



21 **SUMMARY:**

22 Eleven temporary traffic control typical applications are proposed to be revised. The revisions  
23 are due to several factors: worker safety concerns, conflicts with sections of Part 6 and other  
24 sections of the Manual, to clarify worker duties, the need to assess operational impacts on detour  
25 routes, clearer guidance on warning sign use and placement.

26  
27 **DISCUSSION**

28 A recommendation for typical application 15 concerns safety issues for workers. It is also  
29 recommended to remove typical application 16 since the relevant information can be addressed  
30 in typical application 15. An additional note on four typical applications (TA-8, TA-9, TA-19,  
31 TA-20) are for checks of operational impacts on detour routes. And several changes (TA-10,  
32 TA-11, TA-12, TA-13, TA-14) provide clearer guidance and explanation regarding warning sign  
33 use and placement.

34  
35 The following are summaries of proposed revisions to the typical application notes, figures, or  
36 both:

37  
38 *Table 6H-1*

39 The title of typical application 15 is proposed to be changed. Typical application 16 is proposed  
40 to be removed and the concepts combined with typical application 15.

41  
42 *Typical Applications 8, 9, 19, and 20*

43 A guidance statement needs to be added to the notes to check for impacts of the additional traffic  
44 on the detour route.

45  
46 *Typical Application 10*

47 In note 3, use of the ROAD WORK AHEAD should not be optional; it needs to be used in this  
48 application, even for short-duration work. Also recommend that the END ROAD WORK signs  
49 may be omitted for short-term stationary operations like typical maintenance work.

50  
51 In note 7, need to add a second sentence that sign spacing criteria in Table 6H-3 should be used  
52 for all four signs in the sequence. This is necessary so that the BE PREPARED TO STOP sign is  
53 not placed at a ½ B distance between the Flagger symbol and ONE LANE ROAD signs, just in  
54 the middle of these two signs.

55  
56 On Figure 6H-10 add “(optional)” by the END ROAD WORK signs.

57  
58 *Typical Application 11*

59 In note 3, warning lights are not suggested on the Yield Ahead warning sign and the YIELD  
60 regulatory sign - the most important signs in the series. And in this option for a night lane  
61 closure, Type B warning lights are suggested when they should be Type A. Recommend that the  
62 note be revised, similar to note 3 for typical application 10 “Flashing warning lights and/or flags  
63 may be used to call attention to the advance warning signs.”

64  
65 On Figure 6H-11, remove warning light symbols above all signs. The use of warning lights is  
66 addressed in the revised note for this figure.

67 *Typical Application 12*  
68 Note 7 presents guidance that sign locations may need to be adjusted. Presently it states that  
69 “recognizing that the distances shown for sign spacings are minimums”. However in Section  
70 6C.04, paragraph 06, “These distances should be adjusted for field conditions, if necessary, by  
71 increasing or decreasing the recommended distances.” And a great example of decreasing a sign  
72 spacing is in Section 6C.04, paragraph 07 – at intersections or major driveways. Therefore, the  
73 note is proposed to be revised by deleting that sign spacings are minimums.  
74

75 In note 9, warning lights are not suggested on the Signal Ahead warning signs - the most  
76 important signs in the series. Recommend that note 8 be revised, similar to note 3 for typical  
77 application 10 “Flashing warning lights and/or flags may be used to call attention to the advance  
78 warning signs.”  
79

80 On Figure 6H-12, remove warning light symbols above all signs. The use of warning lights is  
81 addressed in the revised note 8 for this figure.  
82

### 83 *Typical Application 13*

84 The option of note 4 for this typical needs to be removed - that the BE PREPARED TO STOP  
85 sign may be added to the sign series. In following the idea of a typical three-sign sequence in  
86 advance of a work zone, this should be a standard sign in this typical. Consequently, note 5  
87 (note 6 after 01/10/2020 council approved recommended changes) is unnecessary.  
88

89 On Figure 6H-13, remove the “(optional)” tags by the BE PREPARED TO STOP signs.  
90

### 91 *Typical Application 14*

92 Since some states do not typically use the NO PASSING ZONE pennant sign, “(optional)” tag  
93 needs to be added by this sign. On Figure 6H-14, “(optional)” should be added to the NO  
94 PASSING ZONE pennant sign.  
95

96 Recommend adding an option similar to note 4 from typical application 10 “Flashing warning  
97 lights and/or flags may be used to call attention to the advance warning signs.” On Figure 6H-  
98 14, remove warning light symbols above the signal ahead sign. The use of warning lights is  
99 addressed in new note 11 for this figure.  
100

### 101 *Typical Applications 15 and 16*

102 Typical application 15 should be restricted to low-speed roads. It is not prudent to suggest this  
103 be applied on a high-speed road. Recommend revising the titles of the typical application in  
104 Table 6H-1, the Notes for Figure 6H-15, and Figure 6H-15 to include “... and low speeds.”  
105

106 A note should be added to refer users to Typical Applications 10 or 12 if the roadway is not low-  
107 volume, low-speed.  
108

109 Note 4 is recommended to be revised to remove “heavy vehicles.” The length and width of  
110 vehicles are relevant, not the vehicle weight.  
111

112 A clarification is needed for note 5 about eliminating channelizing devices or high level warning  
113 device if a work vehicle is used – this should only be an option for mobile or short duration  
114 work.

115  
116 On Figure 6H-15, it is proposed to add “(optional)” adjacent to the END ROAD WORK signs.

117  
118 The task force identified several deficiencies in typical application 16. To resolve the  
119 deficiencies, the task force recommends combining typical applications 15 and 16. The notes  
120 and figure for typical Application 16 are proposed to be removed. Concepts from typical  
121 application 16 are added to typical application 15 as three additional notes regarding the use of  
122 spotters and Survey Crew warning signs. They are:

- 123 • “A spotter should be used to warn workers and surveyors who cannot watch road users.  
124 The spotter should be provided with an audible warning device, such as a two-way radio,  
125 air horn, or whistle.”
- 126 • “If the spotters use STOP/SLOW paddles to slow approaching road users, the STOP side  
127 of the paddle shall be covered so it is not be visible to moving traffic from the other  
128 direction.”, and
- 129 • “A SURVEY CREW sign may be used in place of the ROAD WORK AHEAD sign”.

130

### 131 **RECOMMENDED MUTCD CHANGES**

132 The following present the proposed changes to the current MUTCD within the context of the  
133 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and  
134 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously  
135 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double  
136 underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background  
137 comments may be provided with the MUTCD text. These comments are indicated by [**black font**  
138 **in brackets highlighted light blue**].

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**PART 6. TEMPORARY TRAFFIC CONTROL**  
**CHAPTER 6H. TYPICAL APPLICATIONS**

**Table 6H-1. Index to Typical Applications**

Typical Application Description	Typical Application Number
<b>Work Outside of the Shoulder (see Section 6G.06)</b>	
Work Beyond the Shoulder	TA-1
Blasting Zone	TA-2
<b>Work on the Shoulder (see Sections 6G.07 and 6G.08)</b>	
Work on the Shoulders	TA-3
Short Duration or Mobile Operation on a Shoulder	TA-4
Shoulder Closure on a Freeway	TA-5
Shoulder Work with Minor Encroachment	TA-6
<b>Work Within the Traveled Way of a Two-Lane Highway (see Section 6G.10)</b>	
Road Closed with a Diversion	TA-7
Roads Closed with an Off-Site Detour	TA-8
Overlapping Routes with a Detour	TA-9
Lane Closure on a Two-Lane Road Using Flaggers	TA-10
Lane Closure on a Two-Lane Road with Low Traffic Volumes	TA-11
Lane Closure on a Two-Lane Road Using Traffic Control Signals	TA-12
Temporary Road Closure	TA-13
Haul Road Crossing	TA-14
Work in the Center of a Road with Low Traffic Volumes <a href="#">and Low Speeds</a>	TA-15
<del>Surveying Along the Center Line of a Road with Low Traffic Volumes</del>	<del>TA-16</del>
Mobile Operations on a Two-Lane Road	TA-17
<b>Work Within the Traveled Way of an Urban Street (see Section 6G.11)</b>	
Lane Closure on a Minor Street	TA-18
Detour for One Travel Direction	TA-19
Detour for a Closed Street	TA-20
<b>Work Within the Traveled Way at an Intersection and on Sidewalks (see Section 6G.13)</b>	
Lane Closure on the Near Side of an Intersection	TA-21
Right-Hand Lane Closure on the Far Side of an Intersection	TA-22
Left-Hand Lane Closure on the Far Side of an Intersection	TA-23
Half Road Closure on the Far Side of an Intersection	TA-24
Multiple Lane Closures at an Intersection	TA-25
Closure in the Center of an Intersection	TA-26
Closure at the Side of an Intersection	TA-27
Sidewalk Detour or Diversion	TA-28
Crosswalk Closures and Pedestrian Detours	TA-29
<b>Work Within the Traveled Way of a Multi-Lane, Non-Access Controlled Highway (see Section 6G.12)</b>	
Interior Lane Closure on a Multi-Lane Street	TA-30
Lane Closure on a Street with Uneven Directional Volumes	TA-31
Half Road Closure on a Multi-Lane, High-Speed Highway	TA-32
Stationary Lane Closure on a Divided Highway	TA-33
Lane Closure with a Temporary Traffic Barrier	TA-34
Mobile Operation on a Multi-Lane Road	TA-35
<b>Work Within the Traveled Way of a Freeway or Expressway (see Section 6G.14)</b>	
Lane Shift on a Freeway	TA-36
Double Lane Closure on a Freeway	TA-37
Interior Lane Closure on a Freeway	TA-38
Median Crossover on a Freeway	TA-39
Median Crossover for an Entrance Ramp	TA-40
Median Crossover for an Exit Ramp	TA-41
Work in the Vicinity of an Exit Ramp	TA-42
Partial Exit Ramp Closure	TA-43
Work in the Vicinity of an Entrance Ramp	TA-44
Temporary Reversible Lane Using Movable Barriers	TA-45
<b>Work in the Vicinity of a Grade Crossing (see Section 6G.18)</b>	
Work in the Vicinity of a Grade Crossing	TA-46

143

144 **Notes for Figure 6H-8—Typical Application 8**  
145 **Road Closure with an Off-Site Detour**

146 *Guidance:*

- 147 1. *Regulatory traffic control devices should be modified as needed for the duration of the*  
148 *detour.*
- 149 2. *The detour route should be analyzed with engineering judgment to check for impacts*  
150 *from the additional traffic directed onto the detour, such as highway capacity, roadway*  
151 *geometrics, pavement structure, and any needs to modify existing traffic control*  
152 *devices.*

153 *Option:*

- 154 23. If the road is opened for some distance beyond the intersection and/or there are  
155 significant origin/destination points beyond the intersection, the ROAD CLOSED and  
156 DETOUR signs on Type 3 Barricades may be located at the edge of the traveled way.
- 157 34. A Route Sign Directional assembly may be placed on the far left corner of the  
158 intersection to augment or replace the one shown on the near right corner.
- 159 45. Flashing warning lights and/or flags may be used to call attention to the advance  
160 warning signs.
- 161 56. Cardinal direction plaques may be used with route signs.
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165 **Notes for Figure 6H-9—Typical Application 9**  
166 **Overlapping Routes with a Detour**

167 Support:

- 168 1. TTC devices are shown for one direction of travel only.

169 **Standard:**

- 170 2. **Devices similar to those depicted shall be placed for the opposite direction of**  
171 **travel.**

172 *Guidance:*

- 173 3. *STOP or YIELD signs displayed to side roads should be installed as needed along the*  
174 *temporary route.*

- 175 4. *The detour route should be analyzed with engineering judgment to check for impacts*  
176 *from the additional traffic directed onto the detour, such as highway capacity, roadway*  
177 *geometrics, pavement structure, and any needs to modify existing traffic control devices*

178 Option:

- 179 45. Flashing warning lights and/or flags may be used to call attention to the advance  
180 warning signs.

- 181 56. Flashing warning lights may be used on the Type 3 Barricades.

- 182 67. Cardinal direction plaques may be used with route signs.

183

184 **Notes for Figure 6H-10 – Typical Application 10**  
185 **Lane Closure on a Two-Lane Road Using Flaggers**

186 Option:

- 187 1. Positive protection devices may be used per Section 6F.84a. [Approved by Council  
188 01/10/2020]
- 189 ~~2.~~ For low-volume situations with short work zones on straight roadways where the  
190 flagger is visible to road users approaching from both directions, a single flagger,  
191 positioned to be visible to road users approaching from both directions, may be used  
192 (see Chapter 6E).
- 193 ~~3.~~ The ~~ROAD WORK AHEAD~~ and the END ROAD WORK signs may be omitted for  
194 short-duration and short-term stationary operations.
- 195 ~~4.~~ Flashing warning lights and/or flags may be used to call attention to the advance  
196 warning signs. A BE PREPARED TO STOP sign may be added to the sign series.

197 Guidance:

- 198 ~~4.~~ *The buffer space should be extended so that the two-way traffic taper is placed before a*  
199 *horizontal (or crest vertical) curve to provide adequate sight distance for the flagger*  
200 *and a queue of stopped vehicles.*

201 Standard:

- 202 ~~5.~~ **At night, flagger stations shall be illuminated, except in emergencies.**

203 Guidance:

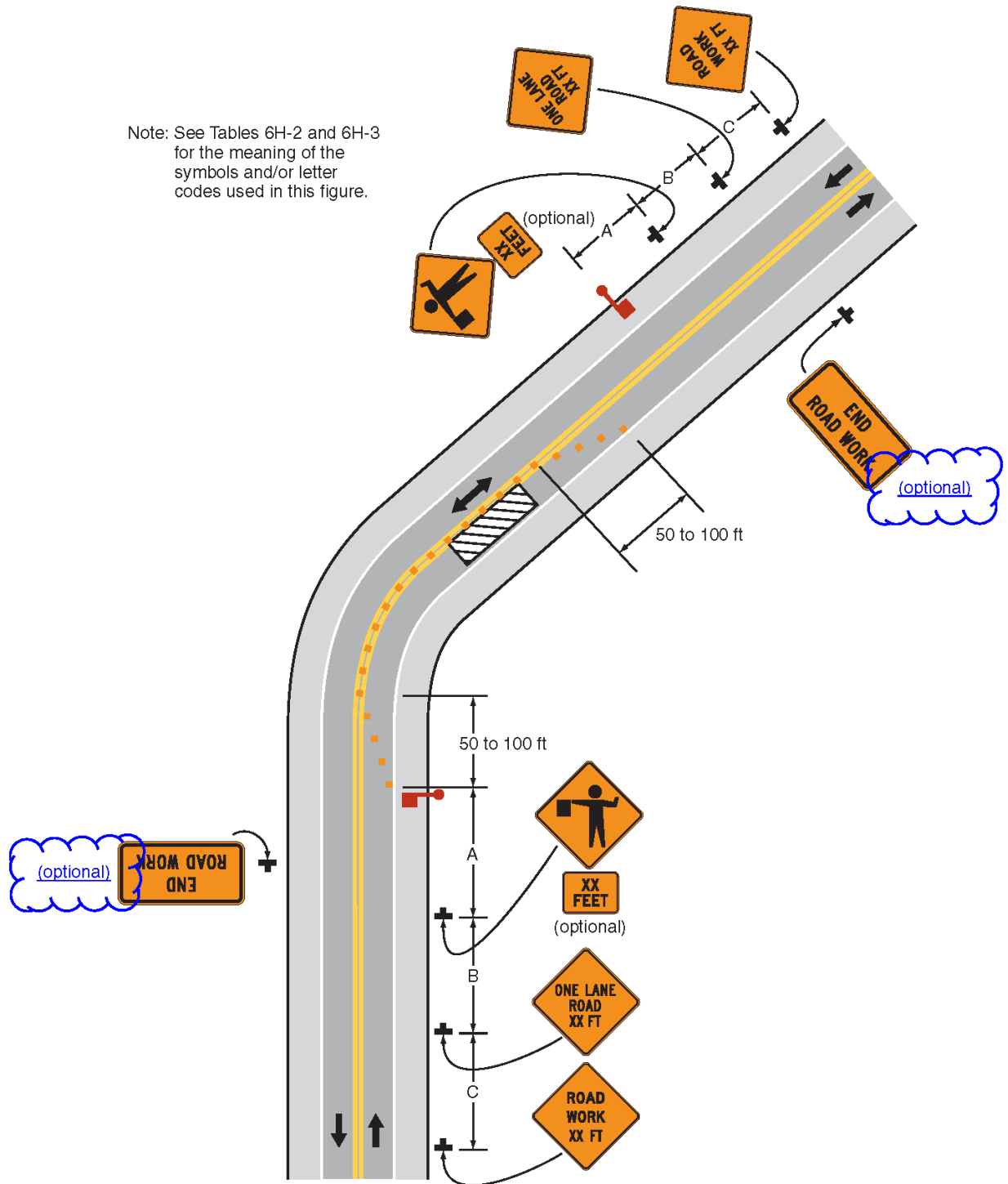
- 204 ~~6.~~ *When used, the BE PREPARED TO STOP sign should be located between the Flagger*  
205 *sign and the ONE LANE ROAD sign. When the BE PREPARED TO STOP is added,*  
206 *sign spacing criteria in Table 6H-3 should be used for all four signs in the sequence.*
- 207 ~~7.~~ *When a grade crossing exists within or upstream of the transition area and it is*  
208 *anticipated that queues resulting from the lane closure might extend through the grade*  
209 *crossing, the TTC zone should be extended so that the transition area precedes the*  
210 *grade crossing.*
- 211 ~~8.~~ *When a grade crossing equipped with active warning devices exists within the activity*  
212 *area, provisions should be made for keeping flaggers informed as to the activation*  
213 *status of these warning devices.*
- 214 ~~9.~~ *When a grade crossing exists within the activity area, drivers operating on the left-hand*  
215 *side of the normal center line should be provided with comparable warning devices as*  
216 *for drivers operating on the right-hand side of the normal center line.*
- 217 ~~10.~~ *Early coordination with the railroad company or light rail transit agency should*  
218 *occur before work starts.*

219 Option:

- 220 ~~11.~~ A flagger or a uniformed law enforcement officer may be used at the grade  
221 crossing to minimize the probability that vehicles are stopped within 15 feet of the  
222 grade crossing, measured from both sides of the outside rails.



Figure 6H-10. Lane Closure on a Two-Lane Road Using Flaggers (TA-10)



Typical Application 10

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**Notes for Figure 6H-11 – Typical Application 11**  
**Lane Closure on a Two-Lane Road with Low Traffic Volumes**

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Option:

1. Positive protection devices may be used per Section 6F.84a. [Approved by Council 01/10/2020]

~~2.~~ This TTC zone application may be used as an alternate to the TTC application shown in Figure 6H-10 (using flaggers) when the following conditions exist:

- a. Vehicular traffic volume is such that sufficient gaps exist for vehicular traffic that must yield.
- b. Road users from both directions are able to see approaching vehicular traffic through and beyond the worksite and have sufficient visibility of approaching vehicles.

~~3.~~ ~~The Type B flashing warning lights may be placed on the ROAD WORK AHEAD and the ONE LANE ROAD AHEAD signs whenever a night lane closure is necessary.~~  
Flashing warning lights and/or flags may be used to call attention to the advance warning signs.



242 Notes for Figure 6H-12 – Typical Application 12  
243 Lane Closure on a Two-Lane Road Using Traffic Control Signals

244 Standard:

- 245 1. Temporary traffic control signals shall be installed and operated in accordance  
246 with the provisions of Part 4. Temporary traffic control signals shall meet the  
247 physical display and operational requirements of conventional traffic control  
248 signals.
- 249 2. Temporary traffic control signal timing shall be established by authorized officials.  
250 Durations of red clearance intervals shall be adequate to clear the one-lane section  
251 of conflicting vehicles.
- 252 3. When the temporary traffic control signal is changed to the flashing mode, either  
253 manually or automatically, red signal indications shall be flashed to both  
254 approaches.
- 255 4. Stop lines shall be installed with temporary traffic control signals for intermediate  
256 and long-term closures. Existing conflicting pavement markings and raised  
257 pavement marker reflectors between the activity area and the stop line shall be  
258 removed. After the temporary traffic control signal is removed, the stop lines and  
259 other temporary pavement markings shall be removed and the permanent  
260 pavement markings restored.
- 261 5. Safeguards shall be incorporated to avoid the possibility of conflicting signal  
262 indications at each end of the TTC zone.

263 Guidance:

- 264 6. Where no-passing lines are not already in place, they should be added.
- 265 7. Adjustments in the location of the advance warning signs should be made as needed to  
266 accommodate the horizontal or vertical alignment of the roadway, ~~recognizing that the~~  
267 ~~distances shown for sign spacings are minimums~~. Adjustments in the height of the signal  
268 heads should be made as needed to conform to the vertical alignment.

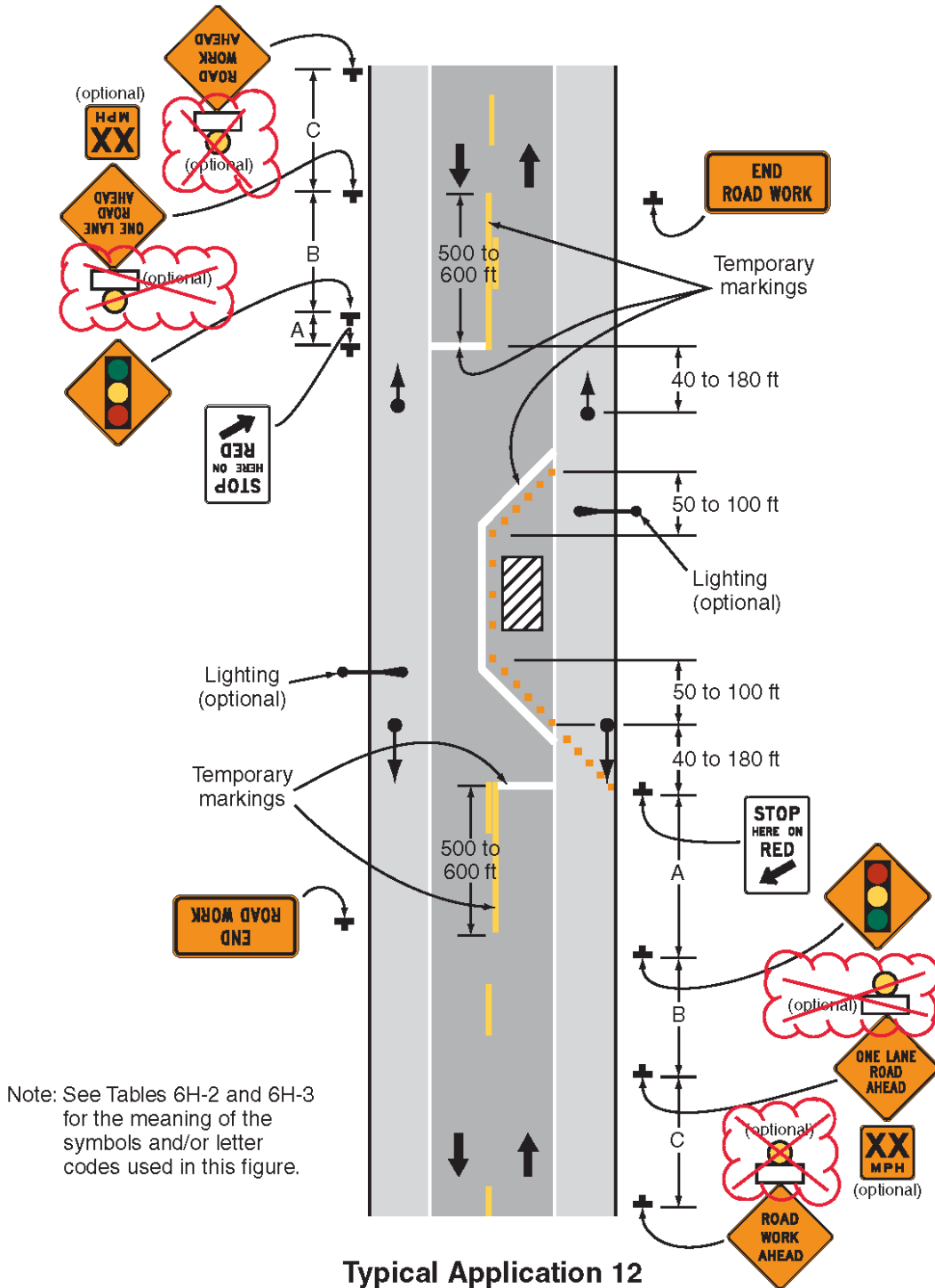
269 Option:

- 270 8. Positive protection devices may be used per Section 6F.84a. [Approved by Council  
271 01/10/2020]
- 272 ~~9. Flashing warning lights shown on the ROAD WORK AHEAD and the ONE LANE~~  
273 ~~ROAD AHEAD signs may be used. Flashing warning lights and/or flags may be used~~  
274 ~~to call attention to the advance warning signs.~~
- 275 ~~10.~~ Removable pavement markings may be used.

276 Support:

- 277 ~~11.~~ Temporary traffic control signals are preferable to flaggers for long-term projects  
278 and other activities that would require flagging at night.
- 279 ~~12.~~ The maximum length of activity area for one-way operation under temporary  
280 traffic control signal control is determined by the capacity required to handle the peak  
281 demand.

**Figure 6H-12. Lane Closure on a Two-Lane Road Using Traffic Control Signals (TA-12)**



**Typical Application 12**

283 **Notes for Figure 6H-13 – Typical Application 13**  
284 **Temporary Road Closure**

285 Support:

- 286 1. Conditions represented are a planned closure not exceeding 20 minutes during the  
287 daytime.

288 **Standard:**

- 289 2. **A flagger or uniformed law enforcement officer shall be used for this application.**  
290 **The flagger, if used for this application, shall follow the procedures provided in**  
291 **Sections 6E.07 and 6E.08.**

292 *Guidance:*

- 293 3. *The uniformed law enforcement officer, if used for this application, should follow the*  
294 *procedures provided in Sections 6E.07 and 6E.08.*

295 Option:

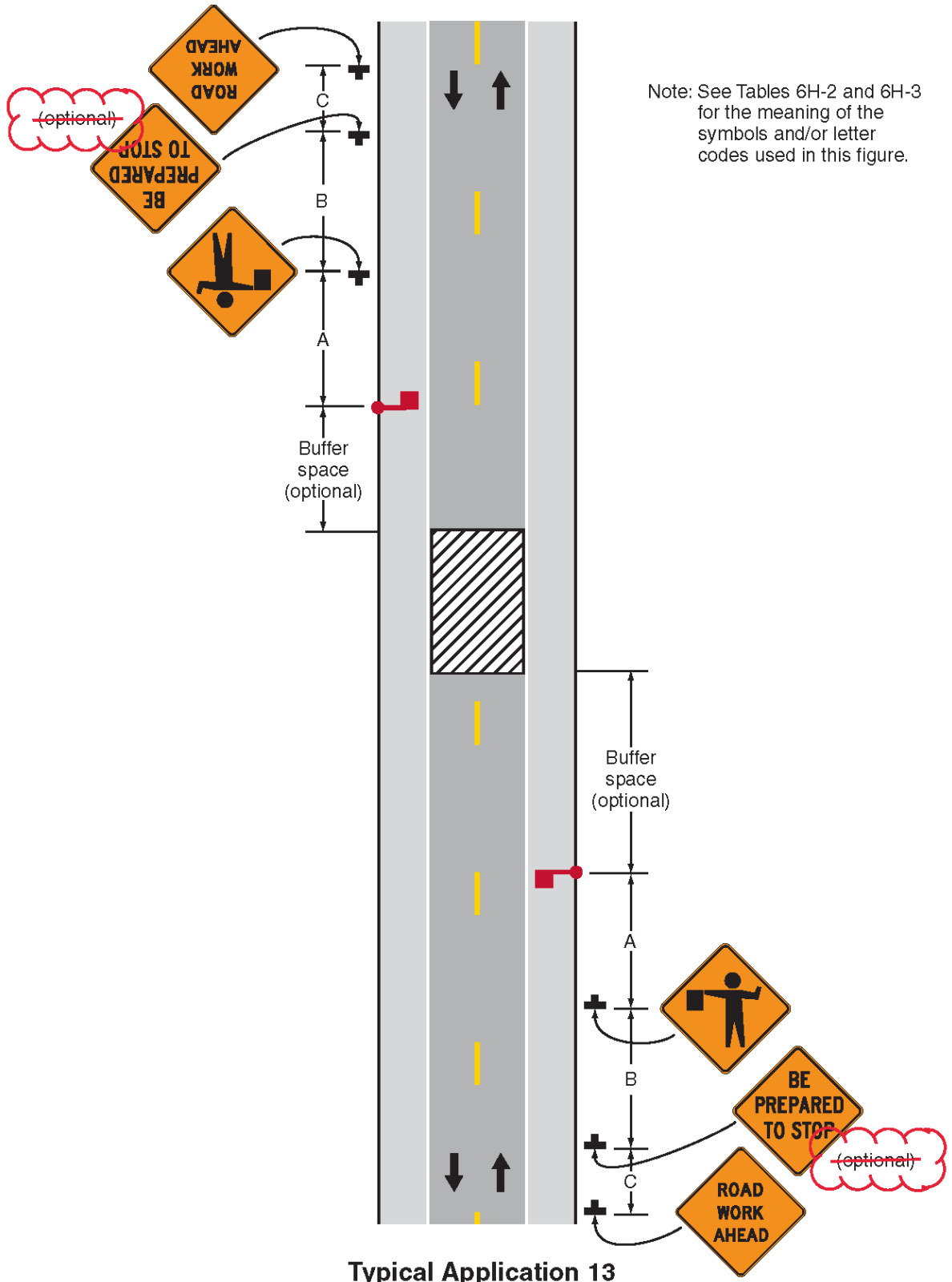
296 ~~4. A BE PREPARED TO STOP sign may be added to the sign series.~~

297 5.4. Positive protection devices may be used per Section 6F.84a. [Approved by Council  
298 01/10/2020]

299 *Guidance:*

300 ~~5.6. When used, the BE PREPARED TO STOP sign should be located before the Flagger~~  
301 ~~symbol sign.~~

Figure 6H-13. Temporary Road Closure (TA-13)



Typical Application 13

303 **Notes for Figure 6H-14 – Typical Application 14**  
304 **Haul Road Crossing**

305 *Guidance:*

- 306 1. Floodlights should be used to illuminate haul road crossings where existing light is  
307 inadequate.  
308 2. Where no-passing lines are not already in place, they should be added.

309 **Standard:**

- 310 3. The traffic control method selected shall be used in both directions.

311 **Flagging Method**

- 312 4. When a road used exclusively as a haul road is not in use, the haul road shall be  
313 closed with Type 3 Barricades and the Flagger symbol signs covered.  
314 5. The flagger shall follow the procedures provided in Sections 6E.07 and 6E.08.  
315 6. At night, flagger stations shall be illuminated, except in emergencies.

316 **Signalized Method**

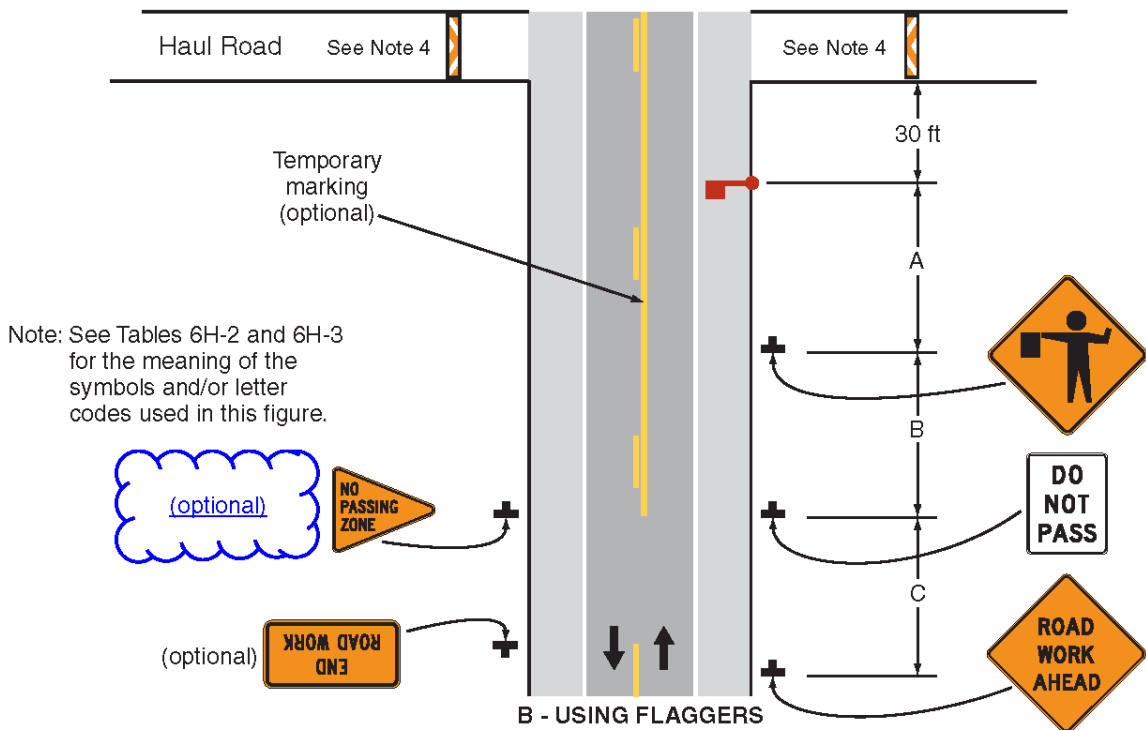
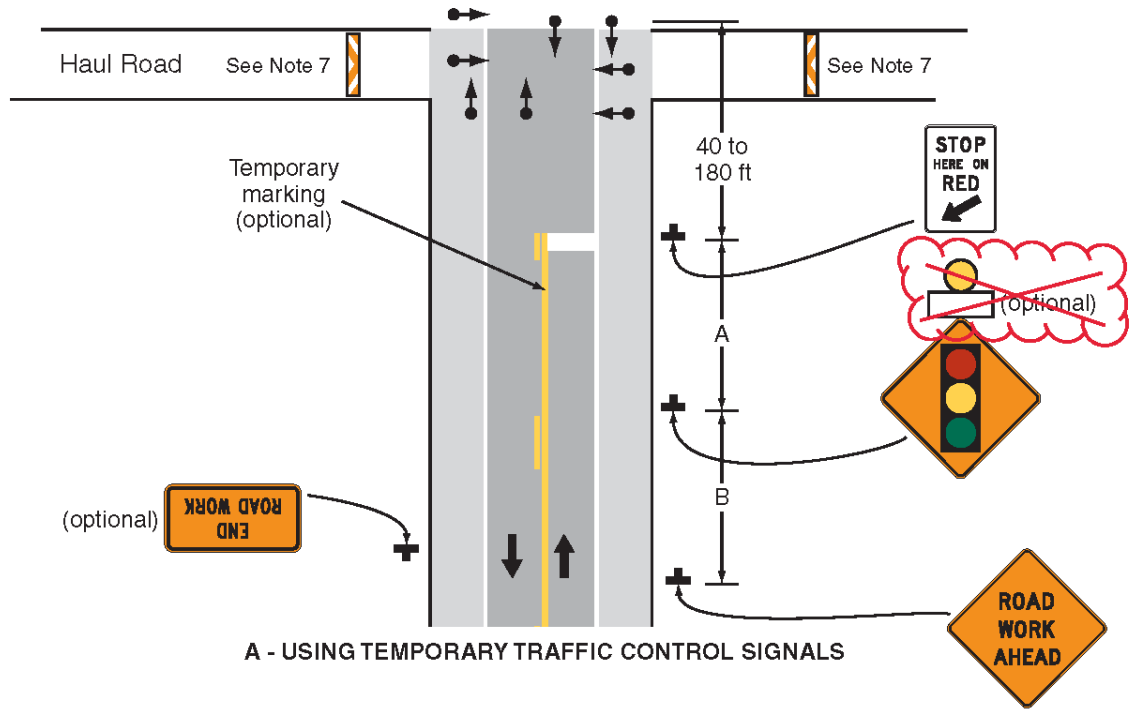
- 317 7. When a road used exclusively as a haul road is not in use, the haul road shall be  
318 closed with Type 3 Barricades. The signals shall either flash yellow on the main  
319 road or be covered, and the Signal Ahead and STOP HERE ON RED signs shall  
320 be covered or hidden from view.  
321 8. The temporary traffic control signals shall control both the highway and the haul  
322 road and shall meet the physical display and operational requirements of  
323 conventional traffic control signals as described in Part 4. Traffic control signal  
324 timing shall be established by authorized officials.  
325 9. Stop lines shall be used on existing highway with temporary traffic control signals.  
326 10. Existing conflicting pavement markings between the stop lines shall be removed.  
327 After the temporary traffic control signal is removed, the stop lines and other  
328 temporary pavement markings shall be removed and the permanent pavement  
329 markings restored.

330 **Option**

- 331 11. Flashing warning lights and/or flags may be used to call attention to the advance  
332 warning signs.



**Figure 6H-14. Haul Road Crossing (TA-14)**



**Typical Application 14**

334 **Notes for Figure 6H-15 – Typical Application 15**  
335 **Work in the Center of a Road with Low Traffic Volumes and Low Speeds**

336 *Guidance:*

- 337 1. *The lanes on either side of the center work space should have a minimum width of 10*  
338 *feet as measured from the near edge of the channelizing devices to the edge of the*  
339 *pavement or the outside edge of the paved shoulder.*  
340 2. *A spotter should be used to warn workers and surveyors who cannot watch road users.*  
341 *The spotter should be provided with an audible warning device, such as a two-way*  
342 *radio, air horn, or whistle.*

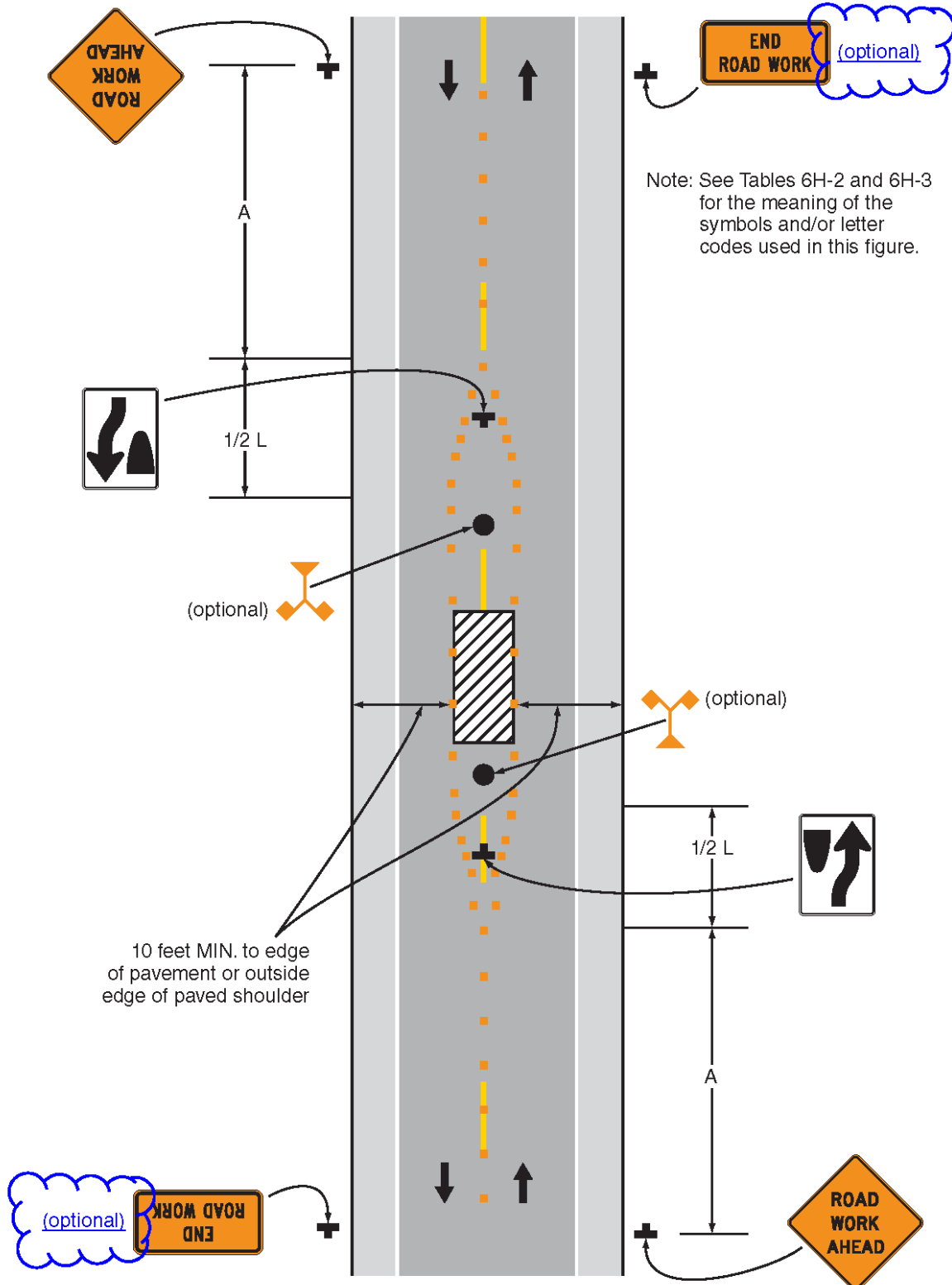
343 *Option:*

- 344 2.3. Positive protection devices may be used per Section 6F.84a. [Approved by Council  
345 01/10/2020]
- 346 4. A SURVEY CREW sign may be used in place of the ROAD WORK AHEAD sign.  
347 23.5. Flashing warning lights and/or flags may be used to call attention to the advance  
348 warning signs.  
349 34.6. If the closure continues overnight, warning lights may be used on the  
350 channelizing devices.  
351 45.7. A lane width of 9 feet may be used for short-term stationary work ~~on low-volume,~~  
352 ~~low-speed roadways~~ when motor vehicle traffic does not include longer and wider  
353 ~~heavy commercial~~ vehicles.  
354 56.8. A For mobile and short duration work, a work vehicle displaying high-intensity  
355 rotating, flashing, oscillating, or strobe lights may be used instead of the channelizing  
356 devices forming the tapers or the high-level warning devices.  
357 67.9. Vehicle hazard warning signals may be used to supplement high-intensity  
358 rotating, flashing, oscillating, or strobe lights.

359 **Standard:**

- 360 78.10. **Vehicle hazard warning signals shall not be used instead of the vehicle's**  
361 **high-intensity rotating, flashing, oscillating, or strobe lights.**  
362 11. If the roadway is not low volume and low speed, then one lane shall be closed using  
363 the information illustrated in Figure 6H-10 or Figure 6H-12.  
364 12. If the spotters use STOP/SLOW paddles to slow approaching road users, the  
365 STOP side of the paddle shall be covered so it is not be visible to road users  
366 traveling from the other direction.  
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Figure 6H-15. Work in the Center of a Road with Low Traffic Volumes and Low Speeds (TA-15)



Typical Application 15

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**Notes for Figure 6H-16—Typical Application 16**  
**Surveying Along the Center Line of a Road with Low Traffic Volumes**

*Guidance:*

- ~~1.—The lanes on either side of the center work space should have a minimum width of 10 feet as measured from the near edge of the channelizing devices to the edge of the pavement or the outside edge of the paved shoulder.~~
- ~~2.—Cones should be placed 6 to 12 inches on either side of the center line.~~
- ~~3.—A flagger should be used to warn workers who cannot watch road users.~~

**Standard:**

- 4.—For surveying on the center line of a high volume road, one lane shall be closed using the information illustrated in Figure 6H-10.**

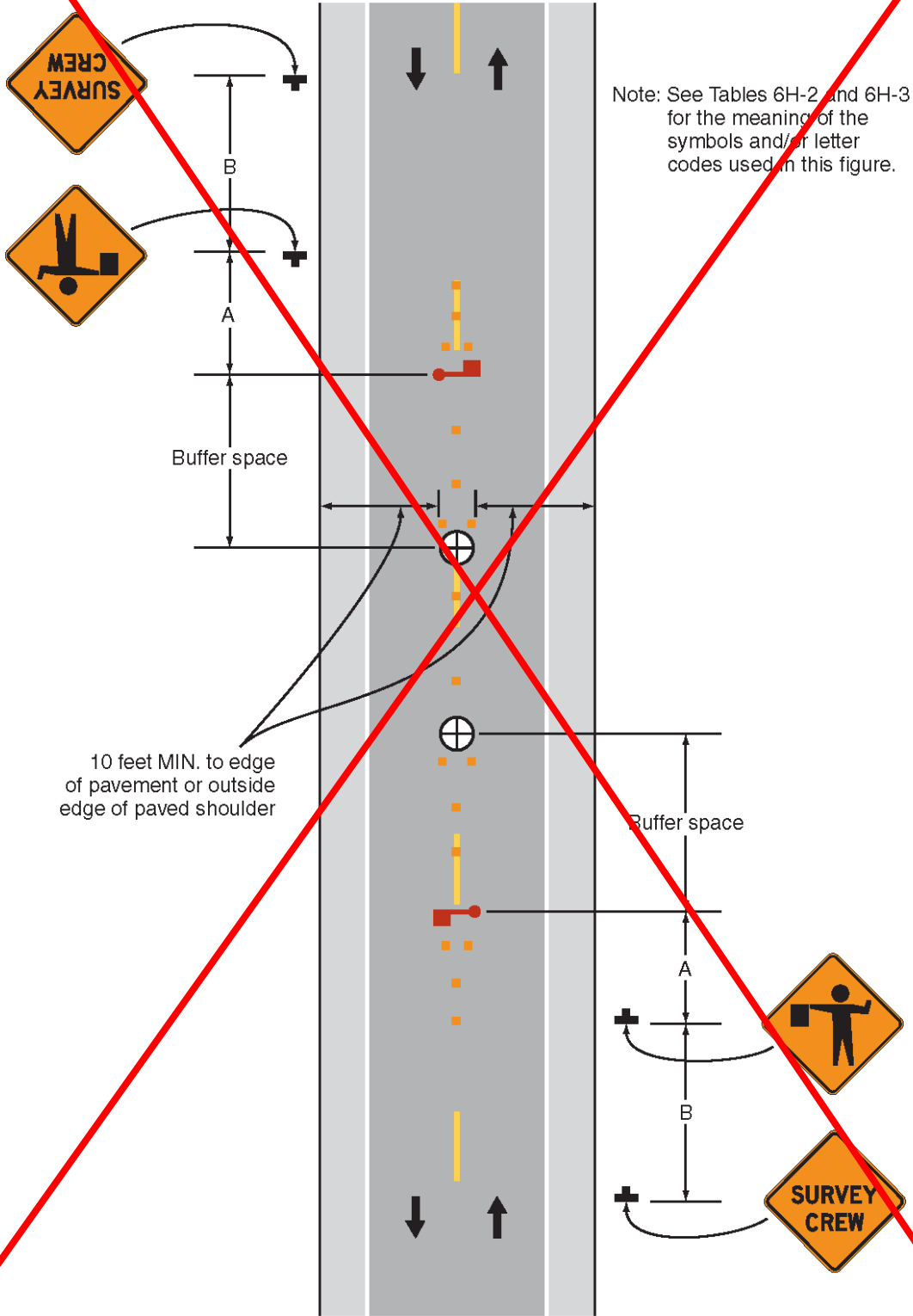
*Option:*

- ~~5.—A high level warning device may be used to protect a surveying device, such as a target on a tripod.~~
- ~~6.—Cones may be omitted for a cross section survey.~~
- ~~7.—ROAD WORK AHEAD signs may be used in place of the SURVEY CREW AHEAD signs.~~
- ~~8.—Flags may be used to call attention to the advance warning signs.~~
- ~~9.—If the work is along the shoulder, the flagger may be omitted.~~
- ~~10.—For a survey along the edge of the road or along the shoulder, cones may be placed along the edge line.~~
- ~~11.—A BE PREPARED TO STOP sign may be added to the sign series.~~

*Guidance:*

- ~~12.—When used, the BE PREPARED TO STOP sign should be located before the Flagger symbol sign.~~

**Figure 6H-16. Surveying Along the Center Line of a Road with Low Traffic Volumes (TA-16)**



**Typical Application 16**

397 **Notes for Figure 6H-19 – Typical Application 19**  
398 **Detour for One Travel Direction**

399 *Guidance:*

- 400 1. *This plan should be used for streets without posted route numbers.*  
401 2. *On multi-lane streets, Detour signs with an Advance Turn Arrow should be used in*  
402 *advance of a turn.*  
403 3. *The detour route should be analyzed with engineering judgment to check for impacts*  
404 *from the additional traffic directed onto the detour, such as highway capacity, roadway*  
405 *geometrics, pavement structure, and any needs to modify existing traffic control*  
406 *devices.*

407 *Option:*

- 408 34. The STREET CLOSED legend may be used in place of ROAD CLOSED.  
409 45. Additional DO NOT ENTER signs may be used at intersections with intervening  
410 streets.  
411 56. Warning lights may be used on Type 3 Barricades.  
412 67. Detour signs may be located on the far side of intersections.  
413 78. A Street Name sign may be mounted with the Detour sign. The Street Name sign may  
414 be either white on green or black on orange.

415 **Standard:**

- 416 89. **When used, the Street Name sign shall be placed above the Detour sign.**  
417  
418  
419

420 **Notes for Figure 6H-20 – Typical Application 20**  
421 **Detour for a Closed Street**

422 *Guidance:*

- 423 1. *This plan should be used for streets without posted route numbers.*  
424 2. *On multi-lane streets, Detour signs with an Advance Turn Arrow should be used in*  
425 *advance of a turn.*  
426 3. *The detour route should be analyzed with engineering judgment to check for impacts*  
427 *from the additional traffic directed onto the detour, such as highway capacity, roadway*  
428 *geometrics, pavement structure, and any needs to modify existing traffic control*  
429 *devices.*

430 *Option:*

- 431 34. Flashing warning lights and/or flags may be used to call attention to the advance  
432 warning signs.  
433 45. Flashing warning lights may be used on Type 3 Barricades.  
434 56. Detour signs may be located on the far side of intersections. A Detour sign with an  
435 advance arrow may be used in advance of a turn.  
436 67. A Street Name sign may be mounted with the Detour sign. The Street Name sign may  
437 be either white on green or black on orange.

438 **Standard:**

- 439 78. **When used, the Street Name sign shall be placed above the Detour sign.**  
440

440 *Support:*

- 441 89. See Figure 6H-9 for the information for detouring a numbered highway.