

CHAPTER 6G. TYPE OF TEMPORARY TRAFFIC CONTROL ZONE ACTIVITIES

Section 6G.06 Work Outside of Shoulder

Guidance:

In Paragraph 3 (“Where the above...”), the sign “ROAD WORK AHEAD” is deleted and substituted with the sign “SHOULDER WORK AHEAD (W21-5) sign”.

Support:

Refer to Section 6F.35 for Shoulder Work Signs.

Section 6G.10 Work Within the Traveled Way of Two-Lane Highways

The following is added to this section:

Support:

Refer to CVC 21363 for detour signs.

Section 6G.12 Work Within the Traveled Way of Multi-Lane, Nonaccess Controlled Highways

The following is added to this section:

Guidance:

When multiple lanes in one direction are closed, traffic should be moved over one lane at a time as shown in Department of Transportation’s Standard Plan T10. See Section 1A.11 for information regarding this publication.

Section 6G.14 Work Within the Traveled Way of Freeways and Expressways

The following is added to this section:

Support:

The temporary traffic controls for short duration and mobile operations on State highways are shown in Department of Transportation’s Standard Plans T15, T16 and T17.

A typical layout of closing lanes to direct traffic around a workspace is shown in Department of Transportation’s Standard Plan T10.

See Section 1A.11 for information regarding this publication.

Section 6G.15 Two-Lane, Two-Way Traffic on One Roadway of a Normally Divided Highway

The following is added to this section:

Support:

Treatments for entrance and exit ramps within the two-way roadway segment of this type of work are shown in Department of Transportation’s Standard Plans T10 and T14. See Section 1A.11 for information regarding this publication.

Section 6G.17 Interchanges

The following is added to this section:

Option:

A temporary traffic control zone in the entrance and exit ramps may be handled as shown in Department of Transportation’s Standard Plans T10 and T14. See Section 1A.11 for information regarding this publication.

CHAPTER 6H. TYPICAL APPLICATIONS

Section 6H.01 Typical Applications

The following is added to this section:

Guidance:

The spacing of channelizing devices should not exceed the maximum distances shown in Table 6F-102.

Notes for Figure 6H-1 – Typical Application 1

Option:

In Note 2, the sign “ROAD WORK AHEAD” is deleted and substituted with the sign “Workers (W21-1a) sign”.

Figure 6H-1 Work Beyond the Shoulder (TA-1)

Standard:

Figure 6H-1 is deleted and replaced with Figure 6H-1 (CA).

Figure 6H-4 Short Duration or Mobile Operation on Shoulder (TA-4)

Standard:

Figure 6H-4 is deleted and replaced with Figure 6H-4 (CA).

Notes for Figure 6H-5 – Typical Application 5

The following new note is added:

Standard:

7. The minimum offset from the upstream end of the barrier to the edge of the traveled way shall be at least 4.6 m (15 ft) unless protected by a crash cushion.

Figure 6H-5 Shoulder Closure on Freeway (TA-5)

Standard:

Figure 6H-5 is deleted and replaced with Figure 6H-5 (CA).

Notes for Figure 6H-6 – Typical Application 6

Standard:

Note 3 shall not be applicable to State highways. Note 1 shall be used instead for State highways.

Notes for Figure 6H-7 – Typical Application 7

The following new note is added:

Option:

11. If the tangent distance along the temporary diversion is less than 180 m (600 ft), additional One-Direction Large Arrow (W1-6) and Chevron Alignment (W1-8) signs may be used.

Figure 6H-7 Road Closure with Diversion (TA-7)

Standard:

Figure 6H-7 is deleted and replaced with Figure 6H-7 (CA).

Notes for Figure 6H-10 – Typical Application 10

Guidance:

In Note 6, the word “between” is changed to “after”.

The following is added to this section:

Support:

For State highways, see Department of Transportation's Standard Plan T13. See Section 1A.11 for information regarding this publication.

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

Standard:

Figure 6H-10 is deleted and replaced with Figure 6H-10 (CA).

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

Standard:

Figure 6H-12 is deleted and replaced with Figure 6H-12 (CA).

Notes for Figure 6H-13 – Typical Application 13

Guidance:

In Note 5, the word “before” is changed to “after”.

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

Standard:

Figure 6H-13 is deleted and replaced with Figure 6H-13 (CA).

Figure 6H-14 Temporary Road Closure (TA-14)

Standard:

Figure 6H-14 is deleted and replaced with Figure 6H-14 (CA).

Notes for Figure 6H-15 – Typical Application 15

Standard:

Note 5 shall not be applicable to State highways. Note 1 shall be used instead for State highways.

Notes for Figure 6H-16 – Typical Application 16

Guidance:

In Note 13, the word “before” is changed to “after”.

Notes for Figure 6H-19 – Typical Application 19

The following new notes are added:

Guidance:

9. The DETOUR (CA Code C5A) sign should be placed on tangent sections at intervals not to exceed 400 m (1300 ft) and at major intersections.

Option:

10. In urban areas, the C5A (CA Code) signs may be placed at every intersection.

Notes for Figure 6H-21 – Typical Application 21

The following new note is added:

Option:

9. A vehicle-mounted arrow panel may be used to supplement this package.

Notes for Figure 6H-26 – Typical Application 26

Standard:

Note 3 shall not be applicable to State highways. Note 1 shall be used instead for State highways.

Notes for Figure 6H-27 – Typical Application 27

Guidance:

In Note 8, the word “before” is changed to “after”.

Notes for Figure 6H-29 – Typical Application 29

Guidance:

Note 2 is deleted and replaced with the following:

2. Parking should be prohibited in advance of mid-block crosswalks. Mid-block crosswalks should be avoided, when possible. See Section 3B.17.

Notes for Figure 6H-30 – Typical Application 30

The following new note is added:

Option:

6. The RIGHT (LEFT) LANE(S) CLOSED (W20-5) sign may be used instead of the Lane Reduction (W4-2) sign.

Notes for Figure 6H-31 – Typical Application 31

Guidance:

In Note 4, the spacing of channelizing devices should not exceed the maximum distances shown in Table 6F-102 of this Supplement. Refer to Section 6F.58 for spacing of channelizing devices.

In Note 7, use the Reverse Curve (W1-4) signs for both locations instead of the Double Reverse Curve or Two Lane Reverse Curve signs.

Option:

In Note 9, use Reverse Curve (W1-4) sign instead of ALL LANES THRU Plaque..

Figure 6H-31 Lane Closures on Street with Uneven Directional Volumes (TA-31)**Standard:**

Figure 6H-31 is deleted and replaced with Figure 6H-31 (CA).

Notes for Figure 6H-32 – Typical Application 32

Guidance:

In Note 3, the spacing of channelizing devices should not exceed the maximum distances shown in Table 6F-102 of this Supplement. Refer to Section 6F.58 for spacing of channelizing devices.

Figure 6H-32 Half Road Closure on Multi-Lane, High-Speed Highway (TA-32)**Standard:**

Figure 6H-32 is deleted and replaced with Figure 6H-32 (CA).

Notes for Figure 6H-35 – Typical Application 35**Standard:**

Note 1 is deleted for State highways and replaced with the following:

1. For State highways, the arrow panels shall, as a minimum, be type B (or type II), with a size of 1800 x 900 mm (72 x 36 in).

Support:

Refer to Department of Transportation’s Standard Specifications Section 12-3.03 for minimum size and type of arrow panels cited above. See Section 1A.11 for information regarding this publication.

Notes for Figure 6H-36 – Typical Application 36**Guidance:**

In Note 6, use the Reverse Curve (W1-4) signs for both locations instead of the Double Reverse Curve sign.

In Note 11, use the Reverse Curve (W1-4) signs instead of the Three Lane Reverse Curve or ALL LANES THRU Plaque.

The following new note is added to this typical application:

Option:

Detail 11 (see Figure 3A-102) may be used instead of the temporary solid white lane line, which is shown in the MUTCD Figure 6H-36.

Notes for Figure 6H-37 – Typical Application 37**Standard:**

This typical application is deleted for application and shall not be used in California. Department of Transportation's Standard Plan T10 shall be used instead.

Support:

See Section 1A.11 for information regarding this publication.

Figure 6H-37 Double Lane Closure on Freeway (TA-37)**Standard:**

This typical application is deleted for application and shall not be used in California. Department of Transportation's Standard Plan T10 shall be used instead.

Support:

See Section 1A.11 for information regarding this publication.

Notes for Figure 6H-38 – Typical Application 38**Standard:**

This typical application is deleted for application and shall not be used on freeways in California. Department of Transportation's Standard Plan T-16 for moving lane closures shall be used instead.

Support:

See Section 1A.11 for information regarding this publication.

Figure 6H-38 Interior Lane Closure on Freeway (TA-38)**Standard:**

This typical application is deleted for application and shall not be used on freeways in California. Department of Transportation's Standard Plan T-16 for moving lane closures shall be used instead.

Support:

See Section 1A.11 for information regarding this publication.

Notes for Figure 6H-42 – Typical Application 42

The following is added:

Option:

The Department of Transportation's Standard Plan T10 may be used instead of this typical application.

Support:

See Section 1A.11 for information regarding this publication.

Figure 6H-42 Work in Vicinity of Exit Ramp (TA-42)

The following is added:

Option:

The Department of Transportation's Standard Plan T10 may be used instead of this typical application.

Support:

See Section 1A.11 for information regarding this publication.

Notes for Figure 6H-43 – Typical Application 43

The following new note is added:

Standard:

- 2. The RAMP NARROWS (W5-4) sign shall not be used in California. The ROAD NARROWS (W5-1) sign or NARROW LANE(S) (CA Code C12) sign, as appropriate, shall be used instead. See Sections 2C.15 and 6F.103.**

Guidance:

3. For planned partial ramp closure, consideration should be given to closing the entire exit ramp. Refer to Department of Transportation's Standard Plan T14. See Section 1A.11 for information regarding this publication.

Notes for Figure 6H-44 – Typical Application 44

The following is added to this typical application:

Option:

The Department of Transportation's Standard Plan T10 may be used instead of this typical application.

Support:

See Section 1A.11 for information regarding this publication.

Figure 6H-44 Work in Vicinity of Entrance Ramp (TA-44)

The following is added to this typical application:

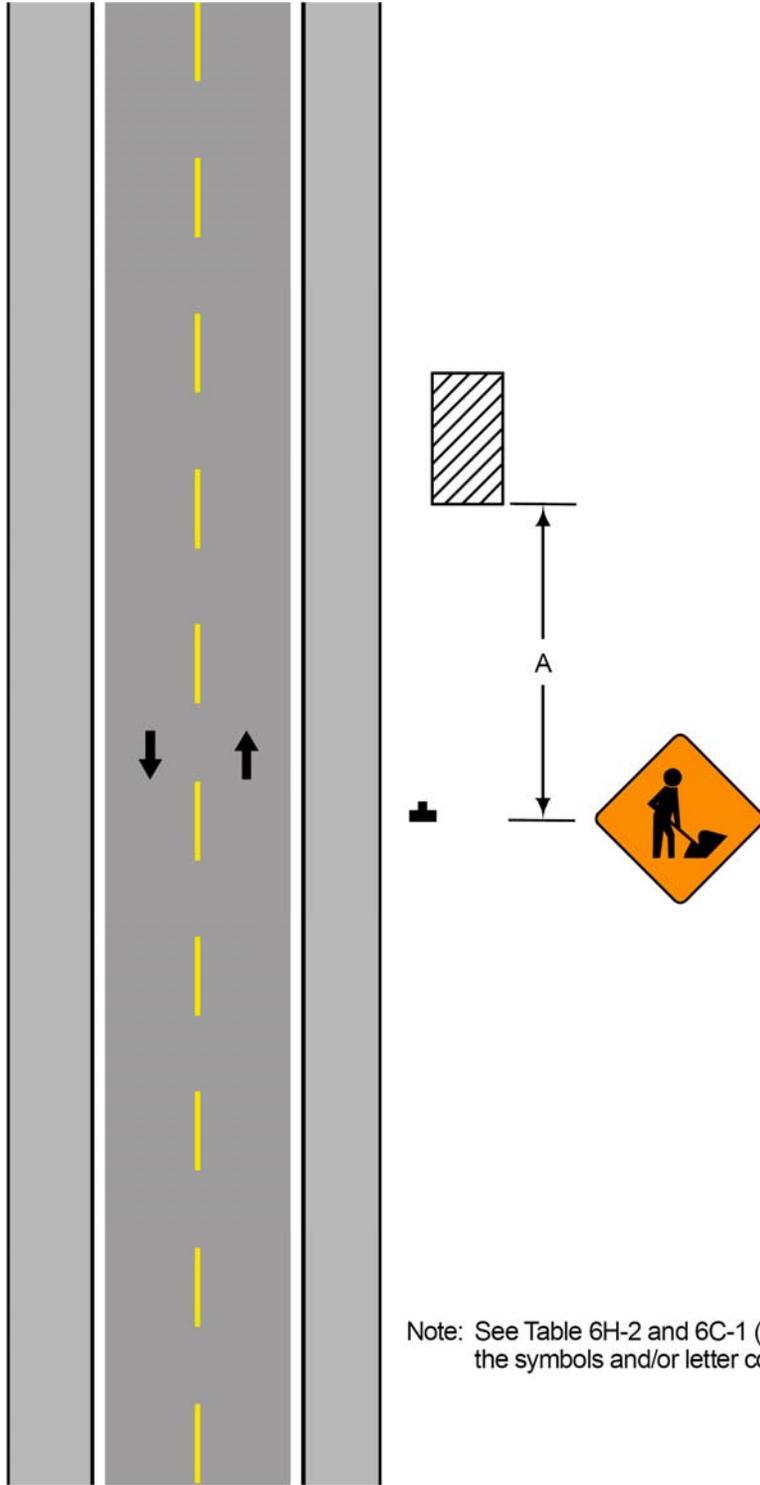
Option:

The Department of Transportation's Standard Plan T10 may be used instead of this typical application.

Support:

See Section 1A.11 for information regarding this publication.

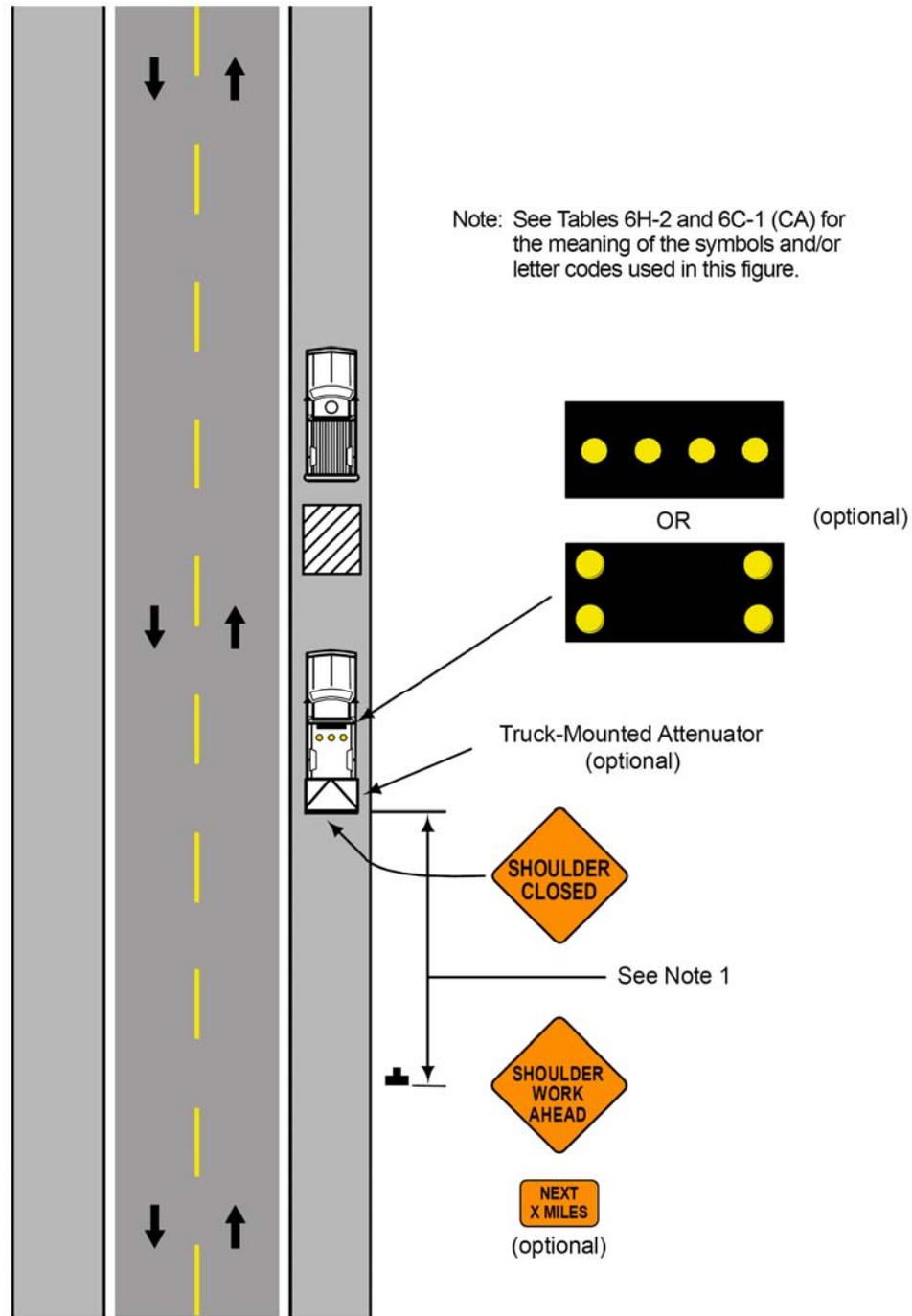
Figure 6H-1 (CA). Work Beyond the Shoulder (TA-1)



Typical Application 1

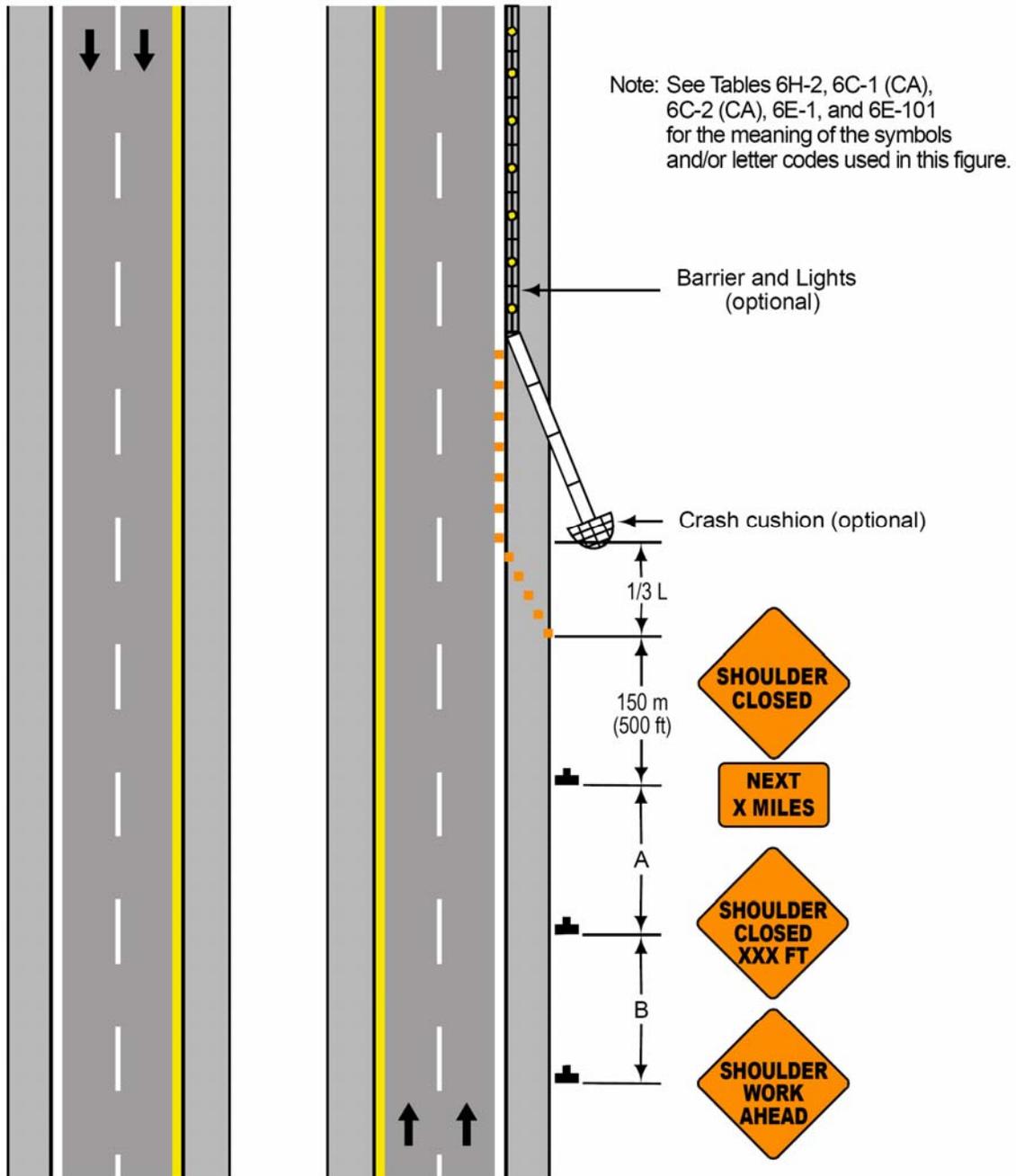
Note: See Table 6H-2 and 6C-1 (CA) for the meaning of the symbols and/or letter codes used in this figure.

Figure 6H-4 (CA). Short-Duration or Mobile Operation on Shoulder (TA-4)



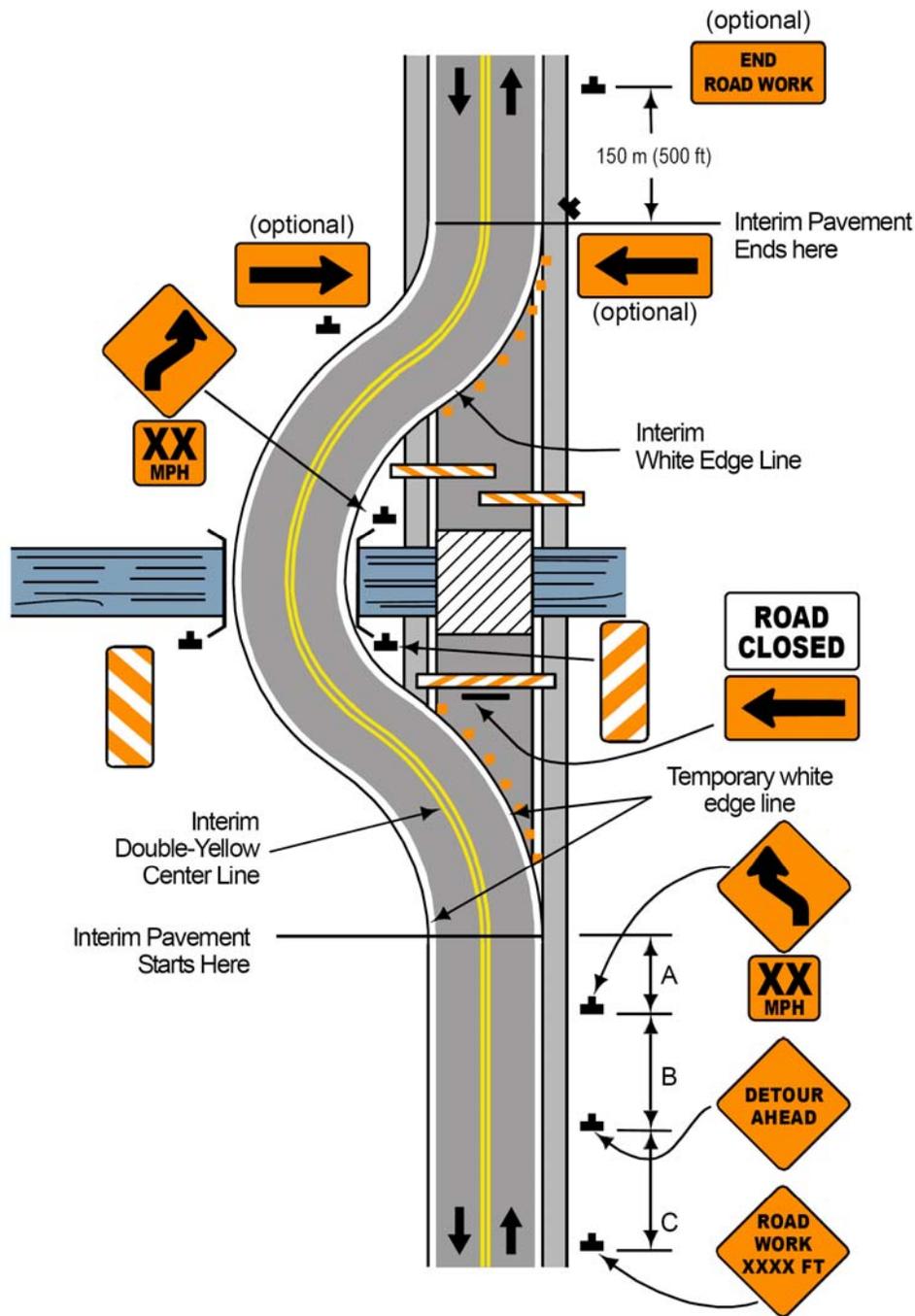
Typical Application 4

Figure 6H-5 (CA). Shoulder Closure on Freeway (TA-5)



Typical Application 5

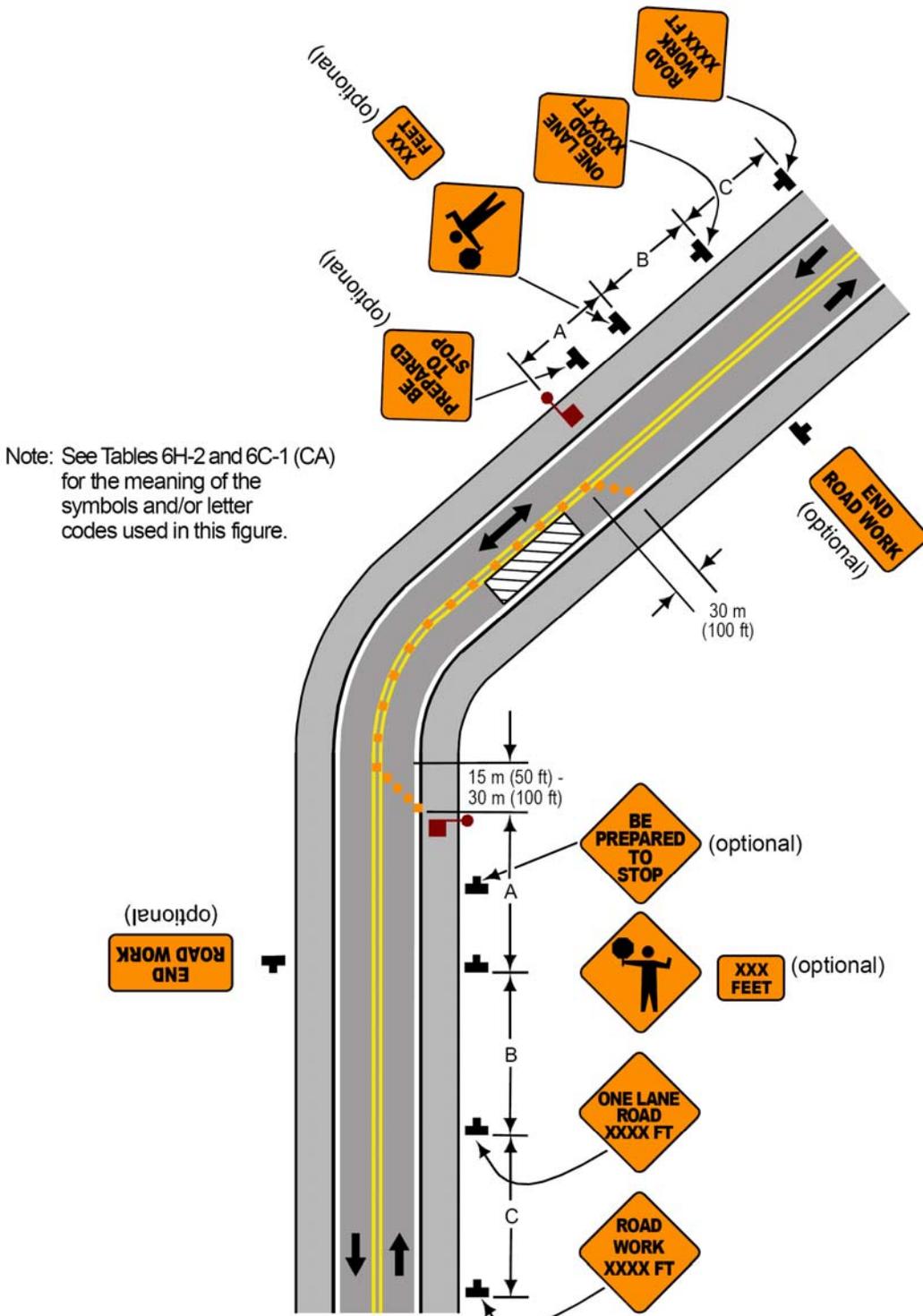
Figure 6H-7 (CA). Road Closure with Diversion (TA-7)



Typical Application 7

Note: See Tables 6H-2 and 6C-1 (CA) for the meaning of the symbols and/or letter codes used in this figure.

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



Typical Application 10

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

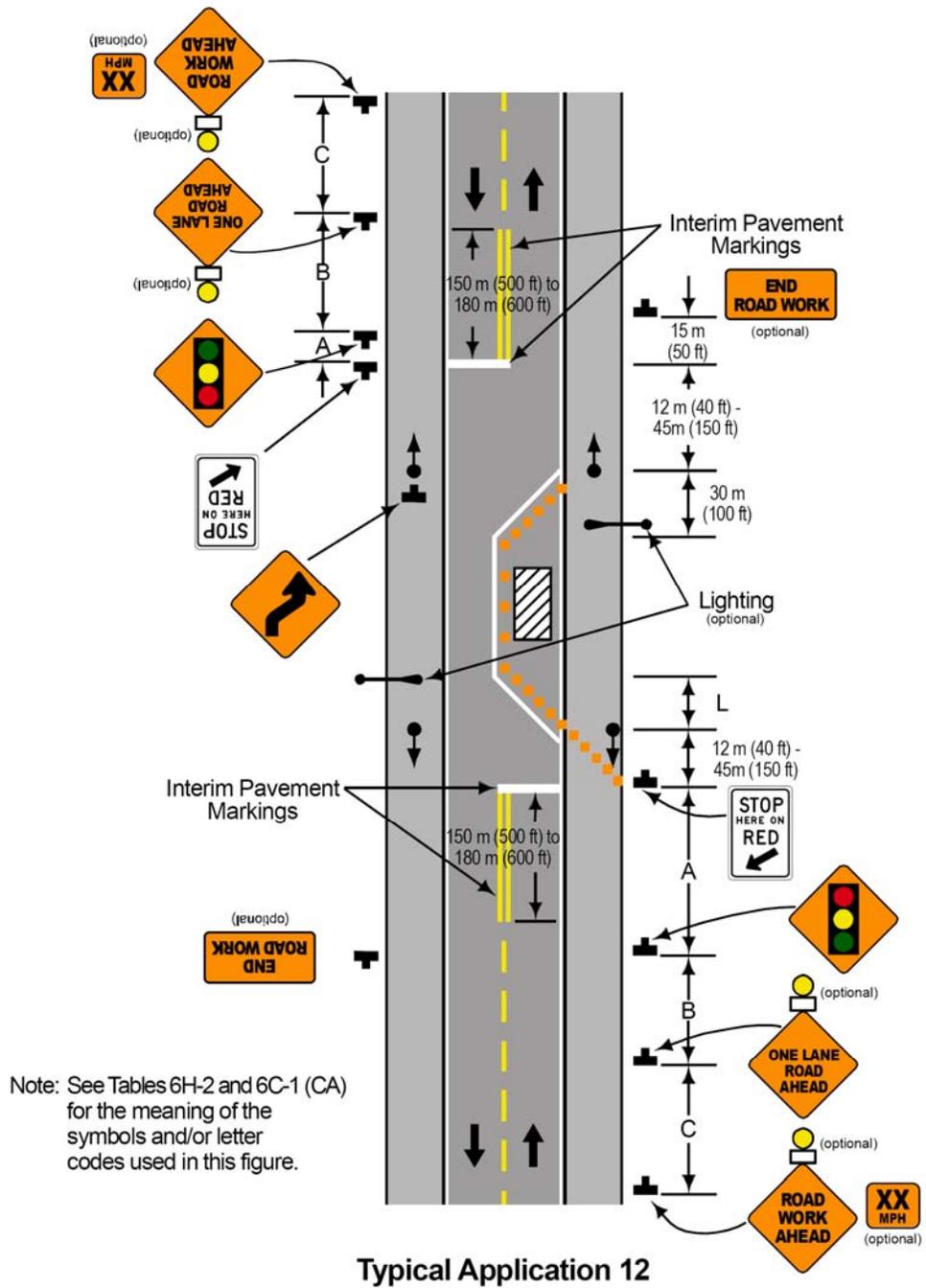
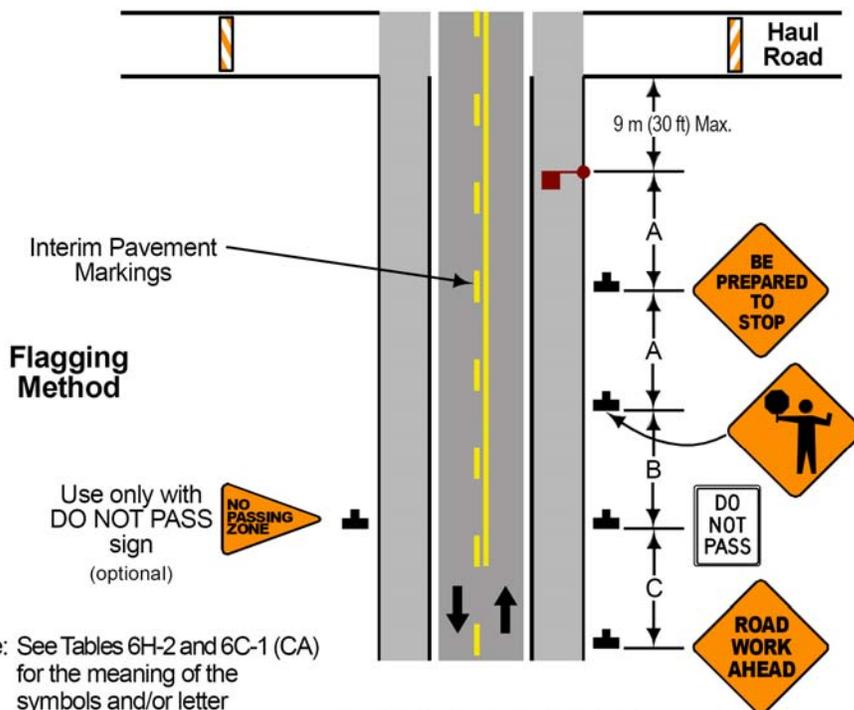
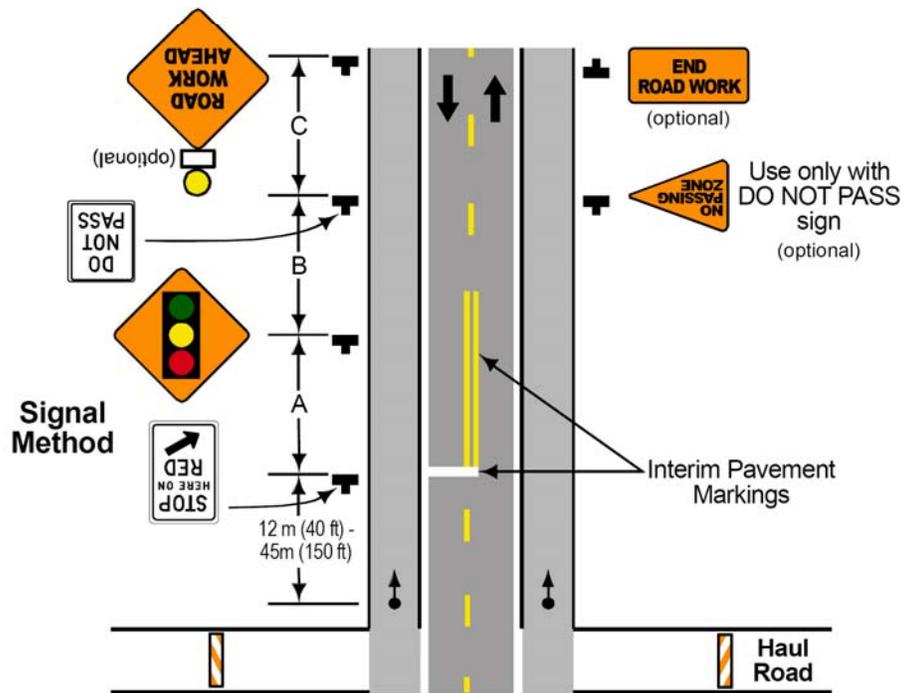


Figure 6H-14 (CA). Haul Road Crossing (TA-14)



Note: See Tables 6H-2 and 6C-1 (CA) for the meaning of the symbols and/or letter codes used in this figure.

Typical Application 14

Figure 6H-31 (CA). Lane Closures on Street with Uneven Directional Volumes (TA-31)

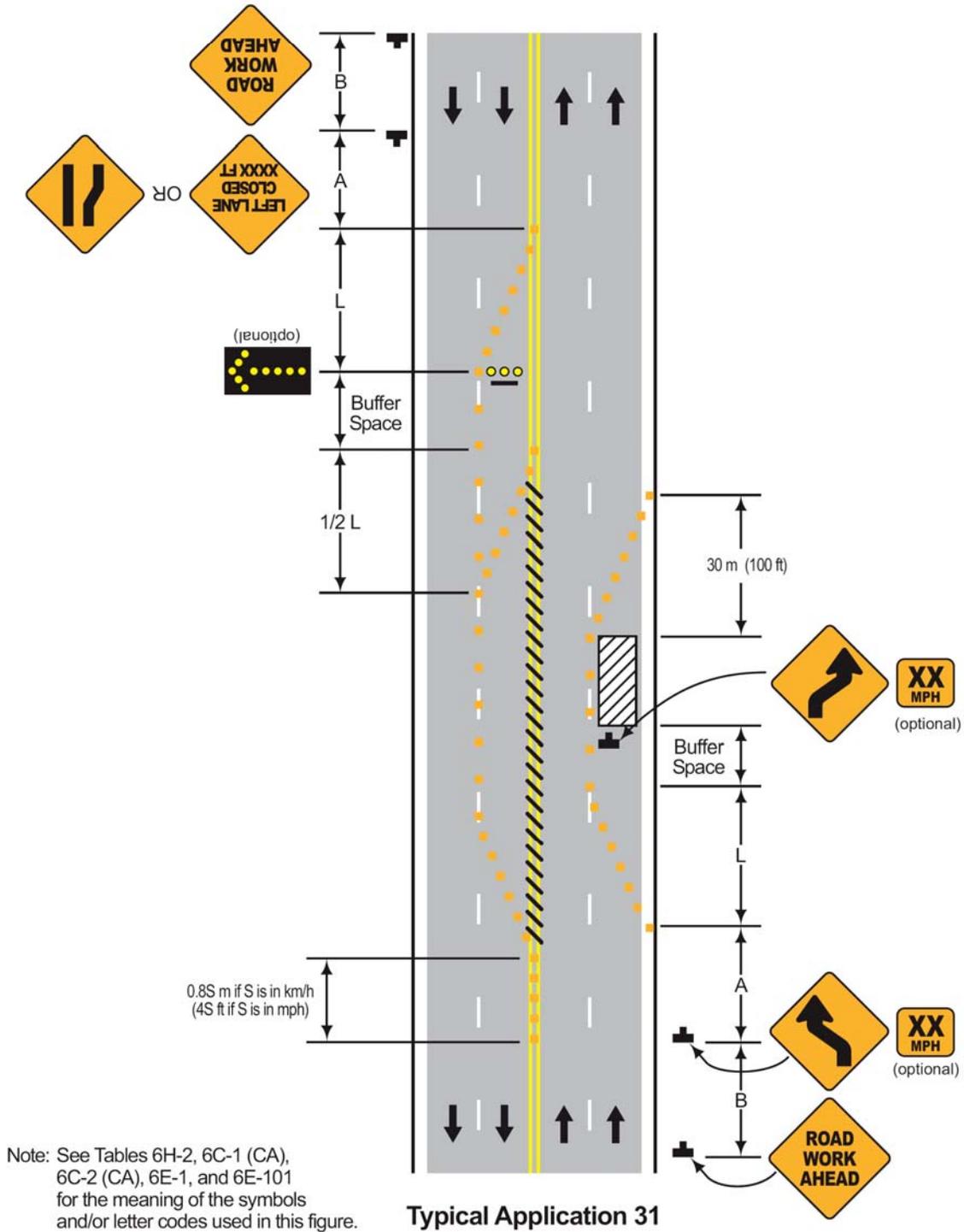
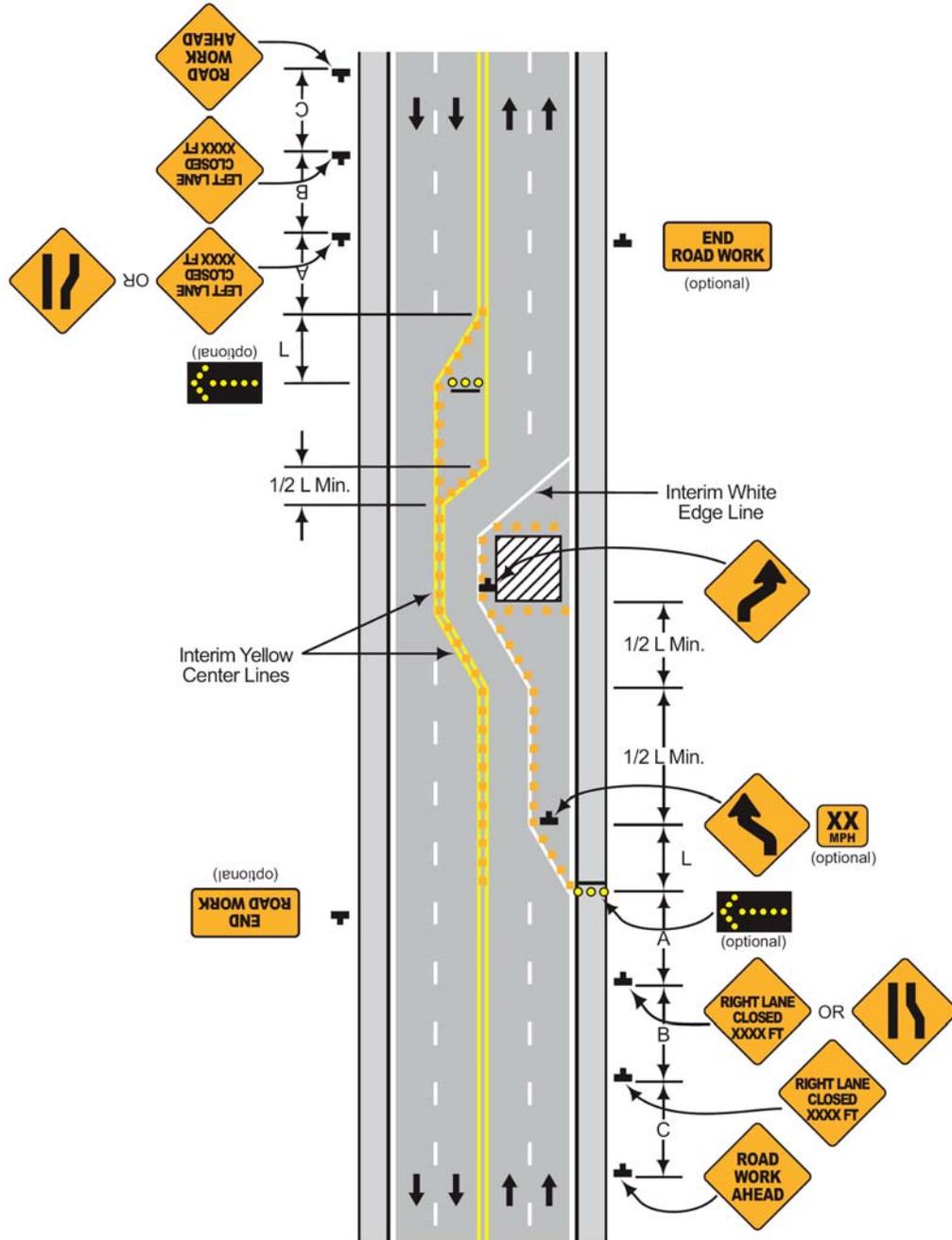


Figure 6H-32 (CA). Half Road Closure on Multilane, High-Speed Highway (TA-32)



Typical Application 32

Note: See Tables 6H-2, 6C-1 (CA), 6C-2 (CA), 6E-1, and 6E-101 for the meaning of the symbols and/or letter codes used in this figure.

**CHAPTER 6I. CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT
MANAGEMENT AREAS**

Support:

No Comments.

This MUTCD Chapter is adopted as is for California.