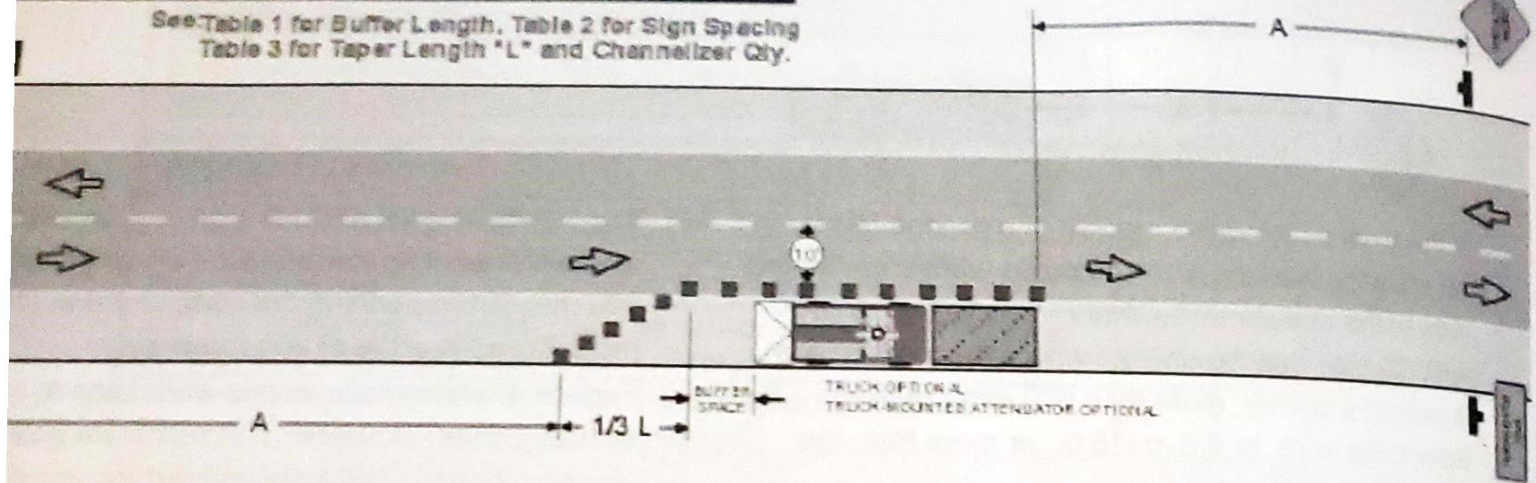


3 - Shoulder Work with Minor Encroachment

See Table 1 for Buffer Length, Table 2 for Sign Spacing
Table 3 for Taper Length "L" and Channelizer Qty.

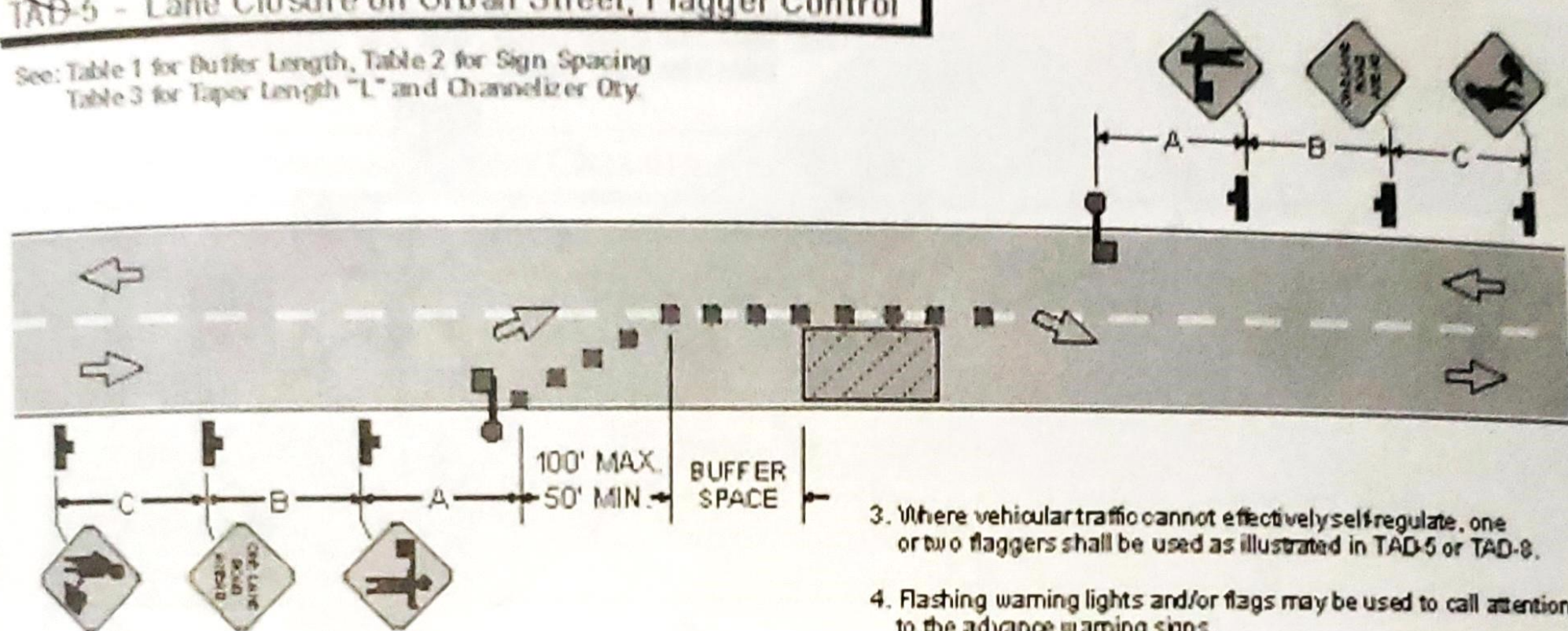


es should be a minimum of 3 m (10 ft.) in
as measured to the near face of the
elizing devices.
reatment shown should be used on a minor
aving low speeds. For higher-speed traffic, a
posure should be used.
ort-term use on low-volume, low-speed
ys with vehicular traffic that does not include
and wider heavy commercial vehicles, a
m lane width of 2.7 m (9 ft.) may be used.

- Where the opposite shoulder is suitable for carrying vehicular traffic and of adequate width, lanes may be shifted by use of closely spaced channelizing devices, provided that the minimum lane width of 3 m (10 ft.) is maintained
- Additional advance warning may be appropriate, such as a ROAD NARROWS sign.
- Temporary traffic barriers may be used along the workspace.
- The shadow vehicle may be omitted if taper and channelizing devices are used.
- A truck-mounted attenuator may be used on the shadow vehicle.

TAD-5 - Lane Closure on Urban Street, Flagger Control

See: Table 1 for Buffer Length, Table 2 for Sign Spacing
Table 3 for Taper Length "L" and Channelizer Qty.

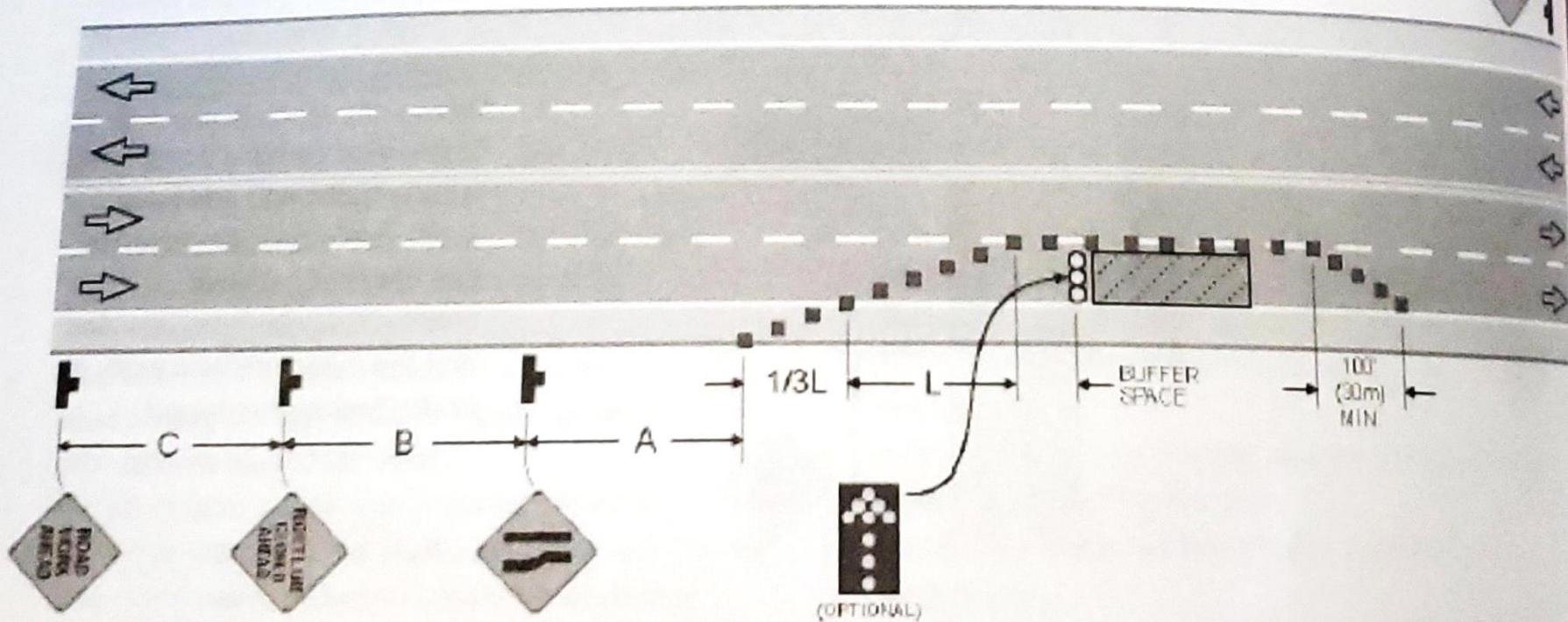


1. This TTC shall be used for low-speed facilities having low traffic volumes.
2. Where work space is short, where road users can see the roadway beyond, and where volume is low, vehicular traffic may be self-regulating. See TAD-4.

3. Where vehicular traffic cannot effectively self-regulate, one or two flaggers shall be used as illustrated in TAD-5 or TAD-8.
4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
5. For low-volume situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger, positioned to be visible to road users from both directions, may be used.
6. At night, flagger stations shall be illuminated, except in emergencies.

TAD-9 - Exterior Lane Closure on Multi-Lane Street

See: Table 1 for Buffer Length, Table 2 for Sign Spacing
Table 3 for Taper Length "L" and Channelizer Qty.



- This typical drawing applies to low speed, low volume streets. Where speeds and volumes are higher additional traffic signs may be required. Where traffic volumes indicate that two lanes of vehicular traffic SHALL be maintained in the direction of travel for which one lane is closed, consult the MUTCO Part 6 for additional information in "Lane Closures on Street with Uneven Directional Volumes. Figure 6H-31.
- When a highway-rail grade crossing exists within or upstream of the transition area and it is anticipated that backups resulting from the lane closure might extend through the highway-rail grade crossing, the TTC zone should be extended so that the transition