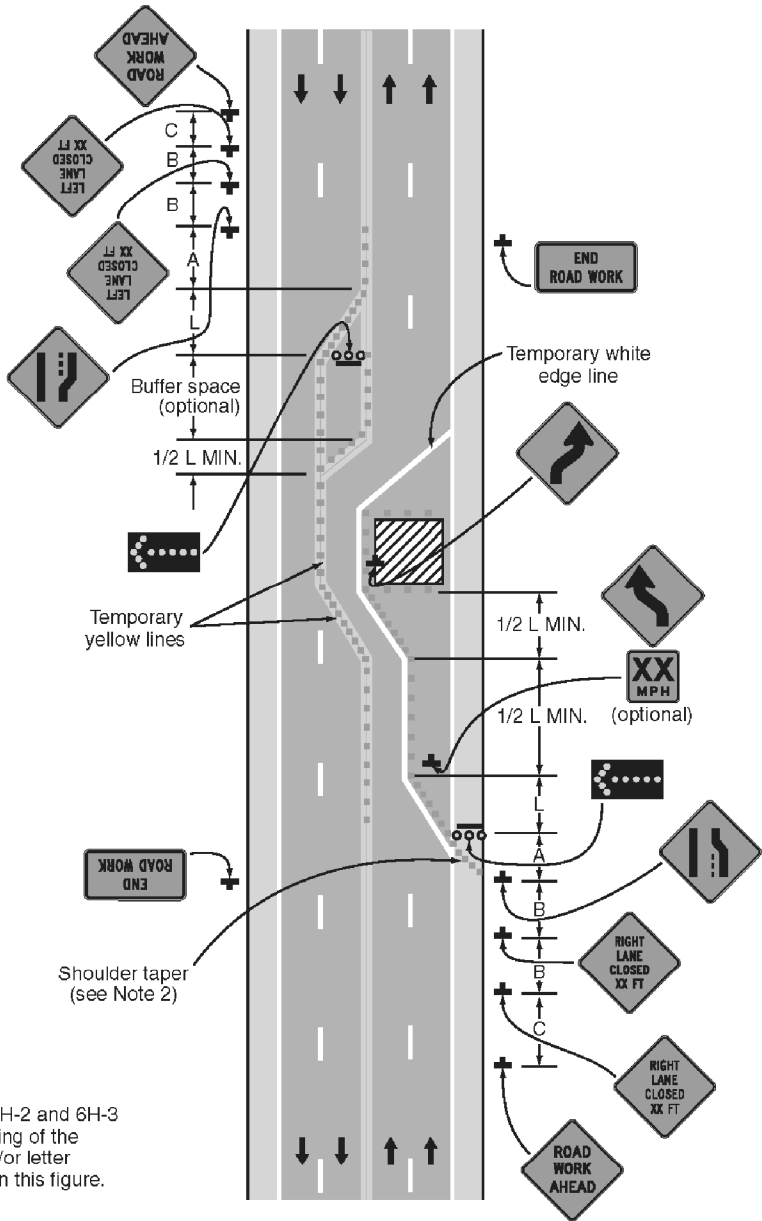


Figure 6H-32. Half Road Closure on a Multi-Lane, High-Speed Highway (TA-32)



Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

Typical Application 32

Notes for Figure 6H-32—Typical Application 32
Half Road Closure on a Multi-Lane, High-Speed Highway

- Standard:
- Pavement markings no longer applicable shall be removed or obliterated as soon as practical. Except for intermediate-term and short-term situations, temporary markings shall be provided to clearly delineate the temporary travel path. For short-term and intermediate-term situations where it is not feasible to remove and restore pavement markings, channelization shall be made dominant by using a very close device spacing.
- Guidance:
- When paved shoulders having a width of 8 feet or more are closed, channelizing devices should be used to close the shoulder in advance of the merging taper to direct vehicular traffic to remain within the traveled way.
 - Where channelizing devices are used instead of pavement markings, the maximum spacing should be $1/2 S$ feet where S is the speed in mph.
 - If the tangent distance along the temporary diversion is less than 600 feet, a Double Reverse Curve sign should be used instead of the first Reverse Curve sign, and the second Reverse Curve sign should be omitted.
- Option:
- Warning lights may be used to supplement channelizing devices at night.
 - A truck-mounted attenuator may be used on the work vehicle and/or the shadow vehicle.

- Additional Notes:
- Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
 - For project specific minimum width, refer to Special Contract Requirements, Section 156.
 - Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.
 - For single lane closure, signs may be changed to fit field conditions as approved by CO.

Table 6H-3. Meaning of Letter Codes on Typical Application Diagrams

Road Type	Distance Between Signs**		
	A	B	C
Urban (low speed)*	100 feet	100 feet	100 feet
Urban (high speed)*	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

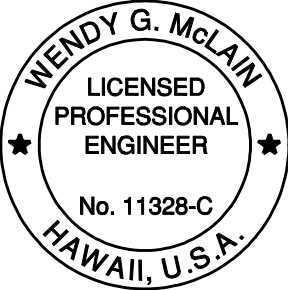
* Speed category to be determined by highway agency

** The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-46. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

Table 6H-4. Formulas for Determining Taper Length

Speed (S)	Taper Length (L) in feet
40 mph or less	$L = \frac{WS^2}{60}$
45 mph or more	$L = WS$

Where: L = taper length in feet
W = width of offset in feet
S = posted speed limit, or off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph



THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION.
4/30/2016
SIGNATURE EXPIRATION DATE OF THE LICENSE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FEDERAL LANDS HIGHWAY

U.S. CUSTOMARY SPECIAL

**TRAFFIC CONTROL PLAN
MULTILANE HIGH-SPEED HWY
HALF ROAD CLOSURE**

SPECIAL
635-B

NO SCALE