

Notes for Figure 6H-101CA) – Typical Application 101(CA) Shoulder Closure on Urban (Low Speed) Locations to Accommodate Bicyclists

Guidance:

- 1. When existing accommodations for bicycle travel are disrupted or closed, information and devices contained in Figures 6H-101(CA) through 6H-104(CA), as appropriate per situation encountered, should be used to consider the needs and control of bicyclists through a TTC zone.*
- 2. SHOULDER CLOSED signs should be used on limited-access roadways where there is no opportunity for disabled vehicles to pull off the roadway.*
- 3. If road users cannot see a pull-off area beyond the closed shoulder, information regarding the length of the shoulder closure should be provided in feet or miles, as appropriate.*
- 4. The use of a temporary traffic barrier should be based on engineering judgment.*

Standard:

- 5. Temporary traffic barriers, including their end treatments, shall be crashworthy. In order to mitigate the effect of striking the upstream end of a temporary traffic barrier, the end shall be installed in accordance with AASHTO's "Roadside Design Guide" (see Section 1A.11) by flaring until the end is outside the acceptable clear zone or by providing crashworthy end treatments. See Section 6F.85 for more details.**

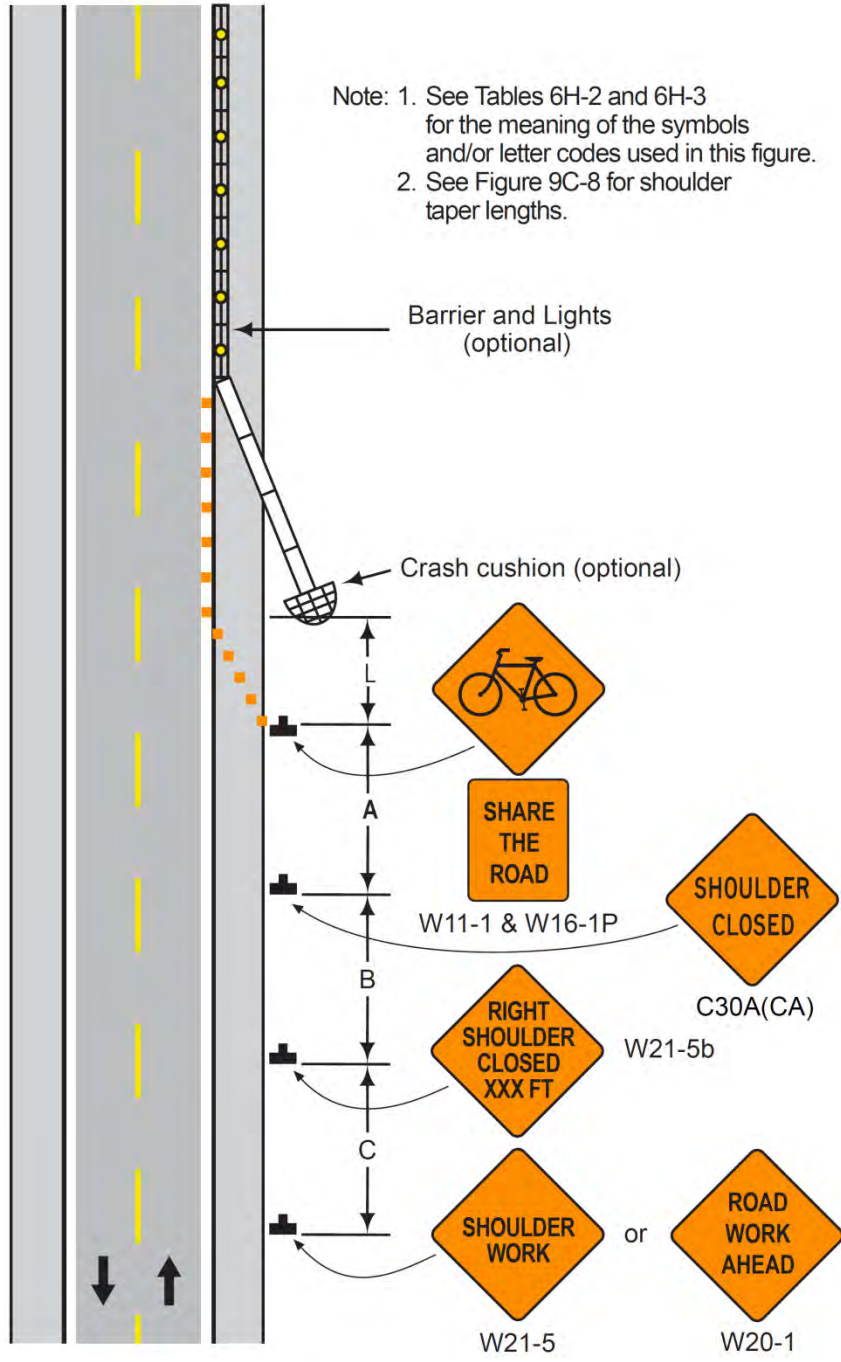
Option:

- 6. The barrier shown in this typical application is an example of one method that may be used to close a shoulder of a long-term project.**
- 7. The warning lights shown on the barrier may be used.**

Guidance:

- 9. This typical application should only be used in urban areas where posted speed is 25 mph or less. For applications on roadway with a posted speed of 30 mph or more use typical application TA-102(CA).*
- 10. All advance warning signs should be placed so that the path of travel for bicycles is not blocked, while maintaining visibility for road users.*
- 11. Where feasible, an adequate lane width should be provided to allow bicyclists and motor vehicles to travel side by side throughout the TTC zone. If lane width conditions are not met, use the SHARE THE ROAD or Bicycles May Use Full Lane sign.*
- 12. The speeds used for the shoulder taper calculations should be of bicyclists in the project vicinity or if a special event such as a bike race, the expected speed of bicyclists approaching the TTC zone.*

Figure 6H-101 (CA). Shoulder Closure on Urban (Low Speed) locations to accommodate bicyclists (TA-101 (CA))



Typical Application 101 (CA)