

## CHAPTER 6E. ONE-LANE, TWO-WAY TRAFFIC CONTROL

### Section 6E.01 One-Lane, Two-Way Traffic Control – General

#### Standard:

- 01 Except as provided in Paragraph 4 of this Section, when traffic in both directions must use a single lane for a limited distance, movements from each end shall be coordinated.

#### Guidance:

- 02 Provisions should be made for alternate one-way movement through the constricted section via methods such as flagger control, ~~a flag transfer~~, a pilot car, traffic control signals, or stop or yield control.
- 03 Control points at each end should be chosen to permit easy passing of opposing lanes of vehicles.

#### Option:

- 04 If the work space on a low-volume street or road is short and road users from both directions are able to see the traffic approaching from the opposite direction through and beyond the worksite, the movement of traffic through a one-lane, two-way constriction may be self-regulating.

### Section 6E.02 Flagger Method

#### Guidance:

- 01 Except as provided in Paragraph 2 of this Section, traffic should be controlled by a flagger at each end of a constricted section of roadway. One of the flaggers should be designated as the coordinator. To provide coordination of the control of the traffic, the flaggers should be able to communicate with each other orally, electronically, or with manual signals. These manual signals should not be mistaken for flagging signals.

#### Option:

- 02 When a one-lane, two-way TTC zone is short enough to allow a flagger to see from one end of the zone to the other, traffic may be controlled by either a single flagger or by a flagger at each end of the section.

#### Guidance:

- 03 When a single flagger is used, the flagger should be stationed on the shoulder opposite the constriction or work space, or in a position where good visibility and traffic control can be maintained at all times. When good visibility and traffic control cannot be maintained by one flagger station, traffic should be controlled by a flagger at each end of the section.

### Section 6E.03 Flag Transfer Method

#### Support:

- 01 ~~The driver of the last vehicle proceeding into the one-lane section is given a red flag (or other token) and instructed to deliver it to the flagger at the other end. The opposite flagger, upon receipt of the flag, then knows that traffic can be permitted to move in the other direction. A variation of this method is to replace the use of a flag with an official pilot car that follows the last road user vehicle proceeding through the section.~~

#### Guidance:

- 02 ~~The flag transfer method should be employed only where the one-way traffic is confined to a relatively short length of a road, usually no more than 1 mile in length.~~

#### Standard:

- 03 This section is deleted for application and shall not be used in California.

### Section 6E.04 Pilot Car Method

#### Option:

- 01 A pilot car may be used to guide a queue of vehicles through the TTC zone or detour.

#### Guidance:

- 02 The pilot car should have the name of the contractor or contracting authority prominently displayed.

#### Standard:

- 03 The PILOT CAR FOLLOW ME (G20-4) sign or PILOT CAR DO NOT PASS (R115(CA)) sign (see Figure 6H-1 and Figure 6G-1(CA)) shall be mounted on the top or on the rear of the pilot vehicle (see Section 6H.37).
- 04 The pilot car operation shall be coordinated with flagging operations or other methods of control at each end

**of the one lane section of the work zone.**

- 05 **If an Automated Flagger Assistance Device (AFAD) (see Section 6L.02) is used in pilot car operations, the AFAD shall be operated by a flagger positioned near and within the line of sight of the AFAD. The AFAD shall not be left unattended at any time that the AFAD is being used.**

*Guidance:*

- 06 *If temporary traffic control signals are used in pilot car operations and long wait times will be encountered by road users, consideration should be given to using signs to notify drivers of the wait time and/or pilot car operation, based on engineering judgment.*

*Option:*

- 07 *Two or more pilot cars may be used to guide two-way traffic through a particularly complex detour or TTC zone.*

*Guidance:*

- 08 *The TRAFFIC CONTROL – WAIT AND FOLLOW PILOT CAR (C37(CA)) sign (Refer to Figures 6G-1(CA) and 6H-1(CA)) should be used at intersecting approaches to a work zone when pilot cars are controlling reversible lane traffic. Where vehicular traffic cannot effectively self-regulate, one or two flaggers should be placed at the intersection instead of C37(CA) sign.*

### **Section 6E.05 Temporary Traffic Control Signal Method**

*Option:*

- 01 Traffic control signals may be used to control vehicular traffic movements in one-lane, two-way TTC zones (see Figure 6P-12 and Chapter 4O).

### **Section 6E.06 Stop or Yield Control Method**

*Option:*

- 01 STOP or YIELD signs may be used to control traffic on low-volume roads at a one-lane, two-way TTC zone when drivers are able to see the other end of the one-lane, two-way operation and have sufficient visibility of approaching vehicles.

*Guidance:*

- 02 *If the STOP or YIELD sign is installed for only one direction, then the STOP or YIELD sign should face road users who are driving on the side of the roadway that is closed for the work activity area.*

**Standard:**

- 03 **The approach to the side that is not closed shall be visible (for a distance equal to the safe passing sight distance for that approach) to the driver who must yield or stop.**

*Support:*

- 04 Refer to Section 3B.03 and Figure 6P-11.