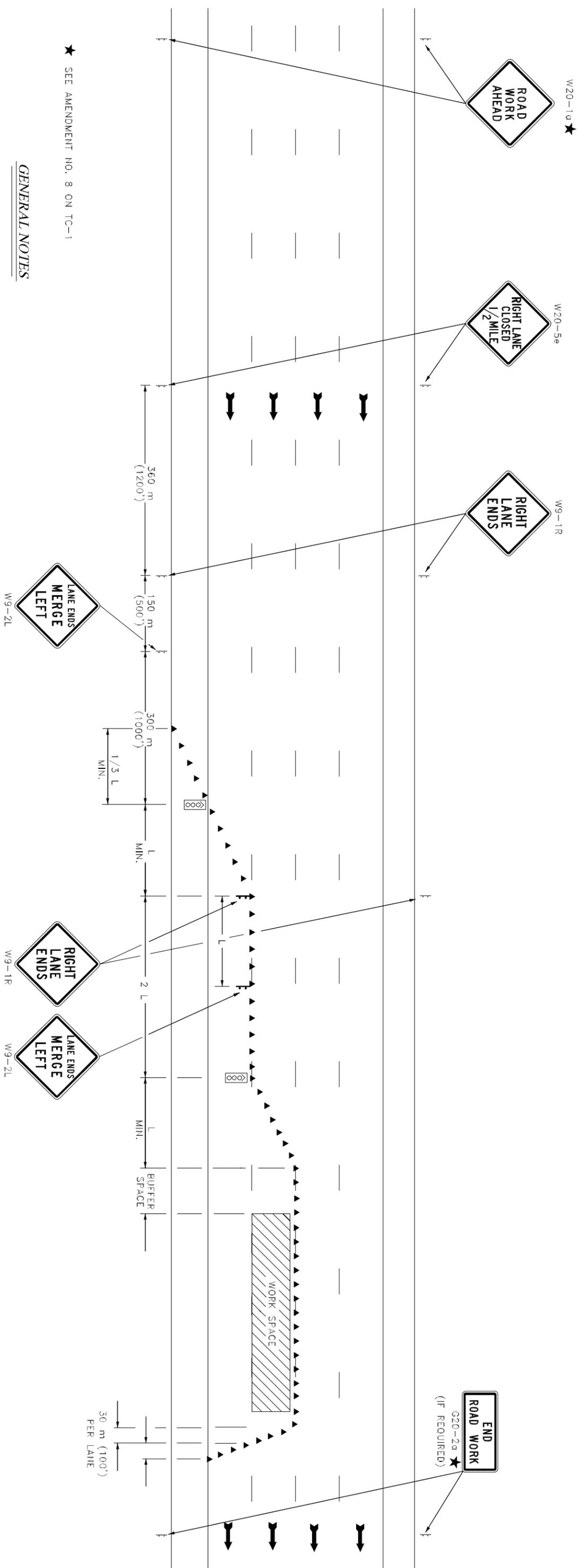


# TYPICAL APPLICATION

(NOT TO SCALE)



★ SEE AMENDMENT NO. 8 ON TC-1

### GENERAL NOTES

1. THE PREFERRED POSITION FOR THE SECOND ARROW DISPLAY IS IN THE CLOSED INTERIOR LANE AT THE BEGINNING OF THE SECOND MERGING TAPER. IN THE FOLLOWING SITUATIONS, HOWEVER, THE SECOND ARROW DISPLAY SHOULD BE PLACED IN THE CLOSED EXTERIOR LANE AT THE END OF THE SECOND MERGING TAPER.
  - (a) WHEN A PROTECTION VEHICLE IS USED IN THE INTERIOR CLOSED LANE, AND THE SECOND ARROW DISPLAY IS MOUNTED ON THE PROTECTION VEHICLE.
  - (b) IF ALIGNMENT OR OTHER CONDITIONS CREATE ANY CONFUSION AS TO WHICH LANE IS CLOSED BY THE SECOND ARROW DISPLAY.
  - (c) WHEN THE FIRST ARROW DISPLAY IS PLACED IN THE CLOSED EXTERIOR LANE AT THE END OF THE FIRST MERGING TAPER (THE ALTERNATIVE POSITION WHEN THE SHOULDER IS NARROW).
2. ALL VEHICLES, EQUIPMENT AND WORKERS ASSOCIATED WITH ACTIVITIES REQUIRING APPLICATION OF THIS LANE CLOSURE SHOULD BE RESTRICTED TO THE AREA PROTECTED BY THE LANE CLOSURE.
3. FOR TAPER LENGTH (L) CRITERIA, SEE MUTCD TABLES 6C-3 AND 6C-4.

### MULTI-LANE CLOSURE (DIVIDED HIGHWAY)

(SUPERSEDES MUTCD FIGURE 6H-37)

**LEGEND**

▲ CHANNELIZING DEVICES

▭ ARROW PANEL