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## Index 102-602 Two-Lane and Multilane, Work on Shoulder

### ORIGINATION

**Date:** February 2, 2022

**Name:** James McGinnis

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### COMMENTARY

Shadow vehicles were added to the high-speed details for TMAs to be included in the TTCP. A new note was added for the Engineer to omit the TMA if it is not feasible to have one in the site specific work zone.

### COMMENTS AND RESPONSES

**BLACK** = Industry Review Comments    **RED** = Standard Plans Response    **GREEN** = Change Made to Index

**Name:** Darren P. Brandes

**Date:** June 3, 2022

**COMMENT:** Consider reducing the buffer distance ‘B’ because of the presence of the truck/trailer mounted attenuator or add a note allowing for the reduction of ‘B’ where restrictions do not allow for the full buffer length. In many instances, room is not available for the full buffer distance. In the past, truck/trailer mounted attenuators have been used to mitigate the shorter buffer distance.

**RESPONSE:** The buffer distance table in Standard Plan 102-600 has a note that allows for a minimal buffer distance of 155ft where there are geometric constraints, and the buffer length cannot be attained. The minimal buffer distance does not consider the roll-ahead distance recommended by the manufacturer on the APL.

**Change made to Index:** No Change

**Date:** June 6, 2022

**Name:** Lynn Decker

**Date:** June , 2022

**COMMENT:** Good Evening,

My only comment on this sheet is that “Feasibility” within the note could cause some ambiguity. Perhaps an approval by the Dept or Engineer should be required for the shadow vehicle to be omitted from the TTC set up. Thank you for the consideration.

**RESPONSE:** This note was left purposely ambiguous to allow flexibility and engineering judgment for field situations where a shadow vehicle may not work (e.g., geometric constraints).

**Change made to Index:** No Change

Date: June 21, 2022