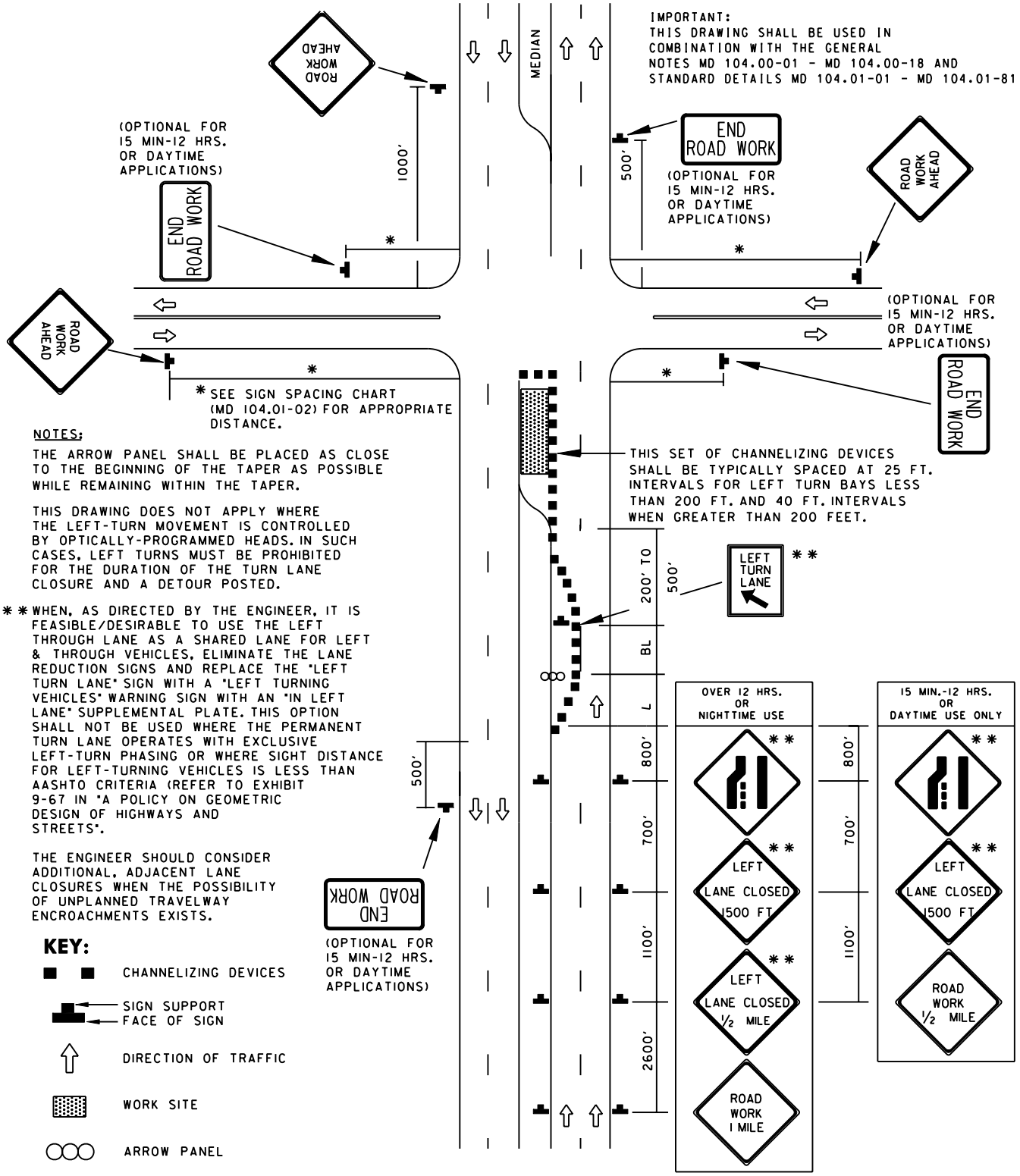
TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION



NOTES:

THE ARROW PANEL SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE WHILE REMAINING WITHIN THE TAPER.

THIS DRAWING DOES NOT APPLY WHERE THE LEFT-TURN MOVEMENT IS CONTROLLED BY OPTICALLY-PROGRAMMED HEADS. IN SUCH CASES, LEFT TURNS MUST BE PROHIBITED FOR THE DURATION OF THE TURN LANE CLOSURE AND A DETOUR POSTED.

** WHEN, AS DIRECTED BY THE ENGINEER, IT IS FEASIBLE/DESIRABLE TO USE THE LEFT THROUGH LANE AS A SHARED LANE FOR LEFT & THROUGH VEHICLES, ELIMINATE THE LANE REDUCTION SIGNS AND REPLACE THE "LEFT TURN LANE" SIGN WITH A "LEFT TURNING VEHICLES" WARNING SIGN WITH AN "IN LEFT LANE" SUPPLEMENTAL PLATE. THIS OPTION SHALL NOT BE USED WHERE THE PERMANENT TURN LANE OPERATES WITH EXCLUSIVE LEFT-TURN PHASING OR WHERE SIGHT DISTANCE FOR LEFT-TURNING VEHICLES IS LESS THAN AASHTO CRITERIA (REFER TO EXHIBIT 9-67 IN "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS".

THE ENGINEER SHOULD CONSIDER ADDITIONAL, ADJACENT LANE CLOSURES WHEN THE POSSIBILITY OF UNPLANNED TRAVELWAY ENCROACHMENTS EXISTS.

KEY:

- CHANNELIZING DEVICES
- SIGN SUPPORT / FACE OF SIGN
- DIRECTION OF TRAFFIC
- WORK SITE
- ARROW PANEL

SPECIFICATION	CATEGORY CODE ITEMS
104	

APPROVED

DIRECTOR – OFFICE OF TRAFFIC AND SAFETY

APPROVAL • SHA REVISIONS		APPROVAL • FEDERAL HIGHWAY ADMINISTRATION	
APPROVAL	8-20-03	APPROVAL	9-23-03
REVISED	8-11-10	REVISED	10-5-10
REVISED		REVISED	
REVISED		REVISED	

SHA State Highway Administration

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION

STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

LEFT–TURN BAY CLOSURE /DIVIDED UNCON. GREATER THAN 40 MPH

STANDARD NO. MD 104.04–13