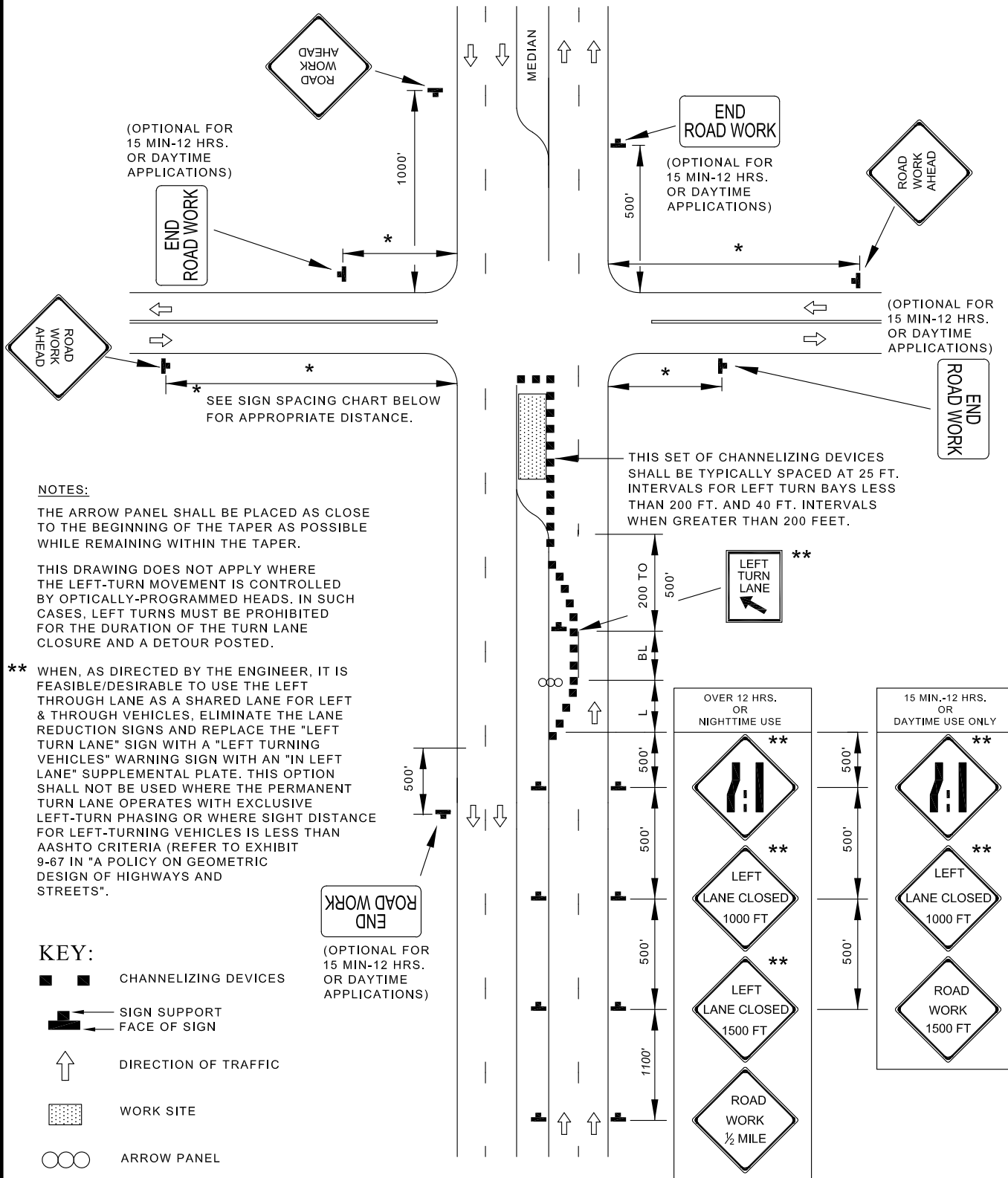


TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION



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").

KEY:

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

END ROAD WORK
(OPTIONAL FOR 15 MIN-12 HRS. OR DAYTIME APPLICATIONS)

	APPROVED: DEPUTY DIRECTOR - OPERATIONS	CITY OF BALTIMORE DEPARTMENT OF TRANSPORTATION TRAFFIC DIVISION	ISSUED 8 / 2010	REVISED	REVISED
	DIRECTOR, DEPARTMENT OF TRANSPORTATION 	LEFT TURN BAY CLOSURE / DIVIDED UNCONNECTED EQUAL / LESS THAN 40 MPH	STANDARD NO. BC 104.04-14		
				SHEET 1 OF 1	