**TYPICAL APPLICATION**

**TWO WAY TRAFFIC LANE SHIFT**

### ROAD TYPE
- **DISTANCE BETWEEN SIGNS**
  - A
  - B
  - C

<table>
<thead>
<tr>
<th>ROAD TYPE</th>
<th>A</th>
<th>B</th>
<th>C</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN (30 MPH)</td>
<td>100'</td>
<td>100'</td>
<td>100'</td>
</tr>
<tr>
<td>URBAN (35 MPH)</td>
<td>500'</td>
<td>500'</td>
<td>500'</td>
</tr>
<tr>
<td>RURAL</td>
<td>1000'</td>
<td>1500'</td>
<td>2640'</td>
</tr>
</tbody>
</table>

### SPACE
- **BUFFER**
  - SEE NOTE 6 FOR LENGTH

### GENERAL NOTES
1. For operations where two-way traffic lane shift can be maintained on the 10' min. clear width lanes.
2. For long-term stationary or intermittent stationary work, pavement markings indicating no passing shall be used. Do not pass signs (R4-1) may be required.
3. For taper length (L) criterion, see MUTCD Table 6C-3 and 6C-4.
4. For speeds > 50 MPH length = L. For speeds < 50 MPH length = 1/2L.
5. For buffer space criterion, see stopping sight distance, MUTCD Table 6C-2.
6. Install on all approaches if the criteria in Amendment No. 4 on TC-1 applies.

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**NOT TO SCALE**