

**Notes for Figure 6H-36—Typical Application 36****Lane Shift on a Freeway***Guidance:*

1. *The lane shift should be used when the work space extends into either the right-hand or left-hand lane of a divided highway and it is not practical, for capacity reasons, to reduce the number of available lanes.*

*Support:*

2. When a lane shift is accomplished by using (1) geometry that meets the design speed at which the permanent highway was designed, (2) full normal cross-section (full lane width and full shoulders), and (3) complete pavement markings, then only the initial general work-zone warning sign is required.

*Guidance:*

3. *When the conditions in Note 2 are not met, the information shown in the typical application should be employed and all the following notes apply.*

**Standard:**

**4. Temporary traffic barriers, if used, shall comply with the provisions of Section 6F.85.**

**5. The barrier shall not be placed along the shifting taper. The lane shall first be shifted using channelizing devices and pavement markings.**

*Guidance:*

6. *A warning sign should be used to show the changed alignment.*

**Standard:**

**7. The number of lanes illustrated on the Reverse Curve signs shall be the same as the number of through lanes available to road users, and the direction of the reverse curves shall be appropriately illustrated.**

*Option:*

8. Where two or more lanes are being shifted, a CW1-4 (or CW1-3) sign with an ALL LANES (CW24-1cP) plaque (see Figure 6F-4) may be used instead of a sign that illustrates the number of lanes.

9. Where more than three lanes are being shifted, the Reverse Curve (or Turn) sign may be rectangular.

*Guidance:*

10. *Where the shifted section is longer than 600 feet, one set of Reverse Curve signs should be used to show the initial shift and a second set should be used to show the return to the normal alignment. If the tangent distance along the temporary diversion is less than 600 feet, a Double Reverse Curve sign should be used instead of the first Reverse Curve sign, and the second Reverse Curve sign should be omitted.*

11. *If a STAY IN LANE sign is used, then solid white lane lines should be used.*

**Standard:**

**12. The minimum width of the shoulder lane shall be 10 feet.**

**13. For long-term stationary work, existing conflicting pavement markings shall be removed and temporary markings shall be installed before traffic patterns are changed.**

*Option:*

14. For short-term stationary work, lanes may be delineated by channelizing devices or removable pavement markings instead of temporary markings.

*Guidance:*

15. *If the shoulder cannot adequately accommodate trucks, trucks should be directed to use the travel lanes.*

16. *The use of a barrier should be based on engineering judgment.*

*Option:*

17. Type C Steady-Burn warning lights may be placed on channelizing devices and the barrier parallel to the edge of the pavement for nighttime lane closures.

Figure 6H-36. Lane Shift on a Freeway (TA-36)

