

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

IMPORTANT:
THIS DRAWING SHALL BE USED IN COMBINATION WITH THE GENERAL NOTES MD 104.00-01 - MD 104.00-18 AND STANDARD DETAILS MD 104.01-01 - MD 104.01-81

NOTES:

THE 'BEGIN AND END SHOULDER USE' SIGNS SHOULD BE OMITTED WHEN THE SHOULDER CANNOT BE DIFFERENTIATED FROM THE NORMAL TRAVEL PATH.

REFER TO MD 104.01-27 FOR GUIDANCE ON PAVEMENT MARKINGS THROUGH LANE SHIFTS.

• THIS TYPICAL SHALL BE USED FOR ANY LANE SHIFT WHICH SATISFIES EITHER CONDITION 'A' OR 'B':

▶ **CONDITION 'A':**
LANE SHIFT IS 'ABRUPT' - SHIFT HAS A TAPER LENGTH LESS THAN THE VALUE SPECIFIED IN THE TAPER LENGTH CRITERIA TABLE REFER TO MD 104.01-80

▶ **CONDITION 'B':**
PREVAILING SPEEDS CANNOT BE MAINTAINED THROUGH THE SHIFT.

• FOR LANE SHIFTS WHICH DO NOT SATISFY ABOVE CONDITIONS:

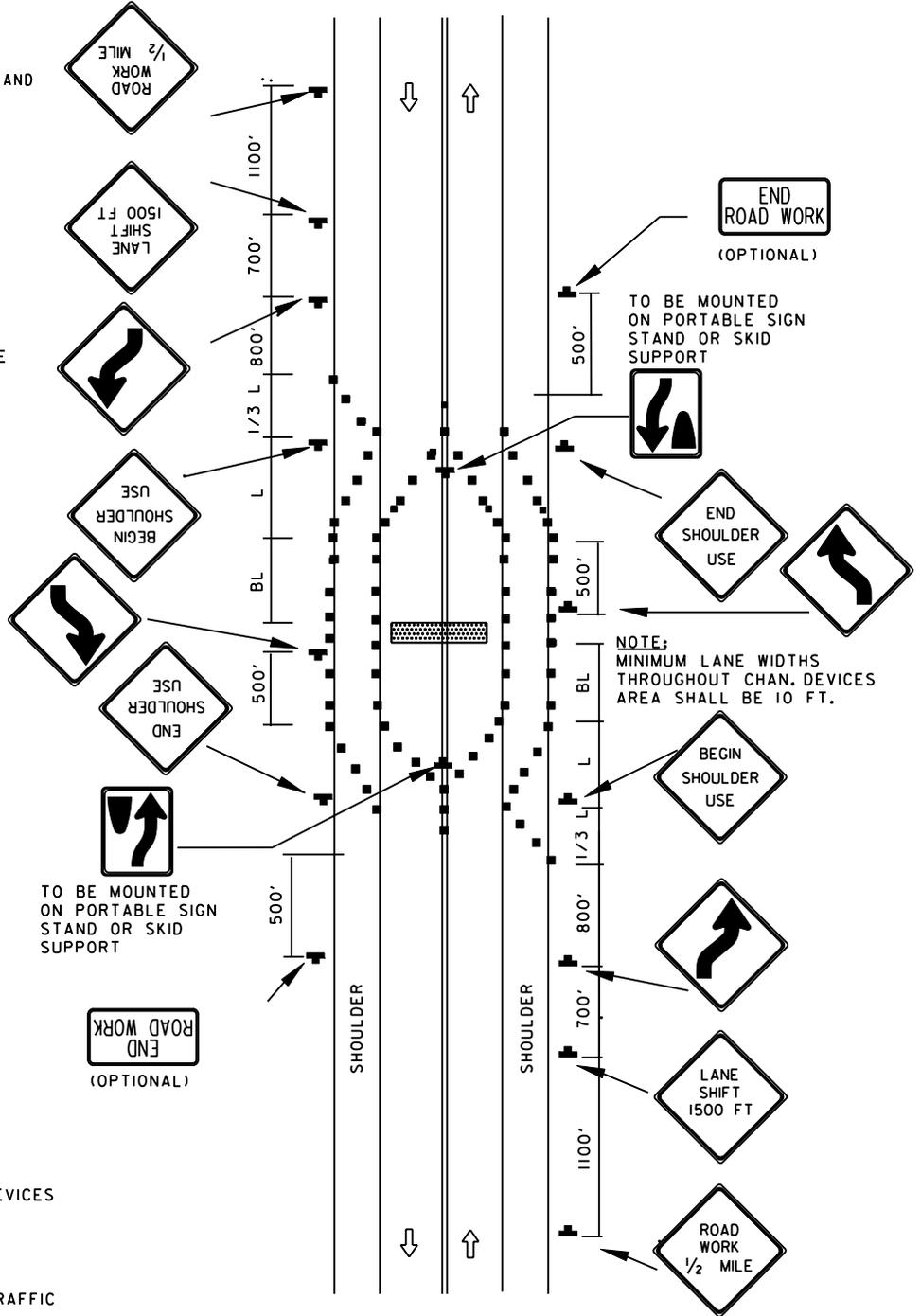
- ▶ DELETE 'REVERSE CURVE' WARNING SIGNS, AND
- ▶ REPLACE 'LANE SHIFT' SIGNS WITH 'ROAD WORK XXX' SIGNS OR OTHER APPROPRIATE SIGNS AS SHOWN IN TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATIONS.

THERE SHALL BE A MINIMUM OF SEVEN CHANNELIZING DEVICES IN THE SHOULDER TAPER.

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



SPECIFICATION 104	CATEGORY CODE ITEMS
APPROVED	
DIRECTOR - OFFICE OF TRAFFIC AND SAFETY	
SHA State Highway Administration	APPROVAL • SHA REVISIONS
	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION
	APPROVAL 8-20-03 APPROVAL 9-23-03
	REVISED 8-11-10 REVISED 7-29-10
REVISED	REVISED

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
LANE SHIFT FOR COMPLETE TRAVEL WAY BLOCKAGE/2-LANE, 2-WAY GREATER THAN 40 MPH/15 MIN - 12 HRS. OR DAYTIME ONLY
STANDARD NO. MD 104.02-07