

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

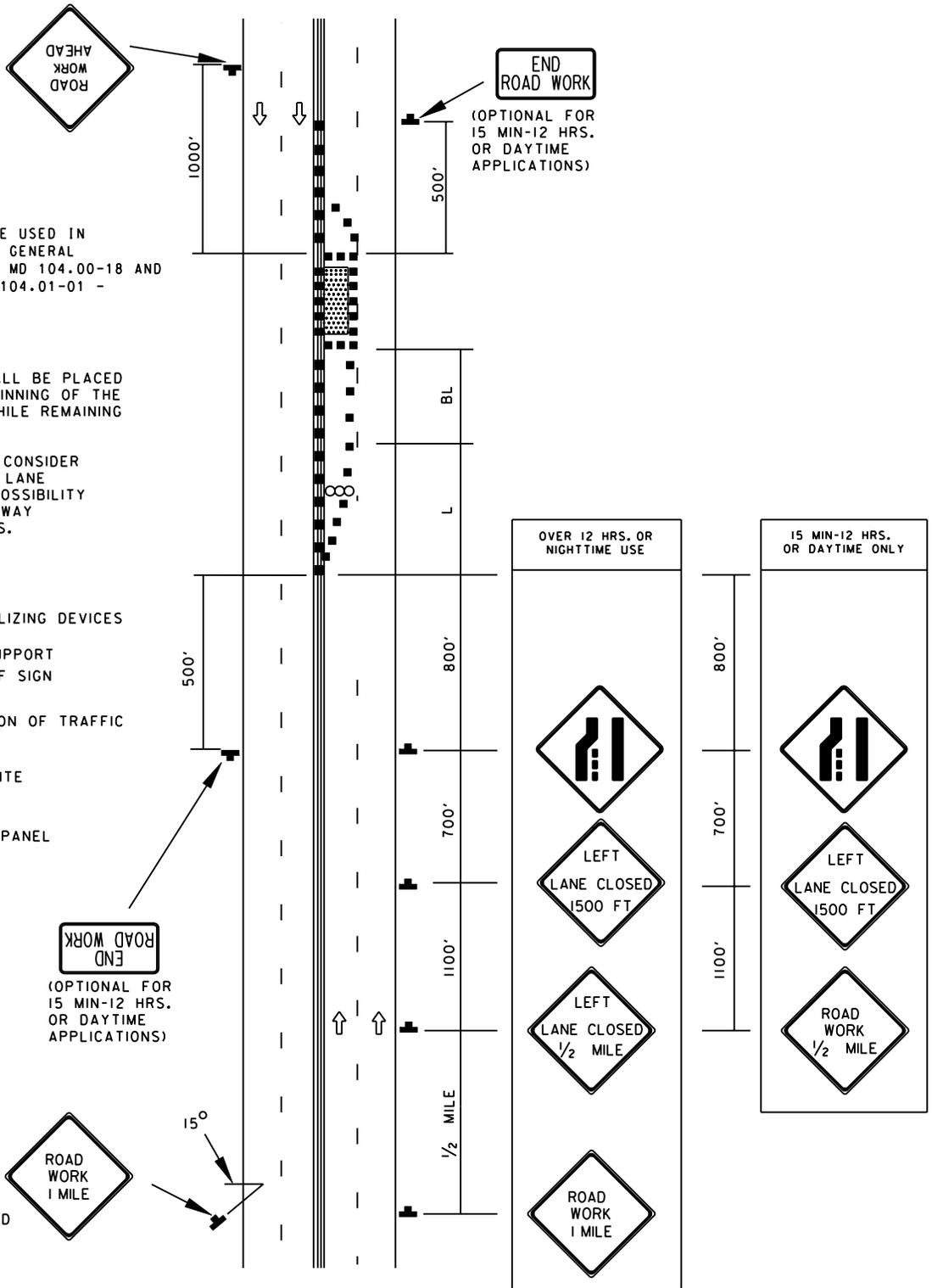
NOTE:
THE ARROW PANEL SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE WHILE REMAINING WITHIN THE TAPER.

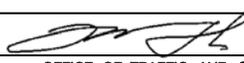
THE ENGINEER SHOULD CONSIDER ADDITIONAL, ADJACENT LANE CLOSURES WHEN THE POSSIBILITY OF UNPLANNED TRAVELWAY ENCROACHMENTS EXISTS.

KEY:

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

USE THIS SIGN WHEN BUS AND/OR TRUCK VOLUMES ARE HIGH. SIGN SHOULD BE LOCATED OPPOSITE THE FIRST ADVANCE WARNING SIGN.



SPECIFICATION 104	CATEGORY CODE ITEMS
 APPROVED _____ DIRECTOR - OFFICE OF TRAFFIC AND SAFETY	
	APPROVAL • SHA REVISIONS APPROVAL 8-20-03 REVISED 8-11-10
	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION APPROVAL 9-23-03 REVISED 10-5-10
	APPROVAL REVISED
	APPROVAL REVISED

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
 STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
LEFT LANE CLOSURE/MULTILANE UNDIV.
GREATER THAN 40 MPH

STANDARD NO.

MD 104.03-03