

# 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:**

THIS TYPICAL ALSO APPLIES TO DIVIDED UNCONTROLLED HIGHWAYS EXCEPT AS OTHERWISE STATED IN THE GENERAL NOTES.

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

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

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.

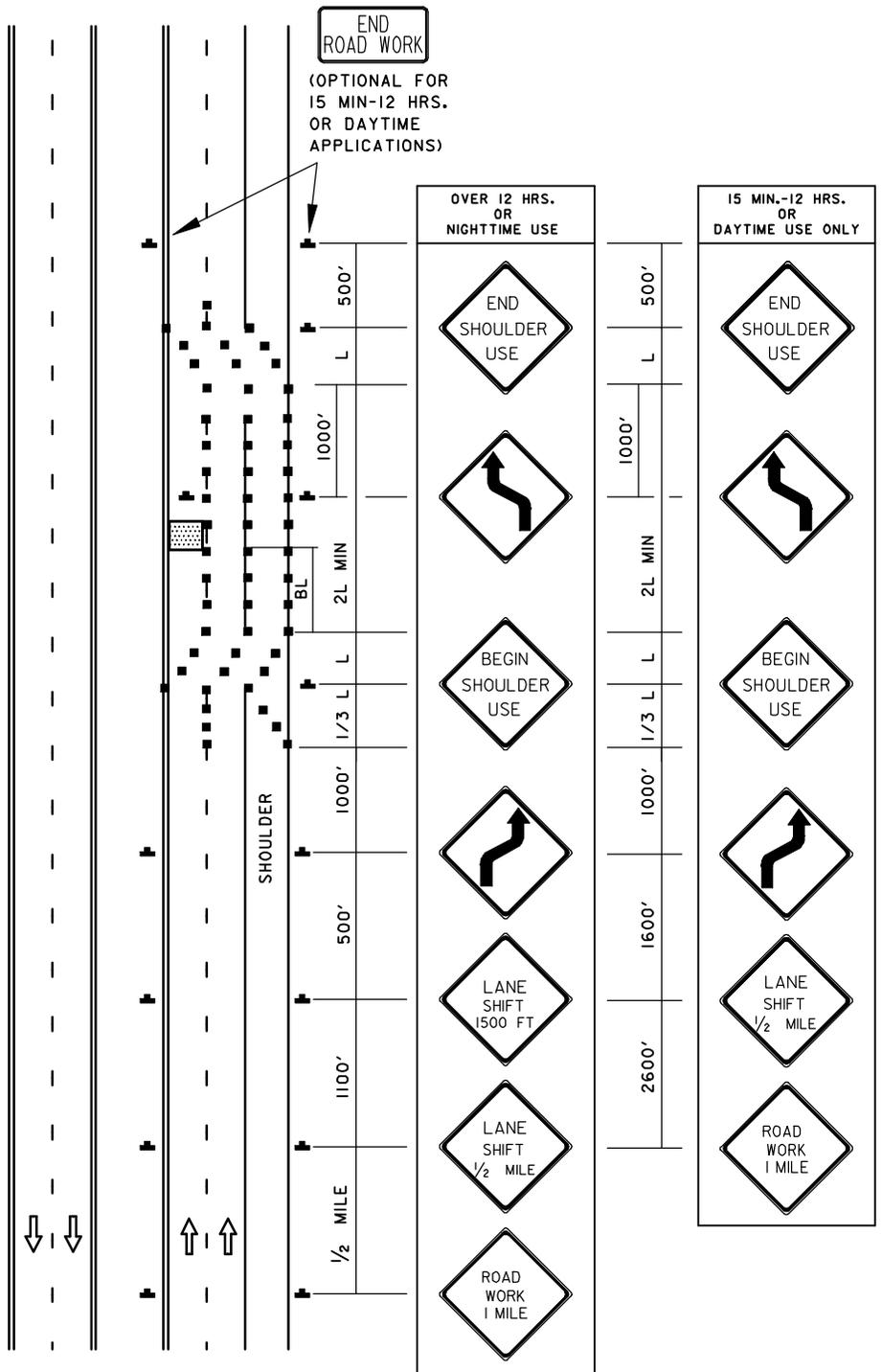
- FOR LANE SHIFTS WHICH DO NOT SATISFY ABOVE CONDITIONS:

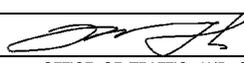
- ▶ DELETE 'REVERSE CURVE' WARNING SIGNS, AND
- ▶ REPLACE 'LANE SHIFT' SIGNS WITH 'ROAD WORK XXX' SIGNS OR OTHER APPROPRIATE SIGNS AS SHOWN IN TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATIONS.

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

**Maryland Department of Transportation**  
**STATE HIGHWAY ADMINISTRATION**  
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

**ROADWAY SHIFT/EXP-FREEWAY**  
**GREATER THAN 40 MPH**

**STANDARD NO.**

**MD 104.05-03**