

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

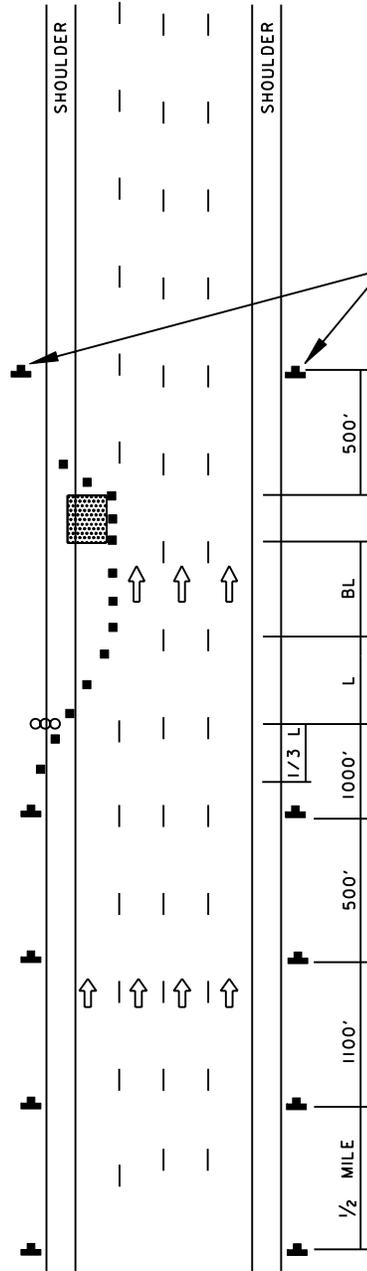
NOTE:

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:

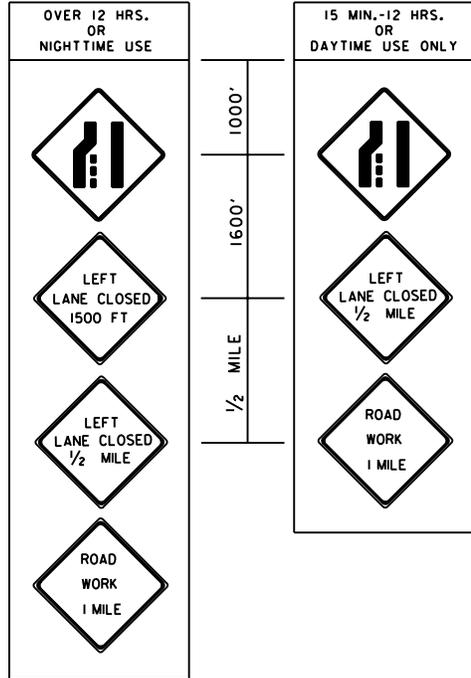
- CHANNELIZING DEVICES
- SIGN SUPPORT
- FACE OF SIGN
- ↑ DIRECTION OF TRAFFIC
- ▨ WORK SITE
- ∞ ARROW PANEL



END ROAD WORK

(OPTIONAL FOR 15 MIN-12 HRS. OR DAYTIME APPLICATIONS)

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



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

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
 STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
LEFT LANE CLOSURE/EXP-FREWAY
GREATER THAN 40 MPH

STANDARD NO. MD 104.05-08