

## 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:**  
CHANNELIZING DEVICES ARE TYPICALLY SPACED AT 25 FOOT INTERVALS MAXIMUM IN THE IMMEDIATE AREA OF THE ENTRANCE POINT IN ORDER TO CLEARLY DEFINE THE TEMPORARY ENTRANCE.

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

\* THE YIELD, YIELD AHEAD AND NO MERGE AREA SIGNS SHALL BE INSTALLED AS DETERMINED BY MD 104.01-31.

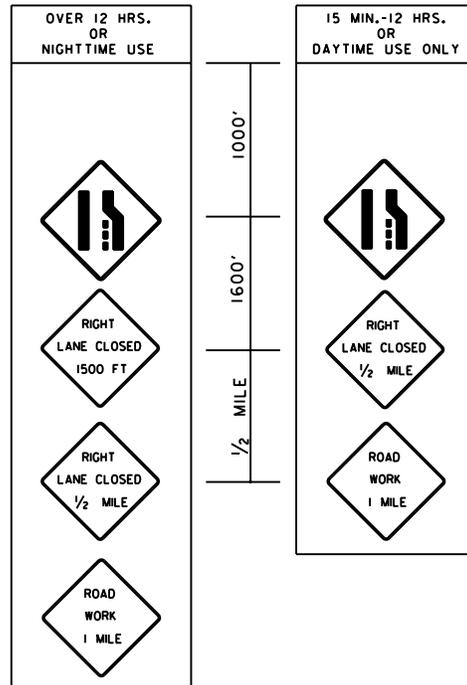
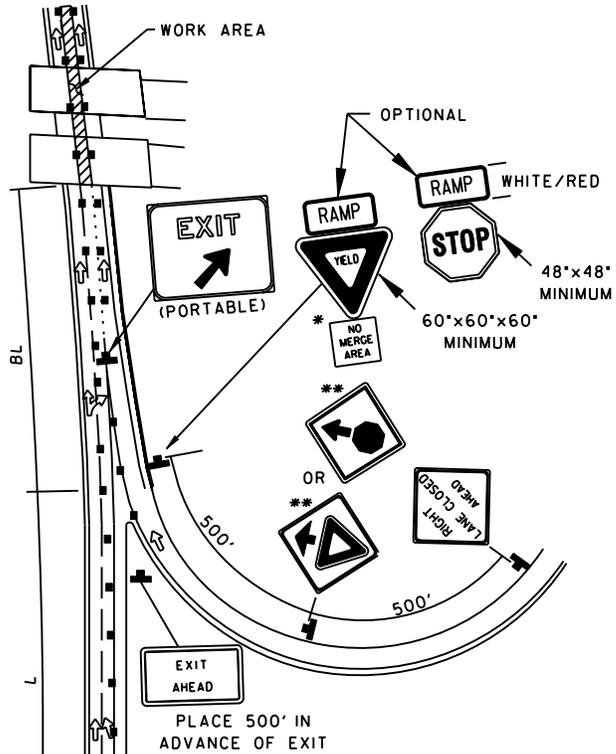
THE YIELD SIGN(S), WITH THE APPROVAL OF THE ADE-T, SHALL BE REPLACED WITH STOP SIGN(S) ON THE RIGHT SIDE (BOTH SIDES) OF THE APPROACH, IF NO ACCELERATION LANE EXISTS FOR TEMPORARY ENTRANCE. ALSO, A TEMPORARY STOP LINE SHALL BE PLACED ACROSS THE RAMP AT THE DESIRED STOP LOCATION AS DETERMINED BY THE ENGINEER

\*\* WORD MESSAGES MAY BE USED AS ALTERNATIVES TO THE ADVANCE TRAFFIC CONTROL SYMBOL SIGNS

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



SPECIFICATION <b>104</b>	CATEGORY CODE ITEMS
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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
REVISED	REVISED

**Maryland Department of Transportation**  
**STATE HIGHWAY ADMINISTRATION**  
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES  
**RIGHT LANE CLOSURE /EXP-FREEWAY**  
**AT EXIT AND ENTRANCE RAMP**  
**GREATER THAN 40 MPH**

**STANDARD NO.**

**MD 104.05-14**