

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

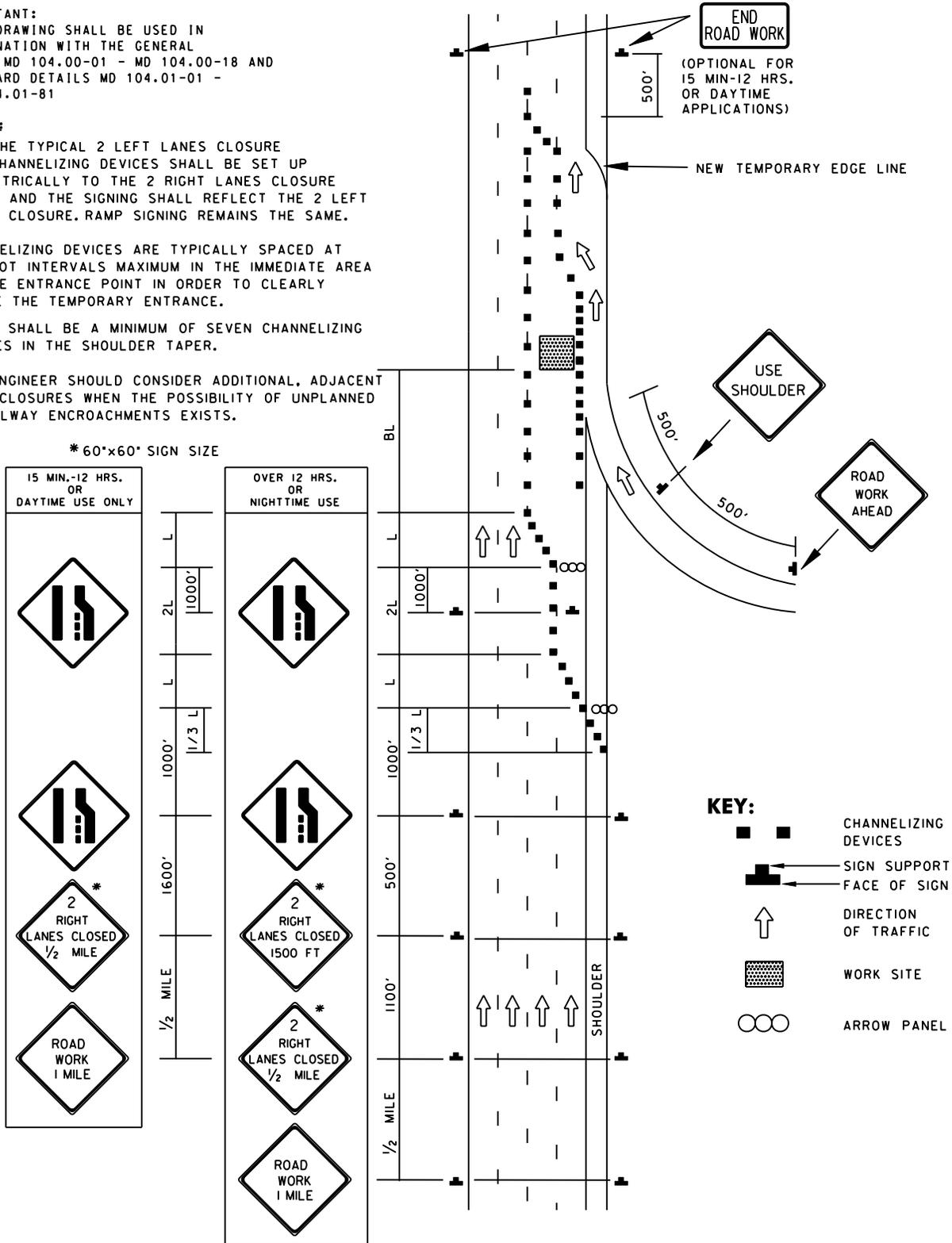
NOTES:

FOR THE TYPICAL 2 LEFT LANES CLOSURE THE CHANNELIZING DEVICES SHALL BE SET UP SYMMETRICALLY TO THE 2 RIGHT LANES CLOSURE SETUP AND THE SIGNING SHALL REFLECT THE 2 LEFT LANES CLOSURE. RAMP SIGNING REMAINS THE SAME.

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



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| SPECIFICATION 104 | CATEGORY CODE ITEMS | |
| APPROVED | DIRECTOR - OFFICE OF TRAFFIC AND SAFETY | |
| State Highway Administration | 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
ENTRANCE RAMP TREATMENT/EXP-FREEWAY
GREATER THAN 40 MPH

STANDARD NO. MD 104.05-17