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

SIMILAR SIGNING FOR THE OPPOSITE
APPROACH SHALL BE PLACED, EXCEPT
SIGN MESSAGES SHALL REFLECT THE
LEFT LANE CLOSURE SETUP.

1/3 L
SHOULDER
TAPER

END
ROAD
WORK

DO NOT
PASS

DO NOT
ENTER

KEEP
RIGHT

DO NOT
PASS

DO NOT
PASS

500'

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

INSTALL TEMPORARY CRASH CUSHIONS
AT THE END OF THE BARRIERS.
SEE STANDARD NO. MD 104.01-23 FOR
ADDITIONAL PROTECTION OF
BARRIER END TREATMENT.

MINIMUM LANE WIDTH THROUGHOUT
CHANNELIZING DEVICES AREA SHALL BE 11 FT.
FOR INTERSTATE AND I-10,FOR OTHER ROADWAYS.

WHEN BARRIER IS CONTINUOUS THROUGHOUT
TANGENT SECTION, SIGNS R5-1, R4-1&T,
W-6-3, ARE NOT NECESSARY.

TEMPORARY STRIPING SHALL BE USED AS
DELINEATION FOR THE NEW TRAVEL PATH.

THE ARROW PANELS SHALL BE PLACED AS
CLOSE TO THE BEGINNING OF THE TAPER AS
POSSIBLE WHILE REMAINING WITHIN THE TAPER,

THE NUMBER OF SIGNS AND PLACEMENT OF
SIGNS THROUGHOUT 2-LANE, 2-WAY SECTION
SHALL BE DETERMINED BY THE ENGINEER.

KEY:
- APPROVED BARRIER
- CRASH CUSHION
- CHANNELIZING DEVICES
- SIGN SUPPORT
- FACE OF SIGN
- DIRECTION OF TRAFFIC
- WORK SITE
- TYPE III BARRICADE
- ARROW PANEL (WITH DIRECTIONAL ARROW)

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

STANDARD NO. MD 104.05-22