

**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

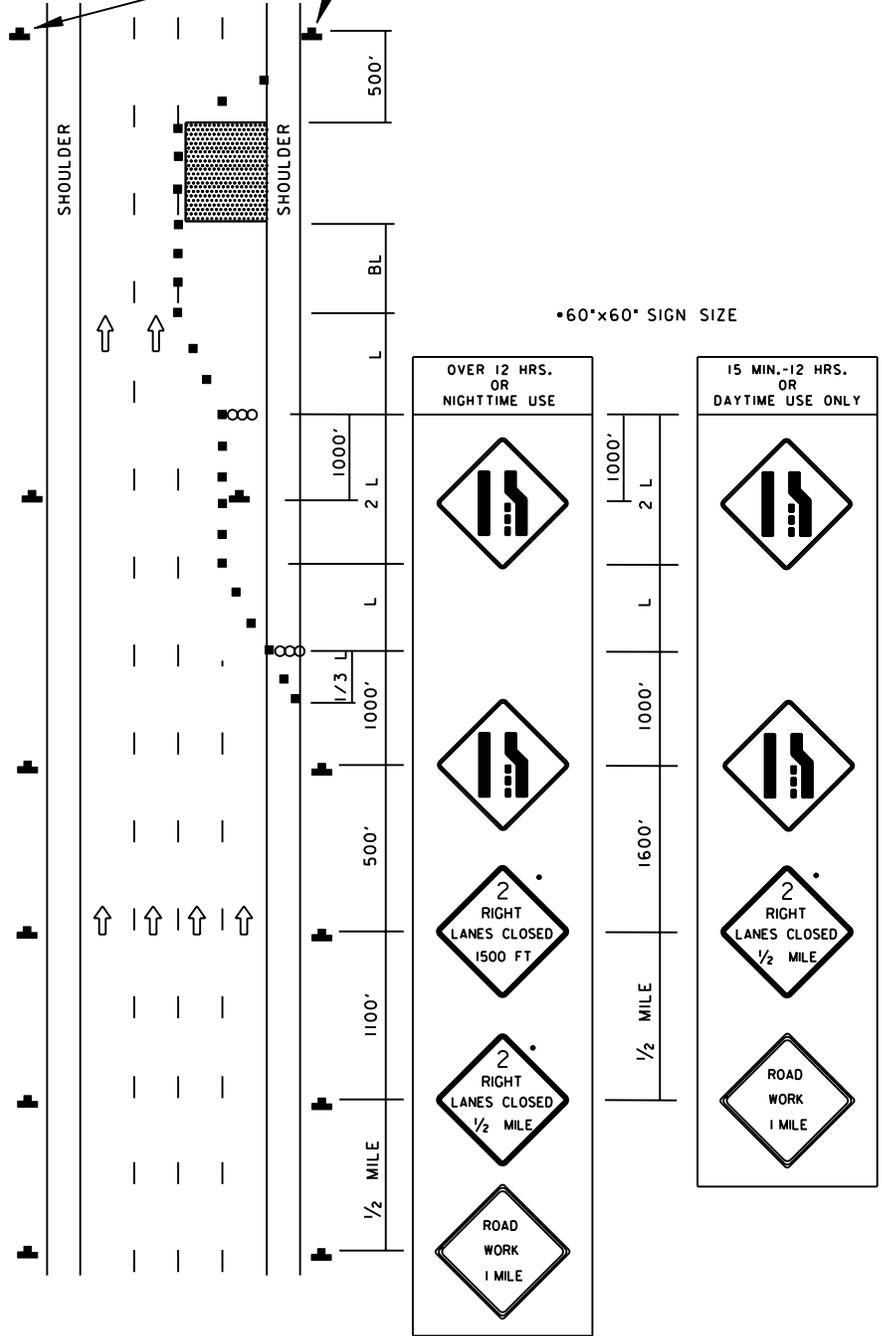
**END ROAD WORK** (OPTIONAL FOR 15 MIN.-12 HRS. OR DAYTIME APPLICATIONS)

**NOTE:**  
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.

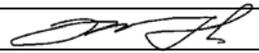
THERE SHALL BE A MINIMUM OF SEVEN CHANNELIZING DEVICES IN THE SHOULDER TAPER.

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

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



SPECIFICATION **104** 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>04-11-07</b>	REVISED
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

**2 RIGHT (LEFT) LANES CLOSURE/EXP-FREEWAY  
GREATER THAN 40 MPH**

**STANDARD NO. MD 104.05-09**