

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

NOTE:

REFER TO GENERAL NOTE 7.8 FOR GUIDANCE ON USING CHANNELIZING DRUMS TO DELINEATE THE EDGE OF THE ROADWAY.

FOR TWO-LANE, TWO-WAY SCENARIOS, IN ADDITION TO THE FLAGGER(S) REQUIRED, AN ADDITIONAL FLAGGER, DIRECTING MOTORISTS FROM THEIR DRIVEWAYS, MAY BE NEEDED.

A STOP SIGN SHALL BE INSTALLED WHERE THE DRIVEWAY INTERSECTS THE CLOSED LANE. IF AN ADDITIONAL FLAGGER IS PRESENT, A STOP SIGN MAY NOT BE NECESSARY.

MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES (TYPICAL):

TAPER CHANNELIZATION - SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT

TANGENT CHANNELIZATION - SPACING SHALL BE EQUAL IN FEET TO TWICE THE POSTED SPEED LIMIT IN THE BUFFER AND EQUAL IN FEET TO THE POSTED SPEED LIMIT ADJACENT TO THE WORK AREA




SPACING BETWEEN CHANNELIZING DEVICES AT DRIVEWAYS AND INTERSECTIONS:

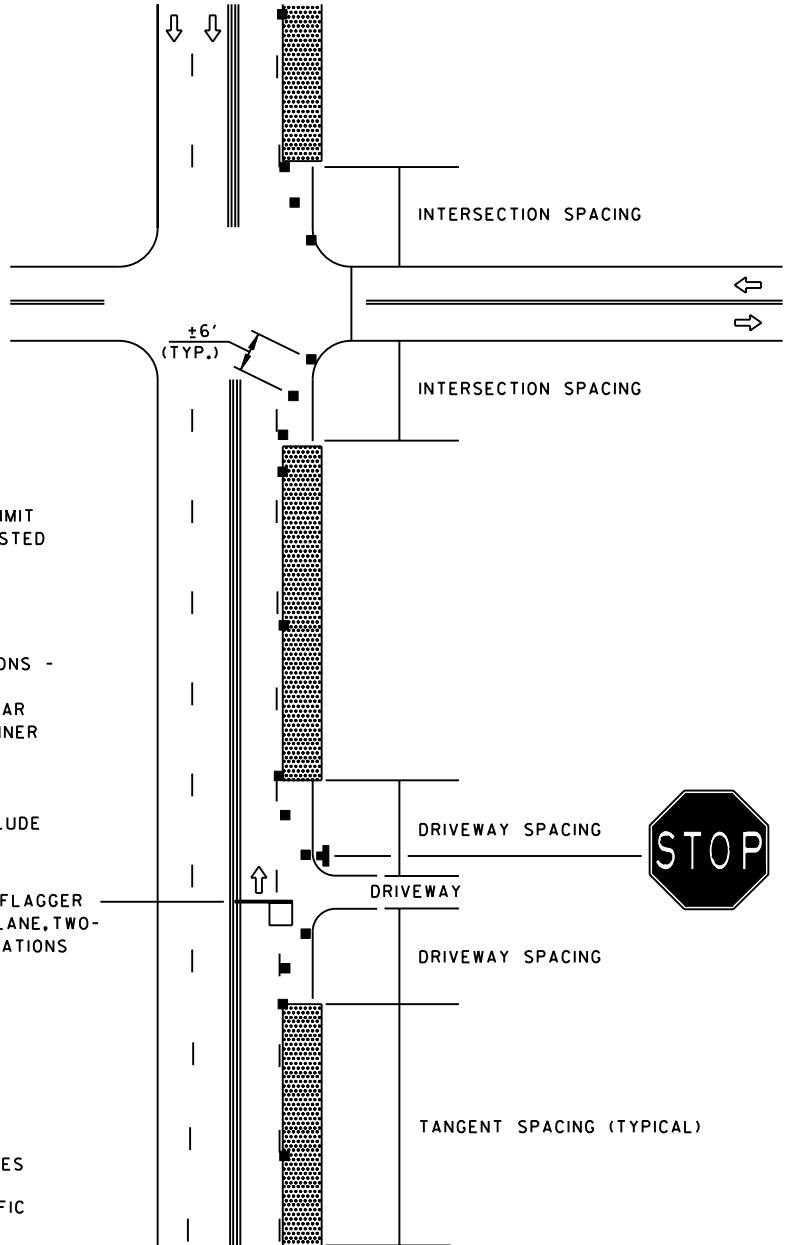
CHANNELIZATION AT DRIVEWAYS AND INTERSECTIONS - SPACING SHALL BE APPROXIMATELY 6 FEET. CHANNELIZING DEVICES SHALL BE SPACED AS NEAR AS POSSIBLE TO 6 FEET AND PLACED IN A MANNER THAT THEY DO NOT RESTRICT SIGHT DISTANCE FROM THE DRIVEWAY OR INTERSECTION.

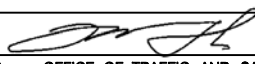

THIS REDUCED SPACING IS NECESSARY TO PRECLUDE MOTORISTS FROM TURNING INTO THE WORK ZONE

OPTIONAL FLAGGER FOR TWO-LANE, TWO-WAY, OPERATIONS

KEY:

-  CHANNELIZING DEVICES
-  DIRECTION OF TRAFFIC
-  WORK SITE



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| SPECIFICATION | CATEGORY CODE ITEMS | | |
| APPROVED  | | DIRECTOR - OFFICE OF TRAFFIC AND SAFETY | |
|  | APPROVAL • SHA REVISIONS | APPROVAL • FEDERAL HIGHWAY ADMINISTRATION | |
| | APPROVAL 7-1-09 | APPROVAL 7-27-09 | |
| | REVISED 8-11-10 | REVISED 10-5-10 | |
| | REVISED | REVISED | |

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
 STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

CHANNELIZATION DEVICE USAGE
EQL / LESS THAN 40 MPH OVER 12 HRS. NIGHTTIME USE

STANDARD NO. MD 104.01-30 A