

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

END ROAD WORK

(OPTIONAL FOR 15 MIN.-12 HRS. OR DAYTIME APPLICATIONS)

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

KEY:

- ■ CHANNELIZING DEVICES
- SIGN SUPPORT FACE OF SIGN
- DIRECTION OF TRAFFIC
- WORK SITE



NOTES:

THIS TYPICAL APPLIES TO DIVIDED UNCONTROLLED HIGHWAYS, EXCEPT AS OTHERWISE STATED IN GENERAL NOTES.

SYMBOL SIGNS TO REFLECT ACTUAL NUMBER OF THROUGH LANES. USE RECTANGULAR SHAPED SIGNS FOR THREE OR MORE DIVIDED THROUGH LANES.

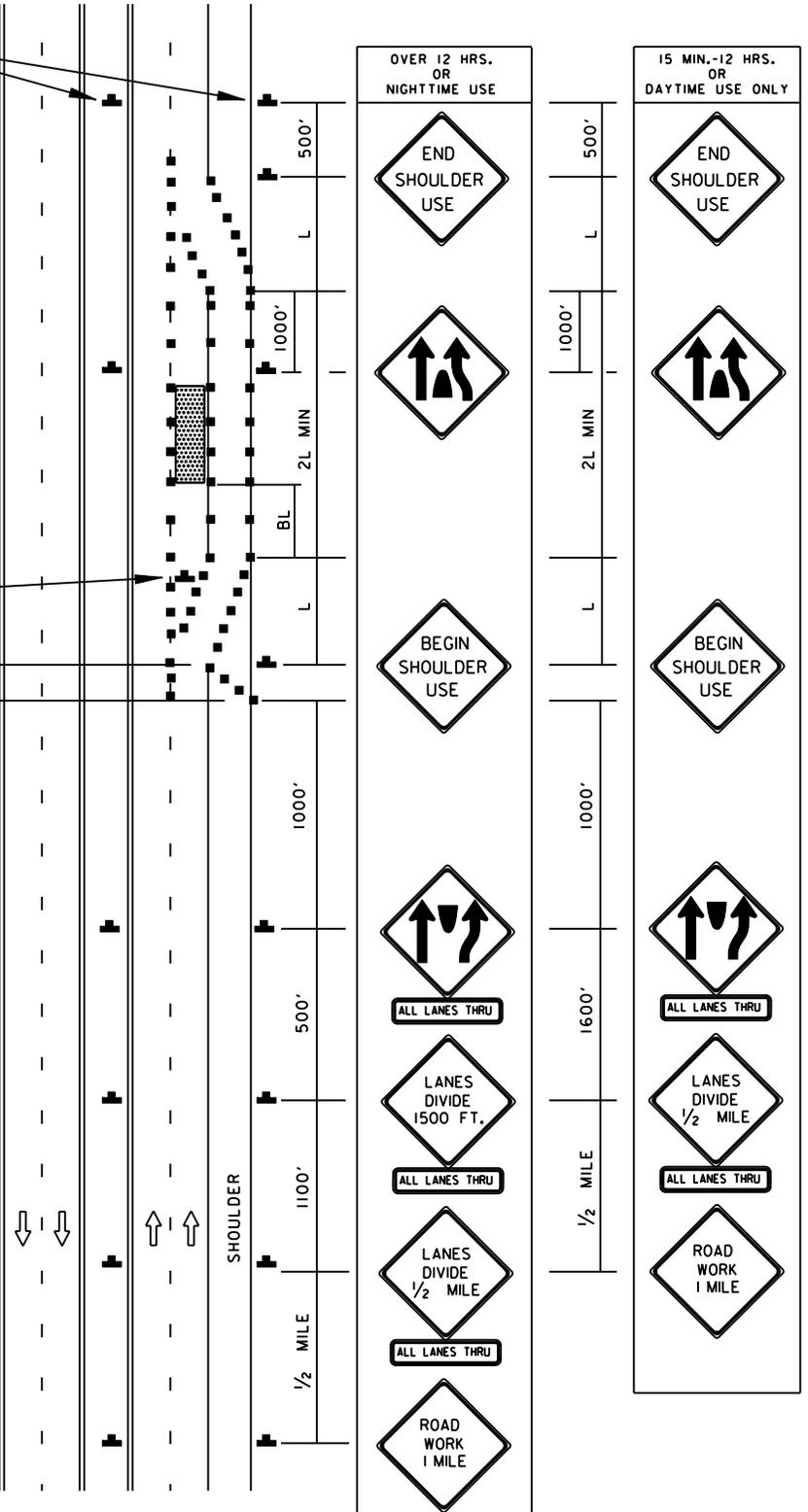
THE "BEGIN AND END SHOULDER USE" SIGNS SHOULD BE OMITTED WHEN THE SHOULDER CANNOT BE DIFFERENTIATED FROM THE NORMAL TRAVEL PATH.

THIS TYPICAL APPLICATION SHOULD GENERALLY BE USED ONLY WHEN WORKERS ARE NOT PRESENT IN THE RIGHT LANE. WHEN WORKERS ARE PRESENT IN THE RIGHT LANE, EITHER TEMPORARY TRAFFIC BARRIER SHOULD BE USED TO MAINTAIN TWO LANES OR A RIGHT LANE CLOSURE SHOULD BE USED TO MAINTAIN ONE LANE (SEE STANDARD NO. MD 104.05-07).

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

SUPPLEMENTARY SIGNS MAY BE MOUNTED ON PORTABLE SIGN STANDS USING ADDITIONAL BRACKETS OBTAINED FROM THE STAND MANUFACTURER. SUPPLEMENTARY SIGNS SHALL NOT COVER ANY PART OF THE FACE OF THE PRIMARY SIGN.

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



SPECIFICATION	CATEGORY CODE ITEMS
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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

LANES DIVIDE/EXP-FREEWAY
GREATER THAN 40 MPH

STANDARD NO.

MD 104.05-04