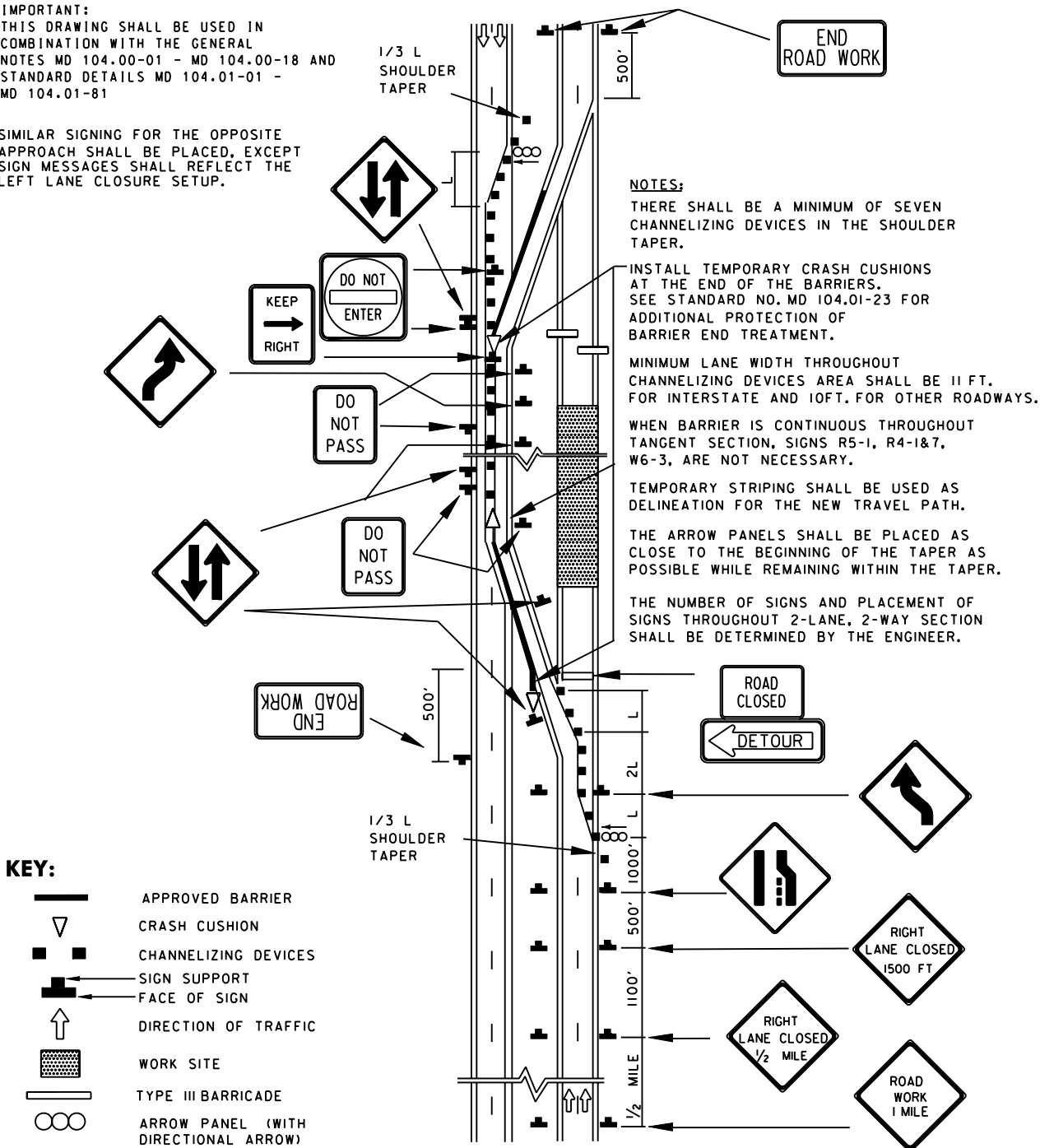


TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

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.



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 10 FT. FOR OTHER ROADWAYS.
WHEN BARRIER IS CONTINUOUS THROUGHOUT TANGENT SECTION, SIGNS R5-1, R4-1&7, W6-3, 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)

SPECIFICATION 104	CATEGORY CODE ITEMS
APPROVED	 DIRECTOR - OFFICE OF TRAFFIC AND SAFETY
	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
ROADWAY CLOSURE/EXP-FREEWAY
GREATER THAN 40 MPH

STANDARD NO. MD 104.05-22