

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

IMPORTANT:
THIS DRAWING SHALL BE USED IN COMBINATION WITH THE GENERAL NOTES MD 104.00-01 - MD 104.CO-18 AND STANDARD DETAILS MD 104.01-01 - MD 104.01-81

NOTE:
CHANNELIZING DEVICES ARE TYPICALLY SPACED AT 25 FOOT INTERVALS MAXIMUM IN THE IMMEDIATE AREA OF THE EXIT POINT IN ORDER TO CLEARLY DEFINE THE TEMPORARY EXIT.

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.

END ROAD WORK

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

VARIABLE DEPENDING ON THEORETICAL GORE. ALSO, SEE NOTE FOR TYPICAL SPACING OF CHANNELIZING DEVICES.

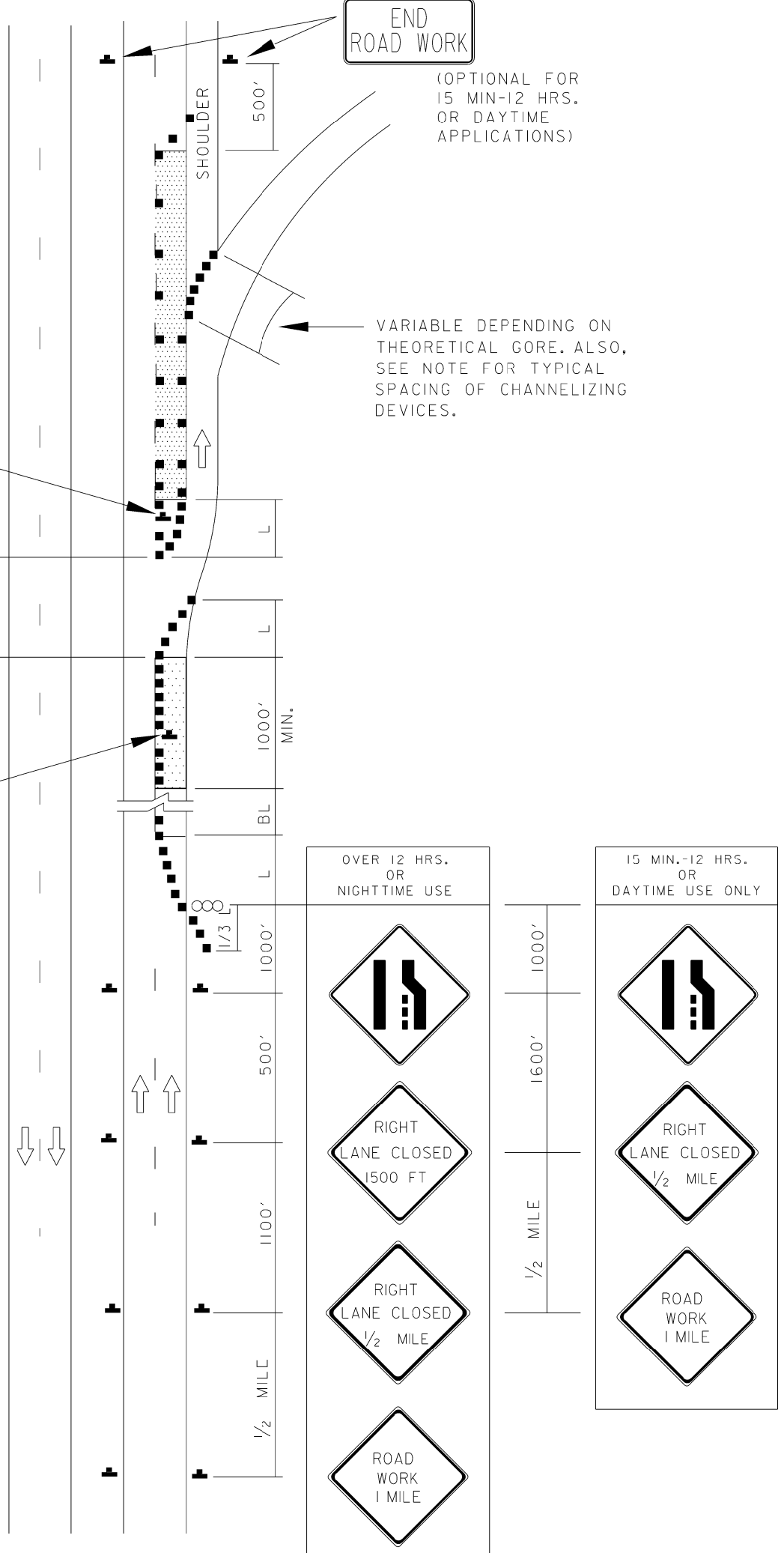
EXIT
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PORTABLE

PLACE 500 FT. IN ADVANCE OF EXIT.

EXIT
AHEAD

KEY:

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



SPECIFICATION 104	CATEGORY CODE ITEMS	
APPROVED	<i>Cedric Wasil</i> 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	1-24-19	REVISED 3-4-16
REVISED		REVISED

MOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

**STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
EXIT RAMP TREATMENT/EXP-FREEWAY
GREATER THAN 40 MPH**

STANDARD NO.

MD 104.05-19