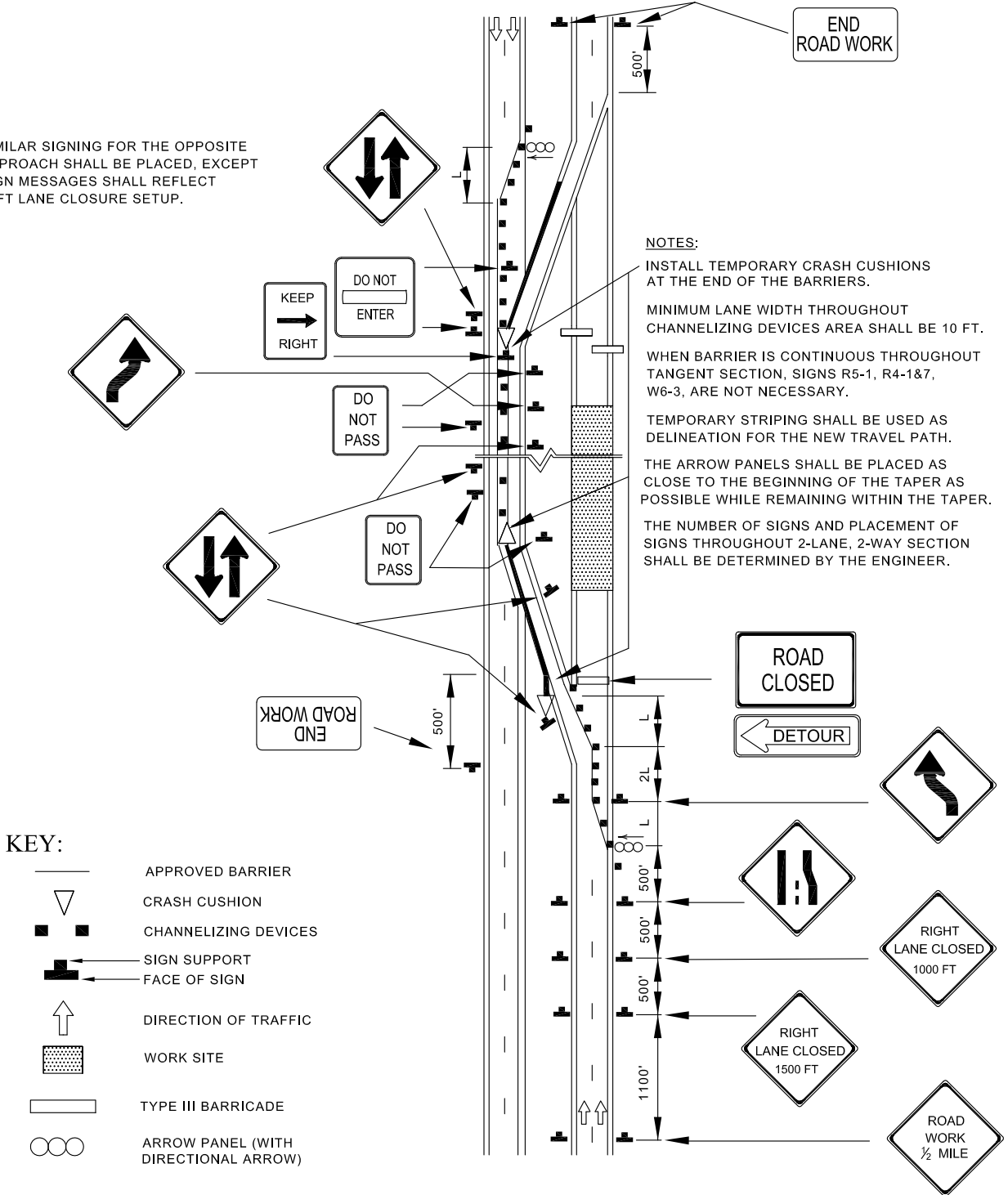











TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

SIMILAR SIGNING FOR THE OPPOSITE APPROACH SHALL BE PLACED, EXCEPT SIGN MESSAGES SHALL REFLECT LEFT LANE CLOSURE SETUP.


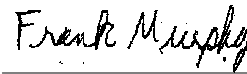
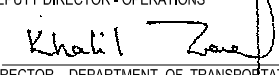


KEY:

-  APPROVED BARRIER
-  CRASH CUSHION
-  CHANNELIZING DEVICES
-  SIGN SUPPORT
-  FACE OF SIGN
-  DIRECTION OF TRAFFIC
-  WORK SITE
-  TYPE III BARRICADE
-  ARROW PANEL (WITH DIRECTIONAL ARROW)

NOTES:

- INSTALL TEMPORARY CRASH CUSHIONS AT THE END OF THE BARRIERS.
- MINIMUM LANE WIDTH THROUGHOUT CHANNELIZING DEVICES AREA SHALL BE 10 FT.
- 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.

| | | | | | | |
|---|--|--|--------------------|------------------------------|--------------|--|
|  | APPROVED:  DEPUTY DIRECTOR - OPERATIONS | CITY OF BALTIMORE DEPARTMENT OF TRANSPORTATION TRAFFIC DIVISION | ISSUED 8 / 2010 | REVISED | REVISED | |
| |  DIRECTOR, DEPARTMENT OF TRANSPORTATION | ROADWAY CLOSURE / DIVIDED UNCONNECTED EQUAL / LESS THAN 40 MPH / 12 HRS. OR NIGHTTIME USE | | STANDARD NO. BC 104.04-12 | | |
| | | | | SCALE : NONE | SHEET 1 OF 1 | |