
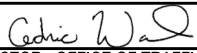


**GENERAL NOTES FOR
TEMPORARY TRAFFIC CONTROL TYPICAL
APPLICATIONS
(TTCTA)**

1.0 INTRODUCTION

- 1.1 The General Notes (GN) supplement the Standard Details and the TTCTAs, and have been assembled to provide additional direction on the installation and application of traffic control devices shown in these standards. The GNs also provide additional guidelines and other useful information that will facilitate the installation of appropriate temporary traffic controls. Users of these standards shall also comply with provisions of the Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), MDOT SHA's Standard Specifications for Construction and Materials (Latest Edition), and General Provisions for Construction Contracts.
- 1.2 The TTCTA show the minimum requirements necessary to plan for the safety of workers, motorists, pedestrians, and other system users throughout the temporary traffic control zone for various types of work activities. Typically, more traffic control devices are required for long-term stationary work activities than for short-term stationary work activities. Additional temporary traffic control devices may be necessary because of other traffic factors, such as the roadway's crash history, expected traffic backups, high truck traffic, roadway geometrics or characteristics, and other conditions that may adversely affect the flow of traffic. Users of these TTCTA should review the temporary traffic control setup once in place to ensure that traffic is traveling smoothly throughout the traffic control zone, driver expectancy is being met, and no other adjustments to the temporary traffic control devices are necessary. This review is to be repeated on a regular basis as noted elsewhere.
- 1.3 The TTCTA address a wide variety of different conditions; however, every situation could not be shown. Therefore, charts have been provided showing standard devices to be used for the proposed work zone activity and the placement of these devices for certain roadway conditions and work durations. The user is expected to combine the information from these charts into a workable traffic control plan.
- 1.4 In applying these standards and guidelines, questions about applications and interpretations should be referred to the MDOT SHA's Assistant District Engineer-Traffic, County Traffic Engineer, City Traffic Engineer, Public Works Engineer, or other responsible party, who has expertise in traffic engineering and has jurisdiction on the appropriate roadways. Such consultation may be required, for example, to determine the appropriate TTCTA for the work zone condition.
- 1.5 The definitions of roadway types in the General Notes are intended to be used to identify the key roadway characteristics for selecting TTCTAs. Roadway types may be defined differently in other design standards, manuals, etc. These definitions are only applicable to the selection of TTCTAs and temporary traffic control plans.

SPECIFICATION	CATEGORY CODE ITEMS	 MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES GENERAL NOTES
APPROVED	 DIRECTOR - OFFICE OF TRAFFIC AND SAFETY	
APPROVAL SHA REVISIONS	APPROVAL FEDERAL HIGHWAY ADMINISTRATION	
APPROVAL	APPROVAL	
REVISED	REVISED	
REVISED	REVISED	
		STANDARD NO. MD 104.00-01