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 104.01-01

NOTES:
SIMILAR SIGNING, DENOTED BY
A LETTER, FOR THE OPPOSITE
APPROACH SHALL BE PLACED.
SIMILAR SIGN SPACINGS SHOULD
ALSO BE USED AS SHOWN BELOW.

SPEED LIMIT TO BE
Established by the
District Engineer.

For proper barrier flare
and end protection, see
Standard MD 104.01-23B.

Length of double yellow
center lines to be
determined by the Assistant
District Engineer - Traffic.

Place sign (I) as directed
by the engineer.

The engineer should consider
additional, adjacent lane
 closures when the possibility
of unplanned travelway
encroachments exists.

KEY:

\[\text{SIGN SUPPORT} \quad \text{FACE OF SIGN}\]
\[\text{APPROVED BARRIER}\]
\[\text{CHANNELIZING DEVICES}\]
\[\text{DIRECTION OF TRAFFIC}\]
\[\text{WORK SITE}\]
\[\text{CRASH CUSHIONS}\]
\[\text{SIGN DESIGNATION A-H}\]

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

ONE LANE ROAD (YIELD CONTROLLED)/2-LANE, 2-WAY
GREATER THAN 40 MPH/OVER 12 HRS. OR NIGHTTIME USE

STANDARD NO. MD 104.06-07