

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

NOTES:

SIMILAR SIGNING, DENOTED BY A LETTER, FOR THE OPPOSITE APPROACH SHALL BE PLACED.

SIMILAR SIGN SPACINGS SHOULD ALSO BE USED AS SHOWN BELOW.

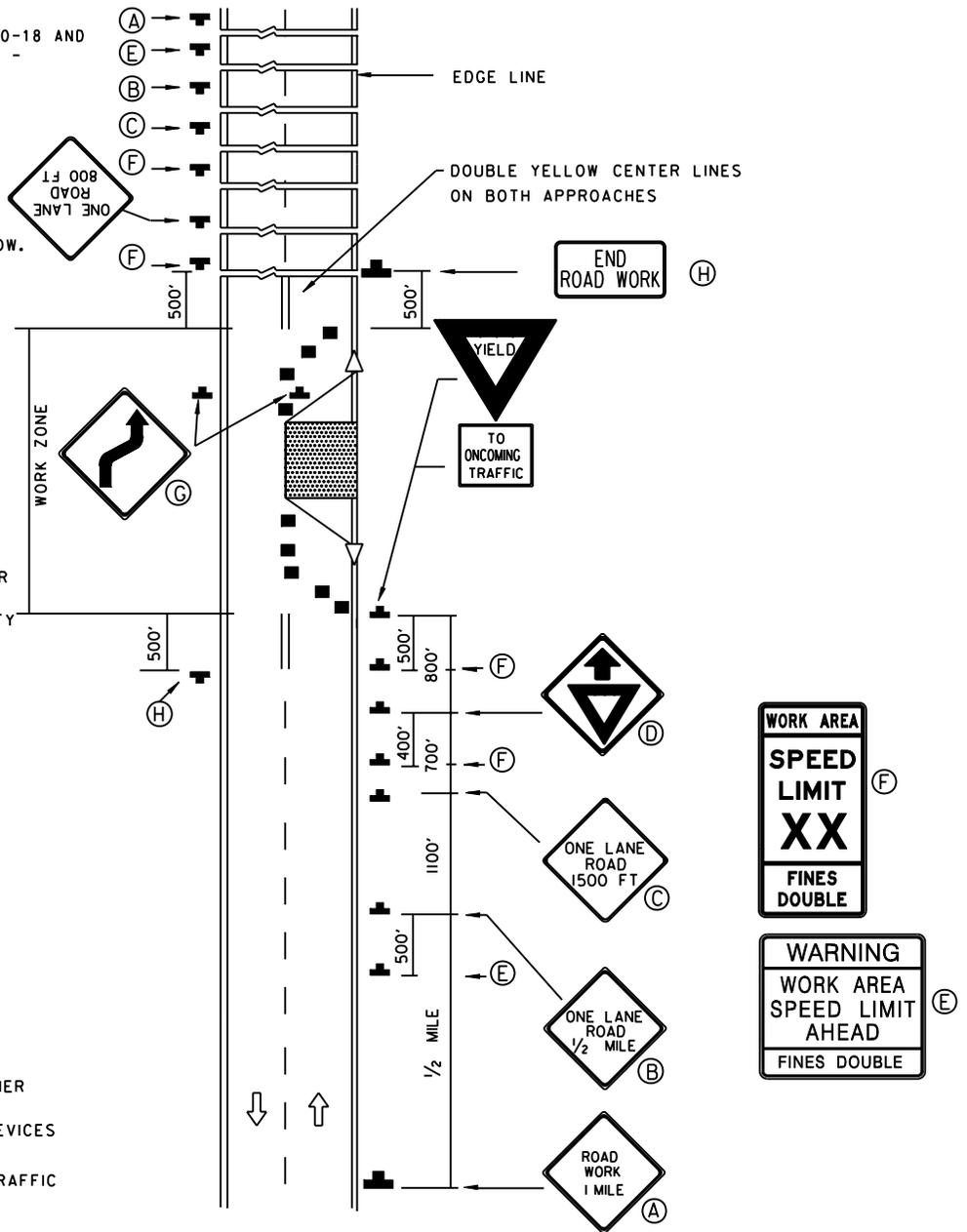
SPEED LIMIT TO BE ESTABLISHED BY THE DISTRICT ENGINEER.

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 (G) AS DIRECTED BY THE ENGINEER.

THE ENGINEER SHOULD CONSIDER ADDITIONAL, ADJACENT LANE CLOSURES WHEN THE POSSIBILITY OF UNPLANNED TRAVELWAY ENCROACHMENTS EXISTS.



KEY:

- SIGN SUPPORT
- FACE OF SIGN
- APPROVED BARRIER
- CHANNELIZING DEVICES
- DIRECTION OF TRAFFIC
- WORK SITE
- CRASH CUSHIONS
- SIGN DESIGNATION A-H

SPECIFICATION 104	CATEGORY CODE ITEMS
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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

**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