

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

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 NO. 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.

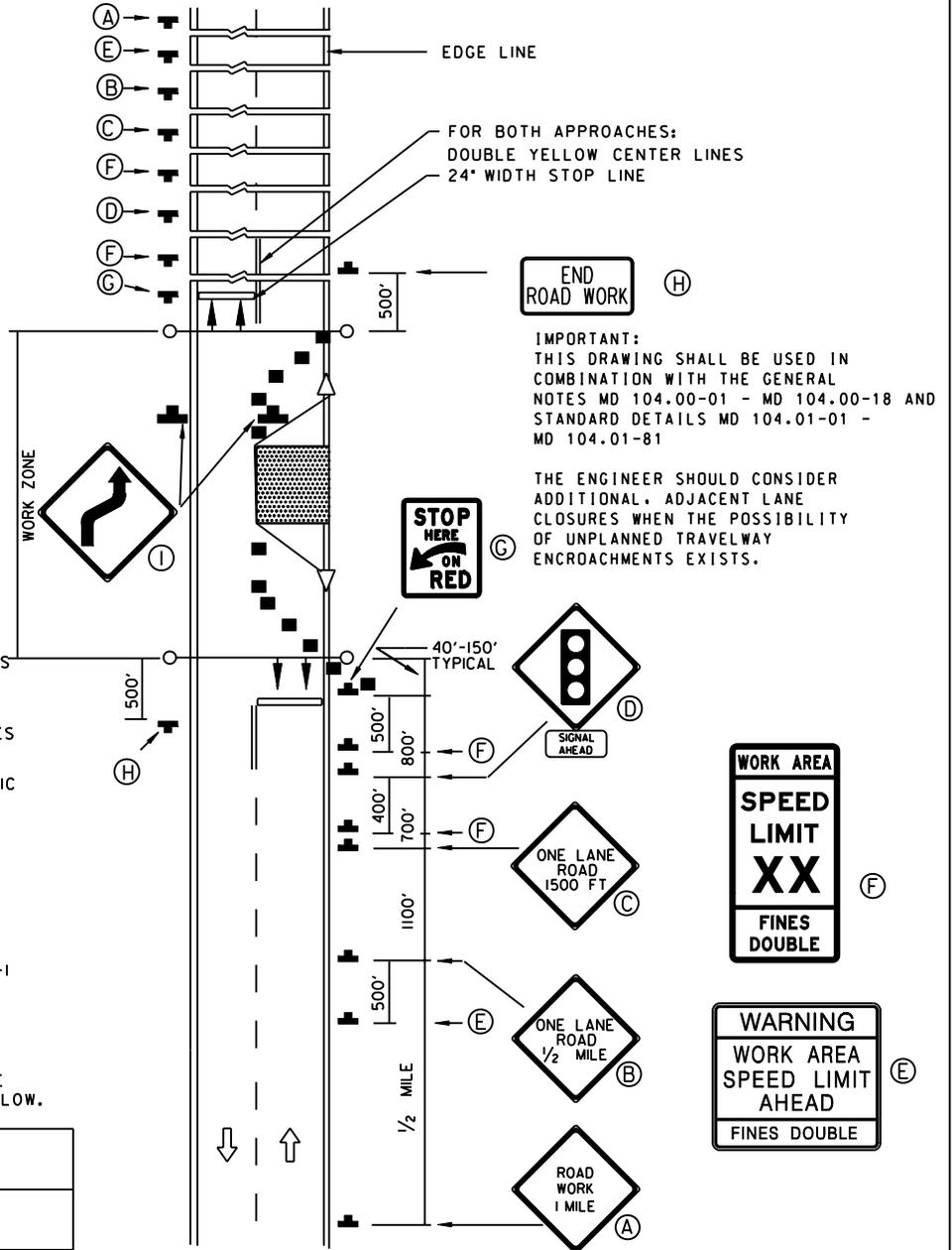
THERE SHALL BE A MINIMUM OF SEVEN CHANNELIZING DEVICES IN THE SHOULDER TAPER.

KEY:

-  SIGN SUPPORT FACE OF SIGN
-  TEMPORARY TRAFFIC SIGNALS & SUPPORTS APPROVED BARRIER
-  CHANNELIZING DEVICES
-  DIRECTION OF TRAFFIC
-  WORK SITE
-  PROPERLY DESIGNED CRASH CUSHION
-  SIGN DESIGNATION A-I

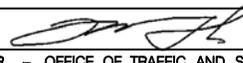
SIGHT DISTANCE TO SIGNALS AT WORK ZONES SHOULD MEET, AND EXCEED WHENEVER POSSIBLE, THE VALUES SHOWN IN THE TABLE BELOW.

MINIMUM SIGHT DISTANCES TO TRAFFIC SIGNALS	
25	215
30	270
35	325
40	390
45	460
50	540
55	625
60	715



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

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

SPECIFICATION 104	CATEGORY CODE ITEMS
APPROVED 	DIRECTOR - OFFICE OF TRAFFIC AND SAFETY
 State Highway Administration	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 (SIGNAL CONTROLLED)/2-LANE, 2-WAY
GREATER THAN 40 MPH /OVER 12 HRS. OR NIGHTTIME USE

STANDARD NO. MD 104.06-08