

15.0 SIGHT DISTANCE

15.1 Temporary traffic control devices, including drums, barriers, and vertical panels, and construction equipment, shall be placed to ensure that adequate sight distance is not restricted at ramp junctions and intersections. If sight distance restrictions are unavoidable, additional applicable warning signs must be installed. The placement of vertical panels on concrete barrier and the close spacing of approved drums may, in some instances, contribute to restricted sight distance at roadway junctions. For additional guidance on channelizing device placement at intersections, driveways, and/or ramp junctions, see Standard Detail MD 104.01-29.



The following additional criteria should be considered when placing traffic control devices at intersections or ramp junctions:

- TCDs installed at or near intersections, including median openings or driveways, should be designed/installed with adequate corner sight distance (as suggested for intersections in Chapter 9 of AASHTO's "A Policy on Geometric Design of Highways and Streets", 2001 ed.). The area around the intersection should be kept free of obstacles.
- Sight distance along a ramp should be, at a minimum, equal to the safe stopping sight distance based on prevailing speed.
- There should be a clear view of the entire exit terminal, including the exit nose and a section of the ramp roadway behind the gore.

16.0 WORK ZONE SPEED LIMITS ALONG 65 AND 60 MPH ROADWAYS

16.1 Where it is necessary to reduce work zone speed limits along 65 and 60 MPH roadways, such reduced speed limits should be based on adequate engineering study /judgment and approved by the District Engineer. The reduced speed limit should usually be 5 MPH less than the normally posted speed limit, but shall be no more than 10 MPH less than the posted speed. The following guidelines are to be used in consideration of speed limit reduction in work zones:

- Work zone traffic controls should be designed to ensure adequate safety and mobility through work zones and provide site conditions consistent with prevailing operating speeds and driver expectations.
- Where the Engineer is considering reducing the posted speed limits to improve safety, such reduced speed limits should be based on adequate engineering study /judgment and approved by the District Engineer.
- Reduced speed limits should be posted only when the conditions that necessitate the reduced speed are actually present. It is essential to cover or remove reduced speed limit signs if work is not actually underway and site conditions do not require a reduced speed limit.

SPECIFICATION		CATEGORY CODE ITEMS		Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES	
APPROVED		 DIRECTOR - OFFICE OF TRAFFIC AND SAFETY			
	APPROVAL • SHA	APPROVAL • FEDERAL		GENERAL NOTES STANDARD NO. MD 104.00-16	
	REVISIONS	HIGHWAY ADMINISTRATION			
	APPROVAL 8-20-03	APPROVAL 9-23-03			
	REVISED 6-8-04	REVISED			
	REVISED	REVISED			
	REVISED	REVISED			