


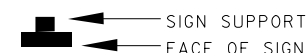
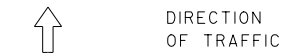

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

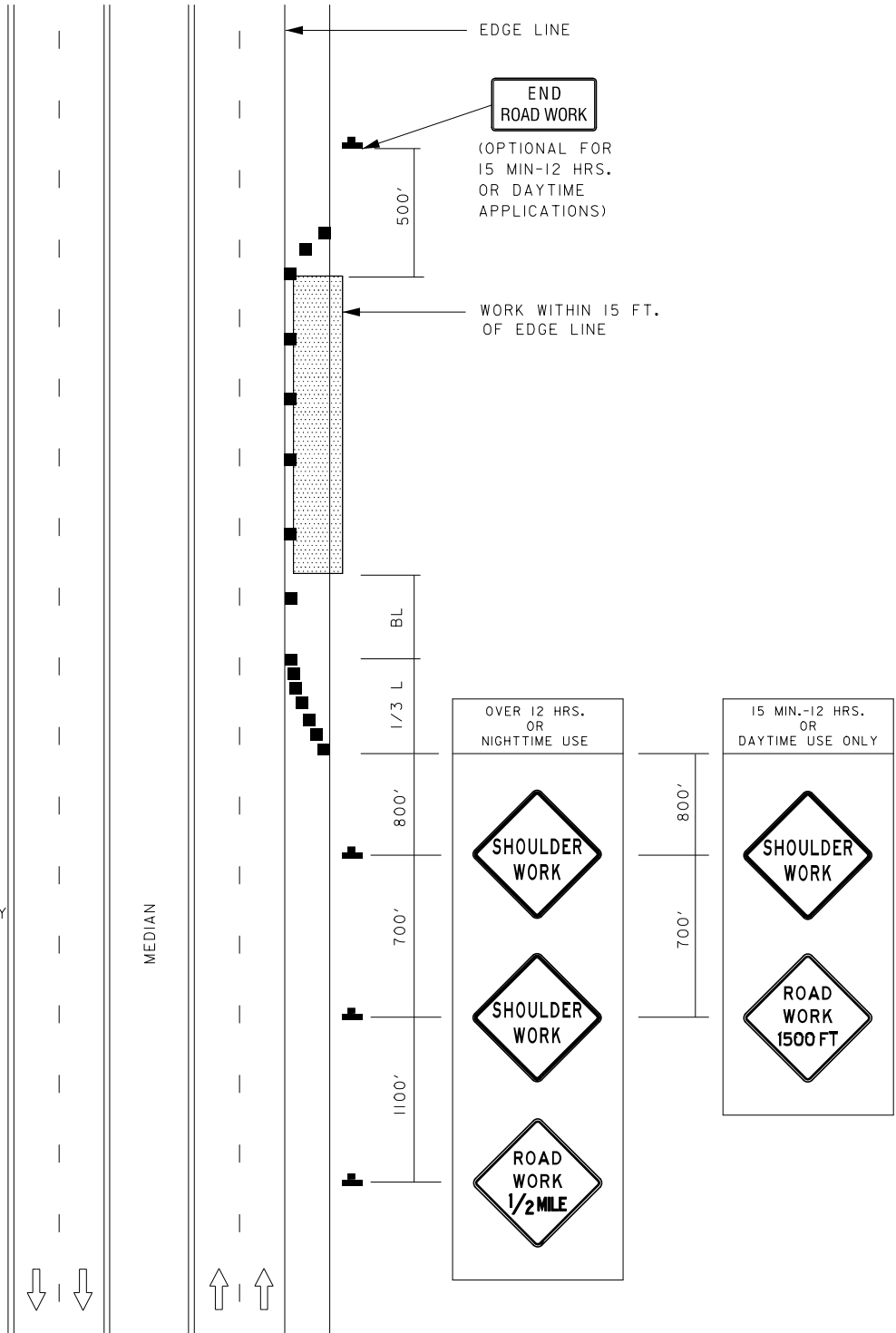
IMPORTANT:
THIS DRAWING SHALL BE USED IN COMBINATION WITH THE GENERAL NOTES MD 104.00-01 - MD 104.00-18 AND STANDARD DETAILS MD 104.01-01 - MD 104.01-81

NOTES:

1. SHOULDER WORK SIGNS SHALL BE MOUNTED ON THE SIDE OF THE ROADWAY WHERE THE SHOULDER IS AFFECTED. USAGE OF SHOULDER WORK SIGNS ON THE OPPOSITE SIDE OF DIVIDED HIGHWAYS IS OPTIONAL.
2. SHOULDER CLOSED SIGNS ARE REQUIRED IN PLACE OF SHOULDER WORK SIGNS WHEN THE SHOULDER IS CLOSED BY POSITIVE PROTECTION (TEMPORARY CONCRETE BARRIER OR SIMILAR DEVICE). REFER TO STANDARD NO. MD 104.06-18.
3. WHEN WORK INVOLVES A PAVEMENT EDGE DROP-OFF, REFER TO STANDARD NOS. MD 104.06-15 TO MD 104.06-19.
4. THERE SHALL BE A MINIMUM OF SEVEN CHANNELIZING DEVICES IN THE SHOULDER TAPER.
5. THE ENGINEER SHOULD CONSIDER ADDITIONAL, ADJACENT LANE CLOSURES WHEN THE POSSIBILITY OF UNPLANNED TRAVELWAY ENCROACHMENTS EXISTS.
6. FOR SAFETY, A MINIMUM OF 2 FEET LATERAL CLEARANCE SHALL BE MAINTAINED BETWEEN ANY VEHICLE AND/OR EQUIPMENT POSITIONED ON THE SHOULDER AND THE ADJACENT OPEN TRAVEL LANE. THE ENGINEER SHOULD CONSIDER ADDITIONAL SAFETY MEASURES.
7. REFER TO MD 104.01-11A FOR THE USE OF A PV.
8. REFER TO MD 104.01-30C FOR THE POSITIONING OF A PV.

KEY:

-  CHANNELIZING DEVICES
-  SIGN SUPPORT
FACE OF SIGN
-  DIRECTION OF TRAFFIC
-  WORK SITE



SPECIFICATION 104	CATEGORY CODE ITEMS	
APPROVED	<i>Cedric Wald</i> 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 7-29-10
REVISED	2-19-24	REVISED 11-16-23
REVISED		REVISED

MOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
SHOULDER WORK /DIVIDED UNCONTROLLED
GREATER THAN 40 MPH

STANDARD NO. MD 104.04-01