

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:

* THE ENGINEER MAY REQUIRE WIDER LANE WIDTHS AS NECESSARY. THIS MAY NECESSITATE A SHIFT IN THE PAVEMENT MARKING LINES.

SHOULDER CLOSED, NO PULL OFF AREA, AND PULL OFF AREA SIGNS SHALL BE MOUNTED ON THE SIDE OF THE ROADWAY WHERE THE SHOULDER IS AFFECTED. USAGE OF THESE SIGNS ON THE OPPOSITE SIDE OF DIVIDED HIGHWAYS IS OPTIONAL. MOUNT ALL OTHER SIGNS ON BOTH SIDES OF THE WORK-AFFECTED ROADWAY ON DIVIDED HIGHWAYS.

ON TWO-LANE, TWO-WAY ROADWAYS, FOR THE OPPOSITE APPROACH, MOUNT A 'ROAD WORK AHEAD' SIGN 1000 FEET IN ADVANCE OF WORK AREA. ALSO, MOUNT AN 'END ROAD WORK' SIGN 500 FEET PAST THE WORK AREA.

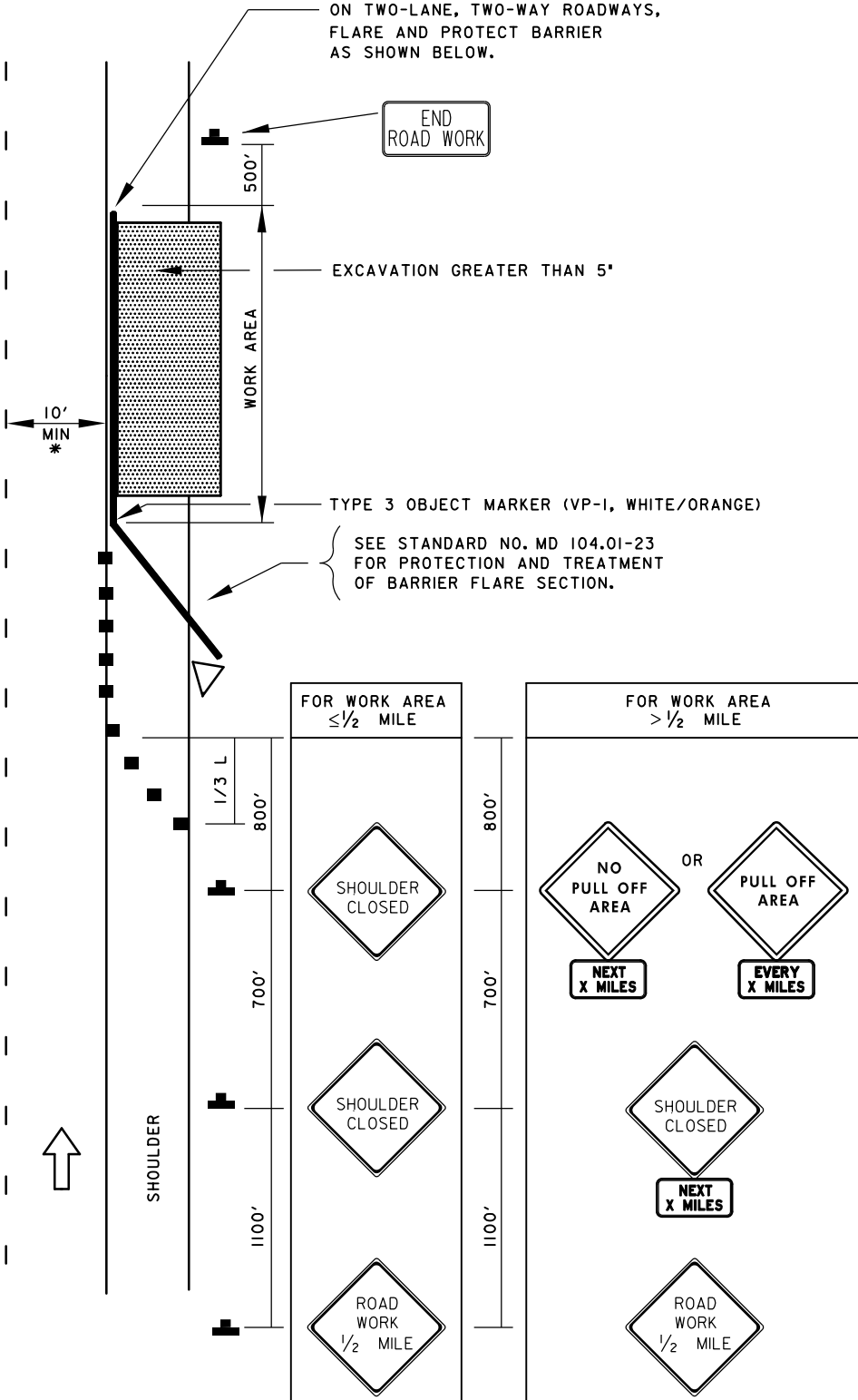
FOR DROP-OFF WITH AN ADJACENT LANE CLOSURE, SEE STANDARD MD 104.06-19.

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

SUPPLEMENTARY SIGNS MAY BE MOUNTED ON PORTABLE SIGN STANDS USING ADDITIONAL BRACKETS OBTAINED FROM THE STAND MANUFACTURER. SUPPLEMENTARY SIGNS SHALL NOT COVER ANY PART OF THE FACE OF THE PRIMARY SIGN.

KEY:

- ■ CHANNELIZING DEVICES
- ← SIGN SUPPORT FACE OF SIGN
- ↑ DIRECTION OF TRAFFIC
- ▨ WORK SITE
- ▽ CRASH CUSHION
- APPROVED BARRIER



SPECIFICATION 104	CATEGORY CODE ITEMS
APPROVED	<i>Cedric Wald</i> DIRECTOR - OFFICE OF TRAFFIC AND SAFETY
APPROVAL REVISIONS	APPROVAL FEDERAL HIGHWAY ADMINISTRATION
APPROVAL 8-20-03	APPROVAL 9-23-03
REVISED 8-11-10	REVISED 7-29-10
REVISED 2-23-18	REVISED 6-1-17
REVISED	REVISED

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

PAVEMENT EDGE DROP-OFF
GREATER THAN 5 INCHES
WITHOUT AN ADJACENT LANE CLOSURE

STANDARD NO. MD 104.06-18