

## TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

### NOTES:

1. MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES:  
TAPER CHANNELIZATION - SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT  
TANGENT CHANNELIZATION - SHALL BE EQUAL IN FEET TO TWICE THE POSTED SPEED LIMIT

2. THE MINIMUM BUFFER LENGTH (BL) SHALL BE AS FOLLOWS:

### BUFFER LENGTH (BL)

TYPICAL BUFFER LENGTH	
PREVAILING SPEED	LENGTH
(MPH)	(FEET)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820

REFER TO LATEST PART VI OF THE MUTCD FOR  
ADDITIONAL SPEEDS/BUFFER LENGTHS AND  
ADJUSTMENTS TO BUFFER LENGTH DUE TO  
THE EFFECT OF GRADE ON STOPPING AND  
VARIATION FOR TRUCKS.

3. REFER TO STANDARD NO. MD 104.01-63 (TAPER LENGTH CRITERIA TABLE)  
FOR MINIMUM TAPER LENGTHS.

SPECIFICATION	CATEGORY CODE ITEMS	<b>Maryland Department of Transportation</b> <b>STATE HIGHWAY ADMINISTRATION</b> STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES  <b>TYPICAL APPLICATION NOTES</b>  <div style="display: flex; justify-content: space-between; font-weight: bold; font-size: 1.2em;"> STANDARD NO. MD 104.01-81 </div>	
APPROVED	 DIRECTOR - OFFICE OF TRAFFIC AND SAFETY		
 <b>SHA</b> <small>State Highway Administration</small>	APPROVAL • SHA REVISIONS		APPROVAL • FEDERAL HIGHWAY ADMINISTRATION
	APPROVAL <b>8-20-03</b>		APPROVAL <b>9-23-03</b>
	REVISED		REVISED
	REVISED	REVISED	