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:
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.

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.

WHEN WORK INVOLVES A PAVEMENT EDGE DROP-OFF, REFER TO STANDARD NOS. MD 104.06-15 TO MD 104.06-19.

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

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

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

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

SHOULDER WORK/DIVIDED UNCON.
EQL/LESS THAN 40 MPH

STANDARD NO.
MD 104.04-02