



15.0 SIGHT DISTANCE

- 15.1 Temporary Traffic Control (TTC) devices (e.g. cones, drums, and barriers with 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.
- 15.2 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 placement at intersections, driveways, and/or ramp junctions, refer to Standard MD 104.01-29.
- 15.3 The following additional criteria should be considered when placing temporary traffic control devices at intersections or ramp junctions:
- A. TTC devices installed at or near intersections, including median openings or driveways, should be designed and installed with adequate corner sight distance (as suggested for intersections in AASHTO's "A Policy on Geometric Design of Highways and Streets", latest edition). The area around the intersection should be kept free of obstacles.
 - B. Sight distance along a ramp should be, at a minimum, equal to the stopping sight distance based on prevailing speed.
 - C. There should be a clear view of the exit point, including the gore and a portion of the ramp beyond the gore.

16.0 WORK ZONE SPEED LIMITS

- 16.1 The following guidelines are to be used when considering speed limit reduction in work zones:
- A. Work zone traffic control should be designed to ensure adequate safety and mobility through work zones and provide site conditions consistent with prevailing operating speeds and driver expectations.
 - B. Reduced speed limits should be posted only when the conditions that necessitate the reduced speed are actually present. If work is not underway and/or the site conditions do not require a reduced speed limit, reduced speed limit signs shall be covered, turned away, or removed. Refer to SHA's "Guidelines on Reduced Work Zone Speed Limit on Maryland Highways" for additional guidance.
 - C. Where it is deemed appropriate to reduce speed limits to improve safety in work zones, the reduced speed limit should be based on adequate engineering study/judgment and shall be approved by the District Engineer (DE).

SPECIFICATION 104	CATEGORY CODE ITEMS	 MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES GENERAL NOTES
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