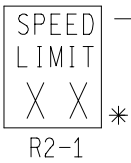


END ROAD WORK

PLACE THIS SIGN WITH THE ADVANCE WORK ZONE SIGNING AS DEPICTED ON THE APPROPRIATE TYPICAL M0030a-M0080a.



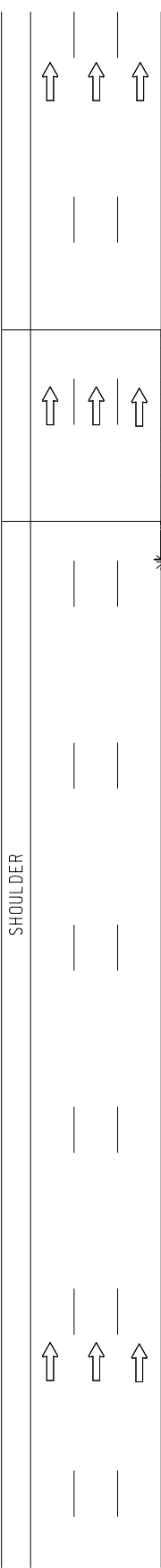
PLACE THROUGHOUT WORK AREA AS INDICATED IN THE NOTES.



W3-5b



W20-1

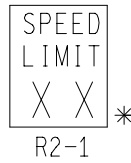


END ROAD WORK

PLACE THIS SIGN ALONG WITH THE ADVANCE WORK ZONE SIGNING AS DEPICTED ON THE APPROPRIATE TYPICAL M0030a-M0080a.

KEY

- • • CHANNELIZING DEVICES
- LIGHTED ARROW PANEL (CAUTION MODE)
- TRAFFIC FLOW
- \* LEGEND REFLECTS SPEED LIMIT BEYOND WORK ZONE



PLACE THROUGHOUT WORK AREA AS INDICATED IN THE NOTES.



W21-5b



W3-5b



W20-1

SIGN = 272 ft x 2 - TYPE B PLUS ADDITIONAL R2-1's THROUGHOUT WORK AREA

TTCO REQUIRED

NOT TO SCALE

<p>TRAFFIC AND SAFETY MAINTAINING TRAFFIC TYPICAL</p>		<p>TYPICAL TEMPORARY TRAFFIC CONTROL FOR A SHOULDER CLOSURE ON A FREEWAY, USING A TRIPLE STEP DOWN IN SPEED LIMIT</p>	
<p>DRAWN BY: CON:AE:djf CHECKED BY: BMM:CRB</p>	<p>OCTOBER 2011 PLAN DATE:</p>	<p>M0930a</p>	<p>SHEET 1 OF 2</p>
<p>FILE: PW RD/TS/Typicals/Signs/MT FWY/M0930a.dgn</p>		<p>REV. 10/27/2011</p>	


## NOTES

1. D = DISTANCE BETWEEN TRAFFIC CONTROL DEVICES  
 $1/3 L$  = MINIMUM LENGTH OF TAPER  
 B = LENGTH OF LONGITUDINAL BUFFER  
 SEE **M0020a** FOR "D," "L," AND "B" VALUES
2. ALL NON-APPLICABLE SIGNING WITHIN THE CIA SHALL BE MODIFIED TO FIT CONDITIONS, COVERED OR REMOVED.
3. DISTANCES BETWEEN SIGNS, THE VALUES FOR WHICH ARE SHOWN IN TABLE D, ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
- 3A. THE "WORK ZONE BEGINS" (R5-18c) SIGN SHALL BE USED ONLY IN THE INITIAL SIGNING SEQUENCE IN THE WORK ZONE. SUBSEQUENT SEQUENCES IN THE SAME WORK ZONE SHALL OMIT THIS SIGN AND THE QUANTITIES SHALL BE ADJUSTED APPROPRIATELY.
- 4E. THE MAXIMUM RECOMMENDED DISTANCE(S) BETWEEN CHANNELIZING DEVICES SHOULD BE EQUAL IN FEET TO THE POSTED SPEED IN MILES PER HOUR ON TAPER(S) AND TWICE THE POSTED SPEED IN THE PARALLEL AREA(S).
5. FOR OVERNIGHT CLOSURES, TYPE III BARRICADES SHALL BE LIGHTED.
6. WHEN CALLED FOR IN THE FHWA ACCEPTANCE LETTER FOR THE SIGN SYSTEM SELECTED, THE TYPE A WARNING FLASHER, SHOWN ON THE WARNING SIGNS, SHALL BE POSITIONED ON THE SIDE OF THE SIGN NEAREST THE ROADWAY.
7. ALL TEMPORARY SIGNS, TYPE III BARRICADES, THEIR SUPPORT SYSTEMS AND LIGHTING REQUIREMENTS SHALL MEET NCHRP 350 CRASHWORTHLY REQUIREMENTS STIPULATED IN THE CURRENT EDITION OF THE MICHIGAN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION, THE STANDARD PLANS AND APPLICABLE SPECIAL PROVISIONS. ONLY DESIGNS AND MATERIALS APPROVED BY MDOT WILL BE ALLOWED.
8. WHEN BUFFER AREAS ARE ESTABLISHED, THERE SHALL BE NO EQUIPMENT OR MATERIALS STORED OR WORK CONDUCTED IN THE BUFFER AREA.
- 16B. WHEN REDUCED SPEED LIMITS ARE UTILIZED IN THE WORK AREA, ADDITIONAL SPEED LIMIT SIGNS RETURNING TRAFFIC TO ITS NORMAL SPEED SHALL BE PLACED BEYOND THE LIMITS OF THE REDUCED SPEED AS INDICATED.
- 16D. ADDITIONAL SPEED LIMIT SIGNS REFLECTING THE REDUCED SPEED SHALL BE PLACED AFTER EACH ENTRANCE RAMP THAT COMES ONTO THE FREEWAY WHERE THE REDUCED SPEED IS IN EFFECT AND AT INTERVALS ALONG THE ROADWAY SUCH THAT NO SPEED LIMIT SIGNS REFLECTING THE REDUCED SPEED ARE MORE THAN TWO MILES APART.
- 16E. WHEN EXISTING SPEED LIMITS ARE REDUCED MORE THAN 10 MPH, THE SPEED LIMIT SHALL BE STEPPED DOWN IN NO MORE THAN 10 MPH INCREMENTS.

### SIGN SIZES

DIAMOND WARNING - 48" x 48"  
 R2-1 REGULATORY - 48" x 60"  
 R5-18c REGULATORY - 48" x 48"

NOT TO SCALE

 TRAFFIC AND SAFETY <b>MAINTAINING TRAFFIC                  TYPICAL</b>	<b>TYPICAL TEMPORARY TRAFFIC CONTROL                  FOR A SHOULDER CLOSURE ON A FREEWAY,                  USING A TRIPLE STEP DOWN IN                  SPEED LIMIT</b>		
DRAWN BY: CON:AE:djf	OCTOBER 2011	<b>M0930a</b>	SHEET
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FILE: PW RD/TS/Typicals/Signs/MT FWY/M0930a.dgn		REV.	10/27/2011