

PLACE ADDITIONAL SUPPLEMENTAL SETS OF SPEED LIMIT SIGNS THROUGHOUT THE WORK AREA AS DEPICTED ON TYPICAL M0100a.

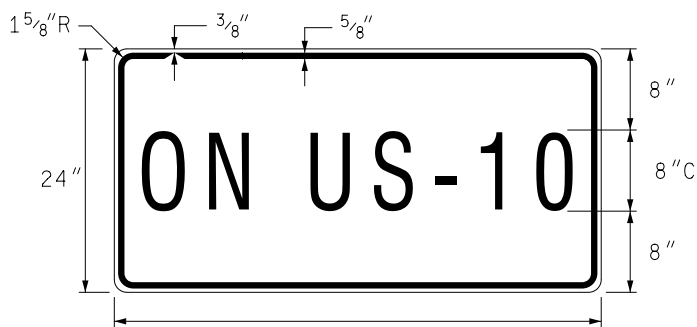
NOT TO SCALE

<p>TRAFFIC AND SAFETY MAINTAINING TRAFFIC TYPICAL</p>	<p>TYPICAL TEMPORARY TRAFFIC CONTROL FOR A ONE-LANE CLOSURE ON A FREEWAY AT THE GORE AREA OF A MAJOR DIVERGENCE USING A REDUCED SPEED LIMIT WHERE WORKERS PRESENT</p>	
	<p>DRAWN BY: CON:AE:djf CHECKED BY: BMM:CRB FILE: PW RD/TS/Typicals/Signs/MT FWY/M1340a.dgn</p>	<p>OCTOBER 2011 PLAN DATE:</p>

NOTES

11. D = DISTANCE BETWEEN TRAFFIC CONTROL DEVICES AND LENGTH OF LONGITUDINAL BUFFERS
L = MINIMUM LENGTH OF TAPER
SEE **M0020a** FOR "D" AND "L" 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.
- 4D. THE SPACING OF CHANNELIZING DEVICES SHOULD NOT EXCEED 45 FEET WHEN USED FOR TAPER CHANNELIZATION, AND SHOULD NOT EXCEED 90 FEET WHEN USED FOR TANGENT CHANNELIZATION.
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 CRASHWORTHY 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.
21. ALL EXISTING PAVEMENT MARKINGS WHICH ARE IN CONFLICT WITH EITHER PROPOSED CHANGES IN TRAFFIC PATTERNS OR PROPOSED TEMPORARY TRAFFIC MARKINGS, SHALL BE REMOVED BEFORE ANY CHANGE IS MADE IN THE TRAFFIC PATTERN. EXCEPTION WILL BE MADE FOR DAYTIME-ONLY TRAFFIC PATTERNS THAT ARE ADEQUATELY DELINEATED BY OTHER TRAFFIC CONTROL DEVICES.
- 26B. THE LIGHTED ARROW PANEL SHALL BE LOCATED AS CLOSE TO THE BEGINNING OF THE TAPER AS PRACTICAL, BUT IN SUCH A MANNER SO AS NOT TO BE OBSCURED BY, OR INTERFERE WITH, EXISTING GORE SIGNING. CARE SHOULD ALSO BE TAKEN TO ASSURE ITS PLACEMENT DOES NOT CONFUSE APPROACHING MOTORISTS.
- 29B. THE TYPE OF REFLECTIVE SHEETING USED FOR THE "ON ___ ___ " PLAQUE SHALL BE THE SAME AS THE TYPE USED FOR THE PARENT SIGN.

SIGN DETAIL



48", UP TO 8 CHARACTER LEGEND
54", UP TO 9 CHARACTER LEGEND

SIGN SIZES

DIAMOND WARNING	- 48" x 48"
PLAQUE	- AS DETAILED
RECTANGULAR REGULATORY	- 48" x 60"
R5-18c REGULATORY	- 48" x 48"

NOT TO SCALE

COLORS

LEGEND AND BORDER - BLACK (NON-REFLECTORIZED)
BACKGROUND - ORANGE (REFLECTORIZED)



TRAFFIC AND SAFETY
**MAINTAINING TRAFFIC
TYPICAL**

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FOR A ONE-LANE CLOSURE ON A FREEWAY
AT THE GORE AREA OF A MAJOR
DIVERGENCE USING A REDUCED SPEED
LIMIT WHERE WORKERS PRESENT

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SHEET

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REV. 10/24/2011