

END ROAD WORK
G20-2

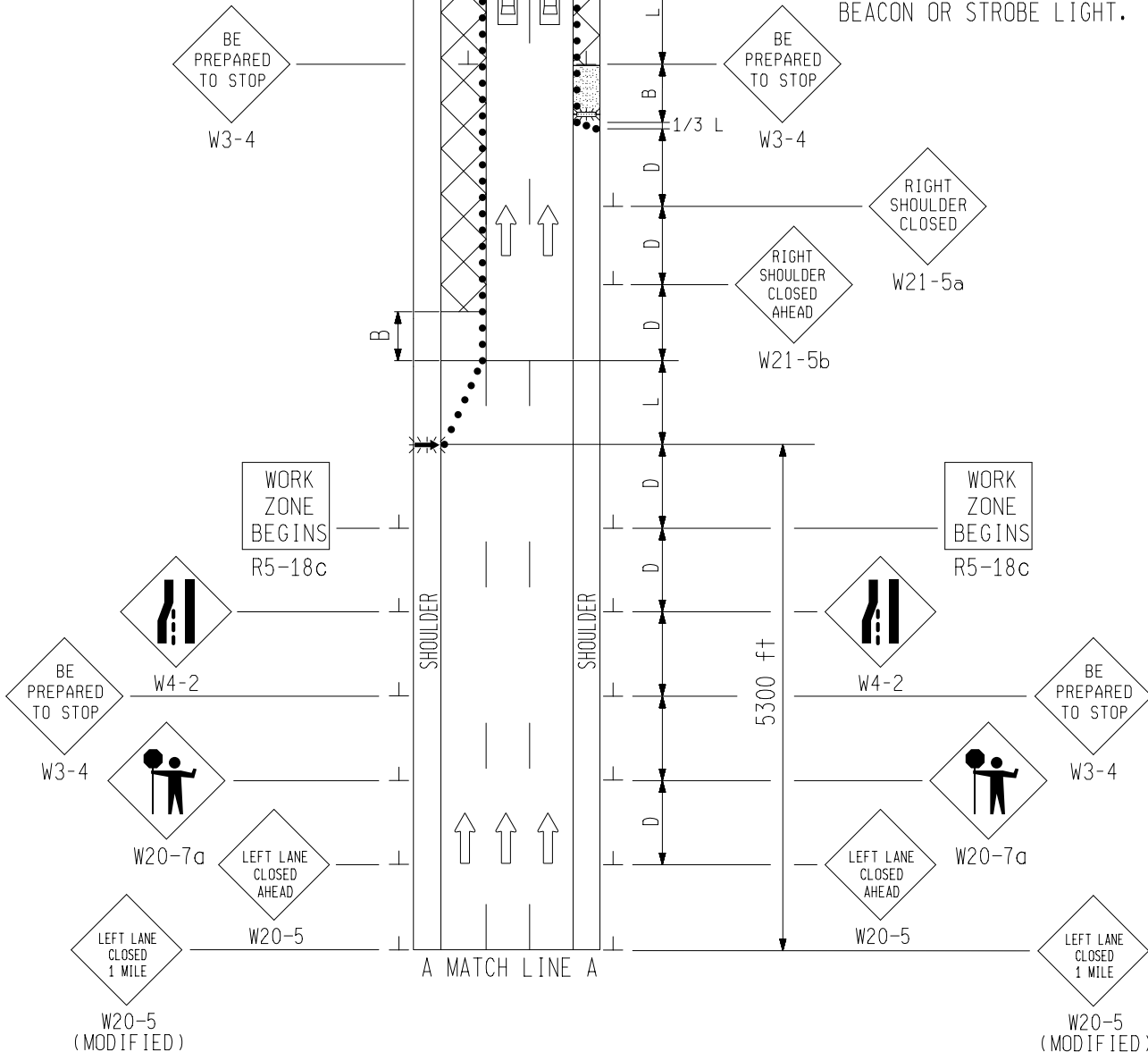
PLACE THIS SIGN ALONG WITH THE ADVANCE WORK ZONE SIGNING AS DEPICTED ON THE APPROPRIATE TYPICAL M0060a-M0080a.

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KEY

- ... CHANNELIZING DEVICES
- ⚡ LIGHTED ARROW PANEL
- ⚡ LIGHTED ARROW PANEL (CAUTION MODE)
- ➡ TRAFFIC FLOW
- ⏹ TRAFFIC REGULATOR
- 🚓 POLICE VEHICLES WITH LIGHT BAR OR CONSTRUCTION VEHICLES WITH PERMANENTLY AFFIXED ROTATING BEACON OR STROBE LIGHT.



SIGN = 352 ft ± - TYPE B PLUS ADDITIONAL W20-15b's REQUIRED ON APPROACHES

MDOT
Michigan Department of Transportation
TRAFFIC AND SAFETY
MAINTAINING TRAFFIC
TYPICAL

TYPICAL TEMPORARY TRAFFIC CONTROL FOR A TRAFFIC STOPPAGE ON A DIVIDED HIGHWAY OR FREEWAY UTILIZING A LANE CLOSURE

DRAWN BY: JDJ
CHECKED BY: BMM:CRB

OCTOBER 2011
PLAN DATE:

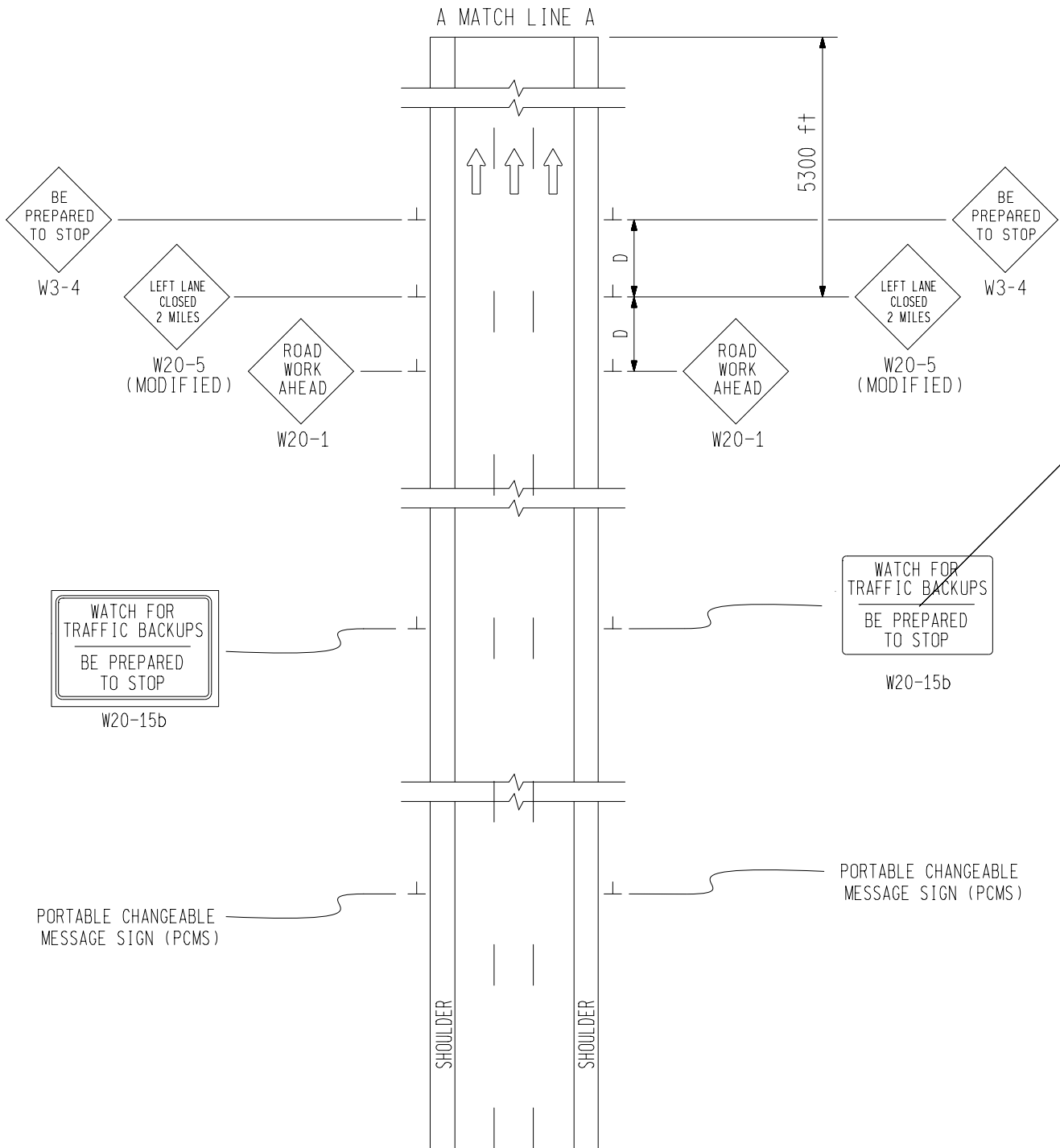
M2510a

SHEET
1 OF 4

NOT TO SCALE

FILE: PW: RD/T&S/Typicals/Signs/MT/MT Fwy/M2510a

REV. 10/17/2011



NOT TO SCALE

<p>MDOT Michigan Department of Transportation TRAFFIC AND SAFETY MAINTAINING TRAFFIC TYPICAL</p>	<p>TYPICAL TEMPORARY TRAFFIC CONTROL FOR A TRAFFIC STOPPAGE ON A DIVIDED HIGHWAY OR FREEWAY UTILIZING A LANE CLOSURE</p>		<p>SHEET 2 OF 4</p>
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NOTES

- 1D. D = DISTANCE BETWEEN TRAFFIC CONTROL DEVICES
L & 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 CONSTRUCTION INFLUENCE AREA (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.
- 4G. THE MAXIMUM RECOMMENDED DISTANCE(S) BETWEEN CHANNELIZING DEVICES SHOULD BE EQUAL IN FEET TO 1/2 THE POSTED SPEED IN MILES PER HOUR ON TAPERS AND TO 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.
9. ALL TRAFFIC REGULATORS SHALL BE PROPERLY TRAINED AND SUPERVISED.
- 9A. IN ANY OPERATION INVOLVING MORE THAN ONE TRAFFIC REGULATOR, ONE PERSON SHOULD BE DESIGNATED AS HEAD TRAFFIC REGULATOR.
10. ALL TRAFFIC REGULATORS' CONDUCT, THEIR EQUIPMENT, AND TRAFFIC REGULATING PROCEDURES SHALL CONFORM TO THE CURRENT EDITION OF THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) AND THE CURRENT EDITION OF THE MDOT HANDBOOK ENTITLED "TRAFFIC REGULATORS INSTRUCTION MANUAL."
11. WHEN TRAFFIC REGULATING IS ALLOWED DURING THE HOURS OF DARKNESS, APPROPRIATE LIGHTING SHALL BE PROVIDED TO SUFFICIENTLY ILLUMINATE THE TRAFFIC REGULATOR'S STATIONS.
14. ADDITIONAL SIGNING AND/OR ELONGATED SIGNING SEQUENCES SHOULD BE USED WHEN TRAFFIC VOLUMES ARE SIGNIFICANT ENOUGH TO CREATE BACKUPS BEYOND THE W3-4 SIGNS.
15. THE HAND HELD (PADDLE) SIGNS REQUIRED BY THE MMUTCD TO CONTROL TRAFFIC WILL BE PAID FOR AS PART OF MINOR TRAFFIC DEVICES.

SIGN SIZES


DIAMOND WARNING - 48" X 48"
W20-15b WARNING - 96" X 72"
R5-18c REGULATORY - 48" X 48"

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NOTES

36. ALL EFFORTS SHALL BE MADE TO CONDUCT ALL TRAFFIC STOPPAGES UTILIZING LAW ENFORCEMENT OFFICIALS AND VEHICLES. WHEN NOT AVAILABLE, ONE CONSTRUCTION VEHICLE PER OPEN LANE OF TRAFFIC WITH PERMANENTLY AFFIXED ROTATING BEACON OR STROBE LIGHT SHALL BE USED. THESE VEHICLES SHALL START IN THEIR APPROPRIATE LANES, BEACONS ON, WELL IN ADVANCE OF THE SIGNING SEQUENCE FLOWING NORMALLY WITH TRAFFIC. AS THEY PROGRESS THROUGH THE SIGNING SEQUENCE THEY SHALL SLOWLY REDUCE THEIR SPEED UNTIL A FULL STOP IS ATTAINED AT THE PRESCRIBED STOPPING POINT.
37. TRAFFIC MAY BE STOPPED FOR A PERIOD OF TIME NOT TO EXCEED 15 MINUTES DURING TIMES PRESCRIBED IN THE SPECIAL PROVISIONS FOR MAINTAINING TRAFFIC. WHEN TRAFFIC IS RELEASED, ADDITIONAL STOPPAGES WILL NOT BE ALLOWED UNTIL THE EXISTING TRAFFIC QUEUE HAS CLEARED COMPLETELY AND TRAFFIC IS FLOWING NORMALLY AGAIN.
38. "WATCH FOR TRAFFIC BACKUPS" (W20-15b) SIGNS SHALL BE UTILIZED ON ALL APPROACHES IN ADVANCE OF THE STOPPAGE TO WARN MOTORISTS OF THE APPROACHING STOPPAGE. THESE SIGNS SHALL BE PLACED A SUFFICIENT DISTANCE IN ADVANCE OF THE ANTICIPATED QUEUES.
39. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE UTILIZED A SUFFICIENT DISTANCE IN ADVANCE TO ADVISE MOTORISTS OF ALTERNATE ROUTES, IMPENDING STOPPAGE, TIMES STOPPAGE WILL BE CONDUCTED, ETC.
40. TRAFFIC REGULATOR(S) SHALL BE UTILIZED TO HOLD THE TRAFFIC QUEUE AT THE STOPPED POSITION IF THE POLICE VEHICLES OR CONSTRUCTION VEHICLES USED TO FACILITATE THE TRAFFIC STOPPAGE ARE REMOVED BEFORE THE WORK OPERATION BEGINS. IN ADDITION, TRAFFIC REGULATOR(S) SHALL BE UTILIZED TO GIVE DIRECTION TO THE MOTORIST WHEN THEY CAN BEGIN TO PROCEED UPON THE COMPLETION OF THE WORK OPERATION.

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