

END
ROAD WORK

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

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SPEED
LIMIT
X X

R2-1

PLACE THROUGHOUT WORK AREA AS
INDICATED AND AFTER ALL MAJOR
CROSSROADS IF PERMANENT SIGNS
ARE NOT IN PLACE.



W4-2

SPEED
LIMIT
X X

R2-1

WORK
ZONE
BEGINS
R5-18c



W4-2

LEFT
TWO LANES
CLOSED
AHEAD

W20-5a



W20-1

KEY

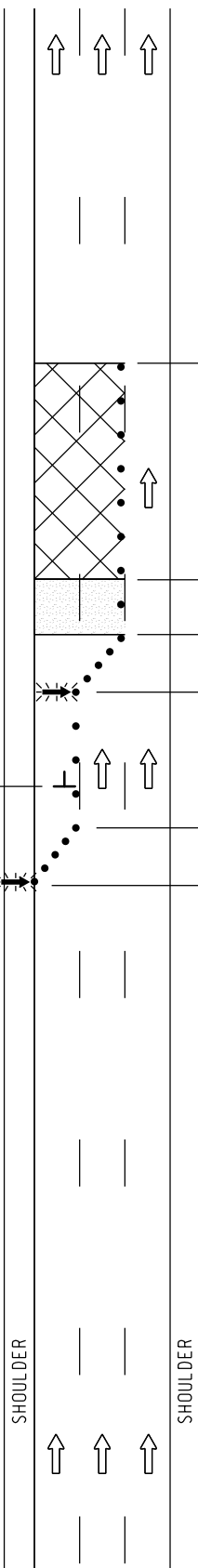
... CHANNELIZING DEVICES

← LIGHTED ARROW PANEL

→ TRAFFIC FLOW

■ REFLECTS EXISTING SPEED LIMIT

SIGN = 200 ft ± 2 - TYPE B
PLUS ADDITIONAL R2-1's
THROUGHOUT WORK AREA



WORK AREA VARIES

B

L

D

2L

L

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D



W4-2

SPEED
LIMIT
X X

R2-1

WORK
ZONE
BEGINS
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W4-2

LEFT
TWO LANES
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W20-5a



W20-1



TRAFFIC AND SAFETY
MAINTAINING TRAFFIC
TYPICAL

DRAWN BY: CON:AE:djf

CHECKED BY: BMM:CRB

FILE: PW RD/TS/Typicals/Signs/MT NON FWY/M0820a.dgn REV.

TYPICAL TEMPORARY TRAFFIC CONTROL
FOR A TWO LANE CLOSURE ON A DIVIDED
ROADWAY, NO SPEED REDUCTION

OCTOBER 2011

PLAN DATE:

M0820a

SHEET
1 OF 2

10/26/2011

NOT TO SCALE

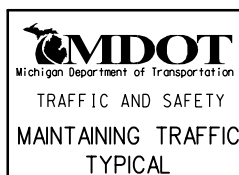
NOTES

- 1B. D = DISTANCE BETWEEN TRAFFIC CONTROL DEVICES
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.
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.
26. THE LIGHTED ARROW PANEL SHALL BE LOCATED AT THE BEGINNING OF THE TAPER AS SHOWN. WHEN PHYSICAL LIMITATIONS RESTRICT ITS PLACEMENT AS INDICATED, THEN IT SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.

SIGN SIZES

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

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