

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

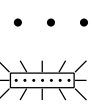
SPEED LIMIT
X X
R2-1

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

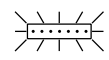
SPEED LIMIT
X X
R2-1

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

KEY



CHANNELIZING DEVICES



LIGHTED ARROW PANEL (CAUTION MODE)



TRAFFIC FLOW



REFLECTS EXISTING SPEED LIMIT



USE THE "NEXT -- MILES" SIGN WHEN SHOULDER CLOSURE EXCEEDS 1 MILE IN LENGTH

SIGN = 148 ft2 - TYPE B PLUS ADDITIONAL R2-1's THROUGHOUT WORK AREA

SPEED LIMIT
X X
R2-1

WORK ZONE BEGINS
R5-18c

SPEED LIMIT
X X
R2-1

WORK ZONE BEGINS
R5-18c

RIGHT SHOULDER CLOSED
W21-5a

RIGHT SHOULDER CLOSED AHEAD
W21-5b

NEXT -- MILES *
W20-1a

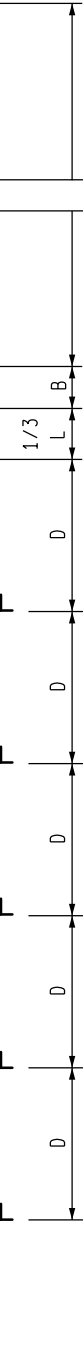
ROAD WORK AHEAD
W20-1

ROAD WORK AHEAD
W20-1

SHOULDER

SHOULDER

WORK AREA VARIES



MDOT
Michigan Department of Transportation
TRAFFIC AND SAFETY
MAINTAINING TRAFFIC
TYPICAL

TYPICAL TEMPORARY TRAFFIC CONTROL
FOR A SHOULDER CLOSURE ON A
DIVIDED ROADWAY OR FREEWAY
NO SPEED REDUCTION

DRAWN BY: CON:AE:djf
CHECKED BY: BMM:CRB

OCTOBER 2011
PLAN DATE:

M0880a

SHEET
1 OF 2

NOT TO SCALE

FILE: PW RD/TS/Typicals/Signs/MT NON FWY/M0880a.dgn REV. 10/26/2011


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.
- 29A. THE TYPE OF REFLECTIVE SHEETING USED FOR THE W20-1a PLAQUE SHALL BE THE SAME AS THE TYPE USED FOR THE PARENT SIGN.

SIGN SIZES

DIAMOND WARNING	- 48" x 48"
W20-1a PLAQUE	- 48" x 36"
R2-1 REGULATORY	- 48" x 60"
R5-18c REGULATORY	- 48" x 48"

NOT TO SCALE

 MDOT Michigan Department of Transportation TRAFFIC AND SAFETY MAINTAINING TRAFFIC TYPICAL	TYPICAL TEMPORARY TRAFFIC CONTROL FOR A SHOULDER CLOSURE ON A DIVIDED ROADWAY OR FREEWAY NO SPEED REDUCTION		
DRAWN BY: CON:AE:djf CHECKED BY: BMM:CRB	OCTOBER 2011 PLAN DATE:	M0880a	SHEET 2 OF 2
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