

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

SPEED LIMIT
X X
R2-1

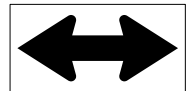
SPEED LIMIT
X X
R2-1

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

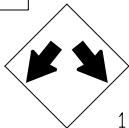
KEY

- • • CHANNELIZING DEVICES
- ⚡ ← LIGHTED ARROW PANEL
- TRAFFIC FLOW

SIGN = 248 ft± - TYPE B PLUS ADDITIONAL R2-1's THROUGHOUT WORK AREA



W1-7



W12-1

15 ft MINIMUM
1/2 L



W9-3a



W9-3a

SPEED LIMIT
X X
R2-1

WORK ZONE BEGINS
R5-18c



W4-2

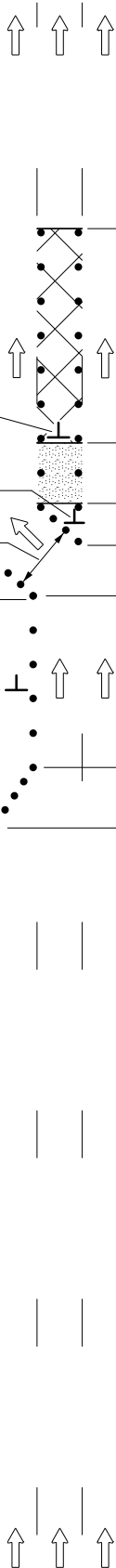


W20-5



W20-1

SHOULDER



SHOULDER

SPEED LIMIT
X X
R2-1

WORK ZONE BEGINS
R5-18c



W4-2



W20-5



W20-1

MDOT
Michigan Department of Transportation
TRAFFIC AND SAFETY
MAINTAINING TRAFFIC
TYPICAL

TYPICAL TEMPORARY TRAFFIC CONTROL
FOR A CENTER LANE CLOSURE ON A
FREEWAY, NO SPEED REDUCTION

DRAWN BY: CON:AE:djf

OCTOBER 2011

CHECKED BY: BMM:CRB

PLAN DATE:

M1120a

SHEET

1 OF 2

NOT TO SCALE

FILE: PW RD/TS/Typicals/Signs/MT FWY/M1120a.dgn

REV. 10/26/2011

NOTES

- 1C. D = DISTANCE BETWEEN TRAFFIC CONTROL DEVICES
L & 1/2 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.
- 25B. THIS SEQUENCE SHOULD ONLY BE USED WHEN WORKERS ARE NOT PRESENT, E.G., FOR CURING CONCRETE OVERNIGHT, ETC. WHEN WORK IS BEING CONDUCTED IN THE CENTER LANE, AN ADJACENT LANE, NORMALLY THE MEDIAN LANE, SHOULD ALSO BE CLOSED UTILIZING THE APPROPRIATE TYPICAL SIGNING SEQUENCE.
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.
- 27A. WHEN THE CENTER LANE CLOSURE OCCURS WITHIN CLOSE PROXIMITY TO, OR EXTENDS THROUGH INTERCHANGES, INFORMATIONAL SIGNING SHOULD BE USED IN ADVANCE OF THE LANE CLOSURE TO DIRECT TRAFFIC TO THE APPROPRIATE LANE FOR ACCESS TO THE INTERCHANGE RAMPS.

SIGN SIZES

DIAMOND WARNING - 48" x 48"
 W1-7 WARNING - 96" x 48"
 R2-1 REGULATORY - 48" x 60"
 R5-18c REGULATORY - 48" x 48"

NOT TO SCALE

 Michigan Department of Transportation TRAFFIC AND SAFETY MAINTAINING TRAFFIC TYPICAL	TYPICAL TEMPORARY TRAFFIC CONTROL FOR A CENTER LANE CLOSURE ON A FREEWAY, NO SPEED REDUCTION		
DRAWN BY: CON:AE:djf	OCTOBER 2011	M1120a	SHEET
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