

NOTES:

1. The minimum design speed for runaround should be 10 mph (15kph) less than the posted speed prior to construction. A lower design speed may be necessary due to site conditions.
2. If a stop condition exists on the runaround, minimum design speed may be used.
3. Modifications to this layout are required for freeway traffic and/or design speeds greater than 45 mph (70kph).
4. The design and location of the runaround should be carefully reviewed to provide the contractor with an adequate working area.
5. When the temporary runaround is for a railroad crossing, it is recommended that 60' (18m) be provided between the edge of runaround and the edge of crossing.
6. The geometrics shown do not include superelevation. A typical crown slope is used. If it is desired to include superelevation, contact the Region/TSC Traffic and Safety Engineer.
7. Locate the beginning of runaround to provide decision sight distance for an approaching motorist. Maintain stopping sight distance along the runaround.
8. Normally the runaround should be surfaced with concrete or HMA. An aggregate surface can only be used when none of the following conditions are exceeded.
 - a. Traffic volume during construction - 3,000 ADT with less than 8% commercial vehicles or 5,000 ADT with less than 3% commercial vehicles.
 - b. Physical conditions - grades of 6% and 300' (90m) in length.
 - c. Duration of time - one month.
 - d. Speed - 30 mph (50kph)
 - e. Commercial vehicle volume - 200 ADT.

When an aggregate surface is used, a pay item should be included for grading, shaping, and adding material (and/or dust palliative), as requested by the engineer to maintain a reasonably smooth drivable surface.
9. Where advisory speeds are 35 mph (60kph) or greater, pave 3' (1m) shoulder ribbons.
10. The placing of pavement markings, signs, guardrail, and movable barricades should be as directed by the Region/TSC Traffic and Safety Engineer. See the current Michigan Manual of Uniform Traffic Control Devices, Part VI, Construction and Maintenance and current MDOT guidelines.
11. Maximum desirable grade is 6%.
12. See Standard Plan R-113-Series for lane closures and crossovers.
13. See the section on temporary roads of the current Road Design Manual for more information.

NOT TO SCALE