

- KEY**
- CHANNELIZING DEVICES
 - ➔ ONE-DIRECTION LARGE ARROW OR ARROW PANEL
 - ➔ TRAFFIC FLOW
 - WORK VEHICLE WITH FLASHING OR ROTATING LIGHTS

IF USING W1-6's (DAYTIME ONLY) INSTEAD OF ARROW PANELS:
 SIGN (WITH R3-2) = 116 ft+2 - TYPE B OR
 SIGN (WITH R3-5) = 119.5 ft+2 - TYPE B
 IF USING ARROW PANELS INSTEAD OF W1-6's:
 SIGN (WITH R3-2) = 100 ft+2 - TYPE B OR
 SIGN (WITH R3-5) = 103.5 ft+2 - TYPE B

MDOT
 Michigan Department of Transportation
 TRAFFIC AND SAFETY
 MAINTAINING TRAFFIC
 TYPICAL

TYPICAL TEMPORARY TRAFFIC CONTROL
 FOR TRAFFIC SIGNAL WORK IN
 APPROACH LANE WITH WORK DURATION
 GREATER THAN ONE HOUR

DRAWN BY: JK	(SPECIAL DETAIL)	M2803a	SHEET 1 OF 2
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NOT TO SCALE


NOTES:

- 1G. D = DISTANCE BETWEEN TRAFFIC CONTROL DEVICES AND LENGTH OF LONGITUDINAL BUFFERS 1/3 L = MINIMUM LENGTH OF TAPER SEE M0020a FOR "D" AND "L" 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.
 - 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 PARALLEL AREA(S).
 7. ALL TEMPORARY SIGNS, TYPE III BARRICADES, THEIR SUPPORT SYSTEMS AND LIGHTING REQUIREMENTS SHALL MEET NCHRP 350 CRASH WORTHY 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.
 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.
 32. THESE SIGNS SHALL BE LEFT IN PLACE AT THEIR PRESCRIBED LOCATIONS AND UNTIL ALL TEMPORARY TRAFFIC CONTROL HAS BEEN REMOVED.
 35. THESE SIGNS ARE INTENDED TO BE USED WITHIN THE LIMITS OF THE TEMPORARY SEQUENCE SIGNING AS IS SHOWN ON 1 OF 2. THESE SIGNS ARE NOT TO BE INTERMINGLED WITH ANY OTHER TEMPORARY SEQUENCE SIGNING EXCEPT AS SHOWN.
- SIGNAL IS IN OPERATION.
 - WORK AREA AND TAPERS DELINEATED BY 28" CONES (DAYTIME) OR GRABBER CONES (NIGHTTIME).
 - IF THE AERIAL BUCKET IS LOCATED OVER ACTIVE TRAVEL LANE(S), THE CONTRACTOR MUST HAVE A DESIGNATED PERSON "SPOTTER" ENSURING THAT THE LOWEST POINT OF THE BUCKET DOESN'T TRAVEL BELOW THE MINIMUM 14 FOOT VERTICAL CLEARANCE REQUIREMENTS, THE SPOTTER SHOULD KNOW THE ACTUAL HEIGHT OF THE SIGNAL TO DETERMINE THE MINIMUM WORKING HEIGHT.
 - SUFFICIENT VERTICAL DISTANCE FROM ACTIVE TRAFFIC MUST BE MAINTAINED AT ALL TIMES. IF THE WORK OPERATION REQUIRES THE MINIMUM 14 FOOT WORKING HEIGHT TO BE COMPROMISED, THE CONTRACTOR SHALL EITHER UTILIZE AN ALTERNATE SET UP OR PLACE THE INTERSECTION IN A 4 WAY STOP USING APPROPRIATE SIGNING AND USE A TRAFFIC REGULATOR TO CONTROL TRAFFIC THROUGH THE INTERSECTION.
 - TARGET ARROW W1-6 (DAYTIME) OR ARROWBOARD (NIGHTTIME).
 - ALL SIGNS SHOULD BE CONTAINED WITHIN THE SIGNAL INFLUENCE AREA.

SIGN SIZES

DIAMOND WARNING	- 48" x 48"
MANDATORY MOVEMENT (R3-5)	- 30" x 36"
ONE-DIRECTION LARGE ARROW (W1-6)	- 48" x 24"
TURN PROHIBITION (R3-2)	- 24" x 24"

NOT TO SCALE

 TRAFFIC AND SAFETY MAINTAINING TRAFFIC TYPICAL	TYPICAL TEMPORARY TRAFFIC CONTROL FOR TRAFFIC SIGNAL WORK IN APPROACH LANE WITH WORK DURATION GREATER THAN ONE HOUR		
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