

END ROAD WORK

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

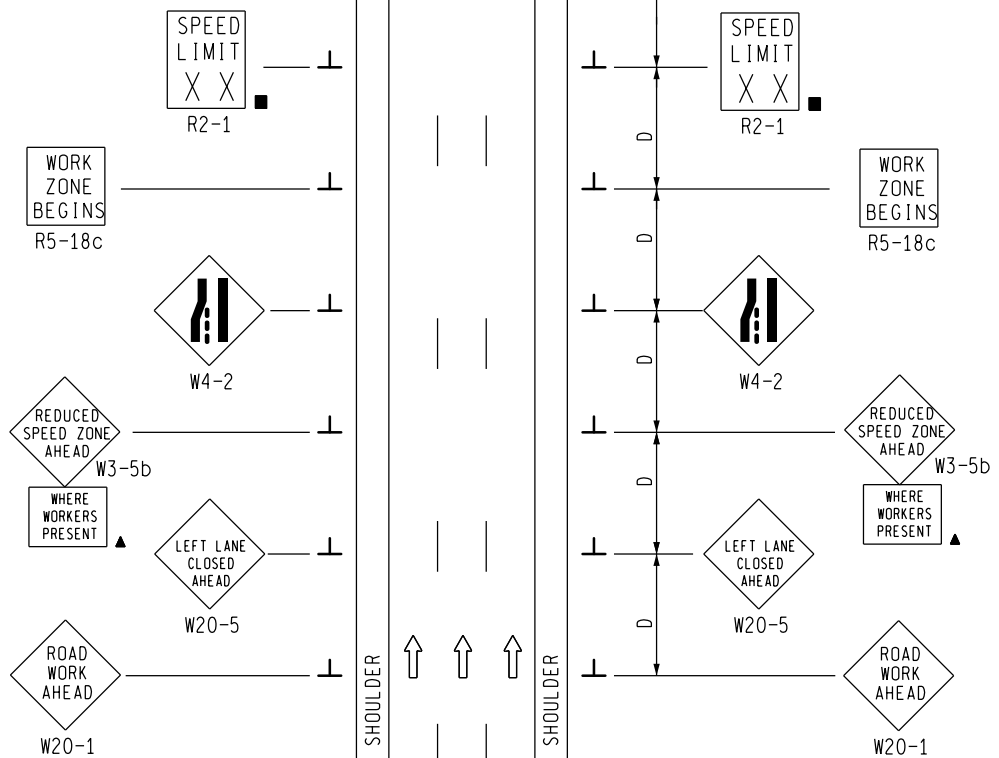
END ROAD WORK

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KEY

- • • CHANNELIZING DEVICES
- ← LIGHTED ARROW PANEL
- TRAFFIC FLOW
- REFLECTS EXISTING SPEED LIMIT
- ▲ SEE SHEET 3 OF 3

SIGN = 328 ft ± 2 - TYPE B
TOTAL FOR BOTH STAGES
PLUS ADDITIONAL SPEED LIMIT
SIGNING THROUGHOUT WORK AREA



SPEED LIMIT XX
R2-1

WHERE WORKERS PRESENT 45
R2-1a

PLACE ADDITIONAL SUPPLEMENTAL SETS OF SPEED LIMIT SIGNS THROUGHOUT THE WORK AREA AS DEPICTED ON TYPICAL M0090a.

WHERE WORKERS PRESENT 45
R2-1a

SPEED LIMIT XX
R2-1

SPEED LIMIT XX
R2-1

WORK ZONE BEGINS
R5-18c

WORK ZONE BEGINS
R5-18c

W4-2

W4-2

REDUCED SPEED ZONE AHEAD
W3-5b

REDUCED SPEED ZONE AHEAD
W3-5b

WHERE WORKERS PRESENT

WHERE WORKERS PRESENT

LEFT LANE CLOSED AHEAD
W20-5

LEFT LANE CLOSED AHEAD
W20-5

ROAD WORK AHEAD
W20-1

ROAD WORK AHEAD
W20-1

MDOT
Michigan Department of Transportation
TRAFFIC AND SAFETY
MAINTAINING TRAFFIC
TYPICAL

TYPICAL TEMPORARY TRAFFIC CONTROL FOR
A ONE-LANE CLOSURE ON A DIVIDED
ROADWAY THAT CAN BE CONVERTED TO A
TWO-LANE CLOSURE USING A REDUCED
SPEED LIMIT WHERE WORKERS PRESENT

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

OCTOBER 2011
PLAN DATE:

M0780a

SHEET
1 OF 3

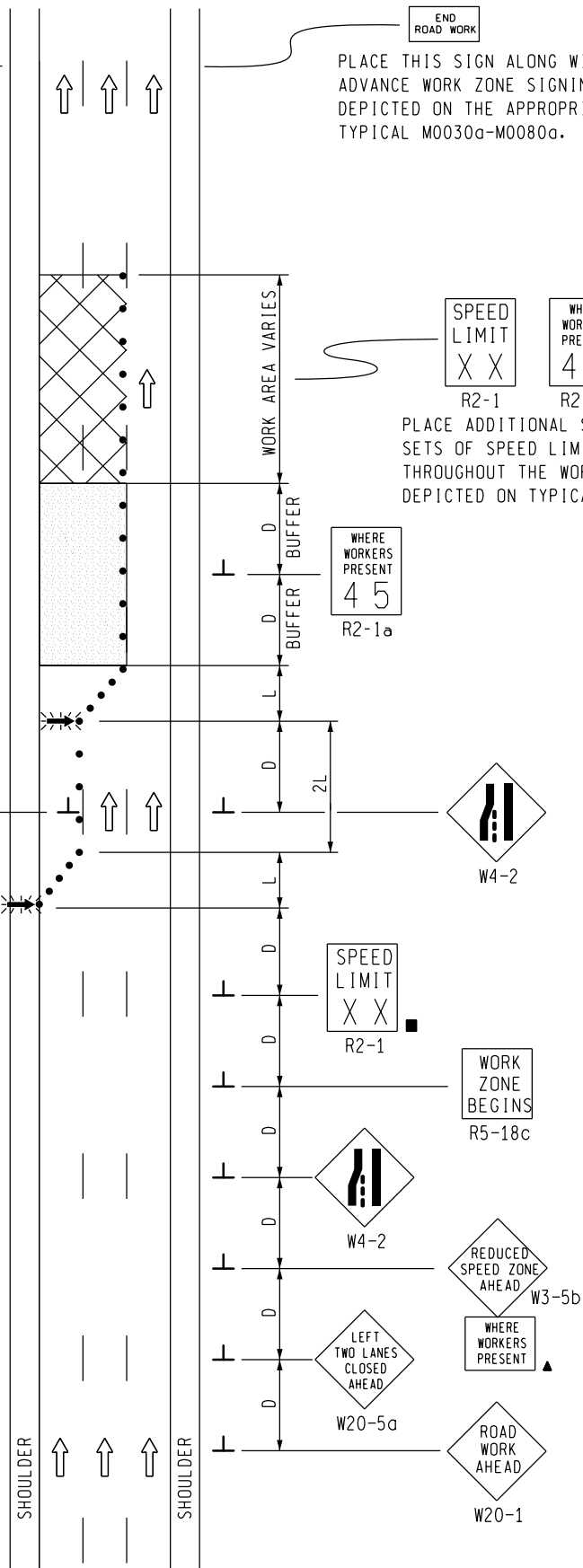
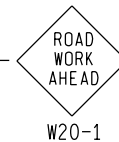
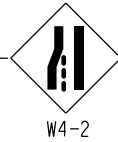
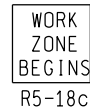
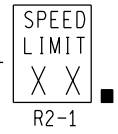
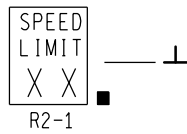
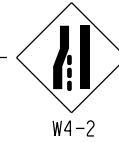
NOT TO SCALE

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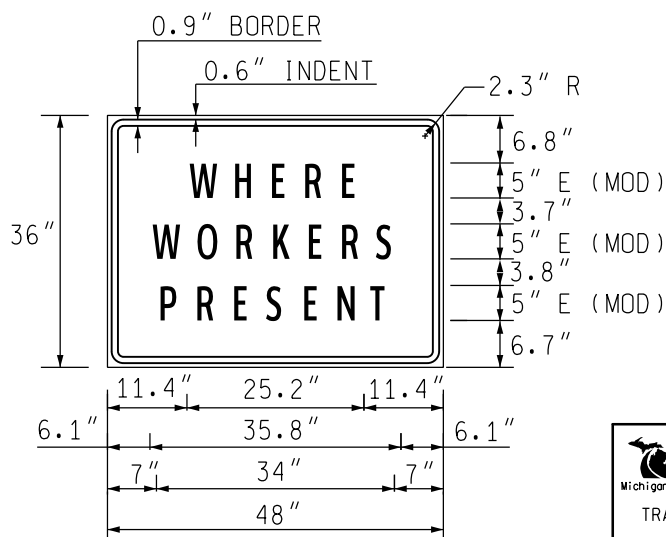
M0780a

SHEET
2 OF 3

NOT TO SCALE

NOTES

11. D = DISTANCE BETWEEN TRAFFIC CONTROL DEVICES
AND LENGTH OF LONGITUDINAL BUFFERS
L = MINIMUM LENGTH OF TAPER
SEE M0020a FOR "D" AND "L" 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.
- 4D. THE SPACING OF CHANNELIZING DEVICES SHOULD NOT EXCEED 45 FEET WHEN USED FOR TAPER CHANNELIZATION, AND SHOULD NOT EXCEED 90 FEET WHEN USED FOR TANGENT CHANNELIZATION.
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 CRASHWORTHY 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.
- 29D. THE TYPE OF REFLECTIVE SHEETING USED FOR THE "WHERE WORKERS PRESENT" PLAQUE SHALL BE THE SAME AS THE TYPE USED FOR THE PARENT SIGN.




COLORS

LEGEND AND BORDER - BLACK (NON-REFLECTORIZED)
BACKGROUND - ORANGE (REFLECTORIZED)

NOT TO SCALE

SIGN SIZES

DIAMOND WARNING	- 48" x 48"
"WORKERS PRESENT" PLAQUE	- 48" x 36"
RECTANGULAR REGULATORY	- 48" x 60"
R5-18c REGULATORY	- 48" x 48"

 Michigan Department of Transportation TRAFFIC AND SAFETY MAINTAINING TRAFFIC TYPICAL	TYPICAL TEMPORARY TRAFFIC CONTROL FOR A ONE-LANE CLOSURE ON A DIVIDED ROADWAY THAT CAN BE CONVERTED TO A TWO-LANE CLOSURE USING A REDUCED SPEED LIMIT WHERE WORKERS PRESENT		
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FILE: PW RD/TS/Typicals/Signs/MT NON FWY/M0780a.dgn REV. 10/26/2011			