

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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LEGEND REFLECTS SPEED LIMIT BEYOND WORK AREA.



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PLACE THROUGHOUT WORK AREA AS INDICATED IN THE NOTES.



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KEY

• • • CHANNELIZING DEVICES

⊘ LIGHTED ARROW PANEL (CAUTION MODE)

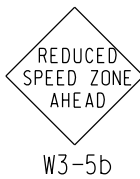
➔ TRAFFIC FLOW

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

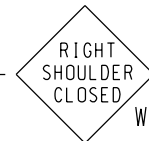
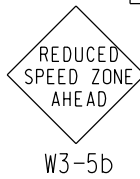
SIGN = 220 ft ± 2 - TYPE B PLUS ADDITIONAL R2-1's THROUGHOUT WORK AREA



WORK ZONE BEGINS R5-18c



WORK ZONE BEGINS R5-18c



W21-5a



W21-5b



W20-1a



W20-1



W20-1

SHOULDER

SHOULDER

TTCO REQUIRED



TRAFFIC AND SAFETY MAINTAINING TRAFFIC TYPICAL

TYPICAL TEMPORARY TRAFFIC CONTROL FOR A SHOULDER CLOSURE ON A DIVIDED ROADWAY OR FREEWAY, USING A SINGLE STEP DOWN IN SPEED LIMIT

DRAWN BY: CON:AE:djf

OCTOBER 2011

M0890a

SHEET 1 OF 2

CHECKED BY: BMM:CRB

PLAN DATE:

NOT TO SCALE

FILE: PW RD/TS/Typicals/Signs/MT NON FWY/M0890a.dgn REV. 10/27/2011


## 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.
- 16B. WHEN REDUCED SPEED LIMITS ARE UTILIZED IN THE WORK AREA, ADDITIONAL SPEED LIMIT SIGNS RETURNING TRAFFIC TO ITS NORMAL SPEED SHALL BE PLACED BEYOND THE LIMITS OF THE REDUCED SPEED AS INDICATED.
- 16E. WHEN EXISTING SPEED LIMITS ARE REDUCED MORE THAN 10 MPH, THE SPEED LIMIT SHALL BE STEPPED DOWN IN NO MORE THAN 10 MPH INCREMENTS.
- 16F. ADDITIONAL SPEED LIMIT SIGNS REFLECTING THE REDUCED SPEED SHALL BE PLACED AFTER EACH MAJOR CROSSROAD THAT INTERSECTS THE WORK AREA WHERE THE REDUCED SPEED IS IN EFFECT, OR AFTER EACH ENTRANCE RAMP THAT COMES ONTO THE FREEWAY WHERE THE REDUCED SPEED IS IN EFFECT AND AT INTERVALS ALONG THE ROADWAY SUCH THAT NO SPEED LIMIT SIGNS REFLECTING THE REDUCED SPEED ARE MORE THAN TWO MILES APART.
- 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

|                                                                                                                                             |                                                                                                                                               |                 |        |
|---------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------|
| <br>TRAFFIC AND SAFETY<br>MAINTAINING TRAFFIC<br>TYPICAL | TYPICAL TEMPORARY TRAFFIC CONTROL<br>FOR A SHOULDER CLOSURE ON A<br>DIVIDED ROADWAY OR FREEWAY,<br>USING A SINGLE STEP<br>DOWN IN SPEED LIMIT |                 |        |
|                                                                                                                                             | DRAWN BY: CON:AE:djf                                                                                                                          | OCTOBER 2011    | M0890a |
| CHECKED BY: BMM:CRB                                                                                                                         | PLAN DATE:                                                                                                                                    | SHEET<br>2 OF 2 |        |
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