

**KEY**

•••• CHANNELIZING DEVICES

⇨ TRAFFIC FLOW

WORK VEHICLE WITH FLASHING OR ROTATING LIGHTS

SIGN (R1-1 MIN.)	=	19.36 f+2	-	TYPE A
SIGN (WITH R3-2)	=	144 f+2	-	TYPE B
OR				
SIGN (WITH R3-5)	=	158 f+2	-	TYPE B

NOT TO SCALE



TRAFFIC AND SAFETY  
MAINTAINING TRAFFIC  
TYPICAL

TYPICAL TEMPORARY TRAFFIC CONTROL FOR TRAFFIC SIGNAL WORK IN INTERSECTION ON A TWO LANE ROADWAY WITH WORK DURATION GREATER THAN ONE HOUR

DRAWN BY: JK

(SPECIAL DETAIL)

CHECKED BY: MB:CRB

PLAN DATE:

M2800a

SHEET

1 OF 2

FILE: PW:RD/T&S/Typicals/Signs/MT NON FWY/M2800a.dgn REV. 10/17/2011


## NOTES:

- 1N. D = DISTANCE BETWEEN TRAFFIC CONTROL DEVICES SEE M0020a FOR "D" 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.
  - 4C. THE MAXIMUM RECOMMENDED DISTANCE(S) BETWEEN CHANNELIZING DEVICES IN THE TAPER AREA(S) SHOULD BE 15 FEET.
  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.
  32. THESE SIGNS SHALL BE LEFT IN PLACE AT THEIR PRESCRIBED LOCATIONS 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.
- EXISTING SIGNAL SHALL BE EITHER 4-WAY FLASHING RED, BAGGED, OR TURNED OFF.
  - 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.
  - ALL SIGNS SHOULD BE CONTAINED WITHIN THE SIGNAL INFLUENCE AREA.

### SIGN SIZES

DIAMOND WARNING	- 48" x 48"
MANDATORY MOVEMENT (R3-5)	- 30" x 36"
STOP (R1-1)	- 36" x 36" MIN.
TURN PROHIBITION (R3-2)	- 24" x 24"

NOT TO SCALE

 TRAFFIC AND SAFETY <b>MAINTAINING TRAFFIC TYPICAL</b>		<b>TYPICAL TEMPORARY TRAFFIC CONTROL FOR TRAFFIC SIGNAL WORK IN INTERSECTION ON A TWO LANE ROADWAY WITH WORK DURATION GREATER THAN ONE HOUR</b>	
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