

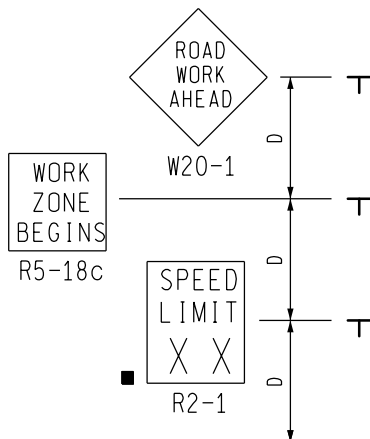


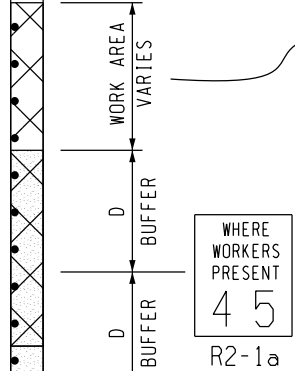
KEY

- • • CHANNELIZING DEVICES
-  LIGHTED ARROW PANEL (CAUTION MODE)
-  TRAFFIC FLOW
- ▲ SEE SHEET 2 OF 2
- REFLECTS EXISTING SPEED LIMIT
- * USE THE W20-1a PLAQUE WHEN SHOULDER CLOSURE EXCEEDS 1 MILE IN LENGTH



PLACE THROUGHOUT WORK AREA AS INDICATED AND AFTER ALL MAJOR CROSSROADS IF PERMANENT SIGNS ARE NOT IN PLACE.

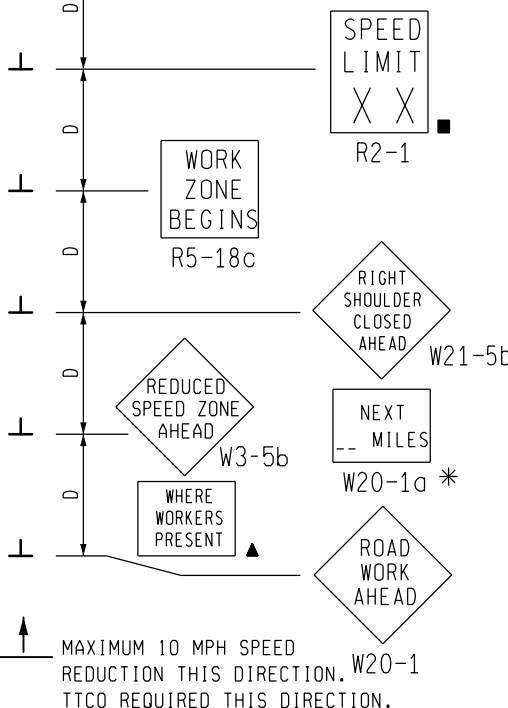
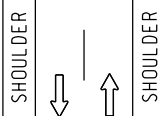
END ROAD WORK
PLACE THIS SIGN ALONG WITH THE ADVANCE WORK ZONE SIGNING AS DEPICTED ON THE APPROPRIATE TYPICAL M0030a-M0080a.



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.

SIGN = 168 ft± - TYPE B
W/W20-1a PLAQUE = 180 ft± - TYPE B
PLUS ADDITIONAL SPEED LIMIT SIGNING THROUGHOUT WORK AREA

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



MAXIMUM 10 MPH SPEED REDUCTION THIS DIRECTION. W20-1
TTCO REQUIRED THIS DIRECTION.

MDOT
Michigan Department of Transportation
TRAFFIC AND SAFETY
MAINTAINING TRAFFIC
TYPICAL

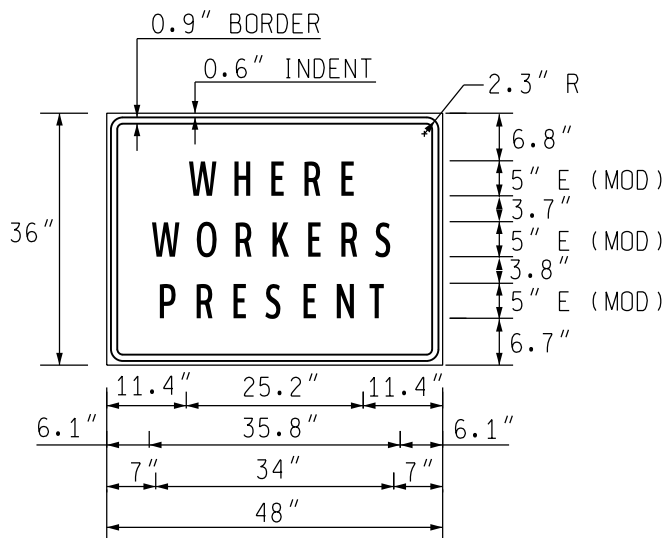
TYPICAL TEMPORARY TRAFFIC CONTROL FOR A SHOULDER CLOSURE ON AN UNDIVIDED ROADWAY USING A REDUCED SPEED LIMIT WHERE WORKERS PRESENT IN ONE DIRECTION ONLY

DRAWN BY: CON:AE:djf	OCTOBER 2011	M0130a	SHEET 1 OF 2
CHECKED BY: BMM:CRB	PLAN DATE:		
FILE: PW RD/TS/Typicals/Signs/MT NON FWY/M0130a.dgn REV. 10/04/2011			

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 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 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.
- 29C. THE TYPE OF REFLECTIVE SHEETING USED FOR THE W20-1a PLAQUE AND 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)

SIGN SIZES

DIAMOND WARNING	- 48" x 48"
"WORKERS PRESENT" PLAQUE	- 48" x 36"
W20-1a PLAQUE	- 48" x 36"
R2-1 REGULATORY	- 48" x 60"
R5-18c REGULATORY	- 48" x 48"

NOT TO SCALE

 TRAFFIC AND SAFETY MAINTAINING TRAFFIC TYPICAL	TYPICAL TEMPORARY TRAFFIC CONTROL FOR A SHOULDER CLOSURE ON AN UNDIVIDED ROADWAY USING A REDUCED SPEED LIMIT WHERE WORKERS PRESENT IN ONE DIRECTION ONLY	
	DRAWN BY: CON:AE:djf CHECKED BY: BMM:CRB	OCTOBER 2011 PLAN DATE:
FILE: PW RD/TS/Typicals/Signs/MT NON FWY/M0130a.dgn REV. 10/04/2011		