

END ROAD WORK

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

WHERE WORKERS PRESENT
45
R2-1a

SPEED LIMIT
XX
R2-1

PLACE ADDITIONAL SUPPLEMENTAL SETS OF SPEED LIMIT SIGNS THROUGHOUT THE WORK AREA AS DEPICTED ON TYPICAL M0100a.

SPEED LIMIT
XX
R2-1

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 M0100a.



W1-4L

2L
D
SEE NOTE 8

SPEED LIMIT
XX
R2-1



W4-2L

WORK ZONE BEGINS
R5-18c

REDUCED SPEED ZONE AHEAD
W3-5b

LEFT LANE CLOSED AHEAD
W20-5L

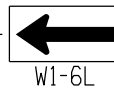
ROAD WORK AHEAD
W20-1

SHOULDER



SHOULDER

D
WORK AREA VARIES
2B
BUFFER



W1-6L



W1-4L

SPEED LIMIT
XX
R2-1



W4-2L

WORK ZONE BEGINS
R5-18c

REDUCED SPEED ZONE AHEAD
W3-5b

LEFT LANE CLOSED AHEAD
W20-5L

ROAD WORK AHEAD
W20-1

SHOULDER



SHOULDER

KEY

- CHANNELIZING DEVICES
- ← LIGHTED ARROW PANEL
- ⊞ LIGHTED ARROW PANEL (BAR MODE)
- TRAFFIC FLOW
- * DESIRED VALUE = L
MIN VALUE = 1/2 L

** LEGEND REFLECTS SPEED LIMIT BEYOND WORK AREA

**SIGN = 356 ft2 - TYPE B
PLUS ADDITIONAL SPEED LIMIT
SIGNING THROUGHOUT WORK AREA**

NOT TO SCALE

MDOT
Michigan Department of Transportation
TRAFFIC AND SAFETY
**MAINTAINING TRAFFIC
TYPICAL**

DRAWN BY: CRB
CHECKED BY:
FILE:

**TYPICAL TEMPORARY TRAFFIC CONTROL
FOR A ONE-LANE CLOSURE WITH A
TRAFFIC SHIFT ON A FREEWAY
USING REDUCED SPEED LIMIT
WHERE WORKERS PRESENT**

APRIL 2011
PLAN DATE:

MOD

SHEET
1 OF 2

REV. 04/28/2011


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, CHANNELIZING DEVICES SHALL BE PLASTIC DRUMS.
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 2005 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.
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.

SIGN SIZES

DIAMOND WARNING	- 48" x 48"
RECTANGULAR REGULATORY	- 48" x 60"
R5-18c REGULATORY	- 48" x 48"
W1-6 WARNING	- 48" x 24"

NOT TO SCALE

 TRAFFIC AND SAFETY MAINTAINING TRAFFIC TYPICAL	TYPICAL TEMPORARY TRAFFIC CONTROL FOR A ONE-LANE CLOSURE WITH A TRAFFIC SHIFT ON A FREEWAY USING REDUCED SPEED LIMIT WHERE WORKERS PRESENT		
DRAWN BY: CRB	APRIL 2011	MOD	SHEET
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FILE:	REV. 04/28/2011		