

ROAD COMMISSION FOR OAKLAND COUNTY

S.A.D. SPECIAL PROVISION
FOR
MAINTAINING TRAFFIC FOR SPECIAL ASSESSMENT PROJECTS

RCOC/SAD:RS/YE

Page 1 of 16

20SADMOT
ORG: 11-15-24

a. Description.

Traffic shall be maintained by the Contractor throughout the project as shown on the plans in accordance with the contract documents, Subsections 104.07, 104.11 and Section 812 of the *2020 Michigan Department of Transportation Standard Specifications for Construction*, including standard plans, special details, supplemental Specifications, and any special provisions in this proposal. All traffic devices and their usage shall conform to the Michigan Manual of Uniform Traffic Control Devices (MMUTCD), current edition as amended.

Furnish, install, light, operate, move, clean, preserve, maintain, cover and remove all temporary traffic control devices within the Construction Influence Area (CIA). All temporary traffic control devices supplied by the Contractor will remain the property of the Contractor.

b. Construction Influence Area (CIA).

The CIA shall consist of the width of the Right-of-Way from the project point of beginning to the point of ending and a sufficient distance before and after the project to warn motorists of the construction ahead.

c. Traffic Restrictions.

1. Access shall be maintained by the Contractor to all properties at all times as directed by the Engineer.
2. Two-way two lane traffic shall be maintained overnight and when the Contractor is not working unless a preapproved detour route is in place with proper traffic control signs and devices.
3. The Contractor shall provide a minimum of 1 week notice to the Engineer prior to implementing lane closures, traffic shifts or other activities that will disrupt traffic flow.
4. No lane closures or traffic regulator sequences will be allowed when the Contractor is not working or where the Contractor can accomplish the work without a closure. The need to institute or remove lane restrictions will be based on the judgment of the Engineer and will be allowed only in areas and situations deemed necessary by the Engineer.

d. Traffic Control Devices.

The Contractor shall provide, install, maintain and remove all temporary signing, channelizing devices, barricades and appurtenances necessary to maintain traffic.

1. The Contractor shall provide traffic regulator control as directed by the Engineer to maintain two way traffic.
2. The Engineer may require additional traffic control devices that are not shown on the plans, standard plans, or typical sign sequence figures, including but not limited to:
 - A. Minor Traffic Devices; Traffic Regulator Control; Sign, Type B, Temp, Prismatic; Plastic Drum, Fluorescent; Channelizing Device, 42 inch Fluorescent; Barricade, Type III, High Intensity, Double Sided, Lighted; Pavt Mrkg, Type NR, Tape.
3. Utilize typical sign sequence figures for traffic control when closing shoulders or lanes on non-subdivision roads and as applicable including but not limited to 100-GEN-KEY, 101-GEN-SPACING-CHARTS, 102-GEN-NOTES, 103-GEN-SIGN, 110-TR-NFW-2L, 122-NFW-SHL-(R). Plastic drums or barricades that will remain in place during night time hours shall be lighted with Type C steady burning lights.

e. Permanent Signing.

All existing permanent signs on this project are to be preserved and maintained, included in payment for maintaining traffic. The Contractor will immediately replace all temporary and permanent signs that are damaged by the Contractor during the course of construction or the Engineer may direct Road Commission forces to replace Contractor damaged signs. Costs for Road Commission replacement of Contractor damaged signs will be deducted from the Total Contract Price owed to the Contractor. The Road Commission for Oakland County will inventory all signs at the beginning of a project, and upon project completion, before final acceptance is made. Payment for removing, storing, and reinstalling permanent signs and supports to avoid damage according to subsection 812.03.E, or for the Contractor’s convenience, will **not** be paid for separately, but shall be included in payment for maintaining traffic.

f. Measurement and Payment.

The completed work for Maintaining Traffic SAD, Max (dollar) including all labor, equipment and material necessary to complete this work as specified above, shall be measured and paid for at the contract unit price for the following item:

Pay Item	Pay Unit
Maintaining Traffic SAD, Max (dollar).....	Lump Sum

Partial payments for **Maintaining Traffic SAD, Max (dollar)** will be made in accordance with the following table. The percent of the original contract amount earned does not include the Maintaining Traffic SAD, Max (dollar)pay item.

Partial Payment Schedule for Maintaining Traffic SAD, Max (dollar)

Percent of Original Contract Amount Earned	Total Percent of Unit Price Paid
First Use	25%
50%	50%
90%	75%
100% of unit price will be paid when: <ol style="list-style-type: none"> 1. Temporary traffic control is no longer needed as approved by the Engineer. 2. After the Engineer approves the removal of devices. 3. After all temporary traffic control devices are removed. 	

The unit price will not be adjusted for extensions of time.

g. Price Adjustment Reduction.

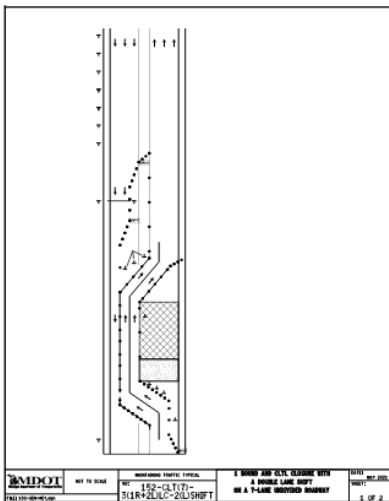
Failure to remove all temporary traffic control devices from the project after they are no longer in use or after the Contractor is no longer working, as approved by the Engineer, will result in the Contractor being assessed a negative unit price adjustment of **\$500 per calendar day** for each day that the temporary traffic control devices remain in place.

1. The Engineer will provide advance notice to the Contractor in writing of their intent to invoke the price adjustment reduction. The notification will include the date on which the price reduction will begin to be incurred if traffic control devices are not removed, 7 calendar days after the date of notification.
2. The Contractor will not incur a price reduction if they remove the temporary traffic control devices by the specified date.
3. A price adjustment reduction does not apply to traffic control devices the Contractor uses and removes daily when the remaining work is minor, as determined by the Engineer.

TYPICAL NUMBER KEY

CODES

AB = ARROW BOARD AW = ADVANCE WARNING C = CLOSURE CLT = CENTER LEFT TURN LANE CROSS = CROSSOVER CruSha = CRUSH AND SHAPE EM = EARLY MERGE EnR = ENTRANCE RAMP ExR = EXIT RAMP FW = FREEWAY GEN = GENERAL INFORMATION GORE = FREEWAY GORE AREA IN = INSIDE INT = INTERSECTION L = LANE (L) = LEFT LC = LANE CLOSURE LD = LONG DURATION	LO = LANE OPEN O = OUTSIDE (LANE CLOSURE) OUT = OUTSIDE OF SHOULDER MID = MIDDLE OF INTERSECTION OR ROAD NFW = NON-FREEWAY PARK = PARKING LANE PCMS = PORTABLE CHANGEABLE MESSAGE SIGN (R) = RIGHT ROLL = ROLLING ROADBLOCK RUM = RUMBLE STRIP SD = SHORT DURATION SHL = SHOULDER CLOSURE SIGN = SIGN SP = SPECIAL SPEED = SPEED STA = STOPPED TRAFFIC ADVISORY TR = TRAFFIC REGULATOR TS = TEMPORARY SIGNAL ZIP = ZIPPER MERGE
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- 100 - GENERAL NOTES
- 110 - TRAFFIC REGULATORS
- 120 - NON-FREEWAY
- 130 - CENTER LEFT TURN (CLT) LANES
- 140 - PARKING LANES
- 150 - CLT 7 LANE SECTIONS
- 160 - SIGNAL WORK
- 200 - FREEWAY CLOSURES
- 210 - FREEWAY LANE SHIFTS
- 220 - FREEWAY ENTRANCE RAMPS
- 230 - FREEWAY EXIT RAMPS
- 300 - ADVANCE WARNINGS
- 310 - CROSSOVER CLOSURE
- 320 - CRUSH AND SHAPE
- 340 - MERGE SYSTEMS
- 350 - GORE LOCATIONS
- 360 - ROLLING ROADBLOCK
- 4000 - MAINTENANCE
- 5000 - SURVEY

EXAMPLE TYPICAL

CODE: 152-CTL(7)-3(1R+2L)LC-2(L)SHIFT

152 - TYPICAL NUMBER
 CTL(7) = CENTER LEFT TURN LANE, 7 LANES TOTAL.
 3(1R+2L)LC = 3 LANES CLOSED, (1 RIGHT LANE AND 2 LEFT LANES).
 2(L)SHIFT = 2 LANES SHIFTED TO THE LEFT.

NOT TO SCALE

	NOT TO SCALE	MAINTAINING TRAFFIC TYPICAL	TYPICAL NUMBERING KEY	DATE: DECEMBER 2021
		NO: 100-GEN-KEY		SHEET: 1 OF 1

FILE: 100-GEN-KEY.dgn

DISTANCE BETWEEN TRAFFIC SIGNS, "D"

"D" DISTANCES	POSTED SPEED LIMIT, MPH (PRIOR TO WORK AREA)										
	25	30	35	40	45	50	55	60	65	70	75
D (FEET)	250	300	350	400	450	500	550	600	650	700	750

GUIDELINES FOR LENGTH OF LONGITUDINAL BUFFER SPACE, "B"

"B" LENGTHS	SPEED*, MPH (PRIOR TO WORK AREA)											
	20	25	30	35	40	45	50	55	60	65	70	75
B (FEET)	33	50	83	132	181	230	279	329	411	476	542	625

* POSTED SPEED, OFF-PEAK 85TH PERCENTILE SPEED PRIOR TO WORK STARTING, OR THE ANTICIPATED OPERATING SPEED.

MINIMUM MERGING TAPER LENGTH, "L" (FEET)

OFFSET (FEET)	POSTED SPEED LIMIT, MPH (PRIOR TO WORK AREA)										
	25	30	35	40	45	50	55	60	65	70	75
1	11	15	21	27	45	50	55	60	65	70	75
2	21	30	41	54	90	100	110	120	130	140	150
3	32	45	62	80	135	150	165	180	195	210	225
4	42	60	82	107	180	200	220	240	260	280	300
5	53	75	103	134	225	250	275	300	325	350	375
6	63	90	123	160	270	300	330	360	390	420	450
7	73	105	143	187	315	350	385	420	455	490	525
8	84	120	164	214	360	400	440	480	520	560	600
9	94	135	184	240	405	450	495	540	585	630	675
10	105	150	205	267	450	500	550	600	650	700	750
11	115	165	225	294	495	550	605	660	715	770	825
12	125	180	245	320	540	600	660	720	780	840	900
13	136	195	266	347	585	650	715	780	845	910	975
14	146	210	286	374	630	700	770	840	910	980	1050
15	157	225	307	400	675	750	825	900	975	1050	1125

NOT TO SCALE



NOT TO SCALE

MAINTAINING TRAFFIC TYPICAL

NO: 101-GEN-SPACING-CHARTS

"B", "D" AND "L" TABLES
CHANNELIZING DEVICE SPACING,
SIGN BORDER KEY, AND ROLL-AHEAD SPACING

DATE: MAY 2021

SHEET: 1 OF 3

FILE: 101-GEN-SPACING-CHARTS.dgn

THE FORMULAS FOR THE MINIMUM LENGTH OF A MERGING TAPER IN DERIVING THE "L" VALUES SHOWN IN THE ABOVE TABLES ARE AS FOLLOWS:

"L" = $\frac{W \times S^2}{60}$ WHERE POSTED SPEED PRIOR TO THE WORK AREA IS 40 MPH OR LESS

"L" = W X S WHERE POSTED SPEED PRIOR TO THE WORK AREA IS 45 MPH OR GREATER

L = MINIMUM LENGTH OF MERGING TAPER
S = POSTED SPEED LIMIT IN MPH PRIOR TO WORK AREA
W = WIDTH OF OFFSET

TYPES OF TAPERS

UPSTREAM TAPERS
MERGING TAPER
SHIFTING TAPER
SHOULDER TAPER
2 TO 1 LANE ROAD TAPER

DOWNSTREAM TAPERS
(USE IS RECOMMENDED)

TAPER LENGTH

L - MINIMUM
1/2 L - MINIMUM
1/3 L - MINIMUM
100' - MAXIMUM

100' (PER LANE)

MAXIMUM SPACING FOR CHANNELIZING DEVICES

WORK ZONE SPEED LIMIT	DRUM AND 42" DEVICE SPACING (FT)		NIGHTTIME 42" DEVICE SPACING (FT)	
	TAPER	TANGENT	TAPER	TANGENT
< 45 MPH	1 x SPEED LIMIT	2 x SPEED LIMIT	25 FEET	50 FEET
≥ 45 MPH	50 FEET	100 FEET	25 FEET	50 FEET

SIGN OUTLINE KEY

DASHED OUTLINES INDICATE A SIGN THAT EXISTS ON SITE, AND NEEDS TO BE COVERED.

SOLID OUTLINES INDICATE A SIGN THAT IS TO BE PLACED ON THE PROJECT



NOT TO SCALE



NOT TO SCALE

MAINTAINING TRAFFIC TYPICAL

NO: 101-GEN-SPACING-CHARTS

"B", "D" AND "L" TABLES
CHANNELIZING DEVICE SPACING
SIGN BORDER KEY AND ROLL-AHEAD SPACING

DATE: MAY 2021
SHEET:

2 OF 3

FILE: 101-GEN-SPACING-CHARTS.dgn

GUIDELINES FOR ROLL-AHEAD DISTANCES FOR TMA VEHICLES - TEST LEVEL 2

WEIGHT OF TMA VEHICLE	PREVAILING SPEED (POSTED SPEED PRIOR TO WORK ZONE)	ROLL-AHEAD DISTANCE* (DISTANCE FROM FRONT OF TMA VEHICLE TO WORK AREA)
5.5 TONS (STATIONARY)	40 MPH OR LESS	25 FT

* ROLL-AHEAD DISTANCES ARE CALCULATED USING A 4,410 POUND IMPACT VEHICLE WEIGHT.

GUIDELINES FOR ROLL-AHEAD DISTANCES FOR TMA VEHICLES - TEST LEVEL 3

WEIGHT OF TMA VEHICLE	PREVAILING SPEED (POSTED SPEED PRIOR TO WORK ZONE)	ROLL-AHEAD DISTANCE* (DISTANCE FROM FRONT OF TMA VEHICLE TO WORK AREA)
5 TONS (MOBILE)	45 MPH	100 FT
	50-55 MPH	150 FT
	60-75 MPH	175 FT
12 TONS (STATIONARY)	45 MPH	25 FT
	50-55 MPH	25 FT
	60-75 MPH	50 FT

* ROLL-AHEAD DISTANCES ARE CALCULATED USING A 10,000 POUND IMPACT VEHICLE WEIGHT.



NOT TO SCALE

MAINTAINING TRAFFIC TYPICAL

NO: 101-GEN-SPACING-CHARTS

"B", "D" AND "L" TABLES
CHANNELIZING DEVICE SPACING
SIGN BORDER KEY AND ROLL AHEAD SPACING

DATE: MAY 2021

SHEET:

3 OF 3

THE FOLLOWING NOTES APPLY IF CALLED FOR ON THE TRAFFIC TYPICAL

GENERAL NOTES

- G1: SEE GEN-SPACING-CHARTS FOR COMMON VALUES INCLUDING:
D = DISTANCE BETWEEN TRAFFIC CONTROL DEVICES
L = MINIMUM LENGTH OF TAPER
B = LENGTH OF LONGITUDINAL BUFFER
ROLL AHEAD DISTANCE
- G2: DISTANCE BETWEEN SIGNS, "D", THE VALUES FOR WHICH ARE SHOWN IN TYPICAL GEN-KEY ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
- G3: ALL TEMPORARY SIGNS, TYPE III BARRICADES, THEIR SUPPORT SYSTEMS AND LIGHTING MUST MEET NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM REPORT 350 (NCHRP 350) TEST LEVEL 3, OR MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) TL-3 AS WELL AS 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 MDT WILL BE ALLOWED.
- G4: DO NOT STORE EQUIPMENT, MATERIALS OR PERFORM WORK IN ESTABLISHED BUFFER AREAS.
- G5: 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 TRAFFIC PATTERNS FOR WORK LESS THAN THREE DAYS THAT ARE ADEQUATELY DELINEATED BY OTHER TRAFFIC CONTROL DEVICES.

SIGN NOTES

- S1: ALL NON-APPLICABLE SIGNING WITHIN THE CIA MUST BE MODIFIED TO FIT CONDITIONS, COVERED, OR REMOVED. FOR GUIDANCE SEE THE WORK ZONE SAFETY AND MOBILITY MANUAL, SECTIONS 6.01.09 AND 6.01.10.
- S2: R5-18b SIGNS ARE ONLY REQUIRED ON FREEWAY PROJECTS WITH A DURATION OF 15 DAYS OR LONGER OR NON-FREEWAY PROJECTS WITH A DURATION OF 90 DAYS OR LONGER. TO APPLY THIS TYPICAL WITHOUT R5-18b SIGNS, REMOVE THE SIGNS AND CONSOLIDATE THE SEQUENCE AS APPROPRIATE.
- S3: R5-18c IS ONLY REQUIRED IN THE INITIAL SIGNING SEQUENCE IN THE WORK ZONE. OMIT THIS SIGN IN SUBSEQUENT SEQUENCES IN THE SAME WORK ZONE.
- S4: ADDITIONAL SIGNING AND/OR ELONGATED SIGNING SEQUENCES SHOULD BE USED WHEN TRAFFIC VOLUMES ARE SIGNIFICANT ENOUGH TO CREATE BACKUPS BEYOND THE W20-5 SIGNS.
- S5: PLACE ADDITIONAL SPEED LIMIT SIGNS REFLECTING THE WORK ZONE SPEED AFTER EACH MAJOR CROSSROAD THAT INTERSECTS THE WORK ZONE, OR AFTER EACH ENTRANCE RAMP THAT COMES ONTO THE FREEWAY WHERE THE REDUCED SPEED IS IN EFFECT. PLACE ADDITIONAL SPEED LIMIT SIGNS AT INTERVALS ALONG THE ROADWAY SUCH THAT NO SPEED LIMIT SIGNS ARE MORE THAN 2 MILES APART. WHEN REDUCED SPEED LIMITS ARE UTILIZED IN THE WORK AREA, PLACE ADDITIONAL SPEED LIMIT SIGNS RETURNING TRAFFIC TO ITS NORMAL SPEED BEYOND THE LIMITS OF THE WORK AREA AS INDICATED. IF PERMANENT SIGNS DISPLAYING THE CORRECT SPEED LIMIT ARE POSTED, OMIT ALL W3-5b AND R2-1 SIGNS AND REDUCE SPACING ACCORDINGLY.
- S6: FABRICATE SPECIAL SIGNS IN ACCORDANCE WITH CURRENT SIGNING DESIGN STANDARDS.
- S7: PLACE ADDITIONAL R8-3 SIGNS AT A MAXIMUM 500' SPACING THROUGHOUT THE WORK ZONE.
- S8: WHEN SPEED LIMIT SIGNS CANNOT BE PLACED SIDE BY SIDE AS SHOWN, PLACE THEM "D" DISTANCE APART.
- S9: STOP SIGNS NOT REQUIRED IF SIGNALS ARE ON 4-WAY FLASHING RED. STOP AHEAD SIGNS ARE NOT REQUIRED IF THERE IS ADEQUATE VISIBILITY OF THE STOP SIGN OR IF SIGNALS ARE BEING USED TO CONTROL TRAFFIC.
- S10: PLACE REDUCED SPEED ZONE AHEAD SIGN (W3-5b) HERE WHEN USING A SPEED REDUCTION IN THIS DIRECTION.
- S11: THE NUMBER OF W1-6 SHIFT SIGNS TO PLACE FOR A SHIFT IS AS FOLLOWS:
SHIFTS 4FT OR LESS, PLACE ONE W1-6(R/L)
SHIFTS 5FT TO 12FT, PLACE TWO W1-6(R/L)
SHIFTS MORE THAN 12FT, PLACE THREE OR MORE W1-6(R/L) SIGNS DEPENDING UPON LENGTH OF SHIFT AND AS PER THE ENGINEER.
- S12: PLACE R2-1 SIGNS AS DETAILED IN NOTE S5 WHEN THERE IS A SPEED REDUCTION IN THIS DIRECTION

TRAFFIC REGULATOR NOTES

- TR1: TRAFFIC REGULATORS MUST FOLLOW ALL THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS, THE STANDARD PLANS AND APPLICABLE SPECIAL PROVISIONS, THE CURRENT VERSIONS OF THE TRAFFIC REGULATOR'S INSTRUCTION MANUAL AND THE VIDEO "HOW TO SAFELY REGULATE TRAFFIC IN MICHIGAN". THE MAXIMUM DISTANCE BETWEEN THE TRAFFIC REGULATORS IS DETERMINED BY THE ROADWAY ADT, GEOMETRICS, AND AS DIRECTED BY THE ENGINEER.
- TR2: PROVIDE APPROPRIATE BALLOON LIGHTING TO SUFFICIENTLY ILLUMINATE TRAFFIC REGULATOR'S STATIONS WHEN TRAFFIC REGULATING IS ALLOWED DURING THE HOURS OF DARKNESS.

TEMPORARY TRAFFIC CONTROL DEVICE NOTES

- TC01: THE MAXIMUM DISTANCE IN FEET BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD NOT EXCEED 1.0 TIMES THE WORK ZONE SPEED LIMIT IN MPH FOR ROADWAYS WITH A POSTED WORK ZONE SPEED LIMIT LESS THAN 45 MPH AND SHOULD NOT EXCEED 50 FEET ON ROADWAYS WITH A POSTED WORK ZONE SPEED LIMIT OF 45 MPH OR GREATER. THE SPACING FOR 42 INCH CHANNELIZING DEVICE TAPERS ARE NOT TO EXCEED 25 FEET AT NIGHT.
- TC02: THE MAXIMUM DISTANCE IN FEET BETWEEN CHANNELIZING DEVICES IN A TANGENT SHOULD NOT EXCEED TWICE THE WORK ZONE SPEED LIMIT IN MPH FOR ROADWAYS WITH A POSTED WORK ZONE SPEED LIMIT LESS THAN 45 MPH AND SHOULD NOT EXCEED 100 FEET ON ROADWAYS WITH A POSTED WORK ZONE SPEED LIMIT OF 45 MPH OR GREATER. THE SPACING FOR 42 INCH CHANNELIZING DEVICE TANGENTS ARE NOT TO EXCEED 50 FEET AT NIGHT.
- TC03: TYPE III BARRICADES MUST BE LIGHTED FOR OVERNIGHT CLOSURES.
- TC04: WHEN THE HAUL ROAD IS NOT IN USE, PLACE LIGHTED TYPE III BARRICADES WITH "ROAD CLOSED" EXTENDING COMPLETELY ACROSS THE HAUL ROAD.
- TC05: USE OBJECT MARKER SIGNS IN LIEU OF THE TYPE B HIGH INTENSITY LIGHT SHOWN IN THE STANDARD PLAN FOR TEMPORARY CONCRETE BARRIER (R-53, AND R-126) WHEN USED WITH A TEMPORARY SIGNAL SYSTEM. THE OBJECT MARKERS MUST BE A MINIMUM OF 12 INCHES IN WIDTH AND 36 INCHES IN HEIGHT AND HAVE ORANGE AND WHITE RETROREFLECTIVE SHEETING. THE RETROREFLECTIVE SHEETING MUST HAVE ALTERNATING DIAGONAL ORANGE AND WHITE STRIPES SLOPING DOWNWARD AT AN ANGLE OF 45 DEGREES IN THE DIRECTION VEHICULAR TRAFFIC IS TO PASS.
- TC06: PLACE LIGHTED ARROW PANELS AS CLOSE TO THE BEGINNING OF TAPERS AS PRACTICAL, BUT NOT IN A MANNER THAT WILL OBSCURE OR CONFUSE APPROACHING MOTORISTS WHEN PHYSICAL LIMITATIONS RESTRICT PLACEMENT. IN CURBED SECTIONS, IF ARROW BOARD CANNOT BE PLACED BEHIND CURB, PLACE ARROW BOARD IN THE CLOSED LANE AS CLOSE TO THE BEGINNING OF TAPER AS POSSIBLE.
- TC07: ADDITIONAL TYPE III BARRICADES MAY BE REQUIRED TO COMPLETELY CLOSE OFF ROAD FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
- TC08: WHERE THE SHIFTED SECTION IS SHORTER THAN 600 FEET, A DOUBLE REVERSE CURVE SIGN (W24-1) CAN BE USED INSTEAD OF THE FIRST REVERSE CURVE SIGN, AND THE SECOND REVERSE CURVE SIGN CAN BE OMITTED.
- TC09: RUMBLE STRIPS ARE TO BE PLACED AS SPECIFIED IN THE CONTRACT. IF NOT SPECIFIED IN THE CONTRACT, PLACE RUMBLE STRIPS AS SHOWN, AND IN ACCORDANCE WITH THE RUMBLE STRIP MANUFACTURER'S RECOMMENDATIONS. AN ARRAY OF RUMBLE STRIPS CONTAINS THREE RUMBLE STRIPS. PLACE THE RUMBLE STRIPS IN THE ARRAY AT A CONSISTENT DISTANCE, BETWEEN 10' AND 20' APART.
- TC010: SEE THE WORK ZONE SAFETY AND MOBILITY MANUAL, PORTABLE CHANGEABLE MESSAGE SIGN GUIDELINES FOR RECOMMENDED AND CORRECT PCMS MESSAGING, STAGGER PCMS THAT ARE ON OPPOSING SIDES OF THE ROAD 1000 FEET FROM EACH OTHER.

RAMP NOTES

- RMP1: WHEN CONDITIONS ALLOW, E5-1 SIGNS MUST BE REMOVED OR COVERED AND CHANNELIZING DEVICES MUST BE POSITIONED TO ENABLE RAMP TRAFFIC TO DIVERGE IN A FREE MANNER
- RMP2: STOP AND YIELD CONDITIONS SHOULD BE AVOIDED WHENEVER PRACTICAL. WHEN CONDITIONS WARRANT, R1-1 SIGNS MAY BE USED IN PLACE OF R1-2 SIGNS. WHEN R-1 SIGNS ARE USED, W3-1 SIGNS MUST BE USED IN PLACE OF W3-2 SIGNS. CONSIDERATION SHOULD BE GIVEN TO CLOSING THE RAMP TO COMPLETE WORK TO ALLOW AN ADEQUATE MERGE DISTANCE. WORK SHOULD BE EXPEDITED TO AVOID THE STOP AND/OR YIELD CONDITIONS.



NOT TO SCALE

MAINTAINING TRAFFIC TYPICAL


NO: 102-GEN-NOTES

TRAFFIC TYPICALS
NOTE SHEET

DATE: APRIL 2022
SHEET:

1 OF 2

FILE: 102-GEN-NOTES.dgn

THE FOLLOWING NOTES APPLY IF CALLED FOR ON THE TRAFFIC TYPICAL				
<p>SIGNAL NOTES</p> <p>SIG1: EXISTING SIGNAL MUST BE EITHER 4-WAY FLASHING RED, BAGGED, OR TURNED OFF.</p> <p>SIG2: SIGNAL IS IN OPERATION.</p> <p>SIG3: DELINEATE THE WORK ZONE AREA WITH 28 INCH CONES FOR DAYTIME WORK, OR 42 INCH CHANNELIZING DEVICES FOR NIGHTTIME WORK.</p> <p>SIG4: THE CONTRACTOR MUST HAVE A DESIGNATED SPOTTER IF THE AERIAL BUCKET TRUCK IS LOCATED OVER ACTIVE TRAVEL LANES.</p> <p>SIG5: THE LOWEST POINT OF THE BUCKET MAY NOT TRAVEL BELOW 14 FOOT VERTICAL CLEARANCE. THE CONTRACTOR MUST UTILIZE AN ALTERNATE SET UP, OR PLACE THE INTERSECTION IN A 4 WAY STOP IF THE 14 FOOT VERTICAL CLEARANCE IS COMPROMIZED. USE TRAFFIC REGULATORS TO CONTROL TRAFFIC THROUGH THE INTERSECTION WHEN TRAFFIC IS PLACED IN A 4 WAY STOP.</p> <p>SIG6: DELINEATE THE TRUCK WITH CHANNELIZING DEVICES. THE POSITION OF THE TRUCK MAY BE MOVED TO FACILITATE WORK.</p> <p>MAINTENANCE AND SURVEYING NOTES</p> <p>MS1: WHENEVER STOPPING SIGHT DISTANCE EXISTS TO THE REAR, THE SHADOW VEHICLES SHOULD MAINTAIN THE RECOMENDED DISTANCE FROM THE WORK AREA AND PROCEED AT THE SAME SPEED. THE SHADOW VEHICLE SHOULD SLOW DOWN AND TRAVEL AT A FARTHER DISTANCE TO PROVIDE ADEQUATE SIGHT DISTANCE IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES.</p> <p>MS2: WORKERS OUTSIDE OF VEHICLES SHOULD WORK WITHIN 150' OF WORK VEHICLES WITH AN ACTIVATED BEACON, BETWEEN THE "BEGIN WORK CONVOY" SIGN AND THE "END WORK CONVOY" SIGN, OR BETWEEN THE "WORK ZONE BEGINS" AND "END ROAD WORK" SIGN.</p> <p>MS3: WORK OR SHADOW VEHICLES WITH OR WITHOUT A TMA MAY BE USED TO SEPARATE THE WORK SPACE FROM TRAFFIC. IF USED, THE VEHICLES SHOULD BE PARKED ACCORDING TO THE ROLL AHEAD DISTANCE TABLES.</p> <p>MS4: WORK AND SHADOW VEHICLES SHALL BE APPROPRIATELY EQUIPPED WITH AN ACTIVATED AMBER BEACON.</p> <p>MS5: WHEN WORKERS ARE OUTSIDE THEIR VEHICLES IN AN EXISTING LANE WHILE A MOBILE OPERATION IS OCCURRING DURING THE NIGHTTIME HOURS, CHANNELIZING DEVICES TO DELINEATE OPEN OR CLOSED LANES AT 50 FT SPACING MUST BE USED. AN EXAMPLE OF AN OPERATION (BUT NOT LIMITED TO) IS THE LAYOUT OF CONCRETE PATCHES.</p> <p>MS6: W21-6 AND W20-1 SIGNS MAY BE SUBSTITUTED AS DETERMINED BY THE TYPE OF WORK TAKING PLACE AS PER THE ENGINEER.</p>				
	NOT TO SCALE	MAINTAINING TRAFFIC TYPICAL NO: 102-GEN-NOTES	TRAFFIC TYPICALS NOTE SHEET	DATE: APRIL 2022 SHEET: 2 OF 2
FILE: 102-GEN-NOTES.dgn				

























































SIGN NUMBER KEY							
 E5-1f 48" x 48" 60" x 48"	 E5-2 48" x 36"	 E5-2a 48" x 36"	 E5-3 48" x 36"	 E13-1P VAR x 24"	 E13-1oP 36" x 24"	 G20-1 60" x 24"	 G20-2 48" x 24"
 G20-4 36" x 18"	 I-6G 18" x 18" 24" x 24" 50" x 30"	 M1-1 18" x 18" 24" x 24" 36" x 36" 48" x 48"	 M1-1 22.5" x 18" 30" x 24" 45" x 36" 60" x 48"	 M1-2 18" x 18" 24" x 24" 36" x 36" 48" x 48"	 M1-2 22.5" x 18" 30" x 24" 45" x 36" 60" x 48"	 M1-3 18" x 18" 24" x 24" 36" x 36" 48" x 48"	 M1-3 22.5" x 18" 30" x 24" 45" x 36" 60" x 48"
 M1-4 18" x 18" 24" x 24" 36" x 36" 48" x 48"	 M1-4 22.5" x 18" 30" x 24" 45" x 36" 60" x 48"	 M1-5 18" x 18" 24" x 24" 30" x 30" 36" x 36"	 M1-5a 18" x 18" 24" x 24"	 M1-6 18" x 18" 24" x 24" 36" x 36"	 M1-6 22.5" x 18" 30" x 24" 45" x 36"	 M3-1 12" x 6" 18" x 9" 24" x 12" 30" x 15" 36" x 18"	 M3-2 12" x 6" 18" x 9" 24" x 12" 30" x 15" 36" x 18"
 M3-3 12" x 6" 18" x 9" 24" x 12" 30" x 15" 36" x 18"	 M3-4 12" x 6" 18" x 9" 24" x 12" 30" x 15" 36" x 18"	 M4-1 12" x 6" 18" x 9" 24" x 12" 30" x 15" 36" x 18"	 M4-1a 12" x 6" 18" x 9" 24" x 12" 30" x 15" 36" x 18"	 M4-2 12" x 6" 18" x 9" 24" x 12" 30" x 15" 36" x 18"	 M4-3 12" x 6" 18" x 9" 24" x 12" 30" x 15" 36" x 18"	 M4-4 18" x 9" 24" x 12" 30" x 15" 36" x 18"	 M4-5 12" x 6" 18" x 9" 24" x 12" 30" x 15" 36" x 18"
 M4-6 12" x 6" 18" x 9" 24" x 12" 30" x 15" 36" x 18"	 M4-7 12" x 6" 18" x 9" 24" x 12" 30" x 15" 36" x 18"	 M4-7a 12" x 6" 18" x 9" 24" x 12" 30" x 15" 36" x 18"	 M4-8 12" x 6" 18" x 9" 24" x 12" 30" x 15"	 M4-8b 24" x 18"	 M4-8b 24" x 12"	 M4-9L 30" x 24" 48" x 36" 60" x 48"	 M4-9R 30" x 24" 48" x 36" 60" x 48"
 M4-9j 30" x 24" 48" x 36" 60" x 48"	 M4-9kL 30" x 30" 48" x 42" 60" x 54"	 M4-9kR 30" x 30" 48" x 42" 60" x 54"	 M4-9mL 30" x 30" 48" x 42" 60" x 54"	 M4-9mR 30" x 30" 48" x 42" 60" x 54"	 M4-9dL 12" x 18"	 M4-9dR 12" x 18"	 M4-9e 12" x 18"
 M4-9f 12" x 18"	 M4-9gL 12" x 18"	 M4-9gR 12" x 18"	 M4-9h 12" x 24"	 M4-9i 12" x 18"	 M4-10L 48" x 18"	 M4-10R 48" x 18"	 M4-11a 12" x 6" 18" x 9" 24" x 12" 30" x 15" 36" x 18"
 M5-1L 12" x 9" 21" x 15" 30" x 21"	 M5-1R 12" x 9" 21" x 15" 30" x 21"	 M5-2L 12" x 9" 21" x 15" 30" x 21"	 M5-2R 12" x 9" 21" x 15" 30" x 21"	 M5-3 12" x 9" 21" x 15" 30" x 21"	 M6-1L 12" x 9" 18" x 12" 21" x 15" 30" x 21"	 M6-1R 12" x 9" 18" x 12" 21" x 15" 30" x 21"	 M6-2L 12" x 9" 18" x 12" 21" x 15" 30" x 21"
 M6-2R 12" x 9" 18" x 12" 21" x 15" 30" x 21"	 M6-3 12" x 9" 18" x 12" 21" x 15" 30" x 21"	 M6-4 12" x 9" 18" x 12" 21" x 15" 30" x 21"	 M6-5 12" x 9" 18" x 12" 21" x 15" 30" x 21"	 M6-6L 12" x 9" 18" x 12" 21" x 15" 30" x 21"	 M6-6R 12" x 9" 18" x 12" 21" x 15" 30" x 21"	 M6-7L 12" x 9" 18" x 12" 21" x 15" 30" x 21"	 M6-7R 12" x 9" 18" x 12" 21" x 15" 30" x 21"

SEE MDOT SHS 13-WORK ZONE FOR SIGN DETAILS

	NOT TO SCALE	MAINTAINING TRAFFIC TYPICAL	TRAFFIC TYPICALS SIGN SHEET	DATE: JUNE 2021
		NO: 103-GEN-SIGN		SHEET: 1 OF 5

FILE: 103-GEN-SIGN.dgn

SIGN NUMBER KEY																				
 M8-1gL 36" x 66"	 M8-1gR 36" x 66"	 M8-2d 60" x 48"	 12" x 36" 24" x 48" 36" x 72"	 12" x 36" 24" x 48" 36" x 72"	 R1-1 18" x 18" 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 R1-1a 18" x 18" 24" x 24"	 18" 24" 30" 36" 48" 60"	 R1-2aP 24" x 18" 36" x 30" 48" x 36"	 R2-1 18" x 24" 24" x 30" 30" x 36" 36" x 48" 48" x 60"	 R2-1a 48" x 60"	 R3-1 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 R3-2 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 R3-3 24" x 24" 36" x 36" 48" x 48"	 R3-4 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 R3-5L 30" x 36" 36" x 48"					
 R3-5R 30" x 36" 36" x 48"	 R3-5a 30" x 36" 36" x 48"	 R3-6L 30" x 36" 42" x 48"	 R3-6R 30" x 36" 42" x 48"	 R3-7L 30" x 30" 36" x 36"	 R3-7R 30" x 30" 36" x 36"	 R3-8c 36" x 30"	 R3-8d 36" x 30"	 R4-1 12" x 18" 18" x 24" 24" x 30" 36" x 48" 48" x 60"	 R4-2 12" x 18" 18" x 24" 24" x 30" 36" x 48" 48" x 60"	 R4-7 12" x 18" 18" x 24" 24" x 30" 36" x 48" 48" x 60"	 R4-8 18" x 24" 18" x 30" 36" x 48" 48" x 60"	 R4-9 18" x 24" 24" x 30" 36" x 48" 48" x 60"	 R5-1 30" x 30" 36" x 36" 48" x 48"	 R5-1a 30" x 18" 36" x 24" 42" x 30"	 R5-18b 48" x 60"					
 R5-18c 48" x 48"	 R5-18d 78" x 12"	 R5-18e 72" x 12"	 R5-18f 48" x 60"	 R5-18g 30" x 42"	 R5-18h 48" x 60"	 R6-1L 36" x 12" 54" x 18"	 R6-2L 12" x 16" 18" x 24" 24" x 30" 36" x 48" 48" x 60"	 R6-2R 12" x 16" 18" x 24" 24" x 30" 36" x 48" 48" x 60"	 R8-3 12" x 12" 18" x 18" 24" x 24" 36" x 36" 48" x 48"	 R9-8 36" x 18"	 R9-9 24" x 12" 30" x 18"	 R9-10 24" x 12" 48" x 24"	 R9-11L 24" x 12" 48" x 36"	 R9-11aL 24" x 12" 48" x 24"	 R9-11aR 24" x 12" 48" x 24"	 R10-6b 36" x 54"	 R11-2 48" x 30"	 R11-2a 48" x 30"	 R11-2b 48" x 30"	 R11-2c 60" x 30"
 R11-3a 60" x 30"	 R11-3b 60" x 30"	 R11-4 60" x 30"	SEE MDOT SHS 13-WORK ZONE FOR SIGN DETAILS																	
 NOT TO SCALE FILE: 103-GEN-SIGN.dgn		MAINTAINING TRAFFIC TYPICAL NO: 103-GEN-SIGN			TRAFFIC TYPICALS SIGN SHEET						DATE: JUNE 2021 SHEET: 2 OF 5									

SIGN NUMBER KEY							
 W1-1L 18" x 18" 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W1-1R 18" x 18" 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W1-2L 18" x 18" 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W1-2R 18" x 18" 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W1-2bL 36" x 36" 48" x 48"	 W1-2bR 36" x 36" 48" x 48"	 W1-3L 18" x 18" 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W1-3R 18" x 18" 24" x 24" 30" x 30" 36" x 36" 48" x 48"
 W1-4L 18" x 18" 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W1-4R 18" x 18" 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W1-4bL 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W1-4bR 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W1-4cL 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W1-4cR 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W24-1L 30" x 30" 36" x 36" 48" x 48"	 W24-1R 30" x 30" 36" x 36" 48" x 48"
 W24-1aL 30" x 30" 36" x 36" 48" x 48"	 W24-1aR 30" x 30" 36" x 36" 48" x 48"	 W24-1bL 30" x 30" 36" x 36" 48" x 48"	 W24-1bR 30" x 30" 36" x 36" 48" x 48"	 W1-6L 24" x 12" 36" x 18" 48" x 24" 60" x 30" 96" x 48"	 W1-6R 24" x 12" 36" x 18" 48" x 24" 60" x 30" 96" x 48"	 W1-8L 12" x 18" 18" x 24" 24" x 30" 30" x 36" 36" x 48"	 W1-8R 12" x 18" 18" x 24" 24" x 30" 30" x 36" 36" x 48"
 W3-1 18" x 18" 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W3-2 18" x 18" 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W3-3 18" x 18" 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W3-4 30" x 30" 36" x 36" 48" x 48" 60" x 60"	 W3-4b 30" x 30" 36" x 36" 48" x 48"	 W3-5 36" x 36" 48" x 48"	 W3-5a 30" x 30" 36" x 36" 48" x 48" 60" x 60"	 W3-5b 30" x 30" 36" x 36" 48" x 48"
 W4-1L 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W4-1R 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W4-2L 30" x 30" 36" x 36" 48" x 48"	 W4-2R 30" x 30" 36" x 36" 48" x 48"	 W4-3L 30" x 30" 36" x 36" 48" x 48"	 W4-3R 30" x 30" 36" x 36" 48" x 48"	 W4-5L 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W4-5R 24" x 24" 30" x 30" 36" x 36" 48" x 48"
 W4-5F 18" x 24" 24" x 30"	 W4-6L 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W4-6R 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W4-7L 30" x 30" 36" x 36" 48" x 48" 60" x 60"	 W4-7R 30" x 30" 36" x 36" 48" x 48" 60" x 60"	 W5-1 30" x 30" 36" x 36" 48" x 48"	 W5-2 18" x 18" 30" x 30" 36" x 36" 48" x 48"	 W5-3 24" x 24" 30" x 30" 36" x 36" 48" x 48"
 W5-4 30" x 30" 36" x 36" 48" x 48"	 W6-1 30" x 30" 36" x 36" 48" x 48"	 W6-2 30" x 30" 36" x 36" 48" x 48"	 W6-3 30" x 30" 36" x 36" 48" x 48"	 W6-4 12" x 18"	 W7-1 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W7-1a 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W8-1 18" x 18" 24" x 24" 30" x 30" 36" x 36" 48" x 48"

SEE MDOT SHS 13-WORK ZONE FOR SIGN DETAILS



NOT TO SCALE

MAINTAINING TRAFFIC TYPICAL

NO: 103-GEN-SIGN

TRAFFIC TYPICALS
SIGN SHEET

DATE: JUNE 2021

SHEET:

3 OF 5

FILE: 103-GEN-SIGN.dgn

SIGN NUMBER KEY

 W8-2 18" x 18" 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W8-3 18" x 18" 30" x 30" 36" x 36" 48" x 48"	 W8-4 18" x 18" 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W8-5 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W8-5P 24" x 18" 30" x 24" 36" x 30"	 W8-7 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W8-8 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W8-9 24" x 24" 30" x 30" 36" x 36" 48" x 48"
 W8-11 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W8-12 30" x 30" 36" x 36" 48" x 48"	 W8-14 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W8-15 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W8-15P 24" x 18" 30" x 24" 36" x 30"	 W8-17L 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W8-17R 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W8-17P 24" x 18" 30" x 24" 36" x 30"
 W8-18 24" x 24" 36" x 36" 48" x 48"	 W8-23 24" x 24" 36" x 36" 48" x 48"	 W8-24 30" x 30" 36" x 36" 48" x 48"	 W8-25 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W8-26 36" x 36" 48" x 48"	 W9-1L 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W9-1R 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W9-2L 30" x 30" 36" x 36" 48" x 48"
 W9-2R 30" x 30" 36" x 36" 48" x 48"	 W9-3C 30" x 30" 36" x 36" 48" x 48" 60" x 60"	 W9-3L 30" x 30" 36" x 36" 48" x 48" 60" x 60"	 W9-3R 30" x 30" 36" x 36" 48" x 48" 60" x 60"	 W9-3a 30" x 30" 36" x 36" 48" x 48" 60" x 60"	 W9-3b 30" x 30" 36" x 36" 48" x 48" 60" x 60"	 W11-10 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W11-10a 24" x 24" 30" x 30" 36" x 36" 48" x 48"
 W11-24 36" x 36" 48" x 48"	 W12-1 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W12-2 18" x 18" 30" x 30" 36" x 36" 48" x 48"	 W13-1P 18" x 18" 24" x 24" 30" x 30"	 W13-2 24" x 30" 36" x 48" 48" x 60"	 W13-3 30" x 30" 36" x 48" 48" x 60"	 W13-4P 24" x 24" 36" x 36"	 W13-6 24" x 24" 36" x 60" 48" x 84"
 W13-6a 24" x 42" 36" x 60" 48" x 84"	 W13-7 24" x 42" 36" x 60" 48" x 84"	 W13-7a 24" x 42" 36" x 60" 48" x 84"	 W14-3 36" x 24" 40" x 30" 48" x 36" 64" x 48"	 W16-2P 18" x 12" 24" x 18" 30" x 24"	 W16-4aP 18" x 12" 24" x 18" 30" x 24" 36" x 30"	 W16-12P 24" x 18"	 W16-13P 24" x 18" 30" x 24"
 W20-1 24" x 24" 30" x 30" 36" x 36" 48" x 48" 60" x 60"	 W20-1a 24" x 24" 30" x 30" 36" x 36" 48" x 48" 60" x 60"	 W20-1b 24" x 24" 30" x 30" 36" x 36" 48" x 48" 60" x 60"	 W20-1c 24" x 24" 30" x 30" 36" x 36" 48" x 48" 60" x 60"	 W20-1d 24" x 24" 30" x 30" 36" x 36" 48" x 48" 60" x 60"	 W20-2 30" x 30" 36" x 36" 48" x 48"	 W20-3 30" x 30" 36" x 36" 48" x 48"	 W20-3a 30" x 30" 36" x 36" 48" x 48"

SEE MDT SHS 13-WORK ZONE FOR SIGN DETAILS

	NOT TO SCALE	MAINTAINING TRAFFIC TYPICAL	TRAFFIC TYPICALS SIGN SHEET	DATE: JUNE 2021
		NO: 103-GEN-SIGN		SHEET: 4 OF 5

FILE: 103-GEN-SIGN.dgn

SIGN NUMBER KEY

 W20-3b 30" x 30" 36" x 36" 48" x 48"	 W20-4 30" x 30" 36" x 36" 48" x 48"	 W20-4c 36" x 36" 48" x 48"	 W20-5C 30" x 30" 36" x 36" 48" x 48"	 W20-5L 30" x 30" 36" x 36" 48" x 48"	 W20-5L1 30" x 30" 36" x 36" 48" x 48"	 W20-5L2 30" x 30" 36" x 36" 48" x 48"	 W20-5R 30" x 30" 36" x 36" 48" x 48"
 W20-5R1 30" x 30" 36" x 36" 48" x 48"	 W20-5R2 30" x 30" 36" x 36" 48" x 48"	 W20-5oL2 30" x 30" 36" x 36" 48" x 48"	 W20-5oL3 30" x 30" 36" x 36" 48" x 48"	 W20-5oR2 30" x 30" 36" x 36" 48" x 48"	 W20-5oR3 30" x 30" 36" x 36" 48" x 48"	 W20-7a 30" x 30" 36" x 36" 48" x 48"	 W20-8 24" x 18"
 W20-9 54" x 48"	 W20-10 48" x 24" 66" x 30"	 W20-11 12" x 18"	 W20-12P VARIABLE x 12"	 W20-13P VARIABLE x 12"	 W20-14L 36" x 36" 48" x 48"	 W20-14R 36" x 36" 48" x 48"	 W20-14oP 36" x 12" 48" x 12"
 W20-14oP 36" x 12" 48" x 12"	 W20-15 36" x 36" 48" x 48"	 W20-15a 36" x 36" 48" x 48"	 W20-15c 48" x 54"	 W20-15d 48" x 54"	 W20-16 36" x 36" 48" x 48"	 W20-17 36" x 36" 48" x 48"	 W21-1 24" x 24" 30" x 30" 36" x 36" 48" x 48"
 W21-2 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W21-2 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W21-3 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W21-4 36" x 18"	 W21-5 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W21-5oL 30" x 30" 36" x 36" 48" x 48" 60" x 60"	 W21-5oR 30" x 30" 36" x 36" 48" x 48" 60" x 60"	 W21-5bL 30" x 30" 36" x 36" 48" x 48" 60" x 60"
 W21-5bR 30" x 30" 36" x 36" 48" x 48" 60" x 60"	 W21-6 24" x 24" 30" x 30" 36" x 36" 48" x 48"	 W21-7 30" x 30" 36" x 36" 48" x 48"	 W21-8 30" x 30" 36" x 36" 48" x 48"	 W22-1 30" x 30" 36" x 36" 48" x 48"	 W22-2 42" x 36"	 W22-3 36" x 30" 42" x 36"	 W23-1 48" x 24"
 W23-2 36" x 36" 48" x 48"							

SEE MDT SHS 13-WORK ZONE FOR SIGN DETAILS

	NOT TO SCALE	MAINTAINING TRAFFIC TYPICAL	TRAFFIC TYPICALS SIGN SHEET	DATE: JUNE 2021
		NO: 103-GEN-SIGN		SHEET: 5 OF 5
FILE: 103-GEN-SIGN.dgn				

