

PROGRESS CLAUSE: Submit a Progress Schedule. The Engineer for this project is as follows:

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After receiving Notice of Award, start work on the date approved by the Engineer, which must be no earlier than **10 days after award**. In no case may any work be commenced prior to receipt of formal notice of award by the Department.

The entire project must be completed and open to traffic by the final completion date of **September 23rd, 2022**.

The Contractor is responsible to provide sufficient resources and adjust work schedules to complete work within the contract time.

Failure by the Contractor to meet final completion date will result in the assessment of liquidated damages in accordance with subsections 108.10.C.1 of the Standard Specifications for Construction. Liquidated damages will continue to be assessed for each calendar day that the work associated with the open to traffic and final completion dates remains incomplete, even if these days extend into or beyond seasonal suspension, unless approved otherwise by the Engineer.

Unless specific pay items are provided in the contract any extra costs incurred by the Contractor due to cold-weather protection and winter grading will not be paid for separately but will be included in the payment of other pay items in the contract.

After award and prior to the start of work, the Contractor must attend a preconstruction meeting with the Engineer. The Engineer will determine the day, time and place for the preconstruction meeting. The meeting will be conducted after project award and may be rescheduled if there are delays in the award of the project. The named subcontractor(s) for, Designated and/or Specialty Items, as shown in the proposal, is(are) recommended to be at the preconstruction meeting if such items materially affect the work schedule.

Failure on the part of the Contractor to carry out the provisions of this Progress Clause may be considered sufficient cause to prevent bidding future projects.

MICHIGAN
DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION
FOR
MAINTAINING TRAFFIC

DAV:SSP

1 of 7

APPR:RJM:07-06-22

a. Description. This special provision consists of requirements and restrictions to maintain traffic on M-21 from Delaney Road to Chestnut Street in Owosso Township, Shiawassee County.

b. General. Maintain traffic throughout the project in accordance with the standard specifications, typicals, and supplemental specifications in the contract and as described on the plans for this project.

c. Construction Influence Area (CIA). The CIA includes the right-of-way of the following roadways, within the approximate limits described below:

1. On M-21 from Delaney Road to Chestnut Street

2. In addition, the CIA includes the right-of-way of any designated detour route or alternate route, intersecting roads and ramps adjacent to the work zone for a distance of approximately 1/4 mile in advance of the work zone or as far as the construction or detour signing extends. The roads include but are not limited to Street, Road, Boulevard, etc.

d. Traffic Restrictions. Maintain traffic in accordance with the Maintaining Traffic Typicals contained herein, except as noted below. Changes or adjustments to the Maintaining Traffic Typicals may be necessary to fit field conditions, subject to approval of the Engineer or as determined by the Engineer.

1. Utilize the following Maintaining Traffic Typicals:

A. 101-GEN-SPACING-CHARTS

B. 110-TR-NFW-2L

C. 123-NFW-1LC-(R)

D. 134-CLT-2(L)LC-(IN)

E. 137-CLT-SHIFT-0LC

2. Do not work, deliver material, or close lanes (other than approved stage closures) during the holiday periods as defined in Table 1. Cover or remove "45 where workers present" signing during the holiday periods as defined in Table 1.

Table 1: 2022 Holiday Periods

Holiday	Start Date and Time	End Date and Time
Labor Day	Noon, Thursday, September 1 st	6:00 a.m. Wednesday, September 7 th
Veterans Day	Noon, Thursday November 10 th	6:00 a.m. Monday, November 14 th

3. Perform work and lane closures within the allowable time frames as shown in Table 2, unless otherwise approved by the Engineer.

Table 2: M-21 Traffic Restrictions

Closure Type	Start Time	End Time	M	Tu	W	Th	F	Sa	Su
Single Lane Closures	00:00	24:00	∞	∞	∞	∞	∞	∞	∞
∞ = Closure is allowed, and the frequency is not limited during the project timeframe # = The number of times closures can take place during the project timeframe.									

4. Maintain a minimum of one lane of traffic in each direction at all times on M-21 (And all intersecting roads).

5. Maintain a minimum of one lane of traffic in each direction at all times on all signalized side roads.

6. No more than 1 closure is allowed in each direction of travel at the same time.

B. The maximum closure length is 1/2 mile unless otherwise approved by the Engineer.

7. Close any dedicated turn lanes prior to the location under construction.

8. When a lane is closed, place channelizing devices at cross streets and major drives to form a radius that clearly defines the approaches to the through and turning traffic.

9. Where an intersection is closed or partially closed, allow the adjacent intersections one block to the east and west to remain open to traffic, unless otherwise approved by the Engineer.

10. Maintain access to all driveways as directed by the Engineer unless prior agreements are made with the respective property owners. The cost of constructing driveways part width will not be paid for separately but will be considered included in the cost of other driveway pay items.

e. Traffic General.

1. For any lane open to traffic, provide a minimum lane width of 11 feet with 2 feet of shy distance on both sides unless identified otherwise on plans.

2. Do not close lanes or utilize traffic regulation sequences where work can be accomplished with a shoulder closure. Do not occupy any part of the active traffic lane with personnel or equipment when utilizing a shoulder closure. Place lane closures and traffic regulation operations only in areas as show on the plans unless otherwise directed by the Engineer.

3. Prior to shifting traffic onto shoulders or opening any lanes/shoulders and/or ramps, remove, by sweeping all accumulated debris that has collected within the shoulder and/or within the closed lane/shoulder.

4. A speed reduction will be used. Set the work zone speed limit on M-21 to 35 miles per hour (mph).

5. Develop and submit to the Engineer an Internal Traffic Control Plan (ITCP) per subsection 104.11.B of the Standard Specifications for Construction. The requirements listed herein are the requirements for a Type A ITCP. Submit the Type A ITCP at the preconstruction meeting. The Engineer will have 7 calendar days to review the ITCP for approval or provide comments for revisions required to obtain approval. Include in the ITCP, at a minimum, the proposed ingress/egress locations for construction equipment and vehicles, traffic control devices that will be utilized to warn the motoring public of ingress/egress locations, and measures that will be taken to ensure compliance with the ITCP. Ensure that the ITCP minimizes conflicts between construction vehicles and motorists and maintains overall safety and mobility within the work zone. No work may begin prior to approval of the ITCP. Additional time required to obtain an approved ITCP will not be cause for delay or impact claims. All costs associated with obtaining an approved ITCP, providing and executing all parts of the approved ITCP including required traffic control devices, or resolving an incomplete or unacceptable ITCP will be borne by the Contractor.

6. Upon approval of the ITCP, complete and submit the "Lane Closure Notification/Request Form or approved equal" to the Engineer for approval prior to the actual closure date. Submit the lane closure request 7 calendar days in advance of the lane closure for approval. This includes all shifts/shoulder/lane/ramp closures as stated per the proposal or any new lane closure requests submitted by the Contractor. The Engineer will have 4 calendar days to review the lane closure request for approval or provide comments for revisions required to obtain approval. Do not implement a lane closure prior to approval by the Engineer. In addition, notify the Engineer when the lane closure is removed or cancelled. See Lane Closure Notification/Request Form contained in the proposal.

7. Protect the work area at the end of each day. Close all open access points on the project to traffic with Type III barricades or other devices approved by the Engineer.

8. The Engineer will be responsible for notifying emergency services, transit agencies, law enforcement and schools prior to any lane closures, detours or major traffic shifts. In addition, the Contractor will be responsible for working with and complying with any coordination that is necessary with the Department and emergency services, transit agencies, law enforcement and schools. All costs associated with these coordination efforts will be considered included in the pay item "Minor Traf Devices".

9. Obtain all necessary permits from local governments within areas of local jurisdiction, including noise/dust ordinance waivers when required, prior to placing construction signing on local roads.

A. The Department will reimburse permit costs in accordance with subsection 107.02.A of the Standard Specification for Construction. Adhere to all requirements made by local maintaining agencies regarding placement of traffic control devices prior to closing lanes on roadways not under MDOT jurisdiction.

10. Remove all temporary traffic control devices from MDOT right-of-way during any shut down periods unless needed for directly maintaining or channelizing traffic. No additional payment will be made for removal and/or redeployment of these devices except for in the case of an approved extension of time.

11. Cover or remove construction signing that refers to work zone speed when work at a location is planned to be inactive for a period greater than 2 days, unless otherwise specified on the plans or as directed by the Engineer.

12. Once work is initiated that includes any lane restrictions, that work must be continued daily until completed. A lack of work activity for more than 3 days will require the removal of lane closures at no expense to the Department.

f. Traffic Regulator Control.

1. Maintain two-way traffic at all times on M-21 using traffic regulator control. A traffic regulator sequence is allowed to cover a maximum closure length of 1/2 mile. Place the arrow panel, signs and channelizing taper for the traffic regulator operation at locations approved by the Engineer for adequate visibility by oncoming traffic.

2. Do not utilize more than 1 traffic regulator operation(s) at one time on M-21.

3. Crossroads must remain open to traffic at all times. Use intermediate traffic regulators at each intersection approach and commercial driveways within the closure limits, as directed by the Engineer. Use traffic regulator control as directed by the Engineer for cross street traffic while paving through intersections.

4. Follow the [Michigan Traffic Regulator's Instruction Manual](#) for operations at signalized intersections. Contact the MDOT region electrician or applicable maintaining agency prior to work on traffic signals. Only the MDOT region electrician or applicable maintaining agency may make changes to the traffic signal controllers.

g. Stage Construction. Maintain traffic in accordance with the restrictions listed in section d. Traffic Restrictions and the suggested sequence of operations contained herein. Use of an alternate traffic control plan is subject to review and approval by the Engineer.

1. Stage 1

A. Utilizing traffic regulators, close center and westbound lane (MP 8.252-8.665)

B. Perform project work

2. Stage 2

A. Utilizing traffic regulators, close center and eastbound lane (MP 8.252-8.665)

B. Perform project work

3. Stage 3

A. Close a single right lane in each direction (MP 8.136-8.212)

B. Perform project work

4. Stage 4.

A. Close the middle 3 lanes (MP 8.136-8.212)

B. Perform project work

h. Pedestrian or Non-Motorized Facilities.

1. Maintain all facilities in accordance with *The Americans with Disability Act (ADA)* requirements and the *Public Rights-of Way Accessibility Guidelines (PROWAG)*. Provide facilities equivalent to or better than the route a person would have encountered prior to construction activities.

2. Submit an "ADA Work Plan" for sidewalk and ADA ramp construction prior to any sidewalk ramp closures or removals. The work plan must address pedestrian access and detours. Plan will allow a ramp closure up to (96) hours. The Engineer will have 7 calendar days to review the plan for approval or provide comments for revisions required to obtain approval. Do not proceed with the work until the Engineer has approved the plan.

3. Close and detour any sidewalk ramps and crosswalk areas to pedestrian traffic that are impacted by the work. Cover pedestrian signal heads when the crosswalk or ramp is affected.

4. Keep sidewalk areas clear of any equipment or materials at all times the sidewalks are open to pedestrian traffic.

i. Hot Mix Asphalt (HMA) Work.

1. Resurface all HMA milled areas the same day as the HMA cold milling operation.

2. No traffic is allowed on the HMA milled surface, unless directed by the Engineer.

3. Provide transverse and longitudinal HMA tapers at all grade changes greater than 2 inches caused by cold milling and overlay. Place W8-1 ("BUMP") signs in advance of transverse HMA tapers. Place W8-11 ("UNEVEN LANES") signs in advance of longitudinal HMA tapers. Place W8-9 ("LOW SHOULDER") signs in advance of and every mile within the shoulder drop off.

j. Traffic Control Devices. Ensure all traffic control devices are in accordance with the *MMUTCD* and must meet the "acceptable" criteria as defined in the *ATSSA* publication entitled "*Quality Guidelines for Temporary Traffic Control Devices and Features*" at the time of initial deployment and after each major stage change.

1. During non-working periods, place applicable advance signs and channelizing devices at specific locations, as directed by the Engineer, at no additional cost to the Department.

2. Notify the Engineer 24 hours in advance of when traffic control devices are being delivered to the project site, to allow for initial inspection of devices to take place.

3. Remove from the project site all traffic control devices (including detour signing) no longer needed for a particular operation and equipment for construction within 14 calendar days of reopening the shoulder/lane/roadway.

4. Channelizing Devices.

A. Ensure all devices have sufficient ballast to prevent moving or tipping. If moving or tipping occurs, place additional ballast, as directed by the Engineer, at no additional cost to the Department. No more than two ballasts are allowed on each channelizing device.

B. Do not use caution tape on this project.

C. Space channelizing devices at 35 for tapers and 70 for tangents or tighter as directed by the Engineer.

5. Temporary Signs.

A. Additional W20-1 (ROAD WORK AHEAD) signs are included in the quantities to be placed on all intersecting or adjacent roads where construction activities may be encountered.

k. Temporary Pavement Markings.

1. Remove conflicting pavement markings, pavement markings in taper/transition areas and other markings as directed by the Engineer, for operations occupying a location longer than 3 days. Durable markings in these areas should be covered rather than be removed.

2. Quantities for temporary tape to be placed during paving operations are based on the MDOT PAVE 900 Series standard plans.

3. When Type R or NR tape is used, ensure that all temporary pavement markings adhere to the pavement surface until permanent markings are installed.

4. Complete temporary pavement markings in each stage prior to shifting traffic as directed by the Engineer.

5. Replace all existing pavement markings that are removed for traffic control or obliterated during construction.

l. Measurement and Payment. Payment will be in accordance with the standard specifications unless otherwise specified. No additional payment will be made for the following activities:

1. Transporting traffic control items from site to site.

2. Providing sufficient vehicles and staff to make changes as-needed on site during work.

3. Providing sufficient vehicles and staff to remove closures from the roadway.

4. Providing additional traffic control devices required to expedite the construction for the convenience of the Contractor.

MDOT LANE CLOSURE REQUEST FORM (FOR ANY SHOULDER, LANE, RAMP or ROADWAY CLOSURES or LANE SHIFTS)												
LCRF Request #:			Office Submitted To:			24 Hour Project Contact Information:						
Prime Contractor:			Date Submitted:			Name:						
			Submitted By:			Phone Number:						
Direction	Ramp	Road	Location	Category/Closure Type	Lane/Shoulder(s) Affected	# of Lanes Open	Type	Start Date & Time	End Date & Time	Continuous, Daily or Nightly	Posted Detour	Detour Route (if applicable)
1												
2												
3												
4												
5												
Type of work being done:												
Notes:												

* Submit form a minimum of **seven (7) calendar days** prior to the start of requested closures to the Engineer for approval.

* STOC shall be called at **(517) 241-4000** when lane closures are beginning and when lane closures are removed if its associated with a freeway or freeway ramp.

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	"B", "D" AND "L" TABLES CHANNELIZING DEVICE SPACING, SIGN BORDER KEY, AND ROLL-AHEAD SPACING	DATE: MAY 2021
		NO: 101-GEN-SPACING-CHARTS		SHEET: 1 OF 3

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

TAPER LENGTH

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

DOWNSTREAM TAPERS
 (USE IS RECOMMENDED)

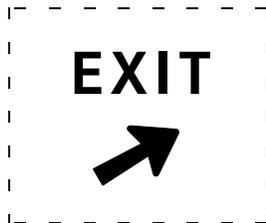
100' (PER LANE)

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	"B", "D" AND "L" TABLES CHANNELIZING DEVICE SPACING SIGN BORDER KEY AND ROLL-AHEAD SPACING	DATE: MAY 2021
		NO: 101-GEN-SPACING-CHARTS		SHEET: 2 OF 3

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 MDOT 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

- TC1: 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.
- TC2: 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.
- TC3: TYPE III BARRICADES MUST BE LIGHTED FOR OVERNIGHT CLOSURES.
- TC4: WHEN THE HAUL ROAD IS NOT IN USE, PLACE LIGHTED TYPE III BARRICADES WITH "ROAD CLOSED" EXTENDING COMPLETELY ACROSS THE HAUL ROAD.
- TC5: 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.
- TC6: 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.
- TC7: ADDITIONAL TYPE III BARRICADES MAY BE REQUIRED TO COMPLETELY CLOSE OFF ROAD FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
- TC8: 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.
- TC9: 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.
- TC10: 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
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1 OF 2

THE FOLLOWING NOTES APPLY IF CALLED FOR ON THE TRAFFIC TYPICAL

SIGNAL NOTES

- SIG1: EXISTING SIGNAL MUST BE EITHER 4-WAY FLASHING RED, BAGGED, OR TURNED OFF.
- SIG2: SIGNAL IS IN OPERATION.
- SIG3: DELINEATE THE WORK ZONE AREA WITH 28 INCH CONES FOR DAYTIME WORK, OR 42 INCH CHANNELIZING DEVICES FOR NIGHTTIME WORK.
- SIG4: THE CONTRACTOR MUST HAVE A DESIGNATED SPOTTER IF THE AERIAL BUCKET TRUCK IS LOCATED OVER ACTIVE TRAVEL LANES.
- 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.
- SIG6: DELINEATE THE TRUCK WITH CHANNELIZING DEVICES. THE POSITION OF THE TRUCK MAY BE MOVED TO FACILITATE WORK.

MAINTENANCE AND SURVEYING NOTES

- 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.
- 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.
- 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.
- MS4: WORK AND SHADOW VEHICLES SHALL BE APPROPRIATELY EQUIPPED WITH AN ACTIVATED AMBER BEACON.
- 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.
- MS6: W21-6 AND W20-1 SIGNS MAY BE SUBSTITUTED AS DETERMINED BY THE TYPE OF WORK TAKING PLACE AS PER THE ENGINEER.



NOT TO SCALE

MAINTAINING TRAFFIC TYPICAL

NO: 102-GEN-NOTES

TRAFFIC TYPICALS
NOTE SHEET

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SIGN NUMBER KEY



E5-1f
48" x 48"
60" x 48"



E5-2
48" x 36"



E5-2a
48" x 36"



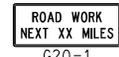
E5-3
48" x 36"



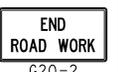
E13-1P
VAR x 24"



E13-1aP
36" x 24"



G20-1
60" x 24"



G20-2
48" x 24"



G20-4
36" x 18"



I-6a
18" x 18"
24" x 24"
30" 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"



M4-8a
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

NO:

103-GEN-SIGN

TRAFFIC TYPICALS
SIGN SHEET

DATE:
JUNE 2021

SHEET:

1 OF 5

SIGN NUMBER KEY

NORTH
10
KEEP LEFT
M8-1gL
36" x 66"

SOUTH
27
KEEP RIGHT
M8-1gR
36" x 66"

NORTH SOUTH
10 27
M8-2d
60" x 48"

OM-3L
12" x 36"
24" x 48"
36" x 72"

OM-3R
12" x 36"
24" x 48"
36" x 72"

STOP
R1-1
18" x 18"
24" x 24"
30" x 30"
36" x 36"
48" x 48"

FRONT BACK
STOP SLOW
R1-1a
18" x 18"
24" x 24"

YIELD
R1-2
18"
24"
30"
36"
48"
60"

TO ONCOMING TRAFFIC
R1-2aP
24" x 18"
36" x 30"
48" x 36"

SPEED LIMIT
XX
R2-1
18" x 24"
24" x 30"
30" x 36"
36" x 48"
48" x 60"

WHERE WORKERS PRESENT
45
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"

NO TURNS
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"

ONLY
R3-5L
30" x 36"
36" x 48"

ONLY
R3-5R
30" x 36"
36" x 48"

ONLY
R3-5a
30" x 36"
36" x 48"

R3-6L
30" x 36"
42" x 48"

R3-6R
30" x 36"
42" x 48"

LEFT LANE MUST TURN LEFT
R3-7L
30" x 30"
36" x 36"

RIGHT LANE MUST TURN RIGHT
R3-7R
30" x 30"
36" x 36"

ONLY ONLY
R3-8c
36" x 30"

ONLY ONLY
R3-8d
36" x 30"

DO NOT PASS
R4-1
12" x 18"
18" x 24"
24" x 30"
36" x 48"
48" x 60"

PASS WITH CARE
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"
24" x 30"
36" x 48"
48" x 60"

STAY IN LANE
R4-9
18" x 24"
24" x 30"
36" x 48"
48" x 60"

DO NOT ENTER
R5-1
30" x 30"
36" x 36"
48" x 48"

WRONG WAY
R5-1a
30" x 18"
36" x 24"
42" x 30"

INJURE / KILL A WORKER \$7500+ 15 YEARS
R5-18b
48" x 60"

WORK ZONE BEGINS
R5-18c
48" x 48"

BEGIN WORK CONVOY
R5-18d
78" x 12"

END WORK CONVOY
R5-18e
72" x 12"

USE ALL LANES DURING BACKUPS
R5-18f
48" x 60"

FORM ONE LANE RIGHT
R5-18g
30" x 42"

DO NOT FOLLOW TRUCKS INTO WORK ZONE
R5-18h
48" x 60"

ONE WAY
R6-1L
36" x 12"
54" x 18"

ONE WAY
R6-1R
36" x 12"
54" x 18"

ONE WAY
R6-2L
12" x 16"
18" x 24"
24" x 30"
36" x 48"
48" x 60"

ONE WAY
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"

PEDESTRIAN CROSSWALK
R9-8
36" x 18"

SIDEWALK CLOSED
R9-9
24" x 12"
30" x 18"

SIDEWALK CLOSED USE OTHER SIDE
R9-10
24" x 12"
48" x 24"

SIDEWALK CLOSED AHEAD CROSS HERE
R9-11L
24" x 12"
48" x 36"

SIDEWALK CLOSED AHEAD CROSS HERE
R9-11R
24" x 12"
48" x 36"

SIDEWALK CLOSED CROSS HERE
R9-11aL
24" x 12"
48" x 24"

SIDEWALK CLOSED CROSS HERE
R9-11aR
24" x 12"
48" x 24"

STOP HERE ON RED
R10-6b
36" x 54"

ROAD CLOSED
R11-2
48" x 30"

RAMP CLOSED
R11-2a
48" x 30"

EXIT CLOSED
R11-2b
48" x 30"

CROSSOVER CLOSED
R11-2c
60" x 30"

ROAD CLOSED 10 MILES AHEAD LOCAL TRAFFIC ONLY
R11-3a
60" x 30"

BRIDGE OUT 10 MILES AHEAD LOCAL TRAFFIC ONLY
R11-3b
60" x 30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" x 30"

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:

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"

ALL LANES

W24-1cP
24" x 18"
30" x 24"



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"



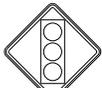
W1-8R
12" x 18"
18" x 24"
24" x 30"
30" x 36"
36" x 48"



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"
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"



W4-5P
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 TYPICAL
SIGN SHEET

DATE:
JUNE 2021

SHEET:

3 OF 5

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
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"



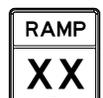
W12-2
18" x 18"
24" x 24"
30" x 30"
36" x 36"
48" x 48"



W13-1P
18" x 18"
24" x 24"
30" x 30"



W13-2
24" x 30"
36" x 48"
48" x 60"



W13-3
24" x 30"
36" x 48"
48" x 60"



W13-4P
24" x 24"
36" x 36"



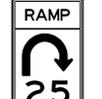
W13-6
24" x 42"
36" x 60"
48" x 84"



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 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:

4 OF 5

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"



W20-5aL2
30" x 30"
36" x 36"
48" x 48"



W20-5aL3
30" x 30"
36" x 36"
48" x 48"



W20-5aR2
30" x 30"
36" x 36"
48" x 48"



W20-5aR3
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"



W20-14dP
36" x 12"
48" x 12"



W20-14bP
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"



W21-5dL
30" x 30"
36" x 36"
48" x 48"
60" x 60"



W21-5dR
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 MDOT SHS 13-WORK ZONE FOR SIGN DETAILS



NOT TO SCALE

MAINTAINING TRAFFIC TYPICAL

NO:

103-GEN-SIGN

TRAFFIC TYPICAL
SIGN SHEET

DATE:
JUNE 2021

SHEET:

5 OF 5

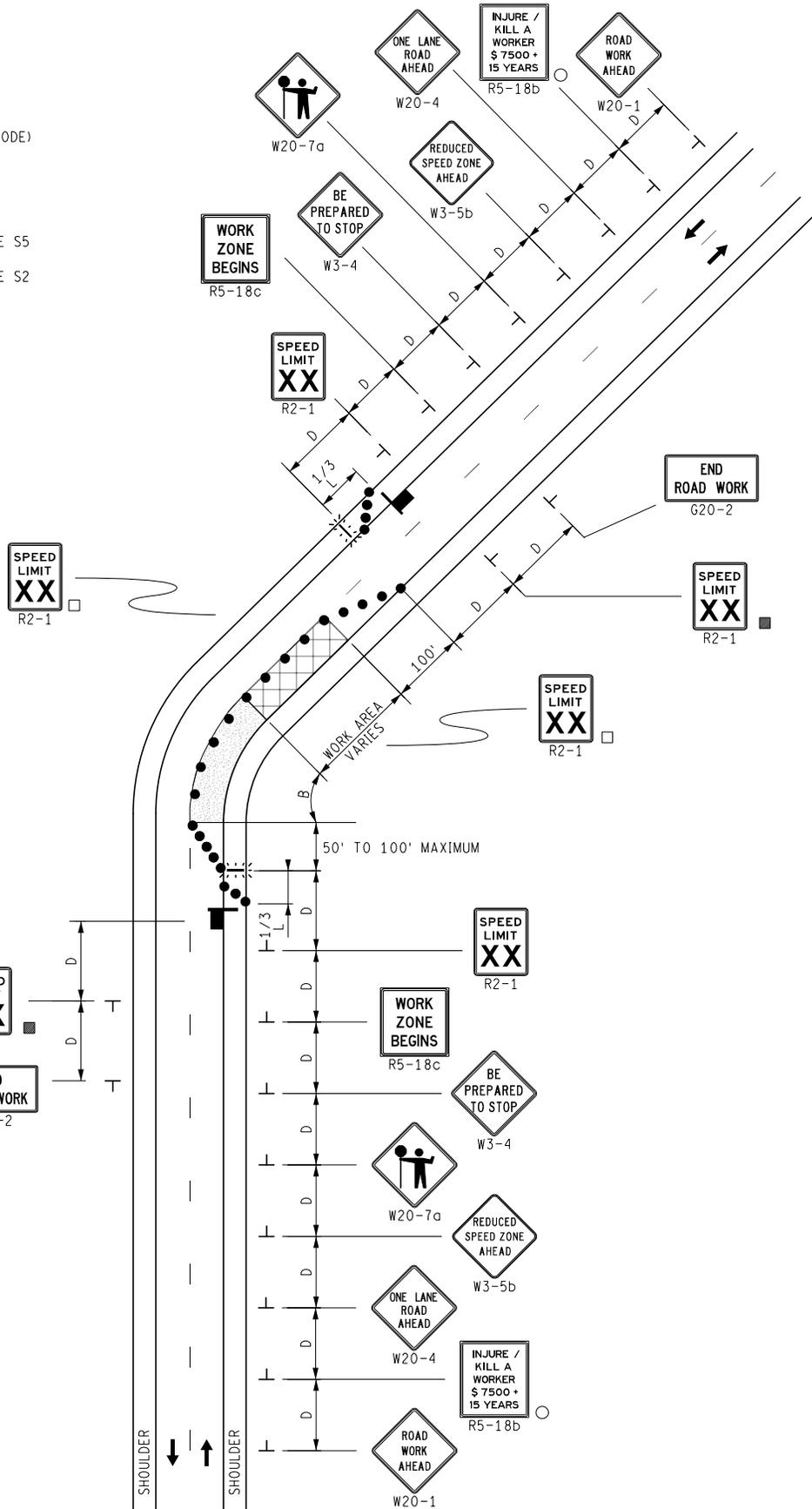
KEY

-  TRAFFIC REGULATOR
-  CHANNELIZING DEVICES
-  LIGHTED ARROW PANEL (CAUTION MODE)
-  TRAFFIC FLOW
-  REFLECTS EXISTING SPEED LIMIT
-  PLACE SIGN AS INDICATED IN NOTE S5
-  PLACE SIGN AS INDICATED IN NOTE S2

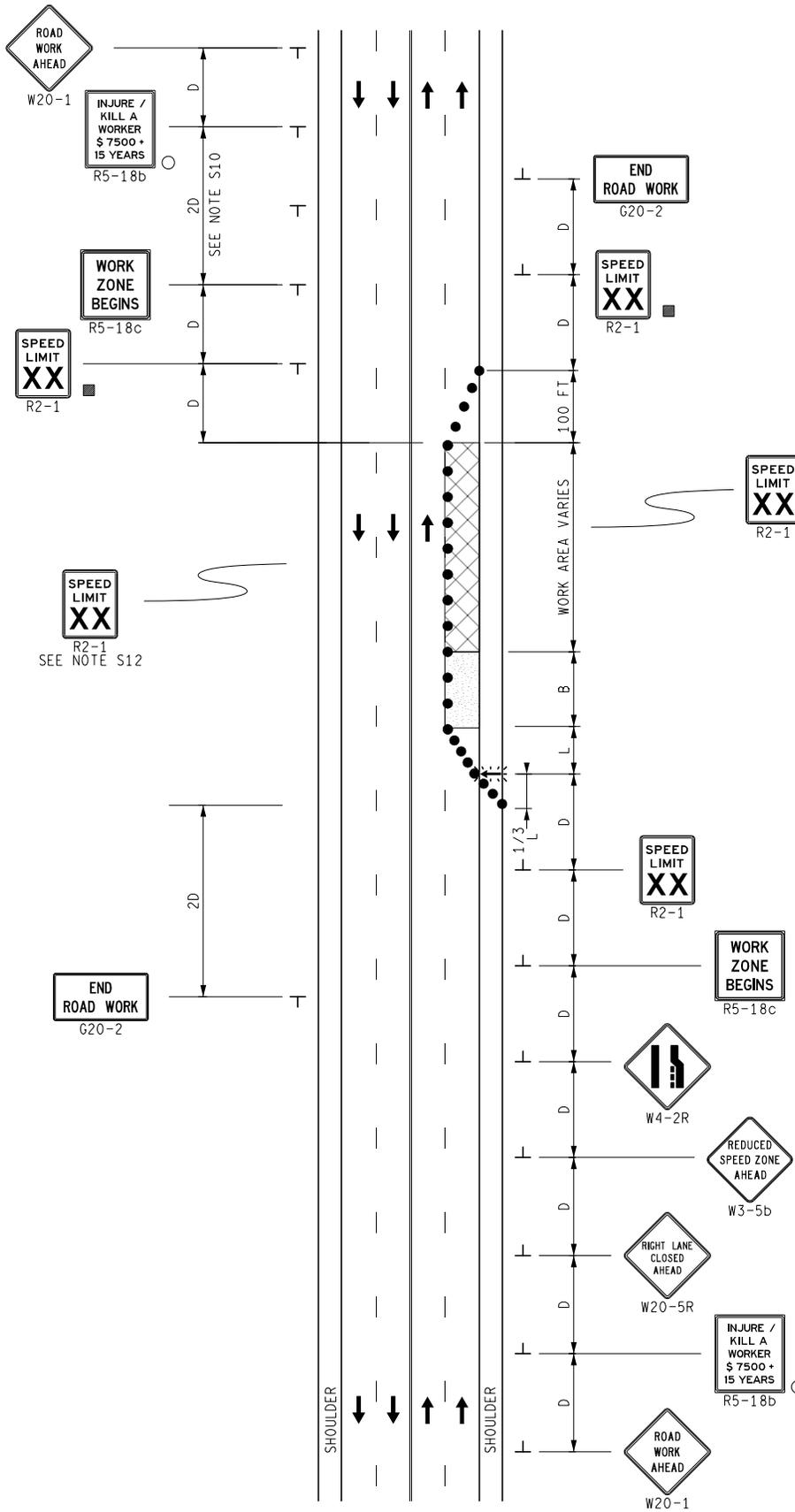
STANDARD NOTES

(SEE GEN-NOTES)

GENERAL: G1, G2, G3, G4
 SIGNING: S1, S2, S3, S4, S5
 TRAF REG: TR1, TR2
 DEVICES: TCD1, TCD2, TCD6



	NOT TO SCALE	MAINTAINING TRAFFIC TYPICAL	LANE CLOSURE UTILIZING TRAFFIC REGULATORS ON A 2-LANE UNDIVIDED ROADWAY	DATE: MAY 2021
		NO: 110-TR-NFW-2L		SHEET: 1 OF 1



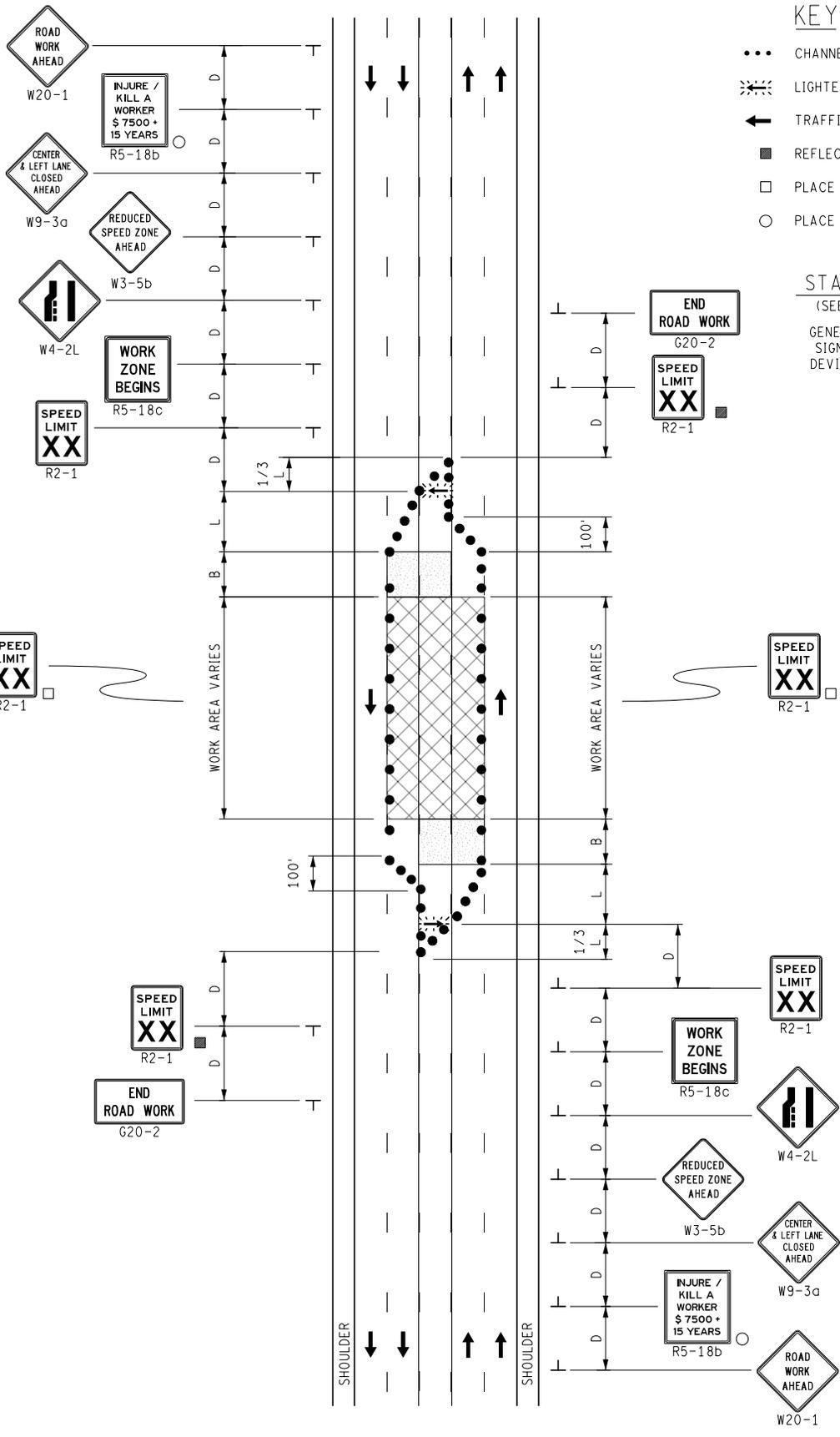
KEY

- CHANNELIZING DEVICES
- ⋈ LIGHTED ARROW PANEL
- ← TRAFFIC FLOW
- REFLECTS EXISTING SPEED LIMIT
- PLACE SIGN AS INDICATED IN NOTE S5
- PLACE SIGN AS INDICATED IN NOTE S2

STANDARD NOTES

(SEE 102-GEN-NOTES)

GENERAL: G1, G2, G3, G4
 SIGNING: S1, S2, S3, S5, S10, S12
 DEVICES: TCD1, TCD2, TCD6



KEY

- CHANNELIZING DEVICES
- ⚡ LIGHTED ARROW PANEL
- ← TRAFFIC FLOW
- REFLECTS EXISTING SPEED LIMIT
- PLACE SIGN AS INDICATED IN NOTE S5
- PLACE SIGN AS INDICATED IN NOTE S2

STANDARD NOTES

(SEE 102-GEN-NOTES)
 GENERAL: G1, G2, G3, G4, G5
 SIGNING: S1, S2, S3, S5
 DEVICES: TCD1, TCD2, TCD6

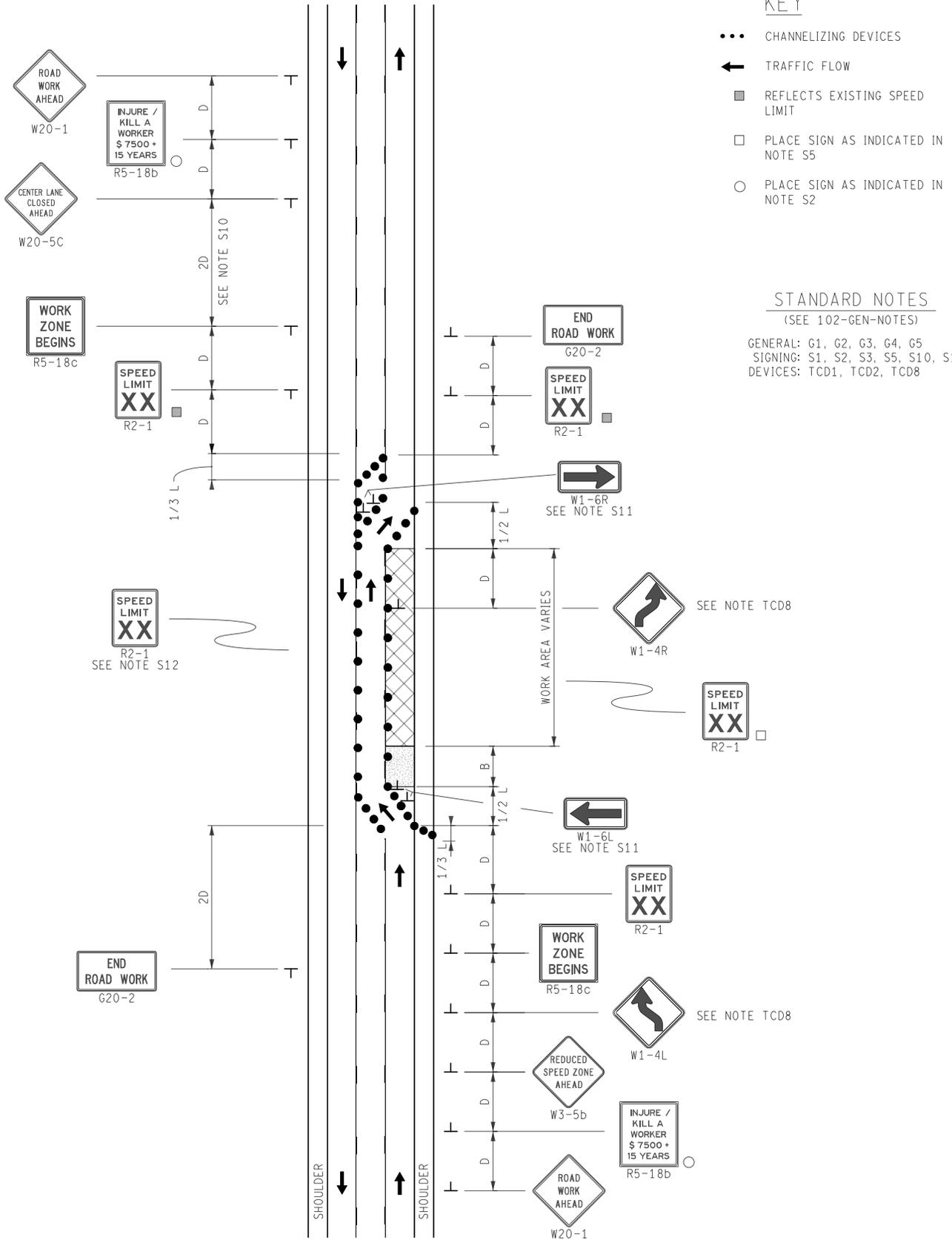
KEY

- CHANNELIZING DEVICES
- ← TRAFFIC FLOW
- REFLECTS EXISTING SPEED LIMIT
- PLACE SIGN AS INDICATED IN NOTE S5
- PLACE SIGN AS INDICATED IN NOTE S2

STANDARD NOTES

(SEE 102-GEN-NOTES)

GENERAL: G1, G2, G3, G4, G5
 SIGNING: S1, S2, S3, S5, S10, S11, S12
 DEVICES: TCD1, TCD2, TCD8



MICHIGAN
DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION
FOR
PAVEMENT JOINT AND CRACK REPAIR, SPECIAL

DAV:RPW

1 of 1

07-26-2022

a. Description. The work consists of completing pavement joint and crack repairs using a milling machine.

b. Materials. Use materials in accordance with the standard specifications.

c. Construction. Perform construction in accordance with section 501 of the Standard Specifications for Construction and as per Standard Plan R-44 Series except as described here.

Cold Milling will be performed prior to pavement joint and crack repairs. Provide a minimum of 2 hours between the completion of Cold Milling operations and removal for pavement joint and crack repairs for the engineer to mark repair locations. Construct pavement joint and crack repair using a milling type machine that produces a clean, rectangular, and vertical edge through the entire depth of the repair.

d. Measurement and Payment. The completed work, as described, will be measured and paid for at the contract unit price using the following pay item:

Pay item	Pay Unit
Pavt Joint and Crack Repr, Det __, Spec	Foot

Pavt Joint and Crack Repr, Det __, Spec will be measured as described in subsection 501.04.1 of the Standard Specifications for Construction.

MICHIGAN
DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISION
FOR
CURB RAMP LAYOUT

OAK:LLS

1 of 1

APPR:MRB:CAL:04-08-22

a. Description. This work consists of performing all survey, staking, and layout design work necessary to construct curb ramps in accordance with Standard Plan R-28 Series and the US Access Board’s Proposed Guidelines for Pedestrian Facilities in Public Rights of Way (PROWAG). This work also includes providing the resurfacing grade throughout the project limits.

b. Materials. None specified.

c. Construction. Complete the work in accordance with subsection 104.09 and section 824 of the Standard Specifications for Construction, except as modified herein.

1. Survey existing conditions at each ramp location and layout the pedestrian curb ramp grades and cross slopes throughout the project limits, in line with proposed work. Lay out ramps in accordance with Standard Plan R-28 Series and PROWAG. Design curb ramp grades and ramp layout to account for and comply within maximum and minimum dimensions.

2. Perform right-of-way staking in the area of the ramps if the proposed sidewalk footprint varies from existing or as directed by the Engineer. Ensure that right-of-way staking is completed by a Professional Surveyor licensed by the State of Michigan. Ensure the right-of-way is developed based on the deeds, plats and/or existing monumentation. Identify and mark, prior to construction, existing property corner monumentation immediately adjacent to the ramp construction area and in danger of being disturbed. Protect all such monuments during construction of the curb ramps. Reestablish or replace any existing property corner monument or right-of-way monument destroyed or disturbed as a result of construction of the curb ramps.

3. Submit all proposed grades and layout work to the Engineer at least 5 work days prior to the start of the related construction work. If a ramp cannot be laid out in compliance with Standard Plan R-28 Series and PROWAG, document the discrepancy and notify the Engineer of the findings immediately; do not begin construction of the ramp until directed by the Engineer.

Establish and maintain proper lane closures in accordance with the contract while conducting the work.

d. Measurement and Payment. The completed work, as described, will be measured as a lump sum and paid for at the contract price using the following pay item:

Pay Item	Pay Unit
Curb Ramp Layout	Lump Sum

MICHIGAN DEPARTMENT OF TRANSPORTATION

ROUTE: M-21 OWOSSO TOWNSHIP SHIAWASSEE COUNTY

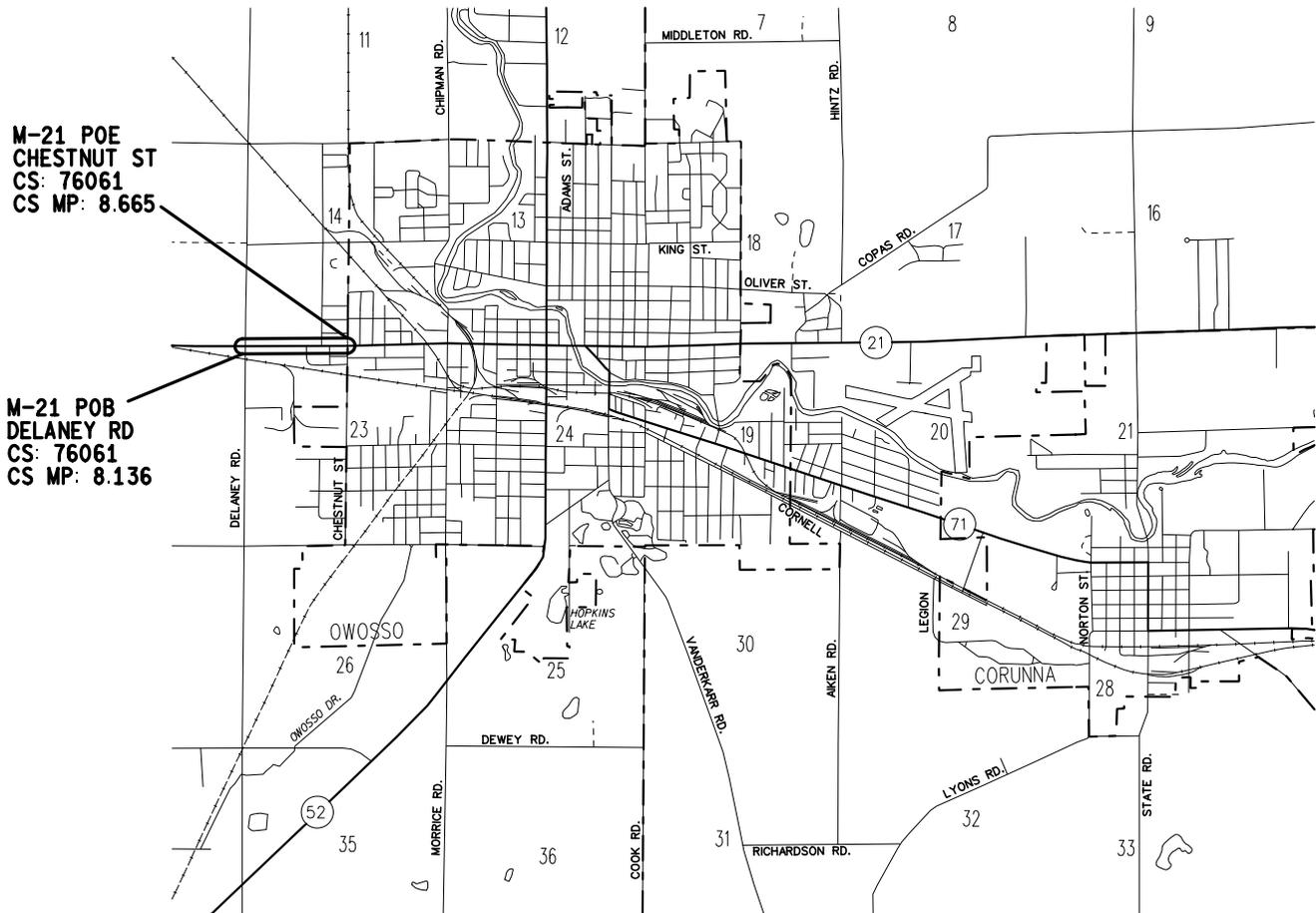


SHIAWASSEE
COUNTY

COUNTY KEY

SECTION	CONTROL SEC	JOB NO.	FED AID PROJ
1	76061		NO

ROAD	YEAR	TRAFFIC DATA			SPEED DATA		LIMITS
		ADT	DHV	COMM	DESIGN	POSTED	
M-21	2021	8322	10%	3%	50	45	M-21 FROM DELANEY RD TO CHESTNUT ST



M-21 POE
CHESTNUT ST
CS: 76061
CS MP: 8.665

M-21 POB
DELANEY RD
CS: 76061
CS MP: 8.136

THE IMPROVEMENTS COVERED BY THESE PLANS SHALL BE DONE IN ACCORDANCE WITH THE MICHIGAN DEPARTMENT OF TRANSPORTATION 2020 STANDARD SPECIFICATIONS FOR CONSTRUCTION. PHYSICAL ROAD NUMBER (PR#) & MILEPOST (MP) DATA ARE FROM MICHIGAN GEOGRAPHIC FRAMEWORK VERSION # 20.

MILES: 0.529
HMA MILLING, HMA OVERLAY, HMA APPROACHES, AND SIDEWALK RAMPS



PAUL C. AJEGBA, P.E. - DIRECTOR

DATE: 07/26/22

DESIGN UNIT: WHITEHERSE

TSC: DAVISON

TITLE SHEET

M-21 RESURFACING

M-21 DELANEY RD TO CHESTNUT ST

DRAWING SHEET

M-21
TITLE
001

SECT 1

LOG OF PROJECT

1 of 3

LOCATION

The project is located on M-21 from the Delaney Rd to Chestnut St.

Route	M-21
CS	76061
From CS MP	8.136
To CS MP	8.665
Length (mi)	0.529

DESCRIPTION OF WORK.

The following items apply throughout the project:

<u>Quantity</u>	<u>Unit</u>	<u>Projectwide Pay Items</u>
1	LSUM	Mobilization, Max
2	Ea	Monument Box
2	Ea	Monument Preservation

This project includes cold milling and resurfacing. The limits of the project are shown on Miscellaneous Details 01 and 02. Limits for approach work is shown in Detail 03.

<u>Quantity</u>	<u>Unit</u>	<u>HMA Resurfacing Pay Items</u>
340	Ft	Pavt Joint and Crack Repr, Det 7, Spec
340	Ft	Pavt Joint and Crack Repr, Det 8, Spec
51	Ton	Hand Patching
14,515	Syd	Cold Milling HMA Surface
200	Syd	Pavt for Butt Joints, Rem
1,133	Ton	HMA, 5EMLHS
184	Ton	HMA Approach

ADA sidewalk improvements shall be completed at the intersection of M-21 and Chestnut.

<u>Quantity</u>	<u>Unit</u>	<u>Curb Ramp Pay Items</u>
230	Ft	Curb and Gutter, Rem
76	Syd	Pavt, Rem
3	Ton	Aggregate Base
18	Cyd	Subbase, CIP

500	Sft	Curb Ramp, 4 inch
850	Sft	Curb Ramp, 6 inch
80	Ft	Curb Ramp Opening, Conc
230	Ft	Curb and Gutter, Det F6
40	Ft	Detectable Warning Surface
1	Lsum	Curb Ramp Layout

Permanent pavement markings shall be applied in areas where existing pavement markings have been removed or covered by construction operations. A witness log of pavement markings shall be made before performing any work.

Quantity	Unit	Pavement Markings Pay Items
915	Ft	Pavt Mrkg, Waterborne, 6 inch, White
6,983	Ft	Pavt Mrkg, Waterborne, 6 inch, Yellow
915	Ft	Pavt Mrkg, Waterborne, 2nd Application, 6 inch, White
6,983	Ft	Pavt Mrkg, Waterborne, 2nd Application, 6 inch, Yellow
331	Ft	Pavt Mrkg, Ovly Cold Plastic, 6 inch, Crosswalk
202	Ft	Pavt Mrkg, Ovly Cold Plastic, 24 inch, Stop Bar
4	Ea	Pavt Mrkg, Ovly Cold Plastic, Lt Turn Arrow Sym
2	Ea	Pavt Mrkg, Ovly Cold Plastic, Rt Turn Arrow Sym
1,250	Dlr	Witness, Log, \$1,250.00

Maintain traffic per the special provision for maintaining traffic.

Quantity	Unit	Maintenance of Traffic Pay Items
150	Ea	Channelizing Device, 42 inch, Fluorescent, Furn
150	Ea	Channelizing Device, 42 inch, Fluorescent, Oper
2	Ea	Lighted Arrow, Type C, Furn
2	Ea	Lighted Arrow, Type C, Oper
1	LSUM	Minor Traf Devices
2	Ea	Sign, Portable, Changeable Message, NTCIP-Compliant, Furn
2	Ea	Sign, Portable, Changeable Message, NTCIP-Compliant, Oper
600	Sft	Sign, Type B, Temp, Prismatic, Furn
600	Sft	Sign, Type B, Temp, Prismatic, Oper
1	LSUM	Traf Regulator Control
3	Ea	Pedestrian Type II Barricade, Temp

GENERAL NOTES

MISS DIG/UNDERGROUND UTILITY NOTIFICATION

For the protection of underground utilities and in conformance with MCL 460.171 et seq, the Contractor shall contact MISS DIG System, Inc. by phone at 811 or 800-482-7171 or via the web at either locate.missdig.org for single address or rte.missdig.org, a minimum of 3 work days prior to excavating, excluding weekends and holidays.

MONUMENT BOXES

All government corners on this project shall be protected during construction.

STATIONING

Stationing on this project was taken from old plans and pavement stenciled stationing and is not necessarily accurate.

OLD ROAD PLANS

The following old road plans were referred to in the design of this project:

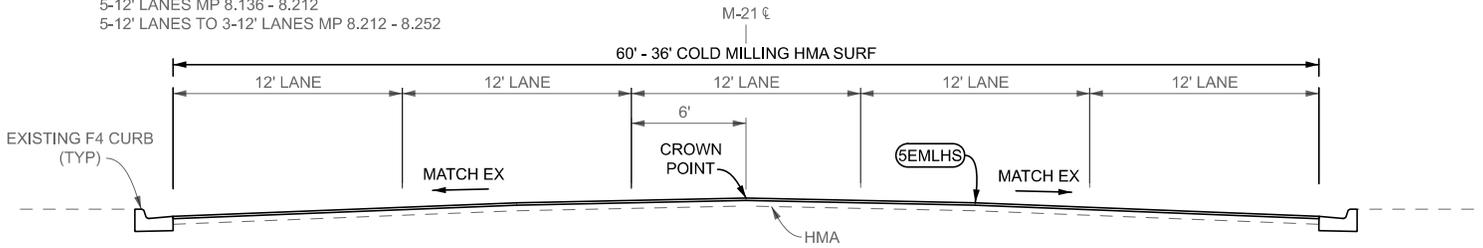
76061-75196

In addition, other old road plans that predate this project may be available. These plans may be reviewed in the Transportation Service Center (TSC) during normal working hours.

PUBLIC UTILITIES

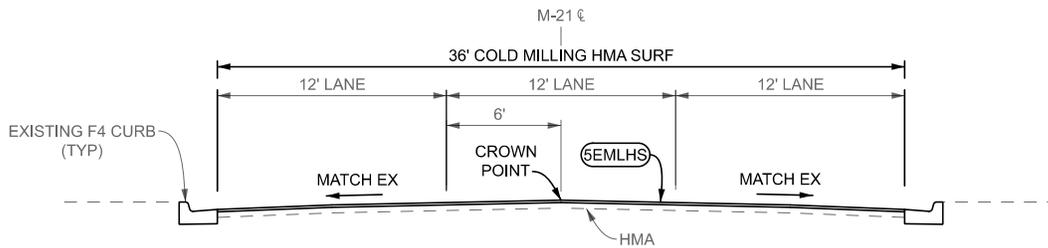
There are no anticipated utility conflicts within the scope of this project. For utility company contacts during construction, please contact Alina Sokolowski, MDOT Davison TSC at sokolowskiA@michigan.gov or (810) 348-1251.

5-12' LANES MP 8.136 - 8.212
 5-12' LANES TO 3-12' LANES MP 8.212 - 8.252



M-21 TYPICAL SECTION

SECTION APPLIES TO:
 CS 76061:
 CS MP 8.136 (POB) TO CS MP 8.252 (POE)



M-21 TYPICAL SECTION

SECTION APPLIES TO:
 CS 76061:
 CS MP 8.252 (POB) TO CS MP 8.665 (POE)

HMA APPLICATION ESTIMATE

IDENT NO.	ITEM	RATE LBS PER SYD	PERFORMANCE GRADE	REMARKS
5EMLHS	HMA, 5EMLHS	165	70-28P	TOP COURSE, AWI=260
APP	HMA APPROACH	165	58-28	HMA, EL, AWI=260
HP	HAND PATCHING	VARIES	58-28	HMA, EL
	* BOND COAT	0.05-0.15 GAL		

* FOR INFORMATION ONLY



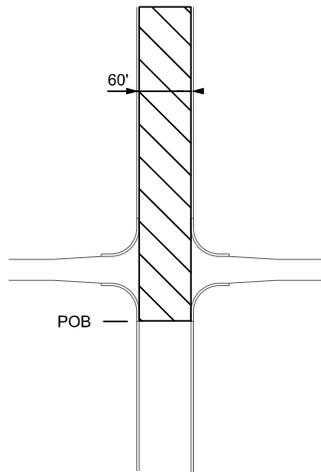
DESIGN UNIT: WHITEHERSE
 CS: 76061
 JN:

TSC: DAVISON
 TYPICAL SHEET
 M-21 RESURFACING
 M-21 DELANEY RD TO CHESTNUT ST

DATE: 07/26/22
 DRAWING SHEET
 M-21 TYP 001
 SECT 1

M-21

DELANEY RD



MISCELLANEOUS DETAIL 01
WORK AT POB

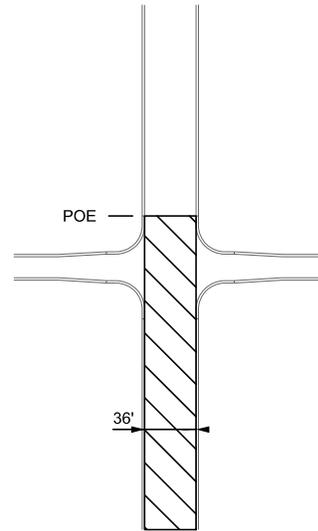
M-21

 COLD MILLING HMA SURFACE AND HMA, 5EMLHS

M-21

DELANEY RD

CHESTNUT ST



MISCELLANEOUS DETAIL 02
WORK AT POE

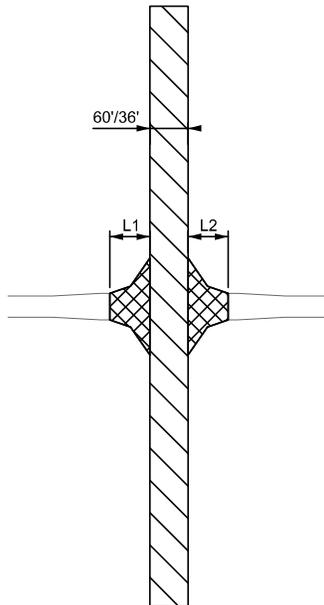
M-21

 COLD MILLING HMA SURFACE AND HMA, 5EMLHS

M-21

CROSSROAD

CROSSROAD	L1 (FT)	COLD MILLING HMA SURFACE (SYD)	HMA APPROACH (TON)
DELANEY RD	68	601	50
CLEVELAND AVE	30	193	16
CHESTNUT ST	32	268	23



CROSSROAD	L2 (FT)	COLD MILLING HMA SURFACE (SYD)	HMA APPROACH (TON)
DELANEY RD	49	422	35
CHESTNUT ST	47	543	45

MISCELLANEOUS DETAIL 03
APPROACH WORK

M-21

 COLD MILLING HMA SURFACE AND HMA, 5EMLHS
 COLD MILLING HMA SURFACE AND HMA APPROACH



NO SCALE

DESIGN UNIT: WHITEHERSE

TSC: DAVISON

DATE: 07/26/22

CS: 76061

MISCELLANEOUS DETAILS

DRAWING SHEET

JN:

M-21 RESURFACING

M-21 MISC SECT 1

FILE:M-21 DELANEY TO CHESTNUT DETAIL.DGN

M-21 DELANEY RD TO CHESTNUT ST

M-21 MISC 001