

MAXIMUM 10 MPH SPEED REDUCTION THIS DIRECTION. TTCO REQUIRED THIS DIRECTION.

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

ROAD WORK AHEAD W20-1  
CENTER LANE CLOSED AHEAD W20-5a (MODIFIED)  
REDUCED SPEED ZONE AHEAD W3-5b  
WHERE WORKERS PRESENT  
WORK ZONE BEGINS R5-18c

SPEED LIMIT XX R2-1  
WHERE WORKERS PRESENT 45 R2-1a

SPEED LIMIT XX R2-1  
WHERE WORKERS PRESENT 45 R2-1a  
PLACE ADDITIONAL SUPPLEMENTAL SETS OF SPEED LIMIT SIGNS THROUGHOUT THE WORK AREA AS DEPICTED ON TYPICAL M0090a.

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

- KEY**
- • • CHANNELIZING DEVICES
  - ← LIGHTED ARROW PANEL
  - ⇒ TRAFFIC FLOW
  - REFLECTS EXISTING SPEED LIMIT
  - ▲ SEE SHEET 2 OF 2

SIGN = 296 f+2 - TYPE B PLUS ADDITIONAL SPEED LIMIT SIGNING THROUGHOUT WORK AREA

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

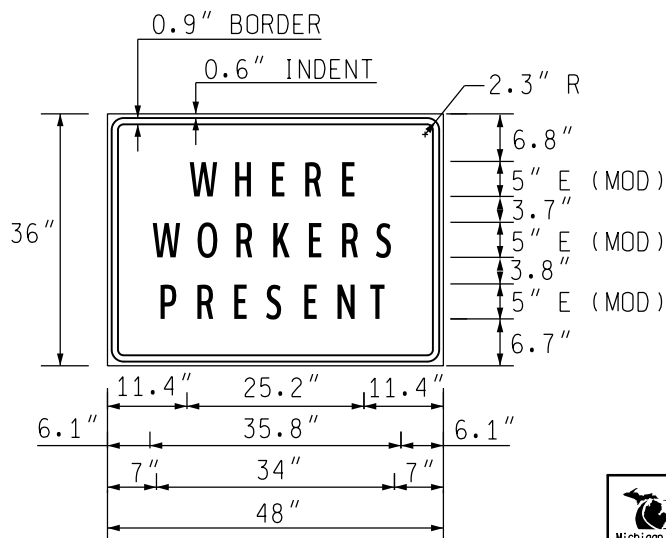
TYPICAL TEMPORARY TRAFFIC CONTROL FOR CLOSING THREE LANES (TWO THROUGH LANES AND CENTER LANE FOR LEFT TURN ONLY) ON A SEVEN LANE UNDIVIDED ROADWAY USING A REDUCED SPEED LIMIT WHERE WORKERS PRESENT

DRAWN BY: CON:AE:djf	OCTOBER 2011	M0570a	SHEET 1 OF 2
CHECKED BY: BMM:CRB	PLAN DATE:		
FILE: PW RD/TS/Typicals/Signs/MT NON FWY/M0570a.dgn REV. 10/25/2011			

NOT TO SCALE

## NOTES

- 1J. D = DISTANCE BETWEEN TRAFFIC CONTROL DEVICES  
AND LENGTH OF LONGITUDINAL BUFFERS  
L & 1/3 L = MINIMUM LENGTH OF TAPER  
SEE M0020a FOR "D" AND "L" VALUES
2. ALL NON-APPLICABLE SIGNING WITHIN THE CIA SHALL BE MODIFIED TO FIT CONDITIONS, COVERED OR REMOVED.
3. DISTANCES BETWEEN SIGNS, THE VALUES FOR WHICH ARE SHOWN IN TABLE D, ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
- 3A. THE "WORK ZONE BEGINS" (R5-18c) SIGN SHALL BE USED ONLY IN THE INITIAL SIGNING SEQUENCE IN THE WORK ZONE. SUBSEQUENT SEQUENCES IN THE SAME WORK ZONE SHALL OMIT THIS SIGN AND THE QUANTITIES SHALL BE ADJUSTED APPROPRIATELY.
- 4D. THE SPACING OF CHANNELIZING DEVICES SHOULD NOT EXCEED 45 FEET WHEN USED FOR TAPER CHANNELIZATION, AND SHOULD NOT EXCEED 90 FEET WHEN USED FOR TANGENT CHANNELIZATION.
5. FOR OVERNIGHT CLOSURES, TYPE III BARRICADES SHALL BE LIGHTED.
6. WHEN CALLED FOR IN THE FHWA ACCEPTANCE LETTER FOR THE SIGN SYSTEM SELECTED, THE TYPE A WARNING FLASHER, SHOWN ON THE WARNING SIGNS, SHALL BE POSITIONED ON THE SIDE OF THE SIGN NEAREST THE ROADWAY.
7. ALL TEMPORARY SIGNS, TYPE III BARRICADES, THEIR SUPPORT SYSTEMS AND LIGHTING REQUIREMENTS SHALL MEET NCHRP 350 CRASHWORTHLY REQUIREMENTS STIPULATED IN THE CURRENT EDITION OF THE MICHIGAN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION, THE STANDARD PLANS AND APPLICABLE SPECIAL PROVISIONS. ONLY DESIGNS AND MATERIALS APPROVED BY MDOT WILL BE ALLOWED.
8. WHEN BUFFER AREAS ARE ESTABLISHED, THERE SHALL BE NO EQUIPMENT OR MATERIALS STORED OR WORK CONDUCTED IN THE BUFFER AREA.
21. ALL EXISTING PAVEMENT MARKINGS WHICH ARE IN CONFLICT WITH EITHER PROPOSED CHANGES IN TRAFFIC PATTERNS OR PROPOSED TEMPORARY TRAFFIC MARKINGS, SHALL BE REMOVED BEFORE ANY CHANGE IS MADE IN THE TRAFFIC PATTERN. EXCEPTION WILL BE MADE FOR DAYTIME-ONLY TRAFFIC PATTERNS THAT ARE ADEQUATELY DELINEATED BY OTHER TRAFFIC CONTROL DEVICES.
- 26C. THE LIGHTED ARROW PANEL SHALL BE LOCATED AT THE BEGINNING OF THE MERGING TAPER AS SHOWN. WHEN PHYSICAL LIMITATIONS RESTRICT ITS PLACEMENT AS INDICATED, THEN IT SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE MERGING TAPER AS POSSIBLE.
- 29D. THE TYPE OF REFLECTIVE SHEETING USED FOR THE "WHERE WORKERS PRESENT" PLAQUE SHALL BE THE SAME AS THE TYPE USED FOR THE PARENT SIGN.




### COLORS

LEGEND AND BORDER - BLACK (NON-REFLECTORIZED)  
BACKGROUND - ORANGE (REFLECTORIZED)

### SIGN SIZES

DIAMOND WARNING	- 48" x 48"
"WORKERS PRESENT" PLAQUE	- 48" x 36"
RECTANGULAR REGULATORY	- 48" x 60"
R5-18c REGULATORY	- 48" x 48"

NOT TO SCALE

 TRAFFIC AND SAFETY MAINTAINING TRAFFIC TYPICAL	TYPICAL TEMPORARY TRAFFIC CONTROL FOR CLOSING THREE LANES (TWO THROUGH LANES AND CENTER LANE FOR LEFT TURN ONLY) ON A SEVEN LANE UNDIVIDED ROADWAY USING A REDUCED SPEED LIMIT WHERE WORKERS PRESENT	
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