

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

**KEY**

- • • CHANNELIZING DEVICES
- STOP AND GO SIGNALS
- TEMPORARY PAVEMENT MARKING (SOLID 2 ft+ STOP BAR)
- ⊕ STROBE LIGHT (OPTIONAL)
- ➔ TRAFFIC FLOW
- REFLECTS EXISTING SPEED LIMIT

SIGN = 12 ft± - TYPE A  
SIGN = 331 ft± - TYPE B

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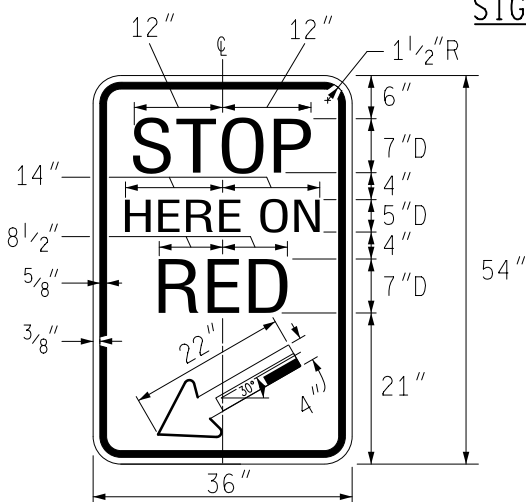
NOT TO SCALE

<p>TRAFFIC AND SAFETY MAINTAINING TRAFFIC TYPICAL</p>		<p>TYPICAL TEMPORARY TRAFFIC CONTROL FOR A TEMPORARY TRAFFIC SIGNAL, TWO-LANE TWO-WAY ROADWAY WITH SIGN PLACEMENT ON BOTH SIDES OF ROADWAY USING AN ADVISORY SPEED</p>	
		<p>DRAWN BY: CON:AE:djf CHECKED BY: BMM:CRB</p>	<p>OCTOBER 2011 PLAN DATE:</p>
<p>FILE: PW RD/TS/Typicals/Signs/MT NON FWY/M0210a.dgn REV. 10/11/2011</p>			

**NOTES**

- 1A. SEE M0020a FOR "D" 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.
- 4C. THE MAXIMUM RECOMMENDED DISTANCE(S) BETWEEN CHANNELIZING DEVICES IN THE TAPER AREA(S) SHOULD BE 15 FEET.
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.
- 14A. ADDITIONAL SIGNING AND/OR ELONGATED SIGNING SEQUENCES SHOULD BE USED WHEN TRAFFIC VOLUMES ARE SIGNIFICANT ENOUGH TO CREATE BACKUPS BEYOND THE W3-3 SIGNS.
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.
22. BARRIER REFLECTORS AND RAISED PAVEMENT MARKERS WHICH ARE EITHER BI-DIRECTIONAL TWO COLOR OR SINGLE REFLECTORS PLACED BACK TO BACK, WHICH REFLECT THE APPROPRIATE COLOR FOR THE TRAFFIC PATTERN, SHOULD BE USED TO DELINEATE EACH EDGE OF THE TRAVELED PATH THROUGH THE WORK AREA.
23. TEMPORARY CONCRETE BARRIER SHALL BE APPLIED AS PER THE CURRENT STANDARD PLAN.
24. VERTICAL PANELS SHALL BE USED IN LIEU OF THE TYPE B HIGH INTENSITY LIGHT SHOWN IN THE STANDARD PLAN FOR TEMPORARY CONCRETE BARRIER.

**SIGN DETAIL**



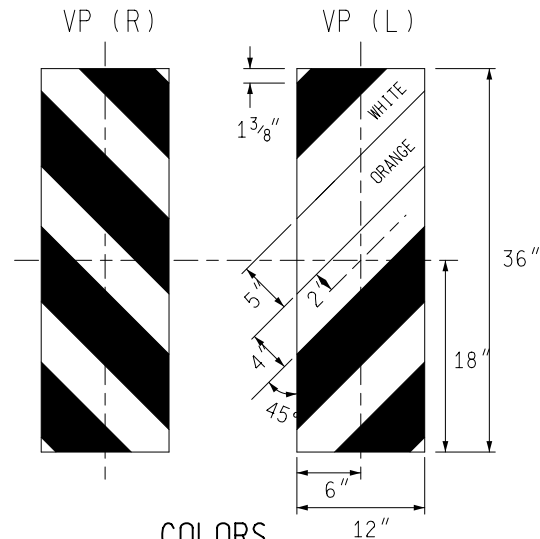
**COLORS**

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

**SIGN SIZES**

- DIAMOND WARNING - 48" x 48"
- W13-1 WARNING - 24" x 24"
- R2-1 REGULATORY - 48" x 60"
- R5-18c REGULATORY - 48" x 48"
- R10-6 REGULATORY - 36" x 54"
- VERTICAL PANEL - 12" x 36"

NOT TO SCALE



**COLORS**

STRIPES - ORANGE (REFLECTORIZED)  
 AND WHITE (REFLECTORIZED)

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