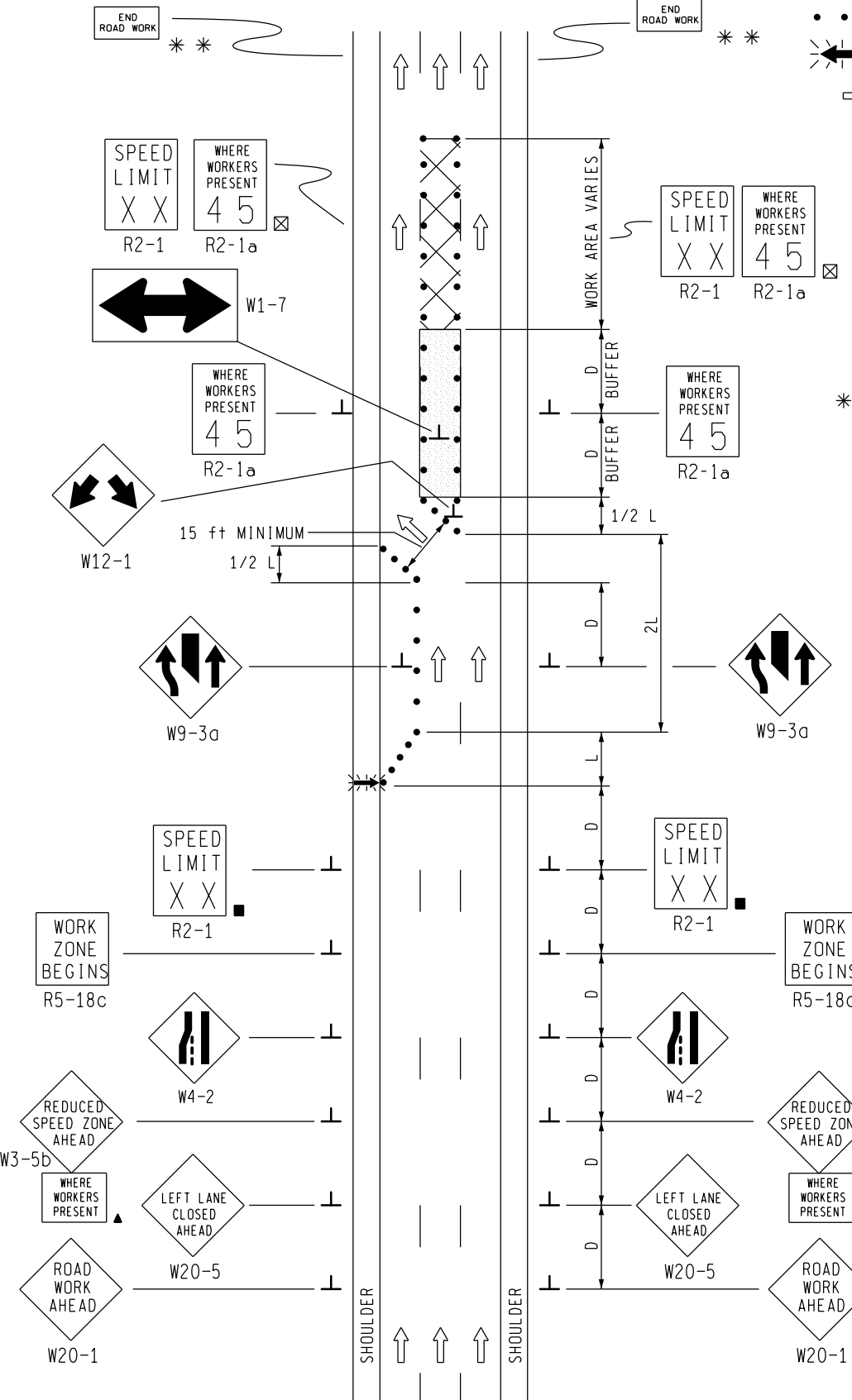


**KEY**

- • • CHANNELIZING DEVICES
- ← LIGHTED ARROW PANEL
- TRAFFIC FLOW
- REFLECTS EXISTING SPEED LIMIT
- ☒ PLACE ADDITIONAL SUPPLEMENTAL SETS OF SPEED LIMIT SIGNS THROUGHOUT THE WORK AREA AS DEPICTED ON TYPICAL M0090a.
- ▲ SEE SHEET 2 OF 2
- \*\* PLACE THIS SIGN ALONG WITH THE ADVANCE WORK ZONE SIGNING AS DEPICTED ON THE APPROPRIATE TYPICAL M0030a-M0080a.



SIGN = 408 f+2 - TYPE B PLUS ADDITIONAL SPEED LIMIT SIGNING THROUGHOUT WORK AREA

NOT TO SCALE

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

DRAWN BY: CON:AE:djf  
CHECKED BY: BMM:CRB

TYPICAL TEMPORARY TRAFFIC CONTROL FOR  
A CENTER-LANE CLOSURE ON A MULTI-LANE  
DIVIDED ROADWAY USING A REDUCED  
SPEED LIMIT WHERE WORKERS PRESENT

OCTOBER 2011  
PLAN DATE:

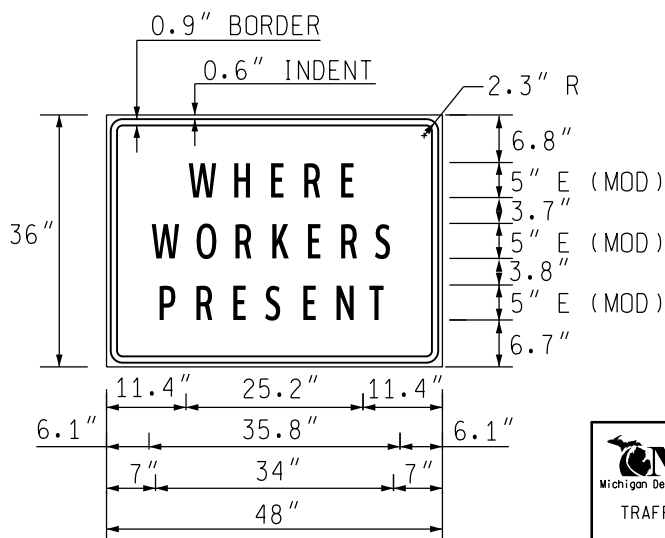
M0810a

SHEET  
1 OF 2

FILE: PW RD/TS/Typicals/Signs/MT NON FWY/M0810a.dgn REV. 10/26/2011

## NOTES

- 1K. D = DISTANCE BETWEEN TRAFFIC CONTROL DEVICES  
AND LENGTH OF LONGITUDINAL BUFFERS  
L & 1/2 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 CRASHWORTHY 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.
- 25B. THIS SEQUENCE SHOULD ONLY BE USED WHEN WORKERS ARE NOT PRESENT, E.G., FOR CURING CONCRETE OVERNIGHT, ETC. WHEN WORK IS BEING CONDUCTED IN THE CENTER LANE, AN ADJACENT LANE, NORMALLY THE MEDIAN LANE, SHOULD ALSO BE CLOSED UTILIZING THE APPROPRIATE TYPICAL SIGNING SEQUENCE.
26. THE LIGHTED ARROW PANEL SHALL BE LOCATED AT THE BEGINNING OF THE TAPER AS SHOWN. WHEN PHYSICAL LIMITATIONS RESTRICT ITS PLACEMENT AS INDICATED, THEN IT SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.
27. WHEN THE CENTER LANE CLOSURE OCCURS WITHIN CLOSE PROXIMITY TO, OR EXTENDS THROUGH CROSSROADS, INFORMATIONAL SIGNING SHOULD BE USED IN ADVANCE OF THE LANE CLOSURE TO DIRECT TRAFFIC TO THE APPROPRIATE LANE FOR DIRECTIONAL TURNS AT THE CROSSROADS.
- 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)

NOT TO SCALE

### SIGN SIZES

DIAMOND WARNING	- 48" x 48"
W1-7 WARNING	- 96" x 48"
"WORKERS PRESENT" PLAQUE	- 48" x 36"
RECTANGULAR REGULATORY	- 48" x 60"
R5-18c REGULATORY	- 48" x 48"



TYPICAL TEMPORARY TRAFFIC CONTROL FOR  
A CENTER-LANE CLOSURE ON A MULTI-LANE  
DIVIDED ROADWAY USING A REDUCED  
SPEED LIMIT WHERE WORKERS PRESENT

DRAWN BY: CON:AE:djf

OCTOBER 2011

M0810a

SHEET

CHECKED BY: BMM:CRB

PLAN DATE:

2 OF 2

FILE: PW RD/TS/Typicals/Signs/MT NON FWY/M0810a.dgn REV. 10/26/2011