

Tool Talk Safety Meeting

August 28, 2023

Lane Closures at Intersections

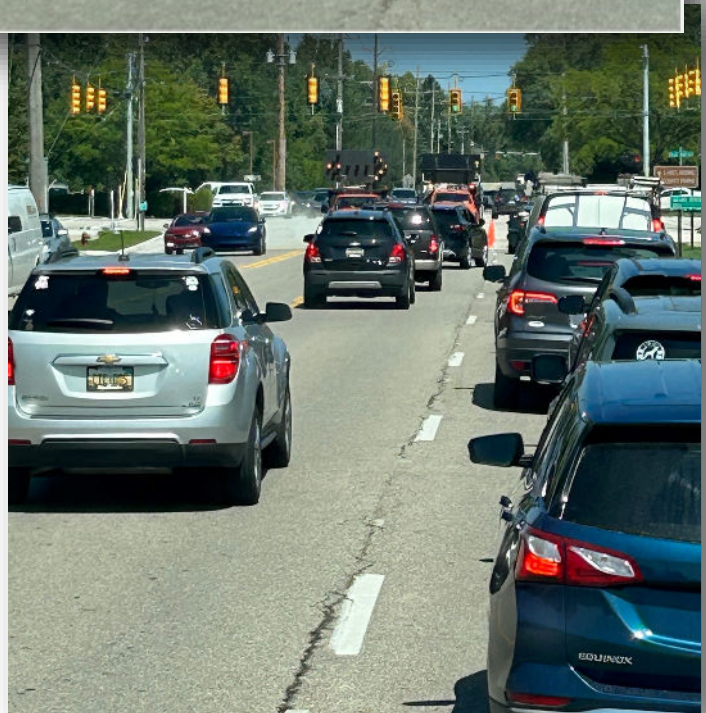
Lets take a moment to talk about lane closures at intersections. The picture below is of a lane closure setup with deficiencies that should be corrected.

- **Truck parked in the thru lane:** Flip the arrow board, with a right arrow displaying, and facing oncoming traffic.
- **Truck parked in the left turn lane:** replace or repair lights that are missing or out on the arrow board.
- **Lane closure:** The lead in taper is too short.
Use more cones, as shown in the example to lengthen the taper, to make more room to work and to more safely merge traffic to the open lane.



When Setting up a lane closure for intersection work be sure of the following:

- The intent for this set up is to close the left turn lane and the thru lane to install special markings. Be sure the trucks are in the correct lanes.
- Arrow boards should face oncoming traffic to provide advanced warning displaying the correct arrow and directing oncoming traffic toward the open thru lane.
- The arrow boards should be working properly and all lights functioning. Three lights are missing or out in the one arrow board displaying. Were the lights working during the pre-trip inspection? Was a pre-trip inspection completed at the start of the shift?
- Refer to Page 2 of this Tool Talk: MDOT Maintaining Traffic Typical 101-GENERAL-SPACING CHARTS for guidance on taper lengths.



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

 Michigan Department of Transportation	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
FILE: 101-GEN-SPACING-CHARTS.dgn					

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