

Maintenance Advisory

MA 2008-01

May 13, 2008

From Jon W. Reincke, Engineer of Maintenance

MDOT

Maintenance Division

6333 Old Lansing Road

Lansing, MI 48917-8504

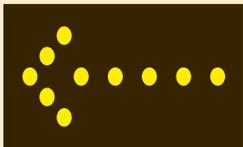
Phone / 517-322-3300

Fax / 517-322-3385

www.michigan.gov/mdot/

For questions regarding this Advisory, contact:

Dale Spencley, P.E.
Pavement & Roadside Section
Phone: 517-322-3381
SpencleyD@michigan.gov



Use of Arrow Panels

Recently, it has been observed that arrow panels have been used incorrectly while doing maintenance work, most notably, operations performed on the shoulder. It is the intent of this advisory to help clarify the proper use of arrow panels during different maintenance activities.

An arrow panel in the arrow or chevron mode shall be used only for stationary or moving lane closures on multi-lane roadways (*Refer to Figures 1, 2 and 3 on the following page for examples*).

For shoulder work, blocking the shoulder, for roadside work near the shoulder, for temporarily closing one lane on a two-lane, two-way roadway, or as an optional warning device in a closed lane on a stationary operation an arrow panel shall be used only in the caution mode (*Refer to Figures 4 and 5 on the following page for examples*).

Guidance:

For a stationary lane closure, the arrow panel should be located on the shoulder at the beginning of the merging taper (*Fig. 1*).

Where the shoulder is narrow, the arrow panel should be located in the closed lane (*Fig. 6*).

Standard:

When arrow panels are used to close multiple lanes, a separate arrow panel shall be used for each closed lane.

Guidance:

When arrow panels are used to close multiple lanes, if the first arrow panel is placed on the shoulder, the second arrow panel should be placed in the first closed lane at the beginning of the second merging taper (*Fig. 2*). When the first arrow panel is placed in the first closed lane, the second arrow panel should be placed in the second closed lane at the downstream end of the second merging taper (*Fig. 7*).

For mobile operations where a lane is closed, the arrow panel should be located to provide adequate separation from the work operation to allow for appropriate reaction by approaching drivers.

Standard:

A vehicle displaying an arrow panel shall be equipped with high-intensity rotating, flashing, oscillating, or strobe lights.

Arrow Boards in Arrow Mode

Only used for lane closures on multi-lane roadways.

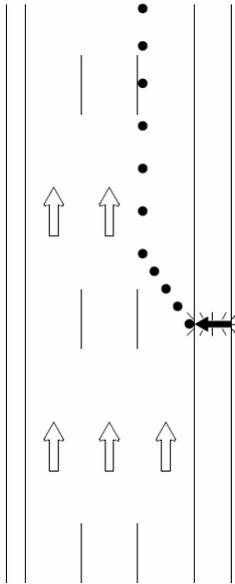


Fig. 1
Stationary
Single Lane Closure
Multi-Lane Roadway

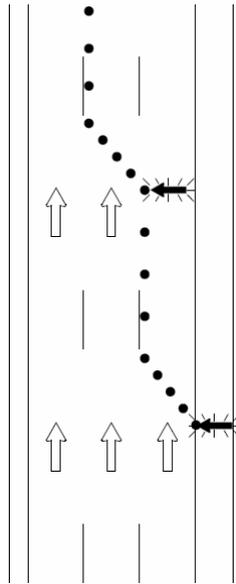


Fig. 2
Stationary
Multi-Lane Closure
Multi-Lane Roadway

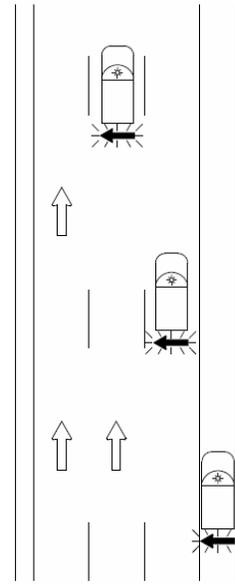


Fig. 3
Mobile
Multi-Lane Closure
Multi-Lane Roadway

Arrow Boards in Caution Mode

Used on two-lane, two-way roadways and shoulder work.

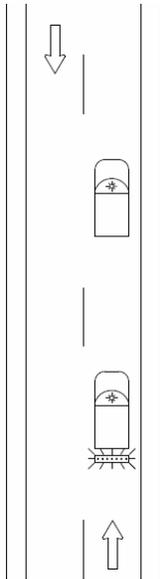


Fig. 4
Mobile/Short Duration
Single-Lane Closure
Two-Lane Two-Way

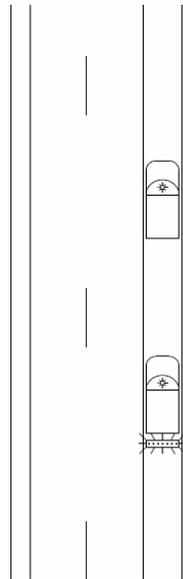


Fig. 5
Mobile/Short Duration
Shoulder Closure

Alternate Positions of Arrow Boards

Used with limited shoulder widths.

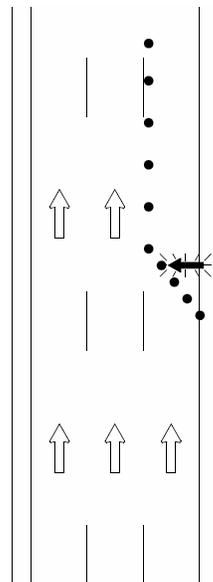


Fig. 6
Stationary
Single-Lane Closure
Multi-Lane Roadway

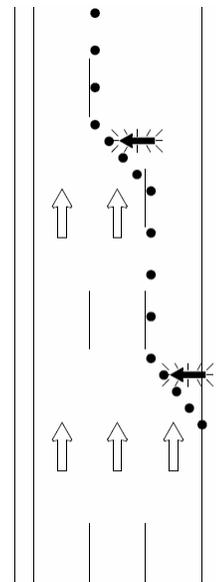


Fig. 7
Stationary
Multi-Lane Closure
Multi-Lane Roadway