

Washington County Public Works – Permits

Guidelines for Traffic Control Plans and Detour Signing

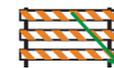
Adherence to the following guidelines will help reduce the number of revisions and resubmittals needed for traffic control plans on Washington County highways

1. **GENERAL GUIDELINES:** All traffic control signing shall be called out per MN MUTCD Temporary Traffic Control Field Manual or laid out appropriately following Chapter 6 of the MN MUTCD in a traffic control plan. Traffic control plans should be laid out to include all necessary signage.
2. **PLAN SHEETS:** Detour layouts shall include a scale and north arrow and must show all signage on the map layout in the correct orientation relative to its placement on the map. **Do not use number codes on a map to refer to sign panel images in a separate legend.** It may be necessary to provide insets to show sufficient detail for sign placement in a small area such as at a roundabout.
3. **HARD CLOSURES:** For full (hard) closures where no one except project personnel is allowed beyond the barricade, use “Road Closed” (R11-2) and show barricades sufficient to span entire width of roadway. Total roadway width ÷ 8 ft per barricade = required number of barricades. The location and extent of the hard closure should be shown on the layout. Hard closures normally cannot extend beyond across any private driveways unless the landowner has an alternate access point.
4. **SOFT CLOSURES:** For intermediate (soft) closures, where local residents/deliveries/ services are allowed beyond the barricade, “Road Closed to Thru Traffic” (R11-4) or “Road Closed / XX Miles Ahead / Local Traffic Only” (R11-3a) must be used, except that “ROAD CLOSED” may be used if only supplemented with adjacent regulatory signs such as “Access to 123 Main Street Exempt” and subject to county approval. Soft closures will not be approved in the absence of a downstream hard closure.
5. **BARRICADE STRIPE ORIENTATION:** Stripes on barricades shall be oriented towards the side on which traffic is expected to drive beyond the plane of the barricade (if at all).

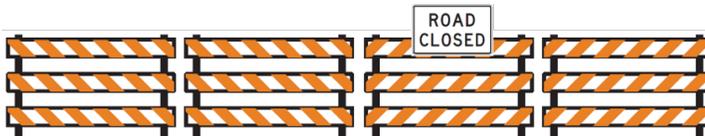
a. Barricades placed on right shoulder, where traffic passes to the left of the barricade, should have stripes downward toward the left.



b. Barricades placed on centerline or on a center median, where traffic passes to the right of the barricade, shall have stripes downward toward the right. It is typically necessary to install an additional barricade in order to display the correct stripe orientation to both directions of traffic.



c. Stripes on barricades utilized at hard closures shall form an overall “V” pattern, as shown below:



d. Stripes on barricades located between two lines of moving traffic in the same direction shall form an overall “A” (inverted “V”) pattern, except that a single barricade may be used with stripes downward towards the thru movement when such barricade is located between a turn lane and a thru lane, provided that two barricades will not fit (As per MnMUTCD Field Manual Layouts 64, 65).

6. **DETOUR SIGN ASSEMBLIES:** For county road detours, use route markers (M1-6 blue pentagon or M1-X4 white square, as appropriate) rather than roadway names. Typical assembly will utilize the M4-8 “Detour” plaque above the appropriate directional plaque (M3 series) above the appropriate county route marker, above the appropriate arrow plaque (M5/M6 series). **Washington County does not require the word “Washington” to be included on route markers used for detours.**



M4-9m series signs may be utilized for short term low-volume detours such as overnight closures, subject to county approval.

7. **ROAD CLOSED AHEAD:** “Road Closed Ahead” (W20-3) signs should be installed at the appropriate stopping distance in advance of any hard closures. Do not use “Road Closed Ahead” in advance of a soft closure, except that they may be used if supplemented with a distance plaque indicating the distance to the hard closure.
8. **TRAIL or SIDEWALK CLOSURES:** Trails and sidewalks should not be closed without providing an alternate route meeting or exceeding the level of ADA accessibility of the in-place facility. This may consist of:
- a. Detouring to the other side of the roadway; or
 - b. Detouring along an adjacent street; or
 - c. Detouring trail users onto the roadway shoulder traffic lane with an appropriate lane and/or shoulder closure and appropriate devices to prevent trail users with vision impairments from straying into live traffic.

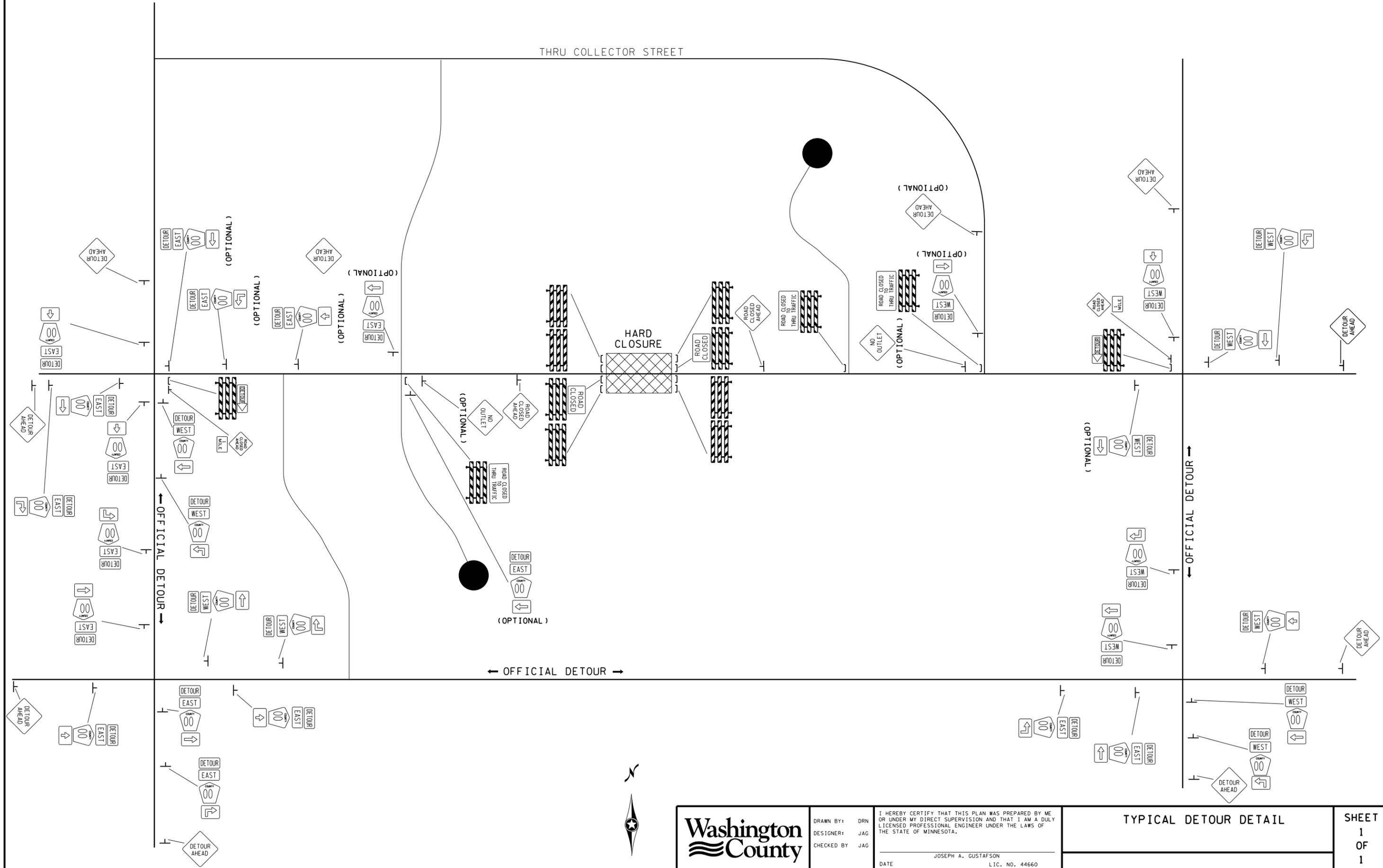
Temporary surfaces or curb ramps may be required. For intermittent short term trail obstruction, flaggers may be used to assist trail users safely through the work area in lieu of using alternate routes.

Trail detours should utilize M4-9ma series signs.

When trails must be closed, avoid “dead-end” closures that may induce trail users to walk beyond the closure. Instead, place the closure at the nearest alternate route which may be an intersecting trail or a walkway into an adjacent property.

See county detour example sheet for additional guidance on vehicular detour layouts.

THRU COLLECTOR STREET



DRAWN BY: DRN
DESIGNER: JAG
CHECKED BY: JAG

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
JOSEPH A. GUSTAFSON
DATE: _____ LIC. NO. 44660

TYPICAL DETOUR DETAIL

SHEET
1
OF
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