

The State Traffic Engineer is responsible for preparation of the sign, signal and lighting plans. Temporary traffic signalization may be required at some locations for construction purposes. They will require detailed plans, just as permanent signals.

Signs with variable messages: Due to terrain or inclement weather, the use of passive signing may not be enough to maintain the desired element of safety. It may be appropriate to install variable message signs to attract the driver's attention when approaching a changing traffic pattern.

State police: There may be certain roadway improvements where the worker is adjacent to motorists and there is a danger of automobile encroachment into the work area. These projects may require the participation of state police for the enforcement of posted speed limits within the work zone. See State Police Participation in [IIM-LD-93](#). Interstate roadway improvements may warrant an increase in the number of existing safety patrols to reduce delays and provide assistance to stranded motorists within the travel lanes.

Stubs should be designed where appropriate to facilitate improved temporary traffic control plans* for future road extension. Pavement stubs and "tie-in" construction should be addressed in the maintenance of traffic plan.

Tapers are needed for lane drops or at locations where traffic must be shifted laterally. Appropriate values for taper lengths can be found in Part VI of the MUTCD.

Traffic volume capacity: Attempt to maintain the traffic volume capacity of existing roads.

Turn lanes should be maintain (left and right).

Utility adjustment must be accommodated.

Wrecker service: Some work zones, mainly on limited access facilities, may require the implementation of 24 hour wrecker availability for the towing of disabled vehicles.

* Rev. 7/08