**LATERAL OFFSET (MINIMUM DISTANCE)**

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<th>SPEED (MPH)</th>
<th>DISTANCE (FEET)</th>
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**NOTE:**
- Lane line shall be removed a minimum length equal to the length of the drum line taper; typical for details 1, 2, 3, 4, and 5.
- The lateral offset refers to the minimum distance between the edge of the nearest traveled (open) lane and the traffic side of the ending of the temporary barrier. The barrier shall be extended to the edge of the shoulder even if this distance is beyond the lateral offset. If the lateral offset distance is greater than the distance to the shoulder hinge line, use detail 2.

**DETAIL 1**

- Approved temporary attenuation system: If the lateral offset from the edge of the approaching traffic lane to the toe of the temporary barrier is less than 6.5', do not use a sand module attenuator. Use a narrow crash cushion attenuation system. Ensure the width of the system is as narrow as possible, but shields the blunt end of the temporary barrier.

**DETAIL 2**

When detail 1 cannot be used because of restricted lateral offset.
NOTE: VALLEY GUTTER MAY BE ADJACENT TO PAVEMENT.
**DETAIl 5**

(Trailing End of Temporary Barrier on Two-Way Roadway)

**DETAIL 5 NOTES:**

Where controlled bi-directional traffic is maintained on a single lane, the placing of temporary barrier on the approaching end of a lane closure shall be the same as specified on Detail 1, 2 or 3. The trailing end of the lane closure shall be as specified on Detail 5. The plastic drum line taper will be according to the current Michigan Manual of Uniform Traffic Control Devices or with the maintaining traffic provisions in the plans or proposal. The temporary barrier end section on the trailing end of the temporary barrier shall be parallel with the traffic.

Barrier adjacent to a precipitous drop-off:

When there is 26" or more laterally between the toe of the barrier on the construction side and the drop-off, standard temporary concrete barrier or temporary steel barrier meeting MDOT specifications may be used near the drop-off. No special hardware or procedures are necessary. However, when there is less than 26" laterally between the toe of the barrier on the construction side and the drop-off, an appropriate limited deflection temporary barrier detail meeting the requirements of standard plan R-53-series, or an approved alternative, must be used.

Refer to Standard Plan R-53-series for additional information regarding limited deflection temporary barrier details.
STEEL REINFORCEMENT FOR TEMPORARY CONCRETE BARRIER SLOPED END SECTION

NOTE: #5 BARS SHALL BE USED FOR ALL STRAIGHT BARS AND STIRRUPS.
THE DETAILS IN STANDARD PLAN R-126-SERIES ARE NOT APPLICABLE TO PORTABLE WATER-FILLED BARRIER. PLACEMENT OF PORTABLE WATER-FILLED BARRIER SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

THE SEQUENCE OF BARRIER PLACEMENT SHALL BE IN THE DIRECTION OF TRAFFIC FLOW. BARRIER REMOVAL SHALL BE IN THE DIRECTION OPPOSITE TO TRAFFIC FLOW.

TEMPORARY BARRIER ENDINGS SUBJECT TO APPROACH TRAFFIC AND NOT TERMINATED BEHIND GUARDRAIL MUST BE ATTENUATED OR, IF APPLICABLE, SHIELDED WITH A TEMPORARY CONCRETE BARRIER SLOPED END SECTION.

DETAIL 2 WILL BE USED WHEN THERE IS NO EXISTING GUARDRAIL OR BARRIER AVAILABLE AS SPECIFIED IN DETAILS 3 OR 4.

THE LOCATION OF THE HIGH INTENSITY LIGHT, TYPE B (FLASHING) SPECIFIED IN DETAIL 1, SHALL APPLY TO DETAILS 2, 3, 4, AND 5. ALSO THE HIGH INTENSITY LIGHT, TYPE B SHALL BE FASTENED ON THE TOP OF THE BARRIER.

THE BARRIER FLARE RATE SHALL BE AT LEAST 6’ OF RUN FOR EVERY FOOT OF OFFSET.

EXACT LATERAL PLACEMENT OF BARRIER MUST BE SPECIFIED ON THE PLANS OR IN THE PROPOSAL. BARRIER POSITION SPECIFIED IS DESIRABLE WHEN WORK AREA INVOLVES THE FULL WIDTH OF THE CLOSED LANE. WHEN PARTIAL LANE WORK IS INVOLVED, OR SHOULDER WORK ONLY, BARRIER SHOULD BE SET INSIDE CLOSED LANE, AS ALLOWED BY WORK AREA, WITH 2’ OR MORE OFFSET DESIRABLE TO LANE LINE.

IN DETAIL 3, EXISTING GUARDRAIL POSTS ARE REMOVED TO FACILITATE PLACING OF TEMPORARY BARRIER BEHIND THE GUARDRAIL. THE DEGREE OF THE BARRIER DEPARTURE ANGLE WILL DETERMINE THE AMOUNT OF BEAM PLACING OF TEMPORARY BARRIER BEHIND THE GUARDRAIL AND THE NUMBER OF POSTS TO BE REMOVED.

THE HIGH INTENSITY LIGHT, TYPE B SHALL BE OMITTED WHERE TWO-WAY TRAFFIC IS MAINTAINED ON ONE LANE AND IS CONTROLLED BY TRAFFIC SIGNALS.

IN DETAIL 4, WHEN USING STEEL BARRIER, ATTACH AN APPROVED TEMPORARY ATTENUATION SYSTEM TO TEMPORARY STEEL BARRIER. ATTACHING A TEMPORARY CONCRETE BARRIER SLOPED END SECTION TO TEMPORARY STEEL BARRIER WILL BE PROHIBITED. WHEN USING CONCRETE BARRIER, ATTACH TEMPORARY CONCRETE BARRIER SLOPED END SECTION OR AN APPROVED TEMPORARY ATTENUATION SYSTEM TO THE TEMPORARY CONCRETE BARRIER.

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF DEVELOPMENT
STANDARD PLAN FOR

PLACEMENT OF
TEMPORARY CONCRETE BARRIER
AND TEMPORARY STEEL BARRIER

F.H.W.A. APPROVAL 8-25-2015
PLAN DATE R-126-I SHEET
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