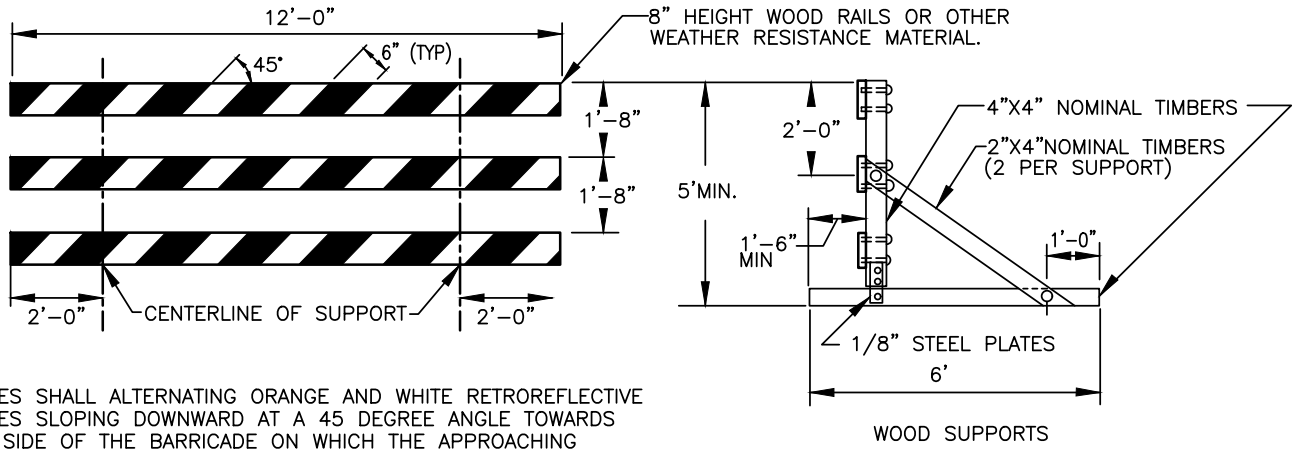
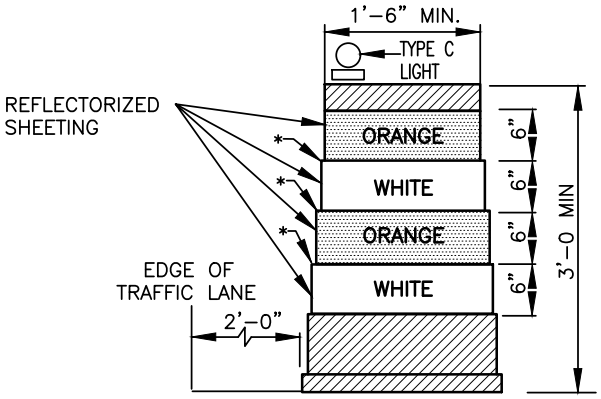
NOTE:
USE TYPE 'B' HIGH INTENSITY FLASING YELLOW LIGHTS AS REQ'D.

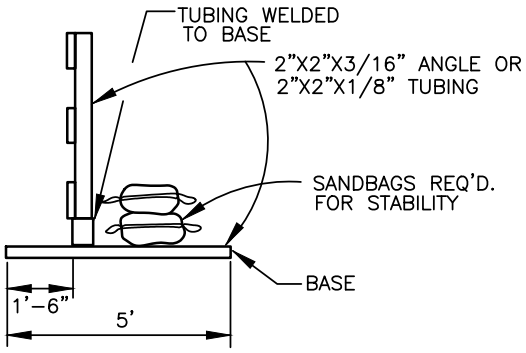



WOOD SUPPORTS

NOTE:
STRIPES SHALL ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES SLOPING DOWNWARD AT A 45 DEGREE ANGLE TOWARDS THAT SIDE OF THE BARRICADE ON WHICH THE APPROACHING VEHICLE MUST PASS. (STRIPES AS SHOWN INDICATE VEHICLE MUST PASS TO LEFT OF BARRICADE.)

## TYPE III–B




STEEL SUPPORTS

## TYPE III–B

# CHANNELIZING DEVICE

* THE MAXIMUM DISTANCE BETWEEN THE EDGES OF ADJACENT REFLECTIVE SHEETING STRIPS SHALL BE 2 IN.

NOTES:
1. THE SPACING OF CHANNELIZING DEVICES SHALL BE AS FOLLOWS:
   A. WHERE POSTED SPEED LIMIT IS 50MPH OR GREATER THE SPACING SHALL BE 100FT.
   B. WHERE POSTED SPEED LIMIT IS LESS THAN OR EQUAL TO 45MPH, THE SPACING SHALL BE 50FT
2. SPACING OF CHANNELIZING DEVICES ON TAPERS SHALL BE NUMERICALLY EQUAL IN FEET TO THE POSTED SPEED LIMIT IN MPH.
3. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED IN GOOD CONDITION AND MEET THE MINIMUM MAINTAINED RETROREFLECTIVITY LEVELS PER THE CURRENT INDIANA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

PREPARED BY: DLZ INDIANA, LLC

BRIAN M. SMITH REGISTERED No. 10100213 STATE OF INDIANA PROFESSIONAL ENGINEER

8/13/2026

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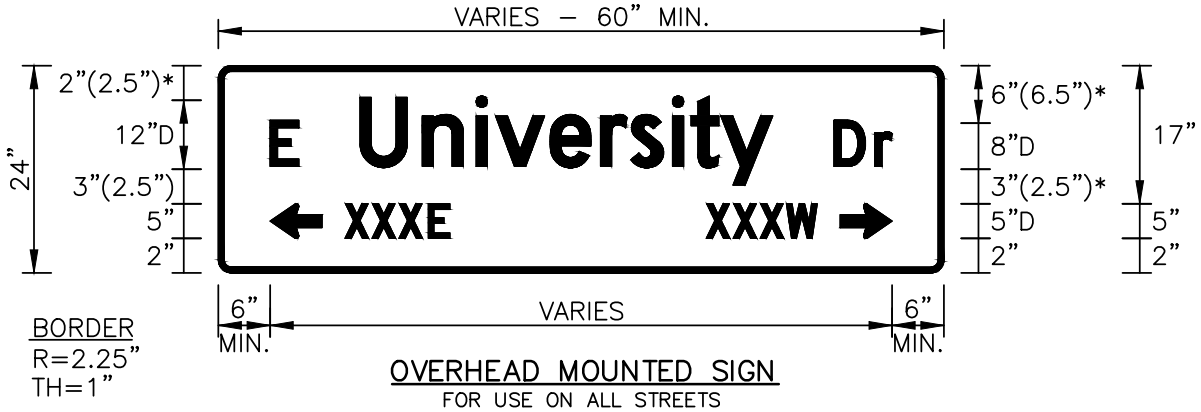
| ITEM | REVISION | APPROVED DATE |
|---|---|---|
| | EFFECTIVE | APRIL 2007 |
| | REVISED | MARCH 2013 |
| | REVISED | FEBRUARY 2022 |
| | | |

CITY OF MISHAWAKA, INDIANA

ENGINEERING STANDARDS

STANDARD BARRICADES

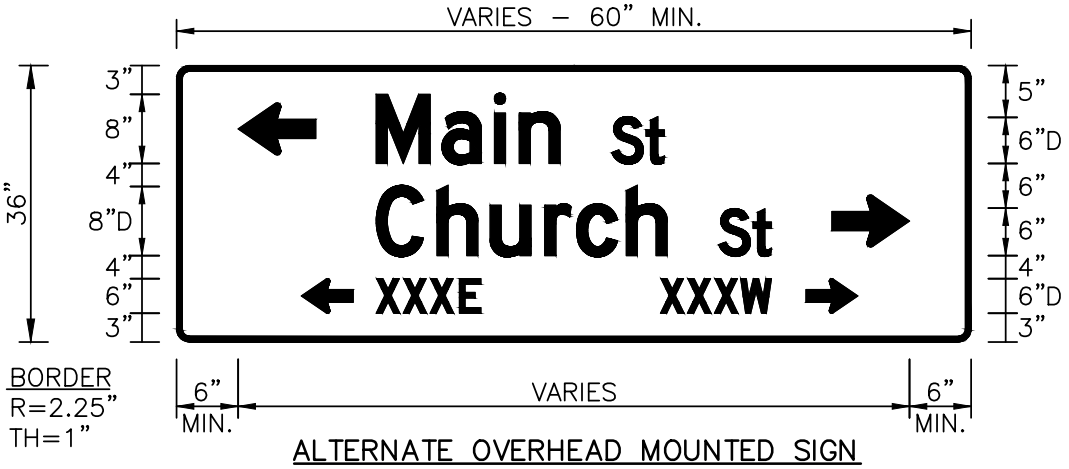
SHT. NO. VIII-1



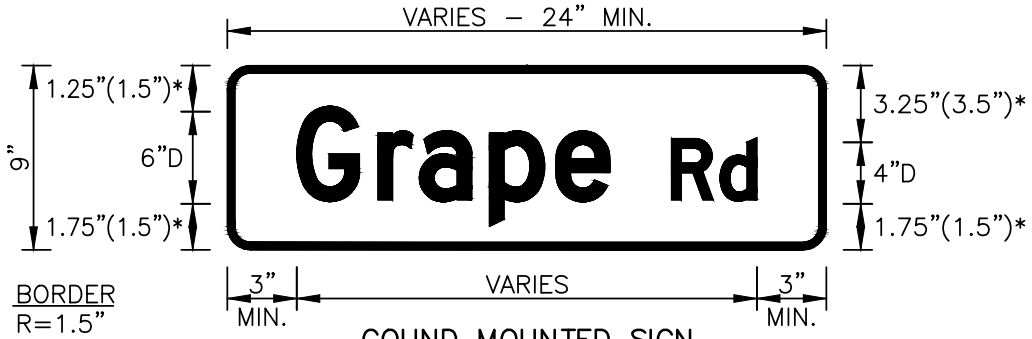

OVERHEAD MOUNTED SIGN

FOR USE ON ALL STREETS

*0"(0")=WITH DESCENDING STROKE(WITHOUT)




ALTERNATE OVERHEAD MOUNTED SIGN




GOUND MOUNTED SIGN

2–LANE STREETS: ALL SPEEDS

MULTI–LANE STREETS: ≤40mph

*0"(0")=WITH DESCENDING STROKE(WITHOUT)

**MATERIALS**

| | |
|---|---|
| SHEETING: | PRISMATIC SHEETING TYPE VI OR GREATER |
| BLANK: | ALUMINUM, MIN. 0.125–IN THICK WITH ROUNDED CORNERS |
| LETTERING: | FHWA SERIES 'D' FONT, LOWER–CASE WITH INITIAL UPPER–CASE |
| LETTERS: | WHITE |
| BACKGROUND: | GREEN |
| BORDER: | WHITE |

**NOTES:**

1. ALL ROAD SIGNS SHALL BE APPROVED BY THE ENGINEER

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CITY OF MISHAWAKA, INDIANA

ENGINEERING STANDARDS

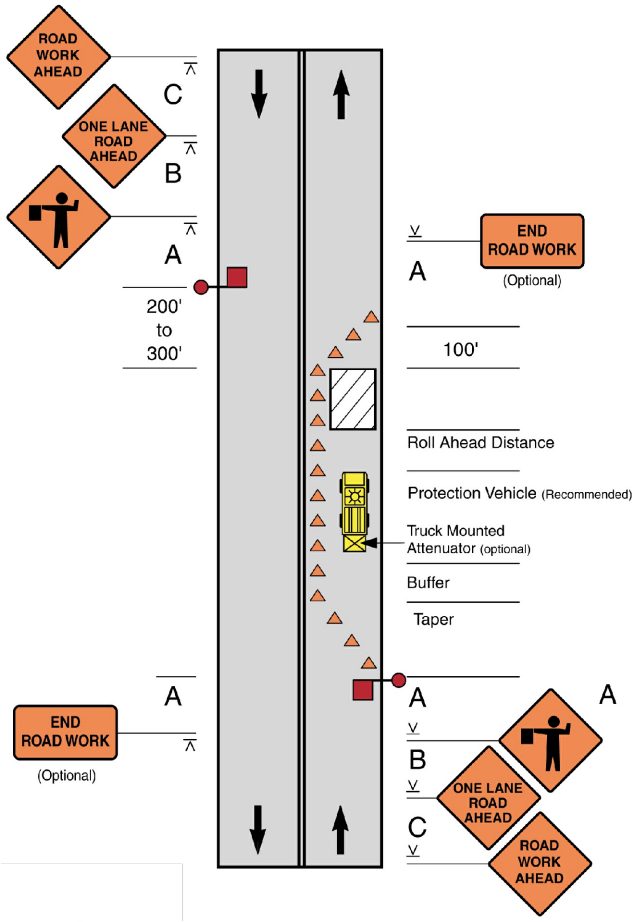
STREET NAME SIGNS

SHT. NO. VIII-2

# LANE CLOSURE ON A TWO–LANE ROAD

(TWO FLAGGER OPERATION)

SHORT TERM STATIONARY – 1 TO 12 HOURS



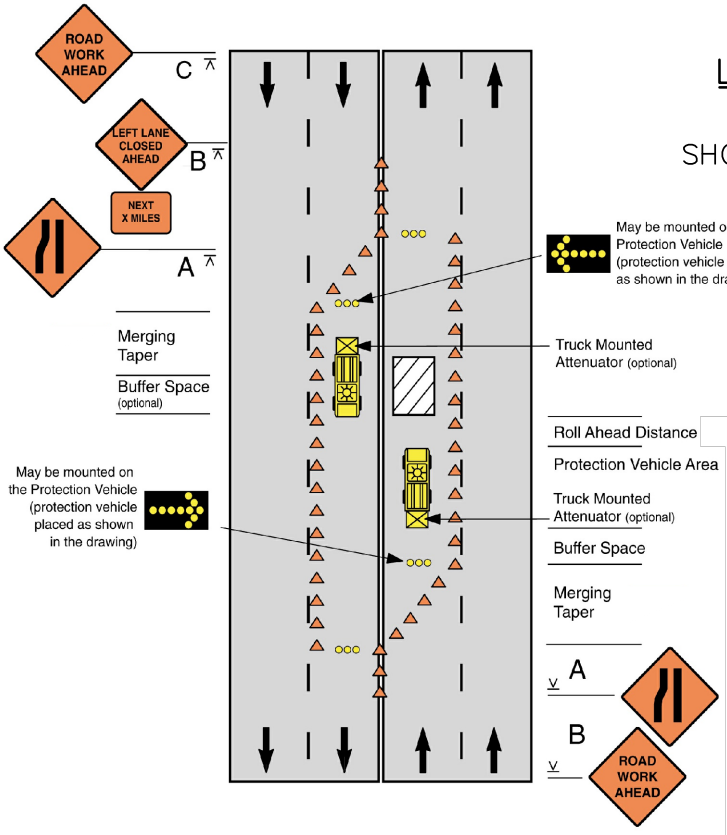

NOTES:

1. THE FLAGGER OR FLAGGERS SHALL USE APPROVED FLAGGING PROCEDURES ACCORDING TO THE MUTCD. IF THERE IS A SIDEROAD INTERSECTION WITHIN THE
2. WORK AREA, ADDITIONAL TRAFFIC CONTROL, SUCH AS FLAGGERS AND APPROPRIATE SIGNAGE, MAY BE NEEDED ON THE SIDEROAD APPROACHES.

| Speed Limit (mph) | Sign Spacing A (ft) | Sign Spacing B (ft) | Sign Spacing C (ft) | Buffer |
|---|---|---|---|---|
| 25 | 200 | 200 | 200 | 55 |
| 30 | 200 | 200 | 200 | 85 |
| 35 | 350 | 350 | 350 | 120 |
| 40 | 350 | 350 | 350 | 170 |
| 45 | 500 | 500 | 500 | 220 |
| 50 | 500 | 500 | 500 | 280 |
| 55 | 500 | 500 | 500 | 335 |

# LANE CLOSURE ON A FOUR–LANE UNDIVIDED ROAD

SHORT TERM STATIONARY – 1 TO 12 HOURS




TAPER LENGTH FORMULA:

| SPEED LIMIT | TAPER LENGTH (FT) |
|---|---|
| 40 MPH OR LESS | $L=(WS^2)/60$ |
| 45 MPH OR MORE | $L=WS$ |

WHERE: L=TAPER LENGTH (FT.)
W=WIDTH OF OFFSET (FT.)
S=POSTED SPEED LIMIT OR ANTICIPATED OPERATING SPEED (MPH)

NOTE:
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT

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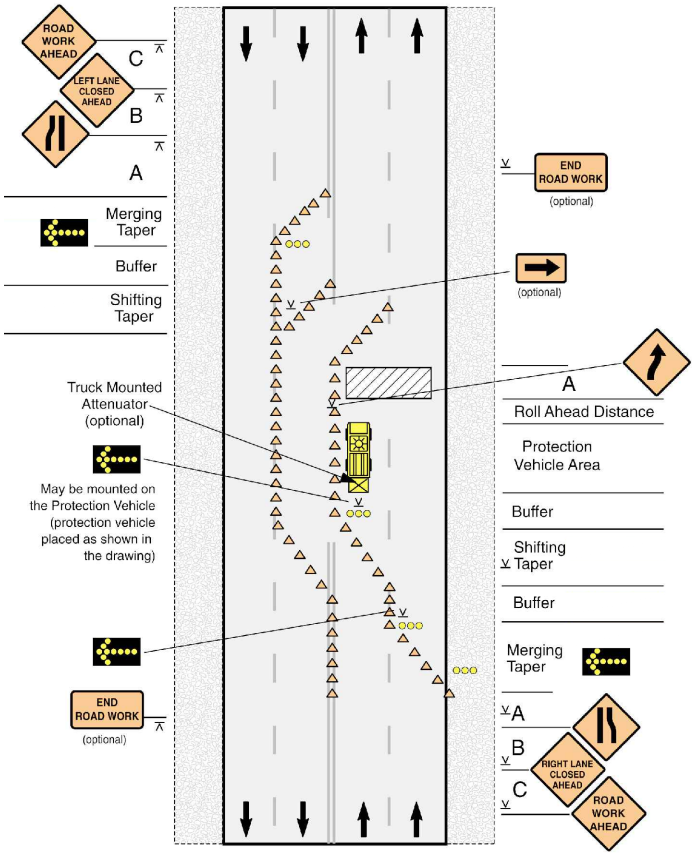
CITY OF MISHAWAKA, INDIANA

ENGINEERING STANDARDS

MAINTENANCE OF TRAFFIC

SHT. NO. VIII-3




# HALF ROAD CLOSURE ON MULTILANE ROADWAY

## SHORT TERM STATIONARY – 1 TO 12 HOURS

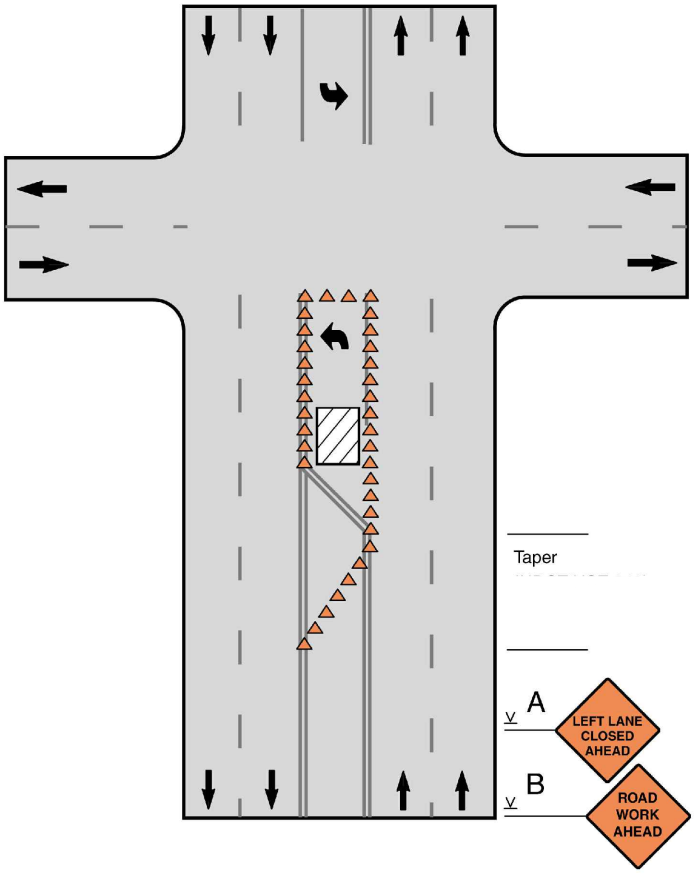
| Speed Limit (mph) | Sign Spacing A (ft) | Sign Spacing B (ft) | Sign Spacing C (ft) | Buffer |
|---|---|---|---|---|
| 25 | 200 | 200 | 200 | 55 |
| 30 | 200 | 200 | 200 | 85 |
| 35 | 350 | 350 | 350 | 120 |
| 40 | 350 | 350 | 350 | 170 |
| 45 | 500 | 500 | 500 | 220 |
| 50 | 500 | 500 | 500 | 280 |
| 55 | 500 | 500 | 500 | 335 |

TAPER LENGTH FORMULA:

| SPEED LIMIT | TAPER LENGTH (FT) |
|---|---|
| 40 MPH OR LESS | $L=(WS^2)/60$ |
| 45 MPH OR MORE | $L=WS$ |

WHERE: L=TAPER LENGTH (FT.)
W=WIDTH OF OFFSET (FT.)
S=POSTED SPEED LIMIT OR ANTICIPATED OPERATING SPEED (MPH)

NOTE:
MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT




# TURN LANE CLOSURE AT A SIGNALIZED INTERSECTION

## SHORT TERM STATIONARY – 1 TO 12 HOURS

NOTES:
1. LANE MAY BE OPENED BEYOND WORK AREA.
2. THE LENGTH OF THE TAPERS MAY BE ADJUSTED WHEN USED IN CLOSE PROXIMITY TO CROSSROADS, CURVES, OR OTHER INFLUENCING FACTORS.

PREPARED BY: DLZ INDIANA, LLC

BRIAN M. SMITH REGISTERED No. 10100213 STATE OF INDIANA PROFESSIONAL ENGINEER

8/13/2026

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CITY OF MISHAWAKA, INDIANA

ENGINEERING STANDARDS

MAINTENANCE OF TRAFFIC

SHT. NO. VIII-4