

TEMPORARY DIVERSION FOR DIVIDED ROADWAYS

GENERAL NOTES:

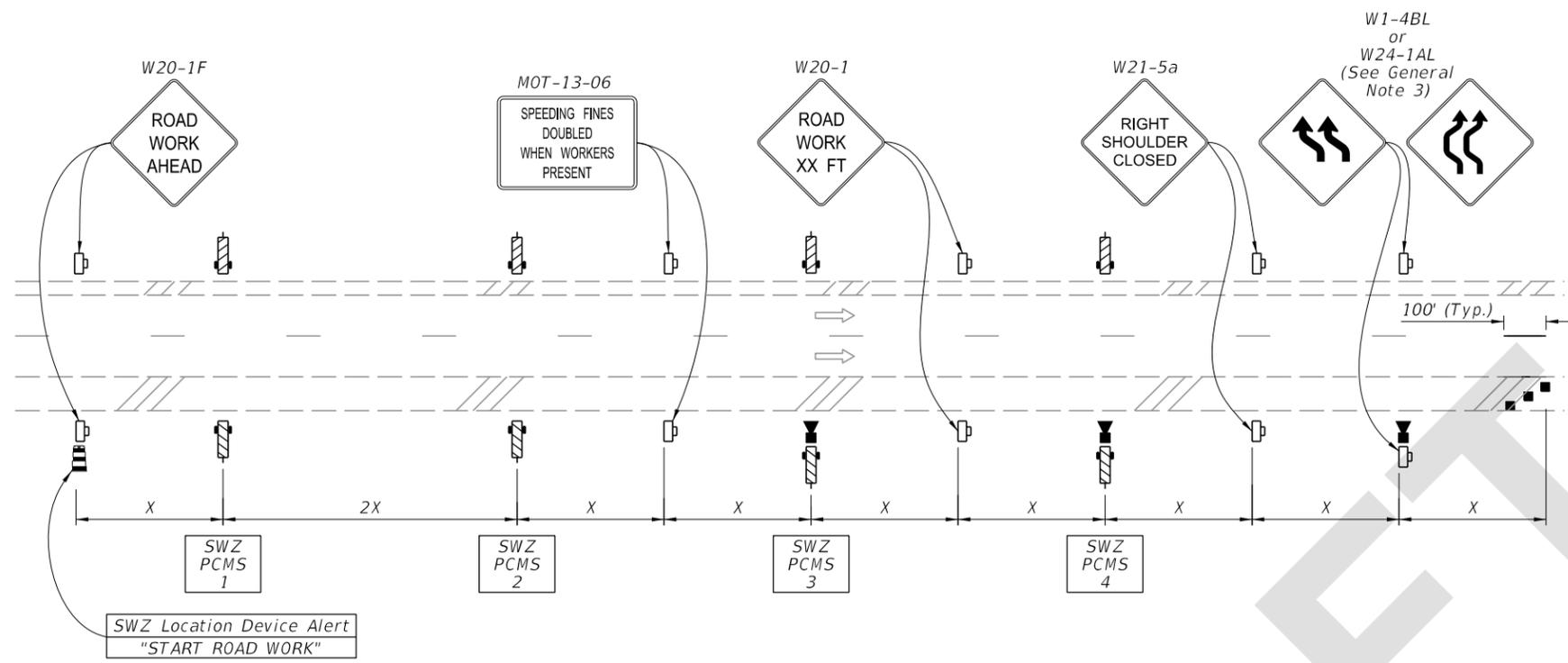
- This Index applies to multilane roadways, except with undivided roadways with 6 or more lanes, where the work requires the closure of the lanes in one direction and diversion is provided to convert the opposing traffic lanes to temporary two-way travel.
- L = Taper Length  
B = Buffer Length  
X = Work Zone Sign Distance  
R = Radius of Curve  
See Index 102-600 for "L", "B", "X", channelizing device spacing values. See Plans for "R" values.
- For undivided roadways with a tangent distance "T" less than 600', use "Double Reverse Curve" signs (W24-1A) instead of the first pair of "Reverse Curve" signs (W1-4B) and omit the second pair of "Reverse Curve" signs.
- If the paved shoulder is less than 4' in width, omit the taper and channelizing devices shown on the paved shoulder.
- Temporary Lane Separator may be used in lieu of Temporary Barrier for speed limits of 45 mph or less.
- Extend SWZ PCMS upstream, as needed, to ensure the first PCMS viewable to traffic is at least 1/2 mile in advance of expected traffic backup. If SWZ PCMS coverage is extended, also extend SWZ Vehicle Detector coverage to within 1/2 mile of the SWZ PCMS coverage.
- For Limited Access facilities, spacing of SWZ Vehicle Detectors and SWZ PCMS may be adjusted due to actual field conditions as directed or approved by the Engineer. SWZ Vehicle Detector spacing should not be less than 1/4 Mile nor more than 1/2 mile. SWZ PCMS spacing should not be less than 1/2 mile nor more than 1 mile.

SYMBOLS:

- Work Area
- Channelizing Device (See Index 102-600)
- Work Zone Sign
- Type III Barricade
- Lane Identification and Direction of Traffic
- Crash Cushion
- (2) SWZ Vehicle Detector
- (2) SWZ Location Device

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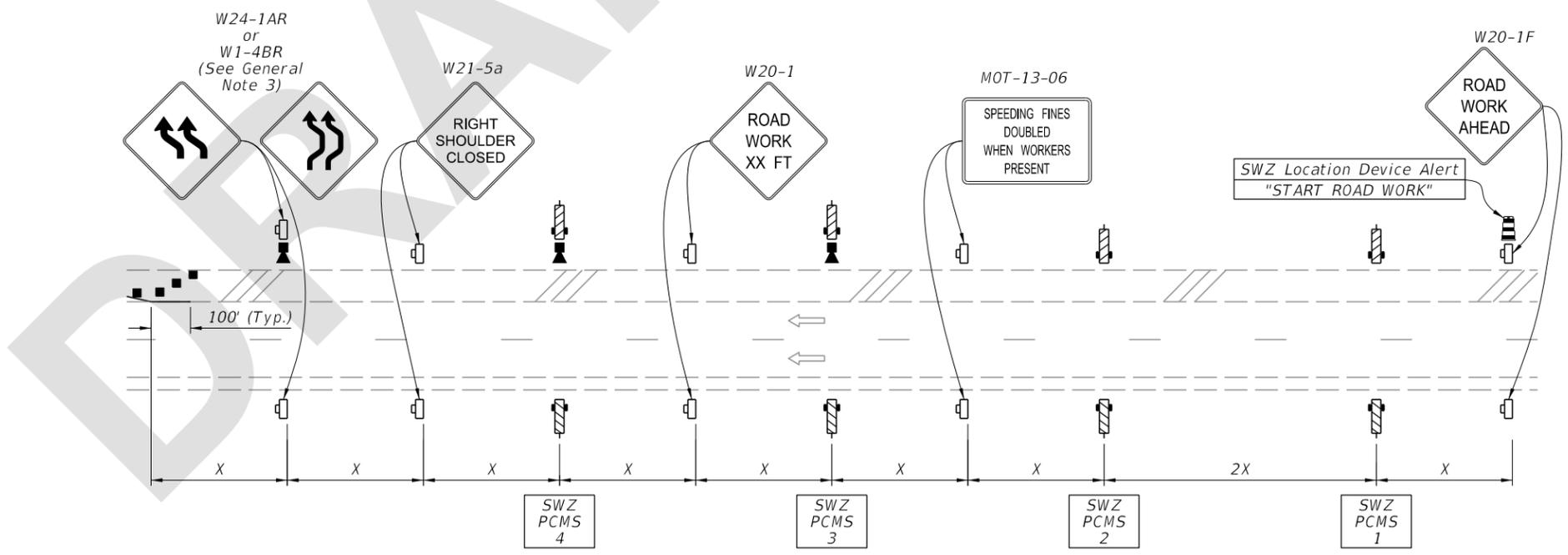
LAST REVISION xx/xx/22	REVISION	DESCRIPTION:		<b>DEVELOPMENTAL STANDARD PLANS</b>	<b>DYNAMIC QUEUE DETECTION AND WARNING - MULTILANE ROADWAY, TEMPORARY DIVERSION</b>	INDEX <b>D102-620b</b>	SHEET <b>1 of 4</b>
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SWZ PCMS 1, 2, 3, and 4	
CAUTION SLOW TRAFFIC	X (MI OR FT) AHEAD
OR	
CAUTION STOPPED TRAFFIC	X (MI OR FT) AHEAD

DETAIL "A"

SWZ PORTABLE CHANGEABLE MESSAGE SIGN SYSTEM LOGIC		
Road Type	Condition	Message
Arterials and Collectors with Work Zone Speed ≤ 40 mph	35 MPH - 15 MPH	SLOW TRAFFIC AHEAD
	< 15 MPH	STOPPED TRAFFIC AHEAD
Arterials and Collectors with Work Zone Speed ≥ 45 mph	45 MPH - 20 MPH	SLOW TRAFFIC AHEAD
	< 20 MPH	STOPPED TRAFFIC AHEAD
Limited Access Roadways	55 MPH - 35 MPH	SLOW TRAFFIC AHEAD
	< 35 MPH	STOPPED TRAFFIC AHEAD



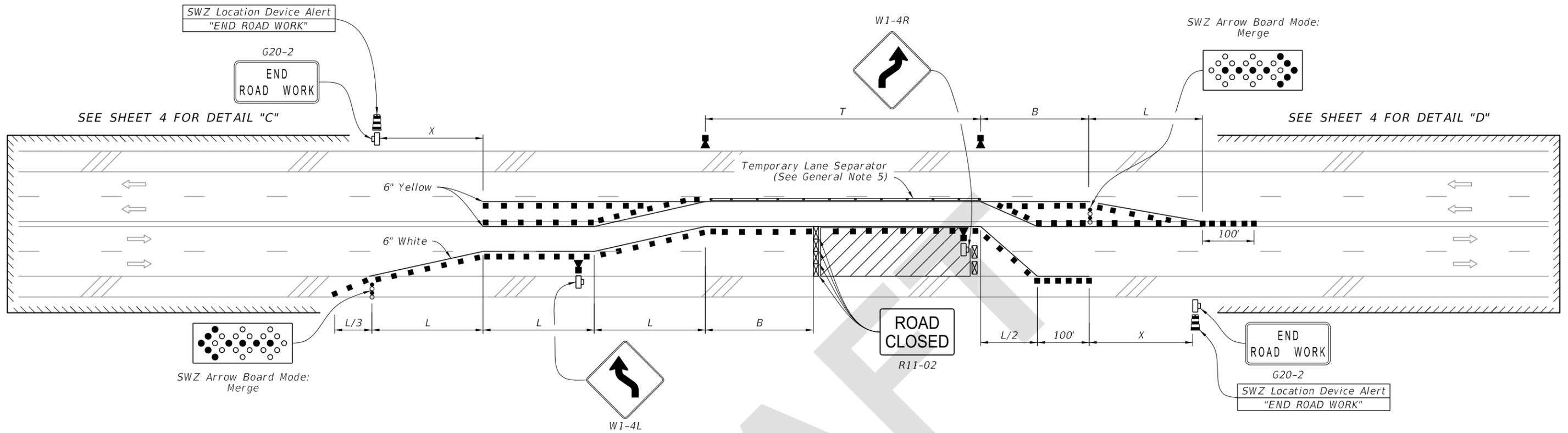
DETAIL "B"

**SYMBOLS:**

- Channelizing Device (See Index 102-600)
- Work Zone Sign
- Lane Identification and Direction of Traffic
- (16) SWZ Portable Changeable Message Sign (PCMS)
- (6) SWZ Vehicle Detector
- (2) SWZ Location Device

TEMPORARY DIVERSION FOR DIVIDED ROADWAY

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TEMPORARY DIVERSION FOR UNDIVIDED ROADWAYS

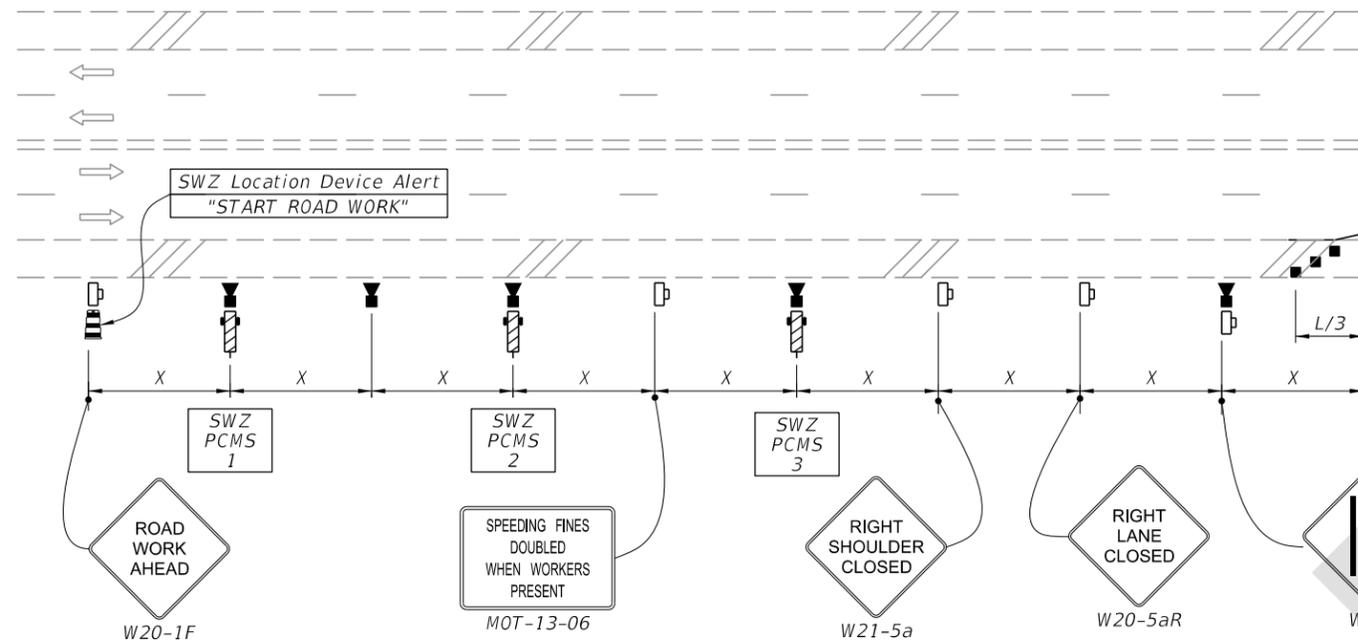
**NOTE:**  
Temporary pavement markings may be omitted when the work operation is in place for 3 days or less.

**SYMBOLS:**

-  Work Area
-  Channelizing Device (See Index 102-600)
-  Work Zone Sign
-  SWZ Arrow Board
-  Type III Barricade
-  Lane Identification and Direction of Traffic
-  Crash Cushion
-  (4) SWZ Vehicle Detector
-  (2) SWZ Location Device

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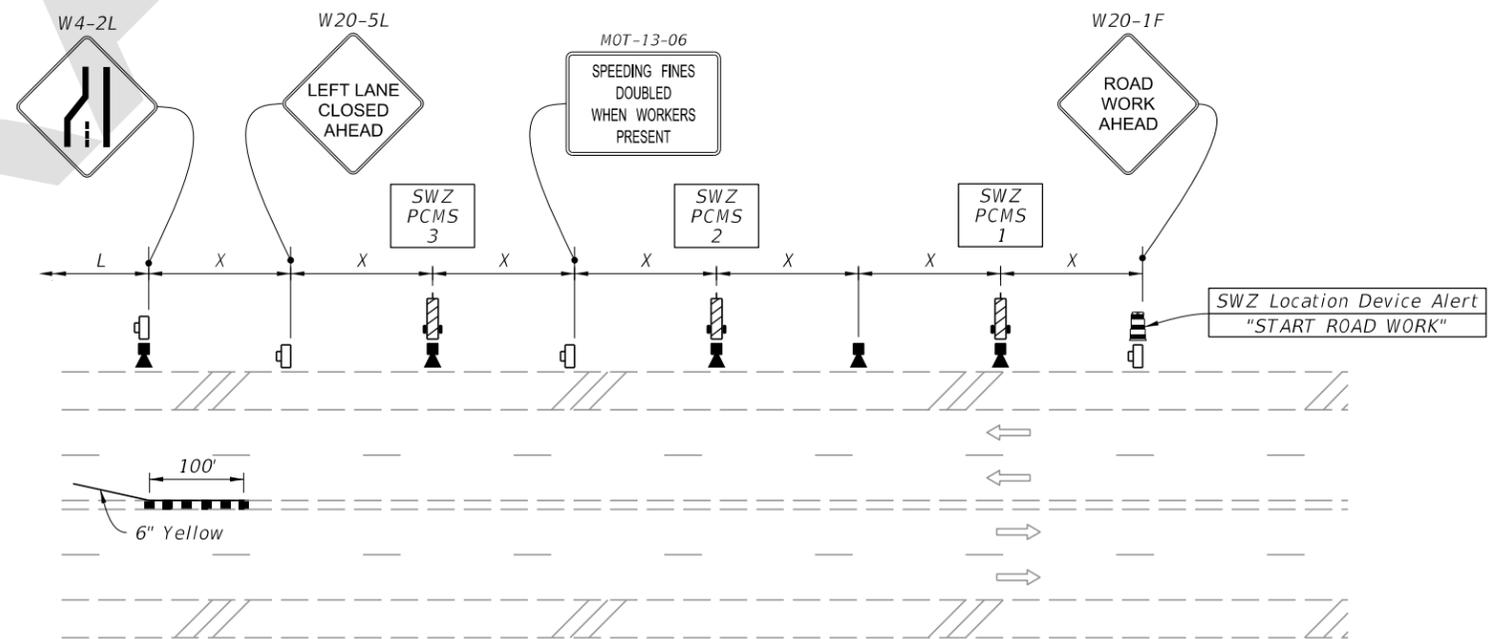
SWZ PCMS FOR 1, 2, 3, and 4	
CAUTION SLOW TRAFFIC	X (MI or FT) AHEAD
OR	
CAUTION STOPPED TRAFFIC	X (MI or FT) AHEAD

DETAIL "C"

SWZ PORTABLE CHANGEABLE MESSAGE SIGN SYSTEM LOGIC		
Road Type	Condition	Message
Arterials and Collectors with Work Zone Speed $\leq$ 40 mph	35 MPH - 15 MPH	SLOW TRAFFIC AHEAD
	< 15 MPH	STOPPED TRAFFIC AHEAD
Arterials and Collectors with Work Zone Speed $\geq$ 45 mph	45 MPH - 20 MPH	SLOW TRAFFIC AHEAD
	< 20 MPH	STOPPED TRAFFIC AHEAD
Limited Access Roadways	55 MPH - 35 MPH	SLOW TRAFFIC AHEAD
	< 35 MPH	STOPPED TRAFFIC AHEAD

**SYMBOLS:**

- Channelizing Device (See Index 102-600)
- Work Zone Sign
- Lane Identification and Direction of Traffic
- (6) SWZ Portable Changeable Message Sign (PCMS)
- (10) SWZ Vehicle Detector
- (2) SWZ Location Device



DETAIL "D"

TEMPORARY DIVERSION FOR UNDIVIDED ROADWAYS

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