DATE: May 7, 2014

TO: Region Engineers
Region Associate Construction Engineers
Region Construction Engineers
TSC Managers
TSC Construction Engineers

FROM: Gregory C. Johnson, P.E.
Chief Operations Officer

Randel R. Van Portfliet, P.E.
Bureau Director of Field Services

SUBJECT: Bureau of Highway Instructional Memorandum 2014-05
Pavement Marking Turn Arrows (Supersedes BOH IM 2013-10)

This BOH IM provides the Michigan Department of Transportation’s (MDOT) plan of action for complying with the turn arrow pavement marking shape, as defined in the federal Manual of Uniform Traffic Control Devices (MUTCD).

MDOT is requiring the MUTCD compliant arrow on projects that include placement of turn arrow special pavement markings at locations:

- Where a new arrow installation is planned on a new pavement surface;
- Where placement of an arrow is entirely new; and
- Where the existing arrow is planned for removal via grinding methods.

MDOT is developing and coordinating with the Federal Highway Administration (FHWA) to formally adopt a Standard Plan, PAVE-900-D, which provides detail for both the MUTCD compliant arrow and the modified version of the existing arrow. In the meantime, Special Detail, PAVE-900-D, has been posted to the Traffic and Safety, Standards and Special Details website, under the Pavement Markings general category heading. The special detail includes both turn arrow shapes and when to use each.

Projects let prior to April 7, 2014
At all locations where a new turn arrow is being placed due to resurfacing, adding arrows, or removing the existing arrow via grinding, the new MUTCD compliant arrow must be used. Where a second application is being placed over an existing turn arrow, the Special Detail PAVE-900-D modified version of the existing turn arrow must be placed. Remaining inventory of 2013 standard turn arrows will be allowed for temporary use, only where the marking will
either be removed or covered at construction completion and this is only acceptable for the 2014 construction season. Where turn arrows have not yet been placed, the Engineer must process a contract modification for a negotiated pavement marking revision cost. An extra cost value for each new federal compliant arrow has been negotiated with industry. The additional cost per arrow is $15.00 based on increased materials and labor. The cost is per turn arrow, therefore, a doubled headed arrow pavement marking will be twice the negotiated value. This revision is to be incorporated with federal funding participation and in most cases will use category 0001 funding. Local agency projects may incorporate this change as requested by the contractor and approved by the Engineer, but the revision is not mandatory.

Projects let on and after April 7, 2014
These projects will incorporate Special Detail, PAVE-900-D or Standard Plan, PAVE-900-D in the contract documents as approved by the FHWA.

If you have any questions, please contact Jason Gutting, Engineer of Construction Operations, at guttingj@michigan.gov or 517-636-6334.

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