MULTI-LANE DIVIDED ROAD
LEFT LANE CLOSURE
PASSIVE ZIPPER MERGE SYSTEM
WORK AHEAD
ROAD XX MILES DURING BACKUPS BOTH LANES USE DURING BACKUPS BOTH LANES USE DURING BACKUPS
CLOSED LANE AHEAD TAKE TURNS AT MERGE LEFT OR CLOSED LANE AHEAD TAKE TURNS AT MERGE OR

ALL DISTANCES BASED ON 12 FT LANE WIDTHS.

DESIGNER NOTES:

1. INSERT SPACING CHART DISTANCES INTO LAYOUTS.
2. LIST ALL CONFLICTING INPLACE SIGNING THAT MUST BE MODIFIED, COVERED, AND/OR REMOVED.
3. CONSIDER THE INSTALLATION OF A PCMS AND/OR G20-X2 OR SPECIAL SIGN, IF CONGESTION IS EXPECTED, IF ADVANCE SIGNING TO DIVERT TRAFFIC IS NEEDED OR OTHER CONDITIONS DETERMINED BY THE ENGINEER.
4. CONSIDER THE INSTALLATION OF A PCMS AND/OR G20-X1 SIGN (MODIFIED) OR G20-X2 SIGN FOR SEVEN DAY ADVANCE WARNING OF RESTRICTION.
5. FOR ANY EXCAVATION OR DROP-OFF IN EXCESS OF 12 IN., SEE THE MINNESOTA DEPARTMENT OF TRANSPORTATION "TEMPORARY BARRIER GUIDANCE MANUAL".
6. ALL TEMPORARY PAINT MARKINGS SHALL BE A WET REFLECTIVE MATERIAL.
7. THE FLASHING ARROW BOARD SHALL BE USED WHEN THE POSTED SPEED LIMIT IS 45 MPH OR GREATER, AND SHALL BE PLACED FULL ON THE SHOULDER. IF THERE IS NO SHOULDER, OR THE SHOULDER IS TOO NARROW, PLACE THE FLASHING ARROW BOARD AT THE END OF THE TAPER IN LIEU OF THE TYPE III BARRICADE ASSEMBLY.
8. USE MORE THAN TWO LINES AVAILABLE.
9. IF 48"X48" ADVANCE WARNING SIGNS WILL NOT FIT ON THE LEFT SIDE BECAUSE OF A TAPER OR Should BE ADDED TO THE RIGHT.
10. AN ADDITIONAL SET OF "RIGHT LANE CLOSED AHEAD" SIGNS MAY BE ADDED ON HIGH VOLUME ROADS.
11. REMOVE CONFLICTING MARKINGS, DETERMINE MATERIAL TYPE AND QUANTITY OF MARKINGS TO BE MASKED OR REMOVED FOR PAY ITEM QUANTITIES.
12. DISTANCE PLACARDS ARE RECOMMENDED WHEN THE DISTANCE IS 2 MILES OR GREATER.
13. SUPPLEMENTAL PLAQUES SHALL BE INSTALLED BELOW OR TO THE TRAFFIC SIDE OF THE APPROPRIATE MARKING SIGN.
14. DESIGNER MUST SPECIFY THE DISTANCE AND INSERT INTO PLAN.

6SY = 6 INCH SOLID LINE WHITE WET REFLECTIVE

DRUMS.

--- TEMPORARY WET REFLECTIVE PAINT MARKING.

UPDATED 01/30/2020 LONG TERM TYPICAL APPLICATION 6B