



RIGHT LANE CLOSURE
 WORK SPACE BEYOND INTERSECTION
 MULTI-LANE UNDIVIDED ROAD
 NOT TO BE USED FOR MORE THAN THREE CALENDAR DAYS

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SPACING OF CHANNELIZING DEVICES (G) FEET	SPACING OF ADVANCE WARNING SIGNS (A) FEET	DECISION SIGHT DISTANCE FEET	TAPER LENGTH (L) FEET	BUFFER SPACE (B) FEET
0 - 30	25	100	550	200	200
35 - 40		325	700	325	305
45 - 50		600	900	600	425
55	50	750	1200	700	500
60 - 65		1000	1400	800	650
70 - 75		1200	1600	900	820

DESIGNER NOTES (REMOVE FROM LAYOUT BEFORE INSERTING IN PLAN):

1. INSERT SPACING CHART DISTANCES INTO LAYOUTS AND REMOVE CHART WHENEVER PRACTICAL.
2. 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.
3. CONSIDER THE INSTALLATION OF A PCMS AND/OR G20-X1 SIGN (MODIFIED) OR G20-X2 SIGN FOR SEVEN DAY ADVANCE WARNING OF RESTRICTION.
4. FOR ANY EXCAVATION OR DROP-OFF IN EXCESS OF 12 IN., SEE THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES SECTION 6F.85 "TEMPORARY TRAFFIC BARRIERS".
5. FOR CLOSURES GREATER THAN 1000 FT., SEE LAYOUT 70 "LANE CLOSURE EXTENSION".
6. - REQUIRED FOR SPEEDS 45 MPH AND GREATER.
7. * WHEN IMPACTING PEDESTRIAN FACILITIES, TEMPORARY PEDESTRIAN ACCESS ROUTES MUST BE PROVIDED. SEE LAYOUT 6J-24 AND 6J-25 FOR GUIDANCE.
8. CONTACT APPROPRIATE ROAD AUTHORITY FOR SIGNAL TIMING MODIFICATIONS AND POSSIBLE TURN RESTRICTIONS BEFORE BEGINNING WORK AT ANY SIGNALIZED INTERSECTION.
9. COVER OR MODIFY ALL DIRECTIONAL SIGNING AFFECTED BY ANY TURN RESTRICTIONS. INCLUDE SIGN MODIFICATIONS, COVERS OR REMOVALS IN TRAFFIC CONTROL PLAN.
10. THE FLASHING ARROW BOARD SHALL BE USED WHEN THE POSTED SPEED LIMIT IS 45 MPH OR GREATER, AND SHALL BE PLACED FULLY 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.

● DRUMS, TYPE I OR TYPE II BARRICADE OR VERTICAL PANEL.