

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

DESIGNER NOTES (REMOVE FROM LAYOUT BEFORE INSERTING IN PLAN)

- 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. \times REQUIRED FOR SPEEDS 45 MPH AND GREATER.
- 7. REMOVE CONFLICTING MARKINGS. DETERMINE QUANTITY OF MARKINGS TO BE REMOVED OR COVERED FOR PAY ITEM QUANTITIES.
- 8. USE REVERSE TURN SIGN (W1-3) IF ADVISORY SPEED IS 30 MPH OR LESS.
- 9. 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 TO 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.