

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	50	600	900	600	425
		750	1200	700	500
60 - 65		1000	1400	800	650
70 - 75		1200	1600	900	820

NOTE:
NOT ALL INFORMATION IN THIS BOX MAY APPLY TO THIS DETAIL.

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

THIS LAYOUT IS INTENDED AS A CHECKLIST OF DEVICES.
A SITE SPECIAL PLAN SHOULD BE MADE USING THIS AS A GUIDE.

1. INSERT SPACING CHART DISTANCES INTO LAYOUTS AND REMOVE CHART WHENEVER PRACTICAL.
2. DETERMINE IF "END ROAD WORK" SIGNS ARE NEEDED.
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 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES SECTION 6F.85 TEMPORARY "TRAFFIC BARRIERS".
6. SELECT APPROPRIATE MATERIAL FOR TEMPORARY MARKINGS. SEE STRIPING KEY.
7. REMOVE CONFLICTING MARKINGS. DETERMINE QUANTITY OF MARKINGS TO BE REMOVED OR COVERED FOR PAY ITEM QUANTITIES.
8. SUPPLEMENTAL DELINEATION (SUCH AS CHEVRONS, DOWN ARROWS, ETC.) MAY BE REQUIRED IN THE BYPASS.
9. USE IF WORK AREA IS TWO MILES OR GREATER.
10. ALTERNATE "TWO WAY TRAFFIC" AND "DO NOT PASS/NO PASSING ZONE" ASSEMBLIES AT 1/2 MILE INTERVALS. "NO PASSING ZONE" PENNANT SHAPED SIGN SHALL BE ON THE LEFT SIDE OF THE ROADWAY AT THE BEGINNING OF THE NP ZONE.
11. IF A TEMPORARY REDUCED SPEED LIMIT IS TO BE USED IT MUST BE AUTHORIZED BY MNDOT OFFICE OF TRAFFIC, SAFETY & TECHNOLOGY.
12. CONTINUE AT ONE MILE SPACING.
13. INSTALL SURFACE MOUNTED DELINEATORS AT G/2 SPACING FOR THE FIRST 250 FOOT DISTANCE FROM EACH CROSSOVER CORE.
14. IF BACKUPS ARE EXPECTED, CONSIDER USE OF LAYOUT 70 "PASSIVE ZIPPER MERGE" LAYOUT 54.
15. DISTANCE PLAQUES MAY BE USED AS DETERMINED BY THE DESIGNER.
16. END OF TEMPORARY REDUCED SPEED LIMIT AND BEGINNING OF ORIGINAL ZONE.
17. 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.

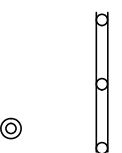
 4" SOLID YELLOW REMOVEABLE PERFORMED PLASTIC MARKING

 4" SOLID WHITE REMOVEABLE PERFORMED PLASTIC MARKING

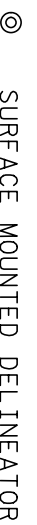
 4" DOUBLE YELLOW REMOVEABLE PERFORMED PLASTIC MARKING



DRUMS, TYPE I OR TYPE II BARRICADE OR VERTICAL PANEL. (MAY USE PCB SYMBOL BELOW)



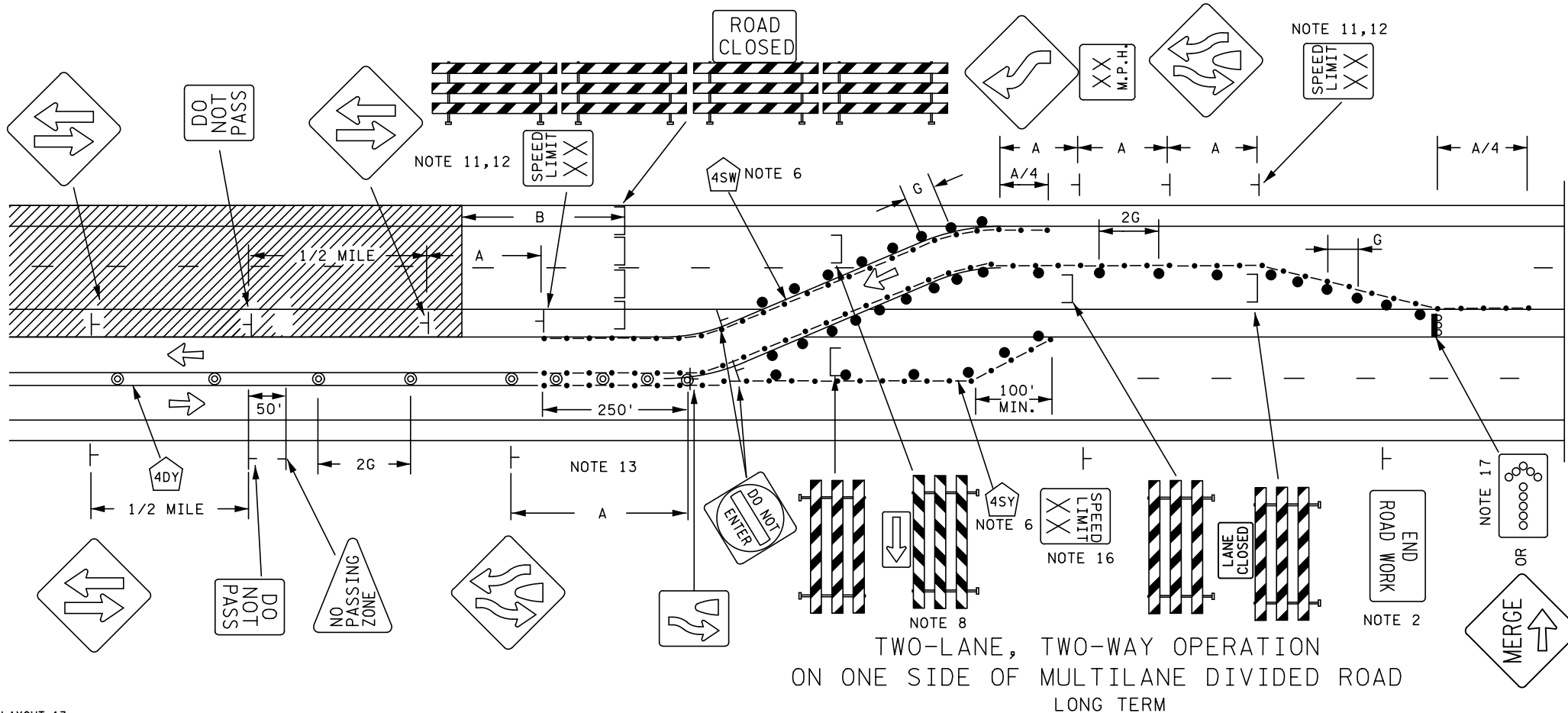
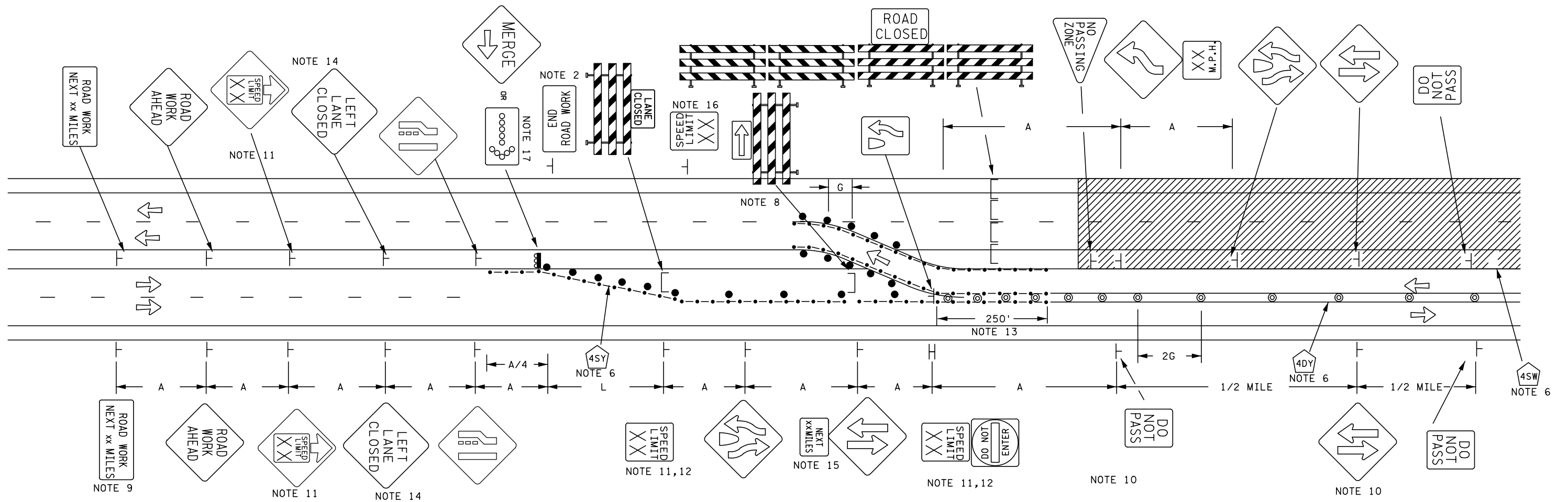
CONCRETE MEDIAN BARRIER WITH MEDIAN BARRIER DELINEATORS AT 30' SPACING



SURFACE MOUNTED DELINEATOR



SOLID LINE PAVEMENT MARKING WITH TEMPORARY RAISED PAVEMENT MARKERS AT 10' SPACING OR WET REFLECTIVE TAPE



NOTES:

THE CONTRACTOR SHALL COVER, REMOVE OR CHANGE INPLACE SIGNS THAT CONFLICT WITH THE TRAFFIC PATTERNS AS DIRECTED BY THE ENGINEER. ALL SIGNS ALTERED BY THE CONTRACTOR SHALL BE RETURNED TO THEIR ORIGINAL STATUS UPON COMPLETION OF THE PROJECT. ALL SIGNS COVERED WITH PANELS SHALL BE COVERED AS SHOWN ON THE TYPICAL TEMPORARY CONSTRUCTION SIGN PANEL OVERLAY.

USE APPROPRIATE ADVANCE LANE CLOSURE SIGNS

TWO-LANE, TWO-WAY OPERATION ON ONE SIDE OF MULTILANE DIVIDED ROAD LONG TERM