






TWO LANE, TWO WAY OPERATIONS  
AT EXIT RAMP ACROSS CLOSED ROADWAY  
LONG TERM

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
55		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)

1. INSERT SPACING CHART DISTANCES INTO LAYOUTS AND REMOVE CHART WHENEVER PRACTICAL.
2. DETERMINE IF "END ROAD WORK" SIGNS ARE NEEDED.
3. 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.
4. SELECT APPROPRIATE MATERIAL FOR TEMPORARY MARKINGS. SEE STRIPING KEY.
5. LIST ALL DIRECTIONAL SIGNING THAT MUST BE COVERED, REMOVED OR MODIFIED BECAUSE OF RESTRICTIONS.
6. REMOVE CONFLICTING MARKINGS. DETERMINE QUANTITY OF MARKINGS TO BE REMOVED OR COVERED FOR PAY ITEM QUANTITIES.
7. GORE STRIPE MAY NEED TO BE ADJUSTED. SEE TRAFFIC ENGINEERING MANUAL GORE STRIPING OPTIONS.
8. THE DESIGN OF THE DECELERATION LANE AND EXIT RAMP SHALL BE AS DIRECTED BY THE ENGINEER OR AS SHOWN IN THE PLANS.
9. SUPPLEMENTAL DELINEATION (SUCH AS CHEVRONS, DOWN ARROWS, ETC.) MAY BE REQUIRED FOR THE RAMP.
10. DESIGN A SPECIAL SIGN OR USE ROUTE MARKER ASSEMBLY.
11. DESIGN A SPECIAL SIGN WITH EXIT NUMBER IF PERMANENT SIGNING INDICATED ONE.

-  4" SOLID YELLOW PAINT
-  4" SOLID WHITE PAINT
-  4" DOUBLE YELLOW PAINT
-  DRUMS, TYPE I OR TYPE II BARRICADE OR VERTICAL PANEL.
-  SURFACE MOUNTED DELINEATOR