



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SPACING OF CHANNELIZING DEVICES (G)	SPACING OF ADVANCE WARNING SIGNS (A)	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):
(EQUIVALENT MN MUTCD LAYOUT 6J-15)

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 DESIGNER.
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. THE CLOSED ROAD VOLUME SHOULD BE BELOW 800-1000 VEHICLES PER HOUR.
5. SUBSTITUTE A "ROAD CLOSED AHEAD" SIGN IN THE APPROPRIATE LANE CLOSURE.
6. CONTACT APPROPRIATE ROAD AUTHORITY FOR SIGNAL TIMING MODIFICATION OF INTERSECTION IS SIGNALIZED.
7. ✱ - PROVIDE SIGNS IF LAW ENFORCEMENT OFFICER IS NEEDED TO DIRECT TRAFFIC.
8. SUPPLEMENTAL DELINEATION (SUCH AS CHEVRONS, DOWN ARROWS, ETC.) MAY BE REQUIRED FOR THE RAMP.

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