



LANE CLOSURE WITH SIGNALS
TWO LANE, TWO WAY 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	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. CONSIDER THE INSTALLATION OF A PCMS AND/OR G20-X1 (MODIFIED) IF INTERSECTION IS SIGNALIZED OR IF CONGESTION IS EXPECTED.
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. 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' SEE LAYOUT 70, "LANE CLOSURE EXTENSION".
6. APPROACH SIGNS ARE THE SAME IN BOTH DIRECTIONS.
7. SIGNAL TIMING AND SIGNAL HEAD LOCATIONS SHALL BE ESTABLISHED BY QUALIFIED PERSONNEL.
8. TWO SIGNAL HEADS SHALL BE INSTALLED PER APPROACH. THE FIRST SHALL BE INSTALLED ON THE RIGHT SHOULDER. THE SECOND SIGNAL HEAD MAY BE INSTALLED ON EITHER THE LEFT SHOULDER OR MOUNTED OVER HEAD ON THE SAME STRUCTURE AS THE FIRST SIGNAL HEAD.
9. THE TWO-WAY TAPER SHOULD BE 50 FEET IN LENGTH USING FIVE EQUALLY SPACED CHANNELIZING DEVICES.

