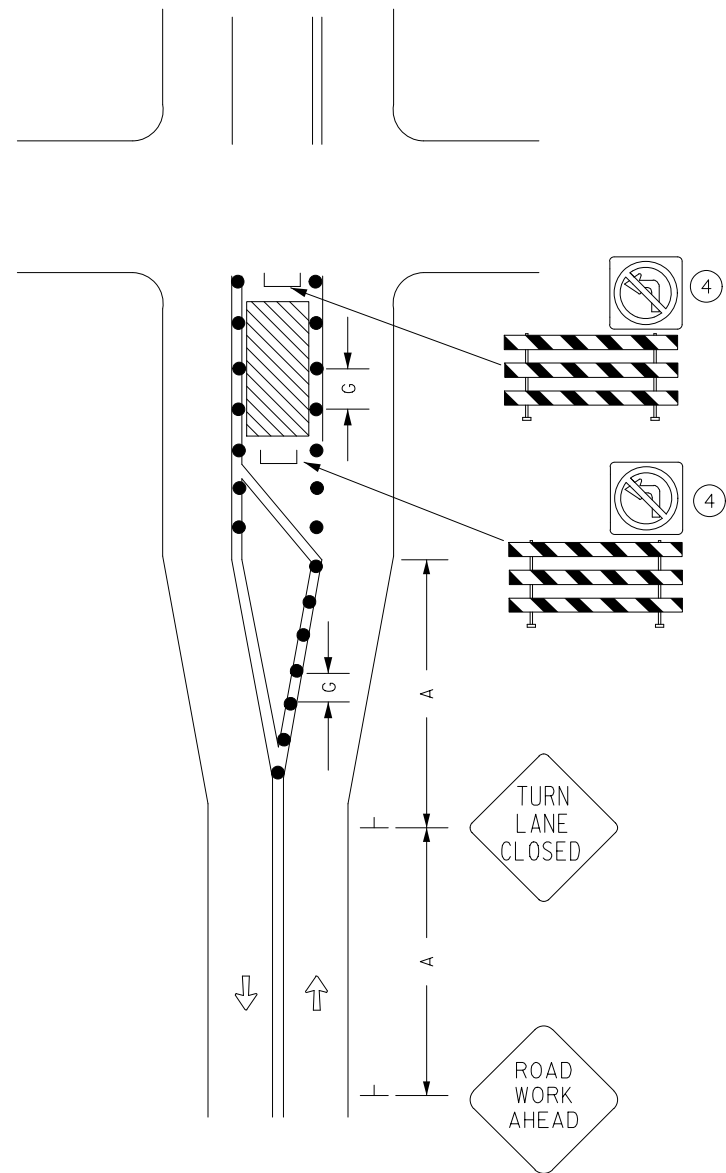


NOT TO SCALE



LEFT TURN LANE CLOSURE
TWO-LANE, TWO-WAY

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	SHIFTING TAPER (L/2) FEET	TYPICAL SHOULDER TAPER (L/3) FEET	BUFFER SPACE (B) FEET
0 - 30	25	100	550	200	100	75	200
35 - 40		325	700	325	175	125	305
45 - 50	50	600	900	600	300	200	425
55		750	1200	700	350	250	500
60 - 65		1000	1400	800	400	275	650
70 - 75		1200	1600	900	450	300	820

ALL DISTANCES BASED ON 12 FT LANE WIDTHS.

DESIGNER NOTES:

TYPICAL APPLICATION FOR REFERENCE ONLY, NOT TO BE INSERTED INTO PLAN.

1. INSERT SPACING CHART DISTANCES INTO LAYOUTS.
2. FOR ANY EXCAVATION OR DROP-OFF IN EXCESS OF 12 IN., SEE THE MINNESOTA DEPARTMENT OF TRANSPORTATION "TEMPORARY BARRIER GUIDANCE MANUAL".
3. LIST ALL CONFLICTING INPLACE SIGNING, INCLUDING BUT NOT LIMITED TO OVERHEADS AND LANE DESIGNATION, THAT MUST BE MODIFIED, COVERED, AND/OR REMOVED. INCLUDE SIGN MODIFICATIONS, COVERS AND/OR REMOVALS IN THE TRAFFIC CONTROL PLAN.
- ④ OPTIONAL R3-2 SIGNS MAY BE PLACED ON SIGN STANDS OR THE TOP OF BARRICADES ON SIDE CLOSEST TO TRAFFIC. SIGNS ARE REQUIRED IN TURNS ARE PROHIBITED.
5. WHEN IMPACTING PEDESTRIAN FACILITIES, ALTERNATE PEDESTRIAN ACCESS ROUTES MUST BE PROVIDED. SEE LAYOUTS 6J-24 AND 6J-25 IN THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
6. CONTACT APPROPRIATE ROAD AUTHORITY FOR SIGNAL TIMING, SIGNAL HEAD LOCATION MODIFICATIONS, AND POSSIBLE TURN RESTRICTIONS BEFORE BEGINNING WORK AT OR NEAR ANY SIGNALIZED INTERSECTION.
7. MASK OR REMOVE ALL CONFLICTING PAVEMENT MARKINGS. DETERMINE QUANTITY OF MARKINGS TO BE MASKED OR REMOVED FOR PAY ITEM QUANTITIES.
8. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE A WET REFLECTIVE MATERIAL.

● DRUMS