



SHOULDER/PARKING LANE CLOSURE

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.

NOTE:

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

DESIGNER NOTES:

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

1. INSERT SPACING CHART DISTANCES INTO LAYOUTS.
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 ENGINEER.
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. FOR ANY EXCAVATION OR DROP-OFF IN EXCESS OF 12 IN., SEE THE MINNESOTA DEPARTMENT OF TRANSPORTATION "TEMPORARY BARRIER GUIDANCE MANUAL".
5. IF 48"x48" ADVANCE WARNING SIGNS WILL NOT FIT ON THE LEFT SIDE BECAUSE OF A NARROW MEDIAN (LESS THAN 6 FT.)
A. REDUCE THE LEFT SIDE SIGN SIZES TO 36"x36" OR
B. ELIMINATE THE LEFT SIDE SIGNING, USE AN ADDITIONAL "RIGHT LANE CLOSED" SIGN ON THE RIGHT, AND DISPLAY THE FLASHING ARROWBOARD ON THE SHOULDER.

(6) REQUIRED FOR SPEEDS 45 mph and GREATER.

7. MIRROR THIS LAYOUT FOR A LEFT SHOULDER CLOSURE ON A ONE WAY ROAD.

8. WHERE PARKING IS PERMITTED, CONTACT APPROPRIATE ROAD AUTHORITY TO COORDINATE INSTALLATION OF NO PARKING SIGN. NO PARKING SIGNS SHOULD BE INSTALLED 24 HOURS IN ADVANCE OF RESTRICTION. COVER ANY EXISTING/ CONFLICTING PARKING SIGNS.

9. IF PARKING LANE IS NORMALLY OPEN TO VEHICLE TRAVEL DURING THE TIME OF DAY THIS CLOSURE WILL BE IN EFFECT, THE LANE SHALL BE CONSIDERED A TRAVELED LANE AND NOT A PARKING LANE. THE APPROPRIATE LAYOUT SHALL THEN BE USED TO PROVIDE TRAFFIC CONTROL FOR THE LANE CLOSURE.

(10) USE G SPACING WHERE PARKING IS BEING RESTRICTED.

(11) USE ONLY ON TWO-LANE, TWO-WAY ROADWAYS.

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