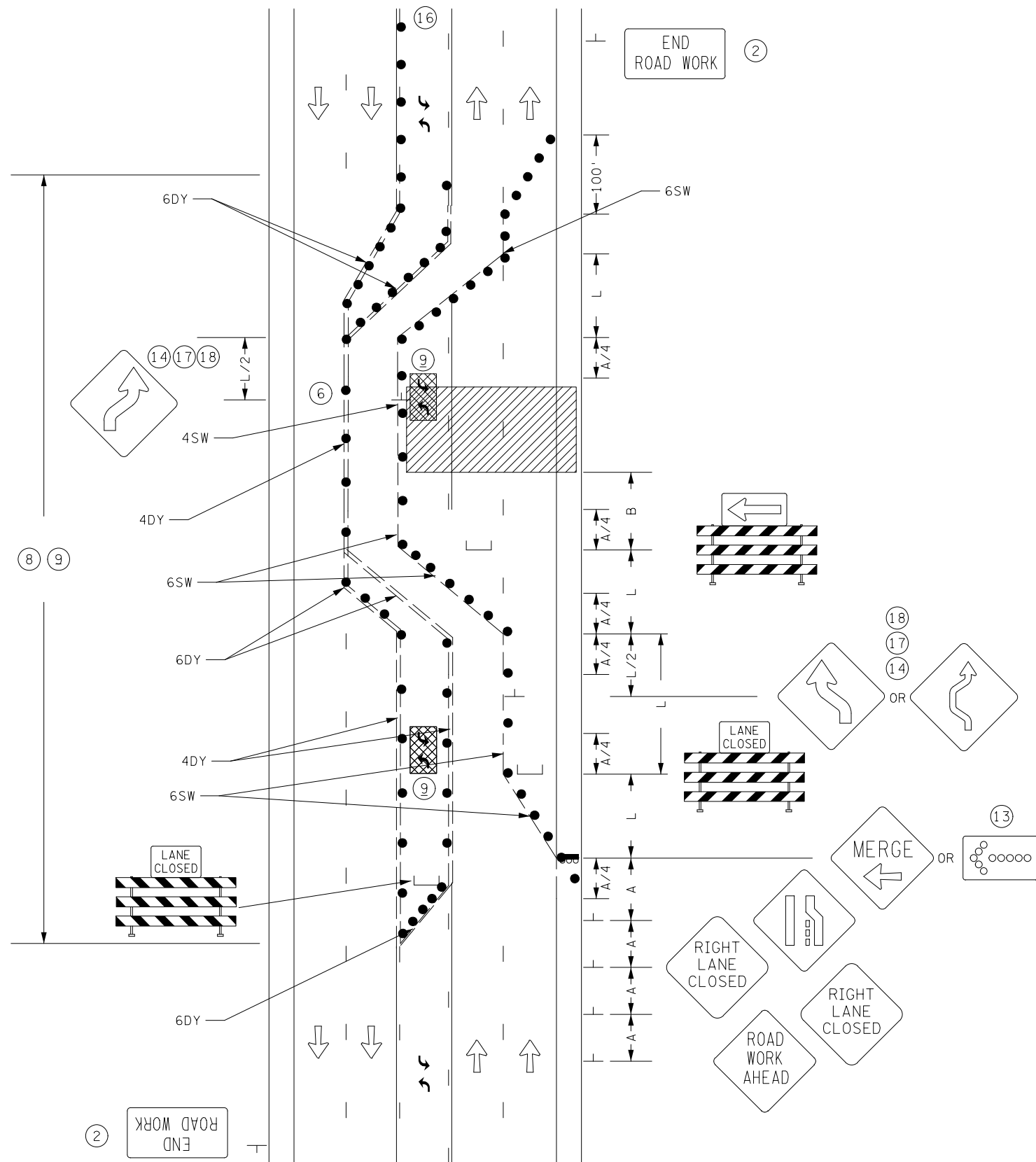


NOT TO SCALE



DOUBLE LANE CLOSURE 5 LANE
TWO-WAY CONTINUOUS LEFT TURN LANE

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.

- INSERT SPACING CHART DISTANCES INTO LAYOUTS.
- DETERMINE IF "END ROAD WORK" SIGNS ARE NEEDED.
- 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.
- CONSIDER THE INSTALLATION OF A PCMS AND/OR G20-X1 SIGN (MODIFIED) OR G20-X2 SIGN FOR SEVEN DAY ADVANCE WARNING OF RESTRICTION.
- FOR ANY EXCAVATION OR DROP-OFF IN EXCESS OF 12 IN., SEE THE MINNESOTA DEPARTMENT OF TRANSPORTATION "TEMPORARY BARRIER GUIDANCE MANUAL".
- MAY SUBSTITUTE 4" DY LINE WITH TEMPORARY RAISED PAVEMENT MARKERS, DOUBLE SIDED PLACED 4" APART AT 10' SPACING.
- PARKING AND STOPPING MAY BE PROHIBITED ALONG THE WORK SPACE AND TAPER.
- LEFT TURNING MOVEMENTS SHOULD BE PROHIBITED ALONG THE WORK SPACE AND TAPER. NO LEFT TURN SIGNS MAY BE USED THROUGH OUT THE WORK SPACE AND TAPER AS APPROPRIATE. REDUCE SPACING OF CHANNELIZING DEVICES AS NEEDED IN ORDER TO PREVENT TURNS.
- MASK OR REMOVE ALL CONFLICTING PAVEMENT MARKINGS. DETERMINE QUANTITY OF MARKINGS TO BE MASKED OR REMOVED FOR PAY ITEM QUANTITIES.
- LIST ALL CONFLICTING INPLACE SIGNING THAT MUST BE MODIFIED, COVERED, AND/OR REMOVED. INCLUDE SIGN MODIFICATIONS, COVERS AND/OR REMOVALS IN THE TRAFFIC CONTROL PLAN.
- ALL TEMPORARY PAVEMENT MARKINGS SHALL BE A WET REFLECTIVE MATERIAL.
- SEE FIELD MANUAL LAYOUT #7 FOR PROPER SHOULDER DELINEATION FOR TRAILER MOUNTED TRAFFIC CONTROL DEVICES.
- THE FLASHING ARROW BOARD SHALL BE USED WHEN THE POSTED SPEED LIMIT IS 45 MPH OR GREATER, AND SHALL BE PLACED FULLY ON THE SHOULDER. IF THERE IS NO SHOULDER, OR THE SHOULDER IS TOO NARROW, PLACE THE FLASHING ARROW BOARD AT THE END OF THE TAPER IN LIEU OF THE TYPE III BARRICADE ASSEMBLY.
- IF LESS THAN 600' USE THE BYPASS SIGN. IF GREATER THAN 600' USE THE REVERSE CURVE SIGN.
- THE MINIMUM LANE WIDTH SHOULD BE 11 FEET AND SHALL NOT LESS THAN BE 10 FEET. IF LANE WIDTH IS LESS THAN 11 FEET FURNISH AND INSTALL ADDITIONAL (REDUCED WIDTH) W20-X11 SIGNS.
- SEE LONG TERM LAYOUT #81 "LEFT LANE CLOSURE 5 LANE TWO-WAY CONTINUOUS LEFT TURN LANE" FOR LEFT LANE CLOSURE TRAFFIC CONTROL.
- CONSIDER THE ADDITION OF A W13-1P ADVISORY SPEED PLAQUE. PLAQUE SHOULD BE PLACED DIRECTLY BELOW OR ON LOWER TRAFFIC SIDE OF THE WARNING SIGN. AVOID PLACING SIGN WITH ADVISORY SPEED PLAQUE NEAR A INPLACE SPEED LIMIT SIGN. EXPERIENCE AND ENGINEERING JUDGEMENT SHOULD BE USED TO DETERMINE THE APPROPRIATE ADVISORY SPEED AND VERIFIED IN THE FIELD ONCE INSTALLED AND ADJUSTED AS NEEDED.
- WHEN A W13-1P ADVISORY SPEED PLAQUE IS USED CONSIDER THE ADDITION OF A "VEHICLE SPEED FEEDBACK SYSTEM" LONG TERM TYPICAL APPLICATION 77, OR "VEHICLE SPEED FEEDBACK" TRAFFIC RESPONSIVE SYSTEM TR-7 IN THE IWZ TOOL BOX.

--- TEMPORARY WET REFLECTIVE PAVEMENT MARKING.

● DRUMS.

6SW = 6 INCH SOLID LINE WHITE WET REFLECTIVE
 6DY = 6 INCH DOUBLE SOLID LINE YELLOW WET REFLECTIVE
 4DY = 4 INCH DOUBLE SOLID LINE YELLOW WET REFLECTIVE
 4SY = 4 INCH SOLID LINE YELLOW WET REFLECTIVE