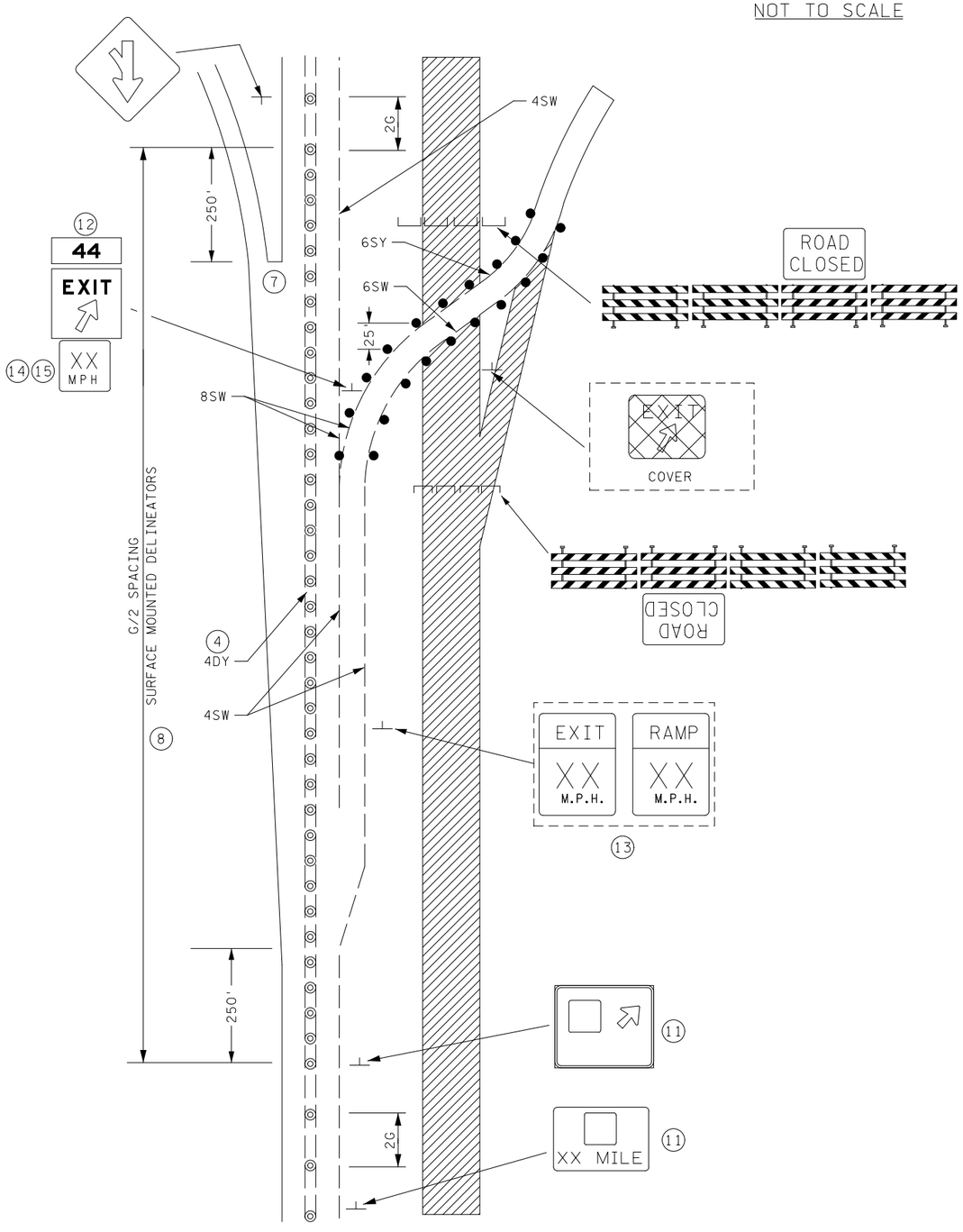
NOT TO SCALE



TWO-LANE, TWO-WAY OPERATIONS
AT EXIT RAMP ACROSS CLOSED ROADWAY

POSTED SPEED LIMIT PRIOR TO WORK STARTING	SPACING OF CHANNELIZING DEVICES (G)	SPACING OF ADVANCE WARNING SIGNS (A)	DECISION SIGHT DISTANCE	TAPER LENGTH (L)	SHIFTING TAPER (L/2)	TYPICAL SHOULDER TAPER (L/3)	BUFFER SPACE (B)
(MPH)	FEET	FEET	FEET	FEET	FEET	FEET	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. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE WET REFLECTIVE MATERIAL.

(4) MAY SUBSTITUTE 4' DOUBLE SOLID YELLOW WITH TEMPORARY RAISED PAVEMENT MARKERS (2 DOUBLE SIDED TRPM'S SIDE BY SIDE 4" APART, AT 10' INTERVALS).

5 MASK OR REMOVE ALL CONFLICTING PAVEMENT MARKINGS. DETERMINE QUANTITY OF MARKINGS TO BE MASKED OR REMOVED FOR PAY ITEM QUANTITIES.

(6) GORE STRIPE MAY NEED TO BE ADJUSTED. SEE TRAFFIC ENGINEERING MANUAL FOR GORE STRIPING OPTIONS.

7. THE DESIGN OF THE DECELERATION LANE AND EXIT RAMP SHALL BE AS DIRECTED BY THE ENGINEER OR AS SHOWN IN THE PLANS.

(8) SPACING FOR SURFACE MOUNTED DELINEATORS ARE G/2 250' FOR IN ADVANCE OF GORES, ACCEL/DECCEL LANES, CROSSOVERS AND INTERSECTIONS. SPACING FOR SURFACE MOUNTED DELINEATORS MAY BE INCREASED TO 2G WHEN GREATER THEN 250' FROM GORES ACCEL/DECCEL LANES, CROSSOVERS AND INTERSECTIONS.

9. 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. PREPARE SPECIAL SIGN DESIGN LAYOUT SHEET(S).
10. SUPPLEMENTAL DELINEATION (SUCH AS CHEVRONS, DOWN ARROWS, ETC.) MAY BE REQUIRED FOR THE RAMP.

(11) DESIGN A SPECIAL SIGN OR USE ROUTE MARKER ASSEMBLY.

(12) IF EXIT WAS DESIGNATED BY A PERMANENT EXIT SIGN WITH EXIT NUMBER, USE G20-X7P WITH THE APPROPRIATE EXIT NUMBER IN CONJUNCTION WITH THE G20-X7.

(13) IF OPTIONAL W13-2 OR 13-3 SIGNS ARE USED, DETERMINE THE APPROPRIATE ADVISORY SPEED.

(14) 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 AN 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.

(15) 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.

● DRUMS

◎ SURFACE MOUNTED DELINEATOR

— — - TEMPORARY WET REFLECTIVE PAVEMENT MARKING.

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