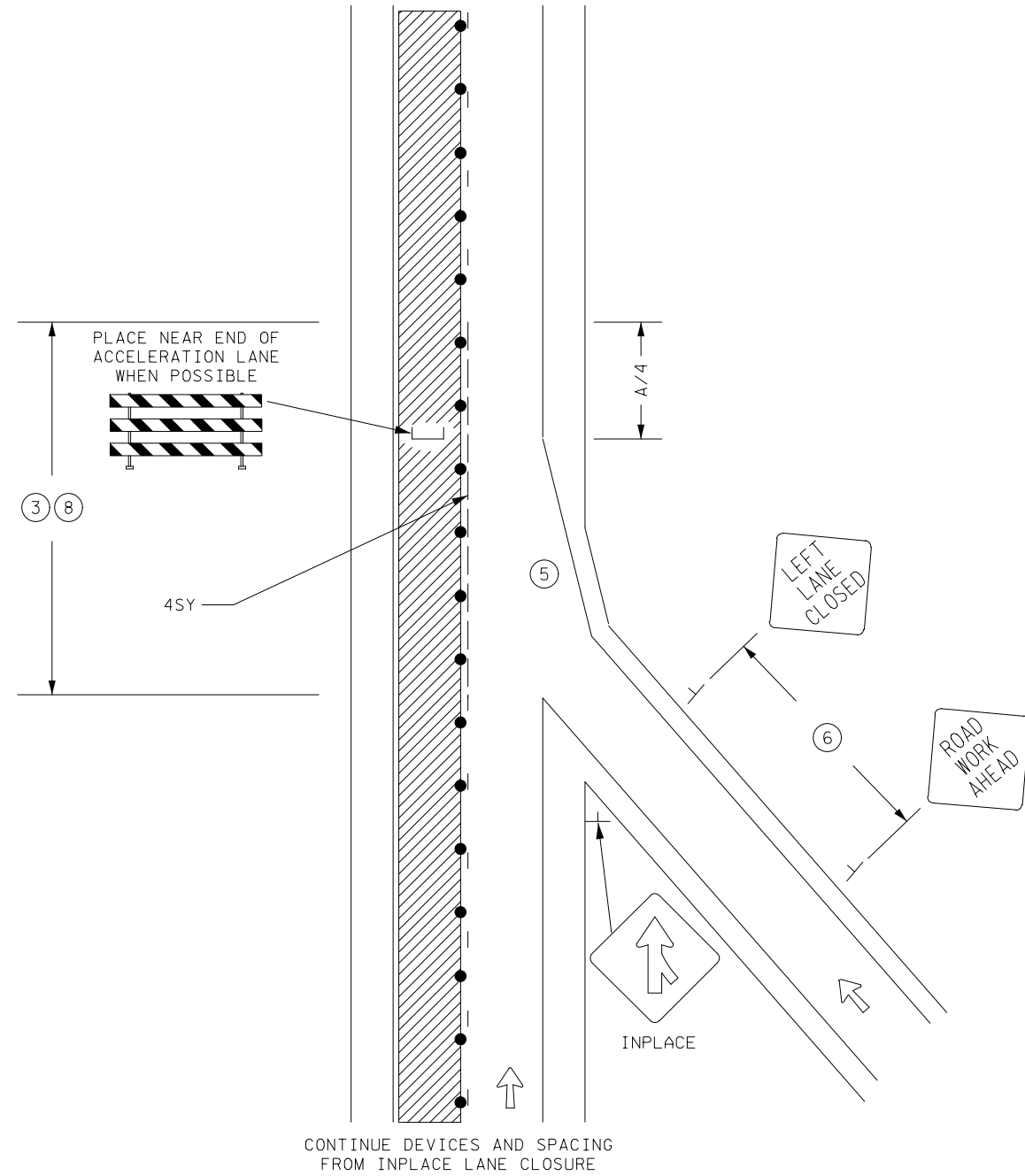


NOT TO SCALE



MAINLINE LEFT LANE CLOSED
ENTRANCE RAMP OPEN

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. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE WET REFLECTIVE MATERIAL.
3. MASK OR REMOVE ALL CONFLICTING PAVEMENT MARKINGS. DETERMINE QUANTITY OF MARKINGS TO BE MASKED OR REMOVED FOR PAY ITEM QUANTITIES.
4. 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.
5. PROVIDE FULL ACCELERATION LANE WHENEVER POSSIBLE. YIELD AND YIELD AHEAD SIGNS MAY BE ADDED WHEN GEOMETRY AND/OR TRAFFIC CONDITIONS DO NOT ALLOW FOR NORMAL MERGING BEHAVIOR.
6. THE ADVANCE WARNING SIGN SPACING IS DEPENDENT ON THE RAMP LENGTH AND THE LOCATION OF INPLACE SIGNING. THE SPACING SHOULD BE AS LONG AS PRACTICAL.
7. ADJUST THE RAMP ENTRANCE TO FIT THE CONDITIONS AS DIRECTED BY THE ENGINEER.
8. 4" SOLID YELLOW STRIPING MAY BE OMITTED WHEN CHANNELIZERS ARE PLACE AT G SPACING.
9. FOR ANY EXCAVATION OR DROP-OFF IN EXCESS OF 12 IN., SEE THE MINNESOTA DEPARTMENT OF TRANSPORTATION "TEMPORARY BARRIER GUIDANCE MANUAL".

4SY = 4 INCH SOLID LINE YELLOW WET REFLECTIVE

● DRUMS

— — — TEMPORARY WET REFLECTIVE PAVEMENT MARKING.