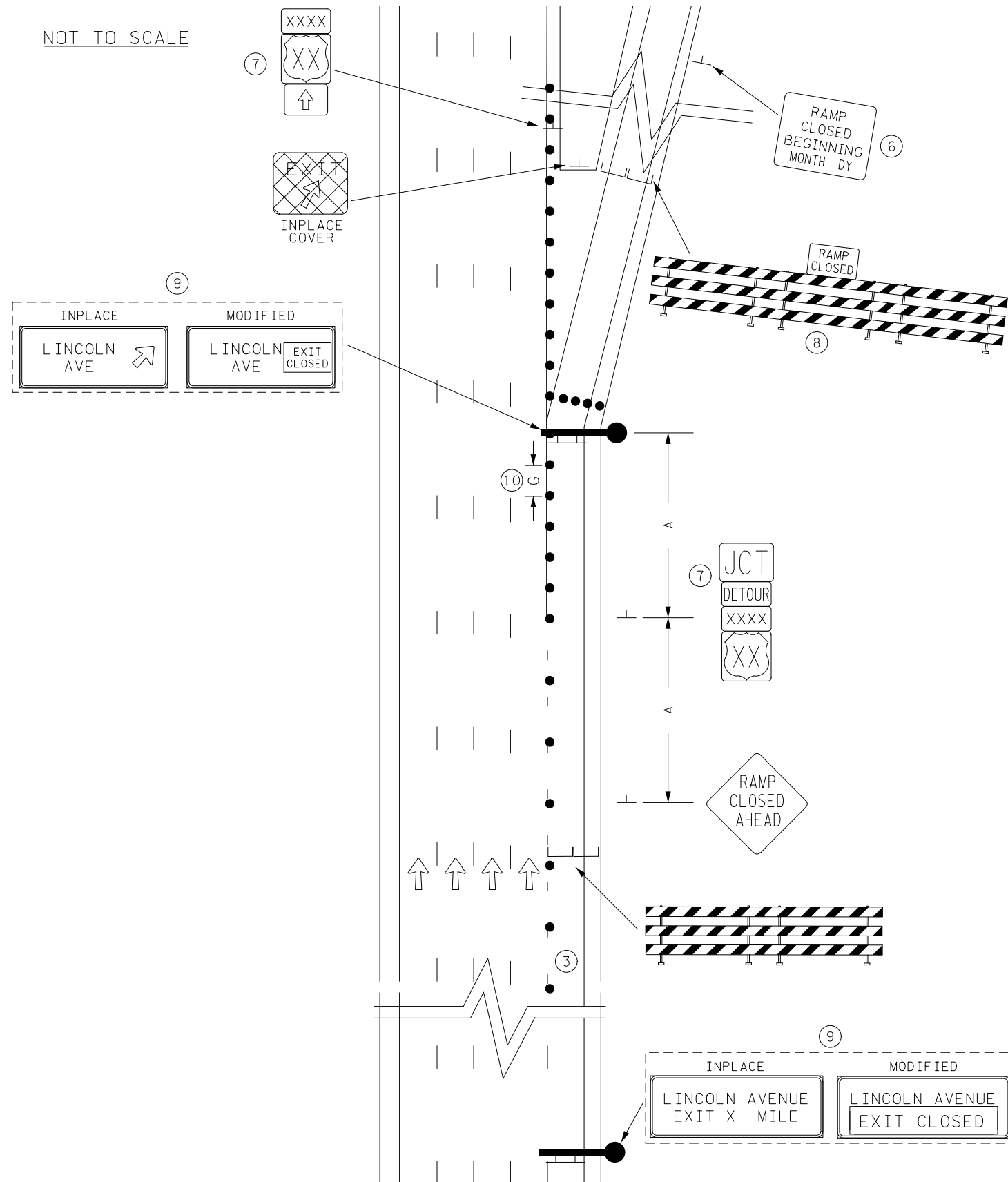


NOT TO SCALE



EXIT RAMP CLOSED WITH LANE DROP
MULTI-LANE DIVIDED

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 ADVANCE SIGNING, PLACEMENT OF TRAFFIC CONTROL DEVICES, PAVEMENT MARKINGS AND REMOVALS, AND LANE CLOSURE, SEE THE APPROPRIATE STATIONARY LAYOUT.
3. MASK OR REMOVE ALL CONFLICTING PAVEMENT MARKINGS. DETERMINE QUANTITY OF MARKINGS TO BE MASKED OR REMOVED FOR PAY ITEM QUANTITIES.
4. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE A WET REFLECTIVE MATERIAL.
5. 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.
6. PLACE AT APPROXIMATE MID POINT OF RAMP (WHERE IT WILL BE VISIBLE TO ALL DRIVERS USING RAMP) AT LEAST 7 DAYS PRIOR TO CLOSURE.
7. BEGINNING OF DETOUR ROUTE SIGNING.
8. CLOSE TIGHT, CURB TO CURB/SHOULDER TO SHOULDER.
9. MODIFY INPLACE GUIDE SIGNS WITH "EXIT CLOSED", "RAMP CLOSED", "FOLLOW DETOUR", OR DIRECTIONAL ARROW OVERLAYS. MAY BE EITHER GROUND OR OVERHEAD MOUNTED.
10. MAY REDUCE SPACING OF CHANNELIZERS AS NEEDED.

● DRUMS