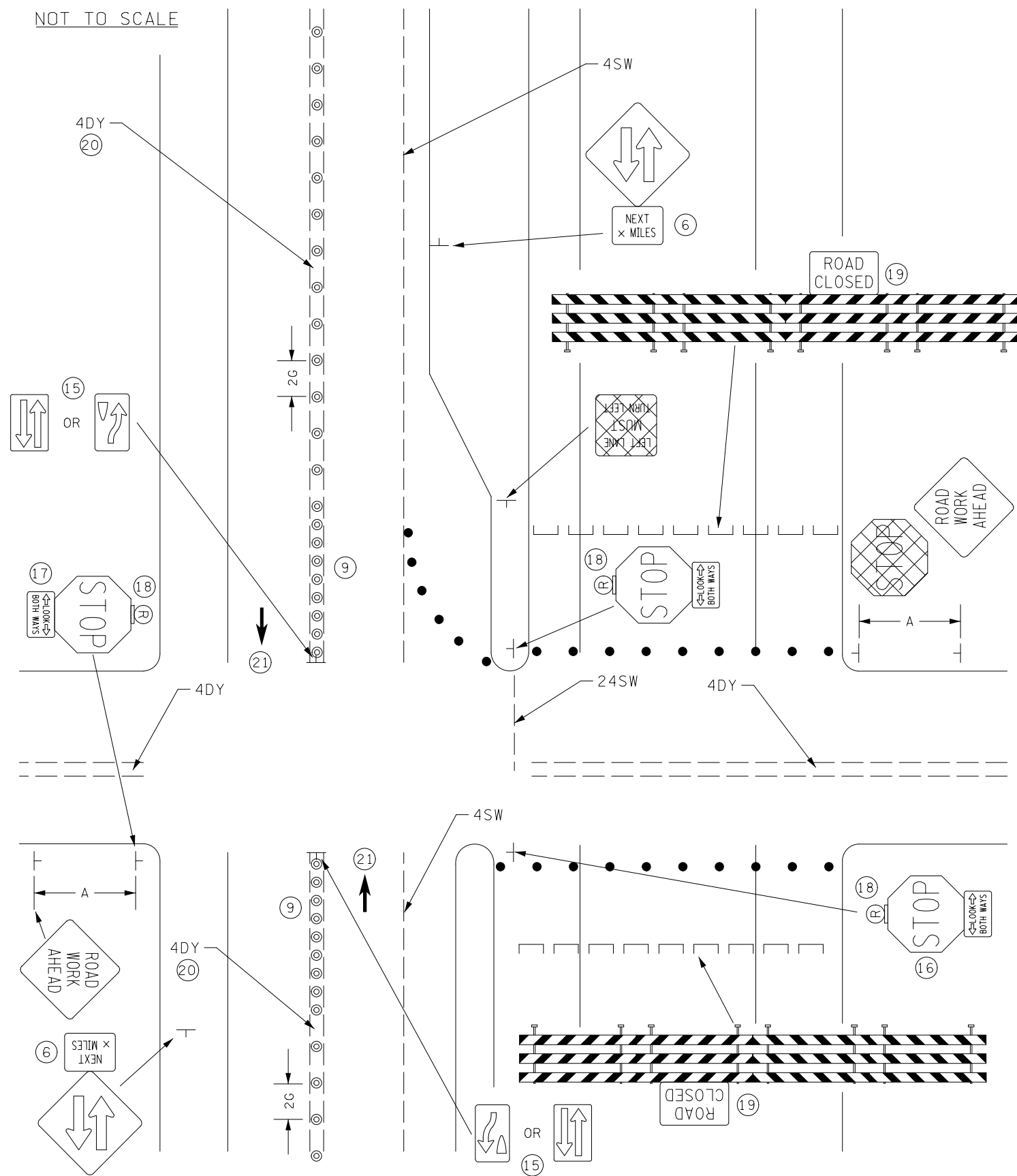


NOT TO SCALE



TWO-LANE, TWO-WAY OPERATION AT INTERSECTION OF 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		600	900	600	300	200	425
55	50	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.
- 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".
- ALTERNATE "TWO WAY TRAFFIC" AND "DO NOT PASS/NO PASSING ZONE" ASSEMBLIES, SEE LAYOUT 13 "TWO-LANE, TWO-WAY OPERATIONS ON ONE SIDE OF MULTI-LANE DIVIDED ROADWAY" SHEET 2 OF 3.
- DISTANCE PLAQUES MAY BE USED AS DETERMINED BY THE DESIGNER.
- A COMMISSIONERS AUTHORIZATION IS REQUIRED IF A 24/7 CONSTRUCTION SPEED LIMIT IS TO BE USED.
- INSTALL SURFACE MOUNTED DELINEATORS AT G/2 SPACING FOR THE FIRST 250 FOOT DISTANCE FROM EACH CROSSOVER GORE.
- MASK OR REMOVE ALL CONFLICTING PAVEMENT MARKINGS. DETERMINE QUANTITY OF MARKINGS TO BE REMOVED OR COVERED FOR PAY ITEM QUANTITIES.
- ALL TEMPORARY PAVEMENT MARKINGS SHALL BE A WET REFLECTIVE MATERIAL.
- 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.
- WHEN IMPACTING PEDESTRIAN FACILITIES, TEMPORARY PEDESTRIAN ACCESS ROUTES MUST BE PROVIDED. SEE LAYOUTS 6J-24 AND 6J-25 IN THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- CONTACT APPROPRIATE ROAD AUTHORITY FOR SIGNAL TIMING, SIGNAL HEAD LOCATION MODIFICATIONS, AND POSSIBLE TURN RESTRICTIONS BEFORE BEGINNING WORK AT OR NEAR ANY SIGNALIZED INTERSECTION.
- 12" x 18" KEEP RIGHT SIGN ON REBOUNDABLE DELINEATOR.
- SECOND ASSEMBLY MAY BE ADDED TO LEFT SIDE OF ROADWAY FOR ADDED ENHANCEMENT.
- ADD R1-X4 "LOOK BOTH WAYS" UNDER INPLACE STOP SIGN(S).
- MAY ADD RED TYPE "B" ONE DIRECTIONAL HIGH INTENSITY FLASHERS TO STOP SIGNS FOR ADDED ENHANCEMENT.
- CLOSE TIGHT, CURB TO CURB/SHOULDER TO SHOULDER.
- MAY SUBSTITUTE 4" DY LINE WITH TEMPORARY RAISED PAVEMENT MARKERS, DOUBLE SIDED PLACED 4" APART AT 10' SPACING.
- OPTIONAL WRONG WAY PAVEMENT MESSAGE.

4DY = 4 INCH DOUBLE SOLID LINE YELLOW WET REFLECTIVE
 4SW = 4 INCH SOLID LINE WHITE WET REFLECTIVE
 24SW = 24 INCH SOLID LINE WHITE WET REFLECTIVE

⊙ SURFACE MOUNTED DELINEATOR

● DRUMS.

— — — TEMPORARY WET REFLECTIVE PAVEMENT MARKING.