**NOTE 1**

1. **INSERT SPACING CHART DISTANCES INTO LAYOUTS AND REMOVE CHART WHEREVER PRACTICAL.**

2. **DETERMINE IF "END ROAD WORK" SIGNS ARE NEEDED.**

3. **CONSIDER THE INSTALLATION OF A PCMS AND/OR G20-X2 OR SPECIAL SIGN IF CONGESTION IS EXPECTED.** IF ADVANCE SINGING TO DIVERT TRAFFIC IS NEEDED, OR OTHER CONDITIONS DETERMINED BY THE ENGINEER.

4. **CONSIDER THE INSTALLATION OF A PCMS AND/OR G20-X1 SIGN** (MODIFIED) OR G20-X2 SIGN FOR SEVEN DAY ADVANCE WARNING OF RESTRICTION.

5. **FOR ANY EXCAVATION OR DROP-OFF IN EXCESS OF 12 IN. SEE THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES SECTION 6F.85 "TEMPORARY TRAFFIC BARRIERS".**

6. **FOR CLOSURES GREATER THAN 1000 FT., SEE LAYOUT 70 "LANE CLOSURE EXTENSION".**

7. **- REQUIRED FOR SPEEDS 45 MPH AND GREATER.**

8. **SELECT APPROPRIATE MATERIAL FOR TEMPORARY MARKINGS, SEE STRIPING KEY.**

9. **WHEN IMPACTING PEDESTRIAN FACILITIES, TEMPORARY PEDESTRIAN ACCESS ROUTES MUST BE PROVIDED. SEE LAYOUT 6J-24 AND 6J-25 FOR GUIDANCE.**

10. **CONTACT APPROPRIATE ROAD AUTHORITY FOR SIGNAL TIMING MODIFICATIONS AND POSSIBLE TURN RESTRICTIONS BEFORE BEGINNING WORK AT ANY SIGNALIZED INTERSECTION.**

11. **COVER OR MODIFY ALL DIRECTIONAL SIGNING AFFECTED BY ANY TURN RESTRICTIONS. INCLUDE SIGN MODIFICATIONS, COVERS OR REMOVALS IN TRAFFIC CONTROL PLAN.**

12. **REMOVE CONFLICTING MARKINGS; DETERMINE QUANTITY OF MARKINGS TO BE REMOVED OR COVERED FOR PAY ITEM QUANTITIES.**

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### Table: Spacing of Channelizing Devices

<table>
<thead>
<tr>
<th>Speed Limit (MPH)</th>
<th>Spacing of Channelizing Devices (Feet)</th>
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<tr>
<td>0 - 30</td>
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<tr>
<td>35 - 40</td>
<td>125</td>
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<tr>
<td>45 - 50</td>
<td>150</td>
</tr>
<tr>
<td>55</td>
<td>200</td>
</tr>
<tr>
<td>55 - 65</td>
<td>250</td>
</tr>
<tr>
<td>60 - 65</td>
<td>300</td>
</tr>
<tr>
<td>70 - 75</td>
<td>350</td>
</tr>
</tbody>
</table>

### Table: Decision Sight Distance and Taper Length (Feet)

<table>
<thead>
<tr>
<th>Speed Limit (MPH)</th>
<th>Decision Sight Distance (Feet)</th>
<th>Taper Length (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 30</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>35 - 40</td>
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<td>45 - 50</td>
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<td>200</td>
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<td>60 - 65</td>
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</tr>
<tr>
<td>70 - 75</td>
<td>350</td>
<td>350</td>
</tr>
</tbody>
</table>

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**NOTE 2**

- **END ROAD WORK**

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**NOTE 3,4**

1. **INSERT SPACING CHART DISTANCES INTO LAYOUTS AND REMOVE CHART WHEREVER PRACTICAL.**

2. **DETERMINE IF "END ROAD WORK" SIGNS ARE NEEDED.**

3. **CONSIDER THE INSTALLATION OF A PCMS AND/OR G20-X2 OR SPECIAL SIGN IF CONGESTION IS EXPECTED.** IF ADVANCE SINGING TO DIVERT TRAFFIC IS NEEDED, OR OTHER CONDITIONS DETERMINED BY THE ENGINEER.

4. **CONSIDER THE INSTALLATION OF A PCMS AND/OR G20-X1 SIGN** (MODIFIED) OR G20-X2 SIGN FOR SEVEN DAY ADVANCE WARNING OF RESTRICTION.

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12. **REMOVE CONFLICTING MARKINGS; DETERMINE QUANTITY OF MARKINGS TO BE REMOVED OR COVERED FOR PAY ITEM QUANTITIES.**

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**NOTE 5**

- **END ROAD WORK**

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**NOTE 6**

- **END ROAD WORK**

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**NOTE 7**

- **END ROAD WORK**

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**NOTE 8**

- **END ROAD WORK**

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**NOTE 9**

- **END ROAD WORK**

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**NOTE 10**

- **END ROAD WORK**

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**NOTE 11**

- **END ROAD WORK**

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**NOTE 12**

- **END ROAD WORK**