NOTE 8

PLASTIC MARKING
REMOVEABLE PREFORMED
4" SOLID YELLOW

LONG TERM
WORK AHEAD
ROAD

NOTE 2

NOTE: NOT ALL INFORMATION IN THIS BOX MAY APPLY TO THIS DETAIL.

DESIGNER NOTES (REMOVE FROM LAYOUT BEFORE INSERTING IN PLAN):
1. INSERT SPACING CHART DISTANCES INTO LAYOUTS AND REMOVE CHART WHENEVER 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 SIGNING TO DIRECT TRAFFIC IS NEEDED OR OTHER CONDITIONS DETERMINED BY THE ENGINEER.
4. CONSIDER THE INSTALLATION OF A PCMS AND/OR G20-X3 SIGN UNIFIED) OF G20-X2 SIGN FOR SEVEN DAY ADVANCE WARNING OF RESTRICTION.
5. DETERMINE IF "WORK AHEAD" SIGNS ARE NEEDED.
6. FOR CLOSURES GREATER THAN 1000 FT., SEE LAYOUT 70, "LANE CLOSURE EXTENSION".
7. M - REQUIRED FOR SPEEDS GREATER THAN 45 MPH.
8. SELECT APPROPRIATE MATERIAL. SEE STRIPING KEY.
9. IF SHORTER ADVANCE WARNING SIGNS WILL NOT FIT ON THE LEFT SIDE BECAUSE OF A NARROW MEDIAN (LESS THAN 6 FT.)
10. AN ADDITIONAL SET OF "LEFT LANE CLOSED AHEAD" SIGNS MAY BE ADDED ON HIGH VOLUME ROADS.
11. REMOVE CONFLICTING MARKINGS. DETERMINE MATERIAL TYPE AND QUANTITY OF THE FOLLOWING IN EXCESS OF 12 IN. - SEE THE MINNESOTA MANUAL OR UNIFORM TRAFFIC CONTROL DEVICES SECTION 6F.85, TEMPORARY TRAFFIC BARRIERS.
12. THE FLASHING ARROW BOARD SHALL BE USED WHEN THE POSTED SPEED LIMIT IS 45 MPH OR GREATER, AND SHALL BE PlACED FULLY ON THE SHOULDER. IF THERE IS NO SHOULDER, OR THE SHOULDER IS TOO NARROW, PLACE THE FLASHING ARROW BOARD AT THE END OF THE TAPER IN LIEU OF THE TYPE III BARRICADE ASSEMBLY.