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 ADVANCE SIGNING TO DIVERT TRAFFIC IS NEEDED OR OTHER CONDITIONS DETERMINED BY THE ENGINEER.

4. CONSIDER THE INSTALLATION OF A PCMS AND/OR G20-X2 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. X - REQUIRED FOR SPEEDS GREATER THAN 45 MPH.

8. SELECT APPROPRIATE MATERIAL. SEE STRIPING KEY.

9. DISTANCE PLAQUES ARE RECOMMENDED WHEN THE DISTANCE IS 2 MILES OR MORE.

10. REMOVE CONFLICTING MARKINGS. DETERMINE MATERIAL TYPE AND QUANTITY OF MARKINGS TO BE REMOVED OR COVERED FOR PAY ITEM QUANTITIES.

11. 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.