NOT TO SCALE

MULTI-LANE DIVIDED ROAD

RIGHT TWO LANES CLOSED
MULTI-LANE DIVIDED ROAD

**DESIGNER NOTES:**

TYPICAL APPLICATION FOR REFERENCE ONLY. NOT TO BE INSERTED INTO PLAN.

1. INSERT SPACING CHART DISTANCES INTO LAYOUTS.
2. DETERMINE IF "END ROAD WORK" SIGNS ARE NEEDED.
3. CONSIDER THE INSTALLATION OF A PANS AND/OR G20-X2 OR SPECIAL SIGNS IF CONSTRUCTION IS EXPECTED. IF ADVANCE SIGNING TOificates AHEAD 10 - 12 FT IS NEEDED, OR OTHER CONDITIONS NEEDED BY THE ENGINEER.
4. CONSIDER THE INSTALLATION OF A PANS 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 DEPARTMENT OF TRANSPORTATION "TEMPORARY BARRIER GUIDANCE MANUAL.
6. SEE FIELD MANUAL LAYOUT #7 FOR PROPER SHOULDER DELINEATION FOR TRAILER MOUNTED TRAFFIC CONTROL DEVICES.
7. IF 48" X 48" ADVANCE WARNING SIGNS WILL NOT FIT ON THE LEFT SIDE BECAUSE A NARROW MEDIAN (LESS THAN 6 FT.) THEN USE AN ADDITIONAL "RIGHT LANE CLOSED" SIGN ON THE RIGHT, AND DISPLAY THE FLASHING ARROW BOARD ON THE SHOULDER.
8. IF BACKUPS ARE EXPECTED CONSIDER USE OF "LANE CLOSURE WITH ZIPPER MERGE" LAYOUT.
9. MASK OR REMOVE ALL CONFLICTING PAINT MARKINGS. DETERMINE QUANTITY OF MARKINGS TO BE MASKED OR REMOVED FOR PAY ITEM QUANTITIES.
10. THE FLASHING ARROW BOARD SHALL BE USED WHEN THE POSTED SPEED LIMIT IS 30 MPH OR GREATER, AND SHALL BE PLACED FULL 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 BARRIERS ASSEMBLY.
11. ALL TEMPORARY PAINT MARKINGS SHALL BE A WHITE REFLECTIVE MATERIAL.
12. MASK ALL CONFLICTING PAINT MARKINGS THAT MUST BE MODIFIED, COVERED, AND/OR REMOVED. INCLUDE SIGN MODIFICATIONS, COVERS AND/OR REMOVED IN THE TRAFFIC CONTROL PLAN.

**ENCLOSURE**

6 INCH SOLID LINE WHITE WET REFLECTIVE
- DRUMS

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TEMPORARY WET REFLECTIVE PAINT MARKING.