NOT TO SCALE

EXIT LOOP CLOSED
MULTI-LANE DIVIDED

6SW = 6 INCH SOLID LINE WHITE WET REFLECTIVE
SIGN IF CONGESTION IS EXPECTED, IF ADVANCE SIGNING TO DIVERT TRAFFIC IS NEEDED, OR OTHER CONDITIONS DETERMINED BY THE ENGINEER. (MODIFIED) OR G20-X2 SIGN FOR SEVEN DAY ADVANCE WARNING OF RESTRICTION.

2  CONSIDER THE INSTALLATION OF A PCMS AND/OR G20-X1 SIGN DESIGNER NOTES:
1. INSERT SPACING CHART DISTANCES INTO LAYOUTS.

INCLUDE SIGN MODIFICATIONS, COVERS AND/OR REMOVALS IN THE TRAFFIC CONTROL PLAN.

5. ALL TEMPORARY PAINT MARKINGS SHALL BE A WET REFLECTIVE MATERIAL.

6. LIST ALL CONFLICTING INPLACE SIGNING THAT MUST BE MODIFIED, COVERED, AND/OR REMOVED.

CHANNELIZING DEVICES.

7  SEE FIELD MANUAL LAYOUT #7 FOR PROPER SHOULDER DELINEATION FOR TRAILER MOUNTED RAMP) AT LEAST 7 DAYS PRIOR TO CLOSURE.

8  PLACE AT APPROXIMATE MID POINT OF RAMP (WHERE IT WILL BE VISIBLE TO ALL DRIVERS USING BEGINNING OF DETOUR ROUTE SIGNING.

9  MODIFY INPLACE GUIDE SIGNS WITH "EXIT CLOSED", "RAMP CLOSED", "FOLLOW DETOUR", OR OTHER APPROPRIATE OVERLAYS. MAY BE EITHER GROUND OR OVERHEAD MOUNTED.

10  MAY REDUCE SPACING OF CHANNELIZERS AS NEEDED.


12  THE TAPER LENGTH IS DEPENDENT ON TRAFFIC SPEEDS AND VOLUMES, AND SHOULD BE AS LONG AS PRACTICAL.


14  THE TAPER LENGTH IS DEPENDENT ON TRAFFIC SPEEDS AND VOLUMES, AND SHOULD BE AS LONG AS PRACTICAL.

ALL DISTANCES BASED ON 12 FT LANE WIDTHS.

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

1. INSERT SPACING CHART DISTANCES INTO LAYOUTS,

2. 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.

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4. MASK OR REMOVE ALL CONFLICTING PAINT MARKINGS, DETERMINE QUANTITY OF MARKINGS TO BE MASKED OR REMOVED FOR PAY ITEM QUANTITIES.

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