**DESIGNER NOTES:**

1. INSERT SPACING CHART DISTANCES INTO LAYOUTS.
2. CONSIDER THE INSTALLATION OF A PCMS AND/OR SPECIAL DESIGNER NOTES:
3. CONSIDER THE INSTALLATION OF A PCMS AND/OR G20-X2 SIGN IF CONGESTION IS EXPECTED, IF ADVANCE SIGNING TO DIVERT TRAFFIC IS NEEDED, OR OTHER CONDITIONS DETERMINED BY THE ENGINEER.
4. COVER OR REMOVE ALL CONFLICTING PAVEMENT MARKINGS. DETERMINE QUANTITY OF MARKINGS TO BE INCLUDED SIGN MODIFICATIONS, COVERS AND/OR REMOVALS IN THE TRAFFIC CONTROL PLAN.
5. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE A WET REFLECTIVE MATERIAL.
6. LIST ALL CONFLICTING INPLACE SIGNING THAT MUST BE MODIFIED, COVERED, AND/OR REMOVED.
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. COVER INPLACE INPLACE MAY REDUCE SPACING OF CHANNELIZERS AS NEEDED.
10. CLOSE TIGHT, CURB TO CURB/SHOULDER TO SHOULDER.
11. MODIFY INPLACE GUIDE SIGNS WITH "EXIT CLOSED", "RAMP CLOSED", "FOLLOW DETOUR", OR DIRECTIONAL ARROW OVERLAYS. MAY BE EITHER GROUND OR OVERHEAD MOUNTED.
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