

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO. R-5024	SHEET NO. TCP-1
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**PLAN FOR PROPOSED
TRAFFIC CONTROL, MARKING & DELINEATION
JACKSON COUNTY**

R-5024

ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS APPEAR IN "ROADWAY STANDARD DRAWINGS" - PROJECT SERVICES UNIT-N.C. DEPARTMENT OF TRANSPORTATION-RALEIGH, N.C., DATED JULY 2006 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1130.01	DRUM
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1250.01	PAVEMENT MARKER SPACING
1253.01	SNOWPLOWABLE RAISED PAVEMENT MARKERS
1261.01	GUARDRAIL & BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL & BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION

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TCP-6	WORK ZONE ADVANCE WARNING SIGNS DETAIL

TEMPORARY PAVEMENT MARKING SCHEDULE

SYMBOL	DESCRIPTION	PAY ITEM	QUANTITY BREAKDOWN	TOTAL QUANTITY
PA	WHITE EDGELINE	PAINT (4 INCH)	21000 LF	43500 LF
PI	YELLOW DOUBLE CENTERLINE		22500 LF	
P4	WHITE STOP BAR	PAINT (24 INCH)	300 LF	300 LF

LEGEND

- GENERAL**
- DIRECTION OF TRAFFIC FLOW
 - NORTH ARROW
 - PROPOSED PVMT. EXIST. PVMT.
 - WORK AREA
 - REMOVAL OF EXISTING PAVEMENT

TRAFFIC CONTROL DEVICES

- TYPE I BARRICADE
- TYPE II BARRICADE
- TYPE III BARRICADE
- CONE
- DRUM SKINNY DRUM
- FLASHING ARROW PANEL (TYPE C)
- STATIONARY SIGN
- PORTABLE SIGN
- STATIONARY OR PORTABLE SIGN
- CRASH CUSHION
- CHANGEABLE MESSAGE SIGN
- TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)
- POLICE
- FLAGGER

PAVEMENT MARKINGS

- CRYSTAL/CRYSTAL PAVEMENT MARKER
- YELLOW/YELLOW PAVEMENT MARKER
- CRYSTAL/RED PAVEMENT MARKER
- PAVEMENT MARKING SYMBOLS

TIP PROJECT:

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DATE: 7/27/08 2:33:04 PM

APPROVED: DATE:	WILBUR SMITH ASSOCIATES 4135 Mendenhall Oaks Parkway Suite 160, High Point, NC 27265
SEAL 	RICH POTEMPA, P.E. TRAFFIC CONTROL ENGINEER RICH POTEMPA, P.E. TRAFFIC CONTROL PROJECT ENGINEER RICH POTEMPA, P.E. TRAFFIC CONTROL PROJECT DESIGN ENGINEER RICH POTEMPA, P.E. TRAFFIC CONTROL DESIGN ENGINEER / TECHNICIAN

PROJECT NOTES

PROJ. REFERENCE NO.	SHEET NO.
R-5024	TCP-2

CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS AND ROADWAY DETAILS ARE NOT ATTAINABLE TO MEET FIELD CONDITIONS, OR RESULT IN DUPLICATE, OR UNDESIRED OVERLAPPING OF DEVICES. MODIFICATION MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING OR REMOVAL OF DEVICES, AS DIRECTED BY THE ENGINEER.

THE FOLLOWING GENERAL NOTES APPLY AT ALL TIMES FOR THE DURATION OF THE CONSTRUCTION PROJECT, EXCEPT WHEN OTHERWISE NOTED IN THE PLAN, OR DIRECTED BY THE ENGINEER.

TIME RESTRICTIONS

A) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD	DAY AND TIME RESTRICTIONS	DURATION AND OPERATION
SR 1449	MONDAY THRU SUNDAY FROM 6:30 AM TO 7:00 PM	15 MINUTES FOR DRAINAGE OR ROADWAY CONSTRUCTION

LANE AND SHOULDER CLOSURE REQUIREMENTS

B) REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED, OR AS DIRECTED BY THE ENGINEER.

C) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 15 FT OF AN AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR A LANE CLOSURE IS INSTALLED.

D) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO AN UNDIVIDED FACILITY AND WITHIN 5 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO A DIVIDED FACILITY AND WITHIN 10 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

E) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRAFFIC CONTROL PLANS, ROADWAY STANDARD DRAWINGS OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.

F) DO NOT WORK SIMULTANEOUSLY WITHIN 15 FT ON BOTH SIDES OF AN OPEN TRAVELWAY, RAMP OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.

PAVEMENT EDGE DROP OFF REQUIREMENTS

G) BACKFILL AT A 6:1 SLOPE UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN AREAS ADJACENT TO AN OPENED TRAVEL LANE THAT HAS AN EDGE OF PAVEMENT DROP-OFF AS FOLLOWS:

BACKFILL DROP-OFFS THAT EXCEED 2 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS OF 45 MPH OR GREATER.

BACKFILL DROP-OFFS THAT EXCEED 3 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS LESS THAN 45 MPH.

BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.

H) DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-II) IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

I) NOTIFY THE ENGINEER TWENTY ONE (21) CALENDAR DAYS PRIOR TO ANY TRAFFIC PATTERN ALTERATION.

SIGNING

J) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 40 FT FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.

K) PROVIDE PERMANENT SIGNING.

L) PROVIDE DETOUR SIGNING WITHIN AND OFF THE PROJECT LIMITS.

M) COVER OR REMOVE ALL DETOUR SIGNS WITHIN AND OFF THE PROJECT LIMITS WHEN A DETOUR IS NOT IN OPERATION.

N) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

TRAFFIC CONTROL DEVICES

O) SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH), EXCEPT 10 FT ON-CENTER IN RADIUS AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY, WHEN LANE CLOSURES ARE NOT IN EFFECT. WHEN SKINNY DRUMS ARE ALLOWED, REFER TO SECTION 1180 OF STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES OR AS SHOWN IN THE PLANS.

P) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.

Q) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

R) INSTALL PAVEMENT MARKINGS AND PAVEMENT MARKERS ON THE FINAL SURFACE AS FOLLOWS:

ROAD NAME	MARKING	MARKER
SR 1449	POLYUREA	SNOWPLOWABLE

S) INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON INTERIM LAYERS OF PAVEMENT AS FOLLOWS:

ROAD NAME	MARKING	MARKER
SR 1449	PAINT	NONE

T) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE SUBSEQUENT APPLICATIONS OF PAINT AS DIRECTED BY THE ENGINEER.

U) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

V) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

TEMPORARY / FINAL SIGNALS

W) TEMPORARY/FINAL SIGNAL CONSTRUCTION IS NOT INCLUDED IN THE PROJECT.

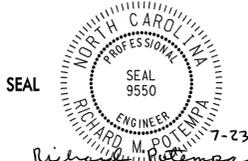
MISCELLANEOUS

X) POLICE MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS, AS DIRECTED BY THE ENGINEER.

Y) NOTIFY THE FOLLOWING 2 DAYS PRIOR TO ANY TRAFFIC PATTERN ALTERATIONS & PROVIDE DAILY UPDATES WHILE ANY ALTERED TRAFFIC PATTERNS ARE IN USE: SYLVA POLICE DEPARTMENT: 828-586-2916

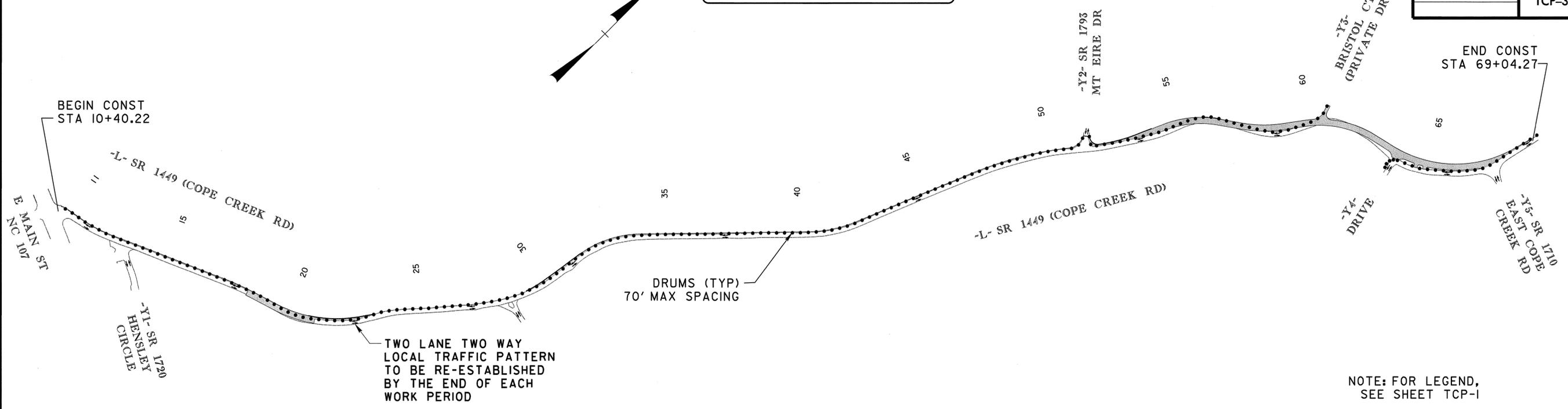
Z) THE CONTRACTOR SHALL PROVIDE AND MAINTAIN PEDESTRIAN SIGNAGE AT ALL INTERSECTIONS WITHIN THE LIMITS OF WORK DURING ALL PHASES OF CONSTRUCTION IN ACCORDANCE WITH MUTCD FIGURES 6H-28 AND 6H-29 OR AS DIRECTED BY THE ENGINEER. THE PEDESTRIAN TRAFFIC CONTROL PLAN SHALL BE DEVELOPED IN CONSULTATION WITH THE RESIDENT ENGINEERS OFFICE.

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			4135 Mendenhall Oaks Parkway Suite 160, High Point, NC 27265
SCALE: NONE	DATE: 4-3-08		REVISIONS
DWG. BY: ML	DESIGN BY: RMP		
REVIEWED BY: RMP			

PHASE I OVERVIEW

PROJ. REFERENCE NO.	SHEET NO.
R-5024	TCP-3

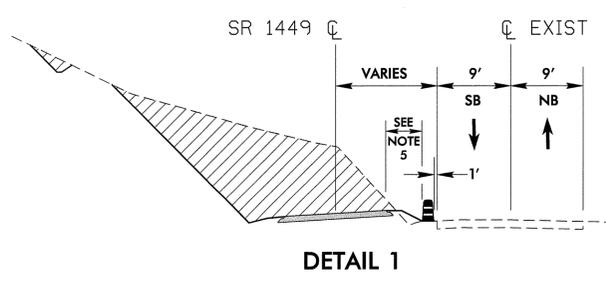


NOTE: FOR LEGEND, SEE SHEET TCP-1

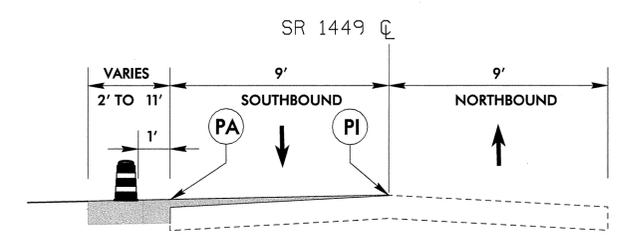
PHASE I PHASING

- STEP 1:** INSTALL ALL WORK ZONE ADVANCE WARNING SIGNS AS SHOWN ON TCP-6. IF WORK IS NOT PURSUED WITHIN 3 DAYS OF SIGN INSTALLATION, COVER OR REMOVE SIGNS USING METHODS AS PRESCRIBED IN SECTION 110 OF THE STANDARD SPECIFICATIONS OR AS APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL WORK IN PHASE I, STEPS 2 & 3 SIMULTANEOUSLY.
- CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK IN PHASE I, STEP 2, IN 30 CONSECUTIVE DAYS (SEE INTERMEDIATE CONTRACT TIME & SPECIAL PROVISIONS).
- STEP 2:** USING RSD 1101.03 AND OFFSITE DETOUR ON SHEET TCP-4, PLACE DETOUR SIGNING AND TRAFFIC CONTROL DEVICES FOR THE NC 107 / US 23 BUSINESS DETOUR.
- SHIFT TRAFFIC ON TO THE PROPOSED DETOUR AND CONSTRUCT THE FOLLOWING UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE CONSECUTIVELY IN THE ORDER LISTED: 1. STA 60+40 TO STA 67+00 -L- 2. STA 57+00 TO STA 60+40 -L- 3. STA 54+00 TO STA 57+00 -L- 4. STA 18+20 TO STA 20+95. PRIOR TO BEGINNING SUCCESSIVE SECTIONS, SHIFT TRAFFIC FROM THE EXISTING ROAD TO THE PROPOSED REALIGNED ROAD. MAINTAIN DRIVEWAY ACCESS ON THE EXISTING ROAD UNTIL SHIFTING TO THE SECTION OF THE OPENED PROPOSED REALIGNED ROAD.
- MOVE TYPE III BARRICADES & WARNING SIGNS AS EACH SECTION IS COMPLETED, SEE RSD 1101.03.
- BEGIN THE PROPOSED DRAINAGE WITHIN THE PROJECT LIMITS.
- RETURN TRAFFIC TO ITS EXISTING TRAFFIC PATTERN AT THE END OF EACH WORK PERIOD.
- STEP 3:** USING RSD 1101.02 AS NECESSARY, CONSTRUCT THE NORTH SIDE WIDENING OF SR 1449 UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM STA 10+40.22 TO STA 18+20.00 -L- (L.T.), STA 20+95.00 TO STA 23+18.00 -L- (L.T.), STA 29+14.00 TO STA 54+00.00 -L- (L.T.) AND STA 67+00.00 TO STA 69+04.27 -L- (L.T.). SEE PHASE I DETAIL 2 AND OVERVIEW ON THIS SHEET.
- CONSTRUCT PROPOSED DRAINAGE ON THE NORTH SIDE OF SR 1449 WITHIN THE PROJECT LIMITS.
- COMPLETE TEMPORARY PAVEMENT MARKINGS AS NECESSARY PRIOR TO THE RETURNING TRAFFIC TO ITS EXISTING PATTERN AT THE END OF EACH WORK PERIOD.

PHASE I DETAILS



DETAIL 1
 -L- STA 18+20.00 TO -L- STA 20+95.00
 -L- STA 54+00.00 TO -L- STA 67+00.00



DETAIL 2
 -L- STA 10+40.22 TO -L- STA 18+20.00
 -L- STA 20+95.00 TO -L- STA 23+18.00
 -L- STA 29+14.00 TO -L- STA 54+00.00
 -L- STA 67+00.00 TO -L- STA 69+04.27

NOTES :

- CONSTRUCT CROSS HATCHED AREA GRADING & BERM DITCH PRIOR TO IMPLEMENTING PROPOSED OFFSITE DETOUR TRAFFIC PATTERN WHILE MAINTAINING THE EXISTING TWO TRAVEL LANES OR USING RSD 1101.02 FLAGMEN OPERATION WITH ALTERNATING ONE LANE TRAFFIC ON THE EXISTING NORTHBOUND LANE.
- DETAIL SHOWN REFLECTS THE TRAFFIC PATTERN TO BE ESTABLISHED AT THE END OF EACH WORK PERIOD.
- CONSTRUCT TEMPORARY DRIVEWAY CONNECTIONS SHOWN IN THE PHASE I OVERVIEW ABOVE AT STA 64 -L- (RT) FOR MAINTAINING DRIVEWAY ACCESS DURING CONSTRUCTION USING TEMPORARY 25% MAXIMUM GRADE.
- STA 64 TO 67 -L- (RT): CONSTRUCT TEMPORARY EARTH SHOULDER WIDTH OF 2' MINIMUM WITH 2:1 TEMPORARY SLOPE FOR MAINTAINING DRIVEWAY ACCESS ON EXISTING SR 1449. COMPLETE FINAL EARTH SHOULDER, SLOPES, DRIVES AND DITCHES AFTER SWITCHING TRAFFIC ON TO THE PROPOSED REALIGNED ROADWAY.

NOTES :

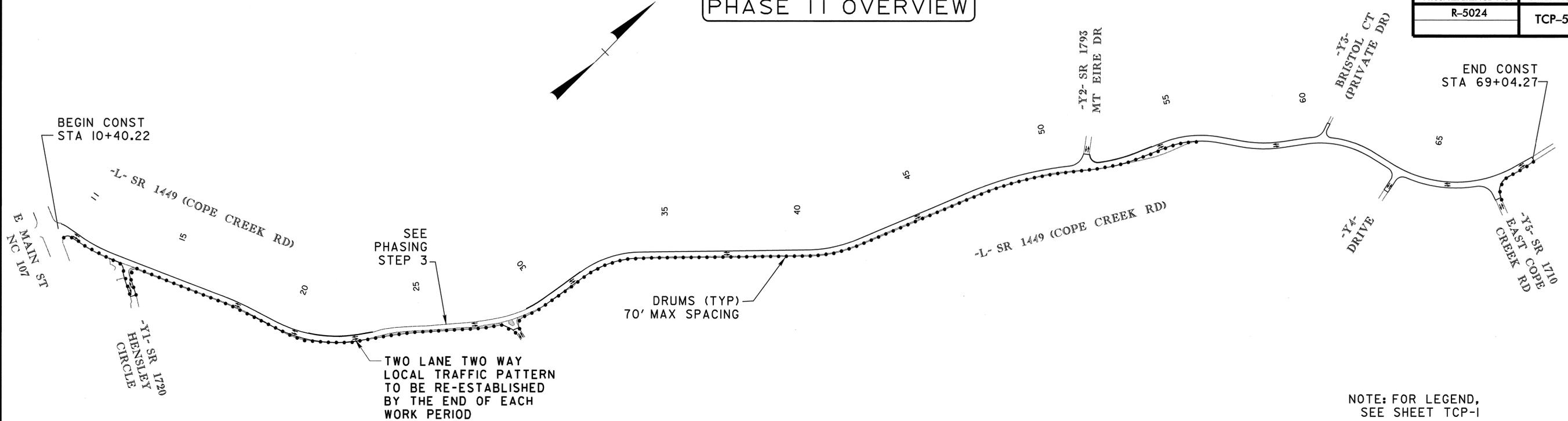
- USE ALTERNATING ONE LANE TRAFFIC CONTROL ON THE EXISTING NORTHBOUND LANE WITH FLAGMEN AS PER RSD 1101.02 TO CONSTRUCT THE PROPOSED WIDENING SHOWN.
- DETAIL SHOWN REFLECTS THE TRAFFIC PATTERN TO BE ESTABLISHED AT THE END OF EACH WORK PERIOD.

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	DESIGN BY:	RMP	
REVIEWED BY:	TD		
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PHASE II OVERVIEW

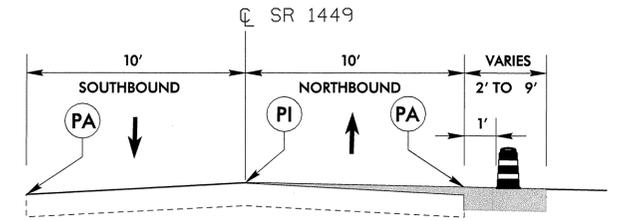
PROJ. REFERENCE NO.	SHEET NO.
R-5024	TCP-5



PHASE II PHASING

- STEP 1 :** USING RSD 1101.02 AS NECESSARY, CONSTRUCT THE SOUTH SIDE WIDENING OF SR 1449 UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM STA 10+40.22 TO STA 18+20.00 -L- (RT), STA 20+95.00 TO STA 54+00.00 -L- (RT) AND STA 67+00.00 TO STA 69+04.27 -L- (RT). SEE PHASE II DETAIL AND OVERVIEW ON THIS SHEET.
- CONSTRUCT THE PROPOSED DRAINAGE ON THE SOUTH SIDE OF SR 1449 WITHIN THE PROJECT LIMITS.
- USING RSD 1101.02 AS NECESSARY, CONSTRUCT THE NORTH SIDE WIDENING OF SR 1449 UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM STA 23+18.00 TO STA 29+14.00 -L- (LT).
- CONSTRUCT THE PROPOSED DRAINAGE ON THE NORTH SIDE OF SR 1449.
- COMPLETE TEMPORARY PAVEMENT MARKINGS AS NECESSARY PRIOR TO RETURNING TRAFFIC TO ITS EXISTING PATTERN AT THE END OF EACH WORK PERIOD.
- STEP 2 :** CONSTRUCT THE FINAL LAYER OF SURFACE COURSE FOR BOTH NORTHBOUND AND SOUTHBOUND SR 1449.
- INSTALL THE PERMANENT PAVEMENT MARKINGS AND SIGNING FOR BOTH NORTHBOUND AND SOUTHBOUND SR 1449.
- STEP 3 :** UPON COMPLETION OF THE PROJECT, REMOVE ALL TRAFFIC CONTROL DEVICES AND WARNING SIGNS.

PHASE II DETAIL



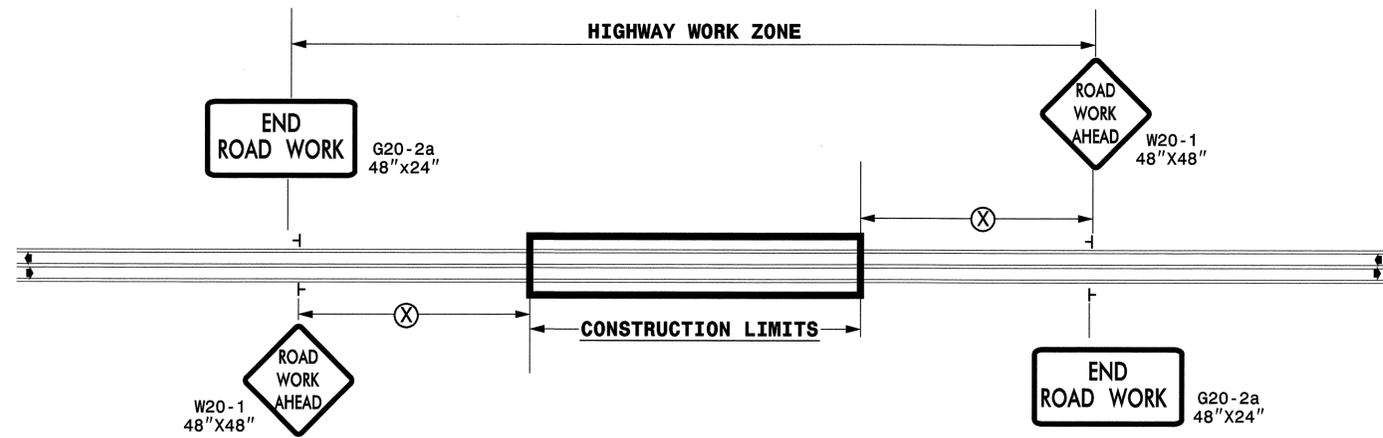
- L- STA 10+40.22 TO -L- STA 18+20.00
- L- STA 20+95.00 TO -L- STA 54+00.00
- L- STA 67+00.00 TO -L- STA 69+04.27

- NOTES :**
- USE ALTERNATING ONE LANE TRAFFIC CONTROL ON THE EXISTING SOUTHBOUND LANE WITH FLAGMEN AS PER RSD 1101.02 TO CONSTRUCT THE PROPOSED WIDENING SHOWN.
 - DETAIL SHOWN REFLECTS THE TRAFFIC PATTERN TO BE ESTABLISHED AT THE END OF EACH WORK PERIOD.

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APPROVED: _____	DATE: _____	PHASE II	
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	DATE: 5-20-08	REVISIONS	
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DESIGN BY: RMP	REVIEWED BY: TD		

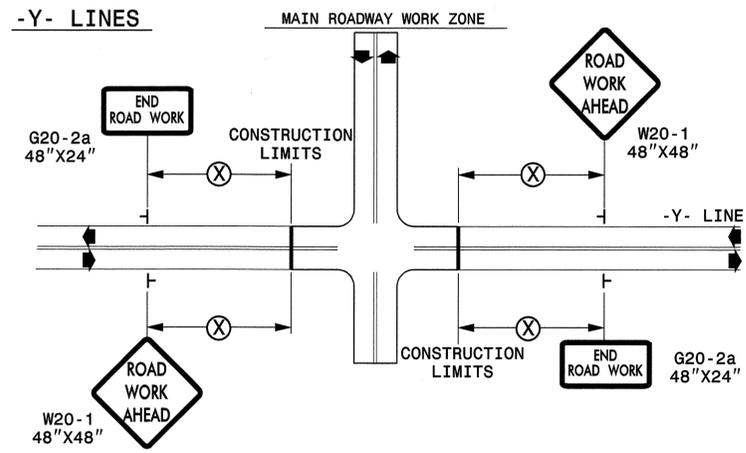
TWO-WAY UNDIVIDED ** (L-LINES)



POSTED SPEED LIMIT (M.P.H.)	RECOMMENDED MINIMUM SIGN SPACING
≤ 50	500'
≥ 55	1000'

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAYS INTERSECTING ALONG 2 WAY UNDIVIDED WORK ZONE (Y-LINES)



DETAIL DRAWING FOR
TWO-WAY UNDIVIDED
WORK ZONE WARNING SIGNS

GENERAL NOTES

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS, THIS SIGNING APPLICATION IS OPTIONAL; MAY USE ONLY APPLICABLE ROADWAY STANDARD DRAWINGS INSTEAD. HOWEVER, IF THIS SIGNING APPLICATION IS USED, SIGNS MAY BE PORTABLE MOUNTED.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE 3LB STEEL U-CHANNEL POST OR 4" X 4" WOOD POST FOR ALL WORK ZONE SIGNS. 3LB STEEL U-CHANNEL POSTS MUST MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 1094-1(B), MAY BE GALVANIZED STEEL, OR MAY BE PAINTED GREEN BY THE POST MANUFACTURER. SQUARE STEEL TUBING POSTS HAVING EQUIVALENT STRENGTH OF THE 3 LB STEEL U-CHANNEL POST ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 3LB STEEL U-CHANNEL AND SQUARE STEEL TUBING POSTS WITH SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110.
- WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE SIGN SUPPORTS.
- ** TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON URBAN MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

LEGEND

- ┆ STATIONARY SIGN
- ◀ DIRECTION OF TRAFFIC FLOW

SHEET 1 OF 1

APPROVED: _____ DATE: _____	DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS		
	SCALE: NONE		
	DATE: _____		REVISIONS
	DESIGN BY: _____		7-98 10/01
	REVIEWED BY: _____		10-98 03/04 01/01 11/04

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