STATE PROJECT REFERENCE NO.	SHEET NO.
B-4012	TCP-1

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PLAN FOR PROPOSED TRAFFIC CONTROL, MARKING & DELINEATION

ASHE COUNTY

TIP PROJECT: B-4012

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
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.12	PAVEMENT MARKINGS - BRIDGES
1261.01	GUARDRAIL & BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL & BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION

INDEX OF SHEETS

PAVEMENT MARKING SCHEDULE

SYMBOL	DESCRIPTION	PAY ITEM QUANTITY	TOTAL
	INTERMEDIATE MARKINGS PAINT (4")		
PA	WHITE EDGELINE (2X)	4134 LF	
PI	YELLOW DOUBLE CENTER (2X)	5400 LF	
			9534 LF
	PAINT (24")		
P4	WHITE STOPBAR (2X)	18 LF	
			18 LF
	FINAL MARKINGS PAINT (4")		
PA	WHITE EDGELINE (2X)	2800 LF	
PI	YELLOW DOUBLE CENTER (2X)	2800 LF	
			5600 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

N.C.D.O.T. TRAFFIC CONTROL, MARKING & DELINEATION SECTION
LIST OF CONTACTS

STUART BOURNE, P.E.	TRAFFIC CONTROL ENGINEER
JOSEPH ISHAK, P.E.	TRAFFIC CONTROL PROJECT ENGINEER
HABIB LAWANDOS	TRAFFIC CONTROL PROJECT DESIGN ENGINEER
J.L. FUTRELL	TRAFFIC CONTROL DESIGN ENGINEER

Bob A May APPROVED:
10-8-07 DATE:

NORTH CAROLINA PROFESSIONAL SEAL 21116 ENGINEER BOB A. MAY
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PLAN PREPARED FOR NCDOT BY:
WETHERILL ENGINEERING
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CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION

B.A. MAY, P.E.	PROJECT ENGINEER
C.L. MULLEN	DESIGN ENGINEER
	DESIGN TECHNICIAN

PROJ. REFERENCE NO.	SHEET NO.
B-4012	TCP-2

PROJECT NOTES

GENERAL NOTES

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.

LANE AND SHOULDER CLOSURE REQUIREMENTS

A) 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.

B) 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.

C) 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.

D) 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.

E) 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.

F) PROVIDE TRAFFIC CONTROL FOR APPROPRIATE LANE CLOSURES FOR SURVEYING DONE BY THE DEPARTMENT.

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 (W8-11) 500 FT 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 THE PROJECT LIMITS.

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

TRAFFIC CONTROL DEVICES

N) SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH), EXCEPT 10 FT ON-CENTER IN RADII, 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.

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

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
1. -L- SR 1118	PAINT	N/A

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

ROAD NAME	MARKING	MARKER
1. -L- SR 1118	PAINT	N/A

R) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX (6) MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS AS DIRECTED BY THE ENGINEER.

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

T) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

TEMPORARY/FINAL SIGNALS

U) SHIFT AND REVISE ALL SIGNAL HEADS AS SHOWN ON THE SIGNAL PLANS.

MISCELLANEOUS

V) IN THE EVENT A TIE-IN CANNOT BE MADE IN ONE DAYS TIME, BRING THE TIE-IN AREA TO AN APPROPRIATE ROADWAY ELEVATION, AS DETERMINED BY THE ENGINEER. PLACE BLACK ON ORANGE "LOOSE GRAVEL" SIGNS (W8-7) AND BLACK ON ORANGE "PAVEMENT ENDS" SIGNS (W8-3) 500 FT AND 1000 FT RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

LOCAL NOTES

1) PROTECT THE APPROACH ENDS OF TEMPORARY OR PERMANENT GUARDRAIL AT ALL TIMES DURING INSTALLATION AND/OR REMOVAL BY EITHER A TRUCK MOUNTED IMPACT ATTENUATOR (TMIA) OR A TEMPORARY CRASH CUSHION.

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APPROVED: [signature] DATE: 10/8/07

SEAL — NORTH CAROLINA PROFESSIONAL SEAL 21116 ENGINEER BOB A. MAY

PROJECT NOTES

SCALE:	NONE
DATE:	6/07
DWG. BY:	ABP
DESIGN BY:	CLM
REVIEWED BY:	BAM

REVISIONS

CADD FILE

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10/2/2007

PROJ. REFERENCE NO.	SHEET NO.
B-4012	TCP-3

PHASE I

STEP 1. INSTALL WORK ZONE ADVANCE WARNING SIGNS ALONG SR 1118 (SUTHERLAND ROAD) (SEE TCP-4 AND TCP-7).

STEP 2. USING RSD 1101.02, SHT. 1 OF 9, CONSTRUCT TEMPORARY DETOUR STRUCTURE AND APPROACHES UP TO, AND INCLUDING, THE FINAL LAYER THROUGH THE FOLLOWING STATION LOCATIONS (SEE TCP-4):

-DETOUR- STA. 14+00+/- TO STA. 20+32+/-

USE TEMPORARY CONSTRUCTION SLOPES TO AVOID DETOUR FILL ENCROACHMENT INTO EXISTING SR 1118.

CONSTRUCT TEMPORARY DRIVEWAY CONNECTIONS IN CONJUNCTION WITH TEMPORARY DETOUR. MAINTAIN DRIVEWAY ACCESS AT ALL TIMES.

INSTALL TEMPORARY GUARDRAIL FOR DETOUR EXCLUDING THE SOUTH END LEFT SIDE APPROACH INSTALLATION (SEE TCP-4).

PHASE II

STEP 1. INSTALL AND COVER SIGNING FOR TEMPORARY SIGNAL CONDITION AND ON-SITE DIVERSION (SEE TCP-5).

PLACE TEMPORARY PAVEMENT MARINGS ON THE TEMPORARY -L- DETOUR.

PERFORM THE FOLLOWING WORK IN STEPS 2 AND 3 IN ONE WORKDAY:

STEP 2. USING RSD 1101.02, SHT. 1 OF 9, PLACE SR 1118 TRAFFIC IN THE EXISTING NORTHBOUND LANE IN A ONE-LANE, TWO-WAY PATTERN.

BEGIN TEMPORARY GUARDRAIL INSTALLATION FOR THE TEMPORARY -L- DETOUR SOUTH END LEFT SIDE APPROACH AS MUCH AS POSSIBLE WITHOUT INTERFERING WITH TRAFFIC AT THE FOLLOWING STATIONS (SEE LOCAL NOTE 1):

-DETOUR- STA. 17+87+/- TO STA. 19+16+/-

STEP 3. USING RSD 1101.02, SHT. 1 OF 9, SHIFT SR 1118 TRAFFIC TO THE TEMPORARY DETOUR IN A ONE-LANE, TWO-WAY PATTERN.

UNCOVER ON-SITE DETOUR SIGNING AND ACTIVATE TEMPORARY SIGNALS (SEE SIGNAL PLANS AND TCP-5).

COMPLETE TEMPORARY DETOUR GUARDRAIL INSTALLATION BEGUN IN STEP 2.

STEP 4. REMOVE EXISTING SR 1118 STRUCTURE AND CONSTRUCT PROPOSED -L- STRUCTURE AND APPROACHES AS MUCH AS POSSIBLE UP TO, BUT NOT INCLUDING, THE FINAL LAYER OF SURFACE COURSE THROUGH THE FOLLOWING STATION LOCATIONS (SEE TCP-5):

-L- STA. 14+00+/- TO STA. 18+70+/-

MAINTAIN DRIVEWAY ACCESS AT ALL TIMES DURING CONSTRUCTION.

PHASE III

STEP 1. CONSTRUCT PROPOSED -L- LEFT SIDE WIDENING UP TO THE EXISTING PAVEMENT EDGE THROUGH THE FOLLOWING STATION LOCATIONS (SEE TCP-6):

-L- STA. 18+70+/- TO STA. 19+50+/-

INSTALL PROPOSED -L- LEFT SIDE GUARDRAIL THROUGH THE FOLLOWING STATION LOCATIONS (SEE TCP-6):

-L- STA. 18+00+/- (BRIDGE) TO STA. 20+00+/-

PERFORM THE FOLLOWING WORK IN STEP 2 THROUGH STEP 6 IN ONE WORKDAY:

STEP 2. USING TEMPORARY SIGNALS AND FLAGGERS AS NECESSARY, REMOVE LEFT SIDE TEMPORARY GUARDRAIL AT THE SOUTH END OF THE TEMPORARY DETOUR AS FOLLOWS (SEE LOCAL NOTE 1):

-DETOUR- STA. 18+70+/- TO STA. 19+45+/-

STEP 3. USING RSD 1101.02, SHT. 1 OF 9, WEDGE AND CONSTRUCT -L- NORTHBOUND LANE TIE-INS UP TO, BUT NOT INCLUDING, THE FINAL LAYER THROUGH THE FOLLOWING STATION LOCATIONS:

-L- STA. 13+50+/- TO STA. 15+25+/-
-L- STA. 18+70+/- TO STA. 20+50+/-

PLACE TEMPORARY PAVEMENT MARKINGS ON -L- FOR THE FINAL TWO-LANE, TWO-WAY PATTERN (SEE TCP-6).

STEP 4. USING RSD 1101.02, SHT. 1 OF 9, SHIFT DETOUR TRAFFIC ONTO THE -L- NORTHBOUND LANE IN A ONE-LANE, TWO-WAY PATTERN.

DEACTIVATE TEMPORARY SIGNALS AND COVER/REMOVE SIGNING FOR PHASE II TEMPORARY TRAFFIC PATTERN.

STEP 5. WEDGE AND CONSTRUCT -L- SOUTHBOUND LANE TIE-INS UP TO, BUT NOT INCLUDING, THE FINAL LAYER AT THE FOLLOWING STATION LOCATIONS:

-L- STA. 13+50+/- TO STA. 15+25+/- (EXCLUDE DRIVEWAY)
-L- STA. 18+70+/- TO STA. 20+50+/- (EXCLUDE DRIVEWAY)

STEP 6. OPEN -L- TO THE FINAL TWO-LANE, TWO-WAY TRAFFIC PATTERN (SEE TCP-6).

STEP 7. USING RSD 1101.02, SHT. 1 OF 9, REMOVE TEMPORARY -L- -DETOUR- AND COMPLETE FINAL SHOULDERS, SLOPES, DITCHES, AND DRIVEWAYS ON -L- RIGHT SIDE (SEE TCP-6).

REMOVE TEMPORARY TRAFFIC SIGNALS FROM THE PROJECT.

STEP 8. COMPLETE -L- SOUTHBOUND RIGHT SIDE PERMANENT GUARDRAIL INSTALLATION AT THE FOLLOWING STATION LOCATIONS (SEE CONSTRUCTION PLANS AND TCP-6):

-L- STA. 14+57+/- TO STA. 15+25+/-

MAINTAIN DRIVEWAY ACCESS AT ALL TIMES DURING DETOUR REMOVAL.

STEP 9. USING RSD 1101.02, SHT. 1 OF 9, PLACE FINAL LAYER OF SURFACE COURSE AND FINAL PAVEMENT MARKINGS ON -L-.

STEP 10. REMOVE TRAFFIC CONTROL DEVICES AND OPEN -L- TO THE FINAL TRAFFIC PATTERN.

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CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION

APPROVED: Bob A May DATE: 10/31/07

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 21116 ENGINEER BOBB A. MAY

PROJECT PHASING

SCALE:	NONE
DATE:	6/07
DWG. BY:	ABP
DESIGN BY:	CLM
REVIEWED BY:	BAM

REVISIONS

CADD FILE

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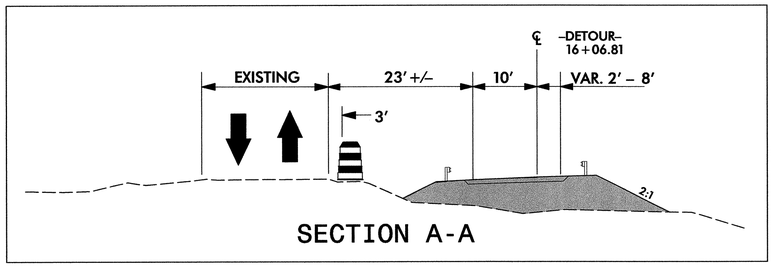
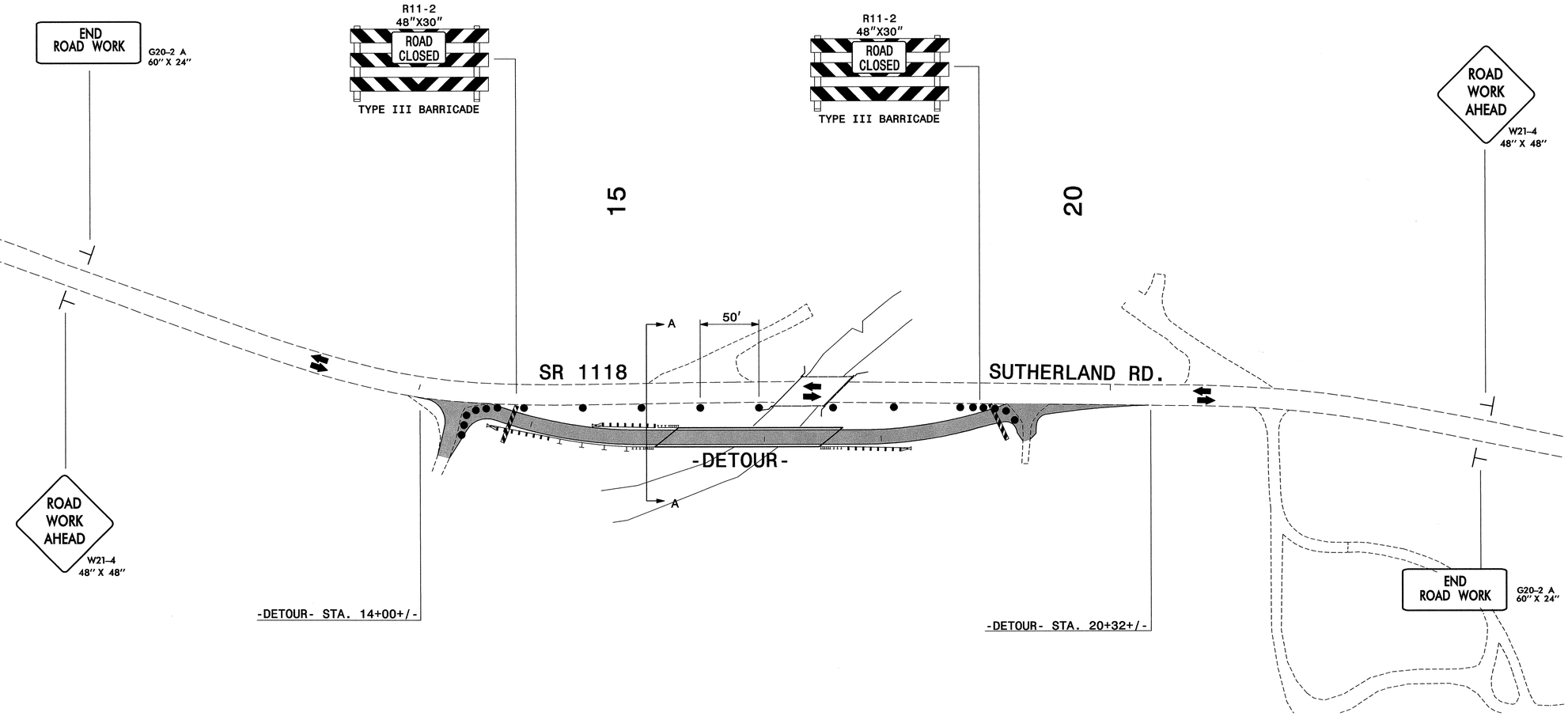
10/2/2007

PROJ. REFERENCE NO.	SHEET NO.
B-4012	TCP-4



SECTION A-A



-DETOUR- STA. 14+00+/-

-DETOUR- STA. 20+32+/-

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APPROVED: _____ DATE: 10/2/07

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 21116 ENGINEER BOB A. MAY

PHASE I

SCALE:	NONE
DATE:	6/07
DWG. BY:	ABP
DESIGN BY:	CLM
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DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH TRAFFIC CONTROL UNIT

REVISIONS	
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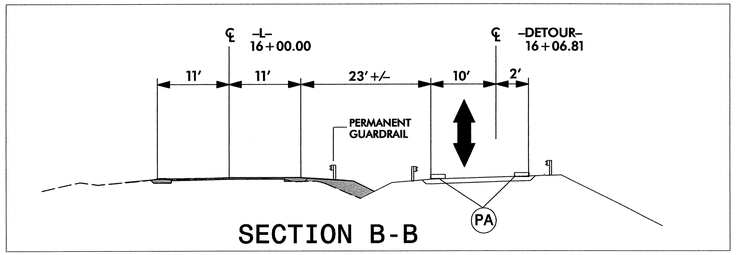
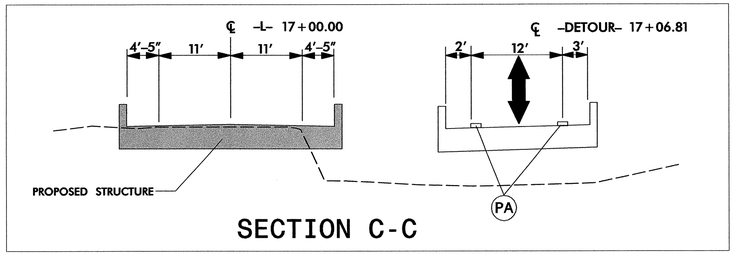
PROJ. REFERENCE NO.	SHEET NO.
B-4012	TCP-5



SECTION B-B



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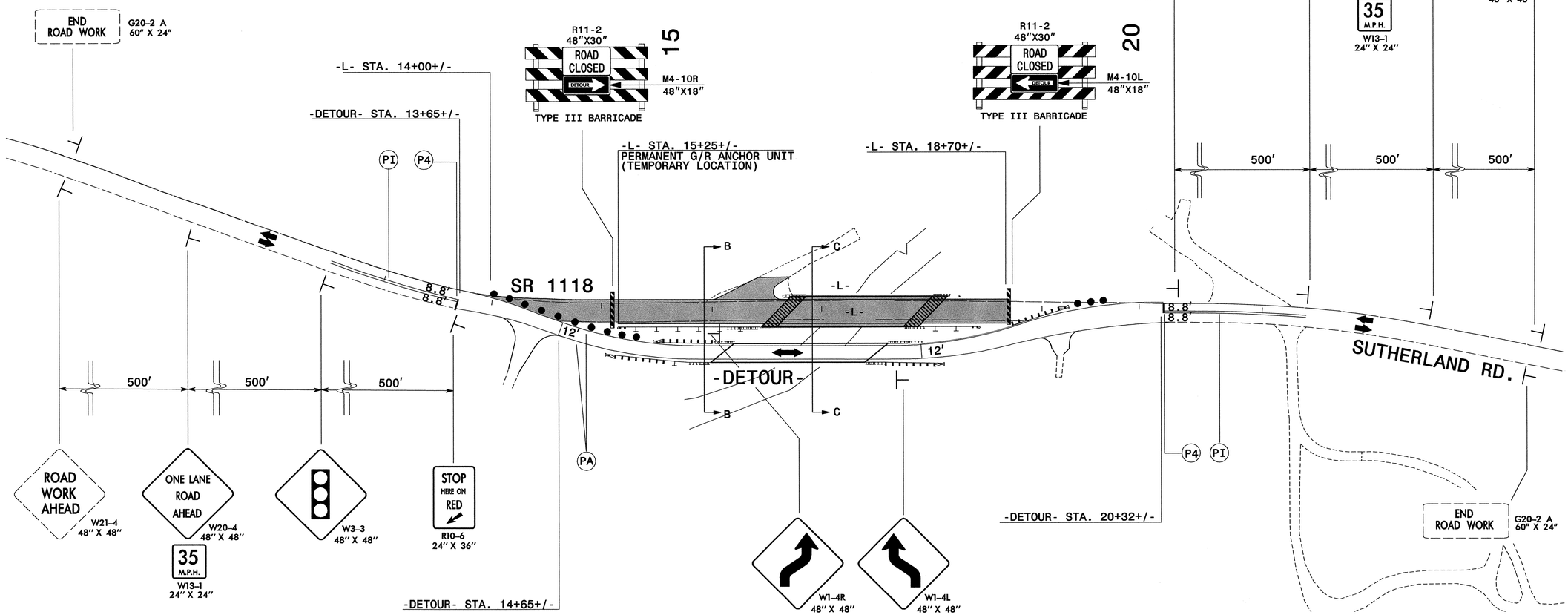

- SEE TCP-1 FOR PAVEMENT MARKING SCHEDULE
- SEE SIGNAL PLANS FOR TEMPORARY SIGNAL DESIGN
- DASHED ADVANCE WARNING SIGNING INDICATES PHASE I INSTALLATIONS

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APPROVED: Bob A May DATE: 10/3/07

SEAL — NORTH CAROLINA PROFESSIONAL SEAL 21116 ENGINEER BOB A. MAY

PHASE II

SCALE:	NONE
DATE:	6/07
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DIVISION OF HIGHWAYS — TRAFFIC ENGINEERING BRANCH — TRAFFIC CONTROL UNIT

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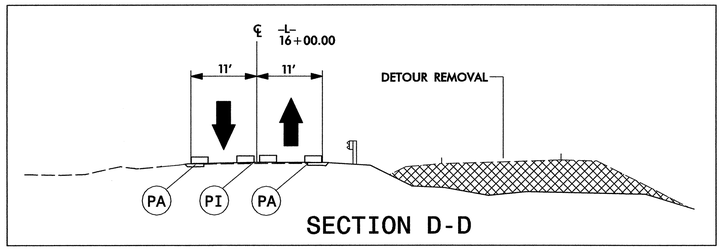
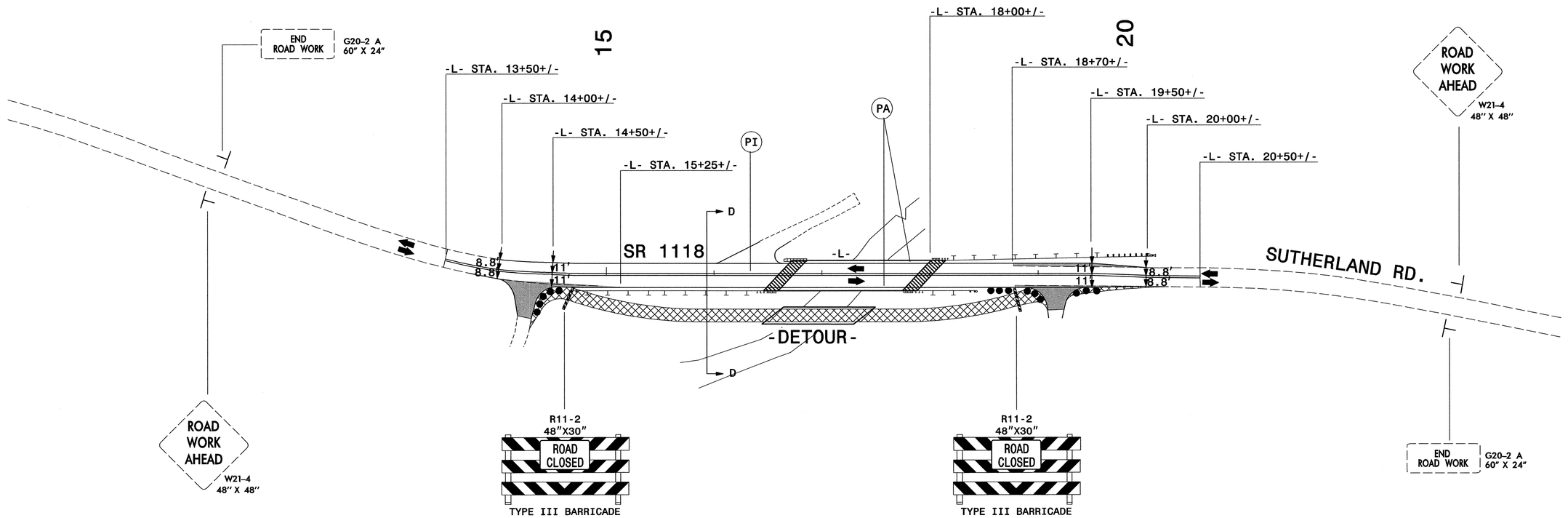
PROJ. REFERENCE NO.	SHEET NO.
B-4012	TCP-6



SECTION D-D



- SEE TCP-1 FOR PAVEMENT MARKING SCHEDULE
- DASHED ADVANCE WARNING SIGNING INDICATES PHASE I INSTALLATIONS.

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CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION

APPROVED: [signature] DATE: 10/3/07

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 21116 ENGINEER BRIAN A. MAY

PHASE III

SCALE:	NONE
DATE:	6/07
DWG. BY:	ABP
DESIGN BY:	CLM
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DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH TRAFFIC ENGINEERING DESIGN UNIT

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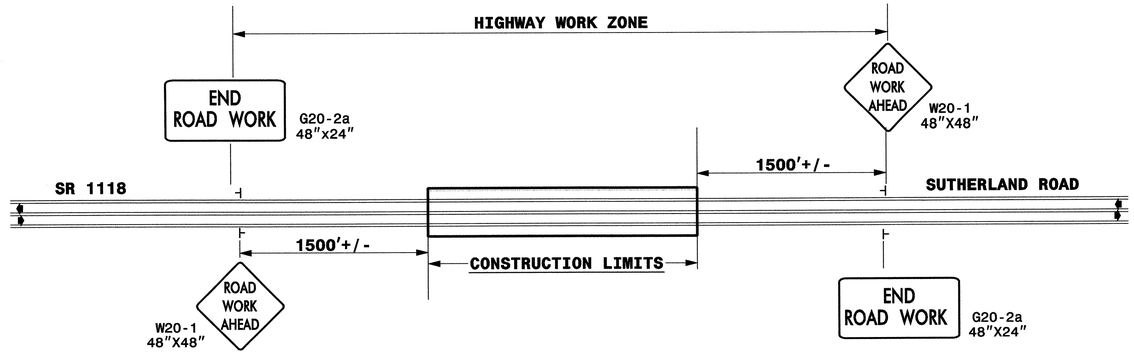
10/2/2007

PROJ. REFERENCE NO.	SHEET NO.
B-4012	TCP-7

TWO-WAY UNDIVIDED ** (L-LINES)



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

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

DETAIL DRAWING FOR TWO-WAY UNDIVIDED WORK ZONE WARNING SIGNS

SHEET 1 OF 1

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APPROVED: Bob A May DATE: 10/8/07

SEAL — NORTH CAROLINA PROFESSIONAL SEAL 21116 ENGINEER BOB A. MAY

DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS

SCALE:	NONE
DATE:	6/07
DWG. BY:	ABP
DESIGN BY:	CLM
REVIEWED BY:	BAM

REVISIONS

CADD FILE

9:59:0 AM
B-4012_TrafficControl\Tcp\b4012_tcp_psh7.dgn
10/2/2007