

GENERAL NOTES

1. EACH ROUNDABOUT IS UNIQUE AND THE TRAFFIC CONTROL MUST BE DEVELOPED TO MEET THE SPECIFIC CONDITIONS OF THE LOCATION AND THE WORK OPERATION. A DETOUR COULD POSSIBLY BETTER SERVE TRAFFIC MOVEMENT AND MUST BE CONSIDERED AS AN ALTERNATIVE TO A FLAGGING OPERATION.
2. PLACE ARROW BOARDS ON THE SHOULDER (PAVED OR UNPAVED). PLACE ARROW BOARDS WITHIN THE TAPER IF SHOULDERS DO NOT EXIST. MEET THE REQUIREMENTS FOR STOPPING SIGHT DISTANCE AT THE ARROW BOARD LOCATION. IF NEEDED, EXTEND LANE CLOSURES AT THE BUFFER SPACE, SUCH THAT STOPPING SIGHT DISTANCE TO THE ARROW BOARD IS MET (REFER TO RSD 1101.11, SHEET 2 OF 4).
3. PLACE DRUMS IN TAPERS AT THE MAXIMUM SPACING EQUAL IN FEET TO THE POSTED SPEED LIMIT. PLACE DRUMS ALONG THE WORK AREA AT THE MAXIMUM SPACING EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
4. REFER TO RSD 1101.11, SHEET 1 & 4, FOR "L" DISTANCE AND SIGN SPACING.
5. INSTALL LANE CLOSURES WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC. REMOVE LANE CLOSURES AGAINST THE FLOW OF TRAFFIC, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
6. FLASHING WARNING LIGHTS MAY BE USED TO CALL ATTENTION TO THE ADVANCE WARNING SIGNS IN ACCORDANCE WITH MUTCD (6), STATE OR LOCAL STANDARDS OR GUIDELINES.
7. A PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) SHOULD BE CONSIDERED AS PART OF THE TRAFFIC CONTROL PLAN TO PROVIDE CLEAR GUIDANCE TO MOTORIST ON ALL APPROACHES OF THE ROUNDABOUT, ESPECIALLY APPROACHES THAT MUST REVERSE TRAFFIC FLOW.
8. VEHICLE HAZARD WARNING SIGNALS SHALL NOT BE USED INSTEAD OF THE VEHICLE'S HIGH INTENSITY AMBER ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS. VEHICLE HAZARD WARNING SIGNALS CAN BE USED TO SUPPLEMENT HIGH INTENSITY AMBER ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
9. PERIODIC ADJUSTMENTS TO THE CHANNELIZING DEVICES MAY BE ALLOWED IN AN ACTIVE WORK ZONE TO ACCOMMODATE THE TURNING MOVEMENTS OF TRACTOR TRAILER VEHICLES AND OTHER LARGE VEHICLES.
10. REFER TO RSD 1205.14, SHEET 2 OF 2, FOR PAVEMENT MARKINGS ON ROUNDABOUTS.
11. IN CASES WHERE PAVEMENT MARKINGS ARE NO LONGER APPLICABLE TO THE TRAFFIC PATTERN, CONSIDER REMOVING OR COVERING THE MARKINGS AT THE DISCRETION OF THE ENGINEER.
12. DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK UNLESS COVERED.
13. COVER EXISTING SIGNS THAT CONFLICT WITH WORK ZONE TRAFFIC PATTERN DURING ACTIVE WORK HOURS. UNCOVER SIGNS WHENEVER WORK IS NOT TAKING PLACE.
14. PROVIDE PEDESTRIAN ACCOMMODATIONS WHEN CLOSING OFF CROSSWALKS.

STATE OF NORTH CAROLINA
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ROADWAY STANDARD DRAWING FOR
TEMPORARY LANE CLOSURES
 INSIDE LANE CLOSURE ON TWO-LANE ROUNDABOUT

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