

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO.	SHEET NO.
R-4401	TCP-1

**PLAN FOR PROPOSED
TRAFFIC CONTROL, MARKING & DELINEATION**

**PITT, BEAUFORT, LENOIR, CARTERET, MARTIN,
BERTIE, HERTFORD, TYRRELL & DARE COUNTIES**

R-4401

LEGEND

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
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW PANELS
1130.01	DRUM
1135.01	CONES
1150.01	FLAGGING DEVICES
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
1180.01	SKINNY-DRUM
1261.01	GUARDRAIL & BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL & BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION

PHASING

STEP 1: INSTALL GUARDRAIL IN ACCORDANCE WITH ROADWAY PLANS, ROADWAY STANDARD DRAWINGS, AND SHEETS TCP-2 THROUGH TCP-8.

- USE SHEETS TCP-3, TCP-4, AND TCP-5 FOR WORK ON MULTI-LANE DIVIDED FACILITIES.
- USE RSD 1101.02 SHEET 1 OF 9, AND TCP-4 FOR WORK ON TWO-LANE TWO-WAY UNDIVIDED FACILITIES IF PERSONNEL OR EQUIPMENT ARE WITHIN 5' OF EDGE OF TRAVEL LANE; OTHERWISE, USE RSD 1101.04.
- USE SHEET TCP-5 FOR OUTSIDE SHOULDER WORK ON UNDIVIDED MULTI-LANE FACILITIES IF PERSONNEL AND EQUIPMENT ARE WITHIN 5' OF AN OPEN TRAVEL LANE; OTHERWISE, USE RSD 1101.04.
- MAY USE "MOVING OPERATION CARAVAN" (SEE SHEETS TCP-6, TCP-7 AND TCP-8) FOR SEEDING AND WATERING OPERATIONS ONLY.
- REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND RETURN TRAFFIC TO ITS EXISTING TRAFFIC PATTERN AT THE END OF EACH WORK PERIOD.

STEP 2: UPON COMPLETION OF THE PROJECT, REMOVE ALL TRAFFIC CONTROL DEVICES.

INDEX OF SHEETS

SHEET NO.	TITLE
TCP-1	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND, INDEX OF SHEETS, AND PHASING
TCP-2	PROJECT NOTES
TCP-3	WORK ZONE WARNING SIGNS FOR GUIDERAIL AND GUARDRAIL INSTALLATION
TCP-4	ADVANCE WORK ZONE WARNING SIGNS FOR FREEWAYS(4 LANES OR GREATER), TWO-WAY UNDIVIDED, RAMPS & Y LINES
TCP-5	TEMPORARY LANE CLOSURES
TCP-6	MOVING OPERATION CARAVAN
TCP-7	MOVING OPERATION CARAVAN
TCP-8	MOVING OPERATION CARAVAN

GENERAL

- ← DIRECTION OF TRAFFIC FLOW
- ↑ NORTH ARROW
- PROPOSED PVMT. - - - - - EXIST. PVMT.
- WORK AREA
- ▨ REMOVAL OF EXISTING PAVEMENT

TRAFFIC CONTROL DEVICES

- I TYPE I BARRICADE
- II 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

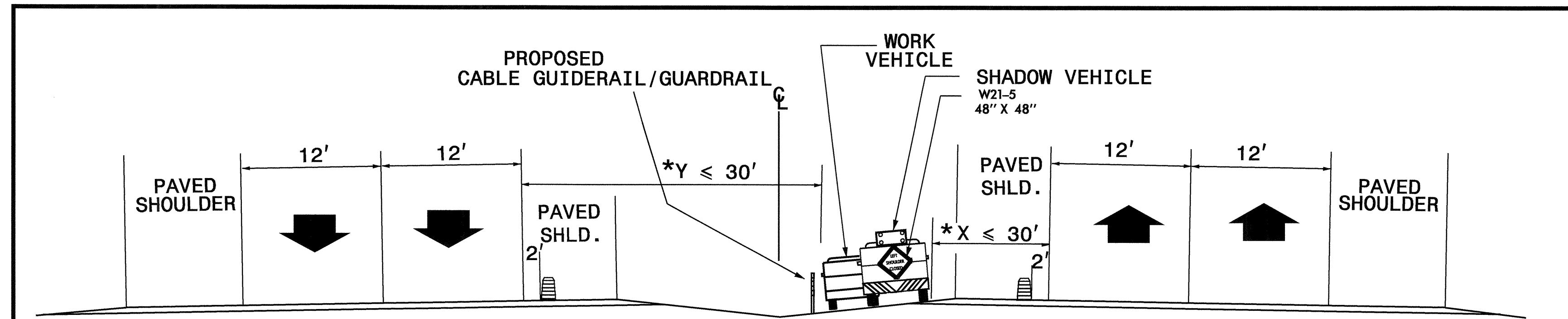
PAVEMENT MARKINGS

- CRYSTAL/CRYSTAL PAVEMENT MARKER
- ◆ YELLOW/YELLOW PAVEMENT MARKER
- CRYSTAL/RED PAVEMENT MARKER
- ↑↘↙ PAVEMENT MARKING SYMBOLS

APPROVED: _____ DATE: _____	PLAN PREPARED BY: N.C.D.O.T. WORK ZONE TRAFFIC CONTROL UNIT
	J. S. BOURNE, P.E. TRAFFIC CONTROL ENGINEER
	JOSEPH ISHAK, P.E. TRAFFIC CONTROL PROJECT ENGINEER
	HABIB A. LAWANDOS TRAFFIC CONTROL PROJECT DESIGN ENGINEER
	WALID R. DAKDUK TRAFFIC CONTROL DESIGN ENGINEER

2-JUN-2007 13:21
 C:\dot\projects\4401\trafficcontrol\tcp-1\tcp-1.dgn
 wdkduk

TIP PROJECT:



* USE THIS DETAIL SHEET TO CLOSE THE ADJACENT SHOULDERS ON EITHER SIDE OF THE WORK AREA WHEN PERSONNEL AND/OR EQUIPMENT ARE WITHIN 30' OF AN OPEN TRAVEL LANE ON A DIVIDED FACILITY.
 USE SHEETS TCP-5 TO CLOSE THE ADJACENT OPEN TRAVEL LANE ON EITHER SIDE OF THE WORK AREA WHEN PERSONNEL AND/OR EQUIPMENT ARE WITHIN 10' OF AN OPEN TRAVEL LANE ON A DIVIDED FACILITY.

**

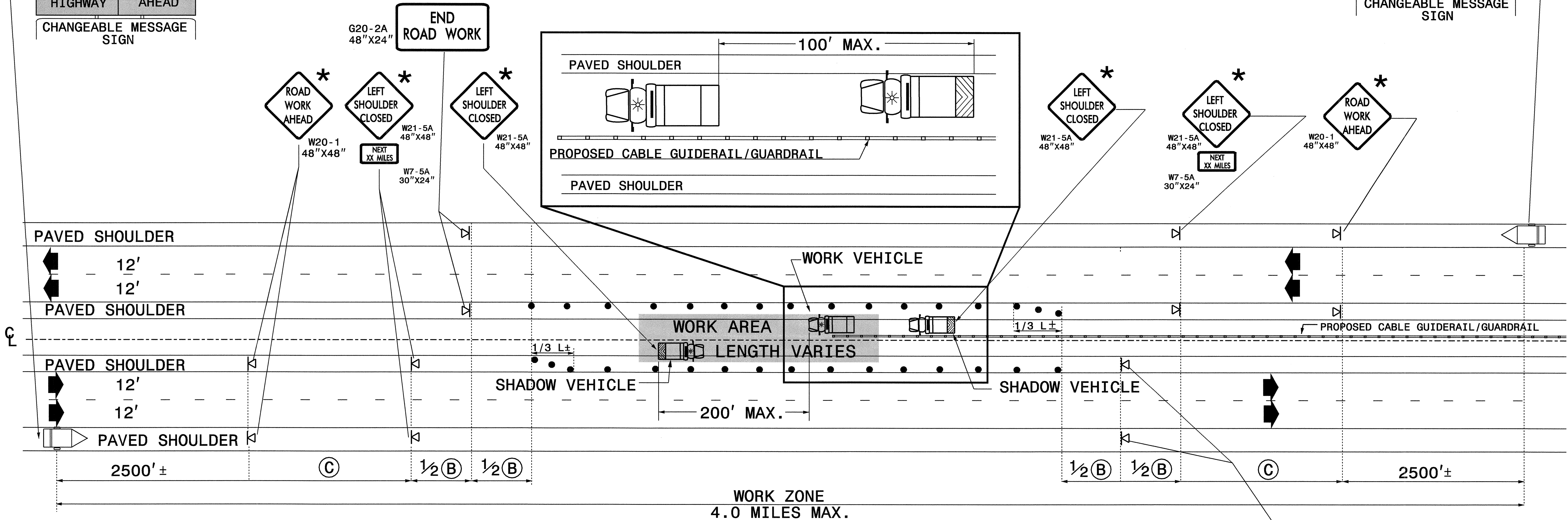
MESSAGE NO. 1	MESSAGE NO. 2
TRUCKS ENTERING HIGHWAY	MEDIAN WORK AHEAD

CHANGEABLE MESSAGE SIGN

**

MESSAGE NO. 1	MESSAGE NO. 2
TRUCKS ENTERING HIGHWAY	MEDIAN WORK AHEAD

CHANGEABLE MESSAGE SIGN



NOTES

- USE PORTABLE MOUNT WORK ZONE WARNING SIGNS.
- WHEN WORK IS COMPLETED IN THE WORK ZONE, REMOVE ALL SIGNING AND SET UP NEXT WORK ZONE.
- MOUNT FLASHING ARROW BOARDS ON SHADOW WORK ZONE VEHICLES ONLY.
- OPERATE FLASHING ARROW BOARDS IN FOUR (4) CORNER CAUTION MODE.
- REFER TO ROADWAY STANDARD DRAWING 1101.11 (SHEET 4 OF 4) FOR SIGN SPACING.

** USE CHANGEABLE MESSAGE SIGNS ON HIGHWAYS WITH SPEED LIMIT OVER 55 MPH

APPROVED: _____ DATE: _____	WORK ZONE WARNING SIGNS FOR GUIDERAIL AND GUARDRAIL INSTALLATION					
SCALE: NONE DATE: 06/07 DWG. BY: JI DESIGN BY: JI REVIEWED BY: JI		REVISIONS <table border="1"> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>				

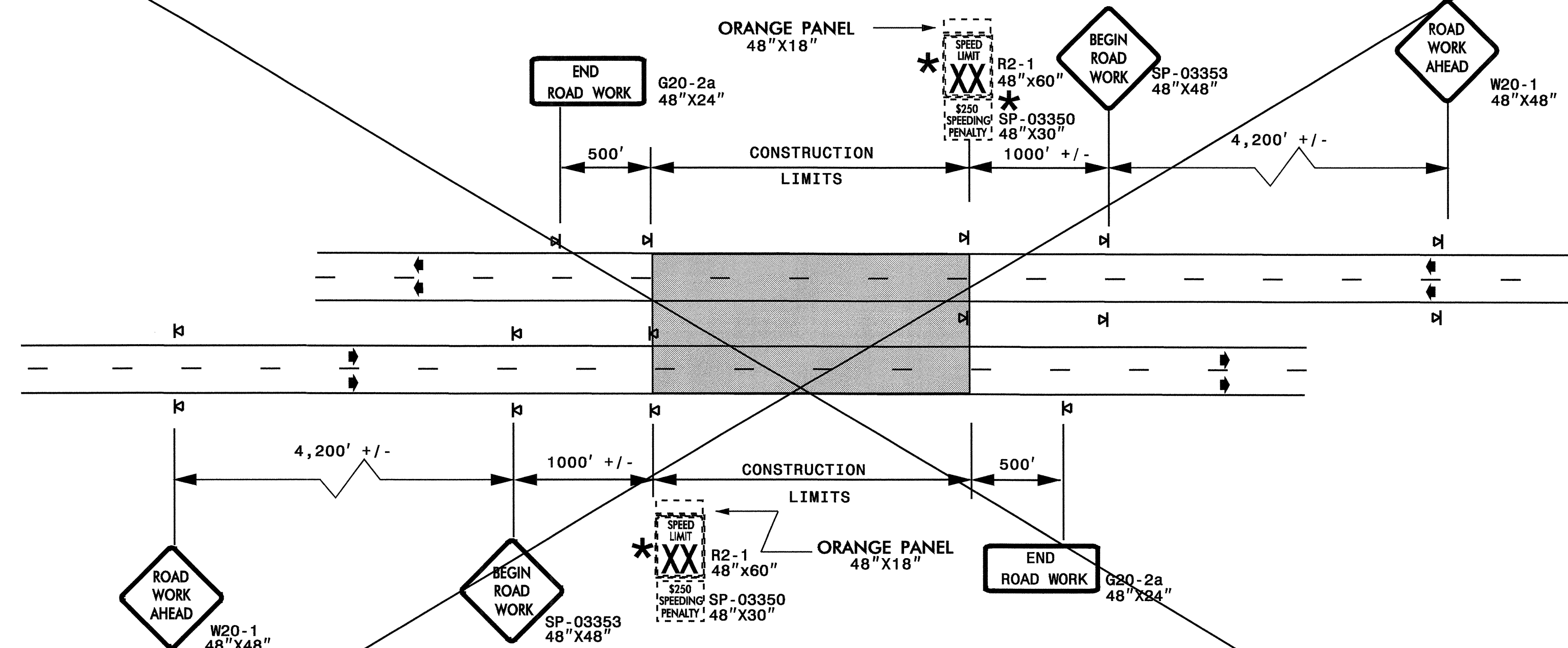
21-JUN-2007 09:41
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 wadkduk AT WZTC224165

ADVANCED WORK ZONE WARNING SIGNING FOR FREEWAYS(4 LANES OR GREATER), TWO-WAY UNDIVIDED, RAMPS & Y-LINES

PROJ. REFERENCE NO.	SHEET NO.
R-4401	TCP-4

DETAIL A

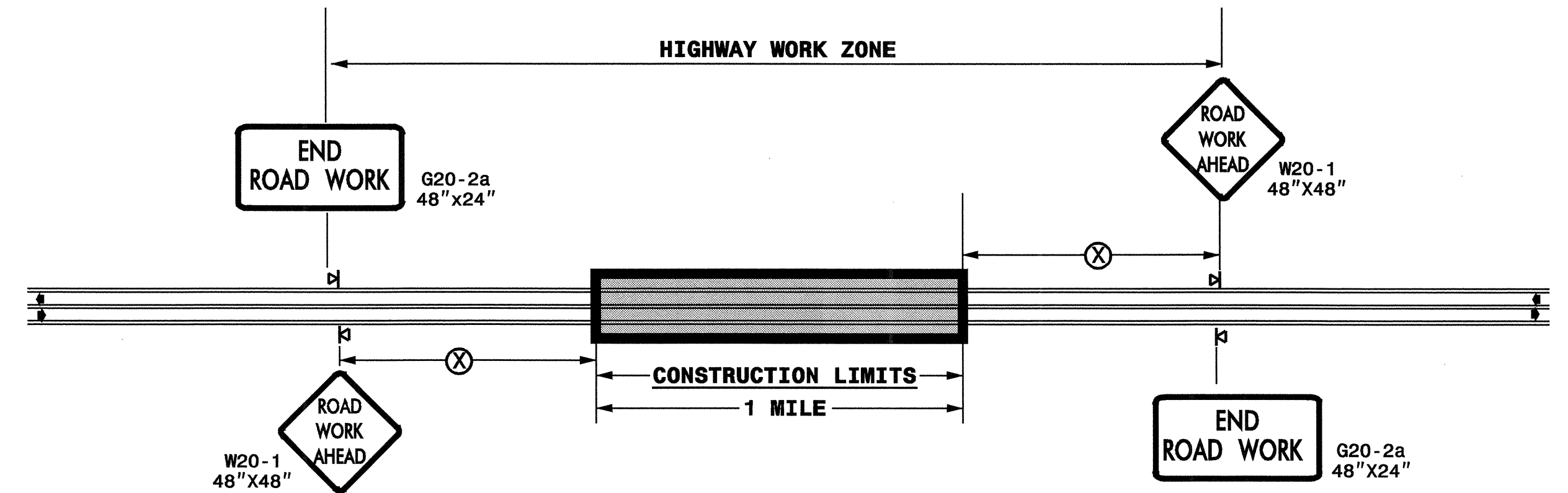
FREEWAYS (4 LANES OR GREATER)



* USE THE "\$250 SPEEDING PENALTY" SIGN, SPEED LIMIT SIGN, AND ORANGE PANEL; ONLY WHEN A "\$250 SPEEDING PENALTY" ORDINANCE HAS BEEN ISSUED BY THE REGIONAL TRAFFIC ENGINEER.

DETAIL B

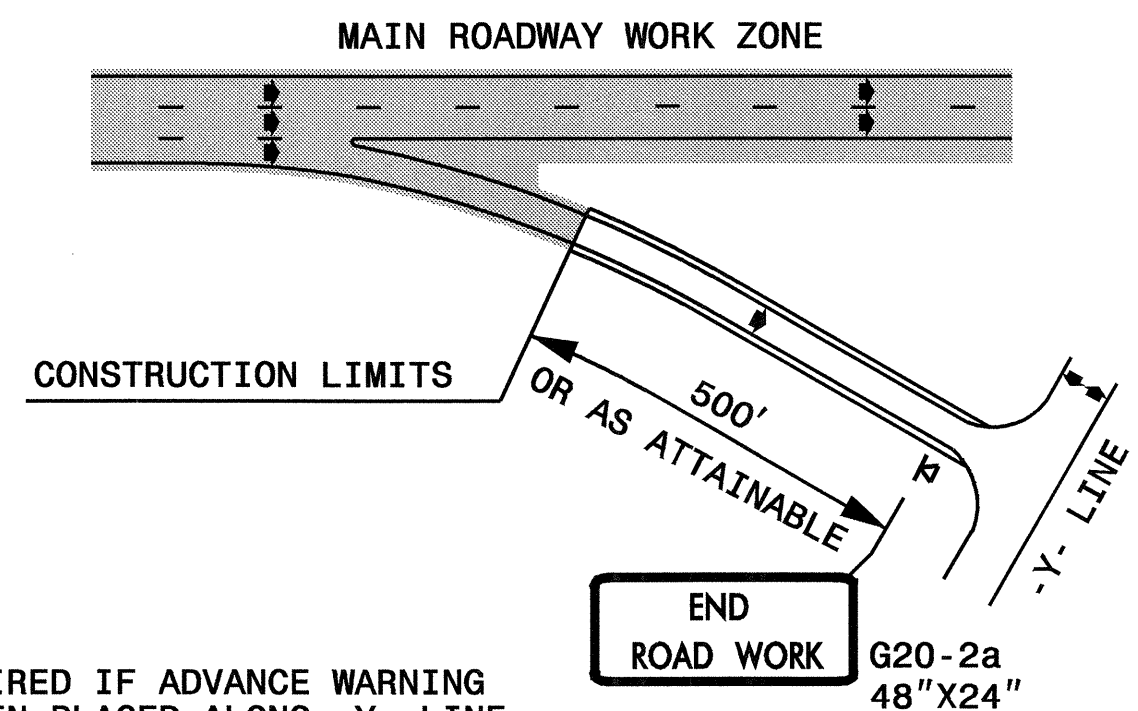
TWO-WAY UNDIVIDED



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

DETAIL C

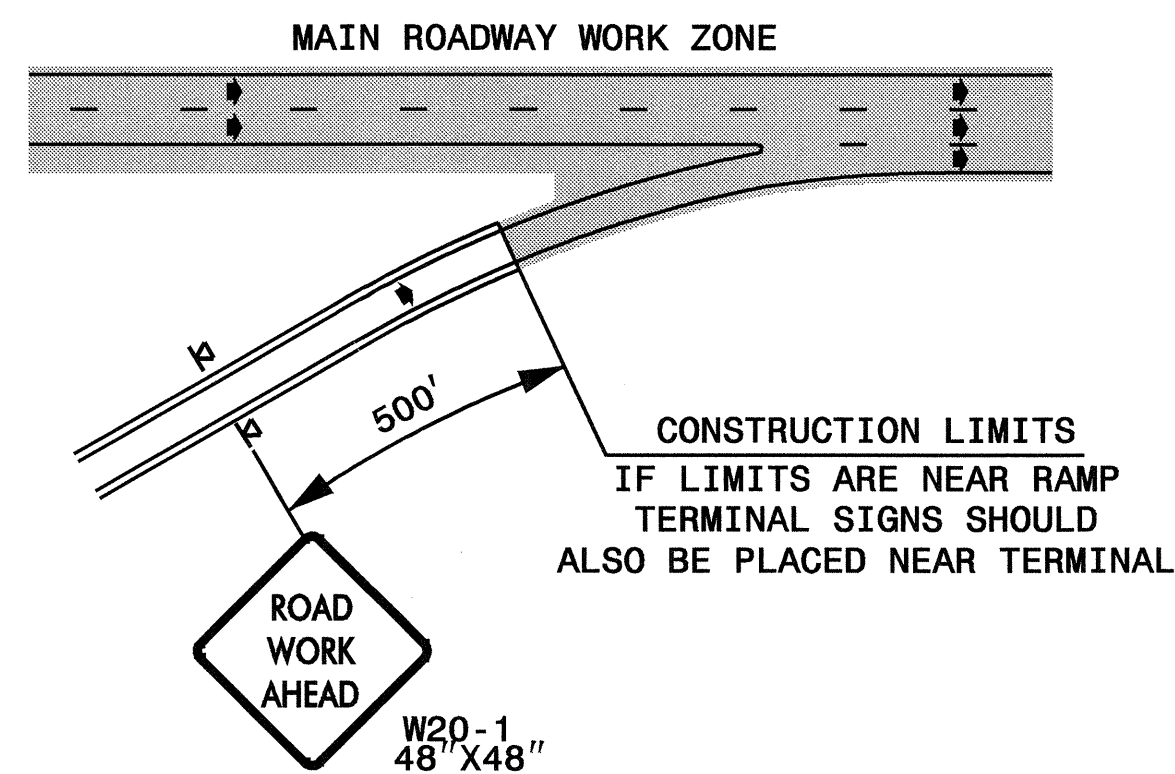
EXIT RAMPS



NOTE: SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

DETAIL D

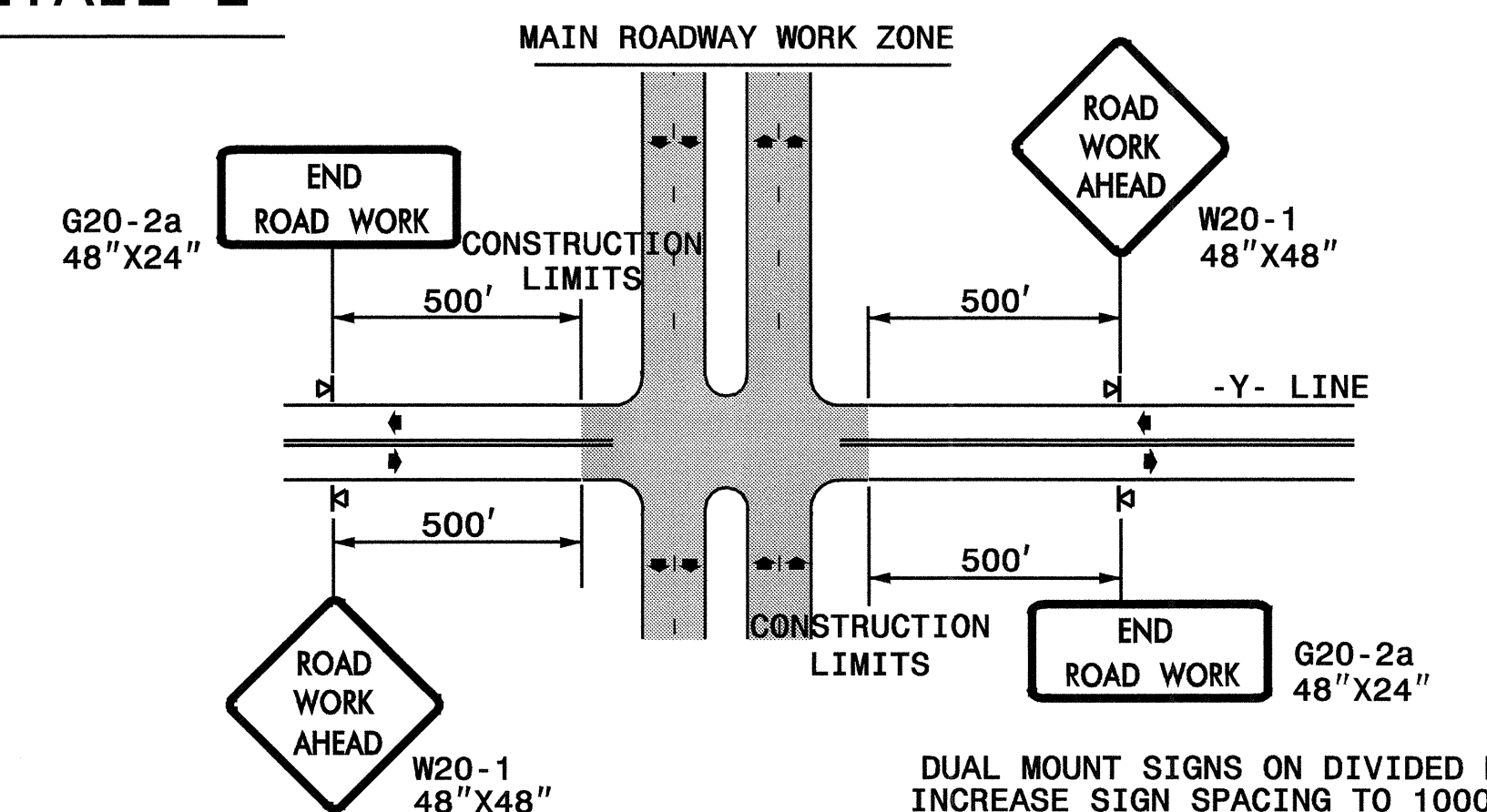
ENTRANCE RAMPS



CONSTRUCTION LIMITS IF LIMITS ARE NEAR RAMP TERMINAL SIGNS SHOULD ALSO BE PLACED NEAR TERMINAL

DETAIL E

-Y- LINES



DUAL MOUNT SIGNS ON DIVIDED HIGHWAYS AND INCREASE SIGN SPACING TO 1000'+/-.

GENERAL NOTES

- USE FLUORESCENT ORANGE SHEETING (TYPE VII, VIII, OR IX) ON ALL ADVANCED WORK ZONE SIGNS.
- USE PORTABLE MOUNTED WORK ZONE WARNING SIGNS.
- WHEN WORK IS COMPLETED IN THE WORK ZONE, REMOVE ALL SIGNING AND SET UP NEXT WORK ZONE.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- MOUNT SIGNS A MINIMUM OF 5 FEET ABOVE PAVEMENT ELEVATION.
- 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	
⊞	PORTABLE SIGN
➔	DIRECTION OF TRAFFIC FLOW

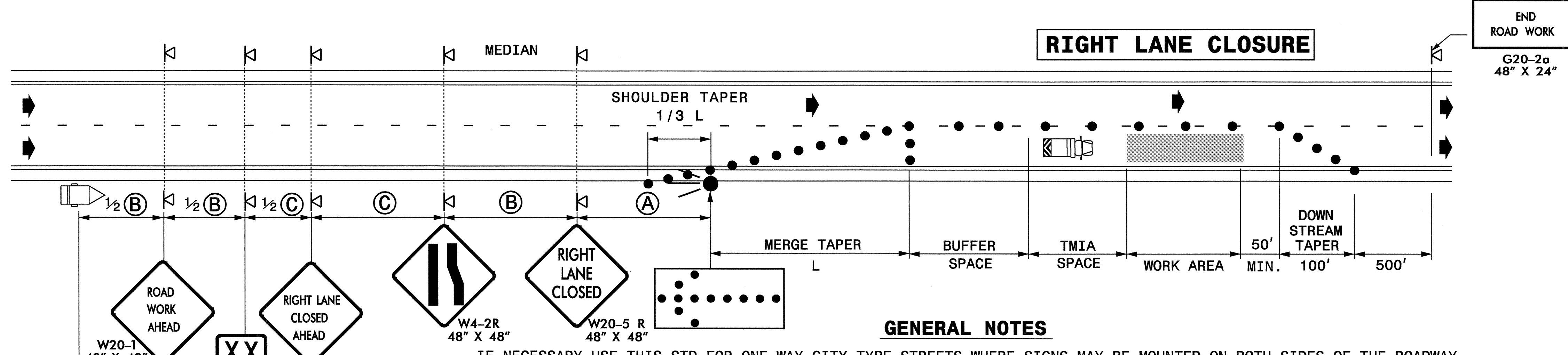
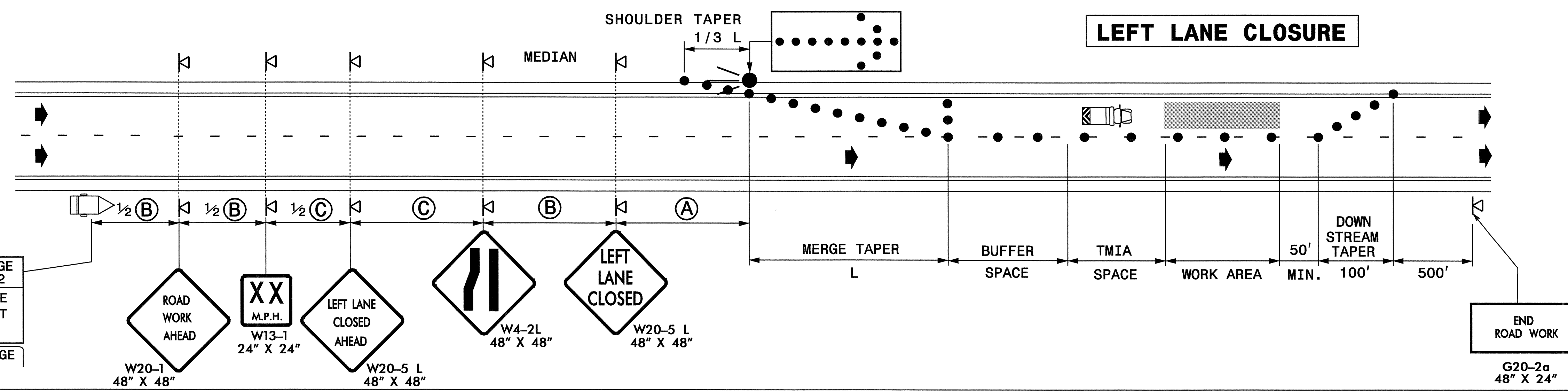
APPROVED: _____ DATE: _____

June 4, 2007

ADVANCED WORK ZONE WARNING SIGNS FOR FREEWAYS (4 LANES OR GREATER), TWO-WAY UNDIVIDED, RAMPS & Y-LINES

SCALE: NONE		REVISIONS
DATE: 06/07		
DESIGN BY: WRD		
REVIEWED BY: HAL		

04-JUN-2007 11:05 \\dot\dfsroot\DOT\Projects\R-4401\Traffic\TrafficControl\top-v-4401-tc-top-4.dgn



GENERAL NOTES

- IF NECESSARY USE THIS STD FOR ONE-WAY CITY TYPE STREETS WHERE SIGNS MAY BE MOUNTED ON BOTH SIDES OF THE ROADWAY.
- PLACE ARROW PANELS ON THE SHOULDER (PAVED OR UNPAVED). PLACE ARROW PANELS WITHIN THE TAPER IF SHOULDERS DO NOT EXIST. MEET THE REQUIREMENTS FOR STOPPING SIGHT DISTANCE AT THE LOCATION OF THE ARROW PANEL. IF NEEDED, EXTEND LANE CLOSURES AT THE BUFFER SPACE, SUCH THAT STOPPING SIGHT DISTANCE TO THE ARROW PANEL IS MET. (SEE STD. 1101.11 -SHEET 2)
- PLACE DRUMS IN TAPERS AT THE MAXIMUM SPACING EQUAL IN FEET TO THE POSTED SPEED LIMIT. PLACE DRUMS ALONG THE BUFFER SPACE AND WORK AREA AT THE MAXIMUM SPACING EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
- REFER TO STD. 1101.11 SHEETS 1 & 4, FOR "L" DISTANCE AND SIGN SPACING.
- REFER TO STD. 1101.02 SHEETS 6 & 7, FOR TREATMENT OF LANE CLOSURES THRU INTERCHANGES.
- PORTRAY A SPEED 10 MPH LESS THAN THE POSTED SPEED LIMIT ON ADVISORY SPEED PANELS (XX MPH, SIGN W13-1), UNLESS A LOWER SPEED IS DETERMINED NECESSARY BY THE ENGINEER.
- INSTALL LANE CLOSURES WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC.
- REMOVE LANE CLOSURES AGAINST THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
- TMIA'S ARE REQUIRED ONLY WHEN A BUFFER SPACE CANNOT BE ATTAINED, OR WHEN DIRECTED BY THE ENGINEER OR THE PLANS. WHEN USED, POSITION THE TMIA TO MAINTAIN A ROLL-AHEAD DISTANCE AS RECOMMENDED BY THEIR MANUFACTURER.
- REFER TO ROADWAY STANDARD DRAWING 1101.11 (SHEET 4 OF 4) FOR SIGN SPACING.
- PLACE CHANGEABLE MESSAGE SIGN (CMS) ON THE OUTSIDE OF THE TRAVELWAY AS DIRECTED BY THE ENGINEER. PLACE CMS APPROXIMATELY 1/2 MILE IN ADVANCE OF THE W20-5 SIGNS. IF TRAFFIC BACKS UP TO WHERE THE CMS IS INITIALLY PLACED, RELOCATE CMS 1/2 MILE FROM ANTICIPATED BACKUP. CONTINUE TO MONITOR TRAFFIC, MOVE CMS APPROXIMATELY 1/2 MILE IN CONJUNCTION WITH ANTICIPATED BACKUP.
- RIGHT LANE CLOSURES ON UNDIVIDED ROADWAYS ARE THE SAME AS FOR DIVIDED ROADWAYS AS SHOWN ON STD. 1101.02 SHEET 3, WITH THE EXCEPTION THAT THE APPROACH WARNING SIGNS ARE NOT REQUIRED TO BE MOUNTED ON THE LEFT SIDE OF THE ROADWAY.

LEGEND

- FLASHING ARROW PANEL (TYPE C)
- ▣ TRUCK MOUNTED IMPACT ATTENUATOR(TMIA)
- DRUM
- ◁ PORTABLE SIGN
- ➔ DIRECTION OF TRAFFIC FLOW
- ◻ CHANGEABLE MESSAGE SIGN (CMS)



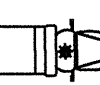
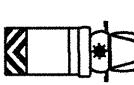


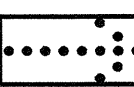
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	June 4, 2007									
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REVISIONS										
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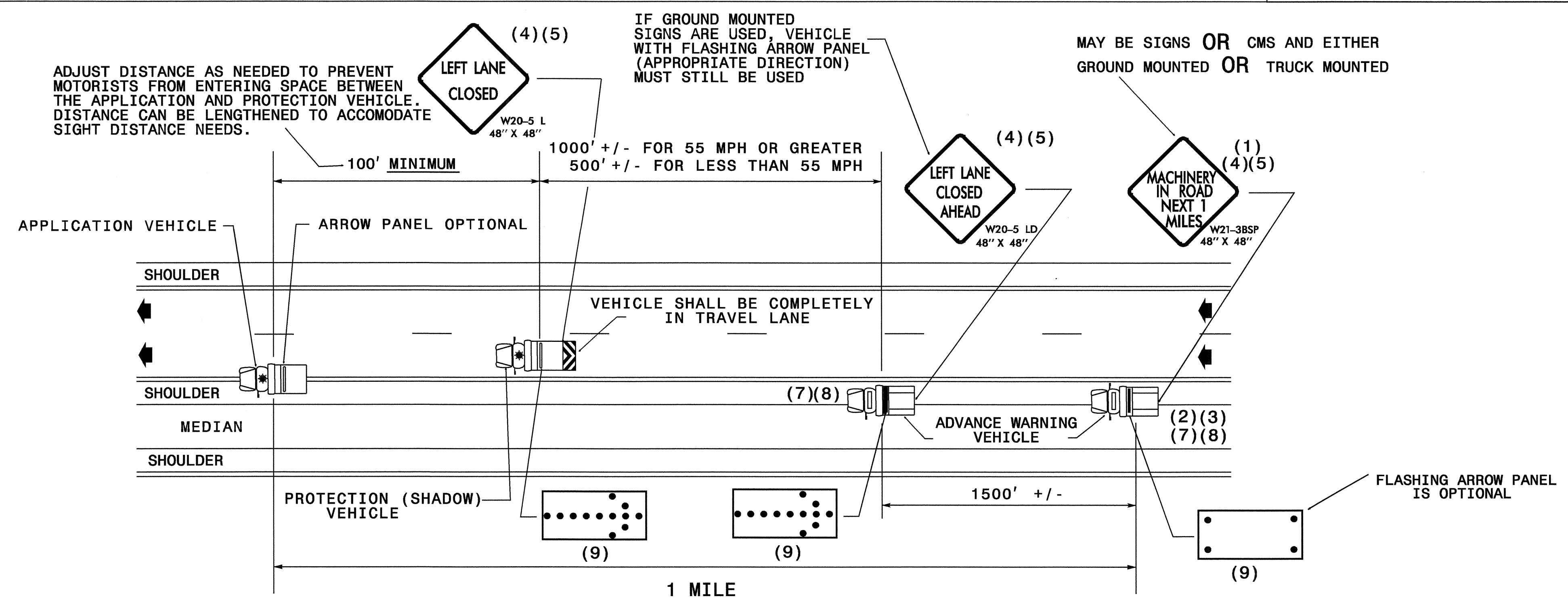
GENERAL NOTES

- (1) THE FOLLOWING OPTIONS MAY BE USED AS THE FIRST ADVANCE WARNING THE MOTORISTS SEES:
 - A. TRUCK MOUNTED ADVANCE WARNING SIGNS
 - B. MOVING CHANGEABLE MESSAGE SIGN (CMS)
 - C. GROUND MOUNTED ADVANCE WARNING SIGNS (MUST USE 'NEXT 10 MILES' AND MAKE CIRCLE TO PICK UP SIGNS)
 - D. STATIONARY CHANGEABLE MESSAGE SIGN (CMS) (MUST USE 'NEXT 10 MILES' AND MAKE CIRCLE TO PICK UP CMS)
- (2) TOTAL DISTANCE BETWEEN FIRST AND LAST VEHICLE IN CARAVAN SHOULD NOT EXCEED ONE (1) MILE IN LENGTH.
- (3) IF USING GROUND MOUNTED ADVANCE WARNING SIGNS OR STATIONARY CMS, THE TOTAL DISTANCE BETWEEN THE FIRST ADVANCE WARNING SIGN OR CMS AND APPLICATION VEHICLE SHOULD NOT EXCEED 10 MILES AND SIGN W21-3BSP SHOULD READ 'MACHINERY IN ROAD NEXT 10 MILES'.
- (4) SIGNS ON VEHICLES SHOULD BE MOUNTED A MINIMUM OF ONE (1) FOOT FROM THE GROUND AND SHOULD NOT BLOCK THE MOTORIST'S SIGHT OF THE FLASHING ARROW PANEL AND/OR LIGHT BAR.
- (5) SIGN W20-5 L SHOULD BE PLACED ON BACK OF PROTECTION VEHICLE AND SIGN W20-5 LD ON BACK OF ADVANCE WARNING VEHICLE IN MULTILANE DIVIDED TRAFFIC SO VEHICLES APPROACHING FROM REAR ARE NOTIFIED OF OPERATION
- (6) RADIO COMMUNICATION BETWEEN VEHICLES IS RECOMMENDED.
- (7) USE A LIGHT BAR OR ROTATING BEACON ON THE ADVANCE WARNING VEHICLES.
- (8) USE OF CMS'S ARE OPTIONAL WITH ADVANCED WARNING VEHICLES.
- (9) USE A TYPE "B" FLASHING ARROW PANEL.

PANEL TYPE	MIN. SIZE
B	60"X30"

LEGEND

-  PORTABLE SIGN
-  DIRECTION OF TRAFFIC FLOW
-  APPLICATION VEHICLE WITH ROTATING BEACON
-  PROTECTION VEHICLE WITH TRUCK MOUNTED IMPACT ATTENUATOR (TMIA) AND ROTATING BEACON (SEE ROADWAY STANDARD NO. 1165.01)
-  ADVANCE WARNING VEHICLE i.e. PICKUP TRUCK WITH MOUNTED SIGN
-  FLASHING ARROW PANEL, TYPE "B" "CAUTION MODE"
-  FLASHING ARROW PANEL, TYPE "B" APPROPRIATE DIRECTION INDICATED



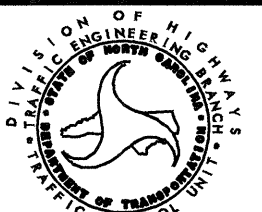
MOVING OPERATION CARAVAN
(OPERATIONS TRAVELING 3 MPH OR FASTER)

FOR INTERSTATE & HIGH VOLUME MULTILANE DIVIDED ROADWAYS
IN MEDIAN AND ON RIGHT SIDE W/PAVED SHOULDERS LESS THAN 10' WIDE

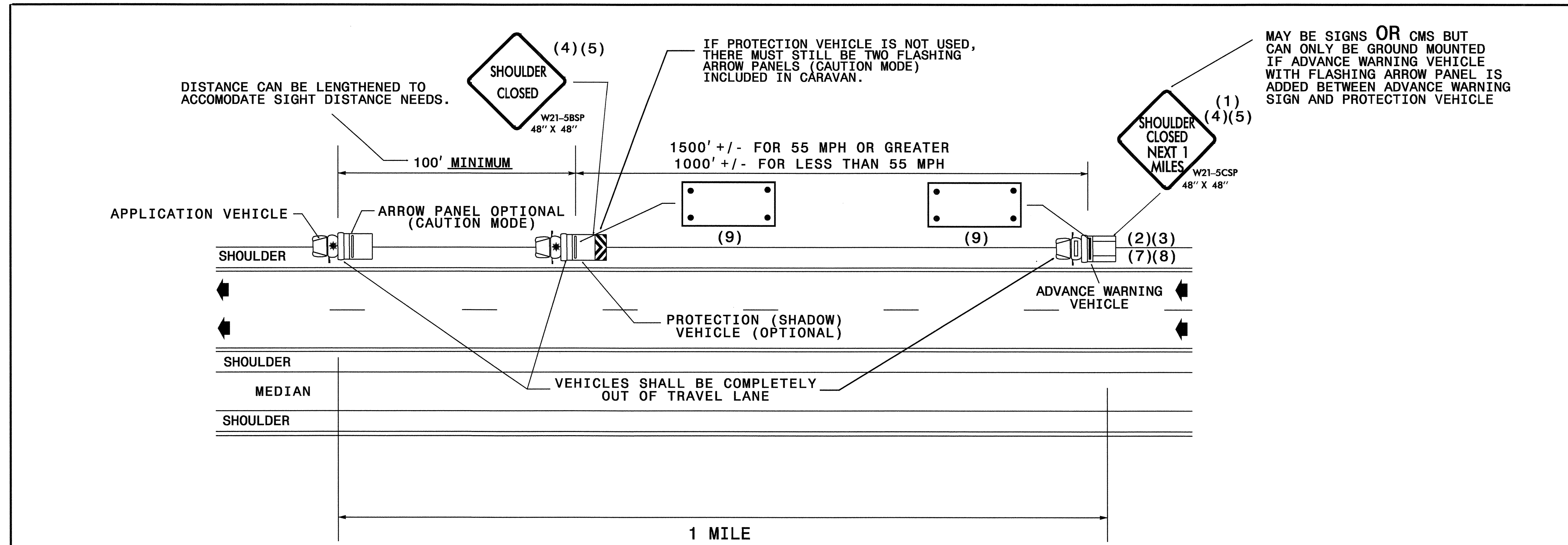
DRAWING NUMBER 1
IMPLEMENTATION DATE: 02/27/97
REVISED: 04/25/97

APPROVED: _____ DATE: _____

MOVING OPERATION CARAVAN

SCALE:	NONE		REVISIONS
DATE:	11-01		
DWG. BY:			
DESIGN BY:			
REVIEWED BY:	JWG		

CARD FILE



MAY BE SIGNS OR CMS BUT CAN ONLY BE GROUND MOUNTED IF ADVANCE WARNING VEHICLE WITH FLASHING ARROW PANEL IS ADDED BETWEEN ADVANCE WARNING SIGN AND PROTECTION VEHICLE

MOVING OPERATION CARAVAN

(OPERATIONS TRAVELING 3 MPH OR FASTER)

FOR INTERSTATE & HIGH VOLUME MULTILANE DIVIDED ROADWAYS IN MEDIAN AND ON RIGHT SIDE W/PAVED SHOULDERS 10' OR WIDER

DRAWING NUMBER 2
IMPLEMENTATION DATE: 02/27/97
REVISED: 04/25/97

GENERAL NOTES

- | | | | | | |
|---|---|------------|-----------|---|---------|
| <p>(1) THE FOLLOWING OPTIONS MAY BE USED AS THE FIRST ADVANCE WARNING THE MOTORISTS SEES:</p> <p style="margin-left: 20px;">A. TRUCK MOUNTED ADVANCE WARNING SIGNS
B. MOVING CHANGEABLE MESSAGE SIGN (CMS)</p> <p>(2) TOTAL DISTANCE BETWEEN FIRST AND LAST VEHICLE IN CARAVAN SHOULD NOT EXCEED ONE (1) MILE IN LENGTH.</p> <p>(3) SIGNS ON VEHICLES SHOULD BE MOUNTED A MINIMUM OF ONE (1) FOOT FROM THE GROUND AND SHOULD NOT BLOCK THE MOTORIST'S SIGHT OF THE FLASHING ARROW PANEL AND/OR LIGHT BAR.</p> <p>(4) SIGN W20-L SHOULD BE PLACED ON BACK OF PROTECTION VEHICLE AND SIGN W21-3BSP ON BACK OF ADVANCE WARNING VEHICLE IN MULTILANE DIVIDED TRAFFIC SO VEHICLES APPROACHING FROM REAR ARE NOTIFIED OF OPERATION.</p> | <p>(5) RADIO COMMUNICATION BETWEEN VEHICLES IS RECOMMENDED.</p> <p>(6) USE A LIGHT BAR OR ROTATING BEACON ON THE ADVANCE WARNING VEHICLES.</p> <p>(7) USE OF CMS'S ARE OPTIONAL WITH ADVANCED WARNING VEHICLES.</p> <p>(8) USE A TYPE "B" FLASHING ARROW PANEL.</p> <table border="0" style="margin-left: 20px;"> <tr> <td>PANEL TYPE</td> <td>MIN. SIZE</td> </tr> <tr> <td>B</td> <td>60"X30"</td> </tr> </table> | PANEL TYPE | MIN. SIZE | B | 60"X30" |
| PANEL TYPE | MIN. SIZE | | | | |
| B | 60"X30" | | | | |

LEGEND

- | | |
|---|---|
| K | PORTABLE SIGN |
| ▶ | DIRECTION OF TRAFFIC FLOW |
| | APPLICATION VEHICLE WITH ROTATING BEACON |
| | PROTECTION VEHICLE WITH TRUCK MOUNTED IMPACT ATTENUATOR (TMIA) AND ROTATING BEACON (SEE ROADWAY STANDARD NO. 1165.01) |
| | ADVANCE WARNING VEHICLE i.e. PICKUP TRUCK WITH MOUNTED SIGN |
| | FLASHING ARROW PANEL, TYPE "B" APPROPRIATE DIRECTION INDICATED |

SHEET OF





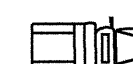
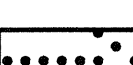
APPROVED: _____	DATE: _____	MOVING OPERATION CARAVAN	
		SCALE: NONE	
		DATE: 11-01	REVISIONS
		DWG. BY:	
		DESIGN BY:	
		REVIEWED BY: JWG	
		CARD FILE	

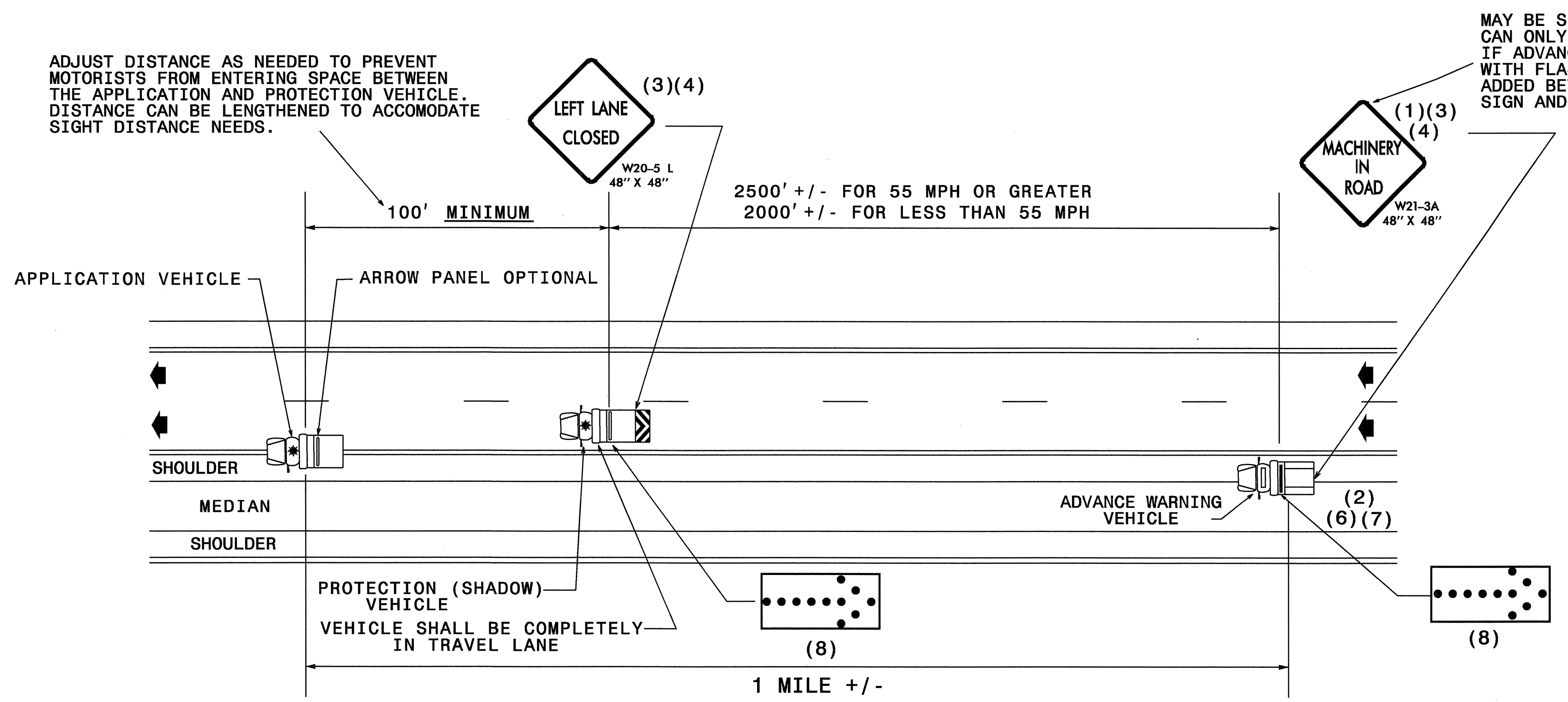
GENERAL NOTES

- (1) THE FOLLOWING OPTIONS MAY BE USED AS THE FIRST ADVANCE WARNING THE MOTORISTS SEES:
 - A. TRUCK MOUNTED ADVANCE WARNING SIGNS
 - B. MOVING CHANGEABLE MESSAGE SIGN (CMS)
- (2) TOTAL DISTANCE BETWEEN FIRST AND LAST VEHICLE IN CARAVAN SHOULD BE APPROXIMATELY ONE (1) MILE IN LENGTH.
- (3) SIGNS ON VEHICLES SHOULD BE MOUNTED A MINIMUM OF ONE (1) FOOT FROM THE GROUND AND SHOULD NOT BLOCK THE MOTORIST'S SIGHT OF THE FLASHING ARROW PANEL AND/OR LIGHT BAR.
- (4) SIGN W20-5 L SHOULD BE PLACED ON BACK OF PROTECTION VEHICLE AND SIGN W21-3A ON BACK OF ADVANCE WARNING VEHICLE IN MULTILANE DIVIDED TRAFFIC SO VEHICLES APPROACHING FROM REAR ARE NOTIFIED OF OPERATION.
- (5) RADIO COMMUNICATION BETWEEN VEHICLES IS RECOMMENDED.
- (6) USE A LIGHT BAR OR ROTATING BEACON ON THE ADVANCE WARNING VEHICLES.
- (7) USE OF CMS's ARE OPTIONAL WITH ADVANCED WARNING VEHICLES.
- (8) USE A TYPE "B" FLASHING ARROW PANEL.

PANEL TYPE	MIN. SIZE
B	60"X30"

LEGEND

-  PORTABLE SIGN
-  DIRECTION OF TRAFFIC FLOW
-  APPLICATION VEHICLE WITH ROTATING BEACON
-  PROTECTION VEHICLE WITH TRUCK MOUNTED IMPACT ATTENUATOR (TMIA) AND ROTATING BEACON (SEE ROADWAY STANDARD NO. 1165.01)
-  ADVANCE WARNING VEHICLE i.e. PICKUP TRUCK WITH MOUNTED SIGN
-  FLASHING ARROW PANEL, TYPE "B" APPROPRIATE DIRECTION INDICATED



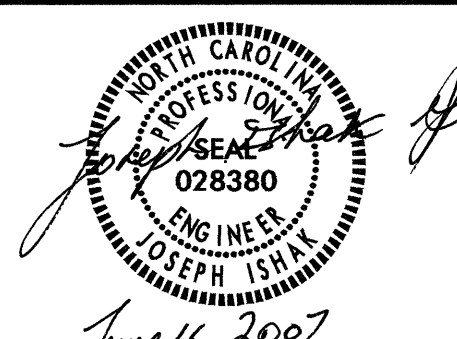
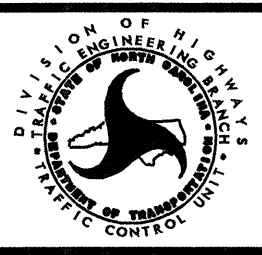
MOVING OPERATION CARAVAN

(OPERATIONS TRAVELING 3 MPH OR FASTER)

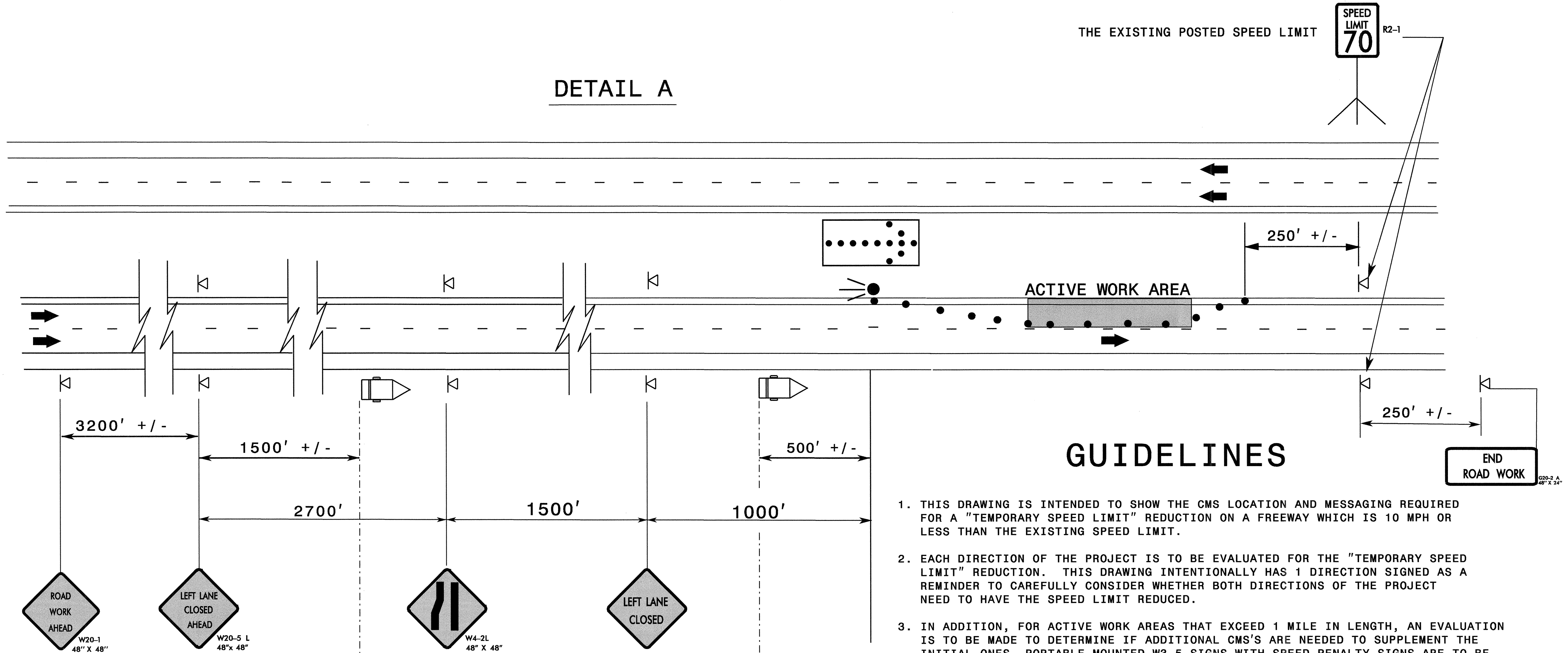
FOR OTHER MULTILANE DIVIDED ROADWAYS
 IN MEDIAN AND ON RIGHT SIDE W/PAVED SHOULDERS LESS THAN 10' WIDE

DRAWING NUMBER 3
 IMPLEMENTATION DATE: 07/01/97
 REVISED: 07/29/02

04-JUN-2007 11:08
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 AT WZTC224165
 wdkduk

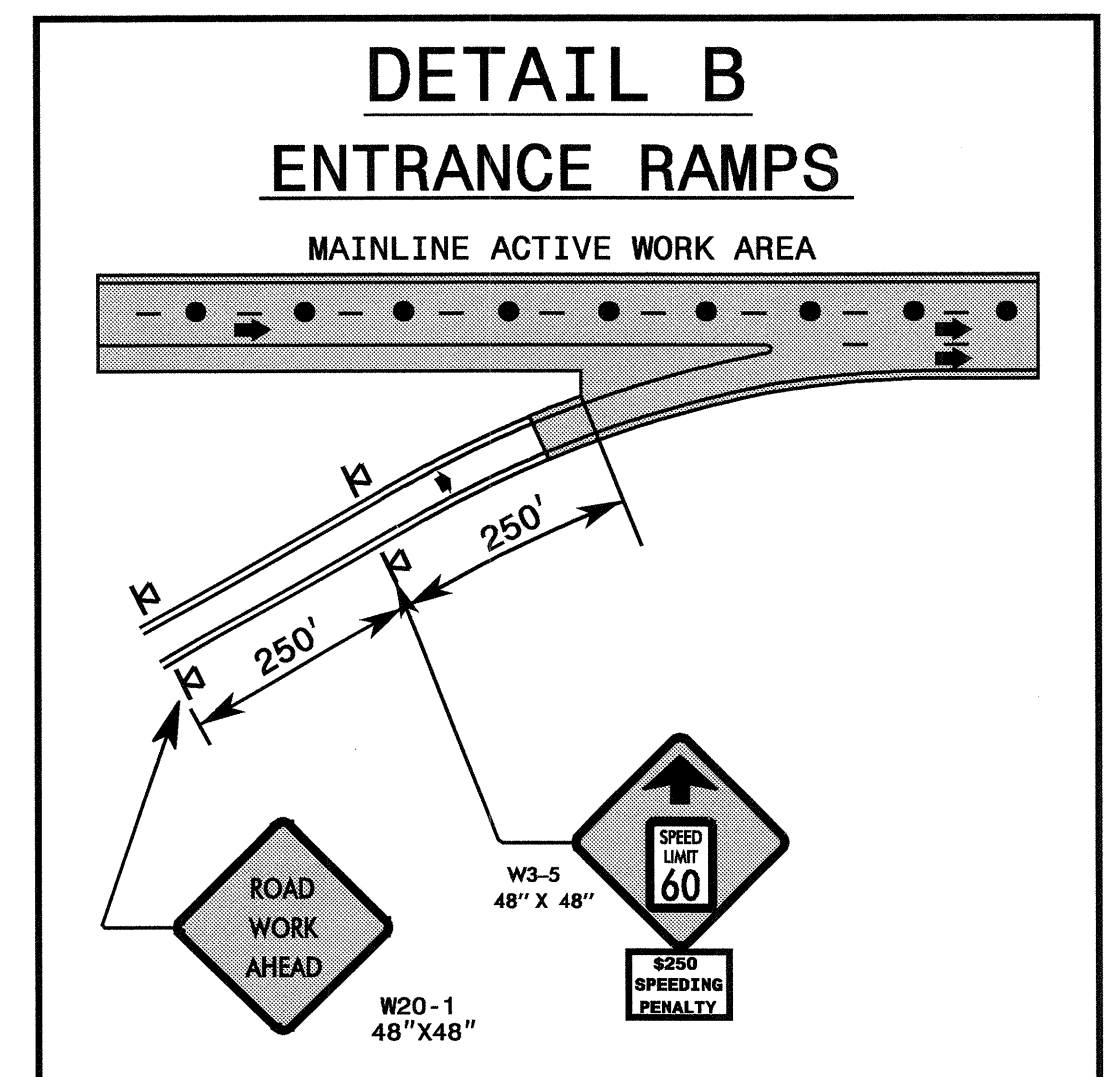
APPROVED:	DATE:	MOVING OPERATION CARAVAN	
 June 4, 2007			
SCALE:	NONE		REVISIONS
DATE:			
DWG. BY:			
DESIGN BY:			
REVIEWED BY:			

DETAIL A



GUIDELINES

1. THIS DRAWING IS INTENDED TO SHOW THE CMS LOCATION AND MESSAGING REQUIRED FOR A "TEMPORARY SPEED LIMIT" REDUCTION ON A FREEWAY WHICH IS 10 MPH OR LESS THAN THE EXISTING SPEED LIMIT.
2. EACH DIRECTION OF THE PROJECT IS TO BE EVALUATED FOR THE "TEMPORARY SPEED LIMIT" REDUCTION. THIS DRAWING INTENTIONALLY HAS 1 DIRECTION SIGNED AS A REMINDER TO CAREFULLY CONSIDER WHETHER BOTH DIRECTIONS OF THE PROJECT NEED TO HAVE THE SPEED LIMIT REDUCED.
3. IN ADDITION, FOR ACTIVE WORK AREAS THAT EXCEED 1 MILE IN LENGTH, AN EVALUATION IS TO BE MADE TO DETERMINE IF ADDITIONAL CMS'S ARE NEEDED TO SUPPLEMENT THE INITIAL ONES. PORTABLE MOUNTED W3-5 SIGNS WITH SPEED PENALTY SIGNS ARE TO BE PLACED ALONG ENTRANCE RAMP LOCATED WITHIN THE ACTIVE WORK AREA.
4. THE \$250 SPEEDING PENALTY APPLIES FOR ALL PROJECTS THAT QUALIFY FOR A "TEMPORARY SPEED LIMIT" REDUCTION.
5. THE "TEMPORARY SPEED LIMIT" REDUCTION IS ONLY IN EFFECT WHEN WORKERS ARE PRESENT. THE SPEED LIMIT AND SPEED PENALTY MESSAGES ARE TO BE REMOVED AND THE SIGNS ARE TO BE TURNED OFF OR OTHER PERTINENT MESSAGING MAY BE DISPLAYED. AT THE COMPLETION OF THE ACTIVITY, THE REGIONAL TRAFFIC ENGINEER SHALL BE NOTIFIED BY THE RESIDENT ENGINEER TO RESCIND THE ORDINANCE.
6. WHEN "TEMPORARY SPEED LIMIT" REDUCTIONS ARE IN EFFECT, THE CONTRACTOR IS TO COVER ANY EXISTING SPEED LIMIT SIGNS LOCATED WITHIN THE ACTIVE WORK AREA THAT CONFLICT WITH THE "TEMPORARY SPEED LIMIT" REDUCTION.
7. REFER TO RSD 1101.02, SHEET 3 OF 9, FOR LEFT AND RIGHT LANE CLOSURES.
8. ONE ADDITIONAL CMS IS REQUIRED TO COMPLY WITH RSD 1101.02, SHEET 3 OF 9.



MESSAGE NO. 1	MESSAGE NO. 2
REDUCE SPEED AHEAD	WORKERS IN ROADWAY

CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
SPEED LIMIT 60 MPH	\$250 SPEEDING PENALTY

CHANGEABLE MESSAGE SIGN

NOTE:
 A \$250 SPEEDING PENALTY ORDINANCE AND A SPEED REDUCTION ORDINANCE WILL BE IMPLEMENTED ON US 264 AND US 64 WHERE THE POSTED SPEED LIMIT IS 70 MPH. REDUCE THE POSTED SPEED LIMIT ON US 264 AND US 64 FROM 70 MPH TO 60 MPH. THE \$250 SPEEDING PENALTY AND THE SPEED REDUCTION ORDINANCE WILL TAKE EFFECT ONLY DURING THE TIME WHEN LANE CLOSURES ARE IN PLACE ON US 264 AND US 64.

APPROVED: _____ DATE: _____	"TEMPORARY SPEED LIMIT" REDUCTION WITH PORTABLE CMS'S- 10 MPH OR LESS					
SCALE: NONE	DATE: 06/07	<table border="1"> <thead> <tr> <th>REVISIONS</th> </tr> </thead> <tbody> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> </tbody> </table>	REVISIONS			
REVISIONS						
DESIGN BY: _____	REVIEWED BY: _____					
CADD FILE						

04-JUN-2007 11:08
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 WORKBOOK AT 12:12:41PM

SIGN NUMBER: SP-03350 TYPE: D QUANTITY: 1 SIGN WIDTH: 4'-0" HEIGHT: 2'-6" TOTAL AREA: 10.0 Sq.Ft. BORDER TYPE: FLUSH RECESS: 0.4" WIDTH: 0.5" RADII: 1.5" NO. Z BARS: N/A LENGTH: N/A	BACKG COLOR: White COPY COLOR: Black	DESIGN BY: CL DOWNEY PROJECT ID:	CHECKED BY: DIV: DIV	STD #: REGULATORY DATE: Aug 18, 2003																																							
	<table border="1"> <thead> <tr> <th>SYMBOL</th> <th>X</th> <th>Y</th> <th>WID</th> <th>HT</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	SYMBOL	X	Y	WID	HT																																					
SYMBOL	X	Y	WID	HT																																							

- USE NOTES: 2,4
- Legend and border shall be direct applied Type III reflective sheeting.
 - Legend and border shall be direct applied non-reflective sheeting.
 - Shields shall be Type III reflective sheeting on 0.032" (0.8mm) aluminum and demountable.
 - Background shall be Type III reflective sheeting.
 - Background shall be Type I reflective sheeting.
 - Center arrow(s) vertically on sign.
 - Bottom panel shall be yellow Type III sheeting. Legend shall be direct applied black non-reflective sheeting. Yellow panel is:

LETTER POSITIONS

Letter spacings are to start of next letter

	Letter Spacing										Series/Size	
	\$	2	5	0							Text Length	
	15.1	5.3	4.6	4.2	3.5	15.4						C6 17.6
		S	P	E	E	D	I	N	G			C6 31.8
		8.1	4.8	4.5	4	4	4.6	2.1	4.4	3.4	8.2	
			P	E	N	A	L	T	Y			C6 28
		11.9	4.6	4	4.3	4.7	3.4	3.3	3.7	8.2		

Spacing Factor is 1 unless specified otherwise

04-JUN-2007 11:09
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 wdkduk AT WZTC224165

APPROVED:	DATE:	SIGN DESIGN	
SCALE: NONE	DATE: 06/07		REVISIONS
DWG. BY: WRD	DESIGN BY: WRD		
REVIEWED BY: HAL			