

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO.	SHEET NO.
R-2510A	TCP-1

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

R-2510A

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
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1115.01	FLASHING ARROW PANELS
1130.01	DRUM
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - THRU LANE DROPS
1205.08	PAVEMENT MARKINGS - SYMBOLS & WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.11	PAVEMENT MARKINGS - RAILROAD CROSSINGS
1250.01	PAVEMENT MARKER SPACING
1251.01	RAISED PAVEMENT MARKERS (TEMPORARY & PERMANENT)
1253.01	SNOWPLOWABLE RAISED PAVEMENT MARKERS
1261.01	GUARDRAIL & BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL & BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION

INDEX OF SHEETS

SHEET NO.	TITLE
TCP-1	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND AND INDEX OF SHEETS
TCP-2 & TCP-2A	PROJECT NOTES
TCP-3	PHASING NOTES
TCP-4	TEMPORARY PAVEMENT MARKING SCHEDULE
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TCP-7A	OFFSITE DETOUR FOR CLOSURE OF US 17 FOR PIPE INSTALLATION
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TCP-25 THRU TCP-38	PHASE II DETAIL SHEETS
TCP-39	ADVANCED WORK ZONE WARNING SIGNS
PM-1	FINAL PAVEMENT MARKING SCHEDULE
PM-2 THRU PM-15	FINAL PAVEMENT MARKING PLANS

LEGEND

- GENERAL**
- DIRECTION OF TRAFFIC FLOW
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 - 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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APPROVED:	PLAN PREPARED BY: N.C.D.O.T. WORK ZONE TRAFFIC CONTROL UNIT
DATE: September 11, 2007	
SEAL:	J. S. BOURNE, PE TRAFFIC CONTROL ENGINEER
	J. S. KITE, PE TRAFFIC CONTROL PROJECT ENGINEER
	D. A. PARKER TRAFFIC CONTROL PROJECT DESIGN ENGINEER

GENERAL NOTES

PROJ. REFERENCE NO. R-2510A	SHEET NO. TCP-2
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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 UNDESIRE 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 CLOSE OR NARROW TRAVEL LANES AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
US 17	MONDAY THRU FRIDAY 6:00AM TO 8:00AM
US 17	MONDAY THRU FRIDAY 4:00PM TO 6:00PM

B) DO NOT CLOSE OR NARROW TRAVEL LANES DURING HOLIDAYS AND SPECIAL EVENTS AS FOLLOWS:

ROAD NAME
US 17

HOLIDAY

1. FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
2. FOR NEW YEAR'S, BETWEEN THE HOURS OF 4:00 P.M. DECEMBER 31st TO 8:00 A.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 8:00 A.M. THE FOLLOWING TUESDAY.
3. FOR EASTER, BETWEEN THE HOURS OF 4:00 P.M. THURSDAY AND 8:00 A.M. MONDAY.
4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 4:00 P.M. FRIDAY TO 8:00 A.M. TUESDAY.
5. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 4:00 P.M. THE DAY BEFORE INDEPENDENCE DAY AND 8:00 A.M. THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 4:00 P.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 8:00 A.M. THE TUESDAY AFTER INDEPENDENCE DAY.
6. FOR LABOR DAY, BETWEEN THE HOURS OF 4:00 P.M. FRIDAY AND 8:00 A.M. TUESDAY.
7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 4:00 P.M. TUESDAY TO 8:00 A.M. MONDAY.
8. FOR CHRISTMAS, BETWEEN THE HOURS OF 4:00 P.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 8:00 A.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

C) DO NOT CLOSE ROADS AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
US 17	MONDAY THROUGH SUNDAY 6:00 AM TO 11:00 PM

D) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	DURATION AND OPERATION
US 17	6:00 AM TO 8:00 AM AND 4:00 PM TO 6:00 PM MONDAY THRU FRIDAY	15 MINS TRAFFIC SHIFTS

E) DO NOT CONDUCT ANY HAULING OPERATIONS AGAINST THE FLOW OF TRAFFIC OF AN OPEN TRAVELWAY UNLESS CLOSURE IS NO LONGER NEEDED, OR AS DIRECTED BY THE ENGINEER.

F) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 15 FT OF 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.

G) 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.

H) 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.

I) 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.

J) DO NOT INSTALL MORE THAN 1 MILE OF LANE CLOSURE ON US 17 MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.

K) DO NOT INSTALL MORE THAN ONE LANE CLOSURE, IN ANY ONE DIRECTION, ON US 17.

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

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GENERAL NOTES (CONT'D)

PROJ. REFERENCE NO.	SHEET NO.
R-2510A	TCP-2A

PAVEMENT EDGE DROP OFF REQUIREMENTS

M) 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 2.5 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.

N) 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

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

SIGNING

P) 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. COORDINATE ADVANCE WARNING SIGNS ON THE NORTH END OF THE PROJECT WITH R-2510B AS DIRECTED BY THE ENGINEER.

Q) PROVIDE PERMANENT SIGNING.

R) PROVIDE DETOUR SIGNING OFF THE PROJECT LIMITS.

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

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

U) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 500 FT IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC BARRIER

V) INSTALL TEMPORARY BARRIER ACCORDING TO THE TRAFFIC CONTROL PLANS A MAXIMUM OF TWO (2) WEEKS PRIOR TO BEGINNING WORK IN ANY LOCATION. ONCE TEMPORARY BARRIER IS INSTALLED AT ANY LOCATION, PROCEED IN A CONTINUOUS MANNER TO COMPLETE THE PROPOSED WORK IN THAT LOCATION UNLESS OTHERWISE STATED IN THE TRAFFIC CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE.

ONCE TEMPORARY BARRIER IS INSTALLED AT ANY LOCATION AND NO WORK IS PERFORMED BEHIND THE TEMPORARY BARRIER FOR A PERIOD LONGER THAN TWO (2) MONTHS, REMOVE/RESET TEMPORARY BARRIER AT NO COST TO THE DEPARTMENT UNLESS OTHERWISE STATED IN THE TRAFFIC CONTROL PLANS, TEMPORARY BARRIER IS PROTECTING A HAZARD, OR AS DIRECTED BY THE ENGINEER.

INSTALL TEMPORARY BARRIER WITH THE TRAFFIC FLOW, BEGINNING WITH THE UPSTREAM SIDE OF TRAFFIC. REMOVE TEMPORARY BARRIER AGAINST THE TRAFFIC FLOW, BEGINNING WITH THE DOWNSTREAM SIDE OF TRAFFIC.

INSTALL AND SPACE DRUMS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH) TO CLOSE OR KEEP THE SECTION OF THE ROADWAY CLOSED UNTIL THE TEMPORARY BARRIER CAN BE PLACED OR AFTER THE TEMPORARY BARRIER IS REMOVED.

W) PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER AT ALL TIMES DURING THE INSTALLATION AND REMOVAL OF THE BARRIER BY EITHER A TRUCK MOUNTED IMPACT ATTENUATOR (MAXIMUM 72 HOURS) OR A TEMPORARY CRASH CUSHION.

PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER FROM ONCOMING TRAFFIC AT ALL TIMES BY A TEMPORARY CRASH CUSHION UNLESS THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER IS OFFSET FROM ONCOMING TRAFFIC AS FOLLOWS OR AS SHOWN IN THE PLANS:

POSTED SPEED LIMIT	MINIMUM OFFSET
40 OR LESS	15 FT
45 - 50	20 FT
55	25 FT
60 MPH or HIGHER	30 FT

TRAFFIC CONTROL DEVICES

X) 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.

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

Z) 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

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

ROAD NAME	MARKING	MARKER
US 17	THERMOPLASTIC (WIDE)	SNOWPLOWABLE RAISED
ALL -Y- LINES	THERMOPLASTIC	NONE

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

ROAD NAME	MARKING	MARKER
ALL ROADS	PAINT	TEMP RAISED (US 17 ONLY)

CC) 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.

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

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

FF) TRACE THE PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO INSTALLATION. PLACE DRUMS TO DELINEATE ANY PROPOSED MONOLITHIC ISLANDS BEFORE INSTALLATION.

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

<p>APPROVED: DATE: 9/11/07</p> <div style="text-align: center;"> <p>SEAL 022104 ENG. JOHN S. KITE, INC.</p> </div>	<h2 style="margin: 0;">GENERAL NOTES</h2>	<table border="1" style="width: 100%; border-collapse: collapse; font-size: x-small;"> <tr> <td>SCALE:</td> <td>NONE</td> </tr> <tr> <td>DATE:</td> <td>05/07</td> </tr> <tr> <td>DWG. BY:</td> <td>DER</td> </tr> <tr> <td>DESIGN BY:</td> <td></td> </tr> <tr> <td>REVIEWED BY:</td> <td>DAP</td> </tr> </table>	SCALE:	NONE	DATE:	05/07	DWG. BY:	DER	DESIGN BY:		REVIEWED BY:	DAP
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PROJECT PHASING

PROJ. REFERENCE NO.	SHEET NO.
R-2510A	TCP-3

PHASE I

- STEP 1 -- INSTALL ADVANCE WARNING SIGNS. (SEE SHEET TCP-39)
- NOTE: STEPS 2 THROUGH 5 MAY BE PERFORMED CONCURRENTLY
- STEP 2 -- AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF NB -L- TO INCLUDE GRADING, DRAINAGE, CROSS-OVERS, AND CULVERT CONSTRUCTION. (SEE TCP-5 THRU TCP-21)
- USING RSD 1101.02, INSTALL PCB AND CRASH CUSHIONS FOR CULVERT CONSTRUCTION. (SEE TCP-20)
- STEP 3 -- BEGIN CONSTRUCTING STAGE I CULVERT. (SEE TCP-20.)

COMPLETE THE WORK OF STEP 4 BETWEEN THE HOURS OF 11:00 P.M. THRU 6:00 A.M. MONDAY THROUGH SUNDAY. SEE INTERMEDIATE CONTRACT TIME NO. 2, AND LIQUIDATED DAMAGES.

- STEP 4 -- A) INSTALL AND COVER SIGNAGE FOR THE CLOSURE OF US 17; MOBILIZE TRAFFIC CONTROL DEVICES. (SEE TCP-7A)
- B) UNCOVER SIGNS AND CLOSE US 17 WITH TRAFFIC PLACED ON THE OFF-SITE DETOUR. (SEE TCP-7A) MAINTAIN ACCESS TO DRIVES WITHIN THE CLOSURE.
- C) INSTALL PROPOSED DRAINAGE UNDER EXIST US 17 AT THE FOLLOWING LOCATIONS DURING A SINGLE ROAD CLOSURE (SEE TCP-6):
- L- STA. 155+45 +/- (36")
 - L- STA. 165+35 +/- (36")
 - L- STA. 174+15 +/- (24")
 - L- STA. 185+85 +/- (36")
- D) RE-OPEN US 17 TO TRAFFIC, COVER SIGNS, DE-ACTIVATE DEVICES.
- STEP 5 -- USE FLAGGERS AND RSD 1101.02, AS NECESSARY, TO CONSTRUCT THE FOLLOWING:
- PROPOSED US 17 NORTHBOUND LANES (OMIT THE TIE INS WITH -Y1-, -Y2- AND -Y6-) UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TCP-8 THRU TCP-21.)
- RAISED MONOLITHIC CONCRETE ISLANDS AND TURN LANES AT THE FOLLOWING LOCATIONS
- -L- STA. 113+00 +/-
 - -L- STA. 151+50 +/-
 - -L- STA. 159+00 +/-
 - -L- STA. 180+00 +/-
 - -L- STA. 216+00 +/-
- TEMPORARY PAVEMENT, DETOURS AND CROSSOVERS TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT. (SEE TCP-8, 11, 12, 19-21.)
- -Y3-, -Y5- (SEE TCP-13, AND 16.)
- STEP 6 -- USING RSD 1101.02, OVERLAY THE EXISTING TRAVEL LANES OF US 17 AS SHOWN ON TCP-11 THRU TCP-20, UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE TO ACCOMMODATE THE PHASE II TRAFFIC PATTERN. SHOULDER UNDERCUT IN THESE AREAS WILL BE DONE IN PHASE II, STEP 7.

- STEP 7 -- INSTALL BARRICADES AND ADVANCED WARNING SIGNS TO CLOSE -Y1-, -Y2-, AND -Y6-. (SEE RSD 1101.03)
- STEP 8 -- CONSTRUCT -L- TIE INS AND -Y1-, -Y2- AND -Y6- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE TCP-9A, 10A, AND 18A.) MAINTAIN ACCESS TO DRIVES. DO NOT RE-OPEN THESE -Y- LINES UNTIL PHASE II, STEP 2C.
- STEP 9 -- COMPLETE ALL WORK BEGUN IN PHASE I.

PHASE II

MAJOR TRAFFIC SWITCH TO PHASE II PATTERN

- STEP 1 -- INSTALL ALL STATIONARY WARNING SIGNS IN PREPARATION FOR THE UPCOMING TRAFFIC SHIFT. COVER SIGNS UNTIL NEEDED, AS DIRECTED BY THE ENGINEER.
- INSTALL ALL PERMANENT REGULATORY AND DIRECTIONAL SIGNS AS REQUIRED BY THE SIGNING PLAN BETWEEN STA. 109+00 +/- AND STA. 219+00 +/- COVER SIGNS UNTIL NEEDED, AS DIRECTED BY THE ENGINEER.
- AWAY FROM TRAFFIC, INSTALL PAVEMENT MARKINGS AND MARKERS FOR THE PHASE II TRAFFIC PATTERN (SEE TCP-25 THRU TCP-38)
- NOTE: ALL NECESSARY SIGNING, AS DIRECTED BY THE ENGINEER, SHALL BE PROPERLY INSTALLED PRIOR TO THE SHIFT.
- NOTE: WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK OF STEP 2 IN A SINGLE WORK PERIOD
- STEP 2 -- TIE IN -DET1- (NB) AND -DET2- (NB) AND SPLIT NB AND SB TRAFFIC BETWEEN THE DETOURS AS DESCRIBED BELOW:
- A) USING FLAGGERS AND RSD 1101.02, TIE IN THE NB LANES OF -DET1- AND -DET2- AND PLACE TEMPORARY DOUBLE YELLOW CENTERLINE AND WHITE EDGE LINE. (SEE TCP-25 AND TCP-38)
- USING RSD 1101.02, POSITION FLAGGERS AT BARR RD. TO STOP TRAFFIC WHEN US 17 IS SWITCHED IN STEP B.
- B) USE FLAGGERS OR POLICE TO STOP TRAFFIC FROM ENTERING US 17 FROM EITHER DIRECTION OF BARR RD. (-Y3-). USING DRUMS AND BARRICADES, CLOSE MEDIAN OPENING AND TURN LANES AT US 17 AND BARR RD.
- USING PILOT VEHICLES AND/OR POLICE, SWITCH NB US 17 TRAFFIC INTO THE OUTSIDE LANE OF THE PROPOSED NB LANES IN A 1 LANE 1 WAY PATTERN. SB TRAFFIC REMAINS IN THE EXISTING SB TRAVEL LANE.
- RELOCATE STOP BAR FOR WB BARR RD. AT THE INTERSECTION WITH US 17. (SEE RSD 1101.02)
- C) RE-OPEN BARR RD. TO RIGHT IN/RIGHT OUT ACCESS
- OPEN THE MEDIAN TO LEFT TURNS AND/OR U-TURNS AT THE FOLLOWING LOCATIONS:
1. -L- STA. 113+00 +/-
 2. -L- STA. 151+50 +/-
 3. -L- STA. 159+00 +/-
 4. -L- STA. 181+00 +/-
 5. HARDING RD. (-Y6-)
 6. -L- STA. 216+00 +/-
- OPEN -Y1-, -Y2-, AND -Y6-
- D) USE DRUMS TO CLOSE THE EXISTING NB TRAVEL LANE AND THE PROPOSED INSIDE NB LANE BETWEEN THE -DET1- AND -DET2-.

NOTE: WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK OF STEP 3 IN A SINGLE WORK PERIOD

- STEP 3 -- TIE IN -DET1- (SB) AND -CROSS1- (SB) AND OPEN TO SB TRAFFIC AS DESCRIBED BELOW:
- A) USE RSD 1101.02 AND FLAGGERS TO SLOW/DIRECT TRAFFIC, AND BEHIND DRUMS, TIE IN PROPOSED -CROSS1- AND STRIPE FROM STA. 106+20 TO BARR RD. TO ESTABLISH A 1 LANE, 1 WAY OPERATION FOR NB US 17.
- B) REPOSITION FLAGGER AT STA. 106+20 AND PLACE SB TRAFFIC ON -CROSS1-. TIE IN THE SB LANE OF -DET1-, PLACE REMAINING MARKINGS (SEE TCP-25 THRU TCP-30) AND OPEN TO 2 LANE 2 WAY TRAFFIC.
- C) CLOSE OFF EXISTING US 17 TO THRU TRAFFIC BETWEEN -DET1- AND -CROSS1-.

STEP 4 -- BEHIND DRUMS, REMOVE AND RESET PCB AND CRASH CUSHIONS AT THE RBCB AT -L- STA. 224+62 +/- TO THE PROPOSED NB LANES. (SEE TCP-37)

NOTE: WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK OF STEP 5 IN A SINGLE WORK PERIOD

- STEP 5 -- TIE IN -DET2- (SB) AND -CROSS2- (SB) AND OPEN TO SB TRAFFIC AS DESCRIBED BELOW
- A) USING RSD 1101.02 AND FLAGGERS TO SLOW/DIRECT TRAFFIC, BEHIND DRUMS, TIE IN PROPOSED -CROSS2- AND INSTALL MARKINGS.
- B) USING RSD 1101.02 AND FLAGGERS, PLACE SB US 17 IN A 1 LANE 1 WAY PATTERN, COMPLETE TIE IN AT -DET2-, AND PLACE REMAINING MARKINGS.
- C) OPEN THE SB LANE OF -DET2-. (SEE TCP-36 THROUGH TCP-38)
- D) CLOSE OFF EXIST US 17 BETWEEN -CROSS2- AND -DET2-

STEP 6 -- BEHIND DRUMS, REMOVE EXISTING MARKINGS AND REPLACE WITH MARKINGS AS SHOWN ON TCP-30 THROUGH TCP-36.

NOTE: MAINTAIN ACCESS TO LOCAL TRAFFIC ONLY ALONG EXISTING US 17 AS SHOWN ON SHEETS TCP-27,28,36-38.

- STEP 7 -- USE LANE CLOSURES AND FLAGGERS TO CONSTRUCT THE MONOLITHIC CONCRETE ISLANDS AT THE INTERSECTION OF BARR RD. AND US 17. (SEE RSD 1101.02)
- PLACE TEMPORARY MARKINGS/MARKERS AS SHOWN ON SHEET TCP-30 AND OPEN TO THE INTERSECTION TO THE PHASE II TRAFFIC PATTERN. (SEE RSD 1101.02)

- STEP 8 -- USE LANE CLOSURES AND FLAGGERS TO CONSTRUCT THE MONOLITHIC CONCRETE ISLAND AT THE INTERSECTION OF FREDERICK RD. AND US 17.
- PLACE TEMPORARY MARKINGS/MARKERS AS SHOWN ON SHEET TCP-33 AND OPEN THE INTERSECTION TO THE PHASE II TRAFFIC PATTERN. (SEE RSD 1101.01)

- STEP 9 -- USING RSD 1101.02 AND ALTERNATE LANE CLOSURES, PERFORM UNDERCUT/SOULDER REPAIR AND WEDGE/WIDEN EXISTING US 17 UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AS DETAILED ON SHEETS TCP-25 THROUGH TCP-38.
- CONSTRUCT STAGE II CULVERT.

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PROJECT PHASING

PROJ. REFERENCE NO.	SHEET NO.
R-2510A	TCP-3A

PHASE III

STEP 1 -- OPEN THE SOUTHERN END OF THE PROJECT FROM STA. 20+00 +/- TO BARR RD. TO THE FINAL TRAFFIC PATTERN AS DESCRIBED BELOW:

- A) USING RSD 1101.02 AND FLAGGERS, PLACE US 17 TRAFFIC IN A 1 LANE, 2 WAY PATTERN IN THE NB LANE FROM STA. 20+00 TO STA. 27+00. MILL OUT THE SB LANE OF -DET1- AND TIE IN THE PROPOSED OUTSIDE SB LANE WITH THE EXISTING SB LANE, UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE, AND PLACE TEMPORARY MARKINGS FOR THE FINAL TRAFFIC PATTERN FROM STA. 20+00 +/- TO BARR RD.

- B) USING FLAGGERS TO SLOW/DIRECT THE SB TRAFFIC, INSTALL A SHIFTING TAPER TO PLACE SB US 17 IN THE PROPOSED OUTSIDE LANE FROM BARR RD. TO STA. 20+00 +/-.

- C) USING FLAGGERS AS NECESSARY, PERFORM THE FOLLOWING:
 - 1. REMOVE -CROSS1- AND COMPLETE THE MEDIAN BETWEEN -L- STA. 106 +/- AND 113 +/-
 - 2. COMPLETE THE PLACEMENT OF TEMPORARY PAVEMENT MARKINGS IN THE FINAL PATTERN BETWEEN BEGIN PROJECT AND BARR RD. (NB AND SB) AND OPEN TO THE FINAL TRAFFIC PATTERN.

STEP 2 -- OPEN THE REMAINDER OF THE PROJECT TO FINAL TRAFFIC PATTERN AS DESCRIBED BELOW:

- A) USING FLAGGERS, AND WITH TRAFFIC IN A 1 LANE 2 WAY PATTERN IN THE NB LANE OF -DET2-, MILL OUT THE SB LANE OF -DET2- AND TIE IN THE PROPOSED OUTSIDE SB LANE WITH THE EXISTING SB TRAVEL LANE, UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE, AND PLACE TEMPORARY MARKINGS FOR THE FINAL TRAFFIC PATTERN.

- B) OPEN THE OUTSIDE SB LANE TO TRAFFIC FROM BARR RD. TO END OF PROJECT WITH THE INSIDE LANE DRUMED OFF.

- C) USING FLAGGERS AS NECESSARY, PERFORM THE FOLLOWING:
 - 1. REMOVE -CROSS2- AND COMPLETE THE MEDIAN BETWEEN -L- STA. 217 +/- AND 225 +/-.
 - 2. COMPLETE THE PLACEMENT OF TEMPORARY PAVEMENT MARKINGS IN THE FINAL PATTERN BETWEEN BARR RD. AND END OF PROJECT (NB AND SB) AND OPEN TO THE FINAL TRAFFIC PATTERN.

STEP 3 -- USING RSD 1101.02 AND ALTERNATING LANE CLOSURES, PLACE THE FINAL LAYER OF SURFACE COURSE AND FINAL PAVEMENT MARKINGS/MARKERS THROUGHOUT THE PROJECT.

STEP 4 -- REMOVE ALL TRAFFIC CONTROL DEVICES.

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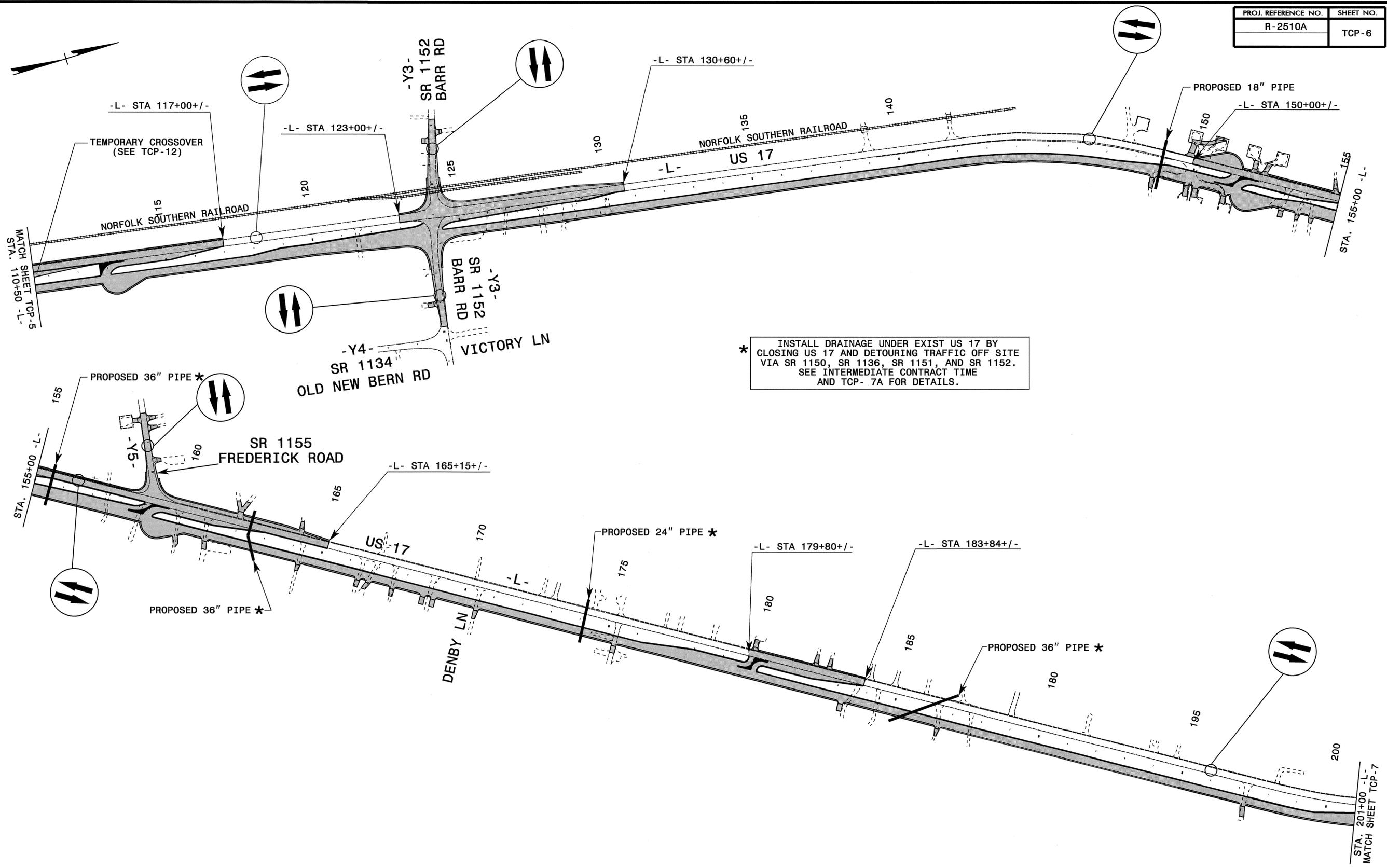
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TEMPORARY PAVEMENT MARKING SCHEDULE

SYMBOL	DESCRIPTION	PAY ITEM/QUANTITY BREAKDOWN	TOTAL QUANTITY
<u>PAVEMENT MARKING LINES</u>			
<u>4" PAINT</u>			
PA	WHITE EDGELINE	130600 LF	
PB	YELLOW EDGELINE	88700 LF	
PC	10 FT. WHITE SKIP	44300 LF	
PD	2 FT. WHITE MINISKIP	2100 LF	
PE	WHITE SOLID LANE LINE	1000 LF	
PI	YELLOW DOUBLE CENTER	42100 LF	
			TOTAL 308800 LF
<u>8" PAINT</u>			
PR	WHITE GORELINE	22700 LF	
PS	WHITE DIAGONAL	1250 LF	
PV	YELLOW DIAGONAL	600 LF	
			TOTAL 24550 LF
<u>16" PAINT</u>			
P3	WHITE LINE, RR CROSSBUCK	160 LF	
			TOTAL 160 LF
<u>24" PAINT</u>			
P4	WHITE STOPBAR	570 LF	
			TOTAL 570 LF
<u>PAINT SYMBOLS</u>			
QA	LEFT TURN ARROW	94 EA	
QB	RIGHT TURN ARROW	34 EA	
QC	STRAIGHT ARROW	20 EA	
			TOTAL 148 EA
<u>ALPHANUMERIC CHARACTERS</u>			
QI	RAILROAD (RR)	8 EA	
			TOTAL 8 EA
<u>TEMPORARY RAISED PAVEMENT MARKERS</u>			
MH	YELLOW & YELLOW	200 EA	
MI	CRYSTAL & RED	700 EA	
			TOTAL 900 EA

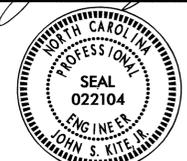
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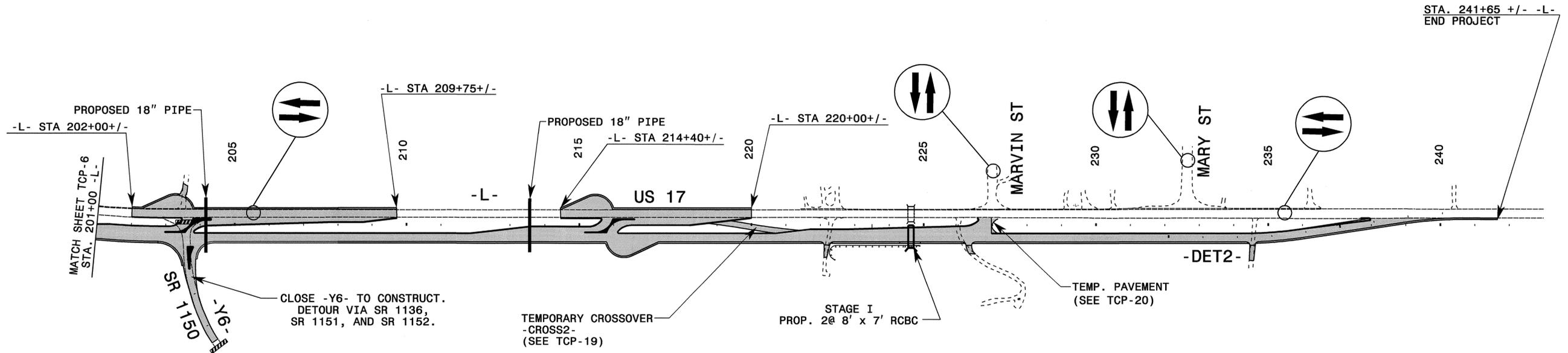
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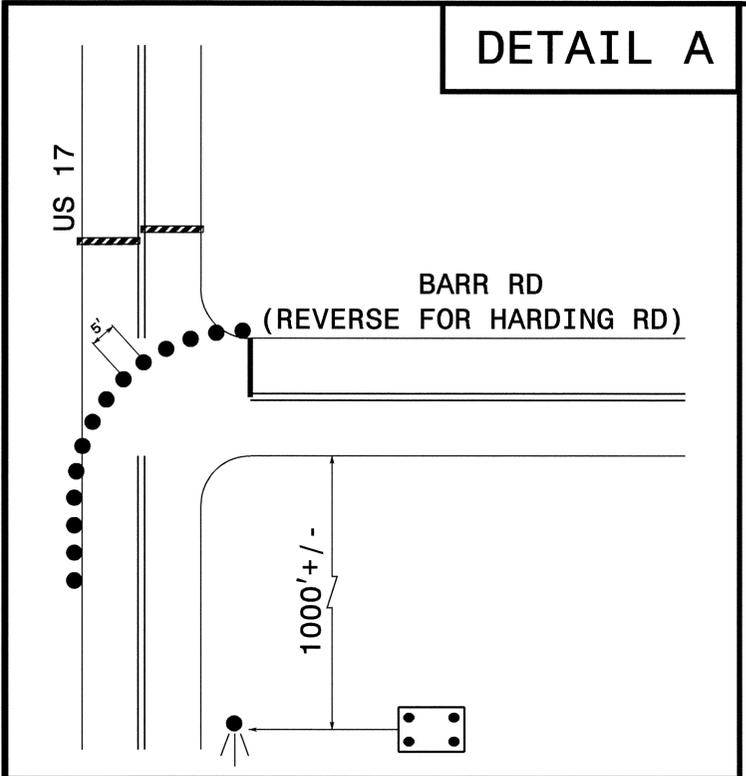
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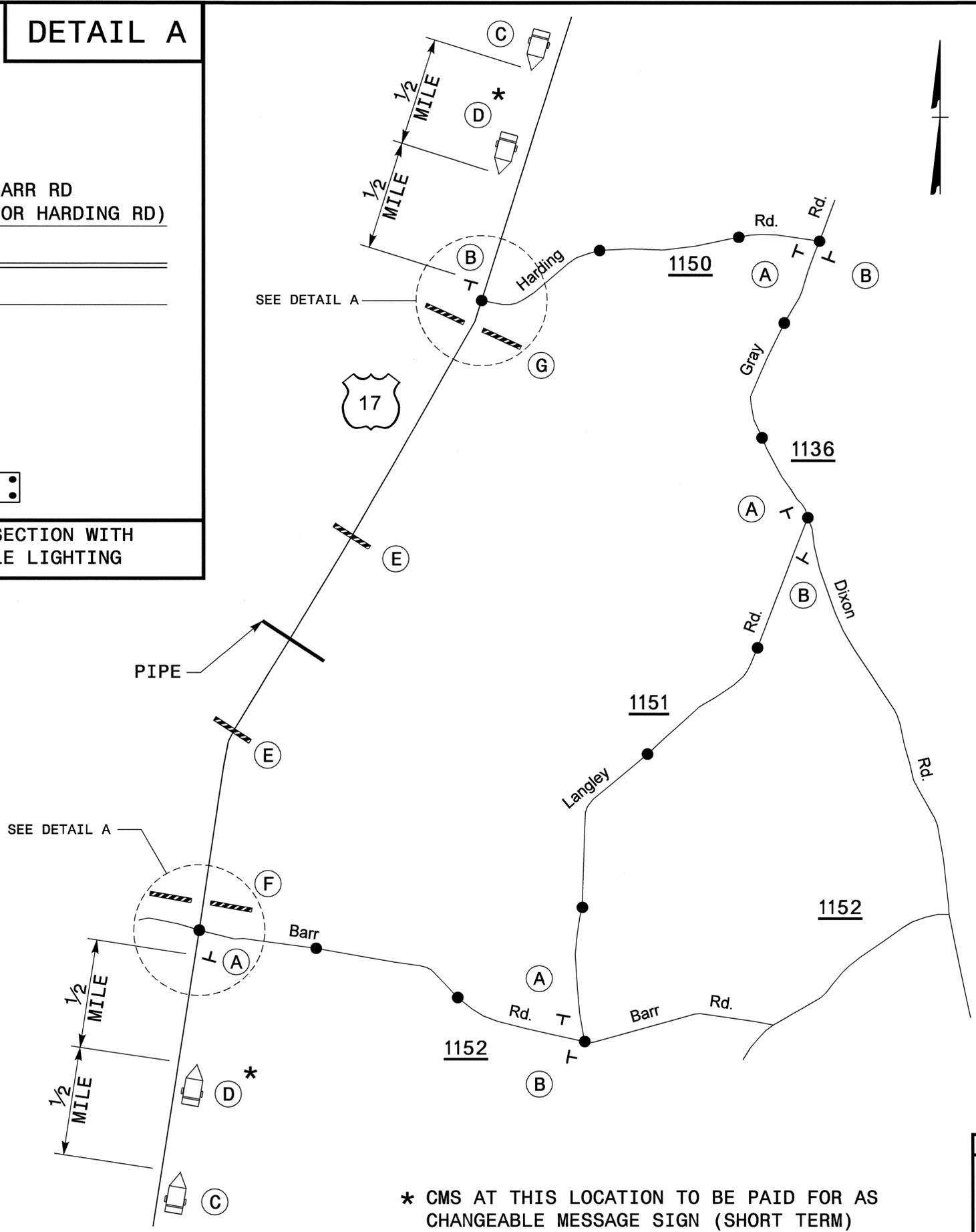
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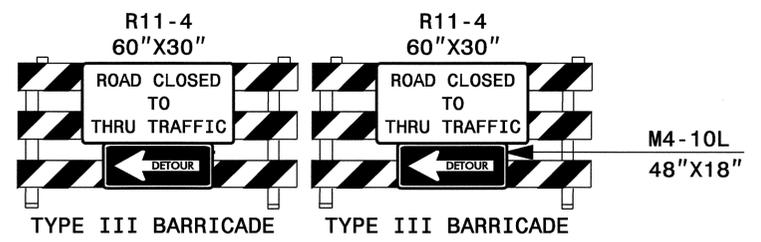
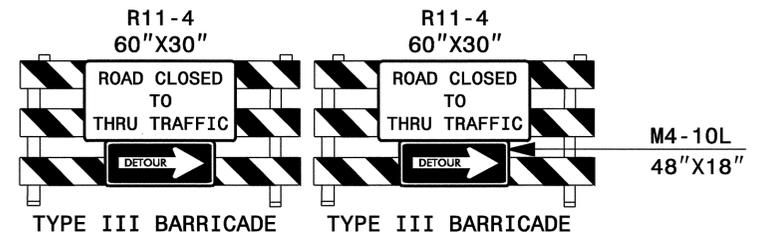
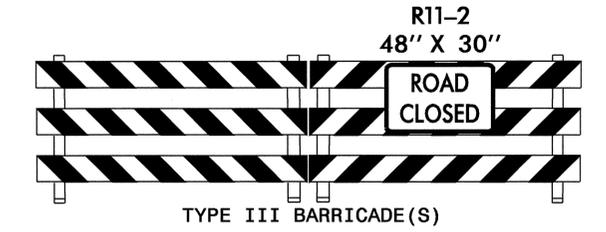
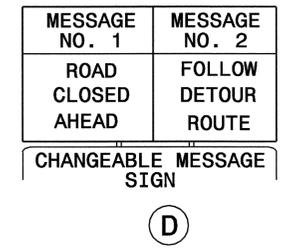
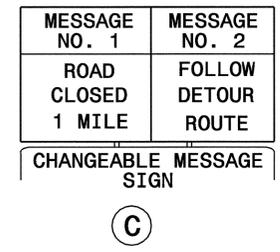
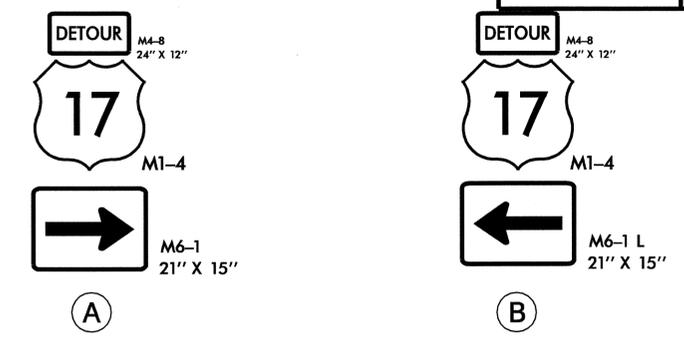
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NOTE: ILLUMINATE INTERSECTION WITH TEMPORARY PORTABLE LIGHTING



* CMS AT THIS LOCATION TO BE PAID FOR AS CHANGEABLE MESSAGE SIGN (SHORT TERM)



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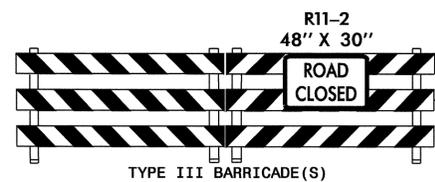
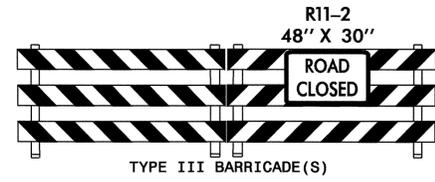
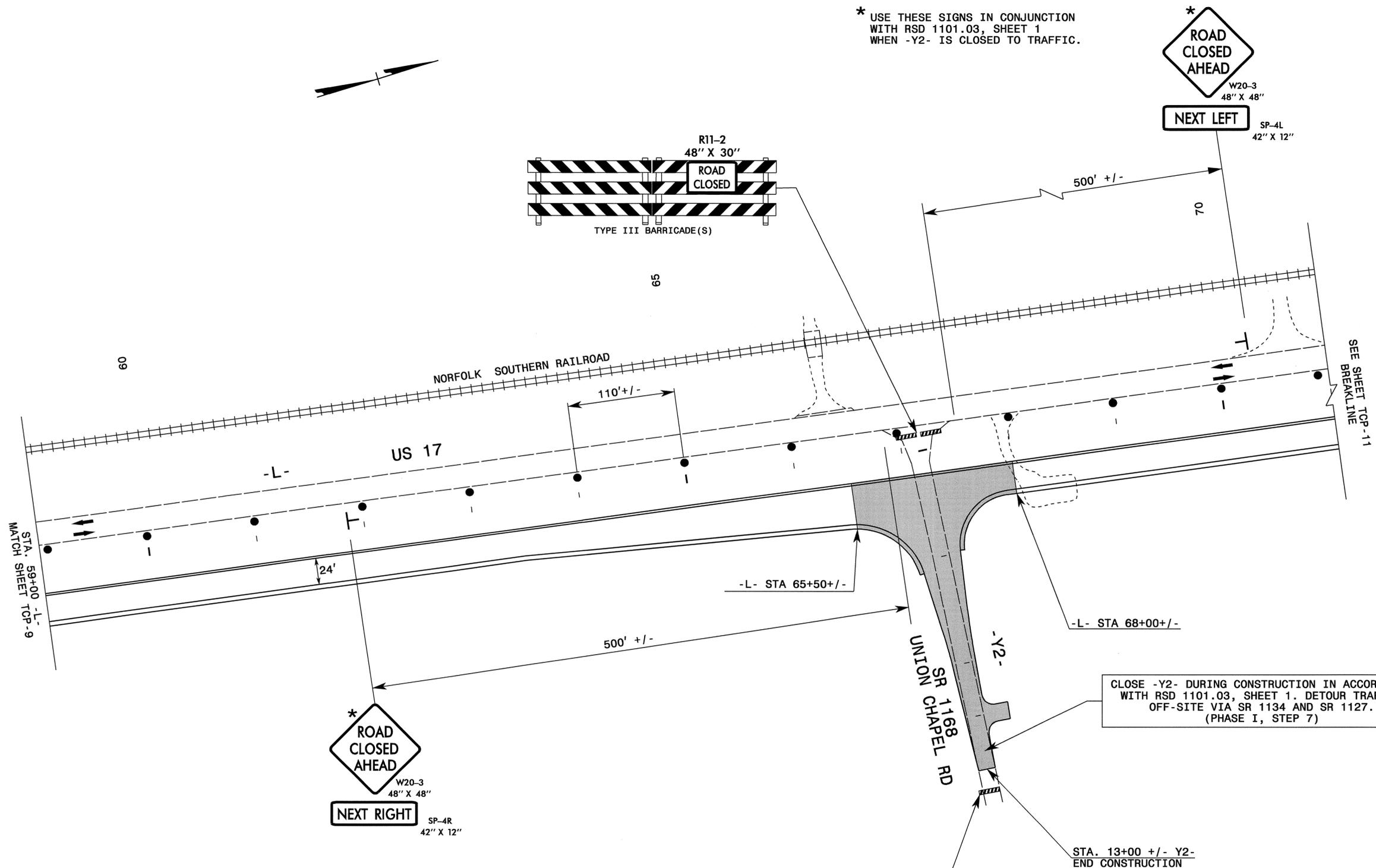
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OFF SITE DETOUR FOR CLOSURE OF US 17 FOR PIPE INSTALLATION

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* USE THESE SIGNS IN CONJUNCTION WITH RSD 1101.03, SHEET 1 WHEN -Y2- IS CLOSED TO TRAFFIC.



CLOSE -Y2- DURING CONSTRUCTION IN ACCORDANCE WITH RSD 1101.03, SHEET 1. DETOUR TRAFFIC OFF-SITE VIA SR 1134 AND SR 1127. (PHASE I, STEP 7)

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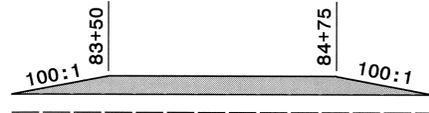
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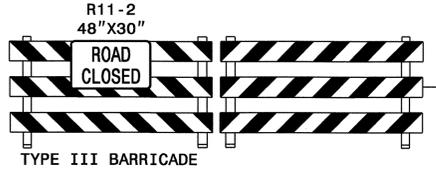
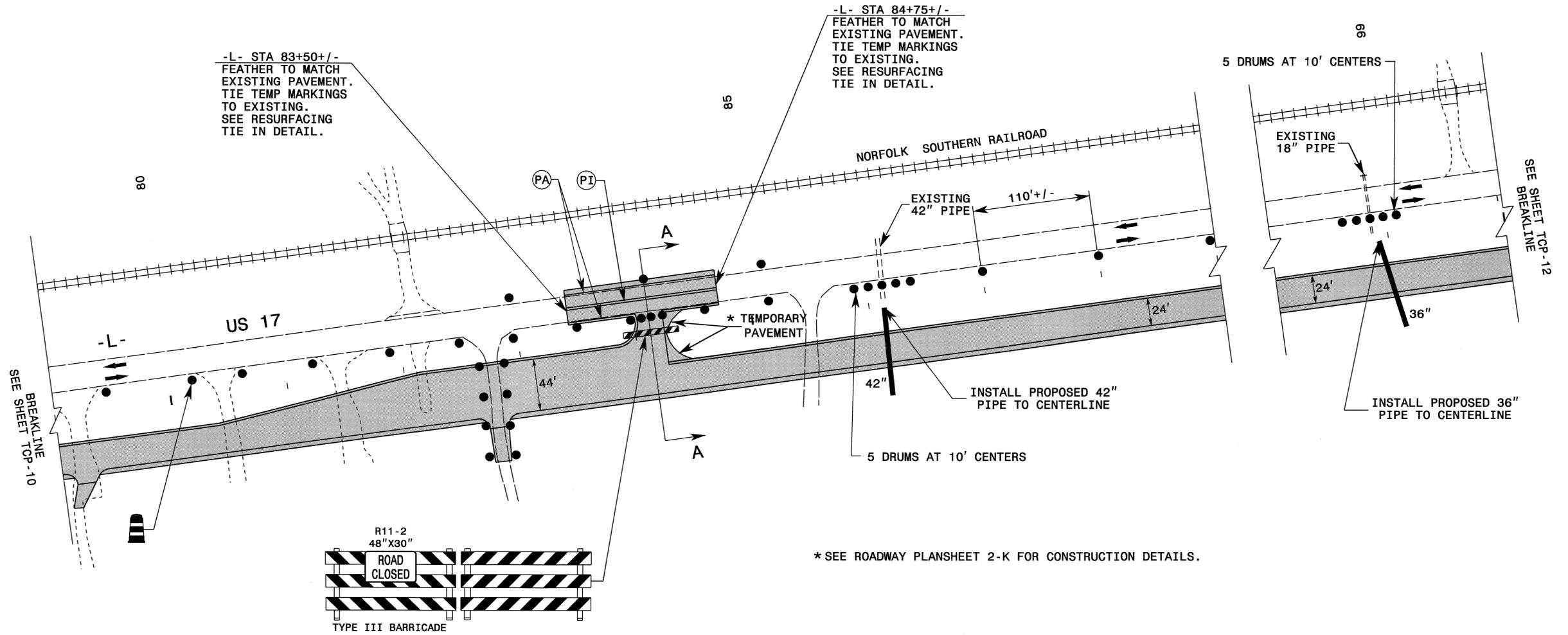
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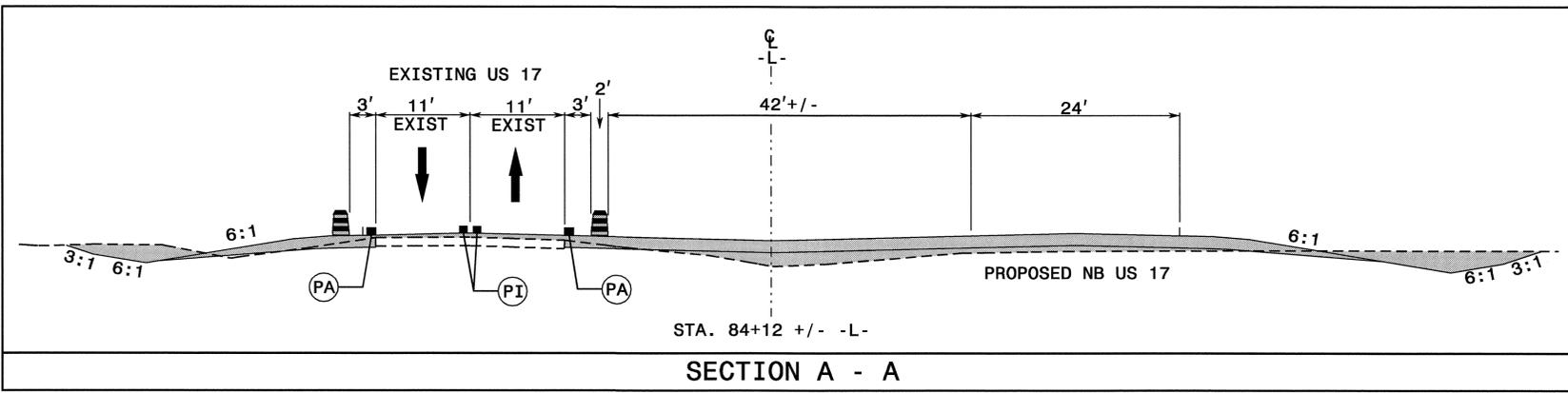
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RESURFACING TIE IN DETAIL



* SEE ROADWAY PLANSHEET 2-K FOR CONSTRUCTION DETAILS.



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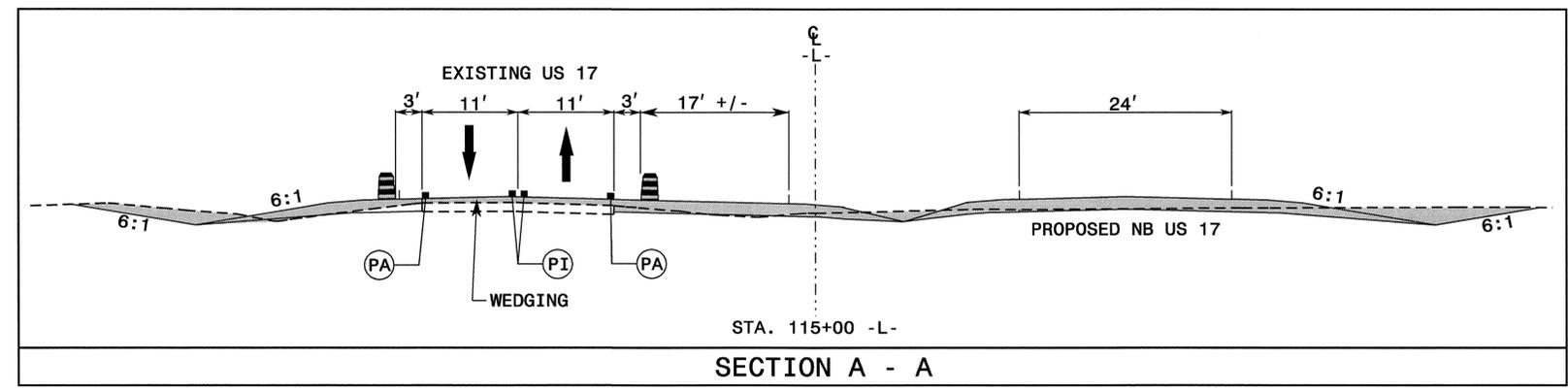
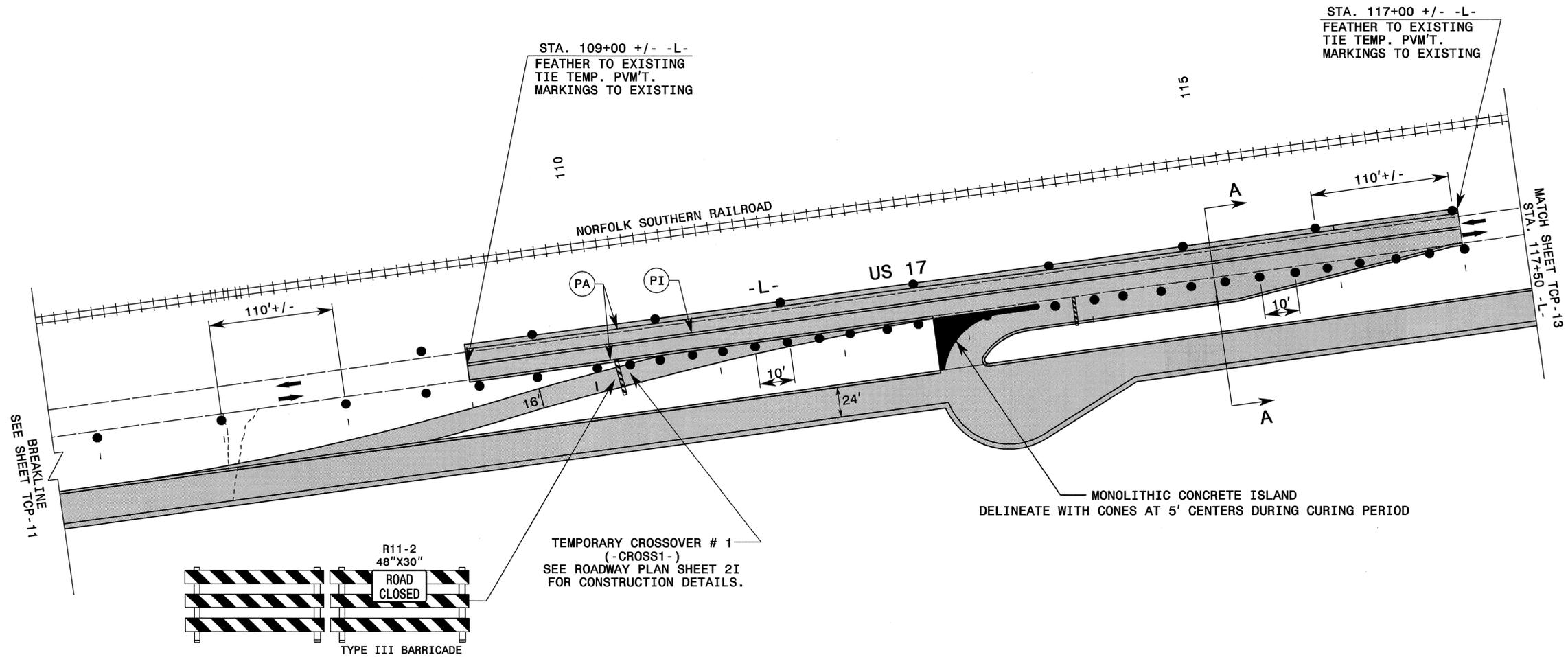
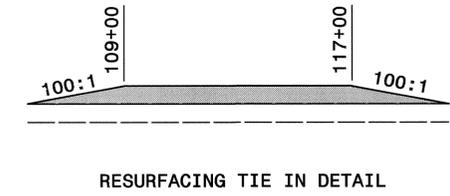
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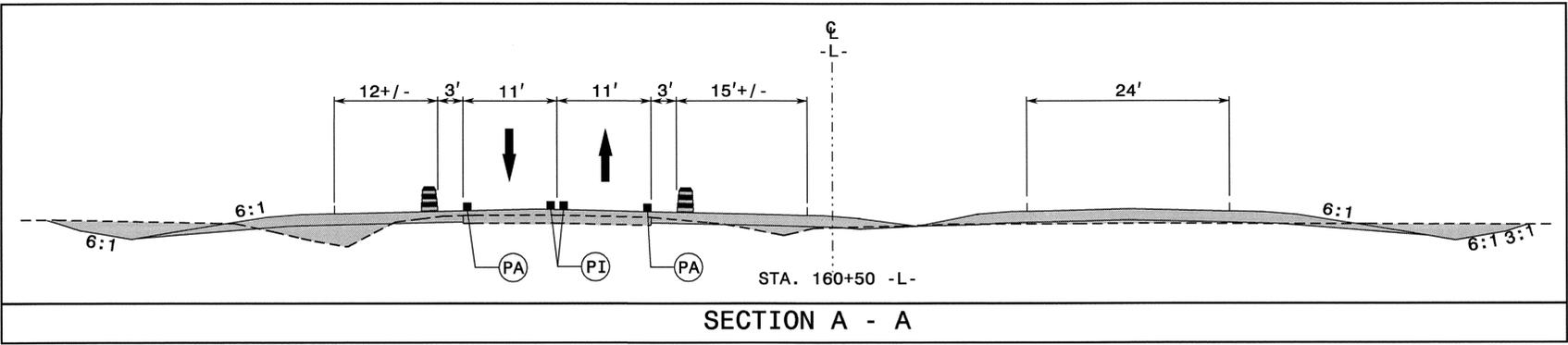
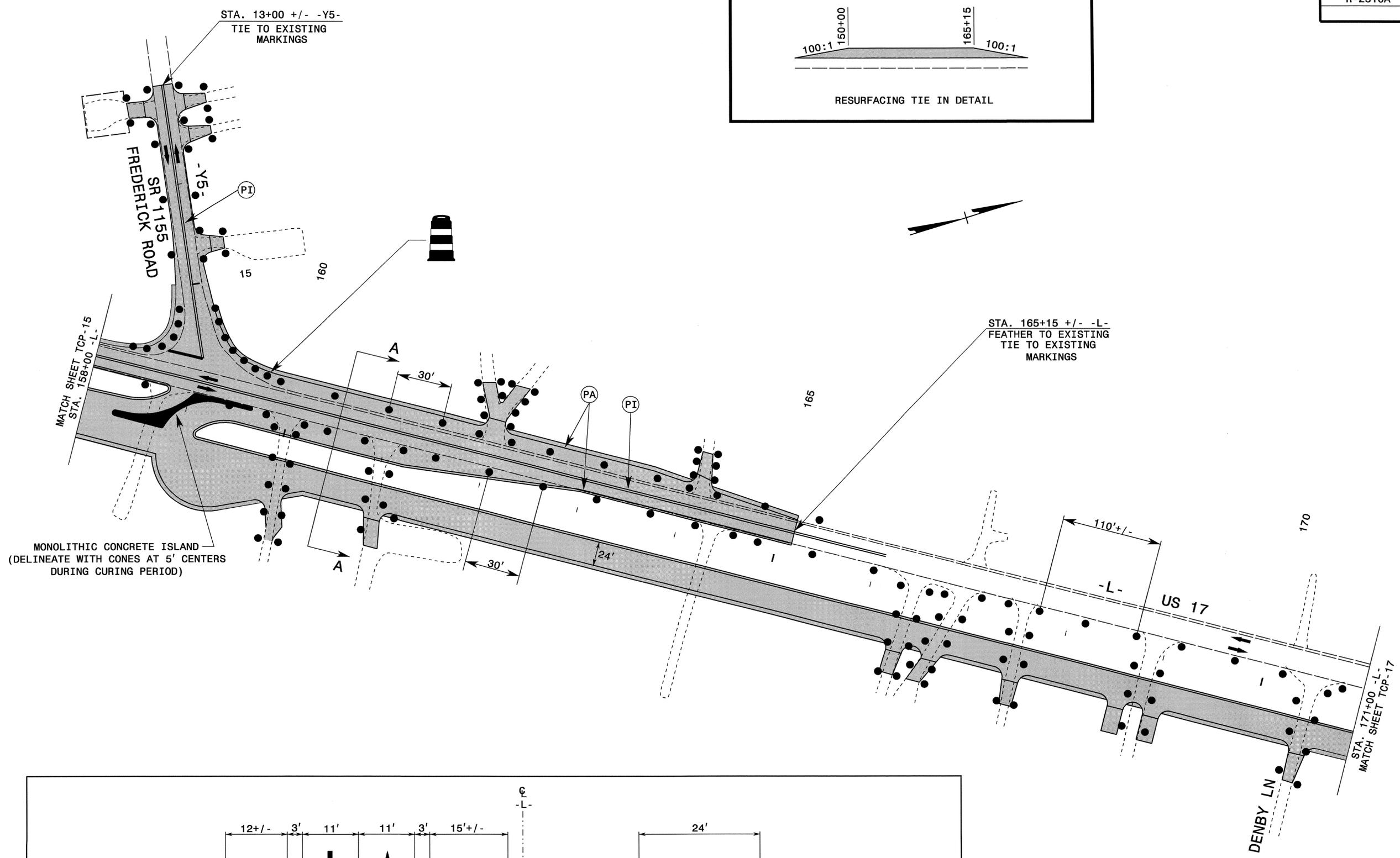
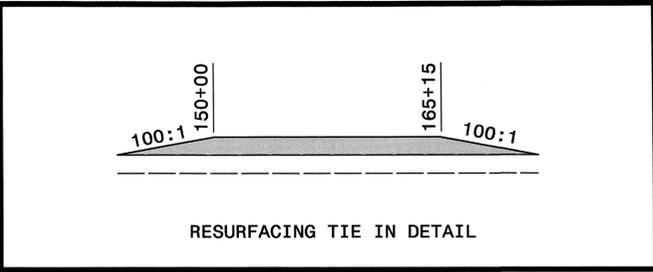
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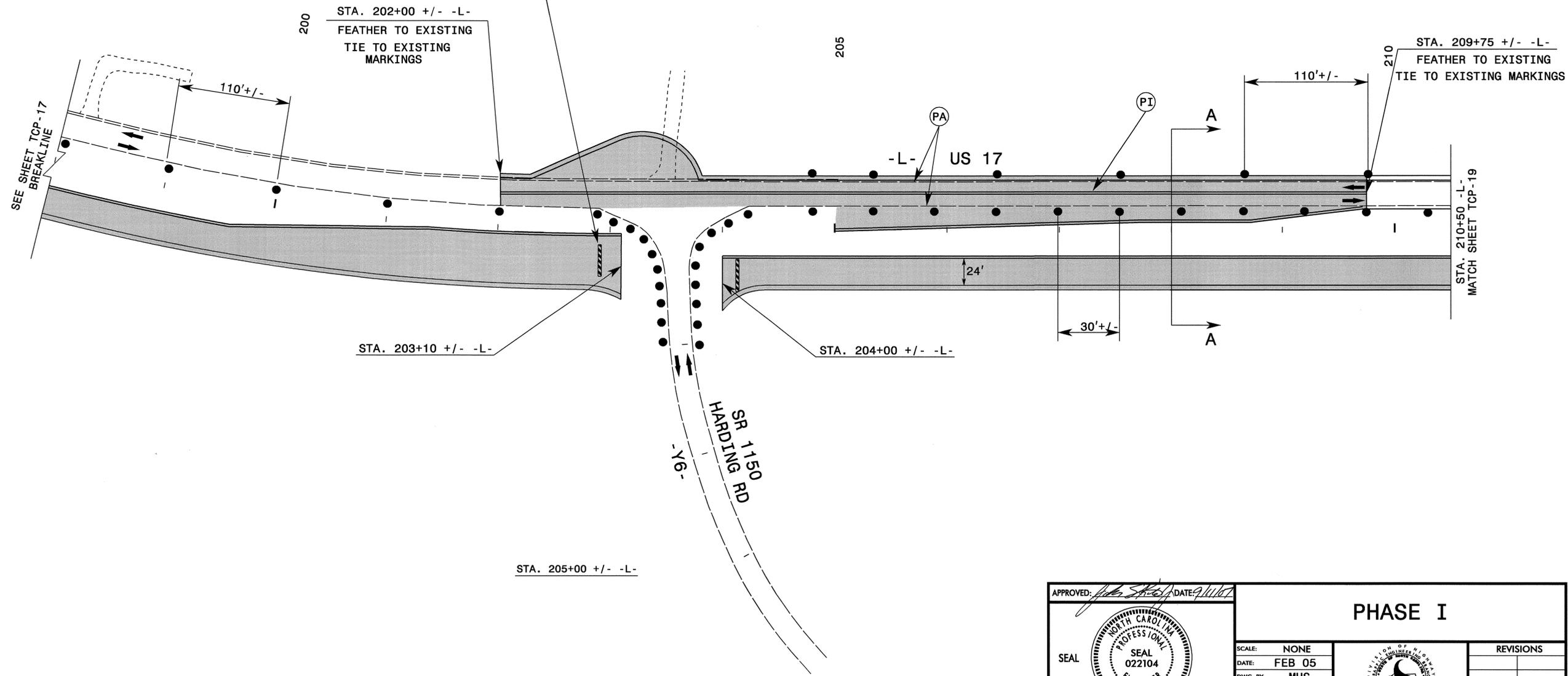
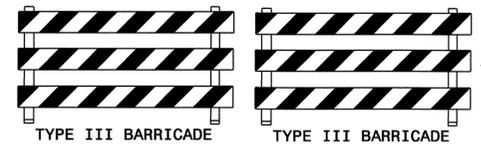
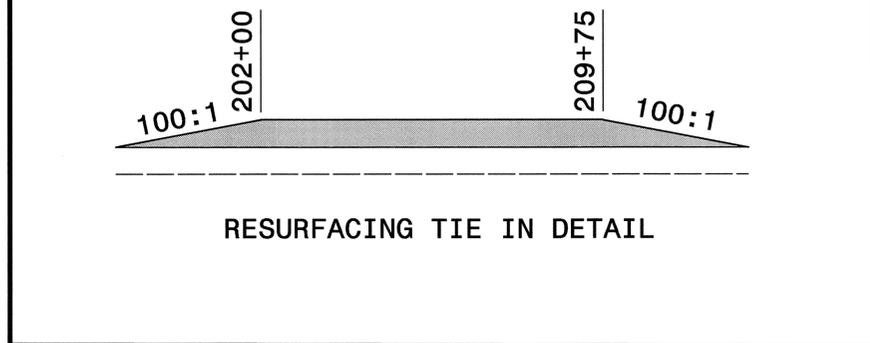
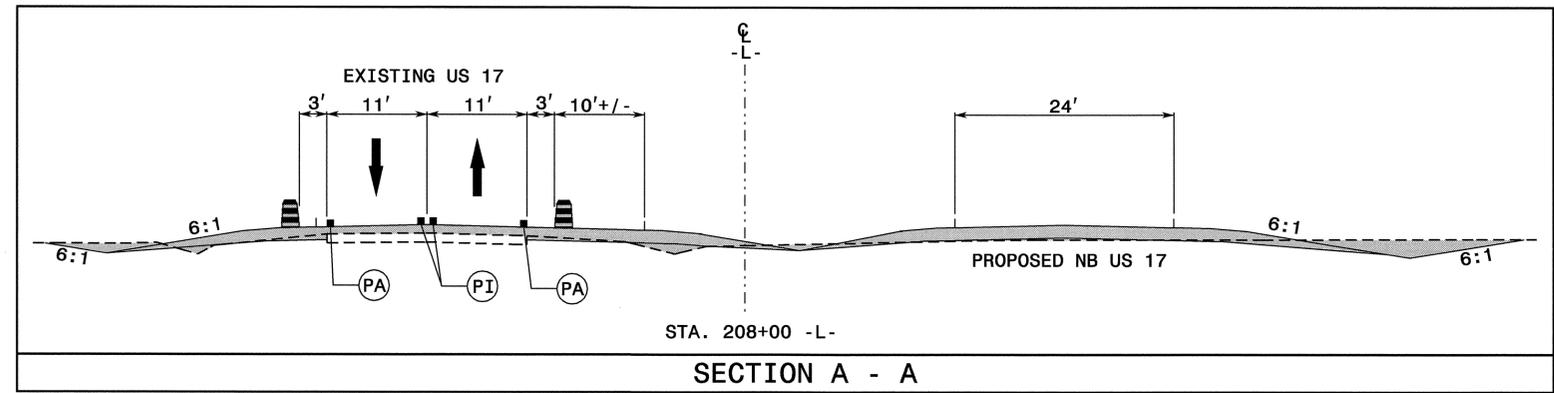
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NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 022104 JOHN S. KITE, JR.

PHASE I

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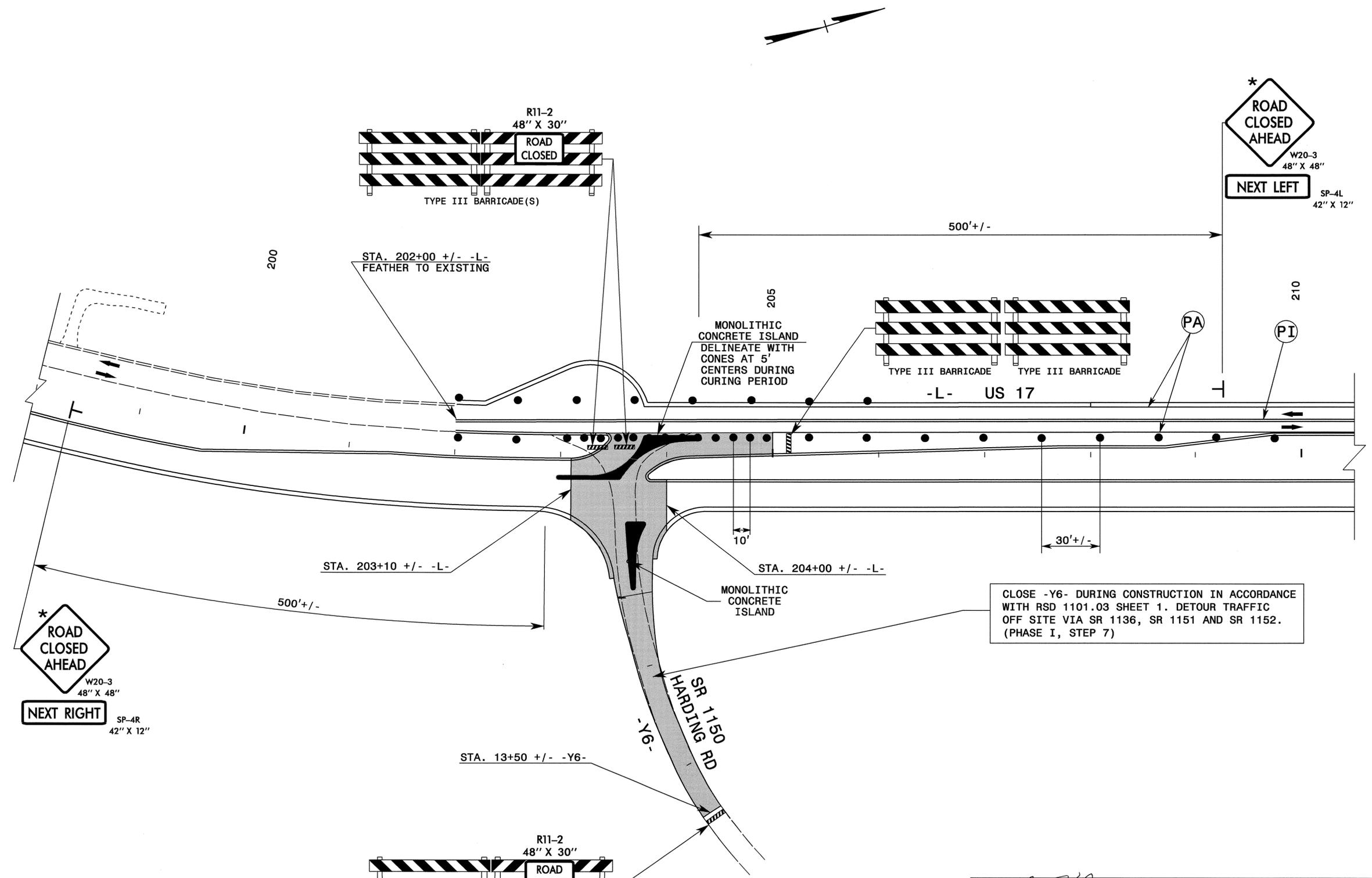
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* USE THESE SIGNS IN CONJUNCTION WITH RSD 1101.03, SHEET 1 WHEN -Y6- IS CLOSED TO TRAFFIC.



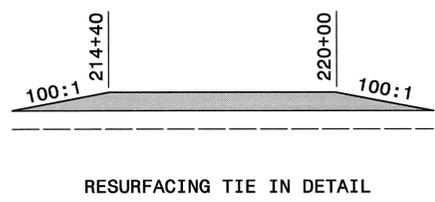
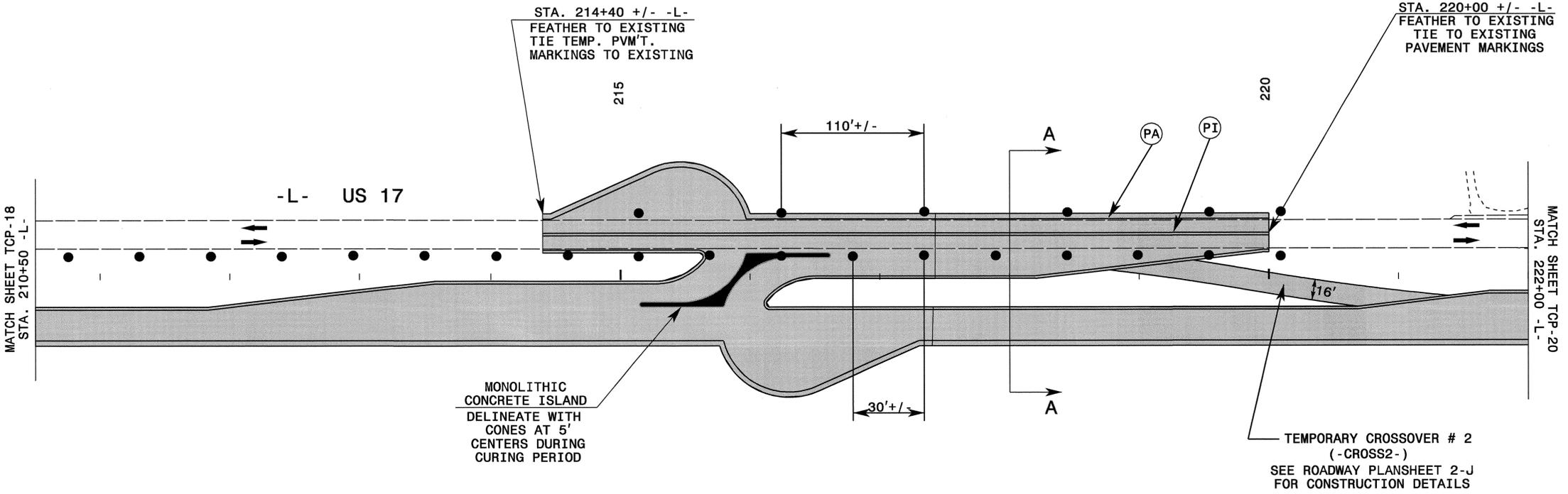
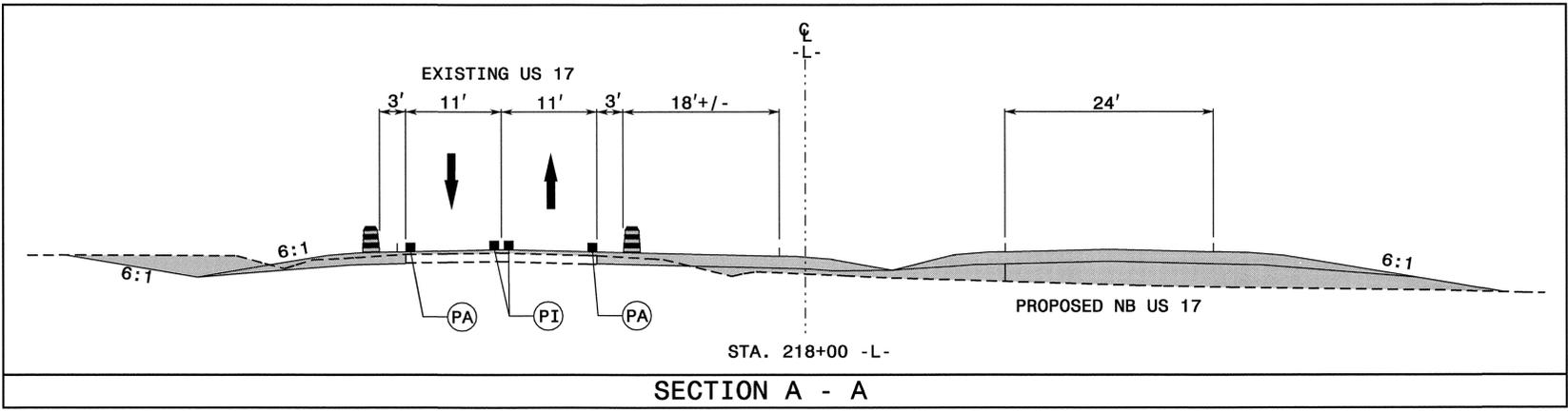
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W20-3
48" X 48"
NEXT RIGHT
SP-4R
42" X 12"

* ROAD CLOSED AHEAD
W20-3
48" X 48"
NEXT LEFT
SP-4L
42" X 12"

CLOSE -Y6- DURING CONSTRUCTION IN ACCORDANCE WITH RSD 1101.03 SHEET 1. DETOUR TRAFFIC OFF SITE VIA SR 1136, SR 1151 AND SR 1152. (PHASE I, STEP 7)

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APPROVED: *[Signature]* DATE: 2/16/05

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PROFESSIONAL ENGINEER
 JOHN S. KITE, P.E.
 SEAL 022104
 ENGINEER

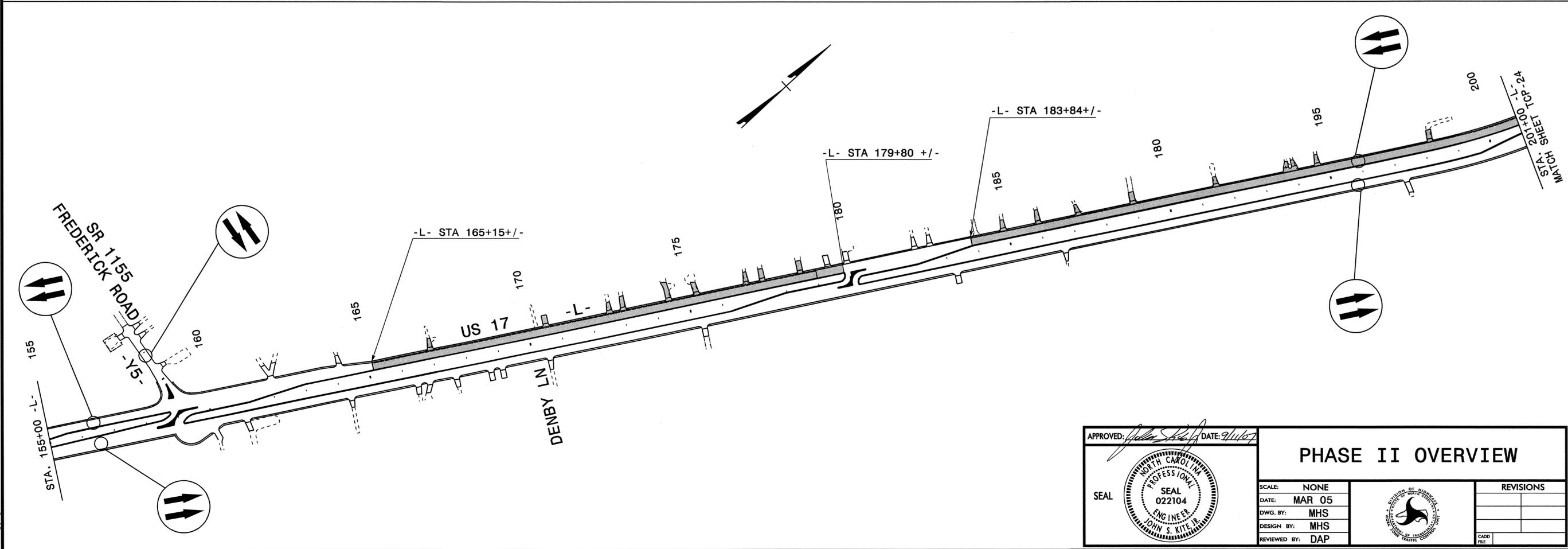
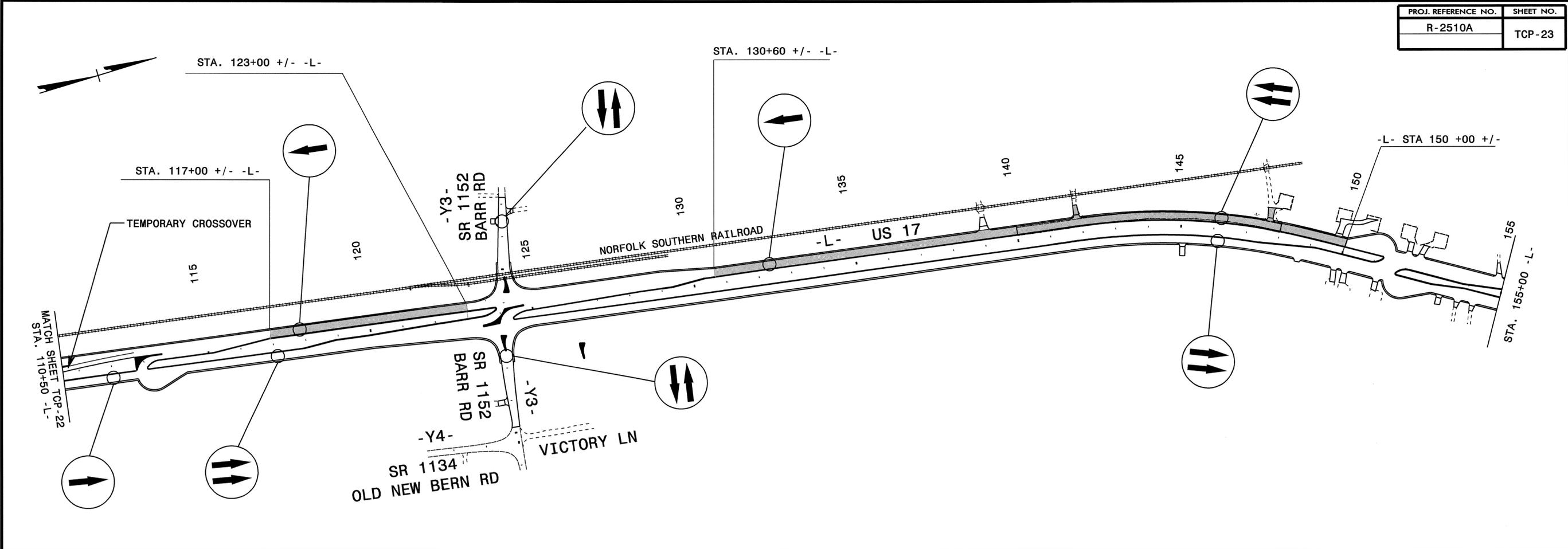
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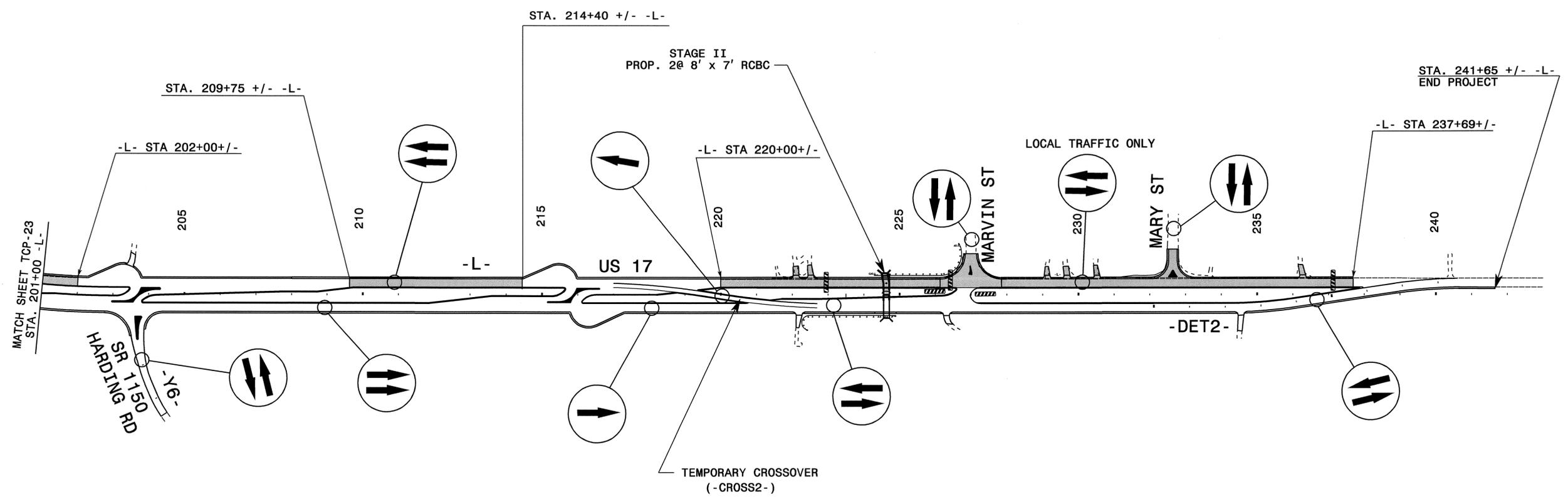
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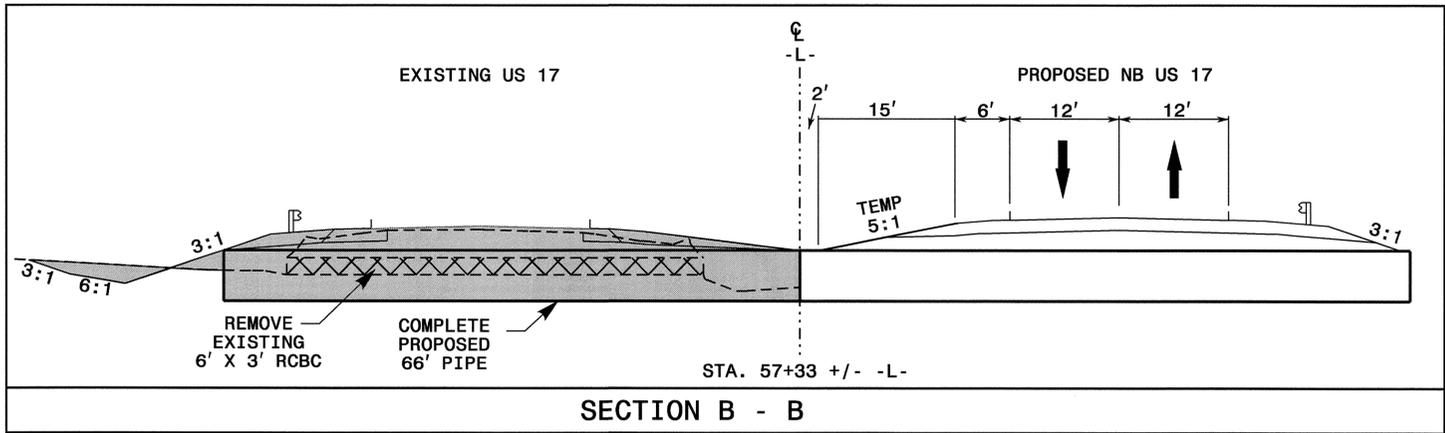
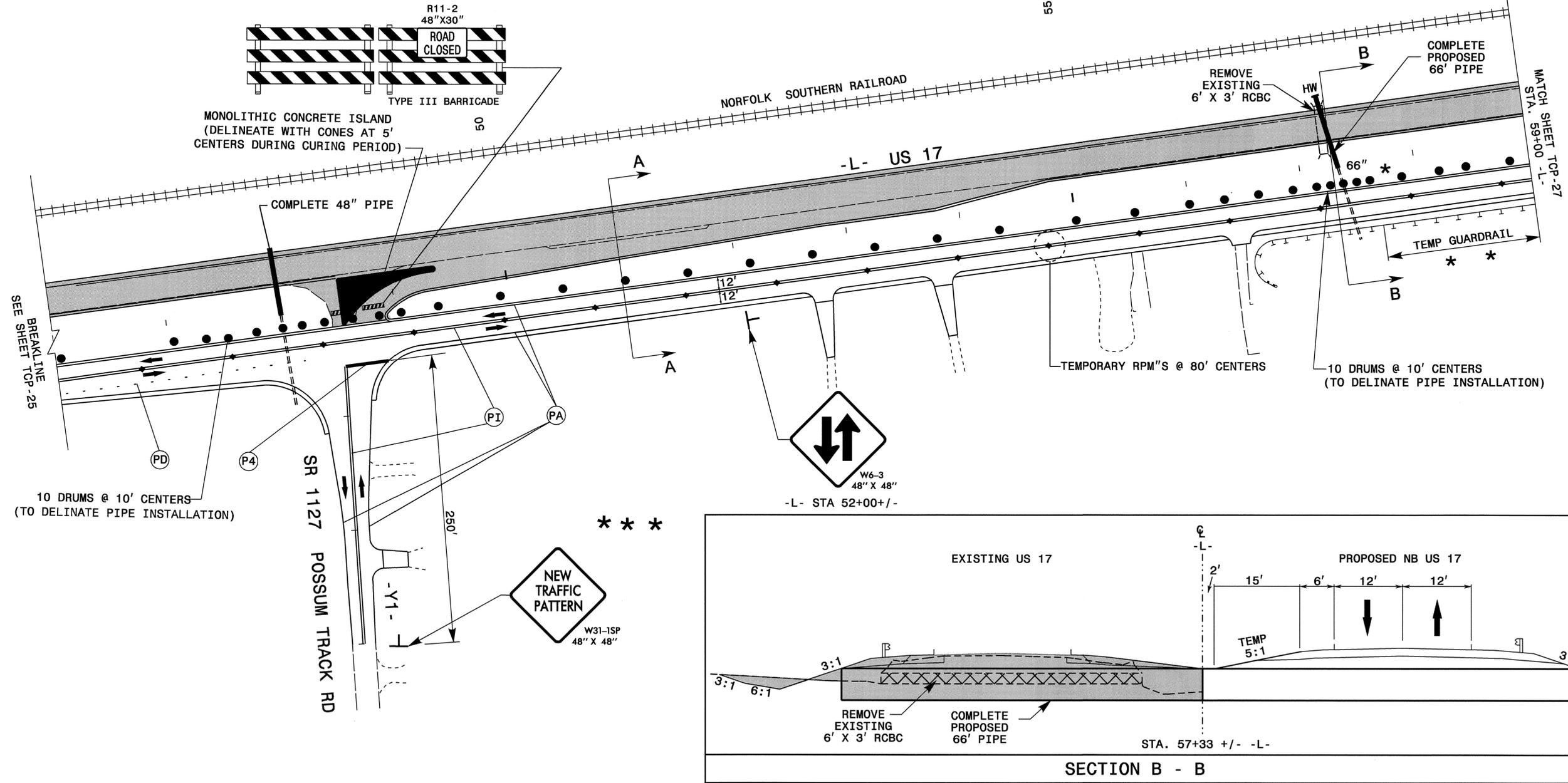
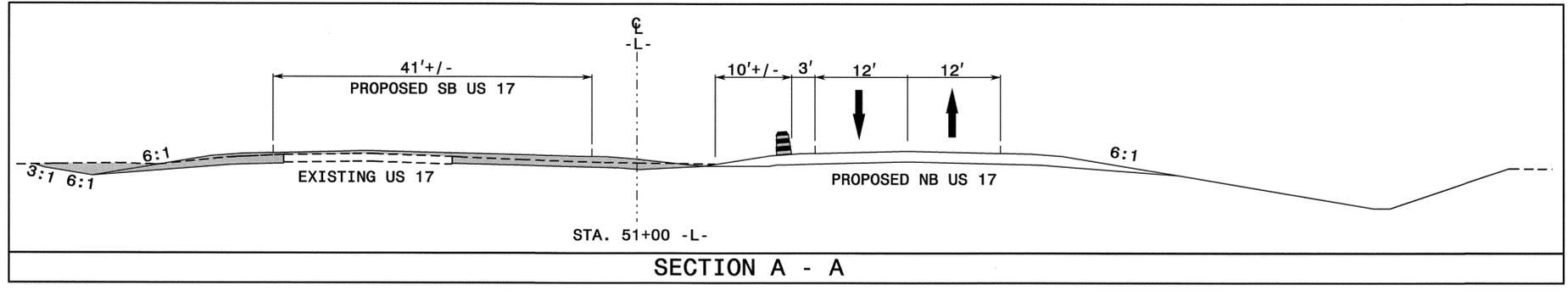
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 doug@yner AT WE 10/22/10

APPROVED: <i>[Signature]</i> DATE: 9/1/07	PHASE II OVERVIEW	
SCALE: NONE		REVISIONS
DATE: MAR 05		
DWG. BY: MHS		
DESIGN BY: MHS		
REVIEWED BY: DAP		CADD FILE



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 dougloynes AT WZTC222410

APPROVED: DATE: 9/10/07	PHASE II OVERVIEW									
	SCALE: NONE									
	DATE: MAR 05									
	DESIGN BY: MHS									
	REVIEWED BY: DAP									
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REVISIONS										



- * CONTRACTOR SHALL TAKE CARE TO MAINTAIN TEMP. 5:1 SLOPE IN THE MEDIAN AT THIS LOCATION
- ** SEE ROADWAY PLAN SHEET 2-K
- *** REMOVE 30 DAYS FOLLOWING THE OPENING OF THE PHASE II TRAFFIC PATTERN

APPROVED: *[Signature]* DATE: 9/16/07

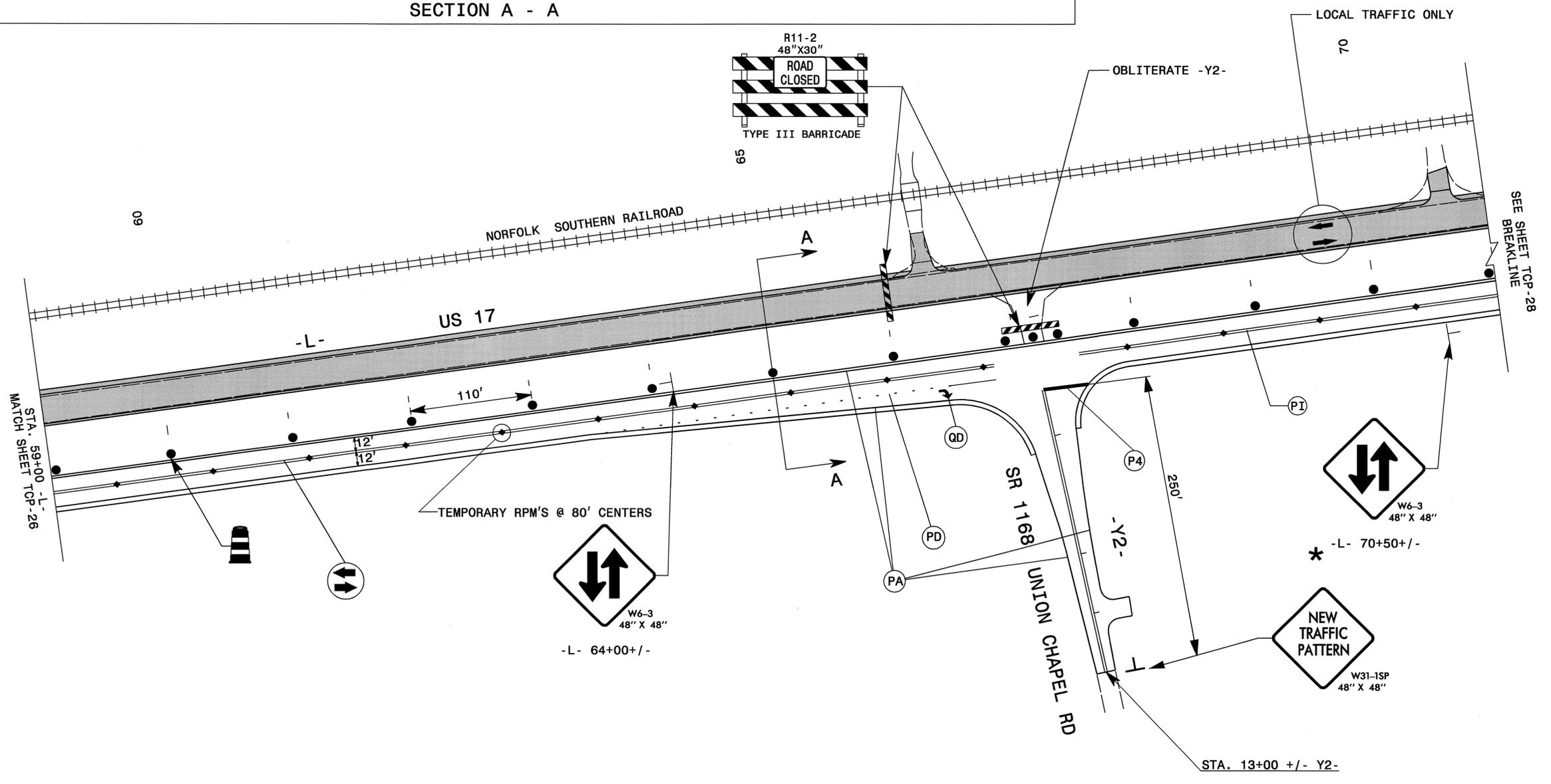
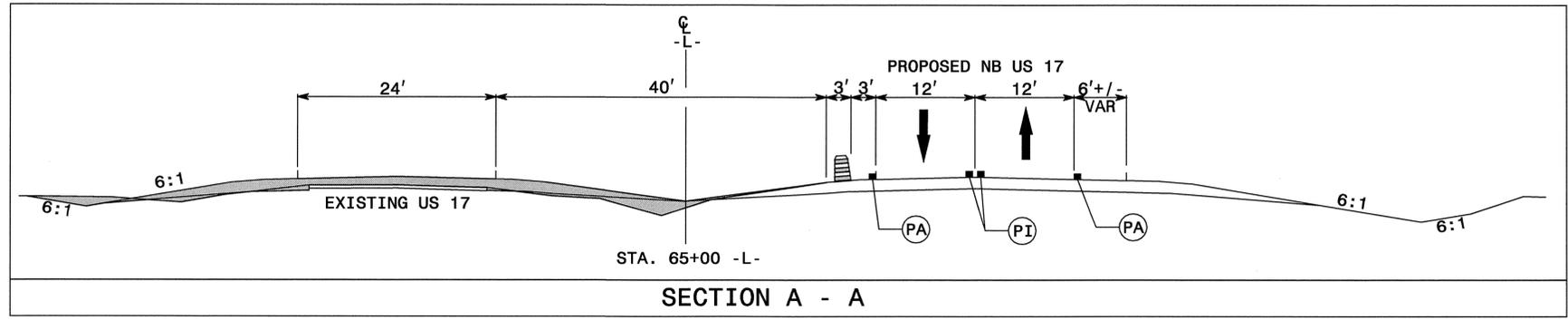
SEAL

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 022104 JOHN S. KITE, JR.

PHASE II

SCALE: NONE		REVISIONS
DATE: FEB 05		
DESIGN BY: MHS		
REVIEWED BY: DAP		

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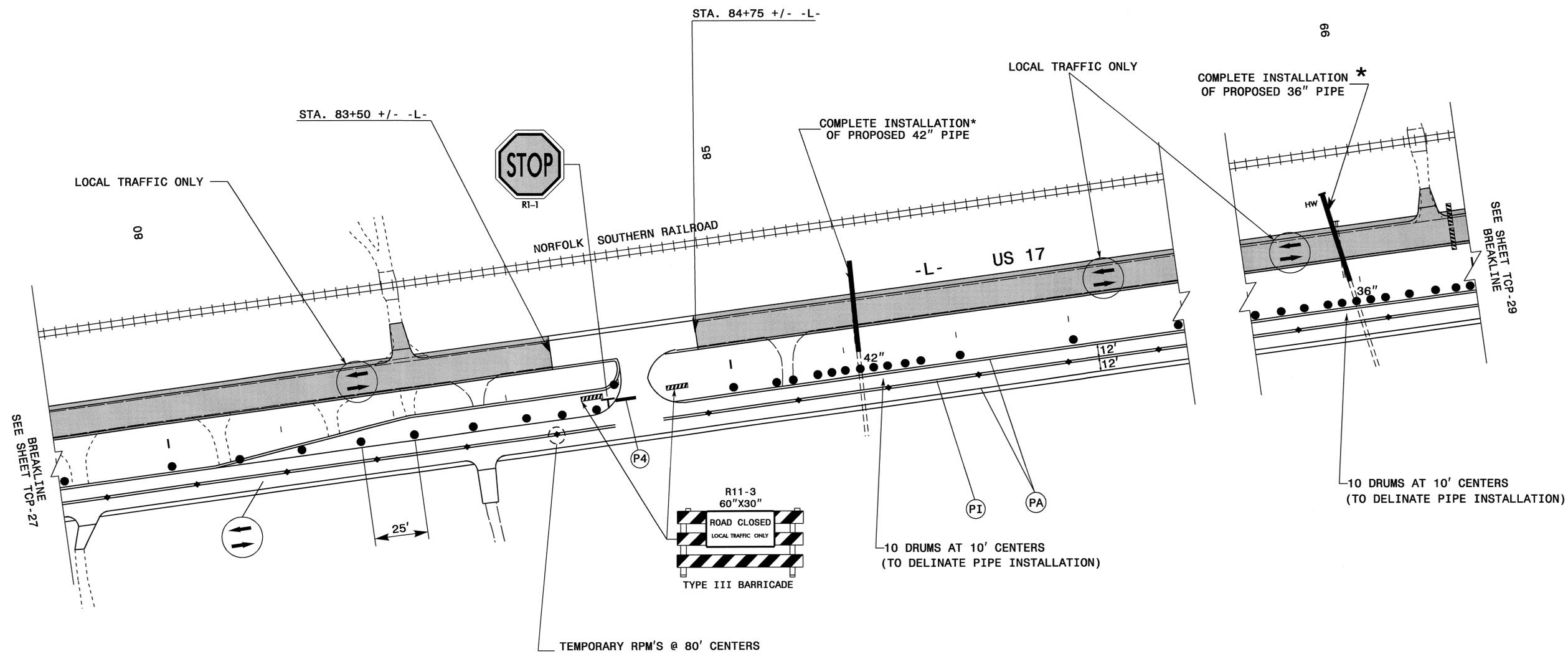


* REMOVE 30 DAYS FOLLOWING THE OPENING OF THE PHASE II TRAFFIC PATTERN

APPROVED: <i>[Signature]</i> DATE: 2/10/05	PHASE II							
	SCALE: NONE							
	DATE: FEB 05							
	DESIGN BY: MHS							
	REVIEWED BY: DAP							
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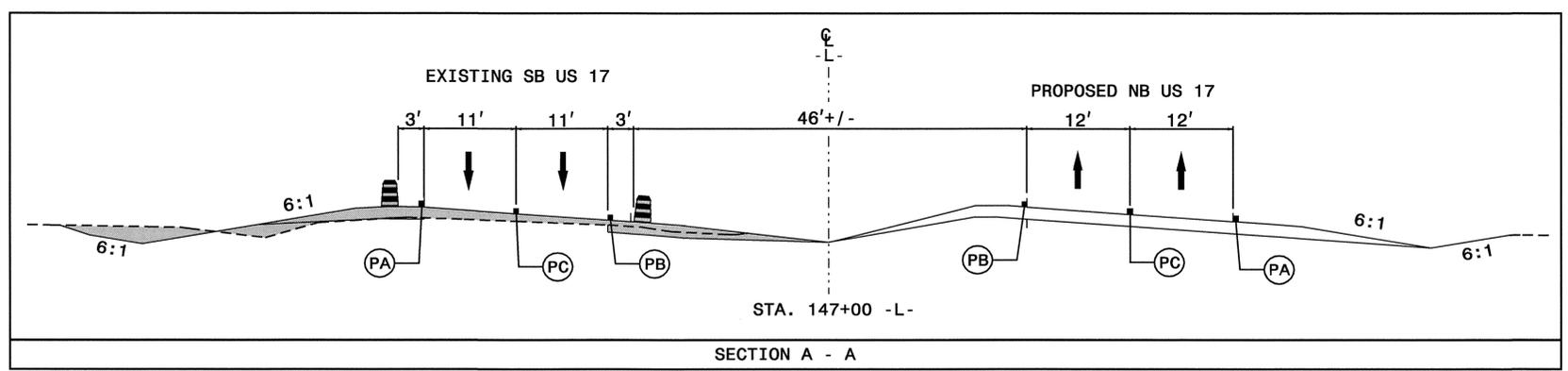
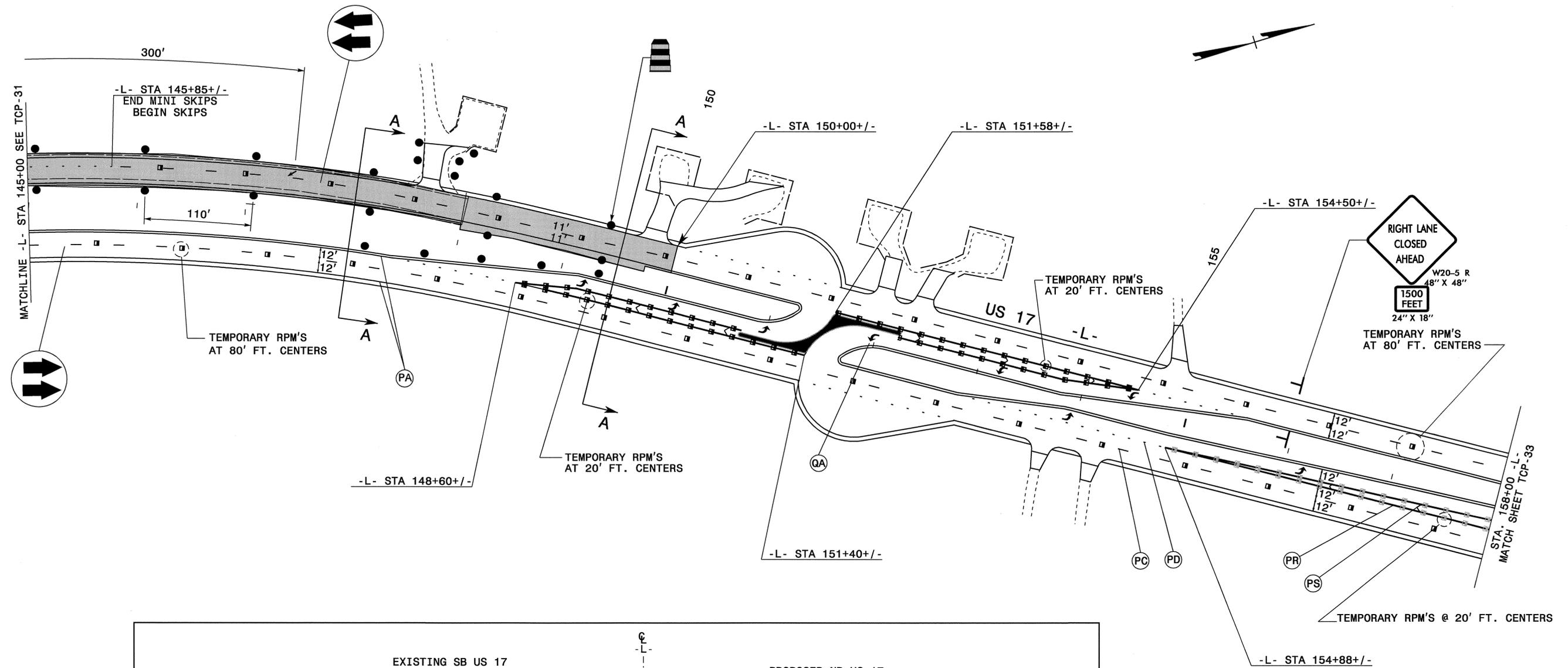
* CONTRACTOR SHALL MAINTAIN LOCAL TRAFFIC AROUND PIPE INSTALLATION AS DIRECTED BY THE ENGINEER. DELINEATE WORK AREA WITH DRUMS AT 10' CENTERS. WORK IN A CONTINUOUS MANNER TO COMPLETE INSTALLATION.



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 dougjoynes AT WZTC2240

APPROVED: <i>[Signature]</i> DATE: 2/11/05	PHASE II							
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	DATE: FEB 05							
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NOTE: PROPOSED SIGNING SHALL BE INSTALLED IN ACCORDANCE WITH THE SIGNING PLANS, OR AS DIRECTED BY THE ENGINEER, BETWEEN -L- STA 109+00 TO 219+00 BEFORE OPENING THE PHASE II TRAFFIC PATTERN.



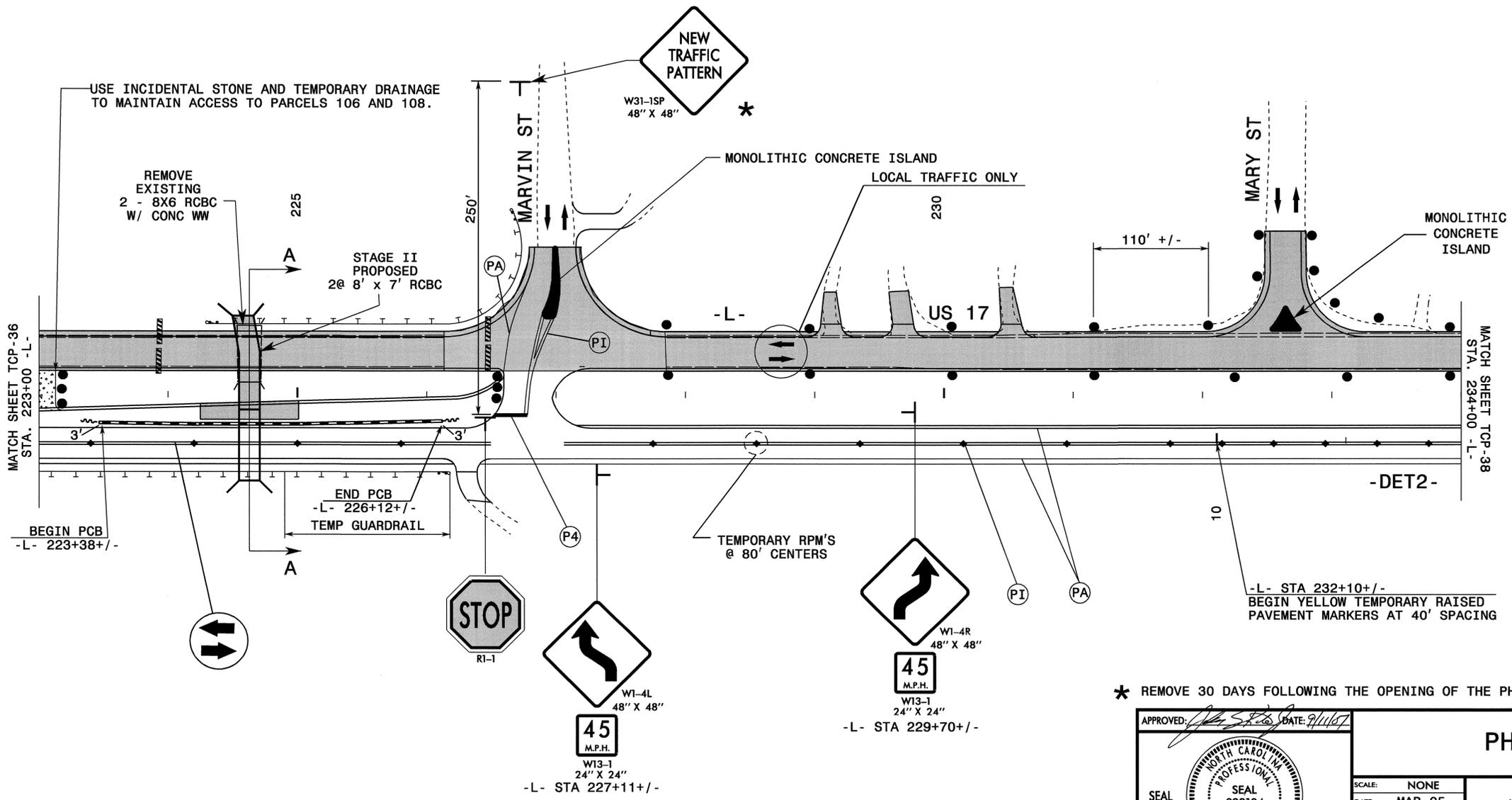
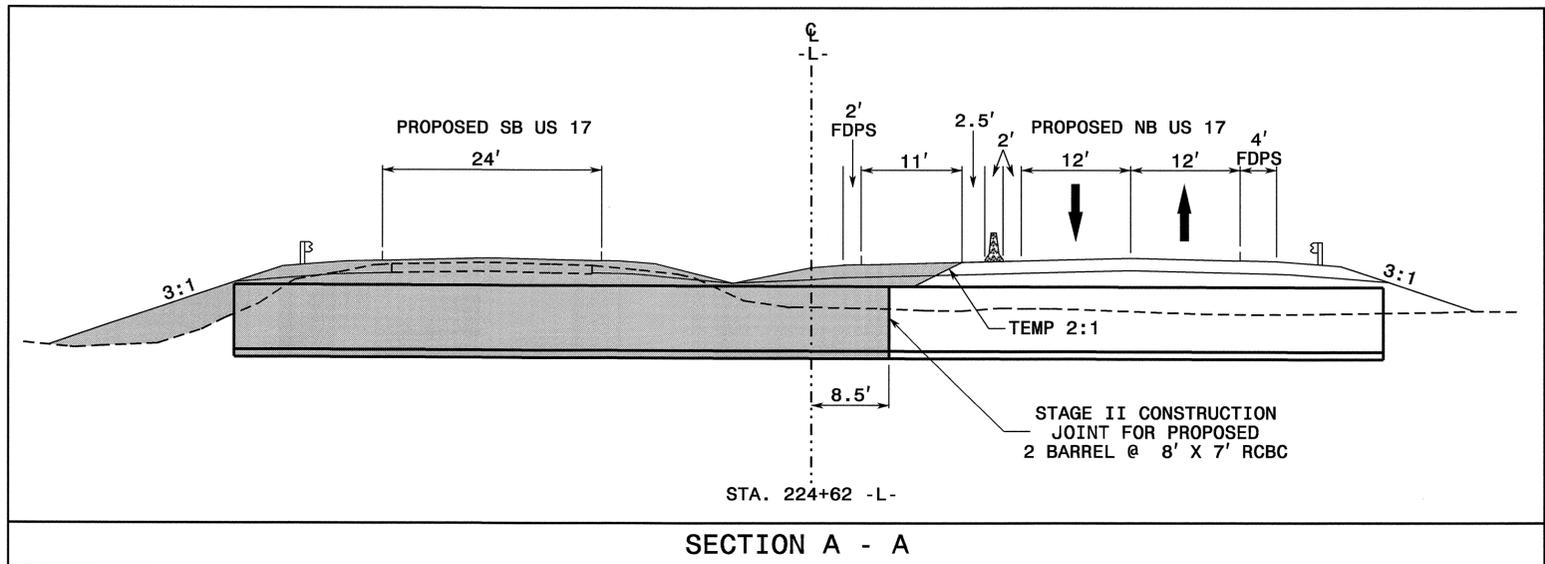
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 User: jsteele
 Date: 9/11/07

APPROVED: *[Signature]* DATE: 9/11/07

SEAL

PHASE II

SCALE: NONE		REVISIONS
DATE: MAR 05		
DESIGN BY: MHS		
REVIEWED BY: DAP		



* REMOVE 30 DAYS FOLLOWING THE OPENING OF THE PHASE II TRAFFIC PATTERN

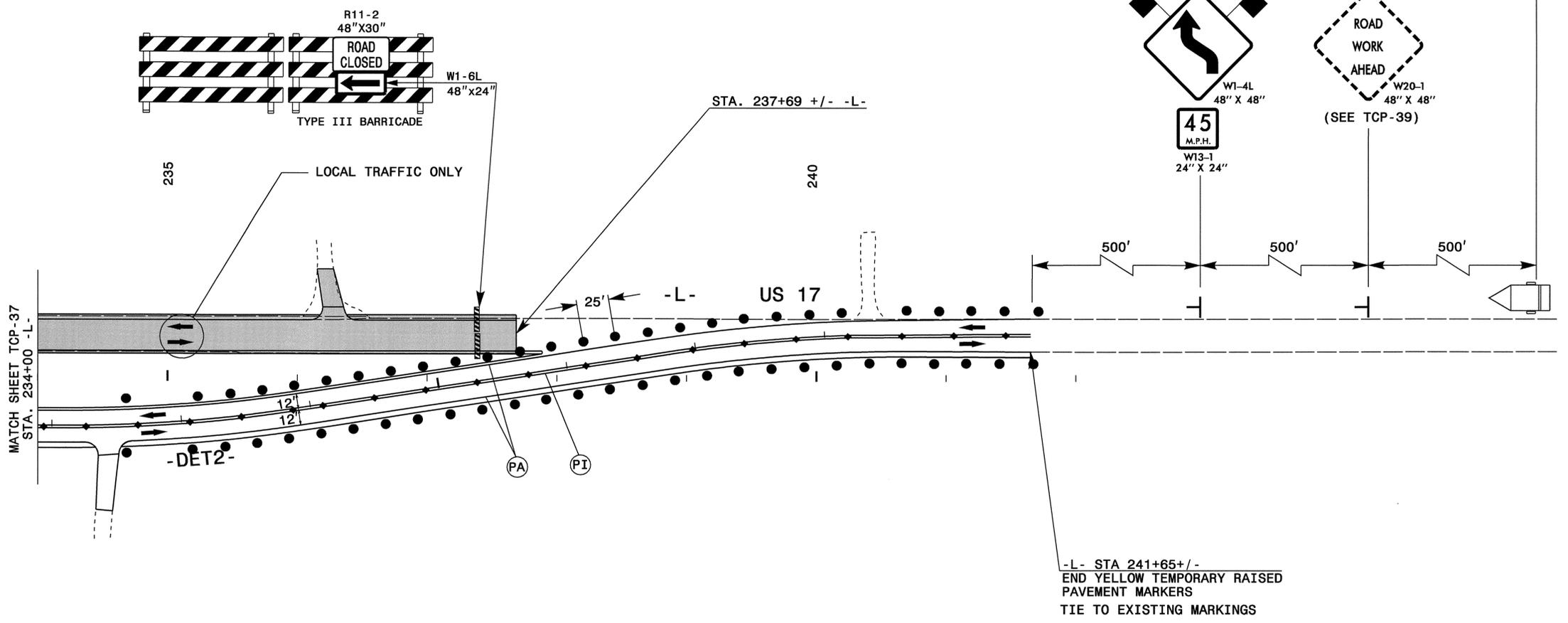
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	REVIEWED BY: DAP		

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CONTRACTOR SHALL COORDINATE ADVANCE WARNING SIGNS WITH R-2510B, AS DIRECTED BY THE ENGINEER.

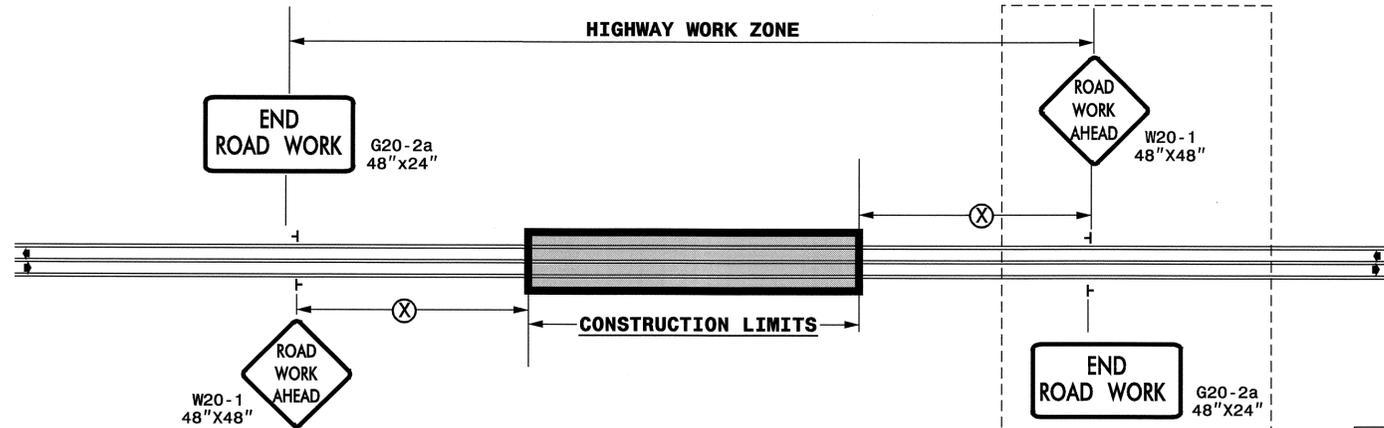
* MESSAGE NO. 1	MESSAGE NO. 2
TRAFFIC SHIFT 1500 FT	ADVISORY SPEED 45 MPH
CHANGEABLE MESSAGE SIGN	



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 AT: WZTC2240

APPROVED: DATE: 9/1/07	PHASE II	
	SCALE: NONE	
	DATE: MAR 05	
	DWG. BY: MHS	
	DESIGN BY: MHS	
REVIEWED BY: DAP	REVISIONS	

TWO-WAY UNDIVIDED ** (L-LINES)

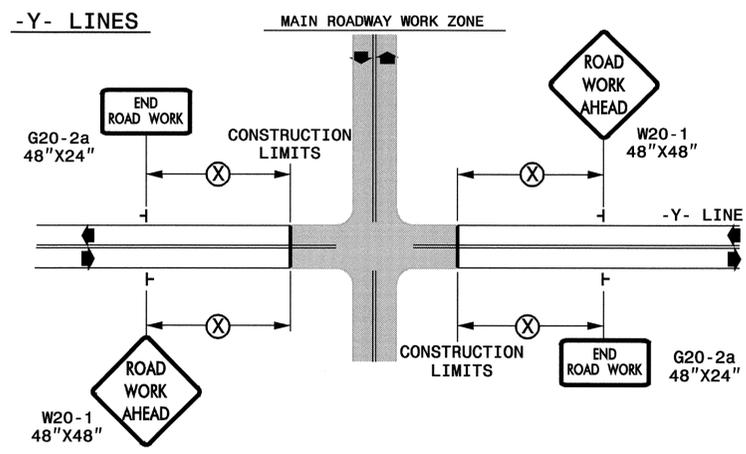


POSTED SPEED LIMIT (M.P.H.)	RECOMMENDED MINIMUM SIGN SPACING
≤ 50	500'
≥ 55	1000'

COORDINATE THE INSTALLATION OF THESE SIGNS WITH R-2510B, AS DIRECTED BY THE ENGINEER.

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

ROADWAYS INTERSECTING ALONG 2 WAY UNDIVIDED WORK ZONE (Y-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

DETAIL DRAWING FOR TWO-WAY UNDIVIDED WORK ZONE WARNING SIGNS

SHEET 1 OF 1

APPROVED: <i>[Signature]</i> DATE: 9/16/07	DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS	
	SCALE: NONE	REVISIONS
	DATE: 05/07	7-98 10/01
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	DESIGN BY:	01/01 11/04
REVIEWED BY:		

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