

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO.	SHEET NO.
B-4103	TCP-1

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

**B-4103**

**ROADWAY STANDARD DRAWINGS**

THE FOLLOWING ROADWAY STANDARDS AS APPEAR IN "ROADWAY STANDARD DRAWINGS"-  
ROADWAY DESIGN 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	DRUMS
1135.01	CONES
1145.01	BARRICADES-TYPE III
1150.01	FLAGGING DEVICES
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
1180.01	SKINNY DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.02	PAVEMENT MARKINGS - DIVIDED AND UNDIVIDED ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.12	PAVEMENT MARKINGS - BRIDGES
1261.01	GUARDRAIL & BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL & BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION

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PM-1	FINAL PAVEMENT MARKING PLAN & PAVEMENT MARKING SCHEDULE

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- GENERAL**
- DIRECTION OF TRAFFIC FLOW
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  - PROPOSED PVMT. EXIST. PVMT.
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  - DRUM SKINNY DRUM
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  - STATIONARY SIGN
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  - STATIONARY OR PORTABLE SIGN
  - CRASH CUSHION
  - CHANGEABLE MESSAGE SIGN
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  - 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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Jr-spence AT WZTC24244

APPROVED:	PLAN PREPARED BY: N.C.D.O.T. WORK ZONE TRAFFIC CONTROL UNIT
DATE: 17 MAY 07	
SEAL	J. S. BOURNE, P.E. TRAFFIC CONTROL ENGINEER
	G. L. GETTIER, P.E. TRAFFIC CONTROL PROJECT ENGINEER
	J. W. GILSTRAP TRAFFIC CONTROL PROJECT DESIGN ENGINEER
	J. SPENCE TRAFFIC CONTROL DESIGN ENGINEER / TECHNICIAN

# GENERAL NOTES

PROJ. REFERENCE NO. B-4103	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 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 AS DIRECTED BY THE ENGINEER.

- A) DO NOT CONDUCT ANY HAULING OPERATIONS AGAINST THE FLOW OF TRAFFIC OF AN OPEN TRAVELWAY UNLESS THE HAULING OPERATION IS PROTECTED BY BARRIER OR GUARDRAIL OR AS DIRECTED BY THE ENGINEER.

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.

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.

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

PAVEMENT EDGE DROP OFF REQUIREMENTS

- H) BACKFILL AT A 6:1 SLOPE UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN AREAS ADJACENT TO AN OPEN TRAVEL LANE THAT HAS A 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.

- I) 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 ONCE EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- K) 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.
- L) PROVIDE PERMANENT SIGNING.
- 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.
- P) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES (DRUMS, CONES OR SKINNY DRUMS) PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 300 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
1. BADIN LAKE ROAD	THERMOPLASTIC	NONE
2. -Y1-	THERMOPLASTIC	NONE
3. PROPOSED STRUCTURE	COLD APPLIED PLASTIC (TYPE I-PERMANENT STANDARD TAPE)	NONE

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

ROAD NAME	MARKING	MARKER
1. BADIN LAKE ROAD	PAINT	NONE
2. -Y1-	PAINT	NONE
3. DETOUR & DETOUR STRUCTURE	PAINT	TEMP. RAISED
4. PROPOSED STRUCTURE	COLD APPLIED PLASTIC (TYPE IV-REMOVABLE TAPE)	NONE
5. EXISTING BADIN LAKE RD. & STRUCTURE	PAINT	TEMP. RAISED

- S) 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.

- T) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

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

TEMPORARY/FINAL SIGNALS

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

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 JF-spence AT WZTC224244

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# PROJECT PHASING

PROJ. REFERENCE NO.	SHEET NO.
B-4103	TCP-3

## PHASE I

STEP 1: - PRIOR TO BEGINNING ANY WORK CONTRACTOR SHALL INSTALL ADVANCE WORK ZONE WARNING SIGNS ON BADIN LAKE ROAD, SR 2550 (-L-) AND LAKESHORE DR., SR 2552 (-Y1-) AS SHOWN ON SHEET TCP-7.

NOTE: CONTRACTOR SHALL INSTALL CHANGEABLE MESSAGE SIGNS ON BADIN LAKE ROAD, SR 2550 (-L-) AS DIRECTED BY THE ENGINEER.

STEP 2: - CONTRACTOR SHALL, USING ROADWAY STANDARD DRAWING NUMBER 1101.02, SHEET 1 OF 9:

- - CONSTRUCT/INSTALL TEMPORARY TRAFFIC SIGNAL (SEE SIGNAL PLANS).
- - PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) ON EXISTING ROADWAY (-L- & -Y1-), AND INSTALL TEMPORARY RAISED PAVEMENT MAKERS ON EXISTING -L- FOR A TEMPORARY ONE-LANE, TWO-WAY TRAFFIC PATTERN (SEE ROADWAY STANDARD DRAWING NUMBER 1205.12).
- - INSTALL ADDITIONAL SIGNS FOR TEMPORARY TRAFFIC SIGNAL, ACTIVATE THE SIGNAL AND PLACE TRAFFIC IN A ONE-LANE, TWO-WAY TRAFFIC PATTERN.

NOTE: PLACE DRUMS ON EXISTING ROADWAY (-L- & Y1) TO DELINEATE THE ONE-LANE, TWO-WAY TRAFFIC PATTERN. SEE SHEET TCP-4. SEE SIGNAL PLANS AND SHEET TCP-4.

STEP 3: - CONTRACTOR SHALL, USING THE TEMPORARY TRAFFIC SIGNAL, CONSTRUCT THE PROPOSED DETOUR INCLUDING THE STRUCTURE FROM STA. 13+50+/- -DET- TO STA. 24+37.05+/- -DET- UP TO AND INCLUDING THE FINAL LAYER OF SURFACE COURSE AND LAKESHORE DR. (-Y1-), FROM STA. 10+10+/- -Y1- TO STA. 11+00+/- -Y1- UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. SEE CONSTRUCTION PLANS, AND SHEET TCP-4.

NOTE: CONTRACTOR SHALL MAINTAIN ACCESS ONTO LAKESHORE DR. (-Y1-) AT ALL TIMES.

NOTE: PLACE DRUMS AND TYPE III BARRICADES TO KEEP DETOUR CLOSED TO TRAFFIC. SEE SHEET TCP-4.

STEP 4: - CONTRACTOR SHALL, USING THE TEMPORARY TRAFFIC SIGNAL, PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND TEMPORARY RAISED PAVEMENT MARKERS ON DETOUR (SEE ROADWAY STANDARD DRAWING 1205.12), AND DIVERT TRAFFIC ONTO DETOUR IN A TEMPORARY ONE-LANE, TWO-WAY TRAFFIC PATTERN. SEE SHEET TCP-5.

NOTE: PLACE DRUMS AND TYPE III BARRICADES TO KEEP PROPOSED BADIN LAKE ROAD, SR 2550 (-L-) CLOSED TO TRAFFIC. SEE SHEET TCP-5.

## PHASE II

STEP 1: - CONTRACTOR SHALL, USING THE TEMPORARY TRAFFIC SIGNAL:

- - REMOVE THE EXISTING STRUCTURE ON -L-, INSTALL TEMPORARY SHORING AND CONSTRUCT THE PROPOSED ROADWAY INCLUDING THE PROPOSED STRUCTURE FROM STA. 13+50+/- -L- TO STA. 22+25+/- -L- UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. SEE CONSTRUCTION PLANS AND SHEET TCP-5.
- - INSTALL ALL PERMANENT GUARDRAIL ON LEFT SIDE OF THE PROPOSED -L- AND ON THE RIGHT SIDE FROM STA. 15+50 +/- -L- TO BEGINNING OF BRIDGE AND FROM END OF BRIDGE TO STA. 19+50+/- -L-. PLACE TMIAS AT THE EXPOSED ENDS OF THE GUARDRAIL. SEE CONSTRUCTION PLANS AND SHEET TCP-5.

STEP 2: - USING THE TEMPORARY TRAFIC SIGNAL, CONTRACTOR SHALL, PLACE TEMPORARY PAVEMENT MARKINGS (PAINT ON ASPHALT AND COLD APPLIED PLASTIC TYPE-IV REMOVABLE TAPE ON STRUCTURE) FROM STA. 13+50+/- -L- TO STA. 24+34+/- -L-, FROM STA. 10+25+/- -Y1- TO STA. 11+00+/- -Y1-, AND SHIFT TRAFFIC ONTO THE PROPOSED BADIN LAKE ROAD, SR 2550 (-L-) IN A TEMPORARY TWO-LANE TWO-WAY TRAFFIC PATTERN. SEE SHEET TCP-6.

NOTE: THE TEMPORARY SIGNAL MAY BE LEFT IN PLACE (ON FLASH AND ONE LANE ROAD AHEAD [W20-4] SIGNS BE COVERED) AND USED INSTEAD OF ROADWAY STANDARD DRAWINGS 1101.02, SHEET 1 OF 9, IN PHASE III AS DIRECTED BY THE ENGINEER.

## PHASE III

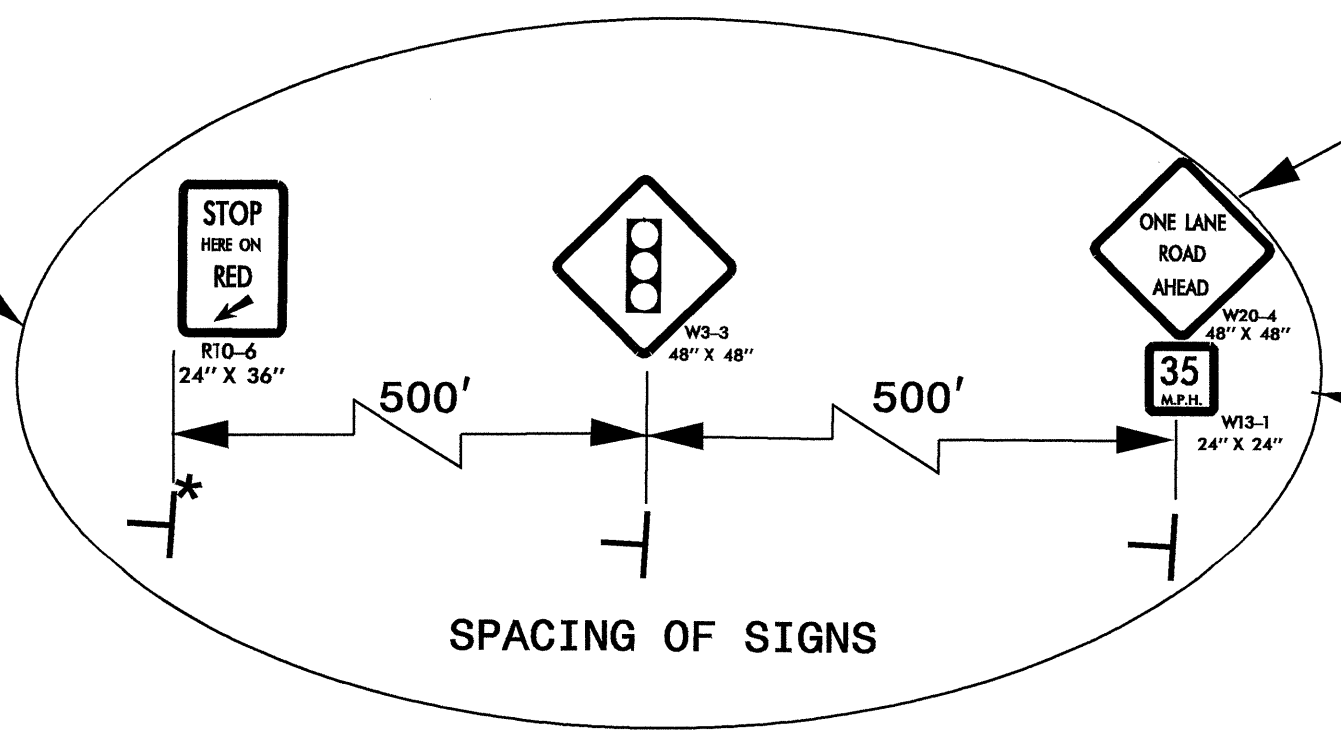
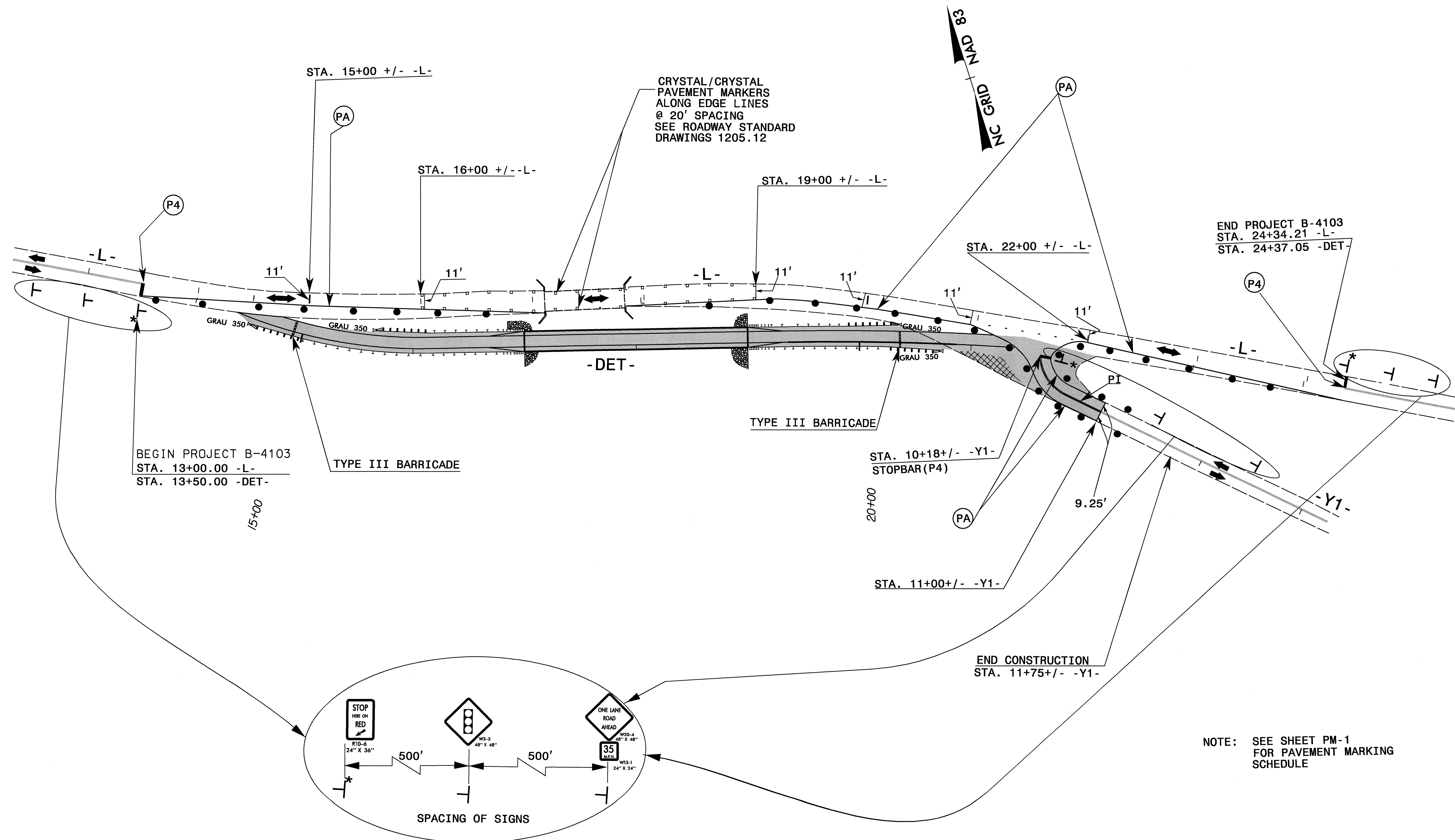
STEP 1: - CONTRACTOR SHALL, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 9, OR TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER, REMOVE DETOUR BRIDGE, PAVEMENT, AND COMPLETE ALL CONSTRUCTION OF PROPOSED -L- FROM STA. 13+50+/- -L- TO STA. 24+34 +/- -L- AND STA. 10+25 +/- -Y1- TO STA. 11+00 +/- -Y1-, INCLUDING REMAINING GUARDRAIL ON RIGHT SIDE OF PROPOSED -L-. SEE CONSTRUCTION PLANS AND SHEETS TCP- 5 & 6.

STEP 2: - CONTRACTOR SHALL, USING ROADWAY STANDARD DRAWING NO. 1101.02 , SHEET 1 OF 9, OR TEMPORARY SIGNAL AS DIRECTED BY THE ENGINEER. INSTALL THE FINAL LAYER OF SURFACE COURSE FROM STA. 13+50 +/- -L- TO STA. 24+34.21 +/- -L-, FROM STA. 10+00 +/- -Y1- TO STA. 11+00 +/- -Y1- AND INSTALL FINAL PAVEMENT MARKINGS (THERMOPLASTIC ON ASPHALT AND COLD APPLIED PLASTIC TYPE-1 PERMANENT STANDARD TAPE ON STRUCTURE) AND OPEN -L- AND -Y1- TO THE FINAL TRAFFIC PATTERN. SEE CONSTRUCTION PLANS AND SHEETS TCP-5 & PM-1

STEP 3: - CONTRACTOR SHALL, REMOVE ALL TRAFFIC CONTROL DEVICES AND TEMPORARY SIGNAL FROM THE PROJECT.

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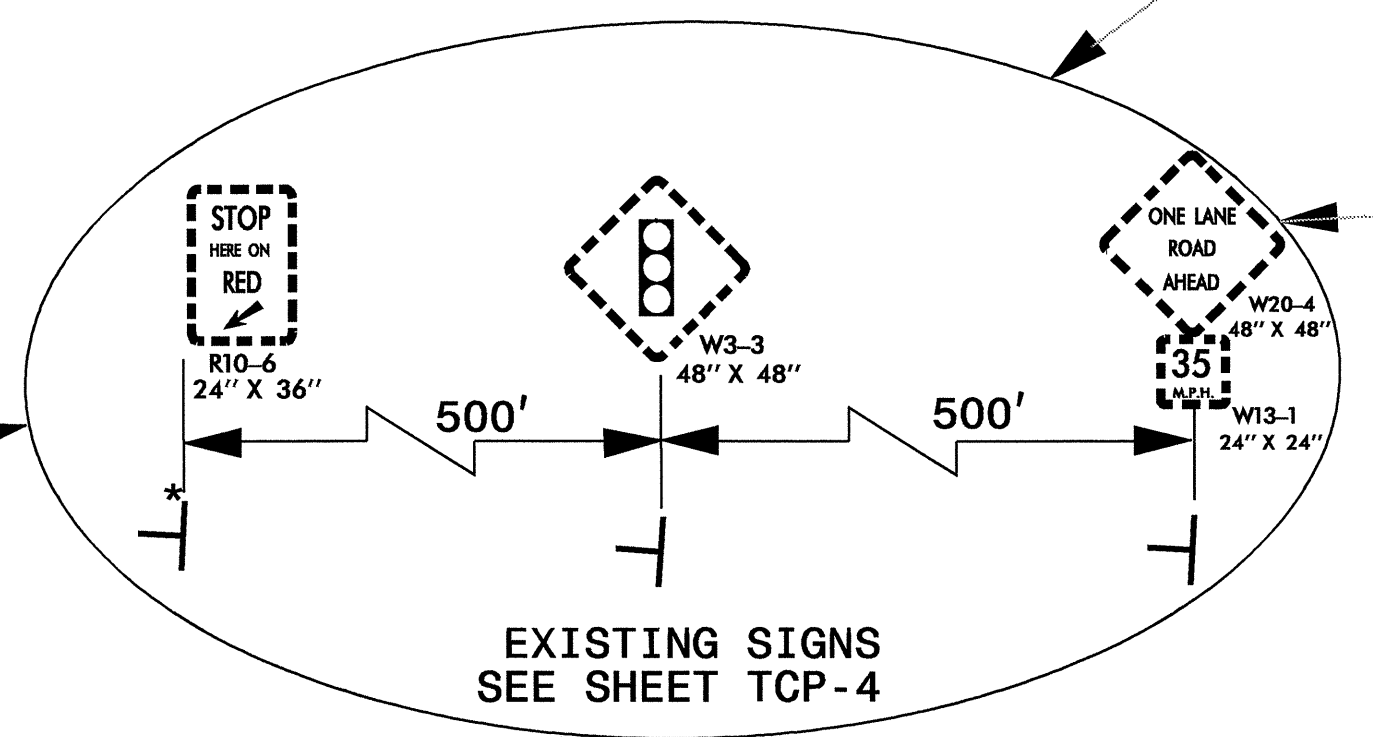
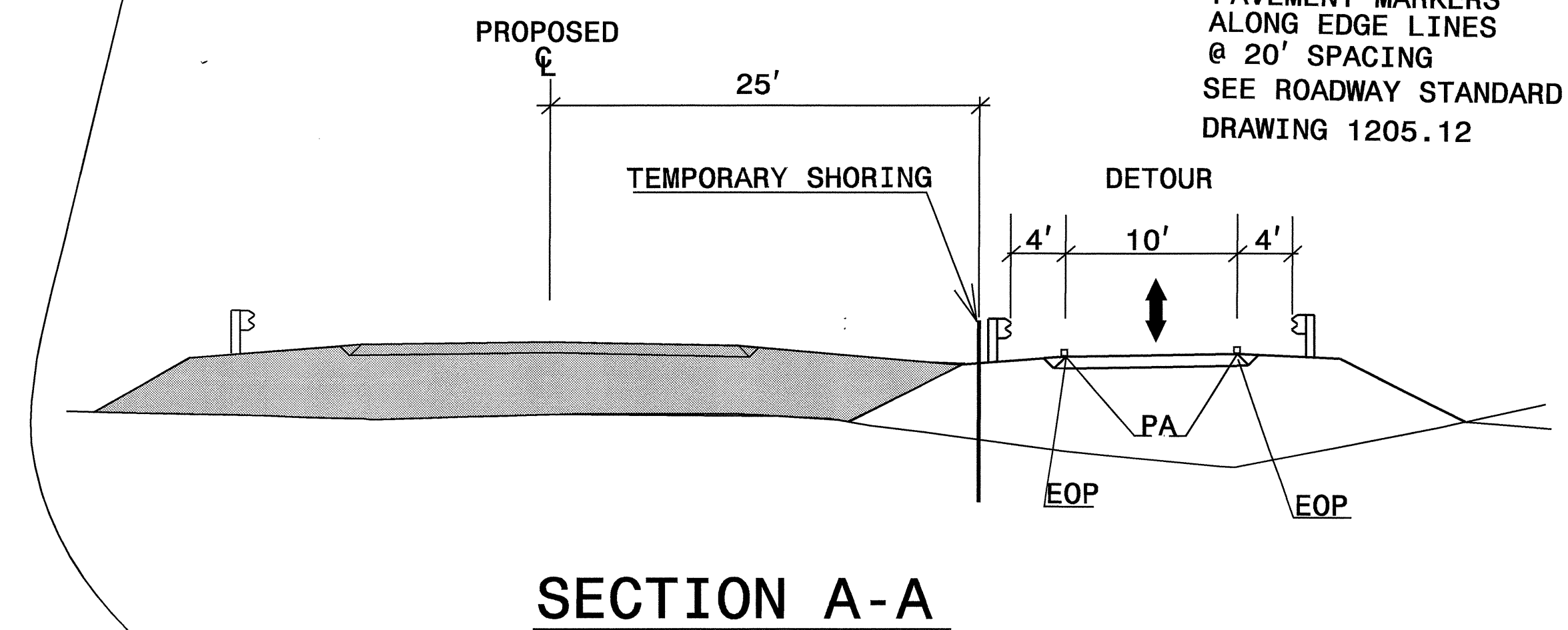
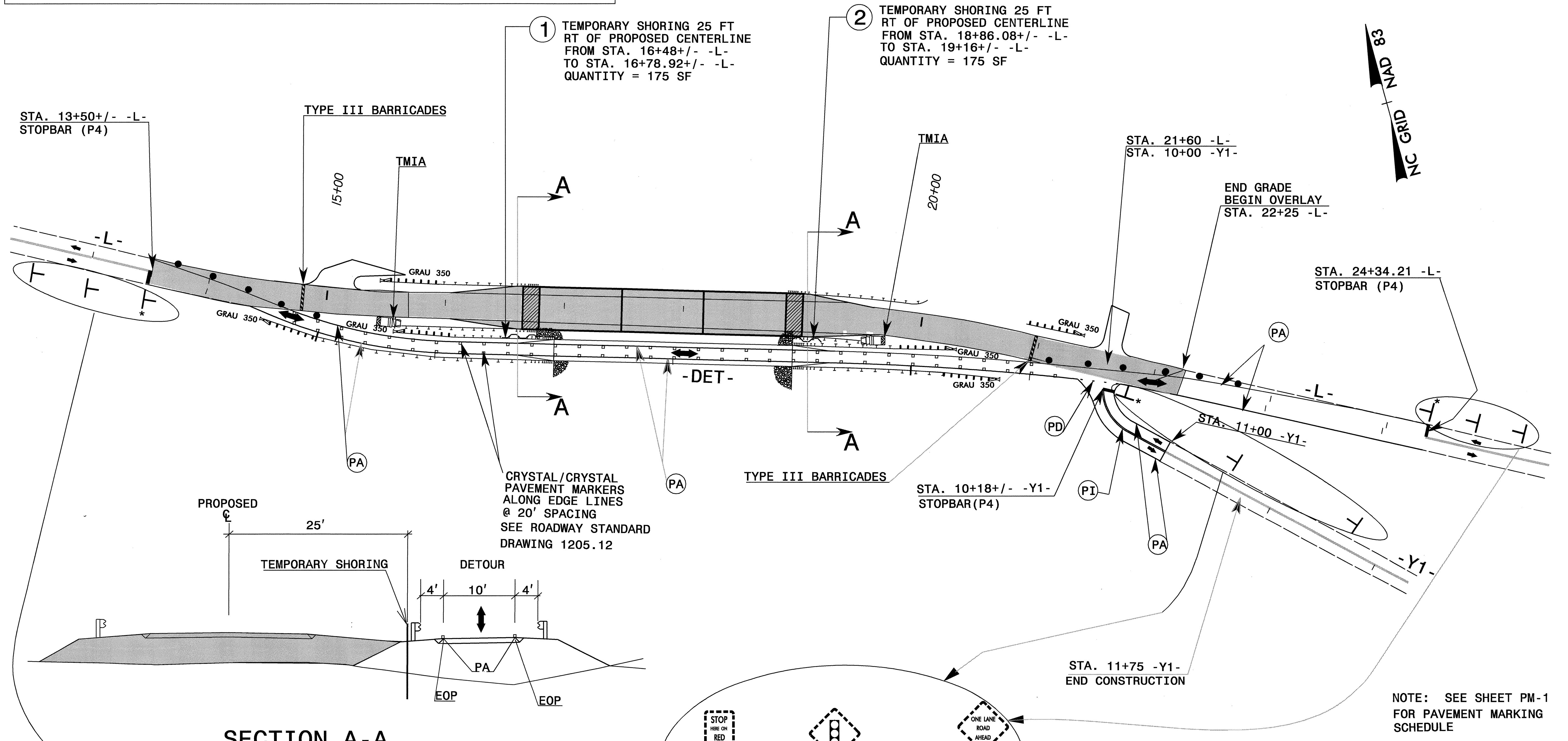


NOTE: SEE SHEET PM-1 FOR PAVEMENT MARKING SCHEDULE

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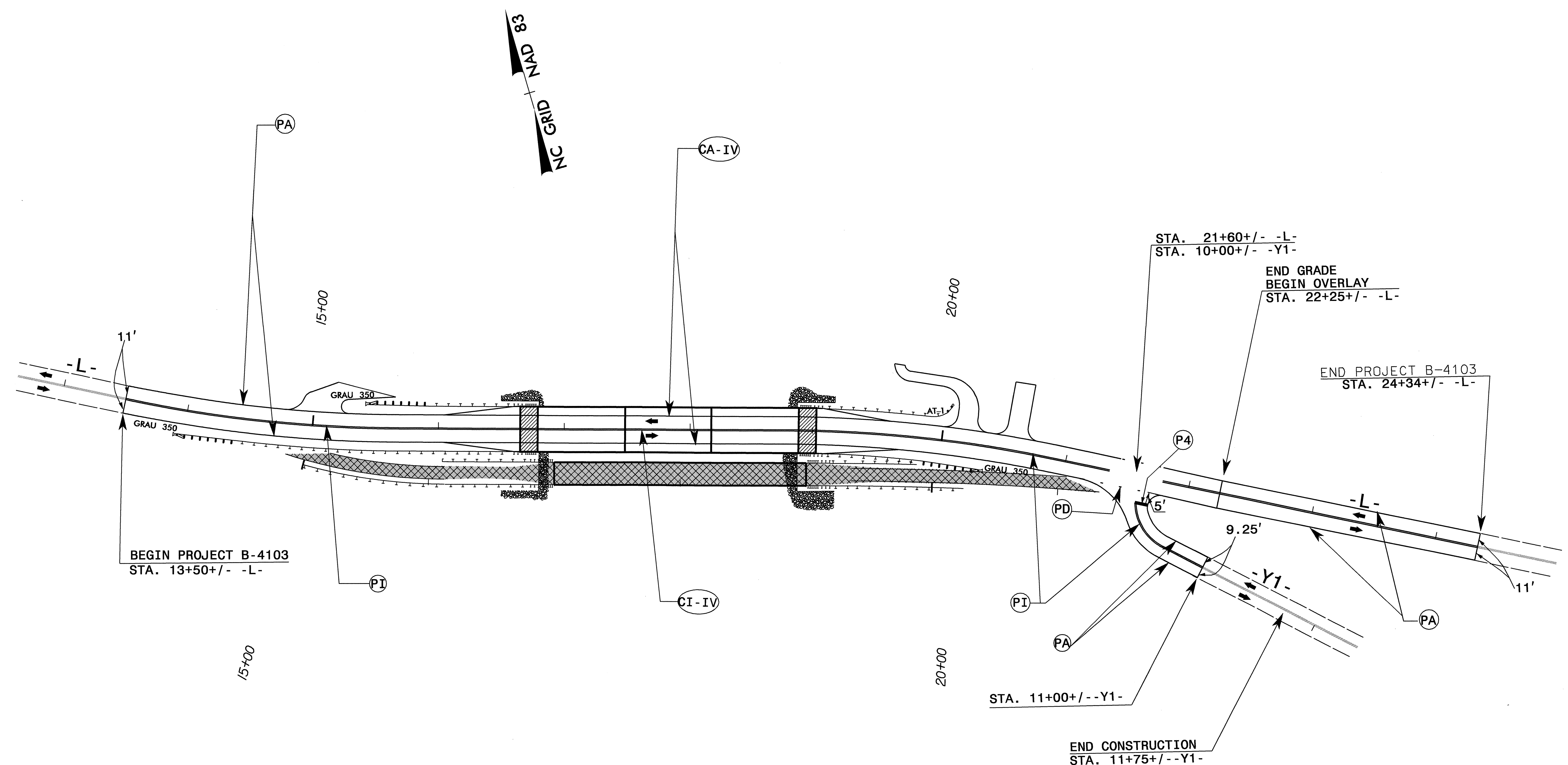
- TEMPORARY SHORING ① & ②**
- FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.
  - NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.
  - FOR CONTRACTOR DESIGNED SHORING, SURVEY THE SHORING LOCATION TO DETERMINE EXISTING ELEVATIONS AND ACTUAL DESIGN HEIGHTS BEFORE BEGINNING DESIGN.
  - WHEN USING CONTRACTOR DESIGNED SHORING, USE THE FOLLOWING SOIL PARAMETERS:  
 UNIT WEIGHT OF SOIL ABOVE WATER TABLE,  $\gamma = 120$  PCF  
 UNIT WEIGHT OF SOIL BELOW WATER TABLE,  $\gamma = 60$  PCF  
 FRICTION ANGLE,  $\phi = 30$  DEGREES  
 COHESION,  $c = 0$  PSF
  - DO NOT USE TEMPORARY MSE WALL.



NOTE: SEE SHEET PM-1 FOR PAVEMENT MARKING SCHEDULE



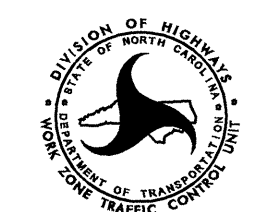
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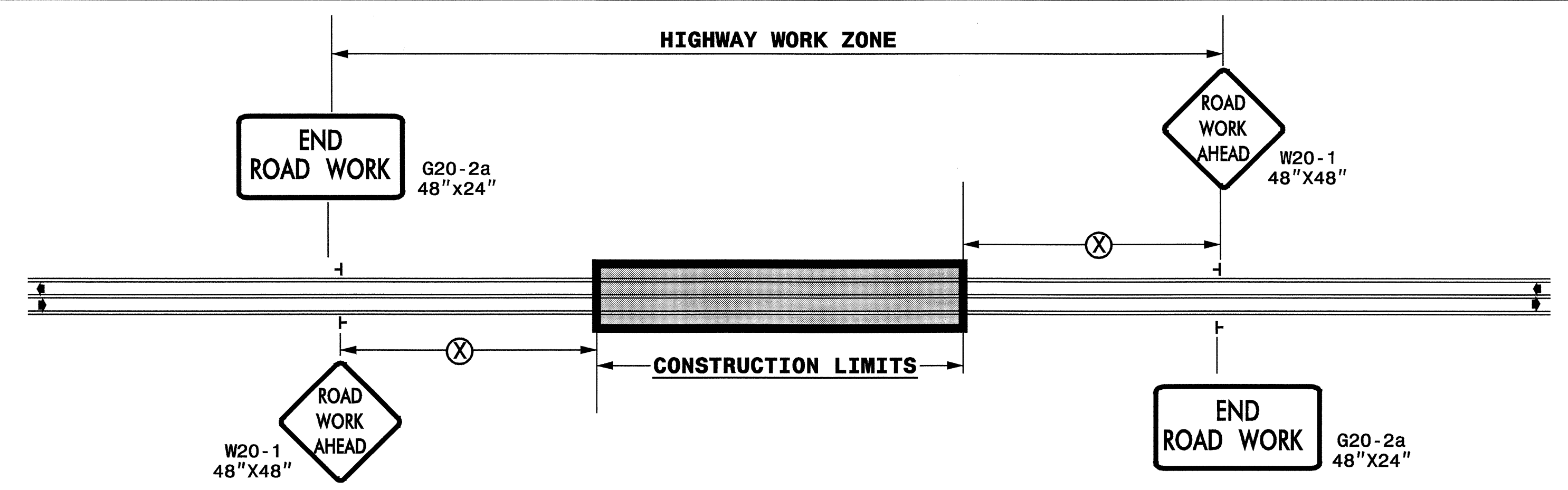


NOTE: SEE SHEET PM-1 FOR PAVEMENT MARKING SCHEDULE

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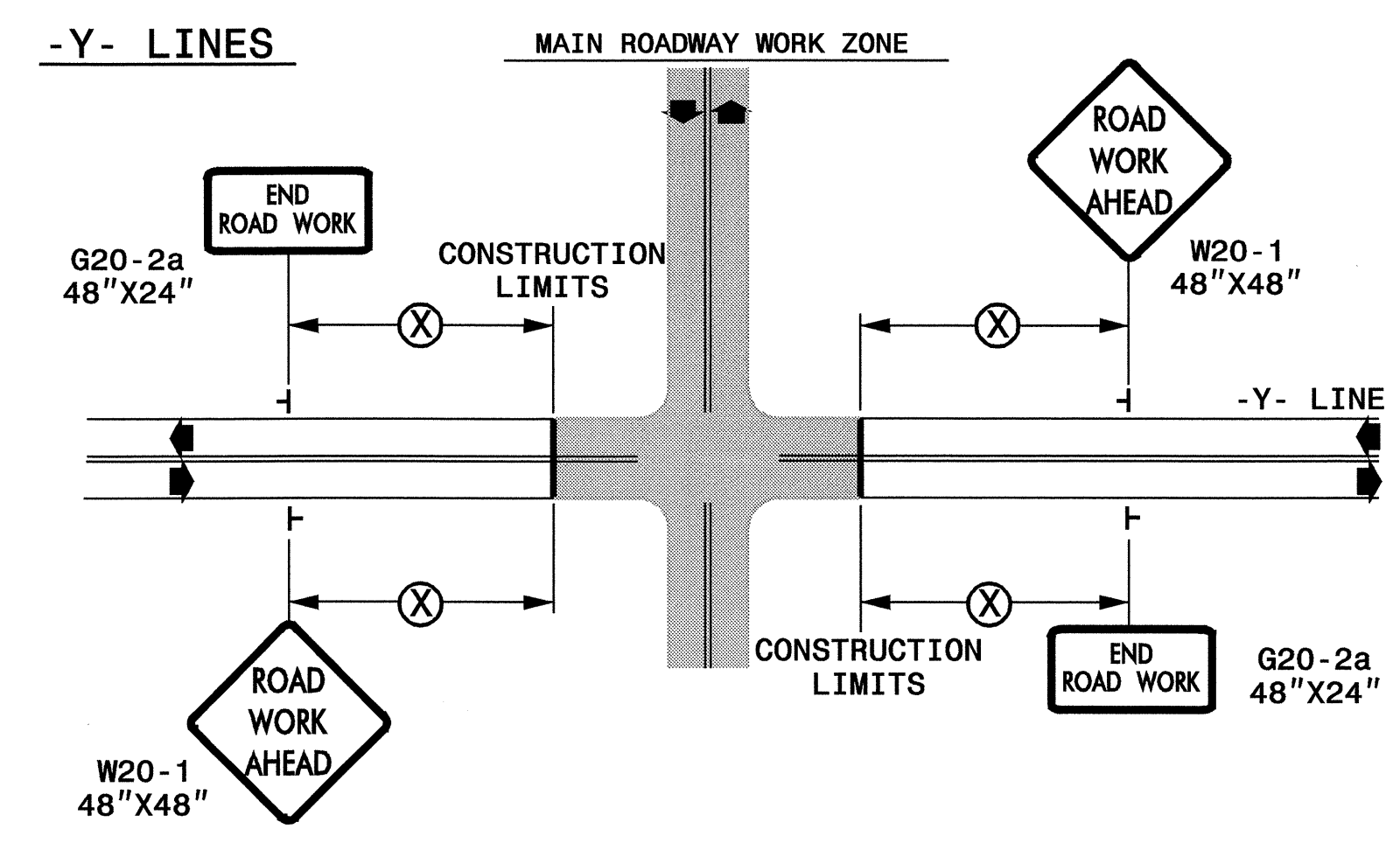
**TWO-WAY UNDIVIDED \*\* (L-LINES)**



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: <i>[Signature]</i> DATE: 11/11/07	DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS	
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