

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

| | |
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| STATE PROJECT REFERENCE NO. | SHEET NO. |
| B-4238 | TCP-1 |

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

B-4238

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 |
| 1180.01 | SKINNY DRUM |

INDEX OF SHEETS

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| TCP-4 | ROAD CLOSURE |
| TCP-5 | DETOUR |
| TCP-6 | ADVANCED WORK ZONE WARNING SIGNS |

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

TIP PROJECT:

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| APPROVED: | PLAN PREPARED BY: N.C.D.O.T. WORK ZONE TRAFFIC CONTROL UNIT |
| DATE: 01-21-10 | |
| SEAL | J. S. BOURNE, P.E. TRAFFIC CONTROL ENGINEER |
| | J. S. KITE, P.E. TRAFFIC CONTROL PROJECT ENGINEER |
| | J. D. KUSE, P.E. TRAFFIC CONTROL PROJECT DESIGN ENGINEER |
| | D. W. BISSETTE, P.E. TRAFFIC CONTROL DESIGN ENGINEER / TECHNICIAN |

GENERAL NOTES

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| PROJ. REFERENCE NO. | SHEET NO. |
| B-4238 | TCP-2 |

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 UNDESIRABLE 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 (WHEN TRAFFIC IS NOT BEING DETOURED) AS FOLLOWS:
- | | |
|-----------------------|---|
| ROAD NAME | DAY AND TIME RESTRICTIONS |
| SR 1726 PORTERTOWN RD | 6:00 AM TO 9:00 AM AND 4:00 PM TO 7:00 PM MONDAY THRU FRIDAY |

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.
- C) 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.
- 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.

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 NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- K) STATE FORCES WILL BE RESPONSIBLE FOR PROVIDE PERMANENT SIGNING.
- L) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRAFFIC CONTROL PLANS.
- M) COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROAD WHEN ROAD CLOSURE IS NOT IN OPERATION.
- N) STATE FORCES WILL BE RESPONSIBLE FOR PROVIDING SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE SHOWN ON THE TRAFFIC CONTROL PLANS.
- O) STATE FORCES WILL COVER OR REMOVE ALL SIGNS REQUIRED FOR THE OFF-SITE DETOUR WHEN THE DETOUR IS NOT IN OPERATION.
- P) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

TRAFFIC CONTROL DEVICES

- Q) SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER IN FEET 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.
- R) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.

PAVEMENT MARKINGS AND MARKERS

- S) INSTALL PAVEMENT MARKINGS AND PAVEMENT MARKERS ON THE FINAL SURFACE AS SHOWN IN THE PAVEMENT MARKING PLAN.
- 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.

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| APPROVED: DATE: 01-21-10 | GENERAL NOTES | | | | | |
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PHASING

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| PROJ. REFERENCE NO. B-4238 | SHEET NO. TCP-3 |
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PHASE I NOTES

FURNISH, INSTALL, AND MAINTAIN GENERAL WORK ZONE WARNING SIGNS FOR RESURFACING. INSTALL GENERAL WORK ZONE WARNING SIGNS BEFORE BEGINNING WORK. IF SIGNS ARE INSTALLED MORE THAN THREE DAYS PRIOR TO THE BEGINNING OF WORK, COVER THE SIGNS UNTIL THE WORK BEGINS. INSTALL EACH WORK ZONE WARNING SIGN SEPARATELY AND NOT ON THE SAME POST OR STAND WITH ANY OTHER SIGN EXCEPT WHERE AN ADVISORY SPEED PLATE OR DIRECTIONAL ARROW IS USED. REMOVE THESE SIGNS AT THE COMPLETION OF THE PROJECT OR AS DIRECTED BY THE ENGINEER.

INSTALL UNEVEN LANES (W8-11 AT 48" X 48"), LOW SHOULDER (W8-9 AT 48" X 48") AND LOW / SOFT SHOULDER (W8-9B AT 48" X 48") AT 1 MILE INTERVALS STARTING AT A MINIMUM OF 500 FEET IN ADVANCE OF THE CONDITION FOR BOTH DIRECTIONS OF TRAVEL AND AT ANY OTHER POINTS DETERMINED BY THE ENGINEER.

INSTALL UNMARKED PAVEMENT AHEAD (DOT NO. 116087130 AT 48" X 48") AND DO NOT PASS (R4-1 AT 24" X 30") ALTERNATELY AT 1/2 MILE INTERVALS STARTING AT A MINIMUM OF 500 FEET IN ADVANCE OF THE CONDITION FOR BOTH DIRECTIONS OF TRAVEL AND AT ANY OTHER POINTS DETERMINED BY THE ENGINEER.

REVIEW AND RECORD THE EXISTING PAVEMENT MARKINGS AND MARKERS PRIOR TO RESURFACING. USE THE RECORD OF EXISTING PAVEMENT MARKINGS AND MARKERS IN ACCORDANCE WITH THE ROADWAY STANDARD DRAWINGS TO INSTALL THE PAVEMENT MARKINGS AND MARKERS. THE CONTRACTOR SHALL SUBMIT A PAVEMENT MARKING PLAN TO THE ENGINEER FOR APPROVAL 7 CALENDAR DAYS BEFORE ANY PAVEMENT MARKINGS ARE PLACED.

REMOVE EXISTING PAVEMENT MARKERS IN PREPARATION FOR PAVING. REPAIR ANY PAVEMENT DAMAGE DUE TO EXISTING PAVEMENT MARKER REMOVAL PRIOR TO THE END OF THE WORK DAY. DISPOSE OF EXISTING PAVEMENT MARKERS AS DIRECTED BY THE ENGINEER. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK, AS IT WILL BE INCIDENTAL TO THE PAVING OPERATION.

FOR RESURFACING OPERATIONS A PILOT VEHICLE OPERATION MAY BE USED IN CONJUNCTION WITH FLAGGERS AND THE APPROPRIATE PILOT VEHICLE WARNING SIGNING AS DIRECTED BY THE ENGINEER. NO DIRECT PAYMENT WILL BE MADE FOR A PILOT VEHICLE OPERATION, AS THE COST OF SAME WILL BE CONSIDERED INCIDENTAL TO THE WORK BEING PAID FOR UNDER THOSE VARIOUS TRAFFIC CONTROL ITEMS THAT HAVE BEEN INCLUDED.

BRING NEWLY RESURFACED LANES TO THE SAME ELEVATION WITHIN 72 HOURS.

MAINTAIN VEHICULAR ACCESS IN ACCORDANCE WITH SECTION 1101-13 OF THE STANDARD SPECIFICATIONS USING SUITABLE BACKFILL MATERIAL APPROVED BY THE ENGINEER.

FOR RESURFACING OPERATIONS PAYMENT WILL BE MADE FOR THE TRAFFIC CONTROL ITEMS THAT HAVE BEEN INCLUDED IN THE CONTRACT. NO DIRECT PAYMENT WILL BE MADE FOR PROVIDING OTHER TRAFFIC CONTROL AS REQUIRED HEREIN, AS THE COST OF SAME WILL BE CONSIDERED INCIDENTAL TO THE WORK BEING PAID FOR UNDER THOSE VARIOUS TRAFFIC CONTROL ITEMS THAT HAVE BEEN INCLUDED. WHERE THE CONTRACTOR MAINTAINS TRAFFIC AS REQUIRED HEREIN BUT NO SPECIFIC PAY ITEMS HAVE BEEN INCLUDED IN THE CONTRACT, ALL ASSOCIATED COSTS WILL BE CONSIDERED INCIDENTAL TO THE WORK BEING PAID FOR UNDER THE VARIOUS ITEMS IN THE CONTRACT.

PHASE I

STEP 1. INSTALL ADVANCED WORK ZONE WARNING SIGNS ON SR 1726 (PORTERTOWN ROAD), SR 1727 (EASTERN PINES ROAD) AND SR 1728 (LT HARDEE ROAD) AS SHOWN ON TCP-6.

STEP 2. USING ROADWAY STANDARD DRAWING 1101.02 SHEET 1 OF 9, INSTALL LANE CLOSURES AND COMPLETE THE FOLLOWING:
 - RESURFACE AND PLACE FINAL PAVEMENT MARKINGS AND MARKERS ON SR 1728 (LT HARDEE ROAD) FROM SR 1726 (PORTERTOWN ROAD) TO SR 1727 (EASTERN PINES ROAD).
 - RESURFACE AND PLACE FINAL PAVEMENT MARKINGS AND MARKERS ON SR 1727 (EASTERN PINES ROAD) FROM SR 1728 (LT HARDEE ROAD) TO SR 1726 (PORTERTOWN ROAD).

STEP 3. REMOVE ADVANCED WORK ZONE WARNING SIGNS.

PHASE II NOTES

NOTIFY PITT COUNTY SCHOOLS AND PITT COUNTY EMERGENCY SERVICES AT LEAST ONE MONTH PRIOR TO CLOSING SR 1726 (PORTERTOWN ROAD) TO THROUGH TRAFFIC.

NOTIFY THE ENGINEER 21 DAYS PRIOR TO ROAD CLOSURE. STATE FORCES WILL BE RESPONSIBLE FOR PROVIDING SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE SHOWN ON TCP-5. STATE FORCES WILL ALSO PROVIDE AND INSTALL A TEMPORARY TRAFFIC SIGNAL AT THE INTERSECTION OF SR 1727 (EASTERN PINES ROAD) AND SR 1728 (LT HARDEE ROAD).

INSTALL SIGNS BEFORE THE BARRICADES WHEN CLOSING THE ROADWAY TO TRAFFIC. REMOVE BARRICADES BEFORE THE SIGNS WHEN OPENING THE ROADWAY TO TRAFFIC. INSTALL / REMOVE SIGNS AND BARRICADES WITHIN THE SAME CALENDAR DAY.

ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED BY THE ENGINEER.

MAINTAIN VEHICULAR ACCESS IN ACCORDANCE WITH SECTION 1101-13 OF THE STANDARD SPECIFICATIONS USING SUITABLE BACKFILL MATERIAL APPROVED BY THE ENGINEER.

NOTIFY THE ENGINEER 21 DAYS PRIOR TO OPENING ROAD. STATE FORCES WILL REMOVE DETOUR GUIDE SIGNS. STATE FORCES WILL ALSO REMOVE THE TEMPORARY TRAFFIC SIGNAL AT THE INTERSECTION OF SR 1727 (EASTERN PINES ROAD) AND SR 1728 (LT HARDEE ROAD).

PHASE II

STEP 1. USING ROADWAY STANDARD DRAWING 1101.03 SHEET 1 OF 9 INSTALL SIGNS AND BARRICADES AND CLOSE SR 1726 (PORTERTOWN ROAD) TO THRU TRAFFIC AS SHOWN ON TCP-4. SIGNING REQUIRED FOR THE OFF-SITE DETOUR SHALL BE INSTALLED BY STATE FORCES PRIOR TO CLOSING SR 1726. THE TEMPORARY TRAFFIC SIGNAL SYSTEM AT THE INTERSECTION OF SR 1727 (EASTERN PINES ROAD) AND SR 1728 (LT HARDEE ROAD) SHALL BE INSTALLED BY STATE FORCES AND OPERATING IN THE STEADY MODE PRIOR TO CLOSING SR 1726.

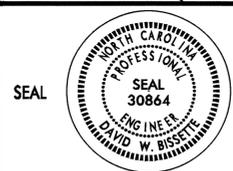
STEP 2. CONSTRUCT THE FOLLOWING WITHIN THE ROAD CLOSURE:
 - REMOVE THE EXISTING STRUCTURE.
 - CONSTRUCT THE PROPOSED STRUCTURE.
 - CONSTRUCT THE PROPOSED ROADWAY SECTION -L- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE FROM STA. 16+00+/- TO STA. 25+00+/-.

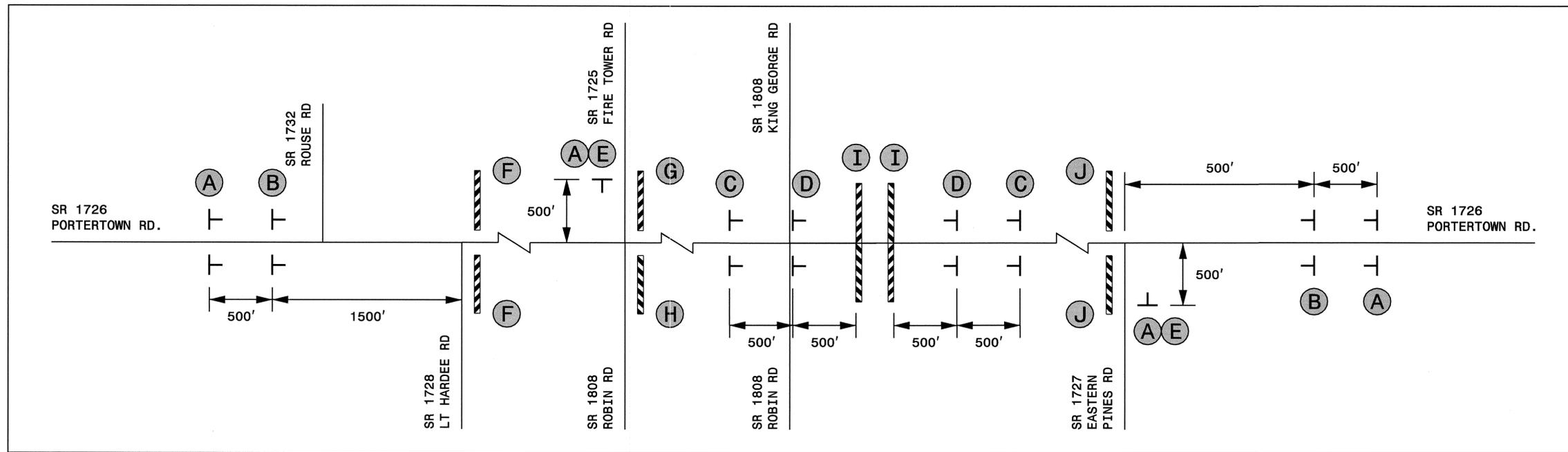
STEP 3. PLACE THE FINAL LAYER OF SURFACE COURSE ON THE FOLLOWING WITHIN THE ROAD CLOSURE:
 -L- STA. 16+00+/- TO STA. 25+00+/-
 -Y2- STA. 10+00+/- TO STA. 10+57+/-
 -Y3- STA. 12+50+/- TO STA. 13+48+/-

STEP 4. APPLY THE FINAL PAVEMENT MARKINGS AND FINAL PAVEMENT MARKERS AS SHOWN IN THE PAVEMENT MARKING PLAN.

STEP 5. REMOVE ALL BARRICADES, ROAD CLOSED SIGNS AND DETOUR SIGNS AND OPEN SR 1726 (PORTERTOWN ROAD) TO THRU TRAFFIC. STATE FORCES SHALL REMOVE DETOUR GUIDE SIGNS AND THE TEMPORARY TRAFFIC SIGNAL AT THE INTERSECTION OF SR 1727 (EASTERN PINES ROAD) AND SR 1728 (LT HARDEE ROAD) AFTER SR 1726 (PORTERTOWN ROAD) IS OPENED TO THRU TRAFFIC.

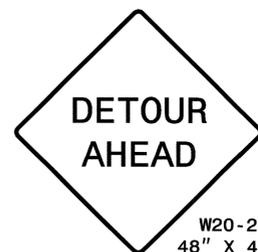
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A
(6 EA)

W20-3
48" X 48"



B
(4 EA)

W20-2
48" X 48"



C
(4 EA)

W20-3
48" X 48"



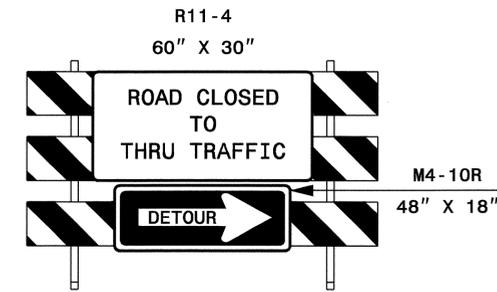
D
(4 EA)

W20-3
48" X 48"



E
(2 EA)

SP-4L
42" X 12"



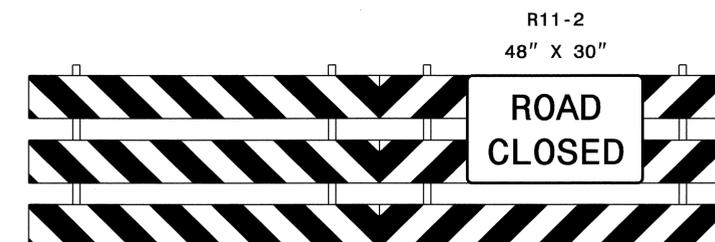
F
(2 EA)
TYPE III BARRICADE



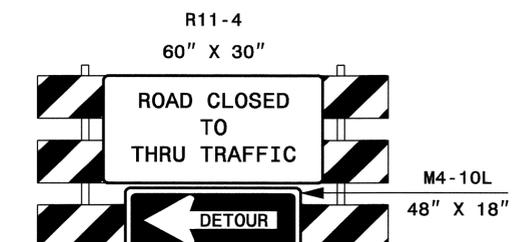
G
(1 EA)



H
(1 EA)



I
(2 SETS *)

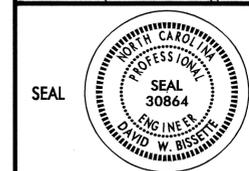


J
(2 EA)

NOTES

1. BARRICADES USED TO CLOSE A ROADWAY SHALL EXTEND ACROSS THE ENTIRE ROADWAY. WHERE LOCAL TRAFFIC MUST BE MAINTAINED, THEY MAY BE PLACED IN A STAGGERED POSITION.
2. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD AS SHOWN ON THIS PAGE.

APPROVED: [Signature] DATE: 01-05-10

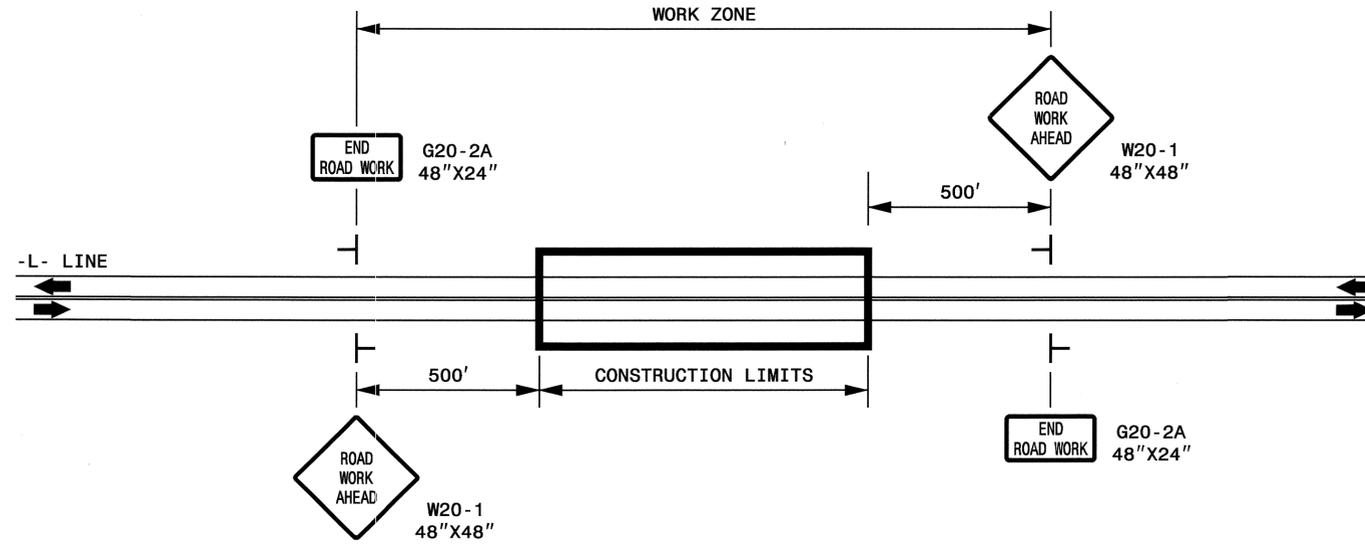


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| ROAD CLOSURE | |
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| REVIEWED BY: JDK | |

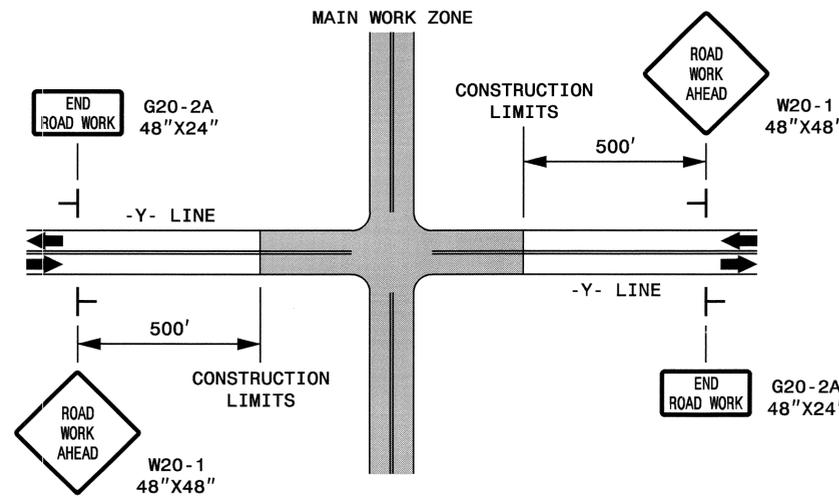
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TWO-LANE, TWO-WAY UNDIVIDED WORK ZONE (L-LINES)

| | |
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| PROJ. REFERENCE NO. | SHEET NO. |
| B-4238 | TCP-6 |



ROADWAYS INTERSECTING ALONG TWO-LANE, TWO-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.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE 3 LB STEEL U-CHANNEL POST OR 4" X 4" WOOD POST FOR ALL WORK ZONE SIGNS. 3 LB 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, 3 LB 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 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE SIGN SUPPORTS.

LEGEND

STATIONARY SIGN
 DIRECTION OF TRAFFIC FLOW

APPROVED: *[Signature]* DATE: 01-05-10

SEAL
DAVID W. BISSETTE
ENGINEER
STATE OF NORTH CAROLINA
LICENSE NO. 30864

WORK ZONE ADVANCE WARNING SIGNS

| REVISIONS | DATE |
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| | |

SCALE: NONE

DATE: 01/10

DWG. BY: DWB

DESIGN BY: DWB

REVIEWED BY: JDK

DIVISION OF TRANSPORTATION
STATE OF NORTH CAROLINA

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