

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS



STATE PROJECT REFERENCE NO.	SHEET NO.
X - 0002CB	TCP-1

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

X-0002CB

ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS APPEAR IN "METRIC 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
1115.01	FLASHING ARROW PANELS
1130.01	DRUMS
1135.01	CONES
1145.01	TYPE III BARRICADES
1150.01	FLAGGERS
1160.01	TEMPORARY CRASH CUSHION
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.08	PAVEMENT MARKINGS - SYMBOLS
1250.01	PAVEMENT MARKER SPACING
1251.01	RAISED PAVEMENT MARKERS (TEMPORARY & PERMANENT)
1261.01	GUARDRAIL & BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL & BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION

INDEX OF SHEETS

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TCP-1	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND AND INDEX OF SHEETS
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TCP-3	PROJECT NOTES
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TCP-25 AND TCP-26	DETOUR MAP
TCP-27	-Y12-, RAMSEY ST. (US401) TEMP. PAVEMENT MARKING DETAIL
TCP-28	DETAIL DRAWING FOR WORK ZONE 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
- FLASHING ARROW PANEL (TYPE C)
- TYPE 'B' WARNING LIGHT
- STATIONARY SIGN
- PORTABLE SIGN
- STATIONARY OR PORTABLE SIGN
- WARNING FLAGS
- 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:

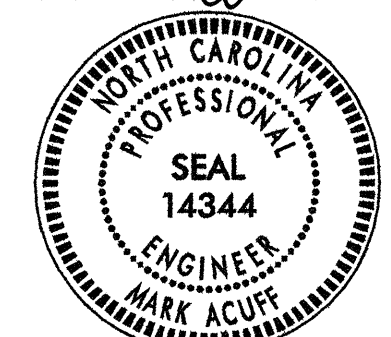
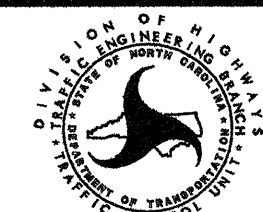
PLAN REVIEWED BY: WORK ZONE TRAFFIC CONTROL UNIT		APPROVED: <i>Mark Acuff</i> DATE: August 04, 2010	PLAN PREPARED FOR N.C.D.O.T. BY: Florence & Hutcheson CONSULTING ENGINEERS 1212 English Hwy., Suite 100 Raleigh, NC 27607 NC License No. P-0288
J. S. BOURNE, P.E.	WORK ZONE TRAFFIC CONTROL ENGINEER	SEAL 	M. T. RZEPKA, PE PROJECT ENGINEER
S. KITE, PE	TRAFFIC CONTROL PROJECT ENGINEER		G. E. PARKER DESIGN ENGINEER
D. PARKER	TRAFFIC CONTROL PROJ. DESIGN ENGINEER		B. L. MARIOTTE DESIGN TECHNICIAN
NA	TRAFFIC CONTROL DESIGN ENGINEER		
NA	TRAFFIC CONTROL DESIGN TECHNICIAN		



PAV'T. MARKING SCHEDULE

SYMBOL	DESCRIPTION	PAY ITEM
PAVEMENT MARKING LINES		
PA	WHITE EDGELINE 2X	PAINT (100mm)
PC	3.0m WHITE SKIP 2X	
PD	0.5m WHITE MINISKIP 2X	
PE	WHITE SOLID LANE LINE 2X	
PI	YELLOW DOUBLE CENTER LINE 2X	
THERMOPLASTIC (100mm, 3.1mm)		
TC	3m WHITE SKIP	
TD	0.5m WHITE MINISKIP	
TE	WHITE SOLID LANE LINE	
PAINT (600mm)		
P4	WHITE STOP BAR 2X	
PAINT MARKING CHARACTERS		
QI	ALPHANUMERIC CHAR. 2X	PAINT CHAR.
THERMOPLASTIC MARKING CHARACTERS		
UI	ALPHANUMERIC CHAR. 2X	THERMOPLASTIC CHAR.
PAVEMENT MARKING SYMBOLS		
QA	LEFT TURN ARROW 2X	PAINT SYMBOL
QB	RIGHT TURN ARROW 2X	
QC	STRAIGHT ARROW 2X	
THERMOPLASTIC SYMBOL		
UA	LEFT TURN ARROW	
UC	STRAIGHT ARROW	
PAVEMENT MARKERS		
MH	YELLOW & YELLOW	TEMPORARY RAISED

8/3/2010
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APPROVED: <i>Mark Acuff</i>	DATE: 08/04/10	PAVEMENT MARKING SCHEDULE	
SEAL 	SCALE: NONE		REVISIONS
	DATE: 8-10		
	DWG. BY: GEP		
	DESIGN BY: GEP		
REVIEWED BY: MTR			

GENERAL NOTES

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 AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
RAMSEY ST. (US 401)	6:00AM TO 8:00PM MONDAY THRU FRIDAY

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

ROAD NAME
RAMSEY ST. (US 401)

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00 A.M. DECEMBER 31st TO 8:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 8:00 P.M. THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 8:00 P.M. MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 8:00 P.M. TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 8:00 P.M. THE DAY AFTER INDEPENDENCE DAY.

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

C) DO NOT CLOSE ROADS AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
RAMSEY ST. (US 401)	5:00AM TO 10:00PM MONDAY THRU SUNDAY

D) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DURATION AND OPERATION
RAMSEY ST. (US 401)	15 MINUTES TRAFFIC SHIFTS AND PLACEMENT OF PAVEMENT MARKING
RAMSEY ST. (US 401)	20 MINUTES INSTALLATION OF OVERHEAD SIGN/STRUCTURE

PROJECT NOTES

LANE AND SHOULDER CLOSURE REQUIREMENTS

- E) 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.
- F) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 5 M 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 1.5 M 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.

PAVEMENT EDGE DROP OFF REQUIREMENTS

- I) 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 50 MM ON ROADWAYS WITH POSTED SPEED LIMITS OF 45 MPH OR GREATER.

BACKFILL DROP-OFFS THAT EXCEED 75 MM 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.
- J) DO NOT EXCEED A DIFFERENCE OF 50 MM IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 40 MM. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 100 FT. IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- L) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 12 M FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- M) PROVIDE PERMANENT SIGNING.
- N) PROVIDE DETOUR SIGNING WITHIN AND OFF THE PROJECT LIMITS.
- O) COVER OR REMOVE ALL DETOUR SIGNS WITHIN AND OFF THE PROJECT LIMITS WHEN A DETOUR IS NOT IN OPERATION.
- P) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

TRAFFIC BARRIER

- Q) 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.



PROJ. REFERENCE NO. X-0002CB	SHEET NO. TCP-3
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INSTALL AND SPACE DRUMS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH) TO CLOSE OR KEEP THE SECTION OF THE ROADWAY CLOSED UNTILL THE TEMPORARY BARRIER CAN BE PLACED OR AFTER THE TEMPORARY BARRIER IS REMOVED.

- R) 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	4.6 M
45 - 50	6 M
55	7.6 M
60 MPH OR HIGHER	9 M

TRAFFIC CONTROL DEVICES

- S) SPACE CHANNELIZING DEVICES IN WORK AREAS EQUAL IN METERS TO 2/3rds THE POSTED SPEED LIMIT (MPH), EXCEPT 3 M ON-CENTER IN RADIUS, AND 1 M 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.
- T) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.

PAVEMENT MARKINGS AND MARKERS

- U) INSTALL PAVEMENT MARKINGS AND PAVEMENT MARKERS ON THE FINAL SURFACE AS SHOWN IN THE PAVEMENT MARKING PLAN.
- V) INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON INTERIM LAYERS OF PAVEMENT AS FOLLOWS:
- | ROAD NAME | MARKING | MARKER |
|-----------|---------|------------------|
| ALL ROADS | PAINT | TEMPORARY RAISED |
- W) 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.
- X) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- Y) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.
- Z) TRACE THE PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO INSTALLATION. PLACE DRUMS TO DELINEATE ANY PROPOSED MONOLITHIC ISLANDS BEFORE INSTALLATION

MISCELLANEOUS

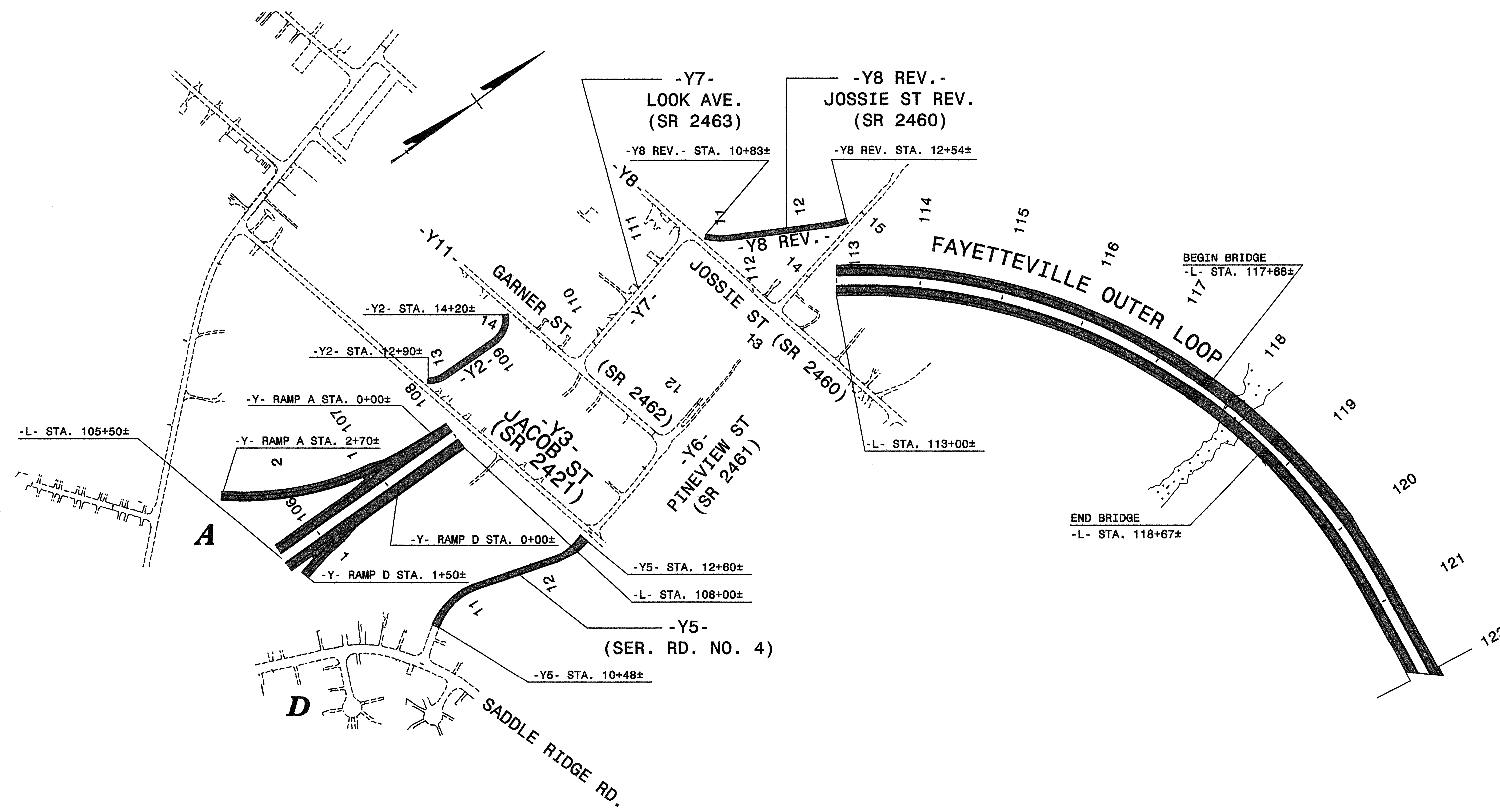
- AA) ALL WHEELCHAIR RAMP LOCATIONS SHALL BE DERIVED FROM STATIONING SHOWN ON PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER IN COORDINATION WITH THE SIGNING AND DELINEATION UNIT.

LOCAL NOTES

- 1) US 401, RAMSEY ST. , SHALL BE CLOSED DURING ERECTION OF OVERHEAD BRIDGE GIRDERS. DETOUR US 401 TRAFFIC ACCORDING TO DETOUR MAP (TCP-25 AND TCP-26). (SEE NOTE C AND INTERMEDIATE CONTRACT TIME FOR DAY AND TIME RESTRICTIONS)

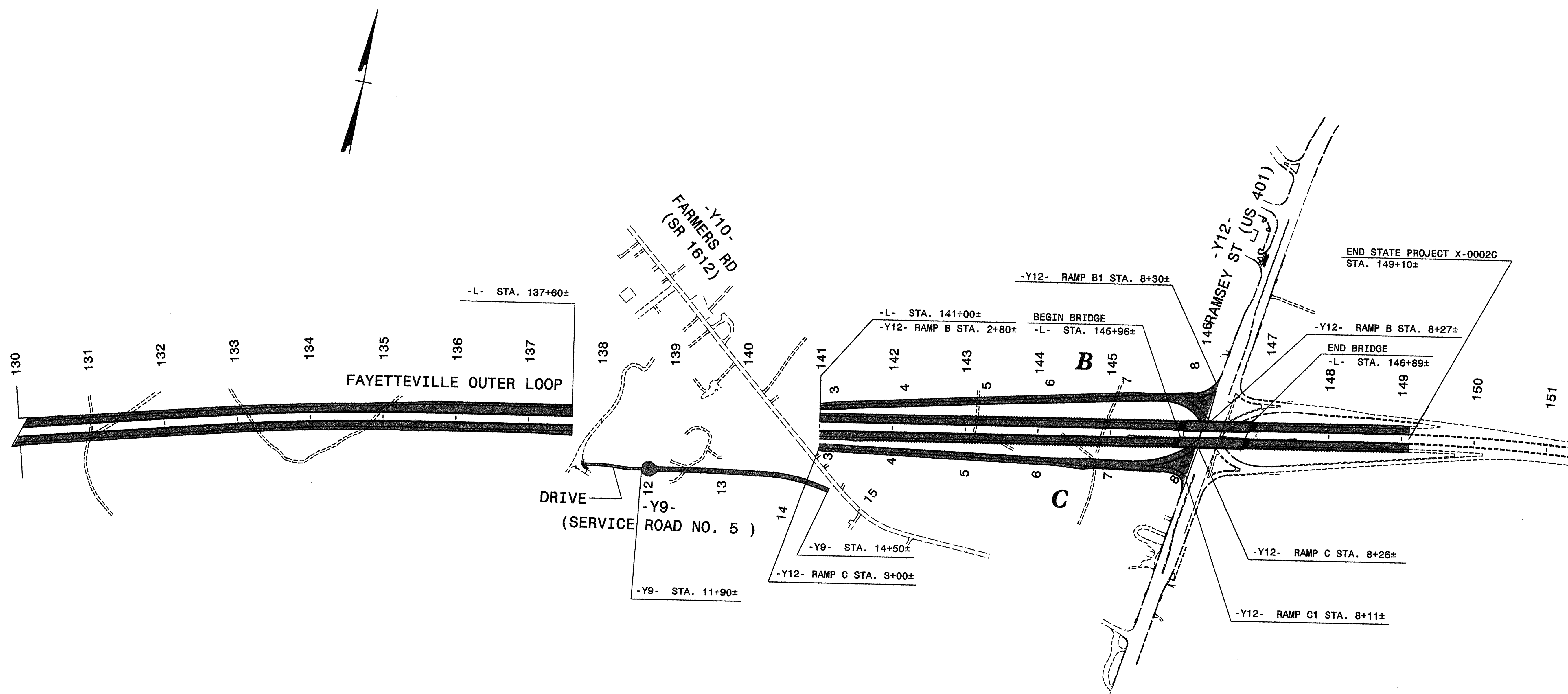
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	DWG. BY: GEP	
	DESIGN BY: GEP	
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PHASE I

STEP 1: - INSTALL WORKZONE SIGNS. (SEE SHEET TCP-28)

STEP 2: - AWAY FROM TRAFFIC, BEGIN CONSTRUCTION (GRADING ONLY) AT THE FOLLOWING LOCATIONS:

- L- FROM STA. 105+50± TO STA. 108+00± (SEE SHEETS TCP-4 & TCP-7)
- L- FROM STA. 113+00± TO STA. 117+68± (SEE SHEETS TCP-4 & TCP-9)
- L- FROM STA. 118+67± TO STA. 137+60± (SEE SHEETS TCP-4, TCP-5 & TCP-10)
- L- FROM STA. 141+00± TO STA. 145+96± (SEE SHEETS TCP-5 & TCP-11)
- L- FROM STA. 146+89± TO STA. 149+10± (SEE SHEET TCP-5)
- Y- RP A FROM STA. 0+00± TO STA. 2+70± (SEE SHEETS TCP-4)
- Y- RP D FROM STA. 0+00± TO STA. 1+50± (SEE SHEET TCP-4)
- Y2 FROM STA. 12+90± TO STA. 14+20± (SEE SHEETS TCP-4 & TCP-7)
- Y5- FROM STA. 10+48± TO STA. 12+60± (SEE SHEETS TCP-4 & TCP-8)
- Y8 REV.- FROM STA. 10+83± TO STA. 12+54± (SEE SHEETS TCP-4 & TCP-9)
- Y9- FROM STA. 11+90± TO STA. 14+50± INCLUDING DRIVE
(SEE SHEETS TCP-5, TCP-10 & TCP-11)
- Y12- RP B FROM STA. 2+80± TO STA. 8+27± (SEE SHEETS TCP-5, TCP-11 & TCP-12)
- Y12- RP B1 FROM STA. 7+27± TO STA. 8+30± (SEE SHEETS TCP-5 & TCP-12)
- Y12- RP C FROM STA. 3+00± TO STA. 8+26± (SEE SHEETS TCP-5, TCP-11 & TCP-12)
- Y12- RP C1 FROM STA. 7+02± TO STA. 8+11± (SEE SHEETS TCP-5 & TCP-12)

- AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF PROPOSED STRUCTURES AT THE FOLLOWING LOCATIONS:

- L- FROM STA. 117+68± TO STA. 118+67± (EBL & WBL) (SEE SHEET TCP-4)

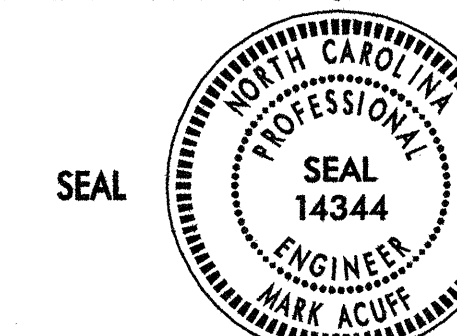
COMPLETE THE WORK REQUIRED OF PHASE I, STEP 3 IN 45 CALENDAR DAYS.
(SEE SPECIAL PROVISIONS AND LIQUIDATED DAMAGES)

- STEP 3:
- a) USING ROADWAY STANDARD DRAWING NUMBER 1101.02, SHEET 3 OF 9, INSTALL TEMPORARY PAVEMENT MARKING LINES AND SYMBOLS ALONG SOUTHBOUND -Y12-, RAMSEY SR. (US 401) AS SHOWN ON SHEET TCP-27. REMOVE CONFLICTING PAVEMENT MARKING LINES AND SYMBOLS.
 - b) USING ROADWAY STANDARD DRAWING NUMBER 1101.02, SHEET 3 OF 9, PLACE PORTABLE CONCRETE BARRIER (PCB) AS SHOWN ON SHEET TCP-27 FROM -Y12- STA. 15+39± TO -Y12- STA. 16+68±.
 - c) BEHIND PCB, CONSTRUCT THE TEMPORARY BENTS.
 - d) PLACE BRIDGE GIRDERS OVER -Y12-, RAMSEY ST. (US 401). (SEE LOCAL NOTE 1, SHEET TCP-3)
 - e) UPON COMPLETION OF PLACEMENT OF ALL THE BRIDGE GIRDERS OVER -Y12-, RAMSEY ST. (US 401), REMOVE THE TEMPORARY BENTS.

USING ROADWAY STANDARD DRAWING NUMBER 1101.02, SHEET 3 OF 9, REMOVE THE PCB, TEMPORARY PAVEMENT MARKING LINES AND SYMBOLS, AND REPLACE ORIGINAL MARKINGS USING THERMOPLASTIC PAVEMENT MARKING.

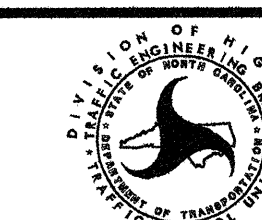
OPEN ALL -Y12-, RAMSEY ST. (US 401) TRAFFIC LANES TO TRAFFIC.

APPROVED: *Mark Acuff* DATE: 08/04/10

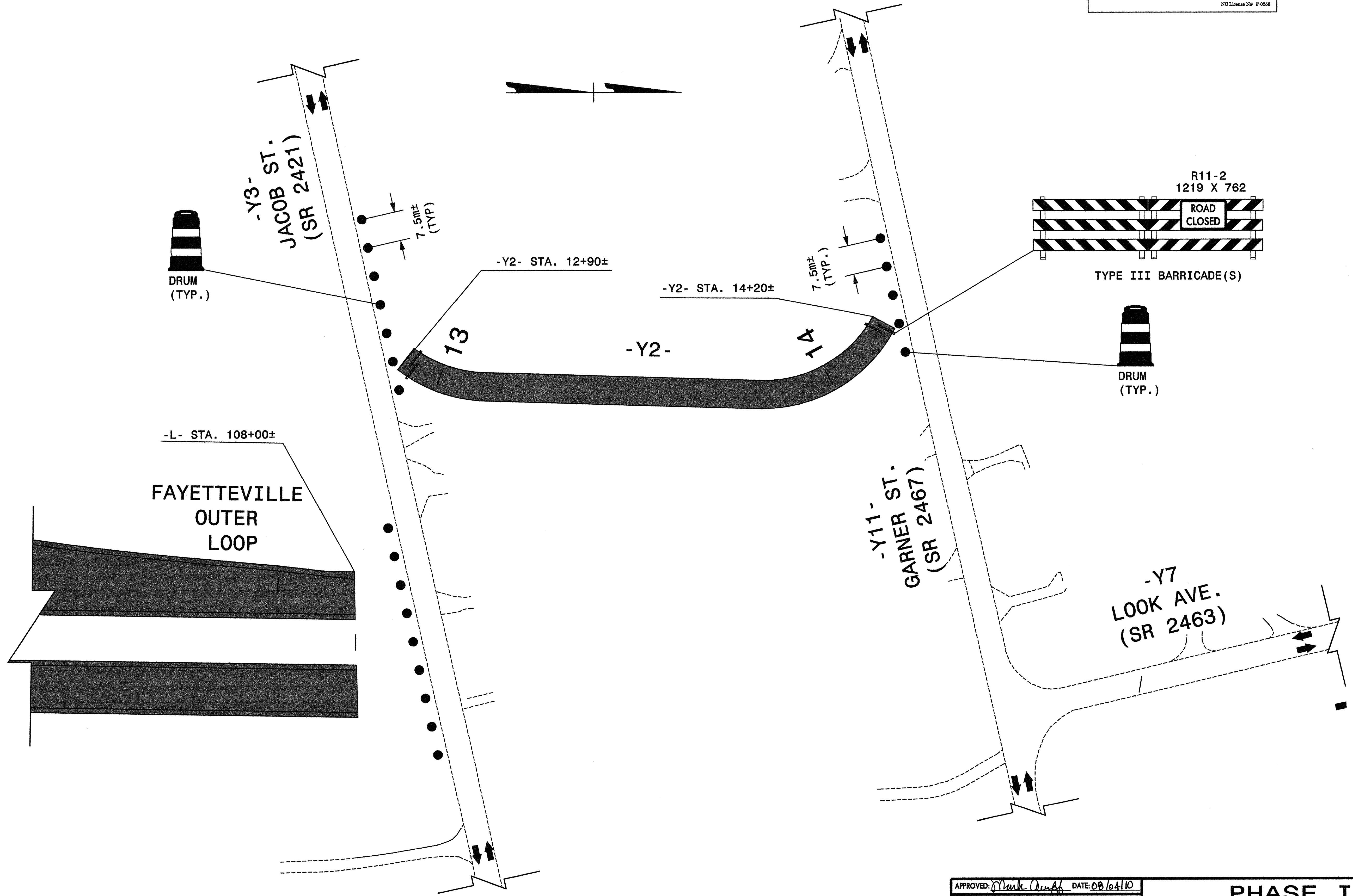


PHASE I PHASING

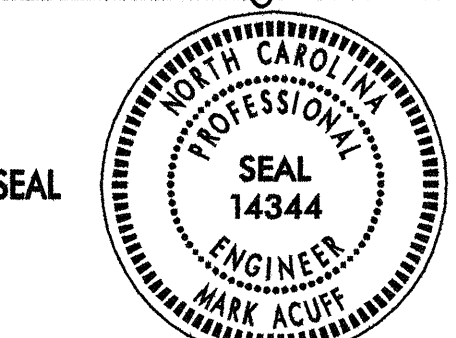
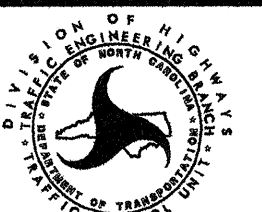
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 DESIGN BY: GEP
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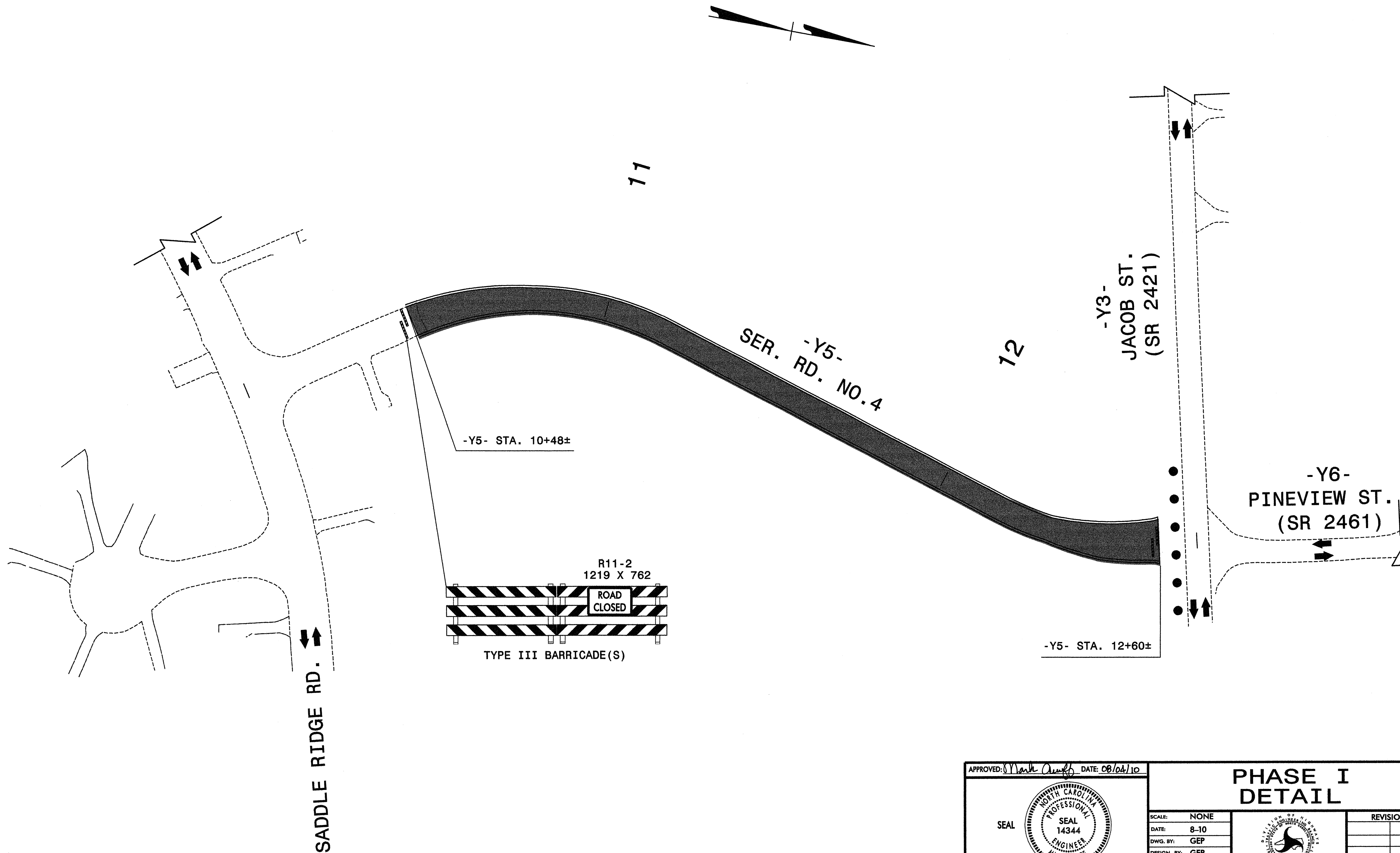


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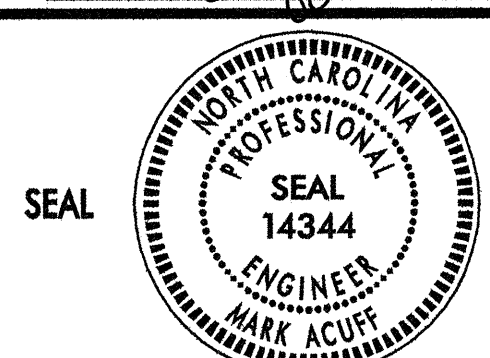
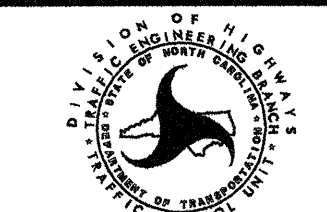


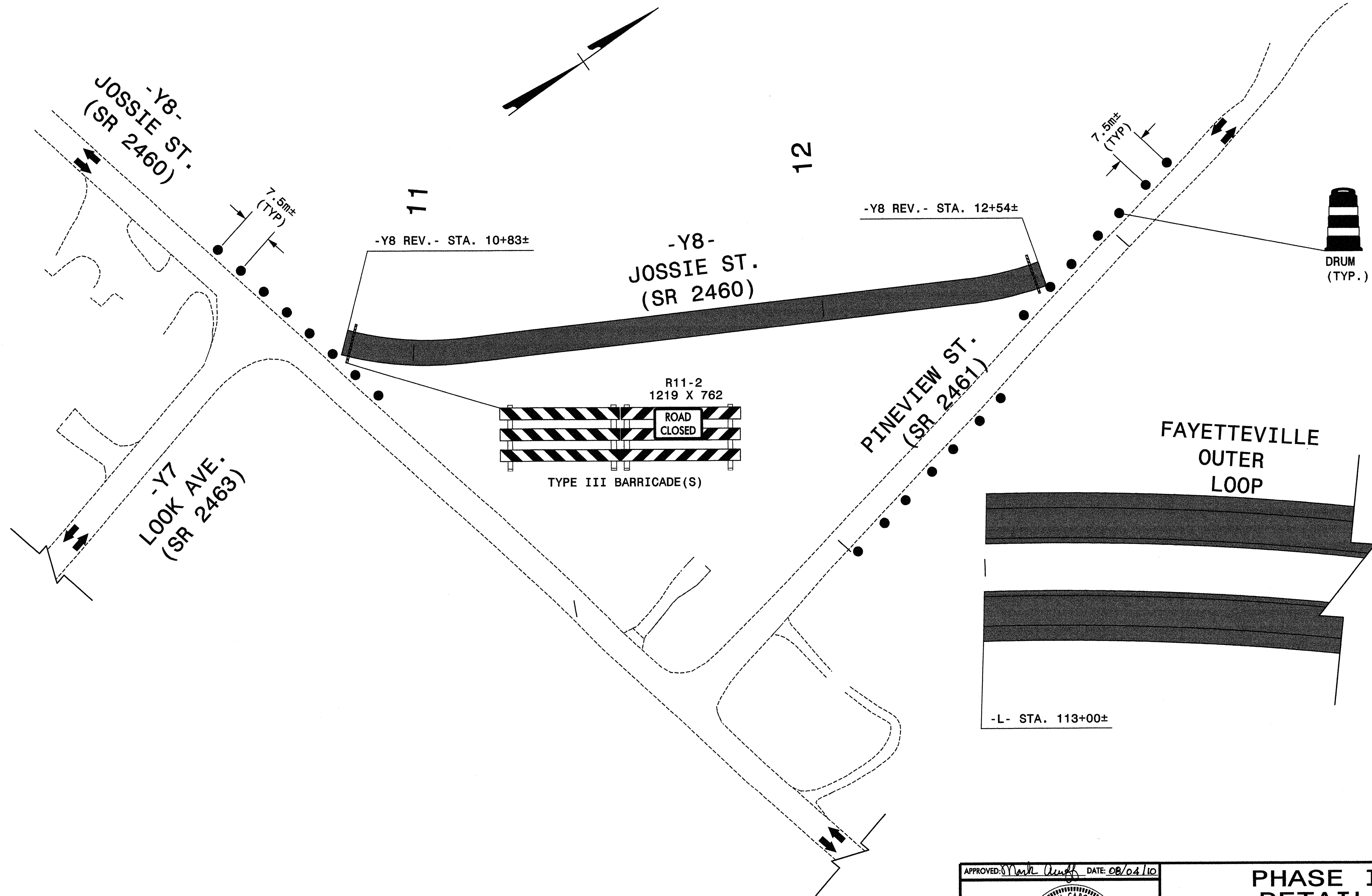
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APPROVED: <i>Mark Acuff</i> DATE: 08/04/10	PHASE I DETAIL																			
																				
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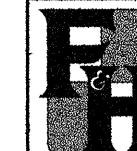
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CONSULTING ENGINEERS

5121 Kingdom Way, Suite 100 Raleigh, NC 27607

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PROJ. REFERENCE NO. SHEET NO.

X-0002CB

TCP-10

FAYETTEVILLE
OUTER
LOOP

-L- STA. 137+60±

12

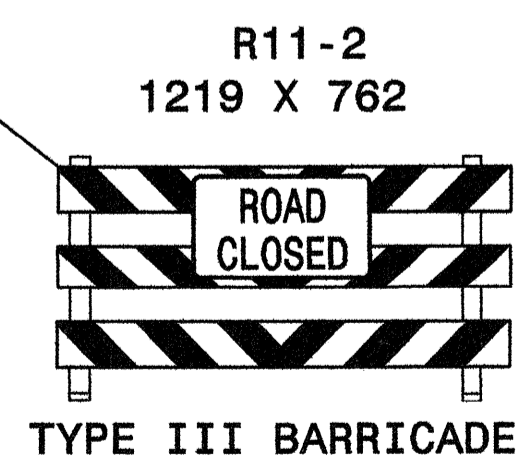
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DRIVE

-Y9-
(SER. RD. NO. 5)

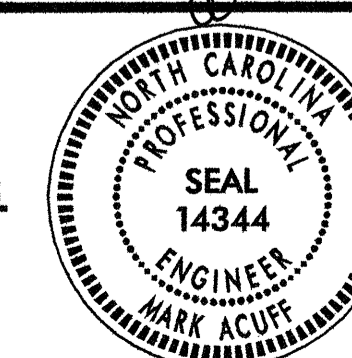
MATCH LINE
SEE TCP-11

-Y10-
FARMERS RD.
(SR 1612)
MATCH LINE
SEE TCP-11



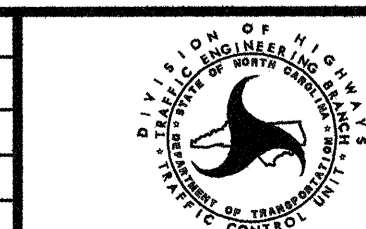
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SEAL



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141

142

-L- STA. 141+00±
 -Y12- RAMP B STA. 2+80±
 -Y12- RAMP C STA. 3+00±

3

4

RAMP B

MATCH LINE
 SEE TCP-10

FAYETTEVILLE OUTER LOOP

RAMP C

14

-Y9-
 (SER. RD. NO. 5)

-Y10-
 FARMERS RD.
 (SR 1612)

4

R11-2
 1219 X 762



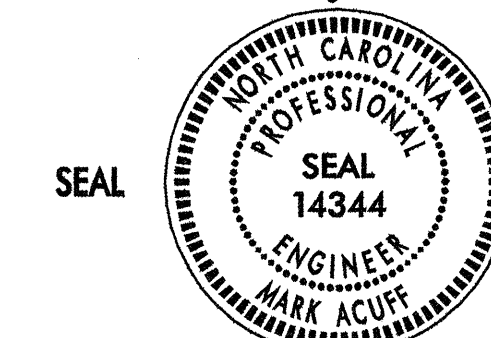
TYPE III BARRICADE

-Y9- STA. 14+50±

7.5m±
 (TYP)

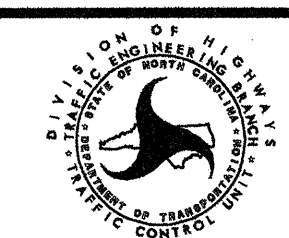
MATCH LINE
 SEE TCP-10

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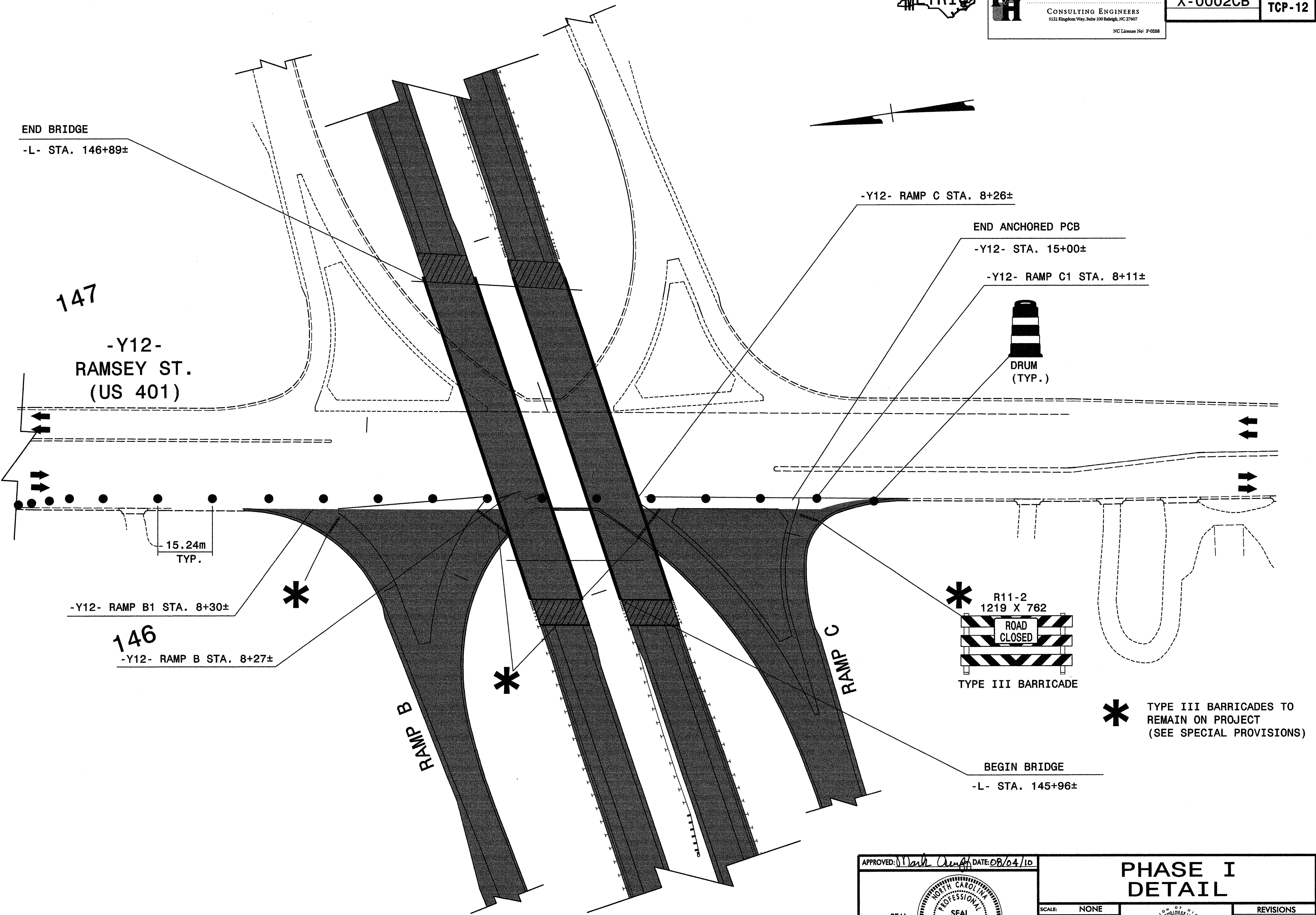


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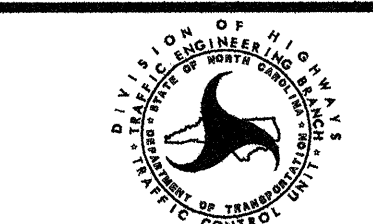
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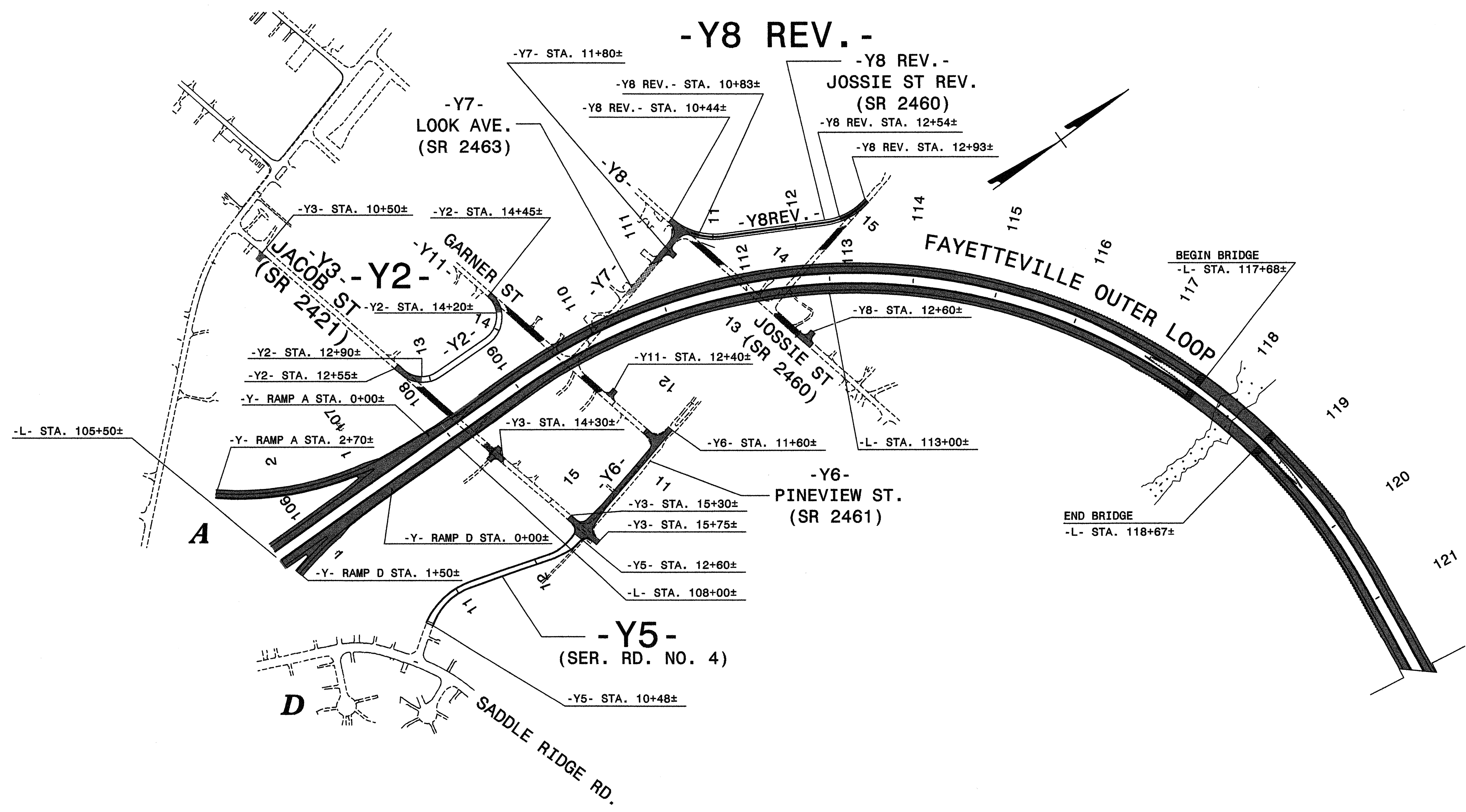
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 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

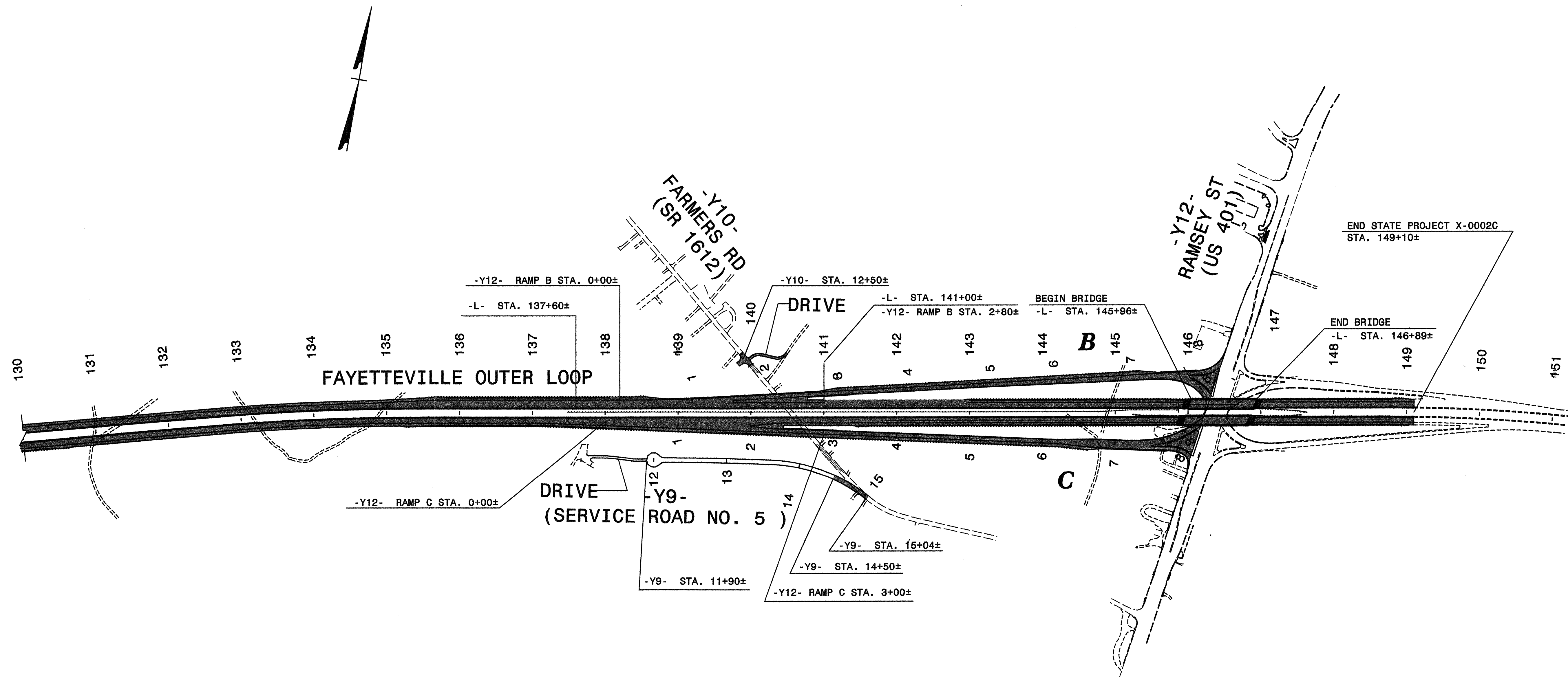
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PHASE II

STEP 1: - CONTINUE CONSTRUCTION OF ALL WORK BEGUN IN PHASE I.

NOTE: REQUIRED CONSTRUCTION IN STEPS 2 THRU 4 FOR -Y2-, -Y5-, -Y6-, -Y8 REV., -Y9- AND -Y10- MAY BE CONSTRUCTED SIMULTANEOUSLY AND INDEPENDENTLY OF EACH OTHER.

STEP 2: - COMPLETE CONSTRUCTION OF -Y2-, -Y5- (SER. RD. NO. 4), -Y6- (SR 2461, PINEVIEW ST.), -Y8 REV.- AND BEGIN CONSTRUCTION OF PROPOSED -L- LINE (FAYETTEVILLE OUTER LOOP) (GRADING ONLY) FROM -L- STA. 108+00± TO -L- STA. 113+00± ACCORDING TO THE FOLLOWING SEQUENCE:

a) USING ROADWAY STANDARD DRAWING NO. 1101.03, SHEET 1 OF 9, AND TYPE III BARRICADES CLOSE -Y3- (SR 2421, JACOB ST.) BETWEEN -Y3- STA. 15+30± AND -Y3- STA. 15+75±. (SEE SHEET TCP-16)

USING ROADWAY STANDARD DRAWING NO. 1101.03, SHEET 1 OF 9, AND TYPE III BARRICADES CLOSE -Y11- (SR 2467, GARNER ST.) AT -Y11- STA. 13+01± AND -Y6- (SR 2467, PINEVIEW ST.) AT -Y6- STA. 11+60±. (SEE SHEET TCP-16)

b) AWAY FROM TRAFFIC, COMPLETE CONSTRUCTION OF -Y5- (SER. RD. NO. 4) UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE FROM -Y5- STA. 10+48± TO -Y5- STA. 12+60±. (SEE SHEET TCP-16)

AWAY FROM TRAFFIC, CONSTRUCT -Y6- (SR 2461, PINEVIEW ST.) UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE FROM -Y6- STA. 10+00± -Y6- STA. 11+60± AND -Y3- (SR 2421, JACOB ST.) FROM -Y3- STA. 15+30± TO -Y3- STA. 15+75±. (SEE SHEET TCP-16)

c) INSTALL PAVEMENT MARKING LINES AND SYMBOLS ON -Y5- (SER. RD. NO. 4) AND -Y6- (SR 2461, PINEVIEW ST.) FROM -Y5- STA. 10+48± TO -Y6- STA. 11+60±. (SEE SHEET TCP-17)

COMPLETE d) IN ONE CONTINUOUS OPERATION

d) USING ROADWAY STANDARD DRAWING NO. 1101.03, SHEET 1 OF 9, CLOSE -Y3- (SR 2421, JACOB ST.) AT -Y2- STA. 12+55± AND RELOCATE TYPE III BARRICADES AT -Y3- STA. 15+30± TO -Y3- STA. 14+25±. (SEE SHEETS TCP-17 & TCP-18)

SIMULTANEOUSLY, USING ROADWAY STANDARD DRAWING NO. 1101.03, SHEET 1 OF 9, CLOSE -Y11- (SR 2467, GARNER ST.) AT -Y2- STA. 14+45± AND RELOCATE TYPE III BARRICADES AT -Y11- STA. 13+01± TO -Y11- STA. 12+52±. (SEE SHEETS TCP-17 & TCP-18)

USING TYPE III BARRICADES, CLOSE -Y7- (SR 2463, LOOK AVE.) AT -Y7- STA. 11+50±. (SEE SHEET TCP-19)

REMOVE TYPE III BARRICADES AT -Y5- STA. 10+48± AND -Y6- STA. 11+60±. OPEN -Y5- AND -Y6- TO TRAFFIC. (SEE SHEET TCP-17)

e) COMPLETE CONSTRUCTION OF -Y8 REV.- BETWEEN -Y8 REV.- STA. 10+83± AND -Y8 REV.- STA. 12+54± WHICH WAS STARTED IN PHASE I, STEP 2.

f) WORKING IN A CONTINUOUS MANNER,

USING ROADWAY STANDARD DRAWING NO. 1101.03, SHEET 1 OF 9, AND TYPE III BARRICADES CLOSE -Y8- (SR 2460, JOSIE ST.) BETWEEN -Y8- STA. 10+80± AND -Y8- STA. 12+69±. (SEE SHEET TCP-19)

USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 9, CONSTRUCT -Y8 REV.- TIE-INS, INCLUDING -Y7- (SR 2463, LOOK AVE.), UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE FROM -Y8 REV.- STA. 10+44± TO -Y8 REV.- STA. 10+83± AND FROM -Y8 REV.- STA. 12+54± TO -Y8 REV.- STA. 12+93±. INSTALL PAVEMENT MARKING LINES ON -Y8 REV.- FROM -Y8 REV.- STA. 10+44± TO -Y8 REV.- STA. 12+93±. REMOVE LANE CLOSURE AND OPEN -Y8 REV.- TO TRAFFIC. (SEE SHEET TCP-19)

g) AWAY FROM TRAFFIC,

BEGIN CONSTRUCTION (GRADING ONLY) OF -L- (FAYETTEVILLE OUTER LOOP) FROM -L- STA. 108+00± TO -L- STA. 113+00±.

COMPLETE CONSTRUCTION OF -Y2- BETWEEN -Y2- STA. 12+90± AND -Y2- STA. 14+20± WHICH WAS STARTED IN PHASE I, STEP 2.

CONSTRUCT UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE -Y2- TIE-INS FROM -Y2- STA. 12+55± TO -Y2- STA. 12+90± AND FROM -Y2- STA. 14+20± TO -Y2- STA. 14+45±. (SEE SHEET TCP-18)

CONSTRUCT TURN-AROUNDS UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE, INSTALL GUARDRAIL TERMINAL SECTION AND REMOVE TYPE III BARRICADES AT THE FOLLOWING LOCATIONS:

-Y3- AT STA. 14+25± (SEE SHEET TCP-17 AND ROADWAY PLANS)
-Y8- AT STA. 12+60± (SEE SHEET TCP-19 AND ROADWAY PLANS)
-Y11- AT STA. 12+52± (SEE SHEET TCP-17 AND ROADWAY PLANS)

h) INSTALL PAVEMENT MARKING LINES ON -Y2- FROM -Y2- STA. 12+55± TO -Y2- STA. 14+45±. (SEE SHEET TCP-20)

REMOVE TYPE III BARRICADES AT -Y2- STA. 14+45± AND RELOCATE TYPE III BARRICADES AT -Y2- STA. 12+55± TO -Y2- STA. 10+56±. OPEN -Y2- TO TRAFFIC FROM -Y REV.- (SR 1600, McARTHUR RD.) TO -Y2- STA. 10+56±. (SEE SHEET TCP-20)

AWAY FROM TRAFFIC, CONSTRUCT TURN-AROUND UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE, INSTALL GUARDRAIL TERMINAL SECTION AND REMOVE TYPE III BARRICADES AT -Y2- STA. 10+56±. (SEE SHEET TCP-20)

STEP 4: - COMPLETE CONSTRUCTION OF -Y9- (SER. RD. NO. 5), -Y10- (SR 1612, FARMERS RD.), AND BEGIN CONSTRUCTION OF PROPOSED -L- LINE (FAYETTEVILLE OUTER LOOP) (GRADING ONLY) FROM -L- STA. 137+60± TO -L- STA. 141+00± ACCORDING TO THE FOLLOWING SEQUENCE:

a) COMPLETE CONSTRUCTION OF -Y9- BETWEEN -Y9- STA. 11+90± AND -Y9- STA. 14+50± AND DRIVE, WHICH WAS STARTED IN PHASE I, STEP 2.

NOTE: DO NOT BEGIN b) UNTIL ALL BRIDGE GIRDERS OVER US 401, RAMSEY ST., HAVE BEEN PLACED AND THE US 401 DETOUR IS NO LONGER NEEDED.

b) USING ROADWAY STANDARD DRAWING NO. 1101.03, SHEET 1 OF 9, CLOSE EXISTING -Y10- (SR 1612, FARMERS RD.) BETWEEN -Y10- STA. 12+40± AND -Y10- STA. 15+05±. (SEE SHEETS TCP-21 AND TCP-22)

c) AWAY FROM TRAFFIC,

CONSTRUCT -Y9- UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE FROM -Y9- STA. 14+50± TO -Y9- STA. 15+04±. (SEE SHEET TCP-22)

INSTALL PAVEMENT MARKING LINES, REMOVE TYPE III BARRICADES, AND OPEN -Y9- TO TRAFFIC. (SEE SHEETS TCP-23 AND TCP-24)

CONSTRUCT TURN-AROUND UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE, INSTALL GUARDRAIL TERMINAL SECTION AND REMOVE TYPE III BARRICADES AT -Y10- STA. 12+40±. (SEE SHEET TCP-21)

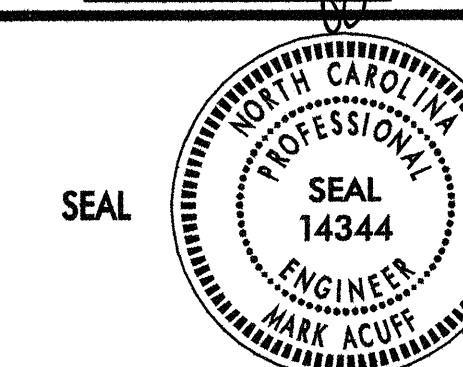
CONSTRUCT (GRADING ONLY) AT THE FOLLOWING LOCATIONS: (SEE SHEETS TCP-14, TCP-23 & TCP-24)

-L- FROM STA. 137+60± TO STA. 141+00±
-Y12- RAMP B FROM STA. 0+00± TO STA. 2+80±
-Y12- RAMP C FROM STA. 0+00± TO STA. 3+00±

STEP 5: - COMPLETE CONSTRUCTION OF ALL WORK STARTED IN PHASES I AND II.

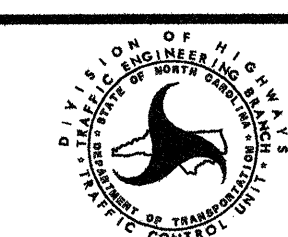
- USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 9, PLACE FINAL LAYER OF SURFACE COURSE INCLUDING FINAL PAVEMENT MARKING LINES AND PAVEMENT MARKERS ON ALL -Y- LINES.

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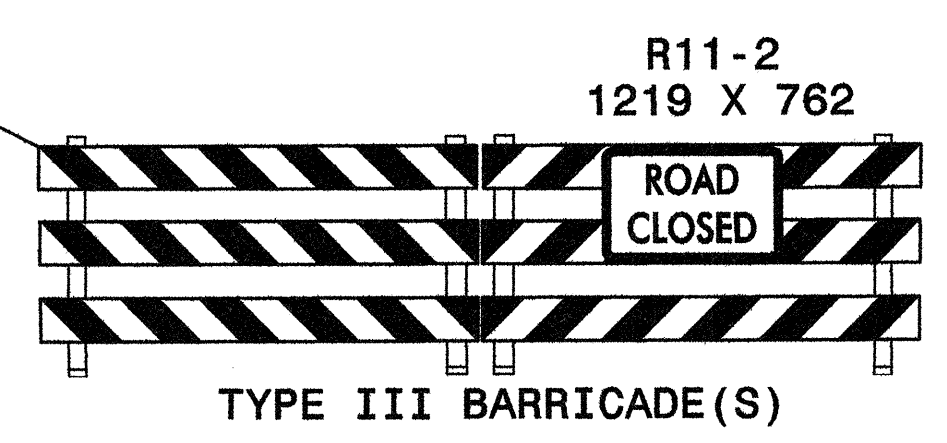
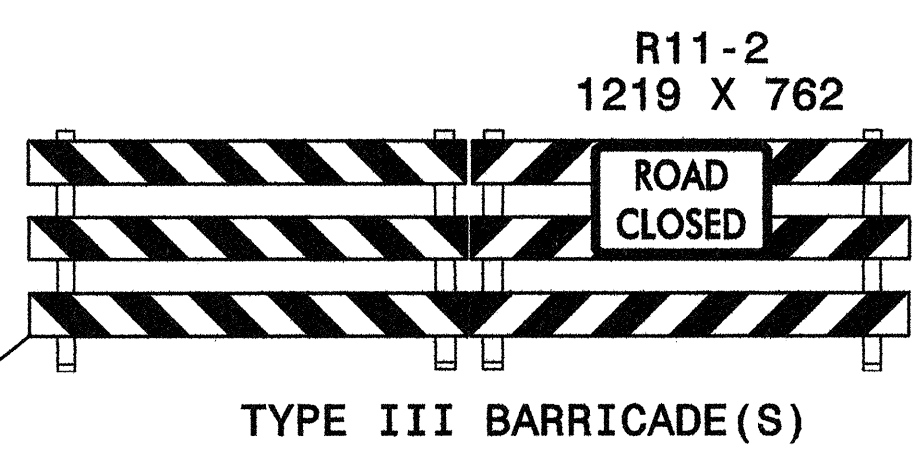
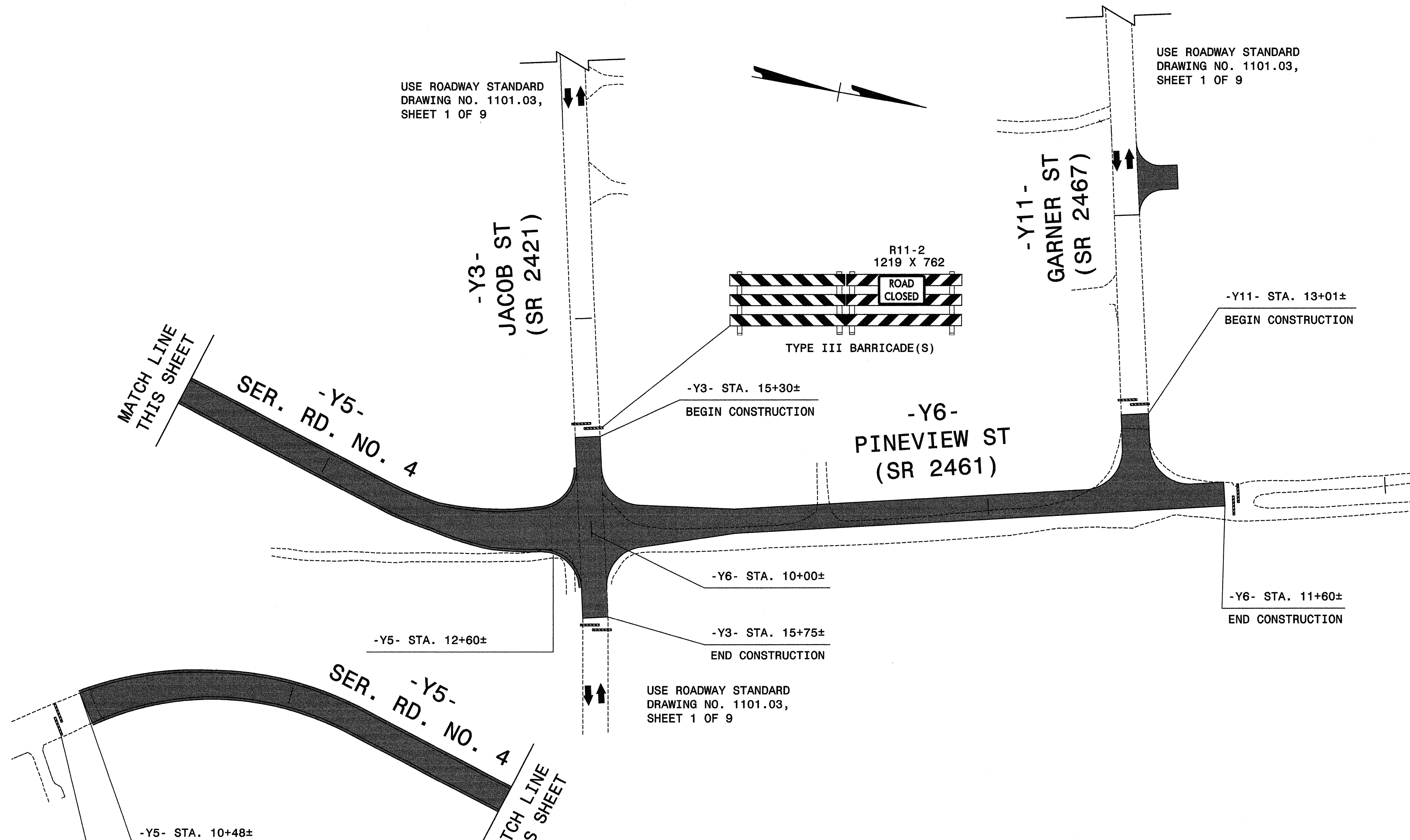


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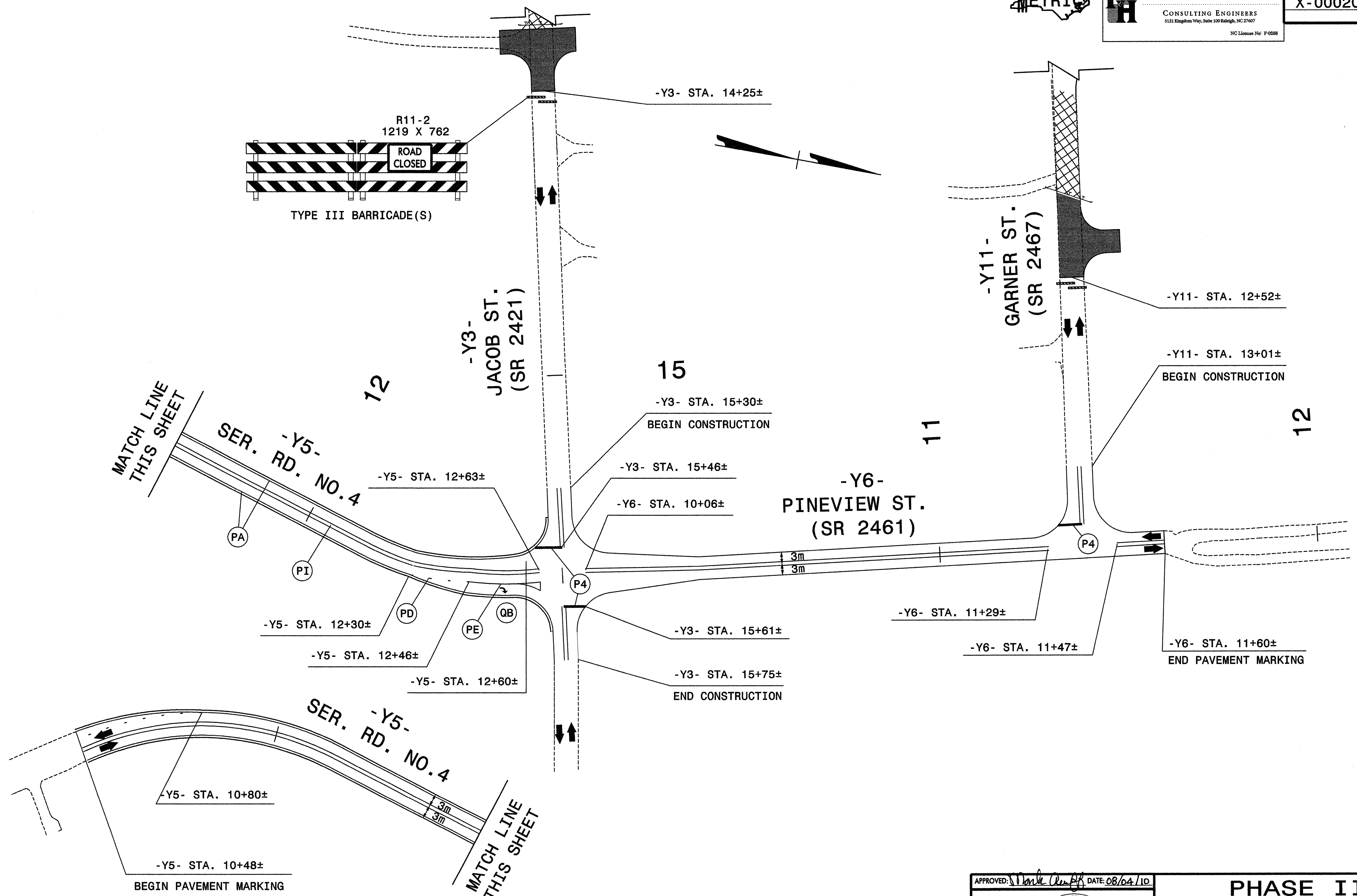
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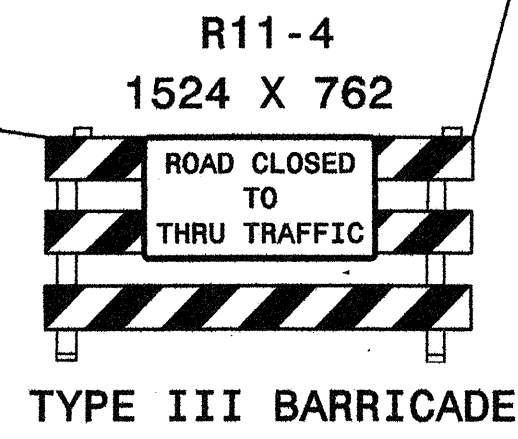
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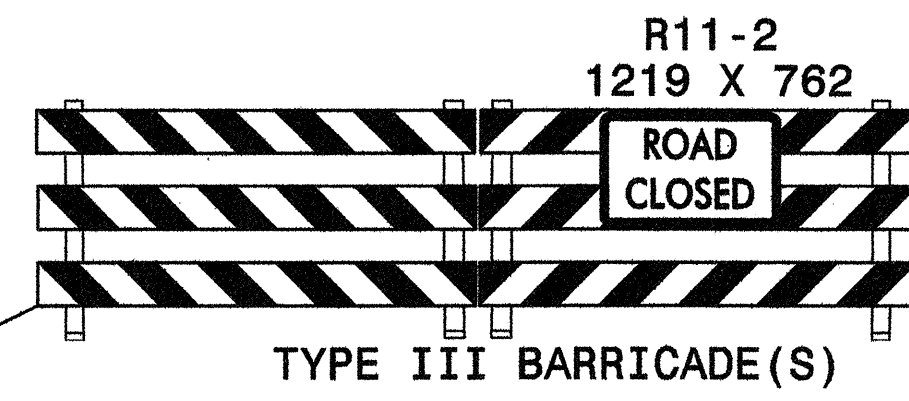


MCARTHUR RD. (SR 1600)



USE ROADWAY STANDARD
DRAWING NO. 1101.03,
SHEET 1 OF 9

USE ROADWAY STANDARD
DRAWING NO. 1101.03,
SHEET 1 OF 9



-Y11-
GARNER ST.
(SR 2467)

-Y3-
JACOB ST.
(SR 2421)

-Y2- STA. 12+55±

-Y2- STA. 12+90±

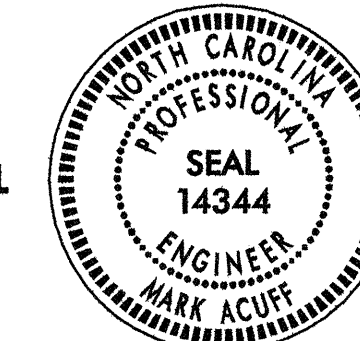
-Y2- STA. 14+20±

-Y2- STA. 14+45±



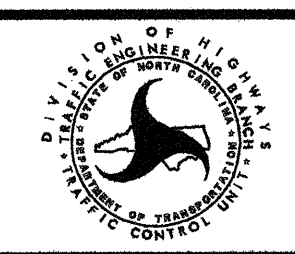
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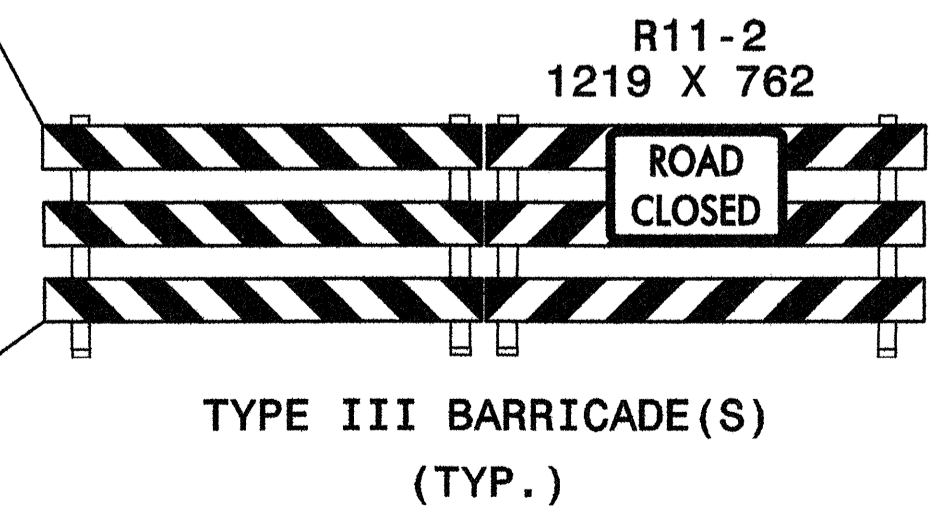
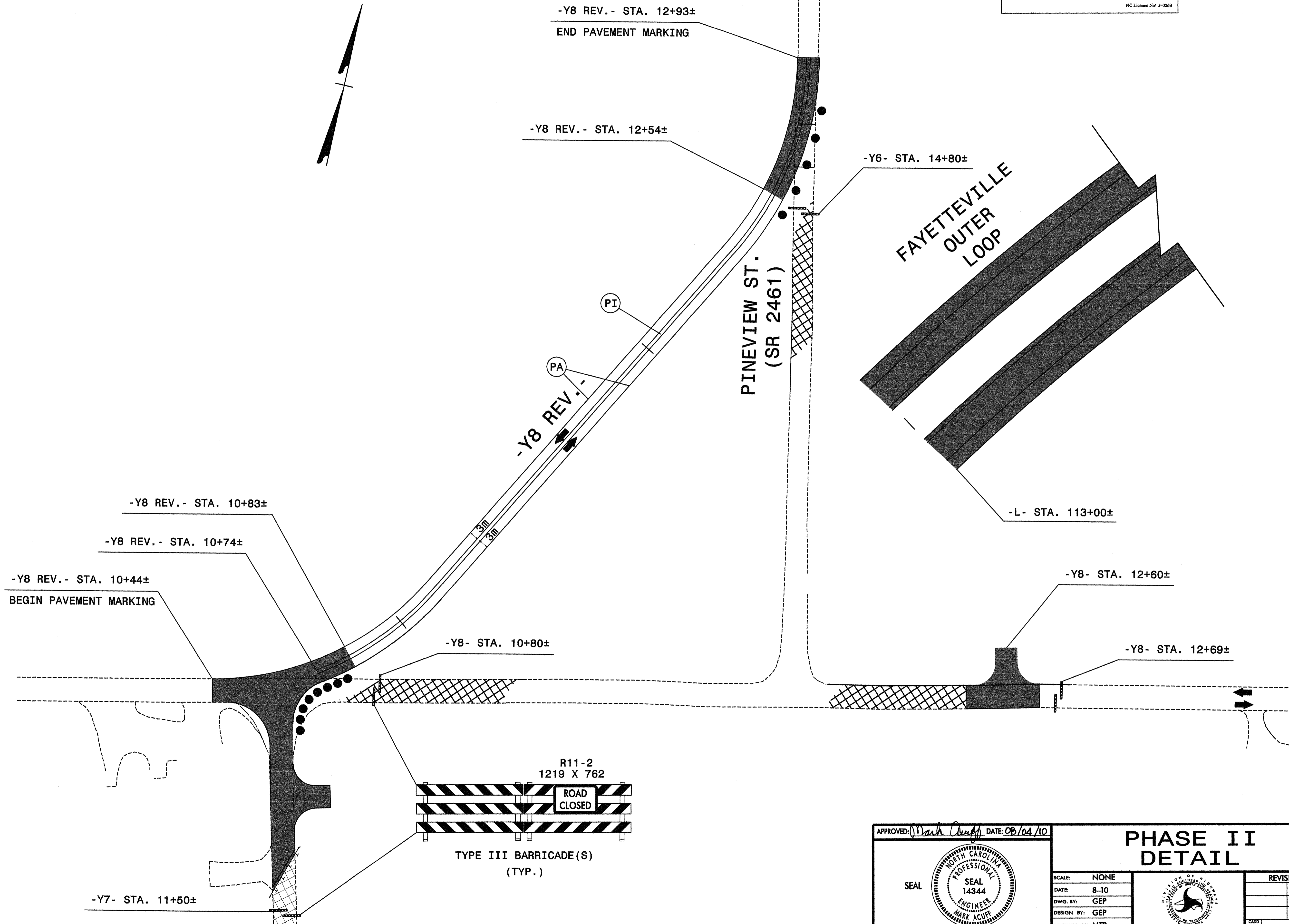
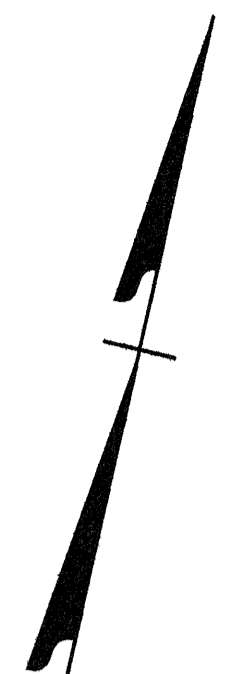


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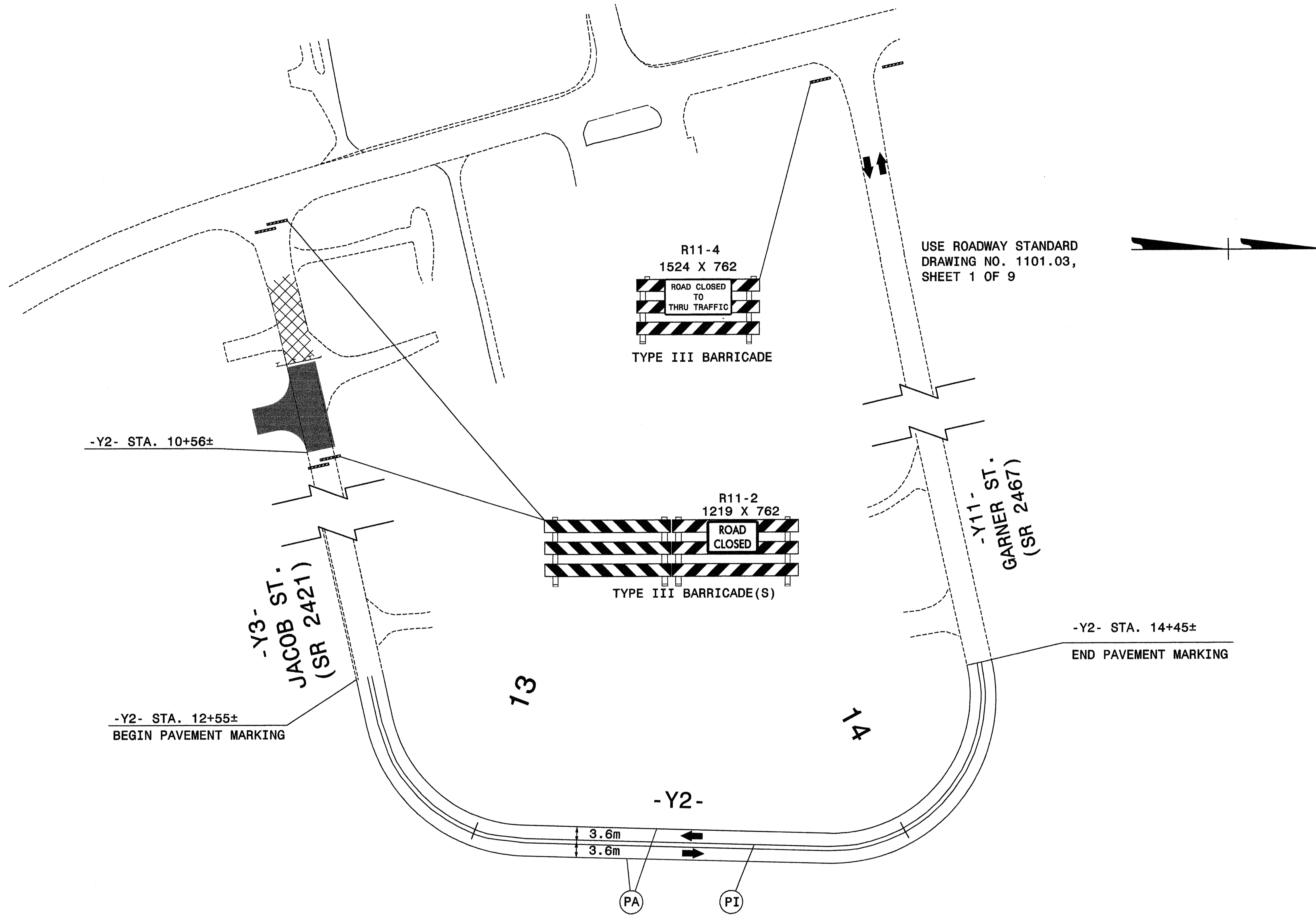


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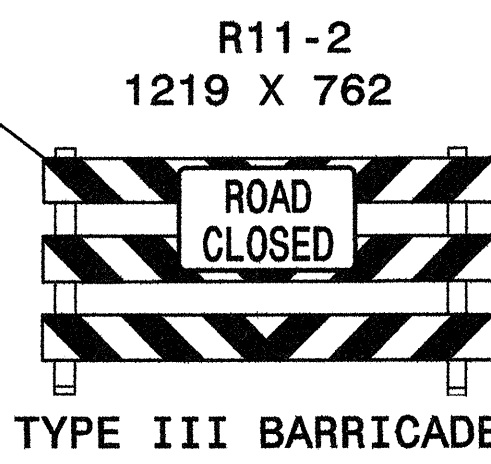
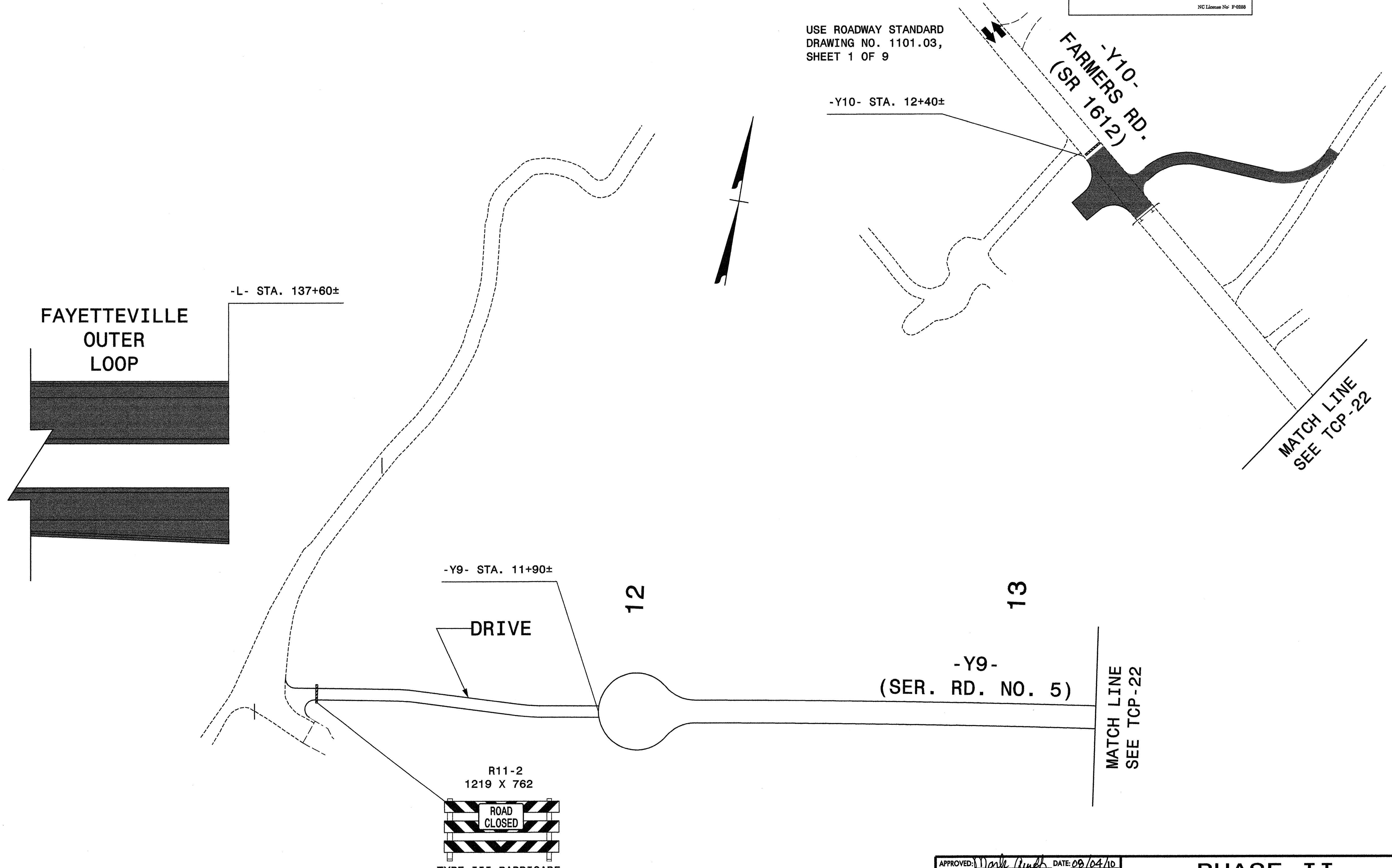


8/3/2010 P:\TRAFFIC\Sub-Jobs\X-2c\X-2cb\X-0002cb\007\sedled\X2cb_Tc_TCP-20.dgn Florence & Hutcheson, Inc.

APPROVED: <i>Mark Acuff</i> DATE: 08/04/10	PHASE II DETAIL	
SCALE: NONE		REVISIONS
DATE: 8-10		
DWG. BY: GEP		
DESIGN BY: GEP		
REVIEWED BY: MTR		



USE ROADWAY STANDARD
 DRAWING NO. 1101.03,
 SHEET 1 OF 9



APPROVED: <i>Mark Acuff</i> DATE: 08/04/10		PHASE II DETAIL											
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SCALE: NONE		REVISIONS											
DATE: 8-10													
DWG. BY: GEP													
DESIGN BY: GEP													
REVIEWED BY: MTR													

8/3/2010
 P:\TRAFFIC\Sub-Jobs\X-2c\X-2cb\X-0002cb1007\sealed\X2cb_fc_TCP-21.dgn
 Florence & Hutcheson, Inc.



141

142

-L- STA. 141+00±
 -Y12- RAMP B STA. 2+80±
 -Y12- RAMP C STA. 3+00±

3

4

RAMP B

FAYETTEVILLE OUTER LOOP

RAMP C

14

-Y9-
 (SER. RD. NO. 5)

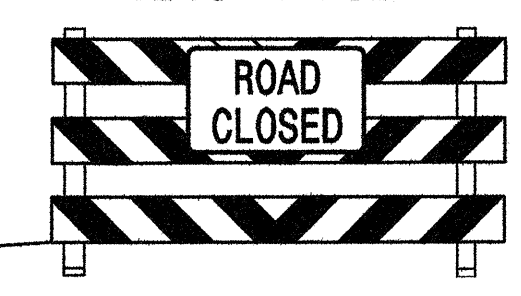
-Y10-
 FARMERS RD.
 (SR 16120)

4

-Y9- STA. 14+50±

-Y9- STA. 15+04±

R11-2
 1219 X 762



TYPE III BARRICADE

USE ROADWAY STANDARD
 DRAWING NO. 1101.03,
 SHEET 1 OF 9

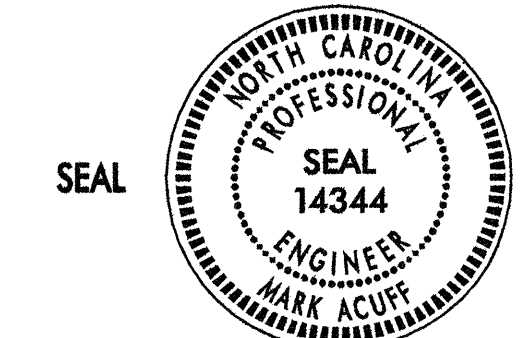
-Y10- STA. 15+05±

MATCH LINE
 SEE TCP-21

MATCH LINE
 SEE TCP-21



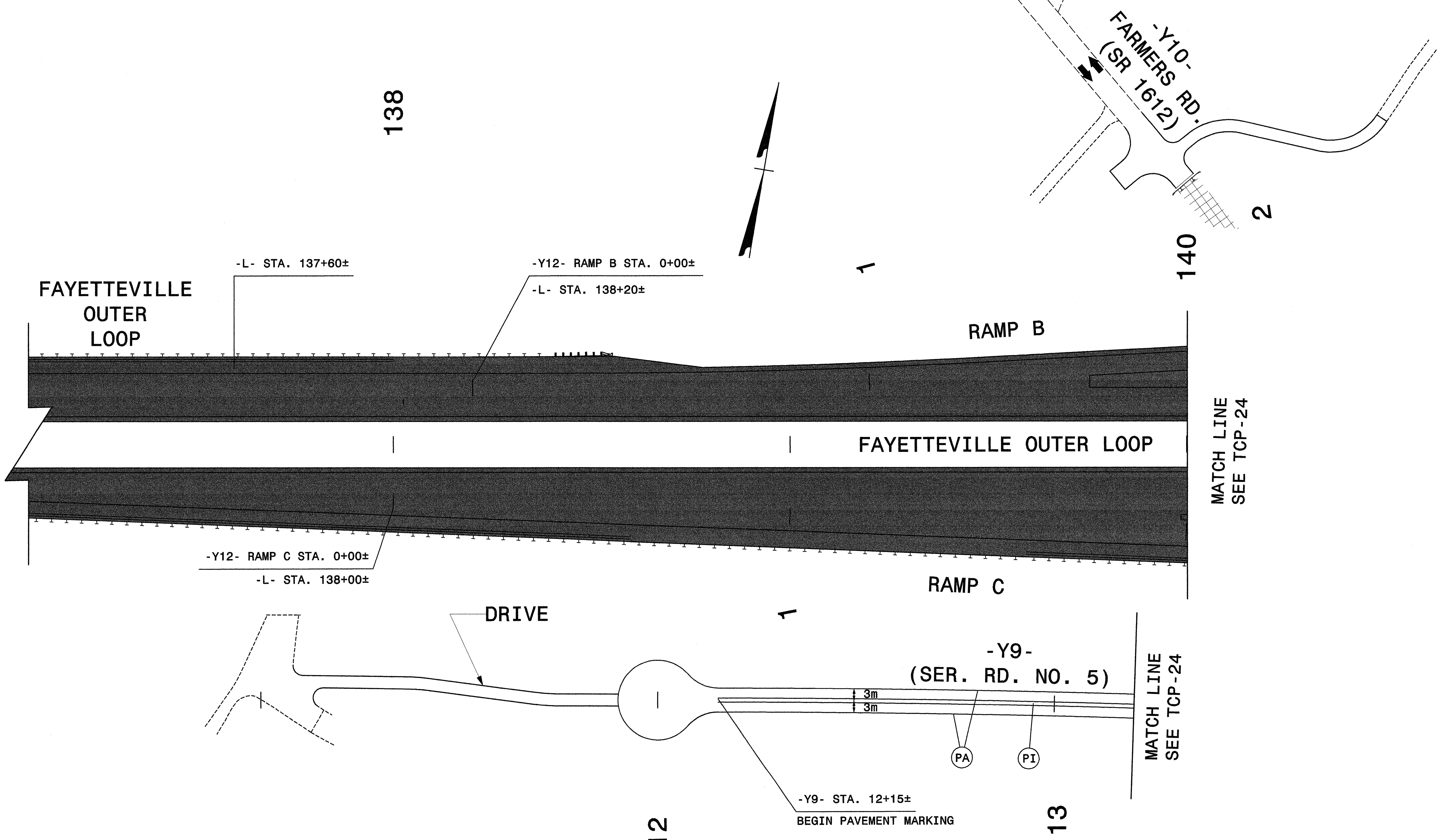
APPROVED: *Mark Acuff* DATE: 08/03/10



**PHASE II
 DETAIL**

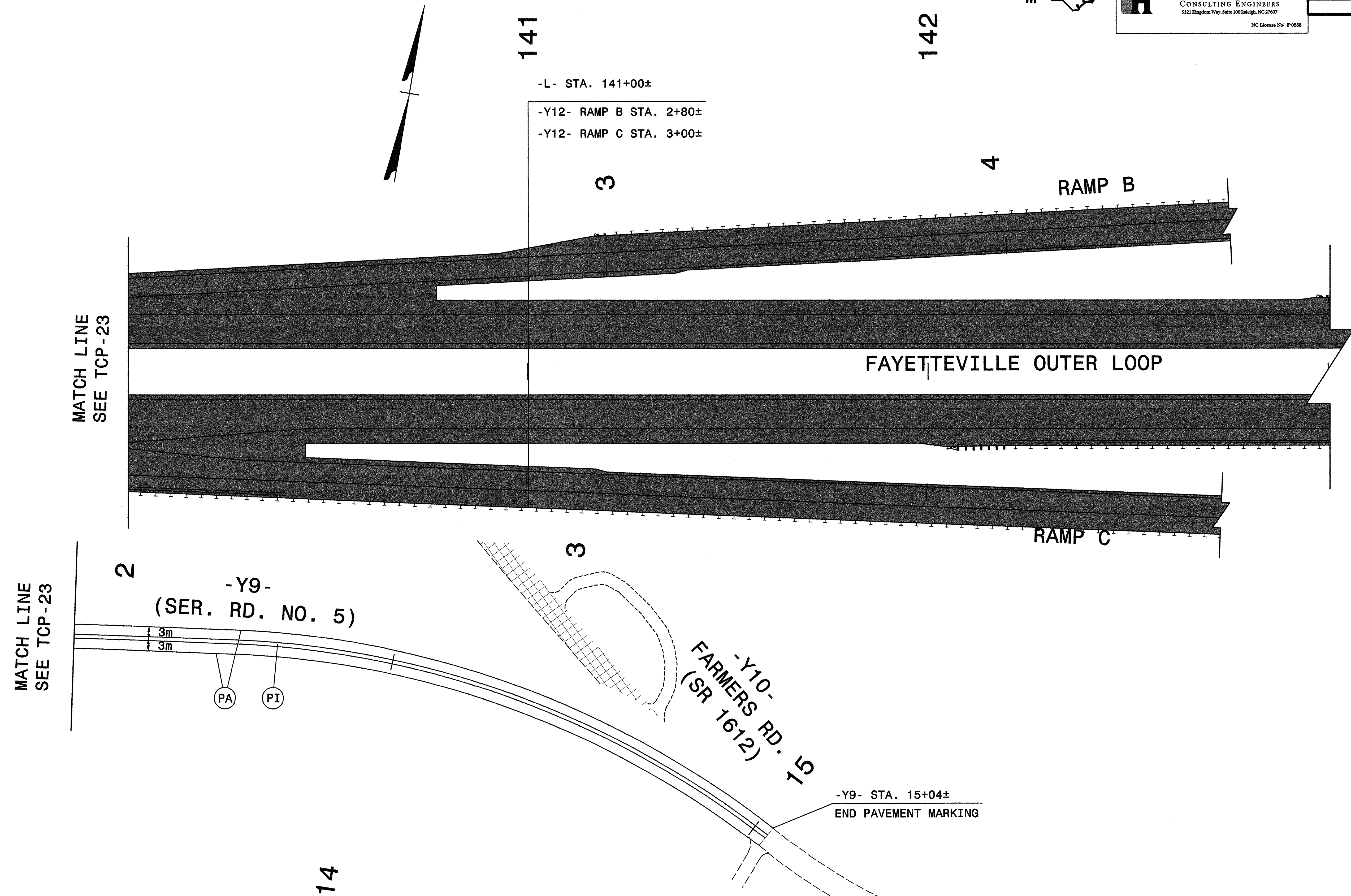
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DATE:	8-10		
DWG. BY:	GEP		
DESIGN BY:	GEP		
REVIEWED BY:	MTR		

8/3/2010
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 Florence & Hutcheson, Inc.

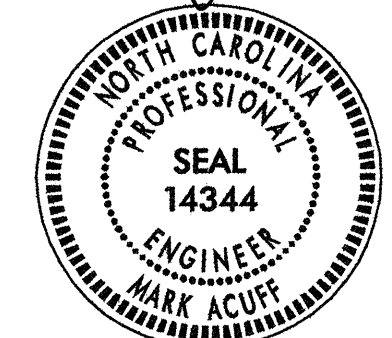
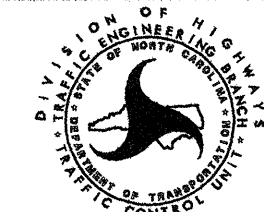


8/4/2010
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 Florence & Hutcheson, Inc.

APPROVED: <i>Mark Acuff</i> DATE: 08/04/10	PHASE II DETAIL							
SCALE: NONE DATE: 8-10 DWG. BY: GEP DESIGN BY: GEP REVIEWED BY: MTR		REVISIONS <table border="1"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>						



8/4/2010
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 Florence & Hutcheson, Inc.

APPROVED: <i>Mark Acuff</i> DATE: 08/04/10	PHASE II DETAIL	
		
SCALE: NONE		REVISIONS
DATE: 8-10		
DWG. BY: GEP		
DESIGN BY: GEP		
REVIEWED BY: MTR		CAD: TM



SIGN TO BE LOCATED BY ENGINEER

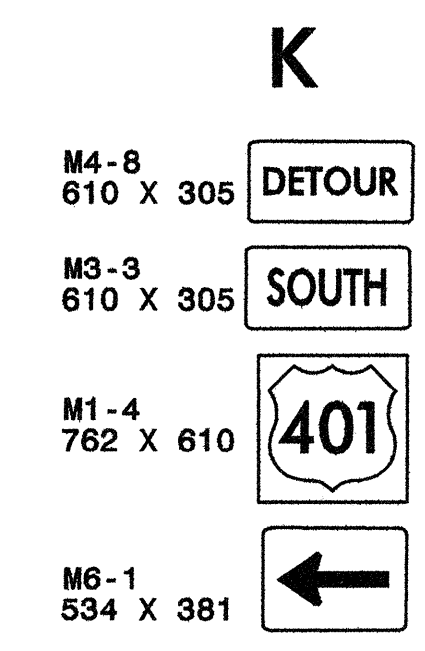
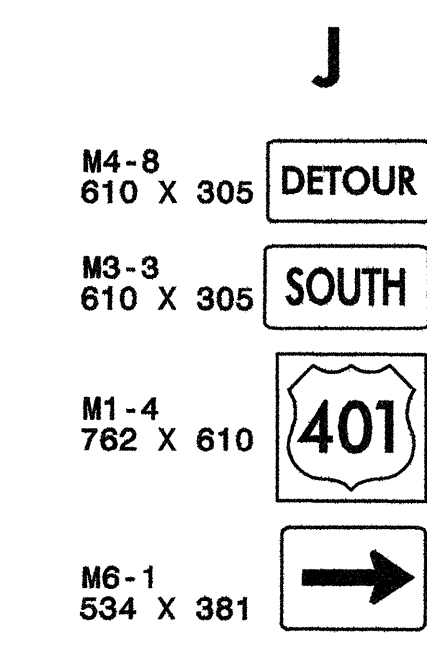
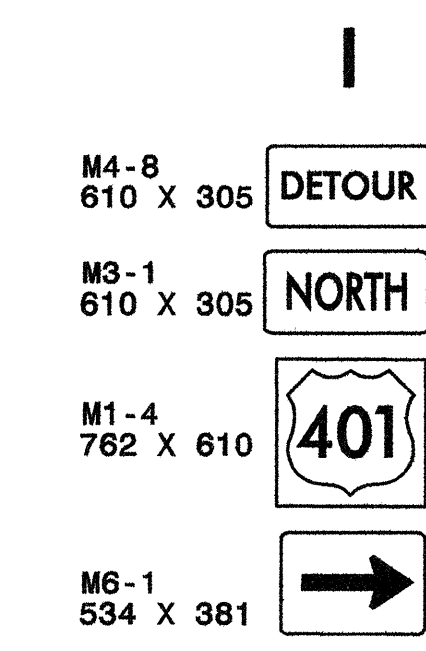
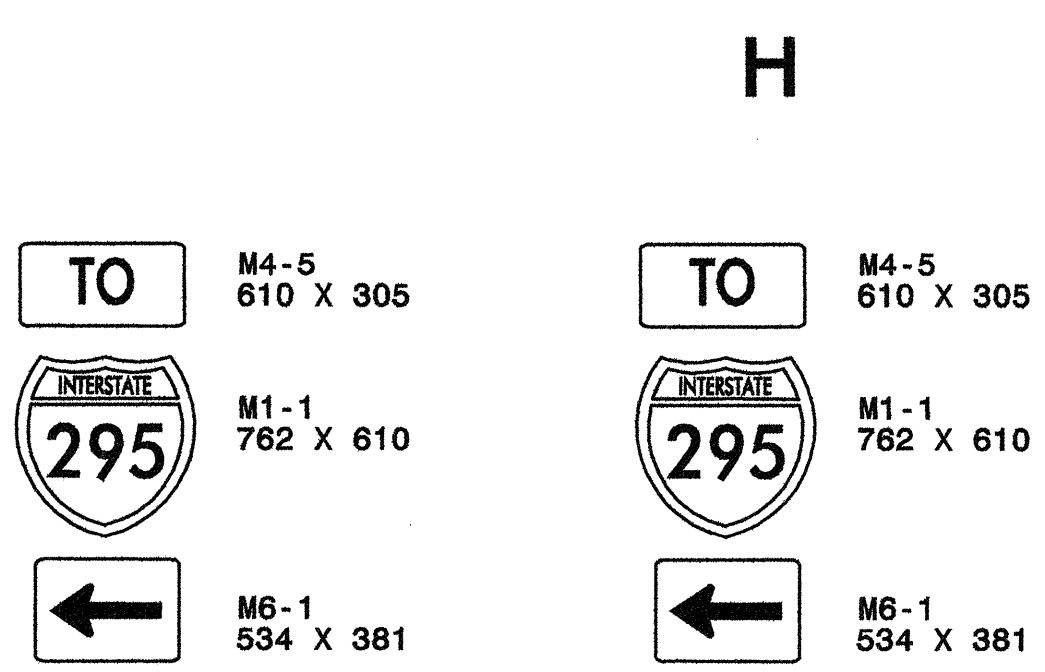
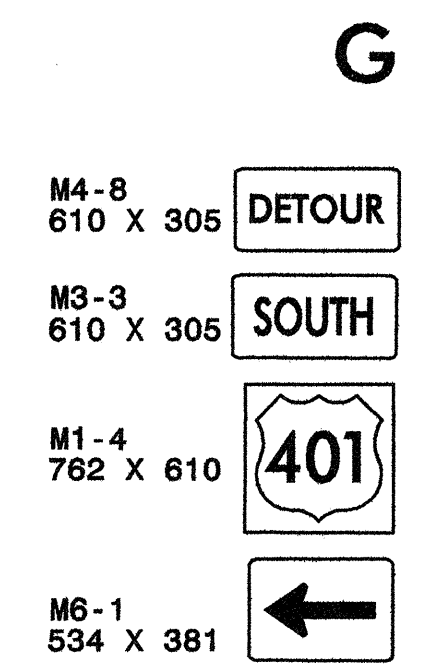
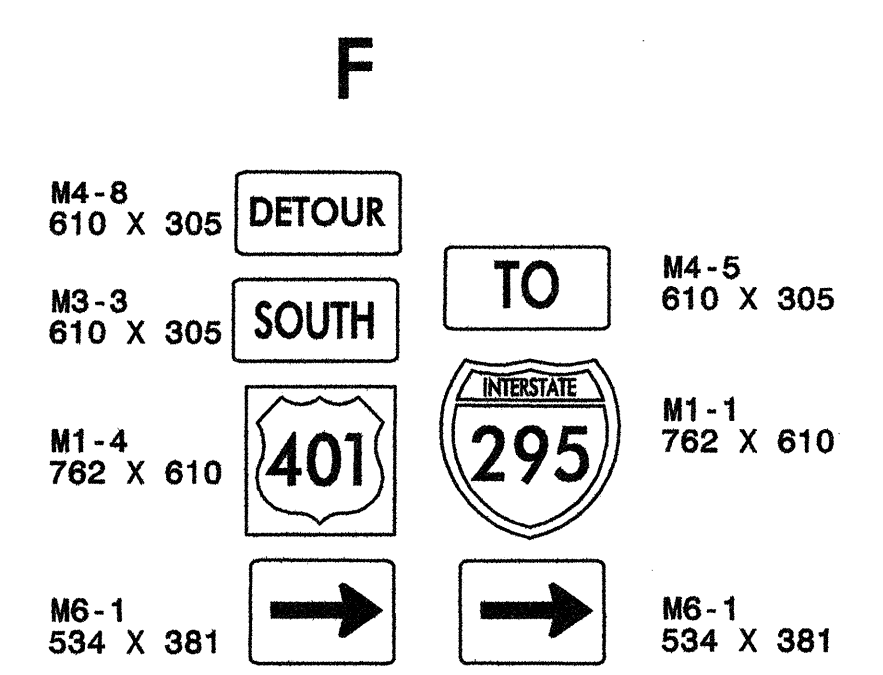
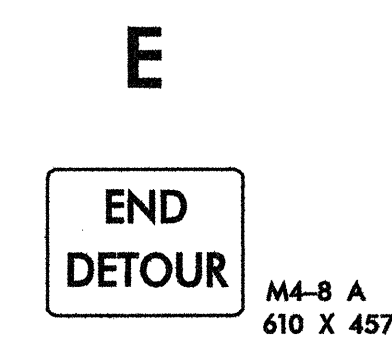
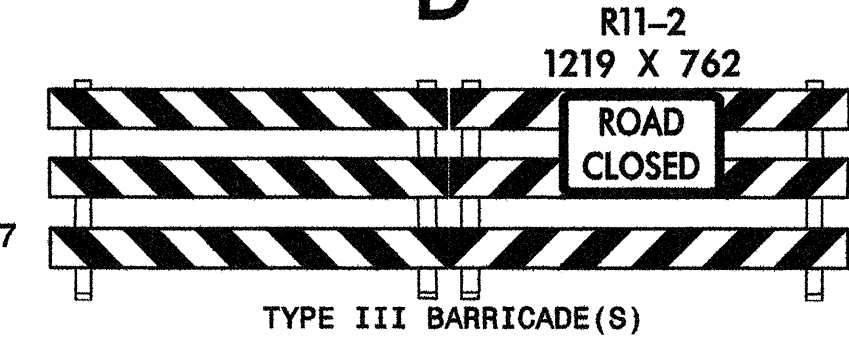
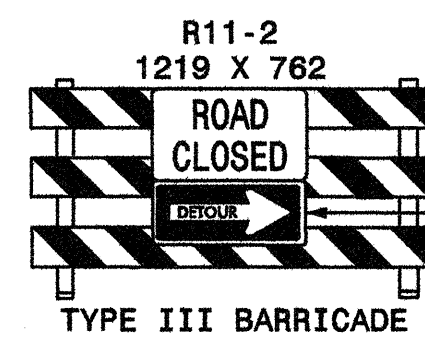
MESSAGE NO. 1	MESSAGE NO. 2
US 401 CLOSED AHEAD	

CHANGEABLE MESSAGE SIGN
 (SHORT TERM)

SIGN TO BE LOCATED BY ENGINEER

MESSAGE NO. 1	MESSAGE NO. 2
DETOUR US 401 NEXT RT	

CHANGEABLE MESSAGE SIGN
 (SHORT TERM)



A

B

C

D

E

F

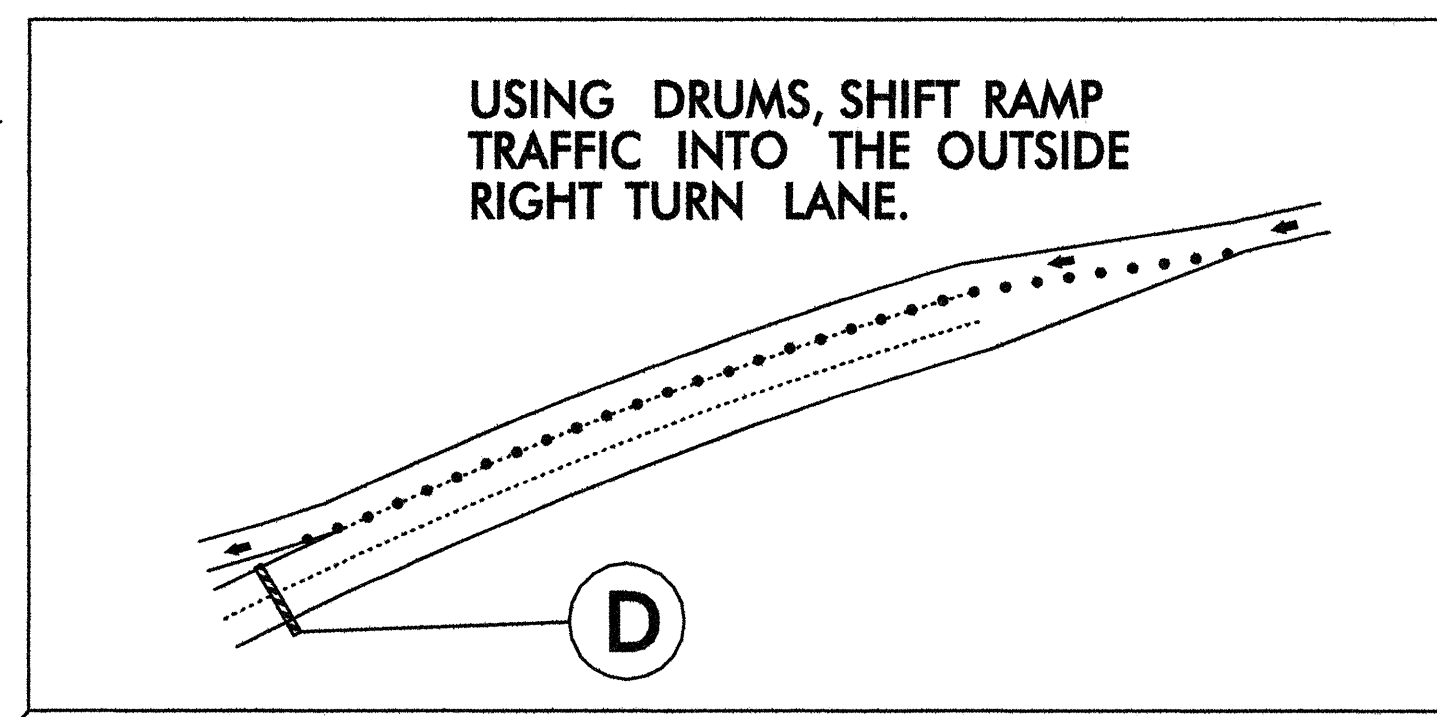
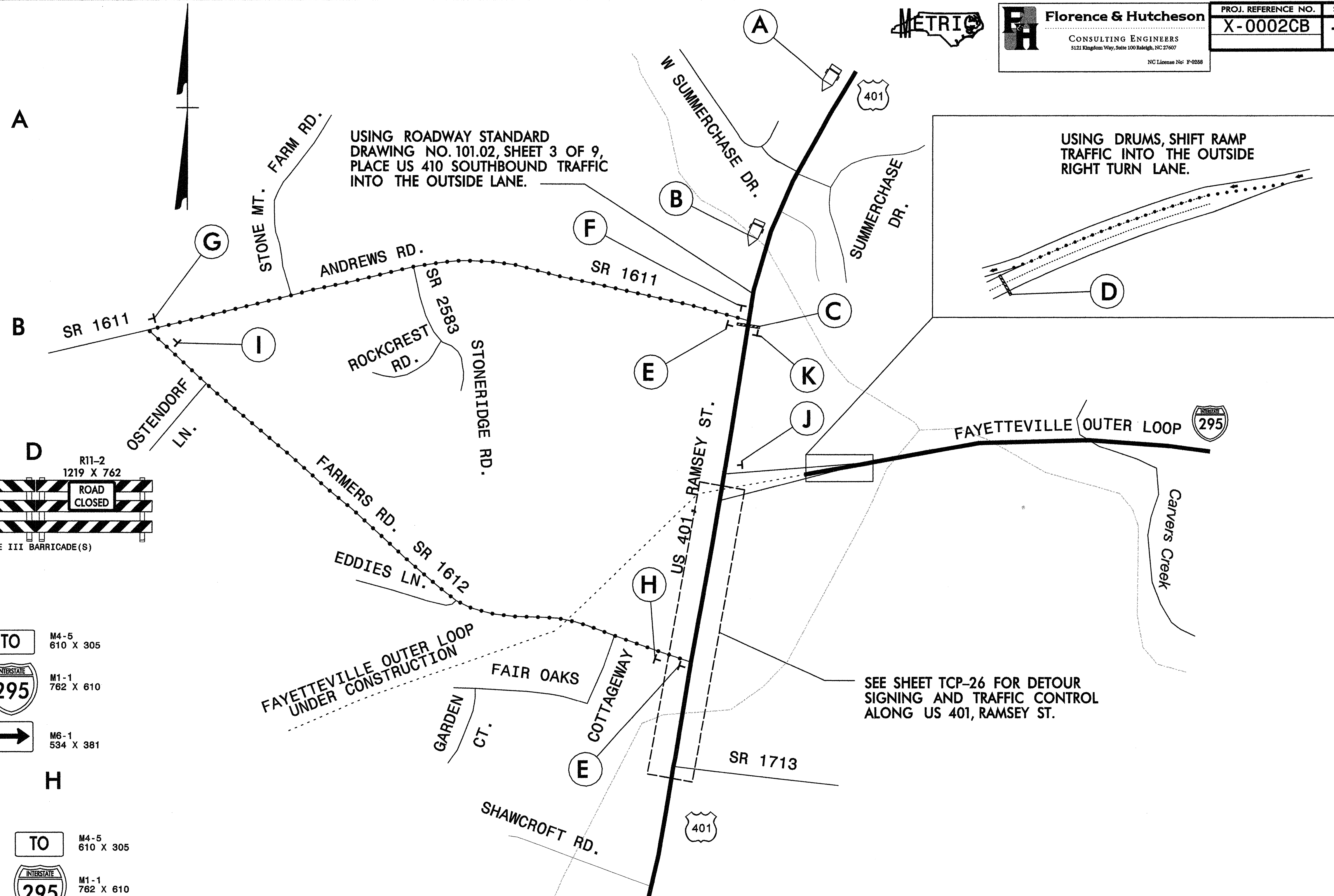
G

H

I

J

K



LEGEND

..... DETOUR ROUTE

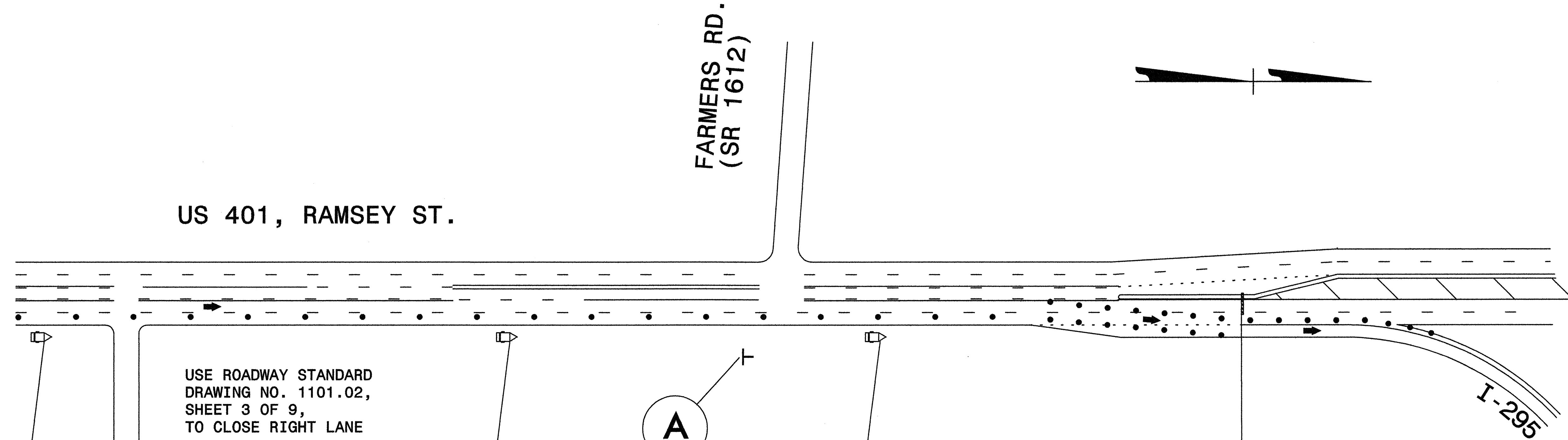
APPROVED: *Mark Acuff* DATE: 08/04/10

DETOUR MAP

SCALE: NONE		REVISIONS
DATE: 8-10		
DWG. BY: GEP		
DESIGN BY: GEP		

REVIEWED BY: MTR

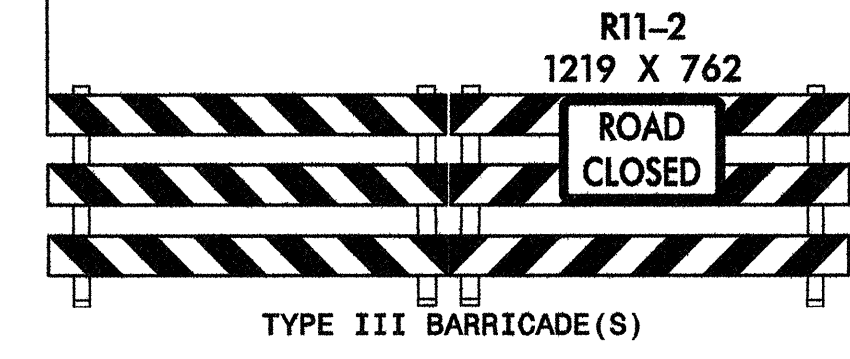
8/3/2010 P:\TRAFFIC\Sub-Jobs\X-2c\X-2cb\X-0002cb100\sealcd\X2cb_Tc_TCP-25_DETOUR_MAP.dgn
 Florence & Hutcheson, Inc.



US 401, RAMSEY ST.

FARMERS RD.
(SR 1612)

USE ROADWAY STANDARD
DRAWING NO. 1101.02,
SHEET 3 OF 9,
TO CLOSE RIGHT LANE



SIGN TO BE LOCATED
BY ENGINEER

MESSAGE NO. 1	MESSAGE NO. 2
US 401 CLOSED AHEAD	

CHANGEABLE MESSAGE
SIGN

(SHORT TERM)

SIGN TO BE LOCATED
BY ENGINEER

MESSAGE NO. 1	MESSAGE NO. 2
DETOUR US 401 NEXT LT	I-295 STRAIGHT AHEAD

CHANGEABLE MESSAGE
SIGN

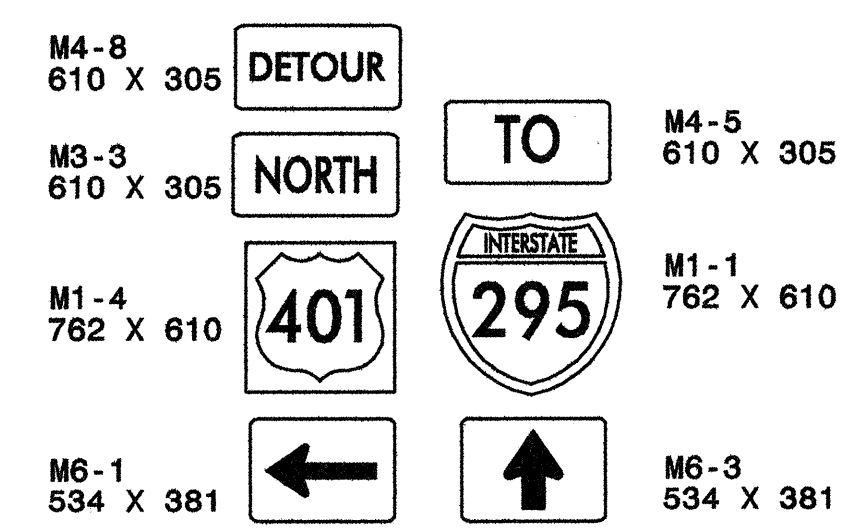
(SHORT TERM)

SIGN TO BE LOCATED
BY ENGINEER

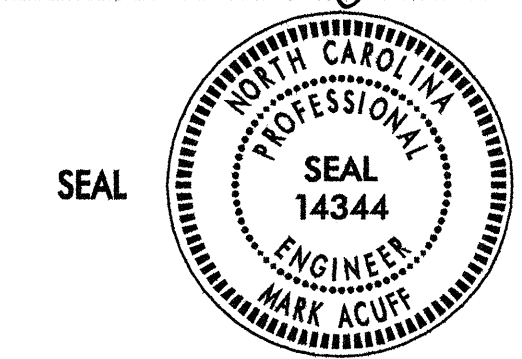
MESSAGE NO. 1	MESSAGE NO. 2
US 401 CLOSED	ALL TRAFFIC EXIT

CHANGEABLE MESSAGE
SIGN

(SHORT TERM)



APPROVED: *Mark Acuff* DATE: 08/04/10



DETOUR MAP

SCALE: NONE		REVISIONS
DATE: 8-10		
DWG. BY: GEP		
DESIGN BY: GEP		
REVIEWED BY: MTR		CADD FILE

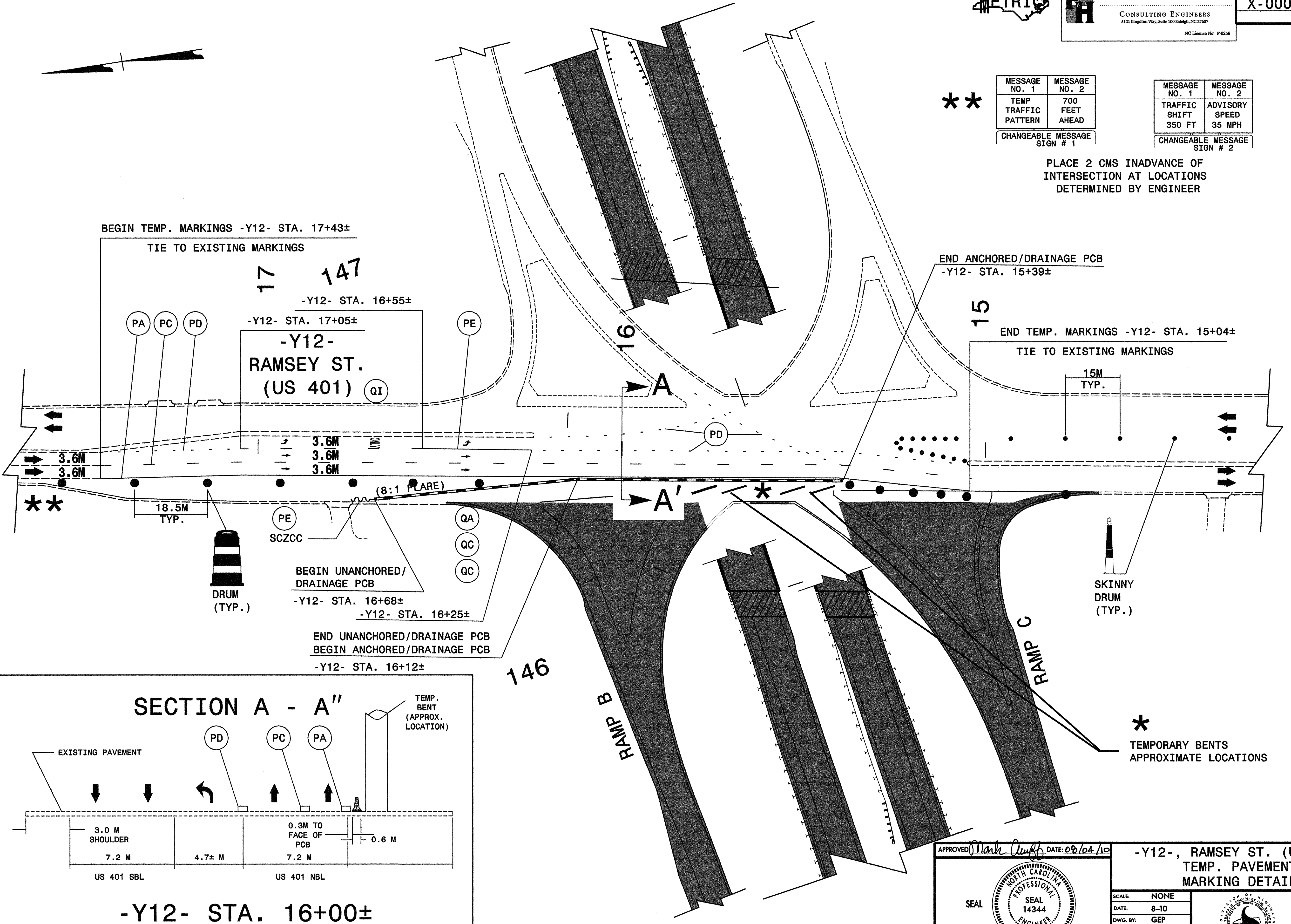
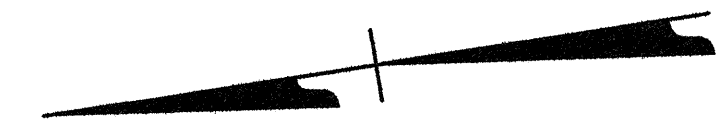
8/4/2010
 P:\TRAFFIC\Sub-Jobs\X-2c\X-2cb\X-0002cb\00\sed\X2cb_Tc_TCP-26.dgn
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MESSAGE NO. 1	MESSAGE NO. 2
TEMP TRAFFIC PATTERN	700 FEET AHEAD
CHANGEABLE MESSAGE SIGN # 1	

MESSAGE NO. 1	MESSAGE NO. 2
TRAFFIC SHIFT 350 FT	ADVISORY SPEED 35 MPH
CHANGEABLE MESSAGE SIGN # 2	

PLACE 2 CMS INADVANCE OF INTERSECTION AT LOCATIONS DETERMINED BY ENGINEER



BEGIN TEMP. MARKINGS -Y12- STA. 17+43±

TIE TO EXISTING MARKINGS

17 147

-Y12- STA. 16+55±

-Y12- STA. 17+05±

-Y12- RAMSEY ST. (US 401)

END ANCHORED/DRAINAGE PCB -Y12- STA. 15+39±

15

END TEMP. MARKINGS -Y12- STA. 15+04±

TIE TO EXISTING MARKINGS

15M TYP.

3.6M

3.6M

(8:1 FLARE)

18.5M TYP.



PE SCZCC

QA QC QC

BEGIN UNANCHORED/DRAINAGE PCB

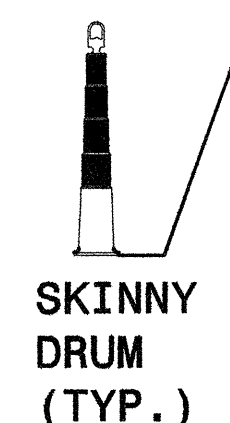
-Y12- STA. 16+68±

-Y12- STA. 16+25±

END UNANCHORED/DRAINAGE PCB

BEGIN ANCHORED/DRAINAGE PCB

-Y12- STA. 16+12±

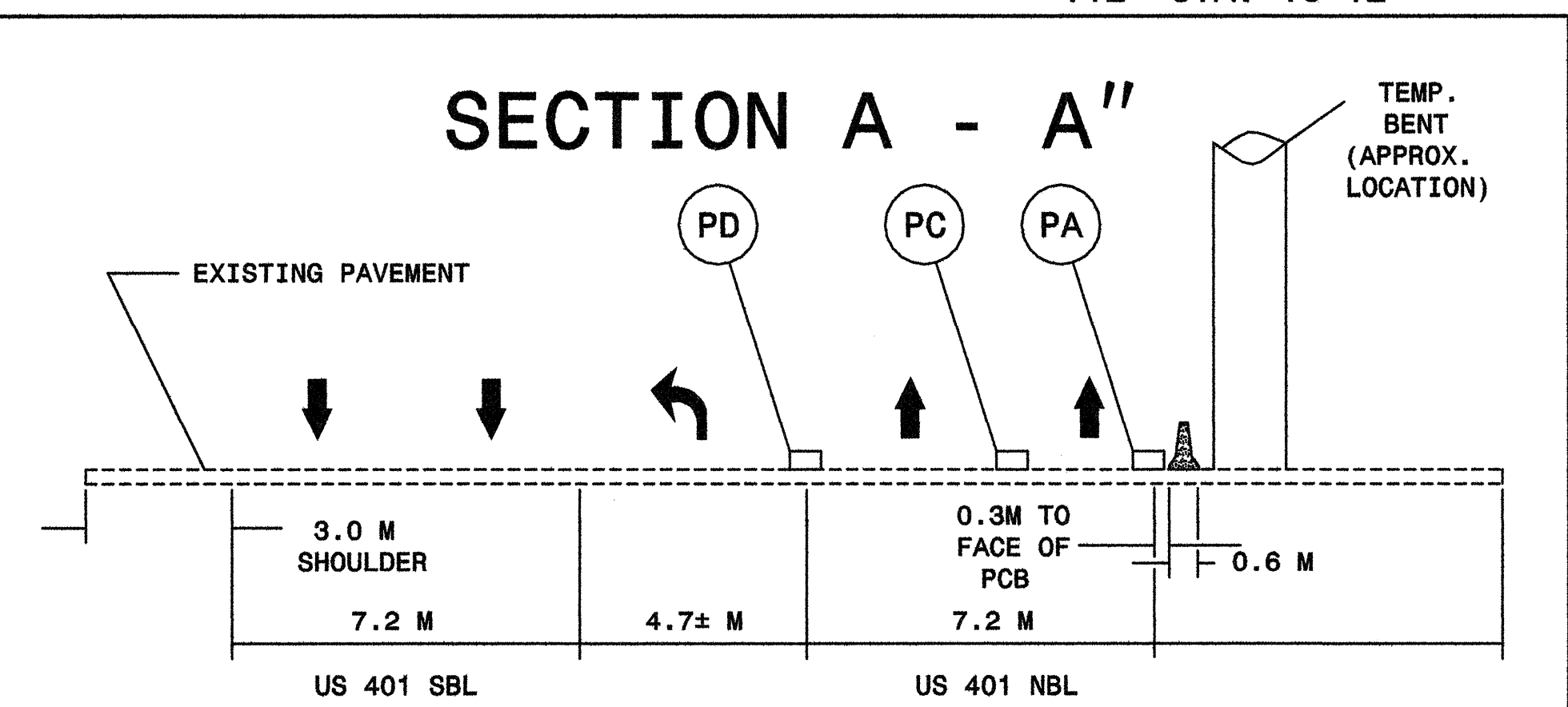


SKINNY DRUM (TYP.)



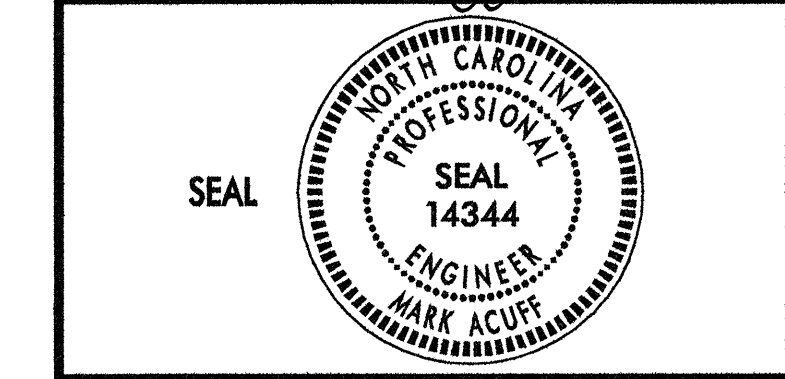
TEMPORARY BENTS APPROXIMATE LOCATIONS

SECTION A - A''



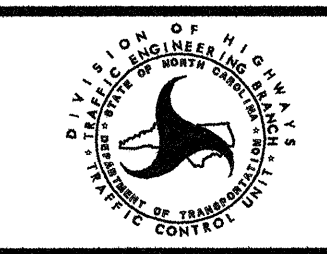
-Y12- STA. 16+00±

APPROVED: *Mark Acuff* DATE: 08/04/10



-Y12-, RAMSEY ST. (US 401)
 TEMP. PAVEMENT MARKING DETAIL

SCALE:	NONE
DATE:	8-10
DWG. BY:	GEP
DESIGN BY:	GEP
REVIEWED BY:	MTR



REVISIONS	

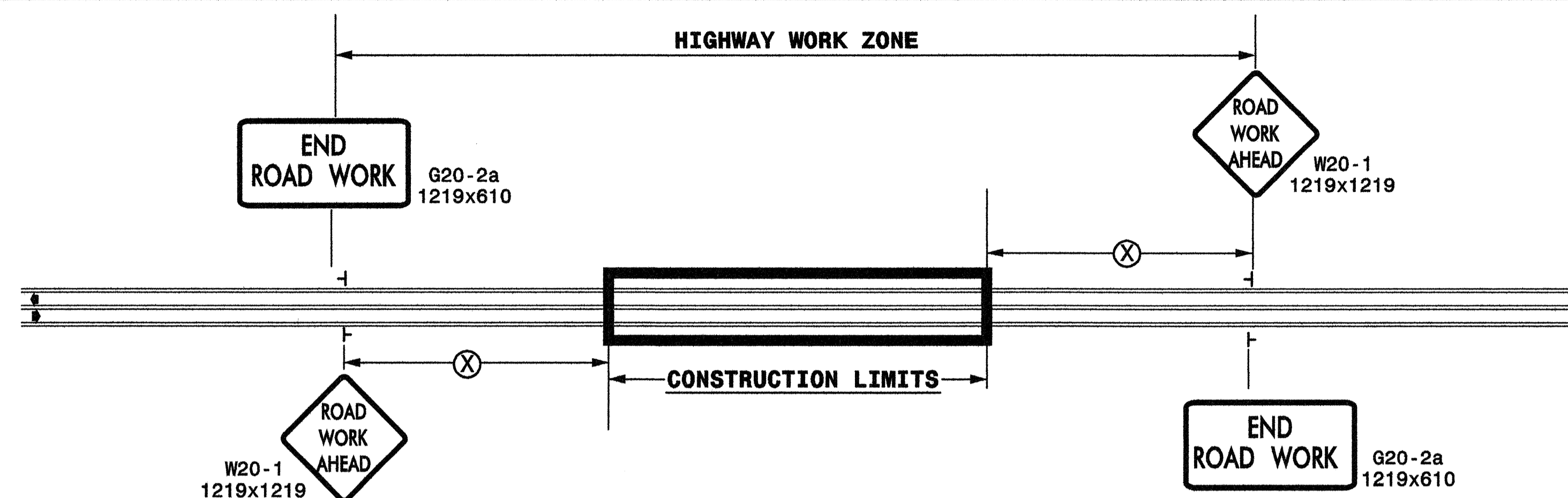
8/4/2010 P:\TRAFFIC\Sub-Jobs\1-x-2c\1-x-2cb\1-x-0002cb\00\sealed\2cb_TC_TCP-27.dgn
 Florence & Hutcheson, Inc.



Florence & Hutcheson
CONSULTING ENGINEERS
5121 Kingdom Way, Suite 100 Raleigh, NC 27607
NC License No. P-9258

PROJ. REFERENCE NO. X-0002CB
SHEET NO. TCP-28

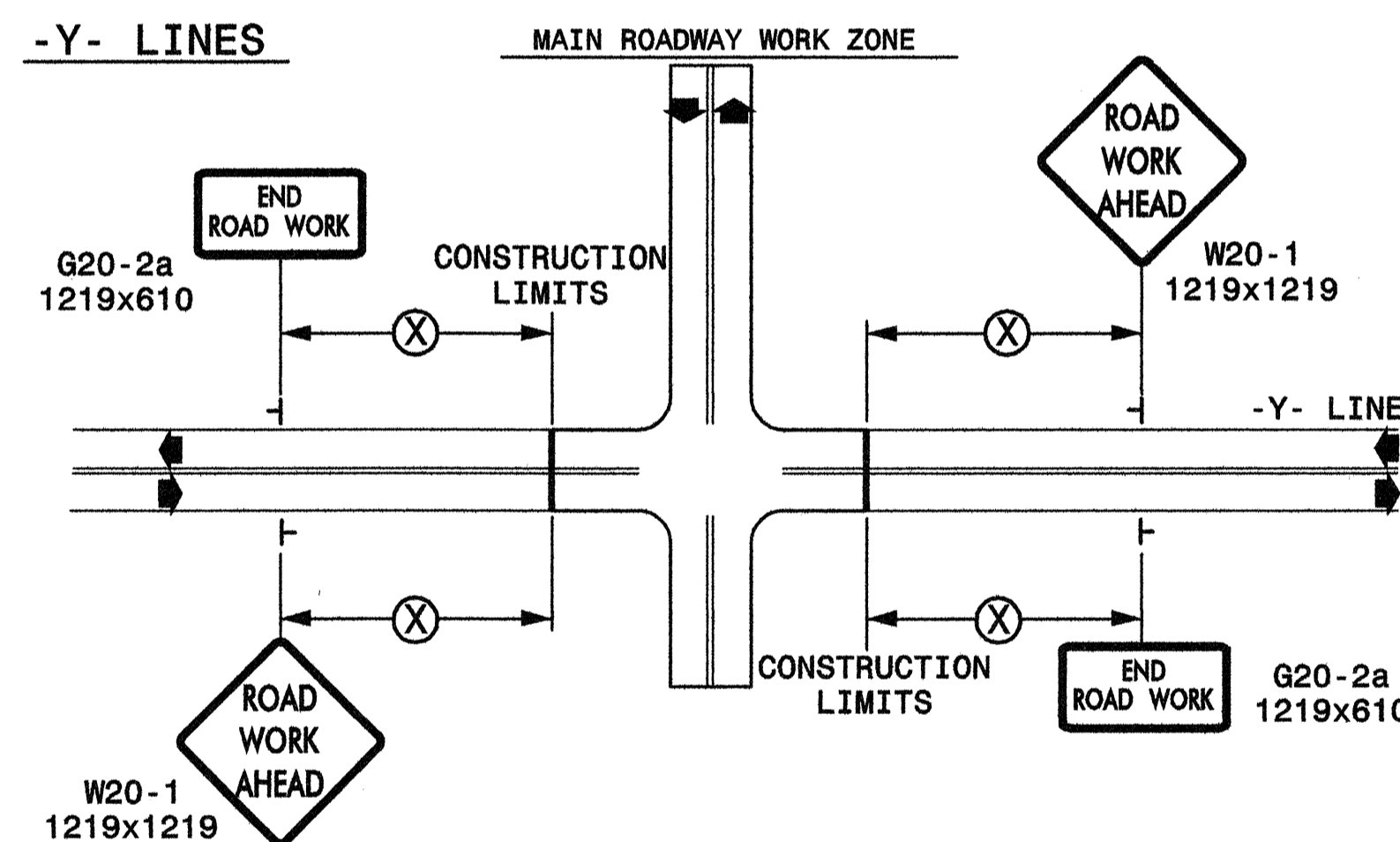
TWO-WAY UNDIVIDED ** (L-LINES)



POSTED SPEED LIMIT (M.P.H.)	RECOMMENDED MINIMUM SIGN SPACING
≤ 50	⊗ 152m
≥ 55	⊗ 305m

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

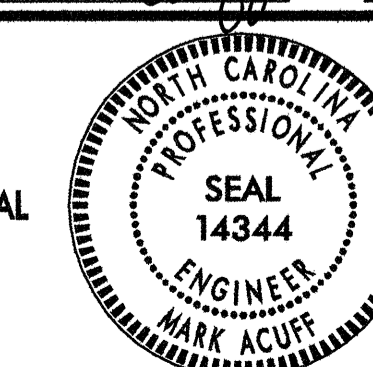
- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS, 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 1.4Kg STEEL U-CHANNEL POST OR 90mm X 90mm WOOD POST FOR ALL WORK ZONE SIGNS. 1.4Kg 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 1.4Kg STEEL U-CHANNEL POST ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 1.4Kg 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

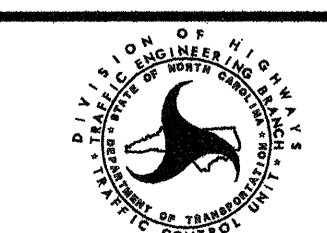
APPROVED: *Mark Acuff* DATE: 08/04/10

SEAL



DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS

SCALE: NONE
DATE: 8-10
DWG. BY: GEP
DESIGN BY: GEP
REVIEWED BY: MTR



REVISIONS