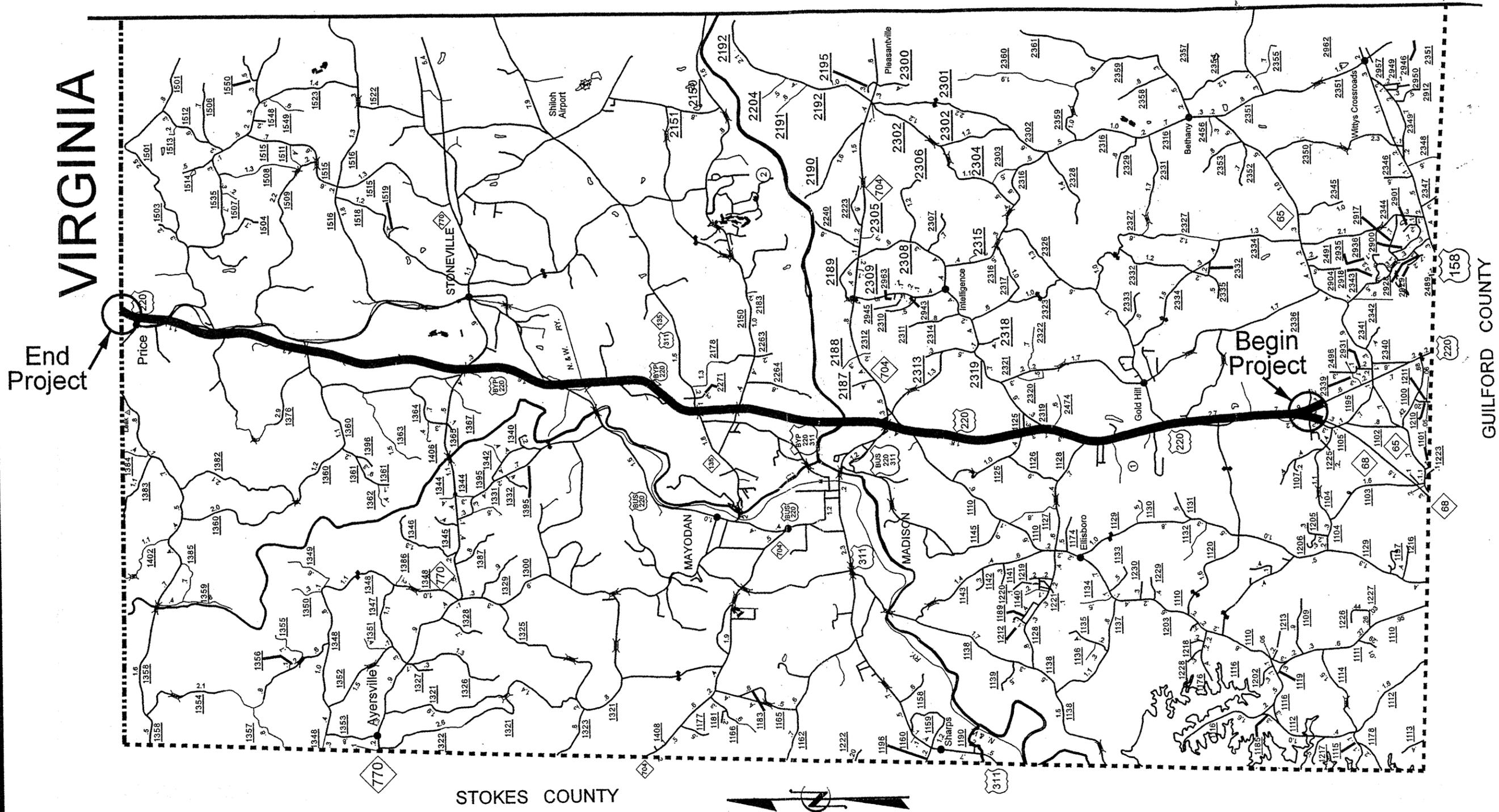


STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	W-5324	1	
F.A. PROJ. NO.			

ROCKINGHAM COUNTY

LOCATION: US 220 FROM NC 68 TO VIRGINIA STATE LINE
 TYPE OF WORK: INSTALLATION OF TWO LINES OF SINGLE FACED MEDIAN GUARDRAIL



VIRGINIA

End Project

Begin Project

GUILFORD COUNTY

STOKES COUNTY



PROJECT NO.	SHEET NO.	TOTAL NO.
W-5324	5	

SUMMARY OF QUANTITIES

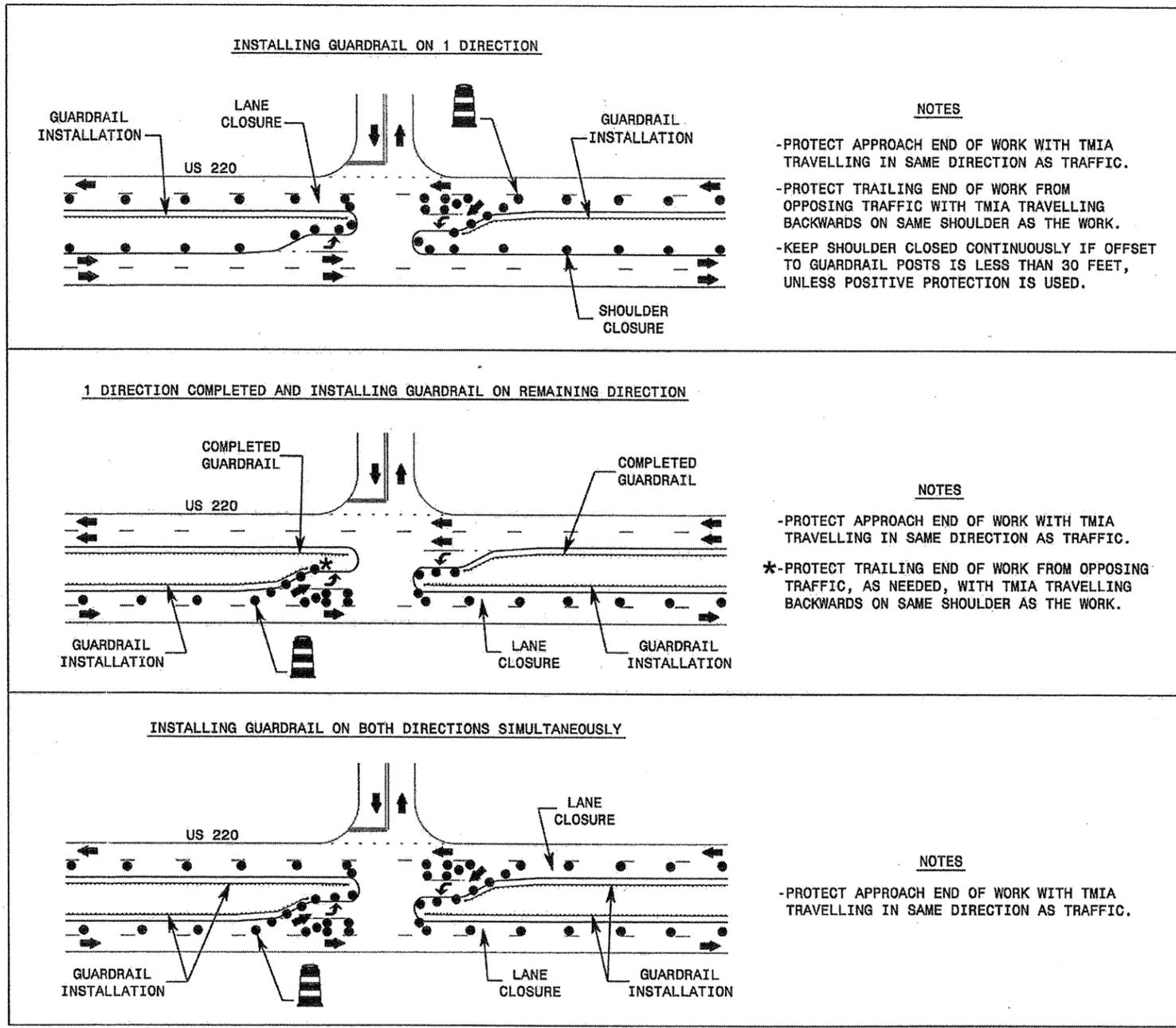
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	STEEL BM GUARDRAIL LF	ADDITIONAL GUARDRAIL POSTS EA	GUARDRAIL ANCHOR UNITS, TYPE CAT-1 EA	GUARDRAIL ANCHOR UNIT, TYPE 350 EA	REMOVE & RESET EXISTING GUARD-RAIL LF	REMOVE EXISTING GUARDRAIL LF	TRAFFIC CONTROL LS	
W-5324	Rockingham	1	US 220	FROM NC68 TO VIRGINIA STATE LINE		NO	18.274	75	186,000	10	66	66	750	1,500	*	
TOTAL FOR MAP NO. 1							18.274		186,000	10	66	66	750	1,500	1	
TOTAL FOR PROJ NO. W-5324							18.274		186,000	10	66	66	750	1,500	1	
GRAND TOTAL							18.274		186,000	10	66	66	750	1,500	1	

NOTES:

- 1) INSTALL PROPOSED GUARDRAIL WITH THE DIRECTION OF TRAFFIC FLOW.
- 2) MAY INSTALL PROPOSED GUARDRAIL IN BOTH DIRECTIONS AT THE SAME TIME.
- 3) COMPLETE ONE AREA OF PROPOSED GUARDRAIL INSTALLATION BEFORE ADVANCING TO THE NEXT AREA, AS DIRECTED BY THE ENGINEER.
- 4) LEAVE NO GUARDRAIL POSTS EXPOSED TO TRAFFIC. INSTALL A SHOULDER CLOSURE ON THE DIRECTION AFFECTED IF NO POSITIVE PROTECTION IS PRESENT TO SHIELD THE POSTS.
- 5) PROTECT ALL BLUNT ENDS OF PROPOSED GUARDRAIL WITH A TMIA.
- 6) LENGTH OF LANE CLOSURE SHOULD NOT EXCEED THE AMOUNT OF PROPOSED GUARDRAIL THAT CAN BE INSTALLED IN 1 DAY.
- 7) LANE CLOSURE NOT TO EXCEED 2 MILES MEASURED FROM BEGINNING OF MERGE TAPER TO LAST DRUM OF LANE CLOSURE.
- 8) NO MORE THAN 3 LANE CLOSURES ALLOWED PER DIRECTION AT A TIME.
- 9) LANE CLOSURES SHALL BE A MINIMUM OF 2 MILES APART AS MEASURED FROM THE LAST DRUM OF A LANE CLOSURE TO THE FIRST SIGN ASSOCIATED WITH THE NEXT LANE CLOSURE.
- 10) EACH LANE CLOSURE WILL REQUIRE A MINIMUM OF 1 CMS, 1 FAP, AND 1 TMIA. THE TMIA SHALL BE USED IN ADVANCE OF THE WORK TO PROTECT WORKERS. A SECOND TMIA WILL BE REQUIRED FOR OPPOSING TRAFFIC TO PROTECT WORKERS AND PROTECT TRAFFIC FROM BLUNT END OF GUARDRAIL, UNLESS POSITIVE PROTECTION IS IN PLACE OR A MEDIAN LANE CLOSURE IS ALSO INSTALLED FOR OPPOSING TRAFFIC.

PHASING

- STEP 1)
INSTALL WORK ZONE ADVANCE WARNING SIGNS ON ALL ROADS IN ACCORDANCE WITH SHEET 7. WORK ZONE SIGNS MAY BE INSTALLED AS PORTABLE SIGNS AND POSITIONED/RELOCATED FOR EACH DAYS WORK, AS DIRECTED BY THE ENGINEER.
- STEP 2)
USING ROADWAY STANDARD DRAWING 1101.02, SH. 3 OF 9, ROADWAY STANDARD DRAWING 1101.04, AND THE DRAWINGS SHOWN ON THIS SHEET, INSTALL PROPOSED GUARDRAIL ALONG US 220.
- STEP 3)
REMOVE WORK ZONE ADVANCE WARNING SIGNS AND ANY REMAINING WORK ZONE TRAFFIC CONTROL DEVICES.



NOTES

- PROTECT APPROACH END OF WORK WITH TMIA TRAVELLING IN SAME DIRECTION AS TRAFFIC.
- PROTECT TRAILING END OF WORK FROM OPPOSING TRAFFIC WITH TMIA TRAVELLING BACKWARDS ON SAME SHOULDER AS THE WORK.
- KEEP SHOULDER CLOSED CONTINUOUSLY IF OFFSET TO GUARDRAIL POSTS IS LESS THAN 30 FEET, UNLESS POSITIVE PROTECTION IS USED.

NOTES

- PROTECT APPROACH END OF WORK WITH TMIA TRAVELLING IN SAME DIRECTION AS TRAFFIC.
- *-PROTECT TRAILING END OF WORK FROM OPPOSING TRAFFIC, AS NEEDED, WITH TMIA TRAVELLING BACKWARDS ON SAME SHOULDER AS THE WORK.

NOTES

- PROTECT APPROACH END OF WORK WITH TMIA TRAVELLING IN SAME DIRECTION AS TRAFFIC.

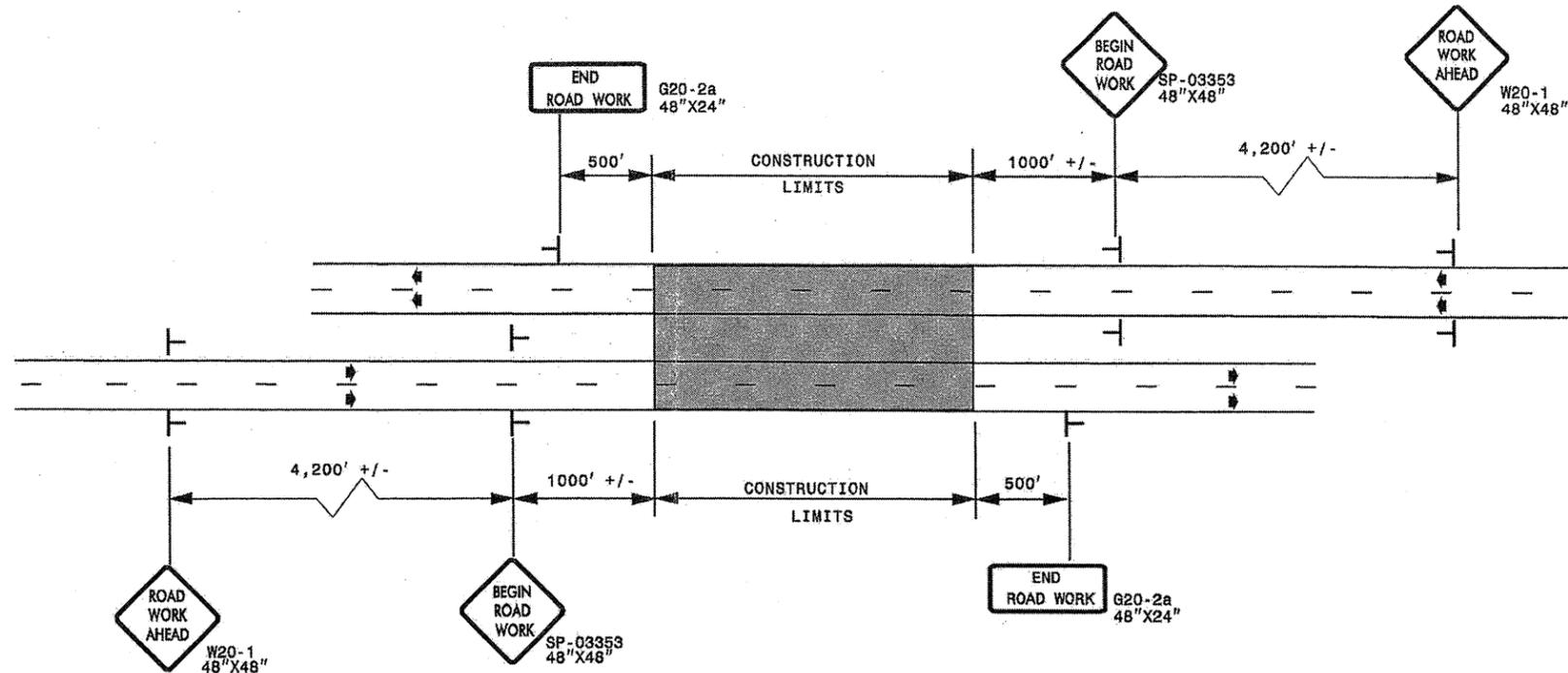
25-APR-2011 13:25
 \\DOT\OF-SR001\GROUPS-WZT\CC-TMU\WZTC\DesignGroup2\special projects\W-5324\W-5324_TC_TMP_6.dgn
 AT TE244744
 msteelman

APPROVED: <i>Paul Schoenhaus</i> DATE: <i>9/20/11</i> SEAL 		TRAFFIC CONTROL DETAIL
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ADVANCED WORK ZONE WARNING SIGNING FOR FREEWAYS (4 LANES OR GREATER)

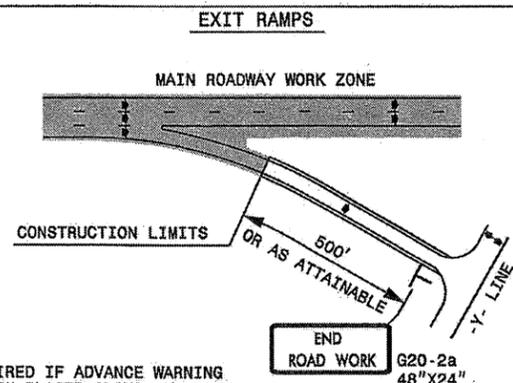
PROJ. REFERENCE NO.	SHEET NO.
W-5324	7

DETAIL A



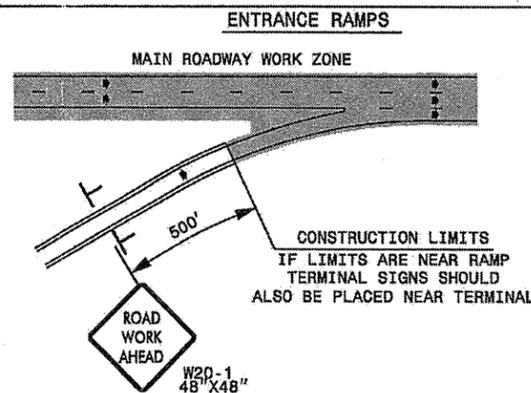
LEGEND	
	STATIONARY SIGN
➔	DIRECTION OF TRAFFIC FLOW

DETAIL B



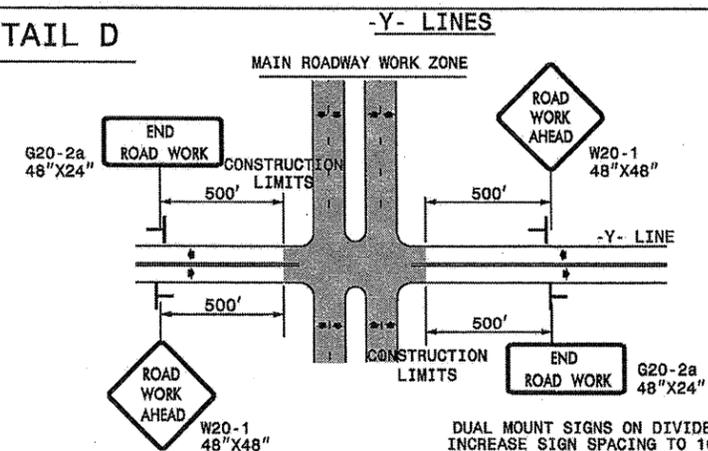
NOTE: SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

DETAIL C



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

DETAIL D



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

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.

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APPROVED: *[Signature]* DATE: 8/03/04

SEAL

ADVANCED WORK ZONE WARNING SIGNS FOR FREEWAYS (4 LANES OR GREATER)	
SCALE: NONE	REVISIONS
DATE: 8/03	03/04
DWG. BY: JI	
DESIGN BY: JI	
REVIEWED BY:	