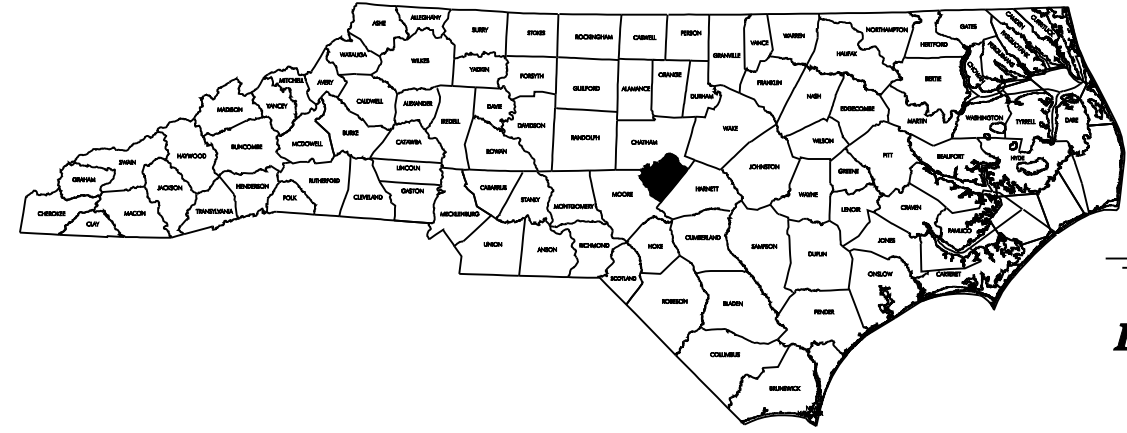


**CONTRACT NO. D000027 TIP PROJECT: B-4700Y**

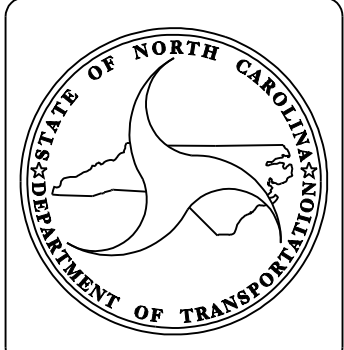
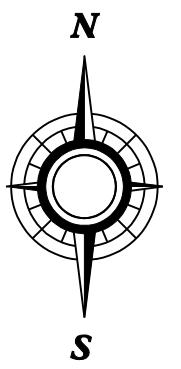
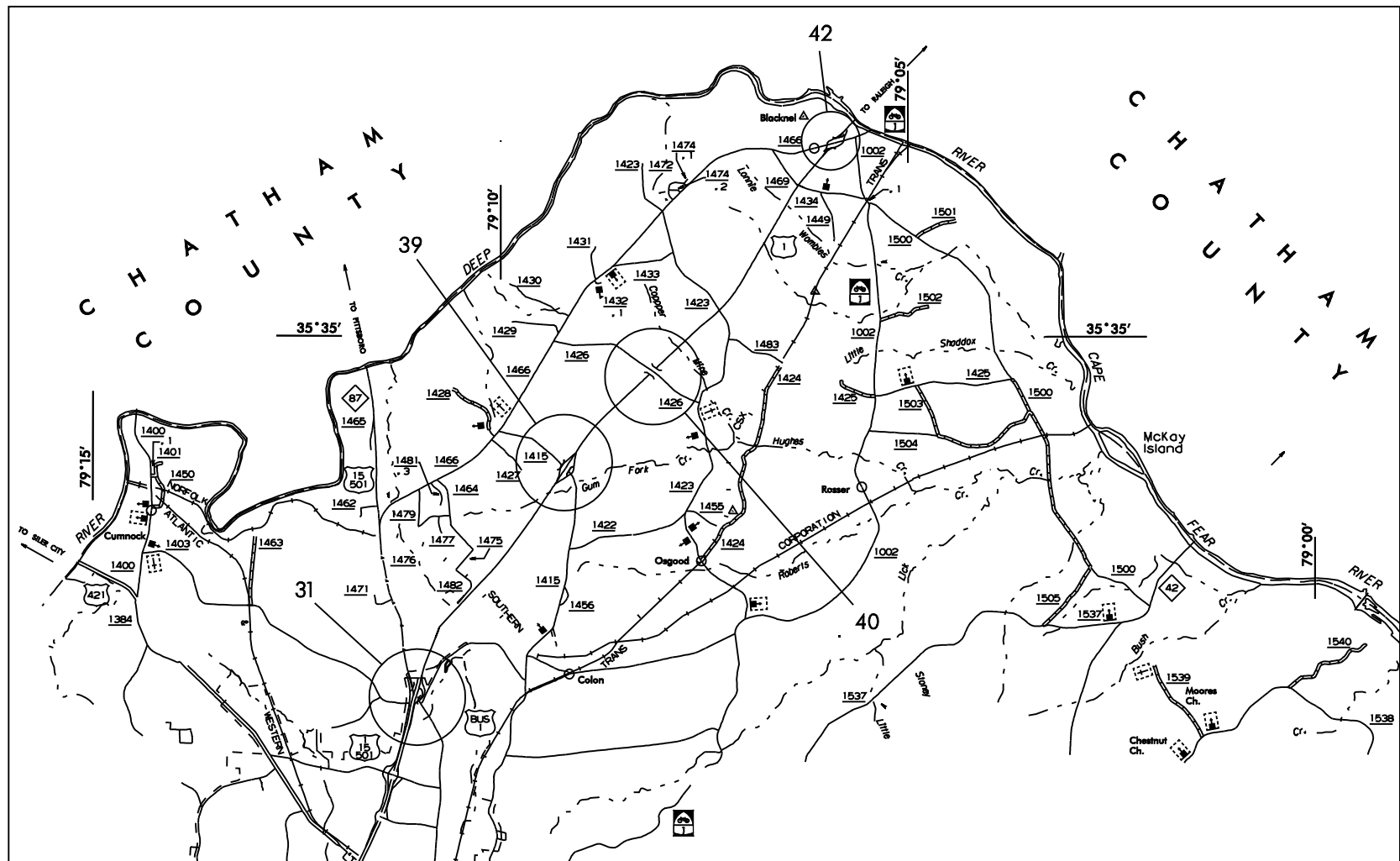


STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**LEE COUNTY**

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-4700Y	1	1
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
36727.1.1	BRNHS-000S(504)	P.E.	
36727.3.24	BRNHS-000S(370)	CONST	

**LOCATION: US 1/5501, US 1, ACROSS SR 1415, SR 1426, SR 1466**  
**TYPE OF WORK: BRIDGE PRESERVATION: CLEANING AND PAINTING OF BRIDGES #31, #39, #40, & #42 IN LEE COUNTY.**



**DESIGN DATA**

**PROJECT LENGTH**

LENGTH STRUCTURE PROJECT = 8.10 MILE

Prepared In the Office of:  
**BRIDGE MANAGEMENT UNIT**  
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
2006 STANDARD SPECIFICATIONS

**LETTING DATE:**  
FEBRUARY 25, 2010

**DAN HOLDERMAN, PE**  
STATE BRIDGE  
MANAGEMENT ENGINEER

**MIKE SUMMERS**  
BRIDGE MANAGEMENT  
PROJECT MANAGER

NORTH CAROLINA  
PROFESSIONAL  
SEAL  
20208  
12/17/09  
ENGINEER, JR.  
ERIC B. NELSON, JR.

**RICK NELSON, PE**  
DESIGN ENGINEER

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**PLAN FOR PROPOSED  
TRAFFIC CONTROL**

**LEE COUNTY**

LOCATION: BRIDGE NO.S 31, 39, 40, AND 42.

TYPE OF WORK: TRAFFIC CONTROL FOR BRIDGE PAINTING

**LEGEND**

GENERAL

- DIRECTION OF TRAFFIC FLOW
- NORTH ARROW
- WORK AREA

TRAFFIC CONTROL DEVICES

- TYPE III BARRICADE
- CONE
- DRUM    SKINNY DRUM
- FLASHING ARROW PANEL (TYPE C)
- STATIONARY SIGN
- PORTABLE SIGN
- STATIONARY OR PORTABLE SIGN
- PORTABLE CONCRETE BARRIER
- TEMPORARY CRASH CUSHION
- CHANGEABLE MESSAGE SIGN
- TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)
- POLICE
- FLAGGER

**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
1101.04	TEMPORARY SHOULDER CLOSURES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW PANELS
1130.01	DRUMS
1135.01	CONES
1150.01	FLAGGING DEVICES
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
1180.01	SKINNY-DRUM

**INDEX OF SHEETS**

SHEET NO.	TITLE
TCP-1	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND, AND INDEX OF SHEETS
TCP-2	GENERAL NOTES
TCP-3	VICINITY MAP AND PROJECT PHASING
TCP-4	DETAIL FOR RIGHT AND LEFT LANE CLOSURES FOR US 1
TCP-5	DETAIL FOR TREATMENT OF RIGHT LANE CLOSURES IN THE VICINITY OF EXIT RAMP
TCP-6	DETAIL FOR TREATMENT OF RIGHT LANE CLOSURES ON US 15/501 USING STOP CONTROL ON ENTRANCE RAMP
TCP-7	DETAIL FOR 2-LANE, 2-WAY LANE CLOSURES ON US 15/501

WBS 36727.3.24

TIP PROJECT: B-4700Y

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kwieskamp

APPROVED: \_\_\_\_\_  
DATE: \_\_\_\_\_

*Betsy L. Watson*  
  
11/24/09

PLAN PREPARED BY:



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Suite 300, 801 Jones Franklin Road  
Raleigh, NC  
27606  
Tel. 919.851.6868  
Fax. 919.851.7024  
www.stantec.com

BETSY L. WATSON, PE

TRAFFIC CONTROL ENGINEER

KELLIE L. WIESKAMP, EI

TRAFFIC CONTROL DESIGNER

## 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 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 DIRECTED BY THE ENGINEER.

### LANE CLOSURE TIME RESTRICTIONS

A) DO NOT CLOSE OR NARROW TRAVEL LANES AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
US 1, US 15/501/ US 1 BUS.	6:00 A.M.-7:00 P.M. MONDAY THRU FRIDAY
SR 1415 COLON RD.	6:00 A.M.-9:00 A.M. MONDAY THRU FRIDAY AND 4:00 P.M.-7:00 P.M. MONDAY THRU FRIDAY

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

ROAD NAME  
ALL ROADS

#### 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 7:00 P.M. DECEMBER 31st TO 6:00 A.M. JANUARY 2nd. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 6:00 A.M. THE FOLLOWING TUESDAY.
- 3) FOR EASTER, BETWEEN THE HOURS OF 7:00 P.M. THURSDAY AND 6:00 A.M. MONDAY.
- 4) FOR MEMORIAL DAY, BETWEEN THE HOURS OF 7:00 P.M. FRIDAY TO 6:00 A.M. TUESDAY.
- 5) FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 7:00 P.M. THE DAY BEFORE INDEPENDENCE DAY AND 6:00 A.M. THE DAY AFTER INDEPENDENCE DAY. IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY; THEN BETWEEN THE HOURS OF 7:00 P.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 6:00 A.M. THE TUESDAY AFTER INDEPENDENCE DAY.
- 6) FOR LABOR DAY, BETWEEN THE HOURS OF 7:00 P.M. FRIDAY AND 6:00 A.M. TUESDAY.
- 7) FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 7:00 P.M. TUESDAY TO 6:00 A.M. MONDAY.
- 8) FOR CHRISTMAS, BETWEEN THE HOURS OF 7:00 P.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 6:00 A.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

### LANE AND SHOULDER CLOSURE REQUIREMENTS

- C) 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.
- D) 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.
- E) 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 1101.01, SHEET 1 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 SHEET TCP-4 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

- F) 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.
- G) 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.
- H) DO NOT INSTALL MORE THAN 4 MILES OF LANE CLOSURE ON US 1 MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.
- I) DO NOT INSTALL MORE THAN 2 SIMULTANEOUS LANE CLOSURES IN ANY ONE DIRECTION ON US 1.
- J) PROVIDE A MINIMUM OF 1 MILE BETWEEN LANE CLOSURES, MEASURED FROM THE END OF ONE CLOSURE TO THE FIRST SIGN OF THE NEXT LANE CLOSURE.

### TRAFFIC PATTERN ALTERATIONS

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


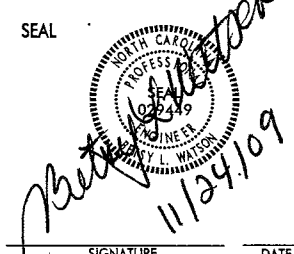



### SIGNING

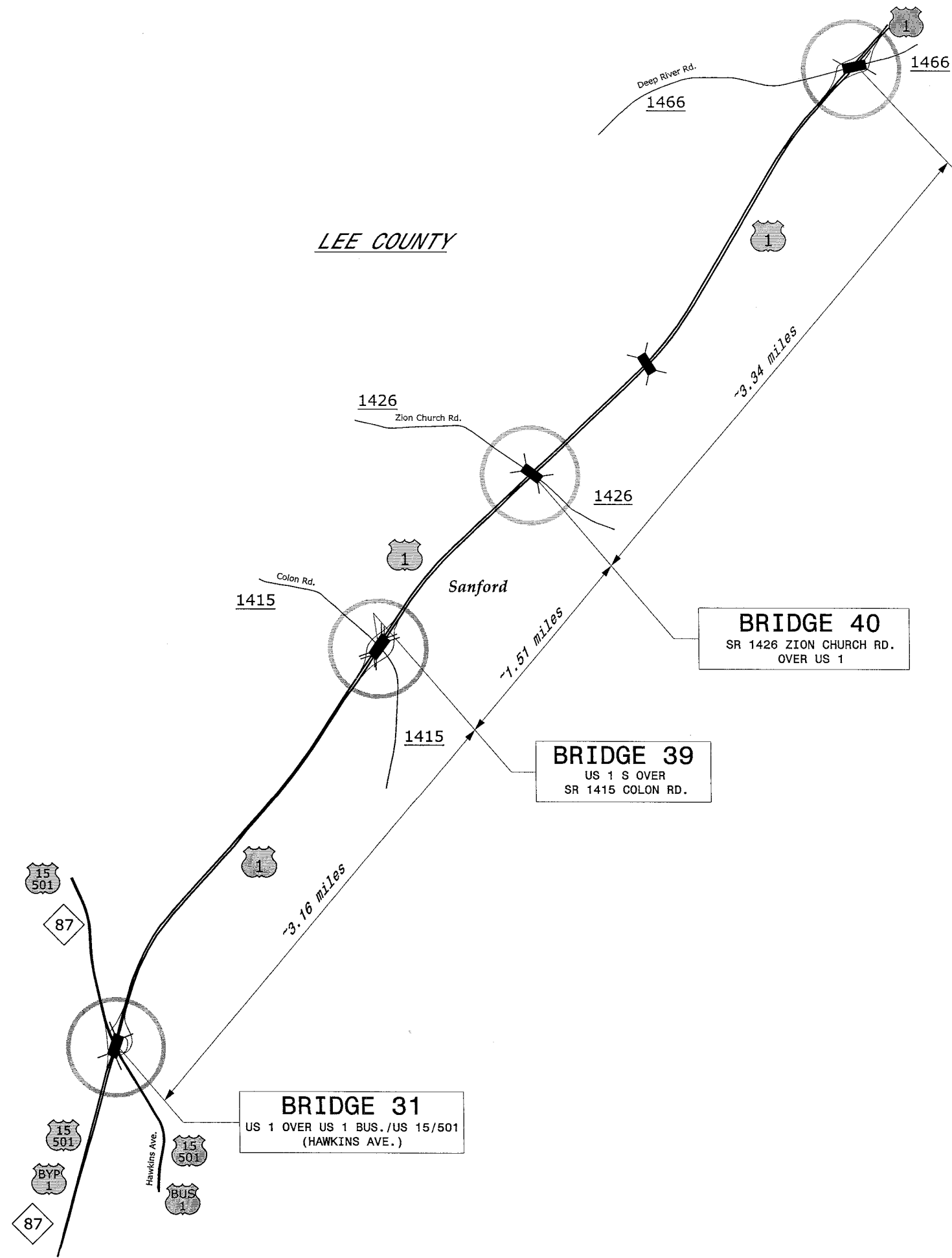
- L) ENSURE ALL SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

### MISCELLANEOUS

- M) DO NOT PERFORM WORK FROM THE ROADWAY ON TOP OF THE STRUCTURE.
- N) ENSURE THE OVERSIZE/OVERWEIGHT PERMIT UNIT (919) 733-4740 HAS BEEN ADVISED OF THE ONGOING TRAFFIC OPERATIONS THROUGH THE DIVISION OFFICE.

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 Kateskamp

 <b>Stantec</b> <small>Stantec Consulting Services Inc.          Suite 300, 801 Jones Franklin Road          Raleigh, NC          27606          Tel. 919.851.9888          Fax: 919.851.7024          www.stantec.com</small>	SEAL  <i>Anthony L. Watson</i> 11/24/09 SIGNATURE      DATE	<b>PROJECT NOTES GENERAL NOTES</b>														
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>SCALE: NONE</td> <td rowspan="4" style="text-align: center;">  </td> <td colspan="2" style="text-align: center;">REVISIONS</td> </tr> <tr> <td>DATE: NOV. 2009</td> <td style="width: 20px; height: 15px;"></td> <td style="width: 20px; height: 15px;"></td> </tr> <tr> <td>DESIGN BY: KLW</td> <td style="width: 20px; height: 15px;"></td> <td style="width: 20px; height: 15px;"></td> </tr> <tr> <td>REVIEWED BY: BLW</td> <td style="width: 20px; height: 15px;"></td> <td style="width: 20px; height: 15px;"></td> </tr> </table>		SCALE: NONE		REVISIONS		DATE: NOV. 2009			DESIGN BY: KLW			REVIEWED BY: BLW			<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: 8px;">GAPP FILE</td> </tr> </table>	GAPP FILE
SCALE: NONE		REVISIONS														
DATE: NOV. 2009																
DESIGN BY: KLW																
REVIEWED BY: BLW																
GAPP FILE																



**BRIDGE 42**  
SR 1466 DEEP RIVER RD.  
OVER US 1

**BRIDGE 40**  
SR 1426 ZION CHURCH RD.  
OVER US 1

**BRIDGE 39**  
US 1 S OVER  
SR 1415 COLON RD.

**BRIDGE 31**  
US 1 OVER US 1 BUS./US 15/501  
(HAWKINS AVE.)

**TRAFFIC CONTROL PHASING**

**STEP 1:**

- PERFORM BRIDGE PAINTING OPERATIONS AS SHOWN IN THE CONTRACT AND CONSTRUCTION PLANS. PERFORM WORK IN ACCORDANCE WITH "NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES-JULY 2006".
- WHEN WORKING ON BRIDGES #40 AND #42 USE TEMPORARY LANE CLOSURES ON US-1 TO PERFORM THE WORK ACCORDING TO SHEET TCP-4.
- WHEN WORKING ON BRIDGE #31, USE SHEET TCP-7 TO IMPLEMENT LANE CLOSURES ALONG US 15/501.
- WHEN RIGHT LANE CLOSURES ENCR OACH THROUGH THE VICINITY OF AN EXIT RAMP AT BRIDGES #31 AND #42 USE SHEET TCP-5 IN CONJUNCTION WITH A RIGHT LANE CLOSURE SHEET TCP-4.
- WHEN RIGHT LANE CLOSURES ENCR OACH THROUGH THE VICINITY OF AN ENTRANCE RAMP AT BRIDGE #31 USE SHEET TCP-6 IN CONJUNCTION WITH A RIGHT LANE CLOSURE SHEET TCP-4.
- MAINTAIN EXIT AND ENTRANCE LOOPS OPEN AT ALL TIMES FOR ALL INTERCHANGES ON THE PROJECT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- WHEN WORKING ON BRIDGE #39, USE TEMPORARY FLAGGER OPERATION LANE CLOSURES ON SR 1415 COLON RD. AS SHOWN ON ROADWAY STANDARD DRAWING 1101.02 SHEET 1 OF 9.
- AT THE END OF EACH DAY'S OPERATIONS MOVE EQUIPMENT TO STAGING AREA AT LEAST 40 FEET AWAY FROM ANY TRAVEL LANES AS APPROVED BY THE ENGINEER AND REMOVE LANE CLOSURES. WHEN NOT BEING USED TO CLOSE A LANE, DRUMS MAY EITHER BE TOTALLY REMOVED OR BE MOVED TO OUTSIDE OF SHOULDER SUCH THAT THEY DO NOT CLOSE THE SHOULDER.

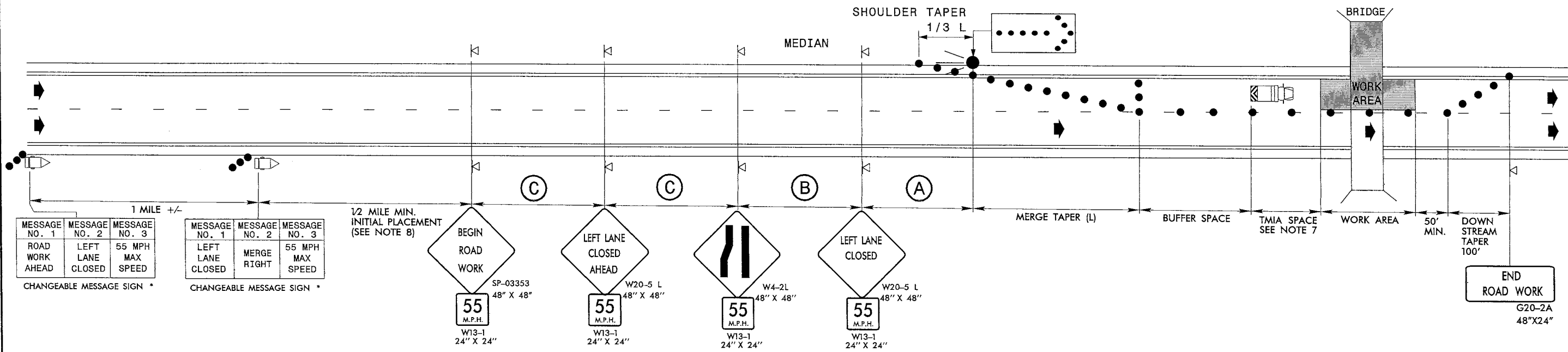
**STEP 2:**

UPON COMPLETION OF THE PROJECT, REMOVE ALL TRAFFIC CONTROL DEVICES.

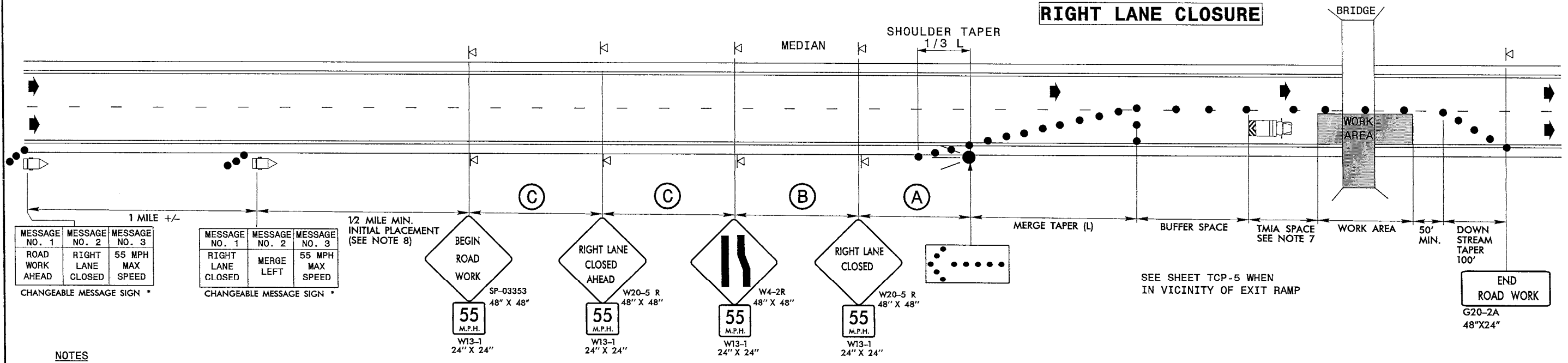
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<p><b>Stantec</b> Stantec Consulting Services Inc. Suite 300, 801 Jones Franklin Road Raleigh, NC 27606 Tel. 919.851.6868 Fax. 919.851.7024 www.stantec.com</p>	<p>SEAL</p> <p><i>Matthew Watson</i> 11/24/09</p>	<p><b>LEE COUNTY BRIDGE PAINTING VICINITY MAP TRAFFIC CONTROL PHASING</b></p>									
	<p>SCALE: NONE DATE: NOV. 2009 DWG. BY: KLV DESIGN BY: BLW REVIEWED BY: BLW</p>		<p>REVISIONS</p> <table border="1"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>								

# LEFT LANE CLOSURE



# RIGHT LANE CLOSURE



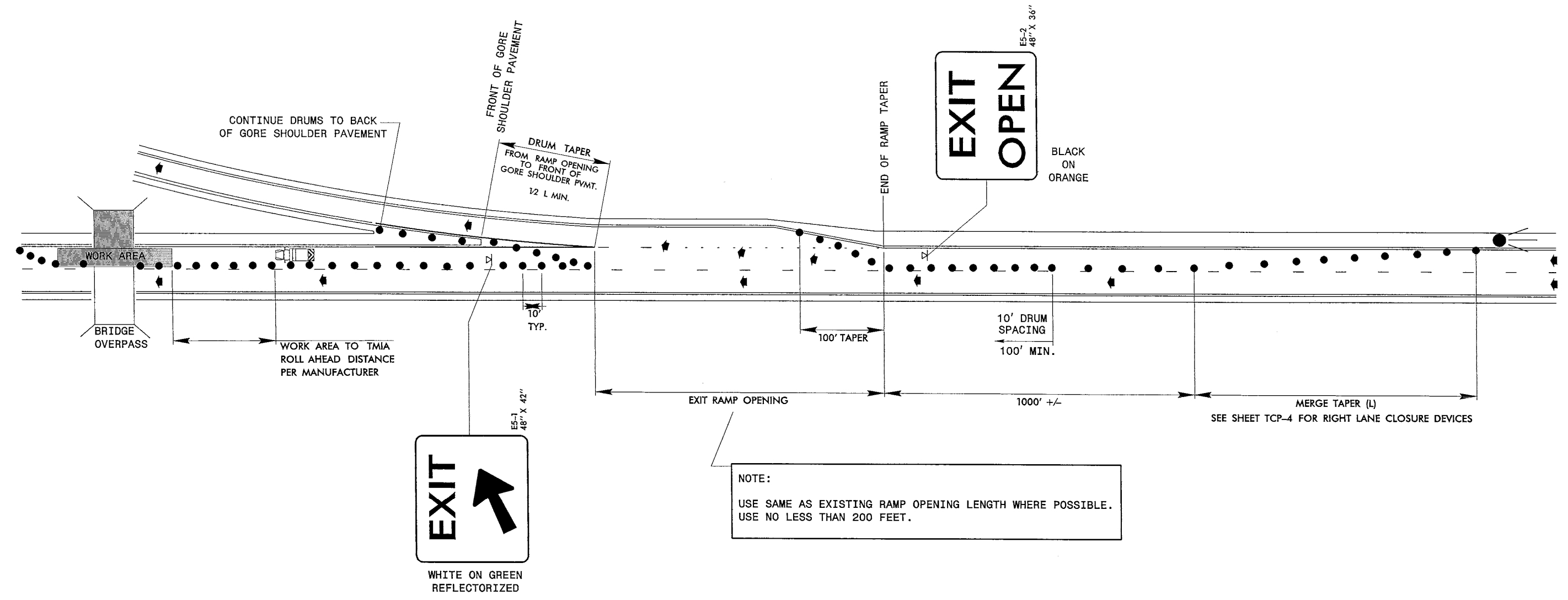
### NOTES

- USE THIS DRAWING FOR LANE CLOSURES ALONG US 1 ASSOCIATED WITH BRIDGE NO.S 40 AND 42.
- PLACE ARROW PANELS ON THE SHOULDER (PAVED OR UNPAVED). PLACE ARROW PANELS WITHIN THE TAPER IF SHOULDERS DO NOT EXIST. MEET THE REQUIREMENTS FOR STOPPING SIGHT DISTANCE AT THE ARROW PANEL LOCATION. IF NEEDED, EXTEND LANE CLOSURES AT THE BUFFER SPACE, SUCH THAT STOPPING SIGHT DISTANCE TO THE ARROW PANEL IS MET. (SEE STD. 1101.11 SHEET 2).
- PLACE DRUMS IN TAPERS AT THE MAXIMUM SPACING EQUAL IN FEET TO THE POSTED SPEED LIMIT. PLACE DRUMS ALONG THE BUFFER SPACE AND WORK AREA AT THE MAXIMUM SPACING EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
- REFER TO STD. 1101.11 SHEETS 1 & 4, FOR "L" DISTANCE AND SIGN SPACING.
- REFER TO SHEETS TCP-5 AND TCP-6 FOR TREATMENT OF LANE CLOSURES THROUGH INTERCHANGES.
- INSTALL LANE CLOSURES WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC. REMOVE LANE CLOSURES AGAINST THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
- POSITION THE TMIA TO MAINTAIN A ROLL-AHEAD DISTANCE AS RECOMMENDED BY THE MANUFACTURER.
- PLACE CHANGEABLE MESSAGE SIGN (CMS) ON THE OUTSIDE OF THE TRAVELWAY AS DIRECTED BY THE ENGINEER. PLACE CMS APPROXIMATELY 1/2 MILE IN ADVANCE OF THE W20-5 SIGNS. IF TRAFFIC BACKS UP TO WHERE THE CMS IS INITIALLY PLACED, RELOCATE CMS 1/2 MILE FROM ANTICIPATED BACKUP. CONTINUE TO MONITOR TRAFFIC AND MOVE CMS APPROXIMATELY 1/2 MILE IN CONJUNCTION WITH ANTICIPATED BACKUP.

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 kwaskomp

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	SIGNATURE: <i>Kelly L. Wilson</i> DATE: 11/24/09	SCALE: NONE DATE: NOV. 2009 DWG. BY: KLV DESIGN BY: BLW REVIEWED BY: BLW	REVISIONS <table border="1"> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>				

**TYPICAL  
RIGHT LANE CLOSURE  
THROUGH VICINITY OF EXIT RAMP**



**NOTE:**  
USE SAME AS EXISTING RAMP OPENING LENGTH WHERE POSSIBLE.  
USE NO LESS THAN 200 FEET.

**NOTES**

1. USE THE ABOVE DETAIL IN CONJUNCTION WITH A RIGHT LANE CLOSURE AS SHOWN ON SHEET TCP-4 FOR EXIT RAMP IN ADVANCE OF BRIDGES #31 (US 15/501 SB RAMP TO US 1 SB) AND #42 (US 1 NB/SB RAMP TO DEEP RIVER RD.).
2. MOUNT EXIT SIGN(E5-1) AND EXIT OPEN SIGN(E5-2) A MINIMUM OF 7 FEET FROM THE PAVEMENT SURFACE TO THE BOTTOM OF THE SIGN.
3. REFER TO ROADWAY STANDARD DRAWING 1101.11 SHEETS 1, 2 & 4 FOR TRAFFIC CONTROL DESIGN TABLES.

11/20/2009  
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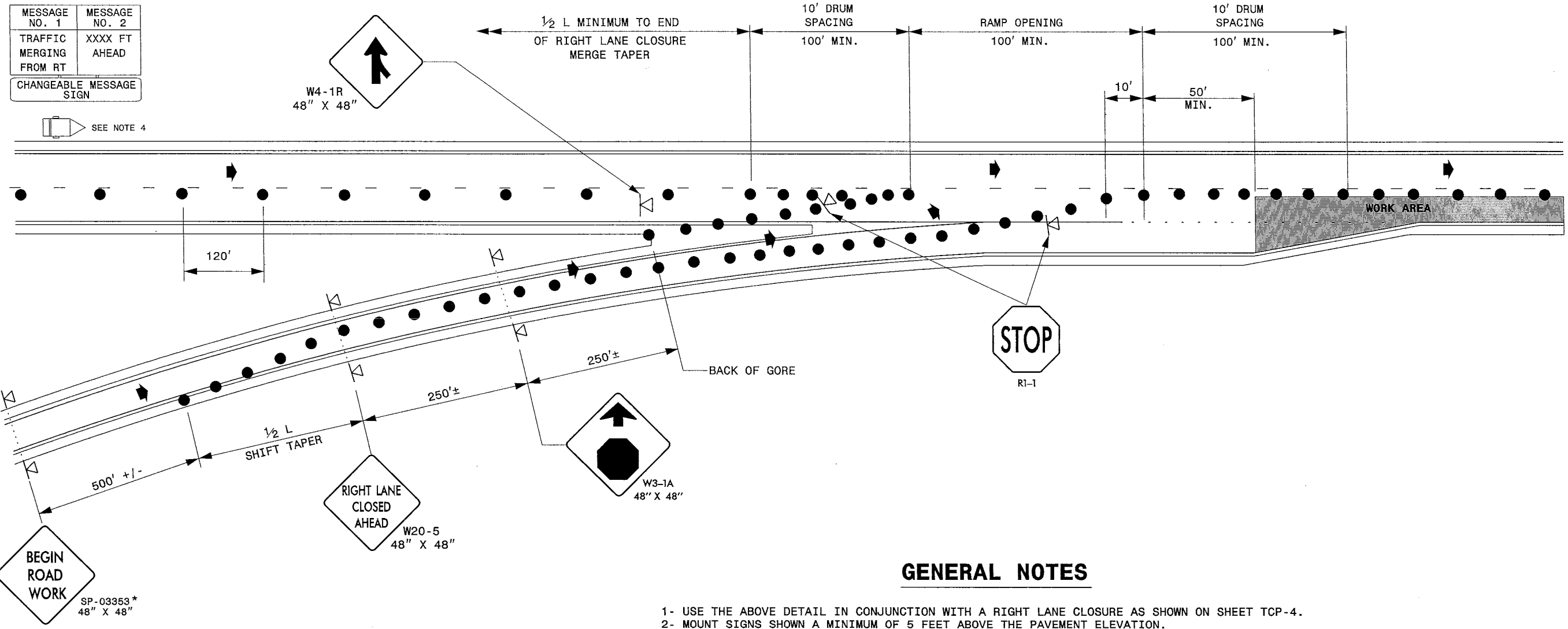
*Michael Watson*  
11/24/09

SIGNATURE DATE

**TYPICAL  
RIGHT LANE CLOSURE  
THROUGH VICINITY OF EXIT RAMP**

SCALE: NONE		REVISIONS
DATE: NOV. 2009		
DWG. BY: K LW		
DESIGN BY: BLW		
REVIEWED BY: BLW		
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MESSAGE NO. 1	MESSAGE NO. 2
TRAFFIC MERGING FROM RT	XXXX FT AHEAD
CHANGEABLE MESSAGE SIGN	



**BEGIN ROAD WORK**  
SP-03353 \*  
48" X 48"

**GENERAL NOTES**

- 1- USE THE ABOVE DETAIL IN CONJUNCTION WITH A RIGHT LANE CLOSURE AS SHOWN ON SHEET TCP-4.
- 2- MOUNT SIGNS SHOWN A MINIMUM OF 5 FEET ABOVE THE PAVEMENT ELEVATION.
- 3- CLOSE THE RIGHT LANE SUFFICIENTLY IN ADVANCE TO STABILIZE MOTOR VEHICLE TRAFFIC FLOW BEFORE THE MERGE AS SHOWN ON SHEET TCP-4.
- 4- COORDINATE WITH THE ENGINEER FOR LOCATION OF CMS.
- 5- USE THE ABOVE DETAIL ALONG I-40 FOR THE FOLLOWING SITUATION:

BRIDGE NO. 31 LOOP FROM US 1 NB TO US 15/501 NB

**LEGEND**

- CHANGEABLE MESSAGE SIGN (CMS)
- DRUM
- PORTABLE SIGN
- DIRECTION OF TRAFFIC FLOW

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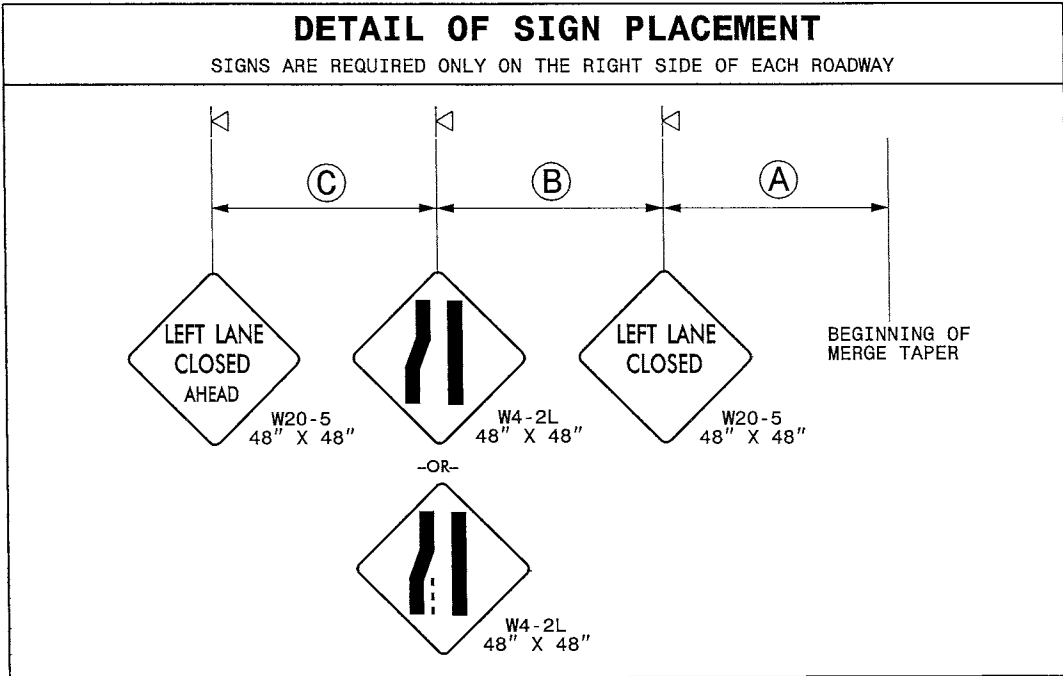
*Beth A. Bottom*  
11/24/09

SIGNATURE DATE

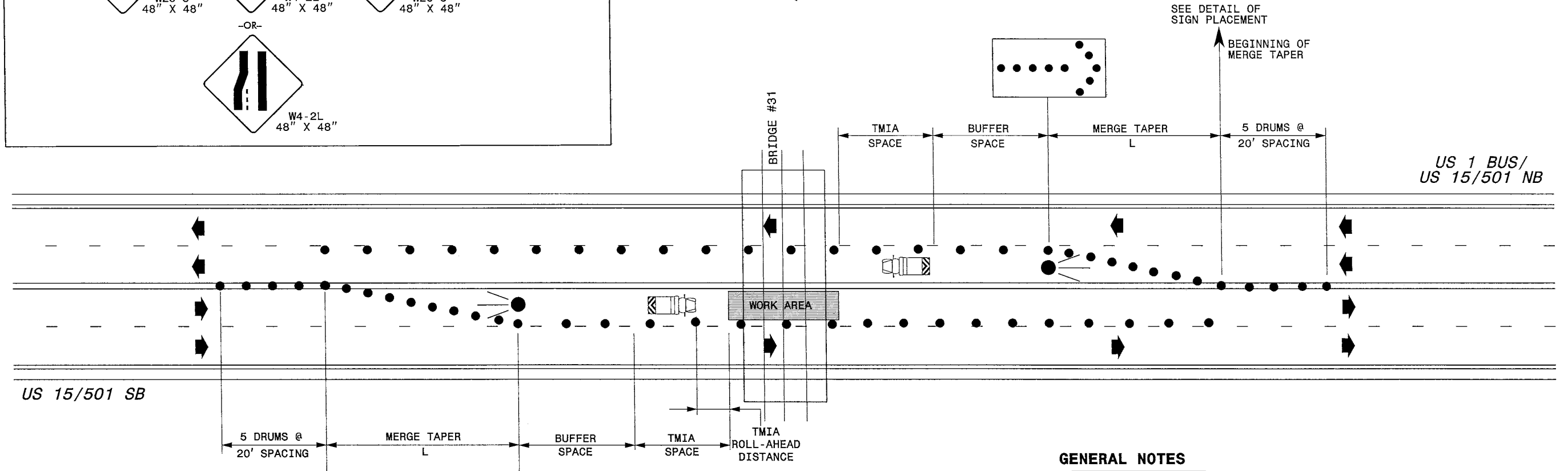
**RIGHT LANE CLOSURES THROUGH ENTRANCE RAMP**

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REVIEWED BY: BLW		

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 kvr@sk.com

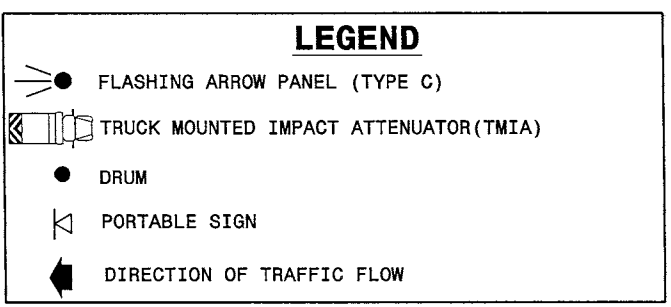


## LEFT LANE CLOSURE



### GENERAL NOTES

- USE THE ABOVE DETAIL FOR APPLICATION OF LANE CLOSURES IN THE VICINITY OF BRIDGE #31.
- FOR RIGHT LANE CLOSURE ON SB APPROACH OF US 15/501, USE DEVICES AS SHOWN ON SHEET TCP-4 WITH THE EXCEPTION THAT APPROACH WARNING SIGNS ARE NOT REQUIRED TO BE MOUNTED ON THE LEFT SIDE OF THE ROADWAY, AND THE USE OF A CMS IS NOT REQUIRED UNLESS DIRECTED BY THE ENGINEER.  
  
FOR RIGHT LANE CLOSURE ON NB APPROACH OF US 15/501, DO NOT ALLOW RIGHT LANE TO ORIGINATE. USE DEVICES AS SHOWN ON SHEET TCP-4 WITH THE EXCEPTION THAT APPROACH WARNING SIGNS ARE NOT REQUIRED UNLESS DIRECTED BY THE ENGINEER. IN ADDITION, "L" MERGE TAPER DISTANCE IS NOT REQUIRED SINCE LANE IS NOT BEING ALLOWED TO ORIGINATE, AND THE FLASHING ARROW PANEL IS OPTIONAL.
- REFER TO NOTES ON SHEET TCP-4.



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www.stantec.com

SEAL

*Brett A. Johnston*  
11/24/09

SIGNATURE DATE

**TYPICAL  
2-LANE, 2-WAY LANE CLOSURES  
ON US 15/501 (HAWKINS AVE.)**

SCALE: NONE		REVISIONS
DATE: NOV. 2009		
DWG. BY: KLW		
DESIGN BY: BLW		
REVIEWED BY: BLW		

CADD FILE

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