PROJECT: 36727.3.10

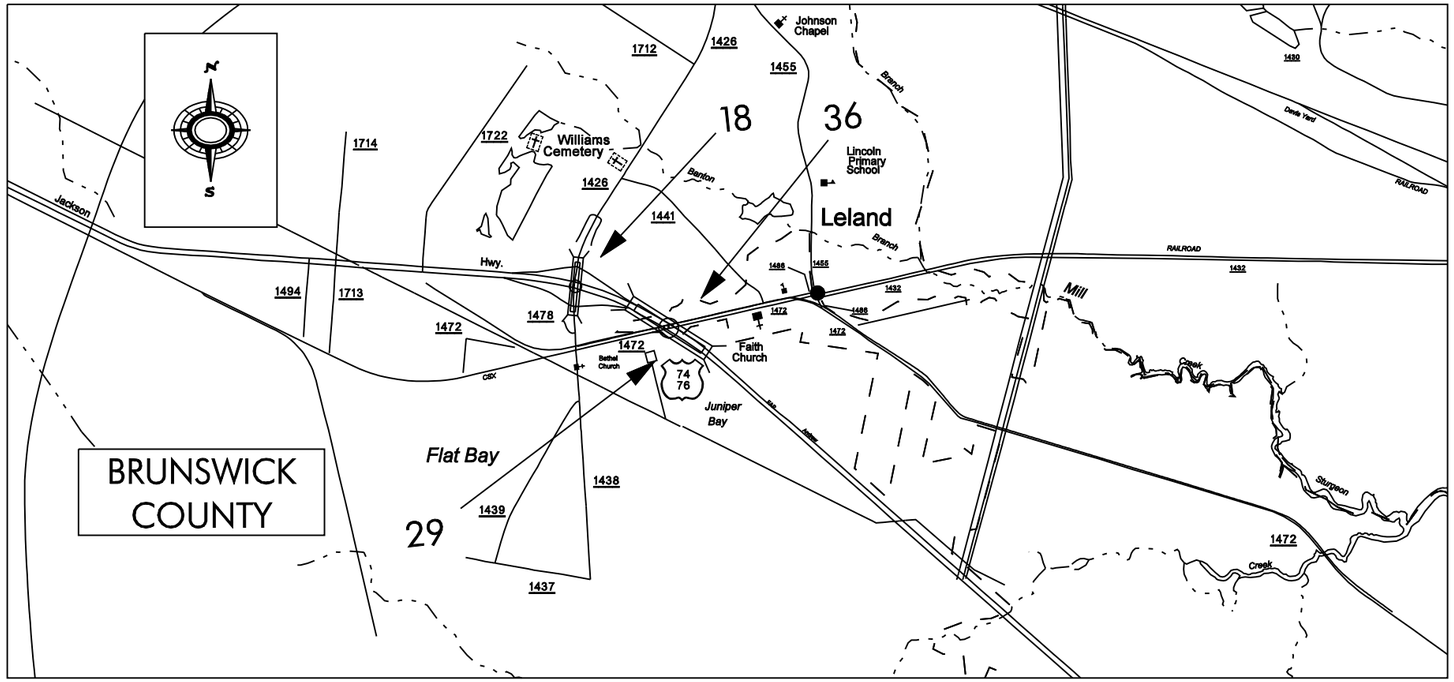
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

BRUNSWICK COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	BK-5102B	1	

STATE PROJECT NO.	F.A. PROJ. NO.	DESCRIPTION
36727.1.1		PE
36727.3.10		CONSTR

LOCATION: US 74 /76 AND SR 1426
TYPE OF WORK: CLEANING & PAINTING OF
BRIDGE #18, #29, AND #36 IN BRUNSWICK COUNTY.



PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT = 0.000 MILES

TOTAL LENGTH TIP PROJECT = 0.000 MILES

Prepared In the Office of:
BRIDGE MANAGEMENT UNIT
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

2006 STANDARD SPECIFICATIONS

LETTING DATE:
JULY 28, 2009

DAN HOLDERMAN, PE
STATE BRIDGE MANAGEMENT ENGINEER

MIKE SUMMERS
BRIDGE MANAGEMENT PROJECT MANAGER

NORTH CAROLINA PROFESSIONAL SEAL 20208 ENGINEER ERIC B. NELSON, JR.

RICK NELSON, PE
DESIGN ENGINEER

SHEETS
SHEETS

PROJECT: 3SP.10104.502

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO.	SHEET NO.
3SP.10104.502	TCP-1

PLAN FOR PROPOSED TRAFFIC CONTROL FOR BRIDGE PAINTING OPERATIONS

BRUNSWICK COUNTY

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.

TIME RESTRICTIONS

A) DO NOT CLOSE OR NARROW TRAVEL LANES, BETWEEN MEMORIAL DAY AND LABOR DAY, AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
US 74 EASTBOUND (BRIDGE NO. 18)	FRIDAY 6:00 A.M. TO 12:00 MIDNIGHT
US 74 WESTBOUND (BRIDGE NO. 18)	SUNDAY 6:00 A.M. TO 12:00 MIDNIGHT

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 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.

D) 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.

TRAFFIC PATTERN ALTERATIONS

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

MISCELLANEOUS

F) POLICE MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS, AS DIRECTED BY THE ENGINEER.

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
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.02	PORTABLE WORK ZONE SIGNS
1130.01	DRUM
1135.01	CONES
1150.01	FLAGGING DEVICES
1180.01	SKINNY-DRUM

APPROVED: _____
DATE: _____

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE IV

PLAN PREPARED BY: N.C.D.O.T. WORK ZONE TRAFFIC CONTROL UNIT

J. STUART BOURNE, P.E. — TRAFFIC CONTROL ENGINEER
J. STEVE KITE, P.E. — TRAFFIC CONTROL PROJECT ENGINEER
DON PARKER — TRAFFIC CONTROL PROJECT DESIGN ENGINEER

29-FEB-2008 11:23
\\DOT\DFSROOT\GROUPS-W2TCCC\designgroup\dgisab\parker\brunswick county bridge painting\3sp.10104.502 brunswick county bridge painting.dgn
dgparker AT W2TC224100

STATE OF
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DIVISION OF HIGHWAYS
RALEIGH, N.C.

7-06

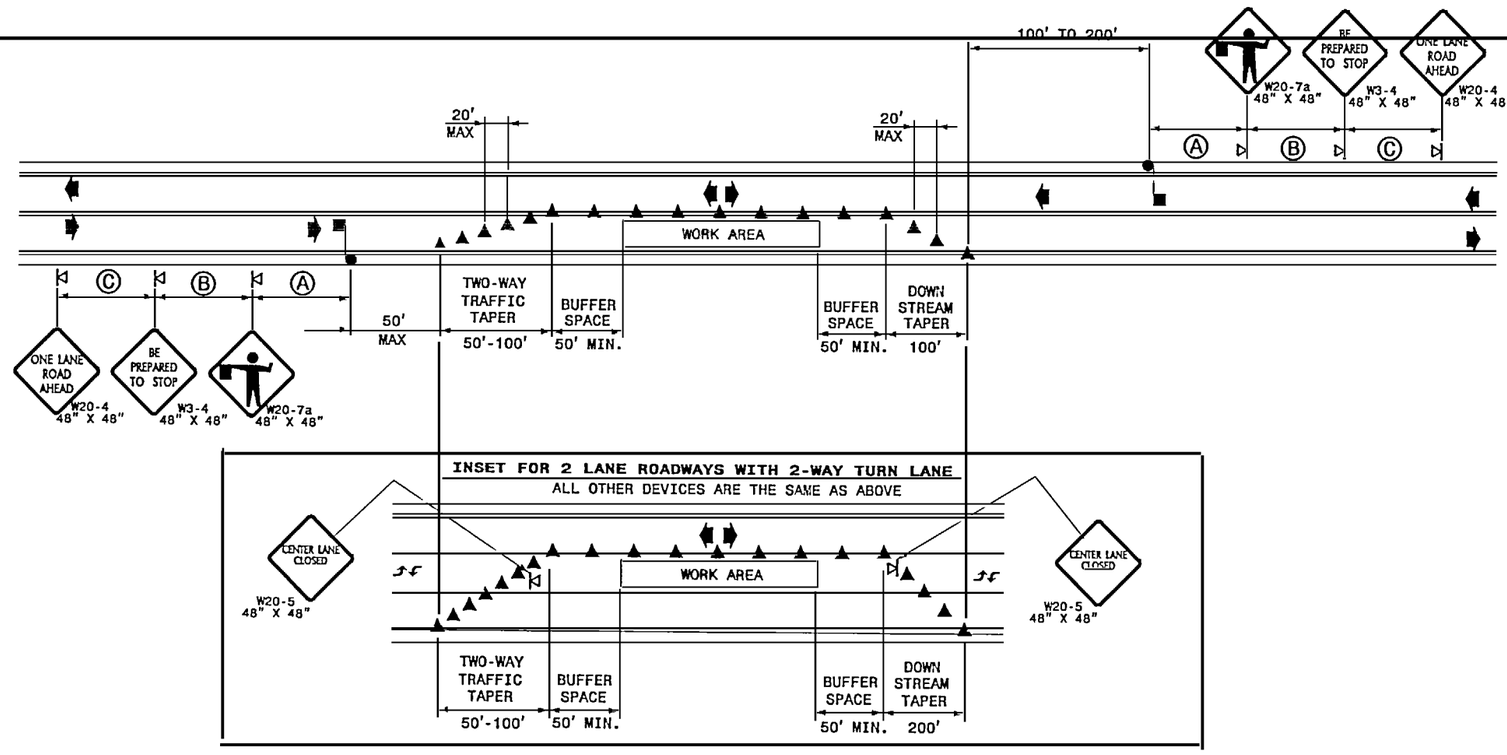
ENGLISH STANDARD DRAWING FOR

TEMPORARY LANE CLOSURES

2-LANE, 2-WAY ROADWAY-1 LANE CLOSED

SHEET 1 OF 9

1101.02



LEGEND

- CONE
- PORTABLE SIGN
- FLAGGER
- DIRECTION OF TRAFFIC FLOW

GENERAL NOTES FOR FLAGGER OPERATIONS

1- REFER TO STD. 1101.11 SHEET 4 FOR SIGN SPACING.
2- INSTALL LANE CLOSURES WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC.
3- REMOVE LANE CLOSURES AGAINST THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
4- PLACE CONES THRU THE WORK AREA AT THE MAXIMUM SPACING EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
5- EXTEND LANE CLOSURES AT THE BUFFER SPACE SUCH THAT STOPPING SIGHT DISTANCE IS PROVIDED TO THE FLAGGER. (REFER TO STD. 1101.11 SHEET 2)
6- DO NOT STOP TRAFFIC IN ANY ONE DIRECTION FOR MORE THAN 5 MINUTES AT A TIME.
7- DRUMS OR SKINNY-DRUMS MAY BE USED IN LIEU OF CONES.
8- USE FLAGGERS TO CONTROL TRAFFIC AT INTERSECTIONS AFFECTED BY THE LANE CLOSURE. SUPPLEMENT FLAGGERS LOCATED AT INTERSECTIONS WITH FLAGGER AHEAD SIGNS (W20-7a) PLACED APPROXIMATELY 250 FT. IN ADVANCE OF THE FLAGGER WHERE INTERSECTIONS ARE SIGNALIZED AND PLACE SIGNALS IN THE FLASH MODE.
9- FLAGGERS SHALL NOT STAND IN THE ROADWAY.

GENERAL NOTES FOR PILOT CAR OPERATIONS

1- USE PILOT CARS WHEN DIRECTED BY THE ENGINEER.
2- IF ROADWAY WIDTH IS LESS THAN 22 FEET (EOP TO EOP), CONES MAY NOT BE REQUIRED ALONG WORK AREA, AND AT THE DIGRESSION OF THE ENGINEER, CONES MAY BE OMITTED ALONG THE WORK AREA IF USING A PILOT CAR. (NOTE: CONES ARE ALWAYS REQUIRED IN THE UPSTREAM AND DOWNSTREAM TAPERS).
3- MOUNT SIGN G20-4 "PILOT CAR FOLLOW ME" AT A VISIBLE LOCATION ON THE REAR OF THE PILOT VEHICLE.
4- DO NOT INSTALL MORE THAN ONE (1) MILE OF LANE CLOSURE, MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.
5- ADVISE RESIDENTS AND BUSINESSES WITHIN THE LANE CLOSURE LIMITS ABOUT METHODS OF SAFE EGRESS AND INGRESS FROM DRIVEWAYS DURING FLAGGING AND PILOT CAR OPERATIONS.

STATE OF
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DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

7-06

ENGLISH STANDARD DRAWING FOR

TEMPORARY LANE CLOSURES

2-LANE, 2-WAY ROADWAY-1 LANE CLOSED

SHEET 1 OF 9

1101.02

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

7-06

ENGLISH STANDARD DRAWING FOR

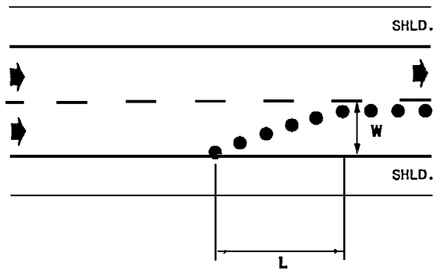
TRAFFIC CONTROL DESIGN TABLES

"L" DISTANCE AND CHANNELIZING DEVICE TAPER CRITERIA

SHEET 1 OF 4

1101.11

EXAMPLE OF "L" & "W" DESIGNATIONS



QUICK REFERENCE - "L" DISTANCE TABLE

LATERAL WIDTH(W) FEET	1	2	3	4	5	6	7	8	9	10	11	12
POSTED SPEED (S) MPH	MINIMUM LONGITUDINAL DISTANCE " L" (FEET) (ROUNDED VALUES)											
20	10	15	20	30	35	40	50	55	60	70	75	80
25	15	25	35	45	55	65	75	85	95	105	115	125
30	15	30	45	60	75	90	105	120	135	150	165	180
35	25	45	65	85	105	125	145	165	185	205	225	245
40	30	55	80	110	135	160	190	215	240	270	295	320
45	45	90	135	180	225	270	315	360	405	450	495	540
50	50	100	150	200	250	300	350	400	450	500	550	600
55	55	110	165	220	275	330	385	440	495	550	605	660
60	60	120	180	240	300	360	420	480	540	600	660	720
65	65	130	195	260	325	390	455	520	585	650	715	780
70	70	140	210	280	350	420	490	560	630	700	770	840

TAPER LENGTH CRITERIA FOR CHANNELIZING DEVICES IN WORK ZONES

TYPES OF TAPERS	TAPER LENGTH
UPSTREAM TAPER	
MERGING TAPER	L MINIMUM
SHIFTING TAPER	1/2 L MINIMUM
SHOULDER TAPER	1/3 L MINIMUM
TWO-WAY TRAFFIC TAPER	100 FEET MAXIMUM
DOWNSTREAM TAPER	100 FEET PER LANE

GENERAL NOTES

1-TABLE FOR "L" DISTANCE IS BASED ON CHANNELIZATION TAPER FORMULA FROM THE M.U.T.C.D. WHERE:

SPEED LIMIT	FORMULA
40 MPH OR LESS	$L_{MIN} = \frac{W \times S^2}{60}$
45 MPH OR GREATER	$L_{MIN} = W \times S$

L = MINIMUM TAPER LENGTH IN FEET (LONGITUDINAL DISTANCE)
W = WIDTH OF OFFSET IN FEET (LATERAL DISTANCE)
S = POSTED SPEED LIMIT, OR OFF-PEAK 85 PERCENTILE SPEED IN MPH PRIOR TO WORK STARTING, OR THE ANTICIPATED OPERATING SPEED IN MPH

2-"L" DISTANCE IS FOR APPLICATION WITH CHANNELIZING DEVICE AND PAVEMENT MARKING TAPERS AND TRANSITIONS. CHANNELIZING DEVICES INCLUDE DRUMS, CONES, TUBULAR MARKERS, BARRICADES, RAISED ASPHALT ISLANDS, AND VERTICAL PANELS.

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

7-06

ENGLISH STANDARD DRAWING FOR

TRAFFIC CONTROL DESIGN TABLES

"L" DISTANCE AND CHANNELIZING DEVICE TAPER CRITERIA

SHEET 1 OF 4

1101.11

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

7-06

ENGLISH STANDARD DRAWING FOR

TRAFFIC CONTROL DESIGN TABLES

BUFFER SPACE & SIGHT DISTANCE

SHEET 2 OF 4

1101.11

DESIGN SPEED (MPH)	MINIMUM LONGITUDINAL BUFFER SPACE (FEET)
30	85
35	120
40	155
45	195
50	240
55	290
60	345
65	405
70	470
75	540
80	615

MINIMUM SIGHT DISTANCE

DESIGN SPEED (MPH)	STOPPING SIGHT DISTANCE (FEET)	PASSING SIGHT DISTANCE (FEET)
30	200	1090
35	250	1280
40	305	1470
45	360	1625
50	425	1835
55	495	1985
60	570	2135
65	645	2285
70	730	2480
75	820	2580
80	910	2680

GENERAL NOTES

1-TABLES ARE BASED ON THE AASHTO GREEN BOOK "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS" AND THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES". MINIMUM SIGHT DISTANCE VALUES ARE FOR PASSENGER CAR VEHICLES ON WET AND LEVEL ROADWAYS. CONSULT THE AASHTO GREEN BOOK TO MAKE FINAL DETERMINATION OF STOPPING SIGHT DISTANCE REQUIREMENTS.

2-BUFFER SPACE TABLE IS BASED ON THE BRAKING DISTANCE PORTION OF STOPPING SIGHT DISTANCE FOR WET AND LEVEL PAVEMENTS.

3-USE OF STOPPING SIGHT DISTANCE IN TRAFFIC CONTROL PLAN APPLICATIONS INCLUDES PROVIDING SIGHT DISTANCE FOR TRAFFIC APPROACHING A LANE CLOSURE. PROVIDE 2-LANE, 2-WAY ROADWAYS STOPPING SIGHT DISTANCE TO THE FLAGGER. FOR LANE CLOSURES ON MULTILANE ROADWAYS PROVIDE STOPPING SIGHT DISTANCE TO THE BEGINNING OF THE LANE CLOSURE MERGE TAPER, OR FLASHING ARROW PANEL. EXTEND LANE CLOSURES AT THE BUFFER SPACE SUCH THAT STOPPING SIGHT DISTANCE IS PROVIDED.

4-USE OF MINIMUM PASSING SIGHT DISTANCE TABLE IN TRAFFIC CONTROL PLAN APPLICATIONS INCLUDES PROVIDING SIGHT DISTANCE REQUIREMENTS FOR PLACEMENT OF PAVEMENT MARKING PASSING/NO-PASSING ZONES FOR 2-LANE, 2-WAY ROADWAYS.

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

7-06

ENGLISH STANDARD DRAWING FOR

TRAFFIC CONTROL DESIGN TABLES

BUFFER SPACE & SIGHT DISTANCE

SHEET 2 OF 4

1101.11

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

7-06

ENGLISH STANDARD DRAWING FOR

TRAFFIC CONTROL DESIGN TABLES

TEMPORARY BARRIER FLARE RATES

SHEET 3 OF 4

1101.11

TEMPORARY BARRIER FLARE RATES		
POSTED SPEED LIMIT (MPH)	ANCHORED (A:B)	UNANCHORED (A:B)
≤ 30	8 : 1	7 : 1
35	10 : 1	8 : 1
40	11 : 1	9 : 1
45	13 : 1	10 : 1
50	14 : 1	11 : 1
55	16 : 1	12 : 1
60	17 : 1	13 : 1
65	19 : 1	14 : 1
70	20 : 1	15 : 1

GENERAL NOTES

1-A BARRIER IS CONSIDERED FLARED WHEN IT IS NOT PARALLEL TO THE EDGE OF THE TRAVELWAY.

2-NORMALLY, BARRIERS ARE USED FOR WORK AREA PROTECTION. WHEN SERVING THE ADDITIONAL FUNCTION OF A CHANNELIZING DEVICE, SUCH AS WHEN SHIFTING TRAFFIC, BARRIER TAPERS SHALL MEET STANDARD CHANNELIZING TAPER LENGTHS AS SHOWN ON SHEET 1.

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

7-06

ENGLISH STANDARD DRAWING FOR

TRAFFIC CONTROL DESIGN TABLES

TEMPORARY BARRIER FLARE RATES

SHEET 3 OF 4

1101.11

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

7-06

ENGLISH STANDARD DRAWING FOR

TRAFFIC CONTROL DESIGN TABLES

SPACING OF TEMPORARY SIGNS IN SERIES

SHEET 4 OF 4

1101.11

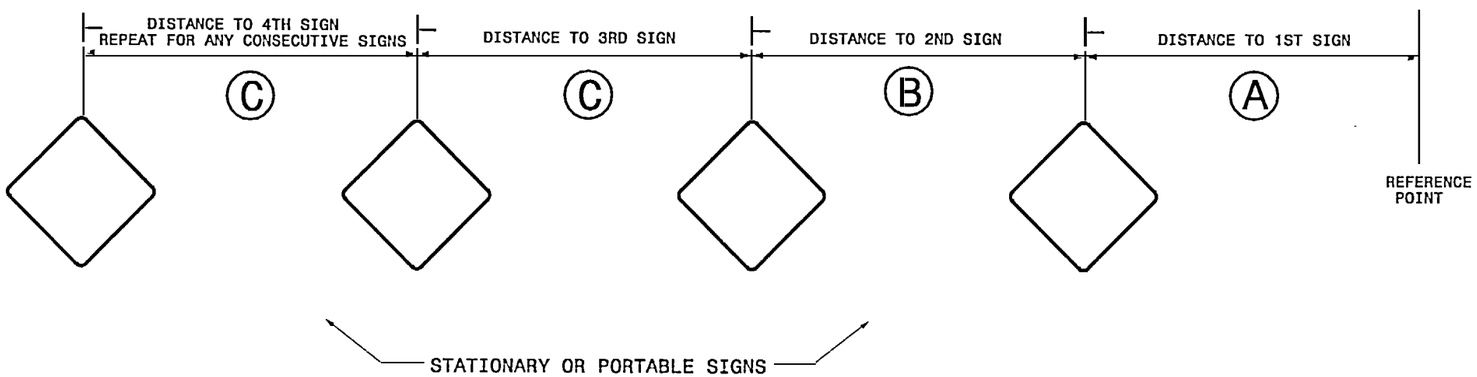
GENERAL NOTES

1-USE THIS STANDARD DRAWING IN CONJUNCTION WITH OTHER TRAFFIC CONTROL ROADWAY STANDARD DRAWINGS WHERE SIGN SPACING DISTANCES A, B, C, ARE SPECIFIED.

2-APPLY THE ADVANCE WARNING SIGN SPACING CHART WHERE A SERIES OF 2 OR MORE SIGNS ARE USED. ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS VARIOUS CONDITIONS OCCUR, SUCH AS LIMITED SIGHT DISTANCE, OBSTRUCTION INTERFERENCE, ETC.

ADVANCE WARNING SIGN SPACING CHART

POSTED SPEED LIMIT (MPH)	RECOMMENDED DISTANCE BETWEEN SIGNS (FEET)±		
	Ⓐ	Ⓑ	Ⓒ
≤ 35	200	200	200
40-50	350	350	350
55	500	500	500
CONTROLLED ACCESS ROADS (≥ 55)	1000	1500	2700



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DIVISION OF HIGHWAYS
RALEIGH, N.C.

7-06

ENGLISH STANDARD DRAWING FOR

TRAFFIC CONTROL DESIGN TABLES

SPACING OF TEMPORARY SIGNS IN SERIES

SHEET 4 OF 4

1101.11

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

7-06

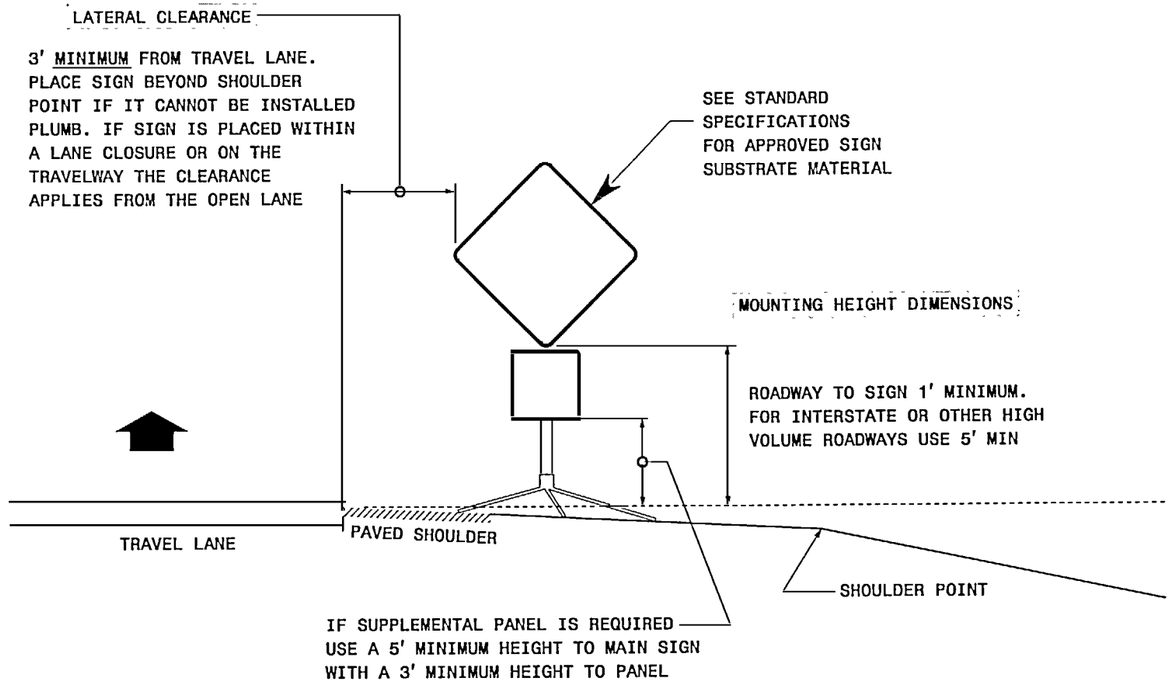
ENGLISH STANDARD DRAWING FOR

PORTABLE WORK ZONE SIGNS

MOUNTING HEIGHT & LATERAL CLEARANCE

SHEET 1 OF 1

1110.02



GENERAL NOTES

1-DIMENSIONS SHOWN ARE MINIMUM VALUES. MOUNT SIGNS SO THEY WILL BE CLEARLY VISIBLE TO APPROACHING TRAFFIC EVEN WHEN SIGNS ARE MOUNTED BEHIND TRAFFIC CONTROL DEVICES SUCH AS DRUMS, BARRIER, OR OTHER OBJECTS,

2-ALL PORTABLE SIGNS AND STANDS MUST MEET OR EXCEED THE REQUIREMENTS OF NCHRP 350 FOR WORK ZONE CATEGORY II DEVICES. USE PORTABLE WORK ZONE SIGNS AND STANDS SPECIFICALLY DESIGNED FOR ONE ANOTHER.

3-ALL PORTABLE WORK ZONE SIGNS AND STANDS MUST BE LISTED ON NORTH CAROLINA'S APPROVED PRODUCTS LIST OR ACCEPTED AS TRAFFIC QUALIFIED BY THE WORK ZONE TRAFFIC CONTROL UNIT.

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

7-06

ENGLISH STANDARD DRAWING FOR

PORTABLE WORK ZONE SIGNS

MOUNTING HEIGHT & LATERAL CLEARANCE

SHEET 1 OF 1

1110.02

STATE OF
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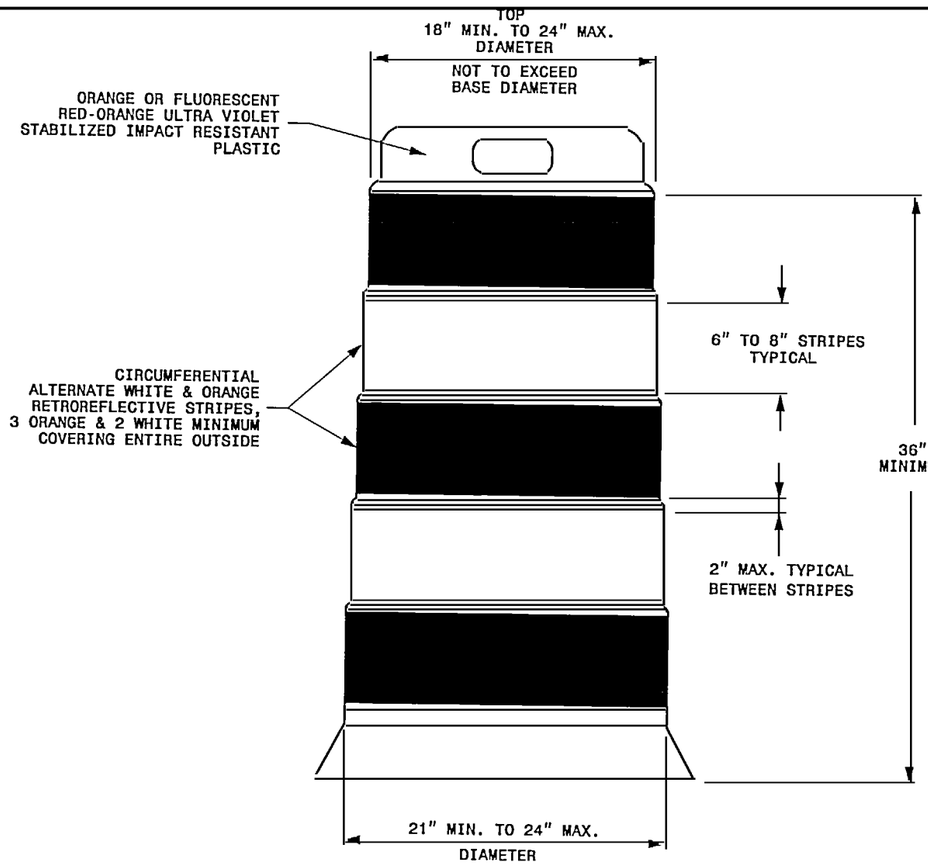
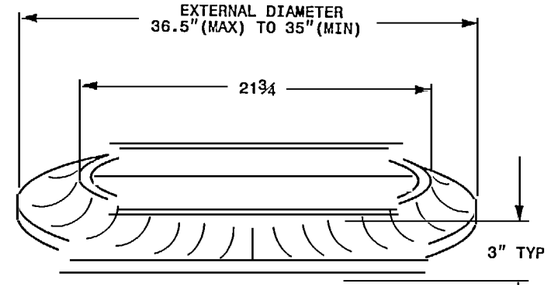
7-06

ENGLISH STANDARD DRAWING FOR

DRUM



TIRE BALLAST



ALL RUBBER COLLARS MUST BE BLACK IN COLOR AND FREE OF ANY COLORED PAINT

BALLAST COLLAR SHOULD HAVE GOOD CONTACT WITH THE BARREL FLANGE AND BALLAST OUTER EDGE MUST LAY FLAT WITH ROAD SURFACE

GENERAL NOTES

1-BALLASTING SHALL BE ACHIEVED BY THE SAND BAG, TIRE-SIDEWALL BALLAST, OR PREFORMED WEIGHTED BASE BALLASTING METHODS. DO NOT PLACE BALLAST ON TOP OF THE DRUM. USE THE TIRE BALLAST AS SPECIFIED BY THE MANUFACTURER.

2-IF NECESSARY PLACE THE NAME OF THE AGENCY, CONTRACTOR, OR SUPPLIER ON NON-RETROREFLECTIVE DRUM SURFACES. SHOW THE LETTERS AND NUMBERS USING A NON-RETROREFLECTIVE COLOR AND NOT OVER 2" IN HEIGHT.

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

7-06

ENGLISH STANDARD DRAWING FOR

DRUM

SHEET 1 OF 1

1130.01

SHEET 1 OF 1

1130.01

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

7-06

ENGLISH STANDARD DRAWING FOR

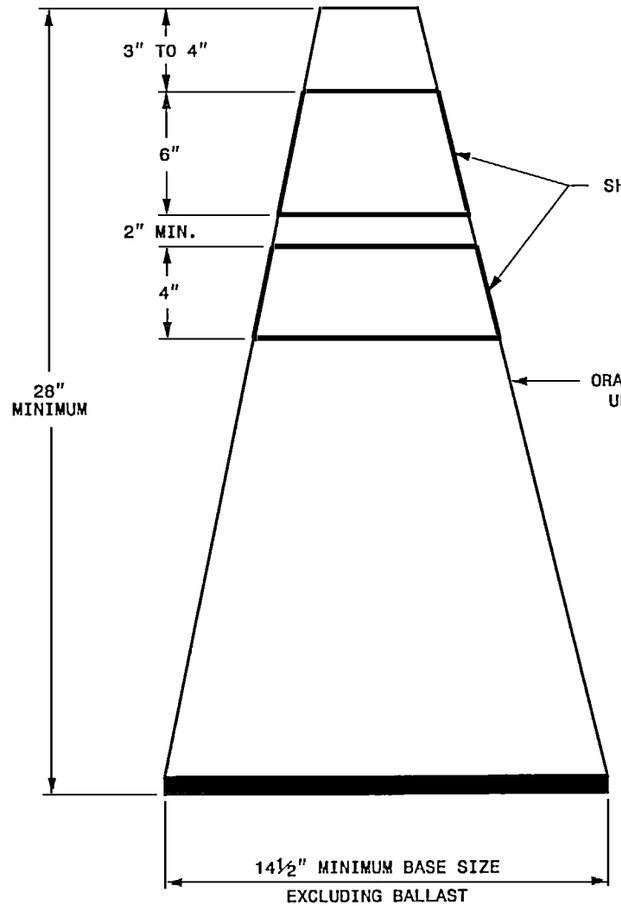
CONES

SHEET 1 OF 1

1135.01

28 INCH CONE

(MINIMUM SIZE CONE FOR ALL CLASSES OF ROADS EXCEPT FREEWAYS AND EXPRESSWAYS)

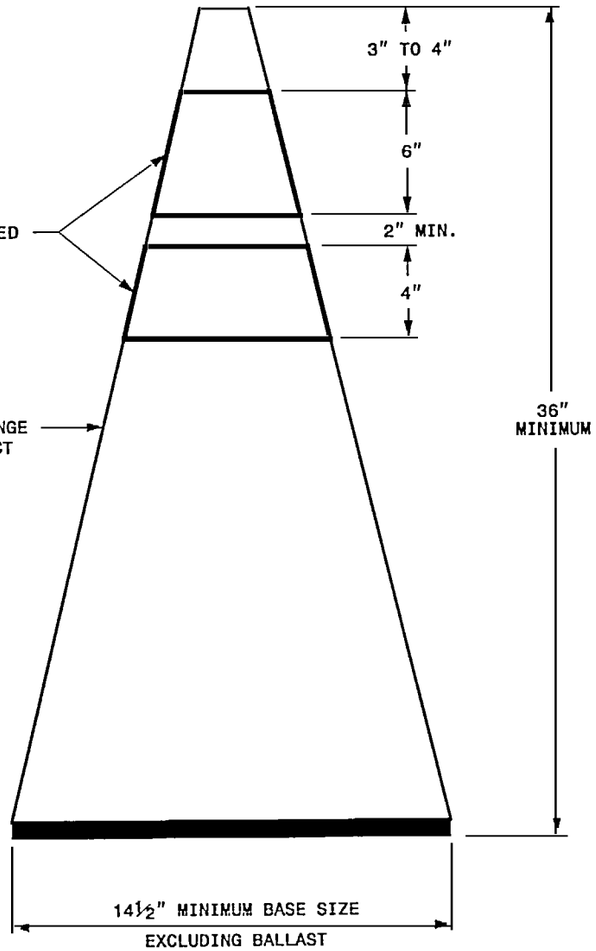


WHITE RETROREFLECTIVE SHEETING OR COLLARS REQUIRED FOR NIGHT USE

ORANGE, OR FLUORESCENT RED-ORANGE ULTRA VIOLET STABILIZED IMPACT RESISTANT PLASTIC

36 INCH CONE

(REQUIRED FOR FREEWAYS AND EXPRESSWAYS)



GENERAL NOTES

1-ACHIEVE BALLASTING BY USING SPECIAL WEIGHTED BASES SUCH AS SAND BAG RINGS, DOUBLING CONES, OR BASES THAT CAN BE FILLED WITH BALLAST. SEVENTY PERCENT OF THE WEIGHT OF THE CONE MUST BE IN THE BASE. USE BALLASTS THAT DO NOT PRESENT A HAZARD WHEN STRUCK.

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

7-06

ENGLISH STANDARD DRAWING FOR

CONES

SHEET 1 OF 1

1135.01

STATE OF
NORTH CAROLINA
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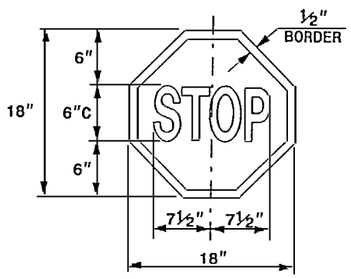
DIVISION OF HIGHWAYS
RALEIGH, N.C.

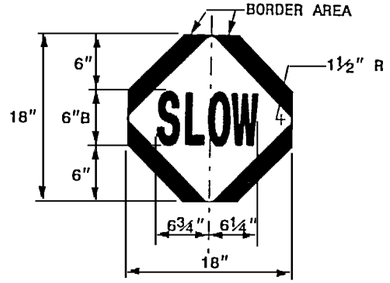
7-06

ENGLISH STANDARD DRAWING FOR

FLAGGERS

STOP/SLOW PADDLE





STOP:

LEGEND-WHITE REFLECTORIZED
BORDER-WHITE REFLECTORIZED
BACKGROUND-RED REFLECTORIZED

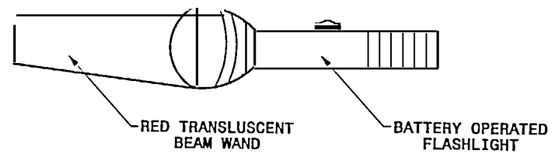
SLOW:

LEGEND-BLACK NON-REFLECTORIZED
BORDER AREA-BLACK NON-REFLECTORIZED
BACKGROUND-ORANGE REFLECTORIZED

NOTE: FOR OPERATIONS THAT ARE RESTRICTED TO DAYLIGHT HOURS ONLY, USE NON-REFLECTORIZED LEGENDS, BORDERS AND BACKGROUNDS.

FLASHLIGHT

FOR NIGHT OPERATONS IN ADDITION TO A PADDLE



GENERAL NOTES

1-USE HAND SIGNALING DEVICES SUCH AS STOP-SLOW PADDLES, FLASHLIGHTS TO CONTROL TRAFFIC. USE STOP-SLOW PADDLES AS THE PRIMARY DEVICE;

2-FABRICATE STOP-SLOW PADDLES FROM SHEET METAL OR OTHER LIGHT SEMI RIGID MATERIAL. PROVIDE A RIGID HANDLE OF SUFFICIENT LENGTH SO THE PADDLE IS HELD AT 7 FEET ABOVE GROUND LEVEL.

3-PROVIDE STOPPING SIGHT DISTANCE TO EACH FLAGGER STATION (REFER TO STD. 1101.11 SHEET 2).

4-ILLUMINATE FLAGGER STATIONS WITH FLOOD LIGHTS DURING NIGHT OPERATIONS.

5-FOLLOW FLAGGER QUALIFICATIONS AND METHODS OF HAND-SIGNALING PROCEDURES IN ACCORDANCE WITH PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

6-TO STOP ROAD USERS, THE FLAGGER SHALL FACE ROAD USERS AND AIM THE STOP PADDLE FACE TOWARD ROAD USERS IN A STATIONARY POSITION WITH THE ARM EXTENDED HORIZONTALLY AWAY FROM THE BODY. THE FREE ARM SHALL BE HELD WITH THE PALM OF THE HAND ABOVE SHOULDER LEVEL TOWARD APPROACHING TRAFFIC.

7-TO DIRECT STOPPED ROAD USERS TO PROCEED, THE FLAGGER SHALL FACE ROAD USERS WITH THE SLOW PADDLE FACE AIMED TOWARD ROAD USERS IN A STATIONARY POSITION WITH THE ARM EXTENDED HORIZONTALLY AWAY FROM THE BODY. THE FLAGGER SHALL MOTION WITH THE FREE HAND FOR ROAD USERS TO PROCEED.

8-TO ALERT OR SLOW TRAFFIC, THE FLAGGER SHALL FACE ROAD USERS WITH THE SLOW PADDLE FACE AIMED TOWARD ROAD USERS IN A STATIONARY POSITION WITH THE ARM EXTENDED HORIZONTALLY AWAY FROM THE BODY.

SHEET 1 OF 1

1150.01

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ENGLISH STANDARD DRAWING FOR

FLAGGING DEVICES

SHEET 1 OF 1

1150.01

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RALEIGH, N.C.

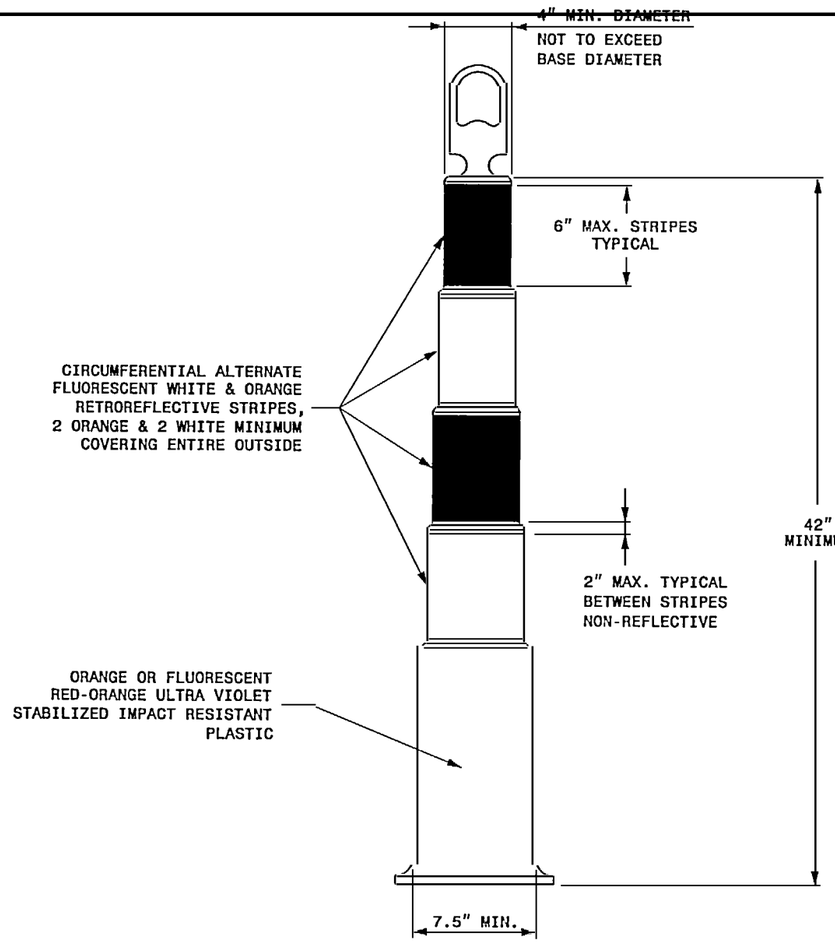
7-06

ENGLISH STANDARD DRAWING FOR

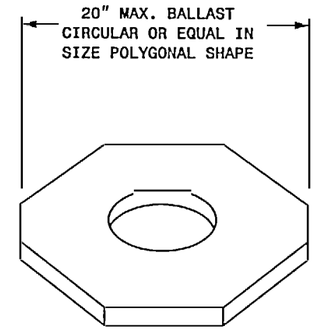
SKINNY-DRUM

SHEET 1 OF 1

1180.01



TYPICAL BALLAST



BALLAST WILL BE A MINIMUM OF 20 POUNDS

GENERAL NOTES

1-BALLASTING SHALL BE ACHIEVED BY THE PREFORMED WEIGHTED BASE OR FACTORY SAND FILLED BALLASTING METHODS. DO NOT PLACE BALLAST ON TOP OF THE DRUM. USE BALLAST AS SPECIFIED BY THE MANUFACTURER.

2-IF NECESSARY, PLACE THE NAME OF THE AGENCY, CONTRACTOR, OR SUPPLIER ON NON-RETROREFLECTIVE DRUM SURFACES. IF THE NAME DOES NOT FIT ON A NON-RETROREFLECTIVE SURFACE. SHOW THE LETTERS AND NUMBERS USING A NON-RETROREFLECTIVE COLOR AND NOT OVER 2" IN HEIGHT.

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SHEET 1 OF 1

1180.01