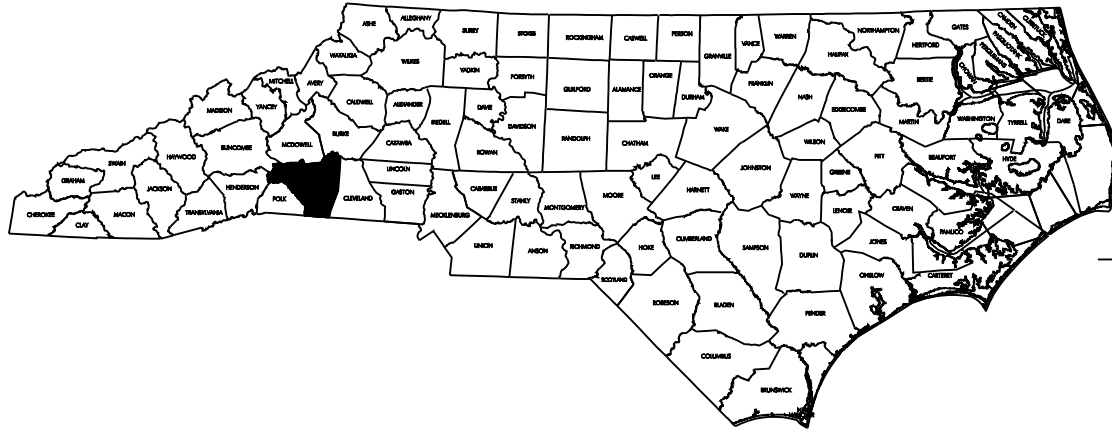


CONTRACT NO. TIP PROJECT: B-4700AL

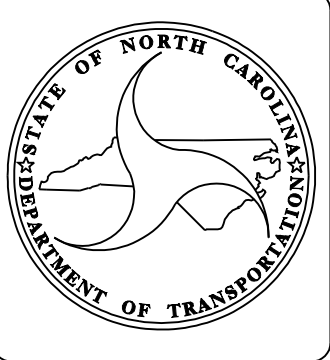
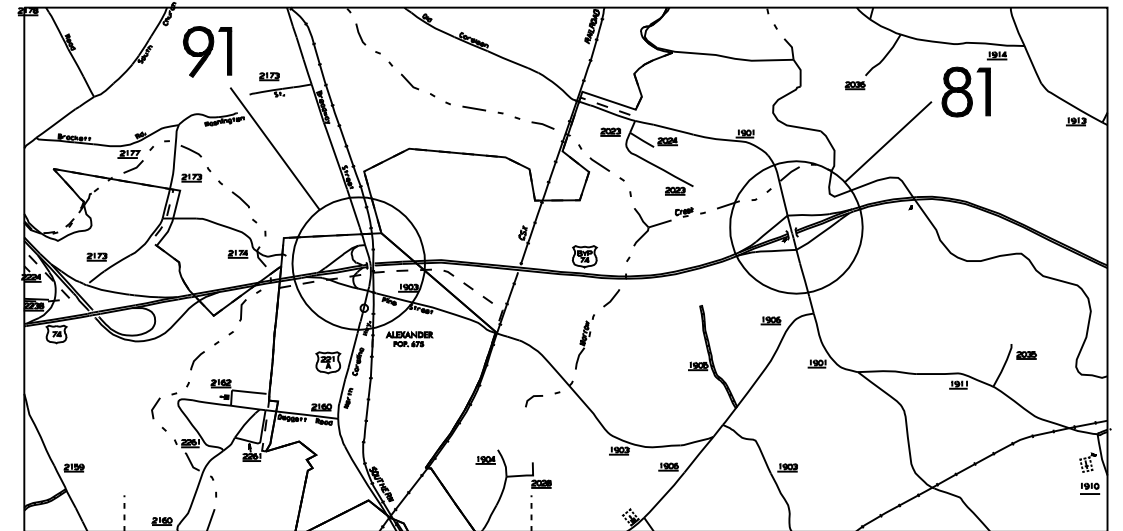
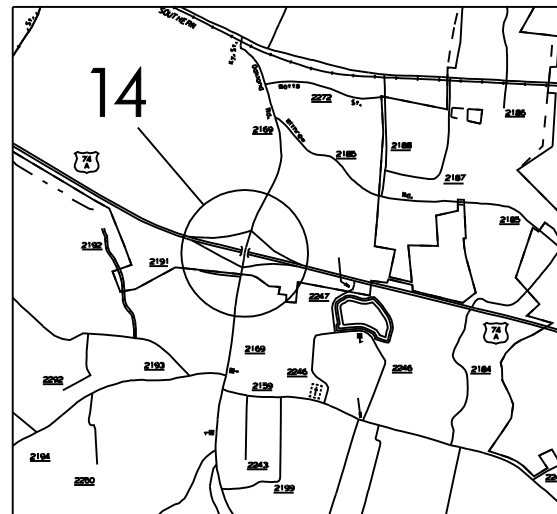
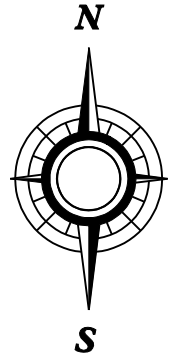
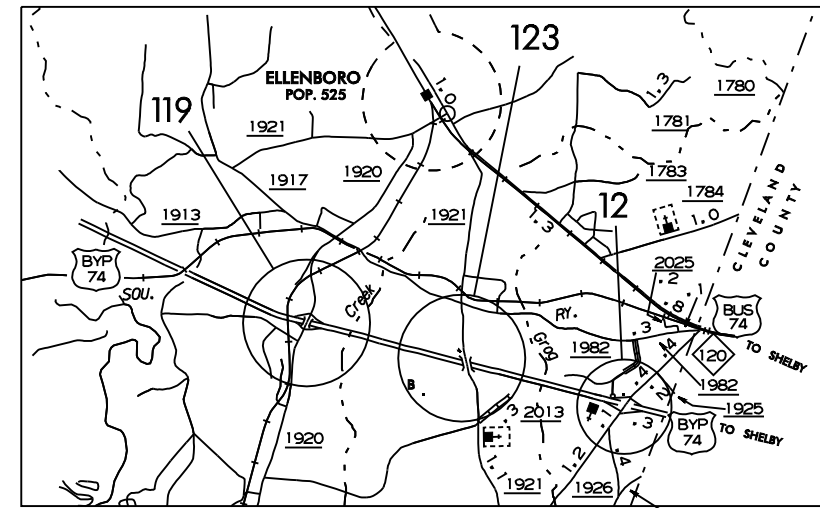
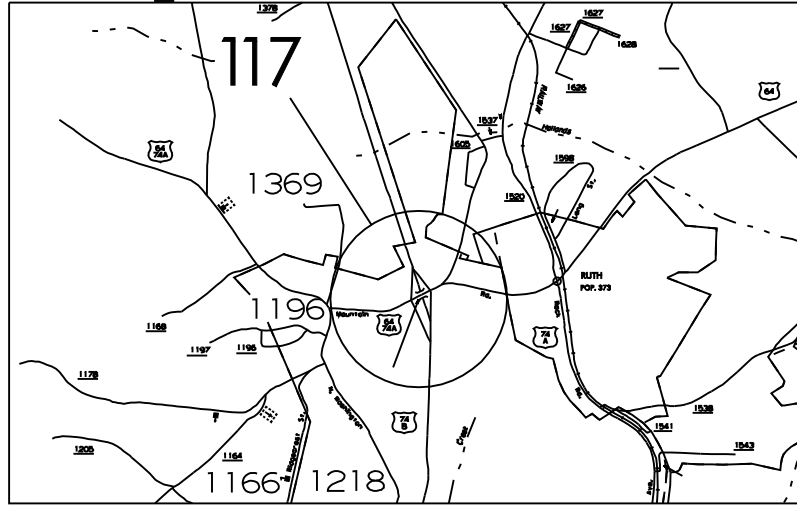


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

RUTHERFORD COUNTY

LOCATION: US 64/74A, SR 2169, SR 1920, SR 1921, NC 120, US 221A, SR 1901, ACROSS US 74B, US 74A, US 74BYP, TYPE OF WORK: BRIDGE PRESERVATION:CLEANING & PAINTING OF EXISTING BRIDGES #12, #14, #81, #91, #117, #119, AND #123 IN RUTHERFORD COUNTY.

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-4700AL	1	1
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	
36727.1.1	BRNHS-000S(504)	P.E.	
36727.3.36	BRNHS-000S(370)	CONST	



DESIGN DATA

PROJECT LENGTH

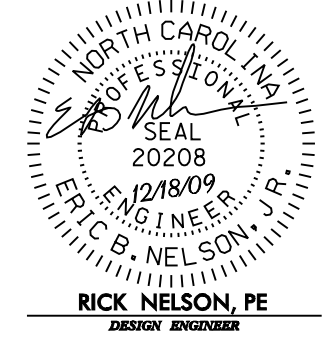
Prepared in the Office of:
BRIDGE MANAGEMENT UNIT
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

2006 STANDARD SPECIFICATIONS

LETTING DATE:
JANUARY 21, 2010

DAN HOLDERMAN, PE
STATE BRIDGE
MANAGEMENT ENGINEER

MIKE SUMMERS
BRIDGE MANAGEMENT
PROJECT MANAGER



RICK NELSON, PE
DESIGN ENGINEER

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

**PLAN FOR PROPOSED
TRAFFIC CONTROL**

RUTHERFORD COUNTY

LOCATION: BRIDGE NO.S 12, 14, 81, 91, 117, 119, AND 123.

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 74 AND US 74A
TCP-5	DETAIL FOR TREATMENT OF RIGHT LANE CLOSURES IN THE VICINITY OF EXIT RAMP
TCP-6	DETAIL FOR TREATMENT OF RIGHT LANE CLOSURES IN THE VICINITY OF EXIT RAMP
TCP-7	DETAIL FOR TREATMENT OF RIGHT LANE CLOSURES IN THE VICINITY OF ENTRANCE RAMP

WBS 36727.3.36

TIP PROJECT: B-4700AL

APPROVED: _____ DATE: _____ 	PLAN PREPARED BY: _____ 	Stantec Consulting Services Inc. Suite 300, 801 Jones Franklin Road Raleigh, NC 27606 Tel: 919.851.6866 Fax: 919.851.7024 www.stantec.com
_____ BETSY L. WATSON, PE _____ KELLIE L. WIESKAMP, EI	_____ TRAFFIC CONTROL ENGINEER _____ TRANSPORTATION 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 221 N. MAIN ST.	6:00 A.M.-9:00 A.M. MONDAY THRU FRIDAY AND 4:00 P.M.-6:00 P.M. MONDAY THRU FRIDAY
US 74 ALT	6:00 A.M.-9:00 A.M. MONDAY THRU FRIDAY AND 4:00 P.M.-6:00 P.M. MONDAY THRU FRIDAY
US 74 FROM US 74 ALT TO 1 MILE EAST OF SR 1901 (BRIDGES 91 AND 81)	6:00 A.M.-9:00 A.M. MONDAY THRU FRIDAY AND 4:00 P.M.-6:00 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 6:00 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 6:00 P.M. THURSDAY AND 6:00 A.M. MONDAY.
- 4) FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 P.M. FRIDAY TO 6:00 A.M. TUESDAY.
- 5) FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 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 6:00 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 6:00 P.M. FRIDAY AND 6:00 A.M. TUESDAY.
- 7) FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 P.M. TUESDAY TO 6:00 A.M. MONDAY.
- 8) FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 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 74 OR US 74 ALT. 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 74 OR US 74 ALT.
 - 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.

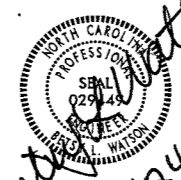
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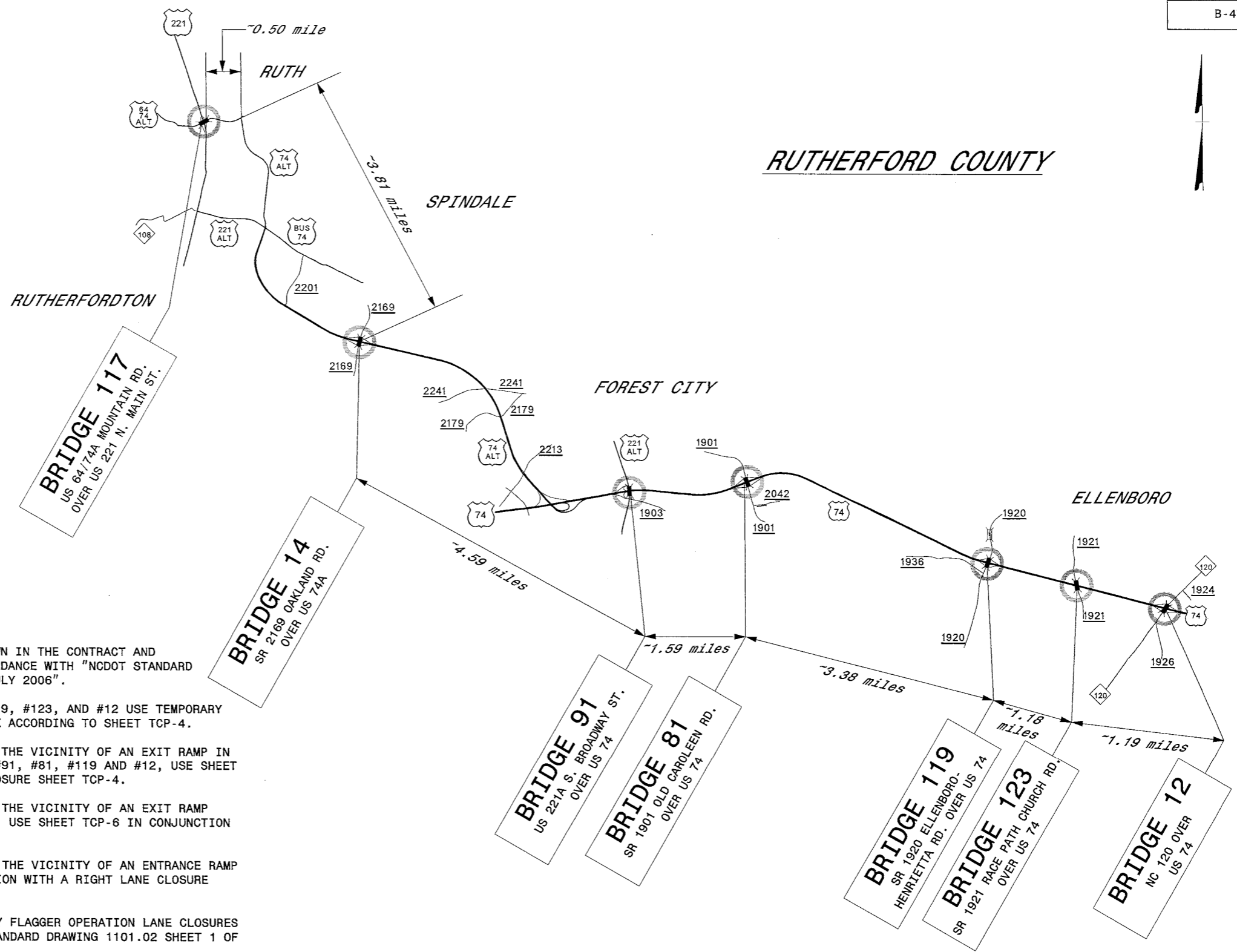
Beth Watson
11/24/09

SIGNATURE DATE



PROJECT NOTES GENERAL NOTES

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



RUTHERFORD COUNTY



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 #14, #91, #81, #119, #123, AND #12 USE TEMPORARY LANE CLOSURES ON US 74 TO PERFORM THE WORK ACCORDING TO SHEET TCP-4.

WHEN RIGHT LANE CLOSURES ENCROACH THROUGH THE VICINITY OF AN EXIT RAMP IN ADVANCE OF THE WORK AREA AT BRIDGES #14, #91, #81, #119 AND #12, USE SHEET TCP-5 IN CONJUNCTION WITH A RIGHT LANE CLOSURE SHEET TCP-4.

WHEN RIGHT LANE CLOSURES ENCROACH THROUGH THE VICINITY OF AN EXIT RAMP DOWNSTREAM OF THE WORK AREA AT BRIDGE # 91 USE SHEET TCP-6 IN CONJUNCTION WITH A RIGHT LANE CLOSURE SHEET TCP-4.

WHEN RIGHT LANE CLOSURES ENCROACH THROUGH THE VICINITY OF AN ENTRANCE RAMP AT BRIDGE #91 USE SHEET TCP-7 IN CONJUNCTION WITH A RIGHT LANE CLOSURE SHEET TCP-4.

WHEN WORKING ON BRIDGE #117, USE TEMPORARY FLAGGER OPERATION LANE CLOSURES ON US 221 MAIN ST. AS SHOWN ON ROADWAY STANDARD DRAWING 1101.02 SHEET 1 OF 9.

MAINTAIN EXIT LOOPS OPEN AT ALL TIMES FOR ALL INTERCHANGES ON THE PROJECT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

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:

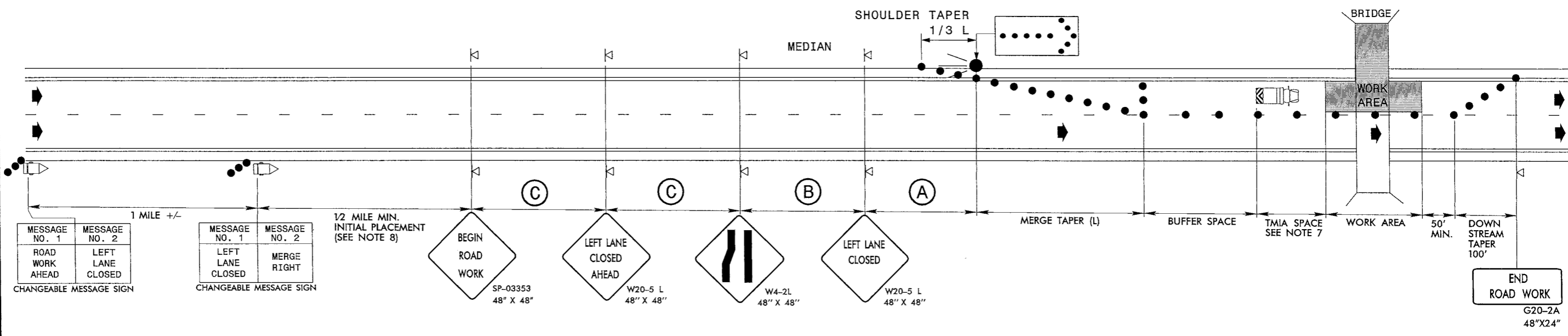
UPON COMPLETION OF THE PROJECT, REMOVE ALL TRAFFIC CONTROL DEVICES.

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 ketes@kmp

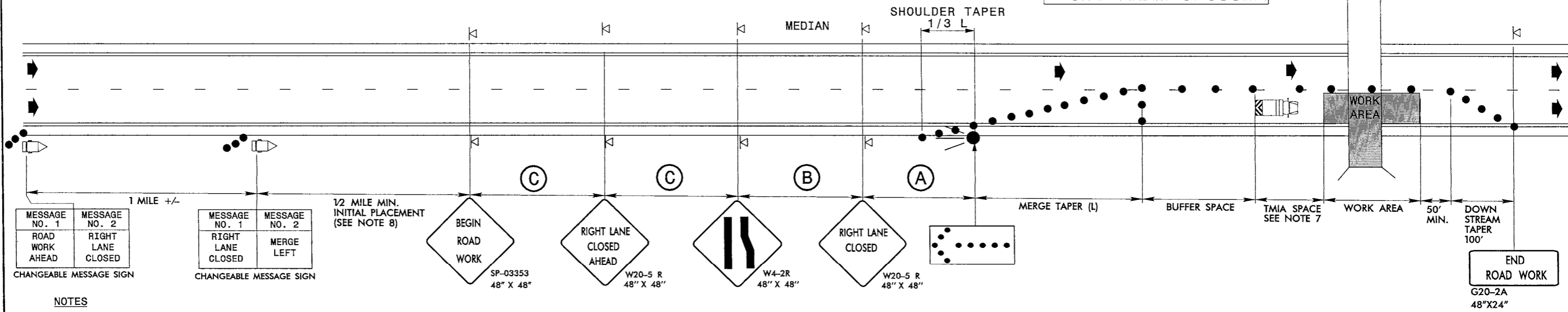
<p>Stantec Stantec Consulting Services Inc. Suite 300, 801 Jones Franklin Road Raleigh, NC 27606 Tel. 919.851.6888 Fax. 919.851.7024 www.stantec.com</p>	SEAL 	RUTHERFORD COUNTY BRIDGE PAINTING VICINITY MAP TRAFFIC CONTROL PHASING									
	SIGNATURE DATE	SCALE: NONE DATE: NOV. 2009 DWG. BY: KLV DESIGN BY: BLW REVIEWED BY: BLW	REVISIONS <table border="1"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>								

LEFT LANE CLOSURE

PROJECT REFERENCE NO.	SHEET NO.
B-4700AL	TCP-4



RIGHT LANE CLOSURE



NOTES

- USE THIS DRAWING FOR LANE CLOSURES ALONG US 74 AND US 74A ASSOCIATED WITH BRIDGES #14, #91, #81, #119, #123 AND #12.
 - 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 THROUGH TCP-7 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.
 - TMIA'S ARE REQUIRED ONLY WHEN A BUFFER SPACE CANNOT BE ATTAINED, OR WHEN DIRECTED BY THE ENGINEER OR THE PLANS. WHEN USED, 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.
- * FOR EASTBOUND LANE CLOSURES APPROACHING BRIDGE #91, PLACE A CMS ALONG BOTH US 74E AND RAMP FROM US 74 ALT TO US 74E.

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 www.stantec.com

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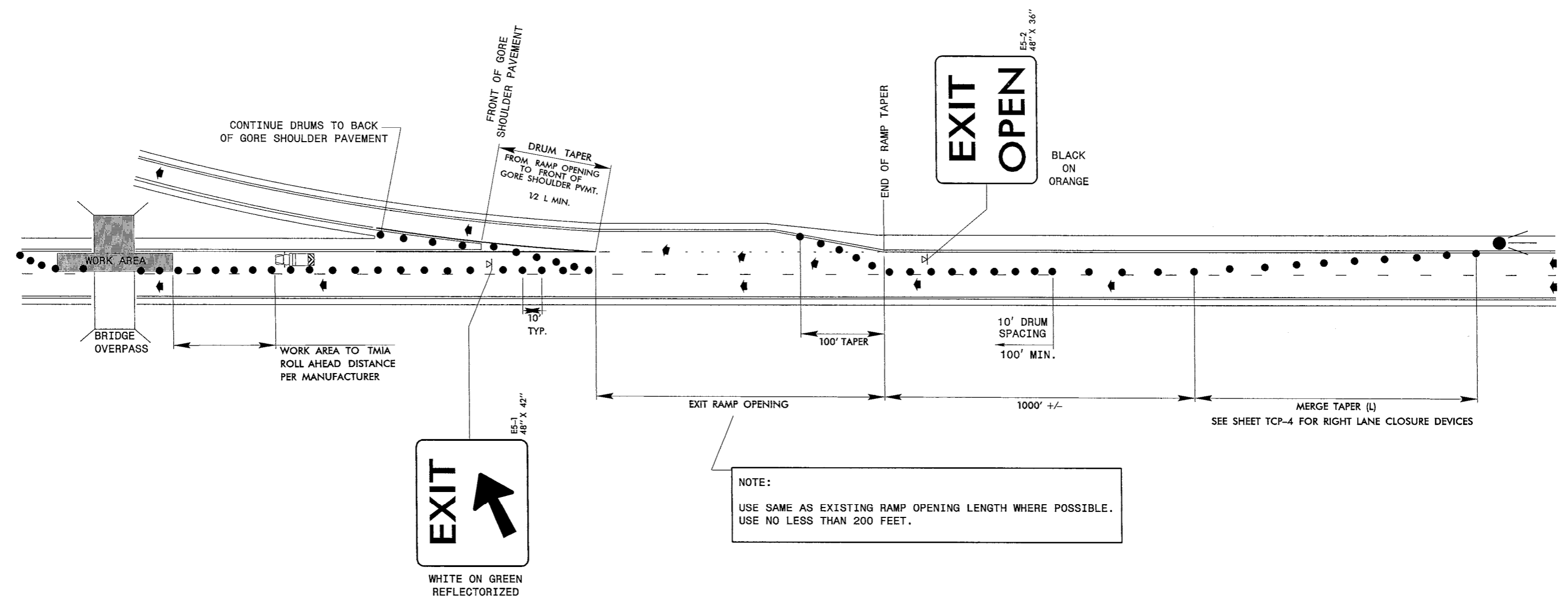
Michael Watson
 11/24/09

SIGNATURE DATE

TEMPORARY LANE CLOSURES ON US 74 & US 74 ALT.

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

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



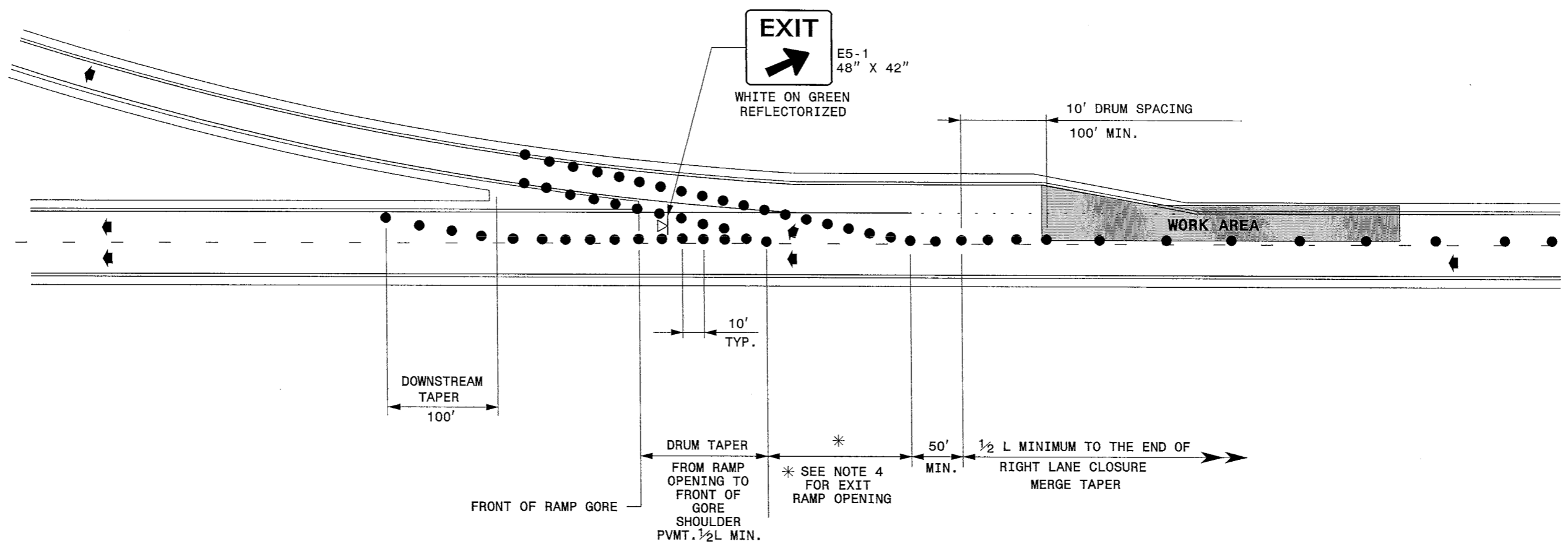
NOTE:
USE SAME AS EXISTING RAMP OPENING LENGTH WHERE POSSIBLE.
USE NO LESS THAN 200 FEET.

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 #14 (US 74A EB/WB RAMPS TO OAKLAND RD.), #91 (US 74 EB RAMP TO US 221A S. BROADWAY ST.), #81 (US 74 EB/WB RAMPS TO OLD CAROLEEN RD.), #119 (US 74 EB/WB RAMPS TO ELLENBORO-HENRIETTA RD.) AND #12 (US 74 EB/WB RAMPS TO NC 120).
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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 Stantec Stantec Consulting Services Inc. Suite 300, 801 Jones Franklin Road Raleigh, NC 27606 Tel. 919.851.6868 Fax. 919.851.7024 www.stantec.com	SEAL <i>Ashley L. Watson</i> 11/24/09	TYPICAL RIGHT LANE CLOSURE THROUGH VICINITY OF EXIT RAMP							
	SCALE: NONE DATE: NOV. 2009 DWG. BY: K LW DESIGN BY: BLW REVIEWED BY: BLW	 DIVISION OF HIGHWAY CONSTRUCTION TRAFFIC CONTROL	REVISIONS <table border="1"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>						



GENERAL NOTES

- 1-USE THE ABOVE DETAILS IN CONJUNCTION WITH A RIGHT LANE CLOSURE AS SHOWN ON SHEET TCP-4.
- 2-MOUNT EXIT SIGNS A MINIMUM OF 7 FEET ABOVE THE PAVEMENT ELEVATION.
- 3-USE THE ABOVE DETAIL FOR LANE CLOSURES ALONG I-40 FOR THE FOLLOWING SITUATION:
BRIDGE NO. 91: US 74 WB LOOP TO US 221 ALT. (S. BROADWAY ST.)
- * 4- USE EXISTING RAMP OPENING LENGTH WHERE POSSIBLE. USE NO LESS THAN 1/2 ORIGINAL LENGTH. IF 1/2 ORIGINAL LENGTH CANNOT BE OBTAINED, CONTACT THE WORK ZONE TRAFFIC CONTROL UNIT FOR FURTHER GUIDANCE.

LEGEND

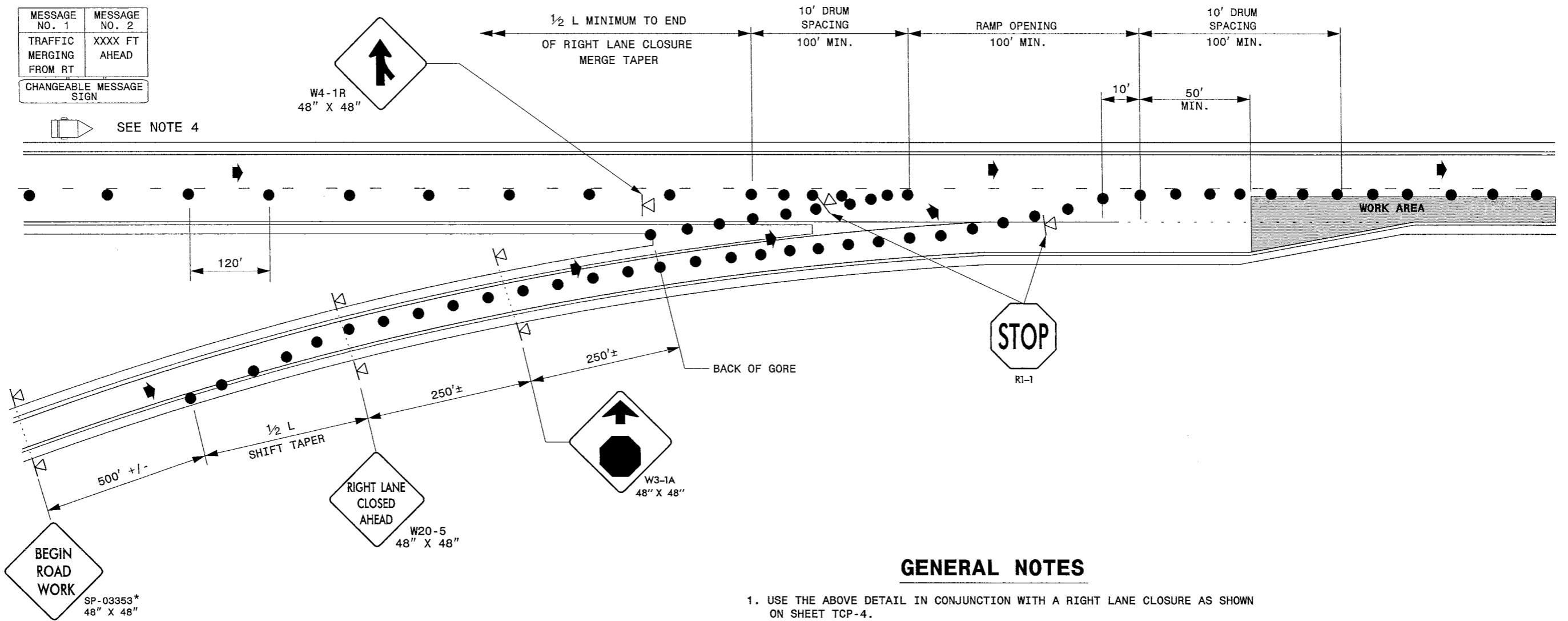
- TRUCK MOUNTED IMPACT ATTENUATOR
- DRUM
- PORTABLE SIGN
- DIRECTION OF TRAFFIC FLOW

11/24/2009
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 kwlskmp

 Stantec Consulting Services Inc. Suite 300, 801 Jones Franklin Road Raleigh, NC 27606 Tel. 919.851.6866 Fax. 919.851.7024 www.stantec.com	SEAL 	TYPICAL RIGHT LANE CLOSURE THROUGH VICINITY OF EXIT RAMP									
	SIGNATURE _____ DATE _____	SCALE: NONE DATE: NOV. 2009 DWG. BY: K LW DESIGN BY: BLW REVIEWED BY: BLW	REVISIONS <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>								

MESSAGE NO. 1	MESSAGE NO. 2
TRAFFIC MERGING FROM RT	XXXX FT AHEAD
CHANGEABLE MESSAGE SIGN	

SEE NOTE 4



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 SITUATIONS:
BRIDGE NO. 91 ON-LOOP FROM US 221 A (BROADWAY ST.) TO US 74 EB

LEGEND

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

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Raleigh, NC 27606
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11/24/09

SIGNATURE DATE

TYPICAL RIGHT LANE CLOSURE THROUGH VICINITY OF ENTRANCE RAMP

SCALE: NONE		REVISIONS
DATE: NOV. 2009		
DESIGN BY: K LW		
REVIEWED BY: BLW		

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