

GENERAL NOTES

1. EACH ROUNDABOUT IS UNIQUE AND THE TRAFFIC CONTROL MUST BE DEVELOPED TO MEET THE SPECIFIC CONDITIONS OF THE LOCATION AND THE WORK OPERATION. A DETOUR COULD POSSIBLY BETTER SERVE TRAFFIC MOVEMENT AND MUST BE CONSIDERED AS AN ALTERNATIVE TO A FLAGGING OPERATION.
2. FLAGGERS SHALL CONTROL TRAFFIC FLOW ON ALL APPROACHES OF THE ONE LANE ROUNDABOUT.
3. A LEAD FLAGGER SHALL BE DESIGNATED AND RADIO COMMUNICATION SHALL BE USED BY THE FLAGGERS.
4. ONLY ONE QUADRANT OF TRAFFIC SHALL BE RELEASED AT A TIME.
5. AT NIGHT, FLAGGER STATIONS SHALL BE ILLUMINATED. STREET LIGHTS AND VEHICLE HEADLIGHTS SHALL NOT BE USED TO ILLUMINATE THE FLAGGER STATION.
6. FLASHING WARNING LIGHTS AND/OR FLAGS MAY BE USED TO CALL ATTENTION TO THE ADVANCE WARNING SIGNS IN ACCORDANCE WITH MUTCD (6), STATE OR LOCAL STANDARDS OR GUIDELINES.
7. VEHICLE HAZARD WARNING SIGNALS SHALL NOT BE USED INSTEAD OF THE VEHICLE'S HIGH INTENSITY AMBER ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS. VEHICLE HAZARD WARNING SIGNALS CAN BE USED TO SUPPLEMENT HIGH INTENSITY AMBER ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
8. A PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) SHOULD BE CONSIDERED AS PART OF THE TRAFFIC CONTROL PLAN TO PROVIDE CLEAR GUIDANCE TO MOTORIST ON ALL APPROACHES OF THE ROUNDABOUT, ESPECIALLY APPROACHES THAT MUST REVERSE TRAFFIC FLOW.
9. ENSURE THAT MAXIMUM POSSIBLE SIGHT DISTANCE TO THE FLAGGER STATION IS ACHIEVED. MOTORISTS SHOULD HAVE A CLEAR LINE OF SIGHT FROM THE GRAPHIC FLAGGER SYMBOL SIGN TO THE FLAGGER.
10. INSTALL LANE CLOSURES WITH THE FLOW OF TRAFFIC, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC. REMOVE LANE CLOSURES AGAINST THE FLOW OF TRAFFIC, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
11. REFER TO RSD 1101.11, SHEET 1 & 4, FOR "L" DISTANCE AND SIGN SPACING.
12. PERIODIC ADJUSTMENTS TO THE CHANNELIZING DEVICES MAY BE ALLOWED IN AN ACTIVE WORK ZONE TO ACCOMMODATE THE TURNING MOVEMENTS OF TRACTOR TRAILER VEHICLES AND OTHER LARGE VEHICLES.
13. IN CASES WHERE PAVEMENT MARKINGS ARE NO LONGER APPLICABLE TO THE TRAFFIC PATTERN, CONSIDER REMOVING OR COVERING THE MARKINGS AT THE DISCRETION OF THE ENGINEER.
14. REFER TO NOTES ON RSD 1101.02, SHEET 3.
15. FLAGGING OPERATIONS MAY NOT BE NECESSARY WHEN WORKING ON THE SHOULDERS OR IN THE ISLAND OF THE ROUNDABOUT. IF A DRIVING LANE(S) WIDTH OF AT LEAST 10 FEET (OR MORE DEPENDING ON THE DESIGN OF THE VEHICLE) CAN BE MAINTAINED WHILE SHOULDER WORK ON AN APPROACH IS BEING CONDUCTED, THE DRIVING LANE(S) MAY REMAIN OPEN TO TRAFFIC. ROAD WORK AHEAD, SHOULDER WORK AHEAD AND/OR SHOULDER CLOSED SIGNS SHOULD BE USED WHERE APPLICABLE, ALONG THE LANE OR SHOULDER TAPERS AND WORK AREA DELINEATION.
16. DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK UNLESS COVERED.
17. COVER EXISTING SIGNS THAT CONFLICT WITH WORK ZONE TRAFFIC PATTERN DURING ACTIVE WORK HOURS. UNCOVER SIGNS WHENEVER WORK IS NOT TAKING PLACE.
18. PROVIDE PEDESTRIAN ACCOMMODATIONS WHEN CLOSING OFF CROSSWALKS.
19. REFER TO RSD 1101.01 FOR WORK ZONE ADVANCE WARNING SIGN PLACEMENT.

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

2021

ROADWAY STANDARD DRAWING FOR
TEMPORARY LANE CLOSURES
OUTSIDE LANE CLOSURE ON TWO-LANE ROUNDABOUT

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

2021

ROADWAY STANDARD DRAWING FOR
TEMPORARY LANE CLOSURES
OUTSIDE LANE CLOSURE ON TWO-LANE ROUNDABOUT