STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO. SHEET NO B-2532 TCP-1

PLAN FOR PROPOSED TRAFFIC CONTROL, MARKING & DELINEATION

CRAVEN COUNTY

ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS APPEAR IN "ROADWAY STANDARD DRAWINGS" -ROADWAY DESIGN UNIT-N.C. DEPARTMENT OF TRANSPORTATION-RALEIGH, N.C., DATED JANUARY 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
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1130.01	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGERS
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.07	PAVEMENT MARKINGS - PEDESTRIAN CROSSWALKS
1205.08	PAVEMENT MARKINGS - SYMBOLS & WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	PAVEMENT MARKER SPACING
1253.01	SNOWPLOWABLE RAISED PAVEMENT MARKERS
1261.01	GUARDRAIL & BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL & BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION

INDEX OF SHEETS

SHEET NO.	TITLE
TCP-1	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND AND INDEX OF SHEETS
TCP-2	PROJECT NOTES
TCP-3	PHASING
TCP-4	LANE CLOSURE AND SIGN DETAIL
TCP-5	LANE CLOSURE AND SIGN DETAIL
TCP-6	LANE CLOSURE AND SIGN DETAIL
PMP - 1	FINAL PAYMENT MARKING SCHEDULE
PMP-2	FINAL PAYMENT MARKING

LEGEND

GENERAL

DIRECTION OF TRAFFIC FLOW

NORTH ARROW

PROPOSED PVMT. ----- EXIST. PVMT.

WORK AREA

REMOVAL OF EXISTING PAVEMENT

TRAFFIC CONTROL DEVICES

TYPE III BARRICADE

O TUBULAR MARKER

FLASHING ARROW PANEL (TYPE C)

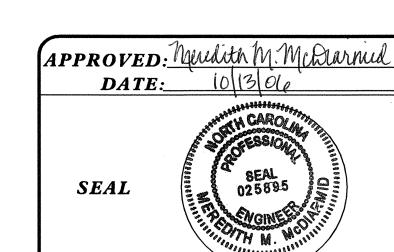
PORTABLE SIGN

— STATIONARY SIGN

CHANGEABLE MESSAGE SIGN

PAVEMENT MARKINGS

PERMANENT PAVEMENT MARKING SYMBOLS



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

J. S. BOURNE, P.E.

TRAFFIC CONTROL ENGINEER

M. McDIARMID, P.E.

TRAFFIC CONTROL PROJECT ENGINEER

C. B. HOWARD M. D. STOKES TRAFFIC CONTROL DESIGN ENGINEER / TECHNICIAN

TRAFFIC CONTROL PROJECT DESIGN ENGINEER

GENERAL NOTES

ADAPT THE TRAFFIC CONTROL PLANS, WHEN DIRECTED BY THE ENGINEER, TO MEET FIELD CONDITIONS TO PROVIDE SAFE AND EFFICIENT TRAFFIC MOVEMENT. CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS AND ROADWAY DETAILS ARE NOT ATTAINABLE, OR RESULT IN DUPLICATE, OR UNDESIRED OVERLAPPING OF DEVICES. MODIFICATION MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING OR REMOVAL OF DEVICES.

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 AND SHOULDER CLOSURE REQUIREMENTS

- A) 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.
- B) 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 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.
- 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.

PAVEMENT EDGE DROP OFF REQUIREMENTS

D) BACKFILL AT A 6:1 SLOPE UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN AREAS ADJACENT TO AN OPENED TRAVEL LANE THAT HAVE A DROP-OFF AS FOLLOWS:

BACKFILL DROP-OFFS THAT EXCEED 2 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS OF 45 MPH OR GREATER.

BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- F) PROVIDE PERMANENT SIGNING.
- G) PROVIDE AND MAINTAIN CHANGEABLE MESSAGE SIGN(CMS)BOARDS OFF THE PROJECT LIMITS.
- H) STATE FORCES WILL BE RESPONSIBLE FOR DETOUR SIGNING.
- () STATE FORCES WILL BE RESPONSIBLE FOR CMS MESSAGING.
- J) STATE FORCES WILL COVER OR REMOVE ALL DETOUR SIGNS WHEN THE DETOUR IS NOT IN OPERATION.
- K) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- L) STATIONARY SIGNS ON BRIDGE DECKS MAY BE ATTACHED TO BRIDGE RAILING.

TRAFFIC CONTROL DEVICES

- M) WHEN USING ROADWAY STANDARD NO. 1101.02, SHEET 1 OF 9, SKINNY-DRUMS MAY BE USED IN LIEU OF CONES.
- N) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY. STAGGER OR OVERLAP BARRICADES TO ALLOW FOR INGRESS OR EGRESS.
- O) TUBULAR MARKERS ARE TO BE MAINTAINED BY THE CONTRACTOR FOR THE DURATION OF THE PROJECT. ALL DAMAGED TUBULAR MARKERS ARE TO BE REPLACED AT NO COST TO THE DEPARTMENT.

PAVEMENT MARKINGS AND MARKERS

P) INSTALL PAVEMENT MARKINGS AND PAVEMENT MARKERS ON THE FINAL SURFACE AS FOLLOWS:

ROAD NAME

MARKING

MARKER

US 70 BUS

TYPE III COLD APPLIED PLASTIC

SNOWPLOWABLE

Q) INSTALL TEMPORARY PAVEMENT MARKINGS ON PAVEMENT AS FOLLOWS:

ROAD NAME

MARKING

S. FRONT STREET TYPE IV COLD APPLIED PLASTIC

R) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

MISCELLANEOUS

S) REFER TO MUTCD, PARTS 6D AND 6H1, AND PROVIDE FOR PEDESTRIAN SAFETY AND ACCESSIBILITY CONSIDERATIONS.

SEAL O25895

PROJECT NOTES

DATE:

DWG. BY: MDS

DESIGN BY: MDS

REVIEWED BY: CBH

OF HIGH

REVISIONS

root0l/proj/tipprojects-b/b2532\traffic\trafficcontrol\tcp\B2532_TC_TCP_2.dgr AT W7TC224243

PHASING

PROJ. REFERENCE NO. SHEET NO.

B-2532
TCP-3

REVISIONS

PHASE I

TCP DRAWINGS PROVIDED INDICATE A MINIMUM OF REQUIRED PEDESTRIAN WARNING SIGNS AS REQUIRED BY THE MUTCD. INSTALL ADDITIONAL SIGNAGE, BARRIERS AND ANY OTHER DEVICES NECESSARY TO INSURE THE SAFETY AND ACCESSIBILITY OF PEDESTRIANS AS REQUIRED PER PROJECT NOTE "S" BEFORE BEGINNING ANY CONSTRUCTION.

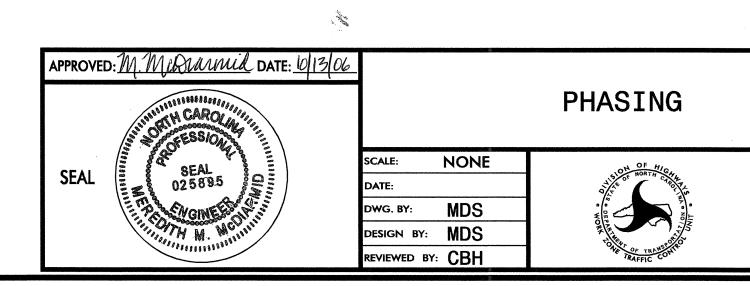
- STEP 1: NOTIFY THE ENGINEER TO HAVE STATE FORCES INSTALL ALL
 DETOUR SIGNING. CMS BOARDS WILL BE PROVIDED BY CONTRACTOR
 FOR THE OFF-SITE DETOUR. STATE FORCES TO COVER DETOUR
 SIGNING UNTIL CONSTRUCTION BEGINS.
- STEP 2: STARTING 14 DAYS BEFORE BRIDGE CONSTRUCTION BEGINS, NOTIFY THE ENGINEER TO HAVE STATE FORCES DISPLAY A MESSAGE ON CMS BOARDS THAT THE BRIDGE WILL BE CLOSING AND DATE OF CLOSING. STATE FORCES WILL BE RESPONSIBLE FOR CMS MESSAGING.
 - CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING THE FINAL SIGNAL HEADS, MAST ARMS AND SIGNAL LOOPS AT ALL APPROACHES OF THE US 70 BUSINESS INTERSECTION ON THE SOUTH SIDE OF THE PROJECT. USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 AND 3 OF 9, AND FLAGGERS AT INTERSECTION, CONTRACTOR CAN BEGIN INSTALLING THE SIGNAL HEADS AND MAST ARMS PER NCDOT TRAFFIC SIGNAL PLANS. CONTRACTOR SHALL INSTALL NEW SIGNAL LOOP 2C BEFORE CONSTRUCTION BEGINS, BUT SHALL NOT INSTALL SIGNAL LOOPS 2A AND 2B UNTIL STEP 7.
- STEP 3: NOTIFY THE ENGINEER TO HAVE STATE FORCES UNCOVER DETOUR SIGNING, PROGRAM CMS BOARDS WITH DETOUR INFORMATION AND COVER EXISTING SIGNING THAT CONFLICTS WITH THE DETOUR AND OPEN THE DETOUR ROUTE TO TRAFFIC. STATES FORCES WILL BE RESPONSIBLE FOR CMS DETOUR MESSAGING AND WHICH EXISTING SIGNS NEED TO BE COVERED ALONG DETOUR ROUTE.
- STEP 4: USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 AND 3 OF 9, AND FLAGGERS AT INTERSECTIONS, PLACE TYPE III BARRICADES, LANE CLOSURE TRAFFIC CONTROL DEVICES, AND WORK ZONE SIGNING AS SHOWN ON TCP-4, TCP-5 AND TCP-6 TO CLOSE -L- TO THROUGH TRAFFIC. CONTRACTOR WILL BE RESPONSIBLE FOR MODIFYING EXISTING TRAFFIC SIGNALS AT THE US 70 BUSINESS INTERSECTION ON THE SOUTH SIDE OF THE PROJECT PER NCDOT TRAFFIC SIGNAL PLANS. STATE FORCES WILL BE RESPONSIBLE FOR DISCONNECTING AND BAGGING ALL SIGNAL HEADS AND PEDESTRIAN HEADS AT THE INTERSECTION OF E. FRONT STREET AND S. FRONT STREET ON THE NORTH SIDE OF THE PROJECT.
 - USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 9, INSTALL TEMPORARY PAVEMENT MARKING ON S. FRONT STREET AND REMOVE EXISTING CROSSWALK MARKINGS AS SHOWN ON TCP-6.
- STEP 5: REMOVE EXISTING STRUCTURE, CONCRETE ISLAND AND SIDEWALK FROM -L- STA. 13+60 +/- TO 38+80 +/- AND CONSTRUCT PROPOSED FROM -L- STA. 12+76 +/- TO 38+81 +/-. PLACE DRUMS AS SHOWN ON TCP-4 DURING CONSTRUCTION OF CURB/GUTTER FROM -L- STA. 12+76 +/- TO 13+60 +/-. USE ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 9, WHEN CONSTRUCTION IS WITHIN FIVE FEET OF AN OPEN TRAVEL LANE.

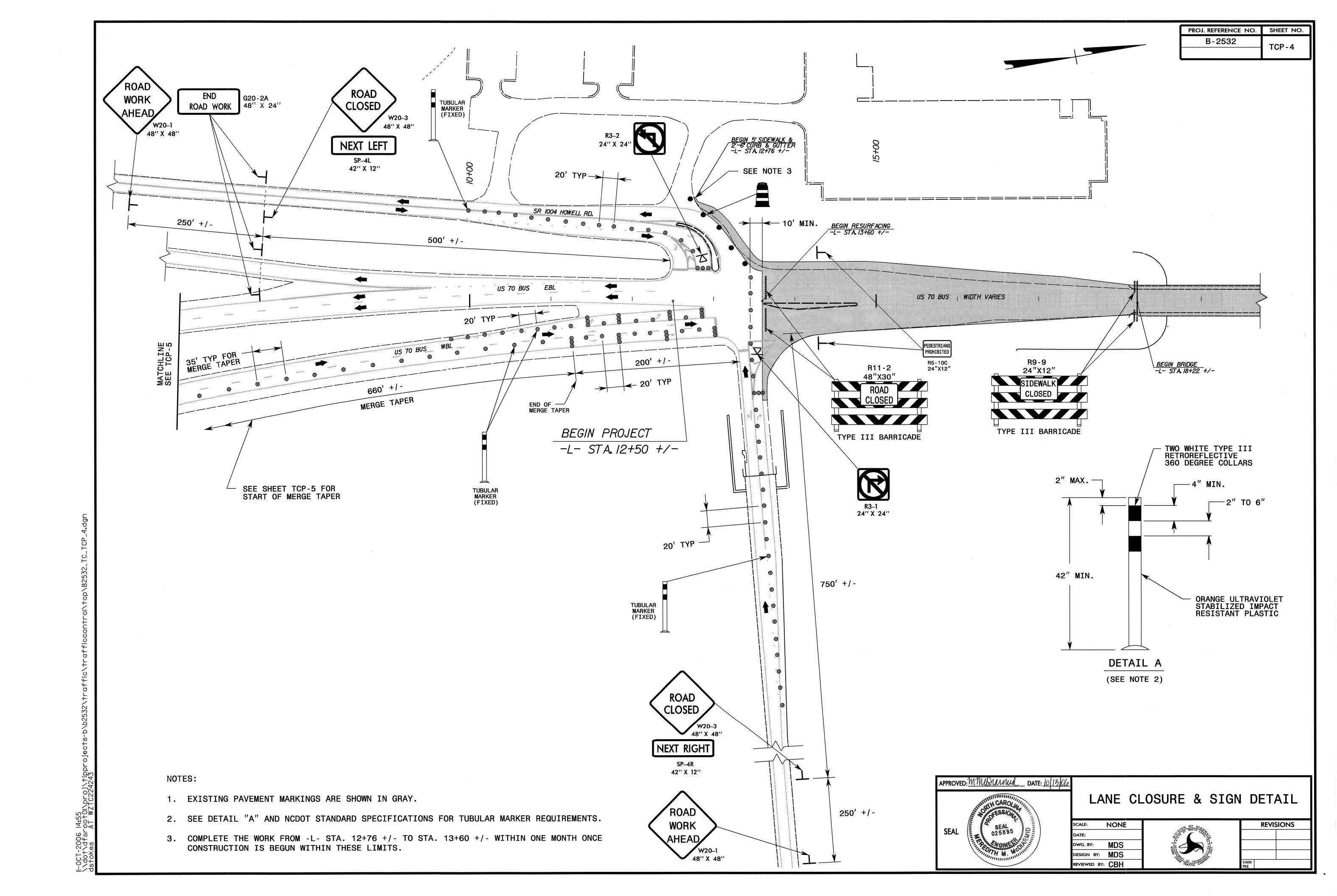
WORKING IN A CONTINUOUS MANNER ON A DAY COORDINATED BY THE CONTRACTOR WITH THE ENGINEER, THE CONTRACTOR SHALL COMPLETE THE FOLLOWING WORK. WORK SHALL BEGIN AT 7:00 P.M. AND FINISH THE FOLLOWING DAY AT 5:00 A.M. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

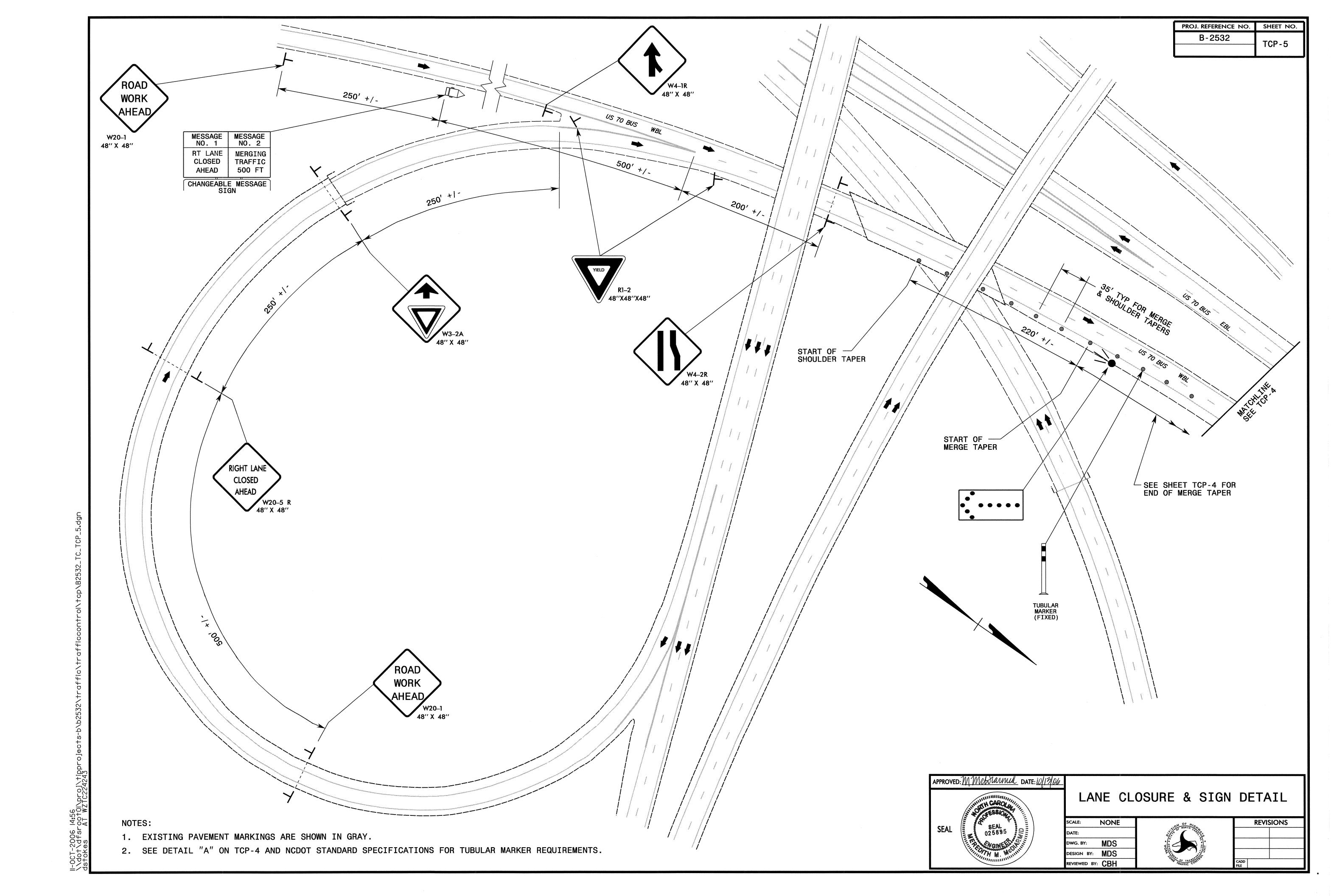
- USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 9, CLOSE THE LANE THROUGH THE INTERSECTION OF EAST BOUND S. FRONT STREET TO NORTH BOUND E. FRONT STREET AND CONNECT THE 4" PVC SEWER PIPE TO THE EXISTING SEWER SYSTEM AT -L- STA. 39+07 +/-. SEE DETAIL "B" ON SHEET TCP-6.

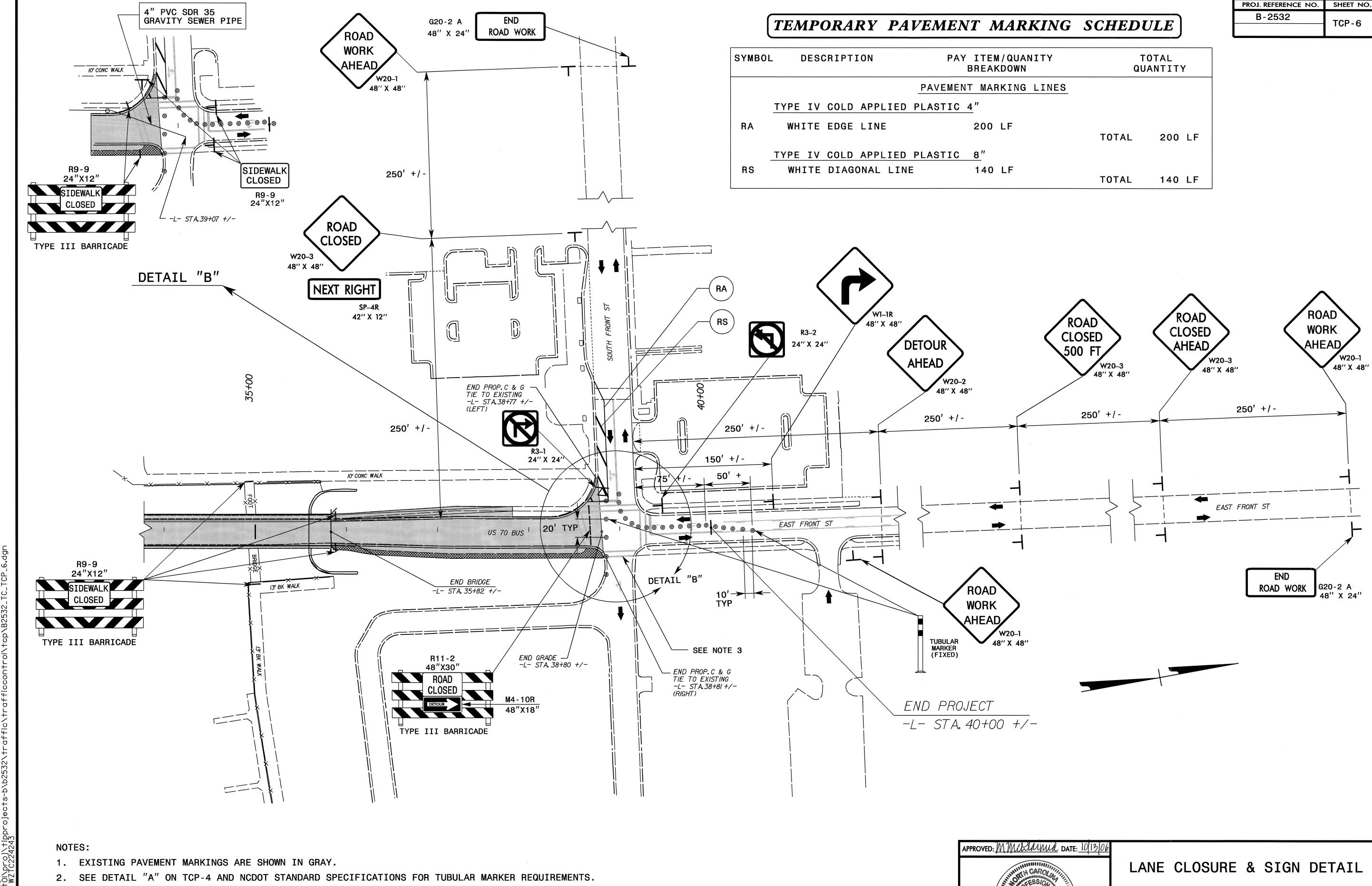
STEP 6: -	WHILE STILL MAINTAINING MERGE TAPERS AND LANE CLOSURES,
	REMOVE ALL TUBULAR MARKERS ON THE SOUTH SIDE OF THE PROJECT
	AS SHOWN ON SHEETS TCP-4 AND TCP-5 AND REPLACE WITH DRUMS AS
	DESCRIBED IN ROADWAY STANDARD DRAWING 1101.02, SHEET 3 OF 9.

- REMOVE ALL TUBULAR MARKERS ON THE NORTH SIDE OF THE PROJECT AS SHOWN ON TCP-6 AND REPLACE WITH SKINNY-DRUMS. SPACE SKINNY-DRUMS ON A 10 FT. SPACING.
- STEP 7: USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 AND 3 OF 9,
 AND FLAGGERS AT INTERSECTION, FINISH INSTALLING THE FINAL
 SIGNAL HEADS AND MAST ARMS AT ALL APPROACHES OF THE US 70
 BUSINESS INTERSECTION AND INSTALL NEW SIGNAL LOOPS 2A AND 2B
 PER NCDOT TRAFFIC SIGNAL PLANS ON THE SOUTH SIDE OF THE PROJECT.
 BAG SIGNAL HEADS.
 - EXCEPT FOR CROSSWALK PAVEMENT MARKINGS ON THE NORTH SIDE OF THE PROJECT, PLACE TYPE III COLD APPLIED PLASTIC PAVEMENT MARKINGS AND SNOWPLOWABLE MARKERS ON PROPOSED -L- AS SHOWN ON PMP-2. USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 9, AND FLAGGERS AT THE INTERSECTIONS, TIE-IN NEW PAVEMENT MARKINGS TO EXISTING PAVEMENT MARKINGS.
- STEP 8: WORKING IN A CONTINUOUS MANNER, REMOVE TYPE III BARRICADES, LANE CLOSURE TRAFFIC CONTROL DEVICES, TEMPORARY PAVEMENT MARKINGS AND ALL WORK ZONE SIGNING EXCEPT FOR THE WORK ZONE ADVANCE WARNING SIGNS. DEACTIVATE AND BAG EXISTING SIGNAL HEADS AT THE INTERSECTION ON THE SOUTH SIDE OF PROJECT AND ACTIVATE NEW SIGNAL HEADS. INFORM ENGINEER TO HAVE STATE FORCES RECONNECT AND UNBAG SIGNAL HEADS AND PEDESTRIAN HEADS AT THE INTERSECTION ON THE NORTH SIDE OF THE PROJECT. HAVE STATE FORCES REMOVE DETOUR SIGNING AND OPEN -L- TO TRAFFIC.
 - USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 9, PLACE CROSSWALK PAVEMENT MARKINGS ON THE NORTH SIDE OF THE PROJECT AS SHOWN ON PMP-2.
- STEP 9: USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 AND 3 OF 9, AND FLAGGERS AT INTERSECTION, REMOVE OLD SIGNAL HEADS AND WOOD SIGNAL POLES AT ALL APPROACHES OF THE US 70 BUSINESS INTERSECTION ON THE SOUTH SIDE OF THE PROJECT AND DELIVER TO STATE FORCES.
- STEP 10: REMOVE ALL REMAINING TRAFFIC CONTROL DEVICES FROM PROJECT.









NONE

DESIGN BY: MDS REVIEWED BY: CBH **REVISIONS**

3. REMOVE ALL EXISTING CROSSWALK MARKINGS AT THE INTERSECTION OF E. FRONT STREET AND S. FRONT STREET.

4. SEE DETAIL "B" FOR ADDITIONAL SIGNING LOCATIONS AND 4" SEWER PIPE INSTALLATION.