

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO.	SHEET NO.
B-4321	TCP-1

**PLAN FOR PROPOSED
TRAFFIC CONTROL, MARKING & DELINEATION
WAYNE COUNTY**

B-4321

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
1101.03	TEMPORARY ROAD CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1110.01	STATIONARY WORK ZONE SIGNS
1145.01	BARRICADES - TYPE III
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - DIVIDED AND UNDIVIDED ROADWAYS
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	PAVEMENT MARKER SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY
1261.01	GUARDRAIL AND BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION

INDEX OF SHEETS

SHEET NO.	TITLE
TCP-1	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, INDEX OF SHEETS, LEGEND AND PAVEMENT MARKING SCHEDULE.
TCP-2	PROJECT NOTES, LOCAL NOTES, AND PHASING.
TCP-3 & 4	OFF-SITE DETOUR
SD-1	SPECIAL SIGN DESIGN

LEGEND

- GENERAL**
- DIRECTION OF TRAFFIC FLOW
 - NORTH ARROW
 - PROPOSED PVMT. EXIST. PVMT.
 - WORK AREA
 - REMOVAL OF EXISTING PAVEMENT

TRAFFIC CONTROL DEVICES

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

PAVEMENT MARKINGS

- CRYSTAL/CRYSTAL PAVEMENT MARKER
- YELLOW/YELLOW PAVEMENT MARKER
- CRYSTAL/RED PAVEMENT MARKER
- PAVEMENT MARKING SYMBOLS

PAVEMENT MARKING SCHEDULE

SYMBOL	DESCRIPTION	PAY ITEM	QUANTITY	TOTAL QUANTITY
FINAL PAVEMENT MARKINGS				
THERMOPLASTIC (4", 90 MILS)				
TA	WHITE EDGELINE		2400 LF	
				TOTAL 2400 LF
THERMOPLASTIC (4", 120 MILS)				
TI	YELLOW DOUBLE CENTER		2400 LF	
				TOTAL 2400 LF
MARKERS				
PERMANENT RAISED PAVEMENT MARKERS				
MA	YELLOW & YELLOW		20 EA	
				TOTAL 20 EA

TIP PROJECT:

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APPROVED:	PLAN PREPARED BY: N.C.D.O.T. WORK ZONE TRAFFIC CONTROL UNIT
DATE: 12/20/07	
SEAL	J. S. BOURNE, P.E. TRAFFIC CONTROL ENGINEER
	J. S. KITE, P.E. TRAFFIC CONTROL PROJECT ENGINEER
	J. D. KUSE, P.E. TRAFFIC CONTROL PROJECT DESIGN ENGINEER
	D. W. BISSETTE, P.E. TRAFFIC CONTROL DESIGN ENGINEER / TECHNICIAN

PROJECT NOTES

PROJ. REFERENCE NO.	SHEET NO.
B-4321	TCP-2

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 UNDESIRABLE 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.

PAVEMENT EDGE DROP OFF REQUIREMENTS

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

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

BACKFILL DROP-OFFS THAT EXCEED 3 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS LESS THAN 45 MPH.

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

- B) DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 500' IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- D) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 40 FT FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- E) PROVIDE PERMANENT SIGNING.
- F) PROVIDE DETOUR SIGNING WITHIN AND OFF THE PROJECT LIMITS.
- G) COVER OR REMOVE ALL DETOUR SIGNS WITHIN AND OFF THE PROJECT LIMITS WHEN A DETOUR IS NOT IN OPERATION.
- H) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

TRAFFIC CONTROL DEVICES

- I) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
NC 32 (ASPHALT)	THERMOPLASTIC	RAISED REFLECTIVE
NC 32 (BRIDGE)	COLD APPLIED PLASTIC	RAISED REFLECTIVE

- K) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

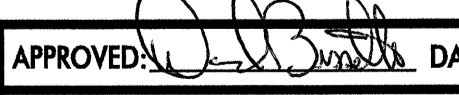

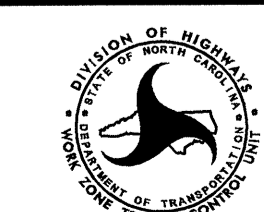
LOCAL NOTES

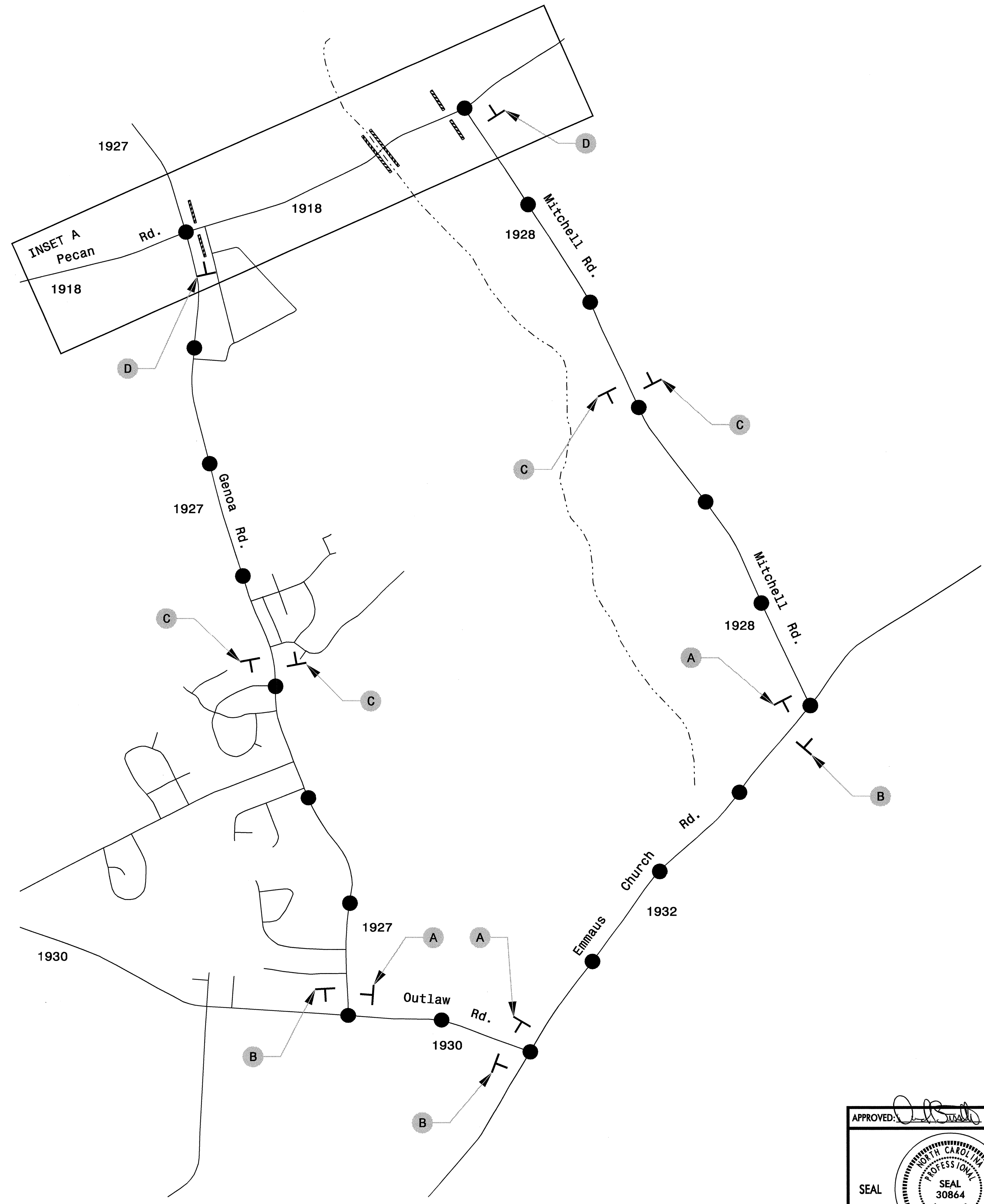
- COORDINATE ROAD CLOSINGS WITH WAYNE COUNTY SCHOOLS AND WAYNE COUNTY EMERGENCY MANAGEMENT SERVICES.
- INSTALL SIGNS BEFORE THE BARRICADES WHEN CLOSING THE ROADWAY TO TRAFFIC. REMOVE BARRICADES BEFORE THE SIGNS WHEN OPENING THE ROADWAY TO TRAFFIC. INSTALL/REMOVE SIGNS AND BARRICADES WITHIN THE SAME CALENDAR DAY.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED BY THE ENGINEER.
- MAINTAIN DRIVEWAY ACCESS WITHIN PROJECT LIMITS USING INCIDENTAL STONE.
- USE FLAGGERS AS NEEDED TO MAINTAIN LOCAL TRAFFIC WITHIN ROAD CLOSURE. FLAGGING WILL BE INCIDENTAL TO THE COST OF THE CONTRACT.
- REAPPLY PAVEMENT MARKINGS UP TO 100' BEYOND CONSTRUCTION LIMITS IF NEEDED TO REPAIR DAMAGE AND/OR TRACKING FROM CONSTRUCTION.

PHASING

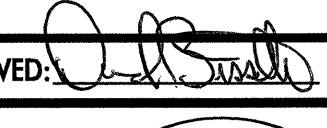
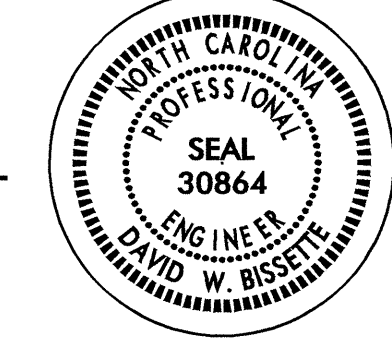
- STEP 1 INSTALL SIGNS AND BARRICADES CLOSING SR 1918 TO THROUGH TRAFFIC AS SHOWN ON TCP-3 AND TCP-4 AND IN ACCORDANCE WITH ROADWAY STANDARD DRAWING 1101.03, SHEET 1 OF 9 AND ROADWAY STANDARD DRAWING 1145.01, SHEET 1 OF 1. (SEE LOCAL NOTES NO. 1, 2 AND 3)
- STEP 2 CONSTRUCT THE FOLLOWING WITHIN THE ROAD CLOSURE: (SEE LOCAL NOTES NO. 4 AND 5)
 -REMOVE THE EXISTING STRUCTURE
 -CONSTRUCT THE PROPOSED STRUCTURE
 -CONSTRUCT THE PROPOSED ROADWAY SECTION -L- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE FROM STA. 11+50+/- TO STA. 16+58+/- AND FROM STA. 17+88+/- TO STA. 23+50+/-
- STEP 3 PLACE THE FINAL LAYER OF SURFACE COURSE AND APPLY THE FINAL PAVEMENT MARKINGS AND PAVEMENT MARKERS ON -L- FROM STA. 11+50+/- TO STA. 23+50+/- (SEE LOCAL NOTE NO. 6)
- STEP 4 REMOVE ALL BARRICADES, ROAD CLOSED SIGNS AND DETOUR SIGNS AND OPEN SR 1918 TO THROUGH TRAFFIC. (SEE LOCAL NOTE NO. 2)

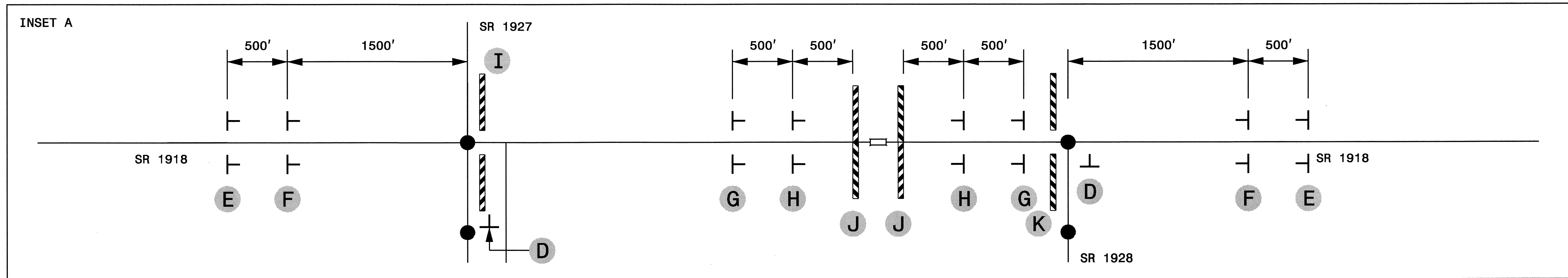
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 dwbissette AT WZTC237500

APPROVED:  DATE: 12/21/07	<h2>PROJECT NOTES</h2>	
		
SCALE: NONE		REVISIONS
DATE: 12/07		
DWG. BY: DWB		
DESIGN BY: DWB		
REVIEWED BY: JDK		

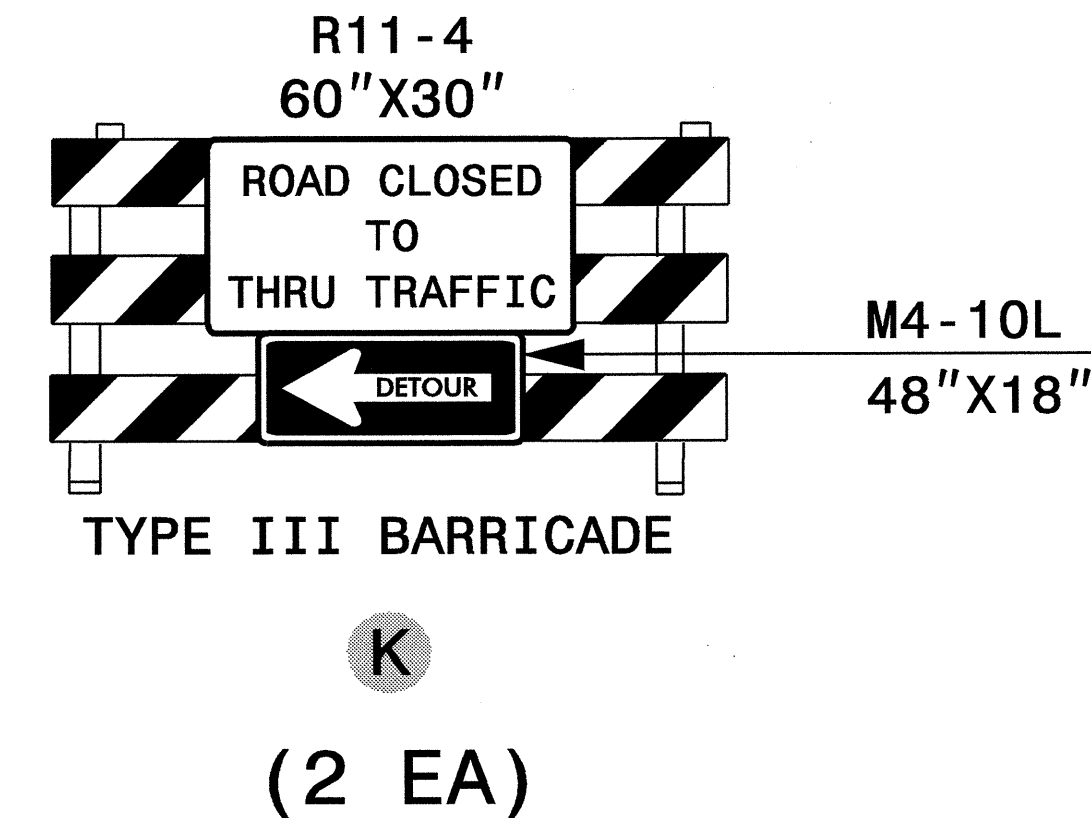
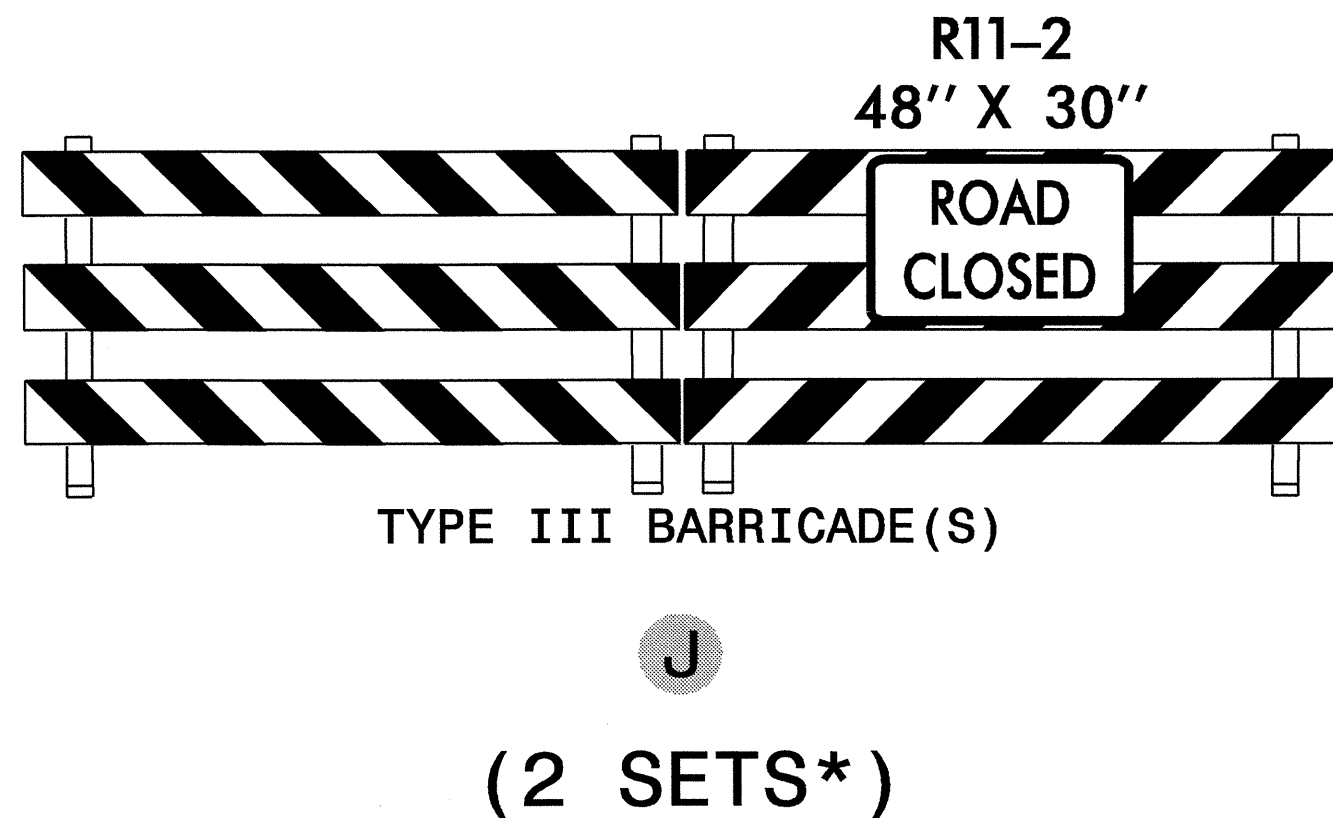
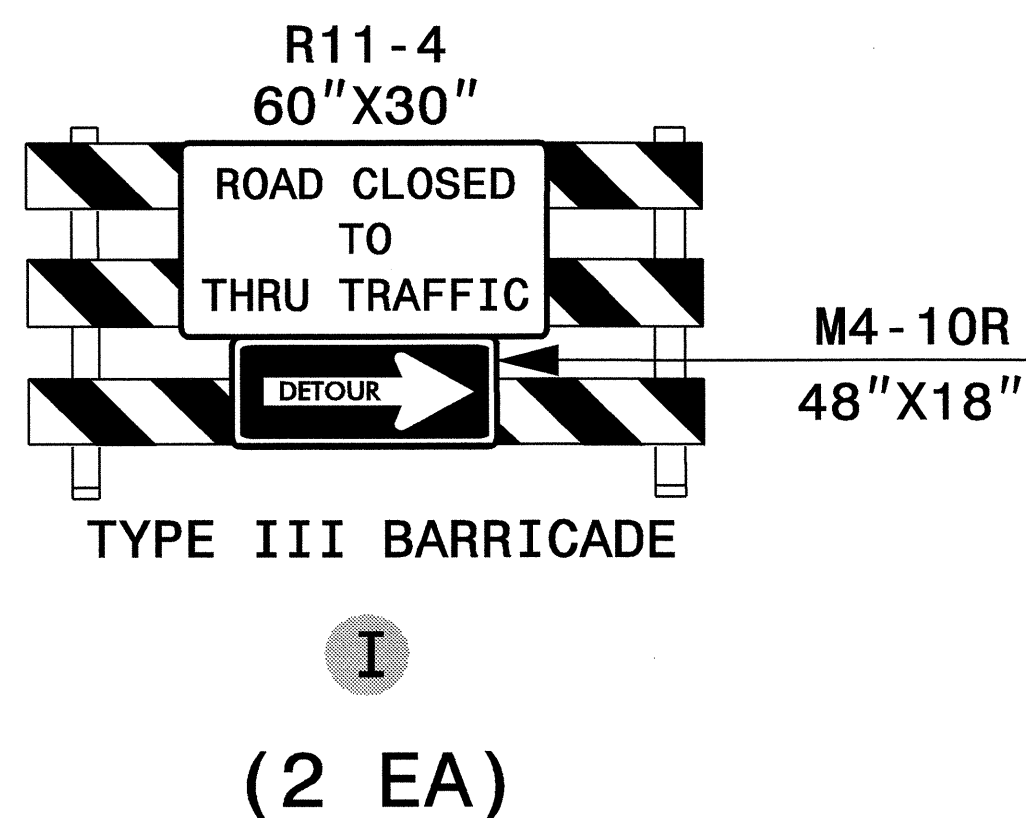


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 dwbissette AT WZTC237500

APPROVED: 	DATE: 12/20/07	OFF-SITE DETOUR		
				SCALE: NONE
		DATE: 12/07	REVISIONS	
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DESIGN BY: DWB				
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|--|--|--|--|--|---|--|---|
| <p>PECAN ROAD
SPECIAL SIGN DESIGN</p> <p>DETOUR
M4-8
24" X 12"</p> <p>
M6-1
21" X 15"</p> <p>A
(4 EA)</p> | <p>PECAN ROAD
SPECIAL SIGN DESIGN</p> <p>DETOUR
M4-8
24" X 12"</p> <p>
M6-1 L
21" X 15"</p> <p>B
(3 EA)</p> | <p>PECAN ROAD
SPECIAL SIGN DESIGN</p> <p>DETOUR
M4-8
24" X 12"</p> <p>
M6-3
21" X 15"</p> <p>C
(4 EA)</p> | <p>END DETOUR
M4-8 A
24" X 18"</p> <p>D
(2 EA)</p> | <p>ROAD CLOSED AHEAD
W20-3
48" X 48"</p> <p>E
(4 EA)</p> | <p>DETOUR AHEAD
W20-2
48" X 48"</p> <p>F
(4 EA)</p> | <p>ROAD CLOSED 1000 FT
W20-3
48" X 48"</p> <p>G
(4 EA)</p> | <p>ROAD CLOSED 500 FT
W20-3
48" X 48"</p> <p>H
(4 EA)</p> |
|--|--|--|--|--|---|--|---|



*BARRICADES USED TO CLOSE A ROADWAY SHALL EXTEND ACROSS THE ENTIRE ROADWAY. WHERE LOCAL TRAFFIC MUST BE MAINTAINED, THEY MAY BE PLACED IN A STAGGERED POSITION.

APPROVED:	DATE: 12/20/07	OFF-SITE DETOUR SIGNING	
SCALE: NONE	DATE: 12/07		REVISIONS
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REVIEWED BY: JDK			

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