

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO.	SHEET NO.
B-4184	TCP-1

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

B-4184

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
1101.03	TEMPORARY ROAD CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1130.01	DRUM
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.12	PAVEMENT MARKINGS - BRIDGES
1261.01	GUARDRAIL & BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL & BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION
1264.01	OBJECT MARKERS
1264.02	PLACEMENT OF OBJECT MARKERS

INDEX OF SHEETS

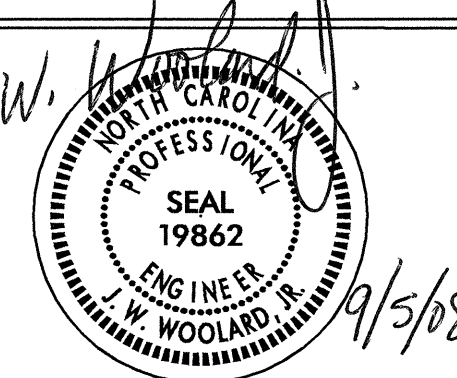
SHEET NO.	TITLE
TCP-1	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND, TEMPORARY PAVEMENT MARKING SCHEDULE, AND INDEX OF SHEETS
TCP-2	PROJECT NOTES AND PHASING
TCP-3 THRU 7	PHASE I DETAIL
TCP-8 THRU 9	PHASE II DETAIL
TCP-10	DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS
SD-1	SPECIAL SIGN DESIGN
PM-1	FINAL PAVEMENT MARKING SCHEDULE AND FINAL PAVEMENT MARKING PLAN

LEGEND

- GENERAL**
- DIRECTION OF TRAFFIC FLOW
 - NORTH ARROW
 - PROPOSED PVMT. EXIST. PVMT.
 - WORK AREA
 - REMOVAL OF EXISTING PAVEMENT
- TRAFFIC CONTROL DEVICES**
- TYPE III BARRICADE
 - CONE
 - DRUM SKINNY DRUM
 - STATIONARY SIGN
 - PORTABLE SIGN
 - FLAGGER
- PAVEMENT MARKINGS**
- YELLOW/YELLOW PAVEMENT MARKER
 - CRYSTAL/RED PAVEMENT MARKER

**TEMPORARY PAVEMENT
MARKING SCHEDULE**

SYMBOL	DESCRIPTION
TEMPORARY PAVEMENT MARKINGS PAINT (4")	
PA	WHITE EDGELINE (2X)
PD	2 FT. WHITE MINISKIP (2X)
PI	YELLOW DOUBLE CENTER (2X)
PAINT (24")	
P4	WHITE STOPBAR (2X)

APPROVED: _____ DATE: _____	PLAN PREPARED BY: N.C.D.O.T. WORK ZONE TRAFFIC CONTROL UNIT
SEAL 	J. S. BOURNE, P.E. TRAFFIC CONTROL ENGINEER
	G. L. GETTIER, P.E. TRAFFIC CONTROL PROJECT ENGINEER
	J. W. WOOLARD, P.E. TRAFFIC CONTROL PROJECT DESIGN ENGINEER
	D. A. HAYES, E.I. TRAFFIC CONTROL DESIGN ENGINEER / TECHNICIAN

TIP PROJECT:

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 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 NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.
- 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.
- E) DO NOT INSTALL MORE THAN 1/4 MILE OF LANE CLOSURE ON SR 1565 AND SR 1564 MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.
- F) DO NOT INSTALL MORE THAN ONE LANE CLOSURE, IN ANY ONE DIRECTION, ON SR 1565 AND SR 1564.
- G) PROVIDE TRAFFIC CONTROL FOR APPROPRIATE LANE CLOSURES FOR SURVEYING DONE BY THE DEPARTMENT.

PAVEMENT EDGE DROP OFF REQUIREMENTS

- H) 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 A 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.
- I) 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) 200 FT IN ADVANCE OF THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- K) 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.

- L) PROVIDE PERMANENT SIGNING.
- M) PROVIDE DETOUR SIGNING WITHIN AND OFF THE PROJECT LIMITS.
- N) THE CONTRACTOR WILL COVER OR REMOVE ALL DETOUR SIGNS WITHIN AND OFF THE PROJECT LIMITS WHEN A DETOUR IS NOT IN OPERATION.
- O) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- P) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 200 FT IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC CONTROL DEVICES

- Q) SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER THAN 25 FEET, EXCEPT 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY, WHEN LANE CLOSURES ARE NOT IN EFFECT. WHEN SKINNY DRUMS ARE ALLOWED, REFER TO SECTION 1180 OF STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES OR AS SHOWN IN THE PLANS.
- R) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
1. -L- & -Y- LINES	PAINT	NONE

- T) INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON INTERIM LAYERS OF PAVEMENT AS FOLLOWS:

ROAD NAME	MARKING	MARKER
1. -L- & -Y- LINES	PAINT	NONE

- U) PLACE TWO APPLICATIONS OF PAINT PAVEMENT MARKINGS ON THE FINAL WEARING SURFACE. PLACE THE SECOND APPLICATION OF PAINT UPON SUFFICIENT DRYING TIME OF THE FIRST.

- V) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX (6) MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS AS DIRECTED BY THE ENGINEER.

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

MISCELLANEOUS

- X) IN THE EVENT A TIE-IN CANNOT BE MADE IN ONE DAYS TIME, BRING THE TIE-IN AREA TO AN APPROPRIATE ROADWAY ELEVATION, AS DETERMINED BY THE ENGINEER. PLACE BLACK ON ORANGE "LOOSE GRAVEL" SIGNS (W8-7) AND BLACK ON ORANGE "PAVEMENT ENDS" SIGNS (W8-3) 200 FEET AND 200 FEET RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

PHASING

PHASE I

STEP 1) INSTALL ADVANCE WORK ZONE WARNING SIGNS NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.

NOTE: PHASE I, STEPS 2, 2A, AND 3 SHALL BE CONSTRUCTED SIMULTANEOUSLY.

PHASE I, STEP 2 SHALL BE CONSTRUCTED IN 30 CONSECUTIVE DAYS. SEE SPECIAL PROVISIONS FOR LIQUIDATED DAMAGES.

STEP 2) USING TCP-7, CLOSE -Y2- (SR 1559), DETOUR TRAFFIC OFFSITE, AND CONSTRUCT -Y2- AND -L- FROM STA. 15+48 -L- TO -Y2- INCLUDING END BENT #2 UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE AND TEMPORARY PAVEMENT MARKINGS (SEE TCP-3 AND 7 FOR DETAIL, SEE TCP-9 FOR TEMPORARY MARKINGS).

PHASE I, STEPS 2A AND 3 SHALL BE CONSTRUCTED IN 45 CONSECUTIVE DAYS. SEE SPECIAL PROVISIONS FOR LIQUIDATED DAMAGES.

STEP 2A) WORKING IN A CONTINUOUS MANNER, USE ROADWAY STANDARD DRAWING (RSD) 1101.02, SHEET 1 OF 9 TO CONSTRUCT -L- FROM STA. 11+50 -L- TO -Y1-, AND -Y1-, UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE USING ABC, MAT, AND SEAL IN 9" LIFTS (SEE TCP-3 THRU 6). INSTALL TEMPORARY PAVEMENT MARKINGS ON -L- AND -Y1- AS SHOWN ON TCP-9.

STEP 3) USING RSD 1101.02, SHEET 1 OF 9 AS NEEDED CONSTRUCT -L- FROM -Y1- TO STA. 13+87 -L- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, NOT INCLUDING END BENT #1 (SEE TCP-3 AND 6).

PHASE II

STEP 1) INSTALL TYPE III BARRICADES ON -L- AT THE -L-/-Y2- INTERSECTION, OPEN -Y2- TO TRAFFIC, AND REMOVE OFFSITE DETOUR SIGNS AND TRAFFIC CONTROL DEVICES USED FOR THE OFFSITE DETOUR IN PHASE I (SEE TCP-8).

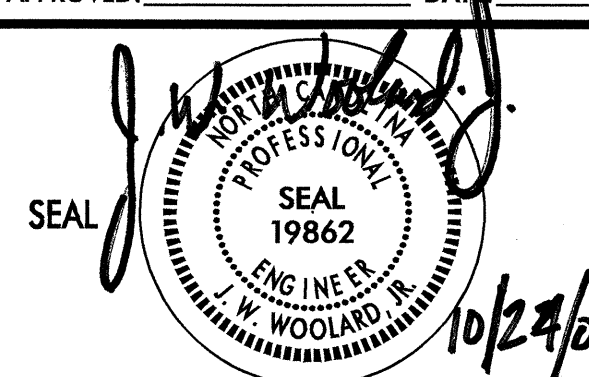
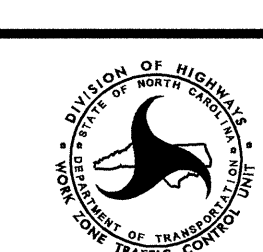
STEP 2) AWAY FROM TRAFFIC CONSTRUCT THE BRIDGE STRUCTURE FROM STA. 13+87 -L- TO STA. 15+48 -L- INCLUDING END BENT #1. INSTALL TEMPORARY PAVEMENT MARKINGS FROM -Y1- TO -Y2- (SEE TCP-8 FOR DETAIL, SEE TCP-9 FOR MARKINGS).

USING DRUMS AND PLAGGERS, CONSTRUCT THE TURNAROUND AT STA. 17+00 -Y1-. RETURN TRAFFIC TO THE EXISTING PATTERN AT THE END OF THE WORKDAY.

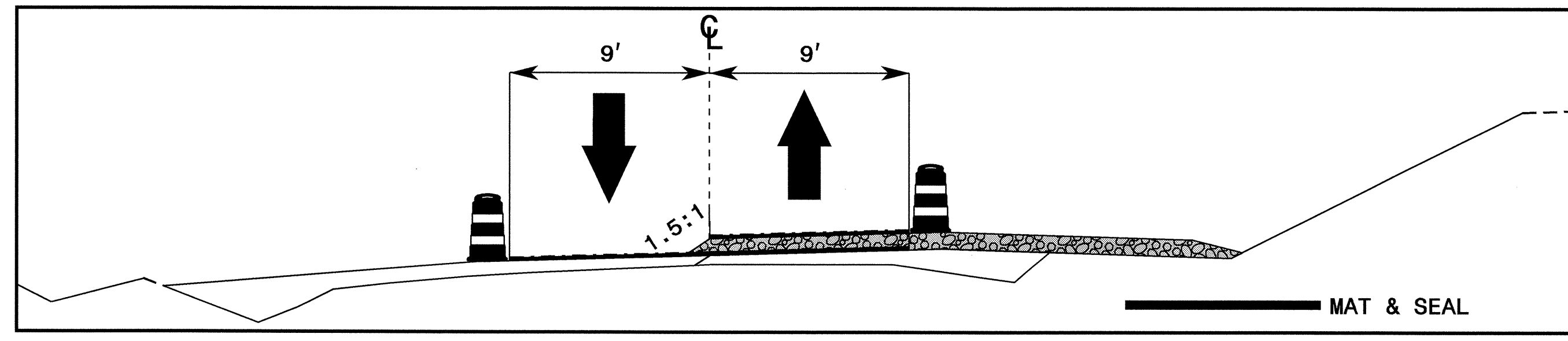
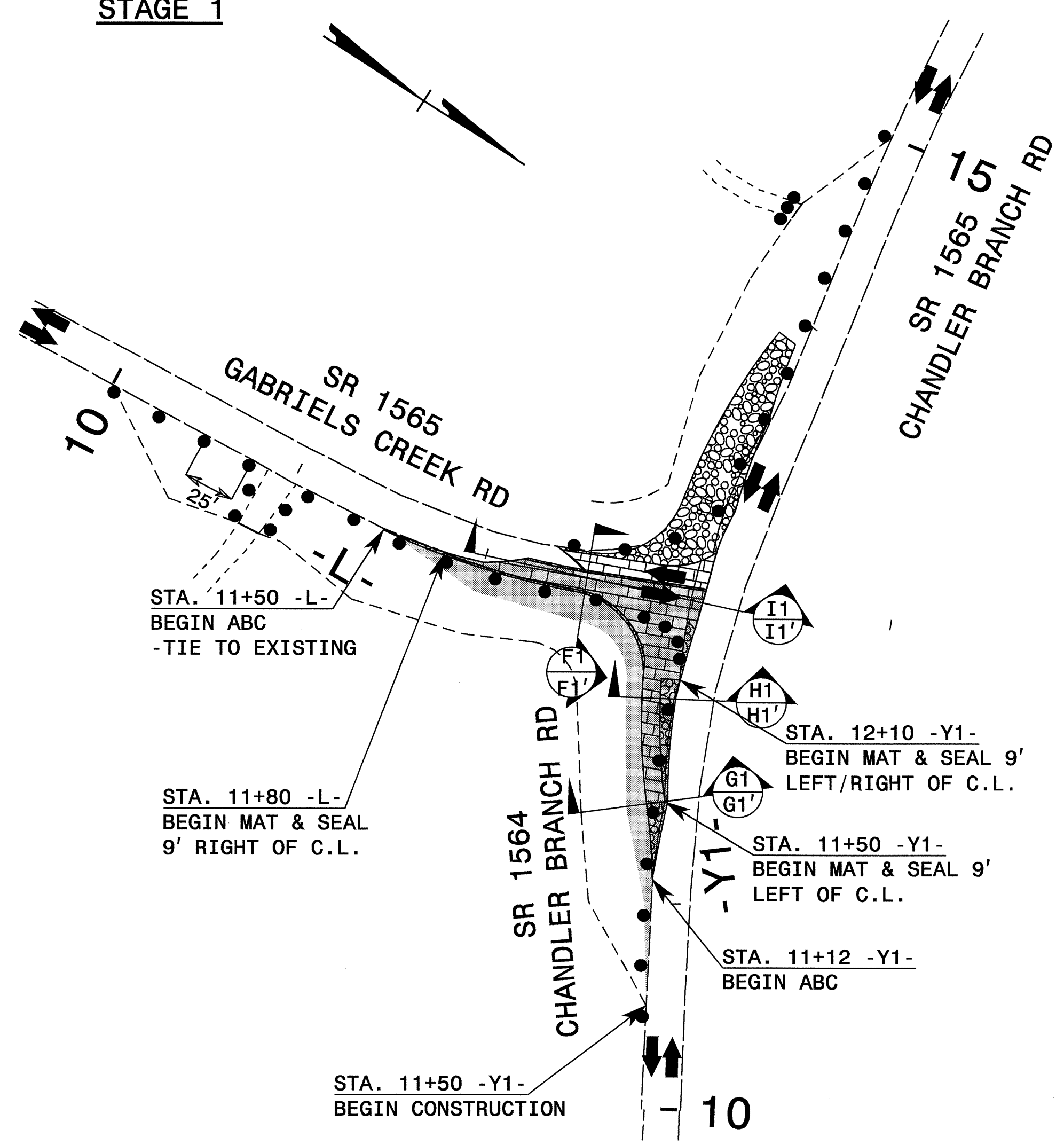
STEP 3) USING TYPE III BARRICADES, CLOSE SR 1565 AT -Y2- AND -Y1- WEST AT STA. 17+50 -Y1-. AWAY FROM TRAFFIC REMOVE EXISTING BRIDGE AND PAVEMENT (SEE TCP-9)

STEP 4) USING RSD 1101.02, SHEET 1 OF 9 INSTALL THE FINAL LIFT OF SURFACE COURSE AND FINAL PAVEMENT MARKINGS ON THE ENTIRE PROJECT. REMOVE ALL TRAFFIC CONTROL DEVICES AND SIGNING AND OPEN -L- BETWEEN -Y1- AND -Y2- TO THE FINAL TRAFFIC PATTERN.

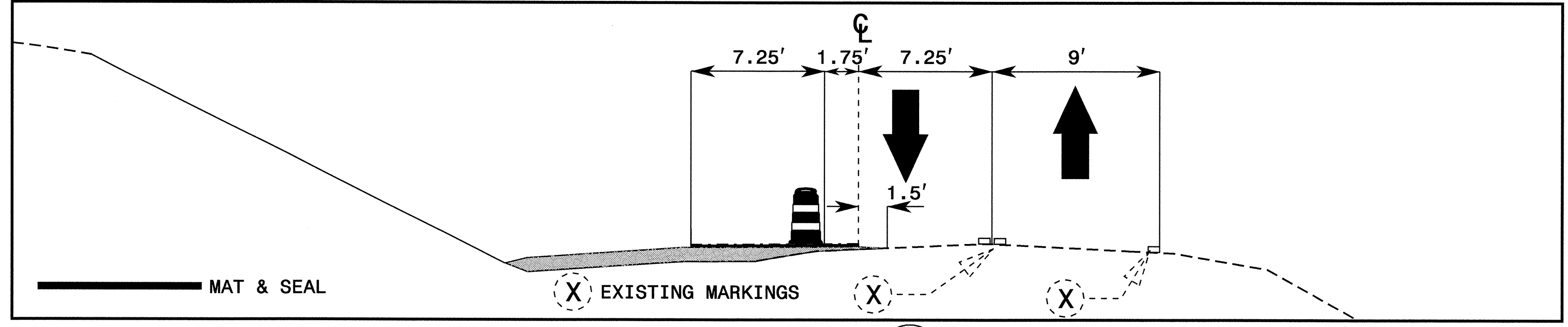
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	REVIEWED BY: JWW		

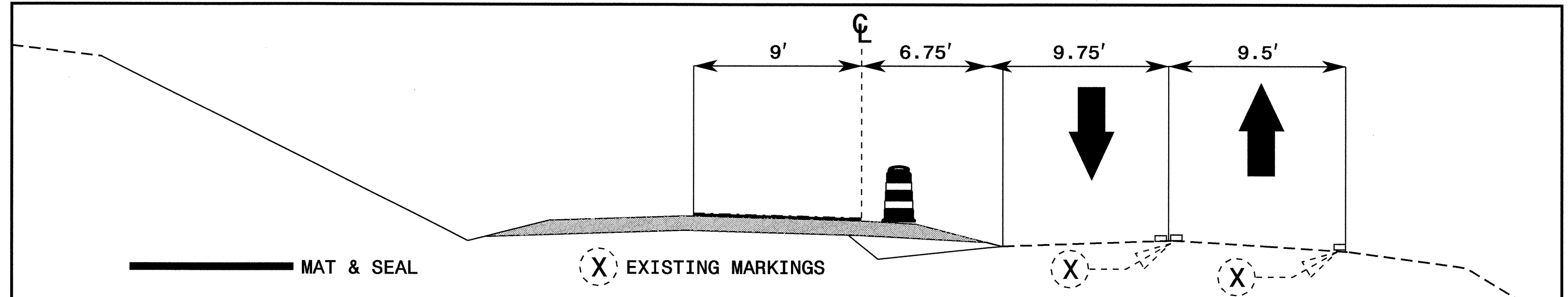
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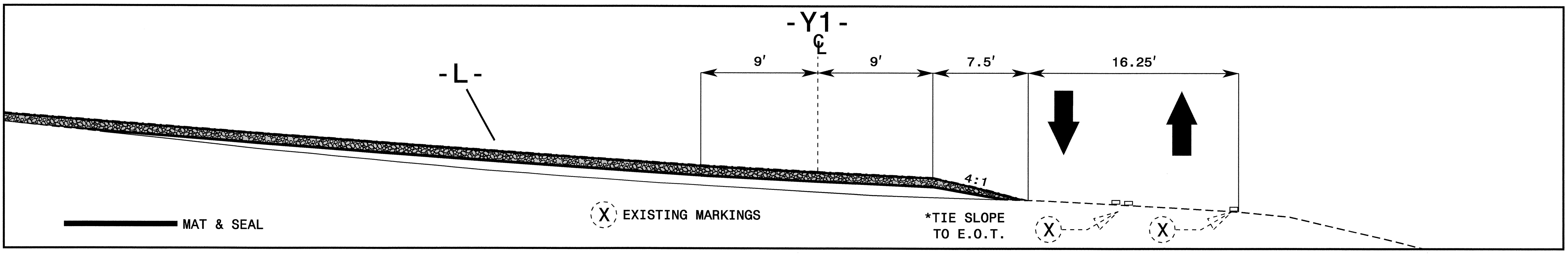
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STA. 12+50 -L- F1'



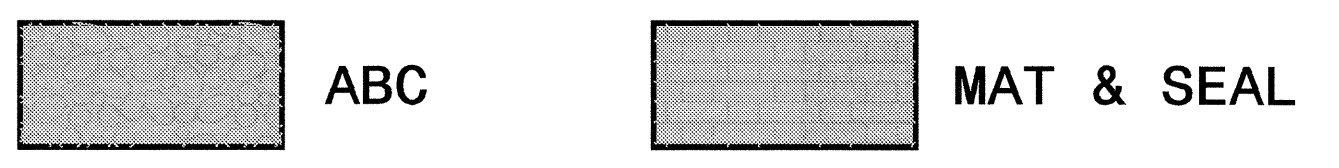
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STA. 11+50 -Y1- G1'



CUT SECTION H1
STA. 12+00 -Y1- H1'

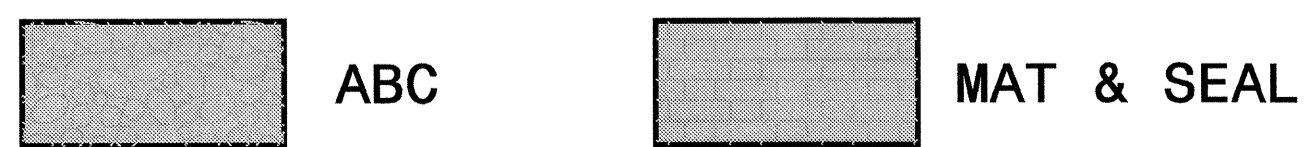
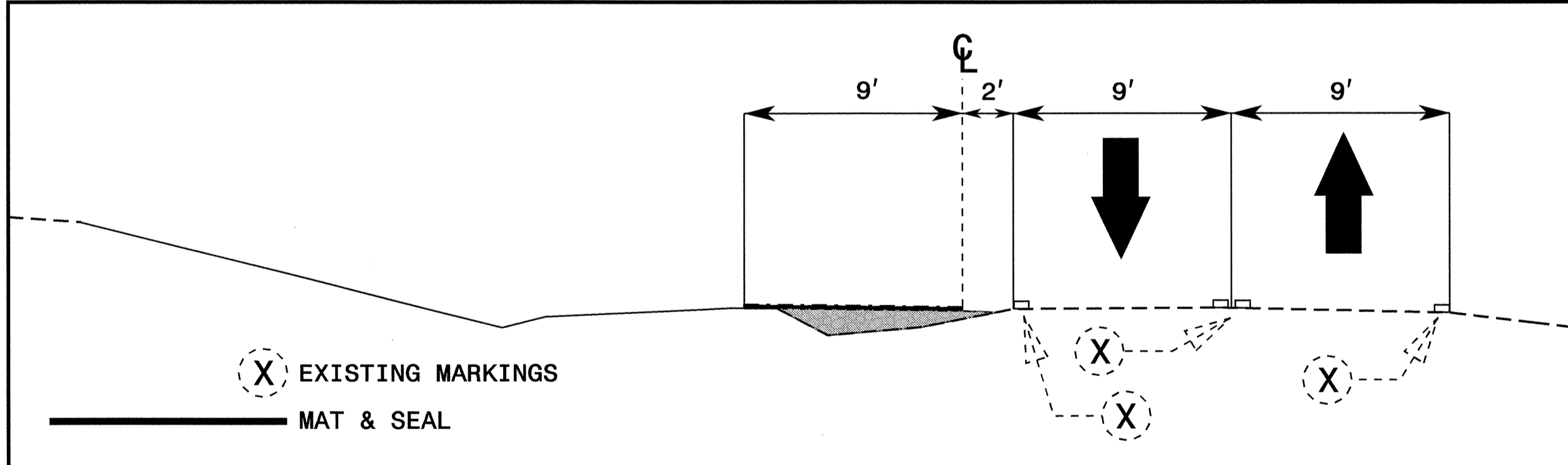
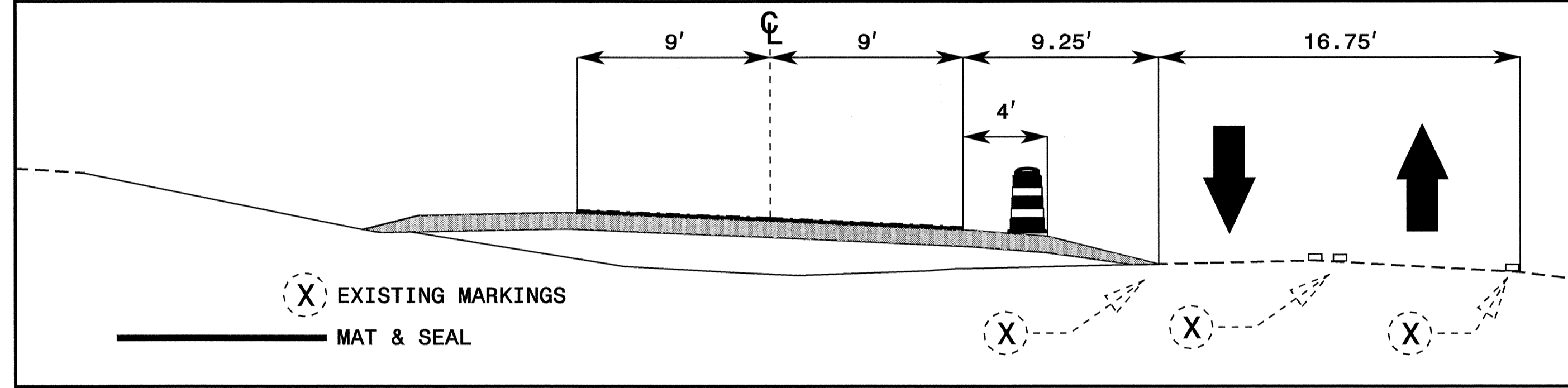
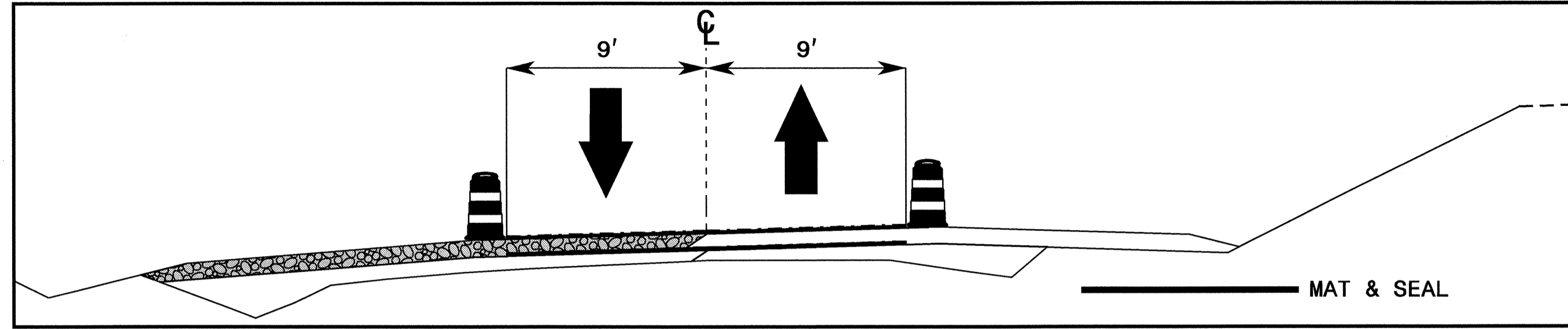
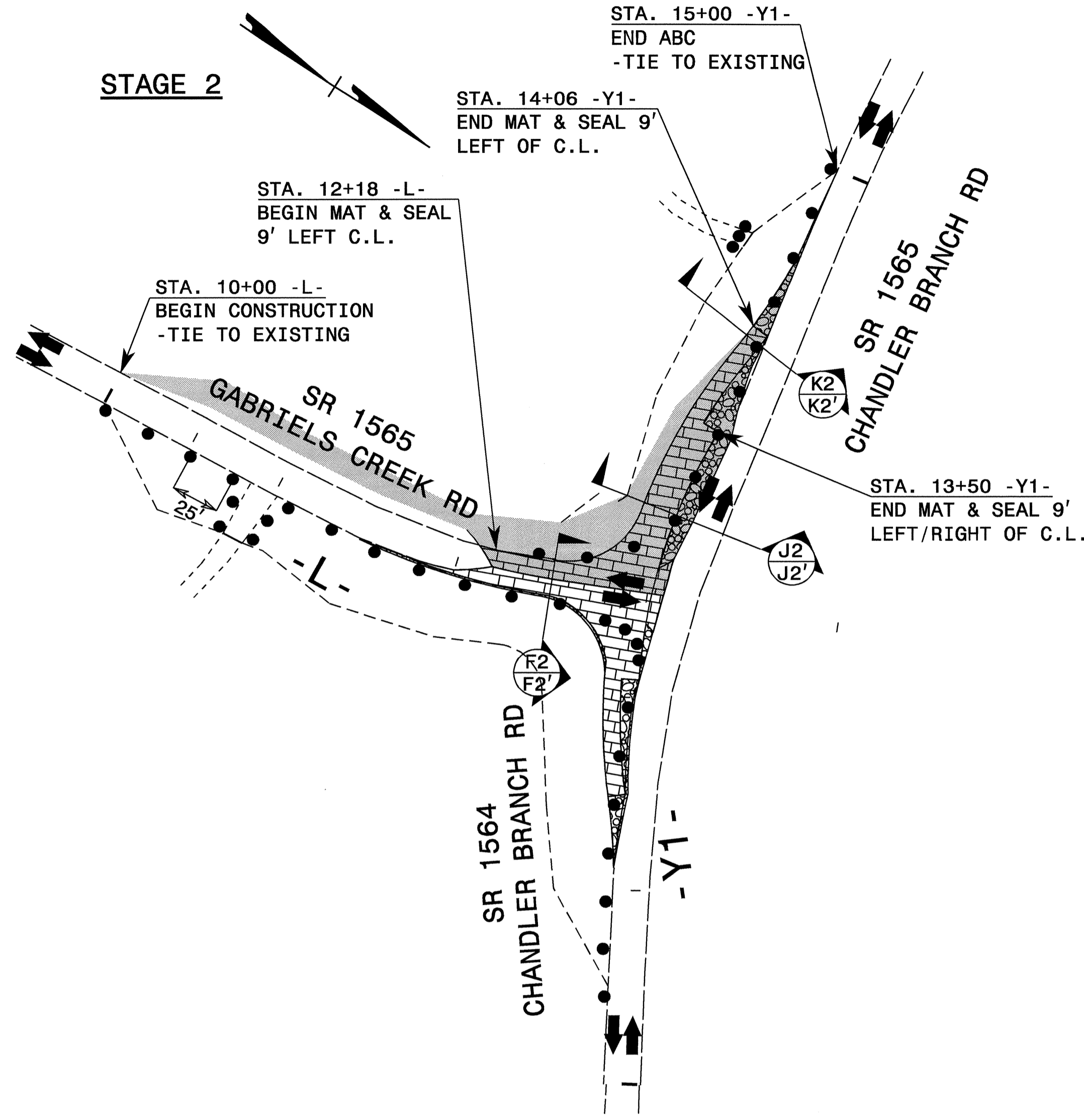


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STA. 12+50 -Y1- I1'



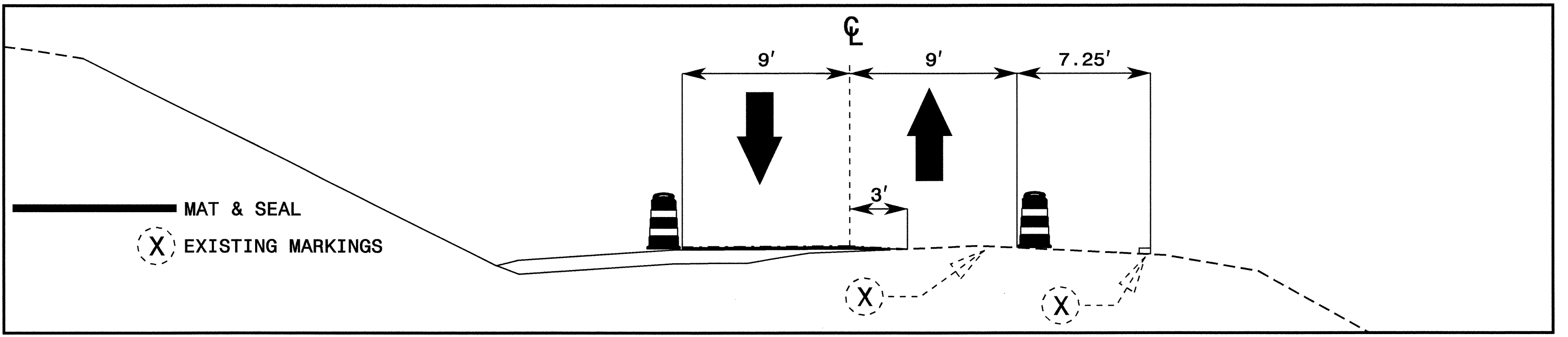
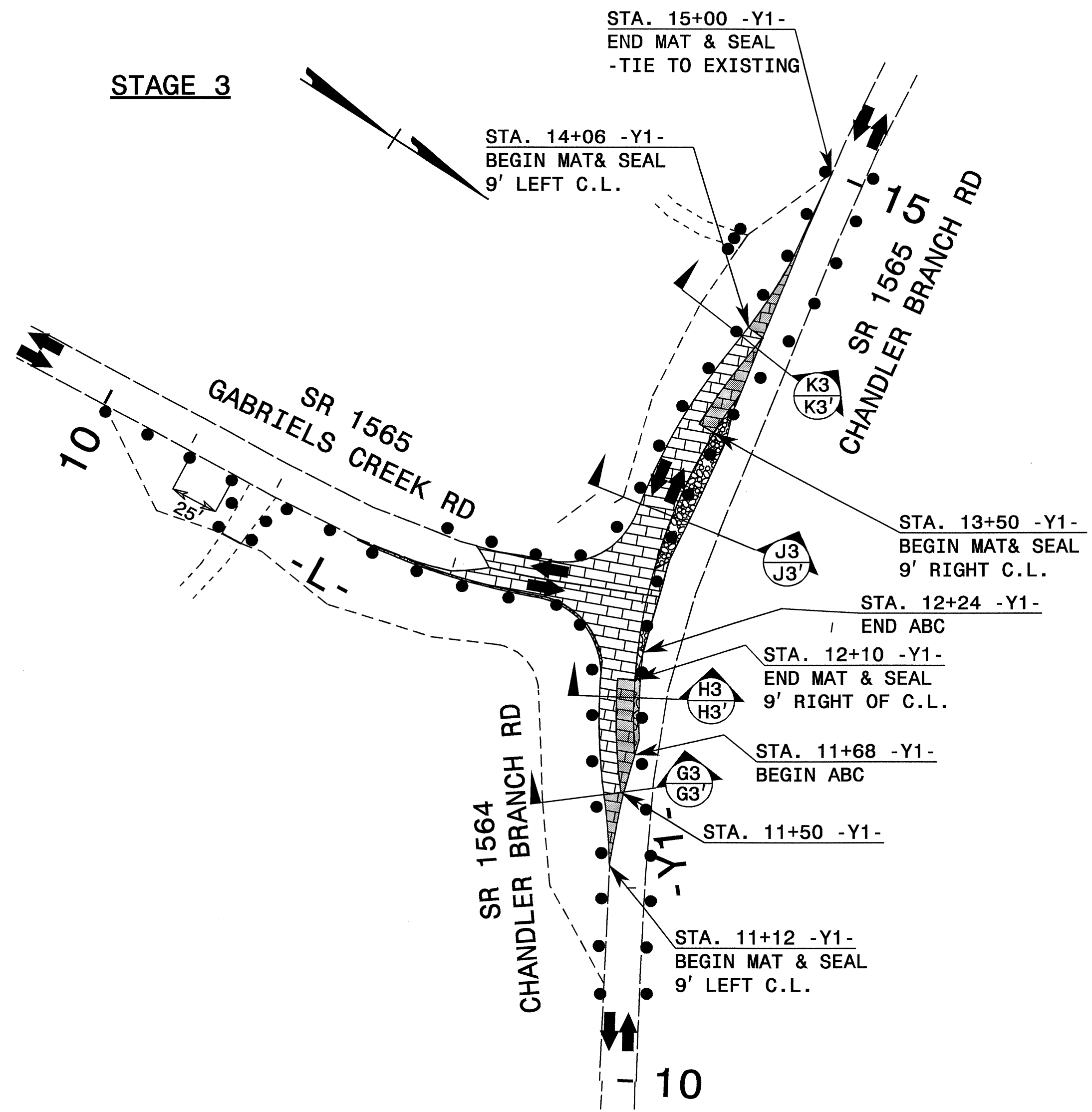
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REVIEWED BY:	JWW		CADD FILE

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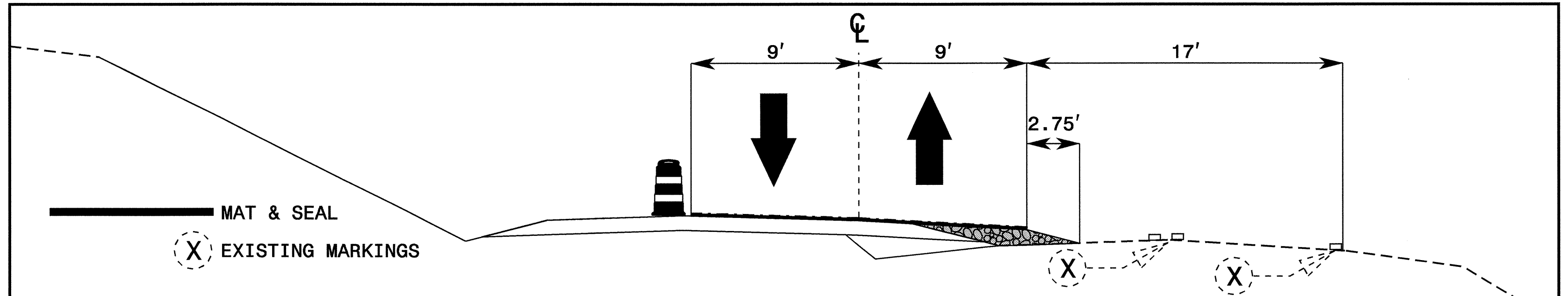


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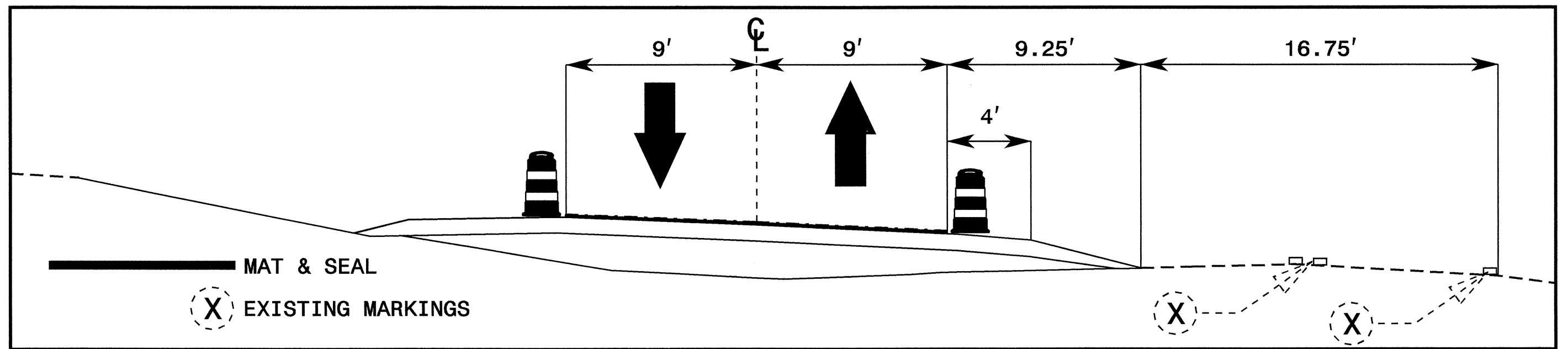
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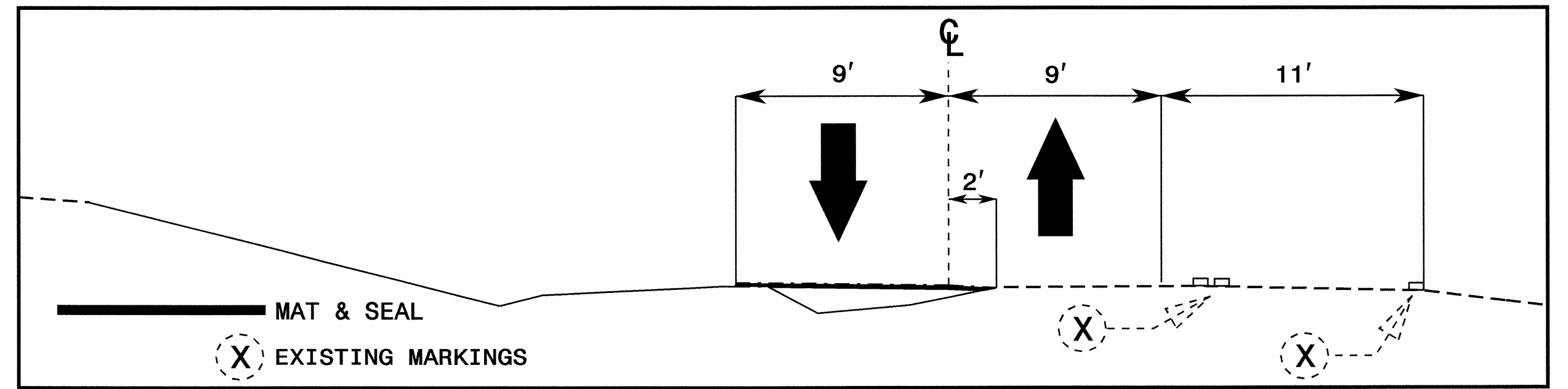
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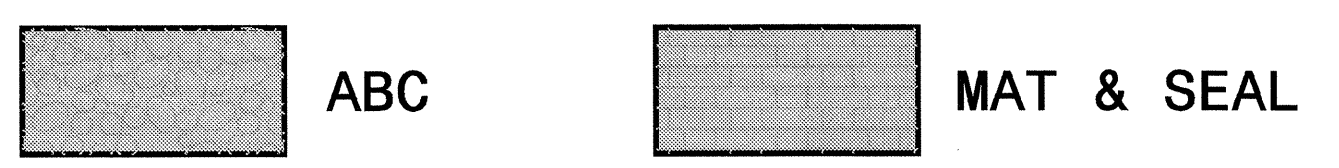
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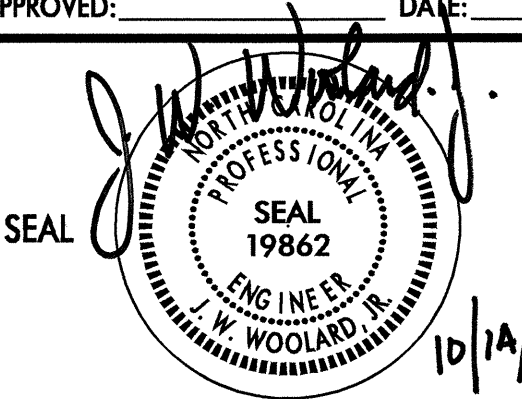



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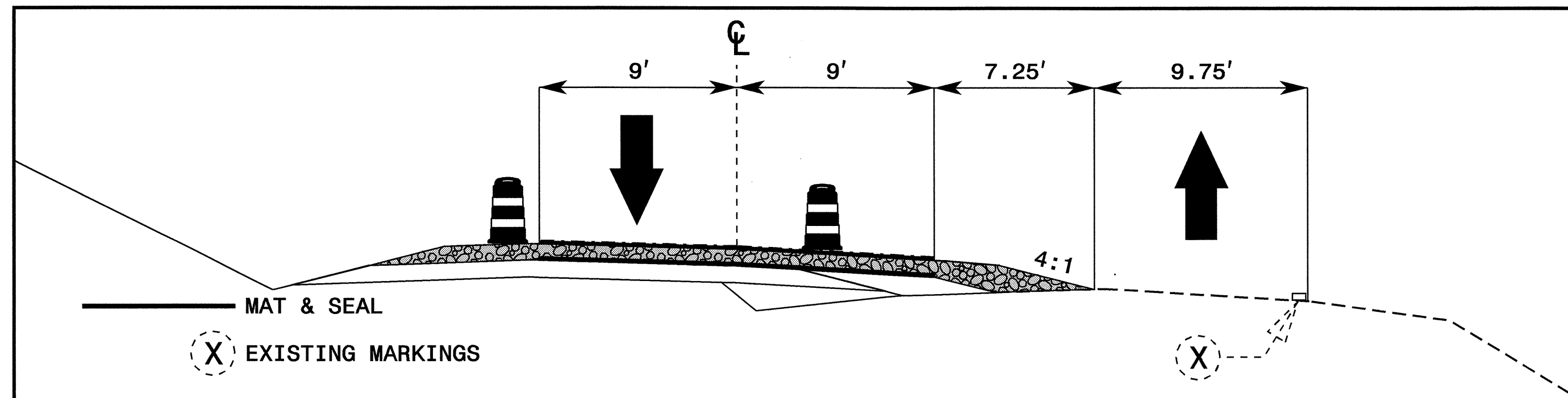


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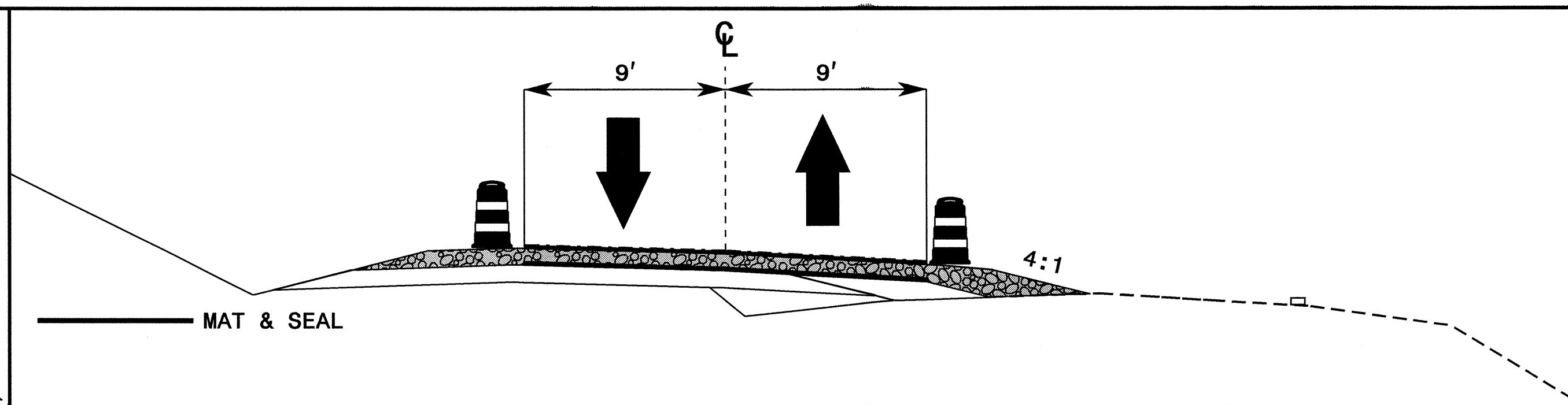


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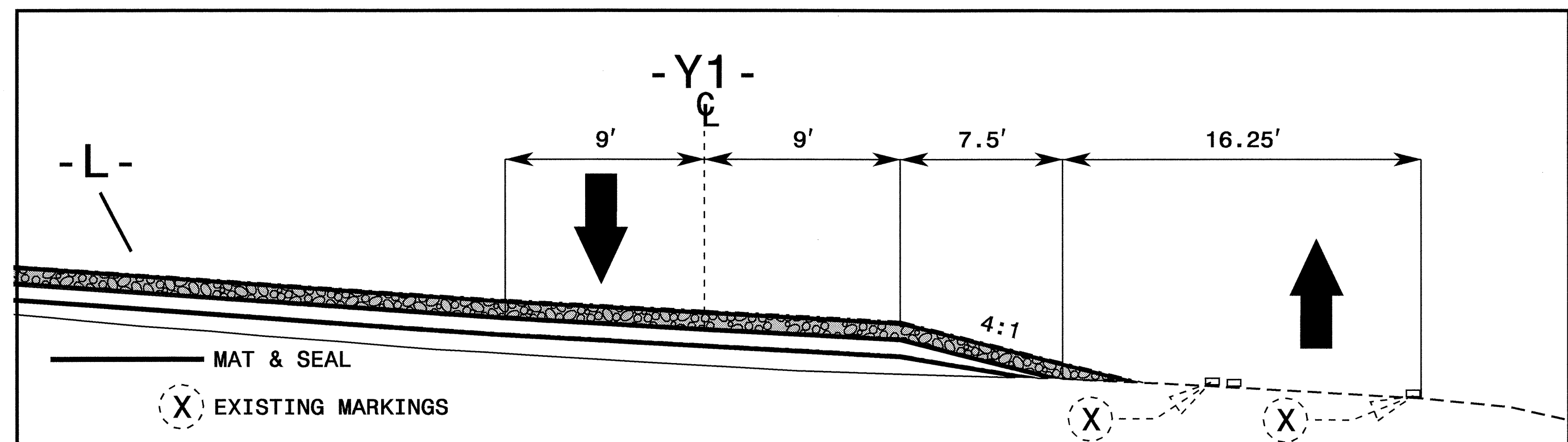
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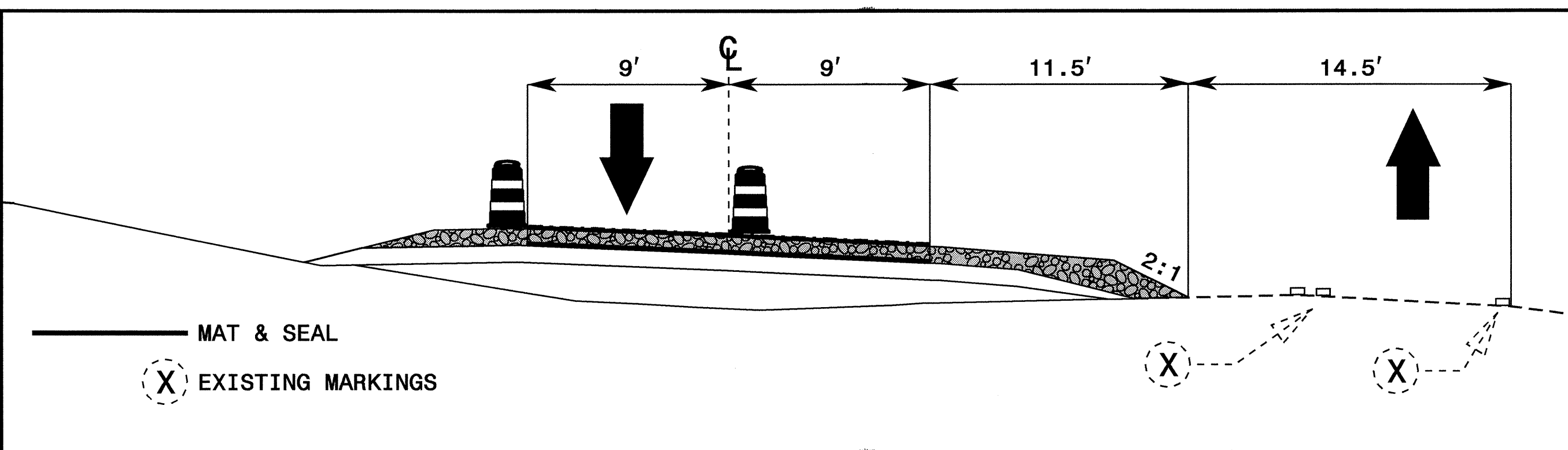
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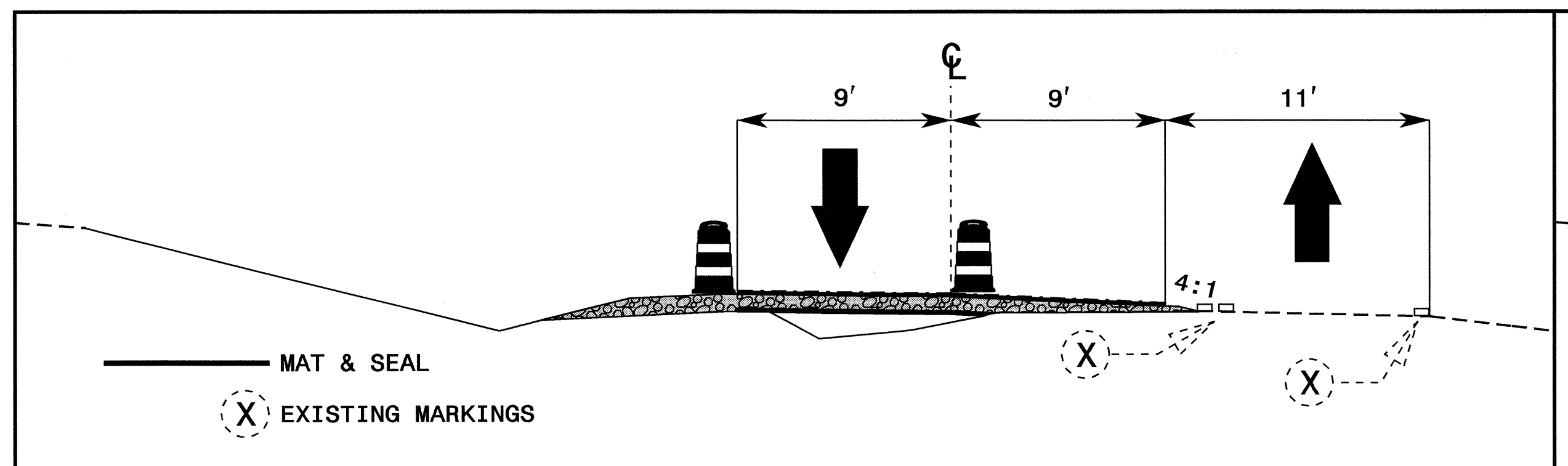
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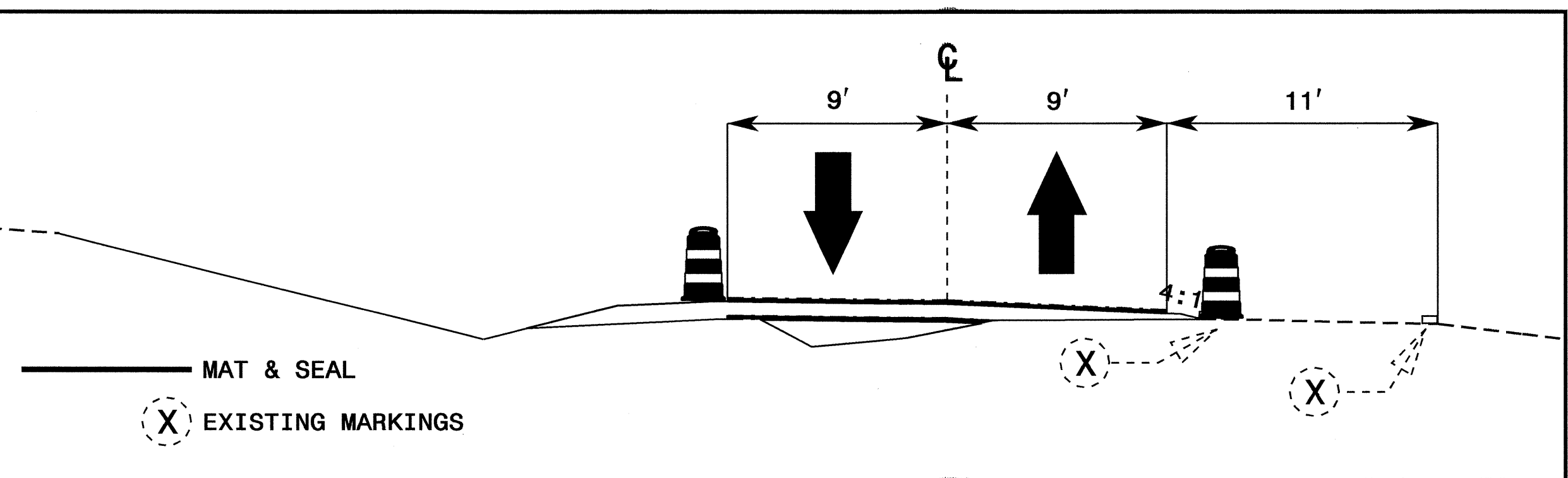
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CUT SECTION **O1**
STA. 13+00 -Y1- **O1'**



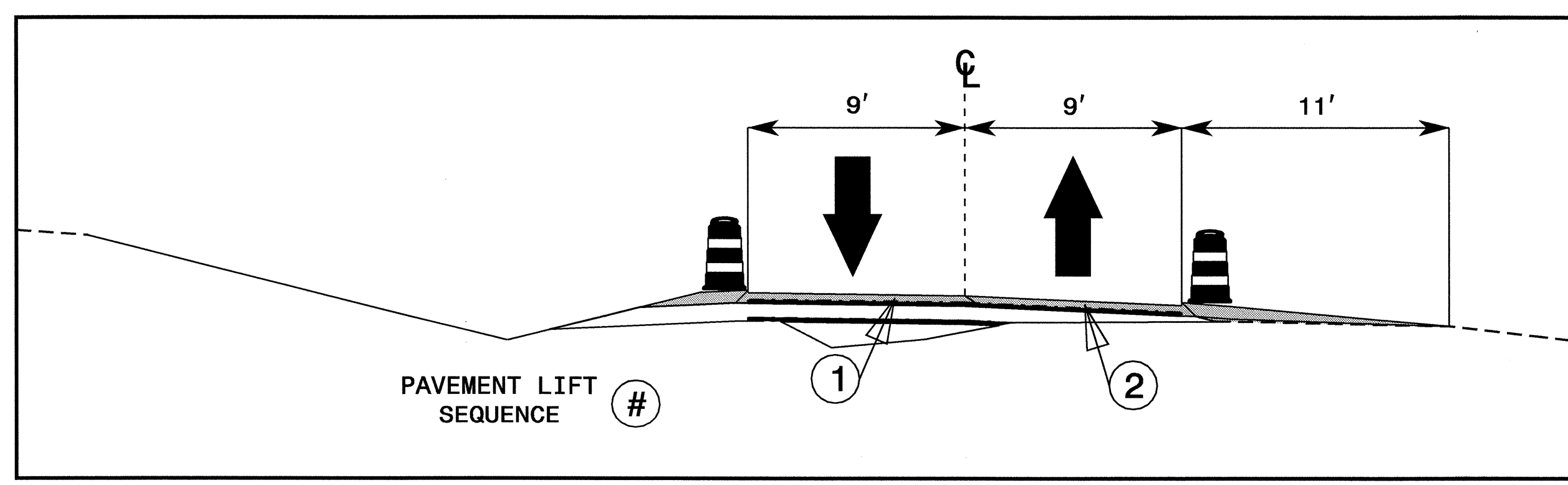
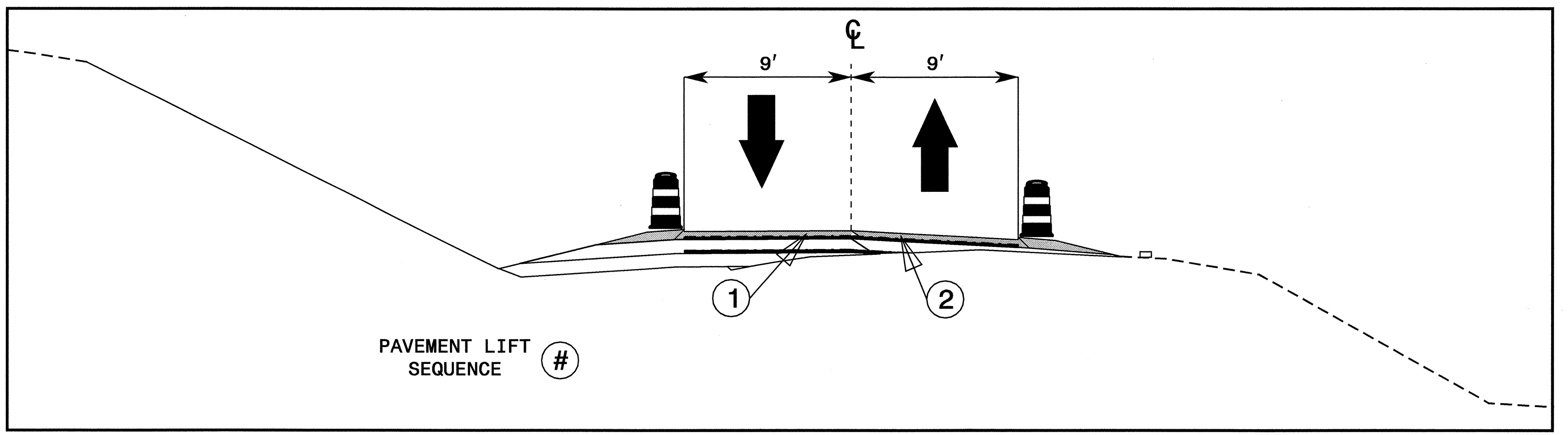
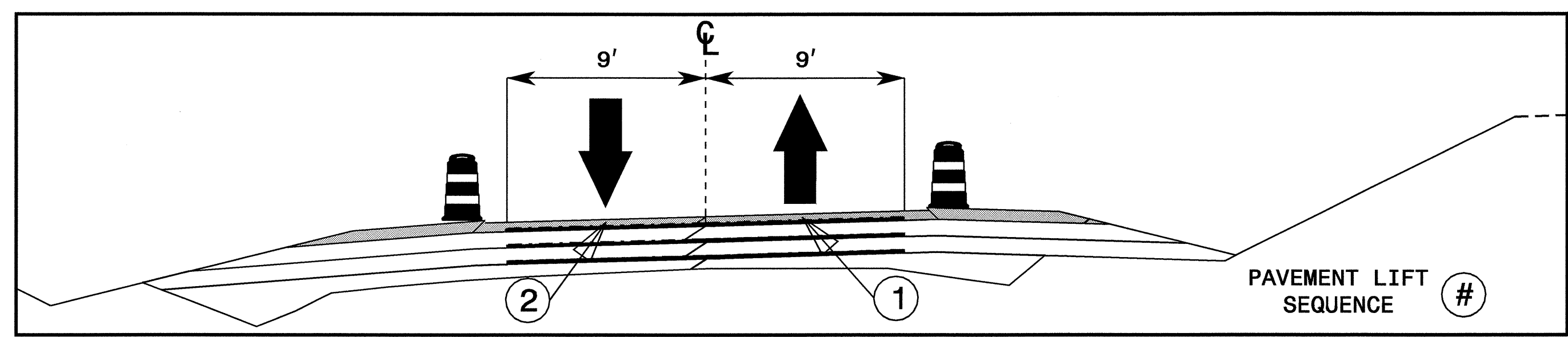
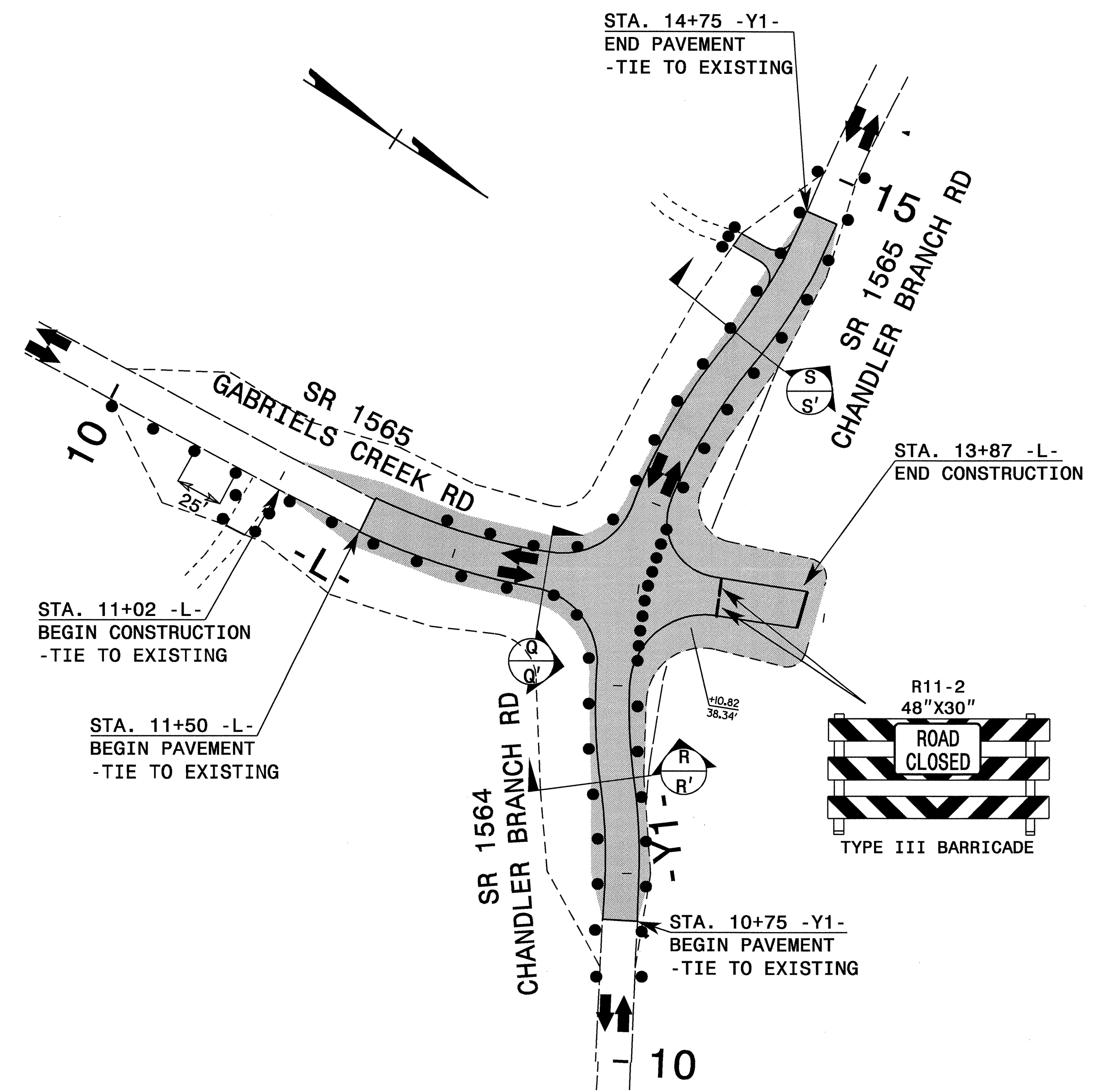
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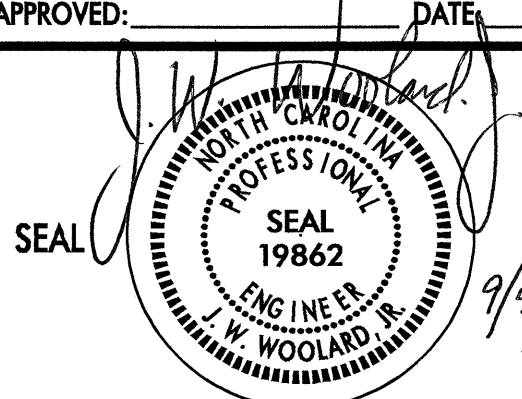

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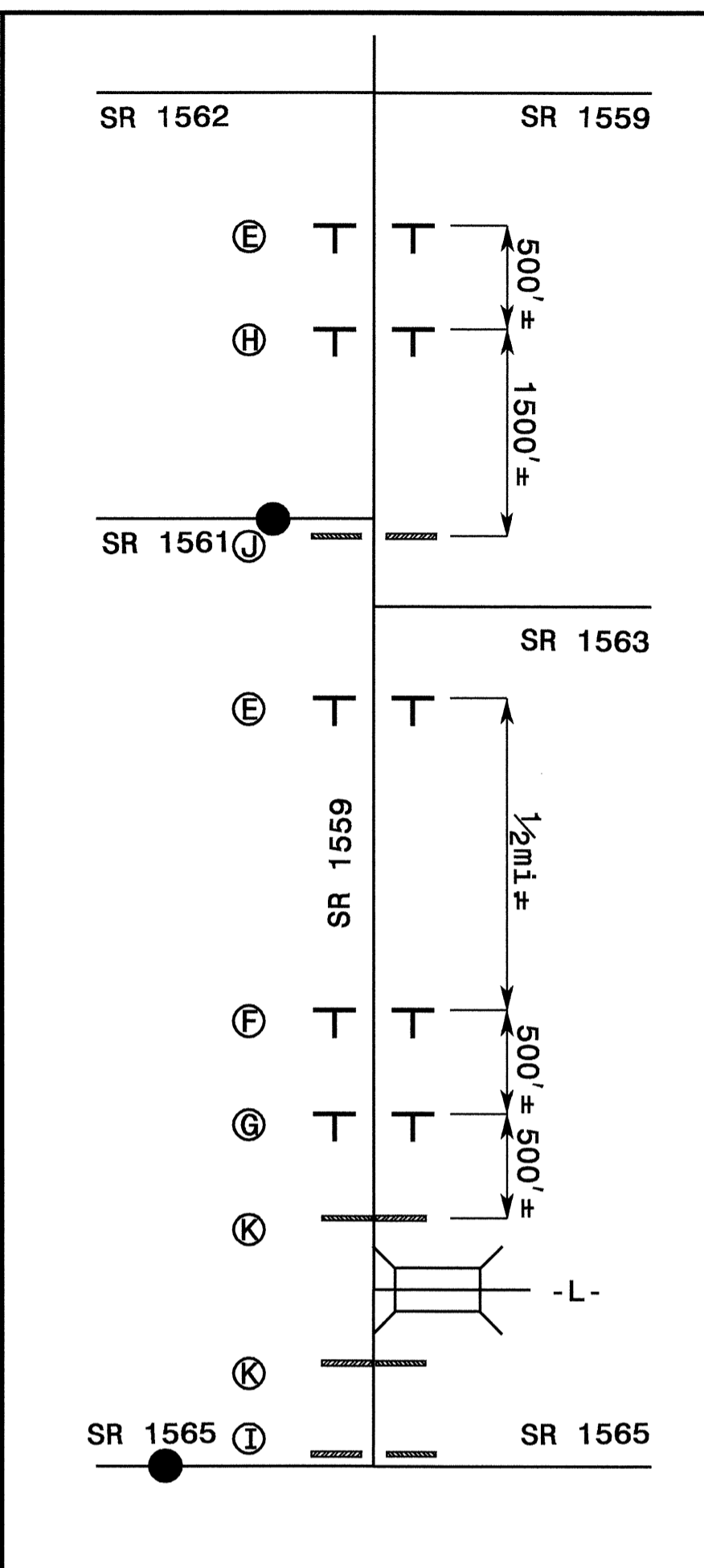
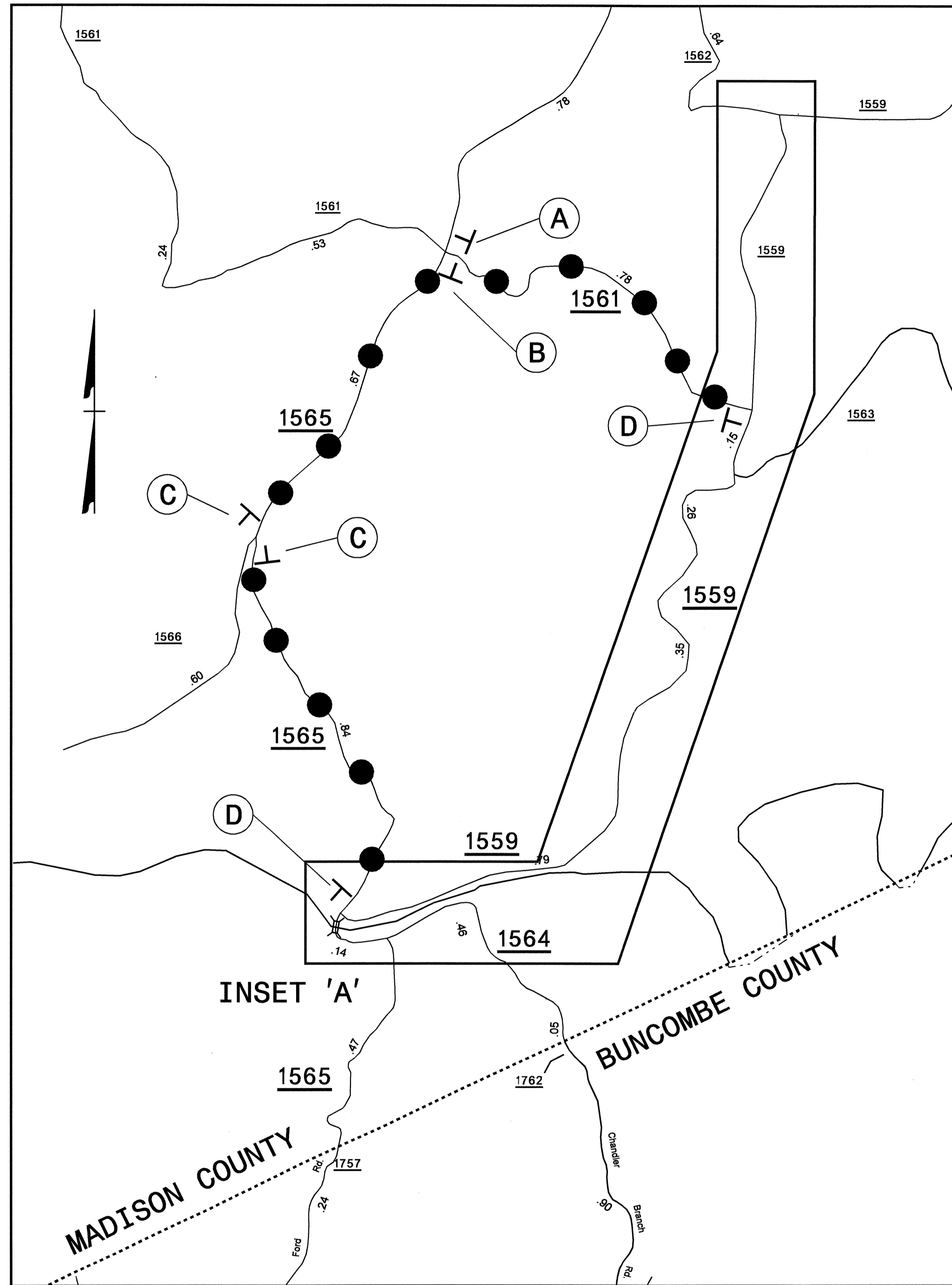
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REVIEWED BY: JWW	REVIEWED BY: JWW						
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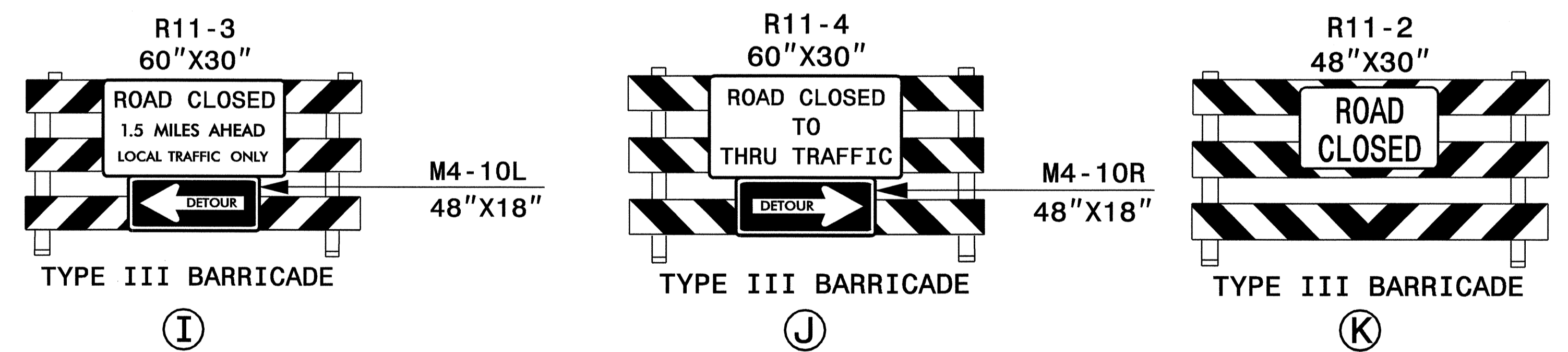
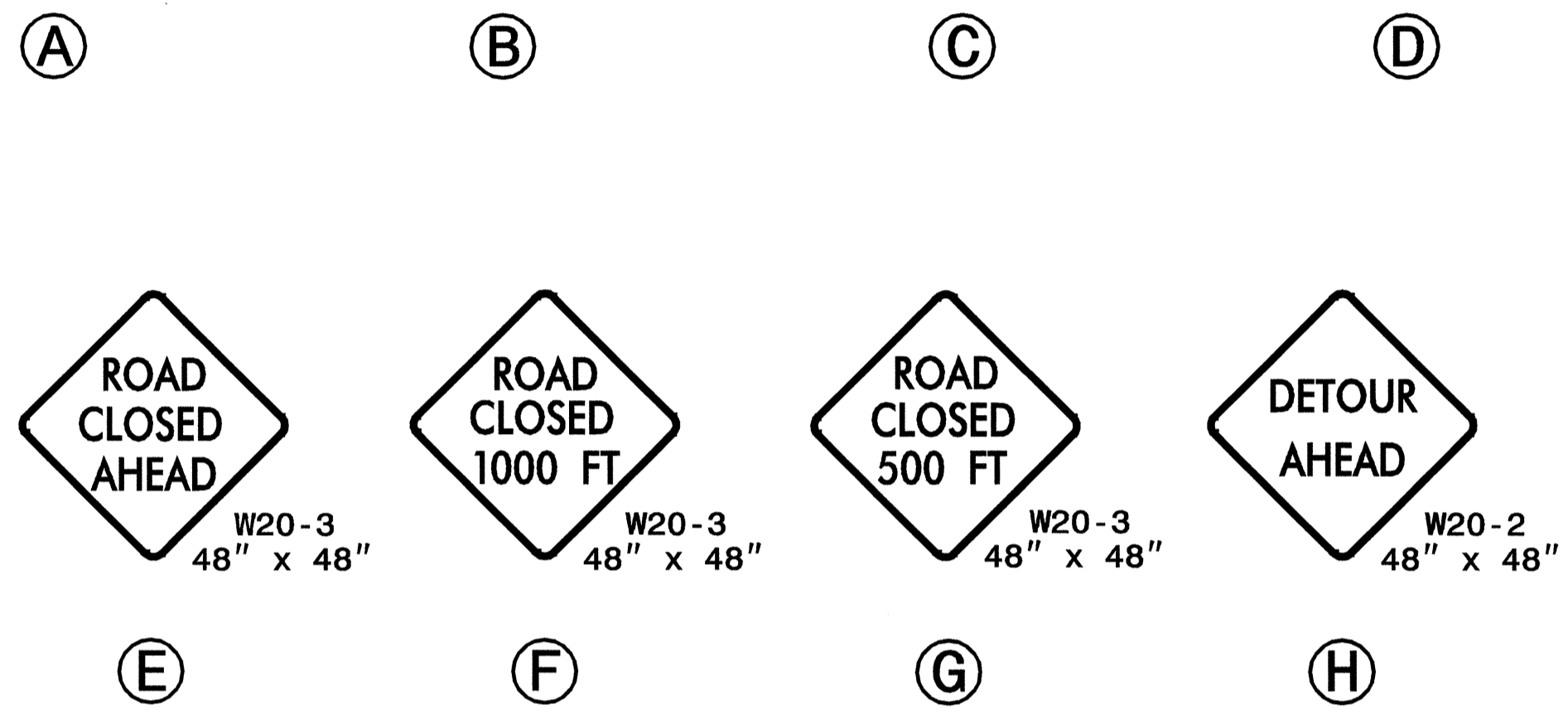
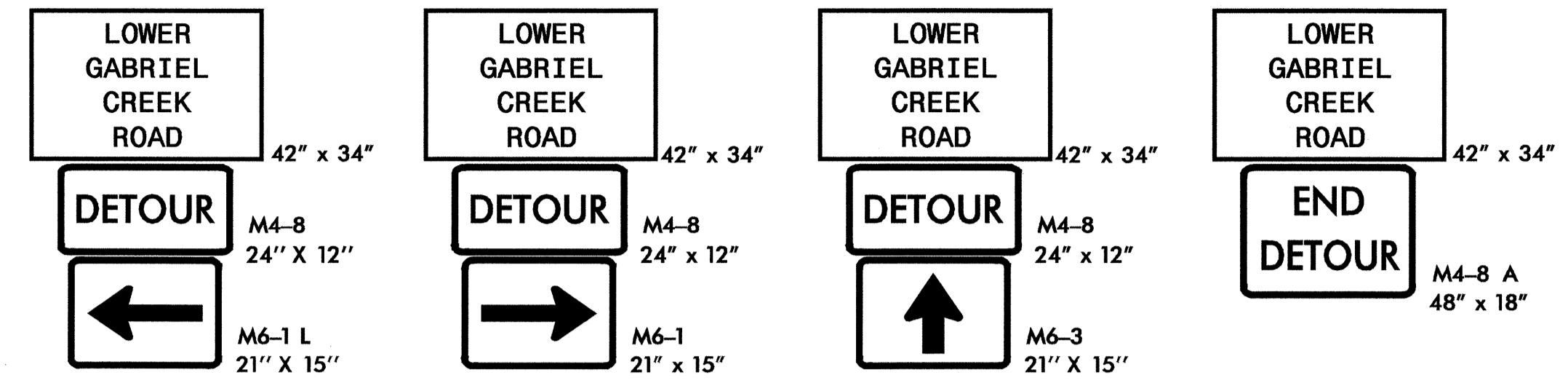


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APPROVED: 	DATE: 9/5/08	PHASE I DETAIL LIFT #4 - PAVEMENT SCHEDULE	
SCALE: NONE	DATE: 08/08		
DWG. BY: DAH	DESIGN BY: DAH		REVISIONS
REVIEWED BY: JWW	CADD FILE		

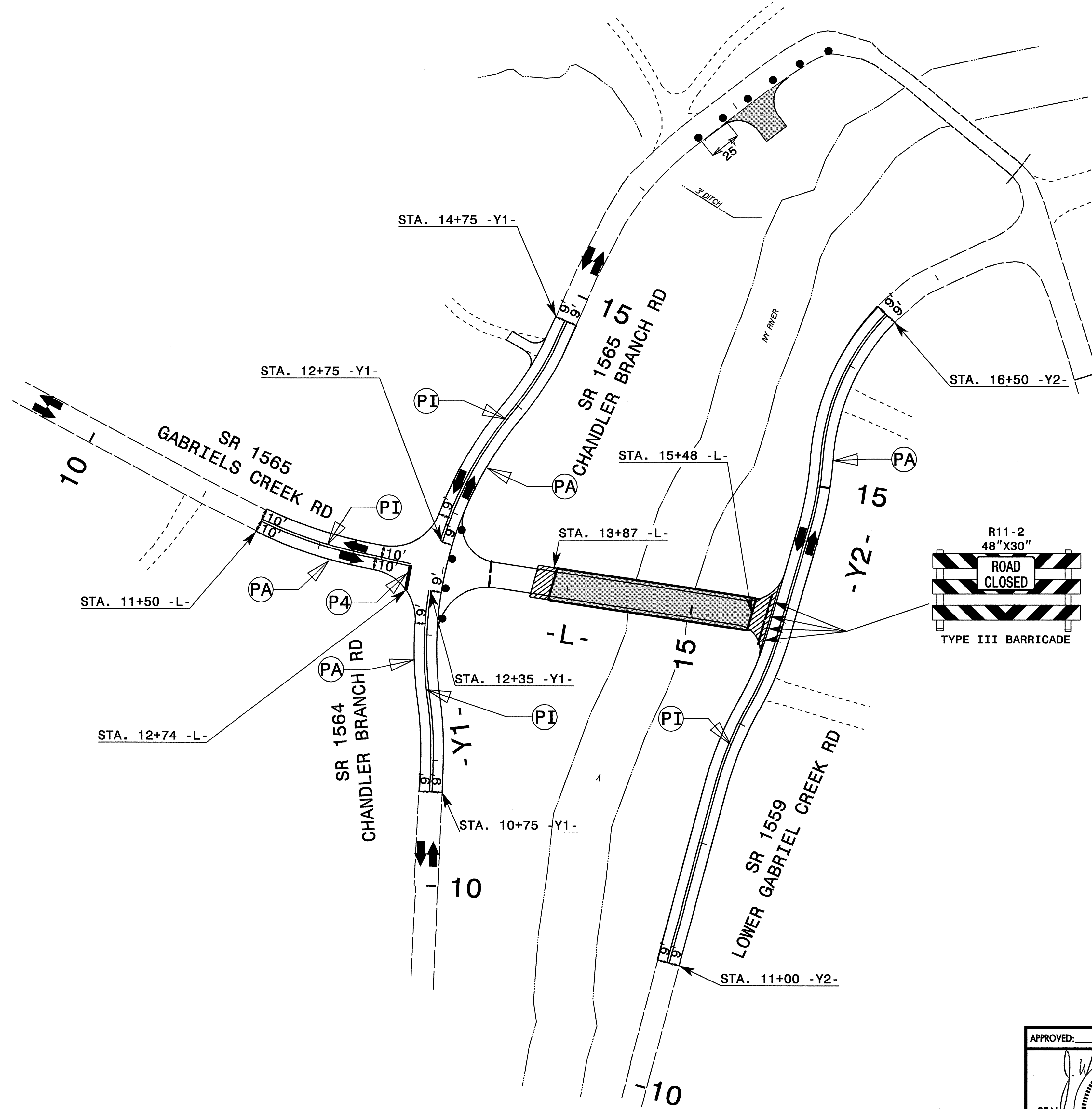


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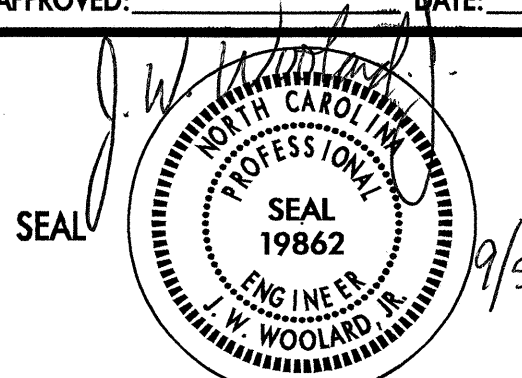
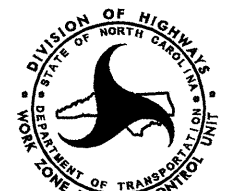


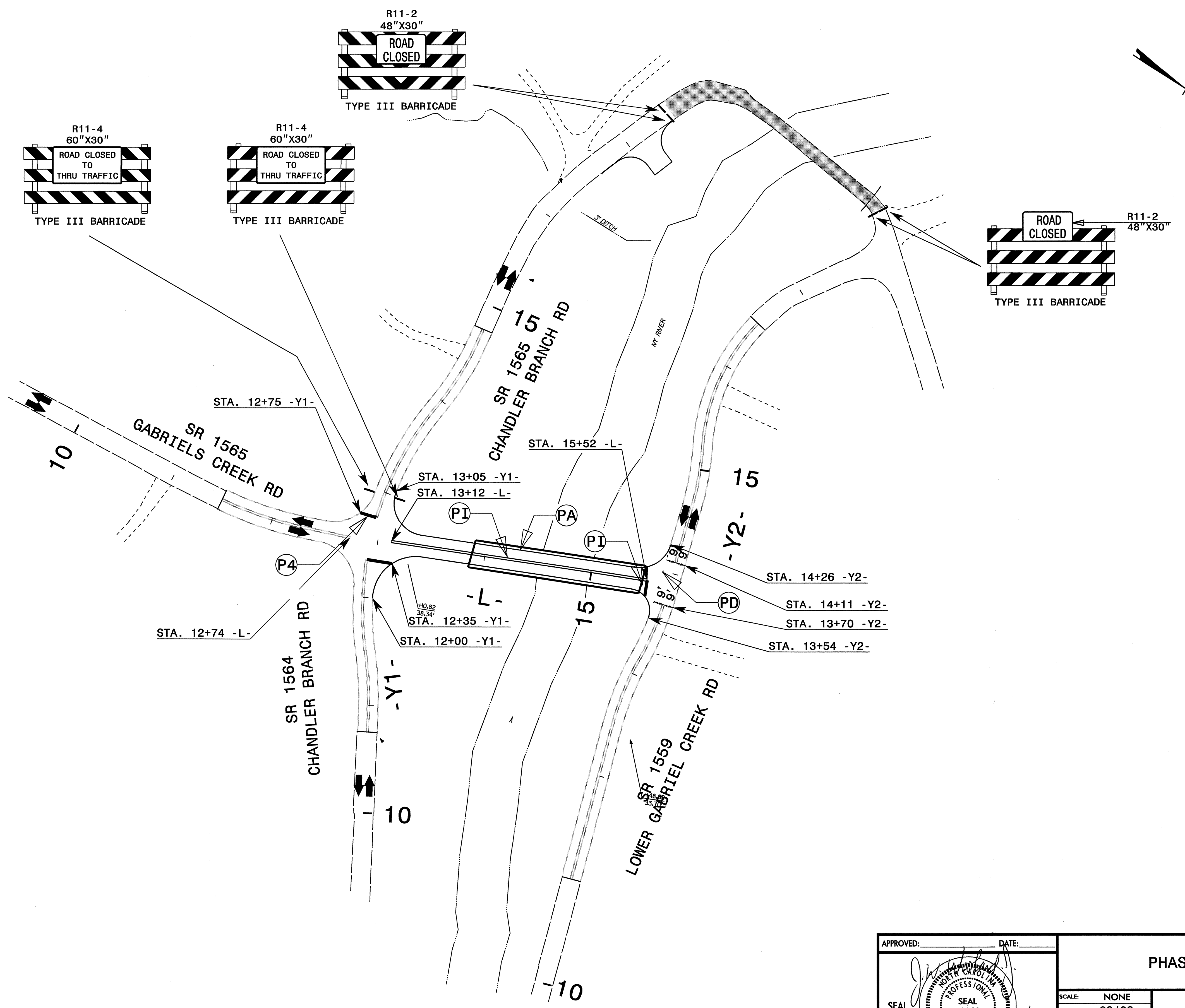
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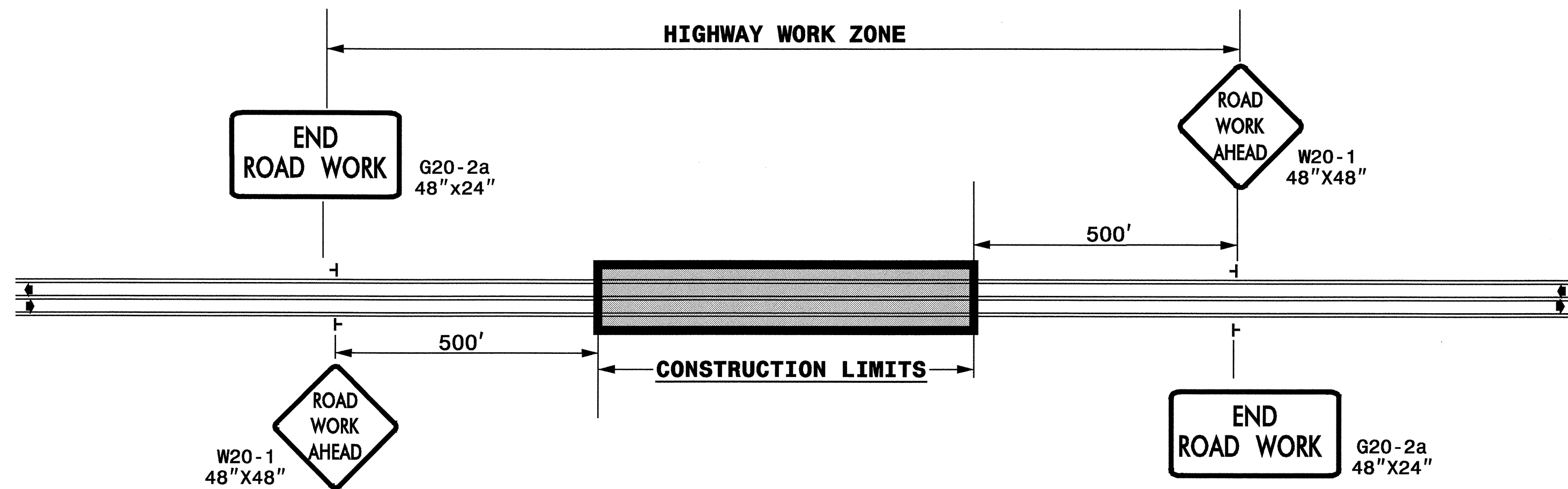
APPROVED: 	DATE: 9/5/08	PHASE II DETAIL	
SCALE: NONE	REVISIONS		
DWG. BY: DAH	DESIGN BY: DAH		REVISIONS
REVIEWED BY: JWW	CADD FILE		



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APPROVED: _____	DATE: _____	PHASE II DETAIL	
SCALE: NONE	DATE: 08/08		REVISIONS
DWG. BY: DAH	DESIGN BY: DAH		
REVIEWED BY: JWW			

TWO-WAY UNDIVIDED ** -L-, -Y1-, & -Y2-



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

**DETAIL DRAWING FOR
 TWO-WAY UNDIVIDED
 WORK ZONE WARNING SIGNS**

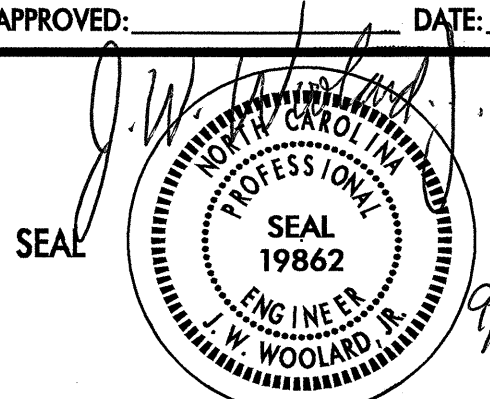
SHEET 1 OF 1

GENERAL NOTES

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS, THIS SIGNING APPLICATION IS OPTIONAL; MAY USE ONLY APPLICABLE ROADWAY STANDARD DRAWINGS INSTEAD. HOWEVER, IF THIS SIGNING APPLICATION IS USED, SIGNS MAY BE PORTABLE MOUNTED.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE 3LB STEEL U-CHANNEL POST OR 4" X 4" WOOD POST FOR ALL WORK ZONE SIGNS. 3LB STEEL U-CHANNEL POSTS MUST MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 1094-1(B), MAY BE GALVANIZED STEEL, OR MAY BE PAINTED GREEN BY THE POST MANUFACTURER. SQUARE STEEL TUBING POSTS HAVING EQUIVALENT STRENGTH OF THE 3 LB STEEL U-CHANNEL POST ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 3LB STEEL U-CHANNEL AND SQUARE STEEL TUBING POSTS WITH SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110.
- WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE SIGN SUPPORTS.
- ** TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON URBAN MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

LEGEND

- ┆ STATIONARY SIGN
- ◀ DIRECTION OF TRAFFIC FLOW

APPROVED: 	DATE: 9/5/08	DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS	
SCALE: NONE	DATE: 08/08	REVISIONS	
DWG. BY: DAH	DESIGN BY: DAH	7-98	10/01
REVIEWED BY: JWW		10-98	03/04
		01/01	11/04

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