

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO.	SHEET NO.
B - 3 0 1 9	TCP-1

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

POLK

B-3019

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
1101.11	Traffic Control Design Tables
1110.01	Stationary Work Zone Signs
1135.01	Cones
1145.01	Barricades
1150.01	Flagging Devices
1205.01	Pavement Markings - Line Types & Offsets
1205.02	Pavement Markings - Divided & Undivided Roadways
1205.04	Pavement Markings - Intersections
1205.12	Pavement Markings - Bridges
1250.01	Pavement Marking Spacing
1251.01	Raised Pavement Markers - Permanent And Temporary

INDEX OF SHEETS

SHEET NO.	TITLE
TCP-1	List Of Applicable Roadway Standard Drawings, Legend, Index Of Sheets And Pavement Marking Schedule
TCP-2	General Notes And Phasing
TCP-3	Offsite Detour Map And Signing
SD-1	Morgan Chapel Road (SR 1517) Sign Detail

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 BREAKDOWN		TOTAL QUANTITY	
		QUANTITY	UNIT	QUANTITY	UNIT
FINAL PAVEMENT MARKINGS					
TI	YELLOW DOUBLE CENTER	THERMOPLASTIC(4", 120 MILS)			
		1000	LF	TOTAL	1000 LF
TA	WHITE EDGELINE	THERMOPLASTIC(4", 90 MILS)			
		1000	LF	TOTAL	1000 LF
MARKERS					
SNOWPLOWABLE RAISED PAVEMENT MARKERS					
ME	YELLOW & YELLOW	8	EA		
MF	CRYSTAL & CRYSTAL	40	EA		
			TOTAL	48	EA

APPROVED: <i>Meredith M. McDiarmid</i> DATE: 12/7/07	PLAN PREPARED BY: N.C.D.O.T. WORK ZONE TRAFFIC CONTROL UNIT
SEAL 	J. S. BOURNE, P.E. TRAFFIC CONTROL ENGINEER
	M. M. MCDIARMID, P.E. TRAFFIC CONTROL PROJECT ENGINEER
	C. B. HOWARD TRAFFIC CONTROL PROJECT DESIGN ENGINEER
	D. S. SCHMIDT TRAFFIC CONTROL DESIGN ENGINEER / TECHNICIAN

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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, on both sides of an open travelway, within the same location, on a two-lane, two-way road.
- F) Do not perform work involving heavy equipment within 15 ft of the edge of travelway when work is being performed behind a lane closure on the opposite side of the travelway.

Pavement Edge Drop Off Requirements

- G) 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 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.

Traffic Pattern Alterations

- H) Notify the Engineer twenty one (21) calendar days prior to any traffic pattern alteration.

Signing

- I) Provide, install and maintain all detour signing on and off the project limits.
- J) Cover or remove all detour signs when a detour is not in operation.
- K) Ensure all necessary signing is in place prior to altering any traffic pattern.

Traffic Control Devices

- M) When using Roadway Standard Drawing No. 1101.02 sheet 1 of 9, drums or skinny drums may be used in lieu of cones.
- N) Space channelizing devices in work areas no greater than twice the posted speed limit (mph), except 10 ft on-center in radii, and 3 ft off the edge of an open travelway, when lane closures are not in effect.
- O) Place Type III barricades, with "ROAD CLOSED" sign R11-2 attached, of sufficient length to close entire roadway.

Pavement Markings And Markers

- P) Install pavement markings and pavement markers on the final surface as follows:

Road Name	Marking	Marker
-L- (SR 1517)	Thermoplastic	Snow-plowable
-Y1- (SR 1516)	none	none
- Q) Tie proposed pavement marking lines to existing pavement marking lines

PHASING

Note: Maintain access to all driveways within the project limits.

Phase I

- Step 1) Using Roadway Standard Drawing (RSD) 1101.03 sheet 1 of 9 and Sheet TCP-3, install all road closure and detour signing. Place traffic onto off-site detour as shown on TCP-3. Close SR 1517 (Morgan Chapel Road) from -L- Sta. 10+00+/- to -L- Sta.14+11+/-.

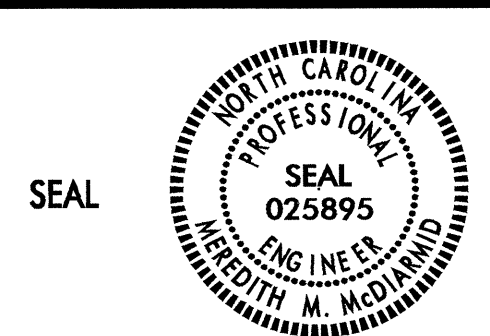
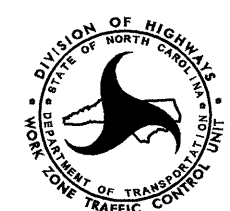
Phase II

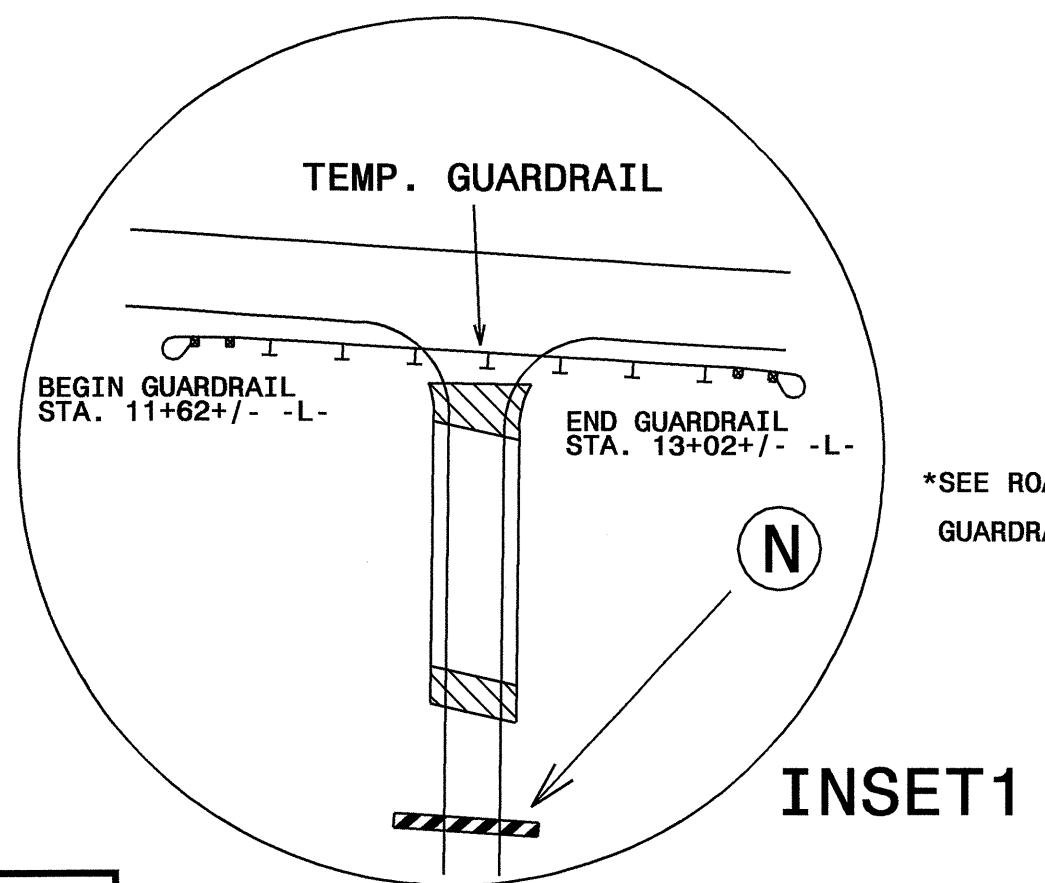
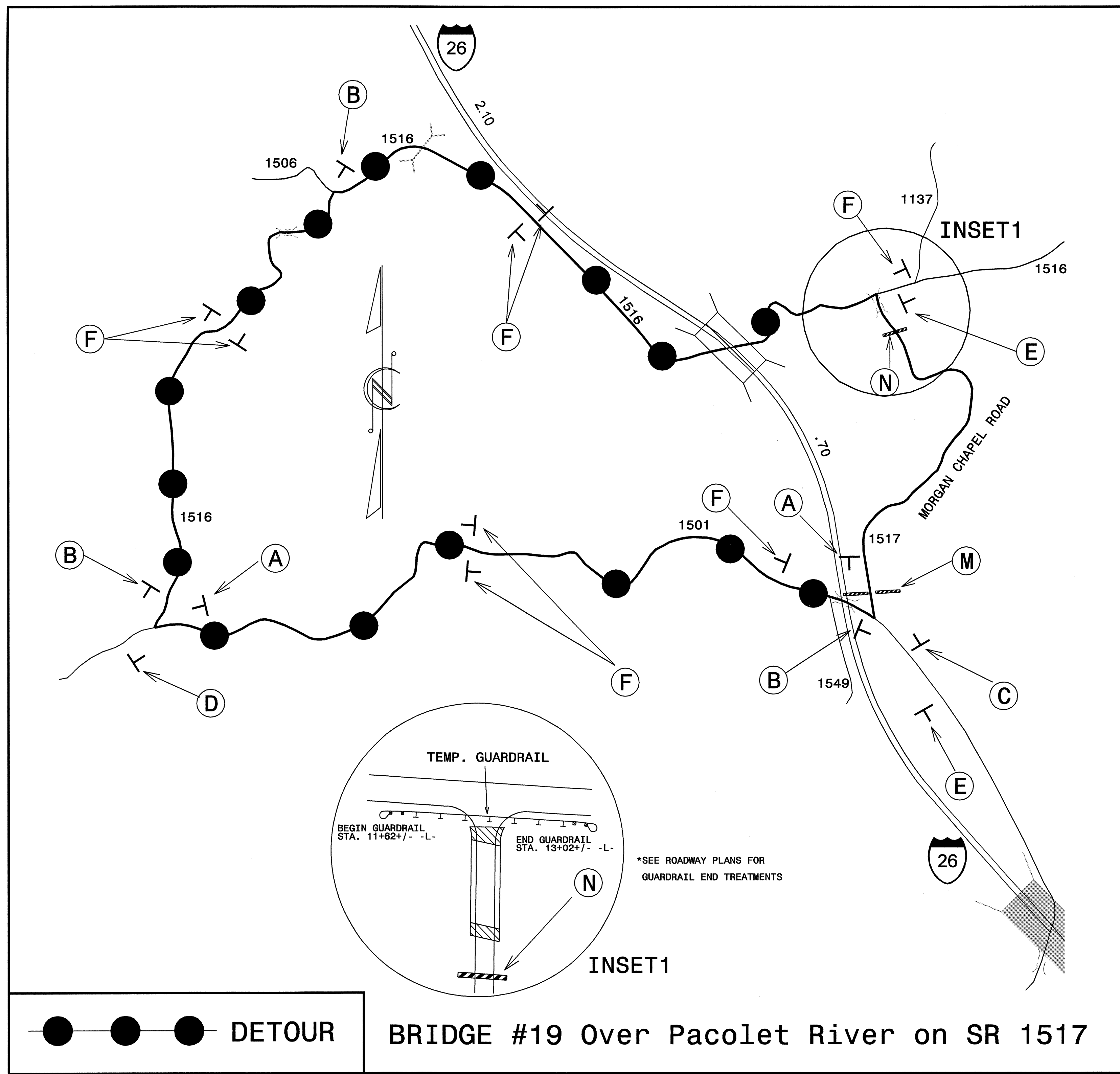
- Step 1) Install temporary guardrail across SR 1517, as shown on TCP-3, inset 1.
- Step 2) Away from traffic, perform the following from -L- Sta. 10+00 +/- to -L- Sta. 14+11+/-:
 - Remove existing bridge #19 and approaches.
 - Construct the proposed structure and approaches up to but not including the final layer of surface course;

Using RSD 1101.02 Sheet 1 of 9, perform the following from -Y1- Sta. 10+00 +/- to -Y1- Sta. 16+00 +/-

 - Reconstruct roadway using Aggregate Base Course material.
- Step 3) Remove temporary guardrail on -L-;
- Step 4) Remove detour signing and barricades; Open SR 1517 (Morgan Chapel Road) to traffic;
- Step 5) Using RSD 1101.02 Sheet 1 of 9, construct the final layer of surface course and install final pavement markings. (See Pavement Marking Schedule).
- Step 6) Remove all traffic control signing and devices and re-open SR 1517 (Morgan Chapel Road) to a two-lane two-way pattern.

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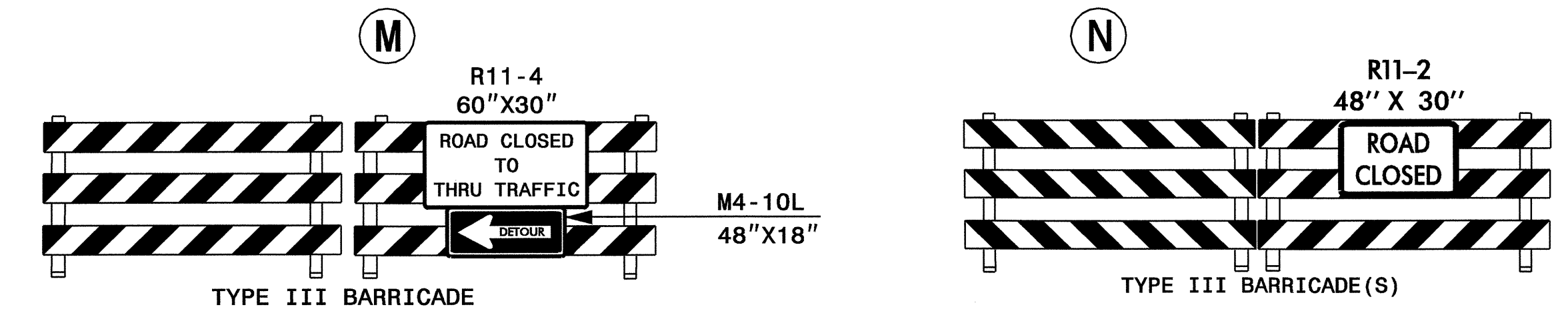
APPROVED: <i>M. M. [Signature]</i> DATE: 12/7/07	GENERAL NOTES AND PHASING	
	SCALE: NONE	REVISIONS
	DATE: 11-07	
	DWG. BY: DSS	
	DESIGN BY: DSS	
REVIEWED BY: CBH		CADD FILE: B3648 TC TCP2.dgn



● ● ● DETOUR BRIDGE #19 Over Pacolet River on SR 1517

- A**
 - MORGAN CHAPEL RD 48" X 24"
 - DETOUR M4-8 24" X 12"
 - M6-1 21" X 15"
- B**
 - MORGAN CHAPEL RD 48" X 24"
 - DETOUR M4-8 24" X 12"
 - ← M6-1 L 21" X 15"
- C**
 - MORGAN CHAPEL RD 48" X 24"
 - DETOUR M4-8 24" X 12"
 - ↘ M6-6 21" X 15"
- D**
 - MORGAN CHAPEL RD 48" X 24"
 - DETOUR M4-8 24" X 12"
 - ↙ M6-6L 21" X 15"
- E**
 - MORGAN CHAPEL RD 48" X 24"
 - END DETOUR M4-8 A 24" X 18"
- F**
 - MORGAN CHAPEL RD 48" X 24"
 - DETOUR 24" X 12"
 - ↑ M6-3 21" X 15"

* NOTE: USE RDWY STD DWG 1101.03 SHEET 1 OF 9 TO INSTALL TEMPORARY ROAD CLOSURE SIGNING



APPROVED: *[Signature]* DATE: 12/7/07

SEAL

OFFSITE DETOUR MAP AND SIGNING

SCALE: NONE		REVISIONS
DATE: 11-07		
DWG. BY: DSS		
DESIGN BY: DSS		
REVIEWED BY: CBH		

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