

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO.	SHEET NO.
U-2702	TCP-1

**PLAN FOR PROPOSED
TRAFFIC CONTROL, MARKING & DELINEATION
RANDOLPH/GUILFORD COUNTIES**

ROADWAY STANDARD DRAWINGS

INDEX OF SHEETS

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:

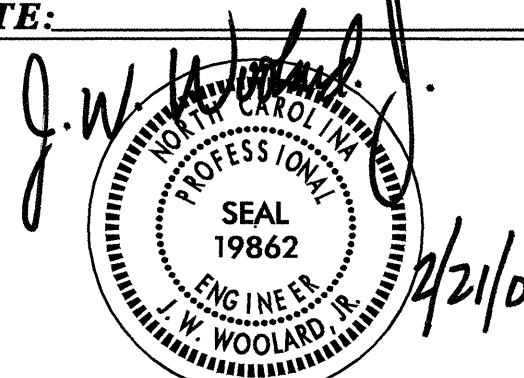
SHEET NO.	TITLE
TCP-1	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND AND INDEX OF SHEETS
TCP-2	GENERAL NOTES AND PHASING
TCP-3	OFFSITE DETOUR REHABILITATION
TCP-4	OFFSITE DETOUR
TCP-5	DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS
PM-1	FINAL PAVEMENT MARKING SCHEDULE
PM-2 THRU 3	FINAL PAVEMENT MARKING PLAN
SD-1	SPECIAL SIGN DESIGN

STD. NO.	TITLE
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1101.03	TEMPORARY ROAD CLOSURES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
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1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.08	PAVEMENT MARKINGS - SYMBOLS & WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.11	PAVEMENT MARKINGS - RAILROAD CROSSINGS
1250.01	PAVEMENT MARKER SPACING
1253.01	SNOWPLOWABLE RAISED PAVEMENT MARKERS

U-2702

TIP PROJECT:

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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

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.

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 WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.
- E) DO NOT INSTALL MORE THAN 1/2 MILE OF LANE CLOSURE ON SR 1600 (MENDENHALL RD), SR 1612 (UWHARRIE RD.), AND SR 1300 (FAIRFIELD RD.) 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 1600, SR 1612, AND SR 1300.
- 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) 500 FT IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT 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) INSTALL PERMANENT SIGNING.
- M) INSTALL DETOUR SIGNING ON AND OFF THE PROJECT LIMITS.
- N) COVER OR REMOVE ALL DETOUR SIGNS 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) 500 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 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. 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.
- S) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
1. SURRETT DRIVE	THERMOPLASTIC	SNOWPLOWABLE
2. EDEN TERRACE ROAD	THERMOPLASTIC	SNOWPLOWABLE
3. CORPORATION DRIVE	THERMOPLASTIC	SNOWPLOWABLE
4. MENDENHALL ROAD	THERMOPLASTIC	RAISED
5. UWHARRIE ROAD	THERMOPLASTIC	RAISED
6. FAIRFIELD ROAD	THERMOPLASTIC	RAISED

- 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) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- W) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.
- X) TRACE THE PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO INSTALLATION. PLACE DRUMS TO DELINEATE ANY PROPOSED MONOLITHIC ISLANDS PRIOR TO INSTALLATION.

TEMPORARY / FINAL SIGNALS

- Y) NOTIFY THE ENGINEER TWO (2) MONTHS BEFORE A TRAFFIC SIGNAL INSTALLATION BY OTHERS IS REQUIRED.
- Z) SHIFT AND REVISE ALL SIGNAL HEADS AS SHOWN ON THE SIGNAL PLANS.

MISCELLANEOUS

- AA) 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) 500 FT AND 500 FT RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

PHASING

- STEP 1) INSTALL ADVANCE WORK ZONE WARNING SIGNS NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION ON SR 1610 (MENDENHALL RD), SR 1612 (UWHARRIE RD), AND SR 1300 (FAIRFIELD RD) (SEE SHEET TCP-5 FOR SIGN INSTALLATION).

WHEN NO WORK IS BEING CONDUCTED FOR A PERIOD LONGER THAN ONE (1) WEEK, REMOVE OR COVER ALL ADVANCE WORK ZONE WARNING SIGNS, AS DIRECTED BY THE ENGINEER, AT NO COST TO THE DEPARTMENT.

- STEP 2) USING ROADWAY STANDARD DRAWING (RSD) 1101.02 RESURFACE SR 1610, SR 1612, SR 1300, AND CONSTRUCT THE UPGRADES TO THE SR 1600/ SR 1612 INTERSECTION. INSTALL FINAL PAVEMENT MARKINGS AND MARKERS ON SAME (SEE TCP-3 FOR LOCATIONS).

NOTE: STEP 3 SHALL BE COMPLETED IN ONE WORK PERIOD.

- STEP 3) REMOVE ADVANCE WORK ZONE WARNING SIGNS AND OFFSITE DETOUR SIGNS INSTALLED IN STEP 1 AND INSTALL AND COVER OFFSITE DETOUR SIGNING (REFER TO TCP-4 FOR OFFSITE DETOUR SIGN AND BARRICADE PLACEMENT).

NOTE: THE CONTRACTOR SHALL ENSURE THAT PROVISIONS ARE MADE TO ALLOW THE HENDRIX BATTING COMPANY ACCESS ACROSS -L- AS MUCH AS POSSIBLE DURING CONSTRUCTION. IF ABSOLUTELY NECESSARY THIS ACCESS MAY BE CLOSED OFF FOR ONE WEEK OR MORE HOWEVER NCDOT SHALL COORDINATE THIS WITH THE HENDRIX BATTING COMPANY IN ADVANCE.

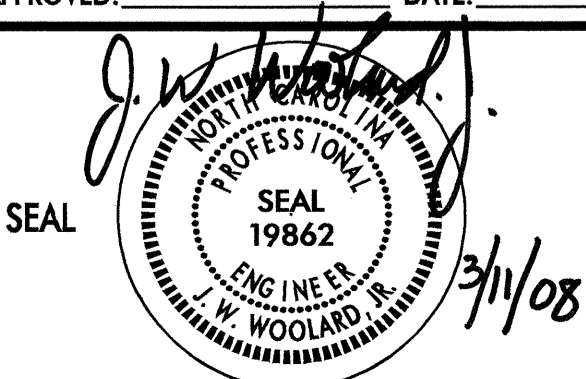
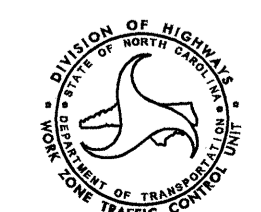
- STEP 4) USING TCP-4 DETOUR TRAFFIC OFFSITE AND CLOSE -L- (SR 1595 SURRETT DR.), -Y1- (SR 1952 EDEN TERRACE RD), AND -Y2- (SR 1592 CORPORATION DR.). CONSTRUCT -L-, -Y1-, AND -Y2- UP TO AND INCLUDING THE FINAL LIFT OF SURFACE COURSE, FINAL PAVEMENT MARKINGS, AND FINAL PAVEMENT MARKERS. (SEE TCP-4 FOR OFFSITE DETOUR) (SEE PMP-2 THRU 3 FOR FINAL PAVEMENT MARKINGS).

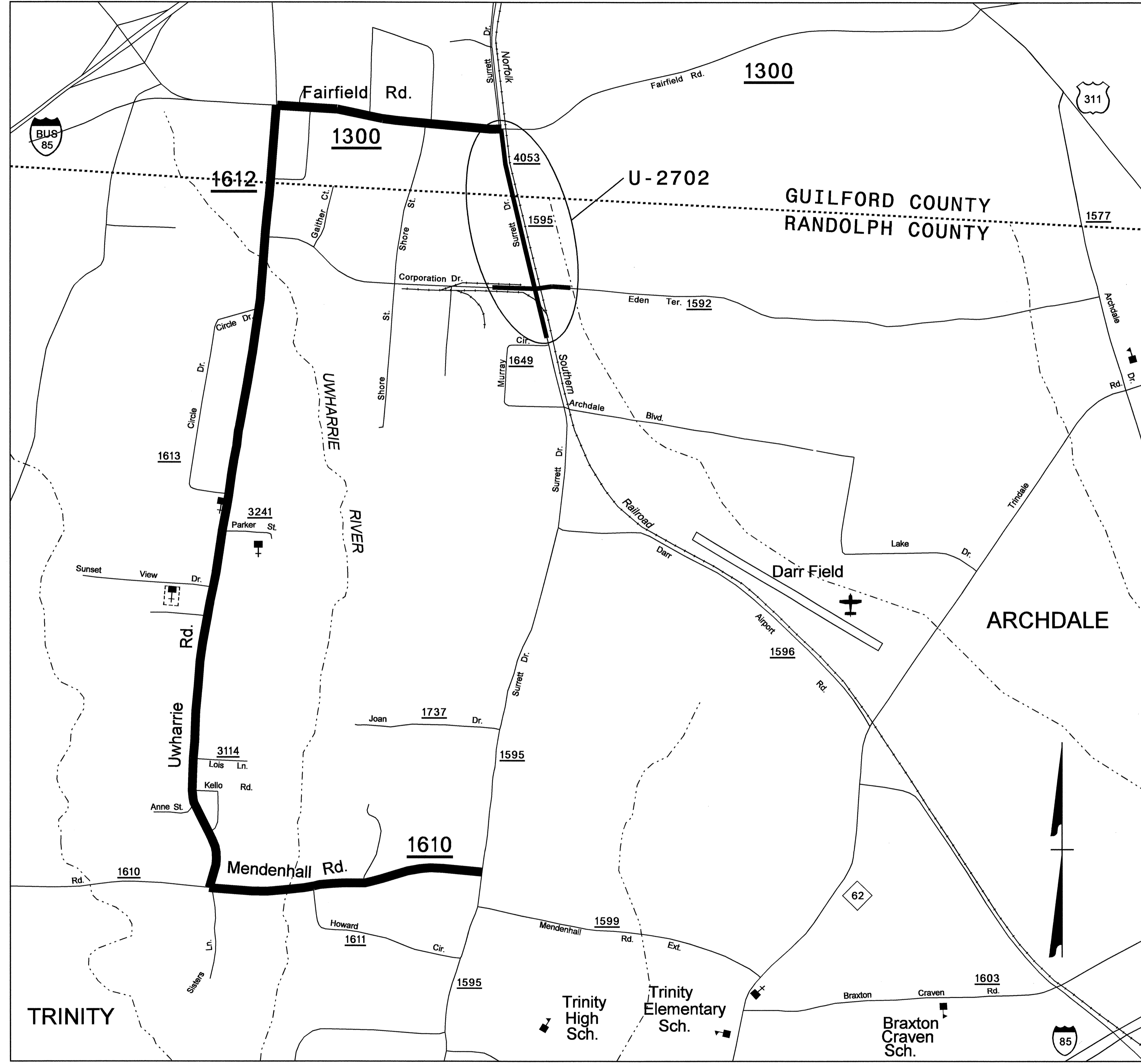
THE NORFOLK SOUTHERN RAILROAD SPUR LINE CONSTRUCTION MODIFICATIONS SHALL BE CONSTRUCTED BY OTHERS.


CONSTRUCT THE NEW SIGNALS AT THE -L-/-Y1-/-Y2- INTERSECTION.

- STEP 5) ACTIVATE NEW SIGNALS, REMOVE TYPE III BARRICADES AND OFFSITE DETOUR SIGNS, AND OPEN -L-, -Y1-, AND -Y2- TO THE FINAL TRAFFIC PATTERN.

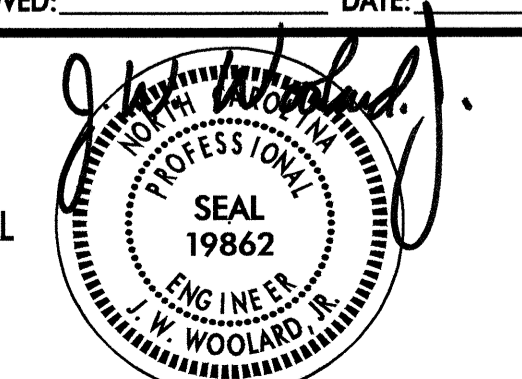
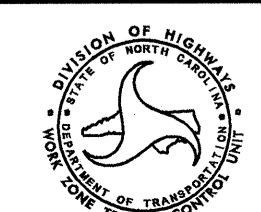
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APPROVED: 	DATE: 3/1/08	GENERAL NOTES AND PHASING	
SCALE: NONE	DATE: 05/07		
DESIGN BY: DAH	DESIGN BY: DAH		REVISIONS
REVIEWED BY: JWW	REVIEWED BY: JWW		CADD FILE




 OFFSITE DETOUR REHABILITATION

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