STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

PLAN FOR PROPOSED TRAFFIC CONTROL

NASH-FRANKLIN COUNTIES

ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS SHOWN 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 TEMPORARY ROAD CLOSURES	
1101.03		
1101.05	WORK ZONE VEHICLE ACCESSES	
1110.01	STATIONARY WORK ZONE SIGNS	
1145.01	BARRICADES	

INDEX OF SHEETS

TITLE TCP-1 LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, INDEX OF SHEETS, AND LEGEND TCP-2 PROJECT NOTES AND PHASING TCP-3 OFF-SITE DETOUR TCP-4 ROAD CLOSURE

LEGEND

GENERAL

DIRECTION OF TRAFFIC FLOW

NORTH ARROW

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

STATE PROJECT REFERENCE NO.

TCP-1

B - 4587

WORK AREA

REMOVAL OF EXISTING PAVEMENT

TRAFFIC CONTROL DEVICES

T TYPE I 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

TIP PROJECT:

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2

PROJECT NOTES

PROJ. REFERENCE NO. SHEET NO.

B-4587

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 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.

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) 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 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
SR 1612	PAINT	NONE
SR 1316	PAINT	NONE

- K) PLACE TWO APPLICATIONS OF PAINT PAVEMENT MARKINGS ON THE FINAL EARING SURFACE. PLACE THE SECOND APPLICATION OF PAINT UPON SUFFICIENT DRYING TIME OF THE FIRST.
- L) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

LOCAL NOTES

- 1. CONTACT NASH COUNTY SCHOOLS (252-459-5289) AT LEAST ONE MONTH PRIOR TO ROAD CLOSURE IN ORDER FOR THEM TO HAVE TIME TO ADEQUATELY REROUTE SCHOOL BUSSES.
- 2. CONTACT NASH COUNTY EMERGENCY SERVICES (252-459-9805) AT LEAST ONE MONTH PRIOR TO ROAD CLOSURE IN ORDER FOR THEM TO HAVE TIME TO MAKE THE NECESSARY TEMPORARY REASSIGNMENTS FOR PRIMARY RESPONSE UNITS.
- 3. INSTALL SIGNS BEFORE INSTALLING THE BARRICADES WHEN CLOSING THE ROADWAY TO TRAFFIC. REMOVE BARRICADES BEFORE REMOVING THE SIGNS WHEN OPENING THE ROADWAY TO TRAFFIC. INSTALL/REMOVE SIGNS AND BARRICADES WITHIN THE SAME CALENDAR DAY.
- 4. ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- 5. MAINTAIN DRIVEWAY ACCESS WITHIN PROJECT LIMITS.
- 6. REAPPLY PAVEMENT MARKINGS UP TO 100' BEYOND CONSTRUCTION LIMITS IF NEEDED TO REPAIR DAMAGE AND/OR TRACKING FROM CONSTRUCTION.

PHASING

- STEP 1 PATCH DETOUR ROUTE AND PLACE PAVEMENT MARKINGS AND PAVEMENT MARKERS AS DIRECTED BY THE ENGINEER.
 INSTALL SIGNS AND BARRICADES CLOSING SR 1612 (PAUL SLEDGE ROAD) AND SR 1316 (LAKE ROYALE ROAD) 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, 3 AND 4)
- STEP 2 PERFORM THE FOLLOWING WITHIN THE ROAD CLOSURE: (SEE LOCAL NOTE NO. 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 COURSE FROM STA.
 - 13+06+/- TO STA. 16+84+/- AND FROM STA. 18+09+/- TO STA. 20+96+/-
- STEP 3 PLACE THE FINAL LAYER OF SURFACE COURSE ON -L- FROM STA. 13+06+/- TO STA. 20+96+/-
- STEP 4 APPLY THE FINAL PAVEMENT MARKINGS ON -L- FROM STA. 13+06+/TO STA. 20+96+/-. (SEE LOCAL NOTE NO. 6)
- STEP 5 REMOVE ALL BARRICADES, ROAD CLOSED SIGNS. AND DETOUR SIGNS AND OPEN SR 1612 (PAUL SLEDGE ROAD) AND SR 1316 (LAKE ROYALE ROAD) TO THROUGH TRAFFIC. (SEE LOCAL NOTE NO. 3)



PROJECT NOTES AND PHASING

SCALE: NONE

DATE: 06/08

DWG. BY: SDM

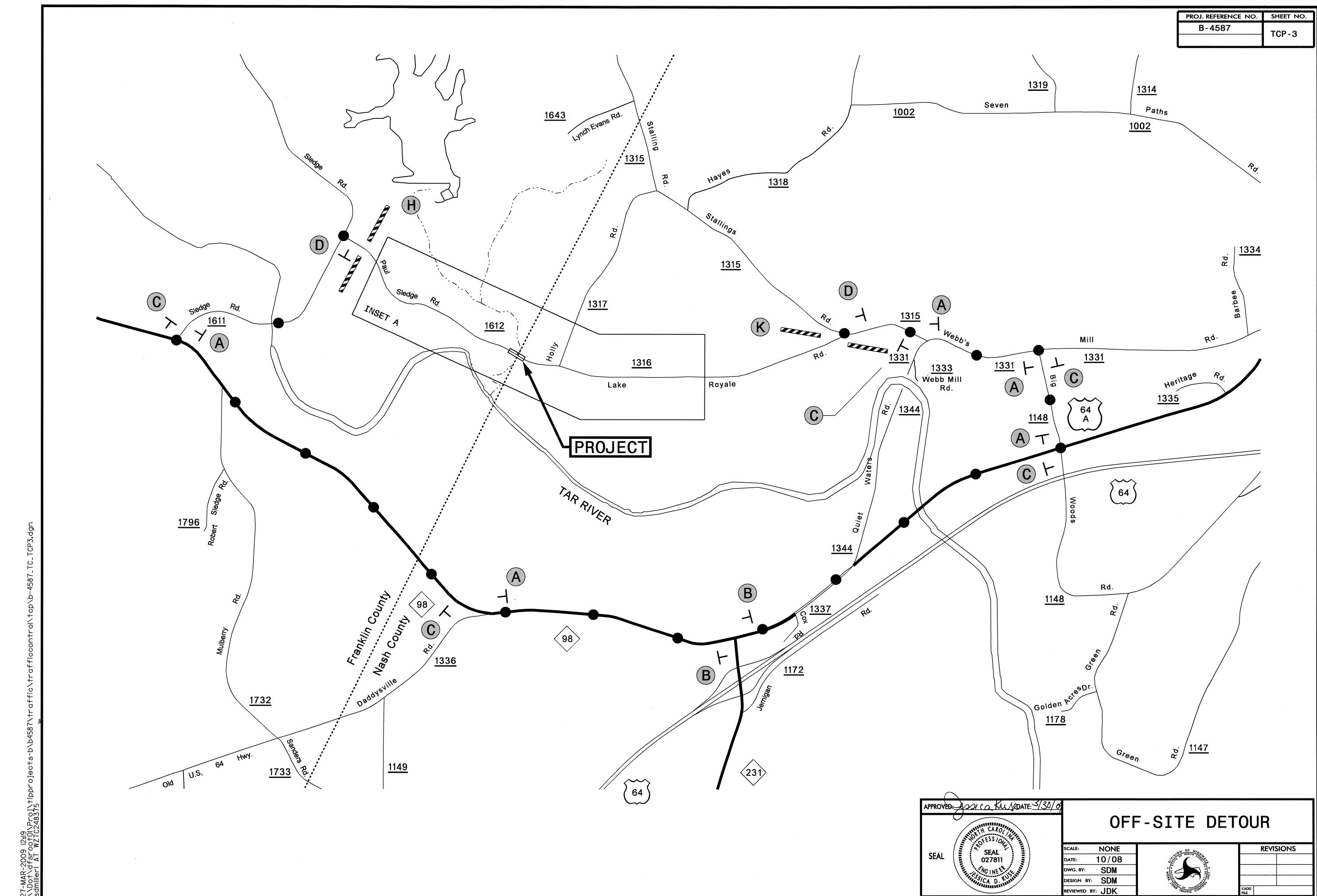
DESIGN BY: SDM

REVIEWED BY: JDK



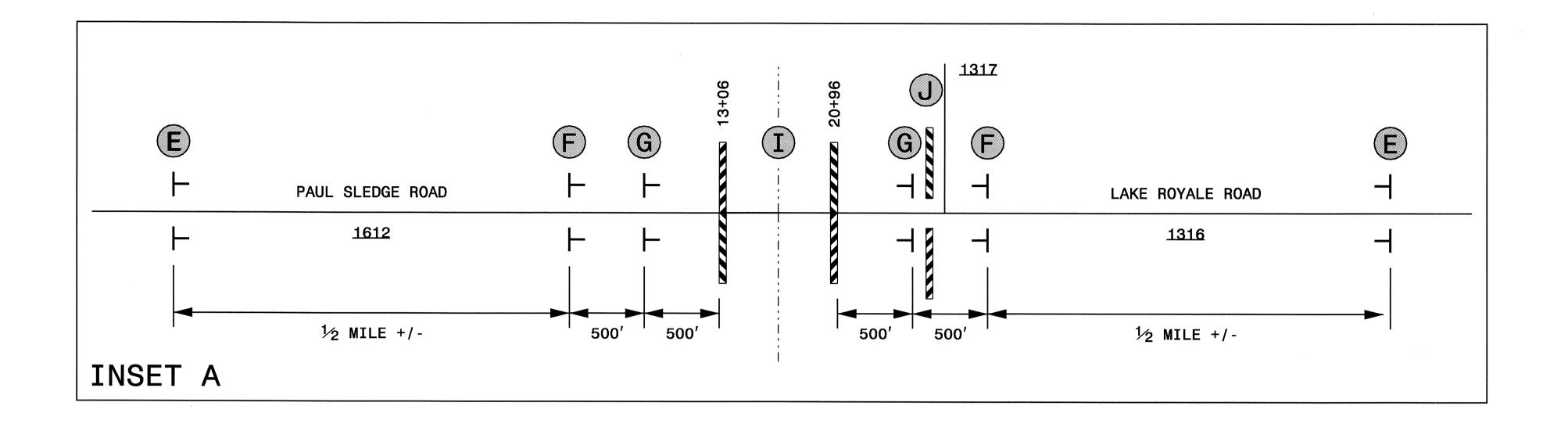
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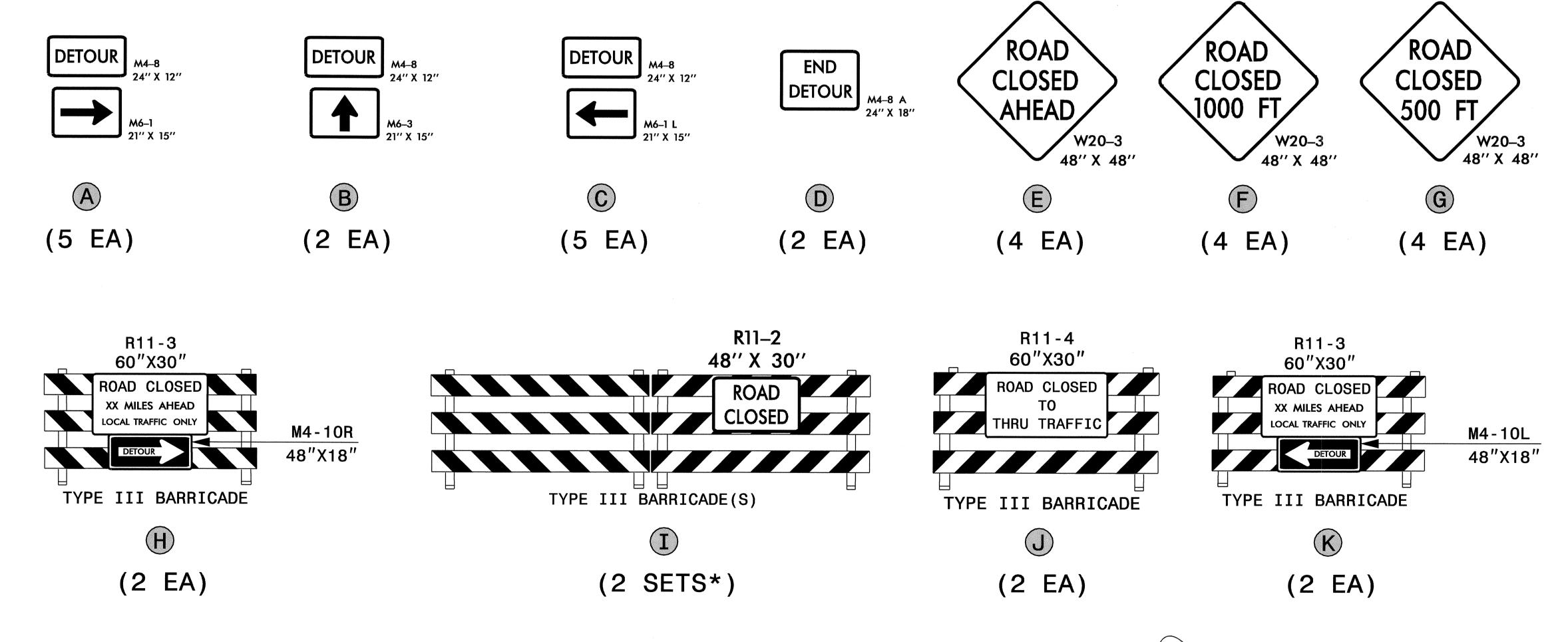
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PROJ. REFERENCE NO. SHEET NO.

B-4587
TCP-4





*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.

SEAL

SEAL

SEAL

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Design By: SDM

Design By: SDM

Reviewed By: JDK

Reviewed By: JDK

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