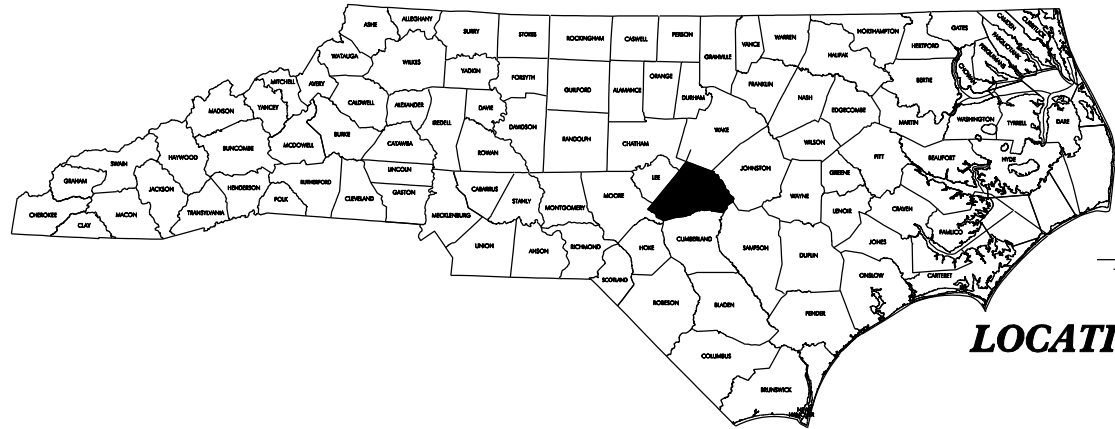


CONTRACT NO. D000096 TIP PROJECT: BP-5300A

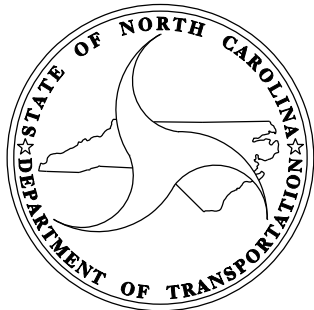
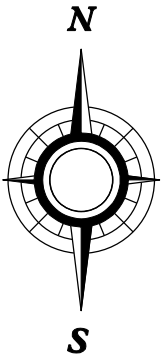
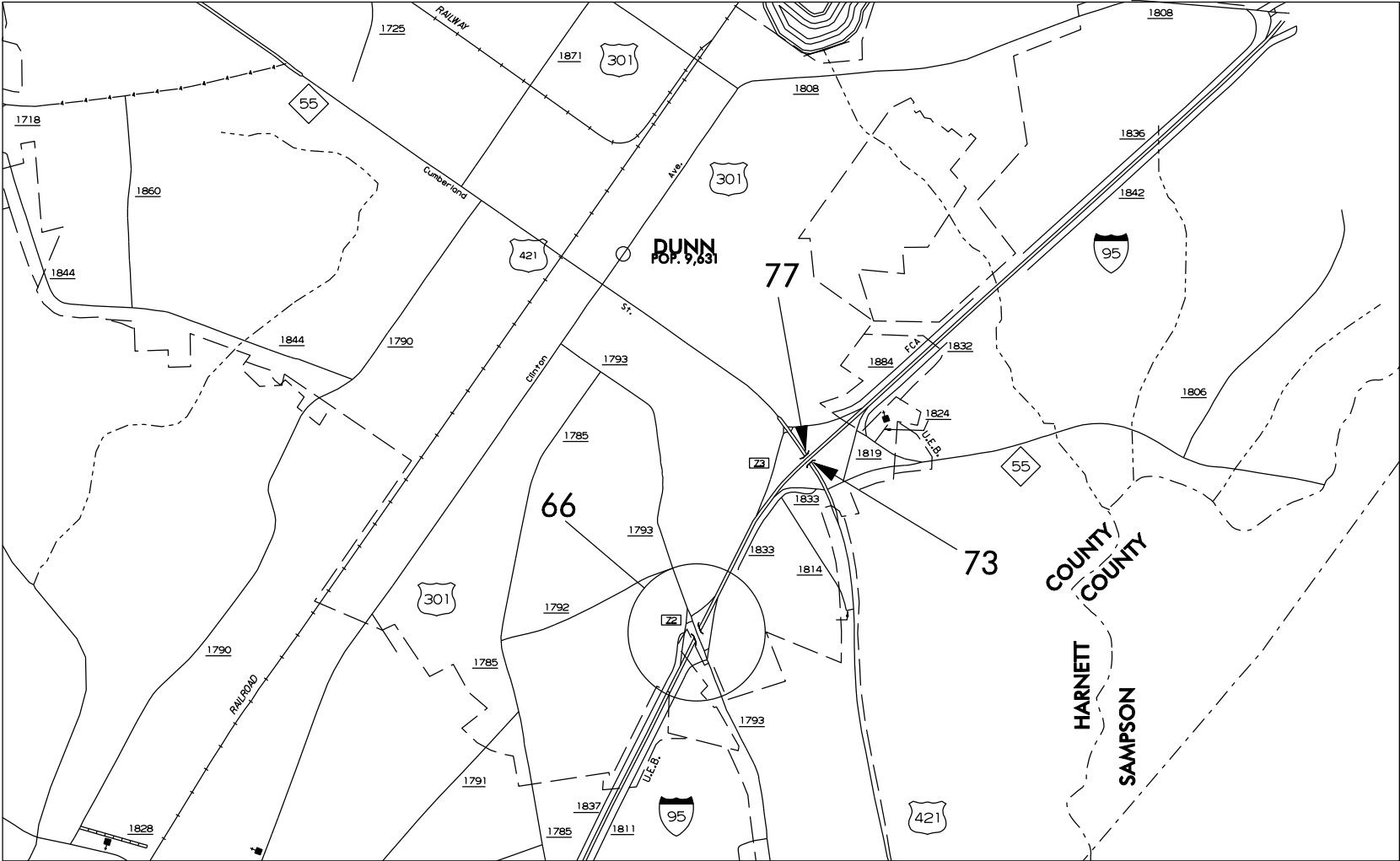


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

HARNETT COUNTY

LOCATION: SR 1793, OVER I-95, I-95 NBL & SBL, OVER US 421 & NC 55
TYPE OF WORK: BRIDGE PRESERVATION: CLEANING
AND PAINTING OF BRIDGES #66, 73, & #77.

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	BP-5300A	1	1
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
45438.1.1	BRNHS-000S(658)	P.E.	
45438.3.1	BRNHS-000S(658)	CONST	



DESIGN DATA

PROJECT LENGTH

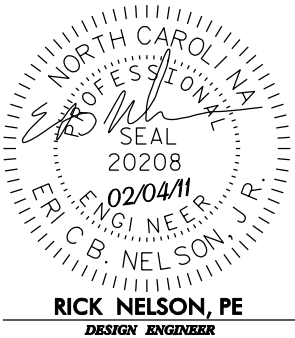
Prepared In the Office of:
BRIDGE MANAGEMENT UNIT
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

2006 STANDARD SPECIFICATIONS

LETTING DATE:
MARCH 10, 2011

DAN HOLDERMAN, PE
STATE BRIDGE
MANAGEMENT ENGINEER

MIKE SUMMERS
BRIDGE MANAGEMENT
PROJECT MANAGER



2/8/2011
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gkarageorge

PROJECT: BP-5300A

WBS 45438.1.1

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PLAN FOR PROPOSED
TRAFFIC CONTROL

HARNETT COUNTY

LOCATION: BRIDGE NO.S 66, 73 AND 77.

TYPE OF WORK: TRAFFIC CONTROL FOR BRIDGE PAINTING

STATE PROJECT REFERENCE NO.

BP-5300A

SHEET NO.

TCP-1

LEGEND

GENERAL

- ← DIRECTION OF TRAFFIC FLOW
↑ NORTH ARROW
■ WORK AREA

TRAFFIC CONTROL DEVICES

- //// TYPE III BARRICADE
▲ CONE
● DRUM ⊙ SKINNY DRUM
⦿ FLASHING ARROW PANEL (TYPE C)
└ STATIONARY SIGN
⊏ PORTABLE SIGN
⊐ STATIONARY OR PORTABLE SIGN
— PORTABLE CONCRETE BARRIER
~ TEMPORARY CRASH CUSHION
◀ CHANGEABLE MESSAGE SIGN
⊠ TRUCK MOUNTED
IMPACT ATTENUATOR (TMIA)
⊠ LAW ENFORCEMENT
■ FLAGGER

ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARD DRAWINGS 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
1101.04	TEMPORARY SHOULDER CLOSURES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW PANELS
1130.01	DRUMS
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR

INDEX OF SHEETS

SHEET NO.	TITLE
TCP-1	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND, & INDEX OF SHEETS
TCP-2	GENERAL NOTES
TCP-3	VICINITY MAP AND TRAFFIC CONTROL PHASING
TCP-4	BRIDGE NO. 73/77 LANE CLOSURES FOR OUTSIDE LANE WORK AREAS
TCP-5	BRIDGE NO. 73/77 LANE CLOSURES FOR INSIDE LANE WORK AREAS
TCP-6	BRIDGE NO. 66 I-95 SBL LEFT LANE CLOSURE WITH WEAVE SHIFT
TCP-7	BRIDGE NO. 66 I-95 NBL LEFT LANE CLOSURE WITH WEAVE SHIFT
TCP-8	BRIDGE NO. 66 TYPICAL LANE CLOSURES

APPROVED *Betsy L. Watson* PLAN PREPARED BY:
DATE: 2-18-11








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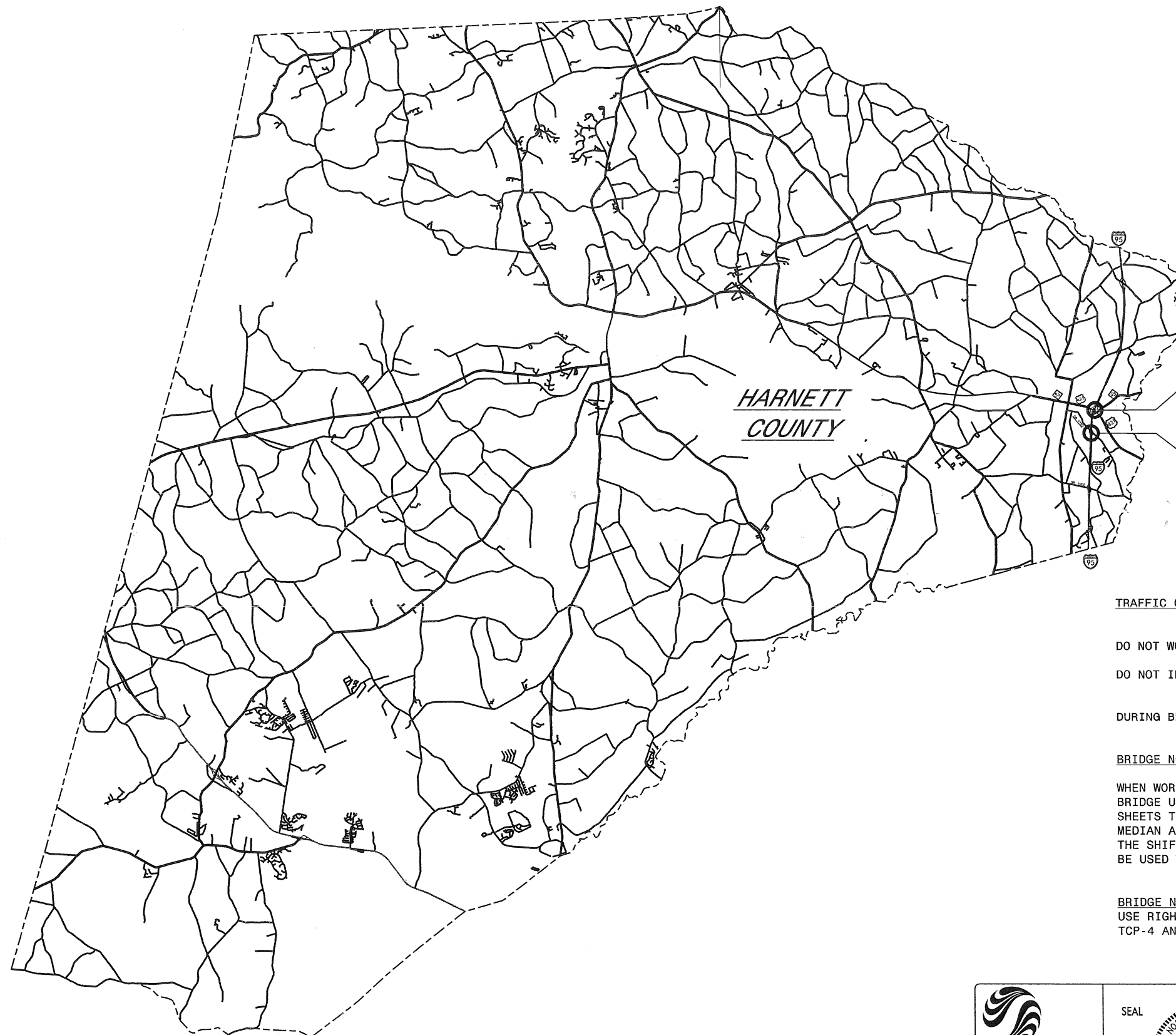
BETSY L. WATSON, PE

TRAFFIC CONTROL ENGINEER

GEORGE KARAGEORGE

TRAFFIC CONTROL DESIGNER

 Stantec Stantec Consulting Services Inc. 801 Jones Franklin Road Suite 300 Raleigh, NC 27606 Tel. (919) 851-6866 Fax. (919) 851-7024 www.stantec.com License No. F-0672	SEAL  SIGNATURE _____ DATE _____	<h2 style="margin: 0;">GENERAL NOTES</h2> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 30%;">SCALE:</td> <td style="width: 30%;">NONE</td> <td rowspan="5" style="width: 20%; text-align: center; vertical-align: middle;">  <small>STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS TRAFFIC CONTROL</small> </td> <td style="width: 20%; text-align: center;">REVISIONS</td> </tr> <tr> <td>DATE:</td> <td>JAN. 2011</td> <td></td> </tr> <tr> <td>DWG. BY:</td> <td>GK</td> <td></td> </tr> <tr> <td>DESIGN BY:</td> <td>GK</td> <td></td> </tr> <tr> <td>REVIEWED BY:</td> <td>BLW</td> <td></td> </tr> </table>	SCALE:	NONE	 <small>STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS TRAFFIC CONTROL</small>	REVISIONS	DATE:	JAN. 2011		DWG. BY:	GK		DESIGN BY:	GK		REVIEWED BY:	BLW	
SCALE:	NONE	 <small>STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS TRAFFIC CONTROL</small>	REVISIONS															
DATE:	JAN. 2011																	
DWG. BY:	GK																	
DESIGN BY:	GK																	
REVIEWED BY:	BLW																	



BRIDGE NO.S 73/77
I-95 NBL/SBL
OVER US 421/NC 55

BRIDGE NO. 66
SR 1793 SPRING BRANCH/JOE POPE RD.
OVER I-95

TRAFFIC CONTROL PHASING

DO NOT WORK AT MORE THAN ONE BRIDGE LOCATION AT A TIME.

DO NOT INSTALL MORE THAN ONE LANE CLOSURE AT A TIME.

DURING BRIDGE PAINTING OPERATIONS USE LANE CLOSURES AS FOLLOWS:

BRIDGE NO. 66

WHEN WORKING IN THE I-95 RIGHT LANES AND RIGHT HALF OF THE BRIDGE USE LEFT LANE CLOSURES WITH A SHIFT (WEAVE) AS SHOWN ON SHEETS TCP-6 AND 7. WHEN WORKING IN THE I-95 LEFT LANES AND MEDIAN AREA USE LEFT LANE CLOSURES IN THE SAME FASHION WITHOUT THE SHIFT. AS AN OPTION RIGHT AND LEFT LANES CLOSURES MAY ALSO BE USED WITHOUT A SHIFT AS SHOWN ON SHEET TCP-8.

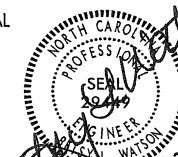
BRIDGE NO.S 73/77

USE RIGHT & LEFT LANE CLOSURES ON US 421 AS SHOWN ON SHEETS
TCP-4 AND 5.



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SEAL



SIGNATURE

DATE _____

VICINTY MAP
TRAFFIC CONTROL PHASING

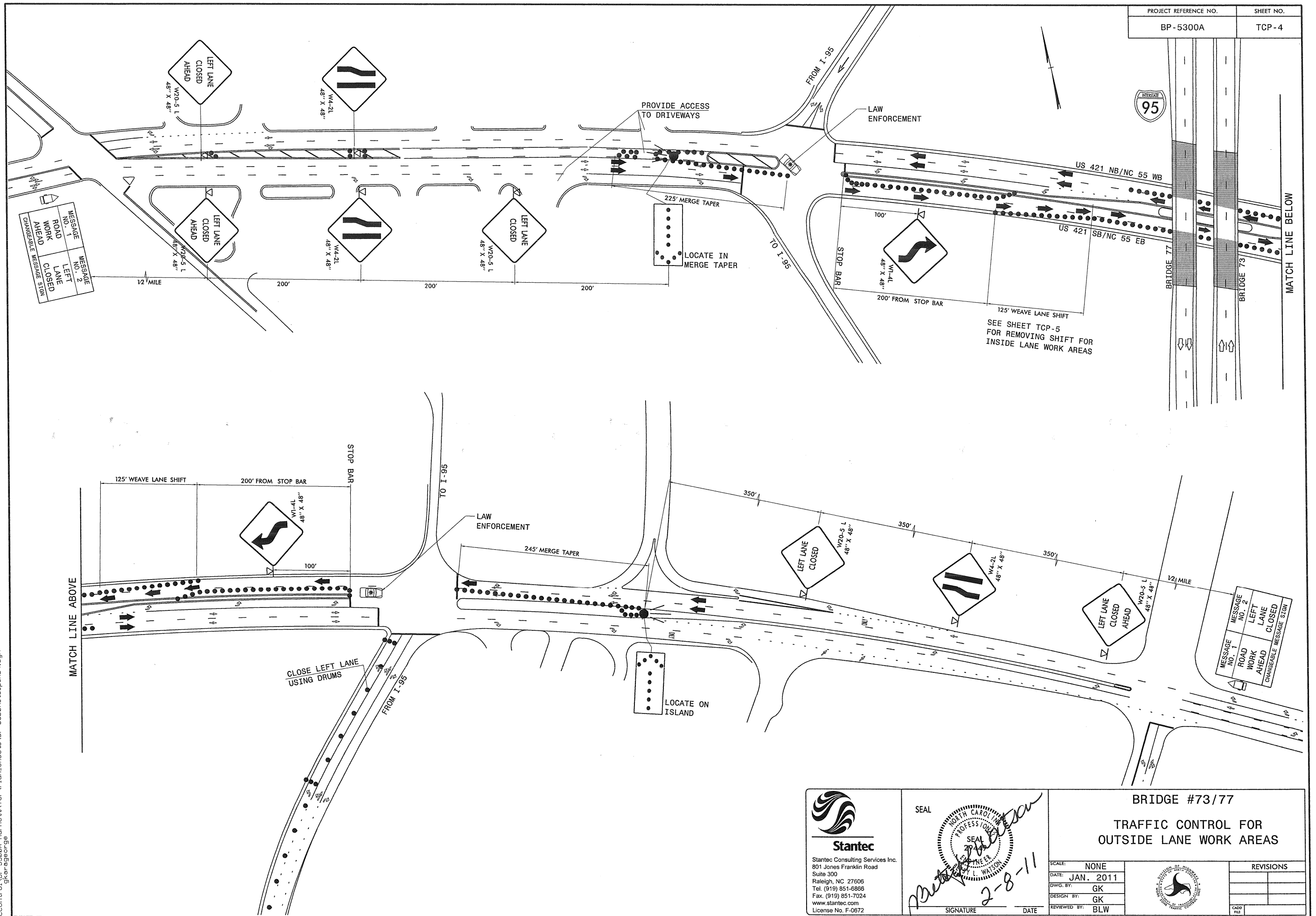
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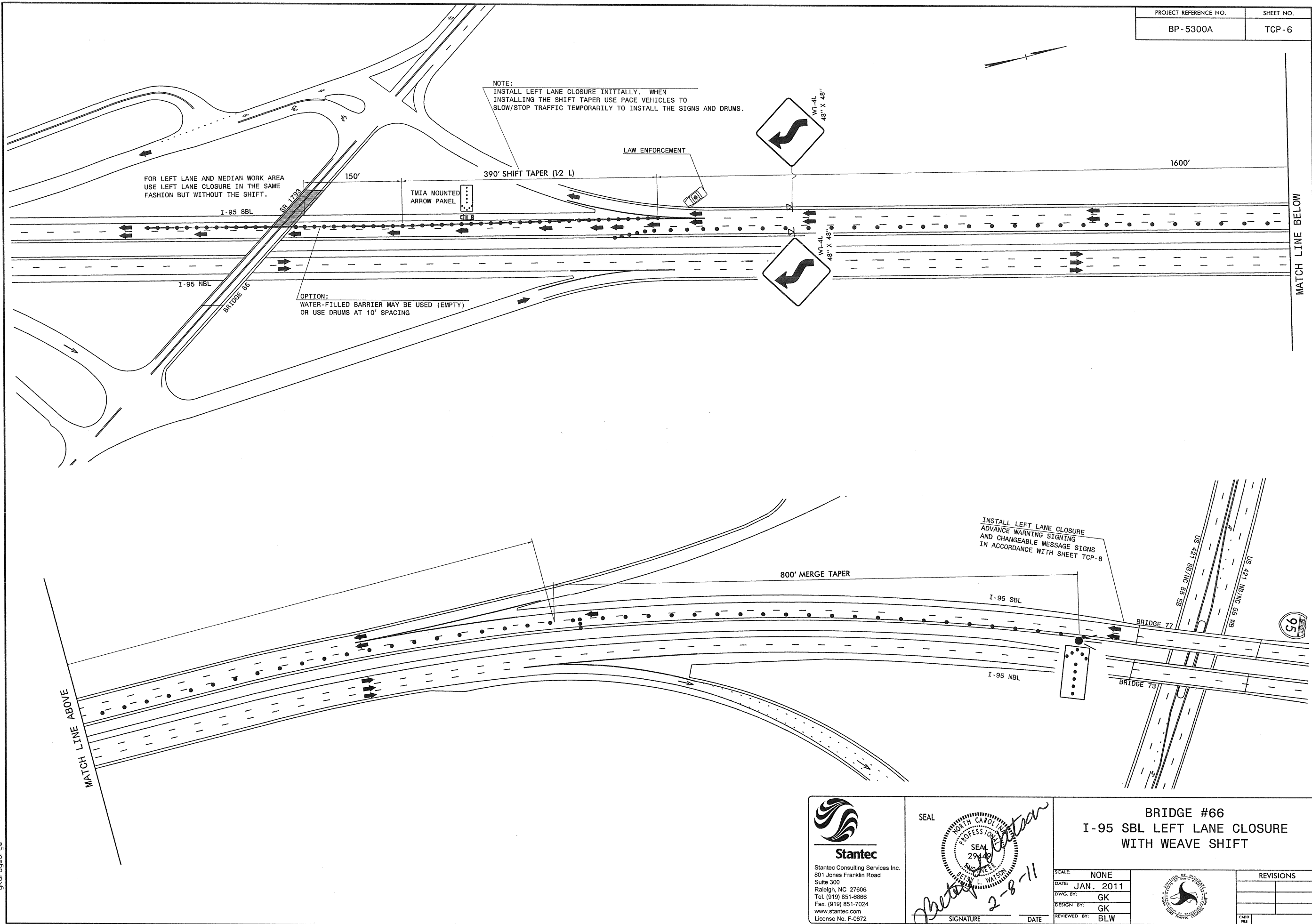


REVISIONS

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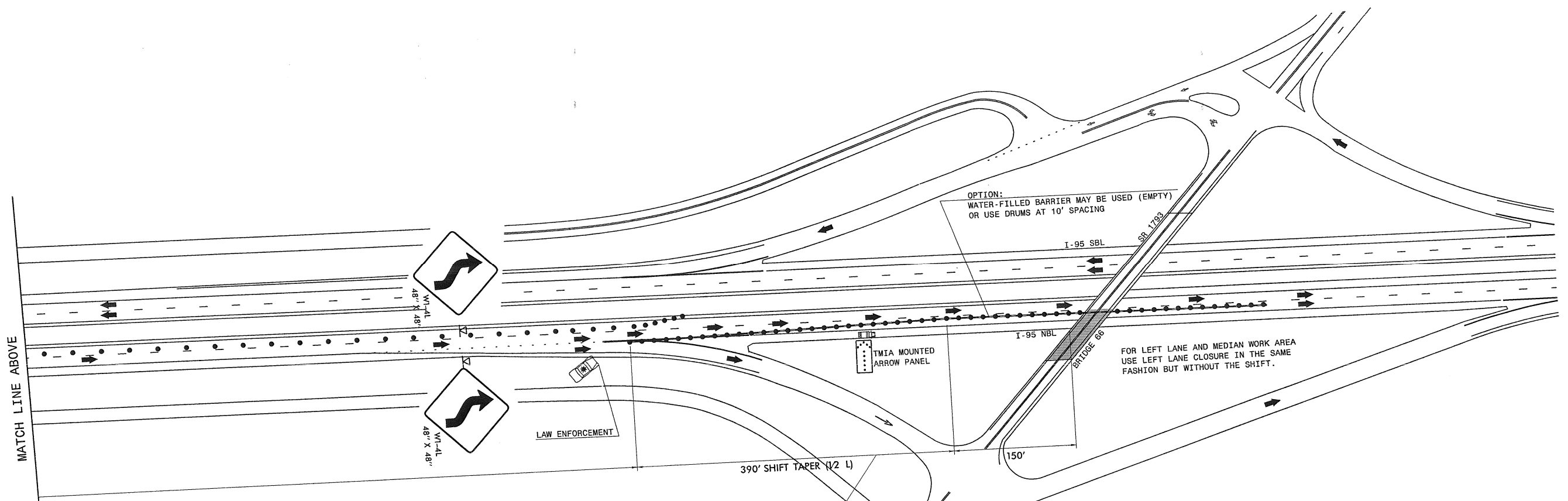
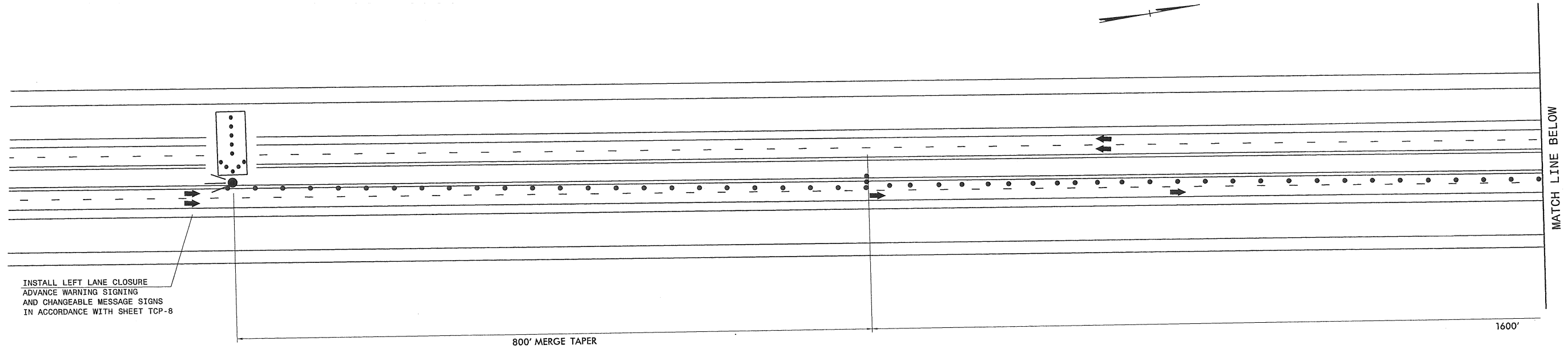


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gkrcgeorge

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NORTH CAROLINA
PROFESSIONAL
ENGINEER
SEAL
29440
L. WATSON
2-8-11

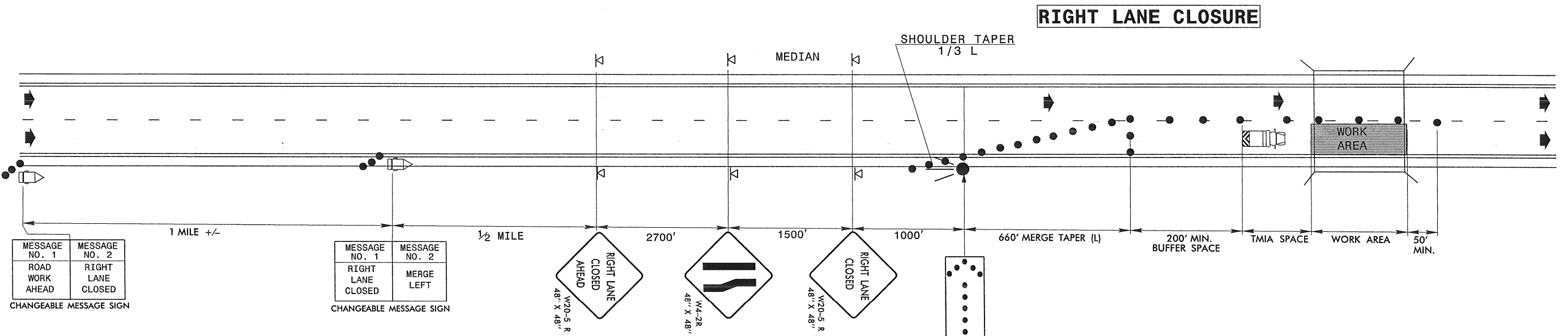
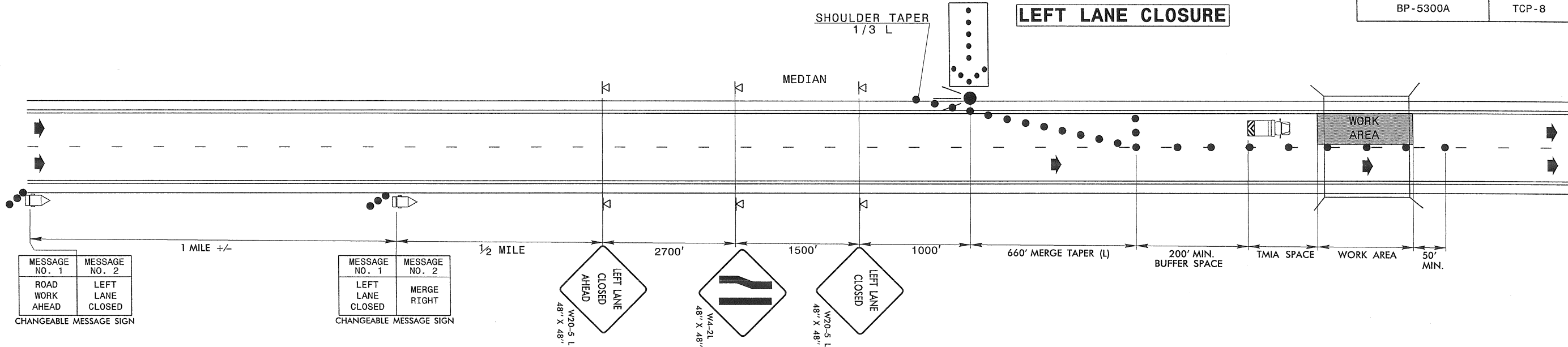
BRIDGE #66 I-95 SBL LEFT LANE CLOSURE WITH WEAVE SHIFT		REVISIONS	
SCALE: NONE	DATE: JAN. 2011		
DWG. BY: GK	DESIGN BY: GK		
REVIEWED BY: BLW			



NOTE:
INSTALL LEFT LANE CLOSURE INITIALLY. WHEN
INSTALLING THE SHIFT TAPER USE PACE VEHICLES TO
SLOW/STOP TRAFFIC TEMPORARILY TO INSTALL THE SIGNS AND DRUMS

 Stantec Stantec Consulting Services Inc. 801 Jones Franklin Road Suite 300 Raleigh, NC 27606 Tel. (919) 851-6866 Fax. (919) 851-7024 www.stantec.com License No. F-0672	SEAL 	BRIDGE #66 I-95 NBL LEFT LANE CLOSURE WITH WEAVE SHIFT							
		SCALE: NONE DATE: JAN. 2011 DWG. BY: GK DESIGN BY: GK REVIEWED BY: BLW	REVISIONS <table border="1"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>						

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NOTES

1. INSTALL LANE CLOSURES WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC. REMOVE LANE CLOSURES AGAINST THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
2. 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.
3. PLACE ARROW PANELS ON THE ROADWAY SHOULDER. IF SHOULDERS DO NOT EXIST, PLACE ARROW PANELS WITHIN THE MERGE TAPER BEHIND THE CHANNELIZING DEVICES OF THE LANE CLOSURE. IF NEEDED, EXTEND LANE CLOSURES TO PROVIDE STOPPING SIGHT DISTANCE TO THE ARROW PANEL (REFER TO ROADWAY STANDARD DRAWING 1101.11 SHEET 2).
4. PLACE LANE CLOSURE DRUMS IN TAPERS AT A MAXIMUM SPACING EQUAL IN FEET TO THE POSTED SPEED LIMIT (MPH). ALONG BUFFER SPACES AND WORK AREAS SPACE DRUMS AT A MAXIMUM SPACING EQUAL IN FEET TO TWICE THE POSTED SPEED LIMIT (MPH). IN ALL CASES, CHANNELIZING DEVICES ARE TO BE SPACED IN SUCH A MANNER AS TO POSITIVELY ACHIEVE THE INTENDED VISUAL CHANNELIZATION. CHANNELIZING DEVICES SHOULD BE LATERALLY OFFSET 3 FT INSIDE THE CLOSED LANE AS ROOM PERMITS.
5. TMIA'S ARE REQUIRED ONLY WHEN A BUFFER SPACE CANNOT BE ATTAINED, OR WHEN DIRECTED BY THE ENGINEER OR THE PLANS. WHEN USED, POSITION THE TMIA TO MAINTAIN A ROLL-AHEAD DISTANCE AS RECOMMENDED BY THE MANUFACTURER.
6. PLACE CHANGEABLE MESSAGE SIGN (CMS) ON THE OUTSIDE OF THE TRAVELWAY AS DIRECTED BY THE ENGINEER. PLACE CMS APPROXIMATELY 1/2 MILE IN ADVANCE OF THE W20-5 SIGNS. IF TRAFFIC BACKS UP TO WHERE THE CMS IS INITIALLY PLACED, RELOCATE CMS 1/2 MILE FROM ANTICIPATED BACKUP. CONTINUE TO MONITOR TRAFFIC AND MOVE CMS APPROXIMATELY 1/2 MILE IN CONJUNCTION WITH ANTICIPATED BACKUP.

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		TYPICAL LANE CLOSURES							
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