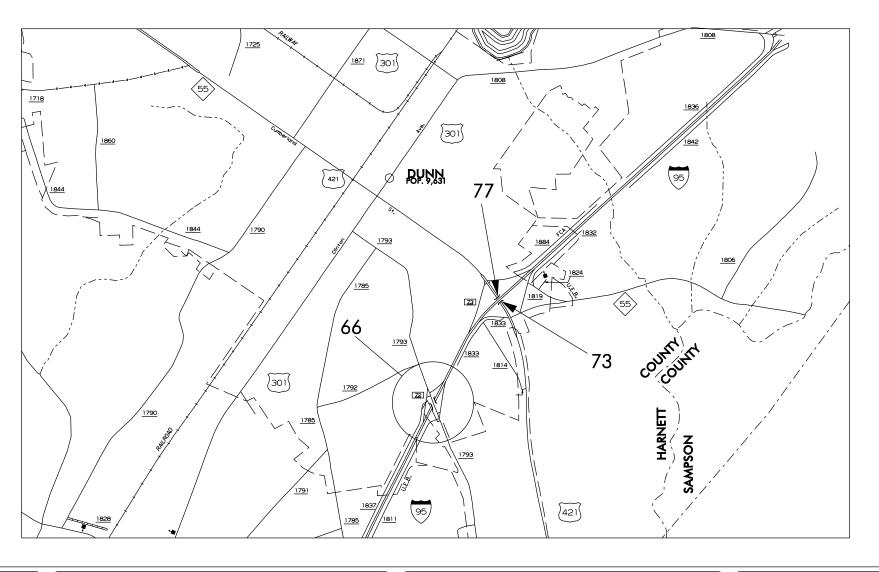


# STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

# HARNETT COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS	
N.C.	BP-5300A	1	1	
STATE PROJ. N	D. F. A. PROJ. NO.	DESCRIE	DESCRIPTION	
45438.1.1	BRNHS-000S(658)	P.E	P.E.	
45438.3.	BRNHS-000S(658)	CON	ST	

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.

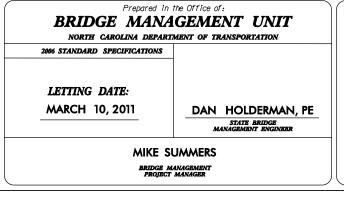






DESIGN DATA

PROJECT LENGTH





# 438.

# 300A 8

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

## 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

#### STATE PROJECT REFERENCE NO. SHEET NO BP-5300A TCP-1

### **LEGEND**

#### **GENERAL**

DIRECTION OF TRAFFIC FLOW

NORTH ARROW



#### TRAFFIC CONTROL DEVICES

#### TYPE III BARRICADE

▲ CONE

SKINNY DRUM FLASHING ARROW PANEL (TYPE C)

F STATIONARY SIGN

PORTABLE SIGN

STATIONARY OR PORTABLE SIGN

PORTABLE CONCRETE BARRIER

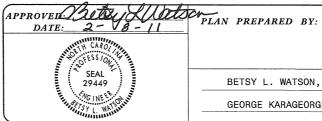
--- TEMPORARY CRASH CUSHION

CHANGEABLE MESSAGE SIGN

TRUCK MOUNTED
IMPACT ATTENUATOR (TMIA)

LAW ENFORCEMENT

■ FLAGGER





Stantec Consulting Services Inc. Suite 300, 801 Jones Franklin Road Raleigh, NC 27606

BETSY L. WATSON, PE

GEORGE KARAGEORGE

TRAFFIC CONTROL ENGINEER

TRAFFIC CONTROL DESIGNER

THE FOLLOWING GENERAL NOTES APPLY AT ALL TIMES FOR THE DURATION OF THE PROJECT EXCEPT WHEN OTHERWISE NOTED IN THE PLAN OR DIRECTED BY THE ENGINEER.

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.

#### LANE CLOSURE TIME RESTRICTIONS

A) DO NOT CLOSE OR NARROW TRAVEL LANES AS FOLLOWS:

ROAD NAME

DAY AND TIME RESTRICTIONS

I-95 US 421 6:00 A.M.- 7:00 P.M. MONDAY THRU SUNDAY (EVERYDAY)
FRIDAY 12:00 P.M. (NOON) THRU MONDAY 12:00 P.M. (NOON)

B) DO NOT CLOSE OR NARROW TRAVEL LANES DURING HOLIDAYS AND SPECIAL EVENTS AS FOLLOWS:

ROAD NAME

I-95 & US 421

#### HOLIDAY AND HOLIDAY WEEKEND LANE CLOSURE RESTRICTIONS

- 1) FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- 2) FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00 A.M. DECEMBER 31st TO 7:00 P.M. JANUARY 2nd. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 7:00 P.M. THE FOLLOWING TUESDAY.
- 3) FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 7:00 P.M. MONDAY.
- 4) FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 7:00 P.M. TUESDAY.
- 5) FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 A.M. THE DAY
  BEFORE INDEPENDENCE DAY AND 7:00 P.M. THE DAY AFTER INDEPENDENCE DAY.
  IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY; THEN
  BETWEEN THE HOURS OF 6:00 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY
  AND 7:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.
- 6) FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 7:00 P.M. TUESDAY.
- 7) FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY TO 7:00 P.M. MONDAY.
- 8) FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 7:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
- 9) FOR DAYTONA 500 CAR RACE, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY BEFORE THE WEEK OF THE DAYTONA 500 CAR RACE TO 7:00 P.M. MONDAY AFTER THE WEEK OF THE DAYTONA 500 CAR RACE.
- 10) FOR THE DAYTONA BIKE WEEK, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY BEFORE THE WEEK OF THE DAYTONA BIKE WEEK TO 7:00 P.M. MONDAY AFTER THE WEEK OF THE DAYTONA BIKE WEEK.
- 11) FOR THE MYRTLE BEACH BIKE WEEKEND, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY BEFORE THE WEEK OF THE MYRTLE BEACH BIKE WEEKEND TO 7:00 P.M. MONDAY AFTER THE WEEKEND OF THE MYRTLE BEACH BIKE WEEKEND.

HOLIDAYS AND HOLIDAY WEEKENDS SHALL INCLUDE NEW YEARS, EASTER, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING, CHRISTMAS, DAYTONA 500, DAYTONA BIKE WEEKS, AND MYRTLE BEACH BIKE WEEKENDS. THE CONTRACTOR SHALL SCHEDULE HIS WORK SO THAT LANE CLOSURES ARE NOT REQUIRED DURING THESE PERIODS, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

#### LANE AND SHOULDER CLOSURE REQUIREMENTS

- C) LANE CLOSURES ARE REQUIRED WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN ANY PORTION OF A TRAVEL LANE. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.
- D) INSTALL ALL LANE CLOSURES ACCORDING TO THE TRAFFIC CONTROL PLAN, ROADWAY STANDARD DRAWINGS (1101.02), OR AS DIRECTED BY THE ENGINEER.
- E) 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.
- F) 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.
- G) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 15 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR A LANE CLOSURE IS INSTALLED.
- H) 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 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.
- I) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO A DIVIDED FACILITY AND WITHIN 10 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.
- J) UNLESS OTHERWISE SHOWN IN THE PLANS, 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).
- K) 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.

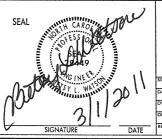
#### MISCELLANEOUS

- L) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE FNGINFER.
- M) ALL DIMENSIONS AND STATIONS IN THE TRAFFIC CONTROL PLAN AND PHASING ARE APPROXIMATE (+/-); FIELD ADJUST AS NECESSARY OR AS DIRECTED BY THE FNGTNEER.
- N) MAINTAIN DRIVEWAY ACCESS AT ALL TIMES, UNLESS OTHERWISE DIRECTED BY ENGINEER.
- O) ENSURE THE OVERSIZE/OVERWEIGHT PERMIT UNIT (919) 733-4740 HAS BEEN ADVISED OF THE ONGOING TRAFFIC OPERATIONS THROUGH THE DIVISION OFFICE.
- P) DO NOT PERFORM WORK FROM THE ROADWAY ON TOP OF ANY BRIDGE.



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**GENERAL NOTES** 

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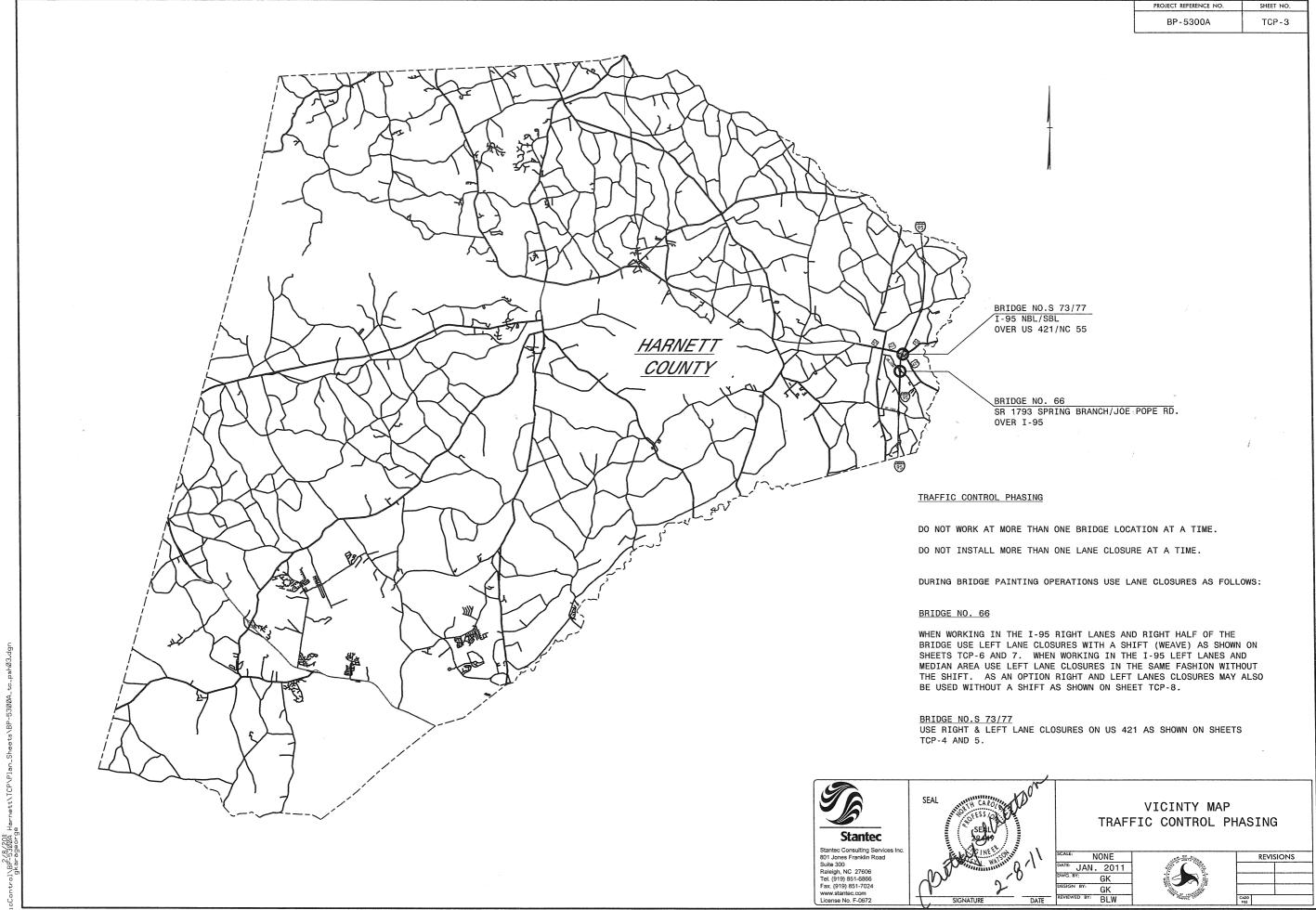
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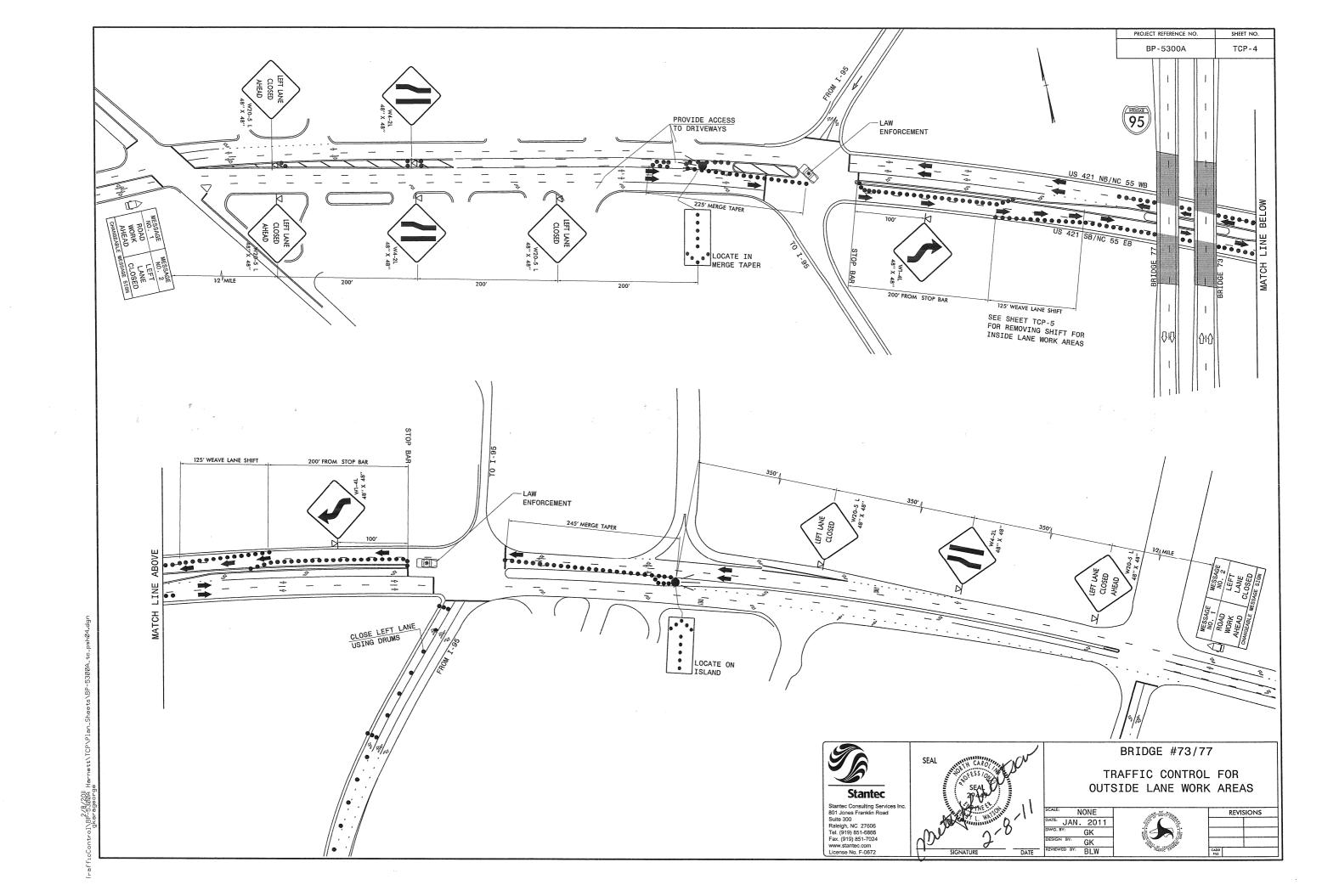
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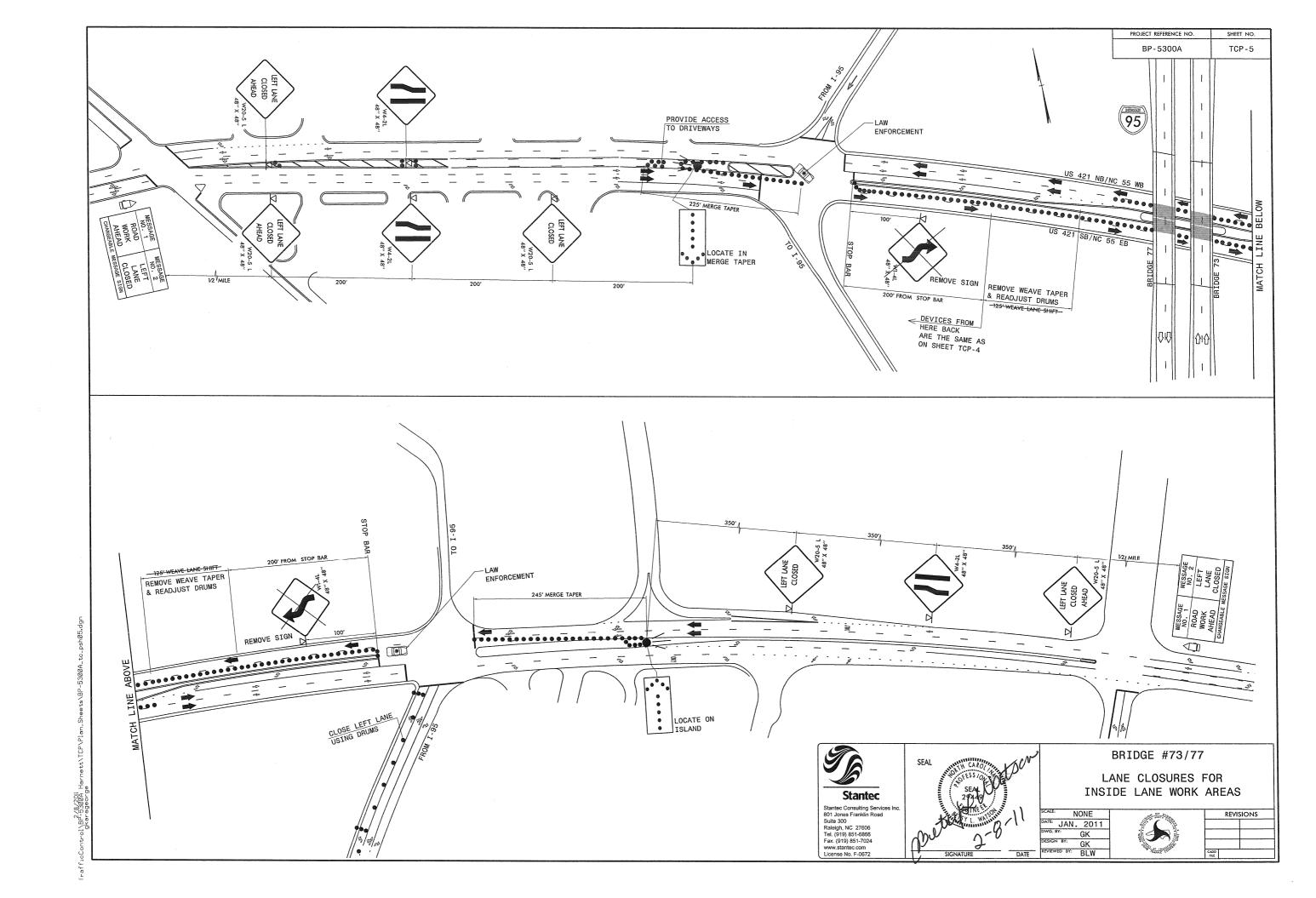
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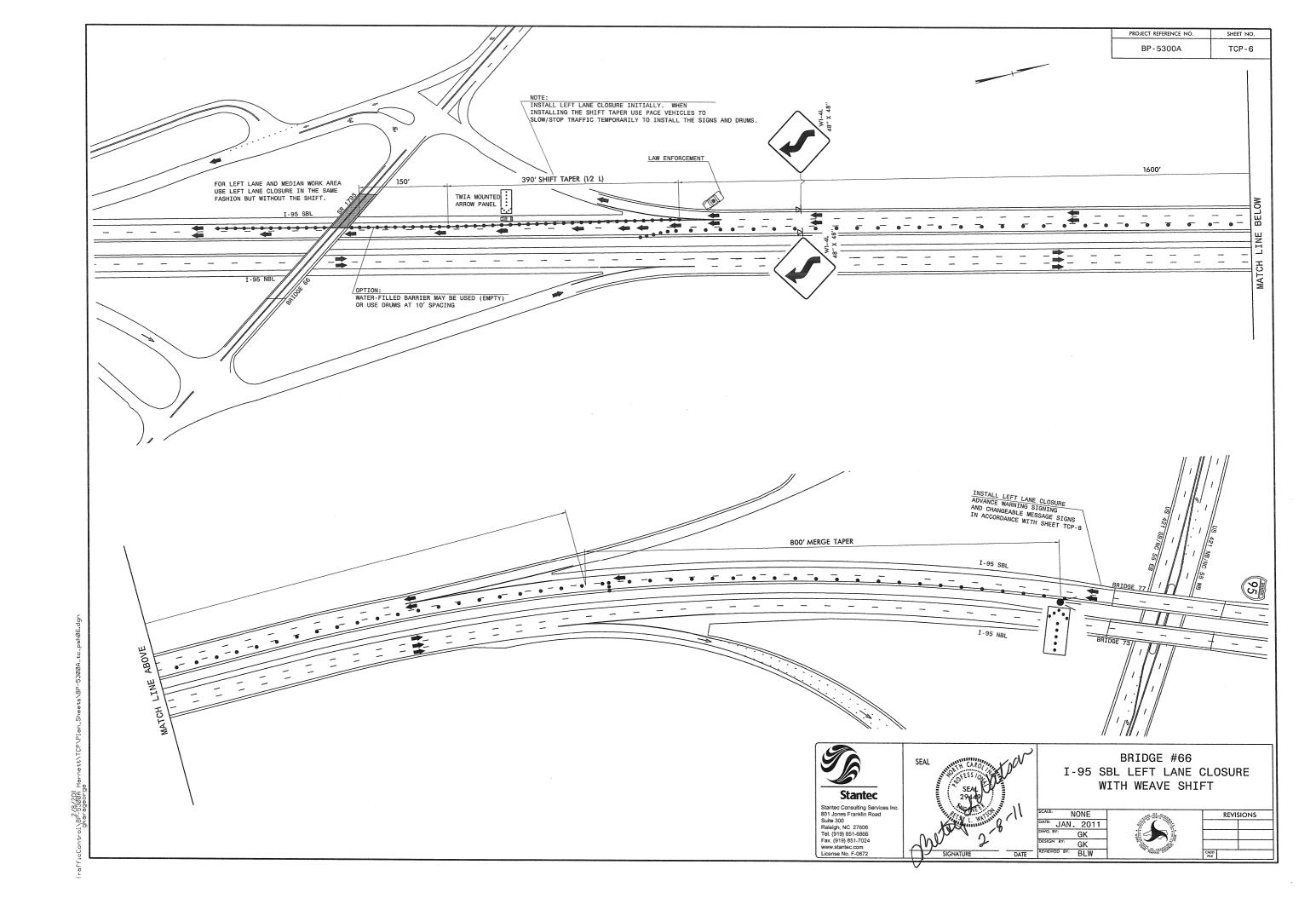
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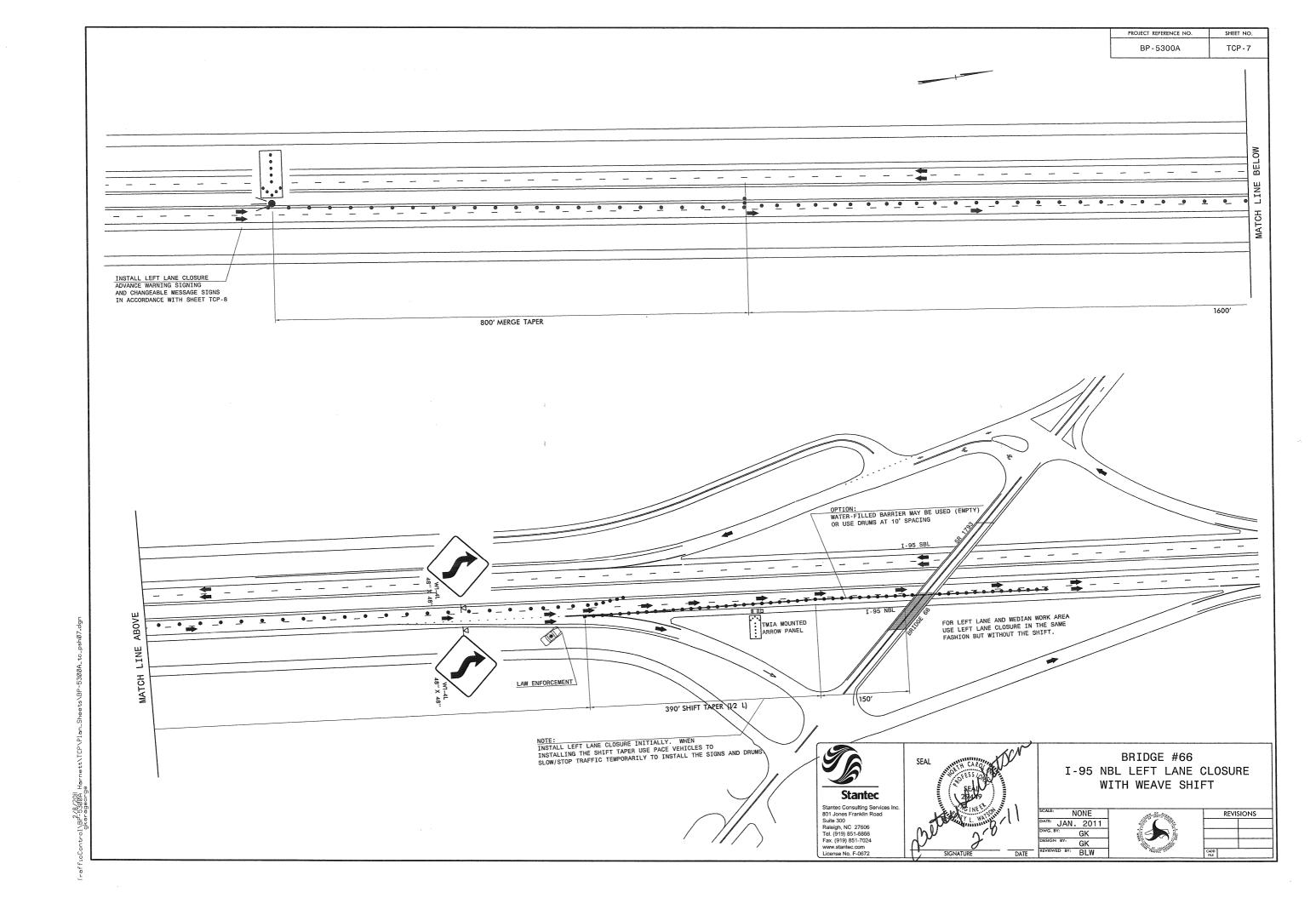


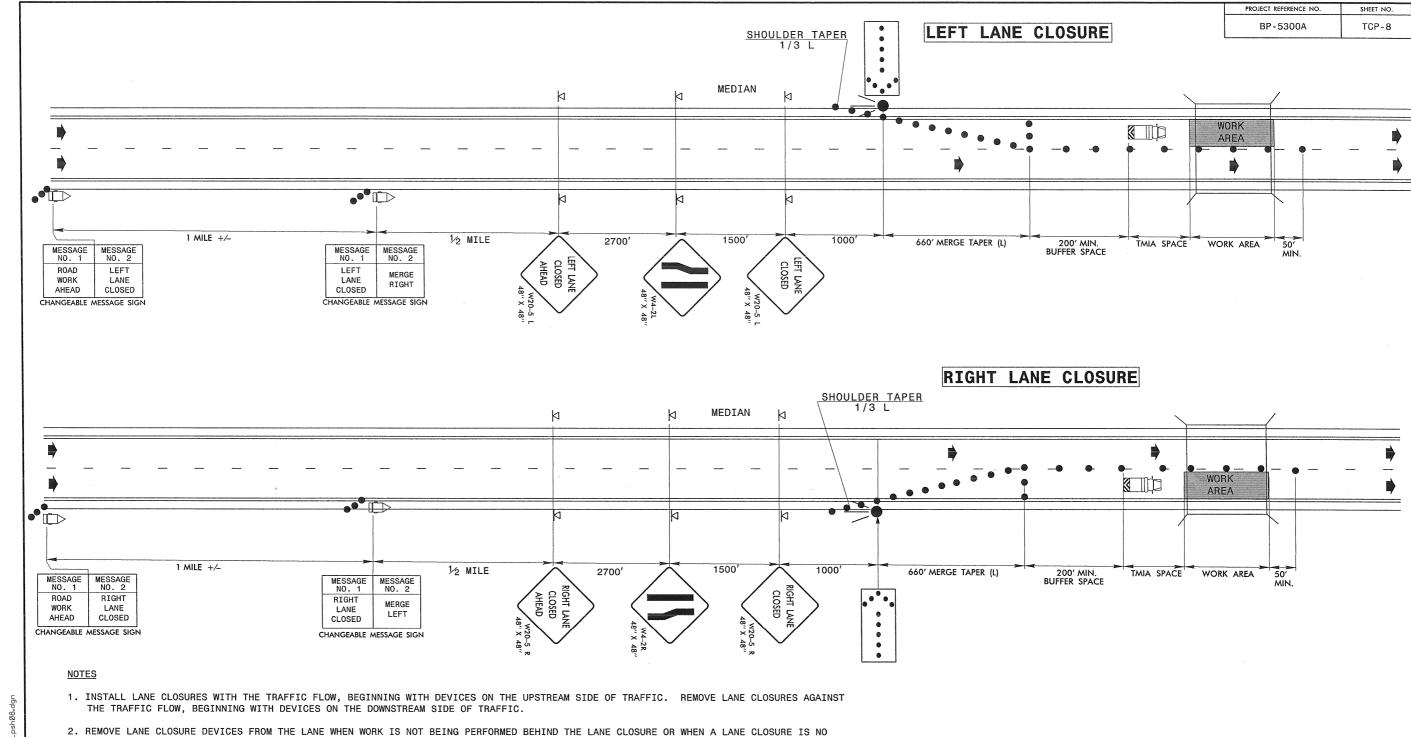
DESIGN BY: GK











- 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 ½ MILE IN CONJUCTION WITH ANTICIPATED BACKUP.

