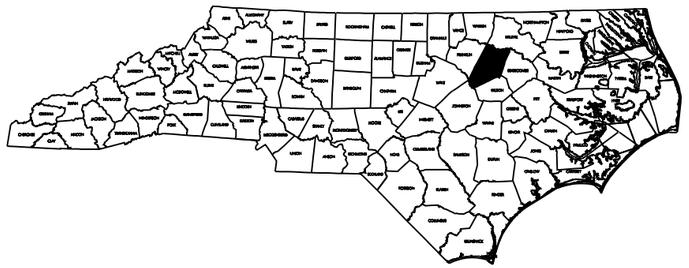
WBS: 4SP.10641.1



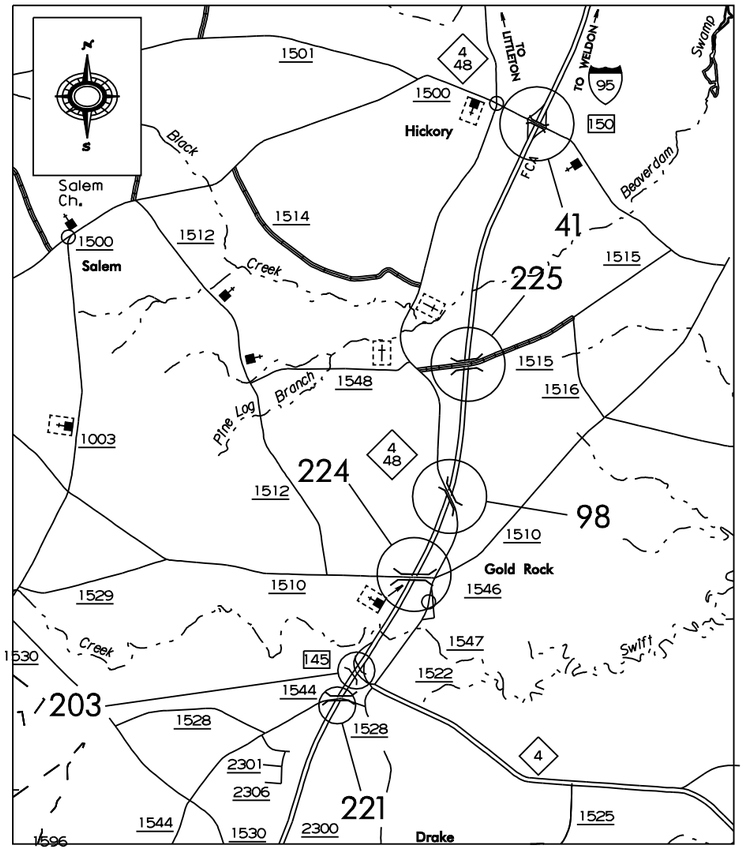
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

NASH COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.		1	

STATE PROJECT NO.	F. A. PROJ. NO.	DESCRIPTION
4SP.10641.1		PE
4SP.10641.1		CONSTR

LOCATION: I 95 CORRIDOR
TYPE OF WORK: BRIDGE PRESERVATION:
CLEANING & PAINTING OF
BRIDGE #98, #224, #221, #203, #41 & #225 IN NASH CO.



PROJECT LENGTH

TOTAL LENGTH TIP PROJECT = 5.000 MILES

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

2006 STANDARD SPECIFICATIONS

LETTING DATE:
AUGUST 19, 2010

DAN HOLDERMAN, PE
STATE BRIDGE MANAGEMENT ENGINEER

MIKE SUMMERS
BRIDGE MANAGEMENT PROJECT MANAGER

NORTH CAROLINA PROFESSIONAL SEAL 20208 ENGINEER ERIC B. NELSON, JR. 5/14/10

RICK NELSON, PE
DESIGN ENGINEER

$TIME$
$DATE$
$FILE$

STATE PROJECT REFERENCE NO.	SHEET NO.
WBS 4SP.10641.1	TCP-1

WBS 4SP.10641.1

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PLAN FOR PROPOSED TRAFFIC CONTROL

NASH COUNTY

LOCATION: BRIDGE NO.S 41, 98, 203, 221, 224 AND 225.

TYPE OF WORK: TRAFFIC CONTROL FOR BRIDGE PAINTING

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
1101.04	TEMPORARY SHOULDER CLOSURES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW PANELS
1130.01	DRUMS
1145.01	BARRICADES
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR

INDEX OF SHEETS

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)
- POLICE
- FLAGGER

APPROVED: Betsy L Watson
DATE: 5/27/10

NORTH CAROLINA PROFESSIONAL SEAL 029449 ENGINEER BETSY L. WATSON

PLAN PREPARED BY:

Stantec

Stantec Consulting Services Inc.
Suite 300, 801 Jones Franklin Road
Raleigh, NC
27606
Tel. 919.851.6866
Fax. 919.851.7024
www.stantec.com

BETSY L. WATSON, PE — *TRAFFIC CONTROL ENGINEER*

REGINA M. CULLEN — *TRAFFIC CONTROL DESIGNER*

5/27/2010
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rcullen

PROJECT REFERENCE NO.	SHEET NO.
WBS 4SP.10641.1	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.

TIME RESTRICTIONS

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

ROAD NAME	DAY AND TIME RESTRICTIONS
I-95	12:00 PM (NOON) FRIDAY THROUGH 11:59 PM SUNDAY

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

ROAD NAME
I-95

HOLIDAY

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 6:30 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 6:30 A.M. THURSDAY AND 6:00 A.M. MONDAY.
4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:30 A.M. FRIDAY TO 7:00 P.M. TUESDAY.
5. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:30 A.M. THE FRIDAY BEFORE THE WEEK OF INDEPENDENCE DAY AND 7:00 P.M. THE FOLLOWING MONDAY AFTER THE WEEK OF INDEPENDENCE DAY.
6. FOR LABOR DAY, BETWEEN THE HOURS OF 6:30 A.M. FRIDAY AND 7:00 P.M. WEDNESDAY.
7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:30 A.M. TUESDAY TO 7:00 P.M. MONDAY.
8. FOR CHRISTMAS, BETWEEN THE HOURS OF 6:30 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 7:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

C) DO NOT STOP TRAFFIC OR CLOSE ROADS AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
I-95	ANY TIME
EXIT 145 OFF-RAMP FROM I-95N	6:30 A.M. - 9:00 A.M. MONDAY THROUGH FRIDAY AND 4:00 P.M. - 7:00 P.M. MONDAY THROUGH FRIDAY

LANE AND SHOULDER CLOSURE REQUIREMENTS

D) 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.

E) 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.

F) 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 SHEET TCP-5 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

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 USING SHEET TCP-5 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

G) 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.

H) DO NOT WORK SIMULTANEOUSLY WITHIN 15 FT ON BOTH SIDES OF AN OPEN TRAVELWAY, RAMP, OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.

I) PROVIDE A MINIMUM OF 1 MILE BETWEEN LANE CLOSURES, MEASURED FROM THE END OF ONE CLOSURE TO THE FIRST SIGN OF THE NEXT LANE CLOSURE.

SIGNING

J) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

TRAFFIC CONTROL DEVICES

K) WHEN SKINNY DRUMS ARE ALLOWED, REFER TO SECTION 1180 OF STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES OR AS SHOWN IN THE PLANS.

L) PLACE ADDITIONAL SETS OF THREE DRUMS PERPEDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS AS NECESSARY FOR LONG LANE CLOSURES.

MISCELLANEOUS

M) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE ENGINEER.

N) THE CONTRACTOR IS TO FURNISH, INSTALL, MAINTAIN, RELOCATE AND REMOVE CHANGEABLE MESSAGE SIGNS DURING VARIOUS STAGES OF CONSTRUCTION AT THE DISCRETION OF THE ENGINEER TO ADEQUATELY INFORM MOTORISTS OF CHANGING WORK ZONE CONDITIONS.

O) COORDINATE WITH THE ENGINEER TO UTILIZE OVERHEAD DYNAMIC MESSAGE SIGNS, IF AVAILABLE, FOR ADVANCE WARNING TO MOTORIST OF:
"ROAD WORK AHEAD AT MP XXX",
"LEFT/ RIGHT LANE CLOSED AHEAD AT MP XXX".

P) RETURN TRAFFIC TO ITS EXISTING TRAFFIC PATTERN AT THE END OF EACH WORK PERIOD.

Q) DO NOT PERFORM WORK FROM THE ROADWAY ON TOP OF THE STRUCTURE.

R) UPON COMPLETION OF THE WORK AT EACH BRIDGE LOCATION, REMOVE ALL TRAFFIC CONTROL DEVICES.

Stantec
Stantec Consulting Services Inc.
Suite 300, 801 Jones Franklin Road
Raleigh, NC
27606
Tel. 919.851.6866
Fax. 919.851.7024
www.stantec.com

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 029449 ENGINEER BILLY L. WATSON

SIGNATURE

DATE 5/27/10

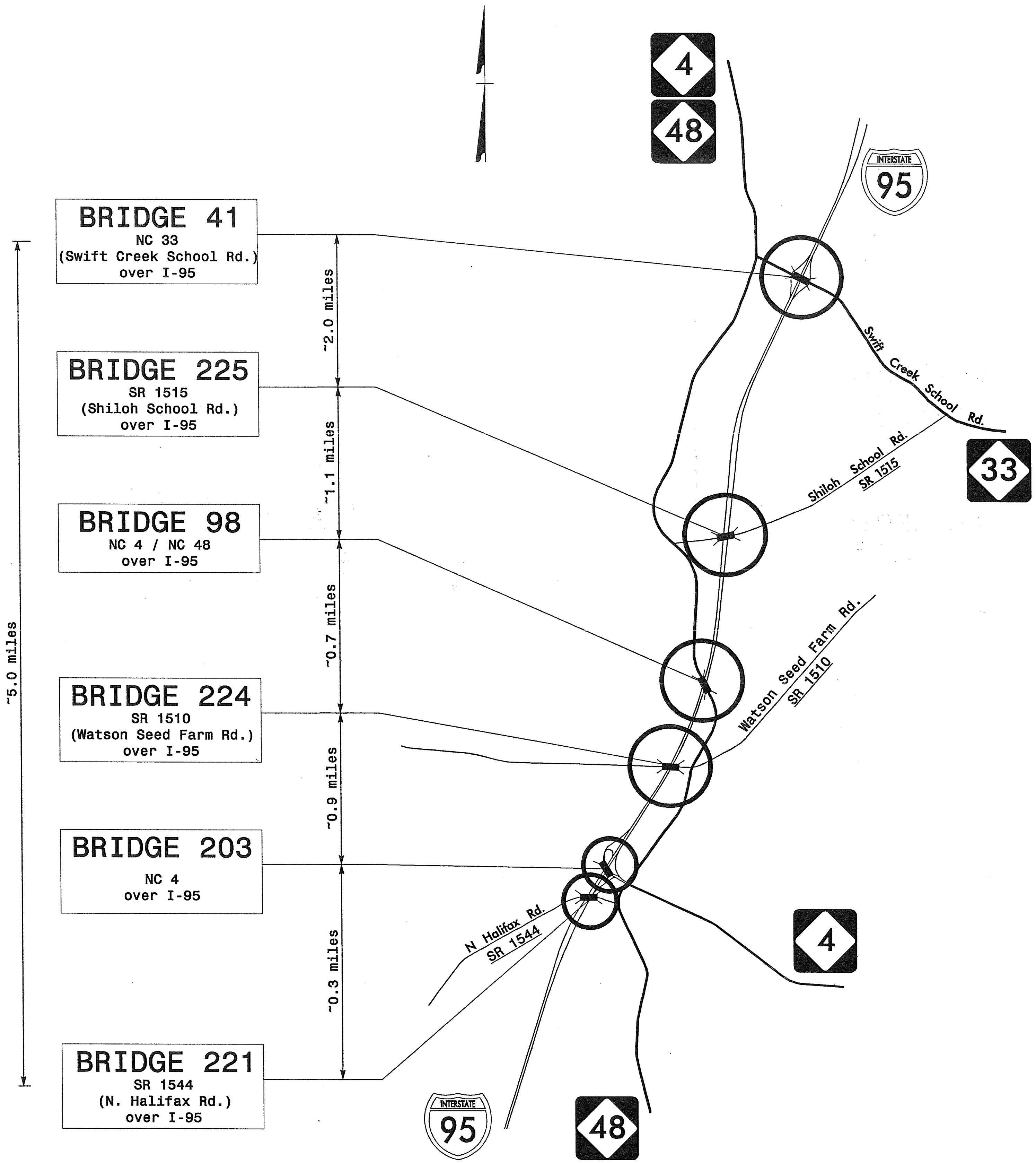
GENERAL NOTES

SCALE:	NONE
DATE:	MAY 2010
DWG. BY:	RMC
DESIGN BY:	RMC
REVIEWED BY:	BLW

REVISIONS

CADD FILE

PROJECT REFERENCE NO.	SHEET NO.
WBS 4SP.10641.1	TCP-3



TRAFFIC CONTROL PHASING

STEP 1:

PERFORM BRIDGE PAINTING OPERATIONS AS SHOWN IN THE CONTRACT AND CONSTRUCTION PLANS. PERFORM WORK IN ACCORDANCE WITH "NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES-JULY 2006".

WHEN WORKING ON BRIDGES #41, #98, #203, #221, #224 AND #225 USE TEMPORARY LANE CLOSURES ON I-95 TO PERFORM THE WORK ACCORDING TO SHEET TCP-5.

WHEN RIGHT LANE CLOSURES ENCROACH THROUGH THE VICINITY OF AN EXIT RAMP AT BRIDGES #41 AND #203 USE SHEET TCP-6 IN CONJUNCTION WITH A RIGHT LANE CLOSURE SHEET TCP-5.

WHEN RIGHT LANE CLOSURES ENCROACH THROUGH THE VICINITY OF AN ENTRANCE RAMP AT BRIDGE #203 USE SHEET TCP-7 IN CONJUNCTION WITH A RIGHT LANE CLOSURE SHEET TCP-5.

WHEN NB RIGHT LANE CLOSURE IS IN EFFECT FOR BRIDGE #221, CLOSE EXIT 145 (NB OFF-RAMP ONLY) AND INSTALL SIGNS AND DEVICES AS SHOWN ON TCP-4.

AT THE END OF EACH DAY'S OPERATIONS MOVE EQUIPMENT TO STAGING AREA AT LEAST 40 FEET AWAY FROM ANY TRAVEL LANES AS APPROVED BY THE ENGINEER AND REMOVE LANE CLOSURES. WHEN NOT BEING USED TO CLOSE A LANE, DRUMS MAY EITHER BE TOTALLY REMOVED OR BE MOVED TO OUTSIDE OF SHOULDER SUCH THAT THEY DO NOT CLOSE THE SHOULDER.

STEP 2:

UPON COMPLETION OF THE PROJECT, REMOVE ALL TRAFFIC CONTROL DEVICES.

Stantec
Stantec Consulting Services Inc.
Suite 300, 801 Jones Franklin Road
Raleigh, NC
27606
Tel. 919.851.6866
Fax. 919.851.7024
www.stantec.com

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 029449 ENGINEER BETSY L. WATSON

Betsy L. Watson 5/27/10

SIGNATURE DATE

NASH COUNTY BRIDGE PAINTING
VICINITY MAP
TRAFFIC CONTROL PHASING

SCALE:	NONE
DATE:	MAY 2010
DWG. BY:	RMC
DESIGN BY:	RMC
REVIEWED BY:	BLW

REVISIONS

5/27/2010
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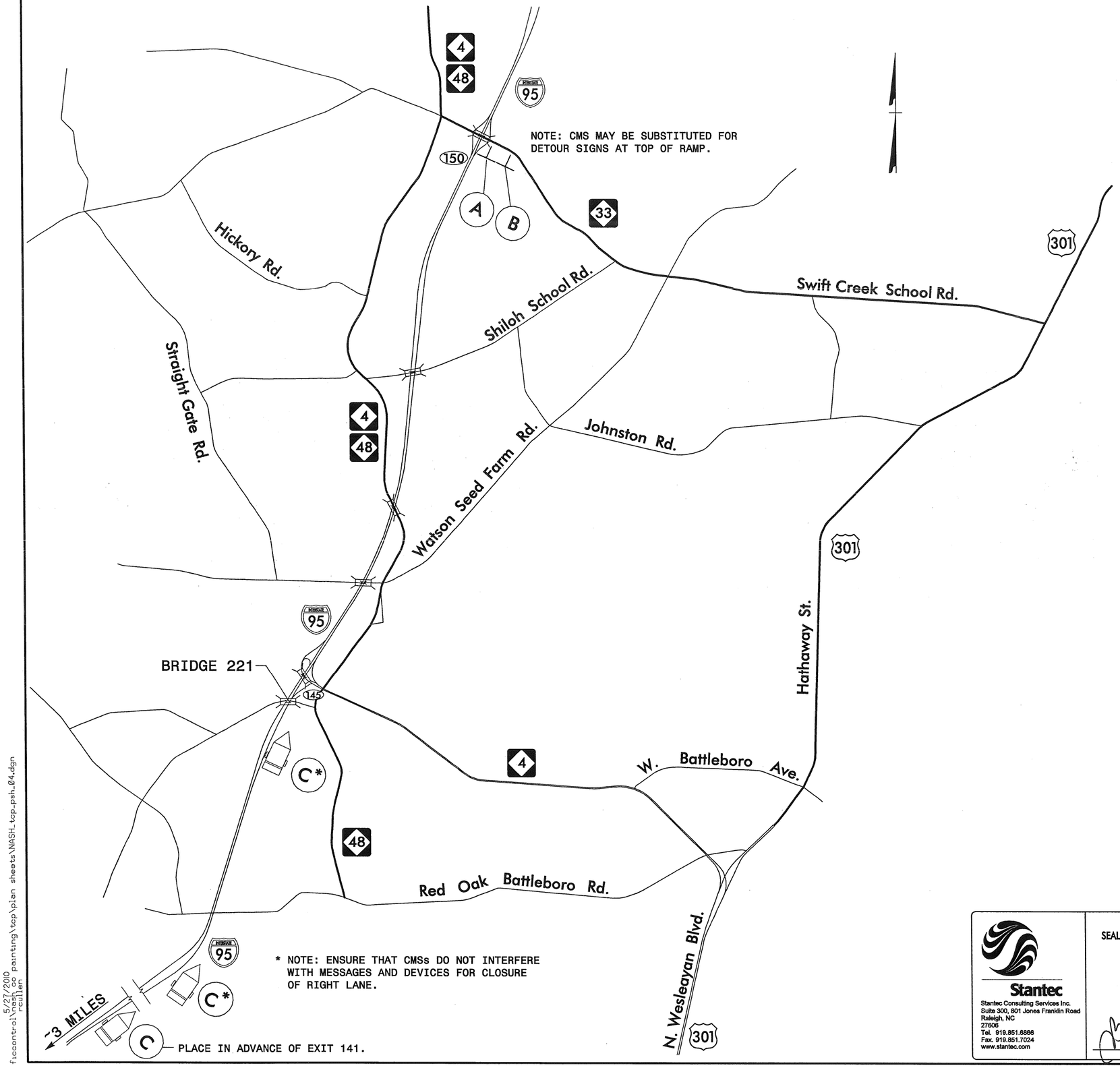
PROJECT REFERENCE NO.	SHEET NO.
WBS 4SP.10641.1	TCP-4



A

DETOUR — M4-8 24" X 12"

TO — M4-5 24" X 12"

4 M1-5 48 M1-5

M6-1 L 21" X 15"

B

DETOUR — M4-8 24" X 12"

TO — M4-5 24" X 12"

301 M1-4

M6-1 21" X 15"

C

MESSAGE NO. 1	MESSAGE NO. 2
EXIT 145 CLOSED	USE EXIT 150

CHANGEABLE MESSAGE SIGN

NOTES:

1. USE THIS DETOUR FOR CLOSURE OF EXIT 145 FROM I-95NB DURING RIGHT LANE CLOSURES IMPLEMENTED FOR THE PAINTING OF BRIDGE No. 221.
2. REFER TO SHEET TCP-2 FOR TIME RESTRICTIONS FOR CLOSURE OF RAMP.
3. CLOSE RAMP WITH TYPE III BARRICADES. WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE RAMP.
4. SPACE DRUMS FOR RIGHT LANE CLOSURE AT 20' SPACING IN VICINITY OF EXIT RAMP.
5. COVER OR REMOVE SIGNS (A) AND (B) AND DEACTIVATE CMS (C) WHEN EXIT 145 IS OPEN.

Stantec
Stantec Consulting Services Inc.
Suite 300, 801 Jones Franklin Road
Raleigh, NC
27606
Tel. 919.851.6666
Fax. 919.851.7024
www.stantec.com

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NORTH CAROLINA PROFESSIONAL SEAL 029449 ENGINEER BETTY L. WATSON

SIGNATURE 5/27/10 DATE

DETAIL FOR CLOSURE OF EXIT 145

SCALE:	NONE
DATE:	MAY 2010
DWG. BY:	RMC
DESIGN BY:	RMC
REVIEWED BY:	BLW

REVISIONS	
CADD FILE	

5/27/2010
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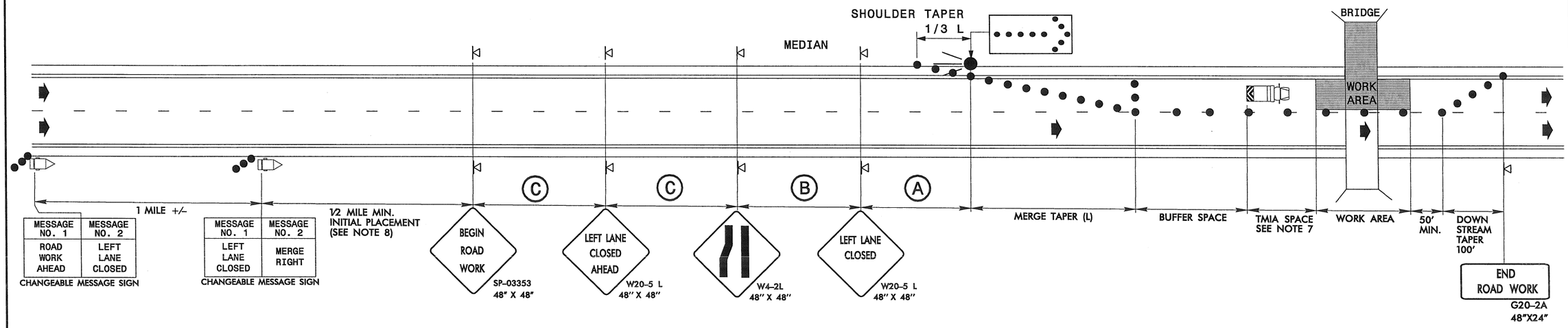
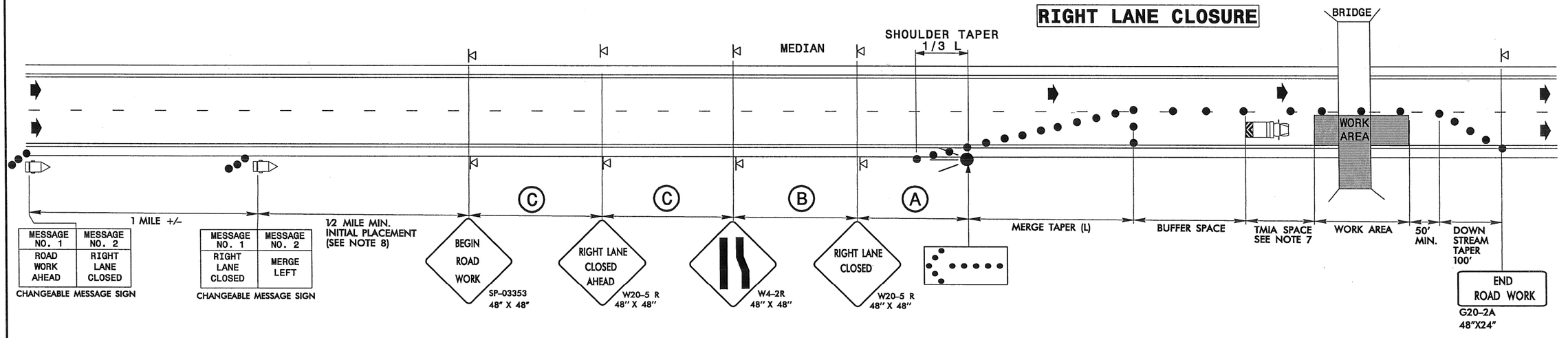
PROJECT REFERENCE NO.	SHEET NO.
WBS 4SP.10641.1	TCP-5

LEFT LANE CLOSURE



RIGHT LANE CLOSURE



NOTES

1. USE THIS DRAWING FOR LANE CLOSURES ALONG I-95 ASSOCIATED WITH BRIDGE NO.S 41, 98, 203, 221, 224, AND 225.
2. PLACE ARROW PANELS ON THE SHOULDER (PAVED OR UNPAVED). PLACE ARROW PANELS WITHIN THE TAPER IF SHOULDERS DO NOT EXIST. MEET THE REQUIREMENTS FOR STOPPING SIGHT DISTANCE AT THE ARROW PANEL LOCATION. IF NEEDED, EXTEND LANE CLOSURES AT THE BUFFER SPACE, SUCH THAT STOPPING SIGHT DISTANCE TO THE ARROW PANEL IS MET. (SEE STD. 1101.11 SHEET 2).
3. PLACE DRUMS IN TAPERS AT THE MAXIMUM SPACING EQUAL IN FEET TO THE POSTED SPEED LIMIT. PLACE DRUMS ALONG THE BUFFER SPACE AND WORK AREA AT THE MAXIMUM SPACING EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
4. REFER TO STD. 1101.11 SHEETS 1, 2 & 4, FOR "L" DISTANCE, MINIMUM BUFFER SPACE, AND SIGN SPACING.
5. REFER TO SHEETS TCP-6 AND TCP-7 FOR TREATMENT OF LANE CLOSURES THROUGH INTERCHANGES.
6. 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.
7. 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.
8. PLACE CHANGEABLE MESSAGE SIGN (CMS) ON THE OUTSIDE OF THE TRAVELWAY AS DIRECTED BY THE ENGINEER. PLACE CMS APPROXIMATELY ½ MILE IN ADVANCE OF THE W20-5 SIGNS. IF TRAFFIC BACKS UP TO WHERE THE CMS IS INITIALLY PLACED, RELOCATE CMS ½ MILE FROM ANTICIPATED BACKUP. CONTINUE TO MONITOR TRAFFIC AND MOVE CMS APPROXIMATELY ½ MILE IN CONJUCTION WITH ANTICIPATED BACKUP.

Stantec
Stantec Consulting Services Inc.
Suite 300, 801 Jones Franklin Road
Raleigh, NC
27606
Tel. 919.851.6866
Fax. 919.851.7024
www.stantec.com

SEAL

NORTH CAROLINA NOTARY PUBLIC SEAL 029449 ENGINEER BETSY L. WATSON

SIGNATURE

5/27/10

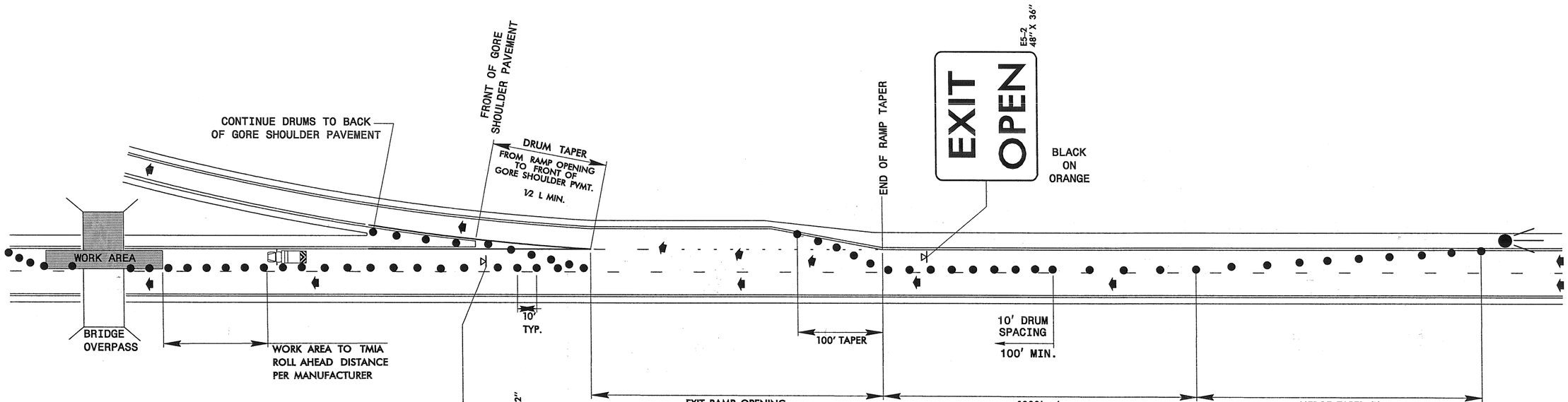
DATE

TEMPORARY LANE CLOSURES ON I-95

SCALE:	NONE
DATE:	MAY 2010
DWG. BY:	RMC
DESIGN BY:	RMC
REVIEWED BY:	BLW

REVISIONS	
CADD FILE	

PROJECT REFERENCE NO.	SHEET NO.
WBS 4SP.10641.1	TCP-6



NOTE:

USE SAME AS EXISTING RAMP OPENING LENGTH WHERE POSSIBLE.
USE NO LESS THAN 200 FEET.

NOTES

1. USE THE ABOVE DETAIL IN CONJUNCTION WITH A RIGHT LANE CLOSURE AS SHOWN ON SHEET TCP-5 FOR EXIT RAMPS IN ADVANCE OF BRIDGE #41 (I-95NB/SB), AND BRIDGE #203 (I-95 SB), IF NECESSARY.
2. MOUNT EXIT SIGN(E5-1) AND EXIT OPEN SIGN(E5-2) A MINIMUM OF 7 FEET FROM THE PAVEMENT SURFACE TO THE BOTTOM OF THE SIGN.
3. REFER TO ROADWAY STANDARD DRAWING 1101.11 SHEETS 1, 2 & 4 FOR TRAFFIC CONTROL DESIGN TABLES.

Stantec
Stantec Consulting Services Inc.
Suite 300, 801 Jones Franklin Road
Raleigh, NC
27606
Tel. 919.851.6866
Fax. 919.851.7024
www.stantec.com

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 029449 ENGINEER BETSY L. WATSON

SIGNATURE

DATE 5/27/10

TYPICAL RIGHT LANE CLOSURE THROUGH VICINITY OF EXIT RAMP

SCALE:	NONE
DATE:	MAY 2010
DWG. BY:	RMC
DESIGN BY:	RMC
REVIEWED BY:	BLW

REVISIONS	
CADD FILE	

5/27/2010
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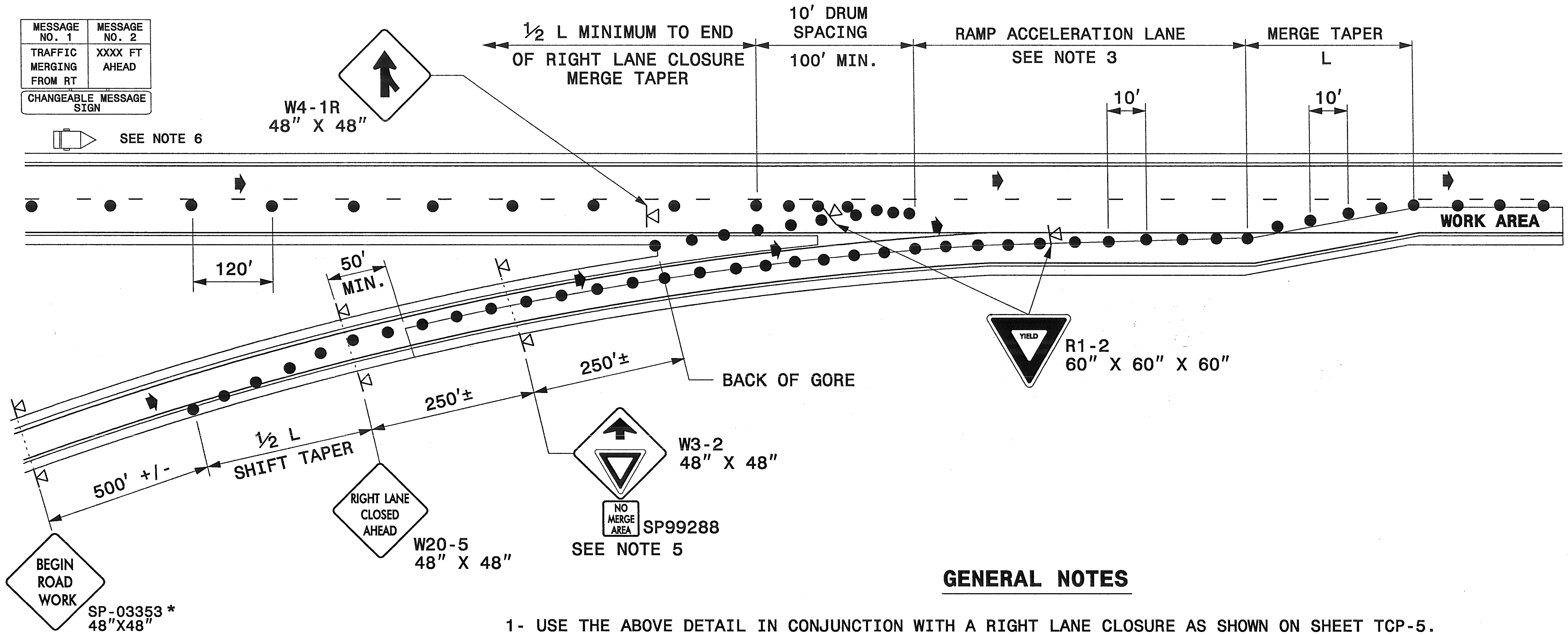
PROJECT REFERENCE NO.	SHEET NO.
WBS 4SP.10641.1	TCP-7



GENERAL NOTES

1- USE THE ABOVE DETAIL IN CONJUNCTION WITH A RIGHT LANE CLOSURE AS SHOWN ON SHEET TCP-5.
2- MOUNT SIGNS SHOWN A MINIMUM OF 7 FEET ABOVE THE PAVEMENT ELEVATION.
3- IF EXISTING ACCELERATION DISTANCE OR A MINIMUM OF 400' ACCELERATION DISTANCE CANNOT BE PROVIDED, CONTACT THE WORK ZONE TRAFFIC CONTROL UNIT FOR FURTHER GUIDANCE.
4- CLOSE THE RIGHT LANE SUFFICIENTLY IN ADVANCE TO STABILIZE MOTOR VEHICLE TRAFFIC FLOW BEFORE THE MERGE AS SHOWN ON SHEET TCP-5.
5- INSTALL SP99288 BELOW THE YIELD AHEAD SIGN (AS SHOWN) TO ALERT MOTORISTS THAT THE ACCELERATION DISTANCE HAS BEEN REDUCED.
6- COORDINATE WITH THE ENGINEER FOR LOCATION OF CMS.
7- USE THE ABOVE DETAIL ALONG I-95 SB FOR THE FOLLOWING SITUATIONS:

BRIDGE NO. 203, SB ENTRANCE LOOP FROM NC 4.

LEGEND

- CHANGEABLE MESSAGE SIGN (CMS)
- DRUM
- PORTABLE SIGN
- DIRECTION OF TRAFFIC FLOW

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Stantec
Stantec Consulting Services Inc.
Suite 300, 801 Jones Franklin Road
Raleigh, NC
27606
Tel. 919.851.6866
Fax. 919.851.7024
www.stantec.com

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 029449 BETSY L. WATSON
SIGNATURE 5/27/10 DATE

TYPICAL RIGHT LANE CLOSURES THROUGH ENTRANCE RAMPS

SCALE:	NONE
DATE:	MAY 2010
DWG. BY:	RMC
DESIGN BY:	RMC
REVIEWED BY:	BLW

REVISIONS