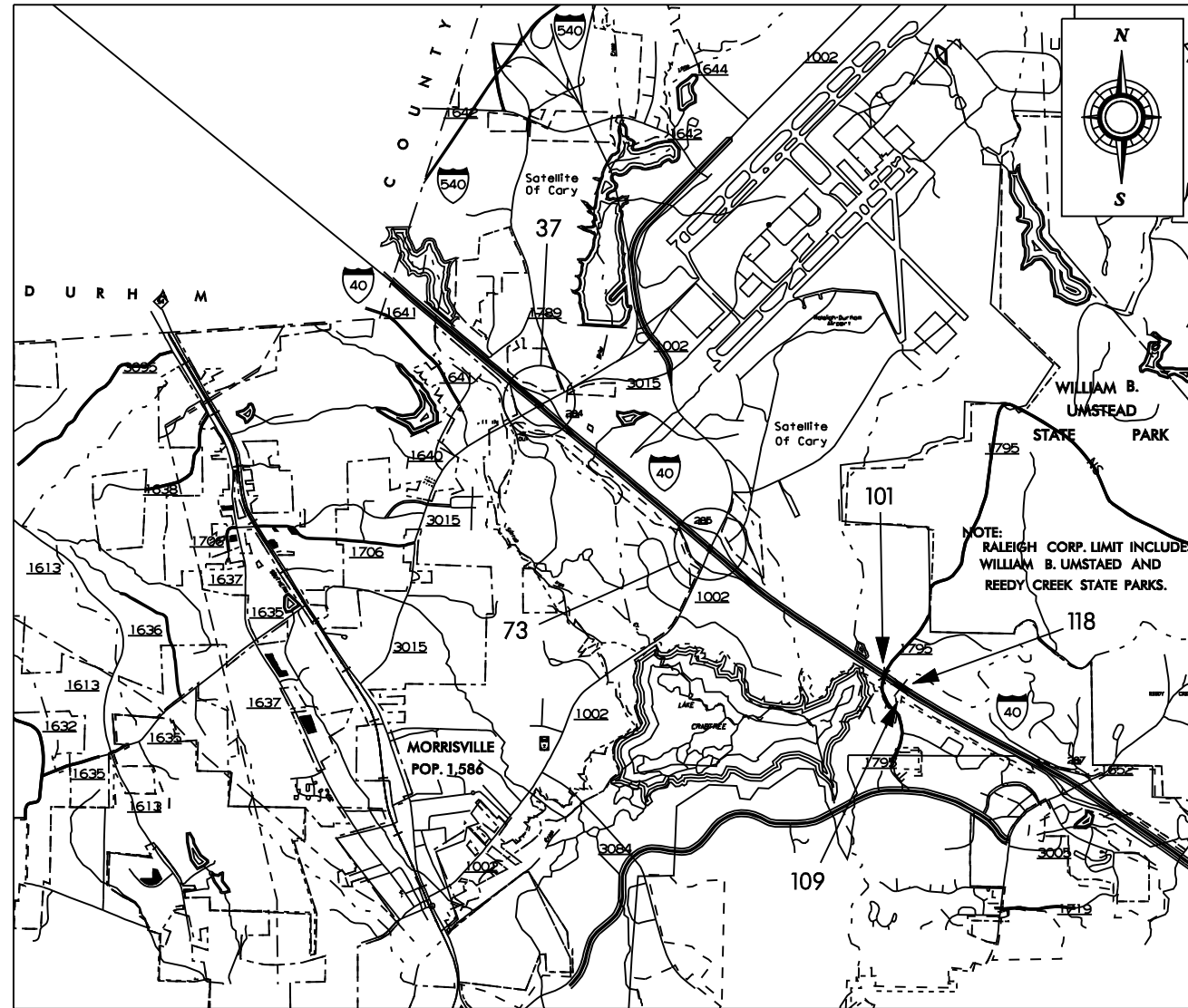
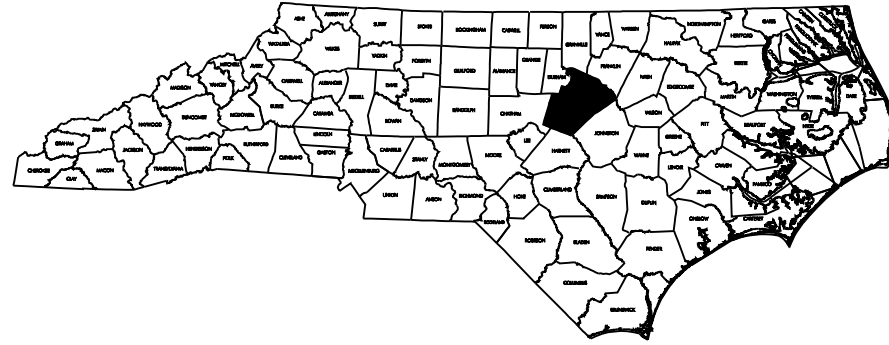


STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-4700AE	1	
STATE PROJECT NO.	F.A. PROJ. NO.	DESCRIPTION	
36727.1.1	BRNHS-000S(604)	PE	
36727.3.30	BRNHS-000S(370)	CONSTR	

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

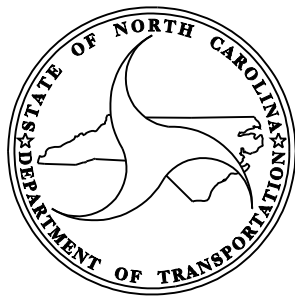
WAKE COUNTY

LOCATION: I-40
TYPE OF WORK: CLEANING & PAINTING OF
BRIDGE #37, #73, #101, #109, & #118 IN WAKE CO.



TIP PROJECT: B-4700AE

CONTRACT NO. D000032



PROJECT LENGTH

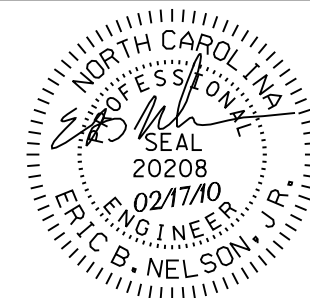
Prepared in the Office of:
BRIDGE MANAGEMENT UNIT
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

2006 STANDARD SPECIFICATIONS

LETTING DATE:
MARCH 18, 2010

DAN HOLDERMAN, PE
STATE BRIDGE
MANAGEMENT ENGINEER

MIKE SUMMERS
BRIDGE MANAGEMENT
PROJECT MANAGER



RICK NELSON, PE
DESIGN ENGINEER

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

**PLAN FOR PROPOSED
TRAFFIC CONTROL**

WAKE COUNTY

LOCATION: BRIDGE NO.S 37, 73, 101, 109 AND 118.

TYPE OF WORK: TRAFFIC CONTROL FOR BRIDGE PAINTING

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 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
1101.02	TEMPORARY LANE CLOSURES
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
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
1180.01	SKINNY DRUMS



INDEX OF SHEETS

SHEET NO.	TITLE
TCP-1	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND, AND INDEX OF SHEETS
TCP-2	GENERAL NOTES
TCP-3	VICINITY MAP AND PROJECT PHASING
TCP-4	BRIDGE #37 I-40 WB CLOSURE OF TWO RIGHT LANES
TCP-5	BRIDGE #37 I-40 EB CLOSURE OF TWO RIGHT LANES
TCP-6	BRIDGE #73 I-40 WB CLOSURE OF TWO RIGHT LANES
TCP-7	BRIDGE #73 I-40 EB CLOSURE OF TWO RIGHT LANES
TCP-8	TYPICAL DRAWING-CLOSURE OF LEFT THREE LANES
TCP-9	TYPICAL DRAWING-CLOSURE OF TWO LANES

WBS 36727.3.30

TIP PROJECT: B-4700AE

2/11/2010
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Gkarageorge

APPROVED: <i>Betsy L. Watson</i> DATE: 2/11/2010 	PLAN PREPARED BY:  BETSY L. WATSON, PE GEORGE KARAGEORGE	Stantec Consulting Services Inc. Suite 300, 801 Jones Franklin Road Raleigh, NC 27608 Tel. 919.851.6866 Fax. 919.851.7024 www.stantec.com TRAFFIC CONTROL ENGINEER TRAFFIC CONTROL DESIGNER
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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.

LANE CLOSURE TIME RESTRICTIONS

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

ROAD NAME	DAY AND TIME RESTRICTIONS
ALL ROADS	6:00 A.M.-9:00 P.M. MONDAY THRU SUNDAY (EVERY DAY)

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

- | ROAD NAME | HOLIDAY |
|-----------|---------|
| ALL ROADS | |
- 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 9:00 P.M. DECEMBER 31st TO 6:00 A.M. JANUARY 2nd. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 6:00 A.M. THE FOLLOWING TUESDAY.
 - 3) FOR EASTER, BETWEEN THE HOURS OF 9:00 P.M. THURSDAY AND 6:00 A.M. MONDAY.
 - 4) FOR MEMORIAL DAY, BETWEEN THE HOURS OF 9:00 P.M. FRIDAY TO 6:00 A.M. TUESDAY.
 - 5) FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 9:00 P.M. THE DAY BEFORE INDEPENDENCE DAY AND 6:00 A.M. THE DAY AFTER INDEPENDENCE DAY. IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY; THEN BETWEEN THE HOURS OF 9:00 P.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 6:00 A.M. THE TUESDAY AFTER INDEPENDENCE DAY.
 - 6) FOR LABOR DAY, BETWEEN THE HOURS OF 9:00 P.M. FRIDAY AND 6:00 A.M. TUESDAY.
 - 7) FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 9:00 P.M. TUESDAY TO 6:00 A.M. MONDAY.
 - 8) FOR CHRISTMAS, BETWEEN THE HOURS OF 9:00 P.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 6:00 A.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
 - 9) FOR THE WEEK OF THE STATE FAIR, BETWEEN THE HOURS OF 9:00 A.M. - MIDNIGHT DAILY.
 - 10) FOR EVENTS AT CARTER-FINLEY STADIUM FROM 4 HOURS BEFORE THE EVENT TO 3 HOURS AFTER THE EVENT.
 - 11) FOR EVENTS AT THE RBC CENTER AS DIRECTED BY THE ENGINEER.

LANE AND SHOULDER CLOSURE REQUIREMENTS

- C) 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.
- D) 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.
- E) 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-4 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.
- F) 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.
- G) 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.
- H) DO NOT INSTALL MORE THAN ONE LANE CLOSURE IN ANY ONE DIRECTION ON I-40.


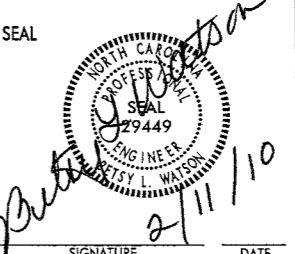

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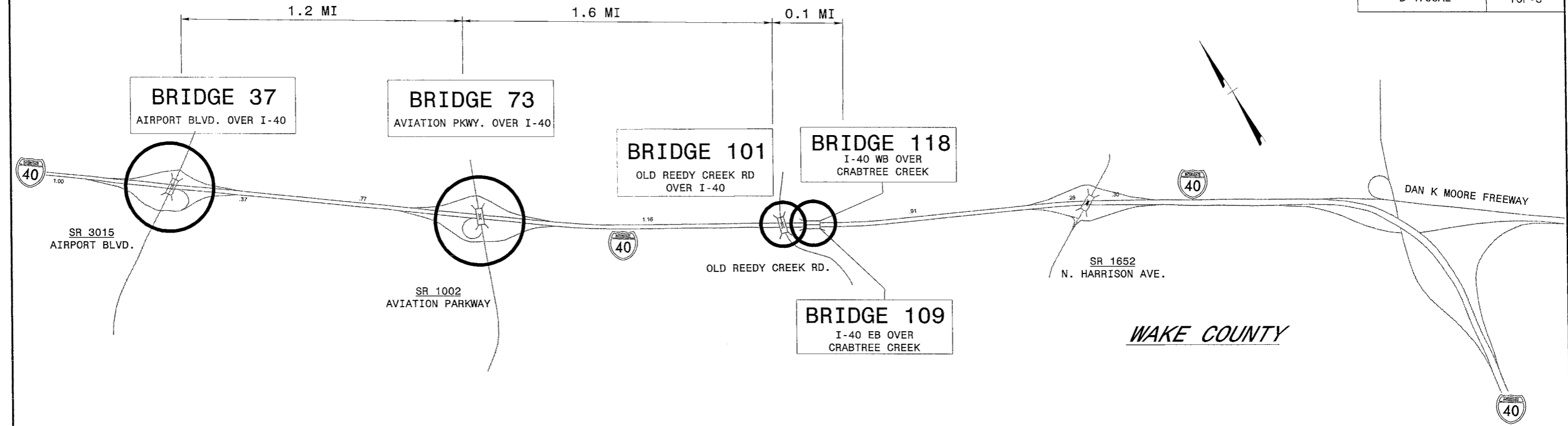
- I) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

MISCELLANEOUS

- J) DO NOT PERFORM WORK FROM THE ROADWAY ON TOP OF BRIDGES #37, #73, OR 101.
- K) ENSURE THE OVERSIZE/OVERWEIGHT PERMIT UNIT (919) 733-4740 HAS BEEN ADVISED OF THE ONGOING TRAFFIC OPERATIONS THROUGH THE DIVISION OFFICE.
- L) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE ENGINEER.
- M) ALL DIMENSIONS AND STATIONS IN THE TRAFFIC CONTROL PLAN AND PHASING ARE APPROXIMATE (+/-); FIELD ADJUST AS NECESSARY OR AS DIRECTED BY THE ENGINEER.

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 Stantec <small>Stantec Consulting Services Inc. Suite 300, 801 Jones Franklin Road Raleigh, NC 27608 Tel. 919.851.6866 Fax. 919.851.7024 www.stantec.com</small>	SEAL	 <i>M. L. Watson</i> 2/11/10	PROJECT NOTES GENERAL NOTES				
	SIGNATURE	DATE	SCALE: NONE DATE: FEB. 2010 DWG. BY: GK DESIGN BY: GK REVIEWED BY: BLW	 REVISIONS <table border="1" style="width: 100%; height: 40px;"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>			



TRAFFIC CONTROL PHASING

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".

DO NOT INSTALL LANE CLOSURES ON I-40 WEST AND I-40 EAST SIMULTANEOUSLY.

DO NOT WORK ON BRIDGE #37 SIMULTANEOUSLY WITH ANY OTHER BRIDGE.

DO NOT WORK ON BRIDGE #73 SIMULTANEOUSLY WITH ANY OTHER BRIDGE.

PERFORM WORK ON BRIDGE #101 AND #118 FOR I-40 WB SIMULTANEOUSLY IN ORDER TO MINIMIZE LANE CLOSURE INSTALLATIONS.

PERFORM WORK ON BRIDGE #101 AND #109 FOR I-40 EB SIMULTANEOUSLY IN ORDER TO MINIMIZE LANE CLOSURE INSTALLATIONS.

WHEN LANE CLOSURES ARE NOT IN EFFECT MOVE EQUIPMENT TO STAGING AREA AT LEAST 40 FEET AWAY FROM ANY TRAVEL LANE AS APPROVED BY THE ENGINEER. 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.

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

BRIDGE #37

I-40 WB CLOSE RIGHT TWO LANES IN ACCORDANCE WITH SHEET TCP-4.
I-40 WB CLOSE LEFT THREE LANES IN ACCORDANCE WITH SHEET TCP-8.

I-40 EB CLOSE RIGHT TWO LANES IN ACCORDANCE WITH SHEET TCP-5.
I-40 EB CLOSE LEFT THREE LANES IN ACCORDANCE WITH SHEET TCP-8.

BRIDGE #73

I-40 WB CLOSE RIGHT TWO LANES IN ACCORDANCE WITH SHEET TCP-6.
I-40 WB CLOSE LEFT THREE LANES IN ACCORDANCE WITH SHEET TCP-8.

I-40 EB CLOSE RIGHT TWO LANES IN ACCORDANCE WITH SHEET TCP-7.
I-40 EB CLOSE LEFT THREE LANES IN ACCORDANCE WITH SHEET TCP-8.

BRIDGE #101 AND #118 I-40 WB

I-40 WB CLOSE RIGHT TWO LANES IN ACCORDANCE WITH SHEET TCP-9.
I-40 WB CLOSE LEFT THREE LANES IN ACCORDANCE WITH SHEET TCP-8.

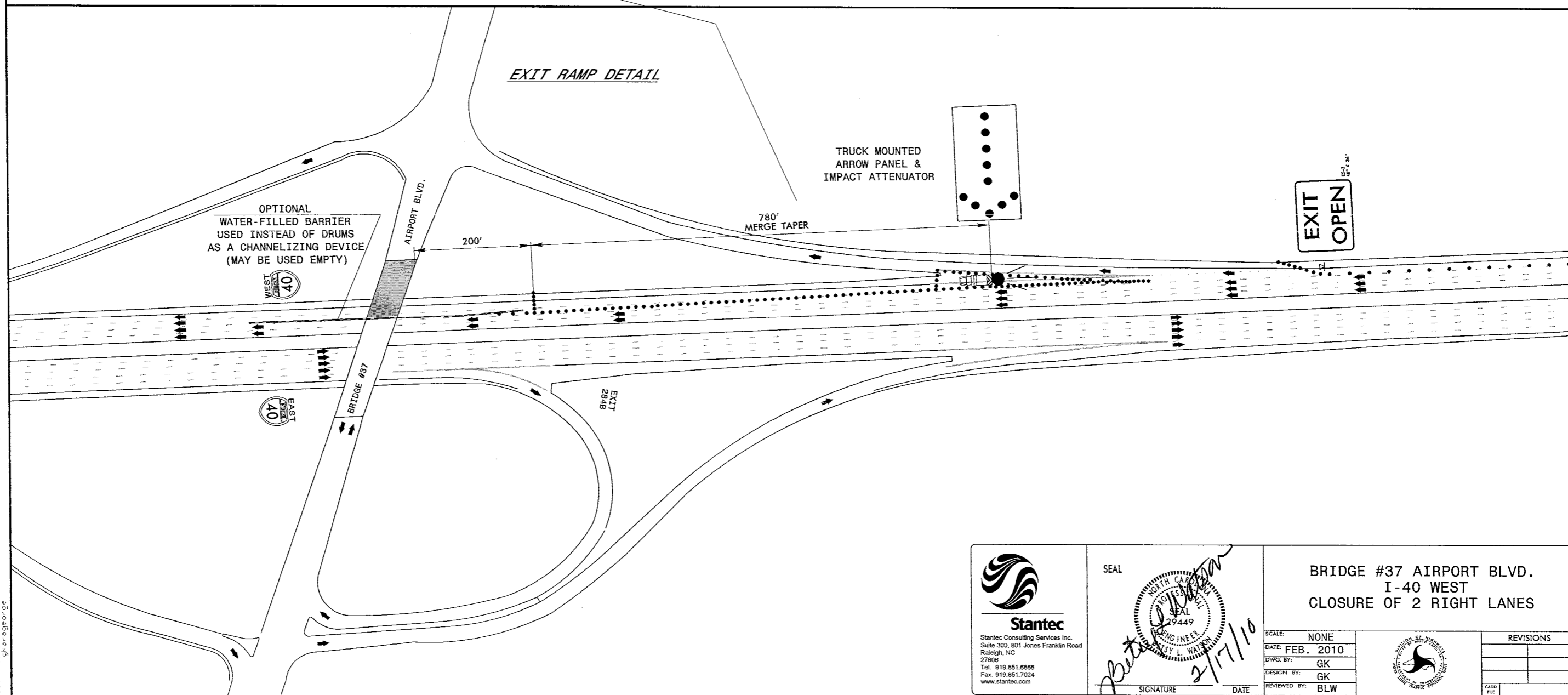
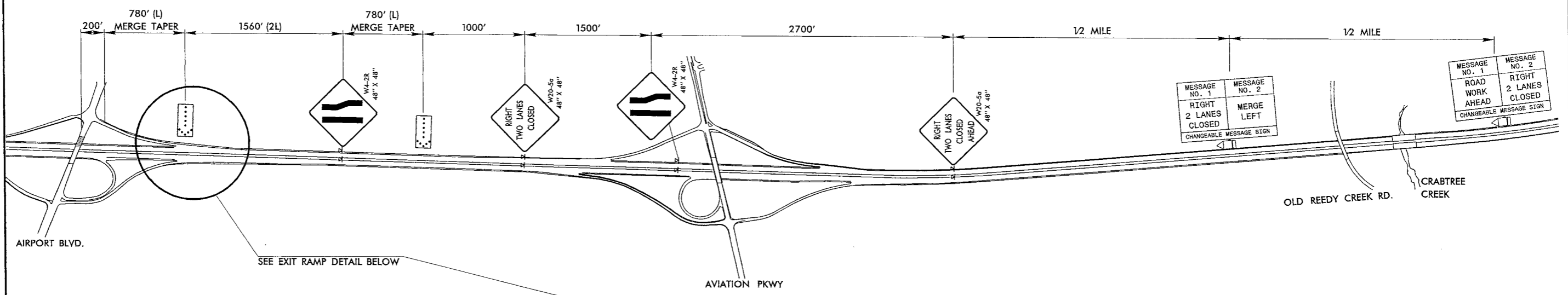
BRIDGE #101 AND #109 I-40 EB

I-40 EB CLOSE RIGHT TWO LANES IN ACCORDANCE WITH SHEET TCP-9.
I-40 EB CLOSE LEFT THREE LANES IN ACCORDANCE WITH SHEET TCP-8.

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<p>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</p>	<p>SEAL</p>	<p>VICINITY MAP & TRAFFIC CONTROL PHASING</p>									
	<p>SIGNATURE: <i>Kristy L. Watson</i> DATE: 2/11/10</p>	<p>SCALE: NONE DATE: FEB. 2010 DWG. BY: GK DESIGN BY: GK REVIEWED BY: BLW</p>		<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	REVISIONS						
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I-40 WB LANE CLOSURE OVERVIEW



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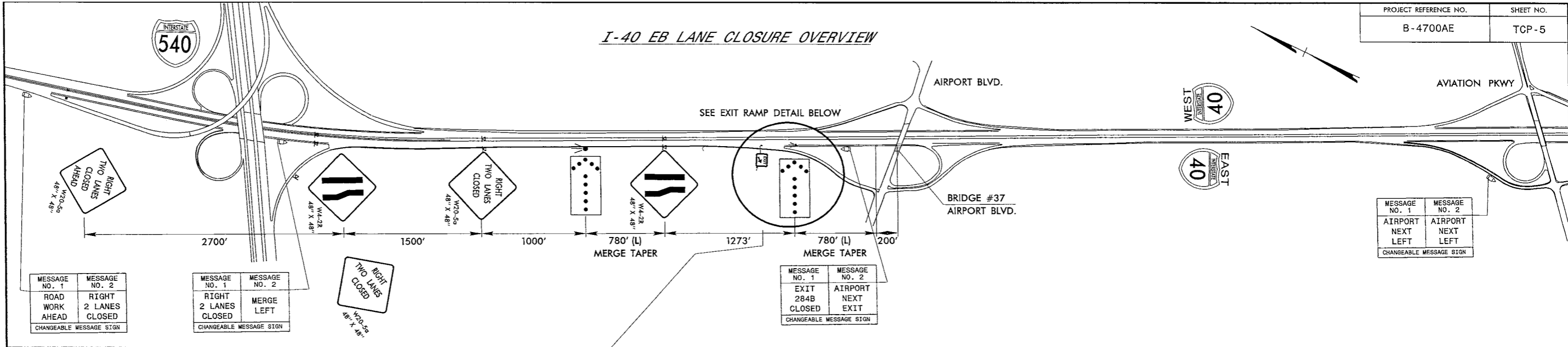
T. L. Watson
 2/17/10

SIGNATURE DATE

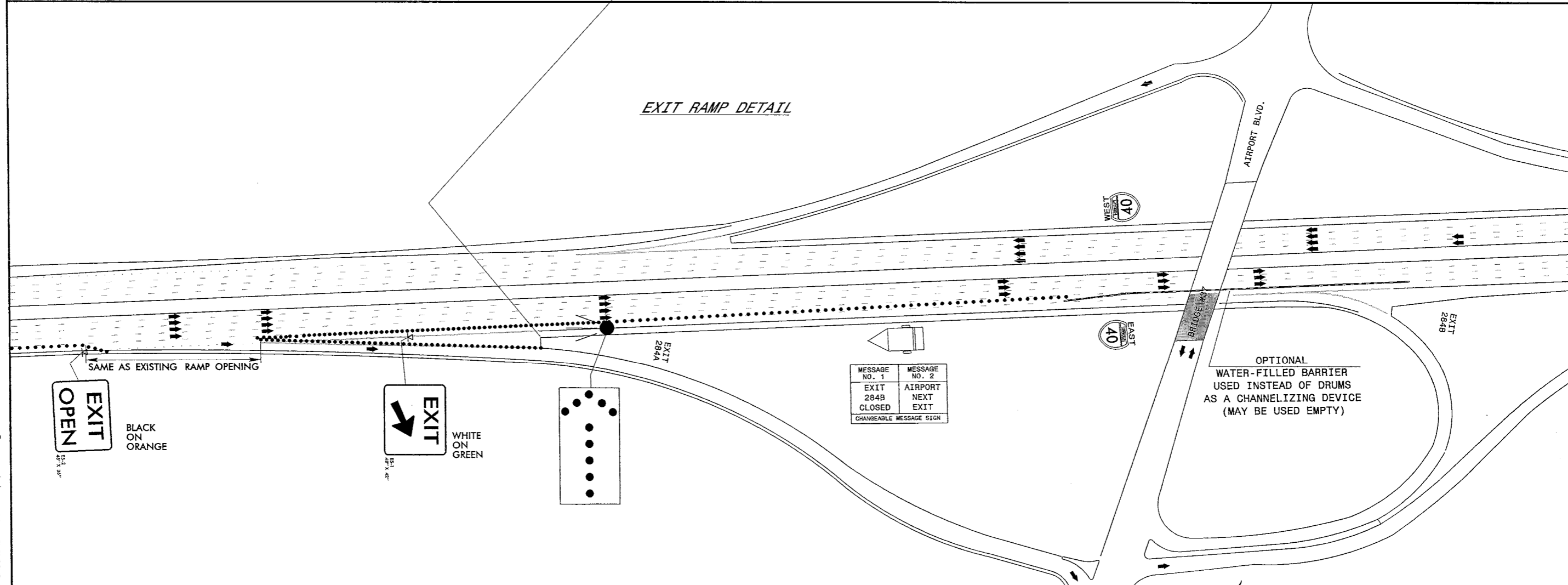
**BRIDGE #37 AIRPORT BLVD.
 I-40 WEST
 CLOSURE OF 2 RIGHT LANES**

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DATE: FEB. 2010		
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I-40 EB LANE CLOSURE OVERVIEW



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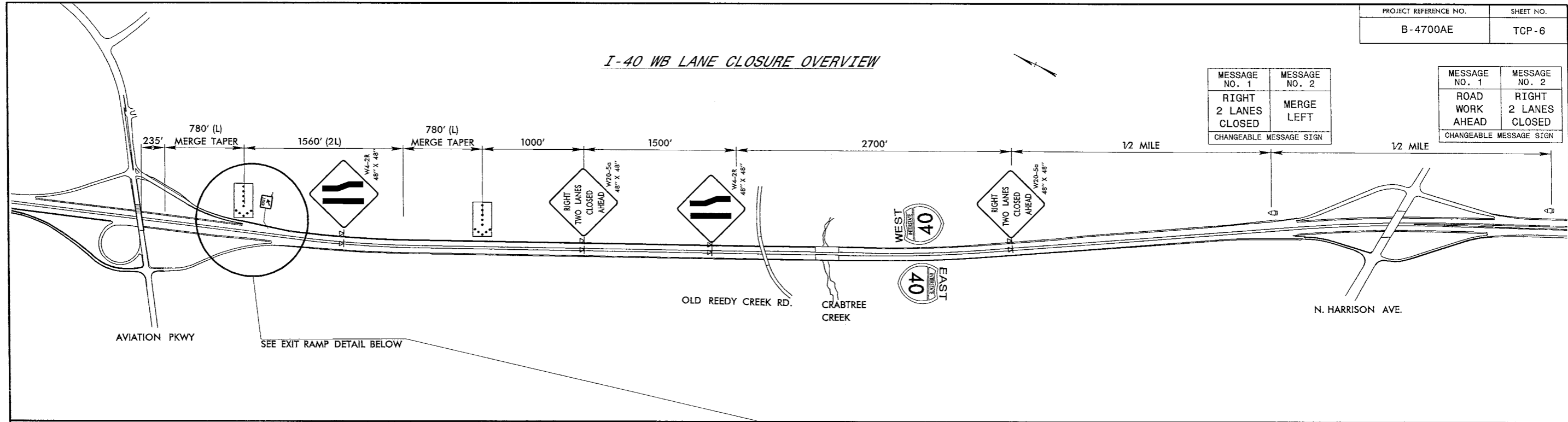
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Gregory L. Watson
 2/17/10
 SIGNATURE DATE

**BRIDGE #37 AIRPORT BLVD.
 I-40 EAST
 CLOSURE OF 2 RIGHT LANES**

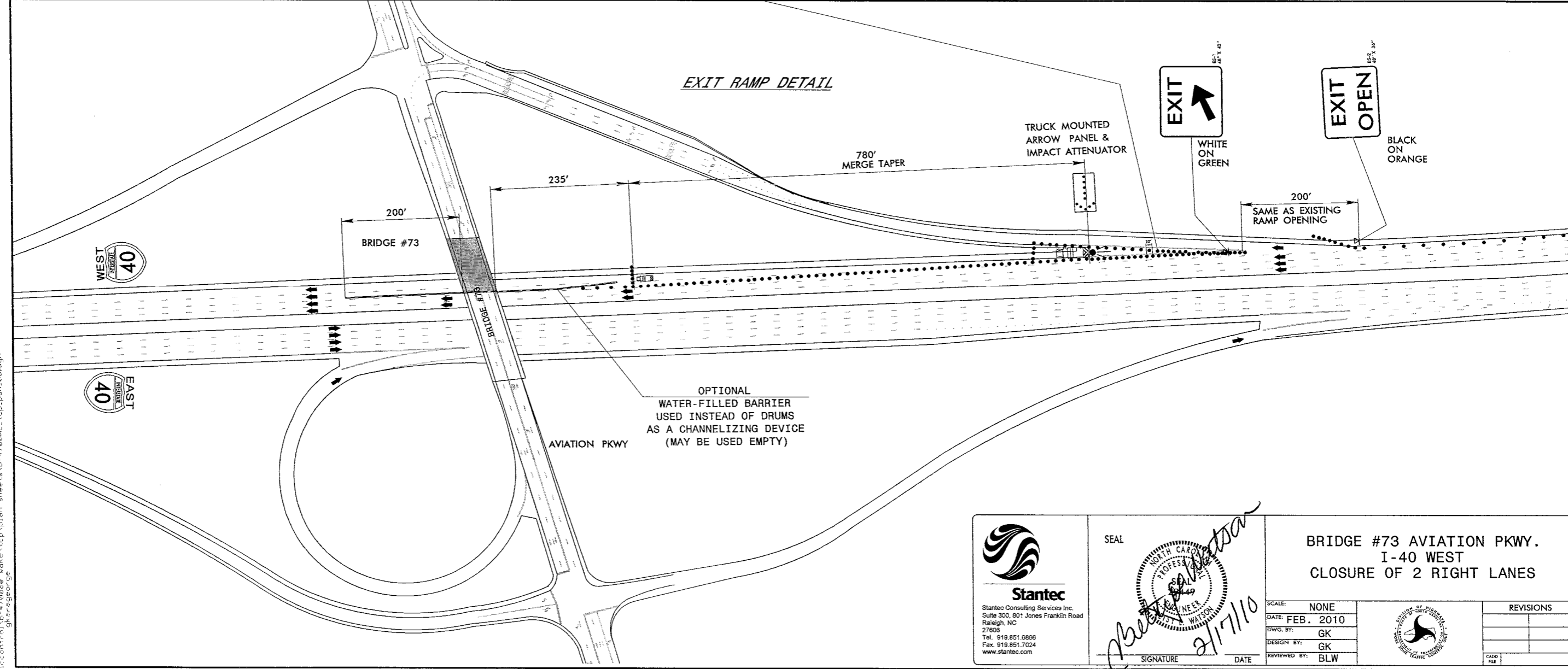
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I-40 WB LANE CLOSURE OVERVIEW



MESSAGE NO. 1	MESSAGE NO. 2	MESSAGE NO. 1	MESSAGE NO. 2
RIGHT 2 LANES CLOSED	MERGE LEFT	ROAD WORK AHEAD	RIGHT 2 LANES CLOSED
CHANGEABLE MESSAGE SIGN		CHANGEABLE MESSAGE SIGN	

EXIT RAMP DETAIL



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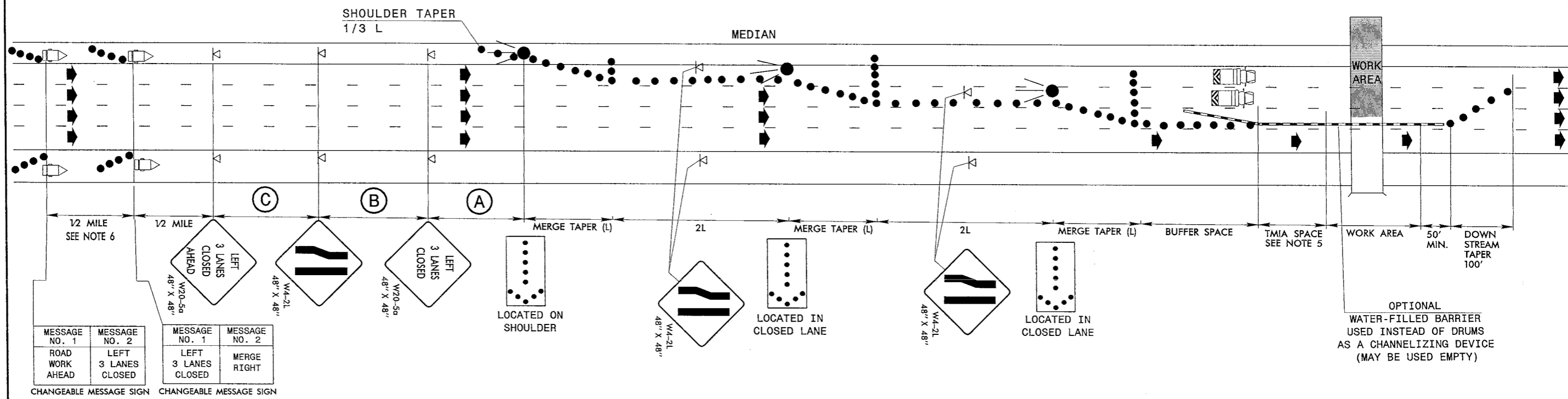
SIGNATURE: *Robert Watson*
 DATE: 2/17/10

BRIDGE #73 AVIATION PKWY.
 I-40 WEST
 CLOSURE OF 2 RIGHT LANES

SCALE:	NONE
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DWG. BY:	GK
DESIGN BY:	GK
REVIEWED BY:	BLW

REVISIONS

CLOSURE OF LEFT THREE LANES



NOTES

1. PLACE ARROW PANELS ON THE SHOULDER (PAVED OR UNPAVED). 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).
2. 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.
3. REFER TO STD. 1101.11 SHEETS 1 & 4, FOR "L" DISTANCE AND SIGN SPACING.
4. 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.
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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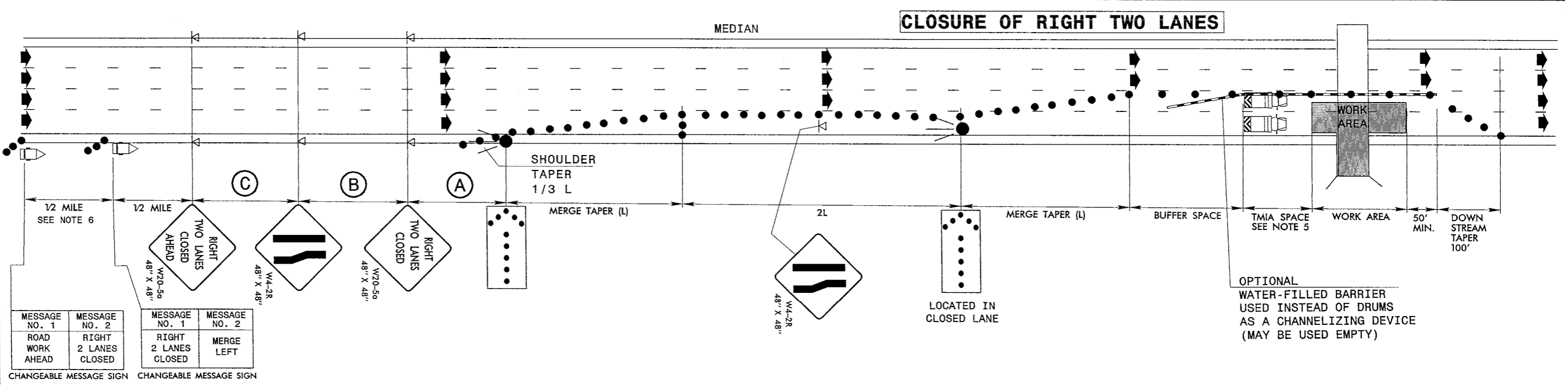
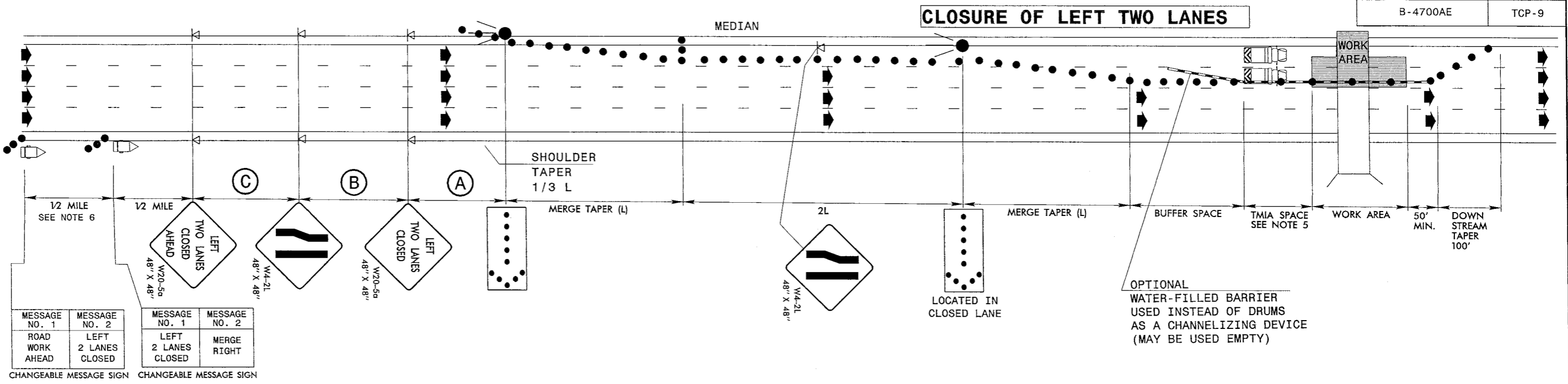
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SIGNATURE *Gregory L. Watson*
 DATE 2/17/10

**MULTI-LANE DIVIDED ROADWAY
3 LEFT LANES CLOSED**

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REVISIONS										
DATE: FEB. 2010										
DWG. BY: GK										
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NOTES

1. PLACE ARROW PANELS ON THE SHOULDER (PAVED OR UNPAVED). 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).
2. 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.
3. REFER TO STD. 1101.11 SHEETS 1 & 4, FOR "L" DISTANCE AND SIGN SPACING.
4. 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.
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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2/17/10

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**TYPICAL DRAWING
 MULTI-LANE DIVIDED ROADWAY
 2 LANES CLOSED**

SCALE: NONE
 DATE: FEB. 2010
 DWG. BY: GK
 DESIGN BY: GK
 REVIEWED BY: BLW

REVISIONS	

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