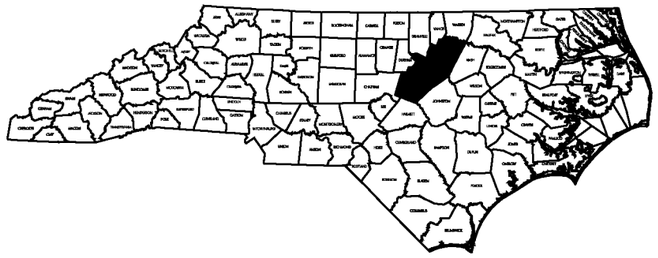
TIP PROJECT: BK-5102B



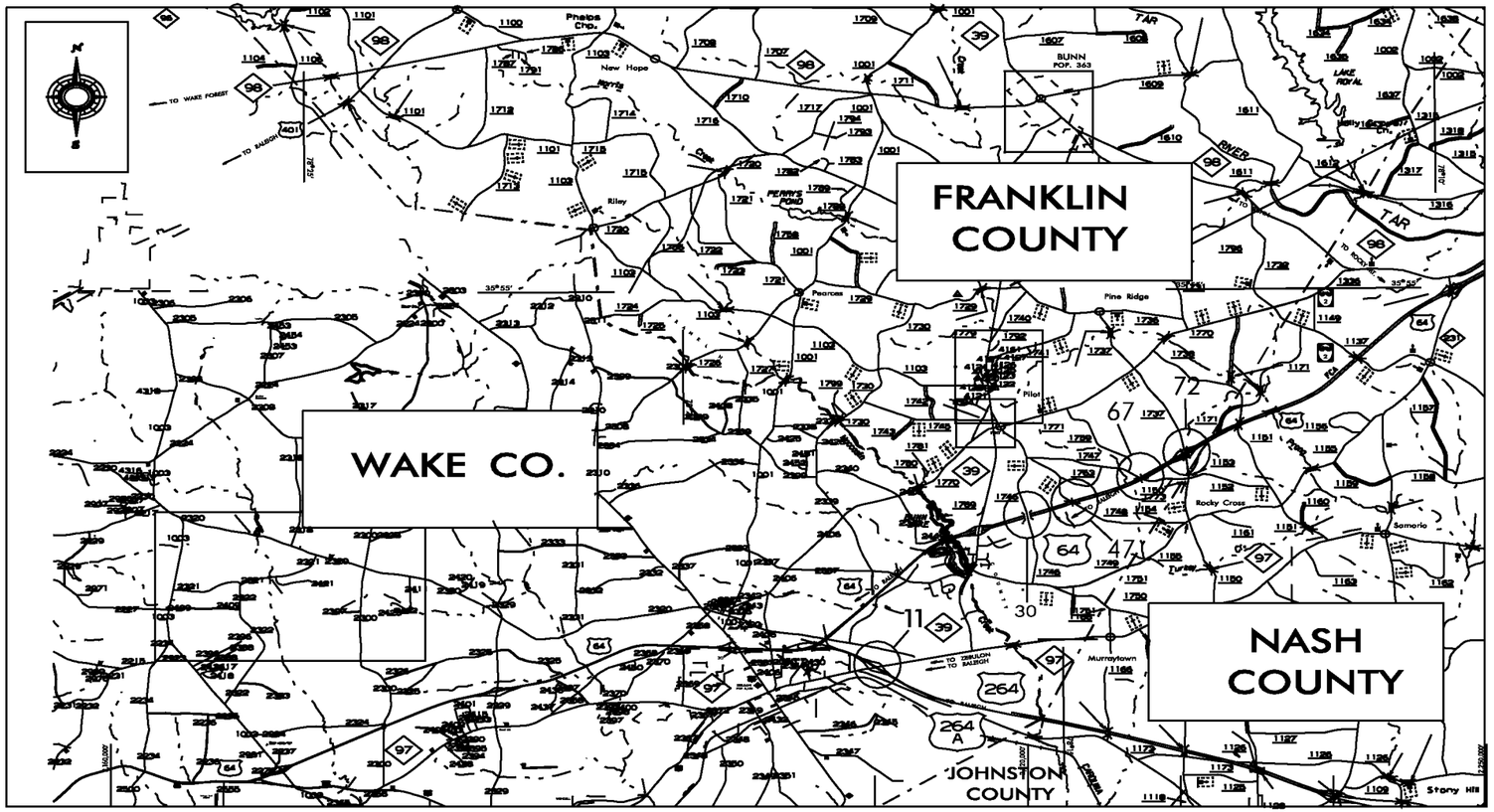
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

WAKE AND FRANKLIN COUNTIES

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	BK-5102B	1	

STATE PROJECT NO.	F.A. PROJ. NO.	DESCRIPTION
42580.1.1		PE
42580.3.2		CONSTR

LOCATION: US 64 /264 CORRIDOR
TYPE OF WORK: CLEANING & PAINTING OF BRIDGE #11 IN WAKE CO., BRIDGES #30, #47, #67, & #72 IN FRANKLIN CO.



STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT = 0.000 MILES

TOTAL LENGTH TIP PROJECT = 0.000 MILES

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

2006 STANDARD SPECIFICATIONS

LETTING DATE:
JULY 28, 2009

DAN HOLDERMAN, PE
STATE BRIDGE MANAGEMENT ENGINEER

MIKE SUMMERS
BRIDGE MANAGEMENT PROJECT MANAGER

NORTH CAROLINA PROFESSIONAL SEAL 20208 ENGINEER ERIC B. NELSON, JR.

RICK NELSON, PE
DESIGN ENGINEER

SOILS & SITES
STAKES

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO.	SHEET NO.
BK-5102B	TCP-1

PLAN FOR PROPOSED TRAFFIC CONTROL, MARKING & DELINEATION

WAKE AND FRANKLIN COUNTIES

Painting of 5 bridges over US 64 and US 264

WBS 42580.3.2

PROJECT: BK-5102B

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
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW PANELS
1130.01	DRUM
1145.01	BARRICADES
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR

PHASING

STEP 1. PERFORM PAINTING OPERATIONS AS SHOWN IN THE CONTRACT AND CONSTRUCTION PLANS. PERFORM WORK IN ACCORDANCE WITH THE "NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES- JULY 2006" AND THE FOLLOWING TCP SHEETS AS REQUIRED.

FOR BRIDGE NO. 11, USE TCP-3, TCP-3A, TCP-4, TCP-5
FOR BRIDGE NO. 30, USE TCP-3
FOR BRIDGE NO. 47, USE TCP-3
FOR BRIDGE NO. 67, USE TCP-3
FOR BRIDGE NO. 72, USE TCP-3, TCP-4, TCP-5

USE TCP-6 AS NEEDED FOR SHOULDER CLOSURES.

STEP 2. UPON COMPLETION OF THE PROJECT, REMOVE ALL TRAFFIC CONTROL DEVICES.

LEGEND

GENERAL

- DIRECTION OF TRAFFIC FLOW
- NORTH ARROW
- PROPOSED PVMT. ----- EXIST. PVMT.
- WORK AREA
- REMOVAL OF EXISTING PAVEMENT

TRAFFIC CONTROL DEVICES

- TYPE I BARRICADE
- TYPE II 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

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Stantec Consulting Services Inc.
Suite 300, 801 Jones Franklin Road
Raleigh, NC
27606
Tel. 919.851.4866
Fax. 919.851.7024
www.stantec.com

APPROVED: Betsy L Watson
DATE: June 4, 2009

SEAL: 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

BETSY L. WATSON, PE — TRAFFIC CONTROL ENGINEER
SHANNON AUSTIN GRUBBS — TRAFFIC CONTROL DESIGNER

US 64-264 Bridge Package_TCP_psh01.dgn

PROJECT REFERENCE NO.	SHEET NO.
BK-5102B	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
US 64	12:00 PM (NOON) FRIDAY THROUGH 11:59 PM SUNDAY
US 264	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

US 64
US 264

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 AM DECEMBER 31st TO 7:00 PM JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 7:00 PM THE FOLLOWING TUESDAY.
3. FOR EASTER, BETWEEN THE HOURS OF 6:30 AM THURSDAY AND 7:00 PM TUESDAY.
4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:30 AM FRIDAY AND 7:00 PM WEDNESDAY.
5. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:30 AM THE FRIDAY BEFORE THE WEEK OF INDEPENDENCE DAY AND 7:00 PM THE FOLLOWING MONDAY AFTER THE WEEK OF INDEPENDENCE DAY.
6. FOR LABOR DAY, BETWEEN THE HOURS OF 6:30 AM FRIDAY AND 7:00 PM WEDNESDAY.
7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:30 AM TUESDAY AND 7:00 PM MONDAY.
8. FOR CHRISTMAS, BETWEEN THE HOURS OF 6:30 AM THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 7:00 PM THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

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

ROAD NAME	DAY AND TIME RESTRICTIONS
US 64	ANY TIME
US 264	ANY TIME

D) DO NOT CONDUCT ANY HAULING OPERATIONS AGAINST THE FLOW OF TRAFFIC OF AN OPEN TRAVELWAY UNLESS THE HAULING OPERATION IS PROTECTED BY BARRIER OR GUARDRAIL OR AS DIRECTED BY THE ENGINEER.

LANE AND SHOULDER CLOSURE REQUIREMENTS

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) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 15 FT OF AN 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.

G) 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 ROADWAY STANDARD DRAWING NO. 1101.02 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 ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

H) 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.

I) 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.

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

TRAFFIC PATTERN ALTERATIONS

K) NOTIFY THE ENGINEER TWENTY ONE (21) CALENDAR DAYS PRIOR TO ANY TRAFFIC PATTERN ALTERATION.

SIGNING

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

TRAFFIC CONTROL DEVICES

M) SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH), EXCEPT 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY, WHEN LANE CLOSURES ARE NOT IN EFFECT.

N) PLACE ADDITIONAL SETS OF THREE DRUMS PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

MISCELLANEOUS

O) POLICE MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS, AS DIRECTED BY THE ENGINEER.

P) 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".

Q) INSTALL CHANGEABLE MESSAGE SIGNS IN ADVANCE OF THE PORTABLE WORK ZONE AS SHOWN ON THE TCP SHEETS OR AS DIRECTED BY THE ENGINEER.

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

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

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

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Suite 300, 801 Jones Franklin Road
Raleigh, NC
27606
Tel. 919.851.6866
Fax. 919.851.7024
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SEAL

NORTH CAROLINA PROFESSIONAL SEAL ... ENGINEER ... L. WATSON

SIGNATURE — DATE 6/9/09

GENERAL NOTES

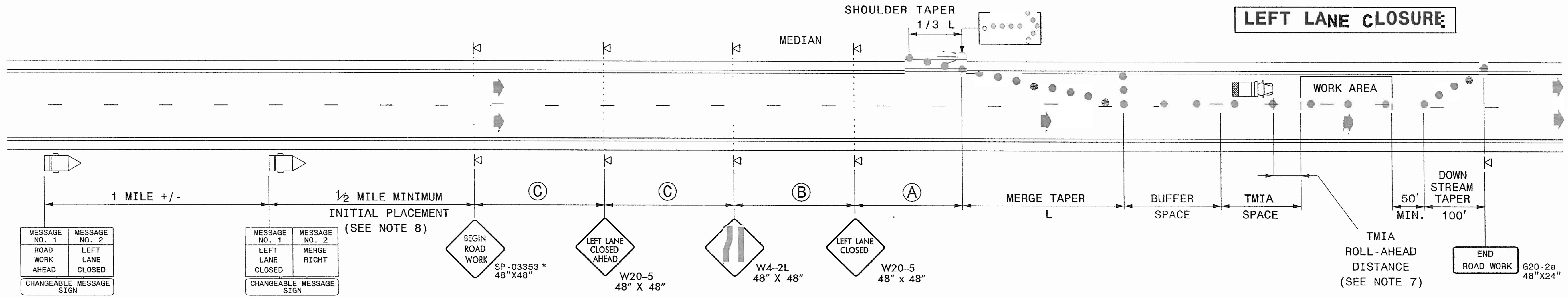
SCALE:	NONE
DATE:	OCT 2008
DWG. BY:	SAG
DESIGN BY:	BLW
REVIEWED BY:	BLW

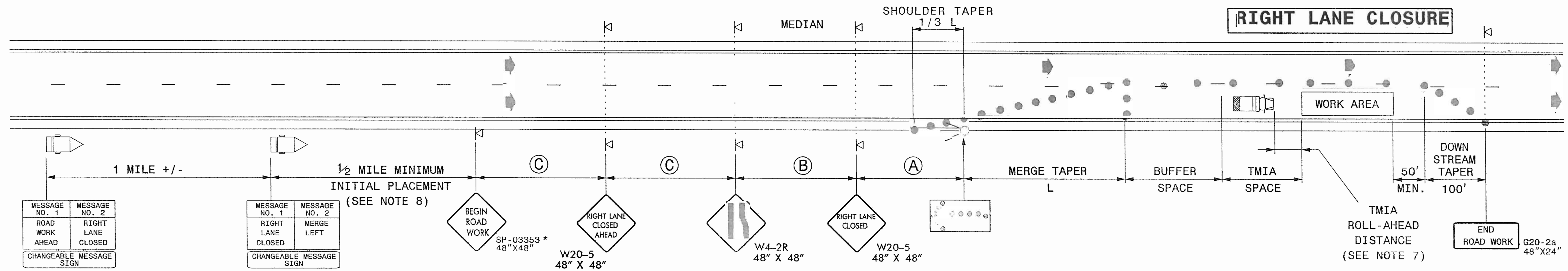
Stantec

REVISIONS

CADD FILE ...\US 64-264 Bridge Package_TCP_psh

PROJECT REFERENCE NO.	SHEET NO.
BK-5102B	TCP- 3





GENERAL NOTES

1- USE THIS DRAWING FOR LANE CLOSURES ALONG US 64 AND US 264 ASSOCIATED WITH ALL FIVE BRIDGE LOCATIONS. SEE SHEET TCP-3A FOR CMS PLACEMENT ALONG EB US 264 IN ADVANCE OF BRIDGE 11.

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 & 4, FOR "L" DISTANCE AND SIGN SPACING.

5- REFER TO SHEETS TCP-4, 5, AND 6 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.

* SEE SHEET TCP-7 FOR SIGN DETAIL.

LEGEND

- FLASHING ARROW PANEL (TYPE C)
- TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)
- CHANGEABLE MESSAGE SIGN (CMS)
- DRUM
- PORTABLE SIGN
- DIRECTION OF TRAFFIC FLOW

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Stantec Consulting Services Inc.
Suite 300, 801 Jones Franklin Road
Raleigh, NC
27606
Tel. 919.851.6866
Fax. 919.851.7024
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SIGNATURE | DATE 6/4/09

TEMPORARY LANE CLOSURES ON US 64 AND US 264

SCALE:	NONE
DATE:	OCT 2008
DWG. BY:	SAG
DESIGN BY:	BLW
REVIEWED BY:	BLW

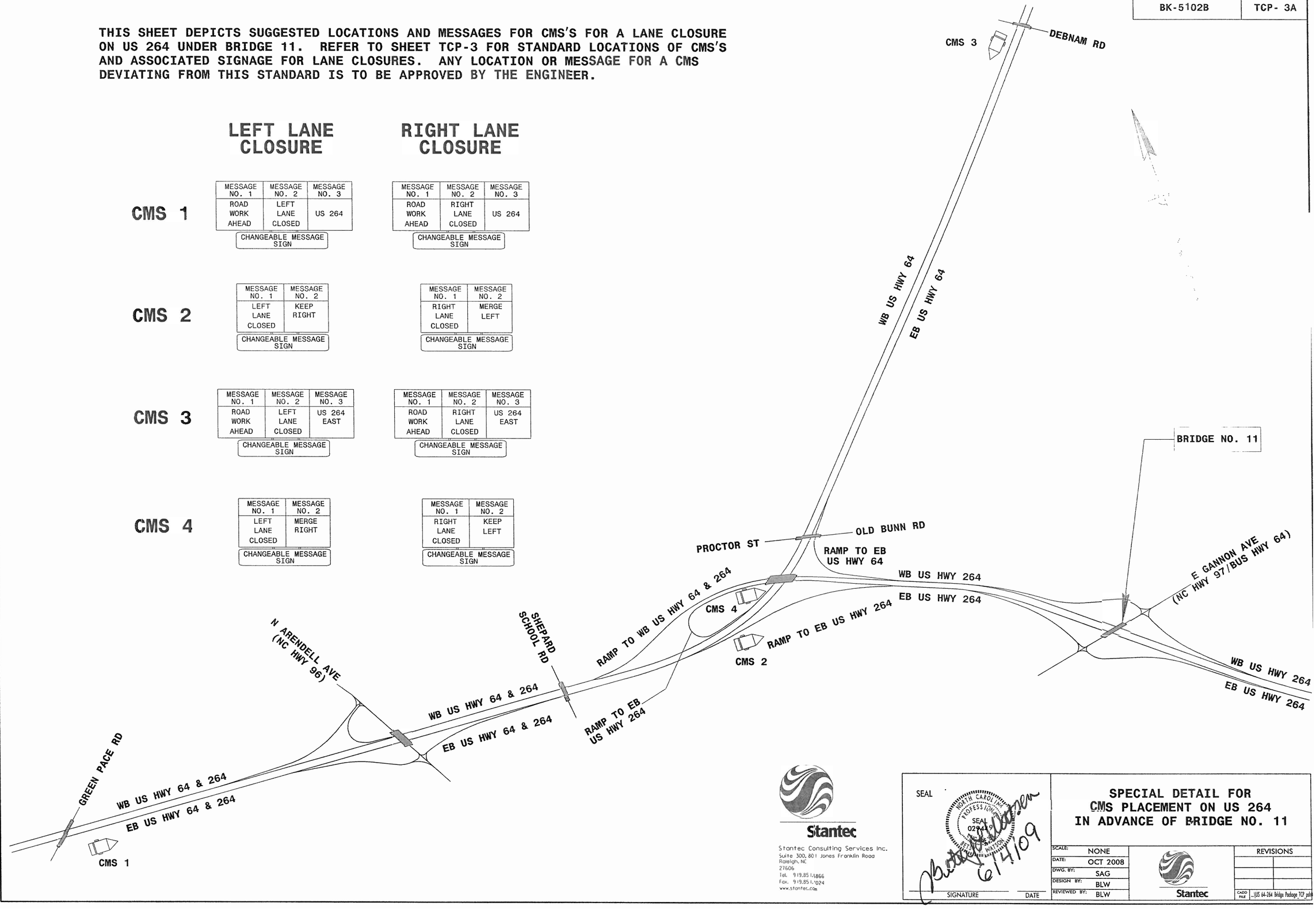
REVISIONS

CADD FILE ...\US 64-264 Bridge Package TCP_psh

PROJECT REFERENCE NO.	SHEET NO.
BK-5102B	TCP- 3A

THIS SHEET DEPICTS SUGGESTED LOCATIONS AND MESSAGES FOR CMS'S FOR A LANE CLOSURE ON US 264 UNDER BRIDGE 11. REFER TO SHEET TCP-3 FOR STANDARD LOCATIONS OF CMS'S AND ASSOCIATED SIGNAGE FOR LANE CLOSURES. ANY LOCATION OR MESSAGE FOR A CMS DEVIATING FROM THIS STANDARD IS TO BE APPROVED BY THE ENGINEER.

	LEFT LANE CLOSURE	RIGHT LANE CLOSURE
CMS 1	MESSAGE NO. 1: ROAD WORK AHEAD MESSAGE NO. 2: LEFT LANE CLOSED MESSAGE NO. 3: US 264 CHANGEABLE MESSAGE SIGN	MESSAGE NO. 1: ROAD WORK AHEAD MESSAGE NO. 2: RIGHT LANE CLOSED MESSAGE NO. 3: US 264 CHANGEABLE MESSAGE SIGN
CMS 2	MESSAGE NO. 1: LEFT LANE CLOSED MESSAGE NO. 2: KEEP RIGHT CHANGEABLE MESSAGE SIGN	MESSAGE NO. 1: RIGHT LANE CLOSED MESSAGE NO. 2: MERGE LEFT CHANGEABLE MESSAGE SIGN
CMS 3	MESSAGE NO. 1: ROAD WORK AHEAD MESSAGE NO. 2: LEFT LANE CLOSED MESSAGE NO. 3: US 264 EAST CHANGEABLE MESSAGE SIGN	MESSAGE NO. 1: ROAD WORK AHEAD MESSAGE NO. 2: RIGHT LANE CLOSED MESSAGE NO. 3: US 264 EAST CHANGEABLE MESSAGE SIGN
CMS 4	MESSAGE NO. 1: LEFT LANE CLOSED MESSAGE NO. 2: MERGE RIGHT CHANGEABLE MESSAGE SIGN	MESSAGE NO. 1: RIGHT LANE CLOSED MESSAGE NO. 2: KEEP LEFT CHANGEABLE MESSAGE SIGN



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Suite 300, 801 Jones Franklin Road
Raleigh, NC
27606
Tel. 919.851.5866
Fax. 919.851.7024
www.stantec.com

SEAL

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 029419 BRIAN L. WATSON

SIGNATURE

DATE 6/4/09

SPECIAL DETAIL FOR CMS PLACEMENT ON US 264 IN ADVANCE OF BRIDGE NO. 11

SCALE:	NONE
DATE:	OCT 2008
DWG. BY:	SAG
DESIGN BY:	BLW
REVIEWED BY:	BLW

REVISIONS

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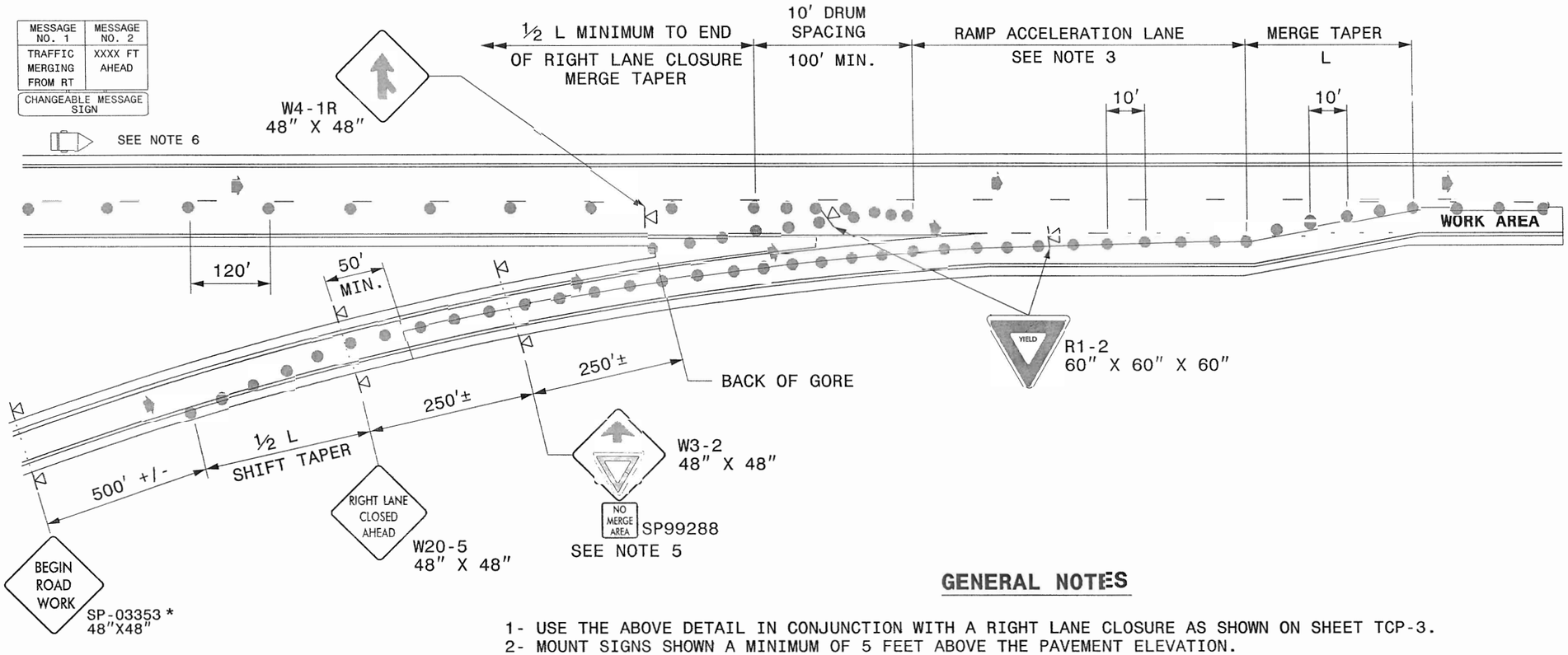
CADD FILE ...\US 64-264 Bridge Package TCP_psh

6.1.2009
...\64 Bridge package\US 64-264 Bridge Package_TCP_psh03A.dgn
rcuiller

PROJECT REFERENCE NO.	SHEET NO.
BK-5102B	TCP-4



GENERAL NOTES

1- USE THE ABOVE DETAIL IN CONJUNCTION WITH A RIGHT LANE CLOSURE AS SHOWN ON SHEET TCP-3.
2- MOUNT SIGNS SHOWN A MINIMUM OF 5 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-3.
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 US 64 AND US 264 AS NECESSARY FOR THE FOLLOWING SITUATIONS:

BRIDGE NO. 11, EB AND WB ON-RAMPS
BRIDGE NO. 72, EB AND WB ON-RAMPS

* SEE SHEET TCP-7 FOR SIGN DETAIL.

LEGEND

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

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Stantec Consulting Services Inc.
Suite 300, 801 Jones Franklin Road
Raleigh, NC
27606
Tel. 919.851.6866
Fax. 919.851.7024
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NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 029499 ENGINEER BRETT L. WATSON
SIGNATURE
DATE 6/4/09

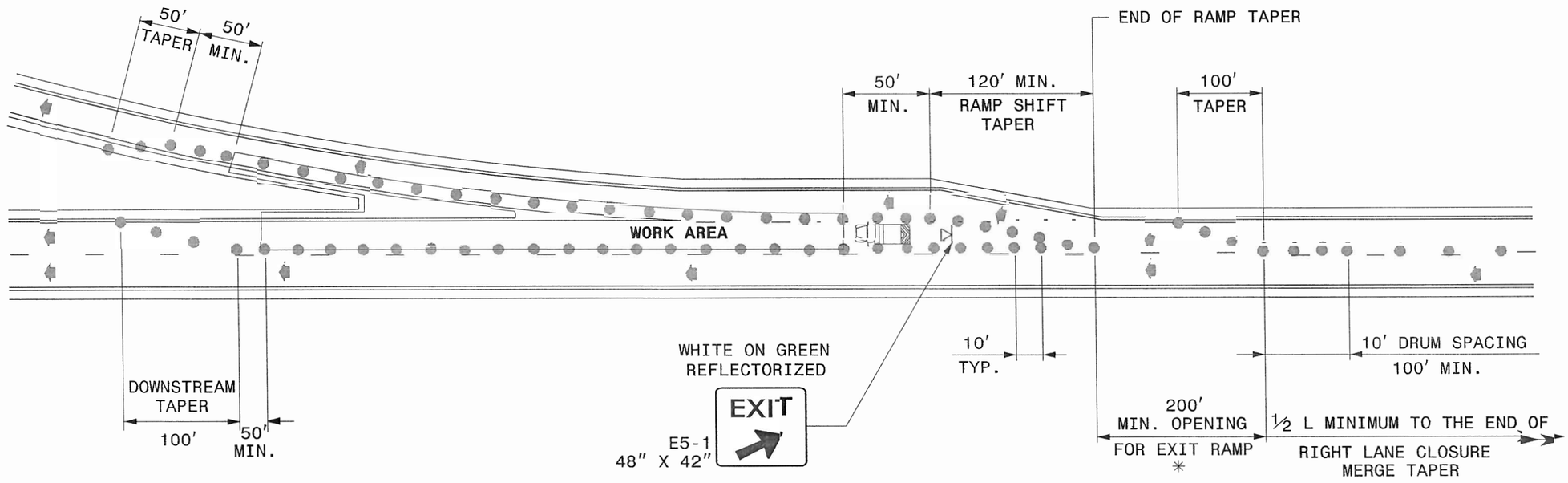
RIGHT LANE CLOSURES THROUGH ENTRANCE RAMPS

SCALE:	NONE
DATE:	OCT 2008
DWG. BY:	SAG
DESIGN BY:	BLW
REVIEWED BY:	BLW

REVISIONS

CADD FILE: ...\US 64-264 Bridge Package TCP.pdn

PROJECT REFERENCE NO.	SHEET NO.
BK-5102B	TCP-5



GENERAL NOTES

1-USE THE ABOVE DETAILS IN CONJUNCTION WITH A RIGHT LANE CLOSURE AS SHOWN ON SHEET TCP-3.

2-MOUNT EXIT SIGNS A MINIMUM OF 7 FEET ABOVE THE PAVEMENT ELEVATION.

3-USE THE ABOVE DETAIL FOR LANE CLOSURES ALONG US 64 AND US 264 FOR THE FOLLOWING SITUATIONS:

BRIDGE NO. 11, EB AND WB OFF-RAMPS
BRIDGE NO. 72, EB AND WB OFF-RAMPS

LEGEND

- TRUCK MOUNTED IMPACT ATTENUATOR
- DRUM
- PORTABLE SIGN
- DIRECTION OF TRAFFIC FLOW

✳ NOTE:

USE EXISTING RAMP OPENING LENGTH WHERE POSSIBLE. USE NO LESS THAN ½ ORIGINAL LENGTH.

IF ½ ORIGINAL LENGTH CANNOT BE OBTAINED, CONTACT THE WORK ZONE TRAFFIC CONTROL UNIT FOR FURTHER GUIDANCE.

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 029440 WILLIAM L. WATSON
SIGNATURE
DATE 6/4/09

RIGHT LANE CLOSURES
THROUGH EXIT RAMPS

SCALE:	NONE
DATE:	OCT 2008
DWG. BY:	SAG
DESIGN BY:	BLW
REVIEWED BY:	BLW

REVISIONS

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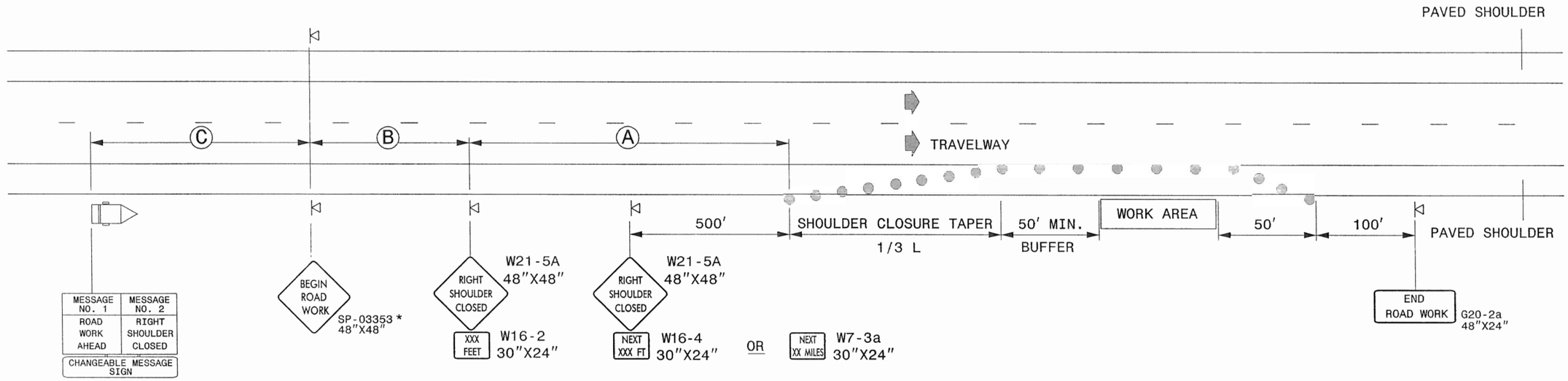
CADD FILE: ...\105 64-264 Bridge Package TCP.pdn

PROJECT REFERENCE NO.	SHEET NO.
BK-5102B	TCP-6



* SEE NOTE 1.

* SEE NOTE 1.

GENERAL NOTES

1- PLACE SHOULDER CLOSURE SIGNS ON THE SAME SIDE AS THE SHOULDER THAT IS CLOSED. FOR CLOSURES ON THE MEDIAN SIDE OF THE ROADWAY, SUBSTITUTE THE WORD "LEFT" FOR THE WORD "RIGHT" IN THE CHANGEABLE MESSAGE SIGN AND ON SIGNS W21-5A.
2- PLACE DRUMS IN THE SHOULDER TAPER AT THE MAXIMUM SPACING EQUAL IN FEET TO THE POSTED SPEED LIMIT. THE MAXIMUM SPACING OF DRUMS ALONG THE WORK AREA IS EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
3- REFER TO STD. 1101.11 SHEETS 1, 3, & 4, FOR "L" DISTANCE, AND SIGN SPACING.
4- DO NOT CLOSE THE SHOULDERS ON THE RIGHT SIDE AND MEDIAN SIDE OF THE ROADWAY AT THE SAME TIME.
5- USE THIS DETAIL AS NEEDED FOR SHOULDER CLOSURES ALONG US 64 AND US 264, FOR ALL FIVE BRIDGE LOCATIONS.

* SEE SHEET TCP-7 FOR SIGN DETAIL.

LEGEND

- DRUM
- STATIONARY OR PORTABLE SIGN
- DIRECTION OF TRAFFIC FLOW

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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 029401 BRETT L. WILSON

SIGNATURE — DATE 6/4/09

TEMPORARY SHOULDER CLOSURES ALONG US 64 AND US 264

SCALE:	NONE
DATE:	OCT 2008
DWG. BY:	SAG
DESIGN BY:	BLW
REVIEWED BY:	BLW

REVISIONS

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CADD FILE ...\US 64-264 Bridge Package TCP.pdn

6/4/2009
...\US 64-264 Bridge package\US 64-264 Bridge Package_TCP.psh06.dgn
rcollier

PROJECT REFERENCE NO.	SHEET NO.
BK-5102B	TCP-7

SP 03353

SIGN NUMBER: SP-03353
TYPE: A
QUANTITY: 1

SIGN WIDTH: 4'-0"
HEIGHT: 4'-0"
TOTAL AREA: 16.0 Sq.Ft.

BORDER TYPE: FLUSH
RECESS: 0.59"
WIDTH: 0.75"
RADII: 1.38"

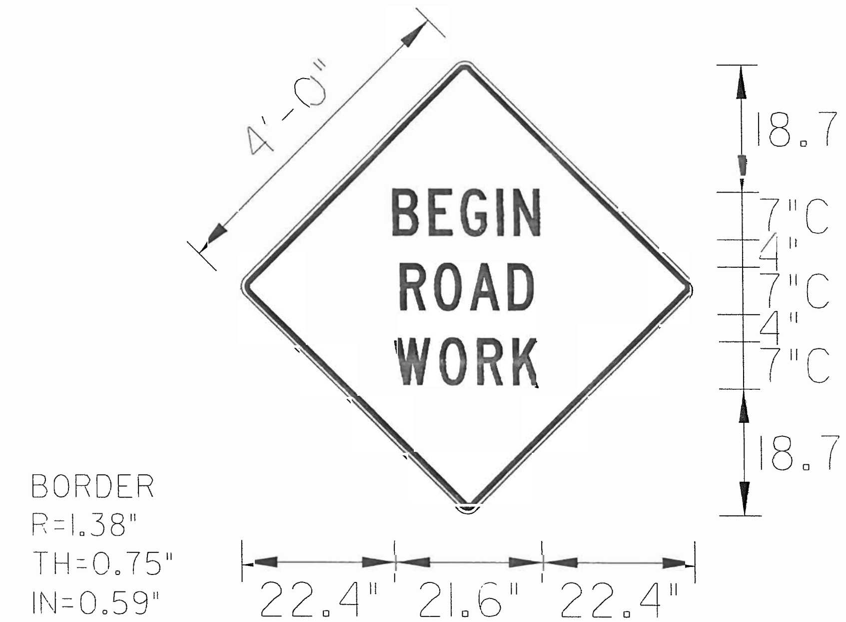
NO. Z BARS: N/A
LENGTH: N/A

BACKG COLOR: Fluorescent Orange
COPY COLOR: Black

SYMBOL	X	Y	WID	HT

MAT'L:

DESIGN BY: CL DOWNEY
PROJECT ID: ALL PROJECTS
CHECKED BY: CHECKED
DIV: DIV
STD #: W20-1
DATE: Aug 20,2003



USE NOTES: 2, 4

1. Legend and border shall be direct applied Type VII reflective sheeting.
2. Legend and border shall be direct applied non-reflective sheeting.
3. Shields shall be Type VII reflective sheeting on 0.032" (0.8mm) aluminum and demountable.
4. Background shall be Type VII reflective sheeting.
5. Background shall be Type I reflective sheeting.
6. Center arrow(s) vertically on sign.
7. Bottom panel shall be yellow Type III sheeting. Legend shall be direct applied black non-reflective sheeting. Yellow panel is:

LETTER POSITIONS

Letter spacings are to start of next letter

							Series/Size Text Length
	B	E	G	I	N		C7
22.4	5.3	4.6	5.4	2.5	3.8	22.4	21.6
	R	O	A	D			C7
23.4	5	5.2	5.6	3.8	23.4		19.6
	W	O	R	K			C7
22.6	6.4	5.6	5.2	4	22.6		21.2

Spacing Factor is 1 unless specified otherwise

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
6/4/09
SIGNATURE DATE

SPECIAL SIGN DETAIL

SCALE:	NONE
DATE:	OCT 2008
DWG. BY:	SAG
DESIGN BY:	BLW
REVIEWED BY:	BLW

REVISIONS

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