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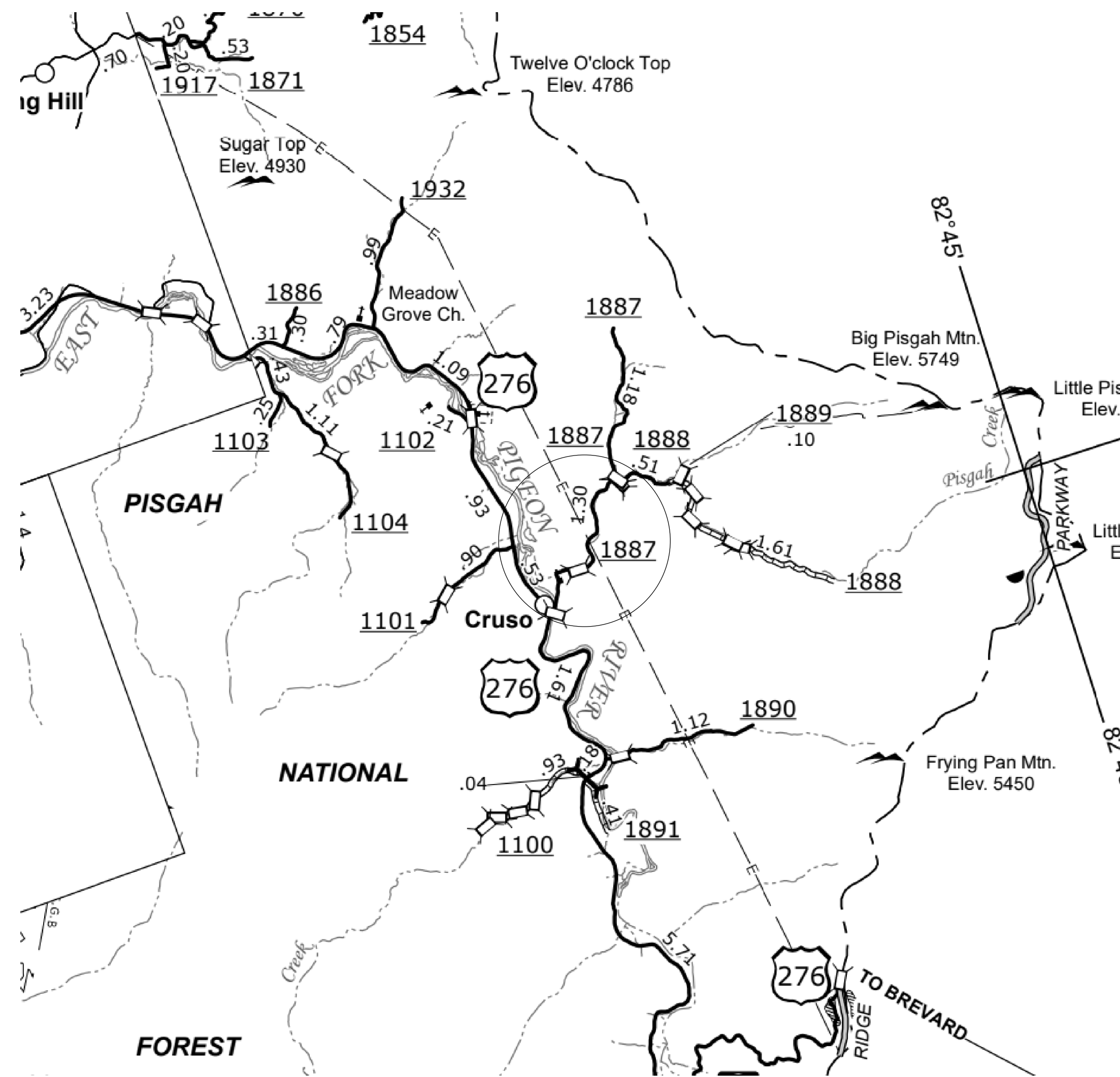
STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**HAYWOOD COUNTY**

LOCATION: SR 1887 CHINQUAPIN ROAD

| STATE           | STATE PROJECT REFERENCE NO. | SHEET NO.   | TOTAL SHEETS |
|-----------------|-----------------------------|-------------|--------------|
| N.C.            | W-5714H                     | 1           |              |
| STATE PROJ. NO. | F.A. PROJ. NO.              | DESCRIPTION |              |
| 44862.1.8       | N/A                         | PE          |              |
| 44862.3.8       | N/A                         | CONST.      |              |
|                 |                             |             |              |
|                 |                             |             |              |
|                 |                             |             |              |
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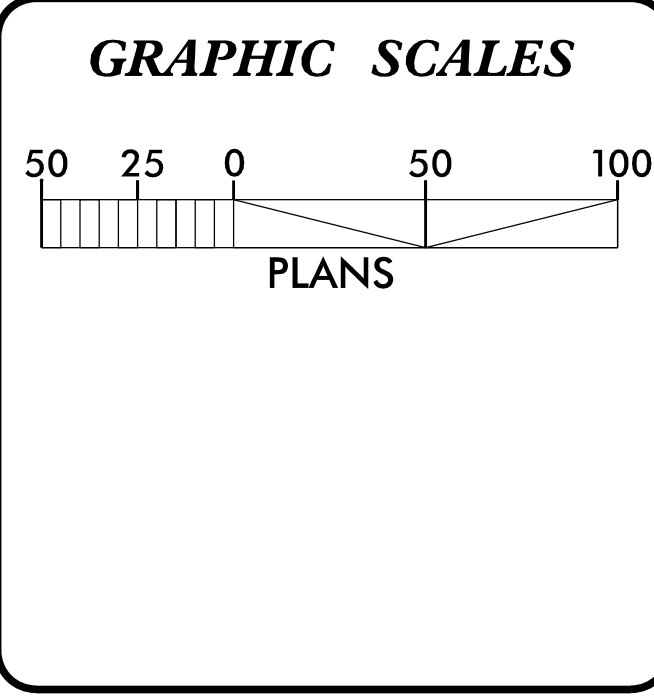
TYPE OF WORK: GUARDRAIL INSTALLATION



DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

TIP PROJECT: W-5714H

CONTRACT: DN00702



PROJECT LENGTH

TOTAL PROJECT LENGTH = 2.67 MILES

Prepared in the Office of:  
**DIVISION OF HIGHWAYS**  
1000 Birch Ridge Dr., Raleigh NC, 27610

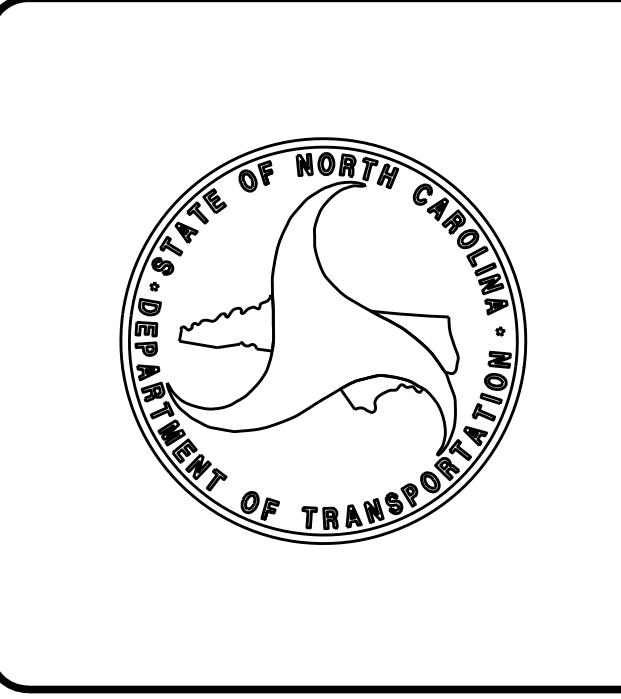
|                              |   |
|------------------------------|---|
| 2018 STANDARD SPECIFICATIONS |   |
| RIGHT OF WAY DATE:           | CHRIS LEE, PE<br>PROJECT ENGINEER             |
| LETTING DATE:                | ZACHARY SHULER, PE<br>PROJECT DESIGN ENGINEER |

HYDRAULICS ENGINEER

\_\_\_\_\_  
SIGNATURE: P.E.

ROADWAY DESIGN ENGINEER

\_\_\_\_\_  
SIGNATURE: P.E.



SYSTEM\$\$\$\$  
 USER\$\$\$\$  
 DN\$\$\$\$  
 09/08/19

| SHEET NUMBER | INDEX OF SHEETS<br>SHEET                              |
|--------------|---|
| 1            | TITLE SHEET   |
| 1A           | INDEX OF SHEETS, GENERAL NOTES, AND STANDARD DRAWINGS |
| 1B           | CONVENTIONAL SYMBOLS                                  |
| 2A           | GUARDRAIL SUMMARY                                     |
| 4 THRU 13    | PLAN SHEETS   |
| TMP-1        | TRAFFIC MANAGEMENT PLANS                              |

## 2018 ROADWAY ENGLISH STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS APPEAR IN "ROADWAY STANDARD DRAWING" HIGHWAY DESIGN BRANCH - PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS.

| STD NO                                  | TITLE                           |
|---|---------------------------------|
| DIVISION 8 - INCIDENTALS                |                                 |
| 862.01                                  | GUARDRAIL PLACEMENT             |
| 862.02                                  | GUARDRAIL INSTALLATION          |
| DIVISION 11 - WORK ZONE TRAFFIC CONTROL |                                 |
| 1101.01                                 | WORK ZONE ADVANCE WARNING SIGNS |
| 1101.02                                 | TEMPORARY LANE CLOSURES         |

# STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS CONVENTIONAL PLAN SHEET SYMBOLS

## BOUNDARIES AND PROPERTY:

|                                       |              |
|---------------------------------------|--------------|
| State Line                            | -----        |
| County Line                           | -----        |
| Township Line                         | -----        |
| City Line                             | -----        |
| Reservation Line                      | -----        |
| Property Line                         | -----        |
| Existing Iron Pin                     | ○<br>EP      |
| Computed Property Corner              | ----->       |
| Property Monument                     | □<br>ECM     |
| Parcel/Sequence Number                | ②③           |
| Existing Fence Line                   | -x-x-x-      |
| Proposed Woven Wire Fence             | ○            |
| Proposed Chain Link Fence             | □            |
| Proposed Barbed Wire Fence            | ◇            |
| Existing Wetland Boundary             | -----<br>WLB |
| Proposed Wetland Boundary             | -----<br>WLB |
| Existing Endangered Animal Boundary   | -----<br>EAB |
| Existing Endangered Plant Boundary    | -----<br>EPB |
| Existing Historic Property Boundary   | -----<br>HPB |
| Known Contamination Area: Soil        | ☠-s-☠        |
| Potential Contamination Area: Soil    | ☠-s-☠        |
| Known Contamination Area: Water       | ☠-W-☠        |
| Potential Contamination Area: Water   | ☠-W-☠        |
| Contaminated Site: Known or Potential | ☠☠           |

## BUILDINGS AND OTHER CULTURE:

|                               |        |
|-------------------------------|--------|
| Gas Pump Vent or U/G Tank Cap | ○      |
| Sign                          | ○<br>S |
| Well                          | ○<br>W |
| Small Mine                    | ✕      |
| Foundation                    | □      |
| Area Outline                  | □      |
| Cemetery                      | □<br>+ |
| Building                      | □      |
| School                        | □<br>↑ |
| Church                        | □<br>+ |
| Dam                           | ▬      |

## HYDROLOGY:

|                                    |               |
|------------------------------------|---------------|
| Stream or Body of Water            | -----         |
| Hydro, Pool or Reservoir           | -----         |
| Jurisdictional Stream              | -----<br>JS   |
| Buffer Zone 1                      | -----<br>BZ 1 |
| Buffer Zone 2                      | -----<br>BZ 2 |
| Flow Arrow                         | ←             |
| Disappearing Stream                | -----         |
| Spring                             | ○             |
| Wetland                            | -----         |
| Proposed Lateral, Tail, Head Ditch | -----<br>FLM  |
| False Sump                         | ▽             |

## RAILROADS:

|                    |                             |
|--------------------|-----------------------------|
| Standard Gauge     | -----<br>CSX TRANSPORTATION |
| RR Signal Milepost | ○<br>MILEPOST 35            |
| Switch             | □<br>SWITCH                 |
| RR Abandoned       | -----                       |
| RR Dismantled      | -----                       |

Note: Not to Scale

\*S.U.E. = Subsurface Utility Engineering

## RIGHT OF WAY & PROJECT CONTROL:

|  |       |
|--|-------|
| Secondary Horiz and Vert Control Point                   | ◇     |
| Primary Horiz Control Point                              | ○     |
| Primary Horiz and Vert Control Point                     | ○     |
| Exist Permanent Easement Pin and Cap                     | ◇     |
| New Permanent Easement Pin and Cap                       | ◇     |
| Vertical Benchmark                                       | ⊠     |
| Existing Right of Way Marker                             | △     |
| Existing Right of Way Line                               | ----- |
| New Right of Way Line                                    | ----- |
| New Right of Way Line with Pin and Cap                   | ----- |
| New Right of Way Line with Concrete or Granite RW Marker | ----- |
| New Control of Access Line with Concrete C/A Marker      | ----- |
| Existing Control of Access                               | ----- |
| New Control of Access                                    | ----- |
| Existing Easement Line                                   | ----- |
| New Temporary Construction Easement                      | ----- |
| New Temporary Drainage Easement                          | ----- |
| New Permanent Drainage Easement                          | ----- |
| New Permanent Drainage / Utility Easement                | ----- |
| New Permanent Utility Easement                           | ----- |
| New Temporary Utility Easement                           | ----- |
| New Aerial Utility Easement                              | ----- |

## ROADS AND RELATED FEATURES:

|                            |             |
|----------------------------|-------------|
| Existing Edge of Pavement  | -----       |
| Existing Curb              | -----       |
| Proposed Slope Stakes Cut  | -----<br>C  |
| Proposed Slope Stakes Fill | -----<br>F  |
| Proposed Curb Ramp         | -----<br>CR |
| Existing Metal Guardrail   | -----       |
| Proposed Guardrail         | -----       |
| Existing Cable Guiderail   | -----       |
| Proposed Cable Guiderail   | -----       |
| Equality Symbol            | ⊕           |
| Pavement Removal           | -----       |

## VEGETATION:

|              |   |
|--------------|---|
| Single Tree  | ☼ |
| Single Shrub | ☼ |

|            |                   |
|------------|-------------------|
| Hedge      | -----             |
| Woods Line | -----             |
| Orchard    | -----             |
| Vineyard   | -----<br>Vineyard |

## EXISTING STRUCTURES:

|  |                  |
|--|------------------|
| MAJOR:                                   |                  |
| Bridge, Tunnel or Box Culvert            | -----<br>CONC    |
| Bridge Wing Wall, Head Wall and End Wall | -----<br>CONC WW |
| MINOR:                                   |                  |
| Head and End Wall                        | -----<br>CONC HW |
| Pipe Culvert                             | -----            |
| Footbridge                               | -----            |
| Drainage Box: Catch Basin, DI or JB      | □<br>CB          |
| Paved Ditch Gutter                       | -----            |
| Storm Sewer Manhole                      | ⊙                |
| Storm Sewer                              | -----            |

## UTILITIES:

|                                |       |
|--------------------------------|-------|
| POWER:                         |       |
| Existing Power Pole            | ●     |
| Proposed Power Pole            | ○     |
| Existing Joint Use Pole        | ●     |
| Proposed Joint Use Pole        | ○     |
| Power Manhole                  | ⊙     |
| Power Line Tower               | ⊠     |
| Power Transformer              | ⊠     |
| U/G Power Cable Hand Hole      | ----- |
| H-Frame Pole                   | ----- |
| U/G Power Line LOS B (S.U.E.*) | ----- |
| U/G Power Line LOS C (S.U.E.*) | ----- |
| U/G Power Line LOS D (S.U.E.*) | ----- |

## TELEPHONE:

|  |       |
|--|-------|
| Existing Telephone Pole                | ●     |
| Proposed Telephone Pole                | ○     |
| Telephone Manhole                      | ⊙     |
| Telephone Pedestal                     | ⊠     |
| Telephone Cell Tower                   | ⊠     |
| U/G Telephone Cable Hand Hole          | ----- |
| U/G Telephone Cable LOS B (S.U.E.*)    | ----- |
| U/G Telephone Cable LOS C (S.U.E.*)    | ----- |
| U/G Telephone Cable LOS D (S.U.E.*)    | ----- |
| U/G Telephone Conduit LOS B (S.U.E.*)  | ----- |
| U/G Telephone Conduit LOS C (S.U.E.*)  | ----- |
| U/G Telephone Conduit LOS D (S.U.E.*)  | ----- |
| U/G Fiber Optics Cable LOS B (S.U.E.*) | ----- |
| U/G Fiber Optics Cable LOS C (S.U.E.*) | ----- |
| U/G Fiber Optics Cable LOS D (S.U.E.*) | ----- |

## WATER:

|                                |                    |
|--------------------------------|--------------------|
| Water Manhole                  | ⊙                  |
| Water Meter                    | ○                  |
| Water Valve                    | ⊗                  |
| Water Hydrant                  | ⊕                  |
| U/G Water Line LOS B (S.U.E.*) | -----              |
| U/G Water Line LOS C (S.U.E.*) | -----              |
| U/G Water Line LOS D (S.U.E.*) | -----              |
| Above Ground Water Line        | -----<br>A/G Water |

## TV:

|                                       |       |
|---------------------------------------|-------|
| TV Pedestal                           | ⊠     |
| TV Tower                              | ⊗     |
| U/G TV Cable Hand Hole                | ----- |
| U/G TV Cable LOS B (S.U.E.*)          | ----- |
| U/G TV Cable LOS C (S.U.E.*)          | ----- |
| U/G TV Cable LOS D (S.U.E.*)          | ----- |
| U/G Fiber Optic Cable LOS B (S.U.E.*) | ----- |
| U/G Fiber Optic Cable LOS C (S.U.E.*) | ----- |
| U/G Fiber Optic Cable LOS D (S.U.E.*) | ----- |

## GAS:

|                              |                  |
|------------------------------|------------------|
| Gas Valve                    | ◇                |
| Gas Meter                    | ⊕                |
| U/G Gas Line LOS B (S.U.E.*) | -----            |
| U/G Gas Line LOS C (S.U.E.*) | -----            |
| U/G Gas Line LOS D (S.U.E.*) | -----            |
| Above Ground Gas Line        | -----<br>A/G Gas |

## SANITARY SEWER:

|                                     |                             |
|-------------------------------------|-----------------------------|
| Sanitary Sewer Manhole              | ⊙                           |
| Sanitary Sewer Cleanout             | ⊕                           |
| U/G Sanitary Sewer Line             | -----                       |
| Above Ground Sanitary Sewer         | -----<br>A/G Sanitary Sewer |
| SS Forced Main Line LOS B (S.U.E.*) | -----                       |
| SS Forced Main Line LOS C (S.U.E.*) | -----                       |
| SS Forced Main Line LOS D (S.U.E.*) | -----                       |

## MISCELLANEOUS:

|  |              |
|--|--------------|
| Utility Pole                             | ●            |
| Utility Pole with Base                   | □            |
| Utility Located Object                   | ○            |
| Utility Traffic Signal Box               | ⊠            |
| Utility Unknown U/G Line LOS B (S.U.E.*) | -----        |
| U/G Tank; Water, Gas, Oil                | -----        |
| Underground Storage Tank, Approx. Loc.   | -----<br>UST |
| A/G Tank; Water, Gas, Oil                | -----        |
| Geoenvironmental Boring                  | ⊕            |
| U/G Test Hole LOS A (S.U.E.*)            | -----        |
| Abandoned According to Utility Records   | AATUR        |
| End of Information                       | E.O.I.       |

COMPUTED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

PROJECT REFERENCE NO. \_\_\_\_\_ SHEET NO. \_\_\_\_\_

**STATE OF NORTH CAROLINA**  
**DIVISION OF HIGHWAYS**

"N" = DISTANCE FROM EDGE OF LANE TO FACE OF GUARDRAIL.  
 TOTAL SHOULDER WIDTH = DISTANCE FROM EDGE OF TRAVEL LANE TO SHOULDER BREAK POINT.  
 FLARE LENGTH = DISTANCE FROM LAST SECTION OF PARALLEL GUARDRAIL TO END OF GUARDRAIL.  
 W = TOTAL WIDTH OF FLARE FROM BEGINNING OF TAPER TO END OF GUARDRAIL.  
 G = GATING IMPACT ATTENUATOR TYPE 350  
 NG = NON-GATING IMPACT ATTENUATOR TYPE 350

# GUARDRAIL SUMMARY

| SURVEY LINE  | BEG. STA.         | END STA.    | LOCATION | LENGTH          |               |              | WARRANT POINT |              | "N" DIST. FROM E.O.L. | TOTAL SHOULDER WIDTH | FLARE LENGTH |              | W            |              | ANCHORS  |          |          |  |  |  |  |  |  |  |  | IMPACT ATTENUATOR TYPE 350 |  |  | REMARKS |           |  |  |  |  |  |  |  |  |
|--------------|-------------------|-------------|----------|-----------------|---------------|--------------|---------------|--------------|-----------------------|----------------------|--------------|--------------|--------------|--------------|----------|----------|----------|--|--|--|--|--|--|--|--|----------------------------|--|--|---------|-----------|--|--|--|--|--|--|--|--|
|              |                   |             |          | STRAIGHT        | SHOP CURVED   | DOUBLE FACED | APPROACH END  | TRAILING END |                       |                      | APPROACH END | TRAILING END | APPROACH END | TRAILING END | TYPE 350 | AT-1     | BIC      |  |  |  |  |  |  |  |  |                            |  |  |         | PERMITTED |  |  |  |  |  |  |  |  |
|              |                   |             |          |                 |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  | NO. G NG                   |  |  |         |           |  |  |  |  |  |  |  |  |
| -L-          | 1+65 -RT-         | 1+70 -RT-   |          | 18.75           | 18.75         |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
| -L-          | 14+15 -LT-        | 15+60 -LT-  |          | 150'            |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
| -L-          | 28+50 -RT-        | 34+60 -RT-  |          | 612.5'          |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
| -L-          | 47+33 -RT-        | 55+00 -RT-  |          | 768.75'         |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
| -L-          | 99+87 -LT-        | 106+51 -LT- |          | 668.75'         |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
| <b>Total</b> |                   |             |          | <b>2218.75'</b> | <b>18.75</b>  |              |               |              |                       |                      |              |              |              |              |          | <b>7</b> | <b>2</b> |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
|              | <b>Deductions</b> |             |          |                 |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
|              |                   | TL-3        | 7 x 50   | 350'            |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
|              |                   | AT-1        | 2 x 6.25 | 12.5'           |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
| <b>Total</b> |                   |             |          | <b>1856.25'</b> | <b>18.75'</b> |              |               |              |                       |                      |              |              |              |              |          | <b>7</b> | <b>2</b> |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
|              |                   |             |          |                 |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
|              |                   |             |          |                 |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
|              |                   |             |          |                 |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
|              |                   |             |          |                 |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
|              |                   |             |          |                 |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
|              |                   |             |          |                 |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
|              |                   |             |          |                 |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
|              |                   |             |          |                 |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
|              |                   |             |          |                 |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
|              |                   |             |          |                 |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
|              |                   |             |          |                 |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
|              |                   |             |          |                 |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
|              |                   |             |          |                 |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
|              |                   |             |          |                 |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
|              |                   |             |          |                 |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
|              |                   |             |          |                 |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |
|              |                   |             |          |                 |               |              |               |              |                       |                      |              |              |              |              |          |          |          |  |  |  |  |  |  |  |  |                            |  |  |         |           |  |  |  |  |  |  |  |  |

SYSTEMS STORE

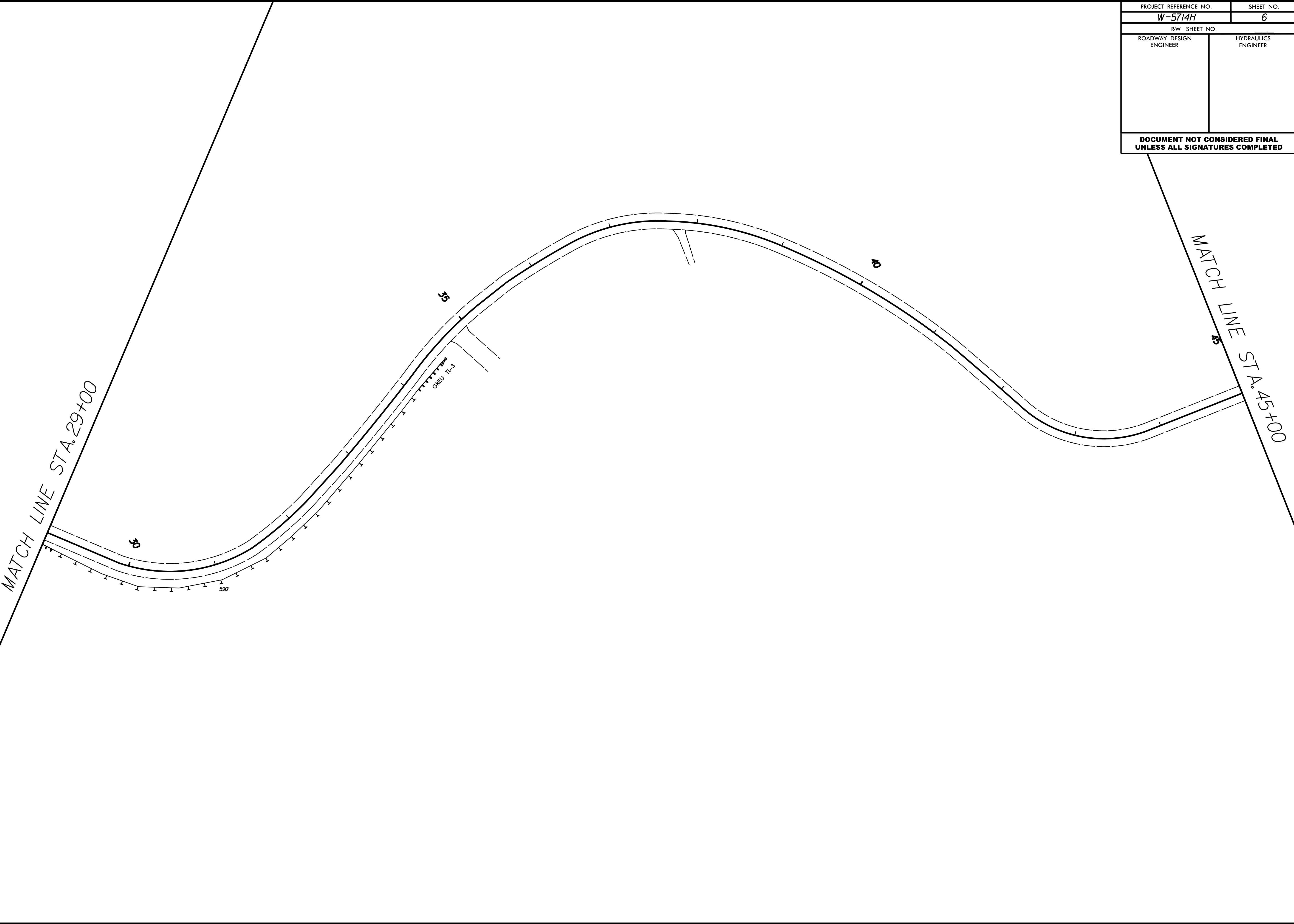




8/17/99

REVISIONS

\$\$\$\$SYTIME\$\$\$\$  
\$\$\$\$SYSTODON\$\$\$\$  
\$\$\$\$SYSTNAME\$\$\$\$  
\$\$\$\$SYSTDATE\$\$\$\$



|  |  |                       |  |
|--|--|-----------------------|--|
| PROJECT REFERENCE NO.<br><b>W-5714H</b>                                  |  | SHEET NO.<br><b>6</b> |  |
| ROADWAY DESIGN ENGINEER  |  | HYDRAULICS ENGINEER   |  |
| <b>DOCUMENT NOT CONSIDERED FINAL<br/>UNLESS ALL SIGNATURES COMPLETED</b> |  |                       |  |



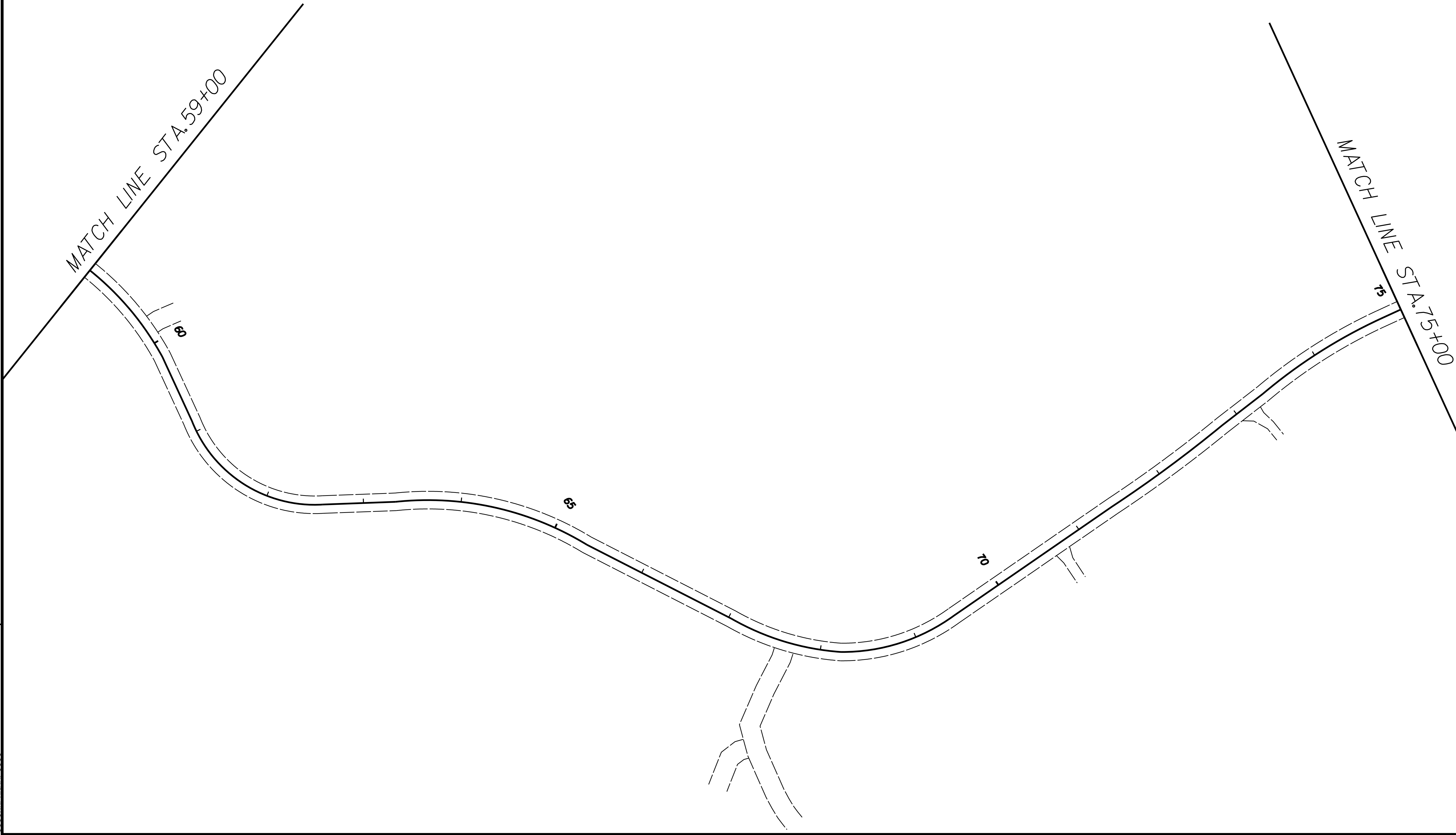


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| PROJECT REFERENCE NO. | SHEET NO. |
| W-5714H               | 8         |

|  |                     |
|--|---------------------|
| RW SHEET NO.   |                     |
| ROADWAY DESIGN ENGINEER  | HYDRAULICS ENGINEER |
| <b>DOCUMENT NOT CONSIDERED FINAL<br/>UNLESS ALL SIGNATURES COMPLETED</b> |                     |

8/17/99

| REVISIONS |  |
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\$\$\$  
 \$\$\$ SYSTEMS DESIGN GROUP \$\$\$  
 \$\$\$ 2000 MARKET AVENUE \$\$\$  
 \$\$\$ SUITE 200 \$\$\$  
 \$\$\$ COSTA MESA, CA 92626 \$\$\$  
 \$\$\$ (714) 440-7777 \$\$\$  
 \$\$\$ WWW.SDCGROUP.COM \$\$\$  
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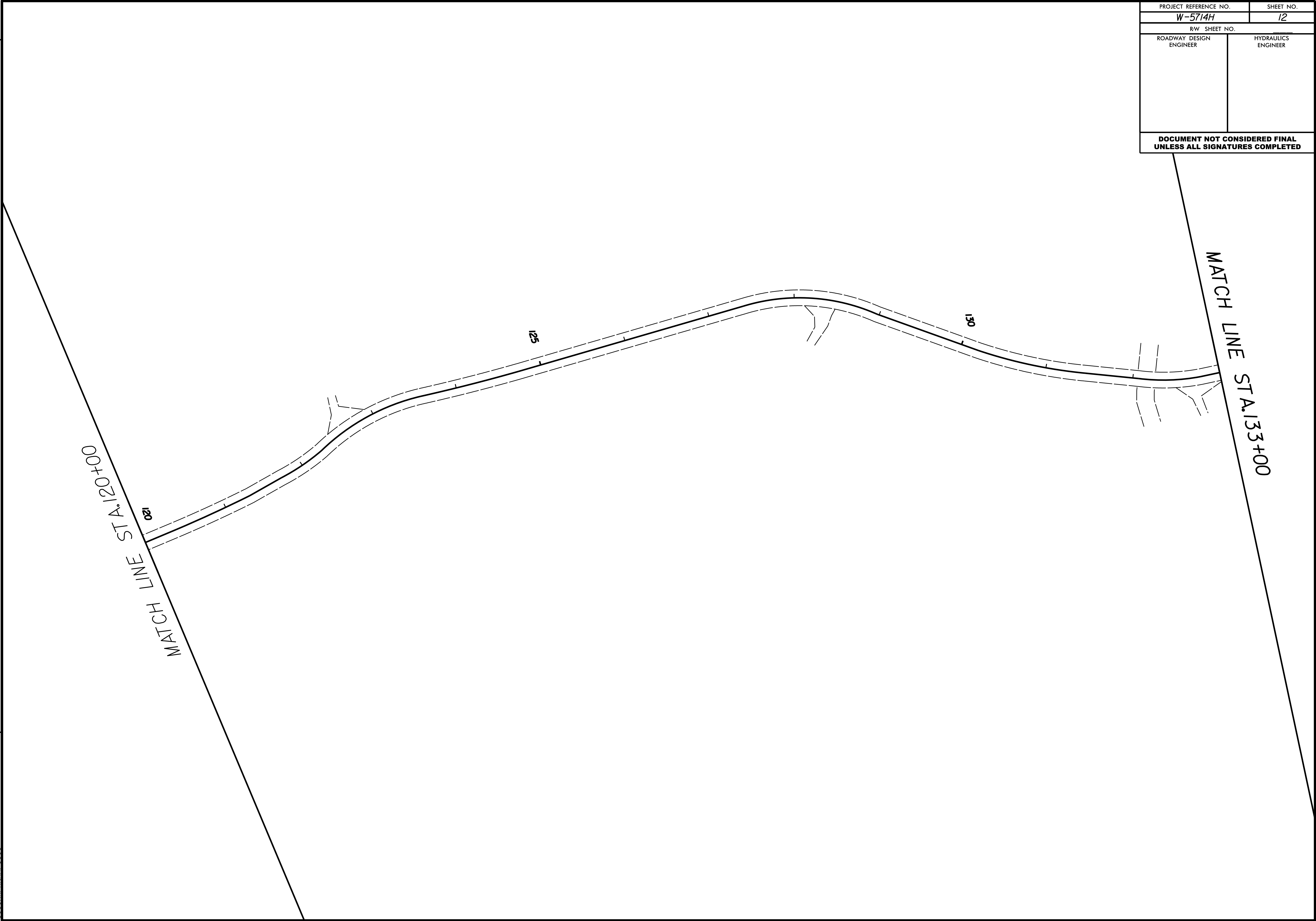


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| PROJECT REFERENCE NO.  | SHEET NO.           |
| W-5714H  | 12                  |
| RW SHEET NO.   |                     |
| ROADWAY DESIGN ENGINEER  | HYDRAULICS ENGINEER |
| <b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b> |                     |

8/17/99

| REVISIONS |
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 SYSTEMS  
 ENGINEERING  
 INC.  
 11500  
 WILSON  
 BLVD.  
 SUITE 200  
 DALLAS,  
 TEXAS 75243  
 (214) 343-8800



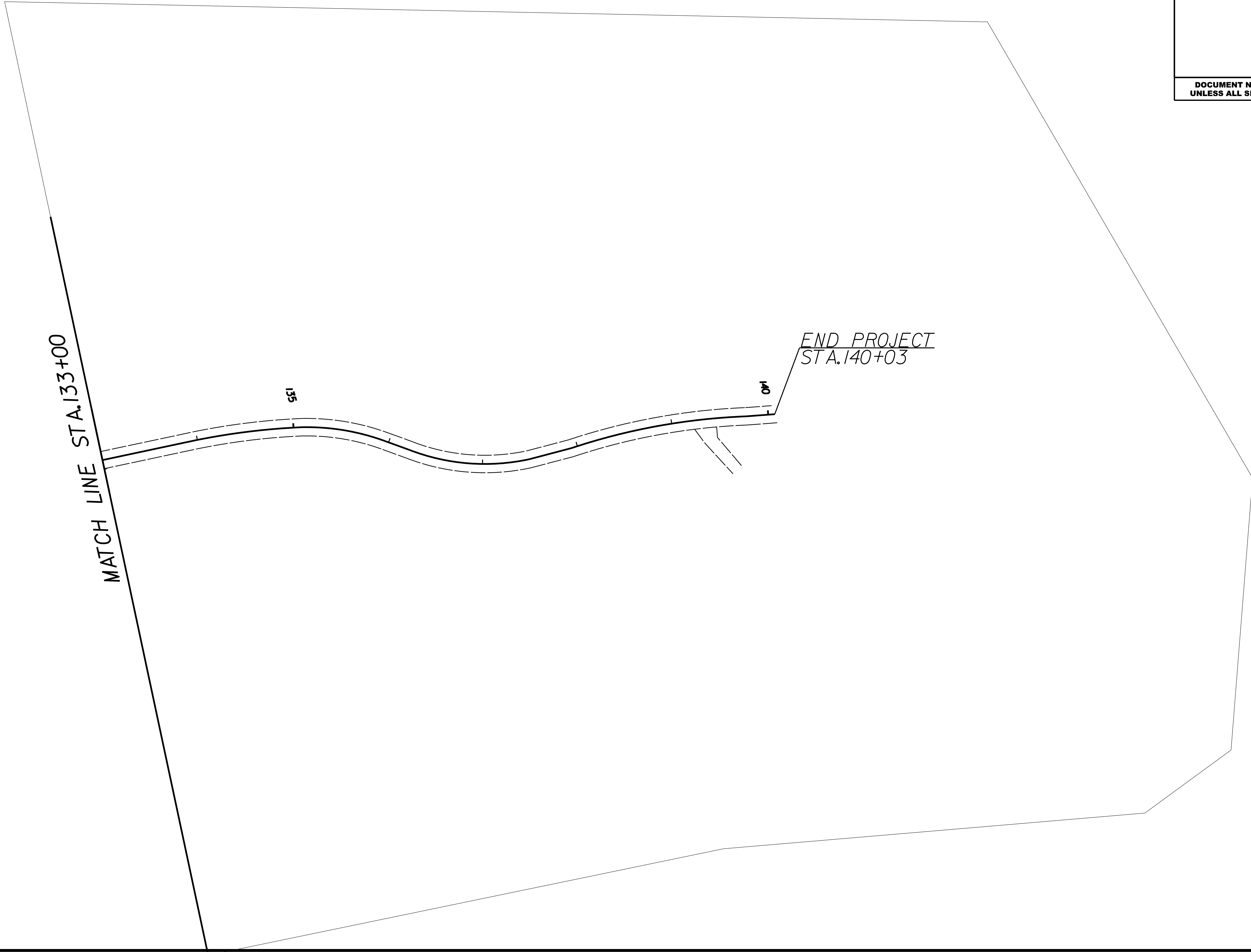
MATCH LINE STA. 120+00

MATCH LINE STA. 133+00

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| PROJECT REFERENCE NO.  | SHEET NO.              |
| <i>W-5714H</i>   | <i>13</i>              |
| R/W SHEET NO.  |                        |
| ROADWAY DESIGN<br>ENGINEER   | HYDRAULICS<br>ENGINEER |
| <b>DOCUMENT NOT CONSIDERED FINAL<br/>UNLESS ALL SIGNATURES COMPLETED</b> |                        |

8/17/99

| NO. | DATE | DESCRIPTION |
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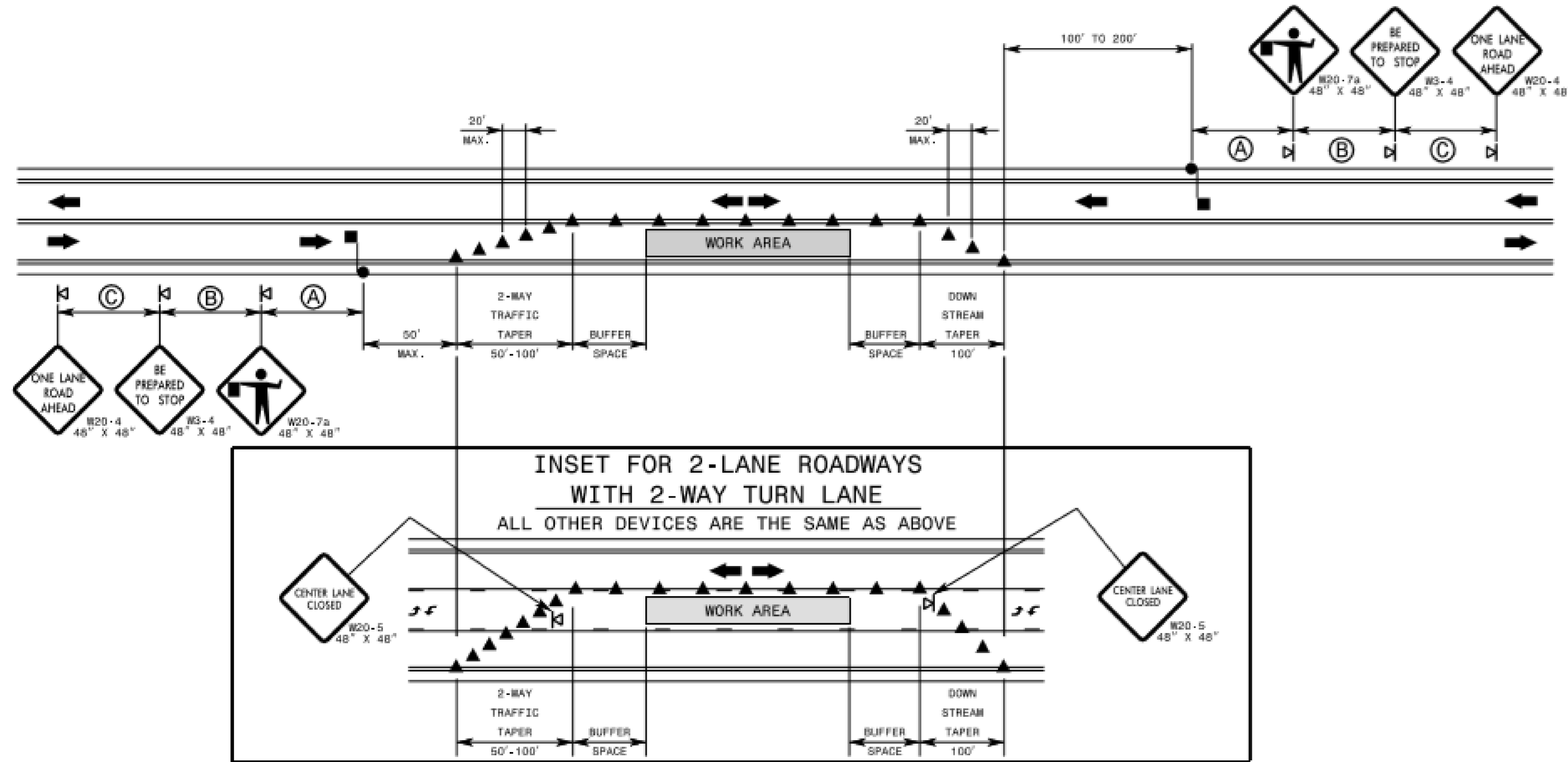


MATCH LINE STA. 133+00

135

140

8/17/99 10:15 AM



**GENERAL NOTES FOR FLAGGING OPERATIONS**

- 1- REFER TO RSD. 1101.11, SHEETS 1 & 4, FOR "L" DISTANCE AND SIGN SPACING.
- 2- INSTALL LANE CLOSURES WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC.
- 3- REMOVE LANE CLOSURES AGAINST THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
- 4- PLACE CONES THRU THE WORK AREA AT THE MAXIMUM SPACING EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
- 5- EXTEND LANE CLOSURES AT THE BUFFER SPACE SUCH THAT STOPPING SIGHT DISTANCE IS PROVIDED TO THE FLAGGER (REFER TO RSD. 1101.11, SHEET 2).
- 6- DO NOT STOP TRAFFIC IN ANY ONE DIRECTION FOR MORE THAN 5 MINUTES AT A TIME.
- 7- DRUMS OR SKINNY DRUMS MAY BE USED IN LIEU OF CONES. REFER TO RSD. 1180.01 FOR SKINNY DRUM REQUIREMENTS.
- 8- USE FLAGGERS TO CONTROL TRAFFIC AT INTERSECTIONS AFFECTED BY THE LANE CLOSURE. SUPPLEMENT FLAGGERS LOCATED AT INTERSECTIONS WITH FLAGGER AHEAD SIGNS (W20-7a) PLACED APPROXIMATELY 250 FT. IN ADVANCE OF THE FLAGGER. FOR SIGNALIZED INTERSECTIONS PLACE SIGNALS IN THE FLASH MODE AND USE LAW ENFORCEMENT.
- 9- REFER TO THE CURRENT MUTCD FOR FLAGGER CONTROL, REQUIREMENTS, AND PROCEDURES.
- 10- DO NOT EXCEED A 1 MILE LANE CLOSURE LENGTH UNLESS OTHERWISE SHOWN IN THE TMP OR AS DIRECTED BY THE ENGINEER.

- 11- IF VEHICLE QUEUES WILL REACH WITHIN 15' OF EITHER SIDE OF ACTIVE RAILROAD TRACKS, PROVIDE A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER TO PREVENT VEHICLES FROM STOPPING WITHIN THE GRADE CROSSING. PROVIDE OFFICER OR FLAGGER EVEN IF AUTOMATIC WARNING MEASURES ALREADY EXIST.

**GENERAL NOTES FOR PILOT CAR OPERATIONS**

- 1- USE PILOT CARS WHEN DIRECTED BY THE ENGINEER.
- 2- IF ROADWAY WIDTH IS LESS THAN 22 FEET (EOP TO EOP), CONES MAY NOT BE REQUIRED ALONG WORK AREA, AND AT THE DISCRETION OF THE ENGINEER, CONES MAY BE OMITTED ALONG THE WORK AREA IF USING A PILOT CAR.
- 3- CONES ARE ALWAYS REQUIRED IN THE UPSTREAM AND DOWNSTREAM TAPERS.
- 4- MOUNT SIGN G20-4 "PILOT CAR FOLLOW ME" AT A CONSPICUOUS POSITION ON THE REAR OF THE PILOT VEHICLE.
- 5- DO NOT INSTALL MORE THAN ONE (1) MILE OF LANE CLOSURE, MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.
- 6- ADVISE RESIDENTS AND BUSINESSES WITHIN THE LANE CLOSURE LIMITS ABOUT METHODS OF SAFE EGRESS AND INGRESS FROM DRIVEWAYS DURING FLAGGING AND PILOT CAR OPERATIONS.

**LEGEND**

- FLAGGER
- CONE
- PORTABLE SIGN
- DIRECTION OF TRAFFIC FLOW

1-18] STATE OF NORTH CAROLINA  
DEPT. OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
RALEIGH, N.C.

ROADWAY STANDARD DRAWING FOR  
**TEMPORARY LANE CLOSURES**  
2-LANE, 2-WAY ROADWAY - 1 LANE CLOSED

5/14/99  
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