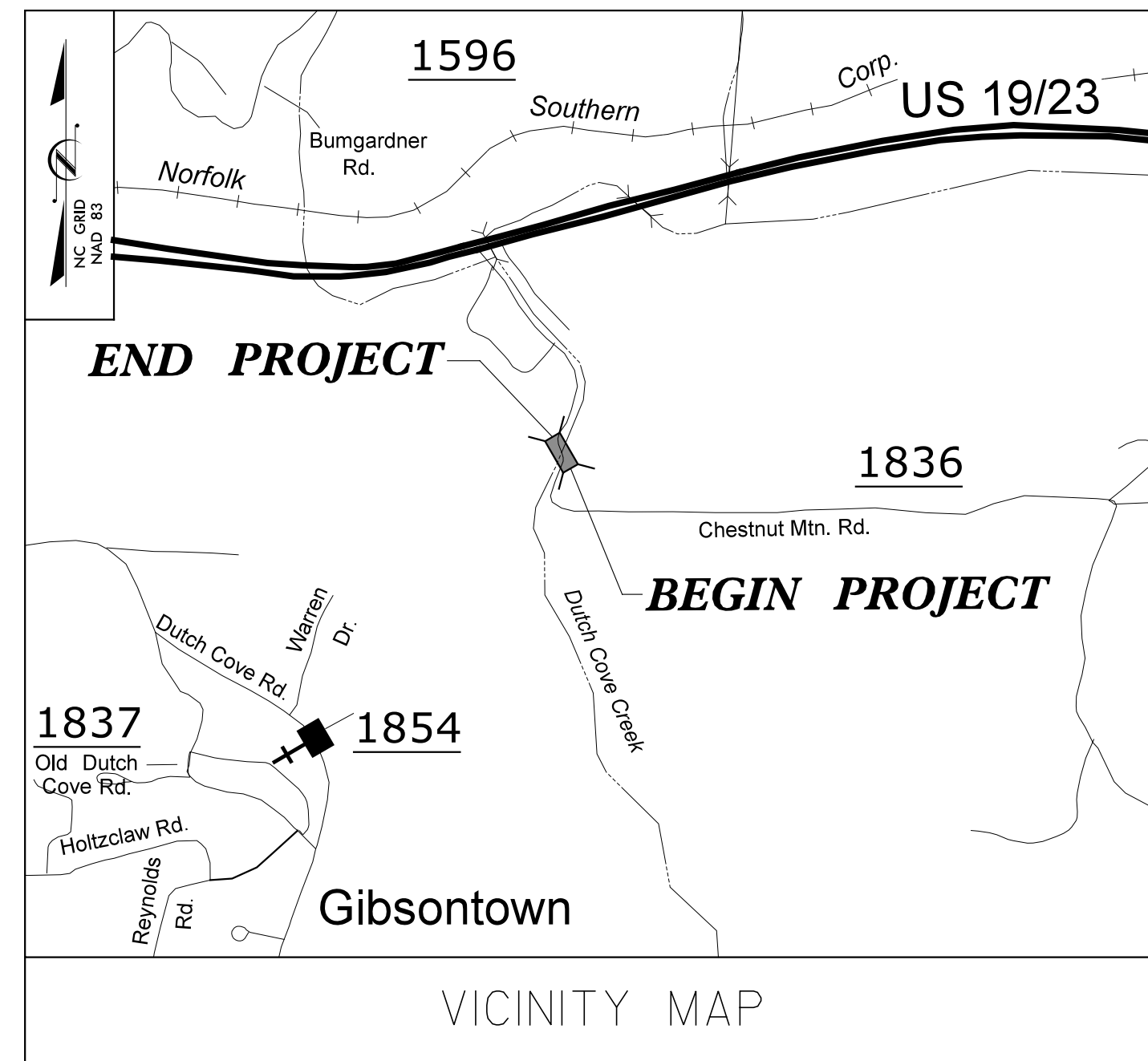
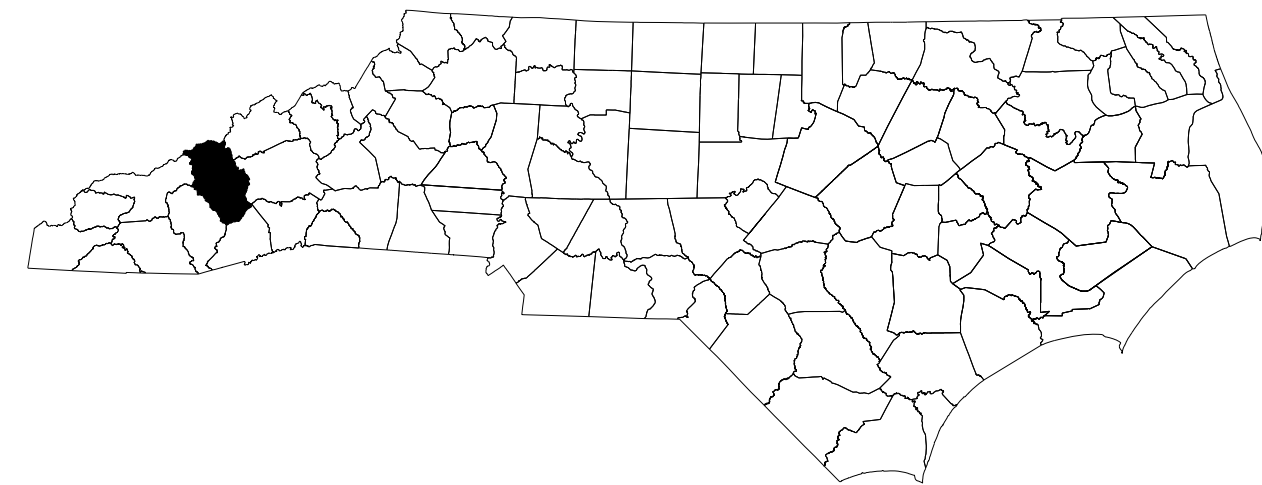


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

HAYWOOD COUNTY
DIVISION 14



LOCATION: BRIDGE NO.144 OVER DUTCH COVE CREEK ON SR 1836 (CHESTNUT MOUNTAIN ROAD)

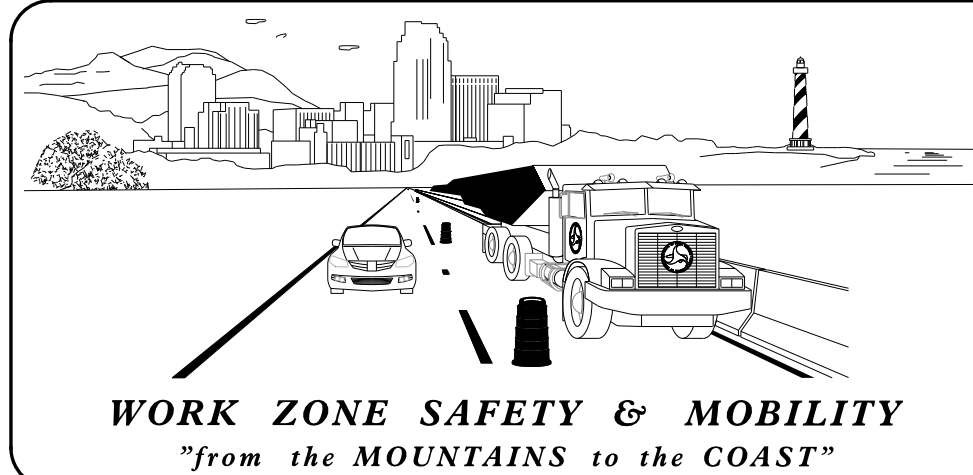
INDEX OF SHEETS

SHEET NO.	TITLE
TMP-1	TITLE SHEET, AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND, AND TEMPORARY PAVEMENT MARKING
TMP-1B	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES AND LOCAL NOTES)
TMP-2	TEMPORARY TRAFFIC CONTROL PHASING
TMP-3	TEMPORARY TRAFFIC CONTROL PHASE I DETAIL
TMP-4	TEMPORARY TRAFFIC CONTROL PHASE II DETAIL
SIG-1	TEMPORARY TRAFFIC CONTROL SIGNAL PLAN
PM-1	PAVEMENT MARKING PLAN

SHEET NO.

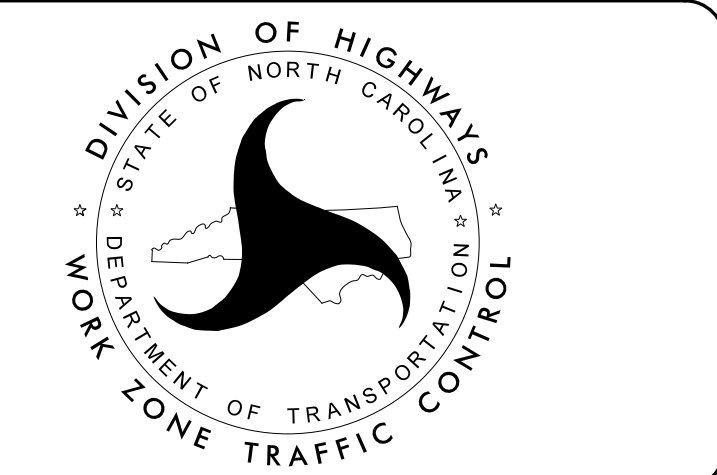
TMP-1

PROJECT: 17BP.14.R.131



N.C.D.O.T. WORK ZONE TRAFFIC CONTROL
1580 MAIL SERVICE CENTER (MSC) RALEIGH, NC 27699-1580
1020 BIRCH RIDGE DRIVE, RALEIGH, NC 27610 (DELIVERY)
PHONE: (919) 250-4094 FAX: (919) 250-4098

J. S. BOURNE, P.E. STATE TRAFFIC MANAGEMENT ENGINEER
LLOYD D. BROWN, P.E. TRAFFIC CONTROL PROJECT ENGINEER
AARON CARVER, P.E. TRAFFIC CONTROL PROJECT DESIGN ENGINEER
AARON CARVER, P.E. TRAFFIC CONTROL DESIGN ENGINEER



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Consulting Engineers
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PROJECT ENGINEER LLOYD D. BROWN, P.E.
DESIGN ENGINEER AARON CARVER, P.E.

APPROVED: *Lloyd D. Brown*
DATE: 3/23/2016

SEAL

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ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" - PROJECT SERVICES UNIT - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2012 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
1101.01	WORK ZONE ADVANCE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
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
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.08	PAVEMENT MARKINGS - SYMBOLS & WORD MESSAGES
1205.12	PAVEMENT MARKINGS - BRIDGES
1261.01	GUARDRAIL & BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL & BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION

LEGEND

GENERAL

- DIRECTION OF TRAFFIC FLOW
- DIRECTION OF PEDESTRIAN TRAFFIC FLOW
- EXIST. PVMT.
- NORTH ARROW
- PROPOSED PVMT.
- WORK AREA
- TEMPORARY PAVEMENT

TEMPORARY PAVEMENT MARKING

SYMBOL	DESCRIPTION
PA	WHITE EDGE LINE (4")
PI	YELLOW DOUBLE CENTER (4")
P4	STOP BAR TAPE (24" WHITE)

TRAFFIC CONTROL DEVICES

- BARRICADE (TYPE III)
- CONE
- DRUM SKINNY DRUM TUBULAR MARKER
- TEMPORARY CRASH CUSHION
- FLASHING ARROW PANEL (TYPE C)
- FLAGGER
- LAW ENFORCEMENT
- TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)
- CHANGEABLE MESSAGE SIGN

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

SIGNALS

- EXISTING
- PROPOSED
- TEMPORARY
- PORTABLE TRAFFIC SIGNAL

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

PAVEMENT MARKING SYMBOLS

- PAVEMENT MARKING SYMBOLS

\$\$\$\$\$SYTIME\$\$\$\$\$
 \$\$\$DGN\$\$\$\$\$
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APPROVED DATE: 3/23/2016

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ROADWAY STANDARD DRAWINGS & LEGEND

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GENERAL NOTES / LOCAL 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 AND SHOULDER CLOSURE REQUIREMENTS

A) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	DURATION AND OPERATION
SR 1836		
CHESTNUT MOUNTAIN RD	12 A.M. TO 6 A.M.	>45 MINUTES
	6 A.M. TO 9 A.M.	DO NOT CLOSE
	9 A.M. TO 4 P.M.	>30 MINUTES
	4 P.M. TO 7 P.M.	DO NOT CLOSE
	7 P.M. TO 12 A.M.	>30 MINUTES

- B) 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.
- C) 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.
- D) 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.
- E) 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.
- F) 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.

PAVEMENT EDGE DROP OFF REQUIREMENTS

- G) BACKFILL AT A 6:1 SLOPE UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN AREAS ADJACENT TO AN OPENED TRAVEL LANE THAT HAS AN EDGE OF PAVEMENT DROP-OFF AS FOLLOWS:
- BACKFILL DROP-OFFS THAT EXCEED 2 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS OF 45 MPH OR GREATER.
- BACKFILL DROP-OFFS THAT EXCEED 3 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS LESS THAN 45 MPH.
- BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.
- H) DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- J) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 40 FT FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- K) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- L) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 100 FT IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC CONTROL DEVICES

- M) WHEN LANE CLOSURES ARE NOT IN EFFECT SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER IN FEET THAN TWICE THE POSTED SPEED LIMIT (MPH) EXCEPT, 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTIONS 1130 (DRUMS), 1135 (CONES) AND 1180 (SKINNY DRUMS) FOR ADDITIONAL REQUIREMENTS.
- N) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.

PAVEMENT MARKINGS

- O) INSTALL TEMPORARY PAVEMENT MARKINGS ON INTERIM LAYERS OF PAVEMENT AS FOLLOWS:

ROAD NAME	MARKING	MARKER
SR 1836 (CHESTNUT MOUNTAIN ROAD)	PAINT/TAPE	NONE

- P) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX (6) MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS AS DIRECTED BY THE ENGINEER.
- Q) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- R) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS BY THE END OF EACH DAY'S OPERATION.

MISCELLANEOUS

- S) IN THE EVENT A TIE-IN CANNOT BE MADE IN ONE DAY'S TIME, BRING THE TIE-IN AREA TO AN APPROPRIATE ROADWAY ELEVATION AS DETERMINED BY THE ENGINEER. PLACE BLACK ON ORANGE "LOOSE GRAVEL" SIGNS (W8-7) AND BLACK ON ORANGE "PAVEMENT ENDS" SIGNS (W8-3) 100 FT AND 200 FT RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.



LOCAL NOTES:

- EMERGENCY VEHICLE ACCESS MUST BE MAINTAINED AT ALL TIMES.
- NOTIFY THE HAYWOOD COUNTY SCHOOL BOARD 30 DAYS BEFORE ANY LANE CLOSURES.

MANAGEMENT STRATEGIES

PHASE I DEPICTS TRAFFIC TO BE MAINTAINED ON THE EXISTING ROAD, BUT REDUCED TO ONE LANE USING TEMPORARY SIGNALS AND PAVEMENT MARKINGS AS NEW ALIGNMENT IS CONSTRUCTED.

PHASE 2 DEPICTS TRAFFIC SHIFTED TO ONE LANE ON THE NEW ALIGNMENT USING TEMPORARY SIGNALS AND PAVEMENT MARKINGS WHILE THE REMAINDER IS CONSTRUCTED. A FLAGGING OPERATION WILL BE USED TO CONSTRUCT THE NEW TIE-INS.

<p>DocuSigned by: APPROVED <i>Lloyd D. Brown</i> DATE: 2/23/2016</p>		
<p>TRANSPORTATION OPERATIONS PLAN (MANAGEMENT STRATEGIES & GENERAL NOTES)</p>		

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 \$\$\$USERNAM\$\$\$\$\$

PROJECT PHASING

PHASE I

- STEP 1: - ERECT WORK ZONE ADVANCED WARNING SIGNS USING DETAIL DRAWINGS FOR WORK ZONE SIGNS. (SEE RDWY STD. 1101.01)
- INSTALL PORTABLE TRAFFIC SIGNALS AS REQUIRED IN THE SIGNAL PLANS (SEE SHEET SIG-1).

NOTE: STEP 2 SHALL BE COMPLETED IN A CONTINUOUS OPERATION.

- STEP 2: USING RDWY STD 1101.02 SHEET 1 OF 15 AND FLAGGERS, PERFORM THE FOLLOWING ON SR 1836:
- REMOVE AS NECESSARY EXISTING PAVEMENT MARKINGS, AND PLACE TEMPORARY PAVEMENT MARKINGS (PAINT), FROM -L- STA. 10+00 +/- TO -L- STA. 12+80 +/- . (SEE TMP-3)

- ACTIVATE PORTABLE TRAFFIC SIGNALS AND DIRECT SR 1836 (CHESTNUT MOUNTAIN ROAD) TRAFFIC INTO A ONE LANE, TWO WAY PATTERN IN THE EXISTING NORTHBOUND LANE OF SR 1836 (CHESTNUT MOUNTAIN ROAD). (SEE TMP-3)

- STEP 3: - INSTALL TEMPORARY GUARDRAIL FROM -L- STA. 10+50 +/- TO -L- STA. 11+78 +/- .(SEE TMP-3)

- INSTALL TEMPORARY SHORING BEHIND TEMPORARY GUARDRAIL FROM -L- STA. 10+80 +/- TO -L- STA. 11+15 +/- AND FROM -L- STA. 11+40 +/- TO -L- STA. 11+70 +/- . (SEE TMP-3)

- REMOVE EXISTING BRIDGE RAIL (LEFT SIDE) ON BRIDGE 144, SAW CUT AND REMOVE LEFT SIDE OF EXISTING BRIDGE TO LIMIT SHOWN IN STRUCTURE PLANS (SEE SECTION B-B, C-C, AND TMP-3)

- STEP 4: - CONSTRUCT STRUCTURE PER THE STRUCTURE PLANS STAGE 1.

- CONSTRUCT RETAINING WALL WITH ANCHOR RODS PER WALL PLANS. DO NOT STOP TRAFFIC FOR LONGER THAN ALLOWED ON SHEET TMP-1B. (SEE SHEET TMP-3)

- CONSTRUCT -L- (SR 1836 CHESTNUT MOUNTAIN ROAD) FROM STA 10+00 TO STA 12+30 NORTHBOUND LANE (LEFT SIDE) EXCLUDING FINAL PAVEMENT LAYER.

PHASE II

NOTE: STEP 1 SHALL BE COMPLETED IN A CONTINUOUS OPERATION.

- STEP 1: USING RDWY STD 1101.02 SHEET 1 OF 15 AND FLAGGERS, PERFORM THE FOLLOWING ON SR 1836:

- REMOVE, AS NECESSARY, PAVEMENT MARKINGS PLACED IN STEP 2, PHASE I AND PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) FROM -L- STA. 10+00 +/- TO -L- STA. 12+80 +/- . (SEE TMP-4)

- INSTALL TEMPORARY GUARDRAIL FROM -L- STA. 10+70 +/- TO -L- STA. 11+73 +/- (SEE SECTION DETAILS AND PLAN, TMP-4) AND REMOVE GUARDRAIL PLACED IN STEP 2, PHASE I.

- ACTIVATE PORTABLE TRAFFIC SIGNALS AND DIRECT SR 1836 (CHESTNUT MOUNTAIN ROAD) TRAFFIC INTO A ONE LANE, TWO-WAY PATTERN IN THE SOUTHBOUND LANE OF SR 1836 (CHESTNUT MOUNTAIN ROAD). (SEE TMP-4)

- STEP 2: - -INSTALL TEMPORARY SHORING BEHIND TEMPORARY GUARDRAIL FROM -L- STA. 10+74 +/- TO -L- STA. 10+84 +/- AND FROM -L- STA. 11+47 +/- TO -L- STA. 11+72 +/- . (SEE TMP-4)

- REMOVE NORTHBOUND SIDE (RIGHT SIDE) OF EXISTING STRUCTURE (SEE STRUCTURE PLANS).

- REMOVE ALL TEMPORARY SHORING PLACED IN STEP 3, PHASE I.

- STEP 3: - CONSTRUCT STRUCTURE PER THE STRUCTURE PLANS STAGE 2.

- CONSTRUCT RETAINING WALL WITH ANCHOR RODS PER WALL PLANS. DO NOT STOP TRAFFIC FOR LONGER THAN ALLOWED ON SHEET TMP-1B. (SEE SHEET TMP-4)

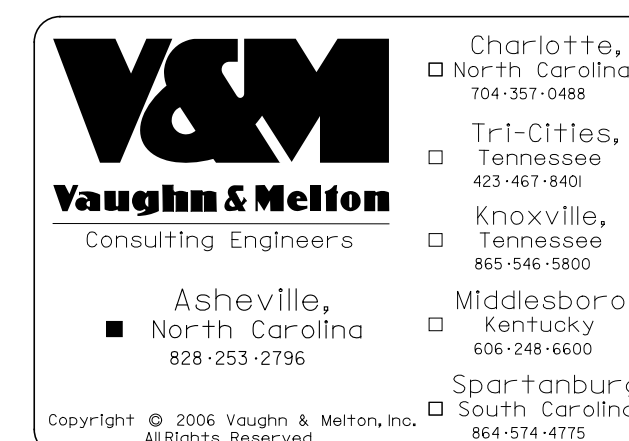
- CONSTRUCT -L- (SR 1836 CHESTNUT MOUNTAIN ROAD) FROM STA 10+00 TO STA 12+30 SOUTHBOUND LANE (RIGHT SIDE) EXCLUDING FINAL PAVEMENT LAYER.

- STEP 4: - USING RDWY STD 1101.02 SHEET 1 OF 15 AND FLAGGERS, CONSTRUCT GUARDRAIL, REMOVE TEMPORARY GUARDRAIL PLACED IN STEP 1, PHASE II, PLACE THE FINAL LAYER OF SURFACE COURSE, AND THE FINAL PAVEMENT MARKINGS (PAINT) ON THE ENTIRE PROJECT. (SEE PM-1)

- STEP 5: - REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES AND SIGNALS.

- OPEN SR 1836 (CHESTNUT MOUNTAIN ROAD) TO 2-LANE, 2-WAY TRAFFIC.

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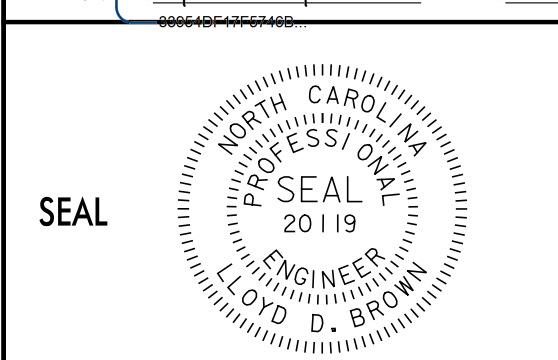


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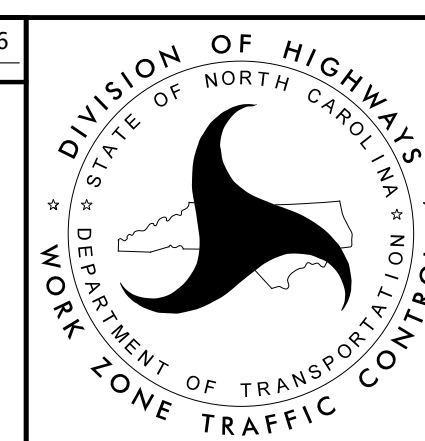
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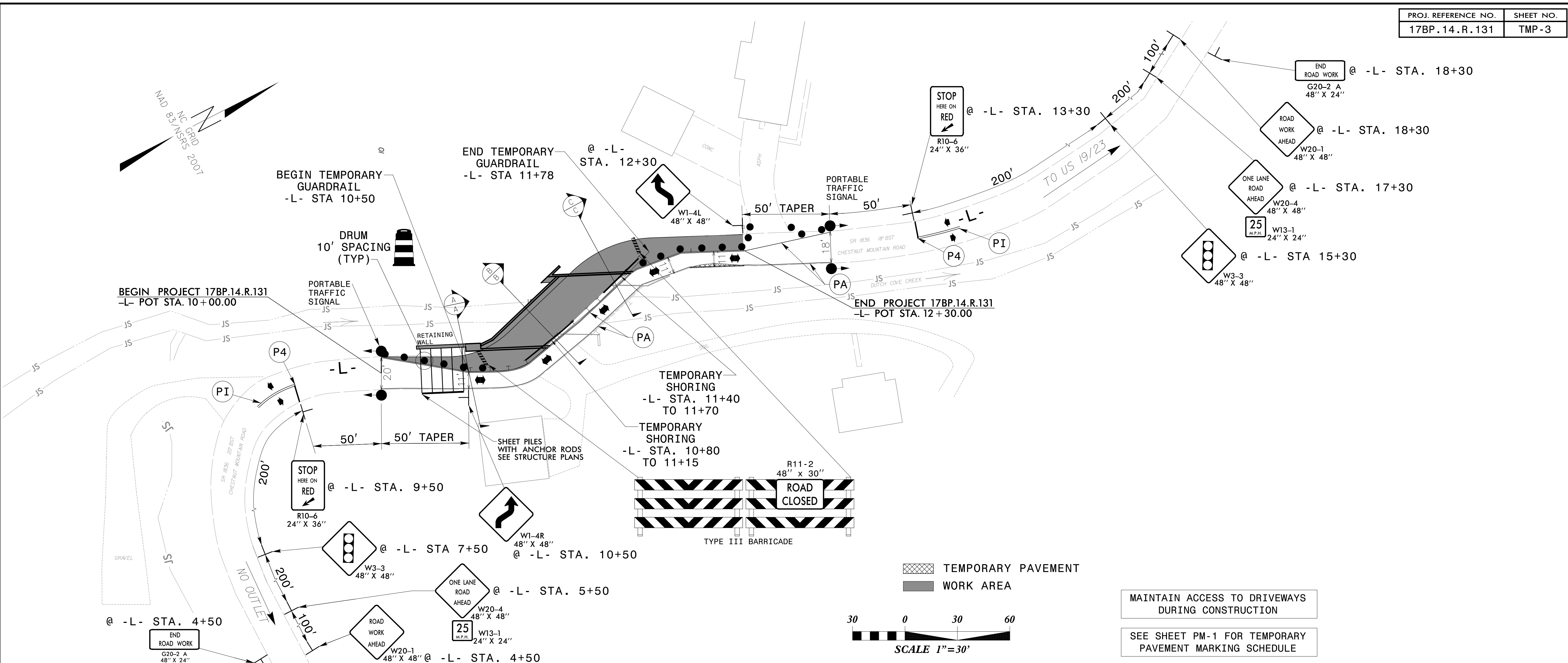


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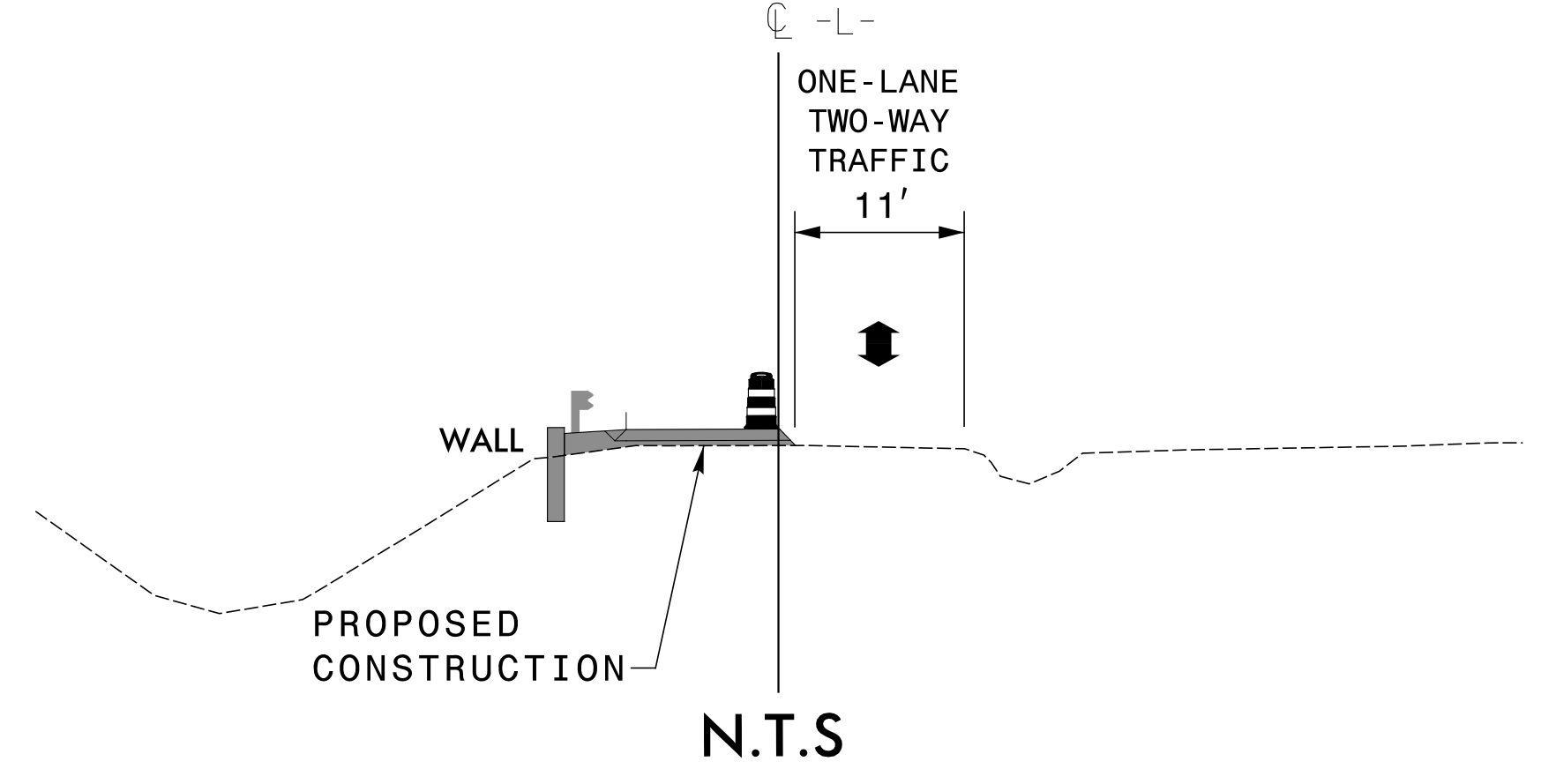
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 DEPARTMENT OF TRANSPORTATION
 WORK ZONE TRAFFIC CONTROL

PHASING



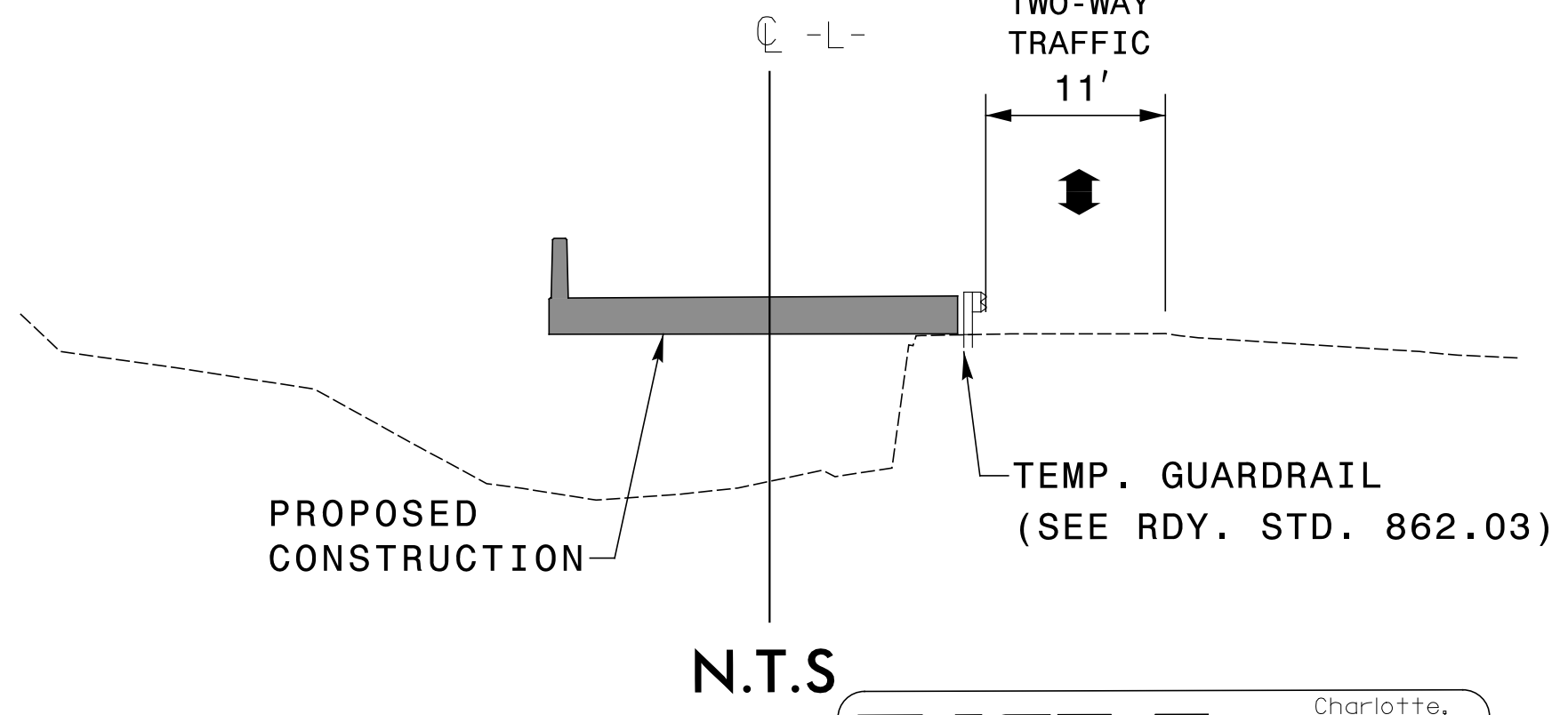
SECTION A-A

-L- STA 10+50



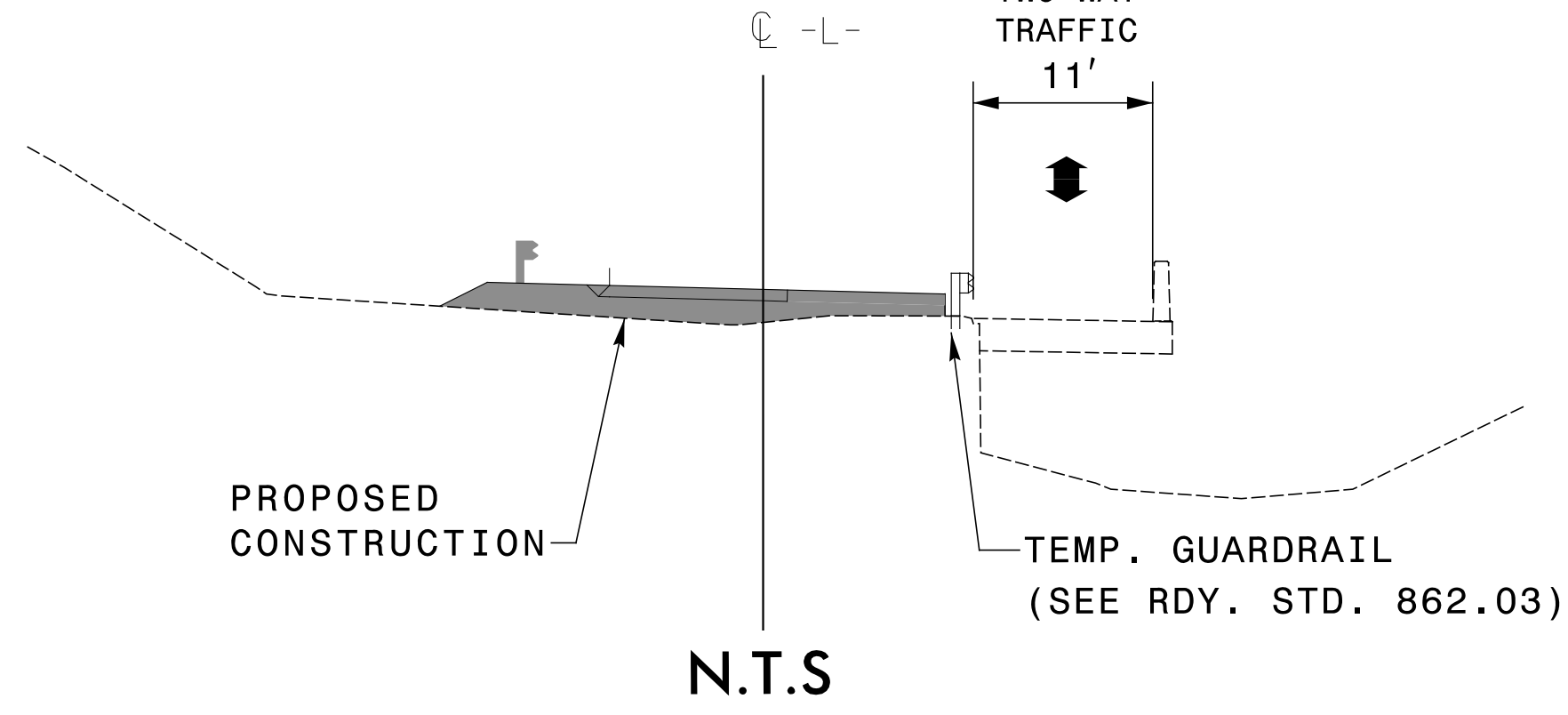
SECTION B-B

-L- STA 11+00



SECTION C-C

-L- STA 11+50



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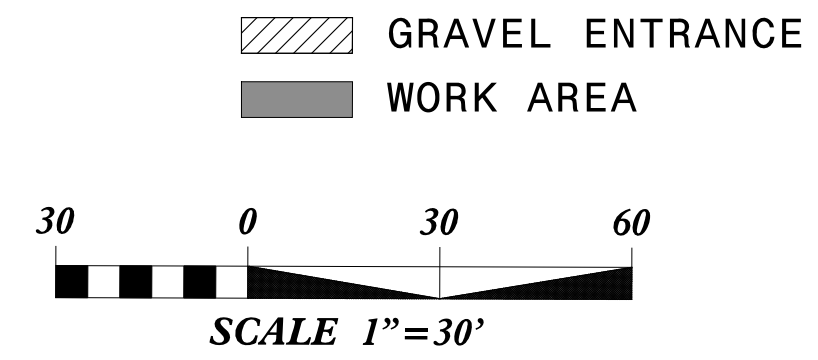
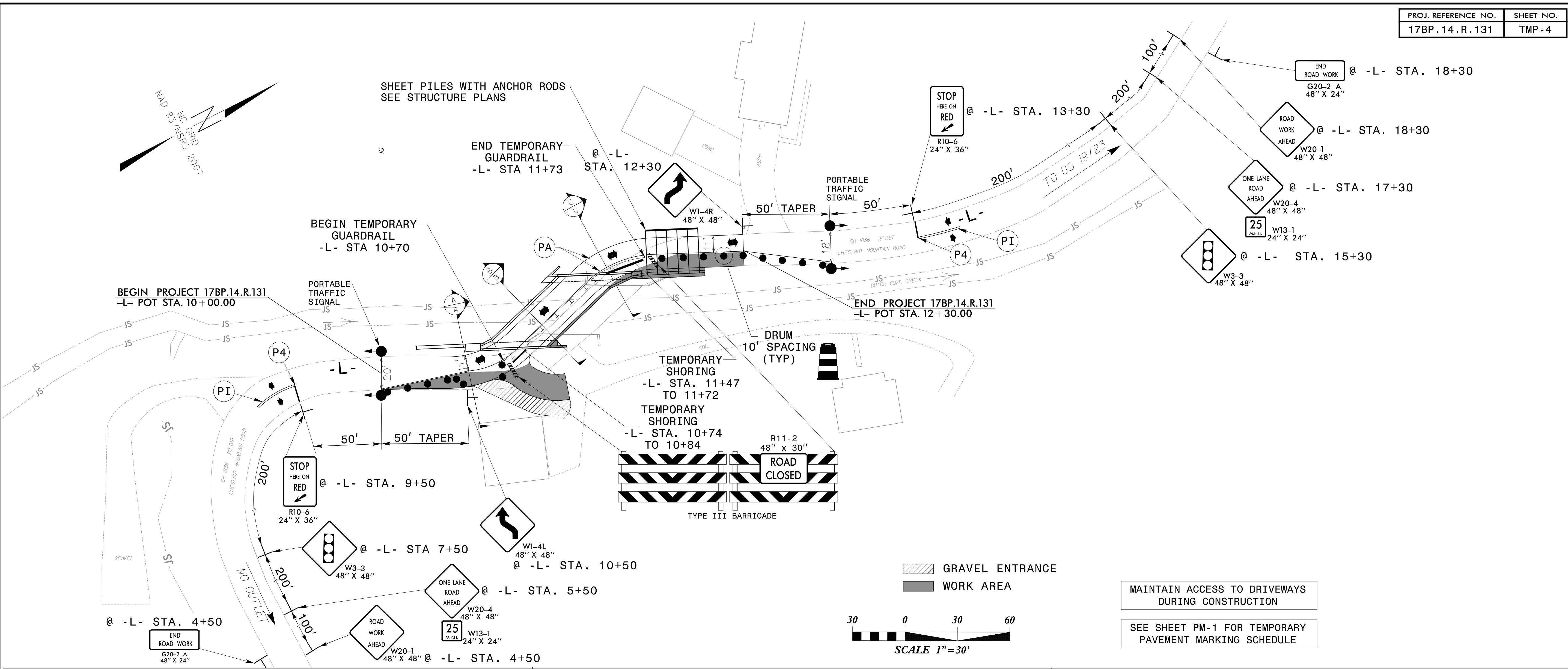
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PROFESSIONAL ENGINEER
LLOYD D. BROWN

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

PHASE I

\$\$\$\$\$SYTIME\$\$\$\$\$
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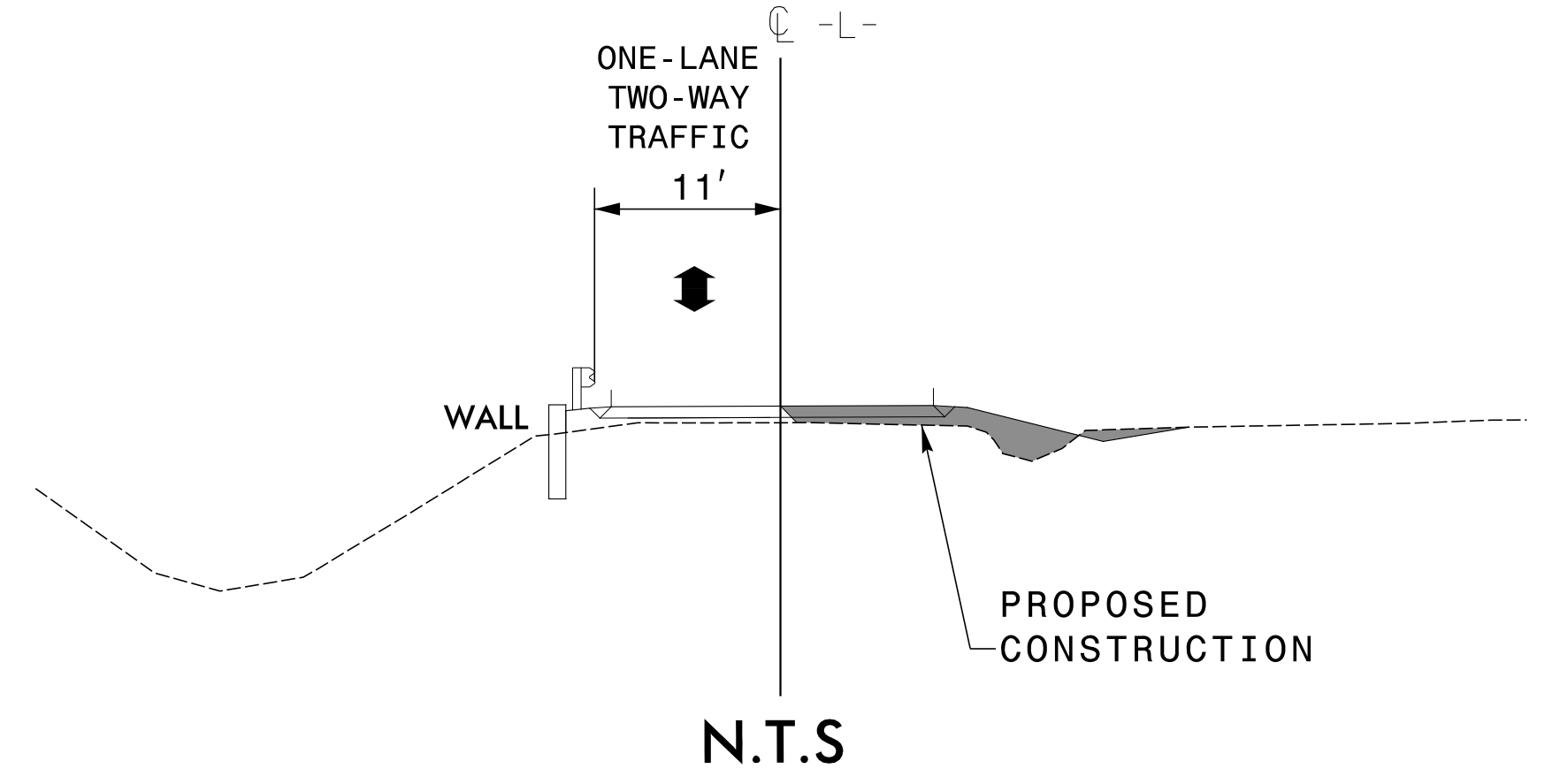


MAINTAIN ACCESS TO DRIVEWAYS DURING CONSTRUCTION

SEE SHEET PM-1 FOR TEMPORARY PAVEMENT MARKING SCHEDULE

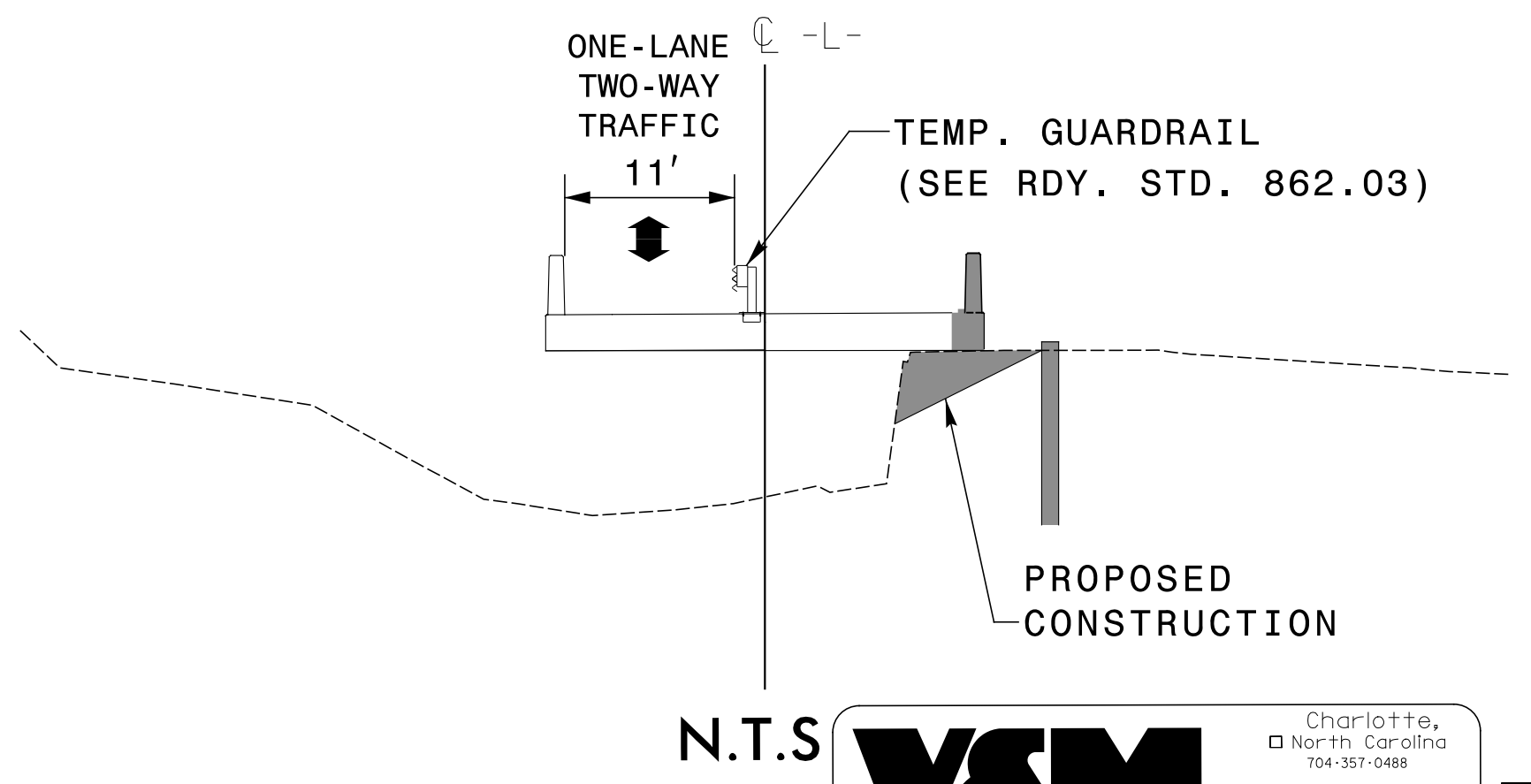
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-L- STA 10+50



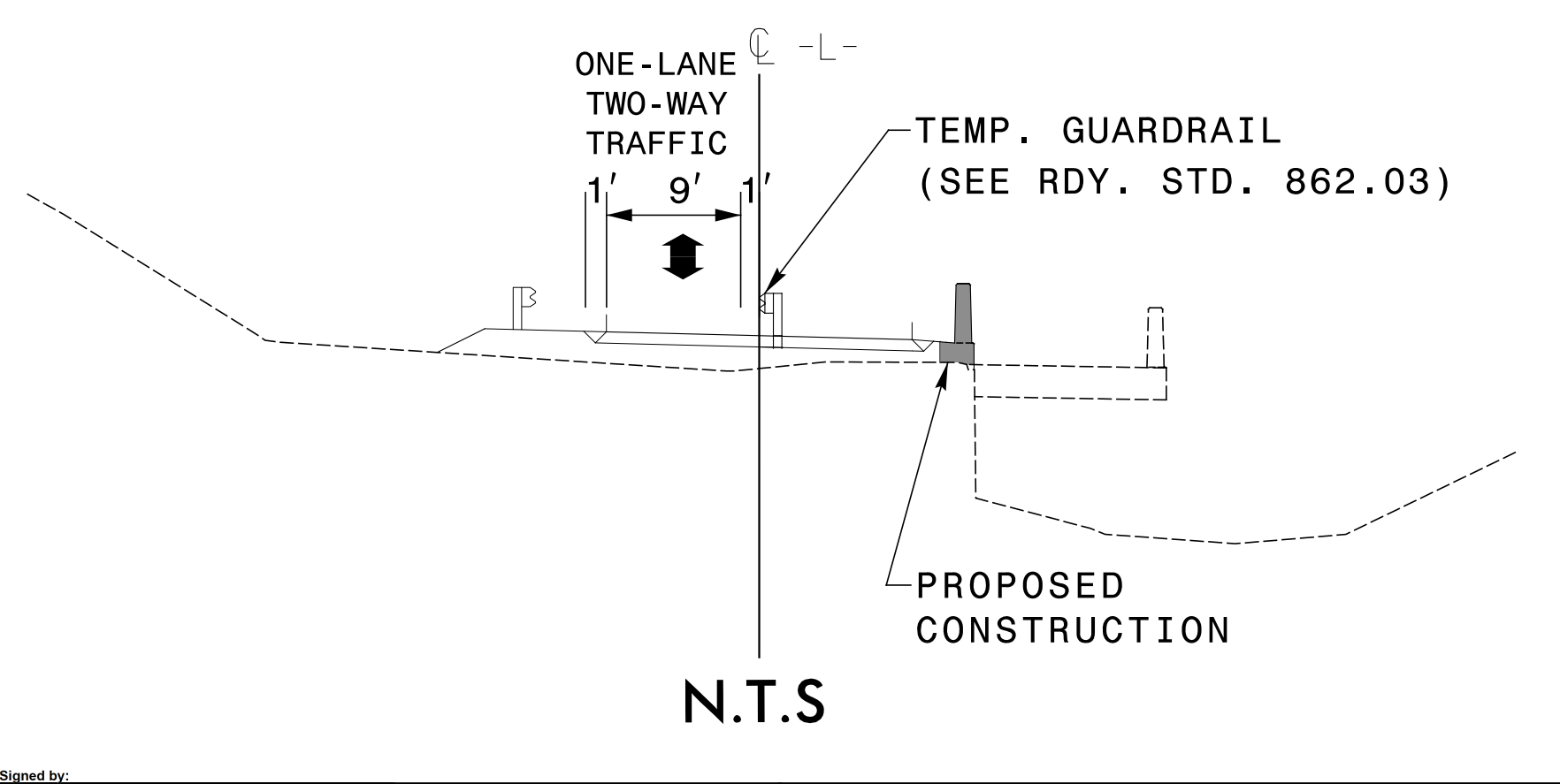
SECTION B-B

-L- STA 11+00



SECTION C-C

-L- STA 11+50



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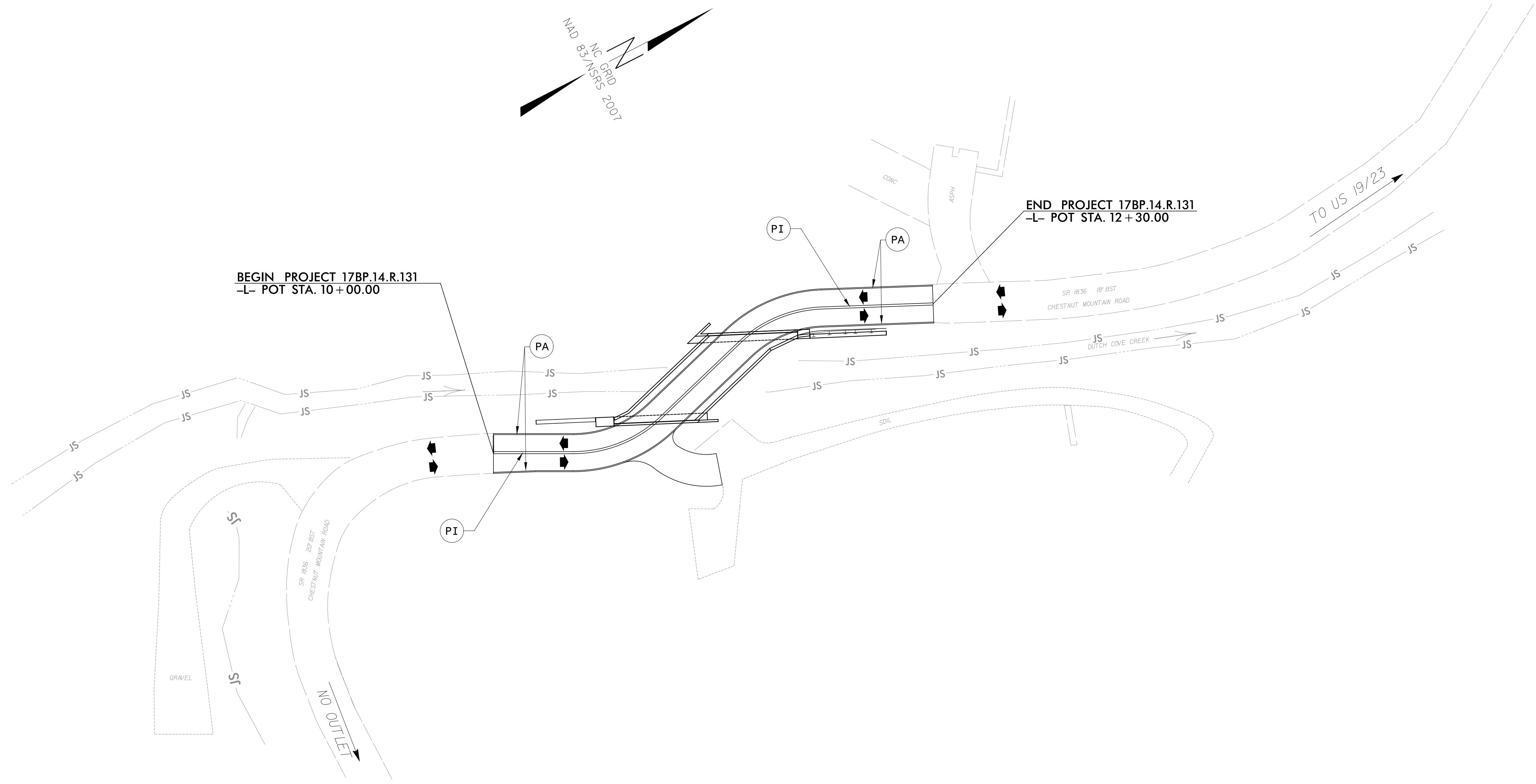
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PROFESSIONAL ENGINEER
20119

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DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

PHASE II

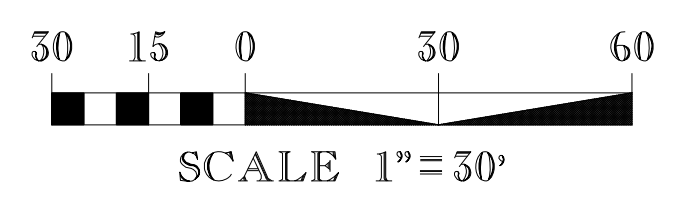
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FINAL PAVEMENT MARKING SCHEDULE

SYMBOL	DESCRIPTION	QUANTITY BREAKDOWN	PAY ITEM	TOTAL QUANTITY
PAVEMENT MARKING LINES				
PA	WHITE SOLID EDGE LINE	230 FT	PAINT (4")	920 FT
PI	YELLOW DOUBLE CENTER LINE	230 FT	PAINT (4")	920 FT

NOTE: TEMPORARY PAVEMENT MARKINGS = 1 COAT OF PAINT
 FINAL PAVEMENT MARKINGS = 2 COATS OF PAINT



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DocuSigned by:
 Lloyd D. Brown

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 LLOYD D. BROWN

DIVISION OF HIGHWAYS
 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 WORK ZONE TRAFFIC CONTROL

PERMANENT PAVEMENT MARKING PLAN

\$\$\$\$\$ SYSTEM TIME\$\$\$\$\$
 \$\$\$ USER NAME\$\$\$\$\$