

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO.	SHEET NO.
R-3833A	TCP-1

**PLAN FOR PROPOSED
TRAFFIC CONTROL, MARKING & DELINEATION
IREDELL COUNTY**

R-3833A

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
1101.03	TEMPORARY ROAD 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	DRUM
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - THRU LANE DROPS
1205.07	PAVEMENT MARKINGS - PEDESTRIAN CROSSWALKS
1205.08	PAVEMENT MARKINGS - SYMBOLS & WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.10	PAVEMENT MARKINGS - SCHOOL AREAS
1250.01	PAVEMENT MARKER SPACING
1253.01	SNOWPLOWABLE RAISED PAVEMENT MARKERS
1261.01	GUARDRAIL & BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL & BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION
1264.01	OBJECT MARKERS
1264.02	PLACEMENT OF OBJECT MARKERS

INDEX OF SHEETS

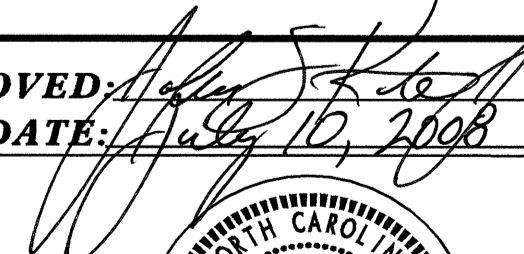
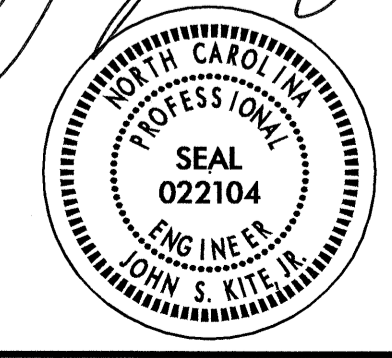
SHEET NO.	TITLE
TCP-1	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND AND INDEX OF SHEETS
TCP-2 THRU TCP-2A	PROJECT NOTES
TCP-3	PHASING
TCP-4 THRU TCP-16	PHASE I DETAILS
TCP-17 THRU TCP-29	PHASE II DETAILS
TCP-30	-Y19- CLOSURE AND DETOUR ROUTE
TCP-31	ADVANCED WORK ZONE WARNING SIGN DETAILS
PM-1	FINAL PAVEMENT MARKING SCHEDULE
PM-2 THRU PM-17	FINAL PAVEMENT MARKING PLANS

LEGEND

- GENERAL**
- ← DIRECTION OF TRAFFIC FLOW
 - ↑ NORTH ARROW
 - PROPOSED PVMT. - - - - - EXIST. PVMT.
 - WORK AREA
 - ▨ REMOVAL OF EXISTING PAVEMENT
- TRAFFIC CONTROL DEVICES**
- I TYPE I BARRICADE
 - II 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

I:\0-JUL-2008 17:01\dot\gfr\00101\pfr\01\ppr\projects-r\3833a\tr\affic\tr\afficontr\ol\top\3833a.tc_btop.dgn
daparker AT WZTC244746

TIP PROJECT:

APPROVED: 	PLAN PREPARED BY: N.C.D.O.T. WORK ZONE TRAFFIC CONTROL UNIT
DATE: July 10, 2008	
SEAL 	J. S. BOURNE, PE TRAFFIC CONTROL ENGINEER
	J. S. KITE, PE TRAFFIC CONTROL PROJECT ENGINEER
	D. A. PARKER TRAFFIC CONTROL PROJECT DESIGN ENGINEER
	D. E. RICHARDSON TRAFFIC CONTROL DESIGN ENGINEER

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 UNDESIRE 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:

<u>ROAD NAME</u>	<u>DAY AND TIME RESTRICTIONS</u>
1) -L- BRAWLEY SCHOOL RD (FROM INTERSECTION WITH -Y7- TO END OF PROJECT)	MONDAY THRU SATURDAY 7AM TO 7PM
2) -L- BRAWLEY SCHOOL RD (FROM BEGIN PROJECT TO INTERSECTION WITH -Y7-)	MONDAY THRU FRIDAY 6AM TO 9AM & 3PM TO 7PM
3) -Y19- WILLIAMSON RD	MONDAY THRU SATURDAY 7AM TO 7PM

B) 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

- 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.
- 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 ROADWAY STANDARD DRAWING NO. 1101.02 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.

PAVEMENT EDGE DROP OFF REQUIREMENTS

- I) 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.
- J) 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 (WB-11) 100 FT IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- L) 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.
- M) PROVIDE PERMANENT SIGNING.
- N) PROVIDE DETOUR SIGNING WITHIN AND OFF THE PROJECT LIMITS.
- O) COVER OR REMOVE ALL DETOUR SIGNS WITHIN AND OFF THE PROJECT LIMITS WHEN A DETOUR IS NOT IN OPERATION.
- P) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

TRAFFIC BARRIER

Q) INSTALL TEMPORARY BARRIER ACCORDING TO THE TRAFFIC CONTROL PLANS A MAXIMUM OF TWO (2) WEEKS PRIOR TO BEGINNING WORK IN ANY LOCATION. ONCE TEMPORARY BARRIER IS INSTALLED AT ANY LOCATION, PROCEED IN A CONTINUOUS MANNER TO COMPLETE THE PROPOSED WORK IN THAT LOCATION UNLESS OTHERWISE STATED IN THE TRAFFIC CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE.

ONCE TEMPORARY BARRIER IS INSTALLED AT ANY LOCATION AND NO WORK IS PERFORMED BEHIND THE TEMPORARY BARRIER FOR A PERIOD LONGER THAN TWO (2) MONTHS, REMOVE/RESET TEMPORARY BARRIER AT NO COST TO THE DEPARTMENT UNLESS OTHERWISE STATED IN THE TRAFFIC CONTROL PLANS, TEMPORARY BARRIER IS PROTECTING A HAZARD, OR AS DIRECTED BY THE ENGINEER.

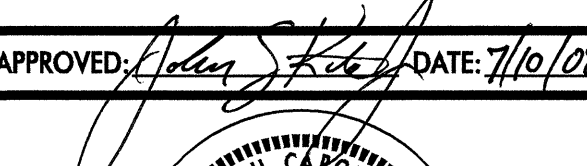
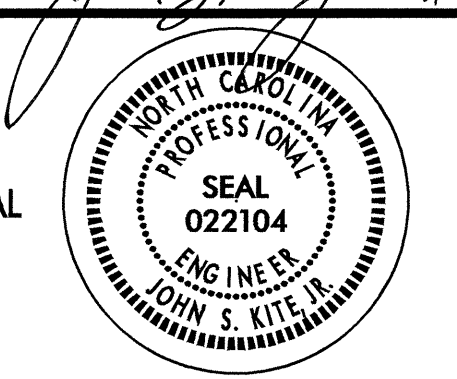
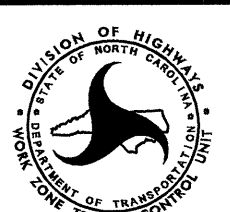
INSTALL TEMPORARY BARRIER WITH THE TRAFFIC FLOW, BEGINNING WITH THE UPSTREAM SIDE OF TRAFFIC. REMOVE TEMPORARY BARRIER AGAINST THE TRAFFIC FLOW, BEGINNING WITH THE DOWNSTREAM SIDE OF TRAFFIC.

INSTALL AND SPACE DRUMS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH) TO CLOSE OR KEEP THE SECTION OF THE ROADWAY CLOSED UNTIL THE TEMPORARY BARRIER CAN BE PLACED OR AFTER THE TEMPORARY BARRIER IS REMOVED.

R) PROTECT THE APPROACH END OF MOVABLE/PORABLE CONCRETE BARRIER AT ALL TIMES DURING THE INSTALLATION AND REMOVAL OF THE BARRIER BY EITHER A TRUCK MOUNTED IMPACT ATTENUATOR (MAXIMUM 72 HOURS) OR A TEMPORARY CRASH CUSHION.

PROTECT THE APPROACH END OF MOVABLE/PORABLE CONCRETE BARRIER FROM ONCOMING TRAFFIC AT ALL TIMES BY A TEMPORARY CRASH CUSHION UNLESS THE APPROACH END OF MOVABLE/PORABLE CONCRETE BARRIER IS OFFSET FROM ONCOMING TRAFFIC AS FOLLOWS OR AS SHOWN IN THE PLANS:

<u>POSTED SPEED LIMIT</u>	<u>MINIMUM OFFSET</u>
40 OR LESS	15 FT
45 - 50	20 FT
55	25 FT
60 MPH or HIGHER	30 FT

APPROVED:  DATE: 7/10/08	PROJECT NOTES	
SEAL: 		
SCALE: NONE	 <small>DEPARTMENT OF TRANSPORTATION</small> <small>TRAFFIC CONTROL</small>	REVISIONS
DATE: 09/07		
DWG. BY: DR		
DESIGN BY: DAP		
REVIEWED BY: DAP	CADD FILE	

PROJECT NOTES

PROJ. REFERENCE NO. R-3833A	SHEET NO. TCP-2A
--------------------------------	---------------------

GENERAL NOTES (CONT'D)

TRAFFIC CONTROL DEVICES

- S) 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. WHEN SKINNY DRUMS ARE ALLOWED, REFER TO SECTION 1180 OF STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES OR AS SHOWN IN THE PLANS.
- T) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- U) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES DRUMS PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

- V) INSTALL PAVEMENT MARKINGS AND PAVEMENT MARKERS ON THE FINAL SURFACE AS FOLLOWS:

<u>ROAD NAME</u>	<u>MARKING</u>	<u>MARKER</u>
-L- BRAWLEY SCHOOL RD	POLYUREA	SNOWPLOWABLE
ALL -Y- LINES	POLYUREA	SNOWPLOWABLE

- W) INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON INTERIM LAYERS OF PAVEMENT AS FOLLOWS:

<u>ROAD NAME</u>	<u>MARKING</u>	<u>MARKER</u>
-L- BRAWLEY SCHOOL RD	PAINT	TEMP RAISED
ALL -Y- LINES	PAINT	TEMP RAISED

- X) 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.
- Y) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- Z) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.
- AA) TRACE THE PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO INSTALLATION. PLACE DRUMS TO DELINEATE ANY PROPOSED MONOLITHIC ISLANDS BEFORE INSTALLATION.

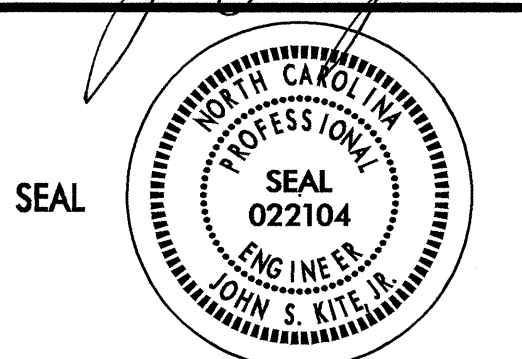
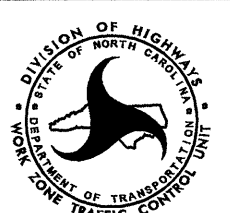
TEMPORARY / FINAL SIGNALS

- BB) SHIFT AND REVISE ALL SIGNAL HEADS AS SHOWN ON THE SIGNAL PLANS.

MISCELLANEOUS

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

I:\0-JUL-2008 17:01
 \dot\dfsroot\proj\Hipp\projects-r\3833a\tr\affico\tr\afficocontrol\top\3833a_tc_bfcp.dgn
 daprker AT WZTC244746

APPROVED: <i>John S. Kite</i> DATE: 7/16/08 	<h2 style="margin: 0;">PROJECT NOTES</h2>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: small;">SCALE:</td> <td style="text-align: center;">NONE</td> </tr> <tr> <td style="font-size: small;">DATE:</td> <td style="text-align: center;">09/07</td> </tr> <tr> <td style="font-size: small;">DWG. BY:</td> <td style="text-align: center;">DR</td> </tr> <tr> <td style="font-size: small;">DESIGN BY:</td> <td style="text-align: center;">DR</td> </tr> <tr> <td style="font-size: small;">REVIEWED BY:</td> <td style="text-align: center;">DAP</td> </tr> </table>	SCALE:	NONE	DATE:	09/07	DWG. BY:	DR	DESIGN BY:	DR	REVIEWED BY:	DAP
SCALE:	NONE											
DATE:	09/07											
DWG. BY:	DR											
DESIGN BY:	DR											
REVIEWED BY:	DAP											
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="font-size: small;">REVISIONS</th> </tr> <tr> <td style="height: 20px;"> </td> </tr> <tr> <td style="height: 20px;"> </td> </tr> <tr> <td style="height: 20px;"> </td> </tr> </table>	REVISIONS									
REVISIONS												

NOTE: ALL DRIVEWAYS AND ENTRANCES SHALL REMAIN ACCESSIBLE AT ALL TIMES.

PHASING

PHASE I

STEP 1: INSTALL ALL ADVANCED WORK ZONE WARNING SIGNS ACCORDING TO TCP-31.

STEP 2: BRAWLEY SCHOOL ROAD WIDENING (-L-) CONSTRUCTION

- AWAY FROM TRAFFIC AS MUCH AS POSSIBLE, BEGIN CONSTRUCTION OF -L- (RIGHT) UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AS SHOWN ON TCP-4 THRU TCP-15

- USING ROADWAY STANDARD DRAWING 1101.02 AND FLAGGERS, WEDGE AND OVERLAY THE EXISTING PAVEMENT AND RESTRIPE PRIOR TO BEGINNING WIDENING OPERATIONS AT THE FOLLOWING LOCATIONS: NOTE: USE A 100:1 TAPER TO TIE TO EXISTING PAVEMENT ELEVATIONS

- L- STA 26+41 +/- TO STA 36+00 +/- (SEE TCP-4)
- L- STA 112+75 +/- TO STA 127+84 +/- (SEE TCP-8&9)
- L- STA 181+57 +/- TO STA 197+33 +/- (SEE TCP-12&13)
- L- STA 208+50 +/- TO STA 215+71 +/- (SEE TCP-14)

- USING RSD 1101.02, CONSTRUCT TEMPORARY PAVEMENT UP TO EDGE AND ELEV OF EXIST PAVEMENT AT THE FOLLOWING LOCATIONS:

- | | |
|----------------|------------------------------|
| FROM | TO |
| -L- STA 141+35 | -L- STA 148+00 (SEE TCP-10) |
| -L- STA 215+40 | -L- STA 219+50 (SEE TCP-14A) |

NOTE: THIS PAVEMENT IS TO REMAIN IN PLACE OR AS DIRECTED BY THE ENGINEER.

- USING ROADWAY STANDARD DRAWING 1101.02 AND FLAGGERS, CONSTRUCT TEMPORARY CROSS-OVER PAVEMENT FROM -L- STA 229+50 +/- TO STA 235+50 +/- (SEE ROADWAY PLANS)

- INSTALL MESSENGER CABLE AS DIRECTED BY THE ENGINEER. (SEE SIGNAL PLANS)

-Y- LINE CONSTRUCTION (2 MAJOR -Y- LINES WITH SIGNIFICANT GRADE CHANGES, -Y13- (CANVASBACK ROAD) AND -Y19- (WILLIAMSON ROAD)

-Y13- (CANVASBACK ROAD) (PRIOR TO CLOSING CANVASBACK ROAD, AS DIRECTED BY THE ENGINEER, THE CONTRACTOR IS TO RESURFACE AND PERFORM MINOR IMPROVEMENTS TO THE EXISTING ROADWAY USED AS THE DETOUR)

INSTALL TEMPORARY SIGNAL AT MALLARD WAY AND RESTRIPE FOR TEMPORARY PATTERN AS SHOWN ON TCP-10. (SEE SIGNAL PLANS.)

ONCE DETOUR IMPROVEMENTS ARE COMPLETED AND TEMPORARY SIGNAL IS ACTIVATED AT MALLARD WAY (-Y11-), USE RSD 1101.03 TO CLOSE CANVASBACK ROAD AND DETOUR THE TRAFFIC ONTO WEBBED FOOT ROAD.

NOTE: DRIVEWAY ACCESS MUST BE MAINTAINED FOR PROPERTY OWNERS LOCATED WITHIN THE WORK AREA

CONSTRUCT CANVASBACK ROAD UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AS SHOWN ON TCP-11. THIS WORK HAS TO BE COMPLETED BEFORE TRAFFIC ON BRAWLEY SCHOOL ROAD IS SWITCHED IN PHASE II, STEP 7.

-Y19- (WILLIAMSON ROAD)

ICT: PERFORM THE FOLLOWING WORK IN PHASE I, STEP 3 FROM FRIDAY AT 9:00PM TO MONDAY AT 6:00 AM

STEP 3: USING POLICE ASSISTANCE AND ROADWAY STANDARD DRAWING 1101.02, REMOVE THE EXISTING MARKINGS AND RESTRIPE INTO THE PATTERNS ON WILLIAMSON ROAD FROM -Y19- STA 20+00 +/- TO STA 25+15 +/- AND ON BRAWLEY SCHOOL RD FROM -L- STA 212+00 +/- TO STA 225+75 +/- AS SHOWN ON TCP-14 THROUGH 16. MODIFY THE TRAFFIC SIGNAL AND PLACE TRAFFIC IN THE PATTERNS SHOWN ON TCP-14 THROUGH 16

STEP 4: CONSTRUCT -Y19- WILLIAMSON ROAD UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AS SHOWN ON TCP-15 AND 16

ALL REMAINING -Y- LINES-. THE WORK BELOW CAN BEGIN AT ANY TIME DURING PHASE I, BUT MUST BE COMPLETED BEFORE TRAFFIC ON BRAWLEY SCHOOL ROAD IS SWITCHED IN PHASE II.

USING ROADWAY STANDARD DRAWING 1101.02 AND FLAGGERS, CONSTRUCT THE FOLLOWING -Y- LINES UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE:

- Y6- (SEE TCP-6)
- Y7- (SEE TCP-7)
- Y9- (SEE TCP-8)
- Y10- (SEE TCP-9)
- Y11- (SEE TCP-10)
- Y14- (SEE TCP-12)
- Y17- (SEE TCP-13)
- Y24- (SEE TCP-14)

PHASE II

STEP 1: COMPLETE ALL THE -L- AND -Y- LINE CONSTRUCTION BEGUN IN PHASE I

ICT: PERFORM THE FOLLOWING WORK IN PHASE II, STEP 2 THROUGH STEP 7 FROM FRIDAY AT 9:00PM TO MONDAY AT 6:00 AM

STEP 2: USING ROADWAY STANDARD DRAWING 1101.03 AND TCP-30, CLOSE SOUTHBOUND WILLIAMSON ROAD AND DETOUR THE TRAFFIC. IN ADDITION, USE POLICE OFFICERS AT THE INTERSECTIONS OF WILLIAMSON ROAD AND KNOB HILL ROAD AND BRAWLEY SCHOOL ROAD AND ROLLING HILL ROAD AND BRAWLEY SCHOOL AND TOWN CENTER DRIVE TO HELP DIVERT TRAFFIC AWAY FROM THE INTERSECTION

WHILE USING THE POLICE ASSISTANCE AND FLAGGERS, PERFORM THE FOLLOWING WORK

STEP 3: CONSTRUCT THE TIE-IN OF WILLIAMSON ROAD WITH BRAWLEY SCHOOL ROAD UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE

MODIFY TRAFFIC SIGNAL AT INTERSECTION (SEE SIGNAL PLANS)
INSTALL WATER FILLED BARRIER ON WILLIAMSON ROAD FROM STA 20+00 +/- TO STA 25+48 +/- AS SHOWN ON TCP-28 AND TCP-29

STEP 4: RESTRIPE BRAWLEY SCHOOL ROAD FROM STA 26+41 +/- TO STA 229+50 +/- AS SHOWN ON TCP-17 THROUGH 29 AND SWITCH BRAWLEY SCHOOL ROAD (-L-) INTO THE REVISED PATTERN

STEP 5: RECONNECT THE REMAINING -Y- LINES TO THIS REVISED PATTERN AND ACTIVATE REVISED AND PROPOSED TRAFFIC SIGNALS FOR THE PHASE II TRAFFIC PATTERNS. (SEE SIGNAL PLANS) INSTALL REQUIRED MARKINGS, SIGNS AND TRAFFIC CONTROL DEVICES FOR THE PHASE II PATTERN.

SEE INSET DETAIL ON TCP-20 FOR THE INTERSECTION OF -Y7- (BLUME ROAD) AND -Y8- (BEECH ROAD)

STEP 6: RESURFACE WILLIAMSON ROAD FROM -Y19- STA 26+50 +/- TO STA 46+50 +/- AND RESTRIPE AS SHOWN ON TCP-28 AND 29

STEP 7: REOPEN WILLIAMSON ROAD AND REOPEN CANVASBACK ROAD TO THE REVISED TRAFFIC PATTERNS AS SHOWN ON TCP-17 THROUGH TCP-29
- REMOVE TEMPORARY SIGNAL AND STOPBARS AT MALLARD WAY (SEE RSD 1101.02 AND SIGNAL PLANS)

STEP 8: WORKING IN A CONTINUOUS MANNER AND USING ROADWAY STANDARD DRAWING 1101.02 AND FLAGGERS, CONSTRUCT THE REALIGNMENT AND VERTICAL GRADE CHANGE FOR -Y7- AND -Y8- IN THE FOLLOWING MANNER:

CONSTRUCT THE PROPOSED SECTION OF -Y7- WITH TEMPORARY SLOPES AND INCLUDING THE PAVING THE PROPOSED SHOULDER AS SHOWN ON THE CUT VIEW ON TCP-20 FROM STA 12+00 +/- TO STA 16+35 +/- UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. (RETURN TRAFFIC TO EXISTING PATTERN AT END OF EACH WORK DAY)

PLACE TRAFFIC IN A 1 LANE, 1 WAY PATTERN TO WEDGE AND OVERLAY FROM STA 12+00 +/- TO STA 16+35 +/- SWITCH TRAFFIC ONTO -Y7- IN A 1 LANE, 1 WAY PATTERN IN THE NORTHBOUND LANE TO COMPLETE THE REMAINING WEDGING AND OVERLAY AS WELL AS TIEING -Y8- TO THE NEW ALIGNMENT.
OPEN -Y7- AND -Y8- TRAFFIC INTO THE NEW ALIGNMENT AS SHOWN ON TCP-20.

STEP 9: COMPLETE THE REMAINING WIDENING ALONG BRAWLEY SCHOOL ROAD AS SHOWN ON TCP-17 THROUGH TCP-29 (SEE ROADWAY STANDARD DRAWING 1101.02)

- COMPLETE THE REMAINING WIDENING ALONG WILLIAMSON ROAD UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM STA 11+42 +/- TO STA 46+50 +/- (SEE TCP-28 AND 29 AND RSD 1101.02)

PHASE III

STEP 1: AWAY FROM TRAFFIC AS MUCH AS POSSIBLE, INSTALL THE PROPOSED PAVEMENT MARKINGS ON THE WESTBOUND DIRECTION OF BRAWLEY SCHOOL ROAD

REMOVE THE PCB AND CRASH CUSHION ON WILLIAMSON ROAD FROM STA 20+00 +/- TO STA 25+48 +/- AS SHOWN ON TCP-28 AND TCP-29

ICT: PERFORM THE FOLLOWING WORK IN PHASE III, STEP 2 THROUGH STEP 5 FROM FRIDAY AT 9:00PM TO MONDAY AT 6:00 AM

STEP 2: USING ROADWAY STANDARD DRAWING 1101.02 AND POLICE ASSISTANCE AT THE SIGNALIZED INTERSECTIONS, PERFORM THE FOLLOWING WORK:

REVISE ALL THE -Y- LINE MARKINGS LOCATED ON THE NORTH SIDE OF THE PROJECT TO REFLECT THE FINAL ALIGNMENT. SEE PM SHEETS FOR MARKINGS.

STEP 3: USING POLICE ASSISTANCE AT THE SIGNALIZED INTERSECTIONS AND ROADWAY STANDARD DRAWING 1101.02, REVISE THE TIE-IN MARKINGS AT EACH END OF THE PROJECT AND SIMULTANEOUSLY SHIFT THE WESTBOUND BRAWLEY SCHOOL TRAFFIC INTO THE PROPOSED WESTBOUND LANES.
SEE PM SHEETS FOR MARKINGS

MODIFY THE TRAFFIC SIGNALS FOR FINAL TRAFFIC PATTERN (SEE SIGNAL PLANS)

STEP 4: DRUM OFF THE EASTBOUND LANES FROM STA 35+00 +/- TO STA 229+00 +/-

STEP 5: AT THE END OF THE WORK PERIOD, BRAWLEY SCHOOL ROAD TRAFFIC SHALL BE IN THE FOLLOWING PATTERNS:

- WESTBOUND: 2 LANE, 1 WAY
- EASTBOUND: 1 LANE, 1 WAY

STEP 6: USING LANE CLOSURES, COMPLETE THE REMAINING MEDIAN WORK (SEE ROADWAY STANDARD DRAWING 1101.02)

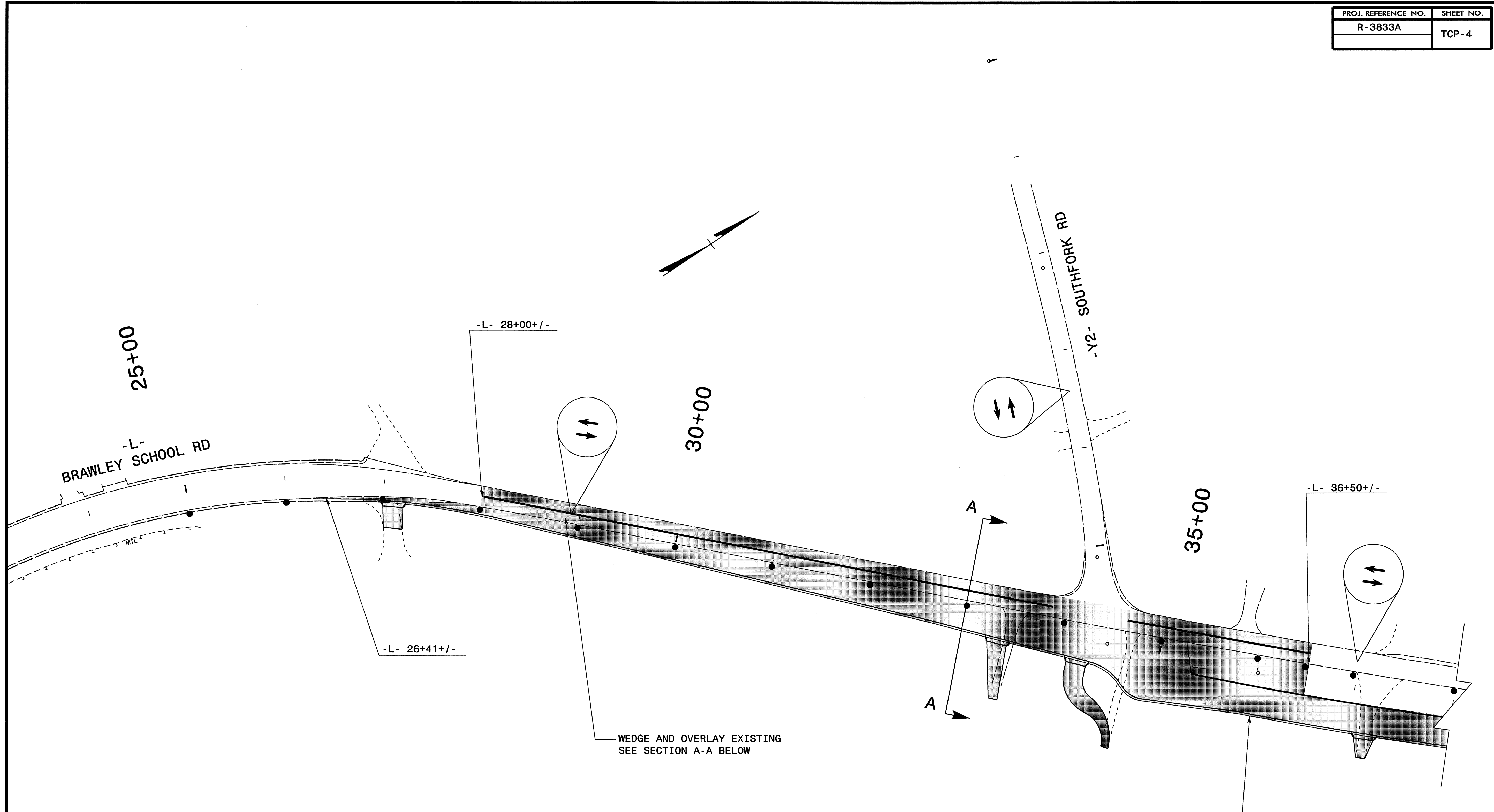
STEP 7: USING LANE CLOSURES, INSTALL THE FINAL LAYER OF SURFACE COURSE AND FINAL PAVEMENT MARKINGS (POLYUREA) AND SNOWPLOWABLE PAVEMENT MARKERS (SEE ROADWAY STANDARD DRAWING 1101.02)

ACTIVATE ALL PROPOSED TRAFFIC SIGNALS (SEE SIGNAL PLANS)

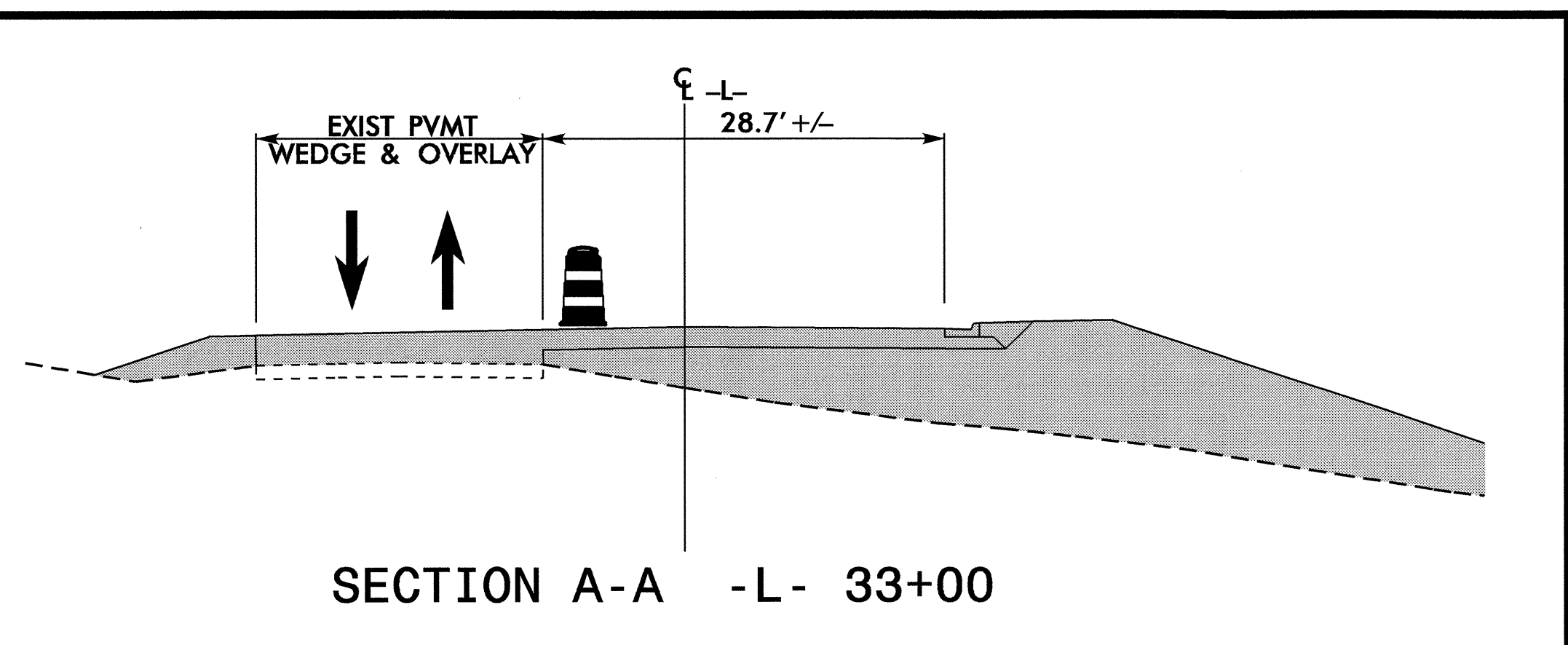
STEP 8: REMOVE ALL ADVANCE WARNING SIGNS AND TRAFFIC CONTROL DEVICES

<p>APPROVED: DATE: 7/10/08</p> <div style="text-align: center;"> <p>SEAL</p> </div>	<h1 style="font-size: 2em; margin: 0;">PHASING</h1>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: 0.8em;">SCALE:</td> <td>NONE</td> </tr> <tr> <td style="font-size: 0.8em;">DATE:</td> <td>09/07</td> </tr> <tr> <td style="font-size: 0.8em;">DWG. BY:</td> <td>DR</td> </tr> <tr> <td style="font-size: 0.8em;">DESIGN BY:</td> <td></td> </tr> <tr> <td style="font-size: 0.8em;">REVIEWED BY:</td> <td>DAP</td> </tr> </table>	SCALE:	NONE	DATE:	09/07	DWG. BY:	DR	DESIGN BY:		REVIEWED BY:	DAP
SCALE:	NONE											
DATE:	09/07											
DWG. BY:	DR											
DESIGN BY:												
REVIEWED BY:	DAP											
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2" style="text-align: left;">REVISIONS</th> </tr> <tr> <td style="width: 50%; height: 20px;"></td> <td style="width: 50%;"></td> </tr> <tr> <td style="height: 20px;"></td> <td></td> </tr> <tr> <td style="height: 20px;"></td> <td></td> </tr> </table>	REVISIONS									
REVISIONS												

30-JUN-2008 15:43
\\dot\office\projects-r\3833a\trafficcontrol\top\3833a_tcp_3.dgn
der\char\son

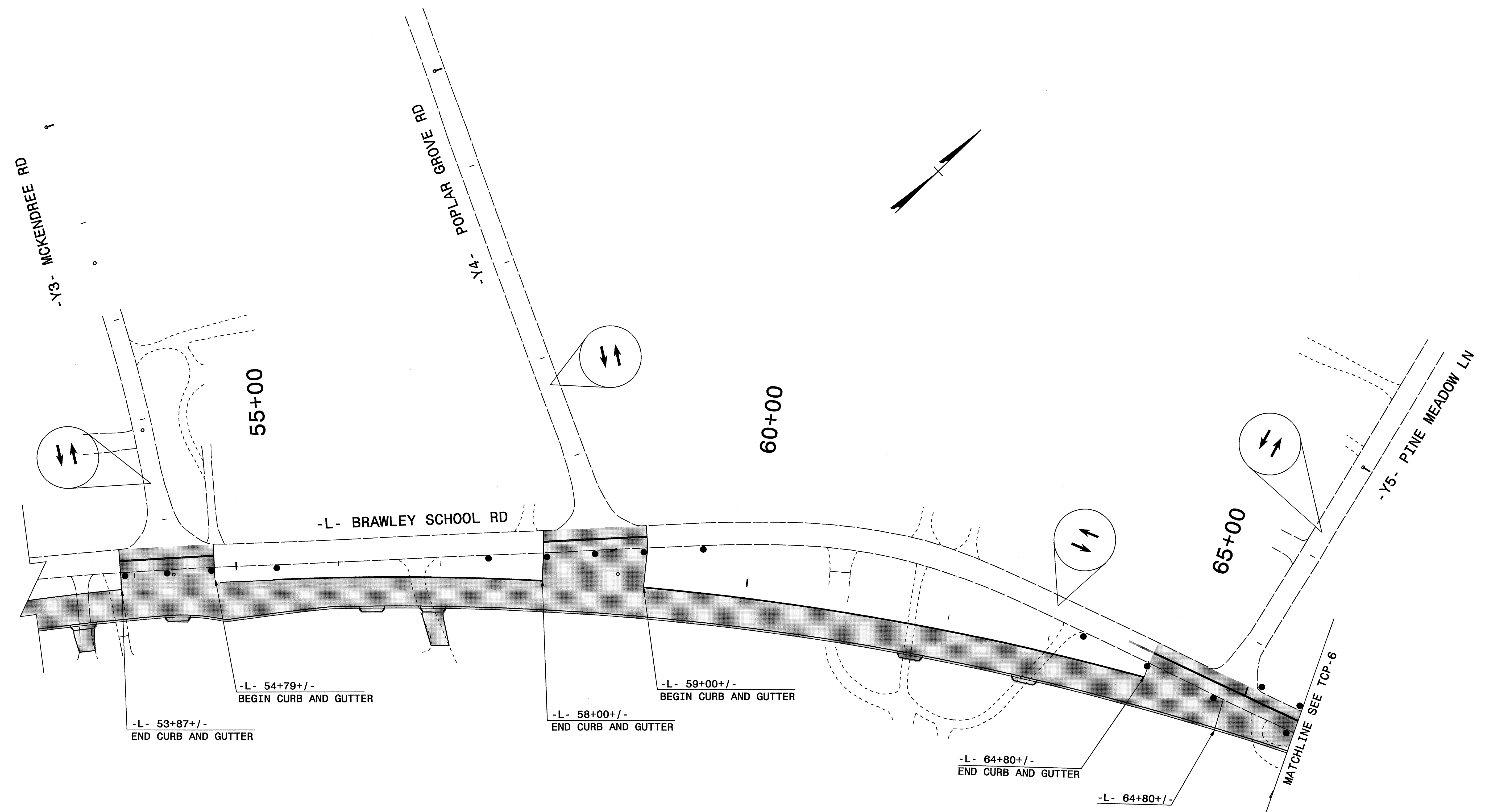


WEDGE AND OVERLAY EXISTING
SEE SECTION A-A BELOW


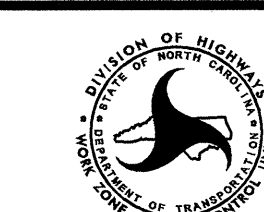


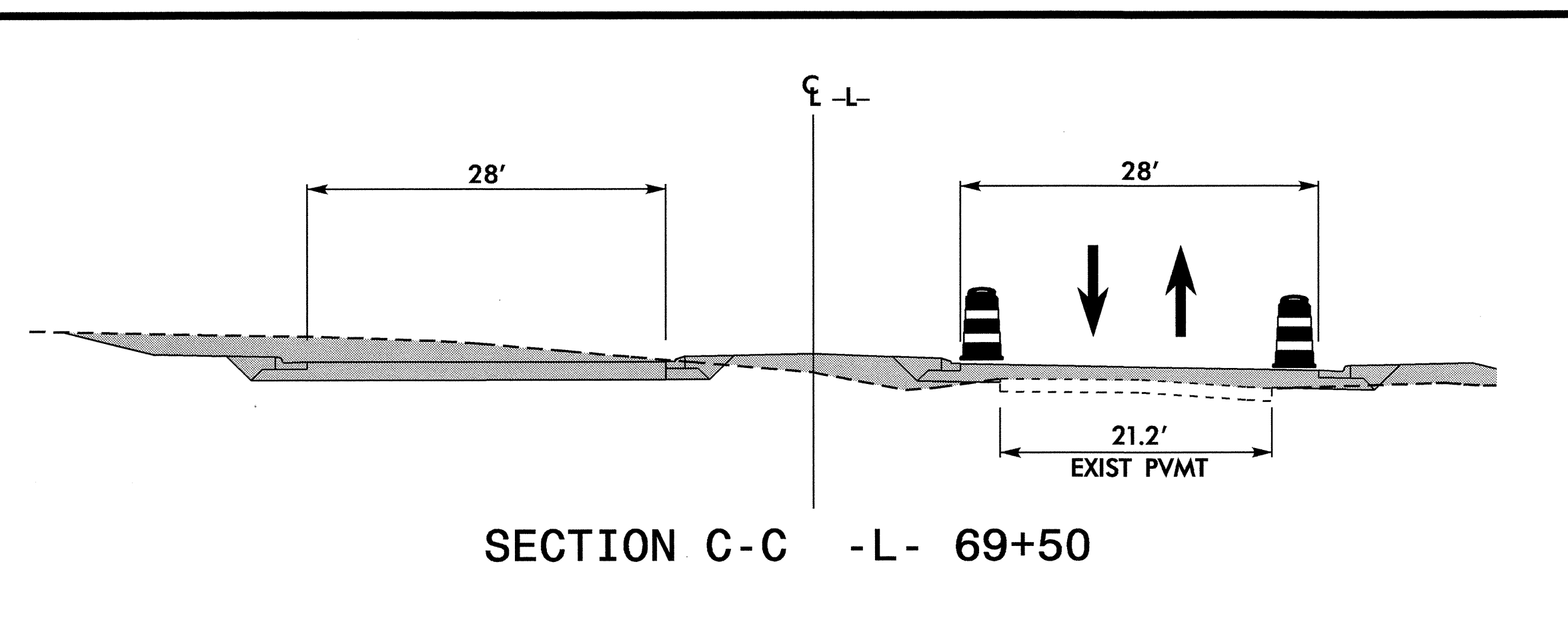
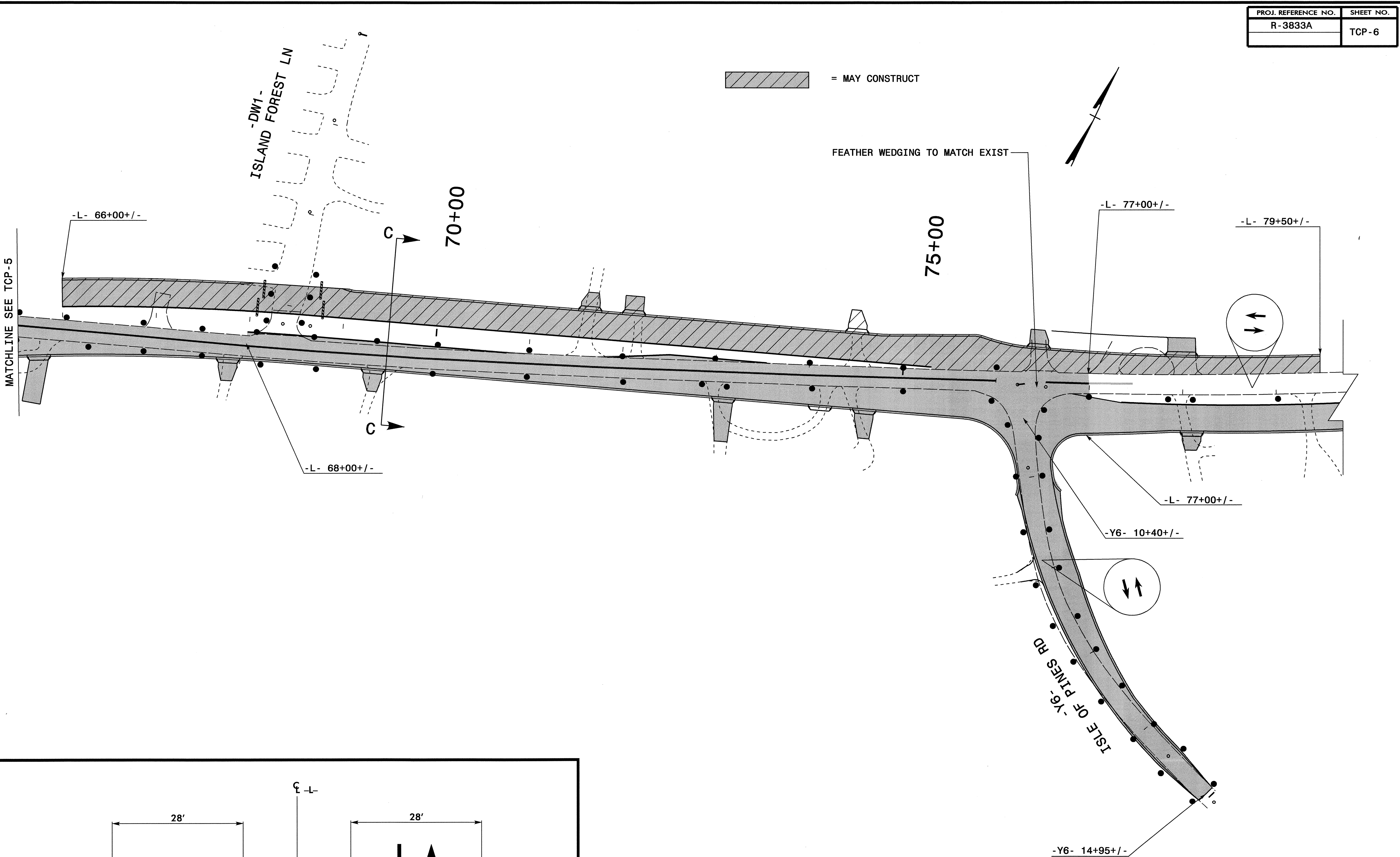
10-JUL-2008 17:02
 \\dot\dfsroot\proj\hiprojects-r\3833a\traffic\tr\afficoontrol\top\3833a.tc.pl.top04.dgn
 dparker AT WZTC244746

APPROVED: <i>[Signature]</i> DATE: 7/16/08	PHASE I										
	SCALE: NONE										
	DATE: 06/07		<table border="1"> <tr><th colspan="2">REVISIONS</th></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>	REVISIONS							
	REVISIONS										
DWG. BY: DR											
DESIGN BY:											
REVIEWED BY: DAP	CADD FILE										



10-JUL-2008 17:02
 \\dot\dfsroot\01\proj\1\top\traffic\control\top\3833a\tr\aff\tr\traffic\control\top\3833a\tr\pl_top05.dgn
 daprker AT WZTC244746

APPROVED: <i>[Signature]</i> DATE: 7/16/07  SEAL	<h2>PHASE I</h2>	<table border="1"> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	REVISIONS									
REVISIONS												
SCALE: NONE DATE: 06/07 DWG. BY: DR DESIGN BY: DR REVIEWED BY: DAP		CAD FILE										



I:\0-JUL-2008 17:02
 \dot\dfser\00701\pprojects-r\3833a\tr\affico\tr\afficocontrol\top\3833a_to_pl_top06.dgn
 dparke AT WZTC244746

APPROVED: *John S. Kite* DATE: 7/6/08

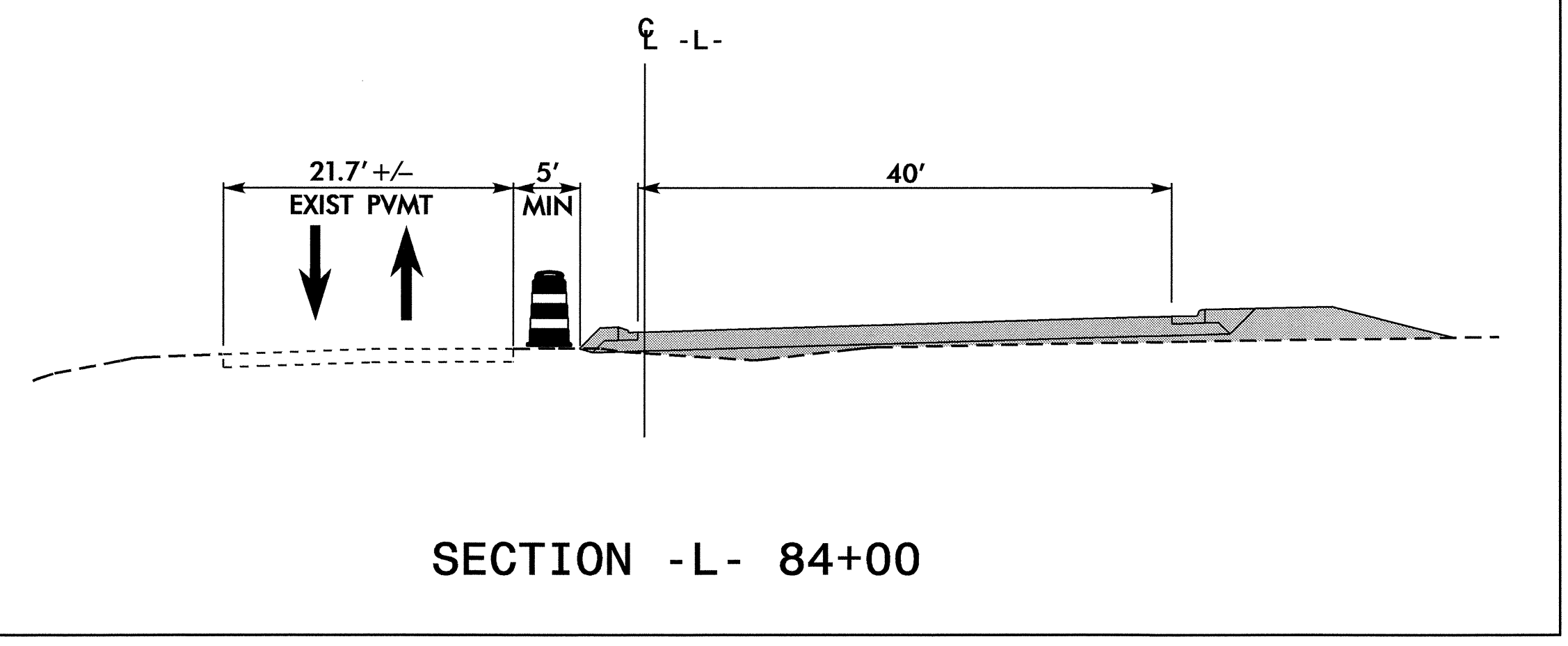
SEAL

NORTH CAROLINA
 PROFESSIONAL
 SEAL
 022104
 ENGINEER
 JOHN S. KITE, P.E.

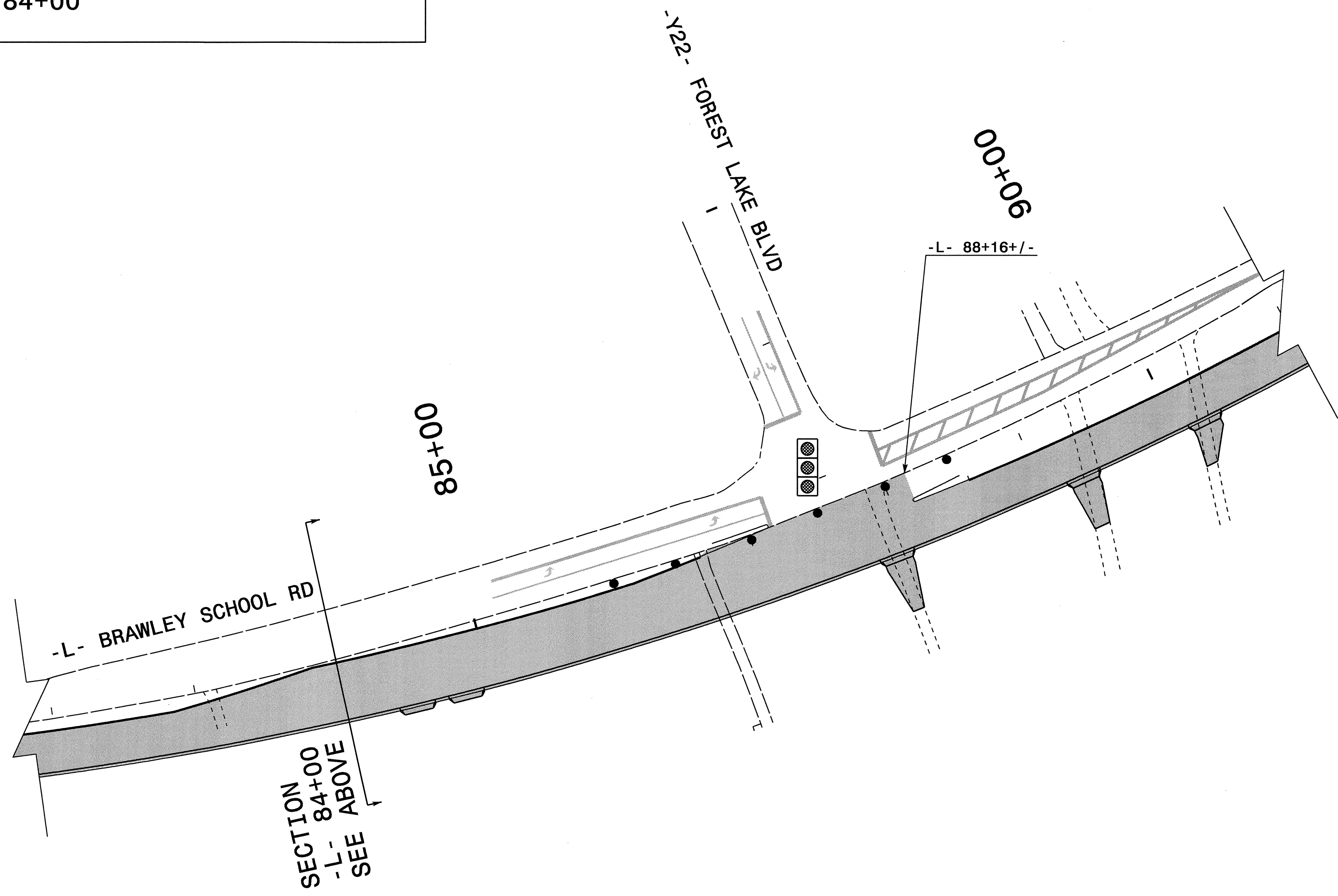
PHASE I		REVISIONS	
SCALE:	NONE		
DATE:	06/07		
DWG. BY:	DR		
DESIGN BY:	DR		
REVIEWED BY:	DAP		



CADD FILE

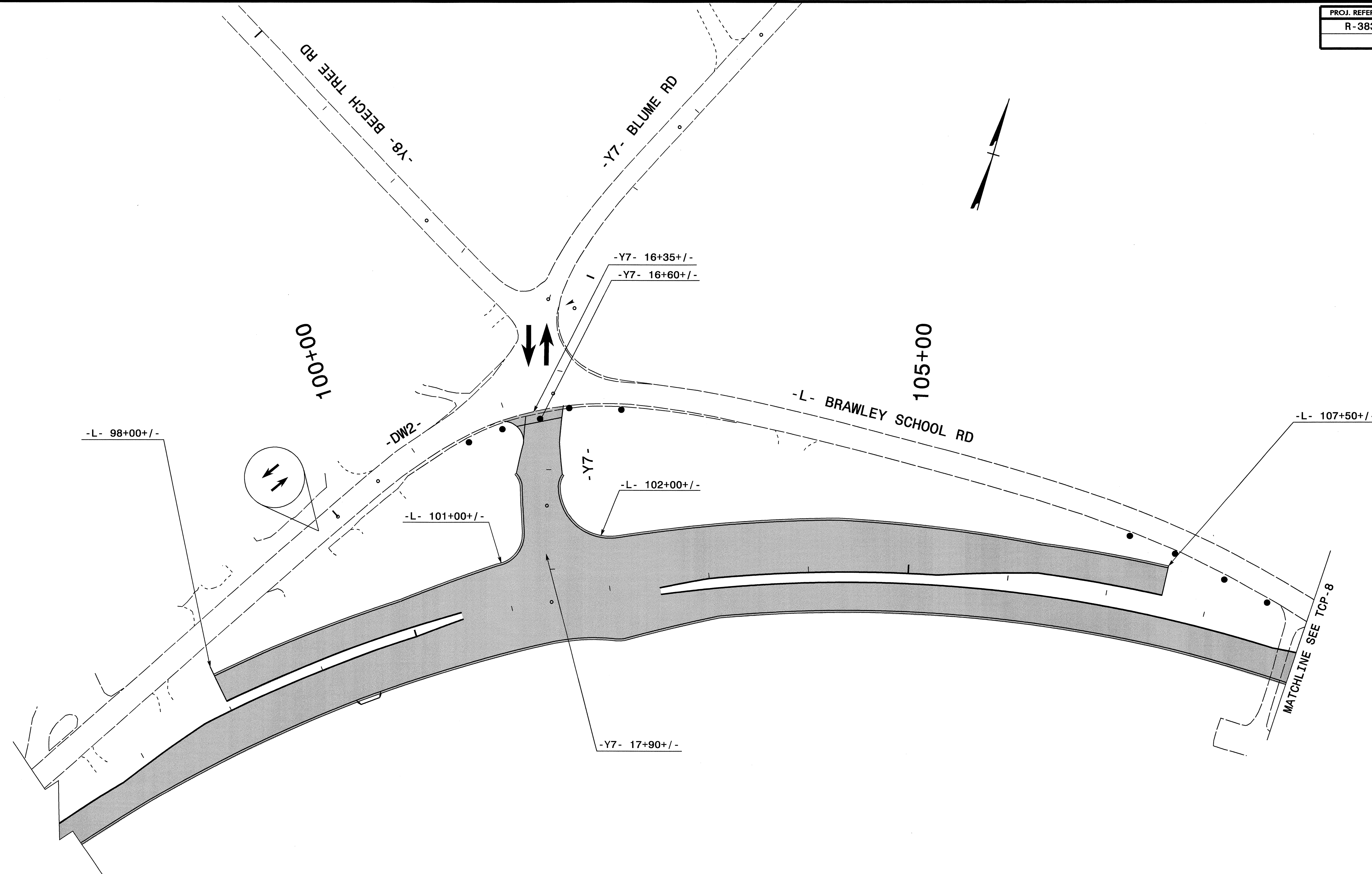


SECTION -L- 84+00




10-JUL-2008 17:03
 \\dot\dfsroot\proj\h\pprojects-r\3833a\traffic\traffic\top\3833a.tc.pl_top06a.dgn
 ddparker AT WZTC244746

APPROVED: <i>John S. Kite</i> DATE: 7/10/08	PHASE I	
SEAL 	SCALE: NONE	
	DATE: 07/07	
	DWG. BY: DR	
	DESIGN BY: DR	
REVIEWED BY: DAP	REVISIONS	




APPROVED: *John S. Kite* DATE: 7/1/08

SEAL



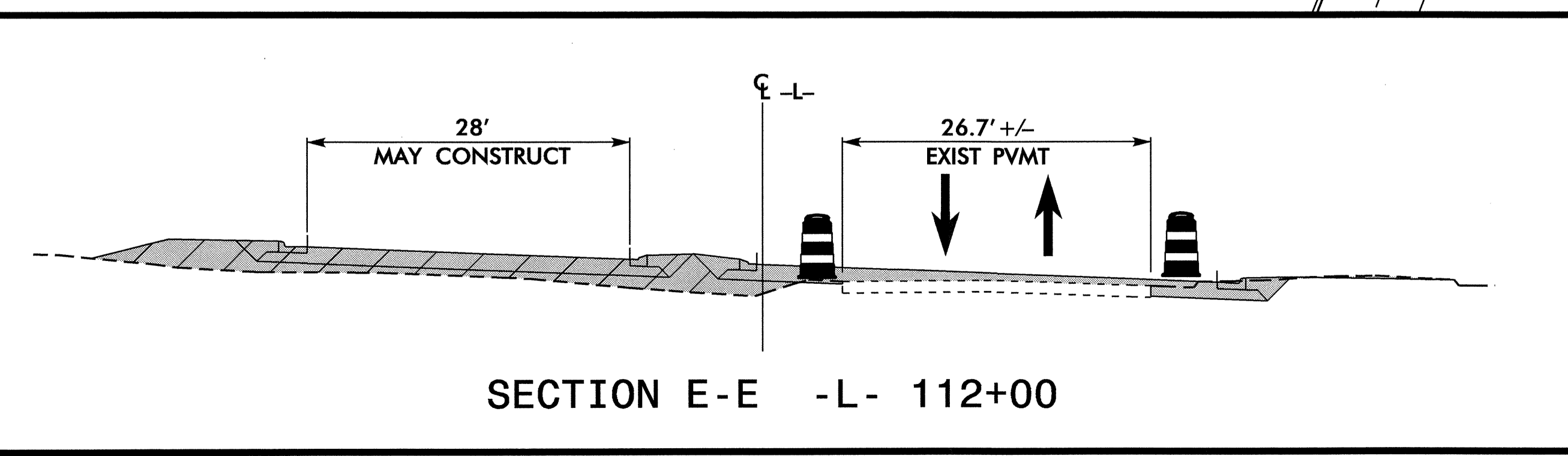
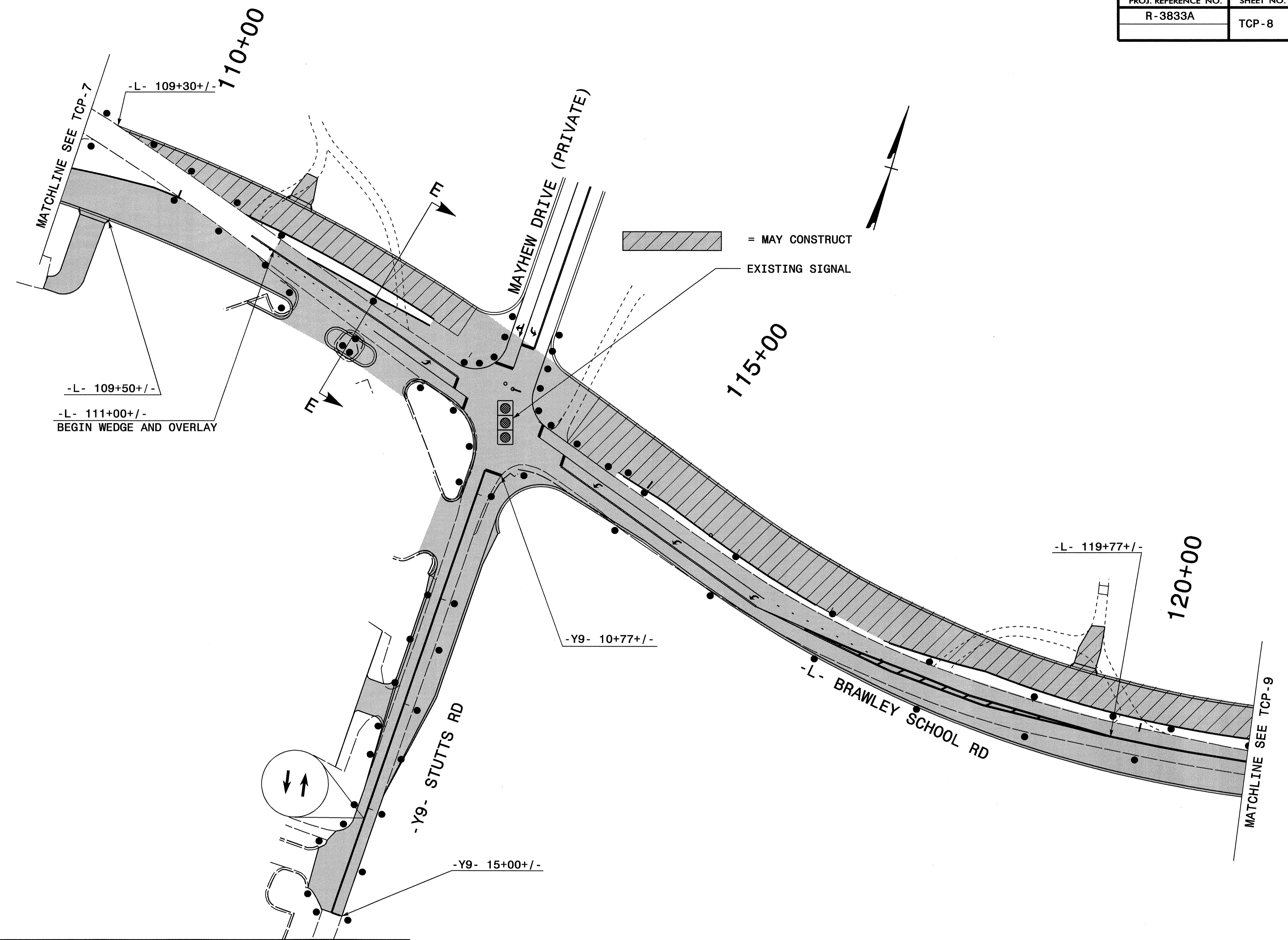
PHASE I

<small>SCALE:</small> NONE	REVISIONS
<small>DATE:</small> 06/07	
<small>DWG. BY:</small> DR	
<small>DESIGN BY:</small> DR	
<small>REVIEWED BY:</small> DAP	



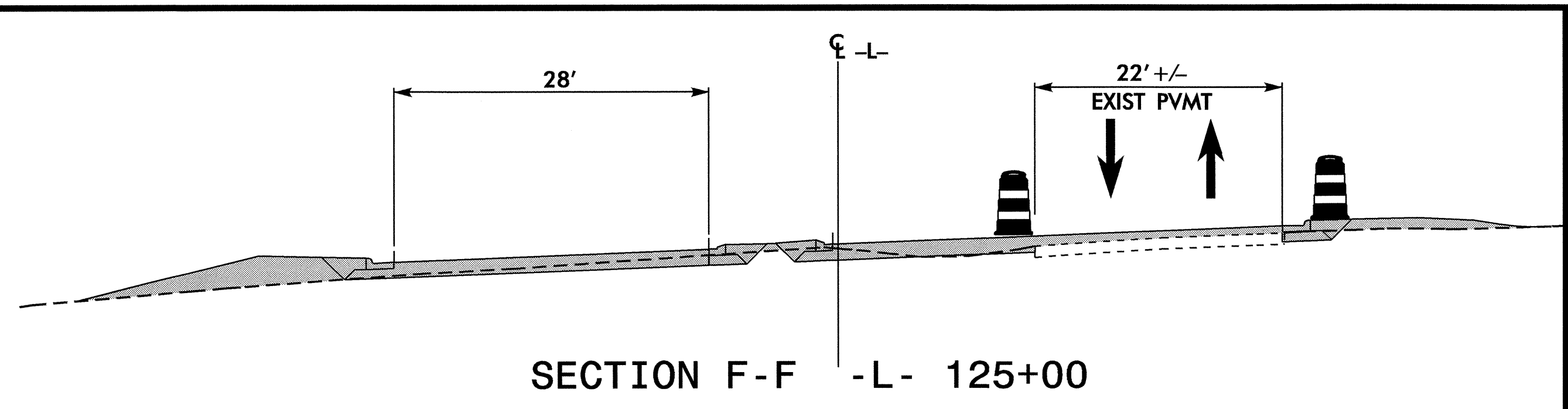
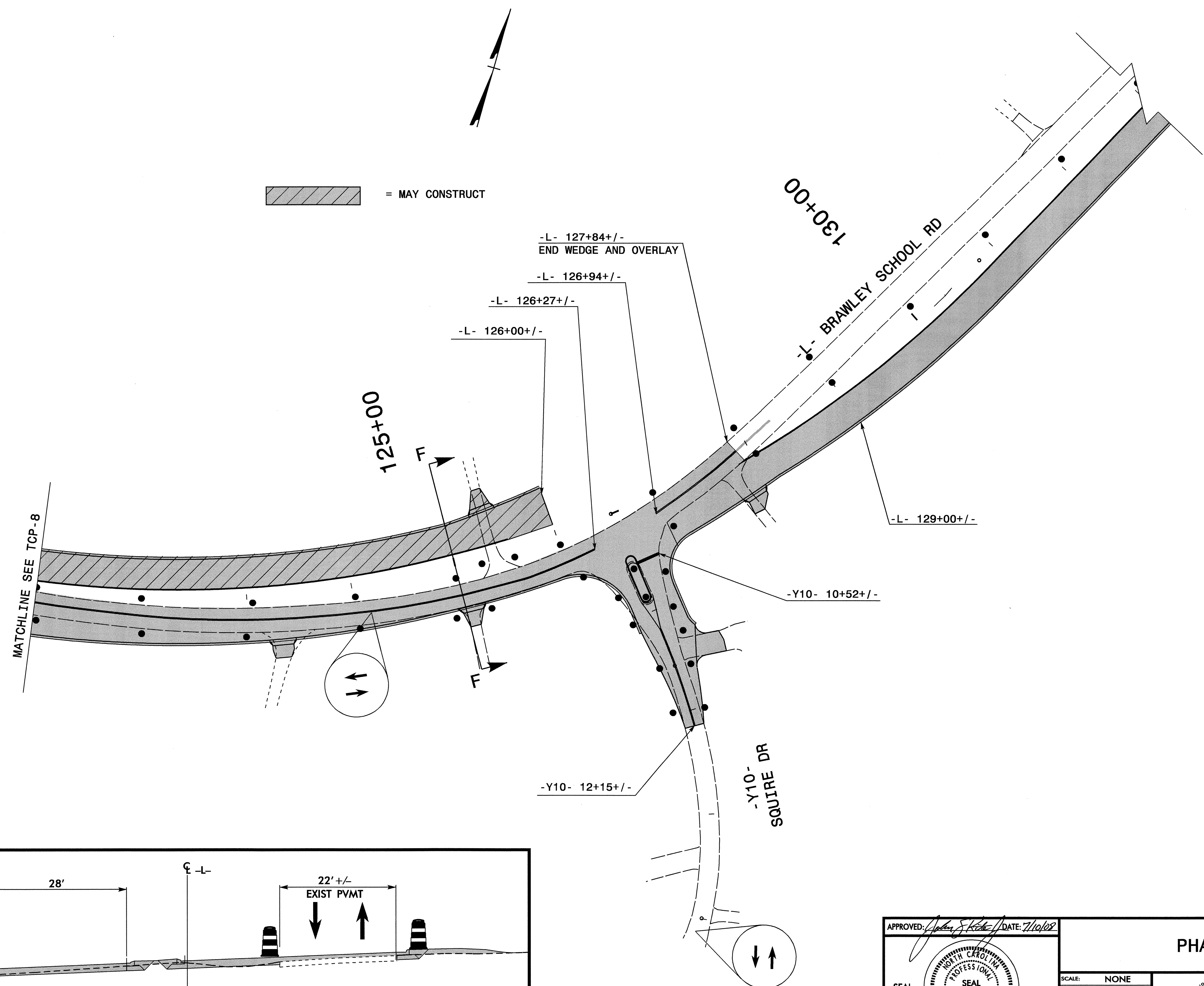
CADD FILE

10-JUL-2008 17:03
 \\dot\dfs00101\proj\Tipp\projects-r-3833a\trafficoontrol\top\3833a.tc.pl_top07.dgn
 dparke AT WZTC244746



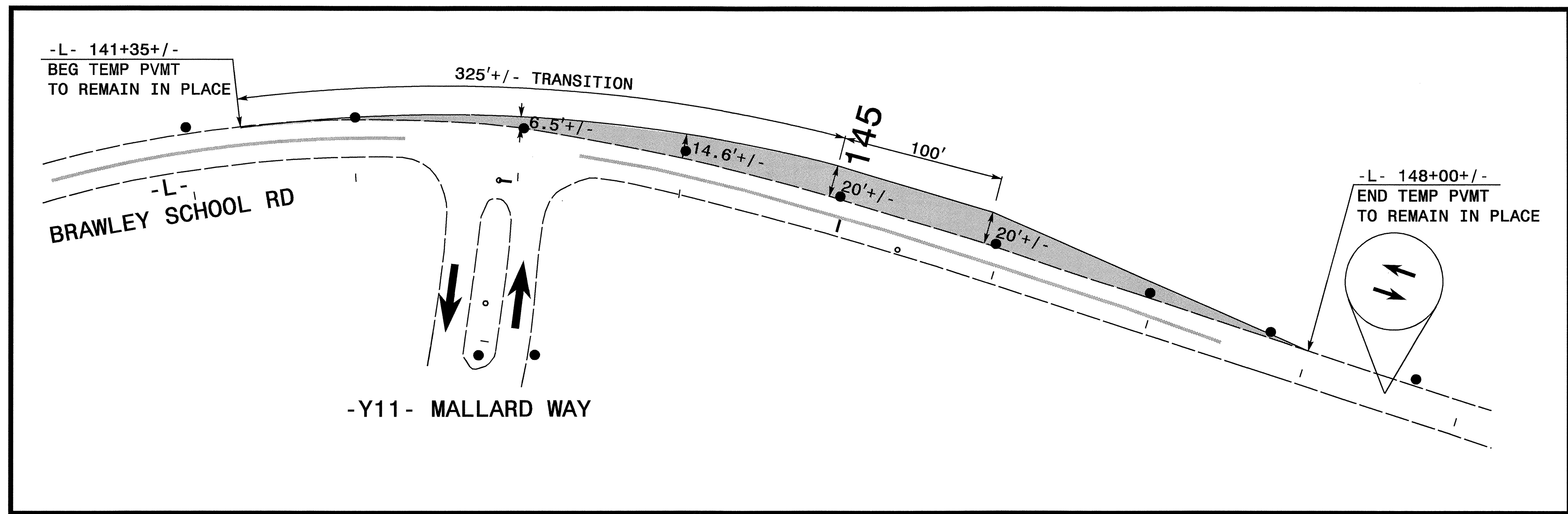
I:\0-JUL-2008 14:51
 \dot\dfsroot\proj\h\proj\projects-r\3833a\traffic\trafficcontrol\top\3833a.tc.pl_top08.dgn
 dpar\ker AT WZTC244746

APPROVED:	DATE: 7/6/08	PHASE I		
	SCALE: NONE			
	DATE: 06/07	REVISIONS		
	DESIGN BY: DR			
	REVIEWED BY: DAP			

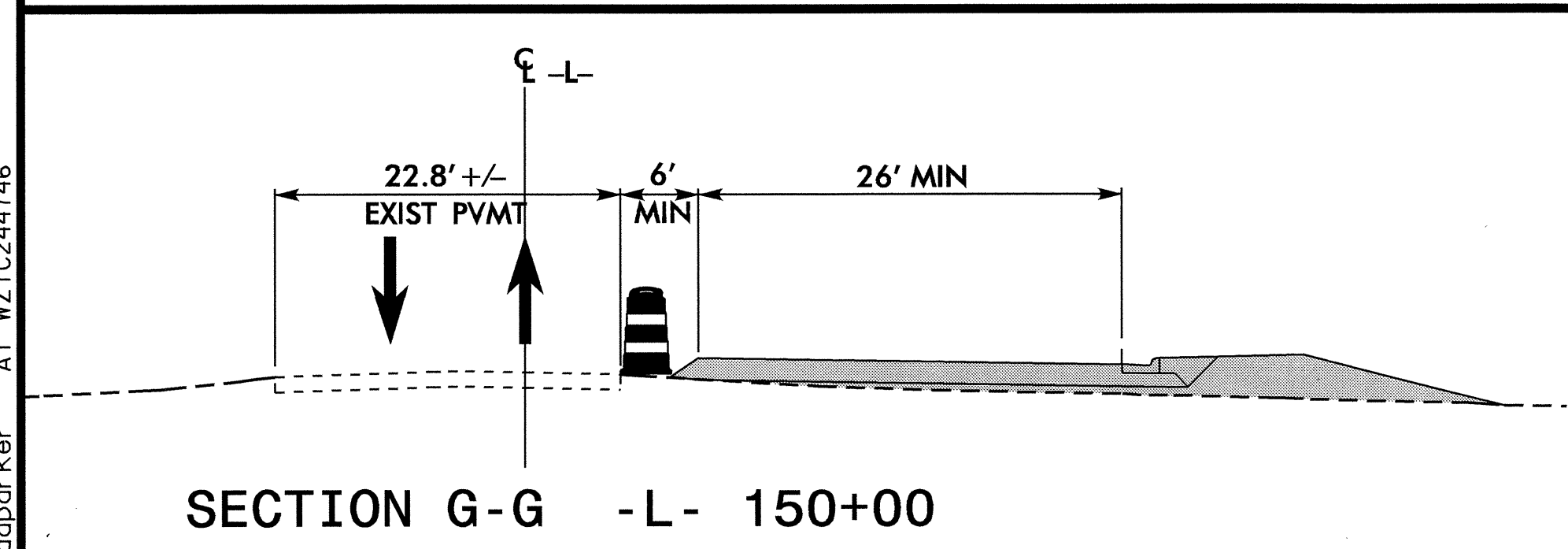
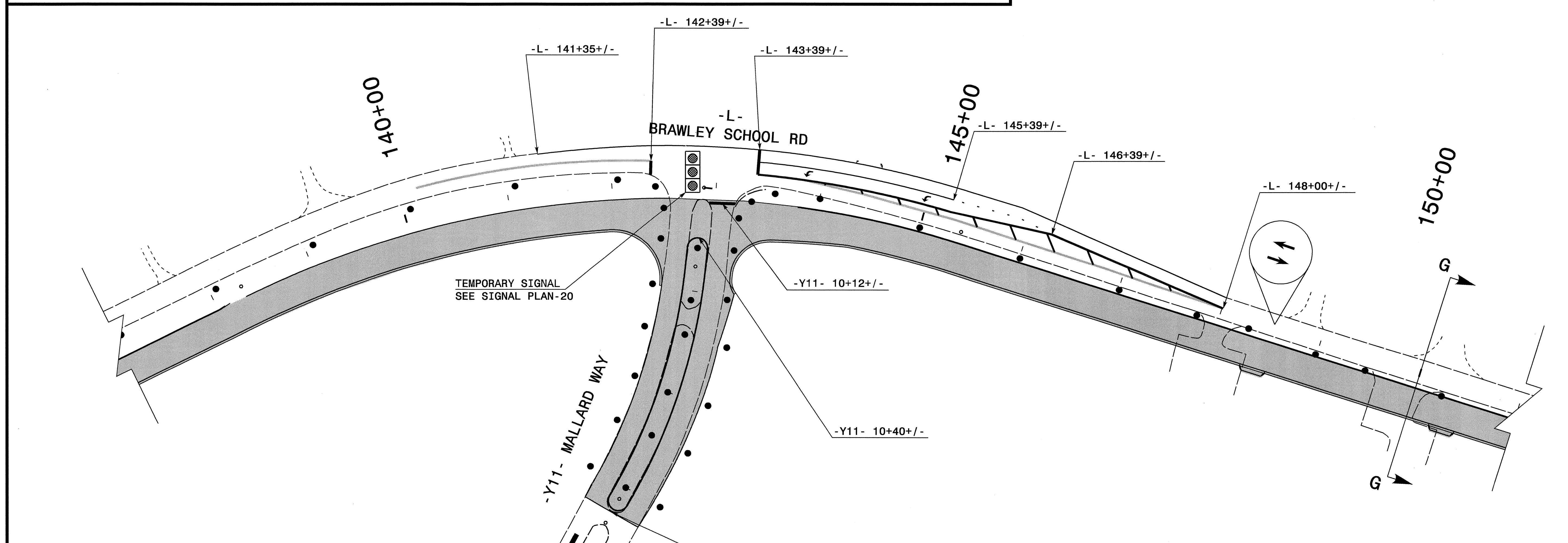
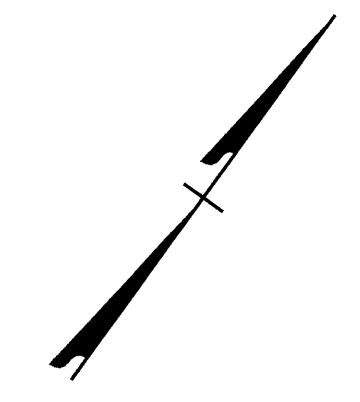


10-JUL-2008 17:03
 \\dot\dfsroot\proj\hip\proj\trafficoontrol\top\3833a.tc.pl.top09.dgn
 ddparker AT WZTC244746

APPROVED: <i>John S. Kite</i> / DATE: 7/10/08 	PHASE I							
	SCALE: NONE DATE: 06/07 DWG. BY: DR DESIGN BY: DR REVIEWED BY: DAP		REVISIONS <table border="1"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>					



TEMPORARY PAVEMENT DETAIL



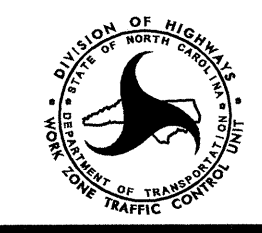
10-JUL-2008 14:52
 \\dot\dfs\root\proj\proj\traffic\tr\afficoontrol\top\3833a.tc.pl.top10.dgn
 dpar\ker AT WZTC244746

APPROVED: *[Signature]* DATE: 7/10/08

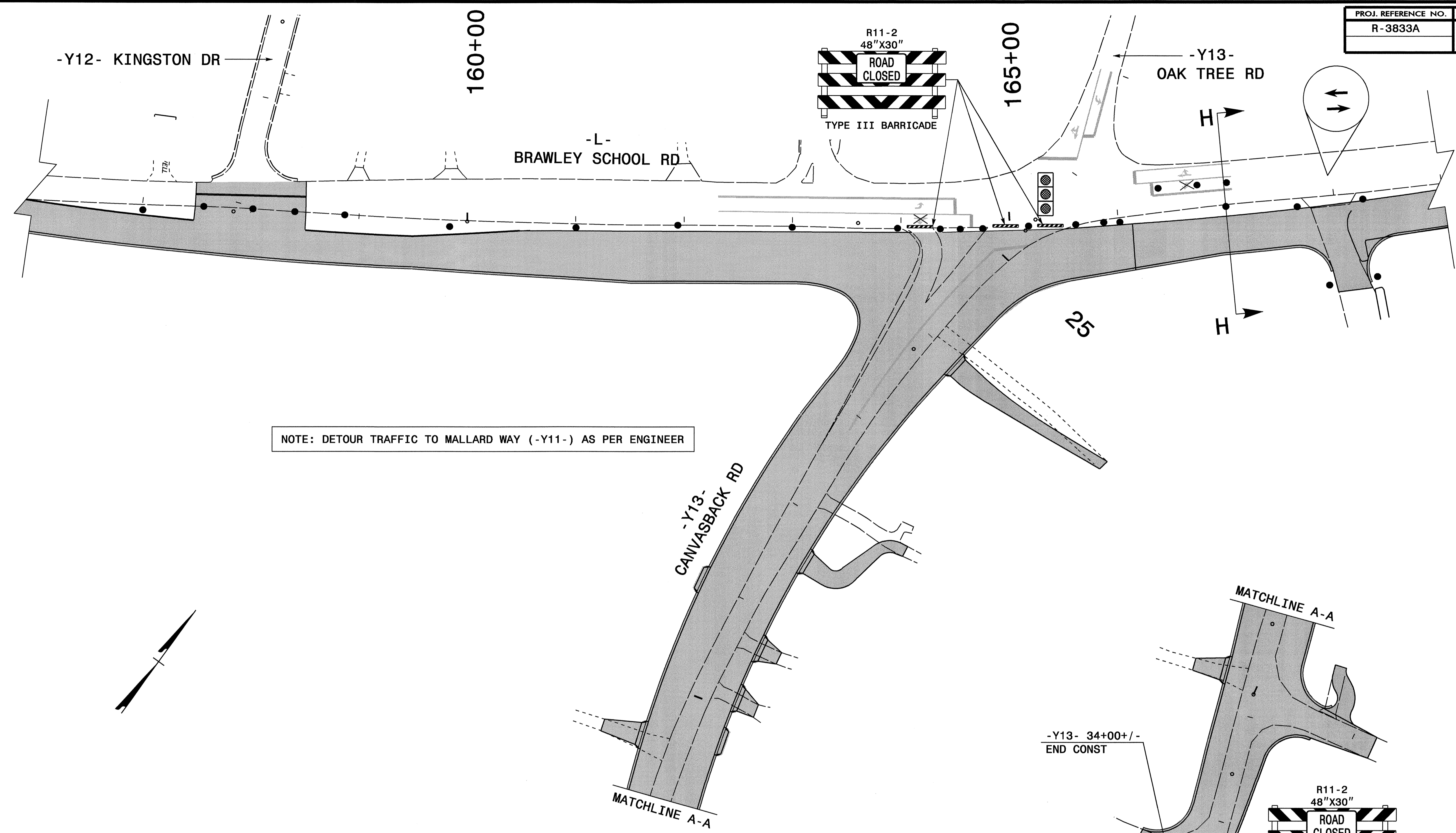
SEAL

PHASE I

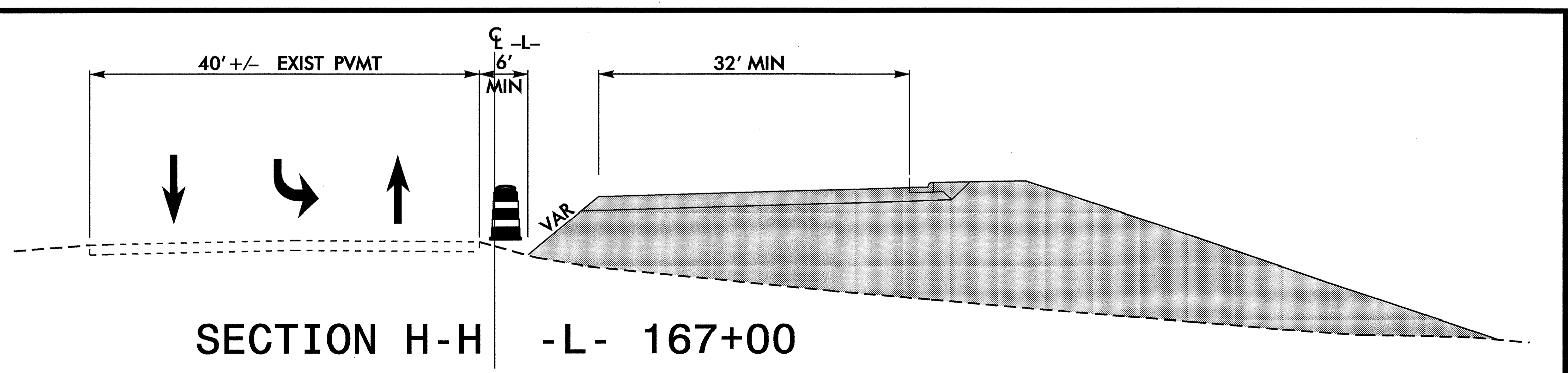
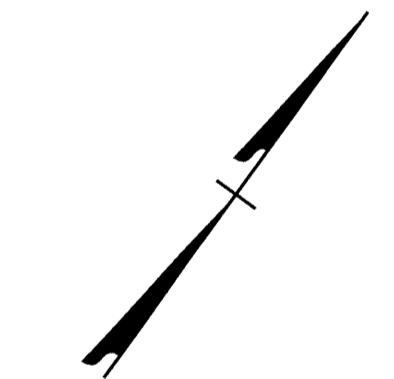
SCALE: NONE
 DATE: 06/07
 DWG. BY: DR
 DESIGN BY: DR
 REVIEWED BY: DAP



REVISIONS	

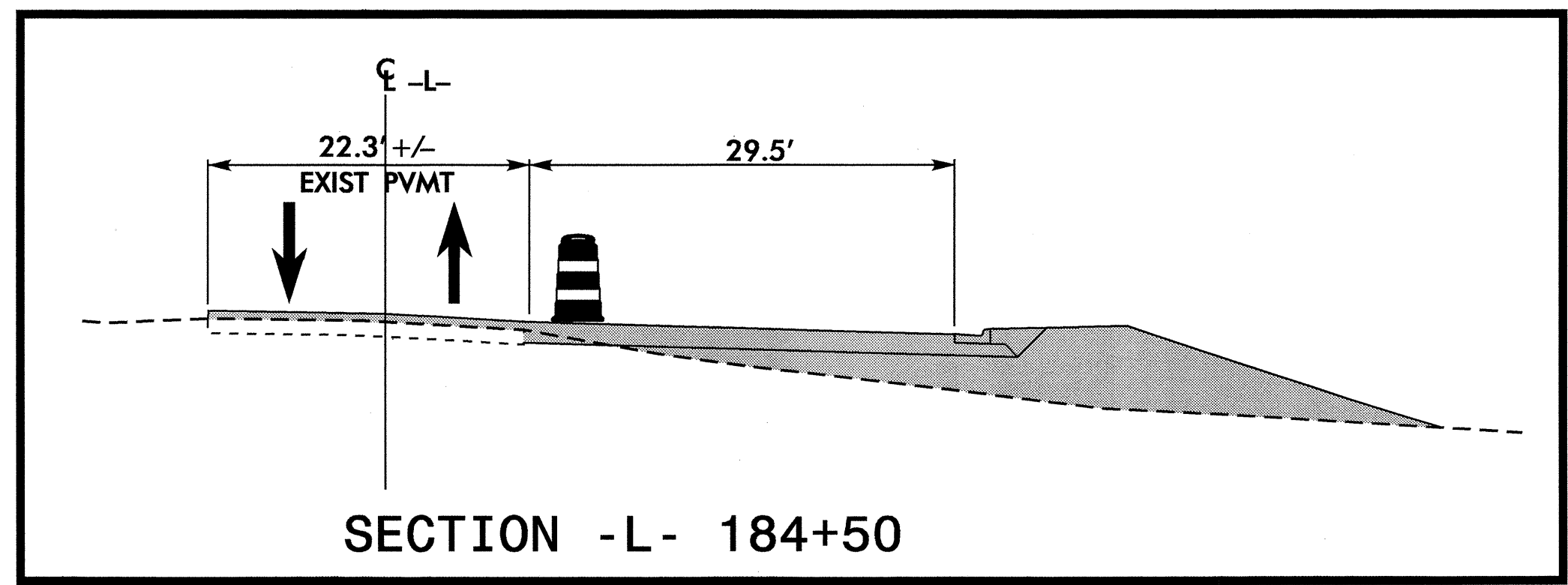
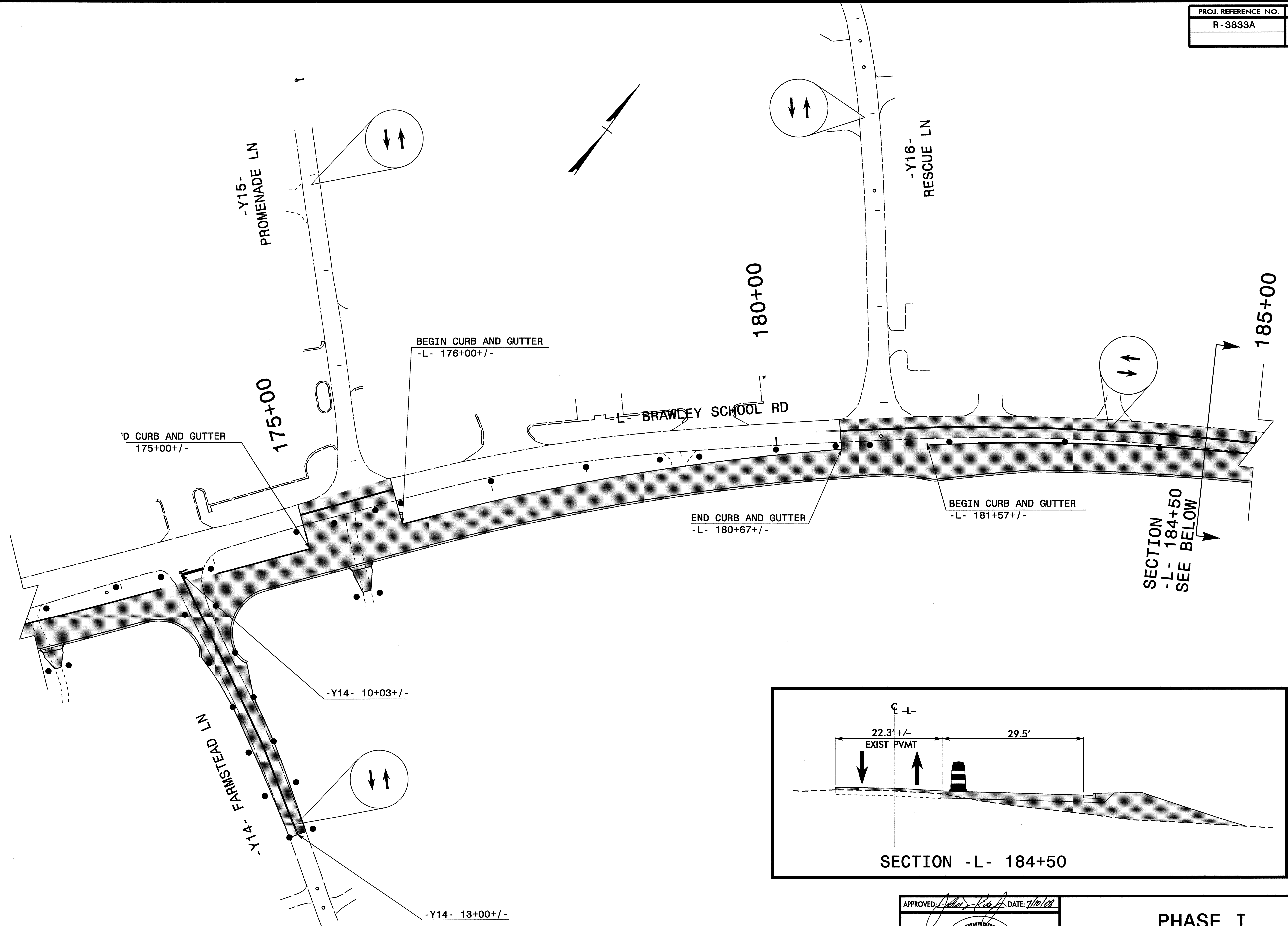


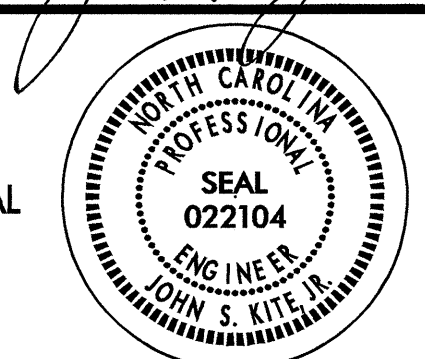
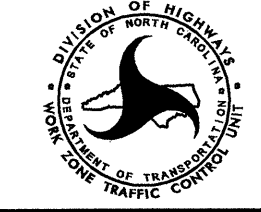
NOTE: DETOUR TRAFFIC TO MALLARD WAY (-Y11-) AS PER ENGINEER



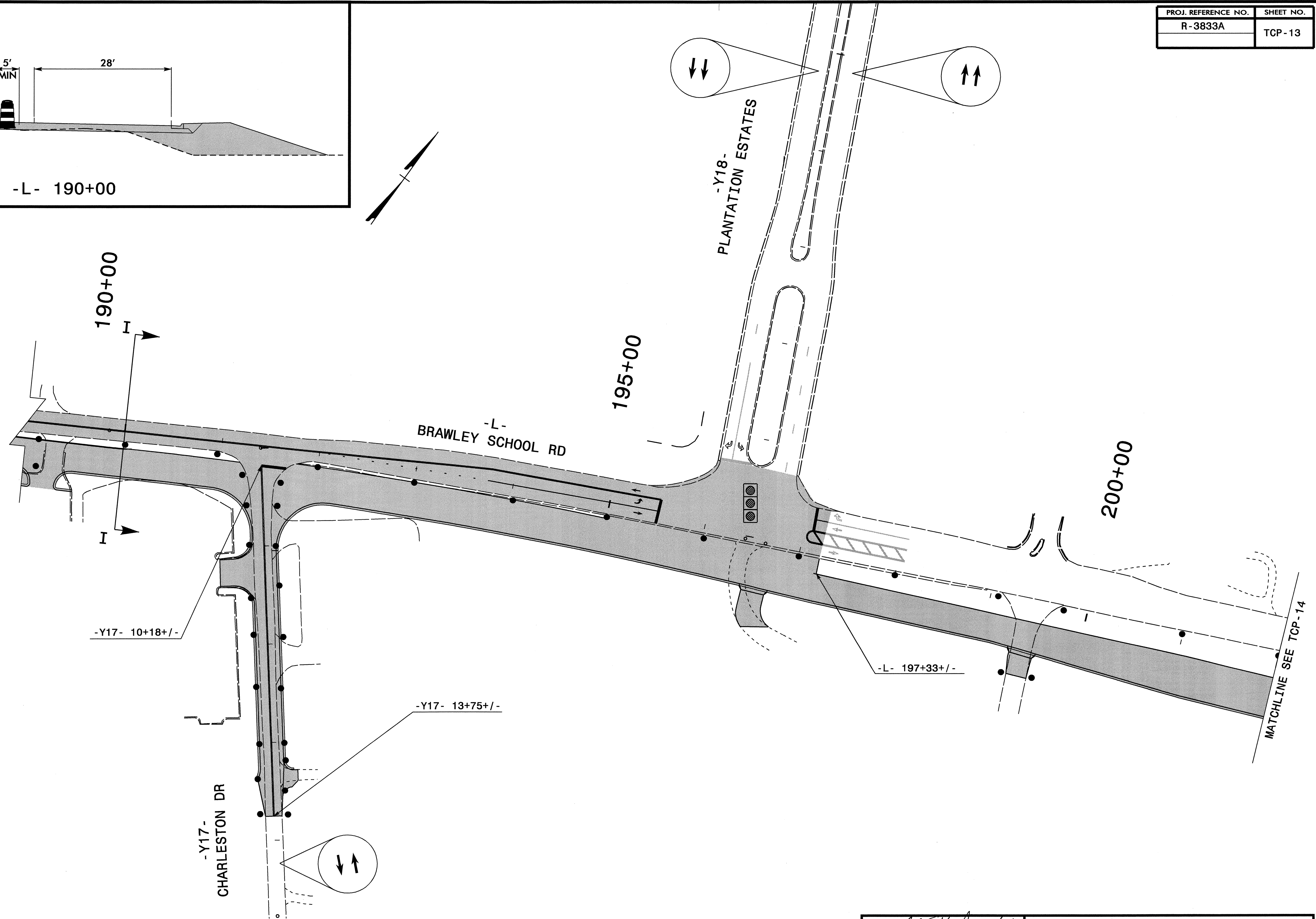
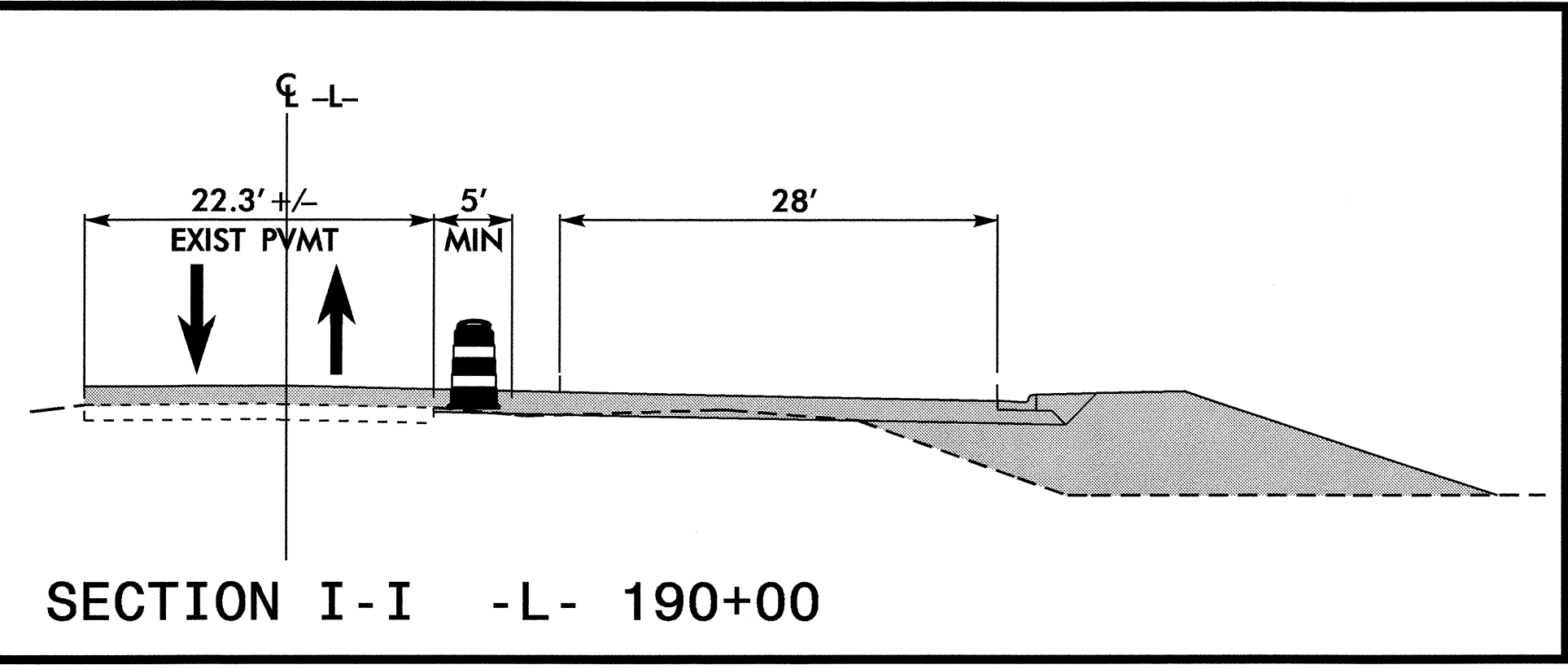
APPROVED: <i>John S. Kite</i> DATE: 7/10/08	PHASE I							
	SCALE: NONE							
	DATE: 06/07							
	DESIGN BY: DR							
	REVIEWED BY: DAP							
		<table border="1"> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	REVISIONS					
REVISIONS								

10-JUL-2008 17:04 \\dot\dfsroot\proj\proj\traffic\traffic\control\top\3833a\traffic\top\3833a.te.pl.tcp11.dgn
 dparke AT WTC244746



APPROVED: <i>[Signature]</i> DATE: 7/10/08 	PHASE I							
	SCALE: NONE DATE: 06/07 DWG. BY: DR DESIGN BY: DR REVIEWED BY: DAP		REVISIONS <table border="1"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>					

I:\0-JUL-2008 17:06
 \dot\dfs\00701\p\proj\topp\projects-r\3833a\tr\aff\tr\aff\control\top\3833a.tc.p.l.topl2.dgn
 dparke AT WZTC244746

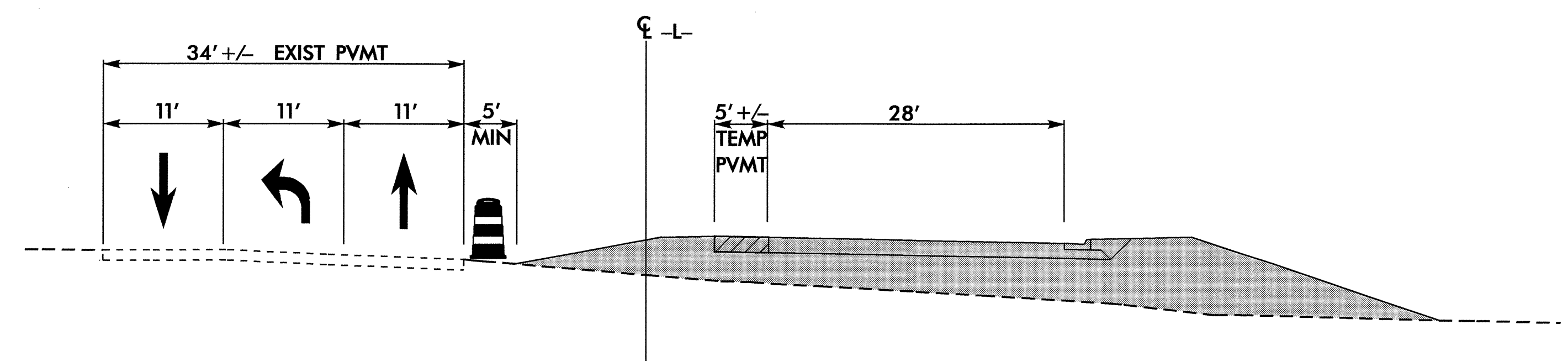


10-JUL-2008 17:06
 \dot\df\er\oc\T0\p\ro\T\pp\ro\jects-r\3833a\tr\aff\io\traffico\tr\o\l\top\N-3833a-to.p.l.tcp13.dgn
 dapor\ker AT WZTC244746

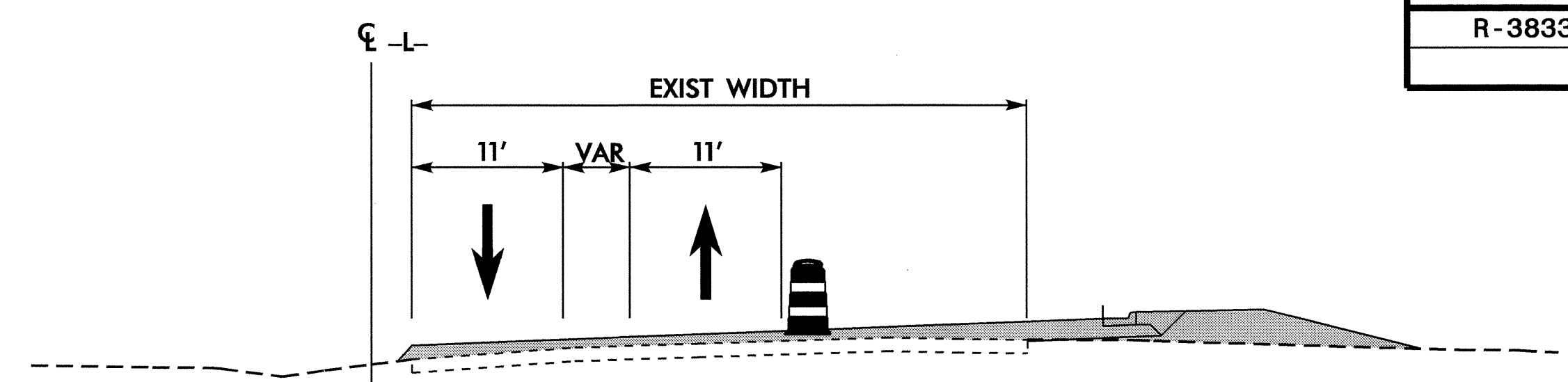
APPROVED: *John S. Kite* DATE: 7/12/08

SEAL

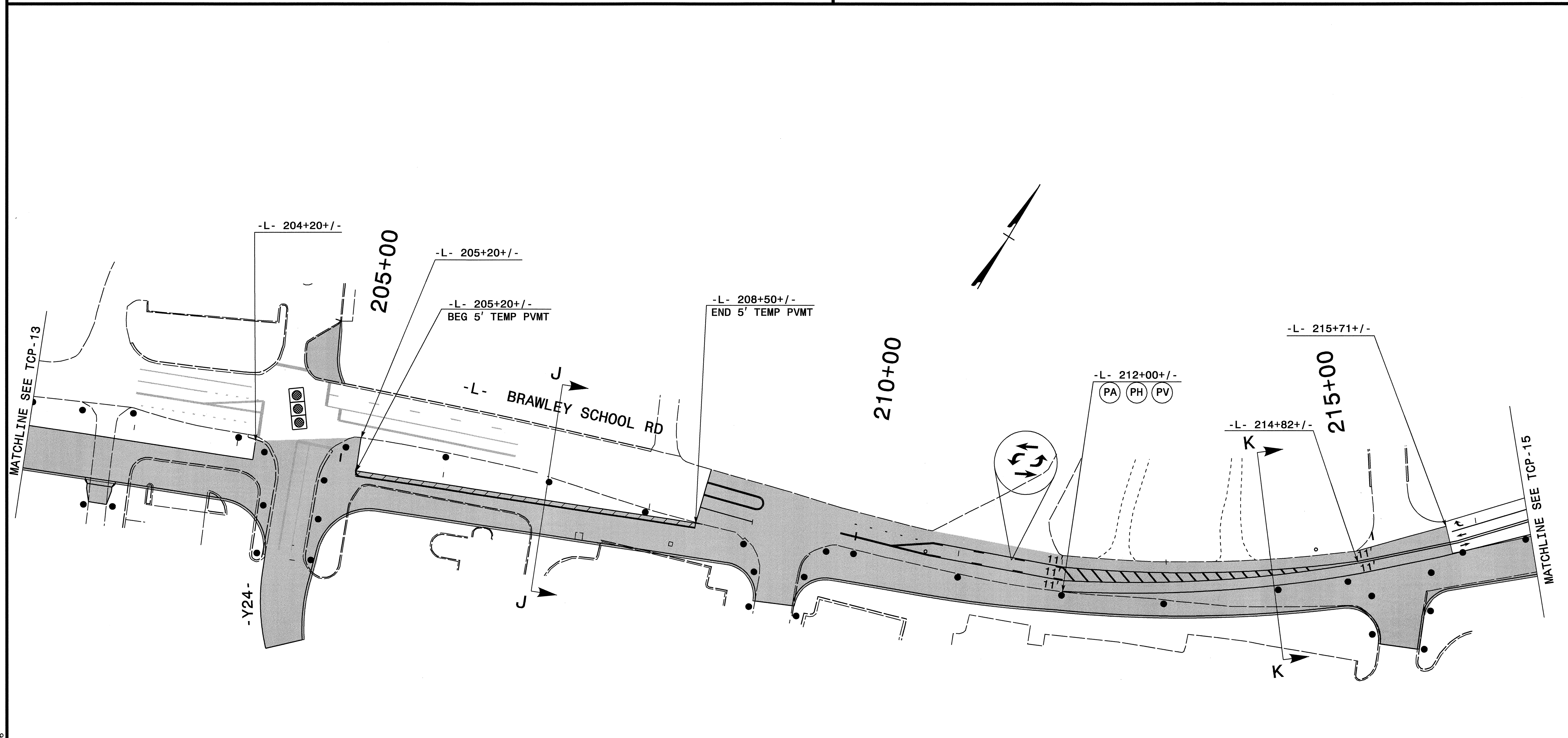
PHASE I	
SCALE: NONE	REVISIONS
DATE: 06/07	
DWG. BY: DR	
DESIGN BY: DR	
REVIEWED BY: DAP	



SECTION J-J -L- 207+00

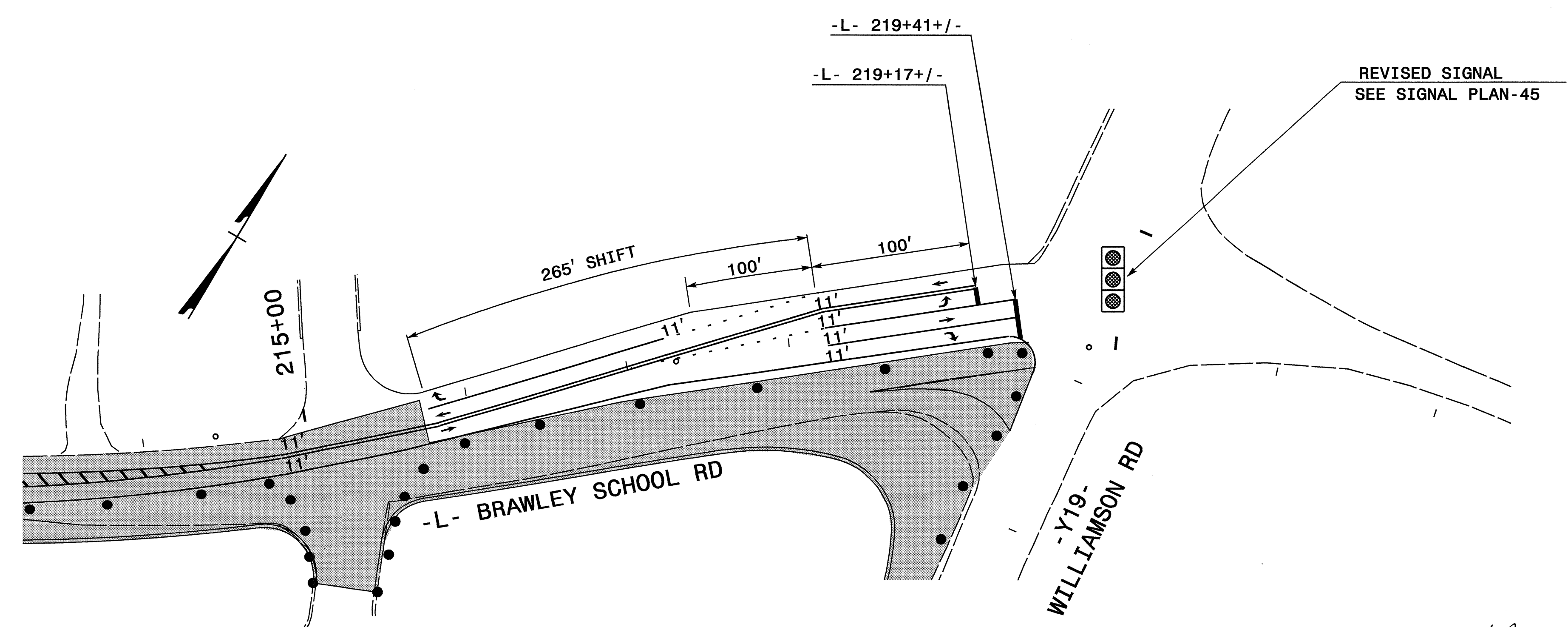
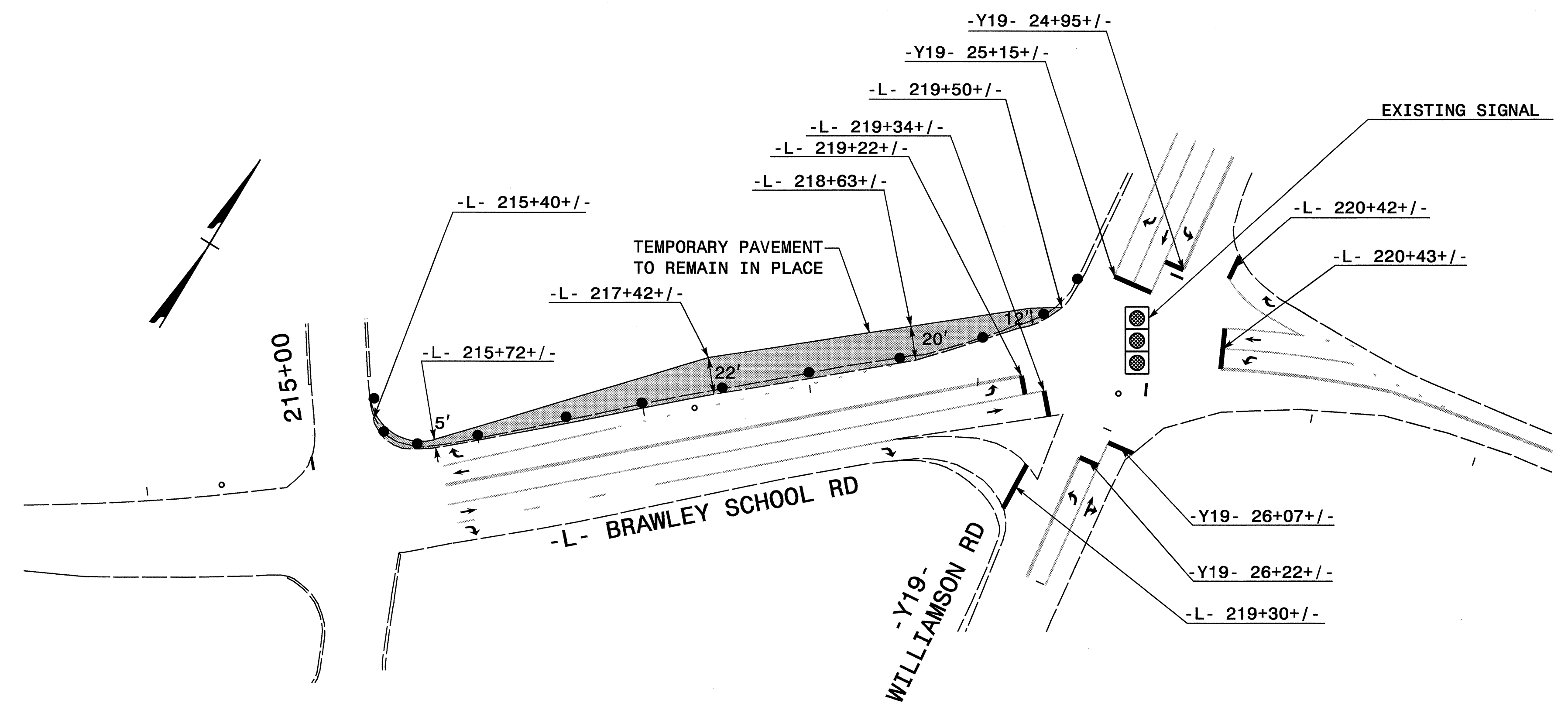


SECTION K-K -L- 214+00

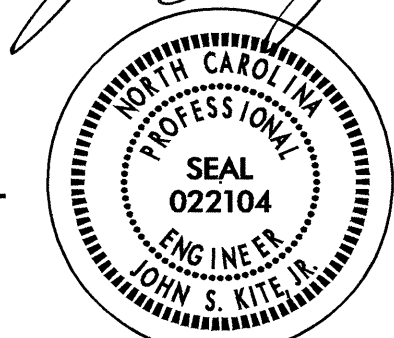
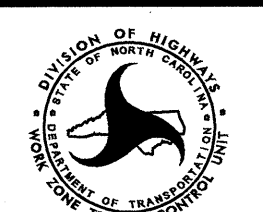


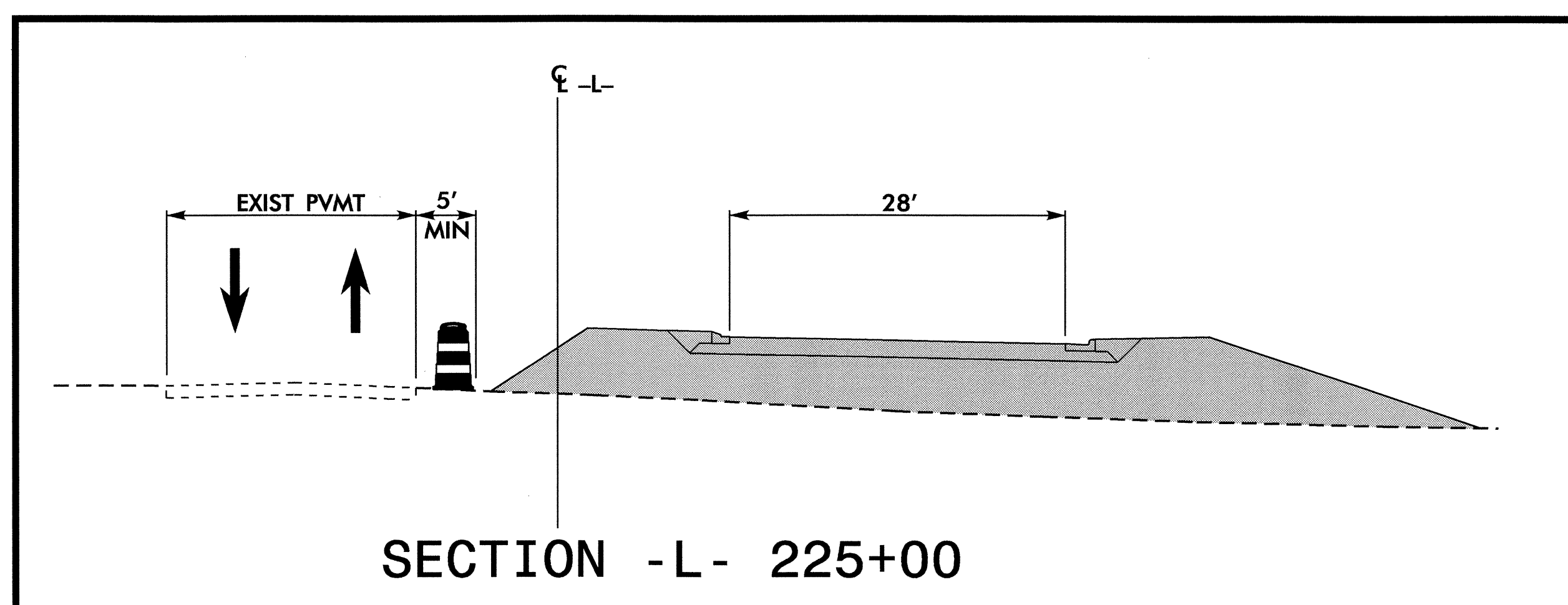
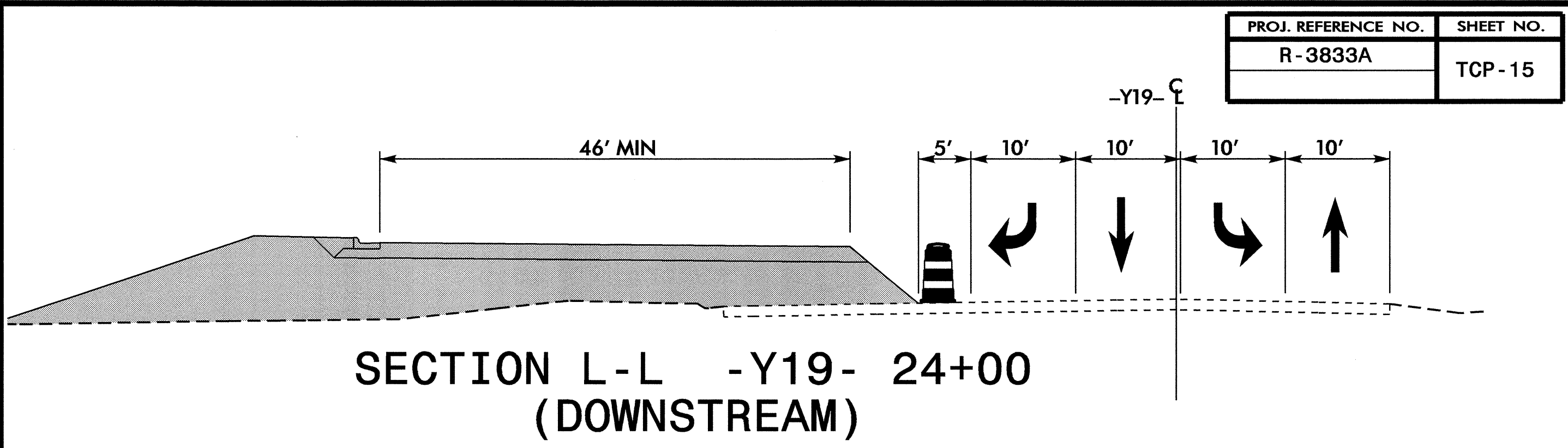
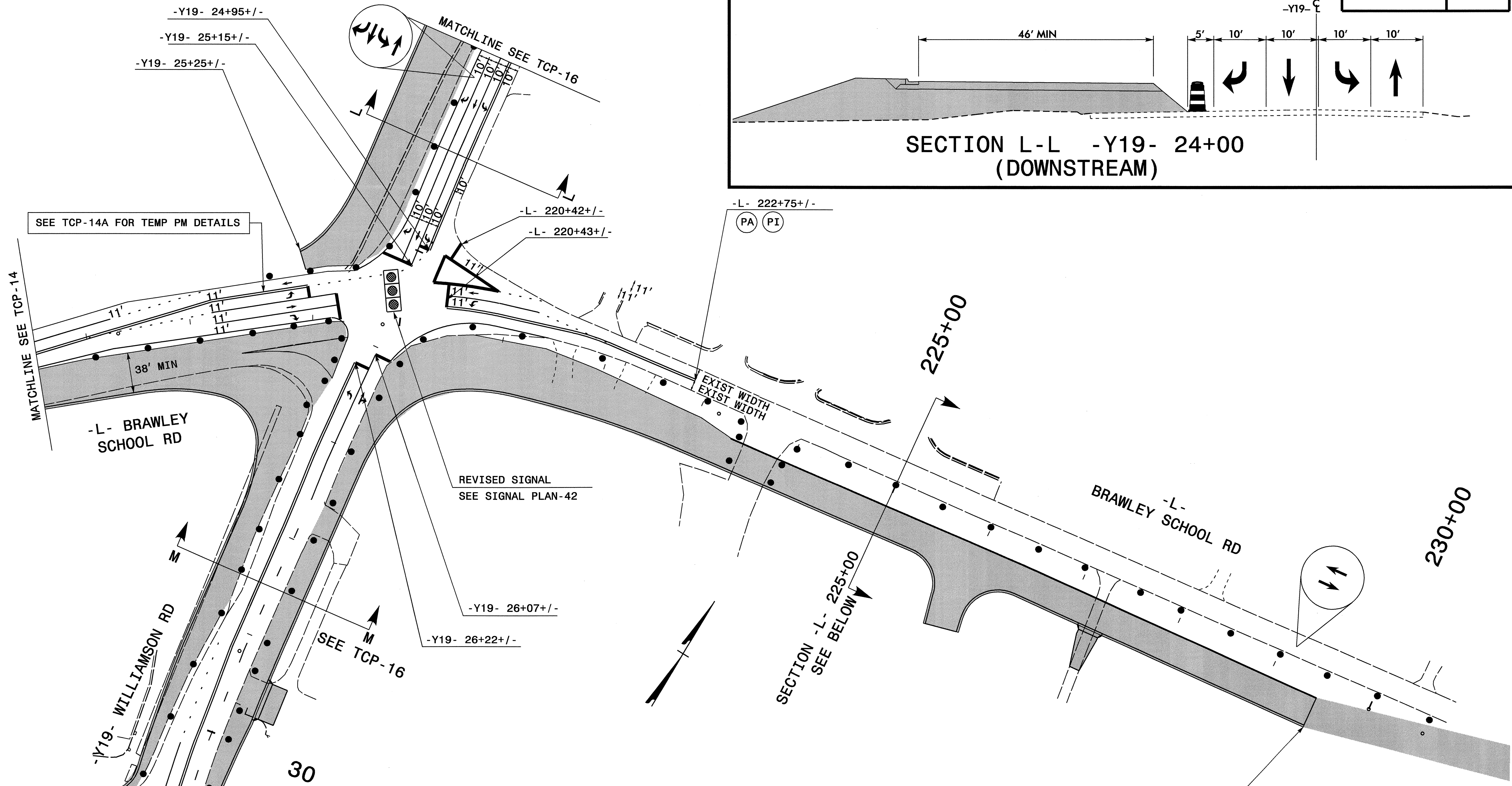
10-JUL-2008 17:07
 \\dot\dfs\00701\p\proj\top\proj\traffic\traffic\control\top\3833a_tcp.pl_top14.dgn
 ddparker AT WZTC244746

APPROVED: <i>[Signature]</i> DATE: 7/10/08	PHASE I										
	SCALE: NONE										
	DATE: 06/07		<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							
	REVISIONS										
DWG. BY: DR											
DESIGN BY: DR											
REVIEWED BY: DAP	CADD FILE										



I:\0-JUL-2008 14:52
 \gdt\gdt\sr\oc\10\p\tr\1\12\p\o\jects-r\3833a\traffic\traffic\top\3833a_fc.pl_top\4a.dgn
 daprker AT MZIC24148

APPROVED: <i>[Signature]</i> DATE: 7/6/07 	PHASE I (TEMPORARY PAVEMENT DETAIL)			SCALE: NONE	REVISIONS <table border="1"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>								
DWG. BY: DR	DATE: 06/07	SCALE: NONE											
DESIGN BY: DR	DATE: 06/07	SCALE: NONE											
REVIEWED BY: DAP	DATE: 06/07	SCALE: NONE											



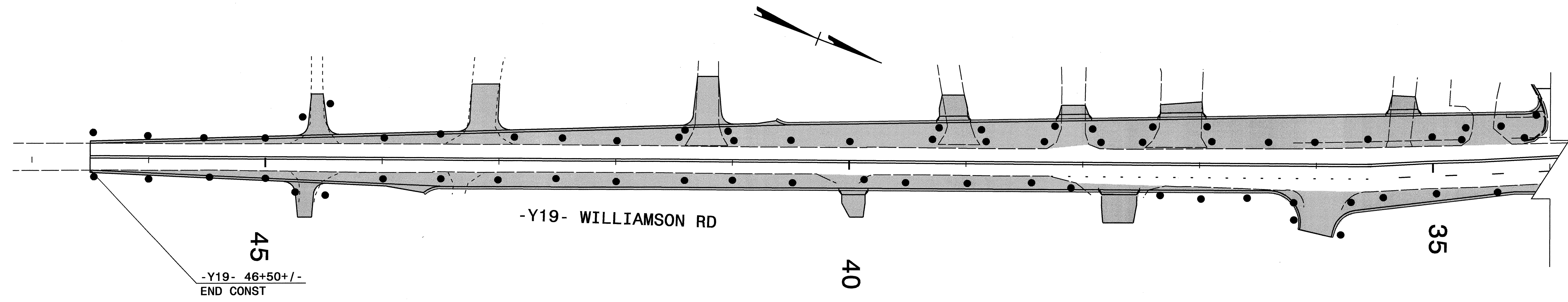
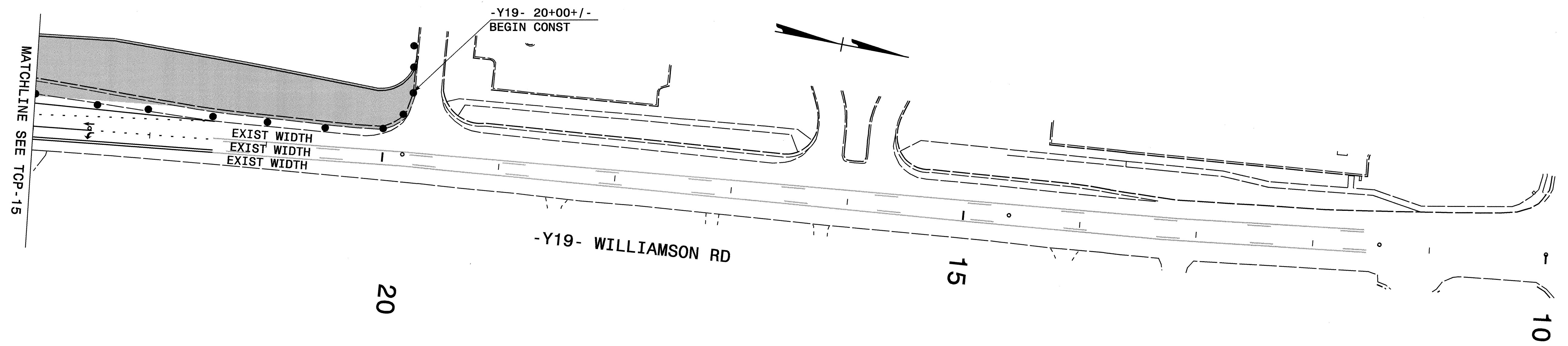
-L- 229+50+/-
BEGIN TEMP X-OVER
(SEE RDY PLANS FOR DESIGN)

10-JUL-2008 14:53
 \\dot\dfs\00101\proj\Tipp\projects-r\3833a\traffico\traffico\top\3833a.tc.pl.topl5.dgn
 dapper AT WZTC244746

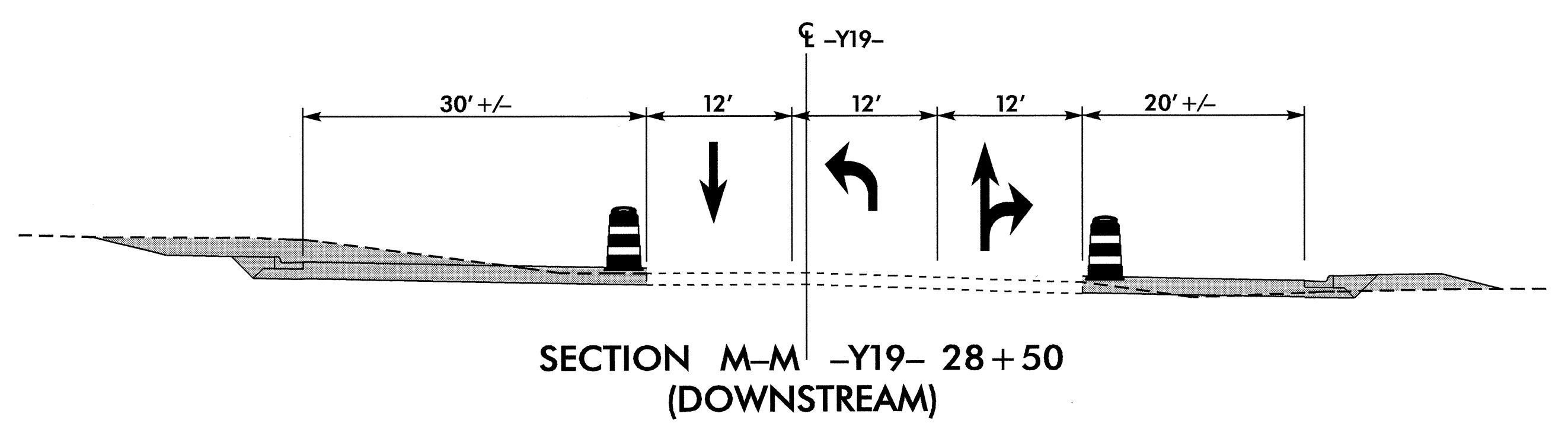
APPROVED: *[Signature]* DATE: 7/1/08

SEAL

PHASE I		REVISIONS	
SCALE:	NONE		
DATE:	06/07		
DWG. BY:	DR		
DESIGN BY:	DR		
REVIEWED BY:	DAP		



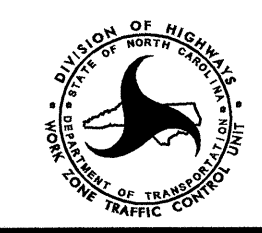
SECTION M-M SEE TCP-15



APPROVED: *[Signature]* DATE: 7/20/08

PHASE I

SCALE: NONE
DATE: 06/07
DWG. BY: DR
DESIGN BY: DR
REVIEWED BY: DAP

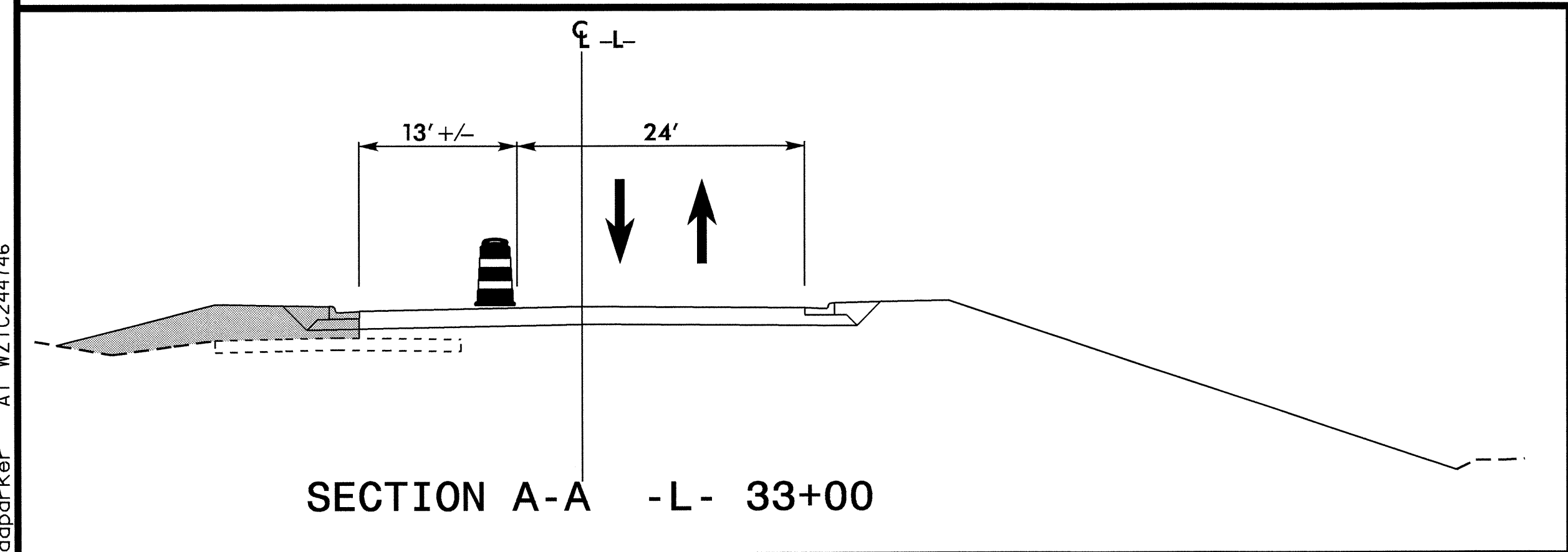
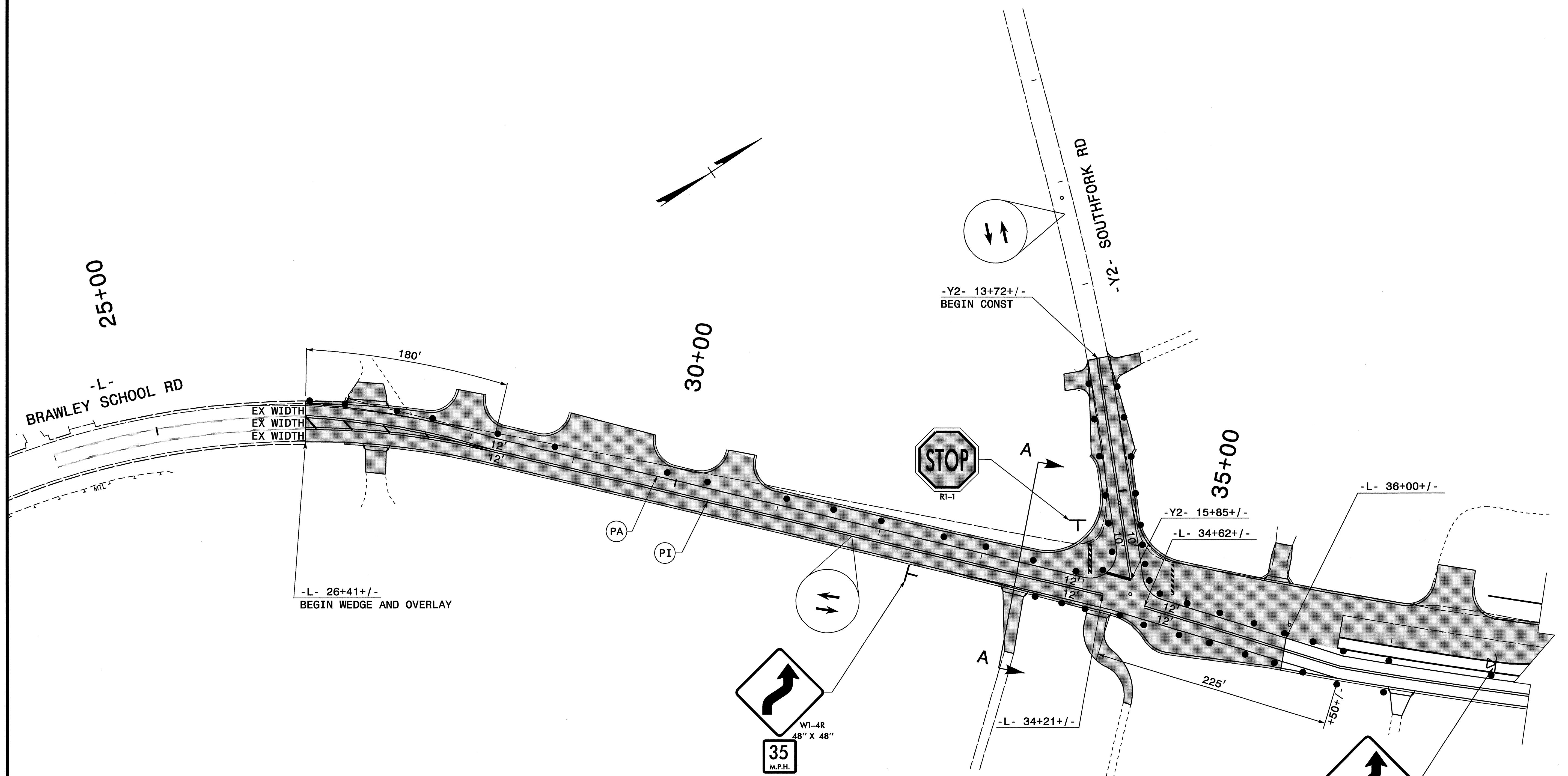


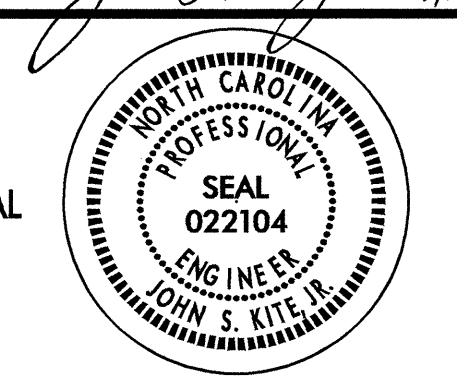
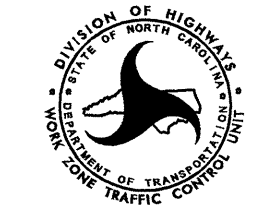
REVISIONS

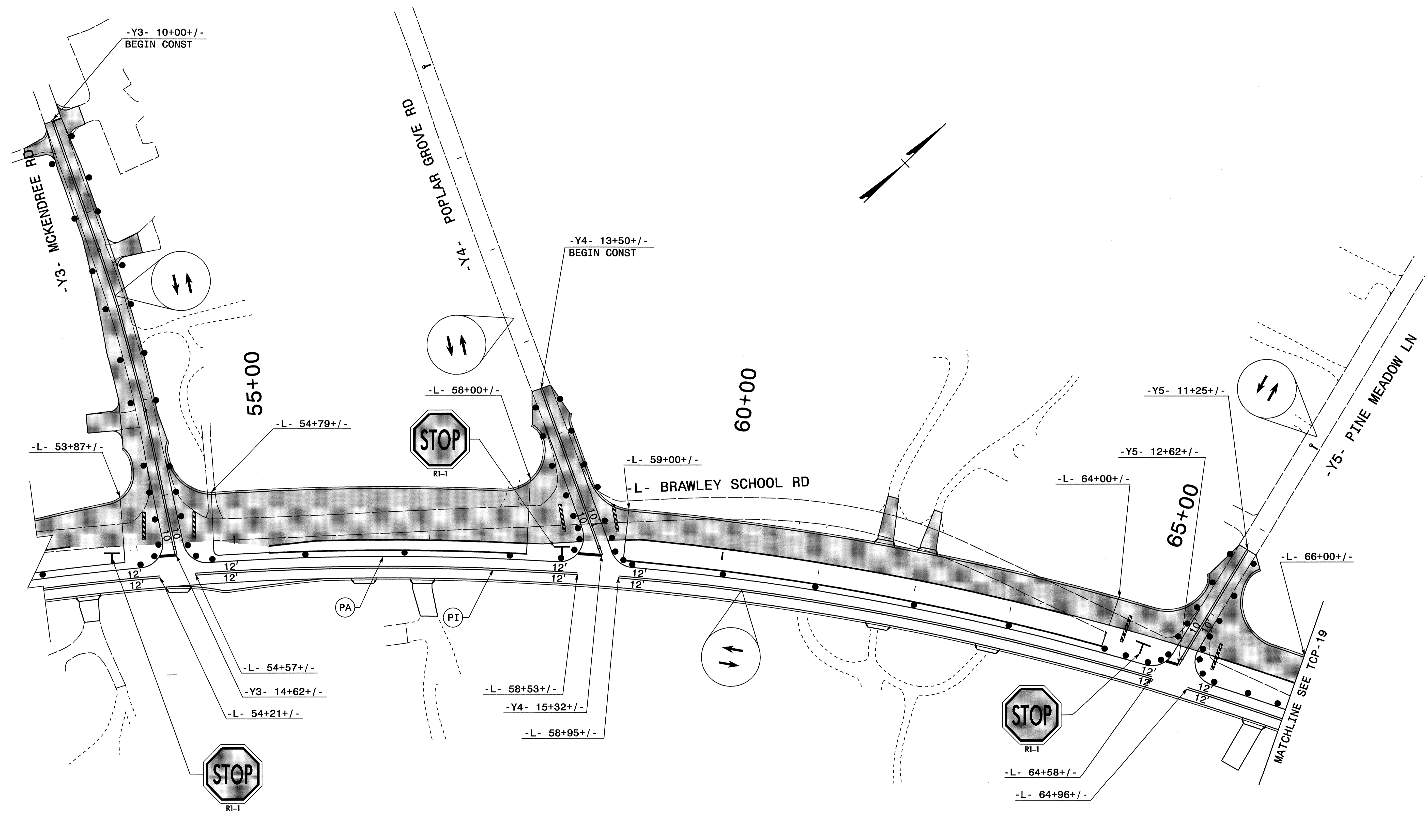
CADD FILE

I:\0-JUL-2008 17:07
d:\dot\dfs\0010\apf01\ippprojects-r\3833a\tr\affio\tr\affiocontrol\tcp\3833a_to_p.l\top16.dgn
daparker AT WZTC244746


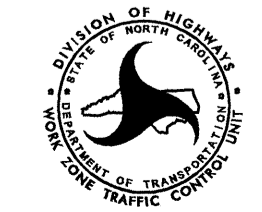
10-JUL-2008 17:08
\\dot\dfs\projects\r3833a\traffic\trafficcontrol\top\r3833a.tc.p2.topi7.dgn
daparker AT WZTC244746

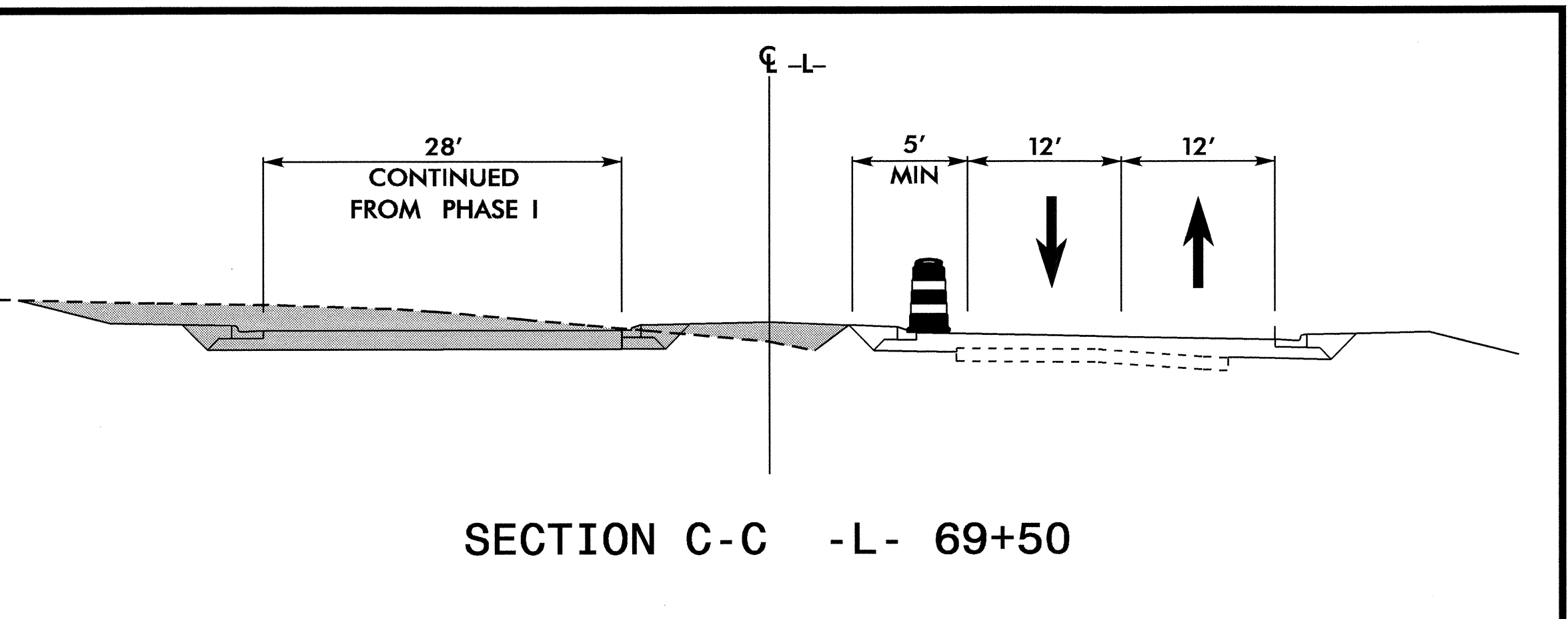
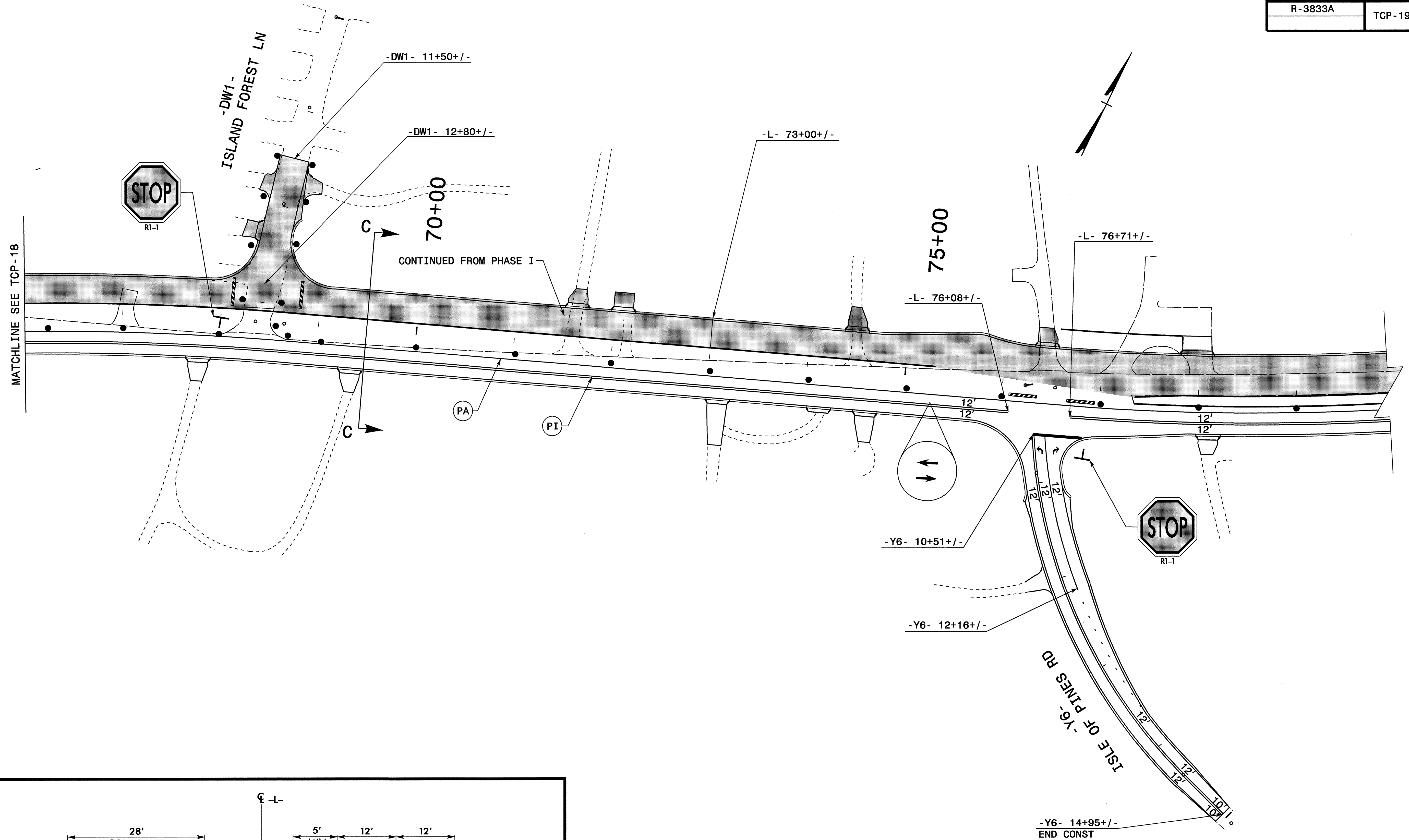


APPROVED: <i>[Signature]</i> DATE: 7/10/08	PHASE II		
SEAL 	SCALE: NONE		
	DATE: 06/07		REVISIONS
	DWG. BY: DR		
	DESIGN BY: DR		
REVIEWED BY: DAP		CADD FILE	



10-JUL-2008 17:08
 \\dot\dfs\oc\top\projects-r\3833a\tr\affio\tr\affiocontrol\top\3833a_tc_p2_top18.dgn
 daprker AT WZTC24746

APPROVED: <i>[Signature]</i> DATE: 7/10/08 	PHASE II							
	SCALE: NONE DATE: 07/07 DWG. BY: DR DESIGN BY: DR REVIEWED BY: DAP		REVISIONS <table border="1"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>					



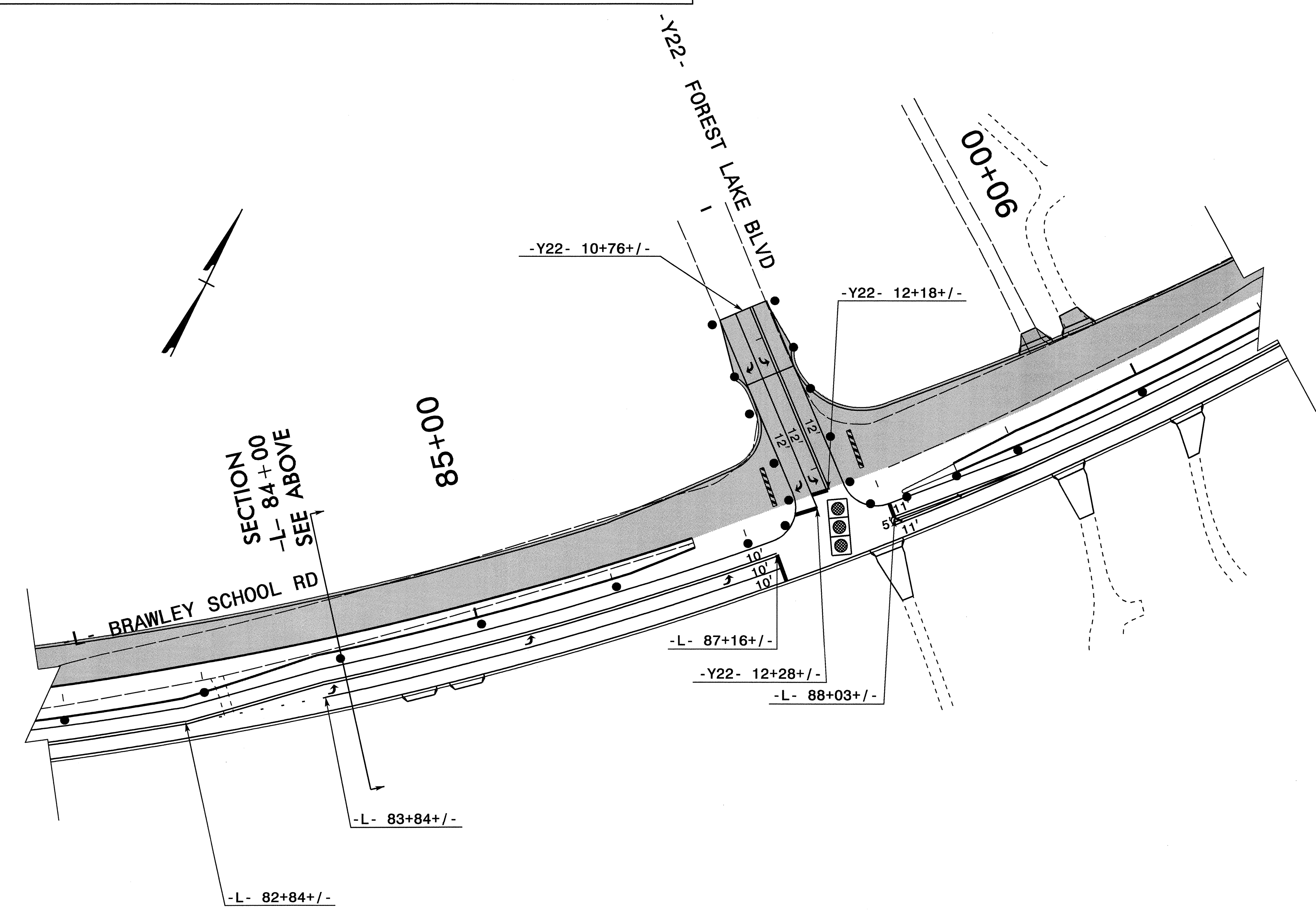
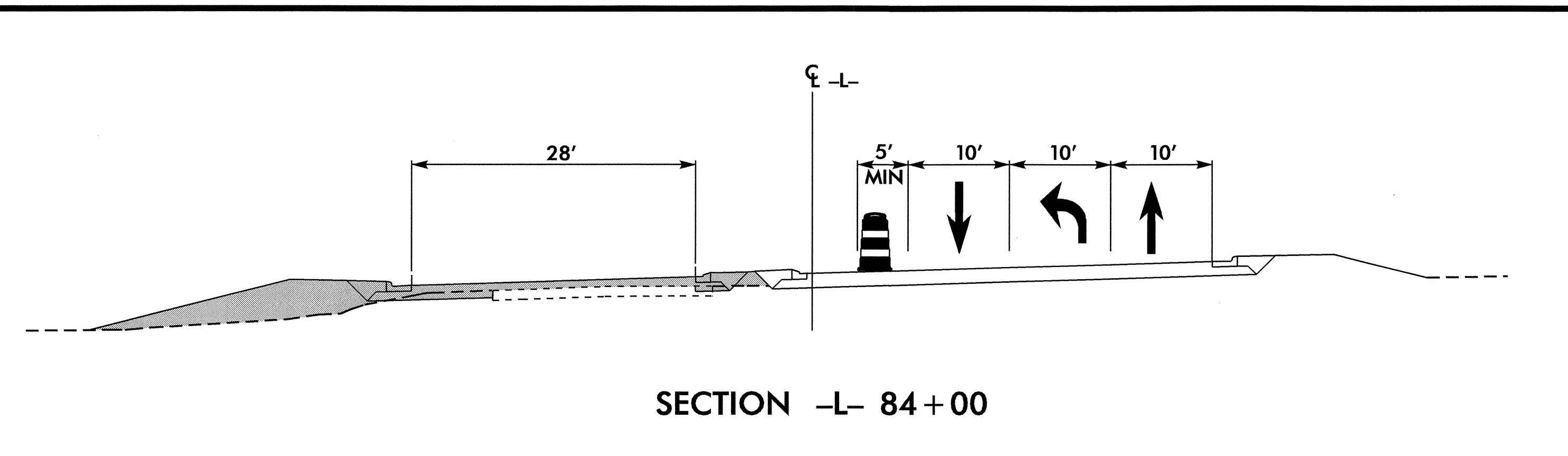
10-JUL-2008 17:08
 \\dot\dfs\o\top\proj\proj\traffic\traffic\top\3833a\top\3833a.tc.p2.top9.dgn
 dparke AT WZTC244746

APPROVED: *John S. Kite* DATE: 7/10/08

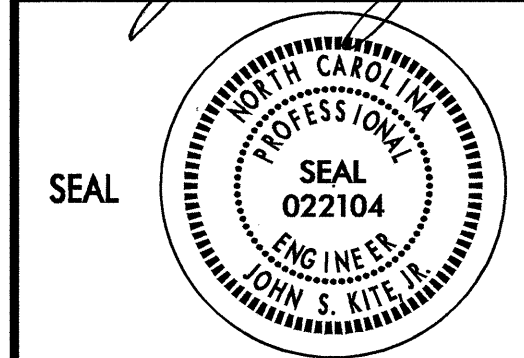
SEAL

PHASE II

SCALE:	NONE		<table border="1"> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	REVISIONS							
REVISIONS											
DATE:	07/07										
DWG. BY:	DR										
DESIGN BY:	DR										
REVIEWED BY:	DAP	CADD FILE									



APPROVED: *[Signature]* DATE: 7/16/07

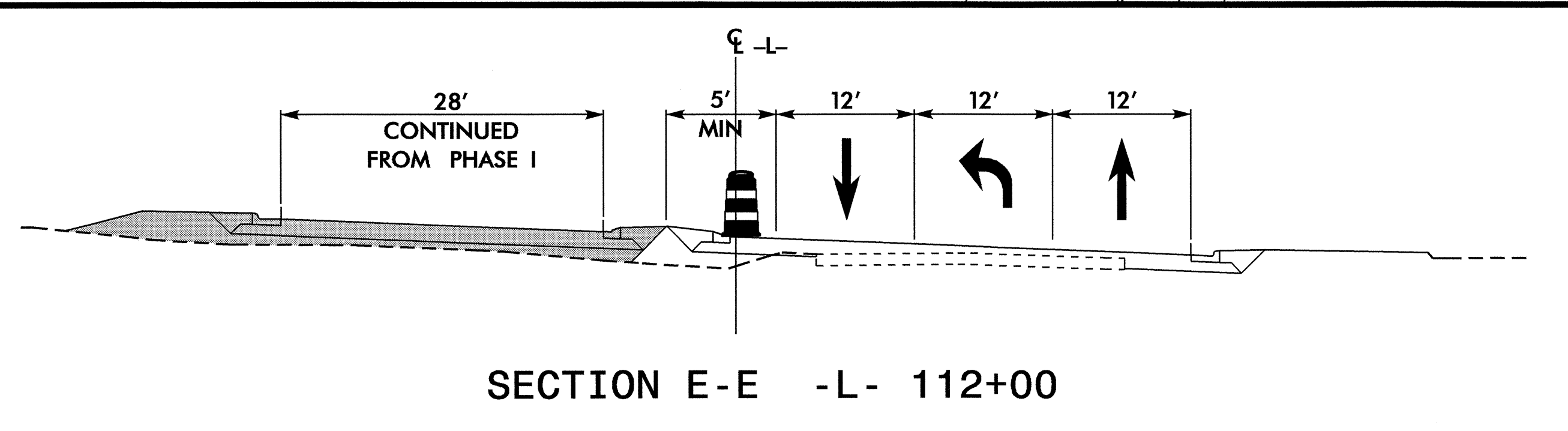
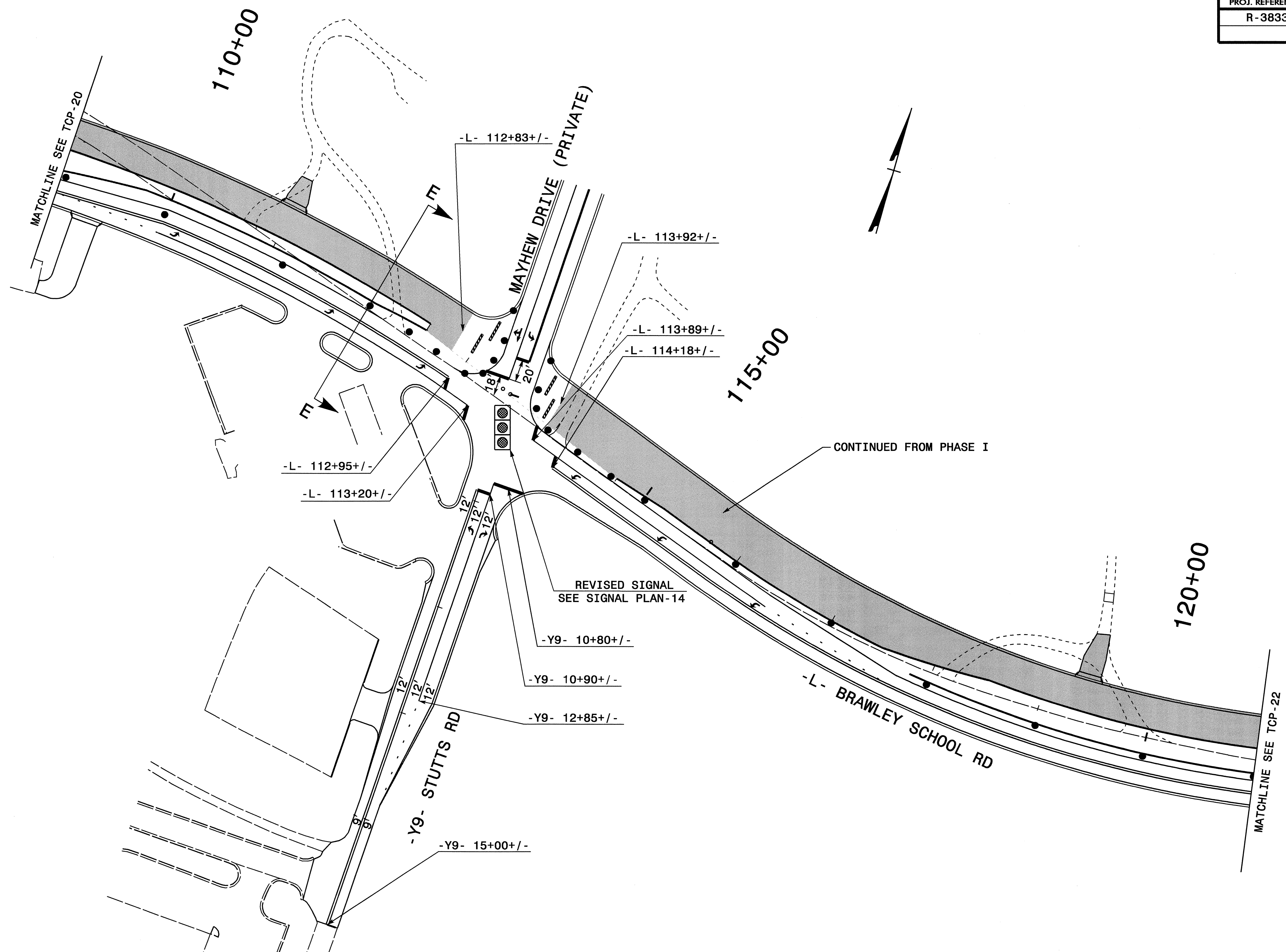


PHASE II

SCALE:	NONE
DATE:	07/07
DWG. BY:	DR
DESIGN BY:	DR
REVIEWED BY:	DAP

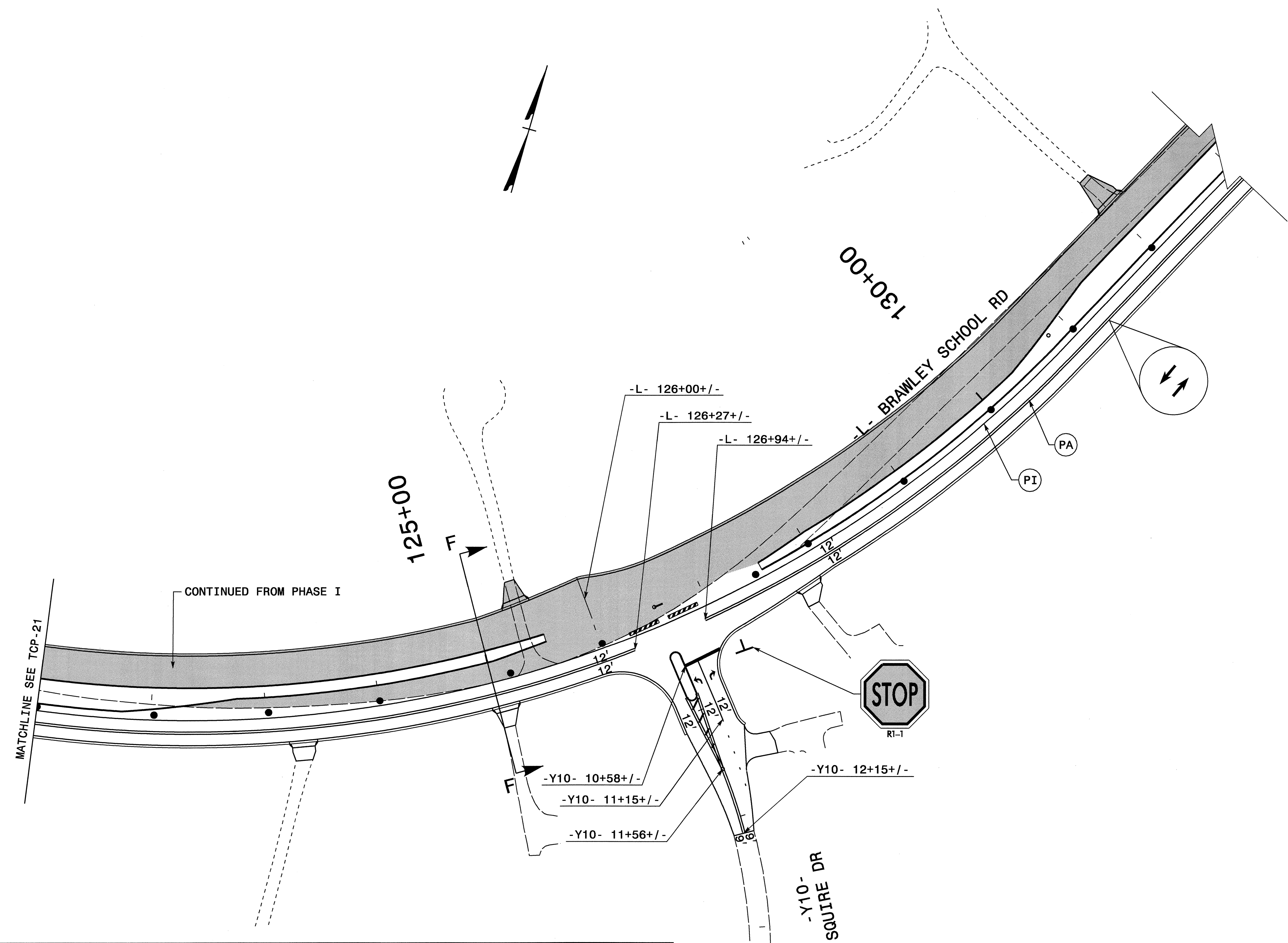


REVISIONS	



10-JUL-2008 14:53
 \\dot\dfs\00101\p\proj\top\traffic\traffic\control\top\3833a.tc.p2_top21.dgn
 at WZTC244746
 dparker

APPROVED:	DATE: 7/10/08	PHASE II									
	SCALE: NONE			<table border="1"> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>		REVISIONS					
	REVISIONS										
DWG. BY: DR											
DESIGN BY: DR											
REVIEWED BY: DAP											



MATCHLINE SEE TCP-21

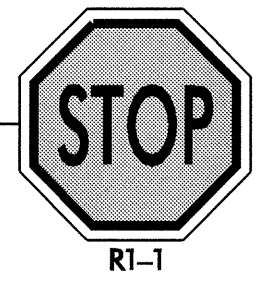
CONTINUED FROM PHASE I

125+00

00+00

BRAWLEY SCHOOL RD

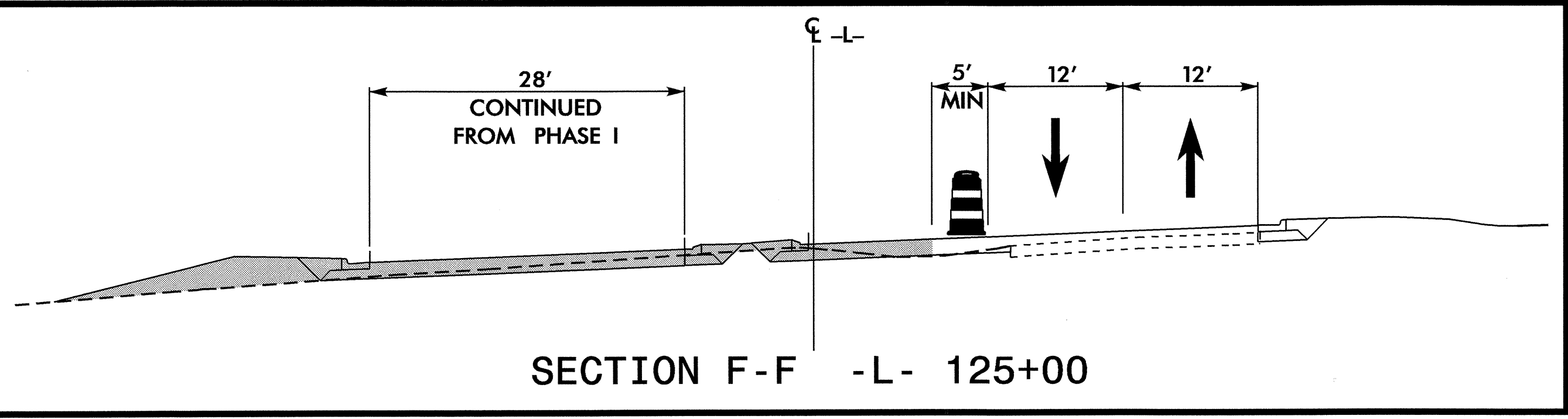
SQUIRE DR



-L- 126+00+/-
-L- 126+27+/-
-L- 126+94+/-

-Y10- 10+58+/-
-Y10- 11+15+/-
-Y10- 11+56+/-

-Y10- 12+15+/-



SECTION F-F -L- 125+00

10-JUL-2008 17:09
 \\dot\dfsroot\proj\proj\trafficcontrol\tcp\3833a_fc.p2_top22.dgn
 dpar-ker AT WZTC244746

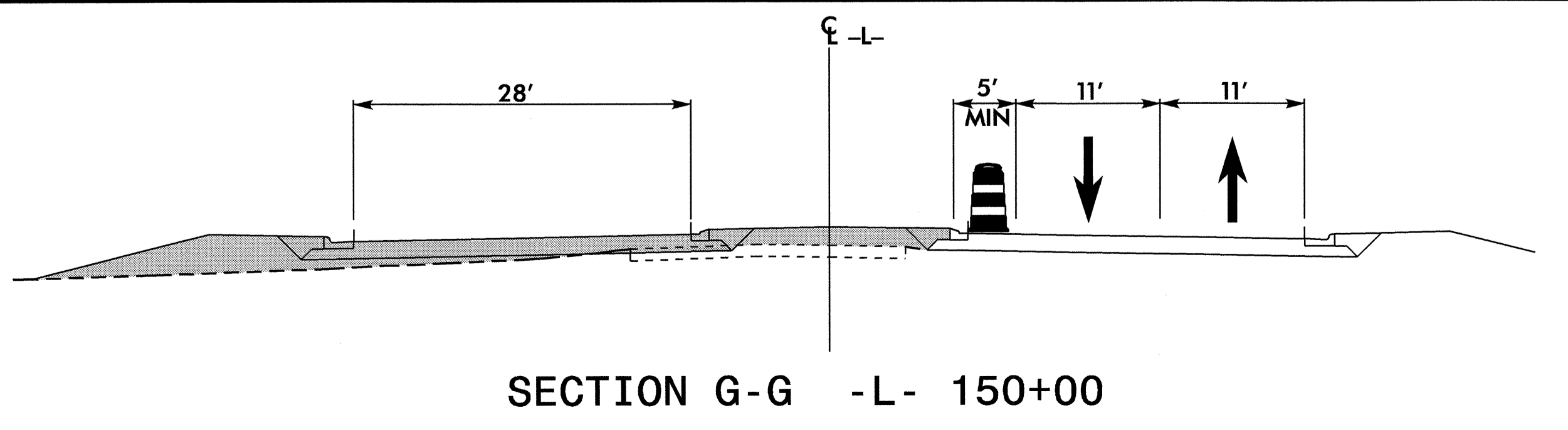
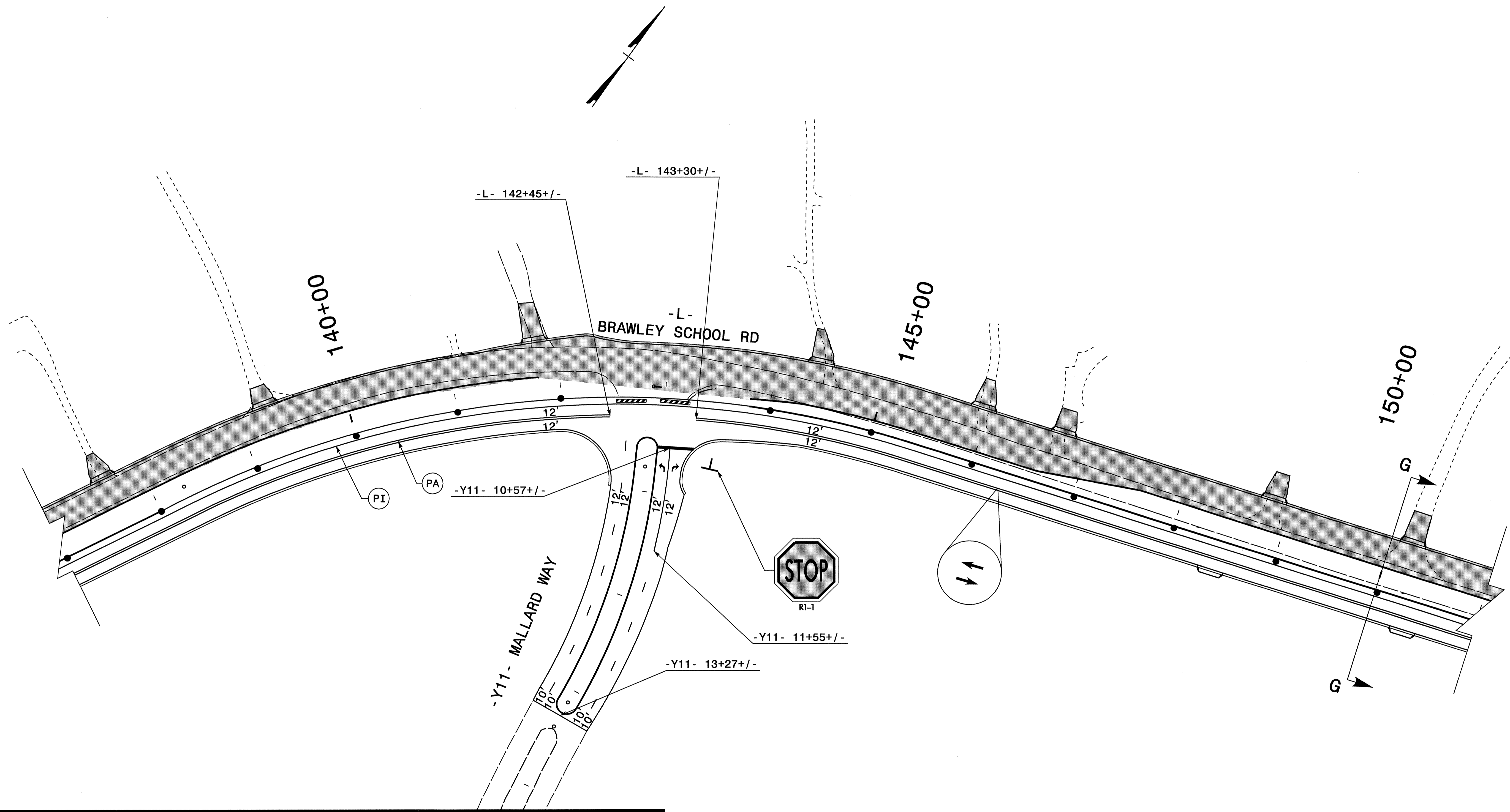
APPROVED: *[Signature]* DATE: 7/10/06

PHASE II

SCALE: NONE
DATE: 07/07
DWG. BY: DR
DESIGN BY: DR
REVIEWED BY: DAP

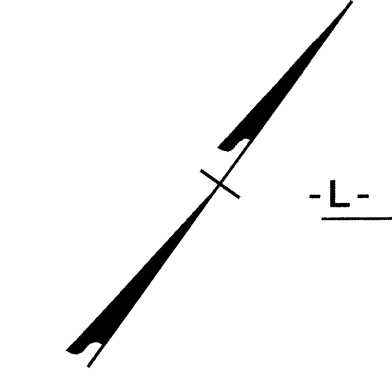
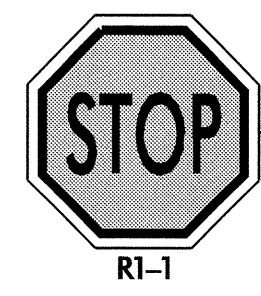
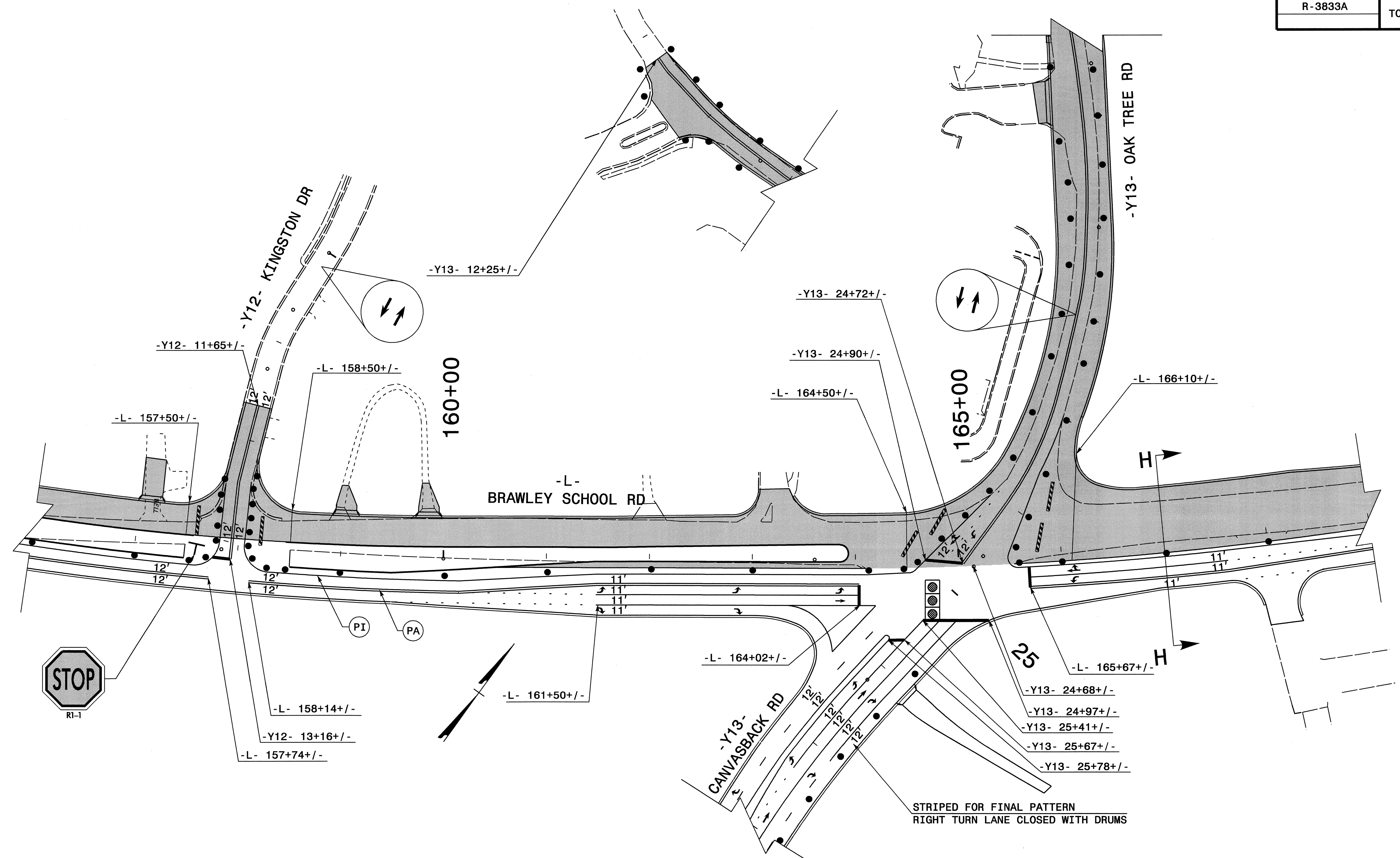


REVISIONS



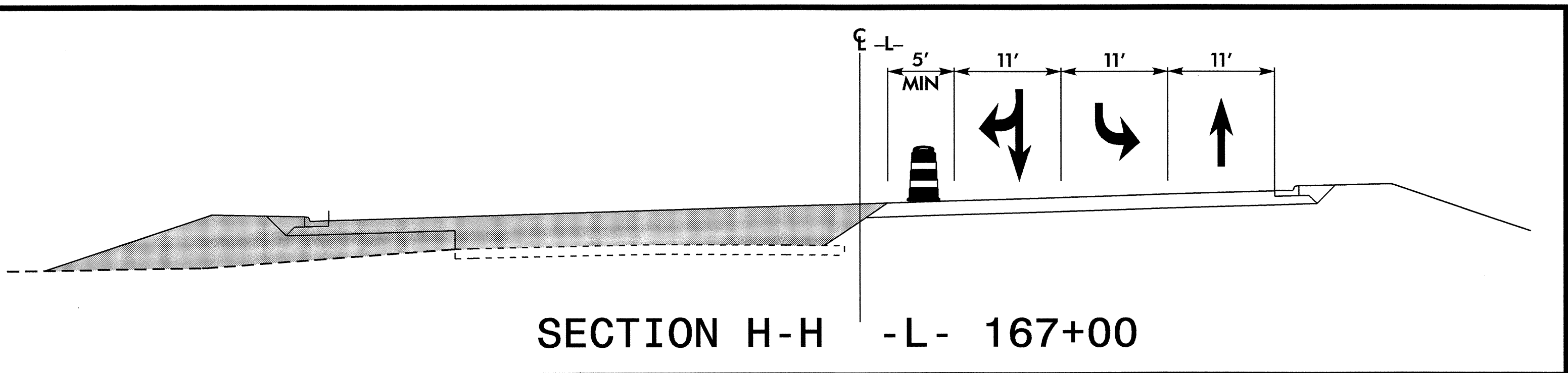
10-JUL-2008 17:09
 \\dot\dfs\p0101\proj\projects-r\3833a\traffic\control\top\3833a-to-p2_top23.dgn
 daprker AT WZTC24746

APPROVED: <i>John S. Kite</i> DATE: 7/10/07 SEAL	PHASE II							
	SCALE: NONE DATE: 07/07 DWG. BY: DR DESIGN BY: DR REVIEWED BY: DAP		REVISIONS <table border="1"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>					

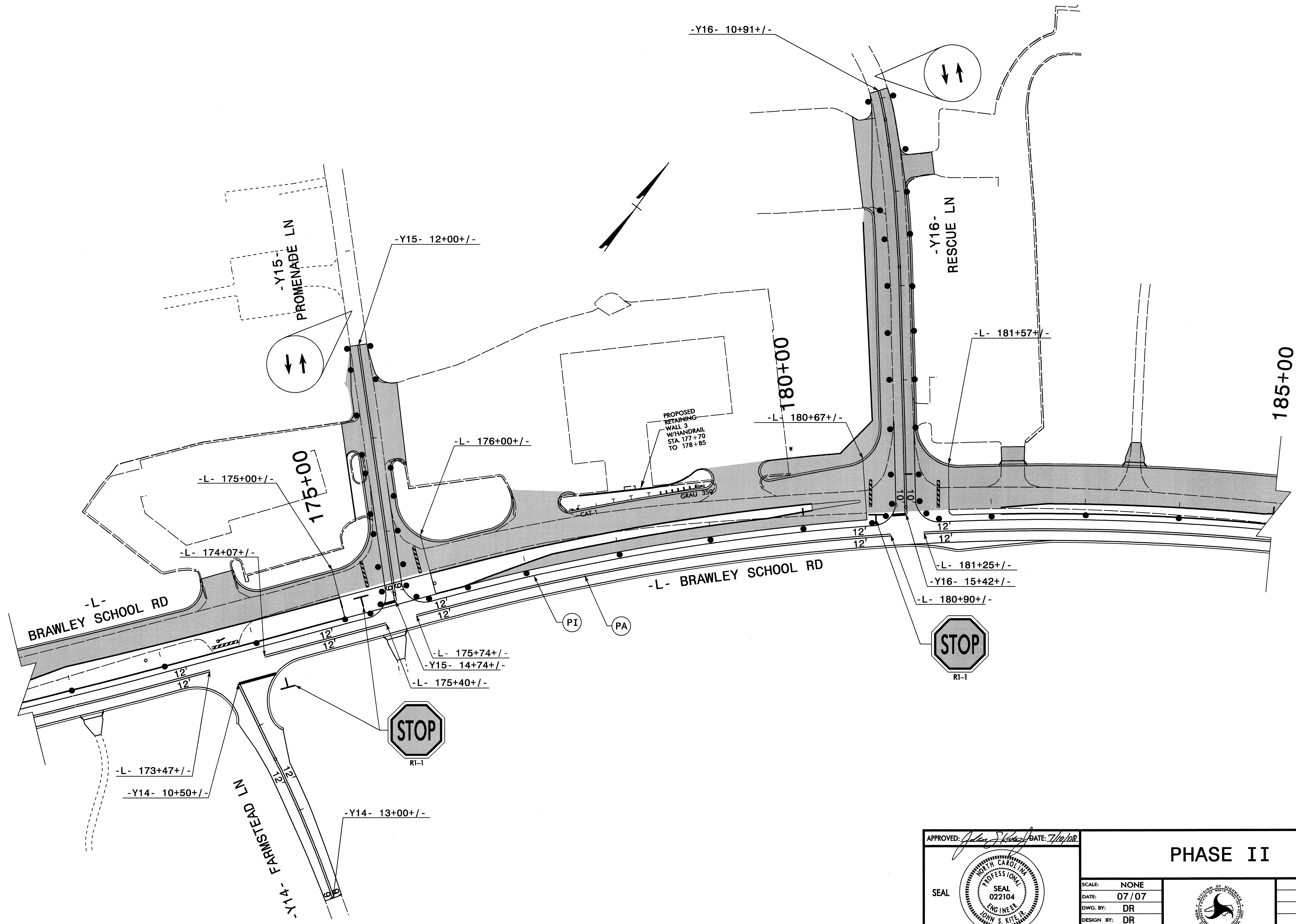


STRIPED FOR FINAL PATTERN
RIGHT TURN LANE CLOSED WITH DRUMS

10-JUL-2008 17:40
\\dot\dfsroot\top\proj\11\proj\projects-r\3833a\traffic\trafficcontrol\top\3833a_top.p2_top24.dgn
daparker AT WZTC244746

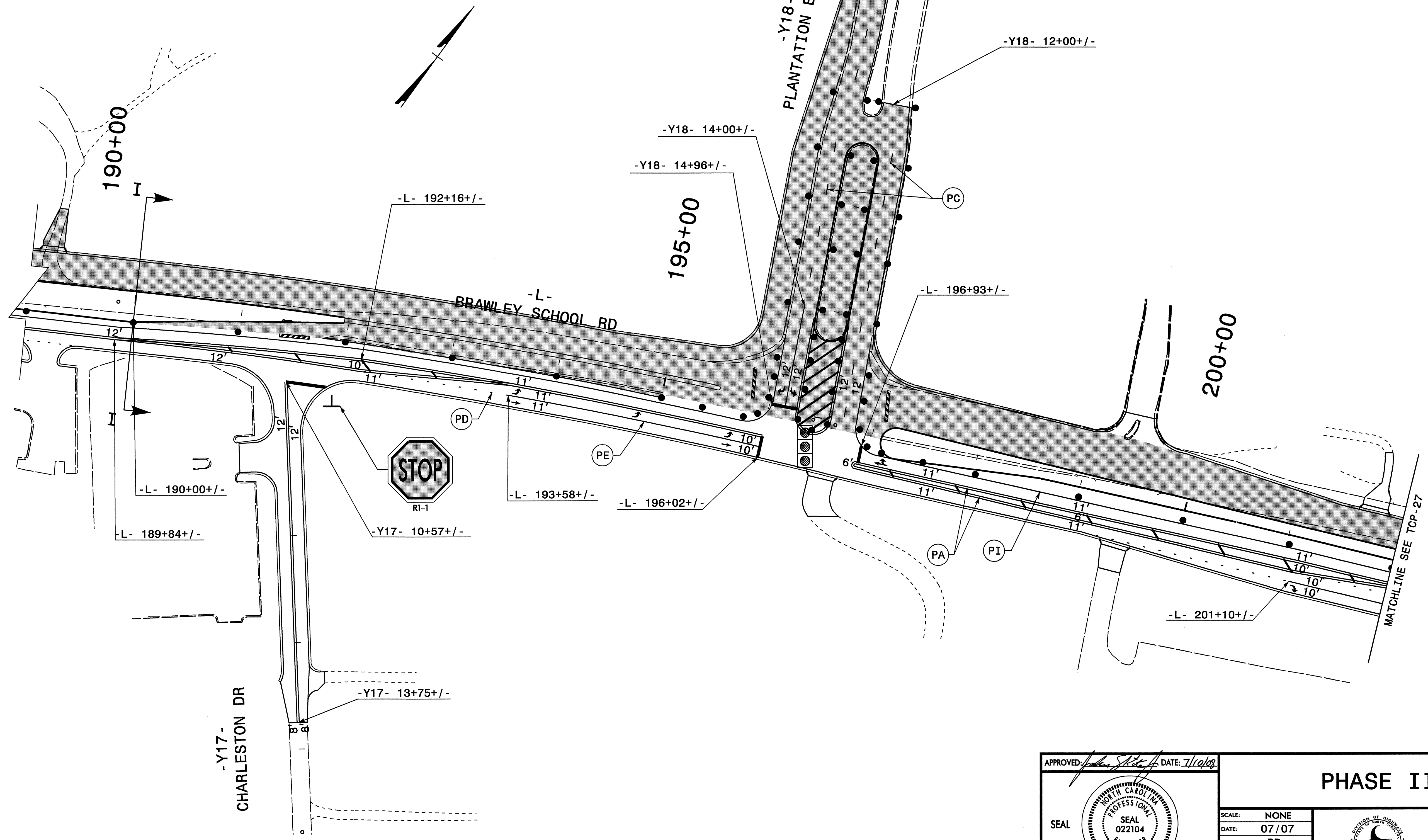
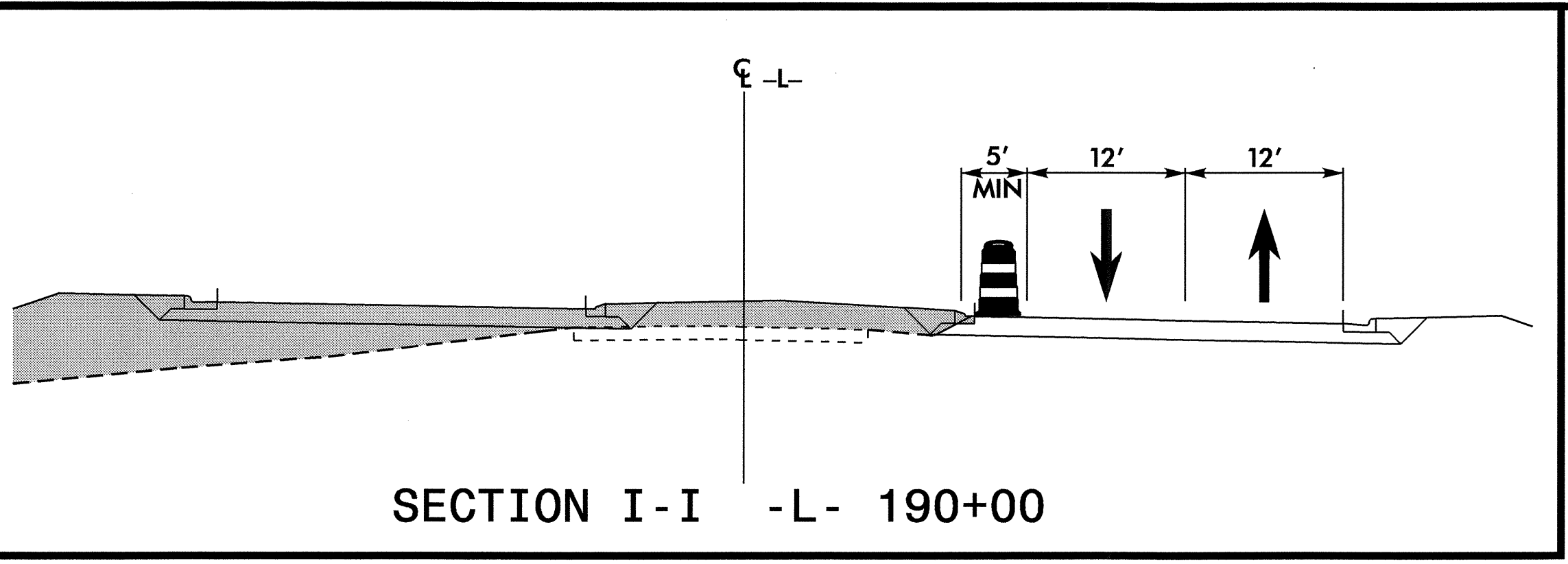


APPROVED: <i>[Signature]</i> DATE: 7/19/07		PHASE II									
				<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table>		REVISIONS					
		REVISIONS									
SEAL	SCALE: NONE		CADD FILE								
	DATE: 07/07										
	DWG. BY: DR										
	DESIGN BY: DR										
	REVIEWED BY: DAP										

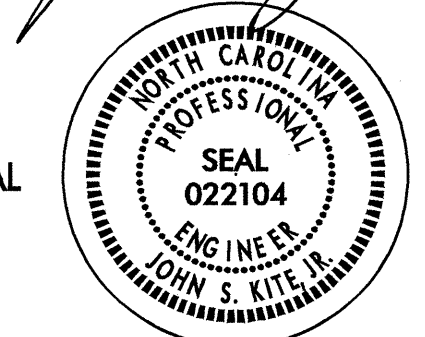
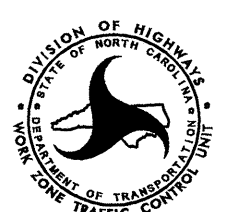


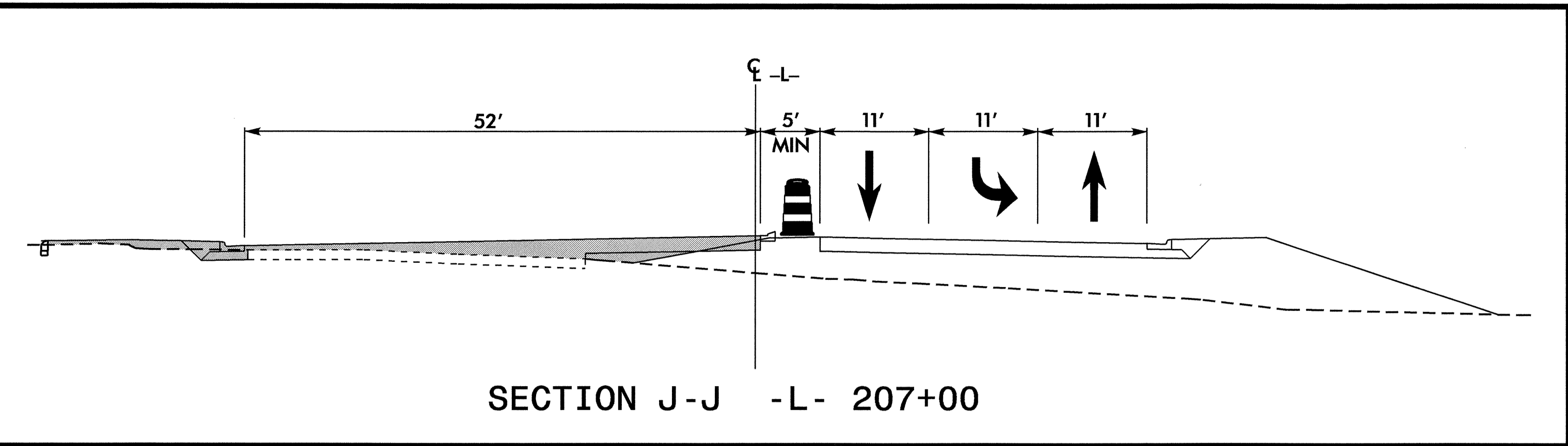
10-JUL-2008 17:10
 \\dot\dfsroot\proj\top\projects-r\3833a\traffic\trafficcontrol\top\3833a_fc.p2_top25.dgn
 daprker AT WZTC24746

APPROVED: <i>John S. Kite</i> DATE: 7/10/08	PHASE II													
	SCALE: NONE	<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> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>	REVISIONS											
	REVISIONS													
DATE: 07/07														
DWG. BY: DR														
DESIGN BY: DR														
REVIEWED BY: DAP	CADD FILE													

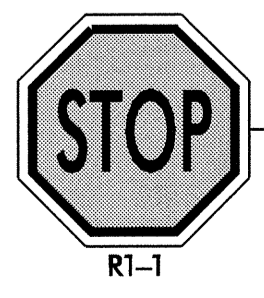
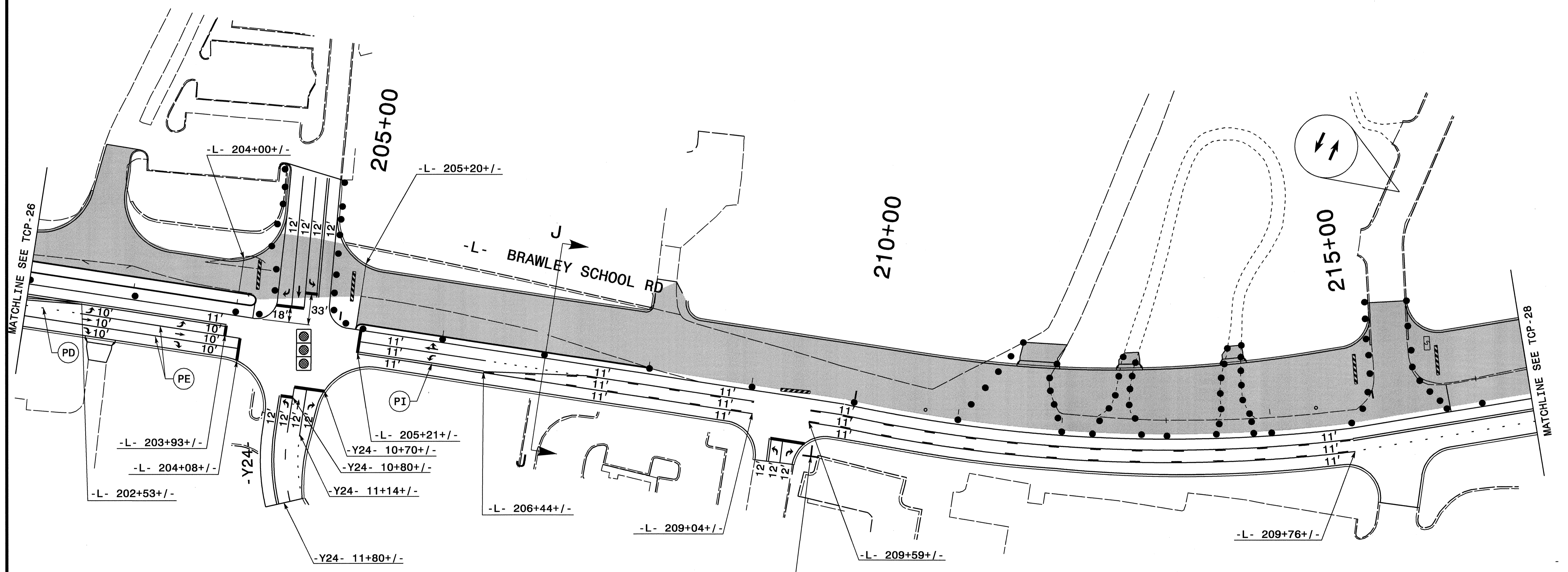
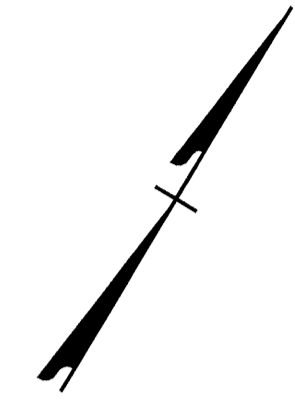


I:\0-JUL-2008 17:40
 \dot\gfr\0010\pfr\01\ppr\jects-r\3833a\tr\affic\tr\afficcontrol\top\r-3833a_tc.p2_top26.dgn
 daprker AT WZTC244746

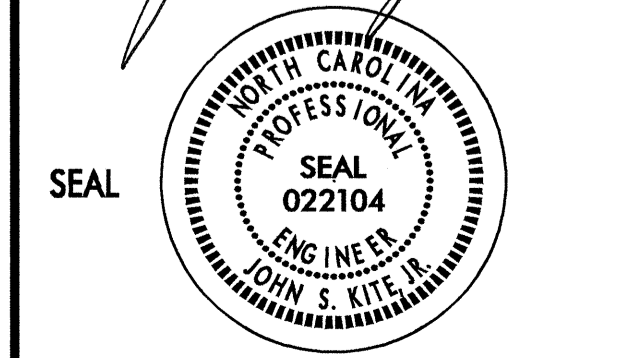
APPROVED: <i>[Signature]</i> DATE: 7/10/08 	PHASE II							
	SCALE: NONE DATE: 07/07 DWG. BY: DR DESIGN BY: DR REVIEWED BY: DAP		REVISIONS <table border="1"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>					



SECTION J-J -L- 207+00

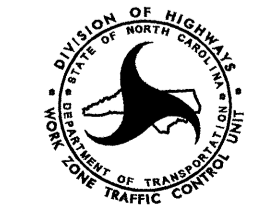


APPROVED: *[Signature]* DATE: 7/10/08



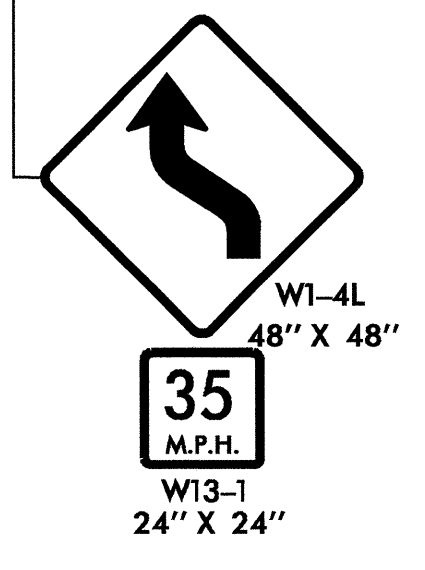
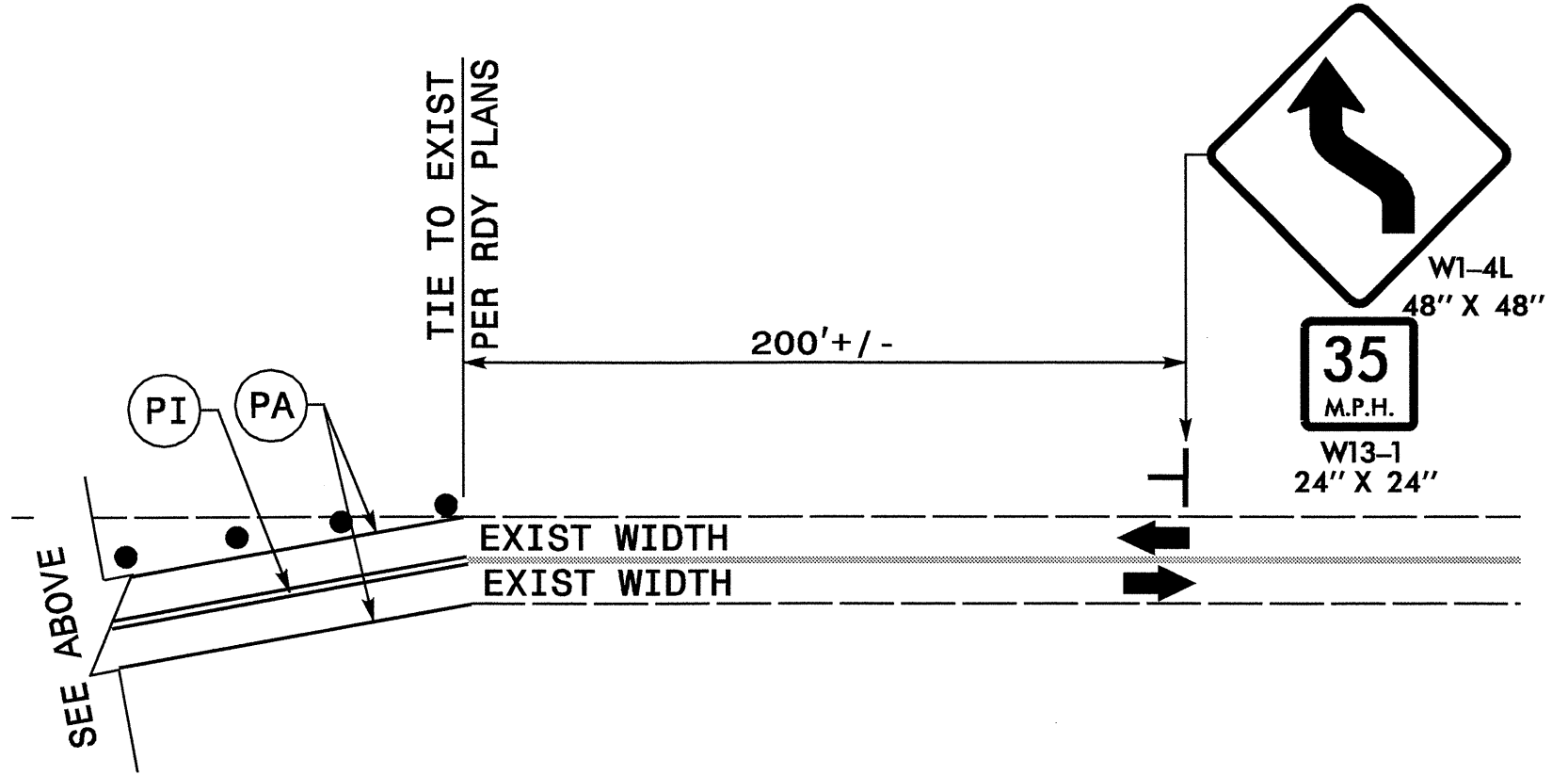
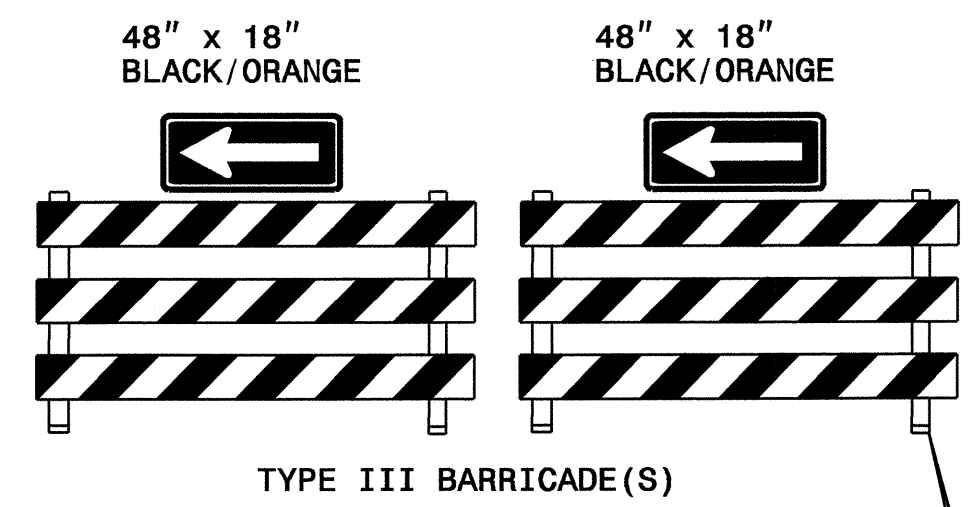
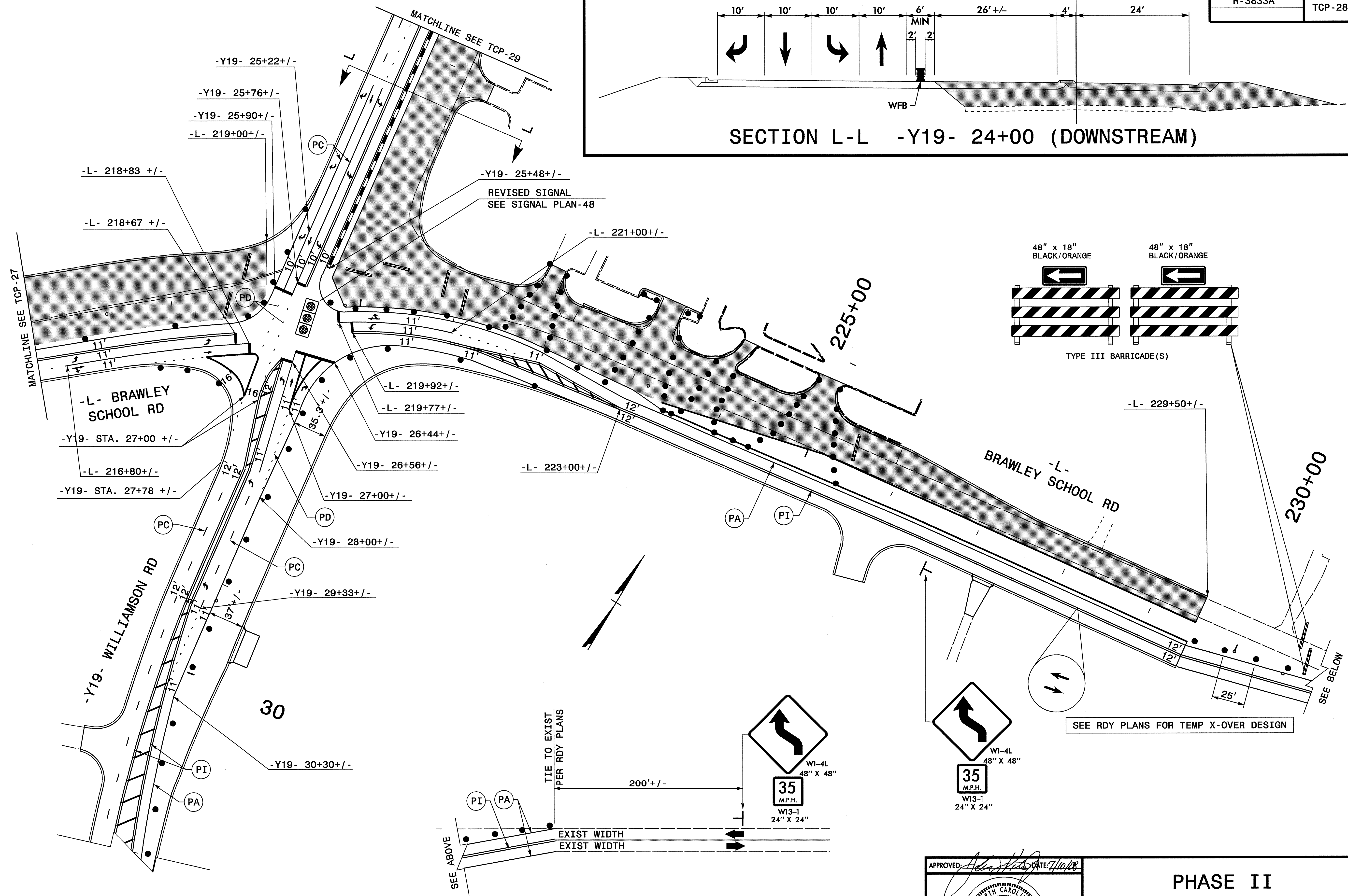
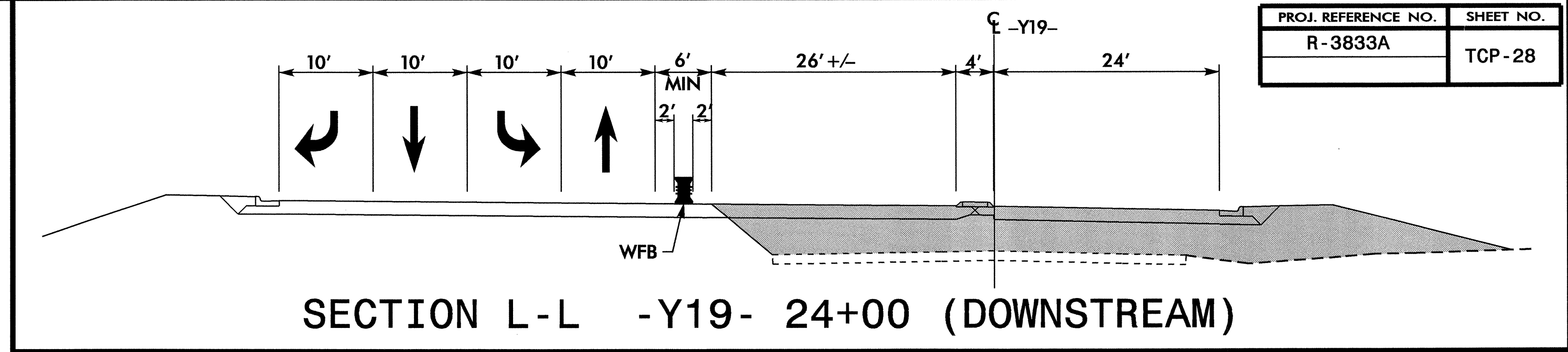
PHASE II

SCALE: NONE
DATE: 07/07
DWG. BY: DR
DESIGN BY: DR
REVIEWED BY: DAP



REVISIONS	

I:\0-JUL-2008 17:40
 \dot\dfseroot\p\proj\p\proj\traffic\control\top\3833a\traffic\control\top\3833a\top\p2_top27.dgn
 daprker AT WZTC24746

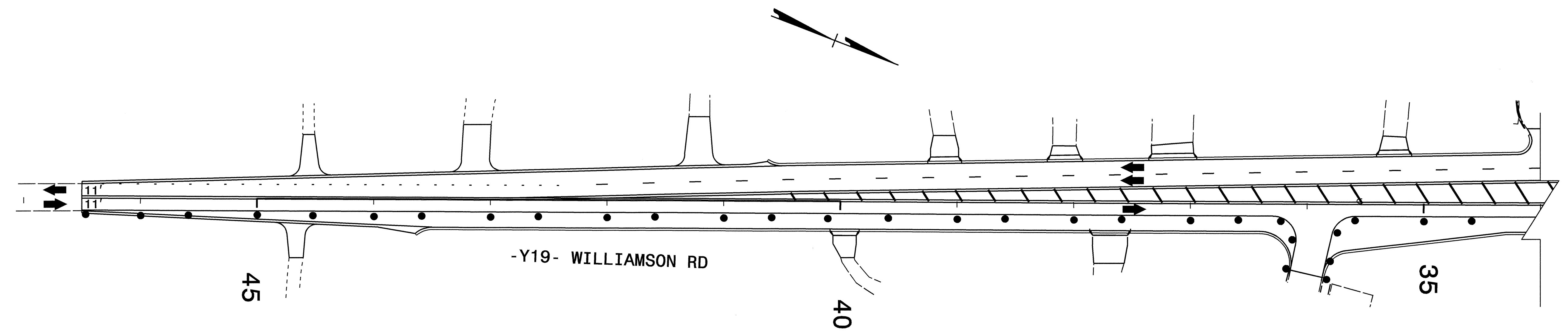
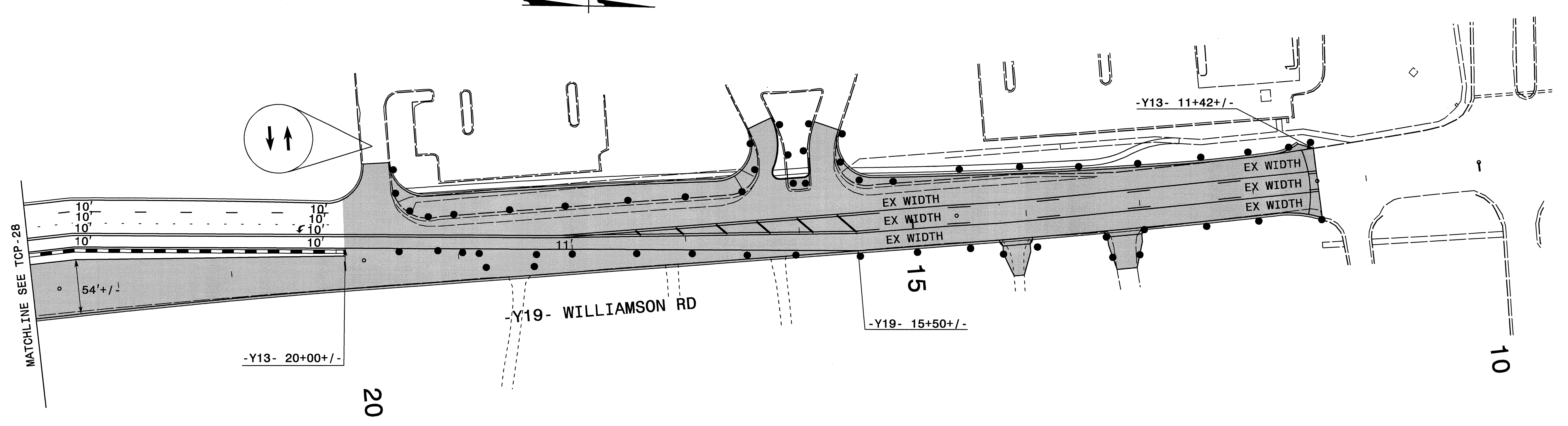


14-JUL-2008 09:55
 \\dot\dfsroot\01\Proj\Tipp\Projects-r\3833a\trafficcontrol\tcp\3833a-tc-p2-top28.dgn
 AT WZTC237460
 dercharson

APPROVED: *[Signature]* DATE: 7/10/08
 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 022104
 JOHN S. KITE, P.E.

PHASE II

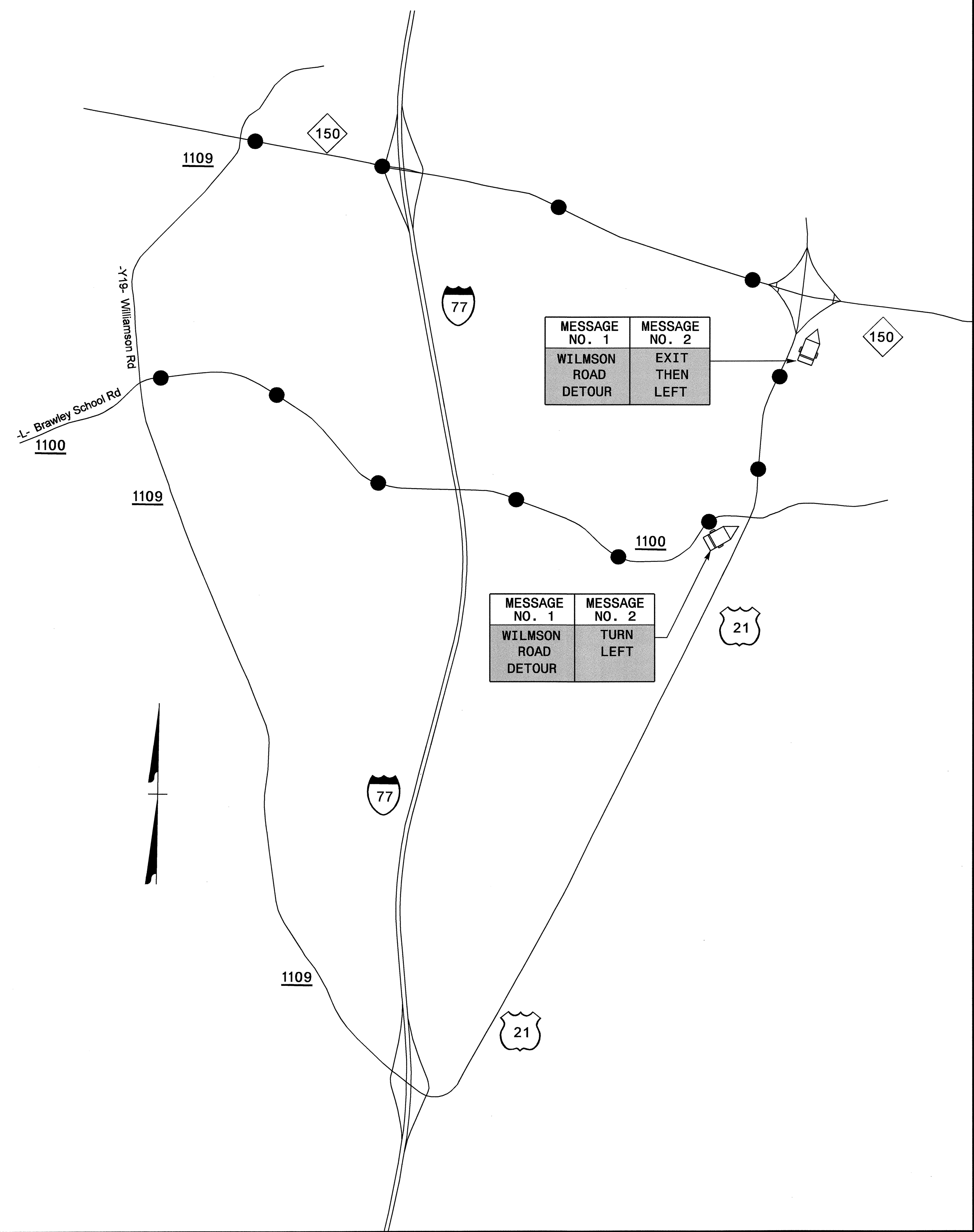
SCALE: NONE		REVISIONS
DATE: 07/07		
DWG. BY: DR		
DESIGN BY: DR		
REVIEWED BY: DAP		



14-JUL-2008 09:54
 \\dot\dfsroot\01\Proj\Tipp\Projects\r-3833a\traffic\control\top\r-3833a-to-p2_top29.dgn
 AT WZTC237460
 derichardson

APPROVED: <i>[Signature]</i> DATE: 7/6/08	PHASE II									
	SCALE: NONE	<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							
	REVISIONS									
DATE: 07/07										
DWG. BY: DR										
DESIGN BY: DR										
REVIEWED BY: DAP										

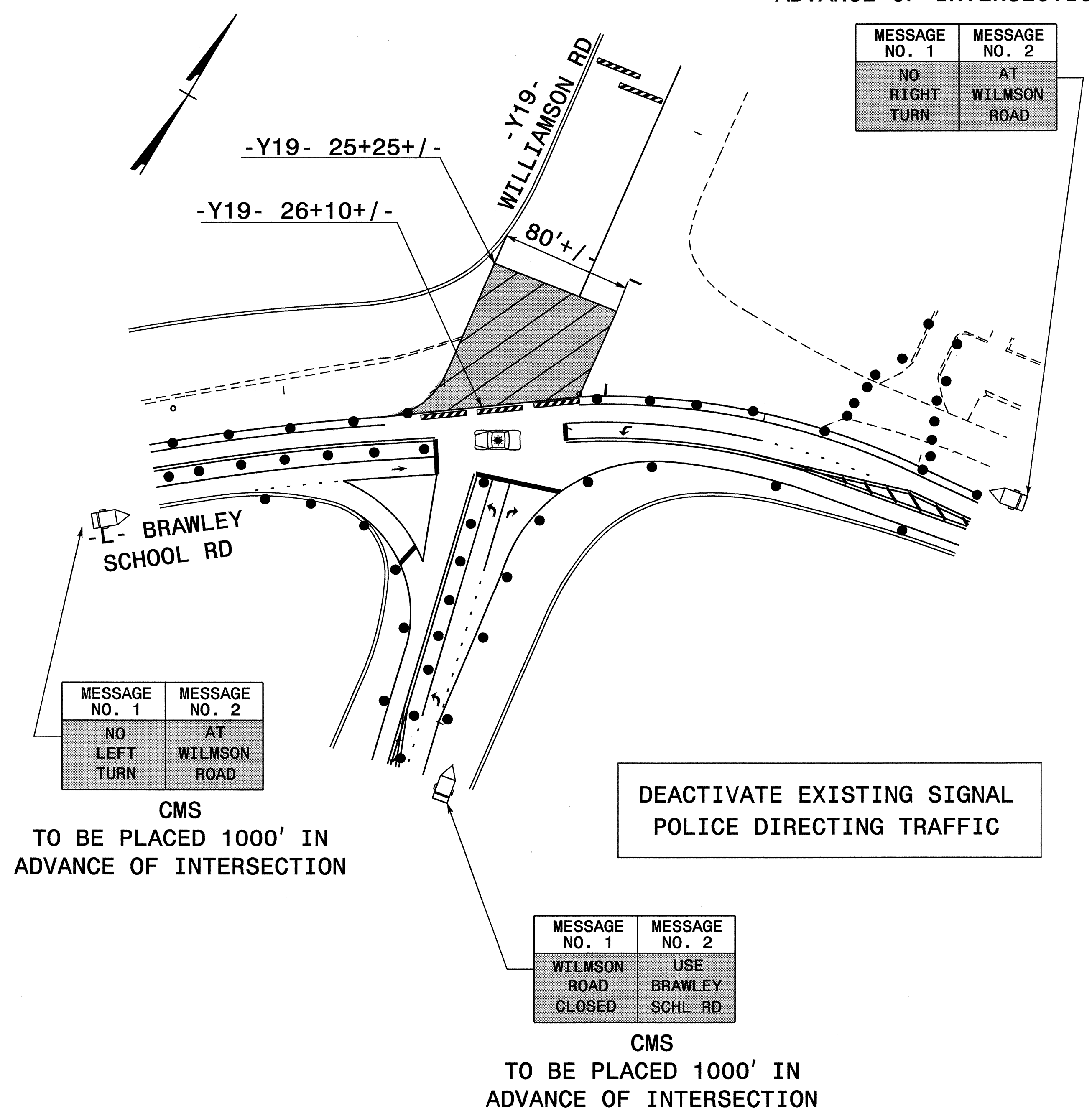
DETOUR ROUTE



MESSAGE NO. 1	MESSAGE NO. 2
WILMSON ROAD DETOUR	EXIT THEN LEFT

MESSAGE NO. 1	MESSAGE NO. 2
WILMSON ROAD DETOUR	TURN LEFT

-Y19- CLOSURE FOR TIE IN



CMS
TO BE PLACED 1000' IN
ADVANCE OF INTERSECTION

MESSAGE NO. 1	MESSAGE NO. 2
NO RIGHT TURN	AT WILMSON ROAD

MESSAGE NO. 1	MESSAGE NO. 2
NO LEFT TURN	AT WILMSON ROAD

CMS
TO BE PLACED 1000' IN
ADVANCE OF INTERSECTION

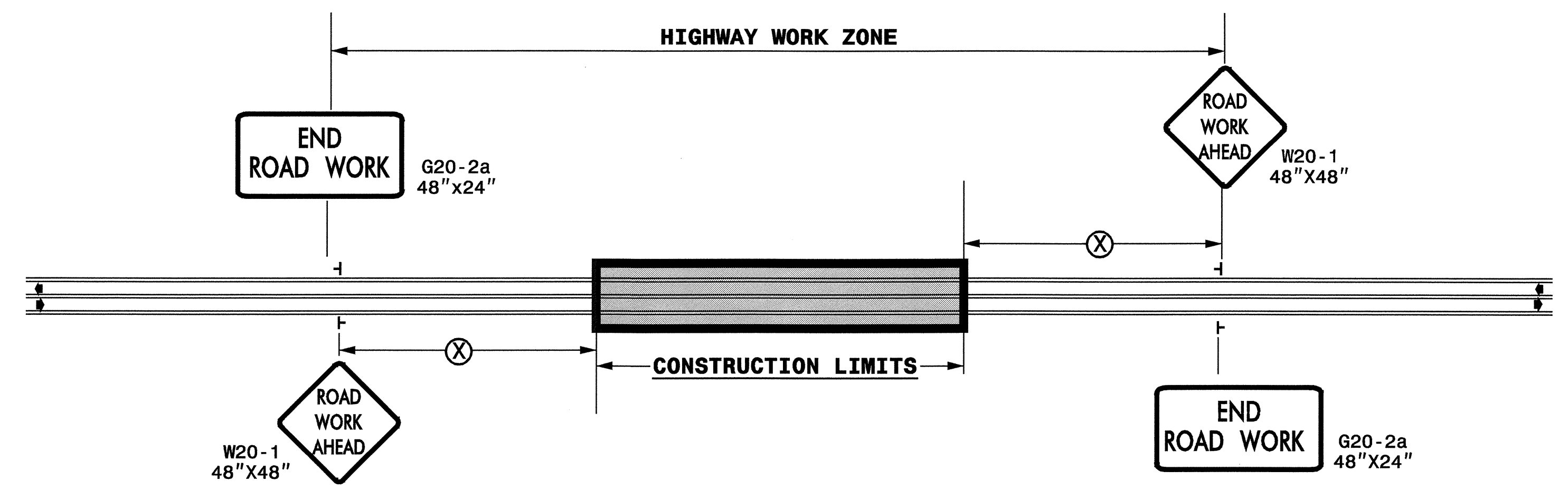
MESSAGE NO. 1	MESSAGE NO. 2
WILMSON ROAD CLOSED	USE BRAWLEY SCHL RD

CMS
TO BE PLACED 1000' IN
ADVANCE OF INTERSECTION

I:\0-JUL-2008 17:41
 \dot\dfser\oc\10\p\proj\ipproj\jects-r\3833a\trafficoontrol\top\3833a.tc.p2_top30.dgn
 dabarker AT WZTC24746

APPROVED:	DATE: 7/10/08	PHASE II (-Y19- CLOSURE AND DETOUR ROUTE)	
SCALE: NONE	DATE: 08/07		REVISIONS
DWG. BY: DR	DESIGN BY: DR		
REVIEWED BY: DAP			

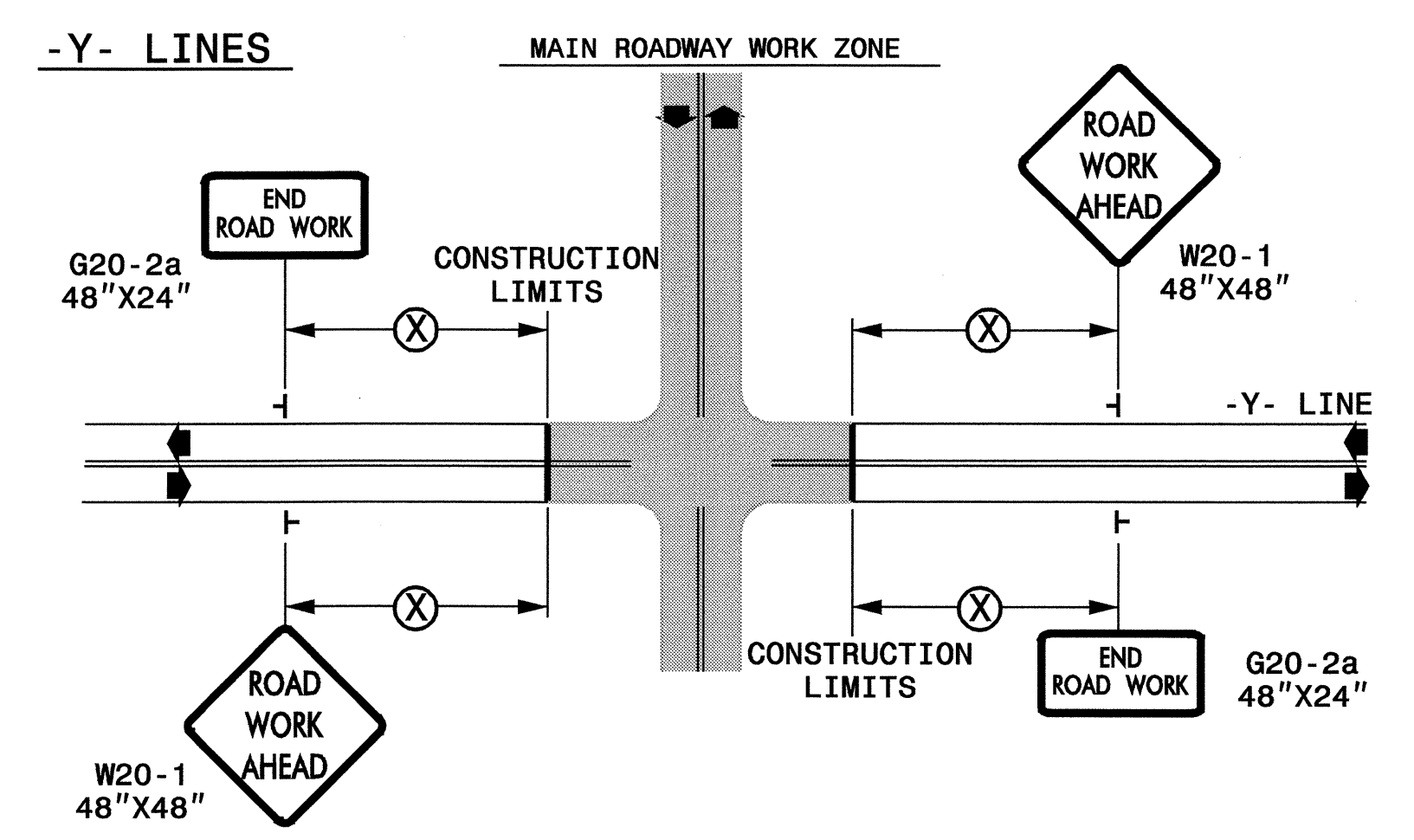
TWO-WAY UNDIVIDED ** (L-LINES)



POSTED SPEED LIMIT (M. P. H.)	RECOMMENDED MINIMUM SIGN SPACING
≤ 50	500'
≥ 55	1000'

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAYS INTERSECTING ALONG 2 WAY UNDIVIDED WORK ZONE (Y-LINES)



**DETAIL DRAWING FOR
TWO-WAY UNDIVIDED
WORK ZONE WARNING SIGNS**

GENERAL NOTES

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS, THIS SIGNING APPLICATION IS OPTIONAL; MAY USE ONLY APPLICABLE ROADWAY STANDARD DRAWINGS INSTEAD. HOWEVER, IF THIS SIGNING APPLICATION IS USED, SIGNS MAY BE PORTABLE MOUNTED.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE 3LB STEEL U-CHANNEL POST OR 4" X 4" WOOD POST FOR ALL WORK ZONE SIGNS. 3LB STEEL U-CHANNEL POSTS MUST MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 1094-1(B), MAY BE GALVANIZED STEEL, OR MAY BE PAINTED GREEN BY THE POST MANUFACTURER. SQUARE STEEL TUBING POSTS HAVING EQUIVALENT STRENGTH OF THE 3 LB STEEL U-CHANNEL POST ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 3LB STEEL U-CHANNEL AND SQUARE STEEL TUBING POSTS WITH SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110.
- WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE SIGN SUPPORTS.
- ** TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON URBAN MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

LEGEND

- └ STATIONARY SIGN
- ◀ DIRECTION OF TRAFFIC FLOW

SHEET 1 OF 1

APPROVED: <i>John S. Kite, Jr.</i> DATE: 7/14/08		DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS	
	SCALE: NONE	REVISIONS	
	DATE:	7-98	10/01
	DWG. BY:	10-98	03/04
	DESIGN BY:	01/01	11/04
	REVIEWED BY:	CADD FILE	

I:\0-JUL-2008 17:42
 \dot\dfs\001\p\proj\1\topproj\objects-r-3833a\tr\afficocontrol\top\awz.dgn
 dapper AT WZTC244746