B-4507

TIP PROJECT:

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO.	SHEET NO.
B-4507	TCP-01

PLAN FOR PROPOSED
TRAFFIC CONTROL, MARKING & DELINEATION

FORSYTH COUNTY

ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS APPEAR IN "ROADWAY STANDARD DRAWINGS"-PROJECT SERVICES UNIT-N.C. DEPARTMENT OF TRANSPORTATION-RALEIGH, N.C., DATED JULY 2006 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
1101.02	TEMPORARY LANE CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	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
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 AND OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE AND MULTILANE ROADWAYS
1205.03	PAVEMENT MARKINGS - INTERCHANGES
1205.08	PAVEMENT MARKINGS - SYMBOLS & WORD MESSAGES
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	PAVEMENT MARKER SPACING
1251.01	RAISED PAVEMENT MARKERS - TEMPORARY AND PERMANENT

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PAVEMENT MARKINGS

- PAVEMENT MARKING SYMBOLS

APPROVED: John S. Kite, Jr.
DATE: August 11, 2009

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE, JR.

PLAN PREPARED BY: N.C.D.O.T. WORK ZONE TRAFFIC CONTROL UNIT

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PROJ. REFERENCE NO.	SHEET NO.
B-4507	TCP-02
FORSYTH	

GENERAL NOTES

CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS AND ROADWAY DETAILS ARE NOT ATTAINABLE TO MEET FIELD CONDITIONS, OR RESULT IN DUPLICATE, OR UNDESIRED OVERLAPPING OF DEVICES. MODIFICATION MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING OR REMOVAL OF DEVICES, AS DIRECTED BY THE ENGINEER.

THE FOLLOWING GENERAL NOTES APPLY AT ALL TIMES FOR THE DURATION OF THE CONSTRUCTION PROJECT, EXCEPT WHEN OTHERWISE NOTED IN THE PLAN, OR DIRECTED BY THE ENGINEER.

TIME RESTRICTIONS

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

ROAD NAME	DAY AND TIME RESTRICTIONS
US 421 NORTH	MONDAY THRU FRIDAY 2:00PM TO 7:00PM
US 421 SOUTH	MONDAY THRU FRIDAY 6:00AM TO 9:00AM

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

ROAD NAME

US 421 AND US 421 DETOUR

HOLIDAY

1. FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
2. FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00AM DECEMBER 31st TO 7:00PM JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 7:00PM THE FOLLOWING TUESDAY.
3. FOR EASTER, BETWEEN THE HOURS OF 6:00AM THURSDAY AND 7:00PM MONDAY.
4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00AM FRIDAY TO 7:00PM TUESDAY.
5. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00AM THE DAY BEFORE INDEPENDENCE DAY AND 7:00PM THE DAY AFTER INDEPENDENCE DAY.

   IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 6:00AM THE THURSDAY BEFORE INDEPENDENCE DAY AND 7:00PM THE TUESDAY AFTER INDEPENDENCE DAY.
6. FOR LABOR DAY, BETWEEN THE HOURS OF 6:00AM FRIDAY AND 7:00PM TUESDAY.
7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00AM TUESDAY TO 7:00PM MONDAY.
8. FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00AM THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 7:00PM THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

C) 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.

E) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 15 FT OF AN AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR A LANE CLOSURE IS INSTALLED.

F) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO A DIVIDED FACILITY AND WITHIN 10 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

G) DO NOT WORK SIMULTANEOUSLY WITHIN 15 FT ON BOTH SIDES OF AN OPEN TRAVELWAY, RAMP OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.

H) DO NOT INSTALL MORE THAN 0.5 MILES OF LANE CLOSURE ON US 421 MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.

I) DO NOT INSTALL MORE THAN ONE LANE CLOSURE, IN ANY ONE DIRECTION, ON US 421.

PAVEMENT EDGE DROP OFF REQUIREMENTS

J) UNLESS NOTED OTHERWISE IN THE PLAN, 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 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.

K) 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

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

APPROVED: John S. Kite DATE: 8/11/09

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE

GENERAL NOTES

SCALE:	NONE
DATE:	06/08
DWG. BY:	AKP
DESIGN BY:	AKP
REVIEWED BY:	DAP

REVISIONS

CADD FILE

GENERAL NOTES (CONT'D)

SIGNING

M) 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.

N) PROVIDE PERMANENT SIGNING.

O) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRAFFIC CONTROL PLANS.

P) COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROAD WHEN ROAD CLOSURE IS NOT IN OPERATION.

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

R) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 500' IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC BARRIER

S) 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.

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

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

TRAFFIC CONTROL DEVICES

U) 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, 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.

V) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.

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

PAVEMENT MARKINGS AND MARKERS

X) INSTALL PAVEMENT MARKINGS AND PAVEMENT MARKERS ON THE FINAL SURFACE AS SHOWN IN THE PAVEMENT MARKING PLANS.

Y) INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON INTERIM LAYERS OF PAVEMENT AND DETOURS AS FOLLOWS:

ROAD NAME	MARKING	MARKER
PHASE II, STEP 1		
ALL ROADS	THERMOPLASTIC	TEMP RAISED
BRIDGES	COLD APPLIED PLASTIC (TYPE 4)	TEMP RAISED
PHASE III, STEP 1		
ALL ROADS	TEMPORARY PAINT (ONE COAT)	TEMP RAISED
BRIDGES	COLD APPLIED PLASTIC (TYPE 4)	TEMP RAISED

Z) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

AA) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

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

APPROVED: [signature] DATE: 8/11/09

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE JR.

GENERAL NOTES

SCALE:	NONE
DATE:	06/08
DWG. BY:	AKP
DESIGN BY:	AKP
REVIEWED BY:	DAP

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

REVISIONS

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PROJ. REFERENCE NO.	SHEET NO.
B-4507	TCP-02B
FORSYTH	

LOCAL NOTES

LOCAL NOTE 1

DURING PHASE I, STEP 5, THE CONTRACTOR SHALL WORK BEHIND LANE CLOSURES TO PERFORM GRADING AND SUBGRADE CONSTRUCTION AT THE FOUR TIE-IN LOCATIONS AS FOLLOWS:

-NBLDET- STA. 12+63 +/- TO 17+00 +/-
-NBLDET- STA. 30+50 +/- TO 35+24 +/-
-SBLDET- STA. 12+13 +/- TO 17+00 +/-
-SBLDET- STA. 32+00 +/- TO 36+18 +/-

AT THE END OF THE WORK PERIOD, RE-OPEN THE TRAVEL LANE IN ACCORDANCE WITH THE PAVEMENT EDGE DROP OFF NOTED ON TCP-02

LOCAL NOTE 2

CONTRACTOR SHALL SCHEDULE THE WORK OF PHASE II, STEP 4, SO THAT INCOMPLETE WORK IS BACKFILLED IN ACCORDANCE WITH THE PAVEMENT EDGE DROP OFF NOTES ON TCP-2 PRIOR TO RE-OPENING THE TRAVEL LANE. PROTECT THE EXPOSED END OF INCOMPLETE GUARDRAIL WITH A TMIA. REPLACE ANY DAMAGED PAVEMENT MARKINGS PRIOR TO RE-OPENING THE OUTSIDE TRAVEL LANE.

ONCE THE WORK OF STEP 4 BEGINS, THE CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER UNTIL IT IS COMPLETE; REMOVING AND RESETTING LANE CLOSURES IN ACCORDANCE WITH THE LANE CLOSURE RESTRICTIONS, OR AS DIRECTED BY THE ENGINEER.

LOCAL NOTE 3

CONTRACTOR SHALL SCHEDULE THE WORK OF PHASE III, STEP 2, SO THAT INCOMPLETE WORK IS BACKFILLED IN ACCORDANCE WITH THE PAVEMENT EDGE DROP OFF NOTES ON TCP-2 PRIOR TO RE-OPENING THE TRAVEL LANE. PROTECT THE EXPOSED END OF INCOMPLETE GUARDRAIL WITH A TMIA. REPLACE ANY DAMAGED PAVEMENT MARKINGS PRIOR TO RE-OPENING THE OUTSIDE TRAVEL LANE.

ONCE THE WORK OF STEP 2 BEGINS, THE CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER UNTIL IT IS COMPLETE; REMOVING AND RESETTING LANE CLOSURES IN ACCORDANCE WITH THE LANE CLOSURE RESTRICTIONS, OR AS DIRECTED BY THE ENGINEER.

TEMPORARY PAVEMENT MARKING/MARKER SCHEDULE

	DESCRIPTION	QUANTITY BREAKDOWN	TOTAL QUANTITY
		THERMOPLASTIC (4", 90 MILS)	
TA	WHITE EDGELINE	4500 LF	
TB	YELLOW EDGELINE	4500 LF	9000 LF
		THERMOPLASTIC (4", 120 MILS)	
TC	10 FT. WHITE SKIPLINE	450 LF	
TD	2 FT. WHITE MINI SKIPLINE	110 LF	
TE	WHITE LANE LINE	3000 LF	3560 LF
		THERMOPLASTIC (8", 90 MILS)	
TP	WHITE GORELINE	350 LF	350 LF
		THERMOPLASTIC SYMBOLS	
UC	STRAIGHT ARROW	3 EA	3 EA
		COLD APPLIED PLASTIC -REMOVABLE TAPE (4")	
CA	WHITE EDGELINE	900 LF	
CB	YELLOW EDGELINE	900 LF	
CC	10 FT. WHITE SKIPLINE	300 LF	2100 LF
		TEMP. RAISED PAVEMENT MARKERS	
MI	CRYSTAL & RED	225 EA	225 EA
		PAINT (4")	
PA	WHITE EDGELINE (1X)	5000 LF	
PB	YELLOW EDGELINE (1X)	5000 LF	
PC	10 FT. WHITE SKIPLINE (1X)	1250 LF	
PD	2 FT. WHITE MINI SKIPLINE (1X)	150 LF	11400 LF
		PAINT (4")	
QC	STRAIGHT ARROW	3 EA	3 EA

APPROVED: [signature] DATE: 8/11/09

SEAL — NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE JR.

LOCAL NOTES, AND TEMP. PAVEMENT MARKING/MARKER SCHEDULE

SCALE:	NONE
DATE:	08/08
DWG. BY:	AKP
DESIGN BY:	AKP
REVIEWED BY:	DAP

REVISIONS

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PROJ. REFERENCE NO.	SHEET NO.
B-4507	TCP-03
FORSYTH	

TRAFFIC CONTROL – PHASING

NOTE: TRAFFIC CONTROL PHASING FOR BOTH DIRECTIONS IS COMBINED. HOWEVER, THE CONTRACTOR MAY PROCEED THROUGH THE PHASING WITH EACH DIRECTION OF TRAVEL INDEPENDENT OF THE OTHER DIRECTION.

PHASE I

STEP 1 -- INSTALL ADVANCED WORK ZONE WARNING SIGNS (SEE TCP-11).

STEP 2 -- USE LANE CLOSURES TO INSTALL PCB (DRAINAGE) AND CRASH CUSHIONS(SEE RSD 1101.02, SHEET 3 AND TCP-5 AND 6):

STEP 3 -- BEHIND BARRIER, OR BY USING LANE CLOSURES (AS DIRECTED BY THE ENGINEER) INSTALL TEMPORARY SHORING ADJACENT TO PROPOSED END BENTS. (SEE RSD 1101.01, SHEET 2 AND TCP-4, AND TCP-6)

NOTE: STEPS 4 AND 5 MAY BE PERFORMED CONCURRENTLY

STEP 4 -- BEHIND BARRIER, CONSTRUCT PROPOSED STAGE 1 BRIDGE AND ON-SITE DETOUR APPROACHES UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE IN THE FOLLOWING LOCATIONS: (SEE TCP-5 AND 6)

-- -NBLDET- STA. 17+00 +/- TO STA. 30+50 +/-
-- -SBLDET- STA. 17+00 +/- TO STA. 32+00 +/-

STEP 5 -- USING LANE CLOSURES AS NECESSARY, BEGIN GRADING AND SUBGRADE CONSTRUCTION AT THE TIE IN LOCATIONS. (SEE RSD 1101.02, SHEET 1, TCP 5 AND 6, AND LOCAL NOTE NO. 1 ON TCP-2B)

PHASE II

WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK OF STEP 1 IN A SINGLE WEEKEND PER DIRECTION. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES

STEP 1 -- COMPLETE THE TIE INS AND SHIFT TRAFFIC TO THE DETOUR (PHASE II TRAFFIC PATTERN) IN THE FOLLOWING SEQUENCE:

A. CLOSE THE OUTSIDE TRAVEL LANE USING RSD 1101.02, SHEET 3 AND 6

B. RESET THE PCB AND CRASH CUSHIONS TO THE PHASE II LOCATION (SEE TCP-7 AND TCP-8)

C. COMPLETE THE PAVING OF THE TIE INS UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN THE FOLLOWING LOCATIONS:

-- -NBLDET- STA. 12+63 +/- TO STA. 19+01 +/-
-- -NBLDET- STA. 30+50 +/- TO STA. 35+24 +/-
-- -SBLDET- STA. 12+13 +/- TO STA. 18+00 +/-
-- -SBLDET- STA. 29+50 +/- TO STA. 36+18 +/-

D. PLACE TEMPORARY THERMOPLASTIC PAVEMENT MARKINGS AND MARKERS FOR THE PHASE II TRAFFIC PATTERN INCLUDING THE WHITE EDGELINE FOR THE OUTSIDE LANE AND THE CENTER SKIP AND SOLID LANE LANE (SEE TCP-7 THROUGH 9)

E. USING A ROLLING ROAD BLOCK AND POLICE ASSISTANCE, ADJUST THE LANE CLOSURE AND SHIFT TRAFFIC TO THE OUTSIDE LANE OF THE PROPOSED DETOUR (SEE RSD 1101.03, SHEET 9)

F. COMPLETE THE PLACEMENT OF THERMOPLASTIC PAVEMENT MARKINGS AND MARKERS FOR THE PHASE II TRAFFIC PATTERN INCLUDING YELLOW EDGE LINE FOR THE INSIDE TRAVEL LANE (SEE TCP-7 THROUGH 9)

G. REMOVE THE LANE CLOSURE AND OPEN TO THE PHASE II TRAFFIC PATTERN.

STEP 2 -- BEHIND BARRIER, PERFORM THE FOLLOWING:

-- REMOVE THE EXISTING BRIDGE

-- CONSTRUCT STAGE II BRIDGE

-- CONSTRUCT THE INSIDE PAVED SHOULDERS AND WEDGE BOTH PROPOSED INSIDE TRAVEL LANES UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM FROM -L- STA. 21+00 +/- TO 31+50 +/-. TIE THIS WEDGING DOWN AT A 100:1 TAPER TO MATCH EXISTING PAVEMENT AT -L- STA. 20+00 +/- AND 32+50 +/-

STEP 3 -- CLOSE THE INSIDE TRAVEL LANE OF THE DETOUR AND CONSTRUCT THE INSIDE PAVED SHOULDER UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN THE FOLLOWING LOCATIONS. ALSO, INSTALL PROPOSED GUARDRAIL ADJACENT TO THE INSIDE SHOULDER IN SAME LOCATION. (SEE RSD 1101.02, SHEET 3, LOCAL NOTE NO. 2 ON TCP-2B AND TCP-10):

-- -L- STA. 10+00 +/- TO STA. 21+00 +/-
-- -L- STA. 31+50 +/- TO STA. 45+50 +/-

-- RETURN TRAFFIC TO THE PHASE II PATTERN AT THE CONCLUSION OF EACH WORK PERIOD.

PHASE III

NOTE: STEPS 1 AND 2 DESCRIBE THE SEQUENCE FOR SHIFTING TRAFFIC TO THE PHASE III TRAFFIC PATTERN

STEP 1 -- CLOSE THE INSIDE TRAVEL LANE OF THE PHASE II TRAFFIC PATTERN (SEE RSD 1101.02, SHEET 3 AND 1101.02, SHEET 6)

-- REMOVE THE PCB AND CRASH CUSHIONS; REPLACE WITH DRUMS

WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK OF STEP 2 IN A SINGLE WEEKEND PER DIRECTION. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES

STEP 2 --COMPLETE THE TRAFFIC SHIFT TO THE PHASE III TRAFFIC PATTERN IN THE FOLLOWING SEQUENCE

A. CLOSE THE INSIDE TRAVEL LANE OF THE PHASE II TRAFFIC PATTERN (SEE RSD 1101.02, SHEET 3 AND 1101.02, SHEET 6)

B. PLACE TEMPORARY PAINT PAVEMENT MARKINGS (YELLOW EDGE LINE AND WHITE SKIP LINE FOR THE PHASE III TRAFFIC PATTERN (UTILIZES THE PROPOSED TWO INSIDE TRAVEL LANES) FROM -L- STA. 10+00 +/- TO STA. 45+50 +/-. (SEE TCP-10)

C. USING A ROLLING ROAD BLOCK WITH POLICE ASSISTANCE, SHIFT TRAFFIC FROM THE OUTSIDE LANE TO THE INSIDE LANE OF THE PHASE III PATTERN. (SEE RSD 1101.03, SHEET 9 AND TCP-10)

D. PLACE TEMPORARY PAINT PAVEMENT MARKINGS (WHITE EDGE LINE FOR THE PHASE III TRAFFIC PATTERN FROM -L- STA. 10+00 +/- TO STA. 45+50 +/-. (SEE TCP-10)

E. OPEN TO THE PHASE III PATTERN (SEE TCP-10 AND RSD 1101.02, SHEET 6.)

STEP 2 -- CLOSE THE OUTSIDE TRAVEL LANE AND CONSTRUCT THE OUTSIDE PAVED SHOULDER UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT, INCLUDING REMOVAL OF TURF SHOULDER AND REMOVAL AND REPLACEMENT OF THE TEMPORARY ASPHALT SHOULDER BERM GUTTER. (SEE RSD 1101.02, SHEET 3, LOCAL NOTE NO. 3 ON TCP-2B AND TCP-10)

STEP 3 -- USING LANE CLOSURES, PLACE TEMPORARY PAINT PAVEMENT MARKINGS AND MARKERS IN THE FINAL PATTERN THROUGHOUT THE PROJECT LIMITS. (SEE RSD 1101.02, SHEET 3 AND FINAL PAVEMENT MARKING PLANS)

STEP 4 -- OPEN THE PROJECT TO THE FINAL TRAFFIC PATTERN

STEP 5 -- USING LANE CLOSURES, COMPLETE THE PAVING, INCLUDING THE FINAL LAYER OF SURFACE COURSE AND PLACE FINAL PAVEMENT MARKINGS AND MARKERS THROUGHOUT THE PROJECT LIMITS. BEGIN PAVING AT THE GRADE POINT AND WORK OUTWARDS, OR AS DIRECTED BY THE ENGINEER.

STEP 6 -- REMOVE ALL TRAFFIC CONTROL DEVICES.

APPROVED: _____ DATE: 8/11/09

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE III

TRAFFIC CONTROL PHASING

SCALE:	NONE
DATE:	08/08
DWG. BY:	AKP
DESIGN BY:	AKP
REVIEWED BY:	DAP

REVISIONS

CADD FILE

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PROJ. REFERENCE NO.	SHEET NO.
B-4507	TCP-04
FORSYTH	

TEMPORARY SHORING NOTES

Temporary Shoring No. 1

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

FOR CONTRACTOR DESIGNED SHORING, SURVEY THE SHORING LOCATION TO DETERMINE EXISTING ELEVATIONS AND ACTUAL DESIGN HEIGHTS BEFORE BEGINNING DESIGN.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 26+50.00 -L-, 48 FT. LEFT OF -L-, TO STATION 27+00.00 -L-, 48 FT. LEFT OF -L-, USE THE FOLLOWING SOIL PARAMETERS:

- UNIT WEIGHT OF SOIL ABOVE WATER TABLE, γ = 120 PCF
- UNIT WEIGHT OF SOIL BELOW WATER TABLE, γ = 60 PCF
- FRICTION ANGLE, ϕ = 30 DEGREES
- COHESION, c = 0 PSF

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 26+50.00 -L-, 48 FT. LEFT OF -L-, TO STATION 27+00.00 -L-, 48 FT. LEFT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

QUANTITY = 250 SF

Temporary Shoring No. 2

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

FOR CONTRACTOR DESIGNED SHORING, SURVEY THE SHORING LOCATION TO DETERMINE EXISTING ELEVATIONS AND ACTUAL DESIGN HEIGHTS BEFORE BEGINNING DESIGN.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 26+60.00 -L-, 48 FT. RIGHT OF -L-, TO STATION 27+10.00 -L-, 48 FT. RIGHT OF -L-, USE THE FOLLOWING SOIL PARAMETERS:

- UNIT WEIGHT OF SOIL ABOVE WATER TABLE, γ = 120 PCF
- UNIT WEIGHT OF SOIL BELOW WATER TABLE, γ = 60 PCF
- FRICTION ANGLE, ϕ = 30 DEGREES
- COHESION, c = 0 PSF

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 26+60.00 -L-, 48 FT. RIGHT OF -L-, TO STATION 27+10.00 -L-, 48 FT. RIGHT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

QUANTITY = 250 SF

Temporary Shoring No. 3

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

FOR CONTRACTOR DESIGNED SHORING, SURVEY THE SHORING LOCATION TO DETERMINE EXISTING ELEVATIONS AND ACTUAL DESIGN HEIGHTS BEFORE BEGINNING DESIGN.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 28+80.00 -L-, 48 FT. LEFT OF -L-, TO STATION 29+30.00 -L-, 48 FT. LEFT OF -L-, USE THE FOLLOWING SOIL PARAMETERS:

- UNIT WEIGHT OF SOIL ABOVE WATER TABLE, γ = 120 PCF
- UNIT WEIGHT OF SOIL BELOW WATER TABLE, γ = 60 PCF
- FRICTION ANGLE, ϕ = 30 DEGREES
- COHESION, c = 0 PSF

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 28+80.00 -L-, 48 FT. LEFT OF -L-, TO STATION 29+30.00 -L-, 48 FT. LEFT OF -L-.THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

QUANTITY = 250 SF

Temporary Shoring No. 4

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

FOR CONTRACTOR DESIGNED SHORING, SURVEY THE SHORING LOCATION TO DETERMINE EXISTING ELEVATIONS AND ACTUAL DESIGN HEIGHTS BEFORE BEGINNING DESIGN.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 28+90.00 -L-, 48 FT. RIGHT OF -L-, TO STATION 29+40.00 -L-, 48 FT. RIGHT OF -L-, USE THE FOLLOWING SOIL PARAMETERS:

- UNIT WEIGHT OF SOIL ABOVE WATER TABLE, γ = 120 PCF
- UNIT WEIGHT OF SOIL BELOW WATER TABLE, γ = 60 PCF
- FRICTION ANGLE, ϕ = 30 DEGREES
- COHESION, c = 0 PSF

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 28+90.00 -L-, 48 FT. RIGHT OF -L-, TO STATION 29+40.00 -L-, 48 FT. RIGHT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

QUANTITY = 200 SF

APPROVED:_____ DATE:_____

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 023480 ENGINEER JOHN S. W. FARGHER

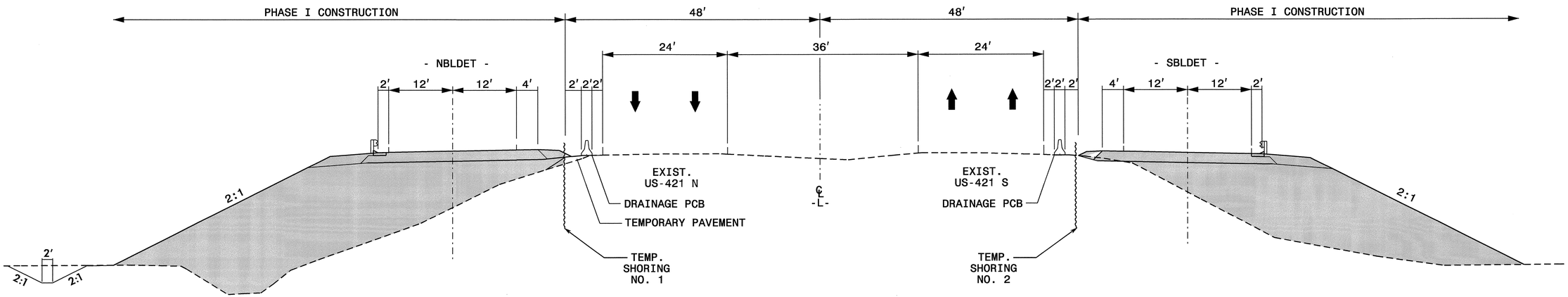
TEMPORARY SHORING NOTES

SCALE:	NONE
DATE:	08/09
DWG. BY:	
DESIGN BY:	
REVIEWED BY:	

DIVISION OF HIGHWAYS - STATE OF NORTH CAROLINA - DEPARTMENT OF TRANSPORTATION - STATE HIGHWAY TRAFFIC CONTROL

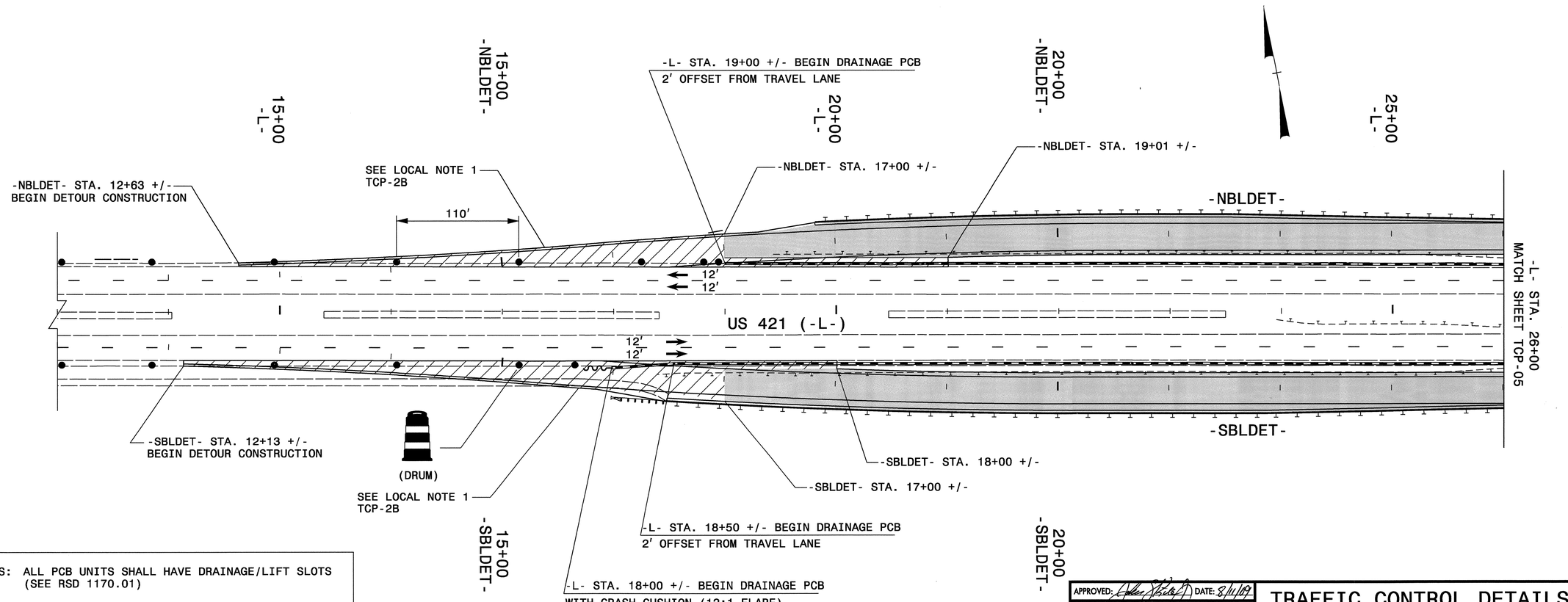
REVISIONS	
CADD FILE	

PROJ. REFERENCE NO.	SHEET NO.
B-4507	TCP-05
FORSYTH	



SECTION VIEW A-A AT STA. 26+50 +/- -L- (SEE TCP-06)

PHASE I, STEP 2 & 3 DETAIL



NOTES: ALL PCB UNITS SHALL HAVE DRAINAGE/LIFT SLOTS (SEE RSD 1170.01)

FOR ATTACHING PCB TO EXISTING BRIDGE RAIL, SEE SHEET PCB-1

SEE TCP-11 FOR ADVANCE WARNING SIGNS

APPROVED: DATE: 8/11/09

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE, III

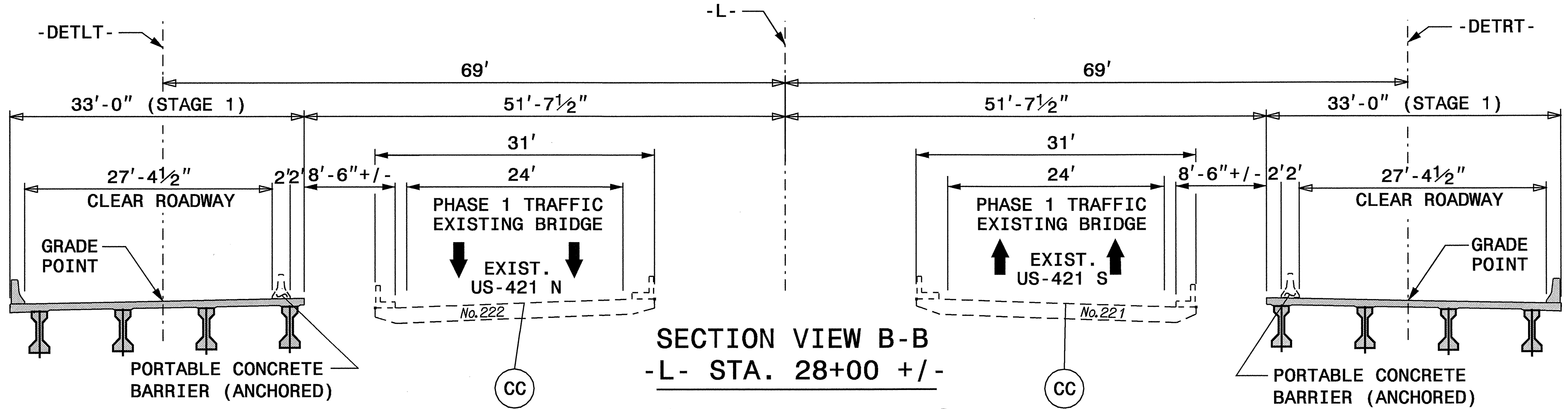
TRAFFIC CONTROL DETAILS PHASE I

SCALE:	NONE
DATE:	06/08
DWG. BY:	AKP
DESIGN BY:	AKP
REVIEWED BY:	DAP

REVISIONS

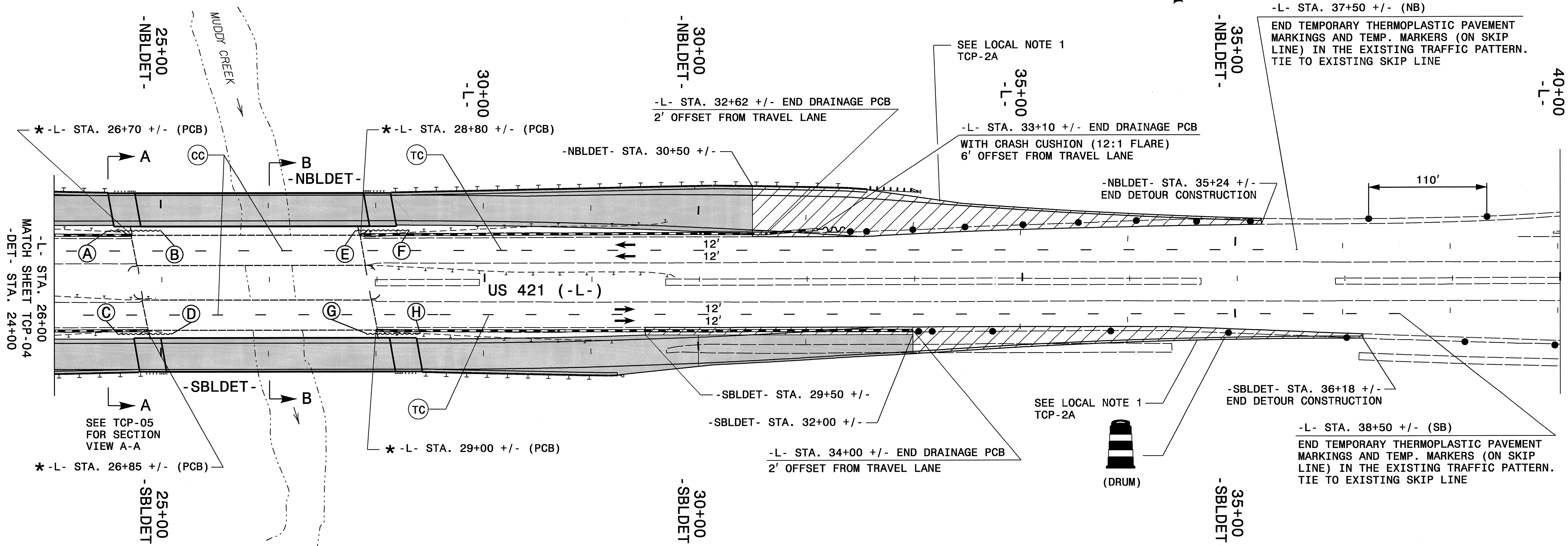
CADD FILE

PROJ. REFERENCE NO.	SHEET NO.
B-4507 FORSYTH	TCP-06



SECTION VIEW B-B
-L- STA. 28+00 +/-

PHASE I, TRAFFIC



TEMPORARY SHORING

(A)	BEGIN TS NO. 1 -L- STA. 26+50 +/- 48' LT.	(E)	BEGIN TS NO. 3 -L- STA. 28+80 +/- 48' LT.
(B)	END TS NO. 1 -L- STA. 27+00 +/- 48' LT.	(F)	END TS NO. 3 -L- STA. 29+30 +/- 48' LT.
(C)	BEGIN TS NO. 2 -L- STA. 26+60 +/- 48' RT.	(G)	BEGIN TS NO. 4 -L- STA. 28+90 +/- 48' RT.
(D)	END TS NO. 2 -L- STA. 27+10 +/- 48' RT.	(H)	END TS NO. 4 -L- STA. 29+40 +/- 48' RT.

SEE TEMPORARY SHORING NOTES ON TCP-3A

★ NOTE: SEE SHEET PCB-1 FOR TEMPORARY ANCHOR UNIT DETAIL

— PHASE I, STEP 4

— PHASE I, STEP 5
SEE LOCAL NOTE 1
ON TCP 2B

APPROVED: [signature] DATE: 8/11/09

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE, JR.

TRAFFIC CONTROL DETAILS
PHASE I

SCALE:	NONE
DATE:	06/08
DWG. BY:	AKP
DESIGN BY:	AKP
REVIEWED BY:	DAP

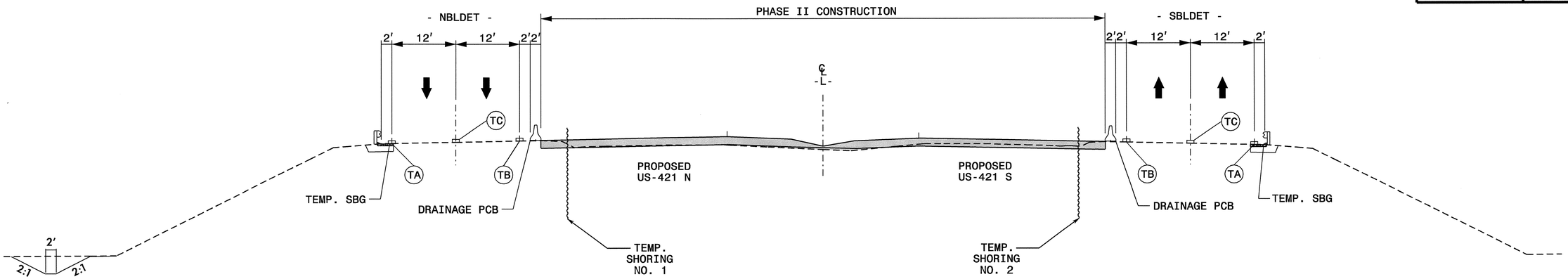
DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL UNIT

REVISIONS

CADD FILE

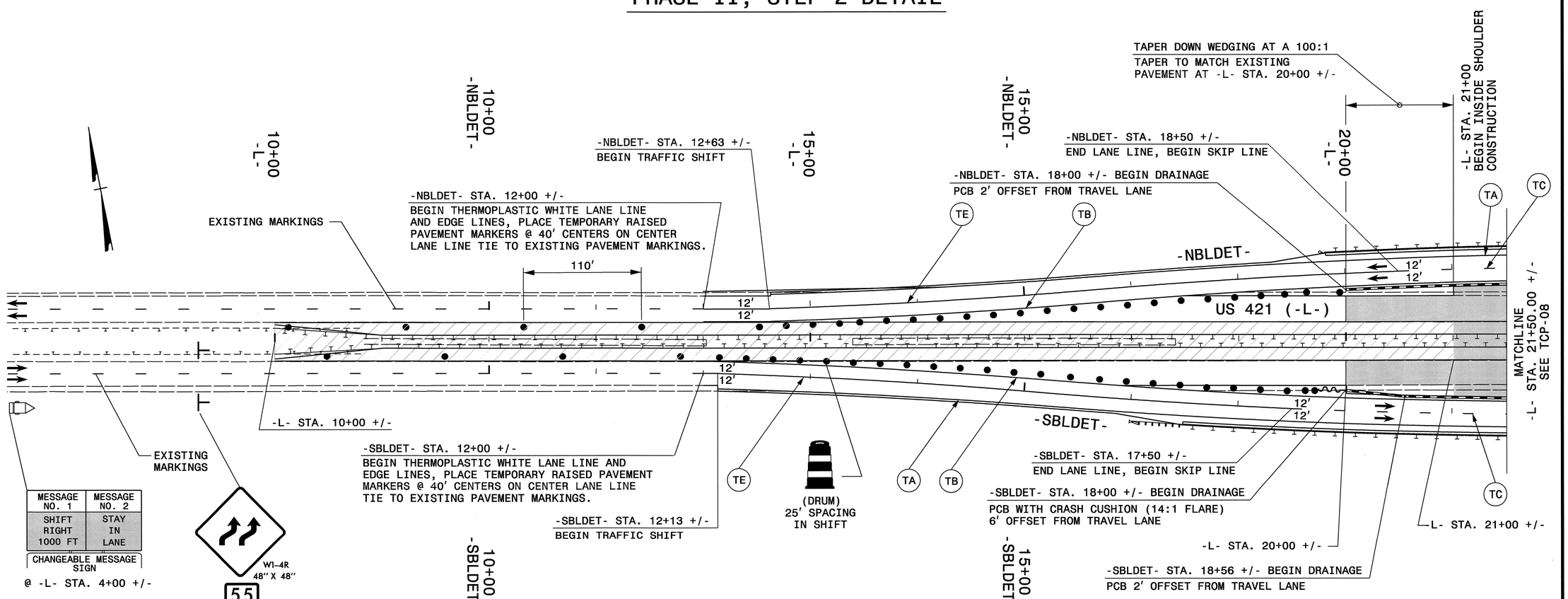
11-AUG-2009 10:39
\\Dot\Dfsroot01\Proj\TIPProjects-B\B4507\traffic\trafficcontrol\tcp\b-4507_tc_tcp_6.dgn
akpatel AT WZTC244748

PROJ. REFERENCE NO.	SHEET NO.
B-4507	TCP-07
FORSYTH	



SECTION VIEW C-C AT STA. 26+50 +/- -L- (SEE TCP-08)

PHASE II, STEP 2 DETAIL



— PHASE II, STEP 2

— PHASE II, STEP 3
SEE LOCAL NOTE 2
ON TCP 2B

APPROVED: [signature] DATE: 8/11/09

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE, JR.

TRAFFIC CONTROL DETAILS
PHASE II

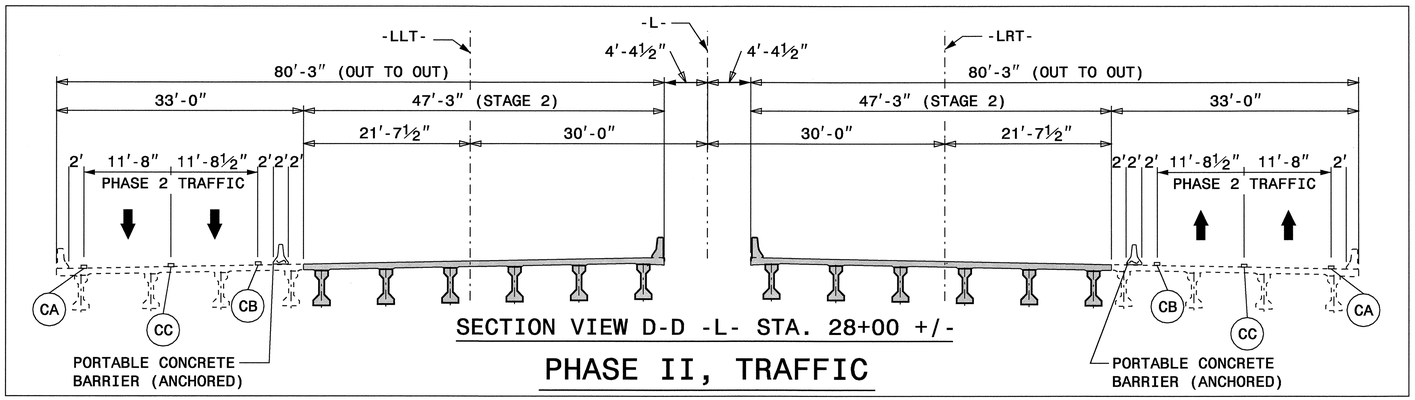
SCALE:	NONE
DATE:	06/08
DWG. BY:	AKP
DESIGN BY:	AKP
REVIEWED BY:	DAP

REVISIONS

CADD FILE

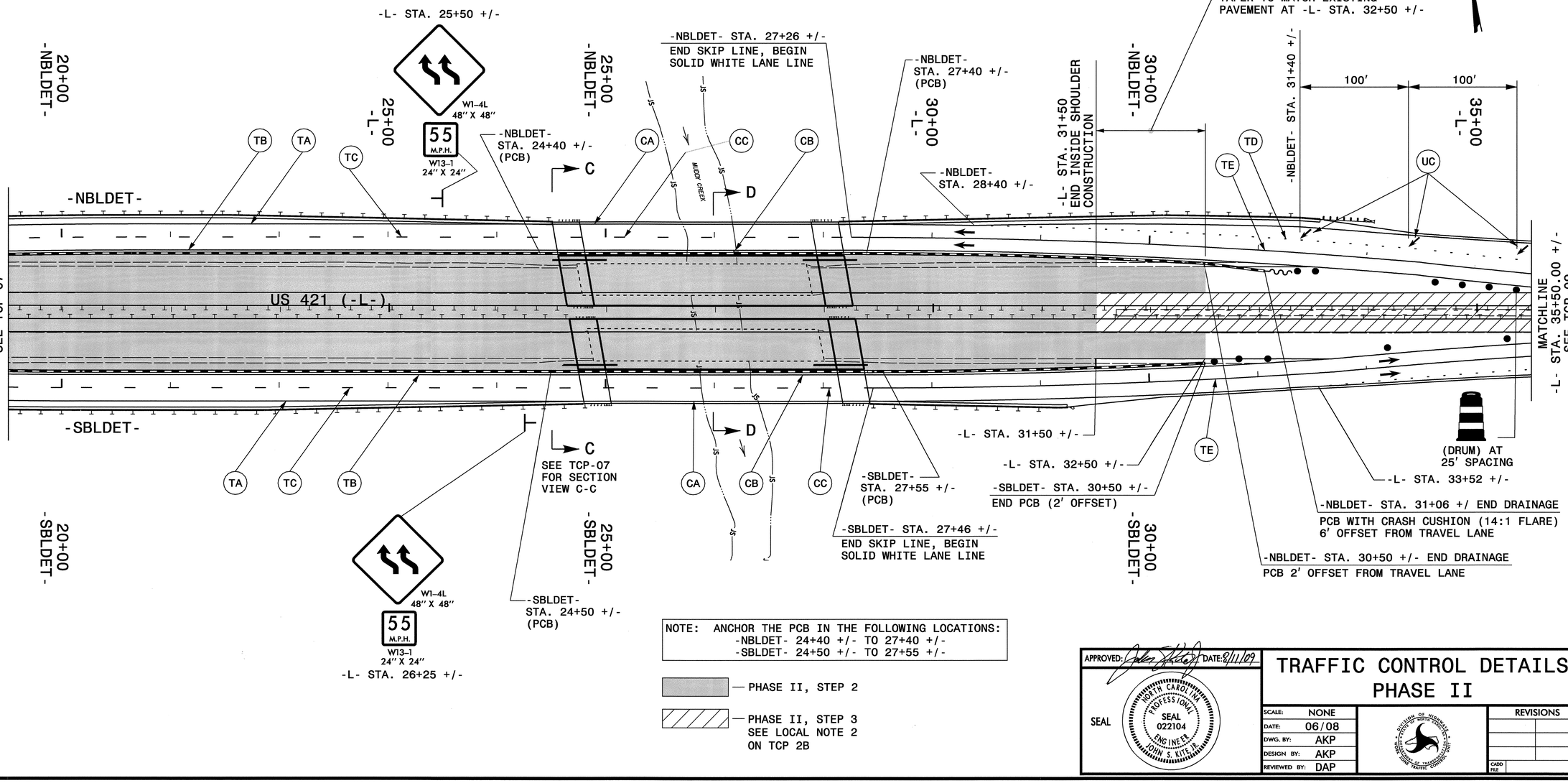
11-AUG-2009 10:40
\\Dot\Dfsroot0\Proj\TIPProjects-BVB4507\traffic\trafficcontrol\top\b-4507_tc_top_7.dgn
dkpatel AT WZTC244748

PROJ. REFERENCE NO.	SHEET NO.
B-4507	TCP-08
FORSYTH	



SECTION VIEW D-D -L- STA. 28+00 +/-

PHASE II, TRAFFIC



NOTE: ANCHOR THE PCB IN THE FOLLOWING LOCATIONS:
-NBLDET- 24+40 +/- TO 27+40 +/-
-SBLDET- 24+50 +/- TO 27+55 +/-

— PHASE II, STEP 2

— PHASE II, STEP 3 SEE LOCAL NOTE 2 ON TCP 2B

APPROVED: DATE: 8/11/09

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE, JR.

TRAFFIC CONTROL DETAILS PHASE II

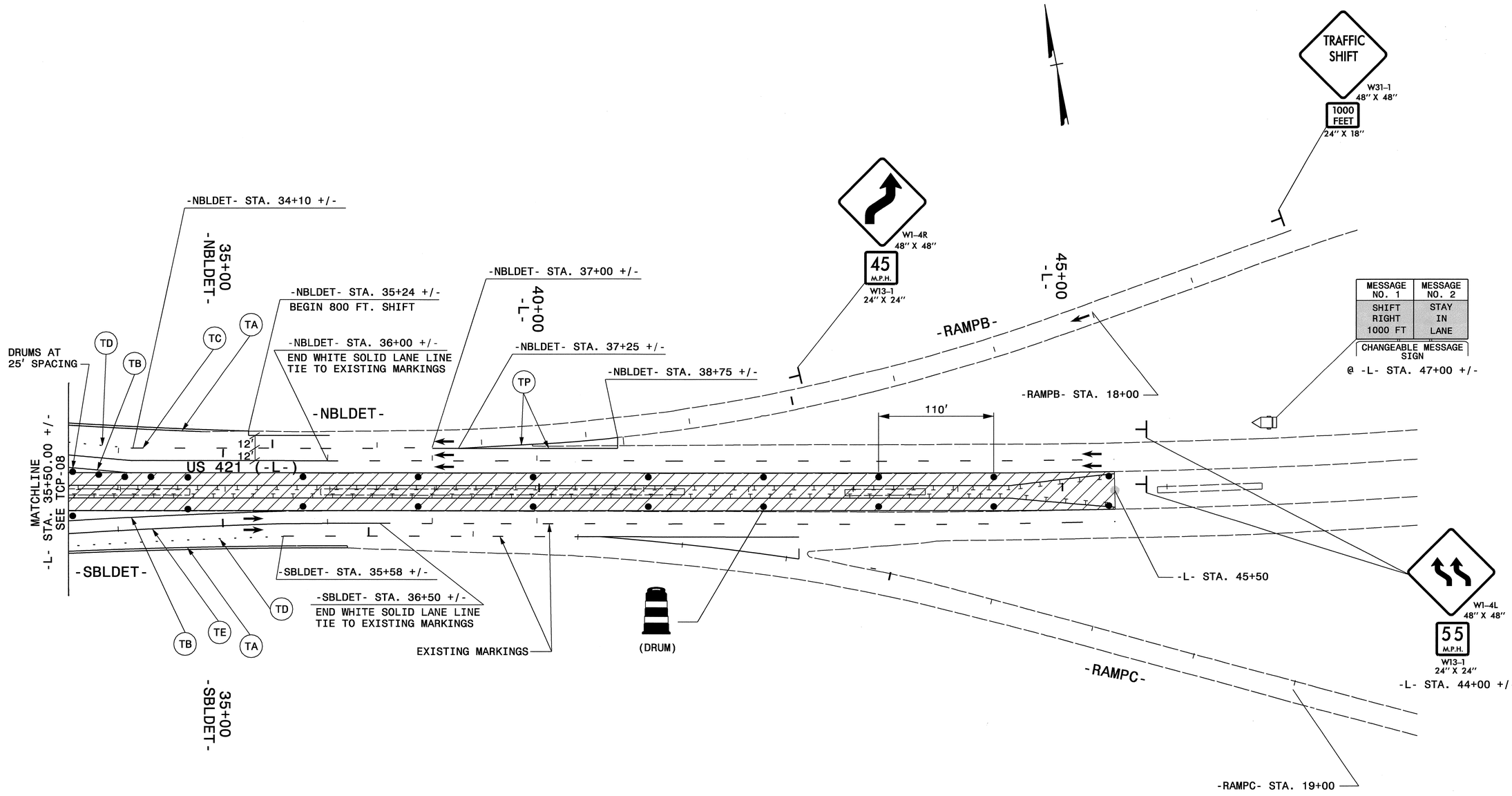
SCALE:	NONE
DATE:	06/08
DWG. BY:	AKP
DESIGN BY:	AKP
REVIEWED BY:	DAP

REVISIONS

CADD FILE

11-AUG-2009 10:41
\\DOT\Dfsroot\NProj\TIPProjects-B\B4507\traffic\trafficcontrol\Tcp\b-4507_tc_tcp_8.dgn
dkpatel AT WZTC244748

PROJ. REFERENCE NO.	SHEET NO.
B-4507	TCP-09
FORSYTH	



— PHASE II, STEP 3
SEE LOCAL NOTE 2
ON TCP 2B

APPROVED: _____ DATE: 8/11/09

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITCHIN

TRAFFIC CONTROL DETAILS PHASE II

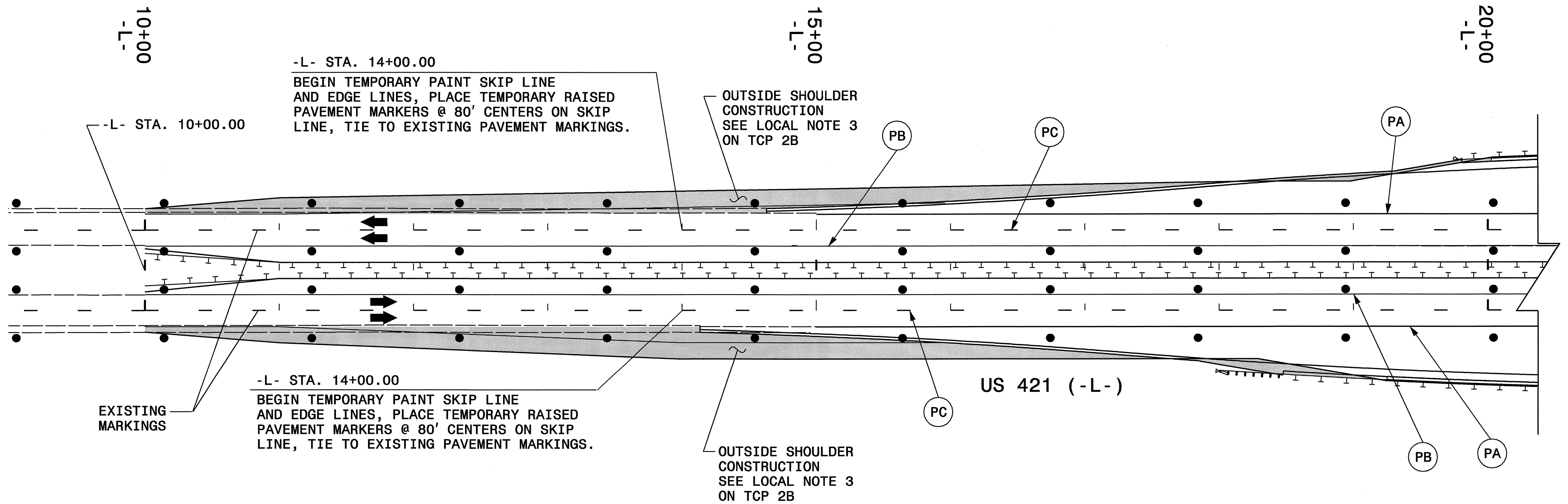
SCALE:	NONE
DATE:	06/08
DWG. BY:	AKP
DESIGN BY:	AKP
REVIEWED BY:	DAP

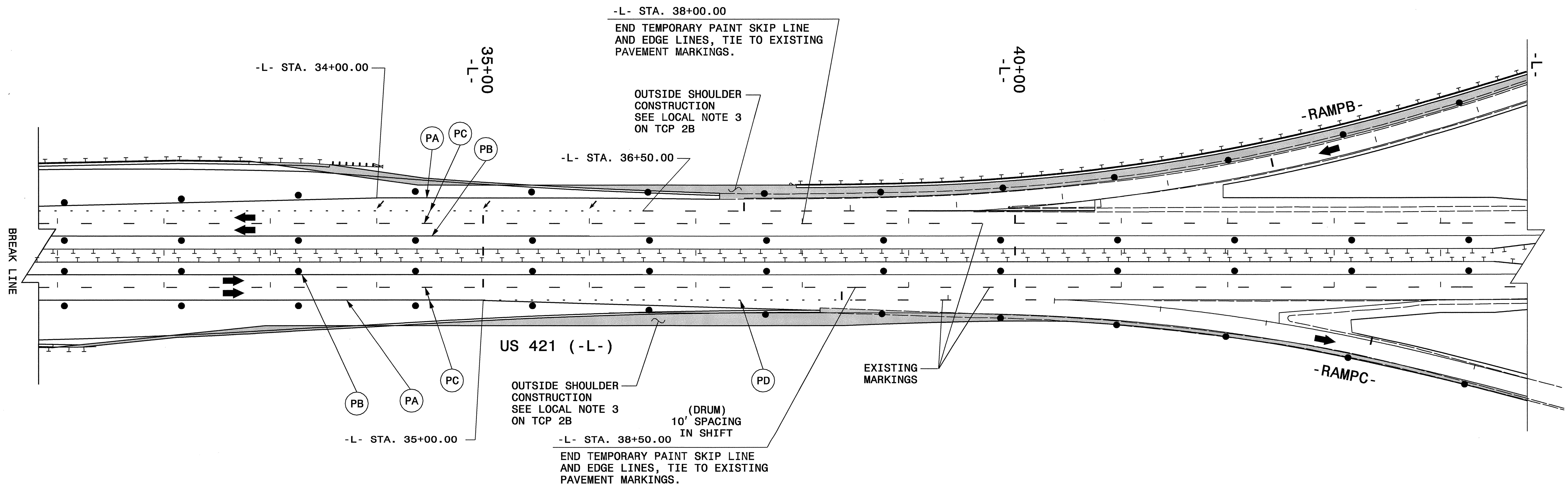
REVISIONS

CADD FILE

11-AUG-2009 10:42
\\Dot\Dfsroot\NProj\TIPProjects-B\B4507\traffic\trafficcontrol\tcp\b-4507_to_tcp_9.dgn
dkpatel AT WZTC244748

PROJ. REFERENCE NO.	SHEET NO.
B-4507 FORSYTH	TCP-10





11-AUG-2009 10:43
\\Dot\Dfsroot01\Proj\TIPProjects-B\B4507\traffic\trafficcontrol\tcp\b-4507_tc_tcp_10.dgn
akpatel AT WZTC244748

APPROVED: [signature] DATE: 8/11/09

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE JR.

TRAFFIC CONTROL DETAILS
PHASE III

SCALE:	NONE
DATE:	07/09
DWG. BY:	AKP
DESIGN BY:	AKP
REVIEWED BY:	DAP

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

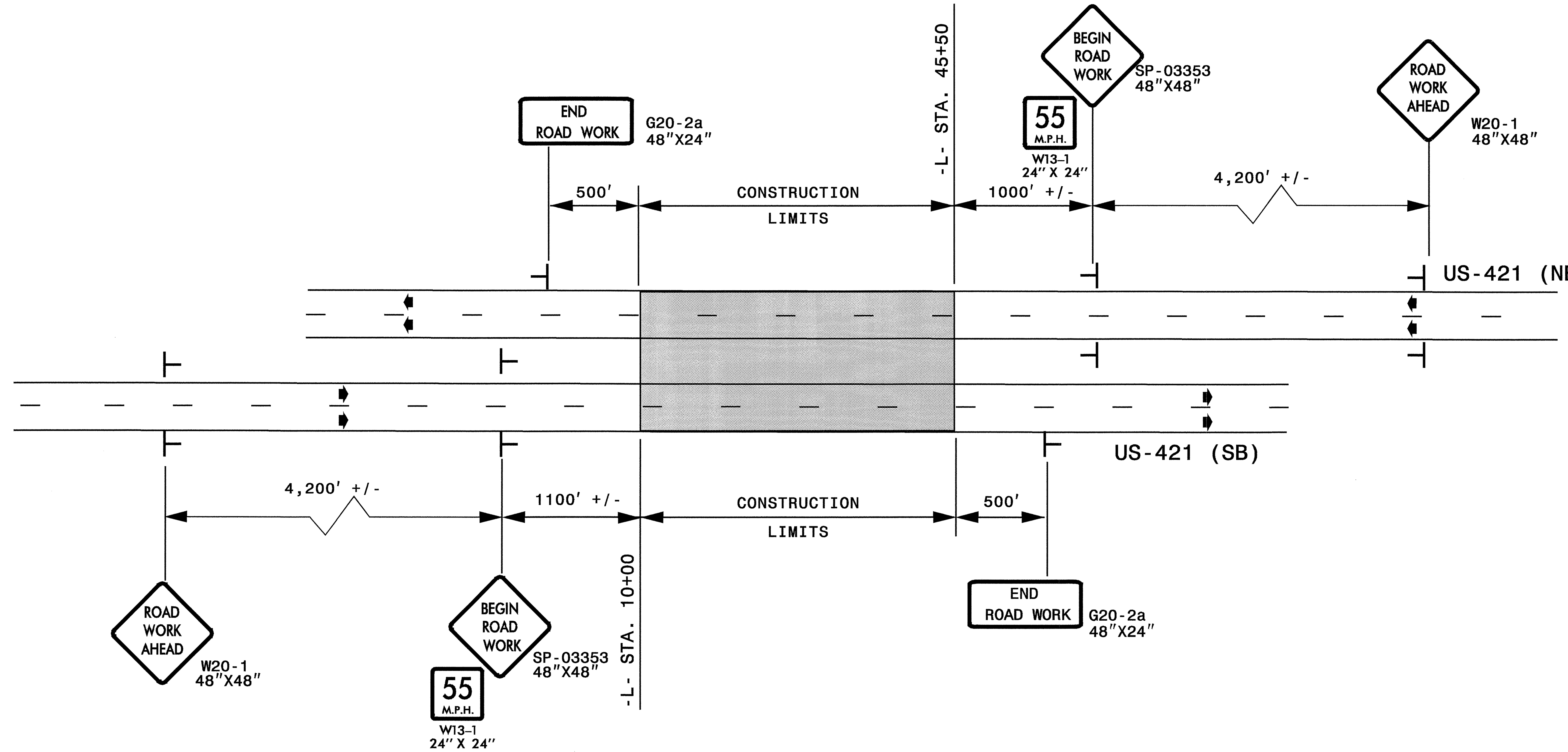
REVISIONS

CADD FILE

ADVANCED WORK ZONE WARNING SIGNING FOR FREEWAYS (4 LANES OR GREATER)

PROJ. REFERENCE NO.	SHEET NO.
B-4507 FORSYTH	TCP-11

DETAIL A

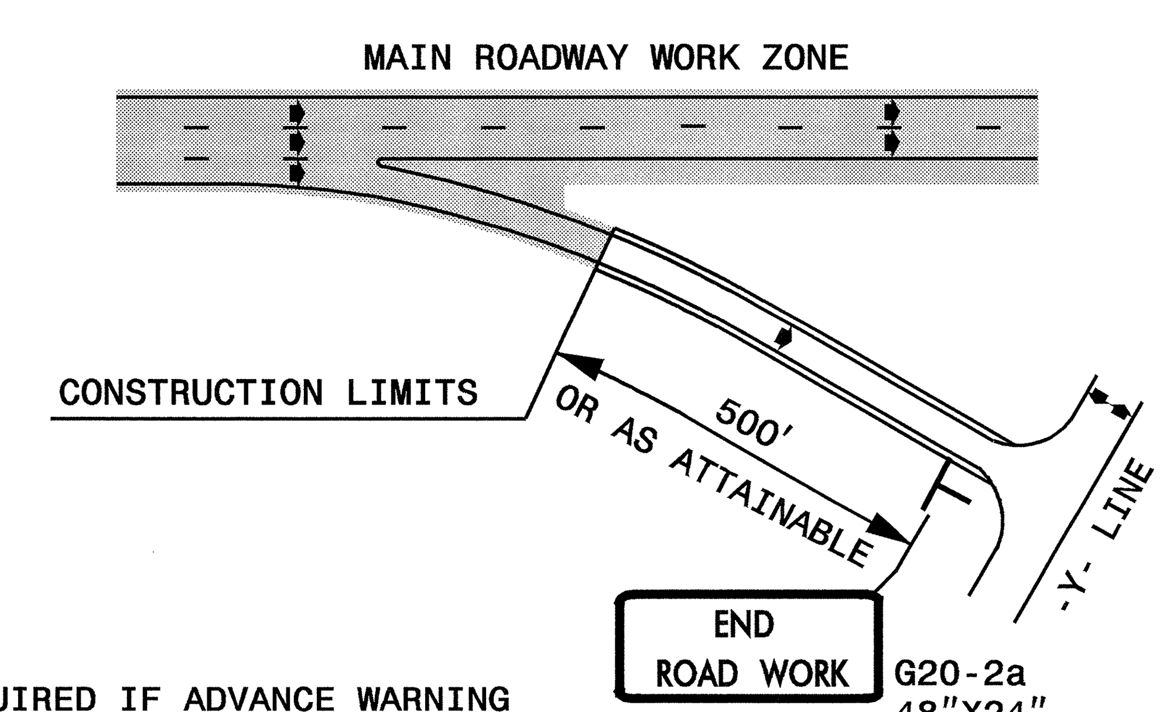


LEGEND
- ⊢ STATIONARY SIGN
- ➧ DIRECTION OF TRAFFIC FLOW

* USE THE "$250 SPEEDING PENALTY" SIGN, SPEED LIMIT SIGN, AND ORANGE PANEL; ONLY WHEN A "$250 SPEEDING PENALTY" ORDINANCE HAS BEEN ISSUED BY THE REGIONAL TRAFFIC ENGINEER.

DETAIL B

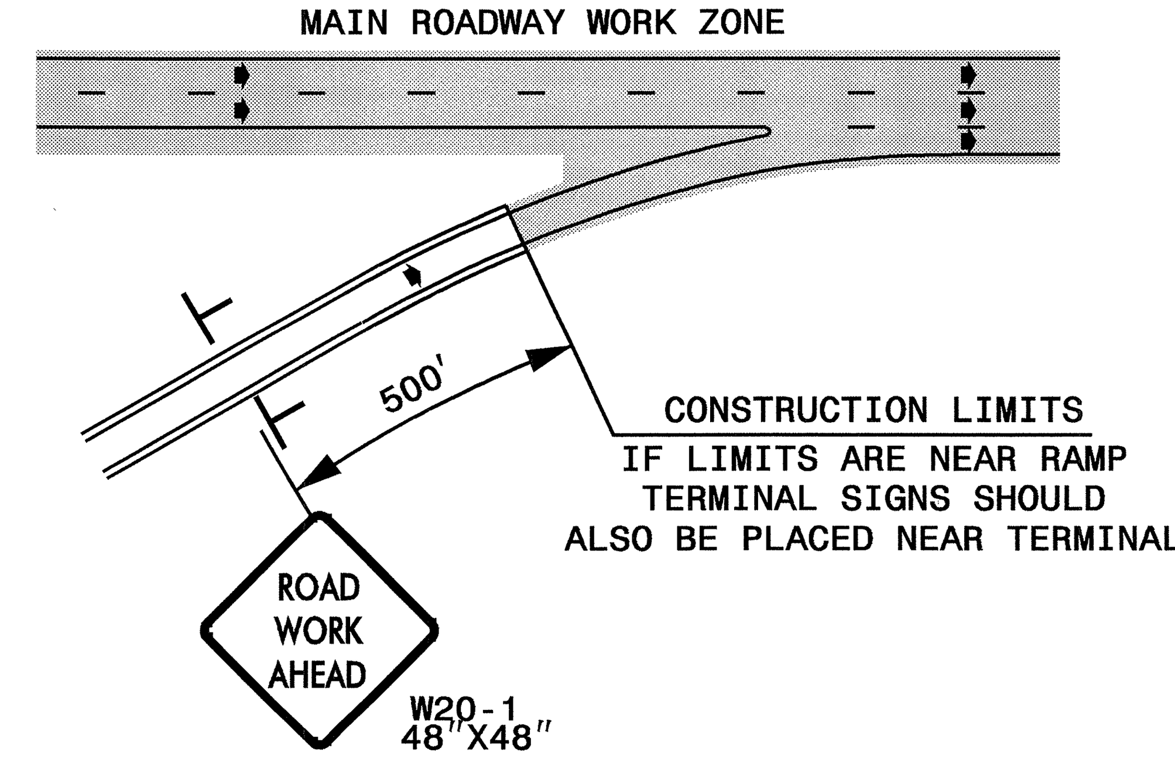
EXIT RAMPS



NOTE: SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

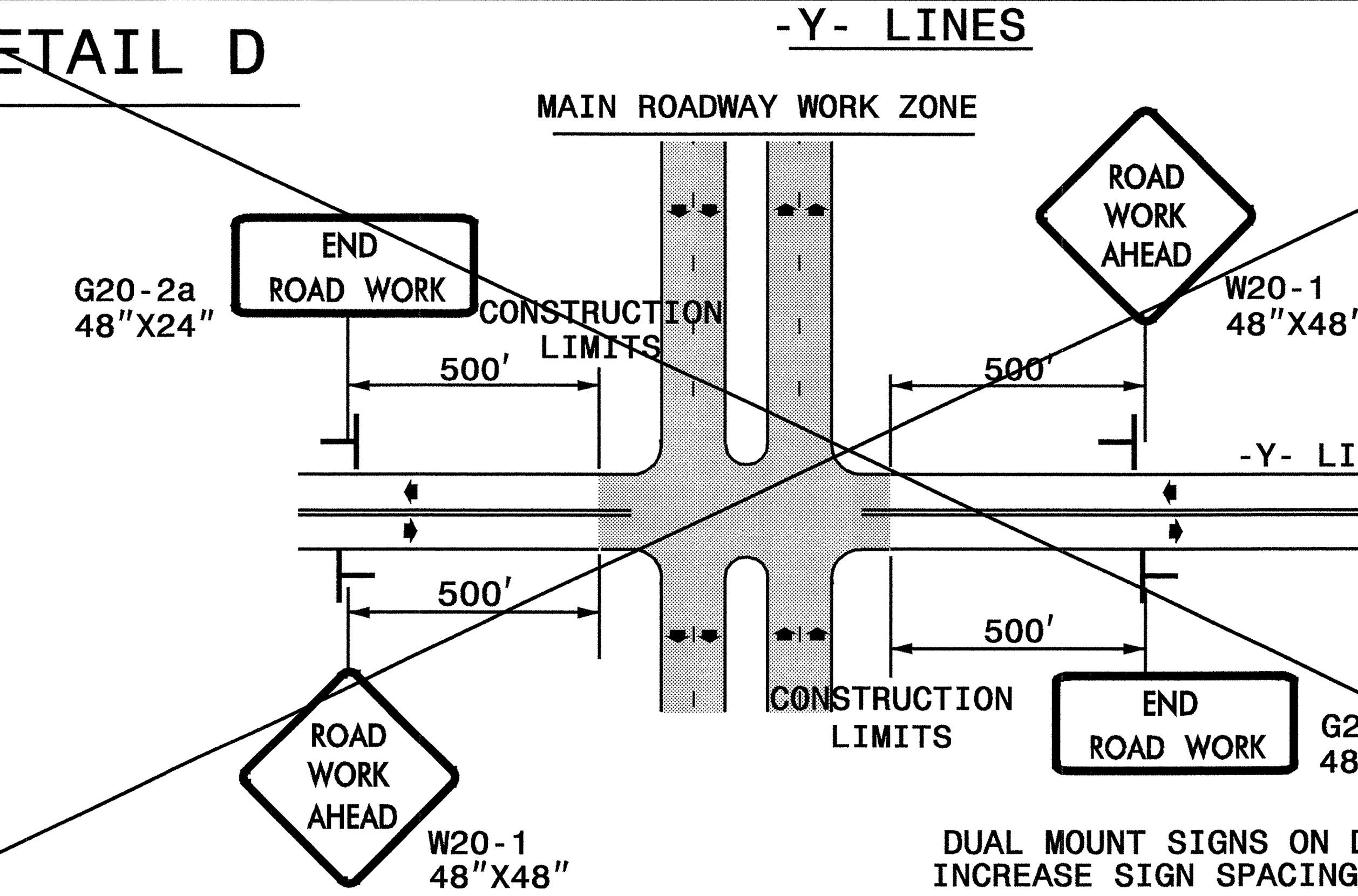
DETAIL C

ENTRANCE RAMPS



DETAIL D

-Y- LINES



DUAL MOUNT SIGNS ON DIVIDED HIGHWAYS AND INCREASE SIGN SPACING TO 1000'+/-.

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.

APPROVED: [signature] DATE: 8/11/09

SEAL — NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 022104 JOHN S. KITE JR.

ADVANCED WORK ZONE WARNING SIGNS FOR FREEWAYS (4 LANES OR GREATER)

SCALE:	NONE
DATE:	06/08
DWG. BY:	AKP
DESIGN BY:	AKP
REVIEWED BY:	DAP

DIVISION OF HIGHWAYS — TRAFFIC ENGINEERING BRANCH — STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION — TRAFFIC CONTROL UNIT

REVISIONS: 03/04

CADD FILE

11-AUG-2009 11:08
\\Dot\Dfsroot01\Proj\TIPProjects-B\B4507\traffic\trafficcontrol\tcp\b-4507_tc_tcp_ll_awzws.dgn
akpatel AT WZTC244748