

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO.	SHEET NO.
R-2000AF	TCP-1

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

R-2000AF

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	DRUMS
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.03	PAVEMENT MARKINGS - INTERCHANGES
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - THRU LANE DROPS
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.12	PAVEMENT MARKINGS - BRIDGES

INDEX OF SHEETS

SHEET NO.	TITLE
TCP-1	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND AND INDEX OF SHEETS
TCP-2 THRU 2B	PROJECT NOTES
TCP-2C	TEMPORARY SHORING DATA
TCP-3 THRU 3A	PHASING
TCP-4 THRU 11	OVERVIEW
TCP-12 THRU 15	I-40 LANE CLOSURE FOR REMOVAL OF EXISTING BRIDGE RAIL
TCP-16 AND 17	I-40 SHOULDER CLOSURE FOR BRIDGE CONSTRUCTION
TCP-18 AND 19	PAGE ROAD CLOSURE FOR BRIDGE CONSTRUCTION
TCP-20 AND 21	PAGE ROAD LANE CLOSURE FOR BRIDGE CONSTRUCTION
TCP-22 AND 23	PAGE ROAD SHOULDER CLOSURE FOR BRIDGE CONSTRUCTION
TCP-24	PAGE ROAD NORTH BOUND CLOSURE AND DETOUR
TCP-25	PAGE ROAD SOUTH BOUND CLOSURE AND DETOUR
TCP-26	I-40 / PAGE ROAD EXIT CLOSURE AND DETOUR
TCP-27	PAGE ROAD CLOSURE AND DETOUR
TCP-28	-RP2B- AND -CD- CLOSURE AND DETOUR
TCP-29 AND 30	WORK ZONE ADVANCE WARNING SIGNS
SD-1	SPECIAL SIGN DESIGN

LEGEND

- GENERAL**
- DIRECTION OF TRAFFIC FLOW
 - NORTH ARROW
 - PROPOSED PVMT. EXIST. PVMT.
 - WORK AREA
 - REMOVAL OF EXISTING PAVEMENT
- TRAFFIC CONTROL DEVICES**
- TYPE I BARRICADE
 - TYPE II BARRICADE
 - TYPE III BARRICADE
 - CONE
 - DRUM SKINNY DRUM
 - FLASHING ARROW PANEL (TYPE C)
 - STATIONARY SIGN
 - PORTABLE SIGN
 - STATIONARY OR PORTABLE SIGN
 - CRASH CUSHION
 - CHANGEABLE MESSAGE SIGN
 - TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)
 - POLICE
 - FLAGGER
- PAVEMENT MARKINGS**
- CRYSTAL/CRYSTAL PAVEMENT MARKER
 - YELLOW/YELLOW PAVEMENT MARKER
 - CRYSTAL/RED PAVEMENT MARKER
 - PAVEMENT MARKING SYMBOLS

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TIP PROJECT:

APPROVED:	PLAN PREPARED BY: N.C.D.O.T. WORK ZONE TRAFFIC CONTROL UNIT
DATE: 11-06-09	
SEAL 	J. S. BOURNE, P.E. TRAFFIC CONTROL ENGINEER
	J. S. KITE, P.E. TRAFFIC CONTROL PROJECT ENGINEER
	J. D. KUSE, P.E. TRAFFIC CONTROL PROJECT DESIGN ENGINEER
	D. W. BISSETTE, P.E. TRAFFIC CONTROL DESIGN ENGINEER / TECHNICIAN

PROJECT NOTES

PROJ. REFERENCE NO.	SHEET NO.
R-2000AF	TCP-2

GENERAL NOTES

CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS AND ROADWAY DETAILS ARE NOT ATTAINABLE TO MEET FIELD CONDITIONS, OR RESULT IN DUPLICATE, OR 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:

ROAD NAME	DAY AND TIME RESTRICTIONS
I-40	MONDAY THRU SUNDAY 6:00 AM TO 9:00 PM
I-540	MONDAY THRU SUNDAY 6:00 AM TO 9:00 PM
-CD-	MONDAY THRU SUNDAY 6:00 AM TO 9:00 PM
-LP1B-	MONDAY THRU SUNDAY 6:00 AM TO 9:00 PM
-RP2B-	MONDAY THRU SUNDAY 6:00 AM TO 9:00 PM
PAGE ROAD	MONDAY THRU FRIDAY 6:00 AM TO 9:00 AM MONDAY THRU FRIDAY 4:00 PM TO 7:00 PM

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

ROAD NAME

I-40
I-540
-CD-
-LP1B-
-RP2B-
PAGE ROAD

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 6:00 AM DECEMBER 31st TO 9:00 PM JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 9:00 PM THE FOLLOWING TUESDAY.
3. FOR EASTER, BETWEEN THE HOURS OF 6:00 AM THURSDAY AND 9:00 PM MONDAY.
4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 AM FRIDAY TO 9:00 PM TUESDAY.
5. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 AM THE DAY BEFORE INDEPENDENCE DAY AND 9:00 PM THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 6:00 AM THE THURSDAY BEFORE INDEPENDENCE DAY AND 9:00 PM THE TUESDAY AFTER INDEPENDENCE DAY.

6. FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 AM FRIDAY AND 9:00 PM TUESDAY.
7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 AM TUESDAY TO 9:00 PM MONDAY.
8. FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 AM THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 9:00 PM THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

C) DO NOT CLOSE ROADS AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
I-40	
I-540	
-CD-	MONDAY THRU SUNDAY 6:00 AM TO 9:00 PM
-LP1B-	MONDAY THRU SUNDAY 6:00 AM TO 9:00 PM
-RP2B-	MONDAY THRU SUNDAY 6:00 AM TO 9:00 PM
PAGE ROAD	MONDAY THRU SUNDAY 6:00 AM TO 9:00 PM

D) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	DURATION AND OPERATION
I-40, I-540, ALL RAMP AND LOOPS	MONDAY THRU SUNDAY 6:00 AM TO 12:00 MIDNIGHT	30 MINUTES TO INSTALL OVERHEAD SIGN ASSEMBLIES AND / OR TO INSTALL HIGH MOUNT STANDARDS
PAGE ROAD	MONDAY THRU SUNDAY 6:00 AM TO 12:00 MIDNIGHT	30 MINUTES TO INSTALL HIGH MOUNT STANDARDS

E) DO NOT CONDUCT SINGLE VEHICLE HAULING AS FOLLOWS; INGRESS AND EGRESS FROM RAMPS BE ALLOWED:

ROAD NAME	DAY AND TIME RESTRICTIONS
I-40	MONDAY THRU SUNDAY 6:00 AM TO 9:00 PM
I-540 -	MONDAY THRU SUNDAY 6:00 AM TO 9:00 PM
-CD-	MONDAY THRU SUNDAY 6:00 AM TO 9:00 PM
-LP1B-	MONDAY THRU SUNDAY 6:00 AM TO 9:00 PM
-RP2B-	MONDAY THRU SUNDAY 6:00 AM TO 9:00 PM
PAGE ROAD -	MONDAY THRU FRIDAY 6:00 AM TO 9:00 AM MONDAY THRU FRIDAY 4:00 PM TO 7:00 PM

F) DO NOT CONDUCT MULTI-VEHICLE HAULING AS FOLLOWS; INGRESS AND EGRESS FROM RAMPS BE ALLOWED:

ROAD NAME	DAY AND TIME RESTRICTIONS
I-40	MONDAY THRU SUNDAY 6:00 AM TO 9:00 PM
I-540 -	MONDAY THRU SUNDAY 6:00 AM TO 9:00 PM
-CD-	MONDAY THRU SUNDAY 6:00 AM TO 9:00 PM
-LP1B-	MONDAY THRU SUNDAY 6:00 AM TO 9:00 PM
-RP2B-	MONDAY THRU SUNDAY 6:00 AM TO 9:00 PM
PAGE ROAD -	MONDAY THRU FRIDAY 6:00 AM TO 9:00 AM MONDAY THRU FRIDAY 4:00 PM TO 7:00 PM

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PROJECT NOTES

PROJ. REFERENCE NO.	SHEET NO.
R-2000AF	TCP-2A

GENERAL NOTES

G) 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

H) 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.

I) 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.

J) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO AN UNDIVIDED FACILITY AND WITHIN 5 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

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

K) 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.

L) 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.

M) DO NOT INSTALL MORE THAN ONE LANE CLOSURE, IN ANY ONE DIRECTION, ON I-40 AND I-540.

PAVEMENT EDGE DROP OFF REQUIREMENTS

N) 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.

O) 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

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

SIGNING

Q) 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.

R) PROVIDE PERMANENT SIGNING.

S) PROVIDE DETOUR SIGNING WITHIN AND OFF THE PROJECT LIMITS.

T) COVER OR REMOVE ALL DETOUR SIGNS WITHIN AND OFF THE PROJECT LIMITS WHEN A DETOUR IS NOT IN OPERATION.

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

TRAFFIC BARRIER

V) 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.

W) 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.

TRAFFIC CONTROL DEVICES

X) 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.

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

Z) 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

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

ROAD NAME ALL ROADS	MARKING PAINT	MARKER TEMPORARY RAISED
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PROJECT NOTES

PROJ. REFERENCE NO.	SHEET NO.
R-2000AF	TCP-2B

GENERAL NOTES

BB) 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.

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

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

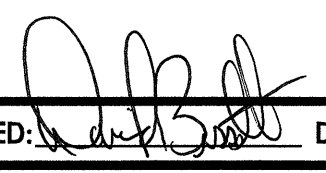

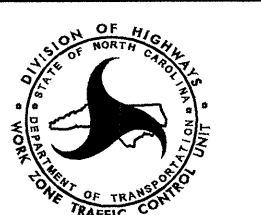
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EE) POLICE MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS, AS DIRECTED BY THE ENGINEER.

LOCAL NOTES

1. MAINTAIN GUARDRAIL AS LONG AS THE WARRANTS EXIST
2. SEE ROADWAY PLANS FOR PAVEMENT REMOVAL, MILLING AND WEDGING LOCATIONS.
3. THE DROP OFF CREATED BY REMOVING THE EXISTING BRIDGE RAIL SHALL BE PROTECTED BY A 30' CLEAR ZONE AND / OR ANCHORED PORTABLE CONCRETE BARRIER AT ALL TIMES.
4. THE EXPOSED AREA THAT IS NOT PROTECTED BY ANCHORED PORTABLE CONCRETE BARRIER SHALL NOT EXCEED 20' IN LENGTH AT ANY TIME.
5. THE ANCHORED PORTABLE CONCRETE BARRIER SHALL EXTEND AT LEAST 20' BEYOND THE OPENING CREATED BY REMOVING THE EXISTING BRIDGE RAIL PRIOR TO REMOVING THE LANE CLOSURE.
6. USE ROADWAY STANDARD DRAWING 1101.02 SHEET 9 OF 9 AS NEEDED TO KEEP TRAFFIC OUT OF THE WORK AREA WHILE THE SECTIONS OF EXISTING BRIDGE BARRIER RAIL ARE LIFTED AND LOADED.
7. THE CONTRACTOR SHALL OBTAIN CONCRETE STRENGTH OF 1500 PSI FOR THE FOOTING PRIOR TO PLACING THE BACKFILL AND SHALL USE LIGHTWEIGHT OR HAND OPERATED COMPACTION EQUIPMENT UNTIL FULL CONCRETE STRENGTH IS OBTAINED.
8. AT THE CONTRACTOR'S OPTION, HIGH EARLY STRENGTH CONCRETE CAN BE USED IN THE FOOTING CONSTRUCTION AT NO ADDITIONAL COST TO THE DEPARTMENT.
9. NOTIFY THE ENGINEER 48 HOURS BEFORE MILLING OR RESURFACING WILL INTERFERE WITH THE EXISTING SIGNAL LOOPS. LOOPS MAY NEED TO BE PLACED IN MILLED SURFACE BEFORE RESURFACING OCCURS. COORDINATE ALL SIGNAL LOOP OPERATIONS WITH THE ENGINEER.

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TEMPORARY SHORING DATA

TEMPORARY SHORING NO.1

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING PROJECT SPECIAL PROVISION.

DO NOT USE A TEMPORARY MSE WALL FROM STATION 23+56+/- -L- TO STATION 23+67+/- -L-, 75.75 FT. LEFT.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 23+56+/- -L- TO STATION 23+67+/- -L-, 75.75 FT. LEFT., DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:

- UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 120$ PCF
- UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma' = 60$ PCF
- FRICTION ANGLE, $\phi = 30$ DEGREES
- COHESION, $c = 0$ PSF

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION 23+56+/- -L- TO STATION 23+67+/- -L-, 75.75 FT. LEFT, MAY NOT PENETRATE BELOW ELEVATION 325 FT. DUE TO THE PRESENCE OF WEATHERED ROCK.

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

IT MAY BE PREFERRED OR NECESSARY TO ANCHOR TEMPORARY SHORING FROM STATION 23+56+/- TO STATION 23+67+/-, 75.75 FT. LEFT. FOR ANCHORED TEMPORARY SHORING, SEE ANCHORED TEMPORARY SHORING PROVISION.

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.

TEMPORARY SHORING FROM STATION 23+56+/- -L- TO STATION 23+67+/- -L-, 75.75 FT. LEFT, MAY NEED TO BE LEFT IN PLACE. USE CONCRETE PANELS INSTEAD OF TIMBER LAGGING FOR TEMPORARY SHORING AND ANCHORED TEMPORARY SHORING, IF APPLICABLE. SEE TEMPORARY SHORING SPECIAL PROVISION OR ANCHORED TEMPORARY SHORING SPECIAL PROVISION.

TEMPORARY SHORING NO.2

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING PROJECT SPECIAL PROVISION.

DO NOT USE A TEMPORARY MSE WALL FROM STATION 25+55+/- -L- TO STATION 25+66+/- -L-, 75.75 FT. LEFT.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 25+55+/- -L- TO STATION 25+66+/- -L-, 75.75 FT. LEFT., DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:

- UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 120$ PCF
- UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma' = 60$ PCF
- FRICTION ANGLE, $\phi = 30$ DEGREES
- COHESION, $c = 0$ PSF

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION 25+55+/- -L- TO STATION 25+66+/- -L-, 75.75 FT. LEFT, MAY NOT PENETRATE BELOW ELEVATION 365 FT. DUE TO THE PRESENCE OF WEATHERED ROCK.






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

IT MAY BE PREFERRED OR NECESSARY TO ANCHOR TEMPORARY SHORING FROM STATION 25+55+/- TO STATION 25+66+/-, 75.75 FT. LEFT. FOR ANCHORED TEMPORARY SHORING, SEE ANCHORED TEMPORARY SHORING PROVISION.

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.

TEMPORARY SHORING FROM STATION 25+55+/- -L- TO STATION 25+66+/- -L-, 75.75 FT. LEFT, WILL BE REQUIRED TO BE LEFT IN PLACE. USE CONCRETE PANELS INSTEAD OF TIMBER LAGGING FOR TEMPORARY SHORING AND ANCHORED TEMPORARY SHORING, IF APPLICABLE. SEE TEMPORARY SHORING SPECIAL PROVISION OR ANCHORED TEMPORARY SHORING SPECIAL PROVISION.

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REVISIONS												

PHASING

PROJ. REFERENCE NO.	SHEET NO.
R-2000AF	TCP-3

- NOTES**
- SKINNY DRUMS ARE NOT APPROVED FOR USE ON R-2000AF UNLESS DIRECTED BY THE ENGINEER.
 - THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH THE TRIANGLE MANAGEMENT CENTER ON A DAILY BASIS OR AS DIRECTED BY THE ENGINEER.
 - THE LANE CLOSURE SHOWN ON SHEETS TCP-12 THRU TCP-15 SHALL ONLY BE USED FOR THE REMOVAL OF THE EXISTING BRIDGE RAIL AS DETAILED IN STEP 3.
 - PROVIDE APPROPRIATE LIGHTING IN ACCORDANCE WITH SECTION 1413 OF THE STANDARD SPECIFICATIONS.

STEP 1. INSTALL WORK ZONE ADVANCE WARNING SIGNS ON -L- AND ALL -Y- LINES AS SHOWN ON SHEETS TCP-29 AND TCP-30.

STEP 2. USING ROADWAY STANDARD DRAWING 1101.02 SHEETS 3, 6 AND 7 OF 9 INSTALL LANE CLOSURES AS NEEDED, USING TCP-26 THRU TCP-28 INSTALL DETOURS AS NEEDED AND BEGIN CONSTRUCTION UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE OF THE FOLLOWING WIDENING SECTIONS AS SHOWN ON SHEETS TCP-4 THRU TCP-11: (SEE LOCAL NOTES 1 AND 2)

- RIGHT OF -Y1- FROM STATION 60+00+/- TO STATION 42+07+/-
- RIGHT OF -CD- FROM STATION 10+00+/- TO STATION 36+79+/-
- RIGHT AND LEFT OF -RP2B- FROM STATION 10+00+/- TO STATION 32+23+/-
- LEFT OF -L- FROM STATION 12+50+/- TO STATION 23+56+/-
- LEFT OF -L- FROM STATION 25+66+/- TO STATION 50+88+/-
- LEFT OF -LP1B- FROM STATION 10+00+/- TO STATION 15+36+/-

STEP 3. USING ROADWAY STANDARD DRAWING 1101.02 SHEETS 3, 6 AND 7 OF 9 INSTALL LANE CLOSURES AS NEEDED AND BEGIN CONSTRUCTION OF THE FOLLOWING: (SEE PROJECT SPECIAL PROVISION FOR PROPOSED OVERHEAD SIGN ASSEMBLIES)

- OVERHEAD SIGN ASSEMBLY 'A' @ -CD- STA. 10+00 WBL I-540
- OVERHEAD SIGN ASSEMBLY 'B' @ -RP2B- STA. 10+00
- OVERHEAD SIGN ASSEMBLY 'C' @ -L- STA. 36+00 WBL I-40
- OVERHEAD SIGN ASSEMBLY 'D' @ -L- STA. 25+70 WBL I-40
- ROADWAY LIGHTING SYSTEM

USING ROADWAY STANDARD DRAWING 1101.03 SHEET 9 OF 9 STOP TRAFFIC AS NEEDED AND BEGIN INSTALLATION OF OVERHEAD SIGN ASSEMBLIES AND HIGH MOUNT STANDARDS. (SEE INTERMEDIATE CONTRACT TIME. COVER PROPOSED SIGNS.)

MAINTAIN EXISTING OVERHEAD SIGNS AS LONG AS PRACTICAL. WHEN EXISTING OVERHEAD SIGNS ARE REMOVED INSTALL CMS BOARDS AS SHOWN ON SHEETS TCP-4, TCP-5, TCP-8 AND TCP-9 AND INSTALL TEMPORARY PAVEMENT MARKINGS ON -L- AND -LP1B- AS SHOWN ON SHEETS TCP-4 AND TCP-5 AND ROADWAY STANDARD DRAWING 1205.06 SHEET 1 OF 4. (DO NOT PLACE THESE TEMPORARY PAVEMENT MARKINGS ON THE FINAL LAYER OF ASPHALT SURFACE)

STEP 4. USING ROADWAY STANDARD DRAWING 1101.02 SHEETS 3, 6 AND 7 OF 9 INSTALL LANE CLOSURES AS NEEDED AND BEGIN CONSTRUCTION OF R-5164B RESURFACING MAPS NO. 1 THRU 4. (DO NOT CONSTRUCT THE PORTION OF MAP NO. 4 ADJACENT TO THE PROPOSED WIDENING UNTIL THE PROPOSED WIDENING HAS BEEN CONSTRUCTED UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.)

INTERMEDIATE CONTRACT TIME: COMPLETE THE WORK REQUIRED OF STEP 5 BETWEEN THE HOURS OF 11:00 PM AND 6:00 AM.

STEP 5. USING TRAFFIC CONTROL PLAN SHEETS TCP-18, TCP-19 AND TCP-24 THRU TCP-28 INSTALL DETOURS AND CLOSE -RP2B-, -LP1B-, AND PAGE ROAD TO TRAFFIC. USING TRAFFIC CONTROL PLAN SHEETS TCP-12 THRU TCP-17 CLOSE THE TWO OUTSIDE WESTBOUND THRU LANES OF I-40. WORKING IN A CONTINUOUS MANNER REMOVE THE EXISTING BRIDGE RAIL AND INSTALL AND ANCHOR PORTABLE CONCRETE BARRIER ON THE SHOULDER OF -L- FROM STATION 28+72+/- TO STATION 22+56+/- AS THE EXISTING BRIDGE RAIL IS REMOVED. INSTALL COLD APPLIED PLASTIC 6" WHITE EDGELINE LEFT OF -L- FROM STATION 22+56+/- TO STATION 28+72+/- (SEE LOCAL NOTES 3, 4, 5 AND 6)

STEP 6. USING ROADWAY STANDARD DRAWING 1101.02 SHEETS 3, 6 AND 7 OF 9 INSTALL LANE CLOSURES AS NEEDED ON -L-, USING TCP-20, TCP-21, TCP-24 THRU TCP-27 INSTALL LANE CLOSURES OR DETOURS AS NEEDED ON SR 1973 (PAGE ROAD) AND BEGIN CONSTRUCTION OF BRIDGE WIDENING ON -L- FROM STATION 23+56+/- TO STATION 25+66+/-.

STEPS 7 AND 8 CAN BE COMPLETED IN ANY ORDER BUT SHALL NOT BE PURSUED SIMULTANEOUSLY

INTERMEDIATE CONTRACT TIME: COMPLETE THE WORK REQUIRED OF STEP 7 BETWEEN THE HOURS OF 7:00 PM FRIDAY NIGHT AND 4:00 PM MONDAY AFTERNOON.

STEP 7. CLOSE THE OUTSIDE NORTH BOUND LANE OF PAGE ROAD AS SHOWN ON TCP-20. EXCAVATE, FORM, POUR AND BACKFILL THE FOOTING FOR BENT NO. 2. INSTALL WATER FILLED BARRIER ON THE SHOULDER OF THE NORTH BOUND LANE OF PAGE ROAD FROM STATION 13+41+/- TO STATION 11+41+/- AS SHOWN ON TCP-22. (SEE LOCAL NOTES 7 AND 8)

INTERMEDIATE CONTRACT TIME: COMPLETE THE WORK REQUIRED OF STEP 8 BETWEEN THE HOURS OF 9:00 AM FRIDAY MORNING AND 6:00 AM MONDAY MORNING.

STEP 8. CLOSE THE OUTSIDE SOUTH BOUND LANE OF PAGE ROAD AS SHOWN ON TCP-21. EXCAVATE, FORM, POUR AND BACKFILL THE FOOTING FOR BENT NO. 1. INSTALL WATER FILLED BARRIER ON THE SHOULDER OF THE SOUTH BOUND LANE OF PAGE ROAD FROM STATION 11+58+/- TO STATION 13+58+/- AS SHOWN ON TCP-23. (SEE LOCAL NOTES 7 AND 8)

STEP 9. BEGIN CONSTRUCTION OF BENT NO. 2 BEHIND THE WATER FILLED BARRIER.

STEP 10. BEGIN CONSTRUCTION OF BENT NO. 1 BEHIND THE WATER FILLED BARRIER.

STEP 11. COMPLETE CONSTRUCTION OF THE BRIDGE WIDENING ON -L- FROM STATION 23+56+/- TO STATION 25+66+/-.

STEPS 12 AND 13 CAN BE COMPLETED DURING THE SAME INTERMEDIATE CONTRACT TIME PERIOD.

INTERMEDIATE CONTRACT TIME: COMPLETE THE WORK REQUIRED OF STEP 12 BETWEEN THE HOURS OF 7:00 PM FRIDAY NIGHT AND 6:00 AM MONDAY MORNING.

STEP 12. USING ROADWAY STANDARD DRAWING 1101.02 SHEETS 3, 6 AND 7 INSTALL LANE CLOSURES AND COMPLETE THE FOLLOWING:

- REMOVE THE PORTABLE CONCRETE BARRIER FROM STATION 22+56+/- TO 28+72+/- LEFT OF -L-.
- REMOVE THE EXISTING SHOULDER FROM STATION 22+56+/- TO STATION 23+56+/- AND FROM STATION 25+66+/- TO STATION 28+72+/- LEFT OF -L-.
- COMPLETE THE CONSTRUCTION OF THE PROPOSED ROADWAY SECTION UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM STATION 22+56+/- TO STATION 23+56+/- AND FROM STATION 25+66+/- TO STATION 28+72+/- LEFT OF -L-.

INTERMEDIATE CONTRACT TIME: COMPLETE THE WORK REQUIRED OF STEP 13 BETWEEN THE HOURS OF 7:00 PM FRIDAY NIGHT AND 6:00 AM MONDAY MORNING.

STEP 13. CLOSE -LP1B- AND DETOUR TRAFFIC AS SHOWN ON TCP-26 AND TCP-28. CONSTRUCT THE WIDENING LEFT OF -LP1B- UP TO BUT, NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE LOCAL NOTE 2)

STEP 14. USING ROADWAY STANDARD DRAWING 1101.02 SHEETS 3, 6 AND 7 OF 9 AS NEEDED COMPLETE ALL WORK BEGAN IN PREVIOUS STEPS.

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 AT WTTC237500
 dwbissette

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PHASING

PROJ. REFERENCE NO.	SHEET NO.
R-2000AF	TCP-3A

STEP 15. USING ROADWAY STANDARD DRAWING 1101.02 SHEETS 3, 6 AND 7 OF 9 AS NEEDED PLACE THE FINAL SURFACE COURSE, FINAL PAVEMENT MARKINGS AND FINAL PAVEMENT MARKERS ON THE FOLLOWING AS SHOWN ON TCP-6 THRU TCP-13 AND IN THE PAVEMENT MARKING PLAN:

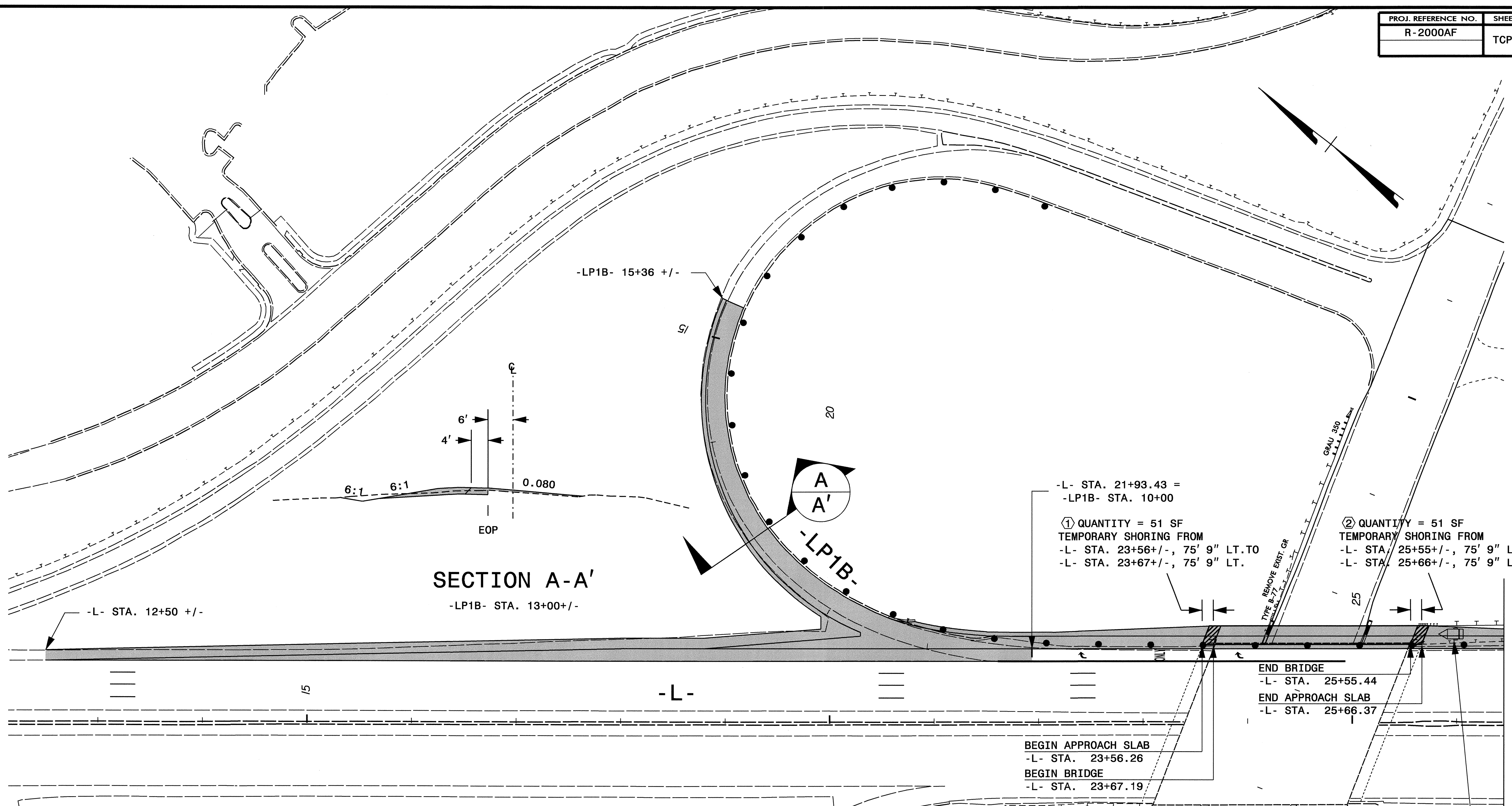
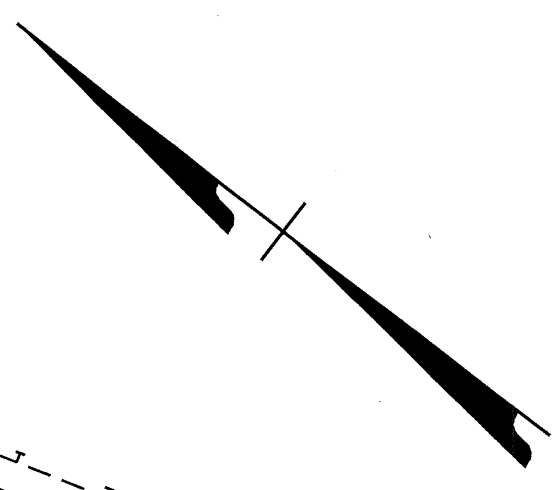
- Y1- FROM STATION 42+07+/- TO STATION 60+00+/-
- CD- FROM STATION 10+00+/- TO STATION 36+79+/-
- RP2B- FROM STATION 10+00+/- TO STATION 32+15+/-
- L- FROM STATION 12+50+/- TO STATION 51+07+/-
- LP1B- FROM STATION 10+00+/- TO STATION 15+36+/-
- PAGE- FROM STATION 10+85+/- TO STATION 18+00+/- (SEE LOCAL NOTES 2 AND 9)

UNCOVER OVERHEAD SIGNS AND PLACE TRAFFIC IN THE FINAL PATTERN.

STEP 16. REMOVE ALL TRAFFIC CONTROL DEVICES.

05-NOV-2009 11:39
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 AT WZTC237500
 dwbissette

APPROVED: DATE: 11-06-09	PHASING						
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REVISIONS							



SECTION A-A'
-LP1B- STA. 13+00 +/-

-L- STA. 21+93.43 =
-LP1B- STA. 10+00
① QUANTITY = 51 SF
TEMPORARY SHORING FROM
-L- STA. 23+56 +/-, 75' 9" LT. TO
-L- STA. 23+67 +/-, 75' 9" LT.

② QUANTITY = 51 SF
TEMPORARY SHORING FROM
-L- STA. 25+55 +/-, 75' 9" LT. TO
-L- STA. 25+66 +/-, 75' 9" LT.

BEGIN APPROACH SLAB
-L- STA. 23+56.26
BEGIN BRIDGE
-L- STA. 23+67.19

END BRIDGE
-L- STA. 25+55.44
END APPROACH SLAB
-L- STA. 25+66.37

NOTE
PLACE DRUMS IN TAPERS, ALONG THE BUFFER SPACE AND WORK AREA AT THE MAXIMUM SPACE EQUAL IN FEET TO THE POSTED SPEED LIMIT.

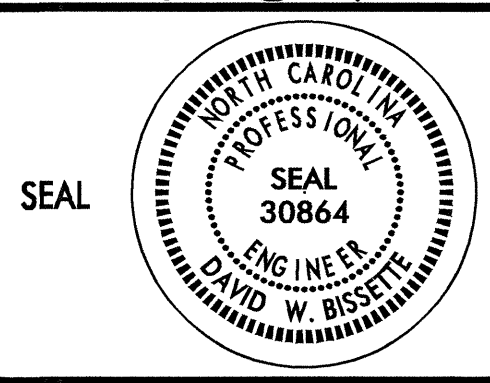
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CHANGEABLE MESSAGE SIGN	

MAINTAIN EXISTING OVERHEAD SIGNS AS LONG AS PRACTICAL. WHEN EXISTING OVERHEAD SIGNS ARE REMOVED INSTALL CMS AND TEMPORARY PAVEMENT MARKINGS. (RSD 1205.06 1 OF 4)

05-NOV-2009 16:25 \\dot\df\er\0010\Proj\Store\Proj\Traffic\Traffic\control\tcp\2000af-rc-tcp-04.dgn AT W:12/23/500 dwbissette

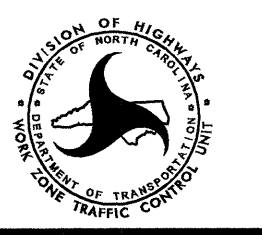
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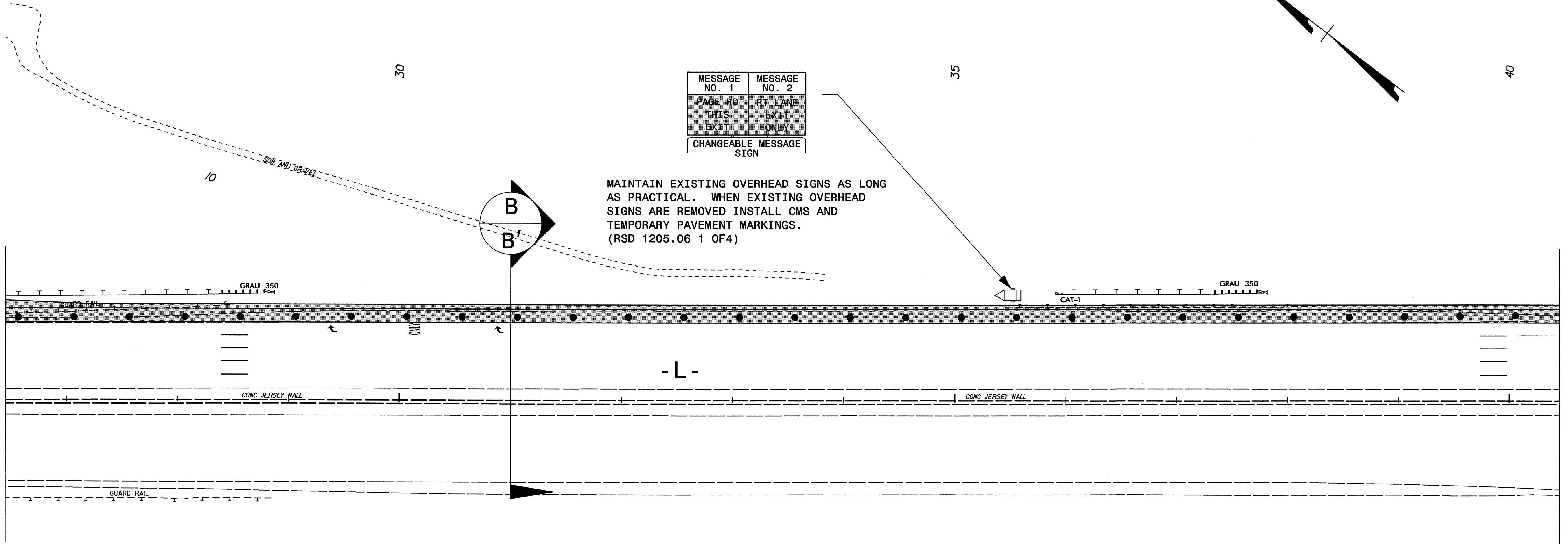


OVERVIEW

SCALE: NONE
DATE: 11/09
DWG. BY: DWB
DESIGN BY: DWB
REVIEWED BY: JDK



REVISIONS	

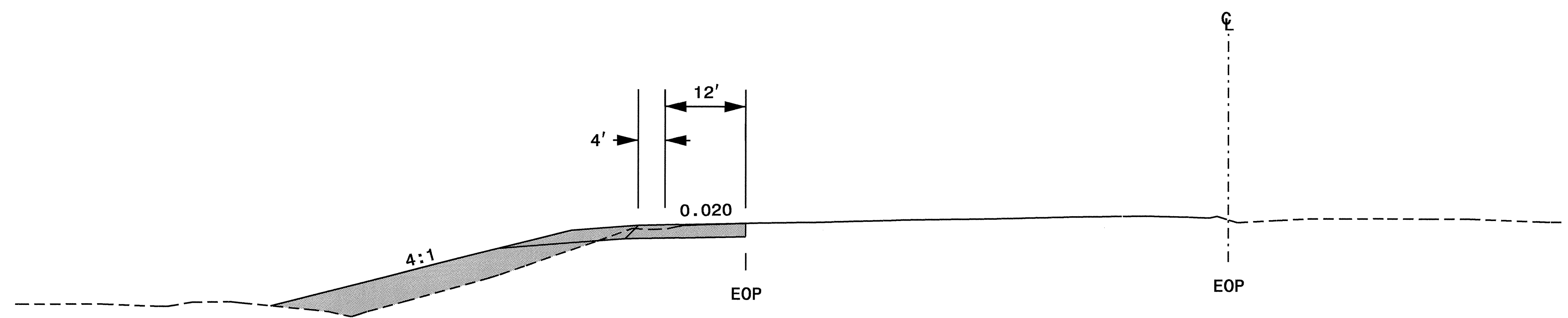


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CHANGEABLE MESSAGE SIGN	

MAINTAIN EXISTING OVERHEAD SIGNS AS LONG AS PRACTICAL. WHEN EXISTING OVERHEAD SIGNS ARE REMOVED INSTALL CMS AND TEMPORARY PAVEMENT MARKINGS. (RSD 1205.06 1 OF4)

MATCH LINE -L- STA. 26+45
(SEE SHEET TCP-04)

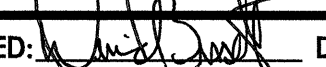


MATCH LINE -L- STA. 40+45
(SEE SHEET TCP-06)



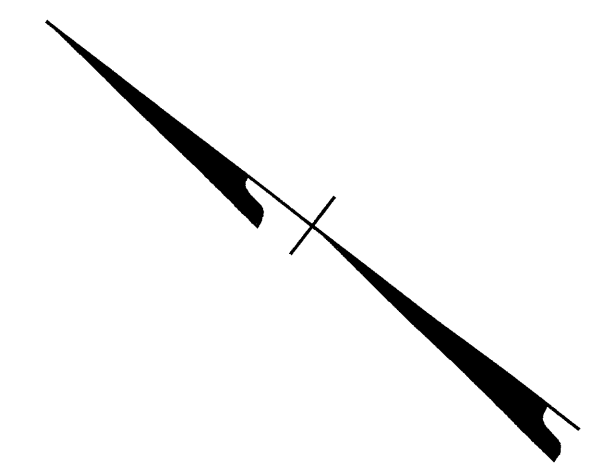
SECTION B-B'
-L- STA. 31+00+/-

NOTE
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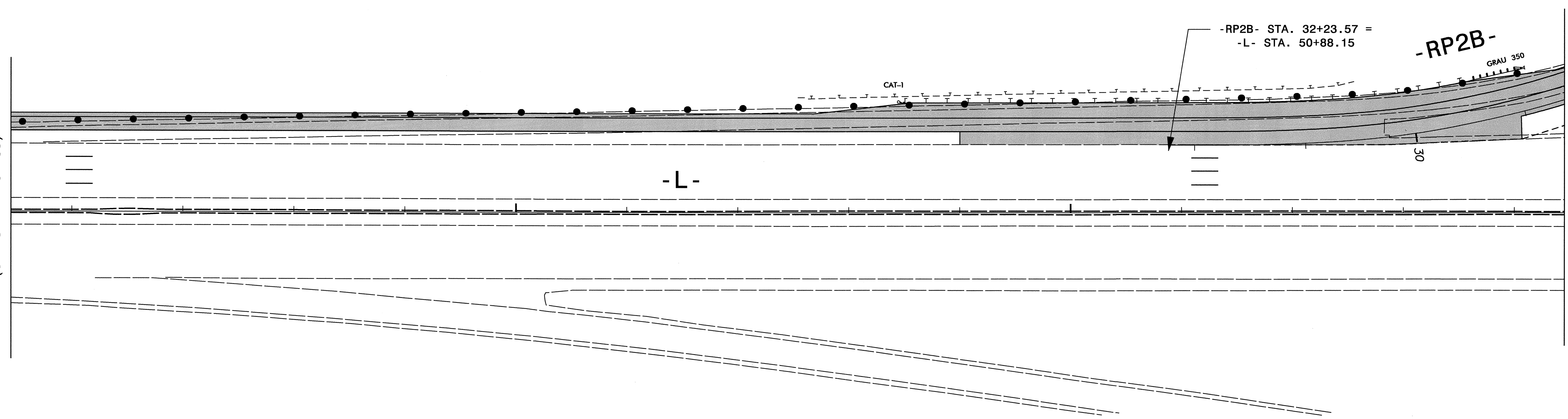
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R-2000AF	TCP-6



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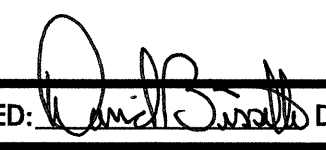
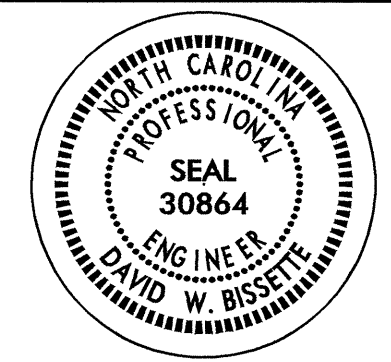
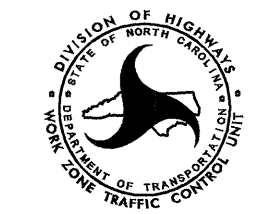
MATCH LINE -L- STA. 40+45
(SEE SHEET TCP-05)



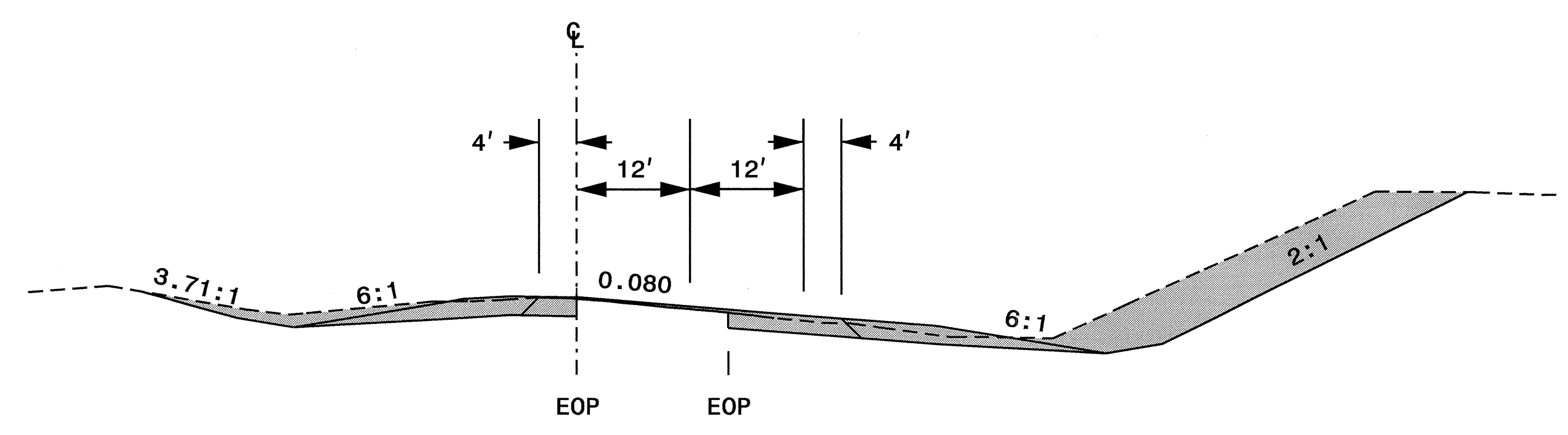
MATCH LINE -L- STA. 54+45
(SEE SHEET TCP-07)

NOTE

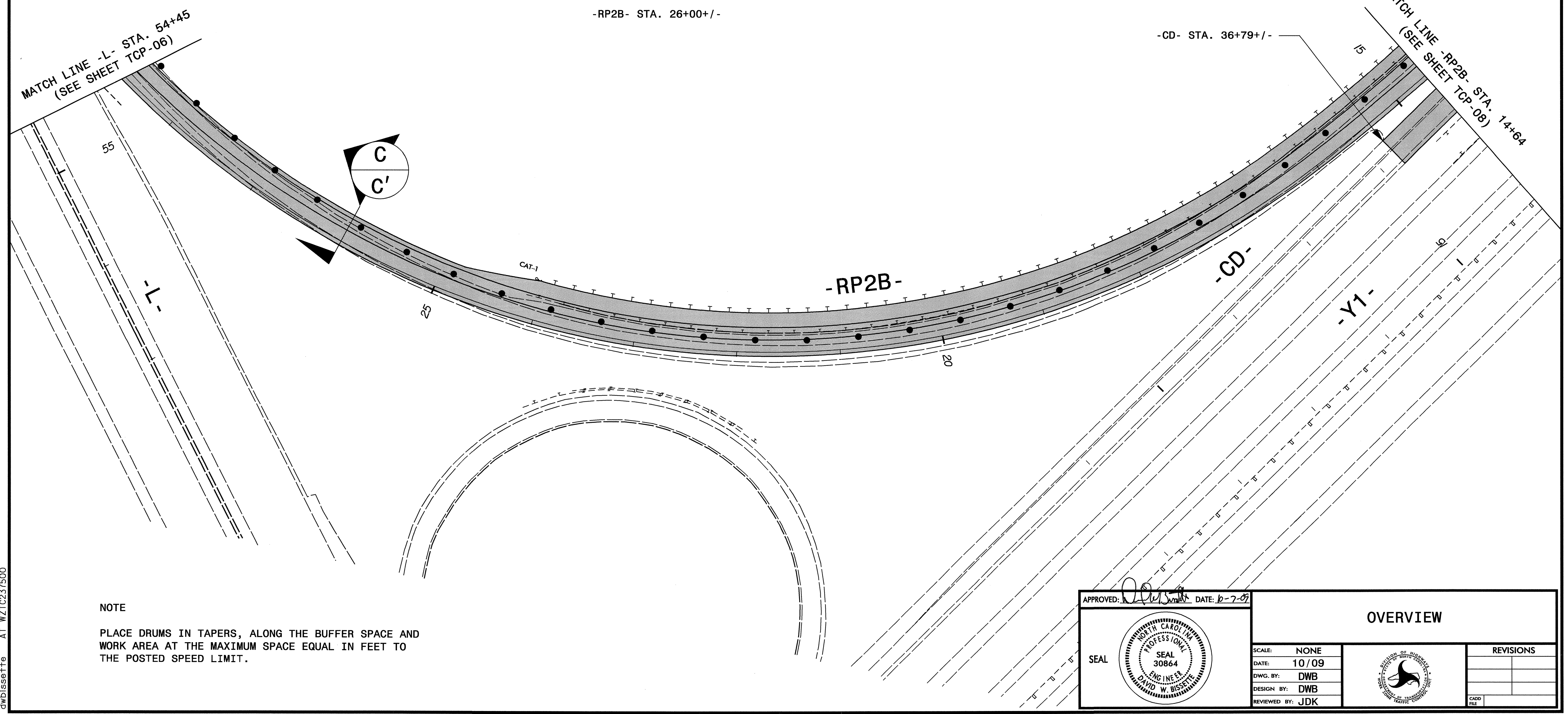
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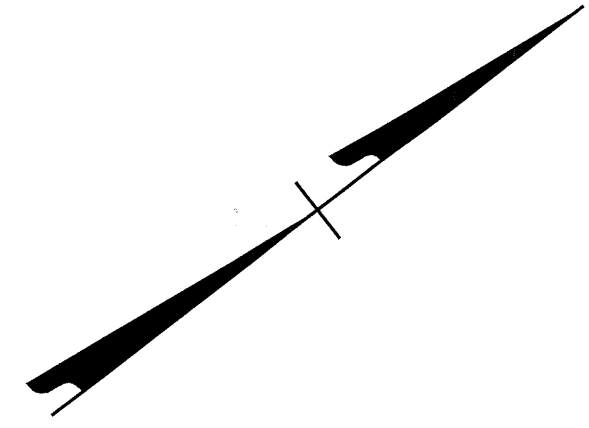
SECTION C-C'
-RP2B- STA. 26+00+/-



NOTE
PLACE DRUMS IN TAPERS, ALONG THE BUFFER SPACE AND WORK AREA AT THE MAXIMUM SPACE EQUAL IN FEET TO THE POSTED SPEED LIMIT.

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REVIEWED BY: JDK											

06-OCT-2009 14:05
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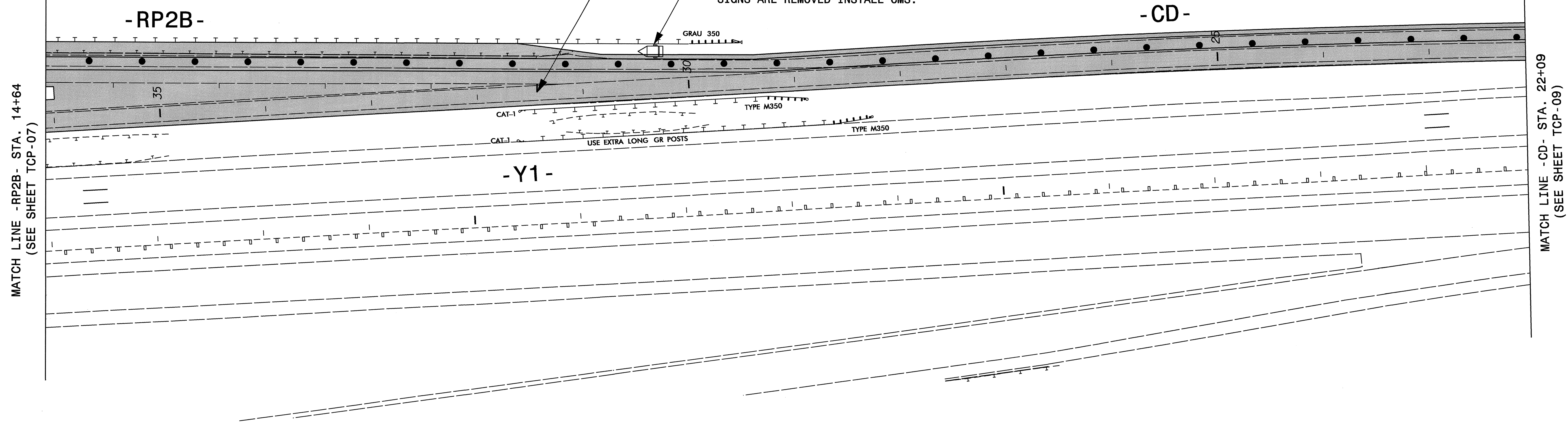


-RP2B- STA. 10+00.00 =
 -CD- STA. 31+43.22

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I-40 W	I-40 E
DURHAM	RALEIGH

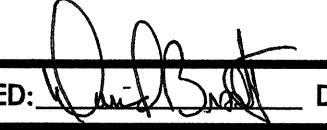


CHANGEABLE MESSAGE SIGN

MAINTAIN EXISTING OVERHEAD SIGNS AS LONG AS PRACTICAL. WHEN EXISTING OVERHEAD SIGNS ARE REMOVED INSTALL CMS.



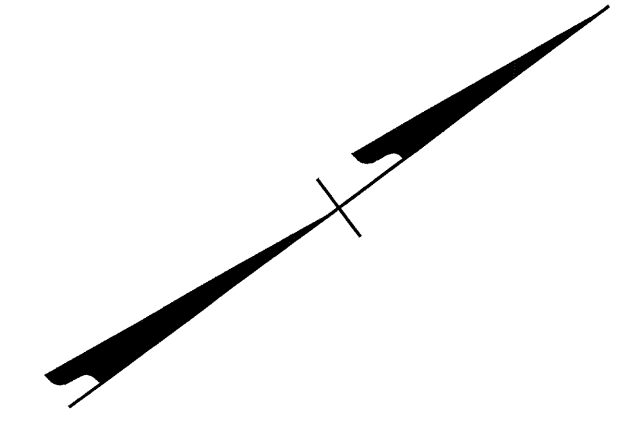
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 AT WZTC237500
 dwbissette

NOTE
 PLACE DRUMS IN TAPERS, ALONG THE BUFFER SPACE AND WORK AREA AT THE MAXIMUM SPACE EQUAL IN FEET TO THE POSTED SPEED LIMIT.

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DWG. BY: DWB	DESIGN BY: DWB	REVIEWED BY: JDK											

MESSAGE NO. 1	MESSAGE NO. 2
RT LANE EXIT ONLY	I-40 EXIT DURHAM RALEIGH
CHANGEABLE MESSAGE SIGN	

MAINTAIN EXISTING OVERHEAD SIGNS AS LONG AS PRACTICAL. WHEN EXISTING OVERHEAD SIGNS ARE REMOVED INSTALL CMS.



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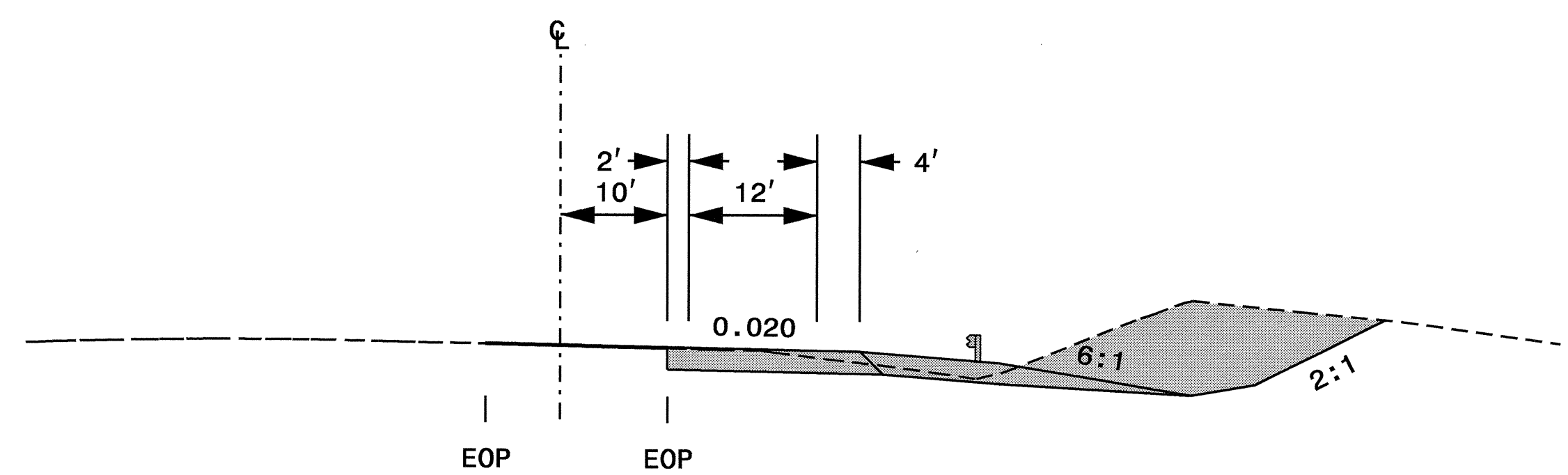
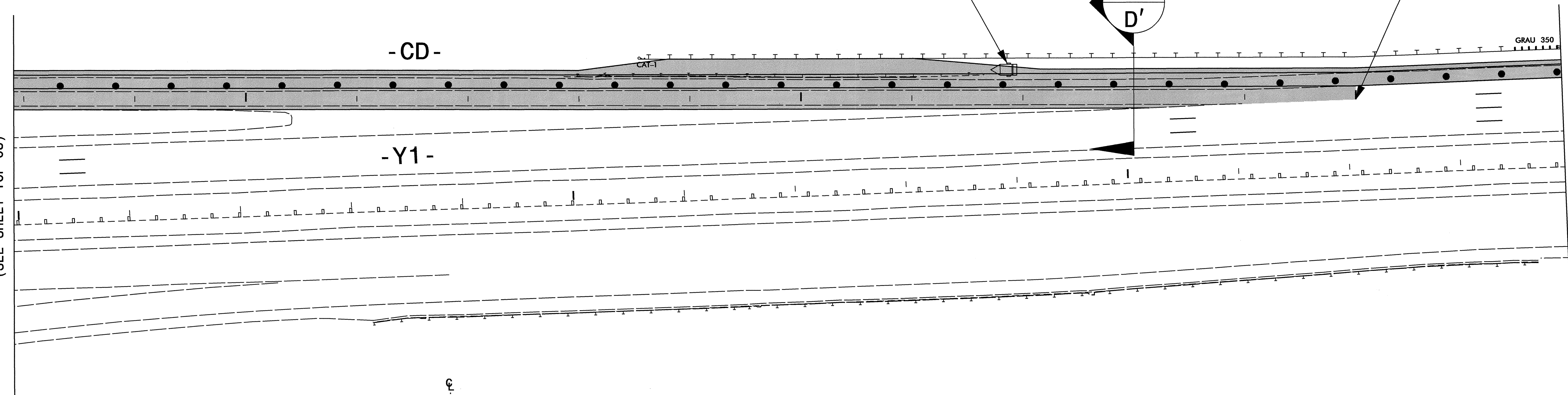
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MATCH LINE - CD - STA. 22+09
(SEE SHEET TCP-08)

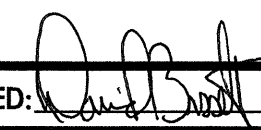
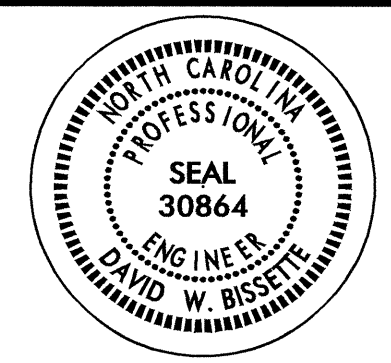

MATCH LINE - Y1 - STA. 43+94
(SEE SHEET TCP-10)



SECTION D-D'
-CD- STA. 12+00+/-

NOTE

PLACE DRUMS IN TAPERS, ALONG THE BUFFER SPACE AND WORK AREA AT THE MAXIMUM SPACE EQUAL IN FEET TO THE POSTED SPEED LIMIT.

APPROVED:  DATE: 11/09/09	OVERVIEW							
	SCALE: NONE							
	DATE: 11/09							
	DESIGN BY: DWB							
	REVIEWED BY: JDK							
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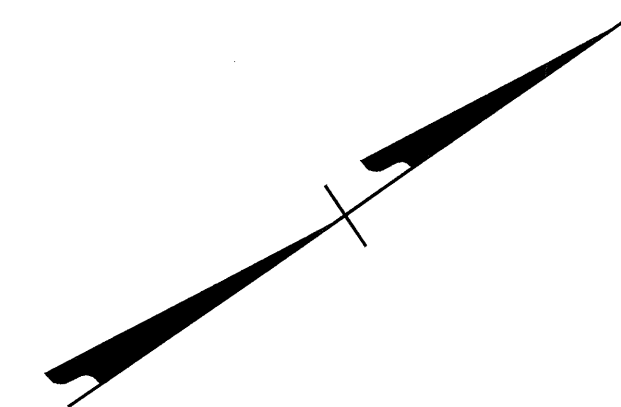
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 AT WZTC237500
 dwbissette

PROJ. REFERENCE NO.	SHEET NO.
R-2000AF	TCP-10

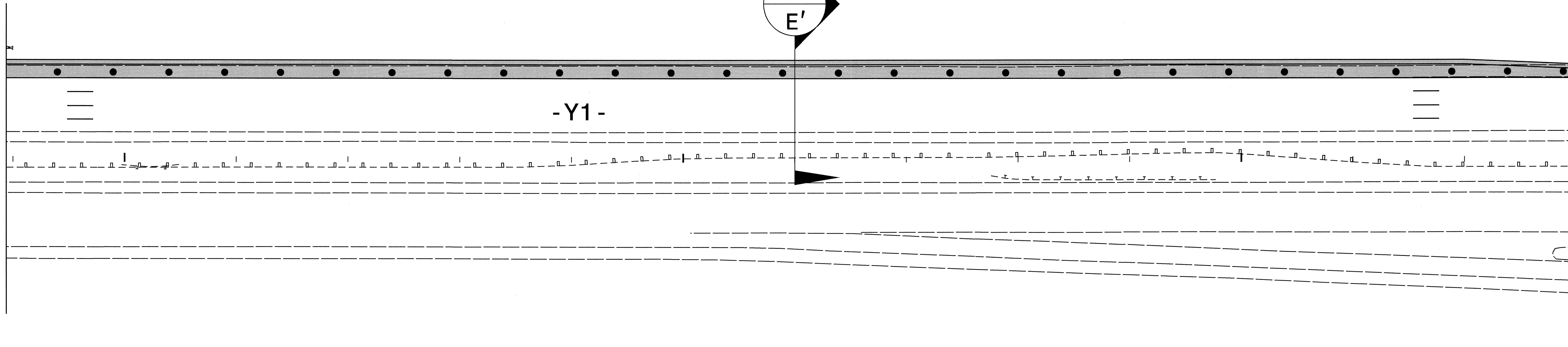
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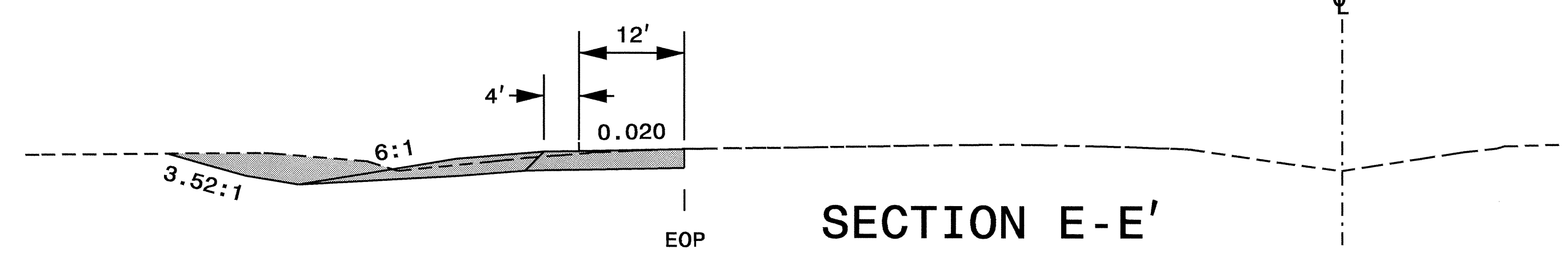
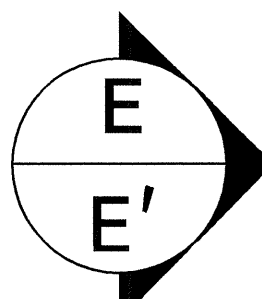
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MATCH LINE -Y1- STA. 43+94
(SEE SHEET TCP-09)



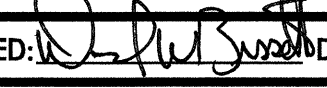
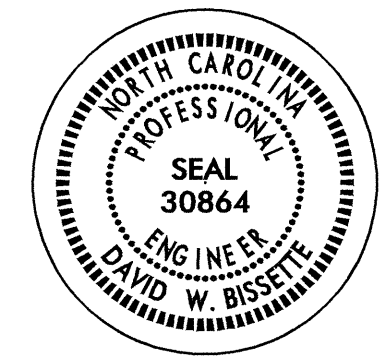

MATCH LINE -Y1- STA. 57+94
(SEE SHEET TCP-11)



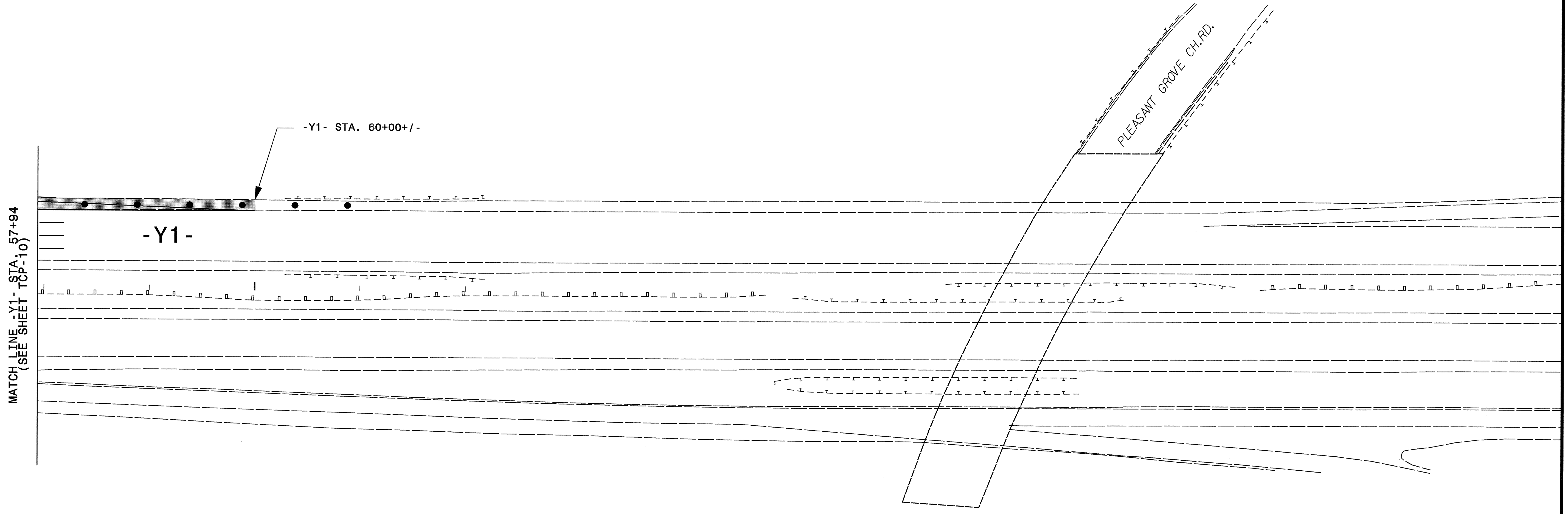
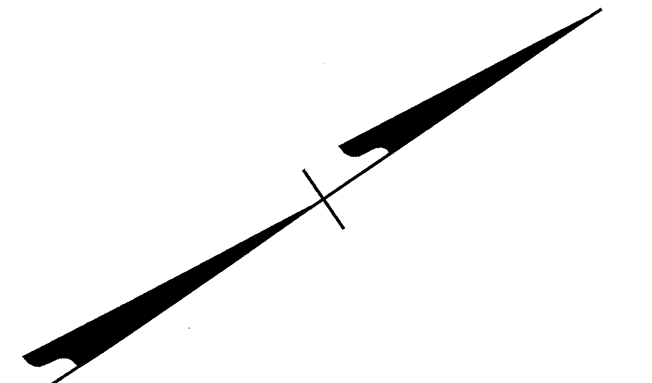
SECTION E-E'
-Y1- STA. 49+00+/-

NOTE
PLACE DRUMS IN TAPERS, ALONG THE BUFFER SPACE AND WORK AREA AT THE MAXIMUM SPACE EQUAL IN FEET TO THE POSTED SPEED LIMIT.

06-OCT-2009 14:09 \\dot\dfs\coo\N\Proj\ip\projects-r\2000af\traffic\control\TCP\AR-2000AF_TC_TCP_10.dgn
AT WZTC237500
dwissette

APPROVED: 	DATE: 10-7-09	OVERVIEW											
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	REVISIONS												
DWG. BY: DWB	DESIGN BY: DWB	REVIEWED BY: JDK	CADD FILE										

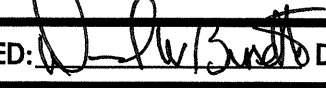


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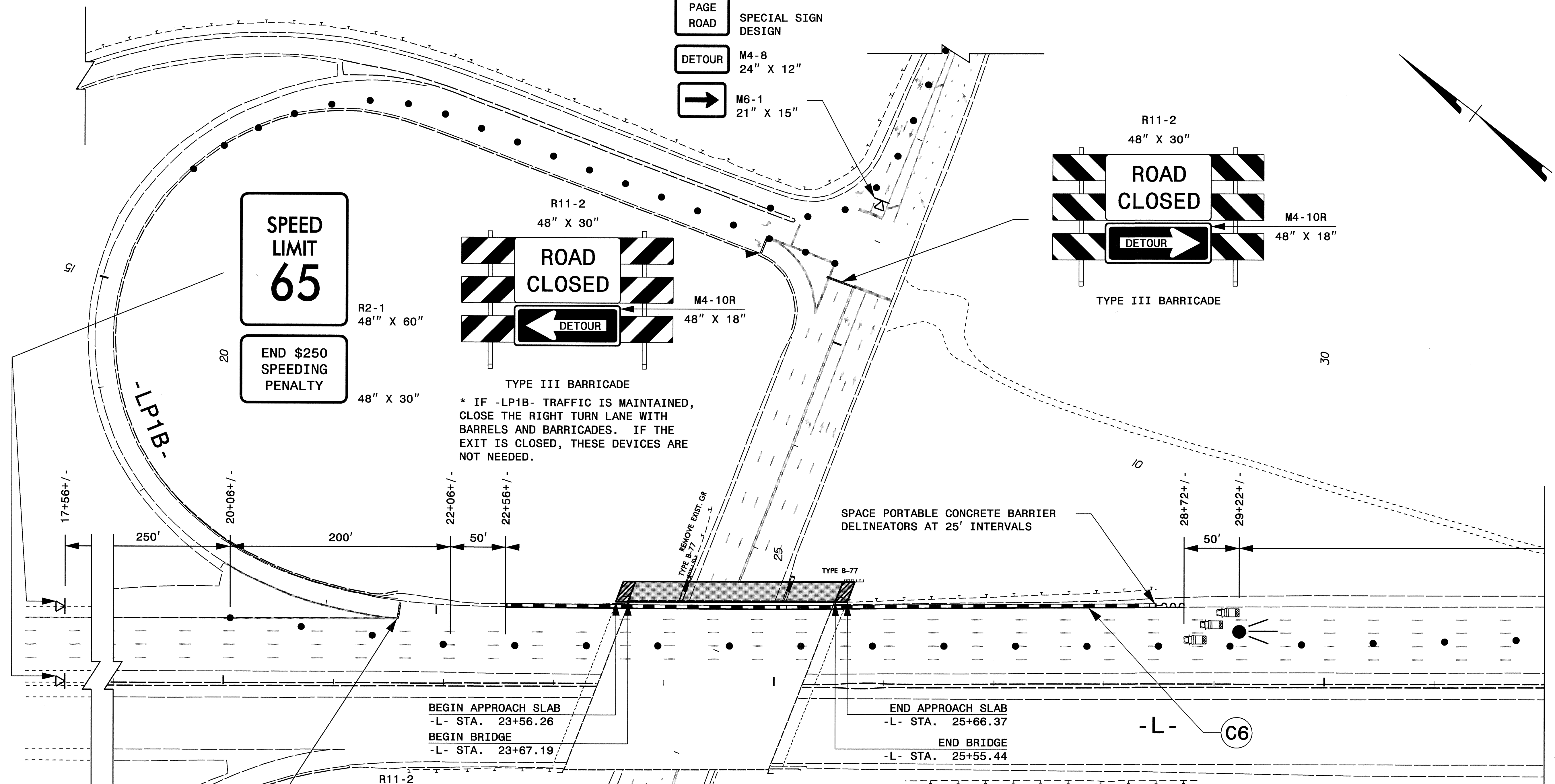
NOTE

PLACE DRUMS IN TAPERS, ALONG THE BUFFER SPACE AND WORK AREA AT THE MAXIMUM SPACE EQUAL IN FEET TO THE POSTED SPEED LIMIT.

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 AT WZTC237500
 dwbissette

APPROVED:  DATE: 10-7-09	OVERVIEW									
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	DESIGN BY: DWB									
REVIEWED BY: JDK	<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										

PAGE ROAD SPECIAL SIGN DESIGN
 DETOUR M4-8 24" X 12"
 M6-1 21" X 15"



SPEED LIMIT 65

END \$250 SPEEDING PENALTY

ROAD CLOSED
DETOUR

ROAD CLOSED
DETOUR

TYPE III BARRICADE
 * IF -LP1B- TRAFFIC IS MAINTAINED, CLOSE THE RIGHT TURN LANE WITH BARRELS AND BARRICADES. IF THE EXIT IS CLOSED, THESE DEVICES ARE NOT NEEDED.

SPACE PORTABLE CONCRETE BARRIER DELINEATORS AT 25' INTERVALS

BEGIN APPROACH SLAB
 -L- STA. 23+56.26
 BEGIN BRIDGE
 -L- STA. 23+67.19

END APPROACH SLAB
 -L- STA. 25+66.37
 END BRIDGE
 -L- STA. 25+55.44

ROAD CLOSED

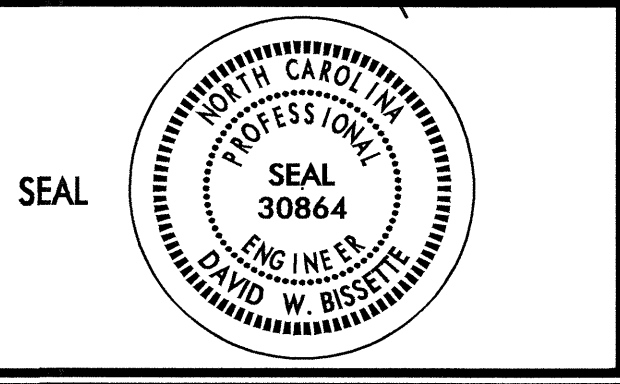
TYPE III BARRICADE(S)
 * IF POSSIBLE, MAINTAIN -LP1B- USING RSD 1101.02 SHEET 7 OF 9

- PAGE -

- VARIABLE SPEED LIMIT REDUCTION
1. THE \$250 SPEEDING PENALTY APPLIES FOR ALL PROJECTS THAT QUALIFY FOR A VARIABLE SPEED LIMIT REDUCTION.
 2. THE VARIABLE SPEED LIMIT IS ONLY IN EFFECT WHEN WORKERS ARE PRESENT. THE SPEED LIMIT REDUCTION AND SPEED PENALTY MESSAGES ARE TO BE REMOVED WHEN WORKERS ARE NOT PRESENT.
 3. WHEN THE VARIABLE SPEED LIMIT REDUCTION IS IN EFFECT, THE CONTRACTOR SHALL COVER ANY EXISTING SPEED LIMIT SIGNS LOCATED WITHIN THE ACTIVE WORK AREA THAT CONFLICT WITH THE VARIABLE SPEED LIMIT REDUCTION.
 4. AT THE COMPLETION OF THE ACTIVITY, THE RESIDENT ENGINEER SHALL NOTIFY THE REGIONAL TRAFFIC ENGINEER TO RESCIND THE ORDINANCE.

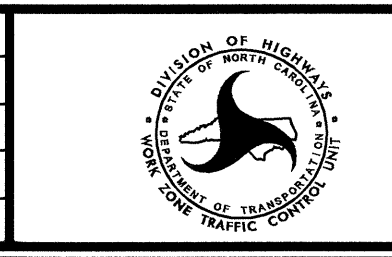
NOTES
 SEE TCP-18, 19, AND 24 THRU 27 FOR ADDITIONAL INFORMATION ON THE PAGE ROAD CLOSURE
 PLACE DRUMS IN TAPERS, ALONG THE BUFFER SPACE AND WORK AREA AT THE MAXIMUM SPACE EQUAL IN FEET TO THE POSTED SPEED LIMIT.

APPROVED: *[Signature]* DATE: 12-09



I-40 LANE CLOSURE FOR REMOVAL OF EXISTING BRIDGE RAIL

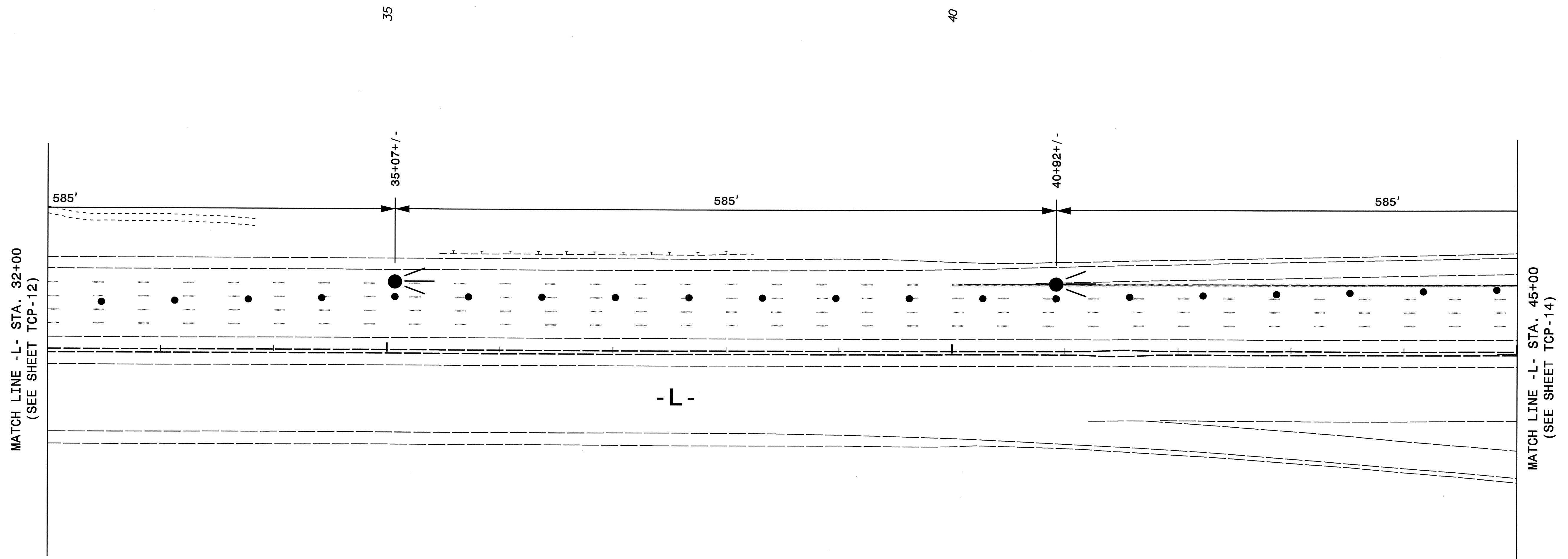
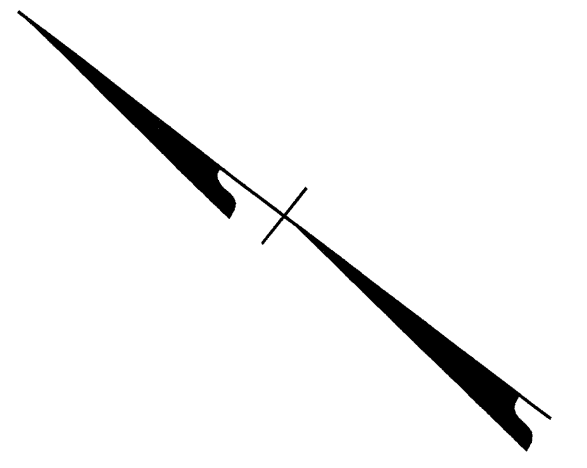
SCALE: NONE
 DATE: 10/09
 DWG. BY: DWB
 DESIGN BY: DWB
 REVIEWED BY: JDK



REVISIONS

01-DEC-2009 10:05
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 AT WZTC237500
 dwbissette

MATCH LINE -L- STA. 32+00
 (SEE SHEET TCP-13)



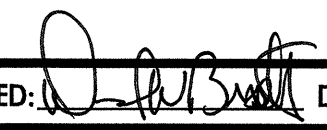
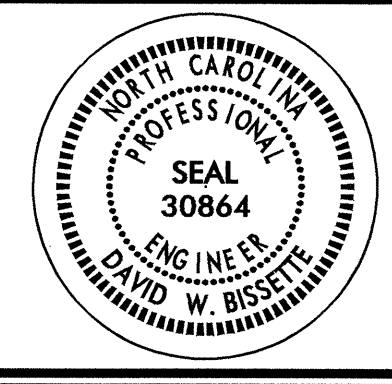
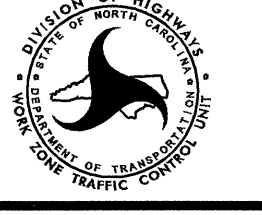
- VARIABLE SPEED LIMIT REDUCTION**
1. THE \$250 SPEEDING PENALTY APPLIES FOR ALL PROJECTS THAT QUALIFY FOR A VARIABLE SPEED LIMIT REDUCTION.
 2. THE VARIABLE SPEED LIMIT IS ONLY IN EFFECT WHEN WORKERS ARE PRESENT. THE SPEED LIMIT REDUCTION AND SPEED PENALTY MESSAGES ARE TO BE REMOVED WHEN WORKERS ARE NOT PRESENT.
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 4. AT THE COMPLETION OF THE ACTIVITY, THE RESIDENT ENGINEER SHALL NOTIFY THE REGIONAL TRAFFIC ENGINEER TO RESCIND THE ORDINANCE .

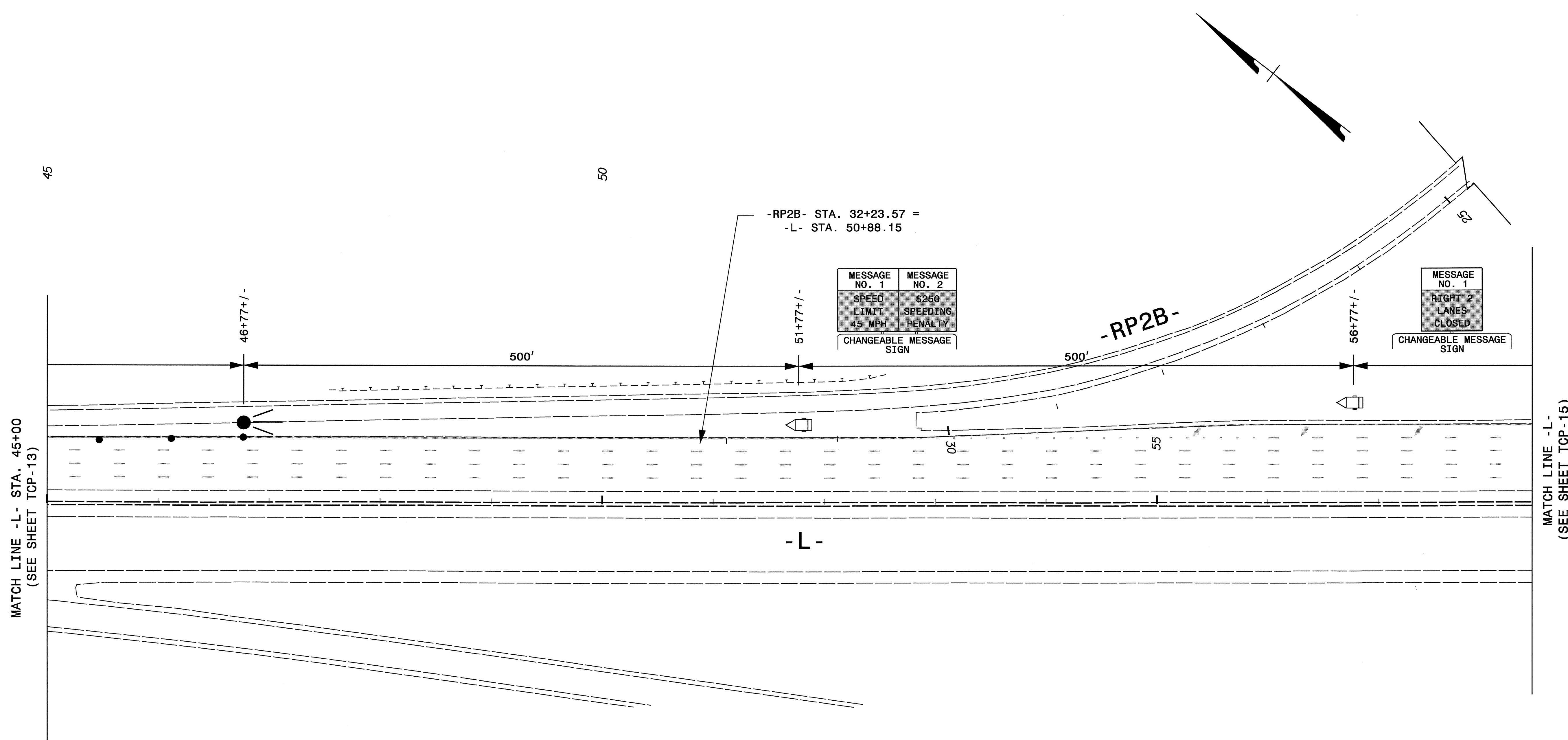
NOTES

SEE TCP-28 FOR ADDITIONAL INFORMATION ON THE -RP2B- CLOSURE AND DETOUR

PLACE DRUMS IN TAPERS, ALONG THE BUFFER SPACE AND WORK AREA AT THE MAXIMUM SPACE EQUAL IN FEET TO THE POSTED SPEED LIMIT.

06-OCT-2009 14:15
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 dwbissette AT WZTC237500

APPROVED:  DATE: 10-7-09	I-40 LANE CLOSURE FOR REMOVAL OF EXISTING BRIDGE RAIL							
	SCALE: NONE							
	DATE: 10/09							
	DWG. BY: DWB							
	DESIGN BY: DWB							
REVIEWED BY: JDK	<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> </tbody> </table>		REVISIONS					
REVISIONS								



MATCH LINE -L- STA. 45+00
(SEE SHEET TCP-13)

MATCH LINE -L-
(SEE SHEET TCP-15)

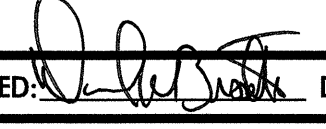

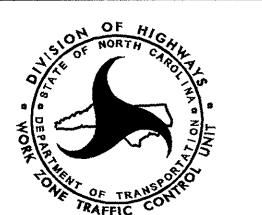
- VARIABLE SPEED LIMIT REDUCTION**
1. THE \$250 SPEEDING PENALTY APPLIES FOR ALL PROJECTS THAT QUALIFY FOR A VARIABLE SPEED LIMIT REDUCTION.
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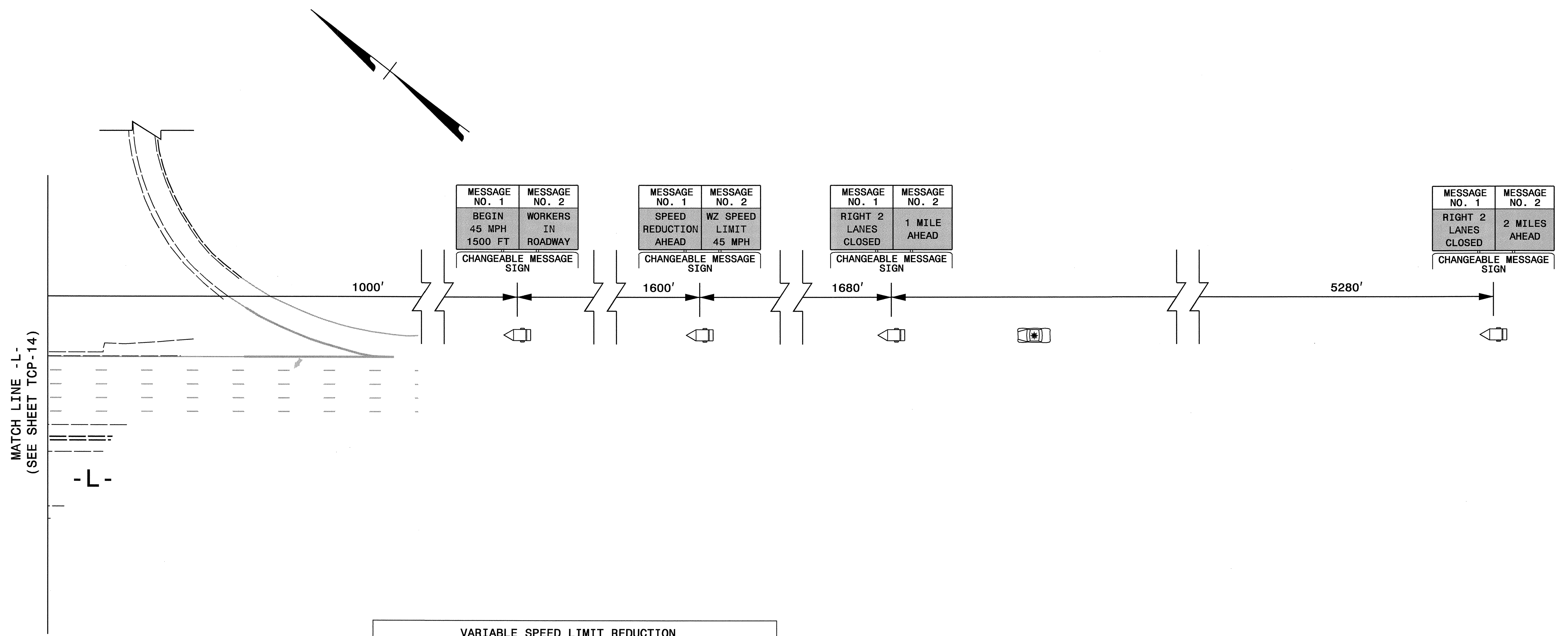
NOTES

SEE TCP-28 FOR ADDITIONAL INFORMATION ON THE -RP2B- CLOSURE AND DETOUR

PLACE DRUMS IN TAPERS, ALONG THE BUFFER SPACE AND WORK AREA AT THE MAXIMUM SPACE EQUAL IN FEET TO THE POSTED SPEED LIMIT.

06-OCT-2009 14:46 \\D01.cifs.ccc.nc.gov\Projects\2000af\TrafficControl\TCPAR-2000AF-TC-TCP-14.dgn
 dwbls@ttb

APPROVED:  DATE: 10-7-09	I-40 LANE CLOSURE FOR REMOVAL OF EXISTING BRIDGE RAIL	
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	DATE: 10/09	
	DWG. BY: DWB	
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REVIEWED BY: JDK	REVISIONS	



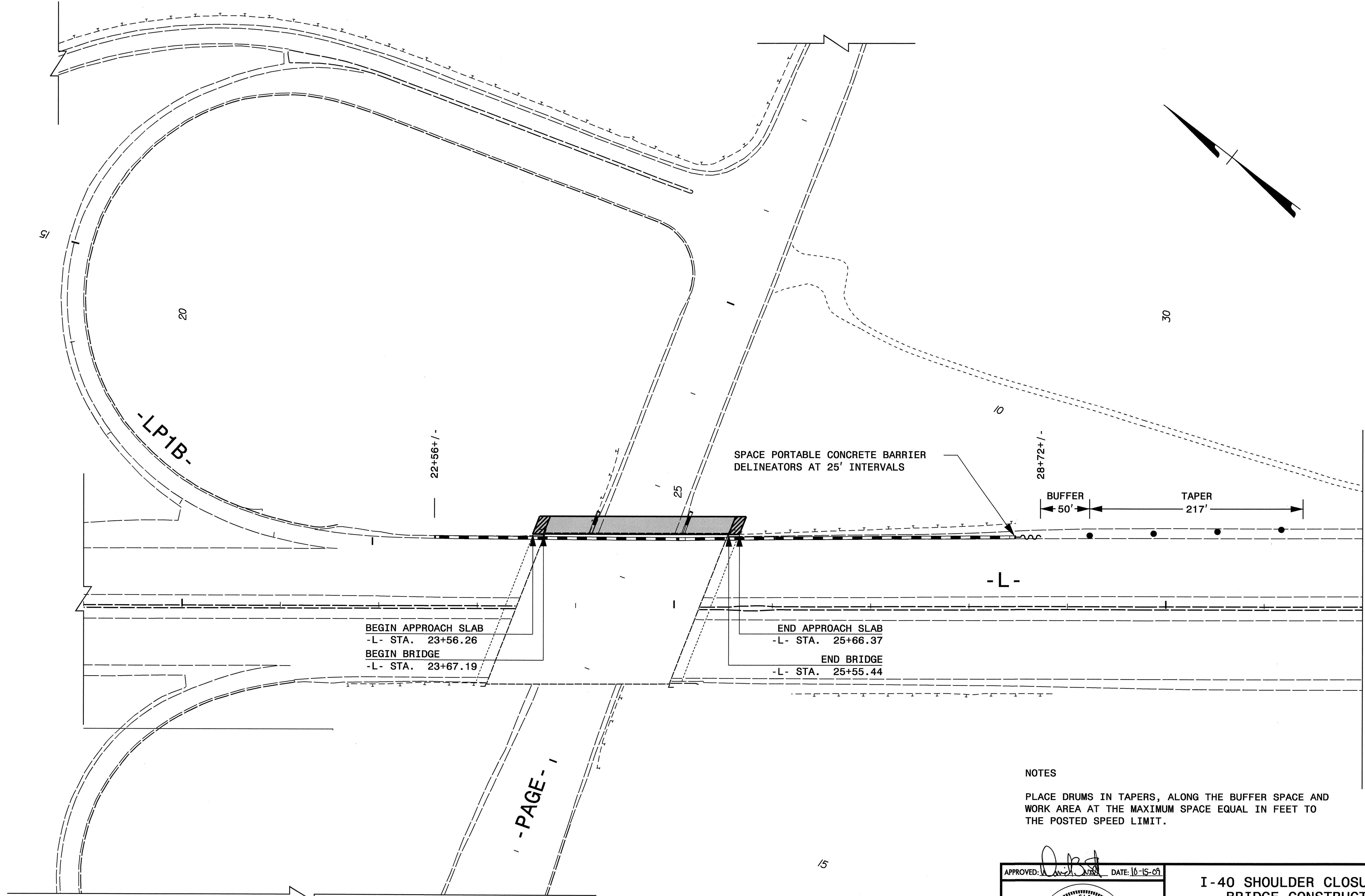
MATCH LINE - L-
(SEE SHEET TCP-14)

VARIABLE SPEED LIMIT REDUCTION

1. THE \$250 SPEEDING PENALTY APPLIES FOR ALL PROJECTS THAT QUALIFY FOR A VARIABLE SPEED LIMIT REDUCTION.
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4. AT THE COMPLETION OF THE ACTIVITY, THE RESIDENT ENGINEER SHALL NOTIFY THE REGIONAL TRAFFIC ENGINEER TO RESCIND THE ORDINANCE .

06-OCT-2009 14:35
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 AT WZTC237500
 cwblissette

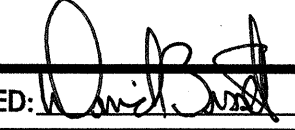
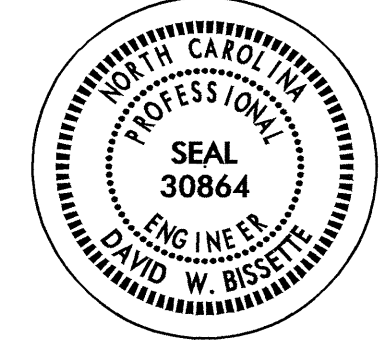
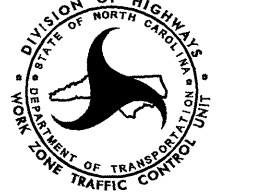
APPROVED: <i>[Signature]</i> DATE: 10-7-09	I-40 LANE CLOSURE FOR REMOVAL OF EXISTING BRIDGE RAIL							
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	DATE: 10/09							
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REVISIONS								



NOTES
 PLACE DRUMS IN TAPERS, ALONG THE BUFFER SPACE AND WORK AREA AT THE MAXIMUM SPACE EQUAL IN FEET TO THE POSTED SPEED LIMIT.

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 dwb\ssettis AT WZ\10237500

-PAGE-

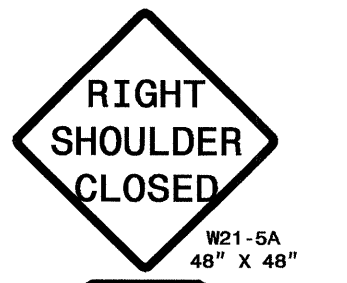
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SCALE: NONE		REVISIONS
DATE: 10/09		
DWG. BY: DWB		
DESIGN BY: DWB		
REVIEWED BY: JDK		CADD FILE

PROJ. REFERENCE NO.	SHEET NO.
R-2000AF	TCP-17

35

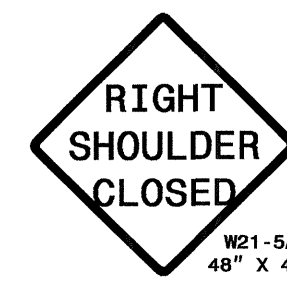
40

45



W21-5A
48" X 48"
NEXT
1400 FT
W16-4
30" X 24"

36+39+/-



W21-5A
48" X 48"
500
FEET
W16-2
30" X 24"

41+39+/-

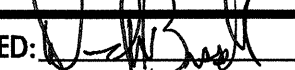


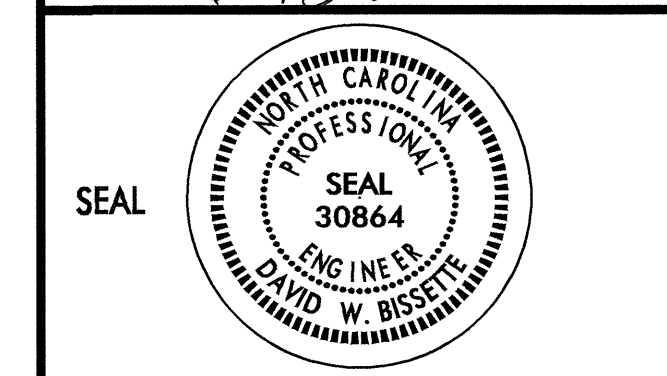
-RP2B-

-L-

MATCH LINE -L- STA. 32+00
(SEE SHEET TCP-16)

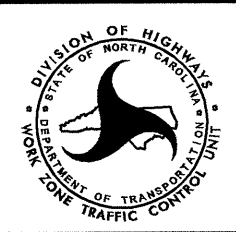
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dwbls@ttc AL WZ10237500

APPROVED:  DATE: 10-7-09



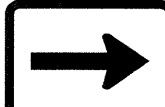
I-40 SHOULDER CLOSURE FOR
BRIDGE CONSTRUCTION

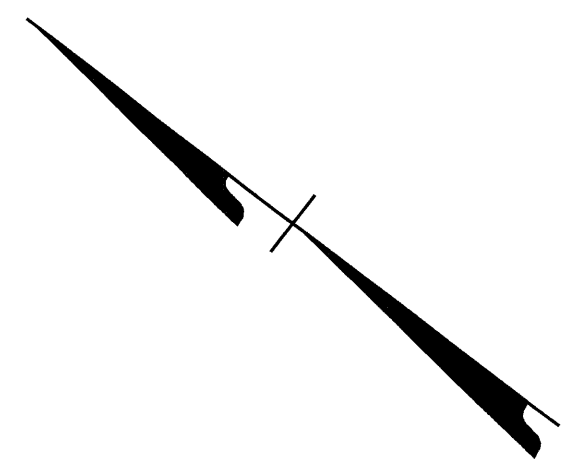
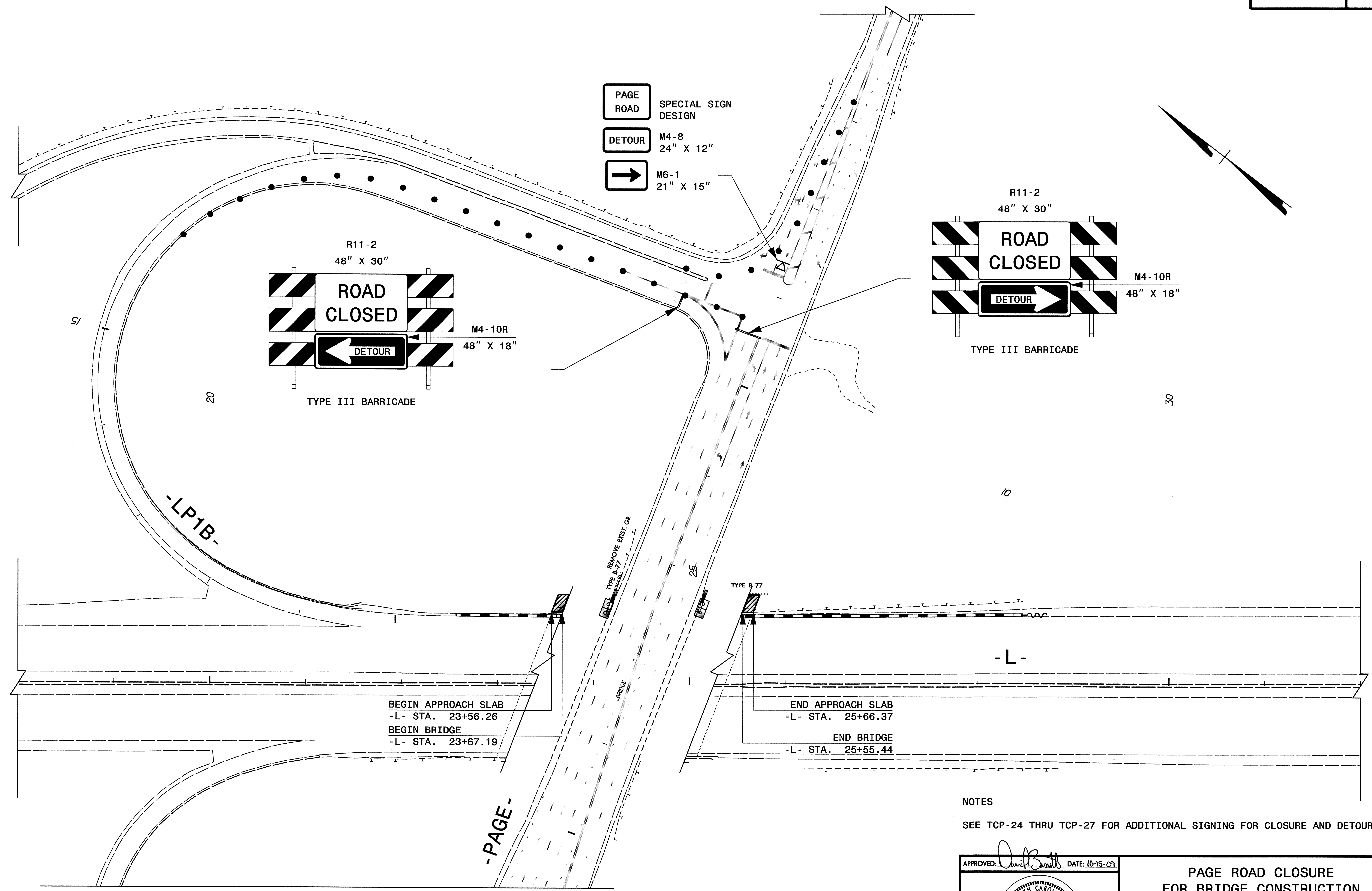
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DWG. BY: DWB
DESIGN BY: DWB
REVIEWED BY: JDK



REVISIONS	

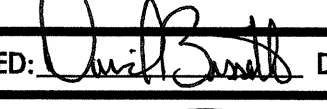
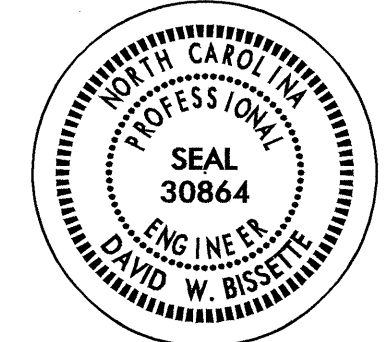
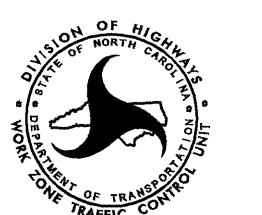
CADD
FILE

PAGE ROAD SPECIAL SIGN DESIGN
 DETOUR M4-8 24" X 12"
 M6-1 21" X 15"



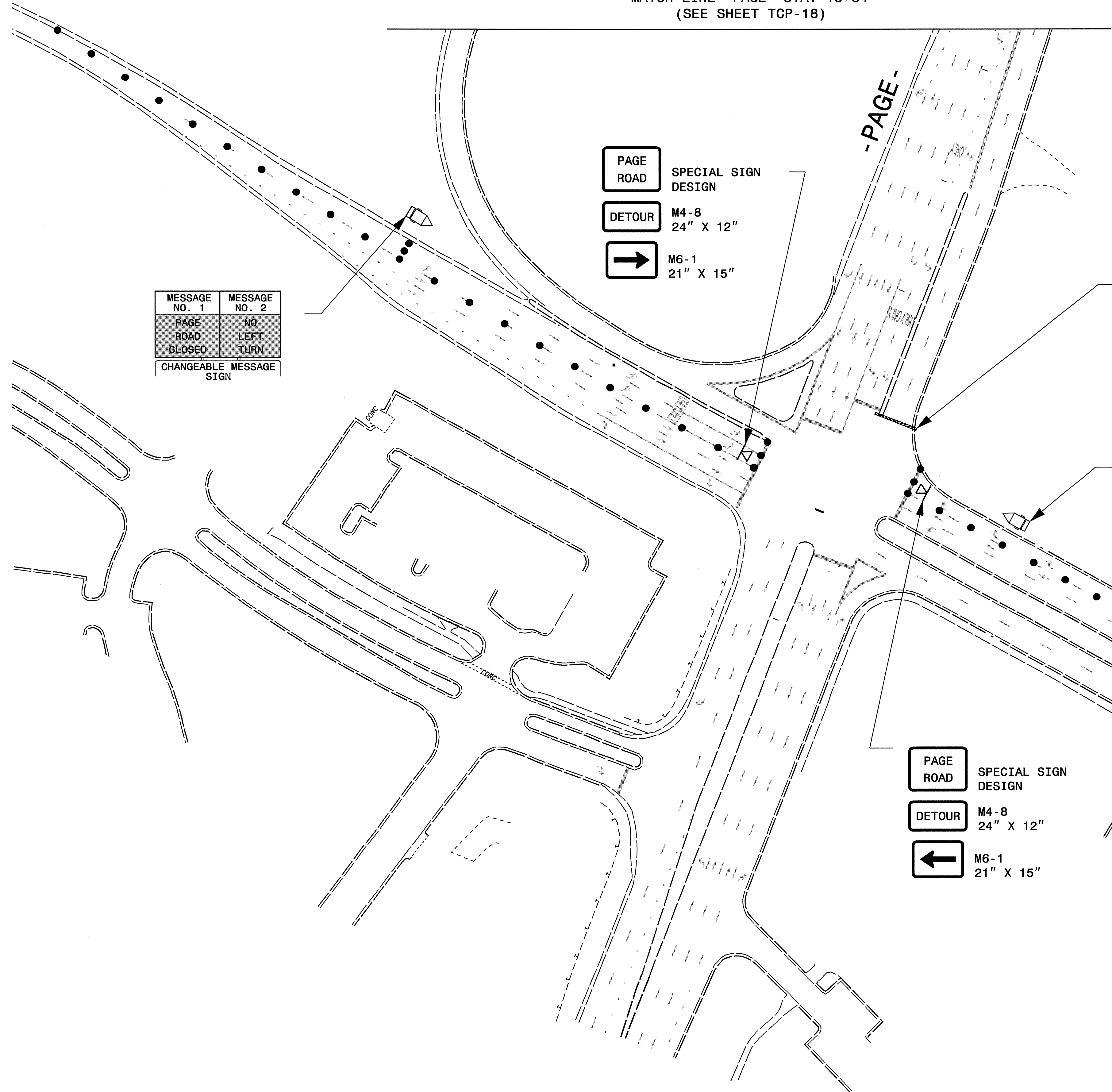
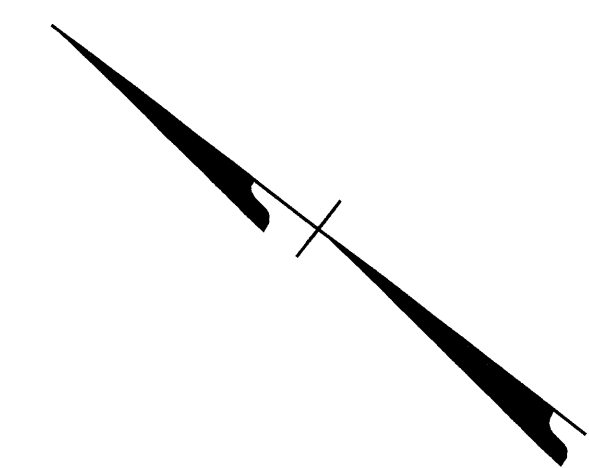
MATCH LINE -PAGE- STA. 15+64
 (SEE SHEET TCP-19)

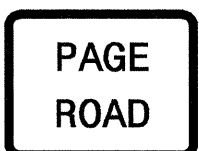

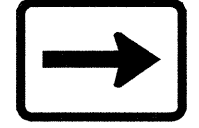
NOTES
 SEE TCP-24 THRU TCP-27 FOR ADDITIONAL SIGNING FOR CLOSURE AND DETOUR.

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	DATE: 10/09					
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	REVIEWED BY: JDK					
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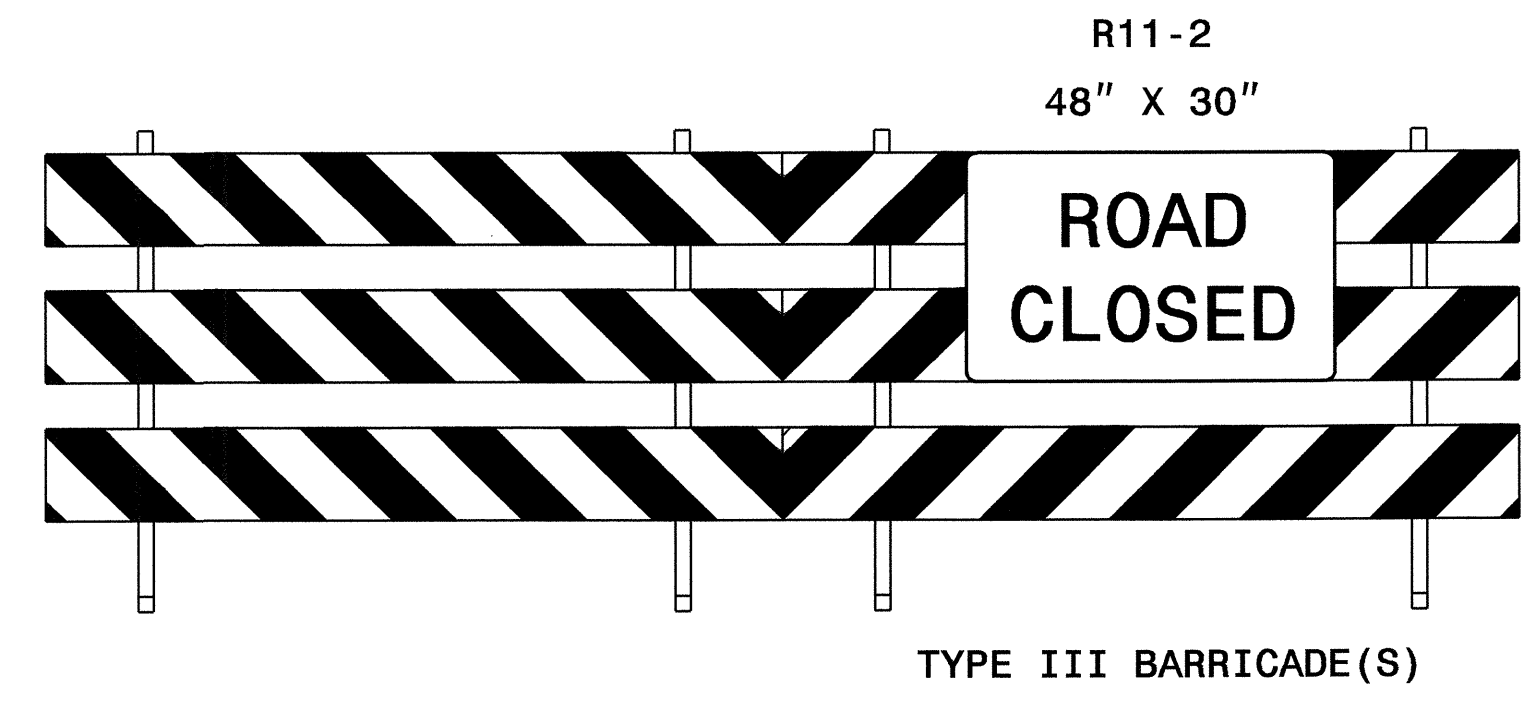
13-OCT-2009 16:17
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 AT WZ1237500
 dwbisette

MATCH LINE -PAGE- STA. 15+64
(SEE SHEET TCP-18)



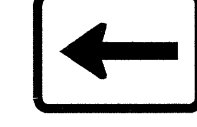


-  SPECIAL SIGN DESIGN
-  M4-8
24" X 12"
-  M6-1
21" X 15"

MESSAGE NO. 1	MESSAGE NO. 2
PAGE ROAD CLOSED	NO LEFT TURN
CHANGEABLE MESSAGE SIGN	



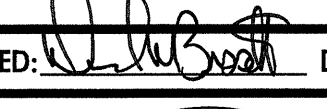
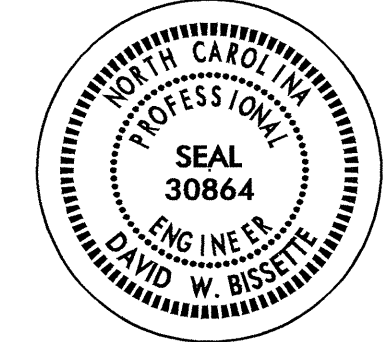

MESSAGE NO. 1	MESSAGE NO. 2
PAGE ROAD CLOSED	NO RIGHT TURN
CHANGEABLE MESSAGE SIGN	

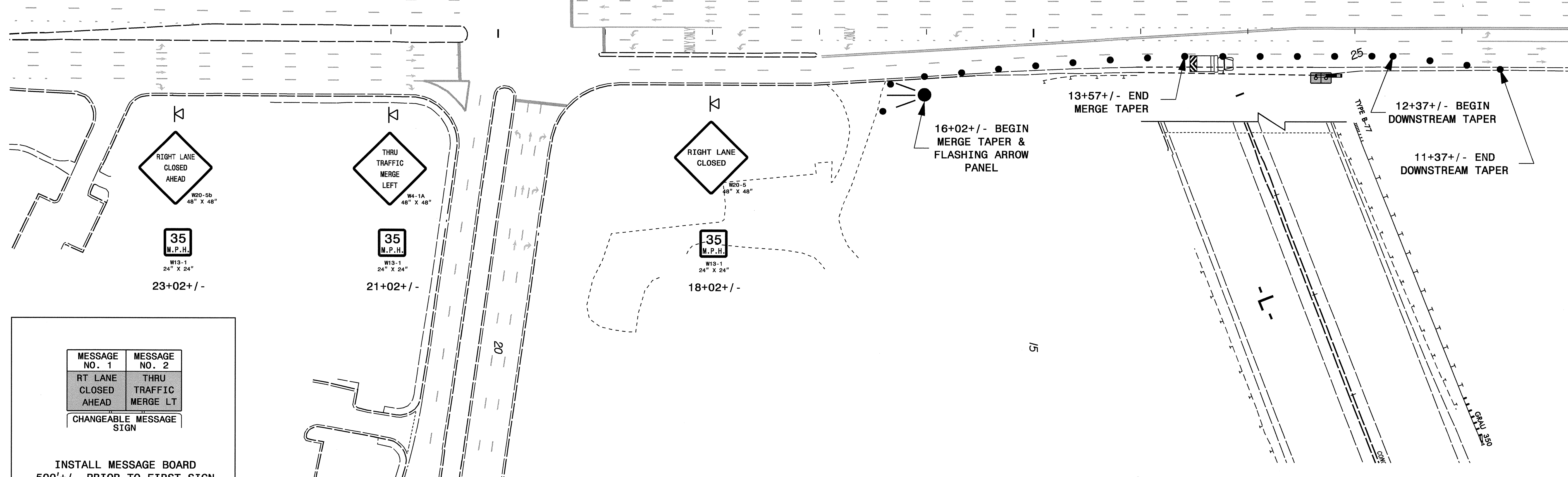
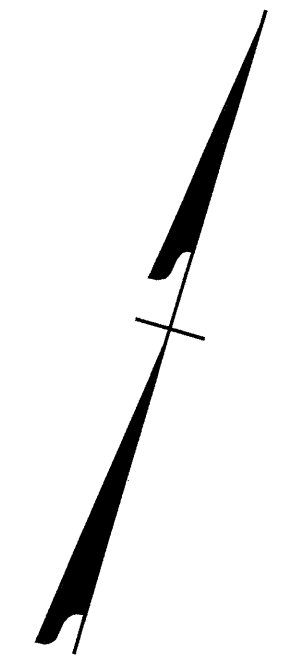
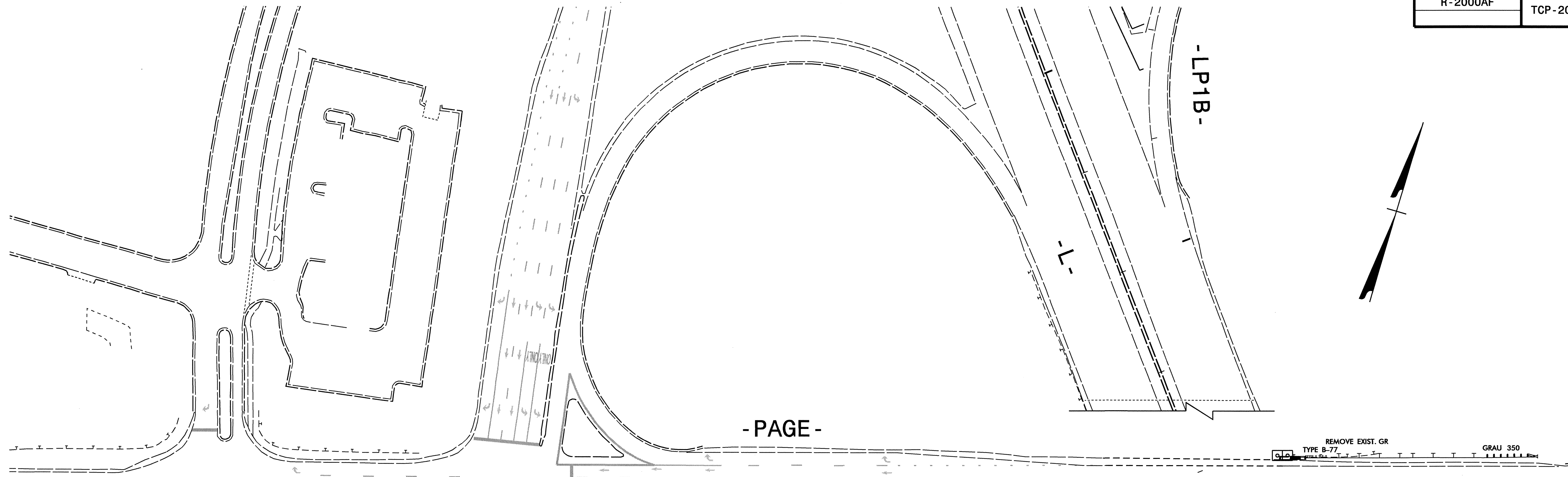
-  SPECIAL SIGN DESIGN
-  M4-8
24" X 12"
-  M6-1
21" X 15"

NOTES

SEE TCP-24 THRU TCP-27 FOR ADDITIONAL SIGNING FOR CLOSURE AND DETOUR.

06-OCT-2009 14:39 C:\Users\dwbls\Documents\Projects\TrafficControl\TCP\R-2000AF-TCP-19.dgn dwbls

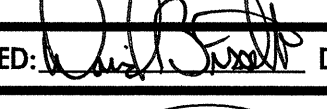
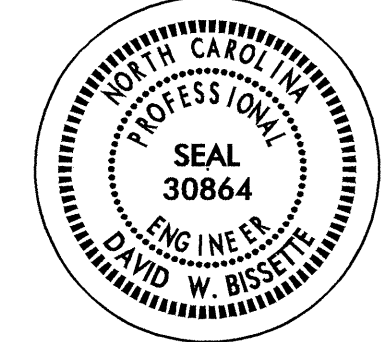

APPROVED:  DATE: 10-7-09	PAGE ROAD CLOSURE FOR BRIDGE CONSTRUCTION							
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	DATE: 10/09							
	DESIGN BY: DWB							
	REVIEWED BY: JDK							
		REVISIONS						
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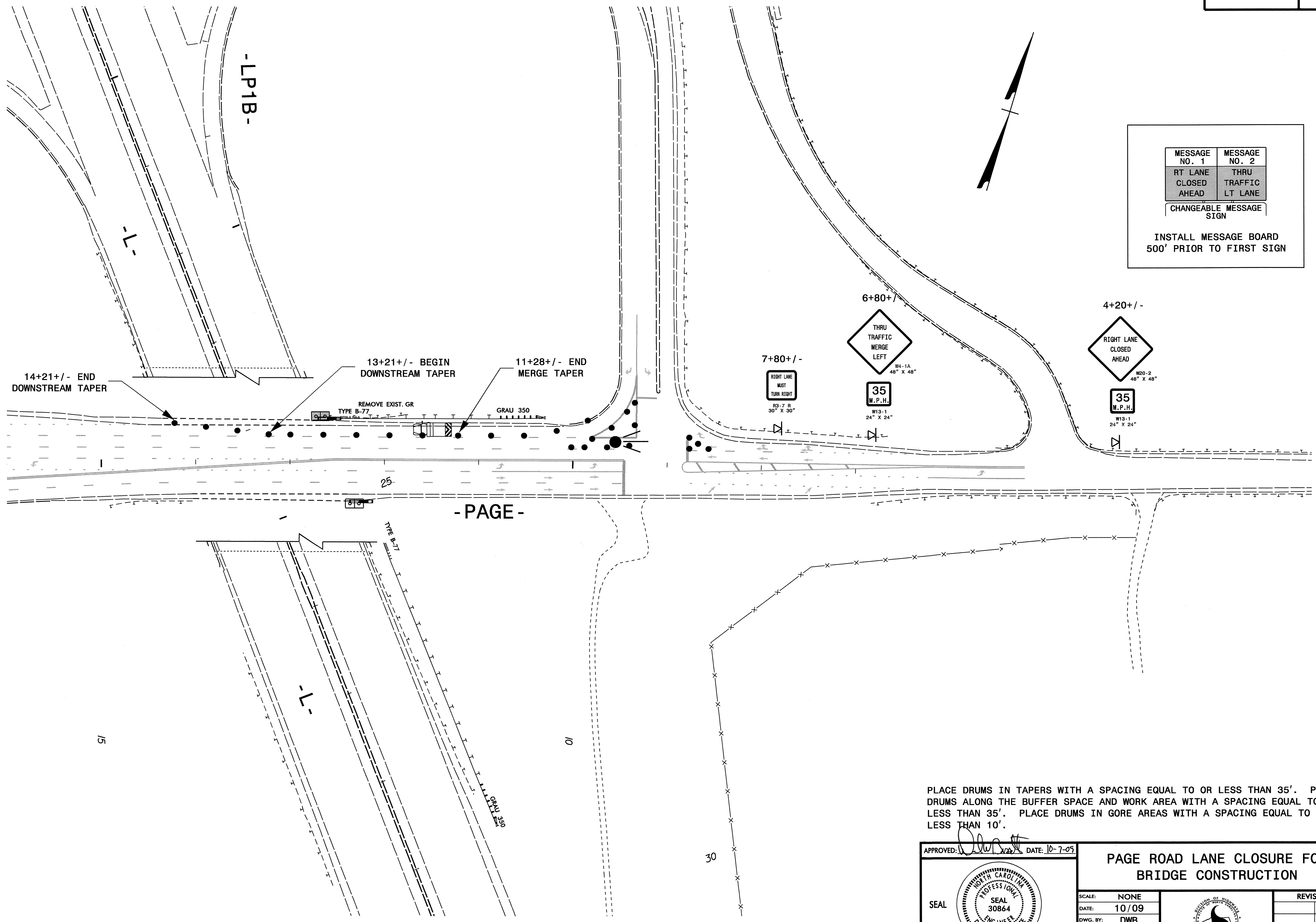
MESSAGE NO. 1	MESSAGE NO. 2
RT LANE CLOSED AHEAD	THRU TRAFFIC MERGE LT
CHANGEABLE MESSAGE SIGN	

INSTALL MESSAGE BOARD
500'+/- PRIOR TO FIRST SIGN

PLACE DRUMS IN TAPERS WITH A SPACING EQUAL TO OR LESS THAN 35'. PLACE DRUMS ALONG THE BUFFER SPACE AND WORK AREA WITH A SPACING EQUAL TO OR LESS THAN 35'.

APPROVED:  DATE: 10-15-09	PAGE ROAD LANE CLOSURE FOR BRIDGE CONSTRUCTION			REVISIONS
SCALE: NONE DATE: 10/09 DWG. BY: DWB DESIGN BY: DWB REVIEWED BY: JDK				<table border="1"> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> </table>

R:\06T-2009 16f22
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 dwb\ssr\18 AL WZ10237500



MESSAGE NO. 1	MESSAGE NO. 2
RT LANE CLOSED AHEAD	THRU TRAFFIC LT LANE

CHANGEABLE MESSAGE SIGN

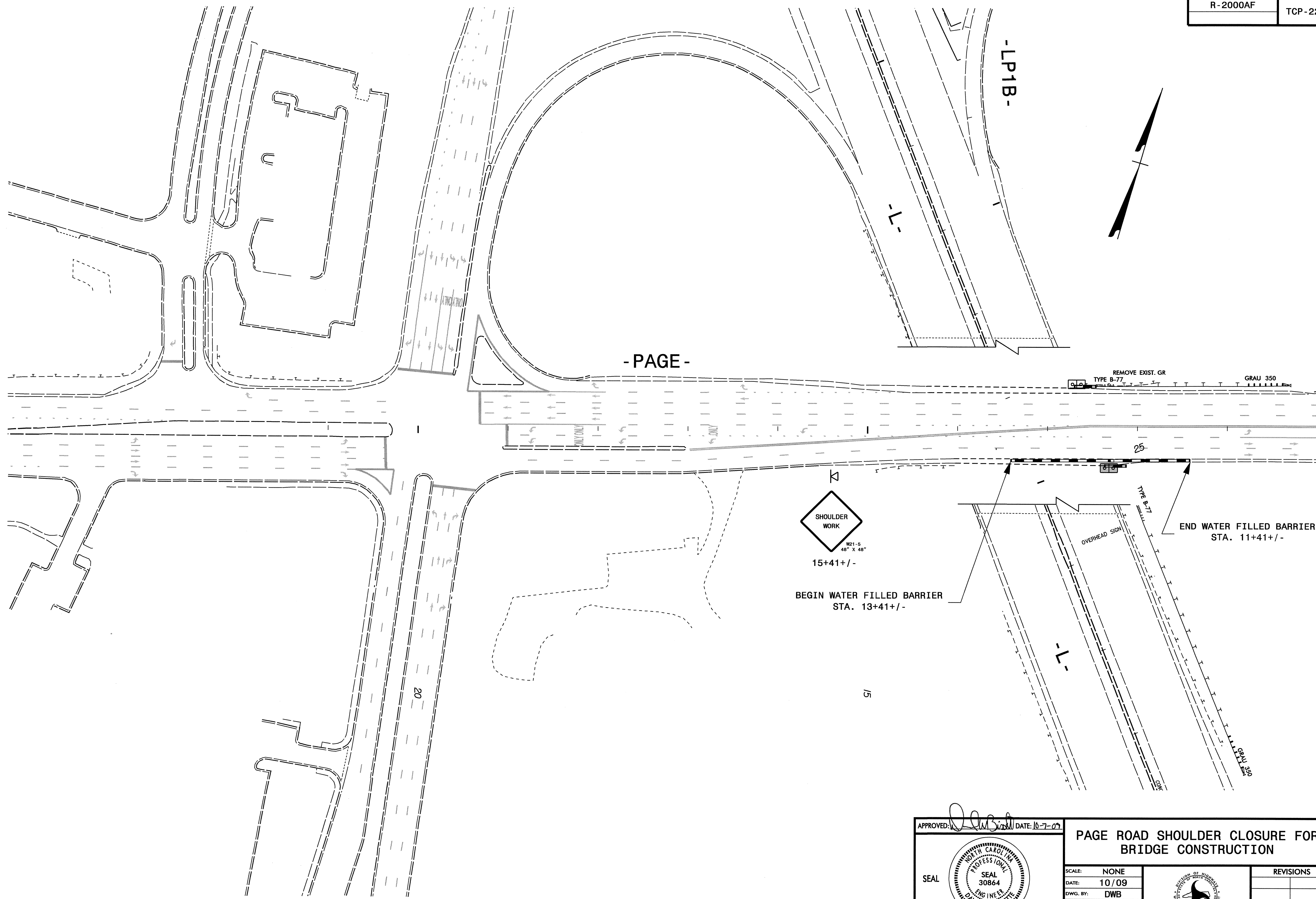
INSTALL MESSAGE BOARD 500' PRIOR TO FIRST SIGN

- PAGE -

PLACE DRUMS IN TAPERS WITH A SPACING EQUAL TO OR LESS THAN 35'. PLACE DRUMS ALONG THE BUFFER SPACE AND WORK AREA WITH A SPACING EQUAL TO OR LESS THAN 35'. PLACE DRUMS IN GORE AREAS WITH A SPACING EQUAL TO OR LESS THAN 10'.

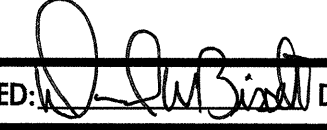
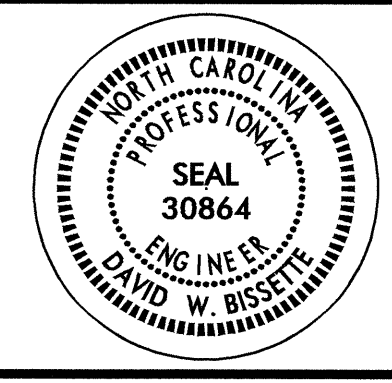
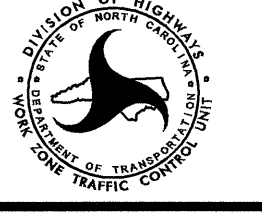
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	DATE: 10/09			
	DESIGN BY: DWB			
REVIEWED BY: JDK				

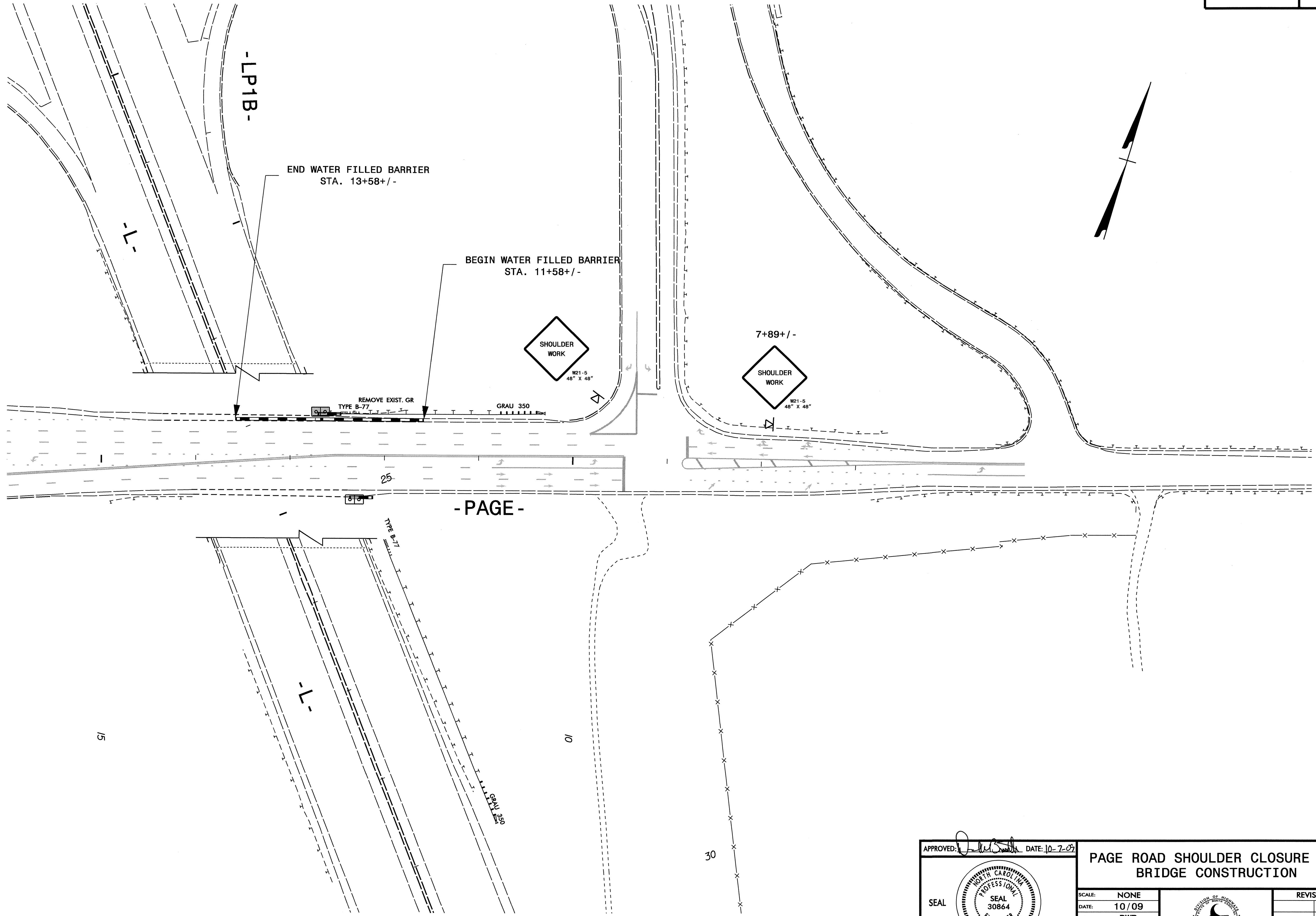
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 dwb\issett AT 10/23/09



- PAGE -

06-OCT-2009 14:42
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 AT WZTC237500
 dwbissette

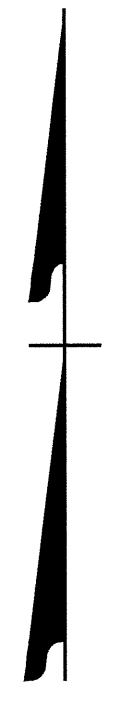
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SCALE: NONE		REVISIONS
DATE: 10/09		
DWG. BY: DWB		
DESIGN BY: DWB		
REVIEWED BY: JDK		



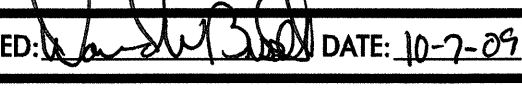
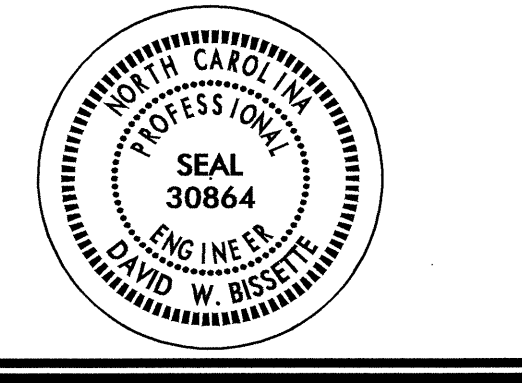

- PAGE -

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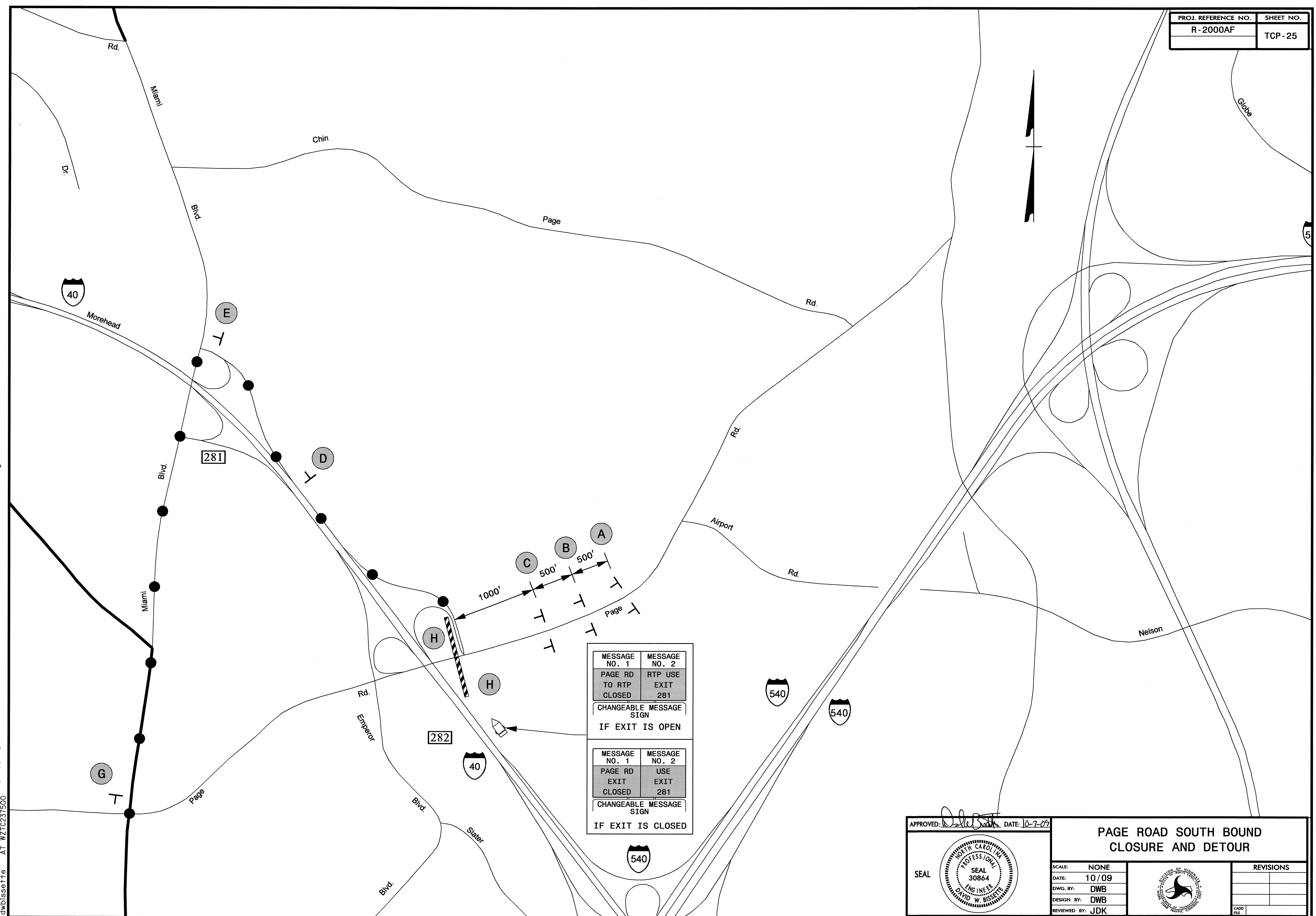
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REVISIONS						



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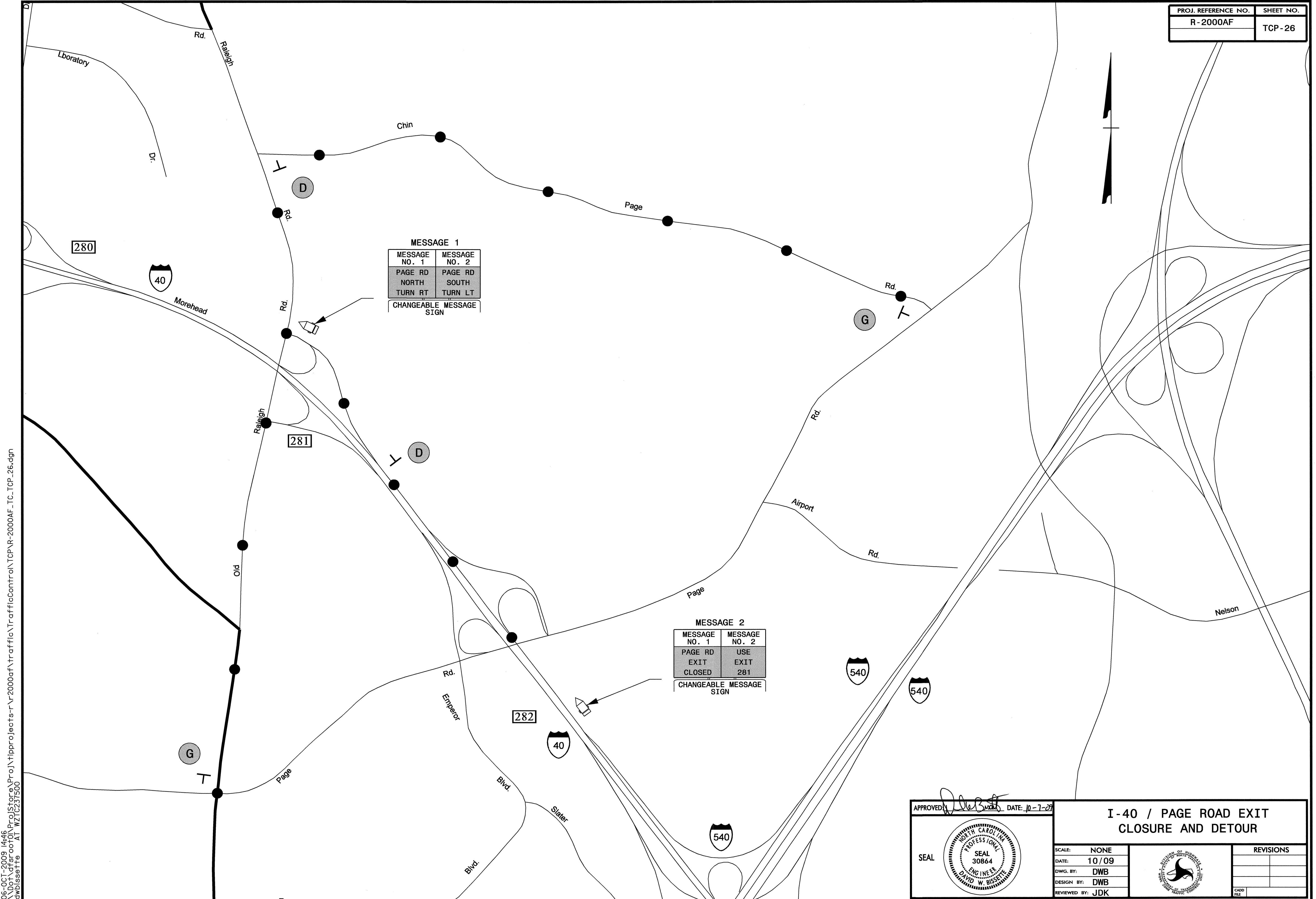
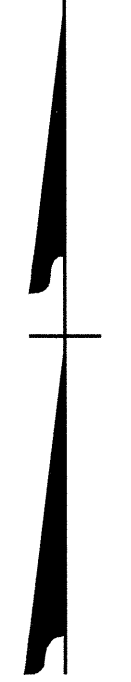
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REVIEWED BY: JDK			

05-OCT-2009 14:45
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 dwb\ssb\1500



MESSAGE NO. 1	MESSAGE NO. 2
PAGE RD TO RTP CLOSED	RTP USE EXIT 281
CHANGEABLE MESSAGE SIGN	
IF EXIT IS OPEN	
MESSAGE NO. 1	MESSAGE NO. 2
PAGE RD EXIT CLOSED	USE EXIT 281
CHANGEABLE MESSAGE SIGN	
IF EXIT IS CLOSED	

APPROVED: <i>Dale B...</i> DATE: 10-7-09	PAGE ROAD SOUTH BOUND CLOSURE AND DETOUR									
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	REVISIONS									
DATE: 10/09										
DESIGN BY: DWB										
REVIEWED BY: JDK										



MESSAGE 1

MESSAGE NO. 1	MESSAGE NO. 2
PAGE RD	PAGE RD
NORTH	SOUTH
TURN RT	TURN LT

CHANGEABLE MESSAGE SIGN

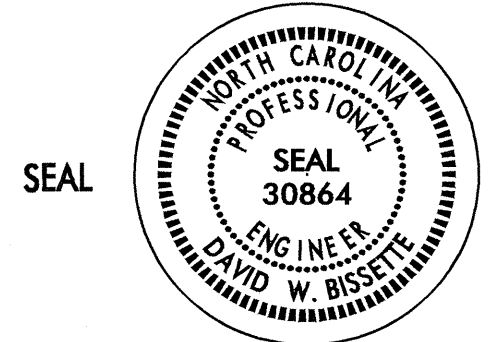
MESSAGE 2

MESSAGE NO. 1	MESSAGE NO. 2
PAGE RD	USE
EXIT	EXIT
CLOSED	281

CHANGEABLE MESSAGE SIGN

06-OCT-2009 14:46 V:\D:\V\Projects\I-40\TrafficControl\TrafficControl\TCP\R-2000AF-TC-TCP_26.dgn
 dwb\ssette AT WZTC237500

APPROVED: *[Signature]* DATE: 10-7-09

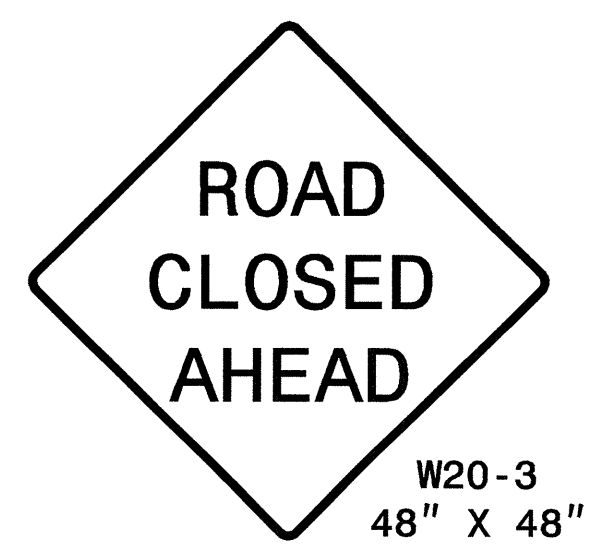


I-40 / PAGE ROAD EXIT CLOSURE AND DETOUR

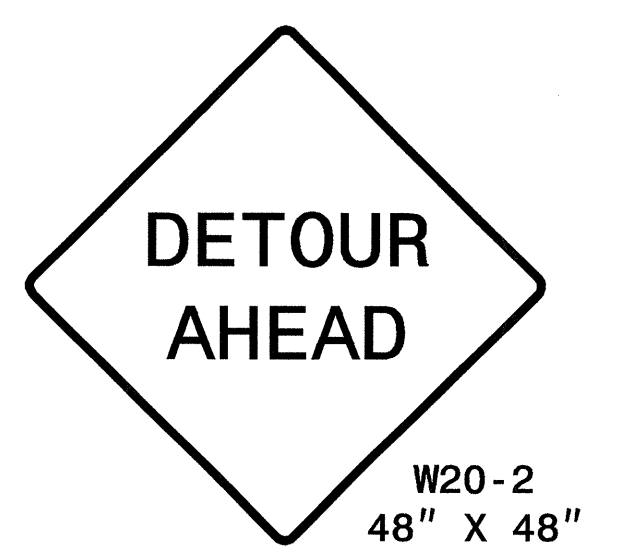
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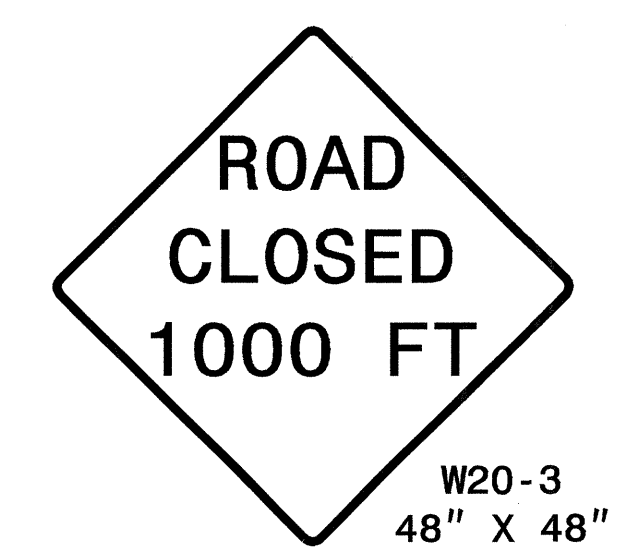
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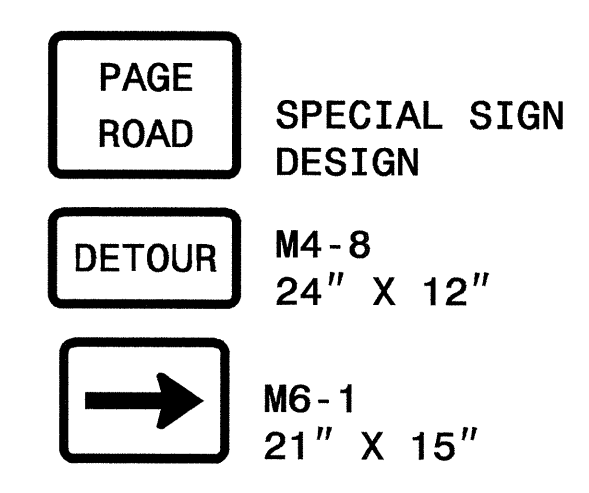
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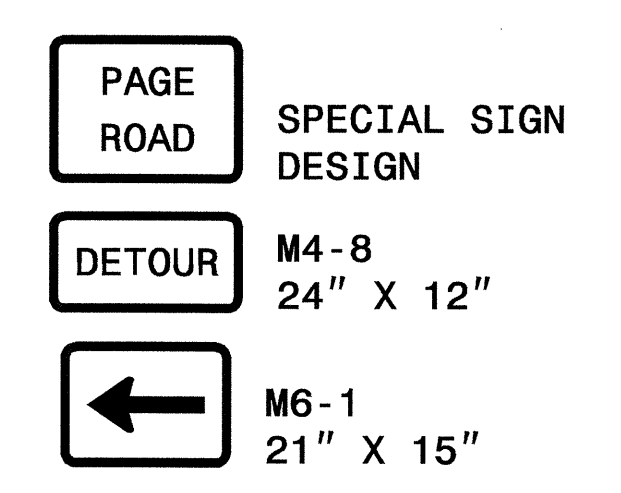
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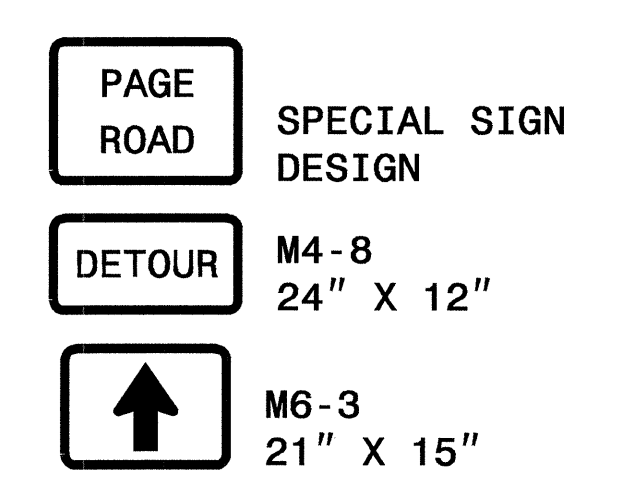
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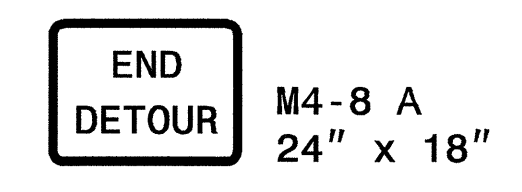
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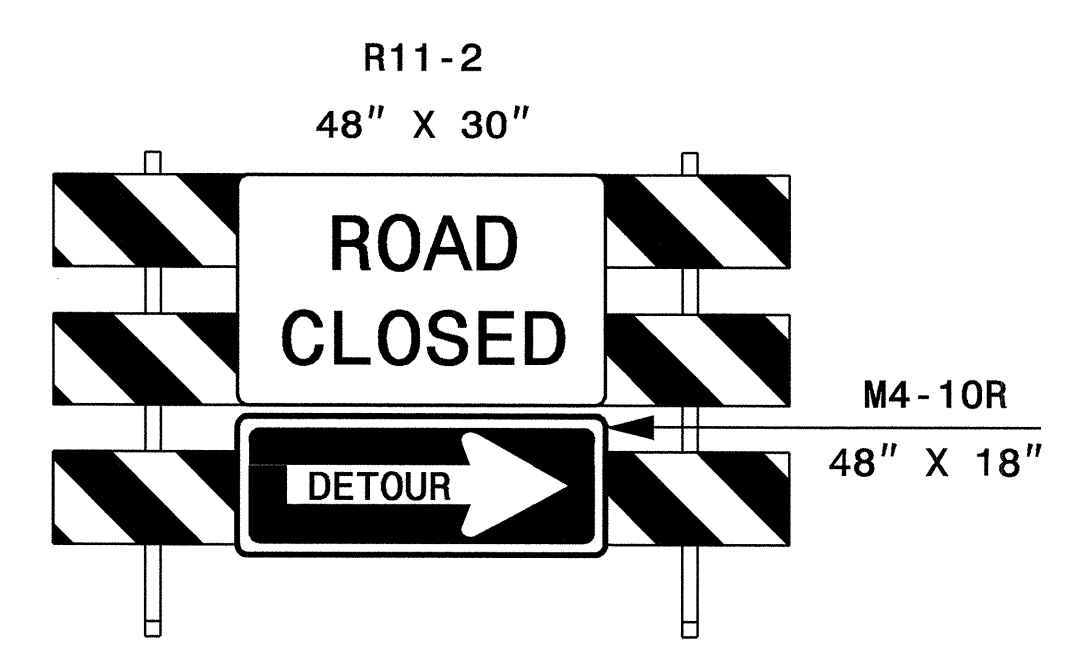
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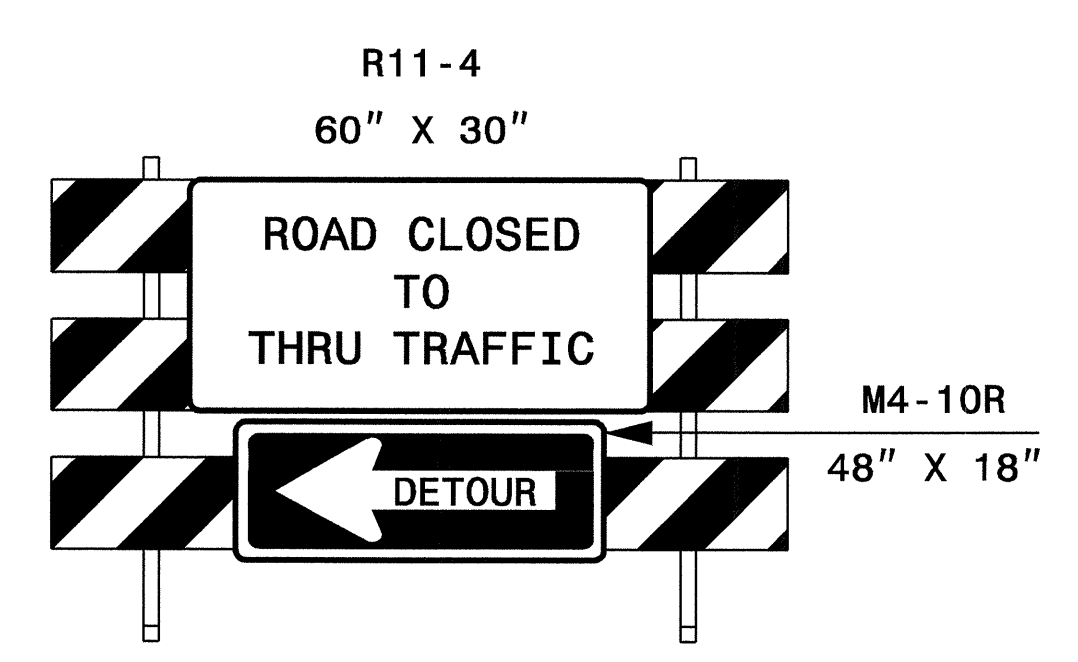
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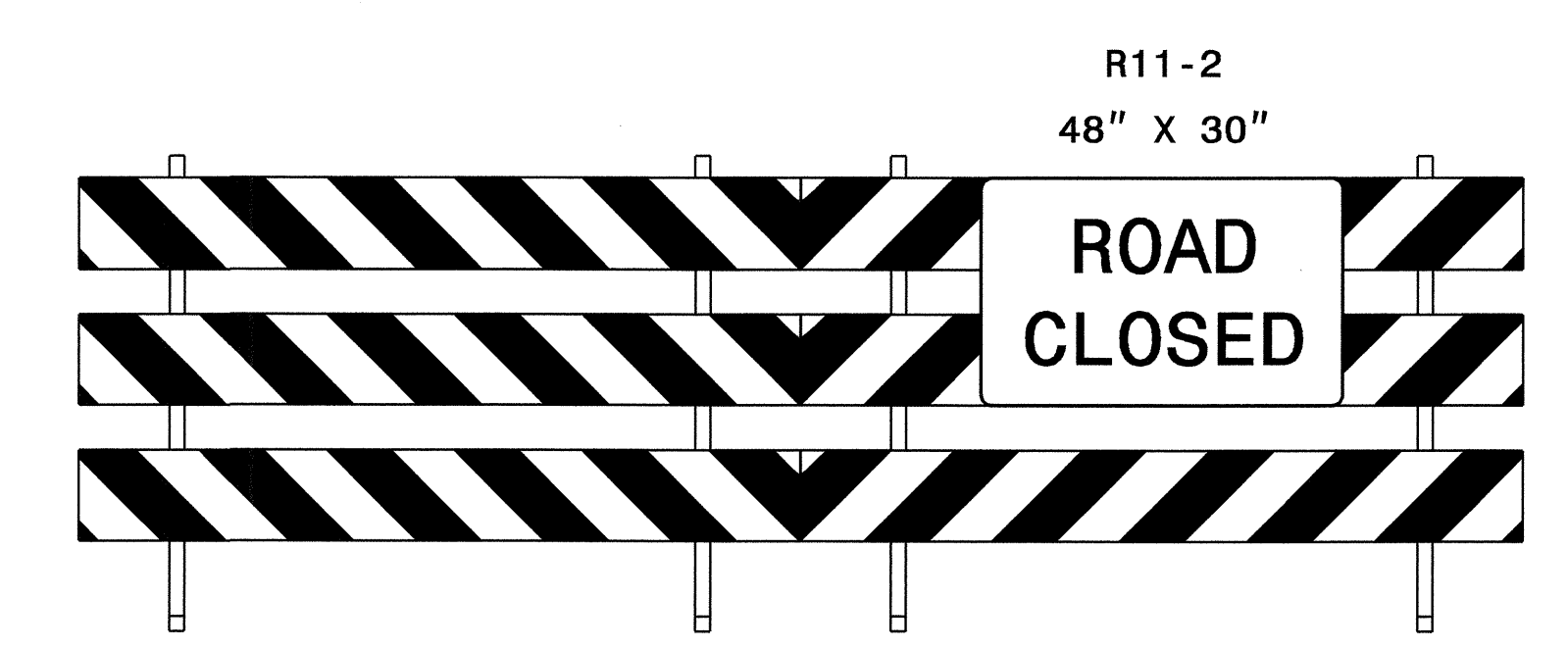
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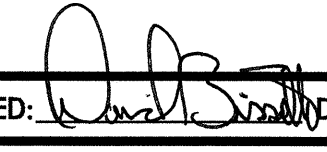
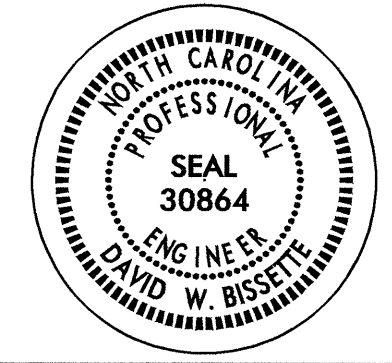
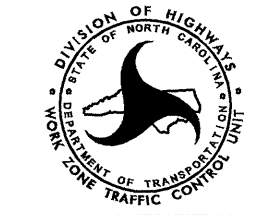


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 dwblissette AT WZ1C237500

APPROVED: 	DATE: 10-15-09	PAGE ROAD CLOSURE AND DETOUR	
			
SCALE: NONE	DATE: 10/09		REVISIONS
DWG. BY: DWB	DESIGN BY: DWB		
REVIEWED BY: JDK			

MESSAGE NO. 1	MESSAGE NO. 2
RAMP TO I40 WEST CLOSED	USE NEXT EXIT
CHANGEABLE MESSAGE SIGN	
IF -CD- IS OPEN	

MESSAGE NO. 1	MESSAGE NO. 2
RAMP TO I-40 CLOSED	USE NEXT EXIT
CHANGEABLE MESSAGE SIGN	
IF -CD- IS CLOSED	

MESSAGE NO. 1	MESSAGE NO. 2
I-40 WEST DETOUR	USE THIS EXIT
CHANGEABLE MESSAGE SIGN	
IF -CD- IS OPEN	

MESSAGE NO. 1	MESSAGE NO. 2
I-40 DETOUR	USE THIS EXIT
CHANGEABLE MESSAGE SIGN	
IF -CD- IS CLOSED	

END
DETOUR M4-8 A
24" x 18"

DETOUR M4-8
24" x 12"



M1-1

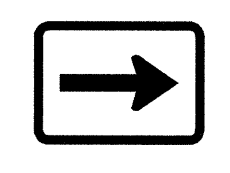


M6-3
21" x 15"

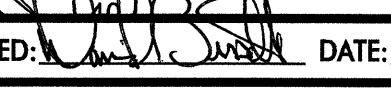
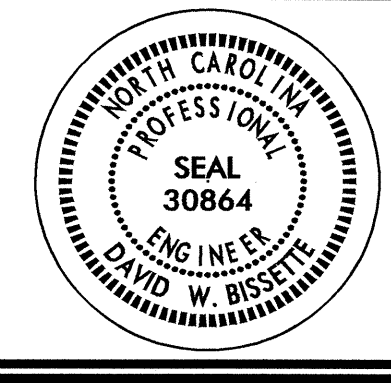

DETOUR M4-8
24" x 12"



M1-1

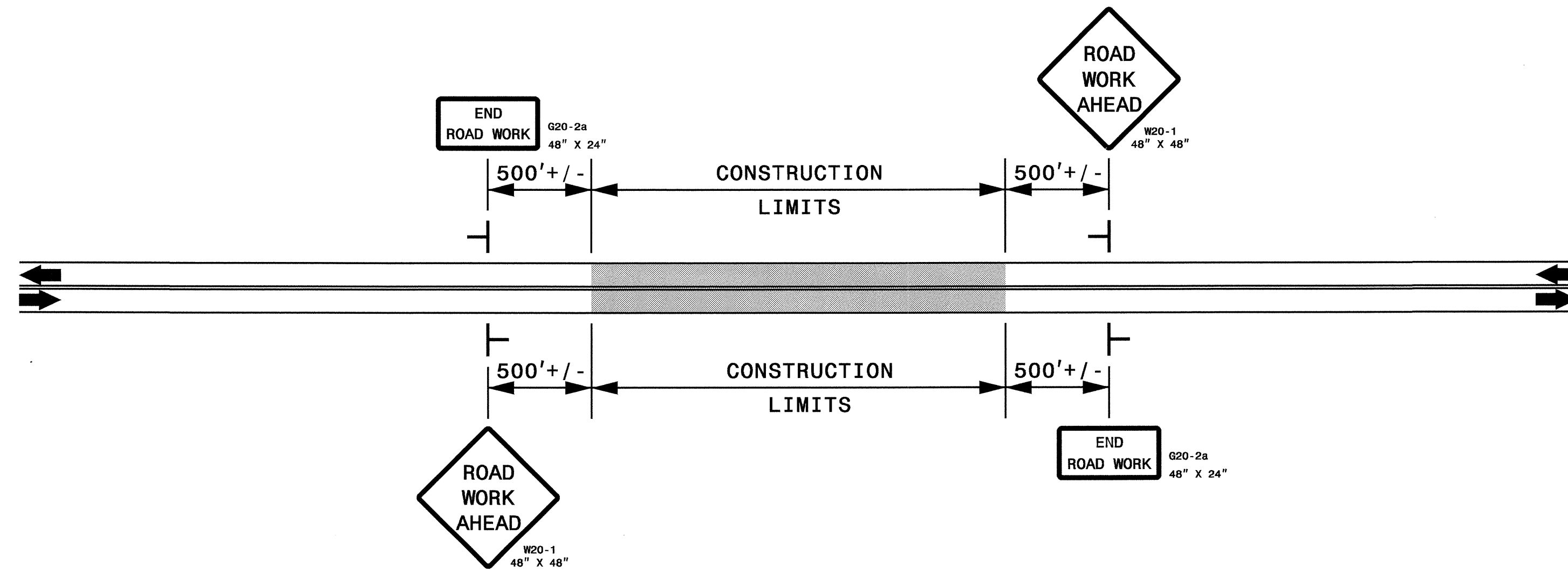


M6-1
21" x 15"

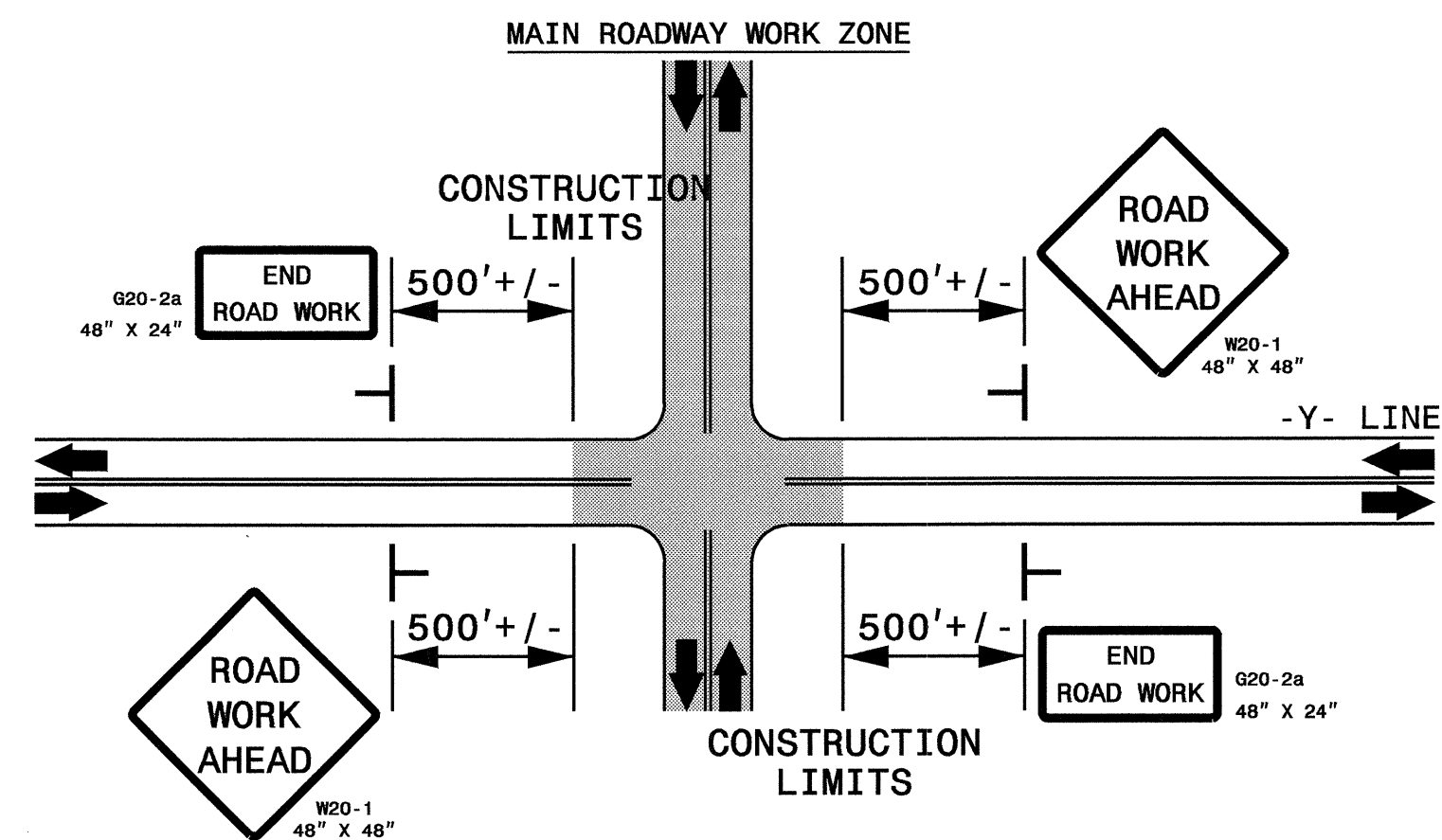
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	SCALE: NONE	
	DATE: 10/09	
	DWG. BY: DWB	
	DESIGN BY: DWB	
REVIEWED BY: JDK	REVISIONS	

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 dwb\issette\DWB

TWO-WAY UNDIVIDED



ROADWAYS INTERSECTING ALONG TWO-WAY UNDIVIDED WORK ZONE



GENERAL NOTES

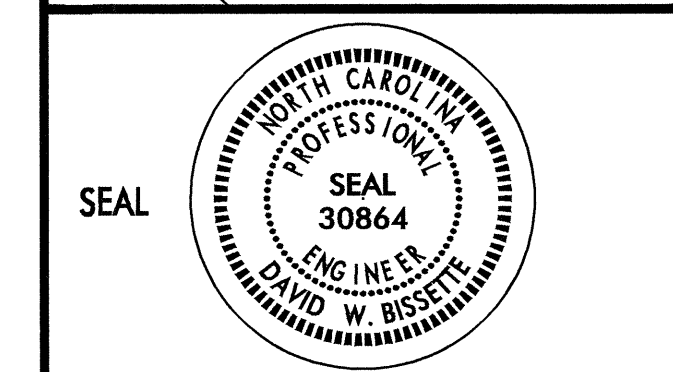
- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL WORK ZONE ADVANCE WARNING SIGNS.
- DO NOT INSTALL WORK ZONE ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE 3-LB. STEEL U-CHANNEL POSTS OR 4" X 4" WOOD POSTS FOR ALL WORK ZONE SIGNS. 3-LB. STEEL U-CHANNEL POSTS MUST MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 1094-1(B) AND MAY BE GALVANIZED STEEL OR MAY BE PAINTED GREEN BY THE POST MANUFACTURER. STEEL SQUARE TUBE POSTS HAVING THE EQUIVALENT STRENGTH OF 3-LB. STEEL U-CHANNEL POSTS ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 3-LB. STEEL U-CHANNEL POSTS AND SQUARE STEEL TUBING POSTS WITH WORK ZONE ADVANCE WARNING SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110.
- SPLICING OF WORK ZONE SIGN POSTS IS ACCEPTABLE. SPLICE WORK ZONE SIGN POSTS ACCORDING TO ROADWAY STANDARD DRAWING NO. 1110.01 SHEET 1 OF 1. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE WORK ZONE SIGN SUPPORTS.

LEGEND

└ STATIONARY SIGN

➔ DIRECTION OF TRAFFIC FLOW

APPROVED: *[Signature]* DATE: 10-7-09

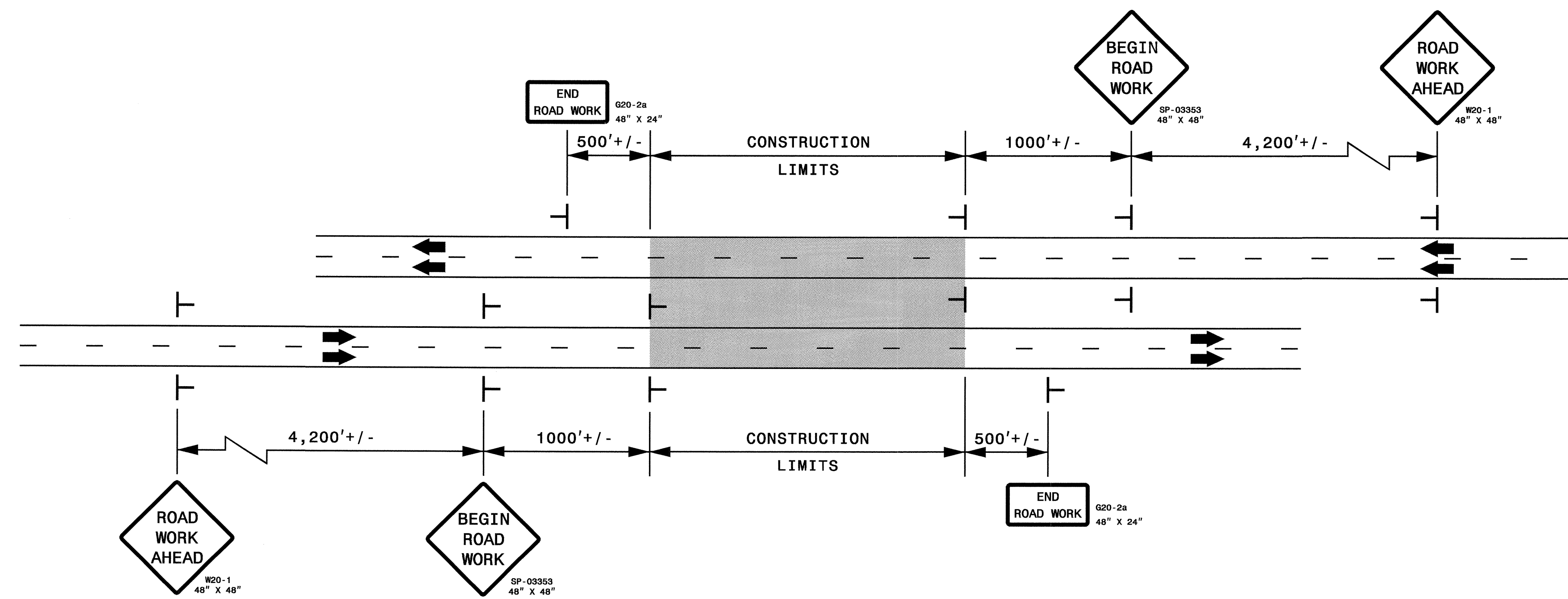


WORK ZONE ADVANCE WARNING SIGNS TWO-WAY UNDIVIDED AND URBAN FREEWAYS	
SCALE: NONE	REVISIONS
DATE: 10/09	
DWG. BY: DWB	
DESIGN BY: DWB	
REVIEWED BY: JDK	

06-OCT-2009 15:06 P:\projects\proj\ipproj\traffic\TrafficControl\TCP\R-2000AF-TCP-29.dgn

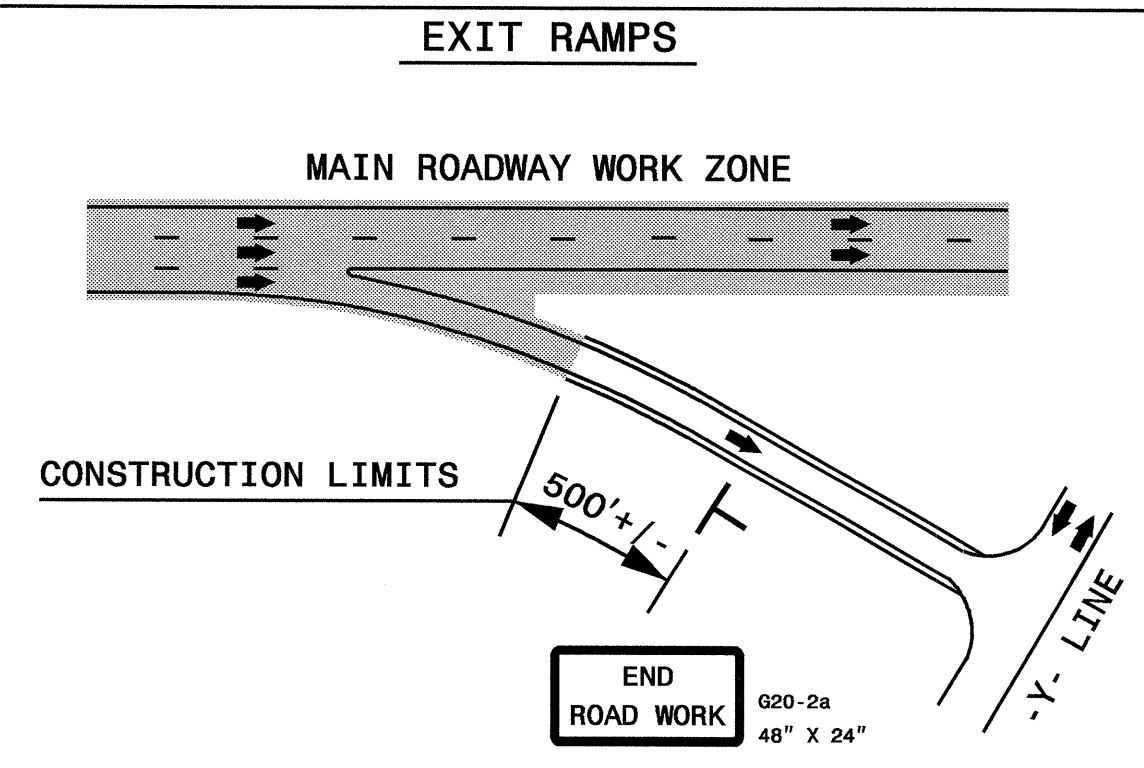
DETAIL A

PROJ. REFERENCE NO.	SHEET NO.
R-2000AF	TCP-30



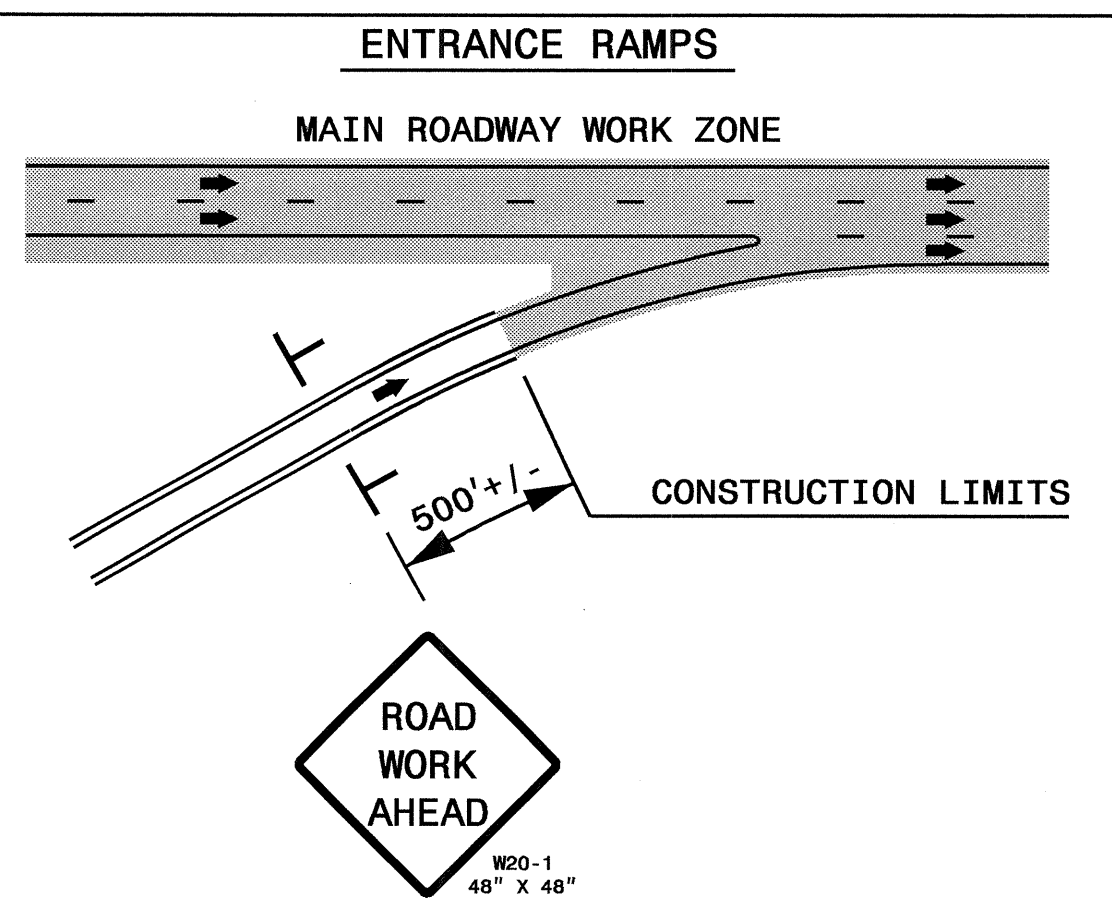
* USE THE "\$250 SPEEDING PENALTY" SIGN, SPEED LIMIT SIGN, AND ORANGE PANEL; ONLY WHEN A "\$250 SPEEDING PENALTY" ORDINANCE HAS BEEN ISSUED BY THE REGIONAL TRAFFIC ENGINEER.

DETAIL B

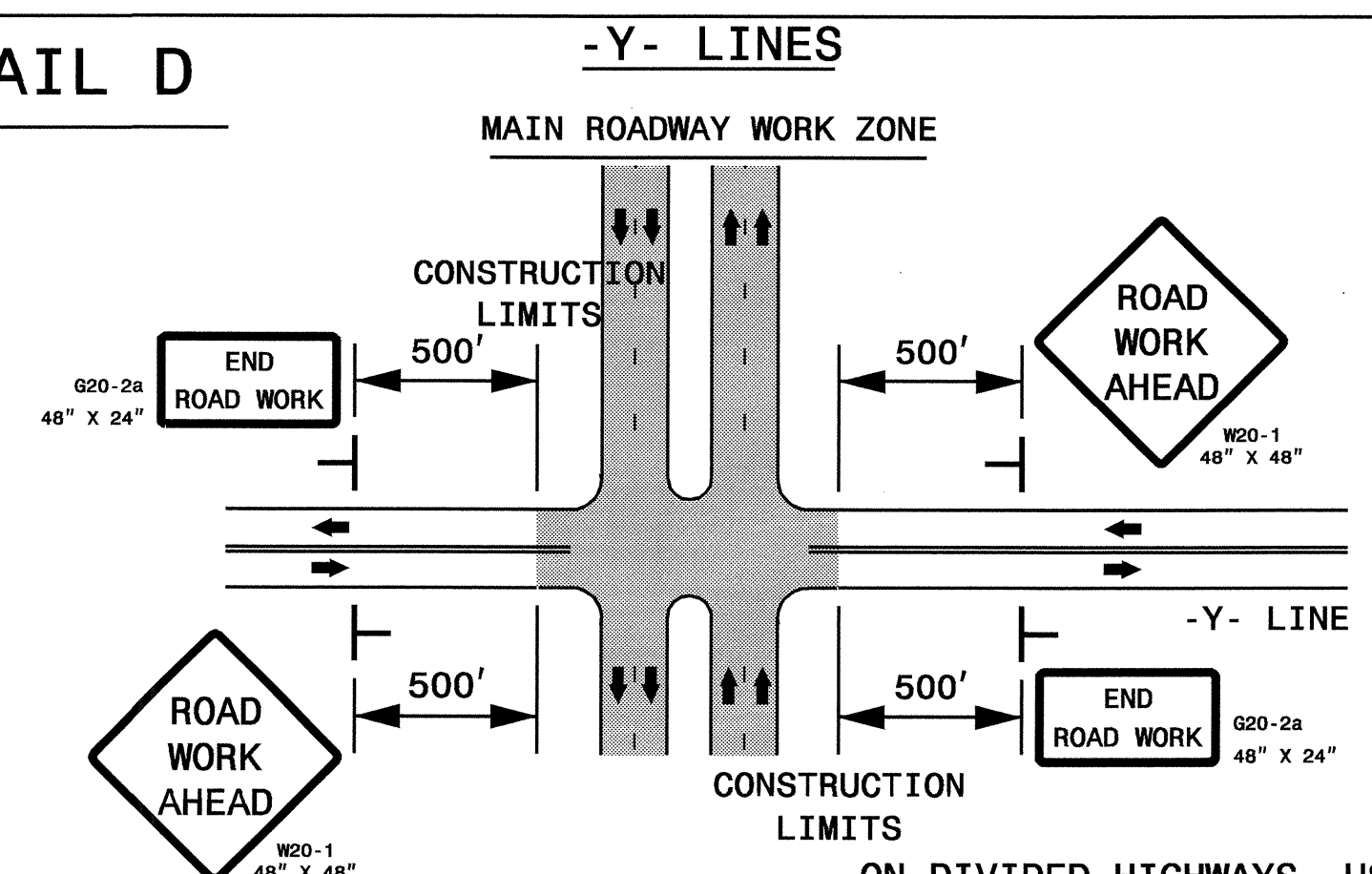


NOTE: SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

DETAIL C



DETAIL D



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

GENERAL NOTES

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL WORK ZONE ADVANCE WARNING SIGNS.
- DO NOT INSTALL WORK ZONE 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.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE 3-LB. STEEL U-CHANNEL POSTS OR 4" X 4" WOOD POSTS FOR ALL WORK ZONE SIGNS. 3-LB. STEEL U-CHANNEL POSTS MUST MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 1094-1(B) AND MAY BE GALVANIZED STEEL OR MAY BE PAINTED GREEN BY THE POST MANUFACTURER. STEEL SQUARE TUBE POSTS HAVING THE EQUIVALENT STRENGTH OF 3-LB. STEEL U-CHANNEL POSTS ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 3-LB. STEEL U-CHANNEL POSTS AND SQUARE STEEL TUBING POSTS WITH WORK ZONE ADVANCE WARNING SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110.
- SPLICING OF WORK ZONE SIGN POSTS IS ACCEPTABLE. SPLICE WORK ZONE SIGN POSTS ACCORDING TO ROADWAY STANDARD DRAWING NO. 1110.01 SHEET 1 OF 1. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE WORK ZONE SIGN SUPPORTS.

LEGEND

┆ STATIONARY SIGN

➔ DIRECTION OF TRAFFIC FLOW

APPROVED: *[Signature]* DATE: 10-7-09

SEAL: *[Professional Engineer Seal]*

**WORK ZONE ADVANCE WARNING SIGNS
FREEWAYS - 4 LANES OR GREATER**

SCALE: NONE		REVISIONS
DATE: 10/09		
DWG. BY: DWB		
DESIGN BY: DWB		
REVIEWED BY: JDK		

06-OCT-2009 14:50 \\dot\diff\00101\Store\Proj\Ntip\projects-r\2000af\TrafficControl\TCP\R-2000AF-TC-TCP-30.dgn