

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO.	SHEET NO.
R-2710	TCP-1

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

R-2710

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
1101.05	WORK ZONE VEHICLE ACCESSES
1101.06	WARNING SIGNS FOR BLASTING ZONES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1130.01	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	PAVEMENT MARKER SPACING
1251.01	RAISED PAVEMENT MARKERS - (TEMPORARY & PERMANENT)

INDEX OF SHEETS

SHEET NO.	TITLE
TCP-1	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND, TEMPORARY MARKING SCHEDULE, AND INDEX OF SHEETS
TCP-2	PROJECT NOTES
TCP-2A	TEMPORARY SHORING DATA
TCP-2B	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TCP-3	PHASING
TCP-3A	PROJECT OVERVIEW
TCP-4 THRU 5	SITE 1 DETAIL
TCP-6	OFFSITE DETOUR
TCP-7	SITE 2 DETAIL
TCP-8	SITE 3 DETAIL
TCP-9	SITE 4 DETAIL
TCP-10 THRU 11	SITE 5 DETAIL
TCP-12 THRU 15	SITE 6 DETAIL
TCP-16	DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS

LEGEND

- GENERAL**
- DIRECTION OF TRAFFIC FLOW
 - NORTH ARROW
 - PROPOSED PVMT. EXIST. PVMT.
 - WORK AREA
 - REMOVAL OF EXISTING PAVEMENT
- TRAFFIC CONTROL DEVICES**
- TYPE III BARRICADE
 - DRUM
 - STATIONARY SIGN

TEMPORARY PAVEMENT MARKING SCHEDULE

SYMBOL	DESCRIPTION
	TEMPORARY PAVEMENT MARKINGS PAINT (4")
PA	WHITE EDGELINE
PI	YELLOW DOUBLE CENTER
	PAINT (24")
P4	WHITE STOPBAR

TIP PROJECT:

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shoyes - AT 12/24/13

APPROVED: DATE:	PLAN PREPARED BY: N.C.D.O.T. WORK ZONE TRAFFIC CONTROL UNIT
SEAL 	J. S. BOURNE, P.E. TRAFFIC CONTROL ENGINEER G. L. GETTIER, P.E. TRAFFIC CONTROL PROJECT ENGINEER J. W. WOOLARD, P.E. TRAFFIC CONTROL PROJECT DESIGN ENGINEER D. A. HAYES, E.I. TRAFFIC CONTROL DESIGN ENGINEER / TECHNICIAN

LOCATION / SHORING TYPE	FROM STATION	TO STATION	OFFSET RANGE
#1 RETAINING WALL	-L- 40+06	-L- 42+25	5' MIN. FROM NB EDGELINE
#2 RETAINING WALL	-L- 44+50	-L- 44+75	5' MIN. FROM NB EDGELINE
#3 RETAINING WALL	-L- 47+00	-L- 48+25	5' MIN. FROM NB EDGELINE
#4 RETAINING WALL	-L- 134+50	-L- 136+00	5' MIN. FROM NB EDGELINE
#5 RETAINING WALL	-L- 137+00	-L- 138+00	5' MIN. FROM NB EDGELINE
#6 RETAINING WALL	-L- 174+00	-L- 175+25	5' MIN. FROM NB EDGELINE
#7 RETAINING WALL	-L- 177+00	-L- 179+00	5' MIN. FROM NB EDGELINE
#8 RETAINING WALL	-L- 185+00	-L- 186+82	5' MIN. FROM NB EDGELINE
#9 RETAINING WALL	-L- 187+25	-L- 188+75	5' MIN. FROM NB EDGELINE

THE FOLLOWING NOTES APPLY TO EACH OF THE ABOVE REFERENCED SHORING LOCATIONS:

DO NOT USE STANDARD TEMPORARY SHORING. DO NOT USE A TEMPORARY MSE WALL AT THE LOCATIONS LISTED ABOVE.

THE SHORING DESIGNER SHALL CONSULT WITH THE RETAINING WALL DESIGNER FOR LOCATIONS WHERE PERMANENT SOIL NAIL SHORING WILL BE INSTALLED FOR CONSTRUCTION OF THE SMSE WALL SYSTEM. NO ADDITIONAL COMPENSATION WILL BE MADE FOR LOCATIONS WHERE PERMANENT SOIL NAIL SHORING IS USED FOR MSE WALL CONSTRUCTION AND TEMPORARY SHORING IS NOT REQUIRED. THE FINAL DETERMINATION WILL BE MADE BY THE ENGINEER.

WHEN USING CONTRACTOR DESIGNED SHORING, DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, γ = 120 PCF
UNIT WEIGHT OF SOIL BELOW WATER TABLE, γ = 130 PCF
FRICTION ANGLE, ϕ = 30 DEGREES
COHESION, c = 0 PSF

FOR CONTRACTOR DESIGNED SHORING, SEE ANCHORED TEMPORARY SHORING OR TEMPORARY SOIL NAIL SHORING SPECIAL PROVISIONS.

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


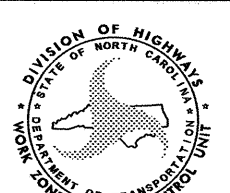
FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

ESTIMATED QUANTITIES

TEMPORARY SHORING FOR THE MAINTENANCE OF TRAFFIC

2000 SQ. FT.

APPROVED: <i>S. Clark</i> DATE: <i>7/10</i>	TEMPORARY SHORING DATA						
	SCALE: NONE						
	DATE: 6/10						
	DWG. BY: JTW						
	DESIGN BY: SCC						
REVIEWED BY: SCC	<table border="1"> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	REVISIONS					
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PHASE I

SITE 1

STEP 1) INSTALL ADVANCE WARNING SIGNING NO MORE THAN THREE (3) DAYS PRIOR TO CONSTRUCTION (SEE SHEET TCP-16).

NOTE: WHENEVER THE WORK OF SITE 1 STEPS 2 & 3 REQUIRES A BLASTING OPERATION, SEE LOCAL NOTE 1 ON SHEET TCP-2, INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 2) USING RSD 1101.02, PLACE TRAFFIC ONTO A ONE LANE, TWO WAY PATTERN, INSTALL PORTABLE CONCRETE BARRIER (PCB) (ANCHORED), TEMPORARY PAVEMENT MARKINGS, TEMPORARY SIGNALS, AND CONSTRUCT -L- AND RETAINING WALLS AS SHOWN ON TCP-4 AND 5.

NOTE: SITE 1, STEP 3 SHALL BE COMPLETED SIMULTANEOUSLY WITH SITE 2, STEP 3.

NOTE: GENERAL NOTE 'A' FOUND ON TCP-2 DOES NOT APPLY TO SITE 1, STEP 3.

NOTE: SITE 1, STEP 3 SHALL BE COMPLETED IN 120 CONSECUTIVE DAYS. SEE SPECIAL PROVISIONS FOR LIQUIDATED DAMAGES.

STEP 3) INSTALL OFFSITE DETOUR SIGNING (SEE SHEET TCP-6), OFFSITE -L- TRAFFIC ALONG SR 1131 (PIGEON ROOST RD), AND COMPLETE CONSTRUCTION OF -L- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, PLACE TEMPORARY PAVEMENT MARKINGS, REMOVE OFFSITE DETOUR AND OPEN -L- TO TRAFFIC. REMOVE PCB AND TEMPORARY SIGNALS.

STEP 4) USING RSD 1101.02, WEDGE UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, TEMPORARY PAVEMENT MARKINGS AND MARKERS (REFER TO FINAL PAVEMENT MARKING PLAN).

SITE 2

STEP 1) INSTALL ADVANCE WARNING SIGNING NO MORE THAN THREE (3) DAYS PRIOR TO CONSTRUCTION (SEE SHEET TCP-16).

STEP 2) USING RSD 1101.02 CONSTRUCT -L- RIGHT UP TO EXISTING EDGE AND ELEVATION. TRAFFIC SHALL RETURN TO A TWO LANE, TWO WAY PATTERN AT THE END OF THE WORK DAY (SEE SHEET TCP-7).

NOTE: SITE 2, STEP 3 SHALL BE COMPLETED SIMULTANEOUSLY WITH SITE 1, STEP 3.

NOTE: SITE 2, STEP 3 SHALL BE COMPLETED IN 120 CONSECUTIVE DAYS. SEE SPECIAL PROVISIONS FOR LIQUIDATED DAMAGES.

NOTE: WHENEVER THE WORK OF SITE 2 STEP 3 REQUIRES A BLASTING OPERATION, SEE LOCAL NOTE 1 ON SHEET TCP-2, INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 3) COMPLETE CONSTRUCTION OF -L- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, PLACE TEMPORARY PAVEMENT MARKINGS, REMOVE OFFSITE DETOUR AND OPEN -L- TO TRAFFIC. (SEE ROADWAY PLANS).

STEP 4) USING RSD 1101.02, WEDGE UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, TEMPORARY PAVEMENT MARKINGS AND MARKERS (REFER TO FINAL PAVEMENT MARKING PLAN).

SITE 3 & 4

STEP 1) INSTALL ADVANCE WARNING SIGNING NO MORE THAN THREE (3) DAYS PRIOR TO CONSTRUCTION (SEE SHEET TCP-16).

NOTE: GENERAL NOTE 'A' FOUND ON TCP-2 DOES NOT APPLY TO SITE 3 & 4, STEP 2.

NOTE: WHENEVER THE WORK OF SITE 3 & 4, STEPS 2 & 4 REQUIRES A BLASTING OPERATION, SEE LOCAL NOTE 1 ON SHEET TCP-2, INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 2) USING RSD 1101.02, PLACE TRAFFIC IN A ONE LANE, TWO WAY PATTERN, INSTALL PORTABLE CONCRETE BARRIER (PCB) (ANCHORED), TEMPORARY PAVEMENT MARKINGS, AND TEMPORARY SIGNALS, AND CONSTRUCT -L- AND RETAINING WALLS AS SHOWN ON TCP-8 AND 9.

STEP 3) REMOVE PCB, WEDGE -L- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, SHIFT TRAFFIC ONTO FINAL PATTERN, REMOVE TEMPORARY SIGNALS, AND INSTALL TEMPORARY PAVEMENT MARKINGS.

STEP 4) USING RSD 1101.02, CONSTRUCT THE LEFT SIDE OF -L- (SHOULDER WORK) AS SHOWN ON THE ROADWAY PLANS. TRAFFIC SHALL RETURN TO A TWO WAY, TWO LANE PATTERN AT THE END OF THE WORK DAY.

STEP 5) USING RSD 1101.02, WEDGE UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, TEMPORARY PAVEMENT MARKINGS AND MARKERS (REFER TO FINAL PAVEMENT MARKING PLAN).

SITE 5

STEP 1) INSTALL ADVANCE WARNING SIGNING NO MORE THAN THREE (3) DAYS PRIOR TO CONSTRUCTION (SEE SHEET TCP-16).

NOTE: GENERAL NOTE 'A' FOUND ON TCP-2 DOES NOT APPLY TO SITE 5, STEP 2.

NOTE: WHENEVER THE WORK OF SITE 5 STEP 2 REQUIRES A BLASTING OPERATION, SEE LOCAL NOTE 1 ON SHEET TCP-2, INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 2) USING RSD 1101.02, PLACE TRAFFIC ONTO A ONE LANE, TWO WAY PATTERN, INSTALL PORTABLE CONCRETE BARRIER (PCB) (ANCHORED), TEMPORARY PAVEMENT MARKINGS, AND TEMPORARY SIGNALS, AND CONSTRUCT -L- AND RETAINING WALLS UP TO THE EXISTING EDGE AND ELEVATION (SEE SHEET TCP-10).

STEP 3) REMOVE PCB, REVISE TEMPORARY SIGNALS, AND USING RSD 1101.02, SHIFT TRAFFIC TO THE RIGHT MAINTAINING A ONE LANE, TWO WAY PATTERN. CONSTRUCT -L- LEFT UP TO EXISTING EDGE AND ELEVATION (SEE SHEET TCP-11 AND ROADWAY PLANS).

STEP 4) USING RSD 1101.02, WEDGE -L- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE AND TEMPORARY MARKINGS. REMOVE TEMPORARY SIGNALS. MAINTAIN ACCESS TO -Y5-.

STEP 5) USING RSD 1101.02, WEDGE UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, TEMPORARY PAVEMENT MARKINGS AND MARKERS (REFER TO FINAL PAVEMENT MARKING PLAN).

SITE 6

STEP 1) INSTALL ADVANCE WARNING SIGNING NO MORE THAN THREE (3) DAYS PRIOR TO CONSTRUCTION (SEE SHEET TCP-16).

NOTE: WHENEVER THE WORK OF SITE 6 STEP 2 REQUIRES A BLASTING OPERATION, SEE LOCAL NOTE 1 ON SHEET TCP-2, INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 2) AWAY FROM TRAFFIC, CONSTRUCT -L- FROM STA. 233+50 -L- TO STA. 237+50 -L-, -D1- FROM STA. 11+90 -D1- TO -L-, AND -D2- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE (SEE SHEET TCP-12 AND 13).

USING RSD 1102, CONSTRUCT -L- FROM STA. 233+04 -L- TO STA. 233+50 -L-, -L- FROM STA. 237+25 -L- TO STA. 238+50 -L-, AND -D1- FROM STA. 11+22 -D1- TO STA. 11+90 -D1- UP TO THE EXISTING EDGE AND ELEVATION (SEE SHEET TCP-12 AND 13).

STEP 3) USING RSD 1101.02, MILL -L- (1.5") FROM STA. 232+00 TO STA. 233+10 -L-. WEDGE -L- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE FROM STA. 230+00 -L- TO STA. 233+50, AND FROM STA. 237+25 -L- TO STA. 238+50 -L-, AND SHIFT TRAFFIC ONTO FINAL PATTERN. INSTALL TEMPORARY PAVEMENT MARKINGS FROM STA. 230+00 -L- TO STA. 238+50 -L- (SEE SHEET 14 AND 15).

STEP 4) AWAY FROM TRAFFIC, COMPLETE CONSTRUCTION OF -D1- FROM STA. 11+22 -D1- TO -L- AND CONSTRUCT -D1- FROM STA. 10+34 -D1- TO STA. 11+22 -D1- (SEE TCP-14).

STEP 5) USING RSD 1101.02, WEDGE UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, TEMPORARY PAVEMENT MARKINGS AND MARKERS (REFER TO FINAL PAVEMENT MARKING PLAN).

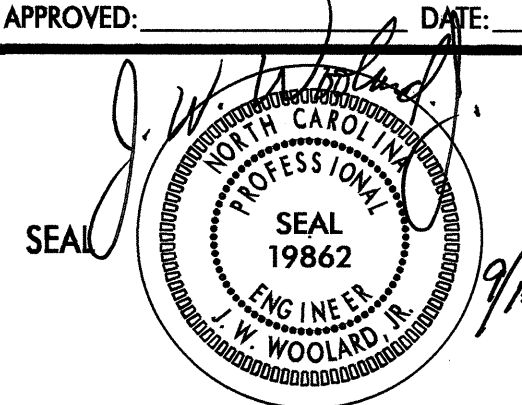
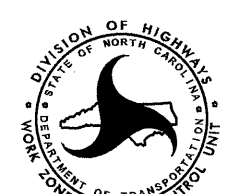
SITE 7 (-L- NC 194)

STEP 1) USING RSD 1101.02, MILL AND RESURFACE -L- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, TEMPORARY PAVEMENT MARKINGS AND MARKERS (REFER TO FINAL PAVEMENT MARKING PLAN).

PHASE II

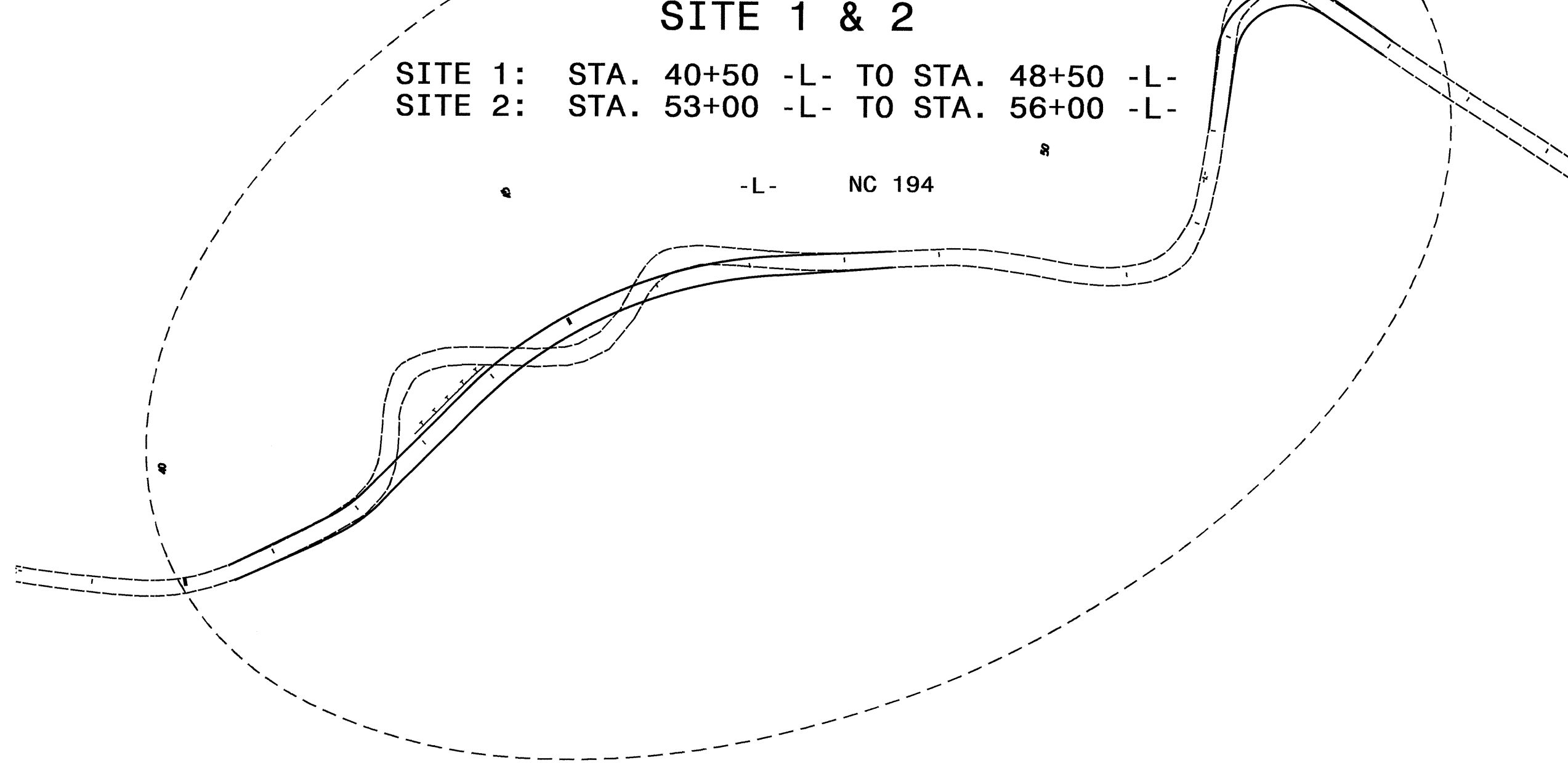
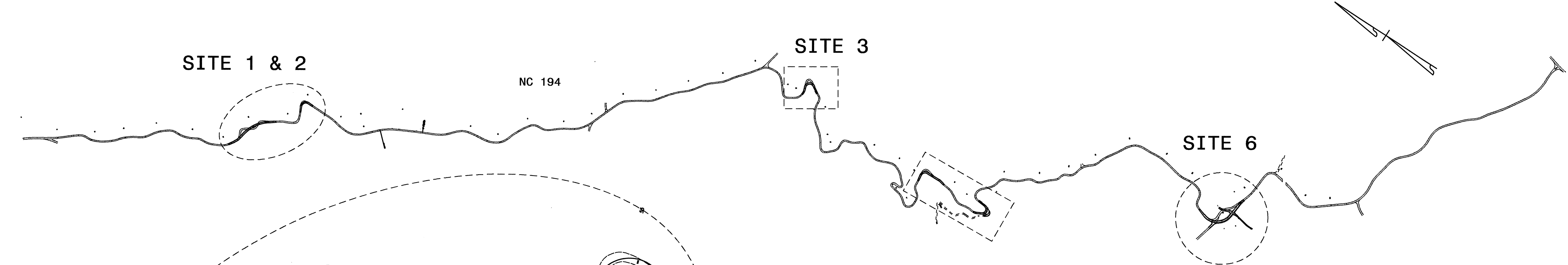
STEP 1) USING RSD 1101.02, INSTALL THE FINAL LIFT OF SURFACE COURSE, FINAL PAVEMENT MARKINGS AND MARKERS (REFER TO FINAL PAVEMENT MARKING PLAN), AND REMOVE ALL TRAFFIC CONTROL DEVICES AND SIGNING.

NOTE: THIS PROJECT IS BROKEN INTO SITES. WORK CAN BE PERFORMED ON ANY SITE SIMULTANEOUSLY, BUT SHALL PROGRESS THROUGH THE STEP REQUIREMENTS IN EACH SITE.

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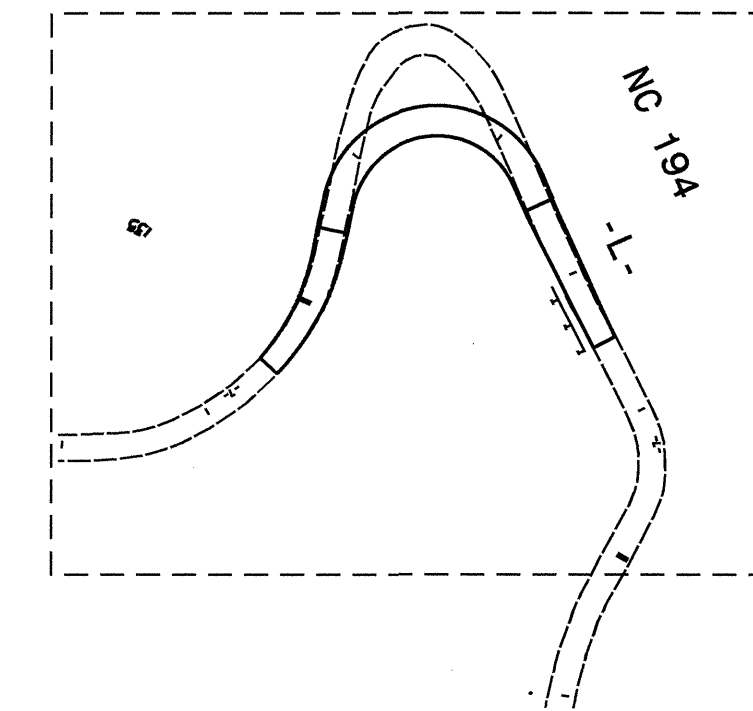
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 J.Woolard AT WZTC244740

SITE 7: RESURFACING- STA. 10+00 -L- TO STA. 40+50 -L-, STA. 48+50 -L- TO STA. 53+00 -L-, STA. 56+00 -L- TO STA. 134+50 -L-, STA. 138+50 -L- TO STA. 174+00 -L-, STA. 179+00 -L- TO STA. 185+00 -L-, STA. 189+00 -L- TO STA. 230+00 -L-, STA. 238+50 -L- TO STA. 295+46 -L-

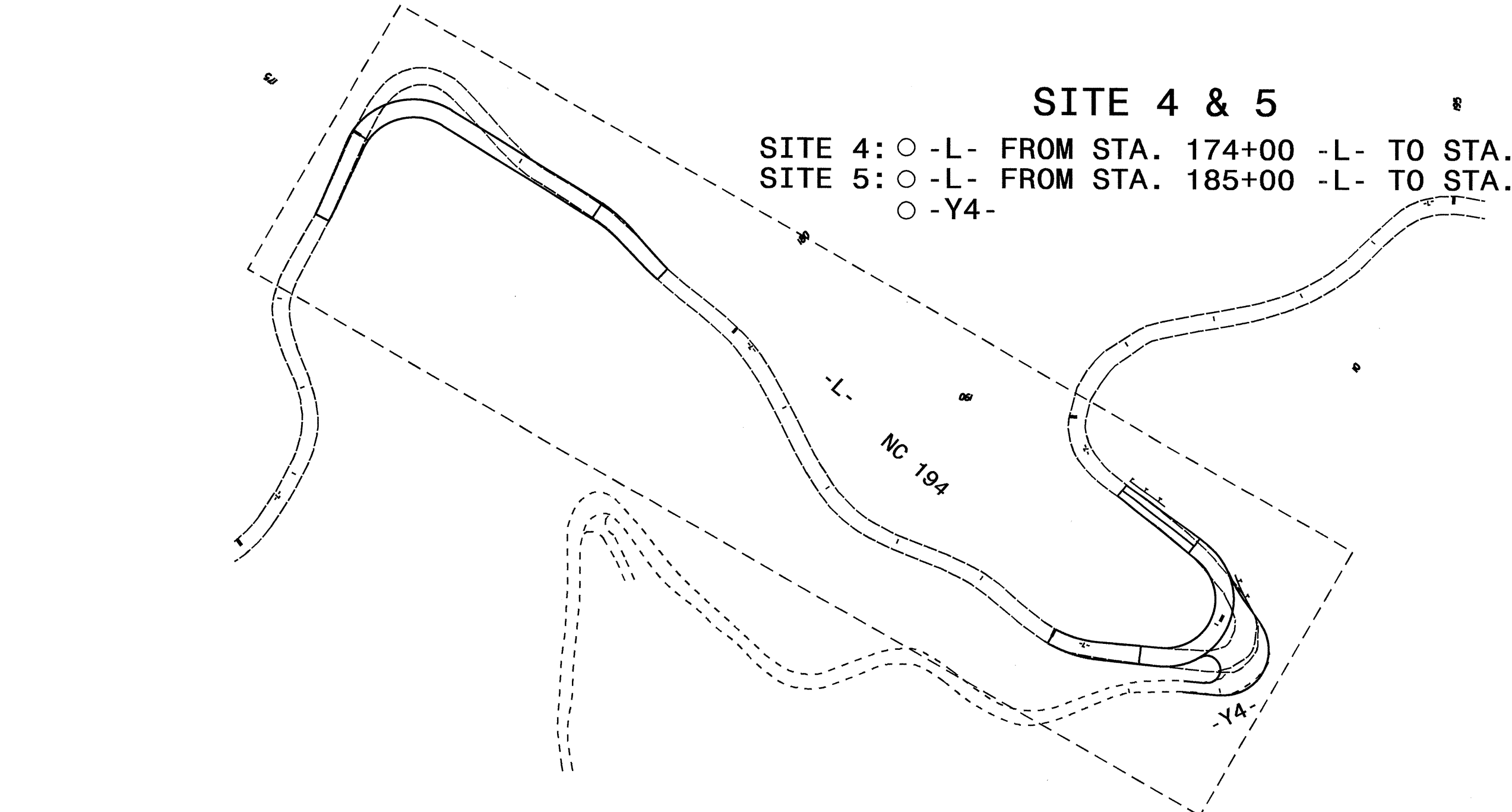


SITE 1 & 2
 SITE 1: STA. 40+50 -L- TO STA. 48+50 -L-
 SITE 2: STA. 53+00 -L- TO STA. 56+00 -L-

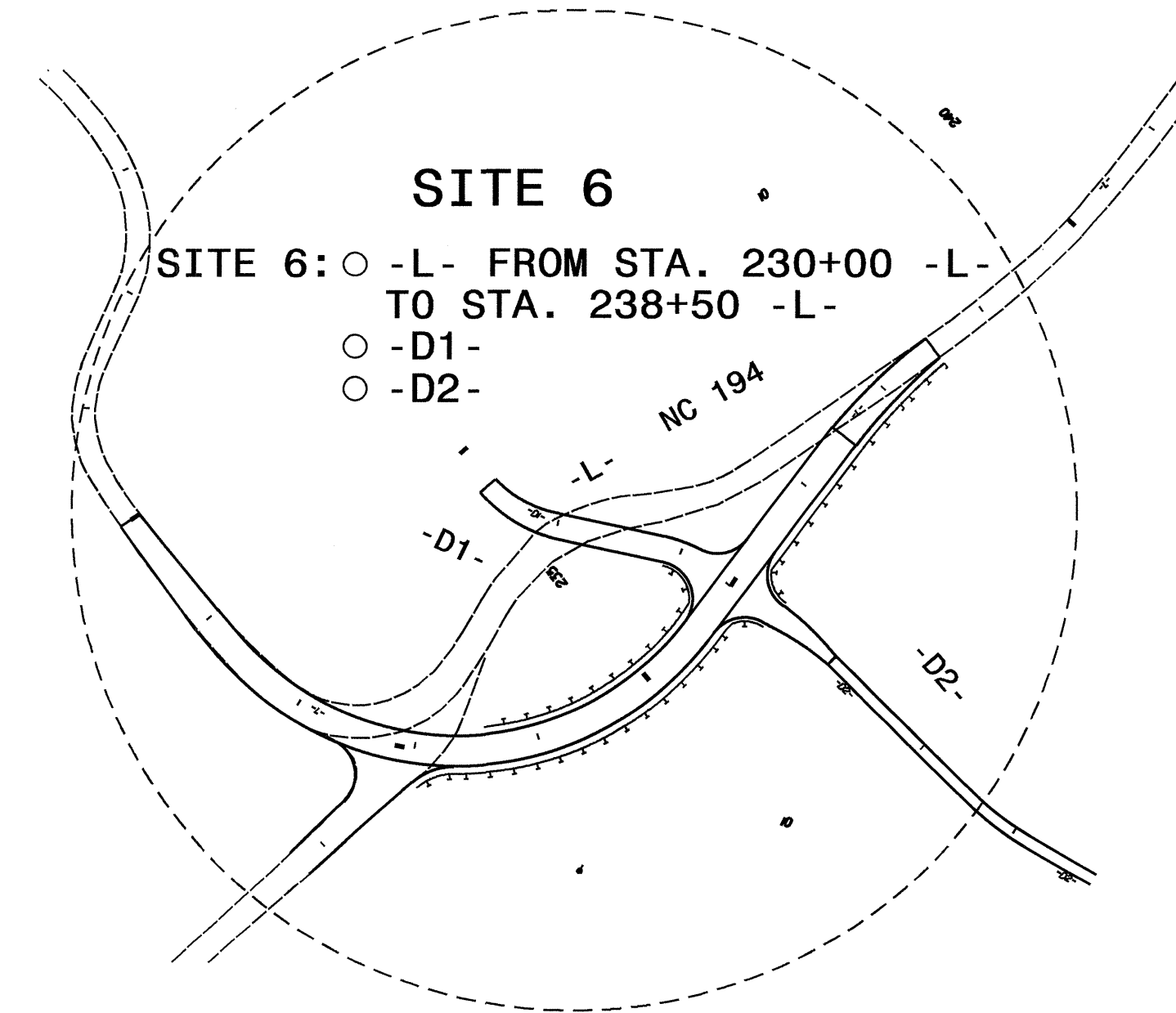
-L- NC 194



SITE 3
 SITE 3: STA. 134+50 -L- TO STA. 138+50 -L-

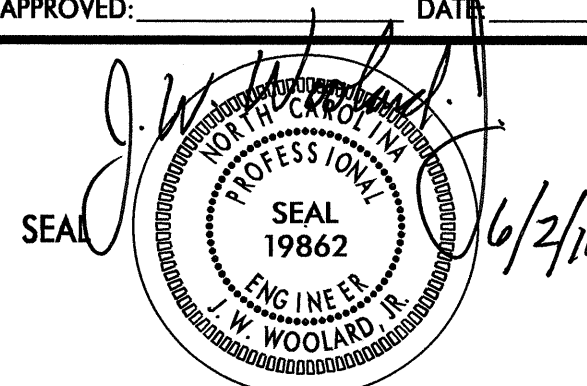



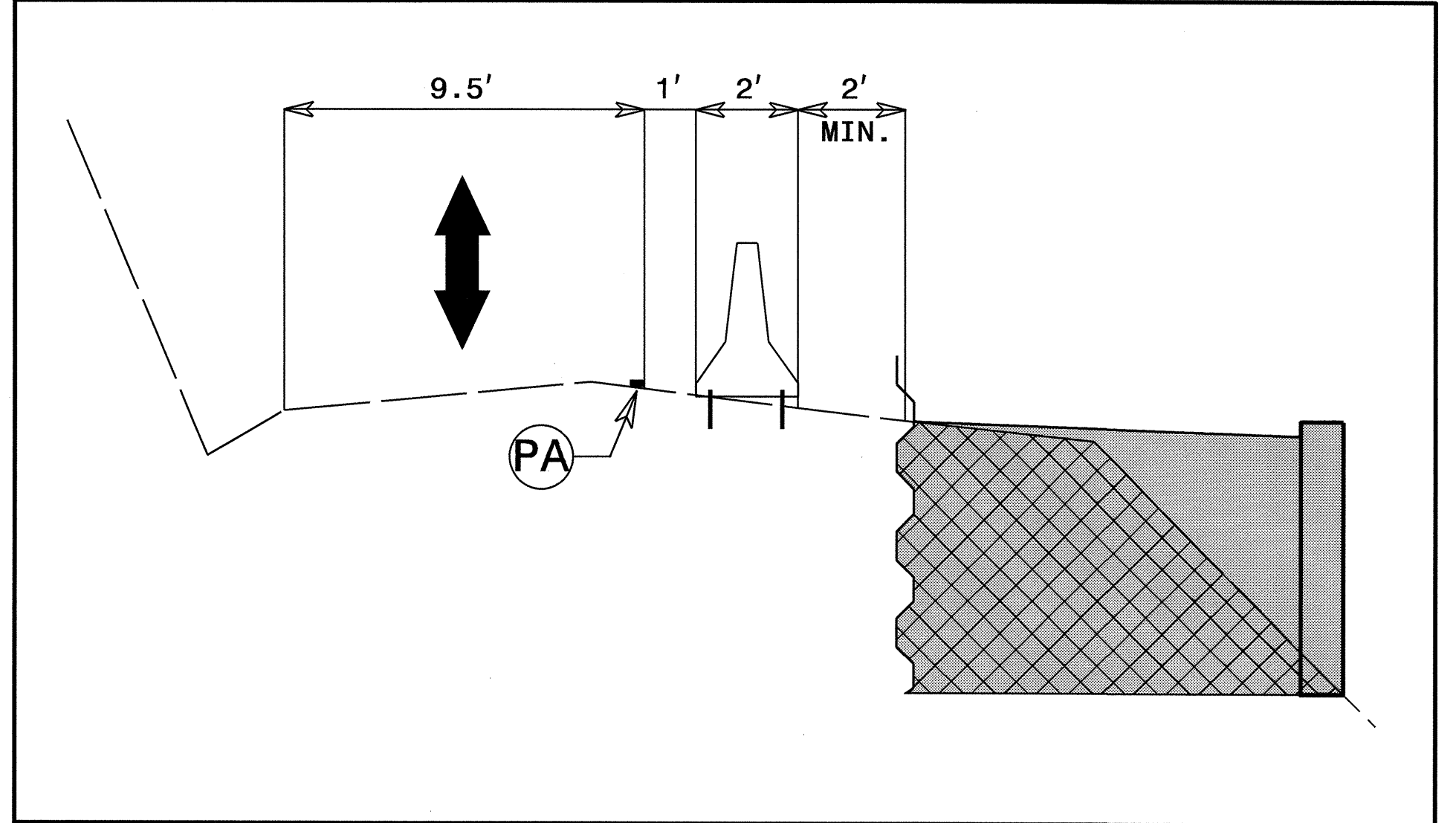
SITE 4 & 5
 SITE 4: ○ -L- FROM STA. 174+00 -L- TO STA. 179+00 -L-
 SITE 5: ○ -L- FROM STA. 185+00 -L- TO STA. 189+00 -L-
 ○ -Y4-



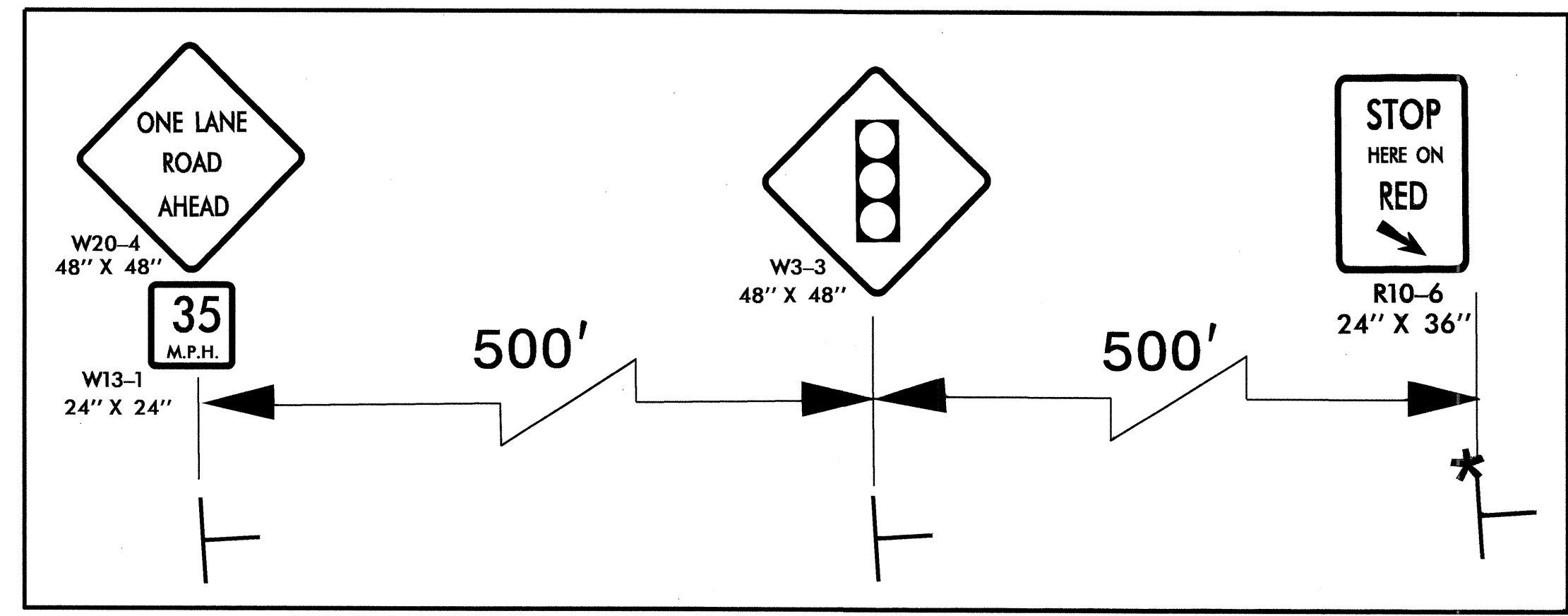
SITE 6
 SITE 6: ○ -L- FROM STA. 230+00 -L- TO STA. 238+50 -L-
 ○ -D1-
 ○ -D2-

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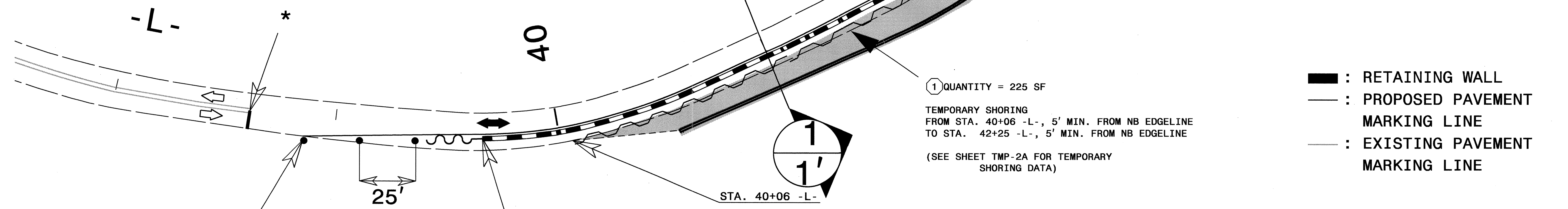
APPROVED: 	DATE: 6/2/10	PROJECT OVERVIEW	
SCALE: NONE	DATE: 09/09		
DWG. BY: DAH	DESIGN BY: DAH		
REVIEWED BY: JWW	REVISIONS		



TYPICAL CUT SECTION FOR TRAFFIC MAINTENANCE AT RETAINING WALLS 1
1'



SPACING OF SIGNS



② QUANTITY = 225 SF
 TEMPORARY SHORING
 FROM STA. 44+50 -L-, 5' MIN. FROM NB EDGELINE
 TO STA. 44+75 -L-, 5' MIN. FROM NB EDGELINE
 (SEE SHEET TMP-2A FOR TEMPORARY SHORING DATA)

① QUANTITY = 225 SF
 TEMPORARY SHORING
 FROM STA. 40+06 -L-, 5' MIN. FROM NB EDGELINE
 TO STA. 42+25 -L-, 5' MIN. FROM NB EDGELINE
 (SEE SHEET TMP-2A FOR TEMPORARY SHORING DATA)

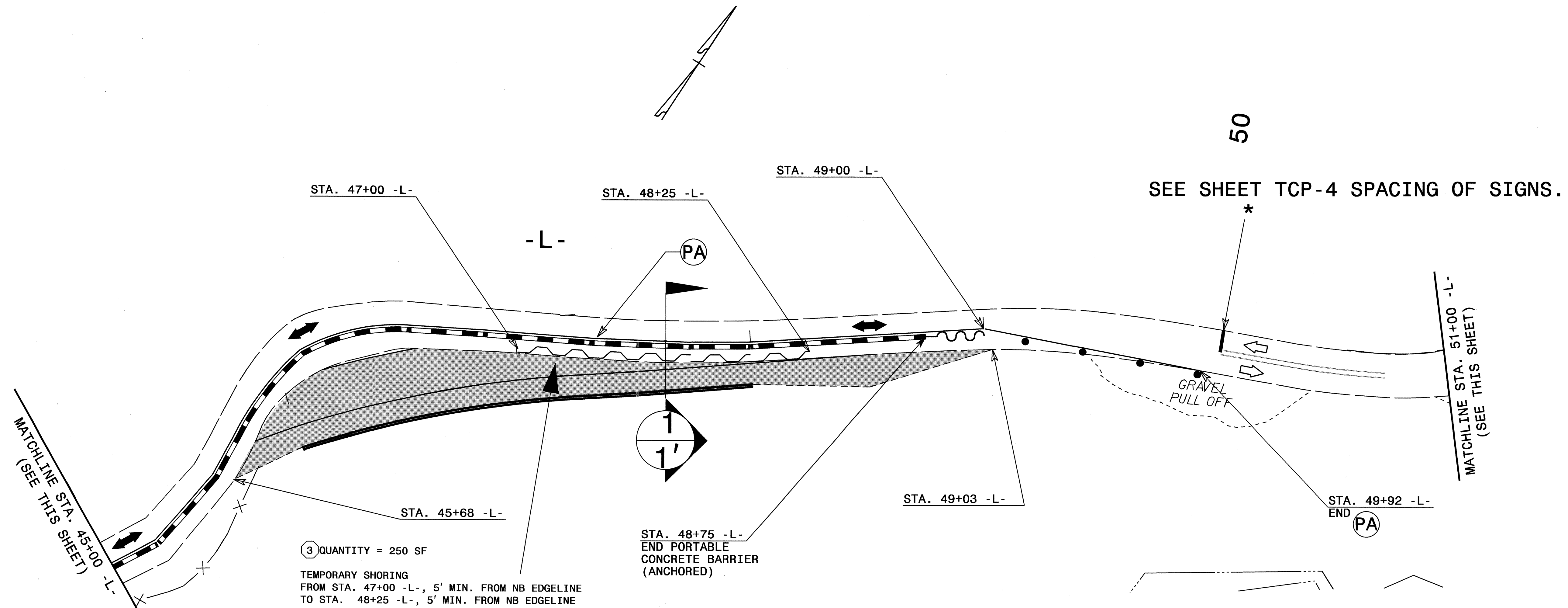
- █ : RETAINING WALL
- : PROPOSED PAVEMENT MARKING LINE
- : EXISTING PAVEMENT MARKING LINE

* NOTE: STOPBAR LOCATION TO BE DETERMINED BY THE SIGNALS ENGINEER.

- FOR PAVEMENT MARKING SCHEDULE SEE SHEET TCP-2A
- TEMPORARY RAISED PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH RSD 1250.01 AND 1251.01

APPROVED: _____ DATE: _____	SITE 1, STEP 2 DETAIL		
	SCALE: NONE		
	DATE: 05/09		REVISIONS
	DWG. BY: DAH		
	DESIGN BY: DAH		
REVIEWED BY: JWW			

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SEE SHEET TCP-4 SPACING OF SIGNS.

MATCHLINE STA. 45+00
(SEE THIS SHEET)

MATCHLINE STA. 51+00 -L-
(SEE THIS SHEET)

③ QUANTITY = 250 SF
 TEMPORARY SHORING
 FROM STA. 47+00 -L-, 5' MIN. FROM NB EDGELINE
 TO STA. 48+25 -L-, 5' MIN. FROM NB EDGELINE
 (SEE SHEET TMP-2A FOR TEMPORARY SHORING DATA)

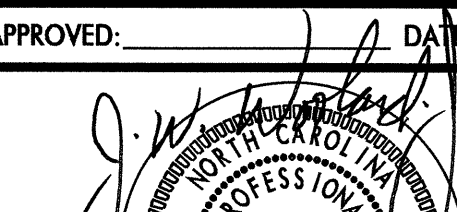
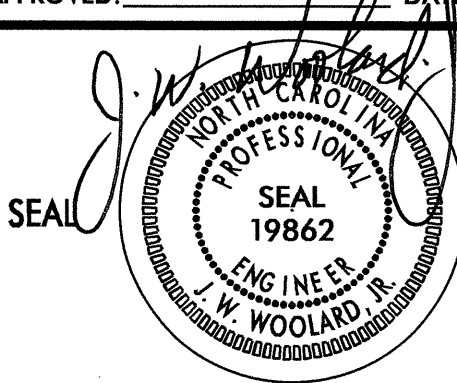

STA. 48+75 -L-
 END PORTABLE CONCRETE BARRIER (ANCHORED)

█ : RETAINING WALL
 — : PROPOSED PAVEMENT MARKING LINE
 - - : EXISTING PAVEMENT MARKING LINE

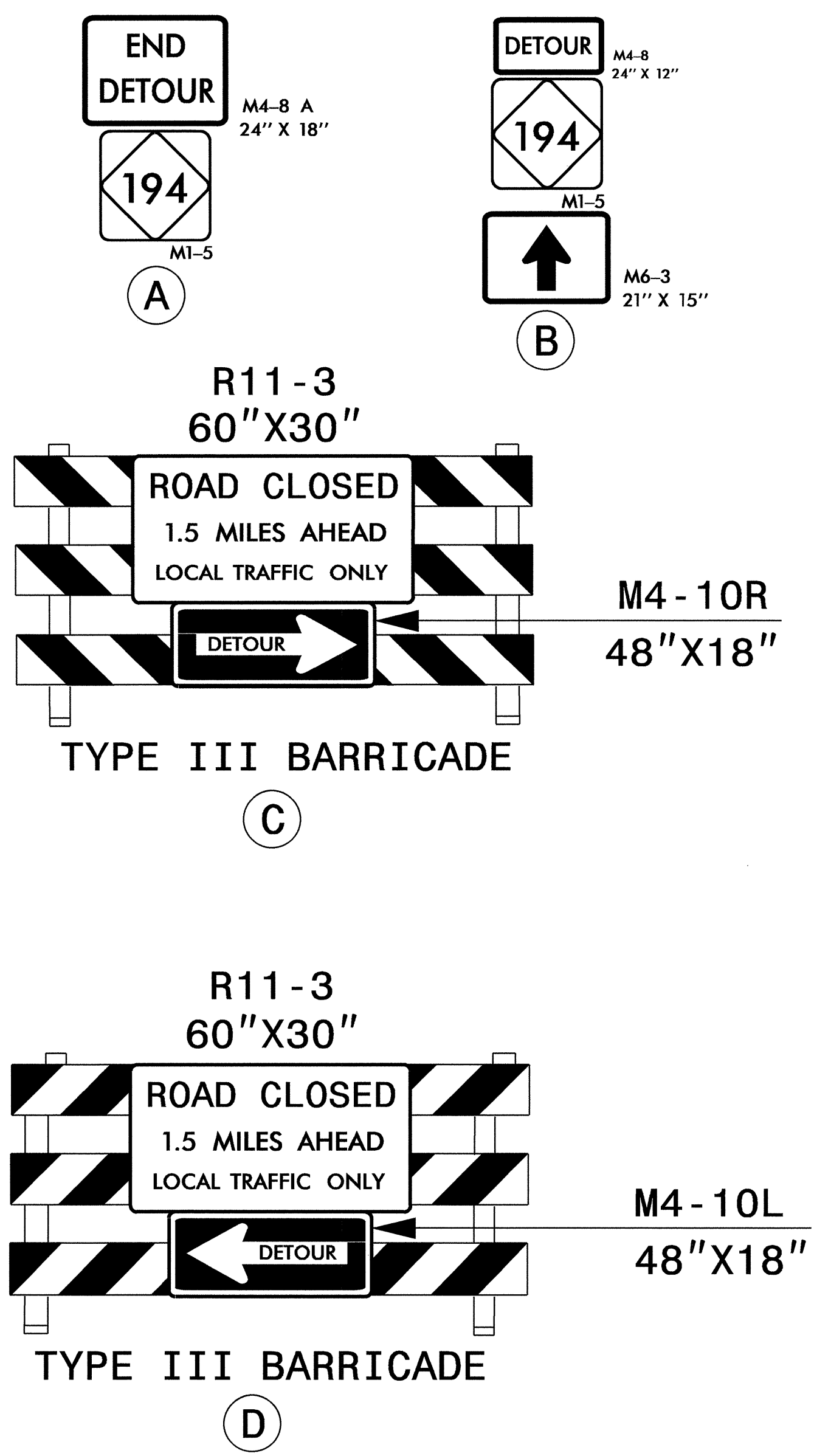
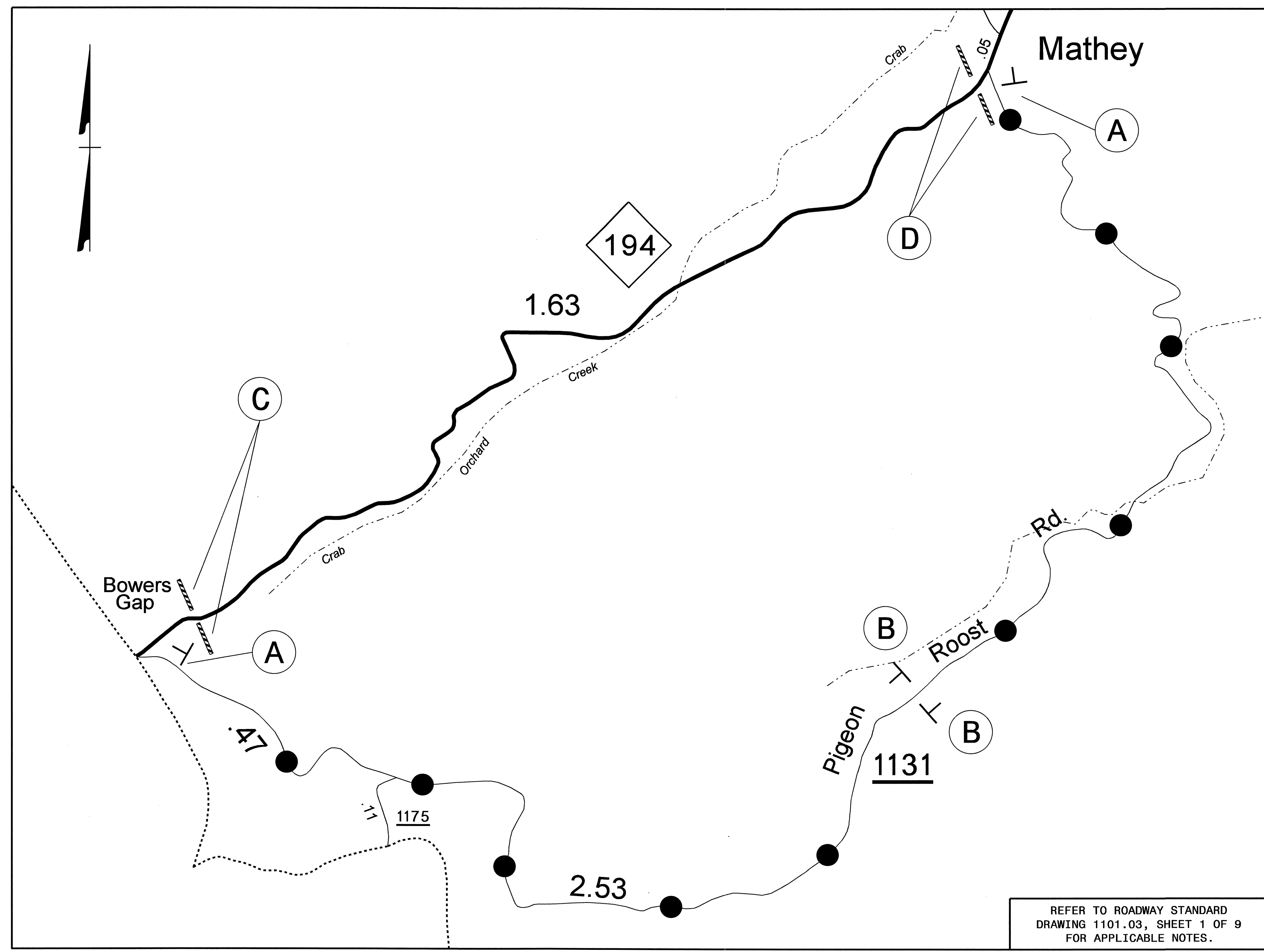
* NOTE: STOPBAR LOCATION TO BE DETERMINED BY THE SIGNALS ENGINEER.

SEE SHEET TCP-4 FOR TYPICAL CUT-SECTION 1-1'.

- FOR PAVEMENT MARKING SCHEDULE SEE SHEET TCP-2A
- TEMPORARY RAISED PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH RSD 1250.01 AND 1251.01

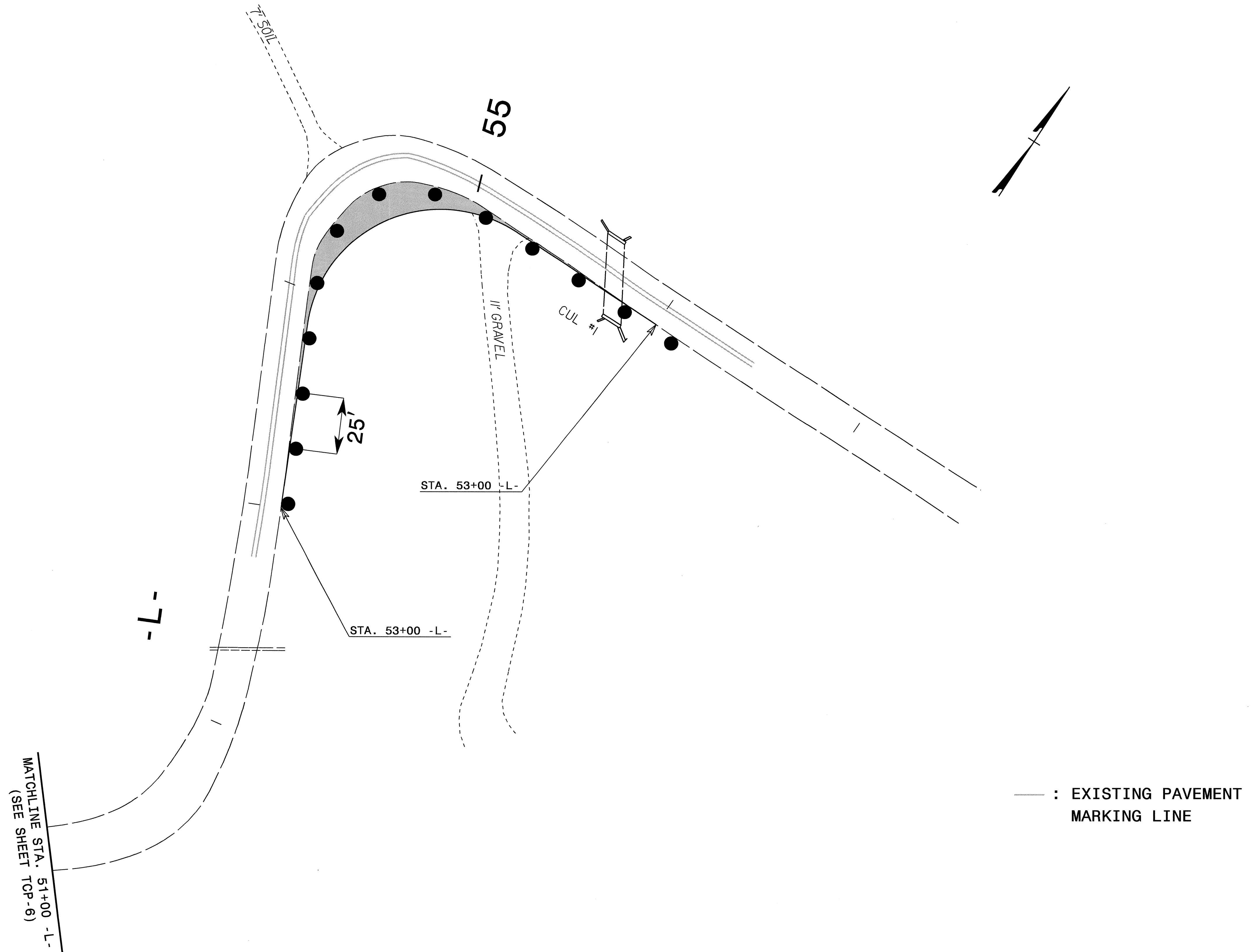
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REVIEWED BY: JWW			

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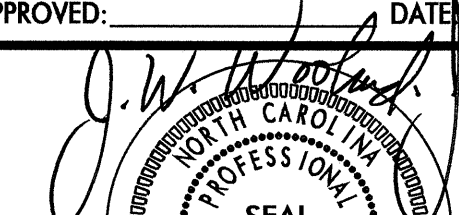
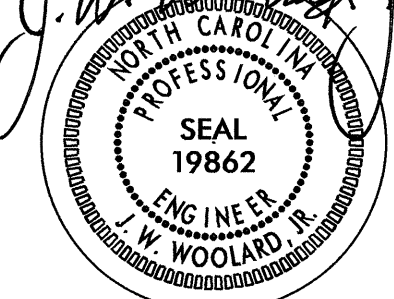
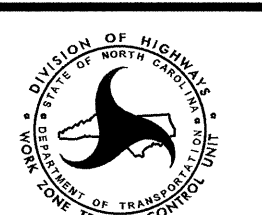
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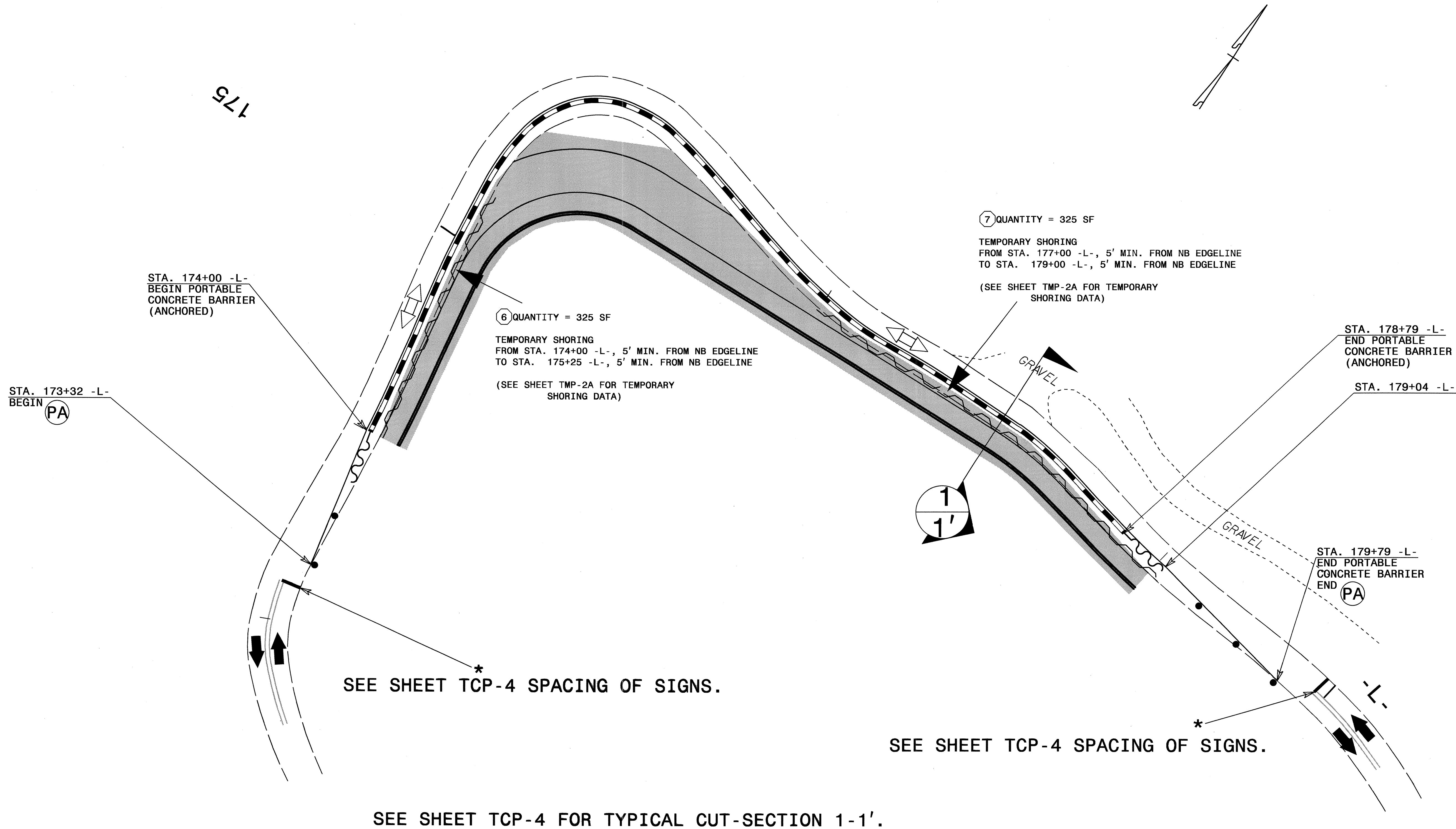
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REVIEWED BY: JWW				



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- FOR PAVEMENT MARKING SCHEDULE SEE SHEET TCP-2A
- TEMPORARY RAISED PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH RSD 1250.01 AND 1251.01

APPROVED: 	DATE: 6/2/10	SITE 2, STEP 2 DETAIL							
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- █ : RETAINING WALL
- : PROPOSED PAVEMENT MARKING LINE
- : EXISTING PAVEMENT MARKING LINE

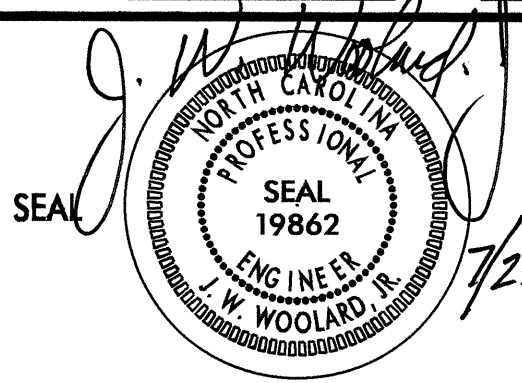
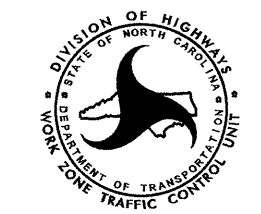
* NOTE: STOPBAR LOCATION TO BE DETERMINED BY THE SIGNALS ENGINEER.

- FOR PAVEMENT MARKING SCHEDULE SEE SHEET TCP-2A
- TEMPORARY RAISED PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH RSD 1250.01 AND 1251.01

SEE SHEET TCP-4 SPACING OF SIGNS.

SEE SHEET TCP-4 SPACING OF SIGNS.

SEE SHEET TCP-4 FOR TYPICAL CUT-SECTION 1-1'.

APPROVED: 	DATE: 7/23/10	SITE 4, STEP 2 DETAIL	
SCALE: NONE	DATE: 05/09		REVISIONS
DWG. BY: DAH	DESIGN BY: DAH		
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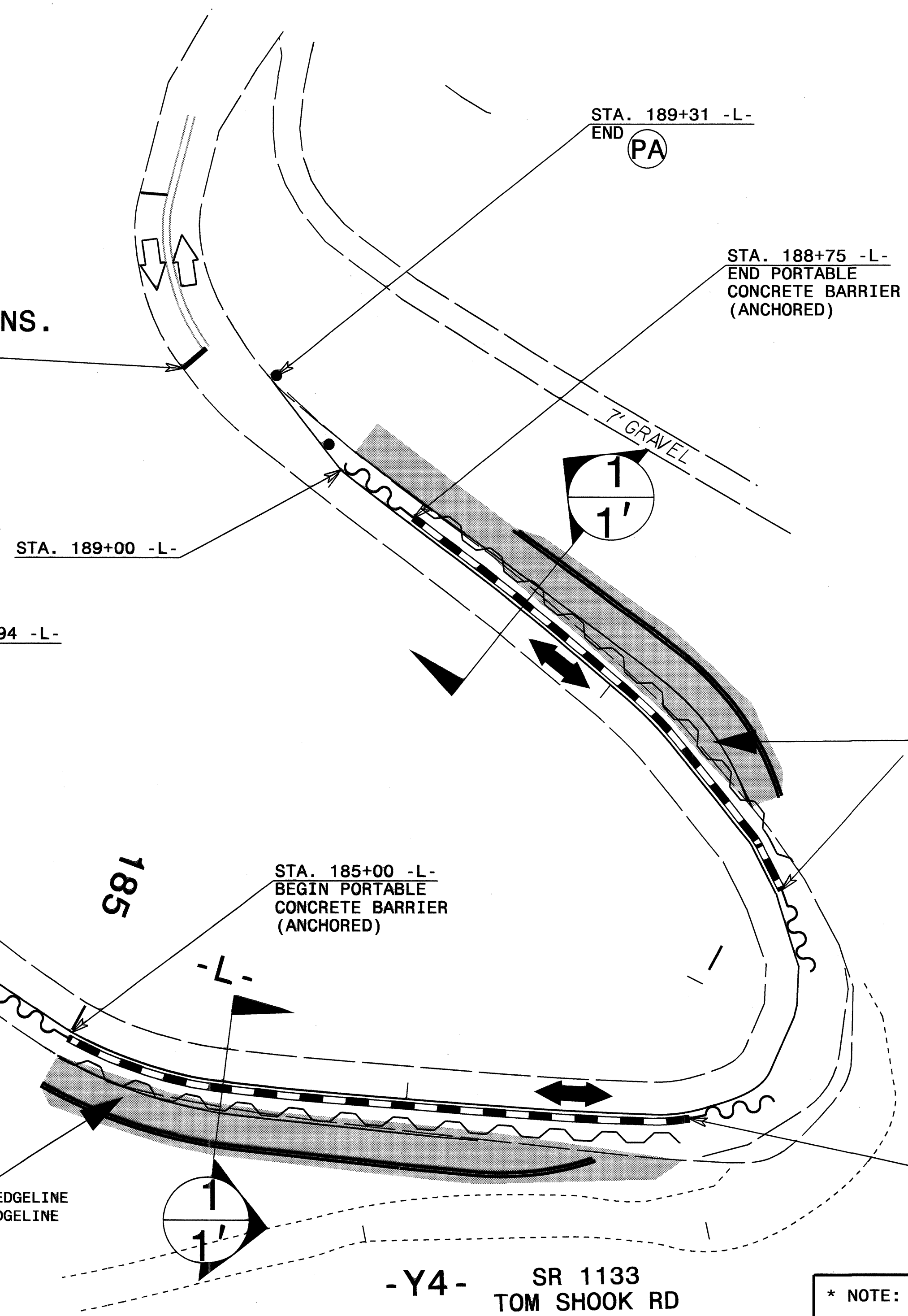
061

SEE SHEET TCP-4 SPACING OF SIGNS.

SEE SHEET TCP-4 SPACING OF SIGNS.

8 QUANTITY = 200 SF
 TEMPORARY SHORING
 FROM STA. 185+00 -L-, 5' MIN. FROM NB EDGELINE
 TO STA. 186+82 -L-, 5' MIN. FROM NB EDGELINE
 (SEE SHEET TMP-2A FOR TEMPORARY SHORING DATA)

9 QUANTITY = 150 SF
 TEMPORARY SHORING
 FROM STA. 187+25 -L-, 5' MIN. FROM NB EDGELINE
 TO STA. 188+75 -L-, 5' MIN. FROM NB EDGELINE
 (SEE SHEET TMP-2A FOR TEMPORARY SHORING DATA)



- █ : RETAINING WALL
- : PROPOSED PAVEMENT MARKING LINE
- - - : EXISTING PAVEMENT MARKING LINE

SEE SHEET TCP-4 FOR TYPICAL CUT-SECTION 1-1'.

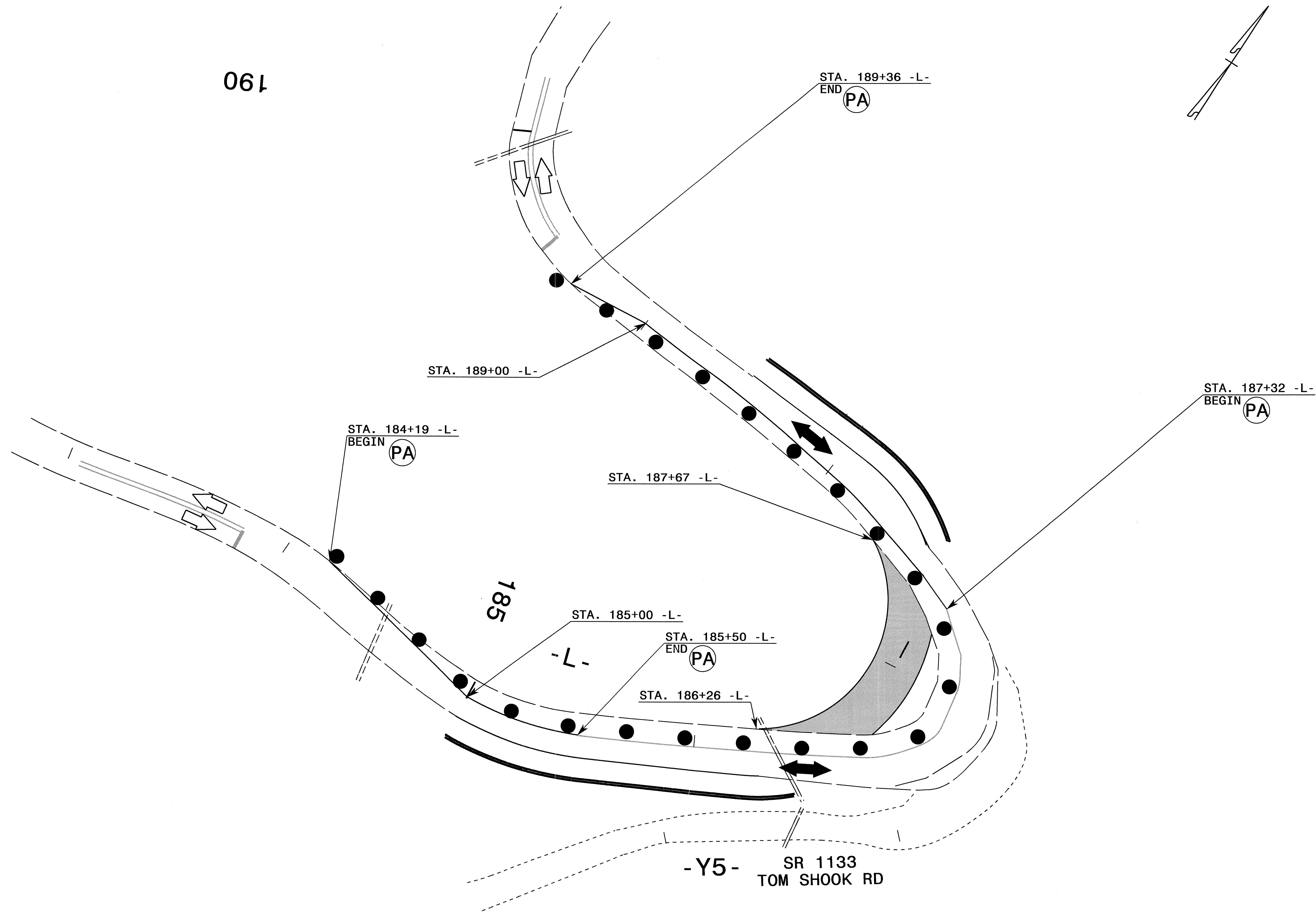
- FOR PAVEMENT MARKING SCHEDULE SEE SHEET TCP-2A
- TEMPORARY RAISED PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH RSD 1250.01 AND 1251.01

* NOTE: STOPBAR LOCATION TO BE DETERMINED BY THE SIGNALS ENGINEER.

APPROVED:	DATE:	SITE 5, STEP 2 DETAIL	
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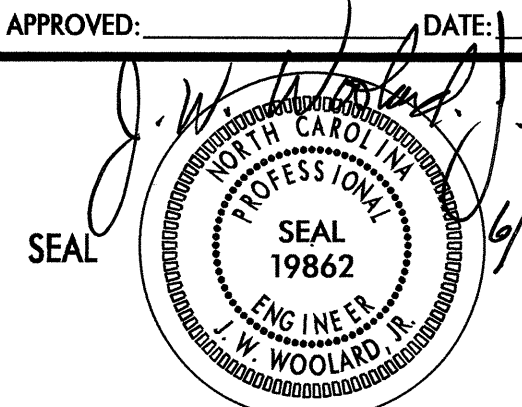
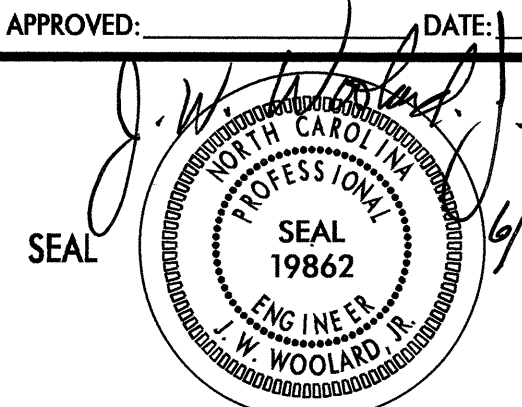

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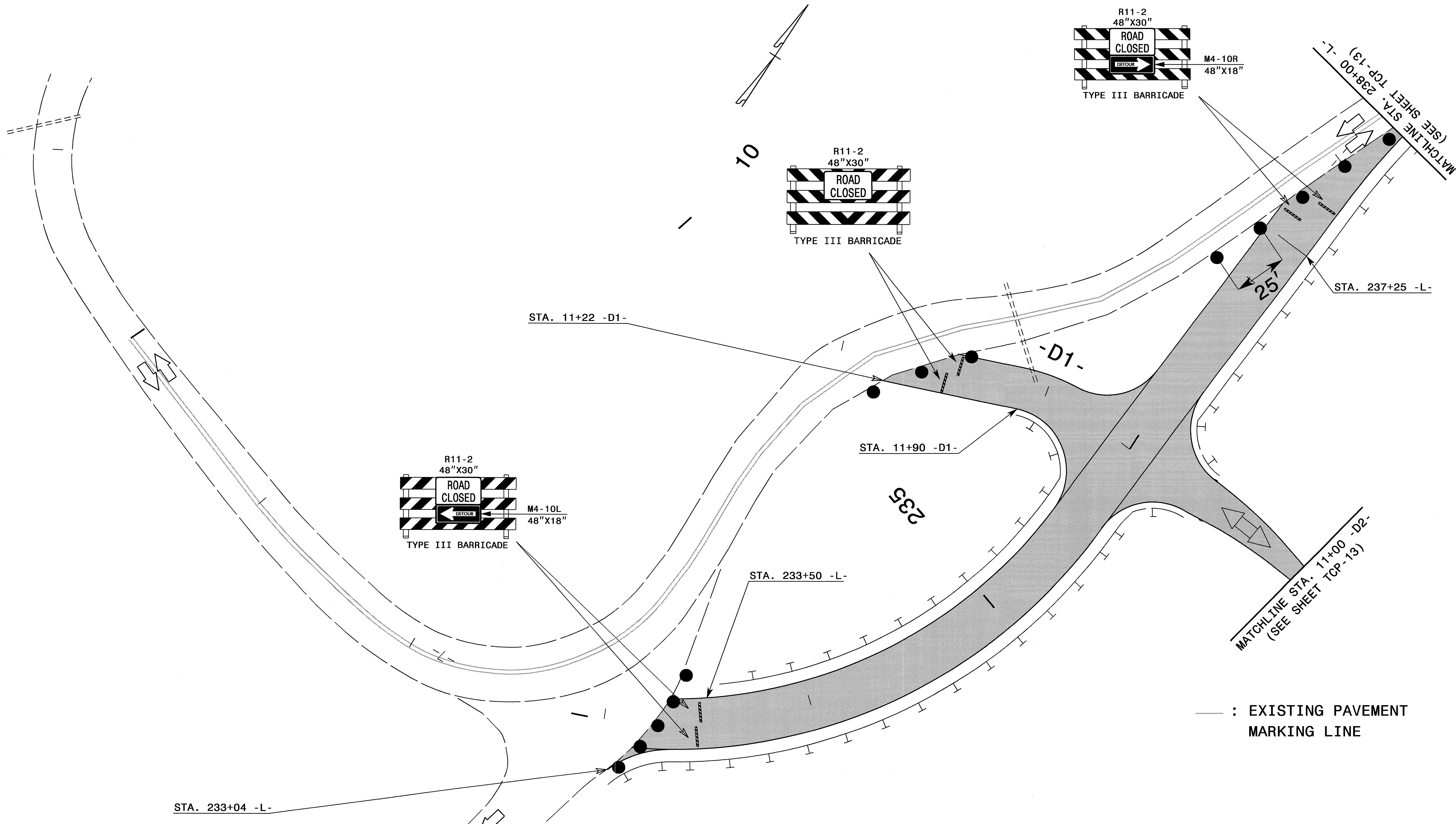


— : PROPOSED PAVEMENT MARKING LINE
 - - - : EXISTING PAVEMENT MARKING LINE

- FOR PAVEMENT MARKING SCHEDULE SEE SHEET TCP-2A
- TEMPORARY RAISED PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH RSD 1250.01 AND 1251.01

APPROVED: 	DATE: 6/2/10	SITE 5, STEP 3 DETAIL	
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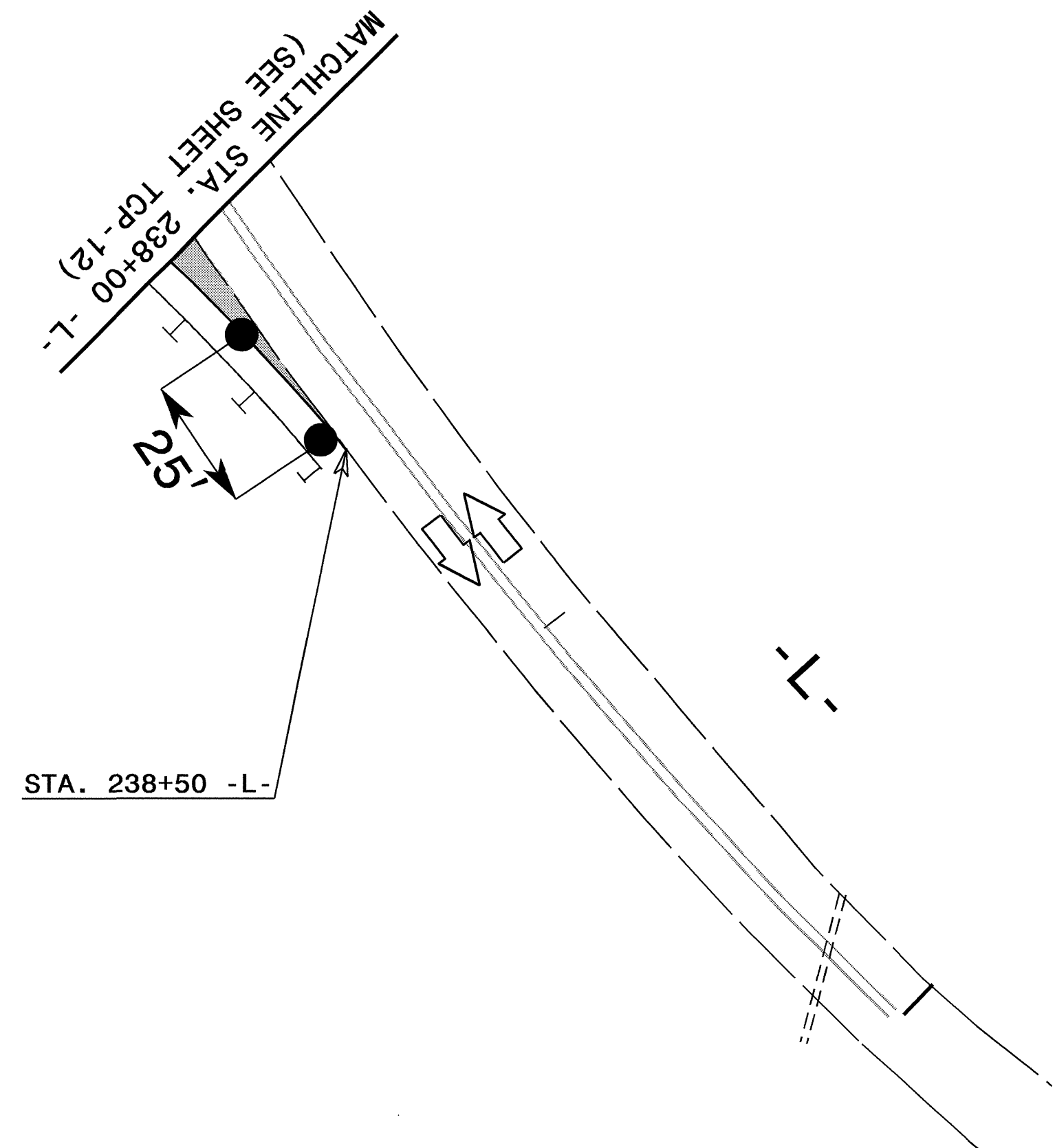
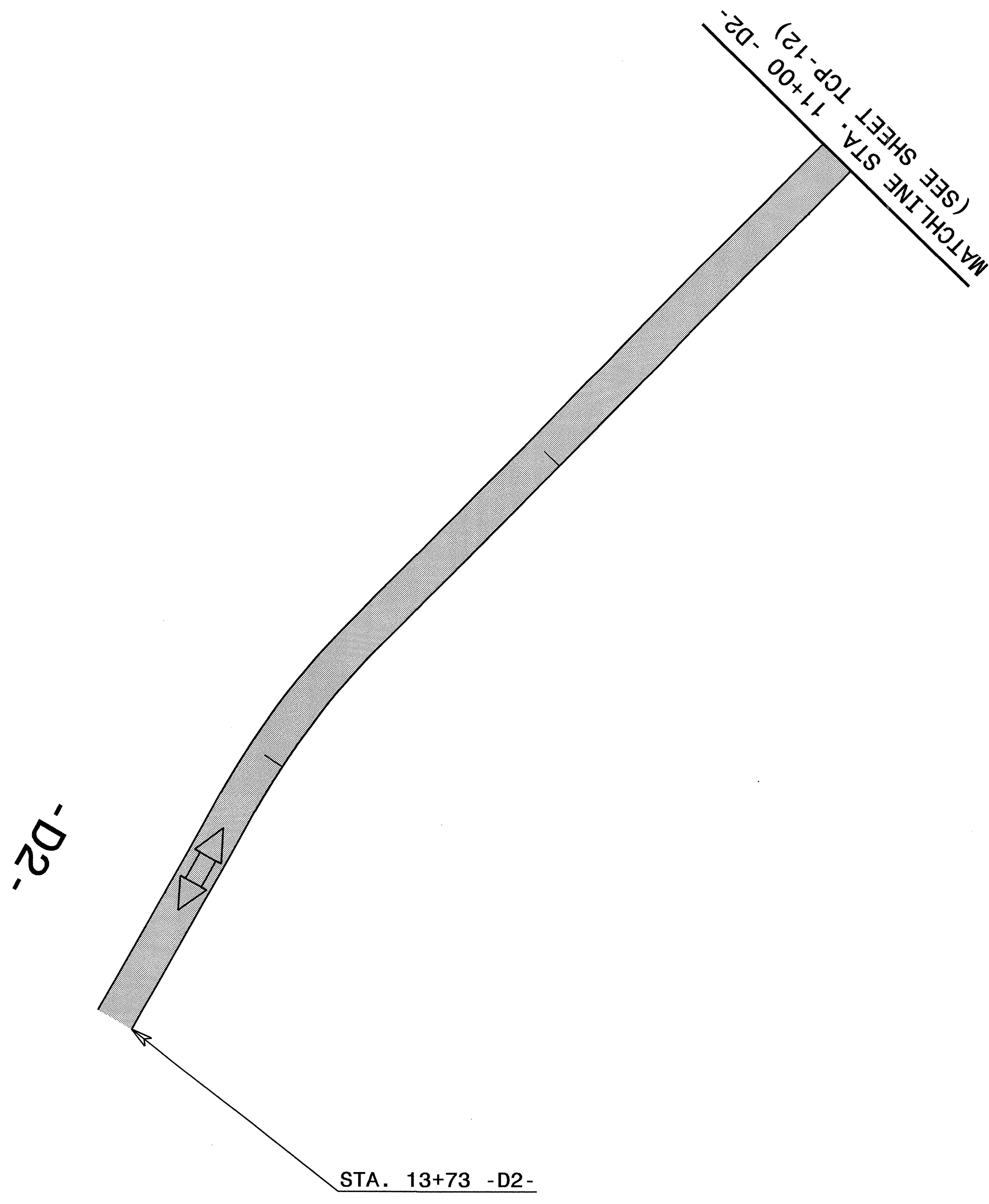
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- FOR PAVEMENT MARKING SCHEDULE SEE SHEET TCP-2A
- TEMPORARY RAISED PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH RSD 1250.01 AND 1251.01

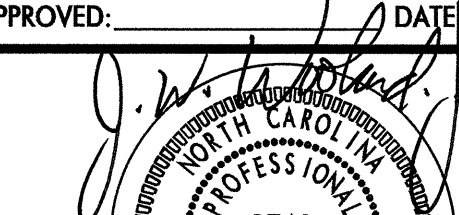
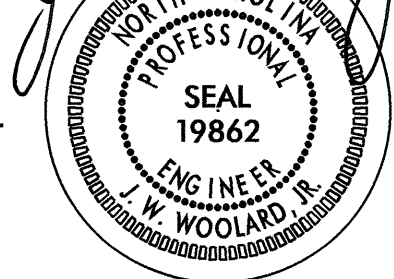

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<i>J.W. Woodard</i>	6/2/10						
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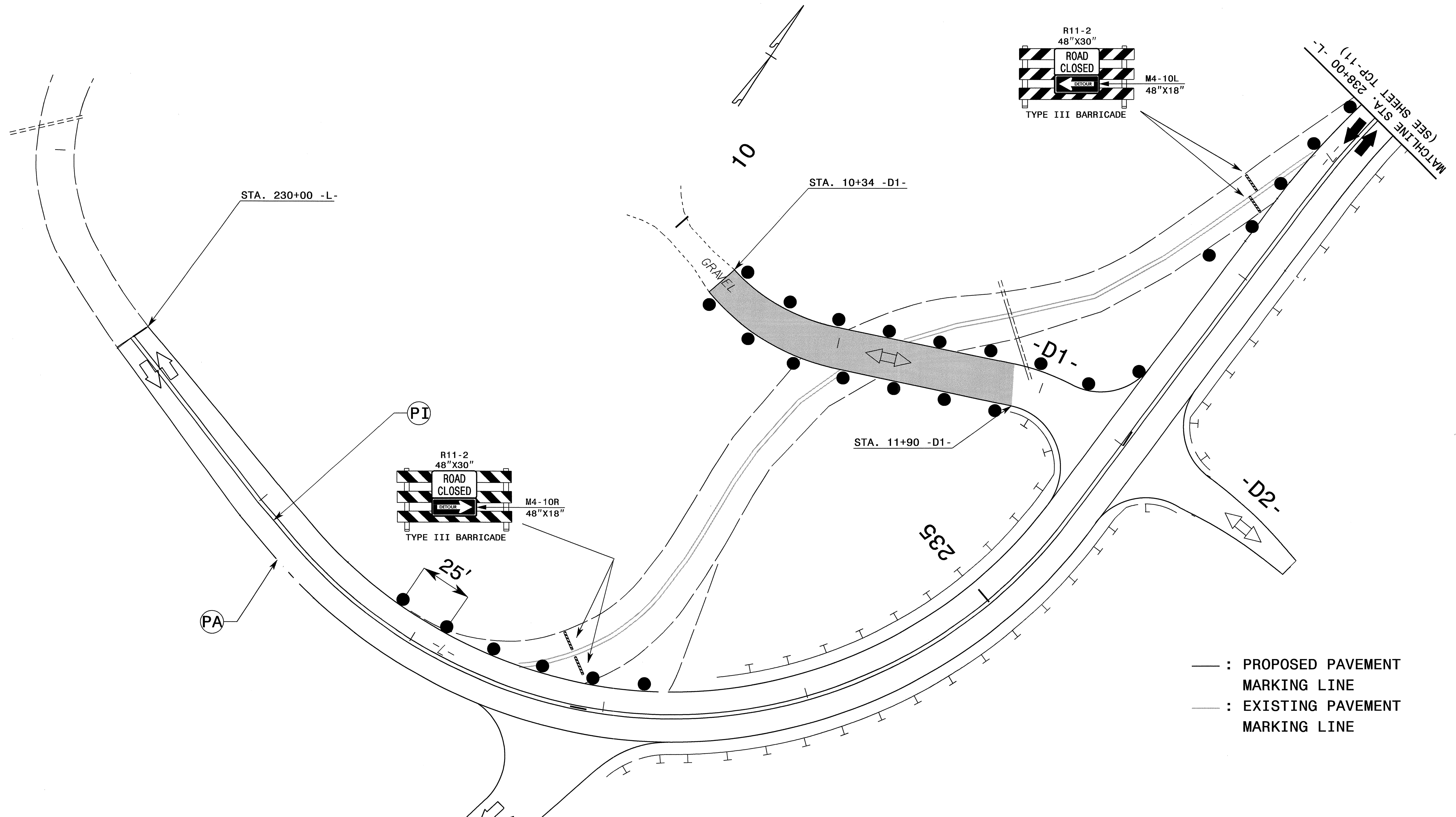
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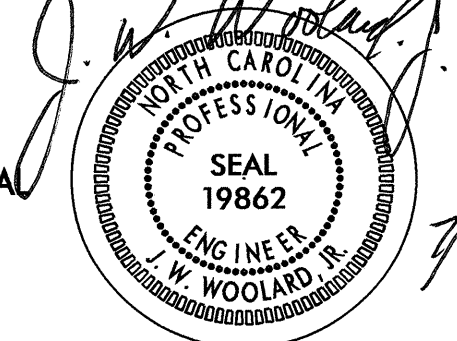
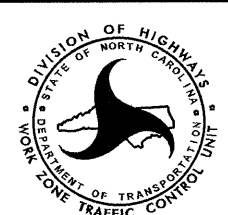
- FOR PAVEMENT MARKING SCHEDULE SEE SHEET TCP-2A
- TEMPORARY RAISED PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH RSD 1250.01 AND 1251.01

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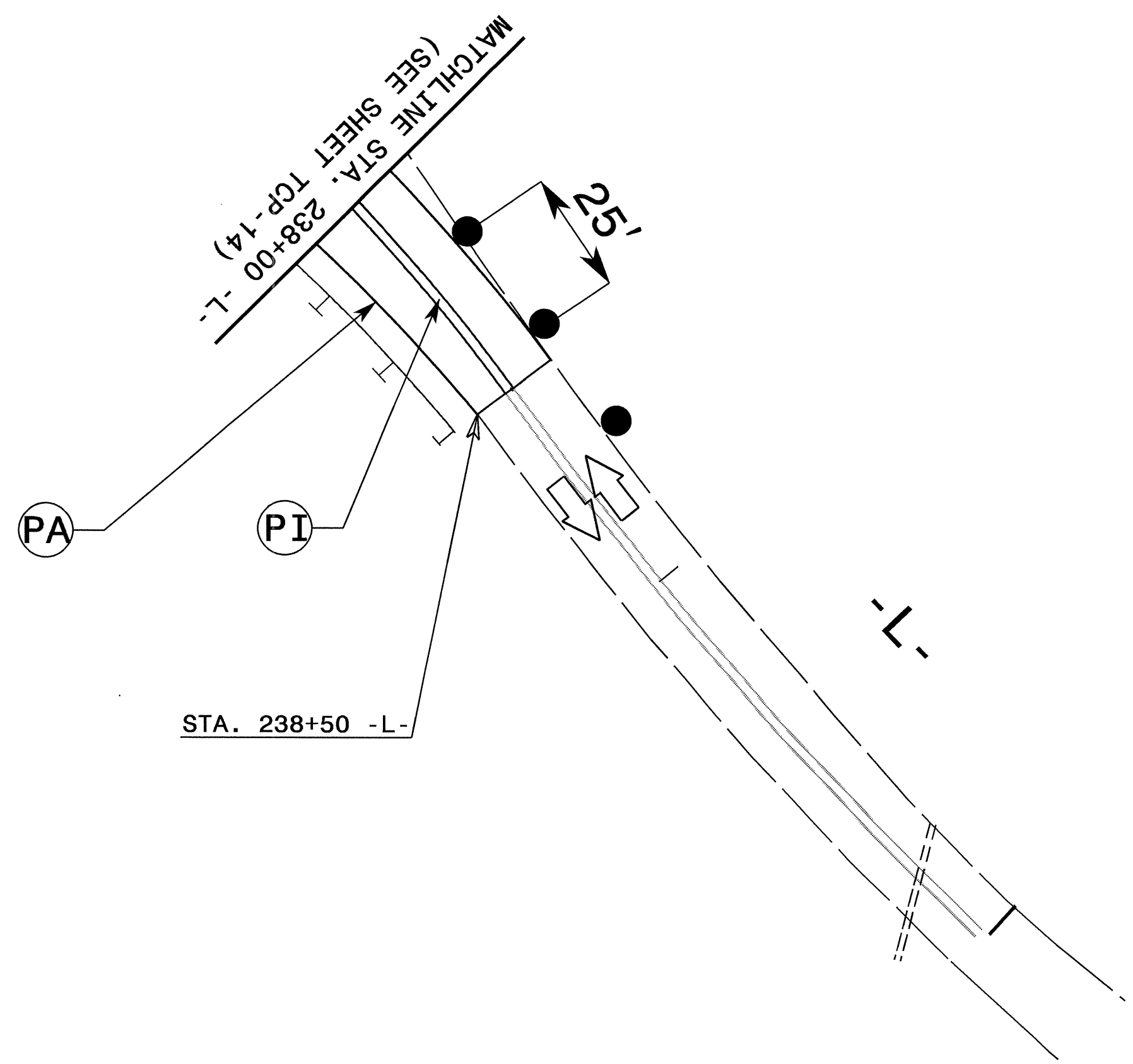
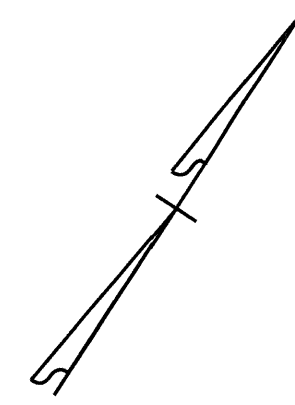


— : PROPOSED PAVEMENT MARKING LINE
 - - - : EXISTING PAVEMENT MARKING LINE

- FOR PAVEMENT MARKING SCHEDULE SEE SHEET TCP-2A
- TEMPORARY RAISED PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH RSD 1250.01 AND 1251.01

APPROVED: 	DATE: 7/23/10	SITE 6, STEP 3 & 4 DETAIL	
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- FOR PAVEMENT MARKING SCHEDULE SEE SHEET TCP-2A
- TEMPORARY RAISED PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH RSD 1250.01 AND 1251.01

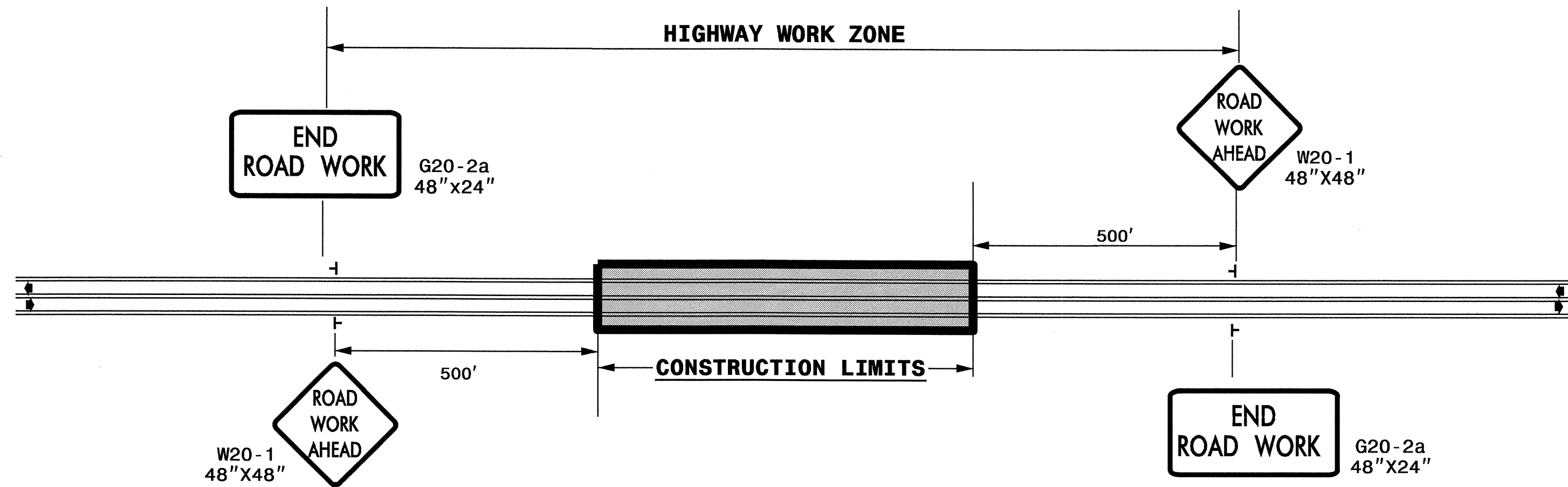
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SITE 6, STEP 3 & 4 DETAIL

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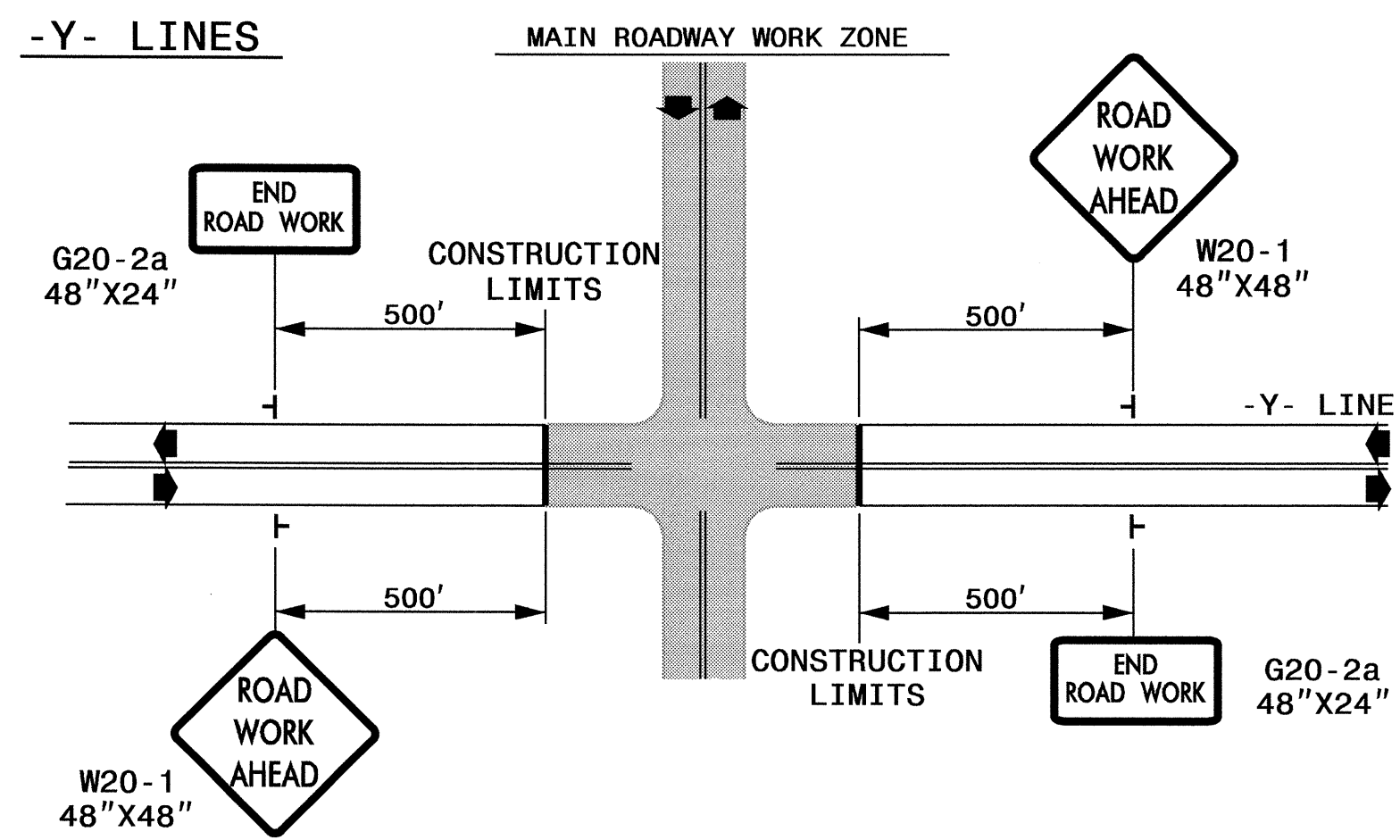
TWO-WAY UNDIVIDED ** (L-LINES)



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

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

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



DETAIL DRAWING FOR
TWO-WAY UNDIVIDED
WORK ZONE WARNING SIGNS

GENERAL NOTES

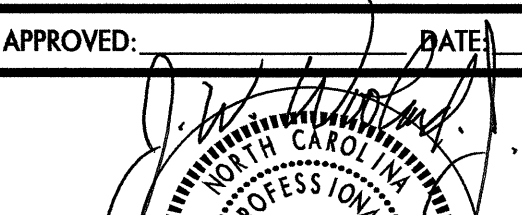

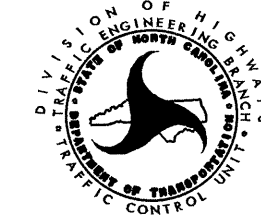
- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS,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

LEGEND

┆ STATIONARY SIGN

◀ DIRECTION OF TRAFFIC FLOW

SHEET 1 OF 1

APPROVED: 	DATE: 6/2/10	DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS									
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