

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO. B-4 2 8 6	SHEET NO. TCP-1
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**PLAN FOR PROPOSED
TRAFFIC CONTROL, MARKING & DELINEATION
SWAIN COUNTY**

B-4286

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
1130.01	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
1180.01	SKINNY - DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND 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 - PERMANENT AND TEMPORARY
1261.01	GUARDRAIL AND BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION

INDEX OF SHEETS

SHEET NO.	TITLE
TCP-1	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND AND INDEX OF SHEETS
TCP-2	PROJECT NOTES
TCP-3 & TCP-3A	PHASE I
TCP-4	PHASE II
TCP-5	PHASE III
TCP-6	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 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

TIP PROJECT:

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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. GILSTRAP TRAFFIC CONTROL PROJECT DESIGN ENGINEER
	S. GREEN TRAFFIC CONTROL DESIGN ENGINEER / TECHNICIAN

GENERAL NOTES

PROJ. REFERENCE NO.	SHEET NO.
B-4286	TCP-2

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

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

TIME RESTRICTIONS

A) DO NOT 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

B) REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED, OR AS DIRECTED BY THE ENGINEER.

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

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

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.

E) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRAFFIC CONTROL PLANS, ROADWAY STANDARD DRAWINGS OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.

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

G) PROVIDE TRAFFIC CONTROL FOR APPROPRIATE LANE CLOSURES FOR SURVEYING DONE BY THE DEPARTMENT.

PAVEMENT EDGE DROP OFF REQUIREMENTS

H) 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 A 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.

I) 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) 350 FT. IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

K) 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.

L) PROVIDE PERMANENT SIGNING.

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

TRAFFIC CONTROL DEVICES

M) SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER IN FEET THAN TWICE THE POSTED SPEED LIMIT (MPH), EXCEPT 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY, WHEN LANE CLOSURES ARE NOT IN EFFECT. WHEN SKINNY DRUMS ARE ALLOWED REFER TO SECTION 1180 OF STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES OR AS SHOWN IN THE PLANS.

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

PAVEMENT MARKINGS AND MARKERS

O) INSTALL PAVEMENT MARKINGS AND PAVEMENT MARKERS ON THE FINAL SURFACE AS SHOWN IN THE PAVEMENT MARKING PLAN.

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

ROAD NAME	MARKING	MARKER
1. ALL	PAINT	TEMPORARY

Q) 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.

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

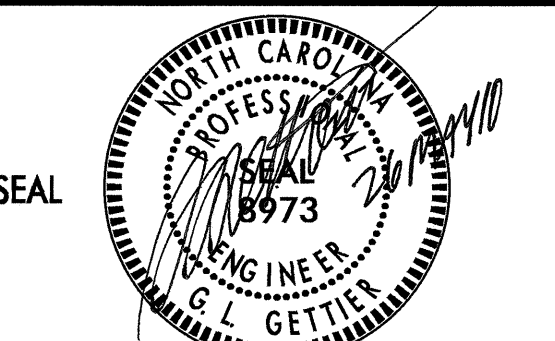
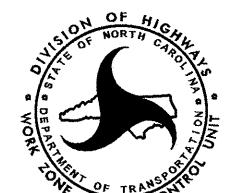
S) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

MISCELLANEOUS

T) TEMPORARY SHORING IS SHOWN IN TWO LOCATIONS. ONE LOCATION IS OUTSIDE THE "ENVIRONMENTALLY SENSITIVE AREA (ESA)" AND THE OTHER LOCATION IS WITHIN THE ESA. WITH APPROVAL OF THE ENGINEER TEMPORARY SHORING MAY BE INSTALLED IN EITHER LOCATION, HOWEVER, WHEN WORKING WITHIN THE ESA FOLLOW PROCEDURES AS STATED IN THE CONTRACT.

U) INSTALL GIRDERS (PROPOSED AND TEMPORARY) DURING NIGHTTIME HOURS AND/OR WHEN RIVER USERS ARE NOT PRESENT, OR AS DIRECTED BY THE ENGINEER.

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PHASE I

PHASE I (CONT.)

NOTES: RETURN TRAFFIC TO THE EXISTING PATTERN AT THE END OF EACH WORK DAY UNLESS OTHERWISE STATED IN THE PHASING OR DIRECTED BY THE ENGINEER.

COMPLETE ANY PROPOSED OR TEMPORARY WIDENING IN SUCH A MANNER THAT PONDING OF WATER WILL NOT OCCUR IN THE TRAVEL LANE.

STEP 1: - CONTRACTOR SHALL INSTALL ALL ADVANCE WORK ZONE WARNING SIGNS (SEE SHEET TCP-6), AND TEMPORARY CONSTRUCTION FENCE (SEE CONSTRUCTION PLANS).

NOTE: PLACE "BRIDGE CONSTRUCTION AHEAD" (W21-81) WARNING SIGNS ALONG THE EDGE OF BANK AS DIRECTED BY THE ENGINEER TO ALERT POSSIBLE RIVER USERS OF WORK BEING DONE.

STEP 2: - CONSTRUCT AS MUCH AS POSSIBLE, AWAY FROM TRAFFIC, PROPOSED DETOUR (-DET-), TEMPORARY SHORING, BRIDGE AND APPROACHES FROM STATION 15+00 +/- -DET- TO STATION 19+75 +/- -DET- UP TO AND INCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE CONSTRUCTION PLANS & SHEET TCP-3).

NOTE: TEMPORARY SHORING IS SHOWN IN TWO LOCATIONS. ONE LOCATION IS OUTSIDE THE "ENVIRONMENTALLY SENSITIVE AREA (ESA)" AND THE OTHER LOCATION IS WITHIN THE ESA. WITH APPROVAL OF THE ENGINEER TEMPORARY SHORING MAY BE INSTALLED IN EITHER LOCATION, HOWEVER, WHEN WORKING WITHIN THE ESA FOLLOW PROCEDURES AS STATED IN THE CONTRACT.

NOTE: INSTALL TEMPORARY GIRDERS DURING NIGHTTIME HOURS AND/OR WHEN RIVER USERS ARE NOT PRESENT, OR AS DIRECTED BY THE ENGINEER.

- USING ROADWAY STANDARD DRAWING No. 1101.02, SHEET 1 OF 9 AND AS DIRECTED BY THE ENGINEER (SEE CONSTRUCTION PLANS & SHEET TCP-3):

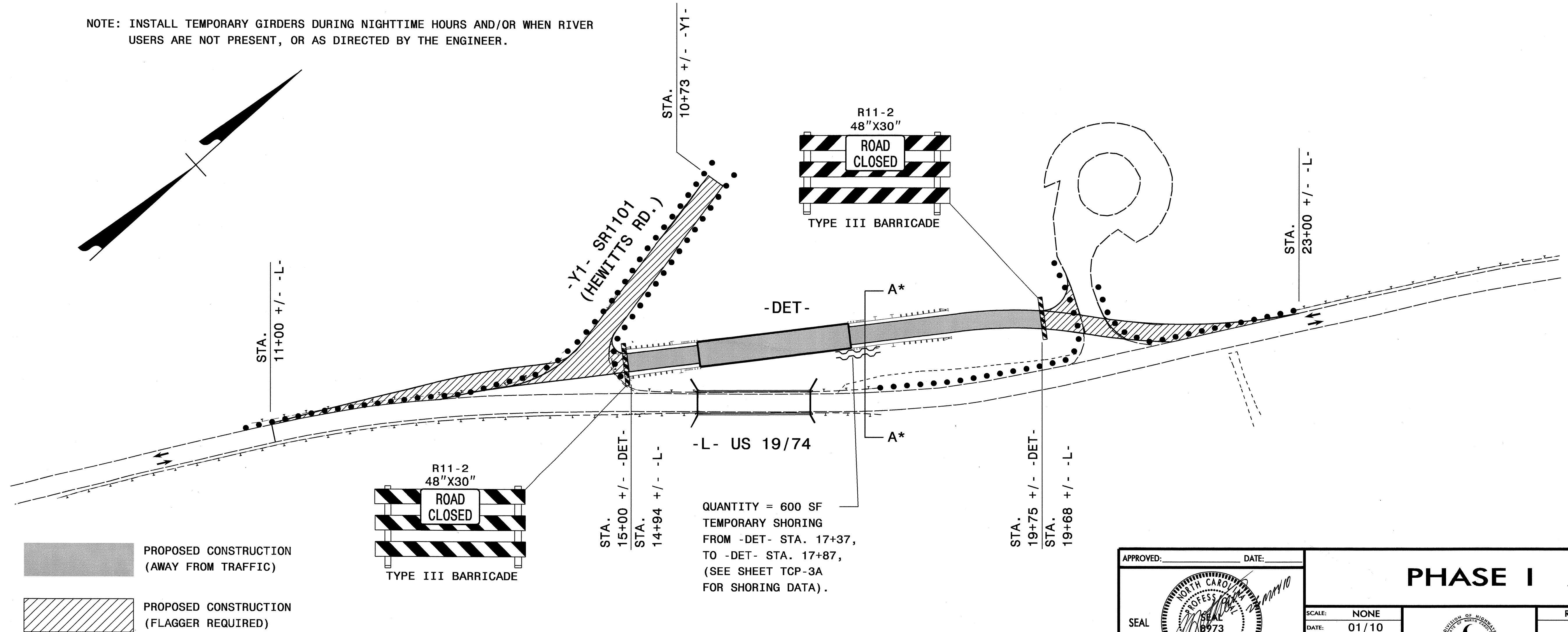
-- CONSTRUCT PROPOSED DETOUR (-DET-) FROM STATION 11+00 +/- -L- TO STATION 15+00 +/- -DET- AND FROM STATION FROM STATION 19+75 +/- -DET- TO STATION 23+00 +/- -L-, UP TO AND INCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE CONSTRUCTION PLANS).

NOTE: MAINTAIN ACCESS TO FEREBEE PICNIC AREA, AND HEWITTS ROAD (-Y1-, SR 1101).

-- CONSTRUCT HEWITTS ROAD (-Y1-, SR 1101) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SUFACE COURSE.

NOTE: THIS CONSTRUCTION WILL REQUIRE THAT THE EXISTING ROADWAY BE RAISED AND SINCE THERE IS NO OUTLET THE CONTRACTOR SHALL, AS DIRECTED BY THE ENGINEER, AND USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 9, PLACE AGGREGATE BASE COURSE, INCIDENTAL STONE OR ASPHALT BASE COURSE & BINDER COURSE TO MAINTAIN ACCESS.

CONTRACTOR SHALL PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) ON ASPHALT BINDER/SURFACE COURSE OR DRUMS ON AGGREGATE BASE COURSE/INCIDENTAL STONE TO DELINEATE THE TRAVELWAY DURING CONSTRUCTION.



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*SEE SHEET TCP-3A

***TEMPORARY SHORING 1:**

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

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

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 17+37 +/- -DET-, OFFSET 16' +/- RIGHT OF CENTERLINE -DET-, TO STATION 17+87 +/- -DET-, OFFSET 16' +/- RIGHT OF CENTERLINE -DET-. USE THE FOLLOWING 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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 17+37 +/- -DET-, OFFSET 16' +/- RIGHT OF CENTERLINE -DET-, TO STATION 17-87 +/- -DET-, OFFSET 16' +/- RIGHT OF CENTERLINE -DET-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

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

***TEMPORARY SHORING 2:**

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

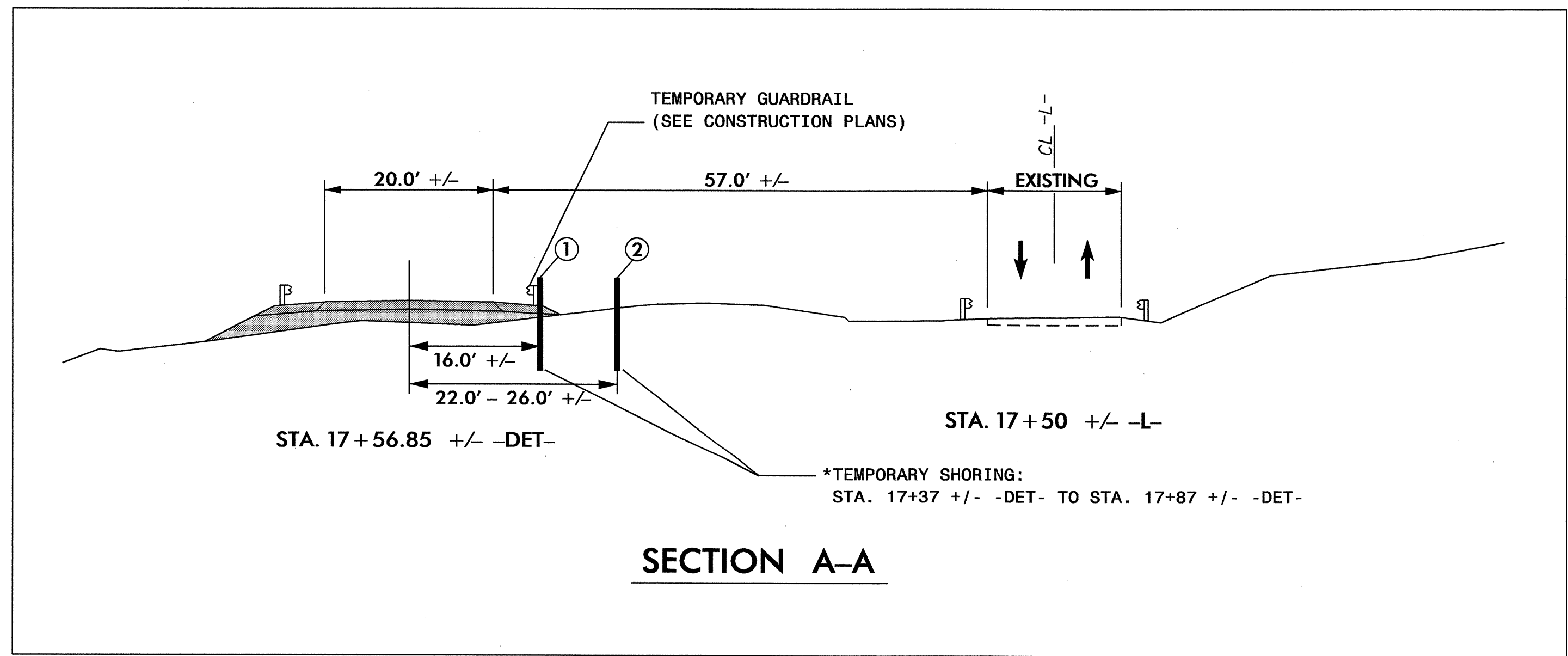
FOR CONTRACTOR DESIGNED SHORING, SURVEY THE SHORING LOCATION TO DETERMINE EXISTING ELEVATIONS AND ACTUAL DESIGN HEIGHTS BEFORE BEGINNING DESIGN.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 17+37 +/- -DET-, OFFSET 22' +/- RIGHT OF CENTERLINE -DET-, TO STATION 17+87 +/- -DET-, OFFSET 26' +/- RIGHT OF CENTERLINE -DET-. USE THE FOLLOWING 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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 17+37 +/- -DET-, OFFSET 22' +/- RIGHT OF CENTERLINE -DET-, TO STATION 17-87 +/- -DET-, OFFSET 26' +/- RIGHT OF CENTERLINE -DET-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

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



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PHASE II

NOTES: COMPLETE ANY PROPOSED OR TEMPORARY WIDENING IN SUCH A MANNER THAT PONDING OF WATER WILL NOT OCCUR IN THE TRAVEL LANE.

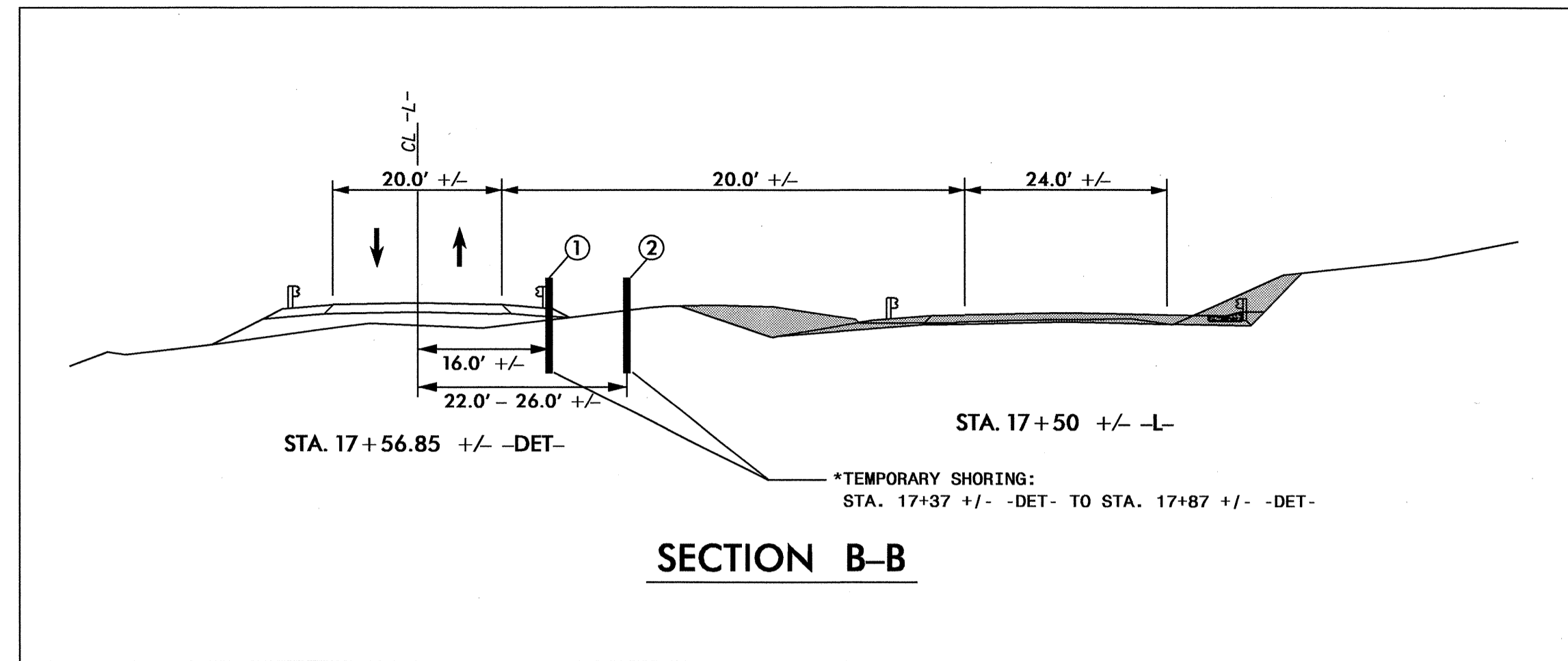
STEP 1: - USING ROADWAY STANDARD DRAWING No. 1101.02, SHEET 1 OF 9, PLACE TEMPORARY PAVEMENT MARKINGS (PAINT), TEMPORARY RAISED PAVEMENT MARKERS AND ADDITIONAL WORK ZONE SIGNS ON DETOUR (-DET-) AND HEWITTS RD. (-Y1-, SR 1101), (SEE ROADWAY STANDARD DRAWINGS No. 1101.03, SHEET 3 OF 9 AND 1205.12), AND SHIFT TRAFFIC TO DETOUR.

NOTE: TMIA WILL BE REQUIRED UNTIL GUARDRAIL INSTALLATION CAN BE COMPLETED.

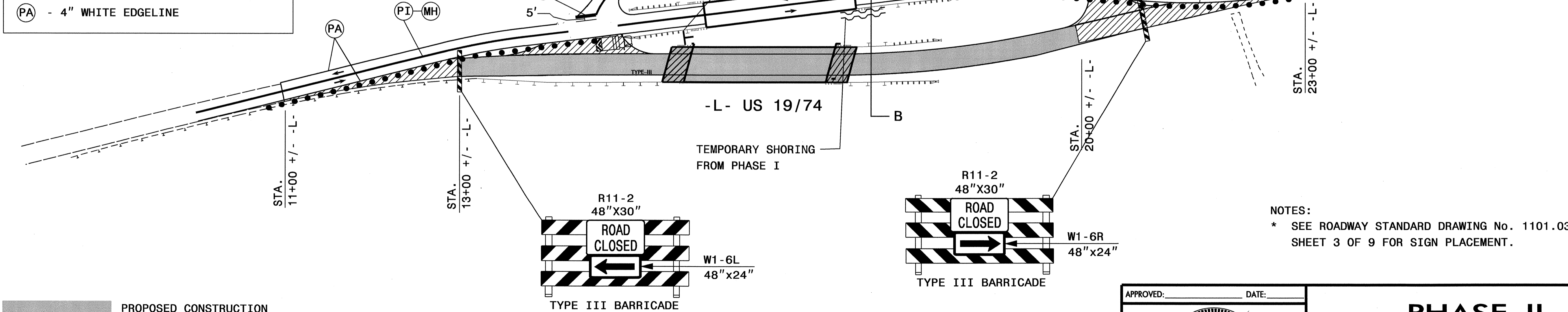
STEP 2: - AWAY FROM TRAFFIC, REMOVE EXISTING BRIDGE, CONSTRUCT PROPOSED ROADWAY, BRIDGE AND APPROACHES ON US 19/74 (-L-) FROM STATION 13+00 +/- -L- TO STATION 20+00 +/- -L-, UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE CONSTRUCTION PLANS).

NOTE: INSTALL PROPOSED GIRDERS DURING NIGHTTIME HOURS AND/OR WHEN RIVER USERS ARE NOT PRESENT, OR AS DIRECTED BY THE ENGINEER.

- USING ROADWAY STANDARD DRAWING No. 1101.02, SHEET 1 OF 9, CONSTRUCT US 19/74 (-L-) FROM STATION 11+00 +/- -L- TO STATION 13+00 +/- -L- (INCLUDING TIE-IN FOR -Y1-) AND FROM STATION 20+00 +/- -L- TO STATION 23+00 +/- -L- (INCLUDING DRIVEWAY TIE-IN FOR FEREBEE PICNIC AREA), UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE CONSTRUCTION PLANS).



- (P4) - 24" WHITE STOP BAR
- (PI) - 4" YELLOW DOUBLE CENTER
- (MH) - YELLOW & YELLOW TEMPORARY MARKER
- (PA) - 4" WHITE EDGELINE



NOTES:
* SEE ROADWAY STANDARD DRAWING No. 1101.03, SHEET 3 OF 9 FOR SIGN PLACEMENT.

- PROPOSED CONSTRUCTION (AWAY FROM TRAFFIC)
- PROPOSED CONSTRUCTION (FLAGGER REQUIRED)

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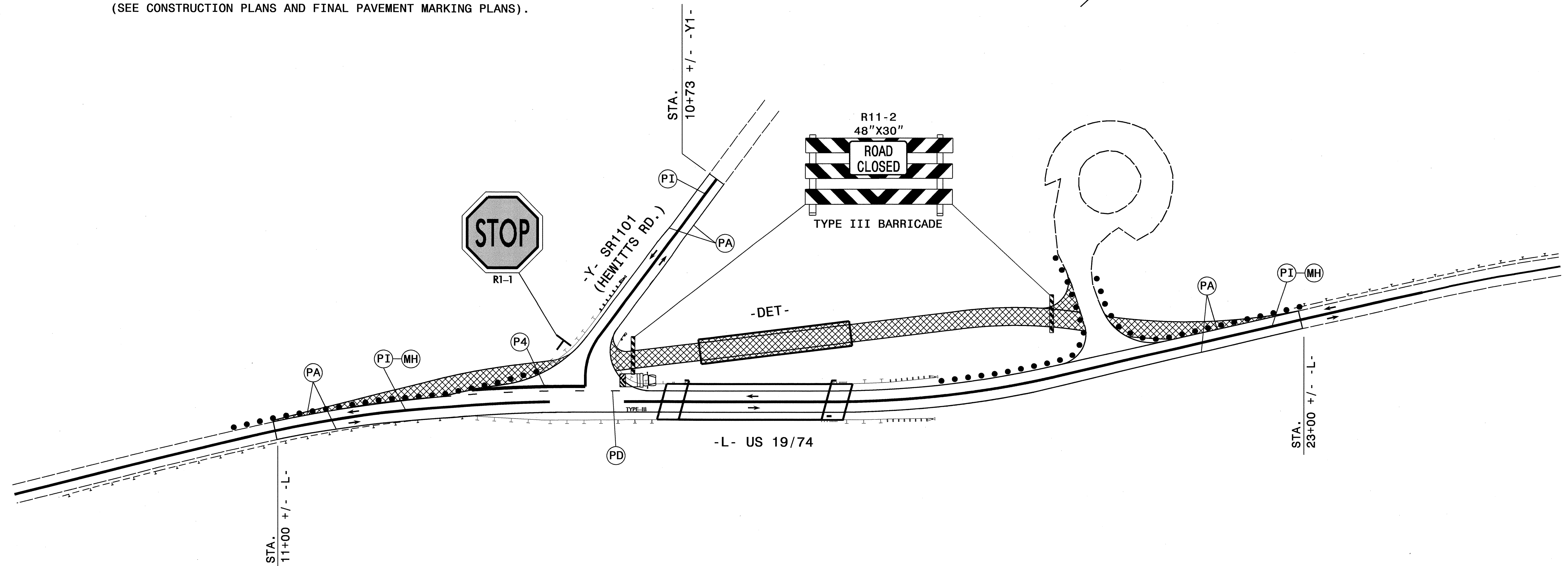
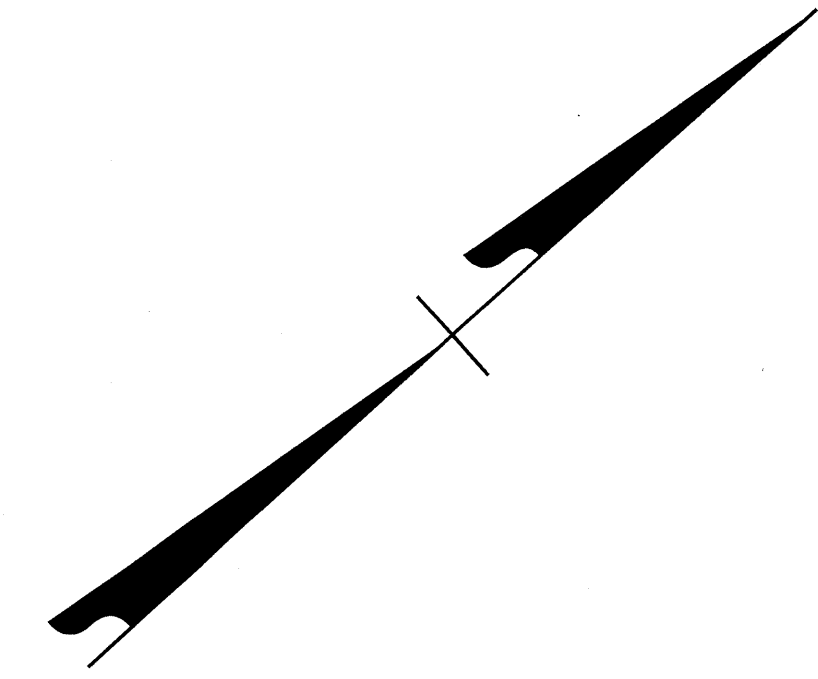
PHASE III

STEP 1: - USING ROADWAY STANDARD DRAWING No. 1101.02, SHEET 1 OF 9, PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND TEMPORARY RAISED MARKERS ON PROPOSED US 19/74 (-L-) AND HEWITTS RD. (-Y1-, SR 1101) AND SHIFT TRAFFIC. (SEE FINAL PAVEMENT MARKING PLANS FOR STATIONS).

NOTE: TMIA WILL BE REQUIRED UNTIL GUARDRAIL INSTALLATION CAN BE COMPLETED.

STEP 2: - USING ROADWAY STANDARD DRAWING No. 1101.02, SHEET 1 OF 9, REMOVE TEMPORARY DETOUR BRIDGE AND PAVEMENT AND COMPLETE ANY REMAINING CONSTRUCTION OF -L- (US 19/74) AND -Y1- (SR 1101/HEWITTS RD.). (SEE CONSTRUCTION PLANS).

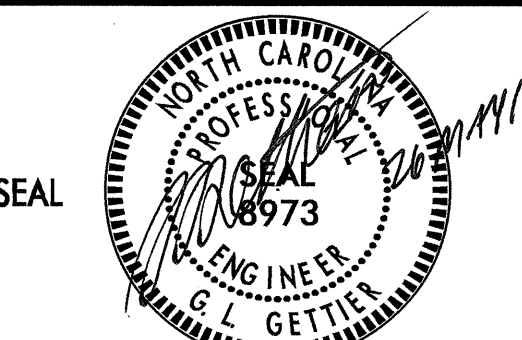

STEP 3: - USING ROADWAY STANDARD DRAWING No. 1101.02, SHEET 1 OF 9, PLACE THE FINAL LAYER OF SURFACE COURSE AND FINAL PAVEMENT MARKINGS FROM STATION 11+00 +/- -L- TO STATION 23+00 +/- -L-, AND OPEN TO FINAL TRAFFIC PATTERN. (SEE CONSTRUCTION PLANS AND FINAL PAVEMENT MARKING PLANS).



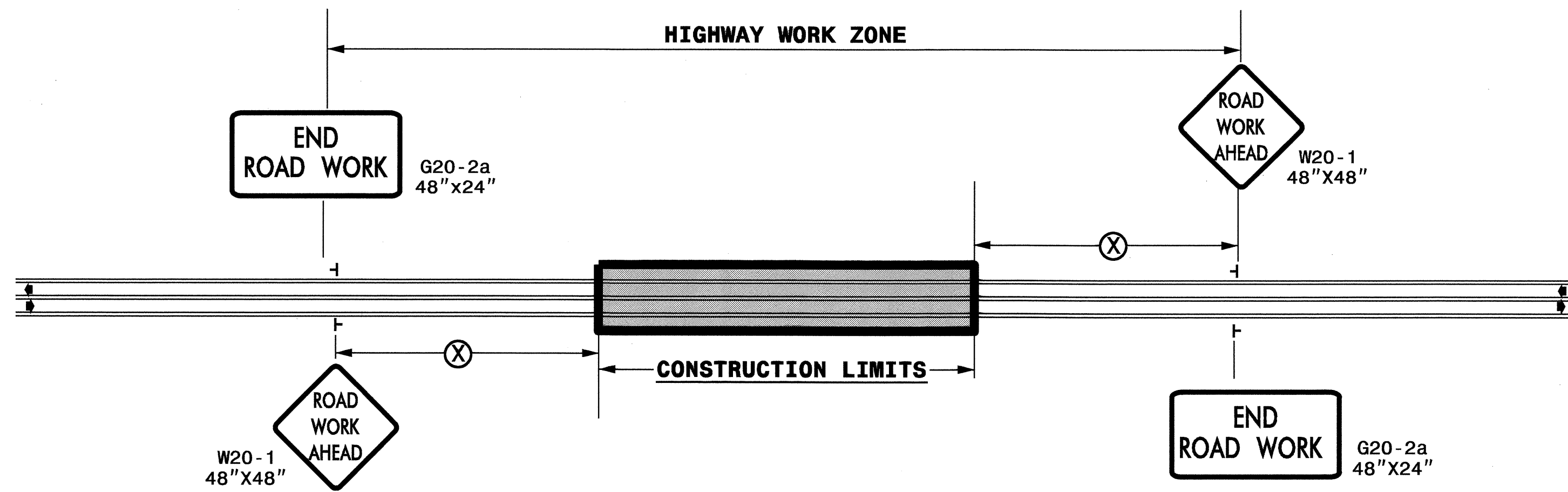
- (P4) - 24" WHITE STOP BAR
- (PI) - 4" YELLOW DOUBLE CENTER
- (MH) - YELLOW & YELLOW TEMPORARY MARKER
- (PA) - 4" WHITE EDGELINE
- (PA) - 4" WHITE MINI-SKIP LINE

PROPOSED CONSTRUCTION
(FLAGGER AS REQUIRED)

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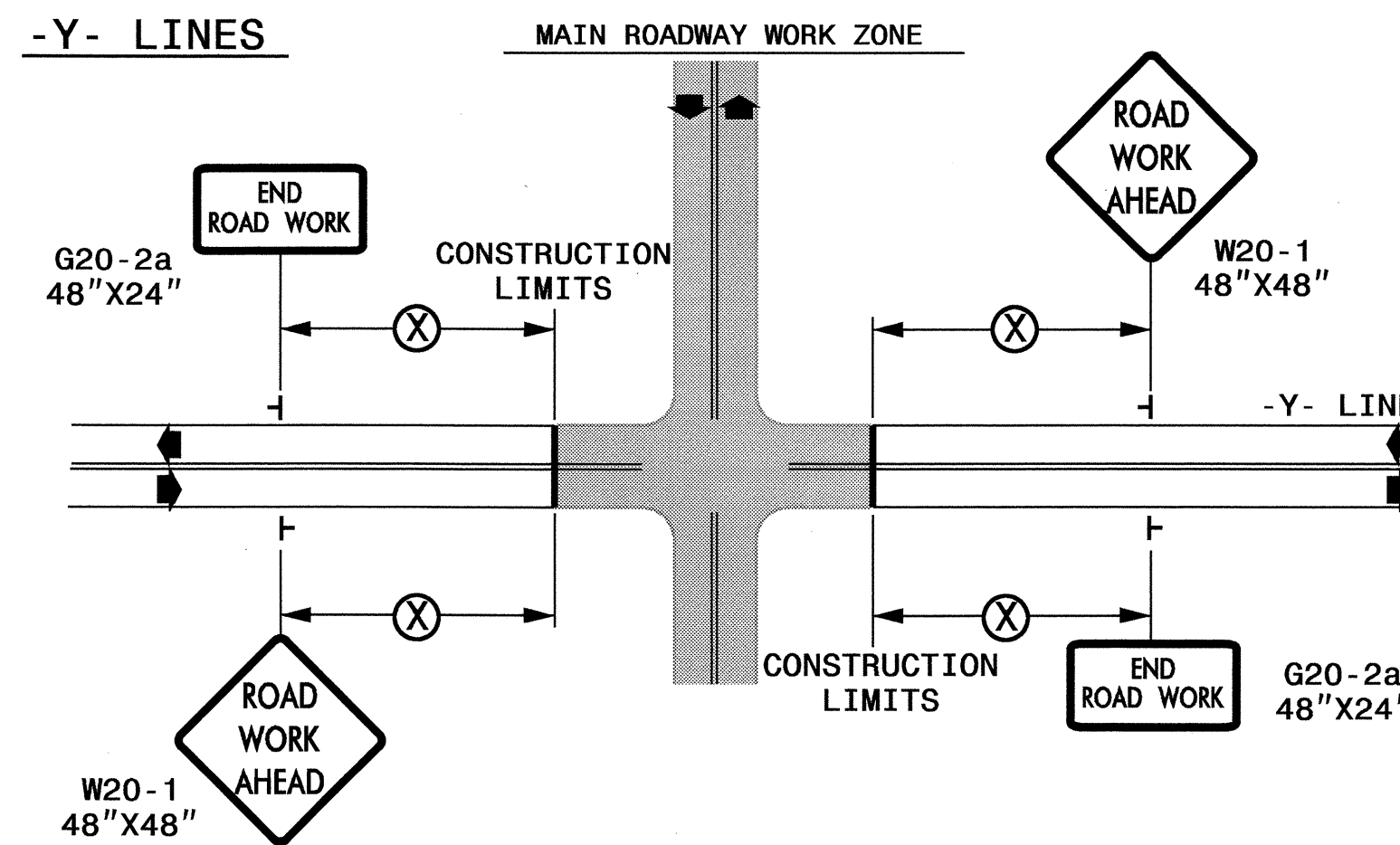
TWO-WAY UNDIVIDED ** (L-LINES)



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)



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

DETAIL DRAWING FOR
TWO-WAY UNDIVIDED
WORK ZONE WARNING SIGNS

SHEET 1 OF 1

APPROVED:	DATE:	DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS	
	SCALE:	NONE	REVISIONS
	DATE:		7-98 10/01
	DWG. BY:		10-98 03/04
	DESIGN BY:		01/01 11/04
	REVIEWED BY:		CADD FILE

25-MAY-2010 16:41
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