

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO.	SHEET NO.
U-3621B	TCP-1

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

U-3621B

ROADWAY STANDARD DRAWINGS

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

STD. NO.	TITLE
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW PANELS
1130.01	DRUM
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.08	PAVEMENT MARKINGS - SYMBOLS & WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	PAVEMENT MARKER SPACING
1251.01	RAISED PAVEMENT MARKERS (TEMPORARY & PERMANENT)
1261.01	GUARDRAIL AND BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION

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TCP-33 - TCP-35	ADVANCED WORK ZONE WARNING SIGNS

TEMPORARY PAVEMENT MARKING SCHEDULE

ITEM	SYMBOL	DESCRIPTION
PAINT(24")	P4	WHITE STOPBAR
PAINT(4")	PA	WHITE EDGELINE
	PB	YELLOW EDGELINE
	PC	10 FT. WHITE SKIP
	PD	2 FT. WHITE MINISKIP
	PE	WHITE SOLID LANE LINE
	PI	YELLOW DOUBLE CENTER
PAINT(8")	PS	WHITE DIAGONAL
	PV	YELLOW DIAGONAL
PAINT MARKING SYMBOLS	QA	LEFT TURN ARROW
	QB	RIGHT TURN ARROW
	QC	STRAIGHT ARROW
	QD	COMBO.STRAIGHT/LEFT
	QE	COMBO.STRAIGHT/RIGHT
TEMPORARY RAISED PAVEMENT MARKERS	MH	YELLOW & YELLOW
	MI	CRYSTAL & RED
	MJ	YELLOW & RED

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:	PLAN PREPARED BY: N.C.D.O.T. WORK ZONE TRAFFIC CONTROL UNIT
DATE: 11-30-10	
SEAL	J. S. BOURNE, P.E. TRAFFIC CONTROL ENGINEER
	J. S. KITE, P.E. TRAFFIC CONTROL PROJECT ENGINEER
	D. W. BISSETTE, P.E. TRAFFIC CONTROL PROJECT DESIGN ENGINEER
	D. W. BISSETTE, P.E. TRAFFIC CONTROL DESIGN ENGINEER / TECHNICIAN

PROJECT NOTES

PROJ. REFERENCE NO.	SHEET NO.
U-3621B	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 UNDESIRABLE 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
SR 1616 COUNTRY CLUB RD	MONDAY THRU FRIDAY 12:00 PM (NOON) TO 7:00 PM
US 301 WESLEYAN BLVD	MONDAY THRU FRIDAY 12:00 PM (NOON) TO 7:00 PM

B) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	DURATION AND OPERATION
SR 1604 HUNTER HILL RD	MONDAY THRU SUNDAY 6:00AM - 12:00 MIDNIGHT	30 MINUTES FOR HANGING BRIDGE GIRDERS

C) DO NOT USE MEDIAN CROSSOVERS AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	DURATION AND OPERATION
US 301 WESLEYAN BLVD	MONDAY THRU SUNDAY 6:00AM - 12:00 MIDNIGHT	30 MINUTES FOR HANGING BRIDGE GIRDERS

D) 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

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

F) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING 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.

G) 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.

H) 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.

I) 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.

J) DO NOT INSTALL MORE THAN ONE LANE CLOSURE, IN ANY ONE DIRECTION, ON ANY ROAD.

PAVEMENT EDGE DROP OFF REQUIREMENTS

K) 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.

L) 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) 500 FT IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

N) 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.

O) PROVIDE PERMANENT SIGNING.

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

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

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

S) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 100 FT IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

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<p>APPROVED: DATE: 12-1-10</p> <div style="text-align: center;"> <p>SEAL</p> </div>	<h3 style="margin: 0;">PROJECT NOTES</h3>	<table border="1" style="width: 100%; border-collapse: collapse; font-size: 8px;"> <tr> <td>SCALE:</td> <td>NONE</td> </tr> <tr> <td>DATE:</td> <td>11/10</td> </tr> <tr> <td>DWG. BY:</td> <td>DWB</td> </tr> <tr> <td>DESIGN BY:</td> <td>DWB</td> </tr> <tr> <td>REVIEWED BY:</td> <td>JSK</td> </tr> </table>	SCALE:	NONE	DATE:	11/10	DWG. BY:	DWB	DESIGN BY:	DWB	REVIEWED BY:	JSK
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PROJECT NOTES

PROJ. REFERENCE NO.	SHEET NO.
U-3621B	TCP-2A

GENERAL NOTES

TRAFFIC BARRIER

T) 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.

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

PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER FROM ONCOMING TRAFFIC AT ALL TIMES BY A TEMPORARY CRASH CUSHION.

TRAFFIC CONTROL DEVICES

V) 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.

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

X) 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

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

ROAD NAME	MARKING	MARKER
ALL ROADS	PAINT	TEMPORARY RAISED

Z) 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.

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

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

TEMPORARY / FINAL SIGNALS

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

MISCELLANEOUS

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

LOCAL NOTES

1. ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
2. MAINTAIN DRIVEWAY ACCESS WITHIN PROJECT LIMITS USING INCIDENTAL STONE.
3. THE CONTRACTOR IS TO FURNISH, INSTALL, MAINTAIN, RELOCATE AND REMOVE CHANGEABLE MESSAGE BOARDS DURING VARIOUS STAGES OF CONSTRUCTION AT THE DISCRETION OF THE ENGINEER TO ADEQUATELY INFORM MOTORISTS OF CHANGING WORK ZONE CONDITIONS.
4. PLACE ALL CHANGEABLE MESSAGE BOARDS AS NEEDED IN THE LOCATIONS AND WITH WORD MESSAGES AS SHOWN IN THE TCP OR AS DIRECTED BY THE ENGINEER TO PROVIDE ADVANCE WARNING TO THE PUBLIC DURING CONSTRUCTION.
5. COMPLETE ANY PROPOSED OR TEMPORARY WIDENING IN SUCH A MANNER THAT PONDING OF WATER WILL NOT OCCUR IN THE TRAVEL LANE.
6. REMOVE TEMPORARY LANE CLOSURES AT THE END OF EACH WORKDAY AND RESTORE TRAFFIC TO EXISTING PATTERNS.
7. ENSURE THE OVERSIZE/OVERWEIGHT PERMIT UNIT (919)733-4740 HAS BEEN ADVISED OF THE ONGOING TRAFFIC OPERATIONS THROUGH THE DIVISION OFFICE INCLUDING AREAS OF CONSTRICTED HORIZONTAL CLEARANCES (NARROW LANES OR LANES BORDERED ALONG THE OUTSIDE IN BOTH DIRECTIONS WITH EITHER PCB OR GUARDRAIL)
8. MAINTAIN EXISTING GUARDRAIL UNTIL PROPOSED FILL SLOPES ARE COMPLETED TO THE POINT THAT THE ORIGINAL WARRANTS FOR GUARDRAIL AS DESCRIBED IN THE ROADWAY DESIGN MANUAL NO LONGER EXIST OR AS DIRECTED BY THE ENGINEER.
9. TEMPORARY PAVEMENT SHOULD REMAIN IN PLACE AND BECOME PART OF THE FINAL PAVEMENT STRUCTURE IF THERE IS LESS THAN 18" OF FILL TO FINISHED GRADE. IF THERE IS MORE THAN 18" OF FILL, REMOVE THE TEMPORARY PAVEMENT AND CONSTRUCT THE APPROPRIATE TYPICAL SECTION SHOWN IN THE ROADWAY PLAN FOR THAT LOCATION.

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APPROVED: DATE: 11-30-18 	<h3 style="margin: 0;">PROJECT NOTES</h3> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; font-size: 8px;">SCALE: NONE</td> <td rowspan="4" style="width: 30%; text-align: center;"> </td> <td style="width: 40%; font-size: 8px;">REVISIONS</td> </tr> <tr> <td style="font-size: 8px;">DATE: 11/10</td> <td style="border: 1px solid black; height: 15px;"></td> </tr> <tr> <td style="font-size: 8px;">DWG. BY: DWB</td> <td style="border: 1px solid black; height: 15px;"></td> </tr> <tr> <td style="font-size: 8px;">DESIGN BY: DWB</td> <td style="border: 1px solid black; height: 15px;"></td> </tr> <tr> <td style="font-size: 8px;">REVIEWED BY: JSK</td> <td style="border: 1px solid black; height: 15px;"></td> <td style="border: 1px solid black; height: 15px;"></td> </tr> </table>	SCALE: NONE		REVISIONS	DATE: 11/10		DWG. BY: DWB		DESIGN BY: DWB		REVIEWED BY: JSK		
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PROJ. REFERENCE NO.	SHEET NO.
U-3621B	TCP-2B

TEMPORARY SHORING DATA

TEMPORARY SHORING NO. 1

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE STANDARD TEMPORARY SHORING FROM STATION 48+25± -L- TO STATION 49+82± -L-.

USE A TEMPORARY MSE WALL FROM STATION 48+25± -L- TO STATION 49+82± -L-.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 48+25± -L- TO STATION 49+82± -L-, 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

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

WHEN BACKFILL FOR A REINFORCED BRIDGE APPROACH FILL OVERLAPS WITH THE REINFORCED ZONE OF A TEMPORARY MSE WALL, USE EITHER SHORING BACKFILL OR THE MATERIAL SPECIFIED THE REINFORCED BRIDGE APPROACH FILL, WHICHEVER IS BETTER, IN THE REINFORCED ZONE.

TEMPORARY SHORING NO. 2

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE STANDARD TEMPORARY SHORING FROM STATION 51+80± -L- TO STATION 55+00± -L-.

USE A TEMPORARY MSE WALL FROM STATION 51+80± -L- TO STATION 55+00± -L-.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 51+80± -L- TO STATION 55+00± -L-, 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

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

WHEN BACKFILL FOR A REINFORCED BRIDGE APPROACH FILL OVERLAPS WITH THE REINFORCED ZONE OF A TEMPORARY MSE WALL, USE EITHER SHORING BACKFILL OR THE MATERIAL SPECIFIED THE REINFORCED BRIDGE APPROACH FILL, WHICHEVER IS BETTER, IN THE REINFORCED ZONE.

TEMPORARY SHORING NO. 3

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE STANDARD SHORING FROM STATION 10+27± -EY15- TO STATION 10+85± -EY15-, 11FT. RIGHT.

WHEN USING CONTRACTOR DESIGNED SHORING FROM FROM STATION 10+27± -EY15- TO STATION 10+85± -EY15-, 11FT. RIGHT, 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

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.

TEMPORARY SHORING NO. 4

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE STANDARD SHORING FROM STATION 10+27± -EY15- TO STATION 10+85± -EY15-, 11FT. LEFT.



WHEN USING CONTRACTOR DESIGNED SHORING FROM FROM STATION 10+27± -EY15- TO STATION 10+85± -EY15-, 11FT. LEFT, DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:

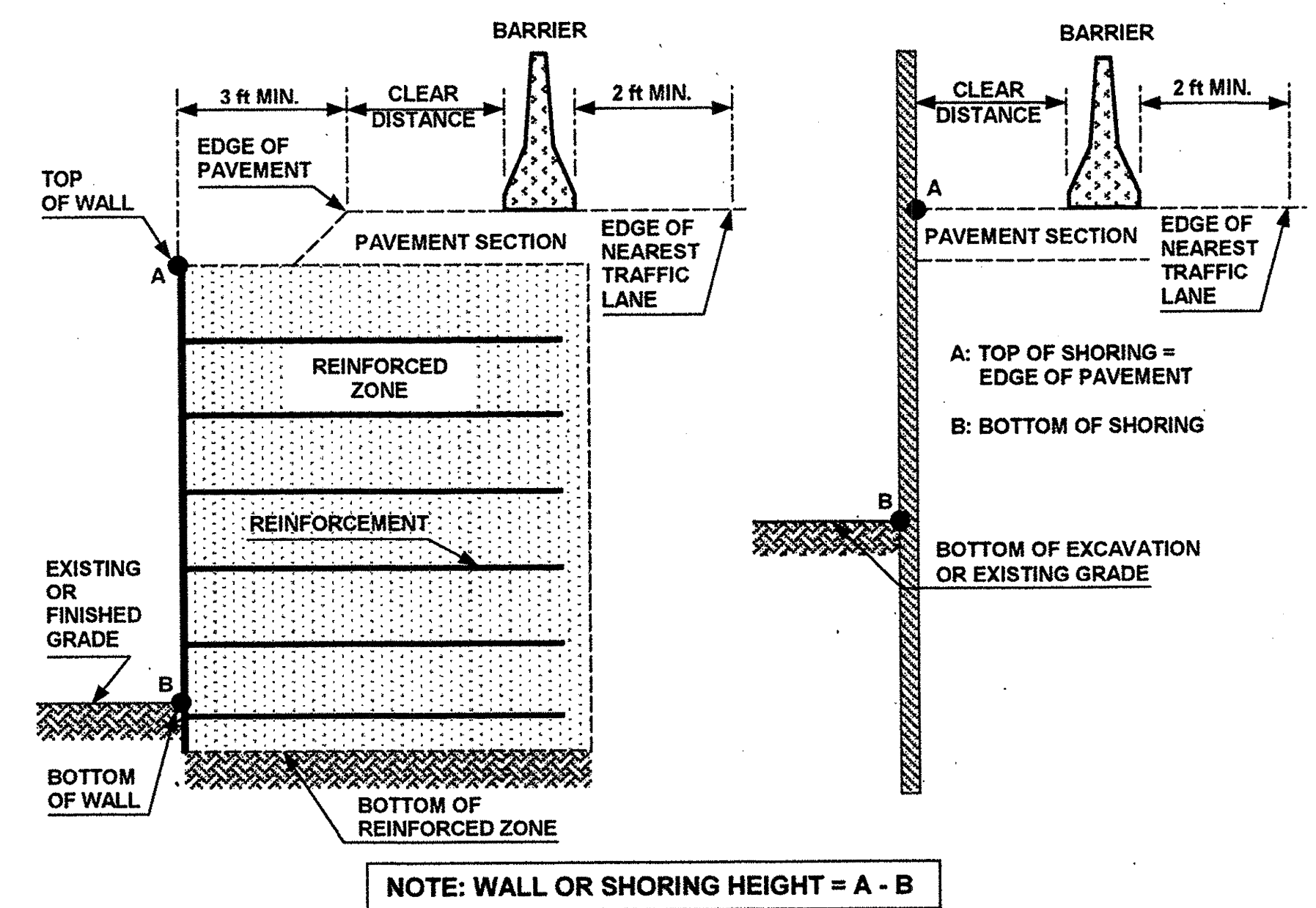
- UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 120$ PCF
- UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 60$ PCF
- FRICTION ANGLE, $\phi = 30$ DEGREES
- COHESION, $c = 0$ PSF

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.

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APPROVED: <i>James R. Batts</i> DATE: 12/2/10		TEMPORARY SHORING DATA	
	SCALE: NONE		REVISIONS
	DATE: 09/10		
	DWG. BY: DWB		
	DESIGN BY: DWB		
REVIEWED BY: JSK		CADD FILE	



NOTE: WALL OR SHORING HEIGHT = A - B

FIGURE A

NOTES

- 1- REFER TO THE TRAFFIC CONTROL PLANS FOR SHORING LOCATIONS AND SOIL PARAMETERS.
- 2- REFER TO THE "TEMPORARY SHORING" PROJECT SPECIAL PROVISION FOR MORE INFORMATION ABOUT TEMPORARY SHORING, MEASUREMENT AND PAYMENT.
- 3- PROVIDE PORTABLE CONCRETE BARRIER TO PROTECT TEMPORARY SHORING IF SHORING IS LOCATED WITHIN THE CLEAR ZONE AS DEFINED IN THE AASHTO ROADSIDE DESIGN GUIDE. DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE. (CONTACT NCDOT PAVEMENT MANAGEMENT UNIT FOR APPLICABLE PAVEMENT DESIGN).
- 4- BASED ON THE CLEAR DISTANCE, OFFSET, DESIGN SPEED AND PAVEMENT TYPE, CHOOSE AN UNANCHORED PCB, ANCHORED PCB OR AN OREGON BARRIER FROM THE TABLE SHOWN IN FIGURE B. FOR TRAFFIC LANES AND PORTABLE CONCRETE BARRIER LOCATED ABOVE AND BEHIND TEMPORARY SHORING, THE FOLLOWING ARE DEFINED AS:

CLEAR DISTANCE - HORIZONTAL DISTANCE FROM THE BACK FACE OF THE BARRIER TO THE EDGE OF PAVEMENT FOR TEMPORARY MSE WALL OR TO THE FACE OF NON-ANCHORED TEMPORARY SHORING AS SHOWN IN FIGURE A.

OFFSET - HORIZONTAL DISTANCE FROM THE FRONT FACE OF THE BARRIER TO CENTERLINE OF THE FURTHEST TRAFFIC LANE AS SHOWN IN FIGURE B FOR 3 TRAFFIC LANES.
- 5- AT THE CONTRACTOR'S OPTION OR IF THE MINIMUM REQUIRED CLEAR DISTANCE IS NOT AVAILABLE, SET AN UNANCHORED PCB AGAINST THE TRAFFIC SIDE OF THE SHORING AND DESIGN SHORING FOR TRAFFIC IMPACT OR USE THE "SURCHARGE CASE WITH TRAFFIC IMPACT" FOR THE STANDARD TEMPORARY SHORING. DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE. (CONTACT NCDOT PAVEMENT MANAGEMENT UNIT FOR APPLICABLE PAVEMENT DESIGN).
- 6- USE NCDOT PORTABLE CONCRETE BARRIER (PCB) IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1170.01 AND SECTION 1170 OF THE STANDARD SPECIFICATIONS.
- 7- USE OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH DETAIL DRAWING AND SPECIAL PROVISION OBTAINED FROM: WORK ZONE TRAFFIC CONTROL UNIT WEB PAGE.
- 8- UNLESS NOTED OTHERWISE ON THE PLANS, SET PORTABLE CONCRETE BARRIER WITH A MINIMUM DISTANCE OF 2 FT BETWEEN THE FRONT FACE OF THE BARRIER AND THE EDGE OF THE NEAREST TRAFFIC LANE AS SHOWN IN FIGURE A.
- 9- FOR PORTABLE CONCRETE BARRIER ABOVE AND BEHIND TEMPORARY MSE WALLS, PROVIDE A MINIMUM DISTANCE OF 3 FT BETWEEN THE EDGE OF PAVEMENT AND THE WALL FACE AS SHOWN IN FIGURE A. IF THESE MINIMUM REQUIRED DISTANCES ARE NOT AVAILABLE, CONTACT THE ENGINEER.
- 10- TABLE SHOWN IN FIGURE B IS BASED ON NCDOT RESEARCH PROJECT NO. 2005-010 WITH VEHICLE TYPE USED FOR NCHRP 350 CRASH TESTS. BARRIER DEFLECTIONS AND RESULTING MINIMUM REQUIRED CLEAR DISTANCES MIGHT VARY SIGNIFICANTLY FOR LARGER HEAVIER VEHICLES, RUNS OF BARRIER LESS THAN 200' IN LENGTH AND WET OR DRY PAVEMENT.

MINIMUM REQUIRED CLEAR DISTANCE, inches

Barrier Type	Pavement Type	Offset * ft	Design Speed, mph					
			<30	31-40	41-50	51-60	61-70	71-80
Unanchored PCB	Asphalt	<8	24	26	28	31	35	40
		8-14	26	28	31	35	40	44
		14-20	27	29	34	36	39	43
		20-26	28	31	35	38	40	44
		26-32	29	32	36	39	42	45
		32-38	30	34	38	41	43	46
		38-44	31	34	41	43	45	48
		44-50	31	35	41	43	46	49
		50-56	32	36	42	44	47	50
	>56	32	36	42	45	47	51	
	Concrete	<8	17	18	21	22	25	26
		8-14	19	20	23	25	26	29
		14-20	22	22	24	26	28	31
		20-26	23	24	26	27	30	34
		26-32	24	25	27	28	32	35
		32-38	24	26	27	30	33	36
		38-44	25	26	28	30	34	37
		44-50	26	26	28	32	35	37
50-56		26	26	28	32	35	38	
>56	26	27	29	32	36	38		
Anchored PCB or Oregon Barrier	Asphalt	All Offsets	24 for All Design Speeds					
Anchored PCB or Oregon Barrier	Concrete (including bridge approach slabs)	All Offsets	12 for All Design Speeds					

* See Figure Below

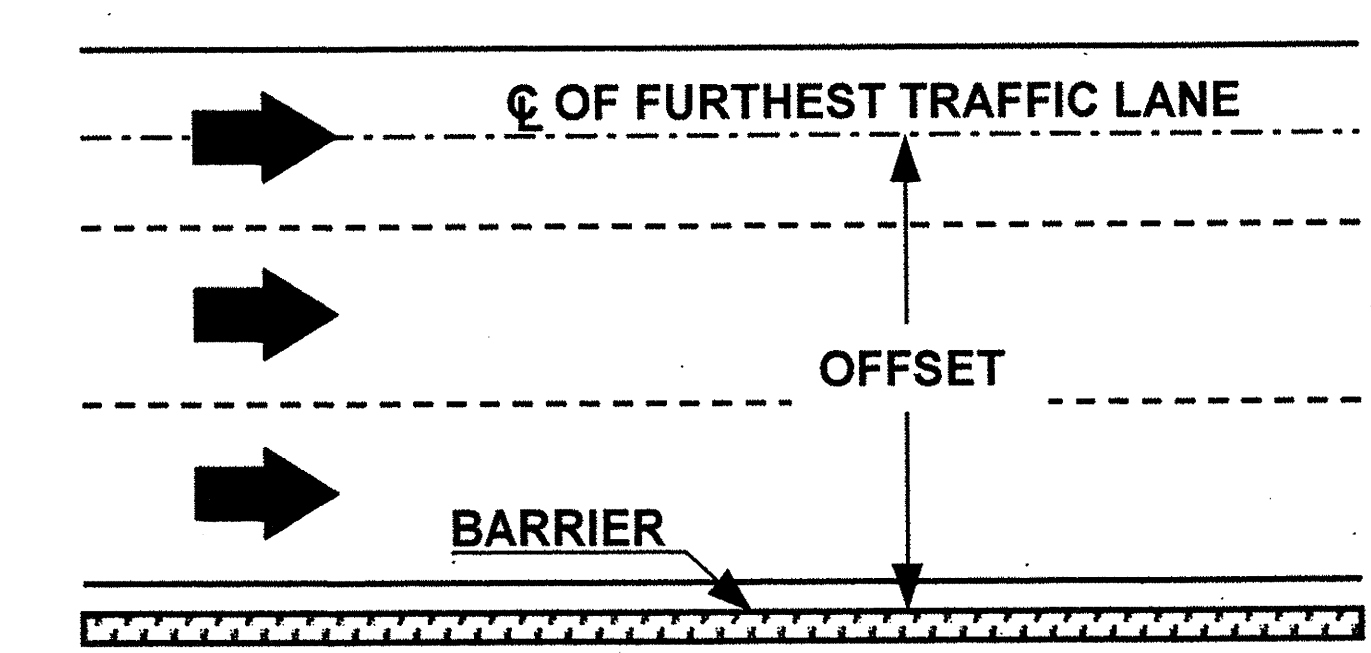
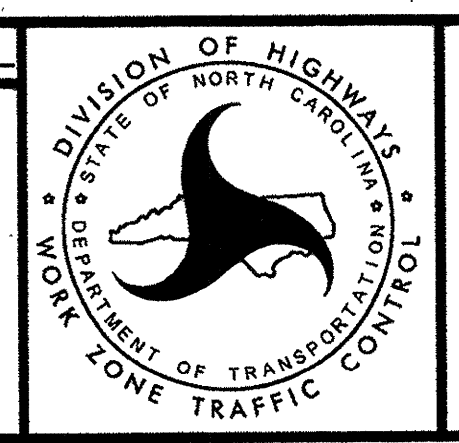


FIGURE B

APPROVED: *[Signature]* DATE: *[Date]*
SEAL 028380
ENGINEER
Sept 16, 2010



PORTABLE CONCRETE BARRIER
AT
TEMPORARY SHORING LOCATIONS

PHASING

PROJ. REFERENCE NO.	SHEET NO.
U-3621B	TCP-3

PHASE I

TRAFFIC SHALL BE MAINTAINED IN THE EXISTING TWO-LANE TWO-WAY PATTERN DURING PHASE I

- STEP 1. INSTALL WORK ZONE ADVANCE WARNING SIGNS AS SHOWN ON SHEET TCP-33 THRU TCP-35.
- STEP 2. USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 9 BEGIN INSTALLATION OF PHASE I TEMPORARY SIGNALS AT -Y10-, -Y13- AND -EY22- AS SHOWN ON SIGNAL PLANS.
- STEP 3. USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 9 BEGIN CONSTRUCTION OF THE PROPOSED ROADWAY SECTIONS UP TO BUT, NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE IN THE FOLLOWING LOCATIONS AS SHOWN ON SHEETS TCP-04 THRU TCP-09:
- L- LT. STA. 10+57+/- TO STA. 36+94+/-
 - L- LT. STA. 42+00+/- TO STA. 49+71+/-
 - L- LT. STA. 51+87+/- TO STA. 55+00+/-
 - L- RT. STA. 61+00+/- TO STA. 71+00+/-
 - L- LT. STA. 75+00+/- TO STA. 87+14+/-
 - Y10- STA. 10+91+/- TO STA. 13+63+/-
 - Y11- STA. 12+00+/- TO STA. 13+24+/-
 - Y13- STA. 13+31+/- TO STA. 15+28+/-
 - Y13A- STA. 10+16+/- TO STA. 13+64+/-
 - Y14- STA. 14+14+/- TO STA. 14+53+/-
 - Y16- STA. 10+00+/- TO STA. 11+80+/-
 - SR1- STA. 10+00+/- TO STA. 15+00+/-
 - EY22- STA. 12+18+/- TO STA. 19+41+/-

NOTES: INSTALL STRUCTURE NO. 9 AND COVER WITH A STEEL PLATE UNTIL PHASE III.

COMPLETE THE FIBER OPTIC CABLE ROUTING AS SHOWN ON CL-1 OF THE SIGNAL/CABLE ROUTING PLANS.

- STEP 4. USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 9 BEGIN CONSTRUCTION OF TEMPORARY PAVEMENT IN THE FOLLOWING LOCATIONS AS SHOWN ON SHEETS TCP-04 THRU TCP-09:
- L- RT. STA. 31+79+/- TO STA. 47+32+/-
 - L- RT. STA. 51+66+/- TO STA. 61+00+/-
 - L- RT. STA. 71+00+/- TO STA. 75+07+/-
- STEP 5. USING ROADWAY STANDARD DRAWING 1101.02, SHEET 3 OF 9 BEGIN CONSTRUCTION OF BENT 1 LEFT OF -L- STA. 50+75+/- AS SHOWN ON SHEET TCP-10 AND AS DESCRIBED IN THE FOLLOWING SEQUENCE:
- A. CONSTRUCT TEMPORARY PAVEMENT RIGHT -EY15- STA. 7+55+/- TO STA. 13+69+/- AND LEFT OF -EY15- STA. 9+65+/- TO STA. 13+67+/-.
 - B. INSTALL PORTABLE CONCRETE BARRIER ON THE OUTSIDE SHOULDERS RIGHT OF -EY15- STA. 10+32+/- TO STA. 11+42+/- AND LEFT OF -EY15- STA. 10+77+/- TO STA. 11+87+/-.
 - C. INSTALL TEMPORARY PAVEMENT MARKINGS RIGHT OF -EY15- STA. 7+55+/- TO STA. 13+69+/- AND LEFT OF -EY15- STA. 8+21+/- TO STA. 13+67. SHIFT TRAFFIC INTO THE TEMPORARY PATTERN.
 - D. INSTALL PORTABLE CONCRETE BARRIER ON THE MEDIAN SHOULDERS RIGHT OF -EY15- STA. 8+29+/- TO STA. 12+42+/- AND LEFT OF -EY15- STA. 9+27+/- TO STA. 13+43+/-.
 - E. INSTALL TEMPORARY SHORING AT LOCATION 3 AND LOCATION 4.
 - F. CONSTRUCT BENT 1, BACKFILL AND REMOVE SHORING.
- STEP 6. USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 9 INSTALL TEMPORARY SHORING ON THE CENTER LINE OF -L- STA. 48+25+/- TO STA. 49+82+/- AND STA. 51+80+/- TO STA. 55+00+/- AS SHOWN ON SHEET TCP-07.

- STEP 7. USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 9 (ON -L-), ROADWAY STANDARD DRAWING 1101.03, SHEET 8 OF 9 (ON -L-), ROADWAY STANDARD DRAWING 1101.02, SHEET 3 OF 9 (ON -EY15-), AND SHEETS TCP-29 THRU TCP-32 (ON -EY15-) BEGIN CONSTRUCTION OF STRUCTURE LEFT OF -L- STA. 49+71+/- TO STA. 51+87+/- AS SHOWN ON SHEET TCP-07.

- STEP 8. USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 9 COMPLETE THE FOLLOWING AS SHOWN ON SHEETS TCP-05 THRU TCP-09:

INSTALLATION OF PHASE I TEMPORARY SIGNALS AT -Y10-, -Y13- AND -EY22-.

CONSTRUCTION OF TEMPORARY PAVEMENT IN THE FOLLOWING LOCATIONS:

- L- RT. STA. 31+79+/- TO STA. 47+32+/-
- L- RT. STA. 51+66+/- TO STA. 61+00+/-
- L- RT. STA. 71+00+/- TO STA. 75+07+/-

CONSTRUCTION OF PROPOSED ROADWAY SECTIONS UP TO BUT, NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE IN THE FOLLOWING LOCATIONS:

- L- RT. STA. 61+00+/- TO STA. 71+00+/-
- Y13A- STA. 10+16+/- TO STA. 13+64+/-
- Y16- STA. 10+00+/- TO STA. 11+80+/-

THE WORK IN STEPS 9 AND 10 CAN BE PERFORMED SEPERATELY OR CONCURRENTLY.

- STEP 9. USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 9 AND WORKING CONTINUOUSLY COMPLETE THE FOLLOWING AS SHOWN ON SHEETS TCP-11 THRU TCP-13:

INSTALL PHASE IA TEMPORARY SIGNAL AT -Y13-.

INSTALL TEMPORAY PAVEMENT MARKINGS RIGHT OF -L- FROM STA. 31+79+/- TO STA. 48+01+/- AND ON -Y13- STA. 15+00+/- TO STA. 16+48+/-.

SHIFT TRAFFIC INTO THE PHASE IA TEMPORARY PATTERN.

- STEP 10. USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 9 AND WORKING CONTINUOUSLY COMPLETE THE FOLLOWING AS SHOWN ON SHEETS TCP-13 THRU TCP-15:

INSTALL TEMPORAY PAVEMENT MARKINGS RIGHT OF -L- FROM STA. 51+66+/- TO STA. 75+24+/-.

SHIFT TRAFFIC INTO THE PHASE IA TEMPORARY PATTERN.

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	DESIGN BY: DWB		
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PHASING

PROJ. REFERENCE NO.	SHEET NO.
U-3621B	TCP-3B

PHASE III

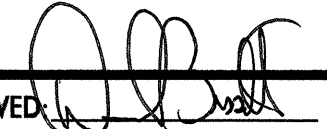
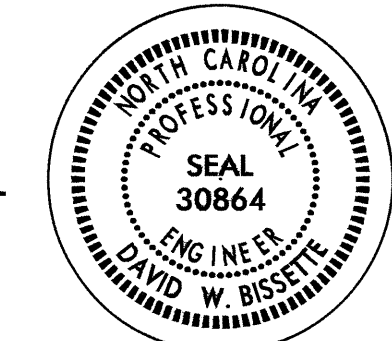

TRAFFIC SHALL BE MAINTAINED IN A TEMPORAY TWO-LANE TWO-WAY PATTERN DURING PHASE III

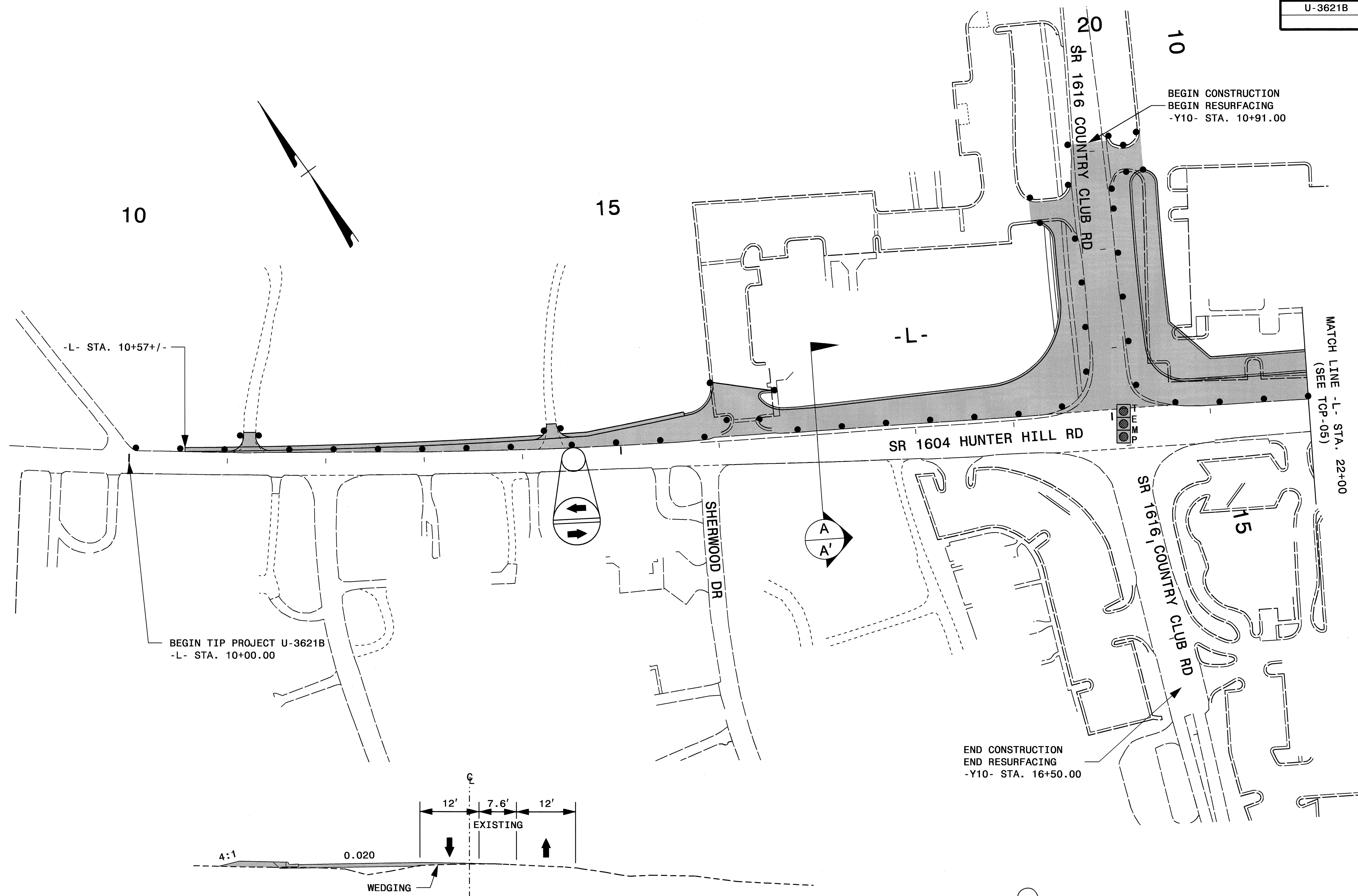
- STEP 1. USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 9 COMPLETE ALL PROPOSED WORK UP TO BUT, NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AS SHOWN ON SHEETS TCP-23 THRU TCP-28.

- STEP 2. USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 9 AND FLAGGERS PLACE THE FINAL SURFACE COURSE AND THE FINAL PAVEMENT MARKINGS AND MARKERS AS SHOWN ON THE PAVEMENT MARKING PLANS.

- STEP 3. PLACE TRAFFIC IN THE FINAL PATTERN, ACTIVATE SIGNALS AND REMOVE TRAFFIC CONTROL DEVICES.

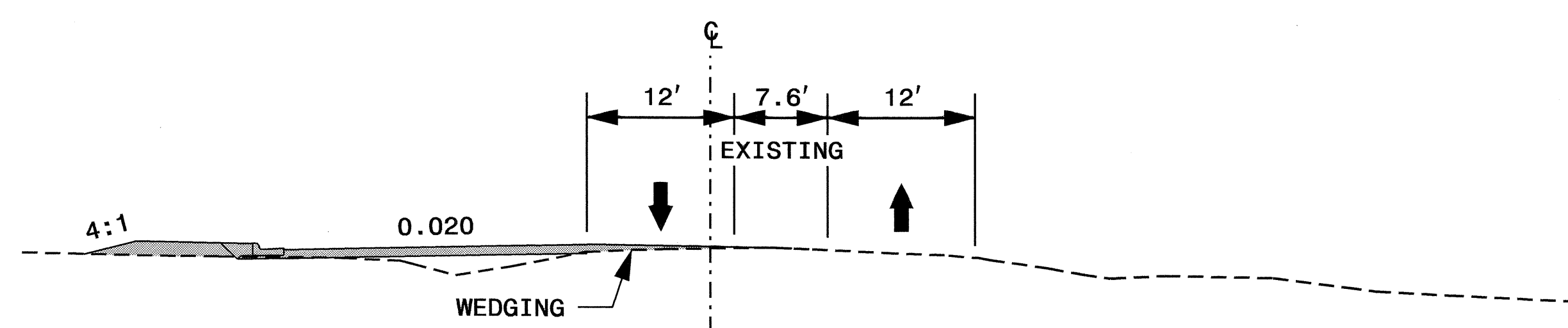
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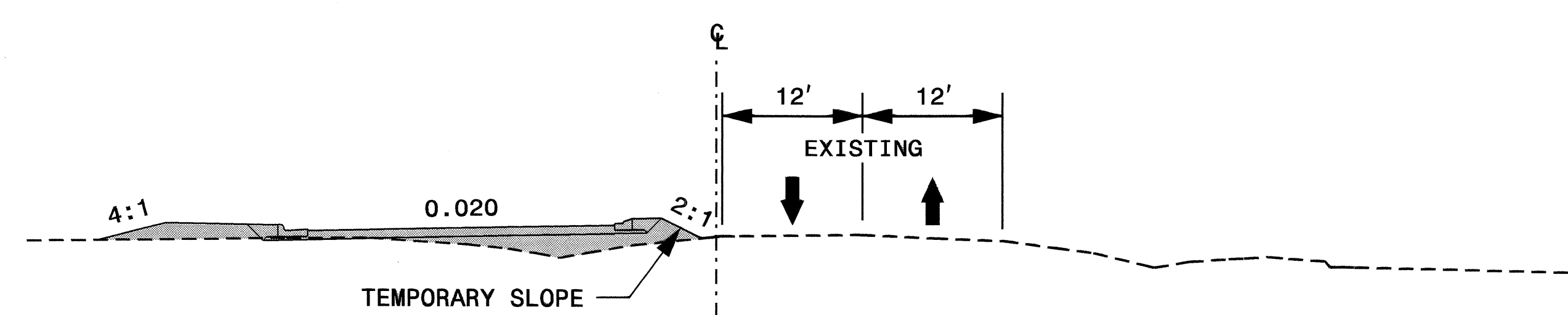
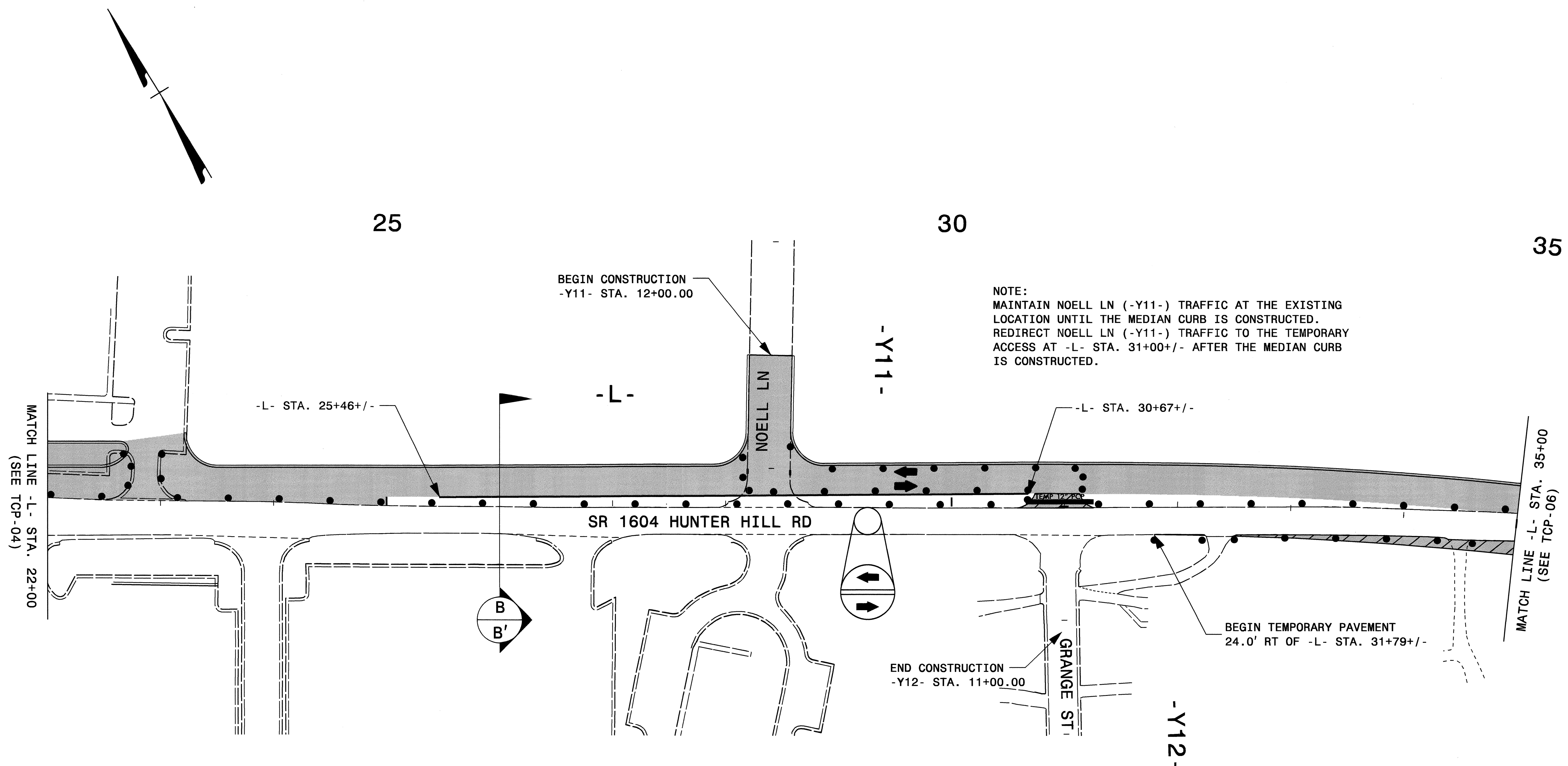
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END RESURFACING
-Y10- STA. 16+50.00



SECTION A - A'
-L- STA. 17+00 +/-

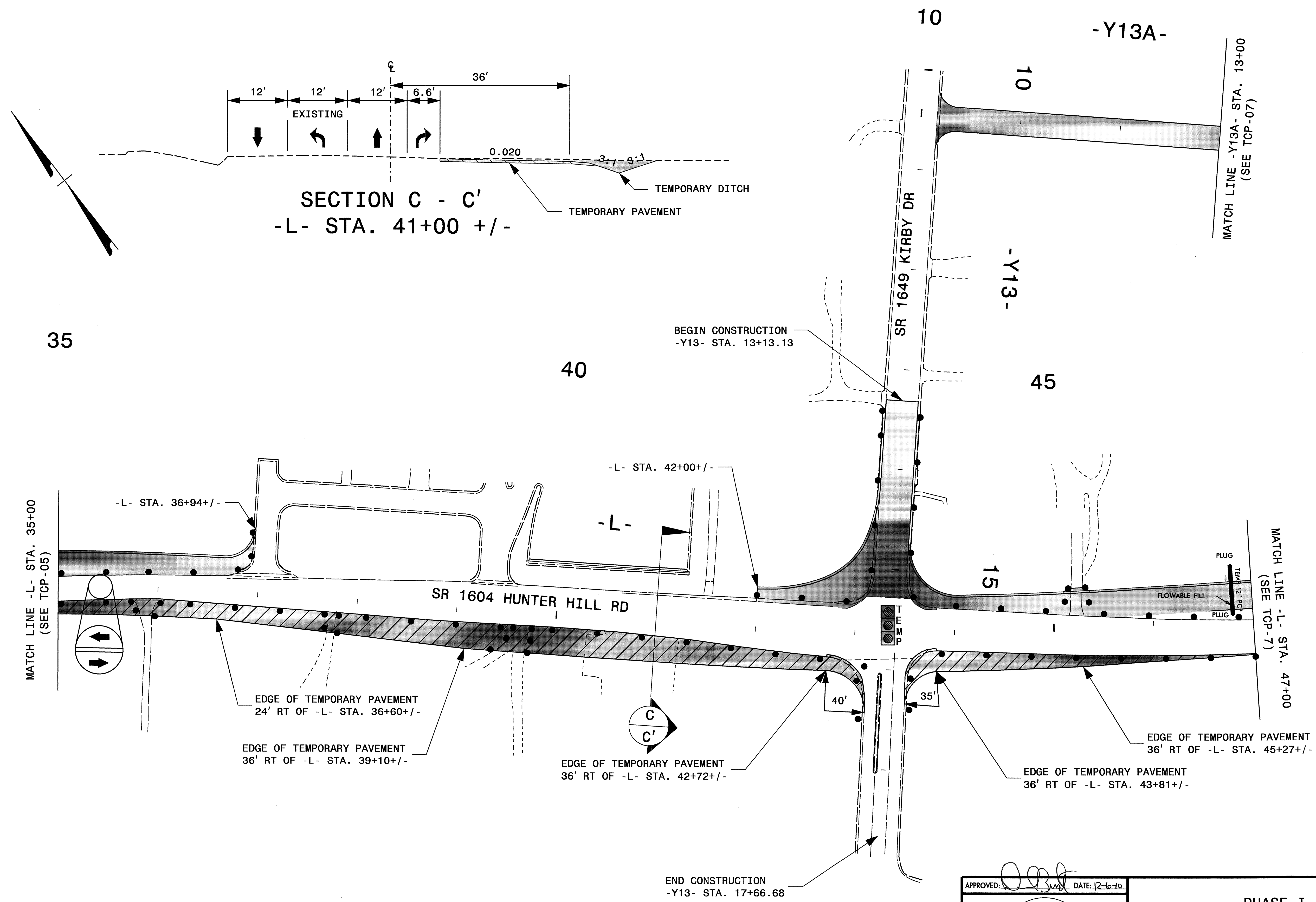
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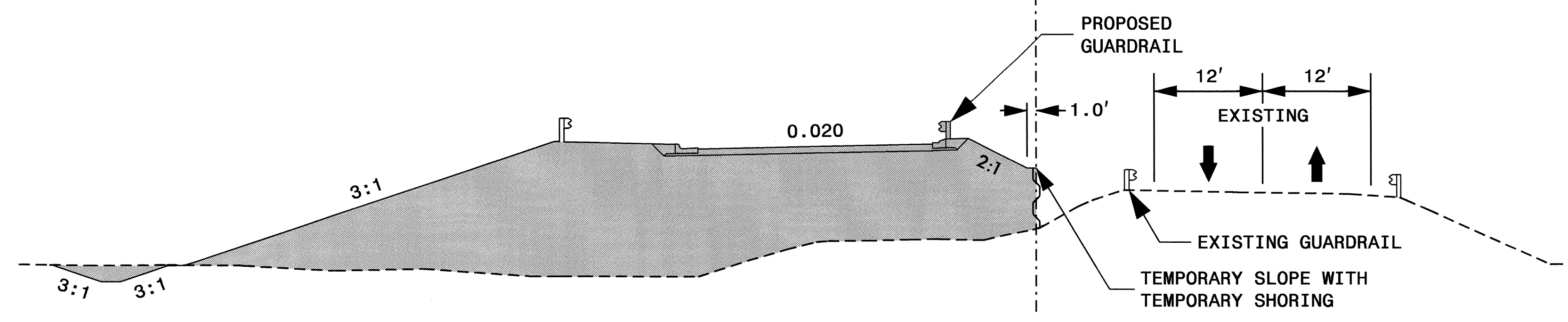
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MATCH LINE -Y13A- STA. 13+00
(SEE TCP-06)

10

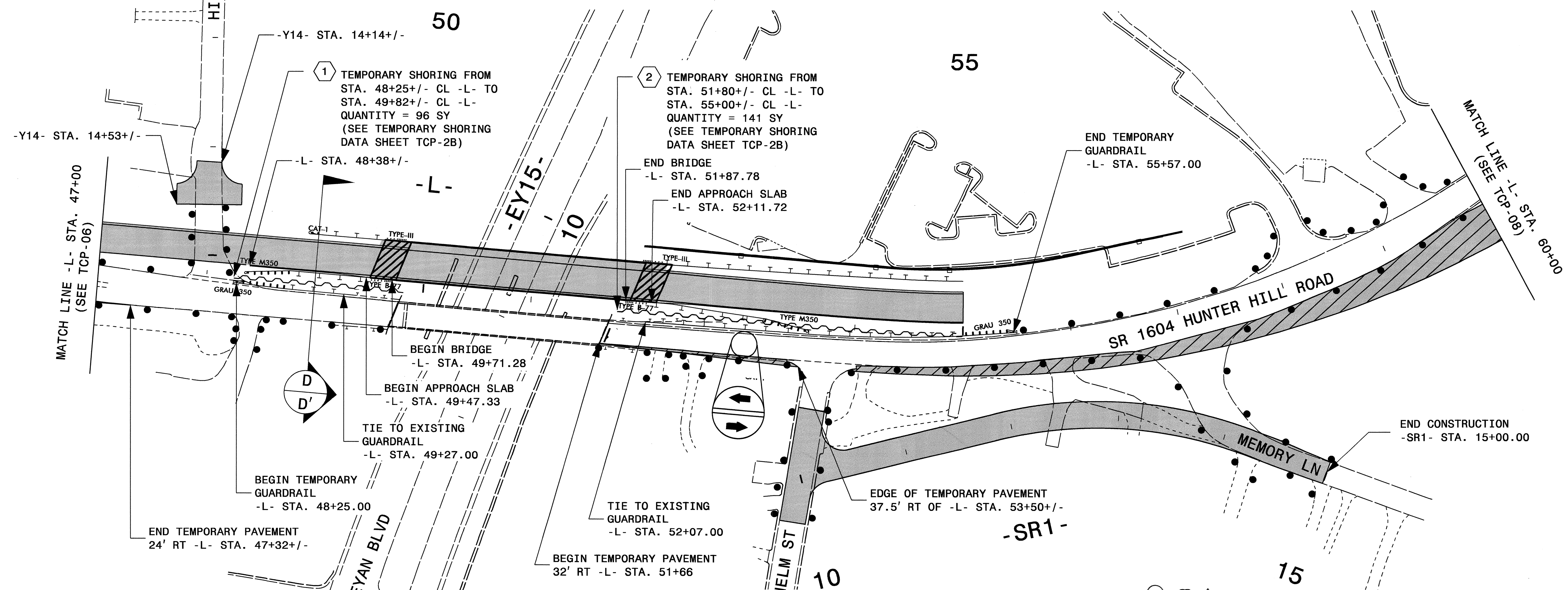
-Y14-

NOTE:
MAINTAIN HILLCREST ST (-Y14-) CONNECTIVITY TO HUNTER HILL RD (-L-) AT THE EXISTING LOCATION UNTIL STEP 5 OF PHASE IA IS COMPLETED.



SECTION D - D'
-L- STA. 49+00 +/-

60



NOTE:
MAINTAIN HELM ST. TRAFFIC AT THE EXISTING LOCATION UNTIL MEMORY LANE (-SR1-) IS CONSTRUCTED.

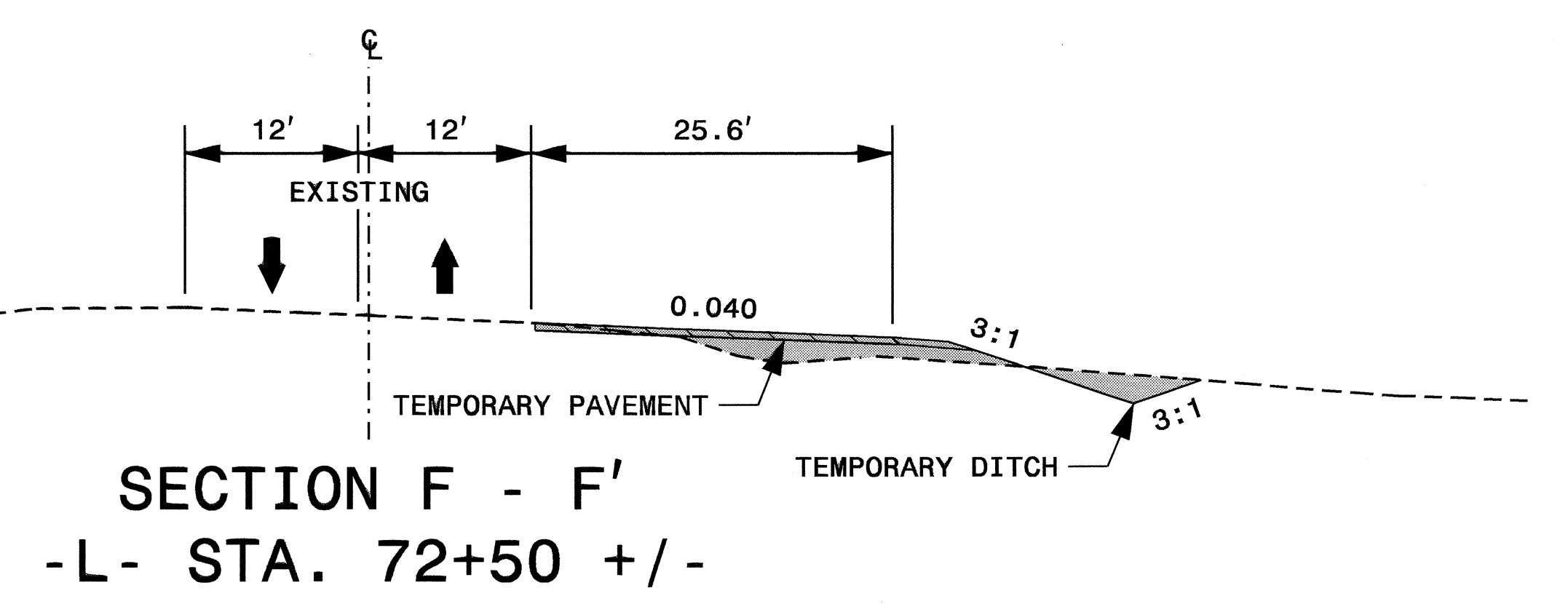
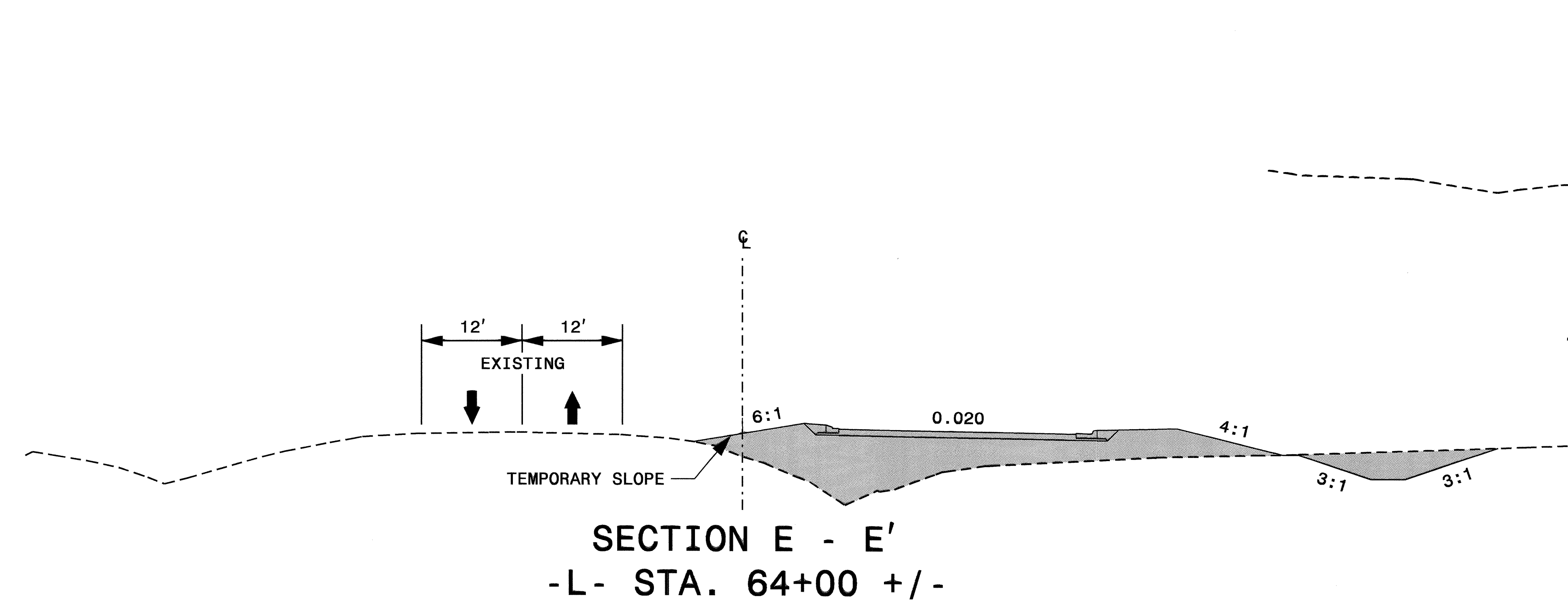
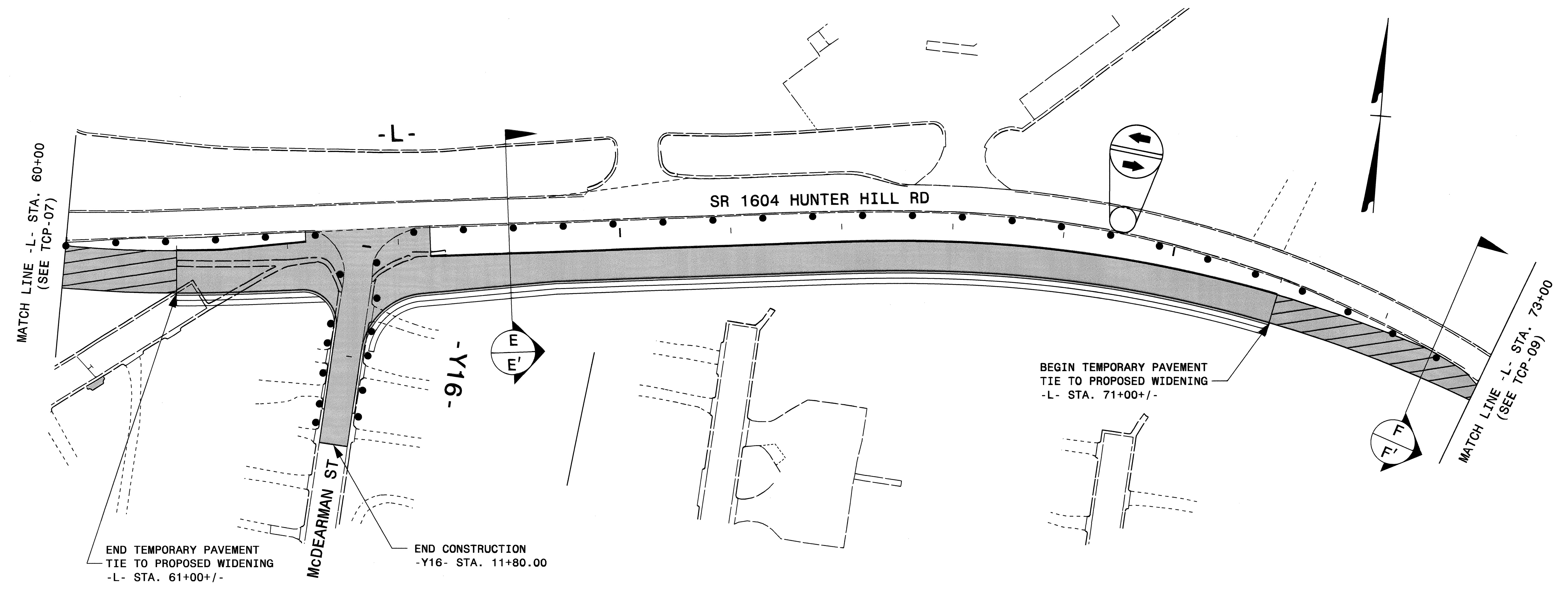
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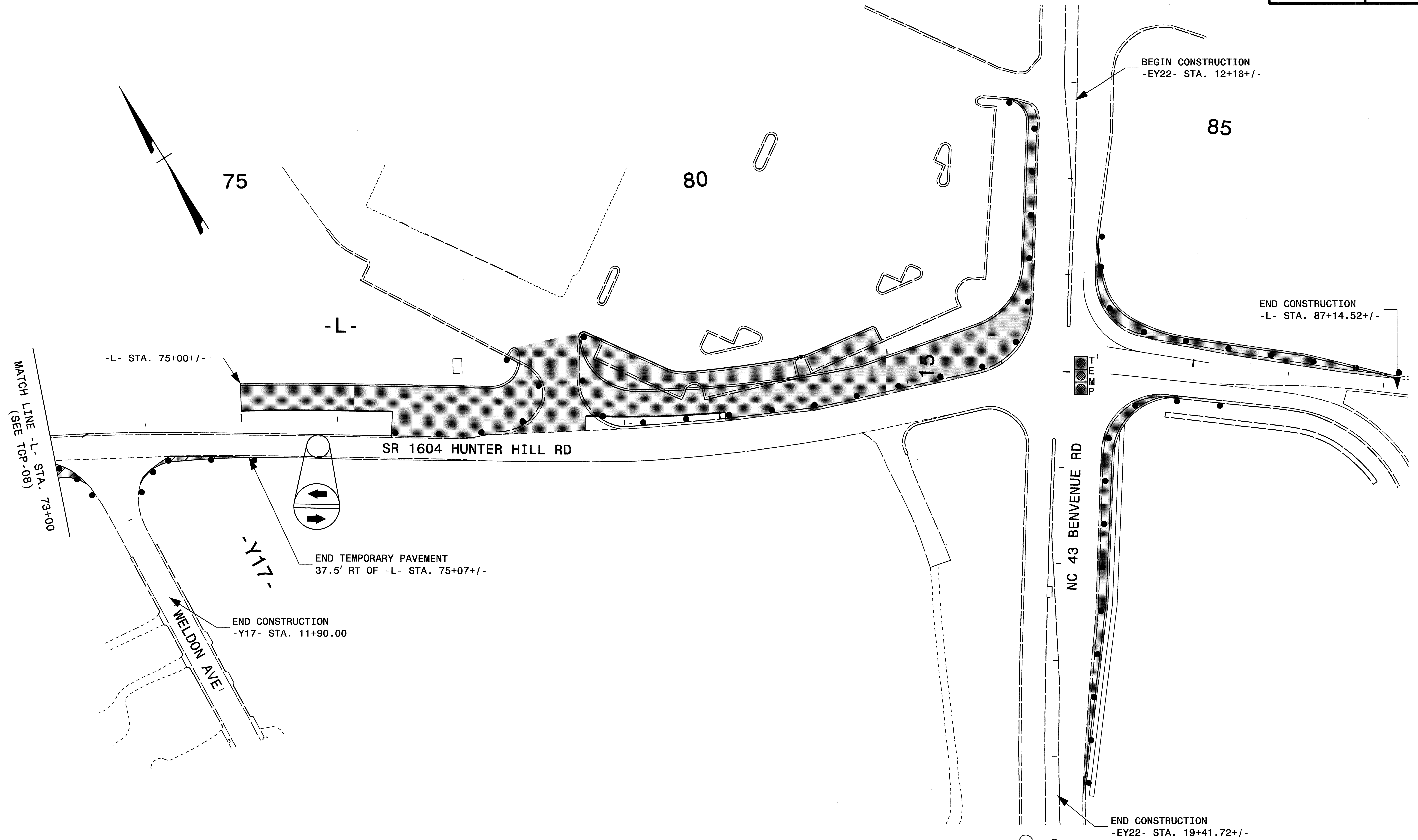
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PROJ. REFERENCE NO.	SHEET NO.
U-3621B	TCP-09



MATCH LINE -L- STA. 73+00
(SEE TCP-08)

-L- STA. 75+00+/-

SR 1604 HUNTER HILL RD

-Y17-

END CONSTRUCTION
-Y17- STA. 11+90.00

END TEMPORARY PAVEMENT
37.5' RT OF -L- STA. 75+07+/-

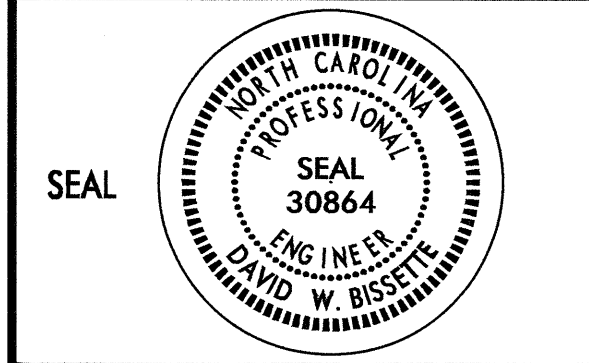
NC 43 BENVENUE RD

BEGIN CONSTRUCTION
-EY22- STA. 12+18+/-

END CONSTRUCTION
-L- STA. 87+14.52+/-

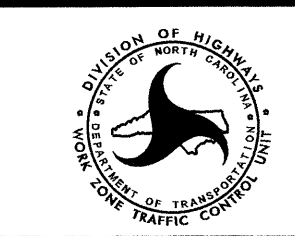
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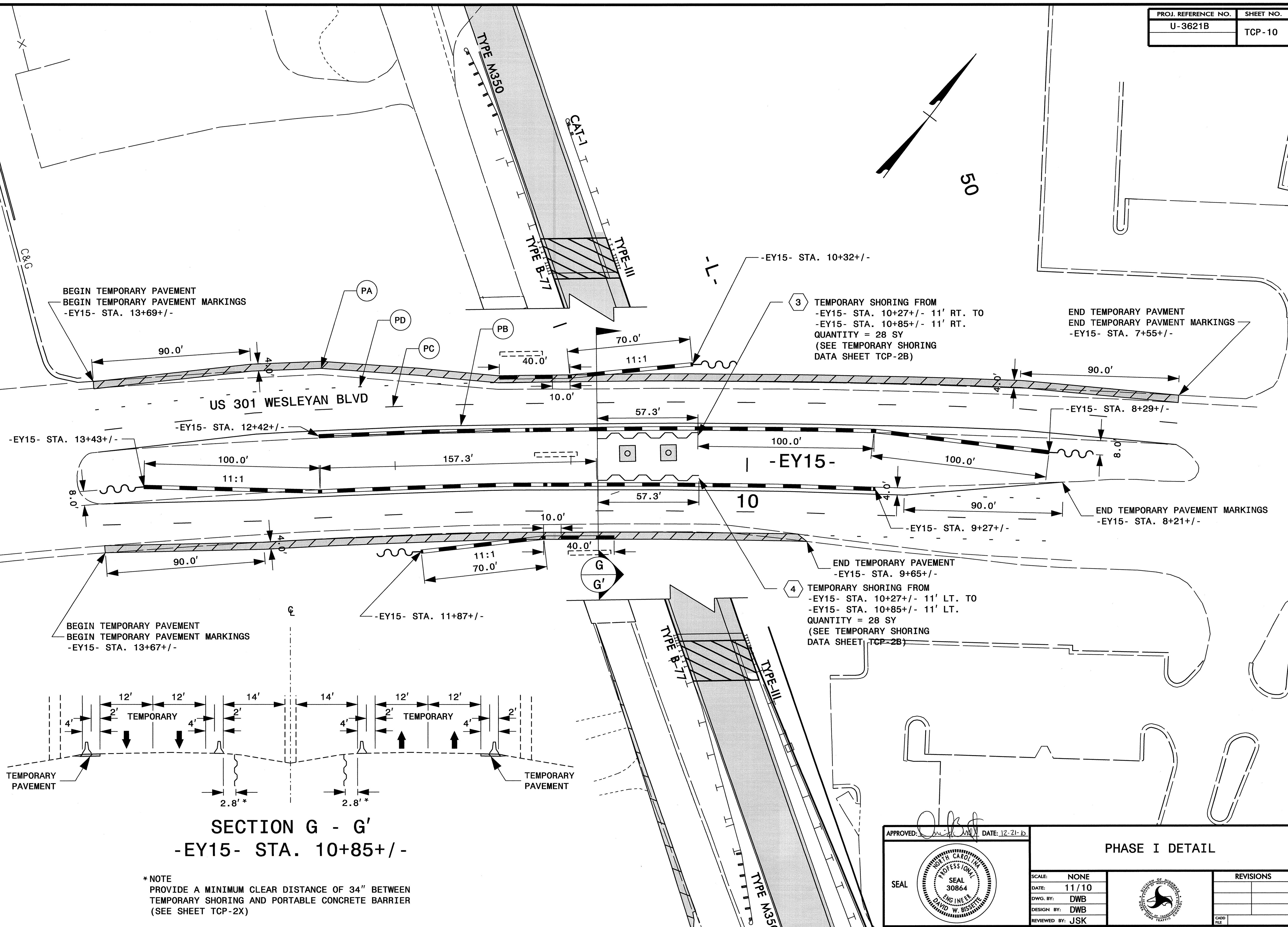
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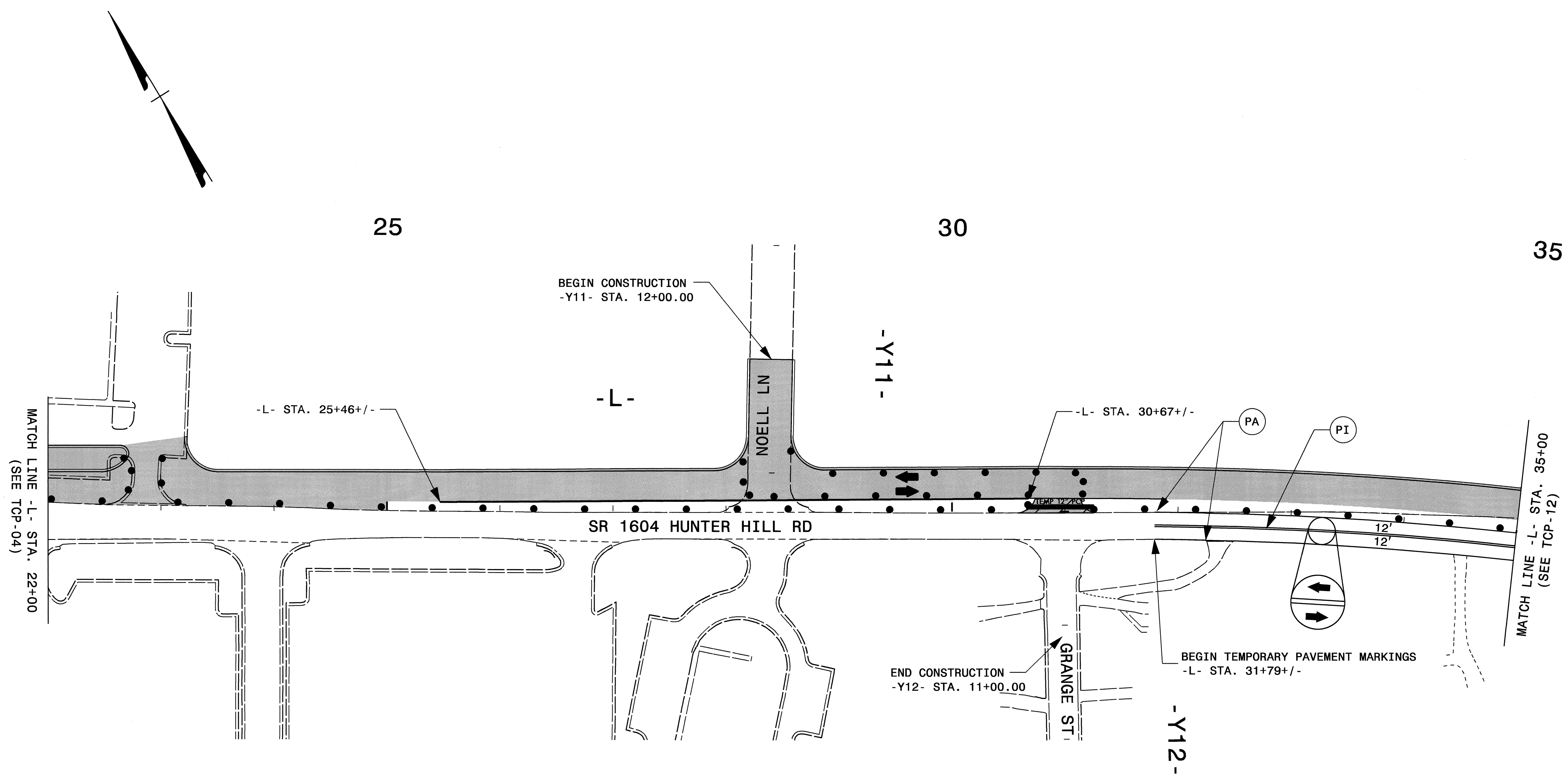
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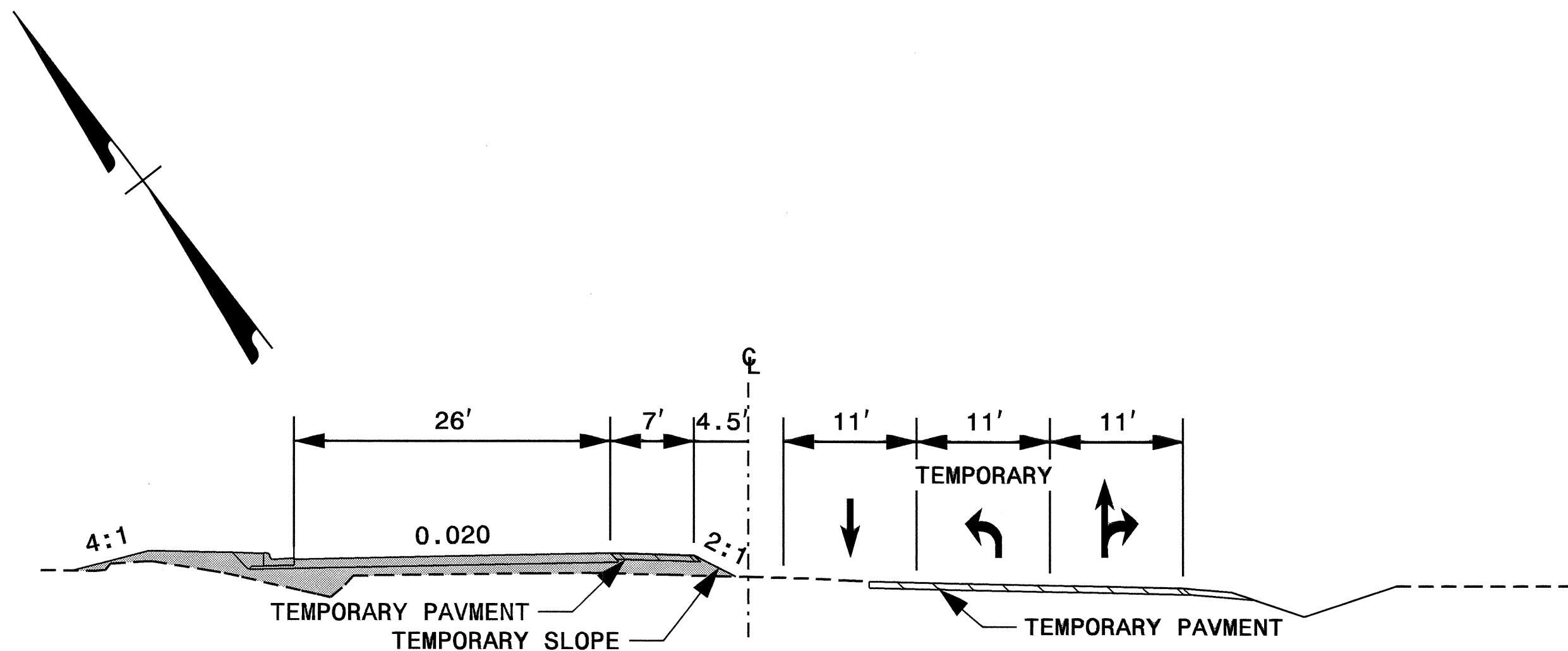
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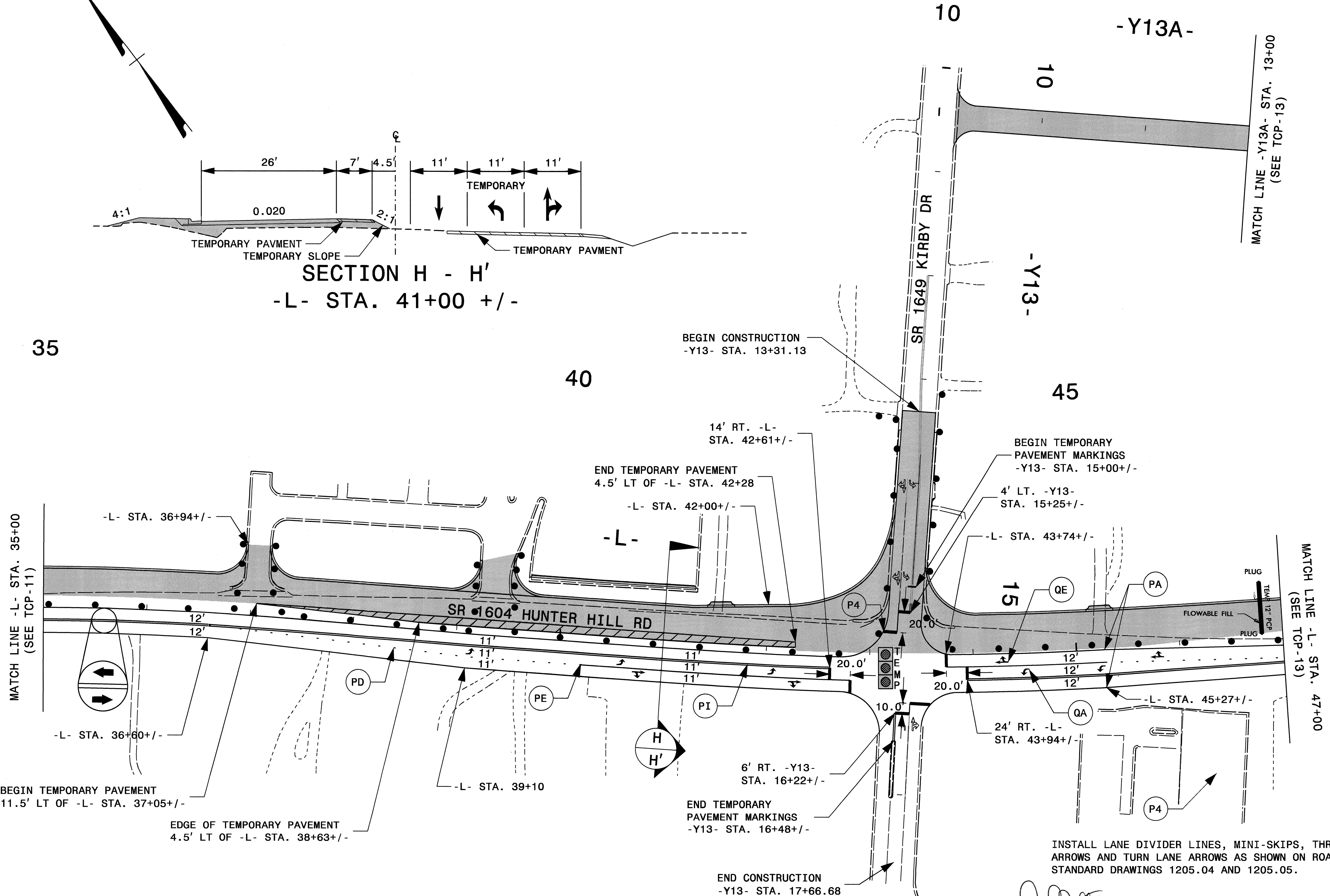


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SECTION H - H'
-L- STA. 41+00 +/-



35

40

45

10

-Y13A-

-Y13-

15

MATCH LINE -L- STA. 35+00
(SEE TCP-11)

MATCH LINE -L- STA. 47+00
(SEE TCP-13)

BEGIN TEMPORARY PAVEMENT
11.5' LT OF -L- STA. 37+05+/-

EDGE OF TEMPORARY PAVEMENT
4.5' LT OF -L- STA. 38+63+/-

END TEMPORARY PAVEMENT
4.5' LT OF -L- STA. 42+28

BEGIN CONSTRUCTION
-Y13- STA. 13+31.13

14' RT. -L- STA. 42+61+/-

BEGIN TEMPORARY PAVEMENT MARKINGS
-Y13- STA. 15+00+/-

4' LT. -Y13- STA. 15+25+/-

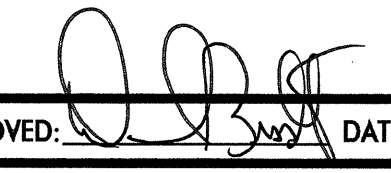
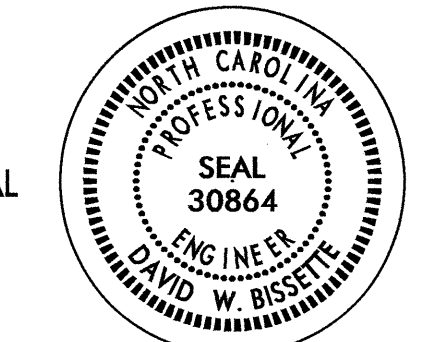

6' RT. -Y13- STA. 16+22+/-

END TEMPORARY PAVEMENT MARKINGS
-Y13- STA. 16+48+/-

END CONSTRUCTION
-Y13- STA. 17+66.68

INSTALL LANE DIVIDER LINES, MINI-SKIPS, THRU LANE ARROWS AND TURN LANE ARROWS AS SHOWN ON ROADWAY STANDARD DRAWINGS 1205.04 AND 1205.05.

06-DEC-2010 15:35 \\dot\dfsroot\Proj\TIP\Projects-U\U3621B\TrafficControl\TCP-U-3621B_TC_TCP-12.dgn dwbissette

APPROVED: 	DATE: 12-6-10	PHASE IA							
									
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REVIEWED BY: JSK									
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MATCH LINE -Y13A- STA. 13+00
(SEE TCP-12)

10

-Y14-

NOTE:
MAINTAIN HILLCREST ST (-Y14-) CONNECTIVITY TO HUNTER HILL RD (-L-) AT THE EXISTING LOCATION UNTIL STEP 5 OF PHASE IA IS COMPLETED.

NOTE:
MAINTAIN DRIVEWAY CONNECTIVITY TO HUNTER HILL RD (-L-) AT STA. 58+24+/- LT. OF -L- AND AT STA. 59+35+/- LT. OF -L- UNTIL MCDEARMAN ST (-Y16-) CROSS-OVER IS CONSTRUCTED.

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MATCH LINE -L- STA. 47+00
(SEE TCP-12)

MATCH LINE -L- STA. 60+00
(SEE TCP-14)

END TEMPORARY PAVEMENT MARKINGS
-L- STA. 48+01+/-

BEGIN TEMPORARY GUARDRAIL
-L- STA. 48+25.00

BEGIN BRIDGE
-L- STA. 49+71.28

BEGIN APPROACH SLAB
-L- STA. 49+47.33

TIE TO EXISTING GUARDRAIL
-L- STA. 49+27.00

TIE TO EXISTING GUARDRAIL
-L- STA. 52+07.00

BEGIN TEMPORARY PAVEMENT MARKINGS
-L- STA. 51+66+/-

END BRIDGE
-L- STA. 51+87.78
END APPROACH SLAB
-L- STA. 52+11.72

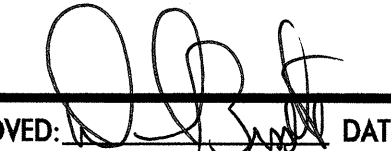


END TEMPORARY GUARDRAIL
-L- STA. 58+57.00

END CONSTRUCTION
-SR1- STA. 15+00

NOTE:
MAINTAIN HELM ST. TRAFFIC AT THE EXISTING LOCATION UNTIL MEMORY LANE (-SR1-) IS CONSTRUCTED.

INSTALL LANE DIVIDER LINES, MINI-SKIPS, THRU LANE ARROWS AND TURN LANE ARROWS AS SHOWN ON ROADWAY STANDARD DRAWINGS 1205.04 AND 1205.05.

06-DEC-2010 15:36 \\dot\dfsroot\01\Proj\Store\Proj\Tip\Projects-U\U3621B\TrafficControl\TCP-U-3621B_TC_TCP_13.dgn dwbissette AT WZTC244742

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REVIEWED BY: JSK	REVISIONS	

PROJ. REFERENCE NO.	SHEET NO.
U-3621B	TCP-14

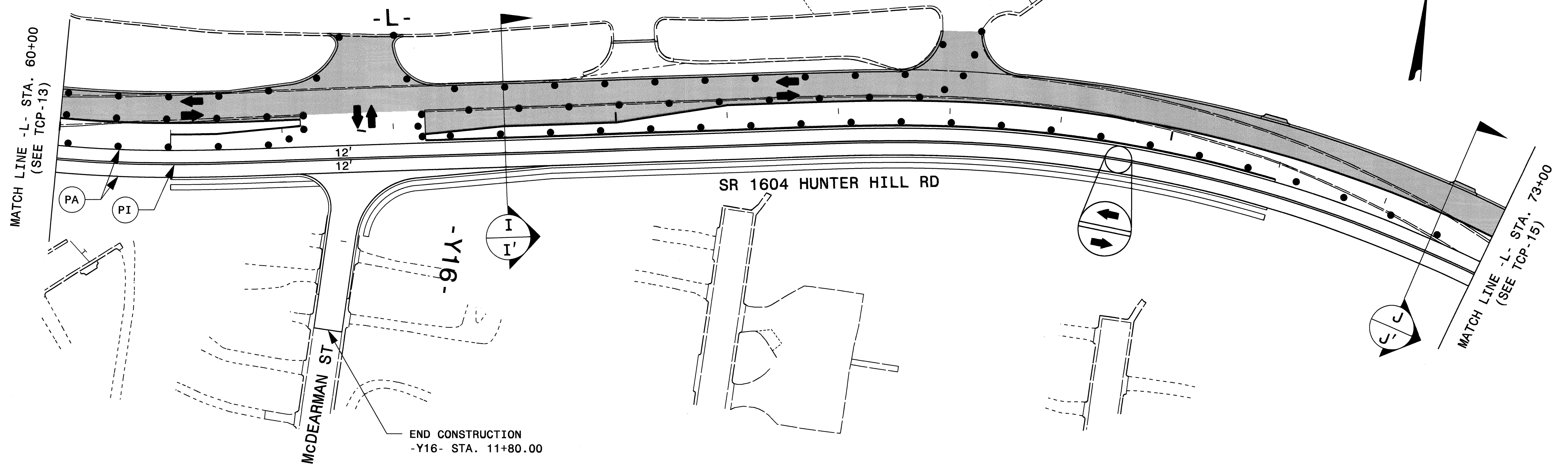
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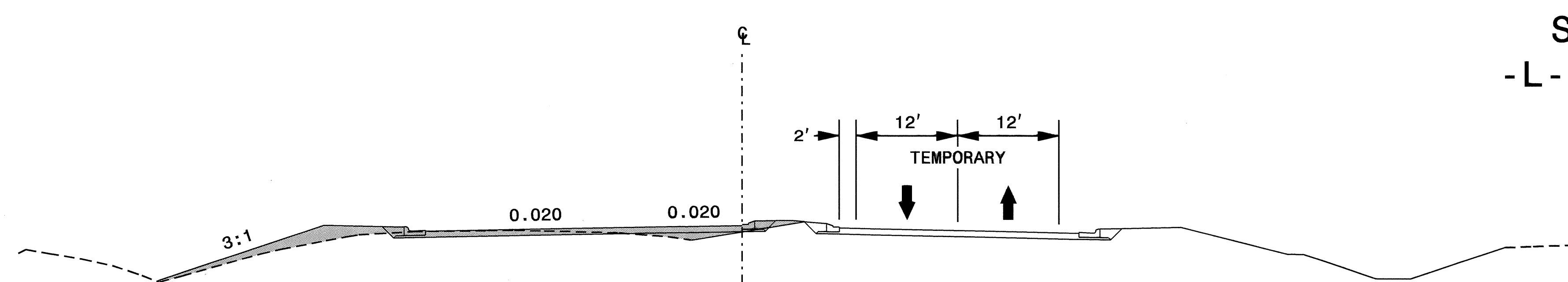
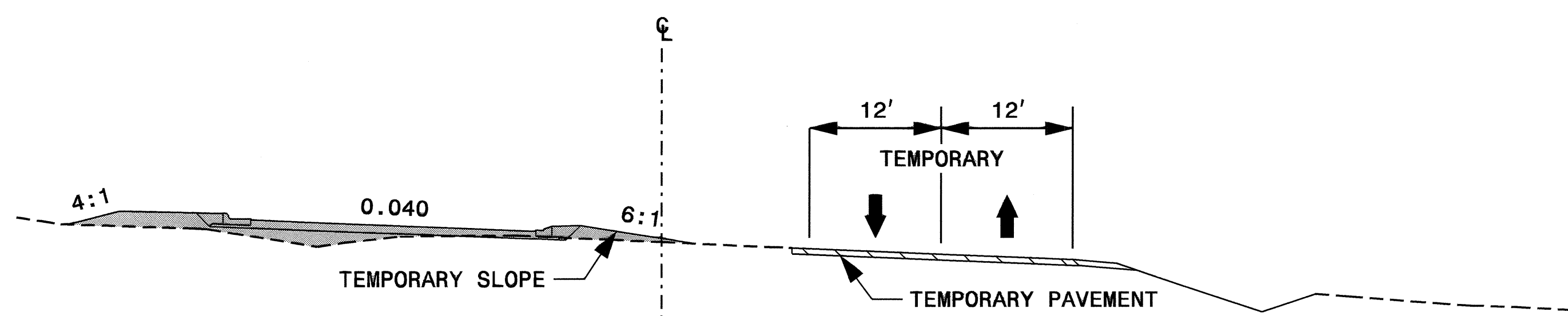
70

NOTE:
 MAINTAIN DRIVEWAY CONNECTIVITY TO HUNTER HILL
 RD (-L-) AT STA. 65+19 +/- LT. OF -L- AND AT
 STA. 68+09 +/- LT. OF -L- UNTIL MCDEARMAN ST
 (-Y16-) CROSS-OVER IS CONSTRUCTED.

MATCH LINE -L- STA. 60+00
 (SEE TCP-13)

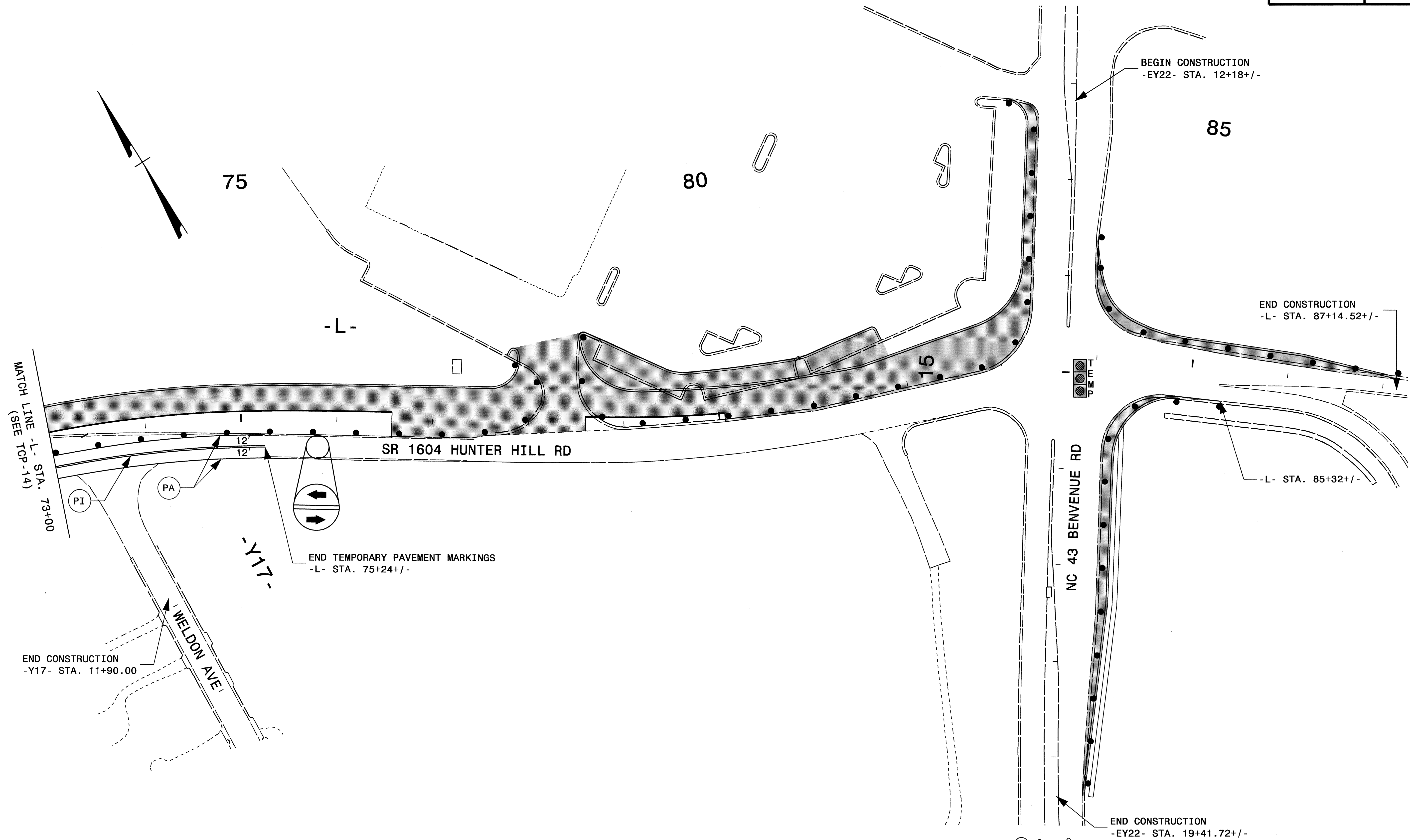


END CONSTRUCTION
 -Y16- STA. 11+80.00



INSTALL LANE DIVIDER LINES, MINI-SKIPS, THRU LANE
 ARROWS AND TURN LANE ARROWS AS SHOWN ON ROADWAY
 STANDARD DRAWINGS 1205.04 AND 1205.05.

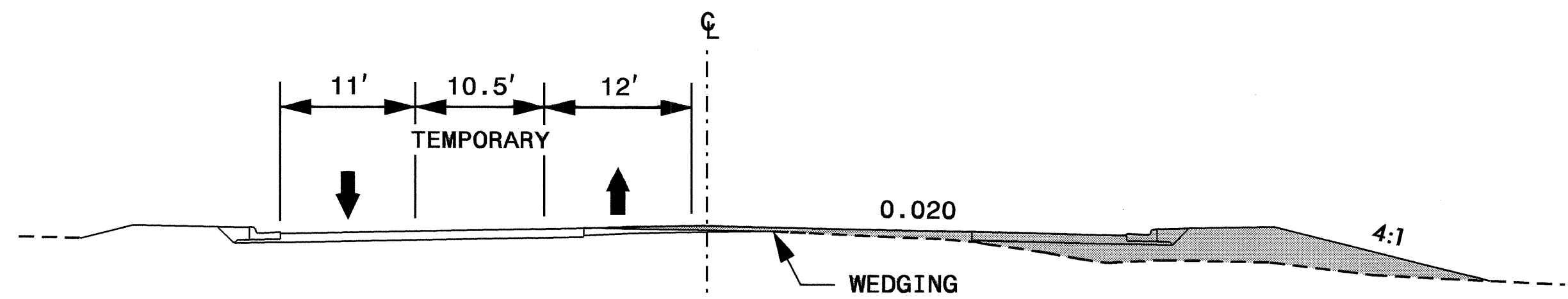
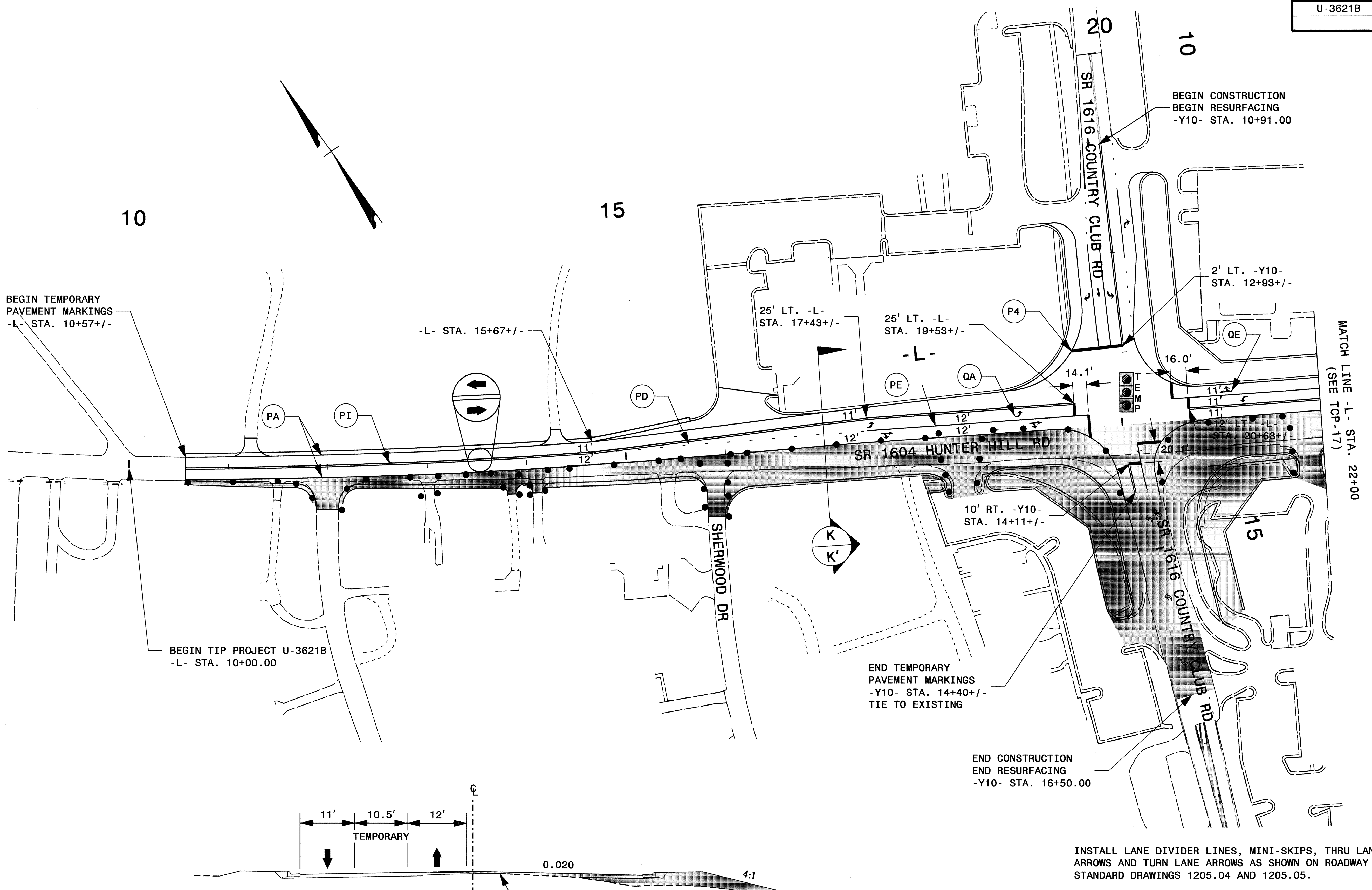
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 dwbissette AT WZTC244742

INSTALL LANE DIVIDER LINES, MINI-SKIPS, THRU LANE ARROWS AND TURN LANE ARROWS AS SHOWN ON ROADWAY STANDARD DRAWINGS 1205.04 AND 1205.05.

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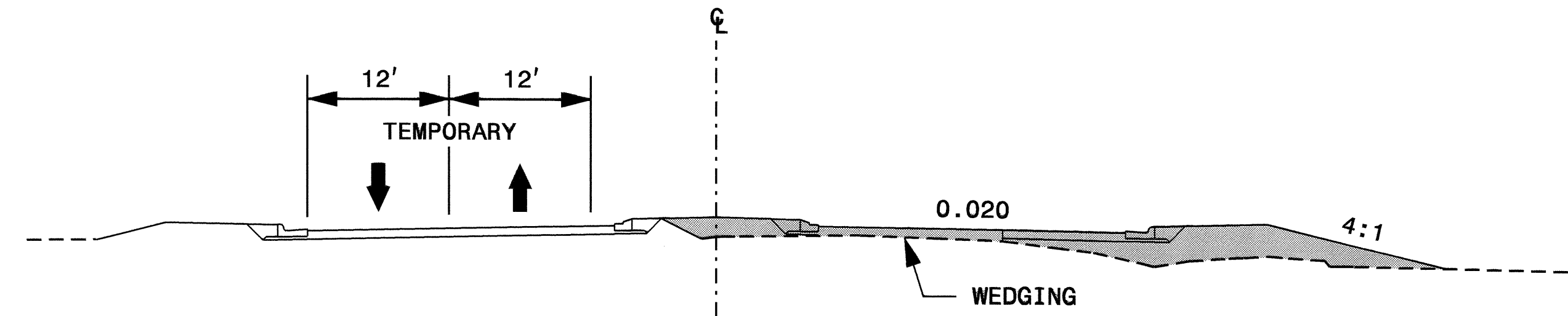
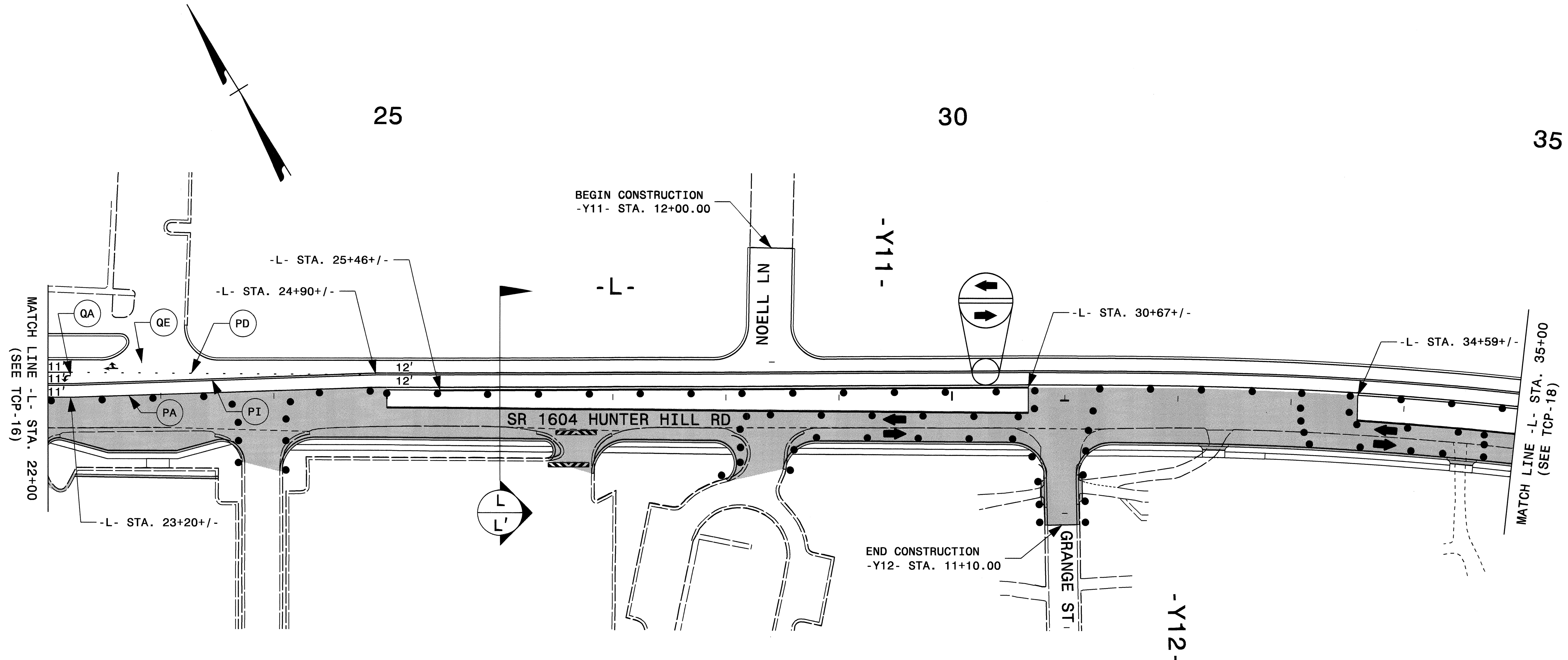


SECTION K - K'
-L- STA. 17+00 +/-

INSTALL LANE DIVIDER LINES, MINI-SKIPS, THRU LANE ARROWS AND TURN LANE ARROWS AS SHOWN ON ROADWAY STANDARD DRAWINGS 1205.04 AND 1205.05.

06-DEC-2010 15:49 \\dot\dfsroot\01\Proj\Store\Proj\TIP\Projects\U\U3621B\Traffic\TrafficControl\TCP\U-3621B.TC.TCP.16.dgn dwbissette AT WZTC244742

APPROVED:	DATE: 12-6-10	PHASE II	
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REVIEWED BY: JSK			

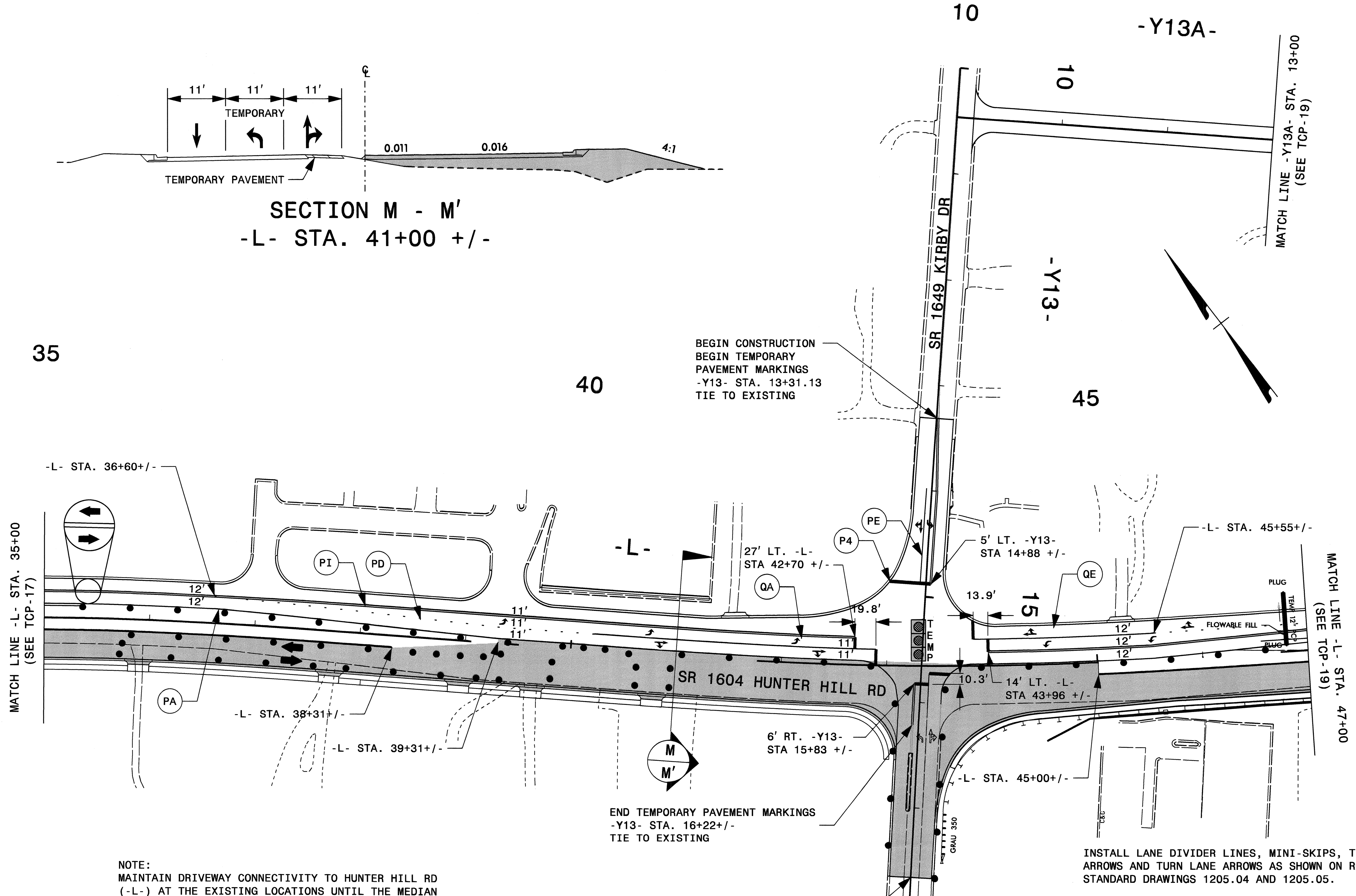
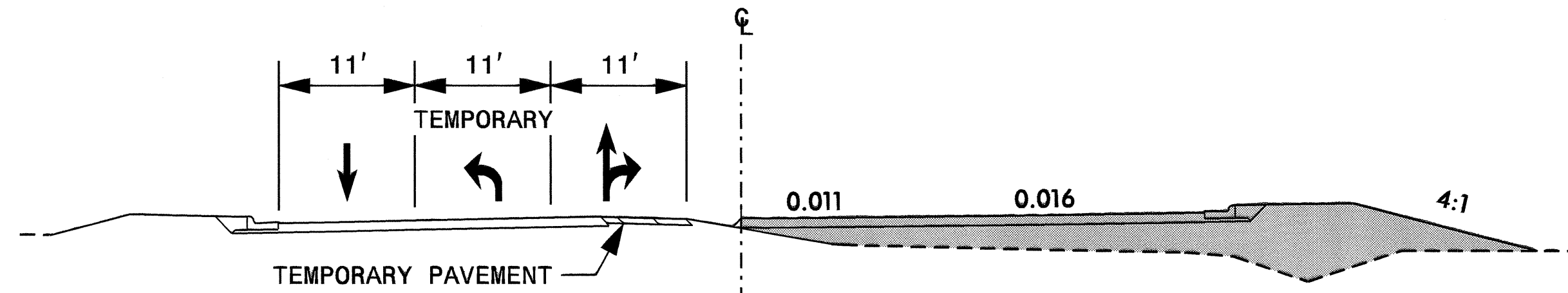


NOTE:
 MAINTAIN GRANGE ST (-Y12) TRAFFIC AND DRIVEWAY CONNECTIVITY TO HUNTER HILL RD (-L-) AT THE EXISTING LOCATIONS UNTIL THE MEDIAN CURB IS CONSTRUCTED. REDIRECT DRIVEWAY TRAFFIC TO THE TEMPORARY ACCESSES AT -L- STA. 31+00+/- AND -L- STA. 33+30+/- AFTER THE MEDIAN CURB IS CONSTRUCTED.

INSTALL LANE DIVIDER LINES, MINI-SKIPS, THRU LANE ARROWS AND TURN LANE ARROWS AS SHOWN ON ROADWAY STANDARD DRAWINGS 1205.04 AND 1205.05.

06-DEC-2010 15:50
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 dwbissette

APPROVED:	DATE: 12-6-10	PHASE II	
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	DATE: 11/10		
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	REVIEWED BY: JSK		CADD FILE



NOTE:
MAINTAIN DRIVEWAY CONNECTIVITY TO HUNTER HILL RD (-L-) AT THE EXISTING LOCATIONS UNTIL THE MEDIAN CURB IS CONSTRUCTED. REDIRECT DRIVEWAY TRAFFIC TO THE TEMPORARY ACCESS AT -L- STA. 39+65+/- AFTER THE MEDIAN CURB IS CONSTRUCTED.

BEGIN CONSTRUCTION
BEGIN TEMPORARY
PAVEMENT MARKINGS
-Y13- STA. 13+31.13
TIE TO EXISTING

END TEMPORARY PAVEMENT MARKINGS
-Y13- STA. 16+22+/-
TIE TO EXISTING

END CONSTRUCTION
-Y13- STA. 17+66.68

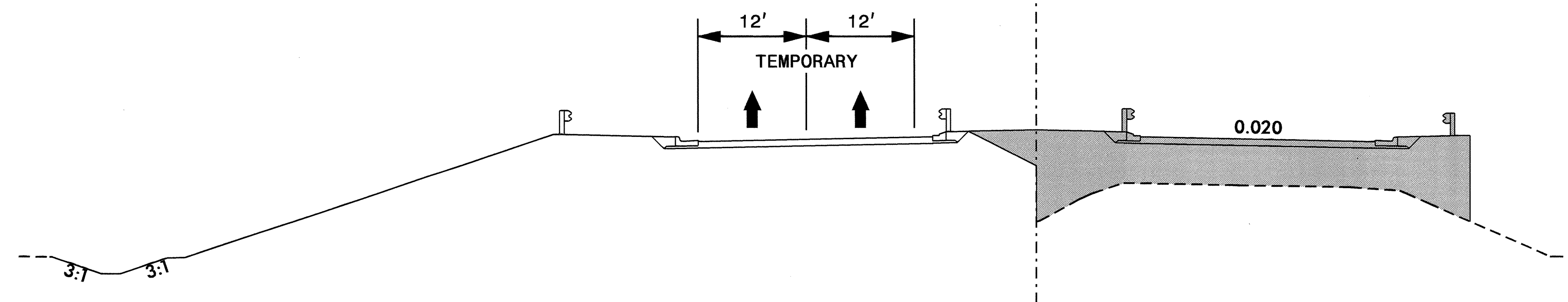
INSTALL LANE DIVIDER LINES, MINI-SKIPS, THRU LANE ARROWS AND TURN LANE ARROWS AS SHOWN ON ROADWAY STANDARD DRAWINGS 1205.04 AND 1205.05.

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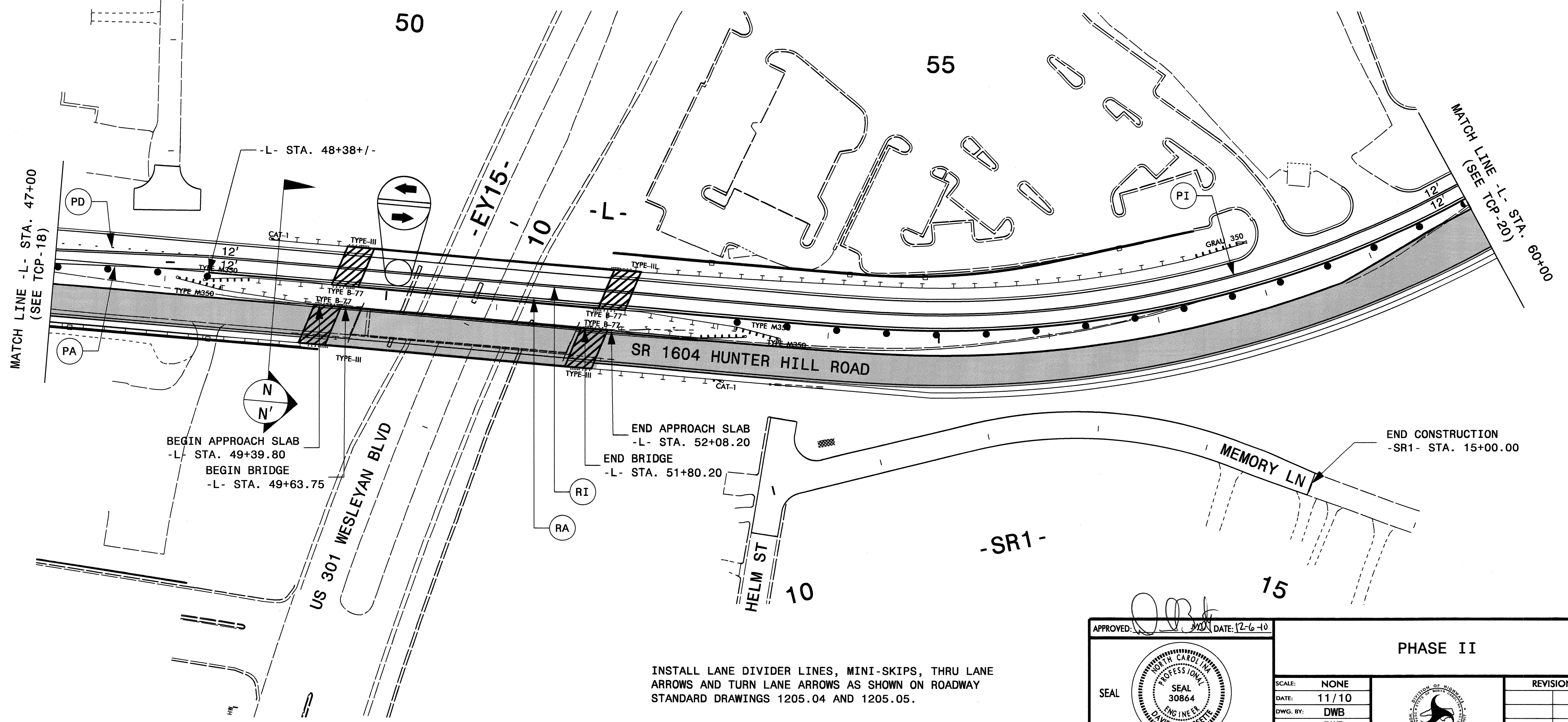
MATCH LINE -Y13A- STA. 13+00
(SEE TCP-18)

10
-Y14-



SECTION N - N'
-L- STA. 49+00 +/-

NOTE:
USE 4" COLD APPLIED PLASTIC (TYPE 4 - REMOVABLE TAPE)
ON THE BRIDGE DECK.



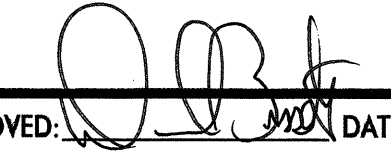
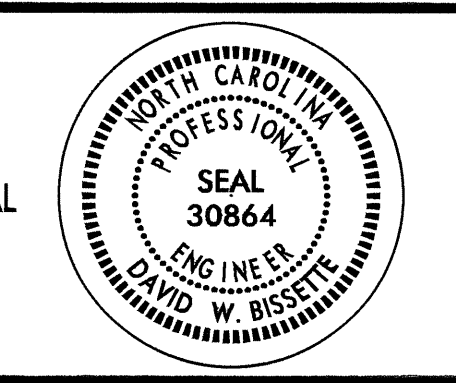
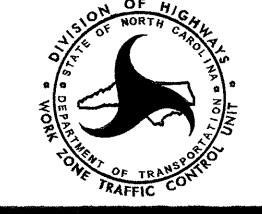
BEGIN APPROACH SLAB
-L- STA. 49+39.80
BEGIN BRIDGE
-L- STA. 49+63.75

END APPROACH SLAB
-L- STA. 52+08.20
END BRIDGE
-L- STA. 51+80.20

END CONSTRUCTION
-SR1- STA. 15+00.00

INSTALL LANE DIVIDER LINES, MINI-SKIPS, THRU LANE
ARROWS AND TURN LANE ARROWS AS SHOWN ON ROADWAY
STANDARD DRAWINGS 1205.04 AND 1205.05.

06-DEC-2010 15:52
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dwblissette

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MATCH LINE -L- STA. 60+00
(SEE TCP-19)

-L- STA. 61+00 +/-

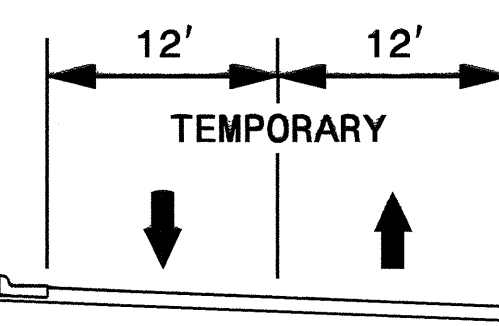
McDEARMAN ST
END CONSTRUCTION
-Y16- STA. 11+80.00

-Y16-

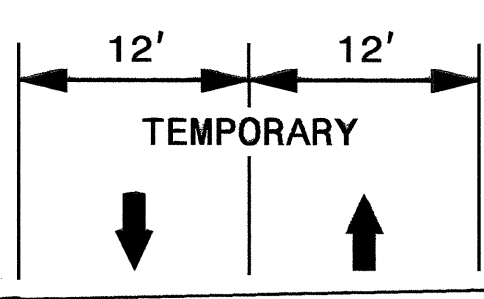
SR 1604 HUNTER HILL RD

-L- STA. 71+00 +/-

MATCH LINE -L- STA. 73+00
(SEE TCP-21)



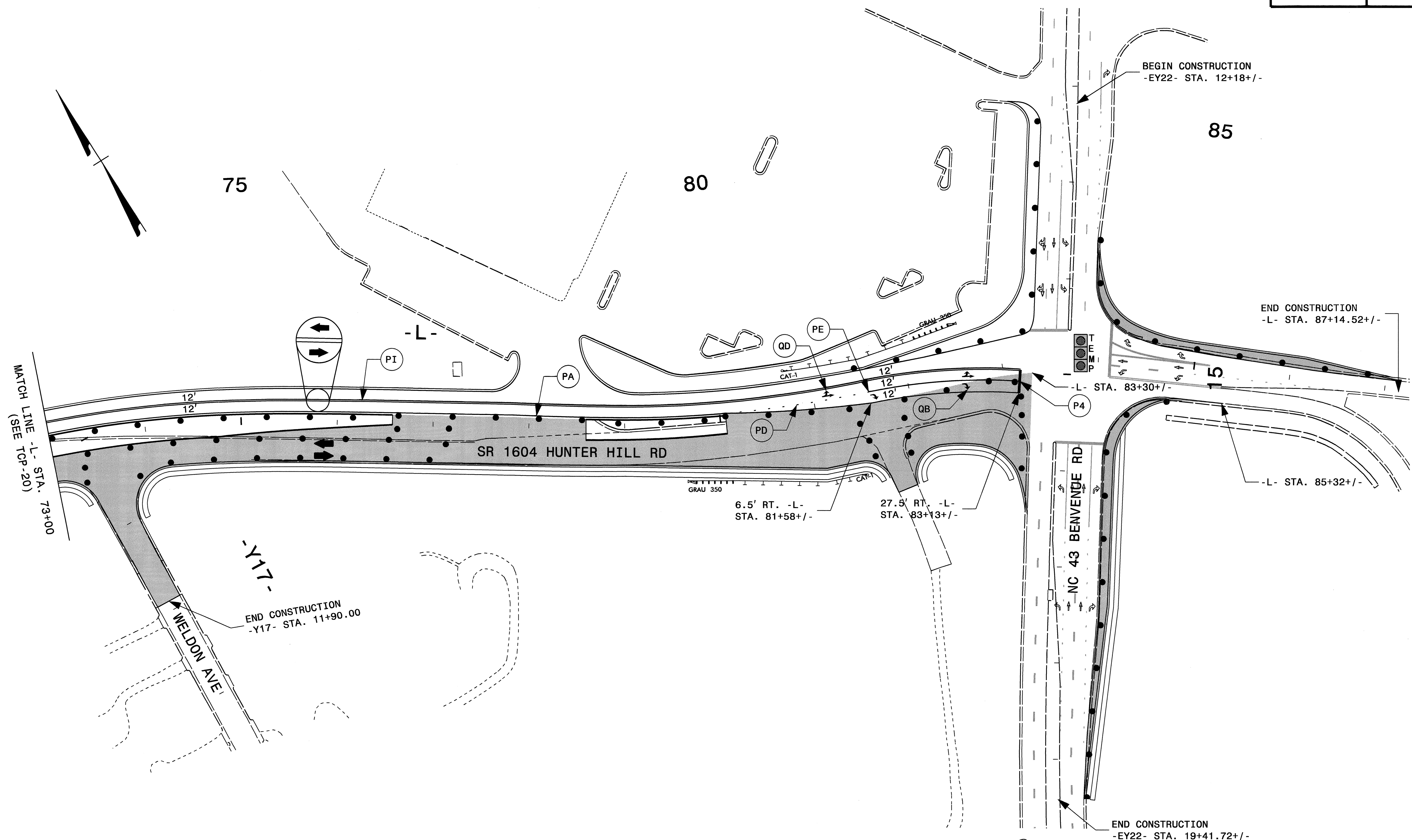
SECTION P - P'
-L- STA. 72+50 +/-



SECTION O - O'
-L- STA. 64+00 +/-

INSTALL LANE DIVIDER LINES, MINI-SKIPS, THRU LANE ARROWS AND TURN LANE ARROWS AS SHOWN ON ROADWAY STANDARD DRAWINGS 1205.04 AND 1205.05.

APPROVED:	DATE: 12-6-10	PHASE II							
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MATCH LINE -L- STA. 73+00
(SEE TCP-20)

75

80

85

SR 1604 HUNTER HILL RD

NC 43 BENVENUE RD

WELDON AVE

END CONSTRUCTION
-Y17- STA. 11+90.00

END CONSTRUCTION
-EY22- STA. 19+41.72+/-

BEGIN CONSTRUCTION
-EY22- STA. 12+18+/-

END CONSTRUCTION
-L- STA. 87+14.52+/-

-L- STA. 85+32+/-

6.5' RT. -L- STA. 81+58+/-

27.5' RT. -L- STA. 83+13+/-

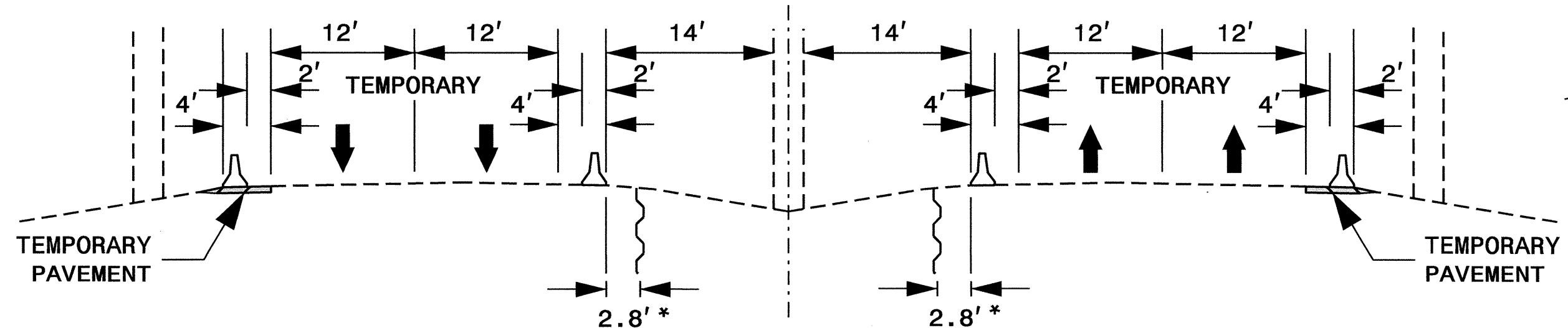
INSTALL LANE DIVIDER LINES, MINI-SKIPS, THRU LANE ARROWS AND TURN LANE ARROWS AS SHOWN ON ROADWAY STANDARD DRAWINGS 1205.04 AND 1205.05.

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 AT WZTC244742
 dwbissette

APPROVED:	DATE: 12-6-10	PHASE II	
	SCALE: NONE		REVISIONS
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	REVIEWED BY: JSK		

5 TEMPORARY SHORING FROM
 -EY15- STA. 10+86+/- 11' RT. TO
 -EY15- STA. 11+43+/- 11' RT.
 QUANTITY = 28 SY
 (SEE TEMPORARY SHORING
 DATA SHEET TCP-2C)

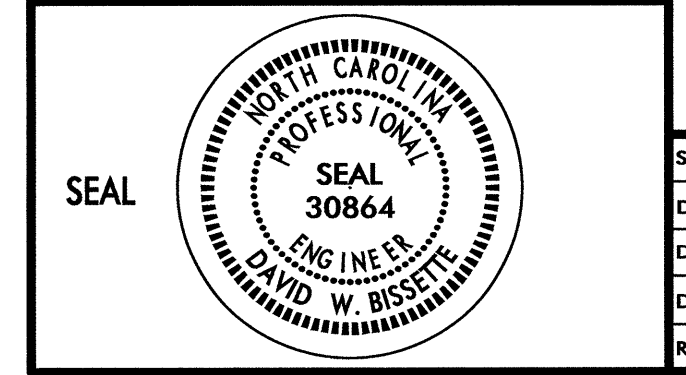
6 TEMPORARY SHORING FROM
 -EY15- STA. 10+86+/- 11' LT. TO
 -EY15- STA. 11+43+/- 11' LT.
 QUANTITY = 28 SY
 (SEE TEMPORARY SHORING
 DATA SHEET TCP-2C)



SECTION Q - Q'
-EY15- STA. 10+85+/-

* NOTE
 PROVIDE A MINIMUM CLEAR DISTANCE OF 34" BETWEEN
 TEMPORARY SHORING AND PORTABLE CONCRETE BARRIER
 (SEE SHEET TCP-2D)

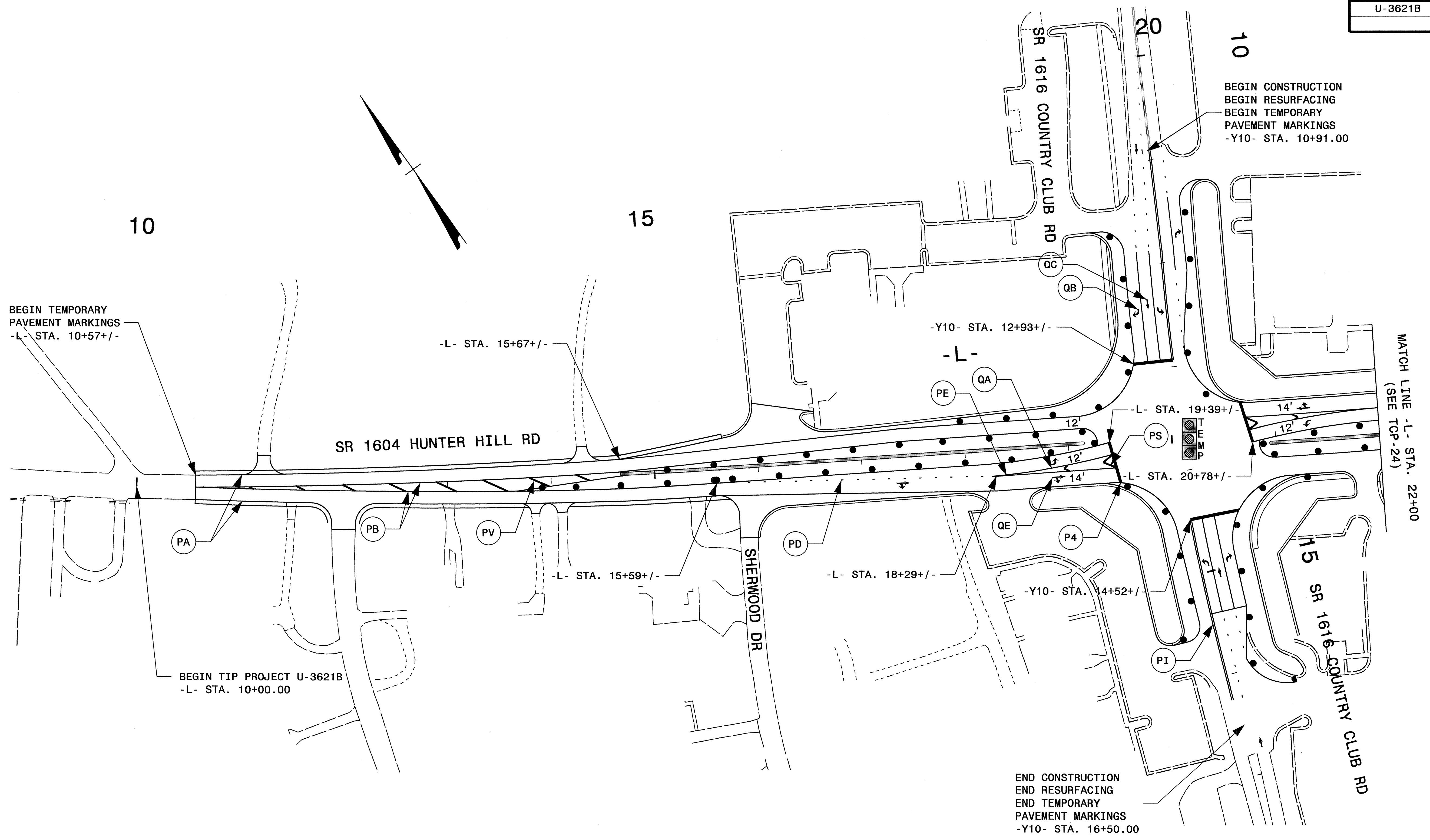
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PHASE II DETAIL

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 AT WZTC243610L
 dwbissette



BEGIN TEMPORARY PAVEMENT MARKINGS
-L- STA. 10+57+/-

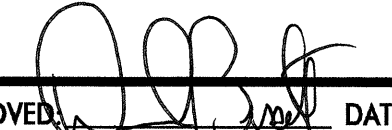



BEGIN TIP PROJECT U-3621B
-L- STA. 10+00.00

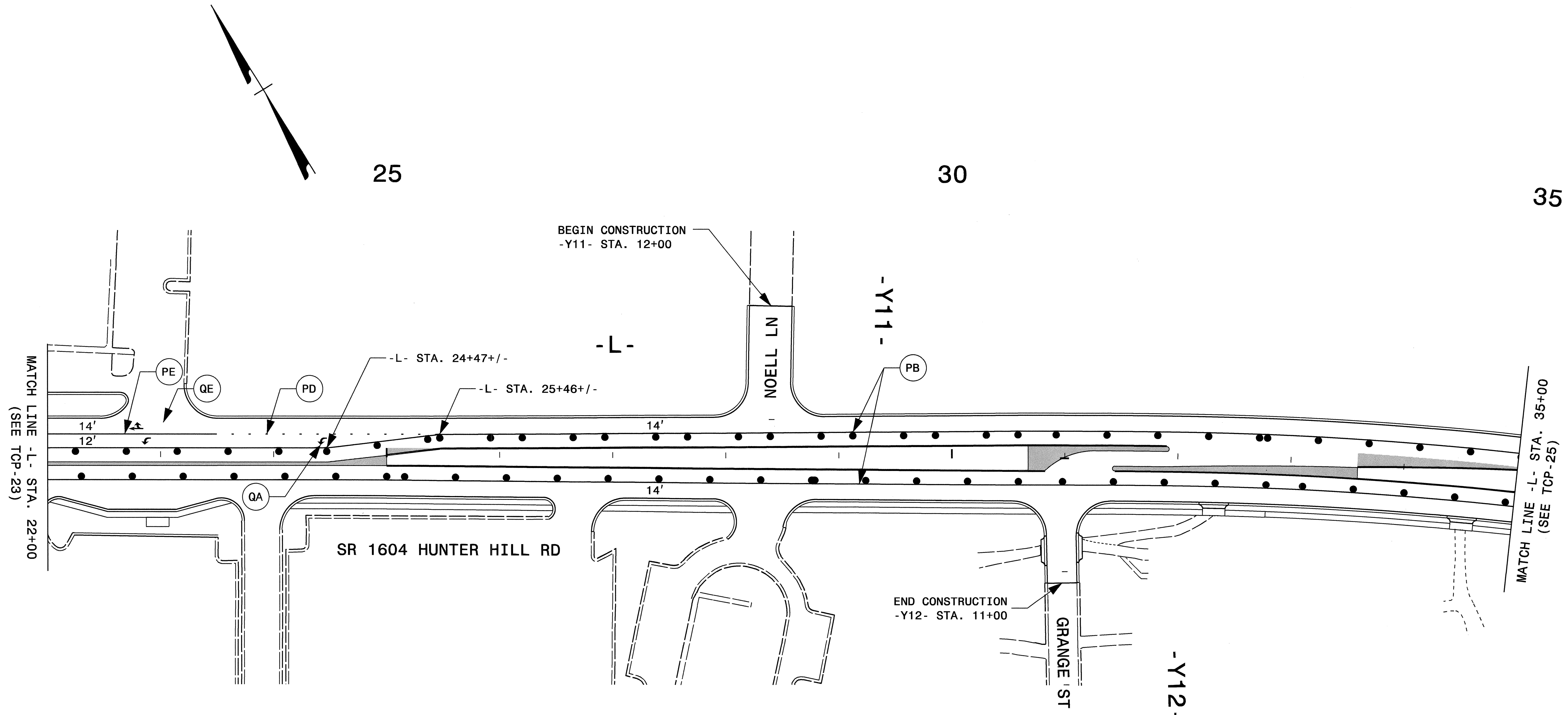
BEGIN CONSTRUCTION
BEGIN RESURFACING
BEGIN TEMPORARY PAVEMENT MARKINGS
-Y10- STA. 10+91.00

END CONSTRUCTION
END RESURFACING
END TEMPORARY PAVEMENT MARKINGS
-Y10- STA. 16+50.00

INSTALL LANE DIVIDER LINES, MINI-SKIPS, THRU LANE ARROWS AND TURN LANE ARROWS AS SHOWN ON ROADWAY STANDARD DRAWINGS 1205.04 AND 1205.05.

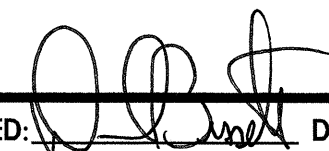

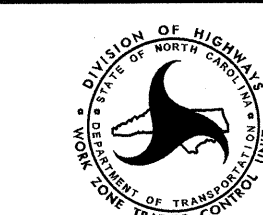
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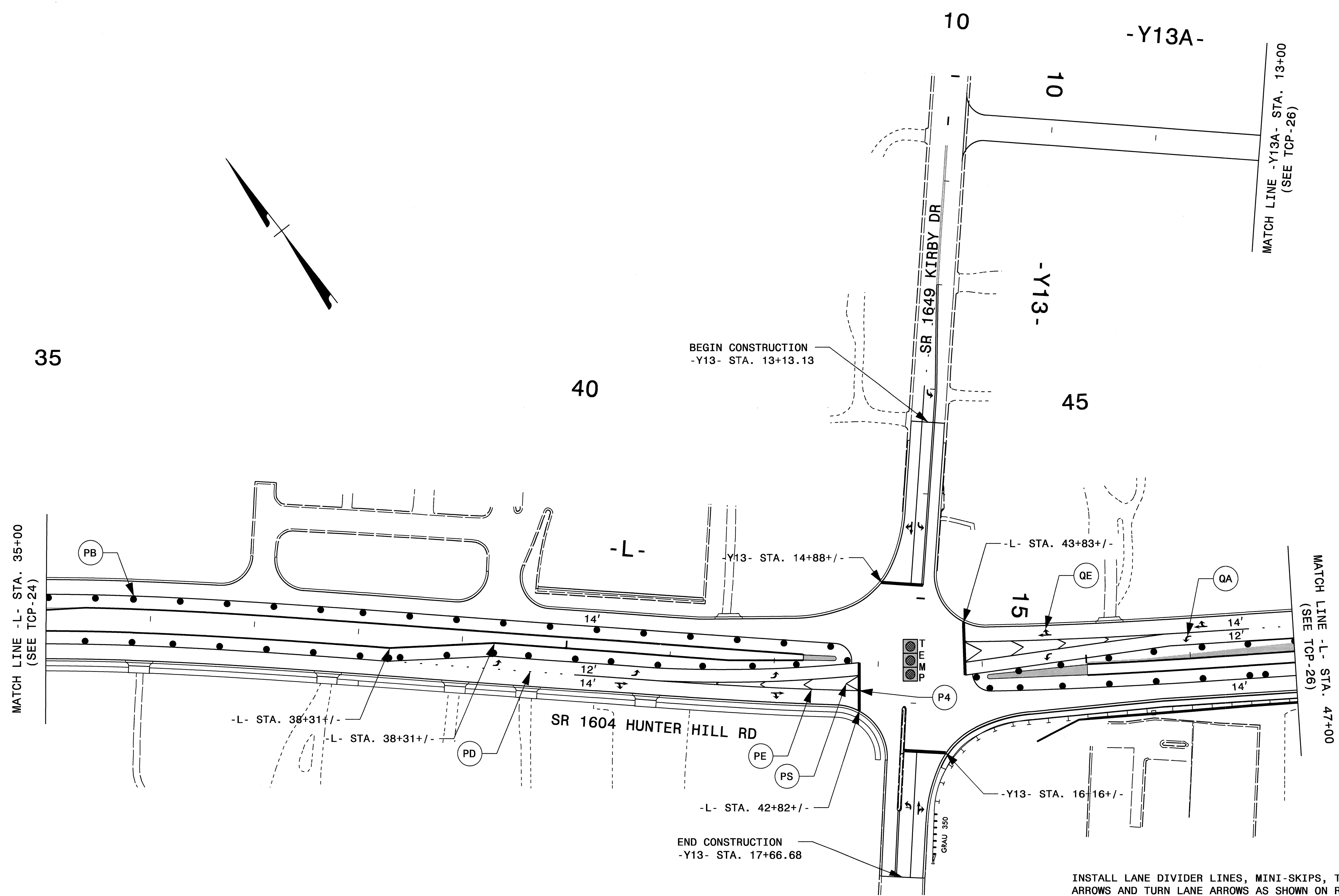
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REVIEWED BY: JSK	CADD FILE								



INSTALL LANE DIVIDER LINES, MINI-SKIPS, THRU LANE ARROWS AND TURN LANE ARROWS AS SHOWN ON ROADWAY STANDARD DRAWINGS 1205.04 AND 1205.05.

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 dwbissette

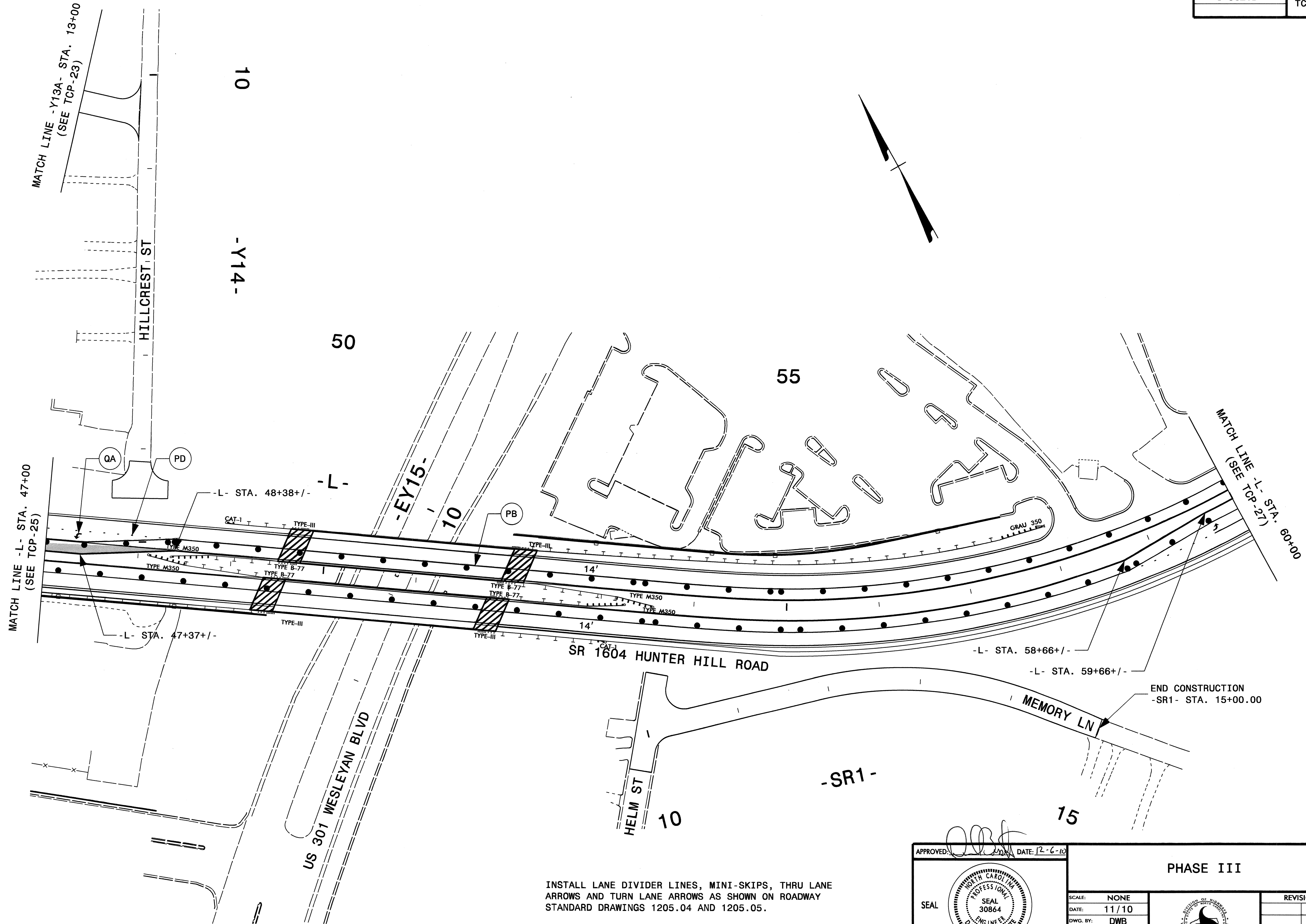
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REVISIONS											



INSTALL LANE DIVIDER LINES, MINI-SKIPS, THRU LANE ARROWS AND TURN LANE ARROWS AS SHOWN ON ROADWAY STANDARD DRAWINGS 1205.04 AND 1205.05.

06-DEC-2010 15:56
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 dwbissette

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REVIEWED BY: JSK			



06-DEC-2010 16:01
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 dwbissette AT W2TC244742

INSTALL LANE DIVIDER LINES, MINI-SKIPS, THRU LANE ARROWS AND TURN LANE ARROWS AS SHOWN ON ROADWAY STANDARD DRAWINGS 1205.04 AND 1205.05.

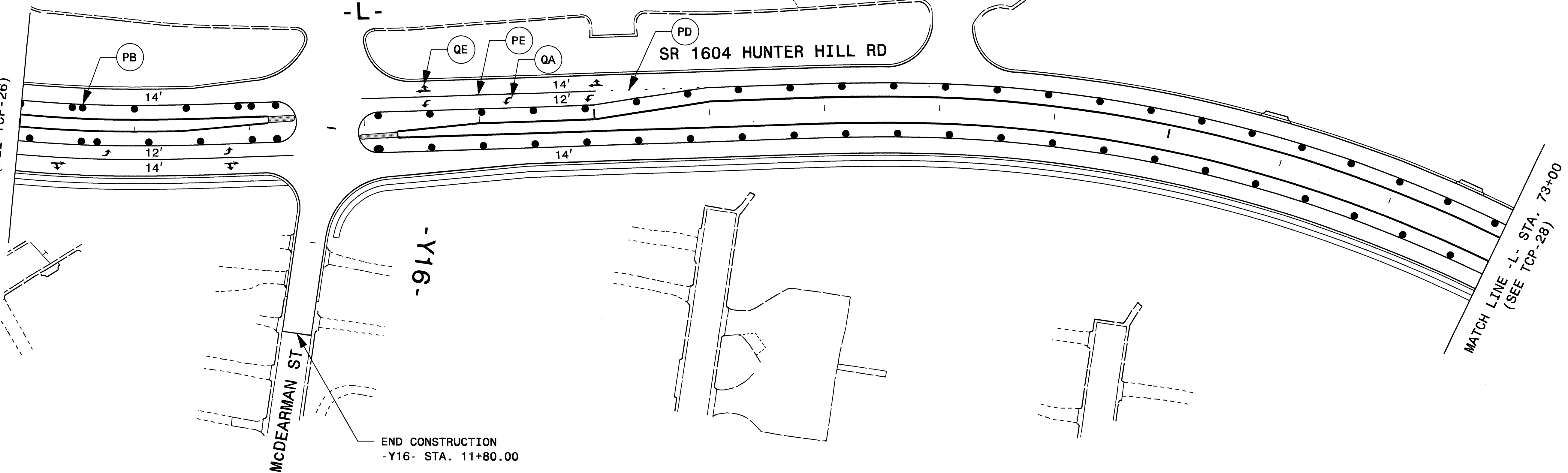
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REVISIONS									
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REVIEWED BY: JSK									

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MATCH LINE -L- STA. 60+00
(SEE TCP-26)



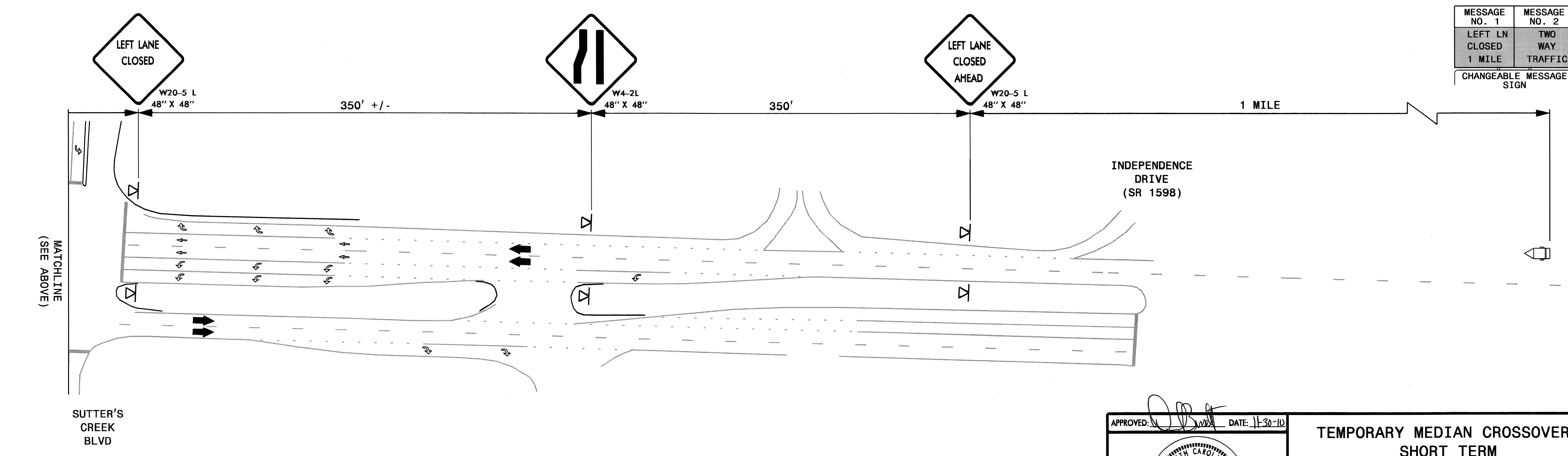
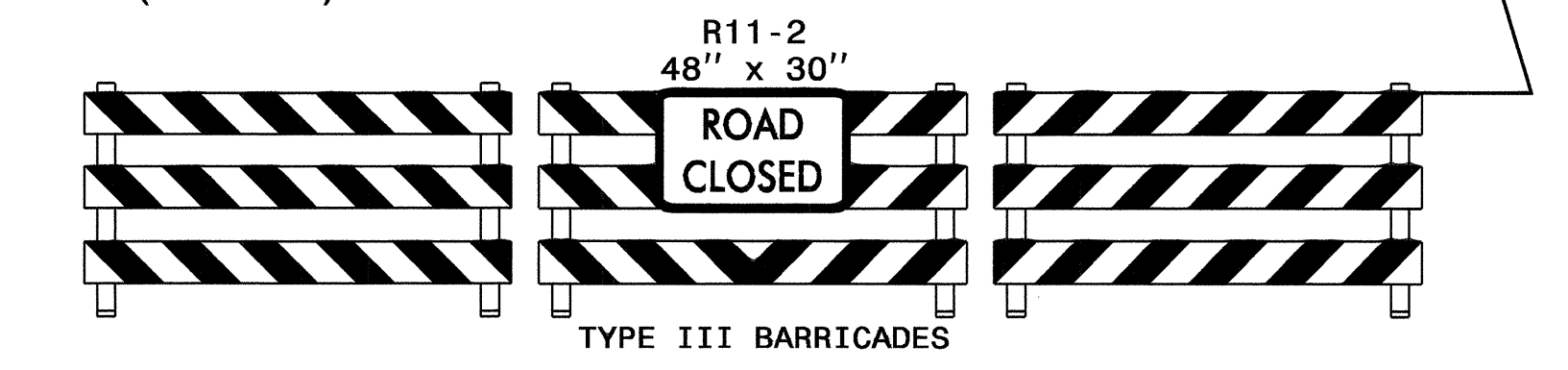
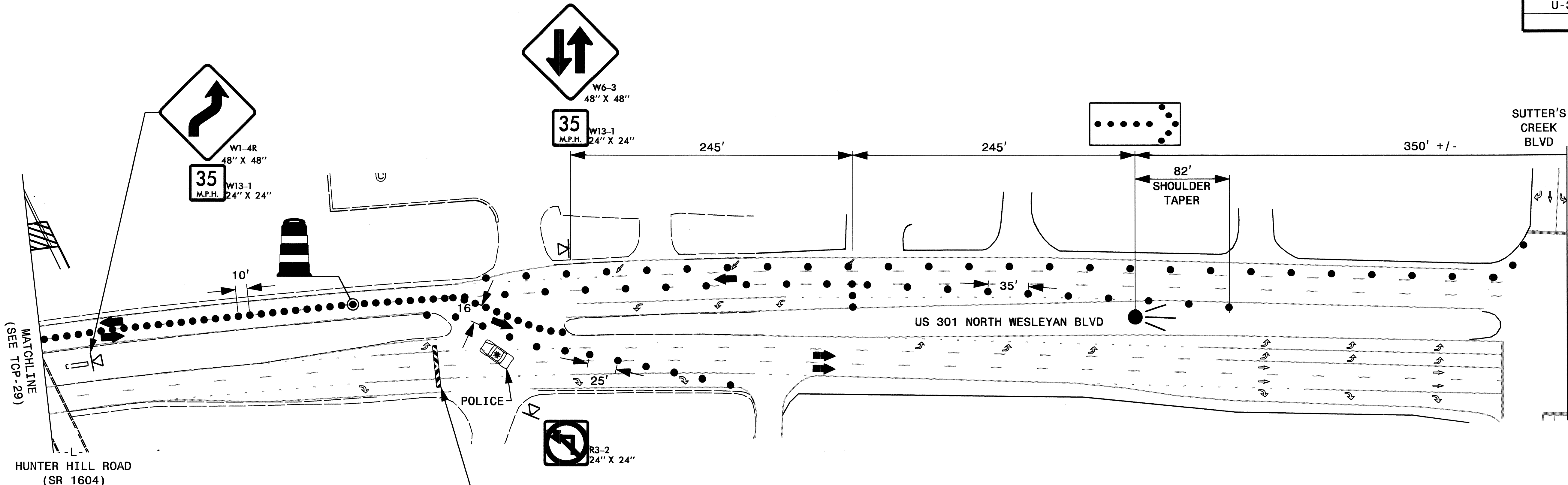
MATCH LINE -L- STA. 73+00
(SEE TCP-28)

END CONSTRUCTION
-Y16- STA. 11+80.00

INSTALL LANE DIVIDER LINES, MINI-SKIPS, THRU LANE
ARROWS AND TURN LANE ARROWS AS SHOWN ON ROADWAY
STANDARD DRAWINGS 1205.04 AND 1205.05.

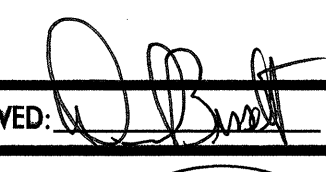
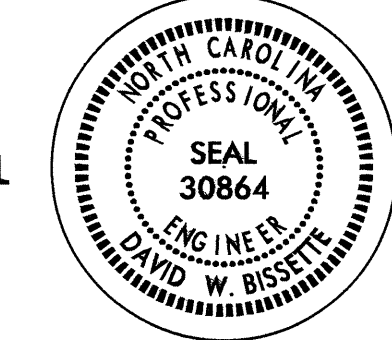

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 sdmiller AT WZ TC248375

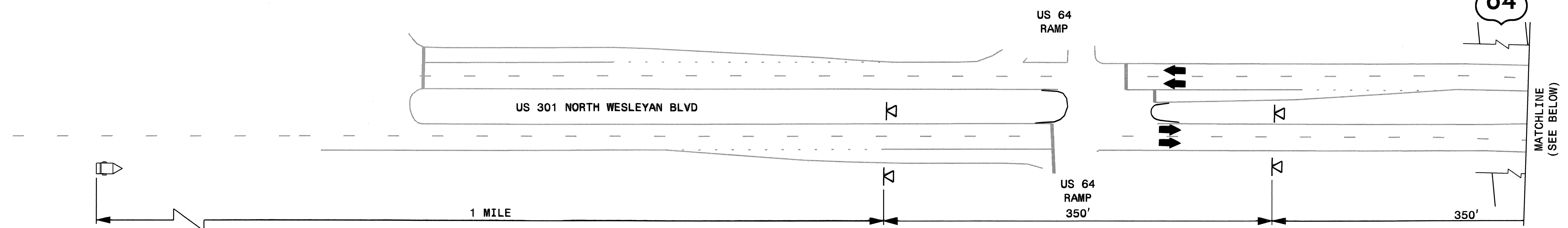
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	DATE: 11/10		
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REVIEWED BY: JSK			



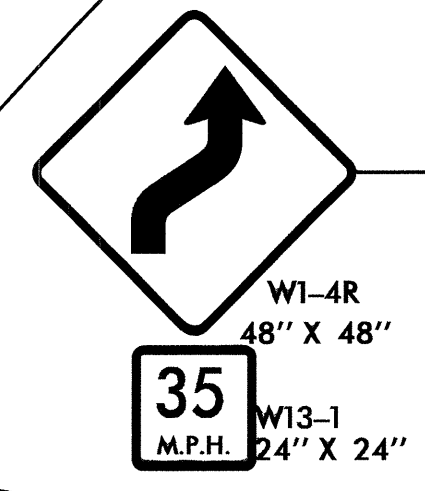
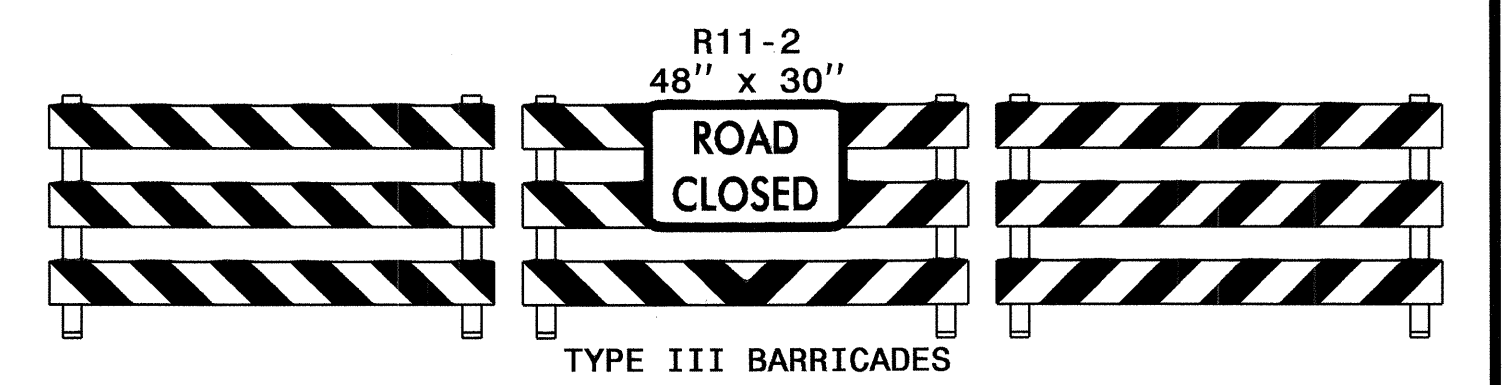
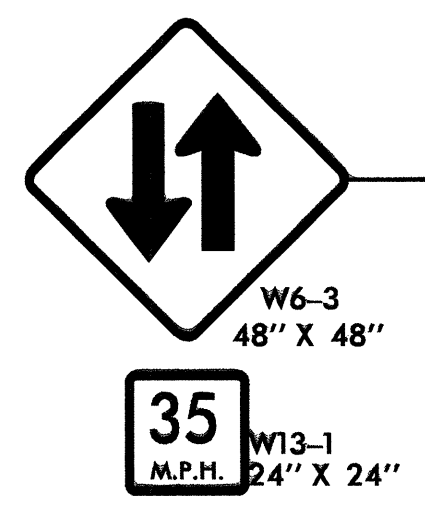
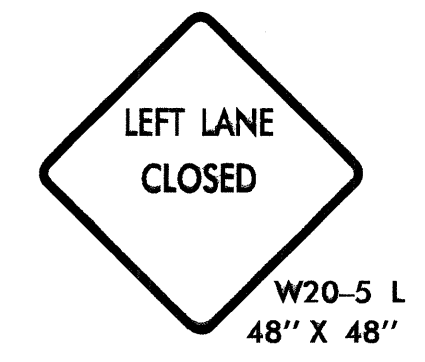
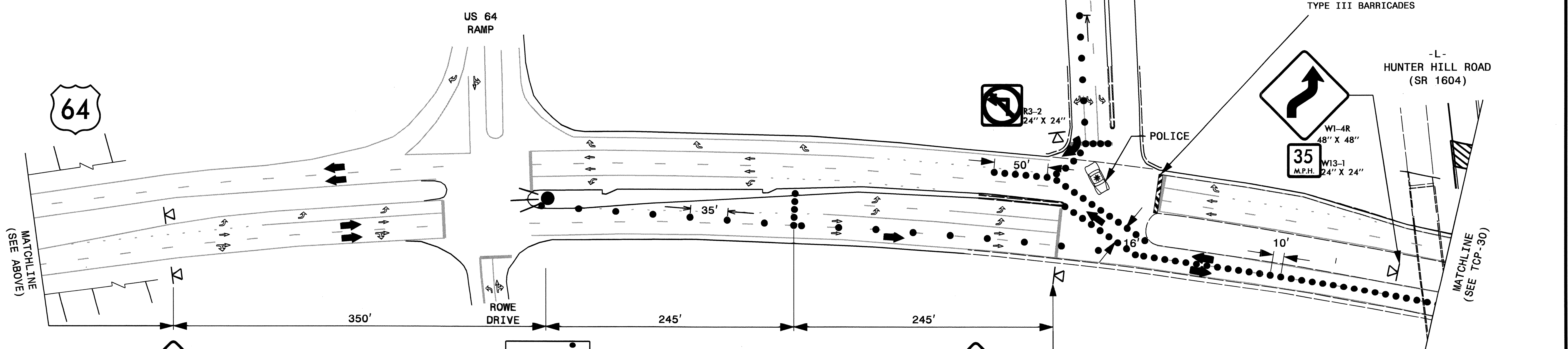
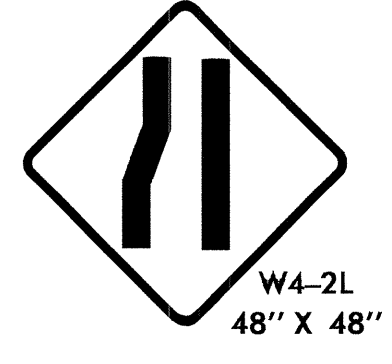
MESSAGE NO. 1	MESSAGE NO. 2
LEFT LN CLOSED 1 MILE	TWO WAY TRAFFIC
CHANGEABLE MESSAGE SIGN	

29-NOV-2010 15:38
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 sdmiller AT WZTC248375

APPROVED:  DATE: 11-30-10	TEMPORARY MEDIAN CROSSOVERS SHORT TERM	
	SCALE: NONE	
	DATE: 11/10	
	DWG. BY: SDM	
	DESIGN BY: DWB	
REVIEWED BY: JSK	REVISIONS	

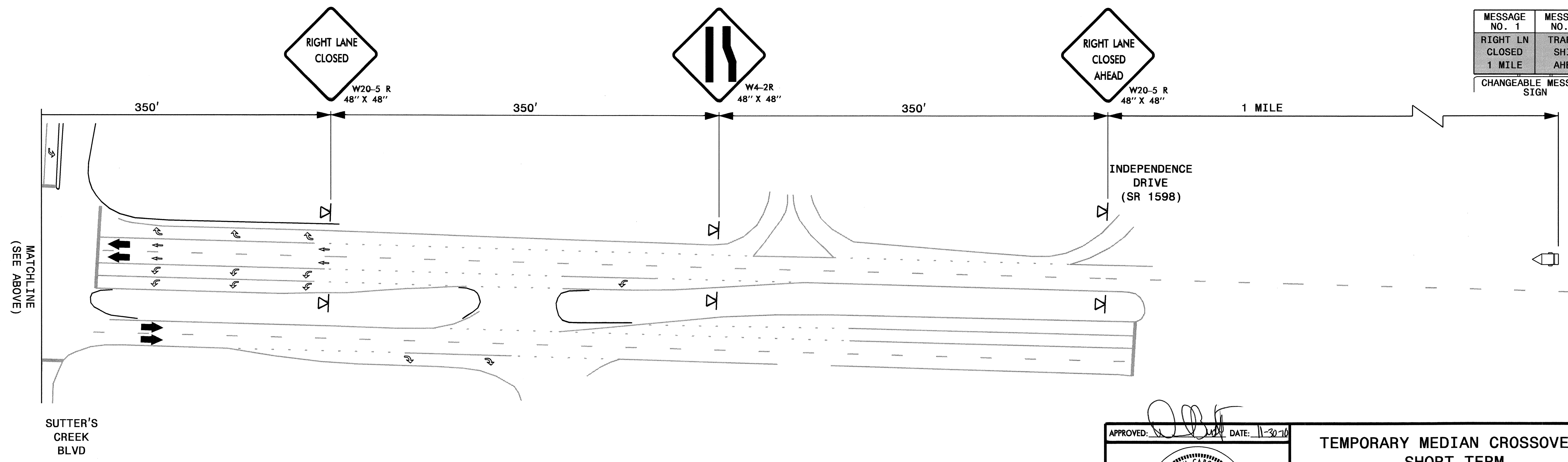
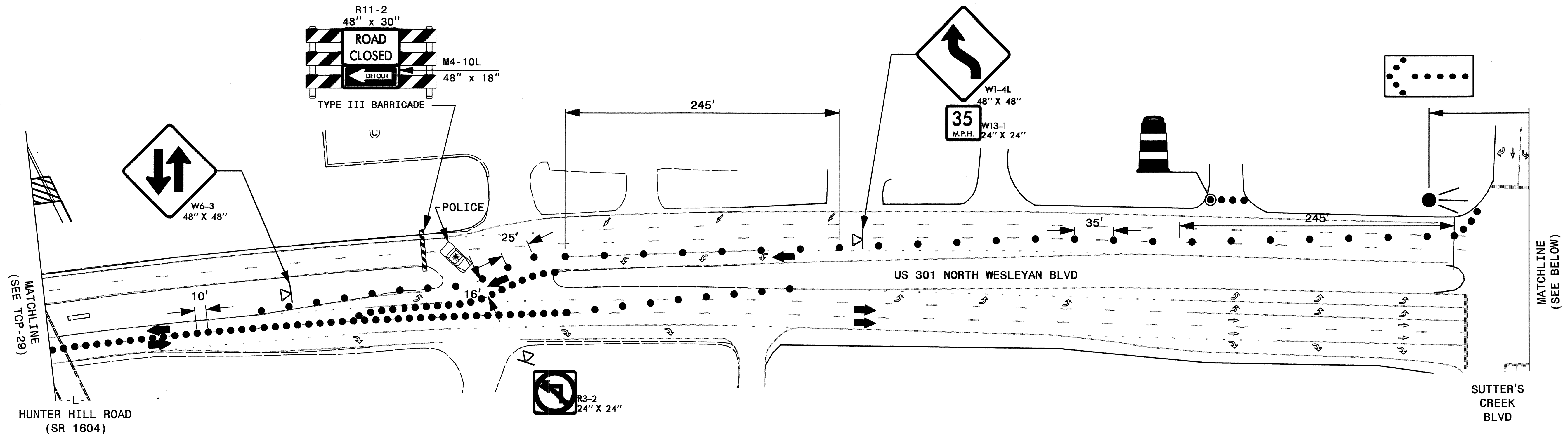


MESSAGE NO. 1	MESSAGE NO. 2
LEFT LN CLOSED 1 MILE	TWO WAY TRAFFIC
CHANGEABLE MESSAGE SIGN	



APPROVED:	DATE: 11-30-10	TEMPORARY MEDIAN CROSSOVERS SHORT TERM							
SCALE: NONE	DATE: 11/10	<table border="1"> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>		REVISIONS					
REVISIONS									
DWG. BY: SDM	DESIGN BY: DWB								
REVIEWED BY: JSK		<table border="1"> <tr> <td>CARD</td> <td> </td> </tr> <tr> <td>FILE</td> <td> </td> </tr> </table>		CARD		FILE			
CARD									
FILE									

29-NOV-2010 15:37
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 sdmiller AT WZTC248375



MESSAGE NO. 1 RIGHT LN CLOSED 1 MILE	MESSAGE NO. 2 TRAFFIC SHIFT AHEAD
CHANGEABLE MESSAGE SIGN	

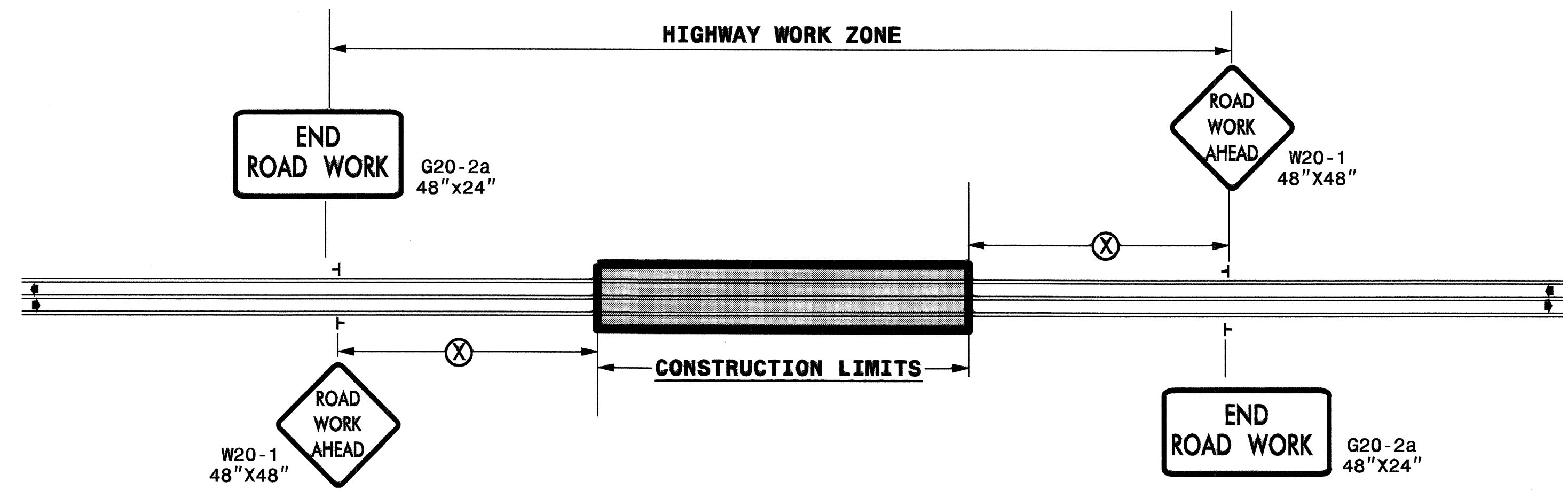
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 scmillier AT WZTC248375

APPROVED: *[Signature]* DATE: 11-30-10

**TEMPORARY MEDIAN CROSSOVERS
SHORT TERM**

SCALE: NONE		REVISIONS
DATE: 11/10		
DWG. BY: SDM		
DESIGN BY: DWB		
REVIEWED BY: JSK		CARD FILE

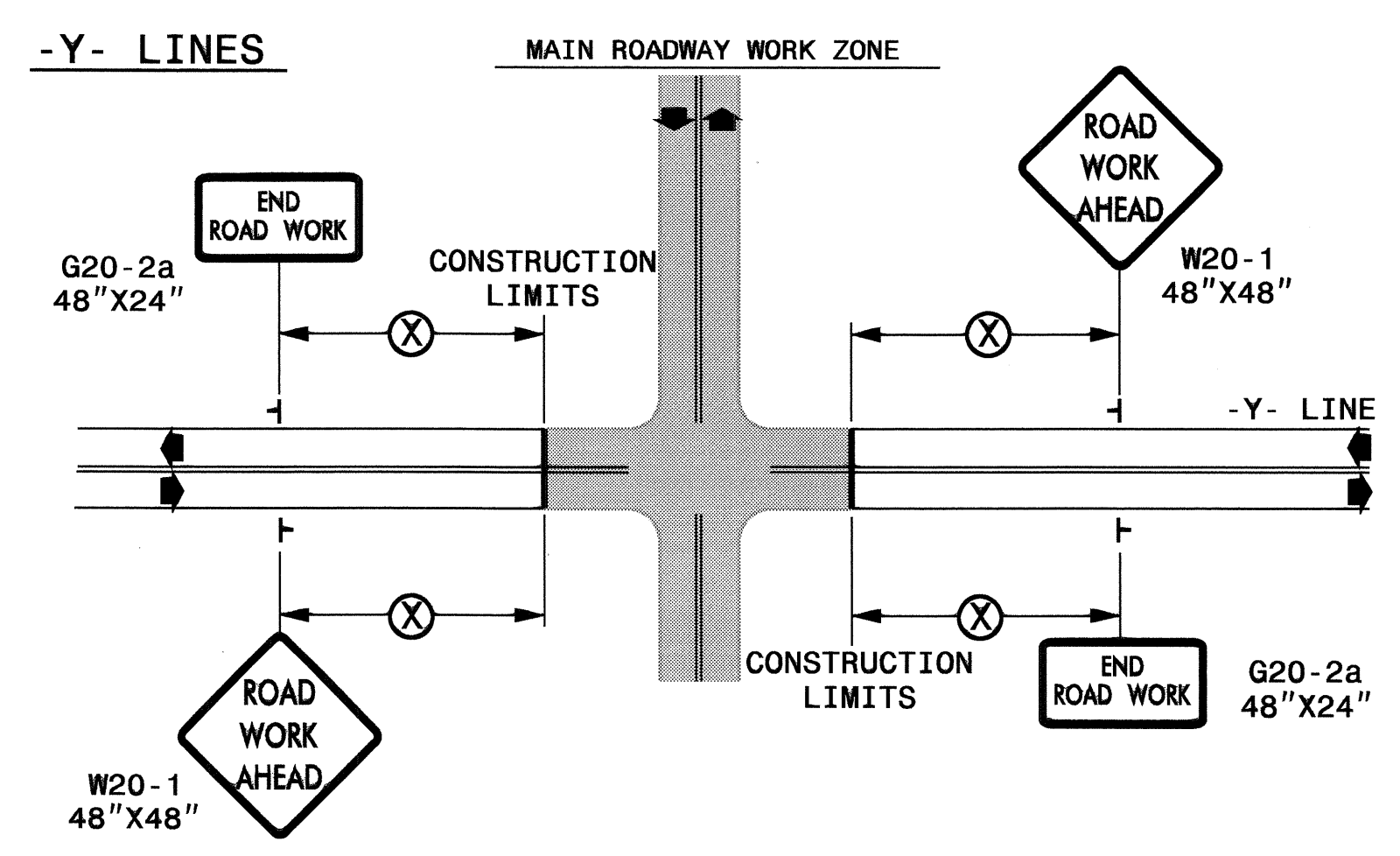
TWO-WAY UNDIVIDED ** (L-LINES)



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

APPROVED: *[Signature]* DATE: 11-30-16

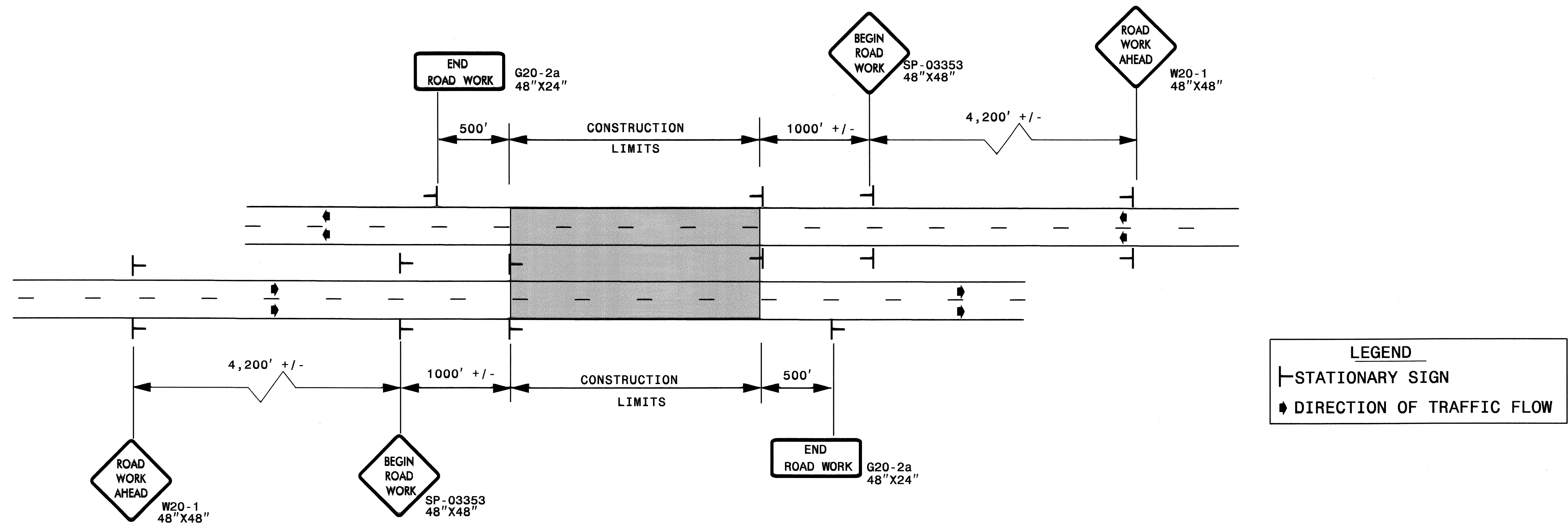
SEAL

DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS
 WORK ZONE WARNING SIGNS

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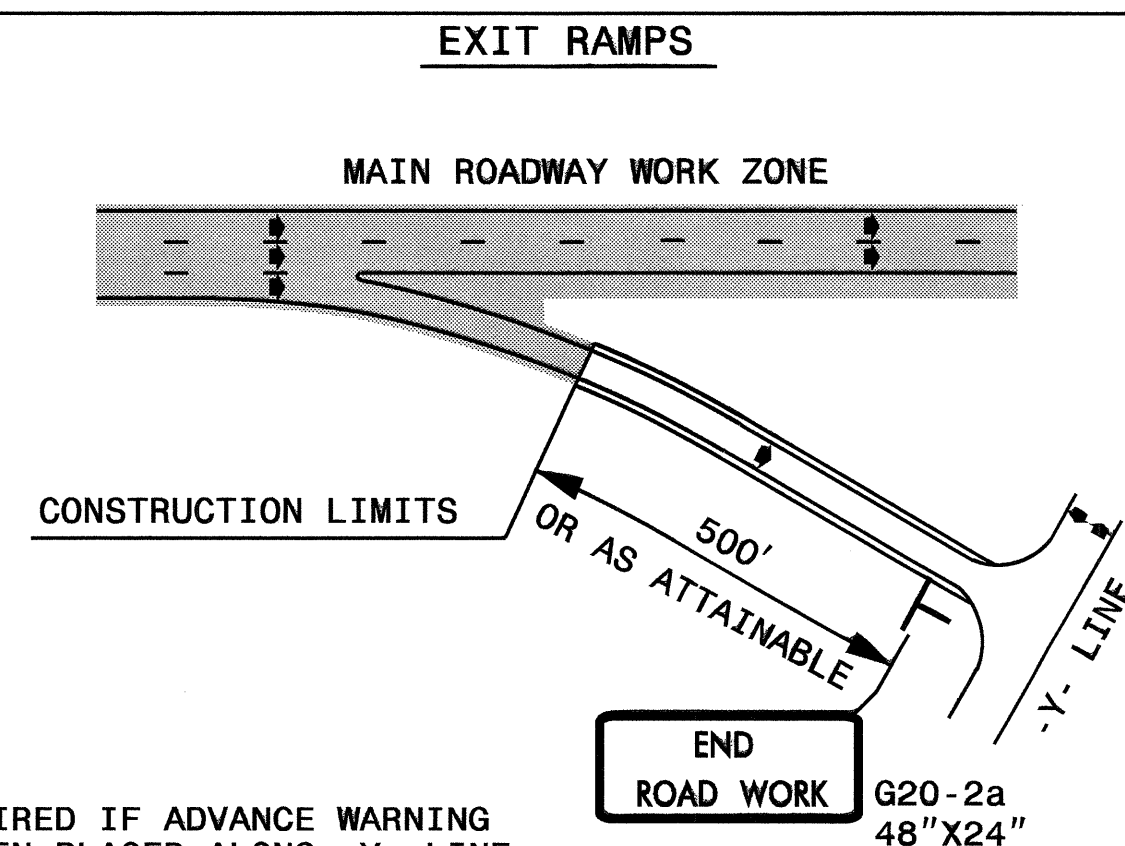
ADVANCED WORK ZONE WARNING SIGNING FOR FREEWAYS (4 LANES OR GREATER)

DETAIL A



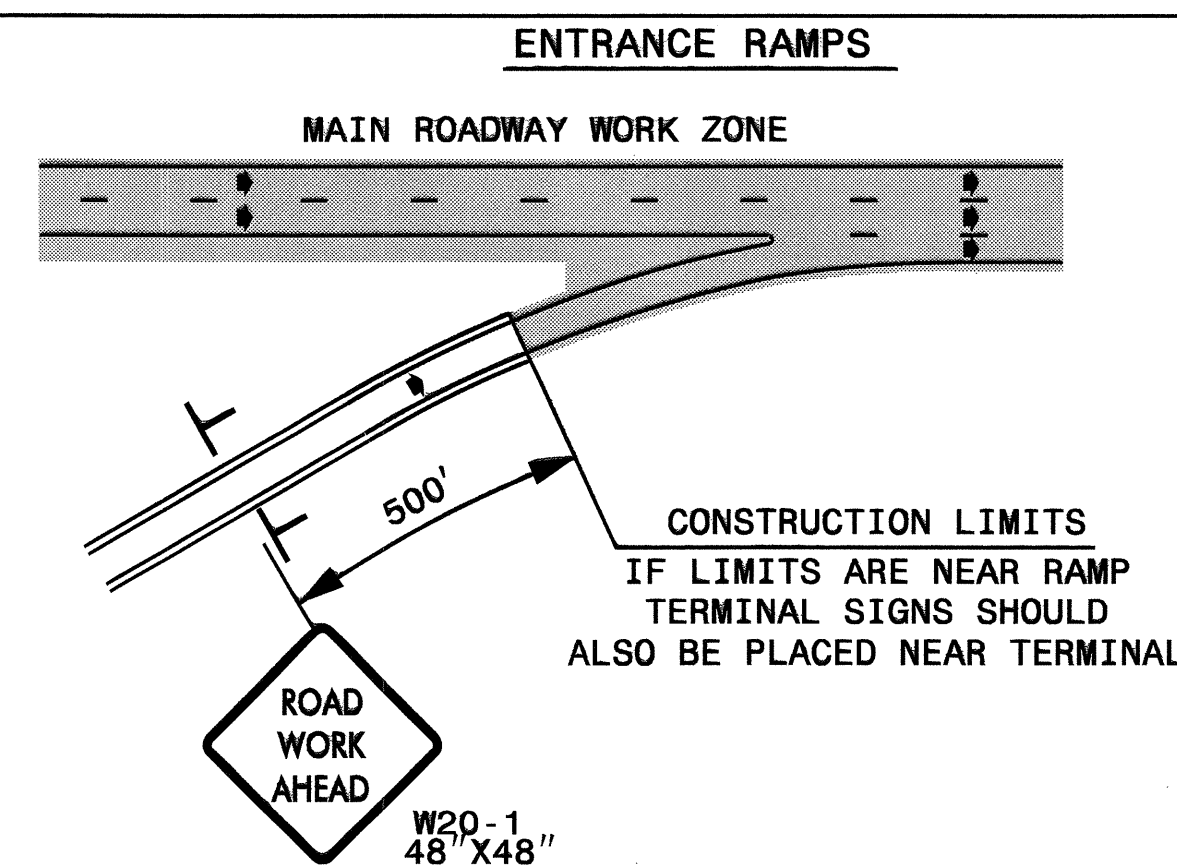
* USE THE "\$250 SPEEDING PENALTY" SIGN, SPEED LIMIT SIGN, AND ORANGE PANEL; ONLY WHEN A "\$250 SPEEDING PENALTY" ORDINANCE HAS BEEN ISSUED BY THE REGIONAL TRAFFIC ENGINEER.

DETAIL B

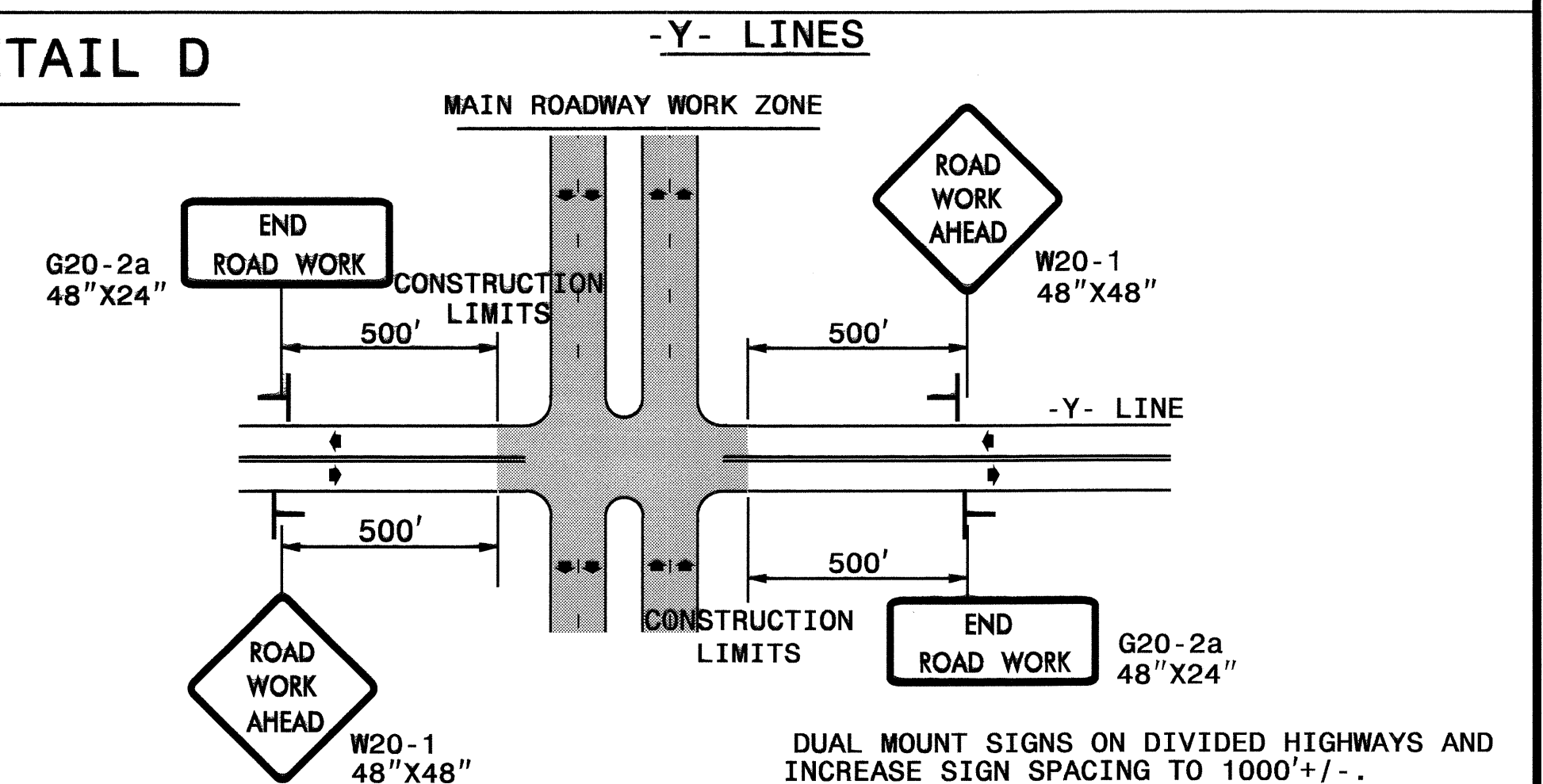


NOTE: SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

DETAIL C



DETAIL D



GENERAL NOTES

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

APPROVED: DATE: 11/30/10 		<h3 style="margin: 0;">ADVANCED WORK ZONE WARNING SIGNS FOR FREEWAYS (4 LANES OR GREATER)</h3>
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