

**This electronic collection of documents is provided
for the convenience of the user
and is Not a Certified Document –**

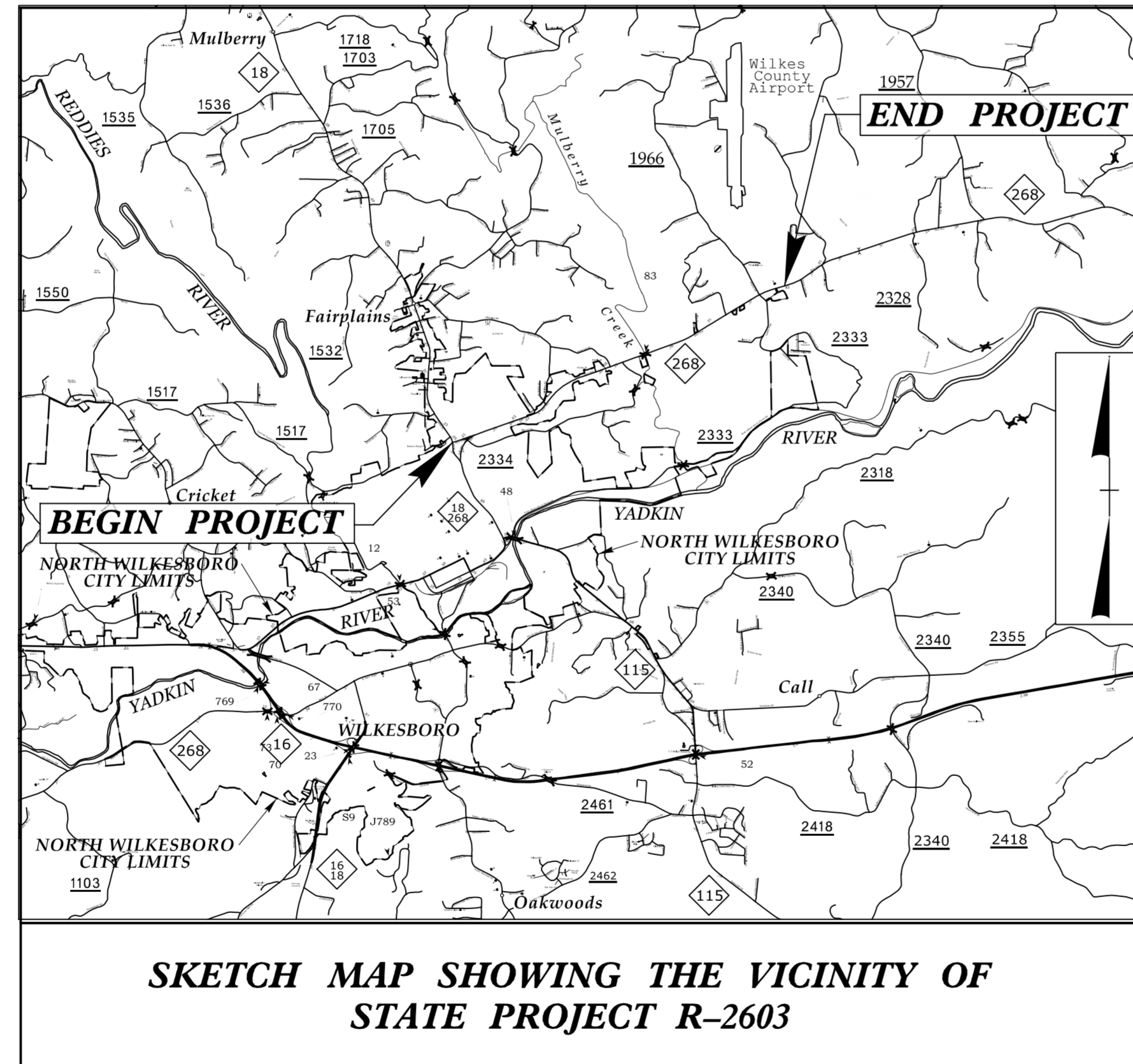
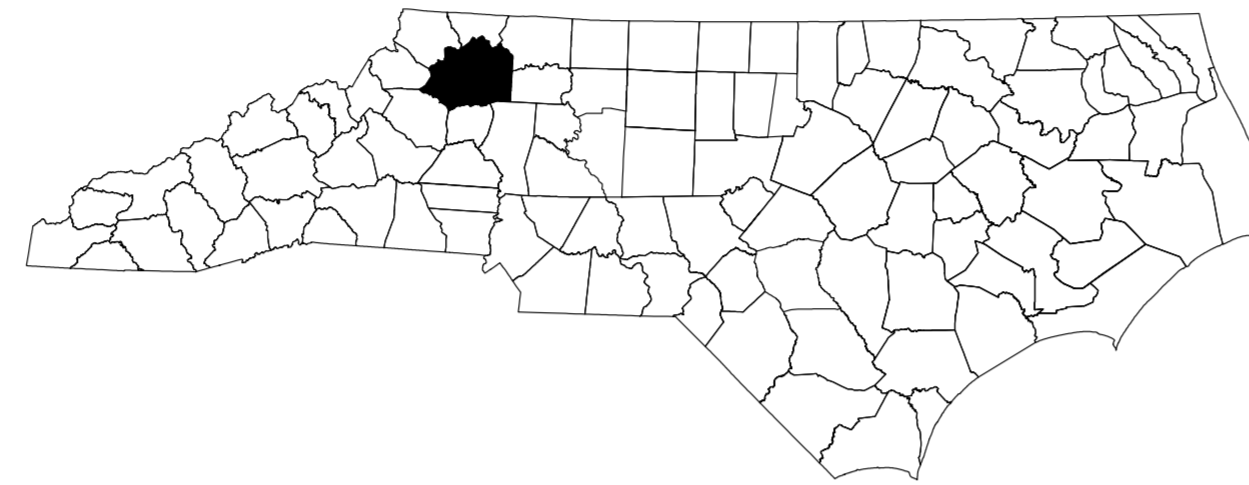
**The documents contained herein were originally issued
and sealed by the individuals whose names and license
numbers appear on each page, on the dates appearing
with their signature on that page.**

**This file or an individual page
shall not be considered a certified document.**

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

WILKES COUNTY



INDEX OF SHEETS

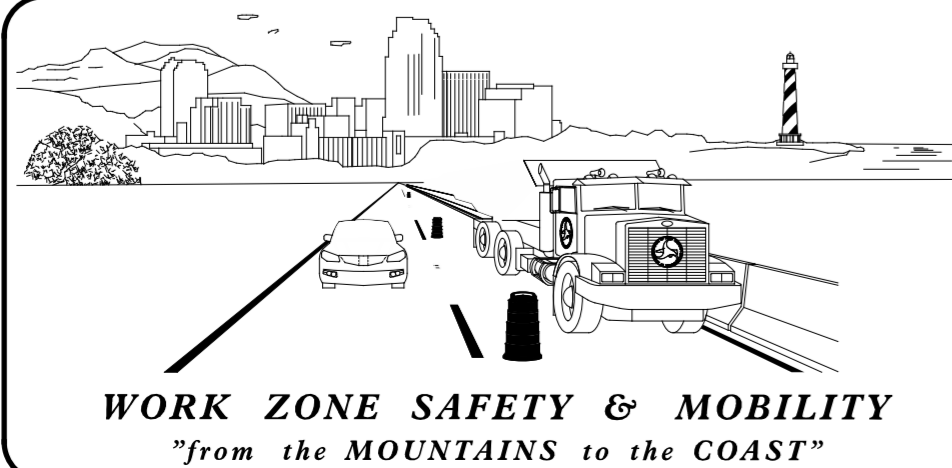
SHEET NO.	TITLE
TMP-1	INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND & TEMPORARY PAVEMENT MARKING SCHEDULE
TMP-2A & 2B	PROJECT NOTES
TMP-2C	-Y2- FLINT HILL ROAD DETOUR SHEET
TMP-2D	-Y8- FAIRPLAINS ROAD DETOUR SHEET
TMP-2E	PORTABLE CONCRETE BARRIER AT TEMP. SHORING LOCATIONS
TMP-2F	TEMPORARY SHORING NOTES
TMP-3A & 3B	PHASING
TMP-4 THRU 32	PHASE I DETAILS
TMP-33 THRU 53	PHASE II DETAILS
TMP-54 THRU 60	PHASE III DETAILS

SHEET NO.
TMP-1

R-2603

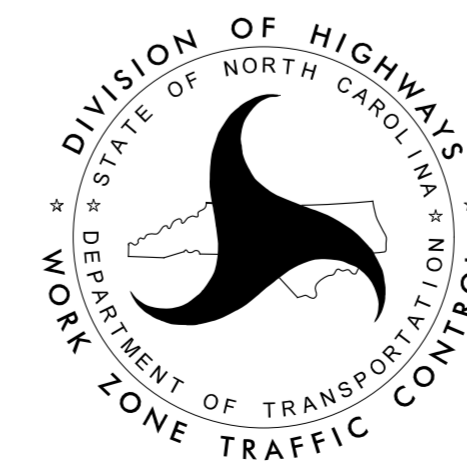
TIP PROJECT:

5/14/2015 R:\Traffic\TrafficControl\TCP\R-2603_tmp_title.dgn ICA Engineering



N.C.D.O.T. WORK ZONE TRAFFIC CONTROL
1561 MAIL SERVICE CENTER (MSC) RALEIGH, NC 27699-1561
750 N. GREENFIELD PARKWAY, GARNER, NC 27529 (DELIVERY)
PHONE: (919) 773-2800 FAX: (919) 771-2745

J. S. BOURNE, P.E. STATE TRAFFIC MANAGEMENT ENGINEER
J. W. WOOLARD, P.E. TRAFFIC CONTROL PROJECT ENGINEER
TRAFFIC CONTROL PROJECT DESIGN ENGINEER
TRAFFIC CONTROL DESIGN ENGINEER



<p>ICA Engineering 5121 Kingdom Way, Suite 100 Raleigh, NC 27607 NC License No. 14924</p>	APPROVED: <u>Michael T. Rzepka</u> DATE: <u>5/15/2015</u>
	SEAL



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 JANUARY 2012 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
1101.01	WORK ZONE ADVANCE WARNING SIGNS
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 BOARDS
1130.01	DRUM
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1170.01	POSITIVE PROTECTION
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - LANE DROPS
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY

LEGEND

GENERAL

- DIRECTION OF TRAFFIC FLOW
- DIRECTION OF PEDESTRIAN TRAFFIC FLOW
- EXIST. PVMT.
- NORTH ARROW
- PROPOSED PVMT.

- WORK AREA
- CONTINUING CONSTRUCTION
- REMOVAL
- TEMPORARY PAVEMENT

TRAFFIC CONTROL DEVICES

- BARRICADE (TYPE III)
- CONE
- DRUM SKINNY DRUM TUBULAR MARKER
- TEMPORARY CRASH CUSHION
- FLASHING ARROW PANEL (TYPE C)
- FLAGGER
- LAW ENFORCEMENT
- TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)
- CHANGEABLE MESSAGE SIGN

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

SIGNALS

- EXISTING
- PROPOSED
- TEMPORARY

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

PAVEMENT MARKERS

- CRYSTAL/CRYSTAL
- CRYSTAL/RED
- YELLOW/YELLOW

PAVEMENT MARKING SYMBOLS

- PAVEMENT MARKING SYMBOLS

TEMPORARY PAVEMENT MARKING

SYMBOL	DESCRIPTION
<u>PAINT (4")</u>	
P8	2FT.-6FT./SP WHITE MINISKIP
PA	WHITE EDGELINE
PB	YELLOW EDGELINE
PC	10 FT. WHITE SKIP
PD	3FT.-9FT./SP WHITE MINISKIP
PE	WHITE SOLID LANE LINE
PF	10 FT. YELLOW SKIP
PH	YELLOW SINGLE CENTERLINE
PI	DOUBLE YELLOW CENTERLINE
<u>PAINT (8")</u>	
PP	YELLOW DIAGONAL
<u>PAINT (24")</u>	
P2	WHITE STOP BAR
<u>PAINT SYMBOL</u>	
QA	LEFT ARROW
QB	RIGHT ARROW
<u>TEMPORARY RAISED MARKERS</u>	
MH	YELLOW & YELLOW
MI	CRYSTAL & RED

5/14/2015 R:\Traffic\TrafficControl\TCP\2603_tmp_1A.dgn ICA Engineering

APPROVED: <i>Michael T. Rzepka</i> DATE: 5/15/2015 		ROADWAY STANDARD DRAWINGS, LEGEND & TEMPORARY PAVEMENT MARKING SCHEDULE
--	--	--



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
NC 268	MONDAY - FRIDAY
NC 18	7:00 AM TO 9:00 AM 4:00 PM TO 6:00 PM

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

ROAD NAME
NC 268
NC 18

HOLIDAY

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

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 7:00 AM THE THURSDAY BEFORE INDEPENDENCE DAY AND 6:00 PM THE TUESDAY AFTER INDEPENDENCE DAY.

- FOR LABOR DAY, BETWEEN THE HOURS OF 7:00 AM FRIDAY AND 6:00 PM TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 7:00 AM TUESDAY TO 6:00 PM MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 7:00 AM THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 6:00 PM THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
- FOR BRUSHY APPLE MOUNTAIN FESTIVAL, BETWEEN THE HOURS OF 7:00 AM THE FRIDAY BEFORE THE BUSHY APPLE MOUNTAIN FESTIVAL AND 9:00 AM THE MONDAY AFTER THE BRUSHY APPLE MOUNTAIN FESTIVAL.

C) DO NOT CONDUCT ANY HAULING OPERATIONS AGAINST THE FLOW OF TRAFFIC OF AN OPEN TRAVELWAY UNLESS THE HAULING OPERATION IS PROTECTED BY BARRIER OR GUARDRAIL OR AS DIRECTED BY THE ENGINEER.

LANE AND SHOULDER CLOSURE REQUIREMENTS

- D) REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED OR AS DIRECTED BY THE ENGINEER.
- E) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 15 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR A LANE CLOSURE IS INSTALLED.
- F) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO 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.

G) 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.

H) 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.

I) DO NOT INSTALL MORE THAN ONE LANE CLOSURE IN ANY ONE DIRECTION ON NC 268 & NC 18.

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

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

PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRAFFIC CONTROL PLANS.

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

COVER OR REMOVE ALL SIGNS REQUIRED FOR THE OFF-SITE DETOUR WHEN THE DETOUR IS NOT IN OPERATION.

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

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

TRAFFIC BARRIER

S) INSTALL TEMPORARY BARRIER ACCORDING TO THE TRANSPORTATION MANAGEMENT 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 TRANSPORTATION MANAGEMENT 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 TRANSPORTATION MANAGEMENT PLANS, TEMPORARY BARRIER IS PROTECTING A HAZARD, OR AS DIRECTED BY THE ENGINEER.

INSTALL TEMPORARY BARRIER WITH THE TRAFFIC FLOW BEGINNING WITH THE UPSTREAM SIDE OF TRAFFIC. REMOVE TEMPORARY BARRIER AGAINST THE TRAFFIC FLOW BEGINNING WITH THE DOWNSTREAM SIDE OF TRAFFIC.

INSTALL AND SPACE DRUMS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH) TO CLOSE OR KEEP THE SECTION OF THE ROADWAY CLOSED UNTIL THE TEMPORARY BARRIER CAN BE PLACED OR AFTER THE TEMPORARY BARRIER IS REMOVED.

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

PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER FROM ONCOMING TRAFFIC AT ALL TIMES BY A TEMPORARY CRASH CUSHION UNLESS THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER IS OFFSET FROM ONCOMING TRAFFIC AS FOLLOWS OR AS SHOWN IN THE PLANS: (SEE ALSO 1101.05)

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

TRAFFIC CONTROL DEVICES

U) WHEN LANE CLOSURES ARE NOT IN EFFECT 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. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTIONS 1130 (DRUMS), 1135 (CONES) AND 1180 (SKINNY DRUMS) FOR ADDITIONAL REQUIREMENTS.

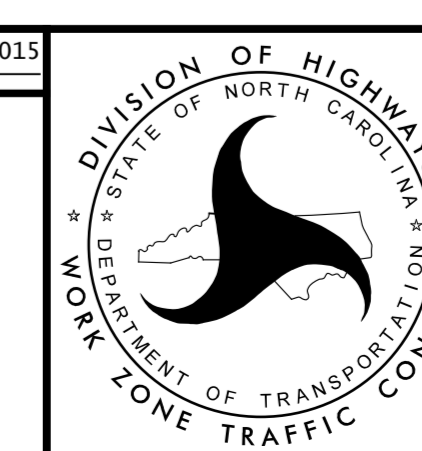
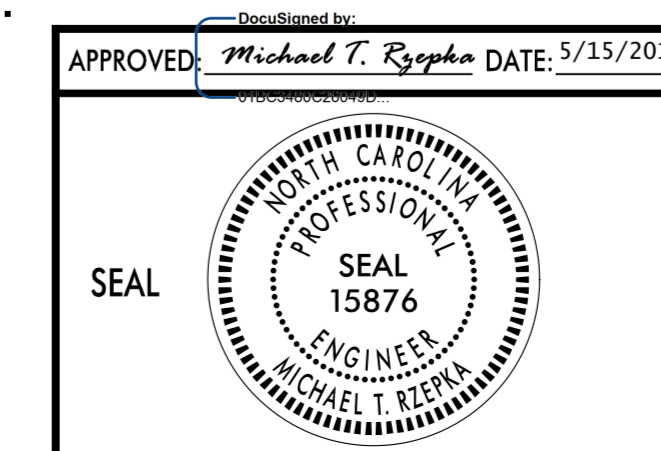
V) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.

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

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
ALL ROADS	PAINT	TEMPORARY RAISED



**TRANSPORTATION
OPERATIONS
PLAN**



PROJ. REFERENCE NO.	SHEET NO.
R-2603	TMP-2B

GENERAL NOTES

- Y) 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.
- Z) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- AA) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.
- BB) TRACE THE EXISTING AND PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO REMOVAL AND INSTALLATION. PLACE DRUMS TO DELINEATE ANY EXISTING AND PROPOSED MONOLITHIC ISLANDS AFTER REMOVAL AND BEFORE INSTALLATION.

MISCELLANEOUS

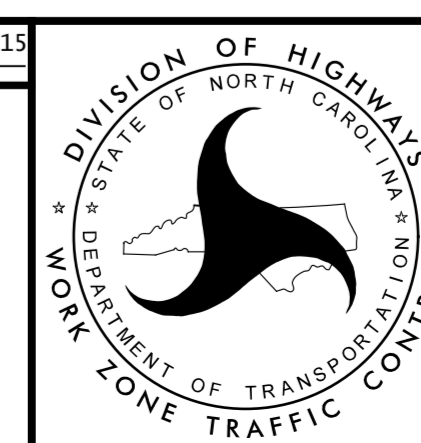
- CC) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE ENGINEER.
- DD) IN THE EVENT A TIE-IN CANNOT BE MADE IN ONE DAY'S TIME, BRING THE TIE-IN AREA TO AN APPROPRIATE ROADWAY ELEVATION AS DETERMINED BY THE ENGINEER. PLACE BLACK ON ORANGE "LOOSE GRAVEL" SIGNS (W8-7) AND BLACK ON ORANGE "PAVEMENT ENDS" SIGNS (W8-3) 100 FT AND 200 FT RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.
- EE) ALL CURB RAMP LOCATIONS SHALL BE DERIVED FROM STATIONING SHOWN ON PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER IN COORDINATION WITH THE SIGNING AND DELINEATION UNIT.

LOCAL NOTES

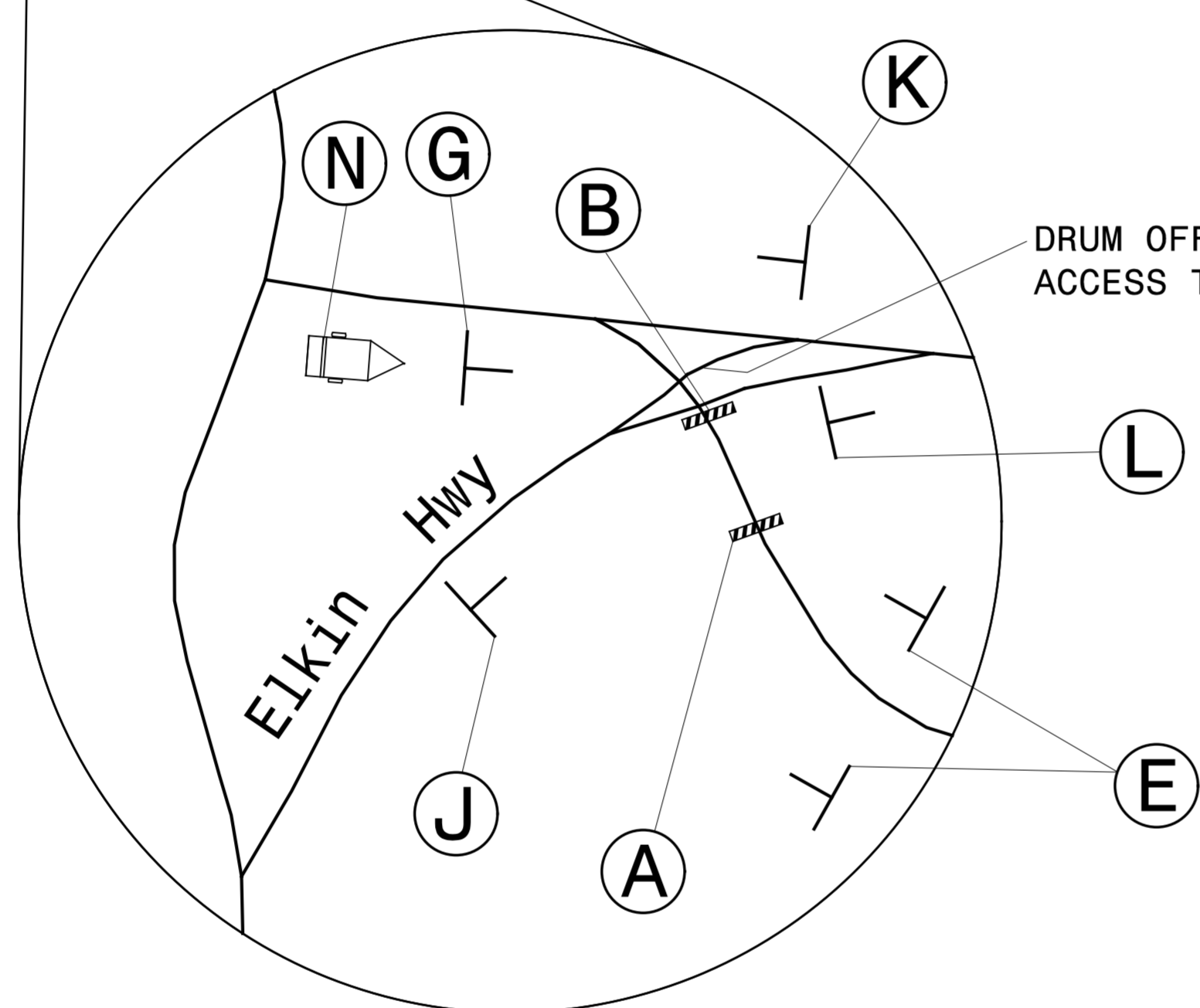
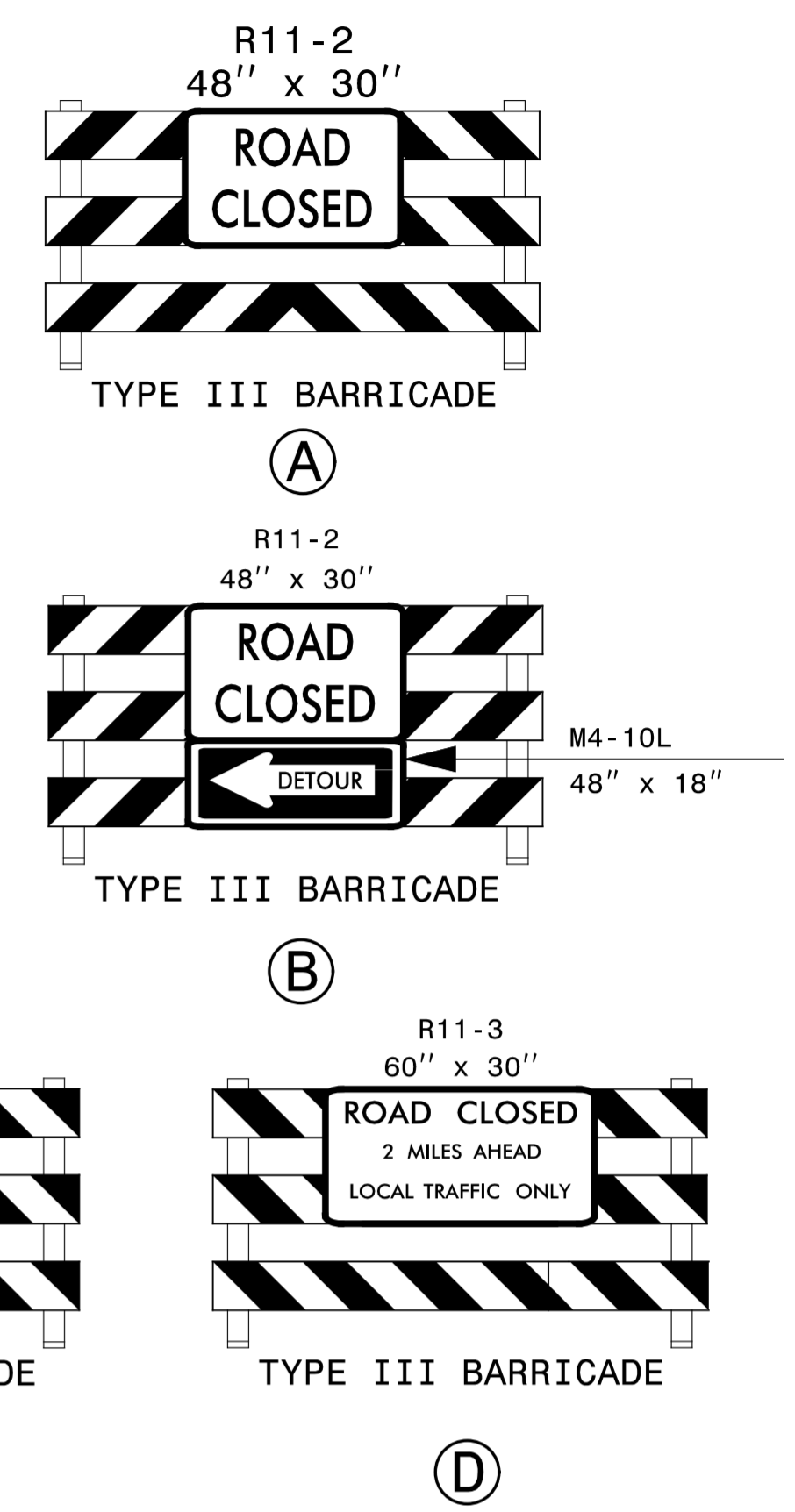
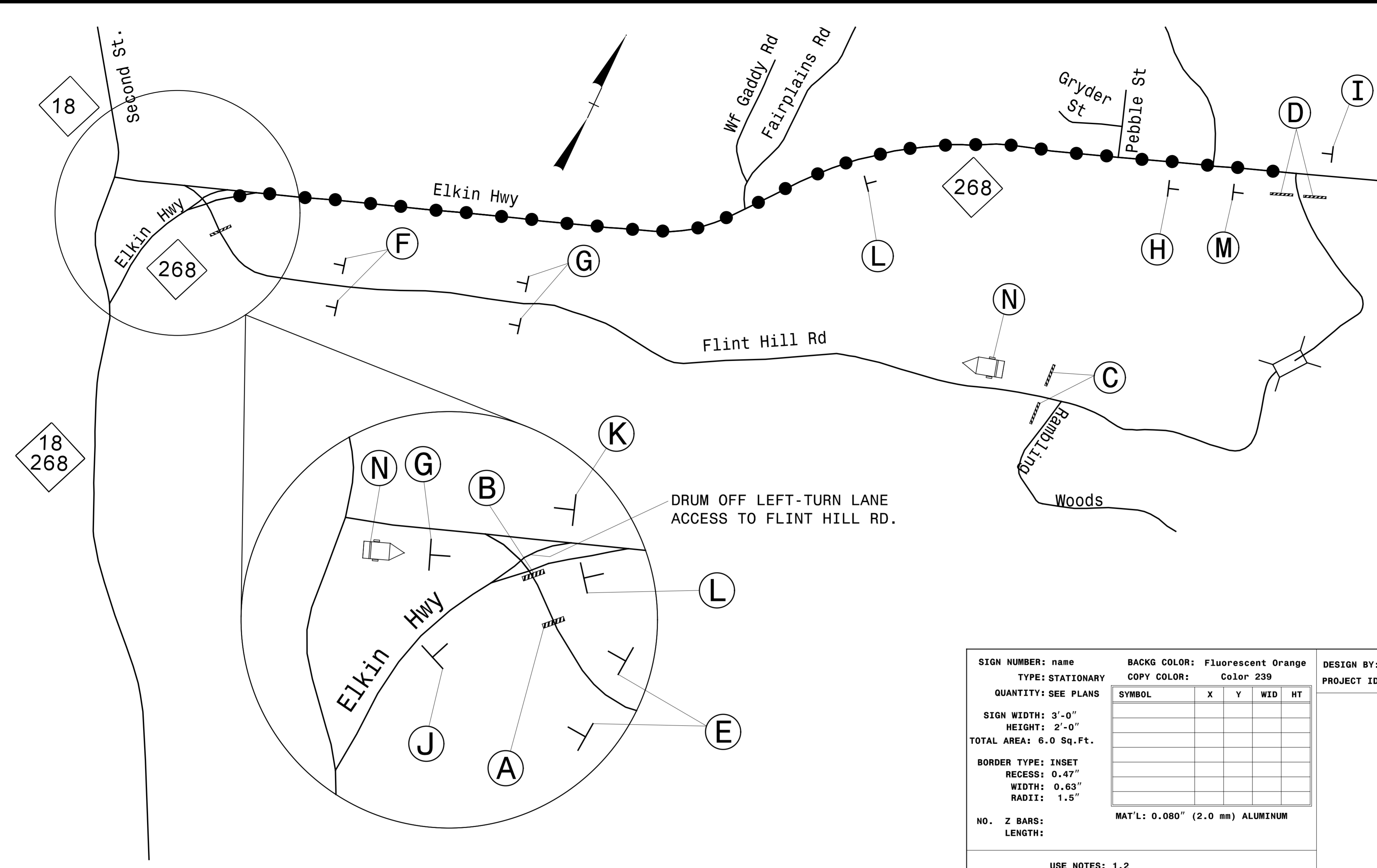
- 1) SHORT-TERM CLOSURES WILL BE ALLOWED ON -Y1-, -Y1A-, -Y2- OR -L- UP TO APPROXIMATELY -L- STA 20+00±, BUT NOT SIMULTANEOUSLY, FOR DRAINAGE AND OTHER CONSTRUCTION AS NEEDED, AS DIRECTED BY THE ENGINEER.
- 2) INSTALLATION OF 48" PIPE ON -Y2- STA 18+80±, INCLUDING ROAD CLOSURE AND DETOUR OF FLINT HILL ROAD SHALL BE DONE WHEN SCHOOL IS NOT IN SESSION.

5/14/2015
 R:\TrafficControl\TCP\2603_tmp_top_2B.dgn
 ICA Engineering

APPROVED: *Michael T. Rzepka* DATE: 5/15/2015



TRANSPORTATION
OPERATIONS
PLAN



SIGN NUMBER: name TYPE: STATIONARY BACKG COLOR: Fluorescent Orange COPY COLOR: Color 239

QUANTITY: SEE PLANS

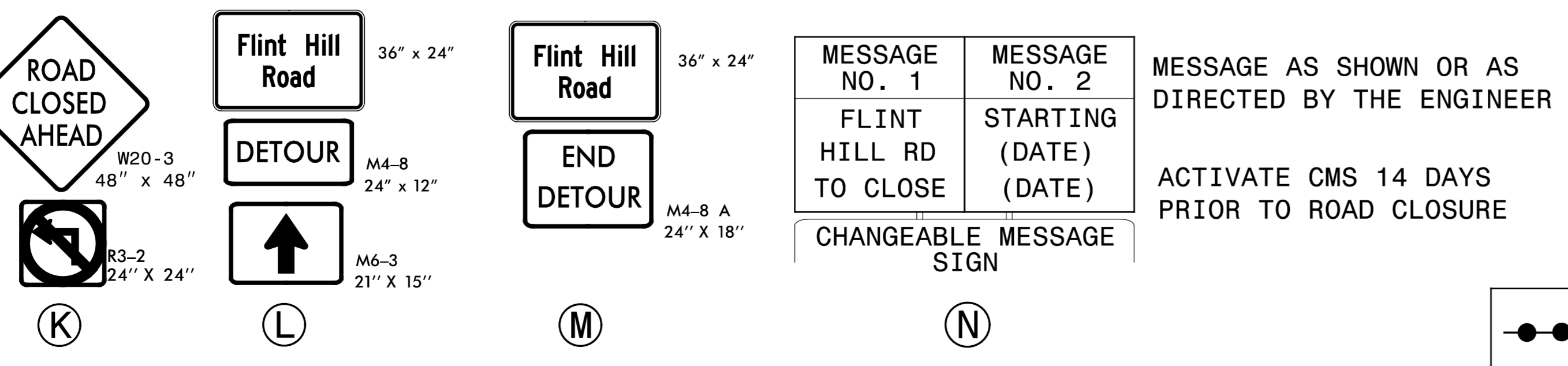
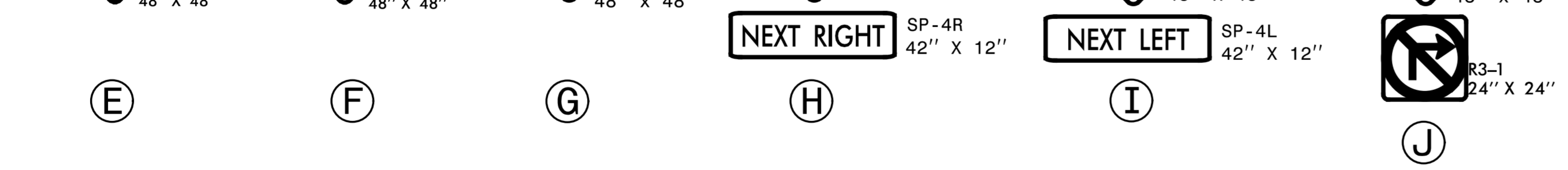
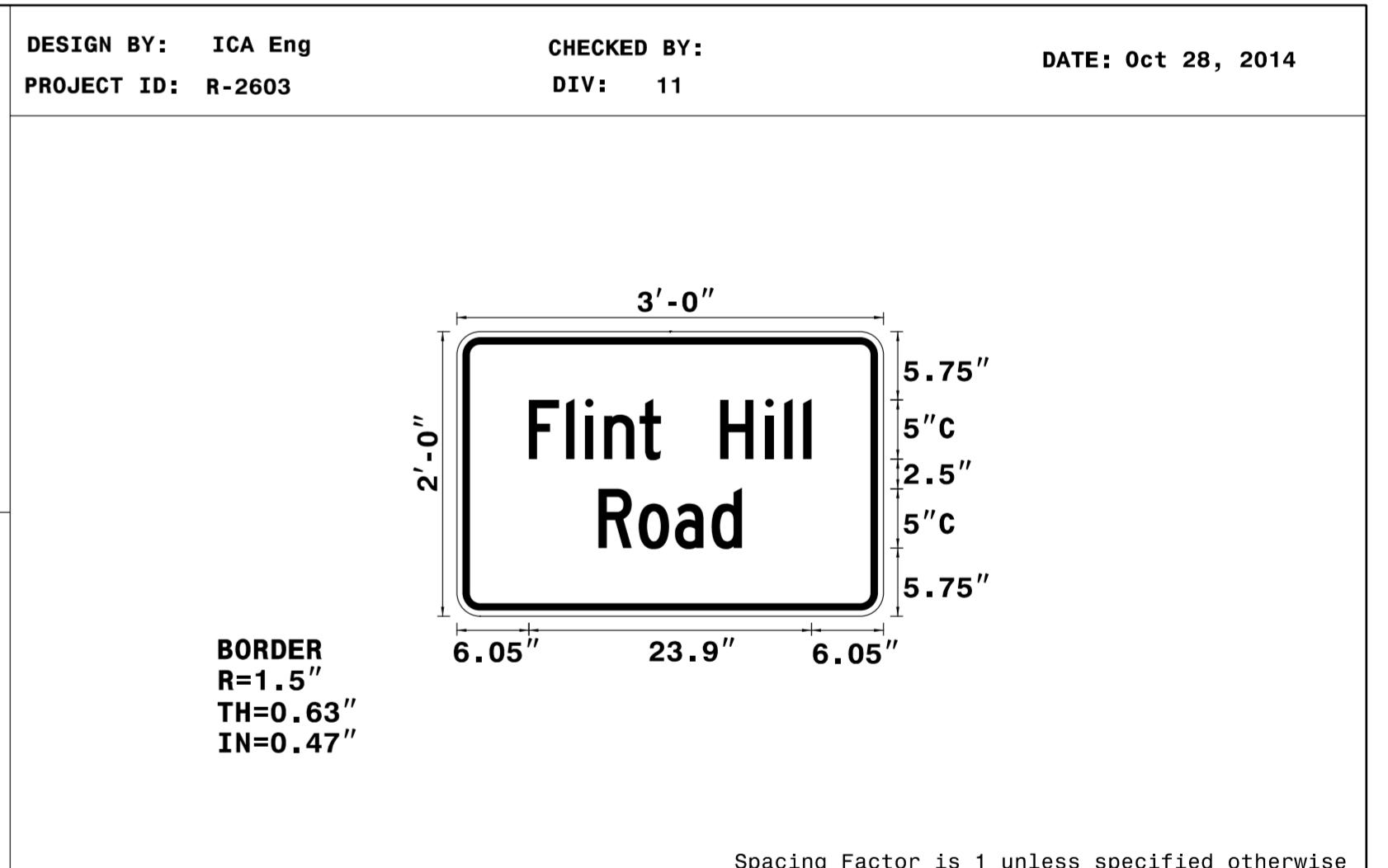
SIGN WIDTH: 3'-0" HEIGHT: 2'-0" TOTAL AREA: 6.0 Sq.Ft.

BORDER TYPE: INSET RECESS: 0.47" WIDTH: 0.63" RADII: 1.5"

NO. Z BARS: LENGTH:

SYMBOL	X	Y	WID	HT

MAT'L: 0.080" (2.0 mm) ALUMINUM



USE NOTES: 1,2

1. Legend and border shall be direct applied black non-reflective sheeting.

2. Background shall be NC GRADE B fluorescent orange retroreflective sheeting.

LETTER POSITIONS

Letter locations are panel edge to lower left corner

Letter	F	I	L	I	N	T	H	I	L	L	Series/Size
6.1	9.2	10.8	12.4	15.4	17.2	22.2	26	27.6	29.2		C 2000
R	o	a	d								C 2000
12	15.4	18.4	21.5								12.1

FILENAME: r2603_tmp_signs NORTH CAROLINA D.O.T. SIGN DETAIL

APPROVED: Michael T. Reppha DATE: 5/15/2015

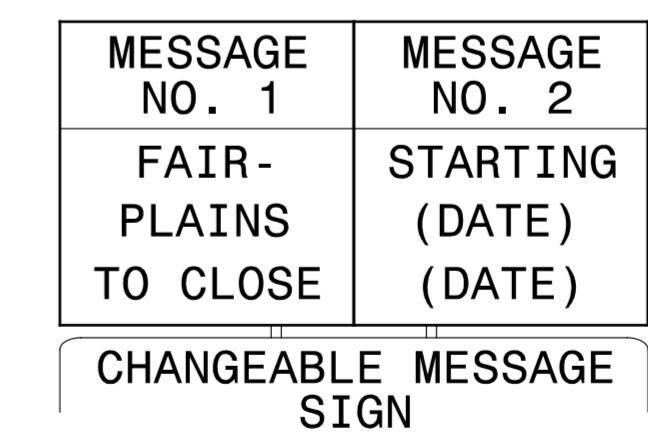
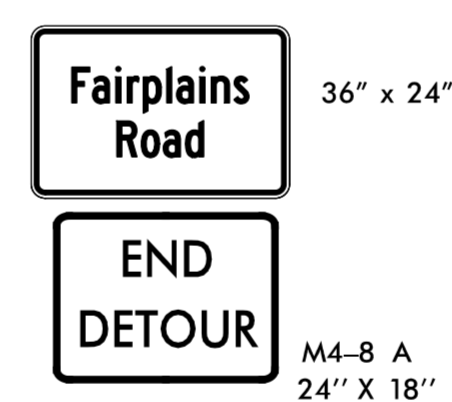
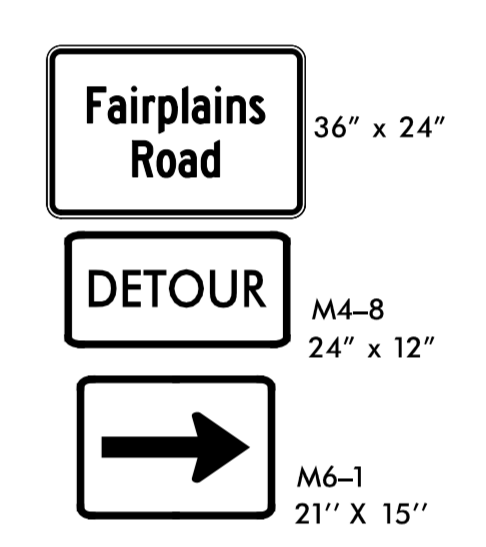
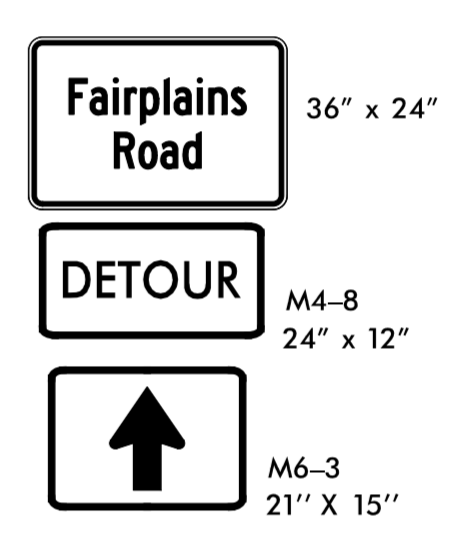
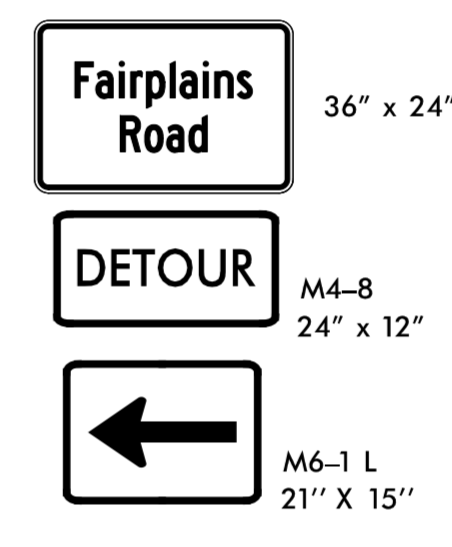
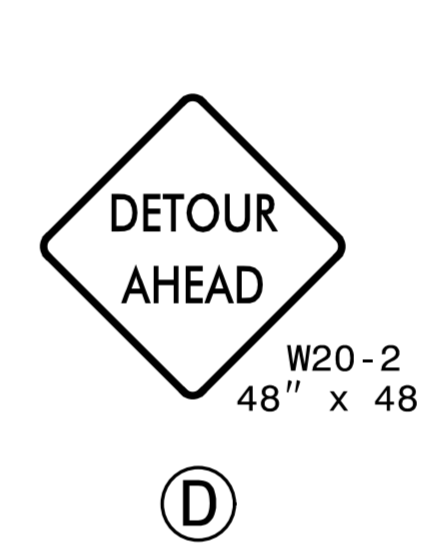
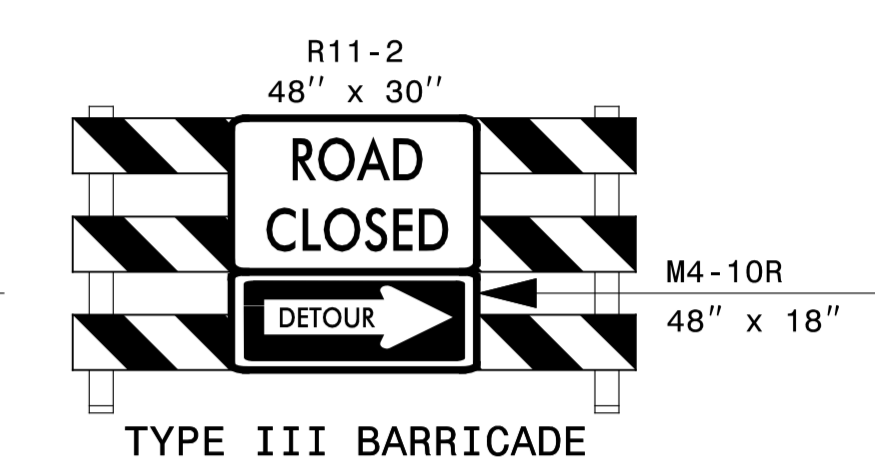
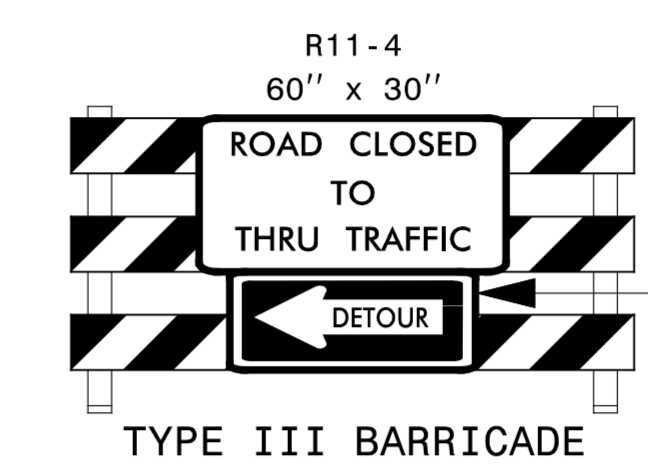
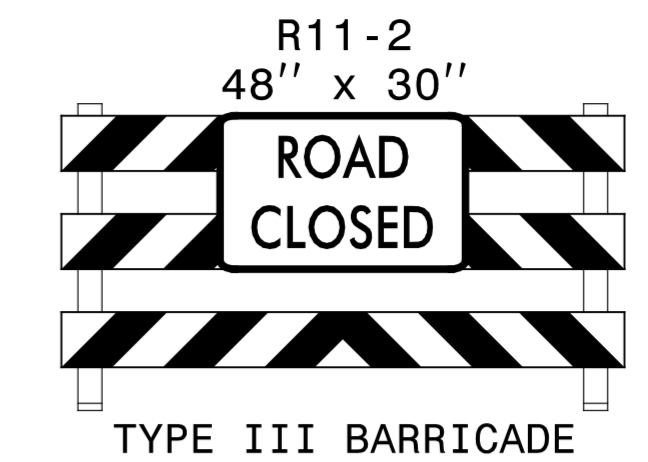
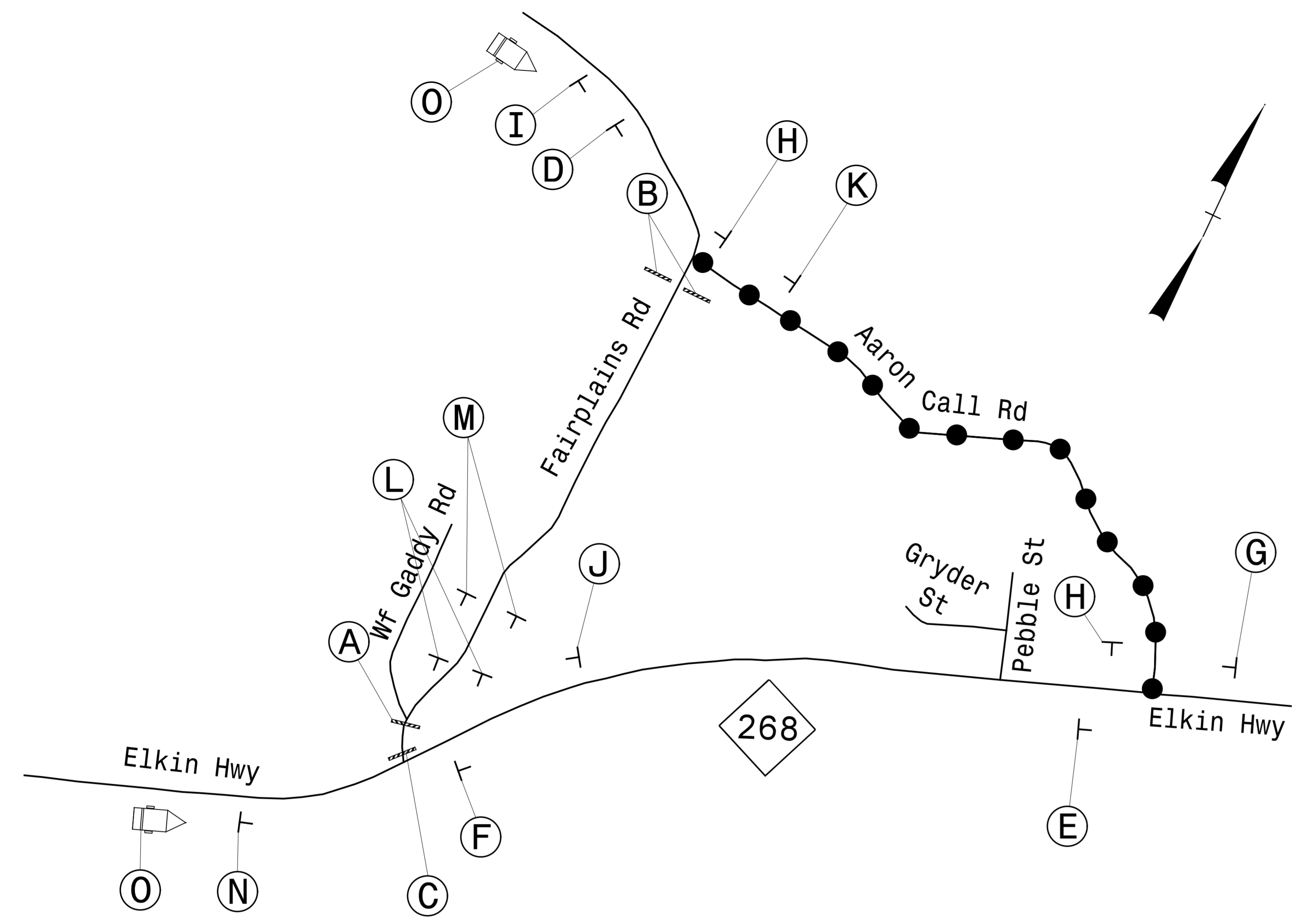
SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 15876 ENGINEER MICHAEL T. REPPHA

SEAL: DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA WORK ZONE TRAFFIC CONTROL

-Y2- FLINT HILL RD DETOUR



5/14/2015
 R:\Traffic\TrafficControl\TOPA\2603_tmp_y2_detour.dgn
 ICA Engineering



MESSAGE AS SHOWN OR AS DIRECTED BY THE ENGINEER
 ACTIVATE CMS 14 DAYS PRIOR TO ROAD CLOSURE

SIGN NUMBER: name	BACKG COLOR: Fluorescent Orange	DESIGN BY: ICA Eng	CHECKED BY:	DATE: Oct 28, 2014
TYPE: STATIONARY	COPY COLOR: Color 239	PROJECT ID: R-2603	DIV: 11	
QUANTITY: SEE PLANS				
SIGN WIDTH: 3'-0"				
HEIGHT: 2'-0"				
TOTAL AREA: 6.0 Sq.Ft.				
BORDER TYPE: INSET				
RECESS: 0.47"				
WIDTH: 0.63"				
RADII: 1.5"				
NO. Z BARS:	MAT'L: 0.080" (2.0 mm) ALUMINUM			
LENGTH:				
USE NOTES: 1,2				
1. Legend and border shall be direct applied black non-reflective sheeting.				
2. Background shall be NC GRADE B fluoresent orange retroreflective sheeting.				

BORDER
R=1.5"
TH=0.63"
IN=0.47"

Spacing Factor is 1 unless specified otherwise

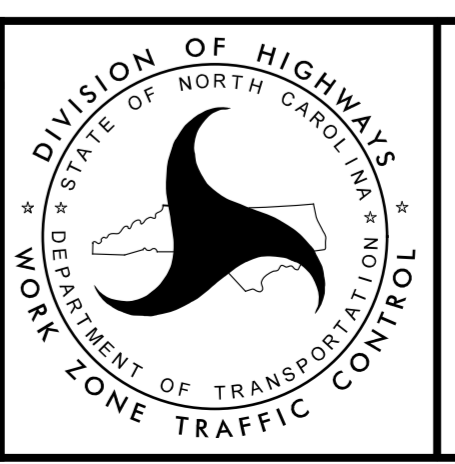
Letter Locations are panel edge to lower left corner												Series/Size
												Text Length
F	a	i	r	p	l	a	i	n	s			C 2000
5.7	8.6	11.8	13.4	15.6	18.9	20.3	23.5	25.1	28.3			24.7
R	o	a	d									C 2000
12	15.4	18.4	21.5									12.1

FILENAME: r2603_tmp_signs
 NORTH CAROLINA D.O.T. SIGN DETAIL



APPROVED: *Michael T. Rzepko* DATE: 5/15/2015

SEAL



**-Y8- FAIRPLAINS RD
 DETOUR**

5/14/2015
 R:\Traffic\TrafficControl\TDP\2603_tmp_y8_detour.dgn
 ICA Engineering

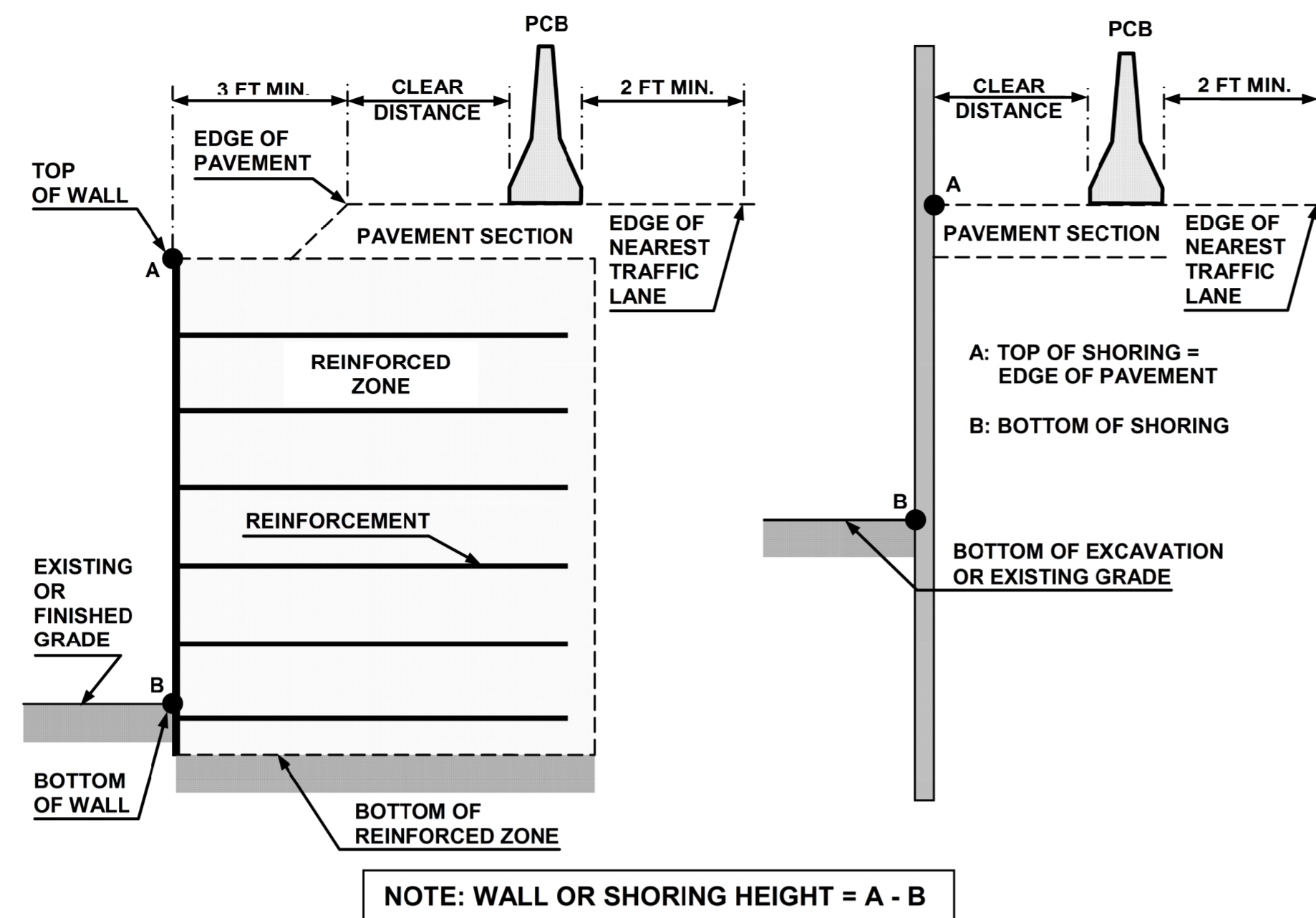


FIGURE A

NOTES

- 1- REFER TO THE TRAFFIC CONTROL PLANS FOR TEMPORARY SHORING LOCATIONS AND NOTES.
- 2- REFER TO THE "TEMPORARY SHORING" PROJECT SPECIAL PROVISION FOR INFORMATION ABOUT TEMPORARY SHORING AND PORTABLE CONCRETE BARRIER (PCB).
- 3- PCB IS REQUIRED IF TEMPORARY SHORING IS LOCATED WITHIN THE CLEAR ZONE IN ACCORDANCE WITH 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 OR ANCHORED PCB FROM THE TABLE SHOWN IN FIGURE B. CLEAR DISTANCE IS DEFINED AS SHOWN IN FIGURE A AND OFFSET IS DEFINED AS SHOWN IN FIGURE B.
- 5- AT THE CONTRACTOR'S OPTION OR IF THE MINIMUM REQUIRED CLEAR DISTANCE IS NOT AVAILABLE, SET PCB NEXT TO AND UP AGAINST THE TRAFFIC SIDE OF THE TEMPORARY SHORING EXCEPT FOR BARRIER ABOVE TEMPORARY WALLS. PCB WITH THE MINIMUM REQUIRED CLEAR DISTANCE IS REQUIRED ABOVE TEMPORARY WALLS.
- 6- USE NCDOT PORTABLE CONCRETE BARRIER (PCB) IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1170.01 AND SECTION 1170 OF THE STANDARD SPECIFICATIONS.
- 7- PCB REQUIREMENTS FOR TEMPORARY WALLS APPLY TO TEMPORARY MECHANICALLY STABILIZED EARTH (MSE) WALLS AND TEMPORARY SOIL NAIL WALLS.
- 8- SET PCB WITH A MINIMUM HORIZONTAL DISTANCE OF 2 FT BETWEEN THE FRONT FACE OF THE BARRIER AND THE EDGE OF THE NEAREST TRAFFIC LANE AS SHOWN IN FIGURE A UNLESS OTHERWISE SHOWN IN THE PLANS AND OR AS APPROVED BY THE ENGINEER.
- 9- FOR PCB ABOVE AND BEHIND TEMPORARY 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 FT IN LENGTH AND WET OR DRY PAVEMENT.

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	29	32	36	40
		8-14	26	28	31	35	38	42
		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
	Concrete	44-50	31	35	41	43	46	49
		50-56	32	36	42	44	47	50
		>56	32	36	42	45	47	51
		<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
Anchored PCB	Asphalt	All Offsets	24 for All Design Speeds					
		Concrete (including bridge approach slabs)	All Offsets	12 for All Design Speeds				

* See Figure Below

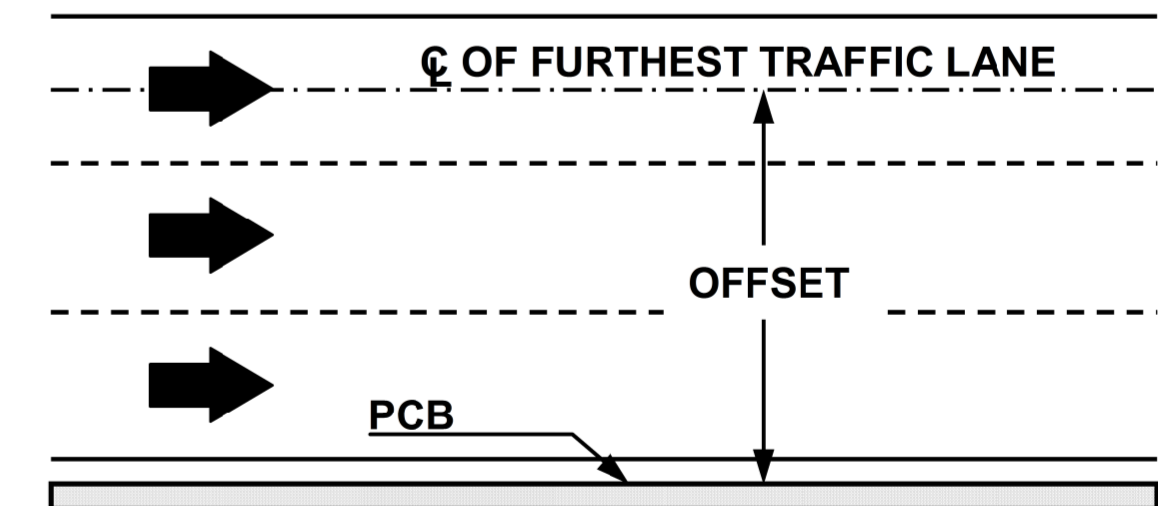


FIGURE B

APPROVED: <i>Michael T. Rzepka</i> DATE: 5/15/2015 SEAL			PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
--	--	--	--

Shoring Location Line 1

FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.

BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.

DESIGN TEMPORARY SHORING FOR LOCATION LINE 1, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 990 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FOR LOCATION LINE 1. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FOR LOCATION LINE 1.

Shoring Location Line 2

FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.

BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.

DESIGN TEMPORARY SHORING FOR LOCATION LINE 2, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 990 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FOR LOCATION LINE 2. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FOR LOCATION LINE 2.

Shoring Location Line 3

FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.

BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.

DESIGN TEMPORARY SHORING FOR LOCATION LINE 3, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 990 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FOR LOCATION LINE 3. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FOR LOCATION LINE 3.

Shoring Location Line 4

FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.

BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.

DESIGN TEMPORARY SHORING FOR LOCATION LINE 4, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

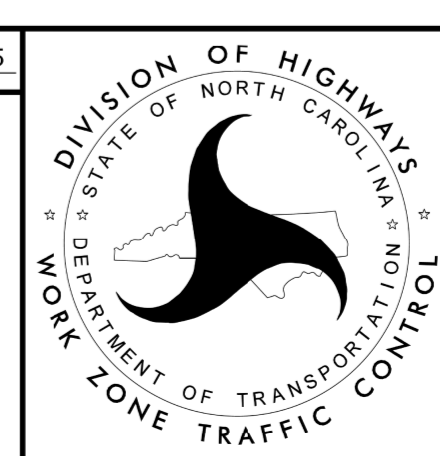
UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 990 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FOR LOCATION LINE 4. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR LOCATION LINE 4. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

5/1/2015
 P:\TIPPs\Projects-R\2603\TrafficControl\TCP\R-2603_TC_TMP-2C.dgn
 User: jwood@crd

APPROVED: Stane C. Clark DATE: 5/1/2015



TEMPORARY SHORING NOTES



PROJ. REFERENCE NO.	SHEET NO.
R-2603	TMP-3A

NOTES: - 'RSD' REFERS TO NCDOT ROADWAY STANDARD DRAWINGS
 - ALL PROPOSED ASPHALT ROADWAY CONSTRUCTION IS UP TO, BUT NOT INCLUDING, THE FINAL LAYER OF SURFACE COURSE UNLESS OTHERWISE NOTED.

PHASE I

STEP 1

INSTALL ALL ADVANCE WORK ZONE WARNING SIGNS AND CMS BOARDS ON NC 18, NC 268 AND ALL AFFECTED Y-LINES (SEE RSD 1101.01, SHEETS 2 & 3).

STEP 2

AWAY FROM TRAFFIC AND USING RSD 1101.02 (SHEETS 1, 3 & 7 OF 15), BEGIN INSTALLATION OF PROPOSED DRAINAGE EXCEPT FOR PROPOSED CULVERT AT -L- STA 59+43±. FOR INSTALLATION OF 48" PIPE UNDER -Y2- (STR. #427), USE RSD 1101.03 (SHEET 2 OF 9), TO CLOSE FLINT HILL ROAD (-Y2-) ACCESS TO/FROM NC 268 (SEE LOCAL NOTE 2 AND SHEET TMP-2C FOR DETOUR ROUTE AND SIGNING).

USING RSD 1101.02 (SHEET 1 OF 15), INSTALL TEMPORARY SIGNAL AT NC 268 AND AIRPORT ROAD/RIVER LIBERTY GROVE CHURCH ROAD AND ACTIVATE. DEACTIVATE EXISTING SIGNAL.

USING RSD 1101.02 (SHEETS 3 & 7 OF 15), BEGIN WEDGING/WIDENING OF EXISTING PAVEMENT (SEE SHEETS TMP-4 THRU TMP-7 & TMP-18) (SEE LOCAL NOTE 1):

- L- STA 10+38± TO STA 47+00± LEFT
- L- STA 10+38± TO STA 55+00± RIGHT
- Y1-, -Y1A- & -Y2-

USING RSD 1101.02 (SHEET 1 OF 15), BEGIN CONSTRUCTION OF THE FOLLOWING (SEE SHEETS TMP-5 & TMP-6):

- Y3- WEDGING/WIDENING OF EXISTING
- Y4- WEDGING/WIDENING OF EXISTING
- Y5- WEDGING/WIDENING OF EXISTING

AWAY FROM TRAFFIC AND USING RSD 1101.02 (SHEET 1 OF 15), BEGIN CONSTRUCTION OF THE FOLLOWING (SEE SHEETS TMP-7 THRU TMP-17 & TMP-19):

- EB -L- STA 64+00± TO STA 80+63±
- EB -L- STA 81+50± TO STA 86+50±
- EB -L- STA 87+25± TO STA 98+50±
- EB -L- STA 114+00± TO STA 120+00±, EXCLUDING STRUCTURE
- WB -L- STA 139+00± TO STA 144+00±
- WB -L- STA 147+50± TO STA 162+00±
- WB -L- STA 164+50± TO STA 182+00± (EXISTING AIRPORT ROAD)
- WB -L- STA 182+45± (EXISTING AIRPORT ROAD) TO -L- STA 189+20±
- Y18- STA 23+15± TO STA 27+30±
- TEMPORARY MEDIAN CROSSOVER -XOVR2- FROM PROPOSED WB LANES AT -L- STA 170+50± TO EXISTING NC 268 AT -L- STA 178+00±
- Y16DET- STA 11+38± TO STA 16+75±

BEHIND EXISTING GUARDRAIL, INSTALL TEMPORARY SHORING AND BEGIN CONSTRUCTION OF -L- PROPOSED STRUCTURE OVER MULBERRY CREEK (SEE SHEET TMP-11).

USING RSD 1101.02 (SHEET 1 OF 15), BEGIN CONSTRUCTION OF TEMPORARY WIDENING UP TO EDGE AND ELEVATION OF EXISTING NC 268 (LEFT) FROM -L- STA 133+50± TO STA 139+00± (TYING TO PROPOSED WB LANES) (SEE SHEET TMP-13).

USING RSD 1101.02 (SHEET OF 15), BEGIN PROPOSED WEDGING/WIDENING AT THE FOLLOWING LOCATIONS (SEE SHEETS TMP-16, TMP-17 & TMP-19):

- NC 268 (RIGHT SIDE) FROM -L- STA 177+00± TO STA 182+20± (EXISTING RIVER LIBERTY GROVE CHURCH ROAD)
- NC 268 (RIGHT SIDE) FROM -L- STA 182+85± (EXISTING RIVER LIBERTY GROVE CHURCH ROAD) TO -L- 195+00±
- NC 268 (LEFT SIDE) FROM -L- STA 189+20± TO STA 195+30±
- AIRPORT ROAD (LEFT SIDE) FROM -Y18- STA 17+50± TO STA 23+15±
- AIRPORT ROAD (LEFT SIDE) FROM -Y18- STA 27+30 TO -L- STA 182+45± (PROPOSED WB LANES OF -L-)

USING RSD 1101.02 (SHEET 1 OF 15) AND AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING (SEE SHEETS TMP-9 THRU TMP-11, TMP-14 & TMP-15):

- EB -L- STA 106+00± TO STA 107+00±
- WB -L- STA 163+30± TO STA 164+50±
- Y7DET- FROM EXISTING LEGION ROAD TO EXISTING NC 268
- Y9DET- STA 10+10± TO STA 14+00± AND TIE TO EXISTING NC 268
- DRIVE6- (PARTIAL, ENOUGH FOR ONE LANE) -DRIVE6- STA 9+87± TO STA 13+33± WITH TEMPORARY TIE TO EXISTING NC 268
- Y12- STA 10+00± TO STA 16+25± WITH TEMPORARY TIE TO EXISTING NC 268
- Y15- STA 10+10± TO STA 11+64± WITH TEMPORARY TIE TO EXISTING VISTA LANE
- Y17- STA 11+15± TO STA 19+10± WITH TEMPORARY TIE TO EXISTING NC 268

USING RSD 1101.02 (SHEET 1 OF 15), CONSTRUCT THE FOLLOWING TEMPORARY WIDENING UP TO EDGE AND ELEVATION OF EXISTING NC 268 (LEFT) (SEE SHEETS TMP-7 & TMP-10 THRU TMP-12):

- L- STA 54+95± TO STA 60+83±
- L- STA 103+50± TO STA 115+00±
- L- STA 121+68± TO STA 131+50±

STEP 3

USING RSD 1101.02 (SHEET 1 OF 15), COMPLETE THE FOLLOWING ON NC 268 FROM -L- STA 54+95± TO STA 62+30± (SEE SHEET TMP-20):

- PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS (ERASE CONFLICTING MARKINGS)
- SHIFT TRAFFIC TO TEMPORARY WIDENING LEFT OF EXISTING NC 268
- OPEN -Y7DET- AND CLOSE EXISTING LEGION ROAD ACCESS TO NC 268
- INSTALL PCB FROM -L- STA 56+35± TO STA 62+00±

USING RSD 1101.02 (SHEET 1 OF 15) AND AWAY FROM TRAFFIC, INSTALL TEMPORARY SHORING AND CONSTRUCT RIGHT PORTION OF PROPOSED CULVERT (-L- STA 59+43±). CONSTRUCT -L- DETOUR- FROM -L- STA 55+00± TO STA 62+57± AND TIE TO EXISTING NC 268 (SEE SHEET TMP-20). INSTALL PCB ALONG EB -L- DETOUR- (SEE SHEET TMP-31 FOR PCB LOCATION).

USING RSD 1101.02 (SHEET 1 OF 15), BEGIN CONSTRUCTION OF THE FOLLOWING (SEE SHEET TMP-20):

- L- STA 47+00± TO STA 51+65±
- Y6- STA 10+50± TO -L-

USING RSD 1101.02 (SHEET 1 OF 15), CONSTRUCT THE FOLLOWING (SEE SHEET TMP-20):

- L- STA 51+65± TO STA 54+00±
- Y7- (TIE TO PROPOSED WIDENING OF -L-)
- DRIVE2-

USING RSD 1101.02 (SHEET 1 OF 15), PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AND SHIFT TRAFFIC TO TEMPORARY WIDENING LEFT OF EXISTING NC 268 AT THE FOLLOWING LOCATIONS (SEE SHEETS TMP-22 THRU TMP-24):

- L- STA 103+50± TO STA 115+00±
- L- STA 121+00± TO STA 131+50±

OPEN AND SHIFT TRAFFIC TO -Y9DET-. CLOSE SIDNEY AVENUE (-Y9-). USING RSD 1101.02 (SHEET 1 OF 15) AND AWAY FROM TRAFFIC CONSTRUCT THE FOLLOWING (SEE SHEET TMP-21):

- EB -L- STA 80+63± TO STA 81+50±
- Y9- STA 9+90± TO STA 13+25± WITH A TEMPORARY TIE TO EXISTING NC 268

SHIFT TRAFFIC TO -DRIVE6- (ONE-LANE/TWO-WAY) AND TEMPORARY TIE AND CLOSE EXISTING DRIVE. USING FLAGGING, BEGIN CONSTRUCTION OF REMAINING PORTION OF -DRIVE6- (SEE SHEET TMP-22).

USING RSD 1101.02 (SHEET 1 OF 15), PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AND SHIFT TRAFFIC TO -Y12- AND CLOSE EXISTING FLINT HILL ROAD. CONSTRUCT -Y12- DRIVE TIES, INCLUDING -DRIVE3- STA 10+10± TO STA 13+48± (SEE SHEETS TMP-22 & TMP-23).

AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF THE FOLLOWING PROPOSED (SEE SHEETS TMP-22 THRU TMP-25):

- EB -L- STA 98+50± TO STA 106+00±
- EB -L- STA 107+00± TO STA 114+00±
- EB -L- STA 120+00± TO STA 135+00±

USING FLAGGING, SHIFT TRAFFIC TO -Y15- AND CLOSE EXISTING QUEEN DRIVE. USING RSD 1101.02 (SHEET 1 OF 15), CONSTRUCT -Y16DET- FROM STA 16+75± TO STA 17+42± (EXISTING NC 268). AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF PROPOSED WB LANES FROM -L- STA 144+00± TO STA 145+50± (SEE SHEETS TMP-25 & TMP-26).

COMPLETE CONSTRUCTION OF -Y16DET- STA 11+38± TO STA 16+75± BEGUN IN PHASE I, STEP 2.

USING RSD 1101.02 (SHEET 1 OF 15), PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AND SHIFT TRAFFIC TO -Y17- AND CLOSE EXISTING BEAUMONT POPLAR STREET. BEGIN CONSTRUCTION OF PROPOSED WB LANES FROM -L- STA 162+00± TO STA 163+30± AND REMOVAL OF EXISTING BEAUMONT POPLAR STREET (SEE SHEET TMP-27).

STEP 4

SHIFT TRAFFIC TO -Y9- WITH TEMPORARY TIE TO EXISTING NC 268 AND CLOSE -Y9DET-. AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF PROPOSED EB LANES FROM -L- STA 86+50± TO STA 87+25± AND REMOVE -Y9DET- (SEE SHEET TMP-28).

USING RSD 1101.02 (SHEET 1 OF 15), SHIFT TRAFFIC TO -Y16DET-. USING RSD 1101.02 (SHEET 1 OF 15), CONSTRUCT -Y16- WITH TEMPORARY TIE TO EXISTING NC 268. AWAY FROM TRAFFIC, CONSTRUCT PROPOSED WB LANES FROM -L- STA 146+20± TO STA 147+30± (SEE SHEET TMP-29).

5/14/2015 R:\Traffic\TrafficControl\TCP\2603_tmp-phasing.dgn ICA Engineering

APPROVED: <i>Michael T. Reppa</i> DATE: 5/15/2015 		<h1>PHASING</h1>
---	--	------------------

NOTE: PHASE I, STEPS 4 & 4A MAY BE PERFORMED SIMULTANEOUSLY.
 PHASE I, STEPS 4A & 5 MAY BE PERFORMED SIMULTANEOUSLY.

COMPLETE THE WORK REQUIRED PHASE I, STEP 4A IN 120 CONSECUTIVE CALENDAR DAYS (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES).

STEP 4A

USING RSD 1101.02 (SHEET 1 OF 15), COMPLETE THE FOLLOWING (SEE SHEETS TMP-30 & TMP-31):

- PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AND SHIFT TRAFFIC TO -LDETOUR- (TWO-LANE/TWO-WAY PATTERN).
- CLOSE FAIRPLAINS ROAD (-Y8-) ACCESS TO/FROM NC 268 (SEE SHEET TMP-2D FOR DETOUR ROUTE AND SIGNING).
- INSTALL PCB ALONG WB -LDETOUR-.

AWAY FROM TRAFFIC AND USING RSD 1101.02 (SHEET 1 OF 15), CONSTRUCT THE FOLLOWING (SEE SHEET TMP-30):

REMAINING SECTION OF PROPOSED CULVERT (-L- STA 59+43±)
 WB -L- STA 54+00± TO STA 62+00±
 WEDGING/WIDENING LEFT OF EXISTING NC 268 FROM -L- STA 62+00± TO STA 64+00±
 -Y8- STA 13+00± TO -L-
 INSTALL PCB ALONG EB LANE OF TEMPORARY PATTERN. BEGIN INSTALLATION OF PCB ALONG WB LANE OF TEMPORARY PATTERN AS MUCH AS POSSIBLE (SEE SHEETS TMP-33 & 34).

AWAY FROM TRAFFIC AND USING RSD 1101.02 (SHEET 1 OF 15), COMPLETE THE FOLLOWING (SEE SHEETS TMP-33 & 34 FOR TEMPORARY TRAFFIC PATTERN):

- REMOVE PCB ALONG -LDETOUR- CONFLICTING WITH TEMPORARY PATTERN SHOWN ON SHEETS TMP-33 & 34
- PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AND TIE TO EXISTING
- SHIFT NC 268 TRAFFIC TO TEMPORARY PATTERN
- REOPEN -Y8- ACCESS TO NC 268

STEP 5

USING RSD 1101.02 (SHEET 1 OF 15), SHIFT TRAFFIC TO -Y16- WITH TEMPORARY TIE TO EXISTING NC 268. CONSTRUCT PROPOSED WB LANES FROM -L- STA 145+50± TO STA 146+20± AND REMOVE -Y16DET- (SEE SHEET TMP-32).

COMPLETE CONSTRUCTION BEGUN PREVIOUSLY AT THE FOLLOWING LOCATIONS FOR PHASE II, STEP 1 SHIFT FROM -L- STA 135+00± TO END PROJECT LIMIT:

NC 268 WIDENING (LEFT SIDE) FROM -L- STA 47+00± TO STA 51+65±
 TEMPORARY WIDENING OF EXISTING NC 268 (LEFT) FROM -L- STA 133+50± TO STA 139+00± (TYING TO PROPOSED WB LANES)
 WB -L- STA 139+00± TO STA 145+50±
 WB -L- STA 147+50± TO STA 163+30±
 WB -L- STA 164+50± TO STA 182+00± (EXISTING AIRPORT ROAD)
 WB -L- STA 182+45± (EXISTING AIRPORT ROAD) TO -L- STA 189+20±
 NC 268 WIDENING (RIGHT SIDE) FROM -L- STA 177+00± TO STA 182+20± (EXISTING RIVER LIBERTY GROVE CHURCH ROAD)
 NC 268 WIDENING (RIGHT SIDE) FROM -L- STA 182+85± (EXISTING RIVER LIBERTY GROVE CHURCH ROAD) TO -L- 195+00±
 NC 268 WIDENING (LEFT SIDE) FROM -L- STA 189+20± TO STA 195+23±
 TEMPORARY MEDIAN CROSSOVER -XOVR2- FROM PROPOSED WB LANES AT -L- STA 170+50± TO EXISTING NC 268 AT -L- STA 178+00±
 -Y6- STA 10+50± TO -L-

PHASE II

STEP 1

AWAY FROM TRAFFIC AND USING RSD 1101.02 (SHEET 1 OF 15), COMPLETE THE FOLLOWING (SEE SHEETS TMP-35 THRU TMP-39):

- PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AWAY FROM TRAFFIC AS MUCH AS POSSIBLE FOR PHASE II, STEP 1 TRAFFIC PATTERN
- SHIFT TRAFFIC TO TEMPORARY WIDENING OF EXISTING NC 268 FROM -L- STA 133+50± TO STA 139+00± AND TO WB LANES FROM -L- STA 139+00± TO STA 170+50± IN A 2-LANE/2-WAY PATTERN (SEE SHEETS TMP-35 THRU TMP-37). SPLIT TRAFFIC FROM -L- STA 170+50± TO END PROJECT LIMIT USING TEMPORARY MEDIAN CROSSOVER -XOVR2- AT -L- STA 175+00±
- PLACE REMAINING TEMPORARY PAVEMENT MARKINGS AND MARKERS AND TIE TO EXISTING
- ADJUST TEMPORARY SIGNAL AT -L-/-Y18-.

USING RSD 1101.02 (SHEET 1 OF 15), INSTALL PCB AND CONSTRUCT PROPOSED EB LANES FROM -L- 55+00± TO STA 64+00± (SEE SHEETS TMP-33 & TMP-34).

USING RSD 1101.02 (SHEET 1 OF 15), CONSTRUCT TEMPORARY MEDIAN CROSSOVER -XOVR1- FROM -L- STA 131+78± TO -L- STA 136+30± (SEE SHEET TMP-35).

AWAY FROM TRAFFIC, CONSTRUCT PROPOSED EB LANES FROM -L- STA 135+00± TO STA 177+00± (SEE SHEETS TMP-35 THRU TMP-38).

AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF PROPOSED MEDIAN FROM -L- STA 176+00± TO STA 181+85± AND -L- STA 182+60± TO STA 189+20± (SEE SHEETS TMP-38 & TMP-39).

COMPLETE CONSTRUCTION BEGUN PREVIOUSLY AT THE FOLLOWING LOCATIONS (FOR PHASE II, STEP 2 SHIFT TO PROPOSED EB LANES):

- WEDGING/WIDENING OF EXISTING -L- STA 53+00± TO STA 55+00± RIGHT
- EB -L- STA 64+00± TO STA 80+63±
- EB -L- STA 81+50± TO STA 98+00±
- EB -L- STA 98+50± TO STA 106+00±
- EB -L- STA 107+00± TO STA 135+00±, INCLUDING STRUCTURE
- REMAINING PORTION OF -DRIVE6-

NOTE: PHASE II, STEPS 1A WORK MAY BE PERFORMED SIMULTANEOUSLY WITH THE WORK PHASE II, STEP 1 AFTER SHIFTING NC 268 TRAFFIC IN PHASE II, STEP 1.

COMPLETE THE WORK REQUIRED PHASE II, STEP 1A IN 30 CONSECUTIVE CALENDAR DAYS (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES).

STEP 1A

USING RSD 1101.03 (SHEET 2 OF 9), CLOSE EXISTING RIVER LIBERTY GROVE CHURCH ROAD (-Y18-) AND USE OFFSITE DETOUR (SEE SHEET TMP-38 THRU TMP-40). ADJUST TEMPORARY SIGNAL AT -L-/-Y18-.

AWAY FROM TRAFFIC, CONSTRUCT -Y18- FROM STA 31+20± TO STA 37+20± AND TIE TO NC 268. USING RSD 1101.02 (SHEET 1 OF 15), CONSTRUCT WIDENING/WEDGING FROM -Y18- STA 37+20± TO STA 42+00± (SEE SHEETS TMP-38 & TMP-40).

COMPLETE CONSTRUCTION BEGUN PREVIOUSLY AT THE FOLLOWING LOCATIONS:

- WIDENING OF AIRPORT ROAD (LEFT SIDE) FROM -Y18- STA 17+50± TO STA 23+15±
- -Y18- STA 23+15± TO STA 27+30±
- PROPOSED MEDIAN FROM -L- STA 182+60± TO STA 189+20±

USING RSD 1101.02 (SHEET 1 OF 15), PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS ON -Y18- AND THE WESTBOUND APPROACH OF -L- AT -L-/-Y18- INTERSECTION FOR TEMPORARY PATTERN. SHIFT TRAFFIC TO TEMPORARY PATTERN ON -Y18- AND ADJUST TEMPORARY SIGNAL (SEE SHEETS TMP-50 THRU TMP-53).

STEP 2

AWAY FROM TRAFFIC AND USING RSD 1101.02 (SHEET 1 OF 15), COMPLETE THE FOLLOWING (SEE SHEETS TMP-41 THRU TMP-50):

- REMOVE PCB FROM PHASE II, STEP 1 PATTERN FROM -L- STA 55+00± TO STA 62+50±
- PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AWAY FROM TRAFFIC AS MUCH AS POSSIBLE FOR PHASE II, STEP 2 TRAFFIC PATTERN
- SHIFT TRAFFIC TO PROPOSED EB LANES -L- STA 53+35± TO STA 135+00± IN 2-LANE/2-WAY PATTERN. PLACE EB TRAFFIC IN ONE-LANE PATTERN ON PROPOSED EB LANES FROM -L- STA 135+00± TO -Y18-. USE CROSSOVER -XOVR1- AT -L- STA 135+00± TO MAINTAIN WB TRAFFIC ON PROPOSED WB LANES IN A ONE-LANE PATTERN
- PLACE REMAINING TEMPORARY PAVEMENT MARKINGS AND MARKERS AND TIE TO EXISTING

AWAY FROM TRAFFIC AND USING RSD 1101.02 (SHEET 1 OF 15), CONSTRUCT PROPOSED WB LANES FROM -L- STA 62+00± TO STA 134+00± (SEE SHEETS TMP-41 THRU TMP-47).

USING RSD 1101.02 (SHEET 1 OF 15), CONSTRUCT THE FOLLOWING (SEE SHEETS TMP-43, TMP-44 & TMP-47):

- Y10- STA 11+56± TO -L-
- Y11- STA 12+48± TO -L-
- DRIVE4- & -DRIVE5-

AWAY FROM TRAFFIC AND USING RSD 1101.02 (SHEET 1 OF 15), BEGIN CONSTRUCTION OF PROPOSED MEDIAN AT THE FOLLOWING LOCATIONS (SEE SHEETS TMP-49, TMP-50 & TMP-52):

- L- STA 170+50± TO STA 176+00± (INCLUDING CROSSOVER REMOVAL)
- Y18- STA 23+15± TO STA 27+30±

USING RSD 1101.02 (SHEET 1 OF 15), CONSTRUCT WIDENING OF -Y18- FROM STA 17+50± TO STA 31+00± RIGHT (SEE SHEETS TMP-50 & TMP-52).

USING RSD 1101.02 (SHEET 1 OF 15), INSTALL PROPOSED SIGNALS AT -L-/NC 18, -Y1-/NC 18, -Y1-/Y2- & -L-/-Y18- INTERSECTIONS.

PHASE III

STEP 1

AWAY FROM TRAFFIC AND USING RSD 1101.02 (SHEET 1 OF 15), COMPLETE THE FOLLOWING (SEE SHEETS TMP-54 THRU TMP-60):

- PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS ON PROPOSED WB LANES AWAY FROM TRAFFIC AS MUCH AS POSSIBLE FOR PHASE III, STEP 1 TRAFFIC PATTERN
- SHIFT WB TRAFFIC TO PROPOSED WB LANES FROM -L- STA 53+50± TO STA 135+00± IN A ONE-LANE PATTERN
- PLACE REMAINING TEMPORARY PAVEMENT MARKINGS AND MARKERS AND TIE TO EXISTING

AWAY FROM TRAFFIC, CONSTRUCT PROPOSED MEDIAN AT THE FOLLOWING LOCATIONS (SEE SHEETS TMP-54, TMP-56, TMP-57, TMP-59 & TMP-60):

- L- STA 57+00± TO STA 60+10±
- L- STA 61+80± TO STA 64+00±
- Y9- STA 80+65± TO STA 81+50±
- Y10- STA 90+85± TO 91+50±
- Y11- STA 98+00± TO 99+00±
- L- STA 131+00± TO STA 139+00± (INCL. CROSSOVER REMOVAL)

COMPLETE CONSTRUCTION BEGUN PREVIOUSLY:

- L- STA 10+38± TO STA 47+00± LEFT
- L- STA 10+38± TO STA 55+00± RIGHT
- Y1-, -Y1A-, -Y2-, -Y3-, -Y4- & -Y5-
- MEDIAN -L- STA 170+50± TO STA 181+85±
- MEDIAN -Y18- STA 23+15± TO STA 27+30±



PROJ. REFERENCE NO.	SHEET NO.
R-2603	TMP-3B

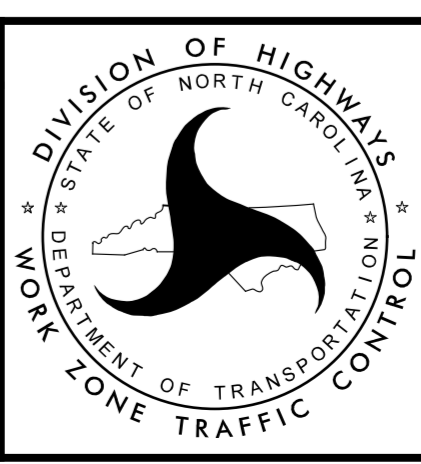
STEP 2

USING RSD 1101.02 (SHEET 1, 3 & 7 OF 15), PERFORM THE FOLLOWING:

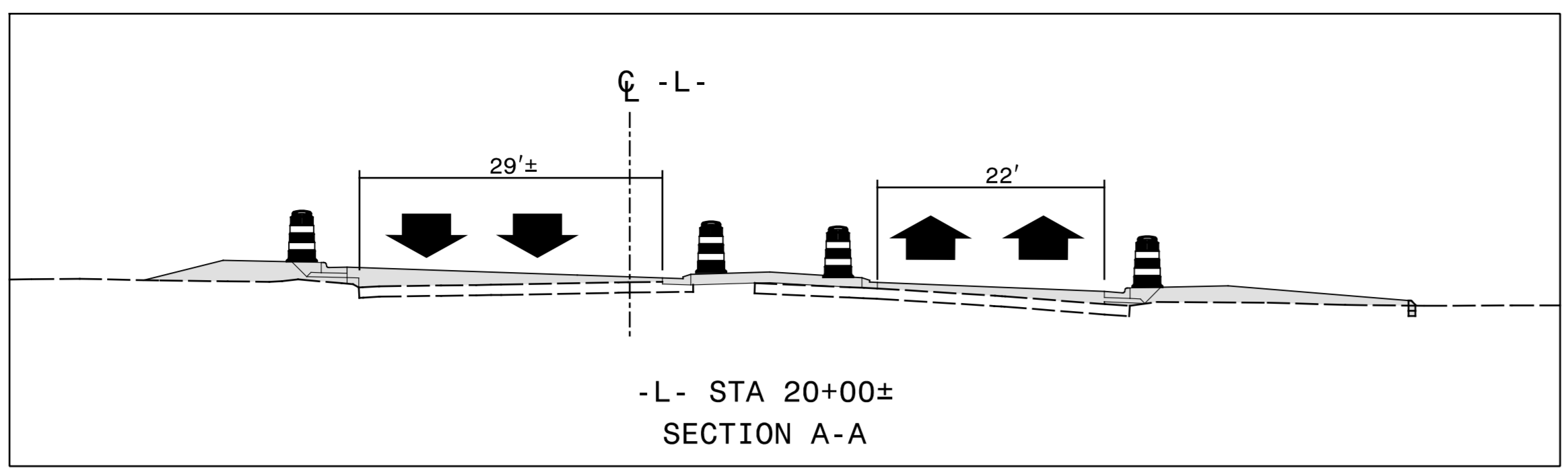
- CONSTRUCT PROPOSED MONOLITHIC ISLANDS (SEE ROADWAY PLANS FOR LOCATIONS)
- COMPLETE PROPOSED DRAINAGE
- PLACE FINAL LAYER OF SURFACE COURSE ON ALL ASPHALT SURFACES
- PLACE FINAL PAVEMENT MARKINGS AND MARKERS
- ACTIVATE PROPOSED SIGNALS AT -L-/NC 18, -Y1-/NC 18, -Y1-/Y2- & -L-/-Y18- INTERSECTIONS
- SHIFT TRAFFIC TO FINAL PATTERN AND OPEN ALL LANES

5/14/2015 R:\Trat\Fic\TrafficContr\TCPr-2603-tmp-phasing2.dgn ICA Engineering

APPROVED: *Michael T. Reppa* DATE: 5/15/2015



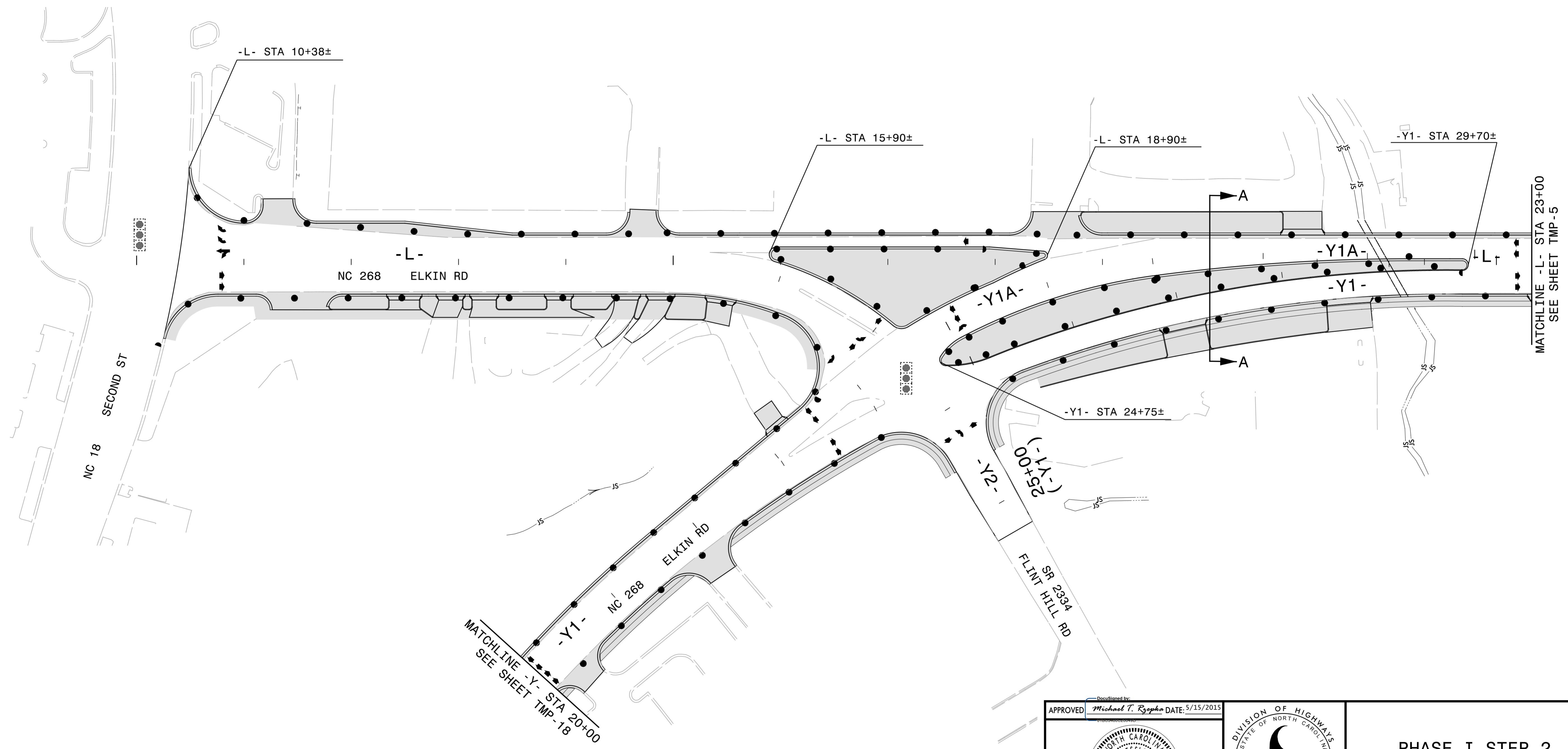
PHASING



-L- STA 20+00±
SECTION A-A

15+00

20+00



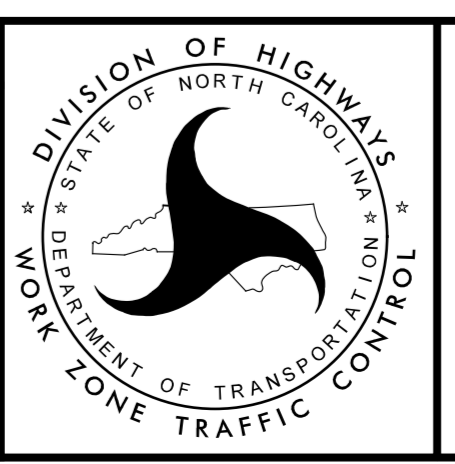
MATCHLINE -L- STA 23+00
SEE SHEET TMP-5

MATCHLINE -Y- STA 20+00
SEE SHEET TMP-18

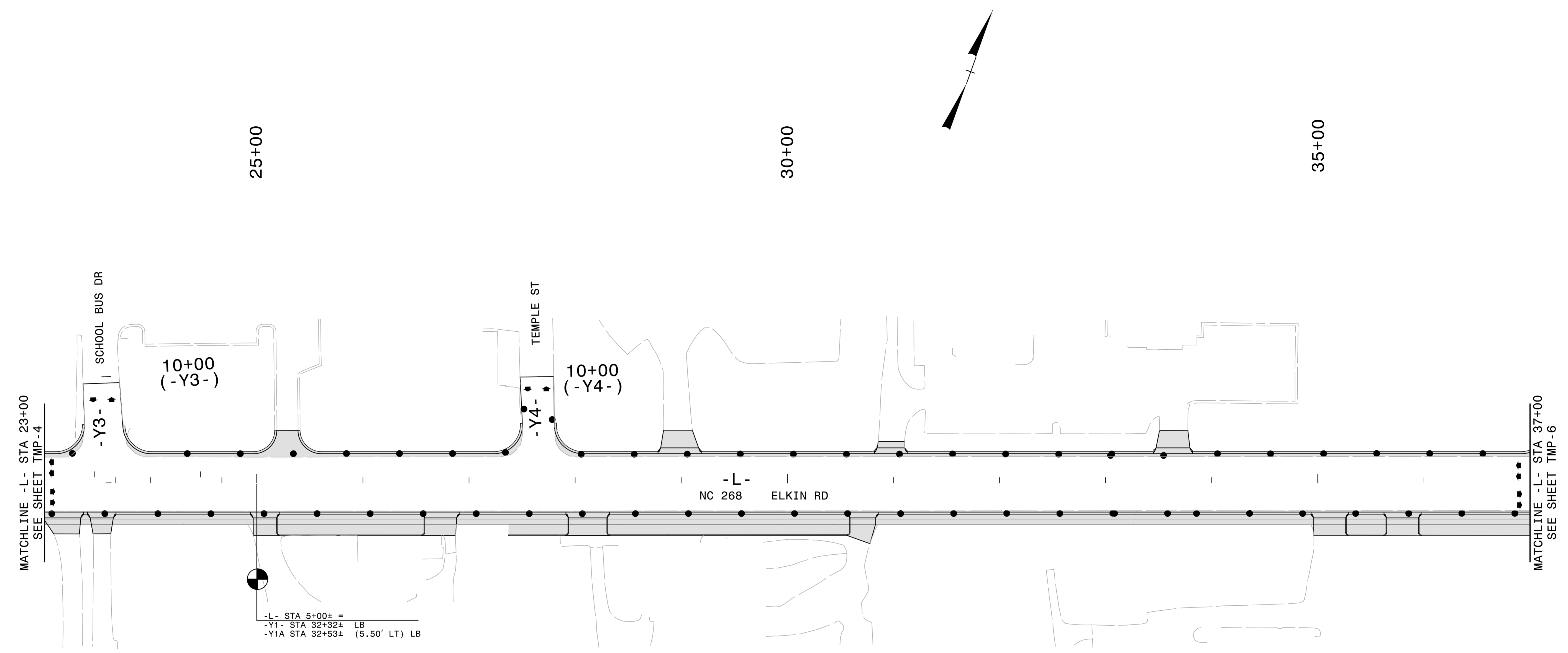
5/14/2015
R:\Traffic\TrafficControl\TCP\2603_tmp.pl_s2.dtl_01.dgn
ICA Engineering

APPROVED *Michael T. Rzepko* DATE: 5/15/2015

SEAL

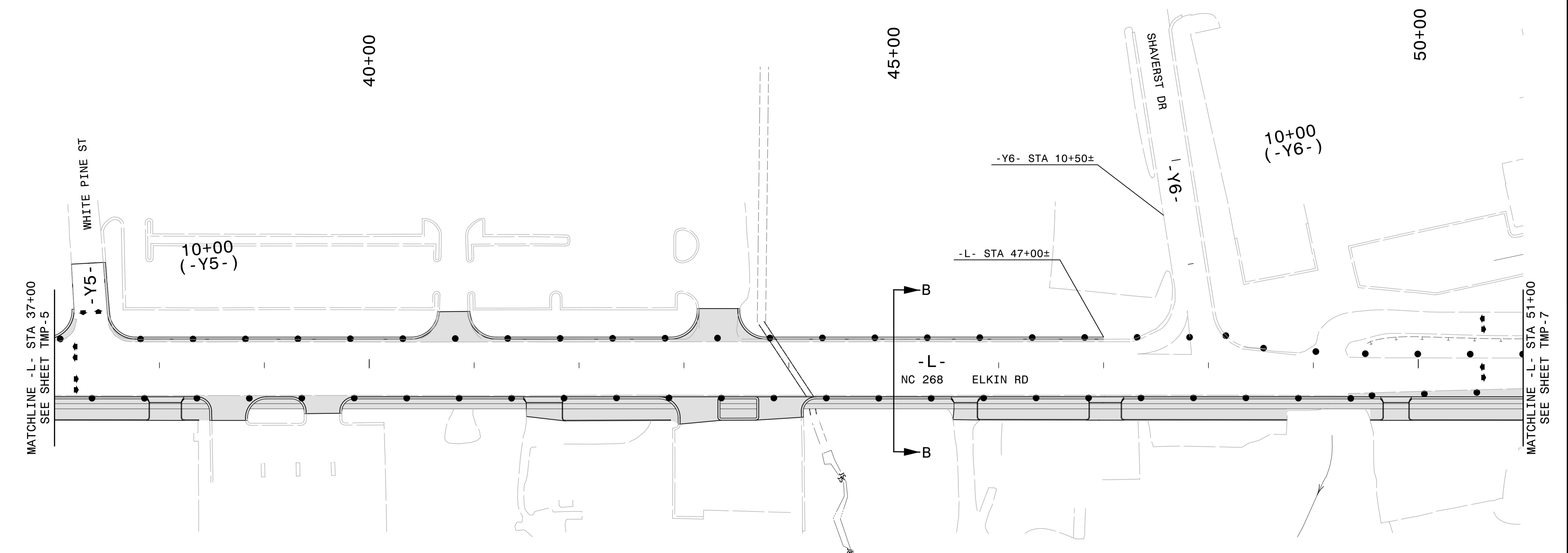
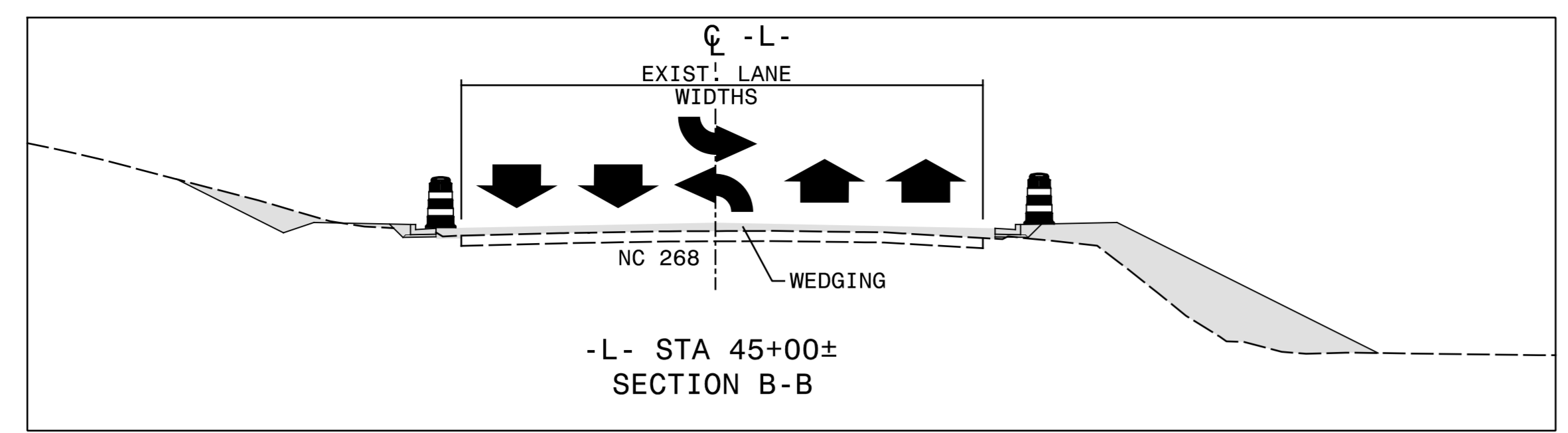


PHASE I STEP 2
DETAIL



5/4/2015
R:\Traffic\TrafficControl\TCP\2603.tmp.pl_s2.dtl_02.dgn
ICA Engineering

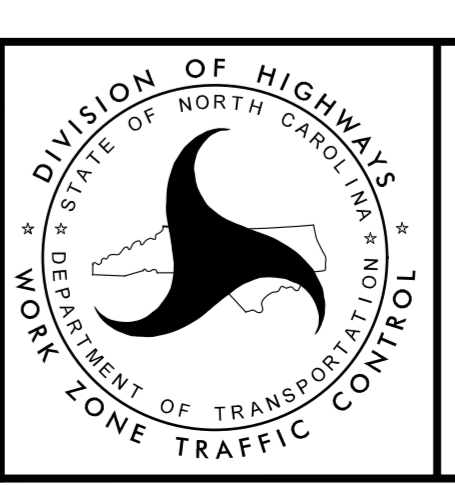
APPROVED: <i>Michael T. Rzepka</i> DATE: 5/15/2015 		PHASE I STEP 2 DETAIL
--	--	--------------------------



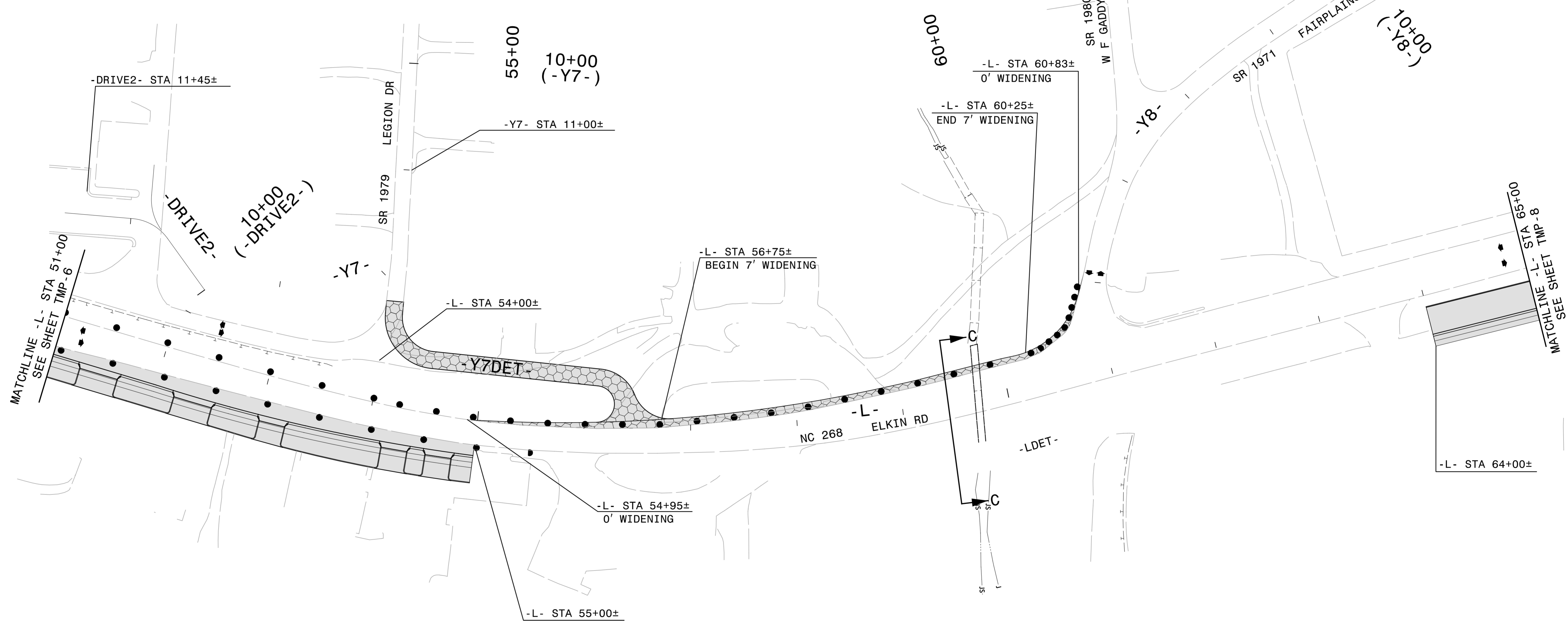
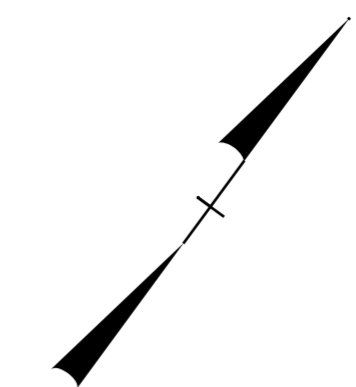
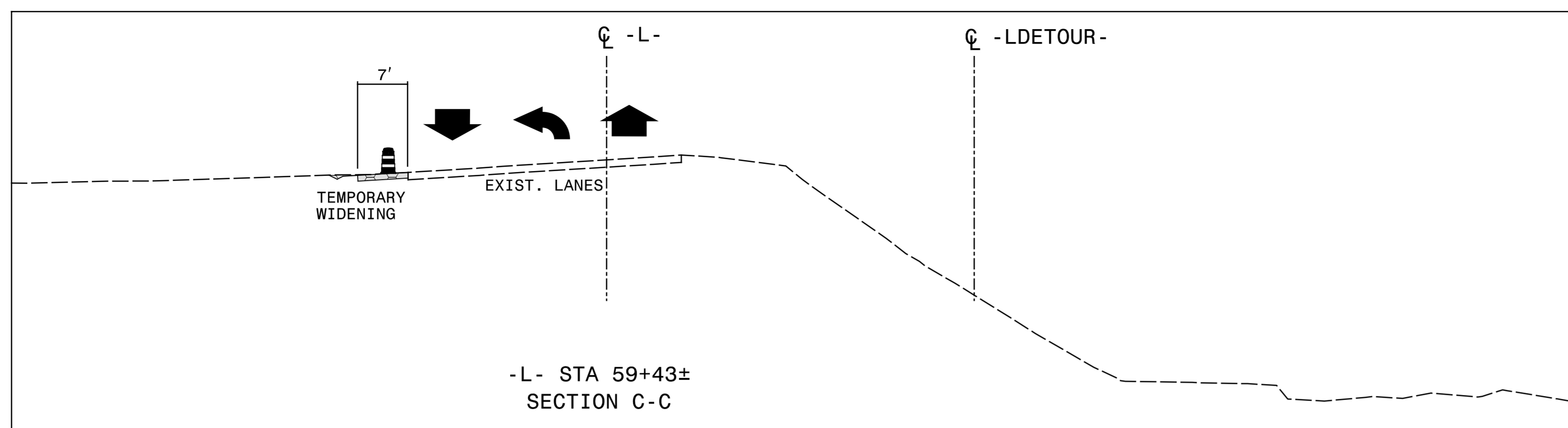
5/4/2015
R:\Traffic\TrafficControl\TCP\2603_tmp.pl_s2.dtl_03.dgn
ICA Engineering

APPROVED *Michael T. Rzepka* DATE: 5/15/2015

SEAL



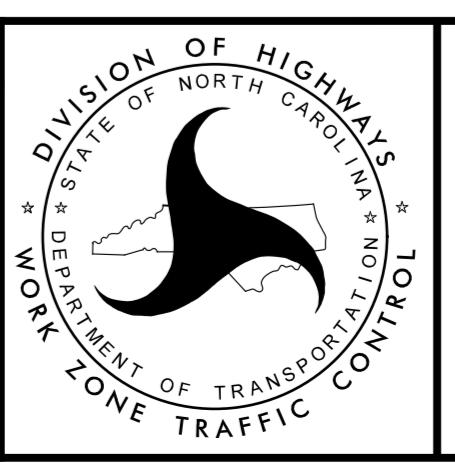
PHASE I STEP 2
DETAIL



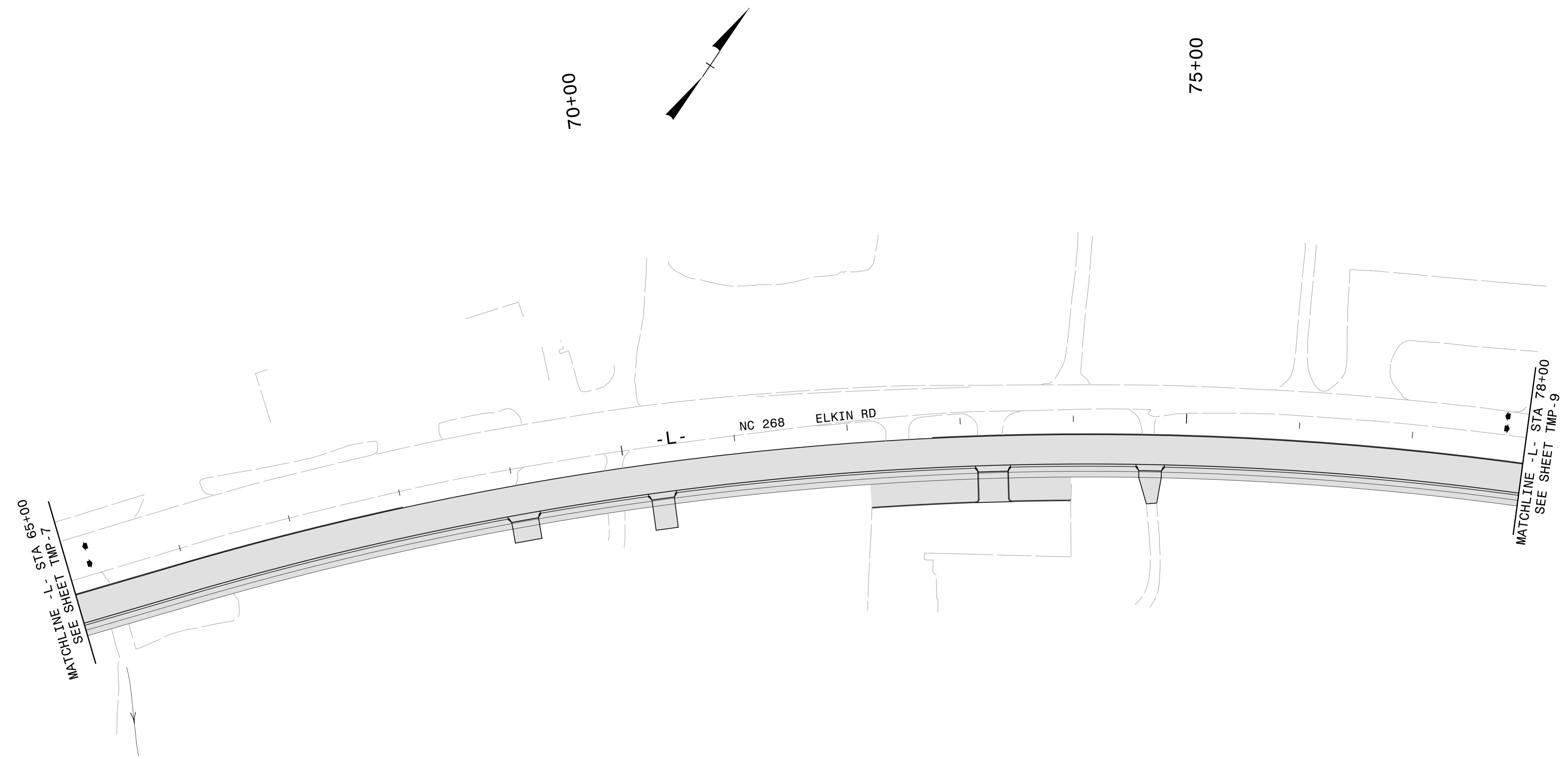
5/14/2015
R:\Traffic\TrafficControl\TCP\2603.tmp.pl_s2.dtl_04.dgn
ICA Engineering

APPROVED *Michael T. Rzepka* DATE: 5/15/2015

SEAL



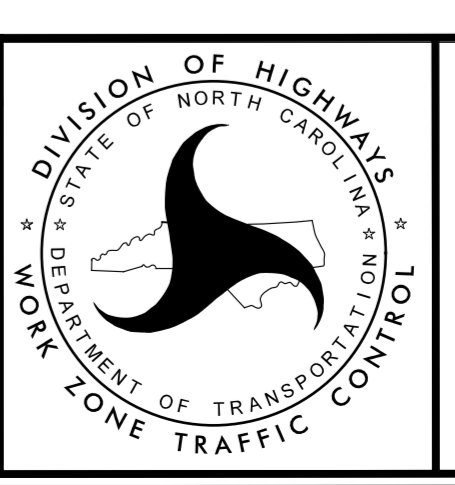
PHASE I STEP 2
DETAIL



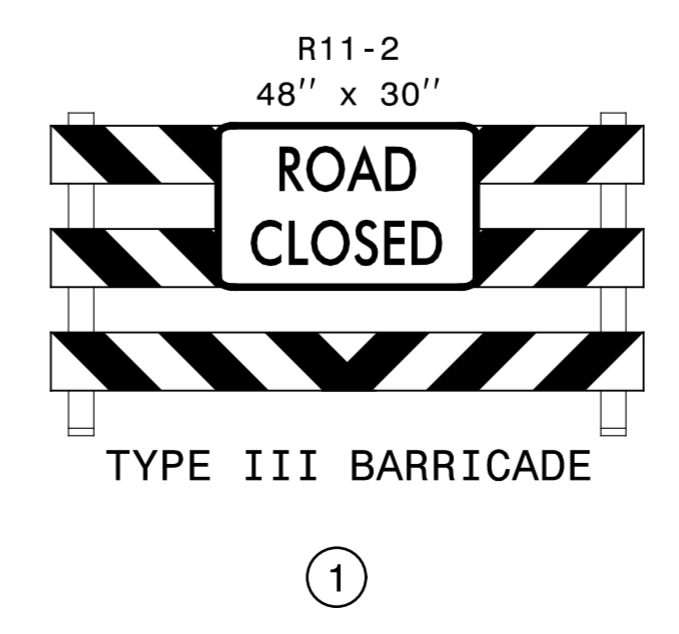
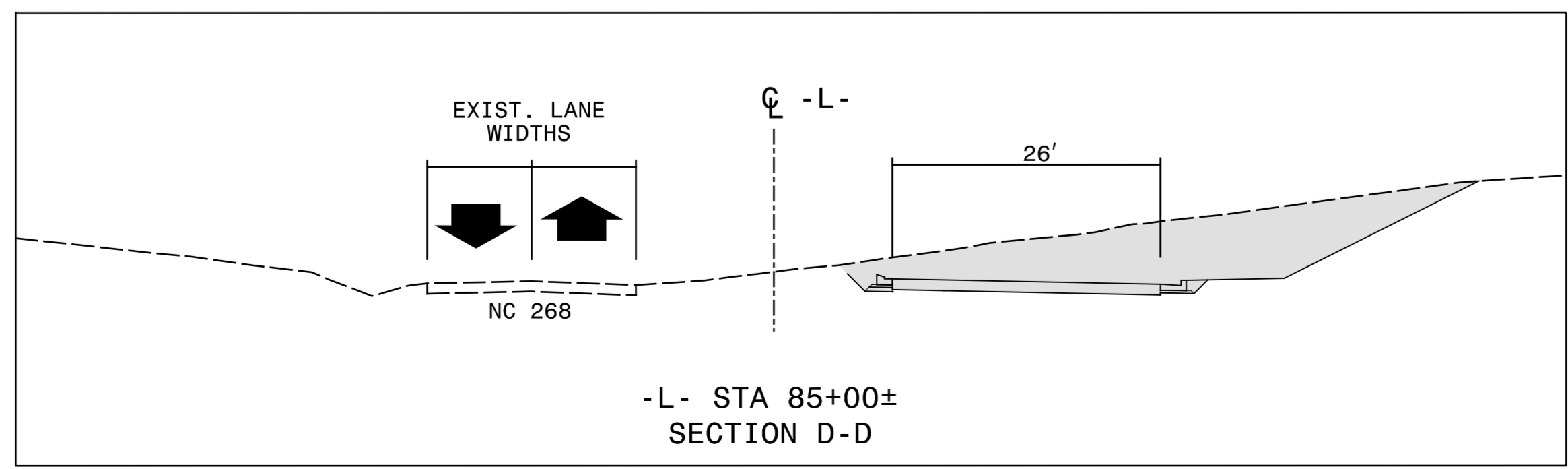
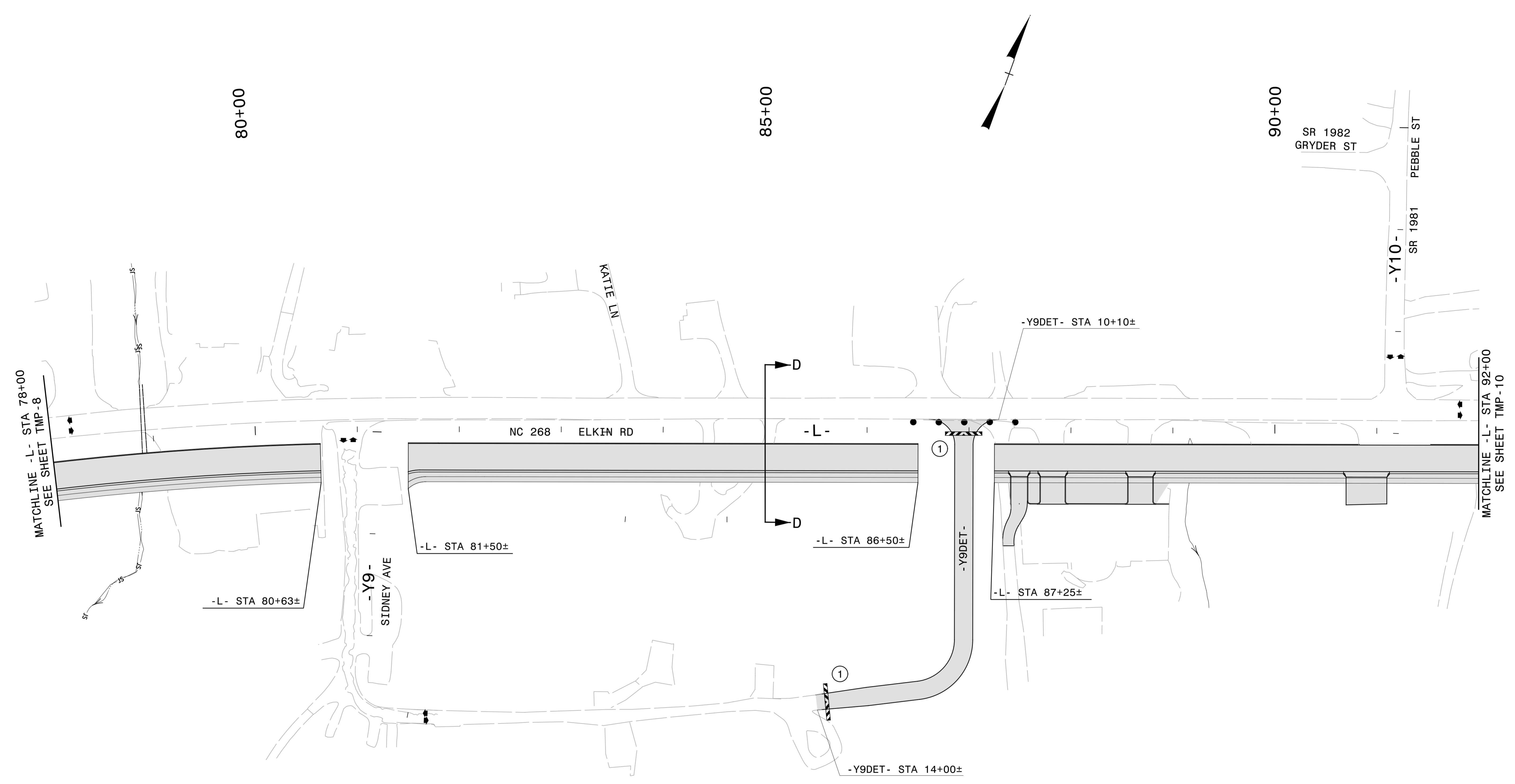
5/14/2015
 R:\Traffic\TrafficControl\TCP\2603.tmp.pl_s2.dtl_05.dgn
 ICA Engineering

APPROVED: *Michael T. Rzepka* DATE: 5/15/2015

SEAL



PHASE I STEP 2
DETAIL

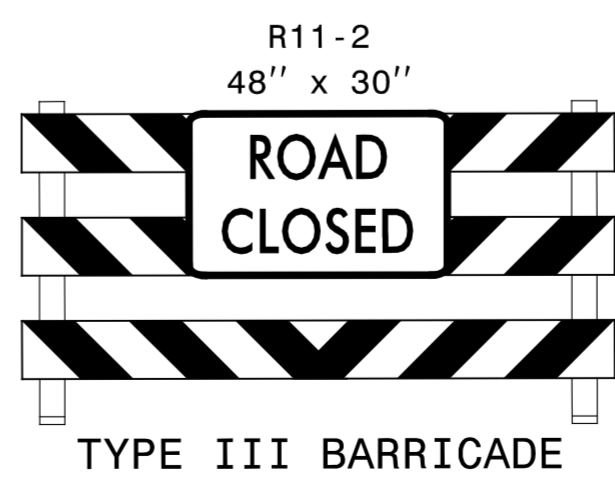
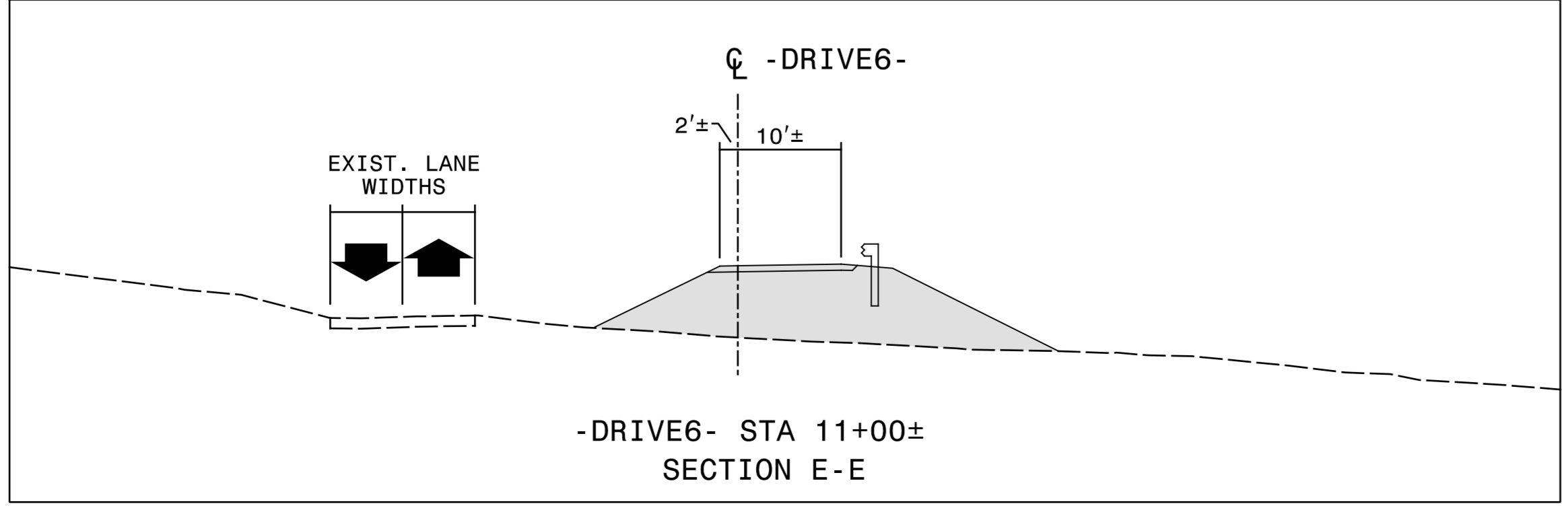
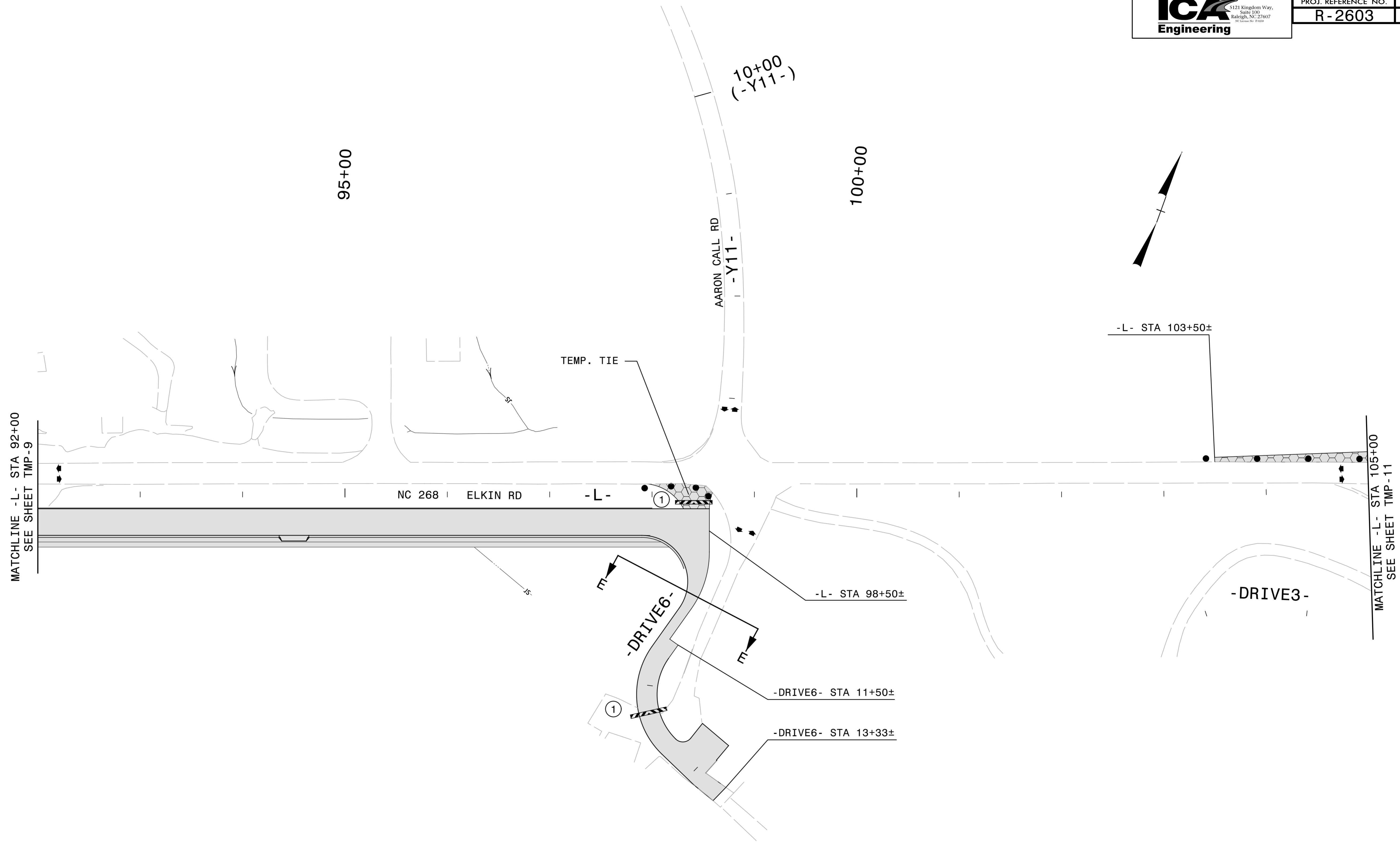


APPROVED: *Michael T. Rzepka* DATE: 5/15/2015

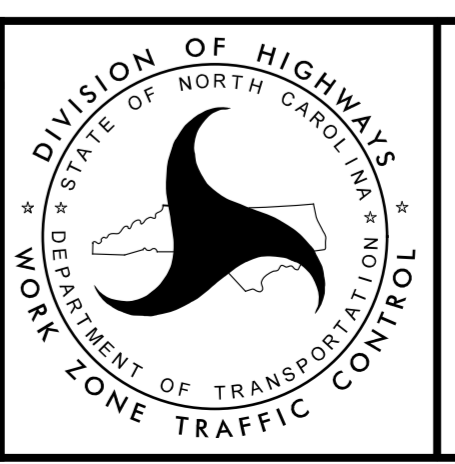
SEAL

PHASE I STEP 2
DETAIL

5/14/2015
 R:\ratt\tr\TrafficControl\TCP\2603_tmp.pl_s2.dtl_06.dgn
 ICA Engineering

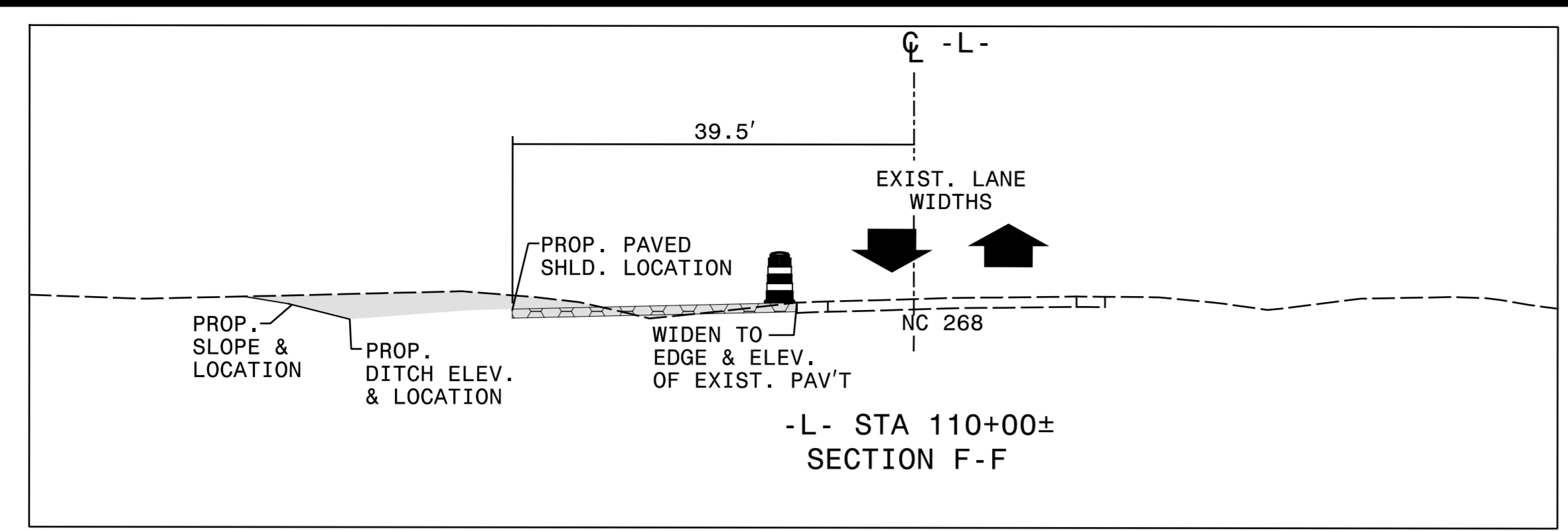


APPROVED: *Michael T. Rzepka* DATE: 5/15/2015
SEAL:

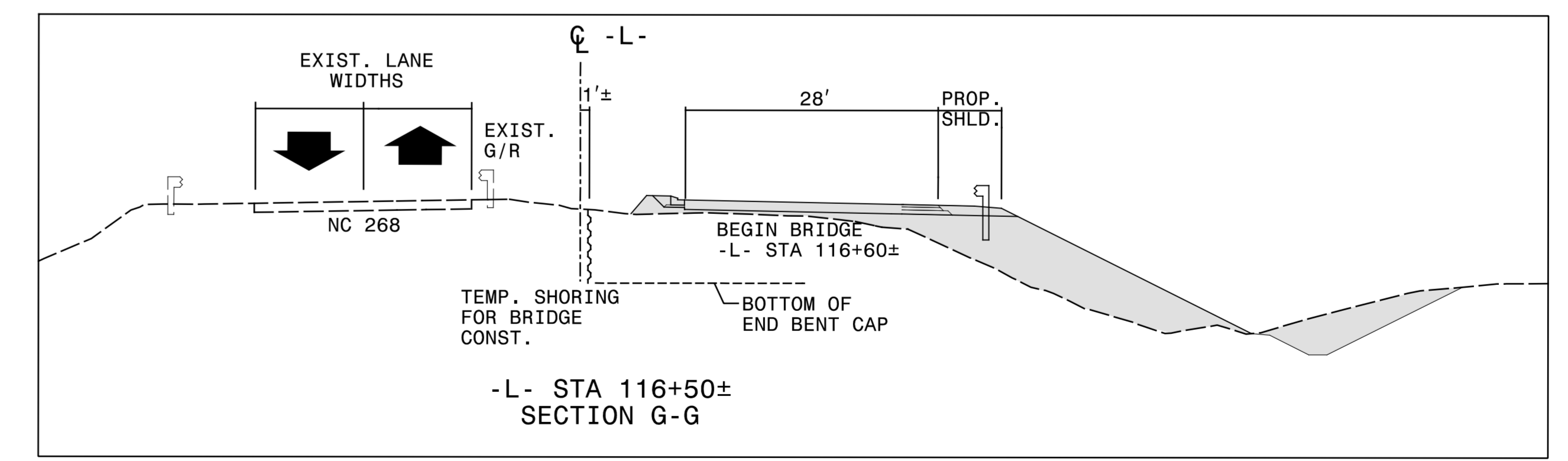
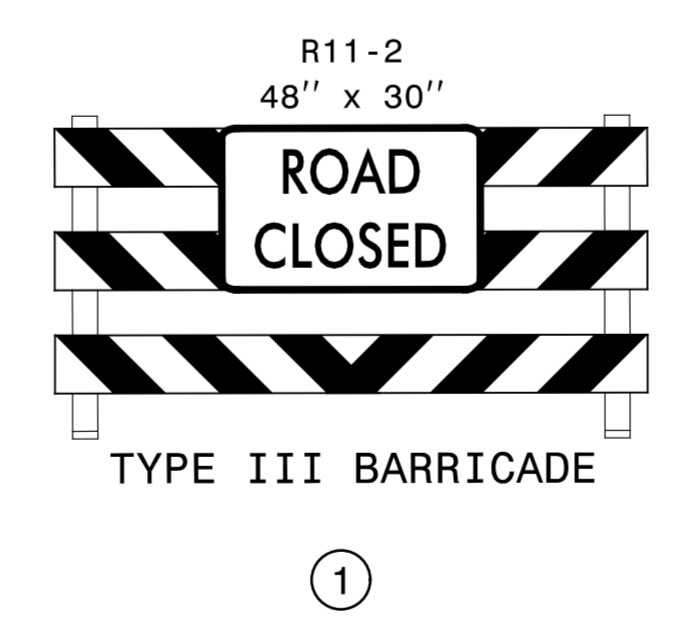
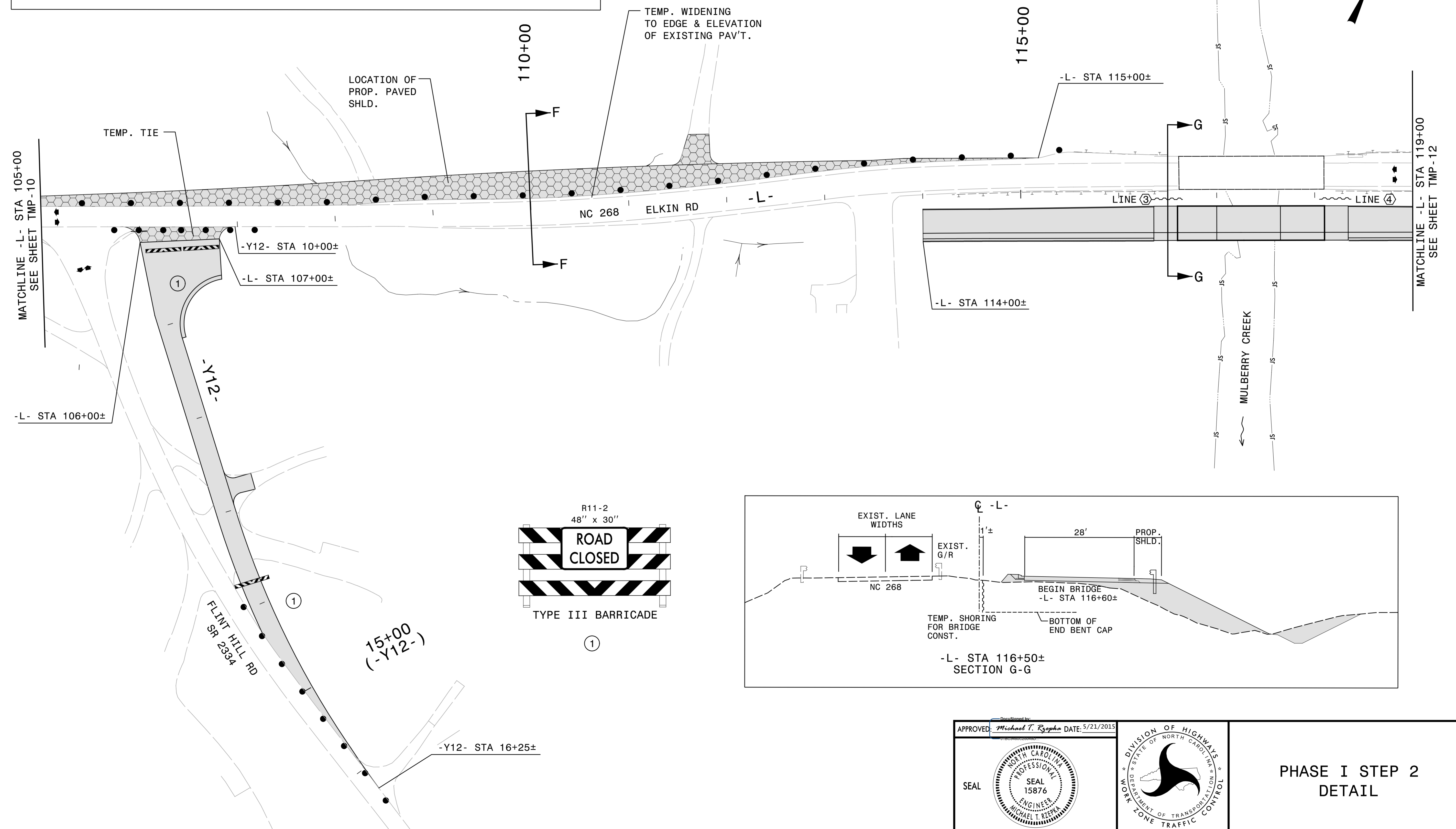


PHASE I STEP 2
DETAIL

5/14/2015
R:\TrafficControl\TCP\2603_tmp.pl_s2.dtl_07.dgn
ICA Engineering

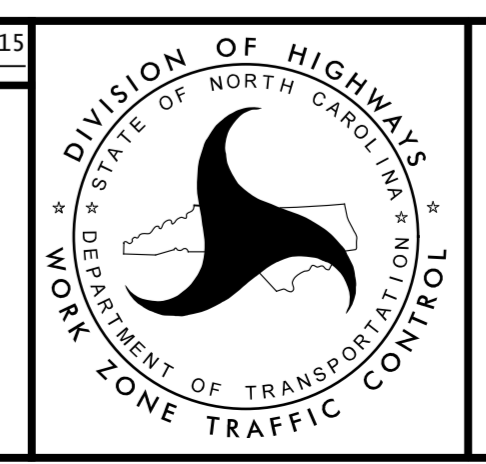


- ③ QUANTITY = 184 SQ. FT.
TEMPORARY SHORING
-L- STA 116+34± 1.0' RT TO -L- STA 116+65± 1.0' RT
(SEE SHEET TMP-2F FOR TEMPORARY SHORING NOTES)
- ④ QUANTITY = 200 SQ. FT.
TEMPORARY SHORING
-L- STA 118+05± 1.0' RT TO -L- STA 118+37± 1.0' RT
(SEE SHEET TMP-2F FOR TEMPORARY SHORING NOTES)

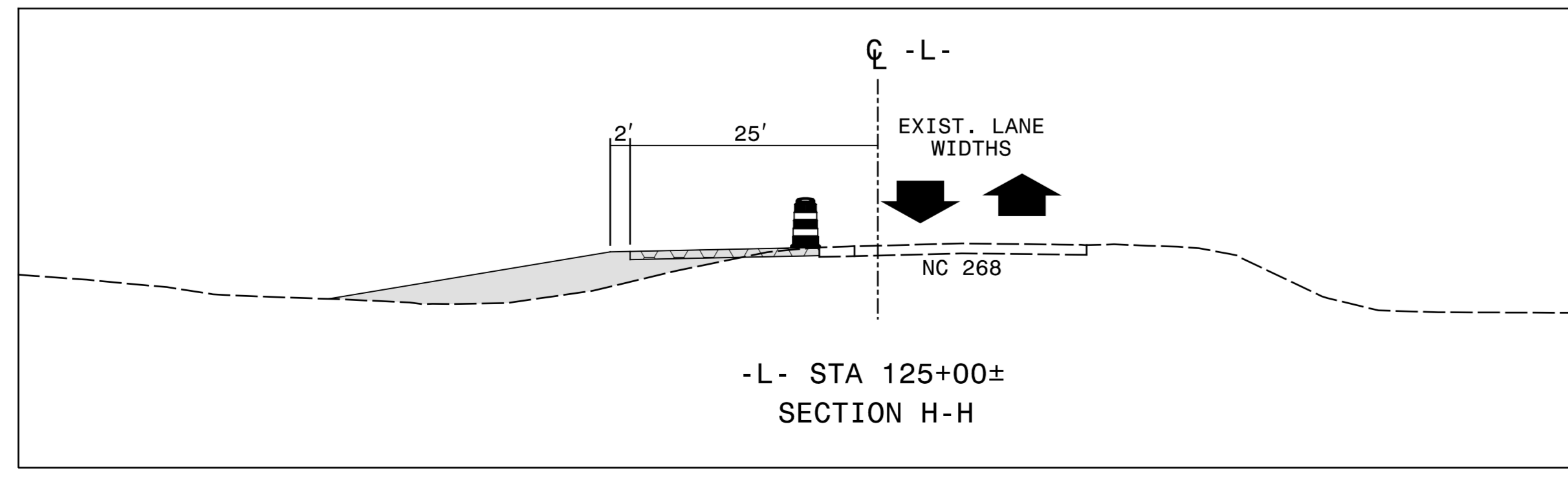
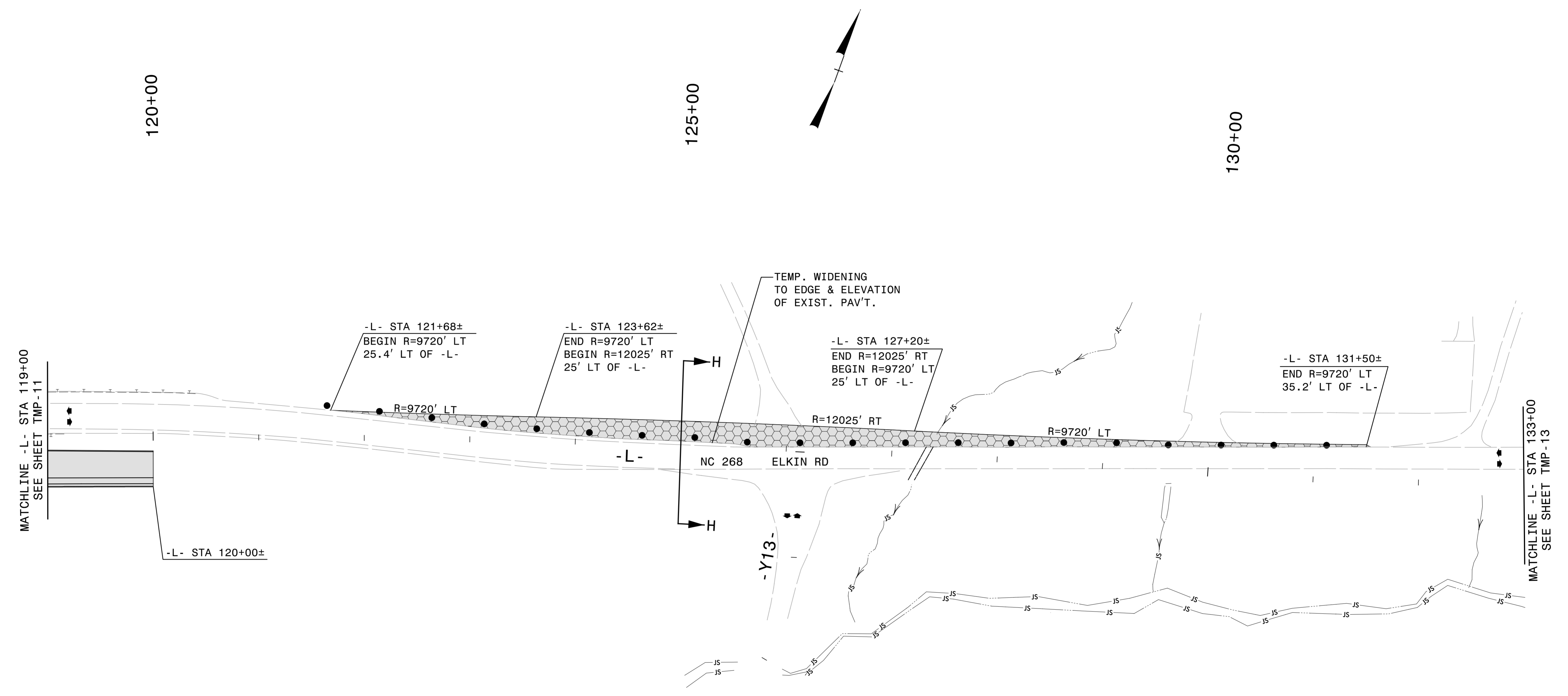


5/21/2015
R:\TrafficControl\CPV\2603_tmp.pl_s2.dtl_08.dgn
ICA Engineering

APPROVED: *Michael T. Rzepka* DATE: 5/21/2015
SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
MICHAEL T. RZEPKA
15876



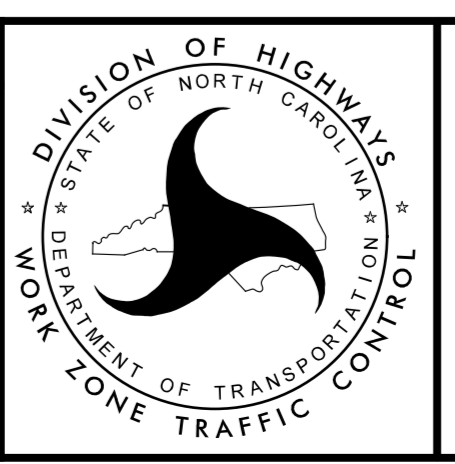
PHASE I STEP 2
DETAIL



APPROVED *Michael T. Reppko* DATE: 5/15/2015

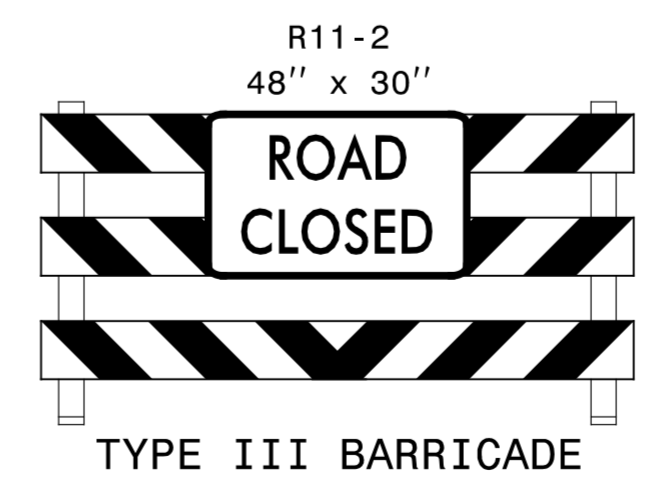
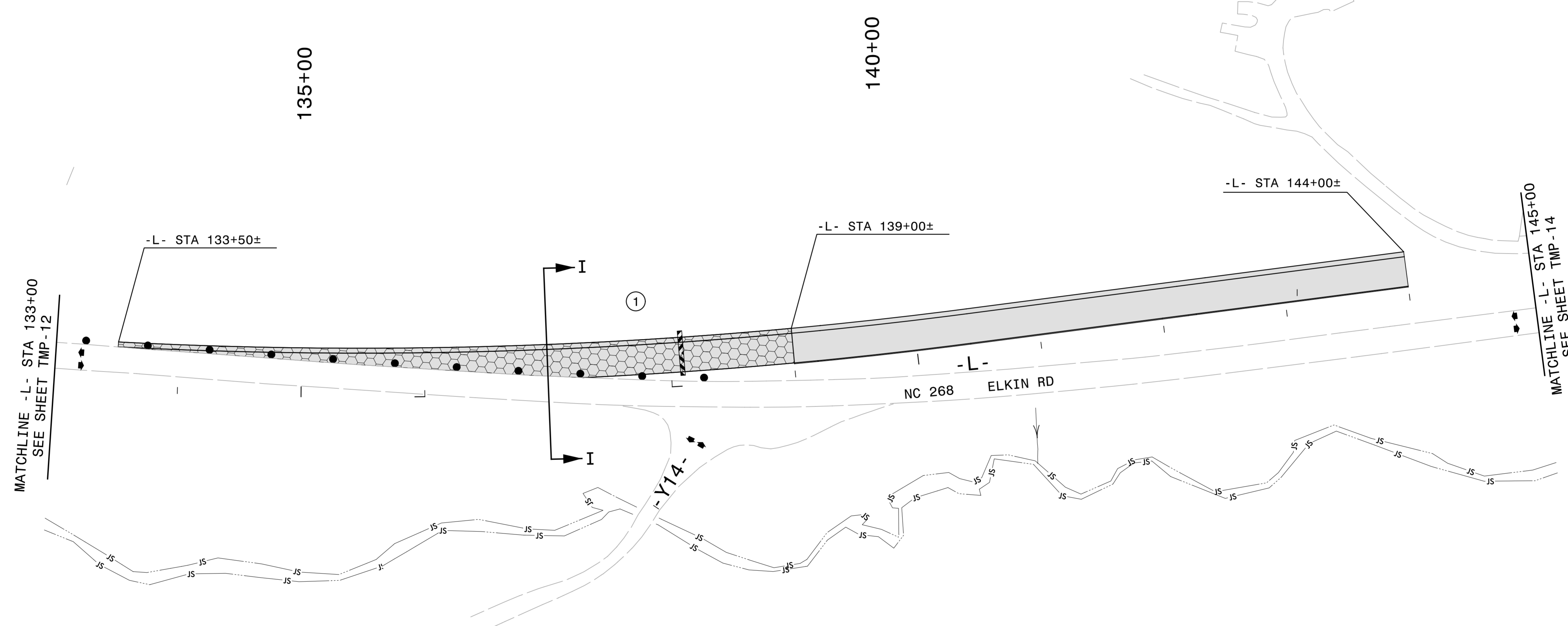
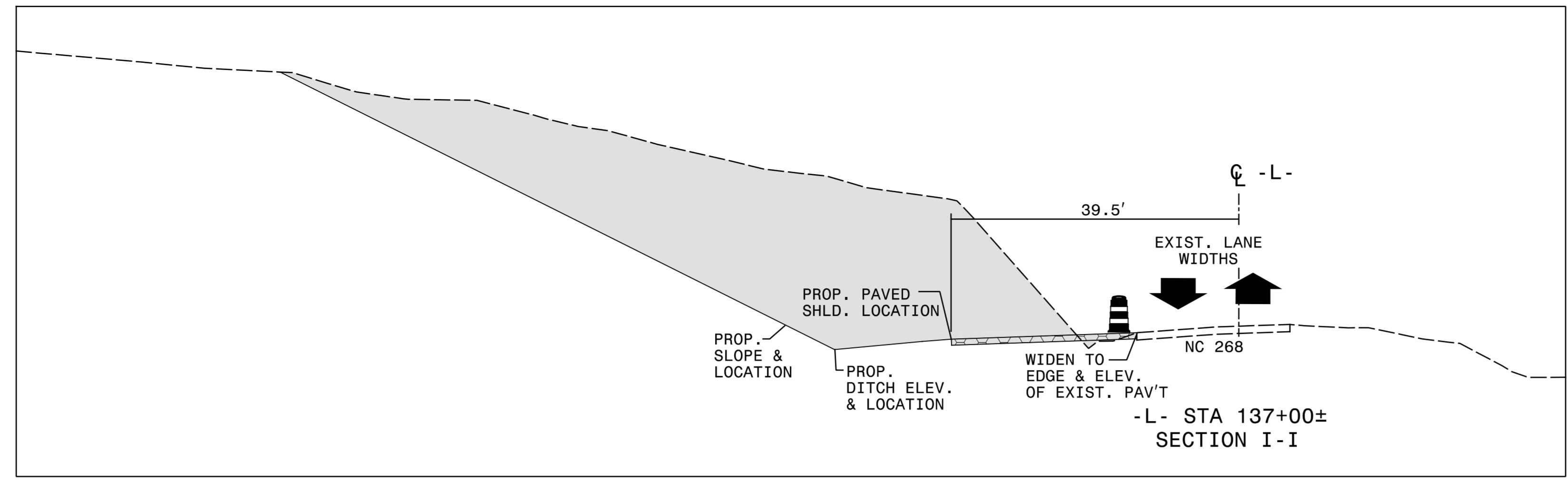
SEAL

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 15876 MICHAEL T. REPPKO



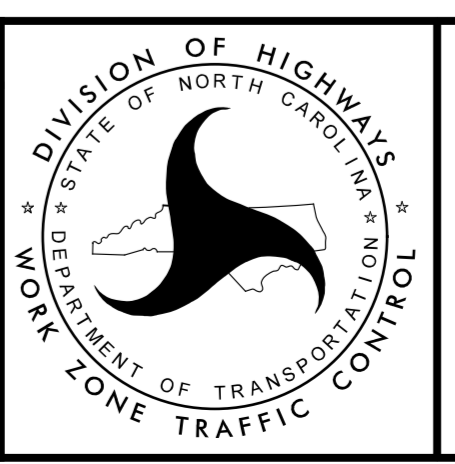
PHASE I STEP 2
DETAIL

5/14/2015
R:\TrafficControl\TCPV-2603.tmp.pl_s2.dtl_09.dgn
ICA Engineering



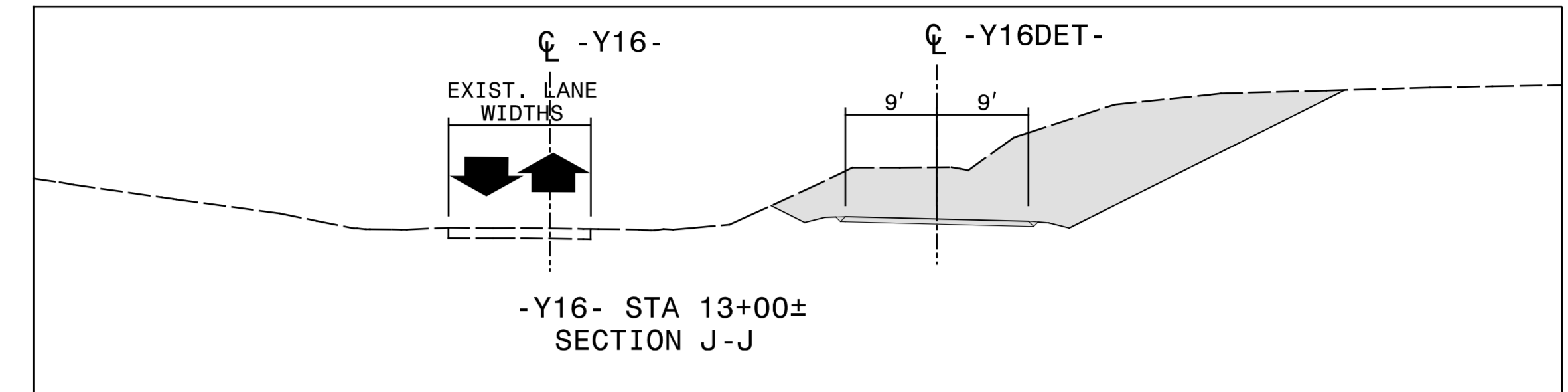
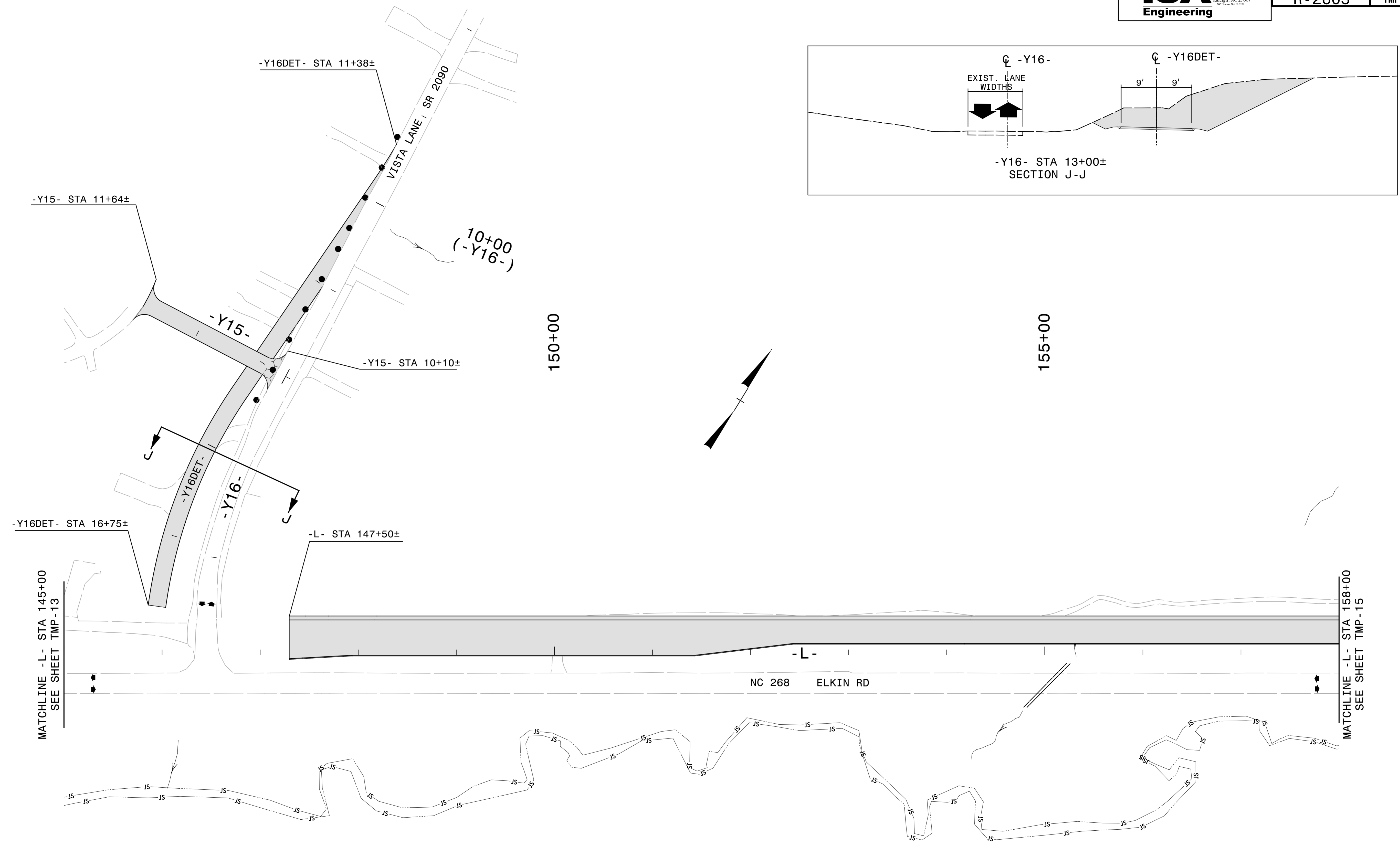
APPROVED: *Michael T. Rzepka* DATE: 5/15/2015

SEAL



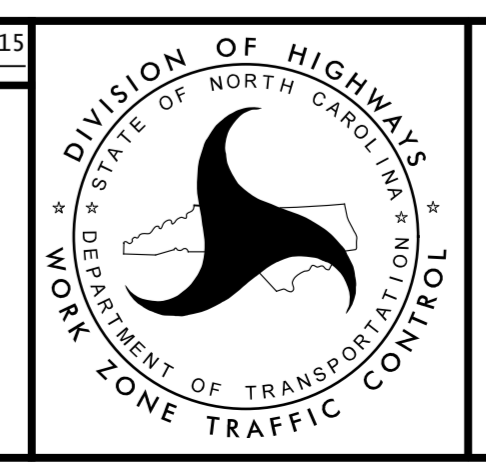
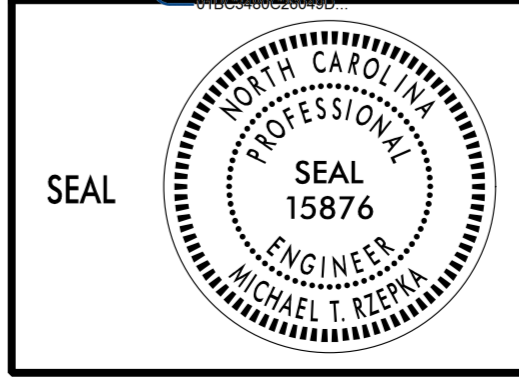
PHASE I STEP 2
DETAIL

5/14/2015
R:\TrafficControl\TrafficControl\TCP\2603_tmp.pl_s2.dtl_I0.dgn
ICA Engineering

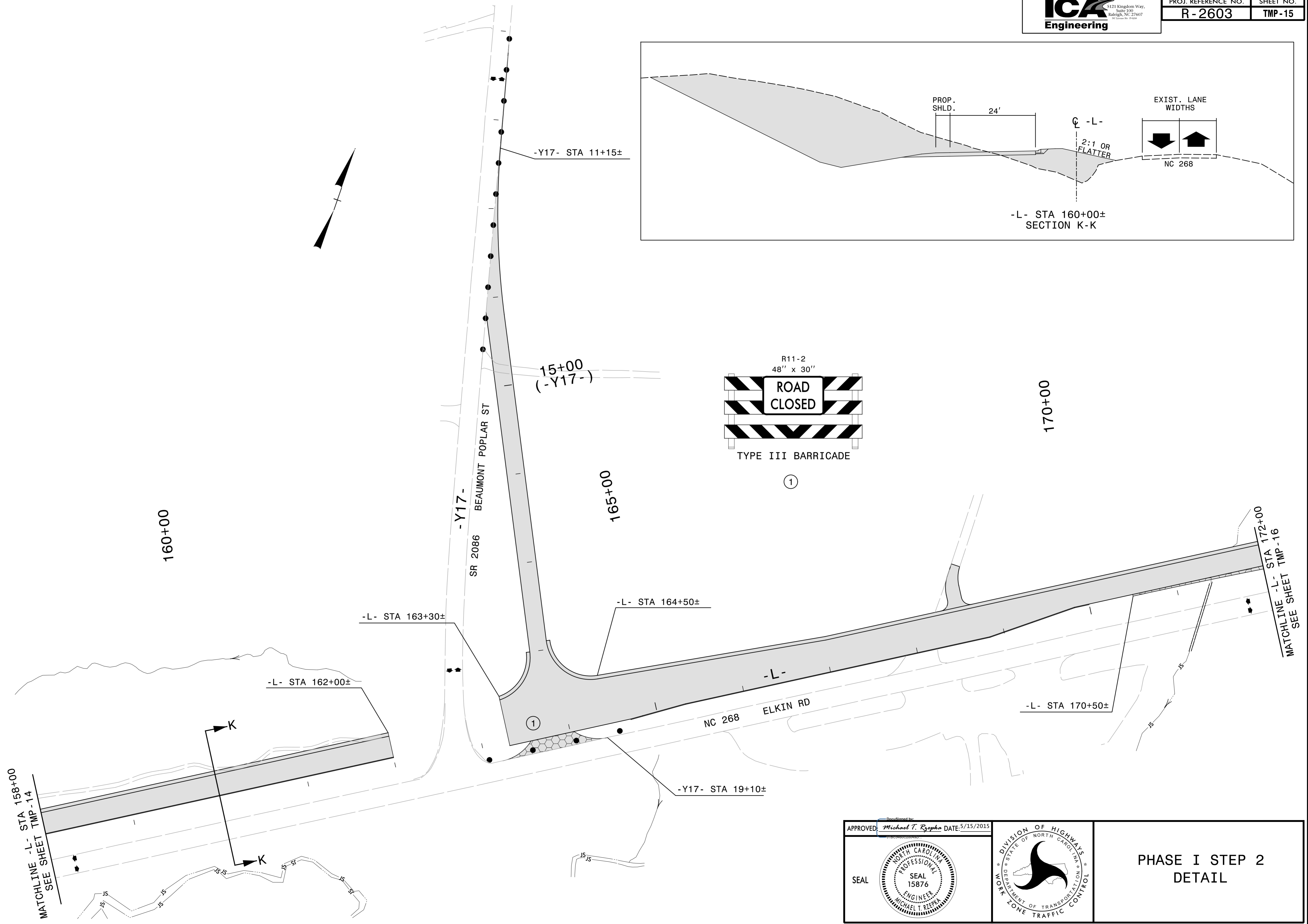
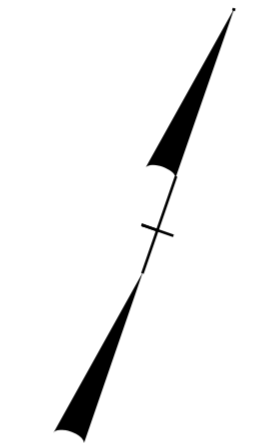
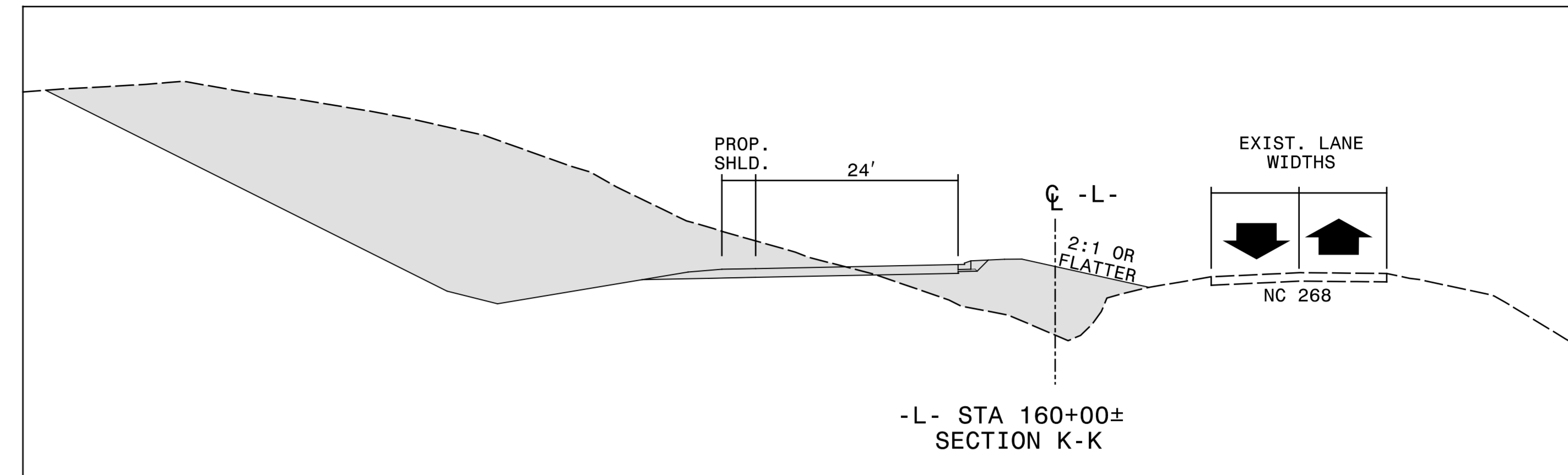


5/4/2015
R:\Traffic\TrafficControl\TCP\2603_tmp.pls2.dtl.ll.dgn
ICA Engineering

APPROVED *Michael T. Reepko* DATE: 5/15/2015

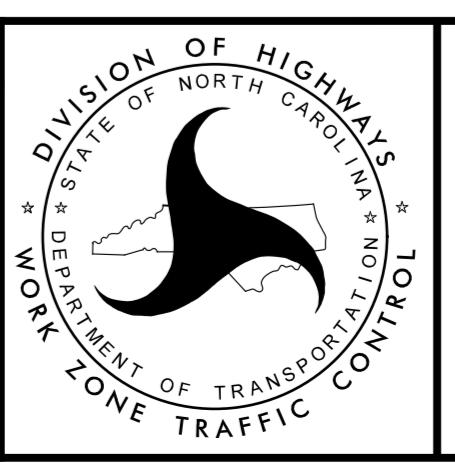


PHASE I STEP 2
DETAIL

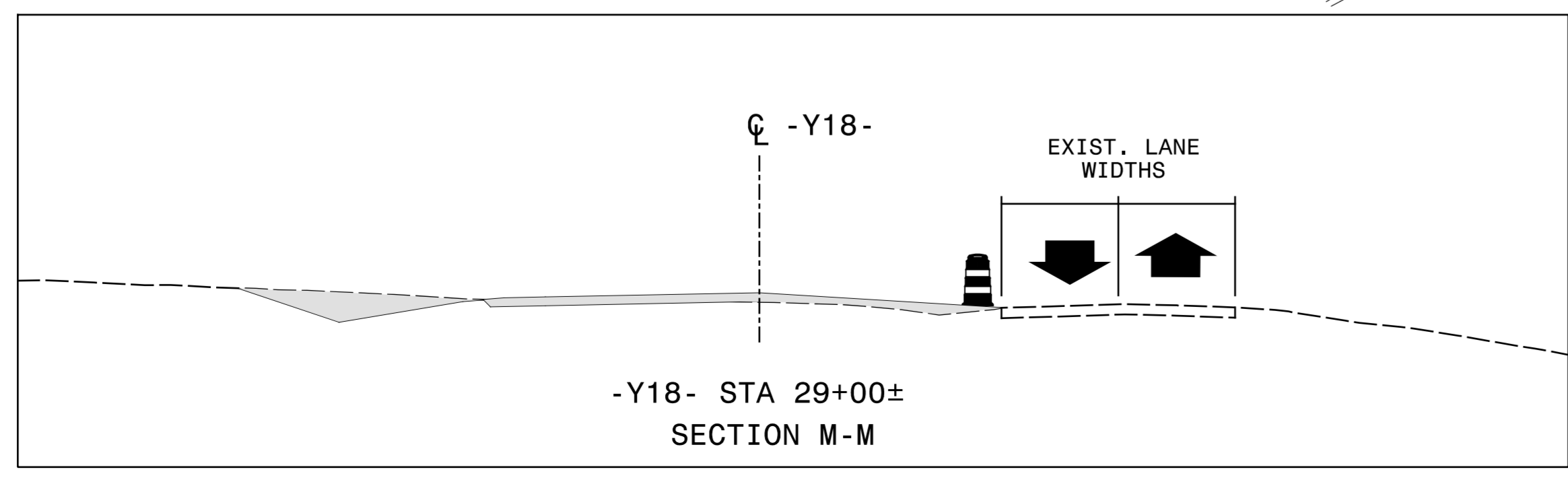
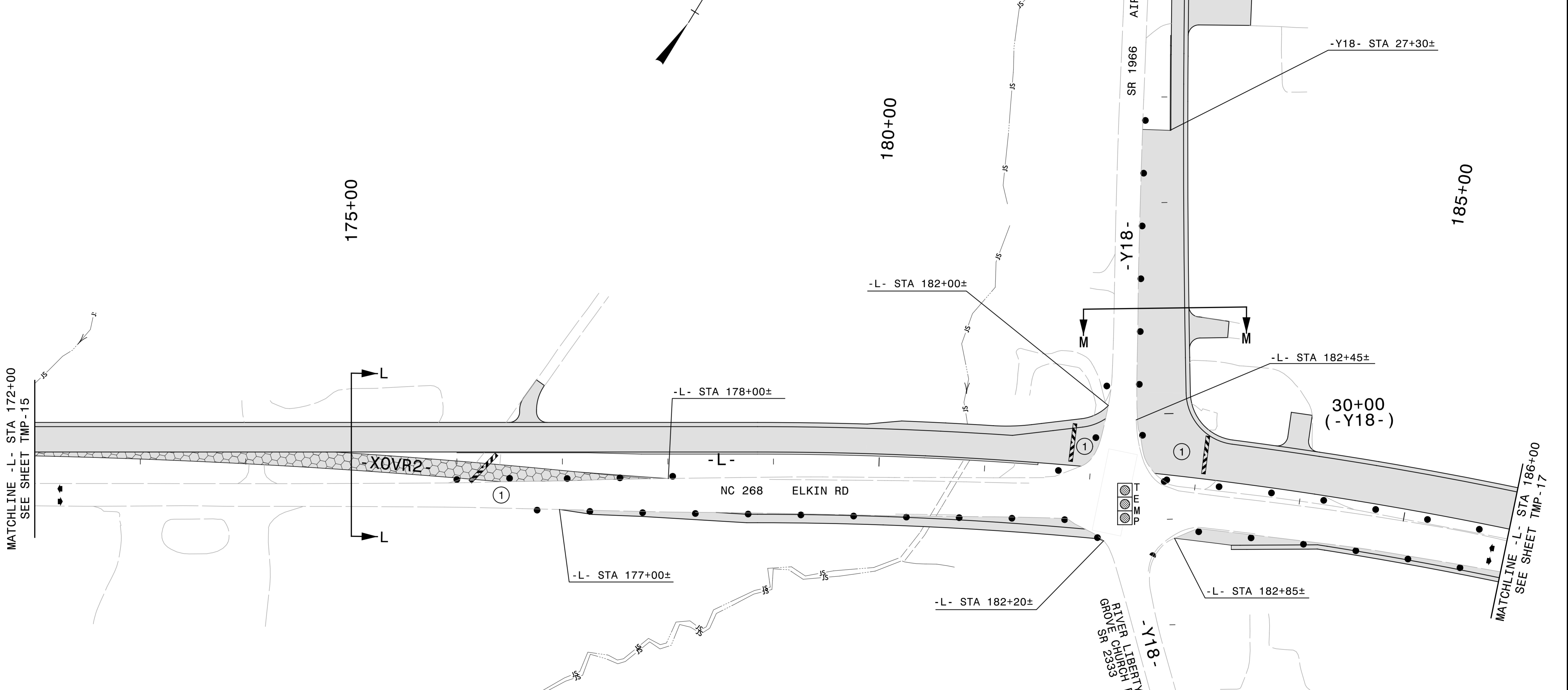
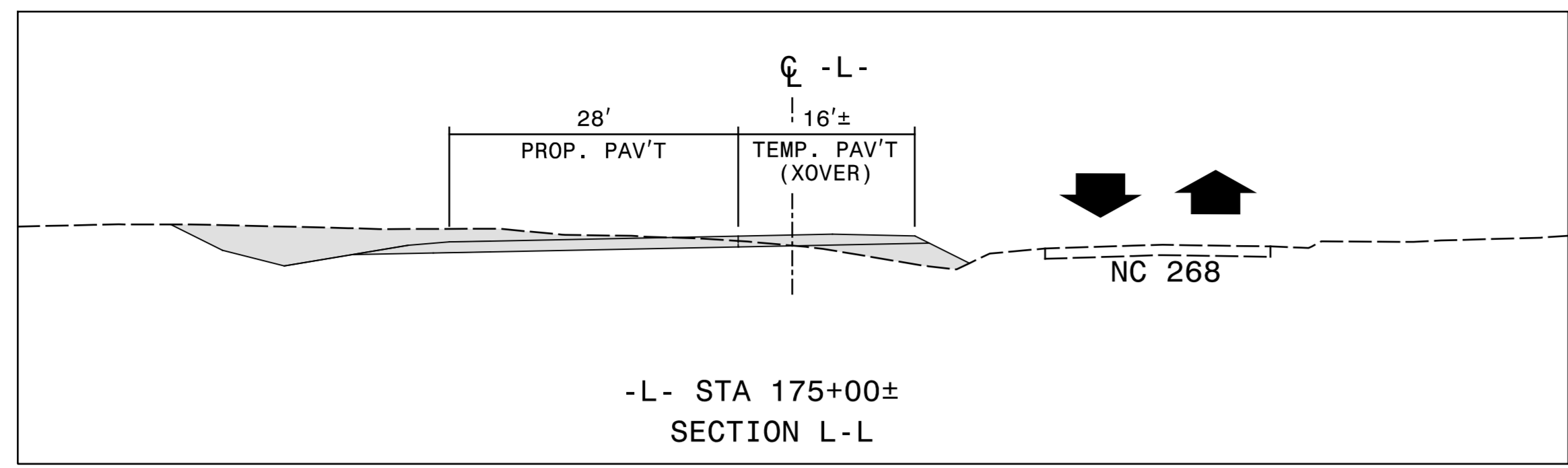


5/14/2015
R:\Traffic\TrafficControl\TCP\2603_tmp.pl_s2.dtl_l2.dgn
ICA Engineering

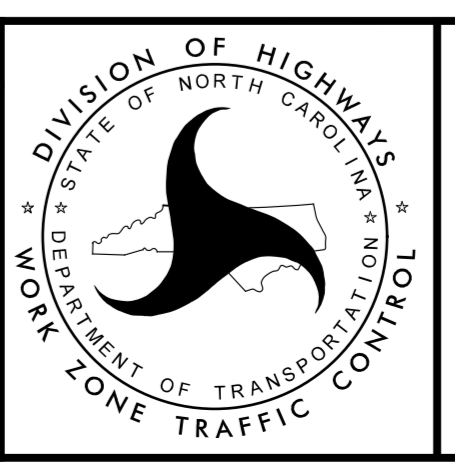
APPROVED: *Michael T. Reppha* DATE: 5/15/2015
SEAL
NORTH CAROLINA
PROFESSIONAL
ENGINEER
15876
MICHAEL T. REPPHA



PHASE I STEP 2
DETAIL

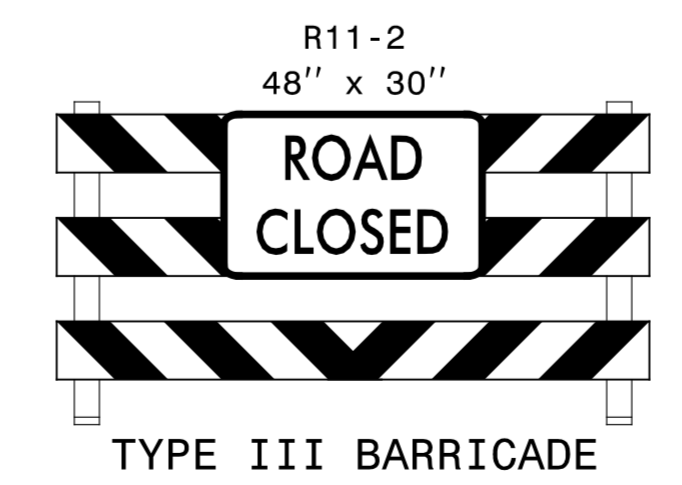
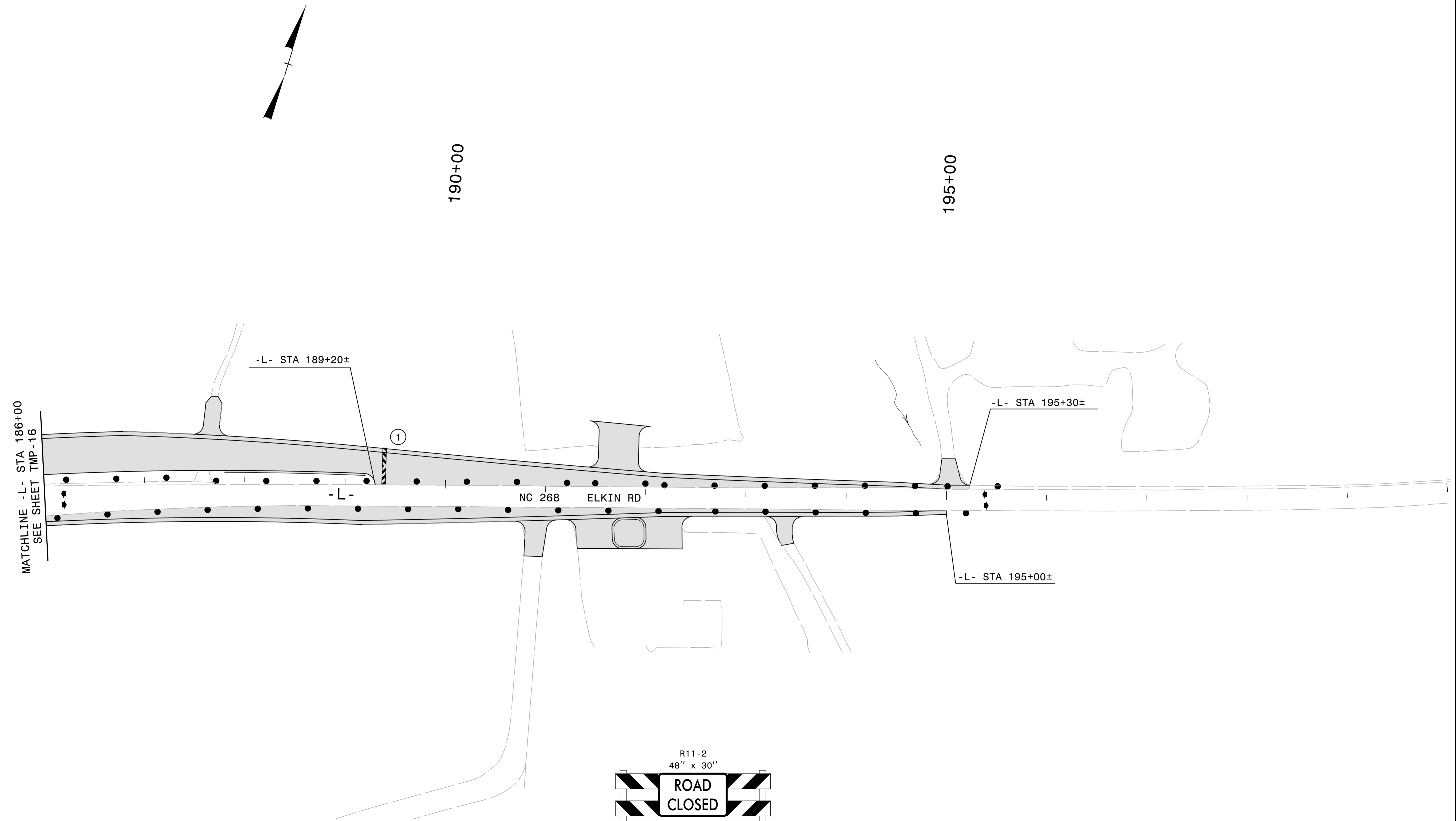


APPROVED: *Michael T. Reppko* DATE: 5/15/2015
SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 15876 MICHAEL T. REPPKO



PHASE I STEP 2
DETAIL

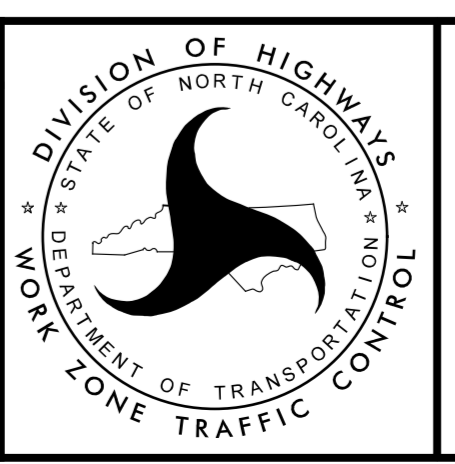
5/14/2015
R:\Traffic\TrafficControl\TCP\2603_tmp.pl_s2.dtl\I3.dgn
ICA Engineering



①

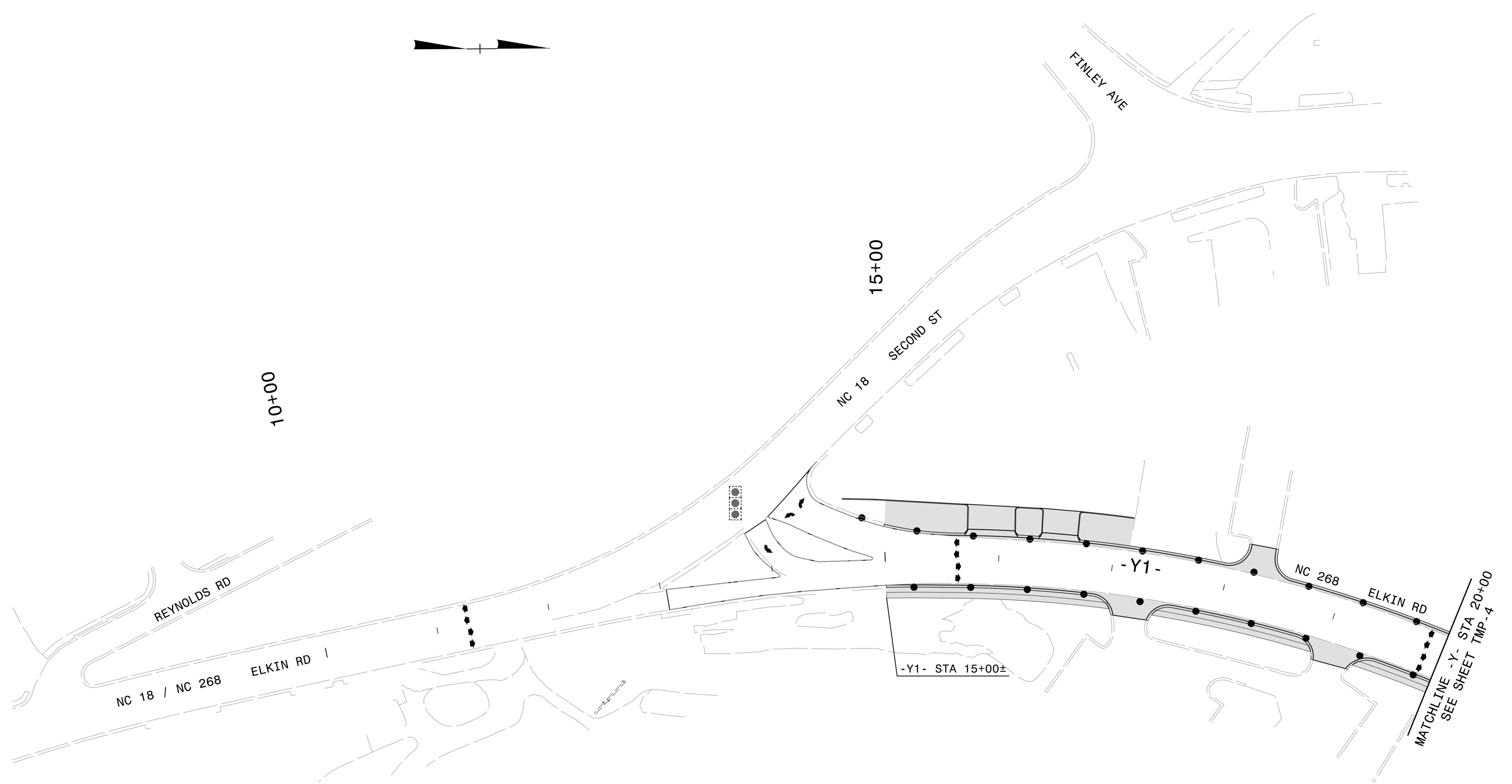
APPROVED: *Michael T. Rzepka* DATE: 5/15/2015

SEAL



PHASE I STEP 2
DETAIL

5/14/2015
R:\TrafficControl\TCPV\2603_tmp.pl_s2.dtl\4.dgn
ICA Engineering

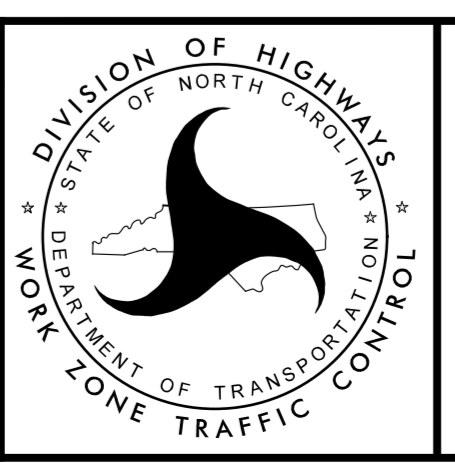


5/14/2015
R:\Traffic\TrafficControl\TCP\2603.tmp.pl_s2.dtl.l5.dgn
ICA Engineering

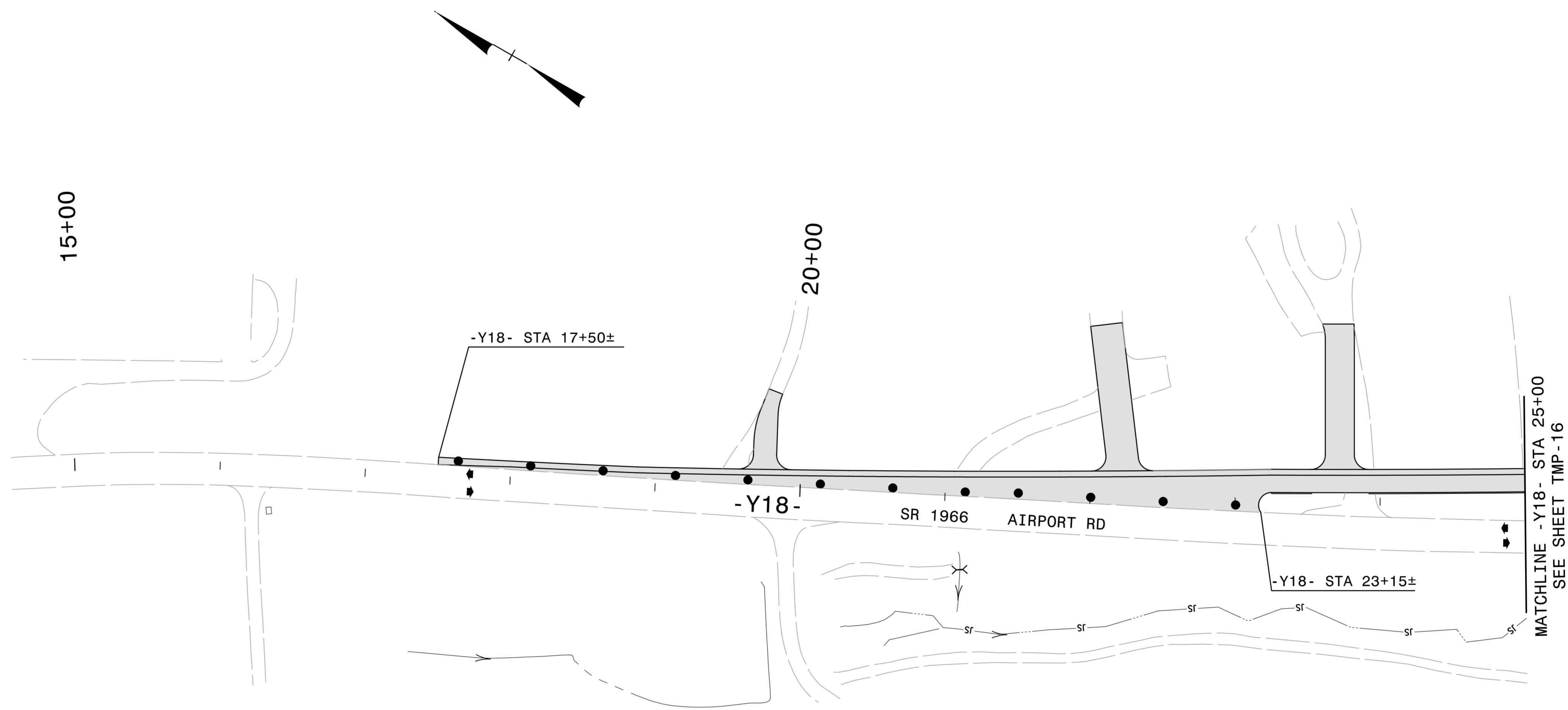
APPROVED: *Michael T. Rzepka* DATE: 5/15/2015

DocuSigned by:

SEAL



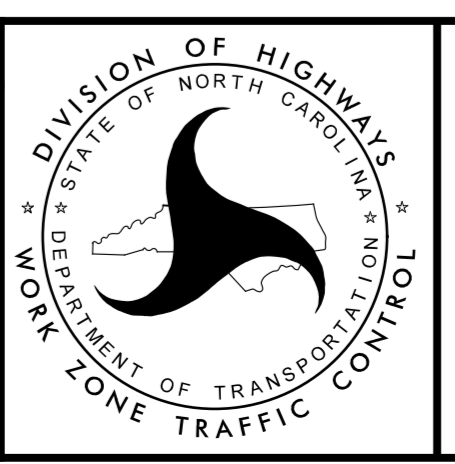
PHASE I STEP 2
DETAIL



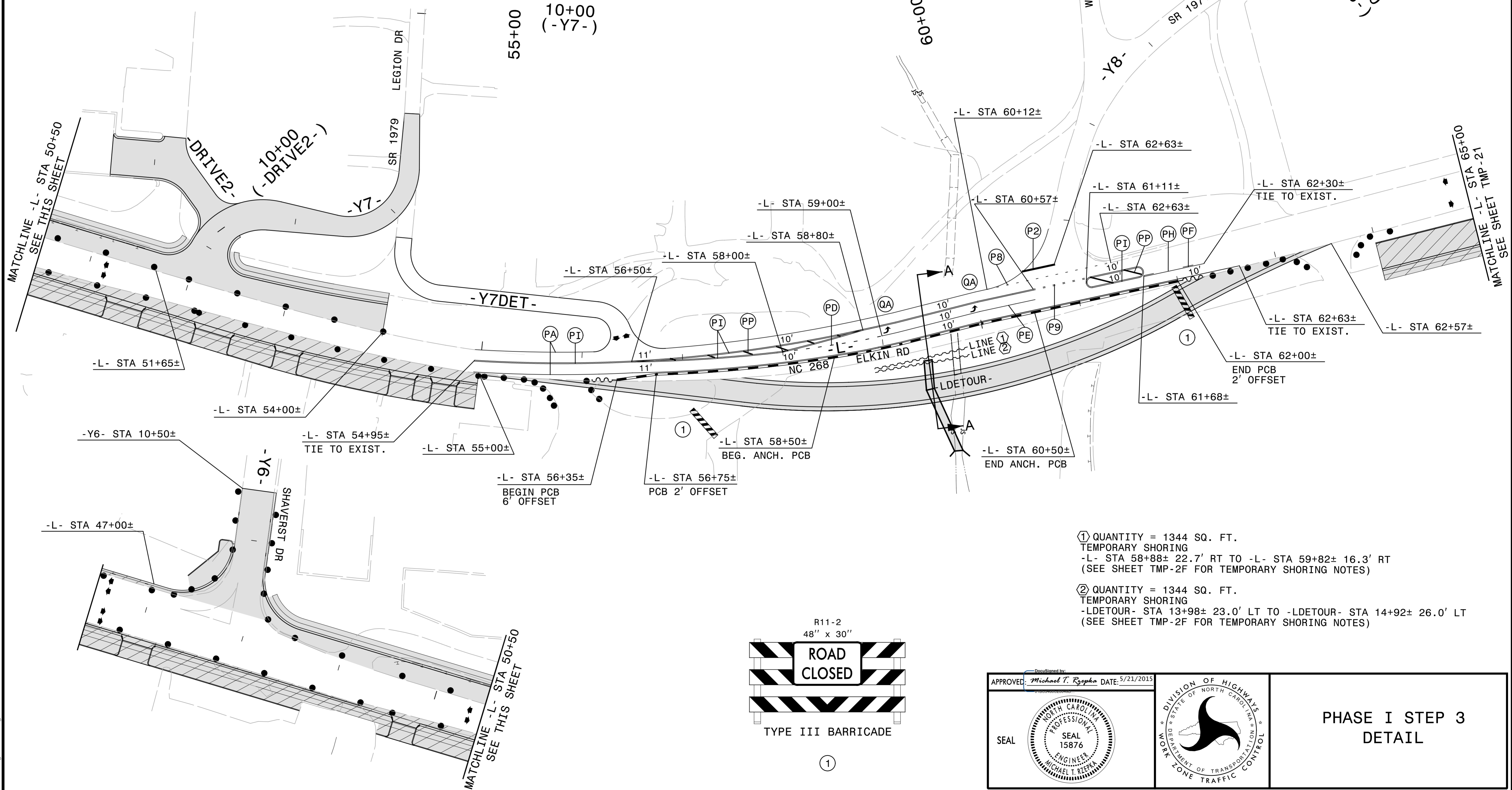
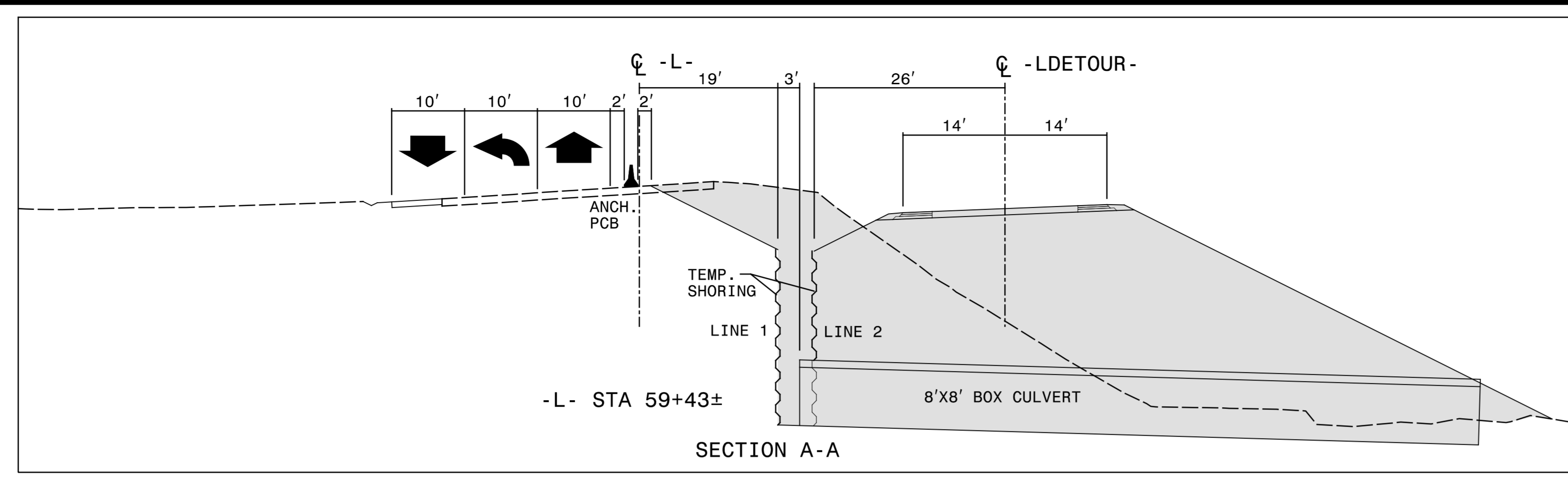
5/14/2015
 R:\TrafficControl\TCP\2603.tmp.pl_s2.dtl.l6.dgn
 ICA Engineering

APPROVED: *Michael T. Rzepka* DATE: 5/15/2015

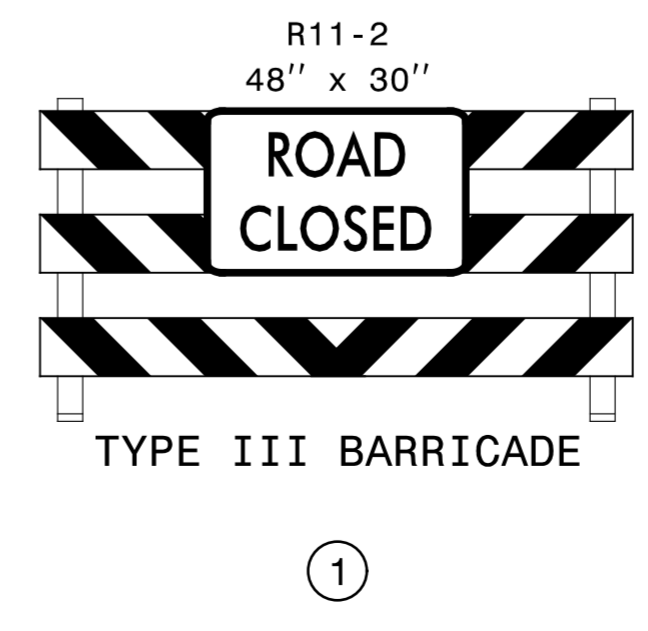
SEAL



PHASE I STEP 2
DETAIL



- ① QUANTITY = 1344 SQ. FT.
TEMPORARY SHORING
-L- STA 58+88± 22.7' RT TO -L- STA 59+82± 16.3' RT
(SEE SHEET TMP-2F FOR TEMPORARY SHORING NOTES)
- ② QUANTITY = 1344 SQ. FT.
TEMPORARY SHORING
-L-DETOUR- STA 13+98± 23.0' LT TO -L-DETOUR- STA 14+92± 26.0' LT
(SEE SHEET TMP-2F FOR TEMPORARY SHORING NOTES)

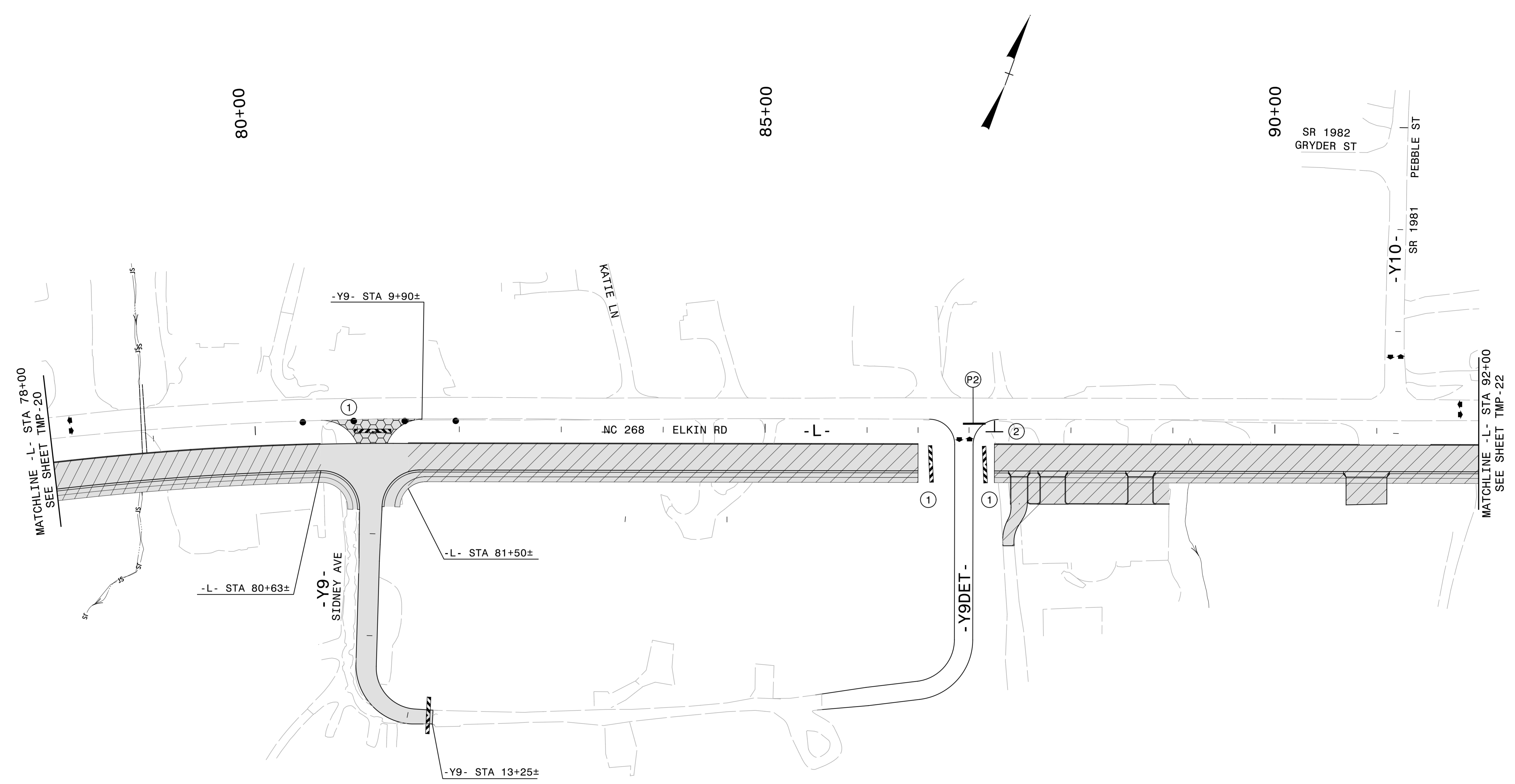


APPROVED: *Michael T. Rzepka* DATE: 5/21/2015

SEAL

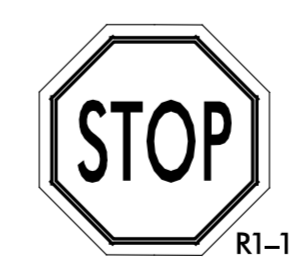
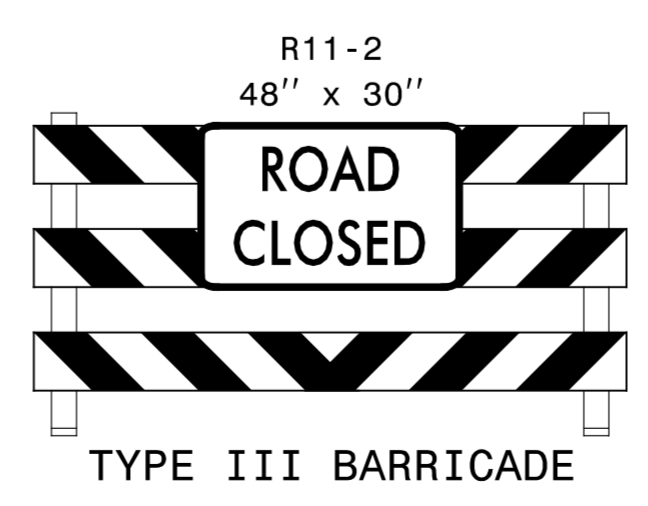
PHASE I STEP 3
DETAIL

5/21/2015
R:\TrafficControl\TCP\2603_tmp.pl.s3.dtl_01.dgn
ICA Engineering



MATCHLINE -L- STA 78+00
SEE SHEET TMP-20

MATCHLINE -L- STA 92+00
SEE SHEET TMP-22

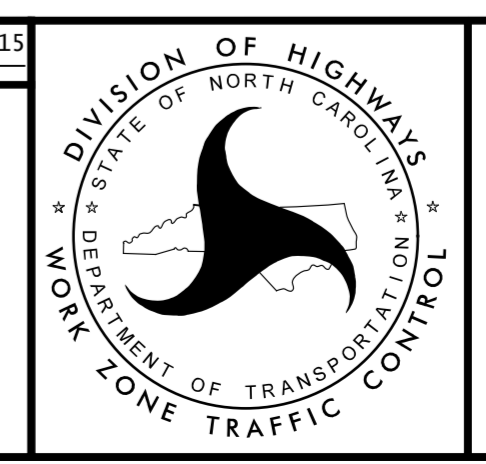


①

②

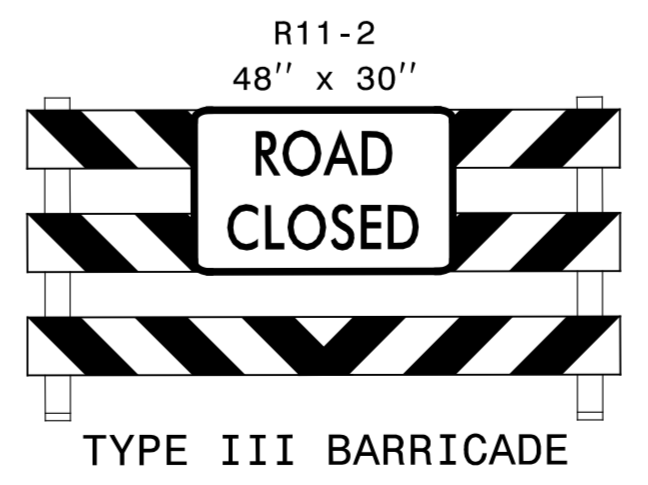
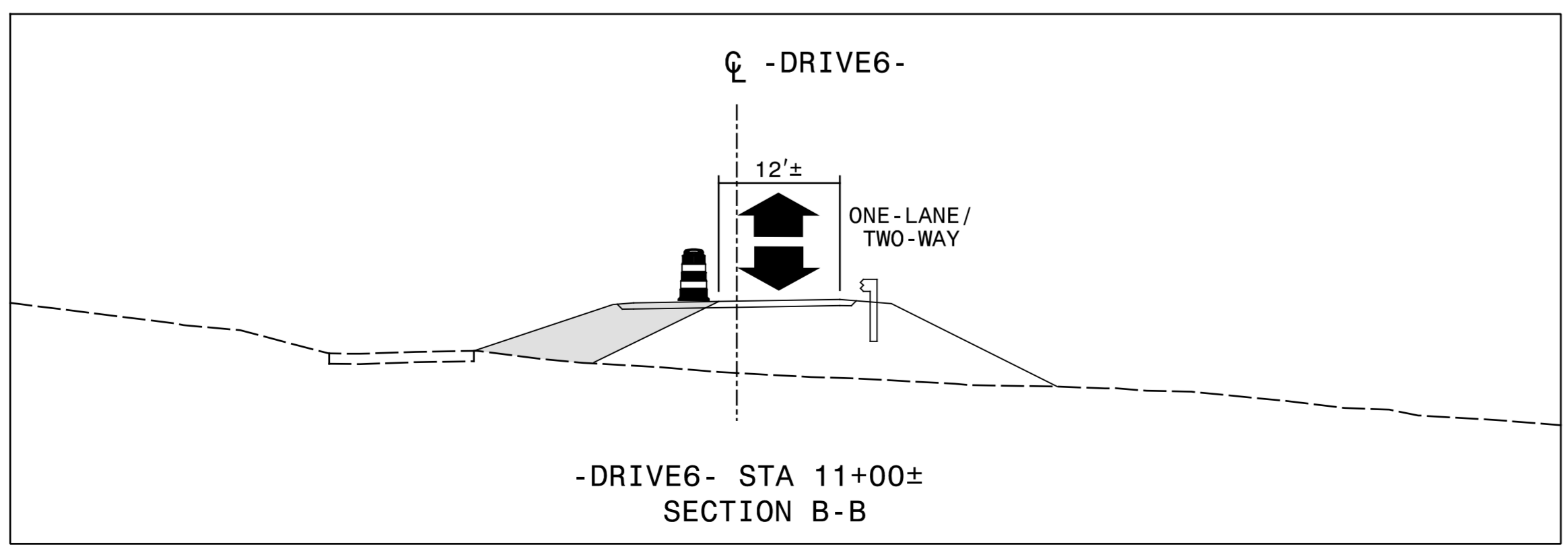
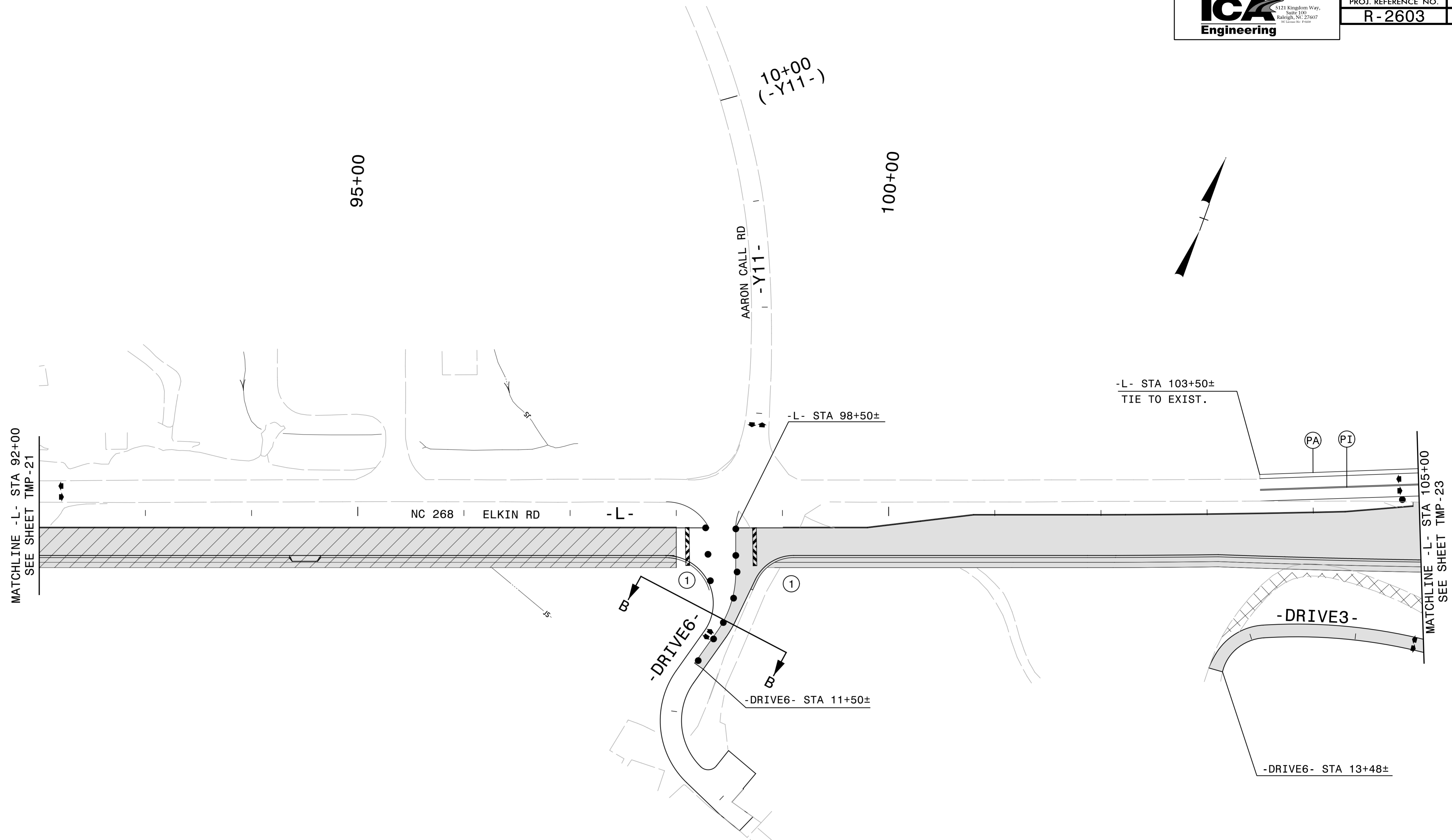
APPROVED: *Michael T. Reppa* DATE: 5/15/2015

SEAL

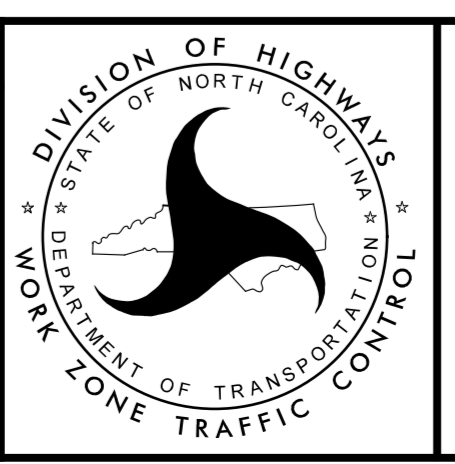


**PHASE I STEP 3
DETAIL**

5/14/2015
R:\TrafficControl\TCP\2603_tmp.pl.s3.dtl_02.dgn
ICA Engineering

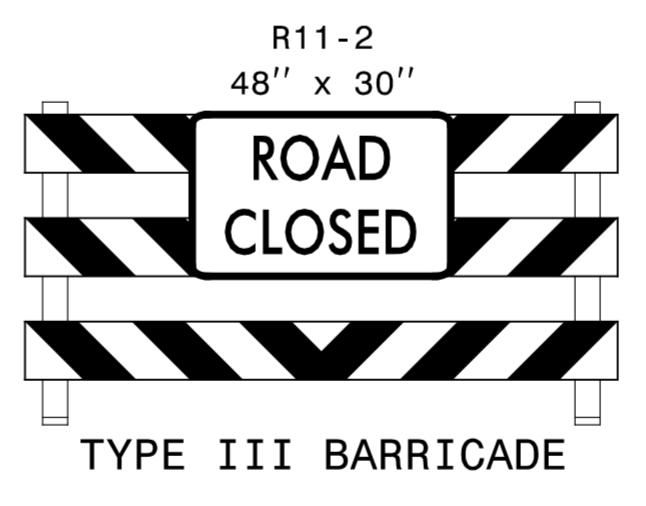
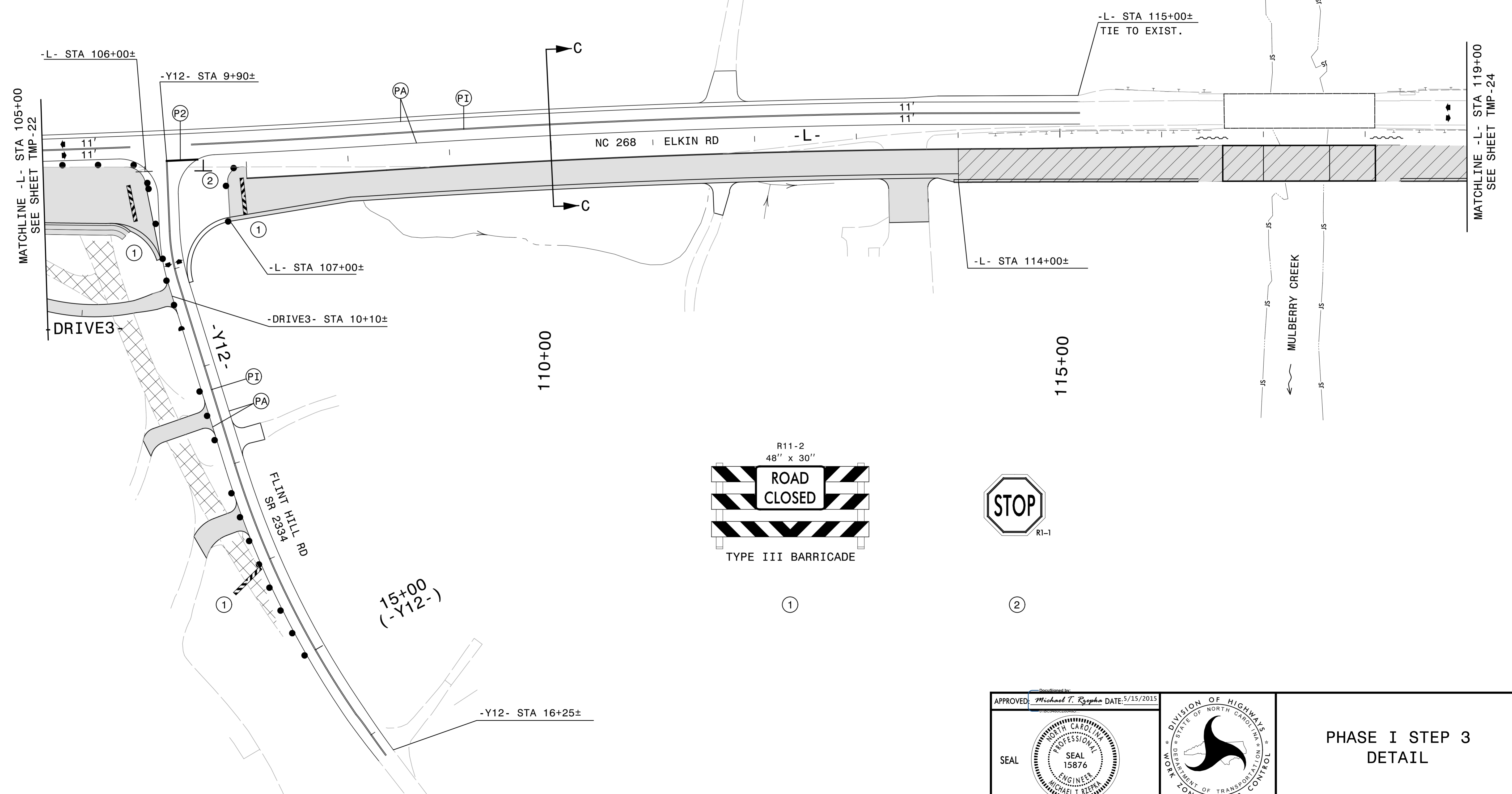
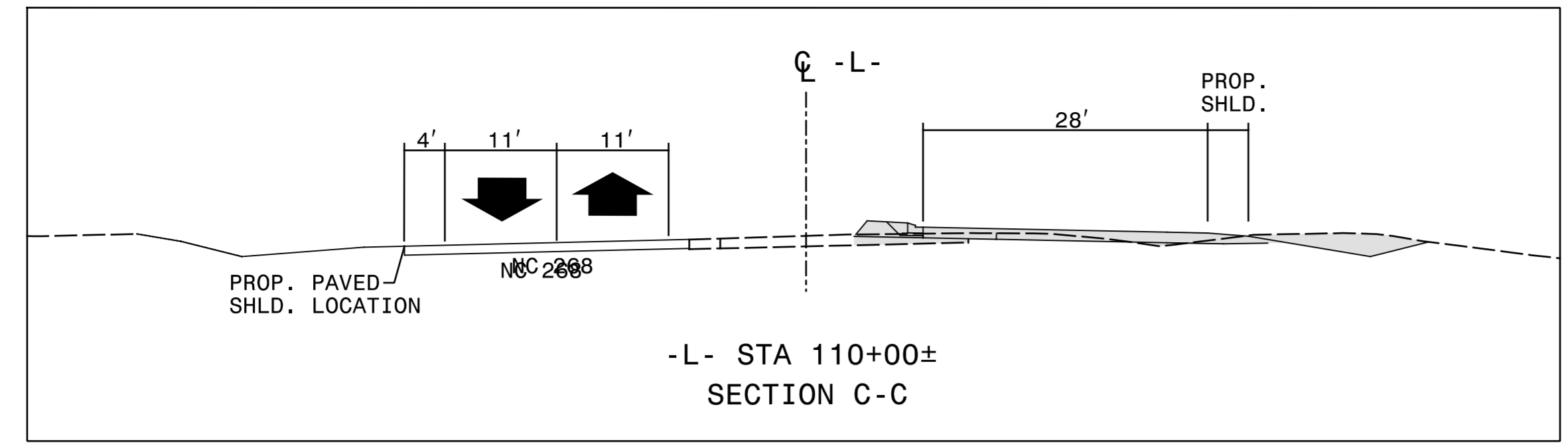


APPROVED: *Michael T. Rzepko* DATE: 5/15/2015
SEAL:



PHASE I STEP 3
DETAIL

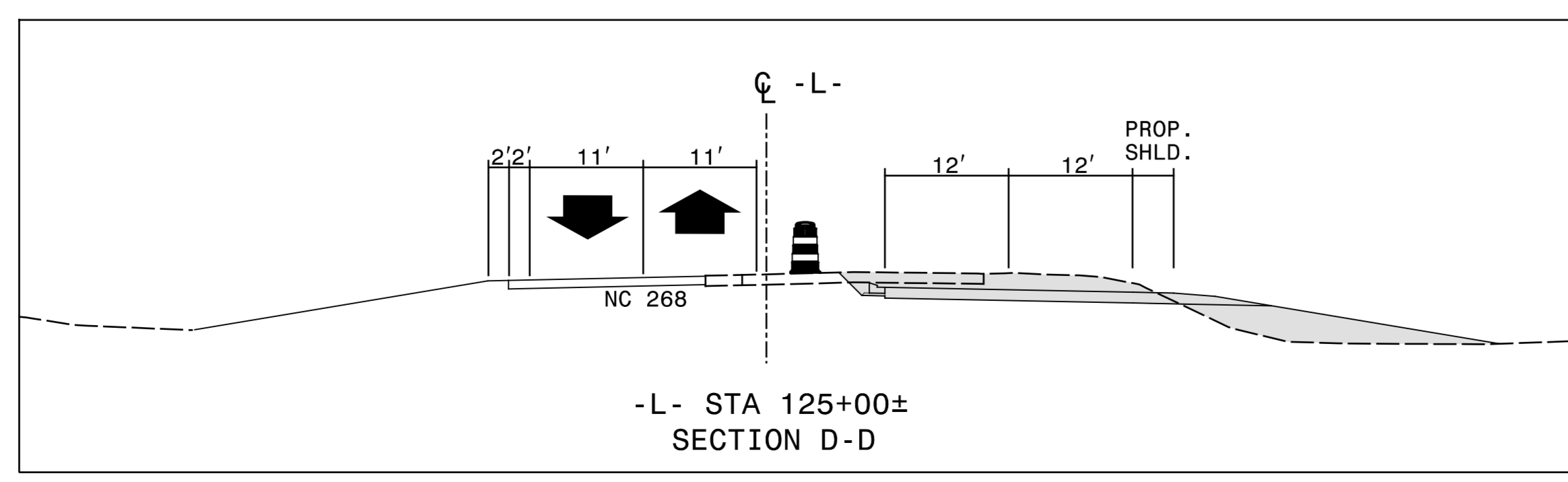
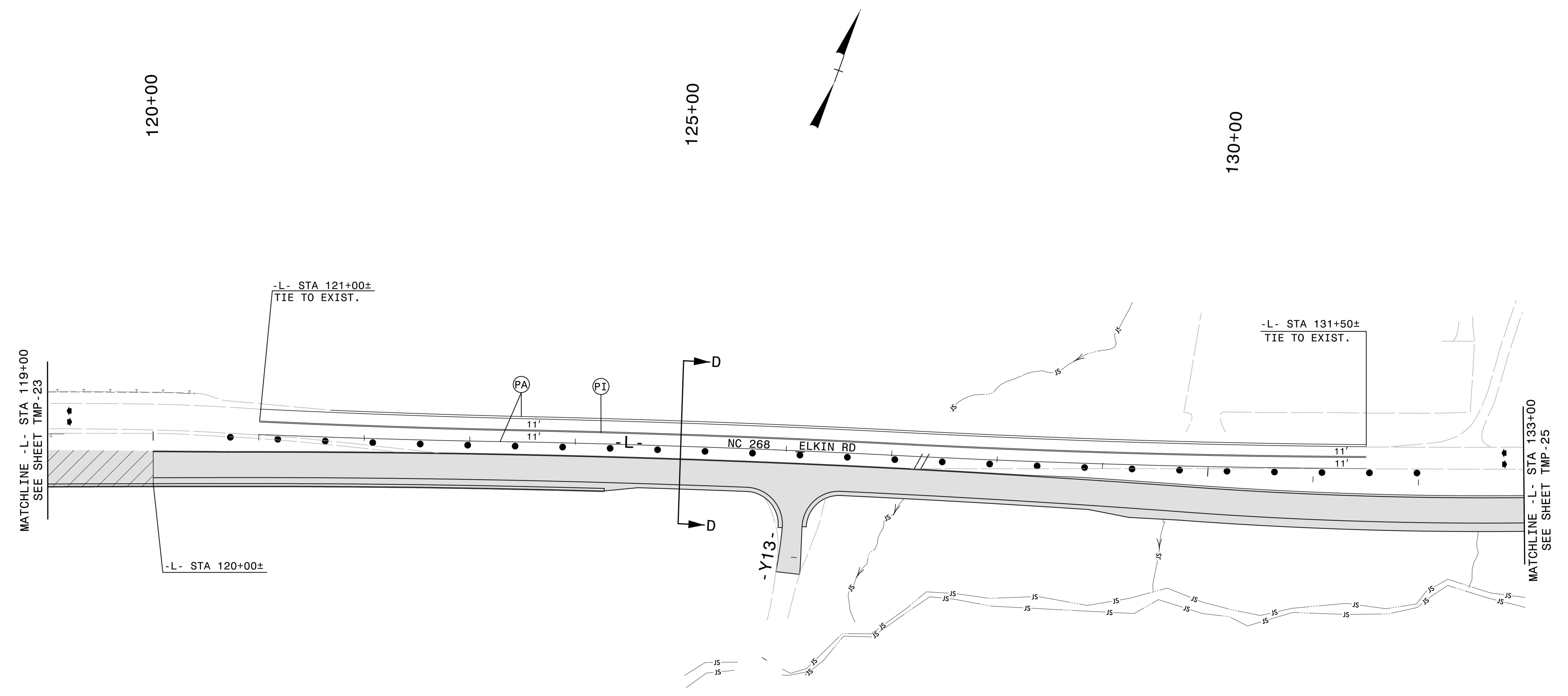
5/14/2015
R:\Traffic\TrafficControl\TCP\2603_tmp.pl.s3.dtl_03.dgn
ICA Engineering



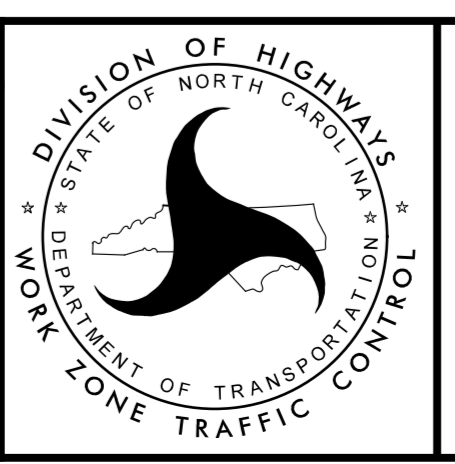
APPROVED: *Michael T. Reppke* DATE: 5/15/2015
SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 15876
MICHAEL T. REPPKE

PHASE I STEP 3
DETAIL

5/14/2015
R:\TrafficControl\TCP\2603.tmp.pl.s3.dtl_04.dgn
ICA Engineering

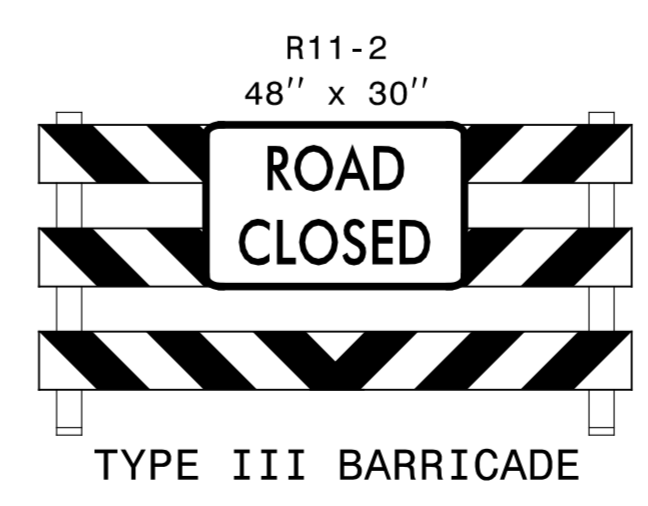
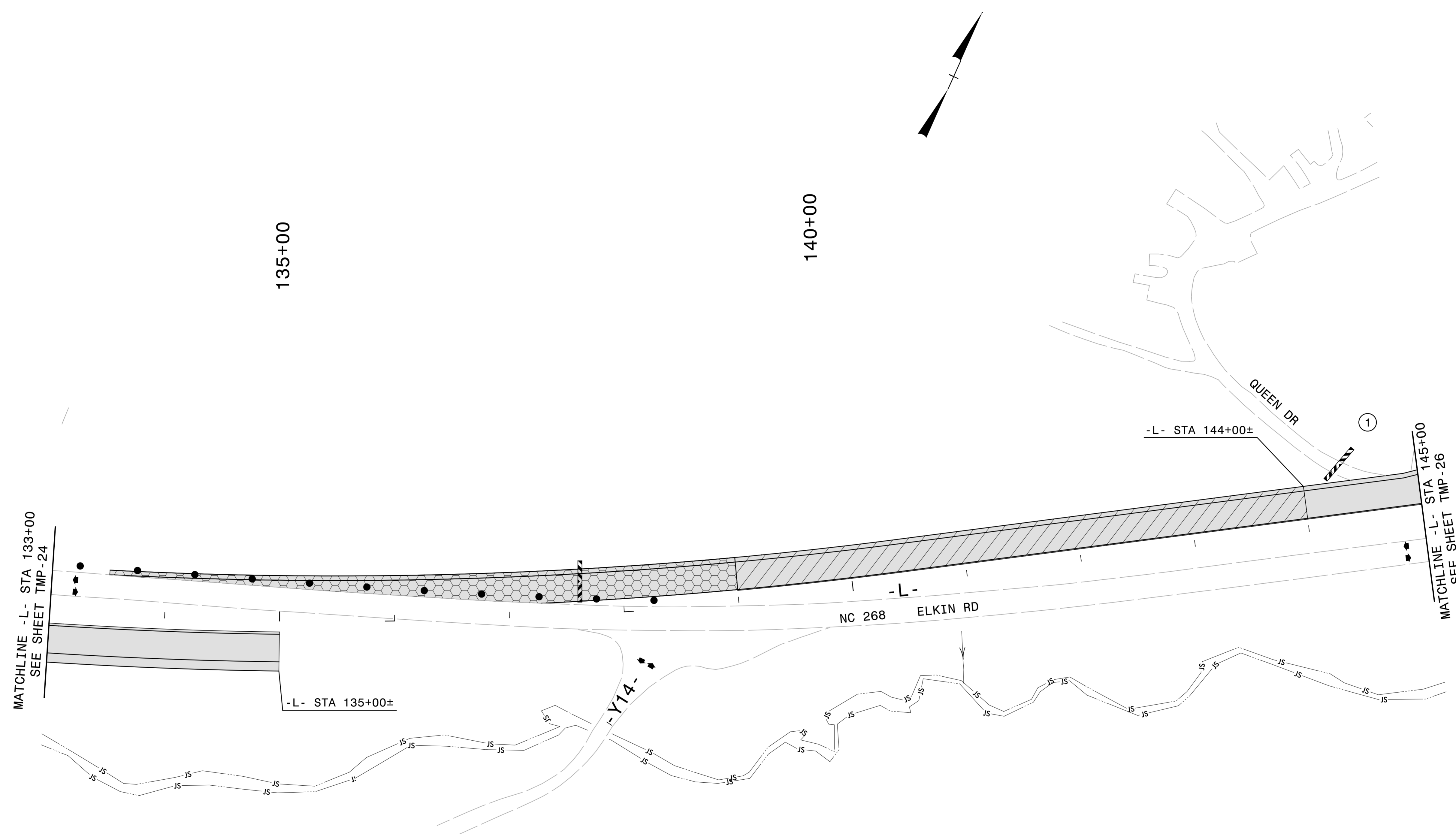


APPROVED *Michael T. Rzepko* DATE: 5/15/2015
SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 15876
MICHAEL T. RZEPKO



PHASE I STEP 3
DETAIL

5/14/2015
R:\TrafficControl\TCPV\2603_tmp.pl_s3.dtl_05.dgn
ICA Engineering



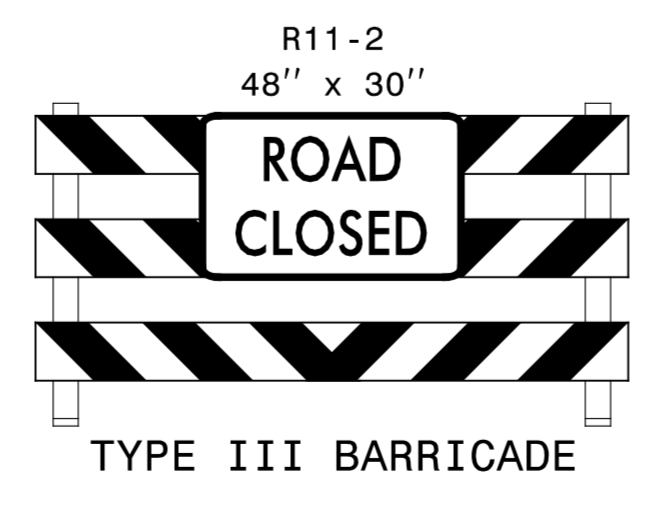
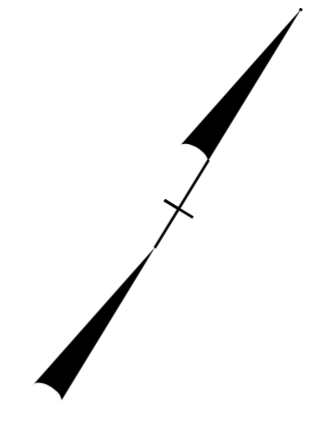
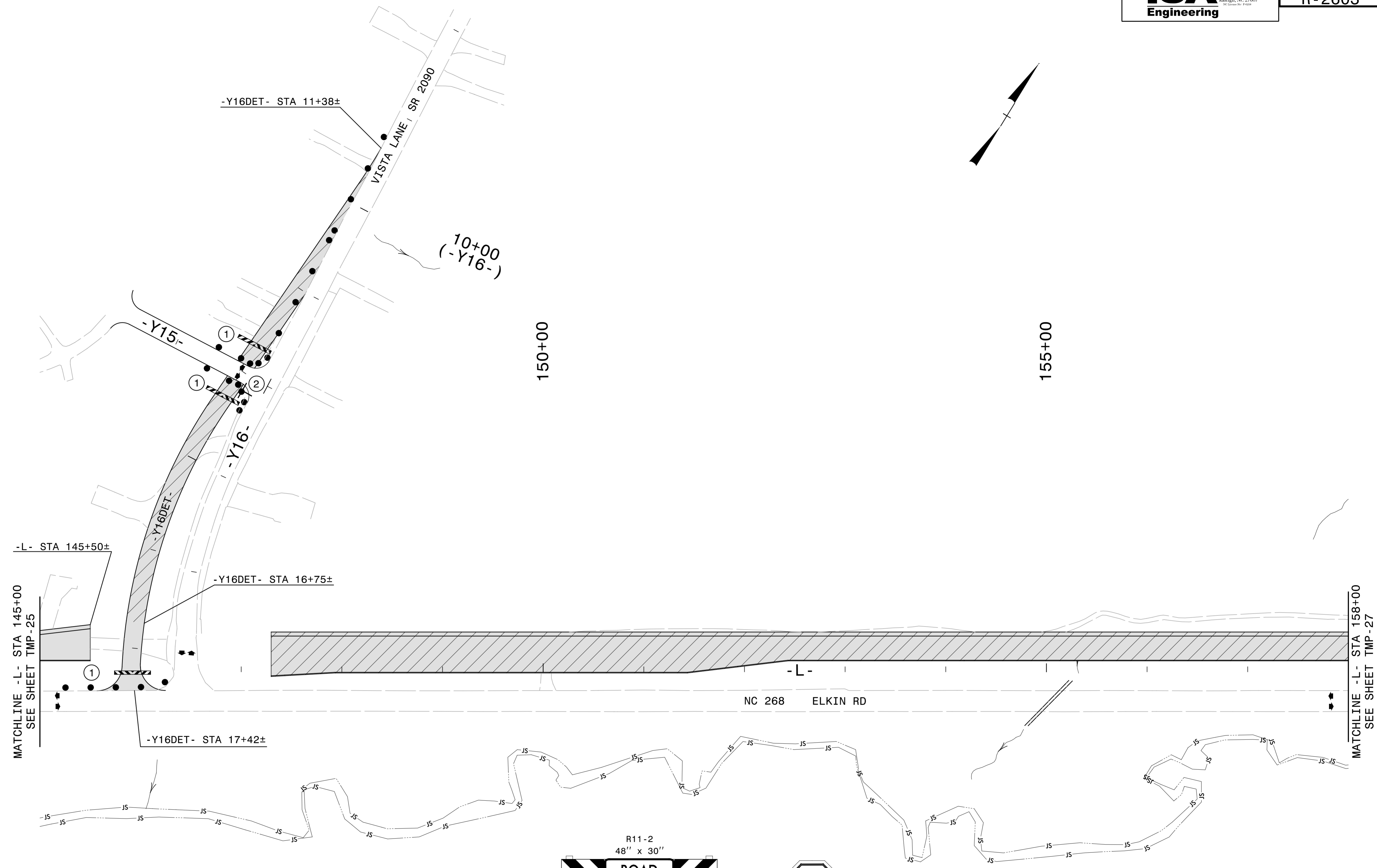
①

APPROVED: *Michael T. Rzepka* DATE: 5/15/2015

SEAL

PHASE I STEP 3
DETAIL

5/14/2015
 R:\TrafficControl\TCPV\2603_tmp.pl_s3.dtl_06.dgn
 ICA Engineering

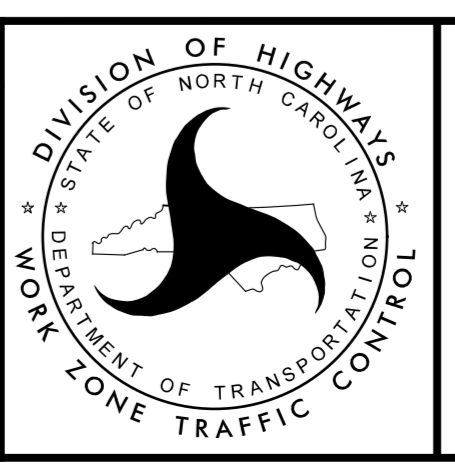


①

②

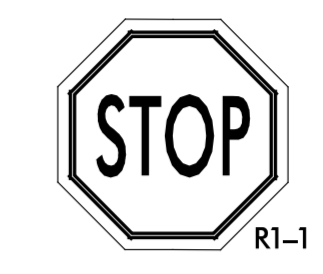
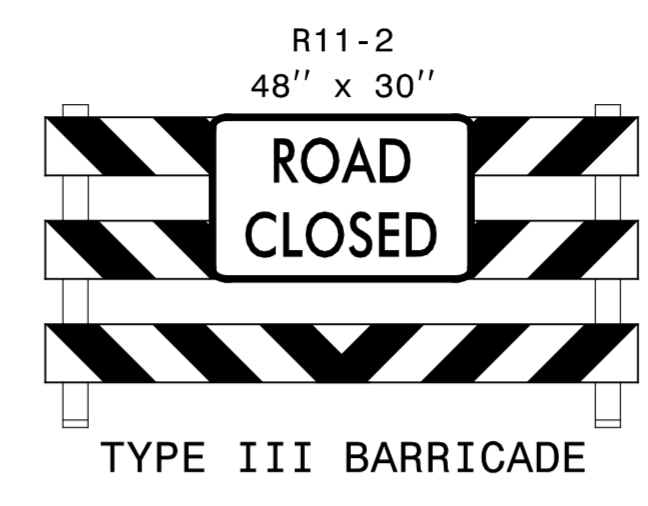
APPROVED: *Michael T. Reppa* DATE: 5/15/2015

SEAL



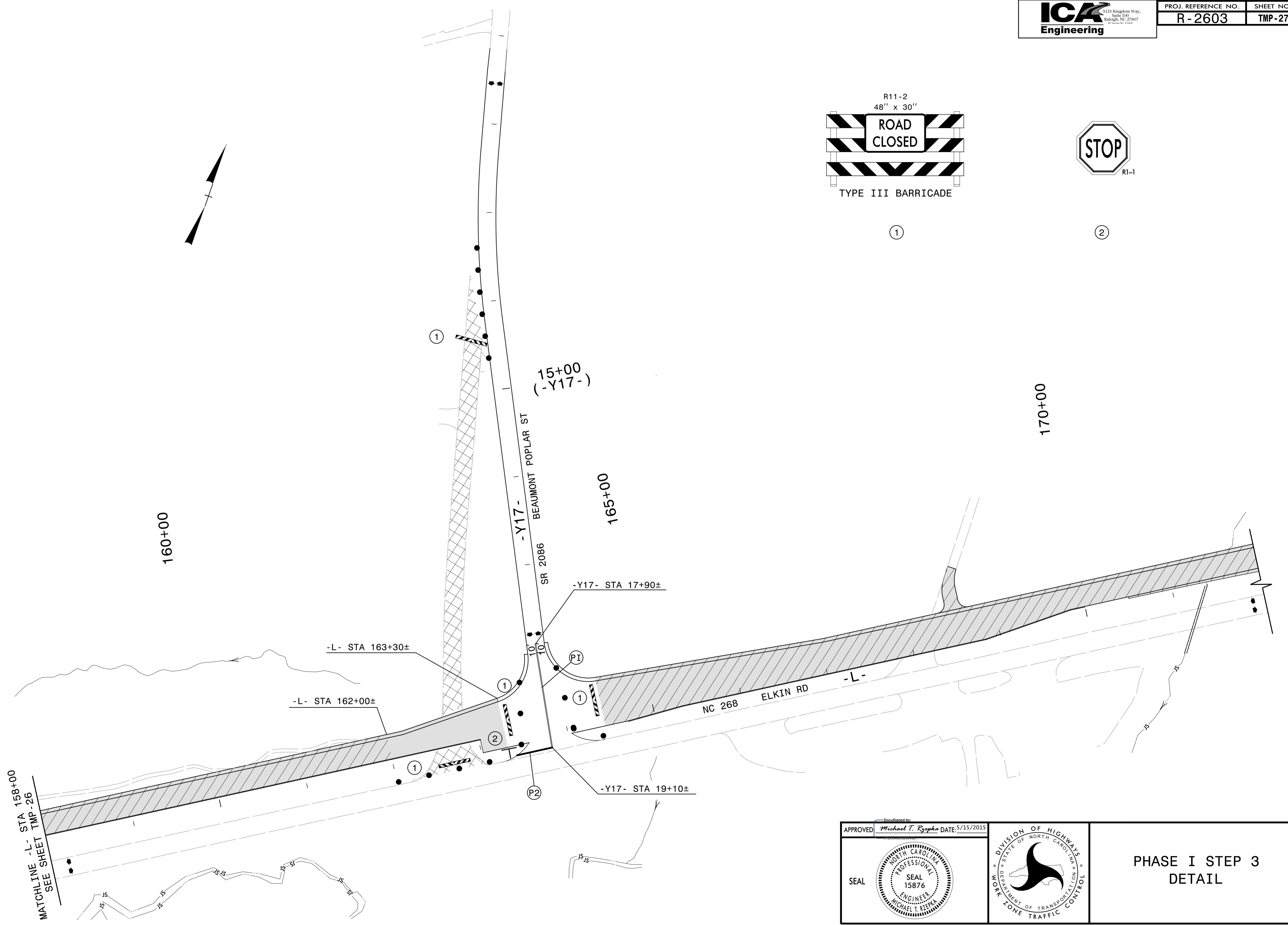
**PHASE I STEP 3
DETAIL**

5/14/2015
 R:\TrafficControl\2603_tmp.pl.s3.dtl_07.dgn
 ICA Engineering



①

②

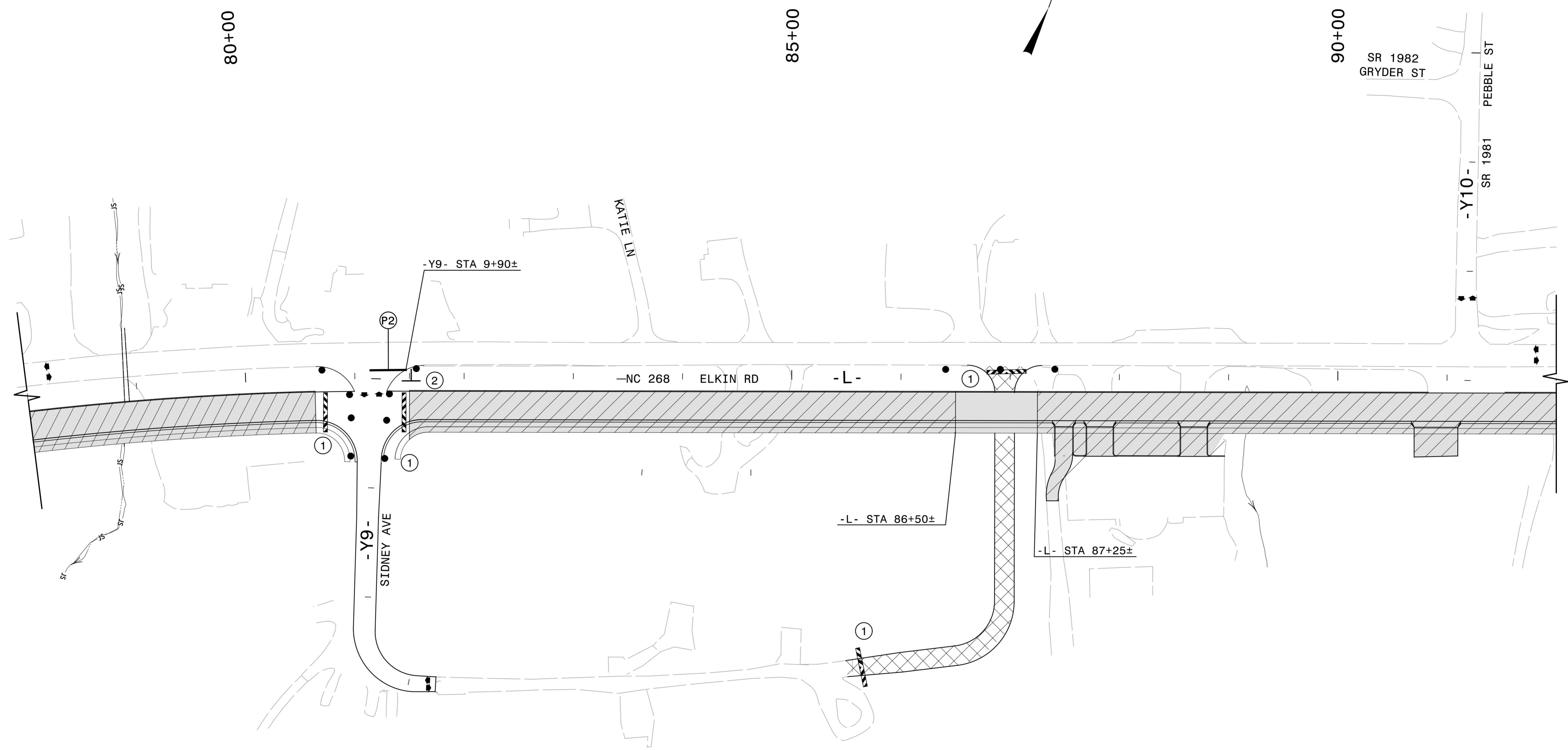


5/14/2015
R:\TrafficControl\CPV\2603_tmp.pl_s3.dtl_08.dgn
ICA Engineering

APPROVED *Michael T. Respha* DATE: 5/15/2015
SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 15876
MICHAEL T. RESPHA

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

PHASE I STEP 3
DETAIL



80+00

85+00

90+00

-Y9- STA 9+90±

-NC 268 ELKIN RD -L-

-L- STA 86+50±

-L- STA 87+25±

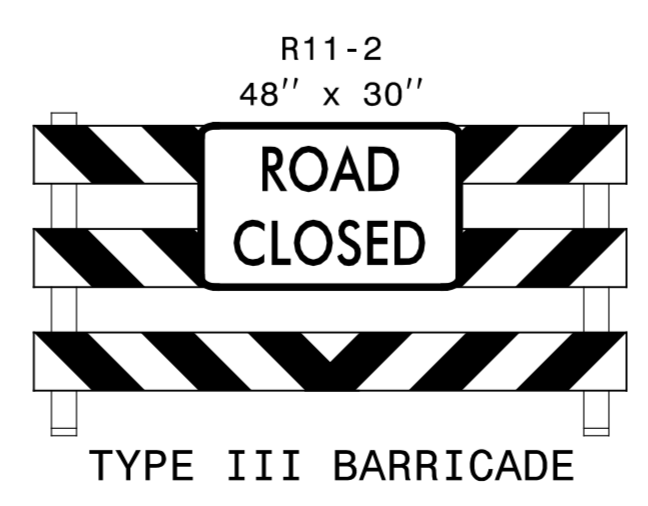
-Y9-
SIDNEY AVE

SR 1982
GRYDER ST

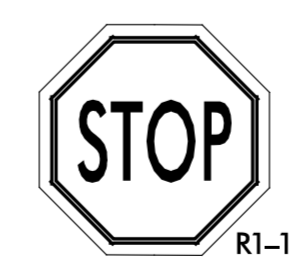
PEBBLE ST

SR 1981

-Y10-



①

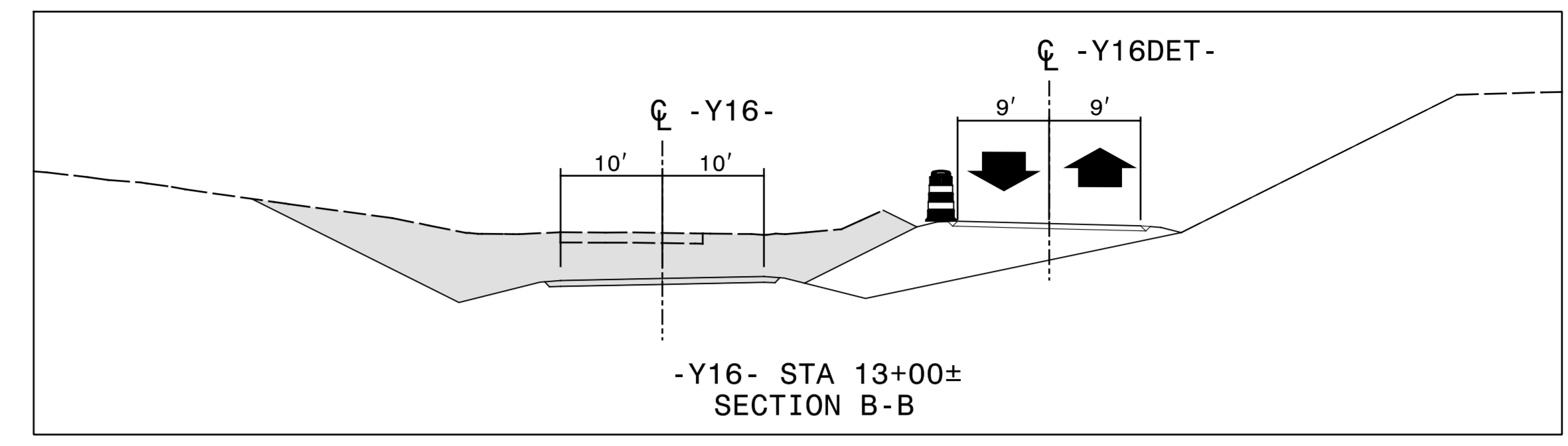
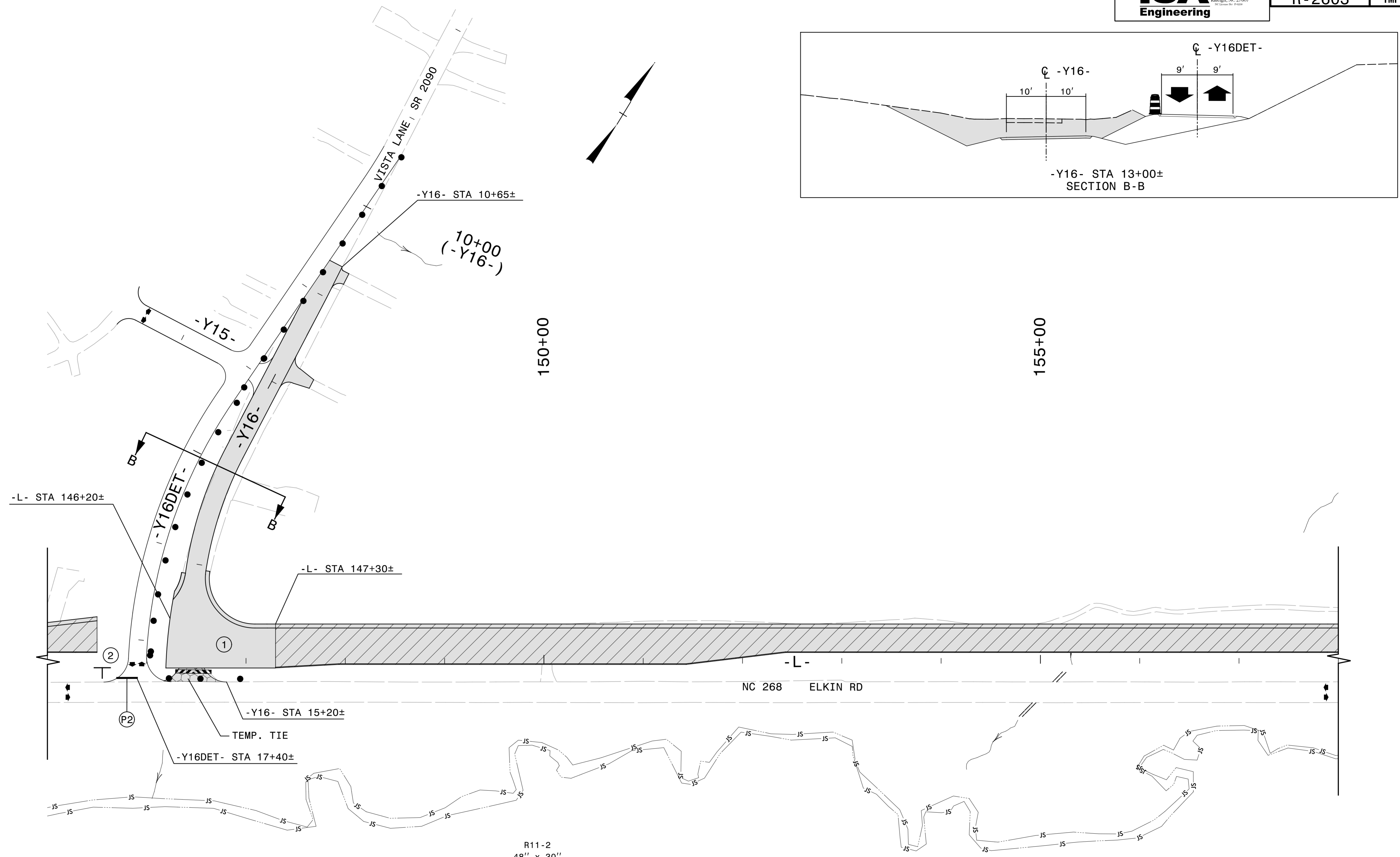


②


APPROVED: *Michael T. Rzepka* DATE: 5/15/2015
SEAL

PHASE I STEP 4
DETAIL

5/14/2015
R:\TrafficControl\TCP\2603_tmp.pl_s4_dtl_01.dgn
ICA Engineering




R11-2
48" x 30"



TYPE III BARRICADE

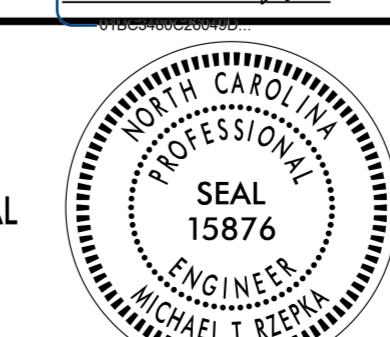
①



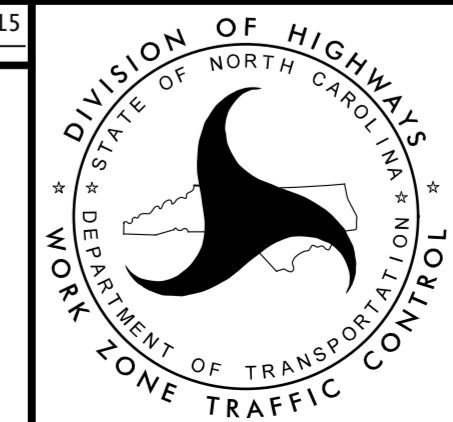
R1-1

②

APPROVED *Michael T. Rzepka* DATE: 5/15/2015



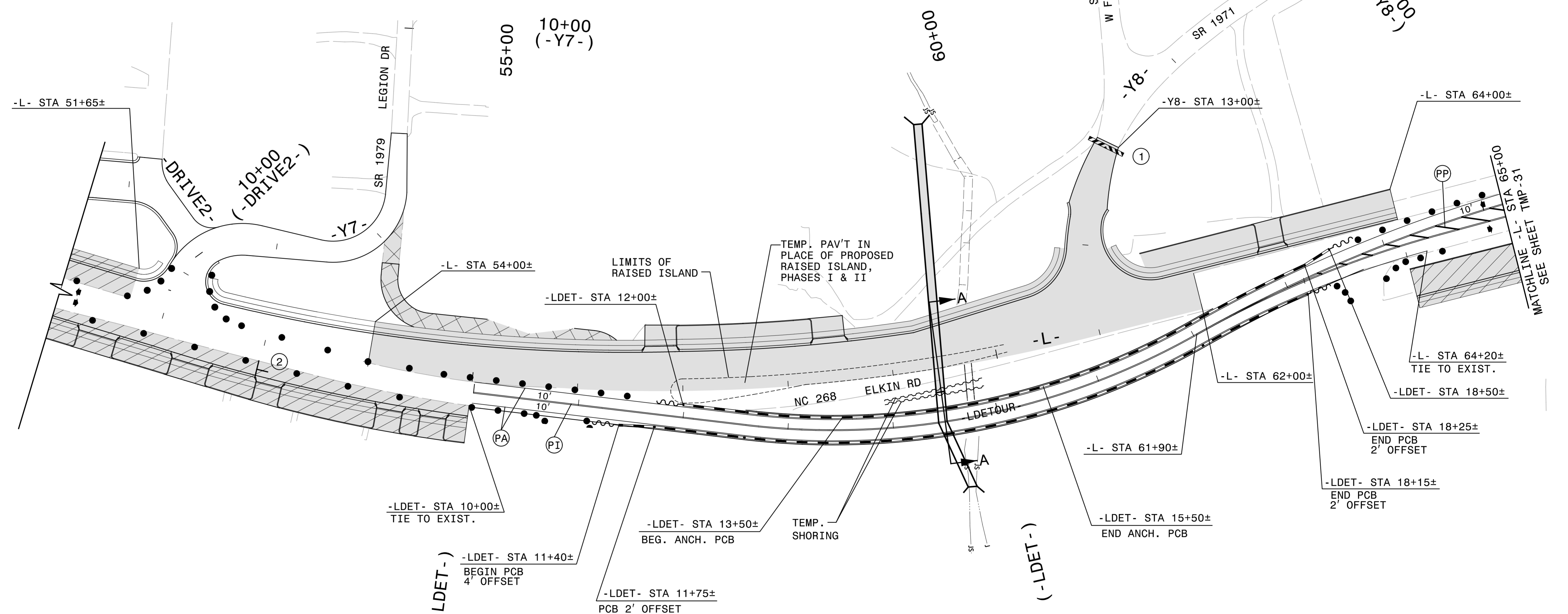
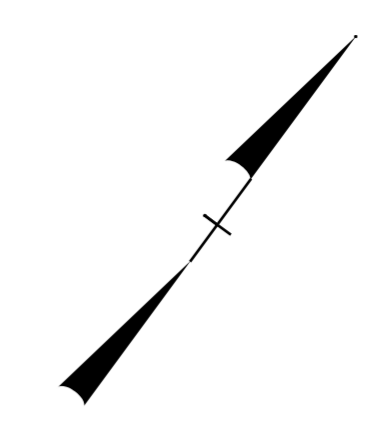
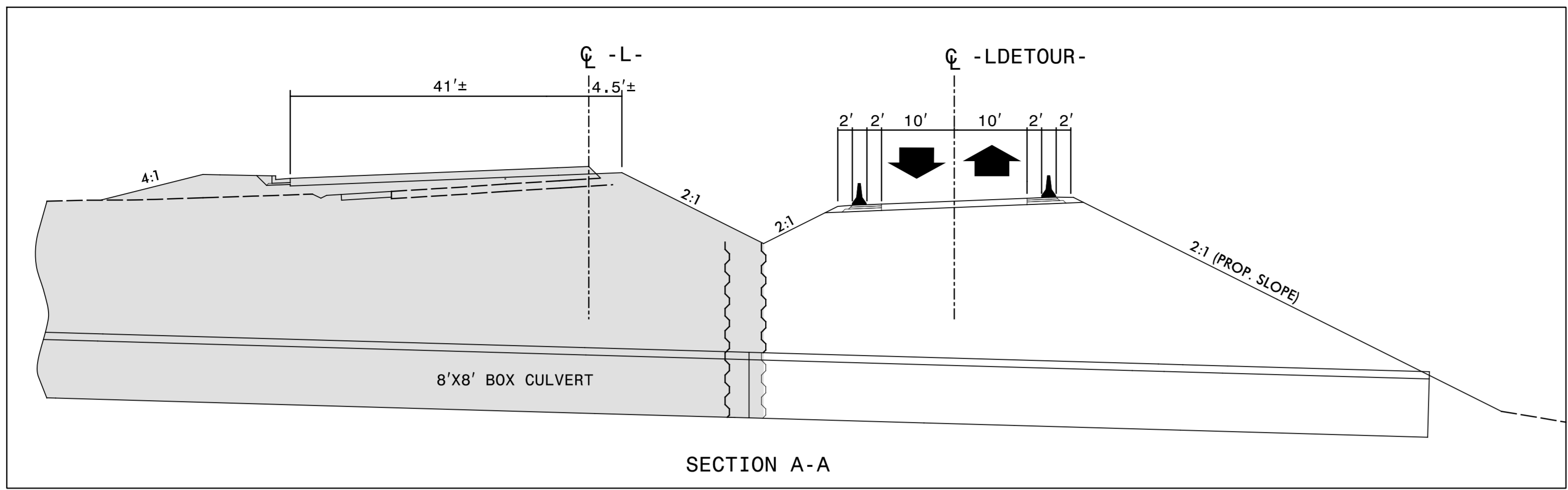
SEAL



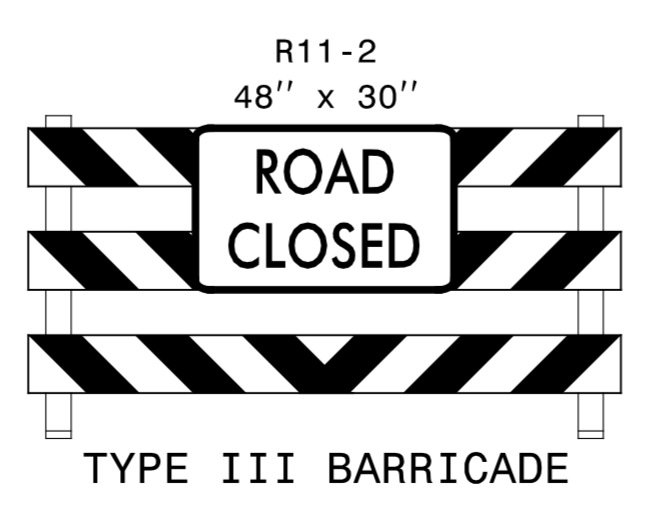
DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

PHASE I STEP 4
DETAIL

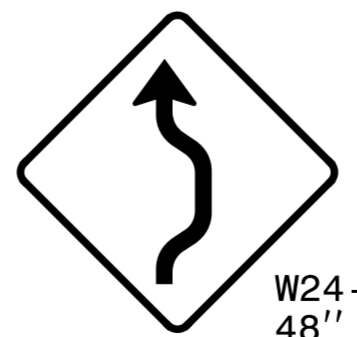
5/14/2015
R:\TrafficControl\TCP\2603_tmp.pl_s4_dtl_02.dgn
ICA Engineering



10+00 (-LDET-)



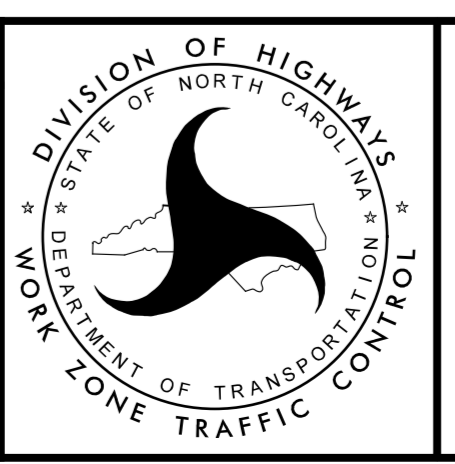
①



②

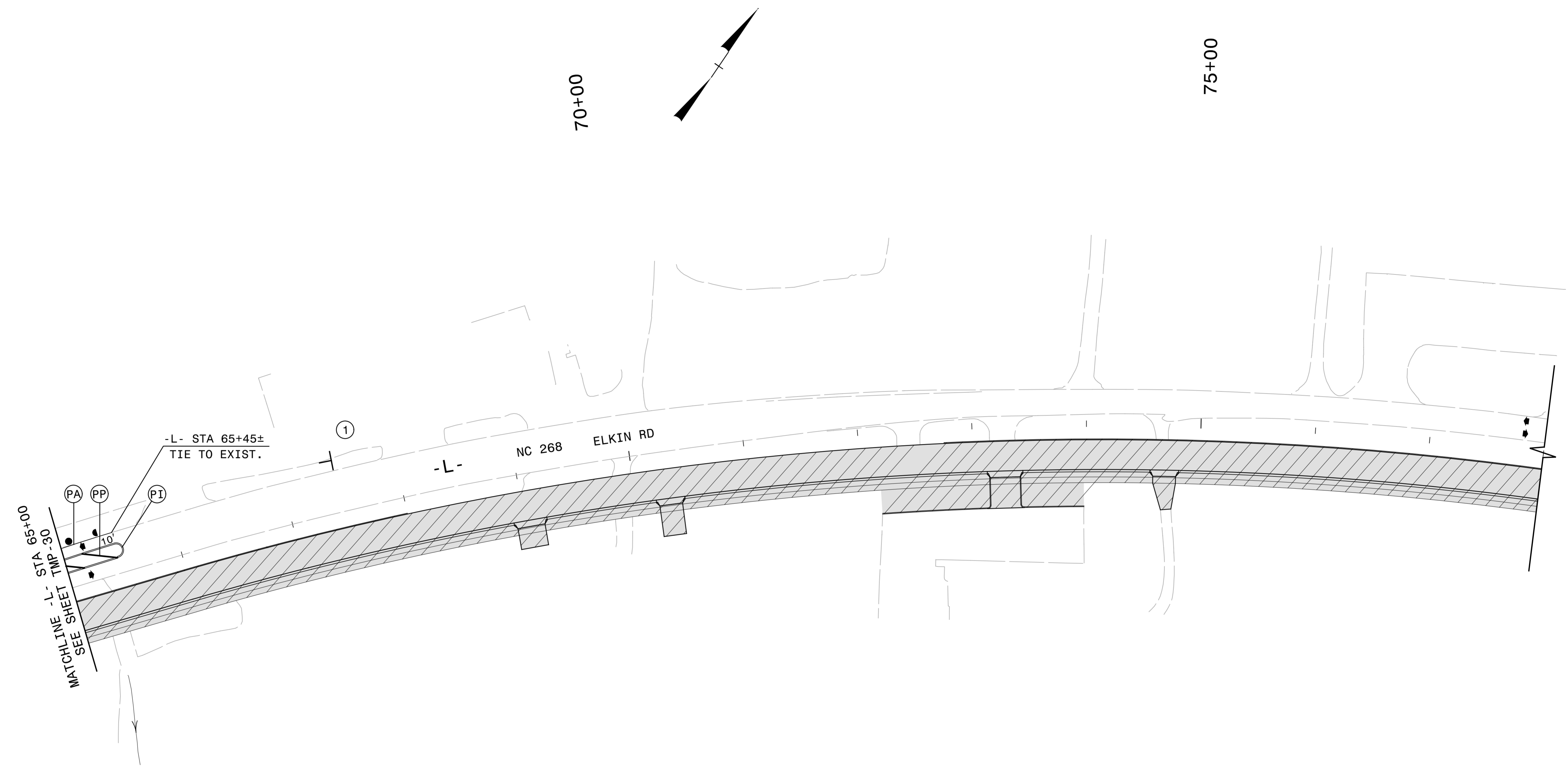
15+00 (-LDET-)

APPROVED: *Michael T. Rzepka* DATE: 5/15/2015
SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
MICHAEL T. RZEPKA
15876



PHASE I STEP 4A
DETAIL

5/14/2015
R:\TrafficControl\2603\2603.tmp.pl.s4a.dtl_02.dgn
ICA Engineering



MATCHLINE - L- STA 65+00
SEE SHEET TMP-30

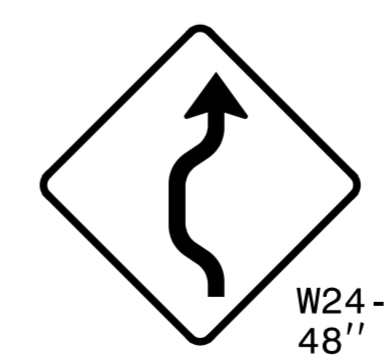
PA PP PI

-L- STA 65+45±
TIE TO EXIST.

-L- NC 268 ELKIN RD

70+00

75+00

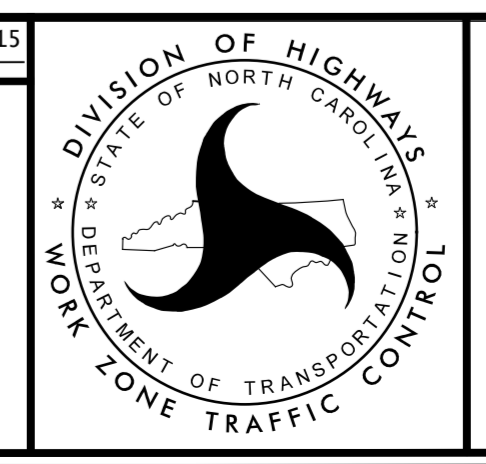


W24-1L
48" X 48"

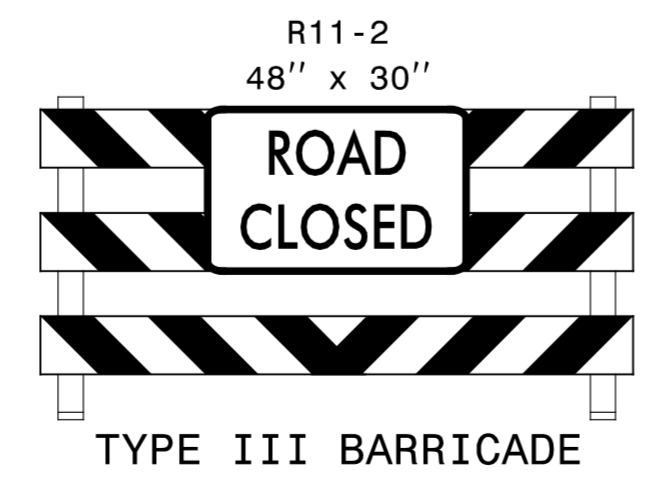
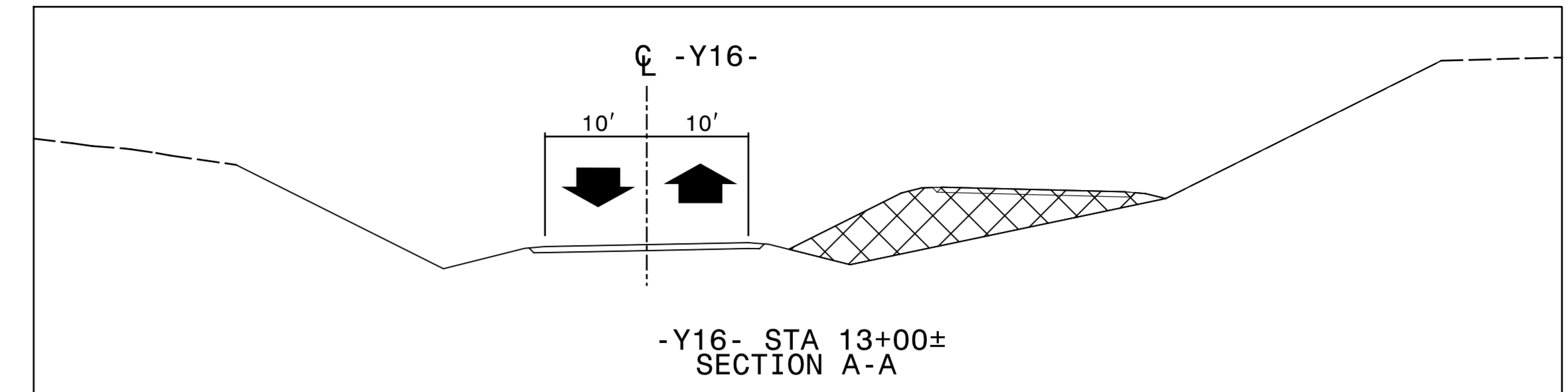
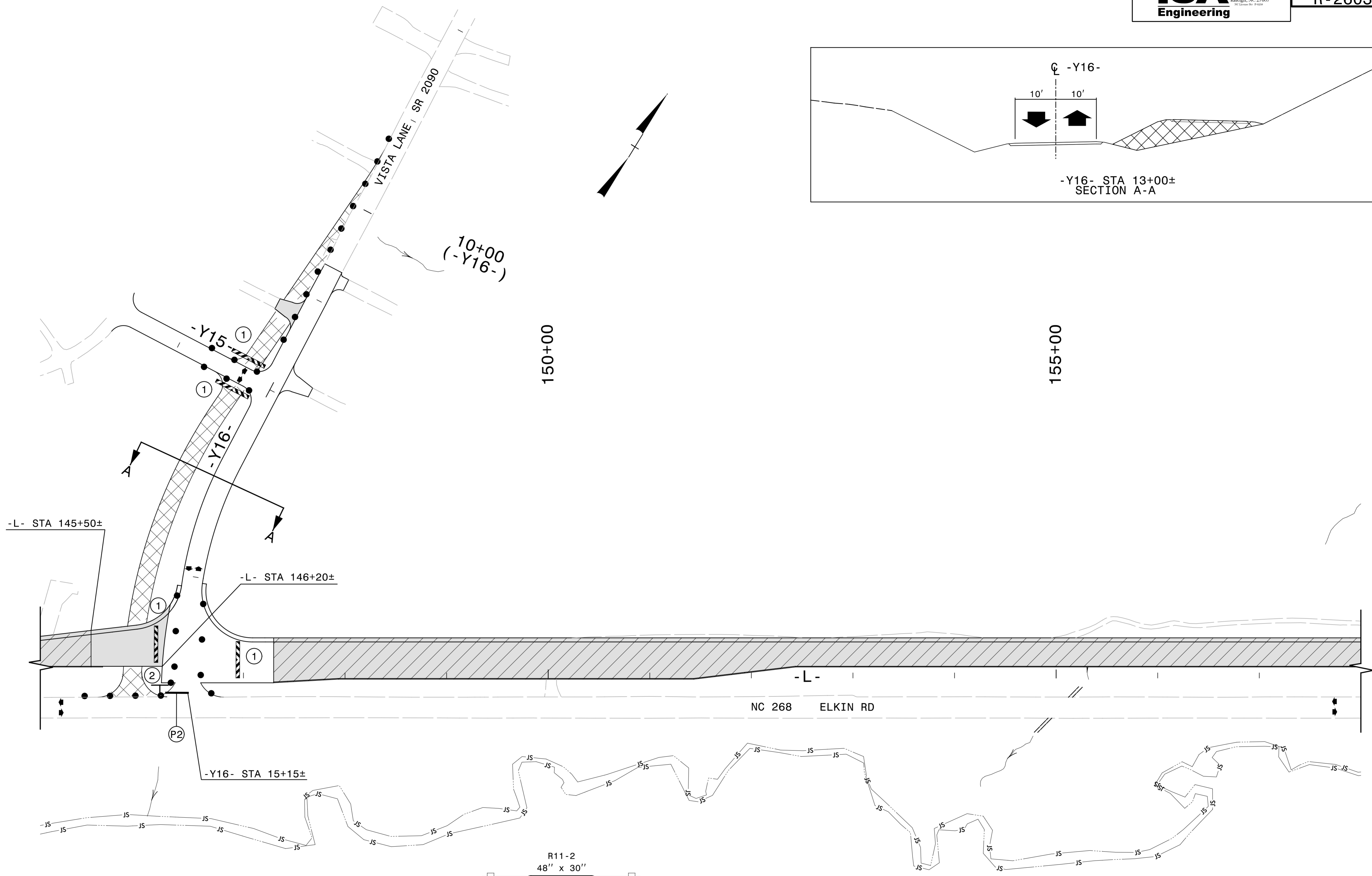
①

APPROVED: *Michael T. Rzepka* DATE: 5/15/2015

SEAL



PHASE I STEP 4A
DETAIL

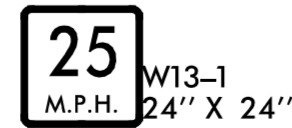
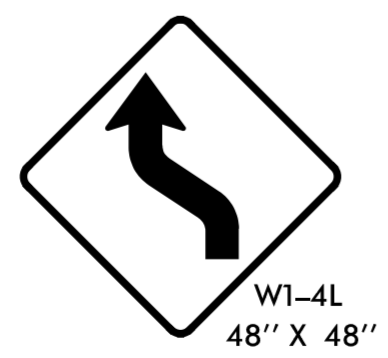
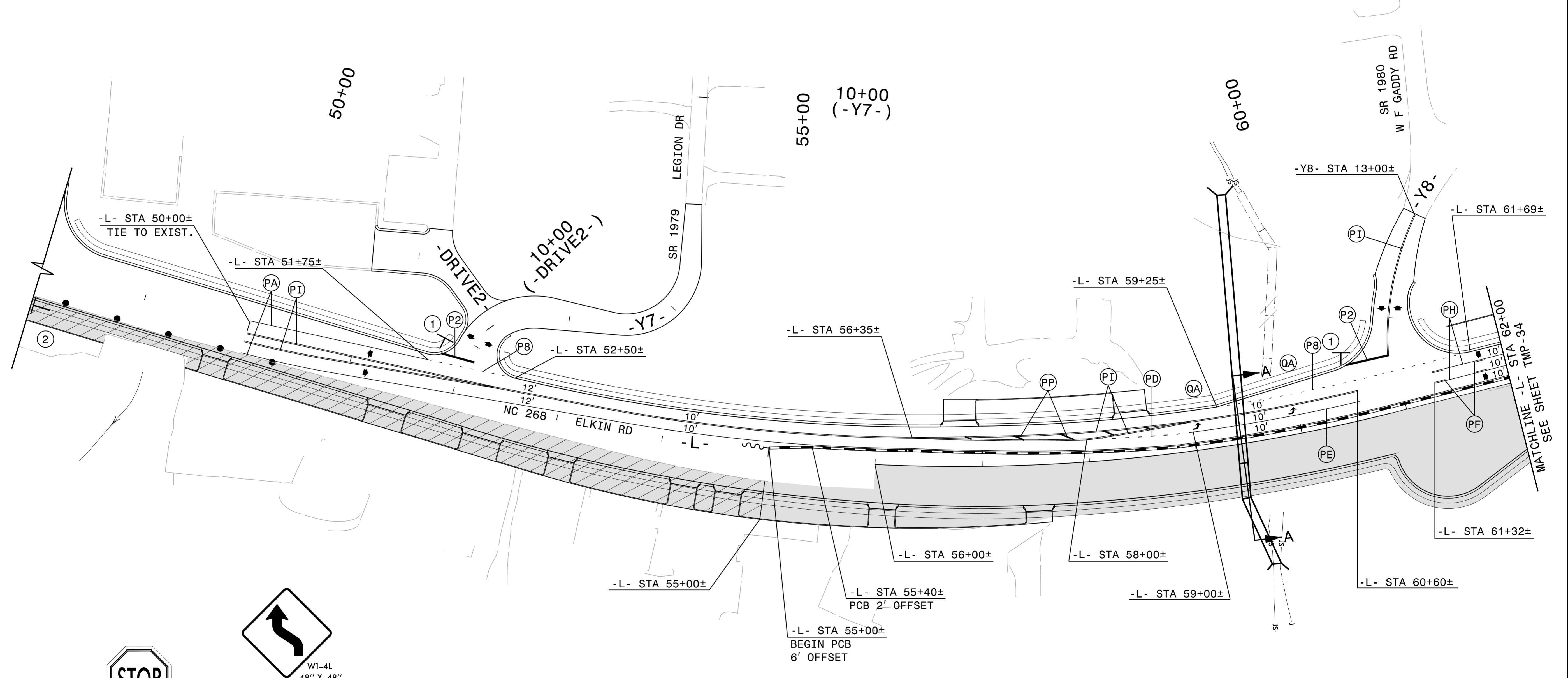
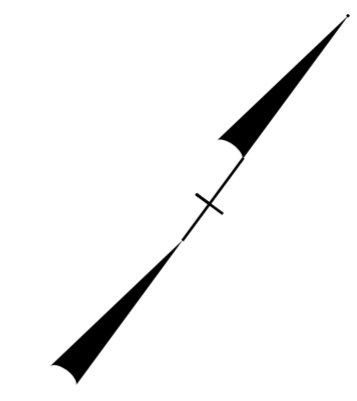
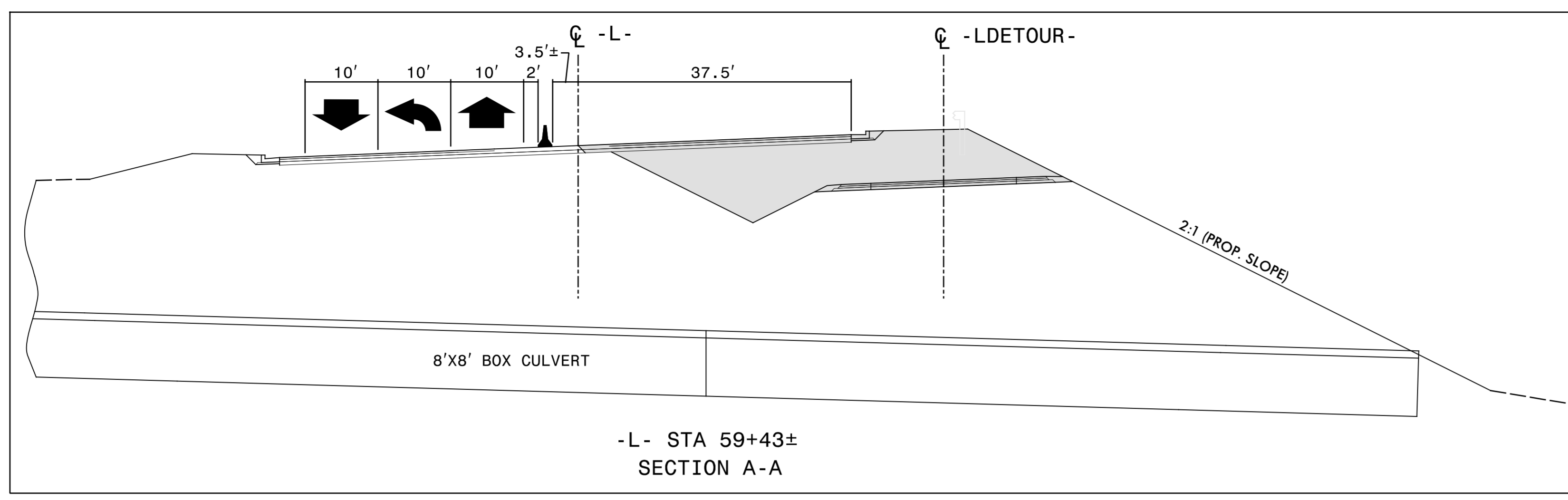


APPROVED: *Michael T. Repko* DATE: 5/15/2015
SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 15876
MICHAEL T. REPKO

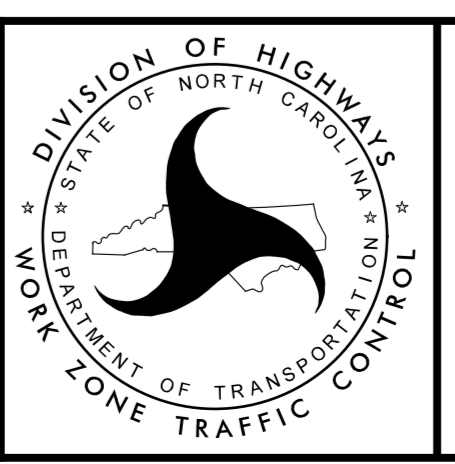
DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

PHASE I STEP 5
DETAIL

5/14/2015
R:\TrafficControl\TrafficControl\TCP\2603_tmp.pl_s5.dtl_01.dgn
ICA Engineering

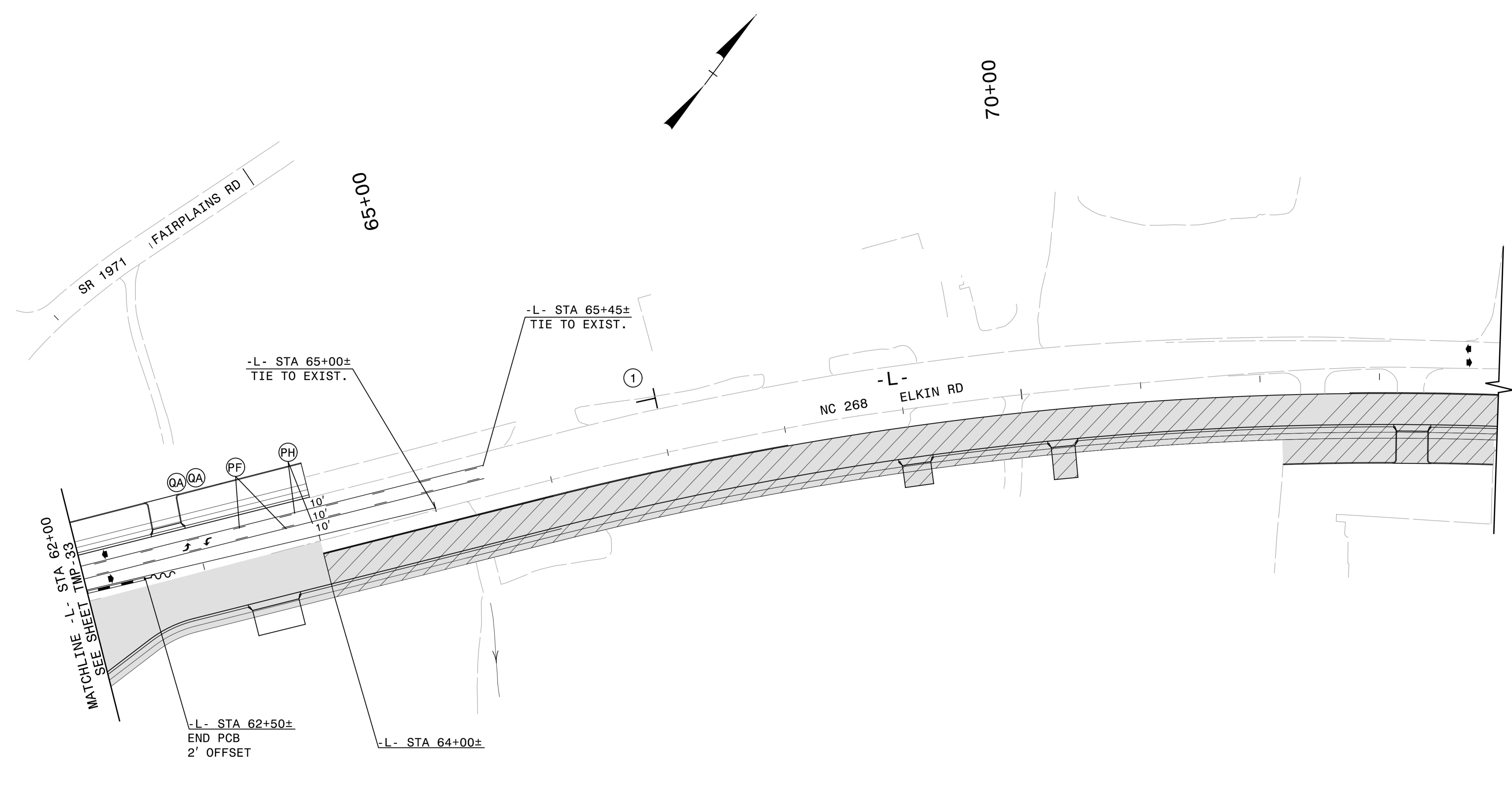


APPROVED: *Michael T. Rappha* DATE: 5/15/2015



PHASE II STEP 1
DETAIL

5/14/2015
R:\Traffic\TrafficControl\TCP\2603_tmp.pit.sl.dtl_01.dgn
ICA Engineering



MATCHLINE -L- STA 62+00
SEE SHEET TMP-33

QA QA PF PH
10'
10'
10'

-L- STA 62+50±
END PCB
2' OFFSET

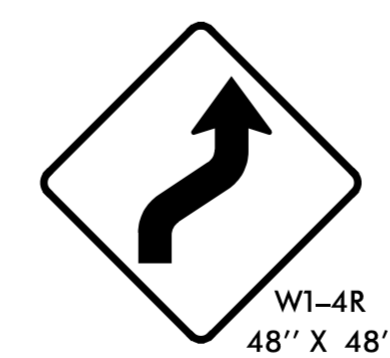
-L- STA 64+00±

-L- STA 65+45±
TIE TO EXIST.

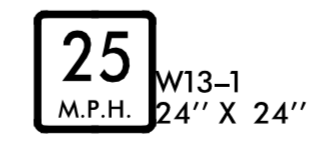
-L- STA 65+00±
TIE TO EXIST.

NC 268 -L- ELKIN RD

70+00



W1-4R
48" X 48"

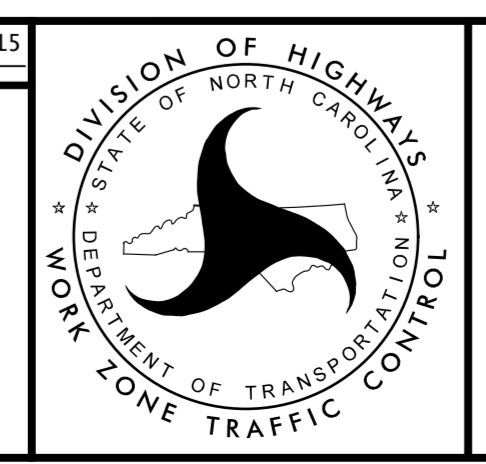


W13-1
M.P.H. 24" X 24"

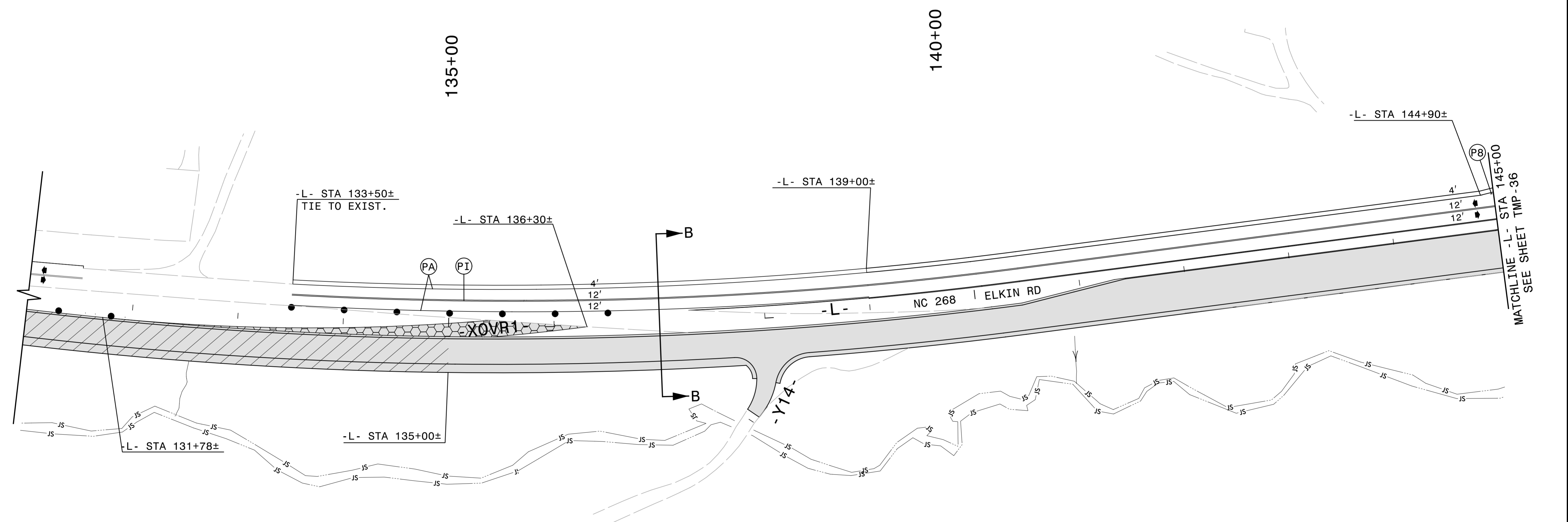
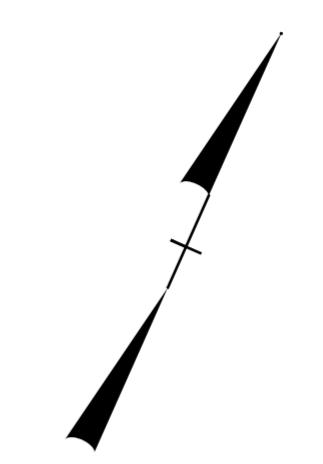
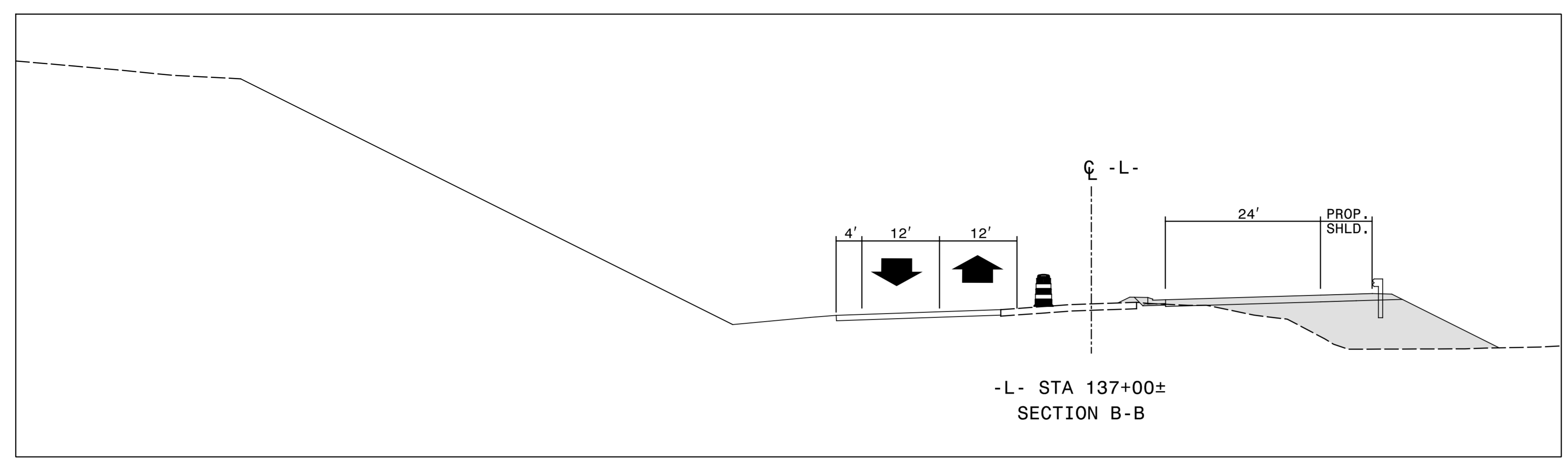
①

APPROVED *Michael T. Rzepko* DATE: 5/15/2015

SEAL



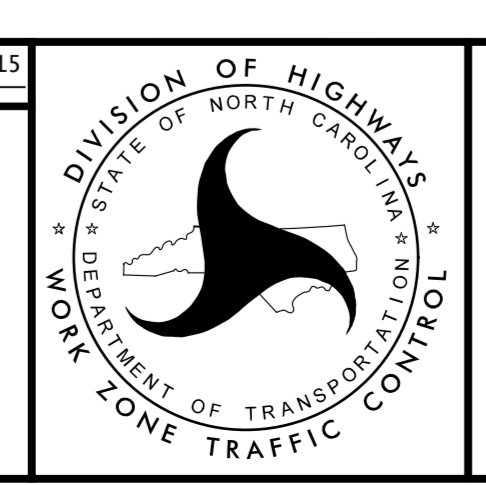
PHASE II STEP 1
DETAIL



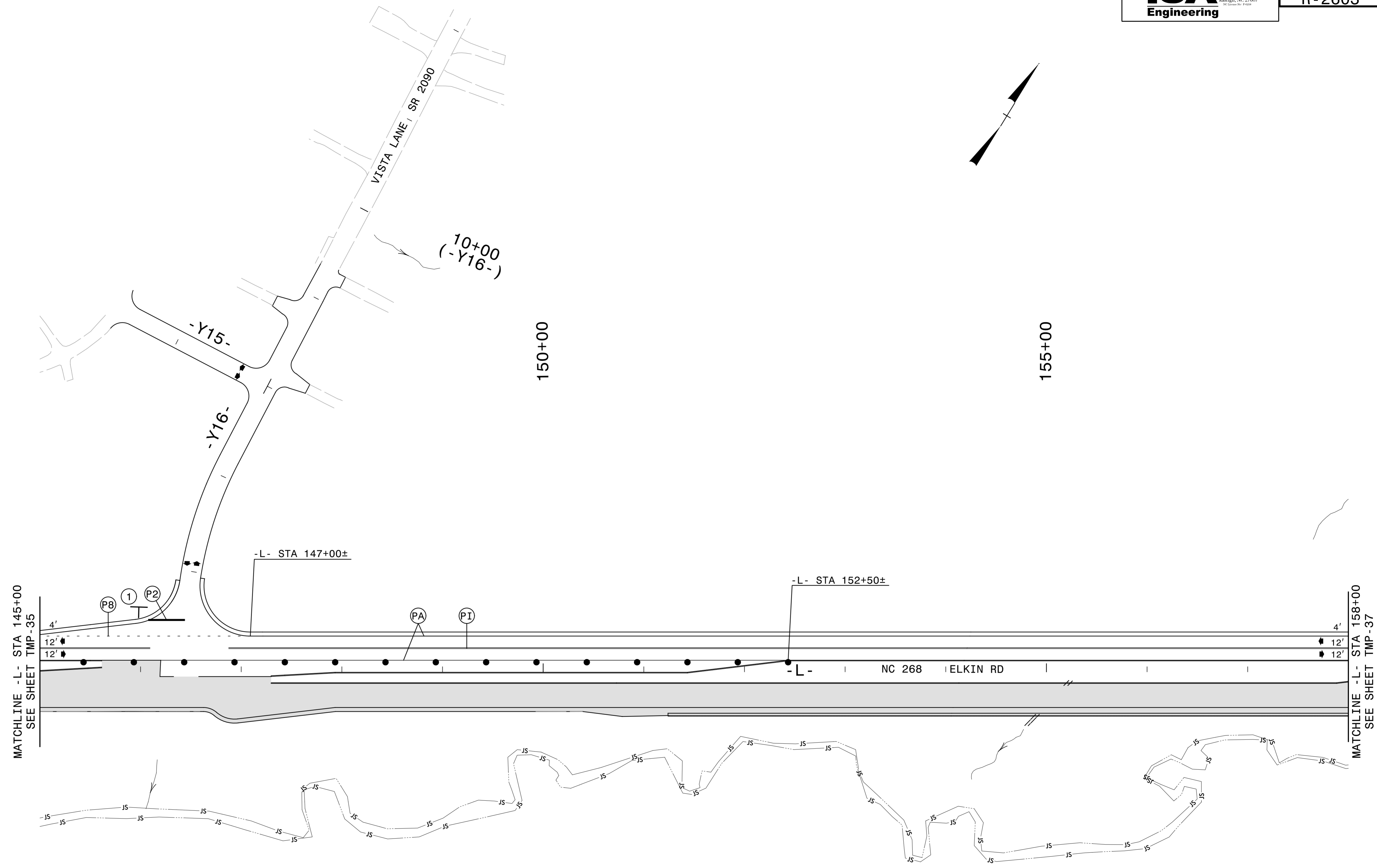
5/14/2015
R:\TrafficControl\TCP\2603.tmp_pil.sl.dtl_03.dgn
ICA Engineering

APPROVED: *Michael T. Rzepka* DATE: 5/15/2015

SEAL



PHASE II STEP 1
DETAIL



MATCHLINE - L - STA 145+00
SEE SHEET TMP-35

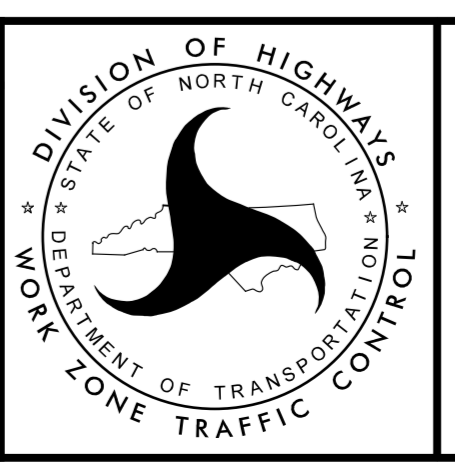
MATCHLINE - L - STA 158+00
SEE SHEET TMP-37



1

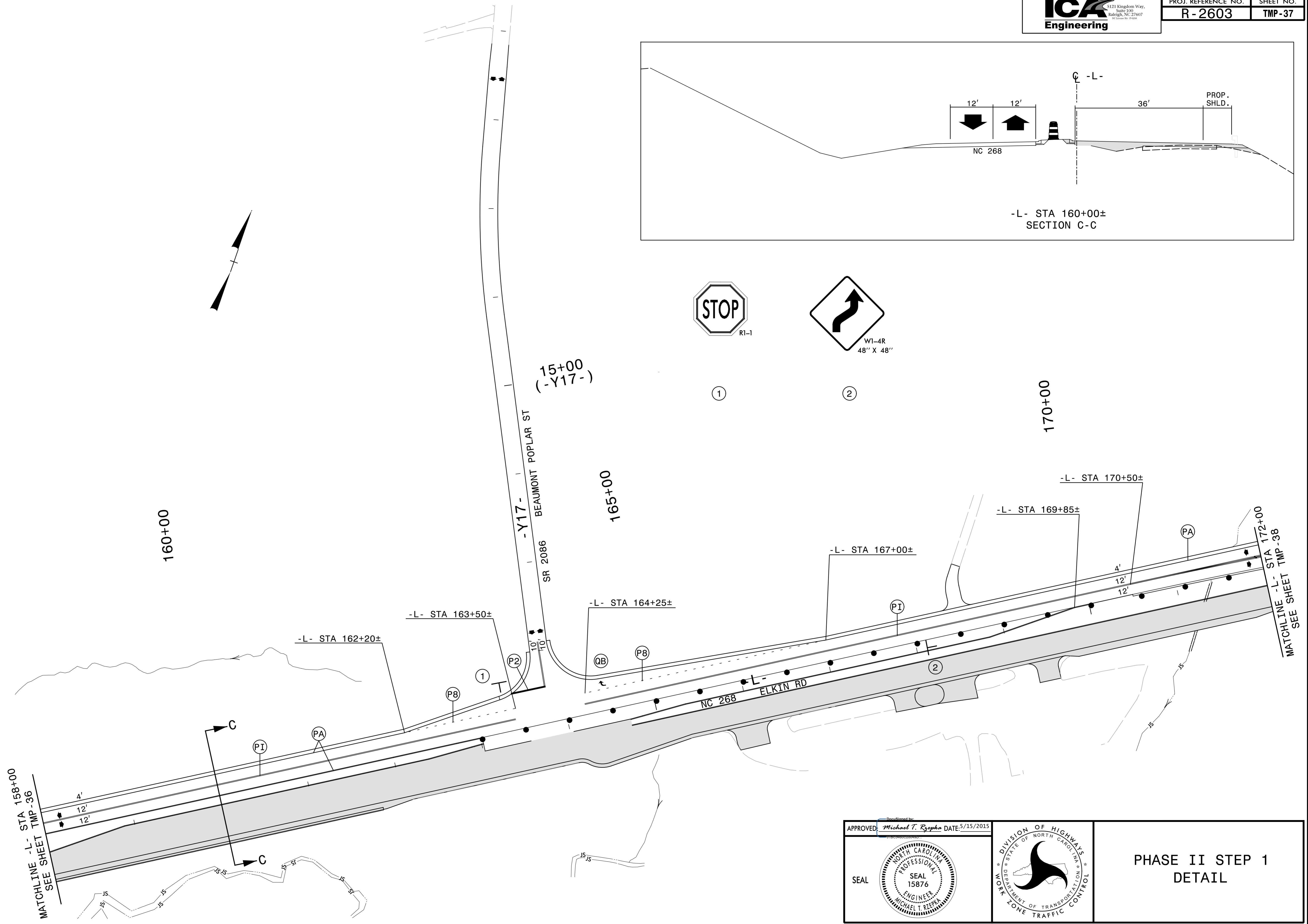
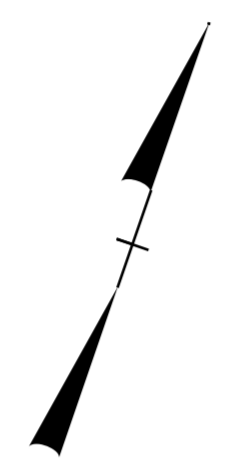
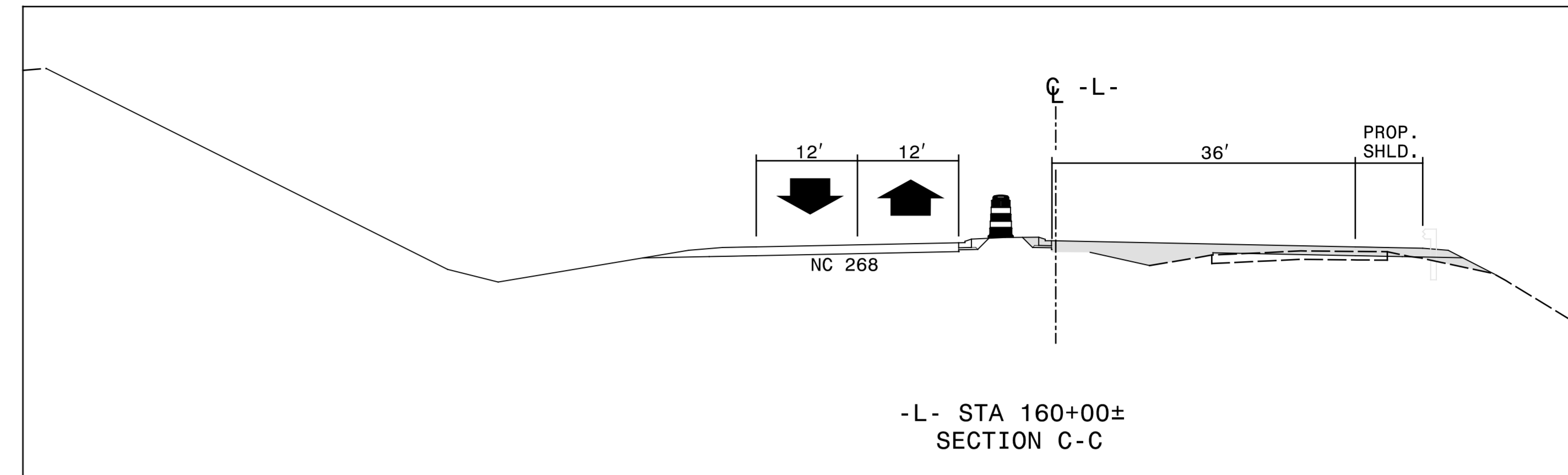
APPROVED: *Michael T. Rzepka* DATE: 5/15/2015

SEAL



PHASE II STEP 1
DETAIL

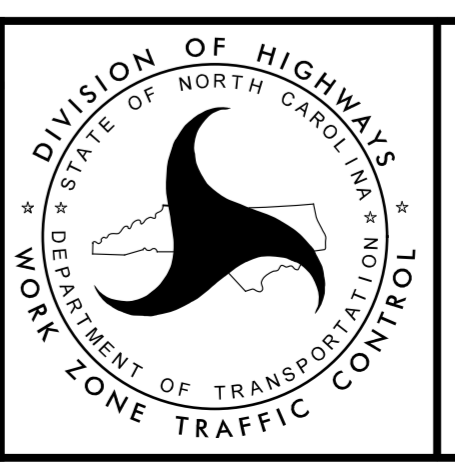
5/14/2015
 R:\TrafficControl\TCP\2603_tmp.pil.sl.dtl_04.dgn
 ICA Engineering



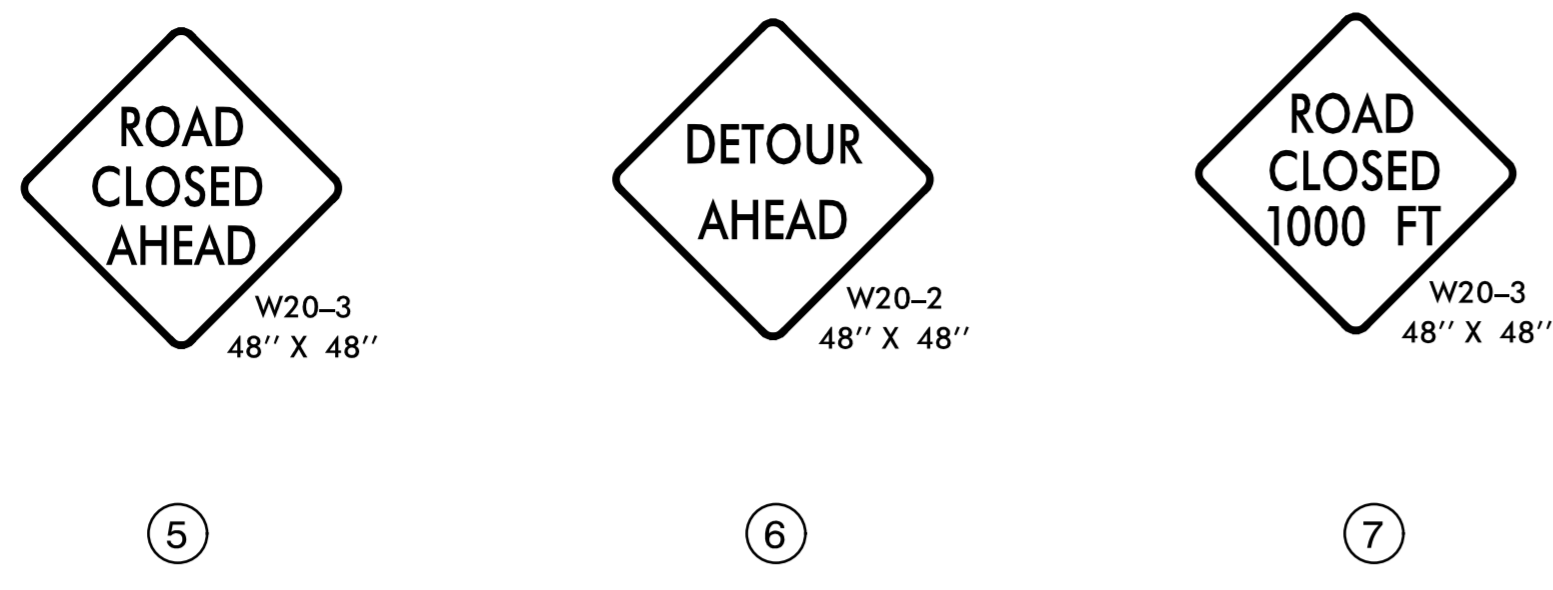
5/4/2015
R:\TrafficControl\TCP\2603_tmp.pil.sl.dtl_05.dgn
ICA Engineering

APPROVED: *Michael T. Reppke* DATE: 5/15/2015

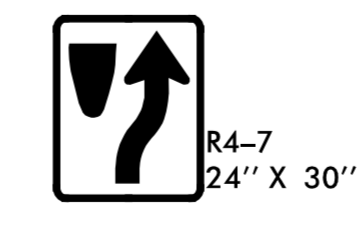
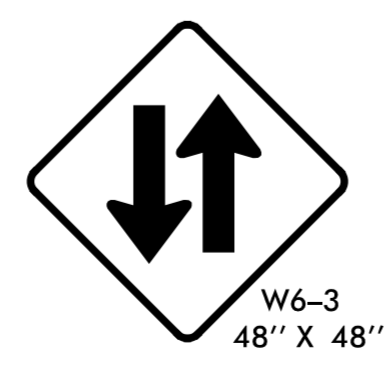
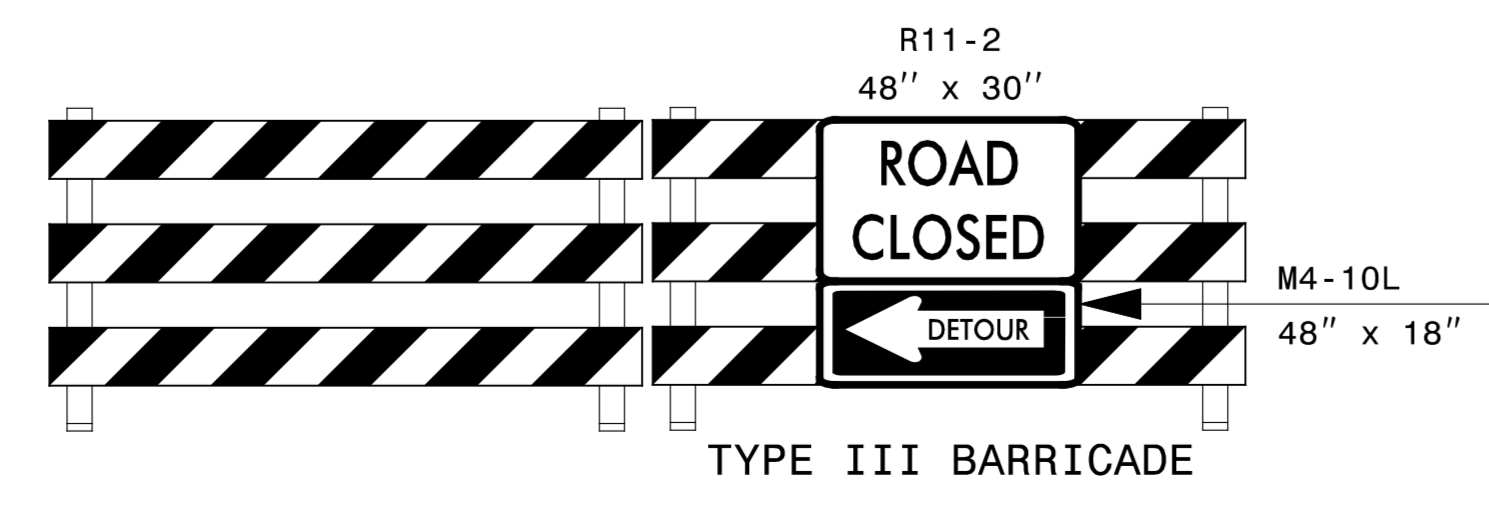
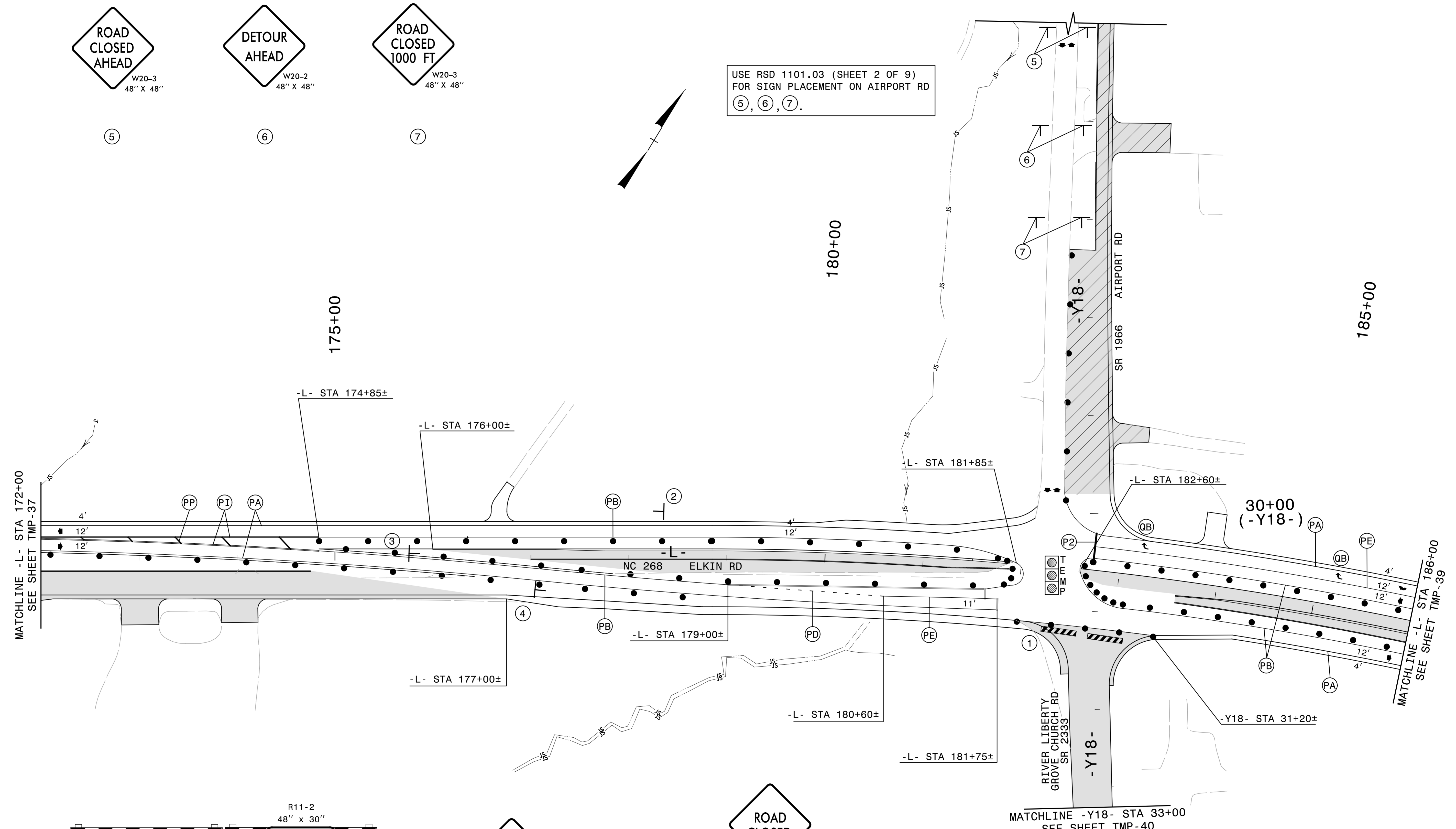
SEAL



PHASE II STEP 1
DETAIL



USE RSD 1101.03 (SHEET 2 OF 9)
FOR SIGN PLACEMENT ON AIRPORT RD
⑤, ⑥, ⑦.



APPROVED: *Michael T. Reppha* DATE: 5/15/2015

PHASE II STEP 1
DETAIL

5/14/2015
R:\TrafficControl\CPV-2603_tmp.pil.sl.dtl_06.dgn
ICA Engineering

SIGN NUMBER: TYPE: STATIONARY QUANTITY: SEE PLANS SIGN WIDTH: 2'-6" HEIGHT: 3'-0" TOTAL AREA: 7.5 Sq.Ft. BORDER TYPE: INSET RECESS: 0.47" WIDTH: 0.63" RADII: 1.5" NO. Z BARS: LENGTH:

BACKG COLOR: Fluorescent Orange COPY COLOR: Black

DESIGN BY: ICA Eng PROJECT ID: R-2603 CHECKED BY: DIV: 11 DATE: Dec 08, 2014

SYMBOL	X	Y	WID	HT

MAT'L: 0.080" (2.0 mm) ALUMINUM

USE NOTES: 1,2

1. Legend and border shall be direct applied black non-reflective sheeting.
2. Background shall be NC GRADE B fluorescent orange retroreflective sheeting.

BORDER R=1.5" TH=0.63" IN=0.47"

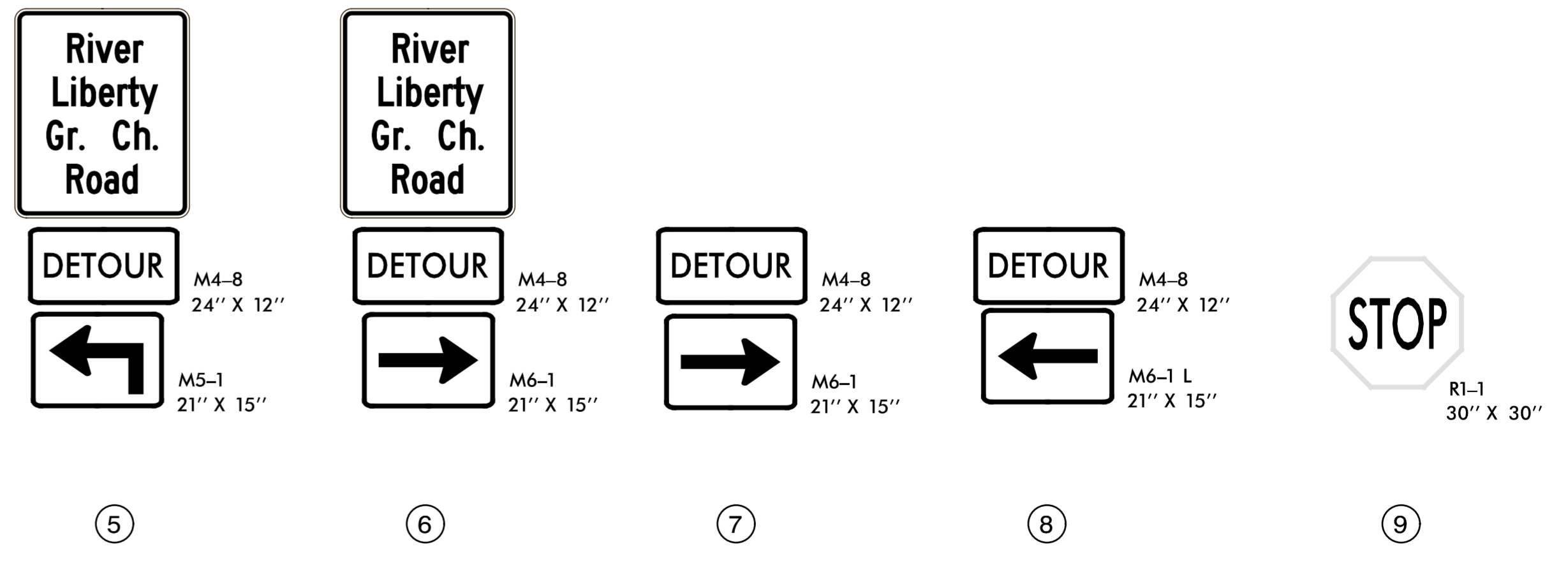
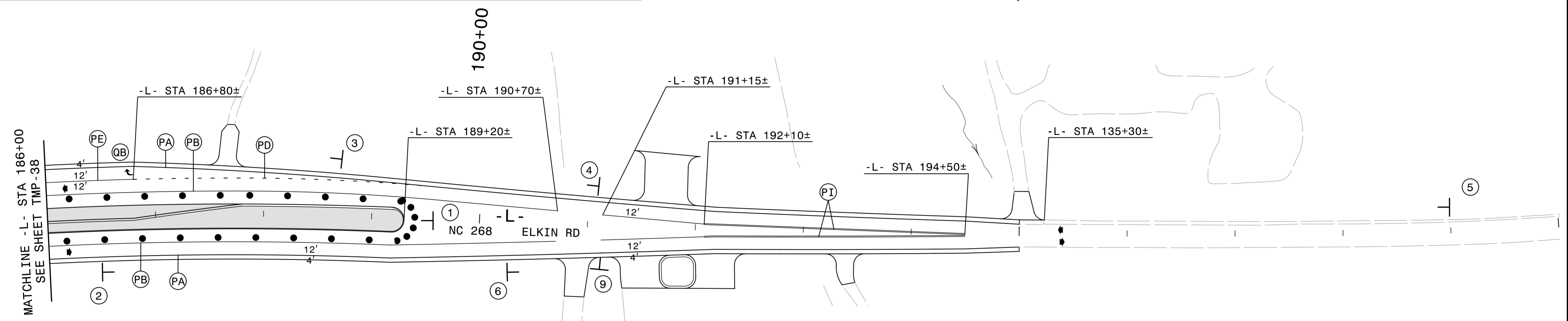
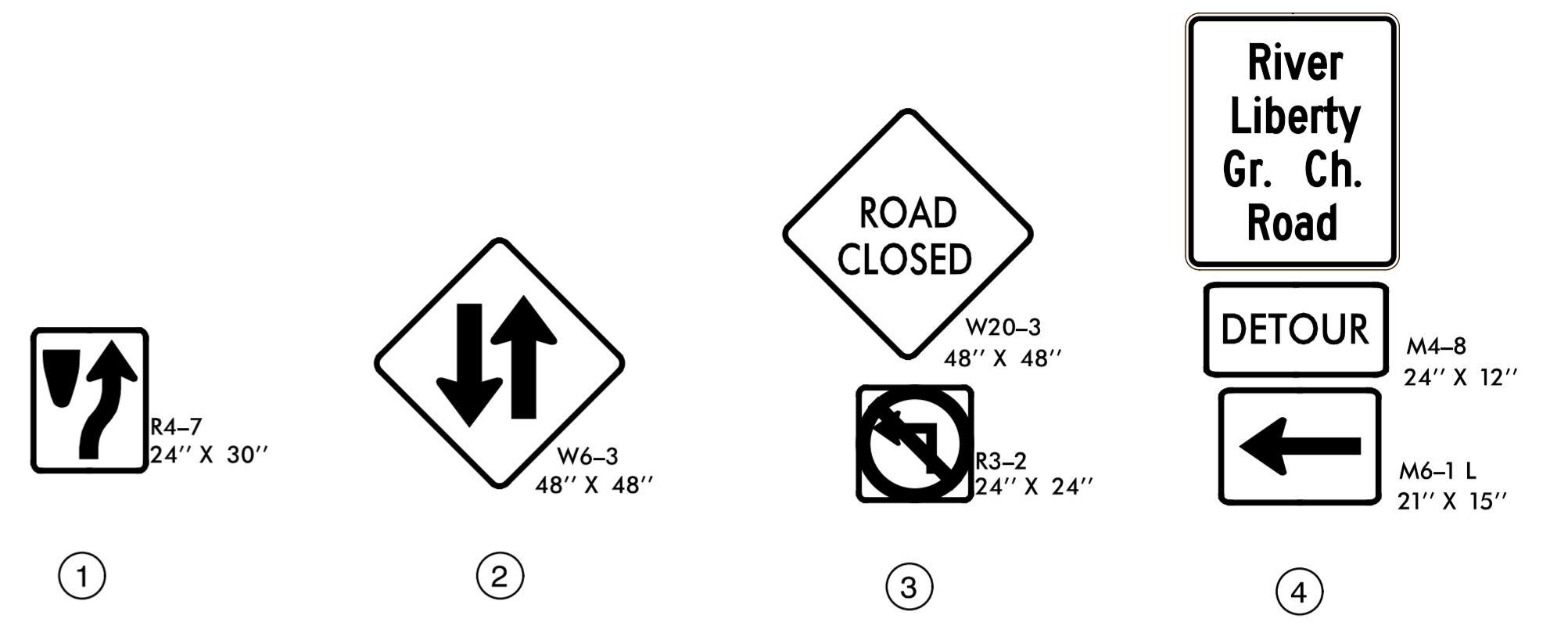
Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

Series/Size	Text Length
C 2000	13
C 2000	18
C 2000	19.1
C 2000	12.1

FILENAME: r2603_tmp_s1gns NORTH CAROLINA D.O.T. SIGN DETAIL



5/14/2015 R:\Traffic\TrafficControl\TCP\2603_tmp.pil.sl.dtl_07.dgn ICA Engineering

MATCHLINE - DRIVER - STA SEE SHEET TMP-39

APPROVED: Michael T. Rzepka DATE: 5/15/2015

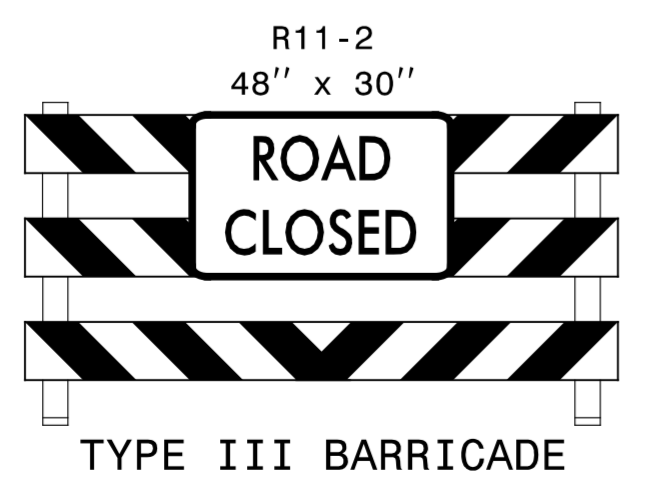
SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 15876 MICHAEL T. RZEPKA

SEAL: DIVISION OF HIGHWAYS NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL

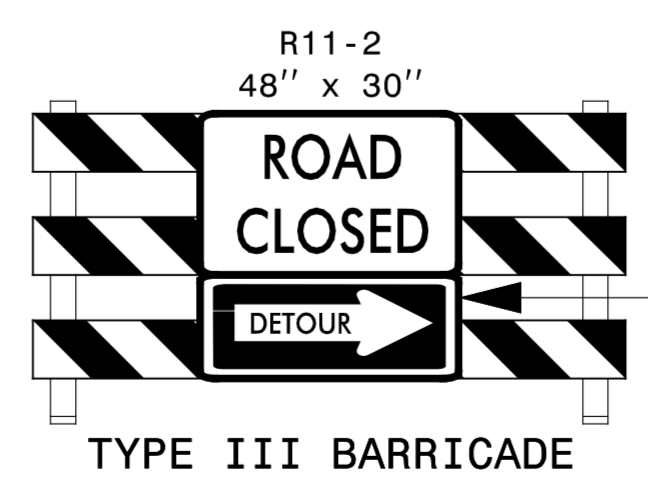
PHASE II STEP 1 DETAIL

MATCHLINE -Y18- STA 33+00
SEE SHEET TMP-39

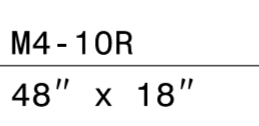
MATCHLINE -Y18- STA 39+00
SEE SHEET TMP-38



①



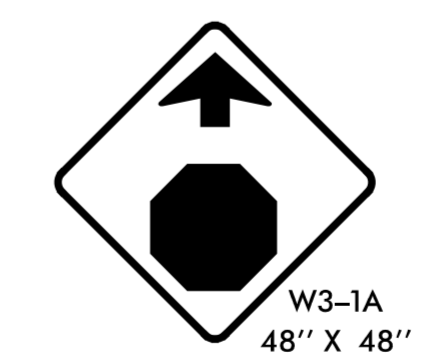
②



③



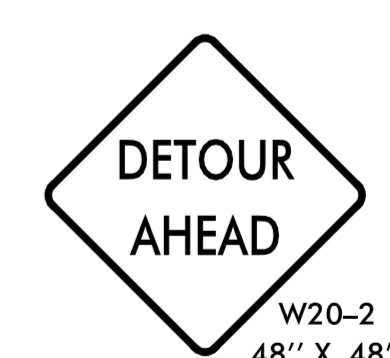
④



⑤



⑥

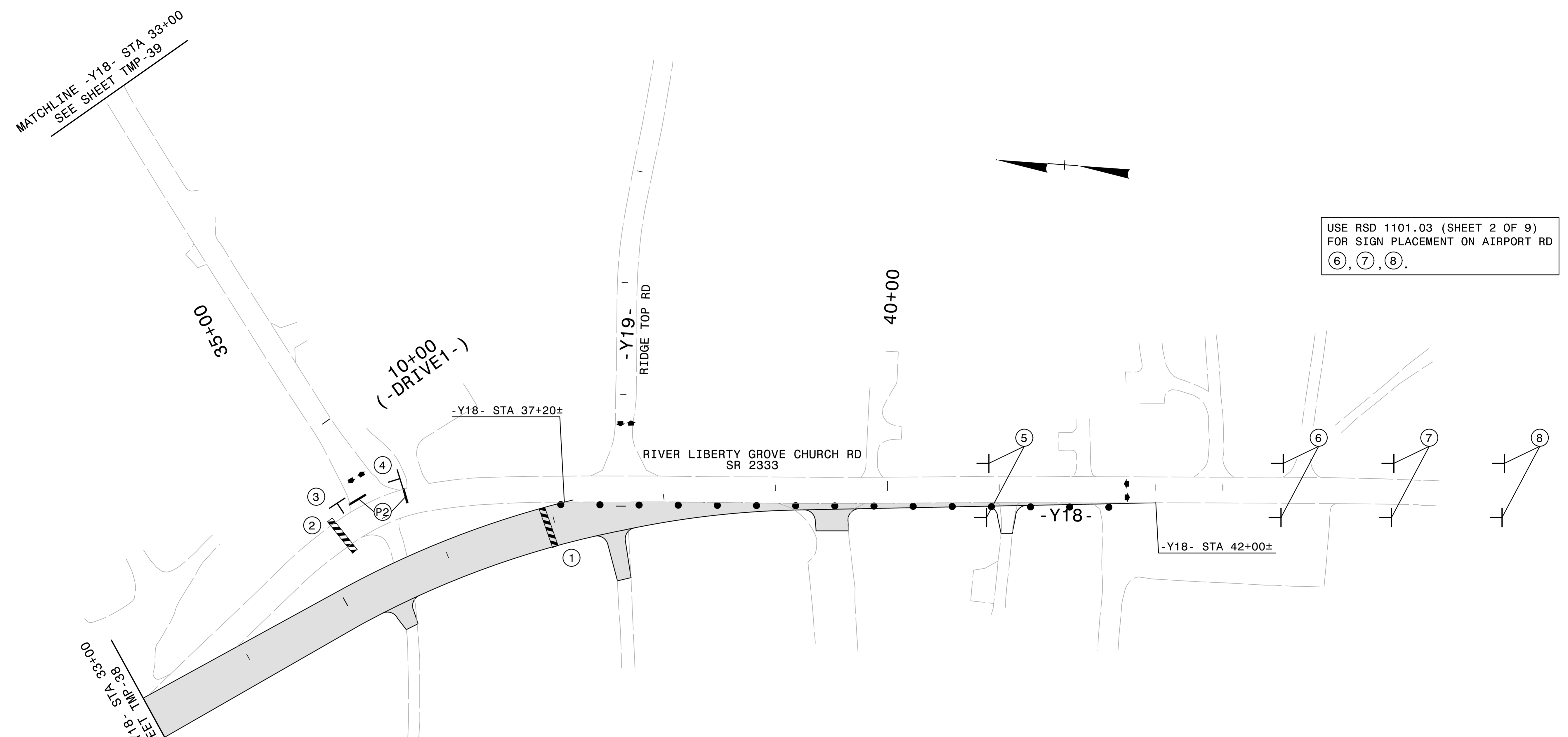


⑦



⑧

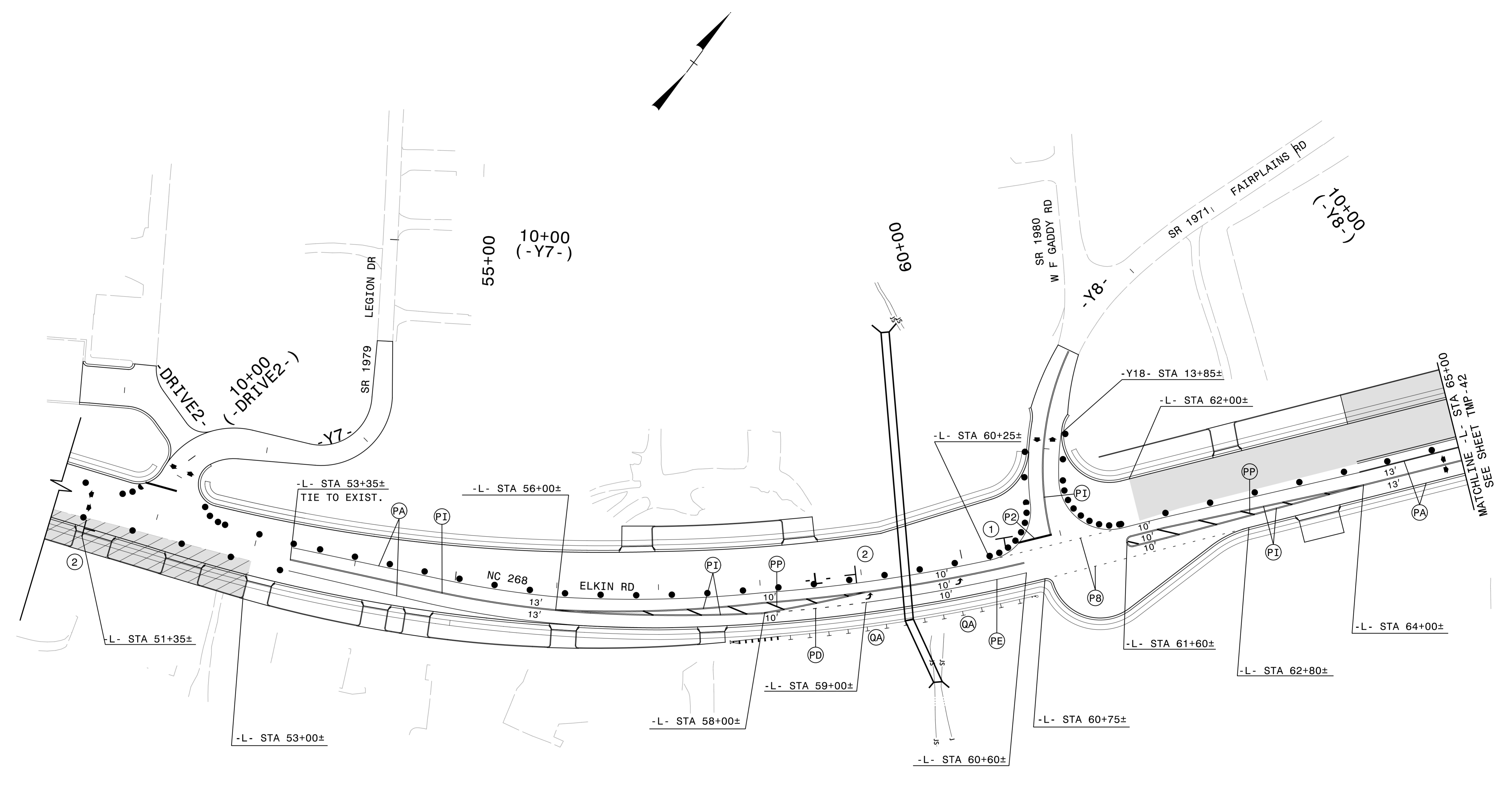
USE RSD 1101.03 (SHEET 2 OF 9)
FOR SIGN PLACEMENT ON AIRPORT RD
⑥, ⑦, ⑧.



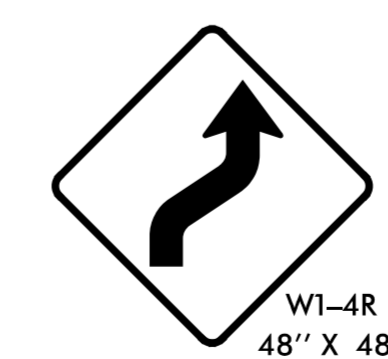
APPROVED *Michael T. Rozpho* DATE: 5/15/2015
SEAL

PHASE II STEP 1
DETAIL

5/14/2015
R:\TrafficControl\2603_tmp.ppt.sl.dtl_08.dgn
ICA Engineering



①

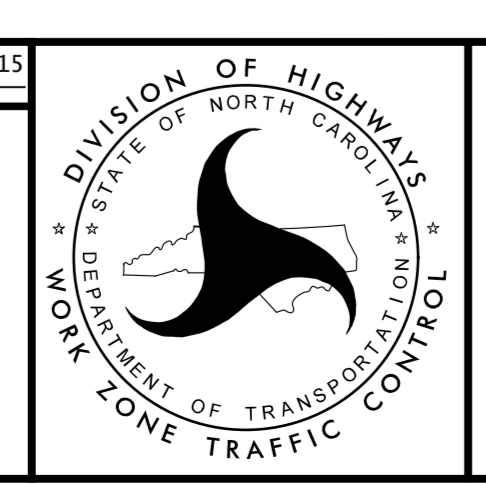


W1-4R
48" X 48"

②

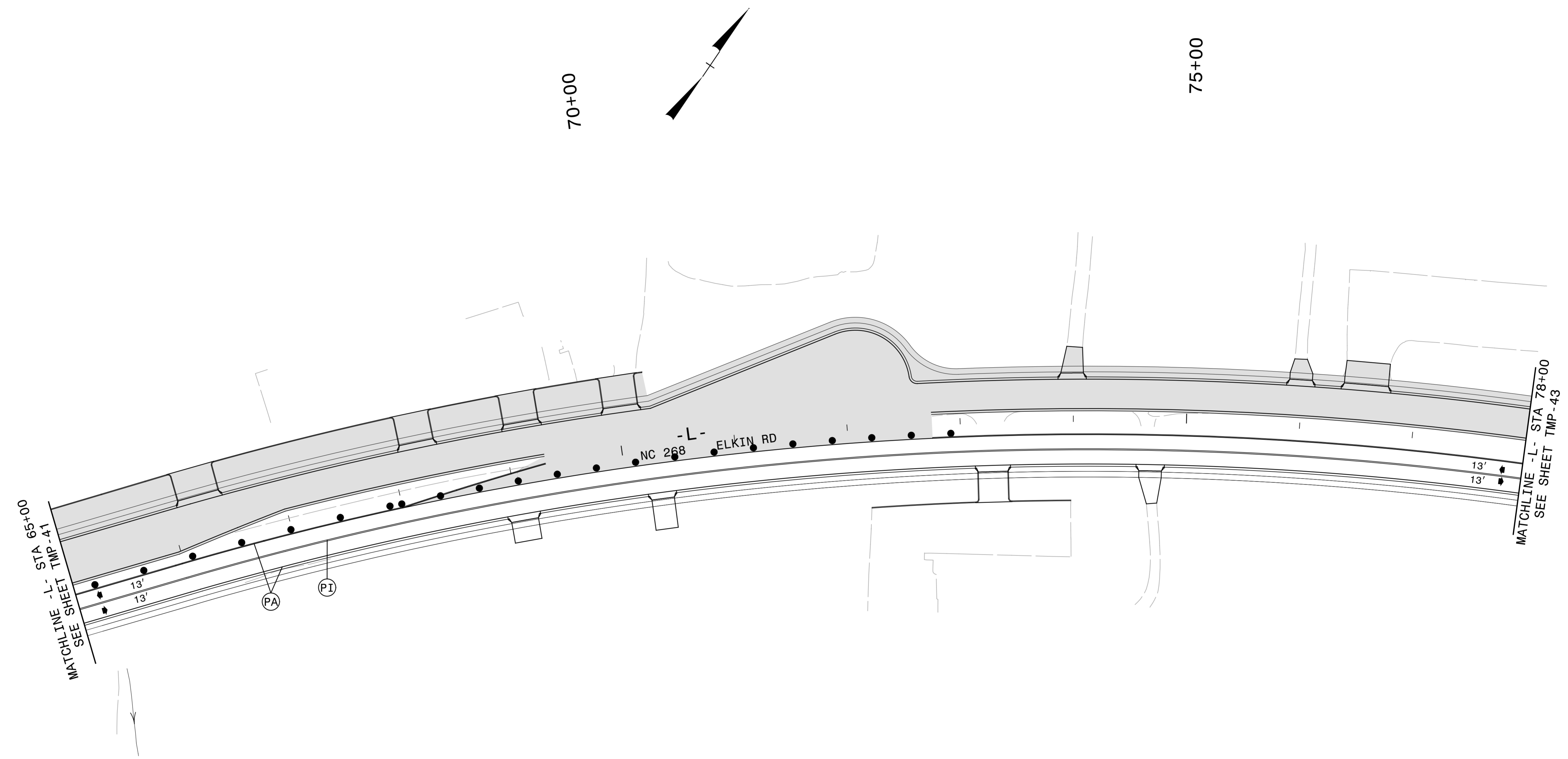
APPROVED: *Michael T. Reppha* DATE: 5/15/2015

SEAL



PHASE II STEP 2
DETAIL

5/14/2015
R:\TrafficControl\TCPV\2603_tmp.pli.s2.dtl_01.dgn
ICA Engineering



MATCHLINE -L- STA 65+00
SEE SHEET TMP-41

MATCHLINE -L- STA 78+00
SEE SHEET TMP-43

70+00

75+00

-L-
NC 268 ELKIN RD



PA

PI

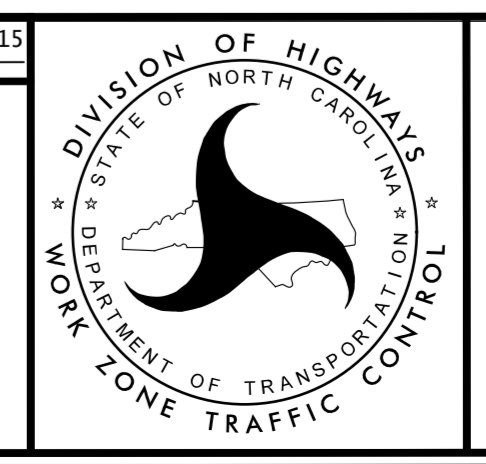
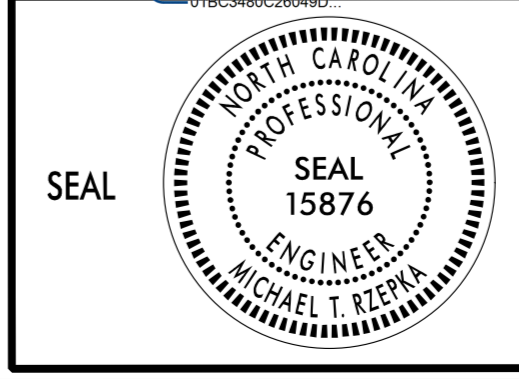
13'

13'

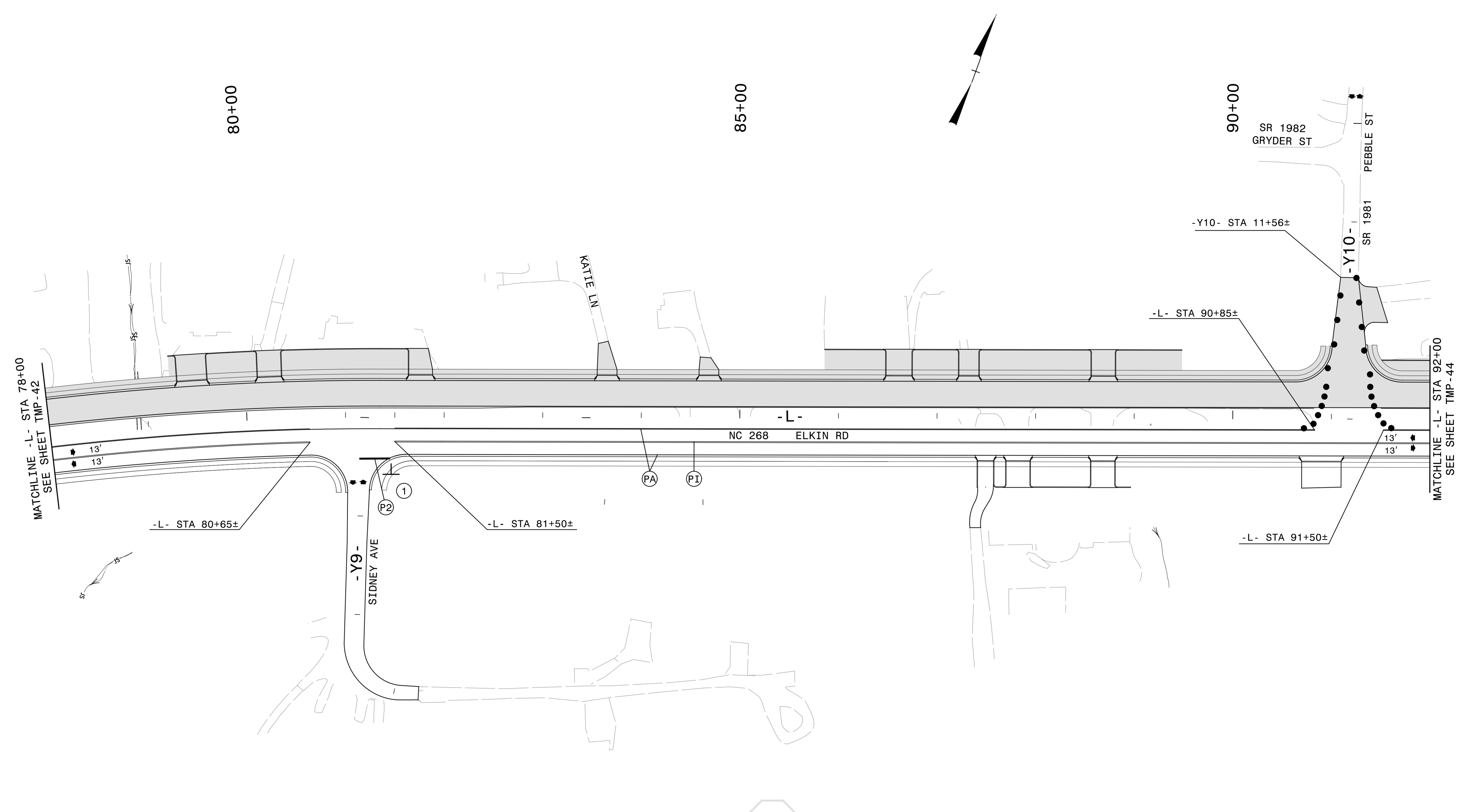
13'

13'

APPROVED: *Michael T. Rzepka* DATE: 5/15/2015



PHASE II STEP 2
DETAIL



MATCHLINE -L- STA 78+00
SEE SHEET TMP-42

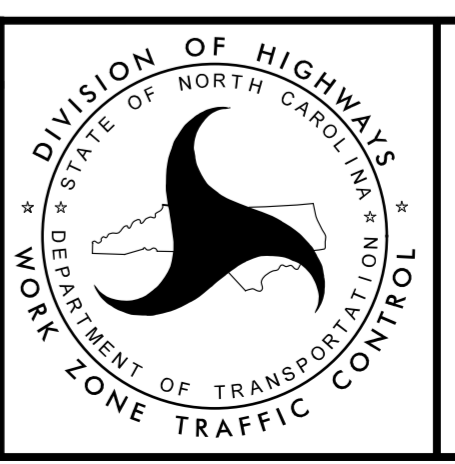
MATCHLINE -L- STA 92+00
SEE SHEET TMP-44



①

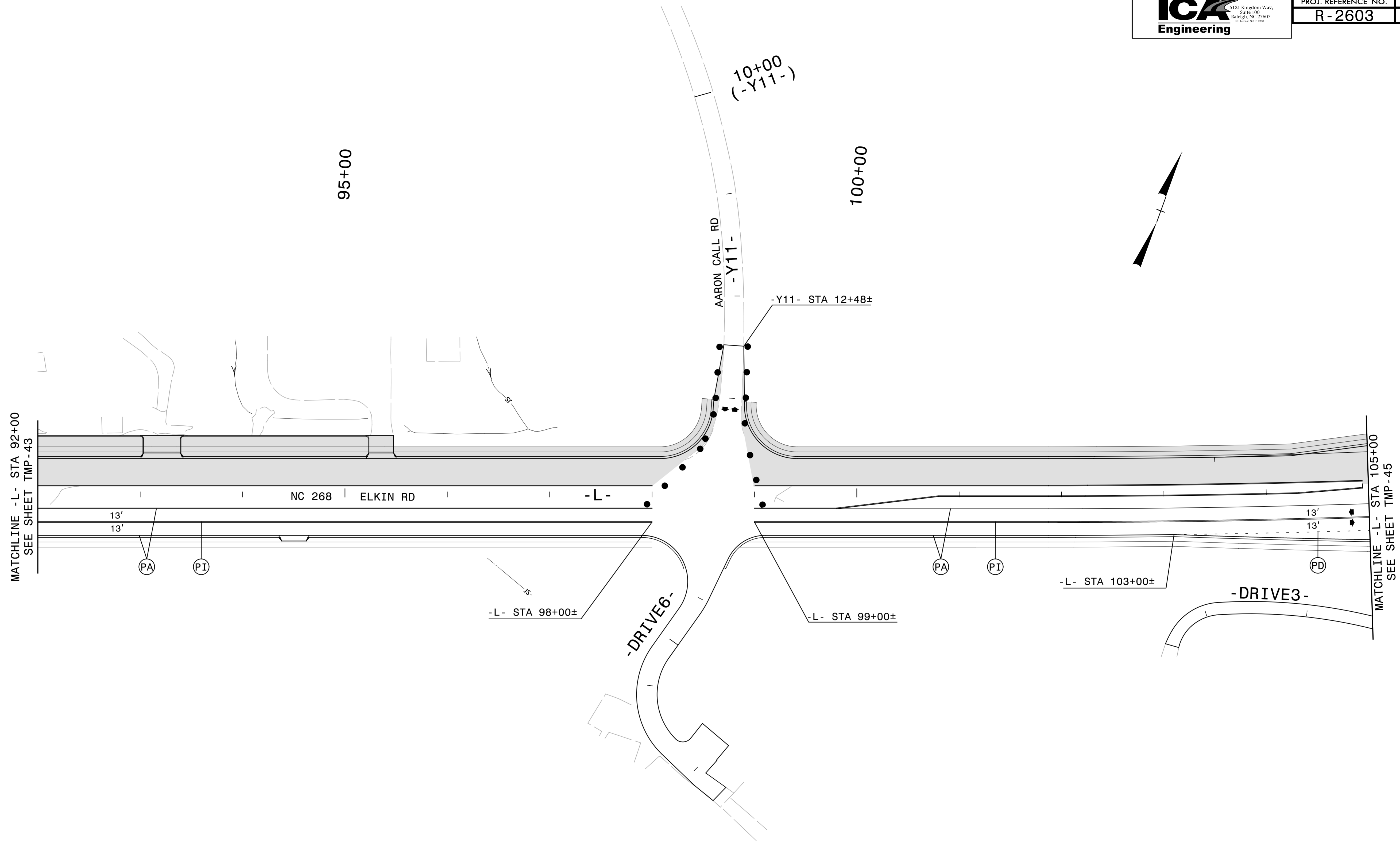
APPROVED: *Michael T. Rzepka* DATE: 5/15/2015

SEAL



PHASE II STEP 2
DETAIL

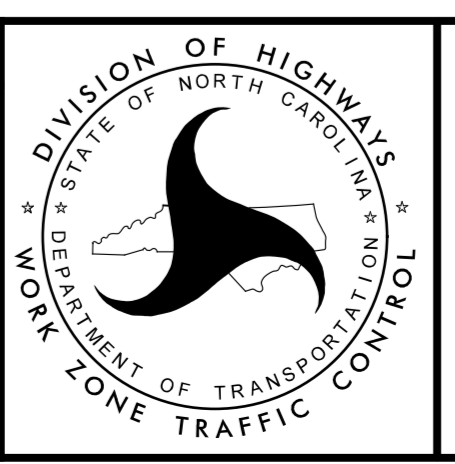
5/14/2015
R:\TrafficControl\TCP\2603_tmp.pii.s2.dtl_03.dgn
ICA Engineering



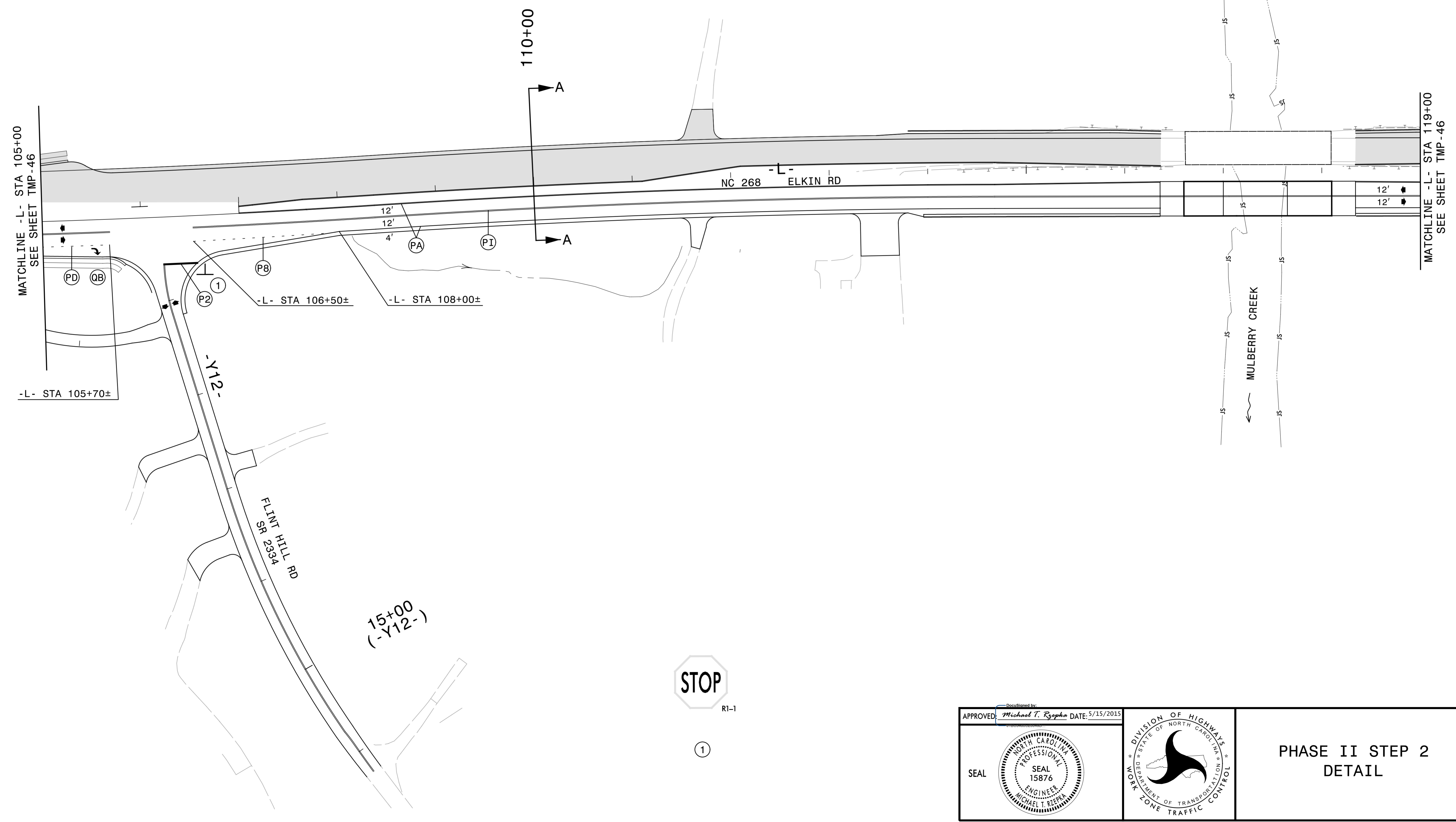
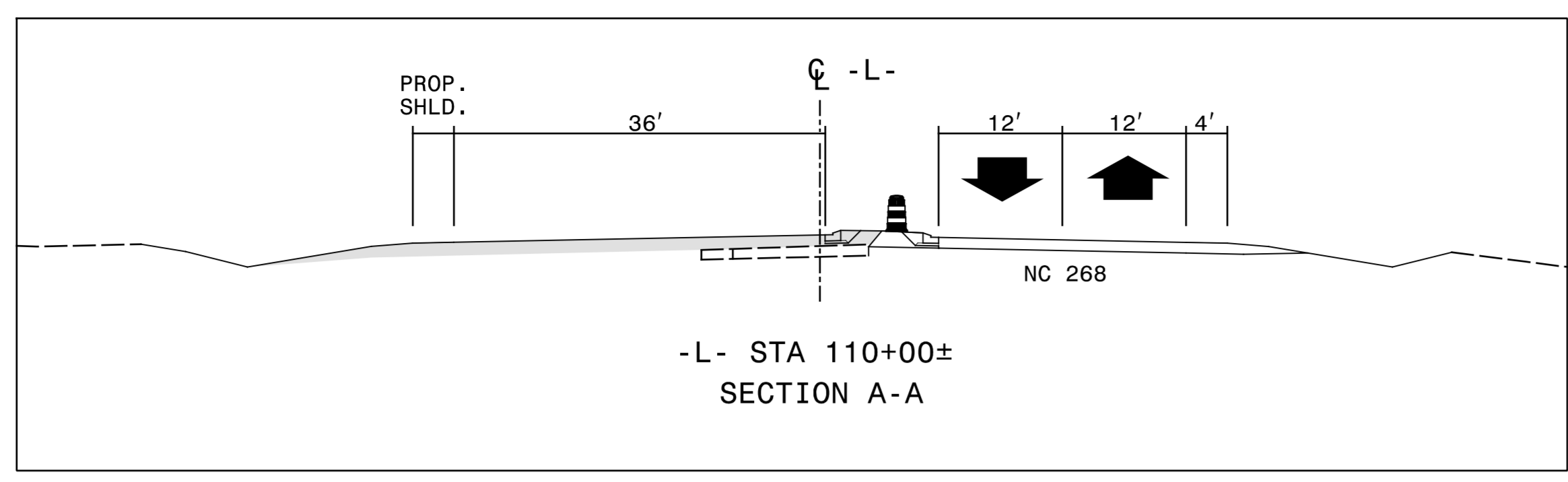
5/4/2015
 R:\TrafficControl\TCP\2603.tmp.plt.s2.dtl_04.dgn
 ICA Engineering

APPROVED: *Michael T. Reppha* DATE: 5/15/2015

SEAL



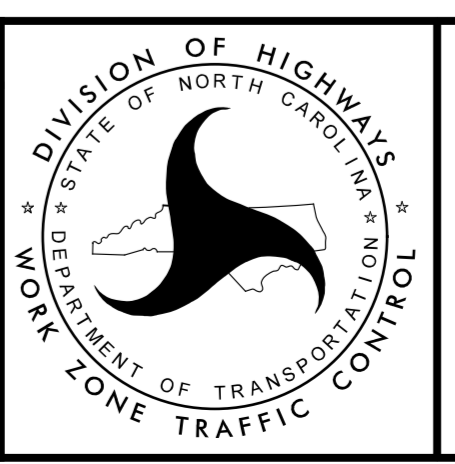
PHASE II STEP 2
DETAIL



5/4/2015
R:\Traffic\TrafficControl\TCP\2603_tmp.pli_s2.dtl_05.dgn
ICA Engineering

APPROVED: *Michael T. Rzepka* DATE: 5/15/2015

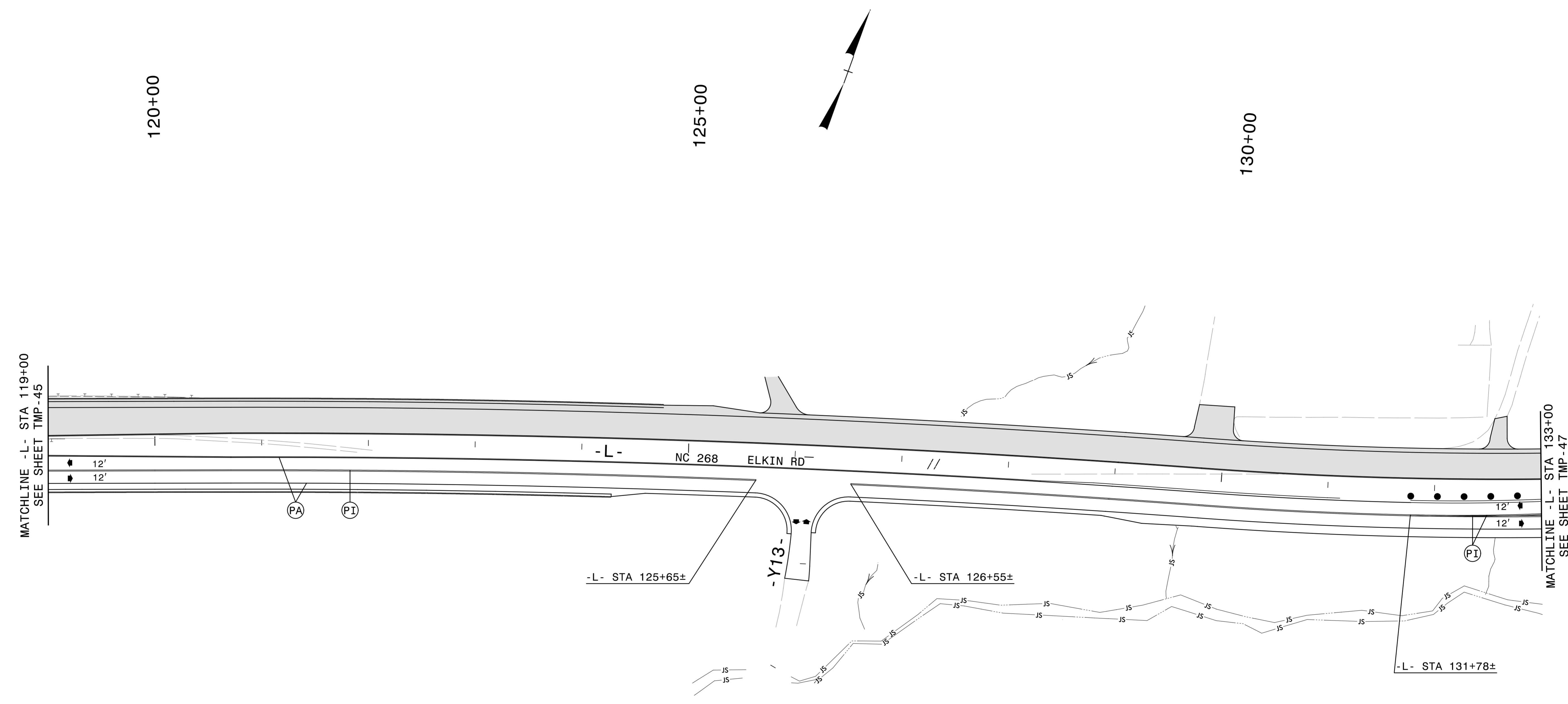
SEAL



PHASE II STEP 2
DETAIL

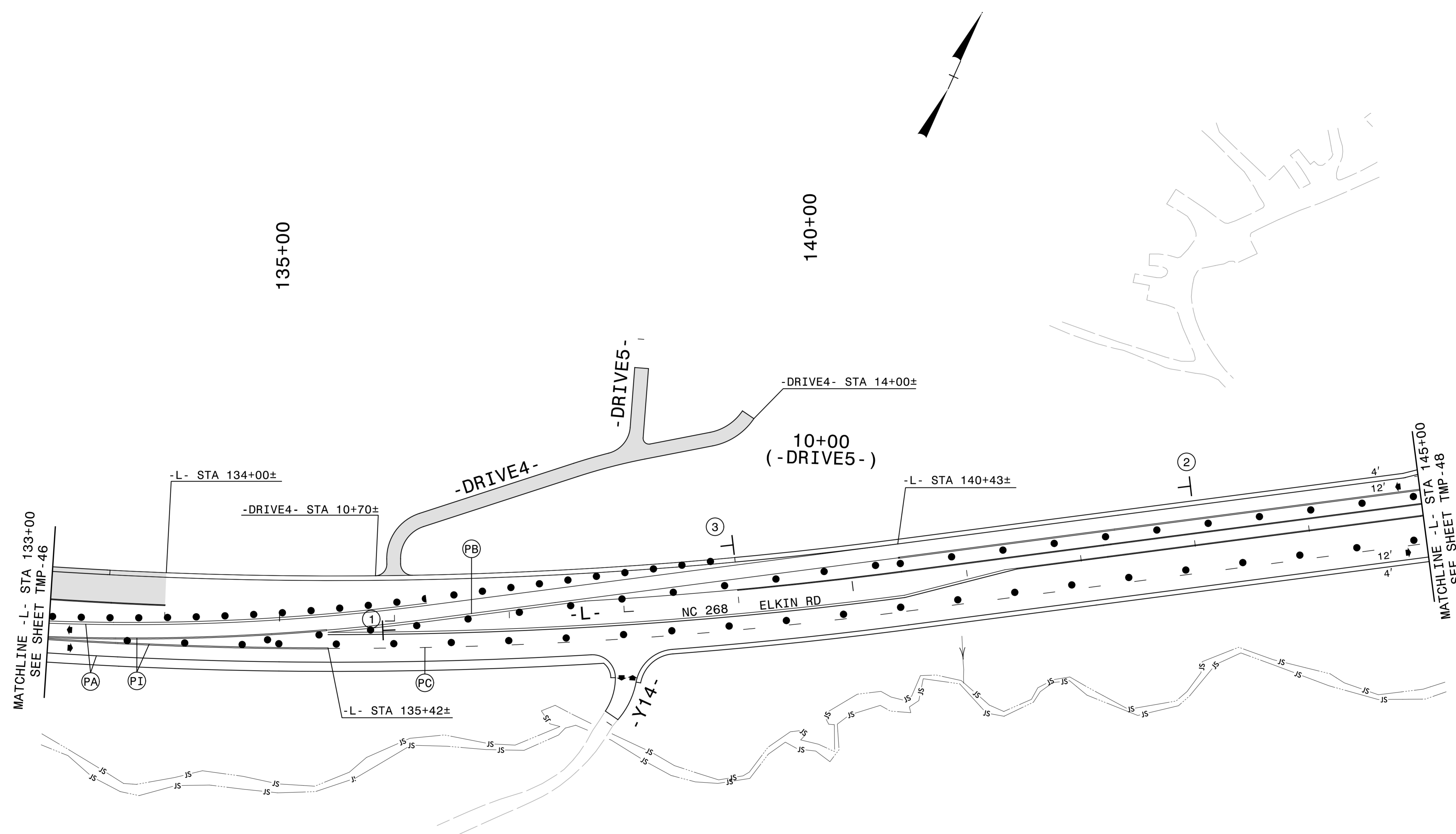


PROJ. REFERENCE NO.	SHEET NO.
R-2603	TMP-46



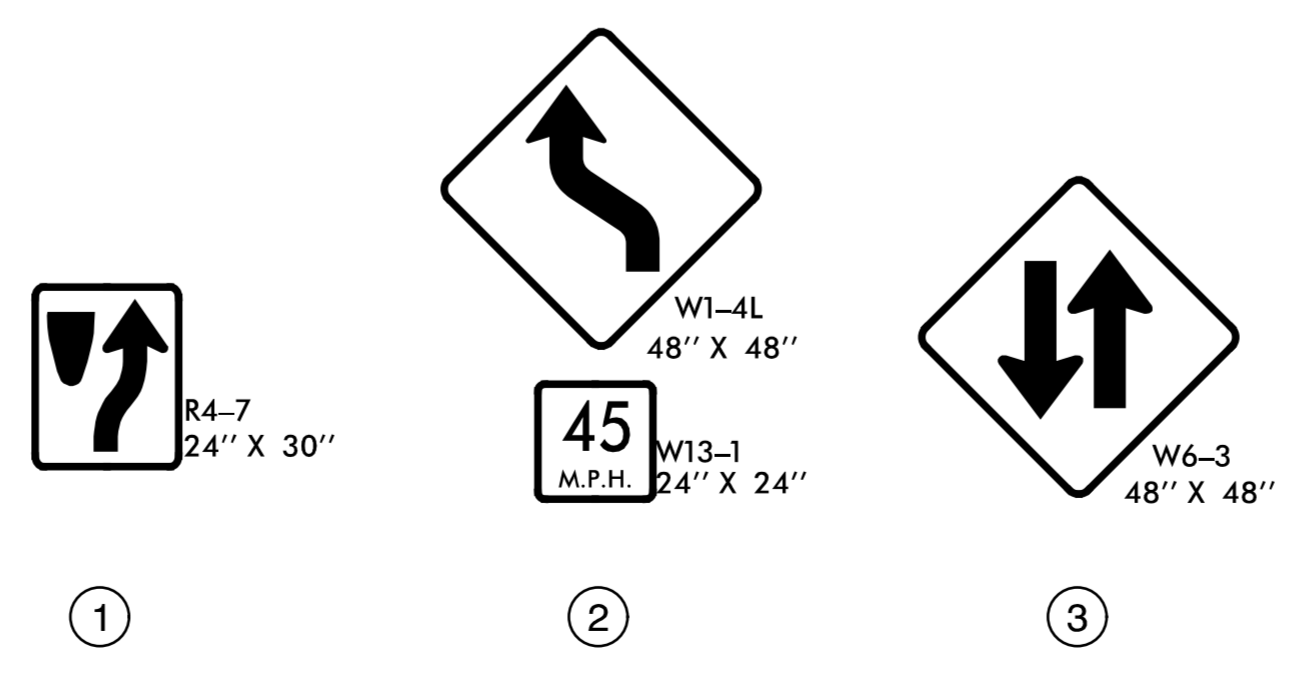
5/4/2015
 R:\Traffic\TrafficControl\TCP\2603.tmp.plt.s2.dtl_06.dgn
 ICA Engineering

APPROVED: <i>Michael T. Rzepka</i> DATE: 5/15/2015 		PHASE II STEP 2 DETAIL
--	--	---------------------------

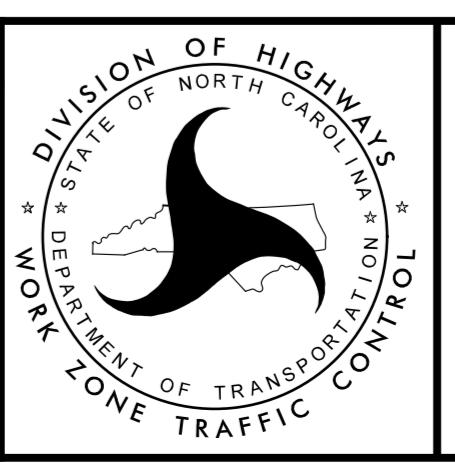


MATCHLINE -L- STA 133+00
SEE SHEET TMP-46

MATCHLINE -L- STA 145+00
SEE SHEET TMP-48



APPROVED: *Michael T. Rzepka* DATE: 5/15/2015
SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 15876
MICHAEL T. RZEPKA

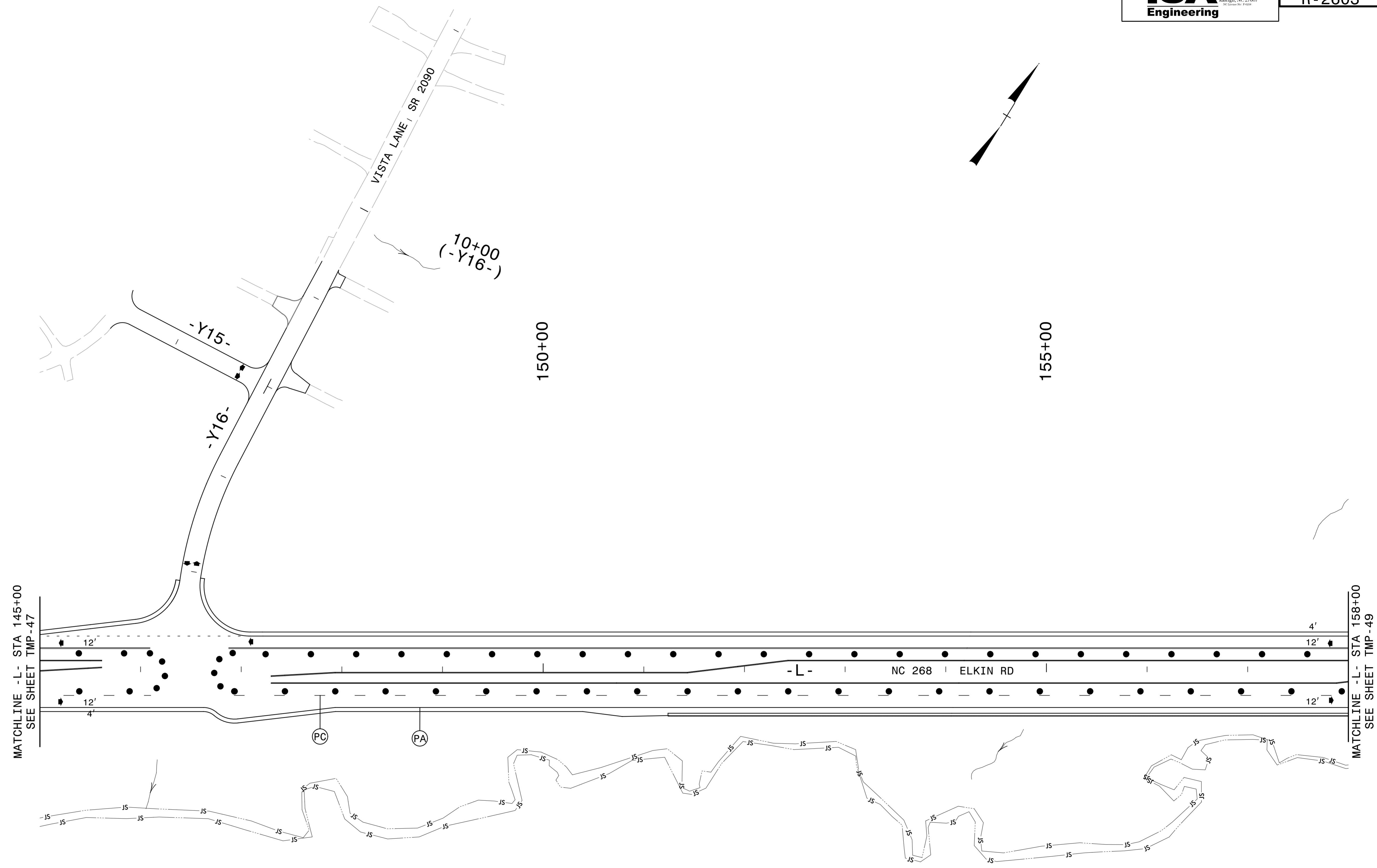


PHASE II STEP 2
DETAIL

5/14/2015
R:\Traffic\TrafficControl\TCPV\2603_tmp.pli_s2.dtl_07.dgn
ICA Engineering



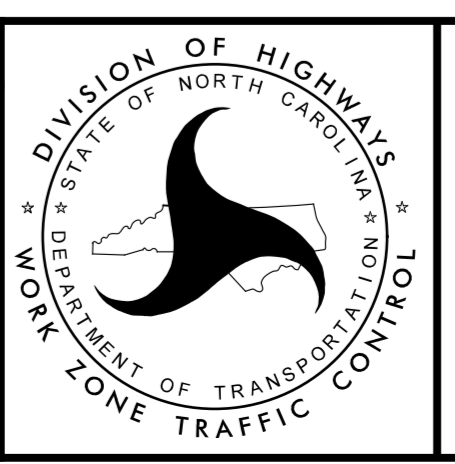
PROJ. REFERENCE NO.	SHEET NO.
R-2603	TMP-48



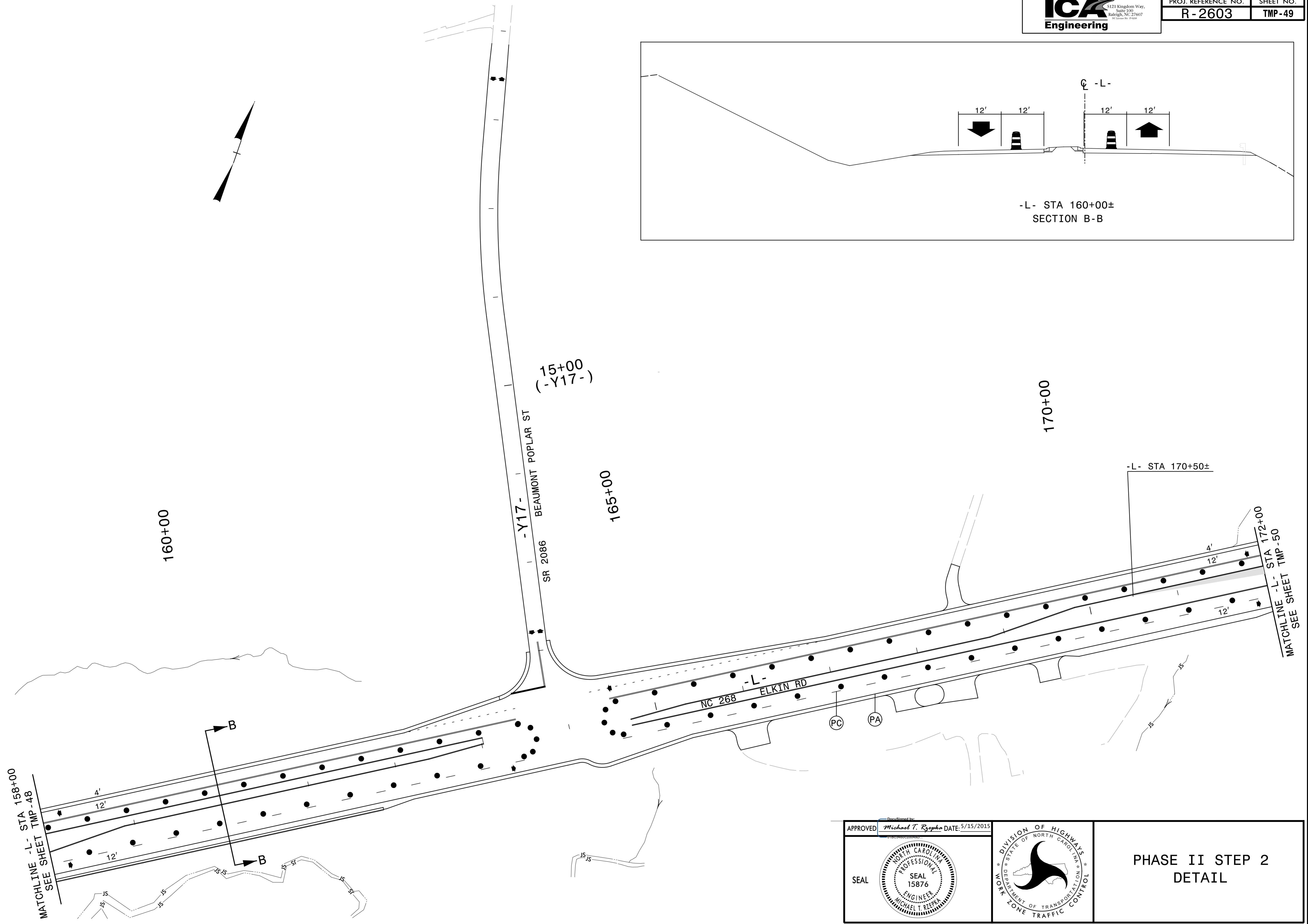
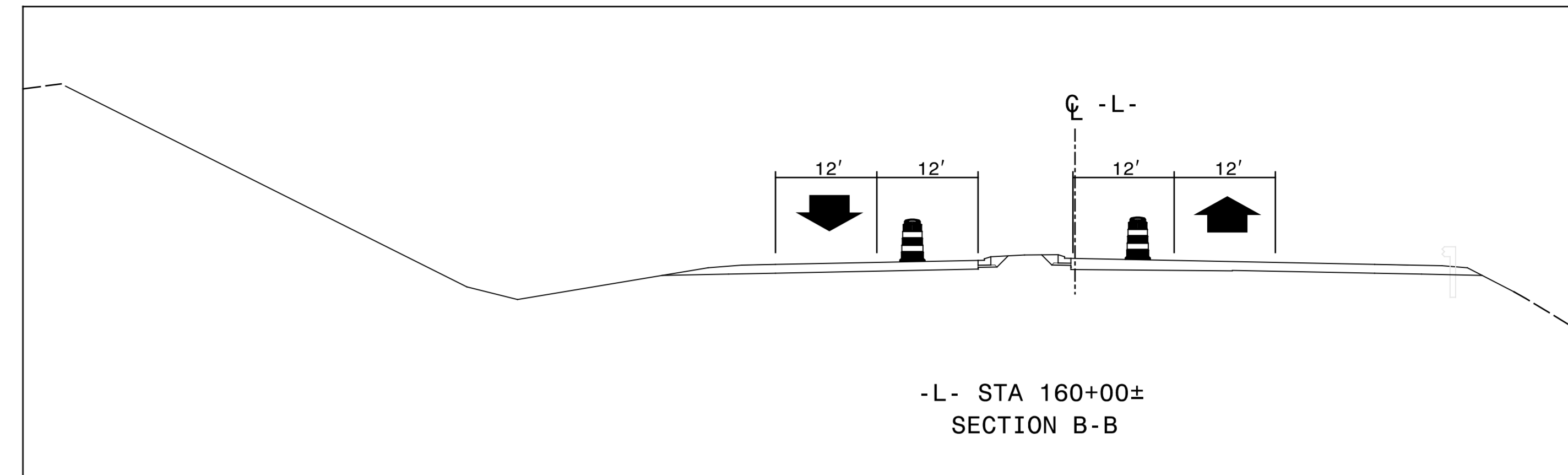
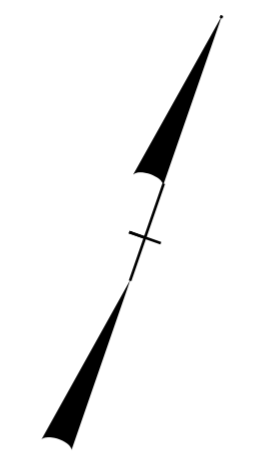
5/14/2015
 R:\Traffic\TrafficControl\TCP\2603_tmp.plt_s2.dtl_08.dgn
 ICA Engineering

APPROVED: *Michael T. Rzepka* DATE: 5/15/2015

SEAL



PHASE II STEP 2
 DETAIL



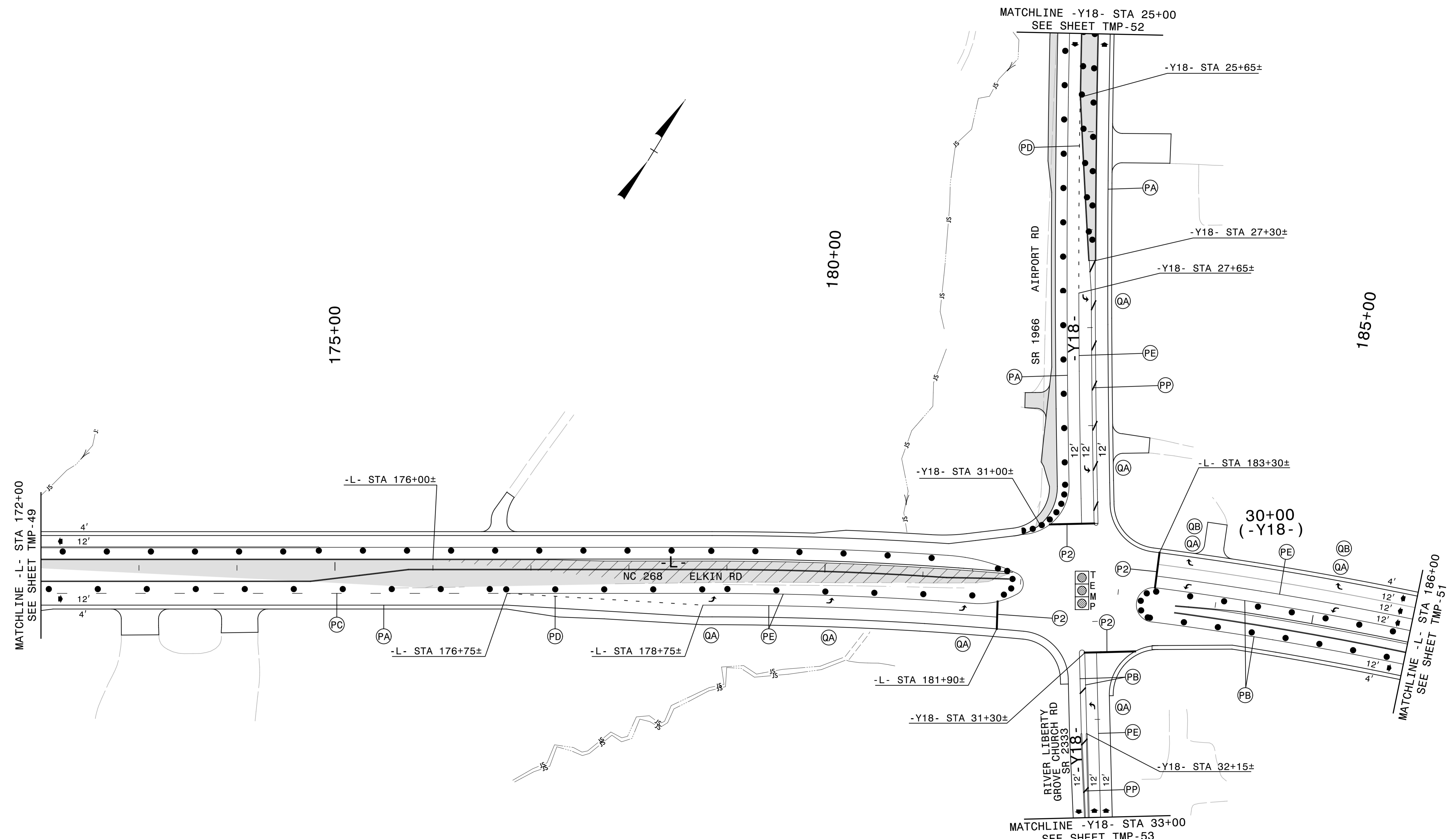
5/14/2015
R:\TrafficControl\TCPA\2603_tmp.pll_s2.dtl_09.dgn
ICA Engineering

APPROVED *Michael T. Rzepka* DATE: 5/15/2015

SEAL

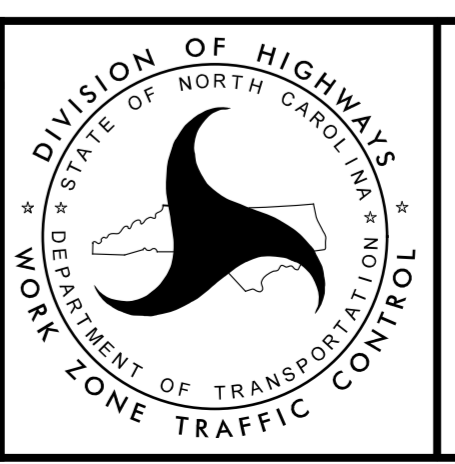
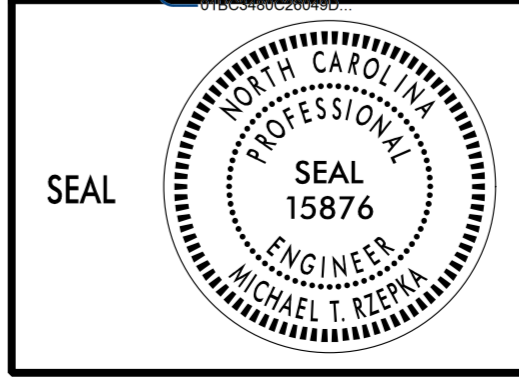
DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

PHASE II STEP 2
DETAIL

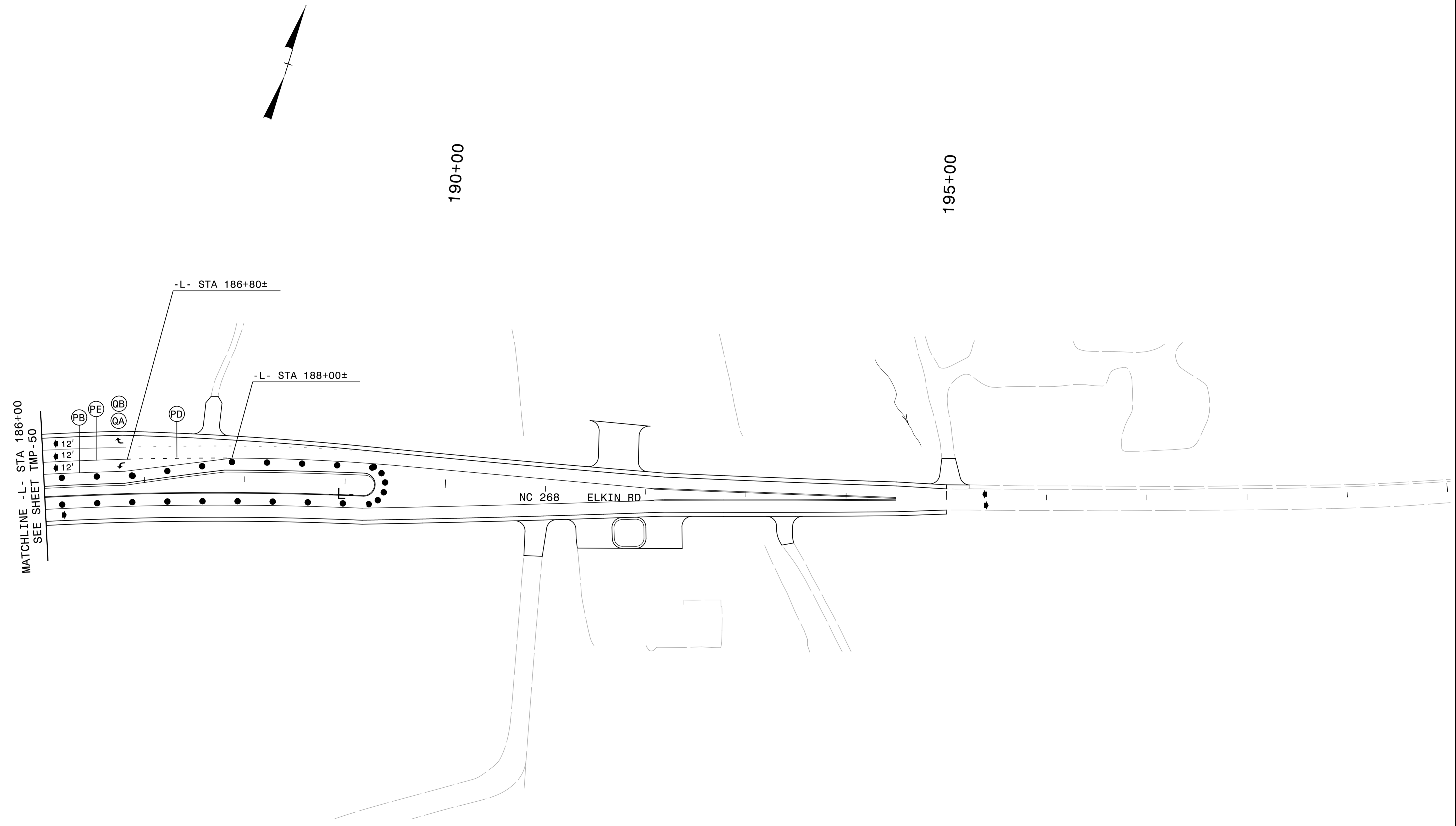


5/14/2015
R:\Traffic\TrafficControl\TCP\2603_tmp.pli.s2.dtl.dgn
ICA Engineering

APPROVED: *Michael T. Rapp* DATE: 5/15/2015



PHASE II STEP 2
DETAIL



MATCHLINE -L- STA 186+00
SEE SHEET TMP-50

-L- STA 186+80±

-L- STA 188+00±

190+00

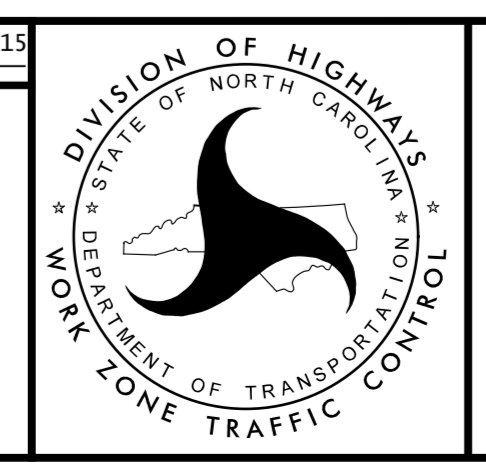
195+00

NC 268 ELKIN RD

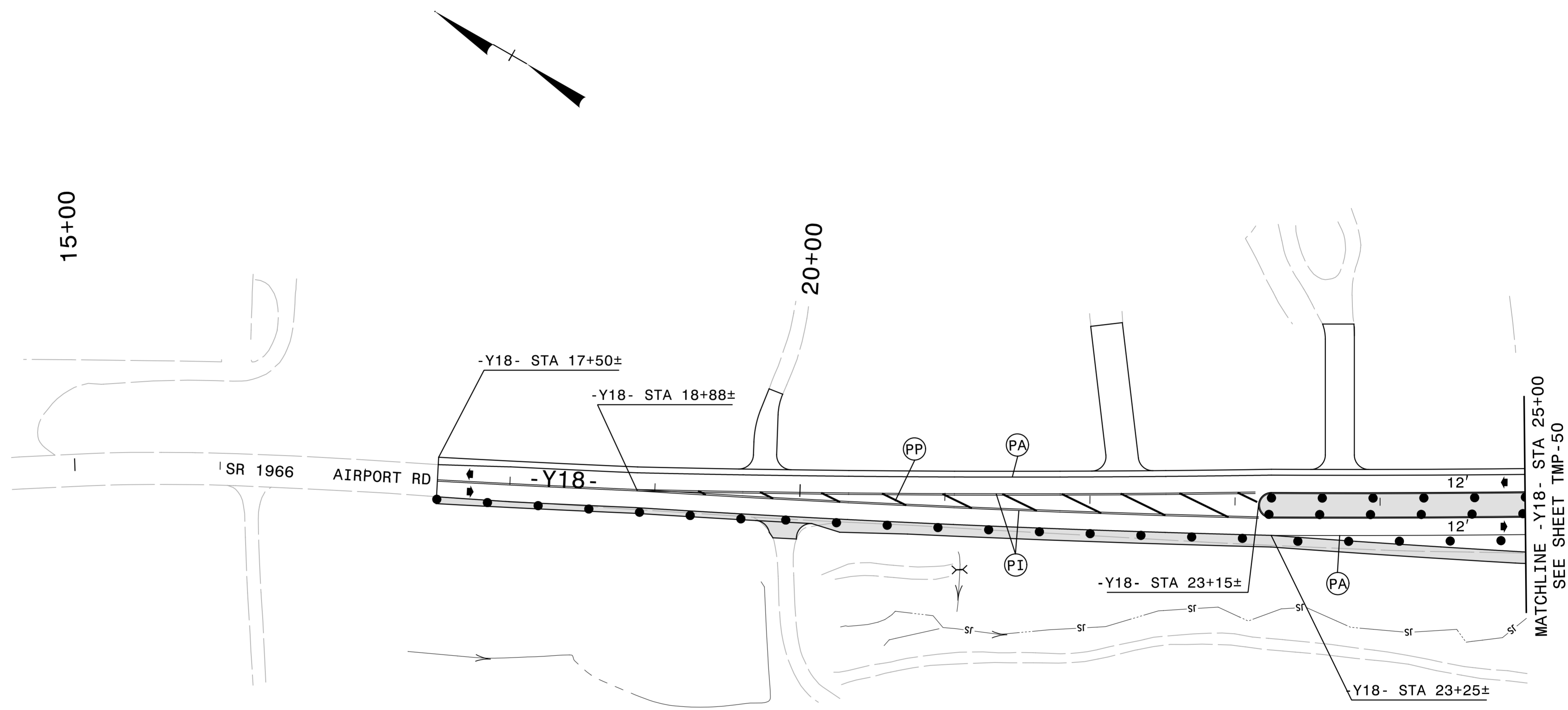
5/14/2015
R:\Traffic\TrafficControl\TCP\2603.tmp.plt.s2.dtl.ll.dgn
ICA Engineering

APPROVED: *Michael T. Rzepka* DATE: 5/15/2015

SEAL



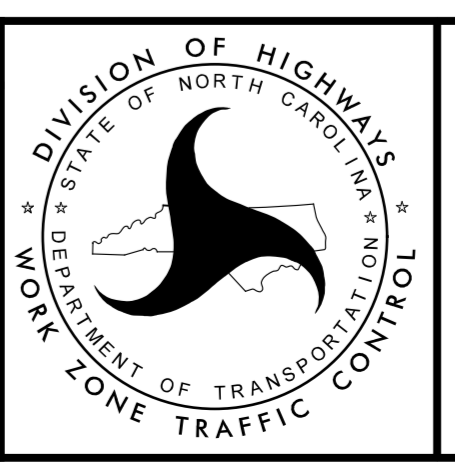
PHASE II STEP 2
DETAIL



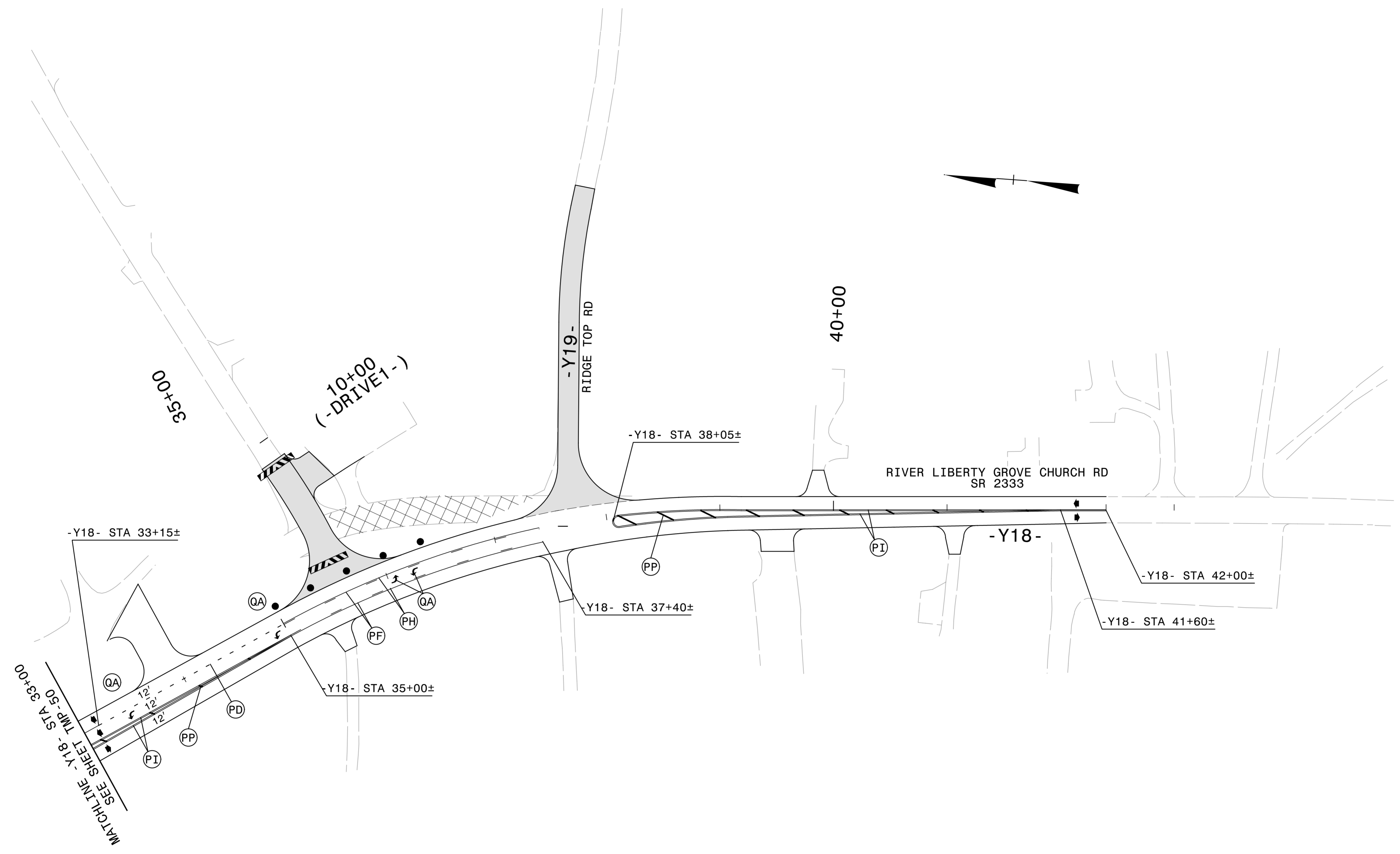
5/14/2015
 R:\Traffic\TrafficControl\TCP\2603_tmp.plt.s2.dtl.dgn
 ICA Engineering

APPROVED: *Michael T. Rzepka* DATE: 5/15/2015

SEAL



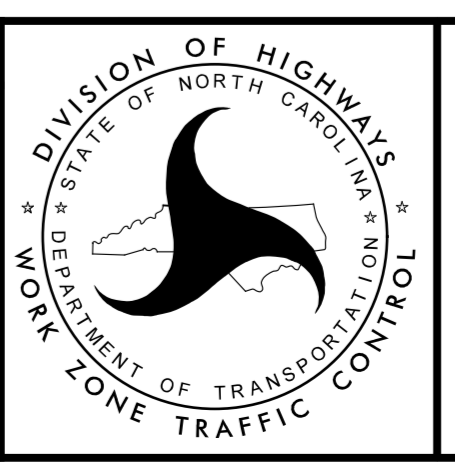
PHASE II STEP 2
DETAIL



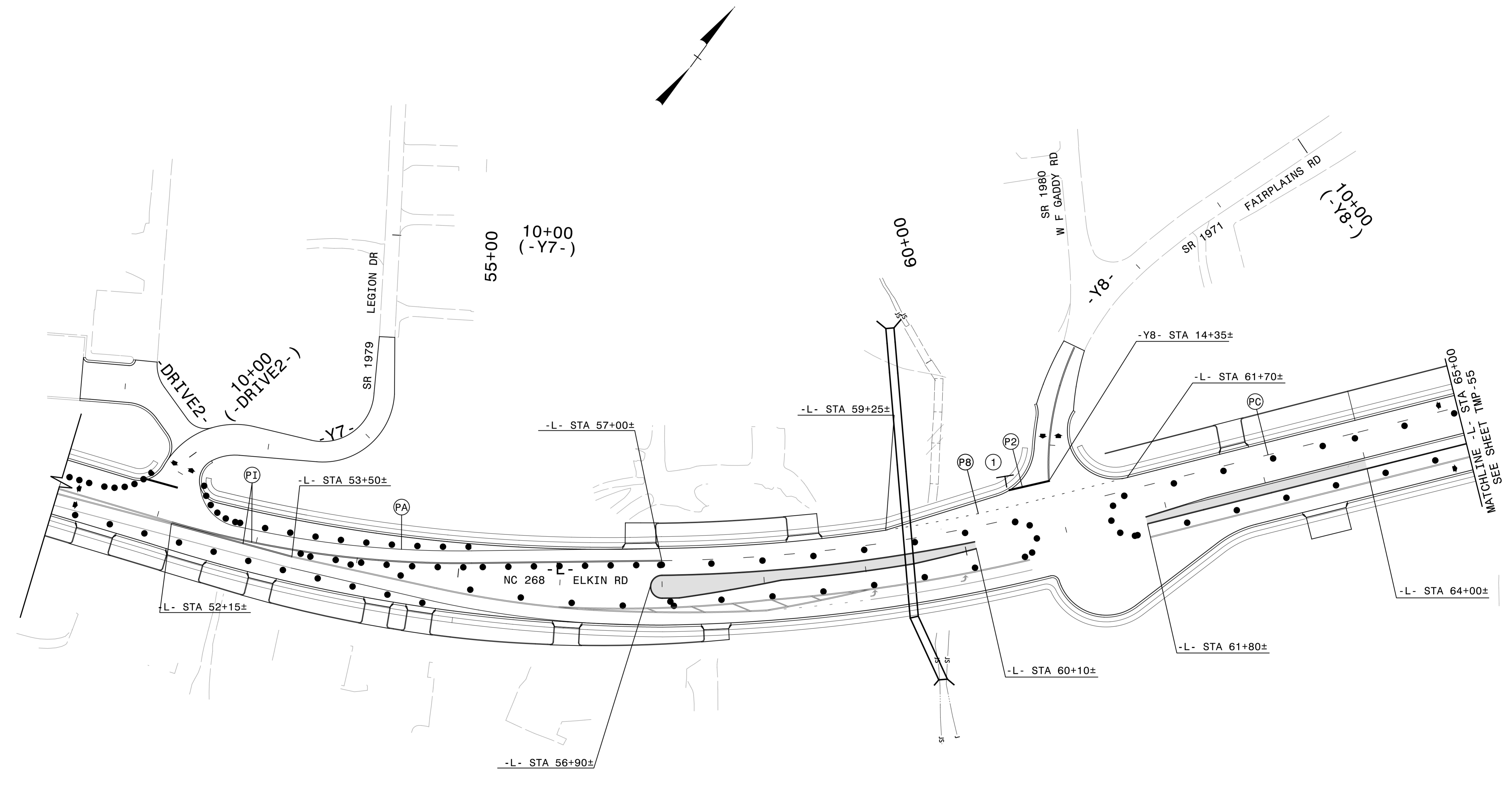
5/4/2015
R:\Traffic\TrafficControl\TCP\2603_tmp.pit.s2.dtl\13.dgn
ICA Engineering

APPROVED *Michael T. Rzepka* DATE: 5/15/2015

SEAL



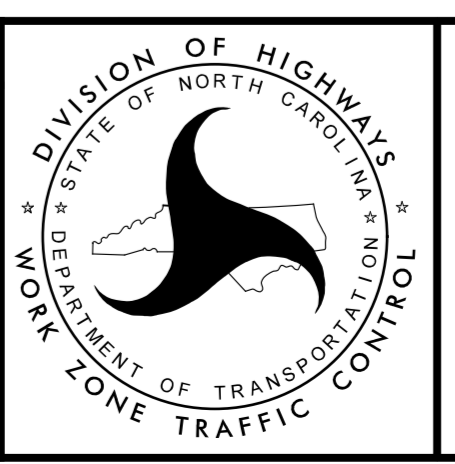
PHASE II STEP 2
DETAIL



5/4/2015
R:\Traffic\TrafficControl\TCP\2603.tmp_p111.sl.dtl_01.dgn
ICA Engineering

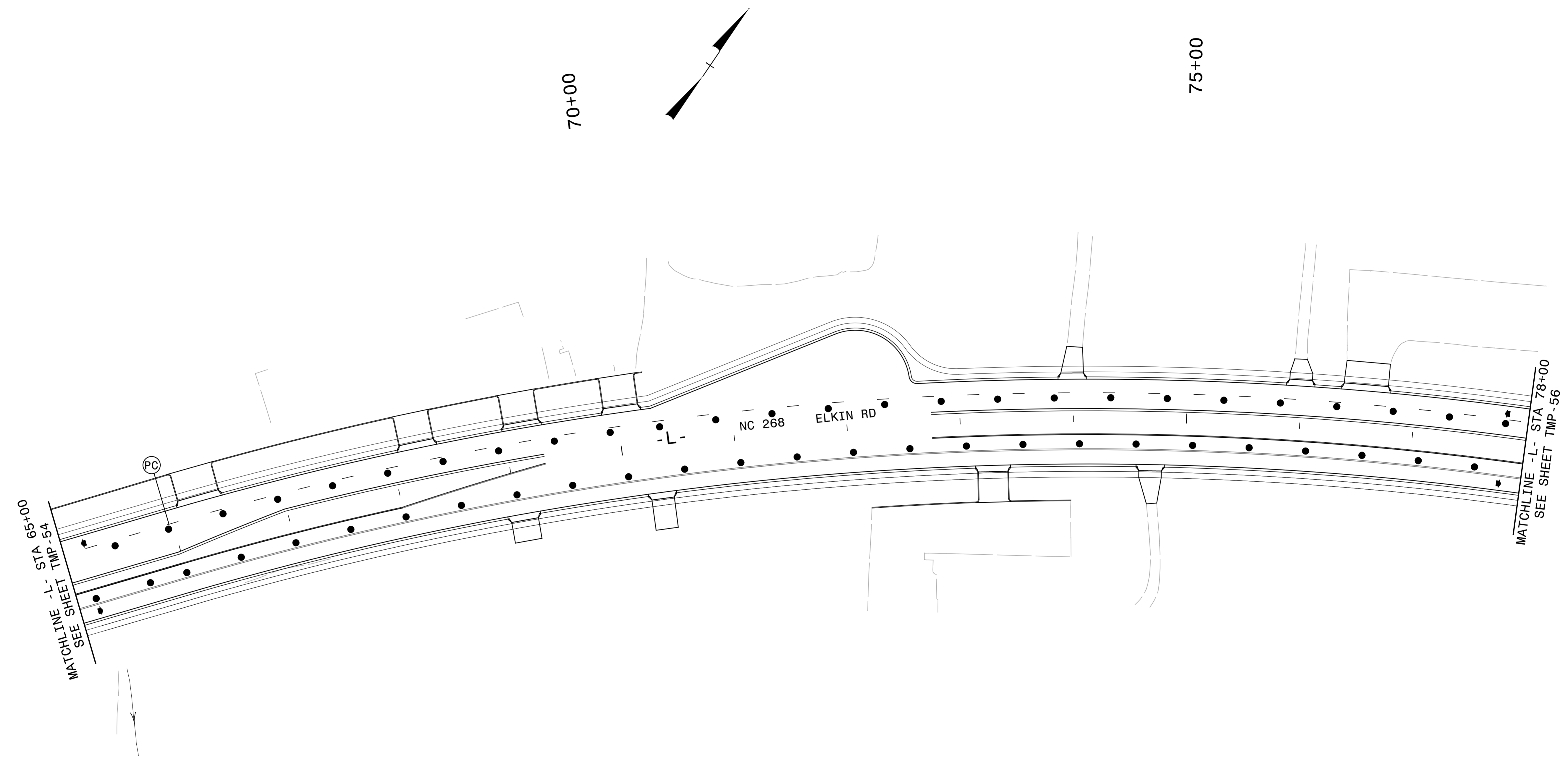
APPROVED *Michael T. Reppke* DATE: 5/15/2015

SEAL



PHASE III STEP 1
DETAIL

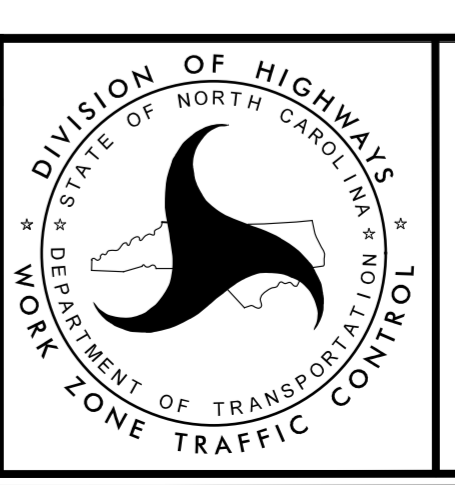
MATCHLINE - L- STA 65+00
SEE SHEET TMP-55



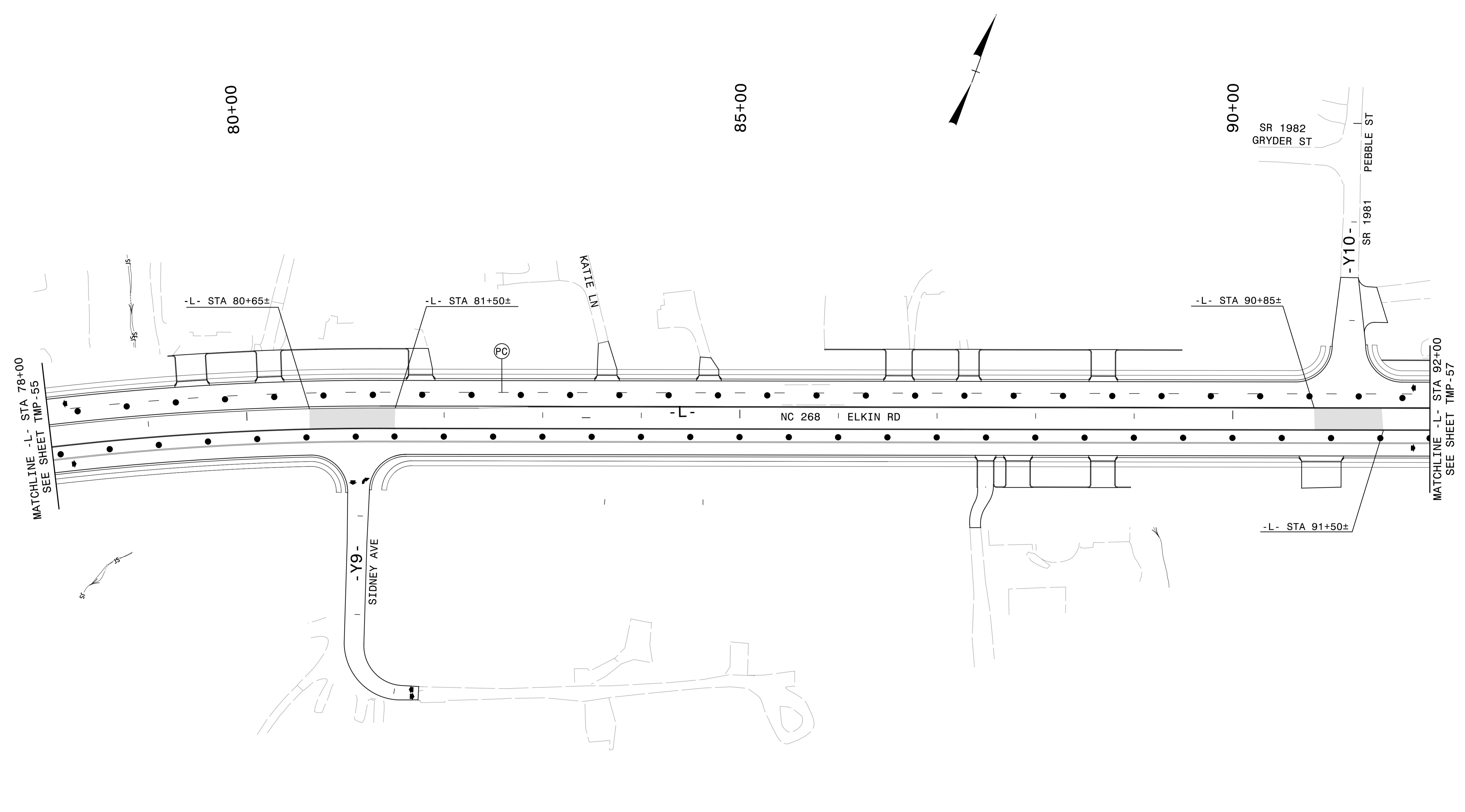
5/14/2015
R:\TrafficControl\TCP\2603.tmp_pili_sl_dtl_02.dgn
ICA Engineering

APPROVED *Michael T. Respha* DATE: 5/15/2015



SEAL

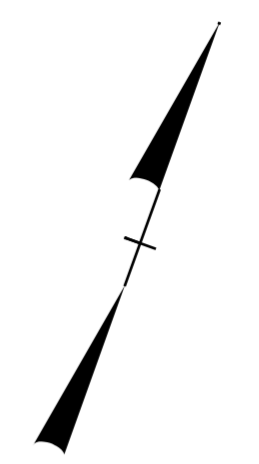
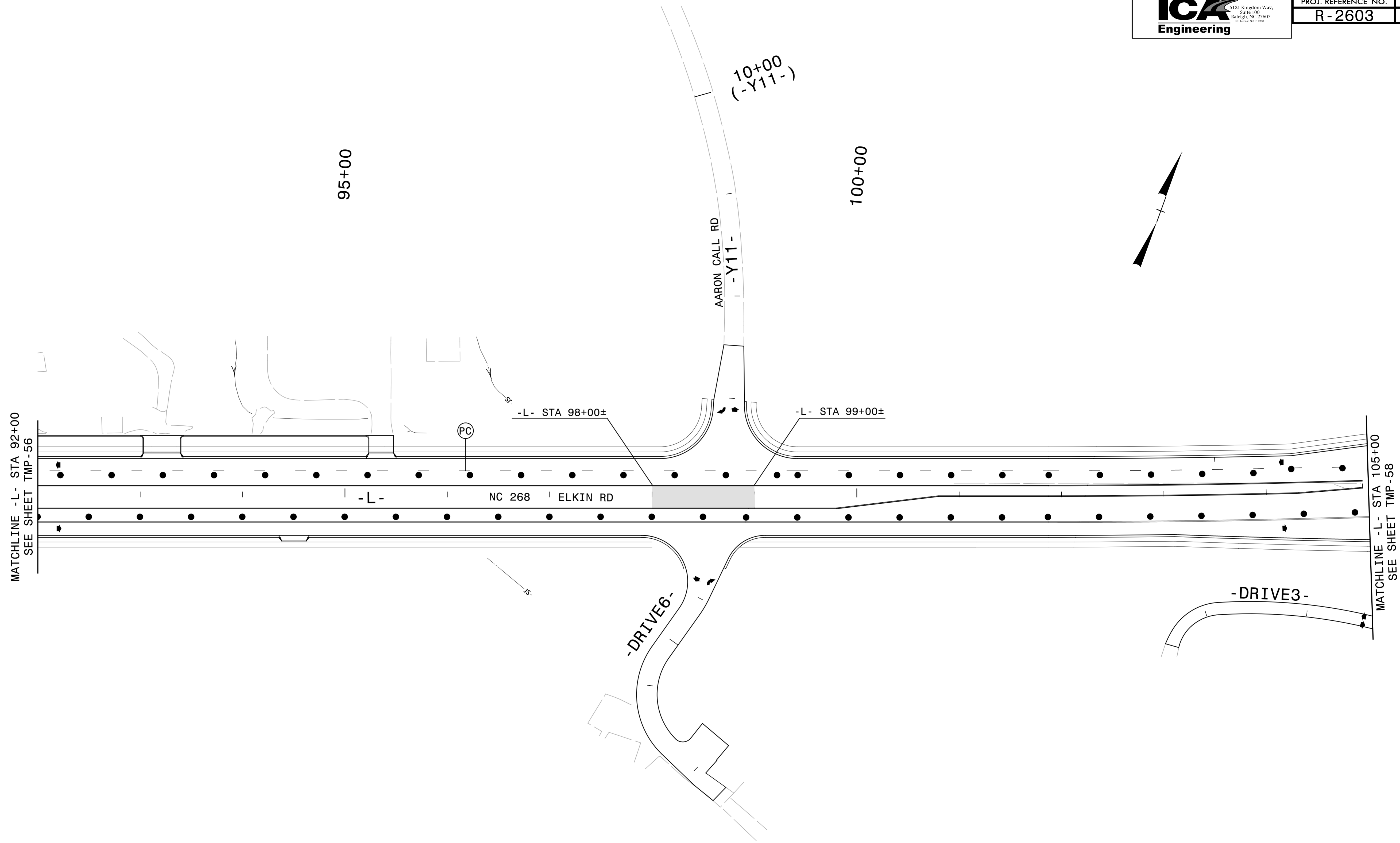


PHASE III STEP 1
DETAIL



5/4/2015
 R:\TrafficControl\TCP\2603.tmp_pili_sl_dtl_03.dgn
 ICA Engineering

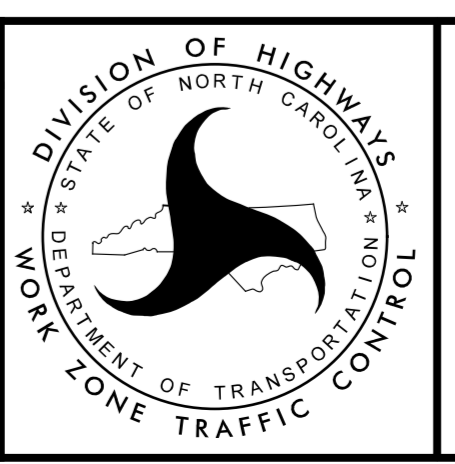
APPROVED <i>Michael T. Rzepka</i> DATE: 5/15/2015 SEAL 		PHASE III STEP 1 DETAIL
---	---	------------------------------------



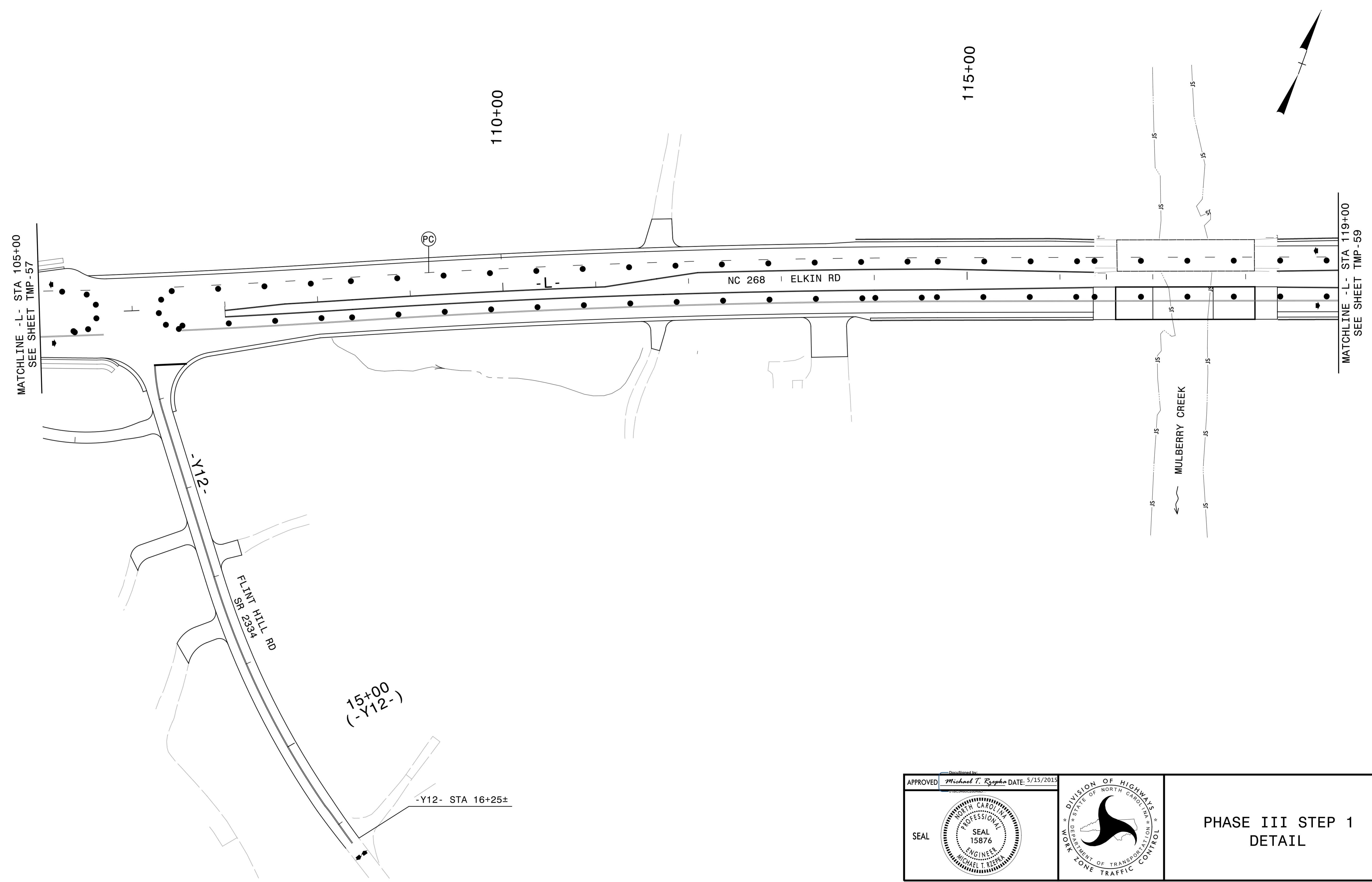
5/4/2015
 R:\Traffic\TrafficControl\TCP\2603.tmp_p111.sl.dtl_04.dgn
 ICA Engineering

APPROVED *Michael T. Reppke* DATE: 5/15/2015

SEAL



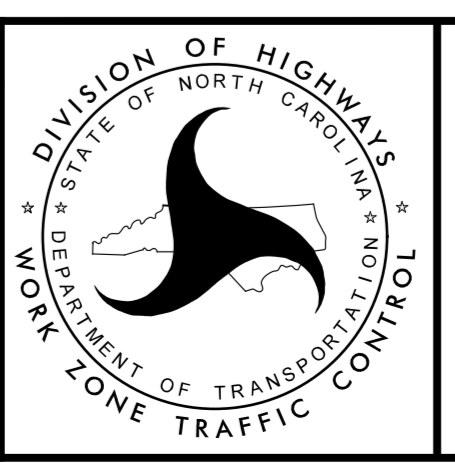
PHASE III STEP 1
DETAIL



5/14/2015
R:\TrafficControl\TCP\2603.tmp_p111.sl_dtl_05.dgn
ICA Engineering

APPROVED *Michael T. Rzepka* DATE: 5/15/2015

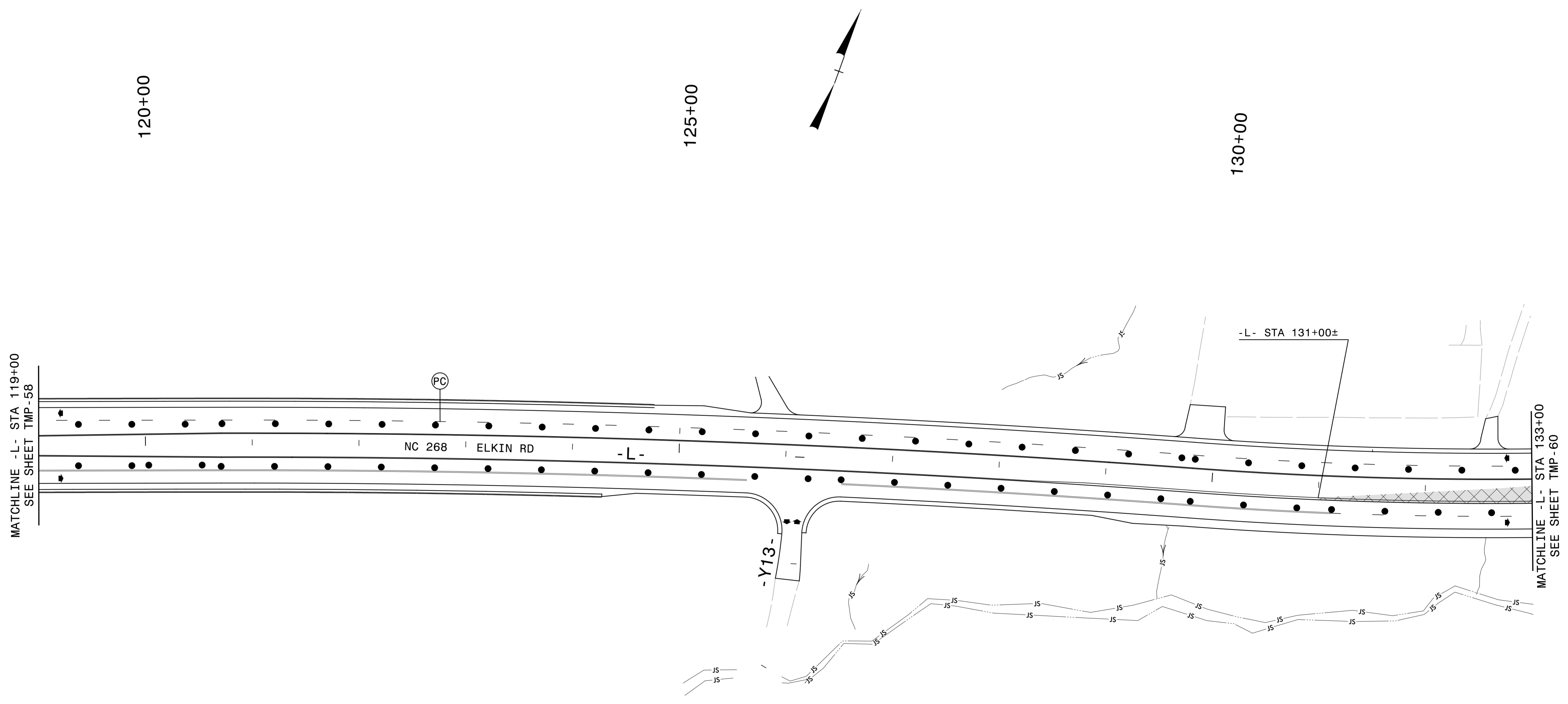
SEAL



PHASE III STEP 1
DETAIL



PROJ. REFERENCE NO.	SHEET NO.
R-2603	TMP-59



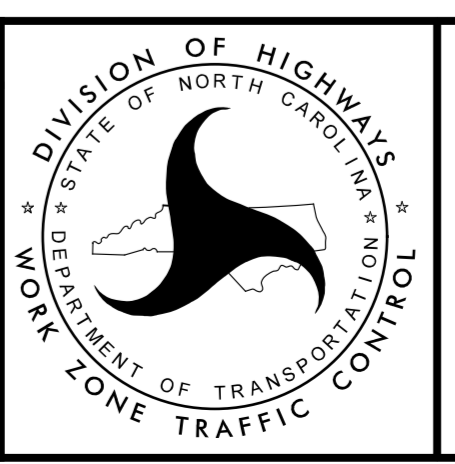
MATCHLINE - L - STA 119+00
SEE SHEET TMP-58

MATCHLINE - L - STA 133+00
SEE SHEET TMP-60

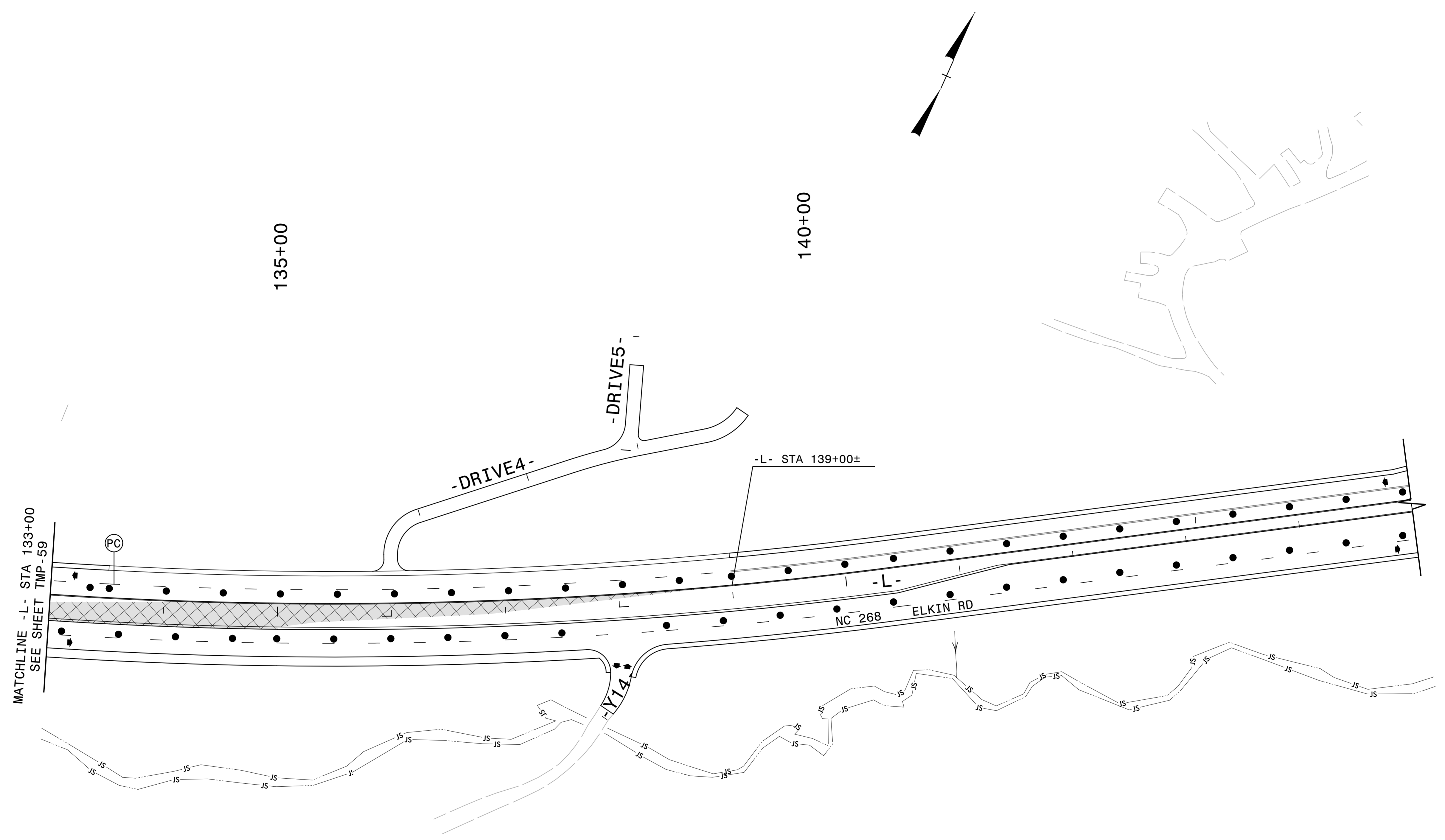
5/4/2015
R:\Traffic\TrafficControl\TCP\2603.tmp_p111.sl_dtl_06.dgn
ICA Engineering

APPROVED: *Michael T. Rypha* DATE: 5/15/2015

SEAL



PHASE III STEP 1
DETAIL



5/14/2015
 R:\Traffic\TrafficControl\TCP\2603_tmp_p111_sl.dtl_07.dgn
 ICA Engineering

APPROVED: <i>Michael T. Rzepka</i> DATE: 5/15/2015 		PHASE III STEP 1 DETAIL
--	--	----------------------------