

TEMPORARY PAVEMENT MARKING SCHEDULE




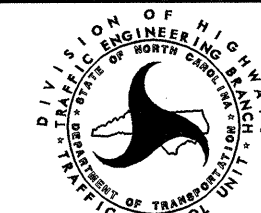
PROJ. REFERENCE NO. R-0967CC	SHEET NO. TCP-2
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SYMBOL	DESCRIPTION	PAY ITEM	QUANTITY BREAKDOWN	TOTAL QUANTITY
<u>PAVEMENT MARKING LINES</u>				
PAINT (100 mm)				
PA	WHITE EDGELINE 2X		154000 M	
PB	YELLOW EDGE LINE 2X		39000 M	
PC	3 m WHITE SKIP 2X		18000 M	
PD	0.5 m WHITE MINISKIP 2X		1000 M	
PE	WHITE SOLID LANE LINE 2X		4300 M	
PH	YELLOW SINGLE CENTER 2X		400 M	
PI	DOUBLE YELLOW CENTER LINE		286000 M	
			TOTAL:	502700 M
PAINT (200 mm)				
PQ	WHITE EDGELINE 2X		1000 M	
PS	WHITE DIAGONAL 2X		900 M	
			TOTAL:	1900 M
PAINT (300 mm)				
P1	WHITE GORELINE 2X		2000 M	
			TOTAL:	2000 M
PAINT (600 mm)				
P4	WHITE STOP BAR 2X		1000 M	
			TOTAL:	1000 M
<u>PAVEMENT MARKING SYMBOLS</u>				
QA	LEFT TURN ARROW 2X		156 EA	
QB	RIGHT TURN ARROW 2X		70 EA	
QC	STRAIGHT ARROW 2X		84 EA	
QE	COMBO/STRAIGHT/RIGHT ARROW 2X		36 EA	
QF	COMBO/LEFT/RIGHT ARROW 2X		24 EA	
QG	LEFT/RIGHT/STRAIGHT ARROW 2X		16 EA	
			TOTAL:	386 EA
<u>MARKERS</u>				
TEMPORARY RAISED PAVEMENT MARKERS				
MH	YELLOW & YELLOW		600 EA	

NOTES: - AS DIRECTED BY THE ENGINEER, TEMPORARY PAVEMENT MARKING (PAINT) MAY BE USED TO STRIPE THE FINAL TRAFFIC PATTERN ON -L- AND ALL -Y- LINES. THE TEMPORARY PAVEMENT MARKING SCHEDULE INCLUDES QUANTITIES FOR PLACING TWO APPLICATIONS OF PAINT ON THE FINAL SURFACE OF NEW ASPHALT WITH PERMANENT TRAFFIC PATTERN WHICH WILL REMAIN IN PLACE UNTIL THE PROPOSED FINAL PAVEMENT MARKING (THERMOPLASTIC) IS APPLIED.

- FOR EACH PAINT PAVEMENT MARKING ITEM, 1X IMPLIES A SINGLE APPLICATION, 2X IMPLIES TWO APPLICATIONS AND 3X IMPLIES THREE APPLICATIONS.

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APPROVED: <i>Joseph Ishikawa</i> DATE: 10/14/04	TEMPORARY PAVEMENT MARKING SCHEDULE	
SEAL 	SCALE: NONE	REVISIONS
	DATE: 10/26/04	
	DWG. BY: AYL	
	DESIGN BY: AYL	
REVIEWED BY: JI		



PROJ. REFERENCE NO.	SHEET NO.
R-0967CC	TCP-4

PROJECT NOTES

SIGNING

- R) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 100 FT (31m) FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.

WHEN NO WORK IS BEING CONDUCTED FOR A PERIOD LONGER THAN ONE WEEK, REMOVE OR COVER ALL ADVANCE WORK ZONE WARNING SIGNS, AS DIRECTED BY THE ENGINEER, AT NO COST TO THE DEPARTMENT.

- S) STATE FORCES WILL BE RESPONSIBLE FOR PERMANENT SIGNING.
T) PROVIDE DETOUR SIGNING WITHIN AND OFF THE PROJECT LIMITS.
U) COVER OR REMOVE ALL DETOUR SIGNS WITHIN AND OFF THE PROJECT LIMITS WHEN A DETOUR IS NOT IN OPERATION.
V) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

TRAFFIC BARRIER

- W) INSTALL PORTABLE CONCRETE BARRIER ACCORDING TO THE CONTROL PLANS A MAXIMUM OF TWO (2) WEEKS PRIOR TO BEGINNING WORK IN ANY LOCATION. ONCE PORTABLE CONCRETE BARRIER IS INSTALLED AT ANY LOCATION, PROCEED IN A CONTINUOUS MANNER TO COMPLETE THE PROPOSED WORK IN THAT LOCATION UNLESS OTHERWISE STATED IN THE TRAFFIC CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.

ONCE PORTABLE CONCRETE BARRIER IS INSTALLED AT ANY LOCATION AND NO WORK IS PERFORMED BEHIND THE PORTABLE CONCRETE BARRIER FOR A PERIOD LONGER THAN TWO (2) MONTHS, REMOVE/RESET PORTABLE CONCRETE BARRIER AT NO COST TO THE DEPARTMENT UNLESS OTHERWISE STATED IN THE TRAFFIC CONTROL PLANS, BARRIER IS PROTECTING A HAZARD, OR AS DIRECTED BY THE ENGINEER.

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

OFFSET THE APPROACH END OF PORTABLE CONCRETE BARRIER A MINIMUM OF 12m FROM ONCOMING TRAFFIC OR PROTECT AT ALL TIMES BY A TEMPORARY CRASH CUSHION.

INSTALL PORTABLE CONCRETE BARRIER WITH THE TRAFFIC FLOW, BEGINNING WITH THE UPSTREAM SIDE OF TRAFFIC. REMOVE PORTABLE CONCRETE BARRIER AGAINST THE TRAFFIC FLOW, BEGINNING WITH THE DOWNSTREAM SIDE OF TRAFFIC.

INSTALL AND SPACE DRUMS EQUAL IN METER TO 2/3RDS THE POSTED SPEED LIMIT (MPH) TO CLOSE OR KEEP CLOSED THE SECTION OF THE ROADWAY UNTIL THE BARRIER CAN BE PLACED OR AFTER BARRIER IS REMOVED.

TRAFFIC CONTROL DEVICES

- Y) WHEN USING ROADWAY STANDARD NO. 1101.02, DRUMS MAY BE USED IN LIEU OF CONES ON NC 24-27 AND -Y- LINES.
Z) SPACE CHANNELIZING DEVICES IN WORK AREAS EQUAL IN METERS TO 2/3 rds THE POSTED SPEED LIMIT (MPH), EXCEPT 3m ON-CENTER IN RADII, AND 1m OFF THE EDGE OF AN OPEN TRAVELWAY, WHEN LANE CLOSURES ARE NOT IN EFFECT.
AA) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY. STAGGER OR OVERLAP BARRICADES TO ALLOW FOR INGRESS OR EGRESS.
BB) PLACE SETS OF THREE DRUMS PERPENDICULAR TO THE EDGE OF THE TRAVELWAY ON 500 FT (150m) CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC. THESE DRUMS SHALL BE IN ADDITION TO CHANNELIZING DEVICES.

PAVEMENT MARKINGS AND MARKERS

- CC) INSTALL PAVEMENT MARKINGS AND PAVEMENT MARKERS ON THE FINAL SURFACE AS FOLLOWS:

ROAD NAME	MARKING	MARKER
1. NC 24-27 AND ALL -Y- LINES	THERMOPLASTIC	PERMANENT RAISED

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

ROAD NAME	MARKING	MARKER
1. NC 24-27 AND ALL -Y- LINES	PAINT	TEMPORARY RAISED

- EE) PLACE AT LEAST TWO APPLICATIONS OF PAINT PAVEMENT MARKINGS ON THE FINAL WEARING SURFACE ON NEW ASPHALT PAVEMENT. PLACE ADDITIONAL APPLICATIONS OF PAINT UPON SUFFICIENT DRYING TIME, AS DETERMINED BY THE ENGINEER.
FF) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
GG) REPLACE ANY PAVEMENT MARKINGS THAT HAVE BEEN DAMAGED BY THE END OF EACH DAY'S OPERATION.
HH) TRACE THE EDGE OF PROPOSED MONOLITHIC ISLANDS WITH THE PROPER COLOR PAVEMENT MARKING PRIOR TO INSTALLATION OF A PROPOSED MONOLITHIC ISLAND.
II) PLACE AT LEAST TWO APPLICATIONS OF PAINT ON NEW ASPHALT WITH TEMPORARY TRAFFIC PATTERNS WHICH WILL REMAIN IN PLACE OVER THREE (3) MONTHS. PLACE ADDITIONAL APPLICATIONS OF PAINT UPON SUFFICIENT DRYING TIME, AS DETERMINED BY THE ENGINEER.

TEMPORARY/FINAL SIGNALS

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

MISCELLANEOUS

- KK) POLICE MAY BE USED TO MAINTAIN TRAFFIC THROUGH INTERSECTIONS.
LL) IF SIGHT DISTANCE ON THE EXISTING ALIGNMENT IS AFFECTED BY CONSTRUCTION, THE ENGINEER IN CHARGE WILL NEED TO CONSULT WITH THE DIVISION TRAFFIC ENGINEER TO INVESTIGATE THE NEED TO CHANGE THE EXISTING PAVEMENT MARKING TO ACCOMMODATE THE PASSING SIGHT DISTANCE REQUIREMENTS.
MM) PLACE (DRUMS, CONES, OR TUBULAR MARKERS) TO DELINEATE (EXISTING AND/OR PROPOSED) ISLANDS (AFTER REMOVAL AND/OR BEFORE INSTALLATION).
NN) PROVIDE TEMPORARY DRAINAGE THROUGHOUT THE LIFE OF THE PROJECT AS DIRECTED BY THE ENGINEER. (SEE ROADWAY PLANS FOR QUANTITIES).

LOCAL NOTE:

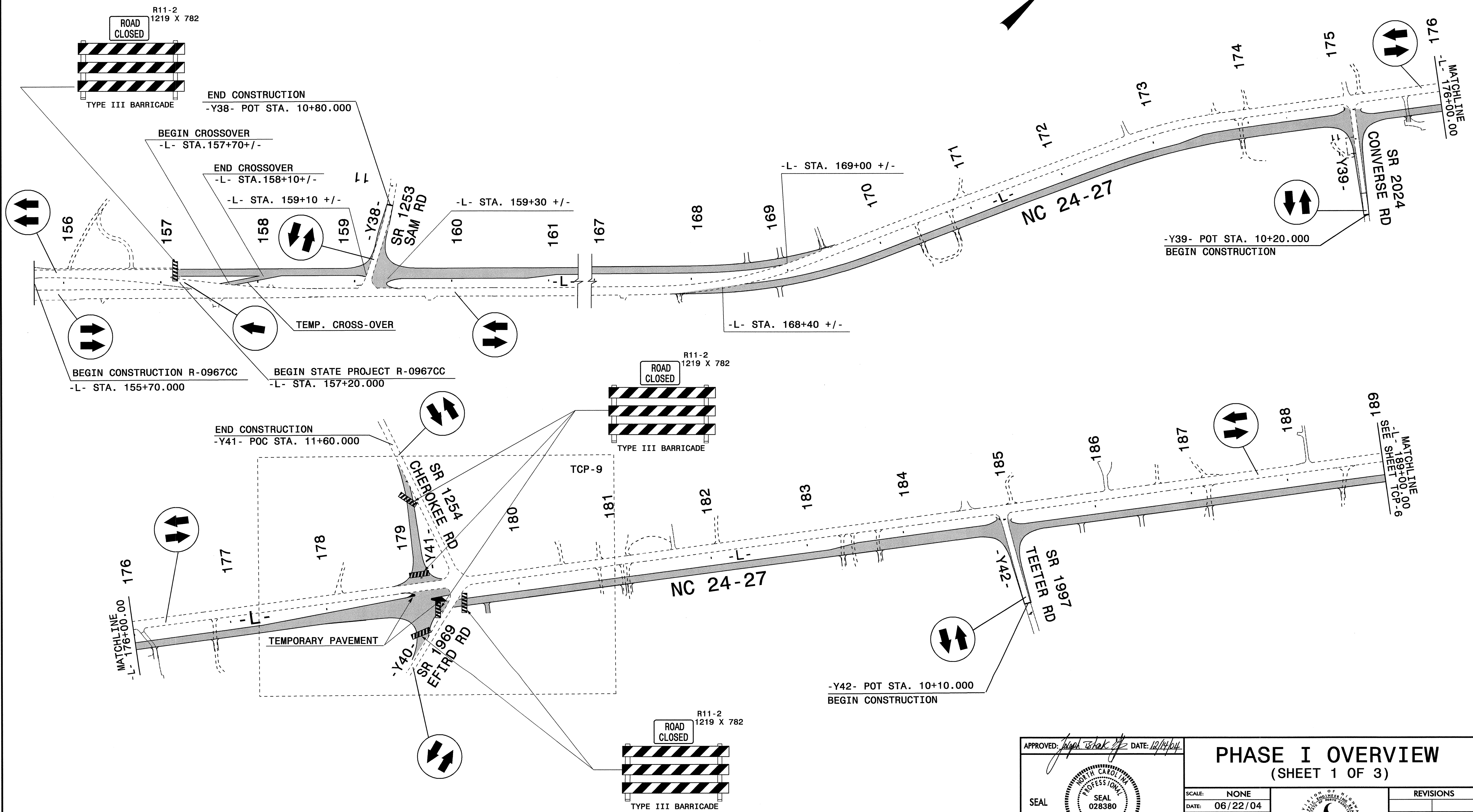
- OO) CONSTRUCT PROPOSED PIPE 750 mm AT -L- STA. 217+90+/- IN SUCH MANNER THAT TRAFFIC WILL BE MAINTAINED AT ALL TIMES ON NC 24-27, UNLESS OTHERWISE IS SPECIFIED IN GENERAL NOTES A, B, C.

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APPROVED: <i>Joseph Ishikawa</i> DATE: 1/27/05	PROJECT NOTES (SHEET 2 OF 2)	
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	DATE: 06/21/04	
	DWG. BY: AYL	
	DESIGN BY: AYL	
REVIEWED BY: JI	REVISIONS	

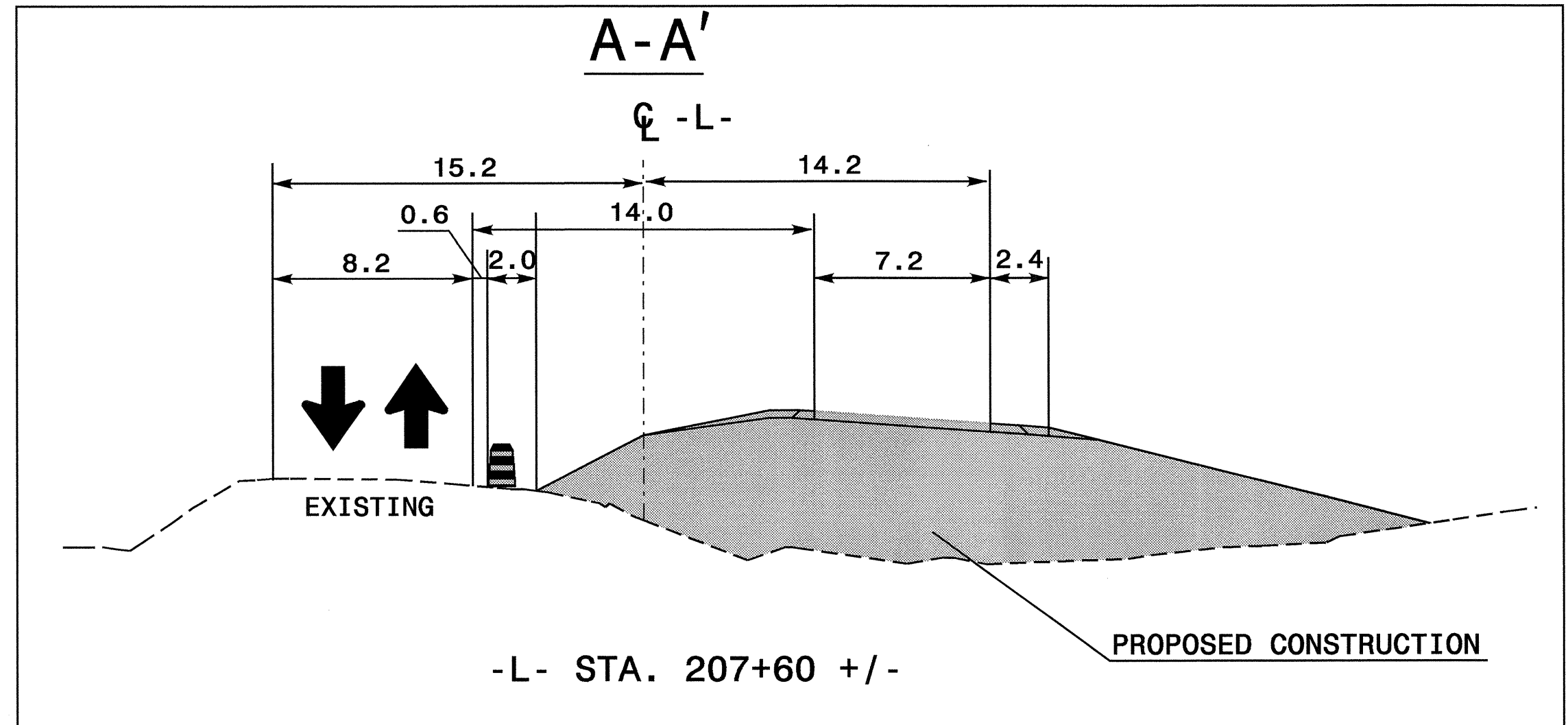
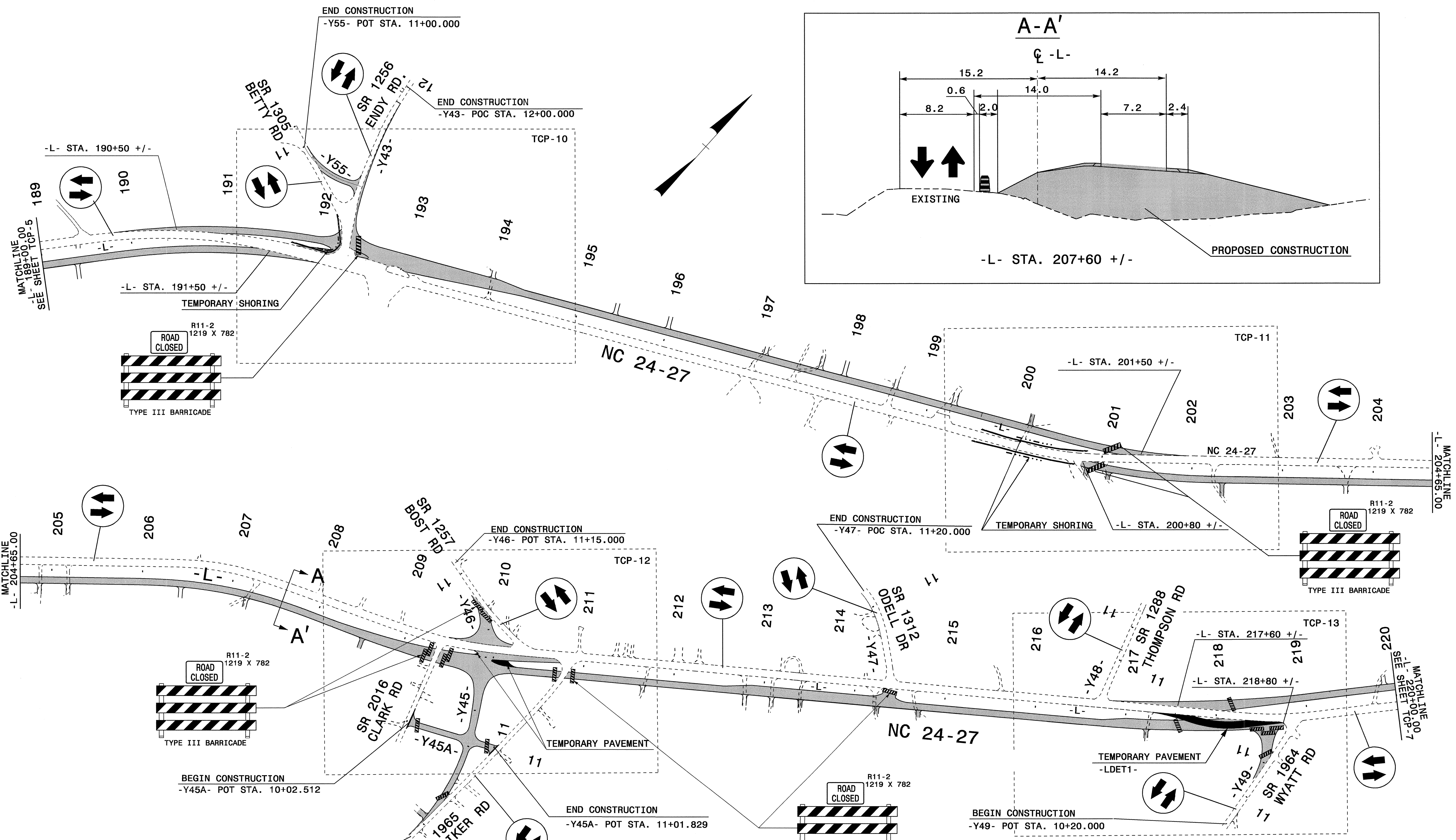


PROJ. REFERENCE NO.	SHEET NO.
R-0967CC	TCP-5



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APPROVED: <i>Joseph Ishak</i> DATE: 06/22/04	<h3>PHASE I OVERVIEW</h3> <p>(SHEET 1 OF 3)</p>	SCALE: NONE		REVISIONS
SEAL		DATE: 06/22/04		
	DESIGN BY: AYL			
	REVIEWED BY: JI			



APPROVED: *Joseph J. Isham* DATE: 12/14/04

SEAL:

PHASE I OVERVIEW

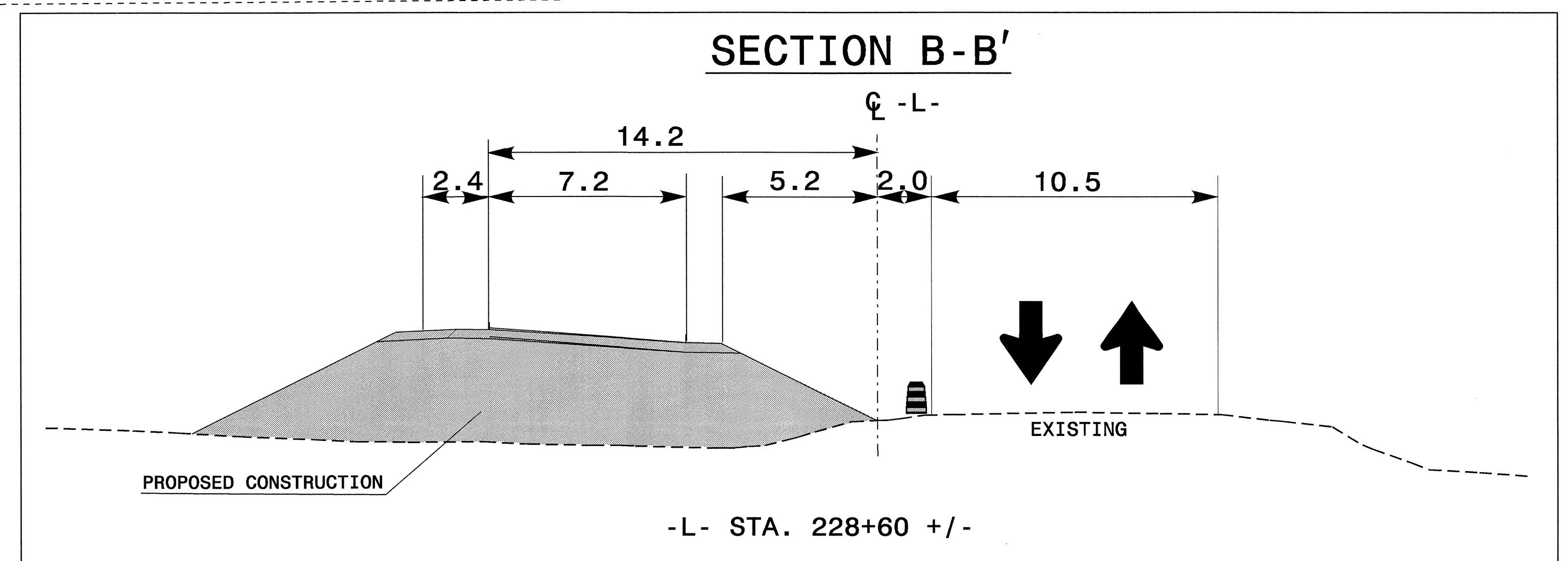
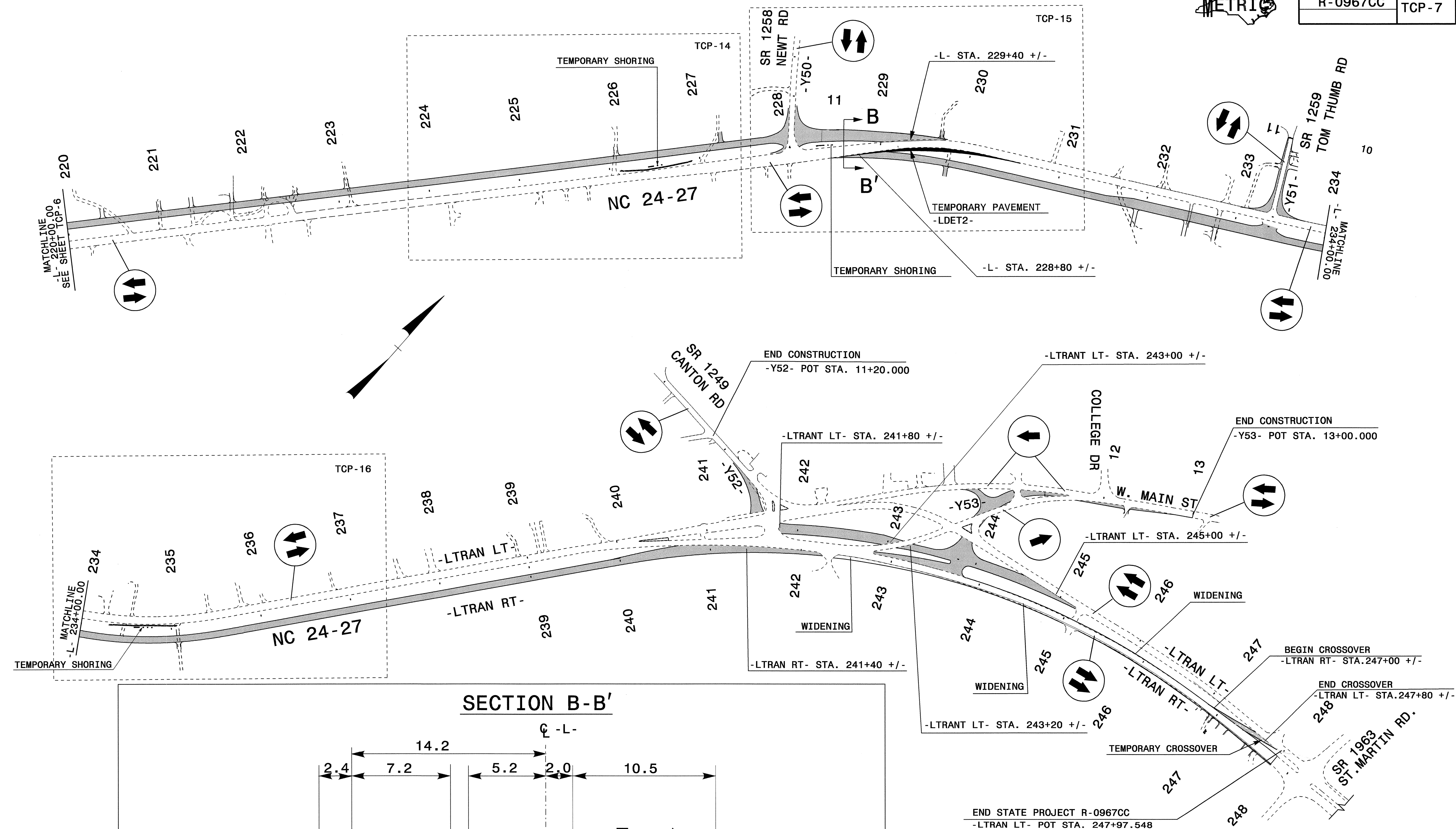
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PROJ. REFERENCE NO.	SHEET NO.
R-0967CC	TCP-7



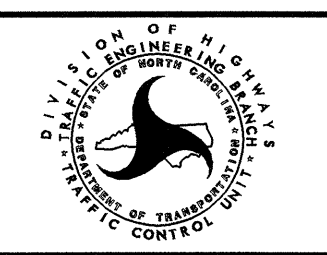
END STATE PROJECT R-0967CC
-L-TRAN LT- POT STA. 247+97.548

APPROVED: *[Signature]* DATE: 6/22/05

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER JOSEPH T. BARKER

PHASE I OVERVIEW
(SHEET 3 OF 3)

SCALE:	NONE
DATE:	06/22/04
DWG. BY:	AYL
DESIGN BY:	AYL
REVIEWED BY:	JL



REVISIONS	

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PROJ. REFERENCE NO.	SHEET NO.
R-0967CC	TCP-8

PHASE I

COMPLETE THE WORK REQUIRED OF PHASE I THROUGH PHASE IV, STEP 1 IN 826 CONSECUTIVE CALENDAR DAYS. (SEE ICT FOR LIQUIDATED DAMAGES)

STEP 1: INSTALL ADVANCE WORK ZONE SIGNS ON ALL ROADS. SEE SHEETS TCP-55 & TCP-56.

STEP 2: USING RSD 1101.02 SHEET 1 OF 7, PERFORM THE FOLLOWING: AT THE END OF EACH WORK DAY, RETURN TRAFFIC TO THE EXISTING TRAFFIC PATTERN ON EXISTING NC 24-27 AND ALL -Y- LINES. SEE SHEETS TCP-5, TCP-6 & TCP-7 AND ROADWAY PLANS.

- BEGIN DRAINAGE WORK WITHIN PROJECT LIMITS.
- BEGIN CONSTRUCTION, UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE, OF LEFT SIDE OF -L- IN THE FOLLOWING LOCATIONS:
 - FROM -L- STA. 157+20 +/- TO -L- STA. 169+00 +/-,
 - FROM -L- STA. 190+50 +/- TO -L- STA. 201+50 +/-,
 - FROM -L- STA. 217+60 +/- TO -L- STA. 229+40 +/-,
 - FROM -L-TRANT LT- STA. 241+80 +/- TO -L-TRANT LT- STA. 243+00 +/-,
 - FROM -L-TRANT LT- STA. 243+20 +/- TO -L-TRANT LT- STA. 245+00 +/-.
- BEGIN CONSTRUCTION UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE, ON THE RIGHT SIDE OF -L-, IN THE FOLLOWING LOCATIONS:
 - FROM -L- STA. 168+40 +/- TO -L- STA. 191+50 +/- INCLUDING TEMPORARY PAVEMENT AT -L-/-Y41- INTERSECTION. THE TEMPORARY PAVEMENT IS INTENDED TO PROVIDE ADEQUATE ROOM FOR LEFT TURN TRAFFIC MOVEMENTS AT THIS INTERSECTION DURING PHASE III OF CONSTRUCTION. SEE SHEET TCP-9.
 - FROM -L- STA. 200+80 +/- TO -L- STA. 218+80 +/- INCLUDING TEMPORARY PAVEMENT AT -L-/-Y45-/-Y46- INTERSECTION. THE TEMPORARY PAVEMENT IS INTENDED TO PROVIDE ADEQUATE ROOM FOR LEFT TURN TRAFFIC MOVEMENTS AT THIS INTERSECTION DURING PHASE III OF CONSTRUCTION. SEE SHEET TCP-12.
 - FROM -L- STA. 228+80 +/- TO -L-TRANT RT- STA. 241+40 +/-.
- BEGIN CONSTRUCTION UP TO EDGE AND ELEVATION OF EXISTING PAVEMENT OF PROPOSED WIDENING ON -L-TRANT RT- FROM -L-TRANT RT- STA. 241+40 +/- TO -L-TRANT RT- STA. 247+97 +/-.
- BEGIN CONSTRUCTION UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE IN THE FOLLOWING LOCATIONS:

- Y38-, (SR 1253 SAM RD.)
- Y39-, (SR 2024 CONVERSE RD.)

- Y40-, (SR 1969 EFIRD RD.)
- Y41-, (SR 1254 CHEROKEE RD.)
- Y42-, (SR 1997 TEETER RD.)
- Y43-, (SR 1256 ENDY RD.)
- Y45-, (SR 1965 CARRIKER RD.)
- Y45A-
- Y46-, (SR 1257 BOST RD)
- Y47-, (ODELL RD.)
- Y49-, (SR 1964 WYATT RD.)
- Y50-, (SR 1258 NEWT RD.)
- Y51-, (SR 1259 TOM THUMB RD.)
- Y52-, (SR 1249 CANTON RD.)
- Y53-, (SR 1274 WEST MAIN ST.)
- Y55-, (SR 1305 BETTY RD.)

- BEGIN CONSTRUCTION OF TEMPORARY CROSS-OVER FROM -L- STA.157+70+/- TO -L- STA.158+10+/- . SHEET TCP-5 AND SEE ROADWAY PLANS.
- BEGIN CONSTRUCTION OF TEMPORARY CROSS-OVER FROM -L-TRANT RT- STA.247+00+/- TO -L-TRANT LT - STA.247+80 +/- . SEE SHEET TCP-7 AND ROADWAY PLANS.
- BEGIN CONSTRUCTION OF TEMPORARY DETOUR -LDET1- , FROM -LDET1- STA.11+00+/- TO -LDET1- STA.12+40+/- . SEE SHEET TCP-13 AND ROADWAY PLANS.
- BEGIN CONSTRUCTION OF TEMPORARY DETOUR -LDET2- FROM -LDET2- STA.10+25+/- TO -LDET2- STA.12+25+/- . SEE SHEET TCP-15 AND ROADWAY PLANS.

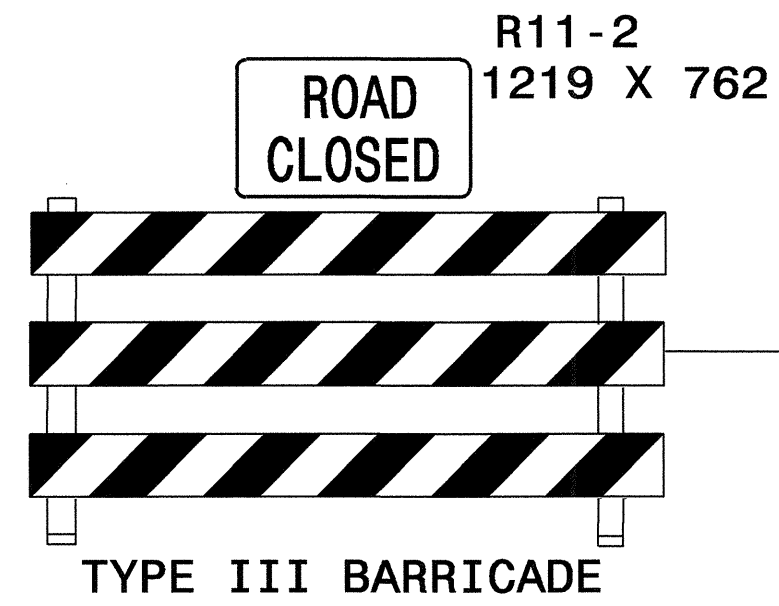
STEP 3: USING RSD 1101.02 SHEET 1 OF 7, PERFORM THE FOLLOWING: AT THE END OF EACH WORK DAY, RETURN TRAFFIC TO THE EXISTING TRAFFIC PATTERN.

- AT NC 24-27/-Y43- (ENDY RD.) INTERSECTION:
 - INSTALL PORTABLE CONCRETE BARRIER (PCB) AND ANCHORED PCB ON THE WB OUTSIDE SHOULDERS OF NC 24-27 AND -Y43- (ENDY RD.) FROM -L- STA.191+92+/- TO -L- STA.192+27+/- (27 M LEFT OF -L-). SEE SHEET TCP-10.
 - INSTALL TEMPORARY SHORING ON THE OUTSIDE SHOULDERS OF NC 24-27 AND ENDY RD FROM -L- STA.192+10+/- TO -L- STA.192+28 (10 M LEFT OF -L-). SEE SHEET TCP-10.
 - BEGIN CONSTRUCTION OF STAGE I OF PROPOSED 1500 MM PIPE. ON NC 24-27 -L- STA 200+00+/- :
 - INSTALL PORTABLE CONCRETE BARRIER (PCB) ON THE OUTSIDE EB AND WB SHOULDERS OF NC 24-27 AS FOLLOWS:
 - ON THE EB SHOULDERS FROM -L- STA. 199+60+/- TO -L- STA.200+70+/- . SEE SHEET TCP-11.

- ON THE WB SHOULDERS FROM -L- STA. 199+70+/- TO -L- STA. 200+80). SEE SHEET TCP-11.
- INSTALL TEMPORARY SHORING ON THE OUTSIDE EB AND WB SHOULDERS OF NC 24-27 AS FOLLOWS:
 - ON THE EB SHOULDERS FROM -L- STA. 199+90+/- TO -L- STA. 200+30+/- . SEE SHEET TCP-11.
 - ON THE WB SHOULDERS FROM -L- STA. 200+05+/- TO -L- STA. 200+45 +/- . SEE SHEET TCP-11.
- BEGIN CONSTRUCTION OF EXISTING BOX CULVERT LEFT AND RIGHT SIDE EXTENTIONS AT -L- STA. 200+20 +/- . ON NC 24-27 -L-STA 226+45+/- :
- INSTALL PORTABLE CONCRETE BARRIER (PCB) ON THE OUTSIDE WB SHOULDER OF NC 24-27 FROM -L- STA. 226+15+/- TO -L- STA. 226+85 +/- . SEE SHEET TCP-14.
- INSTALL TEMPORARY SHORING ON THE OUTSIDE WB SHOULDERS OF NC 24-27 FROM -L- STA. 226+40+/- TO -L- STA. 226+60 +/- . SEE SHEET TCP-14.
- BEGIN CONSTRUCTION OF STAGE I OF PROPOSED 1050 MM PIPE. ON NC 24-27 -L-STA 228+45+/- :
- AWAY FROM TRAFFIC, INSTALL TEMPORARY SHORING ON THE INSIDE SHOULDER OF THE PROPOSED LEFT SIDE OF -L- FROM -L-STA 228+30+/- TO -L-STA 228+50+/- . SEE SHEET TCP-15.
- ON NC 24-27 -STA 234+70+/- :
- INSTALL PORTABLE CONCRETE BARRIER (PCB) ON THE OUTSIDE EB SHOULDER OF NC 24-27 FROM -L- STA. 234+35+/- TO -L- STA. 235+05 +/- . SEE SHEET TCP-16.
- INSTALL TEMPORARY SHORING ON THE OUTSIDE EB SHOULDERS OF NC 24-27 FROM -L- STA. 234+63+/- TO -L- STA. 234+78 +/- . SEE SHEET TCP-16.
- BEGIN CONSTRUCTION OF EXISTING BOX CULVERT RIGHT SIDE EXTENTION AT -L- STA. 234+70 +/- .

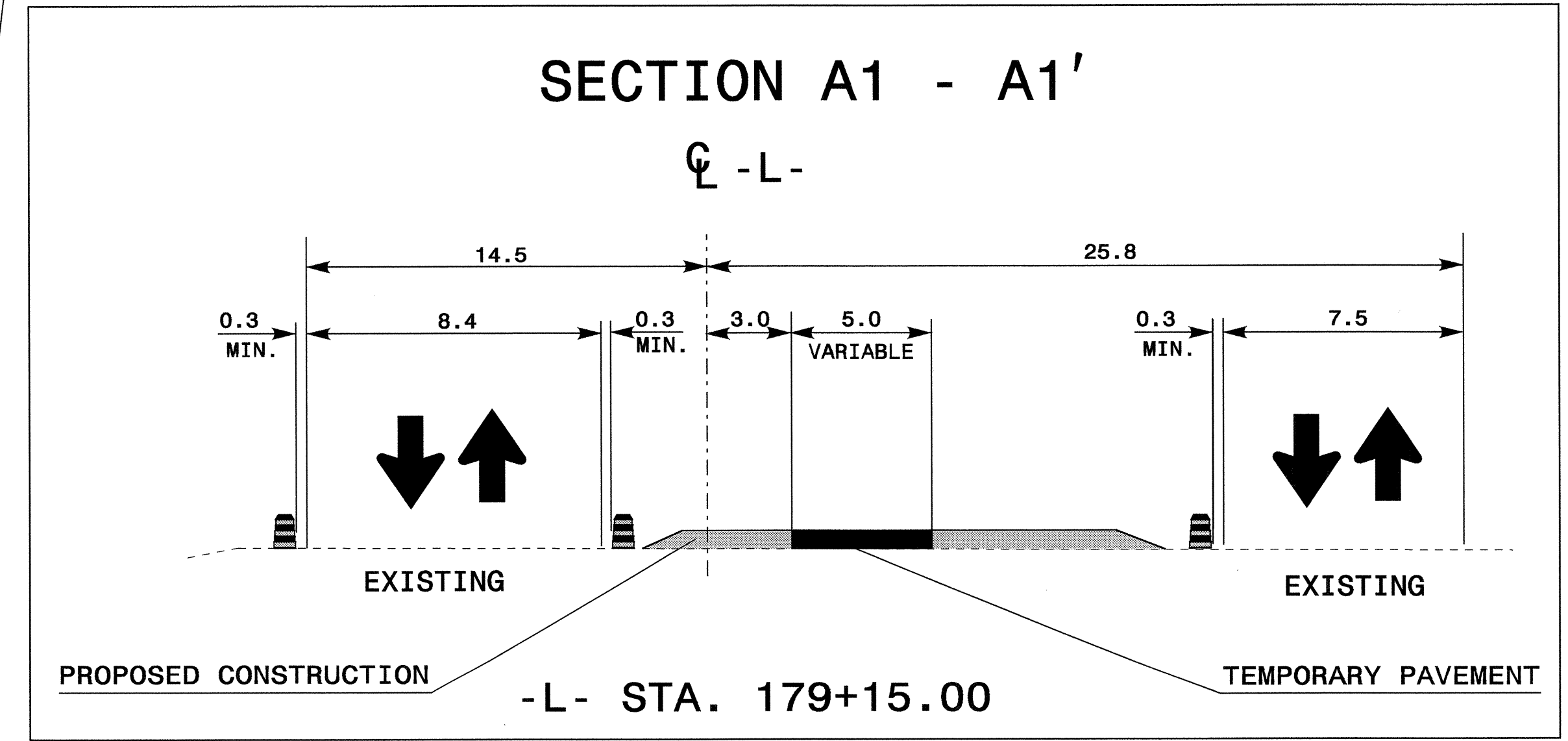
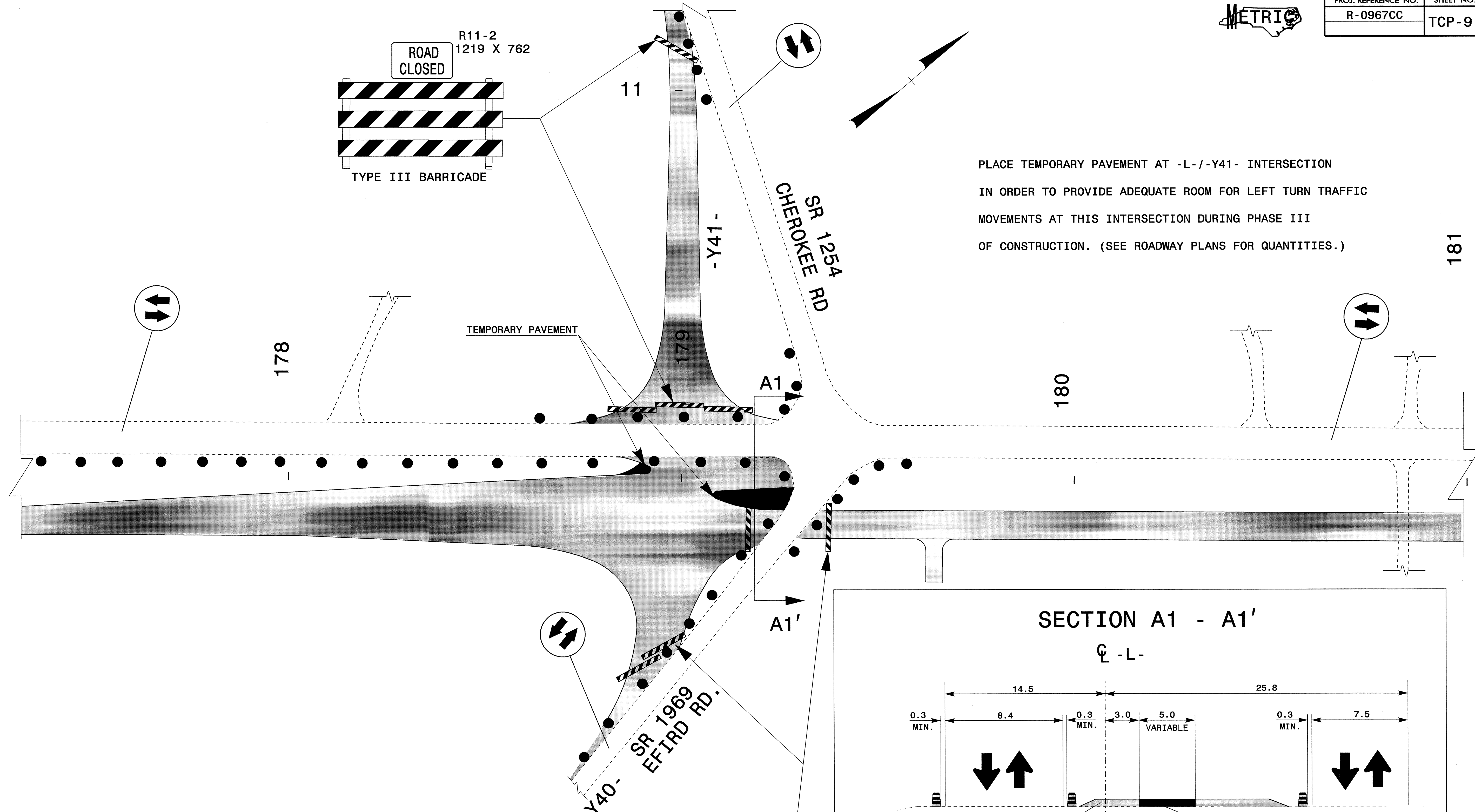
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APPROVED: <i>Joseph Ishak</i> DATE: 9/15/06	PHASE I PHASING	
	SCALE: NONE	
	DATE: 09/13/06	
	DWG. BY: AYL	
	DESIGN BY: AYL	
REVIEWED BY: JI	REVISIONS	



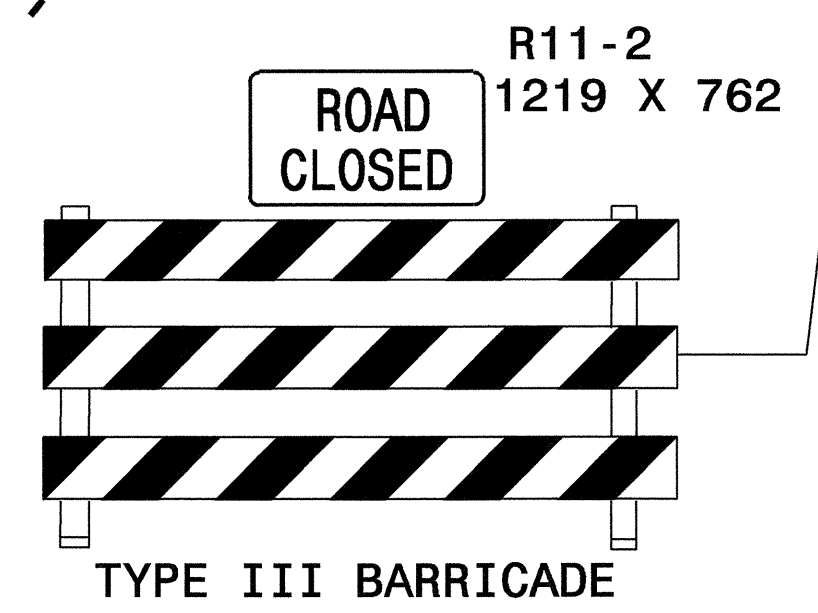
PLACE TEMPORARY PAVEMENT AT -L-/-Y41- INTERSECTION
 IN ORDER TO PROVIDE ADEQUATE ROOM FOR LEFT TURN TRAFFIC
 MOVEMENTS AT THIS INTERSECTION DURING PHASE III
 OF CONSTRUCTION. (SEE ROADWAY PLANS FOR QUANTITIES.)

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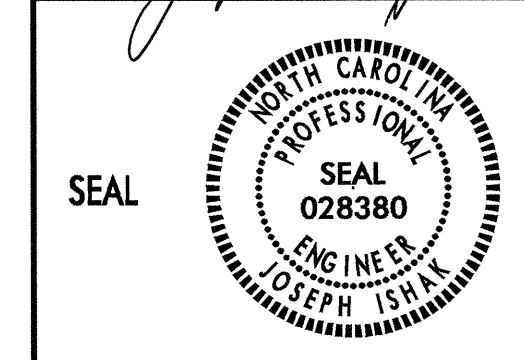


LEGEND

- PROPOSED CONSTRUCTION
- TEMPORARY PAVEMENT

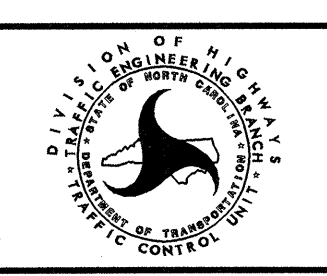


APPROVED: *Joseph Estak* DATE: 12/14/04



PHASE I DETAIL 1

SCALE:	NONE
DATE:	06/24/04
DWG. BY:	AYL
DESIGN BY:	AYL
REVIEWED BY:	JJI

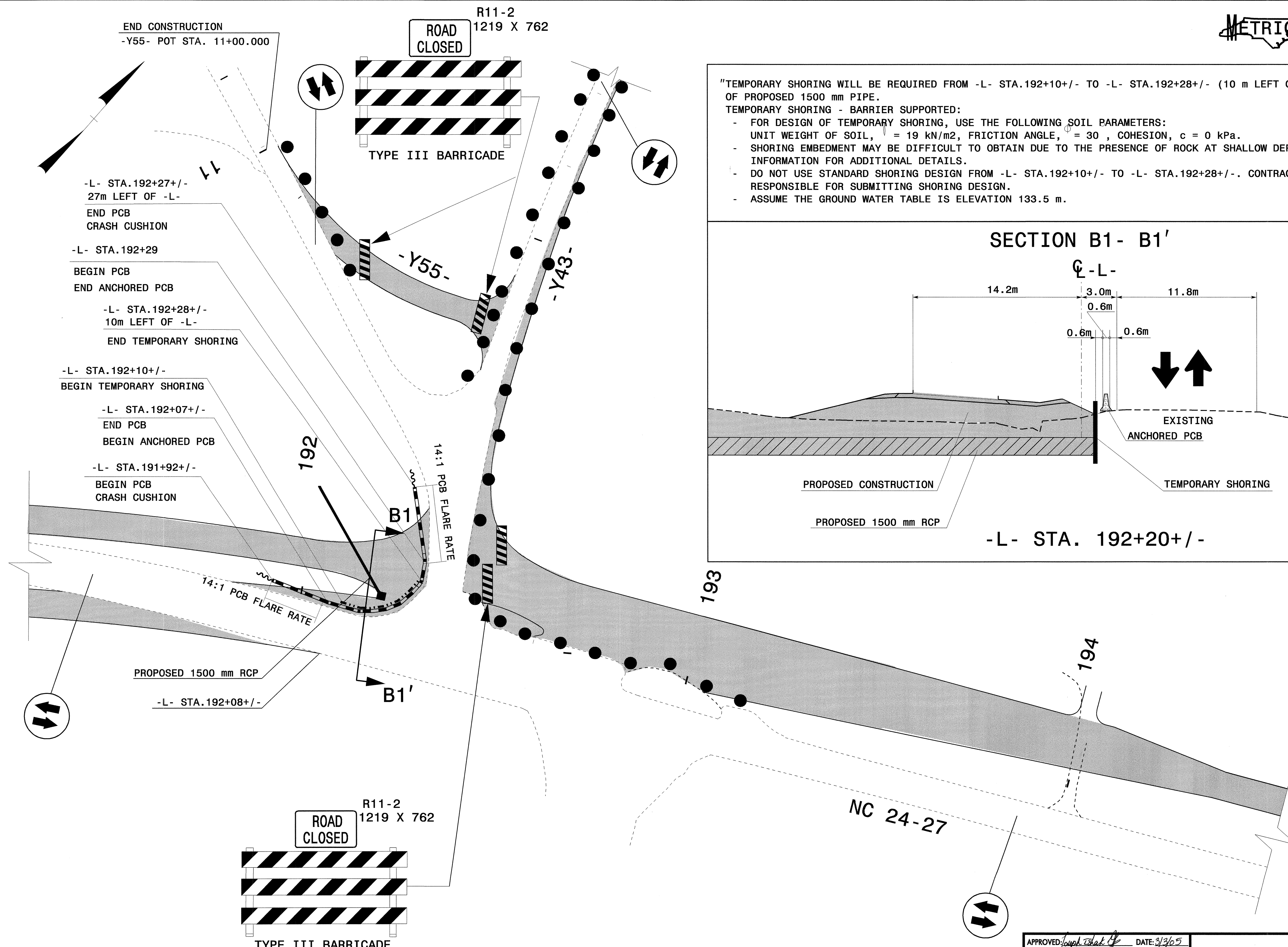


REVISIONS	

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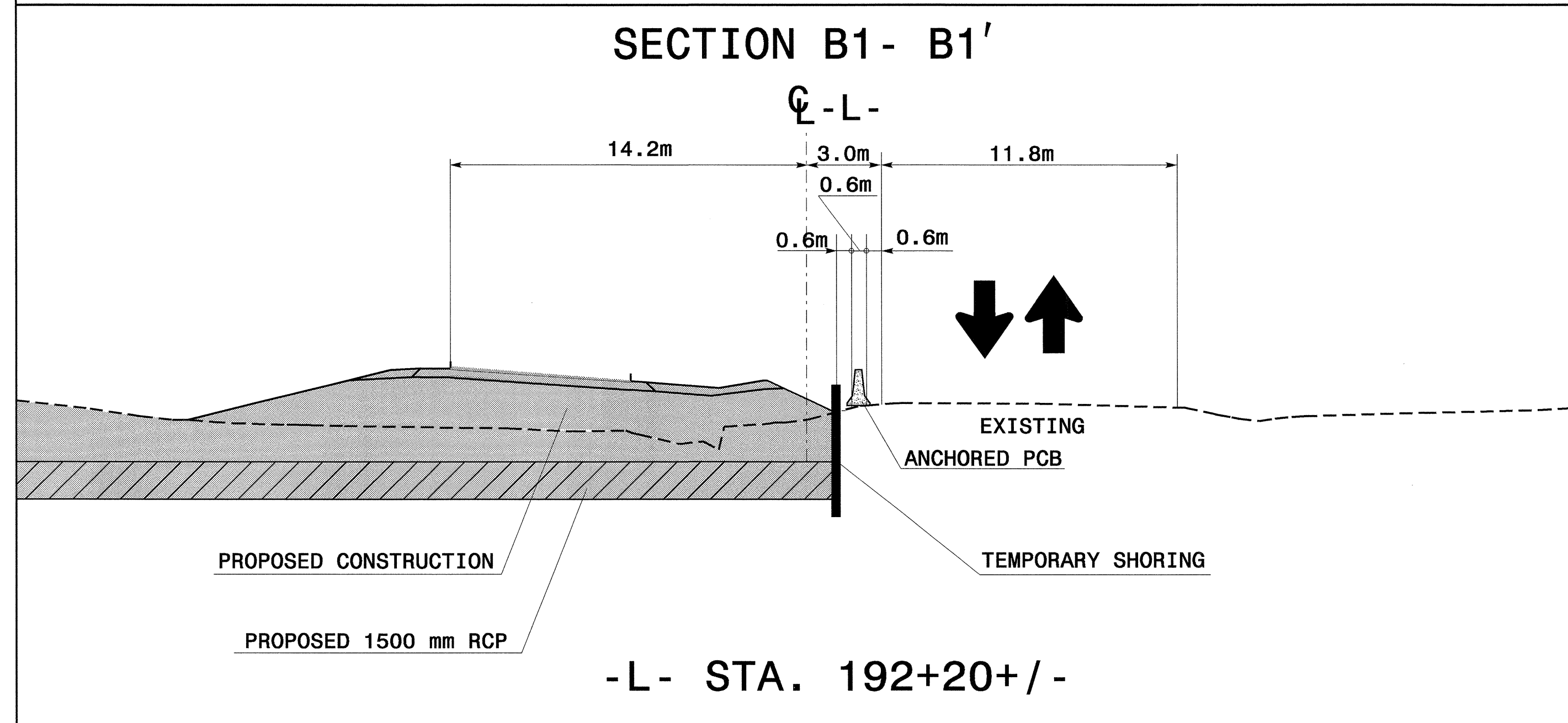
PROJ. REFERENCE NO.	SHEET NO.
R-0967CC	TCP-10



"TEMPORARY SHORING WILL BE REQUIRED FROM -L- STA.192+10+/- TO -L- STA.192+28+/- (10 m LEFT OF -L-) FOR CONSTRUCTION OF PROPOSED 1500 mm PIPE.

TEMPORARY SHORING - BARRIER SUPPORTED:

- FOR DESIGN OF TEMPORARY SHORING, USE THE FOLLOWING SOIL PARAMETERS:
UNIT WEIGHT OF SOIL, $\gamma = 19 \text{ kN/m}^2$, FRICTION ANGLE, $\phi = 30$, COHESION, $c = 0 \text{ kPa}$.
- SHORING EMBEDMENT MAY BE DIFFICULT TO OBTAIN DUE TO THE PRESENCE OF ROCK AT SHALLOW DEPTHS. SEE SUBSURFACE INFORMATION FOR ADDITIONAL DETAILS.
- DO NOT USE STANDARD SHORING DESIGN FROM -L- STA.192+10+/- TO -L- STA.192+28+/- . CONTRACTOR IS RESPONSIBLE FOR SUBMITTING SHORING DESIGN.
- ASSUME THE GROUND WATER TABLE IS ELEVATION 133.5 m.

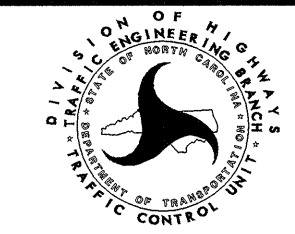


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APPROVED: *Joseph Iszak* DATE: 3/3/05

SEAL

PHASE I DETAIL 2	
SCALE: NONE	REVISIONS
DATE: 06/30/04	
DWG. BY: AYL	
DESIGN BY: AYL	
REVIEWED BY: JI	



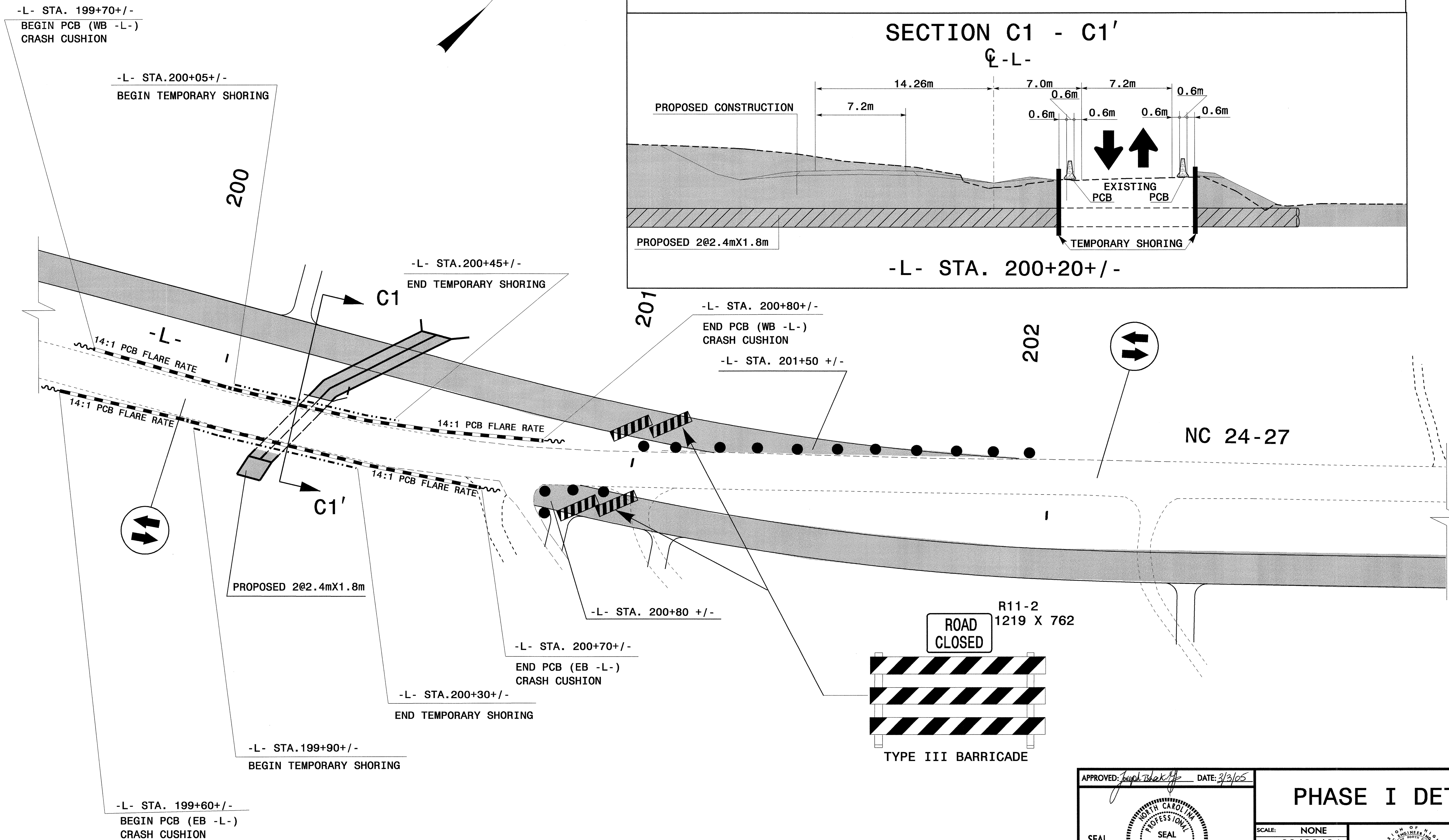
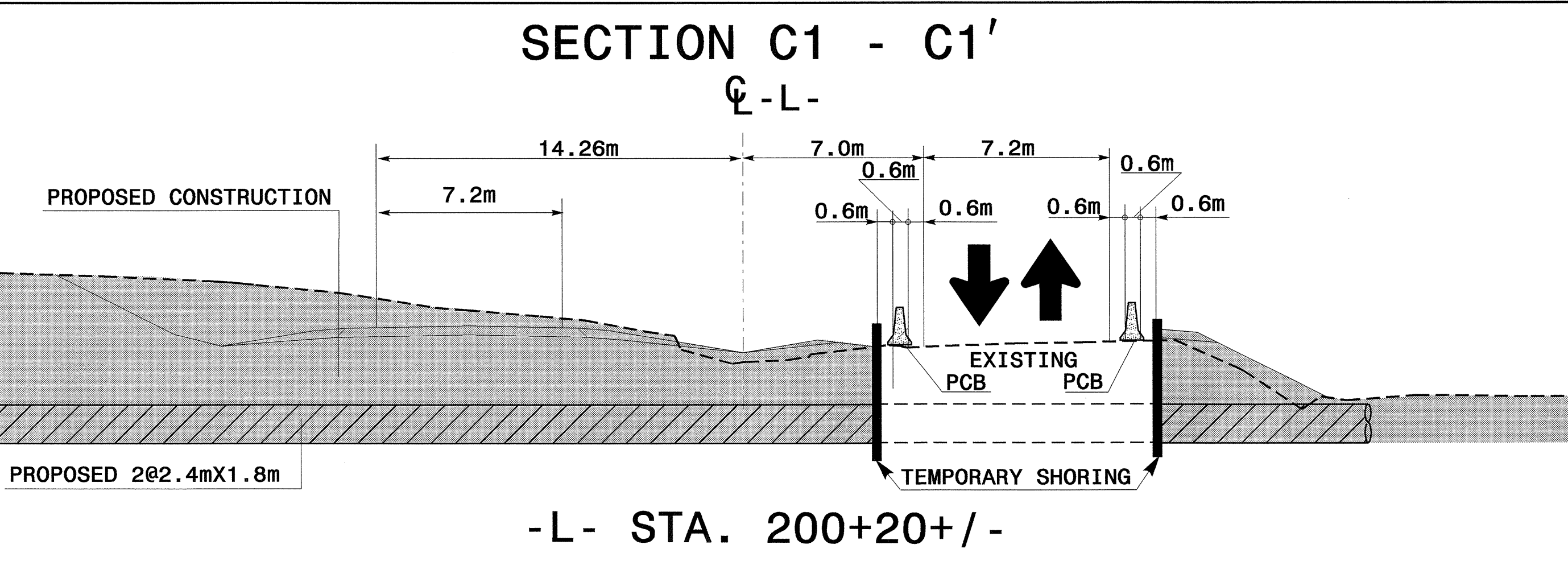
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"TEMPORARY SHORING WILL BE REQUIRED FROM -L- STA.200+05+/- TO -L- STA.200+45+/- AND FROM -L- STA.199+90+/- TO -L- STA.200+30+/- FOR CONSTRUCTION OF EXISTING BOX CULVERT LEFT AND RIGHT SIDE EXTENTIONS.

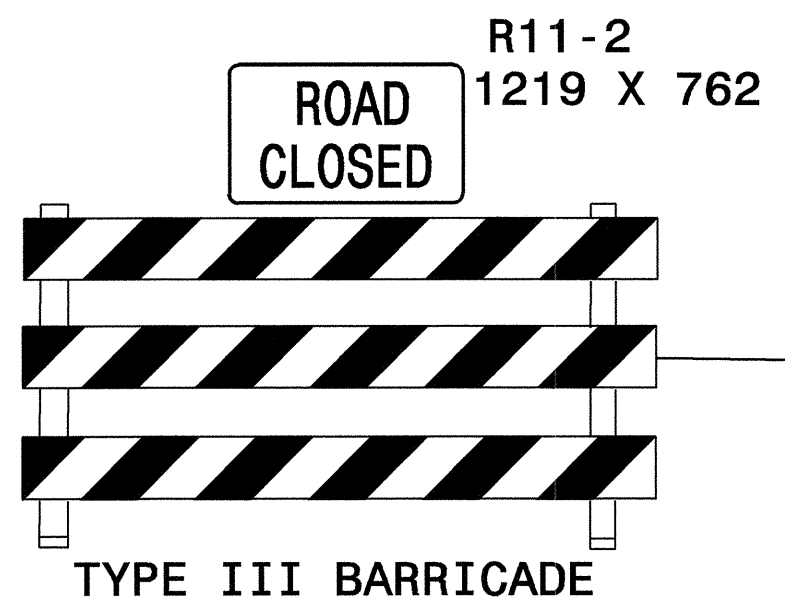
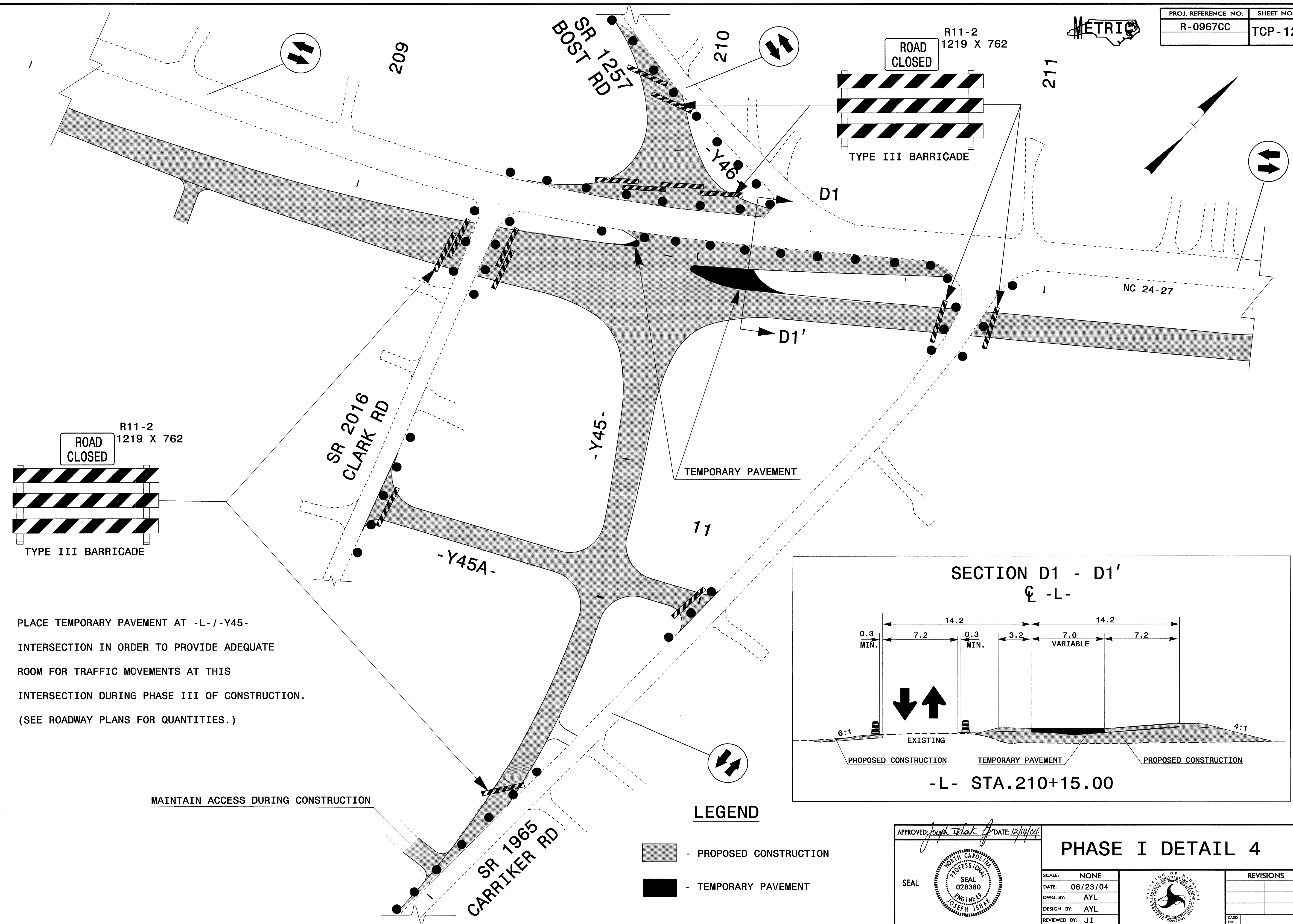
TEMPORARY SHORING - BARRIER SUPPORTED:

- FOR DESIGN OF TEMPORARY SHORING, USE THE FOLLOWING SOIL PARAMETERS:
UNIT WEIGHT OF SOIL, $\gamma = 19 \text{ kN/m}^2$, FRICTION ANGLE, $\phi = 30$, COHESION, $c = 0 \text{ kPa}$.
- SHORING EMBEDMENT MAY BE DIFFICULT TO OBTAIN DUE TO THE PRESENCE OF ROCK AT SHALLOW DEPTHS. SEE SUBSURFACE INFORMATION FOR ADDITIONAL DETAILS.
- DO NOT USE STANDARD SHORING DESIGN FROM -L- STA.200+05+/- TO -L- STA.200+45+/-, AND FROM -L- STA.199+90+/- TO -L- STA.200+30+/- . CONTRACTOR IS RESPONSIBLE FOR SUBMITTING SHORING DESIGN.
- ASSUME THE GROUND WATER TABLE IS ELEVATION 131.5 m.



APPROVED: <i>Joseph Istiak</i> DATE: 3/3/05	PHASE I DETAIL 3									
SEAL			SCALE: NONE							
	DATE: 08/29/04	<table border="1"> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	REVISIONS							
	REVISIONS									
DWG. BY: AYL	DESIGN BY: AYL									
REVIEWED BY: JI										

03-MAR-2005 10:54
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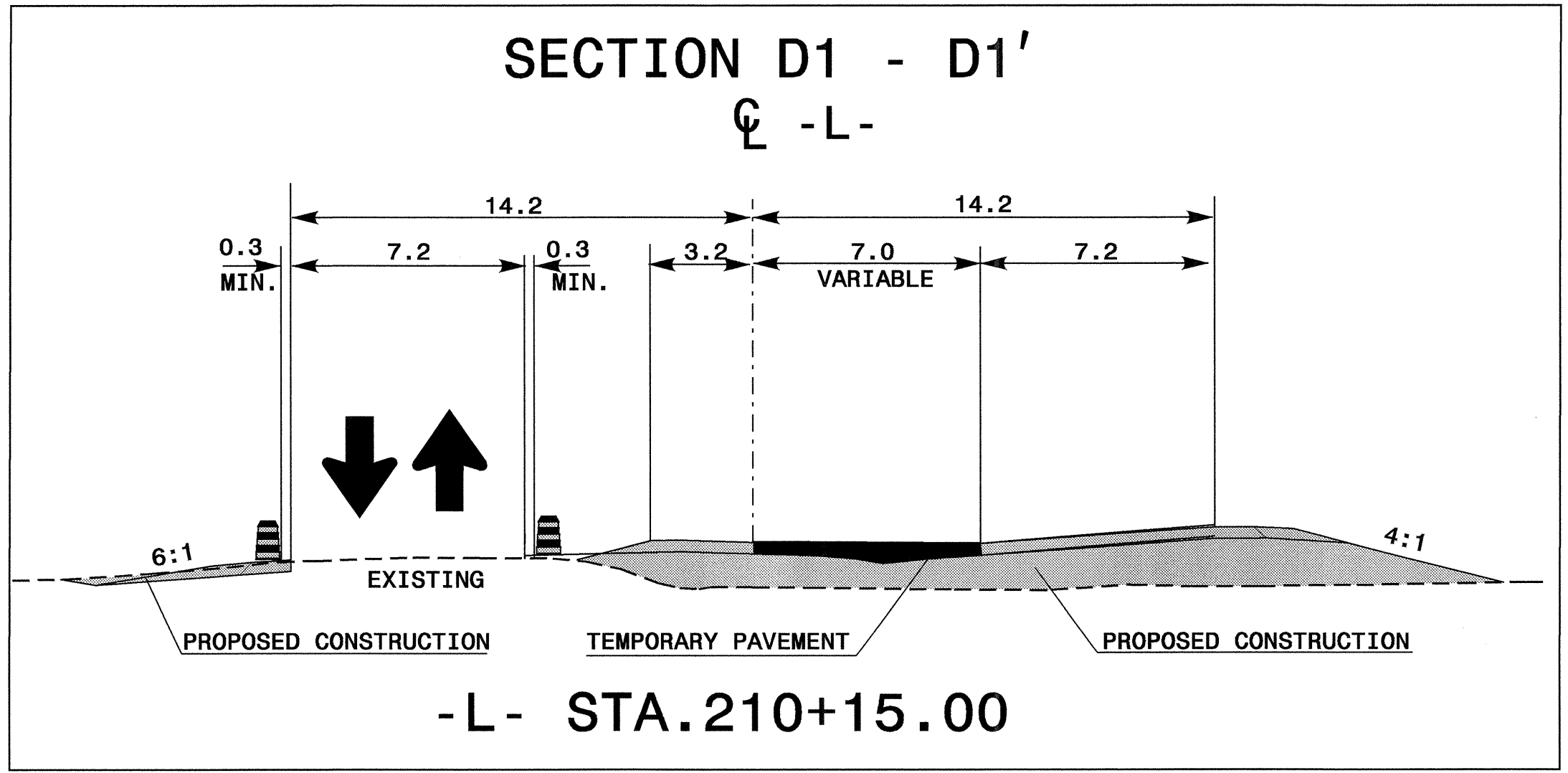


PLACE TEMPORARY PAVEMENT AT -L-/-Y45- INTERSECTION IN ORDER TO PROVIDE ADEQUATE ROOM FOR TRAFFIC MOVEMENTS AT THIS INTERSECTION DURING PHASE III OF CONSTRUCTION. (SEE ROADWAY PLANS FOR QUANTITIES.)

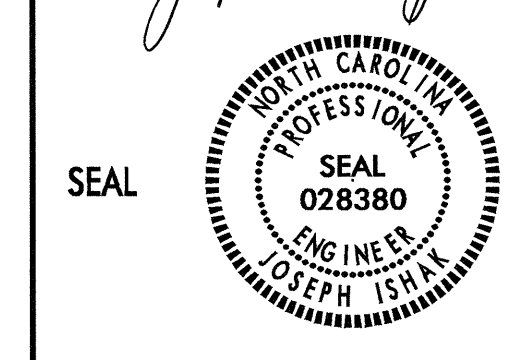
MAINTAIN ACCESS DURING CONSTRUCTION

LEGEND

- PROPOSED CONSTRUCTION
- TEMPORARY PAVEMENT

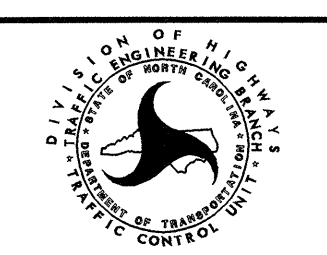


APPROVED: *Joseph Ishak* DATE: 12/14/04



PHASE I DETAIL 4

SCALE: NONE
DATE: 06/23/04
DWG. BY: AYL
DESIGN BY: AYL
REVIEWED BY: JI

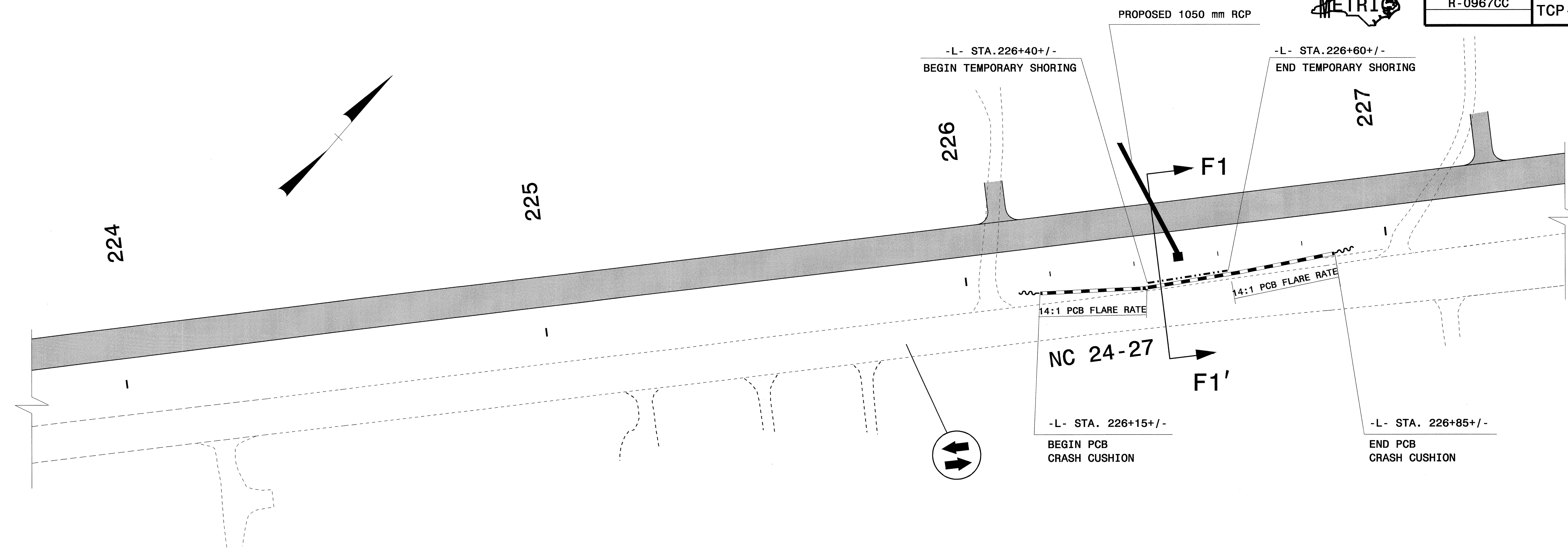


REVISIONS	

09-DEC-2004 14:07 \\netis-cct\p01\TCP\0967cc\TCP\002\TCP\R0967CC.TC.BTep.tcpPhase1.dgn



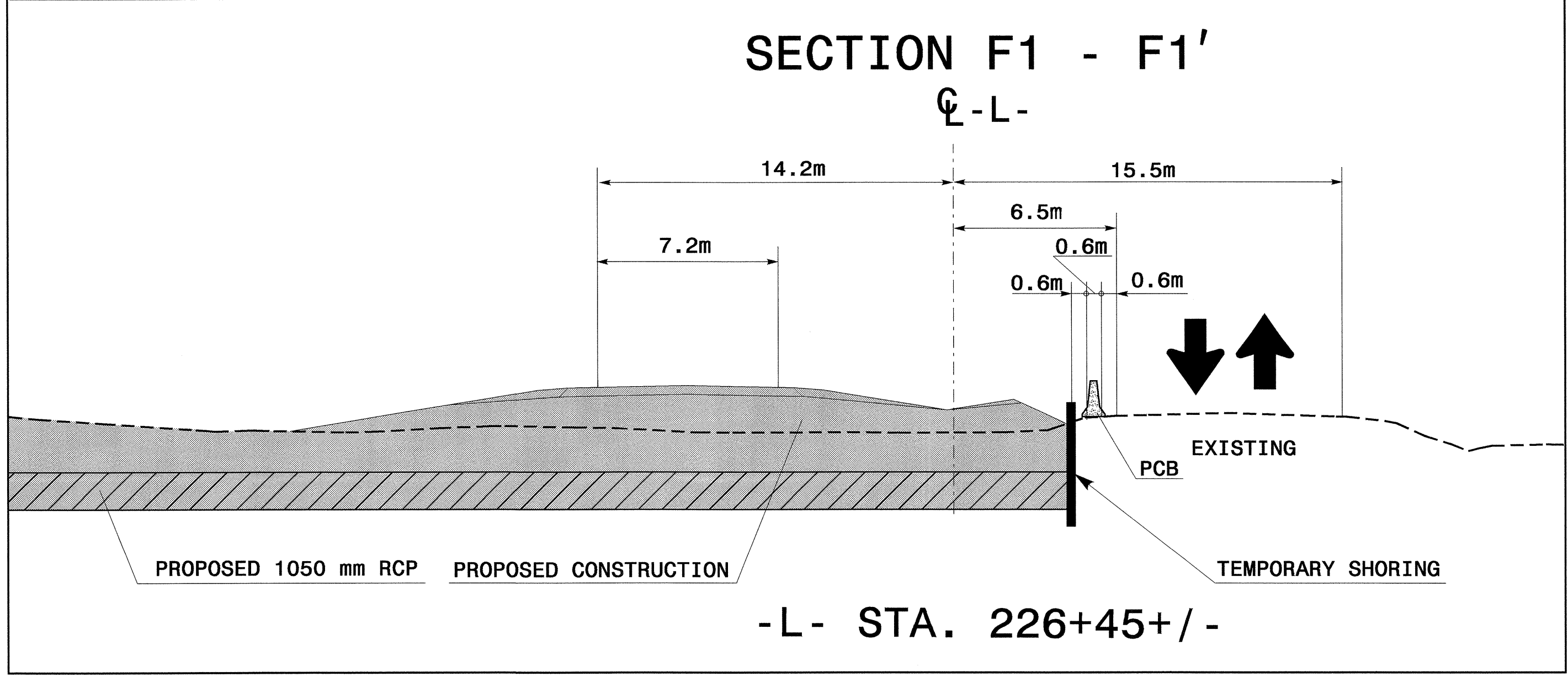
PROJ. REFERENCE NO.	SHEET NO.
R-0967CC	TCP-14



"TEMPORARY SHORING WILL BE REQUIRED FROM -L- STA.226+40+/- TO -L- STA.226+60+/- FOR CONSTRUCTION OF PROPOSED 1050 mm PIPE.

TEMPORARY SHORING - BARRIER SUPPORTED:

- FOR DESIGN OF TEMPORARY SHORING, USE THE FOLLOWING SOIL PARAMETERS:
UNIT WEIGHT OF SOIL, $\gamma = 19 \text{ kN/m}^2$, FRICTION ANGLE, $\phi = 30^\circ$, COHESION, $c = 0 \text{ kPa}$.
- SHORING EMBEDMENT MAY BE DIFFICULT TO OBTAIN DUE TO THE PRESENCE OF ROCK AT SHALLOW DEPTHS. SEE SUBSURFACE INFORMATION FOR ADDITIONAL DETAILS.
- DO NOT USE STANDARD SHORING DESIGN FROM -L- STA.226+40+/- TO -L- STA.226+60+/- . CONTRACTOR IS RESPONSIBLE FOR SUBMITTING SHORING DESIGN.
- ASSUME THE GROUND WATER TABLE IS ELEVATION 149.5 m.



APPROVED: *Joseph Isak* DATE: 3/9/05

SEAL

PHASE I DETAIL 6

SCALE: NONE

DATE: 07/06/04

DWG. BY: AYL

DESIGN BY: AYL

REVIEWED BY: JI

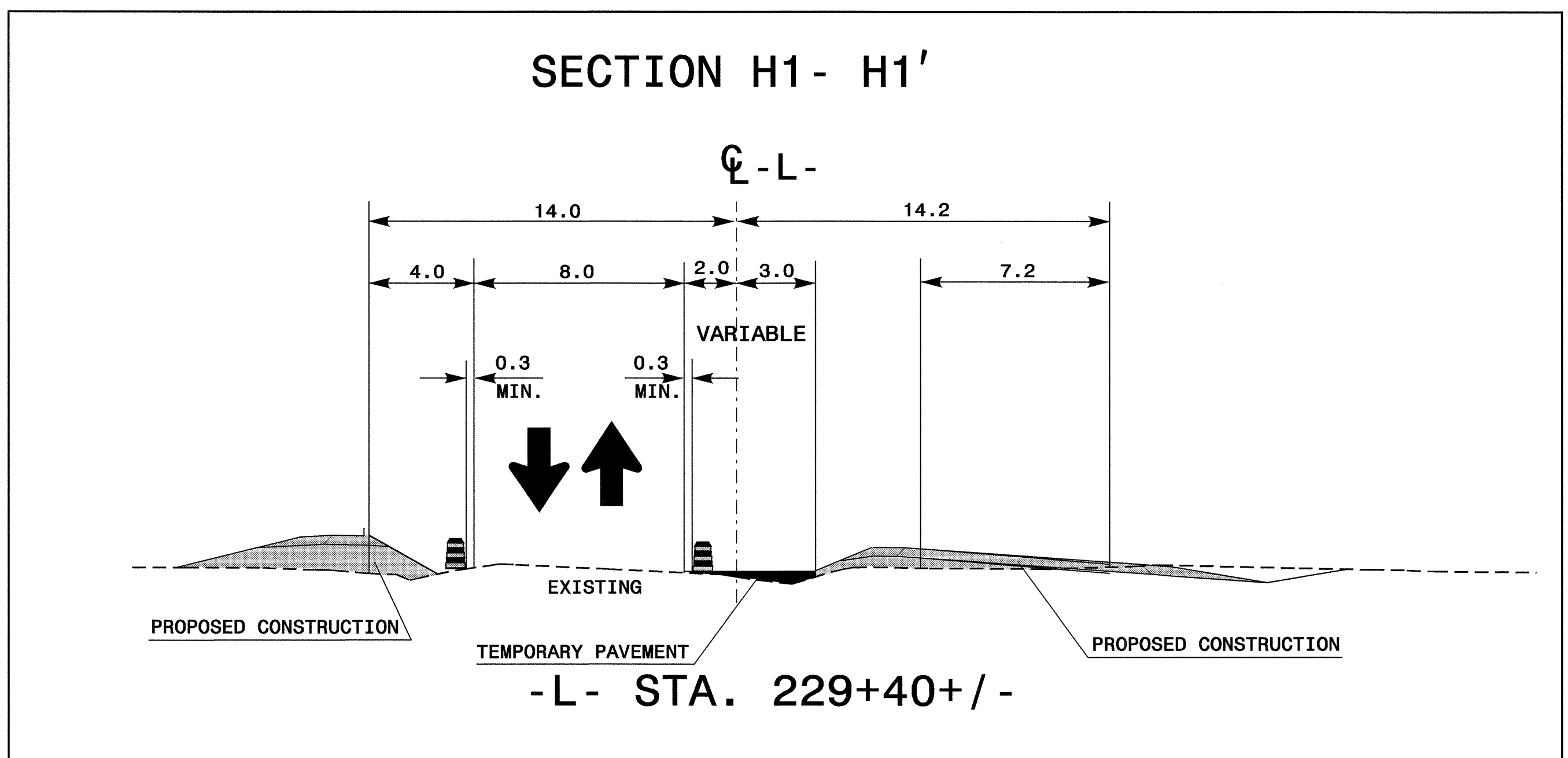
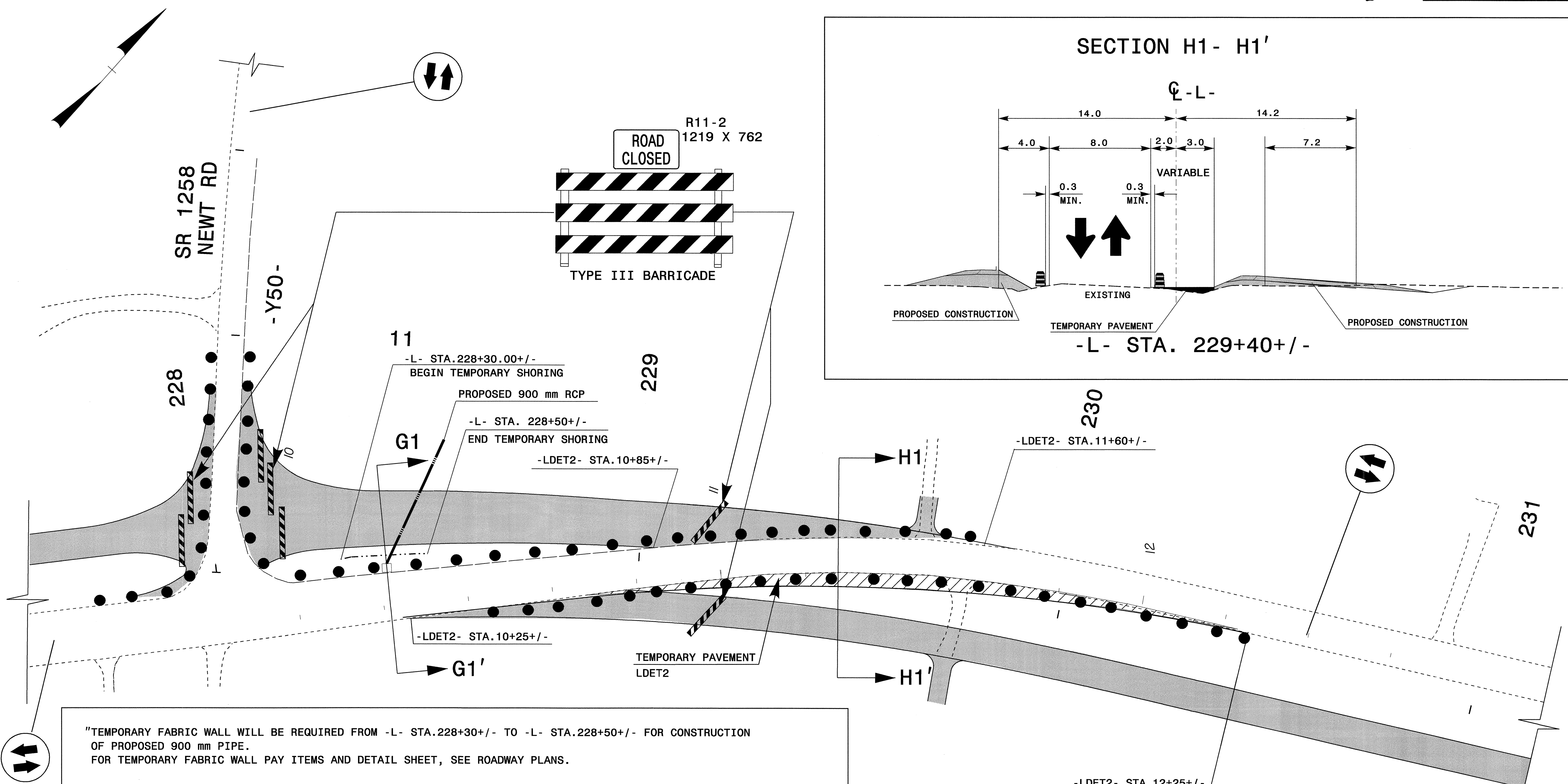
REVISIONS	

CADD FILE

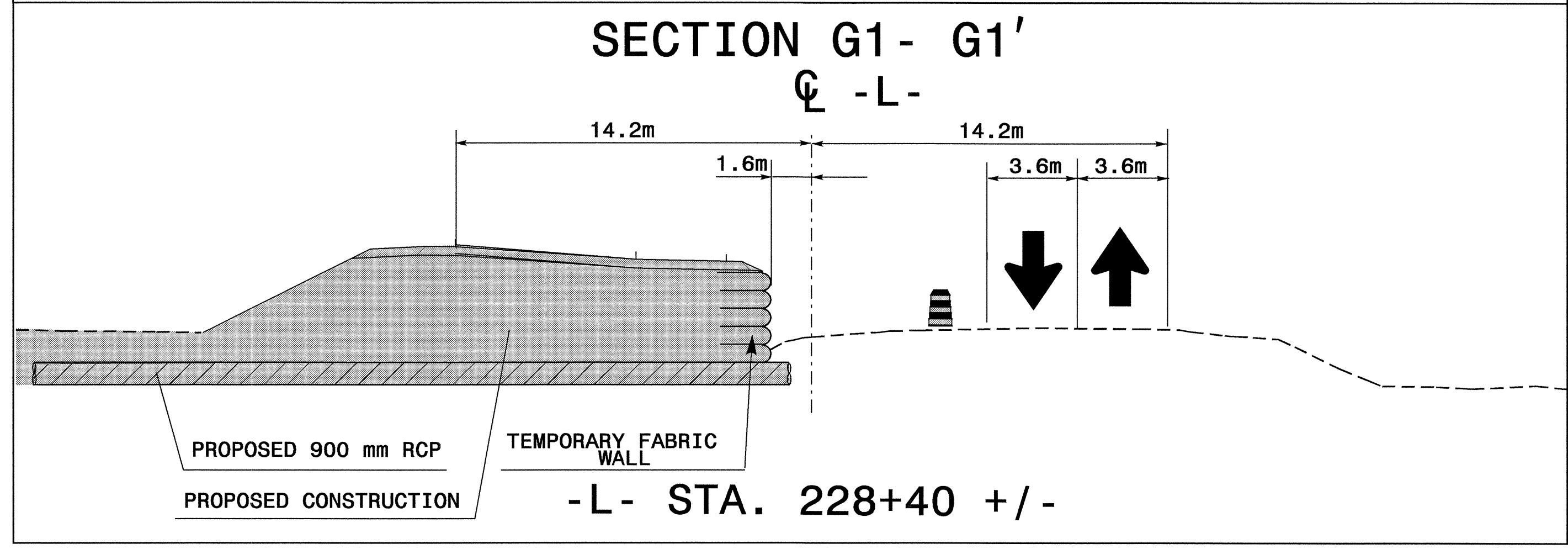
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PROJ. REFERENCE NO.	SHEET NO.
R-0967CC	TCP - 15



"TEMPORARY FABRIC WALL WILL BE REQUIRED FROM -L- STA. 228+30 +/- TO -L- STA. 228+50 +/- FOR CONSTRUCTION OF PROPOSED 900 mm PIPE.
FOR TEMPORARY FABRIC WALL PAY ITEMS AND DETAIL SHEET, SEE ROADWAY PLANS.



- TEMPORARY PAVEMENT

- PROPOSED CONSTRUCTION

APPROVED: *Joseph T. Shaw* DATE: 6/25/04

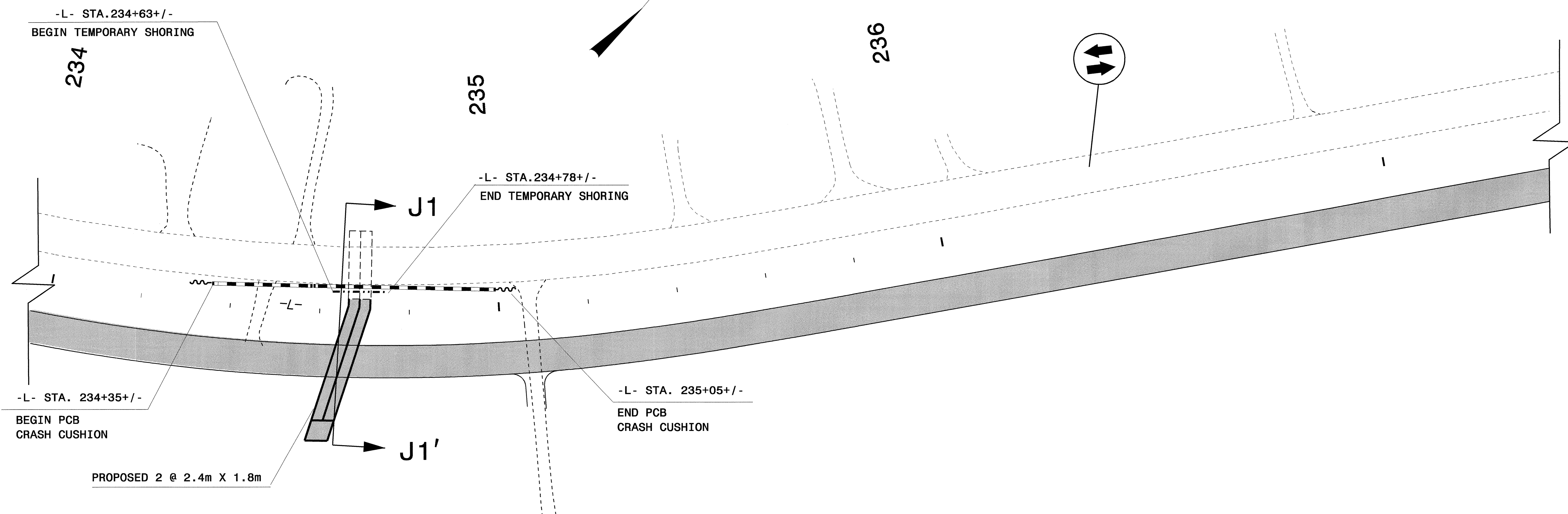
SEAL

PROFESSIONAL ENGINEER
SEAL 028380
ENGINEER
JOSEPH T. SHAW

PHASE I DETAIL 7

SCALE: NONE		REVISIONS
DATE: 06/25/04		
DWG. BY: AYL		
DESIGN BY: AYL		
REVIEWED BY: JI		

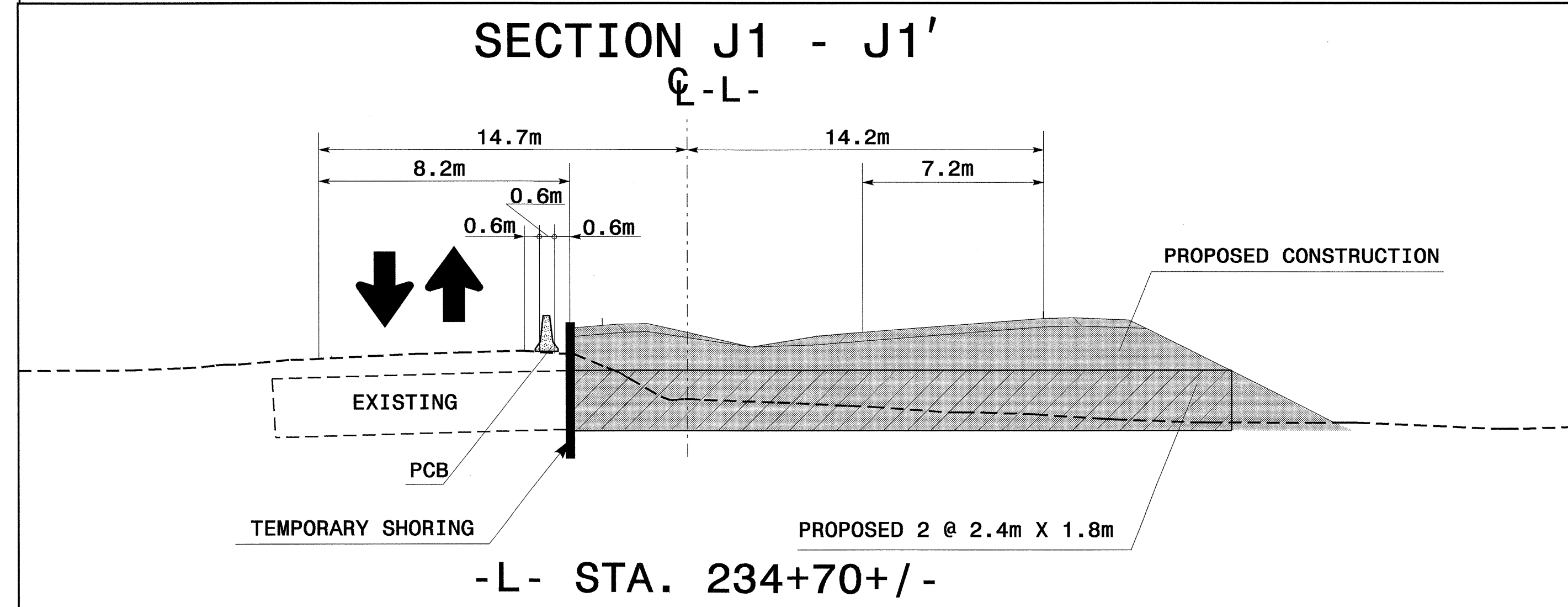
17-DEC-2004 12:08 \\sfs-cfs01\c0967ccs\tcp\100\tcp\0967cc\tc_b1top_tcp\phasel.dgn alydmi AT TETC09654



"TEMPORARY SHORING WILL BE REQUIRED FROM -L- STA.234+63+/- TO -L- STA.234+78+/- FOR CONSTRUCTION OF EXISTING BOX CULVERT RIGHT SIDE EXTENTIONS AT -L- STA.234+70+/-.

TEMPORARY SHORING - BARRIER SUPPORTED:

- FOR DESIGN OF TEMPORARY SHORING, USE THE FOLLOWING SOIL PARAMETERS:
UNIT WEIGHT OF SOIL, $\gamma = 19 \text{ kN/m}^2$, FRICTION ANGLE, $\phi = 30^\circ$, COHESION, $c = 0 \text{ kPa}$.
- SHORING EMBEDMENT MAY BE DIFFICULT TO OBTAIN DUE TO THE PRESENCE OF ROCK AT SHALLOW DEPTHS. SEE SUBSURFACE INFORMATION FOR ADDITIONAL DETAILS.
- DO NOT USE STANDARD SHORING DESIGN FROM -L- STA.234+63+/- TO -L- STA.234+78+/- . CONTRACTOR IS RESPONSIBLE FOR SUBMITTING SHORING DESIGN.
- ASSUME THE GROUND WATER TABLE IS ELEVATION 129.5 m.

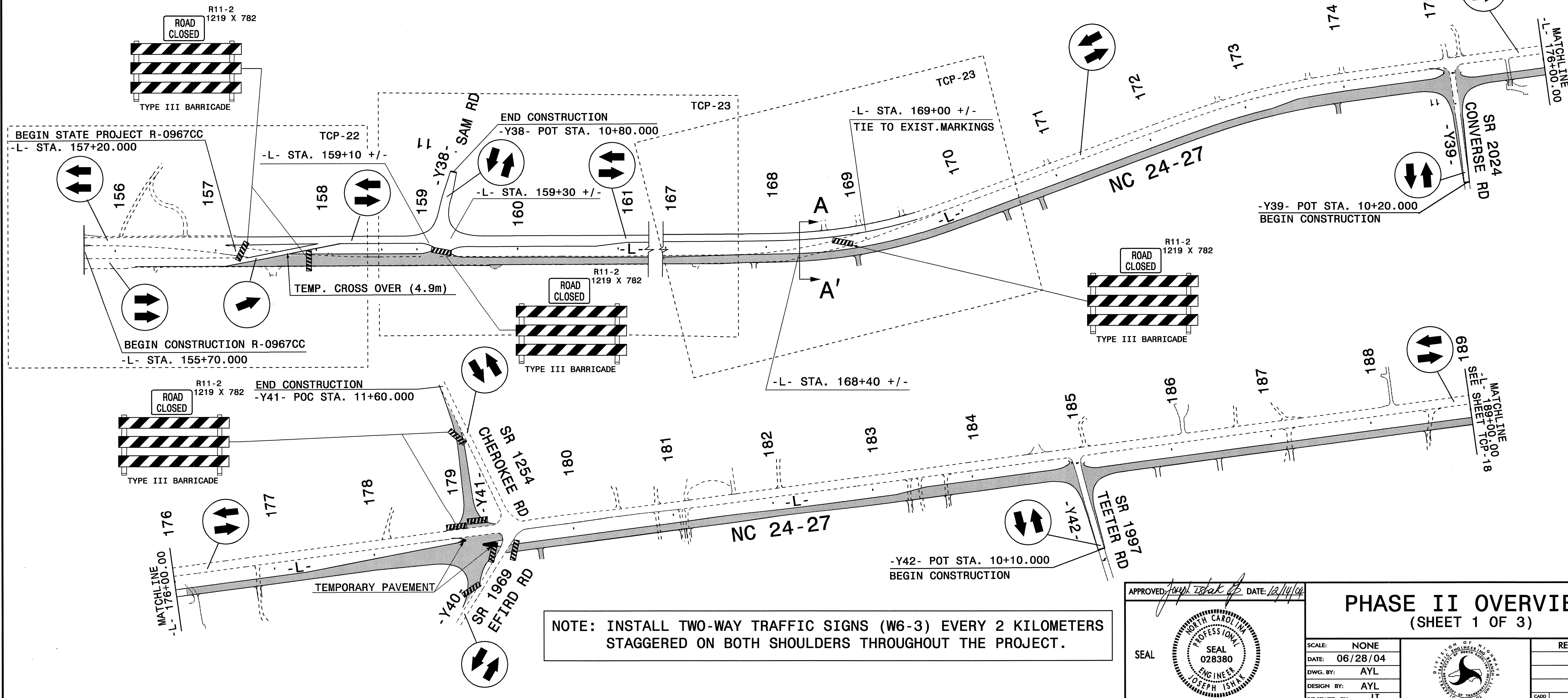
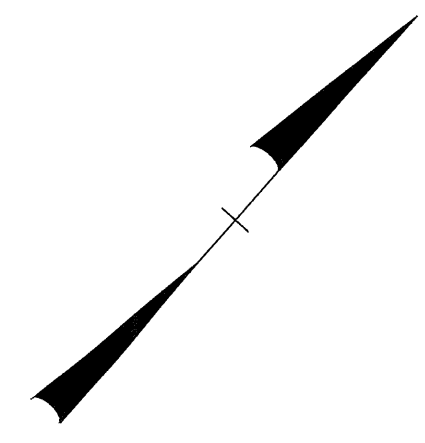
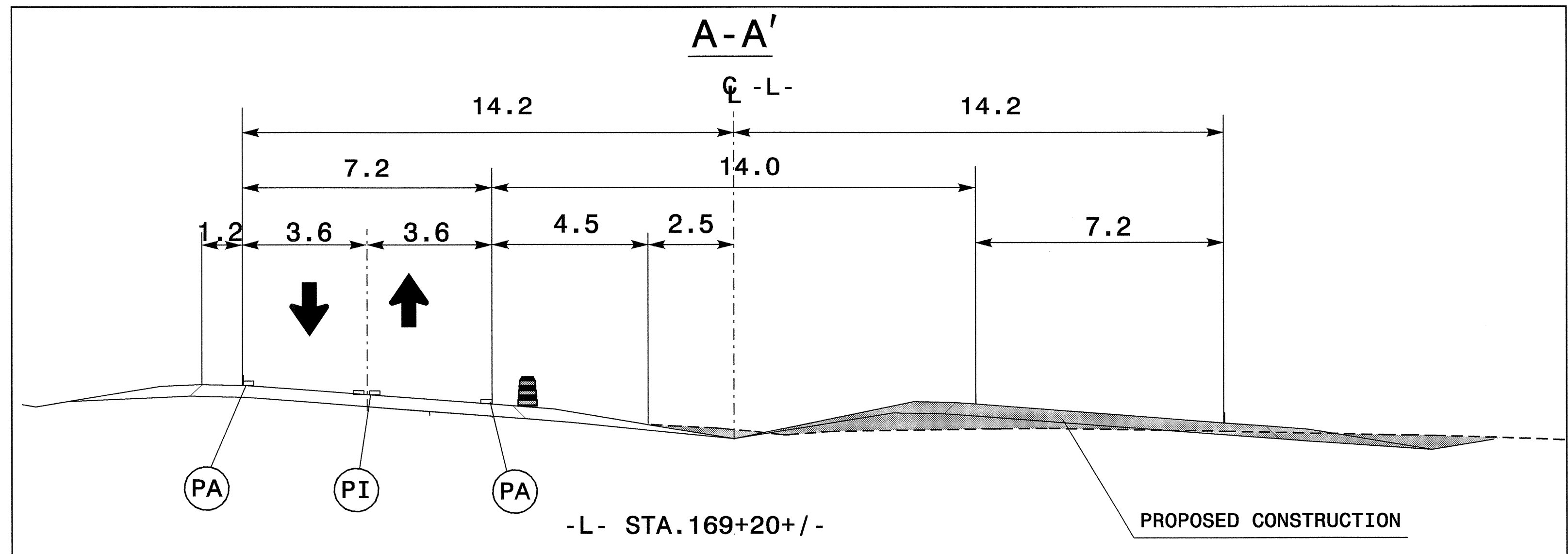


APPROVED: *Joseph Ishak* DATE: 3/3/05

SEAL

PHASE I DETAIL 8		REVISIONS	
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DATE:	07/06/04		
DWG. BY:	AYL		
DESIGN BY:	AYL		
REVIEWED BY:	JI		

03-MAR-2005 10:55:07 AM C:\Users\jshak\Documents\1000\tcp\0967cc\rc_bfcp.tcpphase1.dgn



NOTE: INSTALL TWO-WAY TRAFFIC SIGNS (W6-3) EVERY 2 KILOMETERS STAGGERED ON BOTH SHOULDERS THROUGHOUT THE PROJECT.

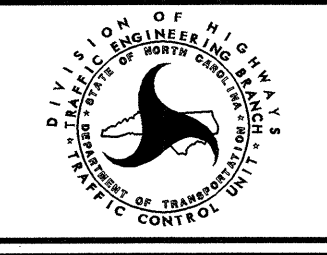
APPROVED: *[Signature]* DATE: 12/14/04

SEAL

NORTH CAROLINA
 PROFESSIONAL
 SEAL
 028380
 ENGINEER
 JOSEPH ISHAY

PHASE II OVERVIEW
(SHEET 1 OF 3)

SCALE:	NONE
DATE:	06/28/04
DWG. BY:	AYL
DESIGN BY:	AYL
REVIEWED BY:	JI

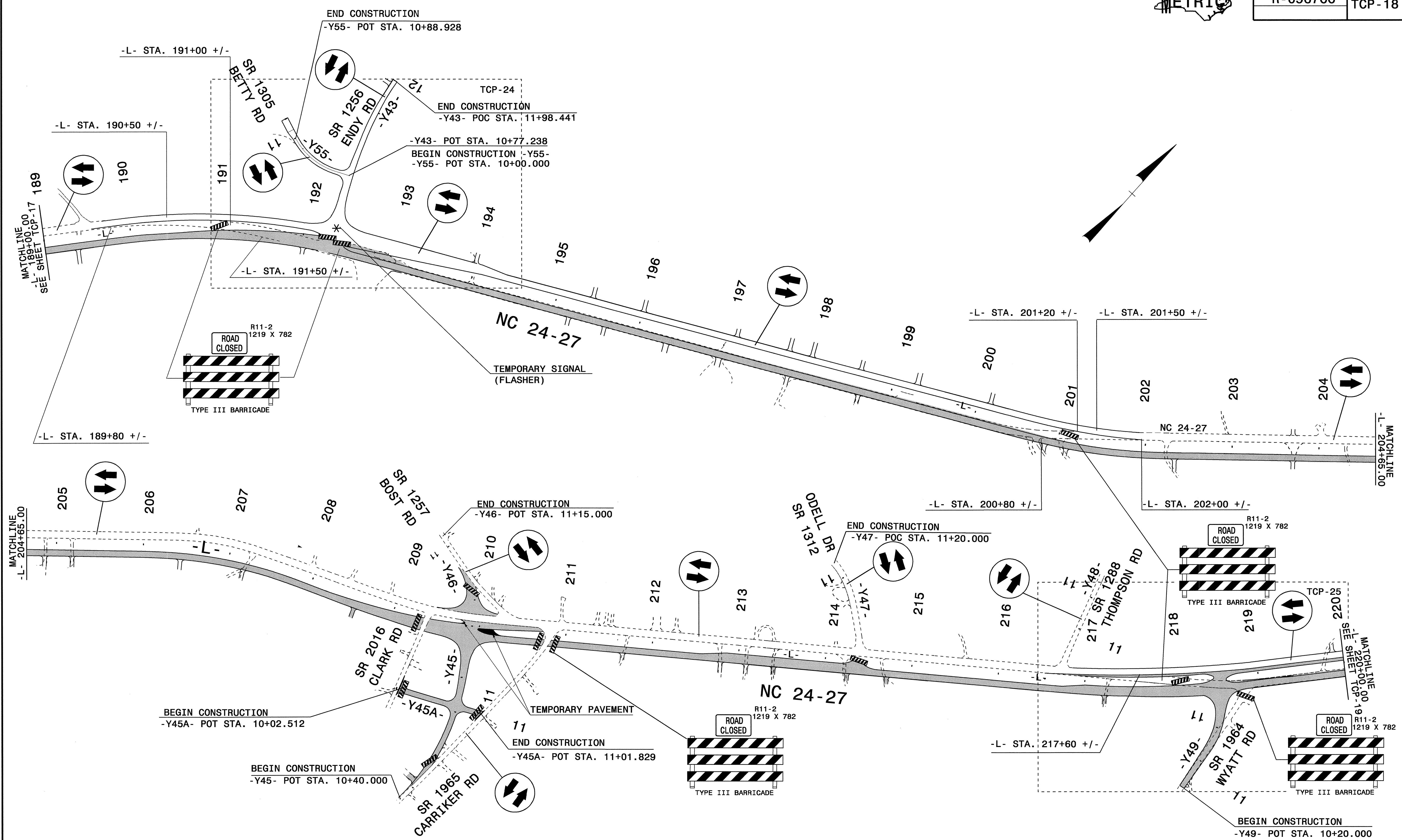


REVISIONS

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 gbyudml AT TEL096594



PROJ. REFERENCE NO.	SHEET NO.
R-0967CC	TCP-18



NOTE: INSTALL TWO-WAY TRAFFIC SIGNS (W6-3) EVERY 2 KILOMETERS STAGGERED ON BOTH SHOULDERS THROUGHOUT THE PROJECT.

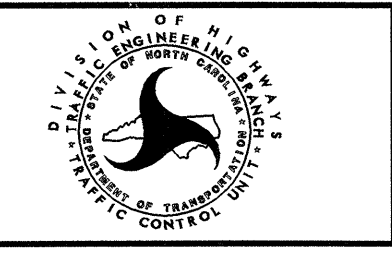
APPROVED: *[Signature]* DATE: 08/27/04

SEAL

PHASE II OVERVIEW

(SHEET 2 OF 3)

SCALE:	NONE
DATE:	08/27/04
DWG. BY:	AYL
DESIGN BY:	AYL
REVIEWED BY:	J.I.

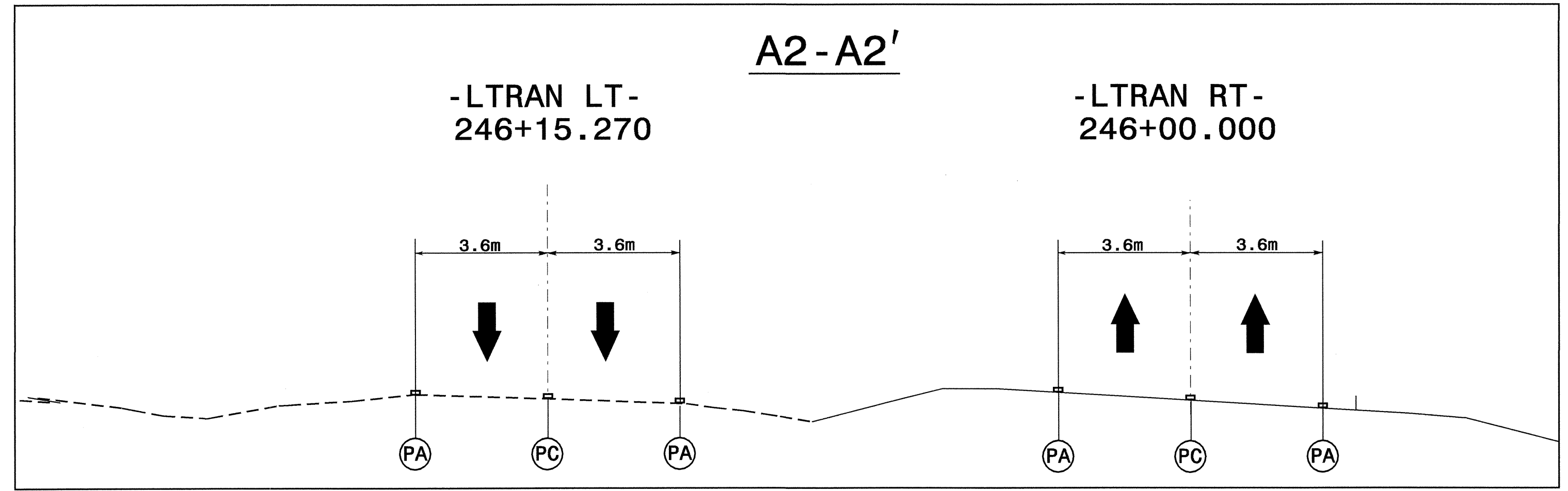
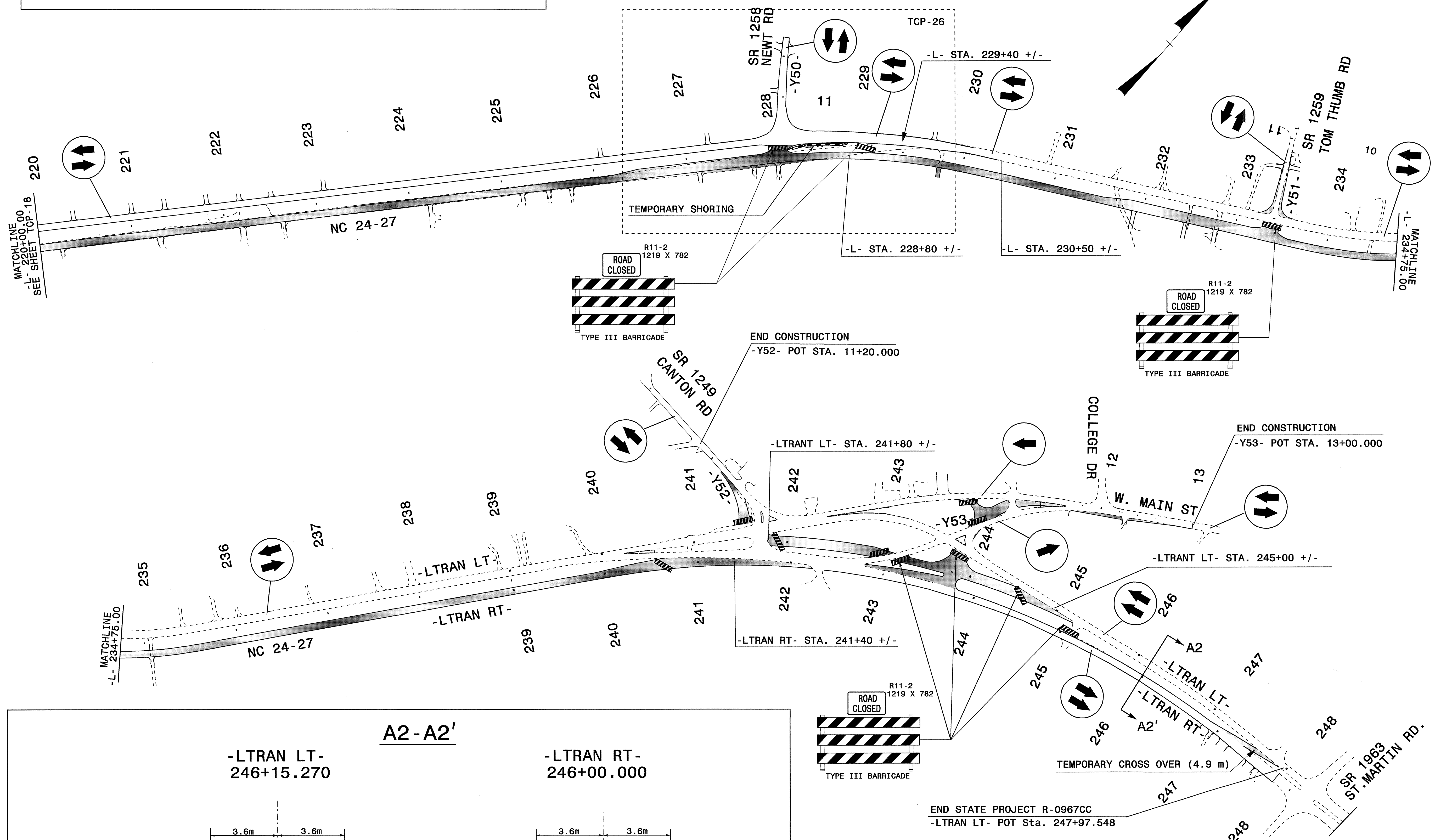


REVISIONS	

09-DEC-2004 14:27 \\net15-cv\501\T0967cc\TCP\002\TCP\0967CC.TC.BT.cp.tcpPhosell.dgn



NOTE: INSTALL TWO-WAY TRAFFIC SIGNS (W6-3) EVERY 2 KILOMETERS STAGGERED ON BOTH SHOULDERS THROUGHOUT THE PROJECT.



END STATE PROJECT R-0967CC
-LTRAN LT- POT Sta. 247+97.548

APPROVED: *[Signature]* DATE: 12/14/04

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 028380
ENGINEER
JOSEPH ISHAY

PHASE II OVERVIEW
(SHEET 3 OF 3)

SCALE:	NONE		<table border="1"> <tr><th colspan="2">REVISIONS</th></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>	REVISIONS							
REVISIONS											
DATE:	08/27/04										
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PROJ. REFERENCE NO.	SHEET NO.
R-0967CC	TCP-20

PHASE II

STEP 1:

PHASE II STEP 1 IS DIVIDED INTO THE FOLLOWING 3 AREAS:

AREA I: INCLUDES -L- FROM STA.157+20+/- TO STA.169+00+/- AND -Y38- (SAM RD.).

AREA II: INCLUDES -L- FROM -L- STA. 190+50 +/- TO -L- STA. 201+50 +/-, -Y55- (BETTY RD), -Y43- (ENDY RD.).

AREA III: INCLUDES -L- FROM -L- STA. 217+60 +/- TO -L- STA. 229+40 +/- AND -Y50- (NEWT RD)

CONSTRUCTION MAY PROCEED INTO ALL THREE AREAS INDEPENDENTLY AND/OR SIMULTANEOUSLY AS SHOWN IN THE PHASING.

STEP 1, AREA I: -L- FROM STA.157+20+/- TO -STA. 169+00+/- AND -Y38- (SAM RD.)

- A) USING RSD 1101.02 SHEET 1 OF 7, PERFORM THE FOLLOWING:
AT THE END OF EACH WORK DAY, RETURN TRAFFIC TO THE EXISTING TRAFFIC PATTERN ON EXISTING NC 24-27 AND -Y38- (SAM RD). SEE SHEETS TCP-17 AND ROADWAY PLANS.
- COMPLETE CONSTRUCTION, UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE, OF LEFT SIDE OF -L-, FROM -L- STA. 157+20 +/- TO -L- STA. 169+00 +/-.
 - COMPLETE CONSTRUCTION, UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE OF -Y38- (SAM RD.). SEE SHEET TCP-23.
 - COMPLETE CONSTRUCTION OF TEMPORARY CROSSOVER FROM -L- STA.157+70+/- TO -L- STA.158+10+/- . SEE SHEET TCP-22 AND ROADWAY PLANS.
- B) USING RSD 1101.02 SHEETS 1 & 3 OF 7, PERFORM THE FOLLOWING:
AT THE END OF THE WORK DAY, RETURN TRAFFIC ON NC 24-27 TO THE EXISTING TRAFFIC PATTERN ON THE PROPOSED LEFT SIDE OF -L-. SEE SHEETS TCP-17 AND ROADWAY PLANS.
- COMPLETE CONSTRUCTION OF TEMPORARY TIE-IN BETWEEN PROPOSED LEFT SIDE OF -L- AND EXISTING NC 24-27 AT -L- STA. 169+00 +/- . SEE SHEET TCP-23.
 - COMPLETE CONSTRUCTION OF TEMPORARY TIE-IN BETWEEN EXISTING NC 24-27 AND TEMPORARY CROSS-OVER AT -L- STA. 157+70 +/- . SEE SHEET TCP-22.
 - PLACE TEMPORARY PAVEMENT MARKING (PAINT) AND TEMPORARY PAVEMENT MARKERS (TEMPORARY RAISED) ON THE PROPOSED LEFT SIDE OF NC 24-27 FROM -L- STA. 157+70 +/- TO -L- STA. 169+00 +/- . SEE SHEETS TCP-22 & TCP-23.

- PLACE TEMPORARY PAVEMENT MARKING (PAINT) AND TEMPORARY PAVEMENT MARKERS (TEMPORARY RAISED) ON PROPOSED -Y38- (SAM RD.) FOR THE TEMPORARY TRAFFIC PATTERN AS SHOWN ON SHEETS TCP-23.

- SHIFT TRAFFIC ON NC 24-27 ONTO THE PROPOSED LEFT SIDE OF -L- AND PROPOSED -Y38- (SAM RD.) IN A 2 LANE/2 WAY TRAFFIC PATTERN.

STEP 1, AREA II: -L- FROM STA.190+50 +/- TO STA.201+50 +/-, -Y43- (ENDY RD.) AND -Y55- (BETTY RD.)

- A) USING RSD 1101.02 SHEET 1 OF 7, PERFORM THE FOLLOWING:
AT THE END OF EACH WORK DAY, RETURN TRAFFIC TO THE EXISTING TRAFFIC PATTERN ON EXISTING NC 24-27, -Y43- (ENDY RD.) AND -55- (BETTY RD.). SEE SHEET TCP-18 AND ROADWAY PLANS.
- COMPLETE CONSTRUCTION, UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE, OF LEFT SIDE OF -L-, FROM -L- STA. 190+50 +/- TO -L- STA. 201+50 +/-.
 - COMPLETE CONSTRUCTION OF STAGE I OF PROPOSED 1500 MM PIPE AT NC 24-27/-Y43-(ENDY RD.) INTERSECTION.
 - COMPLETE CONSTRUCTION OF EXISTING BOX CULVERT LEFT SIDE EXTENTION AT -L- STA. 200+30 +/-.
 - COMPLETE INSTALLATION OF TEMPORARY SIGNAL (FLASHER) AT NC 24-27/-Y43 (ENDY RD.) INTERSECTION.
 - INSTALL AND COVER DETOUR SIGNS FOR -Y43- (ENDY RD.) AND -Y55- (BETTY RD.) CLOSURE. SEE SHEETS TCP-31 & TCP-32.

COMPLETE THE WORK REQUIRED OF PHASE II STEP 1, AREA II (B) IN 30 CONSECUTIVE CALENDAR DAYS. (SEE ICT FOR LIQUIDATED DAMAGES)

COORDINATE WITH STANLY COUNTY SYSTEM SCHOOL TO COMPLETE THIS INTERMEDIATE CONTRACT TIME DURING THE SCHOOL SYSTEM SUMMER RECESS PERIOD.

THE DATE OF AVAILABILITY WILL BE THE DATE WHICH WAS COORDINATED WITH THE STANLY COUNTY SYSTEM SCHOOL.

NOTIFY THE ENGINEER OF THE EXPECTED START DATE FOR THIS WORK AT LEAST 7 DAYS IN ADVANCE.

- B) USING RSD 1101.02 SHEET 1 OF 7, UNCOVER DETOUR SIGNING, CLOSE -Y43- (ENDY RD.) AND -Y55- (BETTY RD.) TO THRU TRAFFIC AND SHIFT TRAFFIC ONTO PROPOSED OFFSITE DETOUR. SEE SHEET TCP-31.

- USING RSD 1101 SHEET 1 OF 7, REMOVE TEMPORARY SHORING PREVIOUSLY INSTALLED IN PHASE I, ON THE WB SHOULDERS OF EXISTING NC 24-27 IN THE VICINITY OF -Y43- (ENDY RD.).

- USING RSD 1101, SHEET 1 OF 7, REMOVE TEMPORARY SHORING PREVIOUSLY INSTALLED IN PHASE I, ON THE WB SHOULDERS OF EXISTING NC 24-27 AT -L- STA 200+20+/- .

- USING RSD 1101, SHEET 1 OF 7, REMOVE PCB AND ANCHORED PCB FROM THE WB OUTSIDE SHOULDER OF NC 24-27 PREVIOUSLY INSTALLED IN PHASE I IN THE VICINITY OF -Y43- (ENDY RD.).

- USING RSD 1101, SHEET 1 OF 7, REMOVE PCB FROM THE WB OUTSIDE SHOULDER OF NC 24-27 PREVIOUSLY INSTALLED IN PHASE I FROM -L- STA. 199+70+/- TO -L- STA. 200+80+/- .

- ACTIVATE TEMPORARY SIGNAL (FLASHER) AT NC 24-27/-Y43 (ENDY RD.) INTERSECTION. SEE SHEET TCP-24.

- AWAY FROM TRAFFIC, COMPLETE CONSTRUCTION OF PROPOSED -Y43- (ENDY RD.) AND -Y55- (BETTY RD.).

- USING RSD 1101.02 SHEET 1 OF 7, PERFORM THE FOLLOWING:
AT THE END OF THE WORK DAY, RETURN TRAFFIC ON NC 24-27 TO THE EXISTING TRAFFIC PATTERN ON THE PROPOSED LEFT SIDE OF -L-. SEE SHEETS TCP-18 AND ROADWAY PLANS.

- COMPLETE CONSTRUCTION OF TEMPORARY TIE-IN BETWEEN PROPOSED LEFT SIDE OF -L- AND EXISTING NC 24-27 FROM -L- STA.189+80 +/- TO -L- STA. 191+00 +/- .

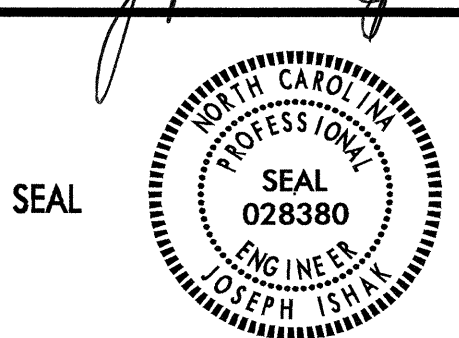
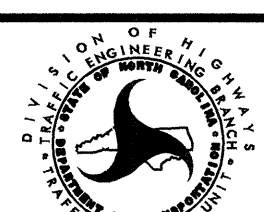
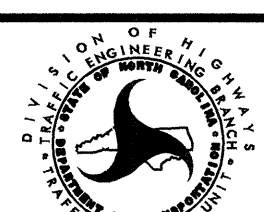
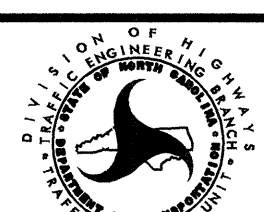
- COMPLETE CONSTRUCTION OF TEMPORARY TIE-IN BETWEEN PROPOSED LEFT SIDE OF -L- AND EXISTING NC 24-27 FROM -L- STA.201+20 +/- TO -L- STA. 202+00 +/- .

- PLACE TEMPORARY PAVEMENT MARKING (PAINT) AND TEMPORARY PAVEMENT MARKERS (TEMPORARY RAISED) ON THE PROPOSED LEFT SIDE OF NC 24-27 FROM -L- STA.189+80 +/- TO -L- STA.202+00 +/- .

- PLACE TEMPORARY PAVEMENT MARKING (PAINT) AND TEMPORARY PAVEMENT MARKERS (TEMPORARY RAISED) ON PROPOSED -Y43 (ENDY RD.) AND -Y55- (BETTY RD.) FOR THE TEMPORARY TRAFFIC PATTERN AS SHOWN ON SHEET TCP-24.

- SHIFT TRAFFIC ON NC 24-27 ONTO THE PROPOSED LEFT SIDE OF -L- FROM -L- STA. 189+80 +/- TO -L- STA. 202+00 +/- .

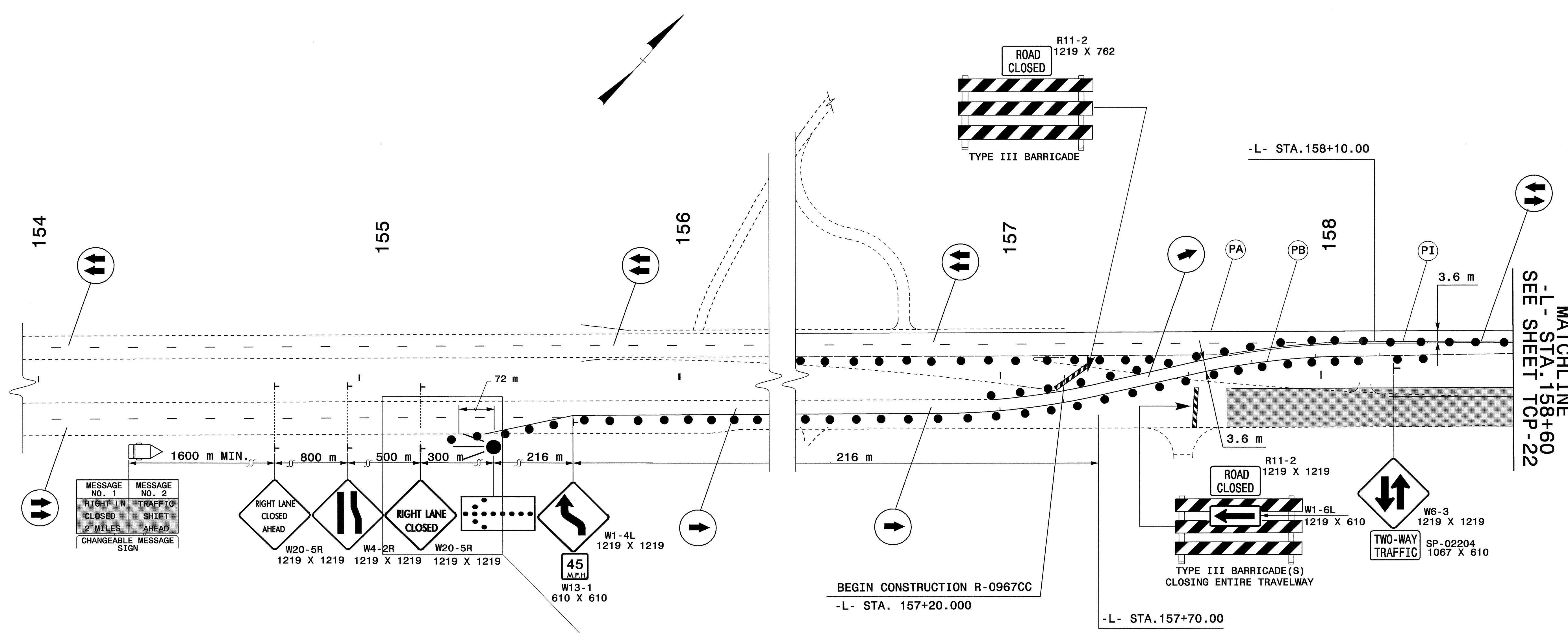
- REMOVE DETOUR SIGNING, AND OPEN -Y43- (ENDY RD.) AND -Y55- (BETTY RD.) TO THRU TRAFFIC IN THE TEMPORARY TRAFFIC PATTERN AS SHOWN ON SHEET TCP-24.

APPROVED: <i>Joseph Ischia</i> DATE: 8/1/06 	<h3 style="margin: 0;">PHASE II PHASING</h3> <p style="margin: 0;">(SHEET 1 OF 2)</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>SCALE: NONE</td> <td rowspan="4" style="text-align: center;"></td> </tr> <tr> <td>DATE: 03/01/05</td> </tr> <tr> <td>DWG. BY: AYL</td> </tr> <tr> <td>DESIGN BY: AYL</td> </tr> <tr> <td>REVIEWED BY: JI</td> <td>REVISIONS</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	SCALE: NONE		DATE: 03/01/05	DWG. BY: AYL	DESIGN BY: AYL	REVIEWED BY: JI	REVISIONS						
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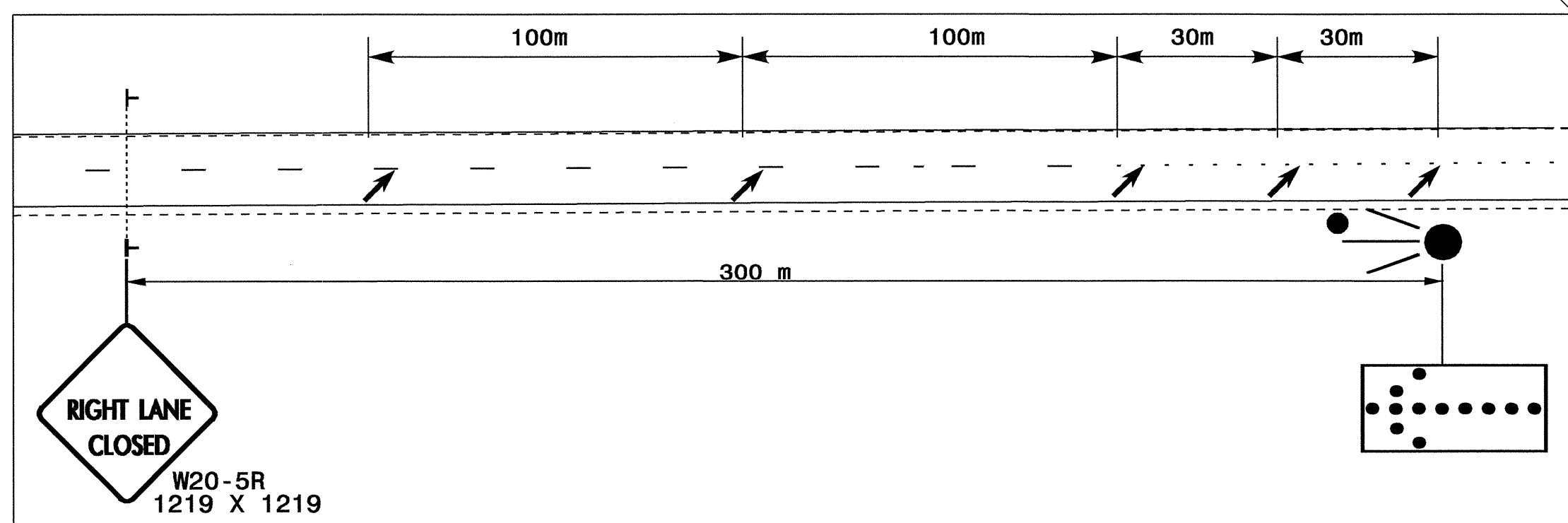
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PROJ. REFERENCE NO.	SHEET NO.
R-0967CC	TCP-22



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



APPROVED: *Joseph Isham* DATE: 04/04/04

SEAL:

PHASE II DETAIL 1

SCALE: NONE		REVISIONS
DATE: 04/07/04		
DWG. BY: AYL		
DESIGN BY: AYL		
REVIEWED BY: JI		

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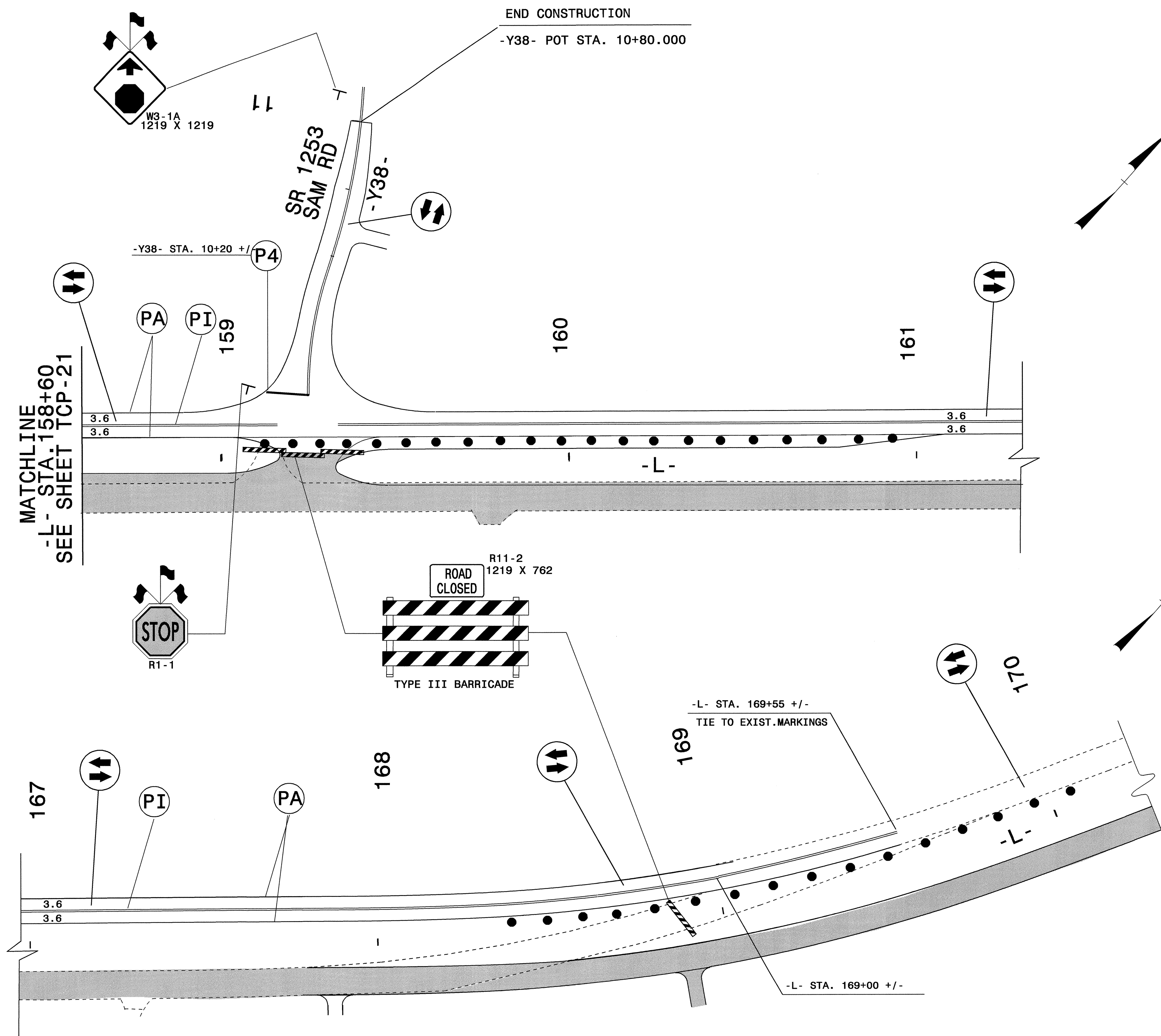
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 gtyudm AT TEL09654

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PROJ. REFERENCE NO.	SHEET NO.
R-0967CC	TCP-23

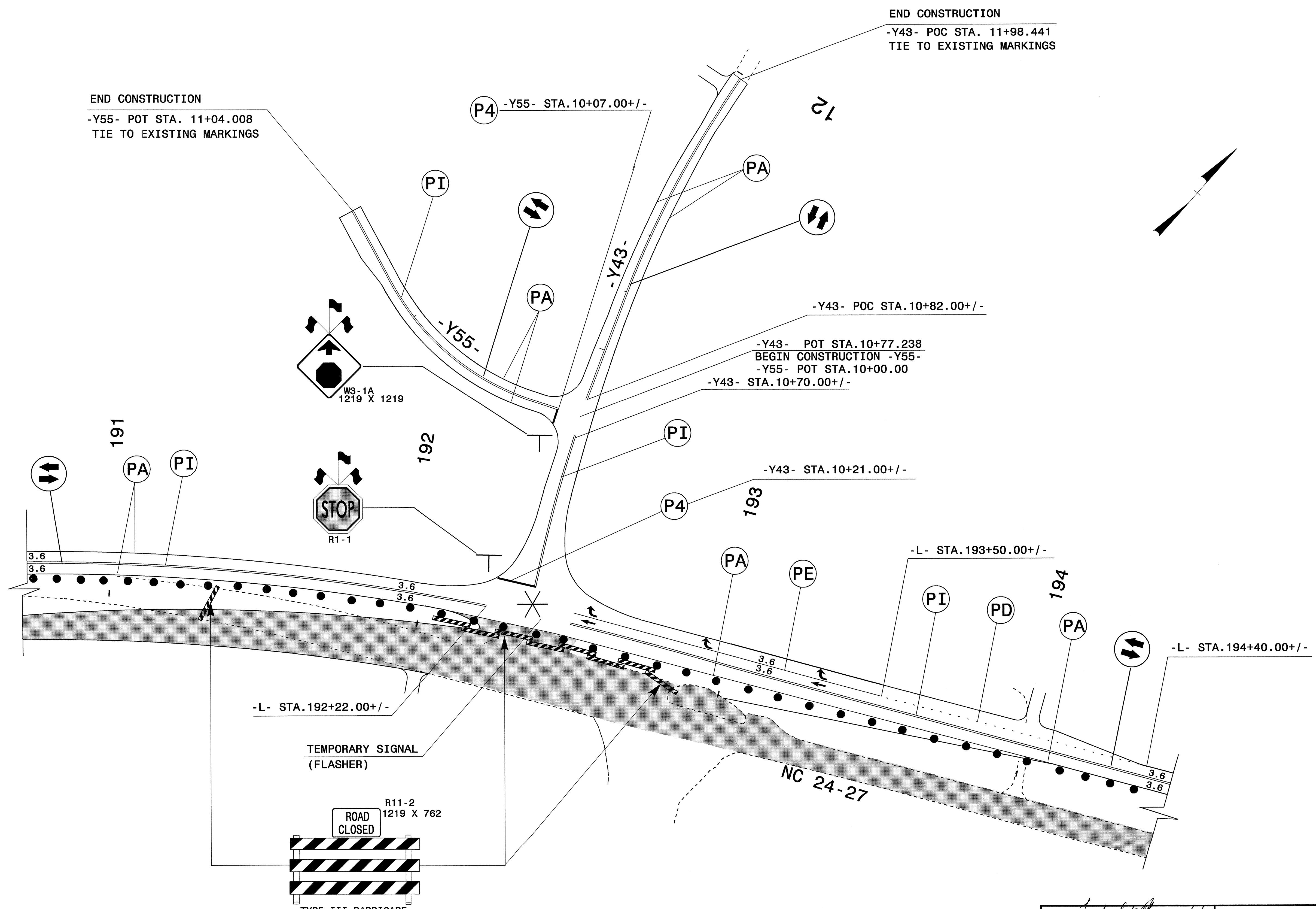


09-DEC-2004 14:27
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APPROVED: <i>Joseph Ishak</i> DATE: 03/22/04	PHASE II DETAIL 2	
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SCALE: NONE		REVISIONS
DATE: 03/22/04		
DWG. BY: AYL		
DESIGN BY: AYL		
REVIEWED BY: JI		CARD FILE



PROJ. REFERENCE NO.	SHEET NO.
R-0967CC	TCP-24



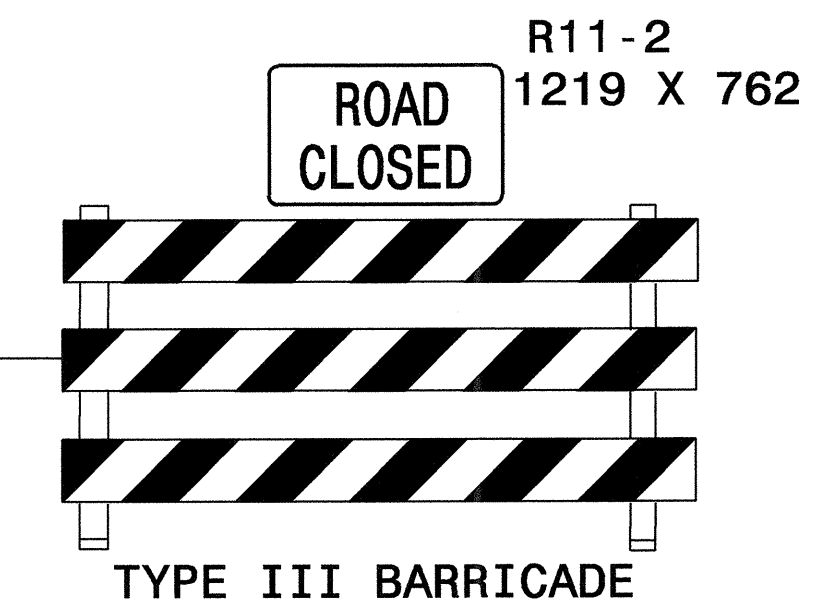
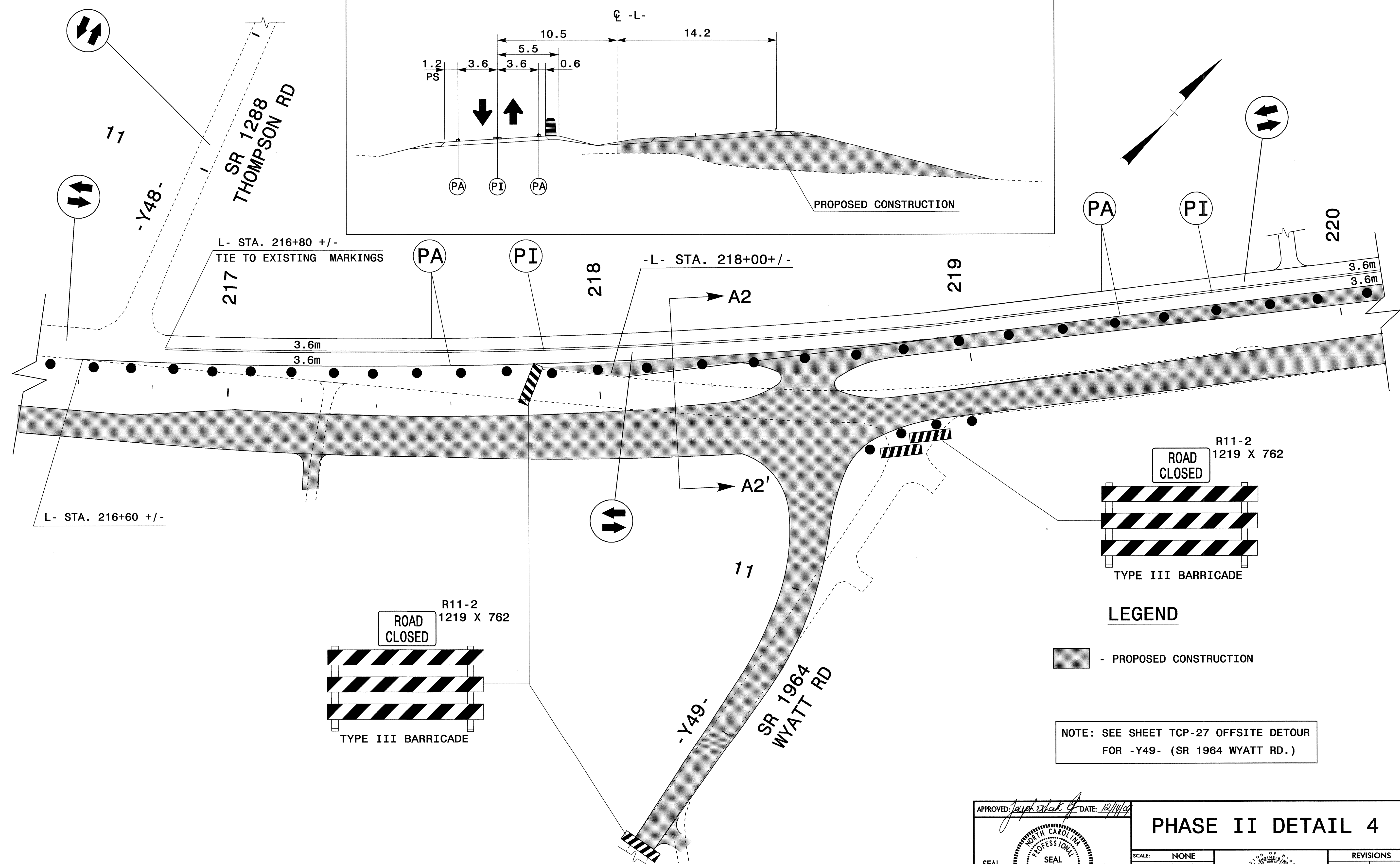
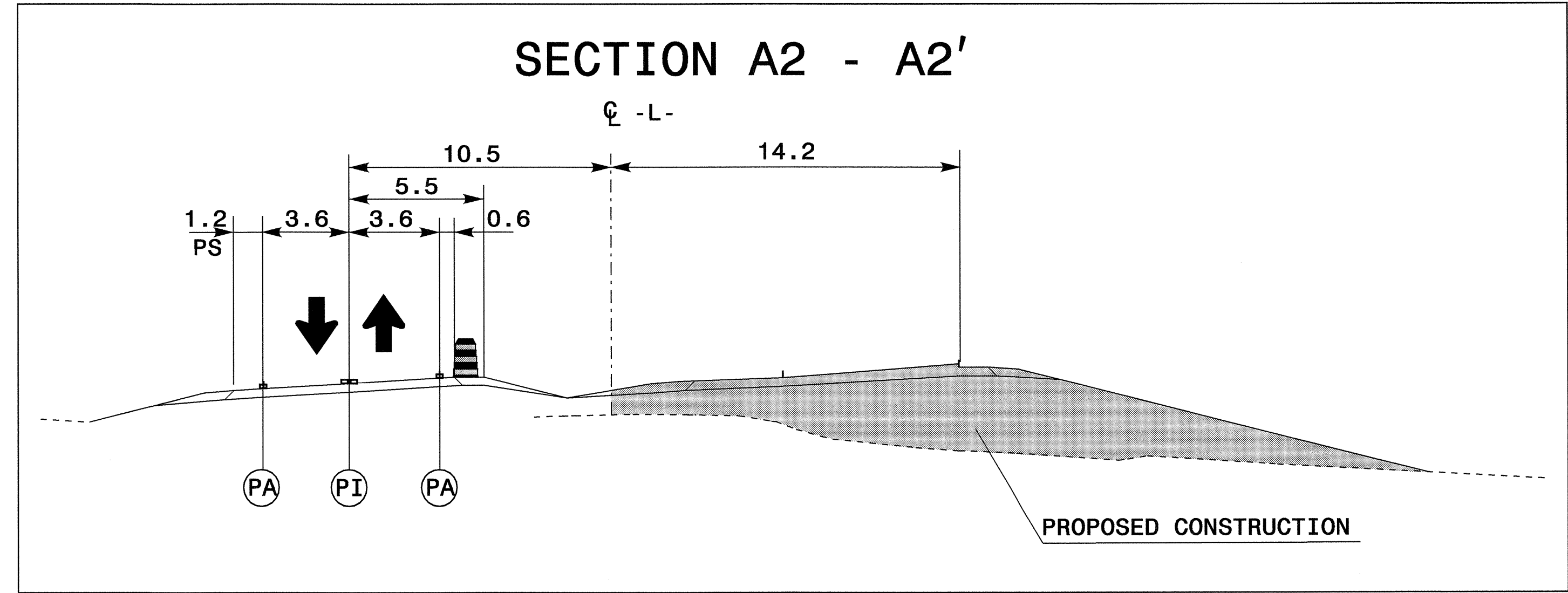
APPROVED: <i>Joseph Isham</i> DATE: 12/14/04 	PHASE II DETAIL 3							
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 glyudml AT TEL036694



PROJ. REFERENCE NO.	SHEET NO.
R-0967CC	TCP-25

SECTION A2 - A2'



LEGEND

PROPOSED CONSTRUCTION

NOTE: SEE SHEET TCP-27 OFFSITE DETOUR FOR -Y49- (SR 1964 WYATT RD.)

APPROVED: *Joseph Ishak* DATE: 12/14/04

SEAL

PHASE II DETAIL 4

SCALE:	NONE
DATE:	06/28/04
DWG. BY:	AYL
DESIGN BY:	AYL
REVIEWED BY:	JI

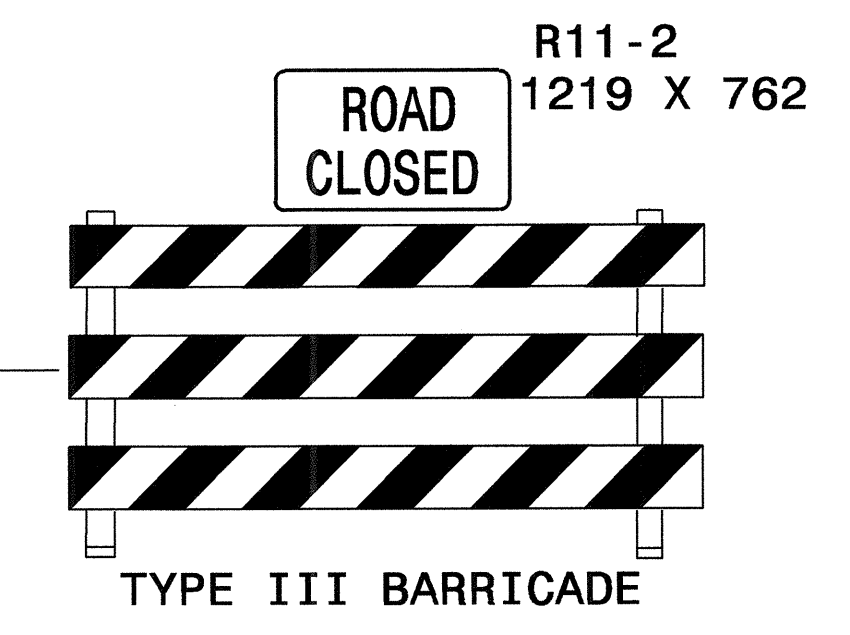
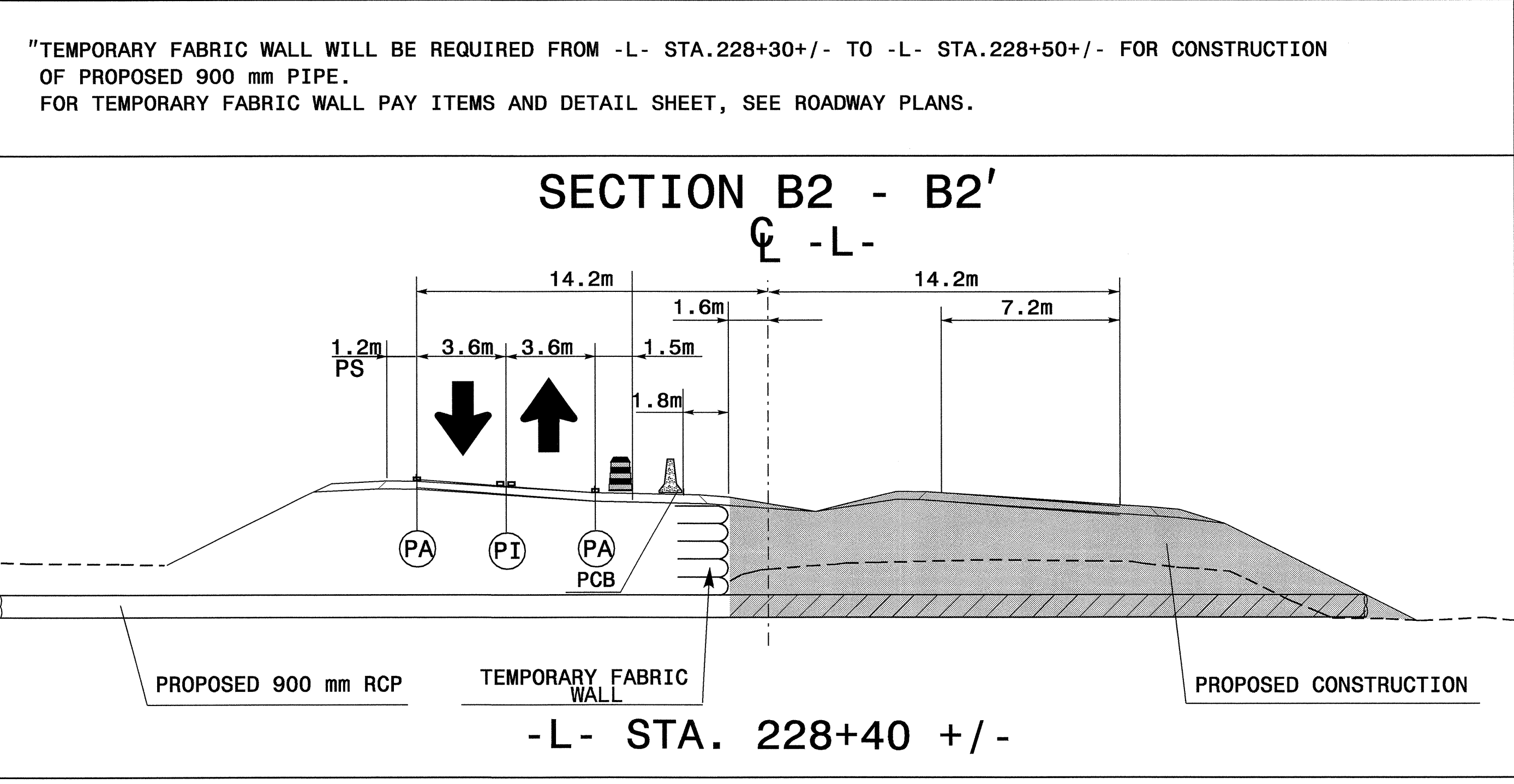
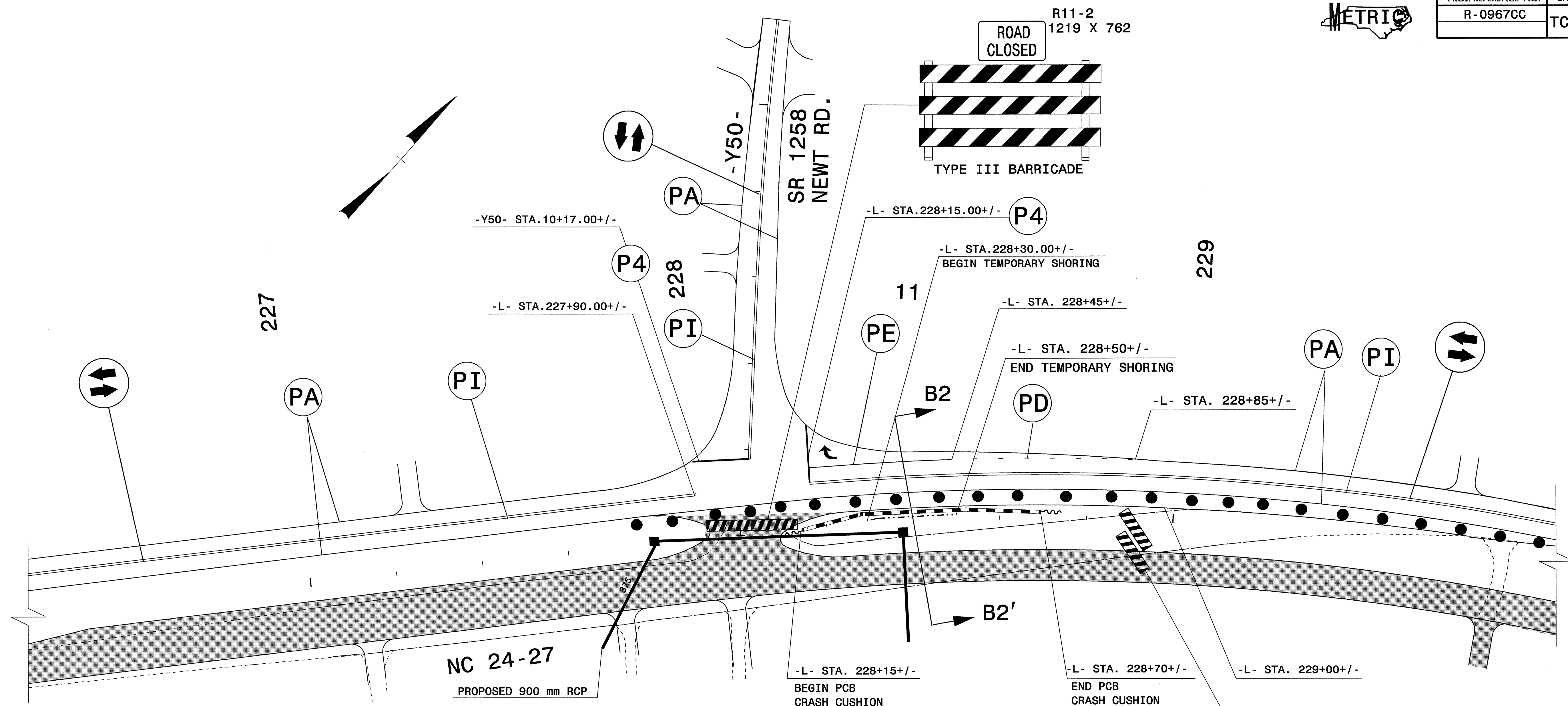
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PROJ. REFERENCE NO.	SHEET NO.
R-0967CC	TCP-26



APPROVED: *Joseph Ishak* DATE: 12/20/04

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 028380
 JOSEPH ISHAK

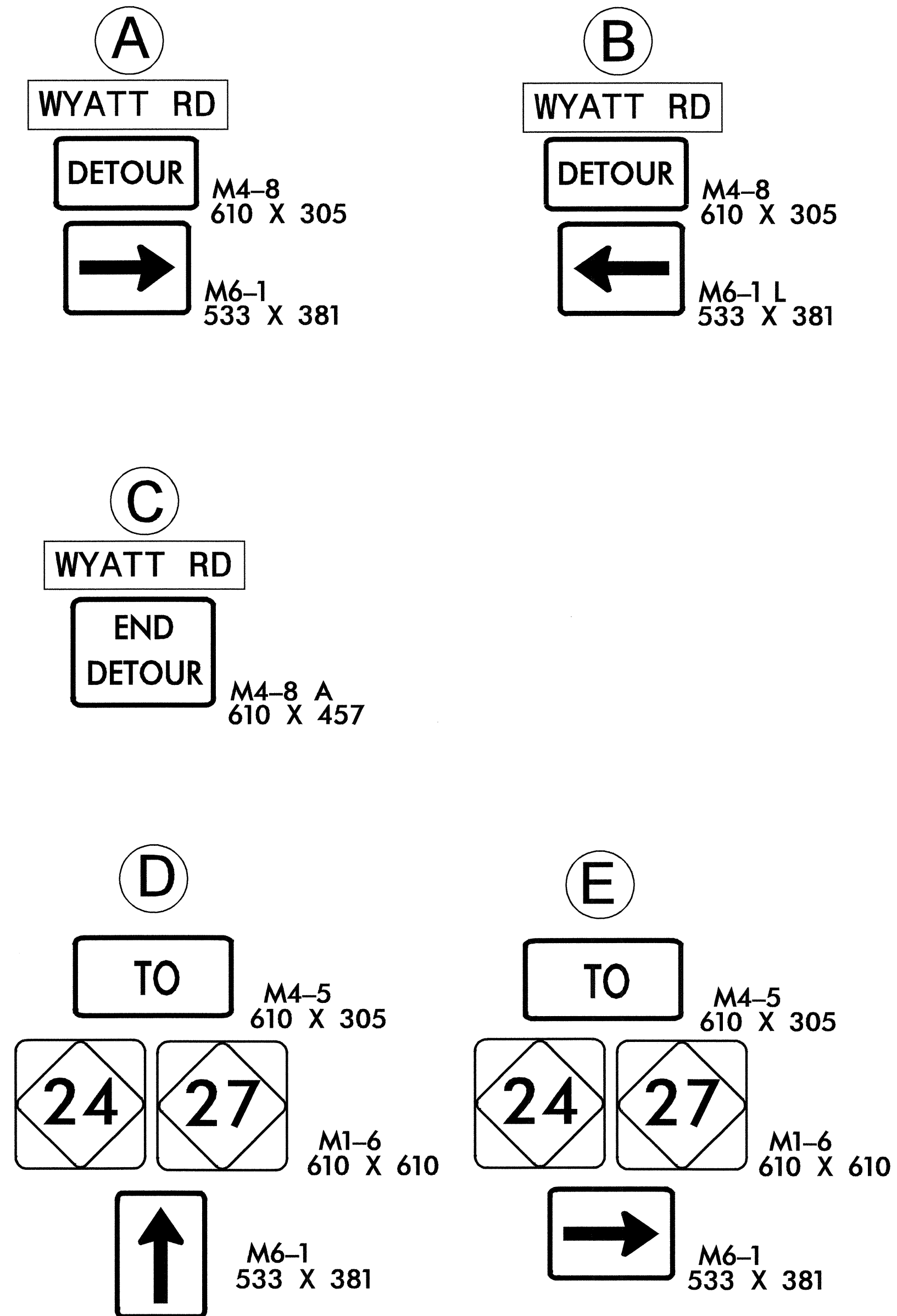
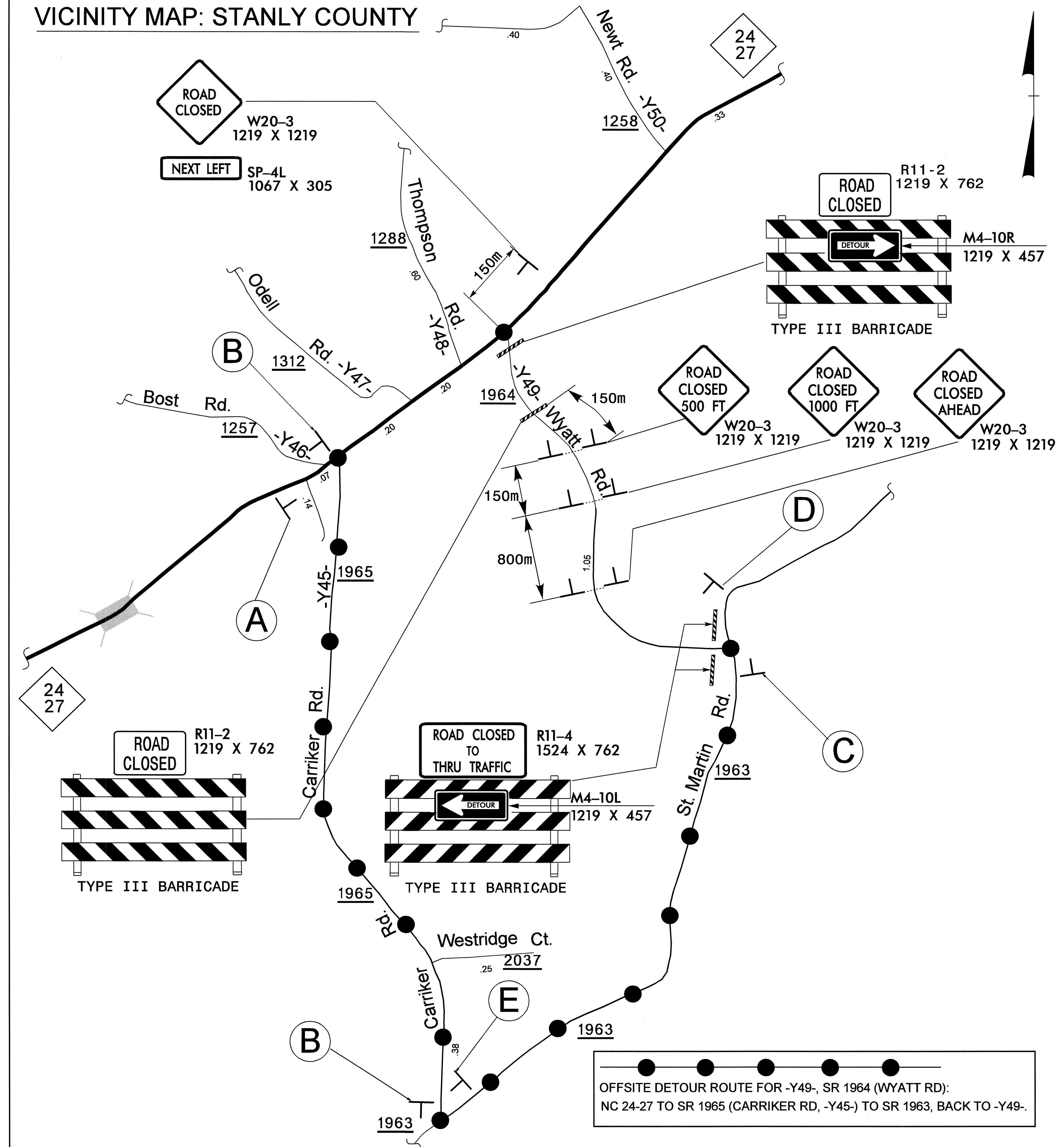
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DESIGN BY: AYL										
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VICINITY MAP: STANLY COUNTY

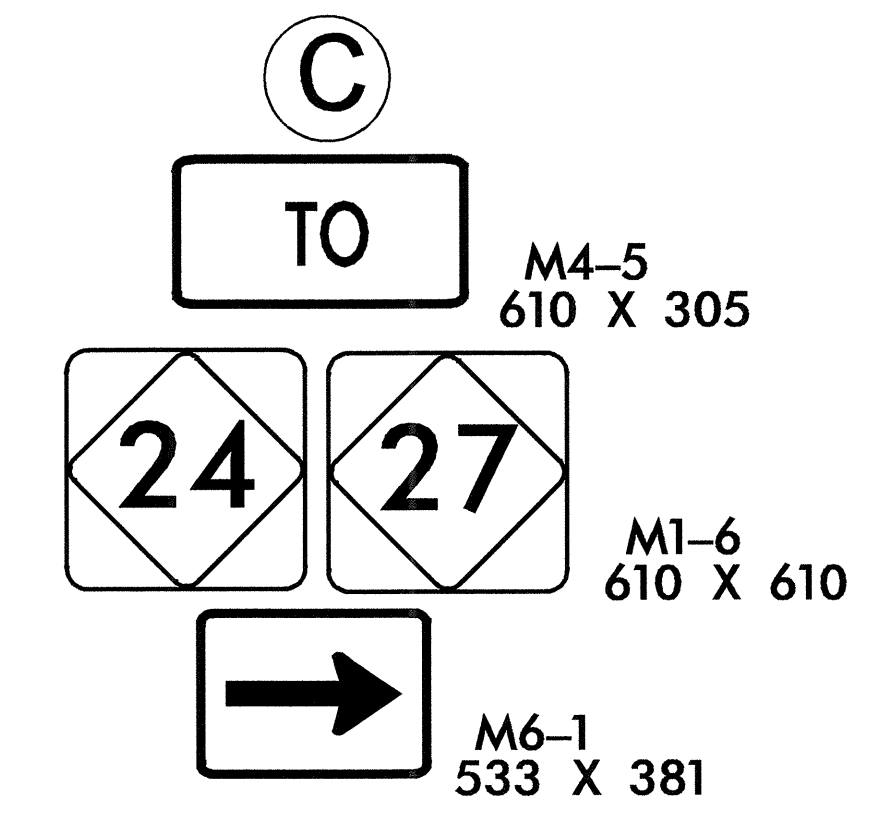
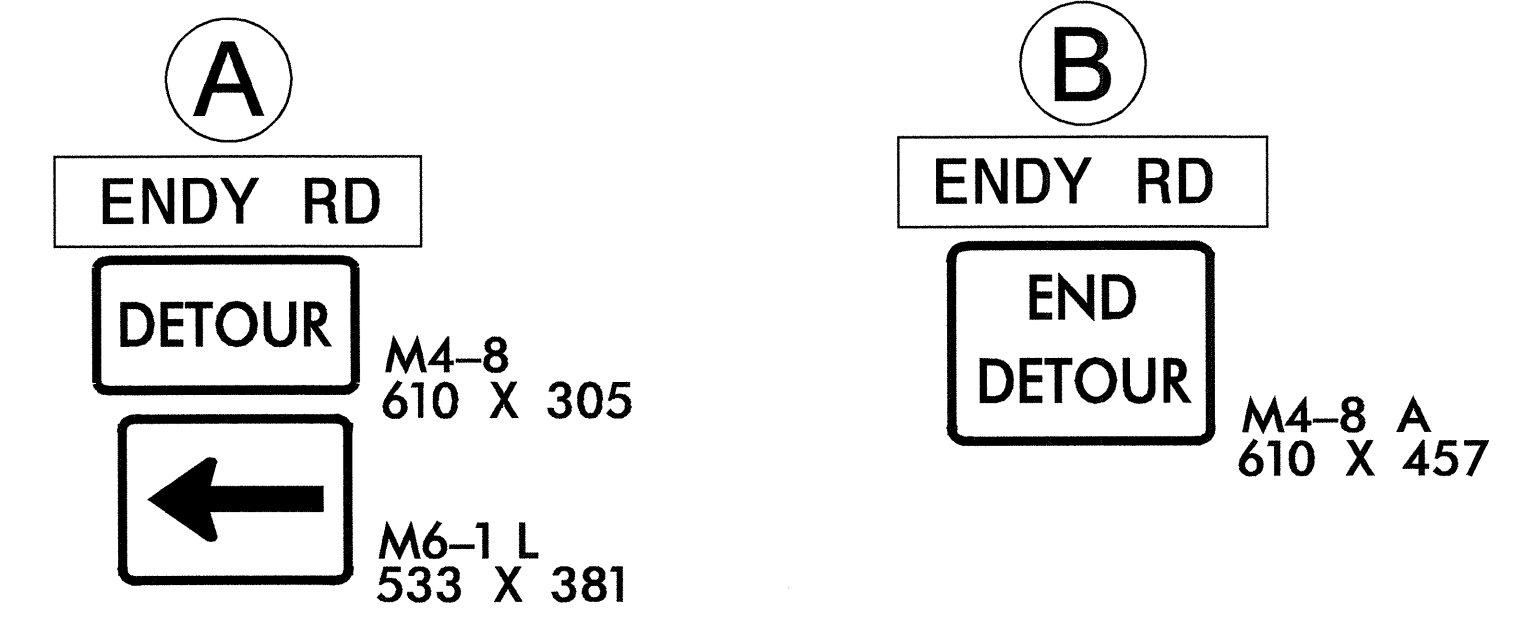
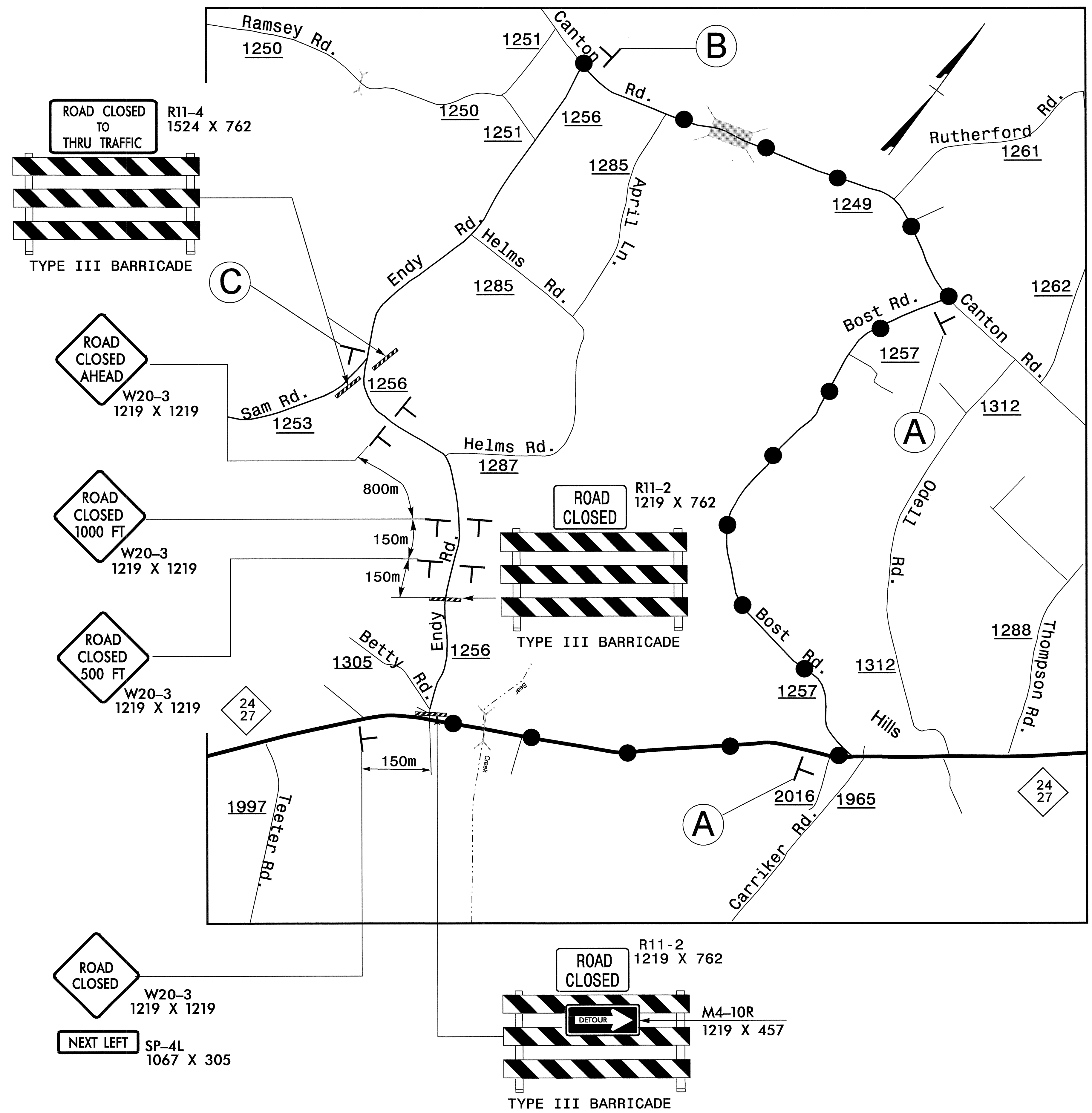


APPROVED: <i>Joseph Ishikawa</i> DATE: 9/14/04	OFFSITE DETOUR ROUTE FOR -Y49- AND DETOUR SIGNS	
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DWG. BY: AYL	DESIGN BY: AYL	
REVIEWED BY: JI		

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 alyudml AT WZTC224239



VICINITY MAP: STANLY COUNTY



OFFSITE DETOUR ROUTE FOR -Y43-, SR 1256 (ENDY RD):
 NC 24-27 TO SR 1257 (BOST RD., -Y46-) TO SR 1249
 (CANTON RD., -Y52-), BACK TO -Y43- (ENDY RD.).

APPROVED: <i>Joseph Ishak</i> DATE: 11/30/04	OFFSITE DETOUR ROUTE FOR -Y43- AND DETOUR SIGNS									
	SCALE: NONE	<table border="1"> <tr><th colspan="2">REVISIONS</th></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>	REVISIONS							
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PROJ. REFERENCE NO.	SHEET NO.
R-0967CC	TCP-32

SIGN NUMR:
 TYPE: D Ground
 QUANTITY: 1

BACKG. COLOR: Orange
 COPY COLOR: Black

DESIGN BY: DME
 PROJECT ID: R-0967C

CHK BY:
 DIV: 10

STD #: name
 DATE: Dec 02, 2004

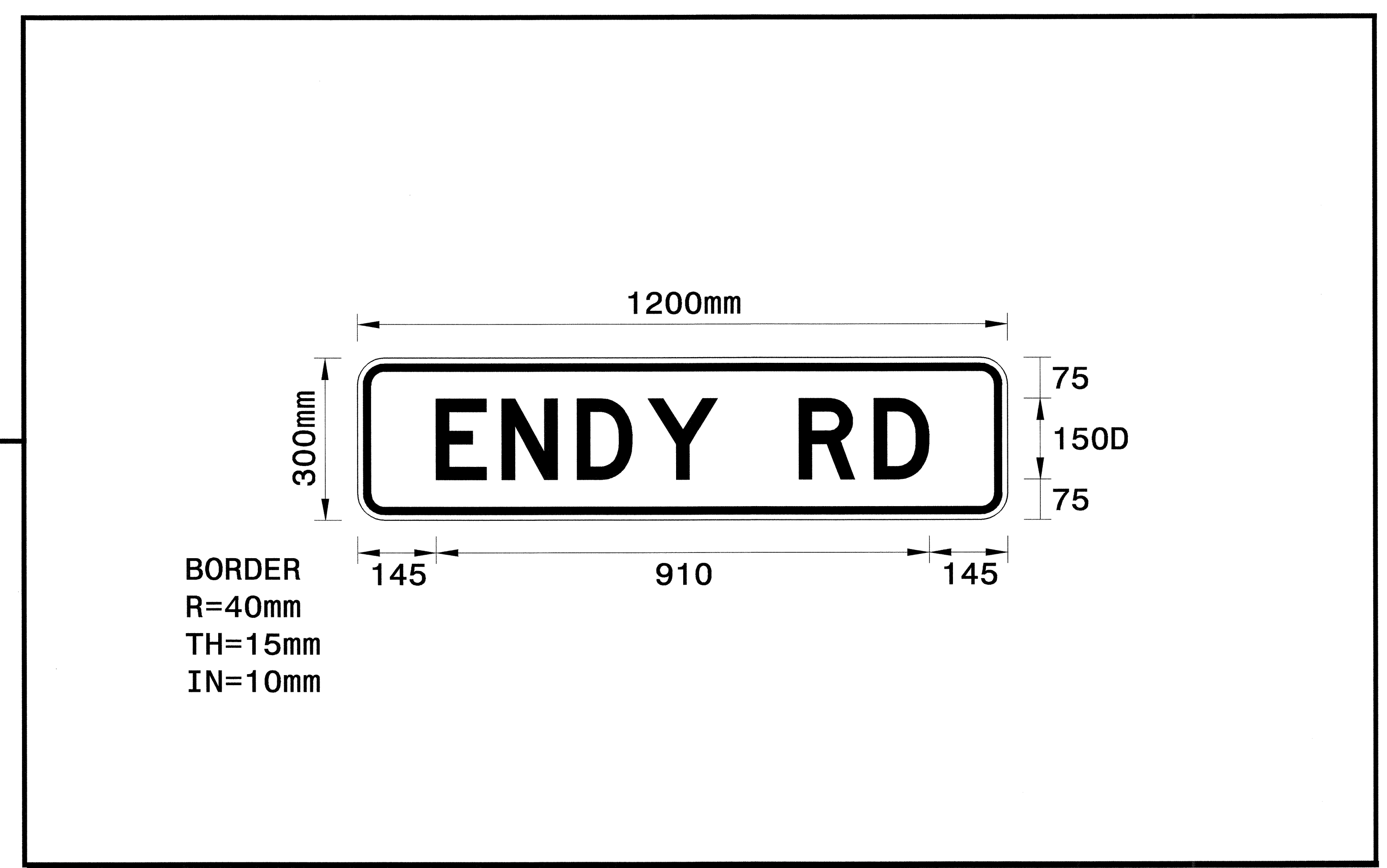
SIGN WIDTH: 1200mm
 HEIGHT: 300mm
 TOTAL AREA: 0.4 Sq.m

MAT'L: 3.2 mm ALUMINUM

BORDER TYPE: RECESSED
 RECESS: 10mm
 WIDTH: 15mm
 RADII: 40mm

NO. Z BARS:
 LENGTH: mm

SYMBOL	X	Y	WID	HT



- NOTES:
- Legend and border shall be direct applied non-reflective sheeting.
 - Background shall be Type VII reflective sheeting.

BORDER
 R=40mm
 TH=15mm
 IN=10mm

Letter spacings are to start of next letter

Letter spacings are to start of next letter											Series/Size
											Text Length
	E	N	D	Y		R	D				D150
145	122	139	131	128	150	139	102	145			910

Spacing Factor is 1 unless specified otherwise
 FILENAME: GSMET

09-DEC-2004 16:22
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 al\yudmi AT TET096514

APPROVED <i>Joseph Isham</i> DATE: 12/14/04	DETOUR SIGN FOR -Y43-	
	SCALE: NONE	
	DATE: 11/30/04	
	DWG. BY: AYL	
	DESIGN BY: AYL	
REVIEWED BY: JI	REVISIONS	



PROJ. REFERENCE NO.	SHEET NO.
R-0967CC	TCP-36

PHASE III

STEP 1: USING RSD 1101.02 SHEET 1 OF 7 PERFORM THE FOLLOWING:
 AT THE END OF EACH WORK DAY RETURN TRAFFIC TO THE EXISTING TRAFFIC PATTERN ON EXISTING NC 24-27 AND ALL -Y- LINES. SEE SHEETS TCP-33, TCP-34 & TCP-35 AND ROADWAY PLANS.

COMPLETE THE WORK REQUIRED OF PHASE III, STEP 2 IN ONE WEEKEND BETWEEN THE HOURS OF 6:00 PM FRIDAY AND 7:00 AM THE FOLLOWING MONDAY. (SEE ICT FOR LIQUIDATED DAMAGES)

- COMPLETE CONSTRUCTION UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE, ON THE RIGHT SIDE OF -L-, FROM -L- STA. 155+70 +/- TO -LTRAN RT- STA. 241+40 +/- . SEE SHEETS TCP-33, TCP-34 & TCP-35 AND ROADWAY PLANS.
- COMPLETE CONSTRUCTION UP TO EDGE AND ELEVATION OF EXISTING PAVEMENT OF PROPOSED WIDENING ON -LTRANT RT- FROM -LTRANT RT- STA. 241+40 +/- TO -LTRANT RT- STA. 247+97 +/- . SEE SHEET TCP-35.
- COMPLETE CONSTRUCTION OF PROPOSED -Y49- (WYATT RD.), AND PLACE TEMPORARY PAVEMENT MARKING (PAINT) AND TEMPORARY PAVEMENT MARKERS (TEMPORARY RAISED) FOR THE TEMPORARY TRAFFIC PATTERN AS SHOWN ON SHEET TCP-41.
- REMOVE DETOUR SIGNING, AND OPEN -Y49- (WYATT RD.) TO THRU TRAFFIC IN 2 WAY/2 LANE TRAFFIC PATTERN AS SHOWN ON SHEET TCP-41.
- COMPLETE CONSTRUCTION OF TEMPORARY CROSSOVER FROM -LTRAN RT- STA.247+00 +/- TO -LTRAN LT - STA.247+80 +/- . SEE ROADWAY PLANS AND SHEET TCP-42 & TCP-43.
- COMPLETE CONSTRUCTION OF TEMPORARY CROSS-OVER FROM THE LEFT SIDE OF -L- AT- STA.157+00 +/- TO THE RIGHT SIDE OF -L- AT STA.158+20 +/- . SEE ROADWAY PLANS AND SHEET TCP-37.
- COMPLETE CONSTRUCTION UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE IN THE FOLLOWING LOCATIONS:
 - Y39-, (SR 2024 CONVERSE RD.)
 - Y40-, (SR 1969 EFIRD RD.)
 - Y42-, (SR 1997 TEETER RD.)
 - Y45-, (SR 1965 CARRIKER RD.)
 - Y45A-
 - Y49-, (SR 1964 WYATT RD.)
- COMPLETE CONSTRUCTION UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE OF MEDIAN CROSSOVERS TO PROVIDE ACCESS FOR THE FOLLOWING Y-LINES TO THE RIGHT SIDE OF -L-:
 - Y38-, (SR 1253 SAM RD.)
 - Y41-, (SR 1254 CHEROKEE RD.)
 - Y43-, (SR 1256 ENDY RD.)
 - Y46-, (SR 1257 BOST RD)
 - Y50-, (SR1258 NEWT RD.)
 - Y51-, (SR 1259 TOM THUMB RD.)
- COMPLETE INSTALLATION OF TEMPORARY SIGNALS AT THE FOLLOWING INTERSECTIONS:
 - NC 24-27/ ENDY RD. INTERSECTION. SEE SHEETS TCP-34 .
 - NC 24-27/ ST. MARTIN RD. INTERSECTION. SEE SHEETS TCP-35.
- PLACE TEMPORARY PAVEMENT MARKING (PAINT) AND TEMPORARY PAVEMENT MARKERS (TEMPORARY RAISED) ON THE RIGHT SIDE OF -L-, FROM -L- STA. 155+70 +/- TO -LTRAN RT- STA. 241+40 +/- .
- INSTALL AND COVER DETOUR SIGNING FOR -Y52- (CANTON RD.), -Y47 ODELL RD. AND SR 1274 (WEST MAIN STREET). SEE SHEETS TCP-44, TCP-46 & TCP-48.

STEP 2:

- A) USING RSD 1101.02, SHEET 1 & 3 OF 7, PERFORM THE FOLLOWING: RETURN TRAFFIC TO 2 LANE/ 2 WAY PATTERN AT THE END OF EACH WORK DAY OR AS SPECIFIED IN THE PHASING:
- PLACE EB NC 24-27 TRAFFIC IN ONE LANE PATTERN IN THE OUTSIDE EB LANE OF NC 24-27 FROM -LTRAN RT- STA. 242+00 +/- TO -LTRAN RT- STA. 248+00 +/- .
 - PLACE TEMPORARY PAVEMENT MARKING (PAINT) AND TEMPORARY PAVEMENT MARKERS (TEMPORARY RAISED) FROM -LTRAN RT- STA. 242+00 +/- TO -LTRAN RT- STA. 248+00 +/- FOR THE TEMPORARY 2 LANE/2 WAY TRAFFIC PATTERN. (PLACE TEMPORARY DOUBLE YELLOW CENTER LINE AND WHITE EDGE LINES).
 - UNCOVER DETOUR SIGNING FOR W.MAIN STREET, AND CLOSE WB NC 24-27 TO TRAFFIC FROM THE ST. MARTIN RD. INTERSECTION UP TO CANTON RD. DETOUR WB NC 24-27 TRAFFIC USING OFFSITE DETOUR VIA W. MAIN STREET. SEE SHEET TCP-44.
 - CLOSE -Y53- TO TRAFFIC.
 - CLOSE -Y52- (CANTON RD.) TO TRAFFIC AND DETOUR TRAFFIC USING OFFSITE DETOUR. SEE SHEET TCP-48.
 - COMPLETE CONSTRUCTION OF TIE-INS BETWEEN MEDIAN CROSS-OVER AND EB & WB NC 24-27 AT -LTRANT RT- STA. 241+80 +/- AND AT -LTRANT LT- STA. 245+00 +/- . SEE SHEET TCP-42.
 - PLACE TEMPORARY PAVEMENT MARKING (PAINT) AND TEMPORARY PAVEMENT MARKERS FOR THE TEMPORARY TRAFFIC PATTERN ON THE MEDIAN CROSSOVERS AND WB NC 24-27 IN THE VICINITY OF ST. MARTIN RD. AS SHOWN ON TCP-43.
- B) USING RSD 1101.02, SHEET 1 & 3 OF 7, PERFORM THE FOLLOWING: RETURN TRAFFIC TO 2 LANE/ 2 WAY PATTERN AT THE END OF EACH WORK DAY.
- COMPLETE CONSTRUCTION OF TIE-INS BETWEEN TEMPORARY CROSS-OVER FROM THE LEFT SIDE OF -L- AT- STA.157+00 +/- TO THE RIGHT SIDE OF -L- AT STA.158+20 +/- . SEE SHEET TCP-37.
 - PLACE TEMPORARY PAVEMENT MARKING (PAINT) AND TEMPORARY PAVEMENT MARKERS FOR THE TEMPORARY TRAFFIC PATTERN ON THE MEDIAN CROSS-OVERS FROM -L- STA.157+00 +/- TO -L- STA.158+20 +/- . SEE SHEET TCP-37.

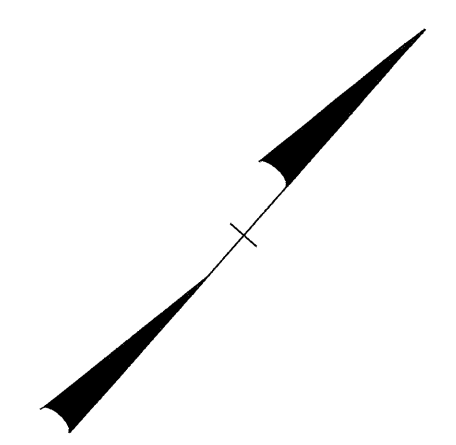
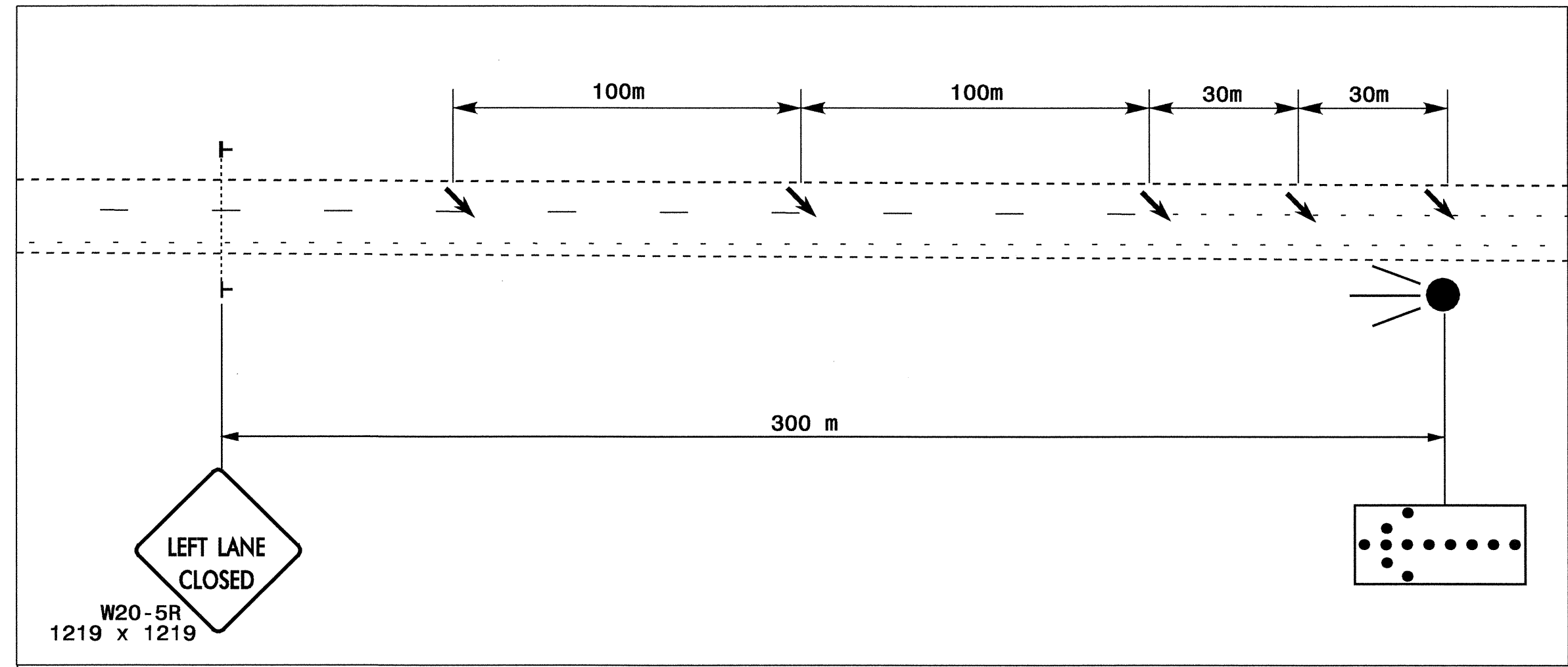
- PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND TEMPORARY PAVEMENT MARKERS ON ALL Y-LINES INTERSECTIONS WITH THE PROPOSED RIGHT SIDE OF NC 24-27.
- ACTIVATE TEMPORARY SIGNAL AT NC 24-27/ ENDY RD. INTERSECTION.
- ACTIVATE TEMPORARY SIGNAL AT NC 24-27/ ST. MARTIN RD. INTERSECTION.
- SHIFT NC 24-27 TRAFFIC ONTO THE PROPOSED RIGHT SIDE OF -L- IN A 2 LANE/2 WAY TRAFFIC PATTERN FROM -L- STA.157+20 +/- TO -LTRAN RT- STA.247+97 +/- AS SHOWN ON SHEETS TCP-33, TCP-34 & TCP-35, AND SIMULTANEOUSLY COMPLETE THE FOLLOWINGS:
 - UNCOVER DETOUR SIGNING FOR -Y47- (ODELL DR.) AND CLOSE ODELL DR. TO TRAFFIC USING OFFSITE DETOUR AS SHOWN ON TCP-47.
 - OPEN -Y38- (SR 1253 SAM RD.) TO TEMPORARY TRAFFIC PATTERN AS SHOWN ON SHEET TCP-37.
 - OPEN -Y39- (SR 2024 CONVERSE RD.) TO TEMPORARY TRAFFIC PATTERN AS SHOWN ON SHEET TCP-33.
 - CLOSE EXISTING -Y40- (SR 1969 EFIRD RD.), AND OPEN PROPOSED -Y40- TO TEMPORARY TRAFFIC PATTERN AS SHOWN ON SHEET TCP-38.
 - CLOSE EXISTING -Y41- (SR 1254 CHEROKEE RD.) AND OPEN PROPOSED -Y41- TO TEMPORARY TRAFFIC PATTERN AS SHOWN ON SHEET TCP-38.
 - CLOSE EXISTING -Y45- (SR 1965 CARRIKER RD.) AND EXISTING CLARK RD. TO TRAFFIC AND OPEN PROPOSED -Y45- AND -Y45A- TO TEMPORARY TRAFFIC PATTERN AS SHOWN ON SHEET TCP-40.
 - OPEN -Y51- (SR 1259 TOM THUMB RD.) TO TEMPORARY TRAFFIC PATTERN AS SHOWN ON SHEET TCP-35.

STEP 3:

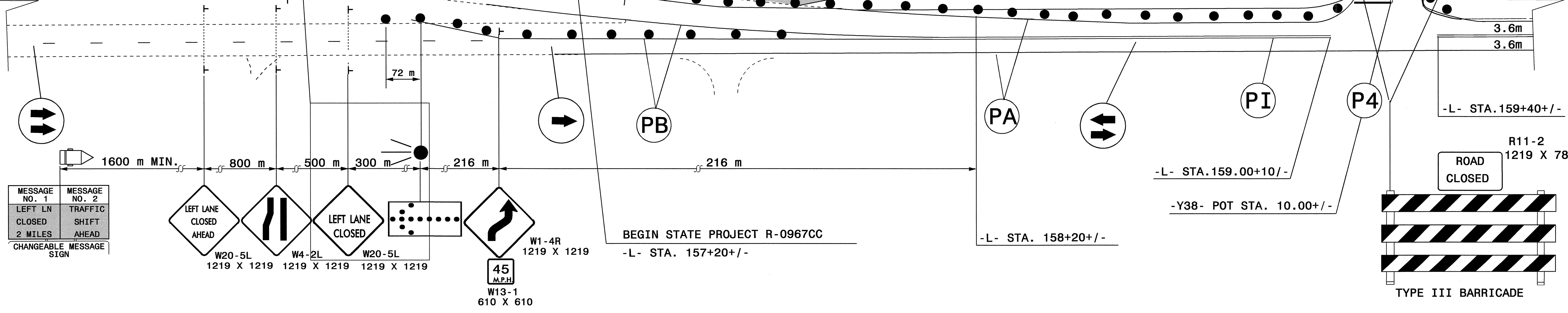
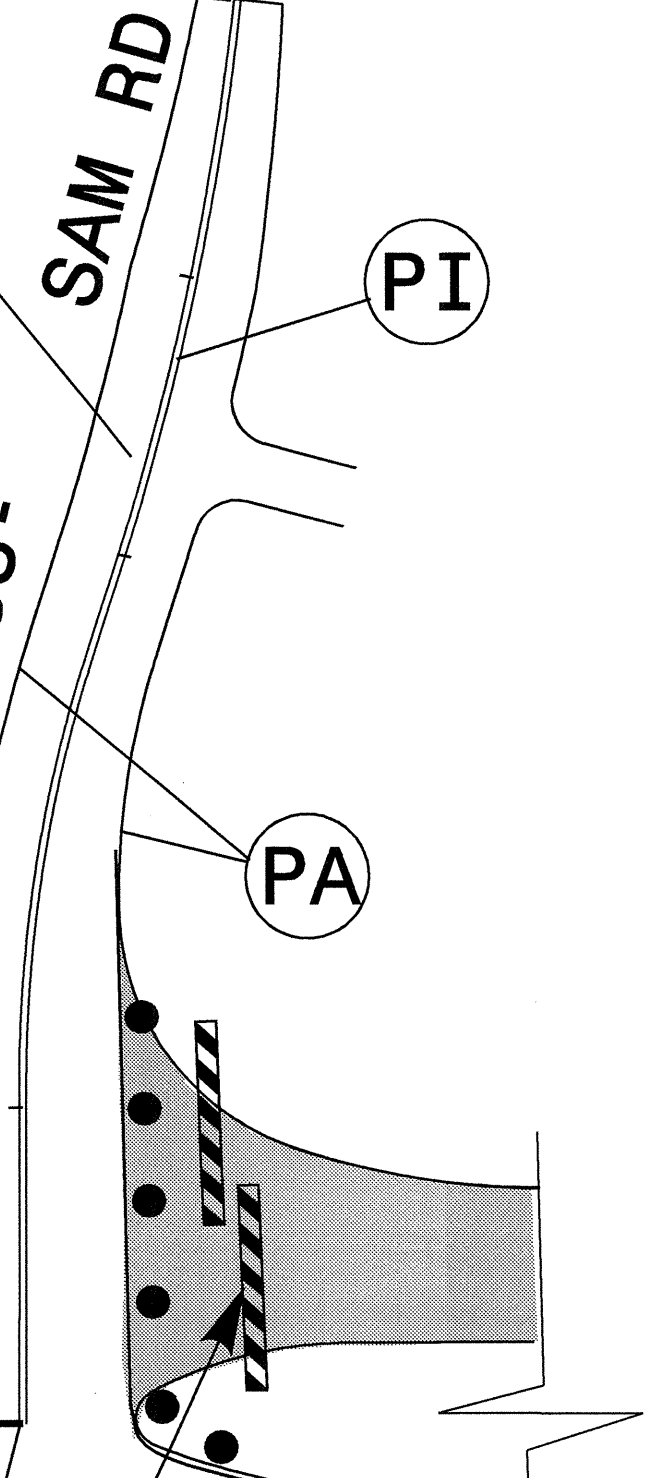
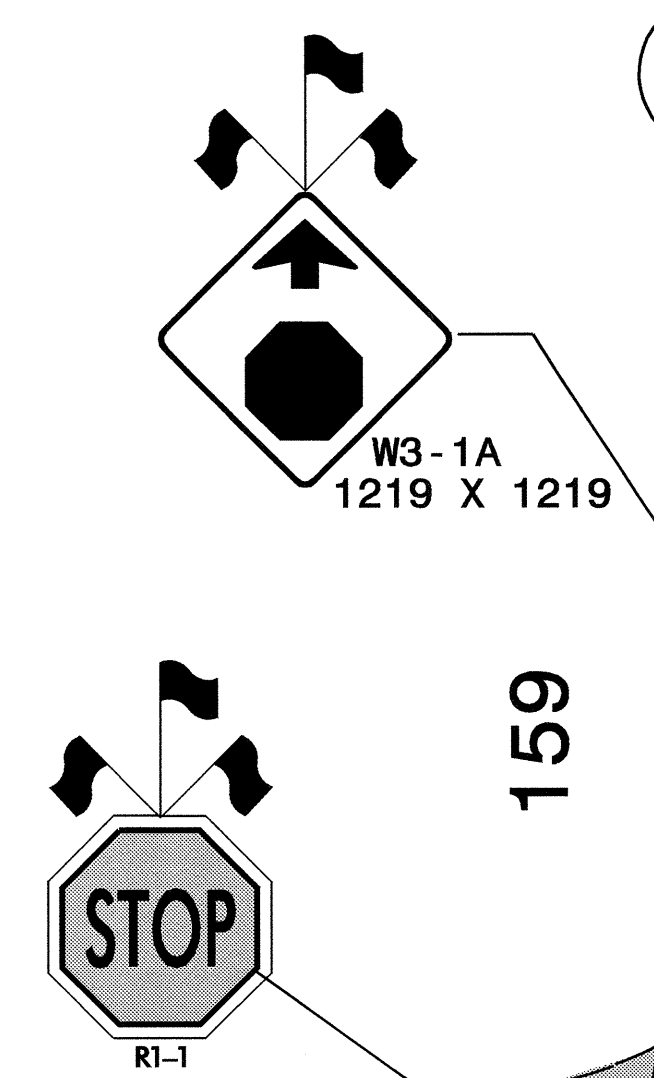
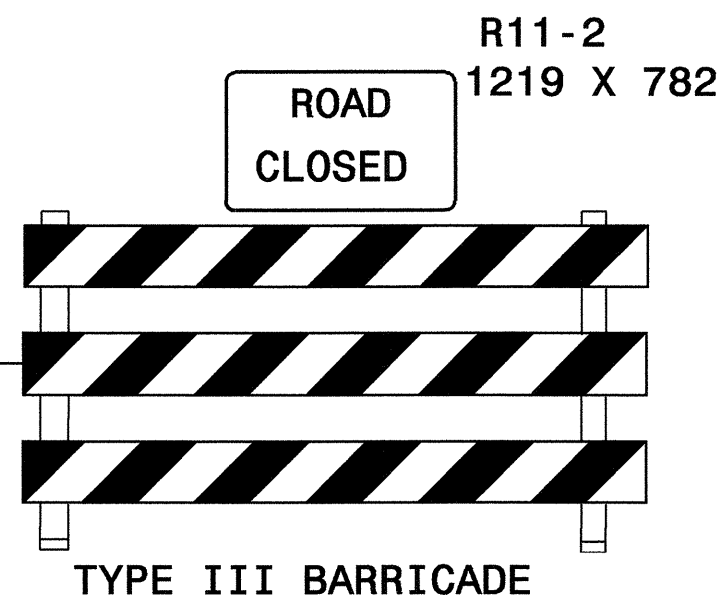
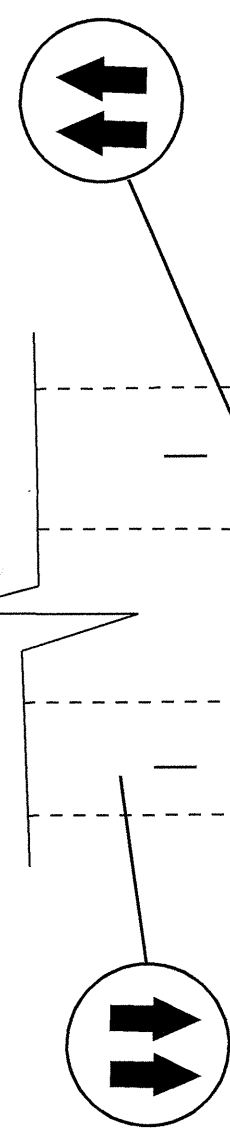
- AWAY FROM TRAFFIC, COMPLETE CONSTRUCTION OF PROPOSED -Y47- (ODELL RD.).
- AWAY FROM TRAFFIC, COMPLETE CONSTRUCTION OF PROPOSED -Y52- (CANTON RD.).
- AWAY FROM TRAFFIC, COMPLETE CONSTRUCTION OF PROPOSED -Y53- (W. MAIN STREET).
- USING RSD 1101.02, SHEET 1 OF 7, COMPLETE CONSTRUCTION OF -Y48- (THOMPSON RD.)
- USING RSD 1101.02 SHEET 1 OF 7, COMPLETE CONSTRUCTION UP TO AND INCLUDING FINAL LAYER OF SURFACE COURSE, ON THE LEFT SIDE OF -L-, FROM -L- STA. 155+70 +/- TO -LTRAN LT- STA. 248+00 +/- . SEE SHEETS TCP-33, TCP-34 & TCP-35. BY THE END OF THE EACH WORK DAY RETURN TRAFFIC TO EXISTING TRAFFIC PATTERN ON NC 24-27.
- COMPLETE INSTALLATION OF PROPOSED SIGNALS AT NC 24-27 INTERSECTIONS WITH -Y43- (ENDY RD.), -Y52- (CANTON RD.) AND ST.MARTIN RD.

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APPROVED: <i>Joseph Ishikawa</i> DATE: 9/13/06	PHASE III PHASING									
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REVISIONS										



END CONSTRUCTION
-Y38- POT STA. 11+00+/-



MESSAGE NO. 1	MESSAGE NO. 2
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CHANGEABLE MESSAGE SIGN	

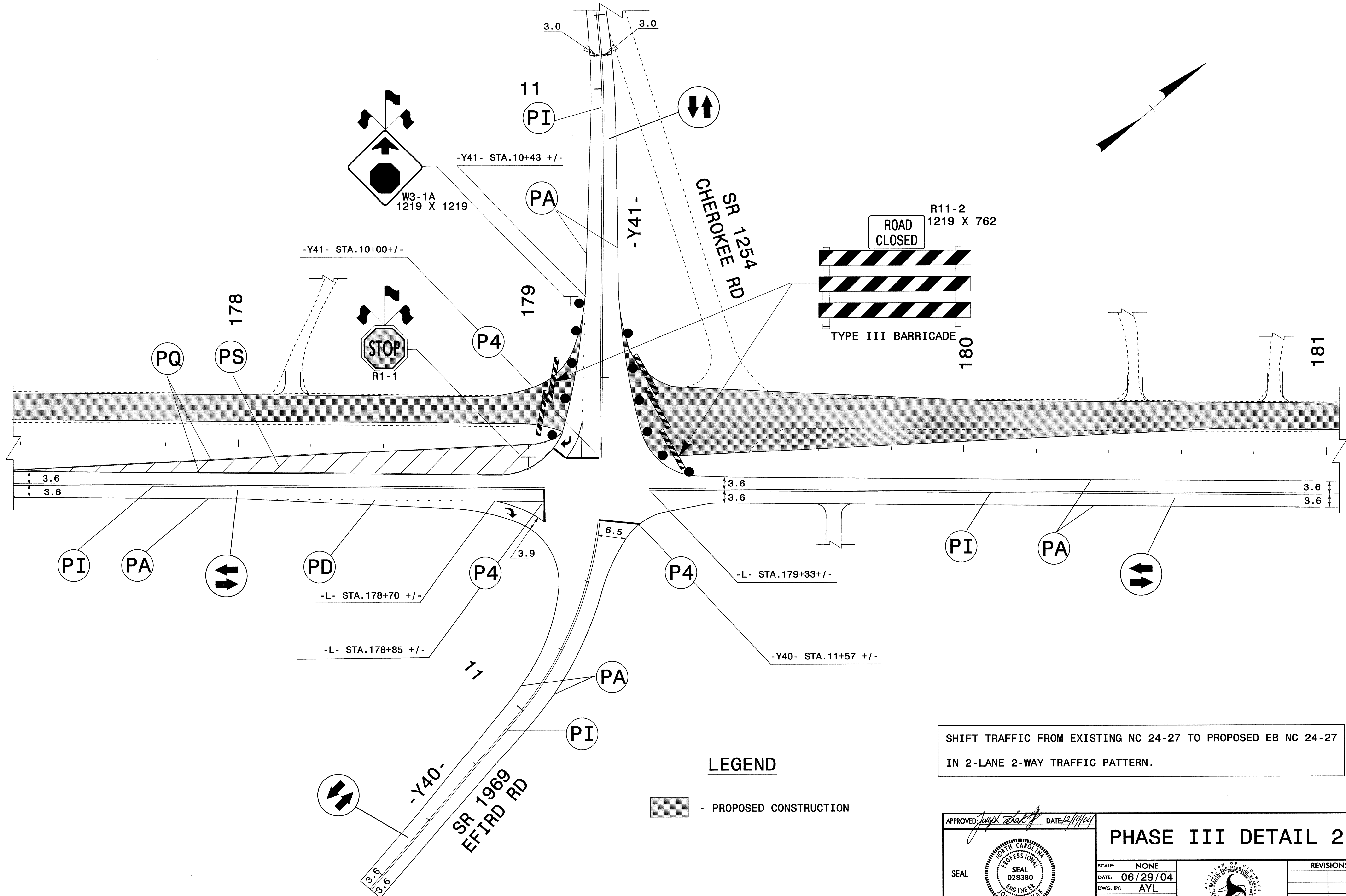
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09-DEC-2004 14:38
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 aljudmi AT TETC096514



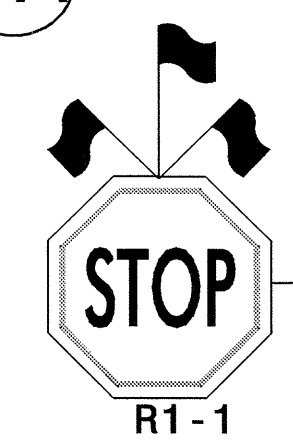
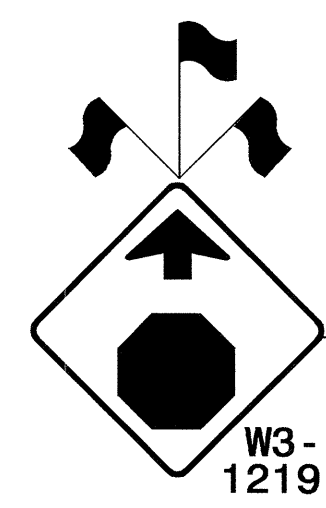
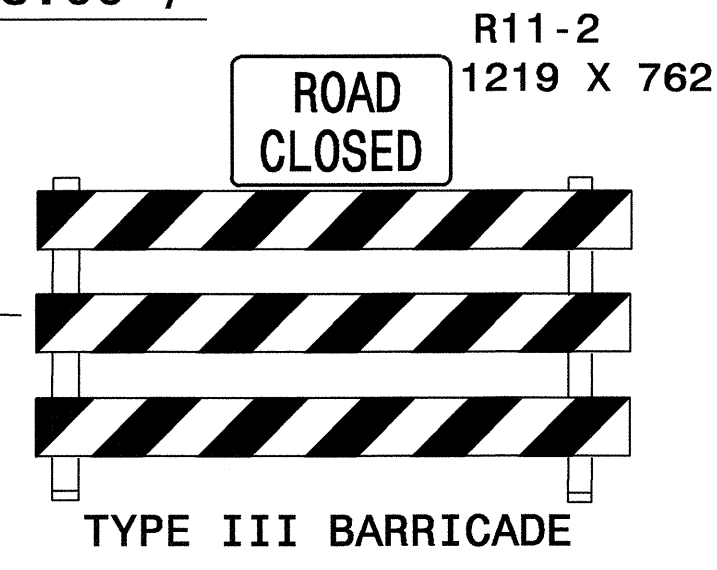
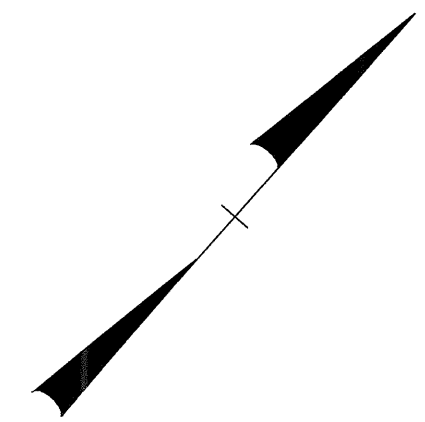
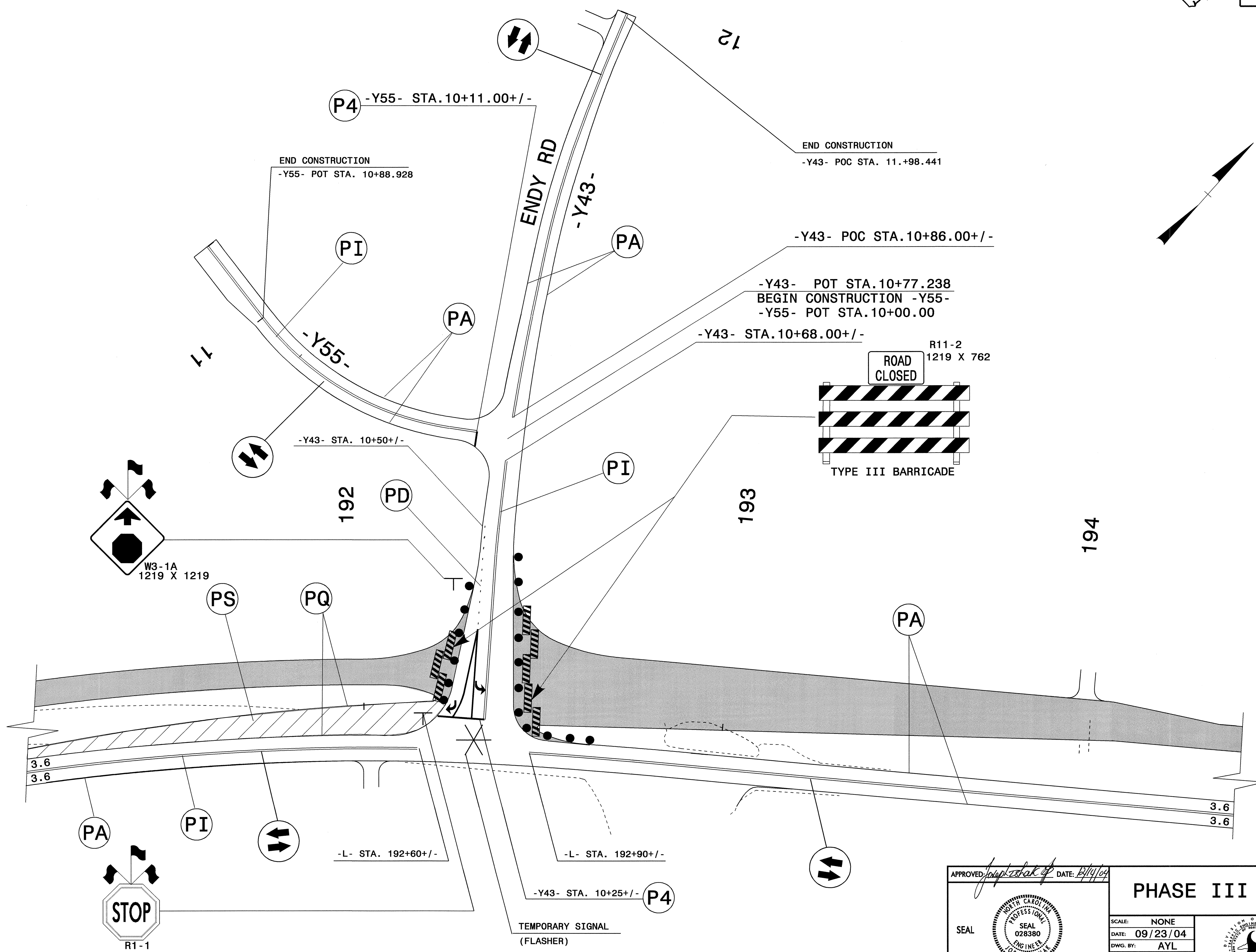
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- PROPOSED CONSTRUCTION

SHIFT TRAFFIC FROM EXISTING NC 24-27 TO PROPOSED EB NC 24-27
IN 2-LANE 2-WAY TRAFFIC PATTERN.

APPROVED:	DATE: 12/14/04	PHASE III DETAIL 2									
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APPROVED: *[Signature]* DATE: 09/23/04

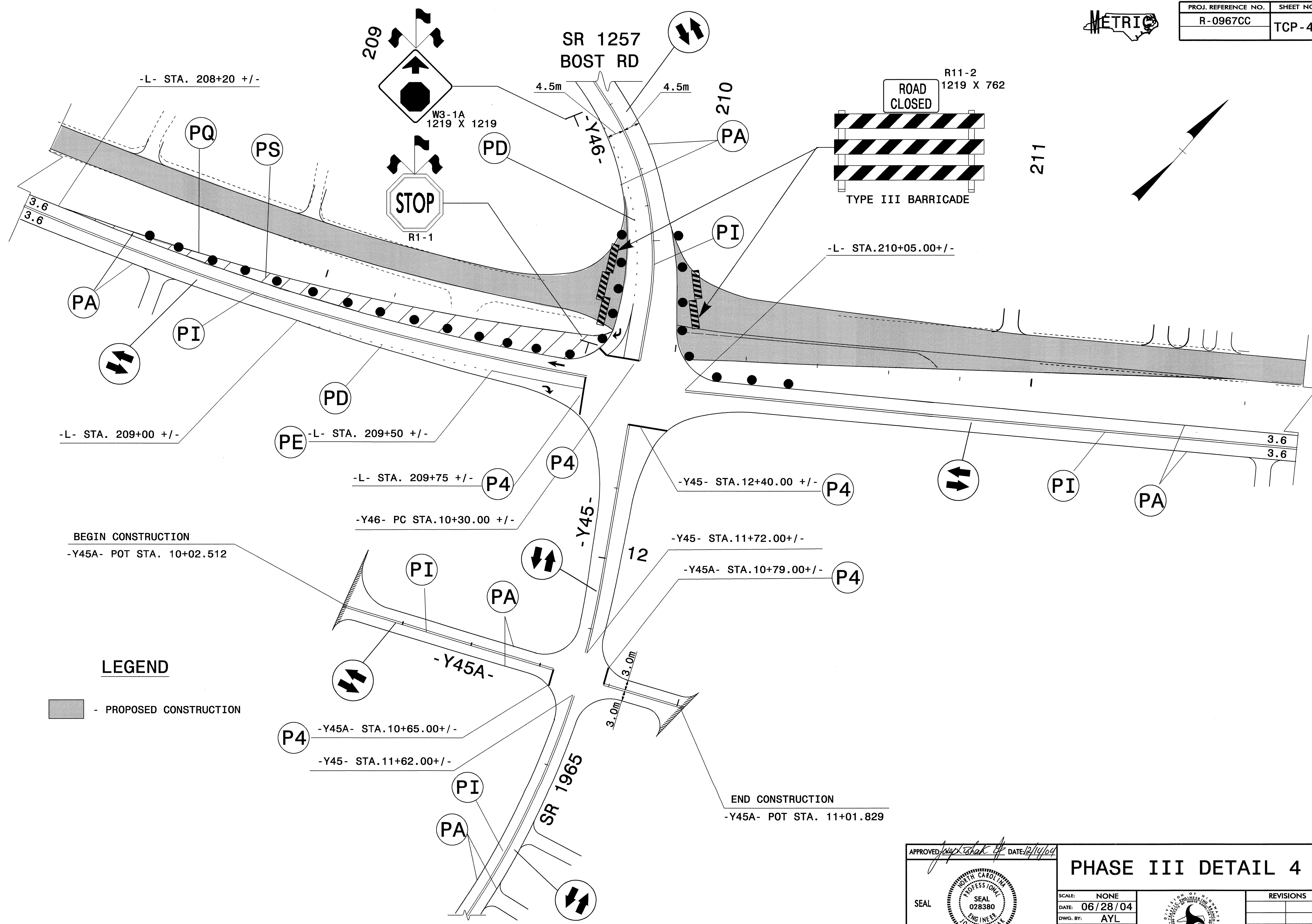
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PROJ. REFERENCE NO. R-0967CC	SHEET NO. TCP-40
---------------------------------	---------------------



BEGIN CONSTRUCTION
-Y45A- POT STA. 10+02.512

END CONSTRUCTION
-Y45A- POT STA. 11+01.829

LEGEND

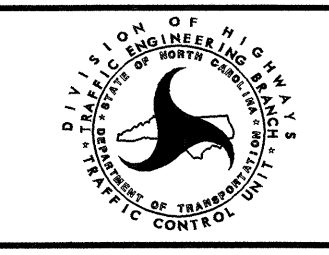
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APPROVED *Joseph Isham* DATE: 06/28/04

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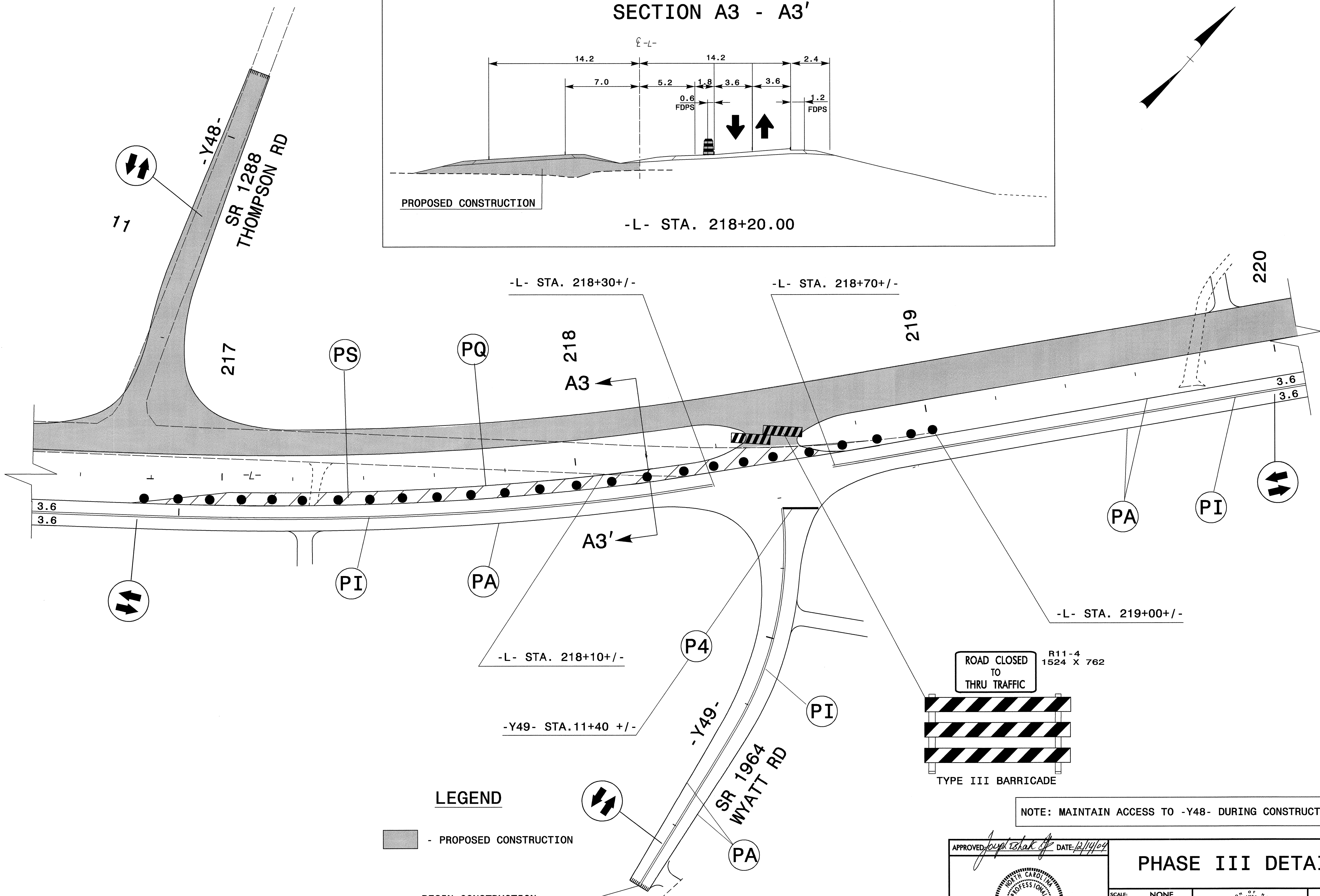
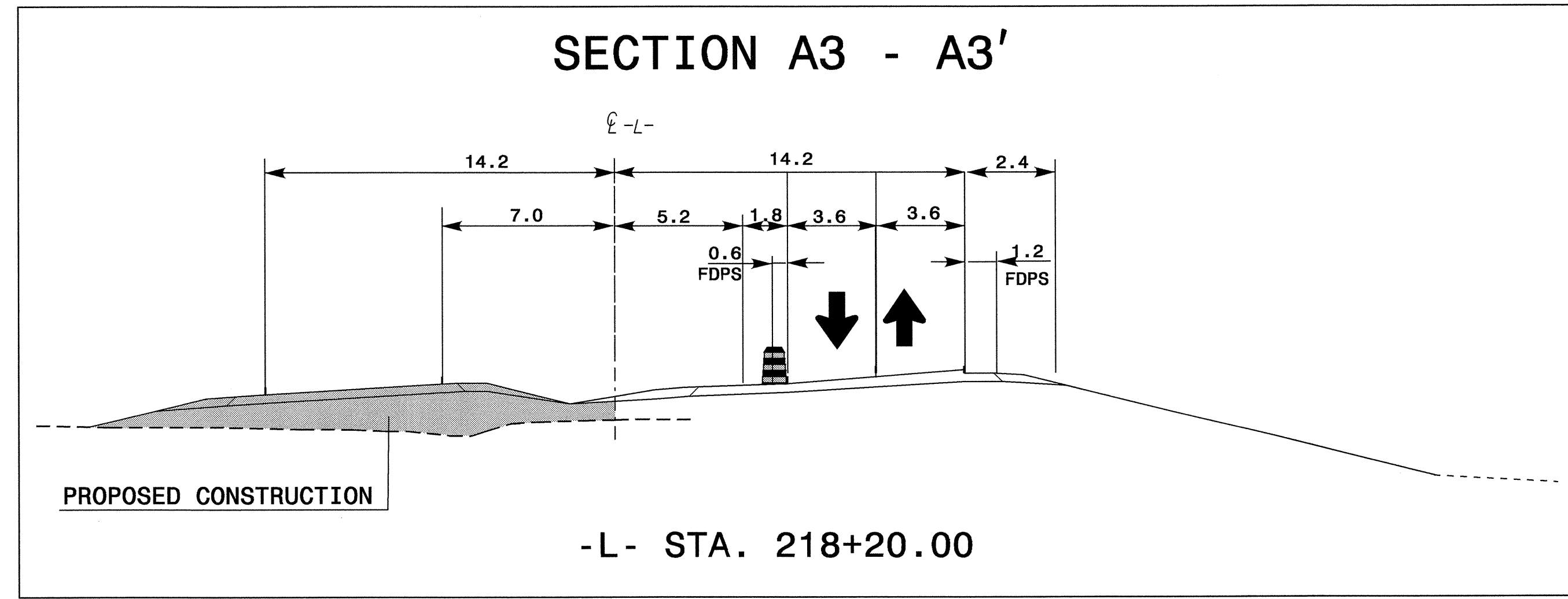
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DESIGN BY: AYL
REVIEWED BY: JI



REVISIONS

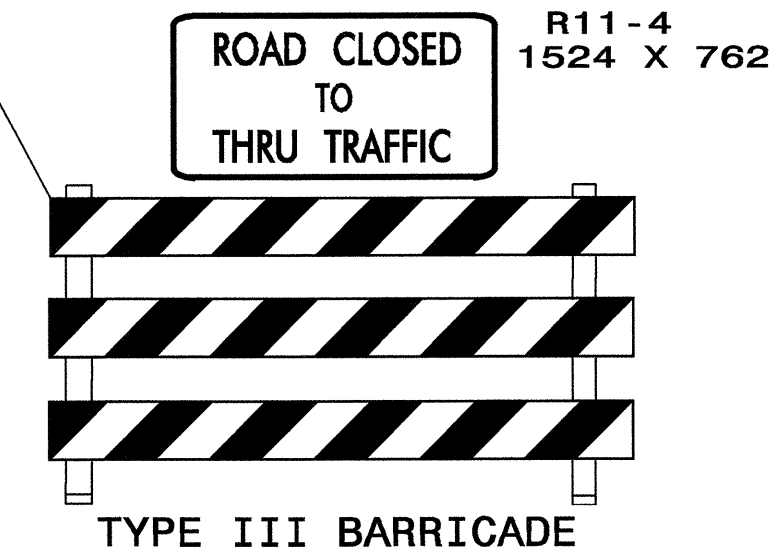
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 aliyudmi AT TETC096514



LEGEND

■ - PROPOSED CONSTRUCTION

BEGIN CONSTRUCTION
-Y49- POT STA. 10+20.00



NOTE: MAINTAIN ACCESS TO -Y48- DURING CONSTRUCTION

APPROVED: *Joseph Ishak* DATE: 12/14/04

SEAL

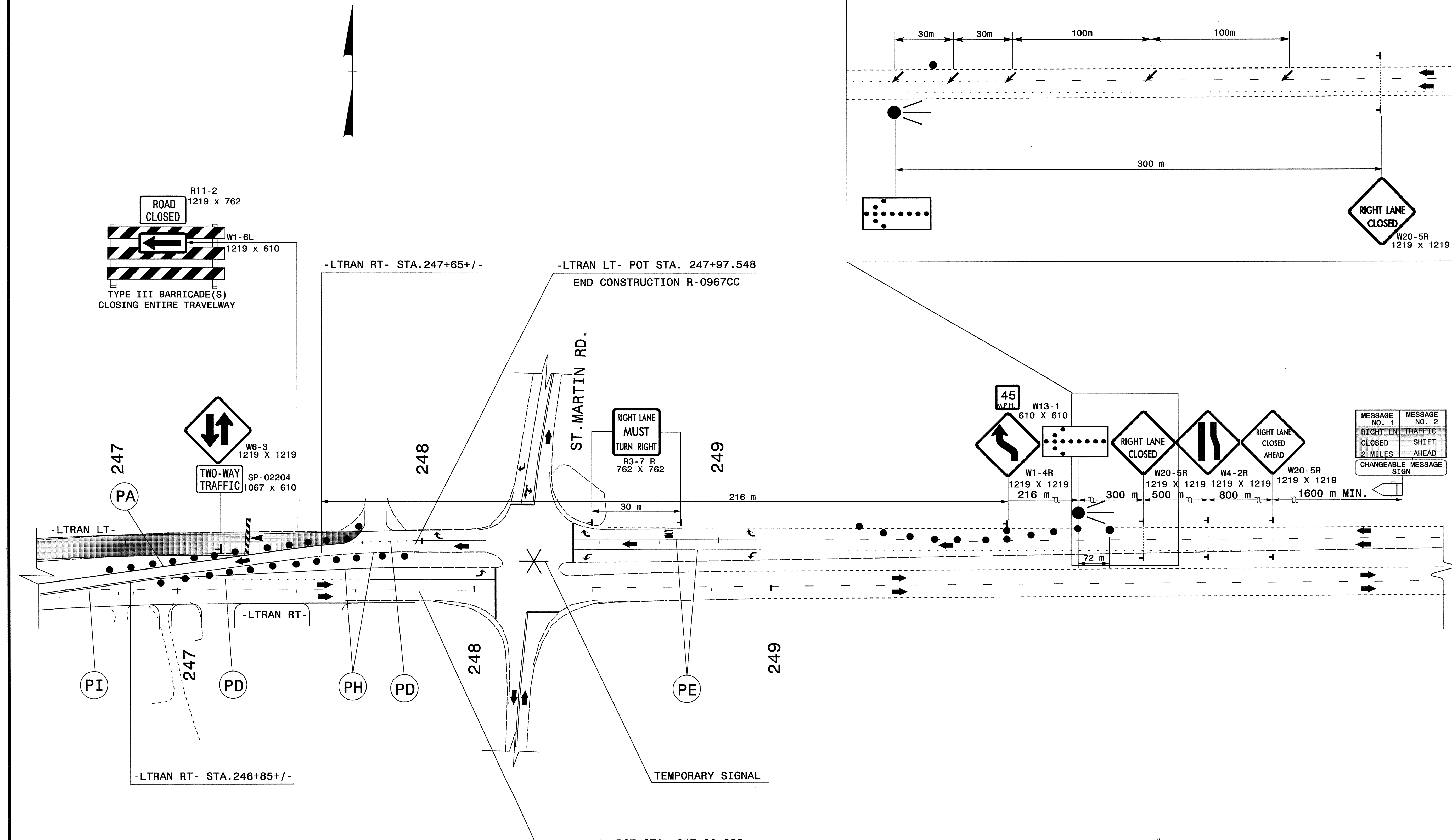
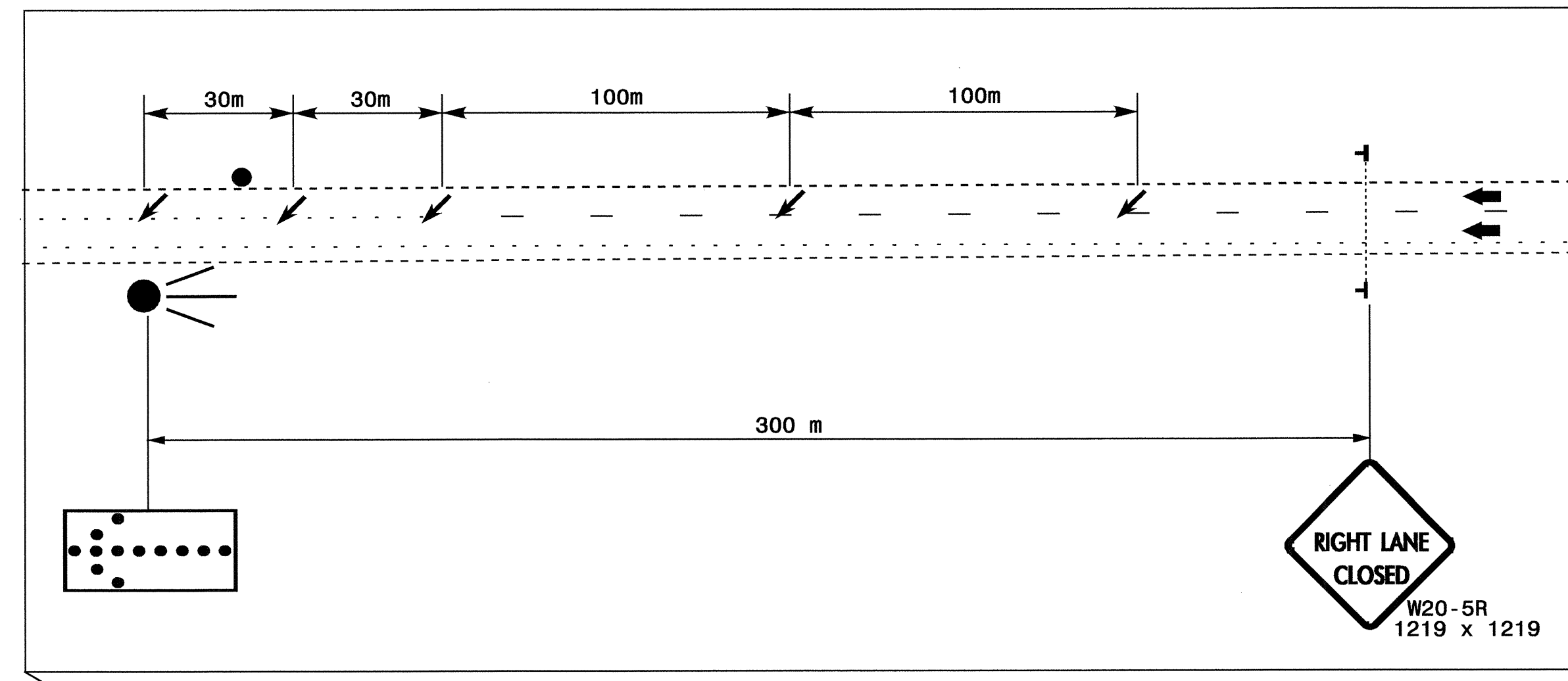
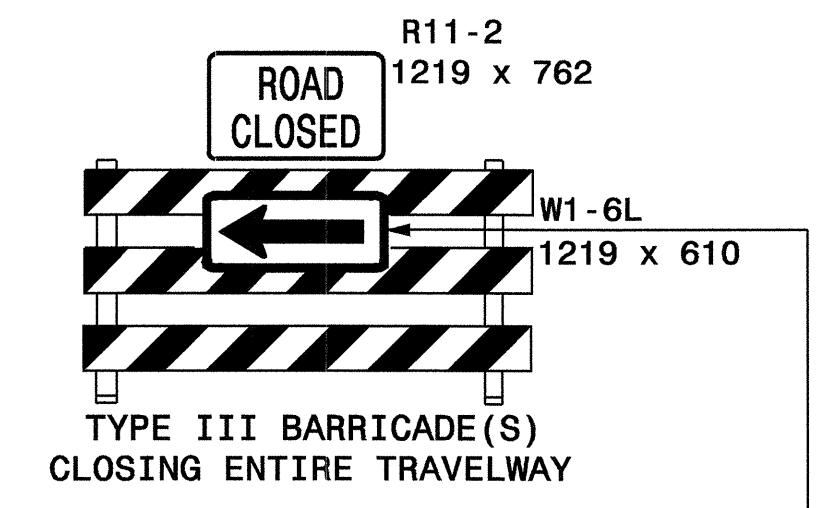
PHASE III DETAIL 5

SCALE: NONE		REVISIONS
DATE: 06/29/04		
DWG. BY: AYL		
DESIGN BY: AYL		
REVIEWED BY: JI		

09-DEC-2004 14:39
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 alyudmi AT TET09654



PROJ. REFERENCE NO.	SHEET NO.
R-0967CC	TCP-43



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

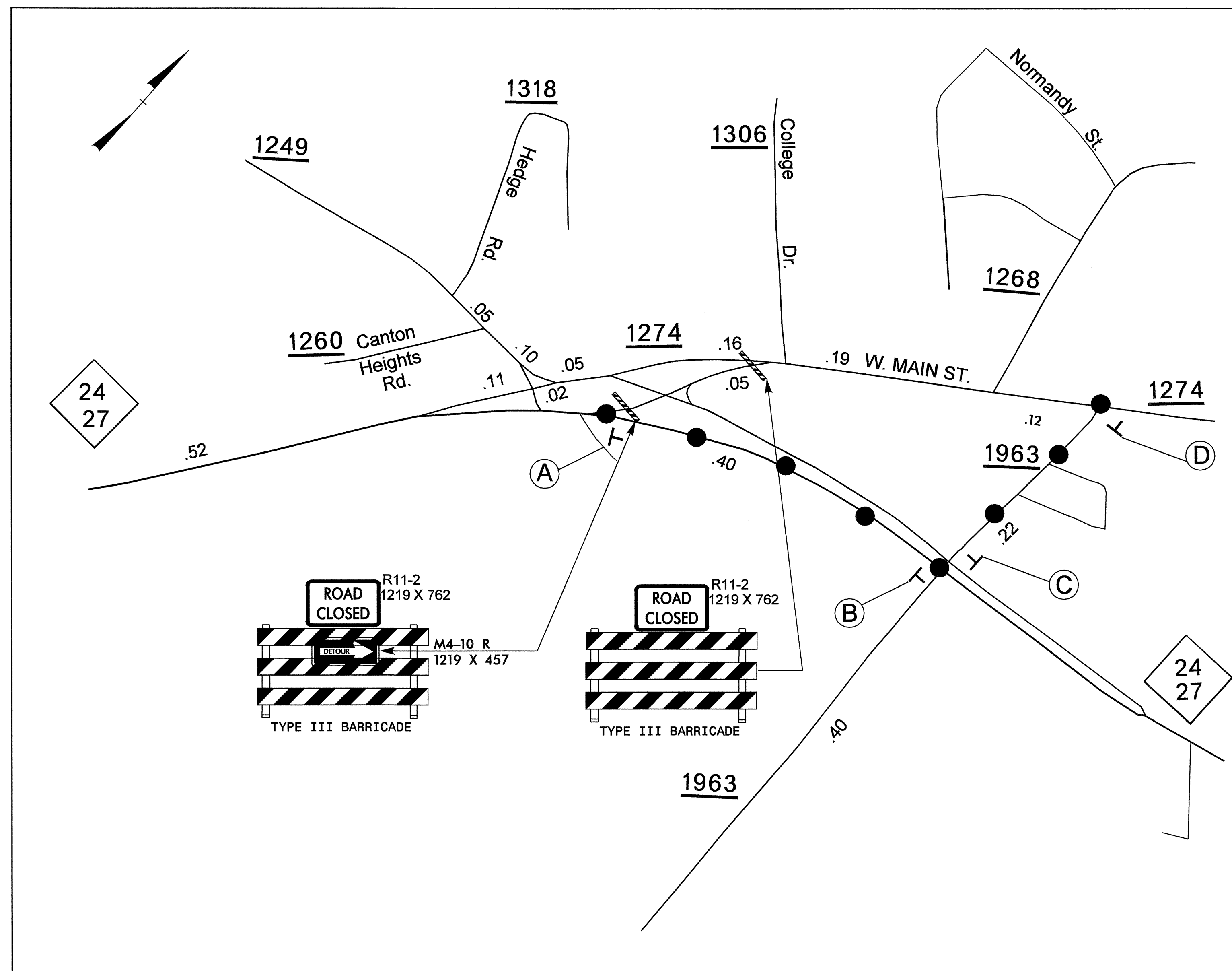
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APPROVED: <i>Joseph Ishak</i> DATE: 9/14/06	PHASE III DETAIL 7									
SCALE: NONE	DATE: 10/18/04	<table border="1"> <tr><th colspan="2">REVISIONS</th></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>	REVISIONS							
REVISIONS										
DWG. BY: AYL	DESIGN BY: AYL									
REVIEWED BY: JI										
		CADD FILE								

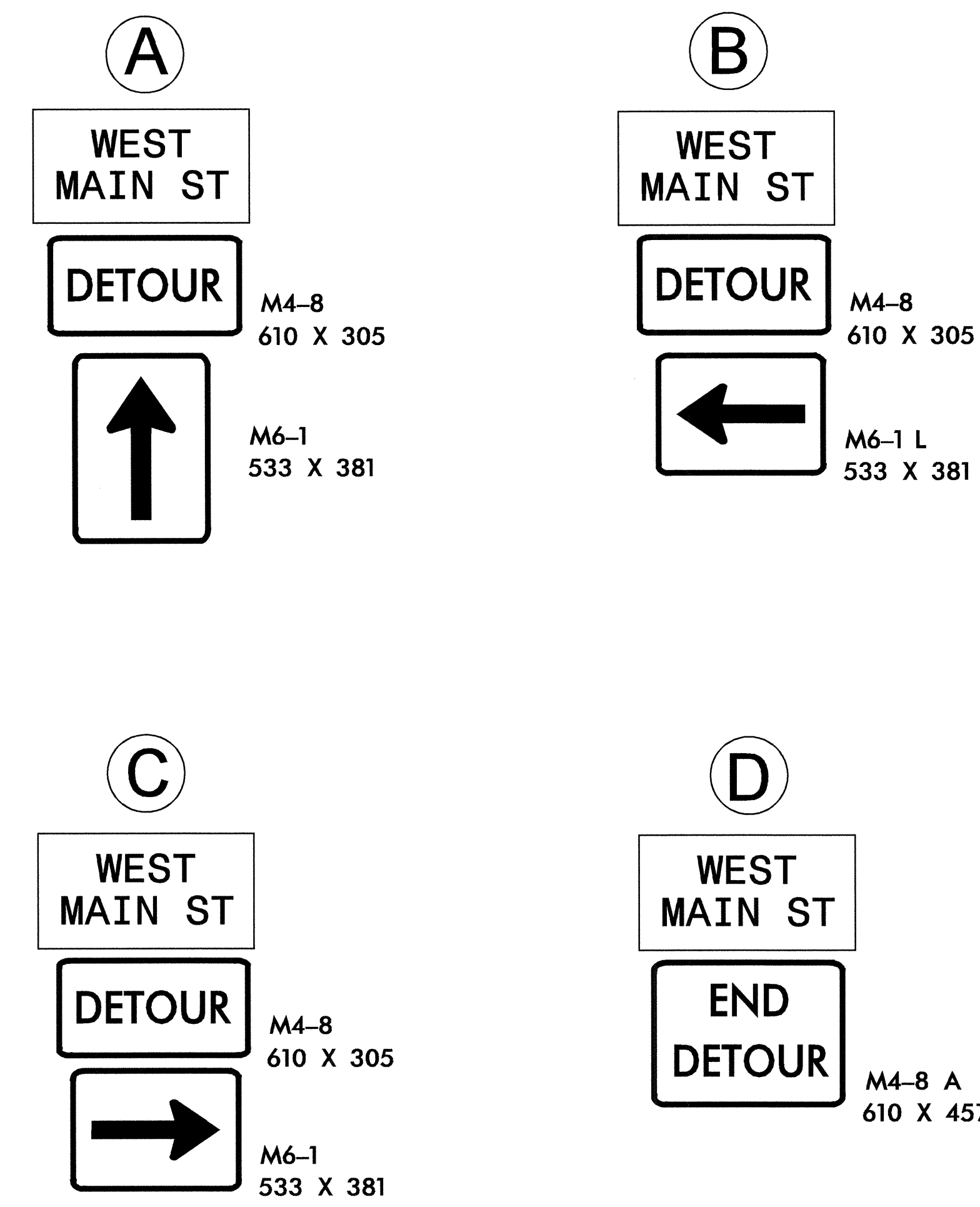


PROJ. REFERENCE NO.	SHEET NO.
R-0967CC	TCP-44

VICINITY MAP: STANLY COUNTY



OFFSITE DETOUR ROUTE FOR SR 1274 (WEST MAIN ST.):
NC 24-27 TO SR 1963 (ST. MARTIN RD.) BACK TO SR 1274.

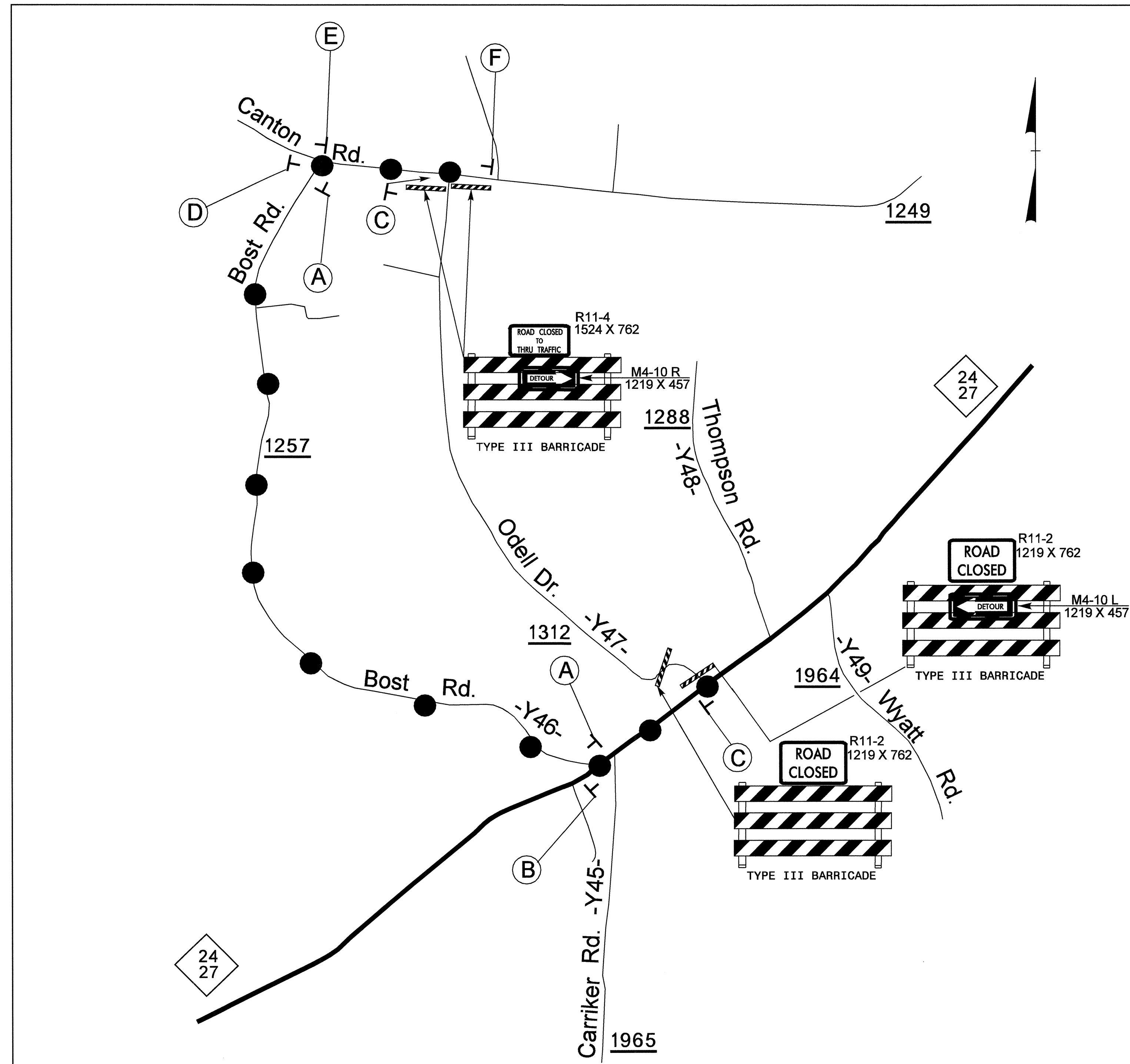


I4-SEP-2006 09:20 \\dot\ofsr\opt\0\msproj\top\projects-r\0967cc\traffic\control\top\final\turned in top\Phase II\0967cc_Tc_Tcp-44.dgn

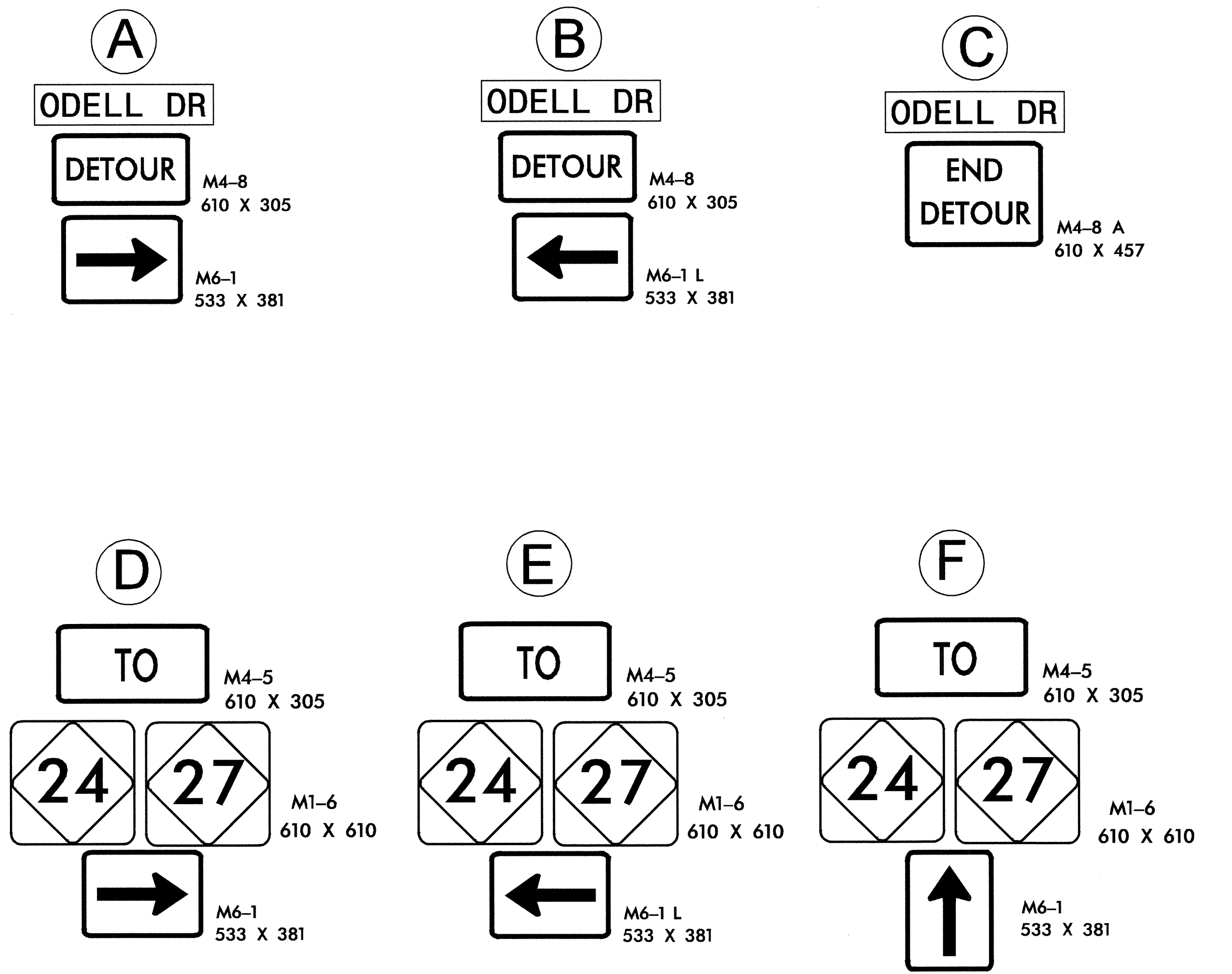
APPROVED: <i>Joseph Ishik</i> DATE: 9/14/06	OFFSITE DETOUR ROUTE FOR SR 1274 AND DETOUR SIGNS	
	SCALE: NONE	
	DATE: 06/30/04	
	DWG. BY: AYL	
	DESIGN BY: AYL	
REVIEWED BY: JI	REVISIONS	



VICINITY MAP: STANLY COUNTY



OFFSITE DETOUR ROUTE FOR -Y47-, SR 1312 (ODELL DR.):
 NC 24-27 TO SR 1257 (BOST RD, -Y46-) TO SR 1249, BACK TO -Y47-.

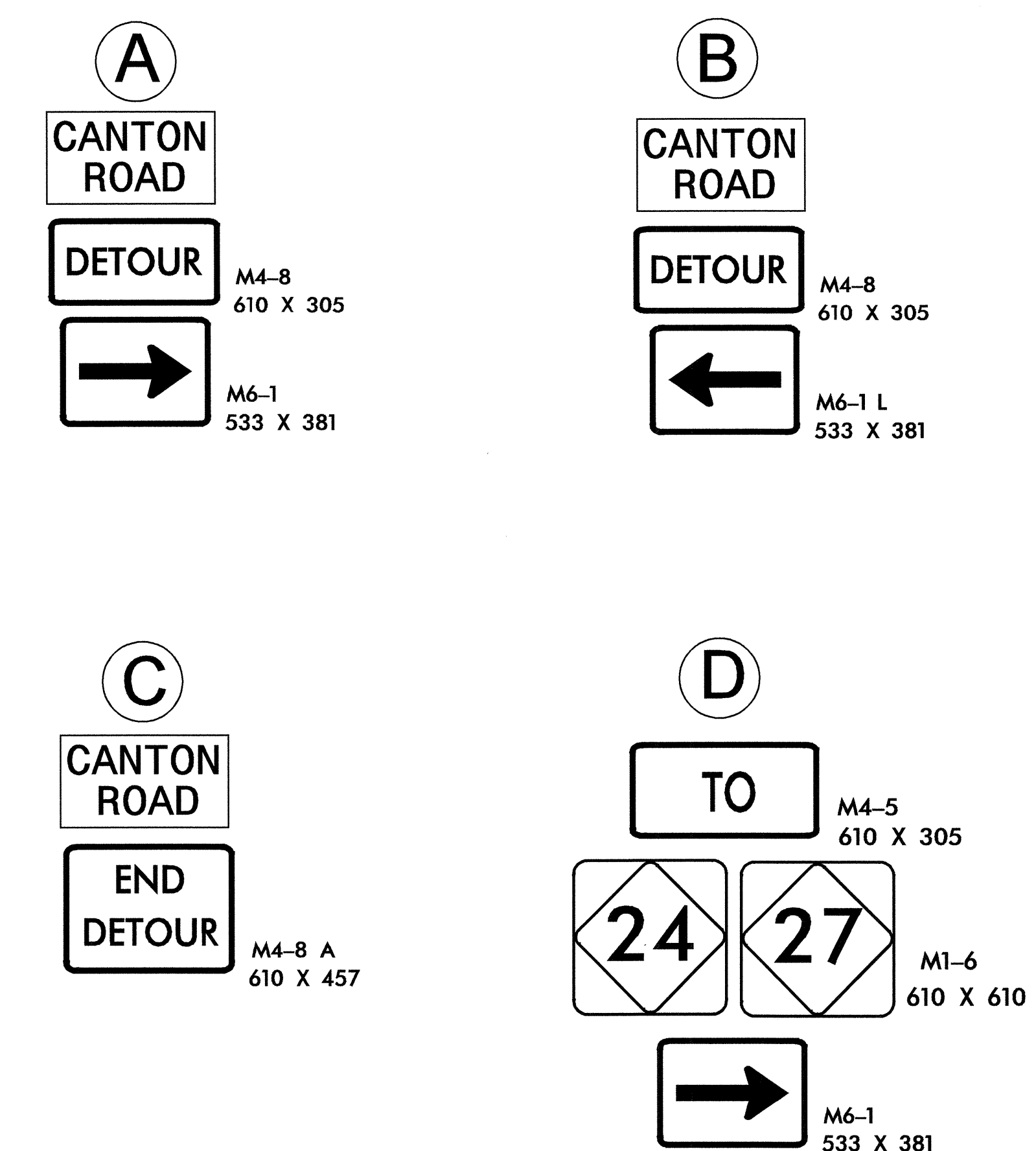
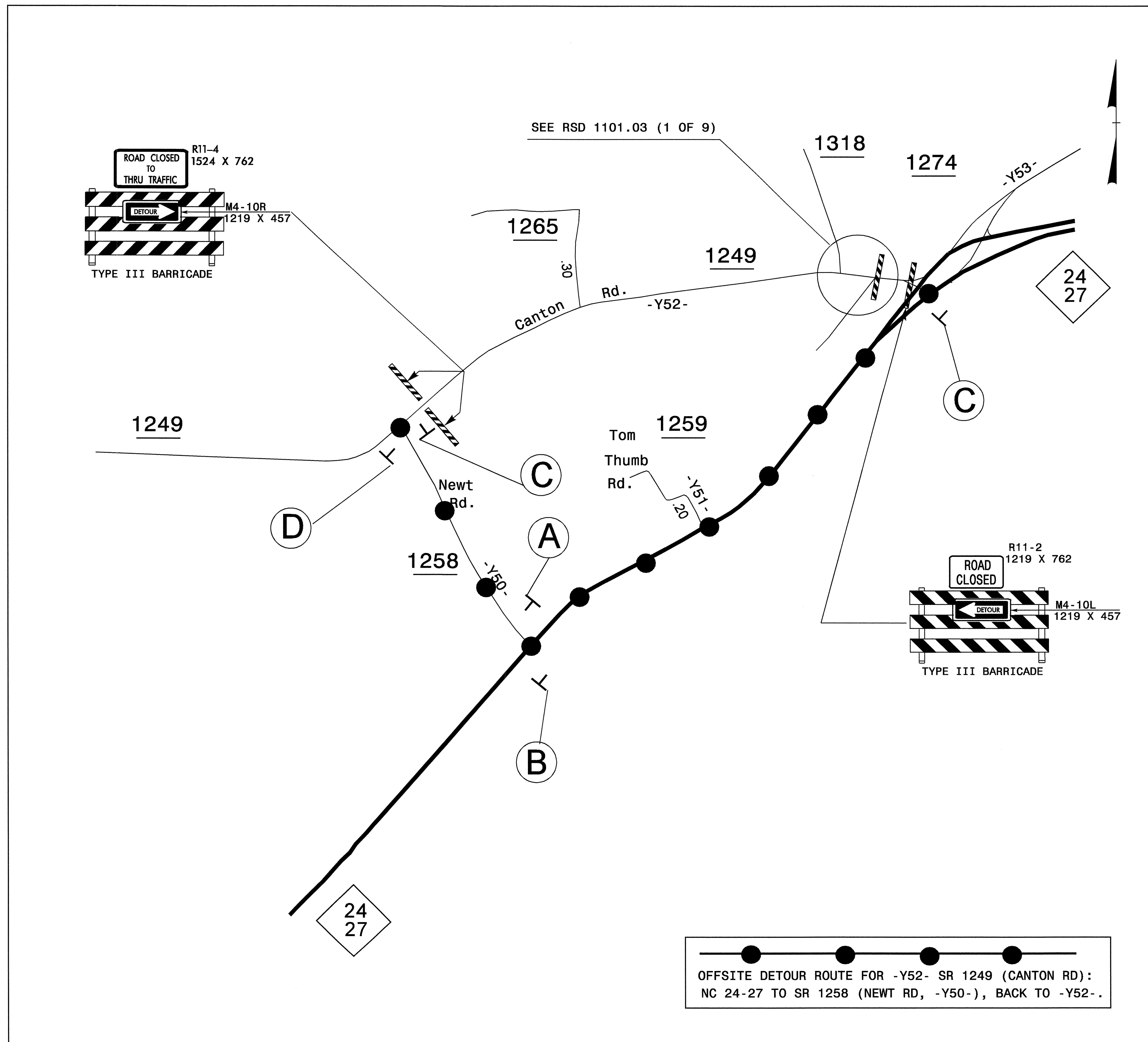


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 alyudml AT WZTC224239

APPROVED: <i>Joseph Ishak</i> DATE: 9/1/04	OFFSITE DETOUR ROUTE FOR -Y47- AND DETOUR SIGNS		
	SCALE: NONE		
	DATE: 04/19/04		REVISIONS
	DWG. BY: AYL		
	DESIGN BY: AYL		
REVIEWED BY: JI		CADD FILE	



VICINITY MAP: STANLY COUNTY

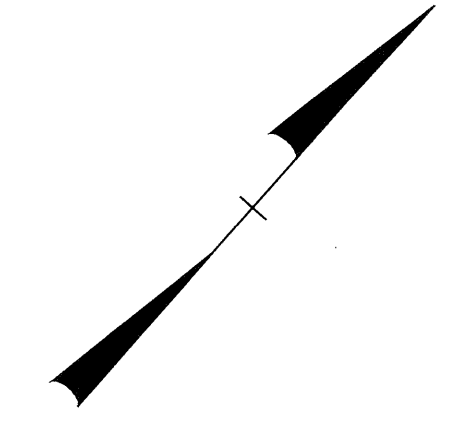
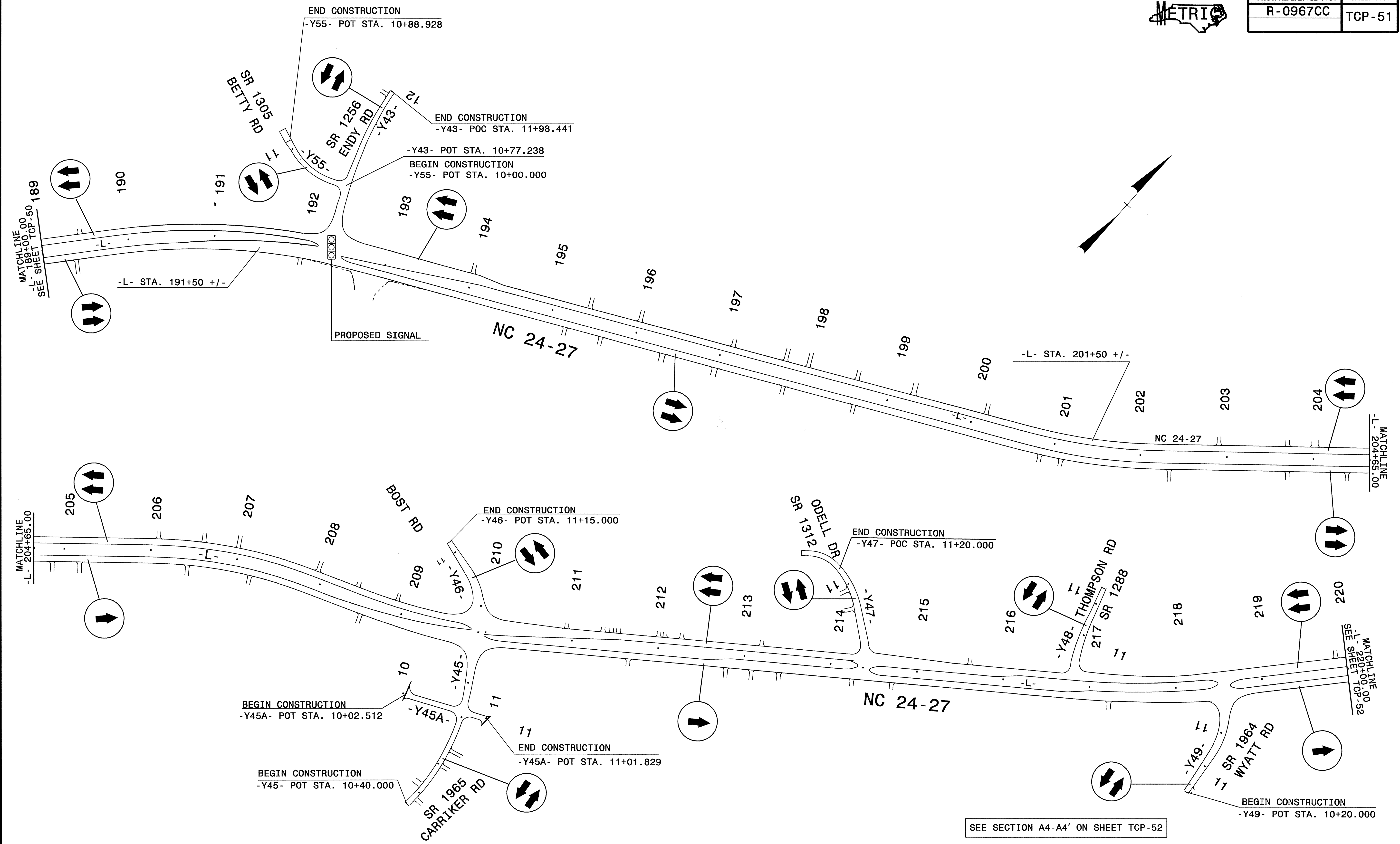


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 at\yudml

APPROVED: <i>Joseph Ishii</i> DATE: 9/1/06	OFFSITE DETOUR ROUTE FOR -Y52- AND DETOUR SIGNS	
SEAL		
	SCALE: NONE	
	DATE: 06/30/04	
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	DESIGN BY: AYL	
REVIEWED BY: JI	REVISIONS	



PROJ. REFERENCE NO.	SHEET NO.
R-0967CC	TCP-51



SEE SECTION A4-A4' ON SHEET TCP-52

APPROVED: *Joseph Ishaq* DATE: 9/17/06

SEAL

PHASE IV OVERVIEW

(SHEET 2 OF 3)

SCALE: NONE		REVISIONS
DATE: 04/19/04		
DWG. BY: AYL		
DESIGN BY: AYL		
REVIEWED BY: JI		

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 ayudml AT WZTC22423g



PROJ. REFERENCE NO.	SHEET NO.
R-0967CC	TCP-53

PHASE IV

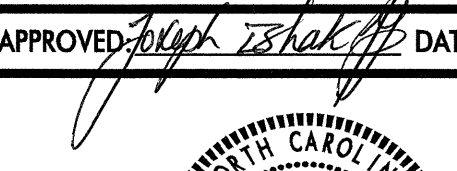

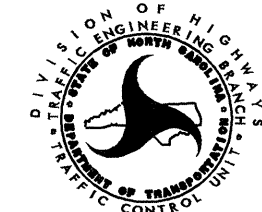
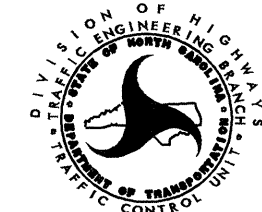
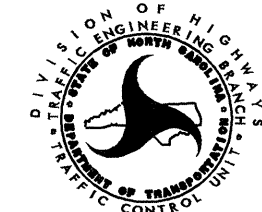
STEP 1: USING RSD 1101.02 SHEET 1 OF 7 PERFORM THE FOLLOWING:
 AT THE END OF EACH WORK DAY RETURN TRAFFIC TO THE
 EXISTING TRAFFIC PATTERN ON EXISTING NC 24-27 AND ALL
 -Y- LINES.
 SEE SHEETS TCP-51, TCP-52 & TCP-53 AND ROADWAY PLANS.

- PLACE TEMPORARY PAVEMENT MARKING (PAINT) AND TEMPORARY PAVEMENT MARKERS (TEMPORARY RAISED) ON THE LEFT SIDE OF -L-, FROM -L- STA. 155+70 +/- TO -LTRAN LT- STA. 248+00 AND ON ALL Y-LINES.
- SHIFT WB NC 24-27 TRAFFIC ONTO PROPOSED WB NC 24-27 IN A 2 LANE/ ONE WAY PATTERN, LEAVING EB TRAFFIC ON THE RIGHT SIDE OF -L- IN A ONE LANE/ ONE WAY TRAFFIC PATTERN, AND SIMULTANEOUSLY ACTIVATE PROPOSED SIGNALS, REMOVE DETOUR SIGNING, AND OPEN -Y50- (CANTON RD.), -Y47- (ODELL DR.), AND -Y53- (W.MAIN STREET) TO PROPOSED TRAFFIC PATTERN.

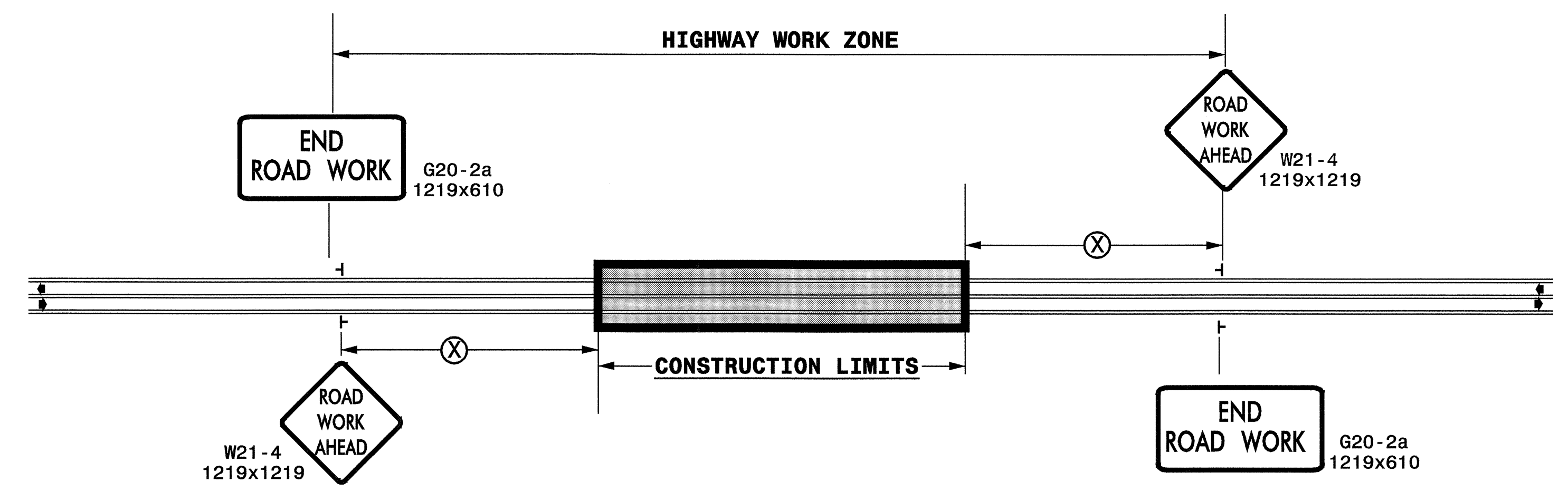
STEP 2: USING RSD 1101.02 SHEET 1 OF 7 PERFORM THE FOLLOWING:
 AT THE END OF EACH WORK DAY RETURN TRAFFIC TO THE
 EXISTING TRAFFIC PATTERN ON EXISTING NC 24-27 AND ALL
 -Y- LINES.
 SEE SHEETS TCP-51, TCP-52 & TCP-53 AND ROADWAY PLANS.

- PLACE FINAL LAYER OF SURFACE COURSE ON EB NC 24-27, AND PLACE TEMPORARY PAVEMENT MARKING (PAINT) AND TEMPORARY PAVEMENT MARKERS (TEMPORARY RAISED) FOR THE FINAL TRAFFIC PATTERN ON THE EB NC 24-27.
- PLACE FINAL LAYER OF SURFACE COURSE ON ALL Y-LINES.
- PLACE FINAL PAVEMENT MARKING (THERMOPLASTIC) AND FINAL PAVEMENT MARKERS (PERMANENT RAISED) FOR THE FINAL TRAFFIC PATTERN ON THE EB AND WB NC 24-27 AND ALL Y-LINES.
- REMOVE ALL TRAFFIC CONTROL DEVICES AND OPEN L-LINE AND ALL Y-LINES TO PROPOSED TRAFFIC PATTERN FROM -L- STA. 190+50 +/- TO -L- STA. 201+50 +/-.

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 dlyudmi AT WZTC22423g

APPROVED:  DATE: 9/14/06 SEAL 	<h3 style="margin: 0;">PHASE IV PHASING</h3> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">SCALE: NONE</td> <td style="width: 50%;"></td> </tr> <tr> <td>DATE: 09/14/06</td> <td></td> </tr> <tr> <td>DESIGN BY: AYL</td> <td></td> </tr> <tr> <td>REVIEWED BY: JI</td> <td></td> </tr> </table>	SCALE: NONE		DATE: 09/14/06		DESIGN BY: AYL		REVIEWED BY: JI		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">  </td> <td style="text-align: center;"> REVISIONS <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table> </td> </tr> </table>		REVISIONS <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>						
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DESIGN BY: AYL																		
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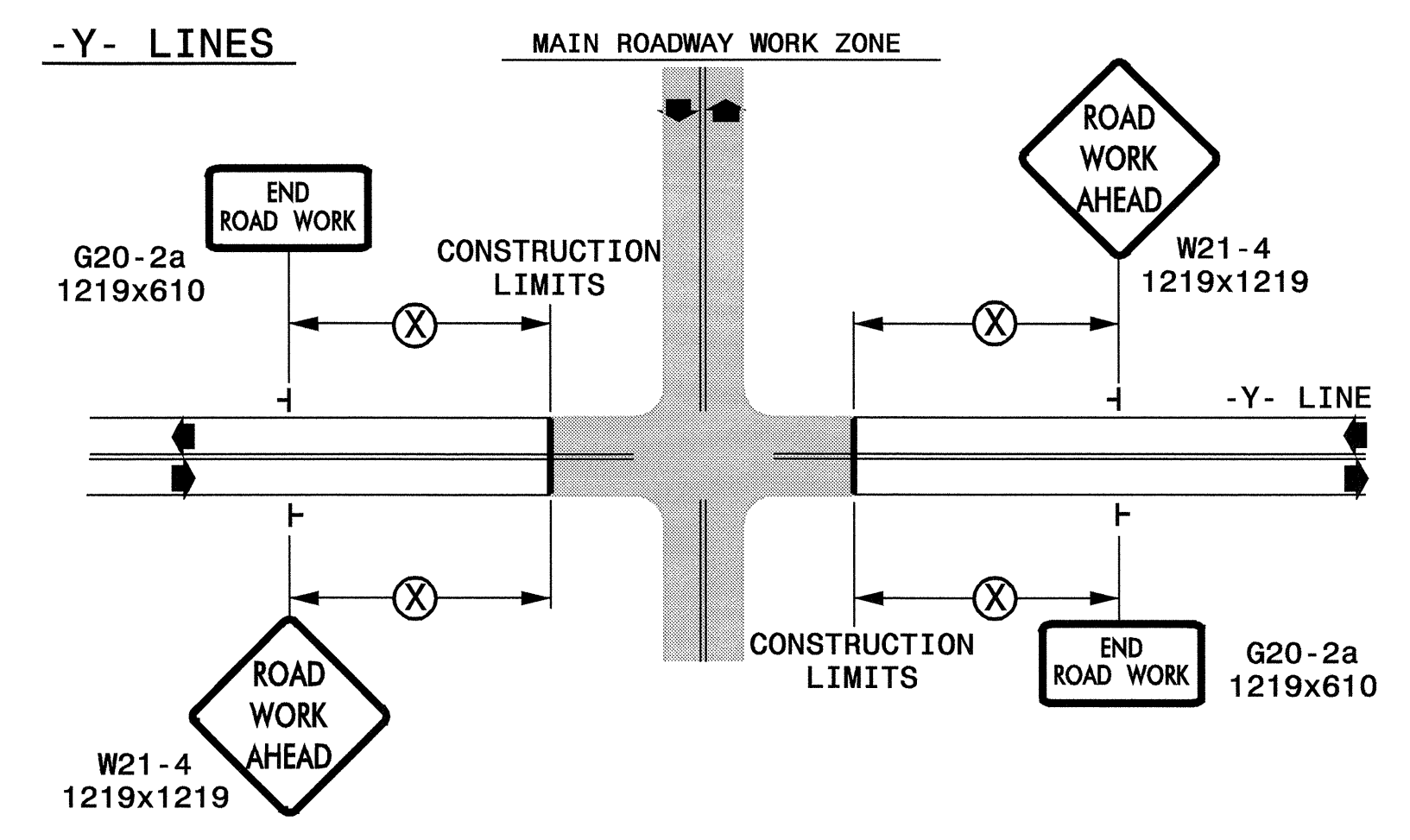
TWO-WAY UNDIVIDED ** (L-LINES)



POSTED SPEED LIMIT (M.P.H.)	RECOMMENDED MINIMUM SIGN SPACING
≤ 50	152m
≥ 55	305m

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

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



DETAIL DRAWING FOR
TWO-WAY UNDIVIDED
WORK ZONE WARNING SIGNS

GENERAL NOTES

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS, THIS SIGNING APPLICATION IS OPTIONAL; MAY USE ONLY APPLICABLE ROADWAY STANDARD DRAWINGS INSTEAD. HOWEVER, IF THIS SIGNING APPLICATION IS USED, SIGNS MAY BE PORTABLE MOUNTED.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE 1.4Kg STEEL U-CHANNEL POST OR 90mm X 90mm WOOD POST FOR ALL WORK ZONE SIGNS. 1.4Kg STEEL U-CHANNEL POSTS MUST MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 1094-1(B), MAY BE GALVANIZED STEEL, OR MAY BE PAINTED GREEN BY THE POST MANUFACTURER. SQUARE STEEL TUBING POSTS HAVING EQUIVALENT STRENGTH OF THE 1.4Kg STEEL U-CHANNEL POST ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 1.4Kg STEEL U-CHANNEL AND SQUARE STEEL TUBING POSTS WITH SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110.
- WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE SIGN SUPPORTS.
- ** TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON URBAN MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

LEGEND

- ┆ STATIONARY SIGN
- ◀ DIRECTION OF TRAFFIC FLOW

SHEET 1 OF 1

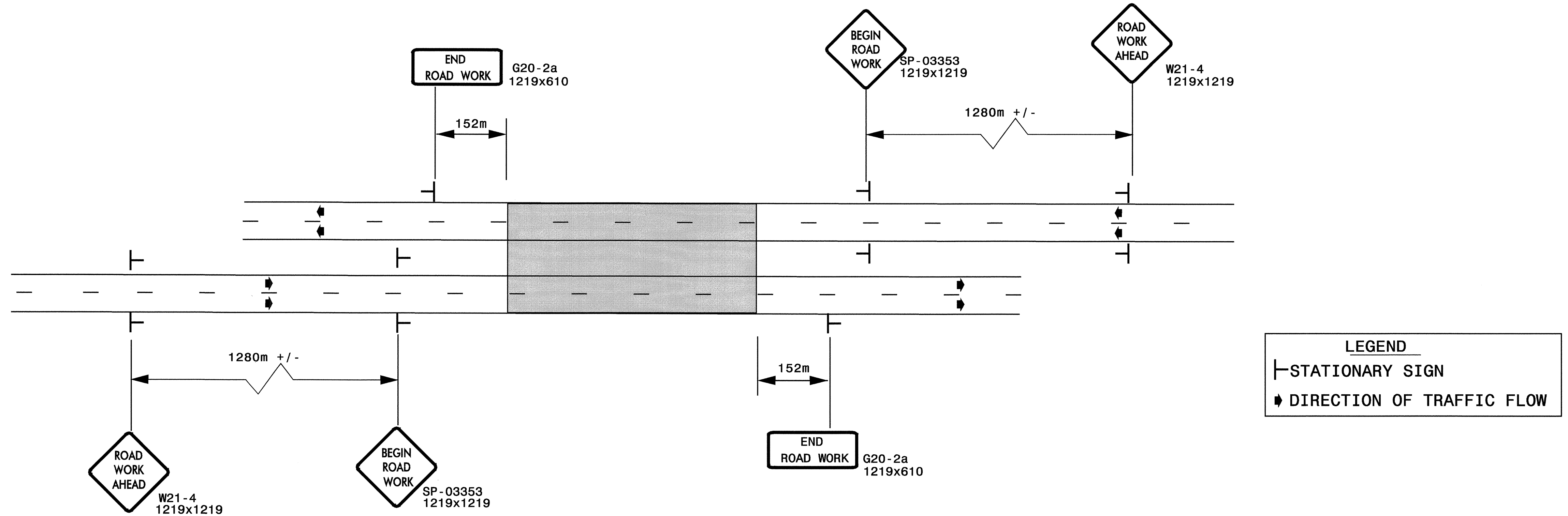
APPROVED: <i>[Signature]</i> DATE: 9/14/06	DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS	
	SCALE: NONE	REVISIONS
	DATE: 11/29/04	7-98 10/01
	DESIGN BY: AYL	10-98 03/04
	REVIEWED BY: JI	01/01 11/04

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 AT W:\T22423g

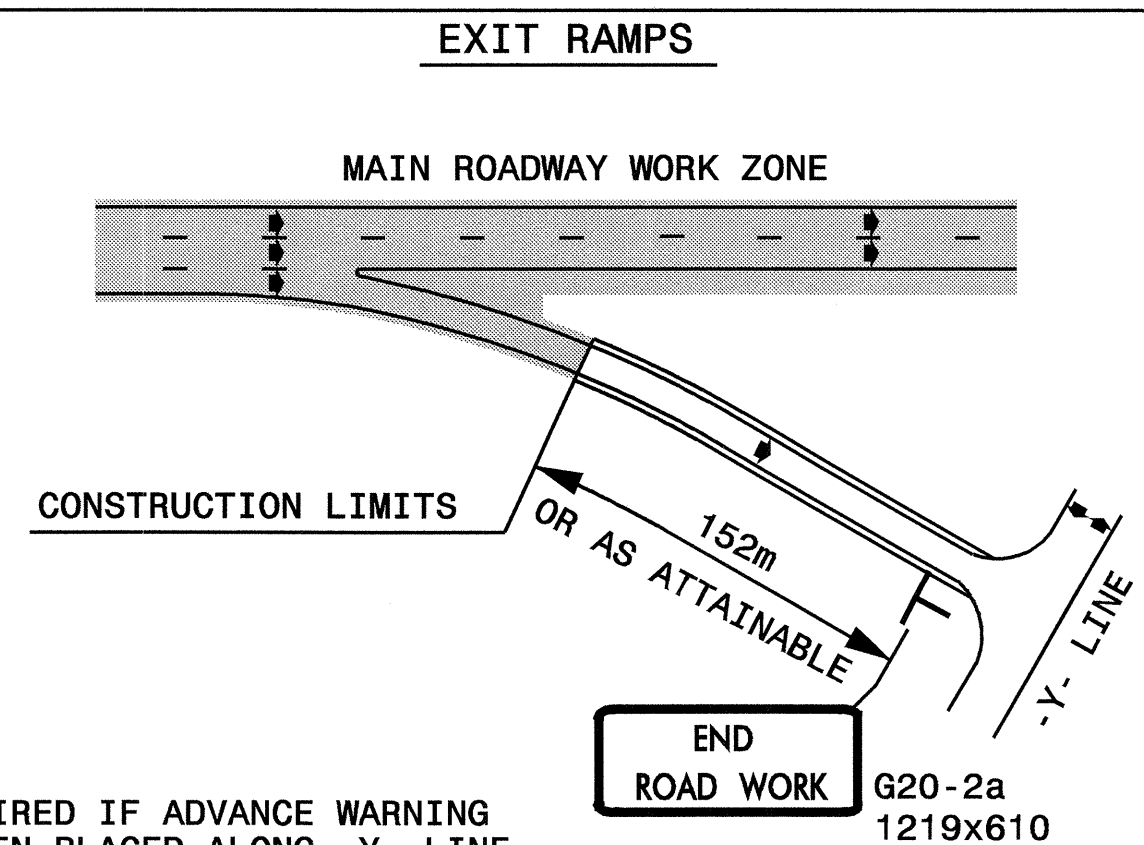
ADVANCED WORK ZONE WARNING SIGNING FOR FREEWAYS (4 LANES OR GREATER)

PROJ. REFERENCE NO. R-0967CC	SHEET NO. TCP-55
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DETAIL A

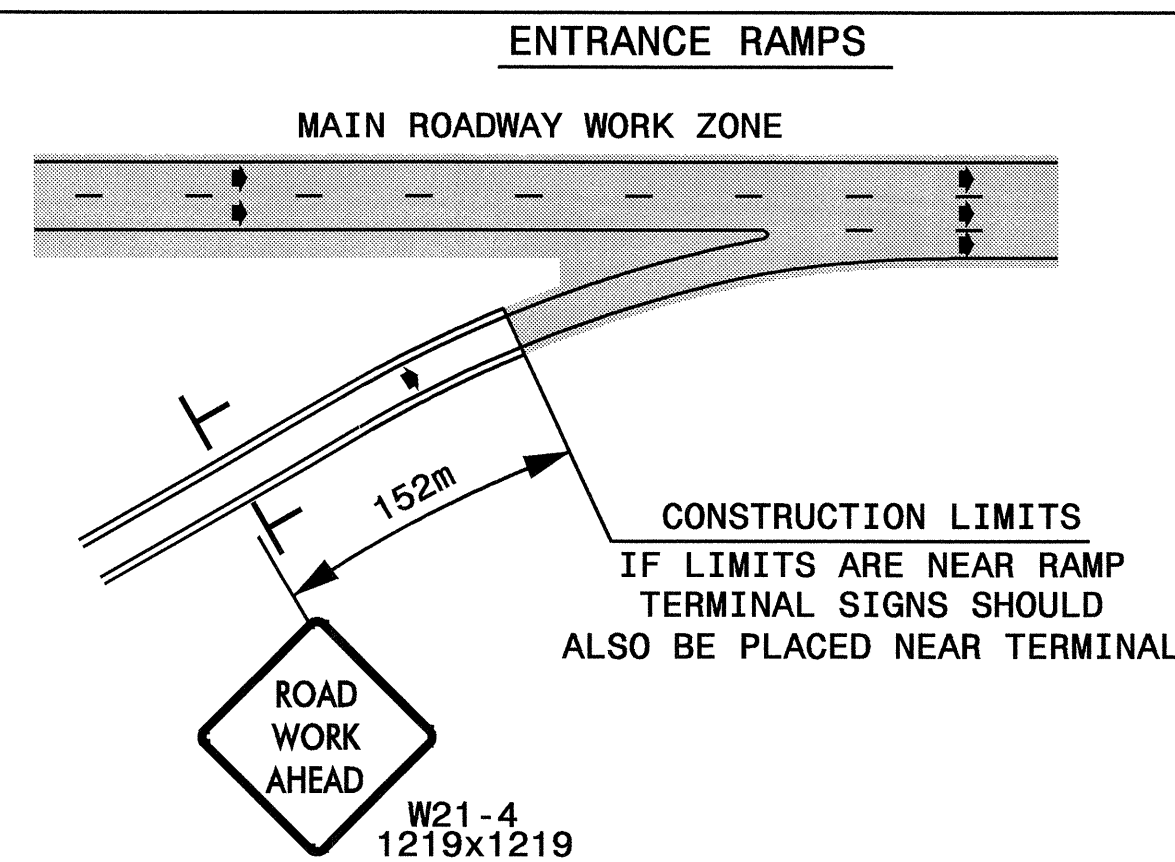


DETAIL B

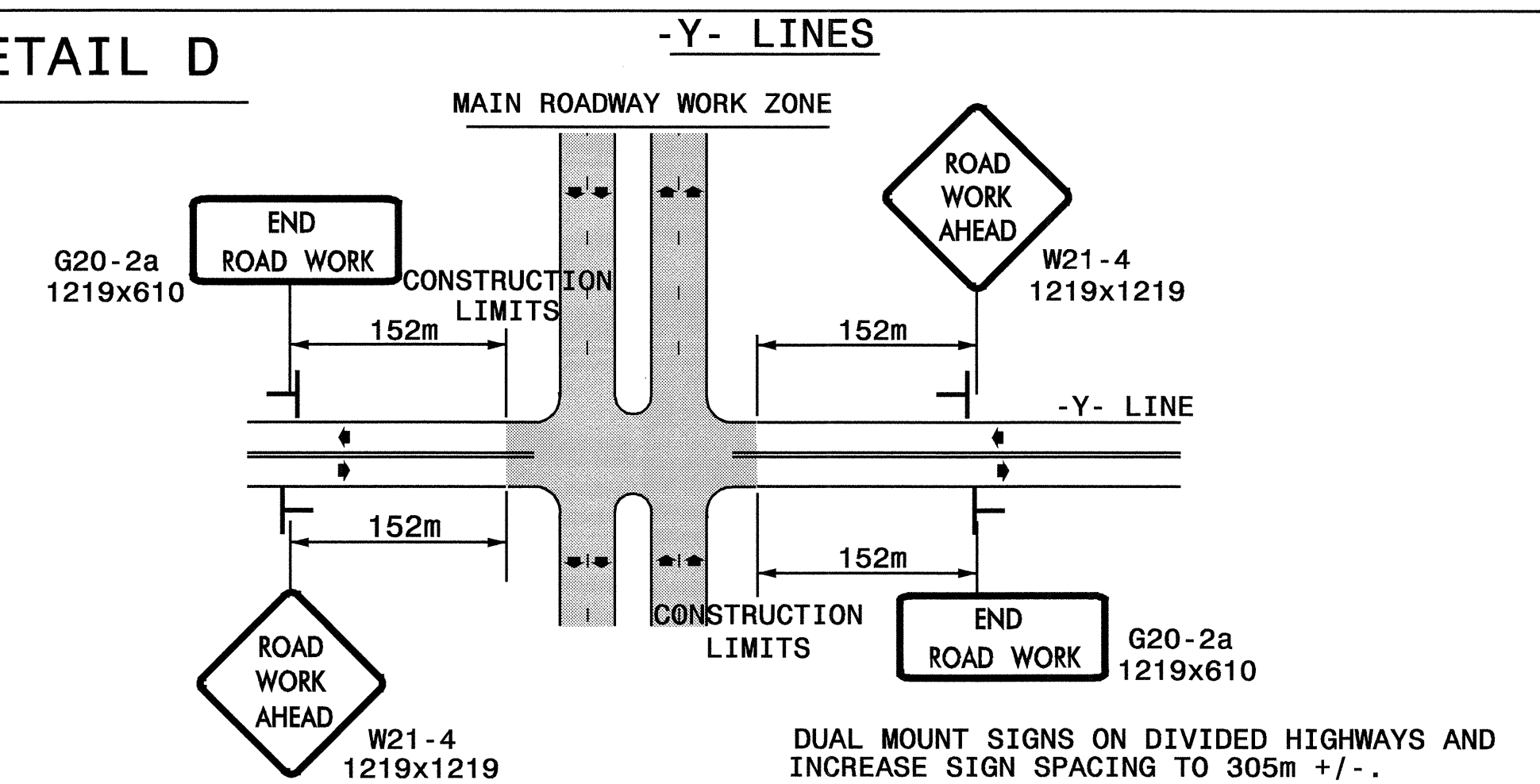


NOTE: SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

DETAIL C



DETAIL D



GENERAL NOTES

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS, THIS SIGNING APPLICATION IS OPTIONAL; MAY USE ONLY APPLICABLE ROADWAY STANDARD DRAWINGS INSTEAD. HOWEVER, IF THIS SIGNING APPLICATION IS USED, SIGNS MAY BE PORTABLE MOUNTED.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE 1.4Kg STEEL U-CHANNEL POST OR 90mm X 90mm WOOD POST FOR ALL WORK ZONE SIGNS. 1.4Kg STEEL U-CHANNEL POSTS MUST MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 1094-1(B), MAY BE GALVANIZED STEEL, OR MAY BE PAINTED GREEN BY THE POST MANUFACTURER. SQUARE STEEL TUBING POSTS HAVING EQUIVALENT STRENGTH OF THE 1.4Kg STEEL U-CHANNEL POST ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 1.4Kg STEEL U-CHANNEL AND SQUARE STEEL TUBING POSTS WITH SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110.
- WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE SIGN SUPPORTS.

APPROVED: <i>Joseph Ishak</i> DATE: 9/1/06 SEAL 	ADVANCED WORK ZONE WARNING SIGNS FOR FREEWAYS (4 LANES OR GREATER)	<table border="1" style="width: 100%; border-collapse: collapse; font-size: 8px;"> <tr> <td>SCALE: NONE</td> <td rowspan="4" style="text-align: center;"> </td> <td>REVISIONS</td> </tr> <tr> <td>DATE: 8/03</td> <td>03/04</td> </tr> <tr> <td>DWG. BY: JI</td> <td></td> </tr> <tr> <td>DESIGN BY: JI</td> <td></td> </tr> <tr> <td>REVIEWED BY:</td> <td></td> <td></td> </tr> </table>	SCALE: NONE		REVISIONS	DATE: 8/03	03/04	DWG. BY: JI		DESIGN BY: JI		REVIEWED BY:		
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DATE: 8/03		03/04												
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DESIGN BY: JI														
REVIEWED BY:														

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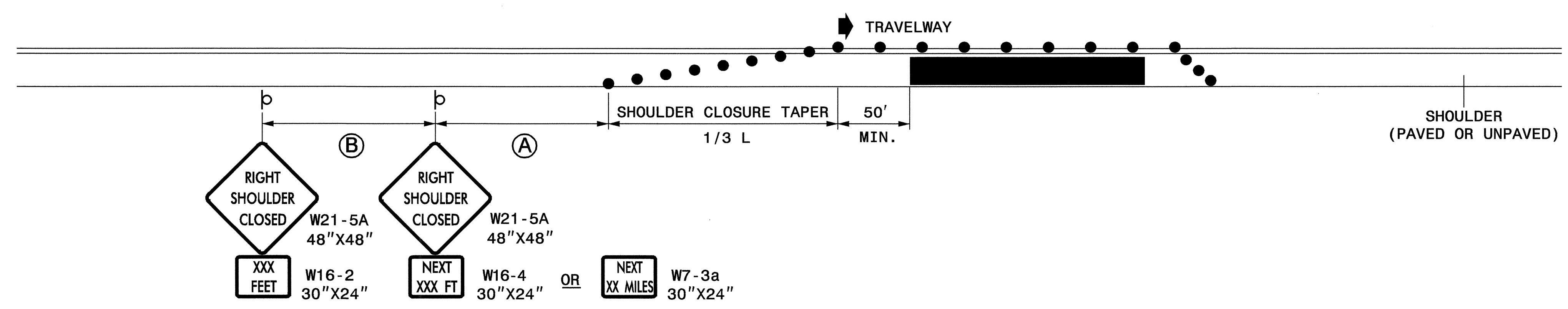
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

1-05

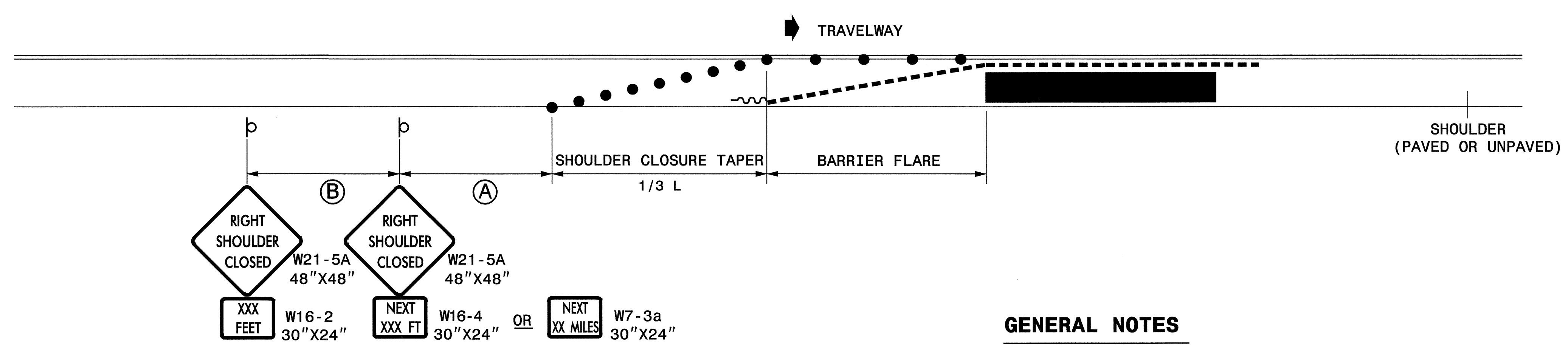
ENGLISH STANDARD DRAWING FOR
TEMPORARY SHOULDER CLOSURES

SHEET 1 OF 1
1101D04

SHOULDER CLOSURES UTILIZING DRUMS



SHOULDER CLOSURES UTILIZING TEMPORARY BARRIER



GENERAL NOTES

- PLACE SHOULDER CLOSURE SIGNS ON THE SAME SIDE AS THE SHOULDER THAT IS CLOSED.
- PLACE DRUMS IN THE SHOULDER TAPER AT THE MAXIMUM SPACING EQUAL IN FEET TO THE POSTED SPEED LIMIT. THE MAXIMUM SPACING OF DRUMS ALONG THE WORK AREA AND BARRIER FLARE IS EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
- FLARE THE APPROACH END OF PORTABLE CONCRETE BARRIER BEYOND THE SHOULDER AND USE A CRASH CUSHION FOR PROTECTION IF THE EXPOSED END OF THE BARRIER IS WITHIN THE "CLEAR ZONE".
- USE STATIONARY SIGNS FOR LONG TERM OPERATIONS (LONGER THAN 3 DAYS).
- REFER TO STD. 1101.11 SHEETS 1, 3, & 4, FOR "L" DISTANCE, BARRIER FLARE RATES, AND SIGN SPACING.

LEGEND

- ~ TEMPORARY CRASH CUSHION
- - - PORTABLE CONCRETE BARRIER
- DRUM
- ⊖ STATIONARY OR PORTABLE SIGN
- ➔ DIRECTION OF TRAFFIC FLOW

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

1-05

ENGLISH STANDARD DRAWING FOR
TEMPORARY SHOULDER CLOSURES

SHEET 1 OF 1
1101D04

APPROVED: *Joseph Ishak* DATE: 11/14/04

SEAL

REPLACEMENT DETAIL FOR RSD 1101.04

SCALE: NONE		REVISIONS
DATE: 11/04		
DWG. BY: MMM		
DESIGN BY: MMM		
REVIEWED BY: MMM		

CADD FILE

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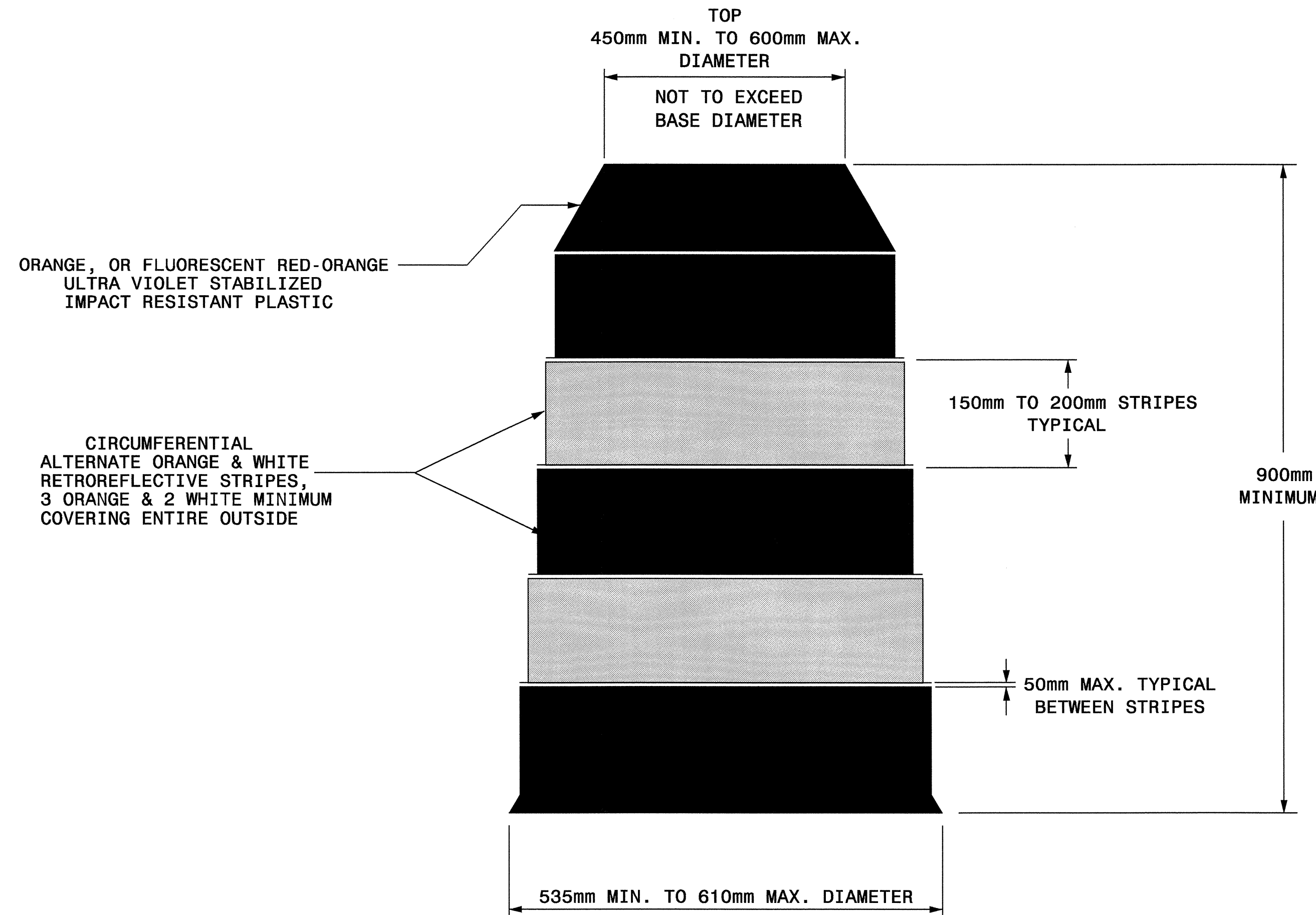


STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

1-02

METRIC STANDARD DRAWING FOR
DRUMS

SHEET 1 OF 1
1130D01



GENERAL NOTES

- BALLASTING SHALL BE ACHIEVED BY THE SAND BAG, TIRE-SIDEWALL BALLAST, OR PREFORMED WEIGHTED BASE BALLASTING METHODS. DO NOT PLACE BALLAST ON TOP OF THE DRUM, NOR AS TO PRESENT A HAZARD WHEN STRUCK.
- IF NECESSARY PLACE THE NAME OF THE AGENCY, CONTRACTOR, OR SUPPLIER ON NON-RETROREFLECTIVE DRUM SURFACES. SHOW THE LETTERS AND NUMBERS USING A NON-RETROREFLECTIVE COLOR AND NOT OVER 50mm IN HEIGHT.

Note:
This drawing is dimensioned in millimeters unless otherwise depicted within the drawing.

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

1-02

METRIC STANDARD DRAWING FOR
DRUMS

SHEET 1 OF 1
1130D01

M-SEP-2006 09:07
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 AT WZTC224239

APPROVED: <i>Joseph Ishikawa</i> DATE: 8/14/06	REPLACEMENT DETAIL FOR RSD 1130.01	
SEAL 	SCALE: NONE	
	DATE: 8/02	
	DWG. BY: MMM	
	DESIGN BY: MMM	
REVIEWED BY: MMM	REVISIONS	