STATE PROJECT REFERENCE NO.	SHEET NO.
U-3344 A	TCP-1

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PLAN FOR PROPOSED TRAFFIC CONTROL, MARKING & DELINEATION

WAKE COUNTY

U-3344 A

TIP PROJECT:

ROADWAY STANDARD DRAWINGS

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

STD. NO.	TITLE
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW PANELS
1130.01	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGERS
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - THRU LANE DROPS
1205.08	PAVEMENT MARKINGS - SYMBOLS & WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1250.01	PAVEMENT MARKER SPACING
1251.01	RAISED PAVEMENT MARKERS (TEMPORARY & PERMANENT)
1261.01	GUARDRAIL & BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL & BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION

INDEX OF SHEETS

SHEET NO.	TITLE
TCP-1	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND AND INDEX OF SHEETS
TCP-2	PROJECT NOTES
TCP-3	TEMPORARY PAVEMENT MARKING SCHEDULE
TCP-4 & 4A	PHASING
TCP-5 TO 8A	PHASE I
TCP-9 TO 11	PHASE II
TCP-12 TO 13	PHASE III
TCP-14	DETOUR ROUTE FOR WEEKEND CLOSURE OF AIRPORT BLVD.
TCP-15	BARRICADE LOCATIONS FOR WEEKEND CLOSURE OF AIRPORT BLVD.
TCP-16	WORK ZONE ADVANCED WARNING SIGNING
PMP-1	FINAL PAVEMENT MARKING SCHEDULE
PMP-2 TO 5	FINAL PAVEMENT MARKING PLANS

LEGEND

GENERAL

- DIRECTION OF TRAFFIC FLOW
- NORTH ARROW
- PROPOSED PVMT. --------- EXIST. PVMT.
- WORK AREA
- REMOVAL OF EXISTING PAVEMENT

TRAFFIC CONTROL DEVICES

- TYPE I BARRICADE
- TYPE II BARRICADE
- TYPE III BARRICADE
- CONE
- DRUM
- FLASHING ARROW PANEL (TYPE C)
- TYPE 'B' WARNING LIGHT
- STATIONARY SIGN
- PORTABLE SIGN
- STATIONARY OR PORTABLE SIGN
- WARNING FLAGS
- CRASH CUSHION
- CHANGEABLE MESSAGE SIGN
- TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)
- POLICE
- FLAGGER

PAVEMENT MARKINGS

- CRYSTAL/CRYSTAL PAVEMENT MARKER
- YELLOW/YELLOW PAVEMENT MARKER
- CRYSTAL/RED PAVEMENT MARKER
- PAVEMENT MARKING SYMBOLS

APPROVED: *John S. Kite Jr.*
DATE: April 5, 2006

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE JR.

PLAN PREPARED BY: N.C.D.O.T. TRAFFIC CONTROL, MARKING & DELINEATION UNIT

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PROJ. REFERENCE NO.	SHEET NO.
U-3344A	TCP-2

GENERAL NOTES

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.

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

TIME RESTRICTIONS

A) DO NOT CLOSE OR NARROW TRAVEL LANES OR ALTER/DETAIN TRAFFIC FLOW AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
1. SR 3015 (AIRPORT BLVD.)	MONDAY THROUGH FRIDAY 6:00 A.M. TO 9:00 A.M. 3:00 P.M. TO 6:00 P.M.

B) DO NOT CLOSE OR NARROW TRAVEL LANES OR ALTER/DETAIN TRAFFIC FLOW DURING HOLIDAYS AND SPECIAL EVENTS AS FOLLOWS:

ROAD NAME

1. SR 3015 (AIRPORT BLVD.)

HOLIDAY

1. FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00 A.M. DECEMBER 31ST TO 6:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A SATURDAY OR A SUNDAY, THEN UNTIL 6:00 P.M. THE FOLLOWING TUESDAY.
2. FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 6:00 P.M. MONDAY.
3. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 6:00 P.M. TUESDAY.
4. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 6:00 P.M. THE DAY AFTER INDEPENDENCE DAY.

   IF INDEPENDENCE DAY IS ON A SATURDAY OR SUNDAY, THEN BETWEEN THE HOURS OF 6:00 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 6:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.
5. FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 6:00 P.M. TUESDAY.
6. FOR THANKSGIVING, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY TO 6:00 P.M. MONDAY.
7. FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 6:00 P.M. THE FOLLOWING MONDAY AFTER THE WEEK OF CHRISTMAS.
8. FOR ANY EVENT THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.

C) DO NOT STOP TRAFFIC FOR MORE THAN 15 MINUTES AS FOLLOWS:

ROAD NAME	OPERATION
1. SR 3015 (AIRPORT BLVD.)	TRAFFIC SHIFTS

D) DO NOT CONDUCT ANY HAULING OPERATIONS AGAINST THE FLOW OF TRAFFIC OF AN OPEN TRAVELWAY UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR OTHERWISE DIRECTED BY THE ENGINEER.

LANE AND SHOULDER CLOSURE REQUIREMENTS

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

F) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING 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.

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, ON BOTH SIDES OF AN OPEN TRAVELWAY, WITHIN THE SAME LOCATION, ON A TWO-LANE, TWO-WAY ROAD.

PAVEMENT EDGE DROP OFF REQUIREMENTS

I) BACKFILL AT A 6:1 SLOPE UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN AREAS ADJACENT TO AN OPENED TRAVEL LANE THAT HAS A DROP-OFF AS FOLLOWS:

   BACKFILL DROP-OFFS THAT EXCEED 2 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS OF 45 MPH OR GREATER.

   BACKFILL DROP-OFFS THAT EXCEED 3 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS LESS THAN 45 MPH.

   BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.

J) DO NOT EXCEED A DIFFERENCE OF 1.5 inches IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 500 FT IN ADVANCE OF THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

L) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 100 FT 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.

M) PROVIDE PERMANENT SIGNING.

N) PROVIDE DETOUR SIGNING.

O) COVER OR REMOVE ALL DETOUR SIGNS WHEN A DETOUR IS NOT IN OPERATION.

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

TRAFFIC BARRIER

Q) INSTALL PORTABLE CONCRETE BARRIER/WATER-FILLED BARRIER ACCORDING TO THE TRAFFIC CONTROL PLANS A MAXIMUM OF TWO (2) WEEKS PRIOR TO BEGINNING WORK IN ANY LOCATION. ONCE PORTABLE CONCRETE BARRIER/WATER-FILLED 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/WATER-FILLED BARRIER IS INSTALLED AT ANY LOCATION AND NO WORK IS PERFORMED BEHIND THE PORTABLE CONCRETE BARRIER/WATER-FILLED BARRIER FOR A PERIOD LONGER THAN TWO (2) MONTHS, REMOVE/RESET PORTABLE CONCRETE BARRIER/WATER-FILLED 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.

R) 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 MOVABLE/PORTABLE CONCRETE BARRIER A MINIMUM OF 40 FT FROM ONCOMING TRAFFIC OR PROTECT AT ALL TIMES BY A TEMPORARY CRASH CUSHION.

   INSTALL PORTABLE CONCRETE BARRIER/WATER-FILLED BARRIER WITH THE TRAFFIC FLOW, BEGINNING WITH THE UPSTREAM SIDE OF TRAFFIC. REMOVE PORTABLE CONCRETE BARRIER/WATER-FILLED 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 CLOSED THE SECTION OF THE ROADWAY UNTIL THE BARRIER CAN BE PLACED OR AFTER BARRIER IS REMOVED.

TRAFFIC CONTROL DEVICES

S) WHEN USING ROADWAY STANDARD NO. 1101.02, DRUMS MAY BE USED IN LIEU OF CONES ON ALL ROADS.

T) SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH), EXCEPT 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY, WHEN LANE CLOSURES ARE NOT IN EFFECT.

U) 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.

V) PLACE SETS OF THREE DRUMS PERPENDICULAR TO THE EDGE OF THE TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC. THESE DRUMS SHALL BE IN ADDITION TO CHANNELIZING DEVICES.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
1. ALL ROADS	THERMOPLASTIC	RAISED

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

ROAD NAME	MARKING	MARKER
1. ALL ROADS	PAINT	RAISED

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

Z) REPLACE ANY PAVEMENT MARKINGS THAT HAVE BEEN DAMAGED BY THE END OF EACH DAY'S OPERATION.

AA) 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

BB) NOTIFY THE ENGINEER TWO (2) MONTHS BEFORE A TRAFFIC SIGNAL INSTALLATION BY OTHERS IS REQUIRED.

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

MISCELLANEOUS

DD) USING INCIDENTAL STONE OR ASPHALT AS NECESSARY, MAINTAIN VEHICULAR ACCESS TO ALL RESIDENCES AND BUSINESSES DURING THE LIFE OF THE CONTRACT UNLESS OTHERWISE NOTED IN THE PHASING OR DIRECTED BY THE ENGINEER.

EE) RELOCATE EXISTING STOP SIGNS DURING CONSTRUCTION AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

APPROVED: _____ DATE: 2/7/07

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE, JR.

PROJECT NOTES

SCALE:	NONE
DATE:	SEP 04
DWG. BY:	MHS
DESIGN BY:	MHS
REVIEWED BY:	CLM

DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH TRAFFIC CONTROL UNIT

REVISIONS	

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PROJ. REFERENCE NO.	SHEET NO.
U-3344A	TCP-3

TEMPORARY PAVEMENT MARKING SCHEDULE

SYMBOL	DESCRIPTION	PAY ITEM QUANTITY BREAKDOWN		TOTAL QUANTITY	
	TEMPORARY				
	PAVEMENT MARKINGS				
	PAINT (4")				
PA	WHITE EDGELINE (2X)	20004	LF		
PB	YELLOW EDGELINE (2X)	140	LF		
PC	10 FT. WHITE SKIP (1X)	1713	LF		
PD	2 FT. WHITE MINISKIP (2X)	516	LF		
PE	WHITE SOLID LANE LINE (2X)	1232	LF		
PF	10 FT. YELLOW SKIP (2X)	2150	LF		
PH	YELLOW SINGLE CENTER (1X)	8596	LF		
PI	YELLOW DOUBLE CENTER (2X)	31900	LF		
			TOTAL	66251	LF
	PAINT (8")				
PR	WHITE GORELINE (2X)	2378	LF		
PS	WHITE DIAGONAL (1X)	643	LF		
PV	YELLOW DIAGONAL (2X)	338	LF		
			TOTAL	3359	LF
	PAINT (24")				
P4	WHITE STOPBAR (2X)	405	LF		
			TOTAL	405	LF
	PAINT MARKING CHARACTERS				
QI	ALPHANUMERIC CHAR. (1X)	32	EA		
			TOTAL	32	EA
	PAINT MARKING SYMBOLS				
QA	LEFT TURN ARROW (2X)	38	EA		
QB	RIGHT TURN ARROW (2X)	23	EA		
			TOTAL	61	EA
	MARKERS				
	TEMPORARY RAISED PAVEMENT MARKERS				
MH	YELLOW & YELLOW	388	EA		
MI	CRYSTAL & RED	259	EA		
			TOTAL	647	EA

APPROVED: DATE: 12/5/06

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE JR.

TEMPORARY PAVEMENT MARKING SCHEDULE

SCALE:	NONE
DATE:	SEP 04
DWG. BY:	MHS
DESIGN BY:	MHS
REVIEWED BY:	CLM

DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH TRAFFIC CONTROL UNIT

REVISIONS	

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PROJ. REFERENCE NO.	SHEET NO.
U-3344A	TCP-4

PHASE I

STEP 1) INSTALL WORK ZONE ADVANCE WARNING SIGNS AS SHOWN ON SHEET TCP-16.

STEP 2) USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 7, BEGIN WIDENING FROM -L- STA. 22+00 +/- TO STA. 33+50 +/- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TCP-5 THROUGH TCP-7).

-USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 7, BEGIN PROPOSED DRAINAGE INSTALLATION. BEGIN INSTALLATION OF PROPOSED 42" PIPE ADJACENT TO EXISTING AIRPORT BLVD. AS SHOWN IN (SECTION B - B) ON SHEET TCP-5. BACKFILL EXCAVATED AREA WITHIN 10' TO TRAFFIC BEFORE RETURNING TRAFFIC TO THE EXISTING 2-LANE, 2-WAY PATTERN.

-USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 7, BEGIN THE UNDERCUT EXCAVATION AND BACKFILL IN A CONTINUOUS MANNER FROM STA. 27+25 +/- -L- (RIGHT) TO STA. 29+25 +/- -L- (RIGHT). AT THE END OF THE DAY, THE AREAS THAT WERE EXCAVATED SHALL BE BACKFILLED PRIOR TO RETURNING TRAFFIC TO THE EXISTING 2-LANE, 2-WAY PATTERN.

-USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 7, CONSTRUCT THE FOLLOWING IN CONJUNCTION WITH EACH OTHER UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT.

A) PROPOSED FILL FROM STA. 33+94 +/- -L- TO STA. 37+47 +/- -L- AND FROM STA. 37+61 +/- -L- TO STA. 40+84 +/- -L-. (SEE TCP-7).
B) VARIABLE WIDTH TEMPORARY PAVEMENT FROM STA. 33+94 +/- -L- TO STA. 40+84 +/- -L-. (SEE TCP-7).

-MAY BEGIN INSTALLATION OF FINAL SIGNAL AT INTERSECTION OF AIRPORT BLVD. AND NC 54. COVER PROPOSED SIGNAL HEADS. DO NOT INSTALL PROPOSED LOOPS ON AIRPORT BLVD. DUE TO PHASE III, STEP 8, MILLING OPERATION (SEE SIGNAL PLANS).

WORK IN A CONTINUOUS MANNER TO COMPLETE THE FOLLOWING WORK OF PHASE I, STEP 3 AND STEP 4.

STEP 3) USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 7 AND 4 OF 7, INSTALL TEMPORARY PAVEMENT MARKINGS AND MARKERS, TEMPORARY SIGNING, AND CHANGEABLE MESSAGE SIGNS FOR THE TEMPORARY TRAFFIC PATTERN ON -L- SHOWN ON TCP-8 AND TCP-8A. INSTALL THE WATER-FILLED BARRIER SHOWN ON TCP-8. REMOVE CONFLICTING PAVEMENT MARKINGS.

STEP 4) USING FLAGGERS/POLICE, SWITCH EXISTING SR 3015 (AIRPORT BLVD.) TRAFFIC TO THE TEMPORARY PAVEMENT IN A 2-LANE, 2-WAY TRAFFIC PATTERN. (SEE TCP-8 AND TCP-8A).

STEP 5) USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 7, INSTALL THE PORTABLE CONCRETE BARRIER AND TEMPORARY CRASH CUSHIONS AS SHOWN ON TCP-8.

STEP 6) INSTALL TEMPORARY SHORING NO. 1 FROM STA. 37+00 +/- -L- TO STA. 37+96 +/- -L-. (REFER TO ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 7). (SEE TCP-8).

STEP 7) USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 7, CONSTRUCT 27' OF RIGHT SIDE WIDENING FROM STA. 33+50 +/- -L- TO STA 42+00 +/- -L- AND STAGE I OF THE PROPOSED CULVERT AT STA. 37+50 +/- -L-. (SEE TCP-8 AND STRUCTURE PLANS).

-CONSTRUCT TEMP. SHORING NO. 2 IN CONJUNCTION WITH THE STAGE I CULVERT CONSTRUCTION FROM STA. 36+92 +/- -L- TO STA. 37+88 +/- -L-. (SEE TCP-8).

-USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 7, COMPLETE THE PROPOSED WIDENING FROM -L- STA. 22+00 +/- TO STA. 33+50 +/- BEGUN IN PHASE I UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE: (SEE TCP-5 THROUGH TCP-7).

-USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 7, CONSTRUCT TEMPORARY PAVEMENT UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT FROM STA. 10+86 +/- -Y3- TYING INTO THE EDGE AND ELEVATION OF PROPOSED PAVEMENT AT STA. 22+00 +/- -L-. (SEE TCP-5).

-WEDGE A TEMPORARY TIE-IN CONNECTING TO THE TEMPORARY PAVEMENT AND PROPOSED PAVEMENT AT STA. 22+00 +/- -L- SUFFICIENT TO SWITCH TRAFFIC TO THE TEMPORARY PAVEMENT IN A 2-LANE, 2-WAY PATTERN IN PHASE II. (SEE TCP-5).

PHASE II

STEP 1) INSTALL AS MUCH TEMPORARY PAVEMENT MARKINGS AND MARKERS AS POSSIBLE FOR THE TEMPORARY PATTERN SHOWN ON SHEET TCP-9 THROUGH TCP-11 WITHOUT INTERFERING WITH TRAFFIC.

-USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 7, INSTALL PORTABLE CONCRETE BARRIER AND TEMPORARY CRASH CUSHIONS AS SHOWN ON TCP-10 AND TCP-11.

WORK IN A CONTINUOUS MANNER TO COMPLETE THE FOLLOWING WORK OF PHASE II, STEP 2 AND STEP 3

STEP 2) USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 7, COMPLETE INSTALLATION OF THE TEMPORARY PAVEMENT MARKINGS AND MARKERS FOR THE TEMPORARY TRAFFIC PATTERN SHOWN ON TCP-9 THROUGH TCP-11. MAY USE POLICE TO DIRECT TRAFFIC AT INTERSECTION OF AIRPORT BLVD. AND NC 54.

STEP 3) USING FLAGGERS/POLICE, SWITCH -L- TRAFFIC TO THE RIGHT SIDE WIDENING IN THE TEMPORARY 2-WAY PATTERN AS SHOWN ON TCP-9 THROUGH TCP-11.

STEP 4) USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 7, INSTALL WATER-FILLED BARRIER FROM STA. 14+02 +/- -L- TO STA. 22+00 +/- -L-. (SEE SHEET TCP-9).

STEP 5) USING FLAGGERS AS NECESSARY, CONSTRUCT LEFT SIDE CONSTRUCTION AS MUCH AS POSSIBLE FROM STA. 13+92 +/- -L- TO STA. 27+50 +/- -L- INCLUDING CURB AND GUTTER UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TCP-9 AND TCP-10).

-BEGIN LEFT SIDE CONSTRUCTION FROM STA. 27+50 +/- -L- TO STA. 42+00 +/- -L- INCLUDING CURB AND GUTTER AND STAGE II OF THE PROPOSED CULVERT AT STA. 37+50 +/- -L- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TCP-10 AND TCP-11).

PHASE III

WORK IN A CONTINUOUS MANNER TO COMPLETE THE FOLLOWING WORK OF PHASE III, STEP 1 THROUGH STEP 3, FROM FRIDAY AT 9:00 P.M. TO THE FOLLOWING MONDAY AT 6:00 A.M. (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES)

STEP 1) USING ROADWAY STANDARD DRAWING 1101.03, SHEET 1 OF 9 AND 2 OF 9, CLOSE AIRPORT BLVD. (SR 3015) AND PLACE TRAFFIC ON THE OFFSITE DETOUR. (SEE SHEET TCP-14 AND TCP-15). USE FLAGGERS OR POLICE TO MAINTAIN LOCAL TRAFFIC. PERFORM THE FOLLOWING:

CONSTRUCT VARIABLE WIDTH PROPOSED PAVEMENT FROM -L- STA. 13+50 +/- TO STA. 21+00 +/- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE CONNECTING TO THE LEFT SIDE PROPOSED PAVEMENT CONSTRUCTED IN PHASE II, STEP 5. 36.5' OF PAVEMENT IS NEEDED TO SWITCH TRAFFIC PRIOR TO REOPENING AIRPORT BLVD. (SEE TCP-12).

STEP 2) CONSTRUCT THE FOLLOWING:

PAVEMENT UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM -L- STA. 13+50 +/- TO STA. 14+24 +/-. (SEE TCP-12A).

-TEMPORARY TIE-INS FOR -Y2- AND -Y3- AS DIRECTED BY THE ENGINEER. (SEE TCP-12A).

-INSTALL TEMPORARY PAVEMENT MARKINGS AND MARKERS, TEMPORARY SIGNING, AND WATER-FILLED BARRIER. (SEE SHEET TCP-12A AND TCP-12B).

STEP 3) OPEN AIRPORT BLVD. (SR 3015) TO THE TEMPORARY TRAFFIC PATTERN (SEE TCP-13).

-RELOCATE CHANGEABLE MESSAGE SIGNS THAT WERE MOVED DUE TO AIRPORT BLVD. CLOSURE TO THEIR ORIGINAL LOCATION AND DISPLAY THE ORIGINAL MESSAGE. (SEE TCP-8A AND TCP-9).

APPROVED: [signature] DATE: 11/15/06

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 022104 JOHN S. KITE JR.

PHASING

SCALE:	NONE
DATE:	SEP 04
DWG. BY:	MHS
DESIGN BY:	MHS
REVIEWED BY:	CLM

DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION TRAFFIC CONTROL UNIT

REVISIONS

CADD FILE U3344A TC TCP4.DGN

02-NOV-2006 09:05
\\dot\dfsroot01\proj\tipprojects-u\u3344a\traffic\trafficcontrol\tcp\u3344a_tc_tcp04.dgn
sjsykes AT WZTC22410I

PROJ. REFERENCE NO.	SHEET NO.
U-3344A	TCP-4A

PHASING

PHASE III CONTINUED

STEP 4) USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 7, AS NECESSARY, COMPLETE PROPOSED CULVERT AND CONSTRUCT PROPOSED PAVEMENT UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AS SHOWN ON SHEET TCP-12B AND TCP-13.

STEP 5) COMPLETE ALL WORK PREVIOUSLY BEGUN.

STEP 6) INSTALL AS MUCH TEMPORARY (PAINT) PAVEMENT MARKINGS AND MARKERS IN THE FINAL 5-LANE, 2-WAY PATTERN AS POSSIBLE WITHOUT INTERFERING WITH EXISTING TRAFFIC. (SEE TCP-3 AND PM-2 THROUGH PM-4 FOR LAYOUT OF PAVEMENT MARKINGS).

-INSTALL AND COVER PERMANENT SIGNING. (SEE SIGNING PLANS)

WORK IN A CONTINUOUS MANNER TO COMPLETE THE FOLLOWING WORK OF PHASE III, STEP 7.

STEP 7) USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 7 AND 4 OF 7, INSTALL THE REMAINING TEMPORARY PAVEMENT MARKINGS AND MARKERS IN THE FINAL PATTERN AND PLACE -L-, -Y2-, AND -Y3- TRAFFIC IN THE FINAL TRAFFIC PATTERN. (SEE TCP-3, AND PM-2 THROUGH PM-4).

-UNCOVER PERMANENT SIGNING.

STEP 8) PERFORM MILLING AND PAVING BACK UP TO THE EXISTING PAVEMENT ELEVATION FROM -L- STA. 10+36 +/- TO STA. 13+50 +/- AND FROM -L- STA. 42+00 +/- TO STA. 46+33 +/- -L-. REPLACE TEMPORARY (PAINT) PAVEMENT MARKINGS AND MARKERS IN THE FINAL PATTERN.

-INSTALL PROPOSED LOOPS AND ACTIVATE FINAL SIGNAL (SEE SIGNAL PLANS).

STEP 9) REMOVE THE TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS PREVIOUSLY INSTALLED PER SHEET TCP-8A AND INSTALL FINAL PAVEMENT MARKINGS AND MARKERS ON THIS SECTION OF AIRPORT BLVD. TO RETURN IT TO THE EXISTING 5-LANE, 2-WAY TRAFFIC PATTERN (SEE PM-5).

STEP 10) USING ROADWAY STANDARD DRAWING 1101.02, SHEET 4 OF 7, PLACE THE FINAL LAYER OF SURFACE COURSE AND INSTALL THE FINAL PAVEMENT MARKINGS AND MARKERS ON ALL ROADS. (SEE PM-1 THROUGH PM-4).

STEP 11) REMOVE ALL WORK ZONE TRAFFIC CONTROL DEVICES.

APPROVED: DATE: 1/21/05

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITZ, JR.

PHASING

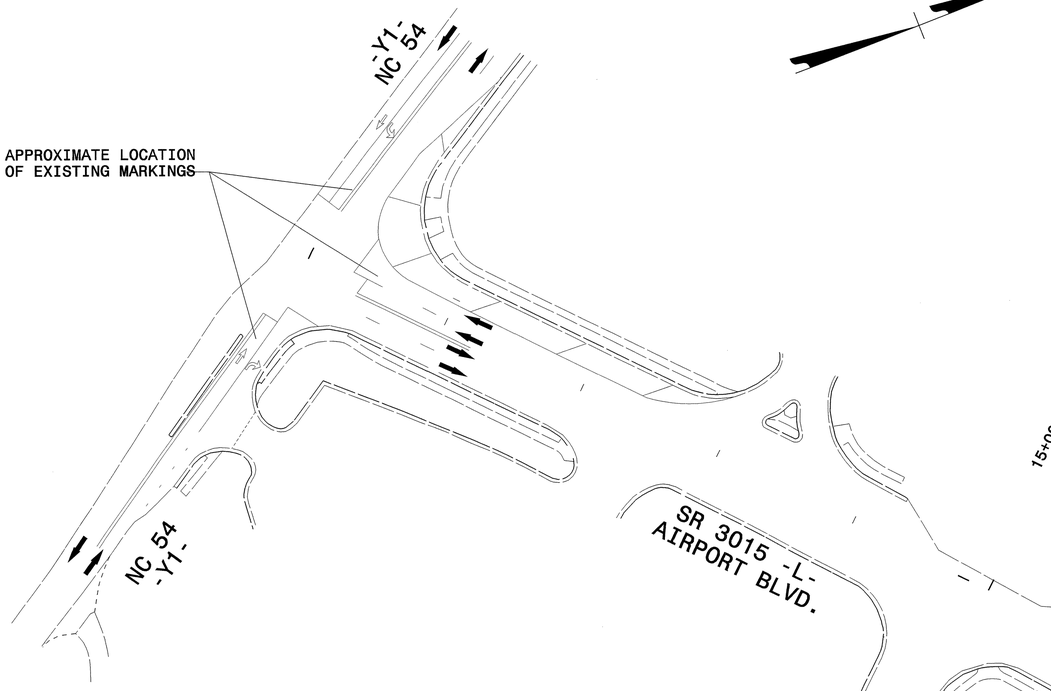
SCALE:	NONE
DATE:	SEP 04
DWG. BY:	MHS
DESIGN BY:	MHS
REVIEWED BY:	CLM

DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH TRAFFIC CONTROL UNIT

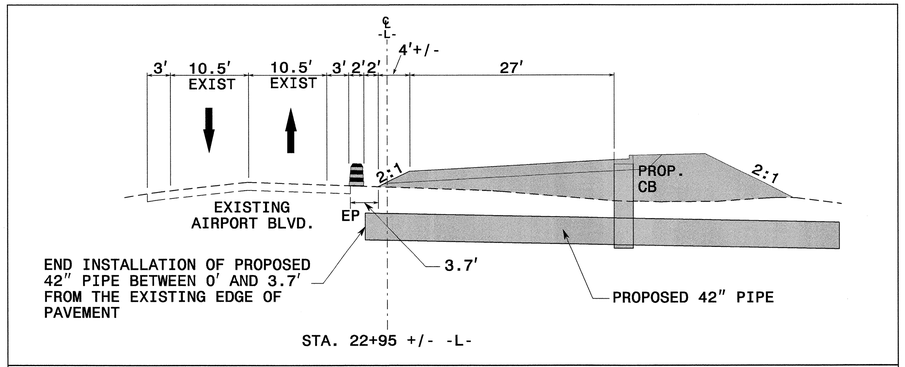
REVISIONS

CADD FILE U3344A TC TCP4.DGN

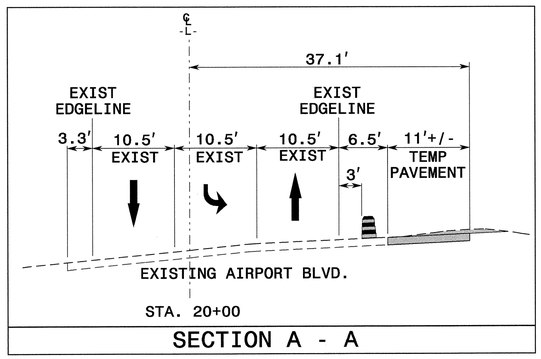
PROJ. REFERENCE NO.	SHEET NO.
U-3344A	TCP-5



STA. 22+00 +/- -L-
BEGIN RIGHT SIDE CONSTRUCTION
TIE TEMP. PAVEMENT TO
PROPOSED WIDENING



SECTION B-B



SECTION A - A

TEMPORARY PAVEMENT OFFSETS

STATION	OFFSET FROM -L- CENTERLINE
19+00	49.6' RIGHT
19+50	38.1' RIGHT
20+00	37.1' RIGHT
20+50	35.4' RIGHT
21+00	33.9' RIGHT
21+50	32.4' RIGHT

APPROVED: _____ DATE: 12/1/05

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE, JR.

PHASE I

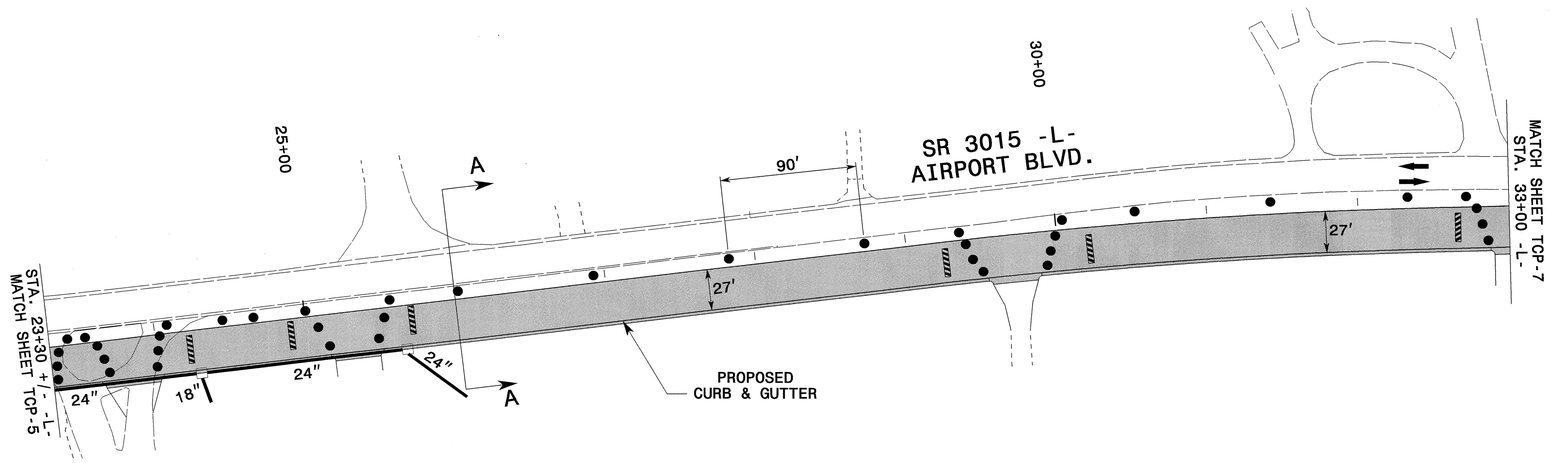
SCALE:	NONE
DATE:	12-04
DWG. BY:	MHS
DESIGN BY:	MHS
REVIEWED BY:	CLM

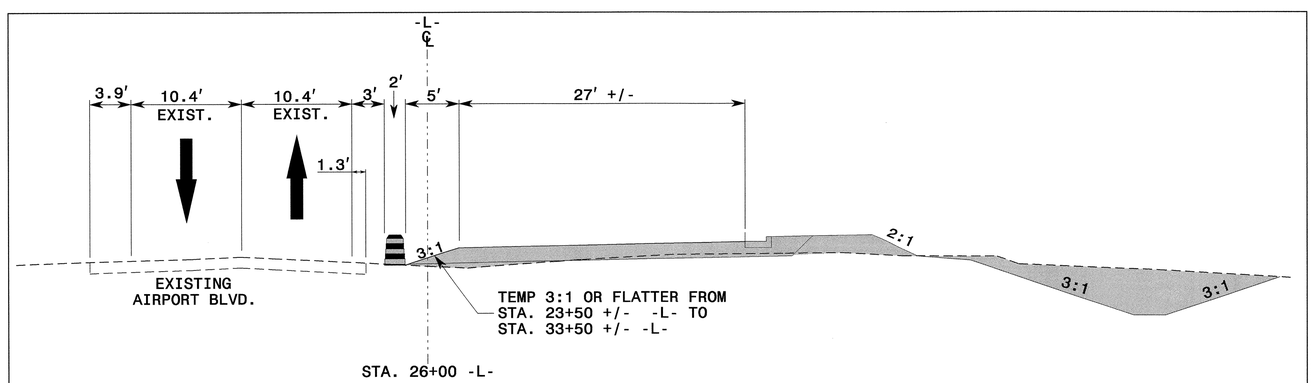
DIVISION OF HIGHWAYS — STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION — TRAFFIC ENGINEERING BRANCH — TRAFFIC CONTROL

REVISIONS	
CADD FILE	

19-JAN-2005 13:55
\\efs-ccfs01\U3344a$\TCP\U3344A_TC_TCP05.dgn
msteelman AT TETC2223

PROJ. REFERENCE NO.	SHEET NO.
U-3344A	TCP-6





SECTION A - A

APPROVED: _____ DATE: 12/1/05

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE JR.

PHASE I

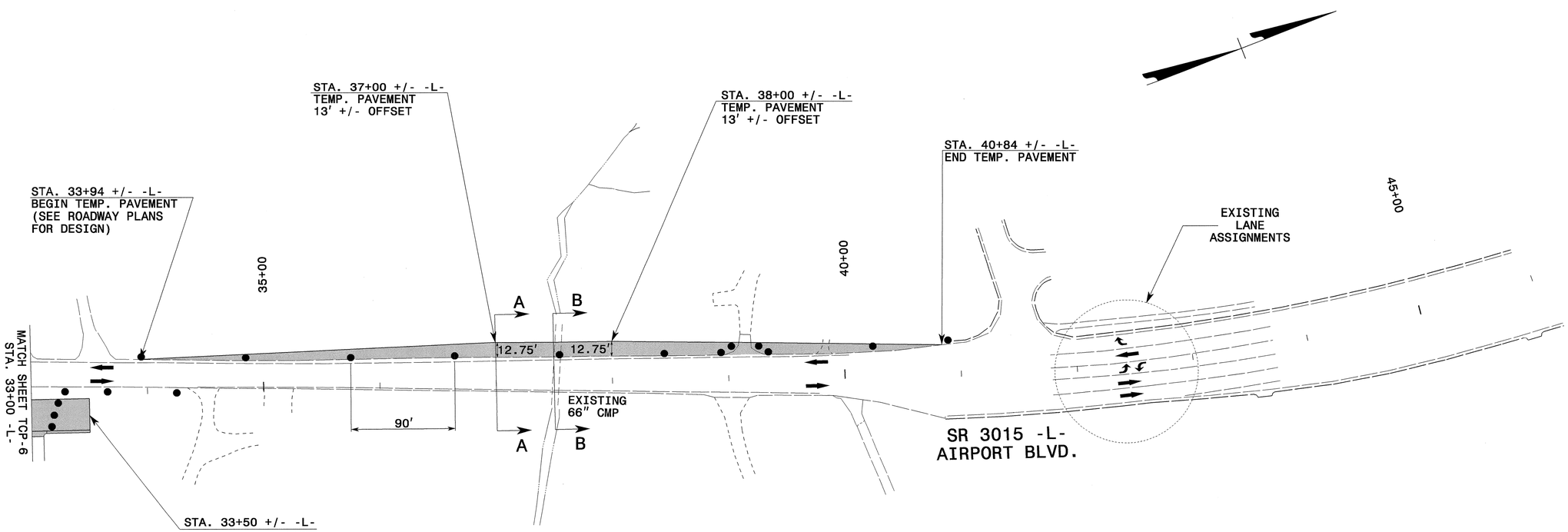
SCALE:	NONE
DATE:	9-04
DWG. BY:	MHS
DESIGN BY:	MHS
REVIEWED BY:	CLM

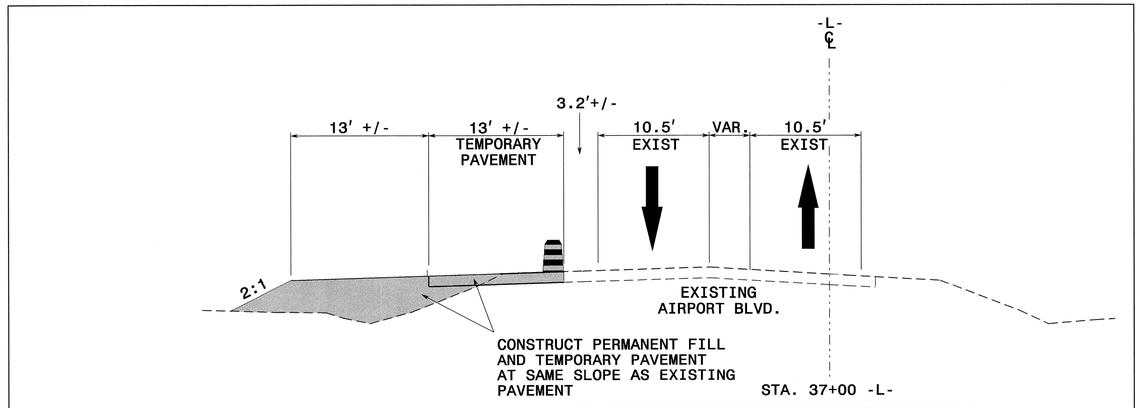
DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH TRAFFIC CONTROL UNIT

REVISIONS	
CADD FILE	

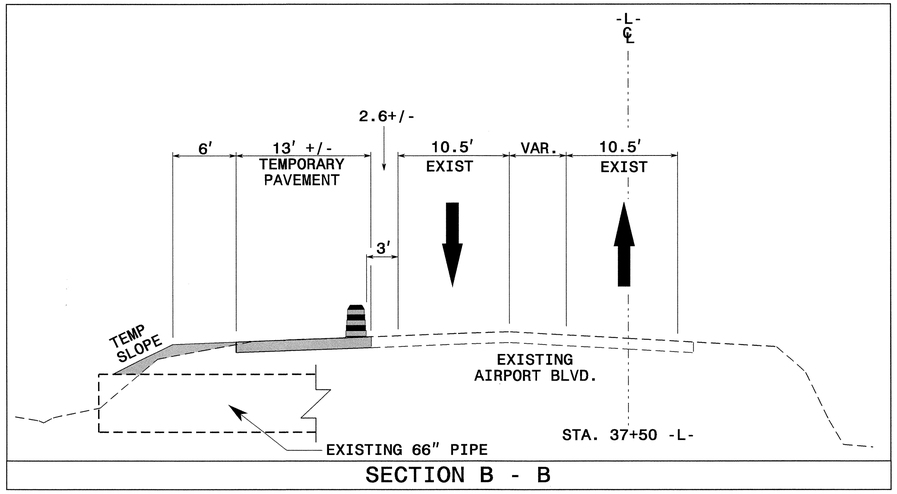
19-JAN-2005 13:55
\\ets-ccfs01\U3344d$\TCP\U3344A_TC_TCP06.dgn
mstreiman AT_TET(2231)

PROJ. REFERENCE NO.	SHEET NO.
U-3344A	TCP-7





SECTION A - A



SECTION B - B

APPROVED: John S. Kite, Jr. DATE: 1/21/05

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S KITE JR

PHASE I

SCALE:	NONE
DATE:	10-04
DWG. BY:	MHS
DESIGN BY:	MHS
REVIEWED BY:	CLM

DIVISION OF HIGHWAYS — PLANNING AND DEVELOPMENT BRANCH — TRAFFIC ENGINEERING BRANCH — TRAFFIC CONTROL

REVISIONS	
CADD FILE	

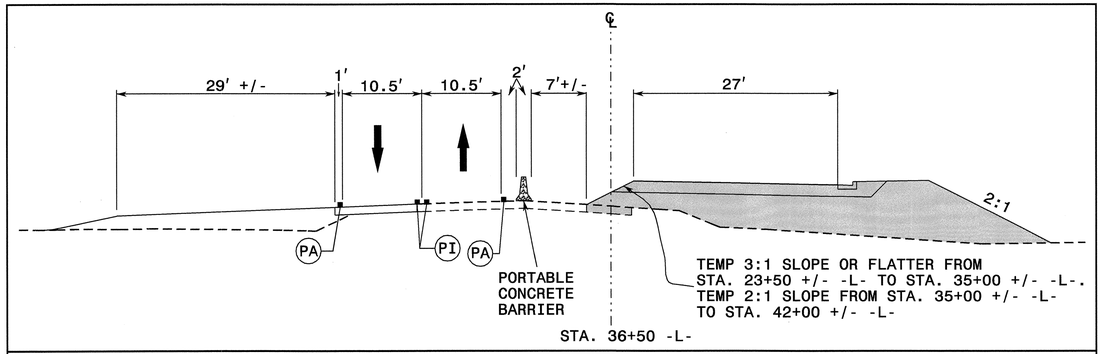
PROJ. REFERENCE NO.	SHEET NO.
U-3344A	TCP-8

Ⓐ =

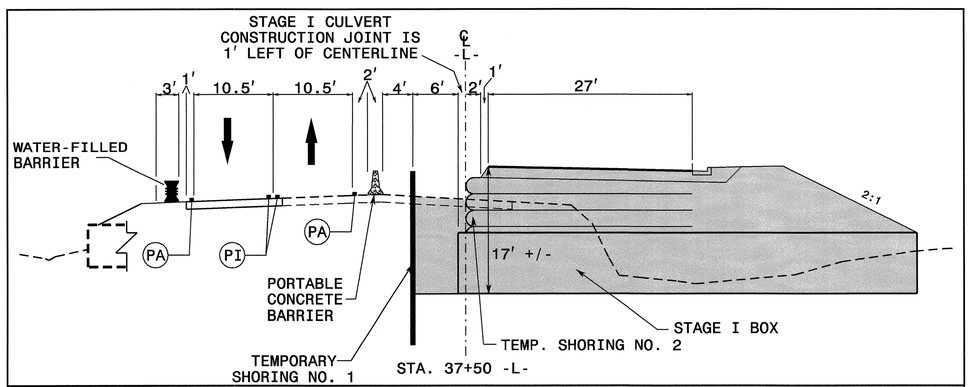
INSTALL STATIONARY SIGNS
AT STA. 30+10 +/- -L- (NB TRAFFIC)
AND STA. 39+30 +/- -L- (SB TRAFFIC)

Ⓑ =

INSTALL STATIONARY SIGNS
AT STA. 40+64 +/- -L- (NB TRAFFIC)



SECTION A - A



SECTION B - B

TEMPORARY SHORING NO. 1

ESTIMATED QUANTITY = 960 SQUARE FEET BASED ON AN AVERAGE ESTIMATE HEIGHT OF 10.0 FEET.

1. DO NOT USE STANDARD TEMPORARY SHORING FROM STATION 37+00, 7 FT. LT, TO STATION 37+96, 7 FT. LT.
2. WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 37+00, 7 FT LT, TO STATION 37+96, 7 FT LT, USE THE FOLLOWING SOIL PARAMETERS: UNIT WEIGHT OF SOIL ABOVE WATER TABLE, Y = 120PCF
   UNIT WEIGHT OF SOIL BELOW WATER TABLE, Y = 60PCF
   COHESION, c = 0 PSF
   FRICTION ANGLE, ϕ = 30 DEGREES ABOVE ELEVATION 309 FT
   FRICTION ANGLE, ϕ = 42 DEGREES BELOW ELEVATION 309 FT
3. DRIVEN PILING FOR TEMPORARY SHORING FROM STATION 37+00, 7 FT LT, TO STATION 37+96, 7 FT LT, MAY NOT PENETRATE BELOW ELEVATION 309 FT DUE TO THE PRESENCE OF AN OBSTRUCTION, VERY DENSE OR HARD SOIL, WEATHERED OR HARD ROCK.
4. FOR CONTRACTOR DESIGNED SHORING, SURVEY THE SHORING LOCATION TO DETERMINE EXISTING ELEVATIONS AND ACTUAL DESIGN HEIGHTS BEFORE BEGINNING DESIGN.
5. CONTRACTOR DESIGNED SHORING FROM STATION 37+00, 7 FT LT, TO STATION 37+96, 7 FT LT, SHALL MAINTAIN FLOW IN THE EXISTING PIPE.

TEMPORARY SHORING NO. 2

ESTIMATED QUANTITY = 970 SQUARE FEET BASED ON AN AVERAGE ESTIMATE HEIGHT OF 10.1 FEET.

1. DO NOT USE STANDARD TEMPORARY SHORING FROM STATION 36+92, 4 FT RT, TO STATION 37+96, 4 FT RT.
2. WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 36+92, 4 FT RT, TO STATION 37+96, 4 FT RT, USE THE FOLLOWING SOIL PARAMETERS: UNIT WEIGHT OF SOIL ABOVE WATER TABLE, Y = 120PCF
   UNIT WEIGHT OF SOIL BELOW WATER TABLE, Y = 60PCF
   COHESION, c = 0 PSF
   FRICTION ANGLE, ϕ = 30 DEGREES ABOVE ELEVATION 309 FT
   FRICTION ANGLE, ϕ = 42 DEGREES BELOW ELEVATION 309 FT
3. DRIVEN PILING FOR TEMPORARY SHORING FROM STATION 36+92, 4 FT RT, TO STATION 37+96, 4 FT RT, MAY NOT PENETRATE BELOW ELEVATION 309 FT DUE TO THE PRESENCE OF AN OBSTRUCTION, VERY DENSE OR HARD SOIL, WEATHERED OR HARD ROCK.
4. FOR CONTRACTOR DESIGNED SHORING, SURVEY THE SHORING LOCATION TO DETERMINE EXISTING ELEVATIONS AND ACTUAL DESIGN HEIGHTS BEFORE BEGINNING DESIGN.

ALL PAVEMENT MARKING SYMBOLS ARE PAINT

APPROVED: DATE: 1/5/07

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE, JR.

PHASE I

SCALE:	NONE
DATE:	10-04
DWG. BY:	MHS
DESIGN BY:	MHS
REVIEWED BY:	CLM

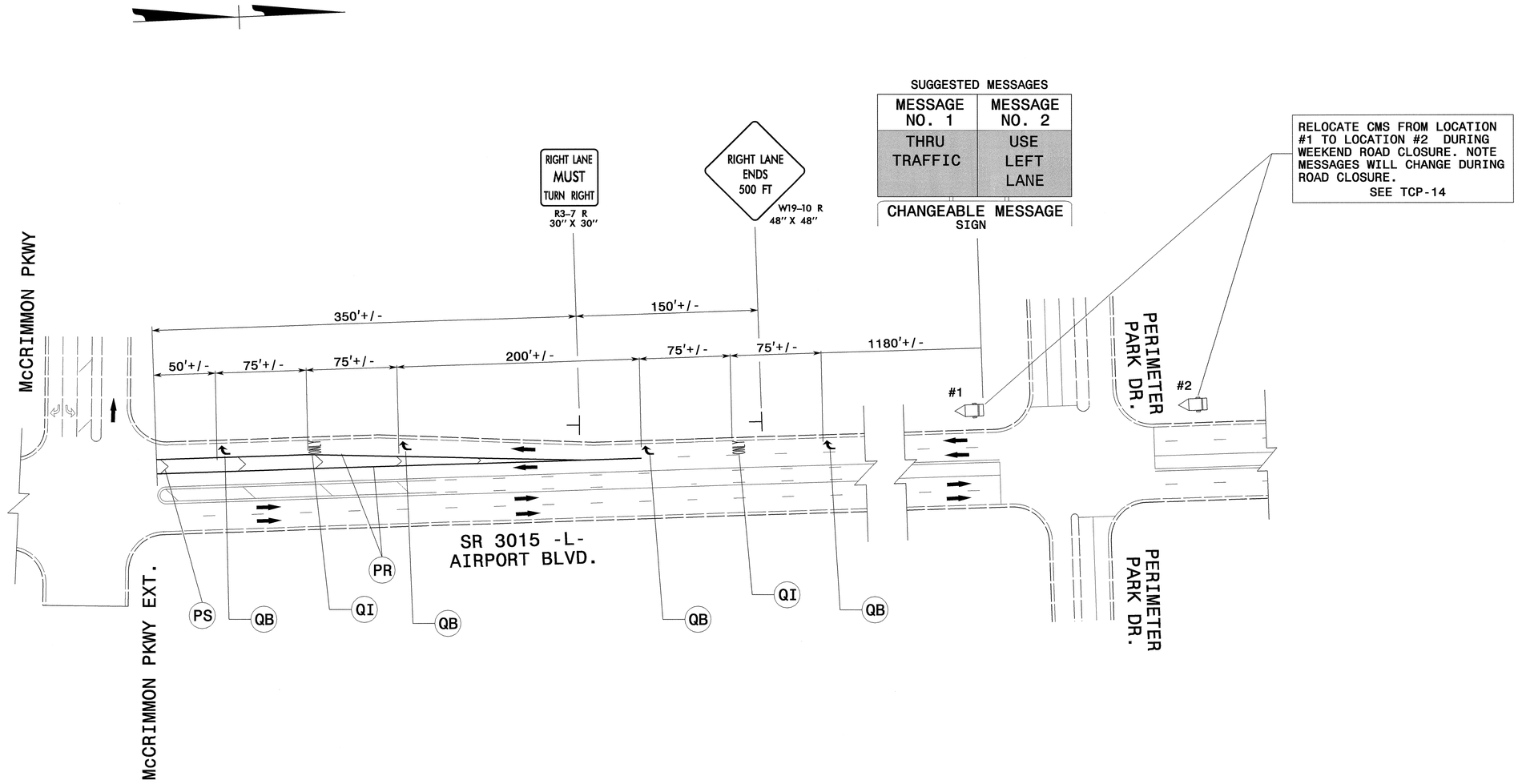
DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH TRAFFIC CONTROL UNIT

REVISIONS

CADD FILE

08-JAN-2007 14:59
\\dot\dfsroot\proj\tfprojects-u\u3344a\traffic\trafficcontrol\tcp\u3344a_tc_tcp08.dgn
sjsykes
AT WZTC22400

PROJ. REFERENCE NO.	SHEET NO.
U-3344A	TCP-8A



APPROVED: _____ DATE: 12/16/05

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE JR.

PHASE I

SCALE:	NONE
DATE:	10-04
DWG. BY:	MHS
DESIGN BY:	MHS
REVIEWED BY:	CLM

DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH TRAFFIC CONTROL UNIT

REVISIONS	
CADD FILE	

19-JAN-2005 13:55
\\ets-ccfs01\U3344g$\TCP\U3344A_TC_TCP08A.dgn
msteelman AT TETC(223)

PROJ. REFERENCE NO.	SHEET NO.
U-3344A	TCP-9

SUGGESTED MESSAGES

(A) =	MESSAGE NO. 1	MESSAGE NO. 2
	NEW TRAFFIC PATTERN	ON AIRPORT BLVD

CHANGEABLE MESSAGE SIGN

APPROXIMATE NC 54 EXISTING MARKINGS

0.5 MILE +/-

-Y1- NC 54

APPROXIMATE EXISTING STOP BAR LOCATIONS

APPROXIMATE NC 54 EXISTING MARKINGS

STA. 12+15 +/- -L- TIE TO EXISTING MARKINGS

STA. 12+97 +/- -L-

STA. 13+34 +/- -L-

STA. 13+92 +/- -L- BEGIN WEDGING

STA. 14+02 +/- -L- WATER-FILLED BARRIER 1′ OFFSET

STA. 15+00 +/- -L- BEGIN NEW PAVEMENT END WEDGING

STA. 12+15 +/- -L-

STA. 13+34 +/- -L-

STA. 13+96 +/- -L-

STA. 14+46 +/- -L-

STA. 15+12 +/- -L-

STA. 18+36 +/- -L-

STA. 10+49 +/- -Y3-

STA. 18+93 +/- -L-

STA. 19+93 +/- -L-

STA. 21+00 +/- -L- BEGIN WEDGING AND WIDENING

COMPLETE 42" DRAINAGE SYSTEM AWAY FROM TRAFFIC

STA. 22+00 +/- -L-

STA. 22+00 +/- -L- WATER-FILLED BARRIER 1′ OFFSET

STA. 12+00 +/- -Y3-

MATCH SHEET TCP-10 STA. 23+30 +/- -L-

SR 3015 -L- AIRPORT BLVD.

AIRTECH DR. -Y2-

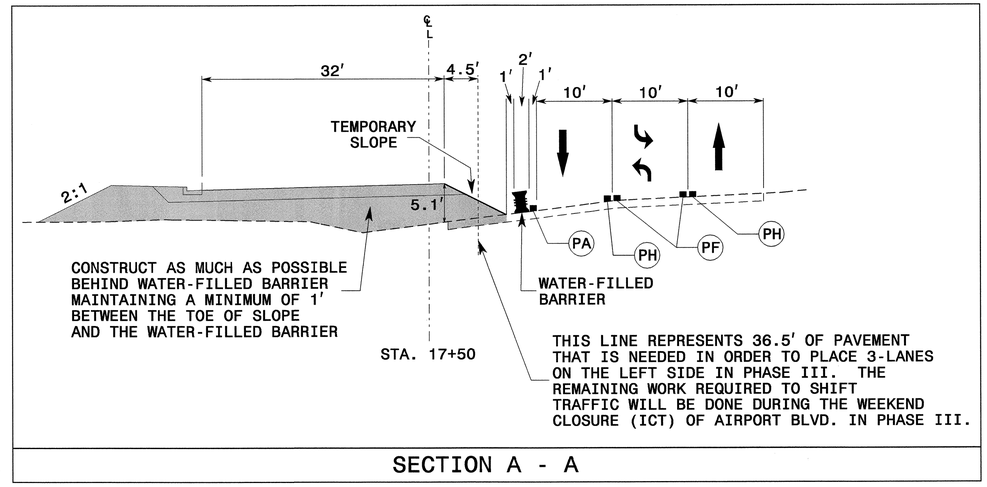
WALDRON RD. -Y3-

PI PV PB PS PA PH PF PD PE

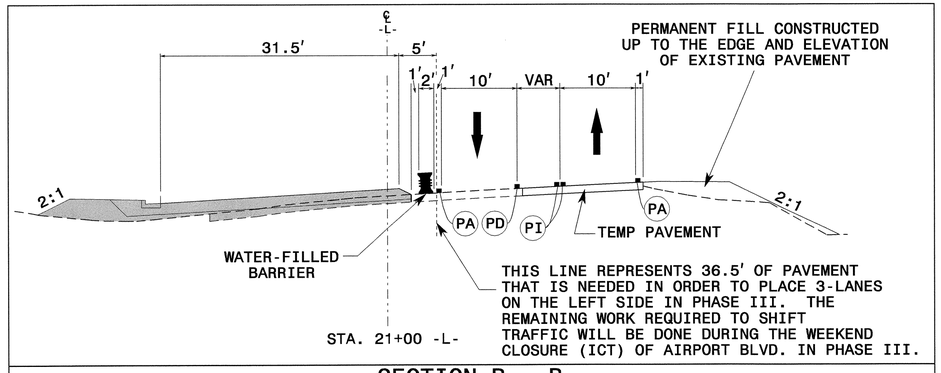
15+00 16+00 17+00 18+00 19+00 20+00

10′ 19.1′ 15″ 42″

CMS SHALL BE RELOCATED TO ½ MILE SOUTH OF AVIATION PARKWAY DURING WEEKEND ROAD CLOSURE IN PHASE III. SEE TCP-14.



SECTION A - A



SECTION B - B

ALL PAVEMENT MARKING SYMBOLS ARE PAINT

APPROVED: [signature] DATE: 12/1/05

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE, JR.

PHASE II

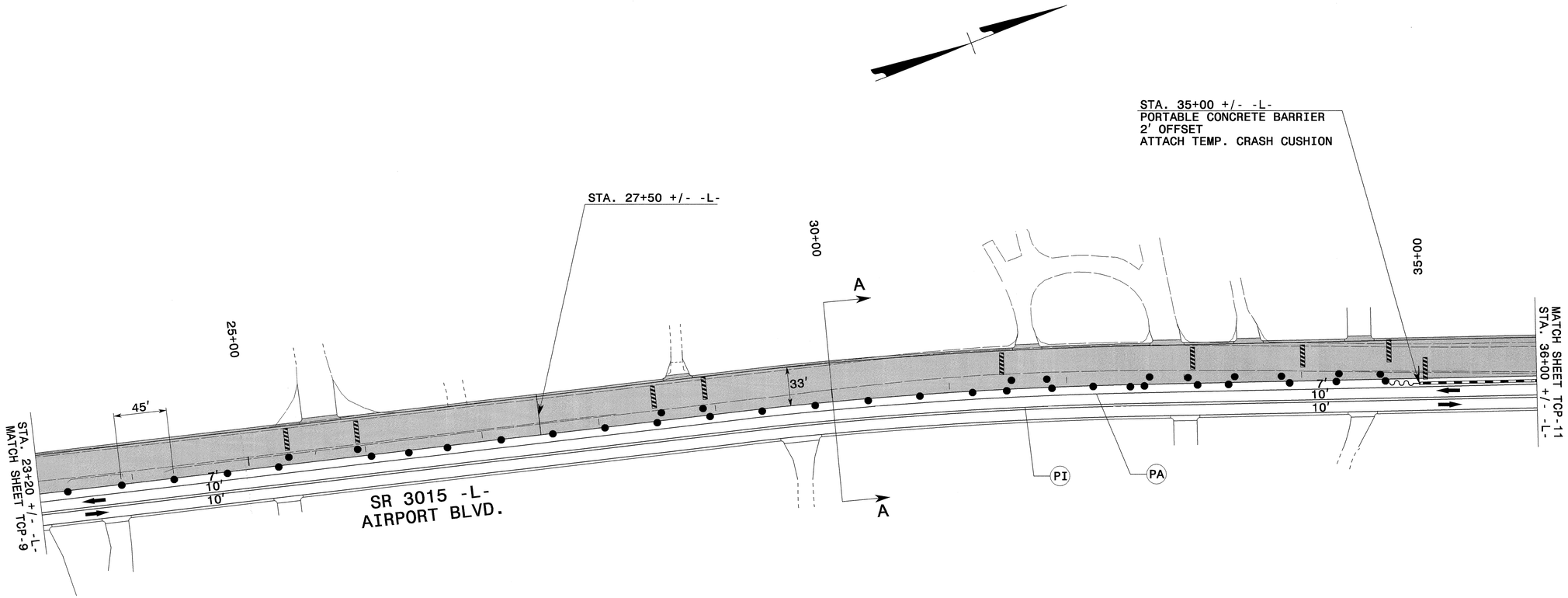
SCALE:	NONE
DATE:	12-04
DWG. BY:	MHS
DESIGN BY:	MHS
REVIEWED BY:	CLM

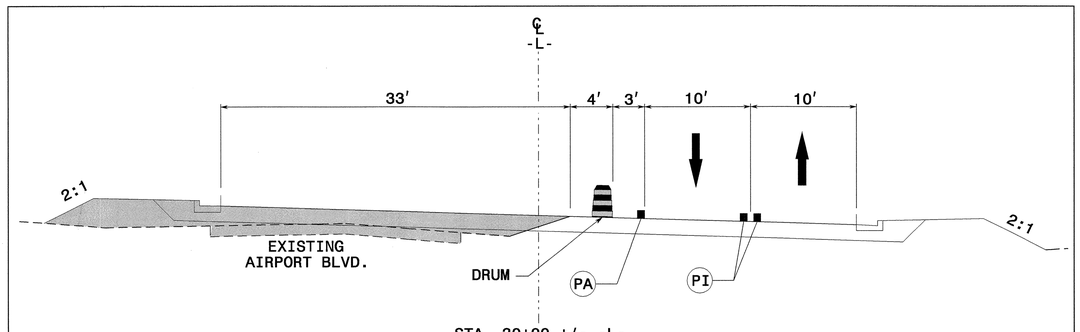
DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH TRAFFIC CONTROL UNIT

REVISIONS

CADD FILE

PROJ. REFERENCE NO.	SHEET NO.
U-3344A	TCP-10





SECTION A - A

APPROVED: _____ DATE: 12/1/05

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE, JR.

PHASE II

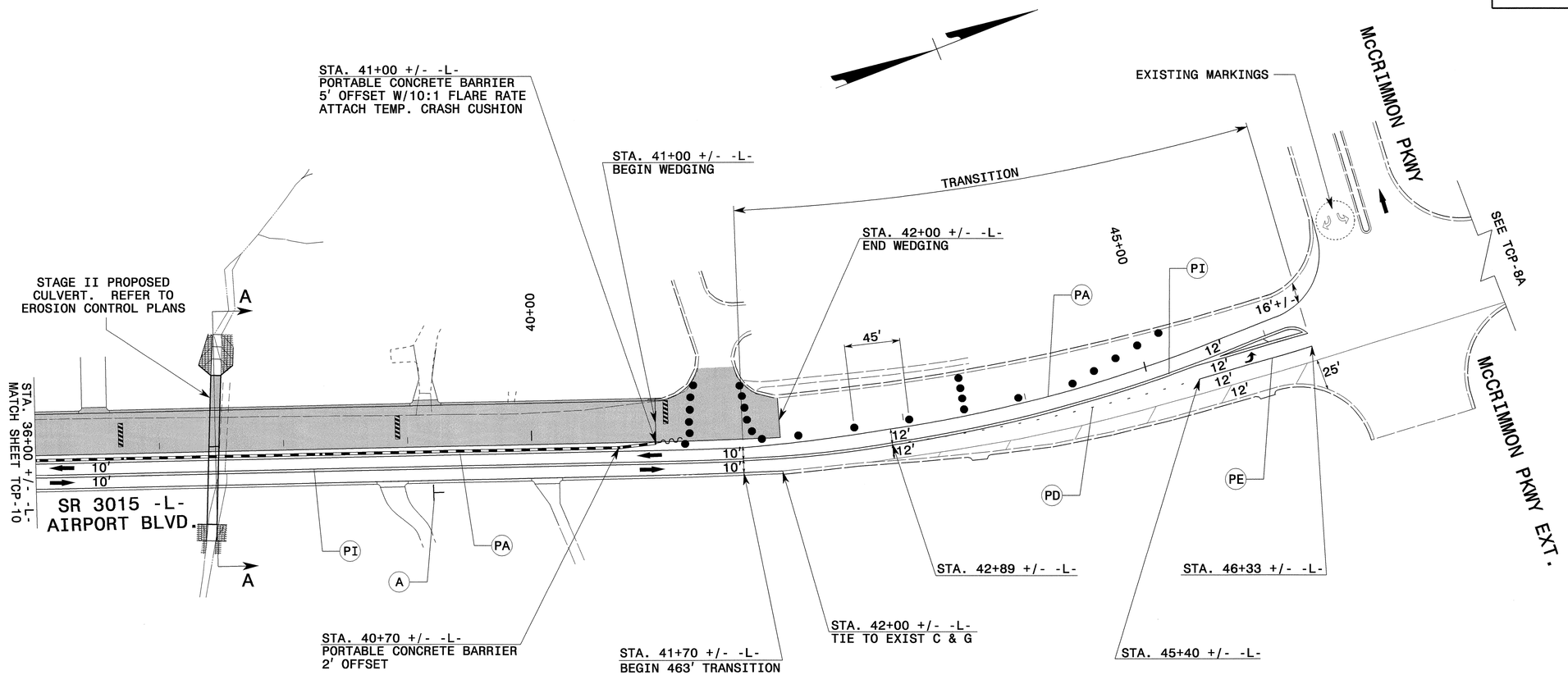
SCALE:	NONE
DATE:	10-04
DWG. BY:	MHS
DESIGN BY:	MHS
REVIEWED BY:	CLM

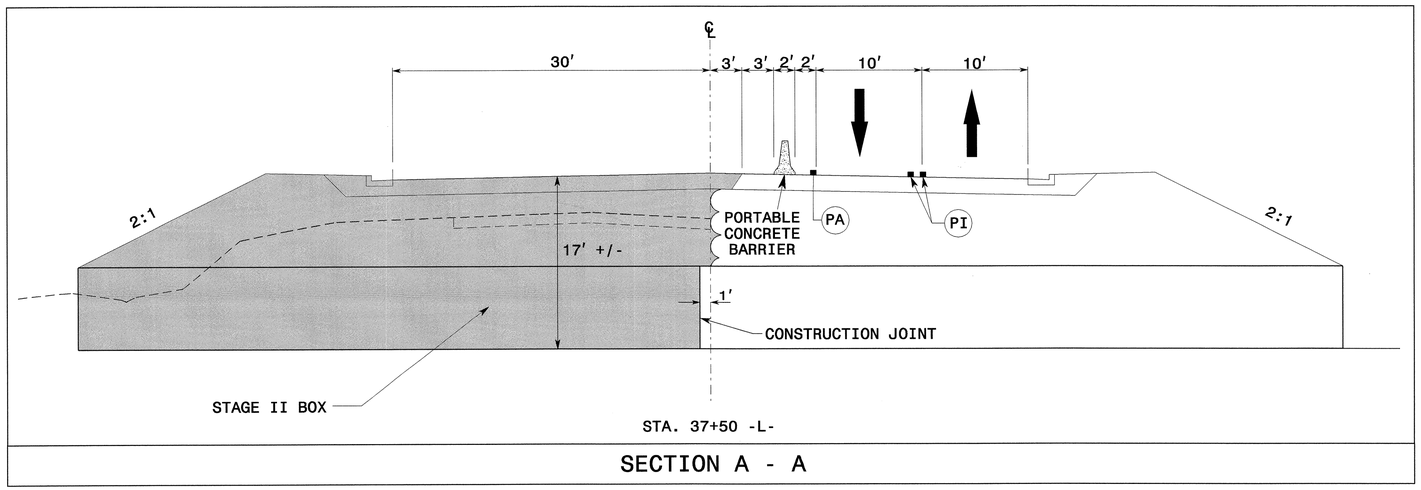
DIVISION OF HIGHWAYS · TRAFFIC ENGINEERING BRANCH · TRAFFIC SIGNAL UNIT · TRAFFIC CONTROL

REVISIONS	
CADD FILE	

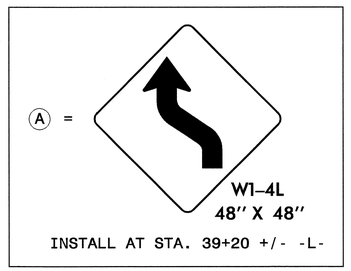
19-JAN-2005 13:57
\\ets-ccfs01\U3344$\TCP\U3344A_TC_TCP10.dgn
msteelman AT TETC2223

PROJ. REFERENCE NO.	SHEET NO.
U-3344A	TCP-11





SECTION A - A



ALL PAVEMENT MARKING SYMBOLS ARE PAINT

APPROVED: DATE: 1/24/05

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE JR.

PHASE II

SCALE:	NONE
DATE:	10-04
DWG. BY:	MHS
DESIGN BY:	MHS
REVIEWED BY:	CLM

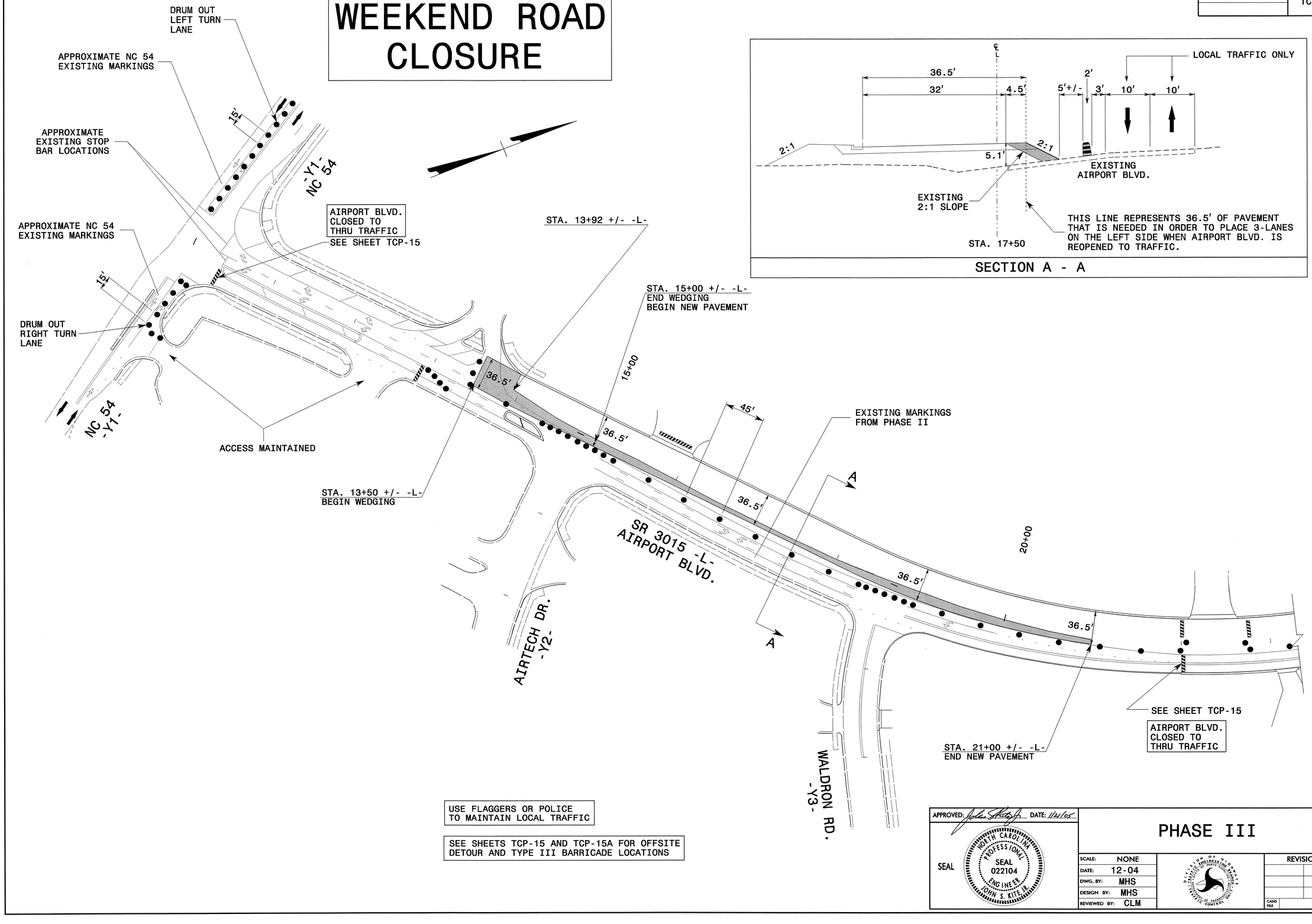
DIVISION OF HIGHWAYS · TRAFFIC ENGINEERING BRANCH · NORTH CAROLINA DEPARTMENT OF TRANSPORTATION · CONTROL

REVISIONS

CADD FILE

PROJ. REFERENCE NO.	SHEET NO.
U-3344A	TCP-12

WEEKEND ROAD CLOSURE



SECTION A - A

USE FLAGGERS OR POLICE TO MAINTAIN LOCAL TRAFFIC

SEE SHEETS TCP-15 AND TCP-15A FOR OFFSITE DETOUR AND TYPE III BARRICADE LOCATIONS

APPROVED: _____ DATE: 11/21/05

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE JR.

PHASE III

SCALE:	NONE
DATE:	12-04
DWG. BY:	MHS
DESIGN BY:	MHS
REVIEWED BY:	CLM

DIVISION OF HIGHWAYS ENGINEERING BRANCH TRAFFIC ENGINEERING BRANCH TRAFFIC CONTROL UNIT

REVISIONS

CADD FILE

PROJ. REFERENCE NO.	SHEET NO.
U-3344A	TCP-12A

APPROXIMATE NC 54 EXISTING MARKINGS

APPROXIMATE EXISTING STOP BAR LOCATONS

AIRPORT BLVD. CLOSED TO THRU TRAFFIC

SEE SHEET TCP-15

APPROXIMATE NC 54 EXISTING MARKINGS

NC 54

NC 54

STA. 10+77 +/- -L-

STA. 11+10 +/- -L-

STA. 11+84 +/- -L-

STA. 11+94 +/- -L-

STA. 12+05 +/- -L-

STA. 12+41 +/- -L-

STA. 12+91 +/- -L-

STA. 13+50 +/- -L-
WEDGING

STA. 13+90 +/- -L-

STA. 14+16 +/- -L-

STA. 14+24 +/- -L-
BEGIN TEMP TIE

STA. 14+43 +/- -L-

STA. 15+09 +/- -L-

STA. 10+12 +/- -Y2-

STA. 15+29 +/- -L-
WATER-FILLED BARRIER
1' OFFSET

STA. 15+30 +/- -L-
END TEMP TIE

STA. 18+17 +/- -L-
WATER-FILLED BARRIER
1' OFFSET

STA. 18+17 +/- -L-
BEGIN TEMP TIE

STA. 18+31 +/- -L-

STA. 19+12 +/- -L-
END TEMP TIE

STA. 10+12 +/- -Y3-

STA. 18+87 +/- -L-

STA. 19+12 +/- -L-
WATER-FILLED BARRIER
1' OFFSET

STA. 19+69 +/- -L-

STA. 20+57 +/- -L-

STA. 22+34 +/- -L-

STA. 22+35 +/- -L-
WATER-FILLED BARRIER
1' OFFSET

SR 3015 -L-
AIRPORT BLVD.

AIRTECH DR.
-Y2-

WALDRON RD.
-Y3-

15+00

20+00

3 - 10.5' LANES

MATCH SHEET TCP-12B
STA. 23+10 +/- -L-

AIRPORT BLVD. CLOSED TO THRU TRAFFIC

SEE SHEET TCP-15

(A) =

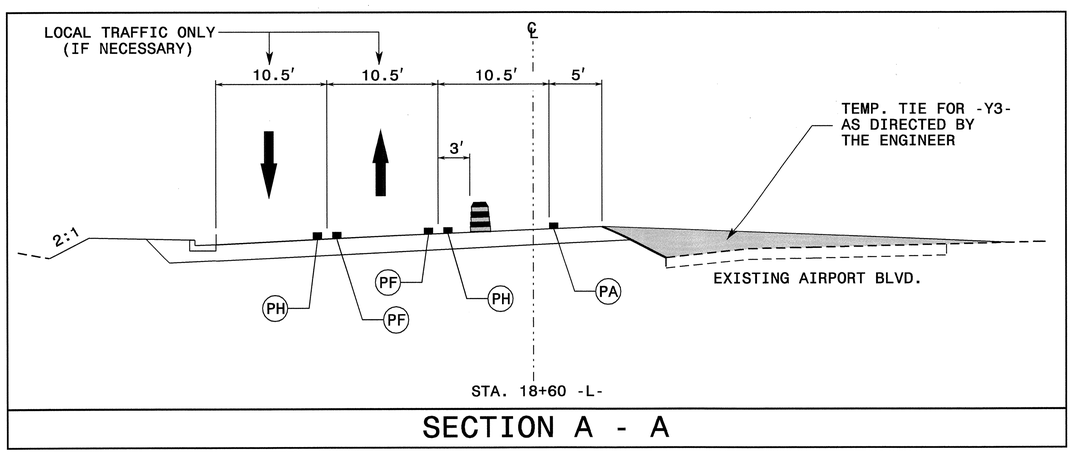
RELOCATE -Y2- & -Y3- EXISTING STOP SIGNS TO THE LOCATIONS SHOWN ON -Y2- AND -Y3- FOR THE TEMPORARY PATTERN.

(B) =

INSTALL STATIONARY SIGN AT STA. 18+25 +/- -L- FOR NORTHBOUND TRAFFIC.

(C) =

INSTALL STATIONARY SIGN AT STA. 17+66 +/- -L- FOR SOUTHBOUND TRAFFIC.



SECTION A - A

WEEKEND ROAD CLOSURE

ALL PAVEMENT MARKING SYMBOLS ARE PAINT

APPROVED: DATE: 4/5/06

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE, JR

PHASE III

SCALE:	NONE
DATE:	10-04
DWG. BY:	MHS
DESIGN BY:	MHS
REVIEWED BY:	CLM

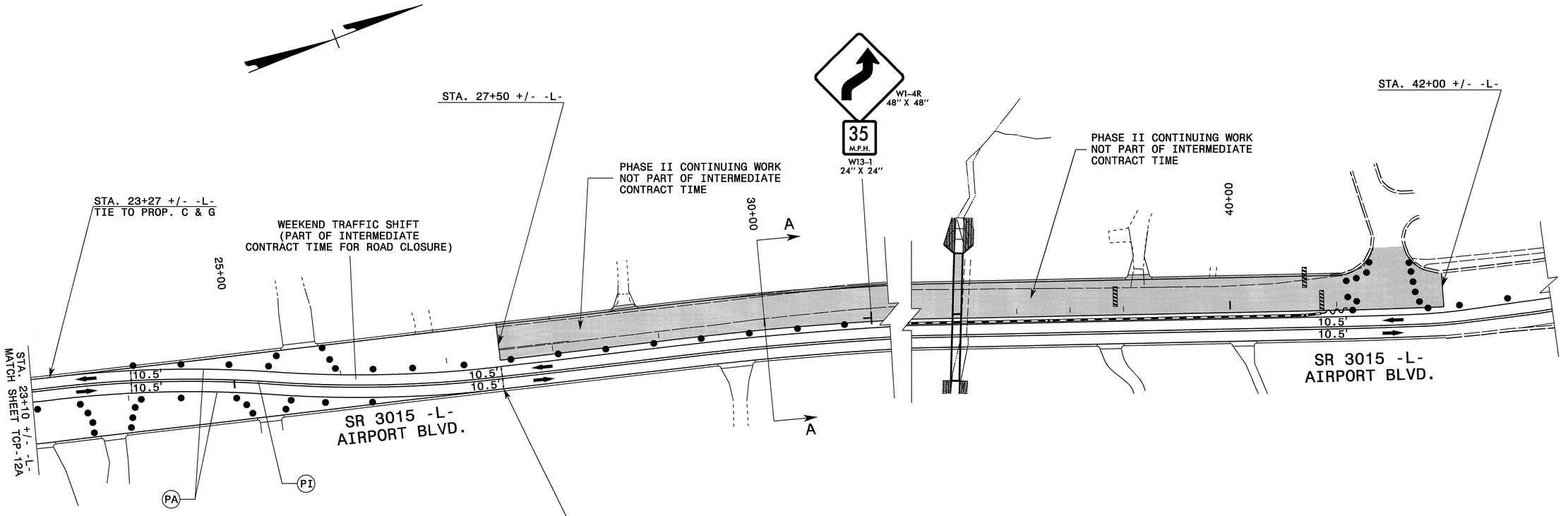
DIVISION OF HIGHWAYS STATEWIDE TRAFFIC ENGINEERING BRANCH TRAFFIC ENGINEERING BRANCH DEPARTMENT OF TRANSPORTATION CONTRACT

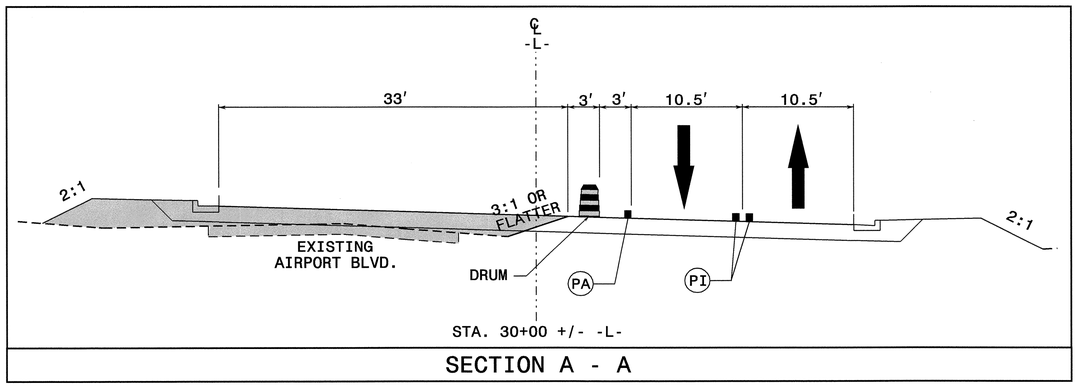
REVISIONS	
CADD FILE	

04-APR-2006 10:49
\\ets-cofs03\u3344a$\traffic\trafficcontrol\tcp\u3344a_tc_tcpl2a.dgn
mvspringer AT WZTC22410

PROJ. REFERENCE NO.	SHEET NO.
U-3344A	TCP-12B

INSTALL STATIONARY SIGN
AT STA. 31+00 +/- -L-





SECTION A - A

APPROVED: _____ DATE: 4/5/06

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE, JR.

PHASE III

SCALE:	NONE
DATE:	10-04
DWG. BY:	MHS
DESIGN BY:	MHS
REVIEWED BY:	CLM

DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH TRAFFIC CONTROL UNIT

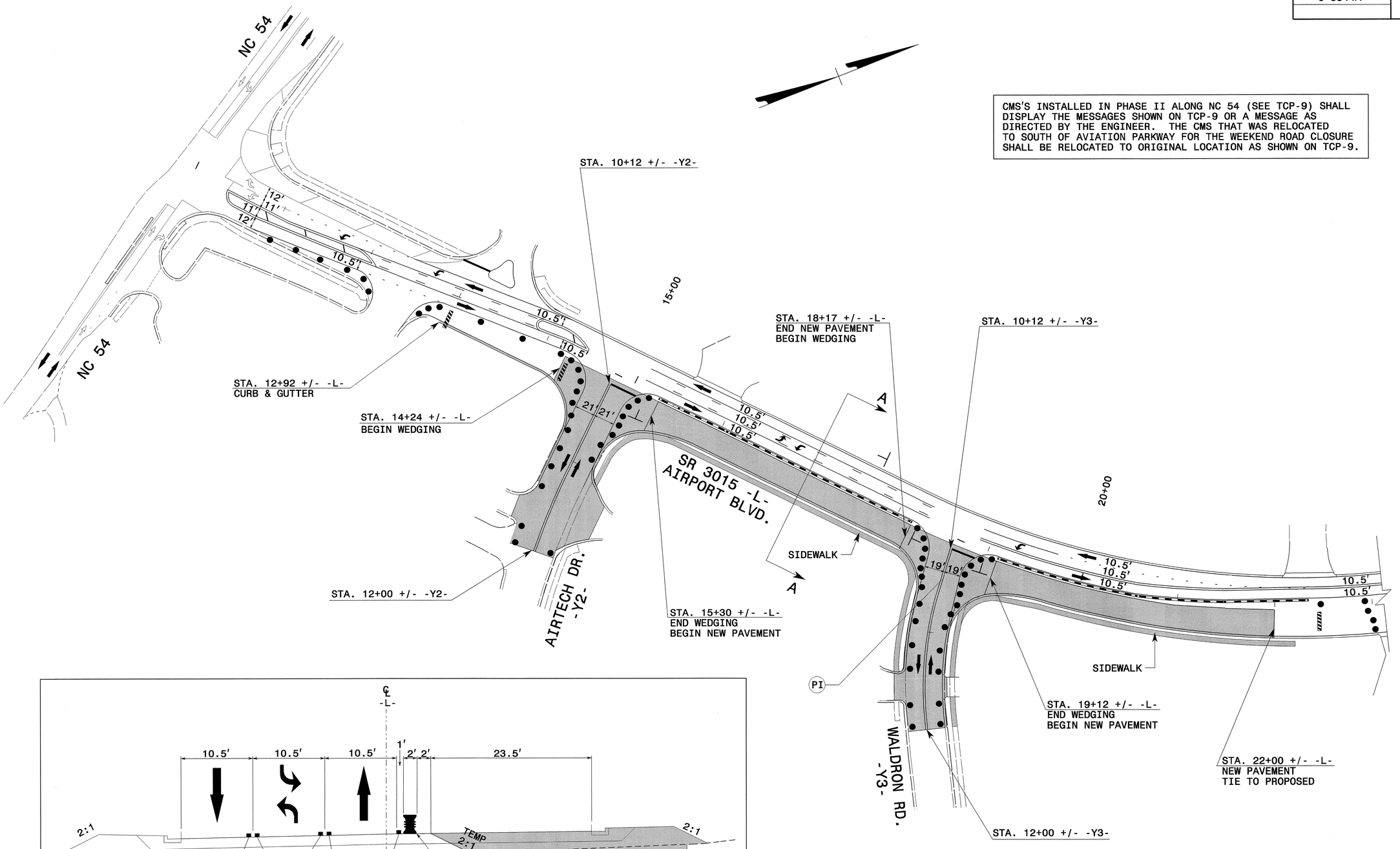
REVISIONS

CADD FILE

04-APR-2006 10:50
\\ets-ccfs03\u3344a$\traffic\trafficcontrol\tcp\u3344a_tc_tcp12b.dgn
mvspringer AT WZTC22240

PROJ. REFERENCE NO.	SHEET NO.
U-3344A	TCP-13

CMS'S INSTALLED IN PHASE II ALONG NC 54 (SEE TCP-9) SHALL DISPLAY THE MESSAGES SHOWN ON TCP-9 OR A MESSAGE AS DIRECTED BY THE ENGINEER. THE CMS THAT WAS RELOCATED TO SOUTH OF AVIATION PARKWAY FOR THE WEEKEND ROAD CLOSURE SHALL BE RELOCATED TO ORIGINAL LOCATION AS SHOWN ON TCP-9.



SECTION A - A

APPROVED: _____ DATE: 11/21/05

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE, JR.

PHASE III

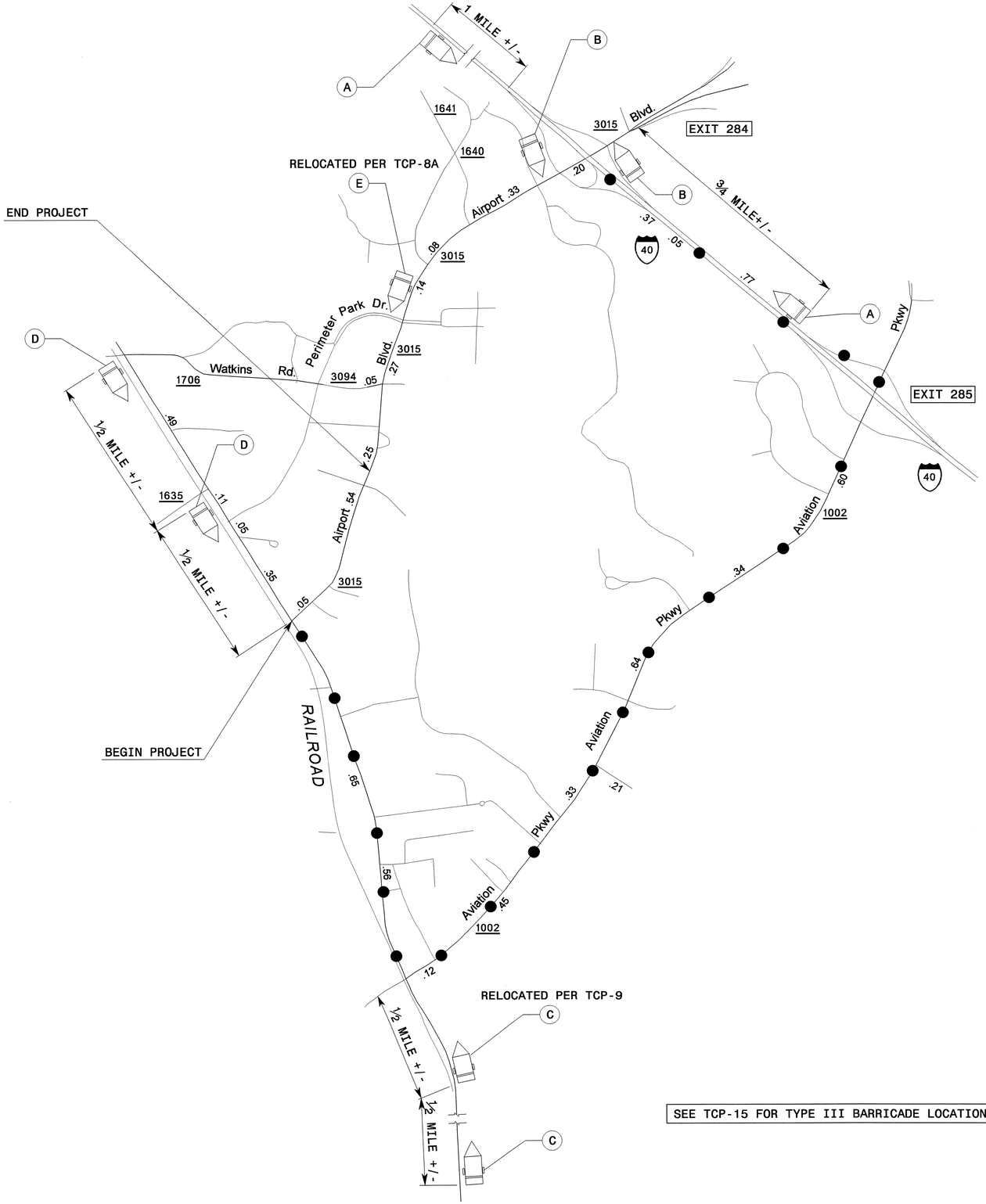
SCALE:	NONE
DATE:	10-04
DWG. BY:	MHS
DESIGN BY:	MHS
REVIEWED BY:	CLM

DIVISION OF HIGHWAYS ENGINEERING BRANCH TRAFFIC ENGINEERING BRANCH TRAFFIC CONTROL UNIT

REVISIONS	
CADD FILE	

19-JAN-2005 13:59
\\ets-ccfs01\U3344g$\TCP\U3344A_TC_TCP13.dgn
mstreiman AT TETC(223)

PROJ. REFERENCE NO.	SHEET NO.
U-3344A	TCP-14



SEE TCP-15 FOR TYPE III BARRICADE LOCATIONS.

SUGGESTED MESSAGES

Ⓐ =

MESSAGE NO. 1	MESSAGE NO. 2	MESSAGE NO. 3
AIRPORT BLVD TRAFFIC	ADVISORY INFO	AT RAMP

CHANGEABLE MESSAGE SIGN

SUGGESTED MESSAGES

Ⓑ =

MESSAGE NO. 1	MESSAGE NO. 2
AIRPORT BLVD CLOSED	AT NC 54

CHANGEABLE MESSAGE SIGN

SUGGESTED MESSAGES

Ⓒ =

MESSAGE NO. 1	MESSAGE NO. 2	MESSAGE NO. 3
AIRPORT BLVD CLOSED	AT NC 54	USE AVIATION PARKWAY

CHANGEABLE MESSAGE SIGN

SUGGESTED MESSAGES

Ⓓ =

MESSAGE NO. 1	MESSAGE NO. 2	MESSAGE NO. 3
AIRPORT BLVD CLOSED	NO THRU TRAFFIC	USE AVIATION PKWY

CHANGEABLE MESSAGE SIGN

SUGGESTED MESSAGES

Ⓔ =

MESSAGE NO. 1	MESSAGE NO. 2	MESSAGE NO. 3
AIRPORT BLVD CLOSED	½ MILE AHEAD	USE LOCAL ROUTES

CHANGEABLE MESSAGE SIGN

APPROVED: [signature] DATE: 11/21/05

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE JR

DETOUR ROUTE FOR WEEKEND CLOSURE OF AIRPORT BLVD.

SCALE:	NONE
DATE:	
DWG. BY:	
DESIGN BY:	
REVIEWED BY:	

DIVISION OF HIGHWAYS ENGINEERING UNIT STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION CONTROL

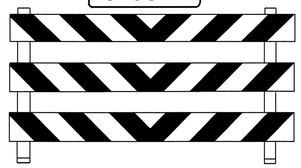
REVISIONS

CADD FILE

19-JAN-2005 14:00
\\ets-ccfs01\u3344g$\TCP\U3344A_TC_TCP14.dgn
msfreeman AT TETC2123

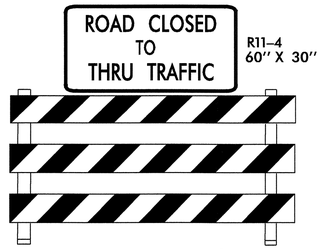
PROJ. REFERENCE NO.	SHEET NO.
U-3344A	TCP-15

Ⓐ =



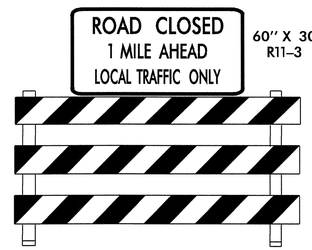
TYPE III BARRICADE

Ⓑ =

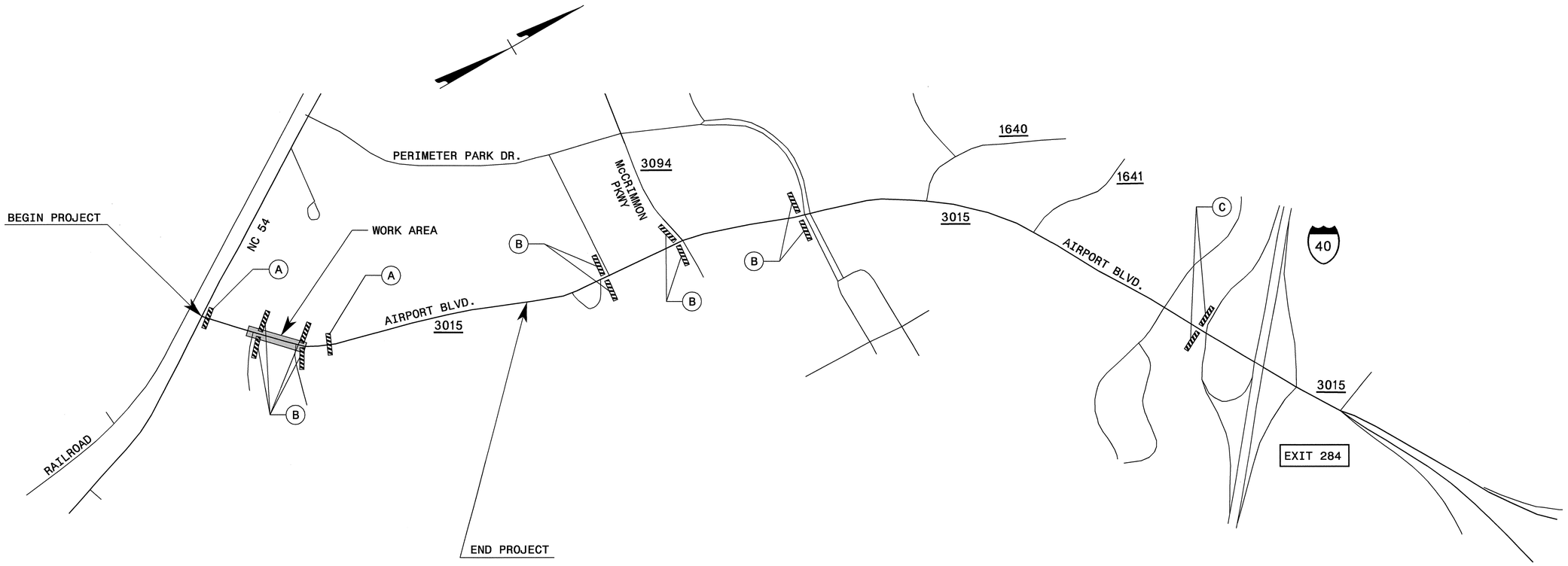


TYPE III BARRICADE

Ⓒ =



TYPE III BARRICADE



APPROVED: _____ DATE: 4/5/06

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE, JR.

BARRICADE LOCATIONS FOR WEEKEND CLOSURE OF AIRPORT BLVD.

SCALE:	NONE
DATE:	12-04
DWG. BY:	MHS
DESIGN BY:	MHS
REVIEWED BY:	CLM

DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH TRAFFIC ENGINEERING CONTROL

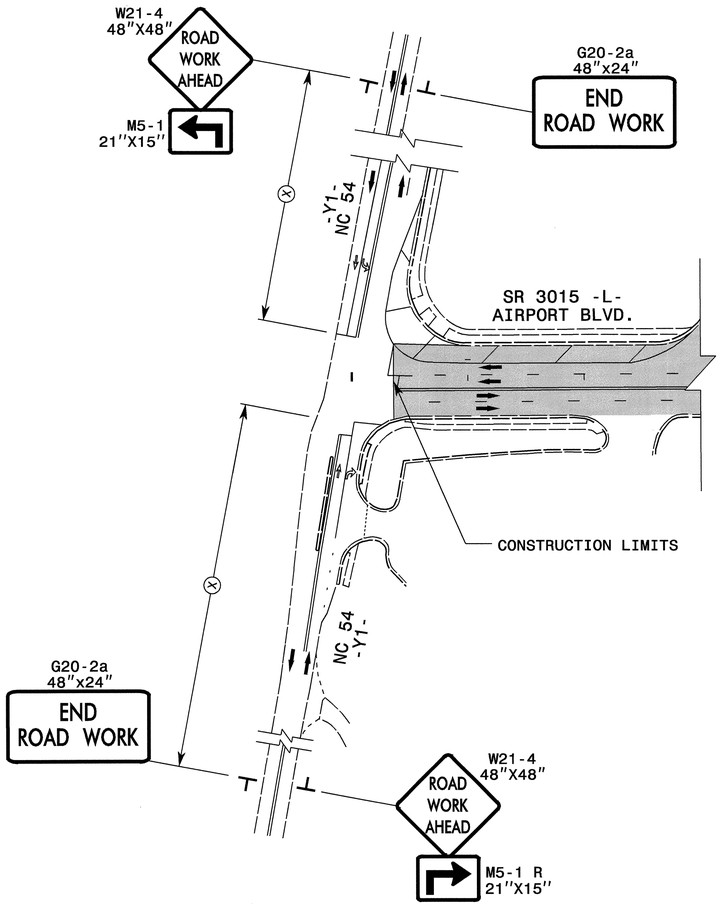
REVISIONS

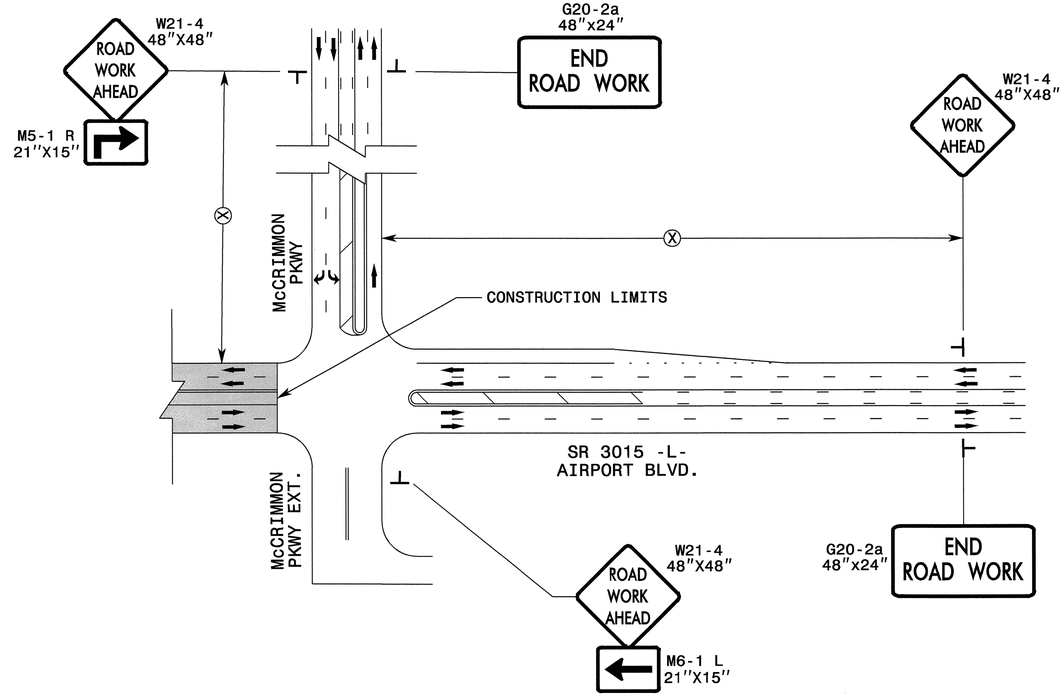
CADD FILE

04-APR-2006 10:50
\\ets-cofs03\u3344a$\traffic\traffiocontrol\tcp\U3344A_TC_TCP15.dgn
mvspringer AT WZTC22240

PROJ. REFERENCE NO.	SHEET NO.
U-3344A	TCP-16

TWO-WAY UNDIVIDED & URBAN FREEWAYS (L-LINES)





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

GENERAL NOTES

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

LEGEND

- ⊢ STATIONARY SIGN
- ⬅ DIRECTION OF TRAFFIC FLOW

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

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

SHEET 1 OF 1

APPROVED: [signature] DATE: 4/5/06

SEAL — NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE, JR.

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

SCALE:	NONE
DATE:	10-04
DWG. BY:	MHS
DESIGN BY:	MHS
REVIEWED BY:	CLM

REVISIONS	
7-98	10/01
10-98	03/04
01/01	
CADD FILE	

04-APR-2006 10:53
\\ets-ccfs03\u3344a$\traffic\trafficcontrol\tcp\u3344a_tc_tcp16.dgn
mvspringer AT WZTC22240