

PHASING

PROJ. REFERENCE NO.	SHEET NO.
B-3637	TCP-3

PHASE I

PRIOR TO CONSTRUCTION, INSTALL ADVANCE WORK ZONE SIGNING ALONG NC 801, ALL -Y- LINES AND I-40 INCLUDING RAMPS AND LOOPS. INSTALL SPEED REDUCTION AND \$250 PENALTY SIGNS AND COVER/FLIP UNTIL WORK BEGINS ON I-40. THE SPEED REDUCTION AND \$250 PENALTY SIGNS WILL ONLY APPLY WHEN LANE CLOSURES ARE INSTALLED ON I-40 AND WORK IS BEING PURSUED ON I-40 AND SHOULD BE COVERED/FLIPPED ALL OTHER TIMES. THE EXISTING SPEED REDUCTION AND \$250 PENALTY SIGNS FOR PROJECT I-3600 WILL NEED TO BE RELOCATED/REMOVED AND COORDINATED WITH THE B-3637 SIGNS. SEE SHEETS TCP-25 AND TCP-26.

STEP 1:

NC 801 (-L-) CONSTRUCTION

- REMOVE EXISTING ISLAND FROM STA. 20+90+/- -L- TO STA. 28+50+/- -L- AND STA. 39+35+/- -L- TO STA. 41+95+/- -L-, CONSTRUCT EXISTING ROADWAY BACK TO EXISTING ELEVATION AND PLACE TWO APPLICATIONS OF DOUBLE YELLOW PAINT AND TEMPORARY MARKERS USING RDWY STD 1101.02 SHEET 1 OF 9. PLACE CONES PER DETAIL "A" ALONG NEWLY PLACED DOUBLE YELLOW CENTER LINES AT THE SAME LIMITS OF THE REMOVED ISLANDS. SEE SHEETS TCP-6, TCP-7 AND TCP-8.
- MAY BEGIN INSTALLING TEMPORARY SIGNAL AT THE INTERSECTION OF NC 801 AND TEMPORARY TIE-IN OF -RPB-/-LPB- BUT DO NOT ACTIVATE. SEE SIGNAL PLANS.
- RELOCATE EXISTING SIGNAL AT THE INTERSECTION OF NC 801 AND SR 1452 USING RDWY STD 1101.02 SHEET 1 OF 9 AND POLICE/FLAGGERS BUT DO NOT ACTIVATE. LEAVE EXISTING SIGNAL ACTIVE IN THE EXISTING MODE. SEE SIGNAL PLANS.
- OPEN CUT AND INSTALL 36" RCP ACROSS NC 801 AT STA. 16+22+/- -L-, 18" RCP STA. 19+50+/- -L- AND 24" RCP AT STA. 39+00+/- -L- ONE SIDE AT A TIME BEGINNING WITH THE SOUTH BOUND HALF FIRST USING RDWY STD 1101.02 SHEET 1 OF 9 AND FLAGGERS/POLICE AT INTERSECTIONS. WORK IN A CONTINUOUS MANNER TO INSTALL SB SECTION OF PIPE AND CONSTRUCT BACK TO EXISTING ELEVATION. IN A CONTINUOUS MANNER, REPEAT TRAFFIC CONTROL AND INSTALL NB SECTION OF PIPE AND CONSTRUCT BACK TO EXISTING ELEVATION. PIPES MAY BE INSTALLED SIMULTANEOUSLY AS LONG AS THE SAME DIRECTION IS BEING INSTALLED. SEE SHEET TCP-6 AND TCP-8.
- INSTALL 18" RCP ALONG SB NC 801 FROM STA. 39+00+/- -L- TO STA. 41+00+/- -L- USING RDWY STD 1101.02 SHEET 1 OF 9. DO NOT LEAVE ANY OPEN CUTS ADJACENT TO TRAFFIC UNPROTECTED AT THE END OF THE WORKDAY. SEE SHEET TCP-8.
- REMOVE EXISTING NB GUARDRAIL AND INSTALL TEMPORARY GUARDRAIL FROM STA. 29+50+/- -L- TO STA. 31+16+/- -L- AND FROM STA. 33+48+/- -L- TO STA. 34+76+/- -L- USING RDWY STD 1101.02 SHEET 1 OF 9. WHILE REMOVING AND INSTALLING GUARDRAIL, DO NOT LEAVE ANY BLUNT ENDS OF GUARDRAIL UNPROTECTED. ONCE TEMPORARY GUARDRAIL IS INSTALLED, INSTALL SHORING FROM STA. 29+72+/- -L- TO STA 31+01+/- -L- AND FROM STA. 33+35+/- -L- TO STA. 34+50+/- -L- AND CONSTRUCT END BENTS 1 AND 2.
- MAY BEGIN GRADING ALONG NB NC 801 FROM STA. 10+50+/- -L- TO STA. 31+01+/- -L- USING RDWY STD 1101.02 SHEET 1 OF 9 AND USE FLAGGERS/POLICE AT INTERSECTIONS. SEE SHEET TCP-7 AND ROADWAY PLANS FOR GUARDRAIL LOCATIONS.
- CONSTRUCT SB PORTION OF NC 801 FROM STA. 19+89+/- -L- TO STA. 25+72+/- -L- UP TO EDGE AND ELEVATION OF EXISTING NC 801 AND TEMPORARY -RPBTEMP- TIE IN USING RDWY STD 1101.02 SHEET 1 OF 9 AND FLAGGERS/POLICE AT INTERSECTIONS. MAINTAIN EXISTING BULB-OUT AT STA. 20+85+/- -L-. SEE SHEET TCP-6 AND TCP-7.
- BEGIN WIDENING ALONG NORTH AND SOUTH SIDE OF NC 801 UP TO EDGE AND ELEVATION OF EXISTING ROADWAY FROM STA. 35+30+/- -L- TO STA. 42+65+/- -L- USING RDWY STD 1101.02 SHEET 1 OF 9 AND FLAGGERS/POLICE AT INTERSECTIONS. DO NOT WORK ON BOTH SIDES OF THE ROAD AT THE SAME TIME IN THE SAME LOCATION. SEE SHEET TCP-7, TCP-8 AND GENERAL NOTE "K".

-RPB- CONSTRUCTION

-CONSTRUCT -RPB- FROM STA. 10+00+/- -RPB- TO STA. 24+16+/- -RPBTEMP- INCLUDING TEMPORARY TIE-IN AND TIE IN WITH EXISTING NC 801 (-L-) AND I-40 (Y2) AND PLACE TWO APPLICATIONS OF PAINT MARKINGS (SEE SHEETS TCP-11, TCP-12 AND TCP-13 FOR PAINT MARKING DETAILS). USE RDWY STD 1101.02 SHEET 1 AND 3 OF 9 FOR TIE-INS. THIS TEMPORARY TIE-IN TO NC 801 MUST BE COMPLETED AFTER EXISTING MEDIAN IS REMOVED FROM NC 801 AND DOUBLE YELLOW CENTERLINE MARKINGS AND MARKERS ARE PLACED. KEEP PROPOSED -RPB- CLOSED TO TRAFFIC. SEE SHEET TCP-7 AND TCP-9.

-LPB- CONSTRUCTION

-BEGIN CONSTRUCTING -LPB- FROM STA. 10+00+/- -LPB- TO STA. 12+75+/- -LPB- AND FROM STA. 13+50+/- -LPB- TO STA. 12+65+/- -LPBTEMP- INCLUDING TEMPORARY TIE-IN AND TIE IN WITH NC 801 (-L-) AND I-40 USING RDWY STD 1101.02 SHEET 1 AND 3 OF 9. THIS TEMPORARY TIE-IN TO NC 801 MUST BE COMPLETED AFTER EXISTING MEDIAN IS REMOVED FROM NC 801 AND DOUBLE YELLOW CENTERLINE MARKINGS AND TEMPORARY MARKERS ARE PLACED. KEEP PROPOSED -LPB- CLOSED TO TRAFFIC. SEE SHEET TCP-7.

-RPD- OFFSITE DETOUR

-INSTALL OFFSITE DETOUR SIGNS FOR THE FUTURE CLOSURE OF -RPD- AND COVER UNTIL STEP 6 OF THIS PHASE. SEE SHEET TCP-16.

I-40 (-Y2-) CONSTRUCTION

- INSTALL 15" and 18" RCP FROM STA. 29+40+/- -Y2- TO STA. 36+35+/- -Y2- ALONG WB I-40. SEE SHEET TCP-7.
- CONSTRUCT I-40 WB OUTSIDE LANE FROM STA. 11+48+/- -Y2- TO STA. 31+70+/- -Y2- UP TO EDGE AND ELEVATION OF EXISTING ROADWAY AND PLACE TWO APPLICATIONS OF TEMPORARY PAINT MARKINGS USING RDWY STD 1101.02 SHEET 3 OF 9 (SEE SHEETS TCP-13 FOR PAINT MARKING DETAILS). PLACE DRUMS TO KEEP LANE CLOSED. SEE SHEETS TCP-7 AND TCP-9.
- BEGIN CONSTRUCTING WB I-40 WIDENING FROM STA. 31+70+/- -Y2- TO STA. 41+50+/- -Y2-. SEE SHEET TCP-7.
- BEGIN INSTALLING PROPOSED GUARDRAIL FOR OVERHEAD SIGN NO. 3A AND NO. 3B AT STA. 37+00+/- -Y2- AND SIGNS NO. 1A, 1B AND 2 AT STA. 44+50+/- -Y2-. ONCE GUARDRAIL IS INSTALLED, CONSTRUCT SIGN FOOTINGS AND SUPPORTS BUT DO NOT INSTALL SIGNS OR TRUSSES. SEE SIGNING PLANS. NOTE: COMPLETE GUARDRAIL INSTALLATION BEFORE BEGINNING CONSTRUCTION OF FOOTINGS AND SUPPORTS.
- USING RDWY STD 1101.04, SHEET 1 OF 1, INSTALL 15" PIPE ALONG OUTSIDE EB I-40 FROM STA. 35+75+/- -Y2- TO STA. 37+20+/- -Y2-. IF THIS WORK CANNOT BE COMPLETED AND BROUGHT BACK TO EXISTING ELEVATION IN ONE CONTINUOUS WORK DAY, INSTALL PCB WITH CRASH CUSHION A MINIMUM OF 2' FROM EDGE LINE WITH SUFFICIENT LENGTH TO PROTECT MOTORIST FROM THE OPEN CUT. ONCE THIS WORK IS COMPLETE, REMOVE EXISTING MEDIAN GUARDRAIL, AND PLACE PORTABLE CONCRETE BARRIER (PCB) ON EACH SIDE OF THE MEDIAN USING RDWY STD 1101.02 SHEET 3 OF 9. INSTALL 15" RCP IN THE MEDIAN AND SHORING ALONG BOTH SIDES OF I-40 MEDIAN FROM STA. 35+08+/- -Y2- TO STA. 36+49+/- -Y2-. INSTALL SHORING IN SUCH A WAY NO STRUCTURAL DAMAGE WILL BE CAUSED TO THE MEDIAN RCP. CONSTRUCT INTERIOR BENT AND USE RDWY STD 1101.02 SHEET 3 OF 9 TO CLOSE INSIDE LANES AS NEEDED OR AS DIRECTED BY THE ENGINEER. SEE SHEET TCP-7
- MAY INSTALL TEMPORARY SIGNING FOR PROPOSED -RPB-, -LPB-, and -RPA- ALONG I-40 AND NC 801 AND COVER. SEE SIGNING PLANS

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PHASING

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B-3637	TCP-4

STEP 2:

NB NC 801 (-L-) GIRDER INSTALLATION OVER I-40 (Y2)

NOTE: INSTALL CMSs SEVEN (7) DAYS PRIOR TO BEGINNING THE WORK IN THIS STEP INFORMING MOTORISTS OF THE I-40 CLOSURE AND DETOUR. COORDINATE CMS MESSAGES WITH THE WORK ZONE TRAFFIC CONTROL UNIT BEFORE PLACEMENT.

-SHIFT EB I-40 TRAFFIC ONTO EXISTING RAMP C AND WB I-40 TRAFFIC ONTO EXISTING RAMP A USING FLAGGERS/POLICE AND CLOSE EB AND WB I-40 TO TRAFFIC USING RDWY STD 1101.03 SHEET 7 OF 9 AND PLACE GIRDERS FOR SPAN A AND B. SECURE GIRDERS AT THE END OF EACH WORK PERIOD AS DIRECTED BY THE ENGINEER (SEE SHEET TCP-10). (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES)

STEP 3:

NC 801 -L-/-RPB- TRAFFIC SHIFT AND CONSTRUCTION

-SIMULTANEOUSLY, ACTIVATE TEMPORARY SIGNAL AT THE INTERSECTION OF NC 801 AND TEMPORARY TIE-IN OF -RPB-/-LPB-, REVISE EXISTING SIGNAL HEAD AT INTERSECTION OF NB NC 801 AND EXISTING RAMP B, UNCOVER -RPB- SIGNS, REMOVE EXISTING SIGNS LOCATED ON NC 801 FOR WB I-40, FINISH PLACING TWO APPLICATIONS OF PAINT MARKINGS, SHIFT TRAFFIC TO PROPOSED -RPB- AND CLOSE EXISTING RAMP B TO TRAFFIC. SEE SHEETS TCP-11, TCP-12 AND TCP-13, SIGNAL PLANS AND SIGNING PLANS.

STEP 4:

-LPB- CONSTRUCTION, TRAFFIC SHIFT AND -RPA- CLOSURE

-ONCE TRAFFIC IS SHIFTED ON PROPOSED -RPB-, COMPLETE CONSTRUCTION OF TEMPORARY -LPB-, I-40 WIDENING STATED IN STEP 1 AND PLACE TWO APPLICATIONS OF PAINT MARKINGS AND MARKERS. ONCE -LPB- AND TEMPORARY TIE-IN ARE COMPLETE, SIMULTANEOUSLY UNCOVER/RELOCATE -LPB- SIGNS ON NC 801 AND I-40, REVISE TEMPORARY SIGNAL AT THE INTERSECTION OF NC 801 AND TEMPORARY TIE-IN OF -RPB-/-LPB-, DEACTIVATE THE EXISTING SIGNAL AT THE INTERSECTION OF NC 801 AND EXISTING RAMP A/RAMP B, OPEN PROPOSED -LPB- TO TRAFFIC, CLOSE MALL ENTRANCE, THE FAR RIGHT TWO LANES ON NB NC 801 AND EXISTING -RPA- USING RDWY STD 1101.02 SHEETS 1 AND 3 OF 9. SEE SHEET TCP-15 FOR PAVEMENT MARKING PLAN, SIGNAL PLAN AND SIGNING PLAN.

-ONCE TRAFFIC IS SHIFTED ON -RPB- AND -LPB-, INSTALL PORTABLE CONCRETE BARRIER FROM 24+90+/- -L- TO STA. 29+50+/- -L- AND TIE-IN TO TEMPORARY GUARDRAIL AND INSTALL SHORING FROM STA. 25+00+/- -L- TO STA. 29+72+/- -L- USING RDWY STD 1101.02 SHEET 1 OF 9 AND BEGIN CONSTRUCTING NB NC 801 FROM 10+50+/- -L- TO STA. 31+01+/- -L- AND -RPA- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. SEE SHEETS TCP-14 AND TCP-15

-BEGIN CONSTRUCTING BRIDGE EXCLUDING MONOLITHIC ISLAND. SEE SHEET TCP-15.

STEP 5:

NC 801 (-L-) CONSTRUCTION

COMPLETE THE FOLLOWING WORK IN A CONTINUOUS MANNER BEGINNING AT 7:00 PM FRIDAY AND COMPLETING BY 6:00 AM THE FOLLOWING MONDAY. (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES)

NOTE: THIS ICT MAY BE DONE AT ANY TIME DURING PHASE I AS DIRECTED BY THE ENGINEER.

NOTE: NC 801 TIME RESTRICTIONS AND ICT WILL NOT APPLY DURING THIS WORK.

-IN A CONTINUOUS MANNER USE FLAGGERS/POLICE ON EXISTING -RPC-, NB AND SB NC 801 AND REMOVE EXISTING ROUND-A-BOUT, PAVE BACK, PLACE TEMPORARY MARKINGS AND MARKERS, ACTIVATE TEMPORARY SIGNAL AND PLACE TRAFFIC IN TEMPORARY PATTERN. SEE DETAIL "E" ON SHEET TCP-15 AND SIGNAL PLAN.

STEP 6:

NC 801 (-L-) AND -RPA- CONSTRUCTION

-COMPLETE CONSTRUCTION OF NB NC 801 AND -RPA- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM STA. 10+50+/- -L- TO STA. 31+01+/- -L- INCLUDING BRIDGE UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE EXCLUDING MONOLITHIC ISLAND USING RDWY STD 1101.02 SHEET 1 OF 9. KEEP -RPA- CLOSED TO TRAFFIC.

-COMPLETE CONSTRUCTION OF NB NC 801 FROM STA. 37+50+/- -L- TO STA. 42+50+/- -L- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE USING RDWY STD 1101.02 SHEET 1 OF 9. DO NOT CONSTRUCT PROPOSED GRASS MEDIAN FROM STA. 35+70+/- -L- TO STA. 41+87+/- -L-. WEDGE ACROSS NC 801 FROM STA. 35+70+/- -L- TO STA. 42+50+/- -L- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AND USE FLAGGERS/POLICE AS NEEDED AT INTERSECTIONS. FEATHER DOWN EACH END OF THE WEDGING FOR A SMOOTH TRANSITION. PLACE PAINT MARKINGS AND TEMPORARY MARKERS BACK EACH DAY AND AS THE WEDGING PROGRESSES. COMPLETE THIS WORK JUST PRIOR TO THE CLOSURE AND CONSTRUCTION OF PROPOSED -RPD-.

-REMOVE SHORING FROM STA. 25+00+/- -L- TO STA. 30+10+/- -L-

I-40 (-Y2-) OVERHEAD SIGN INSTALLATION

-COMPLETE CONSTRUCTION OF PROPOSED GUARDRAIL FOR OVERHEAD SIGN NO. 3A AND NO.3B AT STA. 37+00+/- -Y2- AND SIGNS NO. 1A, 1B AND 2 AT STA. 44+50+/- -Y2-, SIGN FOOTINGS AND SUPPORTS. INSTALL SIGNS NO. 1A, 1B, 2, 3A, 3B AND COVER USING RDWY STD 1101.02 SHEET 9 OF 9. SEE SIGNING PLANS.

-RPD- CONSTRUCTION AND NC 801 TRAFFIC SHIFT

-COMPLETE THE FOLLOWING WORK IN STEP 6, A THRU C WITHIN SEVEN (7) CONSECUTIVE DAYS. (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES).

NOTE: NC 801 TIME RESTRICTIONS AND ICT WILL NOT APPLY DURING THIS WORK.

A. UNCOVER OFFSITE DETOUR SIGNS FOR -RPD-, SHIFT TRAFFIC ONTO DETOUR AND CLOSE EXISTING -RPD- TO TRAFFIC. SEE SHEET TCP-16.

B. CONSTRUCT -RPD- FROM STA. 16+00+/- -RPD- TO STA. 19+20+/- -RPD- AND NB NC 801 FROM STA. 33+35+/- -L- TO STA. 35+70+/- -L- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE USING POLICE/FLAGGERS. TIE IN -RPD- WITH EXISTING NC 801 FOR A SMOOTH TRANSITION. SEE SHEET TCP-17.

PLACE TWO COATS OF PAINT PAVEMENT MARKING AND TEMPORARY MARKERS ON NC 801 FOR UPCOMING TRAFFIC SHIFT AS SHOWN ON SHEETS TCP-18, TCP-19 AND TCP-20.

REVISE SIGNALS USING FLAGGERS AND POLICE TO DIRECT TRAFFIC THROUGH INTERSECTIONS. SEE SIGNAL PLAN.

C. USING RDWY STD 1101.02 SHEET 1, 3 AND 9 OF 9 SHIFT TRAFFIC ONTO NEWLY CONSTRUCTED NB NC 801, TIE MARKINGS TO EXISTING MARKINGS, OPEN -RPD-, -RPA-, REOPEN NB MALL ENTRANCE, MODIFY -LPB- MARKINGS, RESET PORTABLE CONCRETE BARRIER AND CRASH CUSHIONS, COVER/REMOVE OFFSITE DETOUR SIGNS AND UNCOVER SIGNS NO. 1A, 1B, 2, 3A, 3B USING RDWY STD 1101.02 SHEET 9 OF 9 AND INSTALL SIGNS NO. 801A AND 801B USING RDWY STD 1101.02 SHEET 5 OF 9 OR RDWY STD 1101.02 SHEET 9 OF 9. SEE SHEETS TCP-18 THRU TCP-20, SIGNAL PLANS AND SIGNING PLANS.

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PHASING

PROJ. REFERENCE NO.	SHEET NO.
B-3637	TCP-5

PHASE II

STEP 1:

SB NC 801 (-L-) CONSTRUCTION

-BEGIN CONSTRUCTING SB NC 801 FROM STA. 10+50+/- -L- TO STA. 42+50+/- -L- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AND REMOVE EXISTING -LPB-. IN AREAS NOT SEPARATED BY BARRIER, USE RDWY STD 1101.02 SHEET 1 OF 9. SEE SHEETS TCP-18 THRU TCP-20

SB NC 801 EXISTING BRIDGE REMOVAL OVER I-40 (Y2)

NOTE: INSTALL CMSs SEVEN (7) DAYS PRIOR TO BEGINNING THE WORK IN THIS STEP INFORMING MOTORISTS OF THE I-40 CLOSURE AND DETOUR. COORDINATE CMS MESSAGES WITH THE WORK ZONE TRAFFIC CONTROL UNIT BEFORE PLACEMENT.

-USING POLICE AT THE RAMP INTERSECTIONS OF NC 801, CLOSE -LPB-, SHIFT EB I-40 TRAFFIC ONTO EXISTING RAMP C AND WB I-40 TRAFFIC ONTO -RPA- AND CLOSE EB AND WB I-40 TO TRAFFIC USING RDWY STD 1101.03 SHEET 7 OF 9 AND PERFORM WORK TO REMOVE EXISTING BRIDGE. OPEN I-40 TO EXISTING TRAFFIC PATTERN AT THE END OF EACH NIGHT. SEE SHEET TCP-21. (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES)

STEP 2:

SB NC 801 BENT CONSTRUCTION

-CONSTRUCT SB END BENTS 1, 2 AND INTERIOR BENT.

-ONCE THE END BENTS ARE CONSTRUCTED, PERFORM THE FOLLOWING WORK WITHIN THE ICT AS DESCRIBED BELOW:

SB NC 801 (-L-) GIRDER INSTALLATION OVER I-40 (Y2)

NOTE: INSTALL CMSs SEVEN (7) DAYS PRIOR TO BEGINNING THE WORK IN THIS STEP AND ALL I-40 ROAD CLOSURES INFORMING MOTORISTS OF THE I-40 CLOSURE AND DETOUR. COORDINATE CMS MESSAGES WITH THE WORK ZONE TRAFFIC CONTROL UNIT BEFORE PLACEMENT.

-USING POLICE AT THE RAMP INTERSECTIONS OF NC 801, CLOSE -LPB-, SHIFT EB I-40 TRAFFIC ONTO EXISTING RAMP C AND WB I-40 TRAFFIC ONTO EXISTING RAMP A AND CLOSE EB AND WB I-40 TO TRAFFIC USING RDWY STD 1101.03 SHEET 7 OF 9 AND PLACE GIRDERS FOR SPAN A AND B. SECURE THE GIRDERS AT THE END OF EACH WORK PERIOD AS DIRECTED BY THE ENGINEER. SEE SHEET TCP-21. (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES)

STEP 3:

SB NC 801 CONSTRUCTION

-COMPLETE CONSTRUCTION OF SB NC 801 FROM STA. 10+50+/- -L- TO STA. 42+50+/- -L- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE INCLUDING SB BRIDGE EXCLUDING THE MONOLITHIC ISLAND. IN AREAS NOT SEPARATED BY BARRIER, USE RDWY STD 1101.02 SHEET 1 OF 9.

-SET ALL SIGNALS FOR FINAL PATTERN BUT DO NOT ACTIVATE.

-RPC- CONSTRUCTION

-CONSTRUCT -RPC- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM STA. 28+60+/- -Y2- TO STA. 12+03+/- -RPC- USING RDWY STD 1101.02 SHEET 7 OF 9. SEE SHEET TCP-19.

I-40 -Y2- CONSTRUCTION

-REMOVE PCB, INSTALL PROPOSED GUARDRAIL AND RESURFACE WB I-40 FROM STA. 11+49+/- -Y2- TO 21+60+/- -Y2- AND EB I-40 FROM STA. 11+49+/- -Y2- TO 21+98+/- -Y2- USING RDWY STD 1101.02 SHEET 3 AND 6 OF 9.

-LPB- CONSTRUCTION

-COMPLETE CONSTRUCTION OF -LPB- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. SEE SHEET TCP-19

STEP 4:

NC 801 TRAFFIC SHIFT

-PLACE PAINT MARKINGS ON SB NC 801 FOR FINAL PATTERN. SEE FINAL PAVEMENT MARKING PLANS PMP-1 THRU PMP-10.

-IN A CONTINUOUS MANNER AND USING FLAGGERS AND POLICE, PLACE PAINT MARKINGS ON NB NC 801 FOR FINAL PATTERN, ACTIVATE FINAL SIGNALS AND SHIFT SB TRAFFIC TO NEWLY CONSTRUCTED OUTSIDE SB NC 801. SEE SHEETS TCP-22 THRU TCP-24

STEP 5

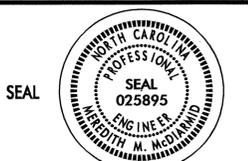
NC 801 CONSTRUCTION

-USING FLAGGERS AND KEEPING INSIDE NC 801 LANES CLOSED IN BOTH DIRECTIONS, CONSTRUCT MEDIAN GURB AND GUTTER AND MONOLITHIC ISLANDS. SEE SHEETS TCP-22 THRU TCP-24.

STEP 6:

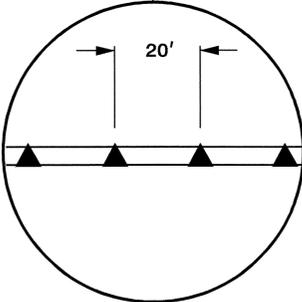
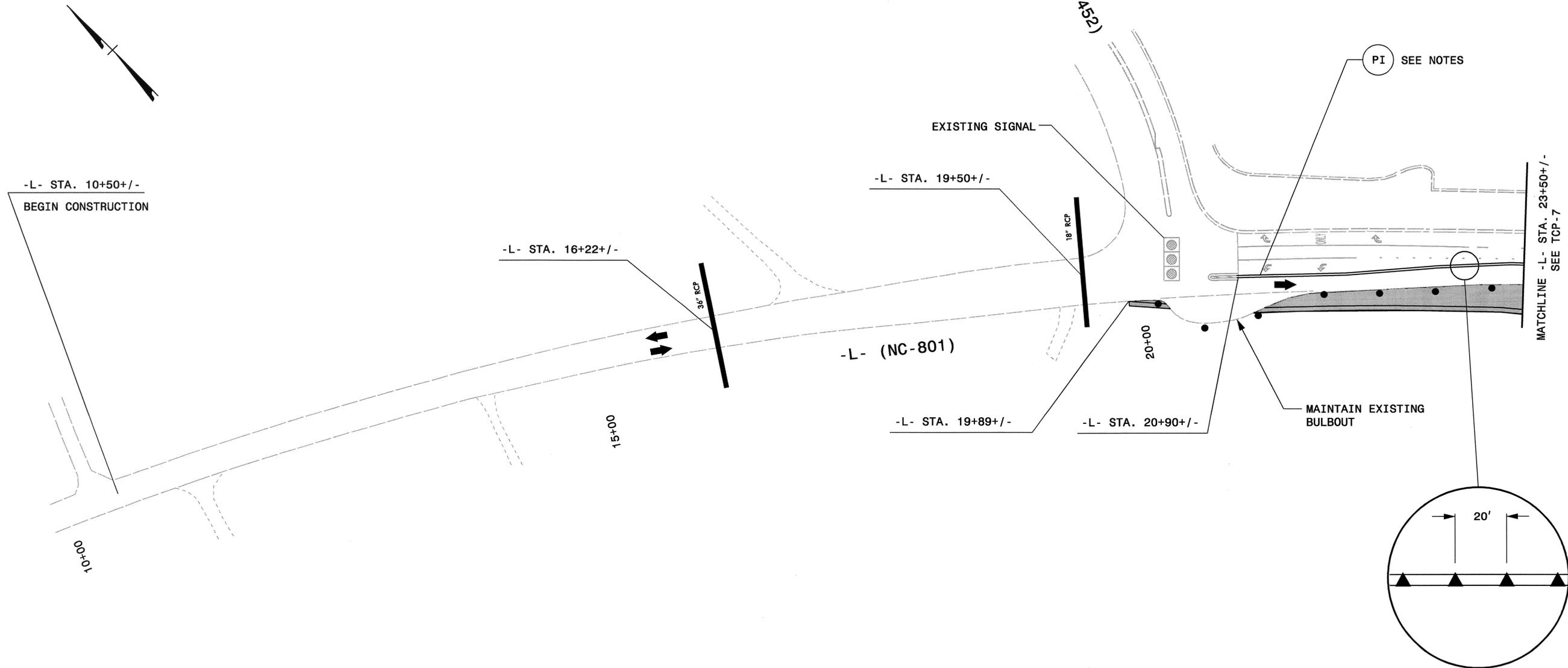
-ONCE MONOLITHIC ISLANDS ARE COMPLETE, PLACE FINAL LAYER OF SURFACE COURSE, FINAL MARKINGS AND MARKERS ON NC 801, I-40 AND RAMPS USING RDWY STD 1101.02 SHEETS 1, 3, 6 AND 7 OF 9. REMOVE ALL TRAFFIC CONTROL DEVICES AND OPEN TO FINAL PATTERN.

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NC 801 CONSTRUCTION

PROJ. REFERENCE NO.	SHEET NO.
B-3637	TCP-6



- NOTES:
1. SEE PMP-1 FOR PAVEMENT MARKING SYMBOL DESCRIPTION.
 2. EXISTING PAVEMENT MARKINGS ARE SHOWN IN GRAY.

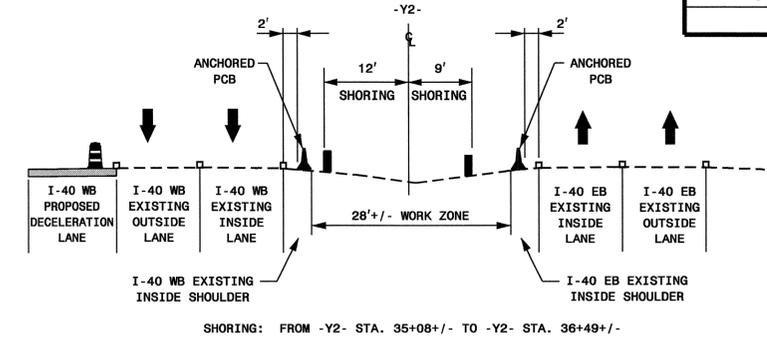
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NC 801, I-40, -RPB- AND -LPB- CONSTRUCTION

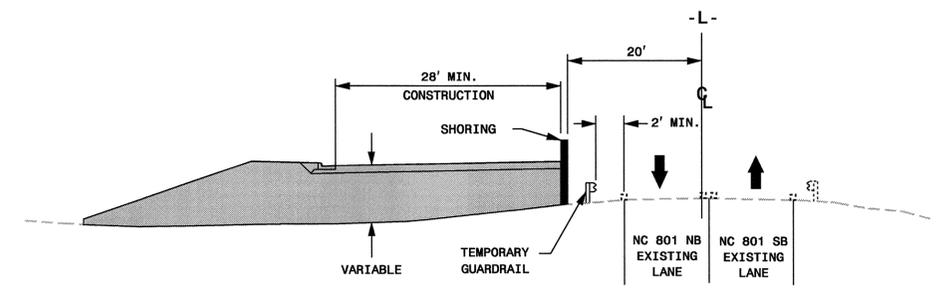
I-40 (-Y2-) SHORING DETAIL

PROJ. REFERENCE NO. B-3637	SHEET NO. TCP-7
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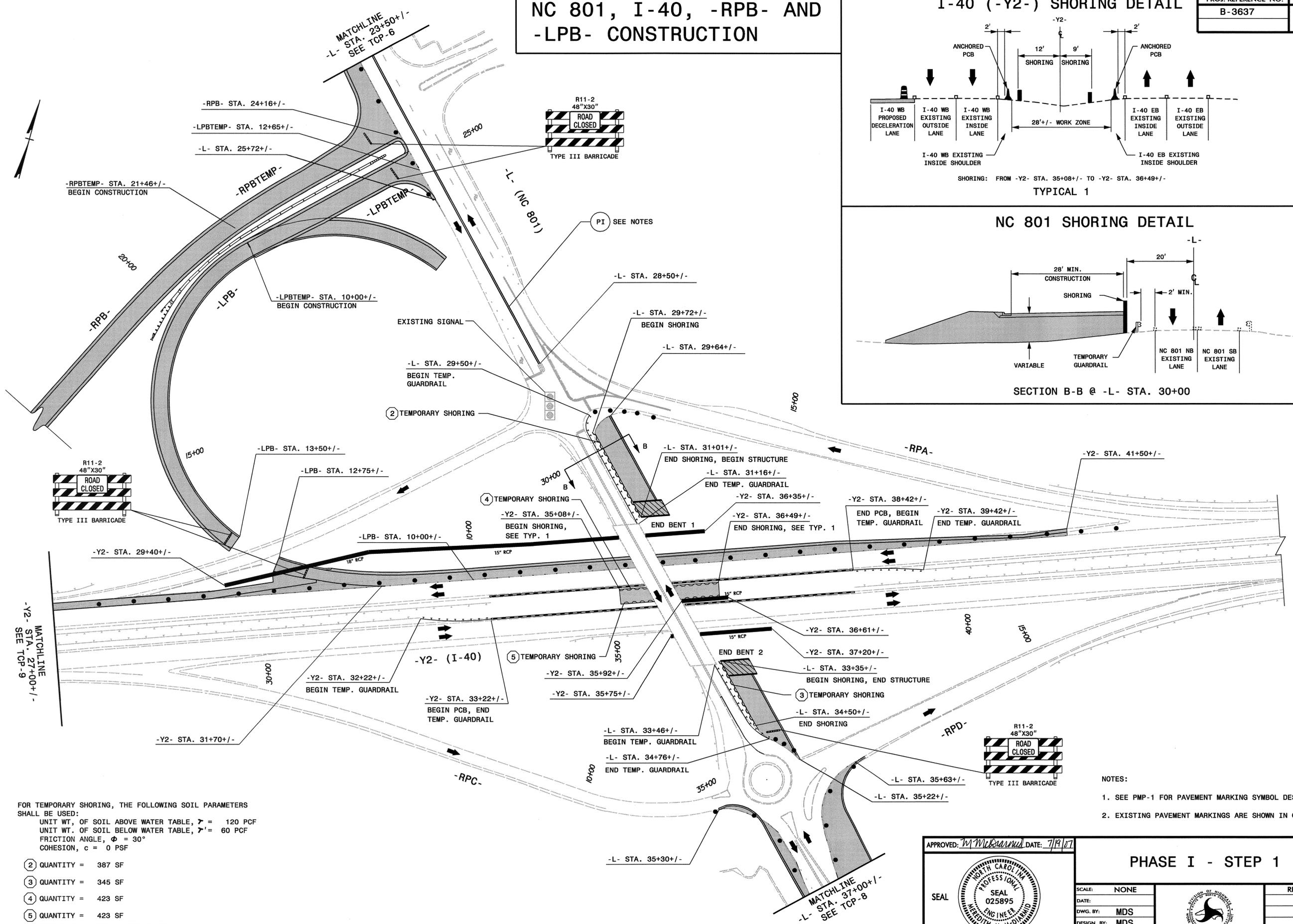


TYPICAL 1

NC 801 SHORING DETAIL



SECTION B-B @ -L- STA. 30+00



FOR TEMPORARY SHORING, THE FOLLOWING SOIL PARAMETERS SHALL BE USED:
 UNIT WT. OF SOIL ABOVE WATER TABLE, $\gamma = 120$ PCF
 UNIT WT. OF SOIL BELOW WATER TABLE, $\gamma' = 60$ PCF
 FRICTION ANGLE, $\phi = 30^\circ$
 COHESION, $c = 0$ PSF

- (2) QUANTITY = 387 SF
- (3) QUANTITY = 345 SF
- (4) QUANTITY = 423 SF
- (5) QUANTITY = 423 SF

(SEE TEMPORARY SHORING NOTES ON TCP-2A)

- NOTES:
- SEE PMP-1 FOR PAVEMENT MARKING SYMBOL DESCRIPTION.
 - EXISTING PAVEMENT MARKINGS ARE SHOWN IN GRAY.

APPROVED: *M. McQuinn* DATE: 7/19/07



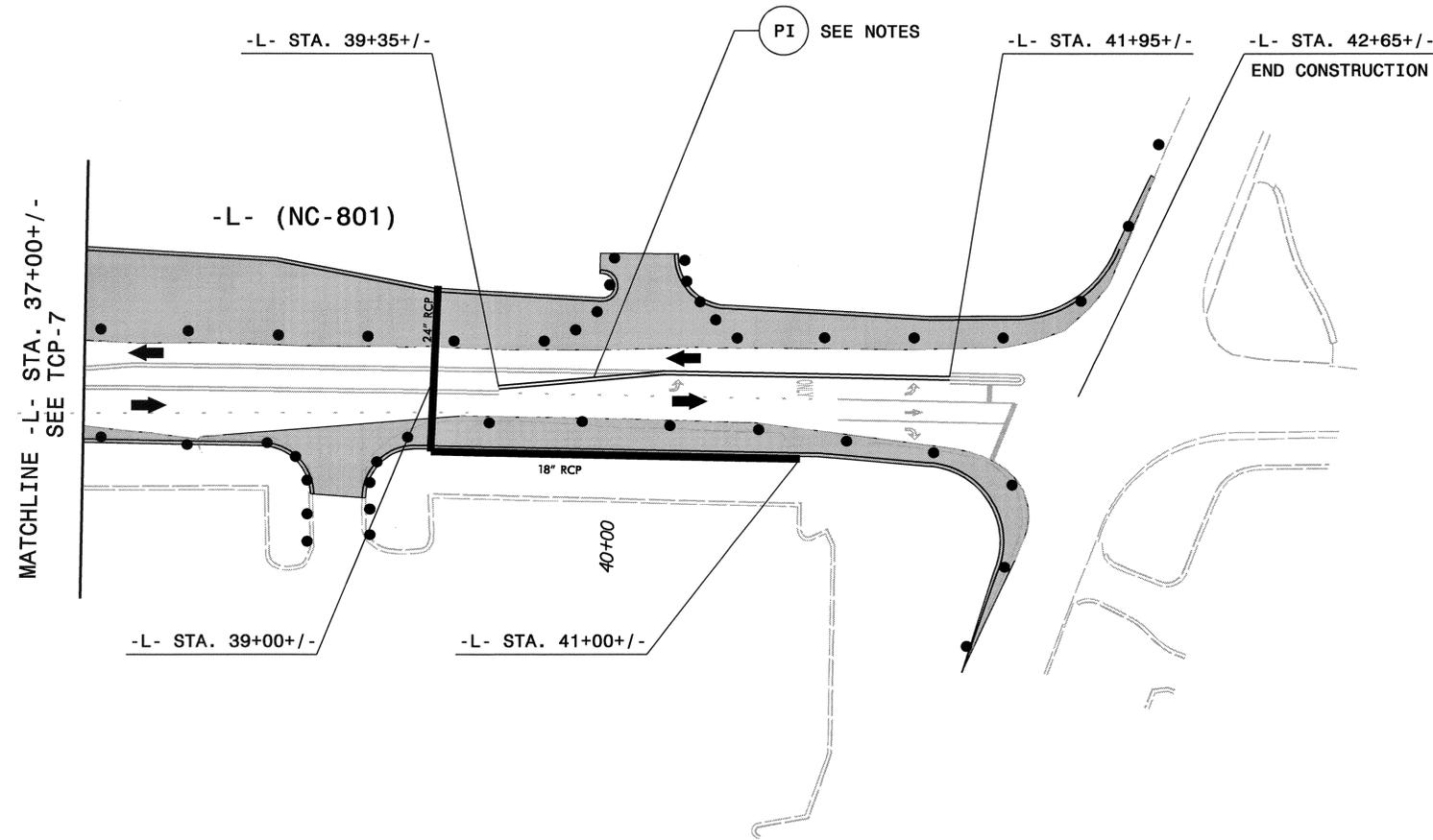
PHASE I - STEP 1

SCALE: NONE		REVISIONS
DATE:		
DWG. BY: MDS		
DESIGN BY: MDS		
REVIEWED BY: CBH		

19-JUL-2007 16:13
 \\dot\dfsroot\proj\proj\projects-b\3637\traffic\control\top\B3637_TC_TCP-07.dgn
 dskokes AT WZTC224243

NC 801 CONSTRUCTION

PROJ. REFERENCE NO. B-3637	SHEET NO. TCP-8
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NOTES:

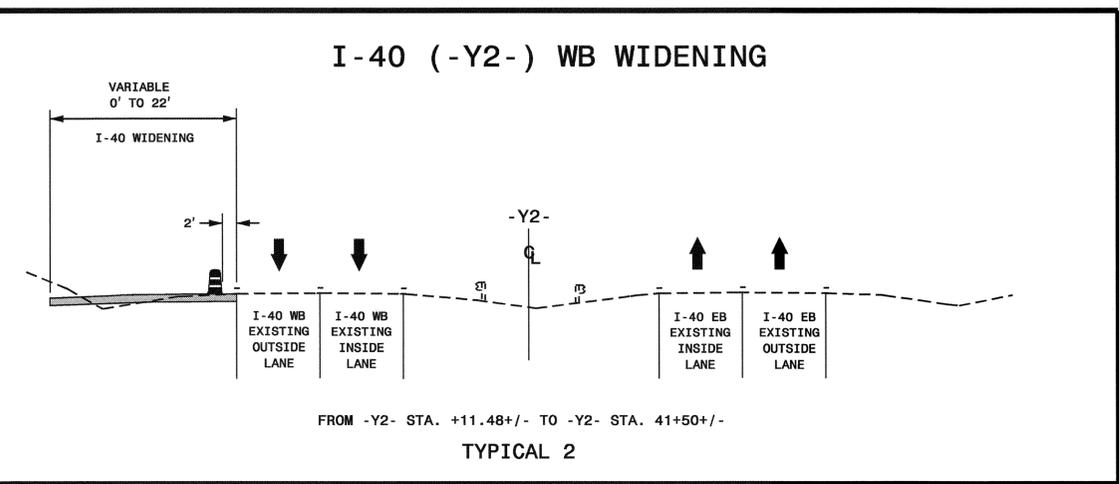
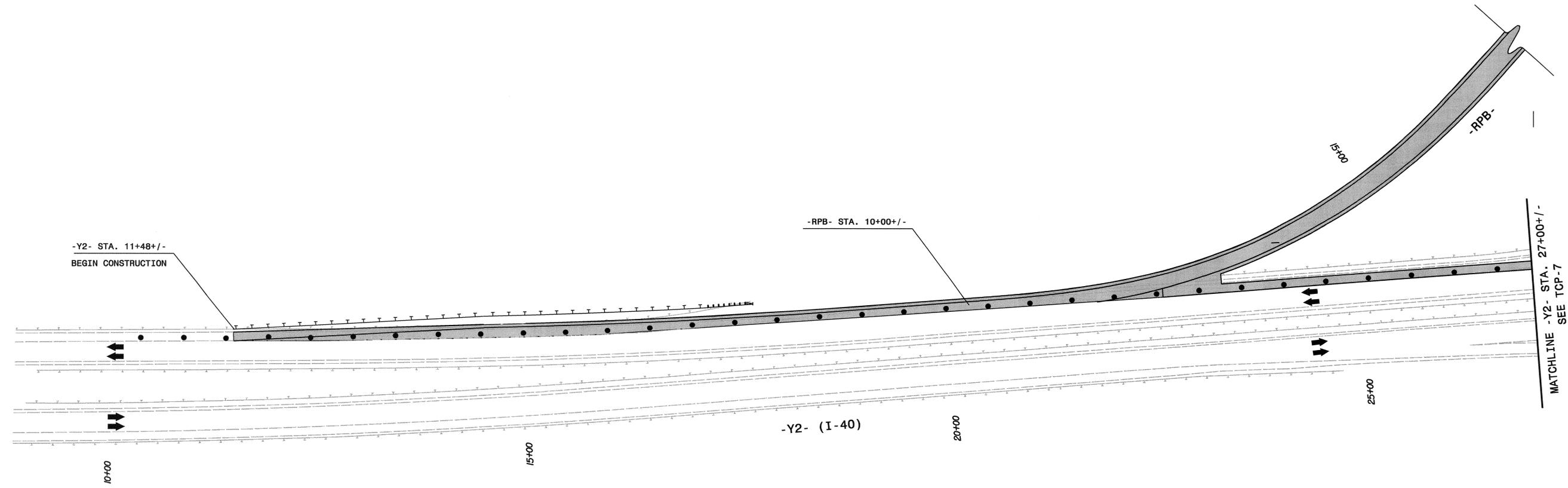
1. SEE PMP-1 FOR PAVEMENT MARKING SYMBOL DESCRIPTION.
2. EXISTING PAVEMENT MARKINGS ARE SHOWN IN GRAY.

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 AT WZTC224243
 dstokes

APPROVED: <i>M. M. M. M.</i> DATE: 7/19/07	PHASE I - STEP 1	
	SCALE: NONE	
	DATE:	
	DWG. BY:	
	DESIGN BY:	
REVIEWED BY:	REVISIONS	

I-40 AND -RPB- CONSTRUCTION

PROJ. REFERENCE NO. B-3637	SHEET NO. TCP-9
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APPROVED: *M. M. M. M.* DATE: 7/19/07

SEAL

PROFESSIONAL ENGINEER

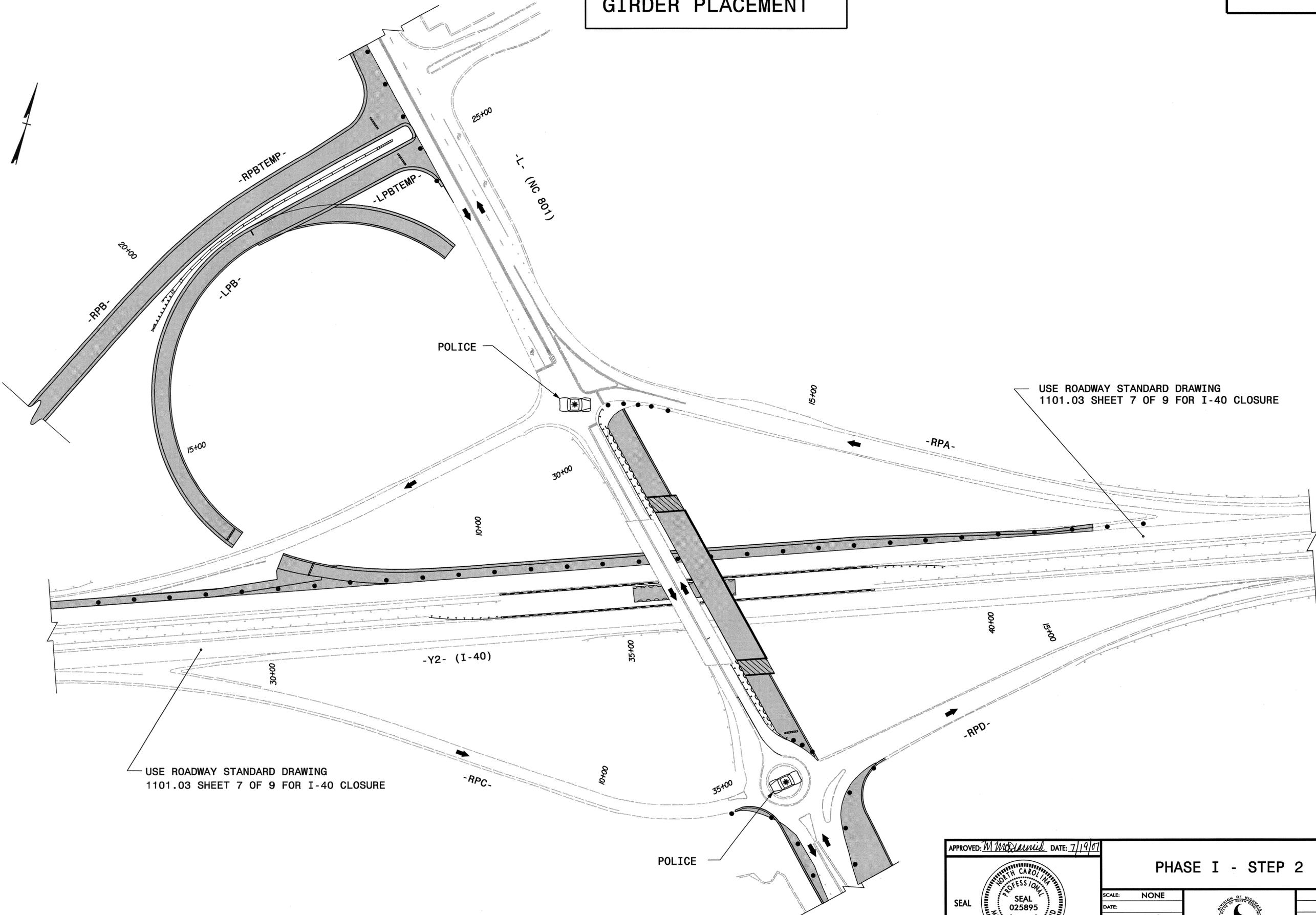
SEAL 025895

W. M. M. M.

PHASE I - STEP 1			REVISIONS
SCALE:	NONE		
DATE:			
DWG. BY:	MDS		
DESIGN BY:	MDS		
REVIEWED BY:	CBH		

I-40 CLOSURE FOR GIRDER PLACEMENT

PROJ. REFERENCE NO.	SHEET NO.
B-3637	TCP-10



19-JUL-2007 16:14
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 AT WZTC224243
 dstokes

USE ROADWAY STANDARD DRAWING
1101.03 SHEET 7 OF 9 FOR I-40 CLOSURE

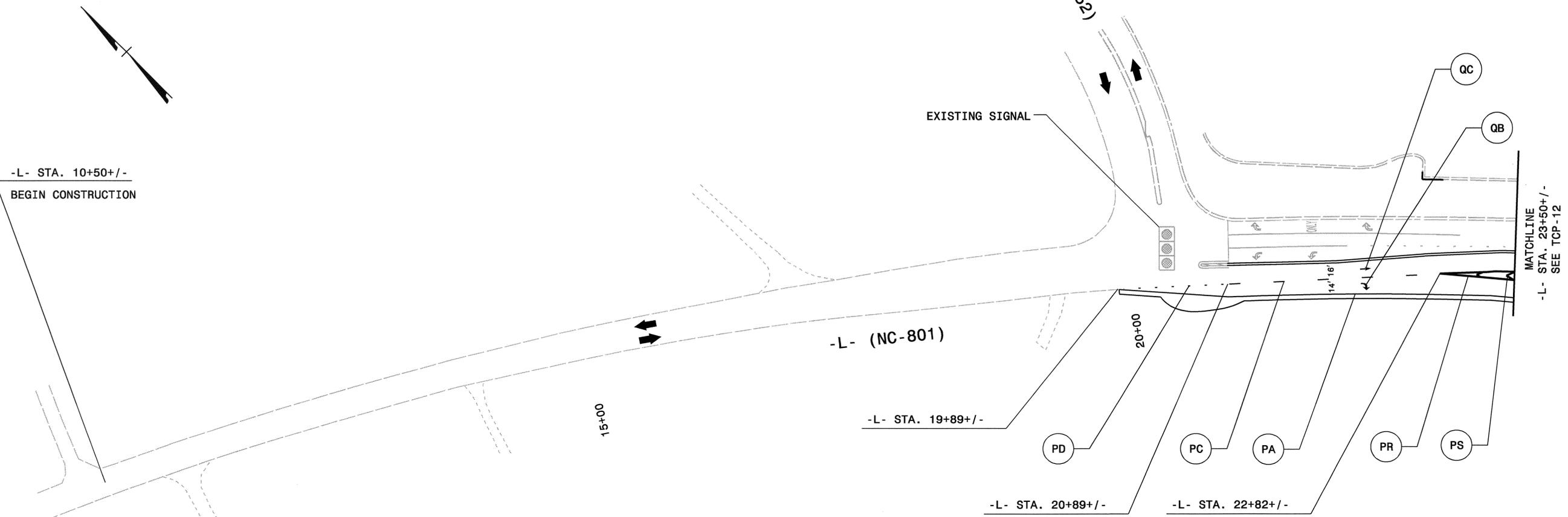
USE ROADWAY STANDARD DRAWING
1101.03 SHEET 7 OF 9 FOR I-40 CLOSURE

APPROVED: <i>M. McDaniel</i> DATE: 7/19/07	PHASE I - STEP 2							
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REVISIONS								

NC 801 PAVEMENT MARKING DETAIL

PROJ. REFERENCE NO. B-3637	SHEET NO. TCP-11
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-L- STA. 10+50+/-
BEGIN CONSTRUCTION



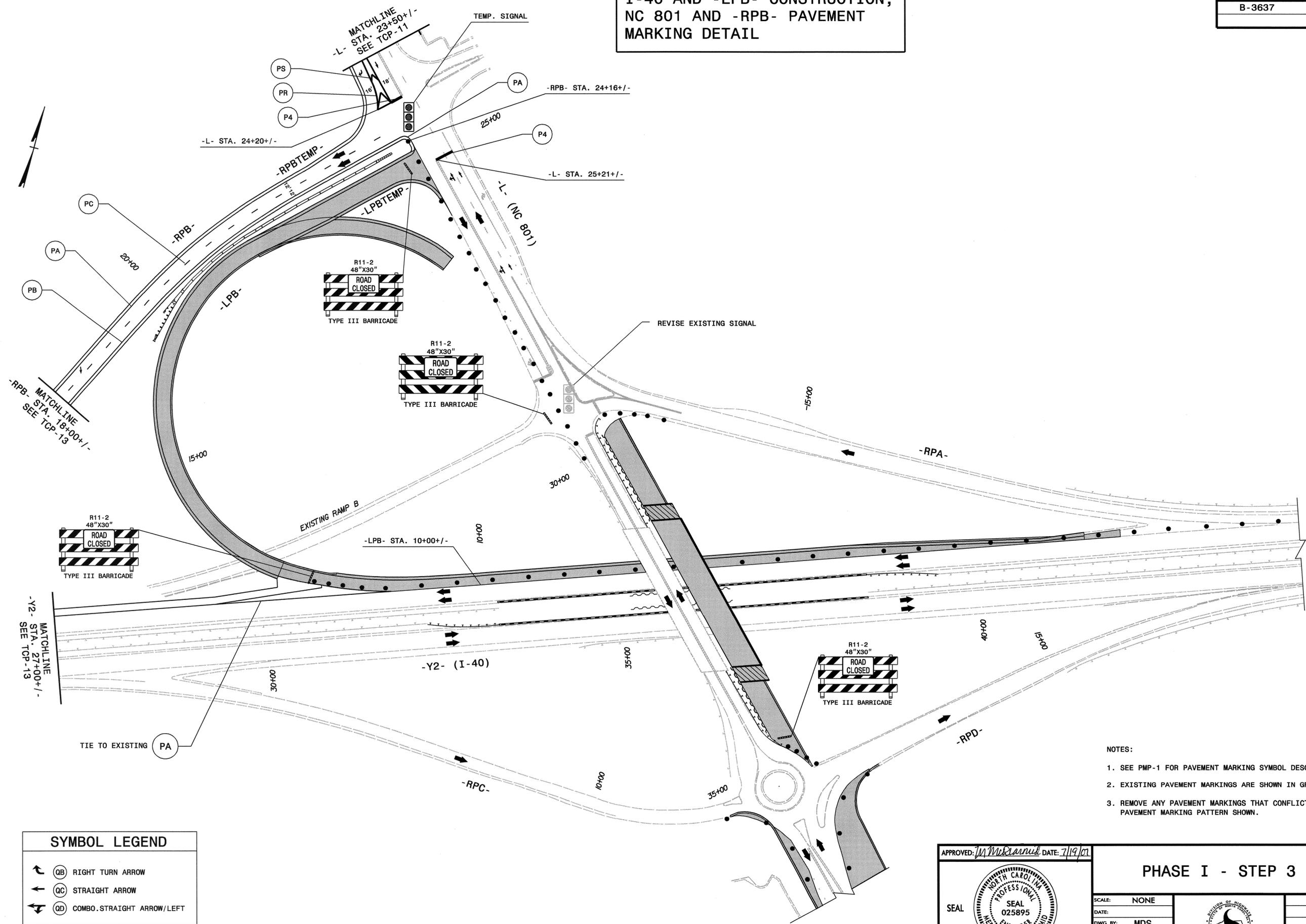
NOTES:

1. SEE PMP-1 FOR PAVEMENT MARKING SYMBOL DESCRIPTION.
2. EXISTING PAVEMENT MARKINGS ARE SHOWN IN GRAY.
3. REMOVE ANY PAVEMENT MARKINGS THAT CONFLICT WITH PAVEMENT MARKING PATTERN SHOWN.

19-JUL-2007 16:15
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 AT WZTC224243
 dstokes

APPROVED: <i>M. M. Dearmid</i> DATE: 7/19/07	PHASE I - STEP 3	
	SCALE: NONE	
	DATE:	
	DWG. BY: MDS	
	DESIGN BY: MDS	
REVIEWED BY: CBH	REVISIONS	

I-40 AND -LPB- CONSTRUCTION, NC 801 AND -RPB- PAVEMENT MARKING DETAIL



SYMBOL LEGEND	
	QB RIGHT TURN ARROW
	QC STRAIGHT ARROW
	QD COMBO STRAIGHT ARROW/LEFT

- NOTES:
- SEE PMP-1 FOR PAVEMENT MARKING SYMBOL DESCRIPTION.
 - EXISTING PAVEMENT MARKINGS ARE SHOWN IN GRAY.
 - REMOVE ANY PAVEMENT MARKINGS THAT CONFLICT WITH PAVEMENT MARKING PATTERN SHOWN.

APPROVED: *M. McEwan* DATE: 7/19/07

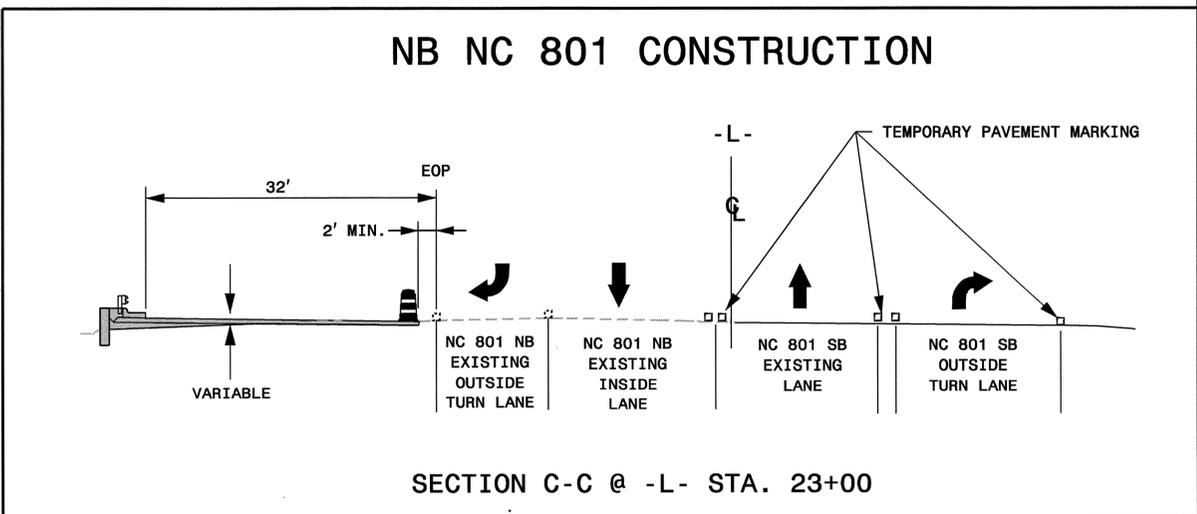
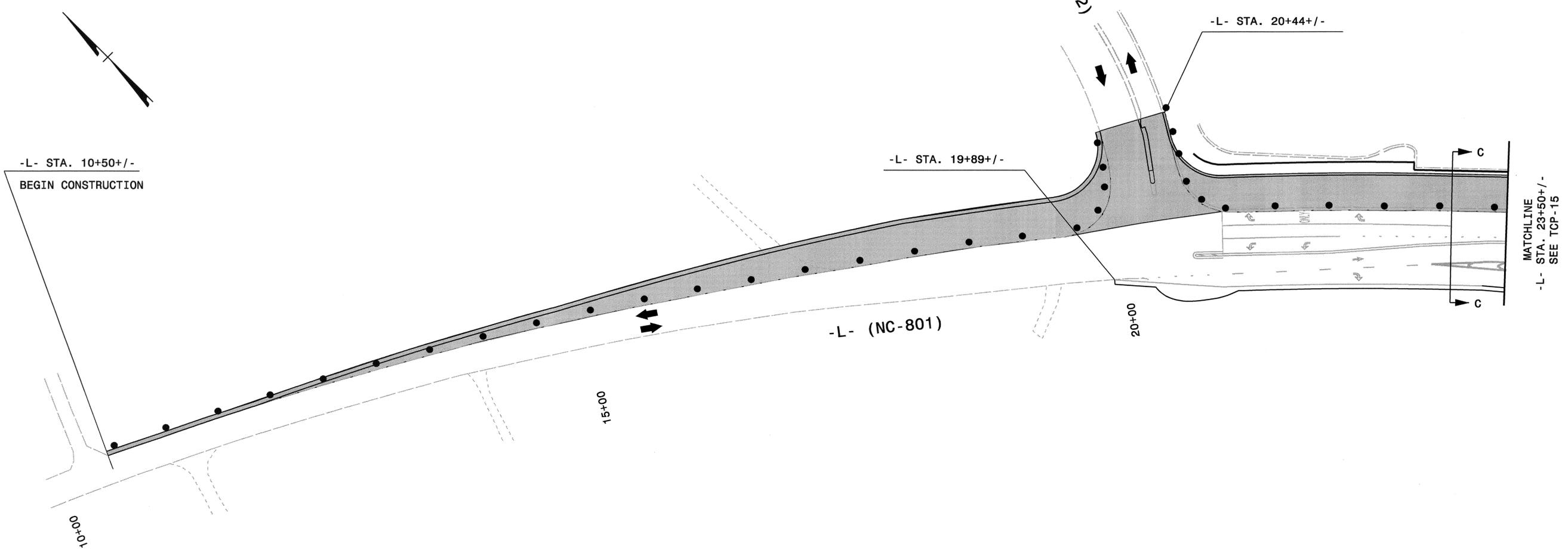
SEAL

PHASE I - STEP 3

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REVISIONS											
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DESIGN BY:	MDS										
REVIEWED BY:	CBH	CADD FILE									

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 AT WZTC224243

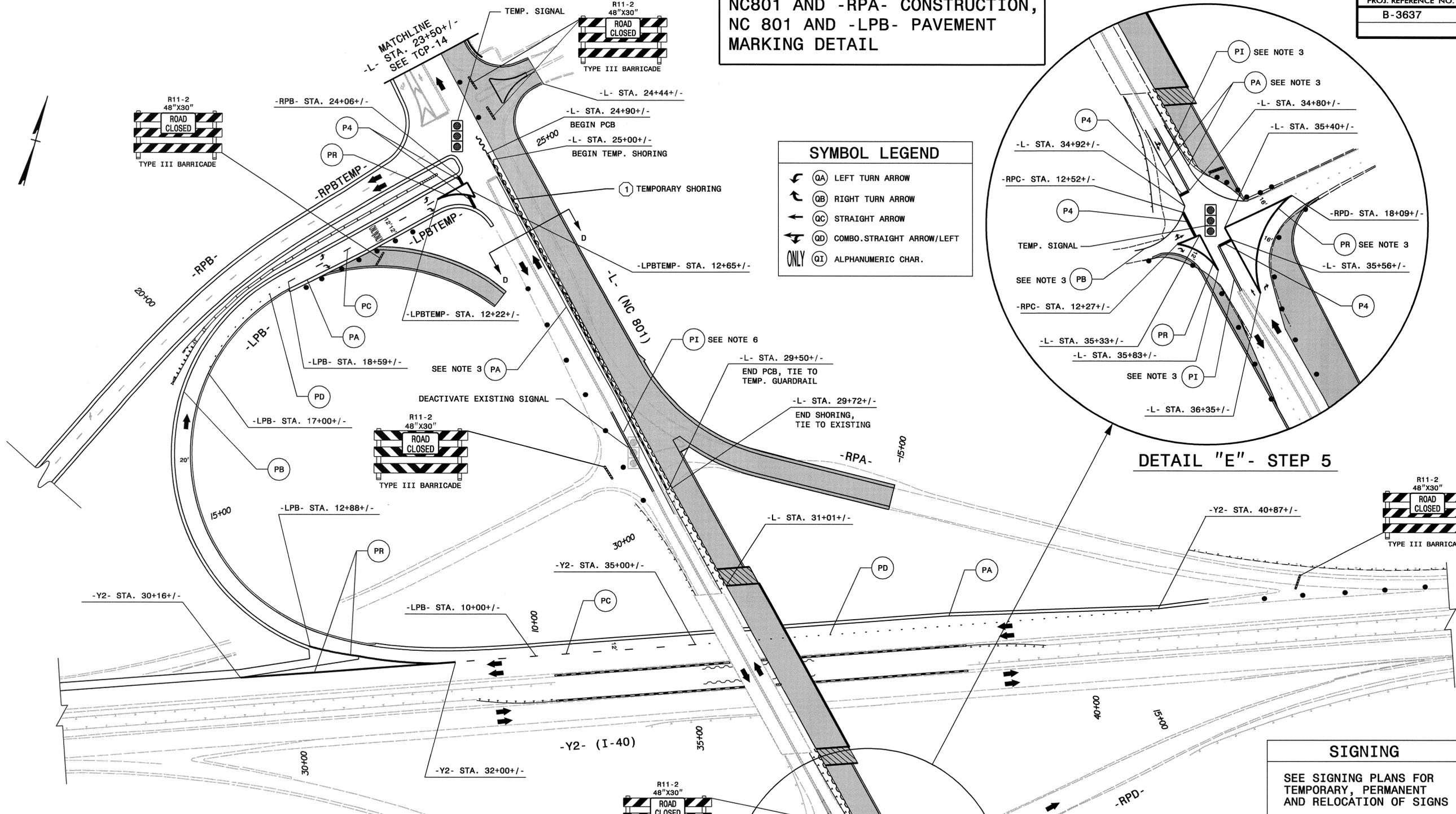
NC 801 CONSTRUCTION



19-JUL-2007 16:23
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 distokes AT WZTC224243

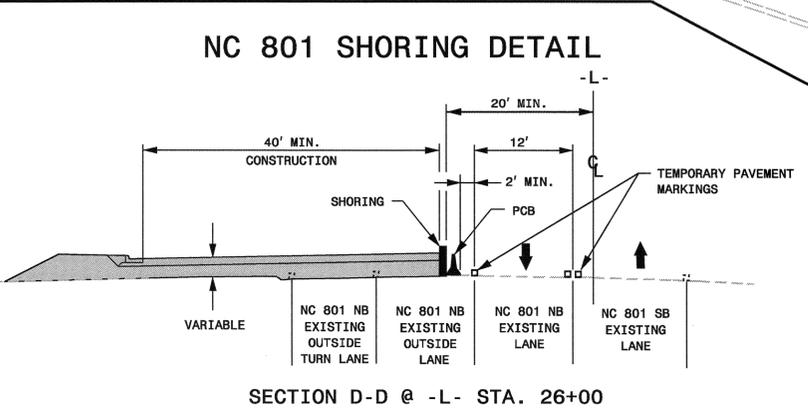
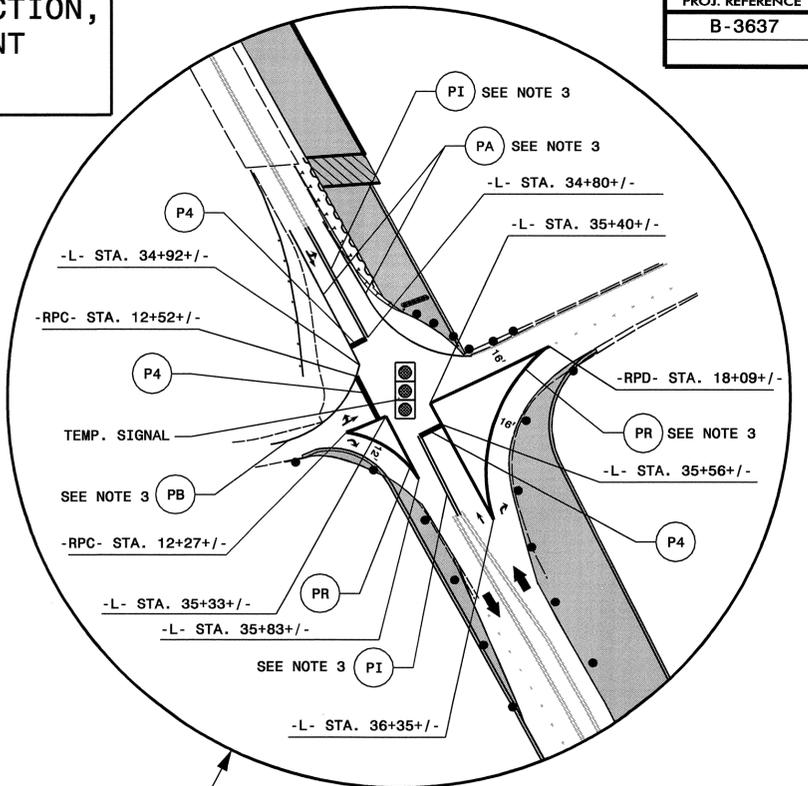
APPROVED: <i>M. W. Dunlap</i> DATE: 7/19/07	<h2 style="margin: 0;">PHASE I - STEP 4</h2>								
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REVISIONS									

NC801 AND -RPA- CONSTRUCTION, NC 801 AND -LPB- PAVEMENT MARKING DETAIL



SYMBOL LEGEND

↙ (QA)	LEFT TURN ARROW
↘ (QB)	RIGHT TURN ARROW
→ (QC)	STRAIGHT ARROW
↙↘ (QD)	COMBO STRAIGHT ARROW/LEFT
QI	ALPHANUMERIC CHAR.



FOR TEMPORARY SHORING, THE FOLLOWING SOIL PARAMETERS SHALL BE USED:
 UNIT WT. OF SOIL ABOVE WATER TABLE, $\gamma' = 120$ PCF
 UNIT WT. OF SOIL BELOW WATER TABLE, $\gamma' = 60$ PCF
 FRICTION ANGLE, $\phi = 30^\circ$
 COHESION, $c = 0$ PSF

① QUANTITY = 1416 SF
 (SEE TEMPORARY SHORING NOTES ON TCP-2A)

SIGNING

SEE SIGNING PLANS FOR TEMPORARY, PERMANENT AND RELOCATION OF SIGNS

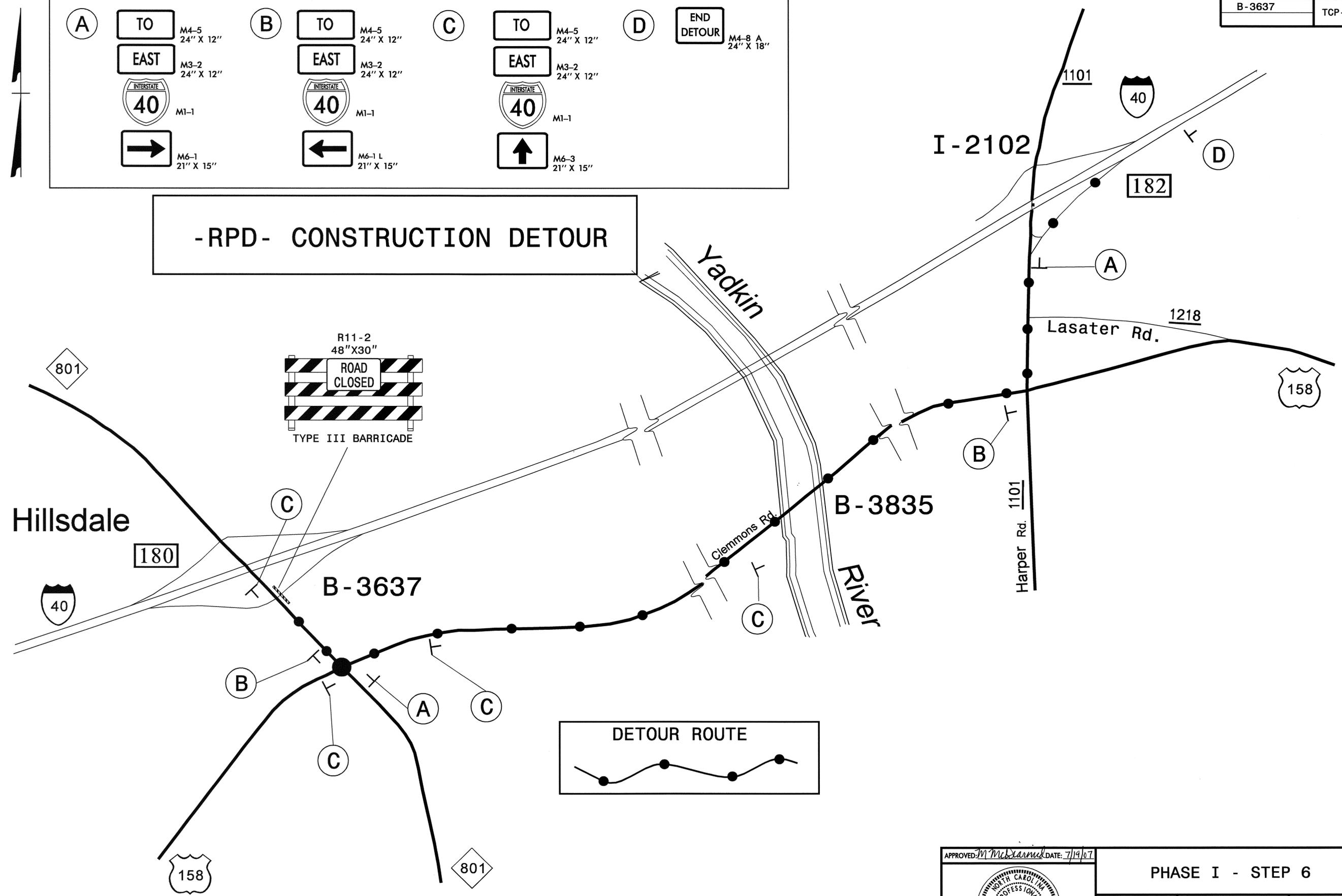
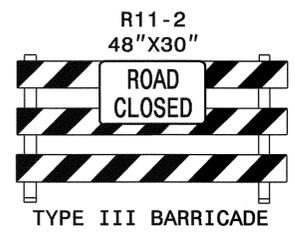
- NOTES:
- SEE PMP-1 FOR PAVEMENT MARKING SYMBOL DESCRIPTION.
 - EXISTING PAVEMENT MARKINGS ARE SHOWN IN GRAY.
 - TIE TO EXISTING MARKINGS
 - DOUBLE YELLOW PAVEMENT MARKING PLACED AT PHASE I, STEP 1. APPLY ADDITIONAL PAVEMENT MARKING WHERE NECESSARY TO TIE-IN TO EXISTING.
 - REMOVE ANY PAVEMENT MARKINGS THAT CONFLICT WITH PAVEMENT MARKING PATTERN SHOWN.

APPROVED: <i>M. McManis</i> DATE: 7/19/07	PHASE I - STEP 4 & 5									
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REVIEWED BY: CBH										

19-JUL-2007 16:25
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 dstokes AT WZTC24243

(A)	TO EAST →	M4-5 24" X 12" M3-2 24" X 12" M1-1 M6-1 21" X 15"	(B)	TO EAST ←	M4-5 24" X 12" M3-2 24" X 12" M1-1 M6-1 L 21" X 15"	(C)	TO EAST ↑	M4-5 24" X 12" M3-2 24" X 12" M1-1 M6-3 21" X 15"	(D)	END DETOUR	M4-8 A 24" X 18"
-----	-----------------	---	-----	-----------------	---	-----	-----------------	---	-----	---------------	---------------------

- RPD - CONSTRUCTION DETOUR

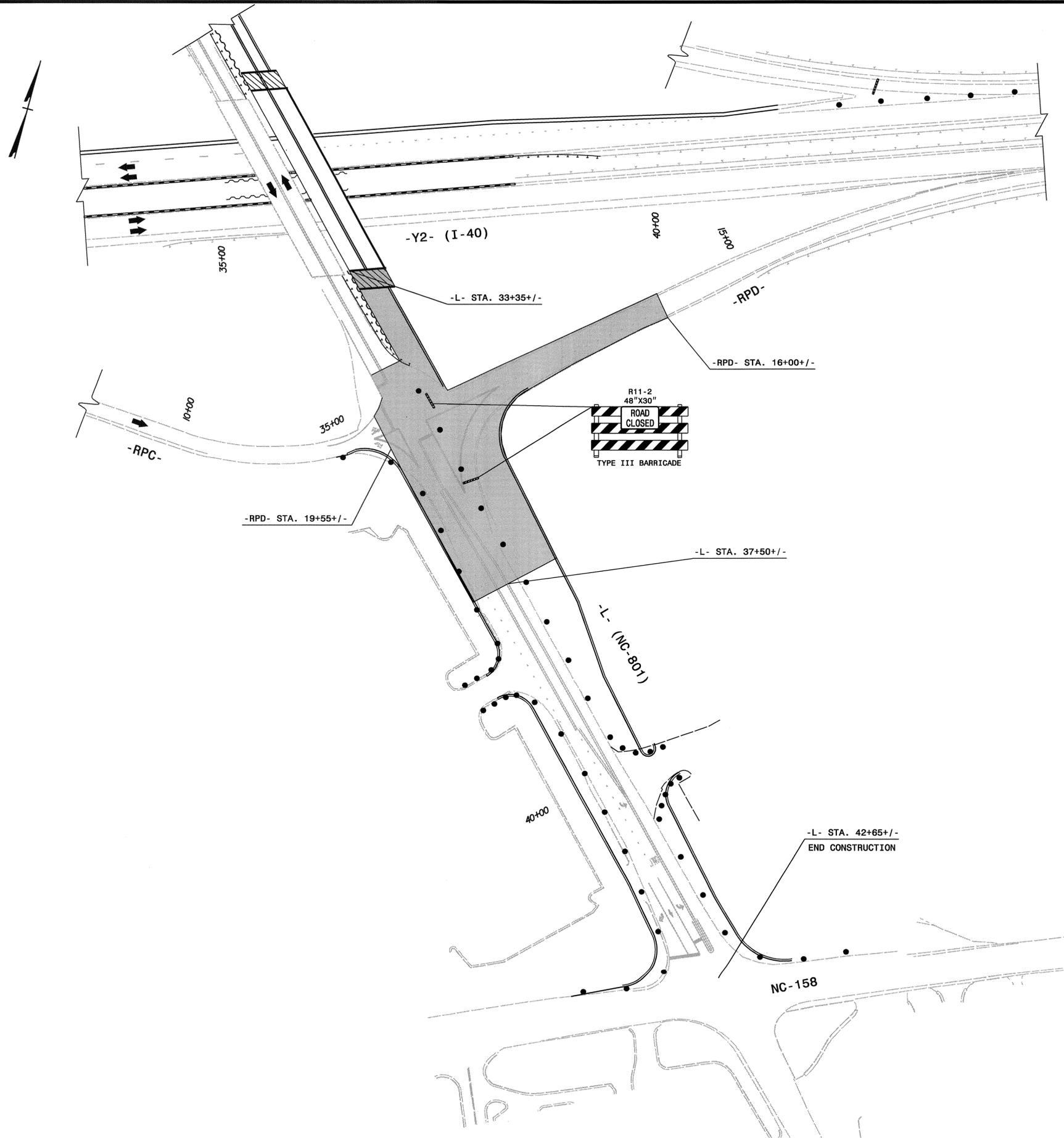


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 distokes AT WZTC224243

APPROVED: <i>M. McE...</i> DATE: 7/19/07	PHASE I - STEP 6										
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PROJ. REFERENCE NO.	SHEET NO.
B-3637	TCP-17

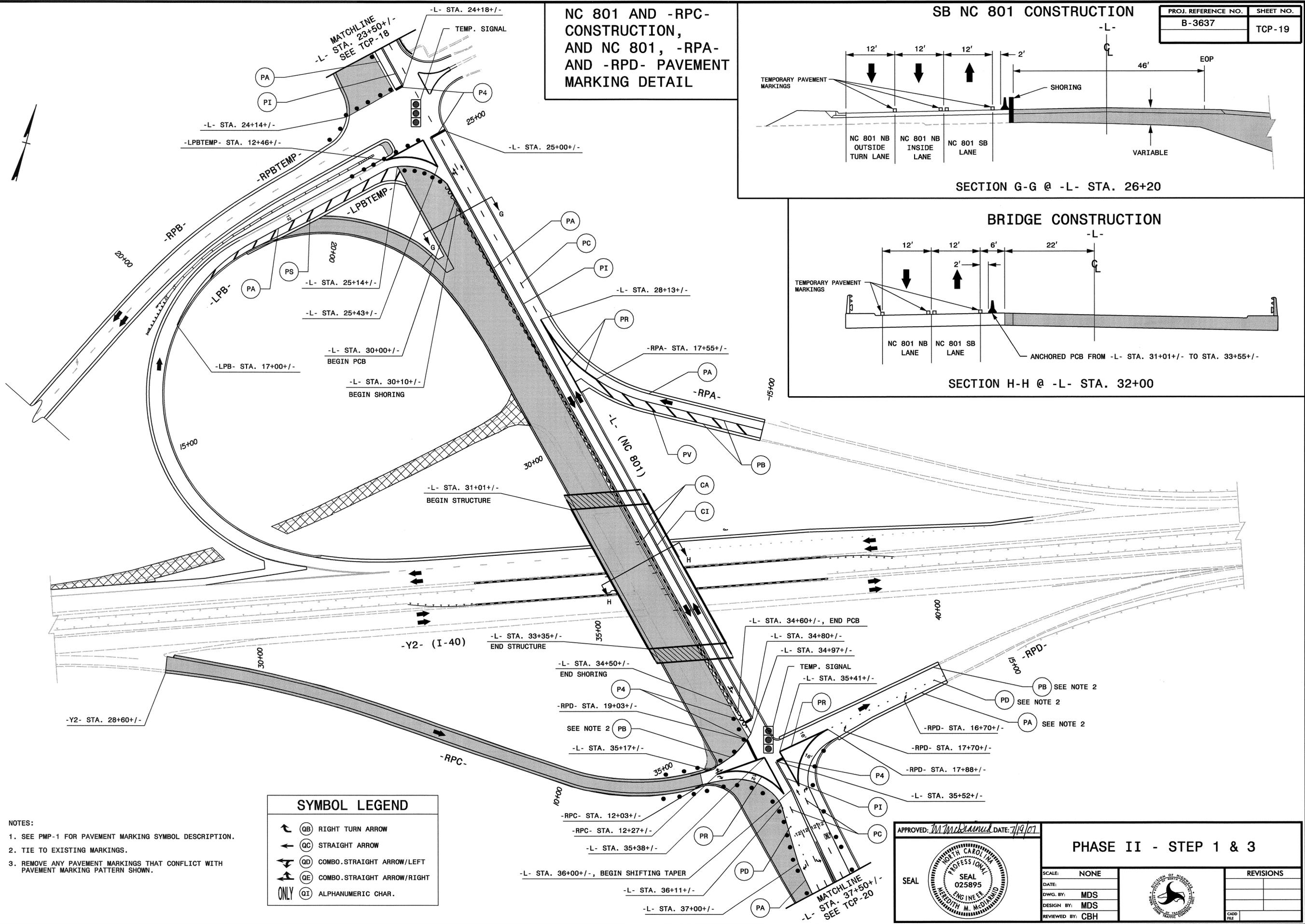
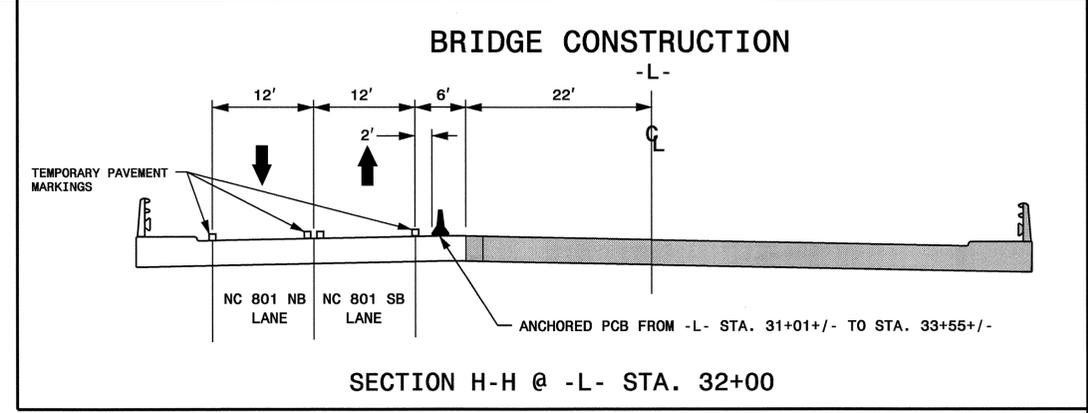
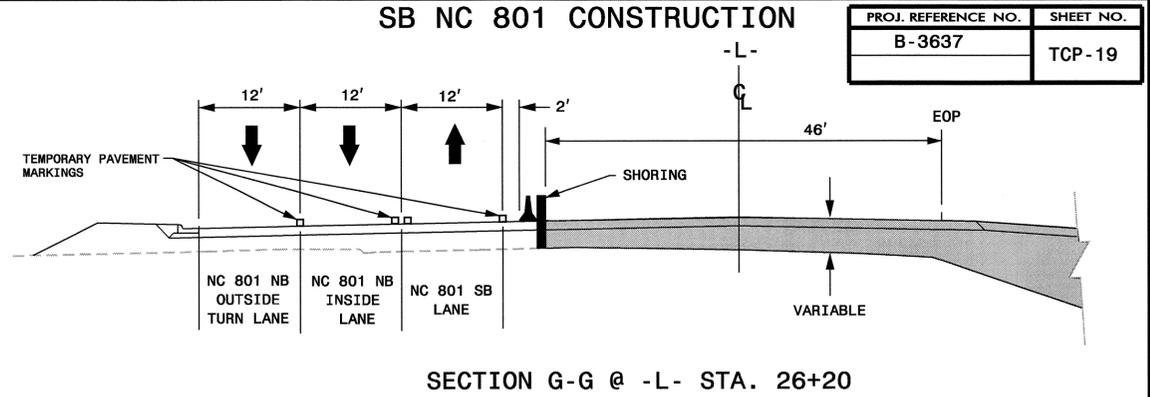
-RPD- CONSTRUCTION



19-JUL-2007 16:26
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 dstokes AT WZ122243

APPROVED: <i>W. McSwain</i> DATE: 7/19/07 	PHASE I - STEP 6							
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NC 801 AND -RPC- CONSTRUCTION, AND NC 801, -RPA- AND -RPD- PAVEMENT MARKING DETAIL



- NOTES:**
- SEE PMP-1 FOR PAVEMENT MARKING SYMBOL DESCRIPTION.
 - TIE TO EXISTING MARKINGS.
 - REMOVE ANY PAVEMENT MARKINGS THAT CONFLICT WITH PAVEMENT MARKING PATTERN SHOWN.

SYMBOL LEGEND

	QB	RIGHT TURN ARROW
	QC	STRAIGHT ARROW
	QD	COMBO STRAIGHT ARROW/LEFT
	QE	COMBO STRAIGHT ARROW/RIGHT
	QI	ALPHANUMERIC CHAR.

APPROVED: *M. McDaniel* DATE: 7/19/07

SEAL

SEAL 025895

PROFESSOR OF ENGINEERING

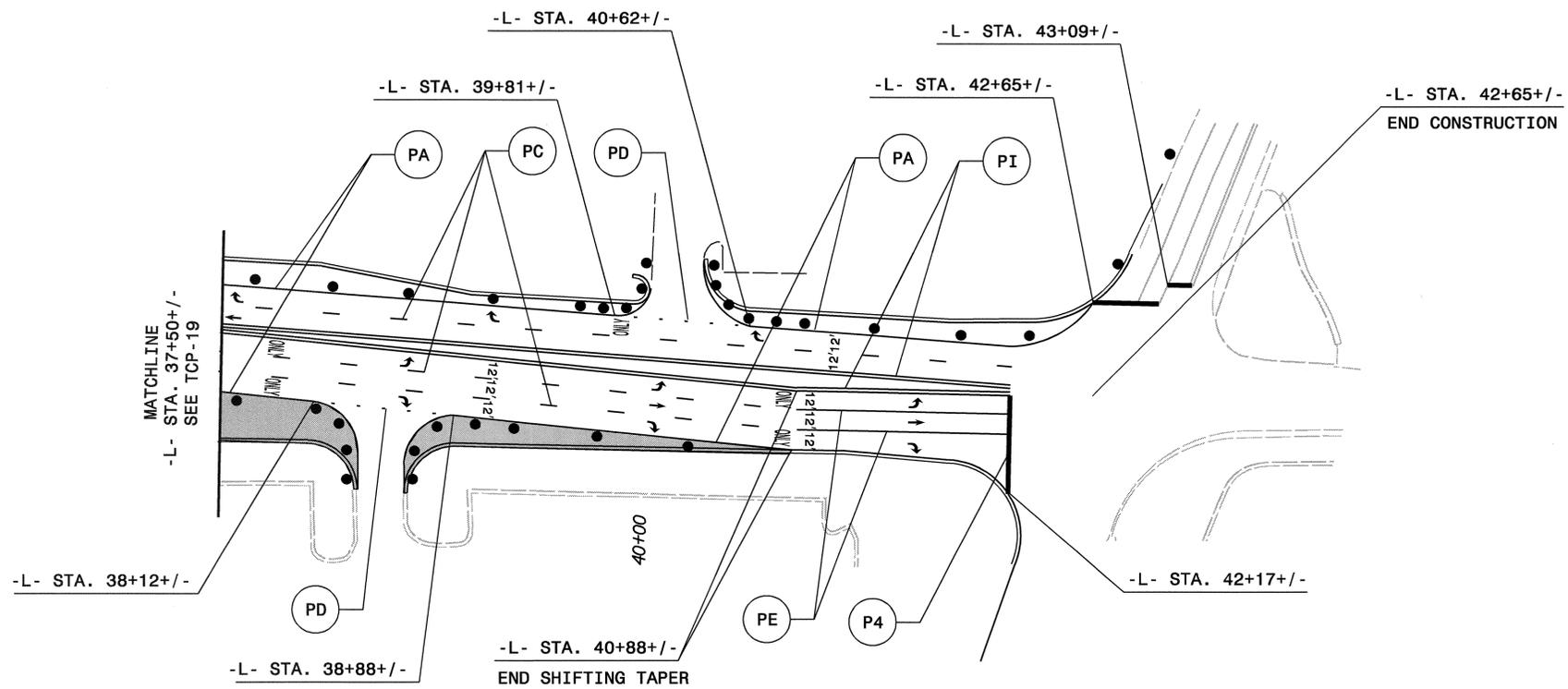
W. M. McDaniel

PHASE II - STEP 1 & 3

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 g8t0kes AT WZTC224243

NC 801 PAVEMENT MARKING DETAIL



SYMBOL LEGEND	
	QA LEFT TURN ARROW
	QB RIGHT TURN ARROW
	QC STRAIGHT ARROW
ONLY	QI ALPHANUMERIC CHAR.

NOTES:

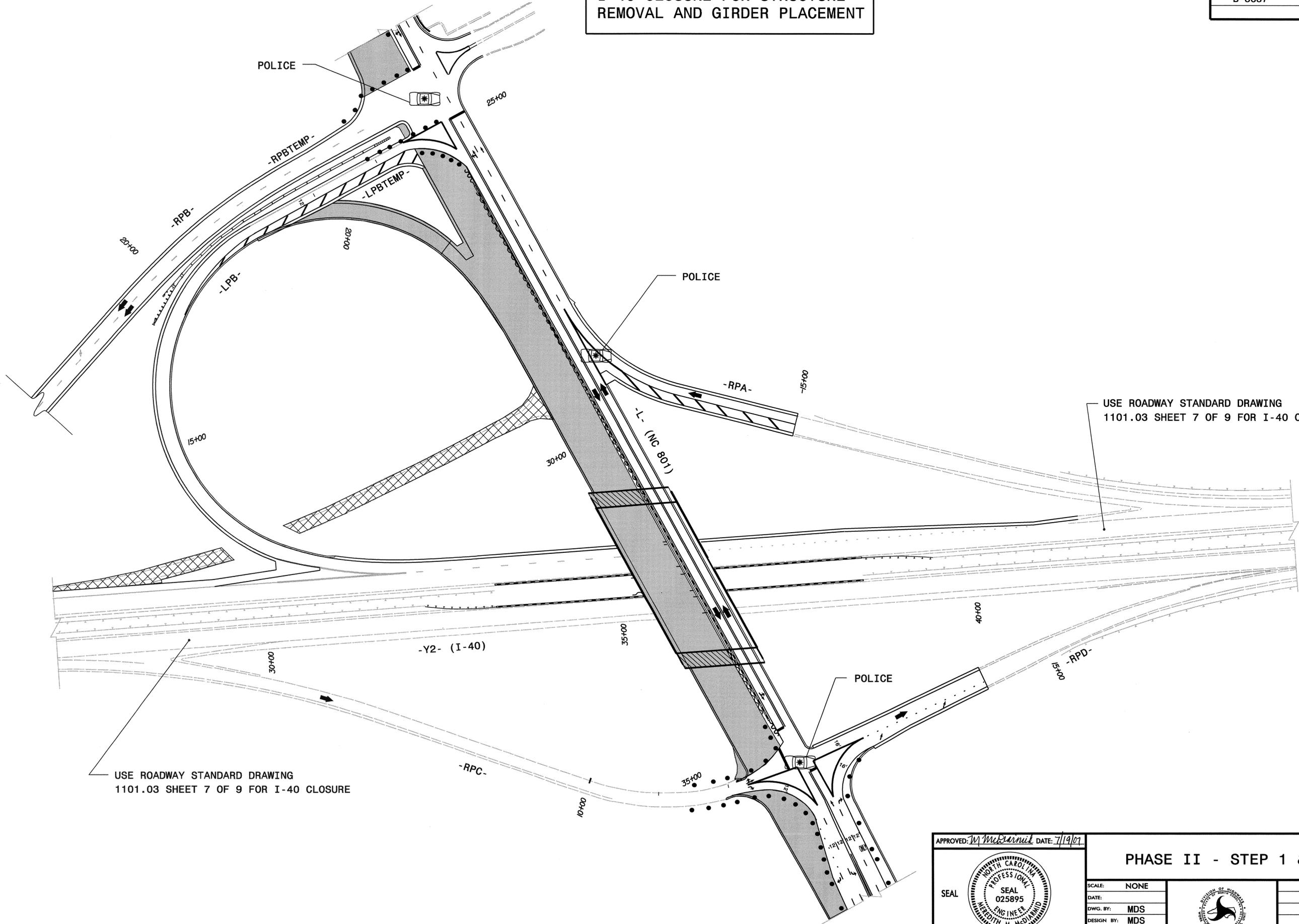
1. SEE PMP-1 FOR PAVEMENT MARKING SYMBOL DESCRIPTION.
2. EXISTING PAVEMENT MARKINGS ARE SHOWN IN GRAY.
3. REMOVE ANY PAVEMENT MARKINGS THAT CONFLICT WITH PAVEMENT MARKING PATTERN SHOWN.

19-JUL-2007 13:14
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 AT WZTC224243

APPROVED: <i>M. McDaniel</i> DATE: 7/19/17	PHASE II - STEP 1	
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	DATE:	
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	DESIGN BY: MDS	
REVIEWED BY: CBH	REVISIONS	CADD FILE

I-40 CLOSURE FOR STRUCTURE REMOVAL AND GIRDER PLACEMENT

PROJ. REFERENCE NO.	SHEET NO.
B-3637	TCP-21



USE ROADWAY STANDARD DRAWING
1101.03 SHEET 7 OF 9 FOR I-40 CLOSURE

USE ROADWAY STANDARD DRAWING
1101.03 SHEET 7 OF 9 FOR I-40 CLOSURE

19-JUL-2007 13:52
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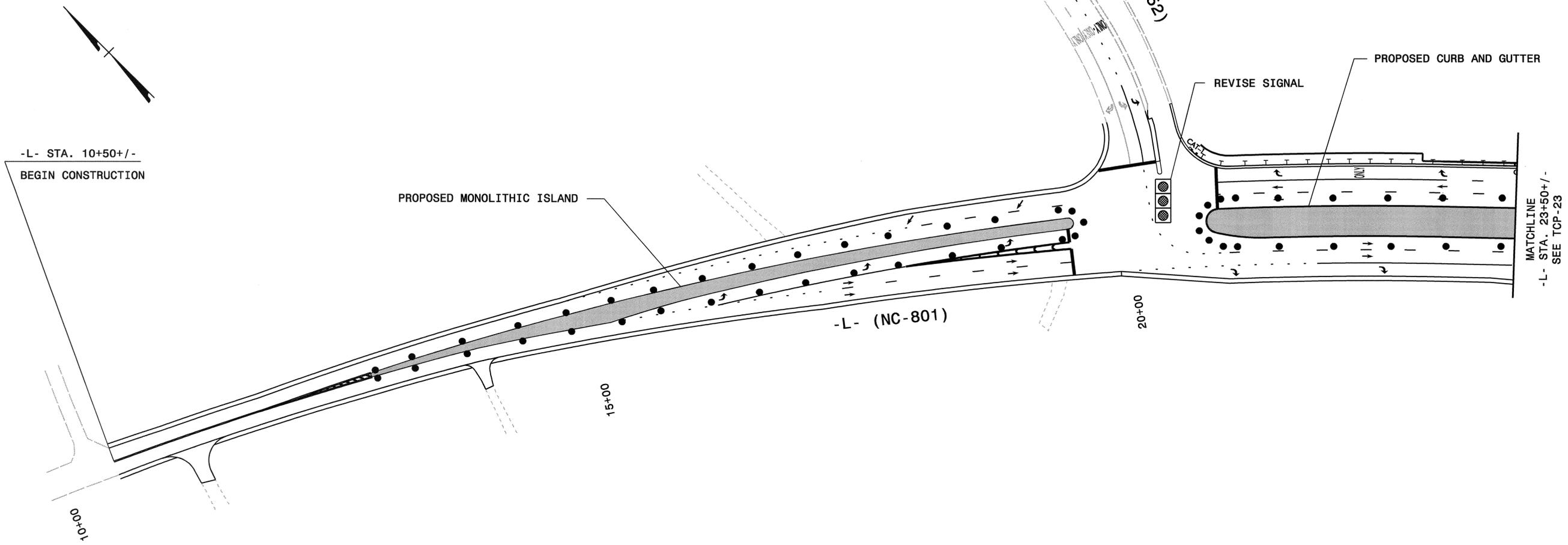
APPROVED: *M. McDaniel* DATE: 7/19/07



PHASE II - STEP 1 & 2

SCALE: NONE		REVISIONS
DATE:		
DWG. BY: MDS		
DESIGN BY: MDS		
REVIEWED BY: CBH		

CONSTRUCTION OF CURB AND GUTTER
AND MONOLITHIC ISLAND (KEYED IN)



-L- STA. 10+50+/-
BEGIN CONSTRUCTION

PROPOSED MONOLITHIC ISLAND

-L- (NC-801)

-Y- (SR 1452)

REVISION SIGNAL

PROPOSED CURB AND GUTTER

MATCHLINE
-L- STA. 23+50+/-
SEE TCP-23

10+00

15+00

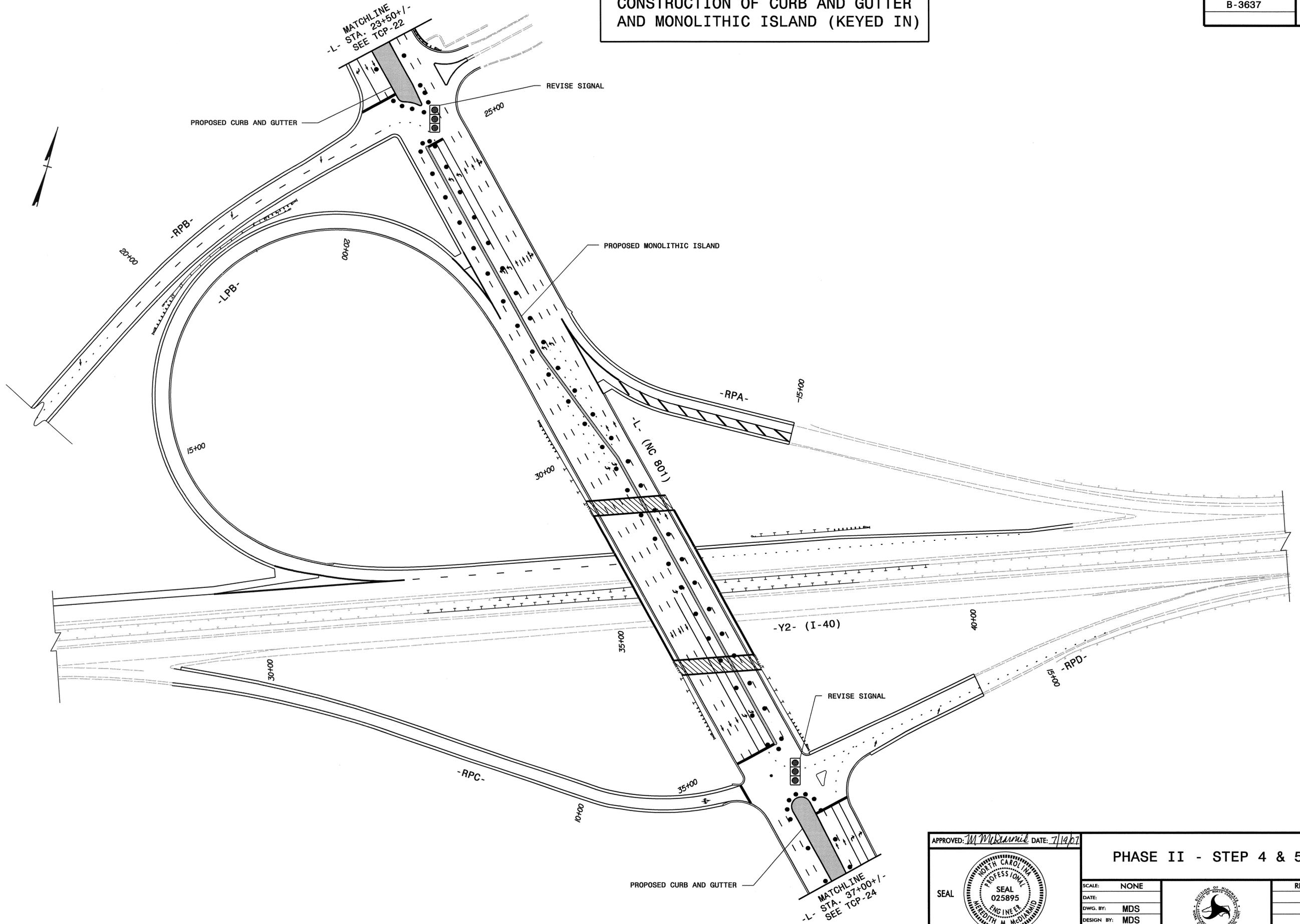
20+00

19-JUL-2007 13:19
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dstokes AT WZTC224243

APPROVED: <i>M. McEwen</i> DATE: 7/19/07	<p>PHASE II - STEP 4 & 5</p> 		REVISIONS
			SCALE: NONE
	DATE:		
	DWG. BY: MDS		
	DESIGN BY: MDS		
	REVIEWED BY: CBH		

CONSTRUCTION OF CURB AND GUTTER
AND MONOLITHIC ISLAND (KEYED IN)

PROJ. REFERENCE NO.	SHEET NO.
B-3637	TCP-23

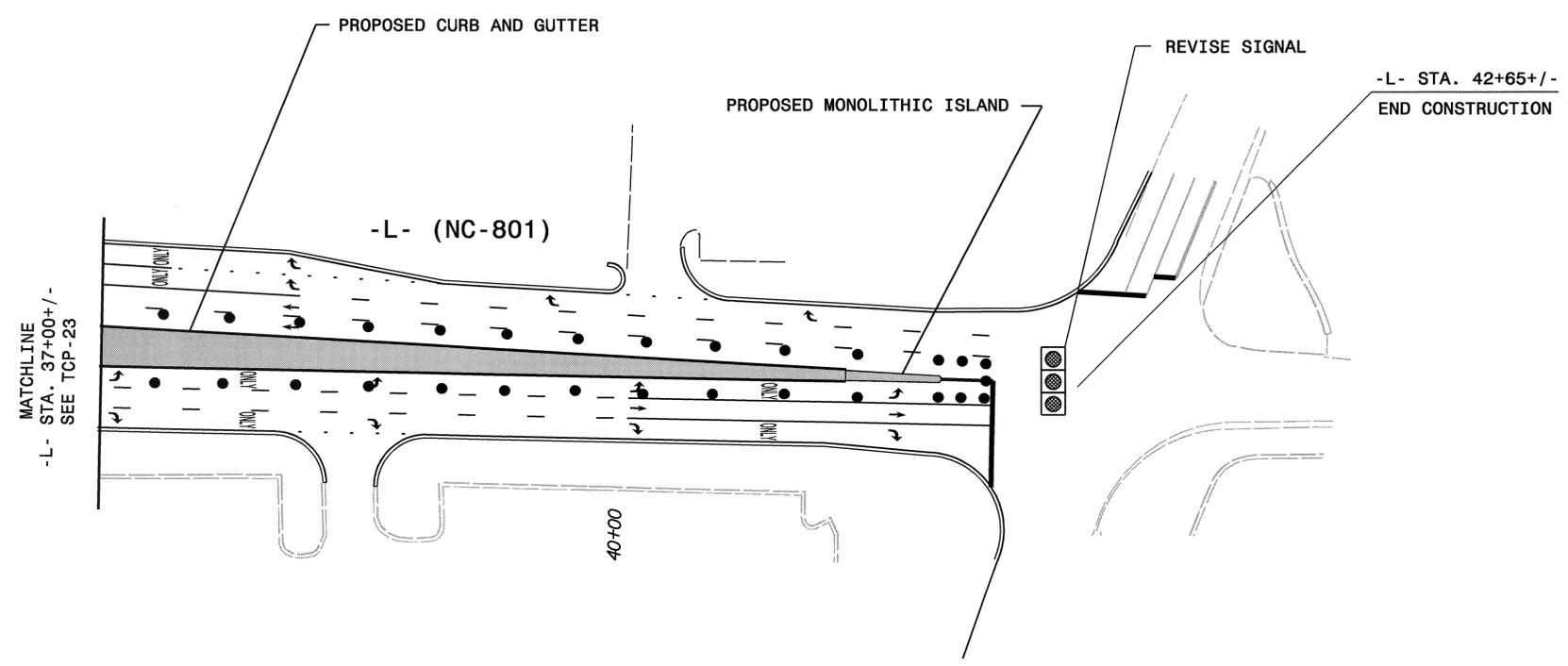


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 dsfokas AT WZ TC224243

APPROVED: <i>M. McDaniel</i> DATE: 7/19/07		PHASE II - STEP 4 & 5 SCALE: NONE DATE: DWG. BY: MDS DESIGN BY: MDS REVIEWED BY: CBH			REVISIONS <table border="1"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>						
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CONSTRUCTION OF CURB AND GUTTER AND MONOLITHIC ISLAND (KEYED IN)

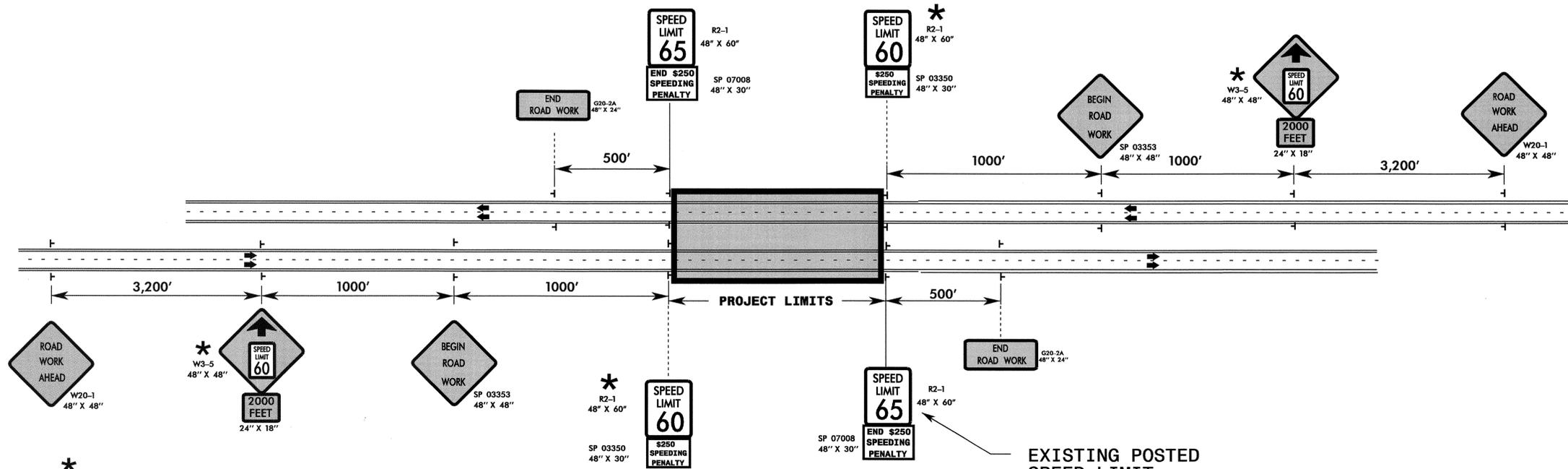
PROJ. REFERENCE NO.	SHEET NO.
B-3637	TCP-24



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APPROVED: <i>M. McSwain</i> DATE: 7/19/07 	<h2 style="margin: 0;">PHASE II - STEP 4 & 5</h2>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">REVISIONS</th> </tr> </thead> <tbody> <tr> <td style="width: 50%;"> </td> <td style="width: 50%;"> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	REVISIONS												
REVISIONS															
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SCALE: NONE															
DATE:															
DWG. BY: MDS															
DESIGN BY: MDS															
REVIEWED BY: CBH															

"WORK ZONE" SPEED LIMIT REDUCTIONS, 10 MPH OR LESS



* THESE SIGNS MAY BE INSTALLED INSIDE THE PROJECT LIMITS IF THE RESTRICTIVE FEATURES NECESSITATING THE SPEED LIMIT REDUCTION ARE NOT LOCATED AT THE PROJECT LIMITS. IF THIS OCCURS, SIGN W3-5 IS TO BE INSTALLED AT THE DISTANCE SHOWN ABOVE IN ADVANCE OF WHERE THE SPEED LIMIT IS REDUCED

"WORK ZONE" SPEED LIMIT

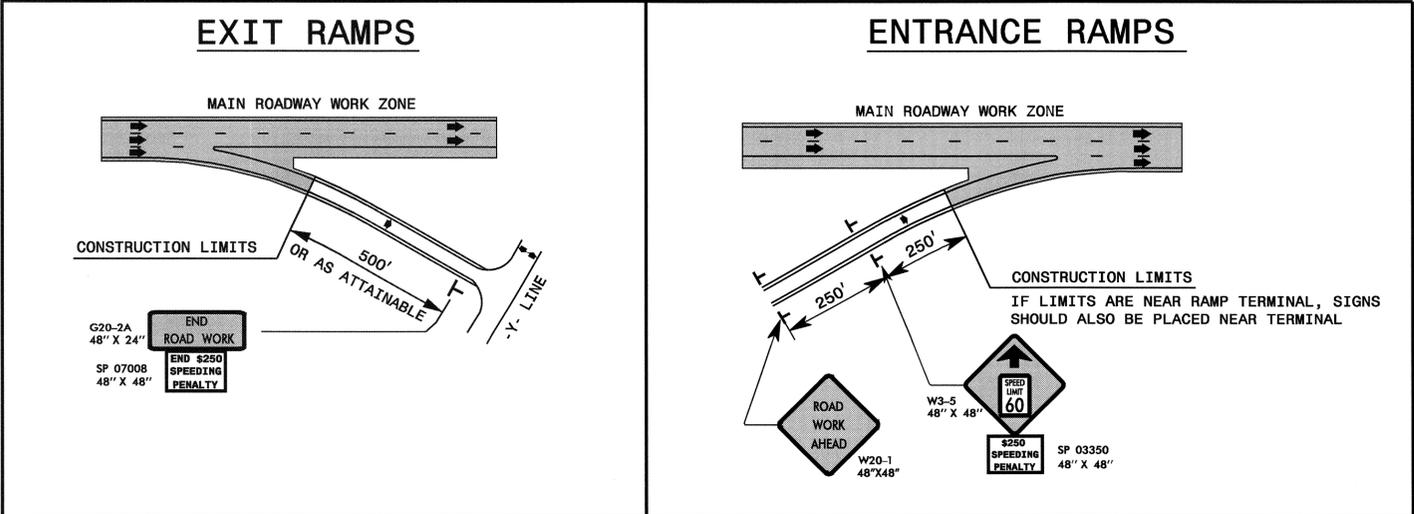
NOTE: THE NEED AND LOCATION OF ADDITIONAL POSTED "WORK ZONE" SPEED LIMIT SIGNS WITHIN THE PROJECT LIMITS IS TO BE DETERMINED BY THE REGIONAL TRAFFIC ENGINEER

EXISTING POSTED SPEED LIMIT

NOTE: IF THE "WORK ZONE SPEED LIMIT" ONLY APPLIES TO A SPECIFIC PORTION OF THE PROJECT AND NOT THE ENTIRE PROJECT, THE EXISTING SPEED LIMIT IS TO BE REESTABLISHED INSIDE THE PROJECT LIMITS. THE EXISTING SPEED LIMIT SIGNS AND THE "END \$250 SPEEDING PENALTY" SIGNS ARE TO BE INSTALLED AT THE LOCATION WHERE THE EXISTING SPEED LIMIT IS TO RESUME. (SEE NOTE 3 BELOW)

GUIDELINES

1. THIS DRAWING IS INTENDED TO SHOW THE SIGNING REQUIRED FOR A "WORK ZONE" SPEED LIMIT REDUCTION ON A FREEWAY WHICH IS 10 MPH OR LESS THAN THE EXISTING SPEED LIMIT.
2. EACH DIRECTION OF THE PROJECT IS TO BE EVALUATED FOR THE "WORK ZONE" SPEED LIMIT REDUCTION. THIS DRAWING INTENTIONALLY HAS 1 DIRECTION SIGNED AS A REMINDER TO CAREFULLY CONSIDER WHETHER BOTH DIRECTIONS OF THE PROJECT NEED TO HAVE THE SPEED LIMIT REDUCED.
3. IN ADDITION, FOR PROJECTS THAT EXCEED 2 MILES IN LENGTH, AN EVALUATION IS TO BE MADE TO DETERMINE IF THE "WORK ZONE" SPEED LIMIT REDUCTION APPLIES TO THE ENTIRE PROJECT LENGTH OR ONLY A PORTION OF THE PROJECT LENGTH. THE "WORK ZONE" SPEED LIMIT REDUCTION MAY TERMINATE BEFORE THE END OF THE PROJECT LIMITS. THE DRAWING IS TO BE MODIFIED AS NEEDED TO REFLECT THESE CONDITIONS.
4. THE \$250 SPEEDING PENALTY APPLIES FOR ALL PROJECTS THAT QUALIFY FOR A "WORK ZONE" SPEED LIMIT REDUCTION.
5. ALL "WORK ZONE" SPEED LIMIT REDUCTION SIGNAGE SHALL BE REMOVED WHEN THE CONDITION THAT WARRANTED THE REDUCTION AND PENALTY IS REMOVED. THE REGIONAL TRAFFIC ENGINEER SHALL BE NOTIFIED BY THE RESIDENT ENGINEER AT THIS TIME TO RESCIND THE ORDINANCE AND RETURN TO THE EXISTING POSTED SPEED LIMIT. THIS SHOULD TAKE PLACE BEFORE THE PROJECT IS 100% COMPLETE AND ACCEPTED FOR MAINTENANCE.

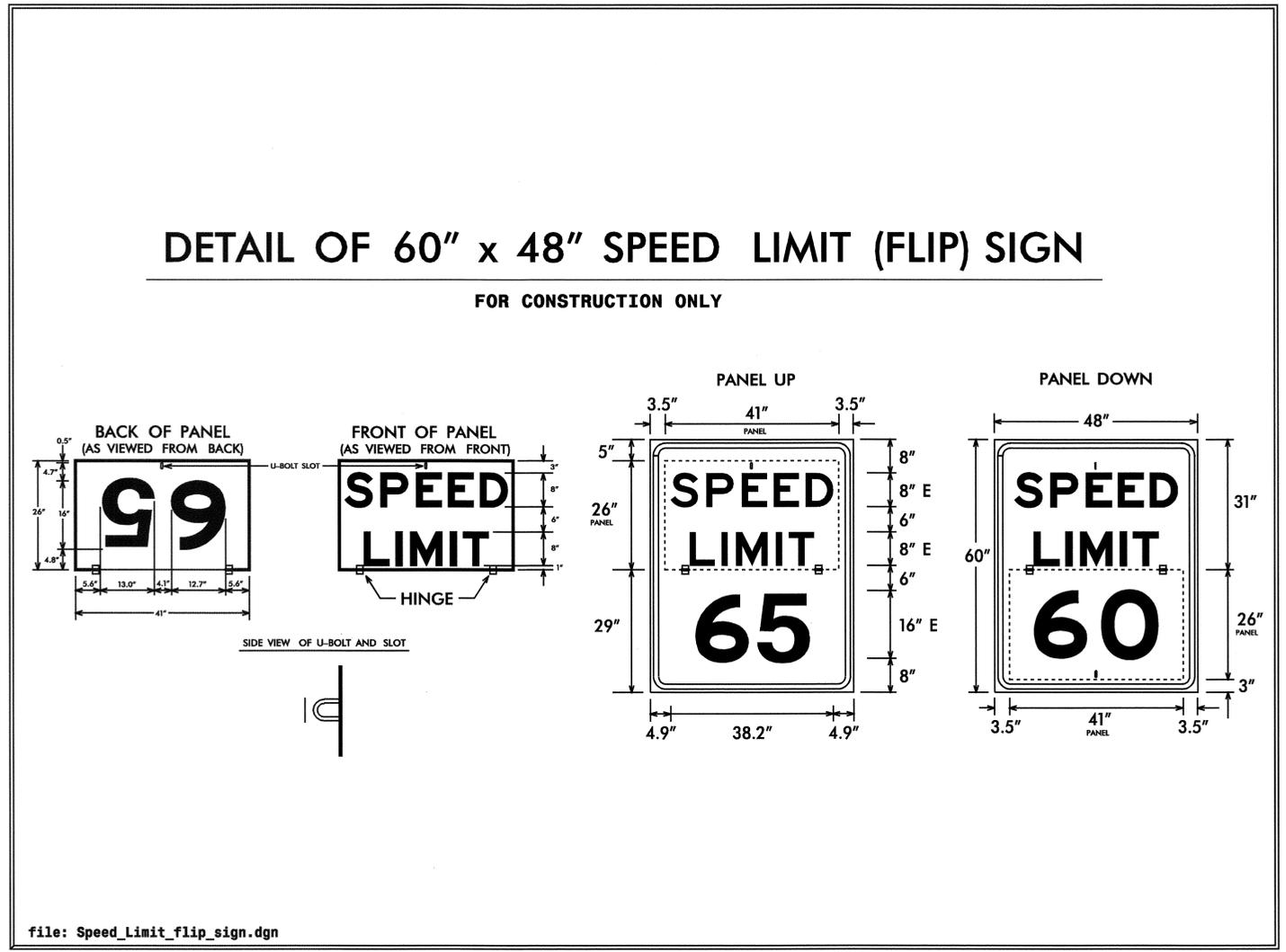


APPROVED: <i>M. M. Stewart</i> DATE: 7/19/07	"WORK ZONE" SPEED LIMIT REDUCTIONS, 10 MPH OR LESS	
	SCALE: NONE	
	DATE:	
	DESIGN BY: MDS	
	REVIEWED BY: CBH	
		REVISIONS

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 AT WZTC224243
 dstokes

DETAIL OF 60" x 48" SPEED LIMIT (FLIP) SIGN

FOR CONSTRUCTION ONLY



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 dstokes AT WZTC224243

APPROVED: <i>M. M. ...</i> DATE: 7/19/07		SIGN DESIGNS	
	SCALE: NONE		REVISIONS
	DATE:		
	DWG. BY: MDS		
	DESIGN BY: MDS		
	REVIEWED BY: CBH		

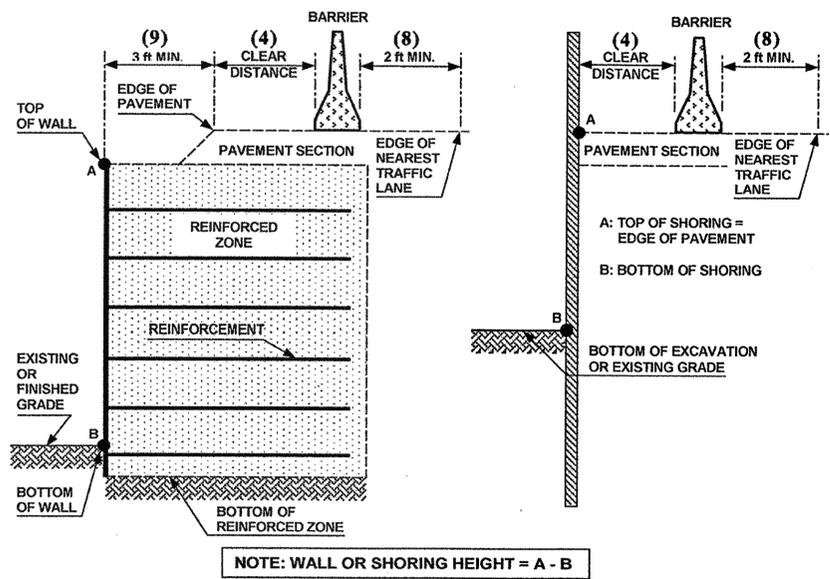


FIGURE A

NOTES

- REFER TO THE TRAFFIC CONTROL PLANS FOR SHORING LOCATIONS AND SOIL PARAMETERS.
- REFER TO THE "TEMPORARY SHORING" PROJECT SPECIAL PROVISION FOR MORE INFORMATION ABOUT TEMPORARY SHORING, MEASUREMENT AND PAYMENT.
- PROVIDE PORTABLE CONCRETE BARRIER TO PROTECT TEMPORARY SHORING IF SHORING IS LOCATED WITHIN THE CLEAR ZONE AS DEFINED IN THE AASHTO ROADSIDE DESIGN GUIDE.
- BASED ON THE CLEAR DISTANCE, OFFSET, DESIGN SPEED AND PAVEMENT TYPE, CHOOSE AN UNANCHORED PCB, ANCHORED PCB OR AN OREGON BARRIER FROM THE TABLE SHOWN IN FIGURE B. FOR TRAFFIC LANES AND PORTABLE CONCRETE BARRIER LOCATED ABOVE AND BEHIND TEMPORARY SHORING, THE FOLLOWING ARE DEFINED AS:

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

OFFSET - HORIZONTAL DISTANCE FROM THE FRONT FACE OF THE BARRIER TO CENTERLINE OF THE FURTHEST TRAFFIC LANE AS SHOWN IN FIGURE B FOR 3 TRAFFIC LANES.
- AT THE CONTRACTOR'S OPTION OR IF THE MINIMUM REQUIRED CLEAR DISTANCE IS NOT AVAILABLE, SET AN UNANCHORED PCB AGAINST THE TRAFFIC SIDE OF THE SHORING AND DESIGN SHORING FOR TRAFFIC IMPACT OR USE THE "SURCHARGE CASE WITH TRAFFIC IMPACT" FOR THE STANDARD TEMPORARY SHORING.
- USE NCDOT PORTABLE CONCRETE BARRIER (PCB) IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1170.01 AND SECTION 1170 OF THE STANDARD SPECIFICATIONS.
- USE OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH DETAIL DRAWING AND SPECIAL PROVISION OBTAINED FROM: [HTTP://WWW.NCDOT.ORG/DOH/PRECONSTRUCT/WZTC/DESRES/ENGLISH/DESRESENG.HTML](http://www.ncdot.org/DOH/PRECONSTRUCT/WZTC/DESRES/ENGLISH/DESRESENG.HTML)
- UNLESS NOTED OTHERWISE ON THE PLANS, SET PORTABLE CONCRETE BARRIER WITH A MINIMUM DISTANCE OF 2 FT BETWEEN THE FRONT FACE OF THE BARRIER AND THE EDGE OF THE NEAREST TRAFFIC LANE AS SHOWN IN FIGURE A.
- FOR PORTABLE CONCRETE BARRIER ABOVE AND BEHIND TEMPORARY MSE WALLS, PROVIDE A MINIMUM DISTANCE OF 3 FT BETWEEN THE EDGE OF PAVEMENT AND THE WALL FACE AS SHOWN IN FIGURE A. IF THESE MINIMUM REQUIRED DISTANCES ARE NOT AVAILABLE, CONTACT THE ENGINEER.
- TABLE SHOWN IN FIGURE B IS BASED ON NCDOT RESEARCH PROJECT NO. 2005-010 WITH VEHICLE TYPE USED FOR NCHRP 350 CRASH TESTS. BARRIER DEFLECTIONS AND RESULTING MINIMUM REQUIRED CLEAR DISTANCES MIGHT VARY SIGNIFICANTLY FOR LARGER HEAVIER VEHICLES AND WET OR DRY PAVEMENT.

MINIMUM REQUIRED CLEAR DISTANCE, inches

Barrier Type	Pavement Type	Offset (4) ft	Design Speed, mph					
			<30	31-40	41-50	51-60	61-70	71-80
Unanchored PCB	Asphalt	<8	24	26	29	32	36	40
		8-14	26	28	31	35	38	42
		14-20	27	29	34	36	39	43
		20-26	28	31	35	38	40	44
		26-32	29	32	36	39	42	45
		32-38	30	34	38	41	43	46
		38-44	31	34	41	43	45	48
		44-50	31	35	41	43	46	49
		50-56	32	36	42	44	47	50
	>56	32	36	42	45	47	51	
	Concrete	<8	17	18	21	22	25	26
		8-14	19	20	23	25	26	29
		14-20	22	22	24	26	28	31
		20-26	23	24	26	27	30	34
		26-32	24	25	27	28	32	35
		32-38	24	26	27	30	33	36
		38-44	25	26	28	30	34	37
		44-50	26	26	28	32	35	37
50-56		26	26	28	32	35	38	
>56	26	27	29	32	36	38		
Anchored PCB or Oregon Barrier	Asphalt	All Offsets (4)	24 for All Design Speeds					
Anchored PCB or Oregon Barrier	Concrete (including bridge approach slabs)	All Offsets (4)	12 for All Design Speeds					

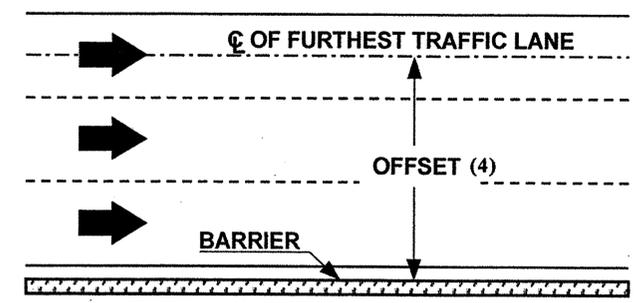


FIGURE B

APPROVED: _____ DATE: _____	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS	
	SCALE: NONE	
	DATE: 1/07	
	DWG. BY: JI	
	DESIGN BY: JI	
REVIEWED BY: JI	REVISIONS	

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