STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS



STATE PROJECT REFERENCE NO. SHEET NO. R-2554BA

PLAN FOR PROPOSED TRAFFIC CONTROL, MARKING & DELINEATION

WAYNE COUNTY

ROADWAY STANDARD DRAWINGS

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

STD. NO.	TITLE
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW PANELS
1130.01	DRUM
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.03	PAVEMENT MARKINGS - INTERCHANGES
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - THRU LANE DROPS
1205.07	PAVEMENT MARKINGS - PEDESTRIAN CROSSWALKS
1205.08	PAVEMENT MARKINGS - SYMBOLS & WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
	PAVEMENT MARKINGS - SCHOOL AREAS
	PAVEMENT MARKINGS - RAILROAD CROSSINGS
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	PAVEMENT MARKER SPACING
	RAISED PAVEMENT MARKERS (TEMPORARY & PERMANENT)
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1261.01	GUARDRAIL & BARRIER DELINEATOR SPACING
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1262.01	GUARDRAIL END DELINEATION
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1267.01	FLEXIBLE DELINEATOR INSTALLATION
	FLEXIBLE DELINEATOR SPACING
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		PA

LEGEND

GENERAL

DIRECTION OF TRAFFIC FLOW

PROPOSED PVMT. ----- EXIST. PVMT.

WORK AREA

REMOVAL OF EXISTING PAVEMENT

RAFFIC CONTROL DEVICES

T TYPE I BARRICADE

TYPE III BARRICADE

CONE

SKINNY DRUM

FLASHING ARROW PANEL (TYPE C)

— STATIONARY SIGN

PORTABLE SIGN

STATIONARY OR PORTABLE SIGN

WARNING FLAGS

→ CRASH CUSHION

CHANGEABLE MESSAGE SIGN

TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)

■ FLAGGER

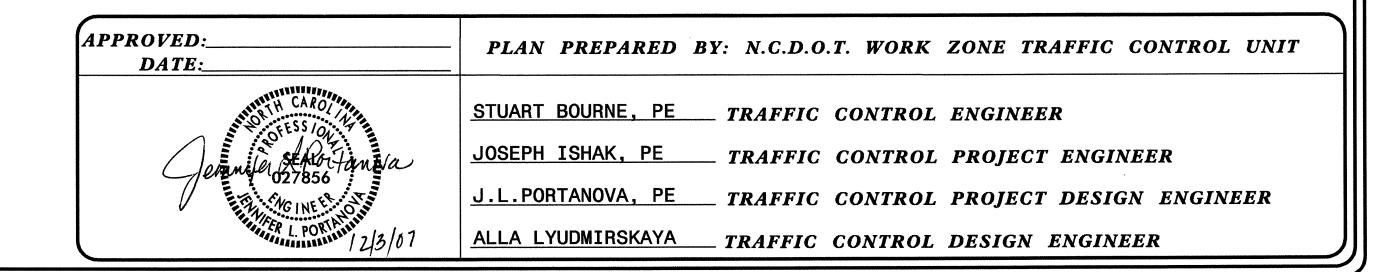
PAVEMENT MARKINGS

CRYSTAL/CRYSTAL PAVEMENT MARKER

YELLOW/YELLOW PAVEMENT MARKER

CRYSTAL/RED PAVEMENT MARKER

PAVEMENT MARKING SYMBOLS



PROJECT NOTES

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

THE FOLLOWING GENERAL NOTES APPLY AT ALL TIMES FOR THE DURATION OF THE CONSTRUCTION PROJECT, EXCEPT WHEN OTHERWISE NOTED IN THE PLAN, OR DIRECTED BY THE ENGINEER.

TIME RESTRICTIONS

A) DO NOT CLOSE OR NARROW TRAVEL LANES AS FOLLOWS:

ROAD NAME 1. -Y2- (US 117) DAY AND TIME RESTRICTIONS MONDAY THROUGH FRIDAY: FROM 7:00 A.M. TO 9:00 A.M. FROM 3:00 P.M. TO 6:00 P.M.

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

ROAD NAME

- 1. -L2- (I-795)
- 2. -Y2- (US 117)

HOLIDAY

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

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

- 6. FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 P.M. FRIDAY AND 7:00 A.M. TUESDAY.
- 7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 P.M. TUESDAY TO 7:00 A.M. MONDAY.
- 8. FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 P.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 7:00 A.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
- 9. FOR THE WINGS OVER WAYNE AIR SHOW AT SEYMOUR JOHNSON AIR FORCE BASE STARTING 4 (FOUR) HOURS BEFORE THE START OF THE SHOW UNTIL 4 (FOUR) HOURS AFTER THE SHOW.

C) DO NOT CLOSE ROADS AS FOLLOWS:

ROAD NAME

DAY AND TIME RESTRICTIONS MONDAY THROUGH SUNDAY

1. -L2- (I-795) 2. -Y7- (PATETOWN RD.)

FROM 6:00 A.M. TO 11:00 P.M.

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

ROAD NAME

DAY AND TIME OPERATION

RESTRICTIONS

1. -L2- (I-795) 2. -Y2- (US 117)

3. -Y7- (PATETOWN RD.)

MONDAY THROUGH FOR ANY OPERATION REQUIRING STOPPAGE OF TRAFFIC OTHER SUNDAY FROM 6:00 A.M. TO THAN WHAT IS REQUIRED IN

4. -Y8- (WAYNE MEMORIAL DR.) 11:00 P.M.

THE PHASING

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

LANE AND SHOULDER CLOSURE REQUIREMENTS

- F) 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.
- WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 5m OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR A LANE CLOSURE IS INSTALLED.
- WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO AN UNDIVIDED FACILITY AND WITHIN 1.5m OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO A DIVIDED FACILITY AND WITHIN 3m 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.

- I) 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.
- J) DO NOT WORK SIMULTANEOUSLY WITHIN 5m ON BOTH SIDES OF AN OPEN TRAVELWAY. RAMP OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.
- K) DO NOT INSTALL MORE THAN ONE LANE CLOSURE, IN ANY DIRECTION, ON I-795, US 117, -Y7-(PATETOWN RD.) & -Y8- (WAYNE MEMORIAL DR.).
- L) PROVIDE TRAFFIC CONTROL FOR APPROPRIATE LANE CLOSURES FOR SURVEYING DONE BY THE DEPARTMENT.

PAVEMENT EDGE DROP OFF REQUIREMENTS

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

BACKFILL DROP-OFFS THAT EXCEED 50mm ON ROADWAYS WITH POSTED SPEED LIMITS OF 45 MPH OR GREATER.

BACKFILL DROP-OFFS THAT EXCEED 75mm 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.

DO NOT EXCEED A DIFFERENCE OF 50mm IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 40mm. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11)150m IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- P) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 12m FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- PROVIDE PERMANENT SIGNING.
- PROVIDE DETOUR SIGNING FOR TOMMY'S RD. WITHIN AND OFF THE PROJECT LIMITS.

STATE FORCES WILL BE RESPONSIBLE FOR DETOUR SIGNING FOR I-795 AND PATETOWN RD. OFF THE PROJECT LIMITS.

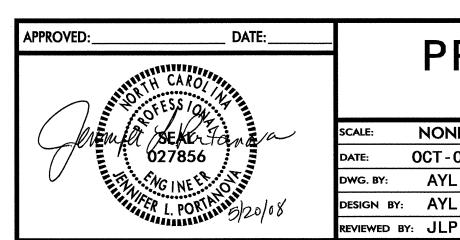
- COVER OR REMOVE ALL DETOUR SIGNS WITHIN AND OFF THE PROJECT LIMITS WHEN A DETOUR FOR TOMMY'S RD. IS NOT IN OPERATION.
 - STATE FORCES WILL COVER OR REMOVE ALL DETOUR SIGNS OFF THE PROJECT LIMITS WHEN DETOURS FOR I-795 AND PATETOWN RD. ARE NOT IN OPERATION.
- ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- U) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 150m IN ADVANCE OF THE UNEVEN AREA. OR AS DIRECTED BY THE ENGINEER.

TRAFFIC BARRIER

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

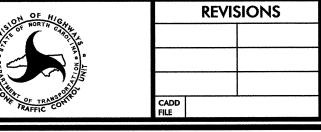
DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE.

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



PROJECT NOTES SHEET 1 OF 2

NONE OCT-07 AYL DESIGN BY: AYL



PROJECT NOTES

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

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

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.

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

POSTED SPEED LIMIT	MINIMUM OFFSET
40 OR LESS	4.6m
45 - 50	6 m
55	7.6m
60 MPH or HIGHER	9m

TRAFFIC CONTROL DEVICES

- X) SPACE CHANNELIZING DEVICES IN WORK AREAS EQUAL IN METERS TO 2/3rds 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. WHEN SKINNY DRUMS ARE ALLOWED, REFER TO SECTION 1180 OF STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES OR AS SHOWN IN THE PLANS.
- Y) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- Z) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 150m CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

AA) INSTALL PAVEMENT MARKINGS AND PAVEMENT MARKERS ON THE FINAL SURFACE AS FOLLOW:

ROAD NAME	MARKING	MARKER
1L- (US 70)	POLYUREA	PERMANENT RAISED
2L2- (I-795)	THERMOPLASTIC	PERMANENT RAISED
3Y2- (US 117)	THERMOPLASTIC	PERMANENT RAISED
4Y7- (PATETOWN RD.)	THERMOPLASTIC	PERMANENT RAISED
5Y8- (WAYNE MEMORIAL DR.)	PAINT	PERMANENT RAISED

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

ROAD NAME	MARKING	MARKER
1. ALL ROADS	PAINT	TEMPORARY RAISED

- CC) PLACE TWO APPLICATIONS OF PAINT PAVEMENT MARKINGS ON THE FINAL WEARING SURFACE. PLACE THE SECOND APPLICATION OF PAINT UPON SUFFICIENT DRYING TIME OF THE FIRST.
- DD) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX (6) MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS AS DIRECTED BY THE ENGINEER.
- EE) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- FF) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.
- GG) TRACE THE PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO INSTALLATION. PLACE DRUMS, CONES OR TUBULAR MARKERS TO DELINEATE ANY PROPOSED MONOLITHIC ISLANDS BEFORE INSTALLATION.

TEMPORARY / FINAL SIGNALS

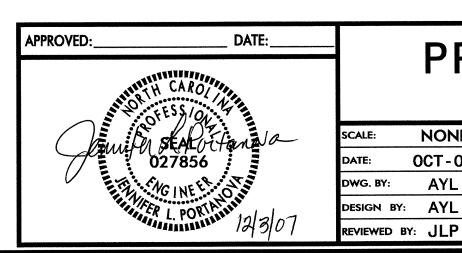
- HH) NOTIFY THE ENGINEER TWO (2) MONTHS BEFORE A TRAFFIC SIGNAL INSTALLATION BY OTHERS IS REQUIRED.
- II) SHIFT AND REVISE ALL SIGNAL HEADS AS SHOWN ON THE SIGNAL PLANS.

MISCELLANEOUS

- JJ) POLICE MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND INTERSECTIONS, AS DIRECTED BY THE ENGINEER.
- KK) IN THE EVENT A DRIVEWAY TIE-IN CANNOT BE MADE IN ONE DAYS TIME, BRING THE TIE-IN AREA TO AN APPROPRIATE ROADWAY ELEVATION, AS DETERMINED BY THE ENGINEER. PLACE BLACK ON ORANGE "LOOSE GRAVEL" SIGNS (W8-7) AND BLACK ON ORANGE "PAVEMENT ENDS" SIGNS (W8-3) AND RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

LOCAL NOTES

- 1) USE LIGHTING ALONG WITH NECESSARY TRAFFIC CONTROL DEVICES AT THE INTERSECTION OF TOMMY'S RD. AND PATETOWN RD. WHILE PATETOWN RD. OFF-SITE DETOUR IS IN OPERATION. SEE ROADWAY PLANS FOR PAY ITEM.
- 2) ACCESS TO THE WORK AREA BEHIND BARRIER ON I-795 WILL BE LIMITED TO THE BEGINNING AND END OF BARRIER. NO OTHER ACCESS POINTS WILL BE ALLOWED.
- 3) USE RED AND WHITE STRIPES FOR PERMANENT BARRICADES TO CLOSE -L-(AT THE BEGINNING AND END OF THE PROJECT R-2554BA), -L2LPD-, -L2RPB-, -L2RPDB-,-L2RPC-, -Y8RPA- AND -Y8RPD-. ATTACH PERMANENT BARRICADES SECURILY TO PAVEMENT SURFACE. (SEE SHEETS PM-1 THROUGH PM-20).
- 4) USE A SIGNAL (TEMPORARY/PORTABLE) FOR HAULING PURPOSES ON US 117 AND WAYNE MEMORIAL DR., AS DIRECTED BY THE ENGINEER. SEE SPECIAL PROVISIONS FOR PAY ITEM AND QUANTITIES.
- 5) USE POLICE IN CONJUNCTION WITH THE ROAD CLOSURE AND DETOUR OF I-795 AND PATETOWN RD.
- 6) HAULING OPERATIONS ON I-795 WILL ONLY BE ALLOWED USING A LANE CLOSURE WHERE TRUCKS CAN ENTER BEHIND TO ACCESS THE WORK AREA. SEE PROJECT NOTE 'K' FOR A NUMBER OF LANE CLOSURES ALLOWED.



PROJECT NOTES SHEET 2 OF 2

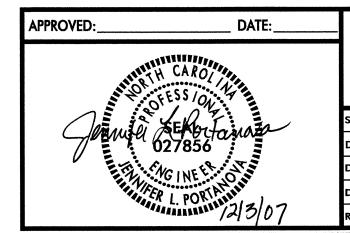
NONE OCT-07 AYL

REVISIONS

TEMPORARY PAVEMENT MARKING SCHEDULE

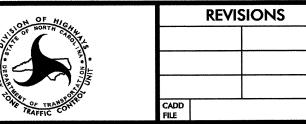
SYMBOL	DESCRIPTION	PAY ITEM/ QUANTITY BREAKDOWN	TOTAL QUANTITY
		PAVEMENT MARKING LINES	
		PAINT (100 mm)	
PA	WHITE EDGE LINE 2X	34000 m	
PB	YELLOW EDGE LINE (2X)	2500 m	
PC	3 m WHITE SKIP (2X)	25 m	
PD	0.5 m WHITE MINI-SKIP (2X)	120 m	
PE	WHITE SOLID LANE LINE (2X)	960 m	
PF	3 m YELLOW SKIP (2X)	150 m	
PH	YELLOW SINGLE CENTER (2X)	600 m	
ΡI	YELLOW DOUBLE CENTER LINE 2X	27600 m	·
		TOTA	L 65955 m
		PAINT (150 mm)	
P6	WHITE EDGE LINE (X2)	28000 m	
P7	YELLOW EDGE LINE (X2)	26000 m	
PK	3 m WHITE SKIP (X2)	1250 m	
PM	WHITE SOLID LANE LINE (2X)	300 m	
		TOTA	L 55550 m
		PAINT (200 mm)	
PS	WHITE DIAGONAL 2X	200 m	
PV	YELLOW DIAGONAL 2X	1240 m	
		TOTA	L 1440 m
		PAINT (600 mm)	
P4	WHITE STOP BAR 2X	130 m	
		TOTA	L 130 m
		PAVEMENT MARKING SYMBOLS	
		PAINT MARKING SYMBOLS	
QA	LEFT TURN ARROW (2X)	28 EA	
QB	RIGHT TURN ARROW (2X)	12 EA	
QC	STRAIGHT ARROW (2X)	14 EA	
QD	COMBO STRAIGHT/LEFT (2X)	4 EA	
QE	COMBO STRAIGHT/RIGHT (2X)	2 EA	
QF	COMBO LEFT/RIGHT (2X)	2 EA	
		TOTA	L 62 E/
		PAINT MARKING CHARACTERS	
QI	ALPHANUMERIC CHAR. (X2)	8 EA	
		TOTA	L 8 E/
		PAVEMENT MARKERS	
		TEMPORARY RAISED	
MH	YELLOW & YELLOW	530 EA	
MI	CRYSTAL & RED	90 EA	
		TOTA	L 620 E/

- 1) AS DIRECTED BY THE ENGINEER, TEMPORARY PAVEMENT MARKING (PAINT) MAY BE USED TO STRIPE THE FINAL TRAFFIC PATTERN ON -L2- 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 PATTERNS WHICH WILL REMAIN IN PLACE UNTIL THE PROPOSED FINAL PAVEMENT MARKING ARE APPLIED.
- 2) FOR EACH PAINT PAVEMENT MARKING ITEM, 1X IMPLIES A SINGLE APPLICATION, 2X IMPLIES TWO APPLICATIONS, AND 3X IMPLIES THREE APPLICATIONS.

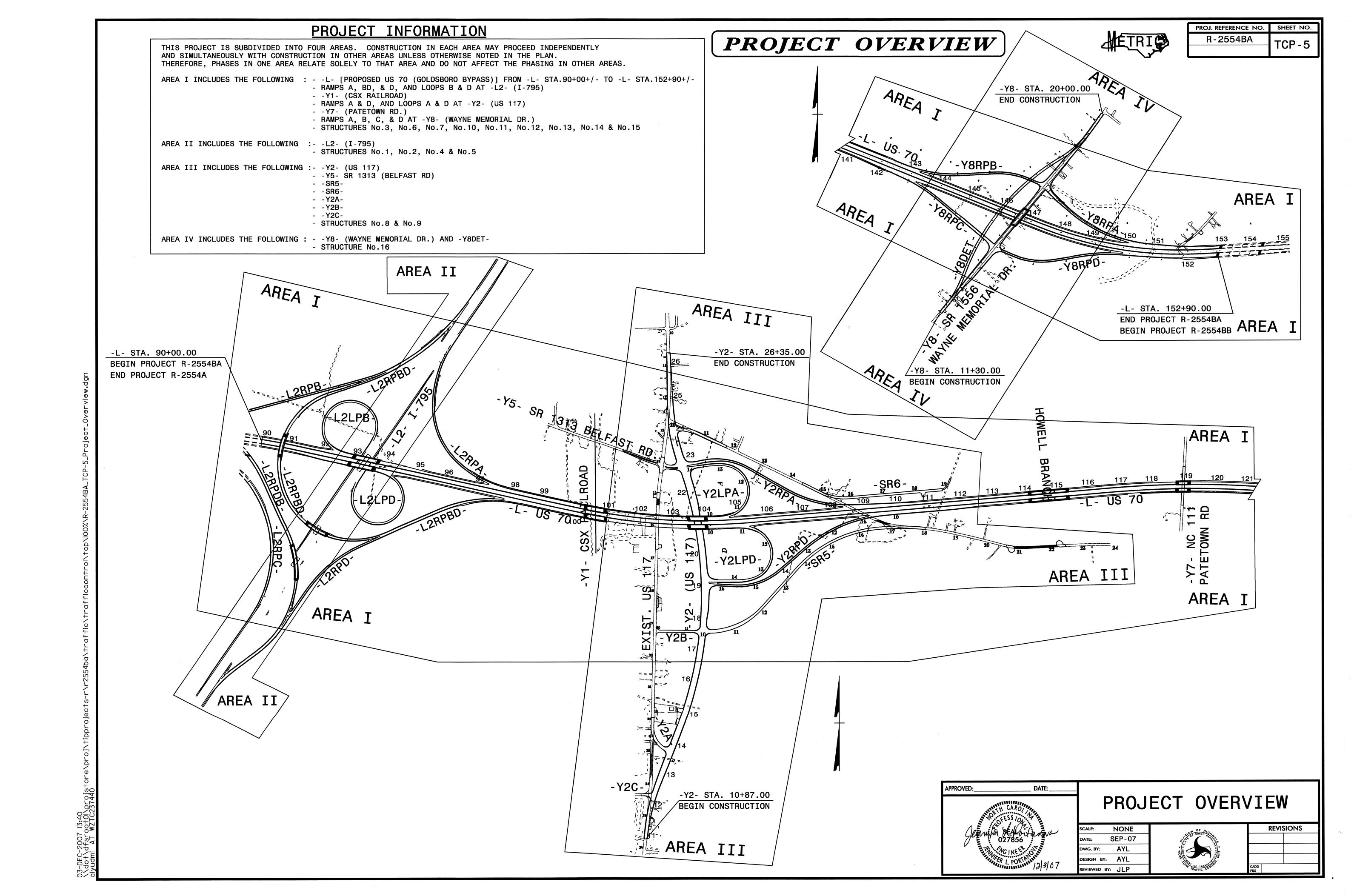


TEMPORARY PAVEMENT MARKING SCHEDULE

CALE:	NONE	
DATE:		وُ
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DESIGN BY	' :	No.
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AREA I PHASING

MAINTAIN ACCESS TO ALL RESIDENCES AND BUSINESSES AT ALL TIMES WITHIN THE PROJECT LIMIT.

STEP 1:

- INSTALL ADVANCED WORK ZONE WARNING SIGNS ON ALL ROADS AS REQUIRED IN PROJECT NOTES. (SEE SHEETS TCP-2, TCP-3, TCP-29 & TCP-30).

STEP 2:

AWAY FROM TRAFFIC PERFORM THE FOLLOWING: (SEE ROADWAY PLANS AND SHEETS TCP-7 & TCP-8)

- CONSTRUCT DRAINAGE WORK REQUIRED IN AREA I.
- BEGIN CONSTRUCTION WORK UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE OF PROPOSED -L- AND ALL RAMPS ON THE FOLLOWING LOCATIONS:

 (SEE STRUCTURES AND ROADWAY PLANS, SHEETS TCP-7 AND TCP-8).
- * FROM -L- STA.90+00+/- TO -L- STA.102+20+/-, INCLUDING STRUCTURES No.3, No.6 & No.7
- * FROM -L- STA.102+80+/- TO -L- STA.108+00+/-, INCLUDING STRUCTURES No.8 & No.9
- * FROM -L- STA.111+60+/- TO -L- STA.145+80+/--, INCLUDING STRUCTURES No.10, No.11, No.12, No.13, No.14& No.15
- * FROM -L- STA.148+00+/- TO -L- STA.152+90+/-
- * FROM -L2RPA- STA.00+00+/- TO -L2RPA- STA.05+60+/-
- * FROM -L2LPB- STA.00+00+/- TO -L2LPB- STA.04+40+/* FROM -L2RPBD- STA.01+60+/- TO -L2RPBD- STA.17+80+/-
- * FROM -L2RPBD- STA.01+60+/- TO -L2RPBD- STA.17+80+/* FROM -L2LPD- STA.00+00+/- TO -L2LPD- STA.04+40+/-
- * FROM -L2RPD- STA.01+20+/- TO -L2RPD- STA.05+10+/-
- * FROM -Y2RPA- STA.11+80+/- TO -Y2RPA- STA.16+20+/-
- * FROM -Y2LPA- STA.10+00+/- TO -Y2LPA- STA.13+80+/-
- * FROM -Y2RPD- STA.11+20+/- TO -Y2RPD- STA.16+00+/* FROM -Y2LPD- STA.10+00+/- TO -Y2LPD- STA.14+40+/-
- * FROM -Y7- STA.11+60+/- TO -Y7- STA.12+80+/-
- * FROM -Y8RPA- STA.10+00+/- TO -Y8RPA- STA.14+40+/-
- * FROM -Y8RPB- STA.10+00+/- TO -Y8RPB- STA.14+00+/- * FROM -Y8RPC- STA.10+00+/- TO -Y8RPC- STA.13+60+/-
- * FROM -Y8RPD- STA.10+00+/- TO -Y8RPD- STA.15+00+/-.
- STEP 3:
- UPON COMPLETION OF THE WORK REQUIRED IN AREA III, PHASE I, STEP 3, (CLOSED TOMMY'S RD. BETWEEN -SR5- AND -SR6-), AWAY FROM TRAFFIC, MAY BEGIN CONSTRUCTION WORK UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE ON THE FOLLOWING LOCATIONS:
- * FROM -L- STA.108+00/- TO -L- STA.111+60+/-.

 * FROM -Y2RPA- STA.10+00+/- TO -Y2RPA- STA.11+80+/-
- * FROM Y2RPA- STA. 10+00+/- TO Y2RPA- STA. 11+80+/
 * FROM Y2RPD- STA. 10+00+/- TO Y2RPD- STA. 11+20+/-.
- UPON COMPLETION OF THE WORK REQUIRED IN AREA III, PHASE II, STEP 2 (SHIFT TRAFFIC TO -Y2-), AWAY FROM TRAFFIC, MAY BEGIN CONSTRUCTION WORK UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE OF PROPOSED -L- FROM -L- STA.102+20/-TO -L- STA.102+80+/-.

- UPON COMPLETION OF THE WORK REQUIRED IN AREA IV, STEP 5 (TRAFFIC SHIFT FROM -Y8DET- ONTO -Y8-), USING RSD 1101.02, SHEET 1 OF 9, MAY BEGIN CONSTRUCTION WORK UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE FROM -L- STA.145+80/- TO -L- STA.148+00+/-.
- UPON COMPLETION CONSTRUCTION OF END BENTS FOR STRUCTURES No.12 & No.13, INSTALL GIRDERS FOR THESE STRUCTURES. (USE RSD 1101.03, SHEETS 1 OF 9 & 2 OF 9, AND COORDINATE WITH THE ENGINEER FOR DETOUR. REFER TO THE PROJECT NOTE 'R' AND THE LOCAL NOTES 1 & 5).

STEP 4:

- COMPLETE ALL WORK LISTED IN STEPS 2 & 3.
- UPON COMPLETION THE WORK REQUIRED IN AREA II, STEP 4, (COMPLETE CONSTRUCTION OF STRUCTURES No.1, No.2, No.4 & No.5) AND IN AREA III, PHASE I, STEP 5 (COMPLETE CONSTRUCTION OF STRUCTURES No.8 & No.9), AWAY FROM TRAFFIC, PLACE FINAL LAYER OF SURFACE COURSE AND FINAL PAVEMENT MARKING (POLYUREA) & FINAL PAVEMENT MARKERS (PERMANENT RAISED) ON THE FOLLOWING: (SEE ROADWAY PLANS AND SHEETS PM-1 THROUGH PM-20)
 - * PROPOSED -L- FROM STA.90+00+/- TO STA.152+90+/- INCLUDING STRUCTURES No.1, No.2, No.6, No.7, No.8, No.9, No.10, No.11, No.12, No.13, No.14 & No.15.
 INSTALL TUBULAR MARKERS AS SHOWN ON SHEETS PM-1 THROUGH PM-20.
 - * RAMPS A, BD & D, AND LOOP B AT PROPOSED -L2- INCLUDING STRUCTURES No.3 & No.4
 - * RAMPS A & D, AND LOOPS A & D AT PROPOSED -Y2-
 - * RAMPS B & C AT PROPOSED -Y8-.
- USING RSD 1101.02, SHEET 1 OF 9, PLACE FINAL LAYER OF SURFACE COURSE AND FINAL PAVEMENT MARKING (THERMOPLASTIC) & FINAL PAVEMENT MARKERS (PERMANENT RAISED) ON PROPOSED -Y7- (PATETOWN RD.) FROM STA.11+60+/- TO STA.12+80+/-.

STEP 5:

UPON COMPLETION THE WORK REQUIRED IN AREA II, STEP 7, AREA III, PHASE II, STEP 4 AND AREA IV, STEP 7, PERFORM THE FOLLOWING:

- 1) UNCOVER AND ACTIVATE PROPOSED SIGNALS ON -Y2- AND -Y8- AT THE FOLLOWING INTERSECTIONS:
 - (SEE SIGNALS PLANS AND SHEETS PM-10, PM-11 & PM-19)
 - * -Y2- AND -Y2RPD-/-Y2LPD-* -Y8- AND -Y8RPC-/-Y8RPD-.
- REVISE PROPOSED SIGNAL AT THE INTERSECTION OF -Y2- AND -Y2RPA-/-Y2LPA- FOR FINAL TRAFFIC PATTERN.
- 2) OPEN PROJECT TO FINAL TRAFFIC PATTERN AS FOLLOW:
 (REFER TO FINAL PAVEMENT MARKING PLANS FOR PERMANENT RAMP CLOSURE DEVICES)
- * -L- FROM STA.92+50+/- LT TO STA.143+50+/- LT
- * -L- FROM STA.97+50+/- RT TO STA.143+50+/- RT * RAMPS A, BD, D, AND LOOP B AT PROPOSED -L2-
- * RAMPS A & D, LOOPS A & D AT PROPOSED -Y2-
- * RAMPS B & C AT PROPOSED -Y8-.
- 3) REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES UNLESS OTHERWISE SHOWN ON SHEETS PM-1 THROUGH PM-20.

APPROVED: _______ DATE: _____

OF ESS 101 June 12 30 7

DATE: ______

DATE: ______

OF ESS 101 June 12 30 7

DESCRIPTION OF ESS 101 June 12 30 7

AREA I PHASING

SCALE: NONE

DATE: OCT - 07

DWG. BY: AYL

DESIGN BY: AYL

REVIEWED BY: JLP

REVISIONS

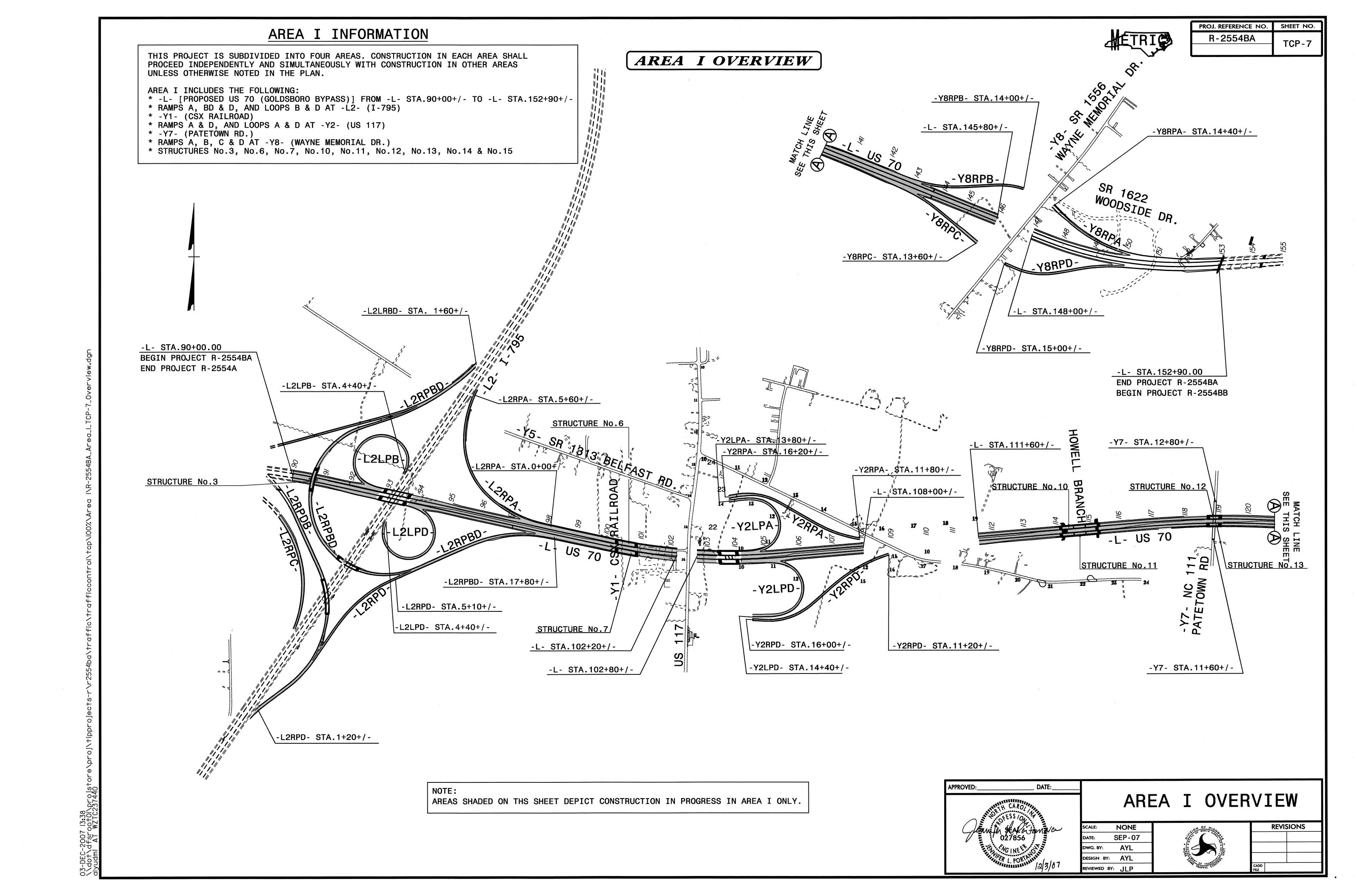
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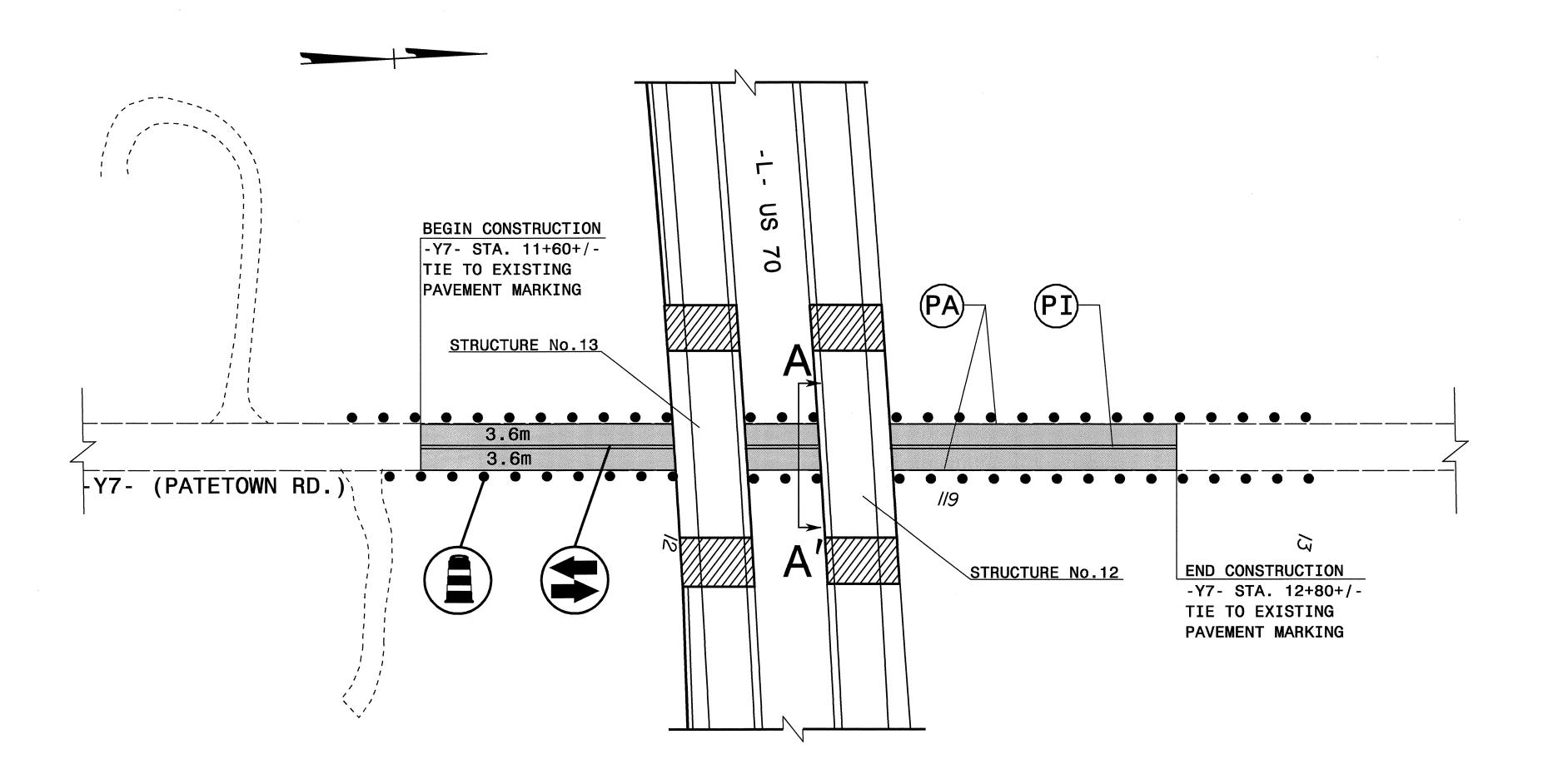
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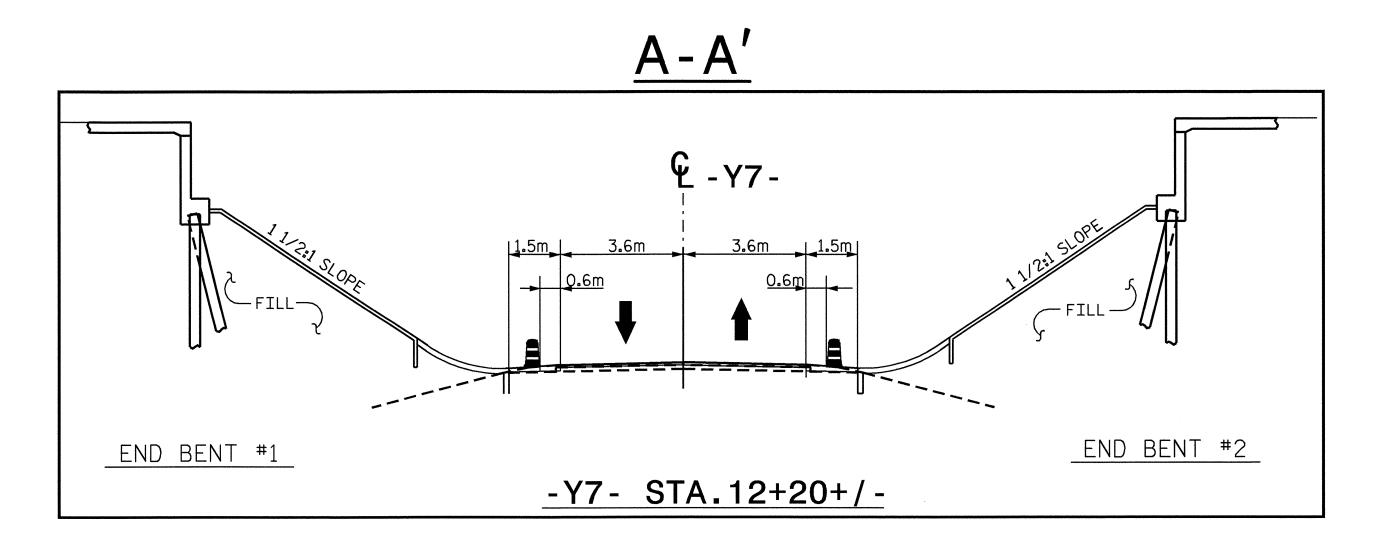
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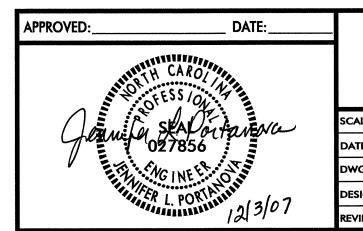
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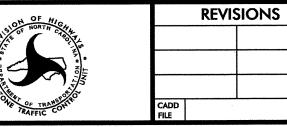






AREA I DETAIL	=
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DESIGN BY:	AYL	
REVIEWED BY	: JLP	



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AREA II PHASING

STEP 1:

- INSTALL ADVANCED WORK ZONE WARNING SIGNS ON ALL ROADS IN THIS AREA AS REQUIRED IN PROJECT NOTES. (SEE SHEETS TCP-2, TCP-3 & TCP-30).

STEP 2:

- 1. USING RSD 1101.02, SHEET 8 OF 9, PERFORM THE FOLLOWING: AT THE END OF WORK PERIOD, PLACE TRAFFIC IN ONE-LANE PATTERN IN EACH DIRECTION ON OUTSIDE SB & NB LANES OF EXISTING I-795. (SEE SHEET TCP-10).
 - CLOSE INSIDE SB LANE AND PLACE TEMPORARY YELLOW EDGE LINE (PAINT) FROM -L2- STA.85+70+/- TO -L2- STA.92+00+/-. INSTALL BARRIER AND CRASH CUSHION FROM -L2- STA.86+35+/- LT TO -L2-STA.91+20+/- LT.
 - CLOSE INSIDE NB LANE AND PLACE TEMPORARY YELLOW EDGE LINE (PAINT) FROM -L2- STA.85+20+/-TO -L2- STA.91+20+/-. INSTALL BARRIER AND CRASH CUSHION FROM -L2- STA.85+85+/- RT TO -L2-STA.90+65+/- RT.
- 2. AWAY FROM TRAFFIC AND BEHIND BARRIER, CONSTRUCT THE FOLLOWING: (SEE SHEETS TCP-10, TCP-11 & TCP-12, STRUCTURES AND ROADWAY PLANS).
 - 1) TEMPORARY SHORING ON THE FOLLOWING LOCATIONS:

FROM -L2- STA.90+33+/-LT TO -L2-STA.90+56+/-LT

FROM -L2- STA.90+33+/-RT TO -L2-STA.90+56+/-RT

FROM -L2- STA.90+03+/-LT TO -L2-STA.90+26+/-LT

FROM -L2- STA.90+03+/-RT TO -L2-STA.90+26+/-RT

FROM -L2- STA.87+64+/-LT TO -L2-STA.87+83+/-LT

FROM -L2- STA.87+64+/-RT TO -L2-STA.87+64+/-RT

FROM -L2- STA.86+42+/-LT TO -L2-STA.86+66+/-LT

FROM -L2- STA.86+42+/-RT TO -L2-STA.86+66+/-RT. 2) MEDIAN AND END BENTS FOR STRUCTURES No.1, No.2, No.4 AND No.5.

STEP 3:

INSTALL GIRDERS FOR THE STRUCTURES No.1, No.2, No.4 AND No.5. (USE RSD 1101.03, SHEET 7 OF 9, AND COORDINATE WITH THE ENGINEER FOR DETOUR. REFER TO THE PROJECT NOTE 'R' AND THE LOCAL NOTES 1 & 5).

STEP 4:

AWAY FROM TRAFFIC AND BEHIND BARRIER, COMPLETE CONSTRUCTION OF STRUCTURES No.1, No.2, No.4 & No.5, AND INSTALL MEDIAN GUARDRAIL AS SHOWN ON ROADWAY PLANS.

STEP 5:

- 1. USING RSD 1101.02, SHEET 3 OF 9, REMOVE BARRIER AND CRASH CUSHIONS INSTALLED IN STEP 2 ON I-795 SB LANE (FROM -L2- STA.86+35+/- TO -L2- STA.91+20+/-) AND NB LANE (FROM -L2- STA.85+85+/- TO -L2-STA.90+65+/-).
- 2. WORK IN CONTINUOUS MANNER TO SHIFT TRAFFIC TO INSIDE SB & NB LANES OF I-795, PERFORM THE FOLLOWING:
- 1) USING RSD 1101.02, SHEET 3 OF 9, INSTALL WHITE EDGE LINE FROM -L2- STA.81+20+/- LT TO -L2- STA.102+20+/- LT AND FROM -L2- STA.80+50 RT TO -L2- STA.98+00+/- RT
- 2) USING RSD 1101.02, SHEET 9 OF 9, SHIFT TRAFFIC ONTO INSIDE SB & NB LANES OF I-795, AND INSTALL DRUMS TO DELINEATE EDGE LINE. REFER TO THE PROJECT NOTE 'Z', FOR TRAFFIC CONTROL DEVICES ON UNOPENED LANES
- 3) CLOSE OUTSIDE SB & NB LANES OF I-795 TO TRAFFIC.

STEP 6:

AWAY FROM TRAFFIC, PERFORM THE FOLLOWING:

(SEE FINAL PAVEMENT MARKING PLAN SHEETS).

- 1) CONSTRUCT WIDENING OF PROPOSED -L2- UP TO EXISTING I-795, INCLUDING FINAL LAYERS OF SURFACE COURSE.
- 2) PLACE FINAL PAVEMENT MARKING (THERMOPLASTIC) AND FINAL PAVEMENT MARKERS (PERMANENT RAISED) AT THE FOLLOWING LOCATIONS:
 - -L2- SB LANE FROM STA.81+40+/- TO STA.85+80+/-
 - -L2- SB LANE FROM STA.86+80+/- TO STA.91+80+/-
 - -L2- SB LANE FROM STA.94+75+/- TO STA.102+40+/-
 - -L2- NB LANE FROM STA.80+80+/- TO STA.82+95+/--L2- NB LANE FROM STA.89+00+/- TO STA.98+00+/-.

STEP 7:

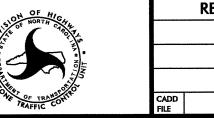
USING RSD 1101.02, SHEET 9 OF 9, SHIFT TRAFFIC ONTO OUTSIDE SB & NB LANES OF I-795, REMOVE WHITE EDGE LINE INSTALLED IN STEP 5 AND PLACE WHITE SKIP LINE AND YELLOW EDGE LINE ON BOTH DIRECTIONS. RETURN TRAFFIC ON I-795 TO EXISTING PATTERN.

STEP 8:

REFER TO AREA I, STEP 5.

AREA II PHASING

NONE 0CT-07 AYL ESIGN BY: AYL

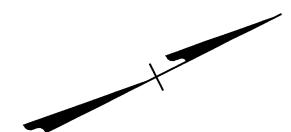


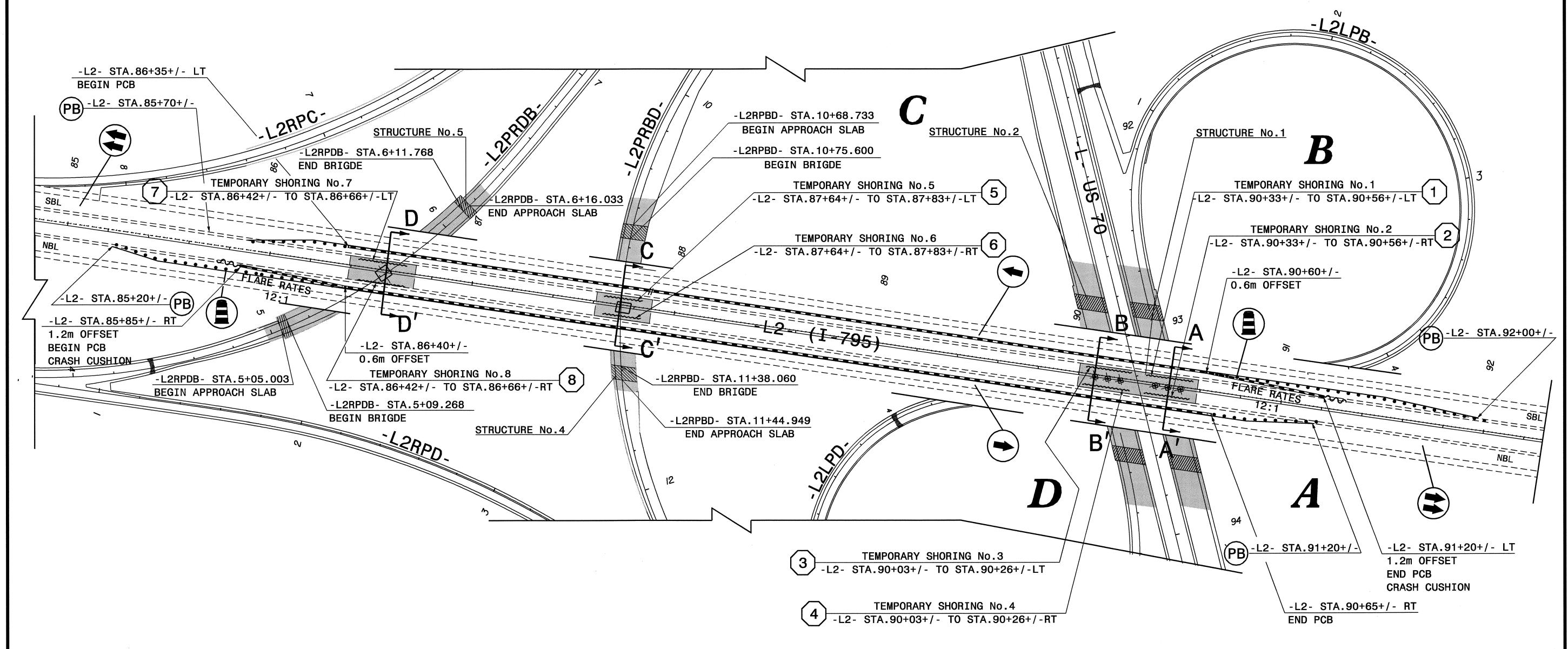
AREA II INFORMATION

THIS PROJECT IS SUBDIVIDED INTO FOUR AREAS. CONSTRUCTION IN EACH AREA SHALL PROCEED INDEPENDENTLY AND SIMULTANEOUSLY WITH CONSTRUCTION IN OTHER AREAS UNLESS OTHERWISE NOTED IN THE PLAN.

AREA II INCLUDES THE FOLLOWING:

* -L2 (I-795) * STRUCTURES No.1, No.2, No.4 & No.5.

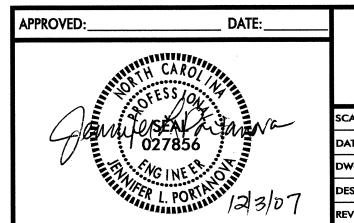




USE BARRIER TO PROTECT SHORING AS SHOWN ON PLANS. BARRIER NEEDED TO PROTECT SHORING HAS BEEN ACCOUNTED FOR WITH LANE CLOSURES.

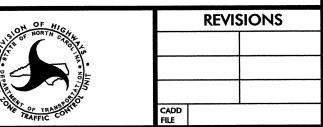
NOTES:

- 1. SEE SHEET TCP-11 FOR A-A', B-B', C-C' & D-D'.
- 2. SEE SHEET TCP-12 FOR THE TEMPORARY SHORING NOTES.
- 3. ACCESS TO THE WORK AREA BEHIND BARRIER WILL BE LIMITED TO THE BEGINNING AND END OF BARRIER. NO OTHER ACCESS POINTS WILL BE ALLOWED.
- 4. REFER TO RSD 1101.02, SHEET 8 OF 9, FOR TEMPORARY LANE CLOSURES.



AREA II OVERVIEW 1

ALE:	NONE	
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SIGN BY:	AYL	
IEWED BY	: JLP	



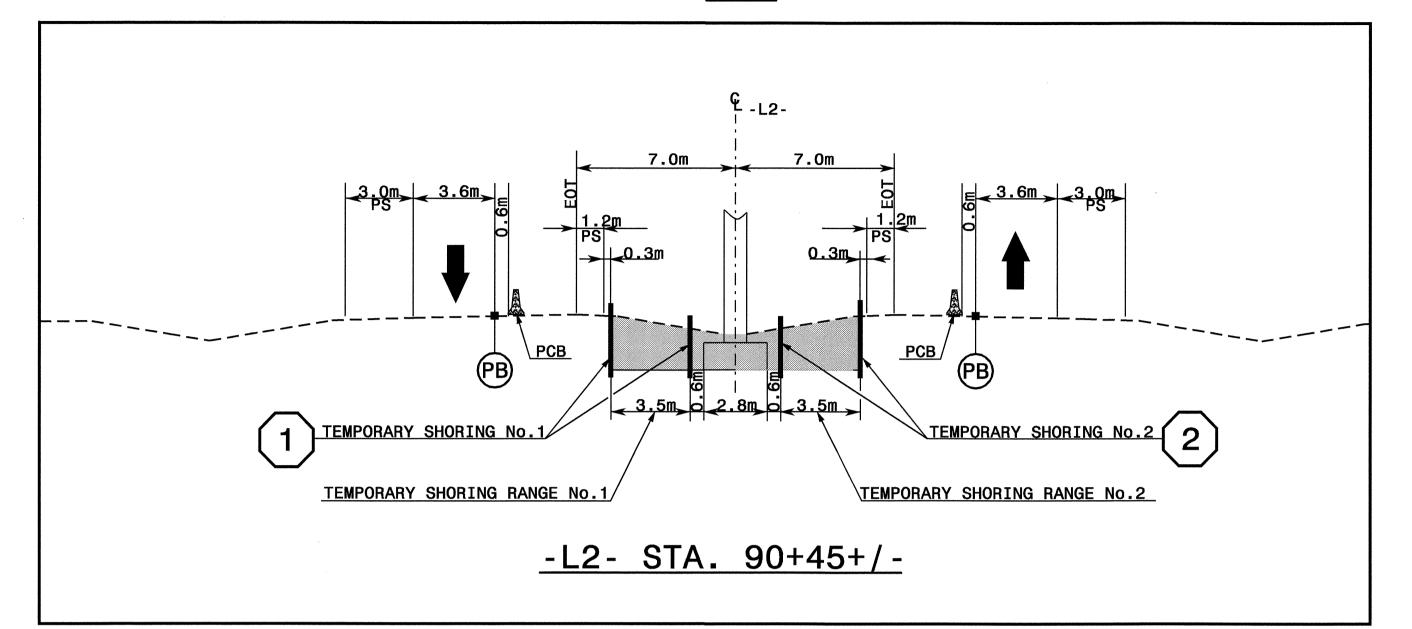
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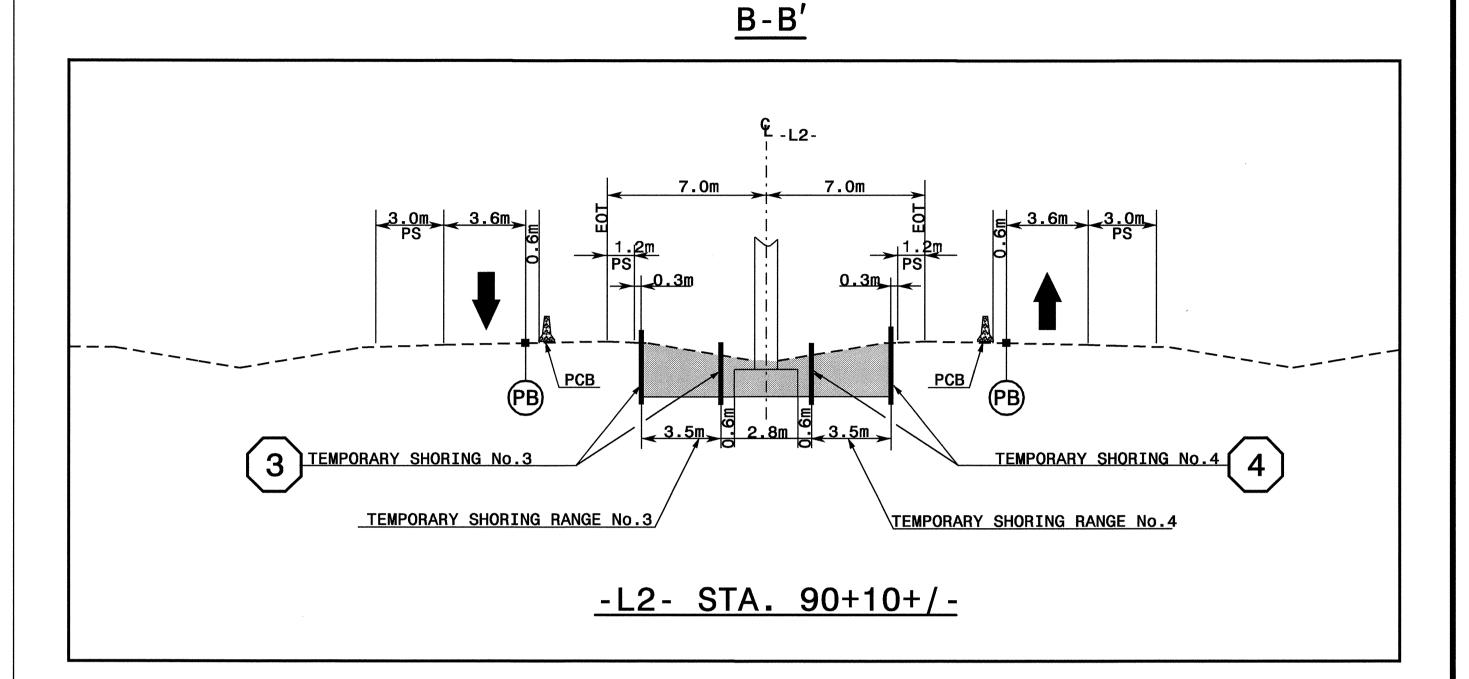
FOR STRUCTURE No.1

USE BARRIER TO PROTECT SHORING AS SHOWN ON PLANS. BARRIER NEEDED TO PROTECT SHORING HAS BEEN ACCOUNTED FOR WITH LANE CLOSURES.

FOR STRUCTURE No.2

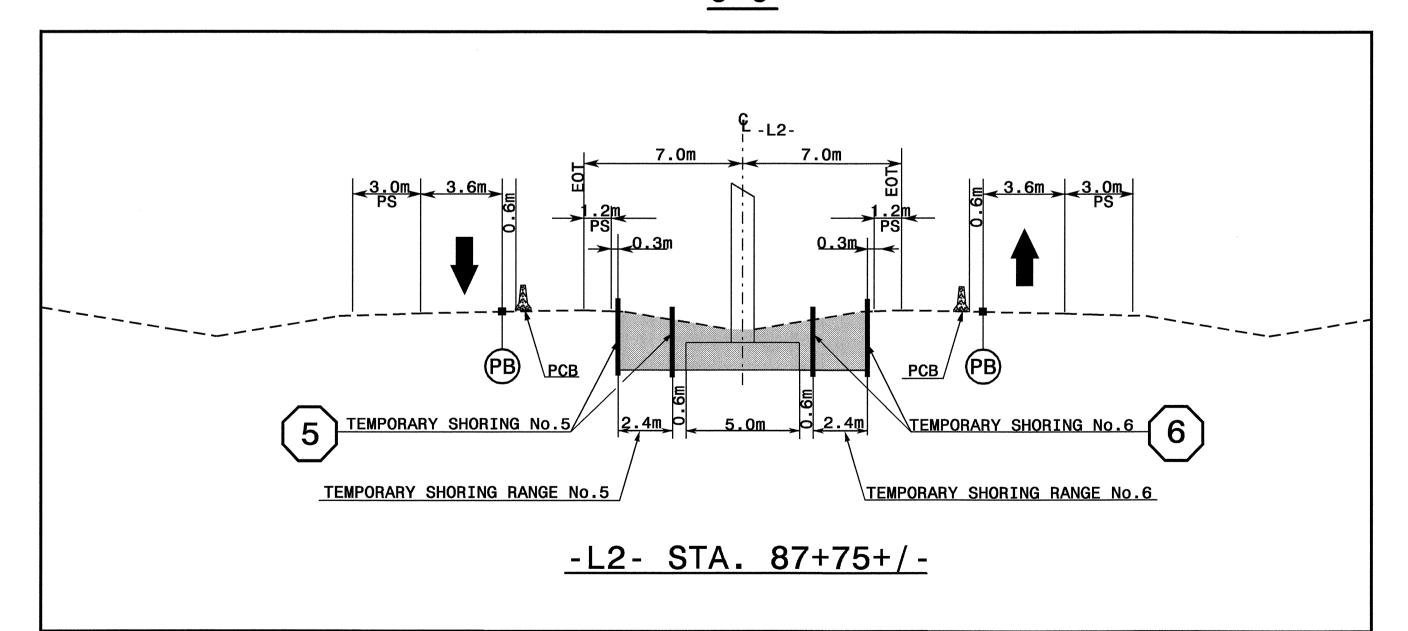
<u>A-A'</u>





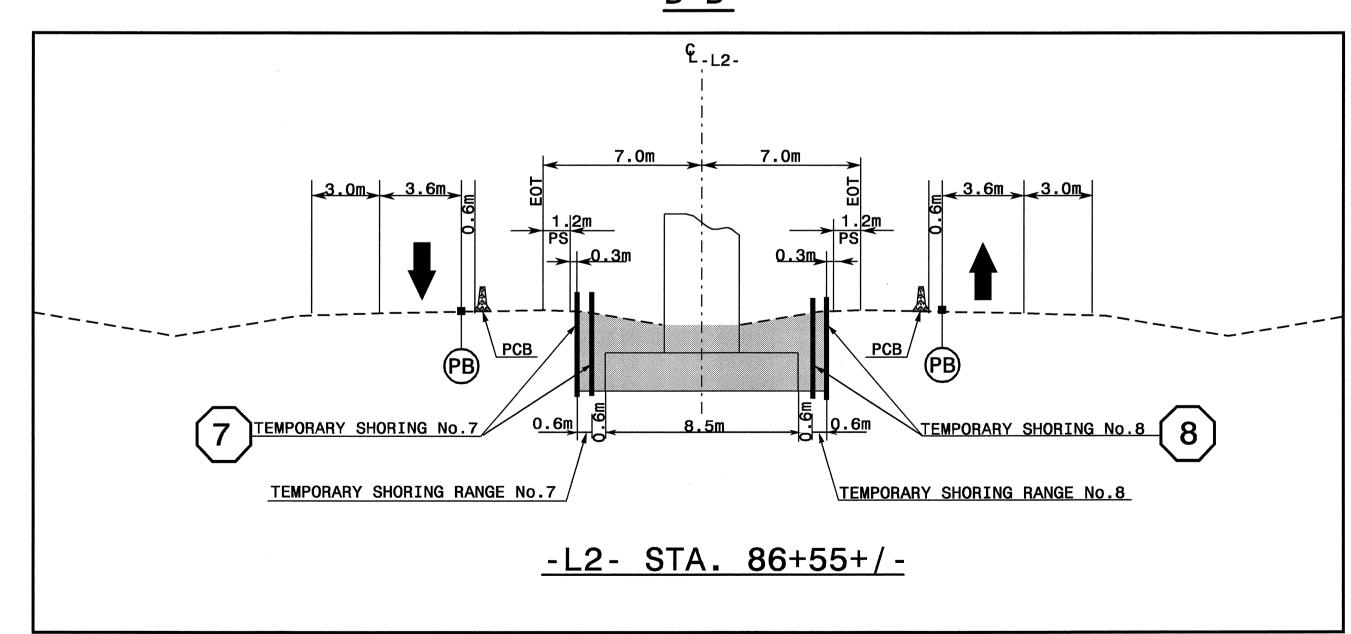
FOR STRUCTURE No.4

<u>C-C'</u>

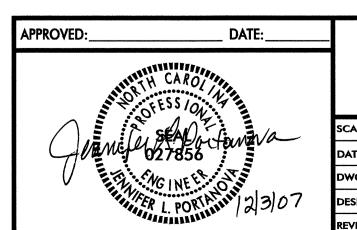


FOR STRUCTURE No.5

<u>D-D'</u>



- 1. SEE SHEET TCP-10 FOR CROSS-SECTION LOCATIONS.
- 2. SEE SHEET TCP-12 FOR THE TEMPORARY SHORING NOTES.



AREA II TEMPORARY SHORING CUT SECTIONS

NONE OCT-07 AYL ESIGN BY: AYL



NOTES FOR TEMPORARY SHORING No.1

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE A TEMPORARY MSE WALL FROM STATION 90+33 -L2- TO STATION 90+56 -L2-

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 90+33 -L2- TO STATION 90+56 -L2-, DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma=18.8~{\rm KN/m^3}$ UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma=18.8~{\rm KN/m^3}$ FRICTION ANGLE, $\phi=30~{\rm DEGREES}$ COHESION, c =0 kPa

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

NOTES FOR TEMPORARY SHORING No.4

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE A TEMPORARY MSE WALL FROM STATION 90+03 -L2- TO STATION 90+26 -L2-

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 90+03 -L2- TO STATION 90+26 -L2-, DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma=18.8~{\rm KN/m}^3$ UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma=18.8~{\rm KN/m}^3$ FRICTION ANGLE, $\phi=30~{\rm DEGREES}$ COHESION, c =0 kPa

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

NOTES FOR TEMPORARY SHORING No.7

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE A TEMPORARY MSE WALL FROM STATION 86+42 -L2- TO STATION 86+66 -L2-

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 86+42 -L2- TO STATION 86+66 -L2-, DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma=18.8~{\rm KN/m}^3$ UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma=18.8~{\rm KN/m}^3$ FRICTION ANGLE, $\phi=30~{\rm DEGREES}$ COHESION, c =0 kPa

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

NOTES FOR TEMPORARY SHORING No.2

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE A TEMPORARY MSE WALL FROM STATION 90+33 -L2- TO STATION 90+56 -L2-

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 90+33 -L2- TO STATION 90+56 -L2-, DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma=18.8~{\rm KN/m}^3$ UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma=18.8~{\rm KN/m}^3$ FRICTION ANGLE, $\phi=30~{\rm DEGREES}$ COHESION, c =0 kPa

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

NOTES FOR TEMPORARY SHORING No.5

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE A TEMPORARY MSE WALL FROM STATION 87+64 -L2- TO STATION 87+83 -L2-

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 87+64 -L2- TO STATION 87+83 -L2-, DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma=18.8~{\rm KN/m}^3$ UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma=18.8~{\rm KN/m}^3$ FRICTION ANGLE, $\phi=30~{\rm DEGREES}$ COHESION, c =0 kPa

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

NOTES FOR TEMPORARY SHORING No.8

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE A TEMPORARY MSE WALL FROM STATION 86+42 -L2- TO STATION 86+66 -L2-

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 86+42 -L2- TO STATION 86+66 -L2-, DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma=18.8~{\rm KN/m}^3$ UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma=18.8~{\rm KN/m}^3$ FRICTION ANGLE, $\phi=30~{\rm DEGREES}$ COHESION, c =0 kPa

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

NOTES FOR TEMPORARY SHORING No.3

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE A TEMPORARY MSE WALL FROM STATION 90+03 -L2- TO STATION 90+26 -L2-

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 90+03 -L2- TO STATION 90+26 -L2-, DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, γ =18.8 KN/m 3 UNIT WEIGHT OF SOIL BELOW WATER TABLE, γ =18.8 KN/m 3 FRICTION ANGLE, ϕ =30 DEGREES COHESION, c =0 kPa

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

NOTES FOR TEMPORARY SHORING No.6

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE A TEMPORARY MSE WALL FROM STATION 87+64 -L2- TO STATION 87+83 -L2-

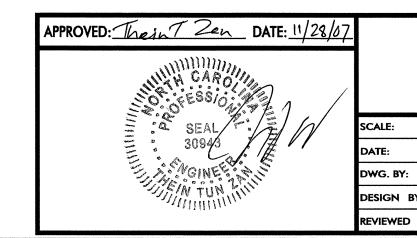
WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 87+64 -L2- TO STATION 87+83 -L2-, DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 18.8 \text{ KN/m}^3$ UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 18.8 \text{ KN/m}^3$ FRICTION ANGLE, $\phi = 30$ DEGREES COHESION, c = 0 kPa

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

NOTE:

SEE SHEETS TCP-10 & TCP-11 FOR SHORING LOCATIONS AND DETAILS.



TEMPORARY SHORING NOTES

SCALE: NONE

DATE: OCT-07

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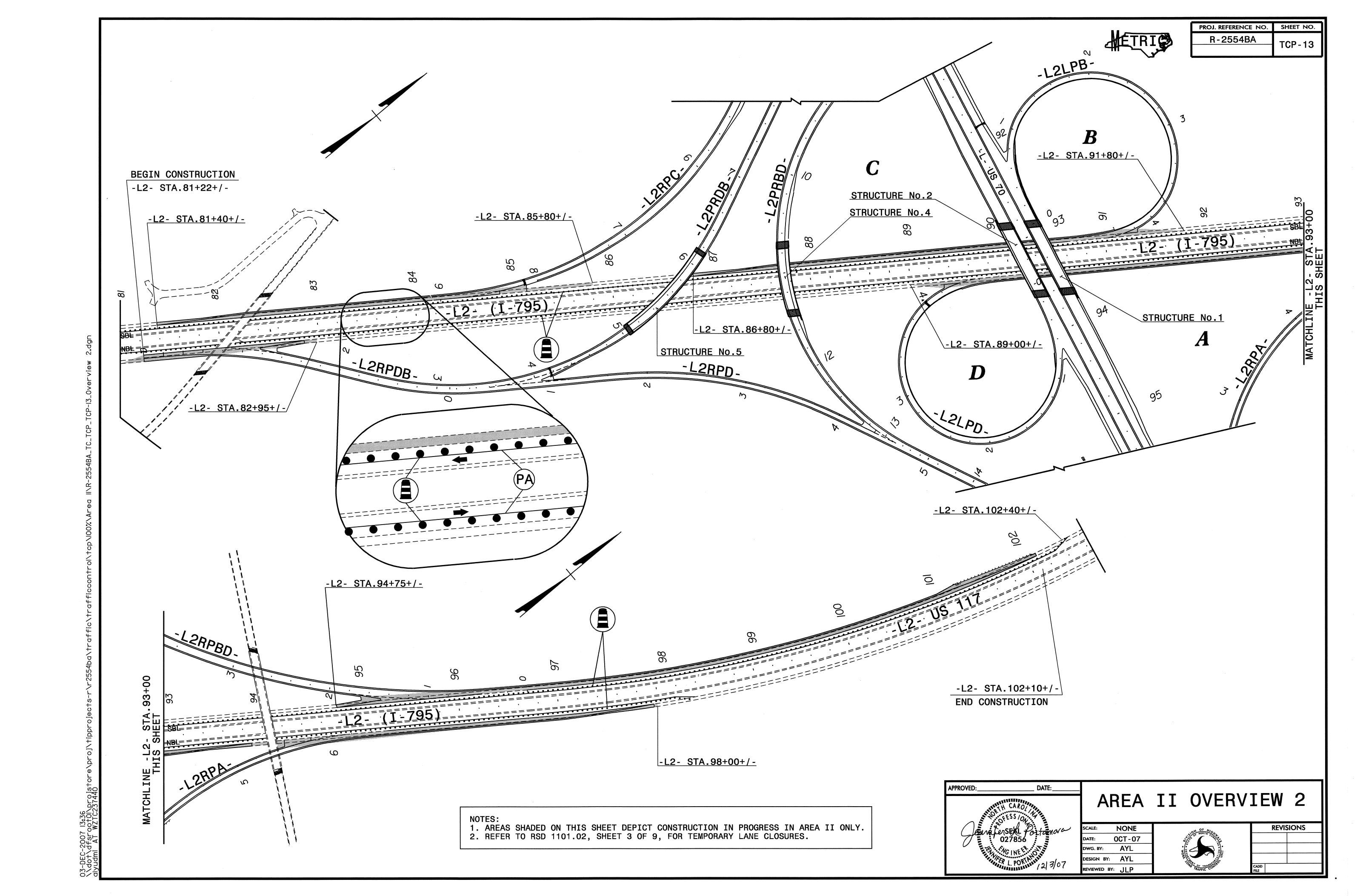
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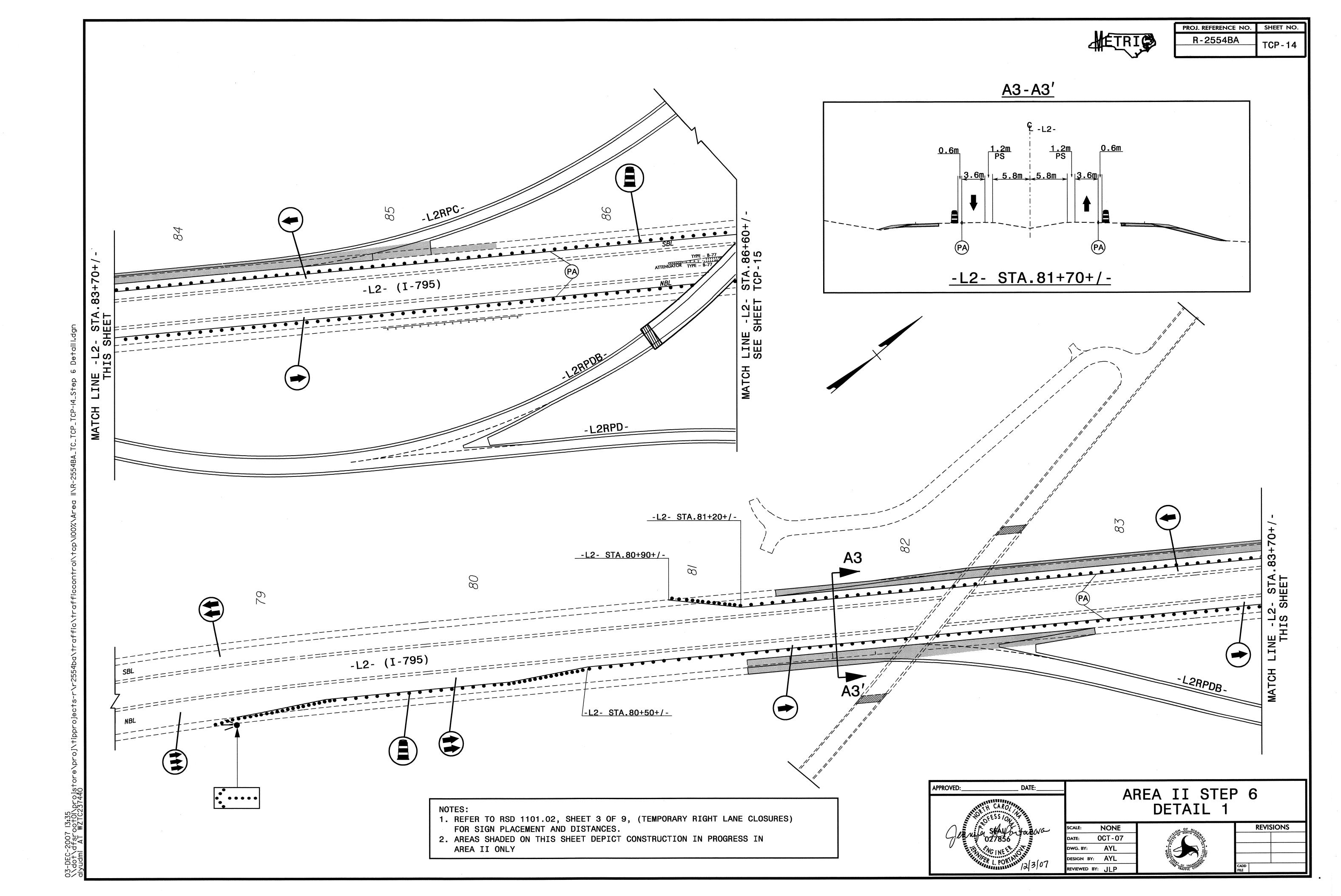
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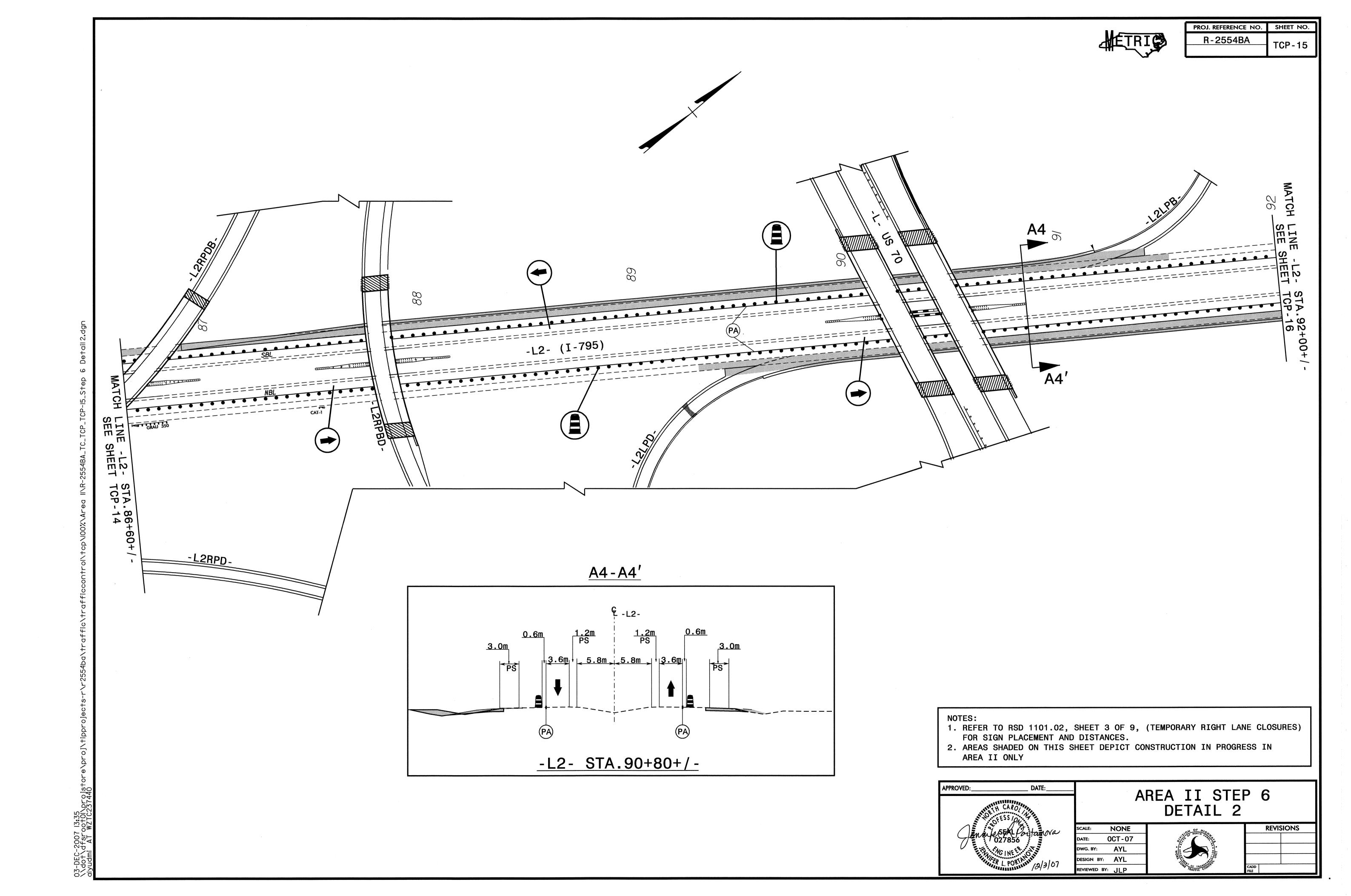
REVISIONS

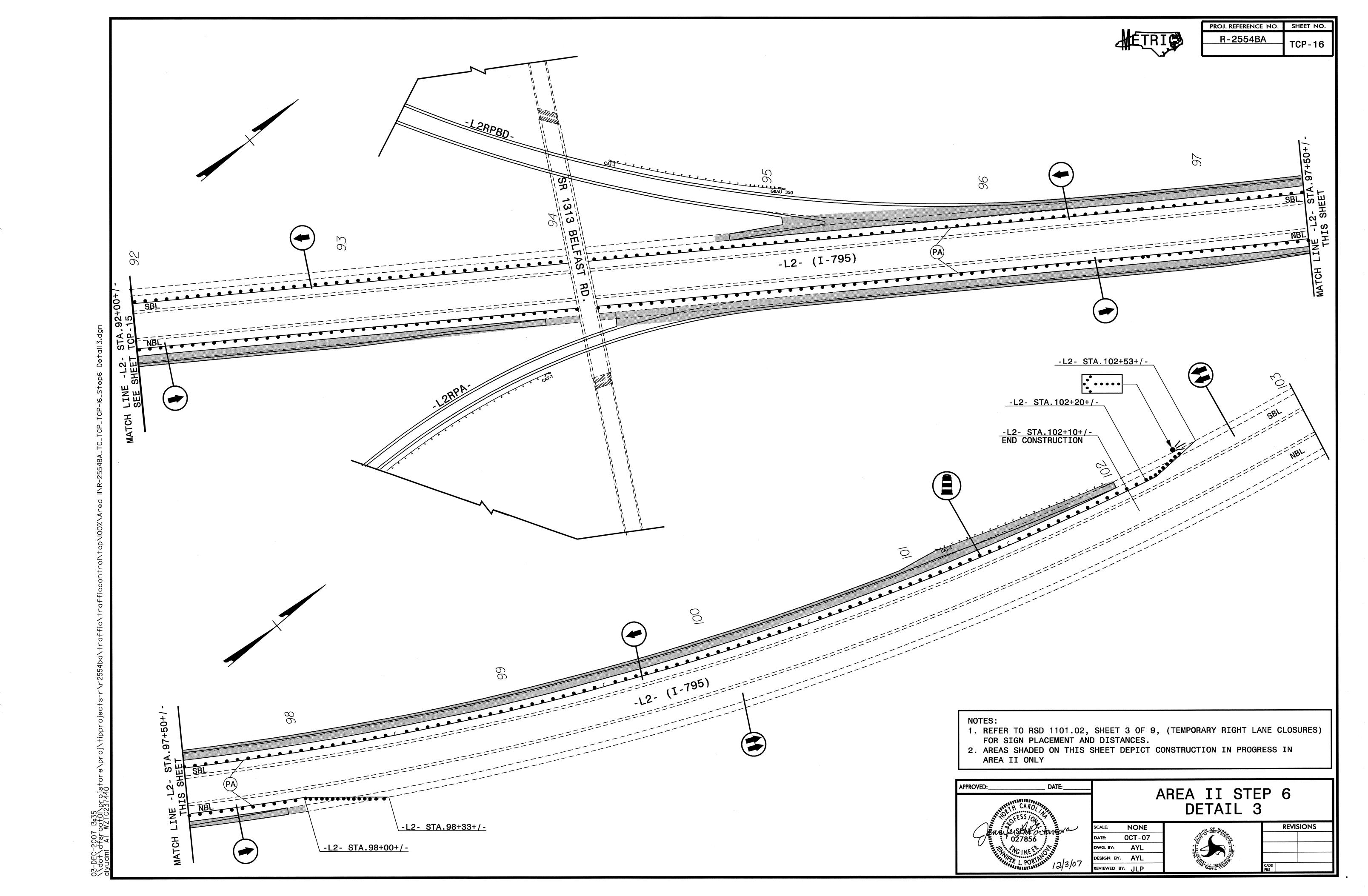
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STEP 1:

- INSTALL ADVANCED WORK ZONE WARNING SIGNS ON ALL ROADS IN THIS AREA AS REQUIRED IN PROJECT NOTES. SEE SHEETS TCP-2, TCP-3, AND TCP-29.

MAINTAIN ACCESS TO ALL RESIDENCES AND BUSINESSES AT ALL TIMES

- USING RSD 1101.03, SHEET 1 OF 9, AND SHEETS TCP-20 & SD-1, MAY BEGIN TO INSTALL AND COVER DETOUR SIGNS FOR THE TEMPORARY OFF-SITE DETOUR USED IN STEP 3.
- AWAY FROM TRAFFIC BEGIN DRAINAGE WORK REQUIRED IN AREA III.

STEP 2:

- AWAY FROM TRAFFIC, BEGIN CONSTRUCTION UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE AT THE FOLLOWING LOCATIONS (SEE ROADWAY PLANS AND SHEET TCP-18):
- -Y2- FROM STA.12+00+/- TO STA.24+15+/- AND STRUCTURES No.8 & No.9 OVER -Y2-
- -Y2- FROM STA.24+20+/- TO STA.26+35+/-
- -Y2A- FROM STA.10+80+/- TO STA.11+52+/-
- -Y2B- FROM STA.10+04+/- TO STA.11+49+/-
- -Y5- FROM STA.12+45+/- TO STA.13+05+/-
- -SR5- FROM STA.10+00+/- TO STA.17+00+/-
- -SR6- STA.15+50+/- TO STA.19+00+/-
- AWAY FROM TRAFFIC MAY BEGIN TO INSTALL THE FOLLOWING:
 *OVERHEAD SIGNS SUPPORT ALONG -Y2-. SEE SIGNING PLANS FOR LOCATION.
 *PROPOSED SIGNALS AT THE INTERSECTIONS OF:
 -Y2- AND -Y2RPA-/-Y2LPA- (TO OPERATE TEMPORARY TRAFFIC PATTERN
- IN PHASE II, STEP 1),
 -Y2- AND -Y2RPD-/-Y2LPD- (TO OPERATE FINAL TRAFFIC PATTERN).
- USING RSD 1101.02, SHEET 1 OF 9, MAY BEGIN CONSTRUCTION WORK UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE AT THE FOLLOWING LOCATIONS (SEE ROADWAY PLANS AND SHEET TCP-18):
- AT THE END OF EACH WORK DAY RETURN TRAFFIC TO EXISTING PATTERN.
 *-Y2- FROM STA.10+55+/- TO STA.12+05+/-(TEMPORARY PAVEMENT,
 SEE SHEET TCP-19).
- *-Y5- (BELFAST RD.) FROM STA.11+08+/- TO STA.12+32+/-.
 *-SR5- FROM STA.20+60+/- TO STA.20+90+/- AND FROM STA.22+15+/- TO STA.22+45+/-.

STEP 3:

- 1. USING RSD 1101.02, SHEET 1 OF 9, COMPLETE CONSTRUCTION UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE ON -SR6- FROM STA.15+50+/- TO STA.19+00+/- AND TIE IN TO EXISTING TOMMY'S RD. AT -SR6- STA.15+50+/- AND -SR6- STA.19+00+/-. PLACE TEMPORARY PAVEMENT MARKING (PAINT) AND TEMPORARY PAVEMENT MARKERS (TEMPORARY RAISED) FROM -SR6- STA.14+50+/- TO -SR6- STA.18+50+/-. SEE SHEET TCP-19.
- 2. UNCOVER DETOUR SIGNS, PLACE TYPE III BARRICADES TO CLOSE TOMMY'S RD. BETWEEN -SR5- AND -SR6- TO TRAFFIC. DETOUR TOMMY'S RD. TRAFFIC OFF-SITE AS SHOWN ON SHEET TCP-20. REFER TO NOTE 'O' IN PROJECT NOTES PRIOR TO TRAFFIC PATTERN ALTERATIONS.

STEP 4:

USING RSD 1101.02, SHEET 2 OF 9, CLOSE CENTER TURN LANE ON EXISTING US 117 FROM -EY2- STA.10+00+/- TO -EY2- STA.12+65+/-. INSTALL TEMPORARY PAVEMENT MARKING (PAINT) & TEMPORARY PAVEMENT MARKERS (TEMPORARY RAISED) AND PLACE TRAFFIC IN TEMPORARY TWO-LANE, TWO-WAY PATTERN FROM -EY2- STA.10+00+/- TO -EY2- STA.12+65+/- AS SHOWN ON SHEET TCP-21.

STEP 5:

AWAY FROM TRAFFIC PERFORM THE FOLLOWING:

- 1) COMPLETE CONSTRUCTION UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE AT THE FOLLOWING LOCATIONS:
 - *-Y2- FROM STA.12+00+/- TO STA.24+15+/- INCLUDING CONCRETE ISLANDS AT THE FOLLOWING LOCATIONS:
 - FROM -Y2- STA.19+22+/- TO -Y2- STA.22+50+/- AND
 - FROM -Y2- STA.22+98+/- TO -Y2- STA.23+43+/-
- *STRUCTURES No.8 & No.9 OVER -Y2-
- *-Y2- FROM STA.24+20+/- TO STA.26+35+/*-Y2A- FROM STA 10+80+/- TO STA 11+52+/-
- *-Y2A- FROM STA.10+80+/- TO STA.11+52+/*-Y2B- FROM STA.10+04+/- TO STA.11+49+/-
- *-Y5- FROM STA.12+45+/- TO STA.13+05+/-
- *-SR5- FROM STA.10+00+/- TO STA.17+00+/-.

AREA III PHASING

2) PLACE TEMPORARY PAVEMENT MARKING (PAINT) AND TEMPORARY PAVEMENT MARKERS (TEMPORARY RAISED) ON -Y2- FROM STA.12+05+/-TO STA.24+20+/-.

STEP 6:

USING RSD 1101.02, SHEET 1 OF 9, PERFORM THE FOLLOWING:
AT THE END OF EACH WORK DAY RETURN TRAFFIC TO EXISTING PATTERN.

- CONSTRUCT TIE IN WORK UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE AT THE FOLLOWING LOCATIONS:
- *-Y2A- WITH EXISTING US 117 AT -Y2A- STA.10+80+/-. PLACE TEMPORARY PAVEMENT MARKING (PAINT) AND TEMPORARY PAVEMENT MARKERS (TEMPORARY RAISED) FROM -Y2A- STA.10+20+/- TO -Y2A-STA.11+42+/-. SEE SHEET TCP-23. KEEP CLOSED TO TRAFFIC.
- *-Y2B- WITH EXISTING US 117 AT -Y2B- STA.10+04+/-. PLACE TEMPORARY PAVEMENT MARKING (PAINT) AND TEMPORARY PAVEMENT MARKERS (TEMPORARY RAISED) FROM -Y2B- STA.10+10+/- TO -Y2B-STA.11+40+/-. SEE SHEET TCP-25. KEEP CLOSED TO TRAFFIC.
- COMPLETE CONSTRUCTION OF PROPOSED -Y5- FROM STA.11+08+/- TO STA.12+32+/-, AND TIE IN UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE WITH EXISTING US 117 AT-Y5- STA.12+32+/- AND -Y5- STA.12+45+/-. PLACE TEMPORARY PAVEMENT MARKING (PAINT) AND TEMPORARY PAVEMENT MARKERS (TEMPORARY RAISED) FROM -Y5- STA.11+08+/- TO -Y5- STA.12+30+/- AND FROM -Y5- STA.12+45+/- TO -Y5-STA.13+05+/-. SEE SHEET TCP-24.

AWAY FROM TRAFFIC, PERFORM THE FOLLOWING:

- CONSTRUCT TIE IN WORK UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE -SR5- WITH EXISTING TOMMY'S RD. AT -SR5- STA.17+00+/-. PLACE TEMPORARY PAVEMENT MARKING (PAINT) AND TEMPORARY PAVEMENT MARKERS (TEMPORARY RAISED) FROM -SR5- STA.10+00+/- TO -SR5-STA.17+00+/-.SEE SHEET TCP-25.
- COMPLETE INSTALLATION AND COVER HEADS OF PROPOSED SIGNALS AT THE INTERSECTIONS OF:
- *-Y2- AND -Y2RPA-/-Y2LPA-
- *-Y2- AND -Y2RPD-/-Y2LPD-.
- COMPLETE INSTALLATION OF OVERHEAD SIGNS SUPPORT ALONG -Y2-. SEE SIGNING PLANS FOR LOCATION.

PHASE II

STEP 1:

USING RSD 1101.02, SHEET 1 OF 9, COMPLETE CONSTRUCTION OF TEMPORARY HORIZONTAL ALIGNMENT FROM-Y2- STA.10+55+/- TO -Y2-STA.12+05+/-.

STEP 2:

USING RSD 1101.02, SHEET 1 OF 9, AND WORKING IN CONTINUOUS MANNER, TO SHIFT TRAFFIC TO -Y2- BY THE END OF THE WORK PERIOD, PERFORM THE FOLLOWING:

- 1) CONSTRUCT UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE SR6- FROM STA.10+00+/- TO STA.11+77+/-.
- 2) PLACE TRAFFIC IN A ONE-LANE, TWO-WAY TEMPORARY PATTERN ON SB LANE OF EXISTING US 117, AND CONSTRUCT TIE IN UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE AS FOLLOW:
 - *-Y2- TO EXISTING US 117 NB LANE FROM -Y2- STA.10+55+/- TO -Y2- STA.12+05+/- AND FROM -Y2- STA.24+20+/- TO -Y2- STA.26+35+/-
 - *-SR6- TO PROPOSED -Y2- AT -Y2- STA.24+15+/-.
 PLACE TEMPORARY PAVEMENT MARKING (PAINT) AND TEMPORARY PAVEMENT
 MARKERS (TEMPORARY RAISED) AT THE FOLLOWING LOCATIONS (SEE SHEETS
 TCP-23 AND TCP-24):
 - *-Y2- NB LANE FROM STA.10+55+/- TO 12+05+/- AND FROM STA.24+20+/-TO STA.26+35+/-
 - *-SR6- FROM STA.10+00+/- TO STA.11+77+/-.
- 3) SHIFT TRAFFIC IN A ONE-LANE, TWO-WAY TEMPORARY PATTERN ON NB LANE OF -Y2-, AND PERFORM THE FOLLOWING:
 - CONSTRUCT TIE IN UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE -Y2- TO EXISTING US 117 SB LANE FROM -Y2- STA.10+55+/- TO -Y2- STA.12+05+/- AND FROM -Y2- STA.24+20+/- TO -Y2- STA.26+35+/-. PLACE TEMPORARY PAVEMENT MARKING (PAINT) AND TEMPORARY PAVEMENT MARKERS (TEMPORARY RAISED) ON -Y2- SB LANE FROM STA.10+55+/- TO STA.12+05+/- AND FROM STA.24+20+/- TO STA.26+35+/-. (SEE SHEETS TCP-23 AND TCP-24).
 - BEGIN CONSTRUCTION -Y2C- FROM STA.10+10+/- TO -Y2C- STA.10+90+/- AND TEMPORARILY TIE IN TO A TEMPORARY HORIZONTAL ALIGNMENT AT -Y2C- STA.10+80+/-.



PROJ. REFERENCE NO. SHEET NO.

R-2554BA
TCP-17

- 4)- UNCOVER AND ACTIVATE PROPOSED SIGNAL AT THE INTERSECTION OF -Y2-AND -Y2RPA-/-Y2LPA- TO OPERATE TRAFFIC IN TEMPORARY PATTERN, AND OPEN TRAFFIC ON -Y2- TO TEMPORARY PATTERN AS SHOWN ON SHEETS TCP-23 & TCP-24.
 - PLACE TRAFFIC IN THE TEMPORARY PATTERN ON THE FOLLOWING PROPOSED ROADS AS SHOWN ON SHEETS TCP-23 AND TCP-24:
 - *-Y2A- FROM STA.10+80+/- TO STA.11+52+/-
 - *-Y2B- FROM STA.10+04+/- TO STA.11+49+/-
 - *-Y5- FROM STA.11+08+/- TO STA.13+05+/-
 - *-SR5- FROM STA.10+00+/- TO STA.17+00+/-
 - *-SR6- FROM STA.10+00+/- TO STA.11+77+/-.
 - CLOSE EXISTING US 117 TO TRAFFIC AS FOLLOW (SEE SHEET TCP-22):
 - *FROM -EY2- STA.12+80+/- TO -EY2- STA.13+40+/-
 - *FROM -EY2- STA.15+20+/- TO -EY2- STA.16+50+/-
 - *FROM -EY2- STA.22+75+/- TO -EY2- STA.23+85+/-.

<u>STEP 3:</u>

- USING RSD 1101.02, SHEET 1 OF 9, COMPLETE DRAINAGE WORK REQUIRED IN AREA III.
- USING RSD 1101.02, SHEET 1 OF 9, PERFORM THE FOLLOWING:
- AT THE END OF EACH WORK DAY RETURN TRAFFIC TO EXISTING PATTERN.

 * COMPLETE CONSTRUCTION -Y2C- UP TO BUT NOT INCLUDING FINAL LAYER
 OF SURFACE COURSE FROM STA.10+10+/- TO STA.10+90+/-.
- * REMOVE PORTION OF EXISTING US 117 FROM -EY2- STA.22+75+/- TO -EY2- STA.23+85+/- AND FROM -EY2- STA.12+80+/- TO -EY2- STA.13+40+/-. INSTALL OBJECT MARKERS AS SHOWN ON ROADWAY PLANS.
- * CONSTRUCT UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE OF TWO CUL-DE-SUCS ON EXISTING US 117 FROM -EY2-STA.14+90+/- TO -EY2-STA.15+20+/- AND FROM -EY2-STA.16+50+/-TO -EY2-STA.16+80+/-. INSTALL OBJECT MARKERS AS SHOWN ON ROADWAY PLANS.
- USING RSD 1101.02, SHEET 1 OF 9, COMPLETE CONSTRUCTION WORK UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE AND PLACE TEMPORARY PAVEMENT MARKING (PAINT) ON -SR5- FROM STA.20+60+/-TO STA.20+90+/- AND FROM STA.22+15+/- TO STA.22+45+/-. PLACE PERMANENT ROAD CLOSURE SIGNS FOR TOMMY'S RD., AND REMOVE DETOUR SIGNS & TYPE III BARRICADES INSTALLED IN PHASE I. STEP 3.

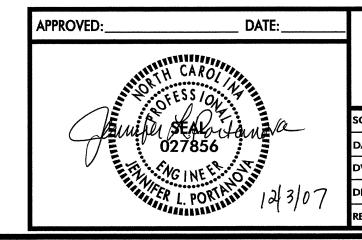
STEP 4:

UPON COMPLETION ALL WORK REQUIRED IN AREA III, AND USING RSD 1101.02, SHEET 1 OF 9, PLACE FINAL LAYER OF SURFACE COURSE AND INSTALL FINAL PAVEMENT MARKING (THERMOPLASTIC) & FINAL MARKERS (PERMANENT RAISED) AT THE FOLLOWING LOCATIONS:

- -Y2- FROM STA.10+87+/- TO STA.26+35+/-
- -Y2A- FROM STA.10+80+/- TO STA.11+52+/-
- -Y2B- FROM STA.10+04+/- TO STA.11+59+/-
- -Y2C- FROM STA.10+00+/- TO STA.10+50+/-
- -Y5- FROM STA.11+08+/- TO STA.13+05+/-
- -SR5- FROM STA.10+00+/- TO STA.17+00+/-
- -SR6- FROM STA.10+00+/- TO STA.11+77+/-SR6- FROM STA.15+50+/- TO STA.19+00+/-.
- AT THE END OF WORK PERIOD, PLACE TRAFFIC IN THE FINAL PATTERN. SEE ROADWAY PLANS AND FINAL PAVEMENT MARKING PLANS.

STEP 5:

REFER TO AREA I, STEP 5.



AREA III PHASING

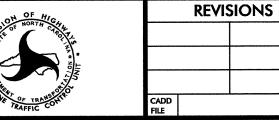
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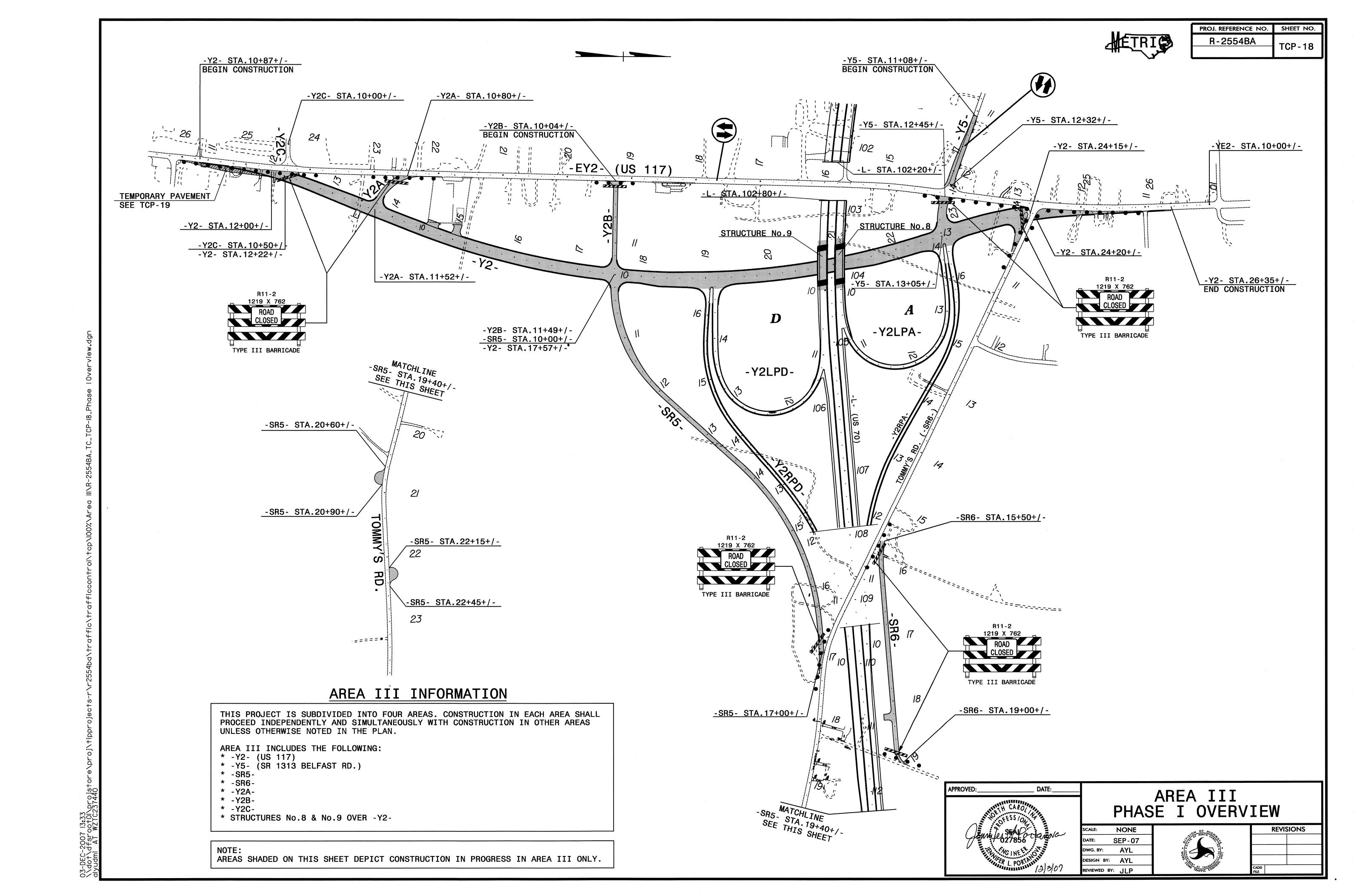
DATE: OCT - 07

DWG. BY: AYL

DESIGN BY: AYL

REVIEWED BY: JLP



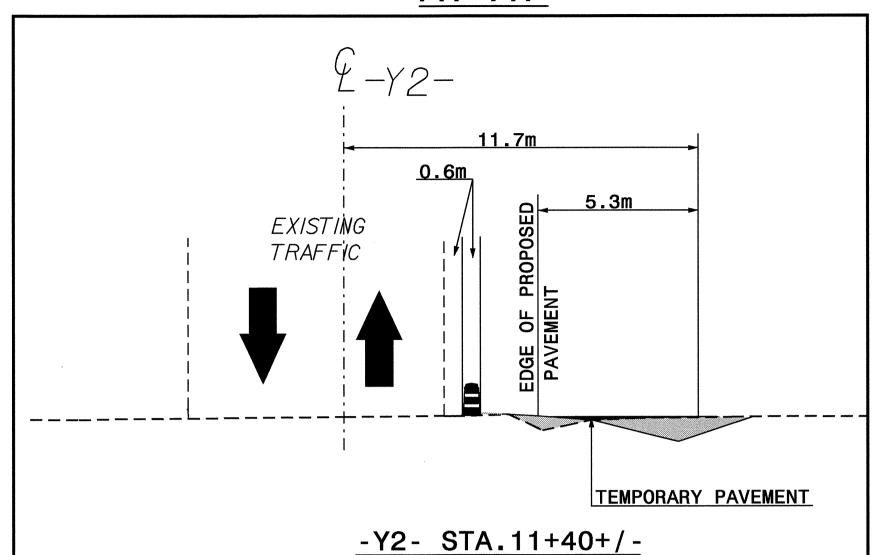


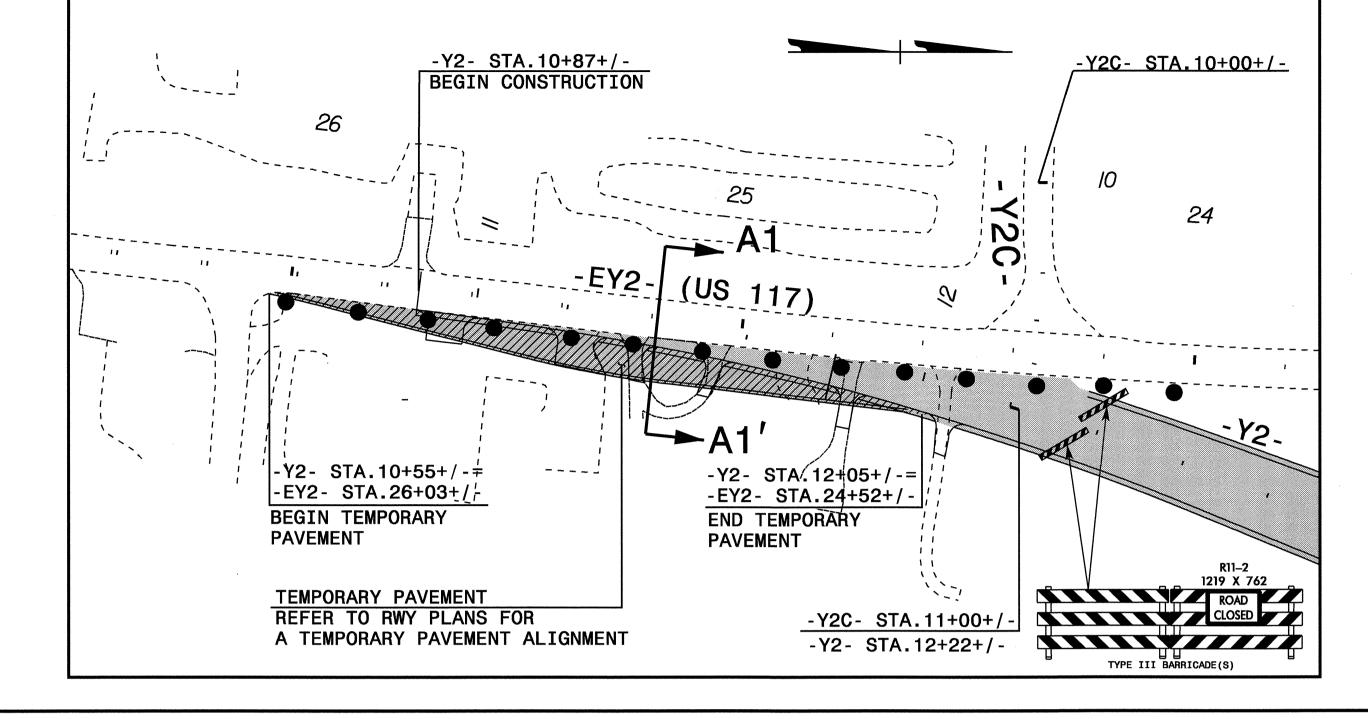




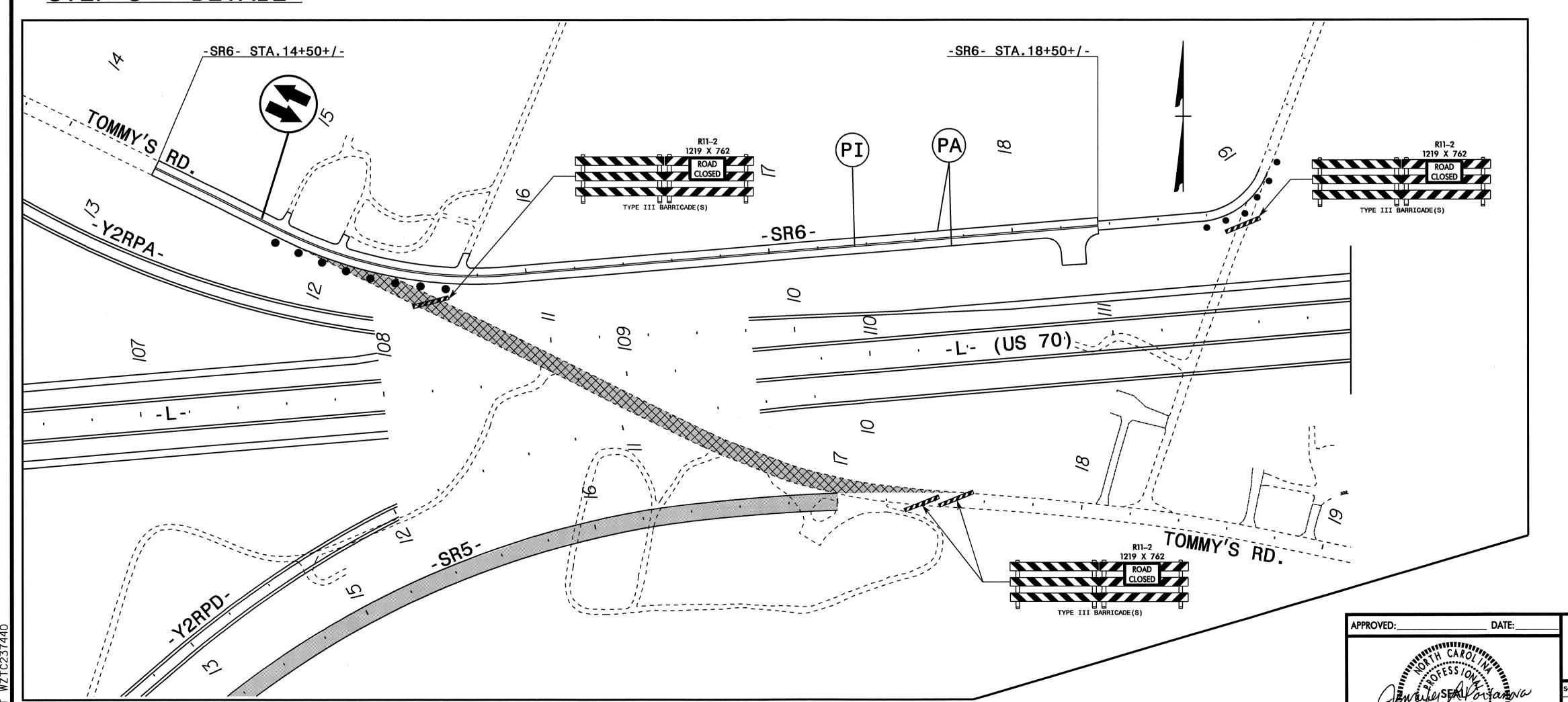
PROJ. REFERENCE NO. R-2554BA TCP-19

<u>A1-A1'</u>

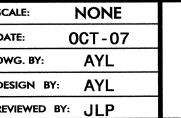


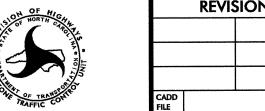


STEP 3 - DETAIL

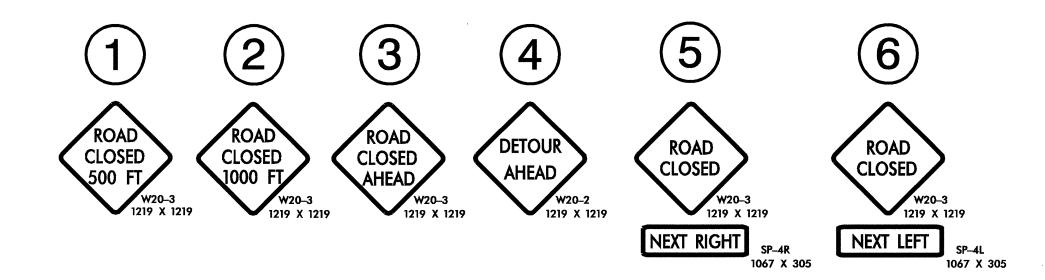


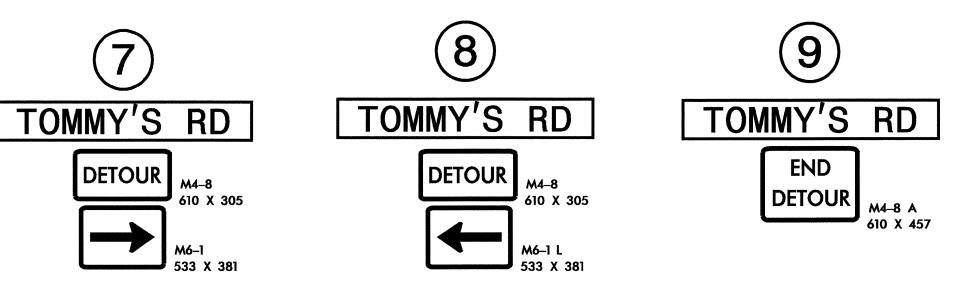
AREA III PHASE I, STEPS 2 & 3 (DETAILS)

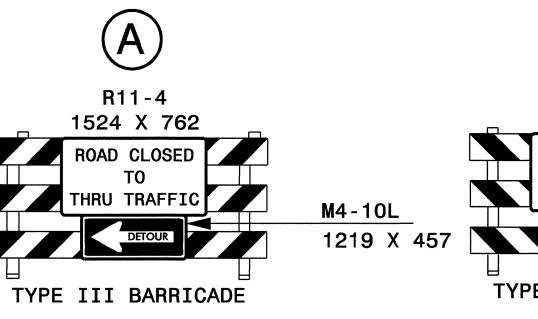


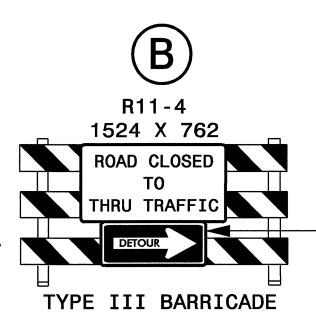


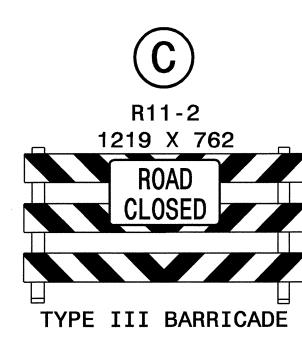












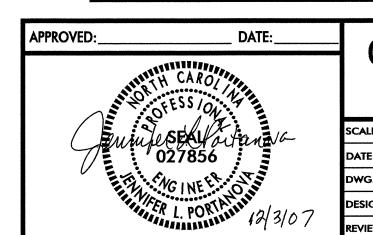
NOTES

- 1. REFER TO NOTE 'O' IN PROJECT NOTES PRIOR TO TRAFFIC PATTERN ALTERATION.
- 2. SEE RSD 1101.03, SHEET 1 OF 9, FOR SIGN SPACING DISTANCES.

M4-10R

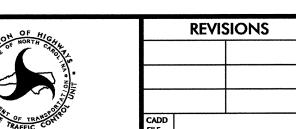
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3. SEE SHEET SD-1 FOR TEMPORARY SIGN DESIGN.



OFF-SITE DETOUR MAP AND SIGNS FOR TOMMY'S RD.

		
ALE:	NONE	
TE: (SEP-07	
/G. BY:	AYL	
SIGN BY:	AYL	
/IEWED BY:	JLP	



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OFF-SITE DETOUR ROUTE

OFF-SITE DETOUR ROUTE FOR TOMMY'S RD.: PATETOWN RD. TO US 117 BACK TO TOMMY'S RD.