

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO.	SHEET NO.
B - 4 2 5 2	TCP-1

**PLAN FOR PROPOSED
TRAFFIC CONTROL, MARKING & DELINEATION**

ROCKINGHAM COUNTY

B-4252

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
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
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.08	PAVEMENT MARKINGS - SYMBOLS & WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	PAVEMENT MARKER SPACING
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1261.01	GUARDRAIL & BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL & BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION
1264.01	OBJECT MARKERS
1264.02	PLACEMENT OF OBJECT MARKERS

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LEGEND

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- DIRECTION OF TRAFFIC FLOW
 - NORTH ARROW
 - PROPOSED PVMT. EXIST. PVMT.
 - WORK AREA
 - REMOVAL OF EXISTING PAVEMENT
- TRAFFIC CONTROL DEVICES**
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 - CONE
 - DRUM SKINNY DRUM
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 - STATIONARY OR PORTABLE SIGN
 - CRASH CUSHION
 - CHANGEABLE MESSAGE SIGN
 - TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)
 - POLICE
 - FLAGGER

TIP PROJECT:

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kbroadwell AT WZTC23745

APPROVED:	PLAN PREPARED BY: N.C.D.O.T. WORK ZONE TRAFFIC CONTROL UNIT
DATE: 12 FEB 08	
SEAL	J. S. BOURNE, PE TRAFFIC CONTROL ENGINEER
	G. L. GETTIER, PE TRAFFIC CONTROL PROJECT ENGINEER
	J. W. GILSTRAP TRAFFIC CONTROL PROJECT DESIGN ENGINEER
	KEN BROADWELL TRAFFIC CONTROL DESIGN ENGINEER

GENERAL NOTES

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

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

TIME RESTRICTIONS

- A) DO NOT CLOSE OR NARROW TRAVEL LANES AS FOLLOWS:
- | ROAD NAME | DAY AND TIME RESTRICTIONS |
|-----------------|------------------------------|
| 1. US-311 (-L-) | MON. - FRI. 6AM-9AM, 4PM-7PM |

- B) DO NOT STOP TRAFFIC AS FOLLOWS:
- | ROAD NAME | DAY AND TIME RESTRICTIONS | DURATION AND OPERATION |
|-----------------|------------------------------|--------------------------|
| 1. US-311 (-L-) | MON. - FRI. 6AM-9AM, 4PM-7PM | 15 MIN MAX./ TRAFFIC OPS |

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

LANE AND SHOULDER CLOSURE REQUIREMENTS

- D) REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED, OR AS DIRECTED BY THE ENGINEER.
- E) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 15 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR A LANE CLOSURE IS INSTALLED.
- F) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO AN UNDIVIDED FACILITY AND WITHIN 5 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO A DIVIDED FACILITY AND WITHIN 10 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

- G) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRAFFIC CONTROL PLANS, ROADWAY STANDARD DRAWINGS OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.
- H) DO NOT WORK SIMULTANEOUSLY WITHIN 15 FT ON BOTH SIDES OF AN OPEN TRAVELWAY, RAMP OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.

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

PAVEMENT EDGE DROP OFF REQUIREMENTS

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

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

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

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

- K) DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 350 FT IN ADVANCE AND A MINIMUM OF ONCE EVERY 1,000 FT THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- M) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 40 FT FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- N) PROVIDE PERMANENT SIGNING.
- O) PROVIDE DETOUR SIGNING WITHIN AND OFF THE PROJECT LIMITS.
- P) COVER OR REMOVE ALL DETOUR SIGNS WITHIN AND OFF THE PROJECT LIMITS WHEN A DETOUR IS NOT IN OPERATION.
- Q) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- R) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 350 FT IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC BARRIER

- S) 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.

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

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

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

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

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

TRAFFIC CONTROL DEVICES

- U) SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH), EXCEPT 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY, WHEN LANE CLOSURES ARE NOT IN EFFECT. WHEN SKINNY DRUMS ARE ALLOWED REFER TO SECTION 1180 OF STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES OR AS SHOWN IN THE PLANS.
- V) PLACE TYPE III BARRICADES WITH "ROAD CLOSED" SIGN R11-2 ATTACHED OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- W) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES (DRUMS, CONES OR SKINNY DRUMS) PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 300 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
1. ALL	POLYUREA	PERMANENT RAISED

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

ROAD NAME	MARKING	MARKER
1. ALL	PAINT	TEMPORARY RAISED
2. PROPOSED STRUCTURE	COLD APPLIED PLASTIC TYPE 4 (REM. TAPE)	TEMPORARY RAISED

- Z) 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.

- AA) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

- BB) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.


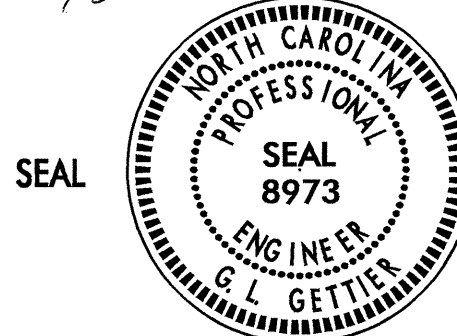

TEMPORARY/FINAL SIGNALS

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

MISCELLANEOUS

- DD) POLICE MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS, AS DIRECTED BY THE ENGINEER.

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APPROVED:  DATE: <u>1/10/08</u>	GENERAL NOTES	
	SCALE: NONE	
	DATE: JAN. 08	
	DWG. BY: KPB	
	DESIGN BY: KPB	
REVIEWED BY: JWG	REVISIONS	

PHASING

PHASE I

STEP 1: - CONTRACTOR SHALL PLACE ADVANCE WORK ZONE WARNING SIGNS ALONG EXISTING US-311 (-L-) AND ALL -Y- LINES (SEE SHEET TCP-13).

NOTE: CONTRACTOR SHALL WORK PHASE I, STEPS 2 & 3 SIMULTANEOUSLY.

STEP 2: - THE FOLLOWING NOTES ARE APPLICABLE FOR PHASE I, STEP 2.

NOTE: CONTRACTOR SHALL PLACE TRAFFIC BACK INTO THE EXISTING PATTERN AT THE END OF EACH WORK PERIOD.

NOTE: CONTRACTOR SHALL PLACE TYPE III BARRICADES & DRUMS AT ALL -Y- LINES AND DRUMS AT ALL DRIVEWAYS.

NOTE: WHEN CONSTRUCTING DRAINAGE STRUCTURES ADJACENT TO TRAFFIC, INSTALL TEMPORARY STEEL PLATES, AS DIRECTED BY THE ENGINEER. MAY WORK EACH LOCATION INDEPENDENTLY OR CONCURRENTLY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. WORK IN A CONTINUOUS MANNER TO PERFORM THE WORK IN THE FOLLOWING SEQUENCE, STEPS 'A' THRU 'E'.

A: CLOSE THE APPROPRIATE TRAVEL LANE TO TRAFFIC USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEETS 1 & 2 OF 9.

B: CONSTRUCT PROPOSED DRAINAGE STRUCTURE OR INSTALL PRE-CAST DRAINAGE STRUCTURE AS SHOWN IN THE CONSTRUCTION PLANS AND COVER WITH STEEL PLATES TO PROTECT STRUCTURE DURING CURING.

C: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF EACH WORK PERIOD.

D: WHEN PROPERLY CURED, CLOSE THE APPROPRIATE TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEETS 1 & 2 OF 9. BACKFILL & PAVE, IF REQUIRED, UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT (SEE CONSTRUCTION PLANS).

E: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF EACH WORK PERIOD.

- CONTRACTOR, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEETS 1 & 2 OF 9:

-- MAY BEGIN CLEARING/GRUBBING & GRADING OPERATIONS, AND CONSTRUCTION OF PROPOSED DRAINAGE ALONG & ACROSS EXISTING US-311 (-L-) AND ALL -Y- LINES/DRIVEWAYS, AS DIRECTED BY THE ENGINEER (SEE CONSTRUCTION PLANS).

-- MAY BEGIN CONSTRUCTION OF NEW SIGNAL AT US-311 AND -Y- INTERSECTION (SEE SIGNAL PLANS).

-- CONSTRUCT USING WEDGING AND PAVING OPERATIONS THE LEFT AND RIGHT SIDE WIDENING UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE ON US-311 FROM STA. 12+75 +/- -L- TO STA. 22+00 +/- -L- (SEE SHEET TCP-4 AND THE CONSTRUCTION PLANS).

-- CONSTRUCT THE TURN AROUND ON EXISTING SR 1138 LINDSAY BRIDGE ROAD -EY- AT STA. 13+50 +/- -EY- (SEE SHEET TCP-4 AND THE CONSTRUCTION PLANS).

- CONTRACTOR SHALL, AWAY FROM TRAFFIC, CONSTRUCT -Y- & -Y4- UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE FROM STA. 16+50 -Y- TO STA 26+50 +/- -Y- AND THE -Y4- INTERSECTION (SEE SHEET TCP-6 AND THE CONSTRUCTION PLANS).

STEP 3 - CONTRACTOR, USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEETS 1 & 2 OF 9:

-- SHALL REPLACE THE EXISTING GUARDRAIL AT ENDS OF BOTH EXISTING BRIDGES ON THE LEFT SIDE OF -L- WITH TEMPORARY GUARDRAIL AND INSTALL TEMPORARY SHORING (SEE SHEET TCP-5 AND THE CONSTRUCTION PLANS).

-- BEGIN CONSTRUCTION OF THE LEFT SIDE OF -L-, INCLUDING STAGE I OF BOTH BRIDGES FROM STA. 22+00 -L- TO STA. 41+50 -L- (SEE SHEETS TCP-4, TCP-5 AND THE CONSTRUCTION PLANS).

-- BEGIN CONSTRUCTION OF THE LEFT AND RIGHT SIDE WIDENING OF SR 1169 ISLAND ROAD (-Y1-) FROM STA. 10+00 +/- -Y1- TO STA. 15+00 +/- -Y1- (SEE SHEET TCP-5 AND THE CONSTRUCTION PLANS).

NOTE: CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK IN PHASE I, STEPS 4, 5, & 6 IN 14 CALENDAR DAYS (SEE INTERMEDIATE CONTRACT TIME SPECIAL PROVISION).

STEP 4 - CONTRACTOR SHALL CLOSE EXISTING SR 1138 LINDSAY BRIDGE ROAD AND PLACE TRAFFIC ONTO THE DETOUR (SEE SHEETS TCP-7 AND TCP-8).

STEP 5 - CONTRACTOR SHALL INSTALL NEW 66" PIPE, AND CONSTRUCT -Y- TIE-INS FROM STA. 13+15 -Y- TO STA. 16+50 -Y- AND STA. 11+00 -Y4- TO STA. 13+00 -Y4- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE SHEETS TCP-7 AND THE CONSTRUCTION PLANS).

- CONTRACTOR, USING ROADWAY STANDARD DRAWING NO 1101.02, SHEETS 1 & 2 OF 9:

-- PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND TEMPORARY RAISED PAVEMENT MARKERS ON -L- FROM STA. 12+75 +/- -L- TO STA. 22+00 +/- -L-, ON -Y-, AND ON -Y4- (SEE SHEETS TCP-9 AND TCP-10).

-- COMPLETE INSTALLATION OF THE PROPOSED SIGNAL FOR THE US-311 (-L-)/-Y- INTERSECTION FOR THE FINAL TRAFFIC PATTERN (BUT DO NOT ACTIVATE; SEE SIGNAL PLANS).

STEP 6 - CONTRACTOR SHALL CLOSE EXISTING SR1138 LINDSAY BRIDGE ROAD AT STA. 13+50 -EY- AND AT THE INTERSECTION WITH US-311 (SEE SHEET TCP-10 AND THE CONSTRUCTION PLANS), ACTIVATE SIGNAL AT THE -L-/-Y- INTERSECTION, OPEN -Y- TO THE NEW TRAFFIC PATTERN AND REMOVE DETOUR SIGNS AND ASSOCIATED BARRICADES.

STEP 7 - CONTRACTOR, USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEETS 1 & 2 OF 9:

-- COMPLETE CONSTRUCTION OF THE LEFT SIDE OF -L-, INCLUDING STAGE I OF BOTH BRIDGES FROM STA. 22+00 -L- TO STA. 41+50 -L- BEGUN IN PHASE I, STEP 3.

-- COMPLETE CONSTRUCTION OF THE LEFT AND RIGHT SIDE WIDENING OF SR 1169 ISLAND ROAD (-Y1-) FROM STA. 10+00 +/- -Y1- TO STA. 15+00 +/- -Y1- BEGUN IN PHASE I, STEP 3.

PHASE II

STEP 1 - CONTRACTOR, AS MUCH AS POSSIBLE WITHOUT INTERFERING WITH TRAFFIC, SHALL INSTALL PCB (ANCHORED ON PROPOSED BRIDGES) AT THE FOLLOWING LOCATIONS (SEE SHEETS TCP-11 & TCP-12).
 - FROM STA. 25+80 -L- TO STA. 29+00 -L-
 - FROM STA. 29+80 -L- TO STA. 33+00 -L-

NOTE: PHASE II, STEP 2 SHALL BE WORKED IN A CONTINUOUS MANNER TO BE COMPLETED IN ONE WORK PERIOD.

STEP 2 - CONTRACTOR, USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEETS 1 & 2 OF 9:

-- INSTALL TEMPORARY PAVEMENT MARKINGS (PAINT) ON ASPHALT AND COLD APPLIED PLASTIC TYPE IV (REMOVEABLE TAPE) ON PROPOSED BRIDGES AND INSTALL TEMPORARY RAISED PAVEMENT MARKERS ON -L- AND -Y1-, SHIFT TRAFFIC TO THE NEW PATTERN THEN INSTALL REMAINDER OF PCB, DRUMS, AND TYPE III BARRICADES AS SHOWN ON SHEETS TCP-11 & TCP-12.

NOTE: CLOSE DRIVEWAY RIGHT OF STA. 32+75 +/- -L-.

STEP 3 - CONTRACTOR, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 & 2 OF 9:

-- CONSTRUCT NEW SIGNAL AT THE US-311 (-L-) AND ISLAND DRIVE (-Y1-) INTERSECTION BUT DO NOT ACTIVATE (SEE SIGNAL PLANS).

-- CONSTRUCT THE RIGHT SIDE OF US-311 (-L-) FROM STA. 22+00 +/- -L- TO STA. 41+50 +/- -L-, INCLUDING STAGE II OF THE NEW BRIDGES, UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE SHEETS TCP-11, TCP-12 AND THE CONSTRUCTION PLANS).

-- CONSTRUCT TIE-INS FOR WESTVIEW DRIVE AND SUMMIT STREET AND INSTALL TEMPORARY PAVEMENT MARKINGS AS SHOWN ON SHEET TCP-12.

STEP 4 - CONTRACTOR, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEETS 1 & 2 OF 9:

-- REMOVE PORTABLE CONCRETE BARRIER AND REPLACE WITH DRUMS.


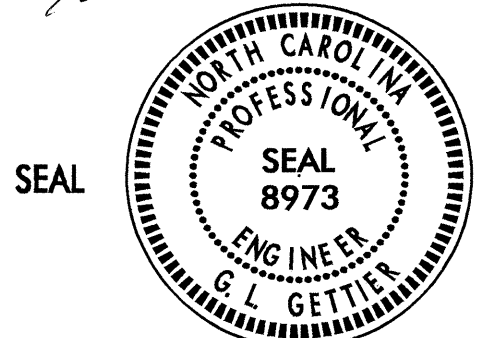
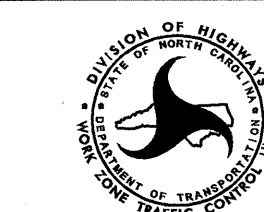
-- INSTALL TEMPORARY PAVEMENT MARKINGS (PAINT ON ASPHALT, COLD APPLIED PLASTIC TYPE 4 REMOVEABLE TAPE ON PROPOSED BRIDGES) AND TEMPORARY RAISED PAVEMENT MARKERS IN THE FINAL TRAFFIC PATTERN SHOWN ON SHEETS PM-1 THRU PM-2, ACTIVATE THE ISLAND ROAD -Y1- SIGNAL AND OPEN PROJECT TO THE FINAL TRAFFIC PATTERN.

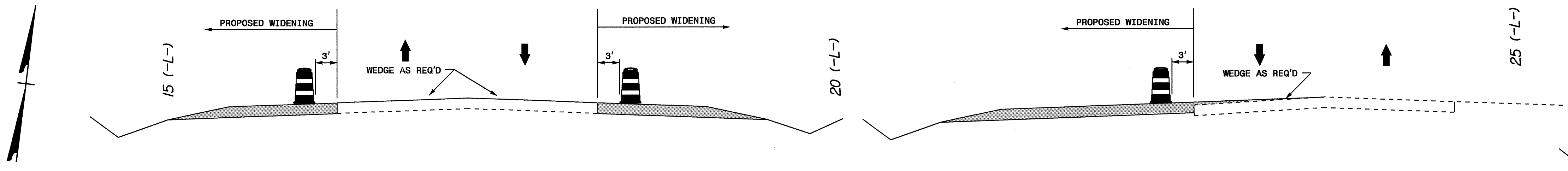
STEP 5 - CONTRACTOR, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEETS 1 & 2 OF 9:

-- INSTALL FINAL LAYER OF SURFACE COURSE, FINAL PAVEMENT MARKINGS (POLYUREA) AND PERMANENT RAISED PAVEMENT MARKERS ON -L- AND ALL -Y- LINES AS SHOWN ON SHEETS PM-1 THRU PM-3, THE CONSTRUCTION PLANS AND OPEN TO THE FINAL TRAFFIC PATTERN.

-- REMOVE ANY REMAINING TRAFFIC CONTROL DEVICES.

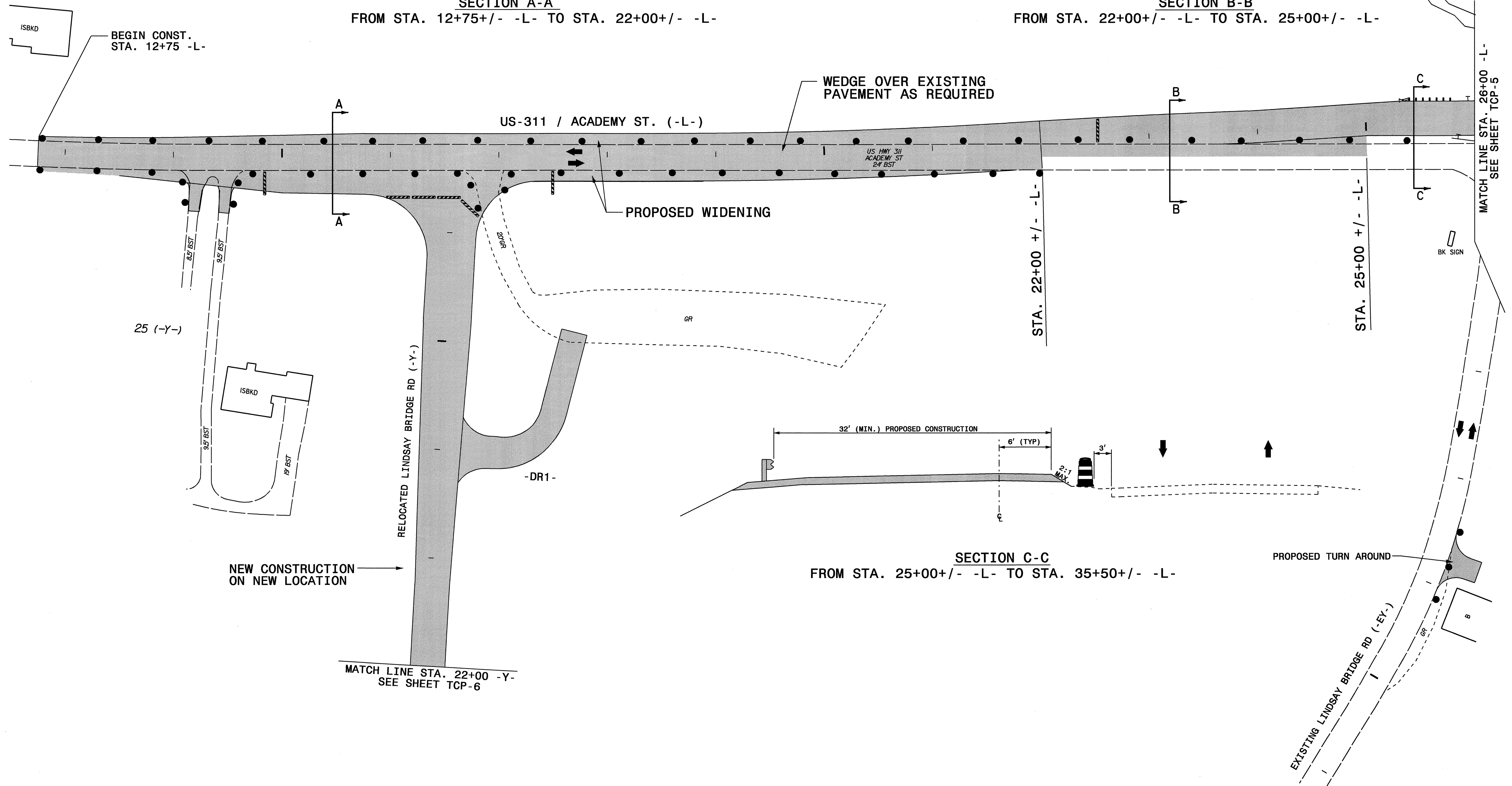
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APPROVED:  DATE: 1/10/08		<h1>PHASING</h1>	
	SCALE: NONE		REVISIONS
	DATE: JAN. 08		
	DESIGN BY: KPB		
	REVIEWED BY: JWG		



SECTION A-A
FROM STA. 12+75 +/- -L- TO STA. 22+00 +/- -L-

SECTION B-B
FROM STA. 22+00 +/- -L- TO STA. 25+00 +/- -L-



SECTION C-C
FROM STA. 25+00 +/- -L- TO STA. 35+50 +/- -L-

18-FEB-2008 08:29
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 KBroodwell AT WZTC23745

APPROVED:	DATE: 1/08/08	PHASE I DETAILS									
SCALE: NONE DATE: JAN. 08 DWG. BY: KPB DESIGN BY: KPB REVIEWED BY: JWG		<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table>		REVISIONS							
REVISIONS											

TEMPORARY SHORING DATA

TEMPORARY SHORING NO. 1

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE A TEMPORARY MSE WALL FROM STATION 26 + 97 -L- TO STATION 27 + 44 -L-, 9.0 FEET RIGHT.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 26 + 97 -L- TO STATION 27 + 44 -L-, 9.0 FEET RIGHT, USE THE FOLLOWING SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 120$ PCF
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 60$ PCF
 FRICTION ANGLE, $\phi = 30$ DEGREES
 COHESION, $c = 0$ PSF

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION STATION 26 + 97 -L- TO STATION 27 + 44 -L-, 9.0 FEET RIGHT MAY NOT PENETRATE BELOW ELEVATION 548 FT DUE TO THE PRESENCE OF AN OBSTRUCTION, VERY DENSE OR HARD SOIL, WEATHERED OR HARD ROCK.

FOR CONTRACTOR DESIGNED SHORING, SURVEY THE SHORING LOCATION TO DETERMINE EXISTING ELEVATIONS AND ACTUAL DESIGN HEIGHTS BEFORE BEGINNING DESIGN.

STANDARD SHORING MAY BE APPLICABLE FROM STATION 26 + 97 -L- TO STATION 27 + 25 -L-, 9.0 FEET RIGHT. DO NOT USE STANDARD SHORING FOR HEIGHTS OVER 12 FT FROM STATION 27 + 25 -L- TO STATION 27 + 44 -L-, 9.0 FEET RIGHT.

IT IS NECESSARY TO ANCHOR TEMPORARY SHORING FROM STATION 27 + 25 -L- TO STATION 27 + 44 -L-, 9.0 FEET RIGHT. FOR ANCHORED TEMPORARY SHORING, SEE ANCHORED TEMPORARY SHORING SPECIAL PROVISION.

TEMPORARY SHORING NO. 2

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE A TEMPORARY MSE WALL FROM STATION 27 + 79 -L- TO STATION 28 + 46 -L-, 9.0 FEET RIGHT.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 27 + 79 -L- TO STATION 28 + 46 -L-, 9.0 FEET RIGHT, USE THE FOLLOWING SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 120$ PCF
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 60$ PCF
 FRICTION ANGLE, $\phi = 30$ DEGREES
 COHESION, $c = 0$ PSF

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION 27 + 79 -L- TO STATION 28 + 46 -L-, 9.0 FEET RIGHT MAY NOT PENETRATE BELOW ELEVATION 548 FT DUE TO THE PRESENCE OF AN OBSTRUCTION, VERY DENSE OR HARD SOIL, WEATHERED OR HARD ROCK.

FOR CONTRACTOR DESIGNED SHORING, SURVEY THE SHORING LOCATION TO DETERMINE EXISTING ELEVATIONS AND ACTUAL DESIGN HEIGHTS BEFORE BEGINNING DESIGN.

STANDARD SHORING MAY BE APPLICABLE FROM STATION 28 + 10 -L- TO STATION 28 + 46 -L-, 9.0 FEET RIGHT. DO NOT USE STANDARD SHORING FOR HEIGHTS OVER 12 FT FROM STATION 27 + 79 -L- TO STATION 28 + 10 -L-, 9.0 FEET RIGHT.

IT IS NECESSARY TO ANCHOR TEMPORARY SHORING FROM STATION 27 + 79 -L- TO STATION 28 + 10 -L-, 9.0 FEET RIGHT. FOR ANCHORED TEMPORARY SHORING, SEE ANCHORED TEMPORARY SHORING SPECIAL PROVISION.

TEMPORARY SHORING NO. 3

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE A TEMPORARY MSE WALL FROM STATION 30 + 84 -L- TO STATION 31 + 37 -L-, 9.0 FEET RIGHT.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 30 + 84 -L- TO STATION 31 + 37 -L-, 9.0 FEET RIGHT, USE THE FOLLOWING SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 120$ PCF
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 60$ PCF
 FRICTION ANGLE, $\phi = 30$ DEGREES
 COHESION, $c = 0$ PSF

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION STATION 30 + 84 -L- TO STATION 31 + 37 -L- 9.0 FEET RIGHT MAY NOT PENETRATE BELOW ELEVATION 548 FT DUE TO THE PRESENCE OF AN OBSTRUCTION, VERY DENSE OR HARD SOIL, WEATHERED OR HARD ROCK.

FOR CONTRACTOR DESIGNED SHORING, SURVEY THE SHORING LOCATION TO DETERMINE EXISTING ELEVATIONS AND ACTUAL DESIGN HEIGHTS BEFORE BEGINNING DESIGN.

STANDARD SHORING MAY BE APPLICABLE FROM STATION 30 + 84 -L- TO STATION 31 + 16 -L-, 9.0 FEET RIGHT. DO NOT USE STANDARD SHORING FOR HEIGHTS OVER 12 FT FROM STATION 31 + 16 -L- TO STATION 31 + 37 -L-, 9.0 FEET RIGHT.

IT IS NECESSARY TO ANCHOR TEMPORARY SHORING FROM STATION 31 + 16 -L- TO STATION 31 + 37 -L-, 9.0 FEET RIGHT. FOR ANCHORED TEMPORARY SHORING, SEE ANCHORED TEMPORARY SHORING SPECIAL PROVISION.

TEMPORARY SHORING NO. 4

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE A TEMPORARY MSE WALL FROM STATION 31 + 76 -L- TO STATION 32 + 34 -L-, 9.0 FEET RIGHT.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 31 + 76 -L- TO STATION 32 + 34 -L-, 9.0 FEET RIGHT, USE THE FOLLOWING SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 120$ PCF
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 60$ PCF
 FRICTION ANGLE, $\phi = 30$ DEGREES
 COHESION, $c = 0$ PSF

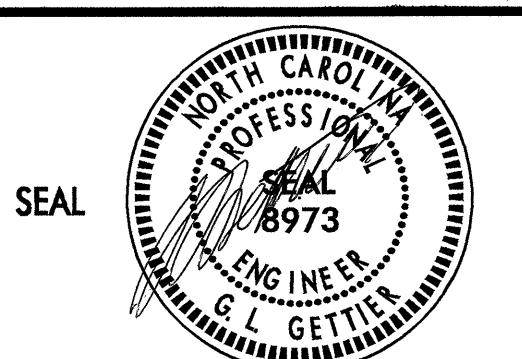
DRIVEN PILING FOR TEMPORARY SHORING FROM STATION 31 + 76 -L- TO STATION 32 + 34 -L-, 9.0 FEET RIGHT MAY NOT PENETRATE BELOW ELEVATION 548 FT DUE TO THE PRESENCE OF AN OBSTRUCTION, VERY DENSE OR HARD SOIL, WEATHERED OR HARD ROCK.

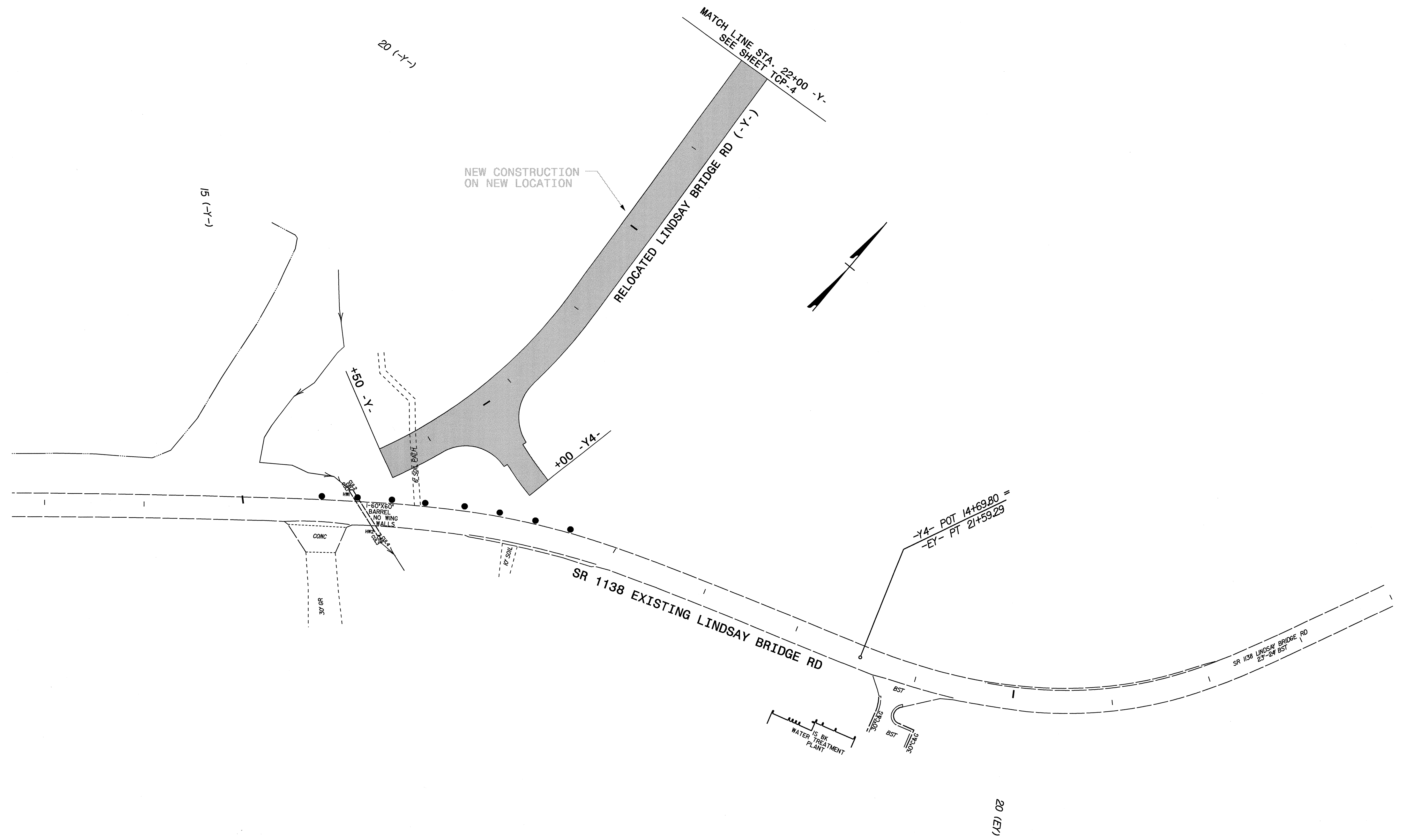
FOR CONTRACTOR DESIGNED SHORING, SURVEY THE SHORING LOCATION TO DETERMINE EXISTING ELEVATIONS AND ACTUAL DESIGN HEIGHTS BEFORE BEGINNING DESIGN.

STANDARD SHORING MAY BE APPLICABLE FROM STATION 32 + 00 -L- TO STATION 32 + 34 -L-, 9.0 FEET RIGHT. DO NOT USE STANDARD SHORING FOR HEIGHTS OVER 12 FT FROM STATION 31 + 76 -L- TO STATION 32 + 00 -L-, 9.0 FEET RIGHT.




IT IS NECESSARY TO ANCHOR TEMPORARY SHORING FROM STATION 31 + 76 -L- TO STATION 32 + 00 -L-, 9.0 FEET RIGHT. FOR ANCHORED TEMPORARY SHORING, SEE ANCHORED TEMPORARY SHORING SPECIAL PROVISION.

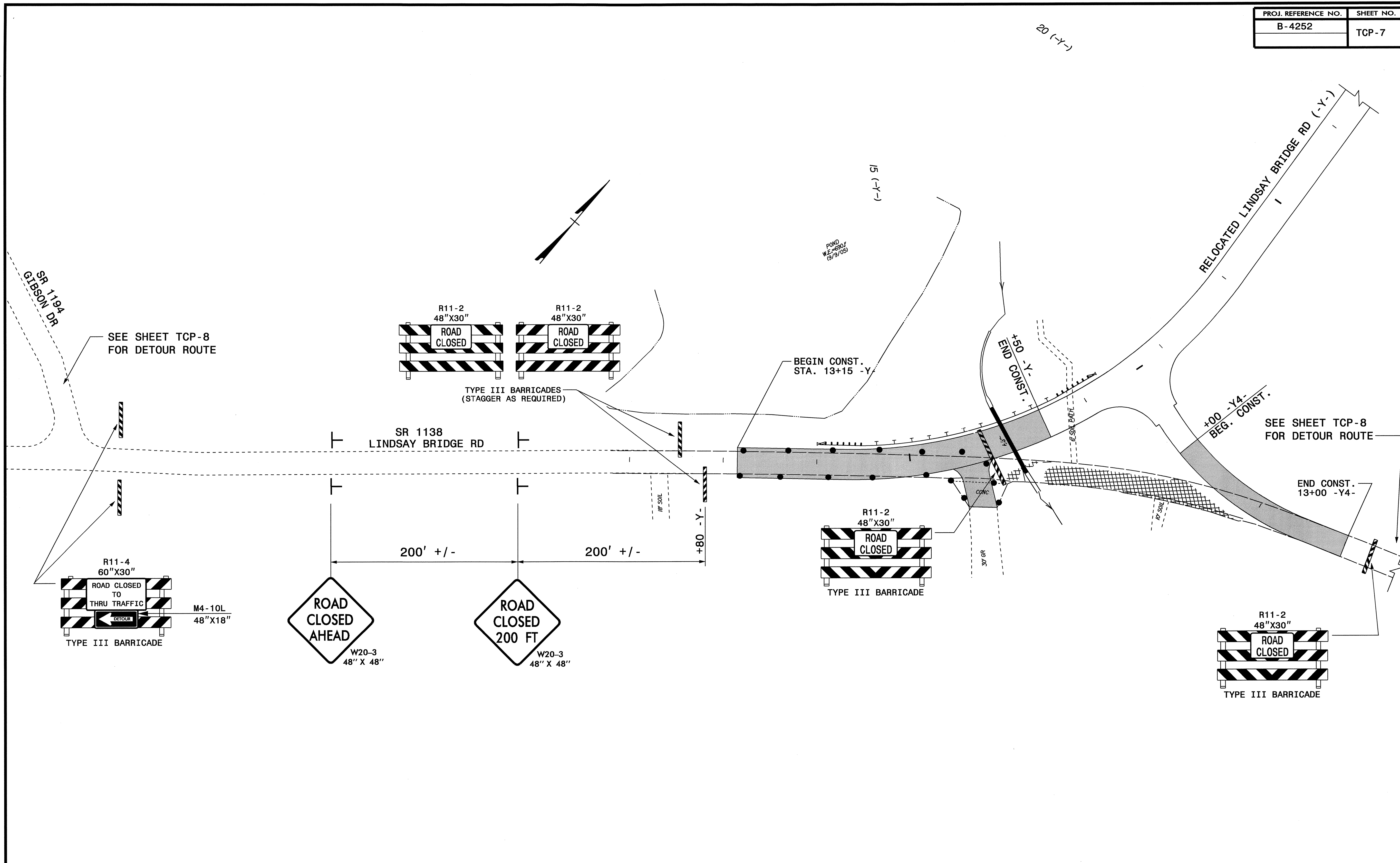
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 kbroadwell AT WZTC23745

APPROVED: _____ DATE: <u>1/12/08</u> 	<h2 style="margin: 0;">PHASE I DETAILS</h2>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: small;">SCALE:</td> <td>NONE</td> </tr> <tr> <td style="font-size: small;">DATE:</td> <td>MAR. 08</td> </tr> <tr> <td style="font-size: small;">DWG. BY:</td> <td>KPB</td> </tr> <tr> <td style="font-size: small;">DESIGN BY:</td> <td>KPB</td> </tr> <tr> <td style="font-size: small;">REVIEWED BY:</td> <td>JWG</td> </tr> </table>	SCALE:	NONE	DATE:	MAR. 08	DWG. BY:	KPB	DESIGN BY:	KPB	REVIEWED BY:	JWG
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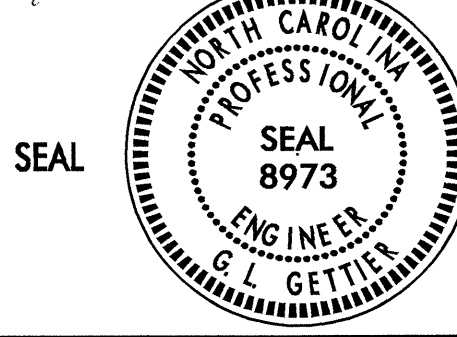
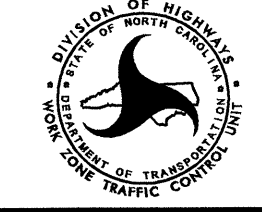


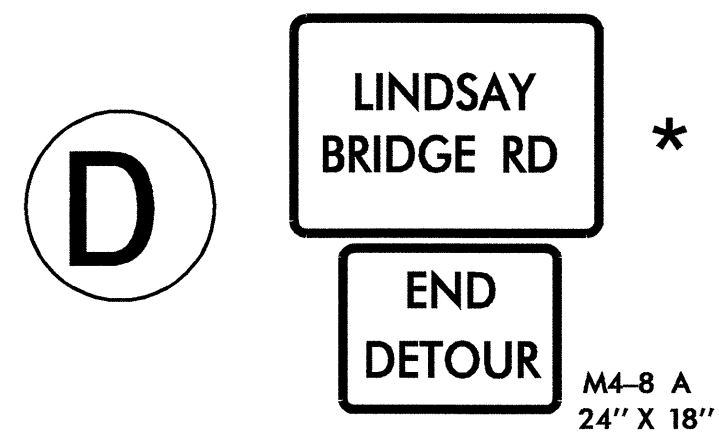
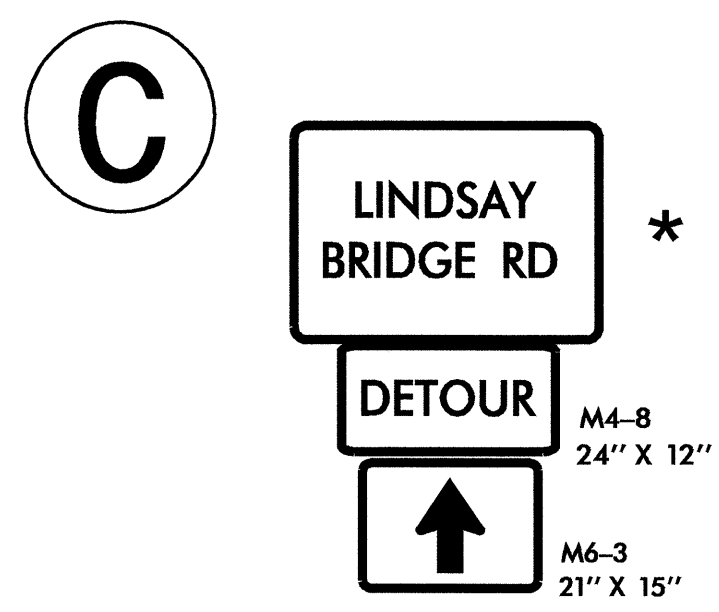
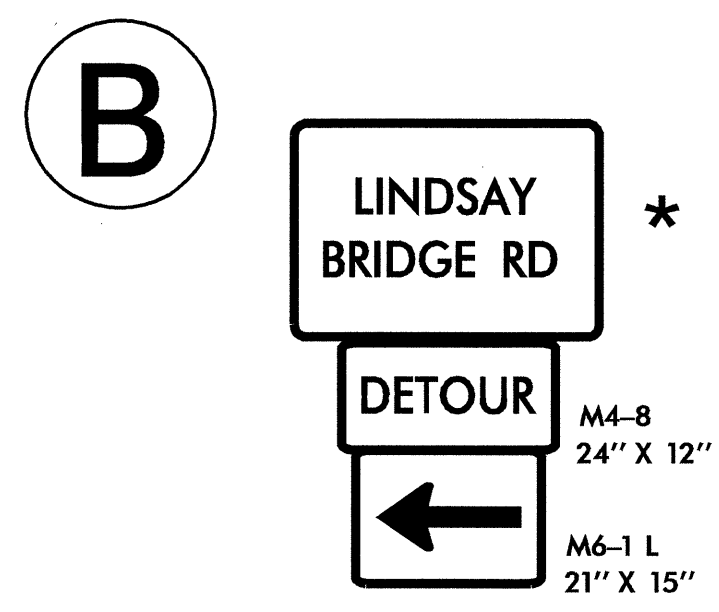
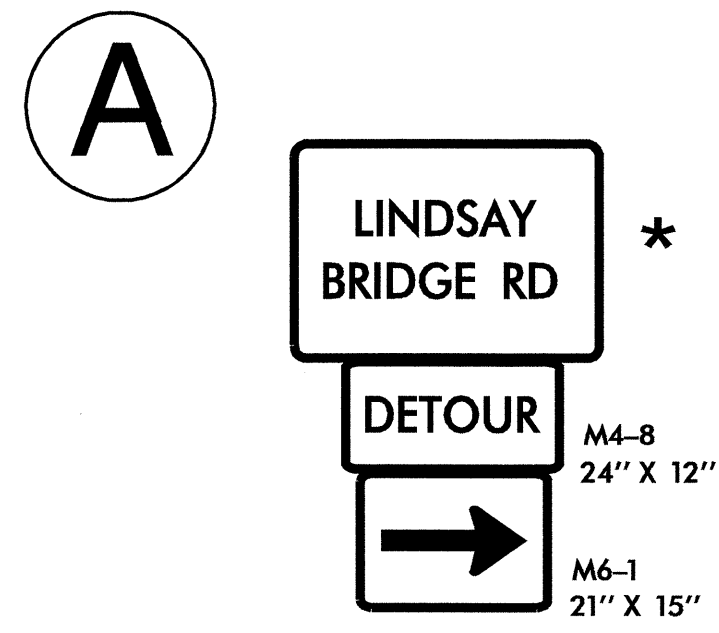
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 Kbrodwell AT WZTC23745

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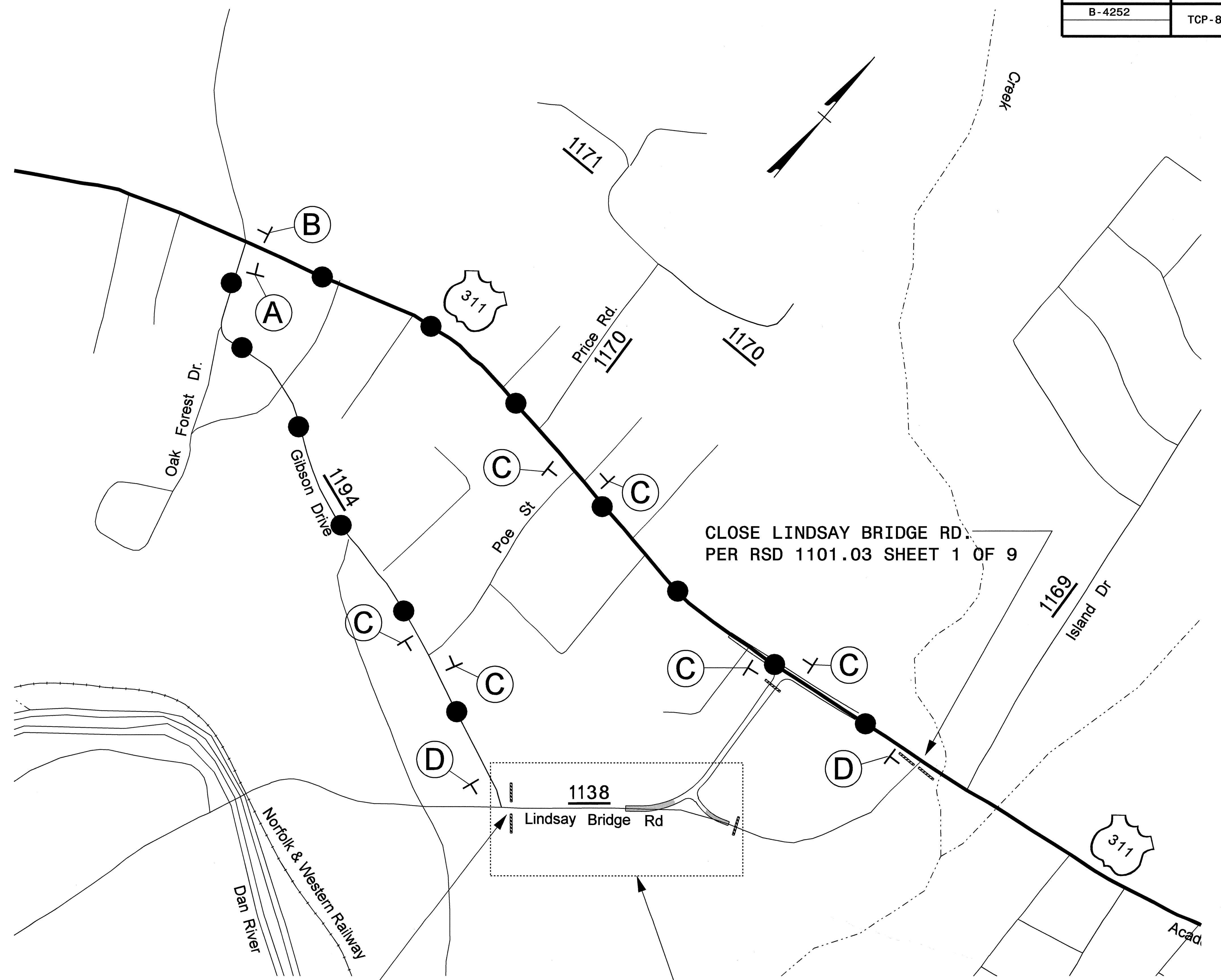
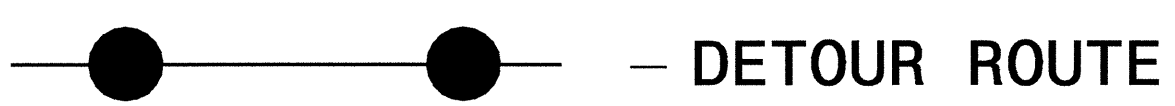
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 kbroadwell AT WZTC23745

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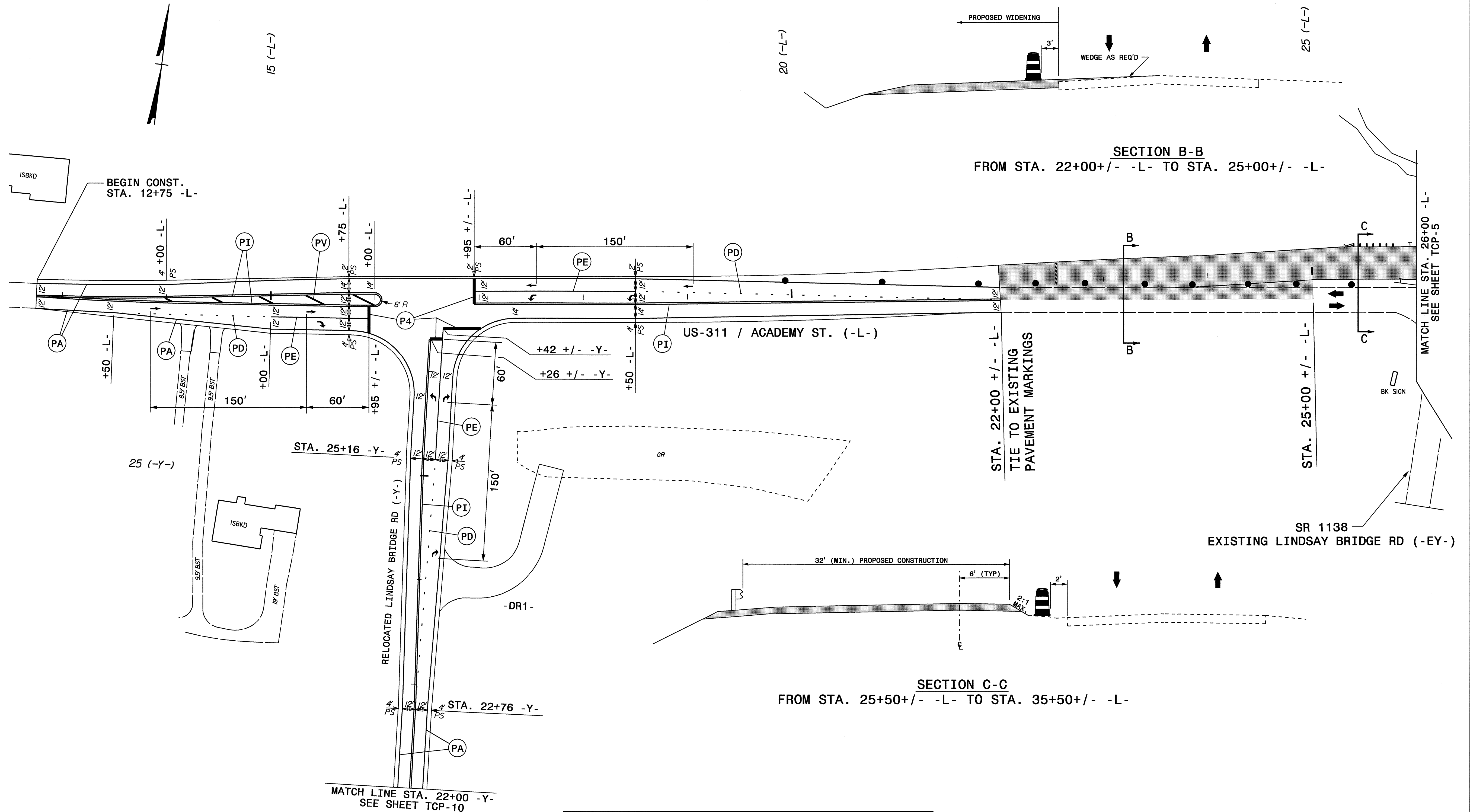
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LEGEND



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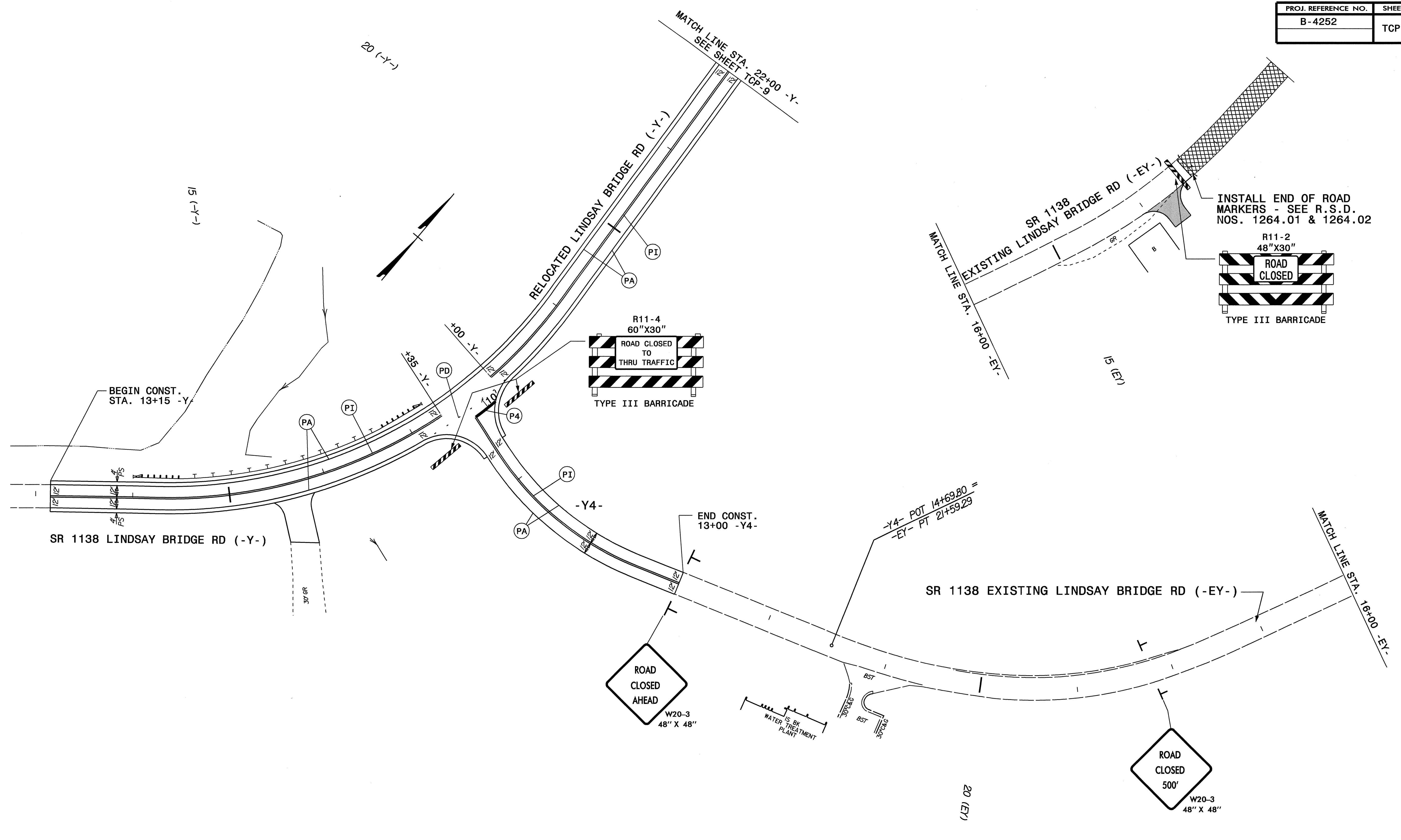


TEMPORARY PAVEMENT MARKING LEGEND			
PAINT			
PA	WHITE EDGELINE (4")	QA	↶ (LEFT ARROW)
PD	2 FT. WHITE MINISKIP (4")	QB	↷ (RIGHT ARROW)
PE	WHITE SOLID LANE LINE (4")	QC	→ (STRAIGHT ARROW)
PI	YELLOW DOUBLE CENTER (4")		
PV	YELLOW DIAGONAL (8")		
P4	WHITE STOPBAR (24")		

NOTES:
 1. SEE ROADWAY STANDARD DRAWING NUMBERS 1250.01 AND 1251.01 FOR PAVEMENT MARKER SPACING AND DETAILS.

APPROVED:	DATE: 1/13/08	PHASE I DETAILS							
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 Kbrodwell AT WZ123745



TEMPORARY PAVEMENT MARKING LEGEND	
PAINT	
(PA)	WHITE EDGELINE (4")
(PD)	2 FT. WHITE MINISKIP (4")
(PI)	YELLOW DOUBLE CENTER (4")
(P4)	WHITE STOPBAR (24")

NOTES:
 1. SEE ROADWAY STANDARD DRAWING NUMBERS 1250.01 AND 1251.01 FOR PAVEMENT MARKER SPACING AND DETAILS.

APPROVED: *[Signature]* DATE: 1/10/08

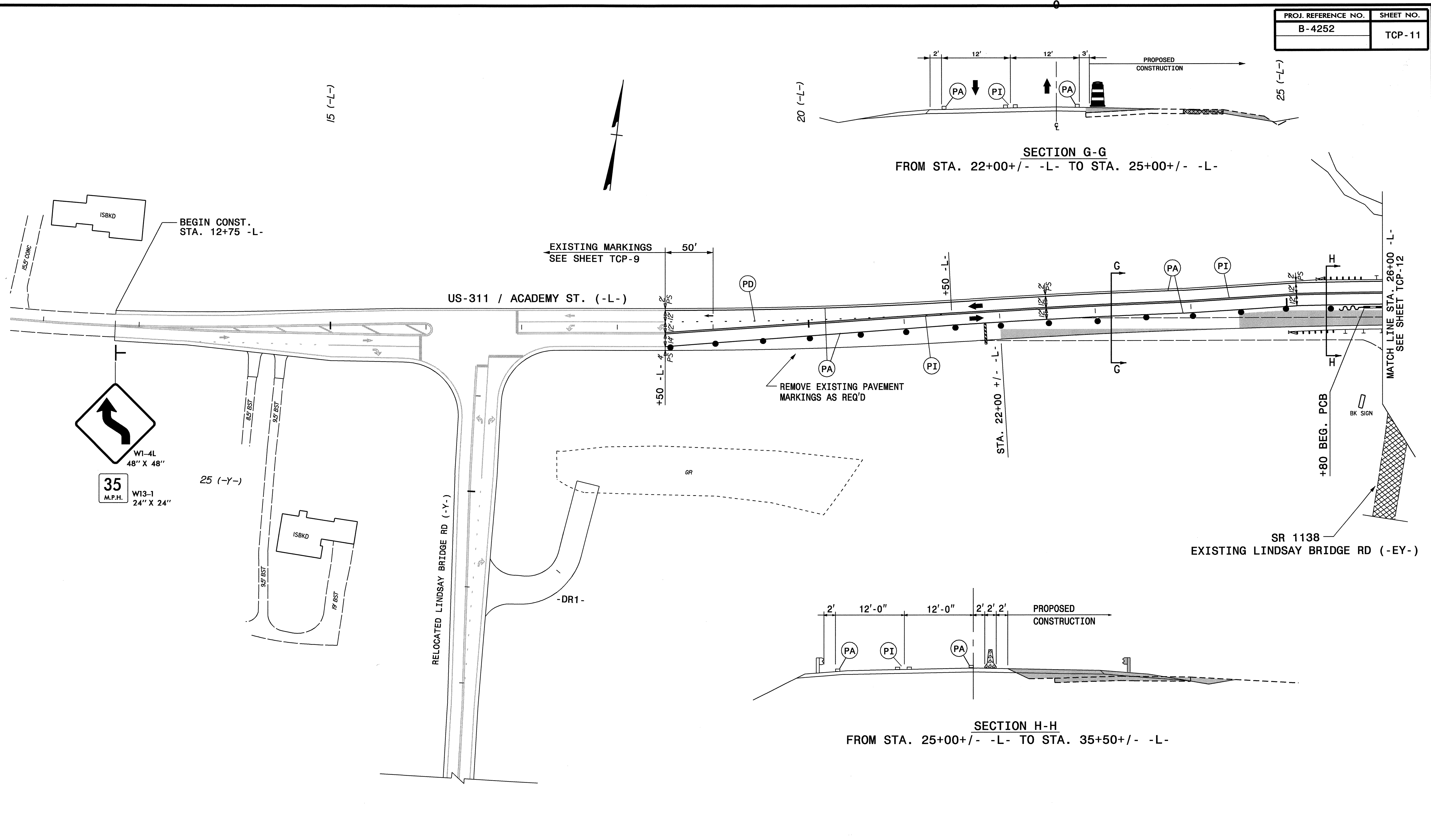
SEAL: *[Professional Engineer Seal]*

SEAL 8973
 G. L. GETTNER
 ENGINEER

PHASE I DETAILS

SCALE: NONE		REVISIONS
DATE: JAN. 08		
DWG. BY: KPB		
DESIGN BY: KPB		
REVIEWED BY: JWG		

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 kbroadwell AT WZTC23745



TEMPORARY PAVEMENT MARKING LEGEND	
PAINT	
(PA)	WHITE EDGELINE (4")
(PD)	2 FT. WHITE MINISKIP (4")
(PI)	YELLOW DOUBLE CENTER (4")

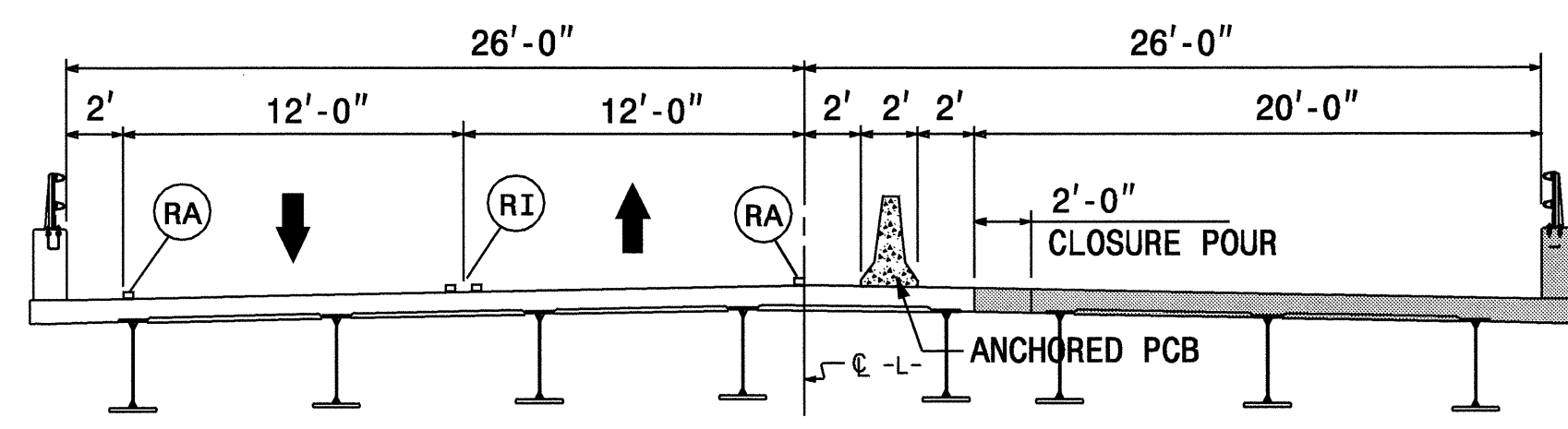
NOTES:
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APPROVED:	DATE: 1/10/08	PHASE II DETAILS	
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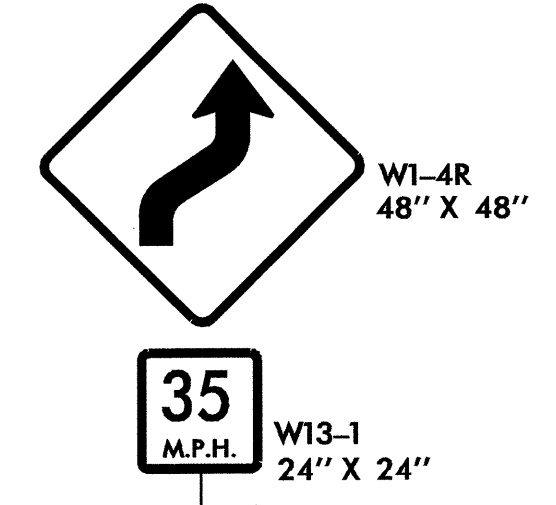
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15 (-Y1-)

END CONST.
STA. 15+00 -Y1-



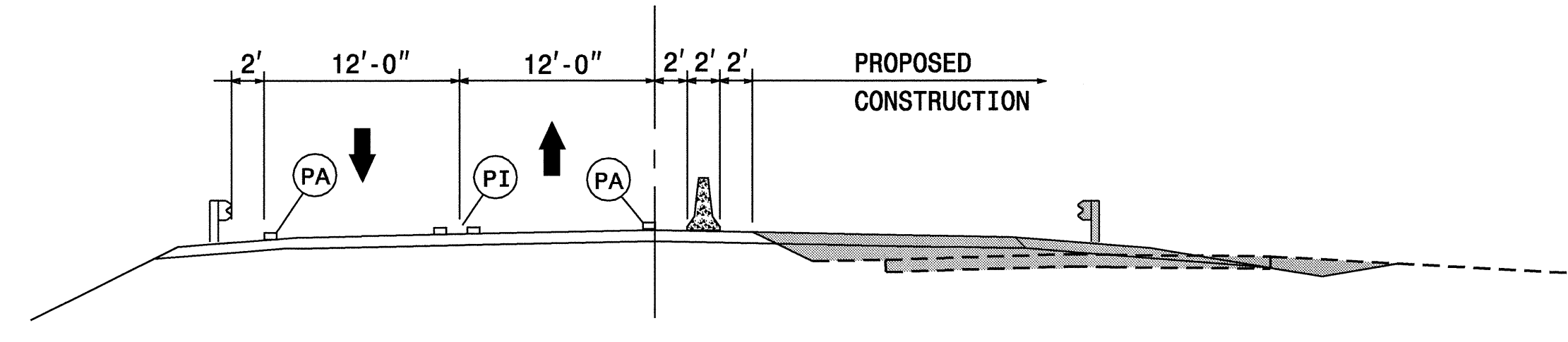
SECTION I-I



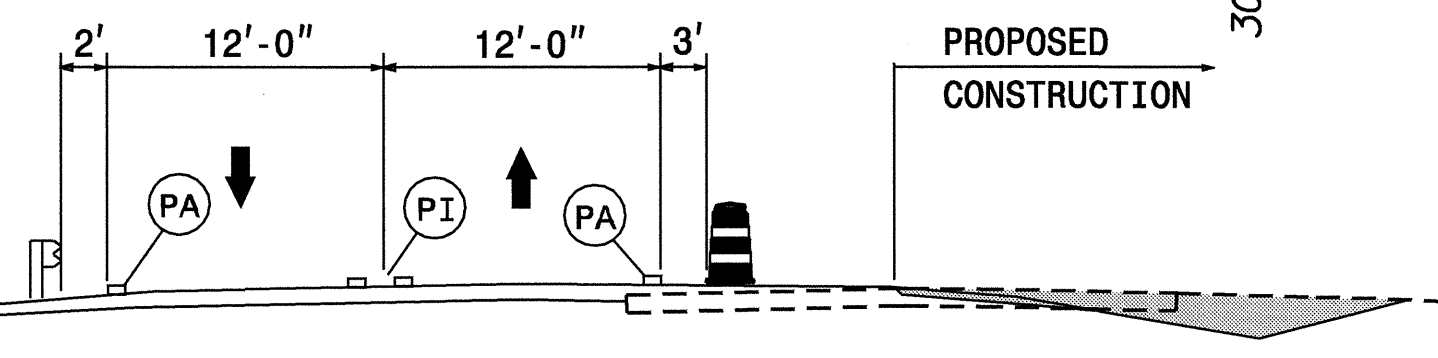
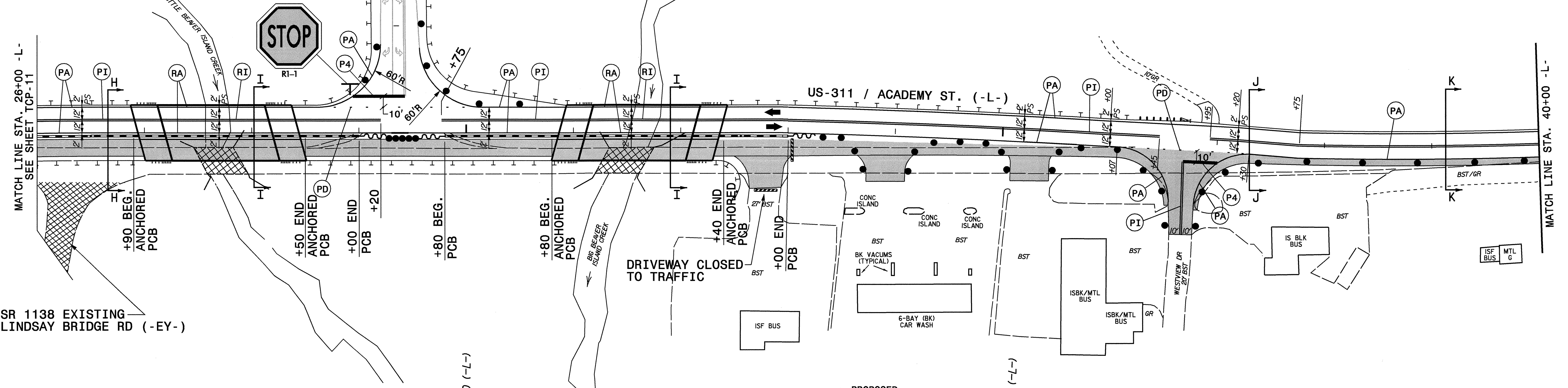
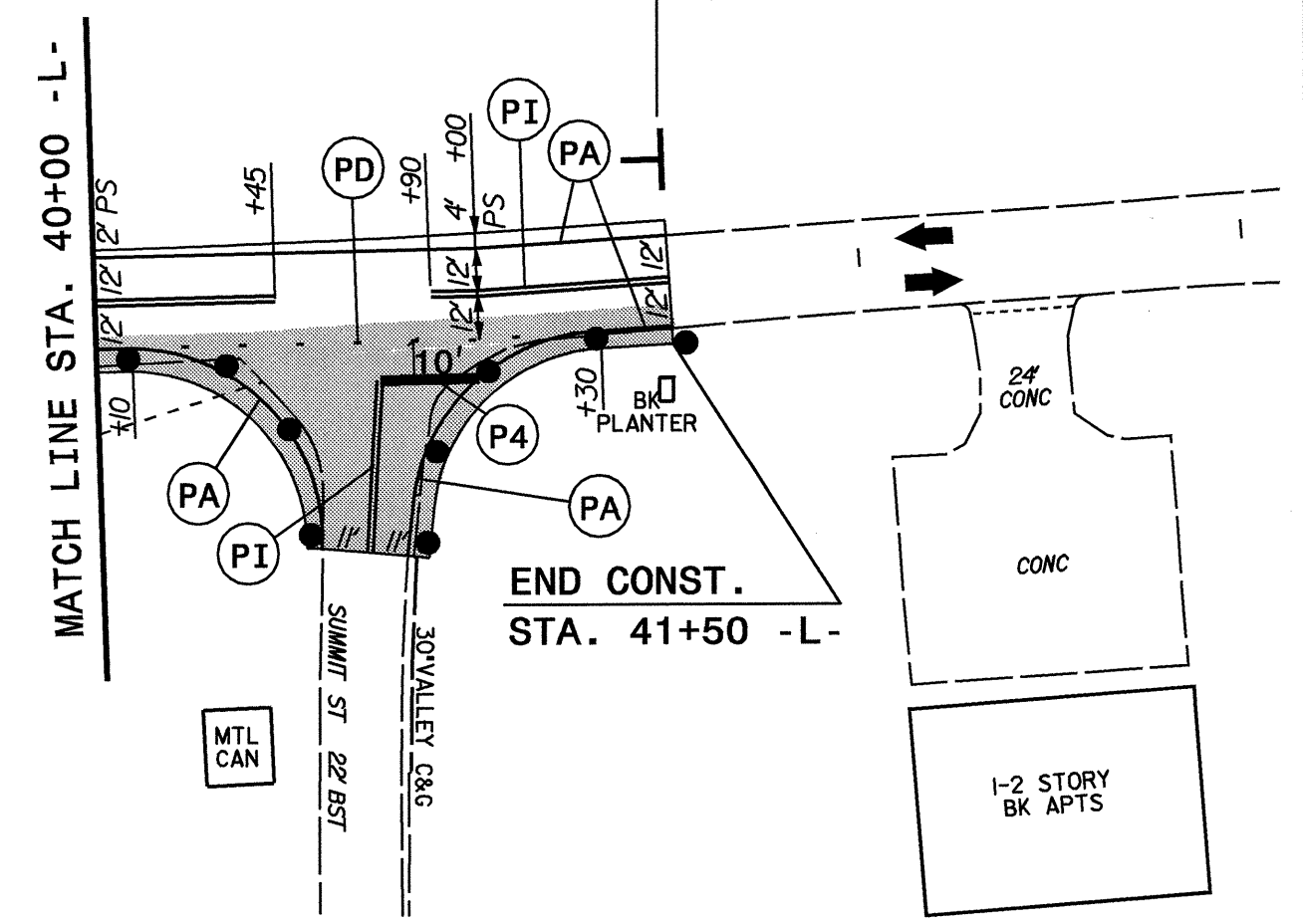
TEMPORARY PAVEMENT MARKING LEGEND	
PAINT	
(PA) WHITE EDGELINE (4")	(QA) (LEFT ARROW)
(PD) 2 FT. WHITE MINISKIP (4")	(QB) (RIGHT ARROW)
(PE) WHITE SOLID LANE LINE (4")	(QC) (STRAIGHT ARROW)
(PI) YELLOW DOUBLE CENTER (4")	
(PV) YELLOW DIAGONAL (8")	
(P4) WHITE STOPBAR (24")	
COLD APPLIED PLASTIC TYPE IV (REM. TAPE)	
(RA) WHITE EDGELINE (4")	
(RI) YELLOW DOUBLE CENTER (4")	
(RV) YELLOW DIAGONAL (8")	

NOTES:

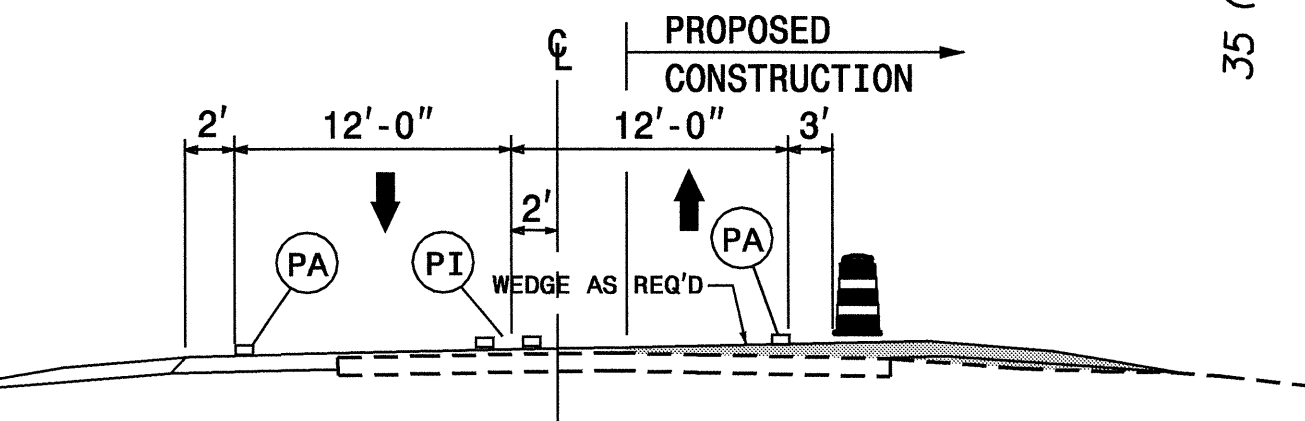
1. SEE ROADWAY STANDARD DRAWING NUMBERS 1250.01 AND 1251.01 FOR PAVEMENT MARKER SPACING AND DETAILS.



SECTION H-H
FROM STA. 25+00+/- -L- TO STA. 35+50+/- -L-



SECTION J-J
FROM STA. 35+50+/- -L- TO STA. 38+50+/- -L-



SECTION K-K
FROM STA. 38+50+/- -L- TO STA. 41+50+/- -L-

APPROVED: [Signature] DATE: 1/22/08

SEAL: [Professional Engineer Seal for G. L. Gettler, No. 8973, State of North Carolina]

PHASE II DETAILS

SCALE: NONE		REVISIONS
DATE: JAN. 08		
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DESIGN BY: KPB		
REVIEWED BY: JWG		

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