See Sheet 1-A For Index of Sheets
See Sheet 1-B For Conventional Symbols

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

LINCOLN & CATAWBA COUNTIES

METRIC

ALL DIMENSIONS IN THESE PLANS ARE IN METERS

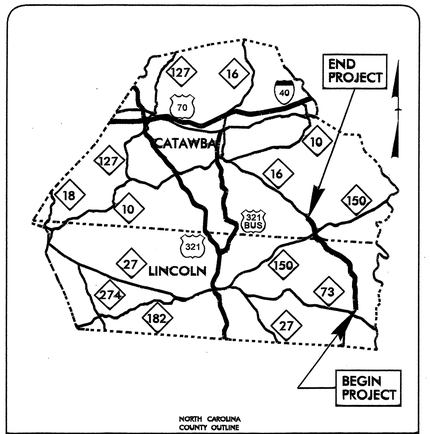
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-2206BA&CA	1	

STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
34383.1.1	STP-F-24-1(34)	P.E.
34383.3.7	STP-0016(39)	CONSTR.

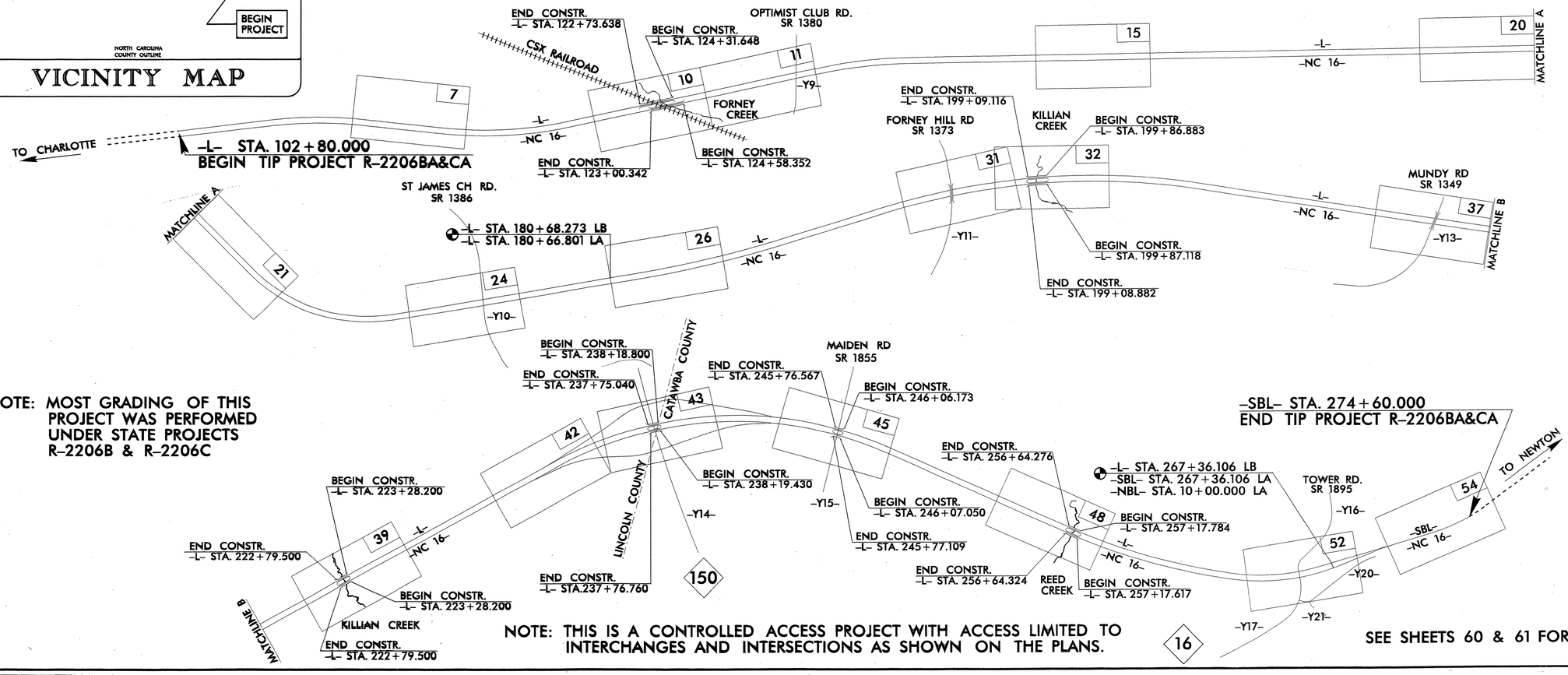
LOCATION: NC 16 BYPASS FROM NORTH OF NC 73 IN LINCOLN CO. TO NC 16 NORTH OF SR 1895 NEAR CHRONICLE IN CATAWBA CO.

TYPE OF WORK: GRADING, DRAINAGE, PAVING, SIGNING AND SIGNALS

NAD 83



VICINITY MAP



NOTE: MOST GRADING OF THIS PROJECT WAS PERFORMED UNDER STATE PROJECTS R-2206B & R-2206C

NOTE: THIS IS A CONTROLLED ACCESS PROJECT WITH ACCESS LIMITED TO INTERCHANGES AND INTERSECTIONS AS SHOWN ON THE PLANS.

SEE SHEETS 60 & 61 FOR DETOUR

PART 2 OF 2

TIP: R2206BA&CA

PROJECT: C201900

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R-2206BA & CA

TIP PROJECT:

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-1

METRIC

PLAN FOR PROPOSED
TRAFFIC CONTROL, MARKING & DELINEATION
LINCOLN & CATAWBA COUNTY

ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS APPEAR IN " METRIC 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
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
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
1205.08	PAVEMENT MARKINGS - SYMBOLS & WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	PAVEMENT MARKER SPACING
1251.01	RAISED PAVEMENT MARKERS (TEMPORARY & PERMANENT)
1253.01	SNOWPLOWABLE RAISED PAVEMENT MARKERS
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
1267.01	FLEXIBLE DELINEATOR INSTALLATION
1267.02	FLEXIBLE DELINEATOR SPACING
1267.03	FLEXIBLE DELINEATOR-INTERCHANGES

INDEX OF SHEETS

SHEET NO.	TITLE
TCP-1	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND AND INDEX OF SHEETS
TCP-2 & TCP-2A	GENERAL NOTES
TCP-3 & TCP-3A	PHASING
TCP-4 THRU TCP-14	PHASE I DETAILS
TCP-15 THRU TCP-19	PHASE II DETAILS
TCP-20	ADVANCED WORK ZONE WARNING SIGNS
PM-1	FINAL PAVEMENT MARKING SCHEDULE
PM-2 THRU 22	FINAL PAVEMENT MARKING PLANS

TEMPORARY PAVEMENT MARKING SCHEDULE

SYMBOL	DESCRIPTION	TEMPORARY PAVEMENT MARKINGS	PAY ITEM QUANITY BREAKDOWN	TOTAL QUANTITY
		PAINT (100MM)		
PA	WHITE EDGELINE		76,640 M	
PB	YELLOW EDGELINE		71,100 M	
PC	3 M. WHITE SKIP		17,500 M	
PD	0.5 M. WHITE MINISKIP		520 M	
PE	WHITE SOLID LANE LINE		2140 M	
PI	YELLOW DOUBLE CENTER		7260 M	
				TOTAL 175,160 M
		PAINT (200MM)		
PR	WHITE GORELINE		10,100 M	
PS	WHITE DIAGONAL		1560 M	
PV	YELLOW DIAGONAL		320 M	
				TOTAL 11,980 M
		PAINT (600MM)		
P4	WHITE STOPBAR		400 M	
				TOTAL 400 M
		PAINT MARKING SYMBOLS		
QA	LEFT TURN ARROW		80 EA	
QB	RIGHT TURN ARROW		100 EA	
QC	STRAIGHT ARROW		20 EA	
				TOTAL 200 EA
		TEMPORARY RAISED PAVEMENT MARKERS		
MH	YELLOW & YELLOW		150 EA	
MI	CRYSTAL & RED		2700 EA	
				TOTAL 2850 EA

LEGEND

GENERAL

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

TRAFFIC CONTROL DEVICES

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

PAVEMENT MARKINGS

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

APPROVED: *John S. Kite Jr.*
DATE: *May 16, 2008*

SEAL

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

PLAN PREPARED BY: N.C.D.O.T. WORK ZONE TRAFFIC CONTROL UNIT

STUART BOURNE, P.E.	TRAFFIC CONTROL ENGINEER
STEVE KITE, P.E.	TRAFFIC CONTROL PROJECT ENGINEER
DON PARKER	TRAFFIC CONTROL PROJECT DESIGN ENGINEER
DOUG JOYNER	TRAFFIC CONTROL DESIGN ENGINEER / TECHNICIAN

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PROJ. REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-2

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 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	DAY AND TIME RESTRICTIONS
1. EXISTING NC 16	MON THRU FRI
2. NC 150 (-Y14-)	7AM TO 9AM AND 4PM TO 6PM
3. OPTIMIST CLUB RD. (-Y9-)	
4. ST. JAMES CHURCH RD. (-Y10-)	

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

ROAD NAME

1. EXISTING NC 16
2. NC 150 (-Y14-)

HOLIDAY

1. FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.

2. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 4:00 PM FRIDAY TO 9:00 AM TUESDAY.

3. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 4:00 PM THE DAY BEFORE INDEPENDENCE DAY AND 9:00 AM THE DAY AFTER INDEPENDENCE DAY.

   IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 4:00 PM THE THURSDAY BEFORE INDEPENDENCE DAY AND 9:00 AM THE TUESDAY AFTER INDEPENDENCE DAY.

4. FOR LABOR DAY, BETWEEN THE HOURS OF 4:00 PM FRIDAY AND 9:00 AM TUESDAY.

C) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	DURATION AND OPERATION
ALL ROADS	7 AM TO 9 AM 4 PM TO 6 PM	15 MINUTES FOR TRAFFIC SHIFTS

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 5 M OF AN 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 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.

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.

PAVEMENT EDGE DROP OFF REQUIREMENTS

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

J) 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) 150 M IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

APPROVED: [signature] DATE: 5/14/08

SEAL

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

GENERAL NOTES

SCALE:	NONE
DATE:	4/2008
DWG. BY:	
DESIGN BY:	
REVIEWED BY:	DAP

REVISIONS	
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GENERAL NOTES

PROJ. REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-2A

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

L) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 12m FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.

M) PROVIDE PERMANENT SIGNING.

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

TRAFFIC CONTROL DEVICES

O) 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.

P) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.

Q) 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

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

ROAD NAME	MARKING	MARKER
NC 150	THERMOPLASTIC	SNOWPLOWABLE
ALL OTHER ROADS AND RAMPS	POLYUREA *	SNOWPLOWABLE

* NOTE: ALL SYMBOLS ON -L-, INCLUDING RAMPS, SHALL BE THERMOPLASTIC.

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

ROAD NAME	MARKING	MARKER
ALL ROADS	PAINT	TEMP. RAISED

T) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS UNLESS NOTED OTHERWISE ON THE PLANS. PLACE A SECOND APPLICATION OF PAINT SIX (6) MONTHS AFTER THE FINAL APPLICATION AND EVERY SIX MONTHS AS DIRECTED BY THE ENGINEER.

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

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

W) TRACE THE PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO INSTALLATION. PLACE CONES TO DELINEATE ANY PROPOSED MONOLITHIC ISLANDS BEFORE INSTALLATION

TEMPORARY / FINAL SIGNALS

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

APPROVED: DATE: 5/14/08

SEAL

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

GENERAL NOTES

SCALE:	NONE
DATE:	4/2008
DWG. BY:	
DESIGN BY:	
REVIEWED BY:	DAP

DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH TRAFFIC ENGINEER

REVISIONS

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PROJECT PHASING

PROJ. REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-3

PHASING SUMMARY

THIS PROJECT IS PHASED TO ALLOW CONSTRUCTION ANYWHERE ALONG THE PROJECT LIMITS. HOWEVER, THERE ARE TWO REQUIREMENTS PERTAINING TO THE OPENING OF CERTAIN SEGMENTS TO TRAFFIC.

FIRST, THE SEGMENT OF -L- FROM NC 73 TO OPTIMIST CLUB RD. (-Y9-) SHALL BE COMPLETED UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AND OPEN TO TRAFFIC WITHIN 270 DAYS OF THE DATE OF AVAILABILITY. (SEE ICT NO. 2 AND LIQUIDATED DAMAGES)

SECOND, COMPLETE -L-, UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AND OPEN TO TRAFFIC FROM OPTIMIST CLUB RD. (-Y9-) TO ST. JAMES CHURCH RD. (-Y10-) WITHIN 360 DAYS OF THE DATE OF AVAILABILITY. (SEE ICT NO. 3 AND LIQUIDATED DAMAGES)

PHASE I

SUMMARY:

BEGIN GRADING/PAVING OPERATIONS THROUGHOUT MOST OF THE PROJECT; OPEN PROJECT FROM NC 73 TO OPTIMIST CLUB RD. WITHIN 270 DAYS OF THE DATE OF AVAILABILITY.

STEP 1 -- INSTALL ADVANCE WARNING SIGNS (SEE TCP-20)

STEP 2 -- BEGIN GRADING AND PAVING OPERATIONS ON NEW LOCATION AS FOLLOWS, UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE:

-- -L- STA. 102+80 +/- TO 129+20+/-
-- -L- STA. 129+80 +/- TO 174+96 +/-
-- -L- STA. 175+40 +/- TO 268+60 +/-
-- ALL RAMPS TO AND FROM NC 150

-- -Y16-, -Y17-, -Y20-(SEE TCP-10, 13 AND 14 AND RSD 1101.02, SHEET 1)

-- -LDET- (SEE TCP-11 AND 12, AND RSD 1101.02, SHEET 1)

ICT NO. 2

STEP 3 -- COMPLETE THE PAVING OF -L- (BOTH DIRECTIONS) UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AS FOLLOWS:

-- -L- STA. 102+80 +/- TO 129+20 +/-
-- -L- STA. 129+80 +/- TO 134+20 +/-

-- CONSTRUCT MONOLITHIC CONCRETE U-TURN ISLAND AND BULB OUT AT THE FOLLOWING LOCATIONS:

-- -L- STA. 126+60 +/-
-- -L- STA. 133+80 +/-

STEP 4 -- PLACE TEMPORARY PAINT PAVEMENT MARKINGS AND TEMPORARY RAISED MARKERS ON -L- AND -Y9- AS FOLLOWS (SEE PM-6 AND TCP-4 THRU TCP-6 AND RSD 1101.02, SHEET 1):

-- -L- STA. 102+80 +/- TO 134+50 +/-
-- -Y9- STA. 11+09 TO 19+84 +/-

STEP 5 -- OPEN -Y9- TO THE INTERMEDIATE TRAFFIC PATTERN DETAILED ON SHEETS TCP-4 THRU 6.

STEP 6 -- CONSTRUCT THE MONOLITHIC CONCRETE ISLANDS AT THE INTERSECTION OF -L- AND -Y9- (SEE RSD 1101.02, SHEET 1)

STEP 7 -- MODIFY THE SIGNAL AT NC 16/NC 73 AND THE PAVEMENT MARKINGS ON NC 73 AND NC 16 NB IN ADVANCE OF NC 73 AND OPEN -L- TO -Y9-. (SEE SIGNAL PLANS, PM-2 THRU PM-5, TCP-7 THRU TCP-9, AND RSD 1101.02, SHEET 3.)

PHASE II

SUMMARY:

CONTINUE CONSTRUCTION AS BEGUN IN PHASE I, STEP 2; OPEN THE PROJECT (BOTH DIRECTIONS) FROM OPTIMIST CLUB RD (-Y9-) TO ST. JAMES CHURCH RD. (-Y11-) WITHIN 360 DAYS OF THE DATE OF AVAILABILITY

STEP 1 -- CONTINUE ALL CONSTRUCTION BEGUN IN PHASE I.

STEP 2 -- COMPLETE THE PAVING OF -L- (BOTH DIRECTIONS UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AS FOLLOWS:

-- -L- STA. 134+50 +/- TO 174+96 +/-
-- -L- STA. 175+40 +/- TO 179+00 +/-

-- CONSTRUCT MONOLITHIC CONCRETE U-TURN ISLAND AND BULB OUT AT THE FOLLOWING LOCATIONS:

-- -L- STA. 170+90 +/-
-- -L- STA. 178+20 +/-

ICT NO. 3

NOTE: STEPS 3 THRU 6 DESCRIBE THE OPENING OF -L- TO ST. JAMES CHURCH RD. (-Y10-). NO DETAIL SHEETS HAVE BEEN INCLUDED. REFER TO PM-11 AND TCP-4 THRU TCP-9 AS THE TRAFFIC CONTROL NECESSARY TO OPEN ST JAMES CHURCH RD. IS SIMILAR TO THE OPENING OF OPTIMIST CLUB RD.

STEP 3 -- PLACE TEMPORARY PAINT PAVEMENT MARKINGS AND TEMPORARY RAISED MARKERS ON -L- AND -Y10- AS FOLLOWS (SEE TCP-7 THRU TCP-9 FOR SIMILAR PATTERN) AND RSD 1101.02, SHEET 1):

-- -L- STA. 134+50 +/- TO 179+00 +/-
-- -Y10- STA. 10+72 TO 18+00 +/-

STEP 4 -- OPEN -Y10- TO AN INTERMEDIATE TRAFFIC PATTERN WITH -Y10- TRAFFIC USING -L- AND THE U-TURNS AT -L- STA. 170+90 +/- AND 178+20 +/- TO GET ACROSS THE INTERSECTION. (SEE TCP-7 THRU 9 FOR SIMILAR PATTERN).

STEP 5 -- CONSTRUCT THE MONOLITHIC CONCRETE ISLANDS AT THE INTERSECTION OF -L- AND -Y10- (SEE RSD 1101.02, SHEET 1)

STEP 6 -- USING LANE CLOSURES, MODIFY THE PAVEMENT MARKINGS ON -L- AT -Y9- TO MATCH THE FINAL PATTERN AND OPEN -L- TO ST. JAMES CHURCH RD. (-Y10-). USE WARNING SIGNS AND DELINEATION/CHANNELIZATION SIMILAR TO THAT USED WHEN OPENING TO OPTIMIST CLUB RD. (-Y9-). (SEE TCP-7 THRU TCP-9, AND RSD 1101.02, SHEET 3)

PHASE III

SUMMARY:

CONTINUE CONSTRUCTION AS BEGUN IN PHASE I, STEP 2; OPEN TOWER RD TO FINAL ALIGNMENT, COMPLETE AND OPEN -LDET-; BEGIN REMAINING -L- CONSTRUCTION

STEP 1 -- CONTINUE ALL CONSTRUCTION BEGUN IN PHASE I.

STEP 2 -- COMPLETE THE PAVING OF -Y16-, -Y17-, AND -Y20- AS BEGUN IN PHASE I, STEP 2, UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.

STEP 3 -- WORK IN A CONTINUOUS MANNER TO COMPLETE THE FOLLOWING IN A SINGLE WORK PERIOD:

-- USING FLAGGERS, TIE IN THE PROPOSED ALIGNMENT OF -Y16- WITH EXISTING TOWER RD. AND -Y20- WITH EXISTING NC 16. COMPLETE THE PLACEMENT OF TEMPORARY PAINT PAVEMENT MARKINGS AND OPEN -Y16-, -Y17-, AND -Y20- TO THE INTERMEDIATE TRAFFIC PATTERN DETAILED ON SHEETS TCP-15, 18 AND 19. (SEE RSD 1101.02, SHEET 1)

PHASE III (CON'T.)

STEP 4 -- COMPLETE THE PAVING OF -LDET- AS BEGUN IN PHASE I, STEP 2, UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. AS MUCH AS POSSIBLE WITHOUT INTERFERING WITH TRAFFIC ON EXISTING NC 16 , PLACE TEMPORARY PAINT PAVEMENT MARKINGS FOR THE INTERMEDIATE TRAFFIC PATTERN DETAILED ON TCP-16 AND 17.

STEP 5 -- WORK IN A CONTINUOUS MANNER TO COMPLETE THE FOLLOWING IN A SINGLE WORK PERIOD:

-- USING FLAGGERS, TIE IN THE PROPOSED ALIGNMENT OF -LDET- WITH EXISTING NC 16. COMPLETE THE PLACEMENT OF TEMPORARY PAINT PAVEMENT MARKINGS AND OPEN -LDET- TO THE INTERMEDIATE TRAFFIC PATTERN DETAILED ON SHEETS TCP-16 AND 17. (SEE RSD 1101.02, SHEET 1)

STEP 6 -- BEGIN CONSTRUCTION OF -L- (BOTH DIRECTIONS) UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM -L- STA. 268+60 +/- TO STA. 274+55 +/-. (SEE TCP-15 THRU TCP-17 AND RSD 1101.02, SHEET 1)

NOTE: STEPS 7 THRU 10 DESCRIBE THE CONSTRUCTION OF THE MONOLITHIC CONCRETE ISLANDS AT THE INTERSECTION OF -L- AND TOWER RD. NO DETAIL SHEETS HAVE BEEN INCLUDED. REFER INSTEAD TO THE FINAL PM PLAN AND SHEETS TCP-7 THRU TCP-9 AS THE TRAFFIC CONTROL SET UP IS SIMILAR.

STEP 7 -- COMPLETE THE PAVING OF -L- (BOTH DIRECTIONS) IN THE FOLLOWING LOCATIONS, UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE:

-- -L- STA. 261+00 +/- TO STA. 266+58+/-
-- -L- STA. 267+22 +/- TO 269+00 +/-

-- CONSTRUCT MONOLITHIC CONCRETE U-TURN ISLAND AND BULB-OUT AT THE FOLLOWING LOCATIONS:

-- -L- STA. 261+20 +/-
-- -L- STA. 268+80 +/-

STEP 8 -- PLACE TEMPORARY PAINT PAVEMENT MARKINGS AND TEMPORARY RAISED MARKERS ON -L-, -Y16- AND -Y17- IN THE FINAL PATTERN (SEE PM-19 AND 20 AND RSD 1101.01, SHEET 1)

STEP 9 -- PLACE TOWER RD. (-Y16- AND -Y17-) IN AN INTERMEDIATE TRAFFIC PATTERN USING -L- AND THE U-TURNS AT -L- STA. 261+20 +/- AND 268+80 +/- TO GET ACROSS THE INTERSECTION. (SEE TCP-9 THRU 11 FOR SIMILAR PLACEMENT OF TRAFFIC CONTROL DEVICES.)

STEP 10 -- CONSTRUCT THE MONOLITHIC CONCRETE ISLANDS AT THE INTERSECTION OF -L- AND -Y16-/-Y17-. (SEE RSD 1101.02, SHEET 1)

APPROVED: [signature] DATE: 5/14/08

SEAL

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

PROJECT PHASING

SCALE:	NONE
DATE:	MAY 08
DWG. BY:	
DESIGN BY:	DAP
REVIEWED BY:	JSK

DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH

REVISIONS

CADD FILE

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PROJECT PHASING (CON'T.)

PROJ. REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-3A

PHASE IV

SUMMARY:

OPEN THE ENTIRE PROJECT (BOTH DIRECTIONS) TO THE FINAL PATTERN; PLACE FINAL WEARING SURFACE AND MARKINGS

STEP 1 -- CONTINUE ALL CONSTRUCTION AS BEGUN IN PHASE I.

NOTE: STEPS 2,3, AND 4 MAY BE PERFORMED CONCURRENTLY

STEP 2 -- COMPLETE THE PAVING OF -L- (BOTH DIRECTIONS) UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AS FOLLOWS AND PLACE TEMPORARY PAINT PAVEMENT MARKINGS IN THE FINAL PATTERN AS FOLLOWS:

-- -L- STA. 179+00+/- TO 261+00 +/-
-- RAMPS A, B, C AND D AT NC 150

STEP 3 -- REMOVE AND REPLACE FINAL PAVEMENT MARKINGS ON NC 150 FOR THE FINAL PATTERN. INSTALL TRAFFIC SIGNALS IN ACCORDANCE WITH THE SIGNAL PLANS AND BAG HEADS UNTIL ACTIVATION. KEEP RAMPS CLOSED WITH TYPE III BARRICADES AND DRUMS. (SEE RSD 1101.02, SHEET 1)

STEP 4 -- COMPLETE THE PAVING OF -L- AS BEGUN IN PHASE III, STEP 6 FROM -L- STA. 269+00 +/- TO 274+55 +/- AND PLACE TEMPORARY PAINT PAVEMENT MARKINGS IN THE FINAL TRAFFIC PATTERN.

STEP 5 -- OPEN THE PROJECT TO THE FINAL PATTERN IN THE FOLLOWING SEQUENCE OR AS DIRECTED BY THE ENGINEER

A. WORK IN A CONTINUOUS MANNER TO COMPLETE THE FOLLOWING IN A SINGLE WORK PERIOD:

REMOVE AND REPLACE TEMPORARY PAVEMENT MARKINGS AT -Y10- TO MATCH THE FINAL PATTERN. USE DRUMS AND BARRICADES TO MAINTAIN THE EXISTING PATTERN AT THE CONCLUSION OF THE WORKDAY

B. WORK IN A CONTINUOUS MANNER TO COMPLETE THE FOLLOWING IN A SINGLE WORK PERIOD:

1. USING FLAGGERS AND A PILOT VEHICLE, TIE IN THE PROPOSED ALIGNMENT OF -L- WITH EXISTING NC 16. COMPLETE THE PLACEMENT OF TEMPORARY PAINT PAVEMENT MARKINGS.

2. ACTIVATE THE SIGNALS AT NC 150 RAMPS, PULL BARRICADES, AND OPEN THE ENTIRE PROJECT TO THE FINAL TRAFFIC PATTERN.

3. CLOSE -LDET-

STEP 6 -- USING FLAGGERS, REMOVE -LDET-. (SEE RSD 1101.02, SHEET 1)

STEP 7 -- USING FLAGGERS AND ALTERNATING LANE CLOSURES, PLACE THE FINAL LAYER OF SURFACE COURSE AND FINAL PAVEMENT MARKINGS/MARKERS THROUGHOUT THE PROJECT LIMITS. (SEE FINAL PM PLAN, AND RSD 1101.02 SHEET 1 AND 3

STEP 8 -- REMOVE ALL TRAFFIC CONTROL DEVICES

APPROVED: John S. Kite Jr. DATE: 5/14/08

SEAL

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

PROJECT PHASING

SCALE:	NONE
DATE:	MAY 08
DWG. BY:	
DESIGN BY:	DAP
REVIEWED BY:	JSK

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH

REVISIONS

CADD FILE

16-MAY-2008 09:53
\\Dot\dfsroot\Proj\tipprojects-rv\r2206bc\traffic\trafficcontrol\top\r-2206bc phasing.dgn
daparker AT WZTC24100

PROJ. REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-4

NOTES

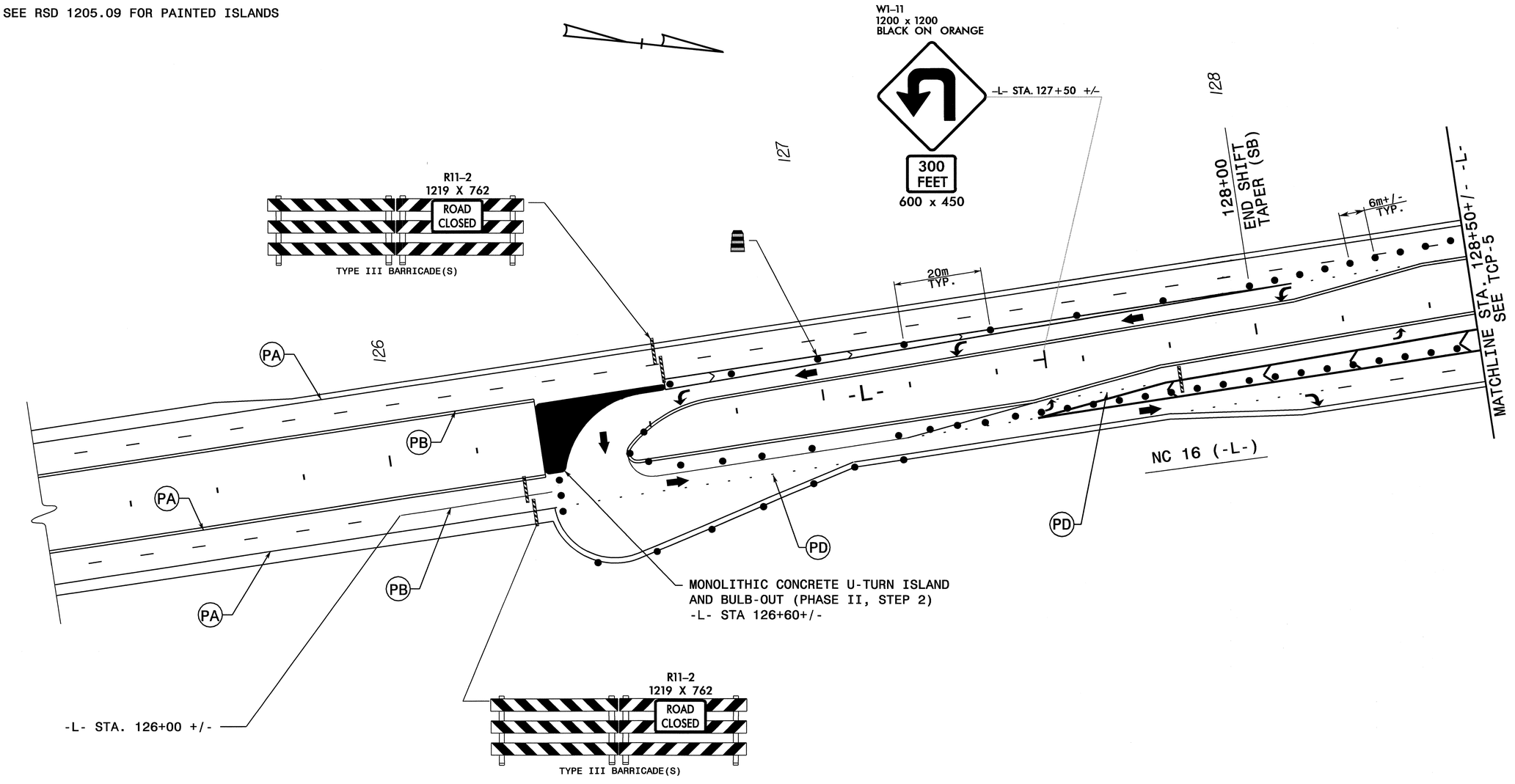
FOR NC 16 (-L-), SOUTHBOUND, PLACE TEMPORARY PAINT (2 APPLICATIONS) IN THE FINAL PATTERN FROM NC 73 TO -L- STA. 134+20+/- (SEE PM PLANS)

FOR NC 16 (-L-) NORTHBOUND, PLACE TEMPORARY PAINT (2 APPICATIONS) IN THE FINAL PATTERN FROM NC 73 TO -L- STA. 126+00+/- (SEE PM PLANS)

FOR OPITIMIST CLUB ROAD, PLACE TEMPORARY MARKINGS IN THE FINAL PATTERN

SEE RSD 1250.01 AND 1251.01 FOR TEMPORARY RAISED PAVEMENT MARKERS

SEE RSD 1205.09 FOR PAINTED ISLANDS



APPROVED: _____ DATE: 5/14/08

SEAL

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

PHASE I
ISLAND CONSTRUCTION AT OPTIMIST CLUB RD. AND NC 16

SCALE:	NONE
DATE:	3/08
DWG. BY:	DVJ
DESIGN BY:	DVJ
REVIEWED BY:	DAP

DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH TRAFFIC ENGINEER

REVISIONS

CADD FILE

15-MAY-2008 14:18
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derichardson AT WZTC23460

PROJ. REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-5

METRIC

ISLAND CONSTRUCTION

POSITION CMS 150M IN ADVANCE OF STOP SIGN

MESSAGE NO. 1	MESSAGE NO. 2
NEW TRAFFIC PATTERN	STOP 500 FT. AHEAD

CHANGEABLE MESSAGE SIGN

SEE SIGNING PLANS

STOP

MATCHLINE STA. 15+20+/- -Y9-

OPTIMIST CLUB RD (-Y9-)

15+00

129

130

131

16+00

-L- STA 129+80+/-

129+00 BEGIN SHIFT TAPER (SB)

PA PB PC PD PE PP P4

6m+/- TYP.

SEE TCP-4 STA. 128+50+/- -L-

BREAKLINE

20m +/- TYP.

130+90 BEGIN SHIFT TAPER (SB)

MATCHLINE STA. 131+70+/- -L- SEE TCP-6

-L- STA 129+20+/-

OPTIMIST CLUB RD (-Y9-)

17+00

MATCHLINE STA. 17+50+/- -Y9-

18+00

SEE SIGNING PLANS

STOP

POSITION CMS 150M IN ADVANCE OF STOP SIGN

MESSAGE NO. 1	MESSAGE NO. 2
NEW TRAFFIC PATTERN	STOP 500 FT. AHEAD

CHANGEABLE MESSAGE SIGN

INSTALL PROPOSED SIGNING ALONG OPTIMIST CLUB RD. (-Y9-) PRIOR TO OPENING THIS TRAFFIC PATTERN SEE SIGNING PLANS

APPROVED: DATE: 5/14/08

SEAL

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

PHASE I ISLAND CONSTRUCTION AT OPTIMIST CLUB RD. AND NC 16

SCALE:	NONE
DATE:	3/08
DWG. BY:	DVJ
DESIGN BY:	DVJ
REVIEWED BY:	DAP

DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH

REVISIONS

CADD FILE

15-MAY-2008 14:19
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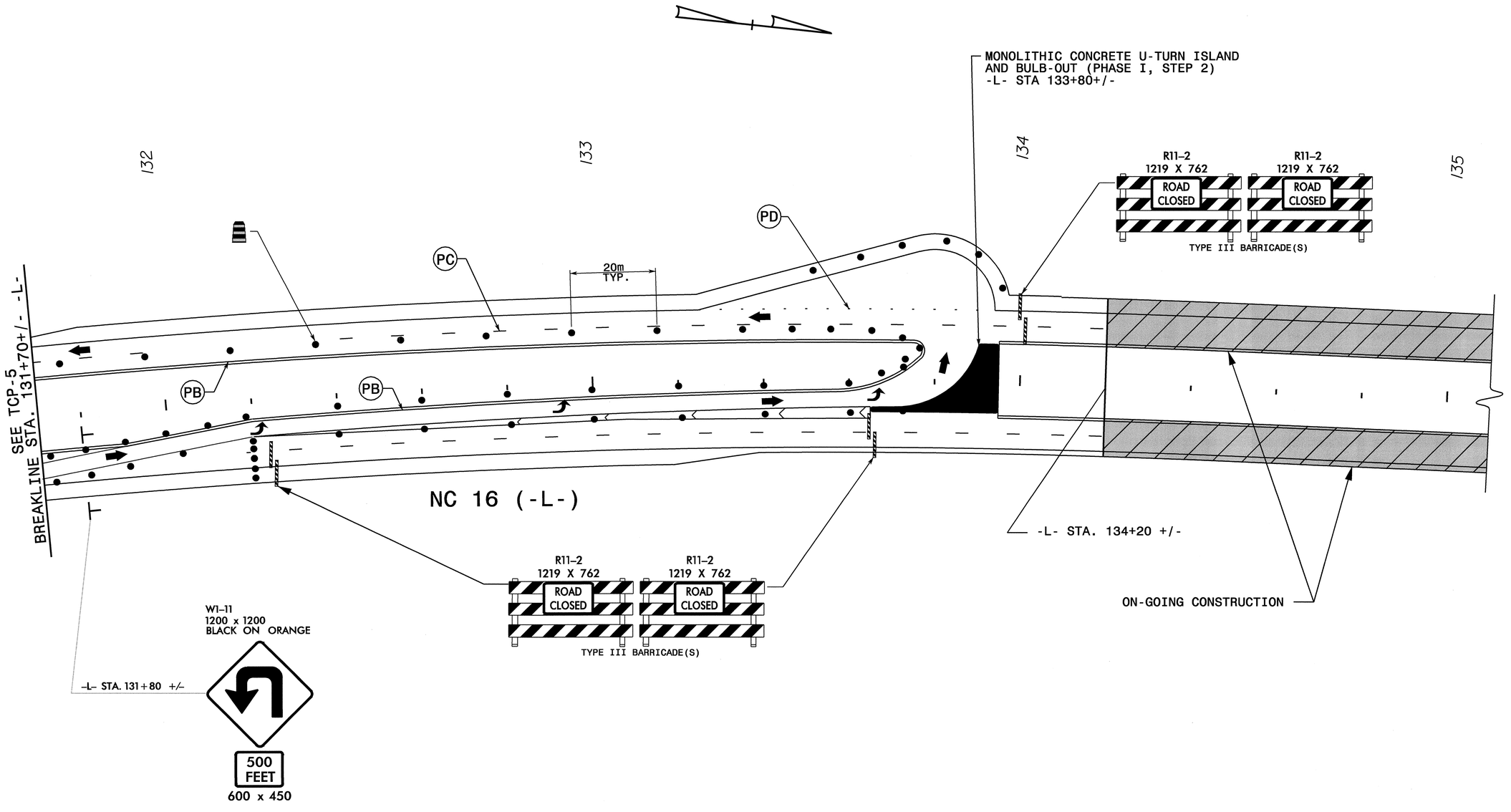
derichardson AT WZTC23T460

PROJ. REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-6



APPROVED: [signature] DATE: 5/14/08

SEAL

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

PHASE I
ISLAND CONSTRUCTION AT OPTIMIST CLUB RD. AND NC 16

SCALE:	NONE
DATE:	3/08
DWG. BY:	DVJ
DESIGN BY:	DVJ
REVIEWED BY:	DAP

REVISIONS

CADD FILE

15-MAY-2008 14:55
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derichardson AT WZTC237460

PROJ. REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-7

Note: UPON OPENING THE BYPASS FROM NC 73 TO OPTIMIST CLUB RD. (PHASE I STEP 7), COVER OR REMOVE ANY CONFLICTING "ALL EXIT" SIGNAGE IN ADVANCE OF NC 73. PLACE A CMS BOARD ½ MILE IN ADVANCE OF NC 73 WITH THE FOLLOWING MESSAGING:

MESSAGE NO. 1	MESSAGE NO. 2
NC 16 BYPASS	OPEN TO OPTIMIST CLUB RD

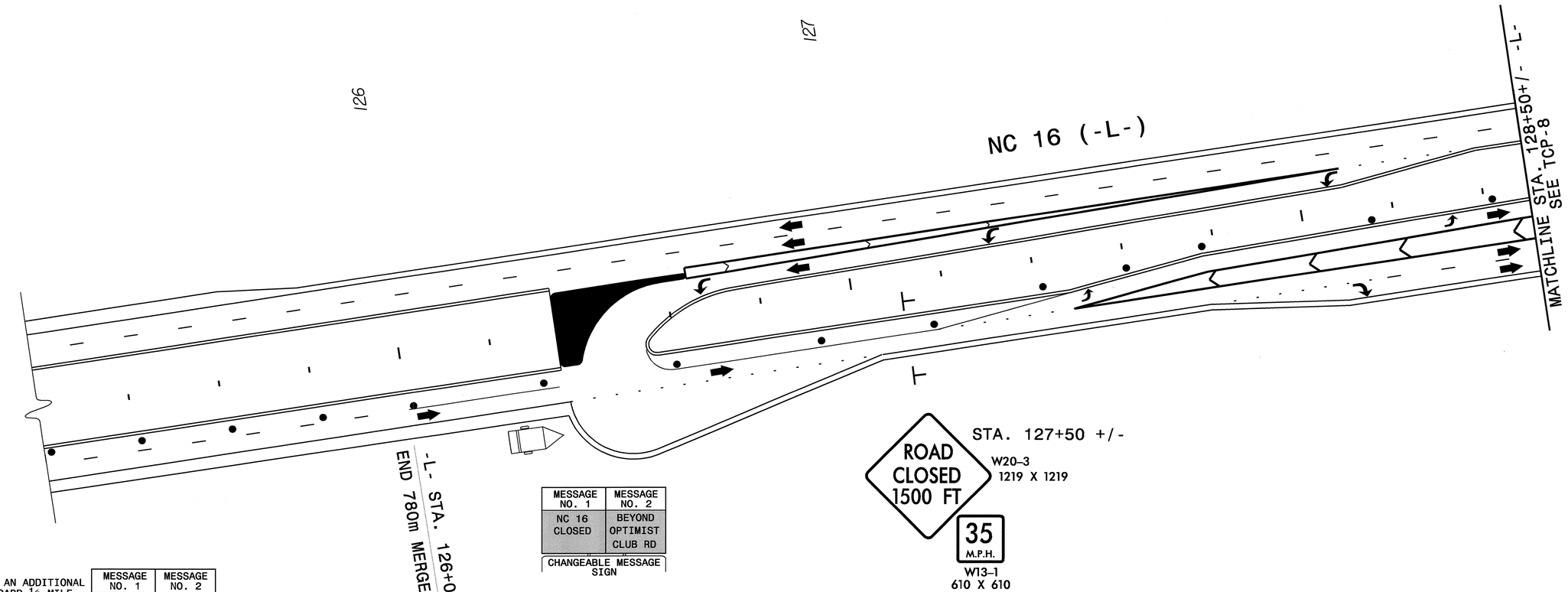
CHANGEABLE MESSAGE SIGN

UPON OPENING THE BYPASS TO ST. JAMES CHURCH RD. (PHASE II, STEP 6), REVISE MESSAGE NO. 2 TO READ: "OPEN TO ST. JAMES CHURCH RD."

126

127

128



MESSAGE NO. 1	MESSAGE NO. 2
NC 16 CLOSED	BEYOND OPTIMIST CLUB RD

CHANGEABLE MESSAGE SIGN

PLACE AN ADDITIONAL CMS BOARD ½ MILE IN ADVANCE OF THE STANDARD CMS THAT READS AS FOLLOWS:

MESSAGE NO. 1	MESSAGE NO. 2
NC 16 CLOSED	ONE MILE AHEAD

CHANGEABLE MESSAGE SIGN

SEE RSD 1101.02, SHEET 3 FOR LEFT LANE CLOSURE (SEE CMS NOTE)

APPROVED: [signature] DATE: 9/7/08

SEAL

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

PHASE I OPENING OF NC 16 -L- TO OPTIMIST CLUB RD. (-Y9-)

SCALE:	NONE
DATE:	3/08
DWG. BY:	DVJ
DESIGN BY:	DVJ
REVIEWED BY:	DAP

DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH

REVISIONS	
CADD FILE	

06-AUG-2008 09:33
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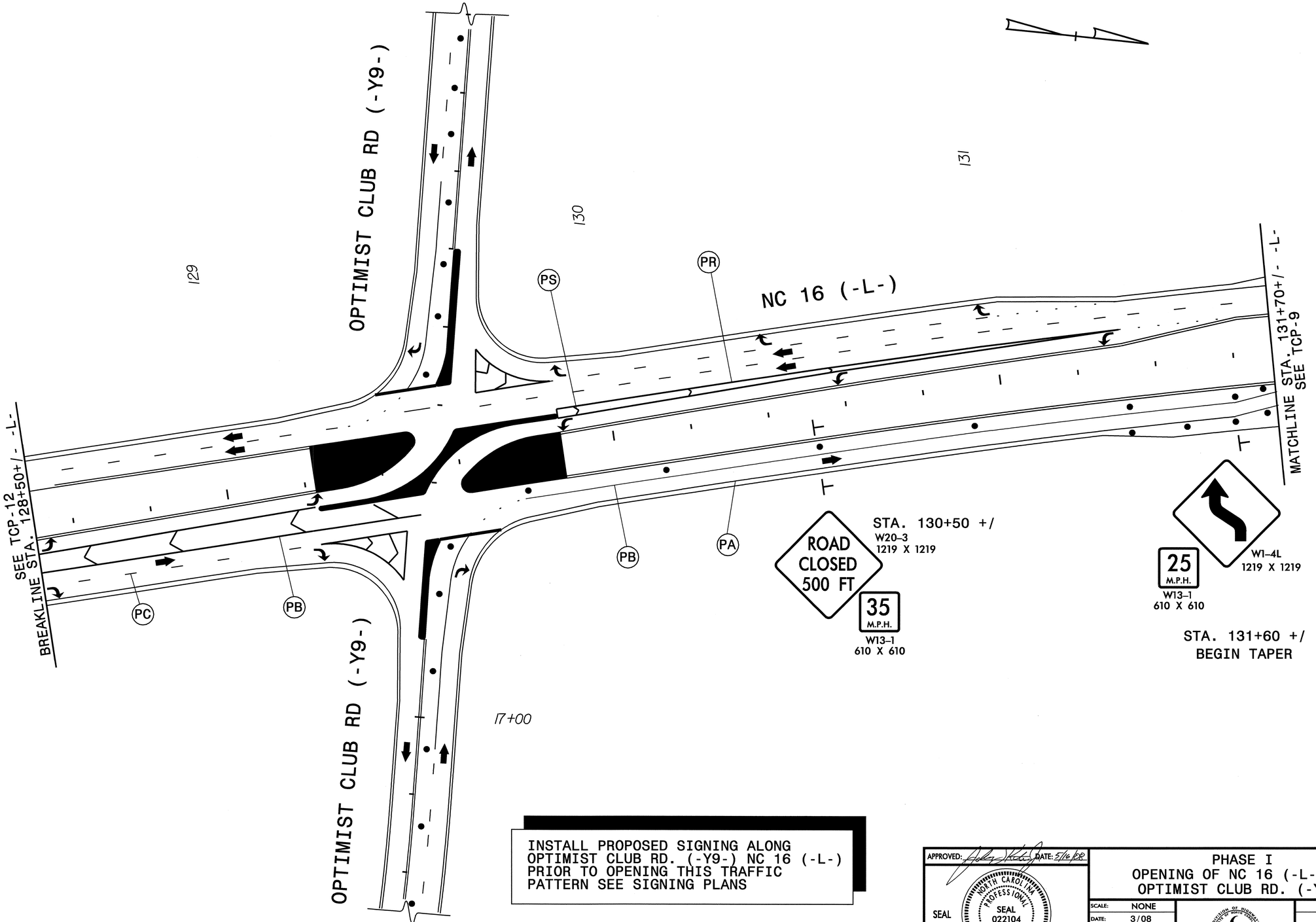
douglovner AT WZ1C24749

PROJ. REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-8



INSTALL PROPOSED SIGNING ALONG OPTIMIST CLUB RD. (-Y9-) NC 16 (-L-) PRIOR TO OPENING THIS TRAFFIC PATTERN SEE SIGNING PLANS

APPROVED: [signature] DATE: 5/16/08

SEAL

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

PHASE I
OPENING OF NC 16 (-L-) TO OPTIMIST CLUB RD. (-Y9-)

SCALE:	NONE
DATE:	3/08
DWG. BY:	DVJ
DESIGN BY:	DVJ
REVIEWED BY:	DAP

REVISIONS	
CADD FILE	

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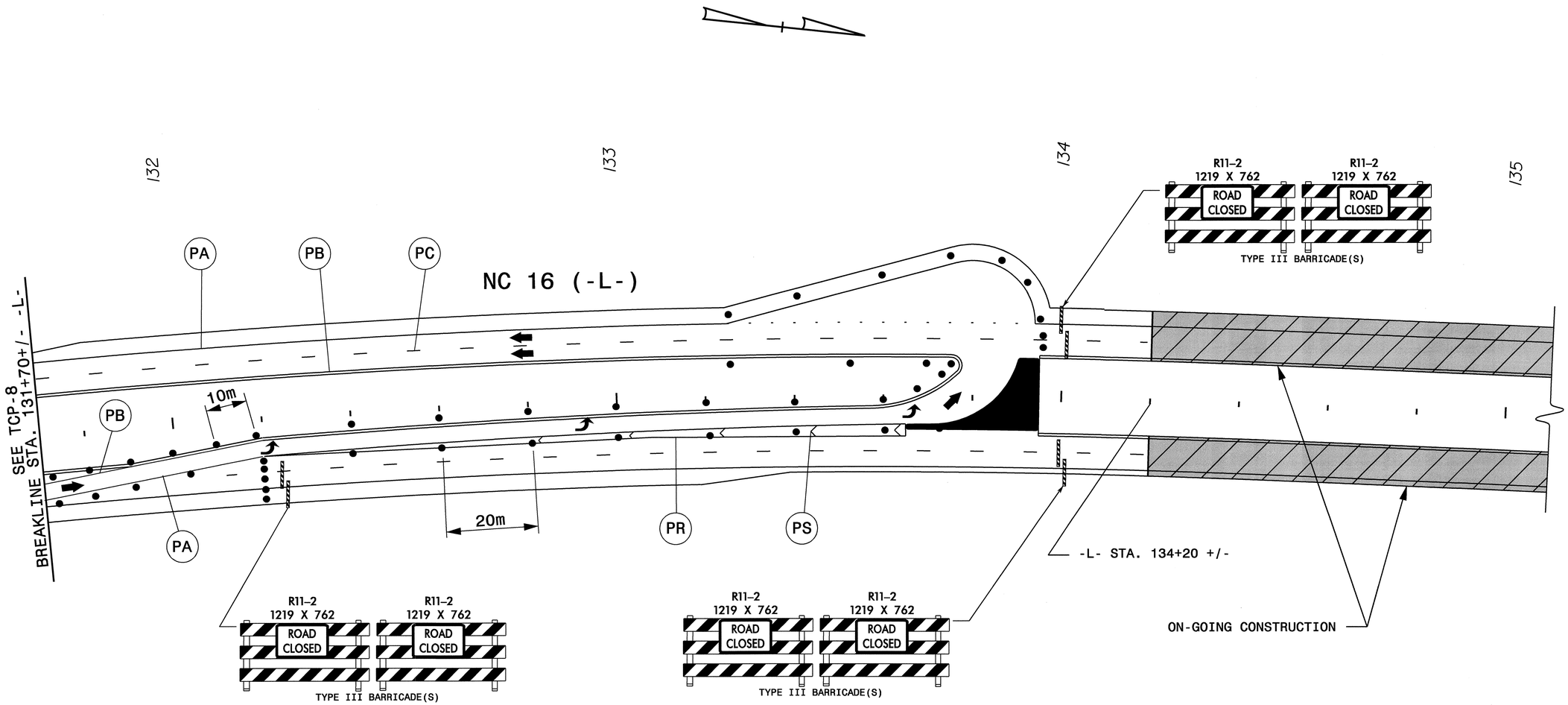
derichardson AT WZTC237460

PROJ. REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-9



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derichardson AT WZTC237460

APPROVED: DATE: 5/14/08

SEAL

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

PHASE I
OPENING OF NC 16 (-L-) TO OPTIMIST CLUB RD.

SCALE:	NONE
DATE:	3/08
DWG. BY:	DVJ
DESIGN BY:	DVJ
REVIEWED BY:	DAP

DIVISION OF HIGHWAYS - STATE OF NORTH CAROLINA - TRAFFIC CONTROL

REVISIONS

CADD FILE

PROJ. REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-10

METRIC

MATCHLINE STA. 12+40+/- -Y16-
SEE SHT. TCP-14

SR 1895
TOWER ROAD

-Y16-

13

NAD 83

STA. 266+58+/- -L-

STA. 267+22+/- -L-

STA. 268+60+/- -L-

-L- NC 16

266

14

-L- 267

-SBL- 268

269

BREAKLINE STA. 265+60+/- -L-

-NBL-

BREAKLINE SEE SHEET TCP-11

-Y17-

MATCHLINE STA. 10+80+/- -Y17-
SEE SHEET TCP-13

MATCHLINE
STA. 11+00+/- -Y20-
SEE SHT. TCP-13

10

-LDET-

25m
TYP.

EXIST. NC 16

-Y20-

APPROVED: [signature] DATE: 5/16/08

SEAL

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

PHASE I DETAILS

SCALE:	NONE
DATE:	2/08
DWG. BY:	DVJ
DESIGN BY:	DVJ
REVIEWED BY:	DAP

DIVISION OF HIGHWAYS
TRAFFIC ENGINEERING BRANCH
TRAFFIC CONTROL UNIT

REVISIONS	
CADD FILE	

15-MAY-2008 14:21
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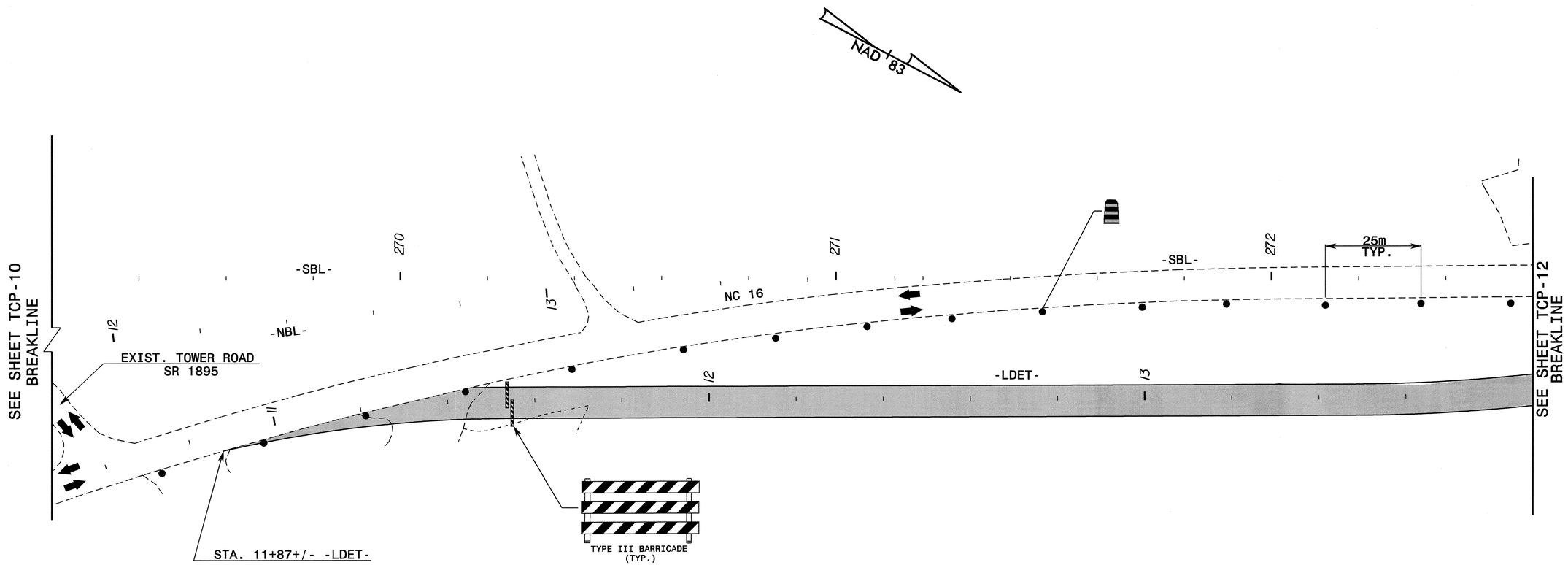
derichardson AT WZTC257460

PROJ. REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-11



APPROVED: DATE: 5/14/08

SEAL

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

PHASE I DETAILS

SCALE:	NONE
DATE:	2/08
DWG. BY:	DVJ
DESIGN BY:	DVJ
REVIEWED BY:	DAP

REVISIONS

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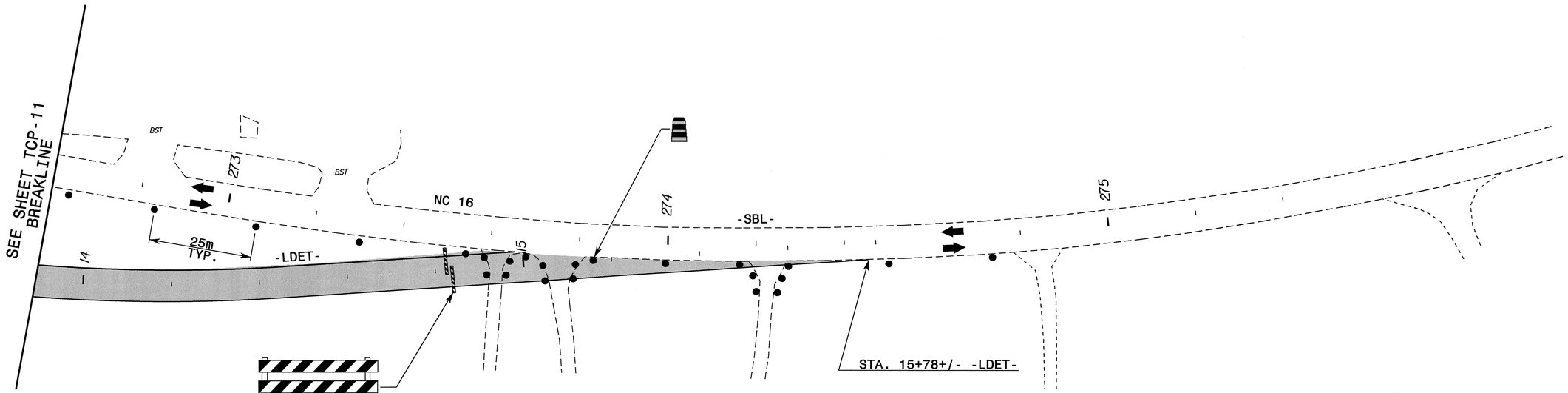
derichardson AT WZTC237460

PROJ. REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-12

NAD 83



APPROVED: [signature] DATE: 5/14/08

SEAL

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

PHASE I DETAILS

SCALE:	NONE
DATE:	2/08
DWG. BY:	DVJ
DESIGN BY:	DVJ
REVIEWED BY:	DAP

DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH TRAFFIC ENGINEER

REVISIONS	
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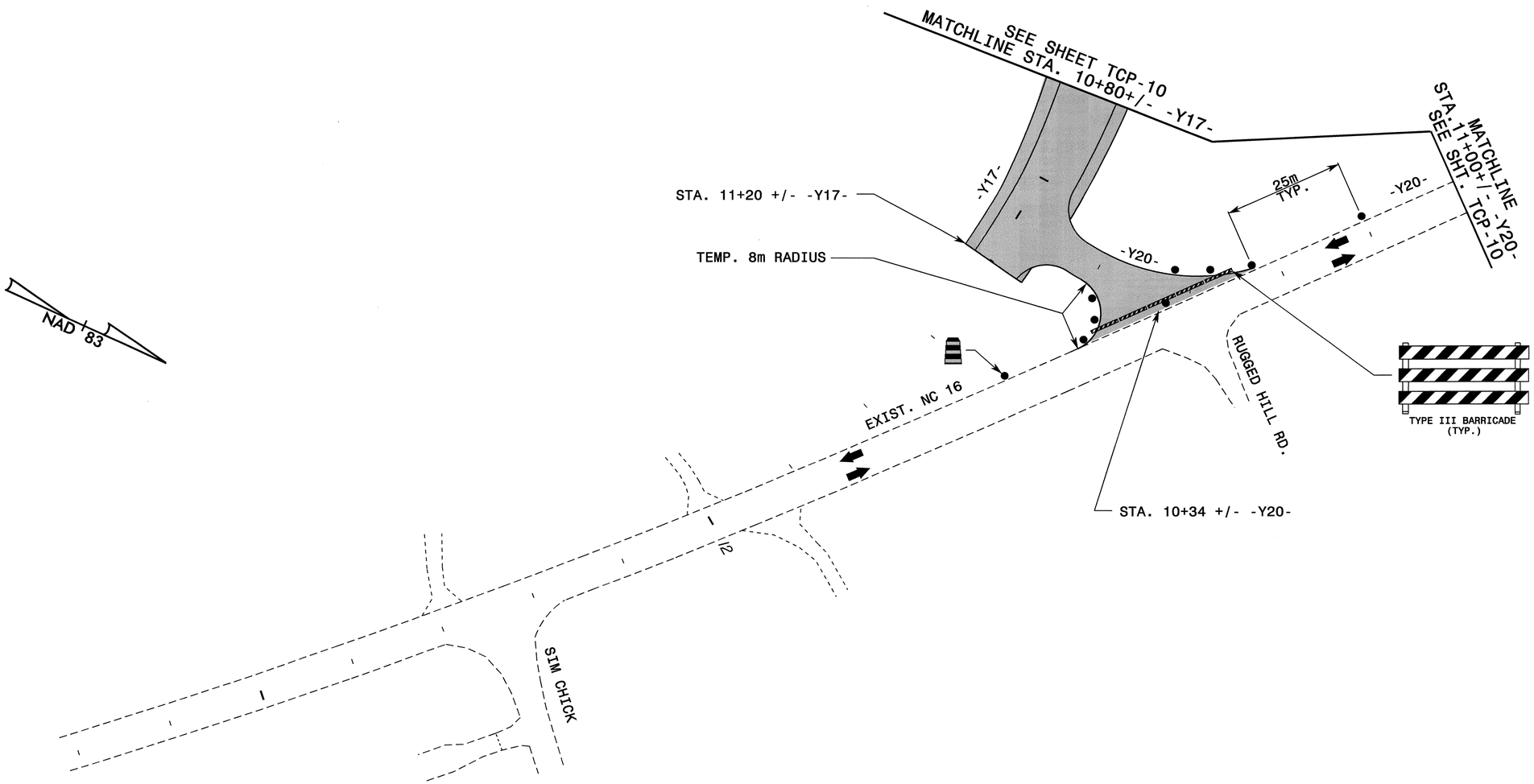
derichardson AT WZTC231460

PROJ. REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-13



APPROVED: [signature] DATE: 5/14/08

SEAL

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

PHASE I DETAILS

SCALE:	NONE
DATE:	2/08
DWG. BY:	DVJ
DESIGN BY:	DVJ
REVIEWED BY:	DAP

REVISIONS

CADD FILE

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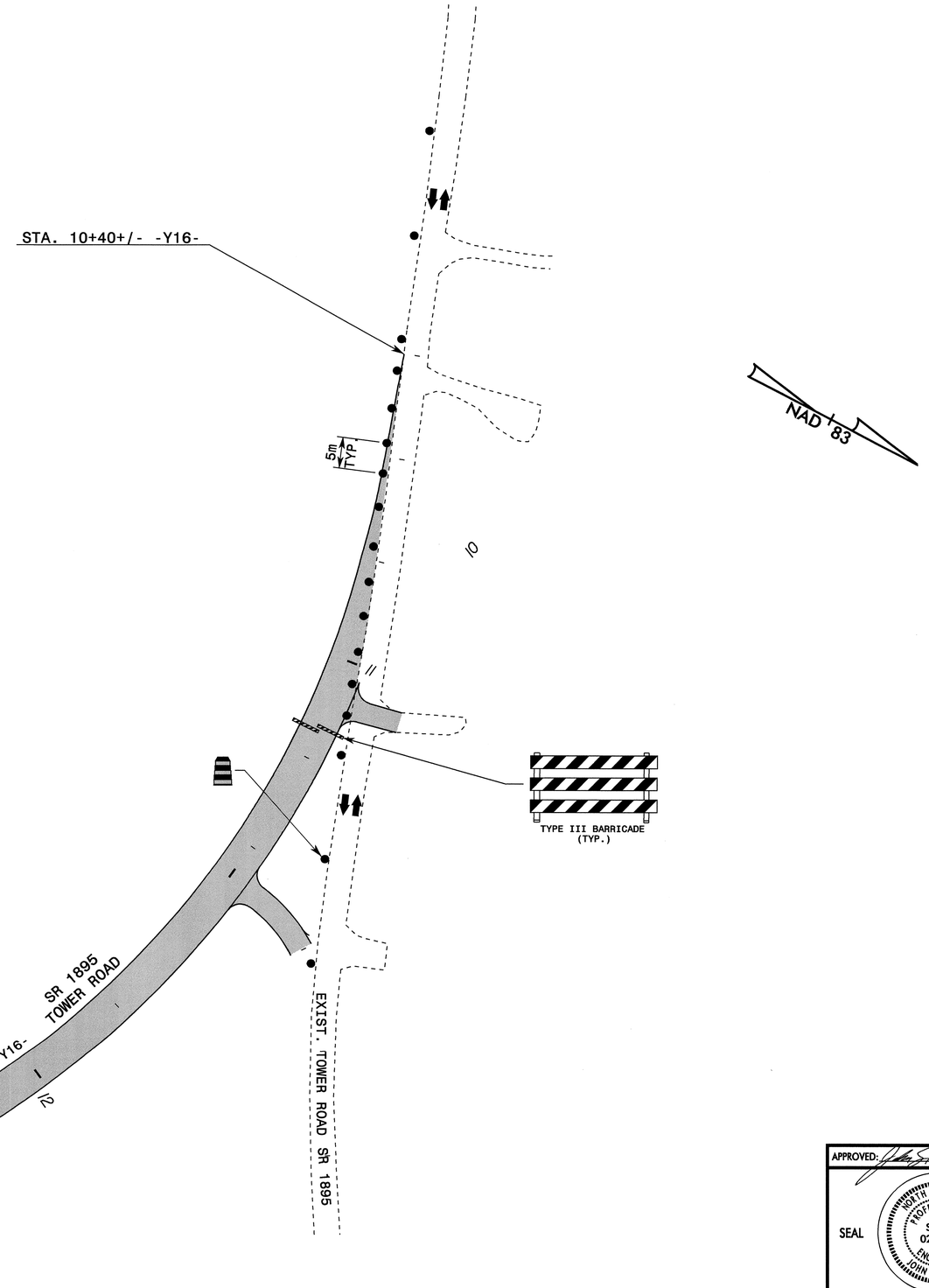
derichardson AT WZTC237460

PROJ. REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-14



APPROVED: _____ DATE: 5/14/08

SEAL

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

PHASE I DETAILS

SCALE:	NONE
DATE:	2/08
DWG. BY:	DVJ
DESIGN BY:	DVJ
REVIEWED BY:	DAP

DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH TRAFFIC CONTROL UNIT

REVISIONS

CADD FILE

15-MAY-2008 14:24
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derichardson AT WZ1023460

PROJ. REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-15

METRIC

STA. 12+40+/- -Y16-
MATCHLINE
SEE SHT. TCP-19

PA

3.6m
3.6m

SR 1895
TOWER ROAD

30m
TYP.

-Y16-

13

PA

PI

10m
TYP.

TYPE III BARRICADE
(TYP.)

NAD 83

STA. 266+58+/- -L-

STA. 265+60+/- -L-

-L- NC 16

266

BREAKLINE STA.

2m
TYP.

PA

14

-L-

28

PA

STA. 267+22+/- -L-

STA. 268+60+/- -L-

ON-GOING CONSTRUCTION

-SBL-

268

269

BREAKLINE

SEE SHEET TCP-16

-NBL-

W3-1A
1219 X 1219

PA

T

T

PA

10m
TYP.

-Y17-

PI

MATCHLINE STA. 10+55+/- -Y17-
SEE SHEET TCP-18

TYPE III BARRICADE
(TYP.)

W1-2R
1219 X 1219

45
M.P.H.
W13-1
610 X 610

25m
TYP.

10

-LDET-

EXIST. NC 16

-Y20- STA. 11+70+/-

-Y20-

MATCHLINE
STA. 11+00+/- -Y20-
SEE SHT. TCP-18

APPROVED: DATE: 5/14/08

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE III

PHASE III DETAILS

SCALE:	NONE
DATE:	2/08
DWG. BY:	DVJ
DESIGN BY:	DVJ
REVIEWED BY:	DAP

DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH TRAFFIC CONTROL UNIT

REVISIONS

CADD FILE

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derichardson AT WZTC23T460

PROJ. REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-16

NAD 83

TYPE III BARRICADE
(TYP.)

-SBL-

270

271

-SBL-

272

SEE SHEET TCP-15
BREAKLINE

SEE SHEET TCP-17
BREAKLINE

12

13

NC 16

-NBL-

PA

-LDET-

25m
TYP.

EXIST. TOWER ROAD
SR 1895

12

3.6m

3.6m

PI

PA

STA. 11+87+/- -LDET-

R11-2
1219 X 762
ROAD
CLOSED

TYPE III BARRICADE
(TYP.)

APPROVED: _____ DATE: 5/16/08

SEAL

NORTH CAROLINA
PROFESSIONAL
SEAL
022104
ENGINEER
JOHN S. KITE III

PHASE III DETAILS

SCALE:	NONE
DATE:	2/08
DWG. BY:	DVJ
DESIGN BY:	DVJ
REVIEWED BY:	DAP

REVISIONS	
CADD FILE	

15-MAY-2008 14:25
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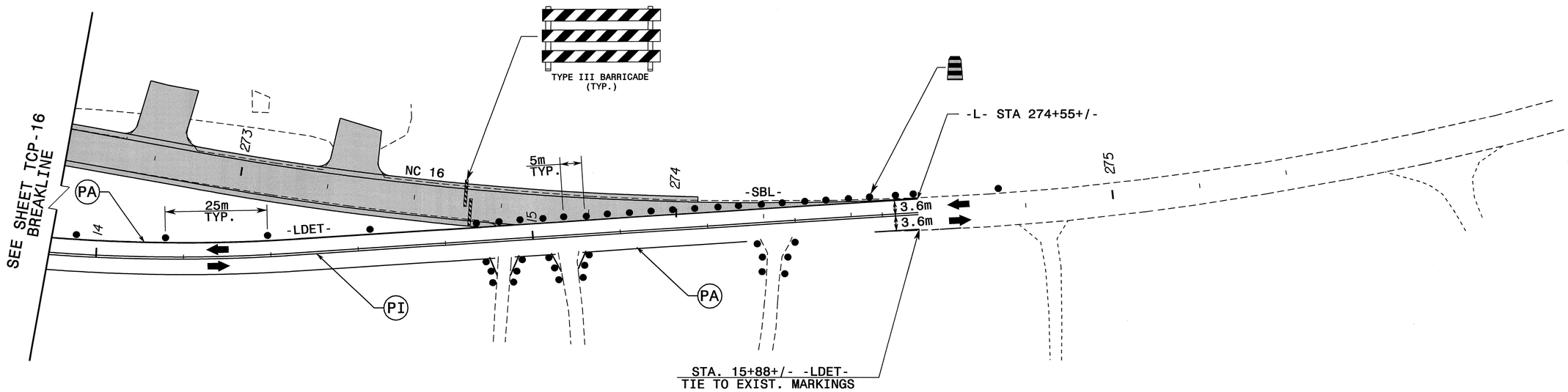
derichardson AT WZTC237460

PROJ. REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-17



APPROVED: [signature] DATE: 5/14/08

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE

PHASE III DETAILS

SCALE:	NONE
DATE:	2/08
DWG. BY:	DVJ
DESIGN BY:	DVJ
REVIEWED BY:	DAP

DIVISION OF HIGHWAYS NORTH CAROLINA DEPARTMENT OF TRANSPORTATION TRAFFIC CONTROL

REVISIONS	
CADD FILE	

15-MAY-2008 14:25
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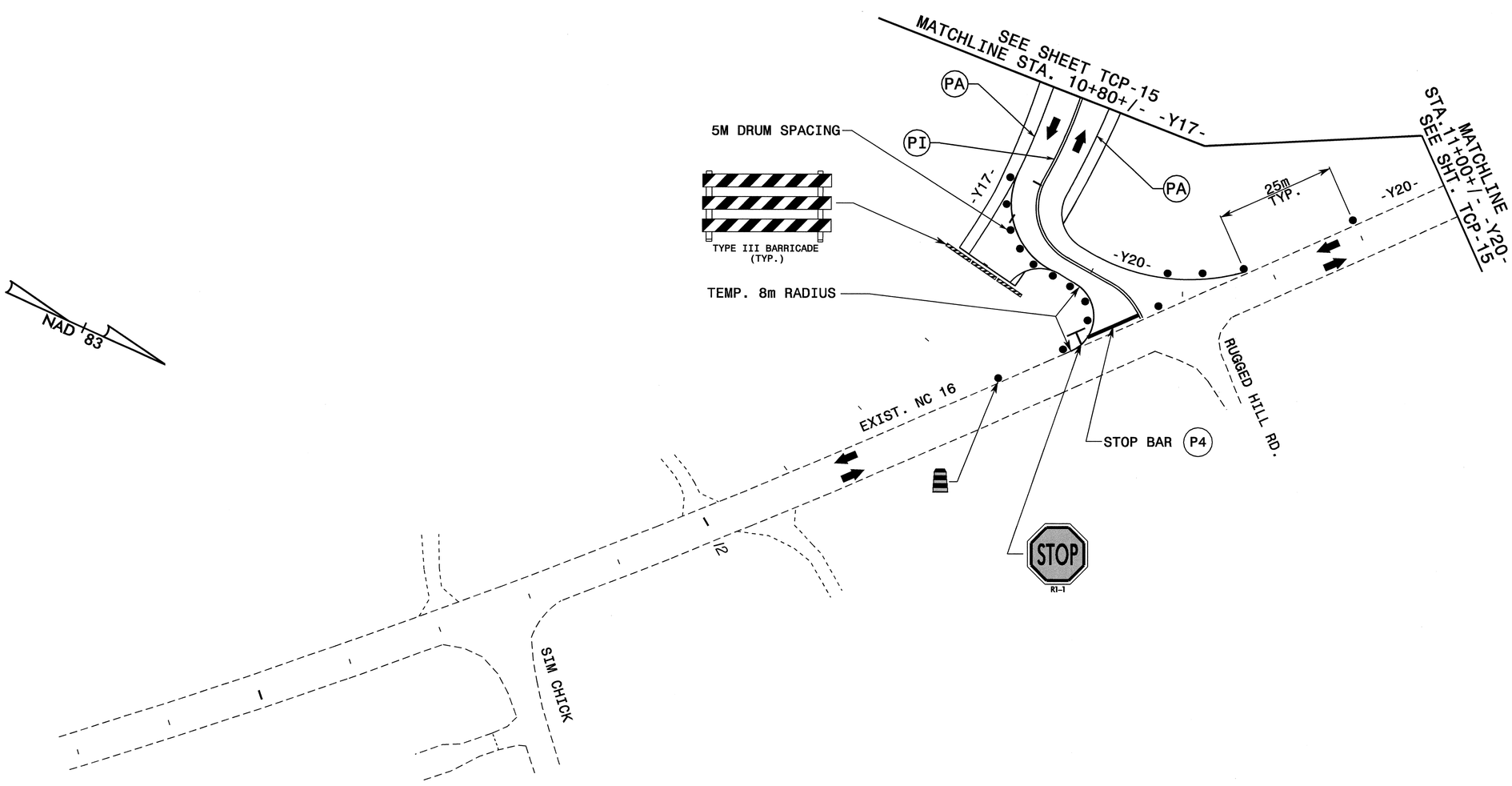
dchandler AT WZTC2371460

PROJ. REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-18



APPROVED: DATE: 5/14/08

SEAL

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

PHASE III DETAILS

SCALE:	NONE
DATE:	2/08
DWG. BY:	DVJ
DESIGN BY:	DVJ
REVIEWED BY:	DAP

DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH TRAFFIC ENGINEER

REVISIONS	
CADD FILE	

15-MAY-2008 14:25
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derichardson AT WZTC237460

PROJ. REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-19

STA. 10+00+/- -Y16-
TIE TO EXIST. MARKINGS

W1-2L
1219 X 1219

-Y16- STA 10+00+/-

NAD 83

10m TYP.

10

3.6m

3.6m

TYPE III BARRICADE
(TYP.)

W1-2L
1219 X 1219

PA

-Y16-

SR 1895
TOWER ROAD

12

PA

PI

EXIST. TOWER ROAD SR 1895

MATCHLINE
STA. 12+40+/- -Y16-
SEE SHT. TCP-15

APPROVED: DATE: 5/14/08

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE III

PHASE III DETAILS

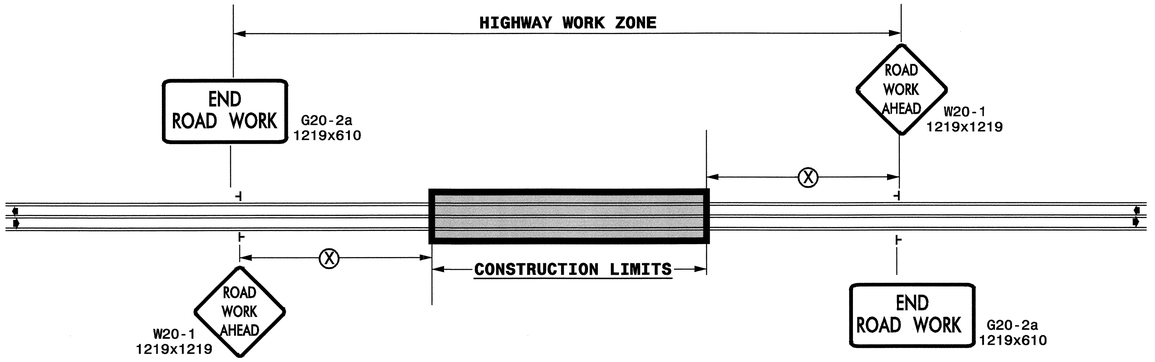
SCALE:	NONE
DATE:	2/08
DWG. BY:	DVJ
DESIGN BY:	DVJ
REVIEWED BY:	DAP

REVISIONS	
CADD FILE	

15-MAY-2008 14:26
\\Dot\dfsroot01\Projlibprojects-r\r2206ba\traffic\trafficcontrol\tcp\r2206ba_tcp19(old3).dgn
derichardson AT WZTC237460

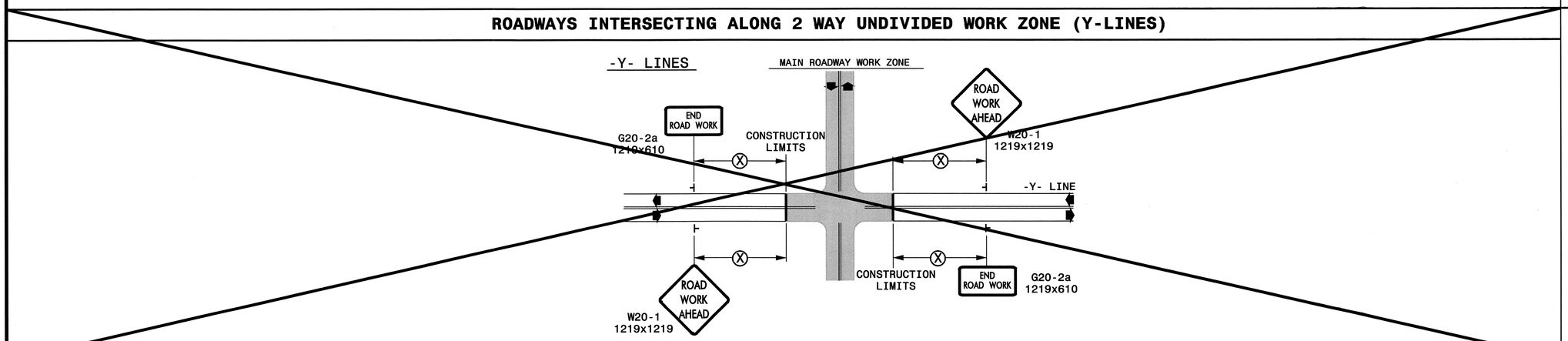
PROJ. REFERENCE NO.	SHEET NO.
R-2206BA & CA	TCP-20

TWO-WAY UNDIVIDED ** (-Y-LINES)



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

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



GENERAL NOTES

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

LEGEND

- ⊢ STATIONARY SIGN
- ◀ DIRECTION OF TRAFFIC FLOW

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

DETAIL DRAWING FOR TWO-WAY UNDIVIDED WORK ZONE WARNING SIGNS

SHEET 1 OF 1

APPROVED: [signature] DATE: 5/14/08

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

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

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

REVISIONS	
7-98	10/01
10-98	03/04
01/01	11/04
CADD FILE	

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