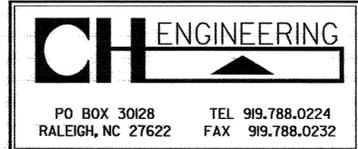


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

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

PITT COUNTY

STATE PROJECT REFERENCE NO. B-3684	SHEET NO. TCP-1
--	--------------------



B-3684

TIP PROJECT:

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
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	PAVEMENT MARKER SPACING
1251.01	RAISED PAVEMENT MARKERS (TEMPORARY & PERMANENT)
1261.01	GUARDRAIL & BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL & BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION

INDEX OF SHEETS

SHEET NO.	TITLE
TCP-1	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND AND INDEX OF SHEETS
TCP-2	PROJECT NOTES
TCP-3	PROJECT PHASING, LOCAL NOTES AND TEMPORARY PAVEMENT MARKING SCHEDULE
TCP-4 THRU TCP-7	PHASE I STEPS 2 THRU 4 DETAIL DRAWINGS
TCP-8 THRU TCP-10	PHASE I STEPS 5 THRU 7 DETAIL DRAWINGS
TCP-11	DETAIL DRAWING FOR TWO-WAY UNDIVIDED & URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS
TCP-12	SHORING DETAIL
PM-1	FINAL PAVEMENT MARKING SCHEDULE

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

PLAN REVIEWED BY: N.C.D.O.T. WORK ZONE TRAFFIC CONTROL UNIT	APPROVED: DATE: 3/22/06	PLAN PREPARED FOR NCDOT BY:
J. S. Bourne, PE TRAFFIC CONTROL ENGINEER	SEAL 	T. R. Hepler, PE QC ENGINEER
M. M. McDiarmid, PE TRAFFIC CONTROL PROJECT ENGINEER		R. B. Early, PE PROJECT ENGINEER
C. B. Howard TRAFFIC CONTROL PROJ. DESIGN ENGINEER		J. A. Phillips PROJECT DESIGNER
M. Manriquez TRAFFIC CONTROL DESIGN ENGINEER		

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PROJECT NOTES

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 OR DEVICES, OR 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. SR 1565	7:00 AM TO 8:30 AM 4:00 PM TO 6:00 PM MONDAY THRU FRIDAY

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

LANE AND SHOULDER CLOSURE REQUIREMENTS

C) 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.

D) 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.

E) 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.

F) 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.

G) 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.

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

PAVEMENT EDGE DROP OFF REQUIREMENTS

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

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

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

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

J) DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 500 FT IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- L) 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.
- M) PROVIDE PERMANENT SIGNING.
- N) STATE FORCES WILL BE RESPONSIBLE FOR DETOUR SIGNING WITHIN AND OFF THE PROJECT LIMITS.
- O) STATE FORCES WILL COVER OR REMOVE ALL DETOUR SIGNS WITHIN AND OFF THE PROJECT LIMITS WHEN A DETOUR IS NOT IN OPERATION.
- P) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- Q) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 500' IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC BARRIER

R) 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.

S) PROTECT THE APPROACH END OF TEMPORARY 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.

PROJECT 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

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

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
1. SR 1565 ASPHALT	THERMOPLASTIC	PERMANENT RAISED
2. SR 1565 BRIDGE	COLD APPLIED PLASTIC (TYPE 2)	PERMANENT RAISED

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

ROAD NAME	MARKING	MARKER
1. SR 1565 ASPHALT	PAINT	TEMPORARY RAISED
2. SR 1565 BRIDGE	REMOVABLE TAPE	TEMPORARY RAISED

X) 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.

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

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

SYSTEM TIME: 03/04/08 10:00:00
 USER: JAP
 FILE: C:\PROJECTS\B-3684\TRAFFIC CONTROL GENERAL NOTES.DWG

APPROVED:	DATE: 3/23/08	TRAFFIC CONTROL GENERAL NOTES		
SEAL 	SCALE:			
	DATE: 03/04/08			REVISIONS
	DWG. BY: JAP			
	DESIGN BY: JAP			
REVIEWED BY: RBE				

NOTE:
 COMPLETE ANY PROPOSED OR TEMPORARY WIDENING IN SUCH A MANNER THAT PONDING OF WATER WILL NOT OCCUR IN THE TRAVEL LANE.

PHASE I

- STEP 1:**
 INSTALL ADVANCE WORK ZONE WARNING SIGNS ON SR 1565 IN ACCORDANCE WITH DETAIL DRAWING FOR WORK ZONE SIGNS. (SEE TCP-11)
- STEP 2:**
 USING RDWY STD DWG 1101.02 (SHEET 1 OF 9), CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO THE SOUTHBOUND LANE UP TO THE EDGE AND ELEVATION OF THE EXISTING PAVEMENT AS FOLLOWS:
 -L- STA 20+97+/- TO STA 22+41+/- (SEE TCP-4 AND TCP-5)
 -L- STA 48+67+/- TO STA 50+35+/- (SEE TCP-7)
- USING RDWY STD 1101.02 (SHEET 1 OF 9) AND 1101.04, BEGIN CONSTRUCTION OF PROPOSED PIPE EXTENSIONS AT -L- STA 17+00+/-; BORE AND JACK 60" STEEL PIPE AT -L- STA 16+80+/- (SEE TCP-4)
- PERMANENTLY CLOSE SR 1566 AND REMOVE PAVEMENT ACCORDANCE WITH THE ROADWAY PLAN. (SEE TCP-6)
- STEP 3:**
 USING RDWY STD 1101.02 (SHEET 1 OF 9), PLACE PORTABLE CONCRETE BARRIER ADJACENT TO THE SOUTHBOUND LANE AS FOLLOWS:
 -L- STA 48+67+/- TO STA 50+00+/- (SEE TCP-7)
 -L- STA 21+22+/- TO STA 22+22+/- (SEE TCP-5)
- COMPLETE CONSTRUCTION OF PIPE EXTENSIONS AND BORE AND JACK OPERATION AS BEGUN IN STEP 2.
- STEP 4:**
 USING RDWY STD 1101.02 (SHEET 1 OF 9), CONSTRUCT THE FOLLOWING:
 (SEE TCP-4 THRU TCP-7)
 * -L- STA 14+00+/- TO STA 19+00+/- UP TO THE EDGE AND ELEVATION OF THE EXISTING PAVEMENT. (LN-1)
 * -L- STA 21+25+/- TO STA 29+07+/- EXCLUDING THE FINAL LAYER OF SURFACE COURSE. INSTALL TEMPORARY SHORING IN CONJUNCTION WITH THIS CONSTRUCTION. (LN-1)
 * -L- STA 29+07+/- (BEGIN BRIDGE) TO STA 48+70+/- (END BRIDGE)
 * -L- STA 48+70+/- TO STA 50+00+/- EXCLUDING THE FINAL LAYER OF SURFACE COURSE. INSTALL TEMPORARY SHORING IN CONJUNCTION WITH THIS CONSTRUCTION AS SPECIFIED ON SHEET TCP-7.
- COMPLETE THE WORK REQUIRED OF STEPS 5 THROUGH 7 WITHIN 7 (SEVEN) CONSECUTIVE DAYS. REFER TO SPECIAL PROVISIONS AND LIQUIDATED DAMAGES.
- STEP 5:**
 CONTRACTOR SHALL INFORM STATE FORCES TO INSTALL DETOUR SIGNING. USING RDWY STD 1101.03 (SHEET 1 OF 9), CLOSE -L- (GRIMESLAND BRIDGE RD) TO THRU TRAFFIC. SEE SHEET TCP-8 THRU TCP-10. (LN-1)
- STEP 6:**
 REMOVE PCB.
- CONSTRUCT THE FOLLOWING UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE AND PLACE TEMPORARY (PAINT) MARKINGS IN FINAL PATTERN. SEE TCP-8 THRU TCP-10.
 * -L- STA 14+00+/- TO STA 21+25+/- (LN-1)
 * -L- STA 50+00+/- TO STA 60+65+/-
- STEP 7:**
 REMOVE TYPE III BARRICADES AND OPEN ROADWAY TO TRAFFIC AND INFORM STATE FORCES TO REMOVE DETOUR SIGNING.
- STEP 8:**
 OBLITERATE AND REMOVE EXISTING ROADWAY AND STRUCTURES.
- STEP 9:**
 USING RSD 1101.02 (SHEET 1 OF 9), PLACE FINAL LAYER OF SURFACE COURSE AND FINAL PAVEMENT MARKING AND MARKERS.

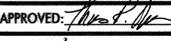
LOCAL NOTES

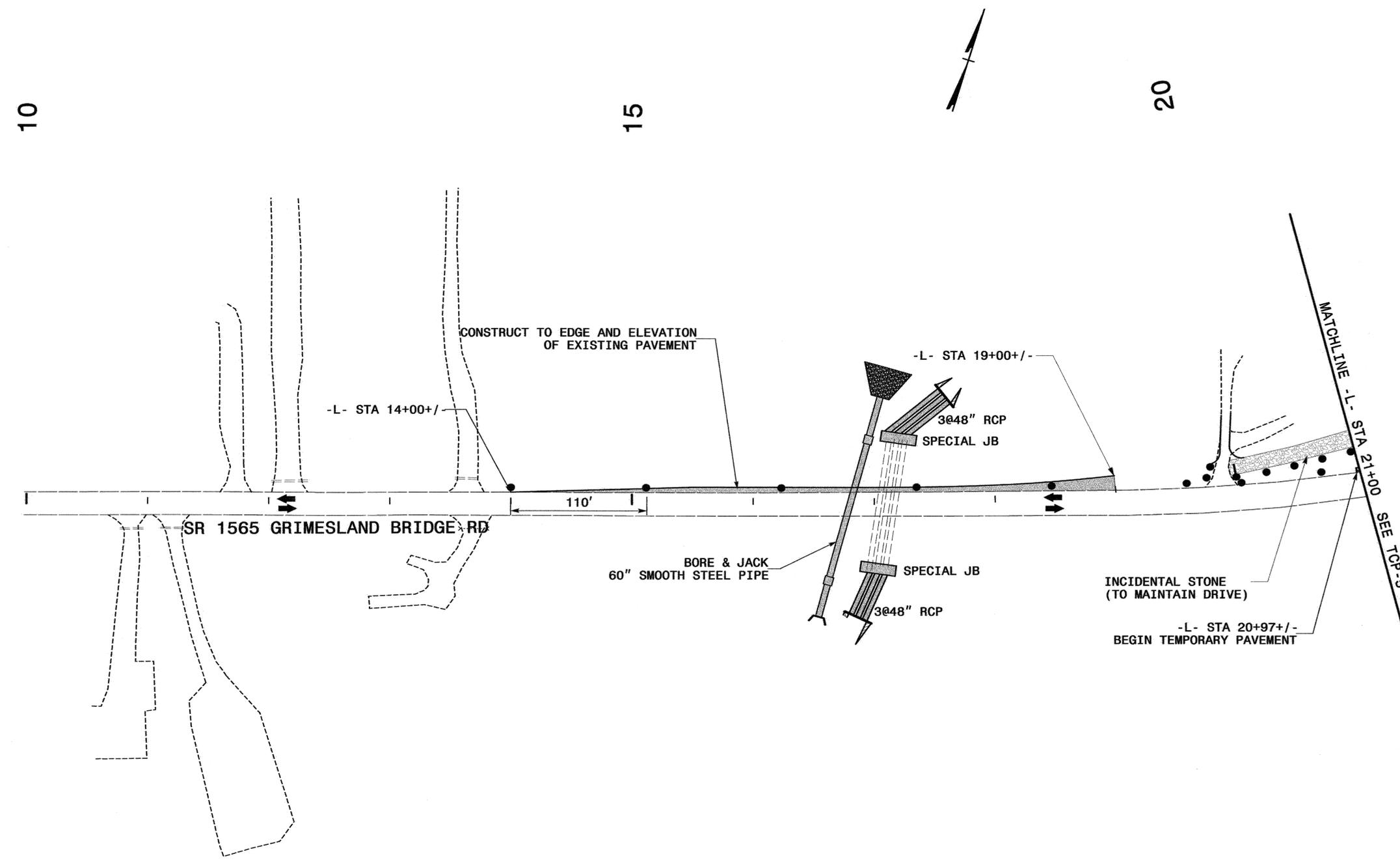
LN-1 ACCESS TO DRIVEWAYS MUST BE PROVIDED AT ALL TIMES DURING THE LIFE OF THE PROJECT. USE INCIDENTAL STONE OR OTHER SUITABLE MATERIAL AS APPROVED BY THE ENGINEER TO PROVIDE TEMPORARY WIDENING OR TEMPORARY CONNECTION IN ORDER TO PROVIDE DRIVEWAY ACCESS.

SYMBOL	DESCRIPTION	PAY ITEM/ QUANTITY BREAKDOWN	TOTAL QUANTITY	
PAVEMENT MARKING LINES				
REMOVABLE TAPE (4")				
RA	WHITE EDGELINE	4000 LF		
RI	YELLOW DOUBLE CENTER LINE	2000 LF		
			TOTAL	6000 LF
PAINT (4")				
PA	WHITE EDGELINE	15166 LF		
PI	YELLOW DOUBLE CENTER LINE	15166 LF		
			TOTAL	30332 LF
PAVEMENT MARKERS TEMPORARY RAISED				
MH	YELLOW & YELLOW	86 EA		
			TOTAL	86 EA

REVISIONS

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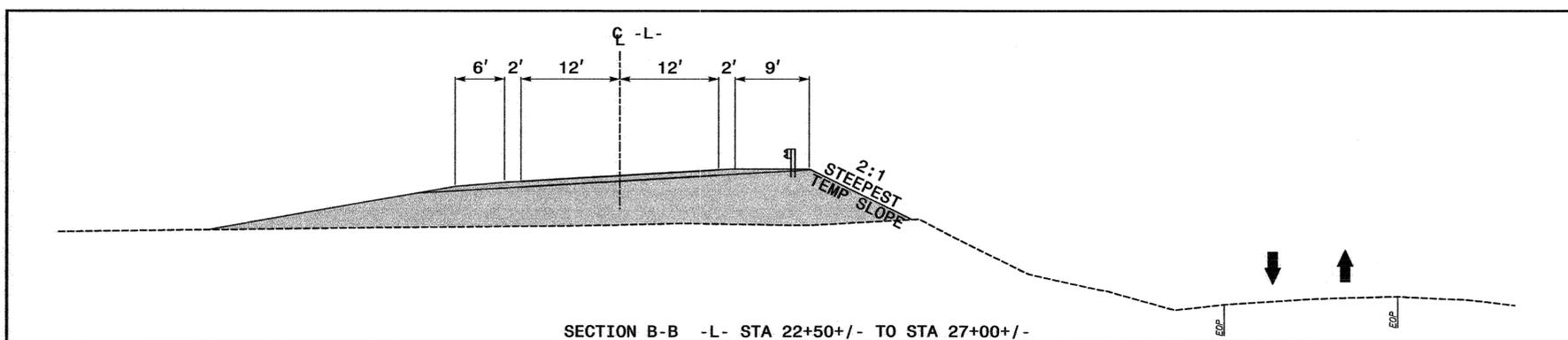
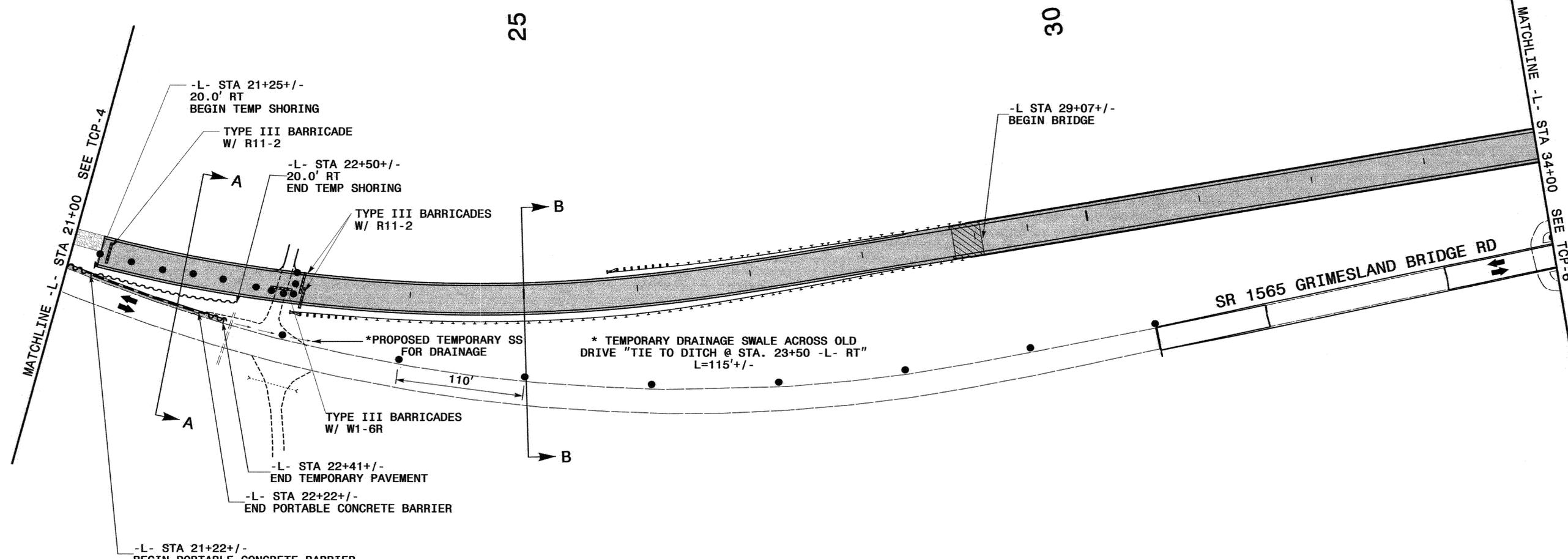
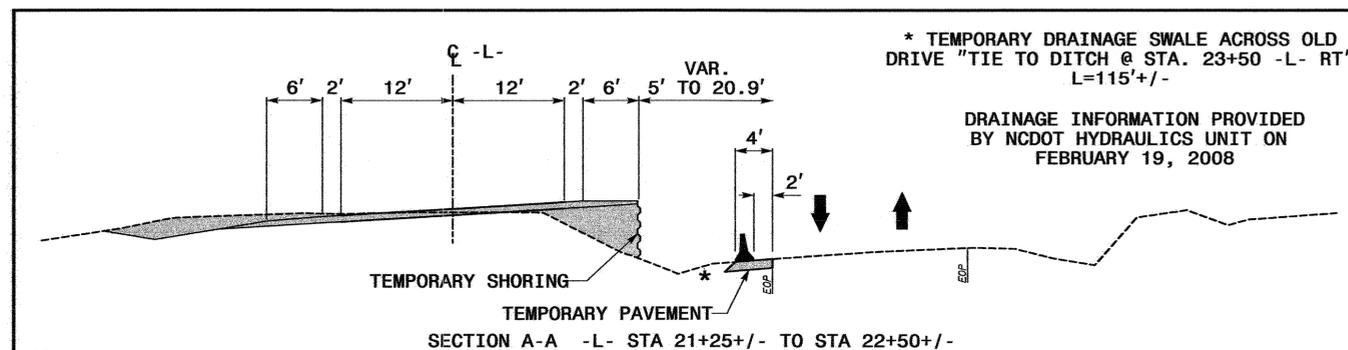
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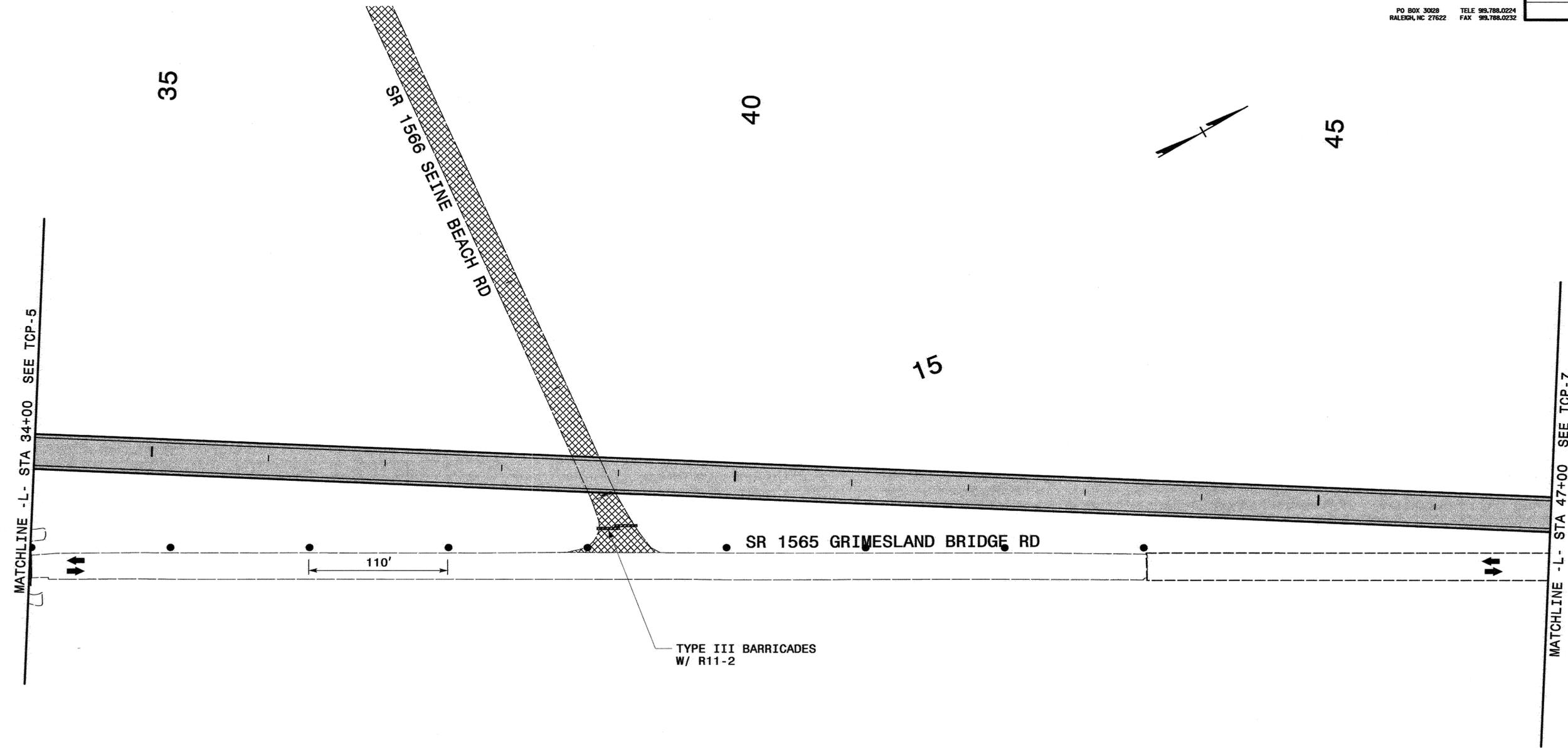
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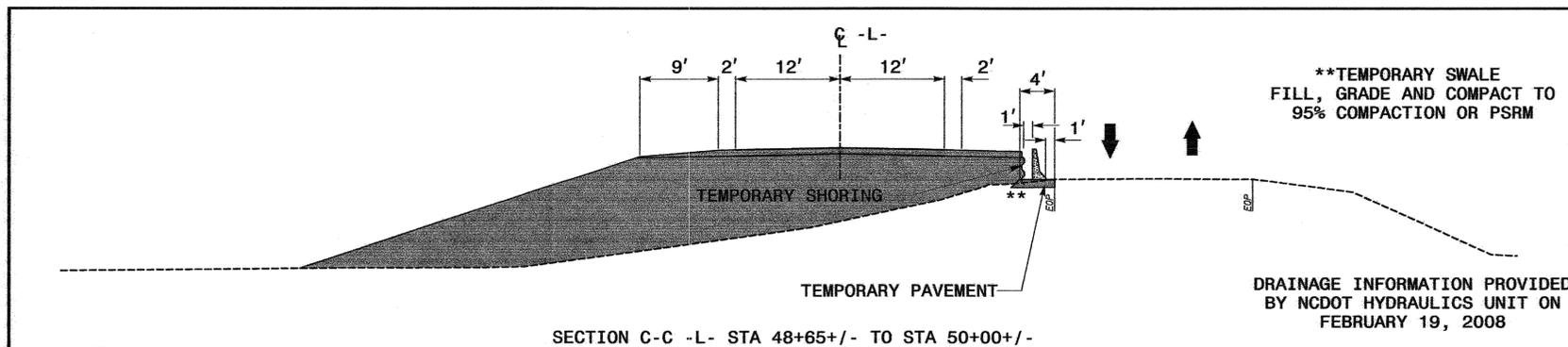
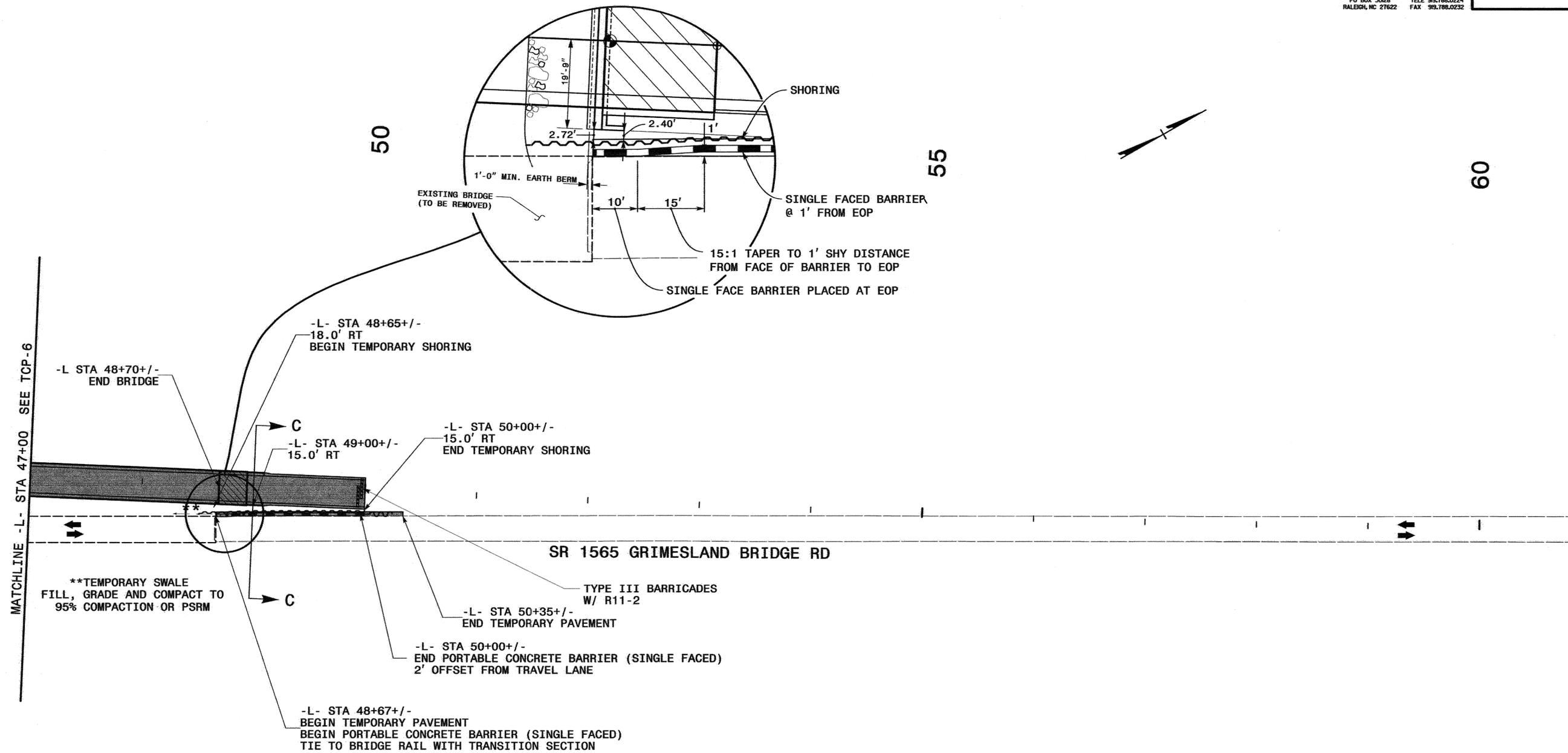
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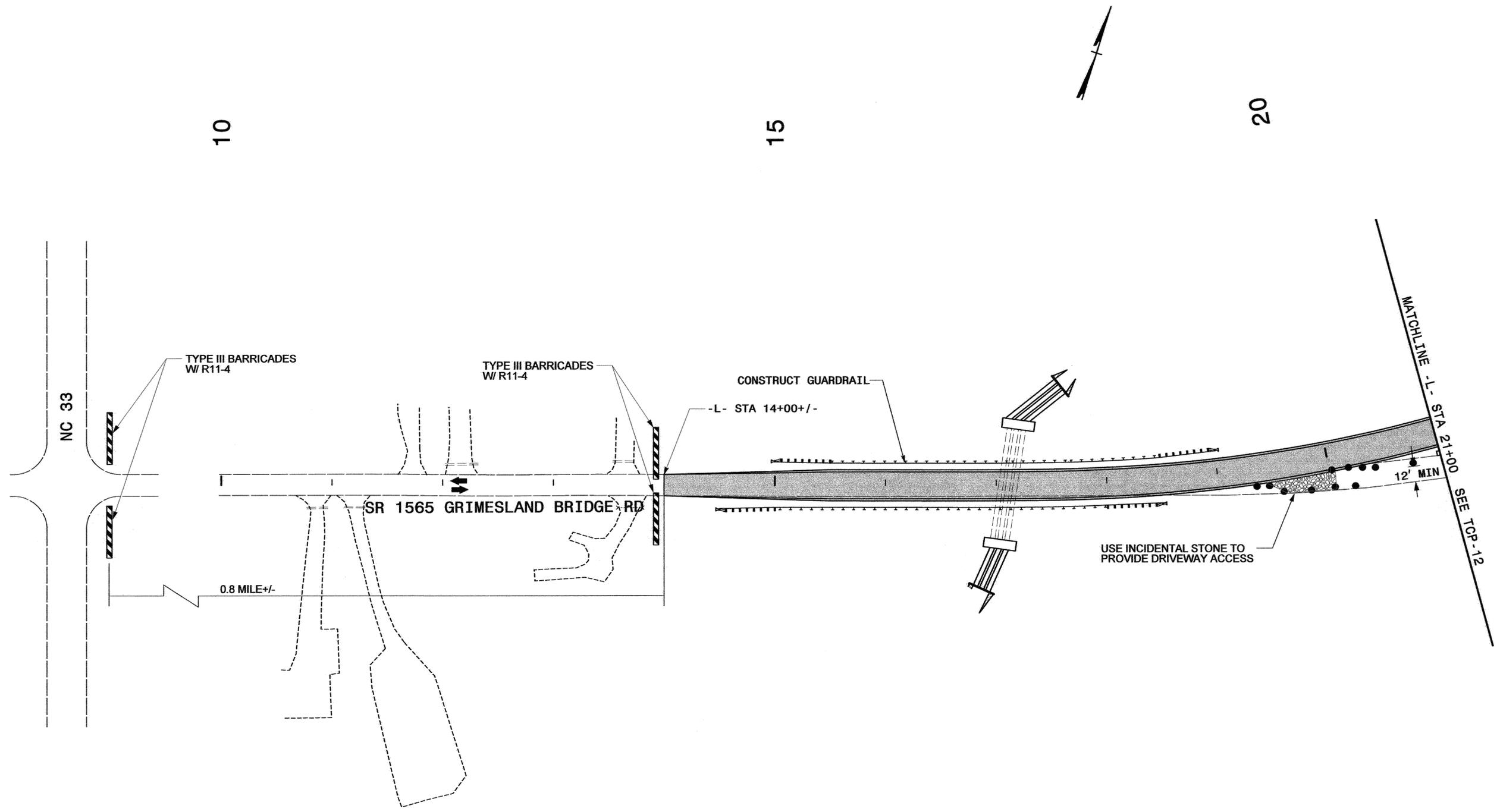
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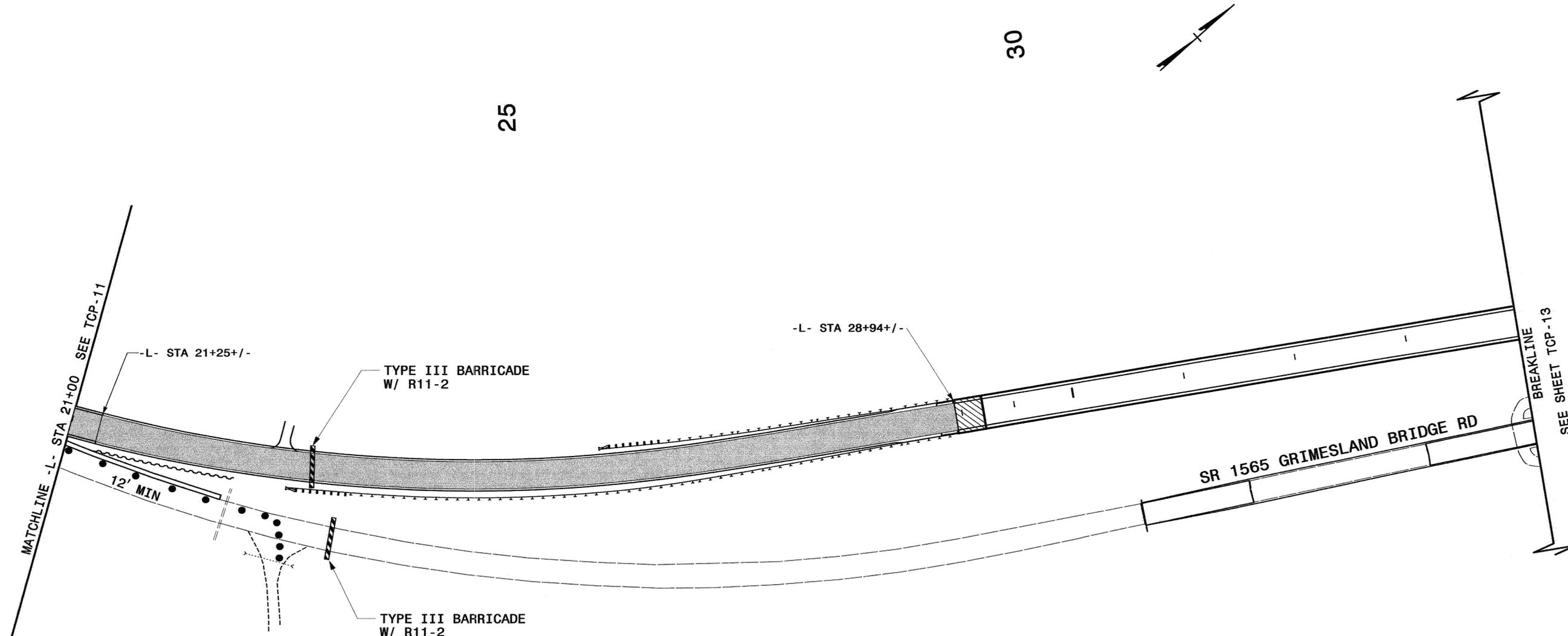
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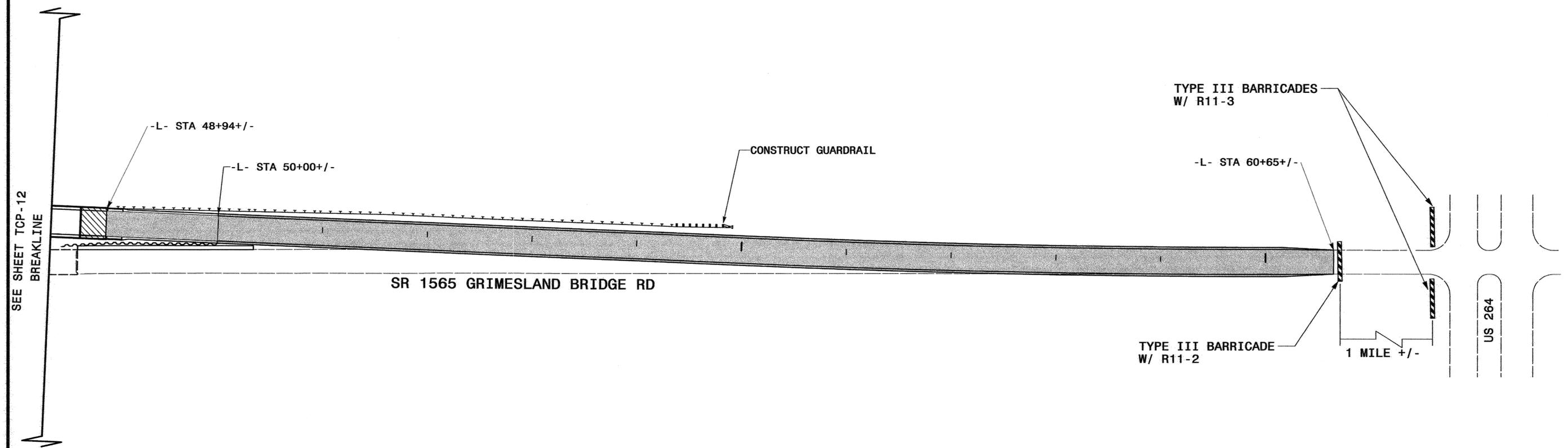
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US 264

REVISIONS

SEE SHEET TCP-12
BREAKLINE

SR 1565 GRIMESLAND BRIDGE RD

TYPE III BARRICADES
W/ R11-3

-L- STA 60+65+/-

CONSTRUCT GUARDRAIL

-L- STA 50+00+/-

-L- STA 48+94+/-

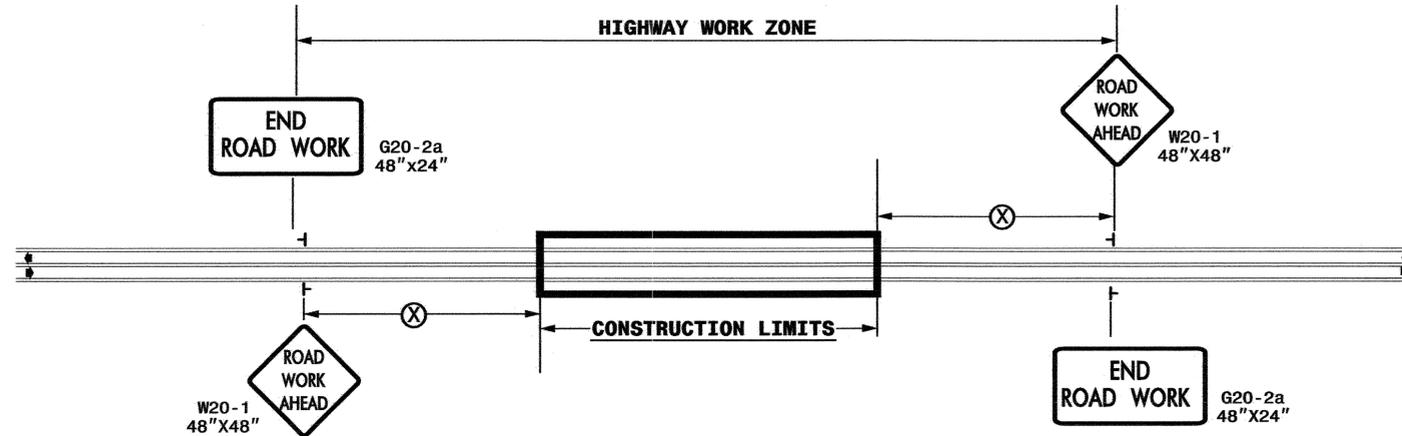
TYPE III BARRICADE
W/ R11-2

1 MILE +/-

SYSTEMS
 DESIGN
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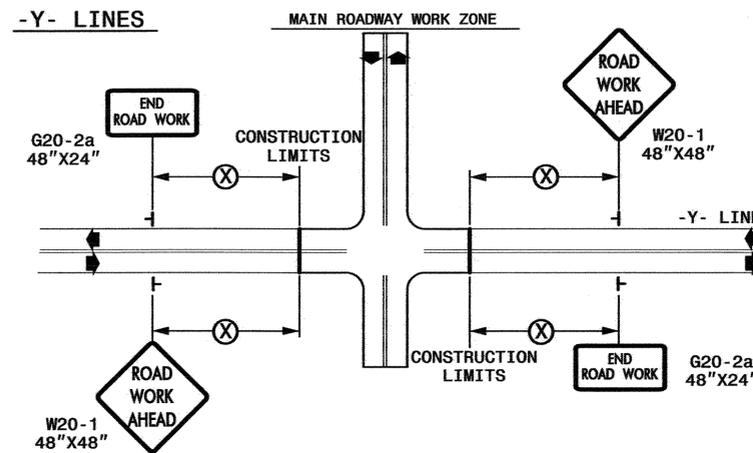
TWO-WAY UNDIVIDED ** (L-LINES)



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

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

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 3LB STEEL U-CHANNEL POST OR 4" X 4" WOOD POST FOR ALL WORK ZONE SIGNS. 3LB STEEL U-CHANNEL POSTS MUST MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 1094-1(B), MAY BE GALVANIZED STEEL, OR MAY BE PAINTED GREEN BY THE POST MANUFACTURER. SQUARE STEEL TUBING POSTS HAVING EQUIVALENT STRENGTH OF THE 3 LB STEEL U-CHANNEL POST ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 3LB STEEL U-CHANNEL AND SQUARE STEEL TUBING POSTS WITH SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110.
- WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE SIGN SUPPORTS.
- ** 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

DETAIL DRAWING FOR
TWO-WAY UNDIVIDED
WORK ZONE WARNING SIGNS

SHEET 1 OF 1

APPROVED:	DATE: 7/23/98	DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS	
	SCALE: NONE	REVISIONS	
	DATE: 7-98	10/01	
	DWG. BY:	10-98	03/04
	DESIGN BY:	01/01	11/04
REVIEWED BY:			

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\$\$\$DONS\$\$\$
\$\$\$USERNAME\$\$\$

Temporary Shoring No. 1

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 21+25 TO STATION 22+50, DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 120$ PCF (kN/m³)
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 60$ PCF (kN/m³)
 FRICTION ANGLE, $\phi = 30$ DEGREES
 COHESION, $c = 0$ PSF (kPa)

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

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.

WHEN BACKFILL FOR A REINFORCED BRIDGE APPROACH FILL OVERLAPS WITH THE REINFORCED ZONE OF A TEMPORARY MSE WALL, USE EITHER SHORING BACKFILL OR THE MATERIAL SPECIFIED THE REINFORCED BRIDGE APPROACH FILL, WHICHEVER IS BETTER, IN THE REINFORCED ZONE.

Temporary Shoring No. 3

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 49+00 TO 50+00, DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 120$ PCF (kN/m³)
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 60$ PCF (kN/m³)
 FRICTION ANGLE, $\phi = 30$ DEGREES
 COHESION, $c = 0$ PSF (kPa)

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

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.

WHEN BACKFILL FOR A REINFORCED BRIDGE APPROACH FILL OVERLAPS WITH THE REINFORCED ZONE OF A TEMPORARY MSE WALL, USE EITHER SHORING BACKFILL OR THE MATERIAL SPECIFIED THE REINFORCED BRIDGE APPROACH FILL, WHICHEVER IS BETTER, IN THE REINFORCED ZONE.

Temporary Shoring No. 2

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE A TEMPORARY MSE WALL FROM STATION 48+65 TO 49+00.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 48+65 TO 49+00, DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 120$ PCF (kN/m³)
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 60$ PCF (kN/m³)
 FRICTION ANGLE, $\phi = 30$ DEGREES
 COHESION, $c = 0$ PSF (kPa)

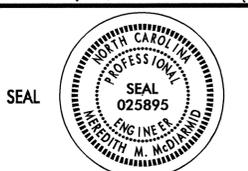
FOR CONTRACTOR DESIGNED SHORING, SURVEY THE SHORING LOCATION TO DETERMINE EXISTING ELEVATIONS AND ACTUAL DESIGN HEIGHTS BEFORE BEGINNING DESIGN.

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.

WHEN BACKFILL FOR A REINFORCED BRIDGE APPROACH FILL OVERLAPS WITH THE REINFORCED ZONE OF A TEMPORARY MSE WALL, USE EITHER SHORING BACKFILL OR THE MATERIAL SPECIFIED THE REINFORCED BRIDGE APPROACH FILL, WHICHEVER IS BETTER, IN THE REINFORCED ZONE.

* THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENT WAS SUBMITTED TO THE WZTCU ON APRIL 02, 2008 AND SEALED BY A PROFESSIONAL ENGINEER, RICHARD SCOTT WEBB, PE (license # 028669)

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APPROVED: <i>[Signature]</i> DATE: 4/2/08		TEMPORARY SHORING	
	SCALE: NONE		REVISIONS
	DATE: APR 08		
	DWG. BY: MRM		
	DESIGN BY: MRM		
	REVIEWED BY: CBH		