

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS



STATE PROJECT REFERENCE NO.	SHEET NO.
R-2201	TCP-1

**PLAN FOR PROPOSED
TRAFFIC CONTROL, MARKING & DELINEATION
FORSYTH /STOKES COUNTY**

ROADWAY STANDARD DRAWINGS

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

STD. NO.	TITLE
1101.02	TEMPORARY LANE CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW PANELS
1130.01	DRUM
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.03	PAVEMENT MARKINGS - INTERCHANGES
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - THRU LANE DROPS
1205.08	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)
1261.01	GUARDRAIL & BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL & BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION
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1264.02	PLACEMENT OF OBJECT MARKERS
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1267.03	FLEXIBLE DELINEATOR-INTERCHANGES

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LEGEND

- GENERAL**
- DIRECTION OF TRAFFIC FLOW
 - NORTH ARROW
 - PROPOSED PVMT. EXIST. PVMT.
 - WORK AREA
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- TRAFFIC CONTROL DEVICES**
- TYPE I BARRICADE
 - TYPE II BARRICADE
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 - DRUM SKINNY DRUM
 - FLASHING ARROW PANEL (TYPE C)
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 - CRASH CUSHION
 - CHANGEABLE MESSAGE SIGN
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 - POLICE
 - FLAGGER
- PAVEMENT MARKINGS**
- CRYSTAL/CRYSTAL PAVEMENT MARKER
 - YELLOW/YELLOW PAVEMENT MARKER
 - CRYSTAL/RED PAVEMENT MARKER
 - PAVEMENT MARKING SYMBOLS

R-2201

TIP PROJECT:

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APPROVED: <i>Jessica Kuse</i>	PLAN PREPARED BY: N.C.D.O.T. WORK ZONE TRAFFIC CONTROL UNIT
DATE: 11/1/08	
SEAL	J. S. BOURNE, P.E. TRAFFIC CONTROL ENGINEER
	J. S. KITE, JR., P.E. TRAFFIC CONTROL PROJECT ENGINEER
	J. D. KUSE, P.E. TRAFFIC CONTROL PROJECT DESIGN ENGINEER
	R. M. GARRETT TRAFFIC CONTROL DESIGN ENGINEER / TECHNICIAN



PROJ. REFERENCE NO.	SHEET NO.
R-2201	TCP-2A

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 UNDESIRE 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
SR 1112 (MAIN STREET)	MONDAY THRU FRIDAY 7:00 AM TO 8:00 PM
SR 1611 (DORAL DRIVE)	MONDAY THRU FRIDAY 7:00 AM TO 8:00 PM
US 52	MONDAY THRU SUNDAY 6:00 AM TO 8:00 PM

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

ROAD NAME
SR 1112 (MAIN STREET)
SR 1611 (DORAL DRIVE)

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 8:00 P.M. DECEMBER 31st TO 7:00 A.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 7:00 A.M. THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 8:00 P.M. THURSDAY AND 7:00 A.M. MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 8:00 P.M. FRIDAY TO 7:00 A.M. TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 8:00 P.M. THE DAY BEFORE INDEPENDENCE DAY AND 7:00 A.M. THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 8:00 P.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 7:00 A.M. THE TUESDAY AFTER INDEPENDENCE DAY.
- FOR LABOR DAY, BETWEEN THE HOURS OF 8:00 P.M. FRIDAY AND 7:00 A.M. TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 8:00 P.M. TUESDAY TO 7:00 A.M. MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 8:00 P.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 7:00 A.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

ROAD NAME

US 52

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 8:00 P.M. DECEMBER 31st TO 6:00 A.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 6:00 A.M. THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 8:00 P.M. THURSDAY AND 6:00 A.M. MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 8:00 P.M. FRIDAY TO 6:00 A.M. TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 8:00 P.M. THE DAY BEFORE INDEPENDENCE DAY AND 6:00 A.M. THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 8:00 P.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 6:00 A.M. THE TUESDAY AFTER INDEPENDENCE DAY.
- FOR LABOR DAY, BETWEEN THE HOURS OF 8:00 P.M. FRIDAY AND 6:00 A.M. TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 8:00 P.M. TUESDAY TO 6:00 A.M. MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 8:00 P.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 6:00 A.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

C) DO NOT CLOSE ROADS AS FOLLOWS:

ROAD NAME	OPERATION	DAY AND TIME RESTRICTIONS
US 52	BRIDGE REMOVAL / HANG GIRDERS	MONDAY THRU SUNDAY 6:00 AM TO 8:00 PM

D) 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

- REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED, OR AS DIRECTED BY THE ENGINEER.
- WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 5M OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR A LANE CLOSURE IS INSTALLED.

G) 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.

H) 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.

I) DO NOT WORK SIMULTANEOUSLY WITHIN 5M ON BOTH SIDES OF AN OPEN TRAVELWAY, RAMP OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.

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 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.

K) 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) 60 M IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

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

<p>APPROVED: DATE: 10/17/08</p> <div style="text-align: center;"> <p>SEAL 027811 ENGINEER JESSICA D. KUSE</p> </div>	<h2 style="margin: 0;">PROJECT NOTES</h2> <table border="1" style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 50%;">SCALE: NONE</td> <td style="width: 50%; text-align: center;">REVISIONS</td> </tr> <tr> <td>DATE: 05/08</td> <td></td> </tr> <tr> <td>DWG. BY: RMG</td> <td></td> </tr> <tr> <td>DESIGN BY: RMG</td> <td></td> </tr> <tr> <td>REVIEWED BY: JDK</td> <td></td> </tr> </table>	SCALE: NONE	REVISIONS	DATE: 05/08		DWG. BY: RMG		DESIGN BY: RMG		REVIEWED BY: JDK	
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PROJECT NOTES

GENERAL NOTES

- 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) 60M 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 PORTABLE CONCRETE BARRIER AT ALL TIMES DURING THE INSTALLATION AND REMOVAL OF THE BARRIER BY EITHER A TRUCK MOUNTED IMPACT ATTENUATOR (MAXIMUM 72 HOURS) OR A TEMPORARY CRASH CUSHION.

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

TRAFFIC CONTROL DEVICES

- U) 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.
- 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 PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 150M 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
SR 1611 (DORAL DR)	THERMOPLASTIC	N/A
SR 1112 (MAIN ST) (ROADWAY)	THERMOPLASTIC	N/A
SR 1112 (MAIN ST) (BRIDGE DECK)	COLD APPLIED PLASTIC TYPE 3	PERMANENT RAISED
US 52	THERMOPLASTIC	SNOWPLOWABLE

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

ROAD NAME	MARKING	MARKER
ALL ROADS	PAINT	N/A
US 52 BRIDGE DECK	COLD APPLIED PLASTIC TYPE 4	N/A

- 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.

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

TEMPORARY / FINAL SIGNALS

- DD) NOTIFY THE ENGINEER TWO (2) MONTHS BEFORE A TRAFFIC SIGNAL INSTALLATION BY OTHERS IS REQUIRED.

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

MISCELLANEOUS

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

- GG) IN THE EVENT A TIE-IN CANNOT BE MADE IN ONE DAYS TIME, BRING THE TIE-IN AREA TO AN APPROPRIATE ROADWAY ELEVATION, AS DETERMINED BY THE ENGINEER. PLACE BLACK ON ORANGE "LOOSE GRAVEL" SIGNS (W8-7) AND BLACK ON ORANGE "PAVEMENT ENDS" SIGNS (W8-3) 60M AND 120M RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

LOCAL NOTES

1. ADDITIONAL CMS BOARD QUANTITIES ARE INCLUDED IN THE CONSTRUCTION ESTIMATE TO PROVIDE ADDITIONAL ADVANCE WARNING DURING VARIOUS STAGES OF CONSTRUCTION AS DIRECTED BY THE ENGINEER.
2. EACH PROPOSED SIDEWALK SEGMENT IS TO REMAIN CLOSED UTILIZING TYPE III BARRICADES WITH (R9-9) "SIDEWALK CLOSED" SIGNS MOUNTED ONTO SAME. EACH SEGMENT MAY BE OPENED TO PEDESTRIANS ONCE COMPLETED OR AS DIRECTED BY THE ENGINEER.
3. WHEN CONSTRUCTING DRAINAGE STRUCTURES ADJACENT TO OR WITHIN EXISTING TRAVEL LANES, FURNISH AND INSTALL TEMPORARY STEEL PLATES, AS DIRECTED BY THE ENGINEER, AND CONSTRUCT THOSE DRAINAGE STRUCTURES IN THE FOLLOWING SEQUENCE. EACH LOCATION MAY BE DONE INDEPENDENTLY OR CONCURRENTLY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. WORK IN A CONTINUOUS MANNER TO PERFORM THE FOLLOWING STEPS A THROUGH E:
 - A) USING ROADWAY STANDARD DRAWING SERIES 1101.02, CLOSE THE APPROPRIATE TRAVEL LANE TO TRAFFIC.
 - B) CONSTRUCT THE PROPOSED DRAINAGE STRUCTURES AS SHOWN IN THE ROADWAY PLANS AND COVER WITH METAL PLATES TO PROTECT THE STRUCTURE DURING THE CURING PROCESS.
 - C) OPEN THE TRAVEL LANE TO THE EXISTING TRAFFIC PATTERN BY THE END OF THE WORK PERIOD.
 - D) WHEN PROPERLY CURED, USE ROADWAY STANDARD DRAWING SERIES 1101.02, AND CLOSE THE APPROPRIATE TRAVEL LANE TO TRAFFIC AND BACKFILL AND PAVE, IF REQUIRED UP TO THE EXISTING EDGE AND ELEVATION OF EXISTING PAVEMENT.
 - E) OPEN THE TRAVEL LANE TO THE EXISTING TRAFFIC PATTERN BY THE END OF THE WORK PERIOD.
4. TRAFFIC SHALL NOT BE STOPPED FOR MORE THAN 15 MINUTES WHILE SHIFTING TRAFFIC ON ANY ROAD.
5. AT THE DIRECTION OF THE ENGINEER, INSTALL NEW MESSENGER CABLE TO RESERVE AN ATTACHMENT LOCATION ON FINAL SIGNAL POLES FOR NCDOT FIBER OPTIC CABLE.

APPROVED: DATE: 05/08 	<h2 style="margin: 0;">PROJECT NOTES</h2> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">SCALE: NONE</td> <td style="width: 40%;"></td> <td style="width: 30%;">REVISIONS</td> </tr> <tr> <td>DATE: 05/08</td> <td></td> <td></td> </tr> <tr> <td>DWG. BY: RMG</td> <td></td> <td></td> </tr> <tr> <td>DESIGN BY: RMG</td> <td></td> <td></td> </tr> <tr> <td>REVIEWED BY: JDK</td> <td></td> <td></td> </tr> </table>	SCALE: NONE		REVISIONS	DATE: 05/08			DWG. BY: RMG			DESIGN BY: RMG			REVIEWED BY: JDK		
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TEMPORARY SHORING DATA



PROJ. REFERENCE NO.	SHEET NO.
R-2201	TCP-2C

TEMPORARY SHORING NO. **1** (SEE SHEET TCP-06)

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

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

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 21+60+/- -L-, 1.2 M. RIGHT OF -L-, TO STATION 22+04+/- -L-, 1.2 M. RIGHT OF -L-, 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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 21+60+/- -L-, 1.2 M. RIGHT OF -L-, TO STATION 22+04+/- -L-, 1.2 M. RIGHT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

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.

TEMPORARY SHORING NO. **2** (SEE SHEET TCP-06)

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

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

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 22+51+/- -L-, 1.2 M RIGHT OF -L-, TO STATION 23+00+/- -L-, 1.2 M RIGHT OF -L-, 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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 22+51+/- -L-, 1.2 M RIGHT OF -L-, TO STATION 23+00+/- -L-, 1.2 M RIGHT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

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.

TEMPORARY SHORING NO. **3** (SEE SHEET TCP-15)

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

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

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 16+50+/- -Y2-, 6.0 M LEFT OF -Y2-, TO STATION 16+63+/- -Y2-, 6.0 M LEFT OF -Y2-, 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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 16+50+/- -Y2-, 6.0 M LEFT OF -Y2-, TO STATION 16+63+/- -Y2-, 6.0 M LEFT OF -Y2-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

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.

TEMPORARY SHORING NO. **4** (SEE SHEET TCP-15)

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

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

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 16+50+/- -Y2-, 5.8 M RIGHT OF -Y2-, TO STATION 16+63+/- -Y2-, 5.8 M RIGHT OF -Y2-, 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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 16+50+/- -Y2-, 5.8 M RIGHT OF -Y2-, TO STATION 16+63+/- -Y2-, 5.8 M RIGHT OF -Y2-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

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.

TEMPORARY SHORING NO. **5** (SEE SHEET TCP-21)

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

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

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 16+40+/- -Y2-, 6.0 M. LEFT OF -Y2-, TO STATION 16+48+/- -Y2-, 6.0 M. LEFT OF -Y2-, 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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 16+40+/- -Y2-, 6.0 M. LEFT OF -Y2-, TO STATION 16+48+/- -Y2-, 6.0 M. LEFT OF -Y2-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

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.

TEMPORARY SHORING NO. **6** (SEE SHEET TCP-21)

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

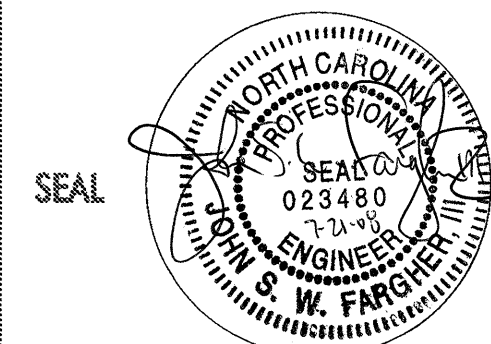
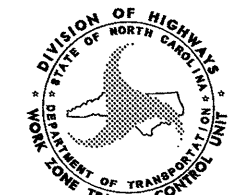
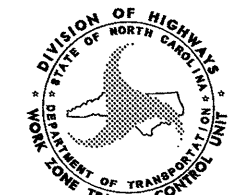
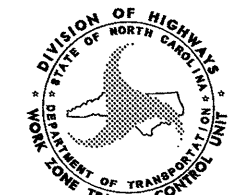
FOR CONTRACTOR DESIGNED SHORING, SURVEY THE SHORING LOCATION TO DETERMINE EXISTING ELEVATIONS AND ACTUAL DESIGN HEIGHTS BEFORE BEGINNING DESIGN.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 16+40+/- -Y2-, 5.8 M RIGHT OF -Y2-, TO STATION 16+50+/- -Y2-, 5.8 M RIGHT OF -Y2-, 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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 16+40+/- -Y2-, 5.8 M RIGHT OF -Y2-, TO STATION 16+50+/- -Y2-, 5.8 M RIGHT OF -Y2-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

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.

SYSTEMS
 DESIGN
 US
 NAME

APPROVED: _____ DATE: _____ 	<h2 style="margin: 0;">TEMPORARY SHORING DATA</h2> <table border="1" style="width: 100%; border-collapse: collapse; font-size: 8px;"> <tr> <td>SCALE: NONE</td> <td rowspan="5" style="text-align: center;">  </td> <td style="text-align: center;">REVISIONS</td> </tr> <tr> <td>DATE: 07/08</td> <td style="width: 50px; height: 20px;"></td> </tr> <tr> <td>DWG. BY: RMG</td> <td style="width: 50px; height: 20px;"></td> </tr> <tr> <td>DESIGN BY: RMG</td> <td style="width: 50px; height: 20px;"></td> </tr> <tr> <td>REVIEWED BY: JDK</td> <td style="width: 50px; height: 20px;"></td> </tr> </table>	SCALE: NONE		REVISIONS	DATE: 07/08		DWG. BY: RMG		DESIGN BY: RMG		REVIEWED BY: JDK		<table border="1" style="width: 100%; border-collapse: collapse; font-size: 8px;"> <tr> <td style="width: 50px; height: 20px;"></td> <td style="width: 50px; height: 20px;"></td> </tr> <tr> <td style="width: 50px; height: 20px;"></td> <td style="width: 50px; height: 20px;"></td> </tr> <tr> <td style="width: 50px; height: 20px;"></td> <td style="width: 50px; height: 20px;"></td> </tr> <tr> <td style="width: 50px; height: 20px;"></td> <td style="width: 50px; height: 20px;"></td> </tr> </table>								
SCALE: NONE		REVISIONS																			
DATE: 07/08																					
DWG. BY: RMG																					
DESIGN BY: RMG																					
REVIEWED BY: JDK																					



PROJ. REFERENCE NO.	SHEET NO.
R-2201	TCP-02D

TEMPORARY PAVEMENT MARKING SCHEDULE

SYMBOL	DESCRIPTION	PAY ITEM QUANTITY	TOTAL
TEMPORARY			
PAVEMENT MARKINGS			
COLD APPLIED PLASTIC (100MM) Type4 - Removable Tape			
CA	WHITE EDGELINE	128 M	
CI	YELLOW DOUBLE CENTER	512 M	
			TOTAL 640 M
PAINT(100MM)			
PA	WHITE EDGELINE (2X)	7488 M	
PB	YELLOW EDGELINE (2X)	6956 M	
PC	3 M. WHITE SKIP (2X)	4135 M	
PD	0.5 M. WHITE MINISKIP (2X)	317 M	
PE	WHITE SOLID LANE LINE (2X)	6235 M	
PG	0.5 M. YELLOW MINISKIP (2X)	7 M	
PH	YELLOW SINGLE CENTER (2X)	2062 M	
PI	YELLOW DOUBLE CENTER (2X)	26086 M	
			TOTAL 53286 M
PAINT(150MM)			
P6	WHITE EDGELINE (2X)	12235 M	
P7	YELLOW EDGELINE (2X)	12711 M	
PK	3 M. WHITE SKIP (2X)	1860 M	
PL	0.5 M. WHITE MINISKIP (2X)	244 M	
PM	WHITE SOLID LANE LINE (2X)	2089 M	
			TOTAL 29139 M
PAINT(200MM)			
PR	WHITE GORELINE (2X)	2812 M	
PS	WHITE DIAGONAL (2X)	832 M	
PV	YELLOW DIAGONAL (2X)	1070 M	
			TOTAL 4714 M
PAINT(600MM)			
P4	WHITE STOPBAR (2X)	1244 M	
			TOTAL 1244 M
PAINT MARKING CHARACTERS			
QI	ALPHANUMERIC CHAR. (2X)	18 EA	
			TOTAL 18 EA
PAINT MARKING SYMBOLS			
QA	LEFT TURN ARROW (2X)	148 EA	
QB	RIGHT TURN ARROW (2X)	108 EA	
QC	STRAIGHT ARROW (2X)	144 EA	
QD	COMBO.STRAIGHT/LEFT (2X)	16 EA	
QE	COMBO.STRAIGHT/RIGHT (2X)	18 EA	
			TOTAL 434 EA
MARKERS			
TEMPORARY RAISED PAVEMENT MARKERS			
MH	YELLOW & YELLOW	36 EA	
MI	CRYSTAL & RED	35 EA	
			TOTAL 71 EA

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 rmpdrrr11 AT WZ1244141

APPROVED: <i>[Signature]</i> DATE: 10/8/10		TEMPORARY PAVEMENT MARKING SCHEDULE	
	SCALE: NONE		REVISIONS
	DATE: 08/08		
	DWG. BY: RMG		
	DESIGN BY: RMG		
	REVIEWED BY: JDK		



PROJ. REFERENCE NO.	SHEET NO.
R-2201	TCP-03

NOTES:

THE CONTRACTOR IS TO FURNISH, INSTALL, MAINTAIN, RELOCATE AND REMOVE CHANGEABLE MESSAGE BOARDS DURING VARIOUS STAGES OF CONSTRUCTION AT THE DISCRETION OF THE ENGINEER TO ADEQUATELY INFORM MOTORISTS OF CHANGING WORK ZONE CONDITIONS. (SEE LOCAL NOTE 1)

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

USING INCIDENTAL STONE AS NECESSARY, MAINTAIN VEHICULAR ACCESS TO ALL DRIVEWAYS DURING THE LIFE OF THE CONTRACT UNLESS OTHERWISE NOTED IN THE PHASING OR DIRECTED BY THE ENGINEER. IN THE CASE OF MULTIPLE DRIVEWAYS TO A BUSINESS OR RESIDENCE THE CONTRACTOR IS TO MAINTAIN A MINIMUM OF ONE AT ALL TIMES.

REMOVE TEMPORARY ROAD CLOSURES AT THE END OF EACH WORKDAY AND RESTORE TRAFFIC TO EXISTING PATTERNS.

PHASE I

STEP 1 - INSTALL WORK ZONE ADVANCE WARNING SIGNS ON -L- AND -Y- LINES AS SHOWN ON SHEETS TCP-27 THROUGH TCP-29.

- AWAY FROM TRAFFIC BEGIN CONSTRUCTION OF DRAINAGE AND UTILITY RELOCATIONS (SEE ROADWAY PLANS AND LOCAL NOTE 3)

STEP 2 - USING ROADWAY STANDARD DRAWING 1101.02, SHEETS 1 AND 2 AS NECESSARY BEGIN CONSTRUCTION OF PROPOSED DRAINAGE, CURB AND GUTTER AND WIDENING UP TO THE EDGE AND ELEVATION OF THE EXISTING ROADWAY SURFACES IN THE FOLLOWING LOCATIONS: (SEE ROADWAY PLANS AND LOCAL NOTES 1, 2 AND 3)

NOTE: TRAFFIC TO BE MAINTAINED IN THE EXISTING PATTERNS (SEE SHEETS TCP-04 THROUGH TCP-09)

- L- SR 1611/SR 1112 (DORAL DRIVE/MAIN STREET) FROM STA. 14+40+/- TO STA. 21+10+/-
- L- SR 1611/SR 1112 (DORAL DRIVE/MAIN STREET) FROM STA. 23+52+/- TO STA. 32+80+/-
- Y- (BIG OAKS DRIVE) FROM STA. 11+20+/- TO STA. 11+40+/-
- Y1- (NEWSOME RD) FROM STA. 10+20+/- TO STA. 11+00+/-
- Y4- (CARMEL DRIVE) FROM STA. 10+00+/- STA. 10+45+/-
- Y5- (BAILEY DRIVE) FROM STA. 10+06+/- TO STA. 10+80+/-
- Y6- (INGRAM ROAD) FROM STA. 15+80+/- TO STA. 16+85+/-
- Y7- (JEFFERSON CHURCH ROAD) FROM STA. 10+20+/- TO STA. 11+20+/-
- Y8- (KIRBY ROAD) FROM STA. 10+15+/- TO STA. 12+00+/-
- Y9- (SPAINHOUR ROAD) FROM STA. 10+00+/- TO STA. 10+75+/-

- INSTALL TEMPORARY SHORING, PCB AND CRASH CUSHIONS ALONG -L- (DORAL DR. / MAIN ST.) AND BEGIN CONSTRUCTION OF THE PROPOSED PHASE I BRIDGE END BENTS. (SEE STRUCTURE PLANS AND SHEETS TCP-02C AND TCP-06)

- CLOSE EXISTING -Y11- (MARZIANO DRIVE) AND (VESTA STREET) TO TRAFFIC AS REQUIRED AND CONSTRUCT -Y11- FROM STA. 10+00 TO STA. 14+12+/- . INSTALL TEMPORARY PAVEMENT MARKINGS ALONG -Y11- (MARZIANO DRIVE) AND (VESTA STREET) AND OPEN TO TRAFFIC. (SEE ROADWAY PLAN AND SHEETS TCP-06, TCP-07, TCP-10, PMP-05 AND TCP-08)

- AWAY FROM TRAFFIC BEGIN CONSTRUCTION OF THE PROPOSED INTERCHANGE RAMP -RAMP A-, -RAMP B-, RAMP C- AND -RAMP D- UP TO BUT NOT INCLUDING THE FINAL SURFACE COURSE AND PROPOSED DRAINAGE RELATIVE TO SAME. (SEE ROADWAY PLANS AND SHEETS TCP-06 AND TCP-10 THROUGH AND INCLUDING TCP-13). RAMP A TO REMAIN CLOSED WITH TYPE III BARRICADES WITH R11-2 "ROAD CLOSED" SIGNS.

- AWAY FROM TRAFFIC THE CONTRACTOR MAY BEGIN WORK ON THE PROPOSED DRAINAGE INSTALLATION BY TRENCH-LESS METHODS WHICH CROSS US 52 AT THE FOLLOWING LOCATIONS.

- Y2- (US 52) STA. 11+90+/-
- Y2- (US 52) STA. 17+07+/-
- Y2- (US 52) STA. 19+10+/-

STEP 3 - USING ROADWAY STANDARD DRAWING 1101.02, SHEETS 3 AND 6 OF 9, AND SHEET TCP-14 PLACE ALL DEVICES NECESSARY TO CLOSE THE OUTSIDE LANES OF -Y2- (US 52) IN BOTH DIRECTIONS AND CONSTRUCT FULL DEPTH PAVED SHOULDERS ALONG THE OUTSIDE LANES IN THE FOLLOWING LOCATIONS:

- Y2- (US 52 NORTHBOUND DIRECTION) FROM STA. 14+50+/- TO STA. 19+00+/-
- Y2- (US 52 SOUTHBOUND DIRECTION) FROM STA. 14+00+/- TO STA. 18+40+/-

- USING ROADWAY STANDARD DRAWING 1101.02, SHEET 3 OF 9 ALTERNATING THE LANE CLOSURES, OBLITERATE EXISTING PAVEMENT MARKING AND MARKERS AND INSTALL TEMPORARY PAVEMENT MARKING AND MAKERS NECESSARY TO SHIFT TRAFFIC TOWARDS THE OUTSIDE IN BOTH DIRECTIONS ALONG -Y2- (US 52) AS DEPICTED ON SHEETS TCP-14 AND TCP-15.

- OPEN ALL LANES ALONG -Y2- (US 52) TO TRAFFIC IN THE TEMPORARY TRAFFIC PATTERN.

STEP 4 - USING ROADWAY STANDARD DRAWING 1101.02, SHEET 3 OF 9 REMOVE EXISTING GUARDRAIL AND INSTALL PCB (PORTABLE CONCRETE BARRIER) AND CRASH CUSHIONS ALONG -Y2- (US 52) AS SHOWN ON SHEETS TCP-14 AND TCP-15.

- INSTALL TEMPORARY SHORING AND CONSTRUCT PROPOSED SPREAD FOOTINGS AND MEDIAN BRIDGE BENT FOR THE PHASE I BRIDGE. (SEE ROADWAY AND STRUCTURE PLANS AND SHEETS TCP-2C, TCP-14 AND TCP-15)

COMPLETE THE WORK FOR PHASE I, STEP 5 IN A CONTINUOUS MANNER FROM 8:00 P.M. TO 6:00 A.M. MONDAY THROUGH SUNDAY PER GENERAL NOTE C. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 5 - USING ROADWAY STANDARD DRAWING 1101.03, SHEET 7 OF 9, AND POLICE CLOSE -Y2- (US 52) TO TRAFFIC AND DETOUR TRAFFIC ONTO EXISTING RAMP A AT THE US 52 / MAIN ST INTERCHANGE. EXISTING SIGNALS TO BE PLACED IN FLASH OR CAUTION MODE DURING HOURS OF OPERATION.

- INSTALL BRIDGE GIRDERS SPANNING -Y2- (US 52) LANES OF TRAFFIC FOR THE PHASE I BRIDGE. (SEE STRUCTURE PLANS)

STEP 6 - COMPLETE PHASE I BRIDGE AND -L- (DORAL DR./MAIN ST.) UP TO BUT NOT INCLUDING THE FINAL SURFACE COURSE FROM -L- STA. 21+60+/- TO STA. 23+10+/- .

- INSTALL AND COVER TEMPORARY PHASE I SIGNALS AT THE INTERSECTION OF -L- WITH THE PROPOSED -Y2- (US 52) RAMP A. (SEE LOCAL NOTE 5)

STEP 7 - INSTALL TYPE III BARRICADES WITH R11-2 "ROAD CLOSED" SIGN AND M4-10L "DETOUR" SIGN, CHANGEABLE MESSAGE BOARDS AND DETOUR SIGNS NECESSARY TO CLOSE EXISTING RAMP A TO TRAFFIC. ALL SIGNS ARE TO BE COVERED AND MESSAGE BOARDS DEACTIVATED UNTIL NEEDED. (SEE SHEETS TCP-25 AND TCP-26)

COMPLETE THE WORK FOR PHASE I, STEP 8 IN 10 CONSECUTIVE CALENDAR DAYS. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

NOTE: TRAFFIC ALONG -L- (DORAL DR./MAIN ST.) IS TO BE PLACED BACK INTO EXISTING PATTERNS AT THE END OF EACH DAY.

STEP 8 - UNCOVER ALL DETOUR SIGNS AND ACTIVATE CHANGEABLE MESSAGE BOARDS NECESSARY TO CLOSE EXISTING RAMP A AND DETOUR TRAFFIC. (SEE SHEETS TCP-25 AND TCP-26)

- USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 9 AND FLAGGERS, WEDGE EXISTING SURFACES NIGHTLY ALONG -L- (DORAL DR./MAIN ST.) AND -RAMP D- AS NECESSARY UP TO THE GRADES OF BOTH PROPOSED -RAMP A- AND -RAMP D- NOT INCLUDING THE FINAL SURFACE COURSES. SURFACE ELEVATION ALONG EXISTING -L- (DORAL DR./MAIN ST.) BRIDGE TO REMAIN UNCHANGED.

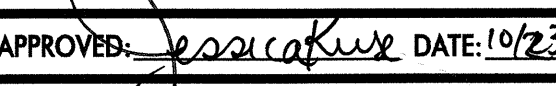


- USING ROADWAY STANDARD DRAWING 1101.02, SHEET 3 OF 9 COMPLETE CONSTRUCTION OF THE TIE-INS OF PROPOSED -RAMP A- AND -RAMP D- BEGUN IN PHASE I, STEP 2 WITH THE EXISTING PAVED SURFACE OF -Y2- (US 52). PROPOSED -RAMP A- AND -RAMP D- TO REMAIN CLOSED WITH TYPE III BARRICADES WITH R11-2 "ROAD CLOSED" SIGNS.

- INSTALL TEMPORARY PAVEMENT MARKINGS. (SEE SHEETS TCP-16, TCP-17 AND PMP-08 THROUGH PMP-11)

- DEACTIVATE EXISTING SIGNAL AT -RAMP A- AND -RAMP D- AND UNCOVER AND ACTIVATE TEMPORARY PHASE I SIGNAL AND OPEN PROPOSED -RAMP A- AND -RAMP D- TO TRAFFIC. (SEE SIGNAL PLANS AND SHEETS TCP-16, TCP-17 AND PMP-08 THROUGH PMP-11 FOR INTERIM TRAFFIC PATTERN.

- REMOVE DETOUR SIGNS AND CHANGEABLE MESSAGE BOARDS UTILIZED TO CLOSE EXISTING US 52 NB RAMP A. TYPE III BARRICADES USED TO CLOSE THE EXISTING NB RAMP A ARE TO REMAIN IN PLACE UNTIL NO LONGER NECESSARY.

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APPROVED:  DATE: 10/23/08	PHASING	
	SCALE: NONE	
	DATE: 04/08	
	DWG. BY: RMG	
	DESIGN BY: RMG	
REVIEWED BY: JDK	REVISIONS	



PROJ. REFERENCE NO.	SHEET NO.
R-2201	TCP-03A

STEP 9 - USING ROADWAY STANDARD DRAWING 1101.02, SHEET 3 OF 9 COMPLETE CONSTRUCTION OF THE TIE-INS OF PROPOSED -RAMPB- AND -RAMPC- BEGUN IN PHASE I, STEP 2 WITH THE EXISTING PAVED SURFACE OF -Y2- (US 52). PROPOSED -RAMPB- AND -RAMPC- TO REMAIN CLOSED WITH TYPE III BARRICADES WITH R11-2 "ROAD CLOSED" SIGNS.

- USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 9 AND FLAGGERS COMPLETE CONSTRUCTION OF PROPOSED -RAMPB- AND -RAMPC- TIE-INS WITH THE EXISTING PAVED SURFACE OF -L- (DORAL DR./MAIN ST.) PROPOSED -RAMPB- AND -RAMPC- TO REMAIN CLOSED WITH TYPE III BARRICADES WITH R11-2 "ROAD CLOSED" SIGNS.

- INSTALL TEMPORARY PAVEMENT MARKINGS. (SEE SHEETS TCP-16 AND PMP-08 THROUGH PMP-11)

- DEACTIVATE EXISTING SIGNAL AT PROPOSED -RAMPB- AND -RAMPC- AND UNCOVER AND ACTIVATE TEMPORARY PHASE I SIGNAL AND OPEN PROPOSED -RAMPB- AND -RAMPC- TO TRAFFIC. (SEE SIGNAL PLANS AND SHEETS TCP-16 AND PMP-08 THROUGH PMP-11 FOR INTERIM TRAFFIC PATTERN.

STEP 10 - CONSTRUCT THE REMAINDER OF -L- (DORAL DR./MAIN ST.) SB LANES TYING TO THE PROPOSED PHASE I BRIDGE. (SEE ROADWAY PLANS AND SHEET TCP-16)

- REMOVE EXISTING RAMPS A, B, C AND D AND COMPLETE DRAINAGE SYSTEM WITHIN THE -Y2- (US 52) AND -L- (DORAL DR./MAIN ST.) INTERCHANGE AREA.

STEP 11 - BEGIN CONSTRUCTION OF TEMPORARY PHASE II SIGNALS AT THE FOLLOWING INTERSECTIONS WITH -L- (DORAL DR./MAIN ST.) AND COVER. (SEE SIGNAL PLANS, SHEETS TCP-20 THROUGH TCP-22, SHEET PMP-07 AND LOCAL NOTE 5)

- Y1- (NEWSOME ROAD)
- RAMPB- AND -RAMPC-
- RAMPA- AND -RAMPD-
- Y6- (INGRAM ROAD) / -Y7- (JEFFERSON CHURCH ROAD)
- Y8- (KIRBY ROAD)

- COMPLETE CONSTRUCTION OF PROPOSED DRAINAGE, CURB AND GUTTER AND WIDENING UP TO THE EDGE AND ELEVATION OF THE EXISTING ROADWAY SURFACES BEGUN IN PHASE I, STEP 2. (SEE ROADWAY PLANS, LOCAL NOTES 1, 2 AND 3)

NOTE: TRAFFIC TO BE MAINTAINED IN THE EXISTING PATTERNS (SEE SHEETS TCP-04 THROUGH TCP-09)

- L- SR 1611/SR 1112 (DORAL DRIVE/MAIN STREET) FROM STA. 14+40+/- TO STA. 21+10+/-
- L- SR 1611/SR 1112 (DORAL DRIVE/MAIN STREET) FROM STA. 23+52+/- TO STA. 32+80+/-
- Y- (BIG OAKS DRIVE) FROM STA. 11+20+/- TO STA. 11+40+/-
- Y1- (NEWSOME RD) FROM STA. 10+20+/- TO STA. 11+00+/-
- Y4- (CARMEL DRIVE) FROM STA. 10+00+/- STA. 10+45+/-
- Y5- (BAILEY DRIVE) FROM STA. 10+06+/- TO STA. 10+80+/-
- Y6- (INGRAM ROAD) FROM STA. 15+80+/- TO STA. 16+85+/-
- Y7- (JEFFERSON CHURCH ROAD) FROM STA. 10+20+/- TO STA. 11+20+/-

- Y8- (KIRBY ROAD) FROM STA. 10+15+/- TO STA. 12+00+/-
- Y9- (SPAINHOUR ROAD) FROM STA. 10+00+/- TO STA. 10+75+/-

PHASE II

STEP 1 - USING 1101.02 SHEETS 1 AND 3 OF 9 AND FLAGGERS AS NECESSARY WEDGE THE FOLLOWING ROADWAYS UP TO BUT NOT INCLUDING THE FINAL SURFACE COURSE AND INSTALL TEMPORARY PHASE II MARKINGS: (SEE SHEETS TCP-20, TCP-21, AND TCP-22)

- L- (DORAL DR./MAIN ST.) FROM STA. 14+40+/- TO STA. 27+00+/-
- Y6- (INGRAM ROAD) FROM STA. 15+80+/- TO STA. 16+85+/-
- Y7- (JEFFERSON CHURCH ROAD) FROM STA. 10+20+/- TO STA. 11+20+/-

- USING 1101.02 SHEETS 1 AND 3 OF 9 AND FLAGGERS AS NECESSARY WEDGE THE FOLLOWING ROADWAYS UP TO BUT NOT INCLUDING THE FINAL SURFACE COURSE AND INSTALL TEMPORARY MARKINGS IN THE FINAL PATTERNS: (SEE SHEETS PMP-05 THROUGH PMP-07)

- L- (MAIN ST.) FROM STA. 27+00 TO STA. 32+80+/-
- Y4- (CARMEL DRIVE) FROM STA. 10+00+/- STA. 10+45+/-
- Y5- (BAILEY DRIVE) FROM STA. 10+06+/- TO STA. 10+80+/-
- Y8- (KIRBY ROAD) FROM STA. 10+15+/- TO STA. 12+00+/-

** CONTRACTOR MAY INSTALL TEMPORARY MARKINGS IN THE FINAL PATTERN ON REMAINING -Y- LINES AS AVAILABLE.

- INSTALL TEMPORARY PORTABLE CONCRETE BARRIER AND CRASH CUSHIONS AS SHOWN ON SHEET TCP-21.

- ACTIVATE AND UNCOVER TEMPORARY PHASE II SIGNALS AT THE FOLLOWING LOCATIONS AND PLACE TRAFFIC INTO THE PHASE II PATTERN: (SEE SIGNAL PLANS AND SHEETS TCP-19 THROUGH TCP-22 AND SHEET PMP-07)

- Y1- (NEWSOME ROAD)
- RAMPB- AND -RAMPC-
- RAMPA- AND -RAMPD-
- Y6- (INGRAM ROAD) / -Y7- (JEFFERSON CHURCH ROAD)
- Y8- (KIRBY ROAD)

COMPLETE THE WORK FOR PHASE II, STEP 2 IN A CONTINUOUS MANNER FROM 8:00 P.M. TO 6:00 A.M. MONDAY THROUGH SUNDAY PER GENERAL NOTE C. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 2 - USING ROADWAY STANDARD DRAWING 1101.03, SHEET 7 OF 9, AND POLICE CLOSE US 52 TO TRAFFIC AND DETOUR TRAFFIC ONTO RAMPS AT THE US 52 / MAIN ST INTERCHANGE. SIGNALS TO BE PLACED IN FLASH OR CAUTION MODE DURING HOURS OF OPERATION.

- REMOVE EXISTING BRIDGE STRUCTURE ALONG -L- (DORAL DR./MAIN ST.)

STEP 3 - INSTALL TEMPORARY SHORING AND CONSTRUCT PROPOSED SPREAD FOOTINGS AND REMAINDER OF BRIDGE BENTS ALONG US 52 FOR THE PHASE II BRIDGE. (SEE ROADWAY AND STRUCTURE PLANS AND SHEETS TCP-2C AND TCP-23)

- BEGIN CONSTRUCTION OF PHASE II BRIDGE AND -L- (DORAL DR./MAIN ST.) UP TO BUT NOT INCLUDING THE FINAL SURFACE COURSE FROM -L- STA. 21+20+/- TO STA. 23+20+/-.

COMPLETE THE WORK FOR PHASE II, STEP 4 IN A CONTINUOUS MANNER FROM 8:00 P.M. TO 6:00 A.M. MONDAY THROUGH SUNDAY PER GENERAL NOTE C. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 4 - USING ROADWAY STANDARD DRAWING 1101.03, SHEET 7 OF 9, AND POLICE CLOSE -Y2- (US 52) TO TRAFFIC AND DETOUR TRAFFIC ONTO EXISTING RAMPS AT THE US 52 / MAIN ST INTERCHANGE. EXISTING SIGNALS TO BE PLACED IN FLASH OR CAUTION MODE DURING HOURS OF OPERATION.

- INSTALL BRIDGE GIRDERS SPANNING -Y2- (US 52) LANES OF TRAFFIC FOR THE PHASE II BRIDGE. (SEE STRUCTURE PLANS)

STEP 5 - REMOVE ALL TEMPORARY SHORING PLACED FOR THE PROPOSED BRIDGE CENTER BENT PLACED DURING BOTH PHASES OF CONSTRUCTION.

- REPLACE EXISTING GUARDRAIL REMOVED DURING PHASE I, STEP 4 AND REMOVE ALL PORTABLE CONCRETE BARRIER AND CRASH CUSHIONS PLACED ALONG -Y2- (US 52) WITHIN THE MEDIAN AREA.

- USING ROADWAY STANDARD DRAWING 1101.03, SHEET 3 OF 9 RESURFACE AND INSTALL FINAL PAVEMENT MARKINGS AND MARKERS ALONG -Y2- (US 52) IN THE FOLLOWING LOCATIONS:

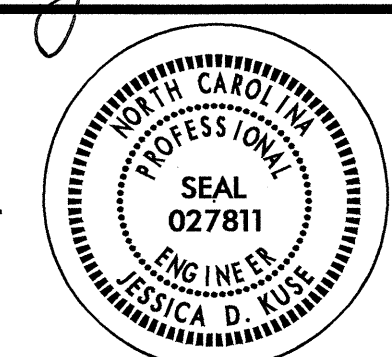

- Y2- STA. 9+00+/- TO STA. 24+11+/-

- COMPLETE PHASE II BRIDGE AND -L- (DORAL DR./MAIN ST.) BEGUN IN PHASE II, STEP 3.

- INSTALL FINAL SIGNALS AT THE FOLLOWING INTERSECTIONS WITH -L- (DORAL DR./MAIN ST.) AND COVER. (SEE SIGNAL PLANS, SHEETS PMP-03 THROUGH PMP-05, PMP-07 AND LOCAL NOTE 5)

- Y1- (NEWSOME ROAD)
- RAMPB- AND -RAMPC-
- RAMPA- AND -RAMPD-
- Y6- (INGRAM ROAD) / -Y7- (JEFFERSON CHURCH ROAD)
- Y8- (KIRBY ROAD)

I7-NOV-2008 13:06 \\dot\dfsroot\01\proj\11\p\projects-r\2201\traffic\trafficcontrol\top\R-2201_TC-TCP-03.dgn

APPROVED: <i>Jessica Kuse</i> DATE: 11/17/08 	<h2 style="margin: 0;">PHASING</h2>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <td style="width: 50%;"> </td> <td style="width: 50%;"> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	REVISIONS							
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PROJ. REFERENCE NO.	SHEET NO.
R-2201	TCP-03B

STEP 6 - USING 1101.02 SHEETS 1 AND 3 OF 9 AND FLAGGERS AS NECESSARY REMOVE EXISTING MARKINGS AND INSTALL TEMPORARY MARKINGS IN THE FINAL PATTERN IN THE FOLLOWING LOCATIONS: (SEE SHEETS PMP-02 THROUGH PMP-05)

-L- FROM STA. 14+40+/- TO STA. 26+96+/-

- ACTIVATE AND UNCOVER FINAL SIGNALS AT THE FOLLOWING LOCATIONS AND PLACE TRAFFIC INTO THE FINAL PATTERNS: (SEE SIGNAL PLANS AND SHEETS PMP-02 THROUGH PMP-07)

- Y1- (NEWSOME ROAD)
- RAMPB- AND -RAMPC-
- RAMPA- AND -RAMPD-
- Y6- (INGRAM ROAD) / -Y7- (JEFFERSON CHURCH ROAD)

STEP 7 - USING ROADWAY STANDARD DRAWING 1101.02, SHEETS 1 AND 3 OF 9, COMPLETE THE FOLLOWING:

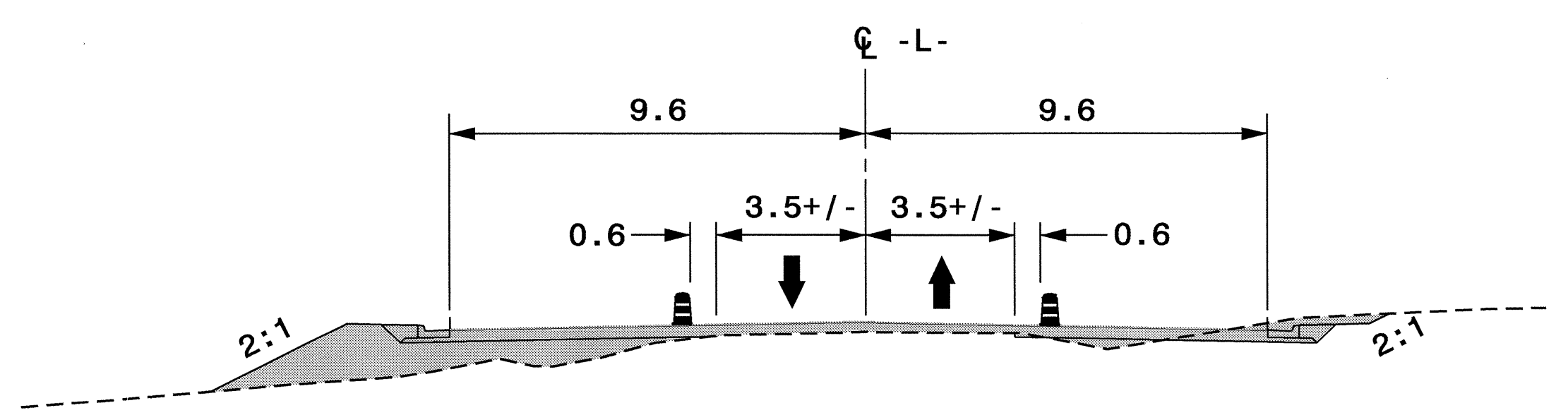
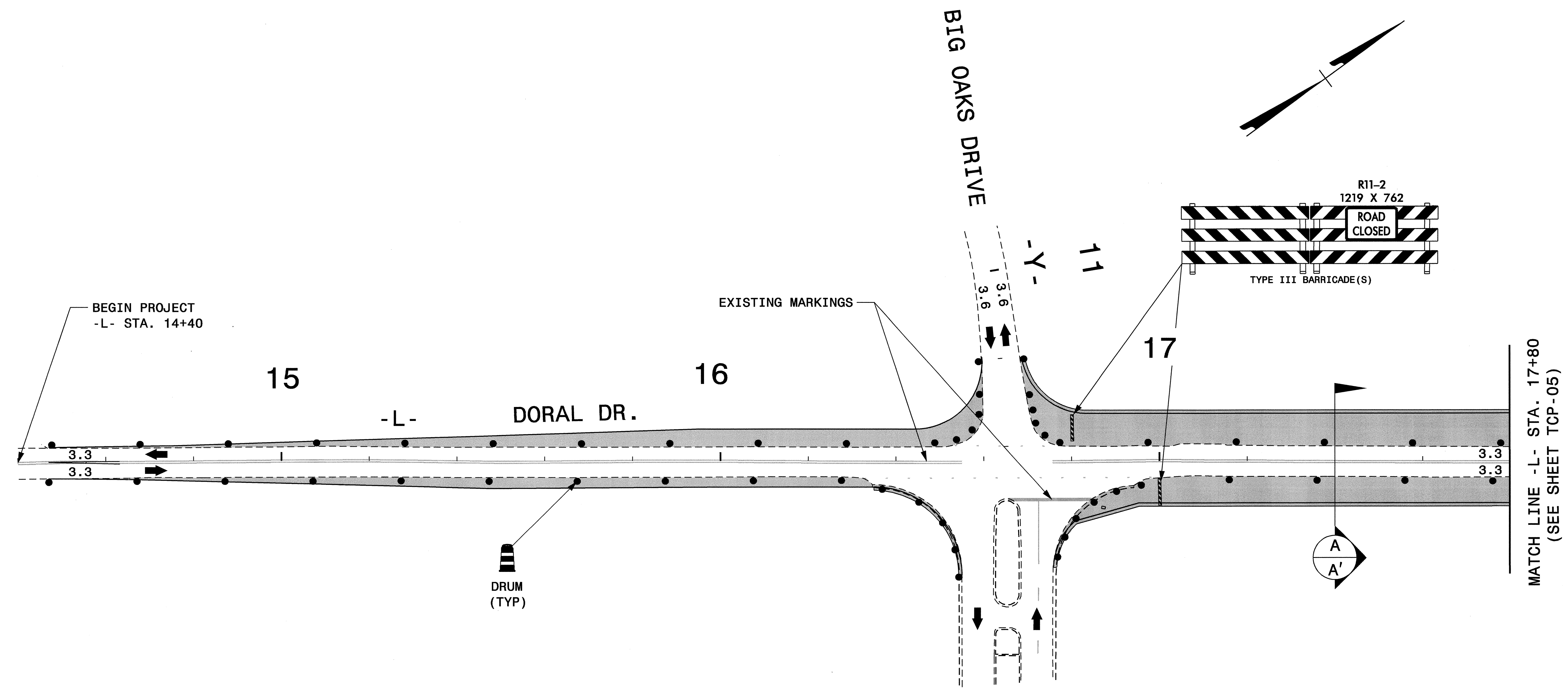
- ALL CONCRETE MEDIANS ALONG -L- (SEE ROADWAY PLANS)
- COMPLETE ALL SIDEWALKS AND OPEN TO PEDESTRIANS.
- INSTALL FINAL SURFACE COURSE ALONG ALL ROADWAYS AND INSTALL FINAL MARKINGS MARKERS. (SEE ROADWAY PLANS AND SHEETS PMP-02 THROUGH PMP-11)
- REMOVE ALL TRAFFIC CONTROL DEVICES AND OPEN ALL ROADWAYS TO FINAL PATTERNS.

22-OCT-2008 09:18
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 Margaret AT
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APPROVED: <i>Jessica D. Kuse</i> DATE: 10/23/08		PHASING								
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PROJ. REFERENCE NO.	SHEET NO.
R-2201	TCP-04





ENTRANCE TO
R.J. REYNOLDS

- NOTES:
- EXISTING MARKINGS SHOWN ARE APPROXIMATE.
 - SPACE DRUMS NO MORE THAN 20m APART.
 - SPACE DRUMS 5m APART IN RADII.
 - SPACE DRUMS 5m APART AT DRIVEWAY ENTRANCES.

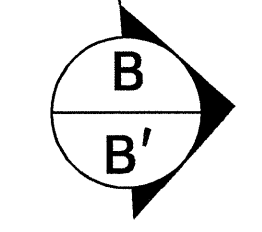
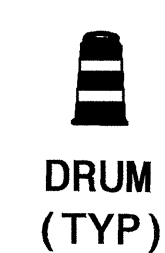
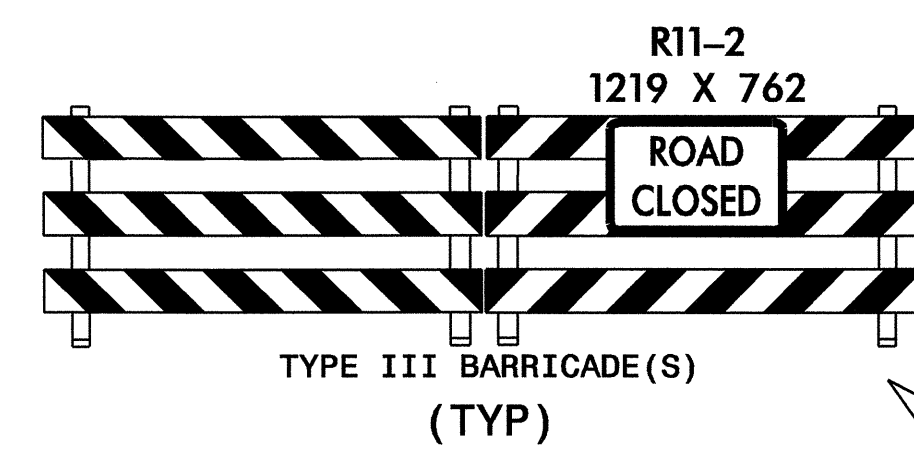
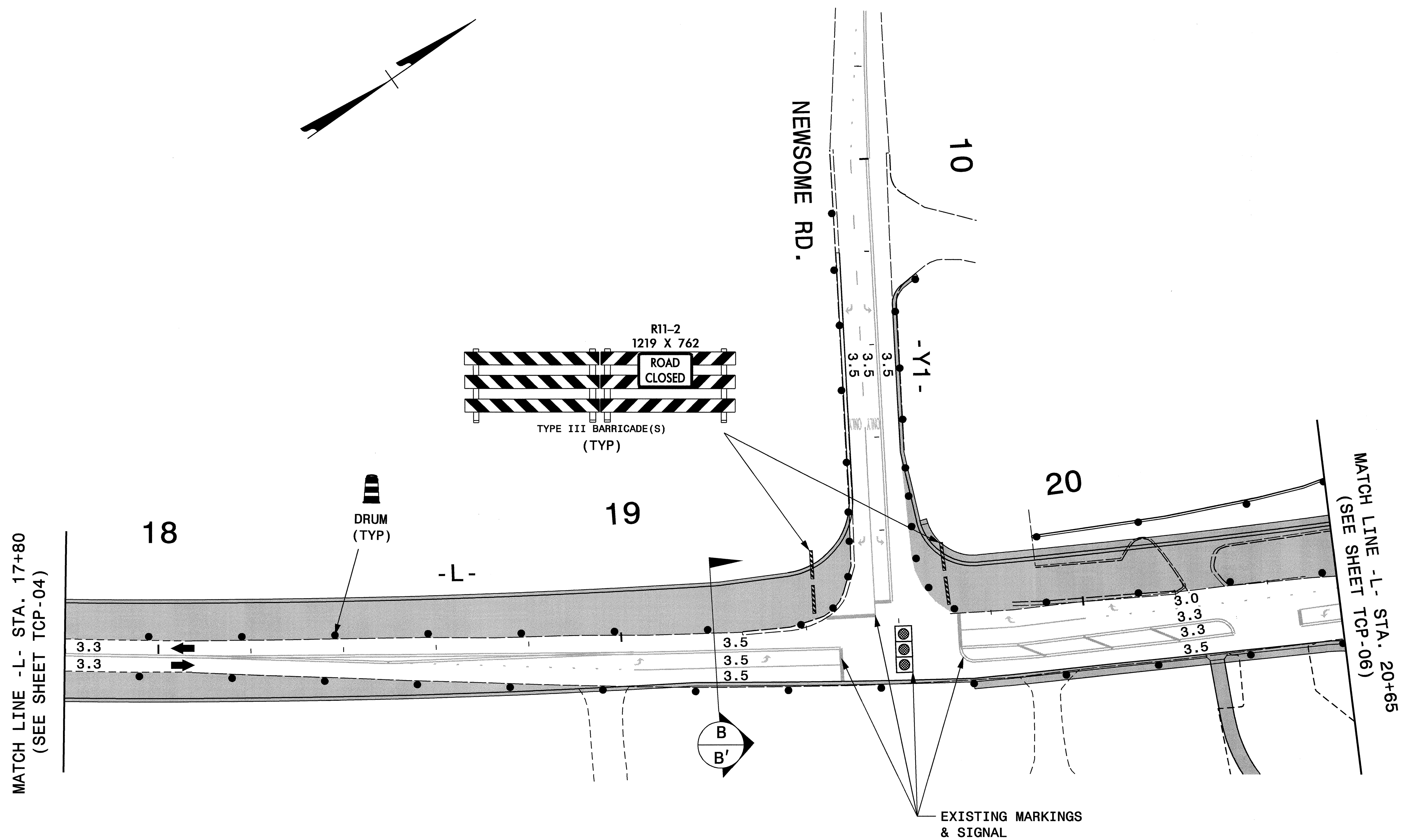
-L- STA. 17+40 +/- (A/A')

07-OCT-2008 07:48
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 rmgdrr\rt AT WZ1244141

APPROVED: <i>[Signature]</i> DATE: 10/8/08 	PHASE I						
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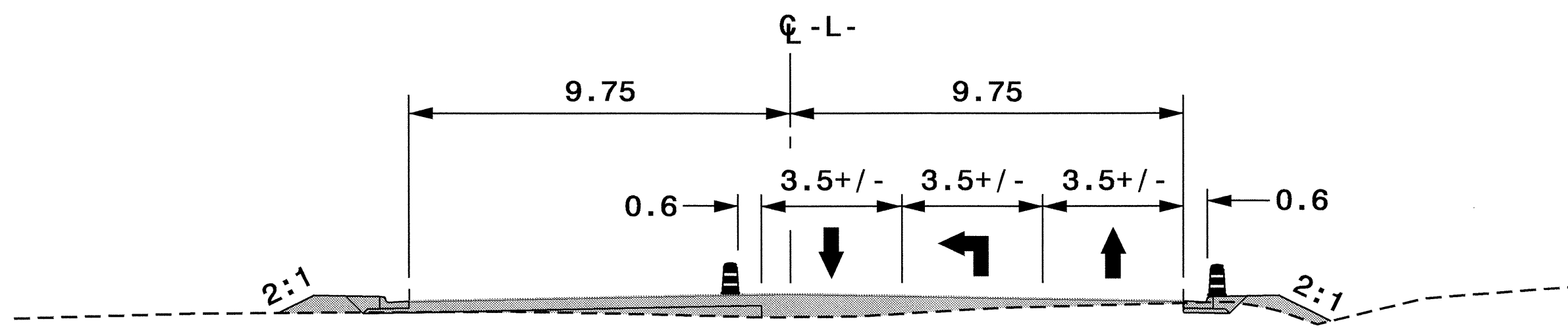
PROJ. REFERENCE NO.	SHEET NO.
R-2201	TCP-05



EXISTING MARKINGS & SIGNAL

NOTES:

- EXISTING MARKINGS SHOWN ARE APPROXIMATE.
- SPACE DRUMS NO MORE THAN 20m APART.
- SPACE DRUMS 5m APART IN RADII.
- SPACE DRUMS 5m APART AT DRIVEWAY ENTRANCES.

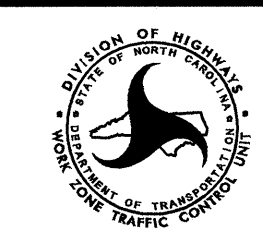


-L- STA. 19+20 +/-

APPROVED: *Jessica D. Kuse* DATE: 04/08

PHASE I

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DESIGN BY:	RMG
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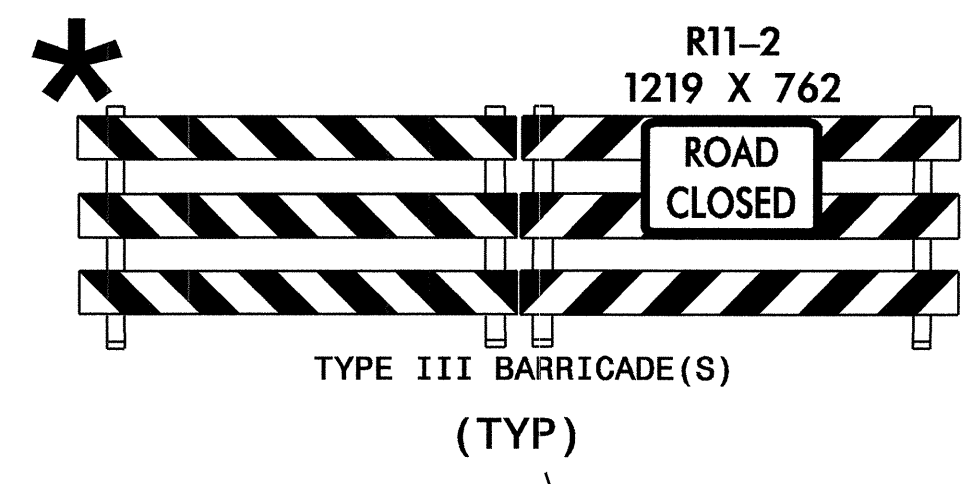


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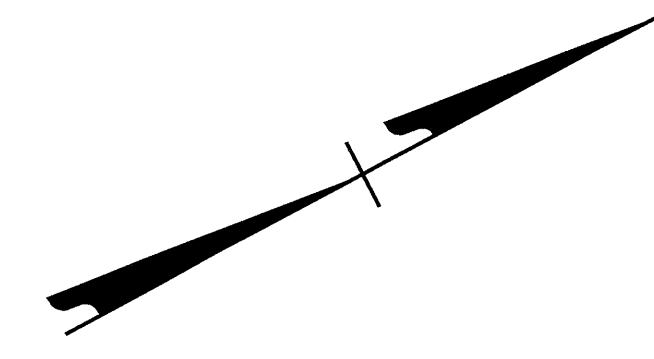
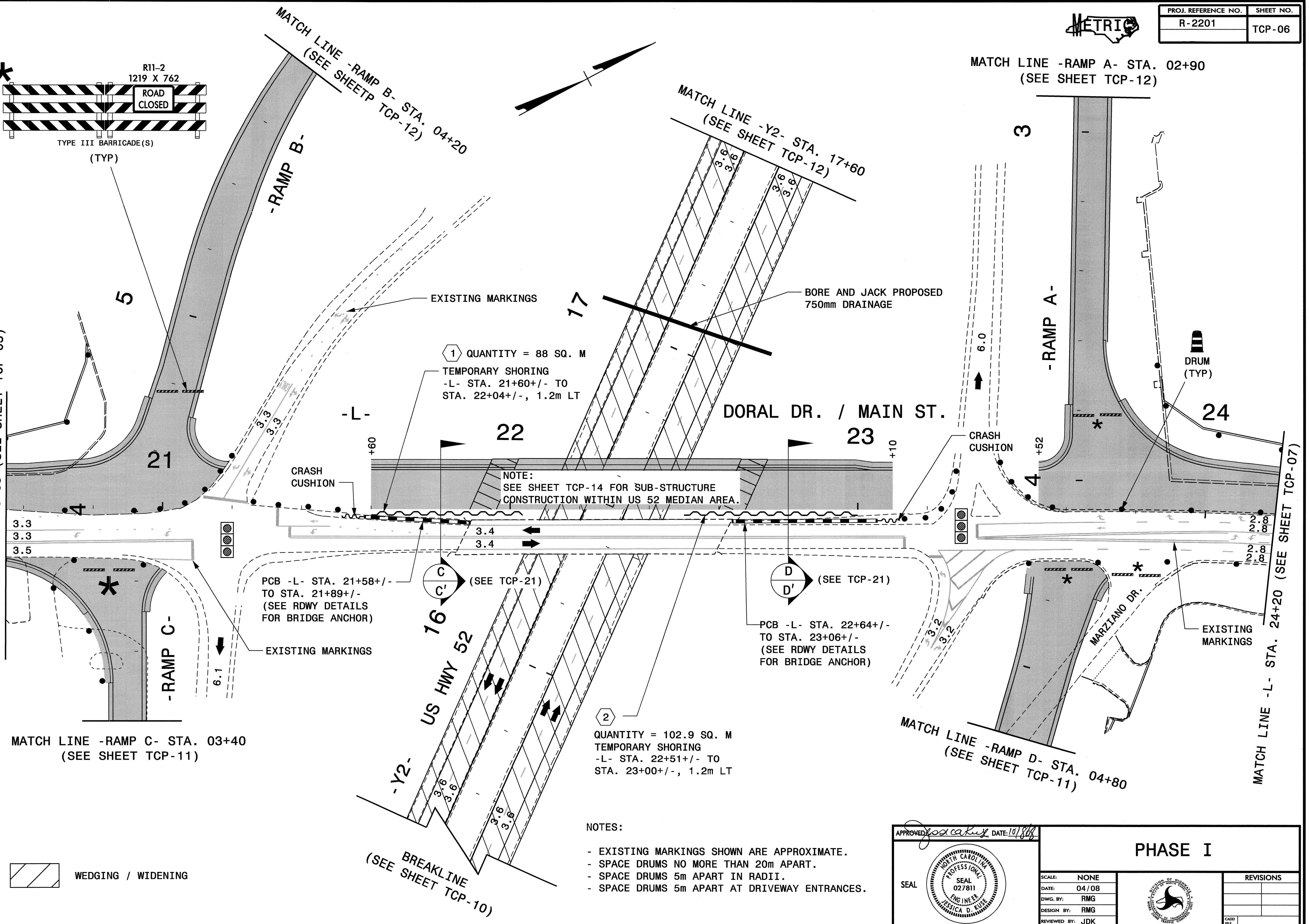


PROJ. REFERENCE NO.	SHEET NO.
R-2201	TCP-06



MATCH LINE -RAMP A- STA. 02+90
(SEE SHEET TCP-12)

MATCH LINE -L- STA. 20+65 (SEE SHEET TCP-05)



NOTES:

- EXISTING MARKINGS SHOWN ARE APPROXIMATE.
- SPACE DRUMS NO MORE THAN 20m APART.
- SPACE DRUMS 5m APART IN RADII.
- SPACE DRUMS 5m APART AT DRIVEWAY ENTRANCES.

APPROVED: [Signature] DATE: 10/8/08

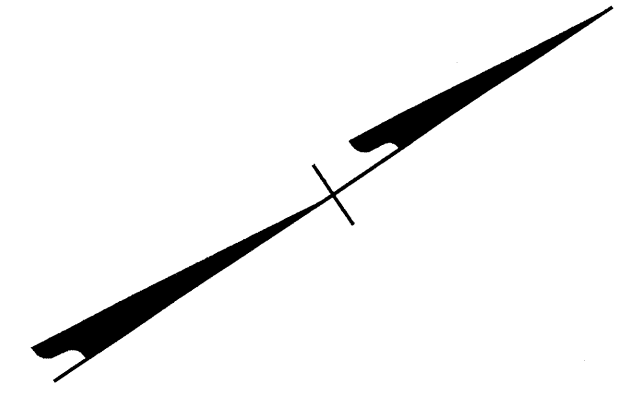
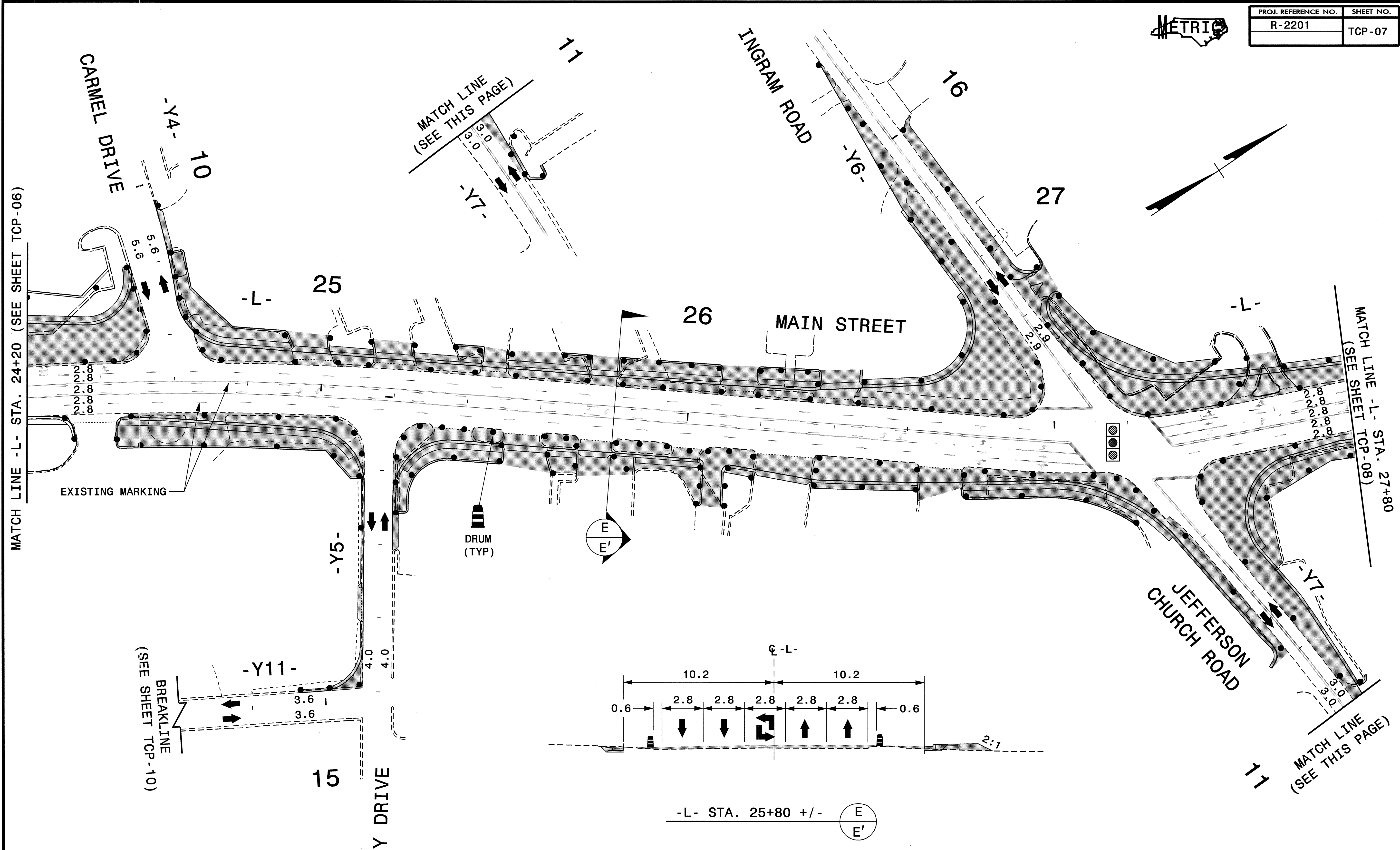
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 imgdr e11 AT 12/24/14T



PROJ. REFERENCE NO.	SHEET NO.
R-2201	TCP-07



NOTES:

- EXISTING MARKINGS SHOWN ARE APPROXIMATE.
- SPACE DRUMS NO MORE THAN 20m APART.
- SPACE DRUMS 5m APART IN RADII.
- SPACE DRUMS 5m APART AT DRIVEWAY ENTRANCES.

APPROVED: *Jessica D. Kuss* DATE: 10/8/10

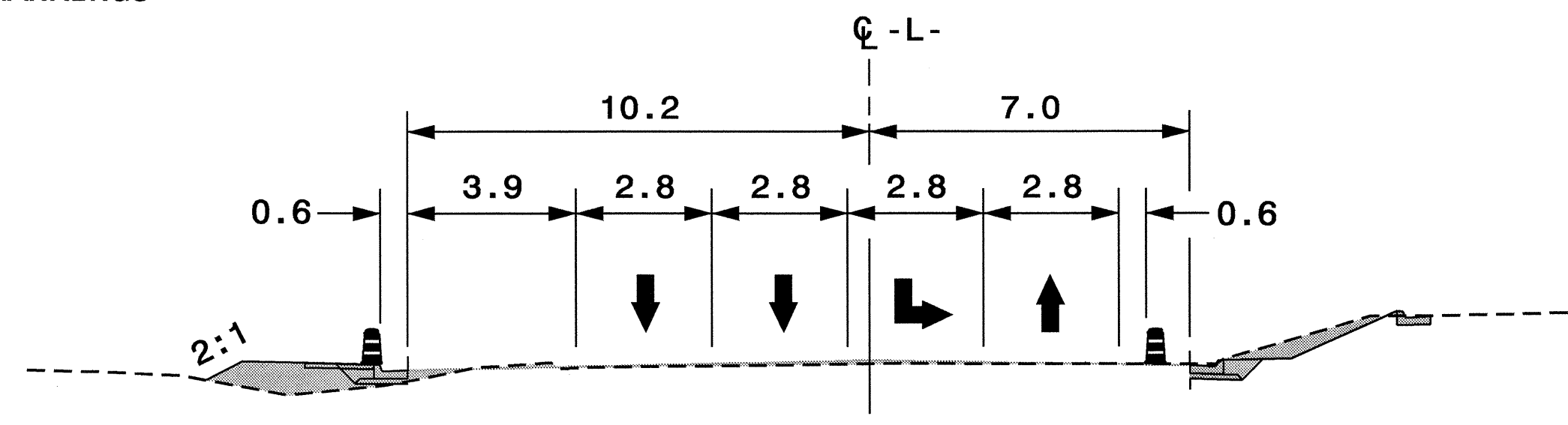
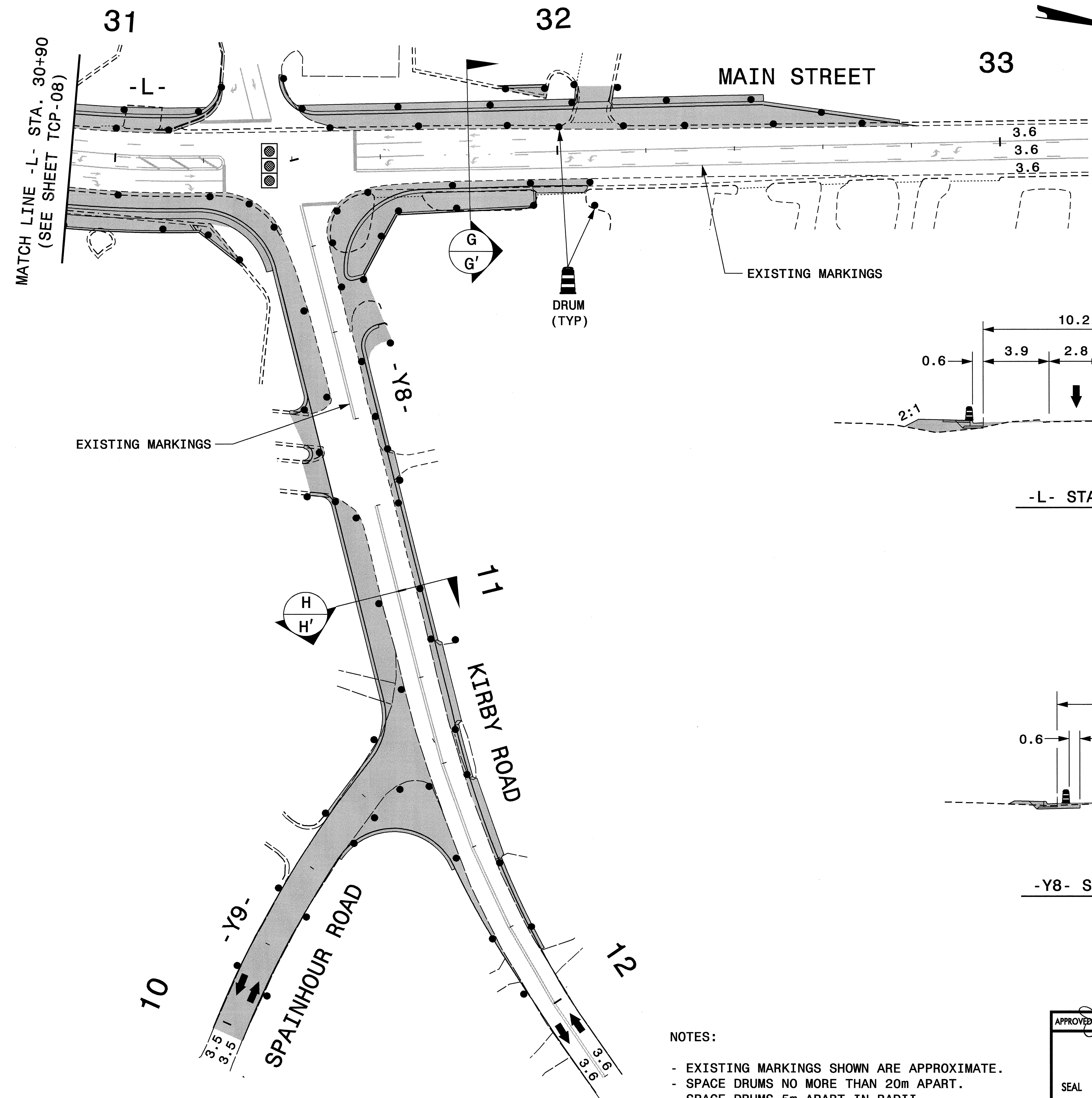
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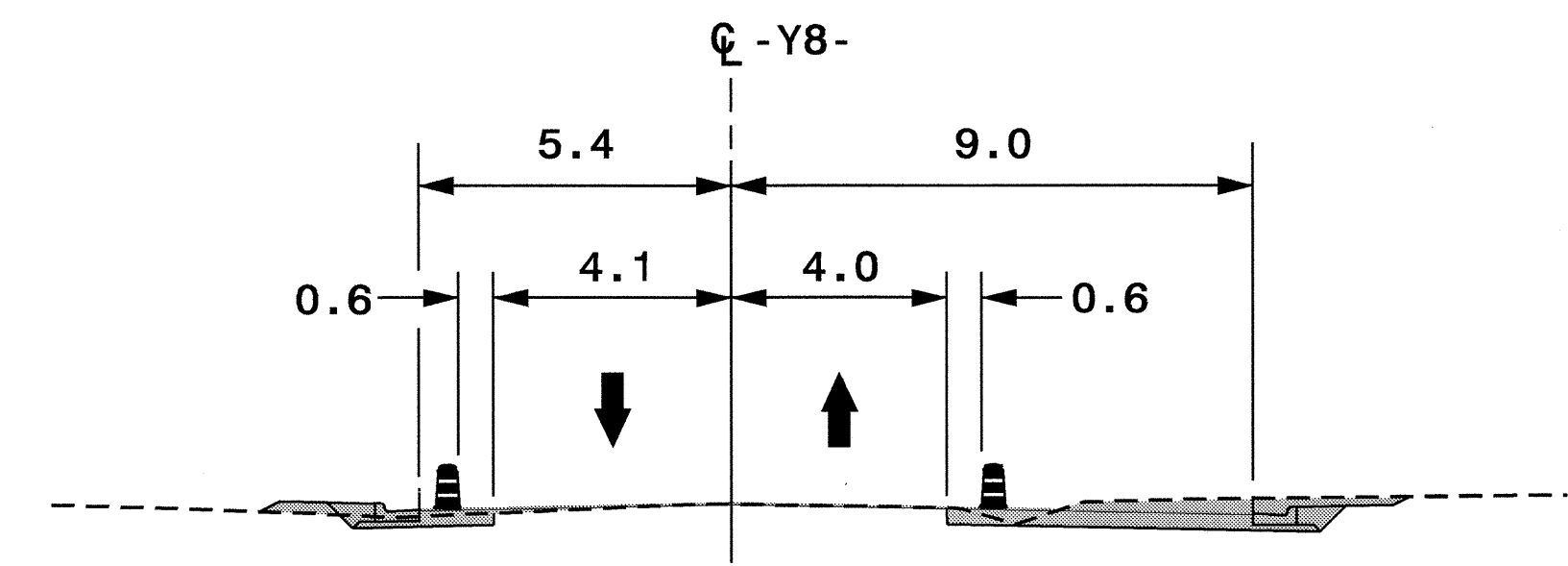


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-L- STA. 31+80 +/- G
G'



-Y8- STA. 11+00 +/- H
H'

NOTES:

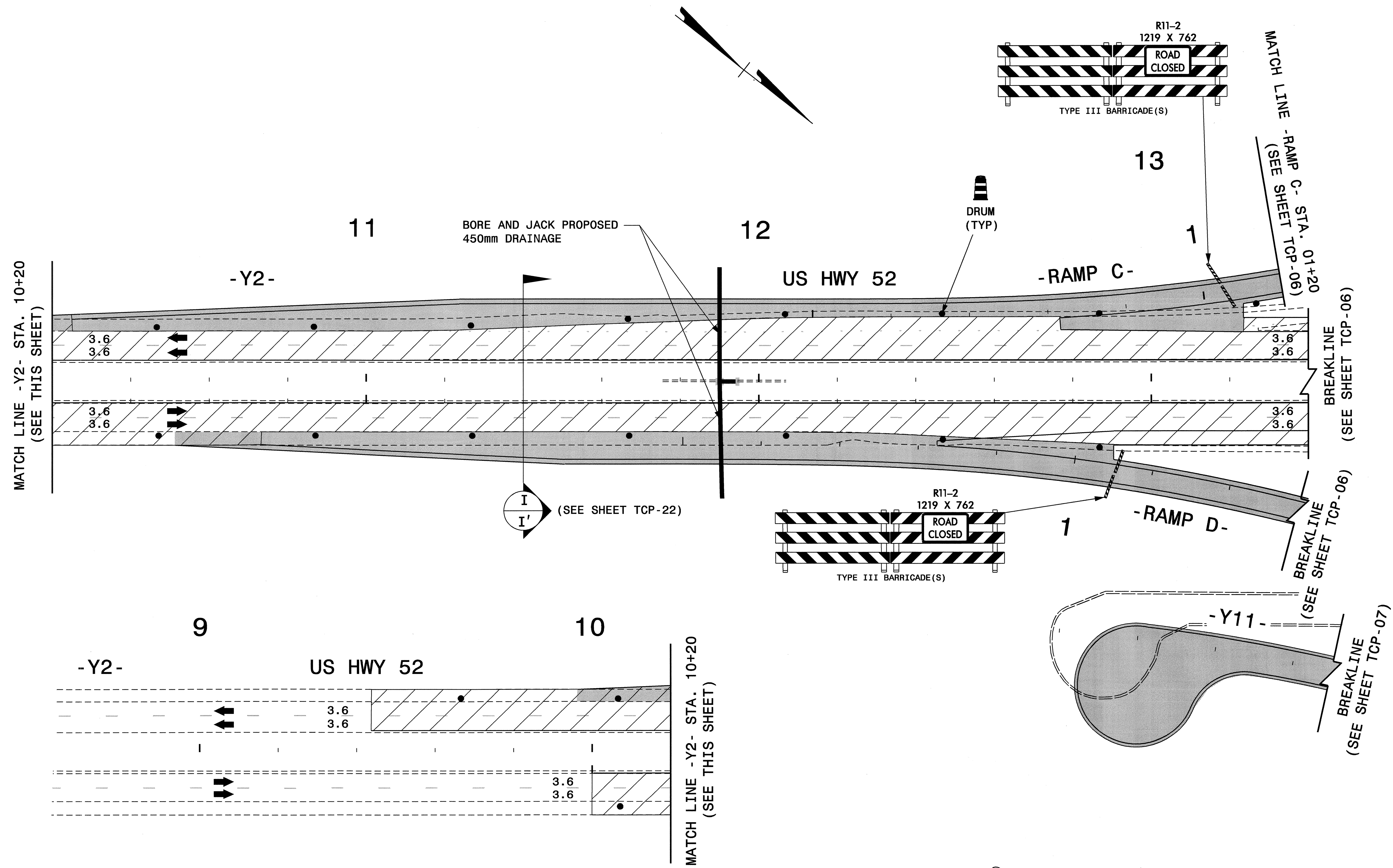
- EXISTING MARKINGS SHOWN ARE APPROXIMATE.
- SPACE DRUMS NO MORE THAN 20m APART.
- SPACE DRUMS 5m APART IN RADII.
- SPACE DRUMS 5m APART AT DRIVEWAY ENTRANCES.

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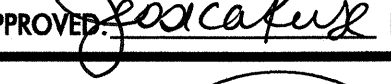




PROJ. REFERENCE NO.	SHEET NO.
R-2201	TCP-10



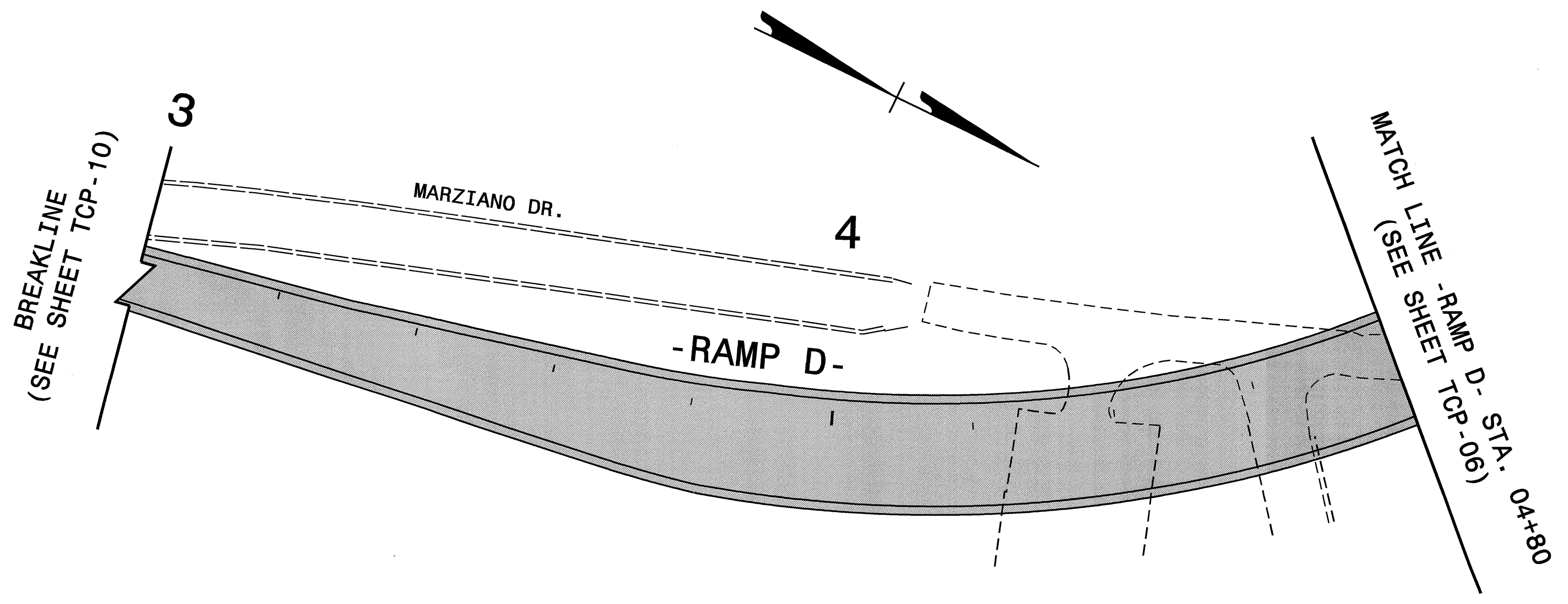
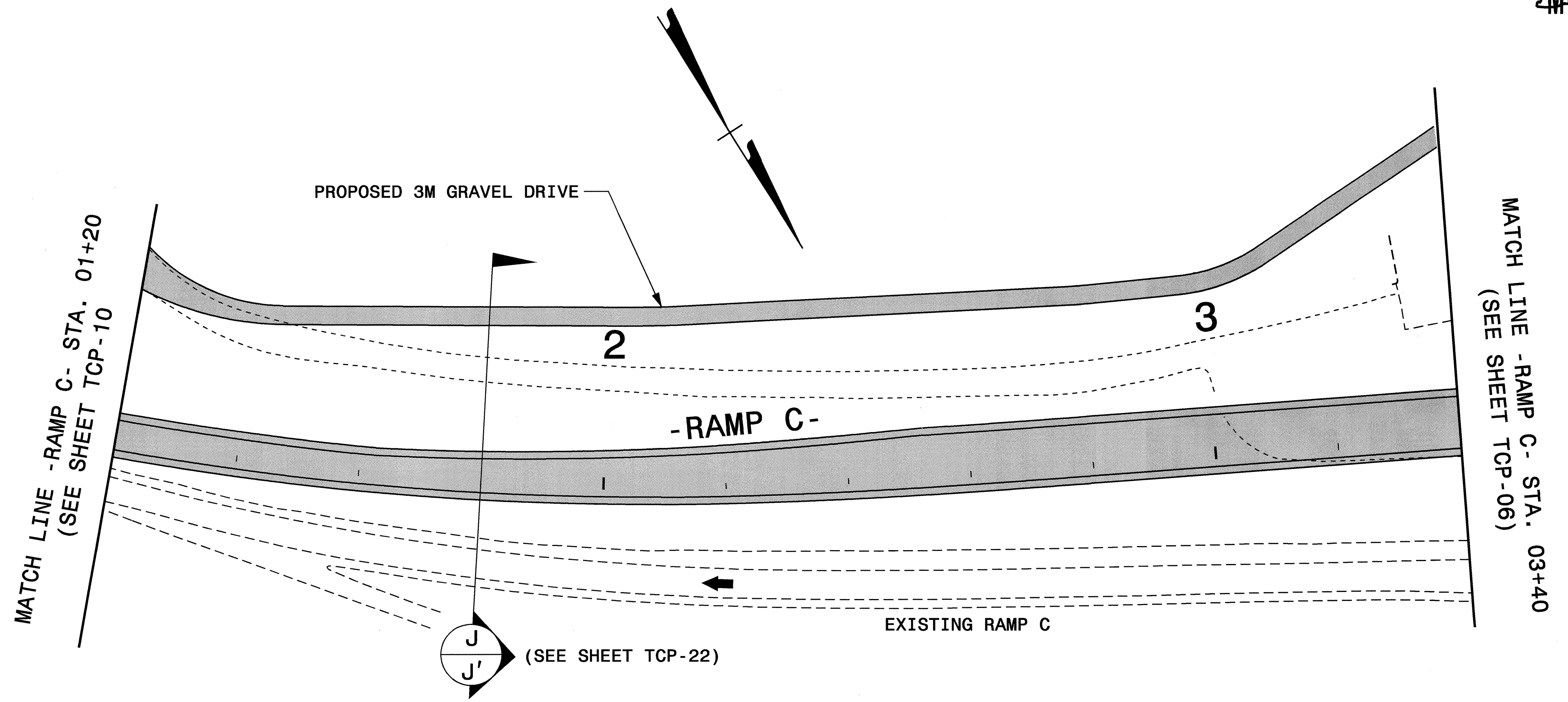
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 rmgrrett AT WZ1244/41

 WEDGING / WIDENING

APPROVED:  DATE: 10/10 	PHASE I							
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PROJ. REFERENCE NO.	SHEET NO.
R-2201	TCP-11



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 rmgarrett AT WZ12447

APPROVED: *[Signature]* DATE: 10/05

SEAL

PHASE I

SCALE:	NONE
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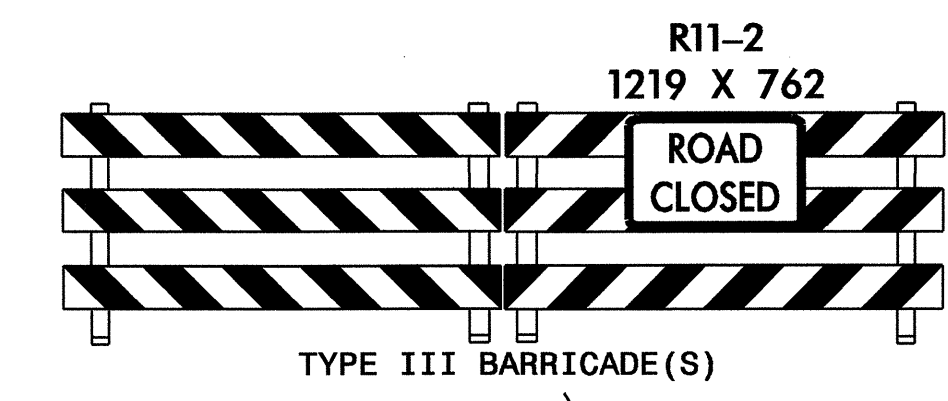
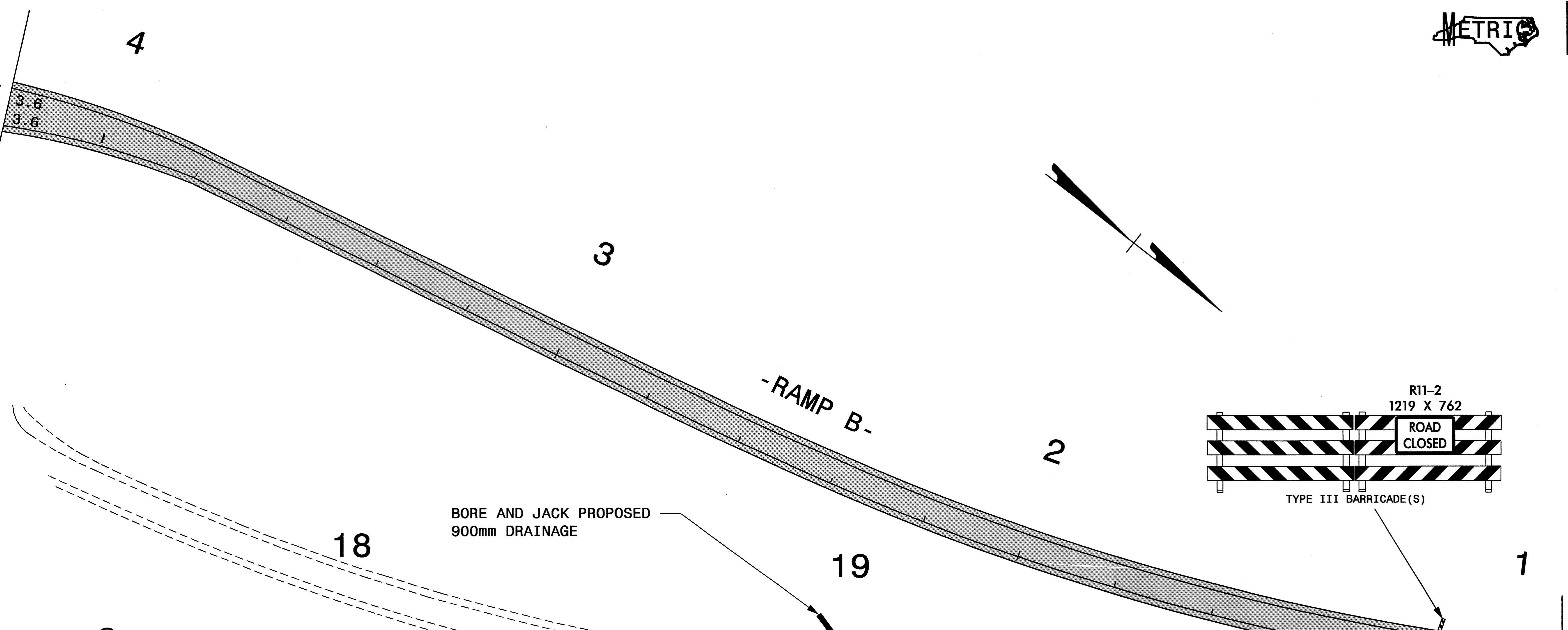


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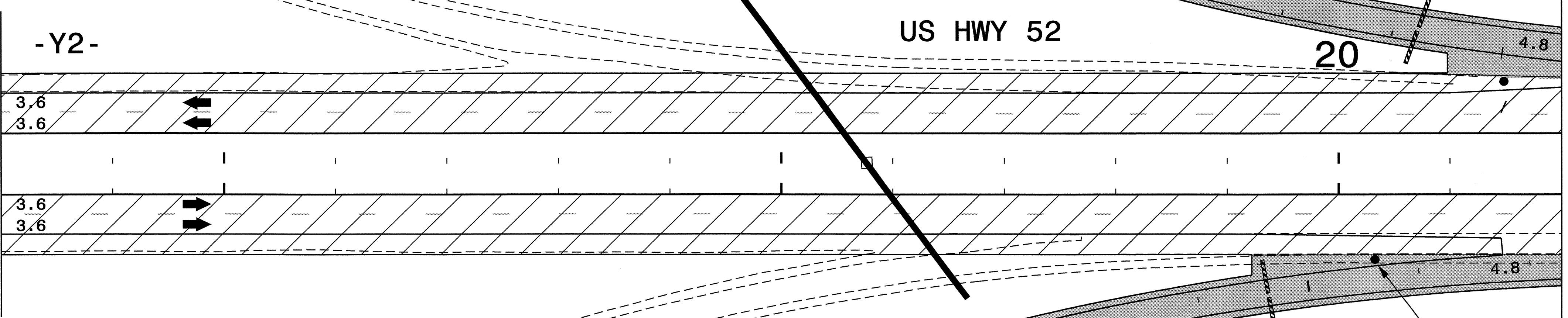
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R-2201	TCP-12

MATCH LINE -RAMP B- STA. 04+20
(SEE SHEET TCP-06)

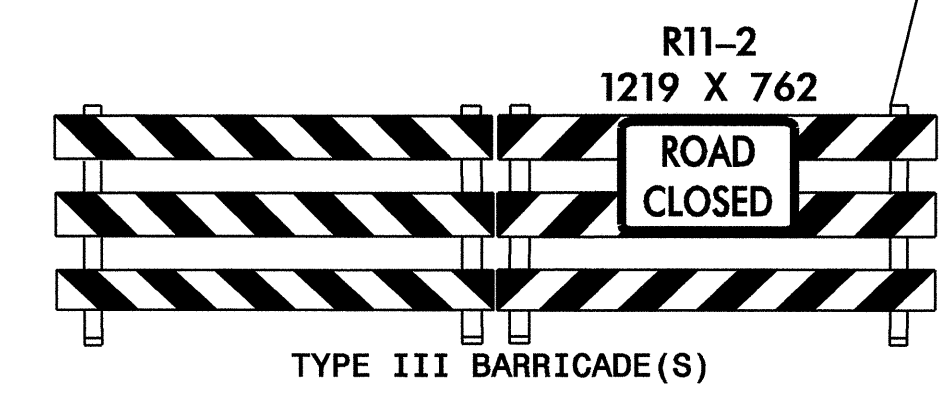


BORE AND JACK PROPOSED
900mm DRAINAGE

MATCH LINE -Y2- STA. 17+60
(SEE SHEET TCP-06)

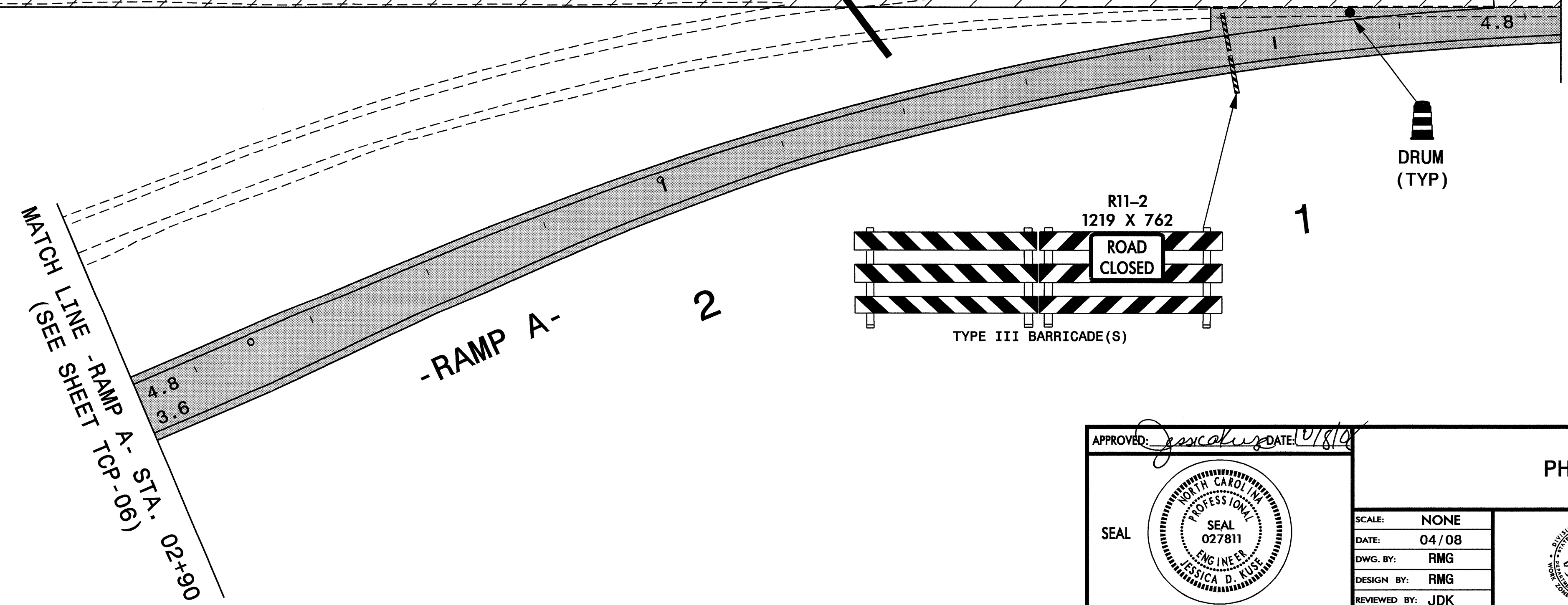


MATCH LINE -Y2- STA. 20+40
(SEE SHEET TCP-13)



DRUM
(TYP)

MATCH LINE -RAMP A- STA. 02+90
(SEE SHEET TCP-06)



WEDGING / WIDENING

APPROVED: *J. K. Kule* DATE: 07/18/08

SEAL

PHASE I

SCALE: NONE
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REVIEWED BY: JDK

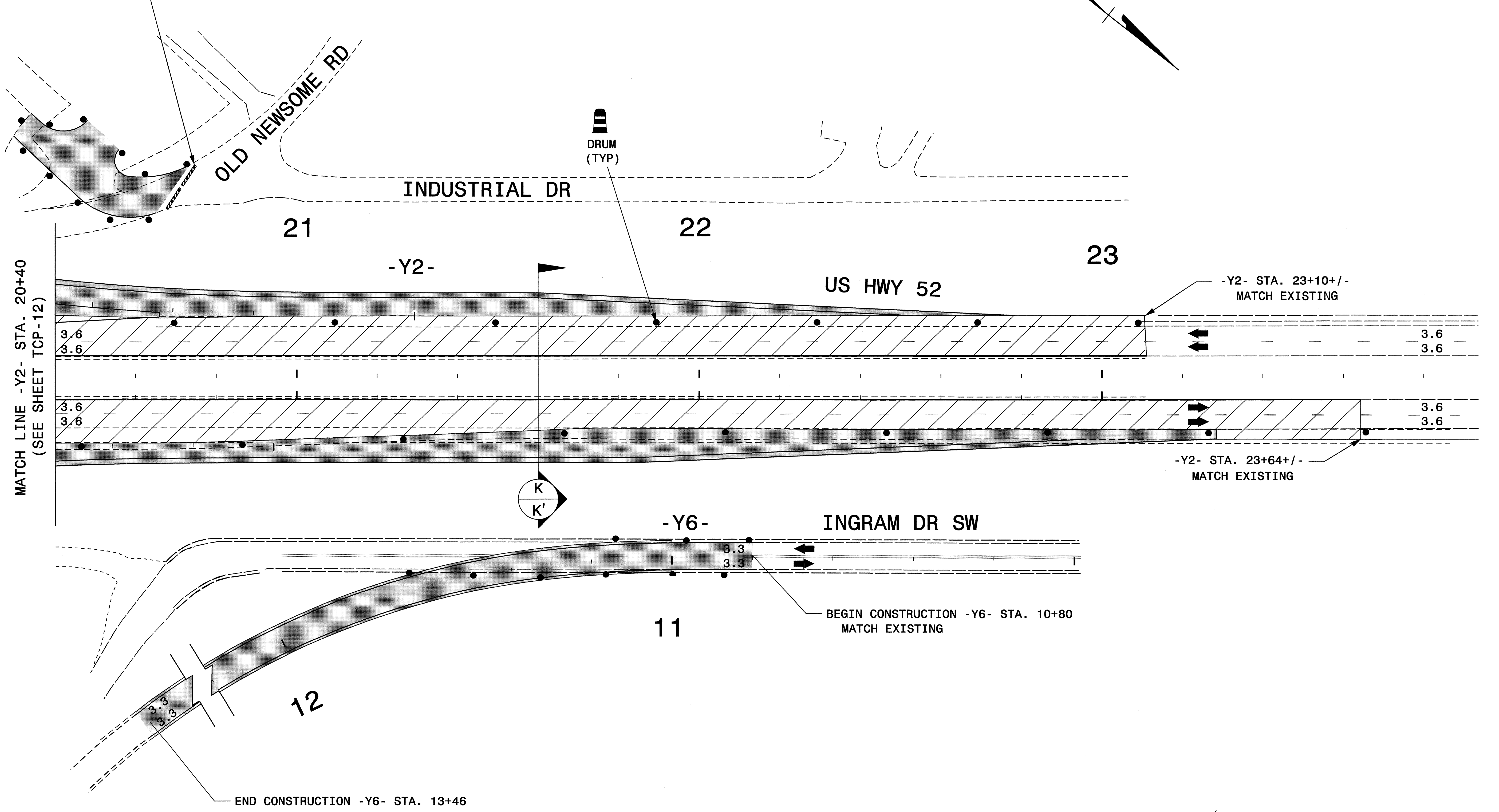
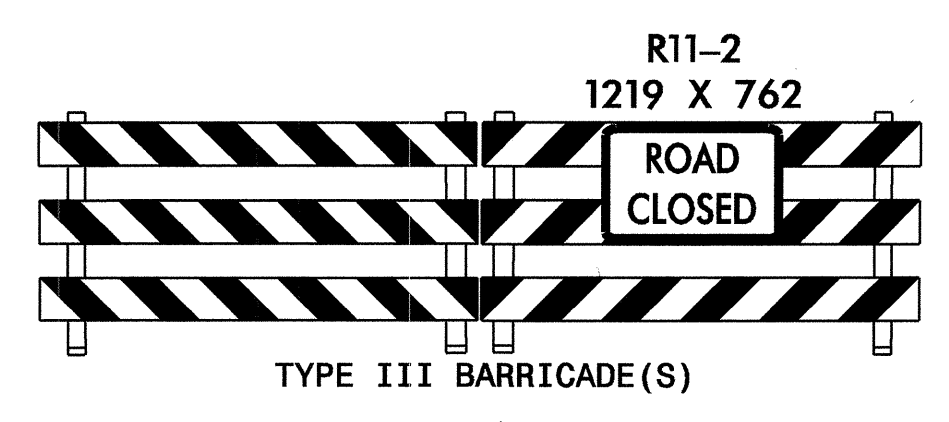


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PROJ. REFERENCE NO.	SHEET NO.
R-2201	TCP-13



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APPROVED: *Jessica D. Kuse* DATE: 10/18/08

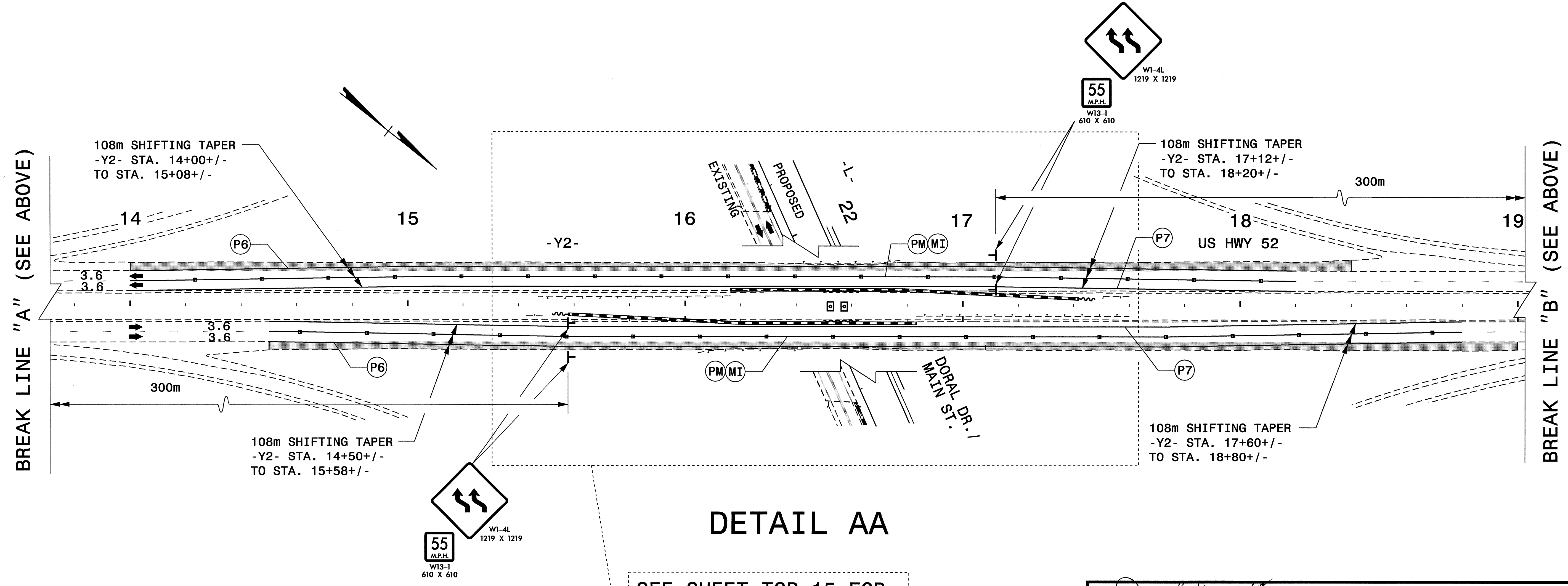
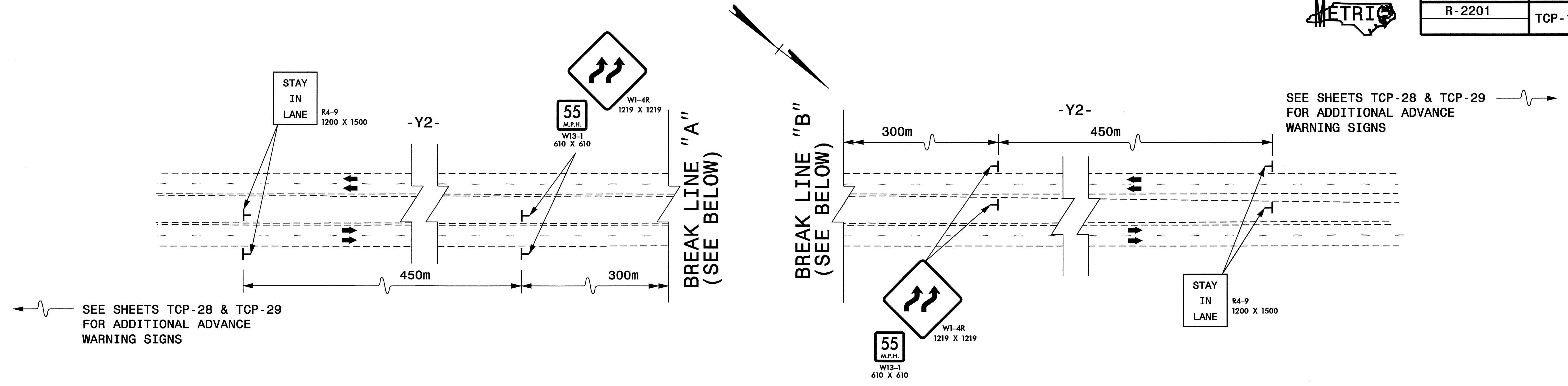
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REVISIONS

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 rmgr\rmg11 AT MZ1224\141



■ = NEW FDPS FOR TEMPORARY TRAFFIC PATTERN
 -Y2- STA. 14+50+/- TO STA. 19+00+/- NB LANES
 -Y2- STA. 14+00+/- TO STA. 18+40+/- SB LANES

APPROVED: *Josica Kuse* DATE: 07/08

SEAL

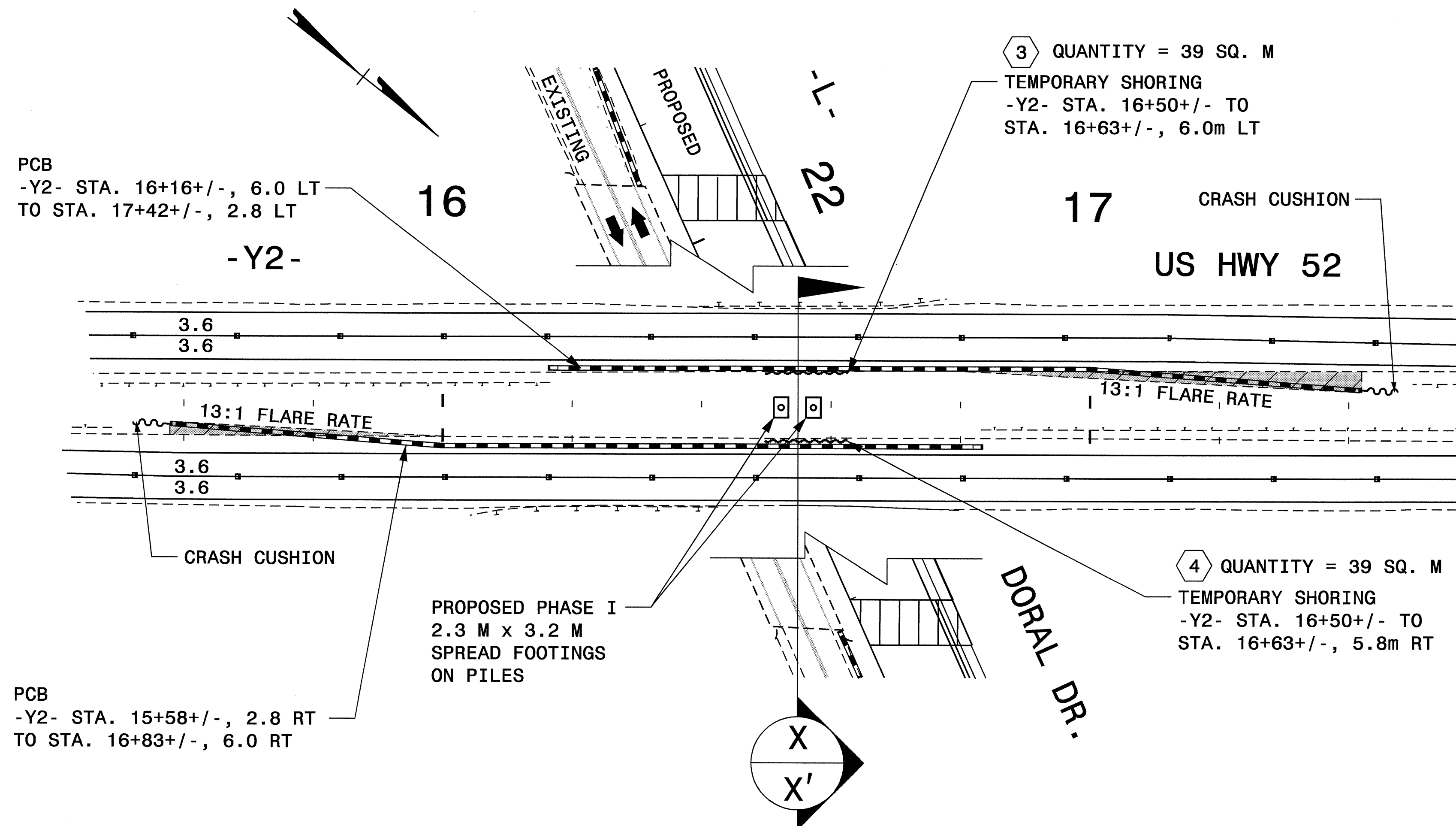
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DETAIL AA**

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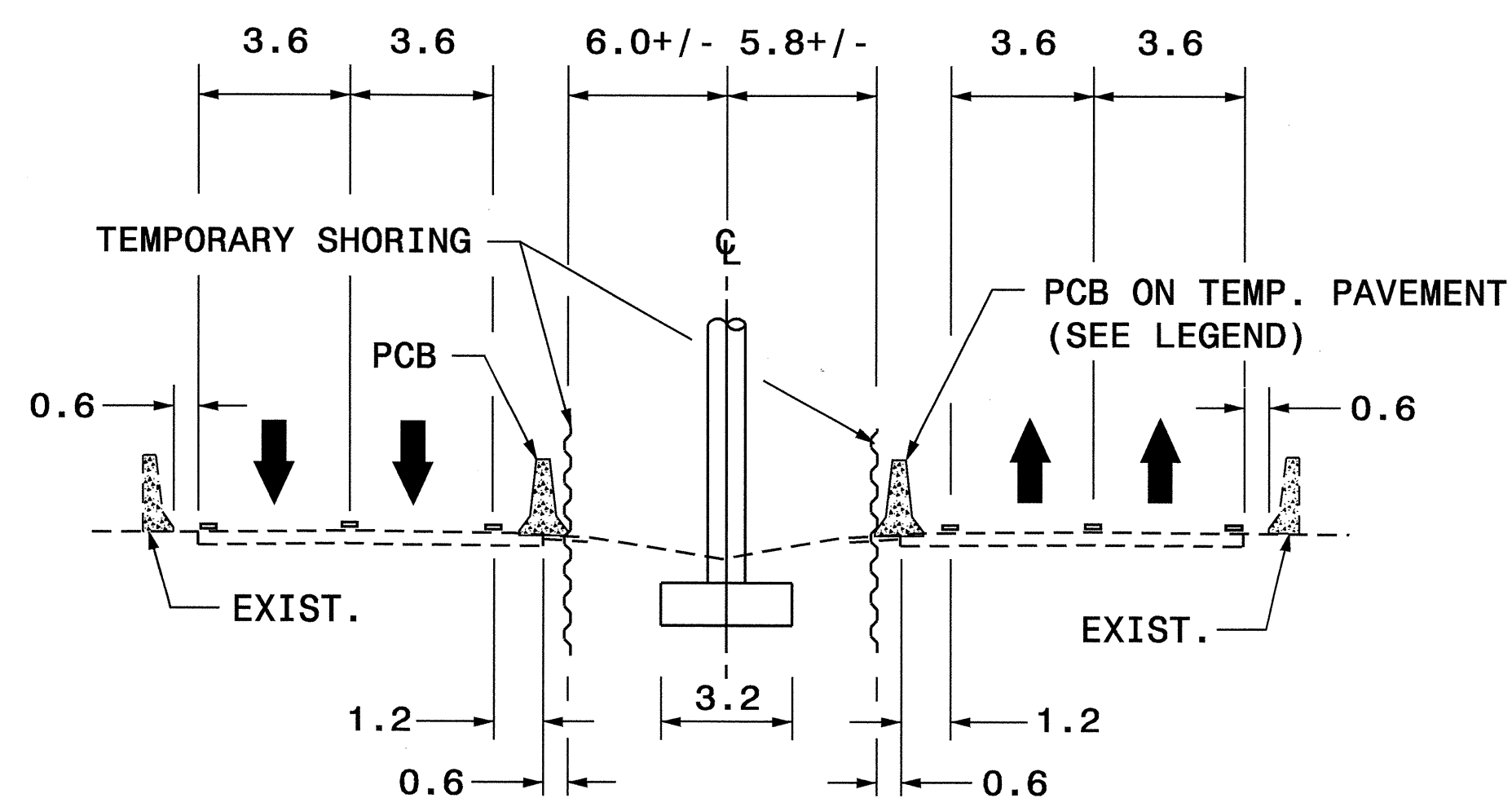
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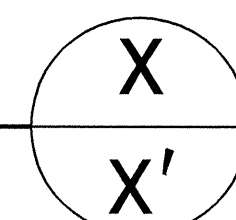
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R-2201	TCP-15



DETAIL BB



-L- STA. 16+55 +/-



LEGEND:

= TEMPORARY PAVEMENT FOR PCB PLACEMENT WIDTH VARIES FROM 0.6m +/- TO 4m +/-

APPROVED: *Jessica D. Kuse* DATE: 6/23/08

SEAL

PHASE I
DETAIL BB

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DESIGN BY:	RMG
REVIEWED BY:	JDK



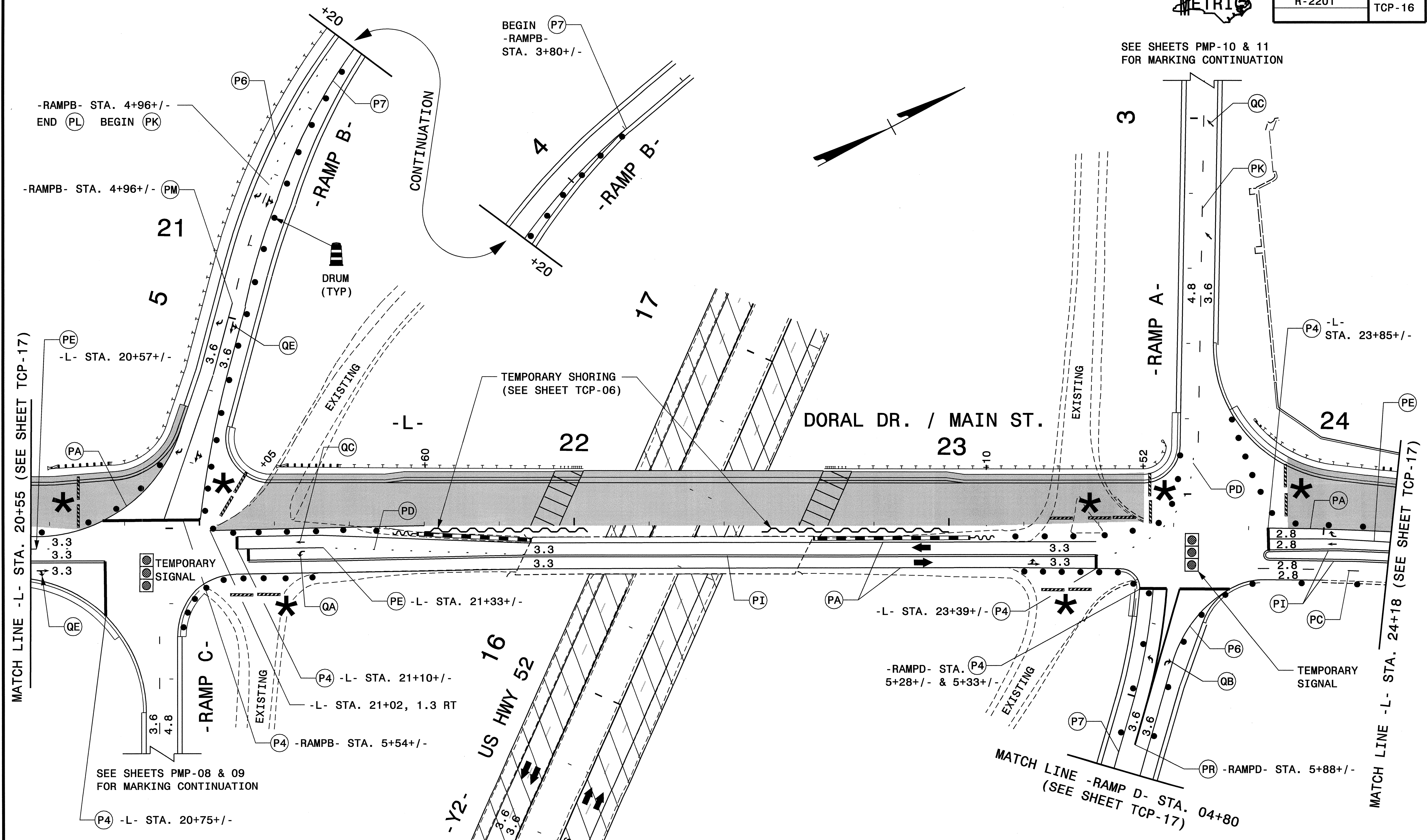
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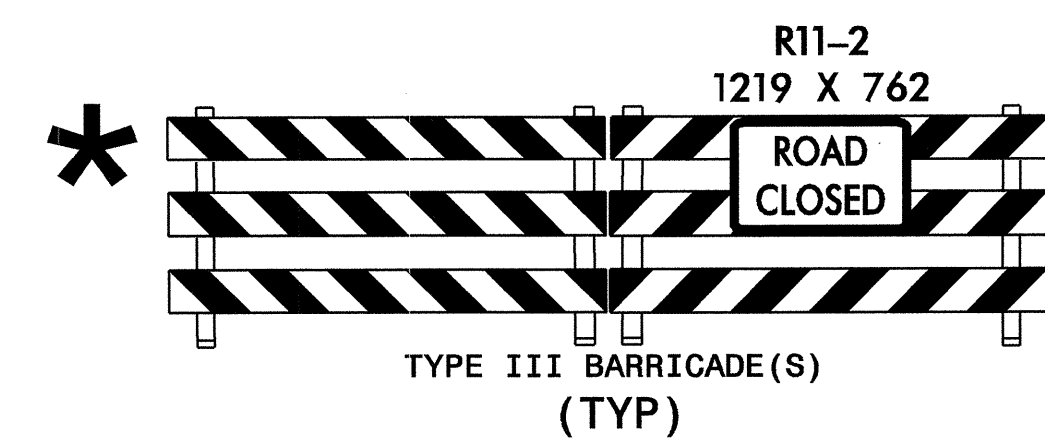
SEE SHEETS PMP-10 & 11
FOR MARKING CONTINUATION



MATCH LINE -L- STA. 20+55 (SEE SHEET TCP-17)

MATCH LINE -L- STA. 24+18 (SEE SHEET TCP-17)

SEE SHEETS PMP-08 & 09
FOR MARKING CONTINUATION



- NOTES:
- SPACE DRUMS NO MORE THAN 20m APART.
 - SPACE DRUMS 5m APART IN RADII.

APPROVED: *[Signature]* DATE: 01/18/08

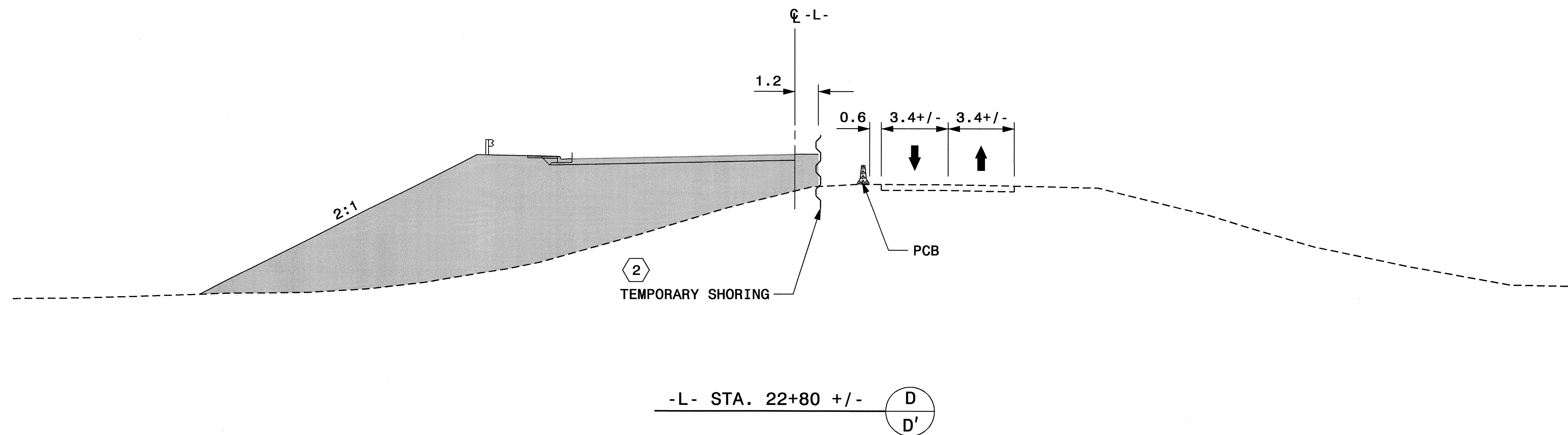
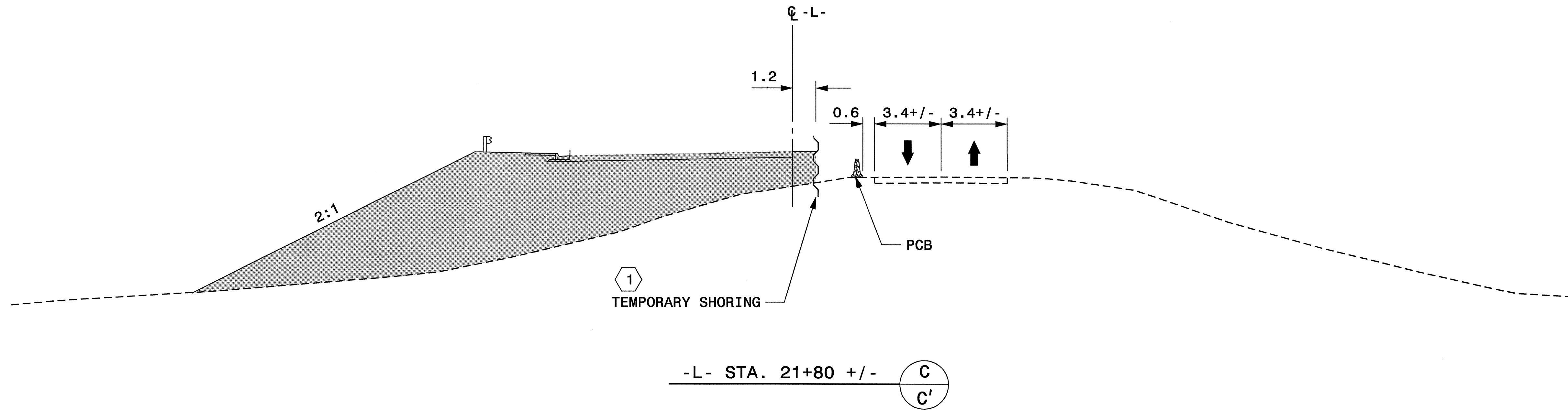
SEAL

PHASE I	
SCALE: NONE	REVISIONS
DATE: 04/08	
DWG. BY: RMG	
DESIGN BY: RMG	
REVIEWED BY: JDK	

07-OCT-2008 07:48
\\dot\dfsroot\01\proj\01\pmp\projects-r\2201\tr\offic\tr\affico\tr\top\R-2201\TC-TCP_16.dgn
rmg\rrh AT WZ10244747



PROJ. REFERENCE NO.	SHEET NO.
R-2201	TCP-18

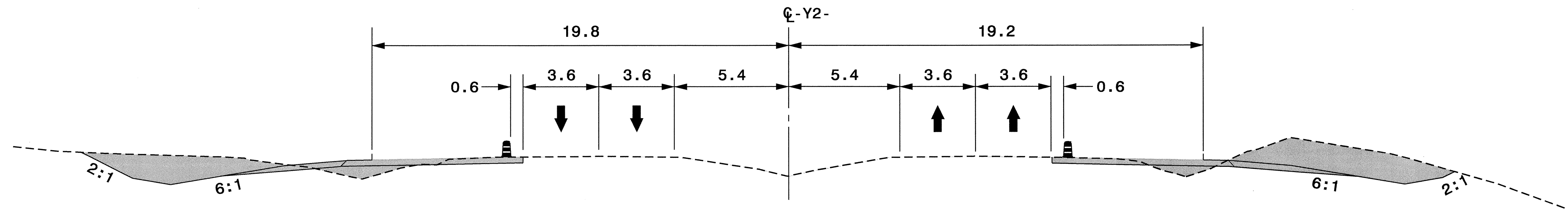


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 mgarr@ttt AT WZ10244747

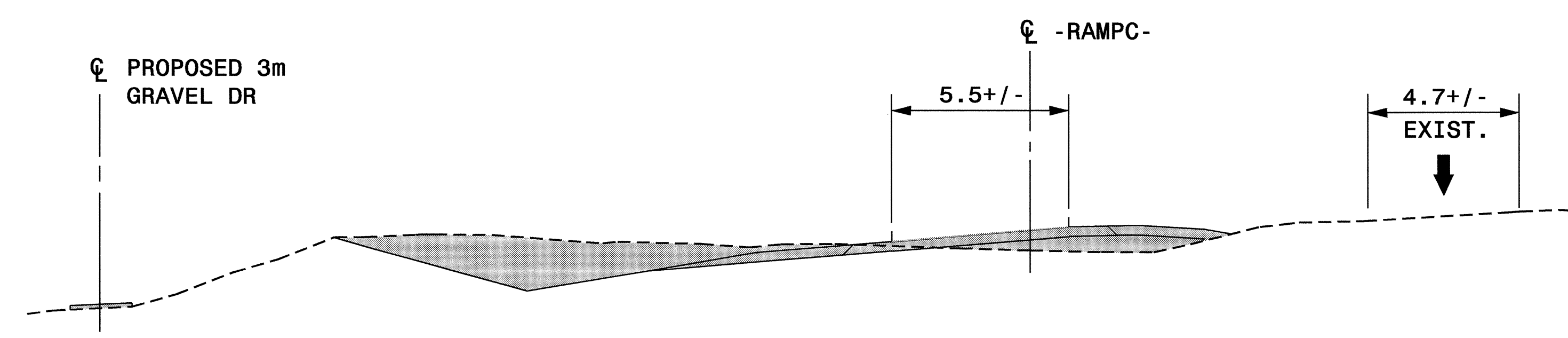
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REVISIONS						
SCALE: NONE DATE: 04/08 DWG. BY: RMG DESIGN BY: RMG REVIEWED BY: JDK		CADD FILE				



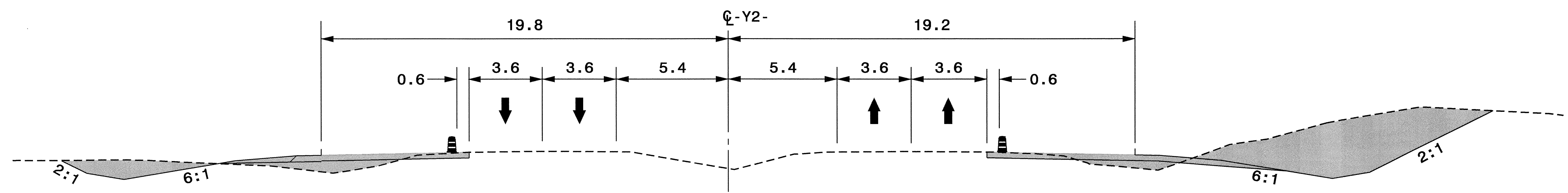
PROJ. REFERENCE NO.	SHEET NO.
R-2201	TCP-19



-Y2- STA. 11+40 +/- I
I'

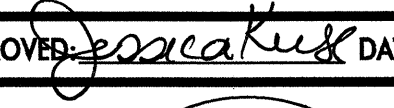




-RAMPC- STA. 1+80 +/- J
J'



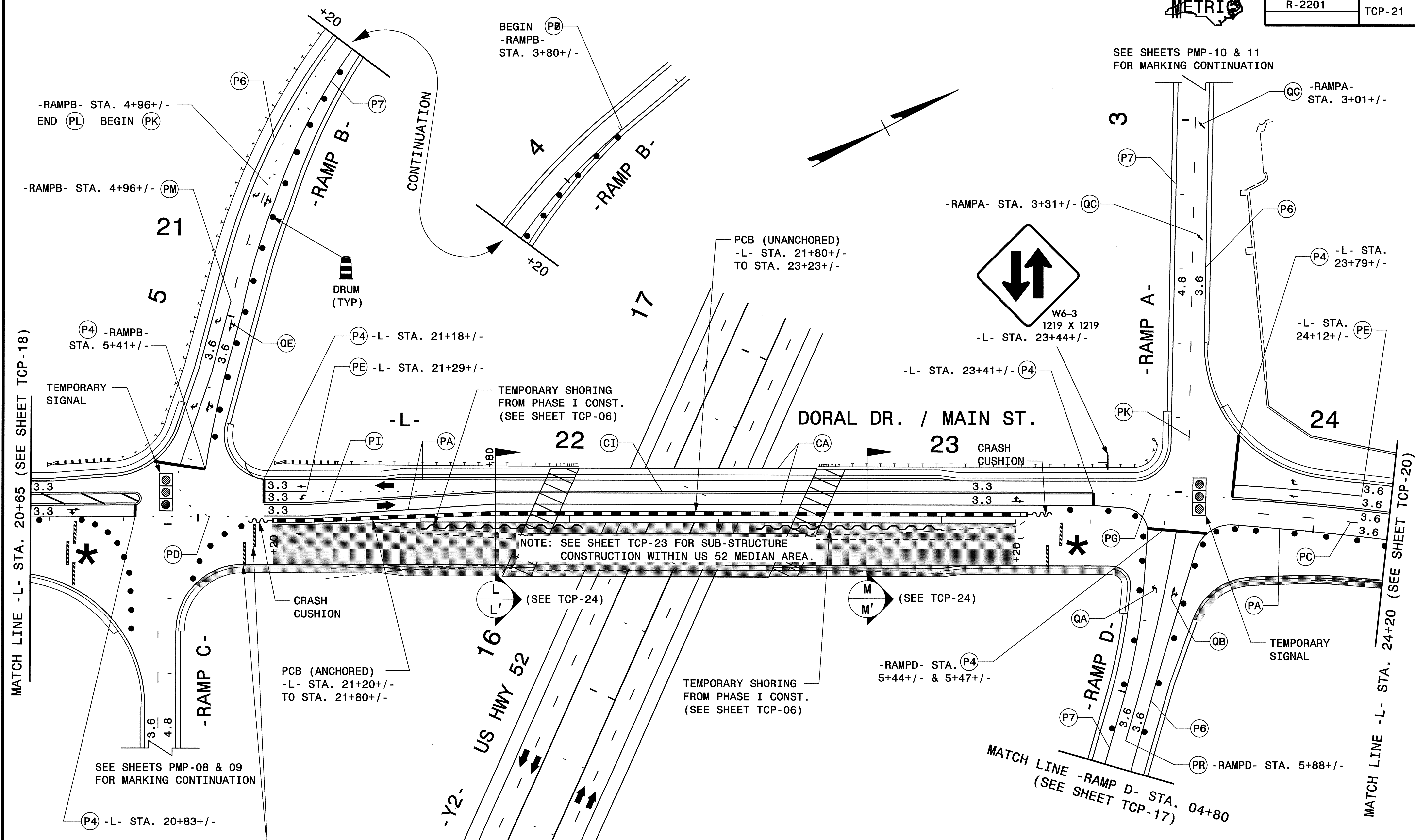
-Y2- STA. 21+60 +/- K
K'

07-OCT-2008 07:48
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rmgrrr AT WZ1244/41

APPROVED:  DATE: 10/18/08	PHASE I	
	SCALE: NONE	
	DATE: 04/08	
	DWG. BY: RMG	
	DESIGN BY: RMG	
REVIEWED BY: JDK	REVISIONS	



PROJ. REFERENCE NO.	SHEET NO.
R-2201	TCP-21

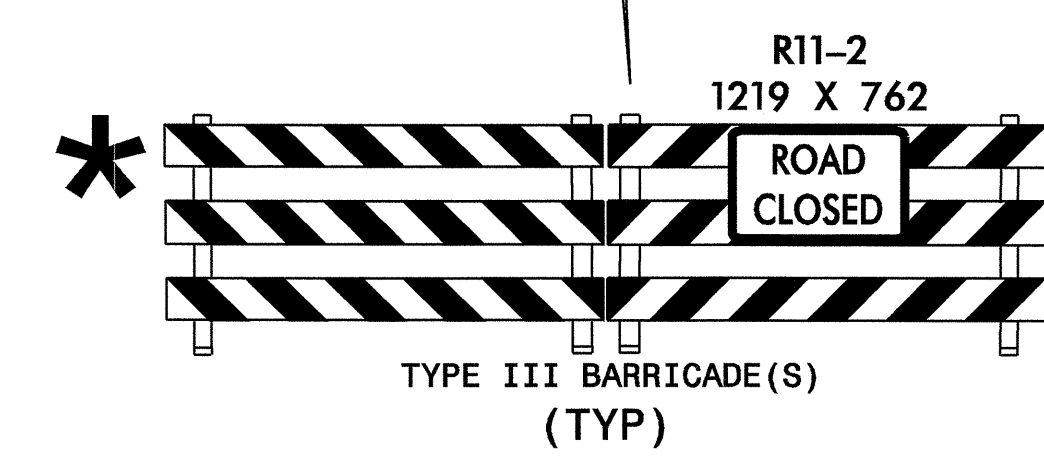


MATCH LINE - L- STA. 20+65 (SEE SHEET TCP-18)

MATCH LINE - L- STA. 24+20 (SEE SHEET TCP-20)

NOTE: SEE SHEET TCP-23 FOR SUB-STRUCTURE CONSTRUCTION WITHIN US 52 MEDIAN AREA.

SEE SHEETS PMP-08 & 09 FOR MARKING CONTINUATION



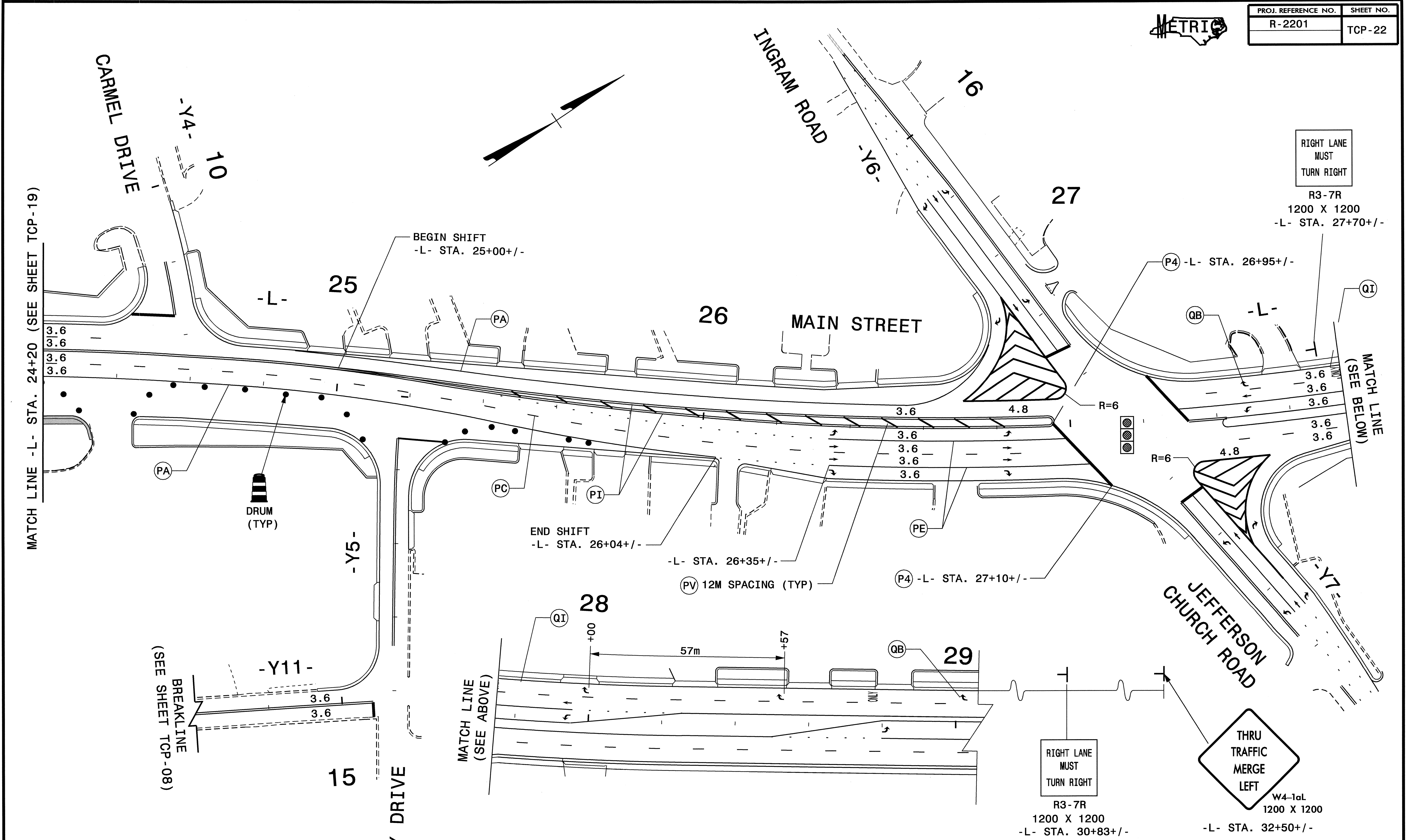
- NOTES:
- SPACE DRUMS NO MORE THAN 20m APART.
 - SPACE DRUMS 5m APART IN RADII.

APPROVED: <i>Joselyn K...</i> DATE: 11/17/08 	PHASE II					
	SCALE: NONE DATE: 04/08 DWG. BY: RMG DESIGN BY: RMG REVIEWED BY: JDK		REVISIONS <table border="1"> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>			

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PROJ. REFERENCE NO.	SHEET NO.
R-2201	TCP-22



RIGHT LANE MUST TURN RIGHT
R3-7R
1200 X 1200
-L- STA. 27+70+/-

RIGHT LANE MUST TURN RIGHT
R3-7R
1200 X 1200
-L- STA. 30+83+/-

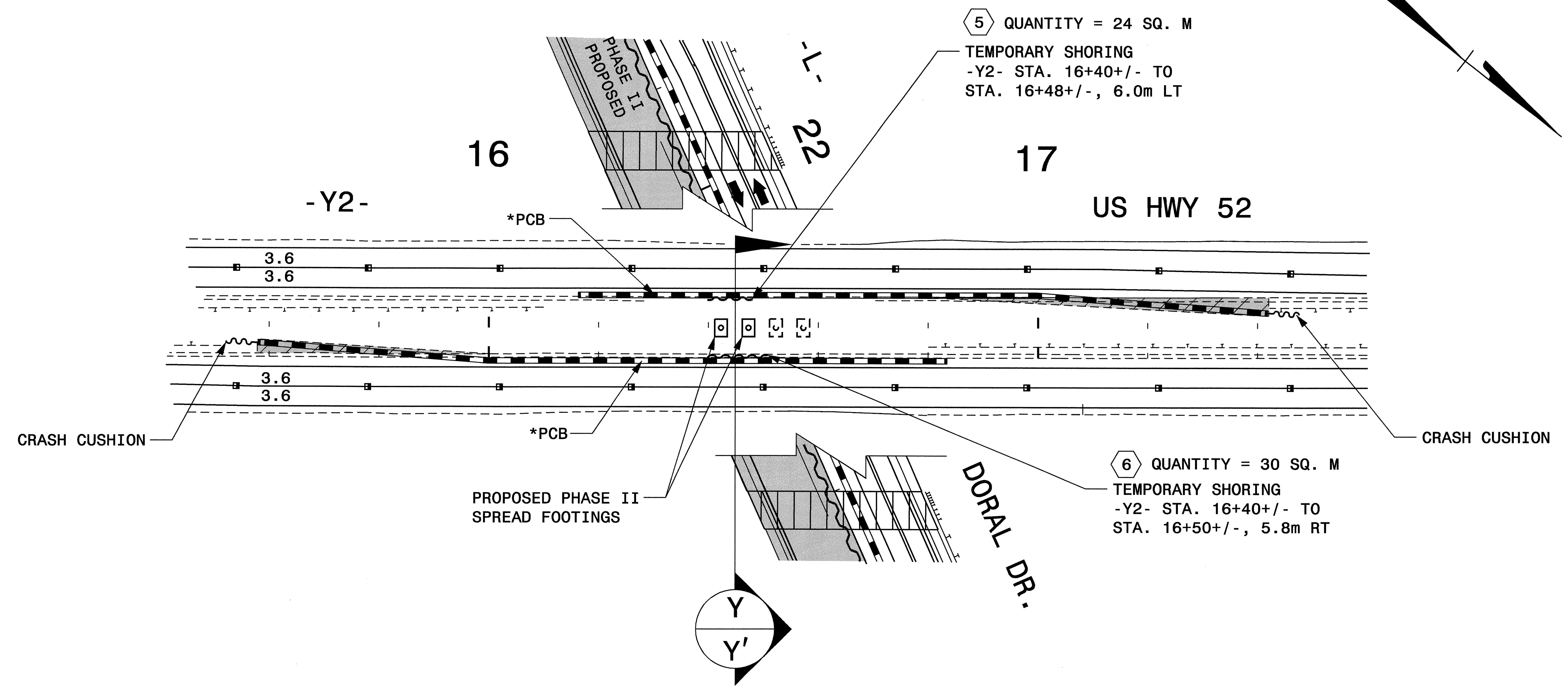
THRU TRAFFIC MERGE LEFT
W4-1aL
1200 X 1200
-L- STA. 32+50+/-

PAVEMENT MARKING NOTES:
- USE SHEETS PMP-05 THROUGH AND INCLUDING PMP-07 FOR PLACEMENT OF THE REMAINING PAVEMENT MARKING ALONG -L- AND -Y7-.

- NOTES:
- SPACE DRUMS NO MORE THAN 20m APART.
 - SPACE DRUMS 5m APART IN RADII.
 - SPACE DRUMS 5m APART AT DRIVEWAY ENTRANCES.

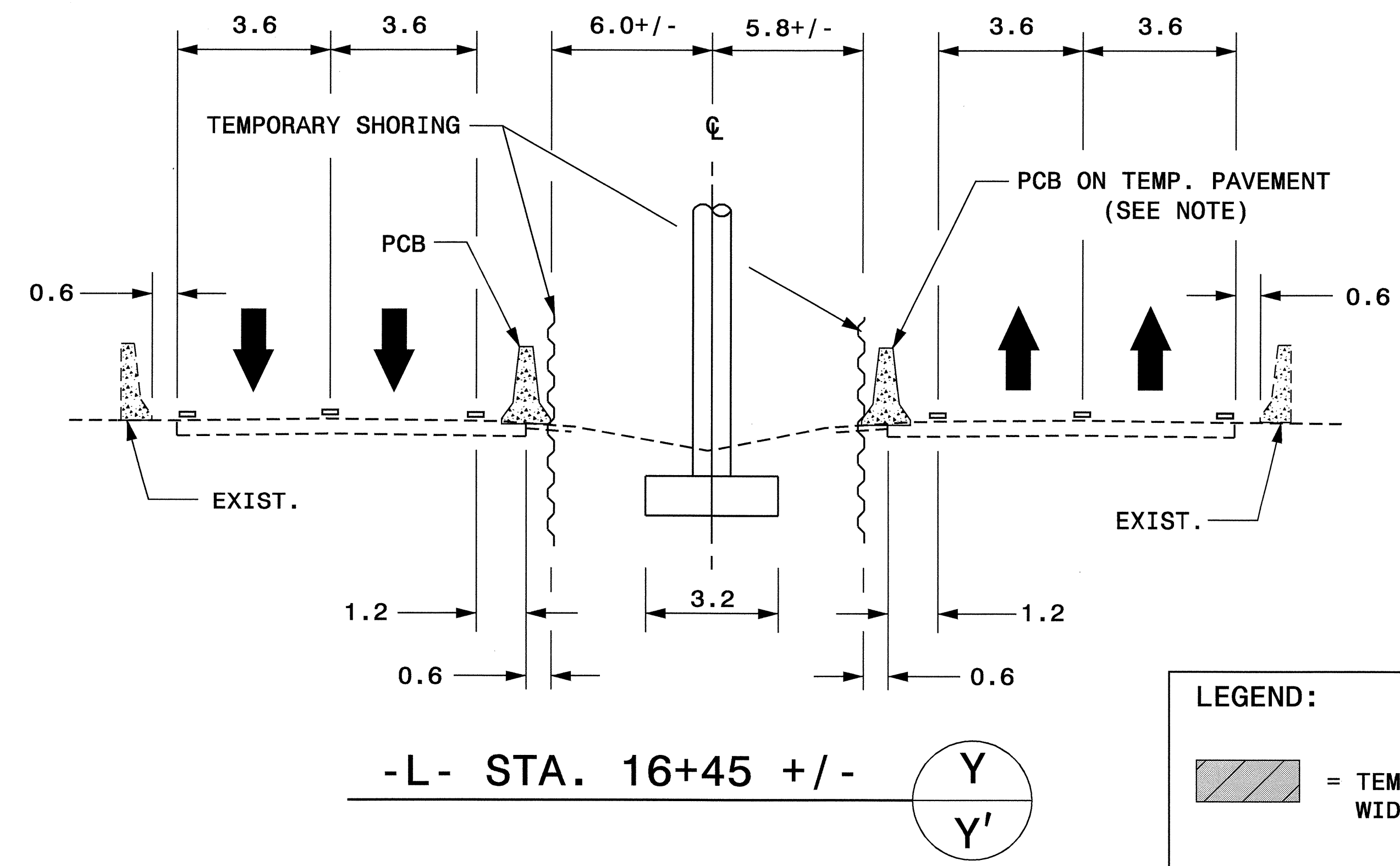
APPROVED: <i>[Signature]</i> DATE: 10/10/08	PHASE II	
	SCALE: NONE	
	DATE: 04/08	
	DWG. BY: RMG	
	DESIGN BY: RMG	
REVIEWED BY: JDK	REVISIONS	

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 ringarr@t



5 QUANTITY = 24 SQ. M
 TEMPORARY SHORING
 -Y2- STA. 16+40+/- TO
 STA. 16+48+/-, 6.0m LT

6 QUANTITY = 30 SQ. M
 TEMPORARY SHORING
 -Y2- STA. 16+40+/- TO
 STA. 16+50+/-, 5.8m RT



-L- STA. 16+45 +/-

LEGEND:
 = TEMPORARY PAVEMENT FOR PCB PLACEMENT
 WIDTH VARIES FROM 0.6m +/- TO 4m +/-

* NOTE: SEE SHEET TCP-14 - PHASE I CONSTRUCTION FOR PCB PLACEMENT AND TRAFFIC PATTERN.

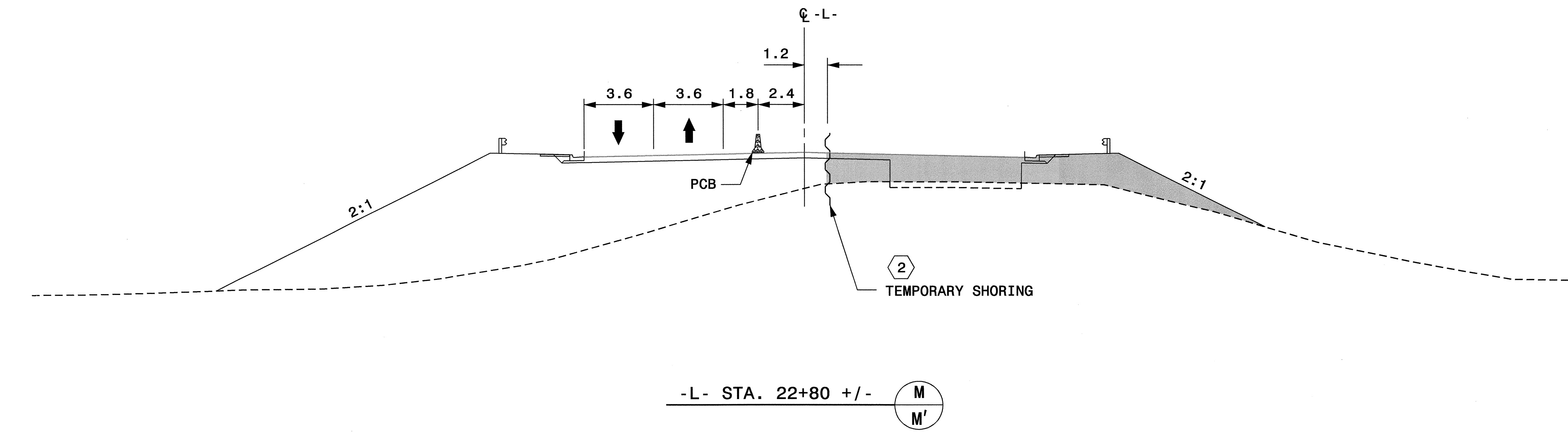
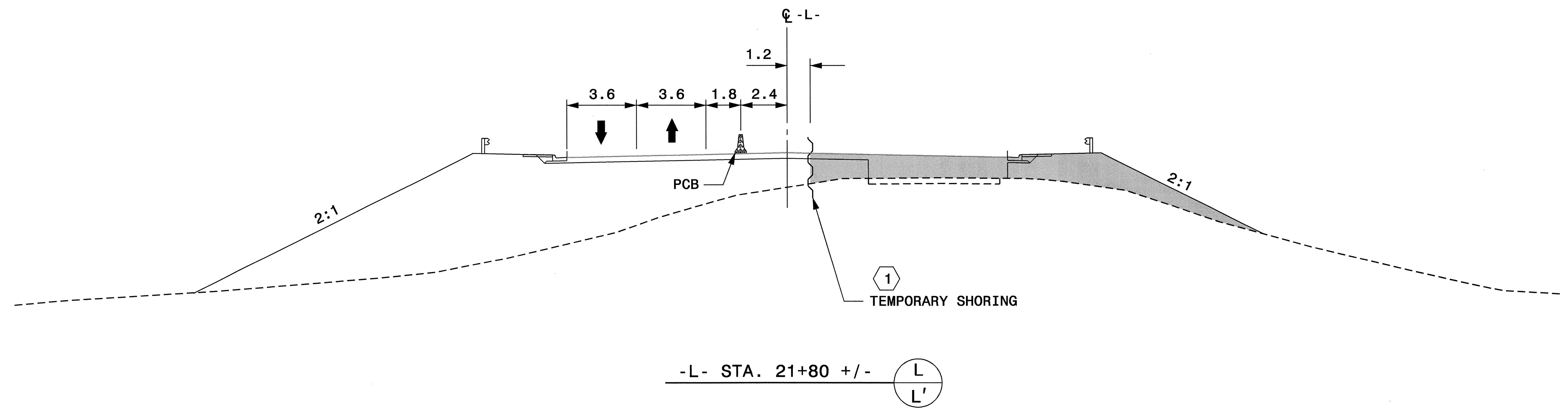
APPROVED: *Jessica K. Kuse* DATE: 10/22/08
 SEAL

PHASE II	
SCALE: NONE	REVISIONS
DATE: 04/08	
DWG. BY: RMG	
DESIGN BY: RMG	
REVIEWED BY: JDK	

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 AT WZTC24747
 rmgarrett



PROJ. REFERENCE NO.	SHEET NO.
R-2201	TCP-24



07-OCT-2008 07:17
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 rmgarrett AT WZTC241747

APPROVED: *Jessica D. Kuse* DATE: 10/8/08

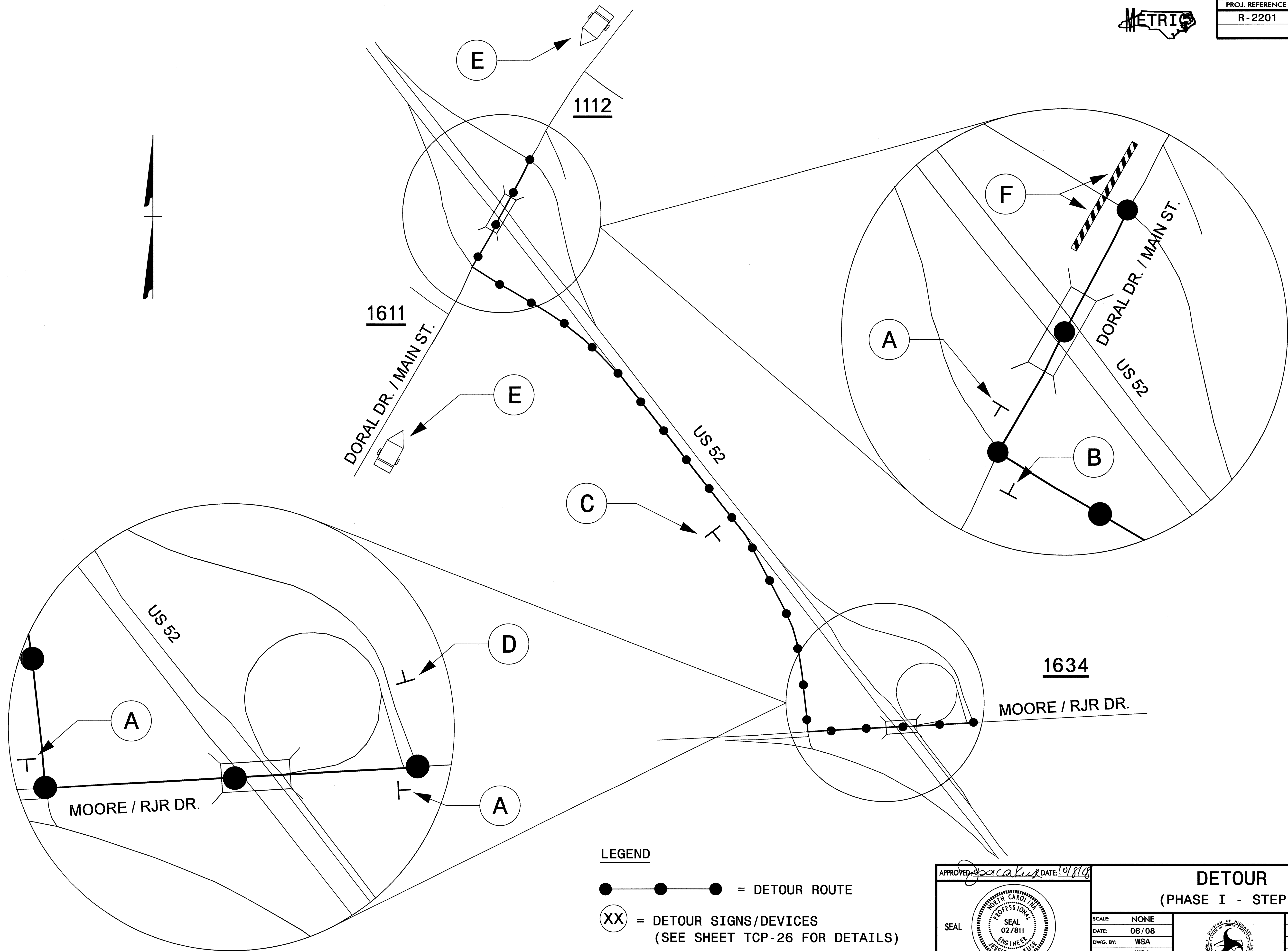
SEAL

PHASE II

SCALE: NONE		REVISIONS	
DATE: 04/08			
DWG. BY: RMG			
DESIGN BY: RMG			
REVIEWED BY: JDK			



PROJ. REFERENCE NO.	SHEET NO.
R-2201	TCP-25



LEGEND

- — ● — ● = DETOUR ROUTE
- ⊗ = DETOUR SIGNS/DEVICES
(SEE SHEET TCP-26 FOR DETAILS)

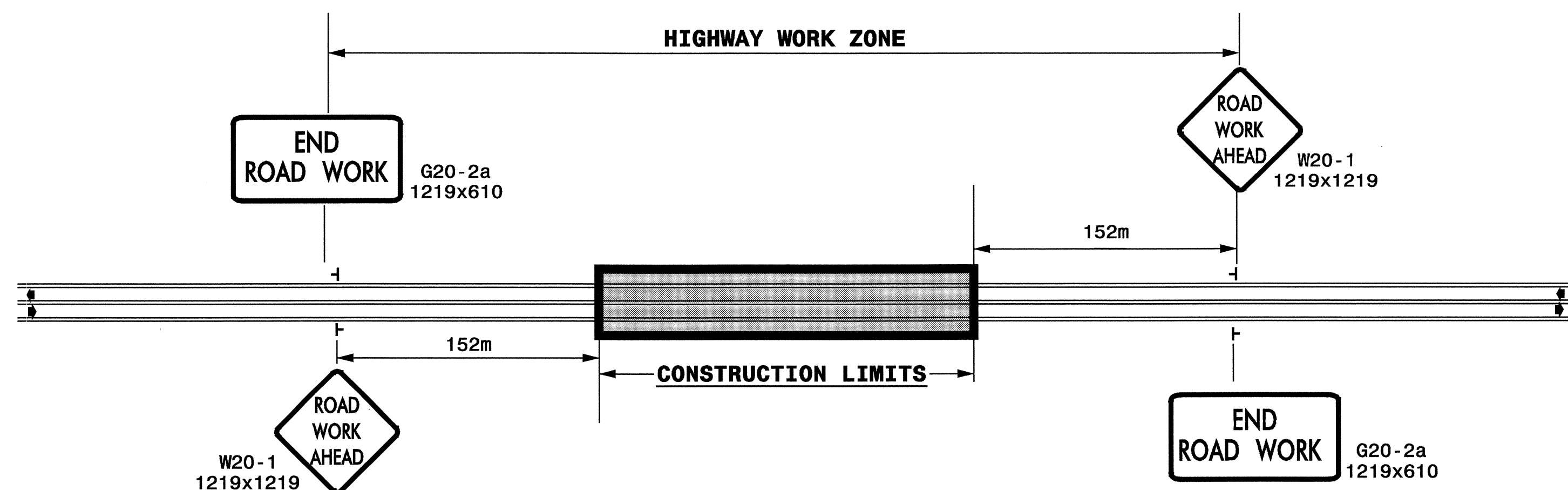
APPROVED: *[Signature]* DATE: 07/08

DETOUR
(PHASE I - STEP 8)

SCALE: NONE		REVISIONS
DATE: 06/08		
DWG. BY: WSA		
DESIGN BY: WSA		
REVIEWED BY: JDK		CADD FILE

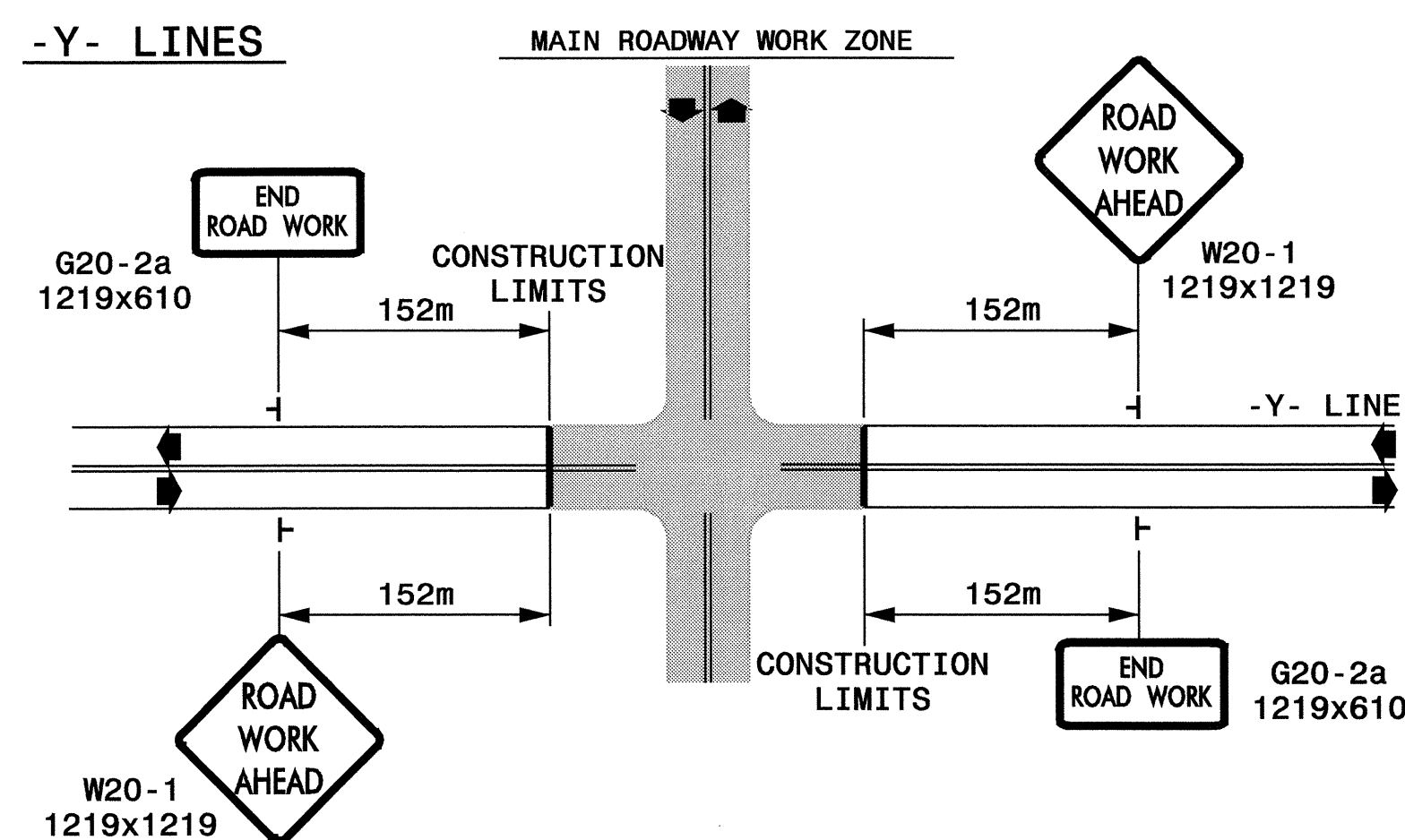
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 rimgarr@h... AT WZ1024474r

TWO-WAY UNDIVIDED ** (L-LINES)



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

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



DETAIL DRAWING FOR
TWO-WAY UNDIVIDED
WORK ZONE WARNING SIGNS

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

SHEET 1 OF 1

APPROVED: <i>Jessica D. Kuse</i> DATE: 07/08 	DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS							
	SCALE: NONE DATE: 07/08 DWG. BY: RMG DESIGN BY: RMG REVIEWED BY: JDK		REVISIONS <table border="1"> <tr> <td>7-98</td> <td>10/01</td> </tr> <tr> <td>10-98</td> <td>03/04</td> </tr> <tr> <td>01/01</td> <td>11/04</td> </tr> </table>	7-98	10/01	10-98	03/04	01/01
7-98	10/01							
10-98	03/04							
01/01	11/04							

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 rmgr\reft AT WZ124\141

SP 03353

SIGN NUMBER: SP-03353	BACKG COLOR: Fluorescent Orange	DESIGN BY: CLD	CHECKED BY: CHECKED	STD #: W20-1
TYPE: A	COPY COLOR: Black	PROJECT ID: ALL PROJECTS	DIV: DIV	DATE: Sep 19, 2003
QUANTITY: 1				
SIGN WIDTH: 1219mm				
HEIGHT: 1219mm				
TOTAL AREA: 1.5 Sq.m				
BORDER TYPE: FLUSH				
RECESS: 13mm				
WIDTH: 19mm				
RADII: 35mm				
NO. Z BARS: N/A	MAT'L:			
LENGTH: N/A				

USE NOTES: 2, 4

- Legend and border shall be direct applied Type VII reflective sheeting.
- Legend and border shall be direct applied non-reflective sheeting.
- Shields shall be Type VII reflective sheeting on 0.032" (0.8mm) aluminum and demountable.
- Background shall be Type VII reflective sheeting.
- Background shall be Type I reflective sheeting.
- Center arrow(s) vertically on sign.
- Bottom panel shall be yellow Type III sheeting. Legend shall be direct applied black non-reflective sheeting. Yellow panel is:

BORDER
R=35mm
TH=19mm
IN=13mm

LETTER POSITIONS

Letter spacings are to start of next letter										Series/Size
	B	E	G	I	N					Text Length
561	139	122	139	64	100	561				C180
	R	O	A	D						C180
586	130	136	145	100	586					511
	W	O	R	K						C180
567	167	144	139	100	567					550

Spacing Factor is 1 unless specified otherwise

FILENAME: COPY

NORTH CAROLINA D.O.T. SIGN DETAIL

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

DETAIL DRAWING FOR
 WORK ZONE SIGNS

GENERAL NOTES FOR THE "BEGIN ROAD WORK" SIGN

- SIGN SP-03353 "BEGIN ROAD WORK" ONLY APPLIES TO FULL CONTROL AND PARTIAL CONTROL OF ACCESS ROADWAYS
- WHEN USED, INSTALL SIGN SP-03353 "BEGIN ROAD WORK" ACCORDING TO DETAIL A ON SHEET TCP-27.

APPROVED: <i>Jessica Kuse</i> DATE: 10/8/08	DETAIL DRAWING FOR ADVANCED WORK ZONE WARNING SIGN DESIGNS	
	SCALE: NONE	REVISIONS
	DATE: 07/08	04/04
	DWG. BY: RMG	
	DESIGN BY: RMG	
REVIEWED BY: JDK		

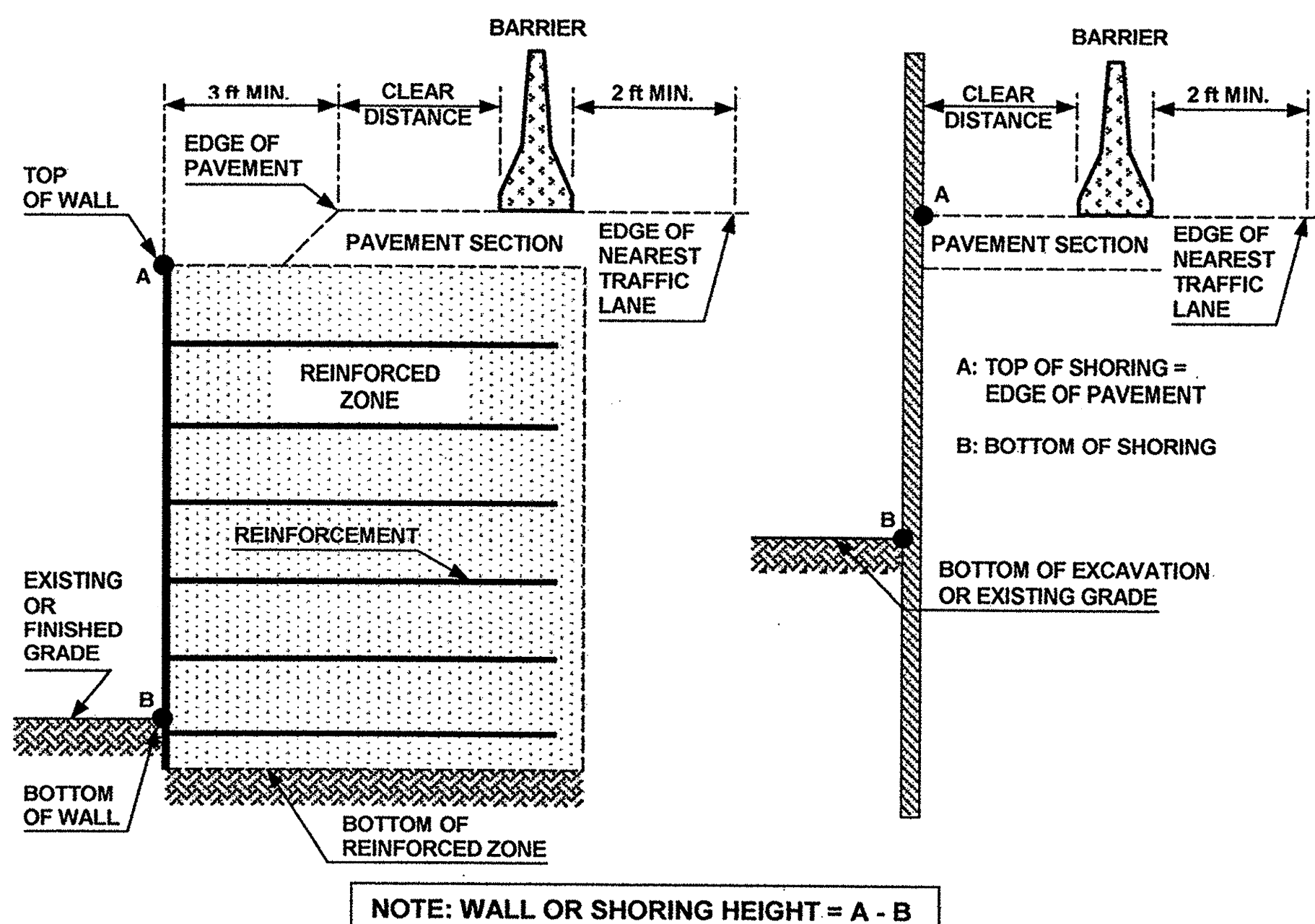


FIGURE A

NOTES

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

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

OFFSET - HORIZONTAL DISTANCE FROM THE FRONT FACE OF THE BARRIER TO CENTERLINE OF THE FURTHEST TRAFFIC LANE AS SHOWN IN FIGURE B FOR 3 TRAFFIC LANES.
- AT THE CONTRACTOR'S OPTION OR IF THE MINIMUM REQUIRED CLEAR DISTANCE IS NOT AVAILABLE, SET AN UNANCHORED PCB AGAINST THE TRAFFIC SIDE OF THE SHORING AND DESIGN SHORING FOR TRAFFIC IMPACT OR USE THE "SURCHARGE CASE WITH TRAFFIC IMPACT" FOR THE STANDARD TEMPORARY SHORING.
- USE NCDOT PORTABLE CONCRETE BARRIER (PCB) IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1170.01 AND SECTION 1170 OF THE STANDARD SPECIFICATIONS.
- USE OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH DETAIL DRAWING AND SPECIAL PROVISION OBTAINED FROM: [HTTP://WWW.NCDOT.ORG/DOH/PRECONSTRUCT/WZTC/DESRES/ENGLISH/DESRESENG.HTML](http://www.ncdot.org/DOH/PRECONSTRUCT/WZTC/DESRES/ENGLISH/DESRESENG.HTML)
- UNLESS NOTED OTHERWISE ON THE PLANS, SET PORTABLE CONCRETE BARRIER WITH A MINIMUM DISTANCE OF 2 FT BETWEEN THE FRONT FACE OF THE BARRIER AND THE EDGE OF THE NEAREST TRAFFIC LANE AS SHOWN IN FIGURE A.
- FOR PORTABLE CONCRETE BARRIER ABOVE AND BEHIND TEMPORARY MSE WALLS, PROVIDE A MINIMUM DISTANCE OF 3 FT BETWEEN THE EDGE OF PAVEMENT AND THE WALL FACE AS SHOWN IN FIGURE A. IF THESE MINIMUM REQUIRED DISTANCES ARE NOT AVAILABLE, CONTACT THE ENGINEER.
- TABLE SHOWN IN FIGURE B IS BASED ON NCDOT RESEARCH PROJECT NO. 2005-010 WITH VEHICLE TYPE USED FOR NCHRP 350 CRASH TESTS. BARRIER DEFLECTIONS AND RESULTING MINIMUM REQUIRED CLEAR DISTANCES MIGHT VARY SIGNIFICANTLY FOR LARGER HEAVIER VEHICLES, RUNS OF BARRIER LESS THAN 200' IN LENGTH AND WET OR DRY PAVEMENT.

MINIMUM REQUIRED CLEAR DISTANCE, inches

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

* See Figure Below

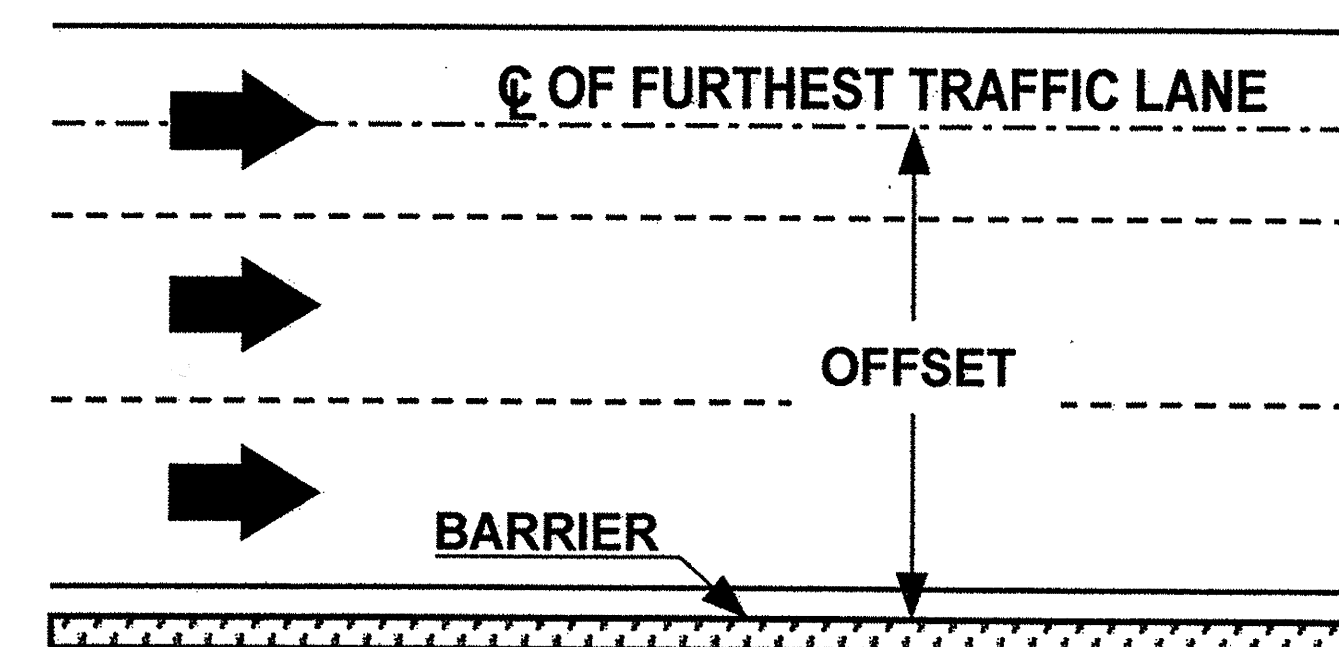


FIGURE B

APPROVED: _____ DATE: _____	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS	
	SCALE: NONE	
	DATE: 3/07	
DESIGN BY: JI	REVISIONS	
REVIEWED BY: JI		

22-MAR-2007 10:44 \\DOT\DESIGN\GROUPS\WZTCC\share\share\stds.in...progress\barrierstd.dgn