

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO.	SHEET NO.
B - 4 3 0 4	TCP-1

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

B - 4304

ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS APPEAR IN "ROADWAY STANDARD DRAWINGS"- ROADWAY DESIGN 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, 2 LANE 2 WAY, ROADWAY LANE CLOSED
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	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
1180.01	SKINNY - DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	PAVEMENT MARKER SPACING
1251.01	RAISED PAVEMENT MARKERS - (TEMPORARY AND PERMANENT)
1261.01	GUARDRAIL AND BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION

PAVEMENT MARKING SCHEDULE

SYMBOL	DESCRIPTION	PAY ITEM
PAVEMENT MARKINGS		
		PAINT
PA	WHITE EDGELINE	
PI	DOUBLE YELLOW CENTER LINE	
P4	STOP BAR	
		COLD APPLIED PLASTIC (TYPE IV)
RA	WHITE EDGELINE	
RI	DOUBLE YELLOW CENTER LINE	
		THERMOPLASTIC
TA	WHITE EDGELINE (90 MILS)	
TI	DOUBLE YELLOW CENTER LINE (120 MILS)	
T2	STOP BAR (120 MILS)	
		COLD APPLIED PLASTIC (TYPE I)
CA	WHITE EDGELINE	
CI	DOUBLE YELLOW CENTER LINE	
PAVEMENT MARKERS		
		RAISED MARKERS
MH	YELLOW & YELLOW	TEMPORARY
MP	YELLOW & YELLOW	PERMANENT

INDEX OF SHEETS

SHEET NO.	TITLE
TCP-1	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND, INDEX OF SHEETS AND PAVEMENT MARKING SCHEDULE
TCP-2	GENERAL NOTES
TCP-3 & 3A	PHASE I
TCP-4 & 4A	PHASE II
TCP-5	PHASE III
TCP-6	DETOUR ROUTE
TCP-6A	DETOUR SIGN DETAIL
TCP-7	WORK ZONE WARNING SIGNS

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
 - FLASHING ARROW PANEL (TYPE C)
 - TYPE 'B' WARNING LIGHT
 - STATIONARY SIGN
 - PORTABLE SIGN
 - STATIONARY OR PORTABLE SIGN
 - WARNING FLAGS
 - 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

TIP PROJECT:

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APPROVED:	PLAN PREPARED BY: N.C.D.O.T. TRAFFIC CONTROL, MARKING & DELINEATION UNIT
DATE: 7/6/08	
SEAL	J. S. BOURNE, P.E. TRAFFIC CONTROL ENGINEER
	G. L. GETTIER, P.E. TRAFFIC CONTROL PROJECT ENGINEER
	J. W. GILSTRAP TRAFFIC CONTROL PROJECT DESIGN ENGINEER
	S. GREEN TRAFFIC CONTROL DESIGN ENGINEER

GENERAL NOTES

PROJ. REFERENCE NO. B-4304	SHEET NO. TCP-2
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CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS AND ROADWAY DETAILS ARE NOT ATTAINABLE TO MEET FIELD CONDITIONS, OR RESULT IN DUPLICATE, OR UNDESIRABLE OVERLAPPING OF DEVICES. MODIFICATION MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING OR REMOVAL OF DEVICES, AS DIRECTED BY THE ENGINEER.

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

TIME RESTRICTIONS

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

ROAD NAME	DAY AND TIME RESTRICTIONS
1.	
2.	

B) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	DURATION AND OPERATION
ALL ROADS	15 MINUTES	TRAFFIC OPERATIONS

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

LANE AND SHOULDER CLOSURE REQUIREMENTS

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

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

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

PAVEMENT EDGE DROP OFF REQUIREMENTS

- J) BACKFILL AT A 6:1 SLOPE UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN AREAS ADJACENT TO AN OPENED TRAVEL LANE THAT HAS AN EDGE OF PAVEMENT DROP-OFF AS FOLLOWS:
 BACKFILL DROP-OFFS THAT EXCEED 2 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS OF 45 MPH OR GREATER.
 BACKFILL DROP-OFFS THAT EXCEED 3 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS LESS THAN 45 MPH.
 BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.
- K) DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 350 FT. IN ADVANCE AND A MINIMUM OF 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

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

TRAFFIC CONTROL DEVICES

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

PAVEMENT MARKINGS AND MARKERS

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

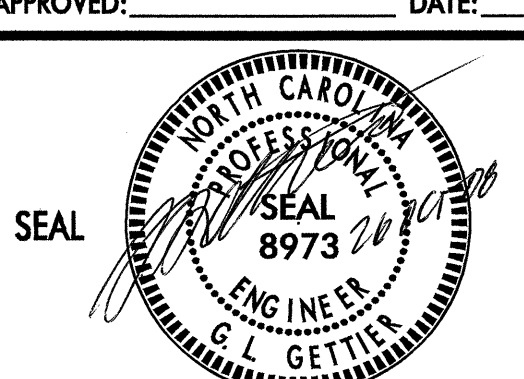
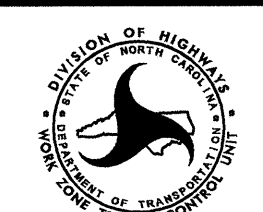
ROAD NAME	MARKING	MARKER
1. ASPHALT	THERMOPLASTIC	PERMANENT
2. STRUCTURE	COLD APPLIED PLASTIC (TYPE I)	PERMANENT

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

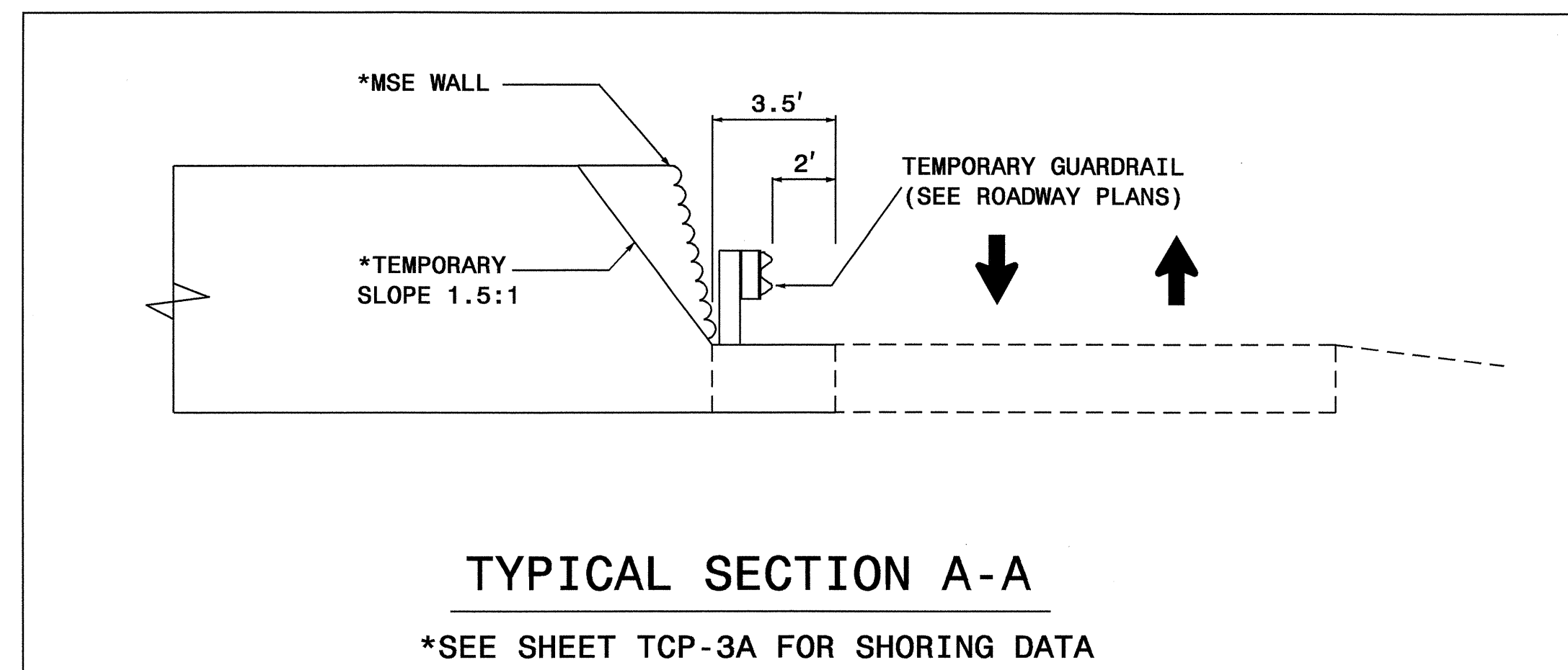
ROAD NAME	MARKING	MARKER
1. PROPOSED ASPHALT	PAINT	TEMPORARY
2. PROPOSED STRUCTURE	COLD APPLIED PLASTIC (TYPE IV)	TEMPORARY

- W) 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.
- X) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- Y) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

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PHASE I



NOTE: RETURN TRAFFIC TO THE EXISTING PATTERN AT THE END OF EACH WORK PERIOD UNLESS OTHERWISE STATED IN THE PHASING OR DIRECTED BY THE ENGINEER.

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

STEP 1: - CONTRACTOR SHALL INSTALL ALL ADVANCE WORK ZONE WARNING SIGNS. (SEE SHEET TCP-7)

STEP 2: - CONSTRUCT, AS MUCH AS POSSIBLE AWAY FROM TRAFFIC, PROPOSED OLD MILBURNIE ROAD (-L-/SR 2217), BRIDGE AND APPROACHES FROM STATION 18+00 +/- -L- TO STATION 21+50 +/- -L- AND FROM STATION 22+60 +/- -L- TO STATION 28+50 +/- -L-. (SEE CONSTRUCTION PLANS).

NOTE: UTILIZE TEMPORARY SHORING, MSE WALL OR TEMPORARY 1.5:1 SLOPE, WITH TEMPORARY GUARDRAIL NEAR THE EXISTING BRIDGE. (SEE SHORING INFORMATION AND SPECIAL PROVISIONS).

- USING ROADWAY STANDARD DRAWING No. 1101.02, SHEET 1 OF 9:

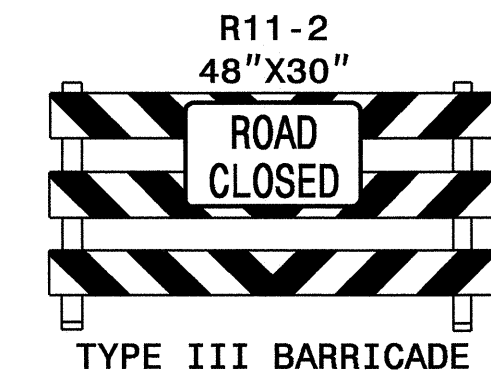
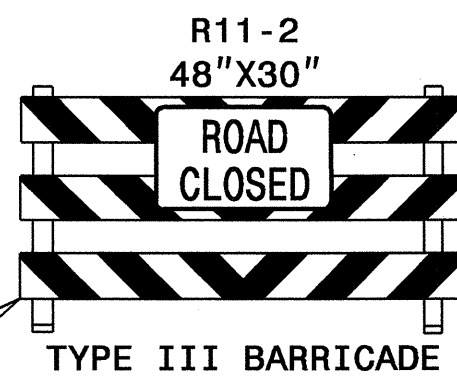
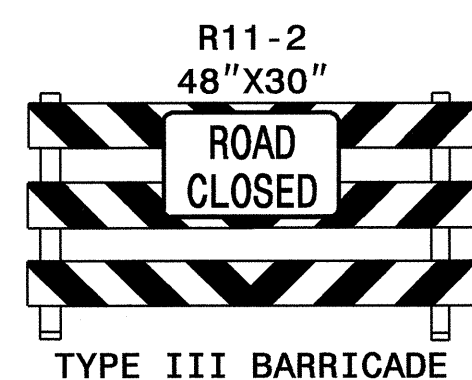
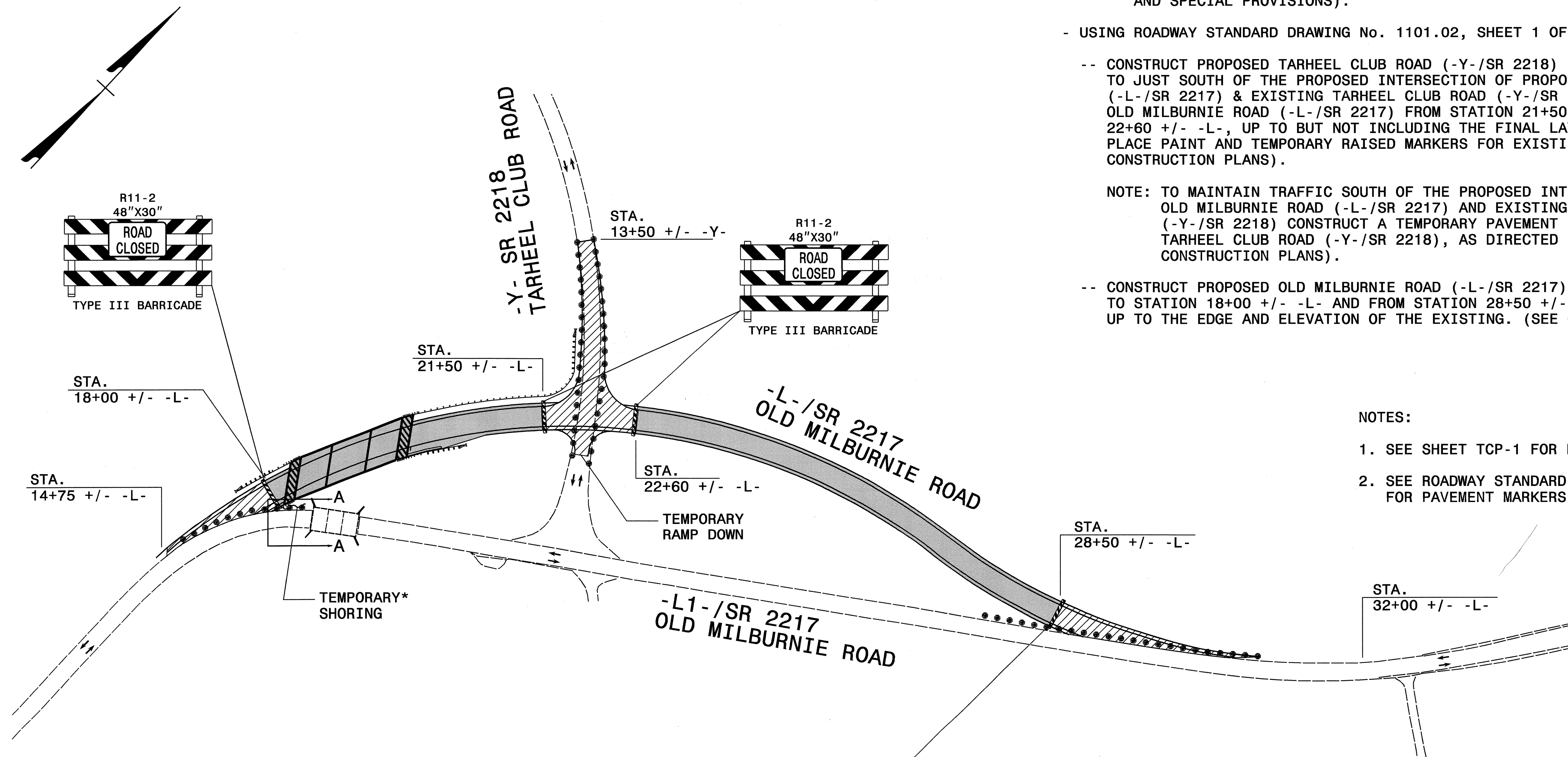
-- CONSTRUCT PROPOSED TARHEEL CLUB ROAD (-Y-/SR 2218) FROM STATION 13+50 +/- -Y- TO JUST SOUTH OF THE PROPOSED INTERSECTION OF PROPOSED OLD MILBURNIE ROAD (-L-/SR 2217) & EXISTING TARHEEL CLUB ROAD (-Y-/SR 2218), AND THE PROPOSED OLD MILBURNIE ROAD (-L-/SR 2217) FROM STATION 21+50 +/- -L- TO STATION 22+60 +/- -L-, UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. PLACE PAINT AND TEMPORARY RAISED MARKERS FOR EXISTING TRAFFIC PATTERN. (SEE CONSTRUCTION PLANS).

NOTE: TO MAINTAIN TRAFFIC SOUTH OF THE PROPOSED INTERSECTION OF PROPOSED OLD MILBURNIE ROAD (-L-/SR 2217) AND EXISTING TARHEEL CLUB ROAD (-Y-/SR 2218) CONSTRUCT A TEMPORARY PAVEMENT RAMP DOWN ON EXISTING TARHEEL CLUB ROAD (-Y-/SR 2218), AS DIRECTED BY THE ENGINEER. (SEE CONSTRUCTION PLANS).

-- CONSTRUCT PROPOSED OLD MILBURNIE ROAD (-L-/SR 2217) FROM STATION 14+75 +/- -L- TO STATION 18+00 +/- -L- AND FROM STATION 28+50 +/- -L- TO STATION 32+00 +/- -L- UP TO THE EDGE AND ELEVATION OF THE EXISTING. (SEE CONSTRUCTION PLANS).

NOTES:

1. SEE SHEET TCP-1 FOR PAVEMENT MARKING SCHEDULE.
2. SEE ROADWAY STANDARD DRAWING 1250.01 & 1251.01 FOR PAVEMENT MARKERS AND SPACING.



PROPOSED CONSTRUCTION (FLAGGERS REQUIRED)

PROPOSED CONSTRUCTION (AWAY FROM TRAFFIC)

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PROJ. REFERENCE NO.	SHEET NO.
B-4304	TCP-3A

TEMPORARY SHORING No. 1

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

IT MAY BE POSSIBLE TO USE A 1.5:1 (H:V) SLOPE OR FLATTER IN LIEU OF TEMPORARY SHORING FROM STATION 17+50 "L" TO STATION 18+22 "L", 3.5 FEET LEFT OF THE EDGE OF THE EXISTING PAVEMENT, AS SHOWN ON THE PLANS.

DO NOT USE STANDARD TEMPORARY SHORING FROM STATION 17+50 "L" TO STATION 18+22 "L", 3.5 FEET LEFT OF THE EDGE OF THE EXISTING PAVEMENT.

USE A TEMPORARY MSE WALL FROM STATION 17 + 50 "L" TO STATION 18+22 "L", 3.5 FEET LEFT OF THE EDGE OF THE EXISTING PAVEMENT.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 17+50 "L" TO STATION 18+22 "L", 3.5 FEET LEFT OF THE EDGE OF THE EXISTING PAVEMENT, USE THE FOLLOWING SOIL PARAMETERS:

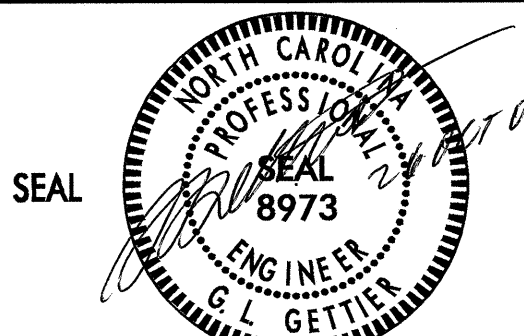
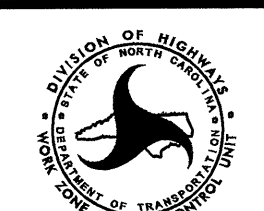
- UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 120$ PCF
- UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 60$ PCF
- FRICTION ANGLE, $\phi = 30$ DEGREES
- COHESION, $c = 0$ PSF

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.

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 17+50 "L" TO STATION 18+22 "L", 3.5 FEET LEFT OF THE EDGE OF THE EXISTING PAVEMENT. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

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PHASE II

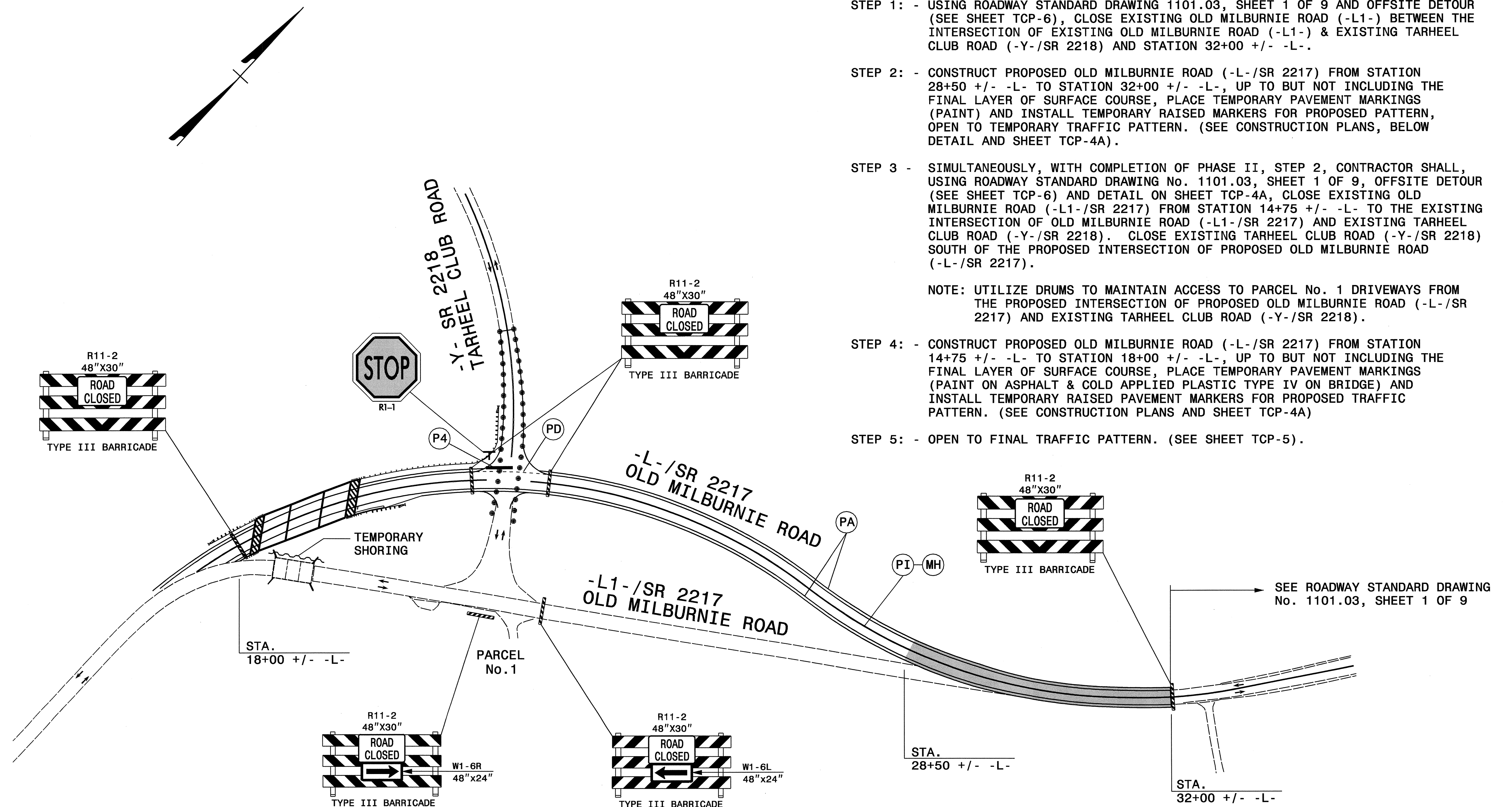
NOTE: CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK IN PHASE II, STEP 1 THRU STEP 5, IN 14 CALENDAR DAYS. (SEE INTERMEDIATE CONSTRUCTION TIME AND SPECIAL PROVISIONS).

- STEP 1: - USING ROADWAY STANDARD DRAWING 1101.03, SHEET 1 OF 9 AND OFFSITE DETOUR (SEE SHEET TCP-6), CLOSE EXISTING OLD MILBURNIE ROAD (-L1-) BETWEEN THE INTERSECTION OF EXISTING OLD MILBURNIE ROAD (-L1-) & EXISTING TARHEEL CLUB ROAD (-Y-/SR 2218) AND STATION 32+00 +/- -L-.
- STEP 2: - CONSTRUCT PROPOSED OLD MILBURNIE ROAD (-L-/SR 2217) FROM STATION 28+50 +/- -L- TO STATION 32+00 +/- -L-, UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE, PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND INSTALL TEMPORARY RAISED MARKERS FOR PROPOSED PATTERN, OPEN TO TEMPORARY TRAFFIC PATTERN. (SEE CONSTRUCTION PLANS, BELOW DETAIL AND SHEET TCP-4A).
- STEP 3 - SIMULTANEOUSLY, WITH COMPLETION OF PHASE II, STEP 2, CONTRACTOR SHALL, USING ROADWAY STANDARD DRAWING No. 1101.03, SHEET 1 OF 9, OFFSITE DETOUR (SEE SHEET TCP-6) AND DETAIL ON SHEET TCP-4A, CLOSE EXISTING OLD MILBURNIE ROAD (-L1-/SR 2217) FROM STATION 14+75 +/- -L- TO THE EXISTING INTERSECTION OF OLD MILBURNIE ROAD (-L1-/SR 2217) AND EXISTING TARHEEL CLUB ROAD (-Y-/SR 2218). CLOSE EXISTING TARHEEL CLUB ROAD (-Y-/SR 2218) SOUTH OF THE PROPOSED INTERSECTION OF PROPOSED OLD MILBURNIE ROAD (-L-/SR 2217).

NOTE: UTILIZE DRUMS TO MAINTAIN ACCESS TO PARCEL No. 1 DRIVEWAYS FROM THE PROPOSED INTERSECTION OF PROPOSED OLD MILBURNIE ROAD (-L-/SR 2217) AND EXISTING TARHEEL CLUB ROAD (-Y-/SR 2218).

- STEP 4: - CONSTRUCT PROPOSED OLD MILBURNIE ROAD (-L-/SR 2217) FROM STATION 14+75 +/- -L- TO STATION 18+00 +/- -L-, UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE, PLACE TEMPORARY PAVEMENT MARKINGS (PAINT ON ASPHALT & COLD APPLIED PLASTIC TYPE IV ON BRIDGE) AND INSTALL TEMPORARY RAISED PAVEMENT MARKERS FOR PROPOSED TRAFFIC PATTERN. (SEE CONSTRUCTION PLANS AND SHEET TCP-4A)

- STEP 5: - OPEN TO FINAL TRAFFIC PATTERN. (SEE SHEET TCP-5).



SEE ROADWAY STANDARD DRAWING No. 1101.03, SHEET 1 OF 9

PROPOSED CONSTRUCTION
(AWAY FROM TRAFFIC)

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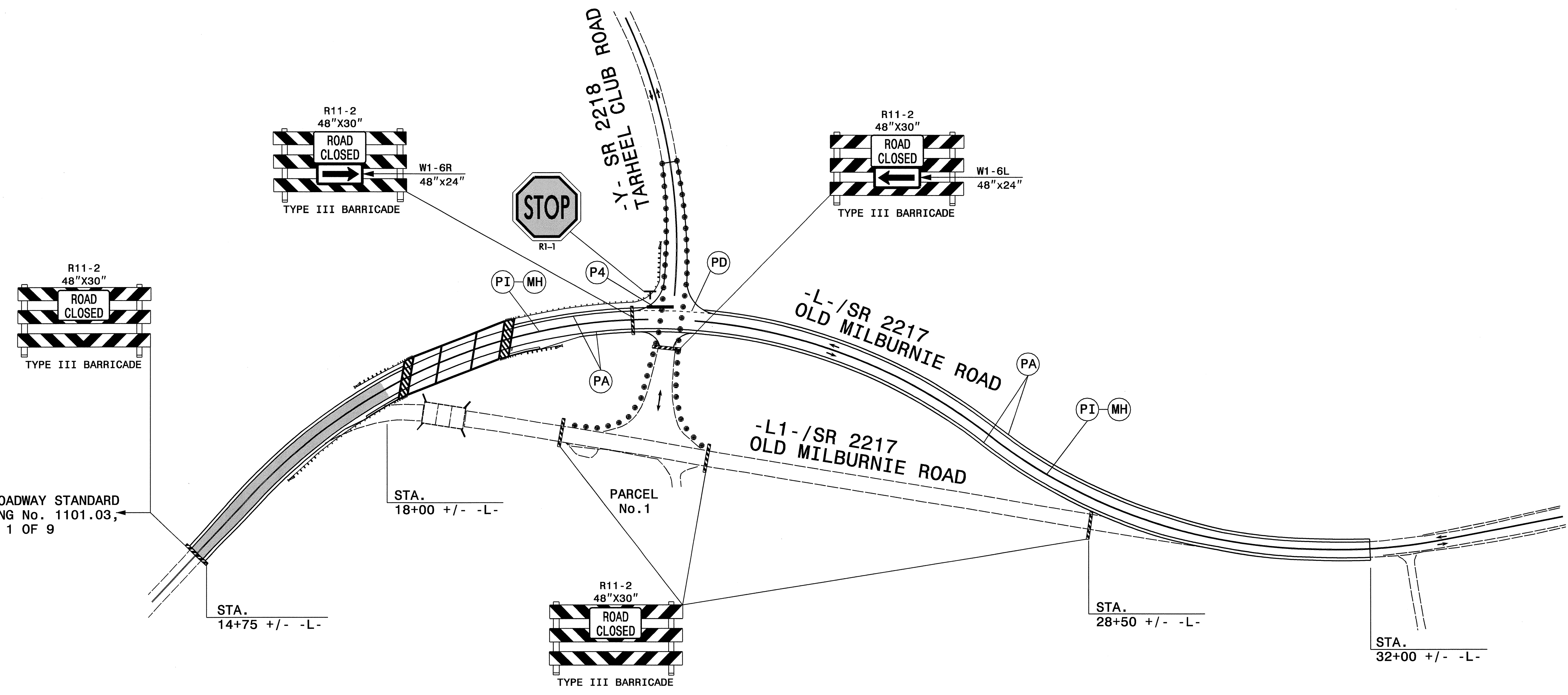
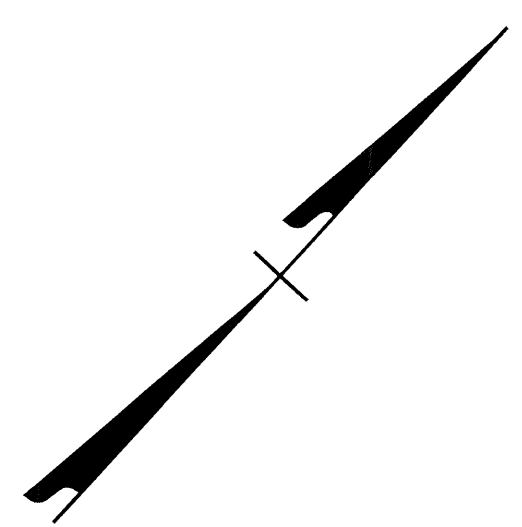
1. SEE SHEET TCP-1 FOR PAVEMENT MARKING SCHEDULE.
2. SEE ROADWAY STANDARD DRAWING 1250.01 & 1251.01 FOR PAVEMENT MARKERS AND SPACING.

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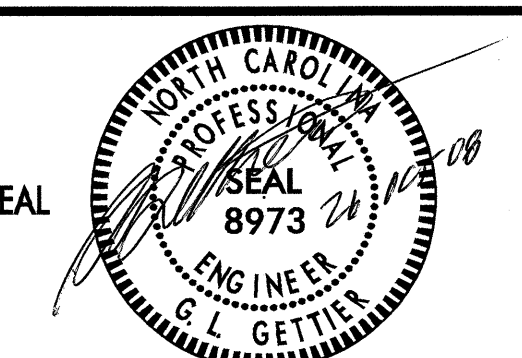
1. SEE SHEET TCP-1 FOR PAVEMENT MARKING SCHEDULE.
2. SEE ROADWAY STANDARD DRAWING 1250.01 & 1251.01 FOR PAVEMENT MARKERS AND SPACING.



SEE ROADWAY STANDARD DRAWING No. 1101.03, SHEET 1 OF 9


 PROPOSED CONSTRUCTION (AWAY FROM TRAFFIC)

APPROVED: _____ DATE: _____



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**PHASE II
STEPS 3 AND 4**

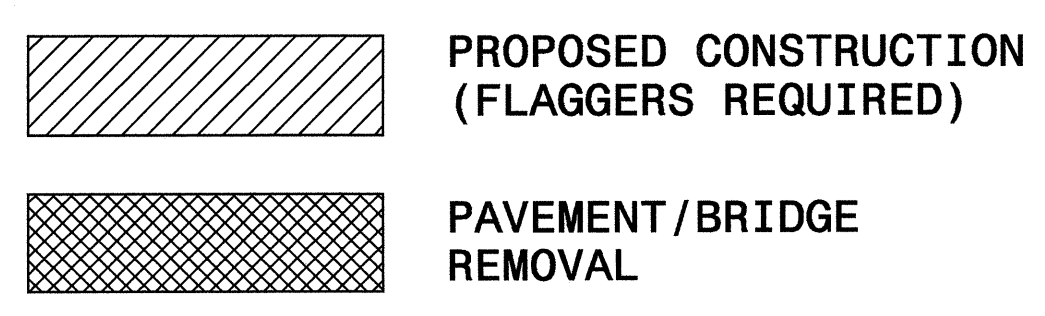
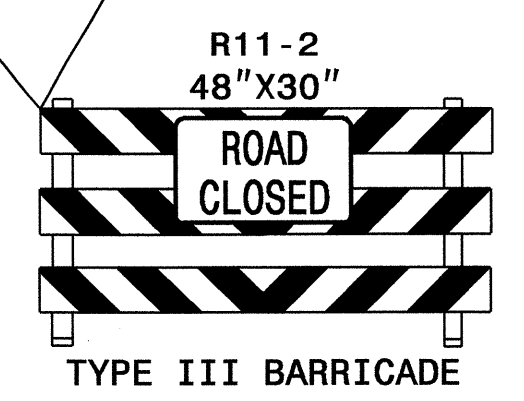
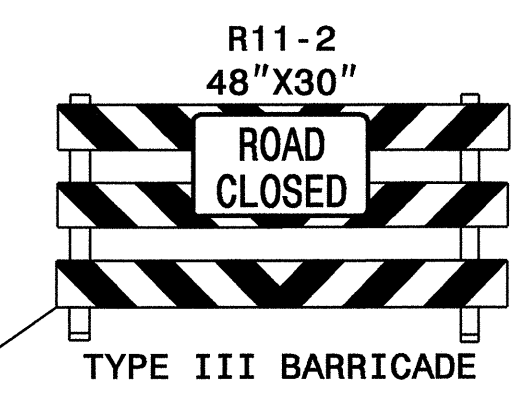
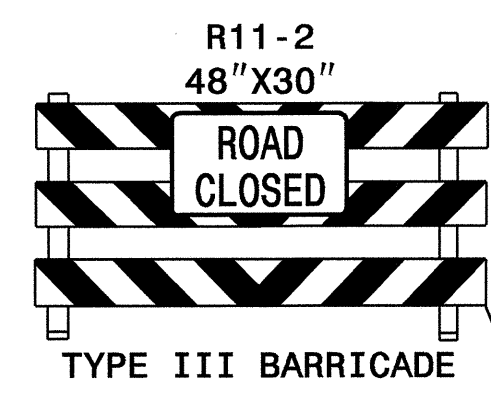
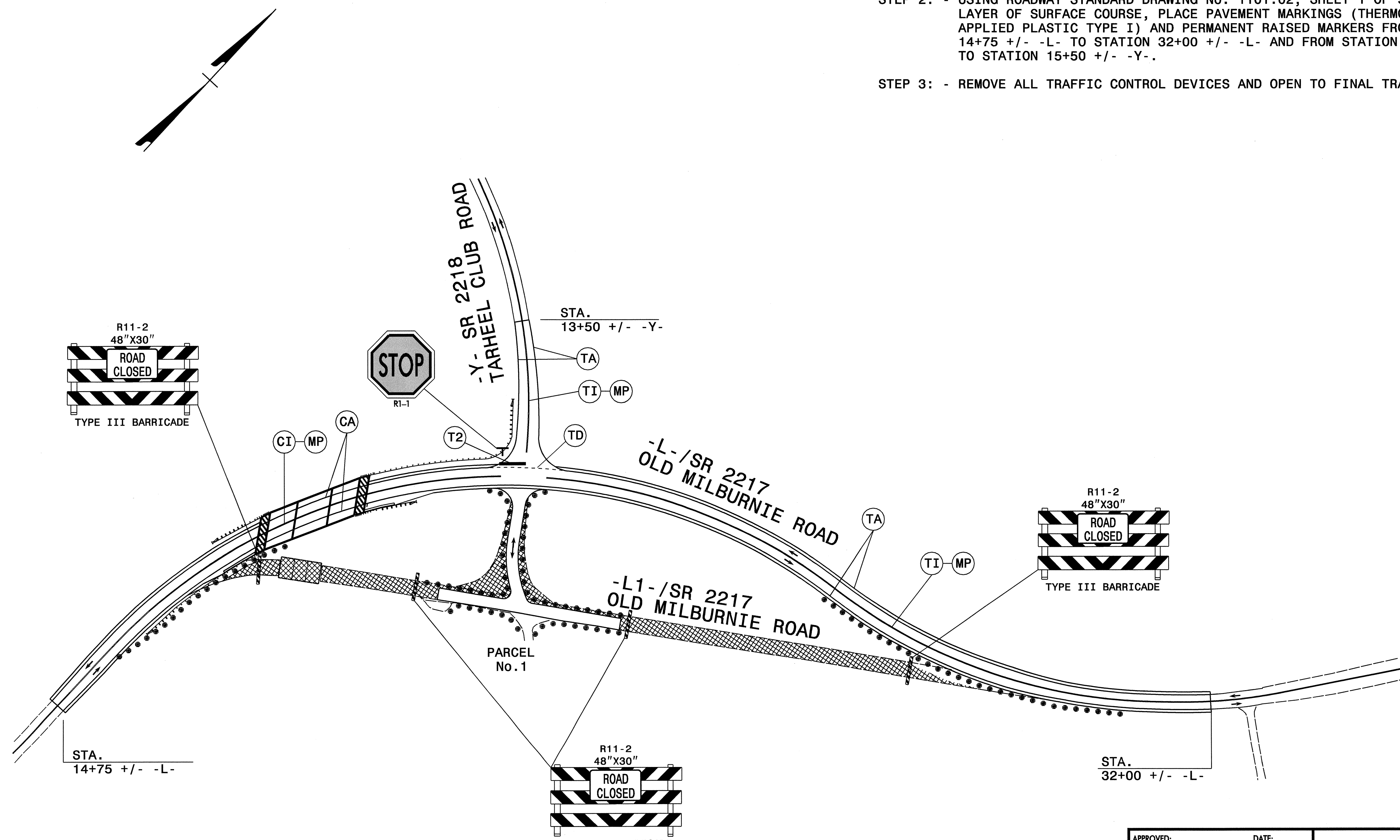
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PHASE III

- STEP 1: - CONSTRUCT THE REMAINDER OF THE PROJECT TO INCLUDE THE PROPOSED DRIVEWAY TO PARCEL NO. 1, AND REMOVE EXISTING OLD MILBURNIE ROAD (-L-/SR 2217) PAVEMENT ALONG WITH OLD BRIDGE #143. (SEE CONSTRUCTION PLANS).
- STEP 2: - USING ROADWAY STANDARD DRAWING No. 1101.02, SHEET 1 OF 9, PLACE FINAL LAYER OF SURFACE COURSE, PLACE PAVEMENT MARKINGS (THERMOPLASTIC - COLD APPLIED PLASTIC TYPE I) AND PERMANENT RAISED MARKERS FROM STATION 14+75 +/- -L- TO STATION 32+00 +/- -L- AND FROM STATION 13+50 +/- -Y- TO STATION 15+50 +/- -Y-.
- STEP 3: - REMOVE ALL TRAFFIC CONTROL DEVICES AND OPEN TO FINAL TRAFFIC PATTERN.



- NOTES:
1. SEE SHEET TCP-1 FOR PAVEMENT MARKING SCHEDULE.
 2. SEE ROADWAY STANDARD DRAWING 1250.01 & 1251.01 FOR PAVEMENT MARKERS AND SPACING.

APPROVED: _____ DATE: _____

SEAL
G. L. GETTIFER
ENGINEER
8973
NORTH CAROLINA

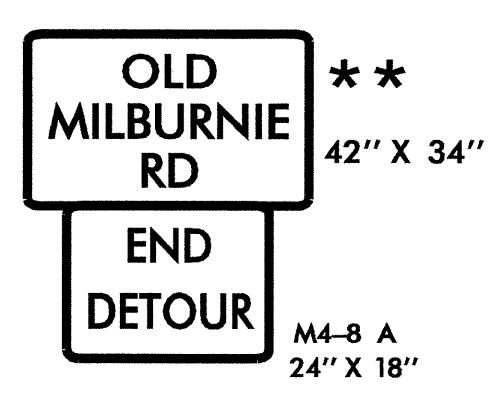
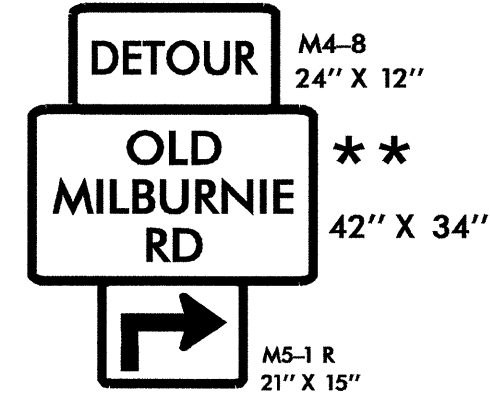
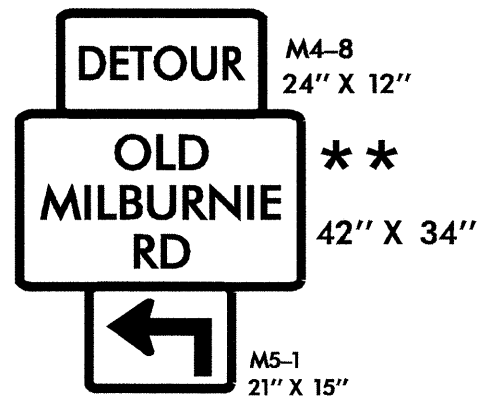
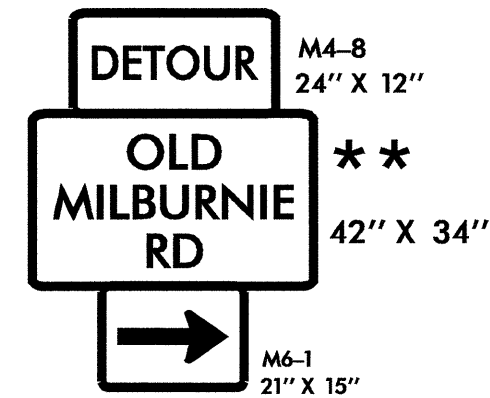
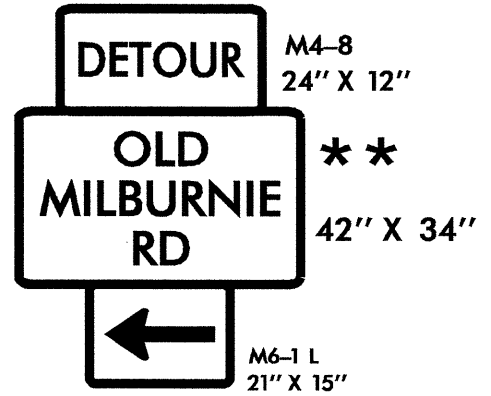
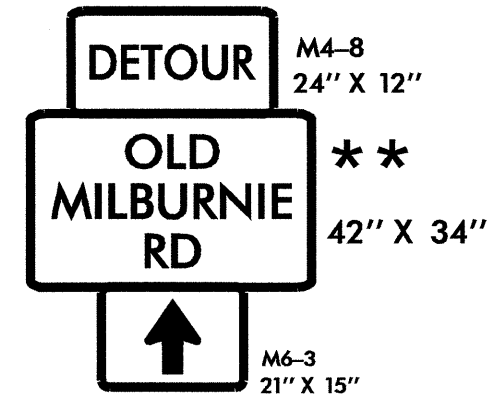
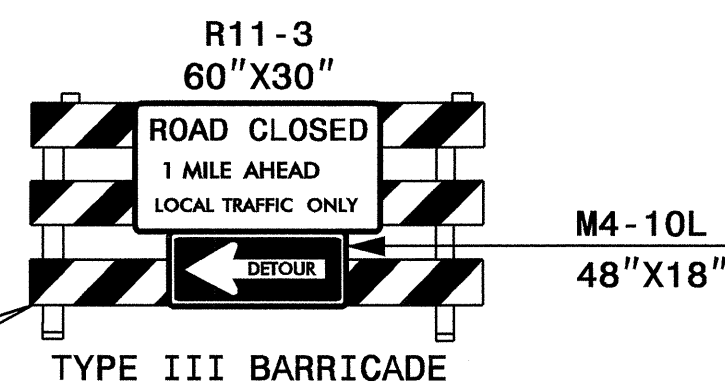
PHASE III

SCALE: NONE		REVISIONS
DATE: 08/08		
DWG. BY: SNG		
DESIGN BY: SNG		
REVIEWED BY: JWG		

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MESSAGE NO. 1	MESSAGE NO. 2	***

CHANGEABLE MESSAGE SIGN

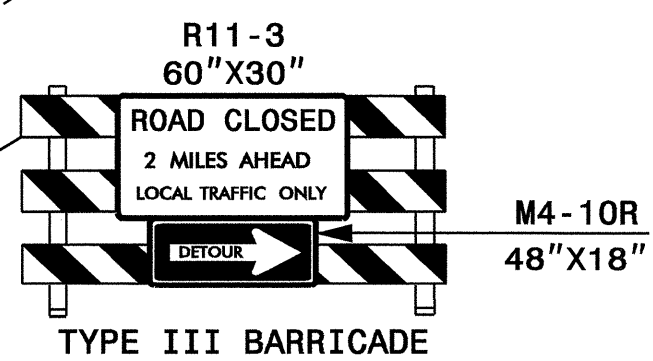
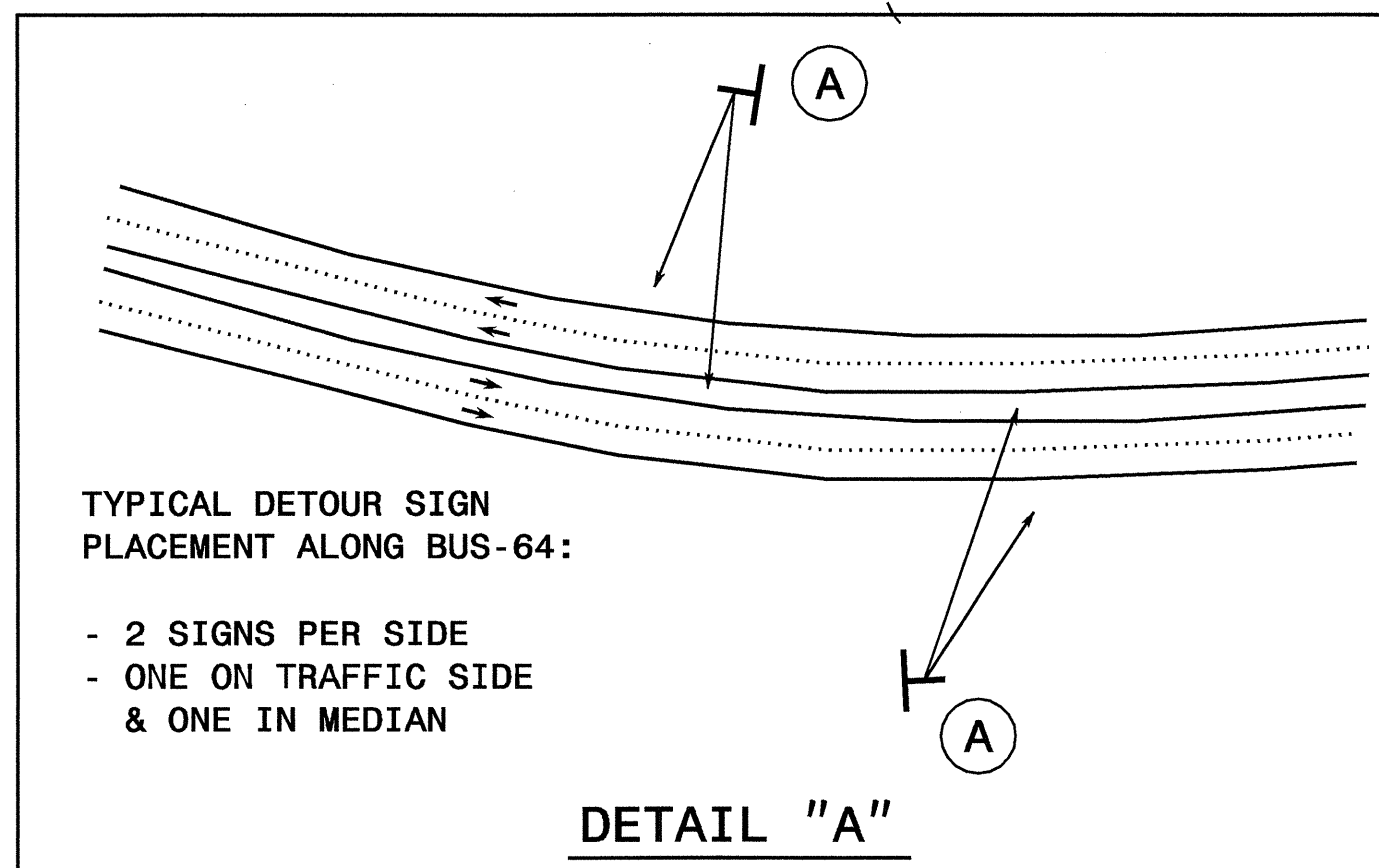
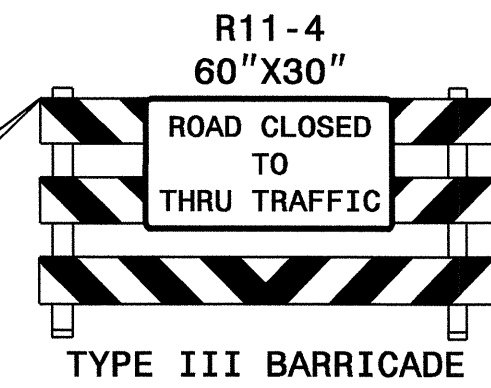


NOTES

- ALL DETOUR SIGN LOCATIONS ARE APPROXIMATE.
- ALL DETOUR SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE NOTED.
- * SEE ROADWAY STANDARD DRAWING NO. 1101.03, SHEET 1 OF 9, FOR ADDITIONAL WORK ZONE SIGNS AND LOCATIONS ON OLD MILBURNIE ROAD (-L-/SR 2217).
- ** SEE TCP-6A FOR SIGN DESIGN.
- *** UTILIZE CMS AS DIRECTED BY THE ENGINEER.

MESSAGE NO. 1	MESSAGE NO. 2	***

CHANGEABLE MESSAGE SIGN



MESSAGE NO. 1	MESSAGE NO. 2	***

CHANGEABLE MESSAGE SIGN

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APPROVED: _____	DATE: _____	DETOUR ROUTE	REVISIONS	
			SCALE: NONE	DATE: 08/08
		DESIGN BY: SNG	REVIEWED BY: JWG	

SIGN NUMBER: SP08496	BACKG COLOR: Fluorescent Orange	DESIGN BY: R. HENNEIN	CHECKED BY:
TYPE: STATIONARY	COPY COLOR: Black	PROJECT ID: B-4304	DIV: 5
QUANTITY: SEE PLANS			DATE: Oct 06, 2008

SIGN WIDTH: 42" HEIGHT: 34" TOTAL AREA: 9.9 Sq.Ft.	<table border="1" style="width:100%"> <tr><th>SYMBOL</th><th>X</th><th>Y</th><th>WID</th><th>HT</th></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table>	SYMBOL	X	Y	WID	HT																											<p>MAT'L: 0.080" (2.0 mm) ALUMINUM 0.079" COMPOSITE</p>
SYMBOL	X	Y	WID	HT																													

BORDER TYPE: INSET RECESS: 0.5" WIDTH: 0.75" RADII: 1.88"	NO. Z BARS: LENGTH:	USE NOTES: 1,2	Spacing Factor is 1 unless specified otherwise
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LETTER POSITIONS

Letter spacings are to start of next letter

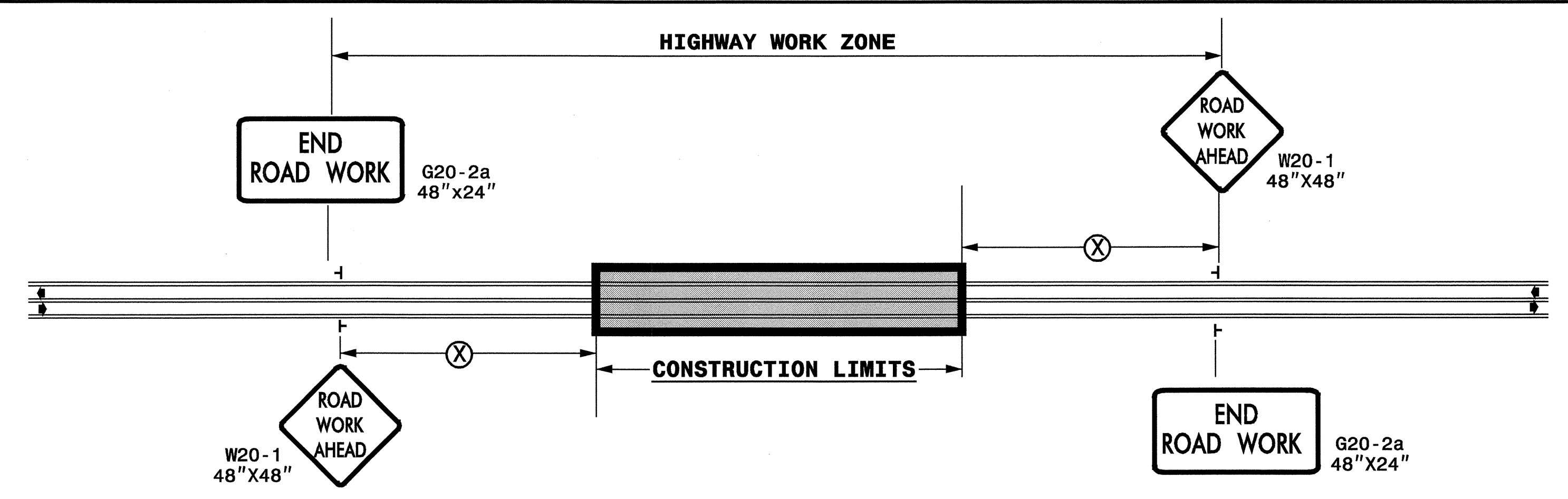
												Series/Size Text Length
		O	L	D								C 2000
15	4.7	3.9	3.4	15								12
	M	I	L	B	U	R	N	I	E			C 2000
3.7	5.3	2.2	3.9	4.4	4.7	4.4	4.7	2.2	3.1	3.7		34.7
	R	O	A	D								C 2000
12.7	4.3	4.3	4.7	3.4	12.7							16.6

FILENAME: sp08496_oldmilburnieroad NORTH CAROLINA D.O.T. SIGN DETAIL

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APPROVED: _____ DATE: _____ 	<h2 style="margin: 0;">DETOUR SIGN DETAIL</h2>																	
<table border="1" style="width:100%; font-size: x-small;"> <tr><td>SCALE:</td><td>NONE</td></tr> <tr><td>DATE:</td><td>08/08</td></tr> <tr><td>DWG. BY:</td><td>SNG</td></tr> <tr><td>DESIGN BY:</td><td>SNG</td></tr> <tr><td>REVIEWED BY:</td><td>JWG</td></tr> </table>	SCALE:	NONE	DATE:	08/08	DWG. BY:	SNG	DESIGN BY:	SNG	REVIEWED BY:	JWG	<table border="1" style="width:100%; font-size: x-small;"> <tr> <td style="width:20%; text-align: center;"> </td> <td style="width:80%;"> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th style="text-align: left;">REVISIONS</th> </tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> </table> </td> </tr> </table>		<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th style="text-align: left;">REVISIONS</th> </tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> </table>	REVISIONS				
SCALE:	NONE																	
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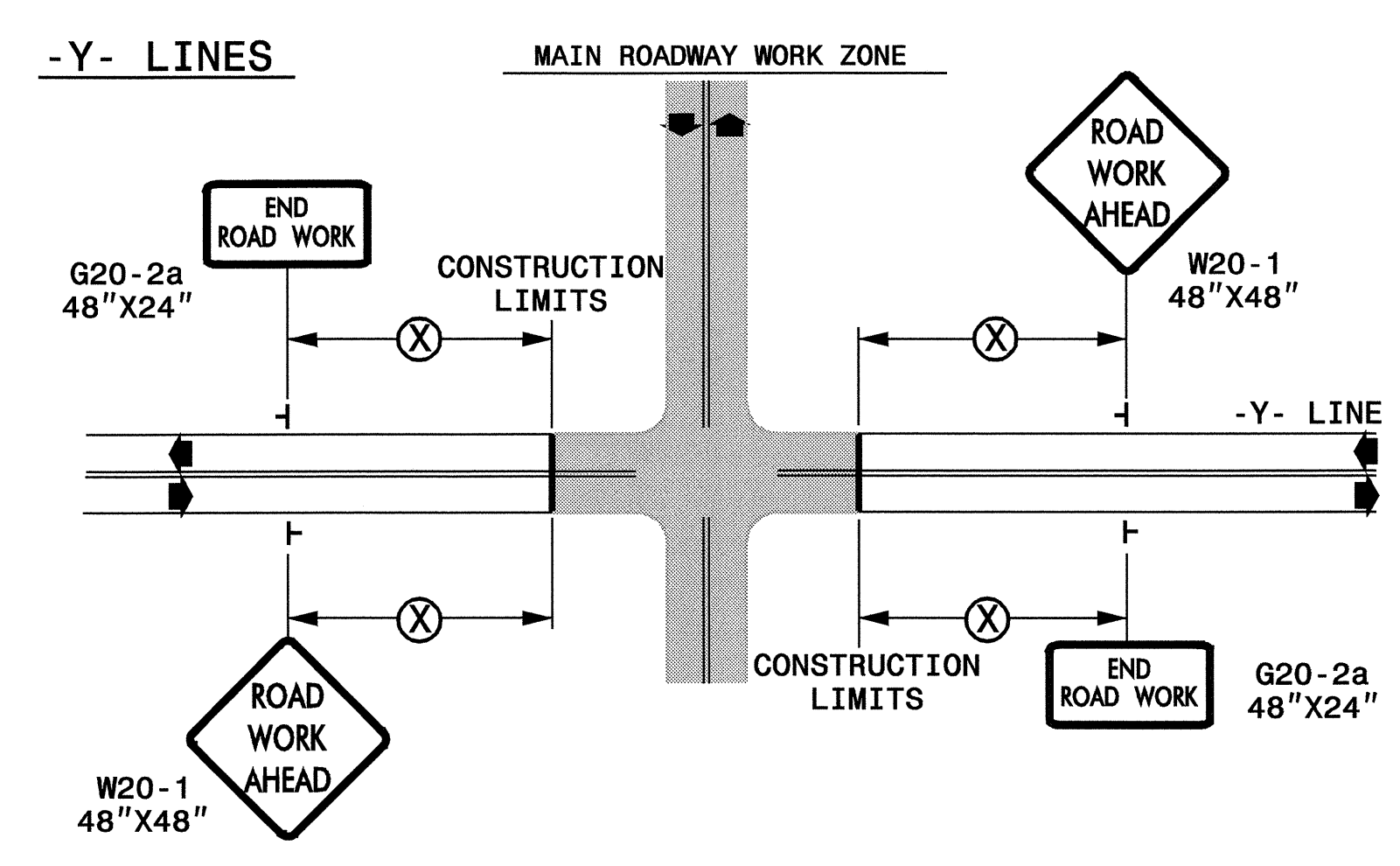
TWO-WAY UNDIVIDED ** (L-LINES)



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)



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 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

SHEET 1 OF 1

APPROVED: _____ DATE: _____	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: _____		CADD FILE

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