

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

STATE PROJECT REFERENCE NO.	SHEET NO.
I-5117	TCP-1

I-5117

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

GUILFORD 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
1101.03	TEMPORARY ROAD 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	DRUMS
1135.01	CONES
1145.01	BARRICADES
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.03	PAVEMENT MARKINGS - INTERCHANGES
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - THRU LANE DROPS
1205.08	PAVEMENT MARKINGS - SYMBOLS & WORD MESSAGES
1250.01	PAVEMENT MARKER SPACING
1251.01	RAISED PAVEMENT MARKERS - (TEMPORARY & PERMANENT)
1253.01	SNOWPLOWABLE RAISED PAVEMENT MARKERS
1261.01	GUARDRAIL & BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL & BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION
1264.01	OBJECT MARKERS
1264.02	PLACEMENT OF OBJECT MARKERS

INDEX OF SHEETS

SHEET NO.	TITLE
TCP-1	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND, INDEX OF SHEETS AND TEMPORARY PAVEMENT MARKING SCHEDULE
TCP-2	GENERAL NOTES
TCP-3	PHASE I MEDIAN CONSTRUCTION
TCP-4 THRU TCP-4B	PHASE II, III AND PHASE IV
TCP-5 THRU TCP-11	PHASE II, III AND PHASE IV DETAILS
TCP-12 AND TCP-12A	THREE LANES CLOSURE DETAIL
TCP-13 THRU TCP-15	DETOUR AND SIGNING
TCP-16	ADVANCED WORK ZONE WARNING SIGNS FOR FREEWAY (4 LANES OR GREATER)

LEGEND

- GENERAL**
- ← DIRECTION OF TRAFFIC FLOW
 - ↑ NORTH ARROW
 - PROPOSED PVMT. - - - - - EXIST. PVMT.
 - WORK AREA
 - ▨ REMOVAL OF EXISTING PAVEMENT
- TRAFFIC CONTROL DEVICES**
- I TYPE I BARRICADE
 - II TYPE II BARRICADE
 - ▨ TYPE III BARRICADE
 - ▲ CONE
 - DRUM ○ SKINNY DRUM
 - ⚡ FLASHING ARROW PANEL (TYPE C)
 - T STATIONARY SIGN
 - ⚡ PORTABLE SIGN
 - STATIONARY OR PORTABLE SIGN
 - ~ CRASH CUSHION
 - ◀ CHANGEABLE MESSAGE SIGN
 - ▨ TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)
 - ⚡ POLICE
 - ⚡ FLAGGER
- PAVEMENT MARKINGS**
- CRYSTAL/CRYSTAL PAVEMENT MARKER
 - ◆ YELLOW/YELLOW PAVEMENT MARKER
 - ▨ CRYSTAL/RED PAVEMENT MARKER
 - ↑↑ PAVEMENT MARKING SYMBOLS

TEMPORARY PAVEMENT MARKING SCHEDULE

SYMBOL	DESCRIPTION	BREAKDOWN	TOTAL
PAINT (6")			
PA	WHITE EDGELINE	36,000 LF	
PB	YELLOW EDGELINE	40,000 LF	
PC	10' WHITE SKIP	35,000 LF	
PD	2' WHITE MINISKIP	400 LF	111,400 LF
PAINT (12")			
PR	WHITE GORELINE	8,000 LF	8,000 LF
PAINT (SYMBOLS)			
QC	STRAIGHT ARROW	6 EA	6 EA
COLD APPLIED PLASTIC -REMOVABLE TAPE (TYPE IV, 6")			
C7	YELLOW EDGELINE	14,000 LF	14,000 LF

TIP PROJECT:

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APPROVED: <i>[Signature]</i> DATE: <i>May 14, 2009</i>	PLAN PREPARED BY: N.C.D.O.T. WORK ZONE TRAFFIC CONTROL UNIT
SEAL 	J. S. BOURNE, P.E. TRAFFIC CONTROL ENGINEER J. STEVE KITE, P.E. TRAFFIC CONTROL PROJECT ENGINEER DON PARKER TRAFFIC CONTROL PROJECT DESIGN ENGINEER ASHVIN PATEL TRAFFIC CONTROL DESIGN ENGINEER / TECHNICIAN

GENERAL NOTES

PROJ. REFERENCE NO.	SHEET NO.
I-5117	TCP-2
GUILFORD	

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 2 OR MORE TRAVEL LANES AND DO NOT CLOSE ANY ON/OFF RAMP AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
ALL ROADS/RAMPS	6:00 A.M. TO 10:00 P.M. MONDAY THRU SATURDAY AND 9:00AM TO 10:00 P.M. SUNDAY

B) DO NOT CLOSE OR NARROW 2 OR MORE TRAVEL LANES AND DO NOT CLOSE ANY ON/OFF RAMP AS FOLLOWS:

ROAD NAME

HOLIDAY

1. FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
2. FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00 A.M. DECEMBER 31st TO 10:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 10:00 P.M. THE FOLLOWING TUESDAY.
3. FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 10:00 P.M. MONDAY.
4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 10:00 P.M. TUESDAY.
5. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 10:00 P.M. THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 6:00 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 10:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.
6. FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 10:00 P.M. TUESDAY.
7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY TO 8:00 P.M. MONDAY.
8. FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 10:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

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

LANE AND SHOULDER CLOSURE REQUIREMENTS

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

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

- G) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRAFFIC CONTROL PLANS, ROADWAY STANDARD DRAWINGS OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.
- H) DO NOT WORK SIMULTANEOUSLY WITHIN 15 FT ON BOTH SIDES OF AN OPEN TRAVELWAY RAMP OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.
- I) DO NOT INSTALL MORE THAN 2 MILES OF LANE CLOSURE ON I-85, I-85 BUS MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.
- J) WHEN USING RSD 1101.02, SHEET 5 TO CLOSE TWO LANES OR USING TCP-12 TO CLOSE THREE LANES ON I-85, USE A PAIR OF FLASHING ARROW PANELS; ONE AT THE BEGINING AND ONE AT THE END OF EACH MERGE TAPER.

PAVEMENT EDGE DROP OFF REQUIREMENTS

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

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- N) 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.
- O) PROVIDE DETOUR SIGNING WITHIN AND OFF THE PROJECT LIMITS.
- P) COVER OR REMOVE ALL DETOUR SIGNS 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) 500 FT. IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC BARRIER

S) INSTALL TEMPORARY BARRIER ACCORDING TO THE TRAFFIC CONTROL PLANS A MAXIMUM OF TWO (2) WEEKS PRIOR TO BEGINNING WORK IN ANY LOCATION. ONCE TEMPORARY BARRIER IS INSTALLED AT ANY LOCATION, PROCEED IN A CONTINUOUS MANNER TO COMPLETE THE PROPOSED WORK IN THAT LOCATION UNLESS OTHERWISE STATED IN THE TRAFFIC CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE.

ONCE TEMPORARY BARRIER IS INSTALLED AT ANY LOCATION AND NO WORK IS PERFORMED BEHIND THE TEMPORARY BARRIER FOR A PERIOD LONGER THAN TWO (2) MONTHS, REMOVE/RESET TEMPORARY BARRIER AT NO COST TO THE DEPARTMENT UNLESS OTHERWISE STATED IN THE TRAFFIC CONTROL PLANS, TEMPORARY BARRIER IS PROTECTING A HAZARD, OR AS DIRECTED BY THE ENGINEER.

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

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

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

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

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

TRAFFIC CONTROL DEVICES

- U) SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH), EXCEPT 10 FT ON-CENTER IN RADIUS, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY, WHEN LANE CLOSURES ARE NOT IN EFFECT. WHEN SKINNY DRUMS ARE ALLOWED, REFER TO SECTION 1180 OF STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES OR AS SHOWN IN THE PLANS.
- V) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- W) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES DRUMS PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
I-85/I-85 BUS/RAMP	THERMOPLASTIC	SNOWPLOWABLE

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

ROAD NAME	MARKING	MARKER
I-85/I-85 BUS/RAMP	PAINT (6"/12")	NONE

Z) PLACE TWO APPLICATIONS OF PAINT PAVEMENT MARKINGS ON THE FINAL WEARING SURFACE. PLACE THE SECOND APPLICATION OF PAINT UPON SUFFICIENT DRYING TIME OF THE FIRST.

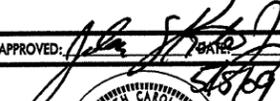
AA) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX (6) MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS AS DIRECTED BY THE ENGINEER.

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

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

MISCELLANEOUS

DD) USE LAW ENFORCEMENT TO AID IN THE SET UP AND REMOVAL OF TRAFFIC CONTROL DEVICES FOR LANE CLOSURES ON I-85. (SEE SPECIAL PROVISION)

APPROVED: 

SEAL 

GENERAL NOTES

SCALE: NONE		REVISIONS
DATE: 03/09		
DWG. BY: AKP		
DESIGN BY: AKP		
REVIEWED BY: DAP		

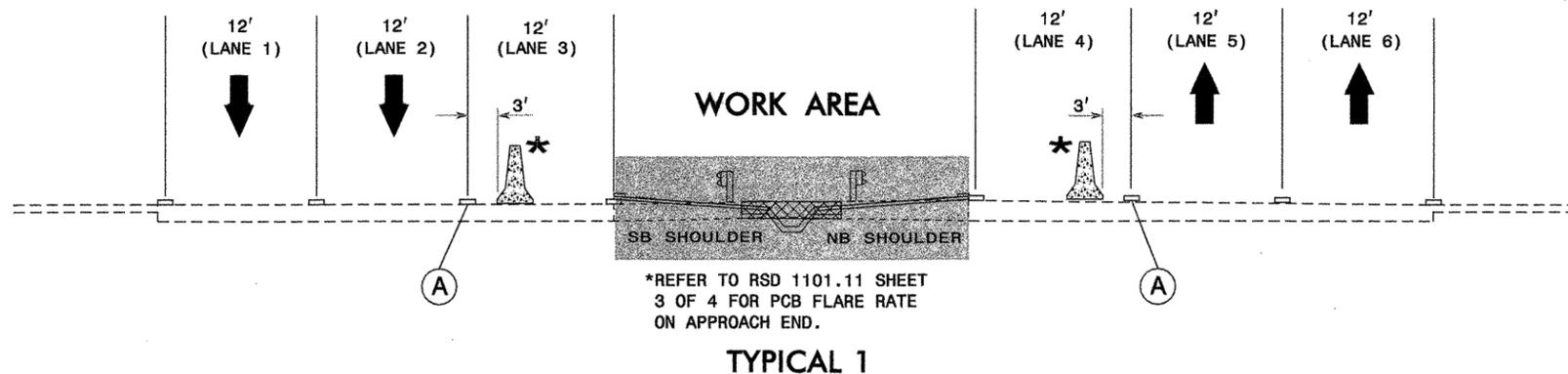
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CONSTRUCTION OF CONCRETE PAVED DITCH AND SBNB INSIDE SHOULDERS

-L- STA. 21+00 TO -L- STA. 46+50

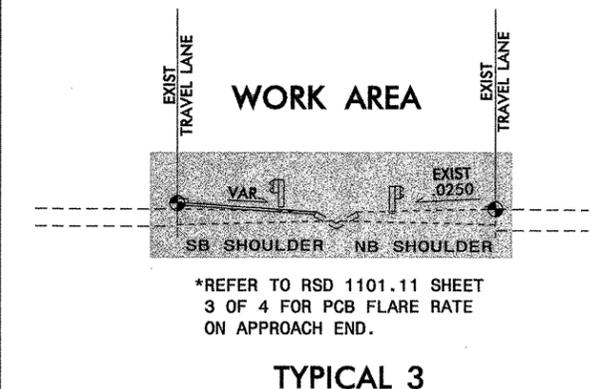
I-85 SOUTHBOUND

I-85 NORTHBOUND



CONSTRUCTION OF SB INSIDE SHOULDER

-L- STA. 46+50 TO -L- STA. 78+49

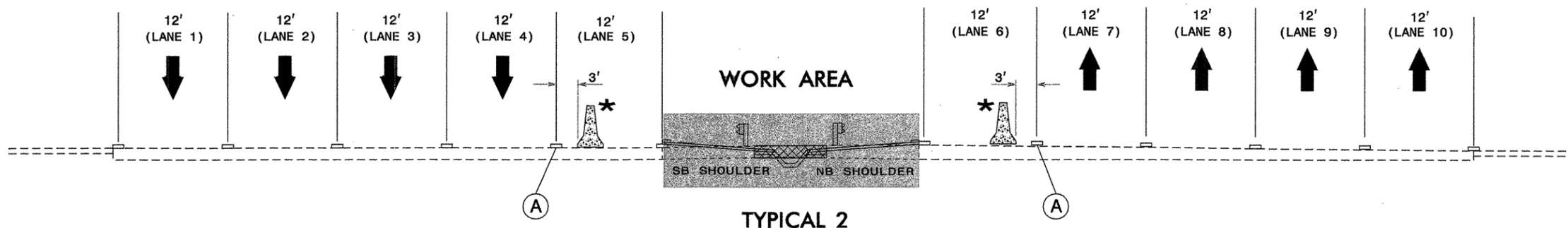


CONSTRUCTION OF CONCRETE PAVED DITCH AND SBNB INSIDE SHOULDERS

-L- STA. 21+00 TO -L- STA. 46+50

I-85 SOUTHBOUND

I-85 NORTHBOUND



PHASE I

INSTALL ALL WORK ZONE SIGNS ON I-85, I-85 BUS AND RAMPS PRIOR TO ANY CONSTRUCTION ACTIVITY USING SHEET TCP-16.

SIGNS ARE TO BE INSTALLED NO MORE THAN THREE (3) DAYS PRIOR TO BEGINNING OF WORK ON MENTIONED ROAD AND RAMPS.

STEP 1) USING RSD 1101.02 SHEET 5 OF 9, CLOSE INSIDE TWO LANES OF EACH I-85 SB/NB AND COMPLETE THE FOLLOWING WORK (SEE TYPICAL 1 & TYPICAL 2).

- a) INSTALL PORTABLE CONCRETE BARRIER AND CRASH CUSHION TO CLOSE INSIDE LANE OF I-85 SB FROM STA. 11+62+/- -L- TO STA. 80+27+/- -L- AND INSIDE LANE OF I-85 NB FROM STA. 11+09+/- -L- TO STA. 78+49+/- -L-. (SEE RSD 1101.02 SHEET 8 OF 9)

INSTALL TEMPORARY YELLOW TAPE EDGELINE (COLD APPLIED PLASTIC -TYPE IV) FOR INSIDE LANE ON BOTH DIRECTIONS.

STEP 2) LEAVING INSIDE LANE CLOSED OF BOTH I-85 SB/NB WITH PCB, COMPLETE THE FOLLOWING WORK (SEE TYPICAL 1, TYPICAL 2 & TYPICAL 3).

- a) REMOVE EXISTING MEDIAN GUARDRAIL FROM STA. 11+62 +/- -L- TO STA. 46+50+/- -L- ON I-85 SB/NB AND FROM STA. 46+50+/- -L- TO STA. 78+49+/- -L- ON I-85 SB.

- b) CONSTRUCT INSIDE PAVED SHOULDER INCLUDING FINAL LAYER OF SURFACE COURSE FROM STA. 12+87+/- TO STA. 21+00+/- -L- I-85 NB AND FROM STA. 11+62+/- TO STA. 21+00+/- -L- I-85 SB (SEE ROADWAY PLANS).

CONSTRUCT THE MEDIAN CONCRETE PAVED DITCH FROM STA. 21+00+/- TO STA. 46+50+/- -L- (SEE ROADWAY PLANS).

- c) MILL AND RESURFACE INSIDE MEDIAN SHOULDERS, INCLUDING THE FINAL LAYER OF SURFACE COURSE:

I-85 NB/SB FROM STA. 21+00+/- TO STA. 46+50+/- -L- (SEE ROADWAY PLANS).

I-85 SB FROM STA. 46+50+/- TO STA. 78+49+/- -L- (SEE ROADWAY PLANS).

- d) INSTALL/RESET PROPOSED MEDIAN GUARDRAIL ALONG I-85 NB/SB (SEE ROADWAY PLANS FOR LOCATIONS).

INSTALL TEMPORARY YELLOW PAINT EDGELINES.

- e) USING RSD 1101.02 SHEET 5 OF 9 REMOVE I-85 NB/SB PORTABLE CONCRETE BARRIER, REMOVE TEMPORARY TAPE EDGELINE AND OPEN ALL LANES TO TRAFFIC.

A REFER TO RSD 1101.02 SHEET 8 OF 9 FOR INSTALLING TEMP. YELLOW EDGE LINE (COLD APPLIED PLASTIC -REMOVABLE TAPE TYPE IV)

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APPROVED: DATE: 5/14/09	PHASE I MEDIAN CONSTRUCTION	
	SCALE: NONE	
	DATE: 03/09	
	DWG. BY: AKP	
	DESIGN BY: AKP	
REVIEWED BY: DAP	REVISIONS	

PHASE II - MILL AND FILL I-85 NORTHBOUND
-L- STA. 12+87 TO -L- STA. 78+49 NBL

NOTE: CONTRACTOR MAY ELECT TO COMPLETE PHASE II,
 STEPS 6-10 BEFORE STEPS 1-5

STEP 1 -- MILL AND FILL LANE 10 BACK TO THE EXISTING ELEVATION AS FOLLOWS:

- A) USE TCP-13 TO CLOSE I-85 BUS NORTH AND RSD 1101.02 SHEET 7 FOR EXIT 119 RAMP TO GROOMETOWN RD. TO CLOSE LANES 9 AND 10. (SEE TYPICAL 4)
- B) MILL LANE 10 AND OUTSIDE SHOULDER AS PER ROADWAY PLANS. MILL NO MORE THAN CAN BE FILLED BACK TO THE EXISTING ELEVATION IN A SINGLE WORK PERIOD.
- C) FILL THE MILLED SEGMENT BACK TO THE EXISTING ELEVATION.
- D) REPLACE PAVEMENT MARKINGS (PAINT) AND RE-OPEN THE TRAVEL LANES.
- E) REPEAT STEPS A THRU D UNTIL THE ENTIRE LENGTH OF LANE 10 HAS BEEN MILLED AND FILLED BACK

NOTE: FOR STEPS 2 AND 3 OF PHASE II, CLOSE I-85 BUS AND DETOUR I-85 BUS NB TRAFFICE AS PER TCP-13. CLOSE EXIT RAMP TO I-85 BUS SOUTH FROM I-85 NORTH AND DETOUR TRAFFIC AS PER TCP-14.

STEP 2 -- MILL AND FILL LANE 9 BACK TO THE EXISTING ELEVATION AS FOLLOWS:

- A) USE RSD 1101.02 SHEET 3 OF 9, CLOSE LANES 8, 9 AND 10, SHIFT TRAFFIC TO LANES 6 & 7 AND PERFORM THE FOLLOWING WORK: (SEE TYPICAL 5 AND SHEET TCP-7, DETAIL 4 AND 5).
- B) MILL LANE 9 AS PER ROADWAY PLANS. MILL NO MORE THAN CAN BE FILLED BACK TO THE EXISTING ELEVATION IN A SINGLE WORK PERIOD.
- C) FILL THE MILLED SEGMENT BACK TO THE EXISTING ELEVATION.
- D) REPLACE PAVEMENT MARKINGS (PAINT) AND RE-OPEN THE TRAVEL LANES.
- E) REPEAT STEPS A THRU D UNTIL THE ENTIRE LENGTH OF LANE 9 HAS BEEN MILLED AND FILLED BACK

STEP 3 -- MILL AND FILL LANE 8 BACK TO THE EXISTING ELEVATION AS FOLLOWS:

- A) USE RSD 1101.02 SHEET 5 OF 9, CLOSE LANES 7, 8, 9 AND 10 SHIFT TRAFFIC TO LANE 6 AND PERFORM THE FOLLOWING WORK: (SEE TYPICAL 6 AND SHEET TCP-6, DETAIL 2 AND 3).
- B) MILL LANE 8 AS PER ROADWAY PLANS. MILL NO MORE THAN CAN BE FILLED BACK TO THE EXISTING ELEVATION IN A SINGLE WORK PERIOD.
- C) FILL THE MILLED SEGMENT BACK TO THE EXISTING ELEVATION.
- D) REPLACE PAVEMENT MARKINGS (PAINT) AND RE-OPEN THE TRAVEL LANES.
- E) REPEAT STEPS A THRU D UNTIL THE ENTIRE LENGTH OF LANE 8 HAS BEEN MILLED AND FILLED BACK

STEP 4 -- MILL AND FILL LANE 7 BACK TO THE EXISTING ELEVATION AS FOLLOWS:

- A) USE RSD 1101.02 SHEET 5 OF 9 FOR -L- I-85 NB, CLOSE LANES 6 AND 7 UPTO STA. 40+00+/- -L-. FROM STA. 40+00+/- BEGIN SHIFT TAPER AND CLOSE LANES 6, 7 AND 8 AT 5 LANES SECTION. USE RSD 1101.02 SHEET 3 OF 7 FOR I-85 BUS ENTRANCE RAMP TO CLOSE LEFT LANE OF RAMP. SHIFT ALL TRAFFIC I-85 AND ENTRANCE RAMP TO LANES 9 AND 10 AND PERFORM THE FOLLOWING WORK: (SEE TYPICAL 7 AND SHEET TCP-5, DETAIL 1).
- B) MILL LANE 7 AS PER ROADWAY PLANS. MILL NO MORE THAN CAN BE FILLED BACK TO THE EXISTING ELEVATION IN A SINGLE WORK PERIOD.
- C) FILL THE MILLED SEGMENT BACK TO THE EXISTING ELEVATION.
- D) REPLACE PAVEMENT MARKINGS (PAINT) AND RE-OPEN THE TRAVEL LANES.
- E) REPEAT STEPS A THRU D UNTIL THE ENTIRE LENGTH OF LANE 7 HAS BEEN MILLED AND FILLED BACK

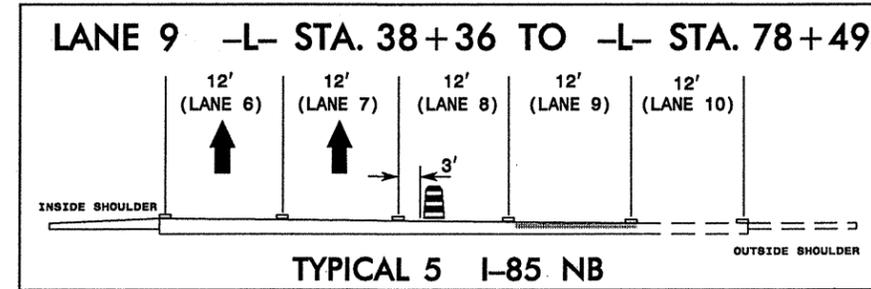
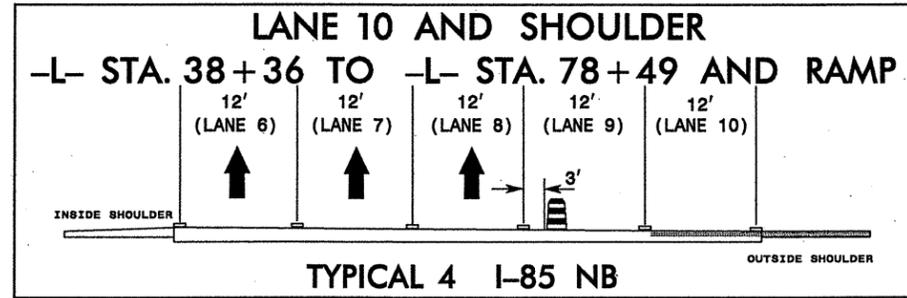
STEP 5 -- MILL AND FILL LANE 6 BACK TO THE EXISTING ELEVATION AS FOLLOWS:

- A) USE RSD 1101.02 SHEET 5 OF 9 TO CLOSE LANES 6 AND 7 AND PERFORM THE FOLLOWING WORK:
- B) MILL LANE 6 AS PER ROADWAY PLANS. MILL NO MORE THAN CAN BE FILLED BACK TO THE EXISTING ELEVATION IN A SINGLE WORK PERIOD.
- C) FILL THE MILLED SEGMENT BACK TO THE EXISTING ELEVATION.
- D) REPLACE PAVEMENT MARKINGS (PAINT) AND RE-OPEN THE TRAVEL LANES.
- E) REPEAT STEPS A THRU D UNTIL THE ENTIRE LENGTH OF LANE 6 HAS BEEN MILLED AND FILLED BACK

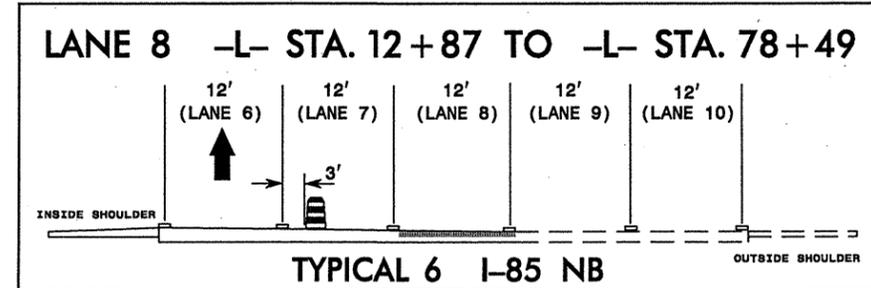
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 okpctel AT WZTC24748

I-85 NORTHBOUND

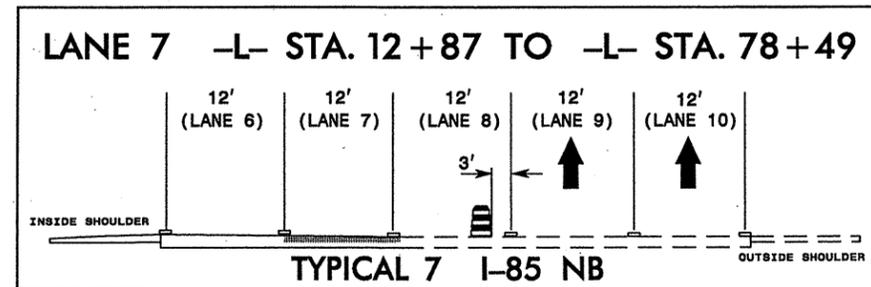
PROJ. REFERENCE NO.	SHEET NO.
I-5117	TCP-4
GUILFORD	



SEE SHEET TCP-7
 FOR DETAIL 4 AND 5

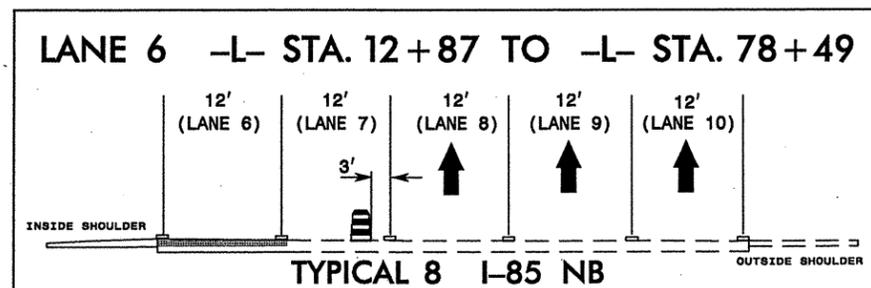


SEE SHEET TCP-6
 FOR DETAIL 2 AND 3



FOR 5 LANES SECTION ONLY.
 AT 3 LANE SECTION, ONLY LANE
 6 & 7 CLOSED.

SEE SHEET TCP-5
 FOR DETAIL 1



APPROVED: *[Signature]* DATE: 03/09
 SEAL
 NORTH CAROLINA
 PROFESSIONAL
 ENGINEER
 JOHN S. KITTE JR.
 022104

PHASE II
MILL AND FILL I-85 NBL

SCALE: NONE
 DATE: 03/09
 DWG. BY: AKP
 DESIGN BY: AKP
 REVIEWED BY: DAP



REVISIONS

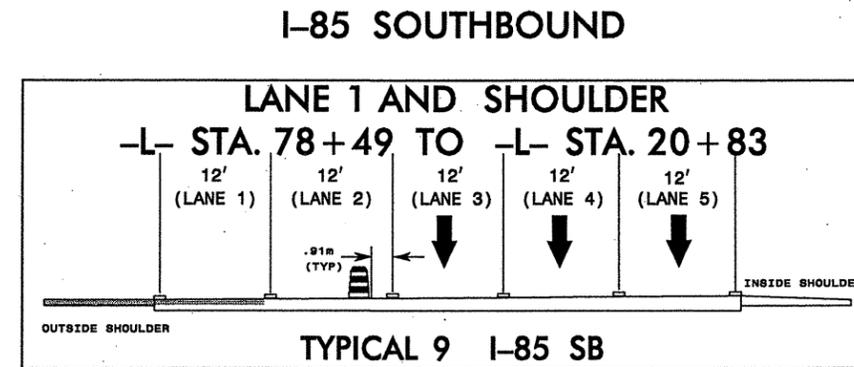
PHASE II - MILL AND FILL I-85 SOUTHBOUND

-L- STA. 78+49 TO -L- STA. 11+62 SBL

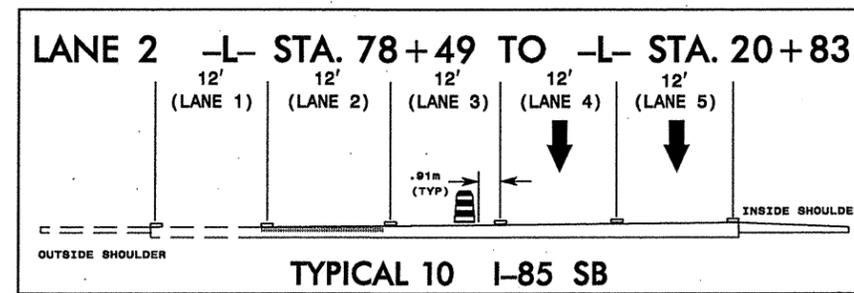
NOTE: CONTRACTOR MAY ELECT TO COMPLETE PHASE II,
STEPS 6-10 BEFORE STEPS 1-5

NOTE: FOR STEPS 6, 7 AND 8 OF PHASE II, CLOSE ON RAMP FROM GROOMETOWN ROAD TO I-85 SOUTH/US 29 SOUTH/US-70 WEST AND DETOUR TRAFFIC AS PER TCP-15.

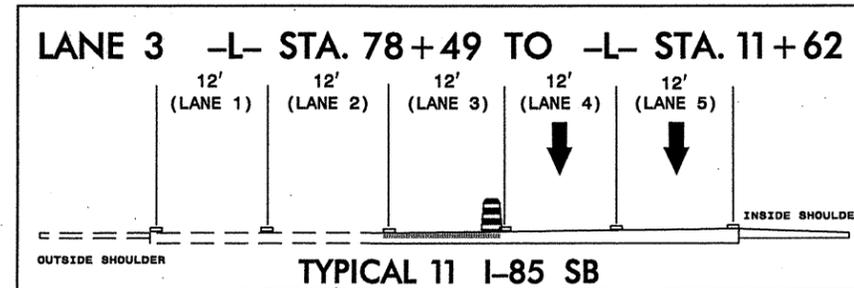
- STEP 6 -- MILL AND FILL LANE 1 BACK TO THE EXISTING ELEVATION AS FOLLOWS:**
- USE RSD 1101.02 SHEET 5 OF 9, CLOSE LANES 1 AND 2 AND PERFORM THE FOLLOWING WORK: (SEE TYPICAL 9 AND SHEET TCP-11, DETAIL 6).
 - MILL LANE 1 AND OUTSIDE SHOULDER AS PER ROADWAY PLANS. MILL NO MORE THAN CAN BE FILLED BACK TO THE EXISTING ELEVATION IN A SINGLE WORK PERIOD.
 - FILL THE MILLED SEGMENT BACK TO THE EXISTING ELEVATION.
 - REPLACE PAVEMENT MARKINGS (PAINT) AND RE-OPEN THE TRAVEL LANES.
 - REPEAT STEPS A THRU D UNTIL THE ENTIRE LENGTH OF LANE 1 HAS BEEN MILLED AND FILLED BACK
- STEP 7 -- MILL AND FILL LANE 2 BACK TO THE EXISTING ELEVATION AS FOLLOWS:**
- USE TCP-12, CLOSE LANES 1, 2 AND 3 SHIFT TRAFFIC TO LANE 4 & 5 AND PERFORM THE FOLLOWING WORK: (SEE TYPICAL 10 AND SHEET TCP-10, DETAIL 4 AND 5).
 - MILL LANE 2 AS PER ROADWAY PLANS. MILL NO MORE THAN CAN BE FILLED BACK TO THE EXISTING ELEVATION IN A SINGLE WORK PERIOD.
 - FILL THE MILLED SEGMENT BACK TO THE EXISTING ELEVATION.
 - REPLACE PAVEMENT MARKINGS (PAINT) AND RE-OPEN THE TRAVEL LANES.
 - REPEAT STEPS A THRU D UNTIL THE ENTIRE LENGTH OF LANE 2 HAS BEEN MILLED AND FILLED BACK
- STEP 8 -- MILL AND FILL LANE 3 BACK TO THE EXISTING ELEVATION AS FOLLOWS:**
- USE TCP-12, CLOSE LANES 1, 2 AND 3 SHIFT TRAFFIC TO LANE 4 & 5 AND PERFORM THE FOLLOWING WORK: (SEE TYPICAL 11 AND SHEET TCP-9, DETAIL 2 AND 3).
 - MILL LANE 3 AS PER ROADWAY PLANS. MILL NO MORE THAN CAN BE FILLED BACK TO THE EXISTING ELEVATION IN A SINGLE WORK PERIOD.
 - FILL THE MILLED SEGMENT BACK TO THE EXISTING ELEVATION.
 - REPLACE PAVEMENT MARKINGS (PAINT) AND RE-OPEN THE TRAVEL LANES.
 - REPEAT STEPS A THRU D UNTIL THE ENTIRE LENGTH OF LANE 3 HAS BEEN MILLED AND FILLED BACK
- STEP 9 -- MILL AND FILL LANE 4 BACK TO THE EXISTING ELEVATION AS FOLLOWS:**
- USE TCP-12A TO CLOSE LANES 4 AND 5 AND PERFORM THE FOLLOWING WORK: (SEE TYPICAL 12 AND SHEET TCP-8, DETAIL 1).
 - MILL LANE 4 AS PER ROADWAY PLANS. MILL NO MORE THAN CAN BE FILLED BACK TO THE EXISTING ELEVATION IN A SINGLE WORK PERIOD.
 - FILL THE MILLED SEGMENT BACK TO THE EXISTING ELEVATION.
 - REPLACE PAVEMENT MARKINGS (PAINT) AND RE-OPEN THE TRAVEL LANES.
 - REPEAT STEPS A THRU D UNTIL THE ENTIRE LENGTH OF LANE 4 HAS BEEN MILLED AND FILLED BACK
- STEP 10 -- MILL AND FILL LANE 5 BACK TO THE EXISTING ELEVATION AS FOLLOWS:**
- USE TCP-12A TO CLOSE LANES 4 AND 5 AND PERFORM THE FOLLOWING WORK: (SEE TYPICAL 13).
 - MILL LANE 5 AS PER ROADWAY PLANS. MILL NO MORE THAN CAN BE FILLED BACK TO THE EXISTING ELEVATION IN A SINGLE WORK PERIOD.
 - FILL THE MILLED SEGMENT BACK TO THE EXISTING ELEVATION.
 - REPLACE PAVEMENT MARKINGS (PAINT) AND RE-OPEN THE TRAVEL LANES.
 - REPEAT STEPS A THRU D UNTIL THE ENTIRE LENGTH OF LANE 5 HAS BEEN MILLED AND FILLED BACK



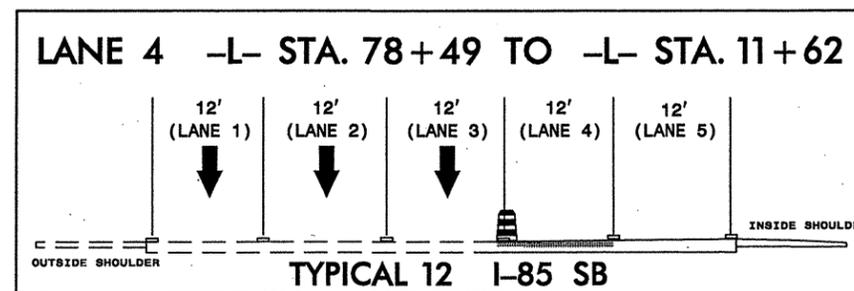
SEE SHEET TCP-11
FOR DETAIL 6



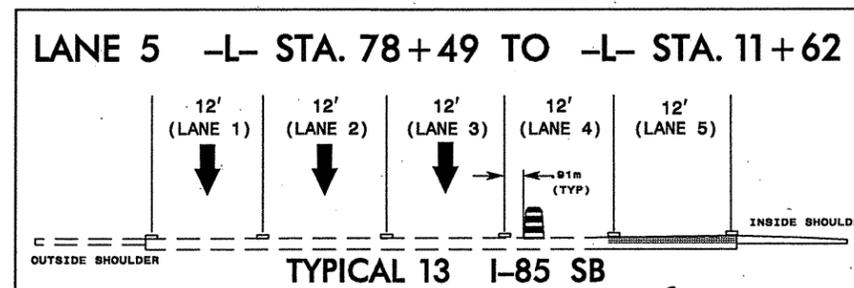
SEE SHEET TCP-10
FOR DETAIL 4 AND 5



SEE SHEET TCP-9
FOR DETAIL 2 AND 3



SEE SHEET TCP-8
FOR DETAIL 1



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ORPATEL AT WZTCCC\4178

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DATE: 03/09													
DWG. BY: AKP													
DESIGN BY: AKP													
REVIEWED BY: DAP													

PHASE III FINAL LAYER OF SURFACE COURSE

-L- STA. 12+87 TO -L- STA. 78+49 NBL

-L- STA. 78+49 TO -L- STA. 11+62 SBL

STEP 1) USE ROADWAY STANDARD DRAWINGS 1101.02, REPEAT TRAFFIC CONTROL SET-UP FOR MILLING/FILLING OPERATIONS OF LANE CLOSURES, STEPS 5 THRU 1 IN PHASE II (SEE TCP-4) AND STEPS 10 THRU 6 IN PHASE II (SEE TCP-4A), PLACE THE FINAL LAYER OF SURFACE COURSE FROM INSIDE LANE TO OUTSIDE LANE ON -L- I-85, RAMPS AND SHOULDERS.

UPON COMPLETION OF A NIGHTLY RESURFACING OPERATION, PLACE TEMPORARY PAINT MARKINGS. TIE TEMPORARY MARKINGS WITH EXISTING MARKINGS AND OPEN ALL TRAVEL LANES TO EXISTING TRAFFIC PATTERN.

STEP 2) REMOVE ALL TRAFFIC CONTROL DEVICES AND OPEN ROADWAY TO THE PROPOSED TRAFFIC PATTERN.

PHASE IV FINAL LAYER OF ULTRATHIN SURFACE COURSE

-L- STA. 12+87 TO -L- STA. 78+49 NBL

-L- STA. 78+49 TO -L- STA. 11+62 SBL

STEP 1) USE ROADWAY STANDARD DRAWINGS 1101.02, REPEAT TRAFFIC CONTROL SET-UP FOR MILLING/FILLING OPERATIONS OF LANE CLOSURES, STEPS 5 THRU 1 IN PHASE II (SEE TCP-4) AND STEPS 10 THRU 6 IN PHASE II (SEE TCP-4A), PLACE THE FINAL LAYER OF 5/8" ULTRATHIN SURFACE COURSE FROM INSIDE LANE TO OUTSIDE LANE ON -L- I-85, RAMPS AND SHOULDERS.

UPON COMPLETION OF A NIGHTLY RESURFACING OPERATION, PLACE TEMPORARY PAINT MARKINGS. TIE TEMPORARY MARKINGS WITH EXISTING MARKINGS AND OPEN ALL TRAVEL LANES TO EXISTING TRAFFIC PATTERN.

STEP 2) USE SAME TRAFFIC CONTROL SET-UP IN STEP 1, PLACE FINAL THERMOPLASTIC PAVEMENT MARKINGS AND SNOWPLOWABLE MARKERS. TIE FINAL MARKINGS WITH EXISTING MARKINGS AND OPEN ALL TRAVEL LANES.

STEP 3) REMOVE ALL TRAFFIC CONTROL DEVICES AND OPEN ROADWAY TO THE PROPOSED TRAFFIC PATTERN.

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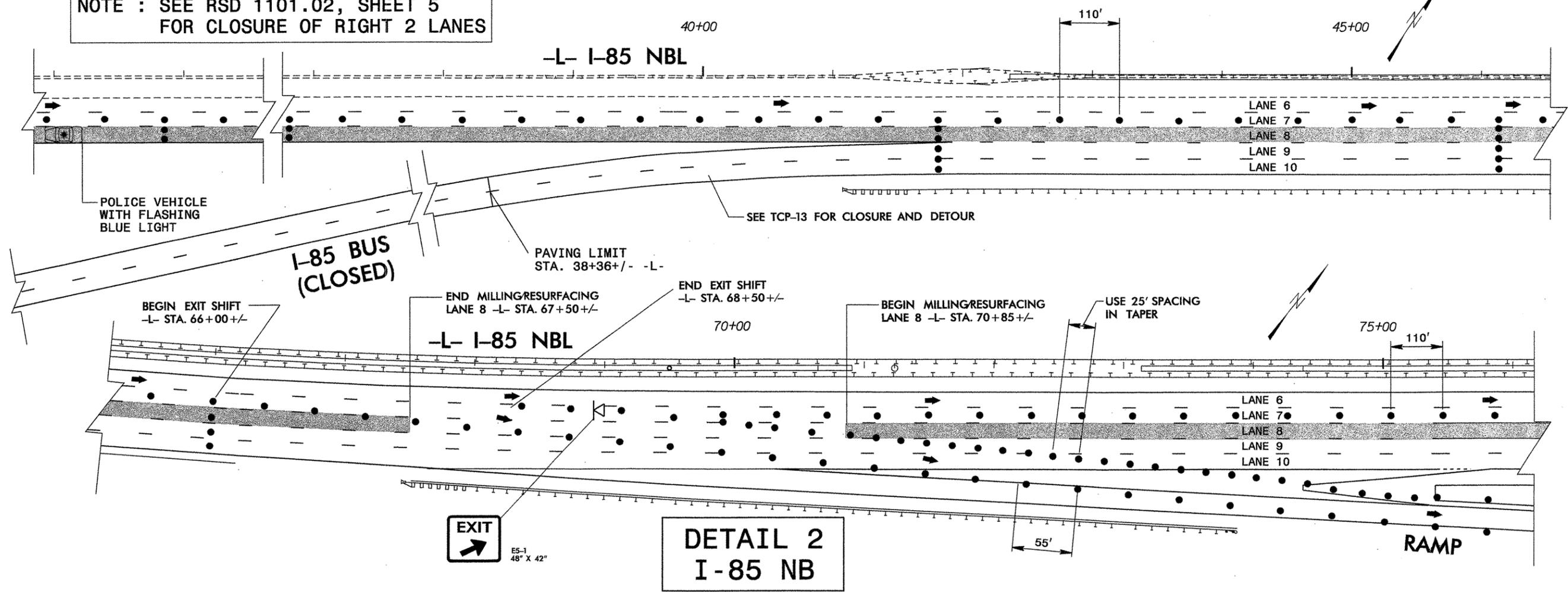
APPROVED:  DATE: 5/4/09	PHASE II MILL AND FILL I-85 SBL		
 SEAL JOHN S. KITE ENGINEER NORTH CAROLINA PROFESSIONAL SEAL 022104	SCALE: NONE	 DIVISION OF HIGHWAYS NORTH CAROLINA	
	DATE: 03/09		REVISIONS
	DWG. BY: AKP		
	DESIGN BY: AKP		
REVIEWED BY: DAP			

MILL / RESURFACE LANE 8 FROM STA. 12+87 -L- TO STA. 78+49 -L-

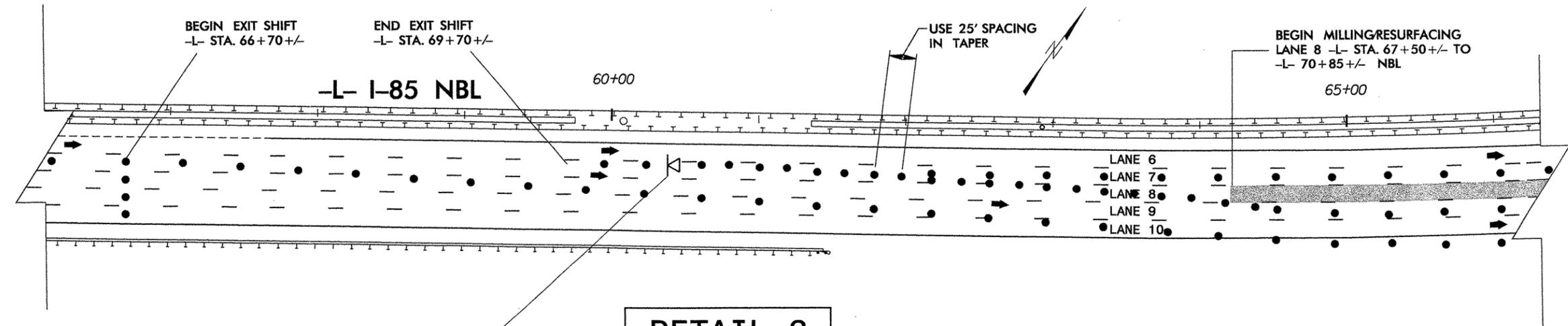
(PHASE II, STEP 3)

PROJ. REFERENCE NO.	SHEET NO.
I-5117	TCP-6
GUILFORD	

NOTE : SEE RSD 1101.02, SHEET 5 FOR CLOSURE OF RIGHT 2 LANES



DETAIL 2
I-85 NB



DETAIL 3
I-85 NB

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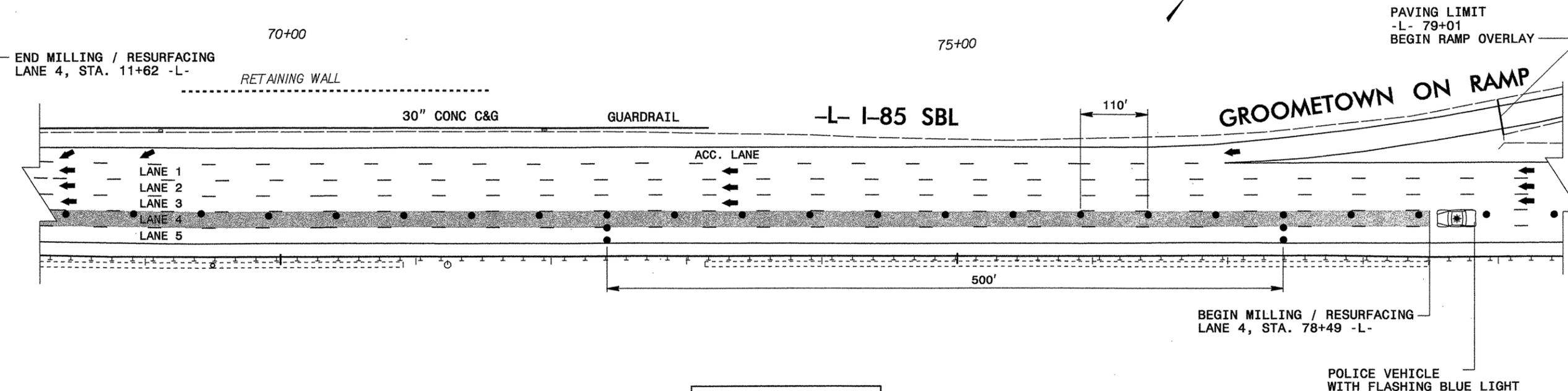
APPROVED: *[Signature]* DATE: 5/4/09

SEAL

PHASE II, STEP 3							
SCALE: NONE							
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REVISIONS							

**MILL / RESURFACE LANE 4 FROM STA. 78+49 -L- TO STA. 11+62 -L-
(PHASE II, STEP 9)**

NOTE : SEE TCP-12A FOR CLOSURE
OF LANE 4 AND LANE 5



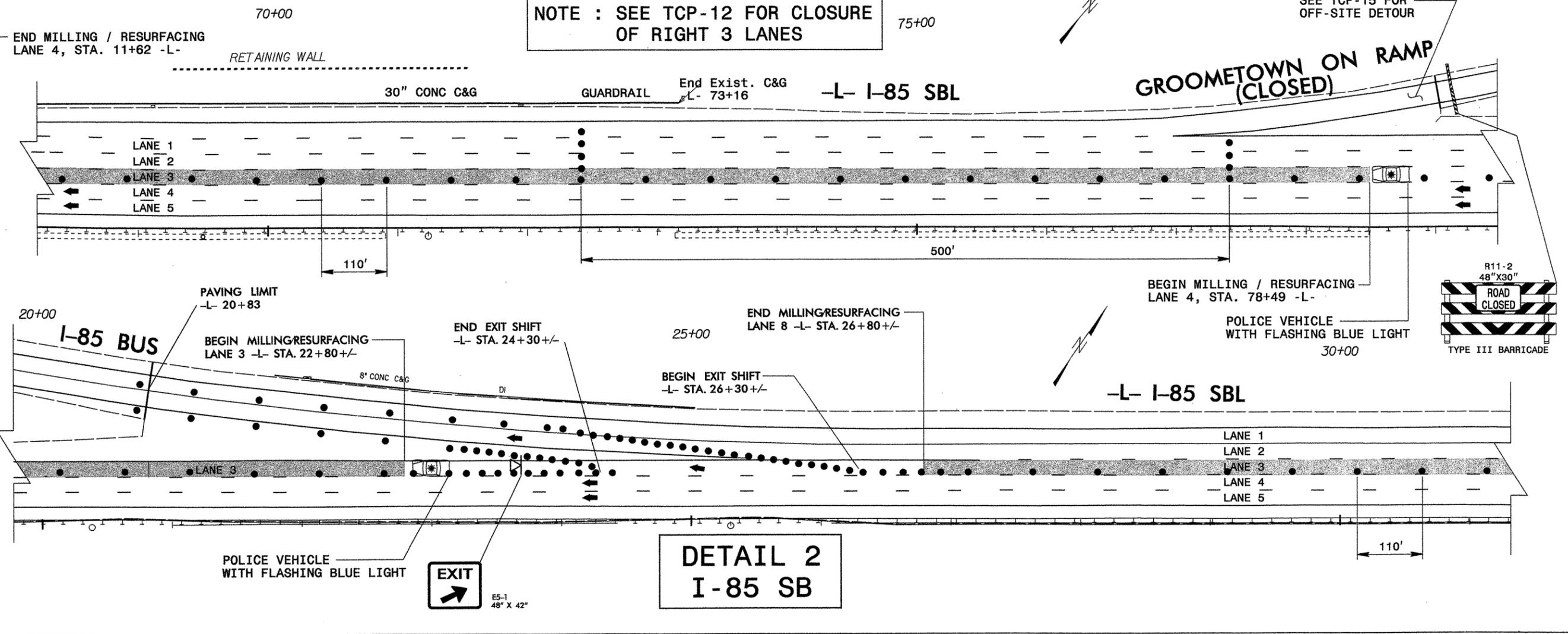
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I-85 SB**

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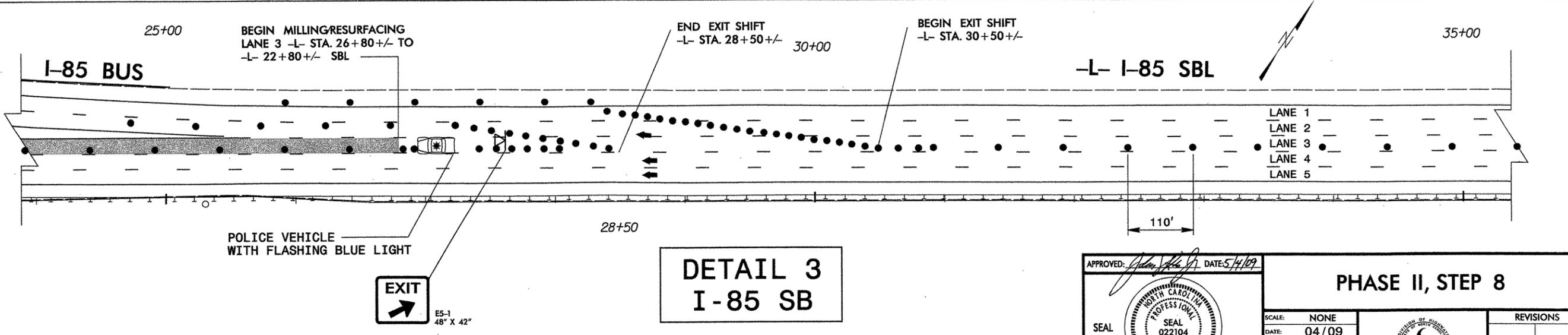
APPROVED: <i>John S. Kite</i> DATE: 5/4/09	PHASE II, STEP 9										
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REVIEWED BY: DAP											

MILL / RESURFACE LANE 3 FROM STA. 78+49 -L- TO STA. 11+62 -L- (PHASE II, STEP 8)

NOTE : SEE TCP-12 FOR CLOSURE OF RIGHT 3 LANES



**DETAIL 2
I-85 SB**



**DETAIL 3
I-85 SB**

APPROVED: *[Signature]* DATE: 5/4/09

SEAL

PHASE II, STEP 8

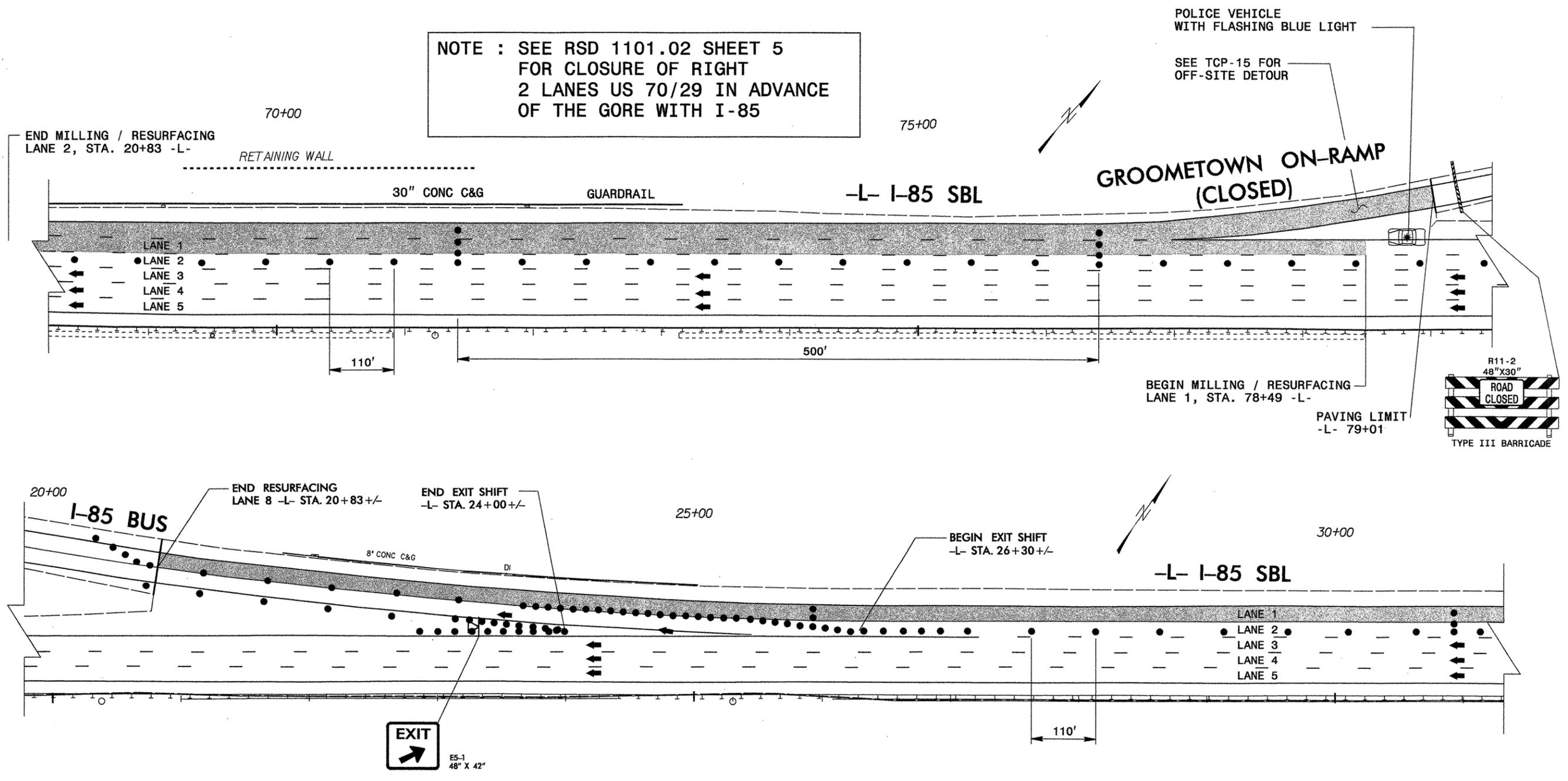
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DWG. BY:	AKP
DESIGN BY:	AKP
REVIEWED BY:	DAP

REVISIONS

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MILL / RESURFACE LANE 1 FROM STA. 78+49 -L- TO STA. 20+83 -L- (PHASE II, STEP 6)

NOTE : SEE RSD 1101.02 SHEET 5
FOR CLOSURE OF RIGHT
2 LANES US 70/29 IN ADVANCE
OF THE GORE WITH I-85

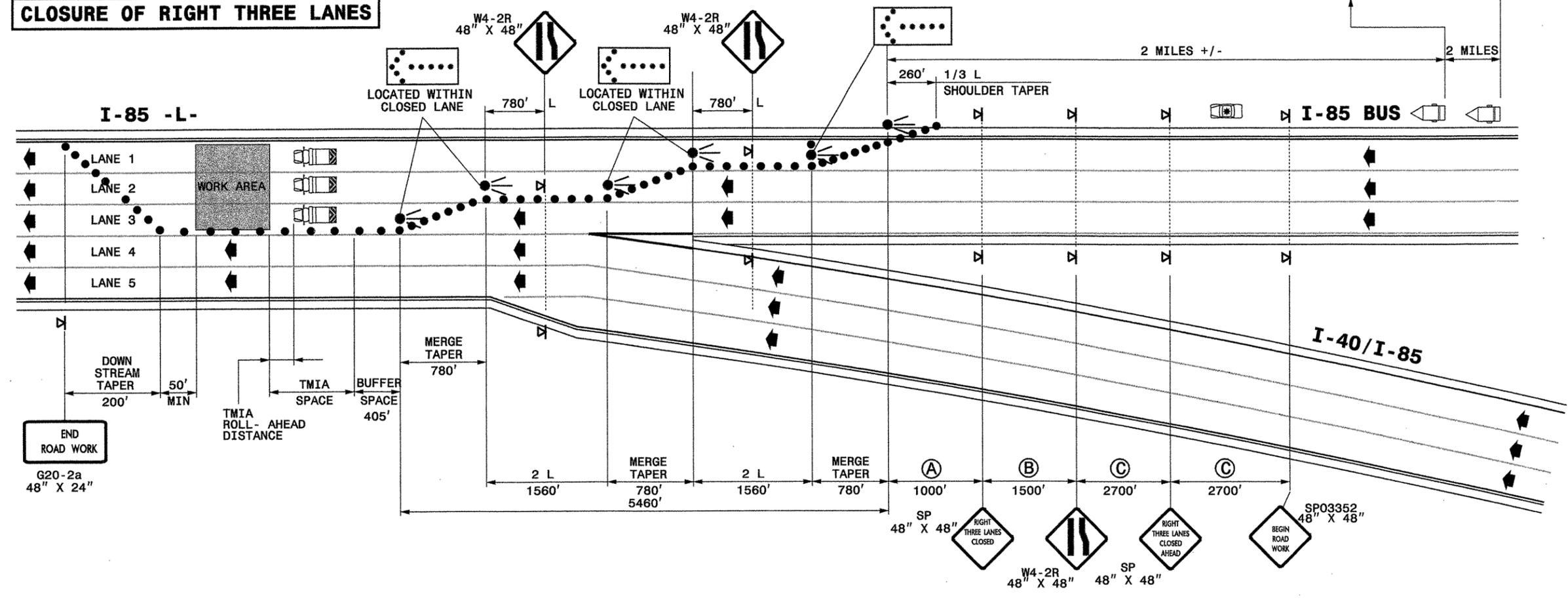


DETAIL 6
I-85 SB

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SCALE: NONE									
DATE: 04/09									
DWG. BY: AKP									
DESIGN BY: AKP									
REVIEWED BY: DAP									
CADD FILE									

CLOSURE OF RIGHT THREE LANES



MESSAGE NO. 1	MESSAGE NO. 2
ROAD WORK AHEAD	MERGE LEFT
CHANGEABLE MESSAGE SIGN	

LEGEND	
	FLASHING ARROW PANEL (TYPE C)
	TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)
	DRUM
	PORTABLE SIGN
	CHANGEABLE MESSAGE SIGN (CMS)
	DIRECTION OF TRAFFIC FLOW

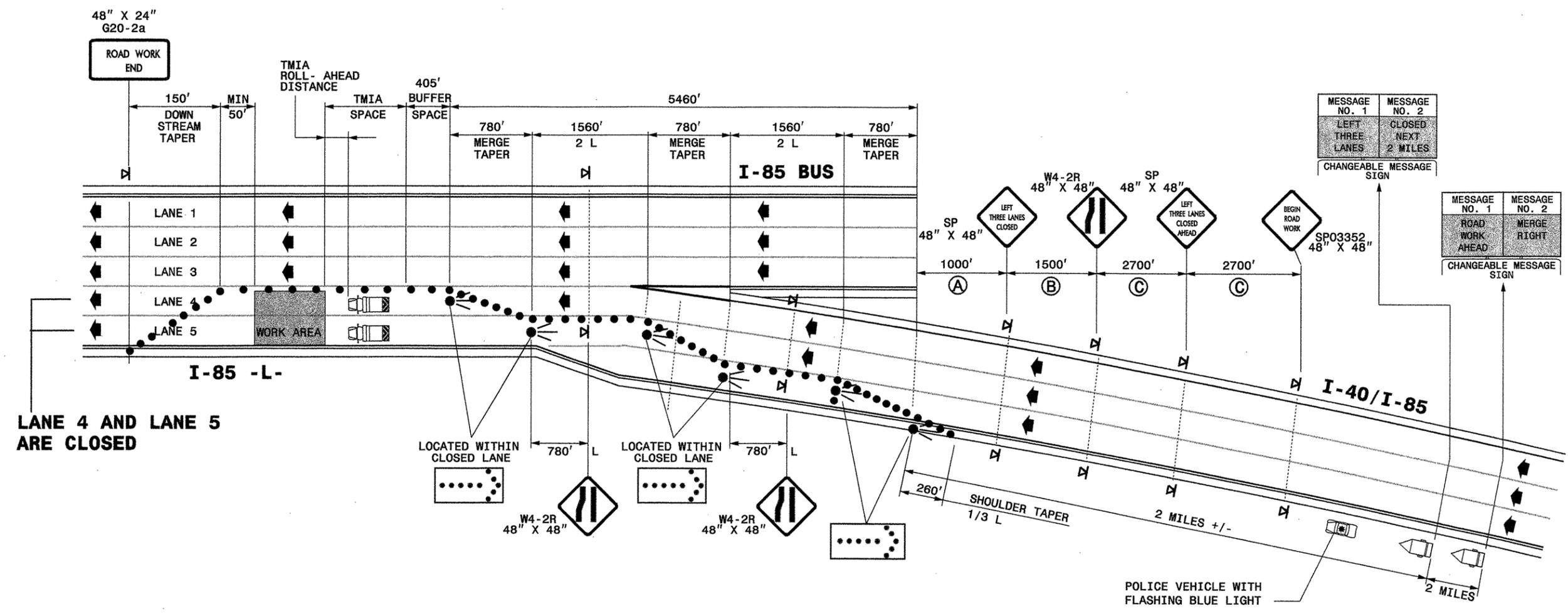
GENERAL NOTES

1. REFER TO NOTES ON RSD 1101.02 SHEET 3 OF 9.
2. REFER RSD 1101.02 SHEET 7 OF 9 FOR EXIT RAMP.
3. TRIPLE RIGHT LANE CLOSURES ARE TO BE USED ONLY AT I-85 AT THE 5 LANE SECTIONS.

APPROVED:	DATE: 5/1/09	DIVIDED MULTILANE ROADWAY TEMPORARY LANE CLOSURE RIGHT THREE LANES CLOSED		
	SCALE: NONE			
	DATE: 03/09			
	DWG. BY: AKP			
	DESIGN BY: AKP			
	REVIEWED BY: DAP			

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 dkpctel AT WZTC24748

CLOSURE OF LEFT THREE LANES



LANE 4 AND LANE 5 ARE CLOSED

LEGEND	
	FLASHING ARROW PANEL (TYPE C)
	TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)
	DRUM
	PORTABLE SIGN
	CHANGEABLE MESSAGE SIGN (CMS)
	DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

- REFER TO NOTES ON RSD 1101.02 SHEET 3 OF 9.
- REFER RSD 1101.02 SHEET 7 OF 9 FOR EXIT RAMP.
- TRIPLE LEFT LANE CLOSURES ARE TO BE USED ONLY AT I-85 AT THE 5 LANE SECTIONS FOR CLOSING INSIDE 2 LANES ONLY.

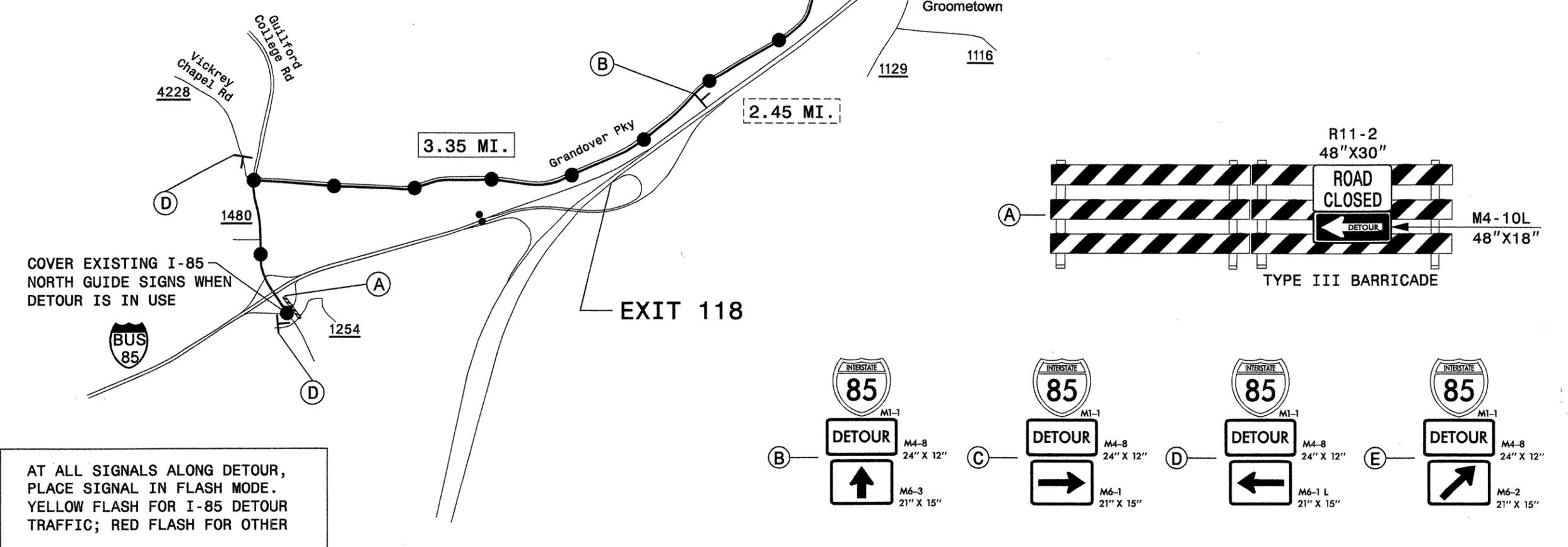
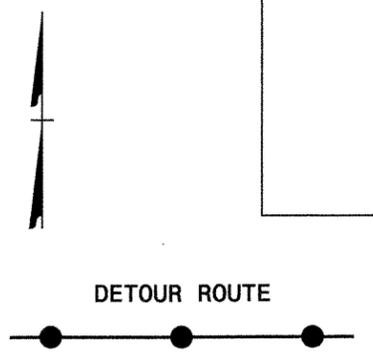
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DETOUR FOR CLOSURE OF I-85 BUS NORTH WHEN OUTSIDE LANE/LANES OF I-85 NORTH ARE CLOSED (PHASE II, STEP 1, 2, & 3)

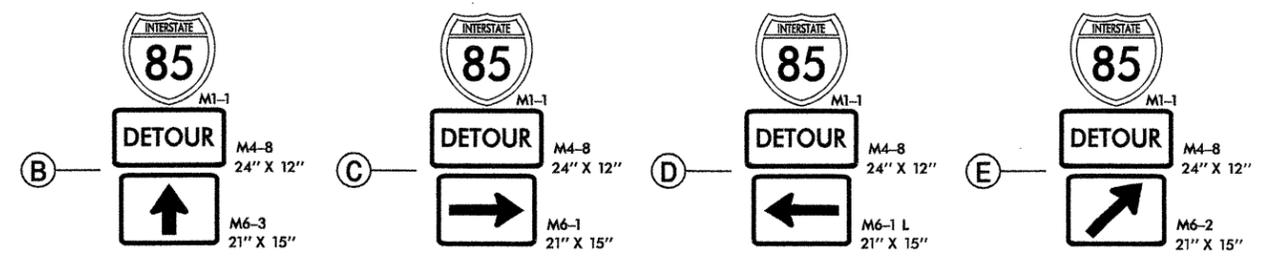
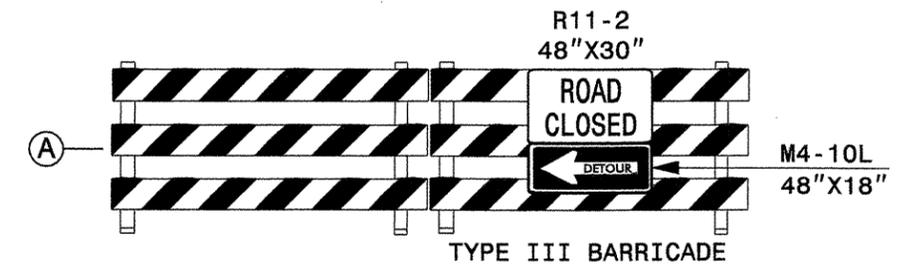
NOTE: USE RSD 1101.03 SHEET 7 OF 9 TO ALL EXIT NB TRAFFIC ONTO VICKREY CHAPEL RD. USE A POLICE VEHICLE WITH FLASHING BLUE LIGHT AT THE CLOSURE POINT.

COVER SIGNS WHEN DETOUR NOT IN USE



COVER EXISTING I-85 NORTH GUIDE SIGNS WHEN DETOUR IS IN USE

AT ALL SIGNALS ALONG DETOUR, PLACE SIGNAL IN FLASH MODE. YELLOW FLASH FOR I-85 DETOUR TRAFFIC; RED FLASH FOR OTHER

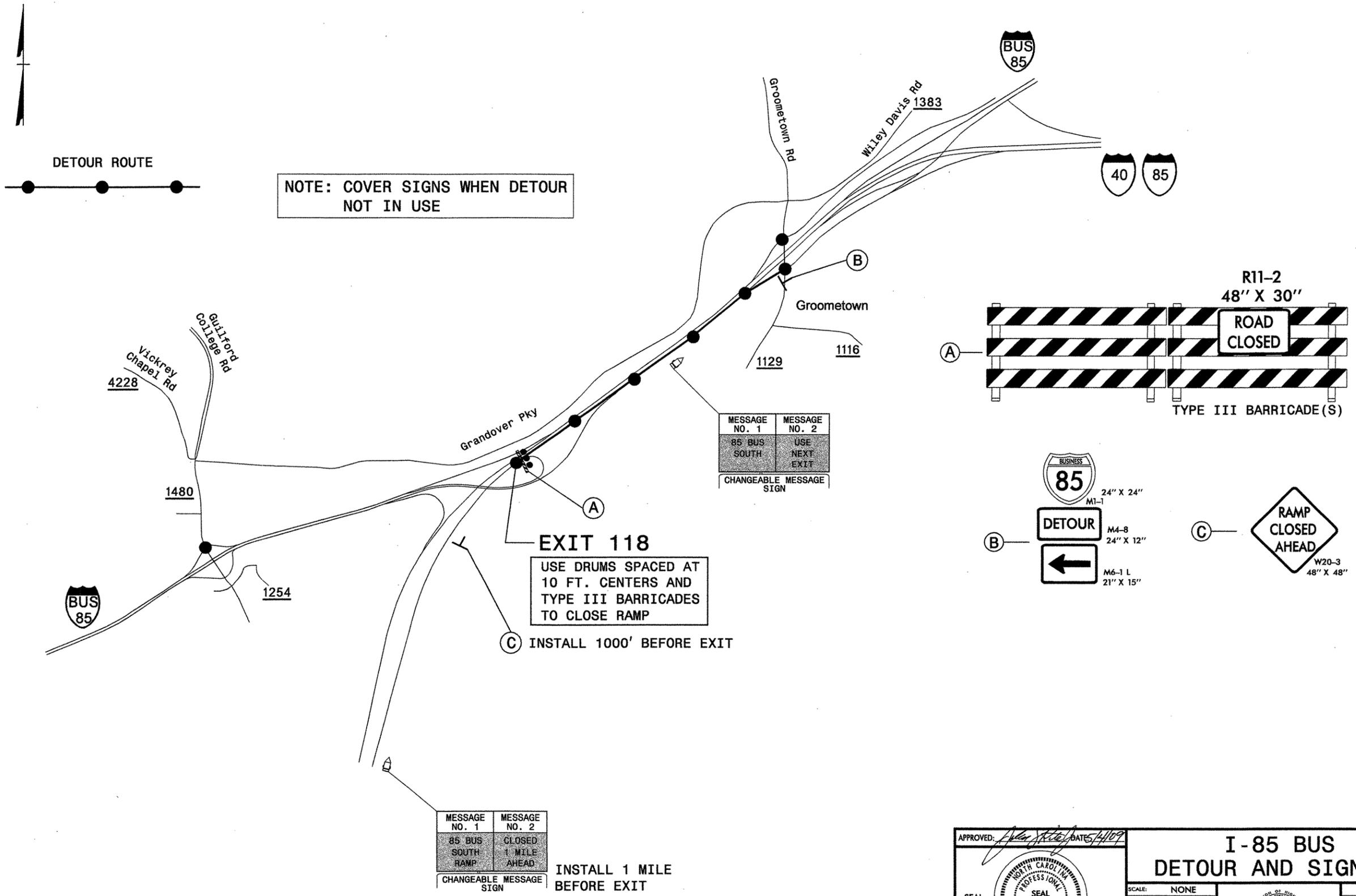


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 checked by: WZTCCC

APPROVED:  DATE: 5/4/09	I-85 N/US-29/US-70 DETOUR AND SIGNING		
	SCALE: NONE		
	DATE: 04/09		REVISIONS
	DWG. BY: AKP		
	DESIGN BY: AKP		
REVIEWED BY: DAP			

DETOUR FOR CLOSURE OF RAMP FROM I-85 N TO I-85 BUS/US-29 SOUTH/US-70 WEST WHEN OUTSIDE LANE OF I-85 NORTH IS CLOSED AT RAMP

(STAGE II, STEP 2 & 3)

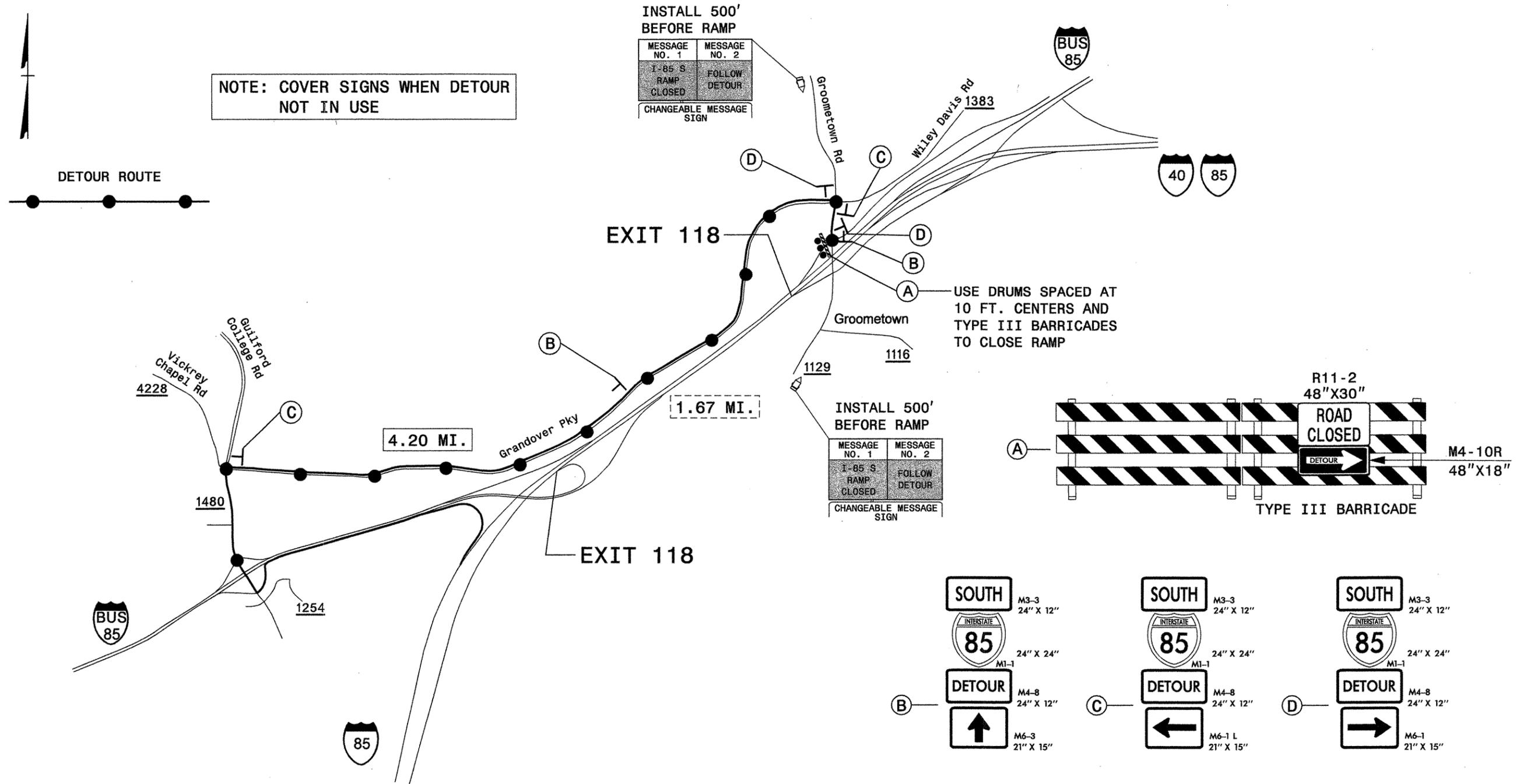


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REVISIONS												

DETOUR FOR CLOSURE OF RAMP FROM GROOMETOWN ROAD TO I-85 SOUTH/US-29 SOUTH/US-70 WEST WHEN OUTSIDE LANE/LANES OF I-85 SOUTH IS CLOSED AT RAMP

(STAGE II, STEP 6, 7 & 8)



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 ckpattel AT WZTCC24146

APPROVED:	DATE: 5/4/09	I-85 BUS DETOUR AND SIGNING					
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	DATE: 04/09						
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NO.	DESCRIPTION						

