

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS



STATE PROJECT REFERENCE NO. R-2519A	SHEET NO. TCP-1
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CH ENGINEERING
PO BOX 30128 TELE 919.788.0224
RALEIGH, NC 27622 FAX 919.788.0232
NC LICENSE # P-0189

**PLAN FOR PROPOSED
TRAFFIC CONTROL
YANCEY COUNTY**

LEGEND

ROADWAY STANDARD DRAWINGS

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

STD. NO.	TITLE
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.06	WARNING SIGNS FOR BLASTING ZONES
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
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
1205.04	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
1205.10	PAVEMENT MARKINGS - SCHOOL AREAS
1250.01	PAVEMENT MARKER SPACING
1251.01	RAISED PAVEMENT MARKERS (TEMPORARY & PERMANENT)
1261.01	GUARDRAIL & BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL & BARRIER DELINEATOR TYPES

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SD-1 THRU SD-3	SPECIAL SIGN DESIGNS

PAVEMENT MARKINGS

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

GENERAL

- DIRECTION OF TRAFFIC FLOW
- NORTH ARROW
- PROPOSED PVMT. ----- EXIST. PVMT.
- WORK AREA
- REMOVAL OF EXISTING PAVEMENT
- TEMPORARY PAVEMENT
- TRANSITIONAL GRADE
- INCIDENTAL STONE

TRAFFIC CONTROL DEVICES

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

R-2519A

TIP PROJECT:

2/28/2010 12:00:01 PM R2519a\TrafficControl\TCP\2519a.tc.TCP01.dgn USERNAME

PLAN REVIEWED BY: N.C.D.O.T. WORK ZONE TRAFFIC CONTROL UNIT	APPROVED: DATE: 12-29-10	PLAN PREPARED FOR NCDOT BY:	
J. S. Bourne, PE TRAFFIC CONTROL ENGINEER	SEAL 	T. R. Hepler, PE QC ENGINEER	
J. S. Kite, PE TRAFFIC CONTROL PROJECT ENGINEER		R. B. Early, PE PROJECT ENGINEER	
D.W. Bisette, PE TRAFFIC CONTROL PROJ. DESIGN ENGINEER		J. A. Phillips PROJECT DESIGNER	
TRAFFIC CONTROL DESIGN ENGINEER			



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-1A

TEMPORARY PAVEMENT MARKING SCHEDULE

SYMBOL	DESCRIPTION	PAY ITEM/ QUANTITY BREAKDOWN	TOTAL QUANTITY
PAVEMENT MARKING LINES			
			PAINT (100mm) 293086 m
PA	WHITE EDGELINE (2X)	122545 m	
PC	10 FT WHITE SKIP (2X)	11 m	
PD	2 FT WHITE MINISKIP (2X)	1103 m	
PE	WHITE SOLID LANE LINE (2X)	7726 m	
PF	10 FT YELLOW SKIP (2X)	6953 m	
PH	YELLOW SINGLE CENTER (2X)	68936 m	
PI	YELLOW DOUBLE CENTER LINE (2X)	85812 m	
			PAINT (200mm) 164 m
PV	YELLOW DIAGONAL (2X)	164 m	
			PAINT (600mm) 2073 m
P4	WHITE STOPBAR (2X)	2073 m	
			PAINT MARKING SYMBOLS 576 EA
QA	LEFT TURN ARROW (2X)	274 EA	
QB	RIGHT TURN ARROW (2X)	52 EA	
QC	STRAIGHT ARROW (2X)	124 EA	
QD	STRAIGHT / LEFT COMBO (2X)	6 EA	
QE	STRAIGHT / RIGHT COMBO (2X)	120 EA	
			TEMPORARY RAISED PAVEMENT MARKERS 1933 EA
MH	YELLOW & YELLOW	1933 EA	

NOTE: FOR EACH PAINT PAVEMENT MARKING ITEM, 1X IMPLIES A SINGLE APPLICATION, 2X IMPLIES TWO APPLICATIONS, AND 3X IMPLIES THREE APPLICATIONS.

CH ENGINEERING
 PO BOX 30128 TELE 919.788.0224
 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

APPROVED: <i>[Signature]</i> DATE: 12/29/10	TEMPORARY PAVEMENT MARKING SCHEDULE					
	SCALE: NONE DATE: 1/03/11 DWG. BY: JAP DESIGN BY: JAP REVIEWED BY: RBE	<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> </table>	REVISIONS			
REVISIONS						

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PROJECT NOTES

GENERAL NOTES

CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS AND ROADWAY DETAILS ARE NOT ATTAINABLE TO MEET FIELD CONDITIONS, OR RESULT IN DUPLICATE, OR UNDESIRED OVERLAPPING OF DEVICES. MODIFICATION MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING OR REMOVAL 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
US 19E (-L-)	MONDAY - FRIDAY 6:00 AM TO 9:00 AM AND 4:00 PM TO 7:00 PM

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

ROAD NAME

US 19E (-L-)

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00 AM DECEMBER 31st TO 9:00 AM JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 9:00 AM THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 6:00 AM THURSDAY AND 9:00 AM MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 AM FRIDAY TO 9:00 AM TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 AM THE DAY BEFORE INDEPENDENCE DAY AND 9:00 AM THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 6:00 AM THE THURSDAY BEFORE INDEPENDENCE DAY AND 9:00 AM THE TUESDAY AFTER INDEPENDENCE DAY.

- FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 AM FRIDAY AND 9:00 AM TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 AM TUESDAY TO 9:00 AM MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 AM THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 9:00 AM THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

C) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	DURATION AND OPERATION
US 19E (-L-)	MONDAY - FRIDAY 6:00 AM TO 9:00 AM AND 4:00 PM TO 7:00 PM	20 MIN. FOR BLASTING 20 MIN. FOR SIGNAL INSTALLATION

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

- E) 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.
- F) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 5 M 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 1.5 M 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 5 M OF BOTH SIDES OF AN OPEN TRAVELWAY, RAMP OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL AND BARRIER.
- J) DO NOT INSTALL MORE THAN TWO (2) LANE CLOSURES, IN ANY ONE DIRECTION, ON US 19E (-L-).
- K) PROVIDE A MINIMUM OF 2 KM BETWEEN LANE CLOSURES, MEASURED FROM THE END OF ONE LANE CLOSURE TO THE FIRST SIGN OF THE NEXT CLOSURE.

PAVEMENT EDGE DROP OFF REQUIREMENTS

- L) 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 50 MM ON ROADWAYS WITH POSTED SPEED LIMITS OF 45 MPH OR GREATER.
- BACKFILL DROP-OFFS THAT EXCEED 75 MM 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.
- M) DO NOT EXCEED A DIFFERENCE OF 50 MM IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 40 MM. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 500' IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- O) INSTALL ADVANCE WORK ZONE WARNING SIGNS NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- P) PROVIDE PERMANENT SIGNING.
- Q) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STD DRAWINGS AND TRAFFIC CONTROL PLANS. AND PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRAFFIC CONTROL PLANS.
- R) COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROAD WHEN ROAD CLOSURE IS NOT IN OPERATION. AND COVER OR REMOVE ALL SIGNS REQUIRED FOR THE OFF-SITE DETOUR WHEN THE DETOUR IS NOT IN OPERATION.
- S) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- T) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC BARRIER

- U) 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 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.

- V) PROTECT THE APPROACH END OF THE 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 SHOWN IN THE PLANS.

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CH ENGINEERING
 PO BOX 30128 TELE 919.788.0224
 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

APPROVED: *Frank B. Early* DATE: 2-25-11

SEAL

GENERAL NOTES

SCALE:		REVISIONS	
DATE:	1/03/11		
DWG. BY:	JAP		
DESIGN BY:	JAP		
REVIEWED BY:	RBE		



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-2B

TEMPORARY SHORING DATA

TEMPORARY SHORING NO. 1

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 10+20.00± -D1DET-, 2.7 TO 3.3 M RIGHT OF -D1DET-, TO STATION 10+36.00± -D1DET-, 2.7 TO 3.3 M RIGHT OF -D1DET- USE THE FOLLOWING SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 18.86 \text{ KN/M}^3$
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 9.43 \text{ KN/M}^3$
 FRICTION ANGLE, $\phi = 30 \text{ DEGREES}$
 COHESION, $c = 0 \text{ KN/M}^2$

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 10+20.00± -D1DET-, 2.7 TO 3.3 M RIGHT OF -D1DET-, TO STATION 10+36.00± -D1DET-, 2.7 TO 3.3 M RIGHT OF -D1DET-. 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

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 284+86.00± -L-, 15.3 M LEFT OF -L-, TO STATION 285+10.00± -L-, 15.3 M LEFT OF -L- USE THE FOLLOWING SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 18.86 \text{ KN/M}^3$
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 9.43 \text{ KN/M}^3$
 FRICTION ANGLE, $\phi = 30 \text{ DEGREES}$
 COHESION, $c = 0 \text{ KN/M}^2$

IT MAY BE PREFERRED OR NECESSARY TO ANCHOR TEMPORARY SHORING FROM STATION 284+86.00± -L-, 15.3 M LEFT OF -L-, TO STATION 285+10.00± -L-, 15.3 M LEFT OF -L-. FOR ANCHORED TEMPORARY SHORING, SEE ANCHORED TEMPORARY SHORING PROVISION.

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 284+86.00± -L-, 15.3 M LEFT OF -L-, TO STATION 285+10.00± -L-, 15.3 M LEFT 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

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 284+92.00± -L-, 2.2 M LEFT OF -L-, TO STATION 285+09.00± -L-, 2.2 M LEFT OF -L- USE THE FOLLOWING SOIL PARAMETERS:

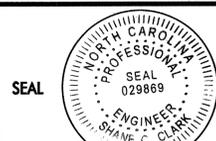
UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 18.86 \text{ KN/M}^3$
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 9.43 \text{ KN/M}^3$
 FRICTION ANGLE, $\phi = 30 \text{ DEGREES}$
 COHESION, $c = 0 \text{ KN/M}^2$

IT MAY BE PREFERRED OR NECESSARY TO ANCHOR TEMPORARY SHORING FROM STATION 284+92.00± -L-, 2.2 M LEFT OF -L-, TO STATION 285+09.00± -L-, 2.2 M LEFT OF -L-. FOR ANCHORED TEMPORARY SHORING, SEE ANCHORED TEMPORARY SHORING PROVISION.

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 284+92.00± -L-, 2.2 M LEFT OF -L-, TO STATION 285+09.00± -L-, 2.2 M LEFT 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.

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APPROVED: <i>S. Clark</i> DATE: 2/25/11 	<h2 style="margin: 0;">TEMPORARY SHORING DATA</h2>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>SCALE: NONE</td> <td rowspan="4" style="text-align: center;">  </td> <td>REVISIONS</td> </tr> <tr> <td>DATE: 09/10</td> <td></td> </tr> <tr> <td>DWG. BY: DWB</td> <td></td> </tr> <tr> <td>DESIGN BY: DWB</td> <td></td> </tr> <tr> <td>REVIEWED BY: JSK</td> <td></td> <td></td> </tr> </table>	SCALE: NONE		REVISIONS	DATE: 09/10		DWG. BY: DWB		DESIGN BY: DWB		REVIEWED BY: JSK		
SCALE: NONE		REVISIONS												
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REVIEWED BY: JSK														



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-2C

TEMPORARY SHORING DATA

TEMPORARY SHORING NO. 4

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 9+98.00± -Y18-, 13.0 TO 5.8 M RIGHT OF -Y18-, TO STATION 10+40.00± -Y18-, 13.0 TO 5.8 M RIGHT OF -Y18- USE THE FOLLOWING SOIL PARAMETERS:
 UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 18.86 \text{ KN/M}^3$
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 9.43 \text{ KN/M}^3$
 FRICTION ANGLE, $\phi = 30 \text{ DEGREES}$
 COHESION, $c = 0 \text{ KN/M}^2$

IT MAY BE PREFERED OR NECESSARY TO ANCHOR TEMPORARY SHORING FROM STATION 9+98.00± -Y18-, 13.0 TO 5.8 M RIGHT OF -Y18-, TO STATION 10+40.00± -Y18-, 13.0 TO 5.8 M RIGHT OF -Y18-. FOR ANCHORED TEMPORARY SHORING, SEE ANCHORED TEMPORARY SHORING PROVISION.

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 9+98.00± -Y18-, 13.0 TO 5.8 M RIGHT OF -Y18-, TO STATION 10+40.00± -Y18-, 13.0 TO 5.8 M RIGHT OF -Y18-. 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

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 284+92.00± -L-, 0.6 M LEFT OF -L-, TO STATION 285+16.00± -L-, 0.6 M LEFT OF -L- USE THE FOLLOWING SOIL PARAMETERS:
 UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 18.86 \text{ KN/M}^3$
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 9.43 \text{ KN/M}^3$
 FRICTION ANGLE, $\phi = 30 \text{ DEGREES}$
 COHESION, $c = 0 \text{ KN/M}^2$

IT MAY BE PREFERED OR NECESSARY TO ANCHOR TEMPORARY SHORING FROM STATION 284+92.00± -L-, 0.6 M LEFT OF -L-, TO STATION 285+16.00± -L-, 0.6 M LEFT OF -L-. FOR ANCHORED TEMPORARY SHORING, SEE ANCHORED TEMPORARY SHORING PROVISION.

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 284+92.00± -L-, 0.6 M LEFT OF -L-, TO STATION 285+16.00± -L-, 0.6 M LEFT 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. 6

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 301+31.00± -L-, 0.7 M RIGHT OF -L-, TO STATION 301+49.00± -L-, 0.7 M RIGHT OF -L- USE THE FOLLOWING SOIL PARAMETERS:
 UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 18.86 \text{ KN/M}^3$
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 9.43 \text{ KN/M}^3$
 FRICTION ANGLE, $\phi = 30 \text{ DEGREES}$
 COHESION, $c = 0 \text{ KN/M}^2$

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 301+31.00± -L-, 0.7 M RIGHT OF -L-, TO STATION 301+49.00± -L-, 0.7 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. 7

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 301+31.00± -L-, 1.3 M RIGHT OF -L-, TO STATION 301+49.00± -L-, 1.3 M RIGHT OF -L- USE THE FOLLOWING SOIL PARAMETERS:
 UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 18.86 \text{ KN/M}^3$
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 9.43 \text{ KN/M}^3$
 FRICTION ANGLE, $\phi = 30 \text{ DEGREES}$
 COHESION, $c = 0 \text{ KN/M}^2$

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 301+31.00± -L-, 1.3 M RIGHT OF -L-, TO STATION 301+49.00± -L-, 1.3 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.

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APPROVED: <i>Shane C. Clark</i>	DATE: 09/10	TEMPORARY SHORING DATA	
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	DATE: 09/10		
	DWG. BY: DWB		
	DESIGN BY: DWB		
REVIEWED BY: JSK		CADD FILE	



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-2D

TEMPORARY SHORING DATA

TEMPORARY SHORING NO. 8

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 316+44.00± -L-, 0.6 M LEFT OF -L-, TO STATION 316+57.00± -L-, 0.6 M LEFT OF -L- USE THE FOLLOWING SOIL PARAMETERS:
 UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 18.86 \text{ KN/M}^3$
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 9.43 \text{ KN/M}^3$
 FRICTION ANGLE, $\phi = 30 \text{ DEGREES}$
 COHESION, $c = 0 \text{ KN/M}^2$

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 316+44.00± -L-, 0.6 M LEFT OF -L-, TO STATION 316+57.00± -L-, 0.6 M LEFT 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. 9

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 316+44.00± -L-, 0.8 M RIGHT OF -L-, TO STATION 316+57.00± -L-, 0.8 M RIGHT OF -L- USE THE FOLLOWING SOIL PARAMETERS:
 UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 18.86 \text{ KN/M}^3$
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 9.43 \text{ KN/M}^3$
 FRICTION ANGLE, $\phi = 30 \text{ DEGREES}$
 COHESION, $c = 0 \text{ KN/M}^2$

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 316+44.00± -L-, 0.8 M RIGHT OF -L-, TO STATION 316+57.00± -L-, 0.8 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. 10

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 284+14.92± -L-, 28.75 M LEFT OF -L-, TO STATION 284+30.69± -L-, 28.6 M LEFT OF -L- USE THE FOLLOWING SOIL PARAMETERS:
 UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 18.86 \text{ KN/M}^3$
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 9.43 \text{ KN/M}^3$
 FRICTION ANGLE, $\phi = 30 \text{ DEGREES}$
 COHESION, $c = 0 \text{ KN/M}^2$

IT MAY BE PREFERRED OR NECESSARY TO ANCHOR THE TEMPORARY SHORING FROM STATION 284+14.92± -L-, 28.75 M LEFT OF -L-, TO STATION 284+30.69± -L-, 28.6 M LEFT OF -L-. FOR ANCHORED TEMPORARY SHORING, SEE ANCHORED TEMPORARY SHORING PROVISION.

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 284+14.92± -L-, 28.75 M LEFT OF -L-, TO STATION 284+30.69± -L-, 28.6 M LEFT 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. 11

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.

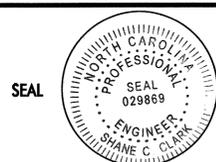
WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 284+44.63± -L-, 27.83 M LEFT OF -L-, TO STATION 284+62.85± -L-, 31.48 M LEFT OF -L- USE THE FOLLOWING SOIL PARAMETERS:
 UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 18.86 \text{ KN/M}^3$
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 9.43 \text{ KN/M}^3$
 FRICTION ANGLE, $\phi = 30 \text{ DEGREES}$
 COHESION, $c = 0 \text{ KN/M}^2$

IT MAY BE PREFERRED OR NECESSARY TO ANCHOR THE TEMPORARY SHORING FROM STATION 284+44.63± -L-, 27.83 M LEFT OF -L-, TO STATION 284+62.85± -L-, 31.48 M LEFT OF -L-. FOR ANCHORED TEMPORARY SHORING, SEE ANCHORED TEMPORARY SHORING PROVISION.

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 284+44.63± -L-, 27.83 M LEFT OF -L-, TO STATION 284+62.85± -L-, 31.48 M LEFT 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.

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APPROVED: <u>S. Clark</u> DATE: <u>2/12/11</u>	TEMPORARY SHORING DATA									
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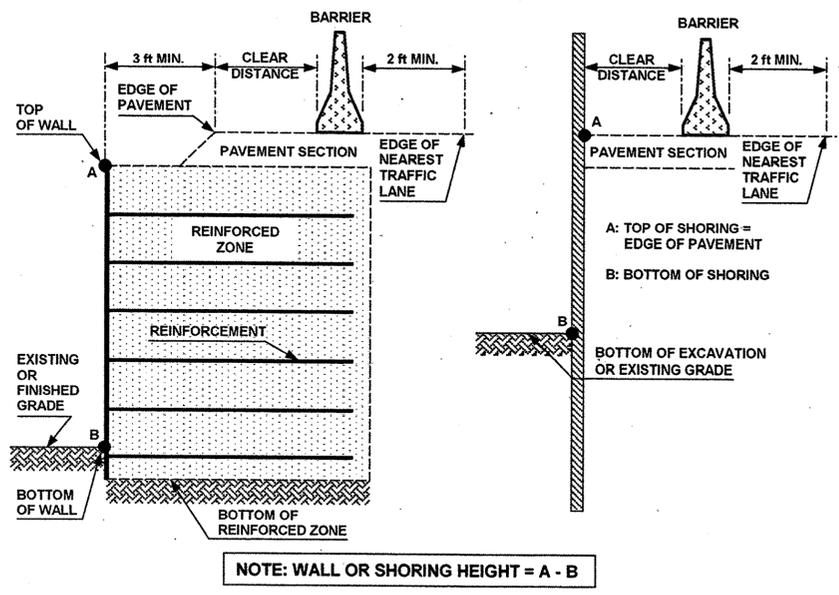


FIGURE A

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. DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE. (CONTACT NCDOT PAVEMENT MANAGEMENT UNIT FOR APPLICABLE PAVEMENT DESIGN).
- 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. DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE. (CONTACT NCDOT PAVEMENT MANAGEMENT UNIT FOR APPLICABLE PAVEMENT DESIGN).
- 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: WORK ZONE TRAFFIC CONTROL UNIT WEB PAGE.
- 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

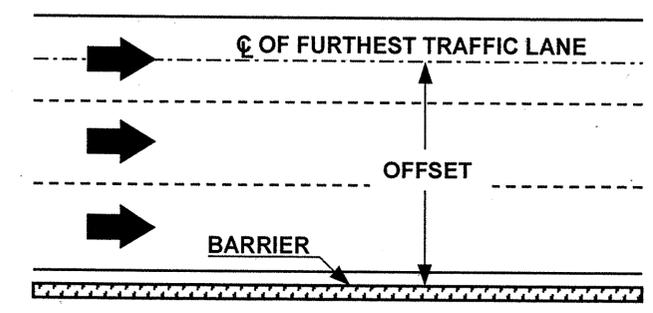


FIGURE B

APPROVED: 	DATE: 3/07	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS	
	SCALE: NONE		REVISIONS
	DATE: 3/07		12/08
	DWG. BY: JI		
	DESIGN BY: JI		
REVIEWED BY: JI			

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PROJECT PHASING

STEP 6B USING RSD NO. 1101.02 (SHEET 1 OF 9) AND FLAGGERS, WEDGE AND WIDEN THE FOLLOWING UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE:

-L- (EB) FROM STA 299+85+/- TO STA 303+20+/- INCLUDING -D6-
-Y25- FROM -L-(EB) TO STA 10+76+/-

STEP 6C PLACE TEMPORARY PAVEMENT MARKING IN A TWO-LANE TWO-WAY PATTERN ON -L- (EB) FROM STA. 299+55+/- TO STA. 303+20+/- AND SHIFT TRAFFIC.

STEP 6D USING RSD 1101.02 (SHEET 1 OF 9), PLACE PCB FROM -L- STA 300+80+/- TO STA 302+00+/-.

STEP 6E INSTALL TEMPORARY SHORING FROM -L- STA 301+31+/- TO STA 301+49+/- AND CONSTRUCT CULVERT NORTH OF -L- AT STA 301+40+/- (LT).

STEP 6F AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE:
-L- (WB) FROM STA 299+85+/- TO STA 303+20+/-
-Y24- RELOCATION FROM STA 10+94+/- TO -L- (WB)

STEP 6G PLACE ANCHORED PCB FROM -L- STA 301+32+/- TO STA 302+40+/- AND TEMPORARY PAVEMENT MARKING ON NORTHSIDE ON -L- FROM STA 299+85+/- TO STA 303+20+/- INCLUDING -Y25- TIE TO -L-. REMOVE NECESSARY SECTIONS OF PCB PLACED IN STEP 6D AND SHIFT TRAFFIC TO A TWO-LANE, TWO-WAY PATTERN ON NORTH SIDE OF -L-.

STEP 6H REMOVE REMAINING SECTIONS OF PCB PLACED IN STEP 6D. INSTALL TEMPORARY SHORING FROM STA 301+31+/- TO STA 301+49+/- . CONSTRUCT CULVERT AT -L- STA 301+40+/- (RT).

STEP 6I REPAIR PAVEMENT AND REMOVE PCB PLACED IN STEP 6G.

STEP 7 ONCE BEGUN COMPLETE THE WORK REQUIRED IN STEPS 7A THRU 7D IN A CONTINUOUS MANNER.

STEP 7A CONSTRUCT -D9- AND THEN -D8-. REFER TO DETAILS ON SHEET TCP-29.

INTERMEDIATE CONTRACT TIME
COMPLETE THE WORK REQUIRED IN STEPS 7B THRU 7D WITHIN 210 CONSECUTIVE DAYS. REFER TO SPECIAL PROVISIONS AND LIQUIDATED DAMAGES.

STEP 7B INSTALL DETOUR SIGNING AS SHOWN ON SHEET TCP-78. USING RSD NO. 1101.03 (SHEETS 1 & 2 OF 9), CLOSE -Y27- TO THRU TRAFFIC. (LN-15)

STEP 7C AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE:
-L- (EB) STA 312+20+/- TO STA 313+20+/- INCLUDING CULVERT EXTENSION AT -L- STA 312+53 (LT & RT) (LN-5, 11)
-Y27- FROM -L-(EB) TO STA 11+00+/-

STEP 7D PLACE TEMPORARY PAVEMENT MARKING IN EXISTING TRAFFIC PATTERN AND OPEN -Y27- TO TRAFFIC.

STEP 8 ONCE BEGUN, COMPLETE THE WORK REQUIRED IN STEPS 8A THRU 8G IN A CONTINUOUS MANNER. (SEE SHEETS TCP-30 & TCP-31) (LN-19)

STEP 8A REMOVE EXISTING PAVEMENT MARKING, PLACE TEMPORARY PAVEMENT MARKING AND SHIFT TRAFFIC INTO 11' LANES (BASED OFF THE RIGHT EDGE OF PAVEMENT) ON -L- FROM STA 315+80+/- TO STA 318+20+/- . (SEE SHEET TCP-30.)

STEP 8B USING RSD 1101.02 (SHEET 1 OF 9) AS NEEDED, CONSTRUCT THE FOLLOWING UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE AS APPLICABLE:

- * EXTEND EXISTING BOX CULVERT (NORTH) AT -L- STA 316+60+/-
- * EXTEND EXISTING BOX CULVERT (NORTH) AT -L- STA 318+20+/-
- * -L- (WB) FROM STA 314+20+/- TO STA 321+30+/- (LN-1, 8)
- * -L- (EB) FROM STA 319+00+/- TO STA 321+30+/- (LN-1, 8)
- * -Y29- FROM STA 10+96+/- TO -L- (WB)
- * -Y30- FROM STA 10+25+/- TO -L- (WB)
- * -D21-, -D10-, -D11- & -D16- (LN-17)

STEP 8C INSTALL DETOUR SIGNING AS SHOWN ON SHEET TCP-79 AND CLOSE -Y28- TO TRAFFIC USING RSD NO. 1101.03 (SHEET 1 OF 9).

STEP 8D PLACE TEMPORARY PAVEMENT MARKING ON -Y29-, -Y30- AND -L- FROM STA 314+30+/- TO STA 321+10+/- AND TIE TO EXISTING MARKINGS. SHIFT TRAFFIC TO A TWO-LANE, TWO-WAY PATTERN ON THE NEWLY CONSTRUCTED WB SIDE OF -L-. (LN-19)

STEP 8E USING RSD 1101.02 (SHEET 1 OF 9), PLACE PCB FROM STA 315+47+/- TO STA 317+42+/- . (SEE SHEET TCP-31.)

STEP 8F AWAY FROM TRAFFIC, INSTALL TEMPORARY SHORING FROM -L- STA 316+44+/- TO STA 316+57+/- AND CONSTRUCT THE FOLLOWING:
* CULVERT EXTENSIONS RIGHT OF -L- (AT -Y29-)
* PROPOSED CULVERT ADDITION RIGHT OF -L- (AT -Y29-)

STEP 8G AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE:
-L- (EB) FROM STA 314+20+/- TO STA 319+00+/-
-Y28- FROM -L-(EB) TO STA 10+68+/- (LN-4)

STEP 9 ONCE BEGUN, COMPLETE STEPS 9A THRU 9F IN A CONTINUOUS MANNER. (SEE SHEETS TCP-32 & TCP-33.)

STEP 9A USING RSD NO. 1101.02 (SHEET 1 OF 9) AND FLAGGERS CONSTRUCT THE FOLLOWING UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE:
-L- (WB) FROM STA 327+40+/- TO STA 327+75+/-
-L- (WB) FROM STA 328+18+/- TO STA 328+40+/-

USING RSD NO. 1101.02 (SHEET 1 OF 9) AND FLAGGERS, CONSTRUCT THE FOLLOWING:
-Y33- TEMPORARY DETOUR
-Y32- TEMPORARY DETOUR

STEP 9B PLACE TEMPORARY (PAINT) PAVEMENT MARKING ON -Y32-DETOUR AND -Y33-DETOUR AND SHIFT TRAFFIC TO DETOURS.

STEP 9C USING RSD NO 1101.02 (SHEET 1 OF 9) AS NEEDED, CONSTRUCT THE FOLLOWING UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE:
-L- (WB) FROM STA 327+75+/- TO STA 328+18+/- (INCLUDING BOX CULVERT EXTENSION)
-Y32- FROM STA 10+20+/- TO -L- (WB)
-Y33- FROM STA 10+25+/- TO -Y32- (INCLUDING BOX CULVERT EXTENSION)

STEP 9D USING RSD NO. 1101.02 (SHEET 1 OF 9) AND FLAGGERS, CONSTRUCT THE FOLLOWING UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE:
-Y32- FROM STA 9+80+/- TO STA 10+20+/- (TIE TO EXISTING)
-Y33- FROM STA 10+00+/- TO STA 10+25+/- (TIE TO EXISTING)

STEP 9E PLACE TEMPORARY (PAINT) PAVEMENT MARKING ON -Y32- AND -Y33- AND SHIFT TRAFFIC TO PROPOSED ALIGNMENT.

STEP 9F USING RSD NO. 1101.02 (SHEET 1 OF 9), REMOVE TEMPORARY DETOUR PAVEMENT.

STEP 10 ONCE BEGUN, COMPLETE STEPS 10A THRU 10C IN A CONTINUOUS MANNER. (SEE SHEET TCP-8.) (LN-12)

STEP 10A USING RSD NO. 1101.03 (SHEETS 1 AND 2 OF 9), INSTALL DETOUR SIGNING AND CLOSE -Y10- TO TRAFFIC AS SHOWN ON SHEET TCP-76.

STEP 10B AWAY FROM TRAFFIC CONSTRUCT CULVERT CROSSING ON -Y10- AT STA. 10+44+/- .

STEP 10C REPAIR PAVEMENT, REPLACE PAVEMENT MARKINGS AND OPEN -Y10- TO TRAFFIC.

STEP 10D CONSTRUCT CULVERT EXTENSION -L- STA 257+31+/- (RT).

STEP 11 USING RSD NO. 1101.02 (SHEET 1 OF 9) AND FLAGGERS AS NEEDED, COMPLETE ALL CONSTRUCTION BEGUN IN STEP 3 INCLUDING TEMPORARY SIGNALS.



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-3A

INTERMEDIATE CONTRACT TIME
COMPLETE THE WORK REQUIRED IN STEPS 12 THRU 15 WITHIN 7 CONSECUTIVE DAYS. REFER TO SPECIAL PROVISIONS AND LIQUIDATED DAMAGES.

STEP 12 PLACE (OR UNCOVER) REMAINING DETOUR SIGNS FOR COMPLETE CLOSURE OF EXISTING -Y19- ACCESS AS SHOWN ON SHEET TCP-77. (LN-10)

STEP 13 USING RSD 1101.02 (SHEET 1 OF 9) AS NEEDED, CONSTRUCT -D17- UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE FROM STA 10+21+/- TO STA 11+95+/- . OPEN -D17- TO TRAFFIC AND CLOSE -D17- ACCESS TO -L- USING TYPE III BARRICADES.

AWAY FROM TRAFFIC, BEGIN PLACING TEMPORARY PAVEMENT MARKING ON -L- (EB) FROM STA 226+40+/- TO STA 315+00+/- AS SHOWN ON SHEETS TCP-34 THRU TCP-47. (LN-23)

PLACE PCB ON -L- FROM STA. 284+60+/- TO STA. 285+15+/- AND USE TMIA TO PROTECT END OF BARRIER ADJACENT TO -Y18- UNTIL BARRIER PLACEMENT CAN BE COMPLETED IN STEP 14. (SEE SHEET TCP-53.)

PLACE ANCHORED PCB ON -L- FROM STA. 316+00+/- TO STA. 317+27+/- . (SEE SHEET TCP-54.)

INSTALL DETOUR SIGNING AS SHOWN ON SHEET TCP-76. USING RSD NO. 1101.03 (SHEETS 1 & 2 OF 9), CLOSE -Y3- TO THRU TRAFFIC. (LN-21)

INSTALL AND COVER DETOUR SIGNING FOR CLOSING -Y29- AS SHOWN ON SHEET TCP-80 AND RSD NO. 1101.03 (SHEETS 1 & 2 OF 9).

STEP 14 AWAY FROM TRAFFIC, CONSTRUCT -Y3- FROM STA 10+47+/- TO STA 11+10+/- .

COMPLETE STEP 15 WORKING IN A CONTINUOUS MANNER WITHOUT CEASING UNTIL STEP IS COMPLETE. (LN-18)

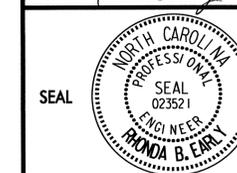
STEP 15 USING RSD 1101.02 (SHEET 1 OF 9) AS NEEDED, COMPLETE THE FOLLOWING: (LN-18)

- * COMPLETE PLACEMENT OF TEMPORARY PAVEMENT MARKING ON -L- (EB) AND EACH -Y-LINE FROM STA. 226+40+/- TO STA. 315+00+/- AS SHOWN ON SHEETS TCP-34 THRU TCP-47.
- * COMPLETE PLACEMENT OF TEMPORARY PAVEMENT MARKING ON -L- (EB) FROM STA. 315+00+/- TO STA. 321+10+/- AND -Y30- FROM STA 10+25+/- TO -L- (EB) AS SHOWN ON SHEET TCP-54.
- * ACTIVATE TEMPORARY SIGNALS.
- * UNCOVER DETOUR SIGNS & CLOSE -Y29- TO TRAFFIC.
- * REMOVE EXISTING PAVEMENT MARKING FROM STA 225+15+/- TO STA 226+40+/- , SHIFT EXISTING -L- TO THE PROPOSED EB LANES FROM STA 225+15+/- TO STA 321+10+/- AND PLACE TEMPORARY PAVEMENT MARKINGS AS SHOWN ON SHEETS TCP-34 THRU TCP-47 AND SHEET TCP-54.
- * OPEN RELOCATED -Y3- & -Y28- TO TRAFFIC.



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PROJECT PHASING

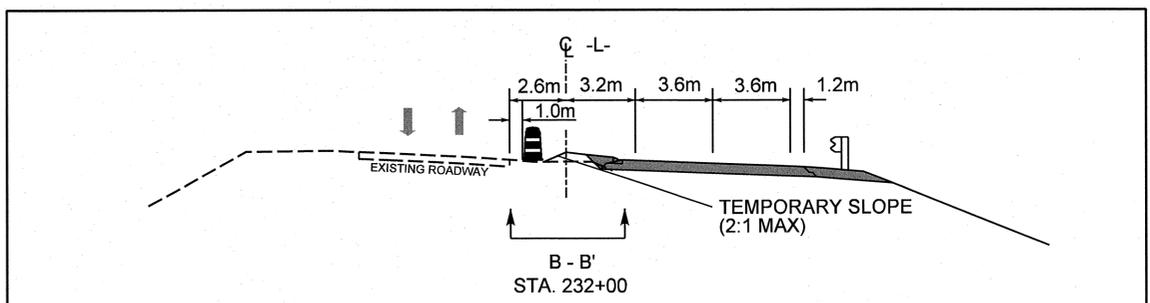
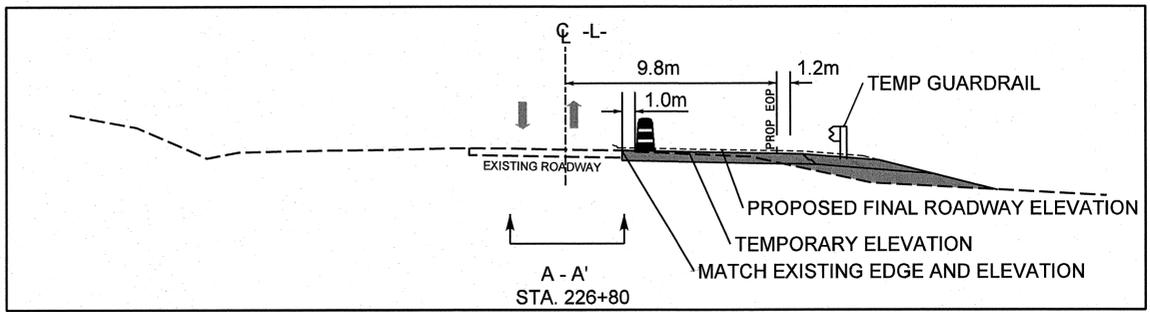
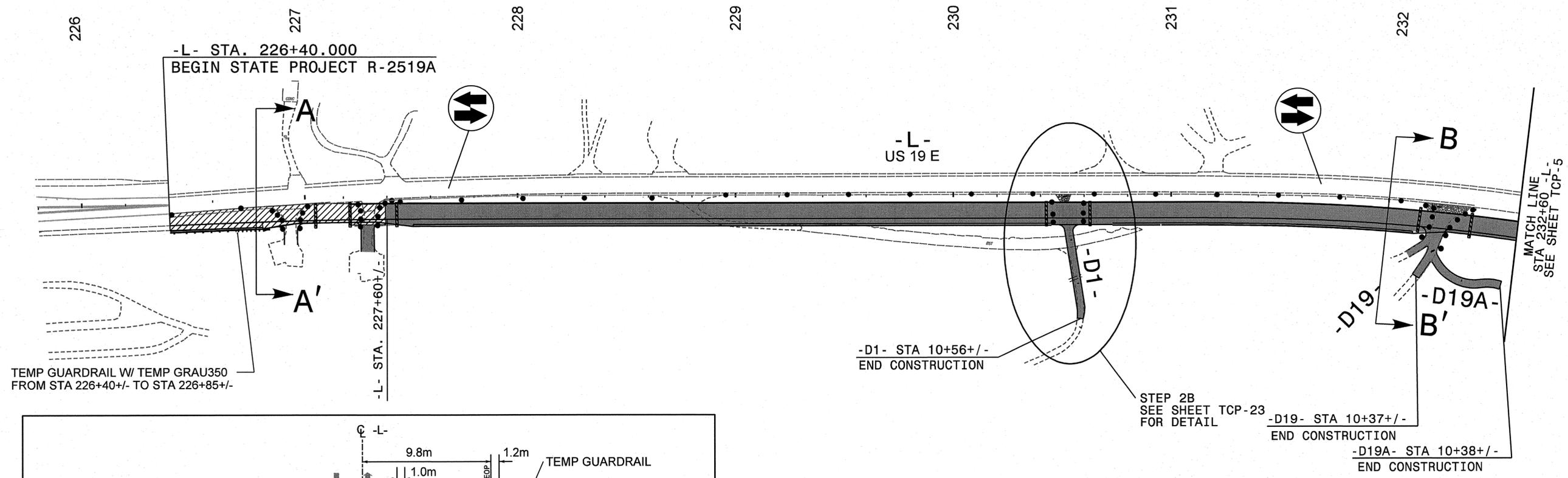
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DWGSET1E AT LE243610L



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-4



NOTE:
* SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.

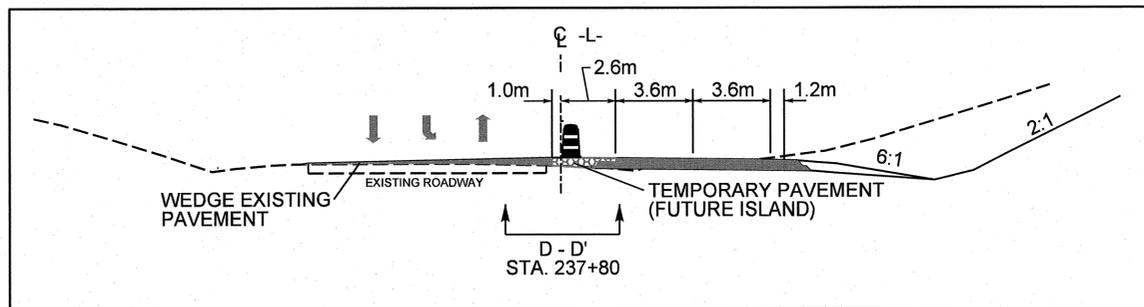
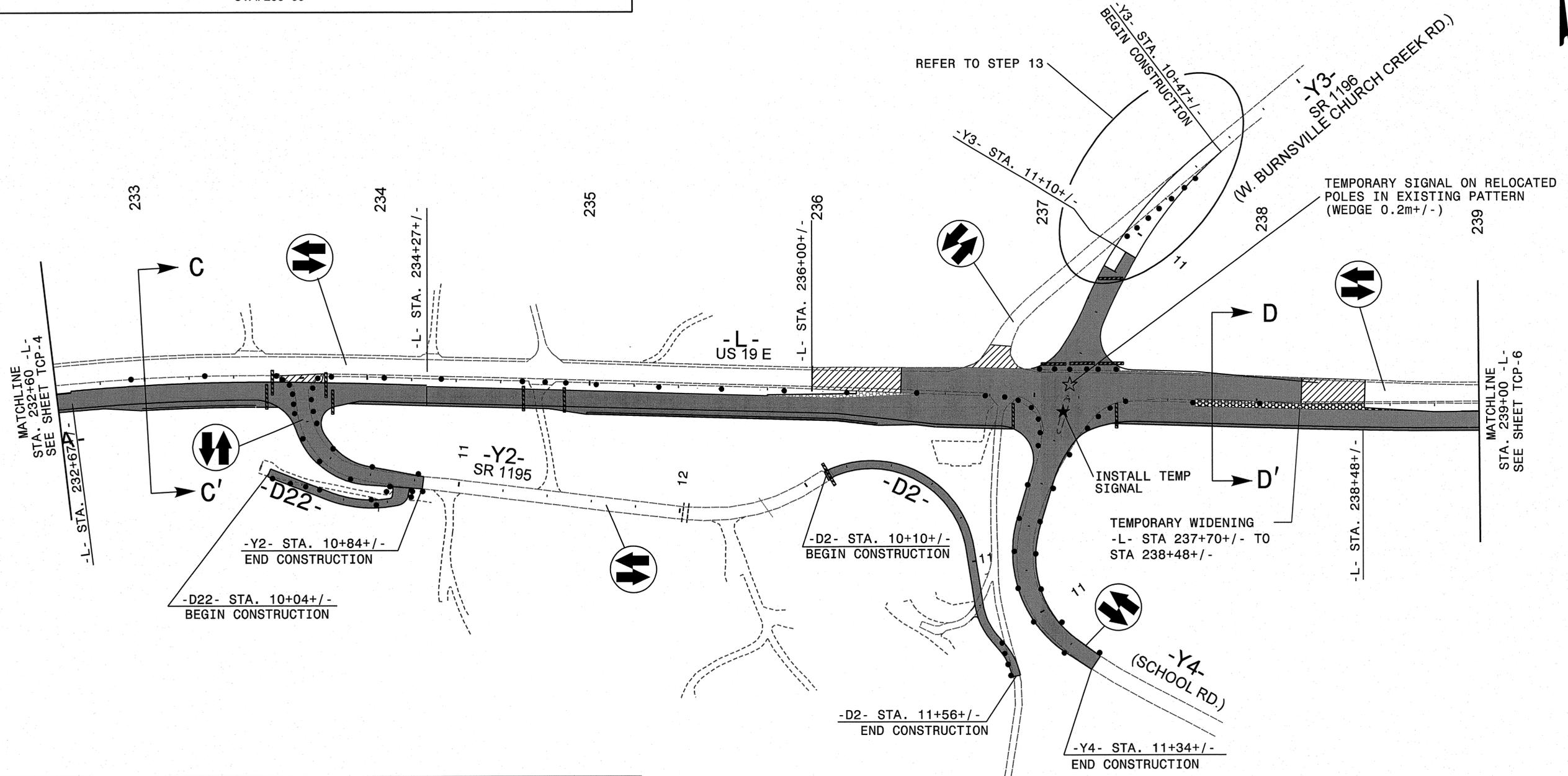
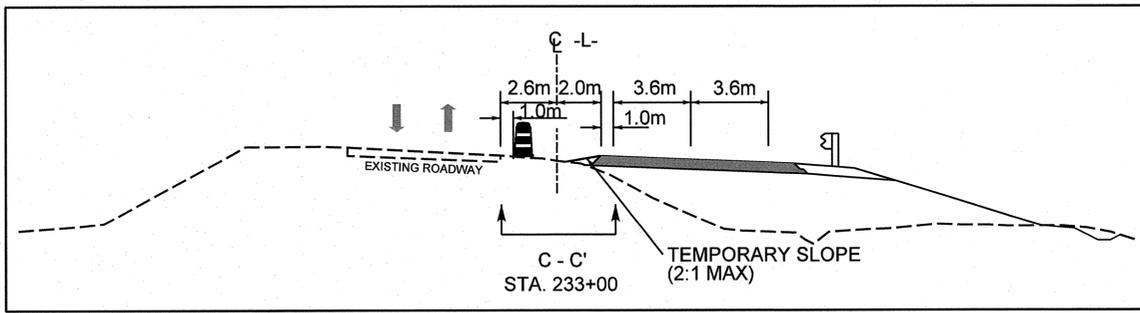
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APPROVED: <i>[Signature]</i> DATE: 12-29-10	PHASE I OVERVIEW SHEET 1 OF 19		REVISIONS
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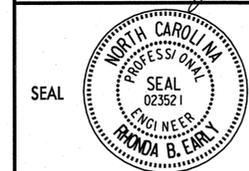


PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-5



NOTE:
* SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.

APPROVED: *Randa B. Early* DATE: *12-22-10*



PHASE I OVERVIEW
SHEET 2 OF 19

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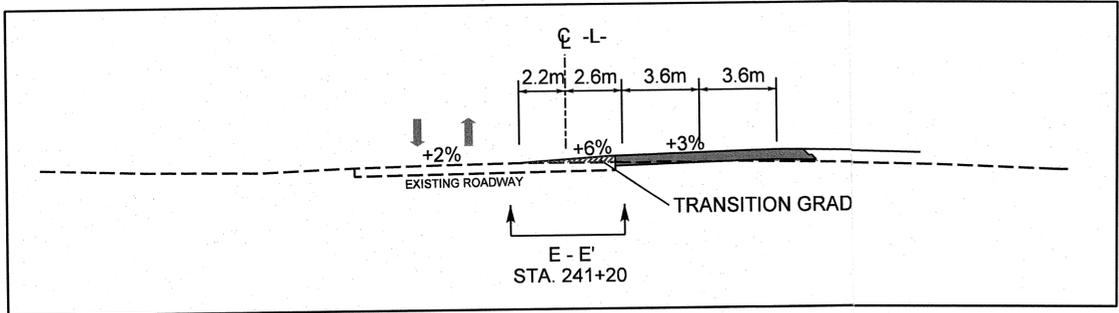
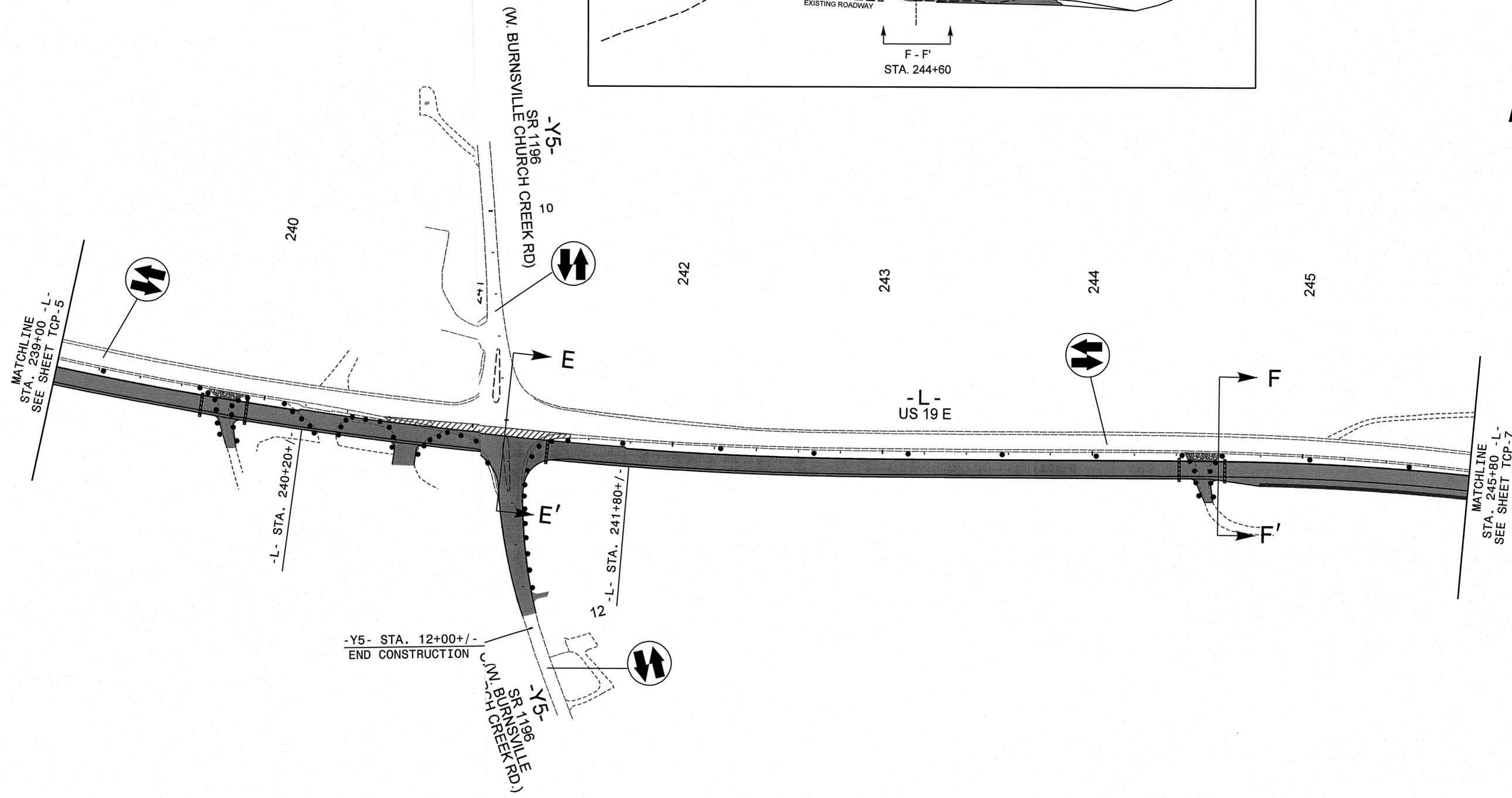
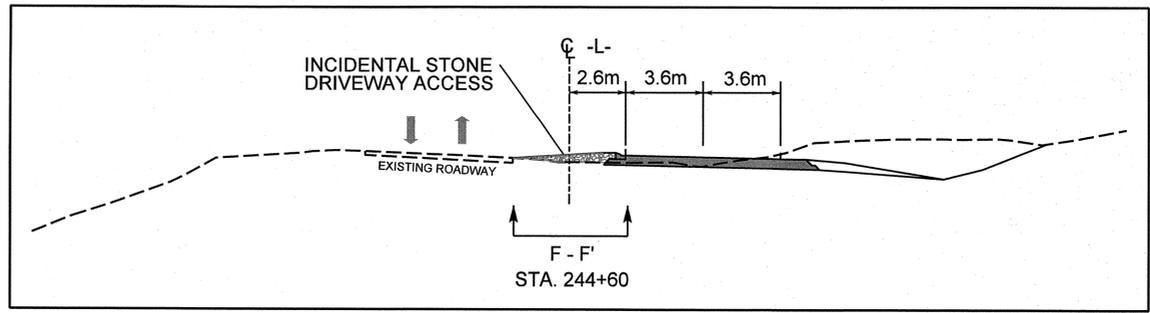
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PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-6



NOTE:
* SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.

APPROVED: *Ronda B. Early* DATE: 12-29-10

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NC LICENSE # P-0189

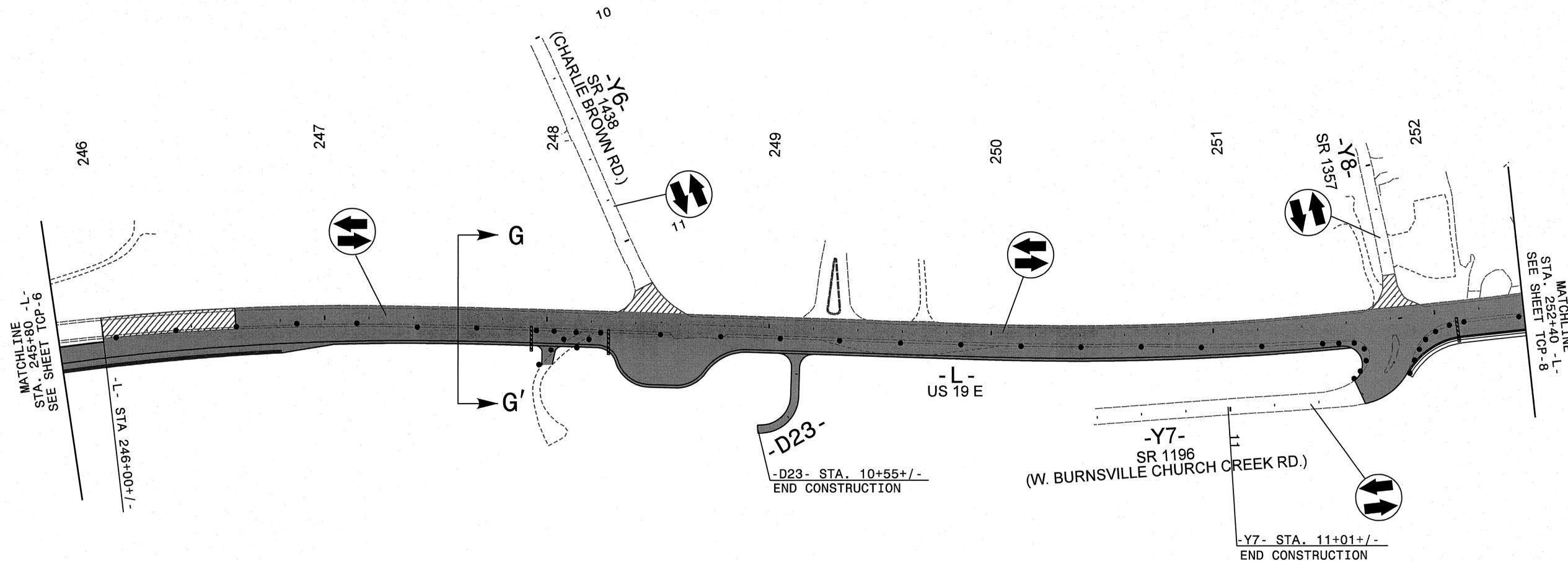
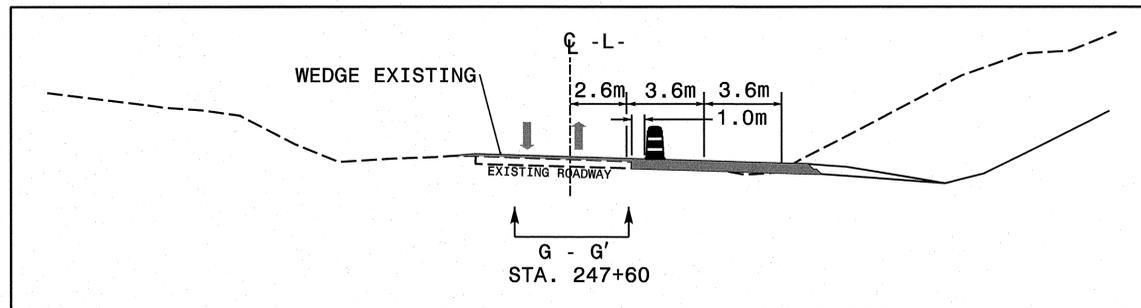
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REVIEWED BY: RBE		

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PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-7

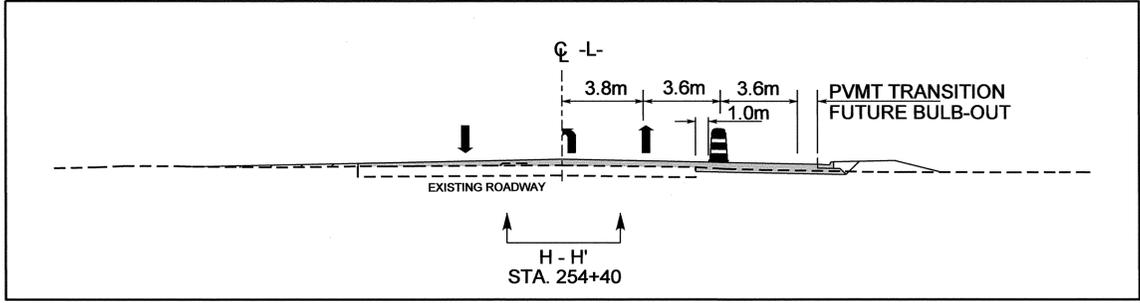
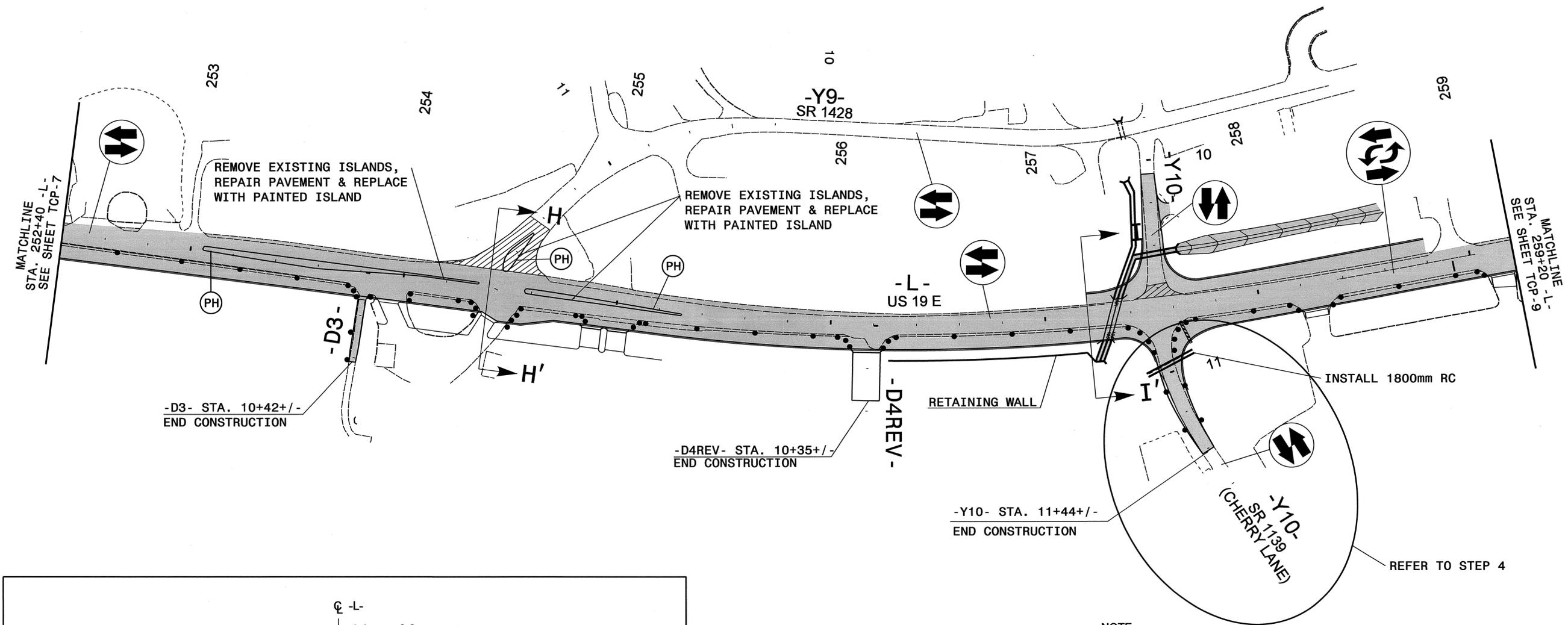
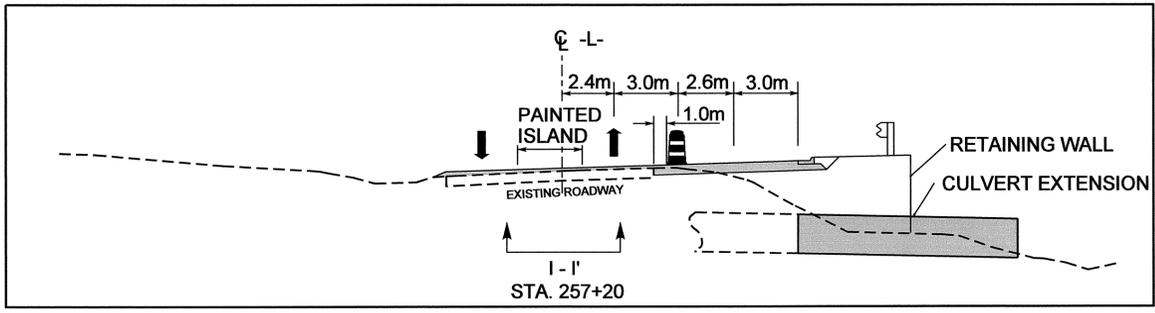


NOTE:
* SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.

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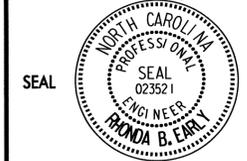
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NOTE:
* SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.

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PHASE I OVERVIEW SHEET 5 OF 19

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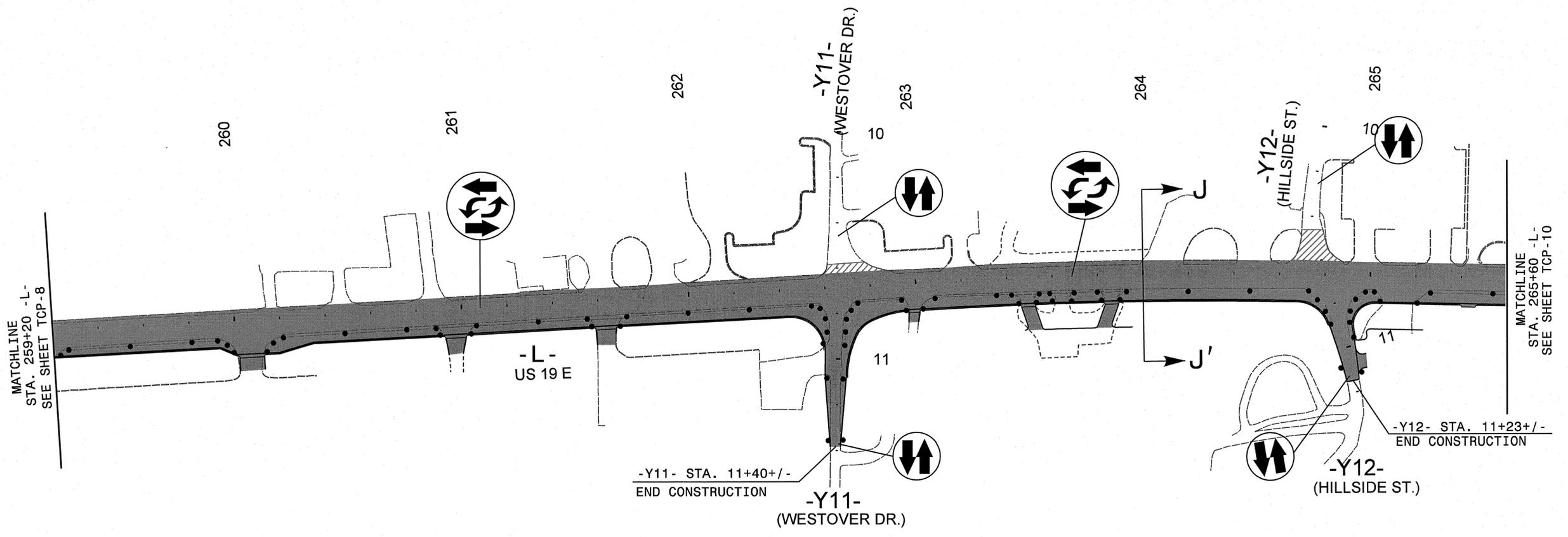
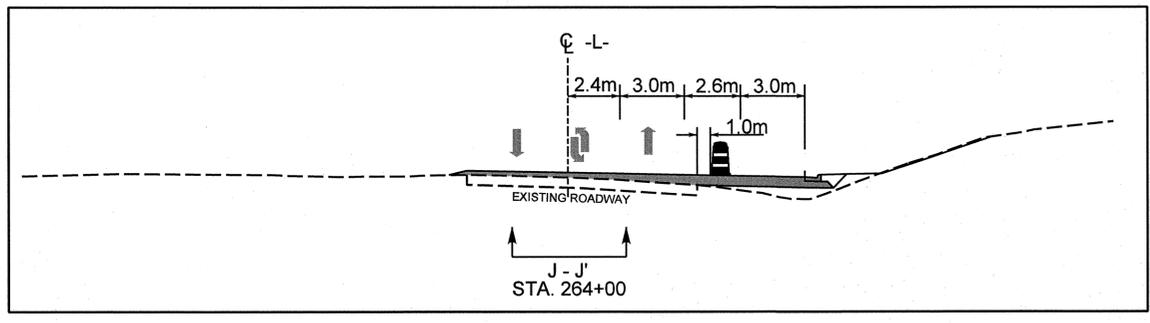
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PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-9



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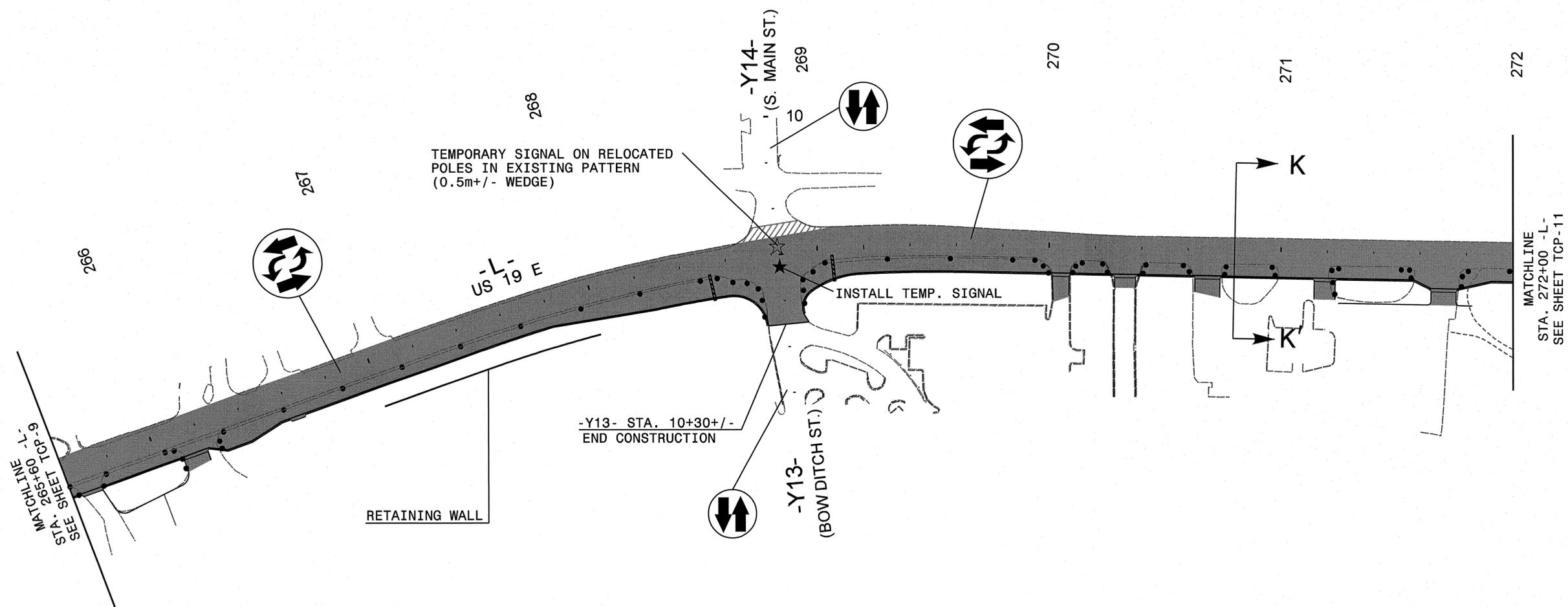
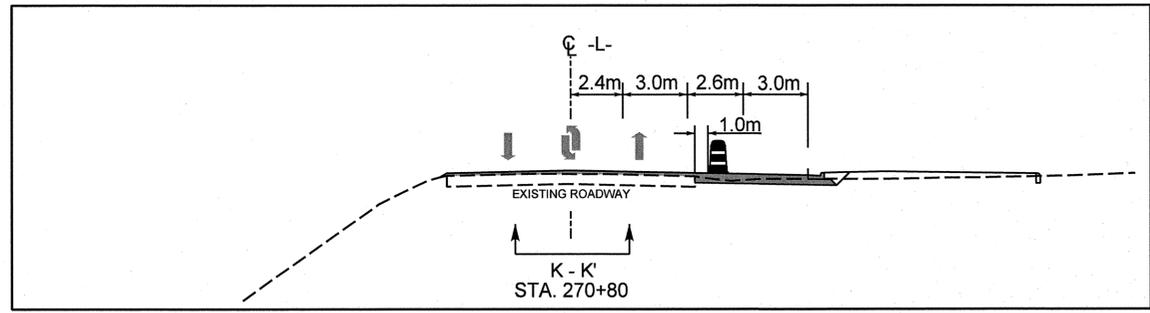
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APPROVED: <i>[Signature]</i> DATE: 12-29-10	PHASE I OVERVIEW SHEET 6 OF 19								
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PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-10



MATCHLINE
SEE SHEET TCP-9-L-
STA. 265+90

MATCHLINE
STA. 272+00 -L-
SEE SHEET TCP-11

NOTE:
* SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.

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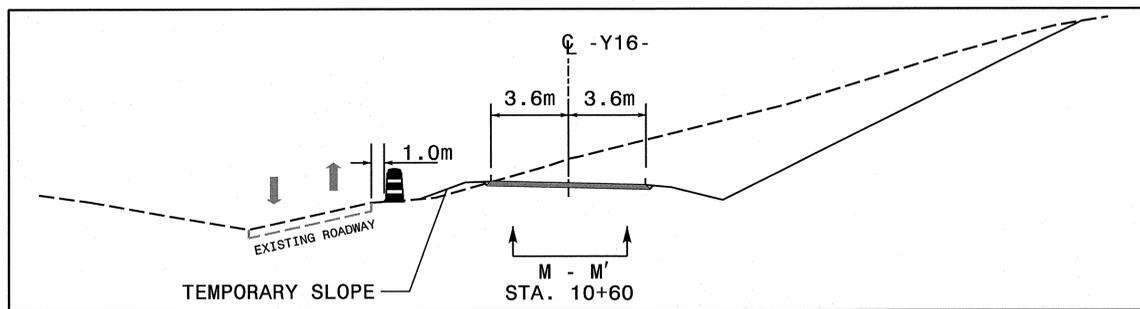
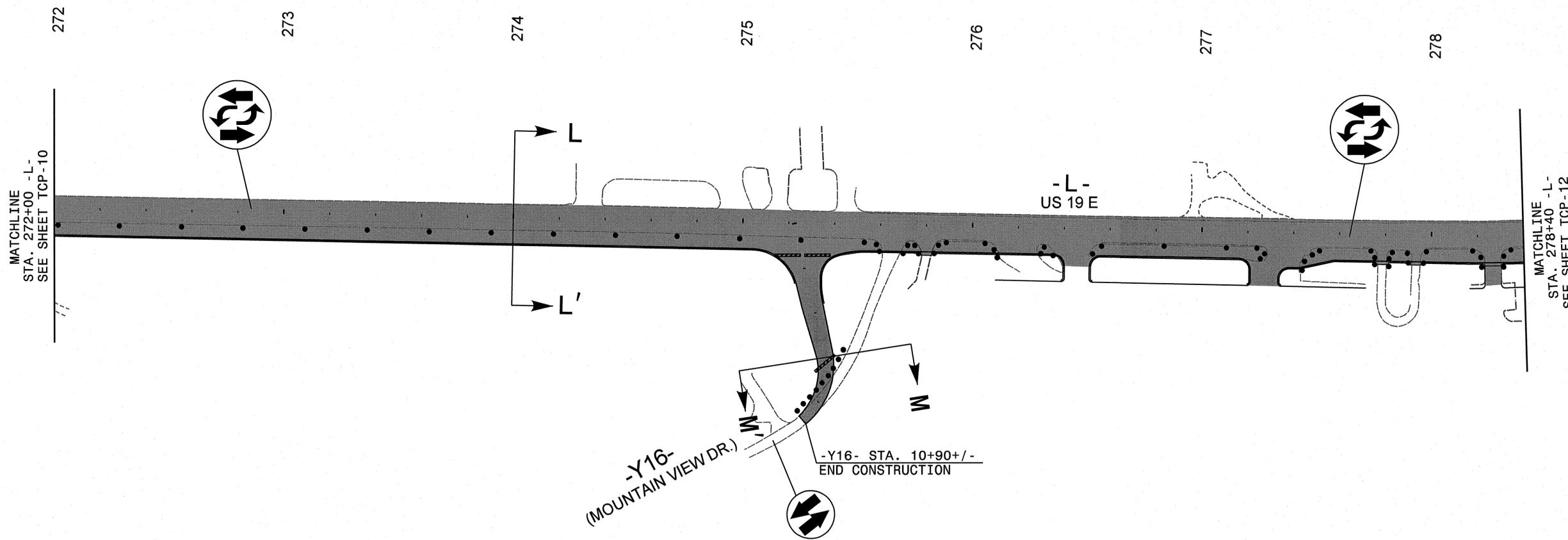
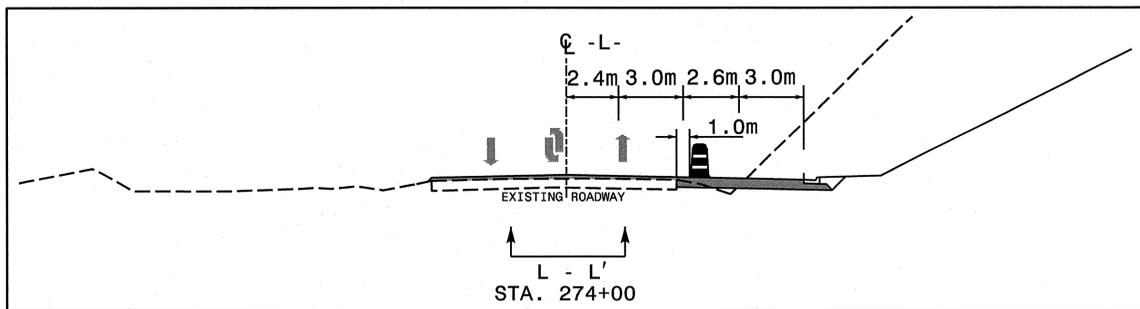
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PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-11



NOTE:
* SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.

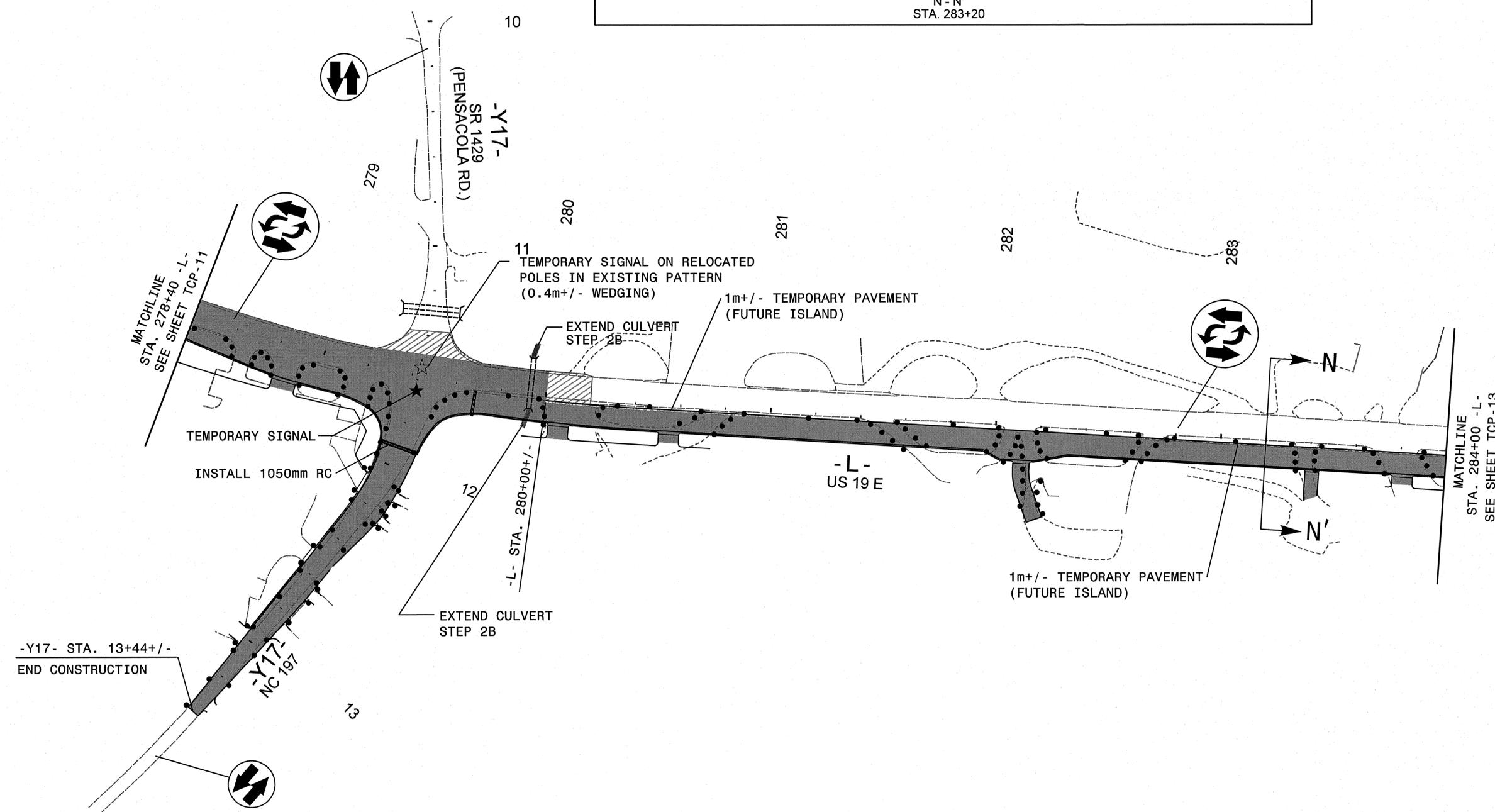
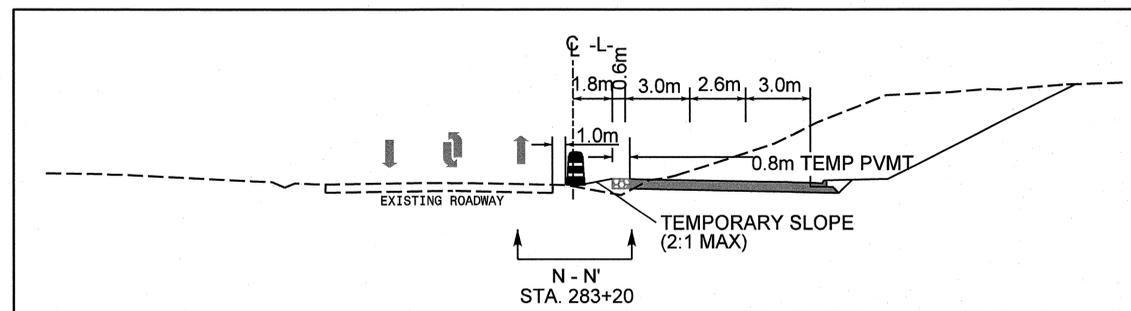
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PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-12



-Y17- STA. 13+44 +/-
END CONSTRUCTION

NOTE:
* SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.

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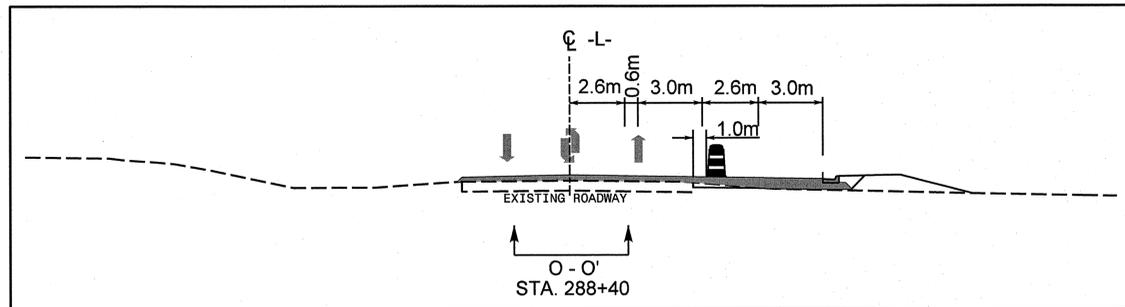
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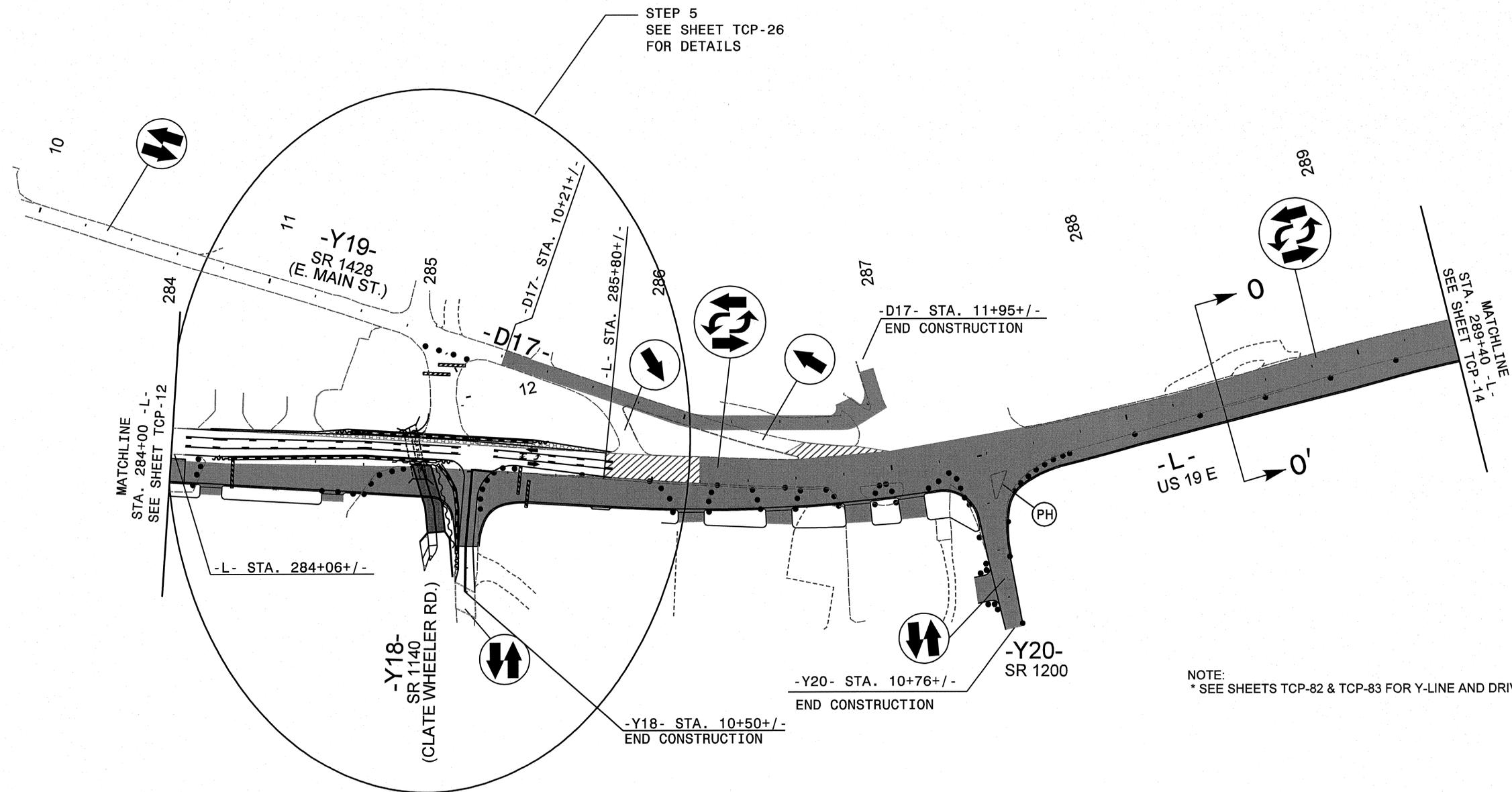
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PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-13



STEP 5
SEE SHEET TCP-26
FOR DETAILS



NOTE:
* SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.

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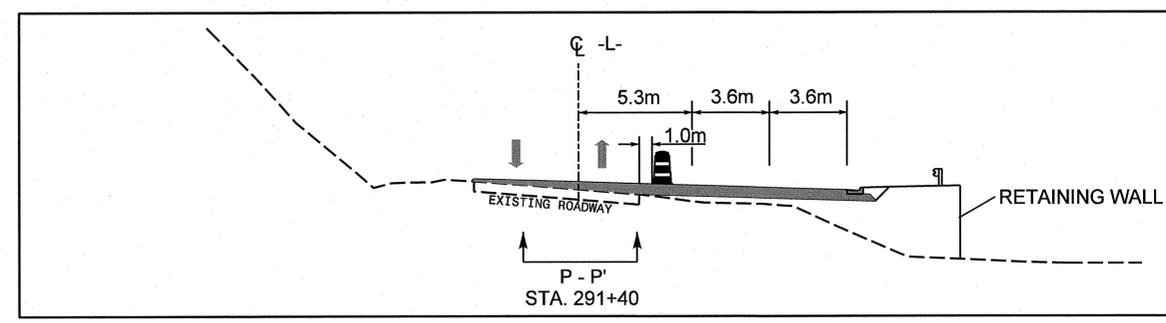
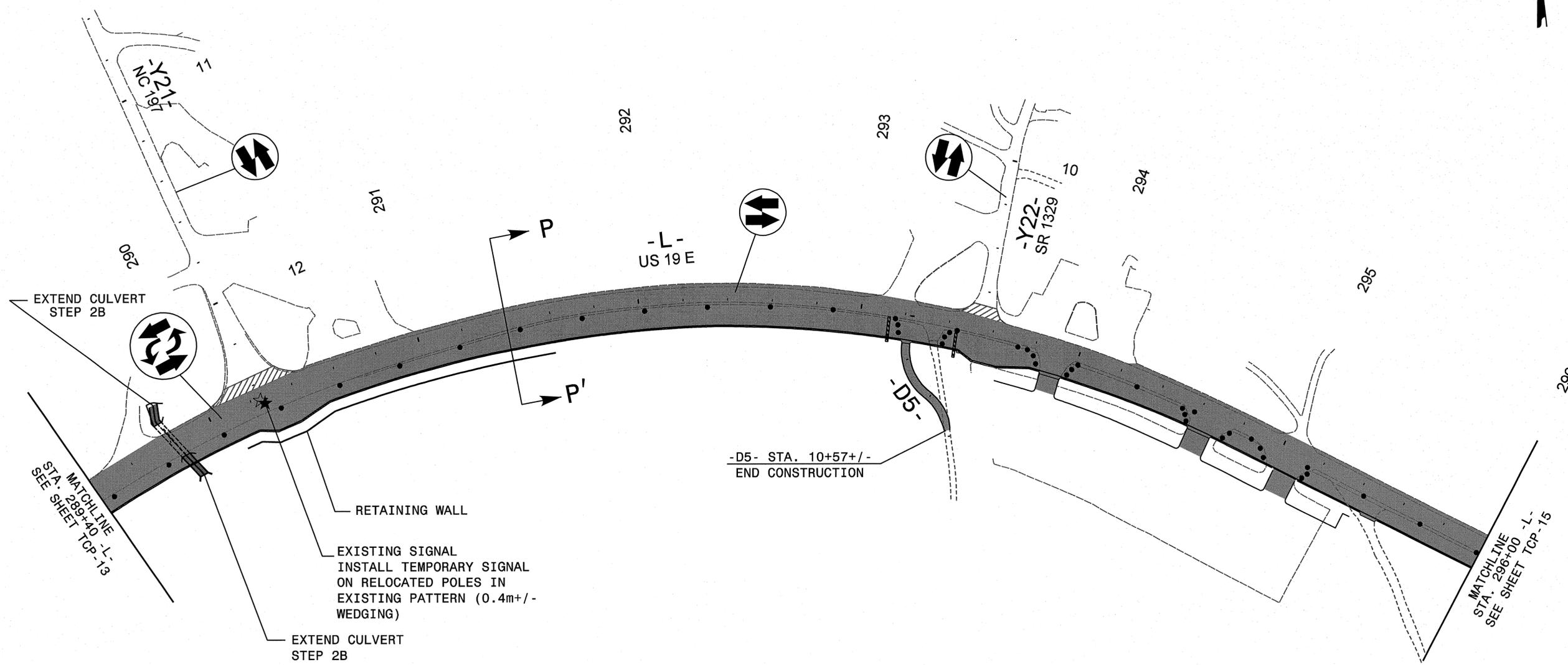
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 NORTH CAROLINA PROFESSIONAL ENGINEER
 023521
 RANDA B. ENRY

PHASE I OVERVIEW
SHEET 10 OF 19

SCALE: 1:1000		REVISIONS
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PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-14



NOTE:
* SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.

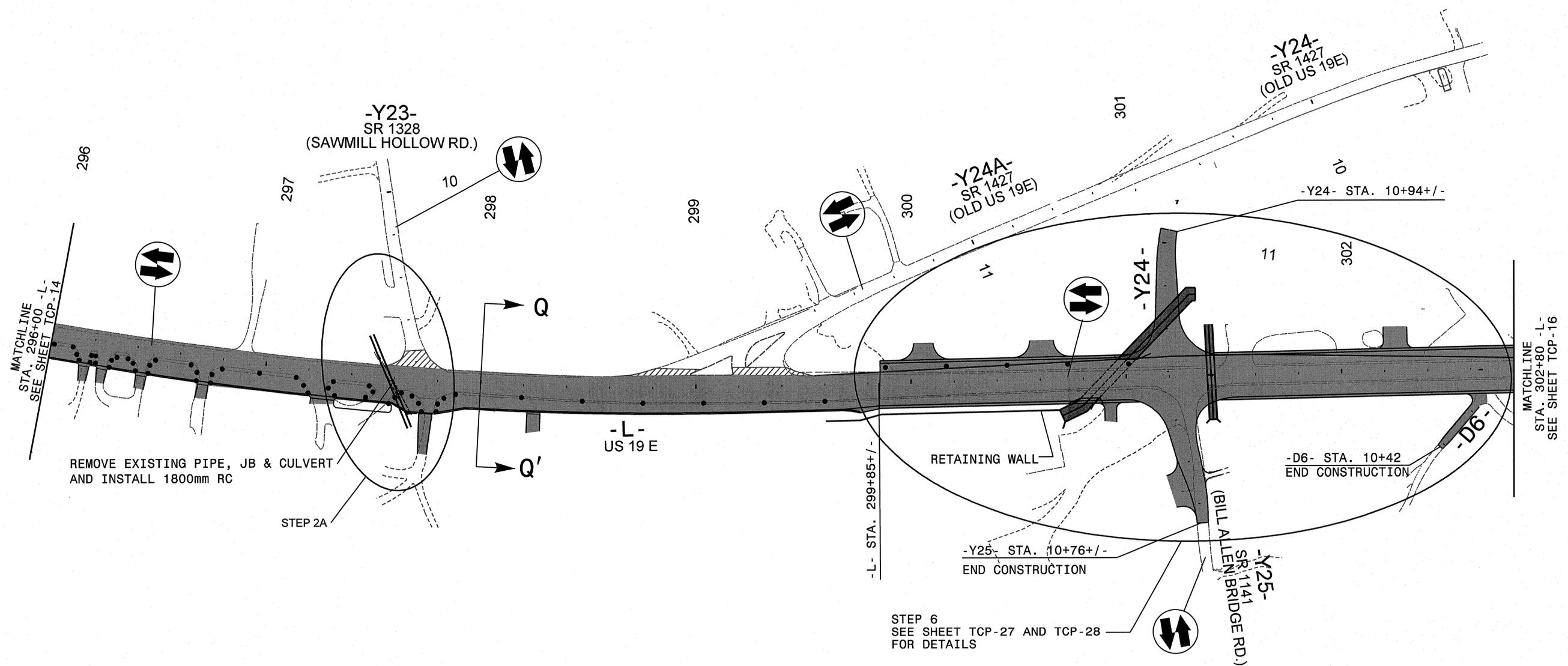
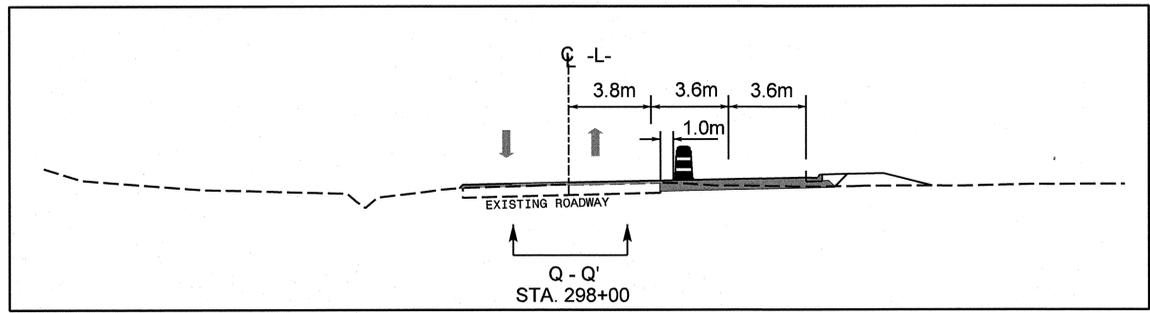
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PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-15



REMOVE EXISTING PIPE, JB & CULVERT AND INSTALL 1800mm RC
STEP 2A

STEP 6
SEE SHEET TCP-27 AND TCP-28 FOR DETAILS

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NOTE:
* SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.

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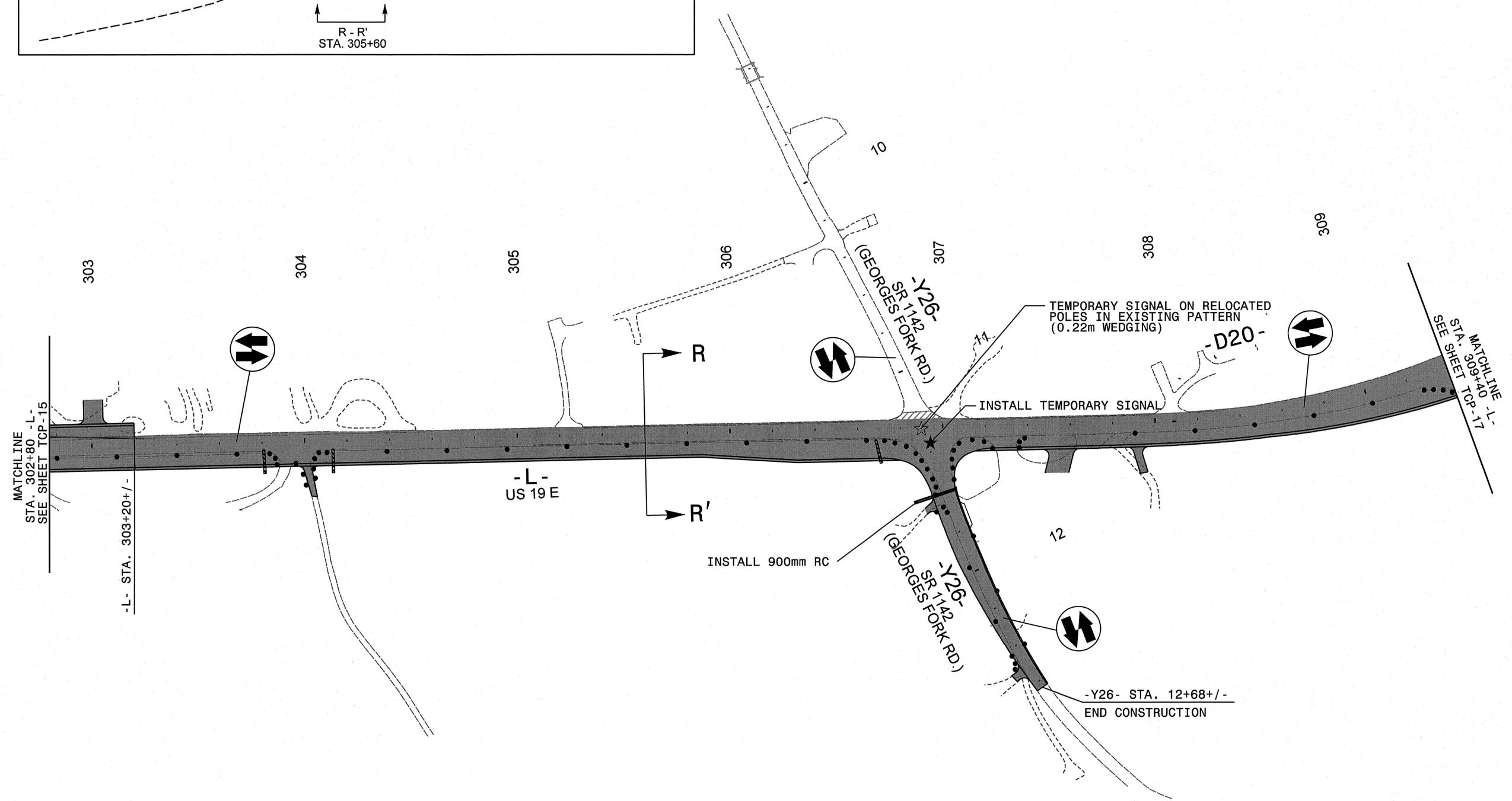
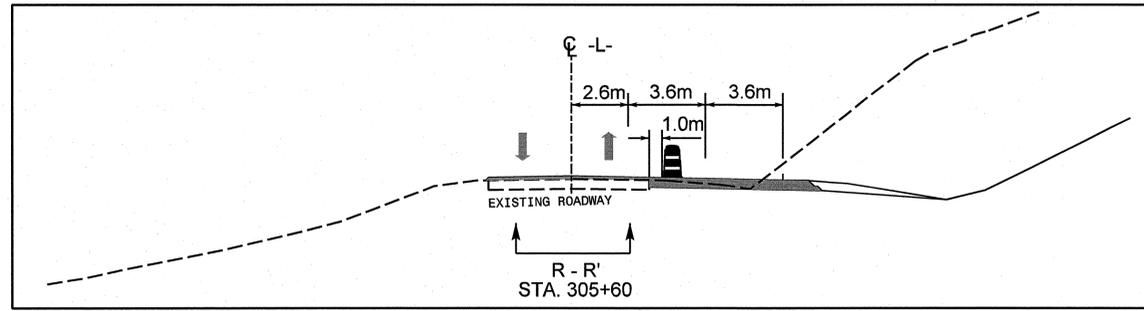
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 RONDA B. EARLY

PHASE I OVERVIEW
SHEET 12 OF 19

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DESIGN BY: JAP		
REVIEWED BY: RBE		



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-16



NOTE:
* SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.

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 SEAL 023521
 RONDA B. EARLY

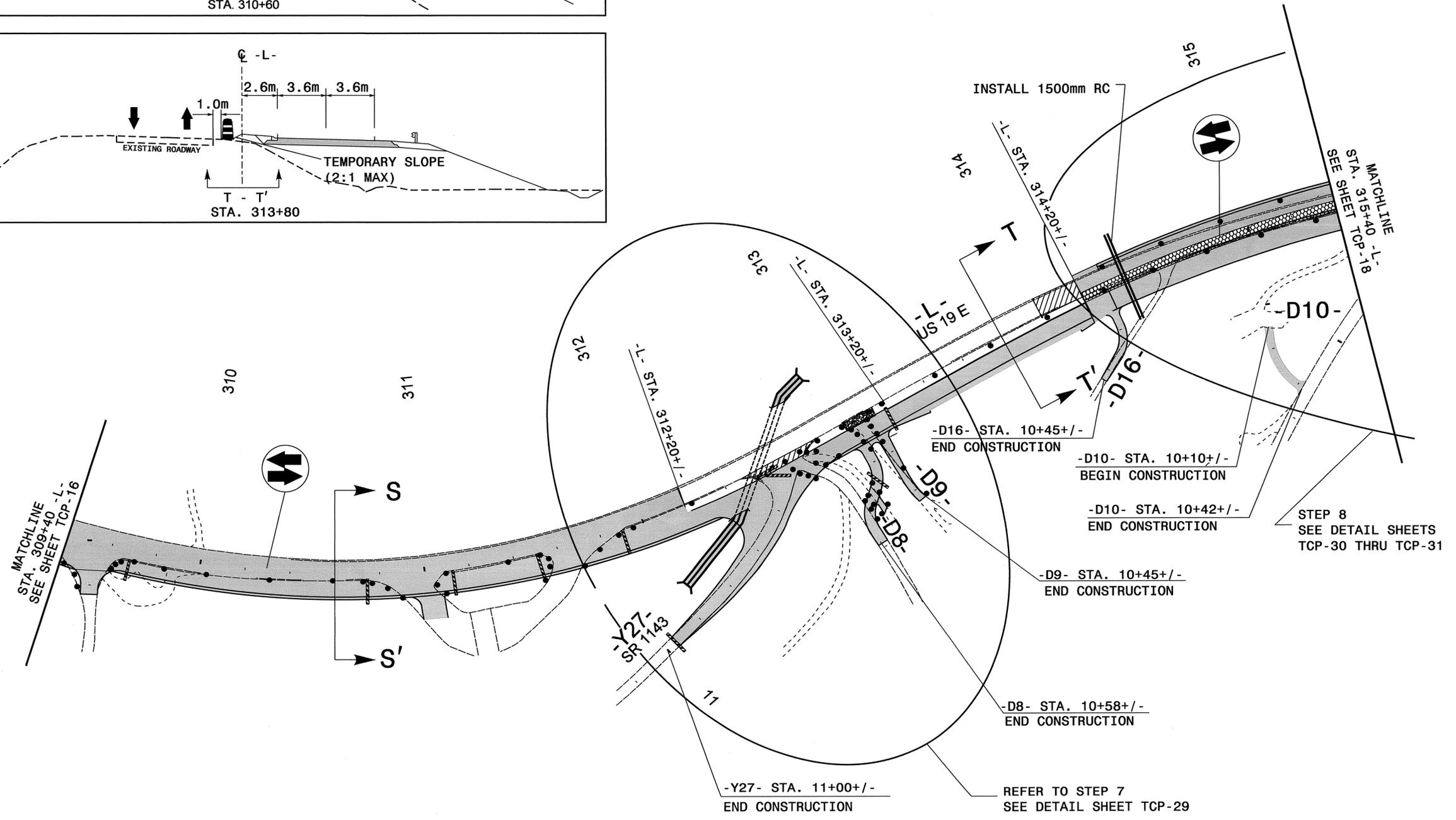
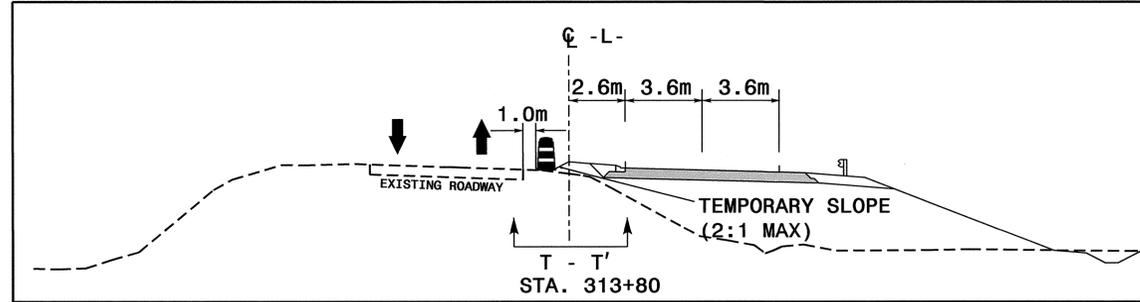
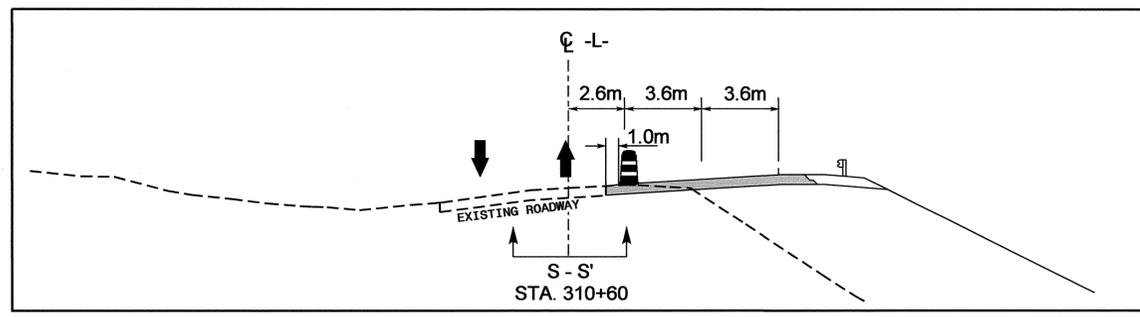
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R-2519A	TCP-17



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NOTE:
* SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.

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PHASE I OVERVIEW
SHEET 14 OF 19

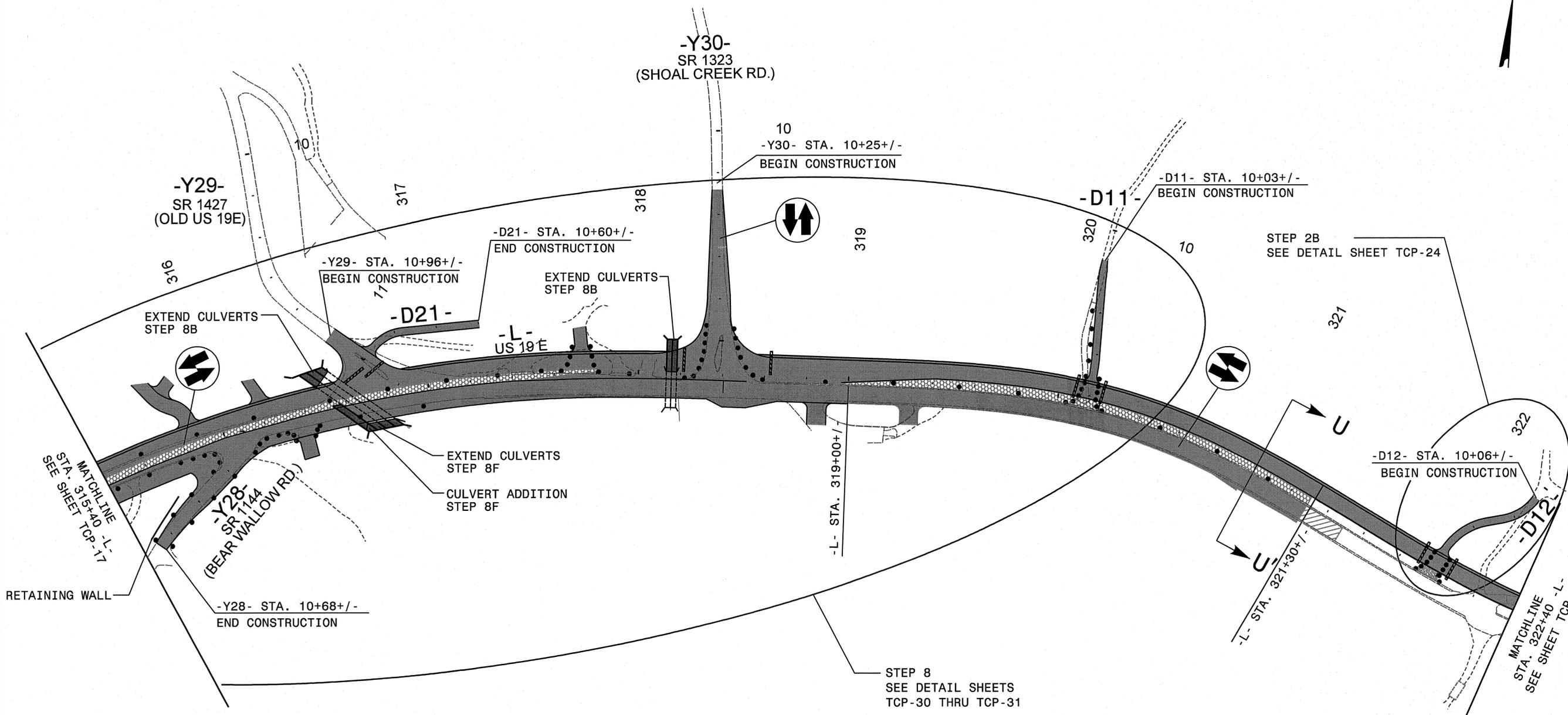
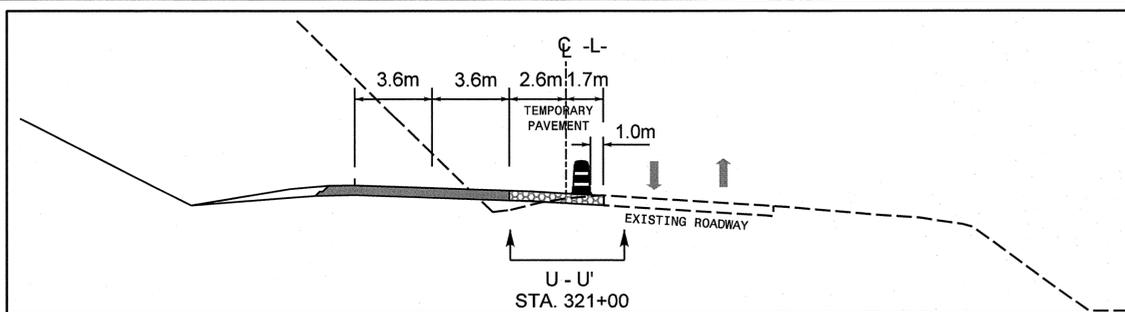
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 DATE: 1/03/11
 DWG. BY: JAP
 DESIGN BY: JAP
 REVIEWED BY: RBE

REVISIONS

CADD FILE



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-18



12/29/2010
 Y:\NC001\2519a\TrafficControl\TCP\R-2519a_fc_tcp10v15.dgn
 USERNAME

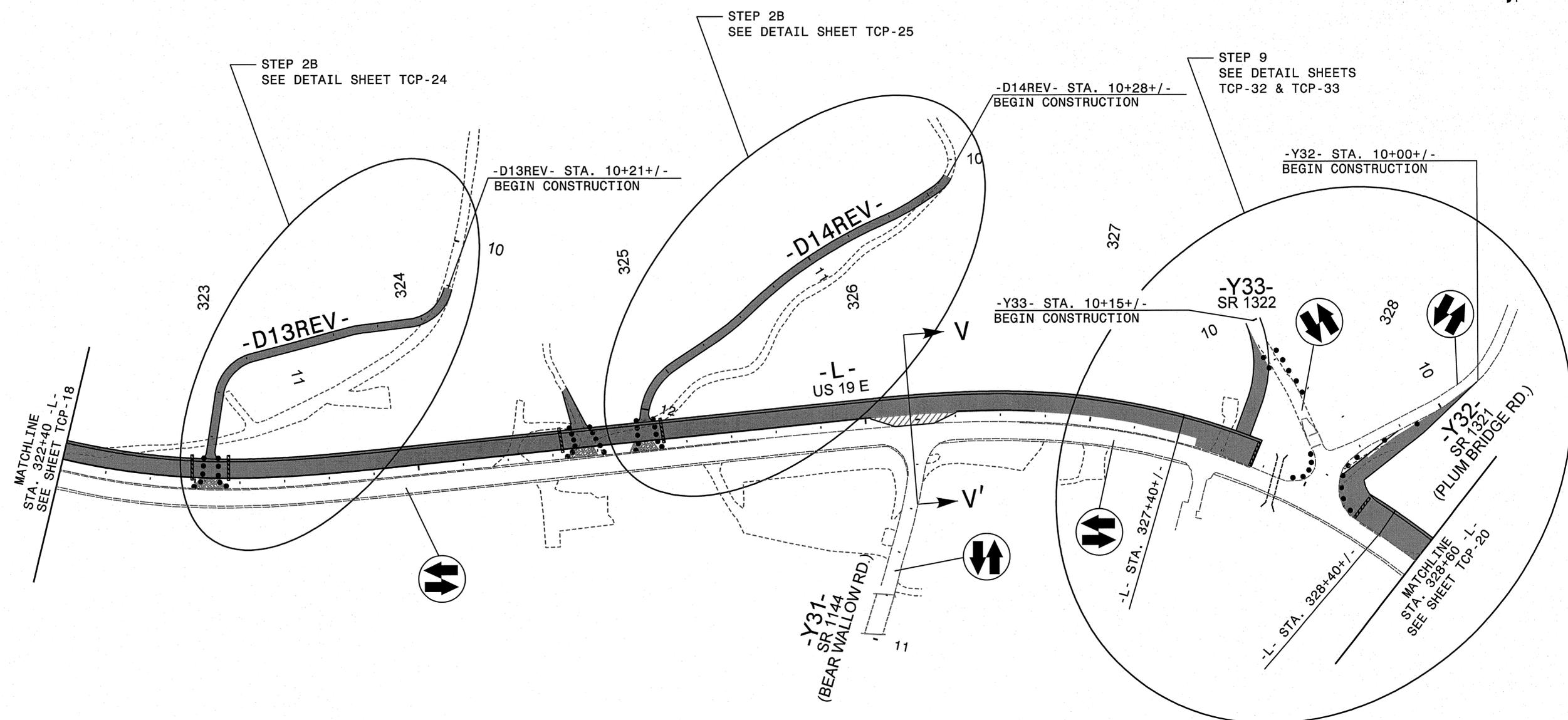
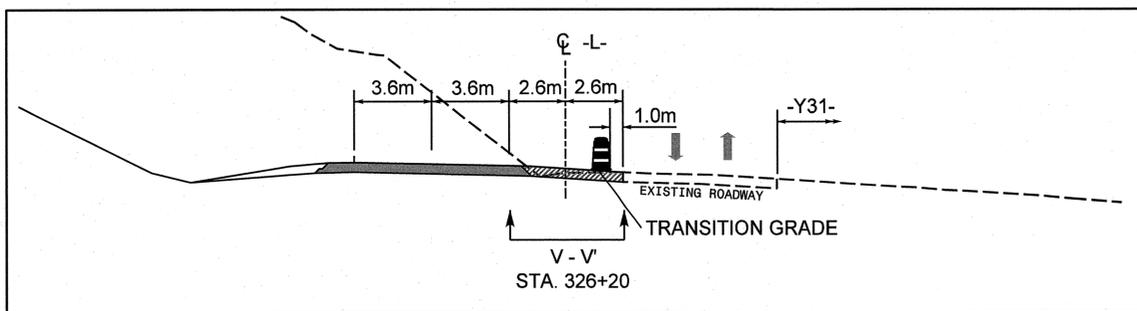
NOTE:
 * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.

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APPROVED: <i>[Signature]</i> DATE: 12-29-10	PHASE I OVERVIEW SHEET 15 OF 19	
SCALE: 1:1000	REVISIONS	
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-19



NOTE:
* SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.

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PHASE I OVERVIEW
SHEET 16 OF 19

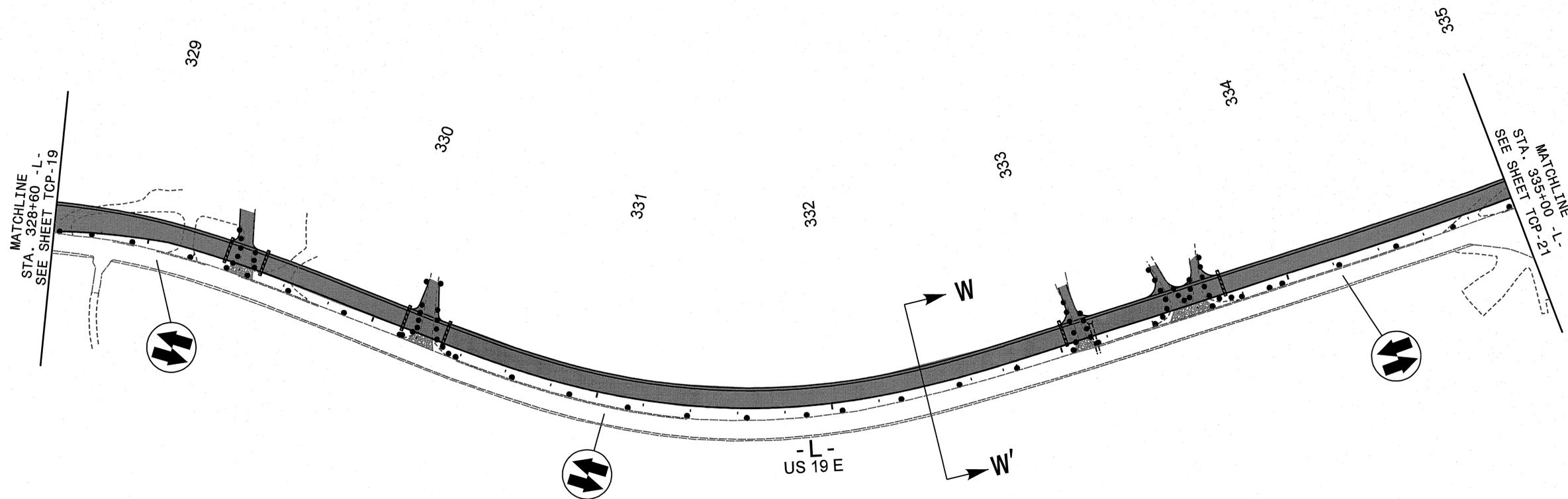
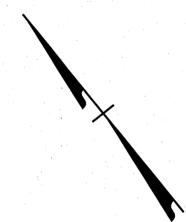
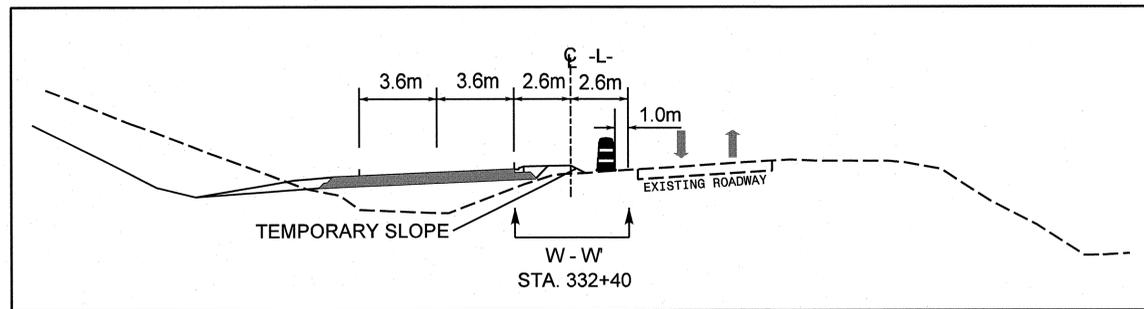
SCALE: 1:1000		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		

CADD FILE

12/29/2010
 Y:\NCDOT\2519a\TrafficControl\TCP\2519a_fc_tcp1016.dgn
 USERNAME



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-20



NOTE:
* SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.

APPROVED: *[Signature]* DATE: 12-29-12

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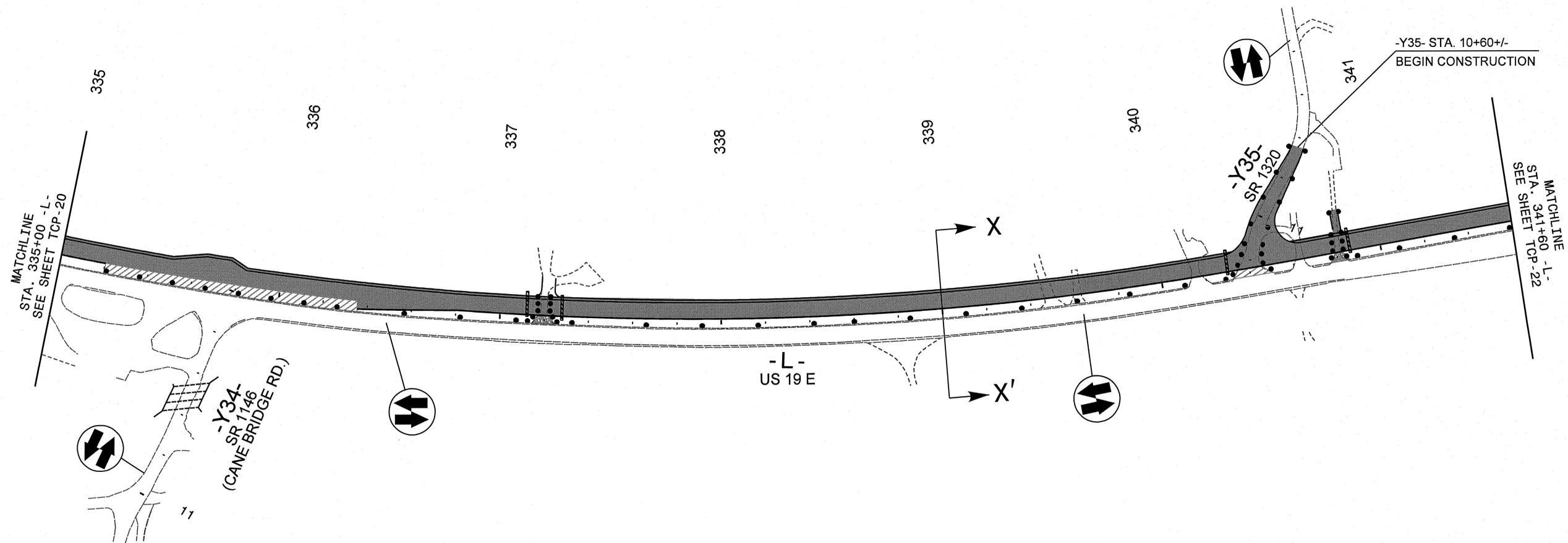
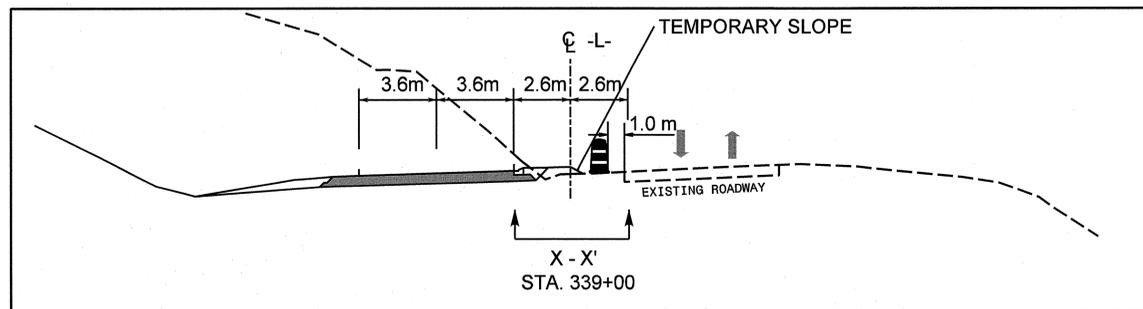
PHASE I OVERVIEW
SHEET 17 OF 19

SCALE: 1:1000		REVISIONS
DATE: 1/03/11		
DESIGN BY: JAP		
REVIEWED BY: RBE		

12/29/2010
 V:\NC001\K2519a\TrafficControl\TCP\2519a-fc-top101017.dgn
 USERNAME



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-21



NOTE:
* SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.

12/29/2010
Y:\NC001\2519a\TrafficControl\TCP\2519a_tc_top\010\18.dgn
USERNAME

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APPROVED: *Randa B. Early* DATE: 12-29-10

PHASE I OVERVIEW
SHEET 18 OF 19

SCALE: 1:1000
DATE: 1/03/11
DWG. BY: JAP
DESIGN BY: JAP
REVIEWED BY: RBE

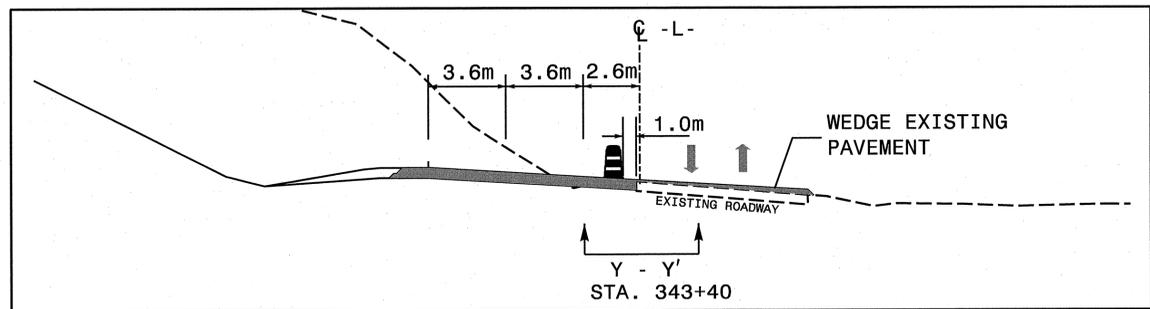
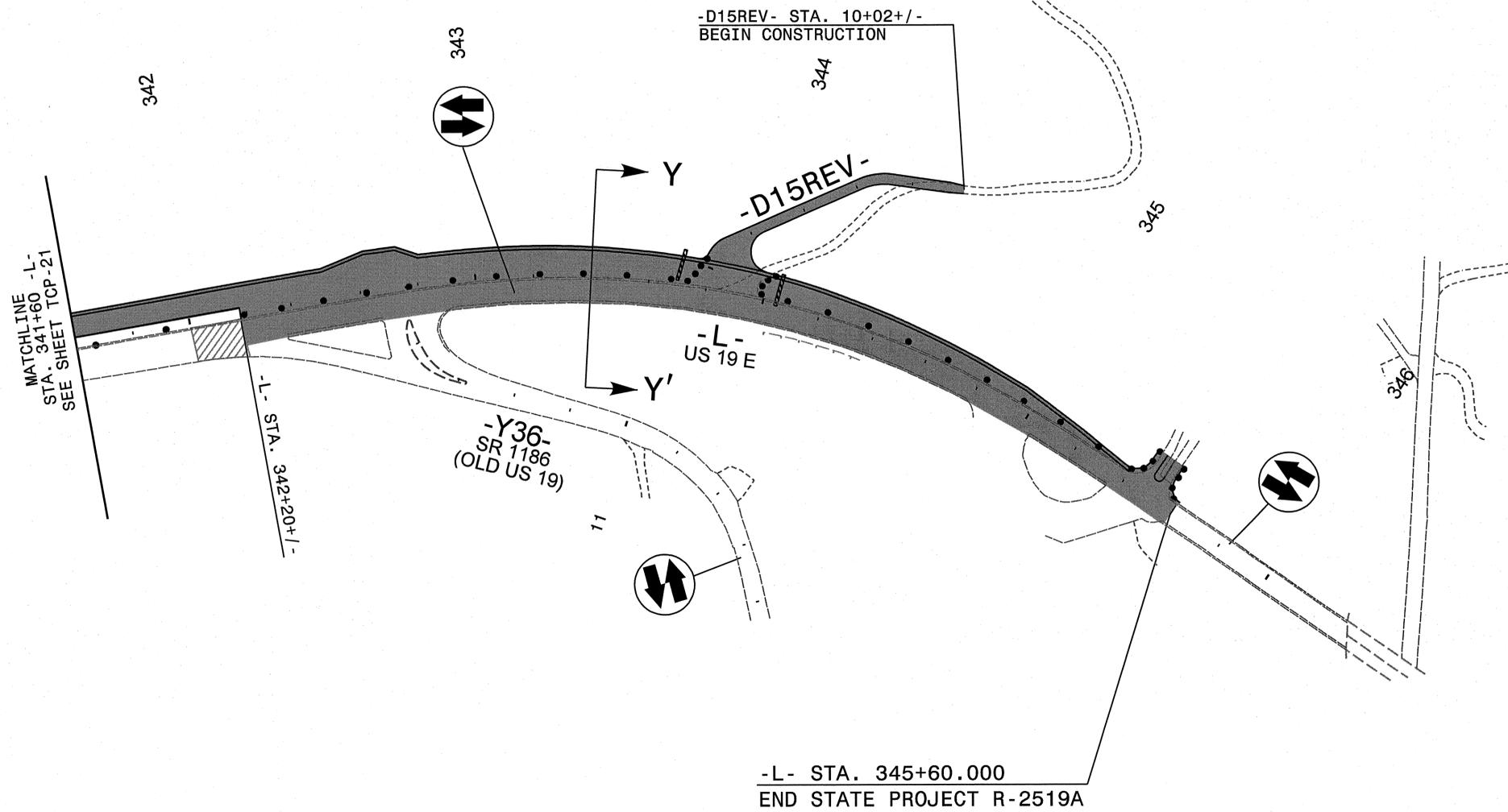
SEAL
NORTH CAROLINA
PROFESSIONAL
ENGINEER
RANDA B. EARLY
023521

REVISIONS

CADD FILE



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-22



NOTE:
* SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.

APPROVED: *Ronda B. Earl* DATE: 12-29-10



PHASE I OVERVIEW
SHEET 19 OF 19

SCALE:	1:1000
DATE:	1/03/11
DWG. BY:	JAP
DESIGN BY:	JAP
REVIEWED BY:	RBE

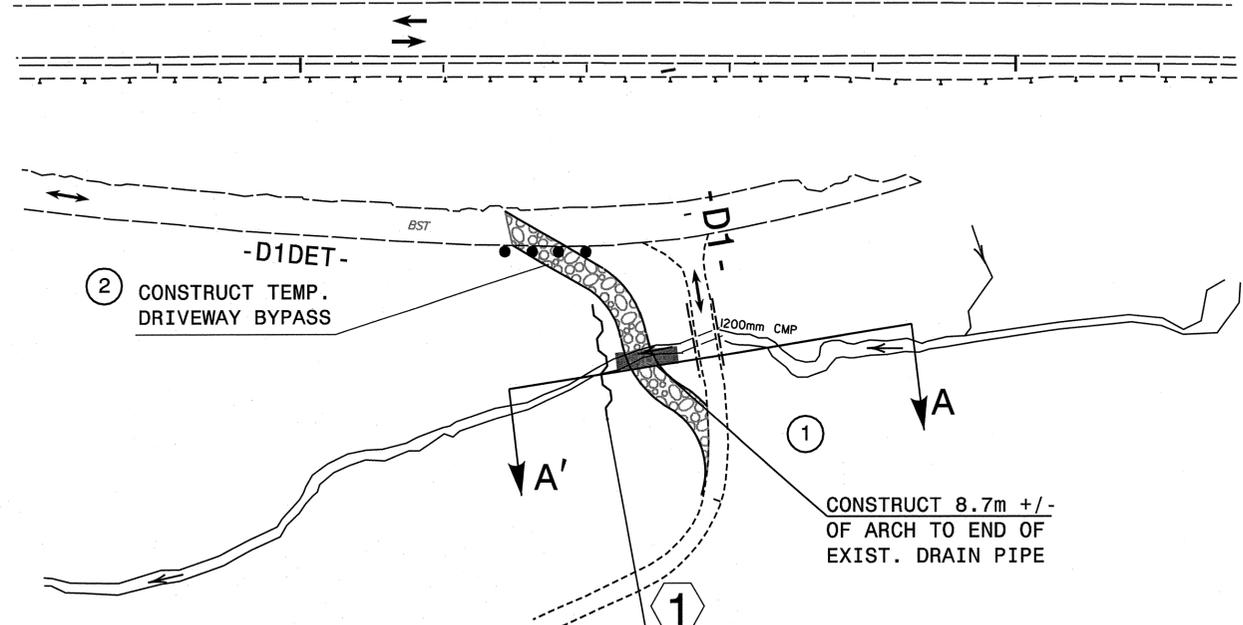
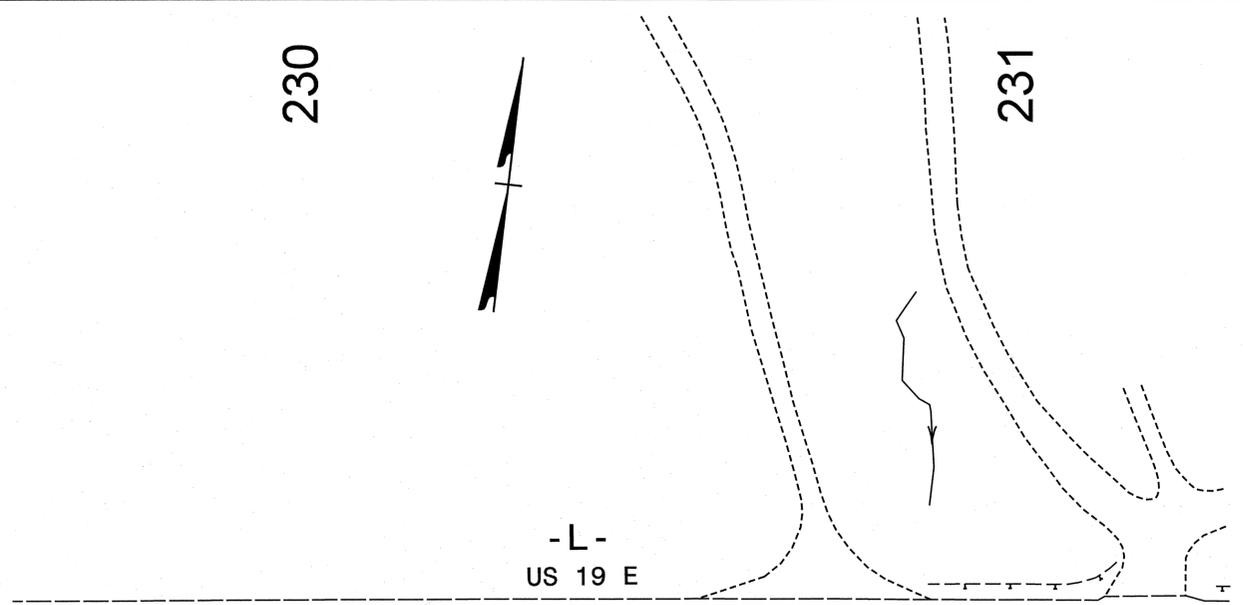


REVISIONS	

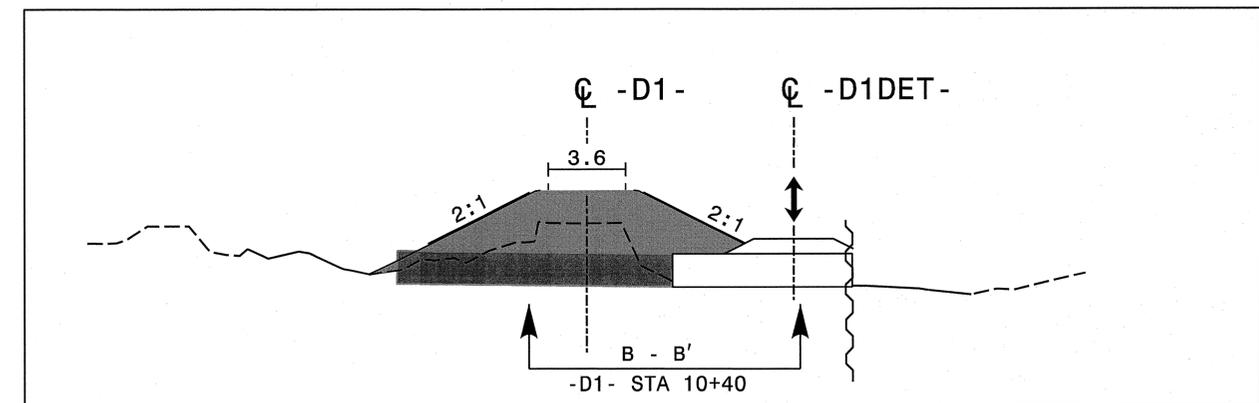
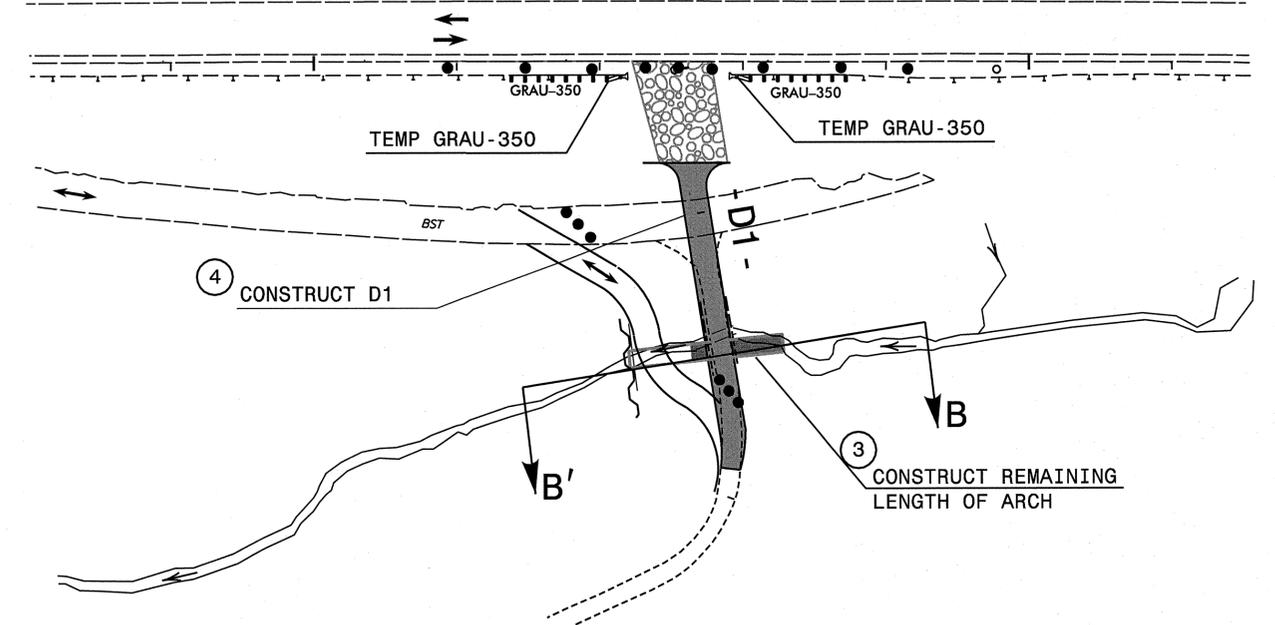
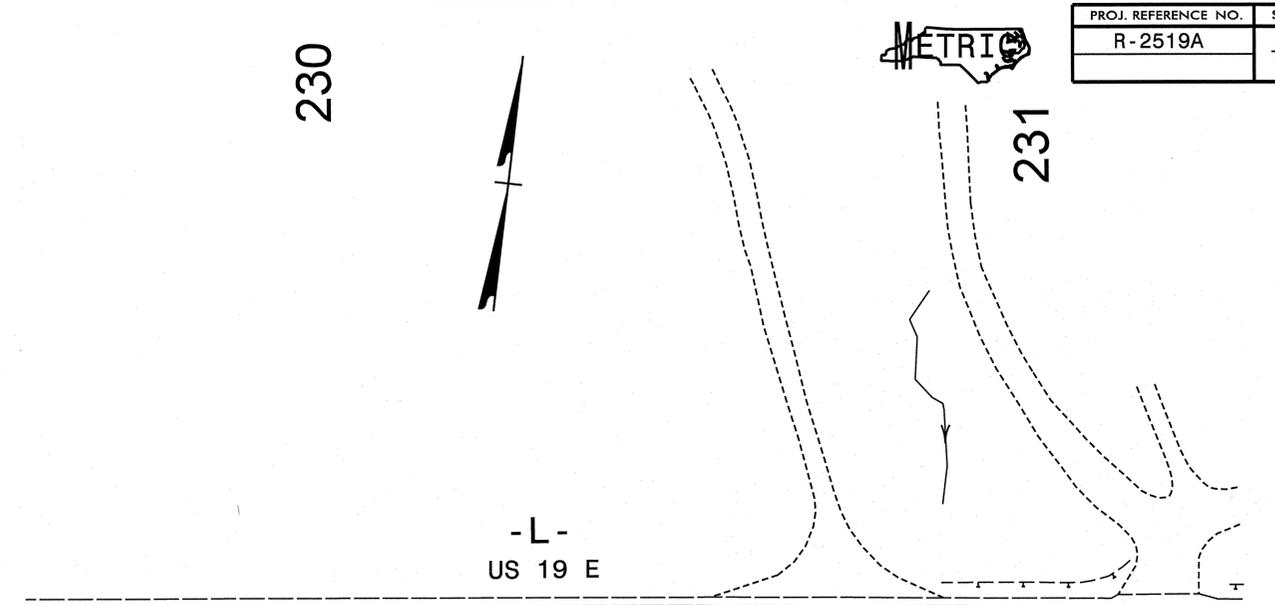
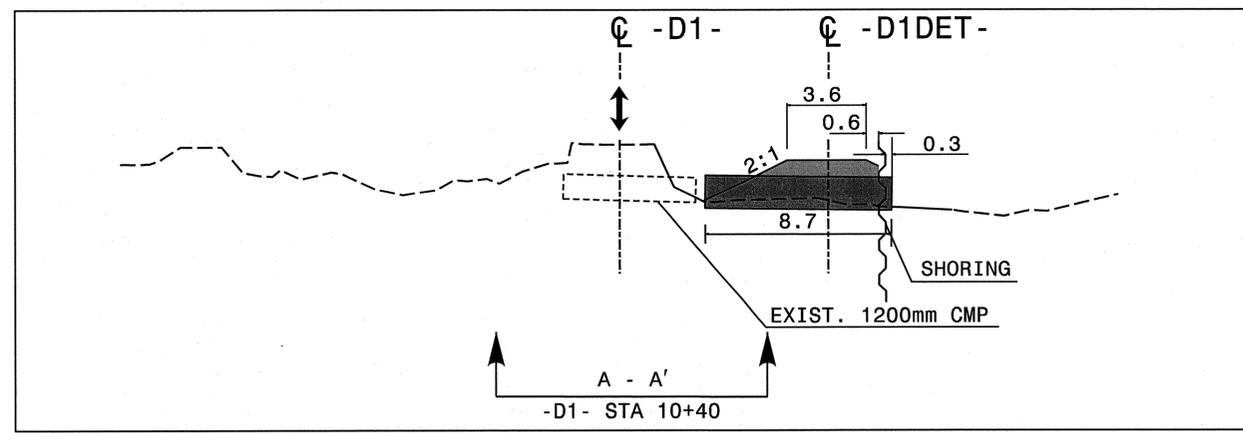
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I:\2010\2010\Projects\TrafficControl\TCP\2519a_tcp\PI019.dgn



TEMPORARY SHORING
 -D1DET- FROM STA 10+20 +/- TO STA 10+36 +/-
 2.7m TO 3.3m RT OR -D1DET-
 SEE TEMP SHORING DATA SHEETS
 TCP-2A THRU TCP-2E



12/28/2010
 Y:\NC\DOT\2519a\Traffic\Control\TCP\2519a.tc.tcp\PS2D1.dgn
 USERNAME

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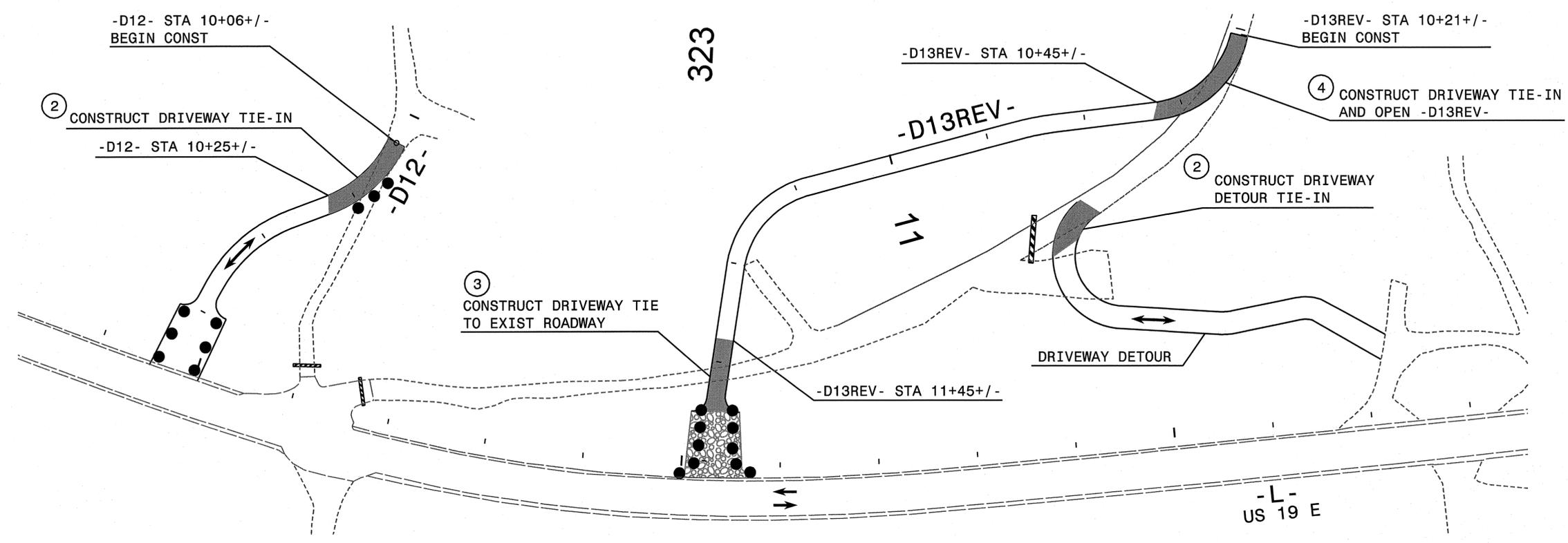
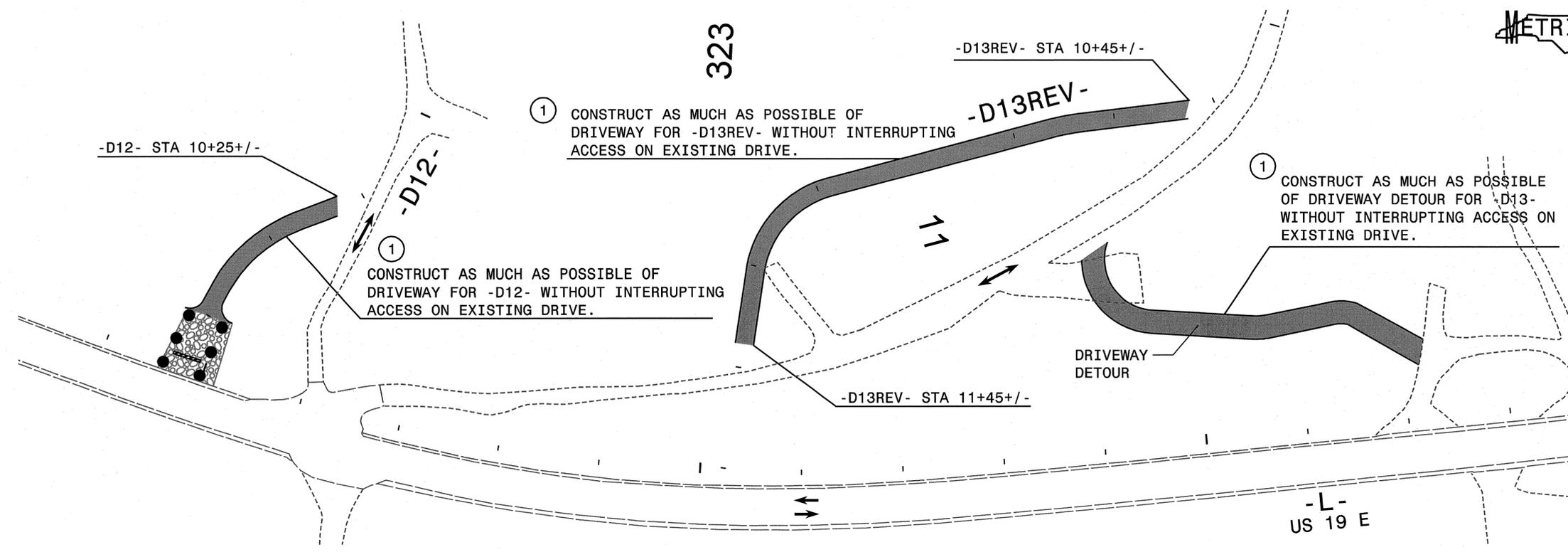
APPROVED: *[Signature]* DATE: 12-29-10
 SEAL
 NORTH CAROLINA
 PROFESSIONAL
 SEAL
 023521
 ENGINEER
 RONDA B. EARLY

**PHASE I DETAIL
 STEP 2B (-D1-)**

SCALE: 1:500		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-24



12/29/2010 Y:\NCDOT\R2519a\Traffic\TrafficControl\TCP\2519a.tc_tcp\PS202.dgn -USERNAME-

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 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

APPROVED: *[Signature]* DATE: 12-29-10

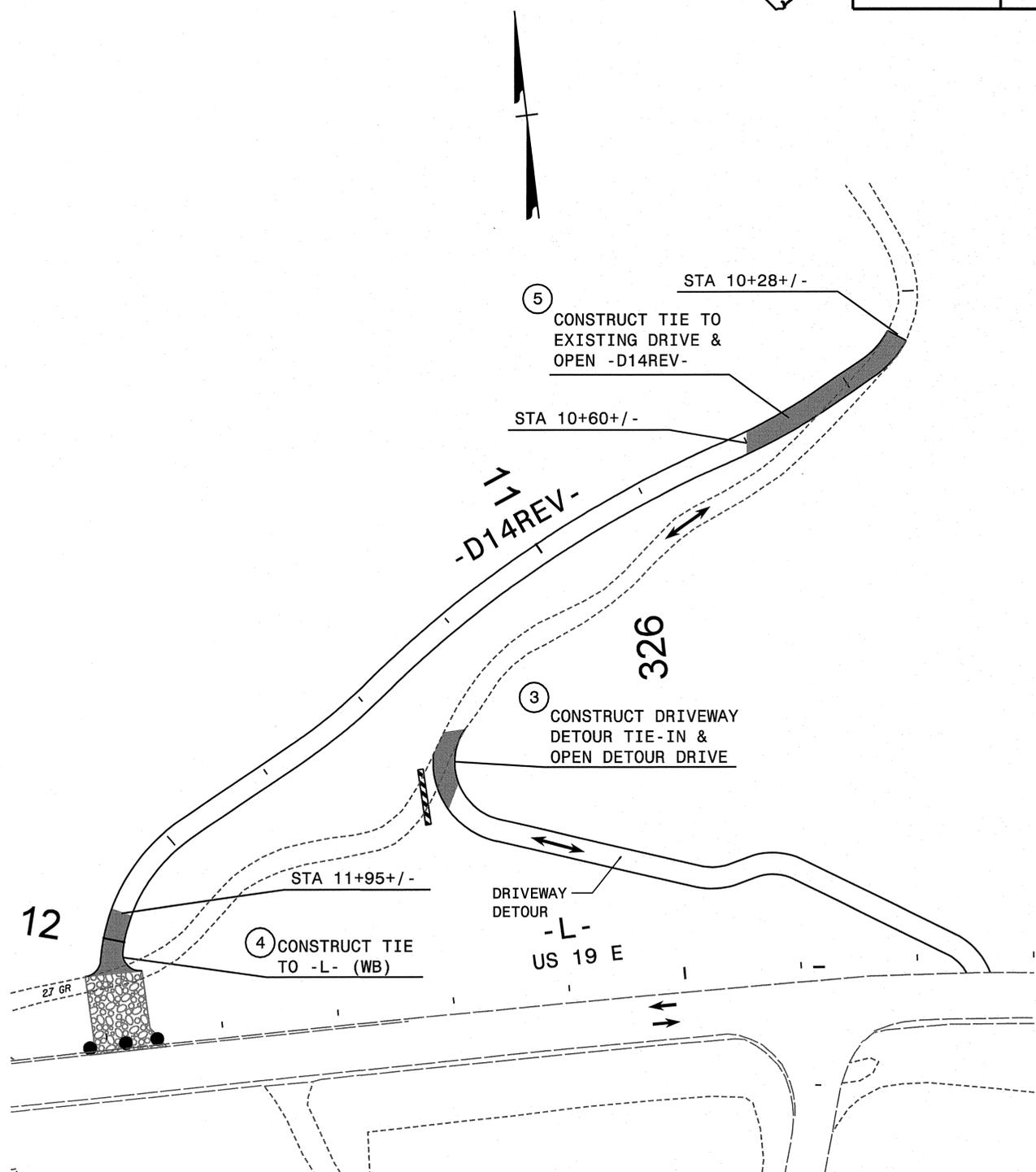
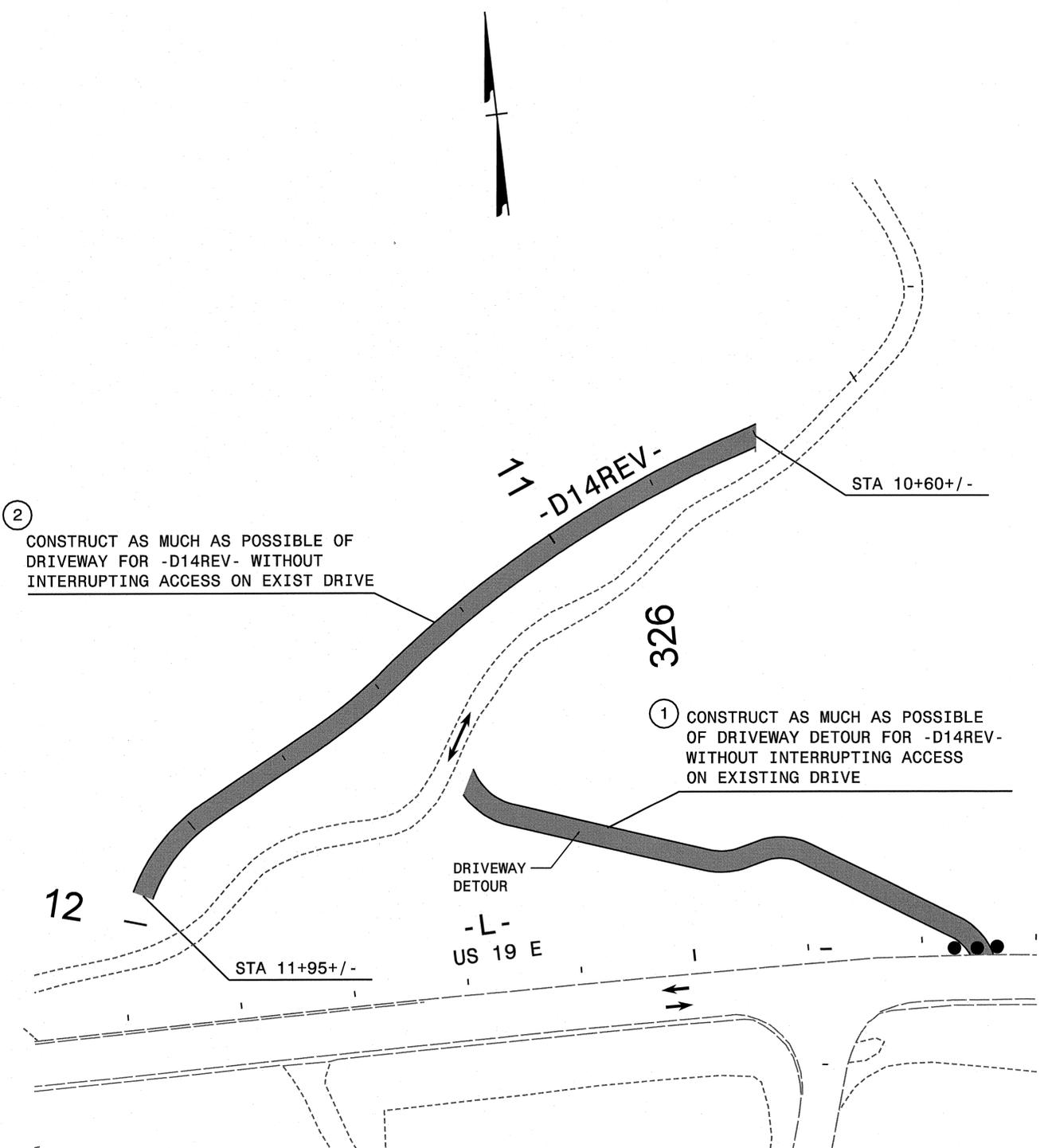
SEAL
 NORTH CAROLINA
 PROFESSIONAL
 SEAL
 023521
 ENGR NEER
 RONDA B. EARLY

PHASE I DETAIL
STEP 2B (-D12- & -D13REV-)

SCALE: 1:500		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-25



12/29/2010 Y:\NCDOT\R2519a\TrafficControl\TCP\2519a.tc.tcp\PS2D3.dgn -USERNAME-

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 NC LICENSE # P-0189

APPROVED: *Mark A. Cash* DATE: 12-29-10

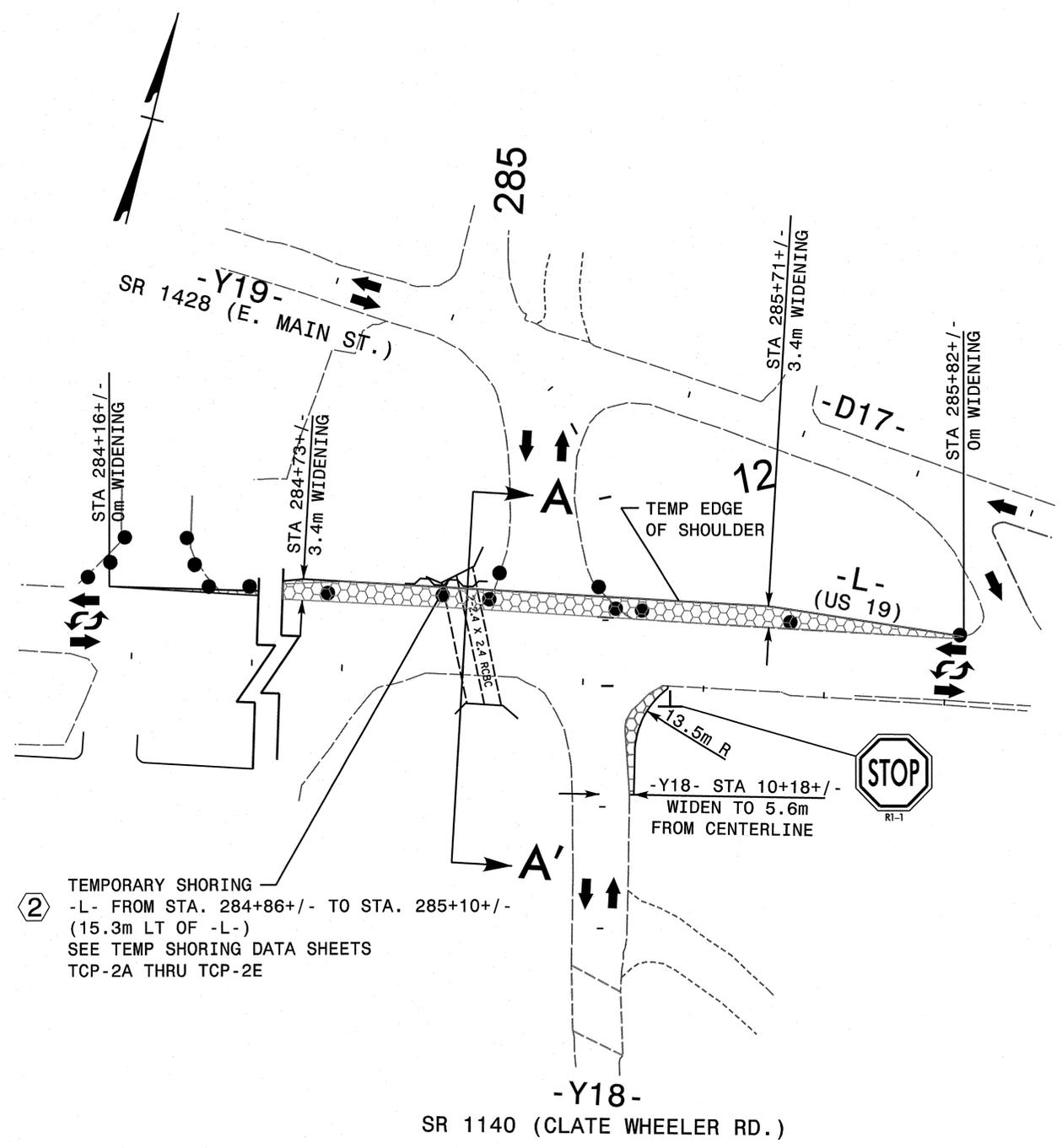
SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 023521
 RONDA B. EARLY

**PHASE I DETAIL
STEP 2B FOR -D14REV-**

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DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		

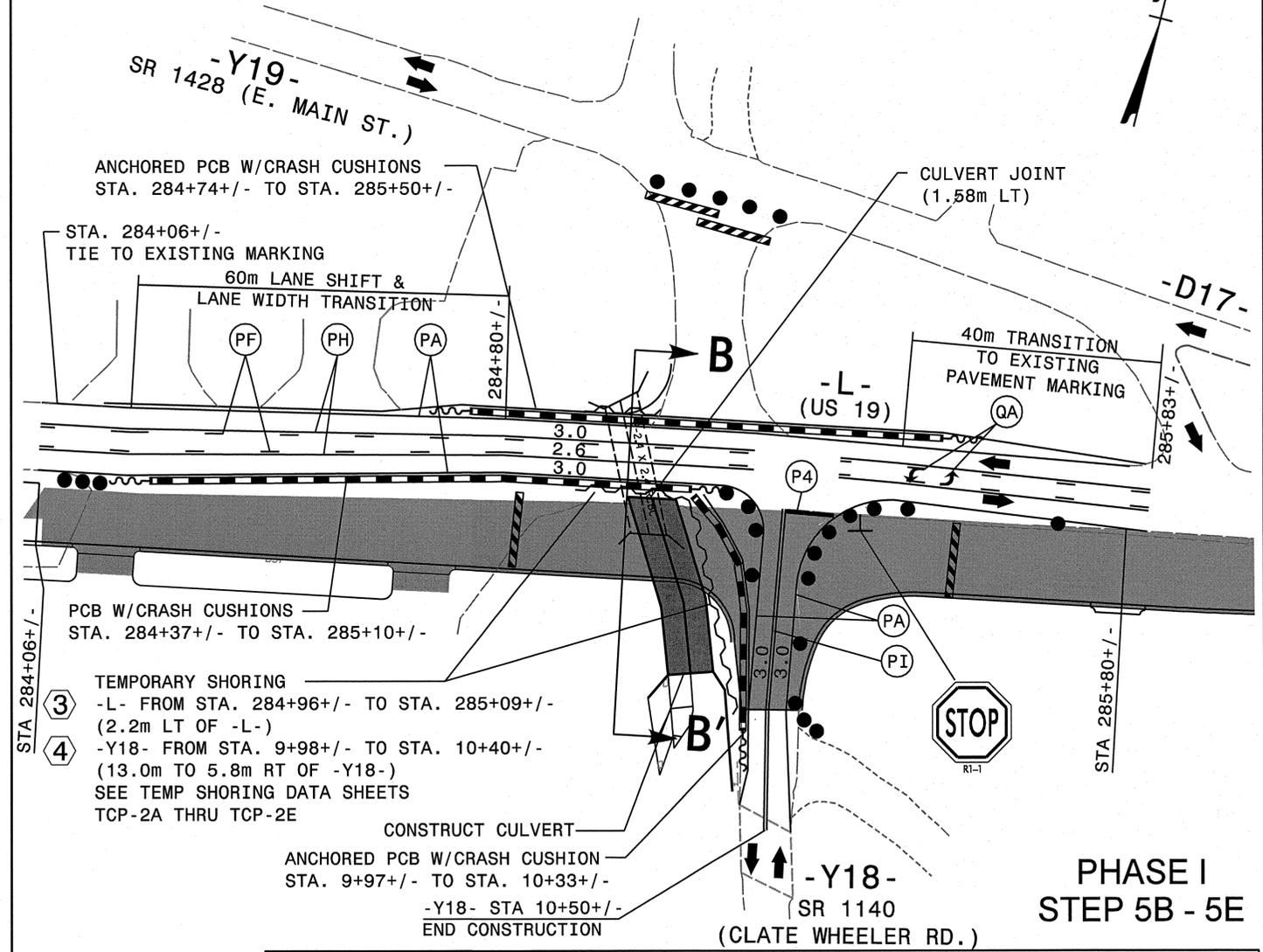
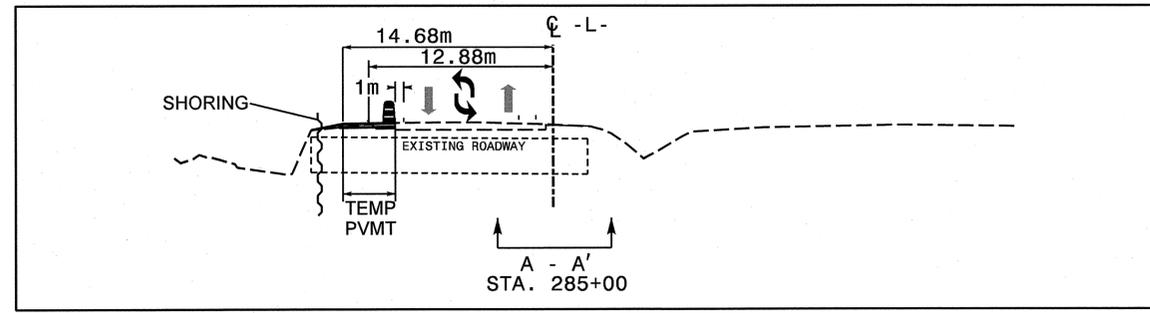
CADD FILE

NOTE:
 * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.



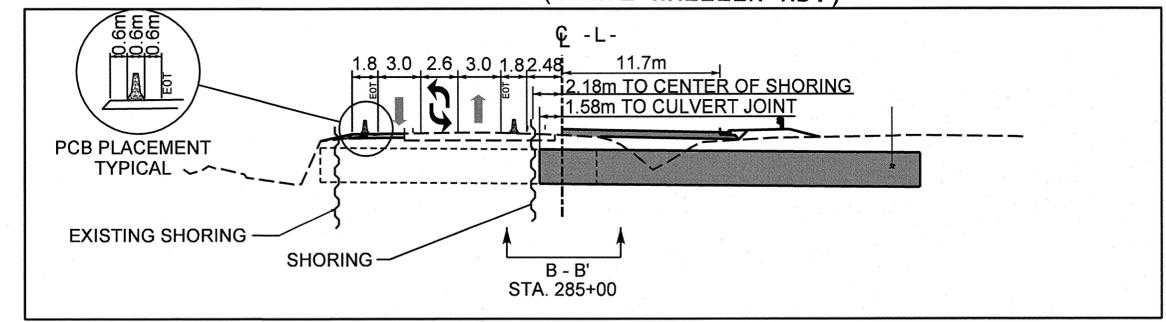
② TEMPORARY SHORING
 -L- FROM STA. 284+86+/- TO STA. 285+10+/-
 (15.3m LT OF -L-)
 SEE TEMP SHORING DATA SHEETS
 TCP-2A THRU TCP-2E

PHASE I
STEP 5A



③ TEMPORARY SHORING
 -L- FROM STA. 284+96+/- TO STA. 285+09+/-
 (2.2m LT OF -L-)
 -Y18- FROM STA. 9+98+/- TO STA. 10+40+/-
 (13.0m TO 5.8m RT OF -Y18-)
 SEE TEMP SHORING DATA SHEETS
 TCP-2A THRU TCP-2E

PHASE I
STEP 5B - 5E



12/29/2010 Y:\NCDOT\2519a\Traffic\TrafficControl\TCP\2519a.tc.tcppis5.dgn _USERNAME_

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APPROVED: *[Signature]* DATE: 12/29/10
 SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 023521
 RONDA B. EARLY

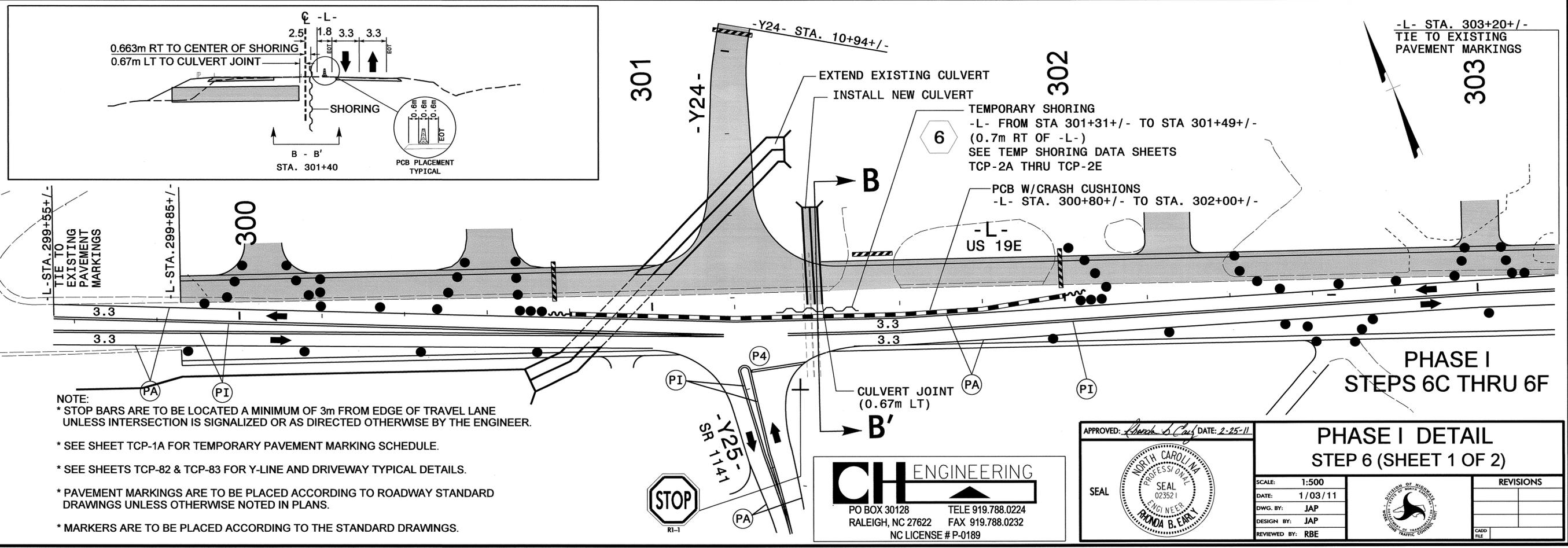
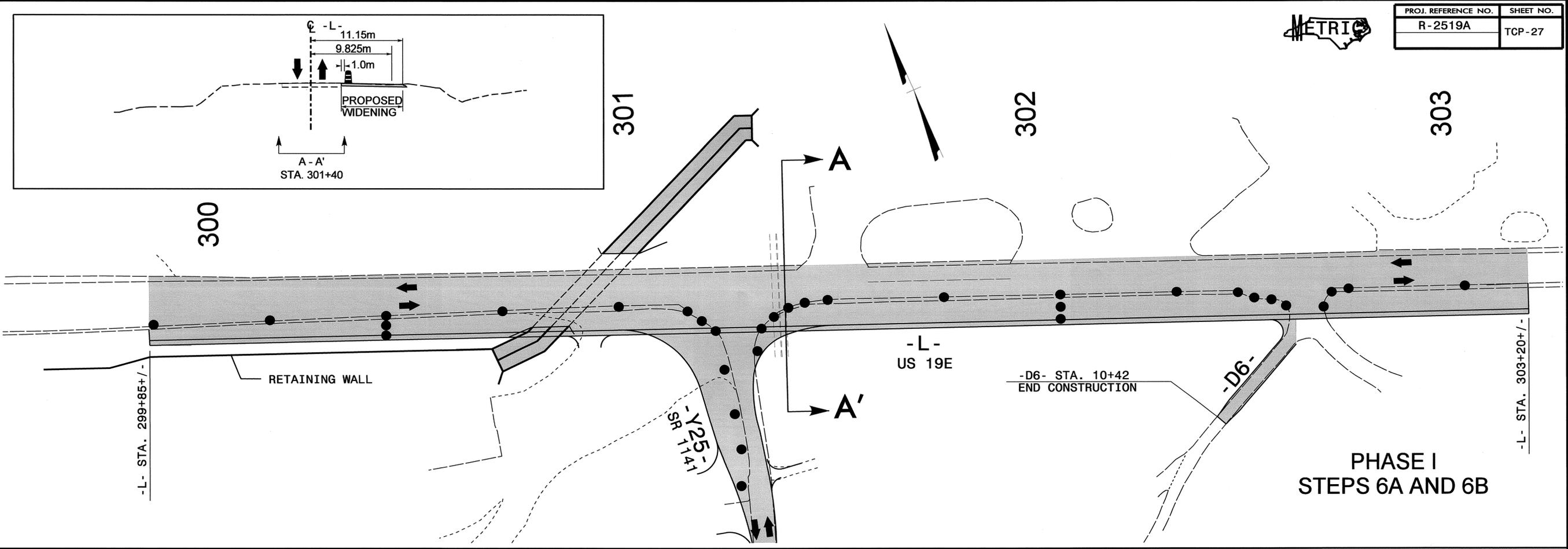
**PHASE I DETAIL
STEP 5 (SHEET 1 OF 1)**

SCALE: 1:500
 DATE: 1/03/11
 DWG. BY: JAP
 DESIGN BY: JAP
 REVIEWED BY: RBE

REVISIONS



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-27



- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

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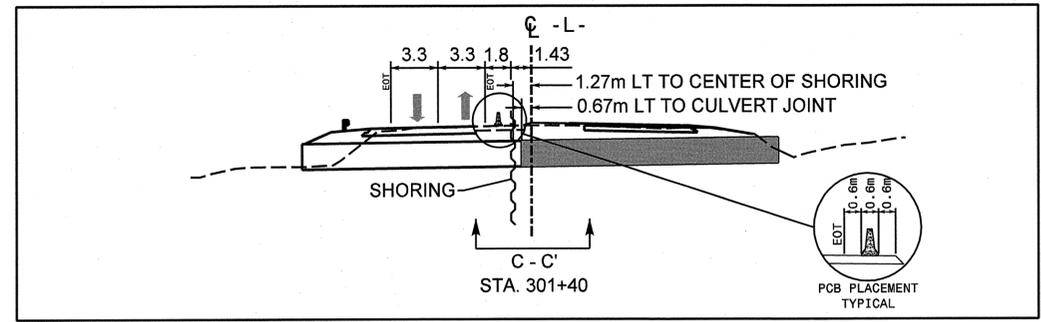
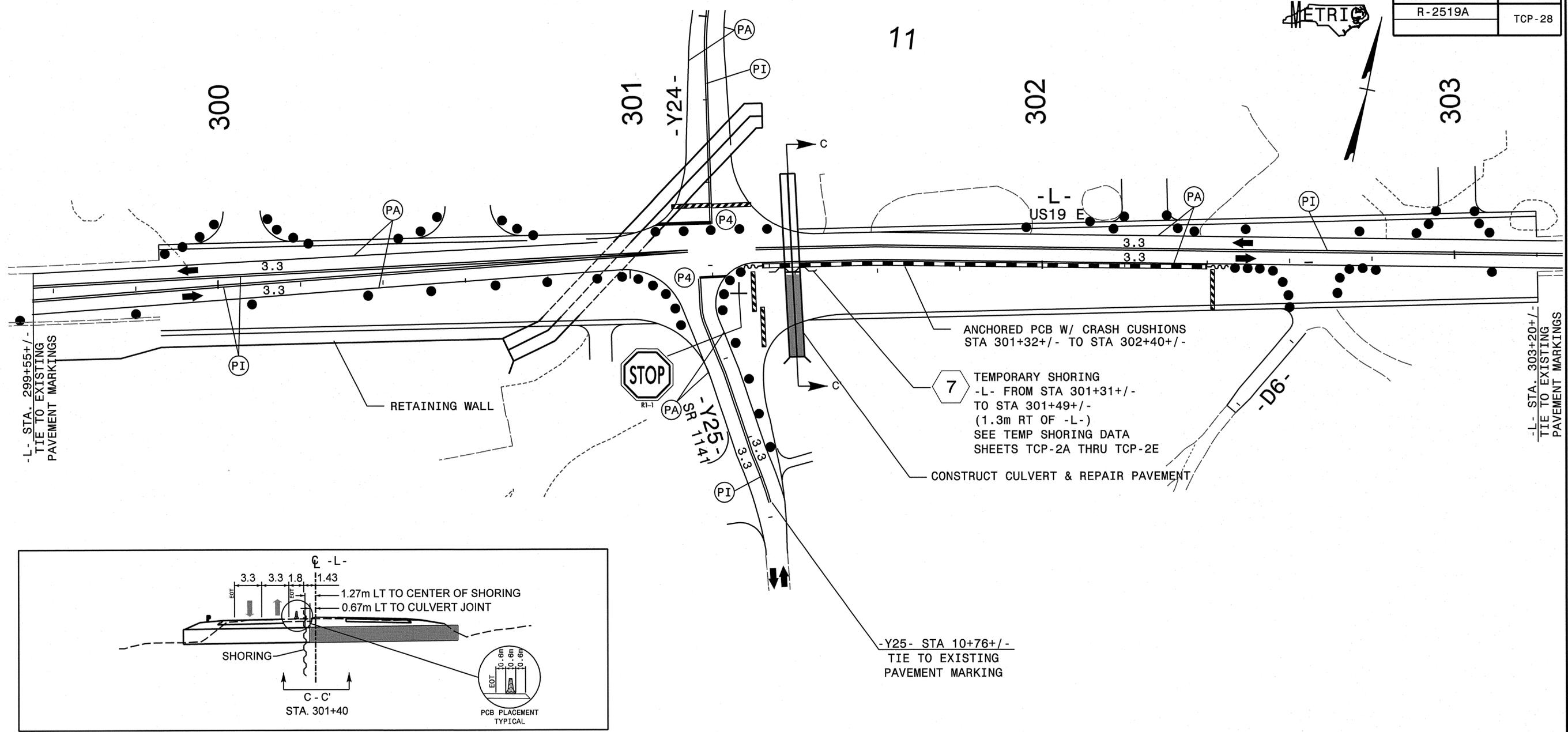
APPROVED: *[Signature]* DATE: 2-25-11

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NORTH CAROLINA PROFESSIONAL ENGINEER
023521
FRONDA B. EARLY

**PHASE I DETAIL
STEP 6 (SHEET 1 OF 2)**

SCALE: 1:500		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		

25-FEB-2011 11:53
 \\dot\dfsroot\01\p\pc\TTP\projects-R\2519A\TrafficControl\Tcp\2011-01-28 Final\Submit\TCP\2519a_tc_tcpP156D.dgn
 awbissette AT 1243610L



NOTE:
 * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

PHASE I
 STEPS 6G - 6I

PHASE I DETAIL
 STEP 6 (SHEET 2 OF 2)

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APPROVED: *[Signature]* DATE: 12-28-10
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 NORTH CAROLINA PROFESSIONAL ENGINEER
 RYONDA B. EARLY

SCALE:	1:500
DATE:	1/03/11
DWG. BY:	JAP
DESIGN BY:	JAP
REVIEWED BY:	RBE



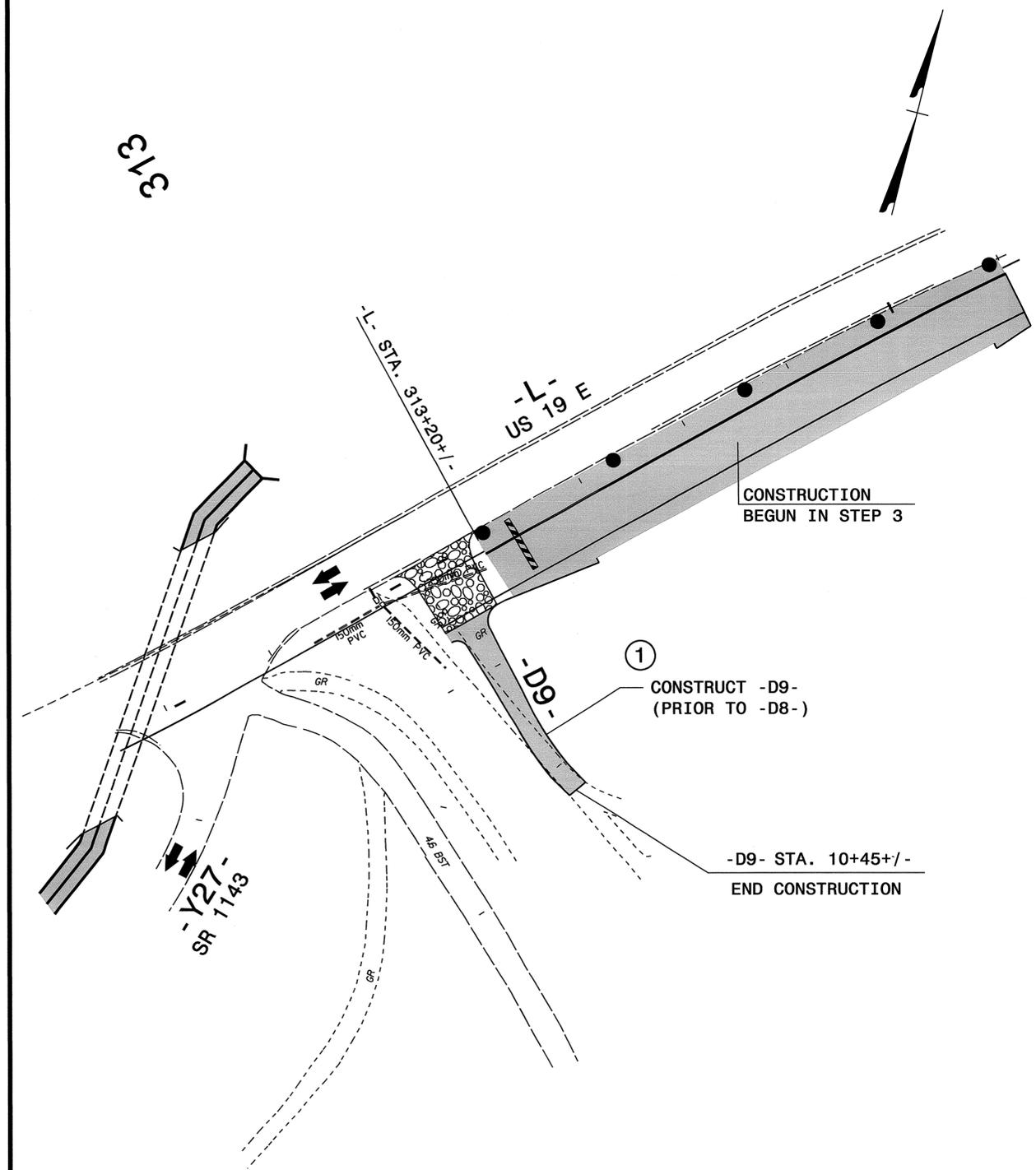
REVISIONS	

12/29/2010
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 USERNAME



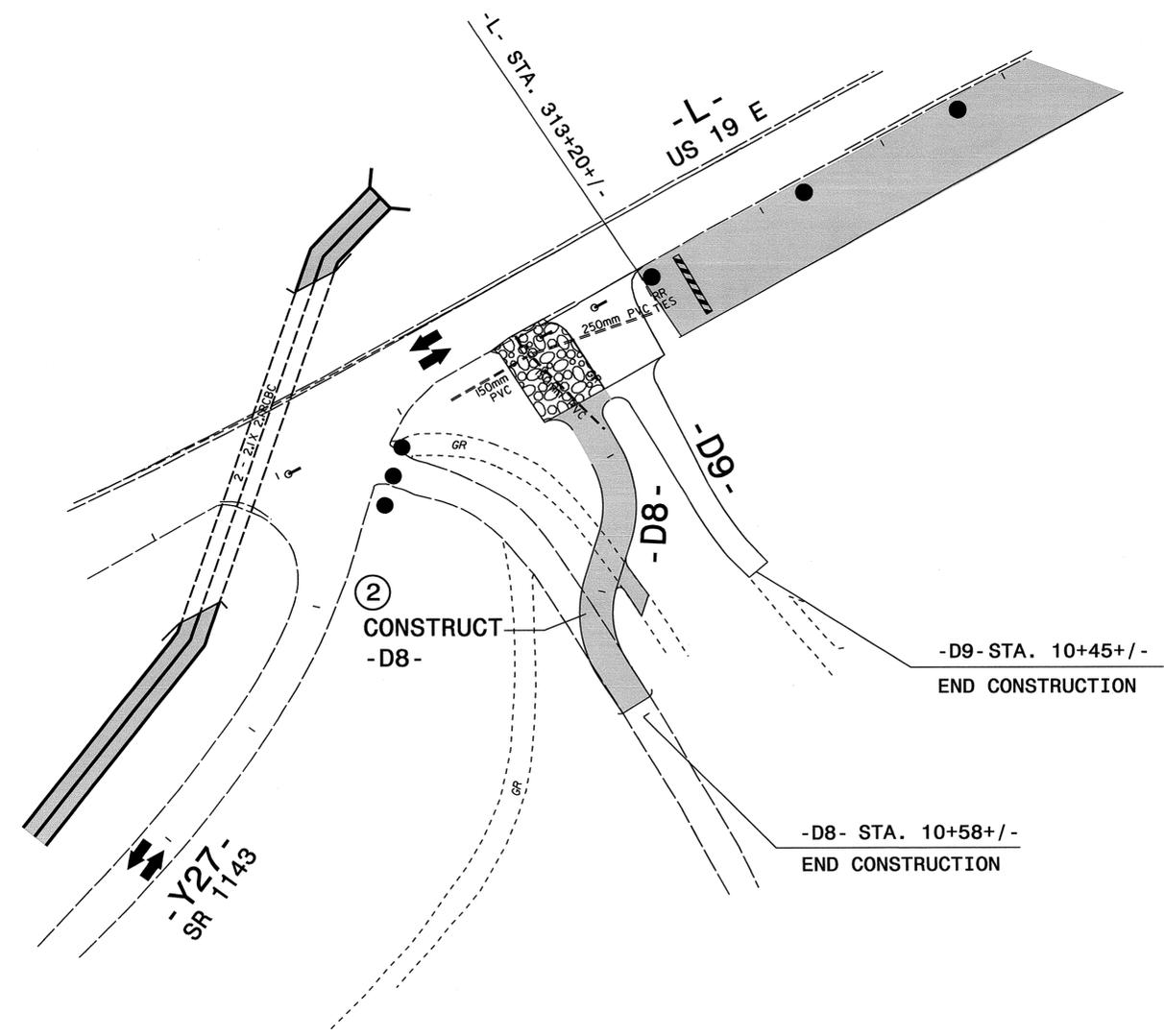
PROJ. REFERENCE NO. R-2519A	SHEET NO. TCP-29
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373



**PHASE I
STEP 7A
(CONSTRUCT -D9-)**

373



**PHASE I
STEP 7A
(THEN CONSTRUCT -D8-)**

25-FEB-2011 13:45
 \\dot\dfs\coo\topro\projects-R\2519A\Tr-offic\Tr-officControl\top\2011-01-28 Final Submittal\TCP\2519a.tc_tcpPIS7.dgn
 AT TE243610L
 dwbissette

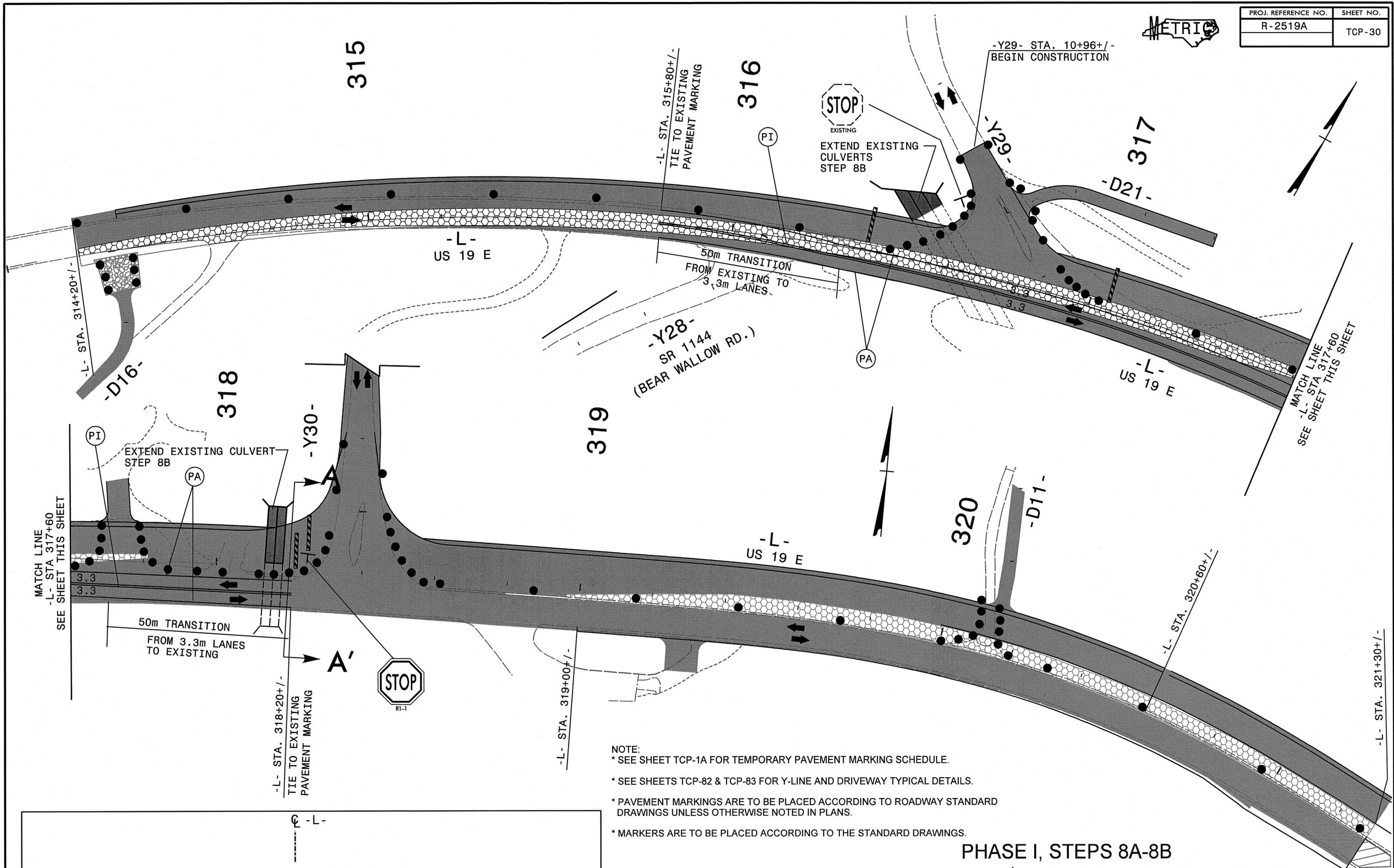
CH ENGINEERING
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 NC LICENSE # P-0189

APPROVED: *[Signature]* DATE: 2-25-11
 SEAL

**PHASE I DETAIL
STEP 7A (SHEET 1 OF 1)**

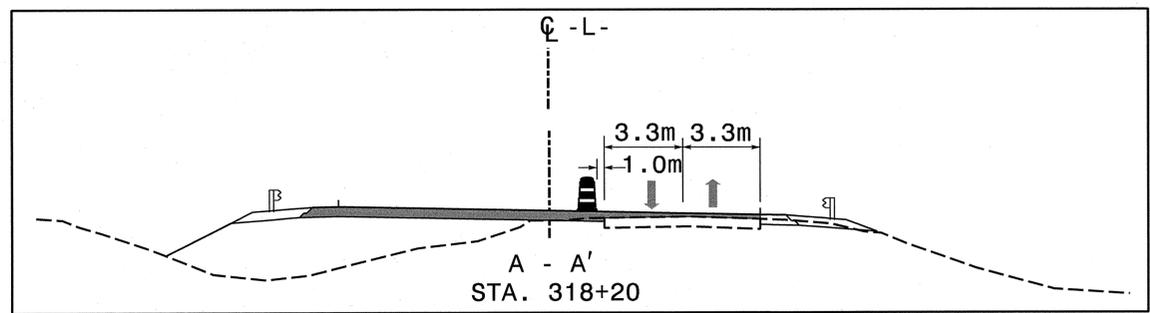
SCALE: 1:500	 DIVISION OF HIGHWAY TRANSPORTATION	REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		

CADD FILE



NOTE:
 * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

PHASE I, STEPS 8A-8B



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 NC LICENSE # P-0189

APPROVED: *Ronda B. Early* DATE: 12-29-10
 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 023521
 RONDA B. EARLY

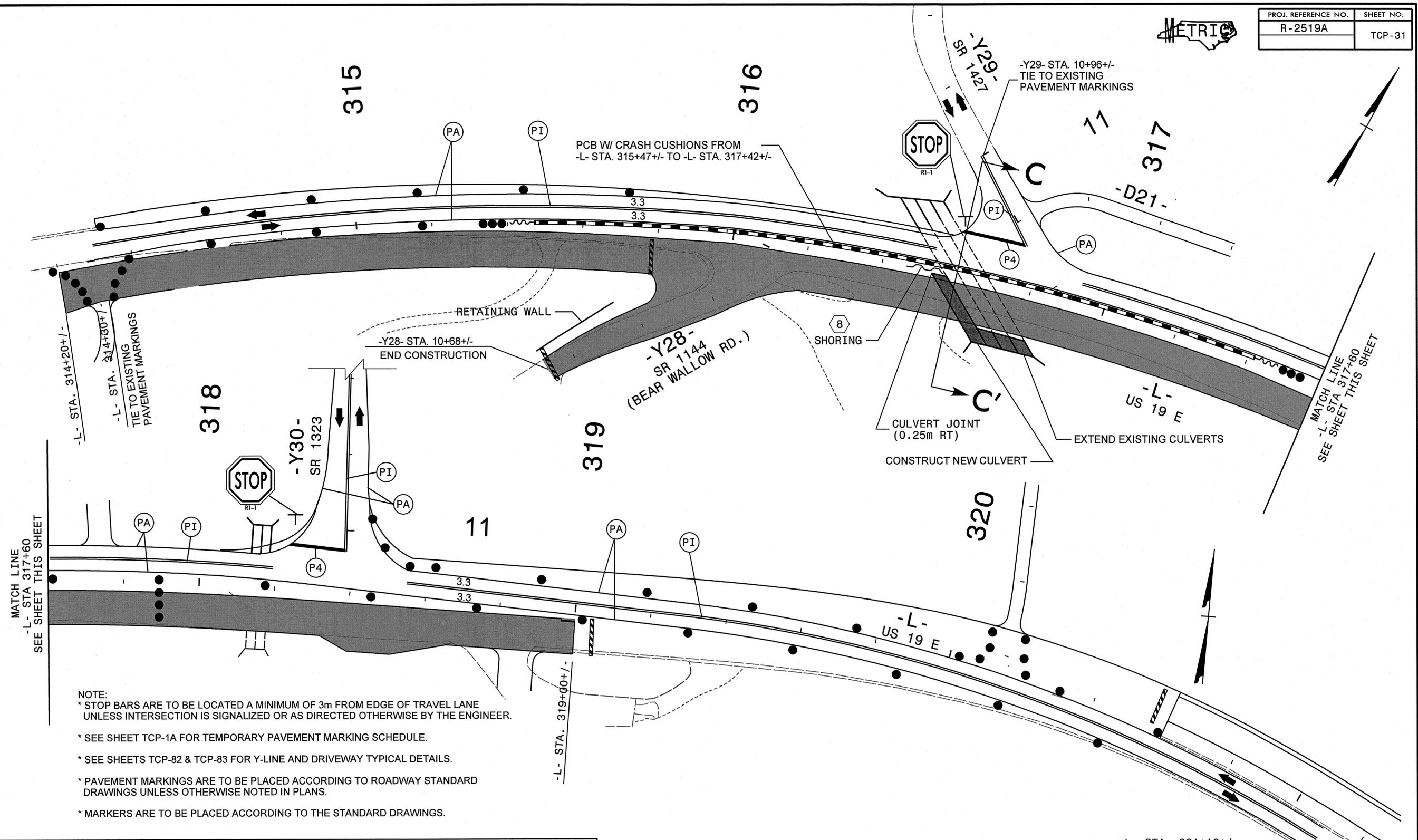
**PHASE I DETAIL
 STEP 8 (SHEET 1 OF 2)**

SCALE: 1:500		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		CADD FILE

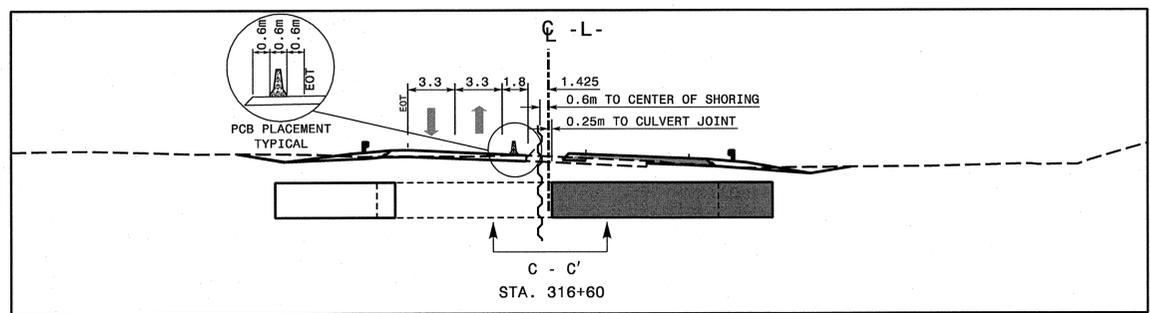
12/29/2010
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 USERNAME



PROJ. REFERENCE NO. R-2519A	SHEET NO. TCP-31
--------------------------------	---------------------



- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.



PHASE I
STEPS 8C THRU 8H

-L- STA. 321+10+/-
TIE TO EXISTING
PAVEMENT MARKING

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APPROVED: *[Signature]* DATE: 12-29-10
 SEAL
 NORTH CAROLINA
 PROFESSIONAL
 SEAL
 023521
 ENGINEER
 RONDA B. EARLY

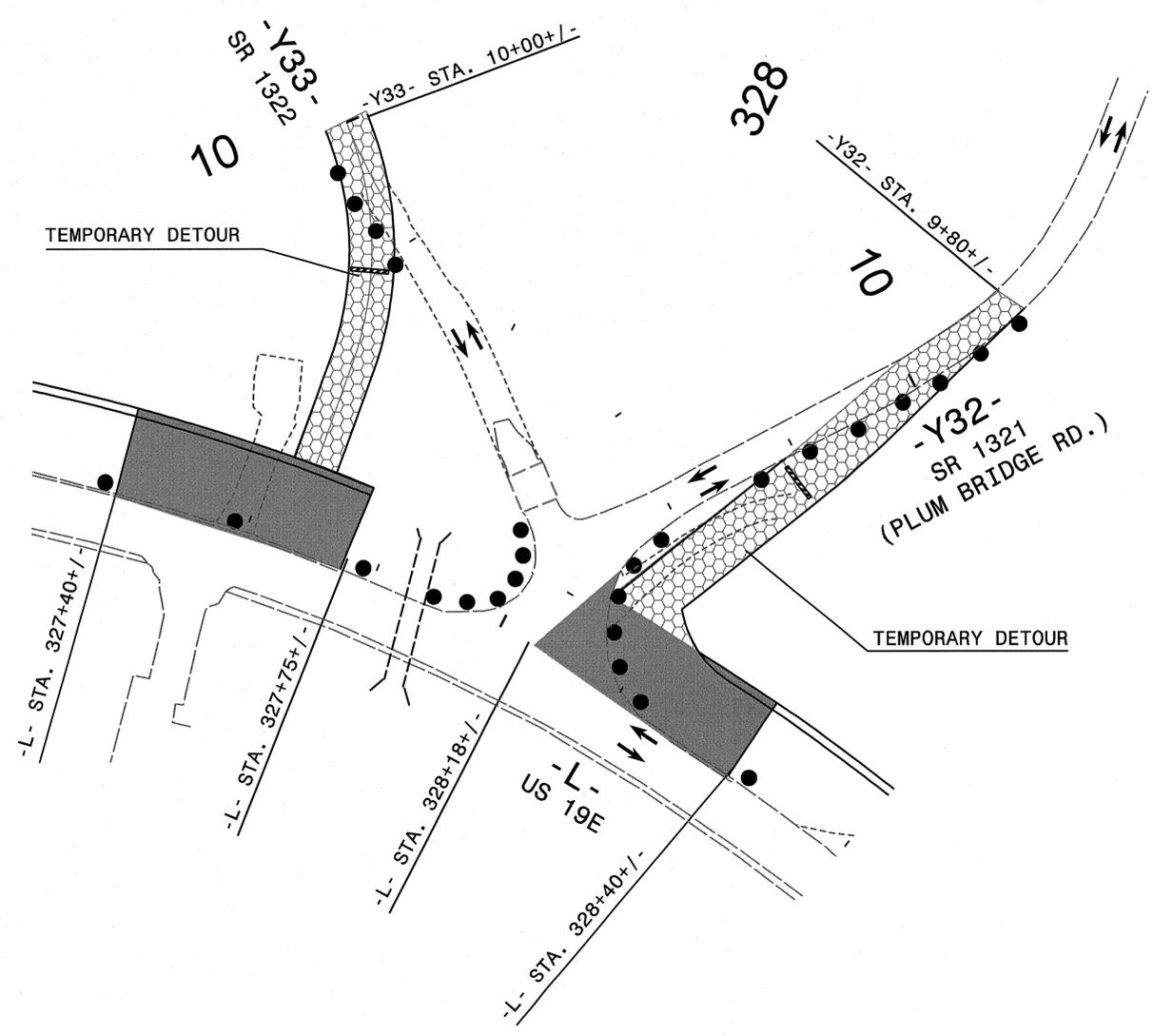
PHASE I DETAIL STEP 8 (SHEET 2 OF 2)		REVISIONS
SCALE: 1:500	DATE: 1/03/11	
DWG. BY: JAP	DESIGN BY: JAP	
REVIEWED BY: RBE		

12/29/2010
 Y:\NCDOT\2519a\TrafficControl\TCP\2519a.tc.tcp\PS802.dgn
 USERNAME

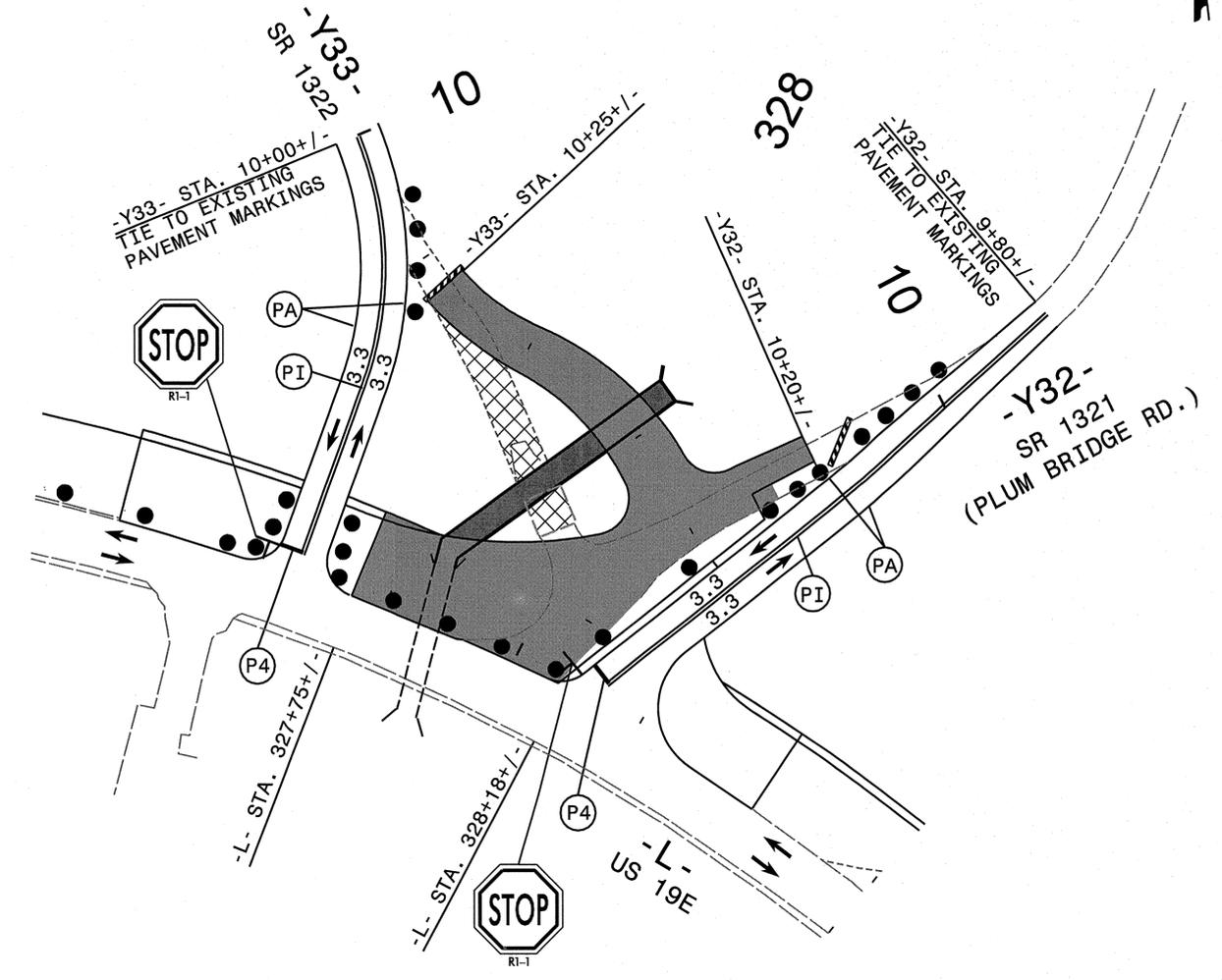


PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-32

- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.



PHASE I
STEP 9A



PHASE I
STEP 9B & 9C

12/29/2010
 Y:\NC\DOT\2519a\TrafficControl\TCP\2519a.tc.tcp\PS9DI.dgn
 USER:NAME

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 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

APPROVED: *Shonda B. Early* DATE: 12-29-10

SEAL
 NORTH CAROLINA
 PROFESSIONAL ENGINEER
 SEAL
 023521
 SHONDA B. EARLY

**PHASE I DETAIL
STEP 9 (SHEET 1 OF 2)**

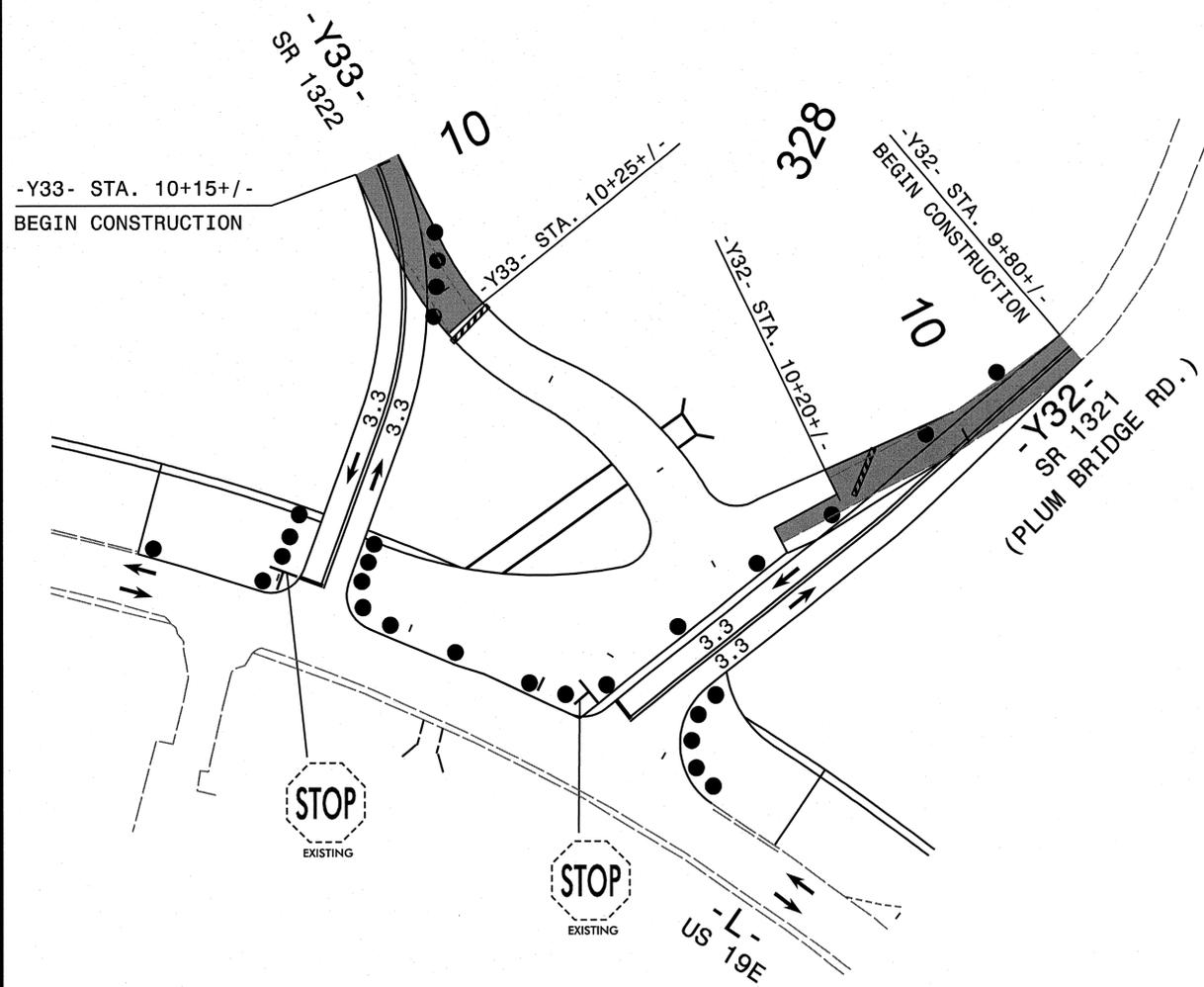
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 DWG. BY: JAP
 DESIGN BY: JAP
 REVIEWED BY: RBE

REVISIONS

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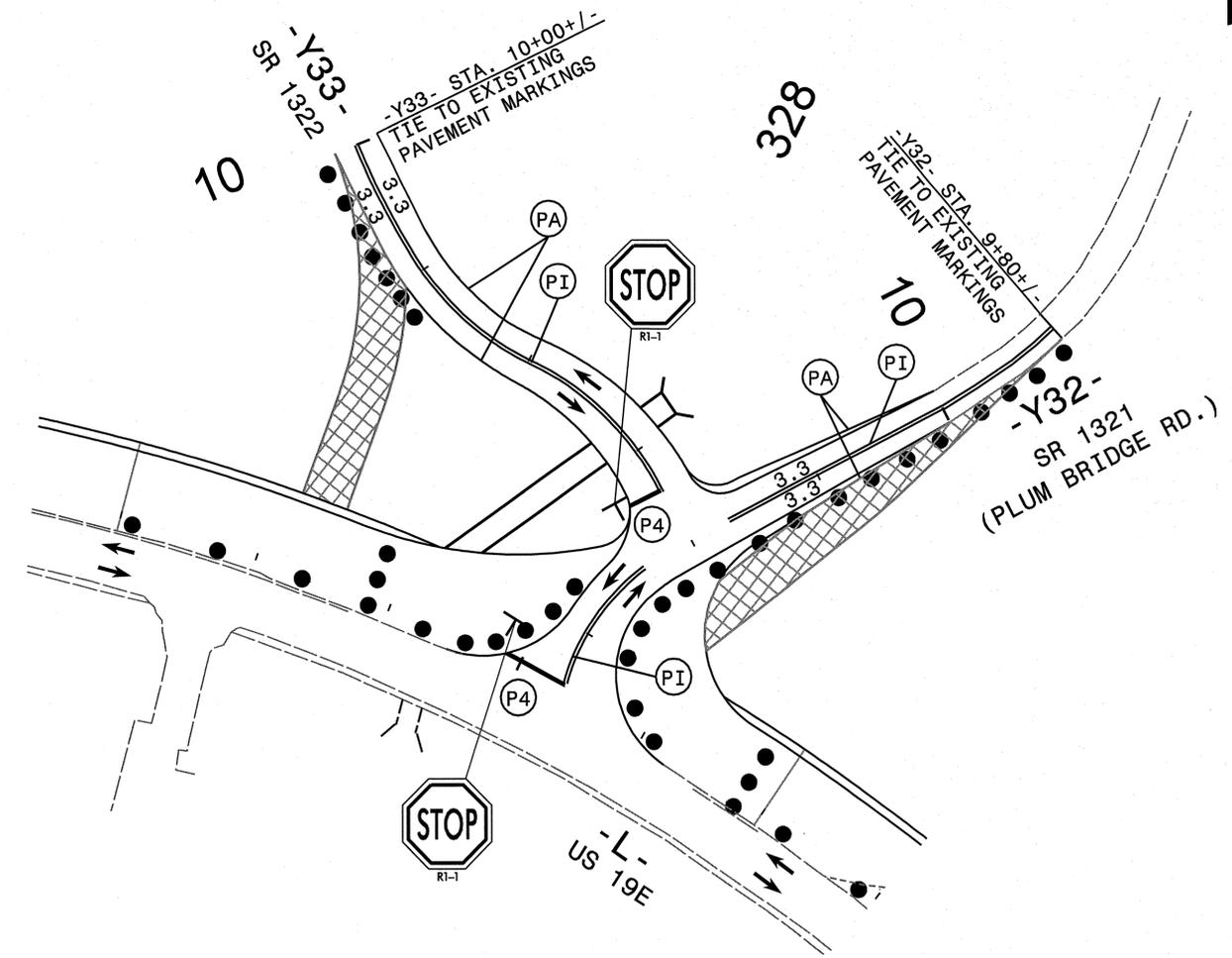


PROJ. REFERENCE NO. R-2519A	SHEET NO. TCP-33
--------------------------------	---------------------



**PHASE I
STEP 9D**

- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.



**PHASE I
STEP 9E & 9F**

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 NC LICENSE # P-0189

APPROVED: *Ronda B. Early* DATE: 12-29-10

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 NORTH CAROLINA
 PROFESSIONAL ENGINEER
 SEAL 023521
 RONDA B. EARLY

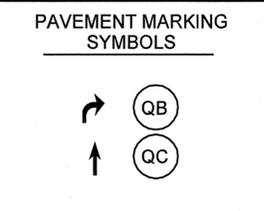
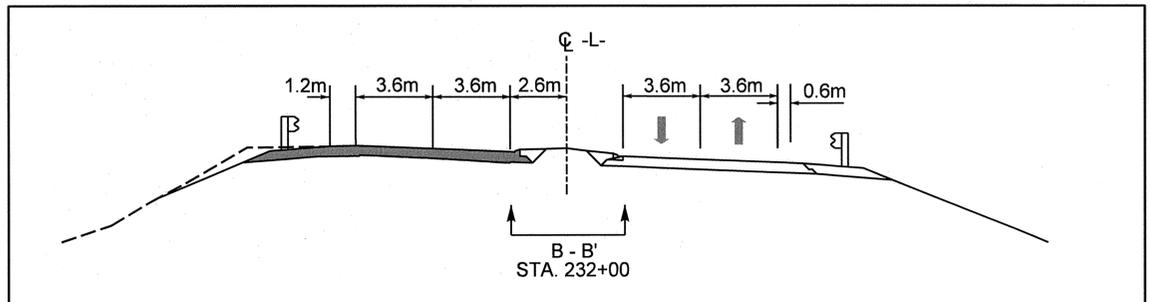
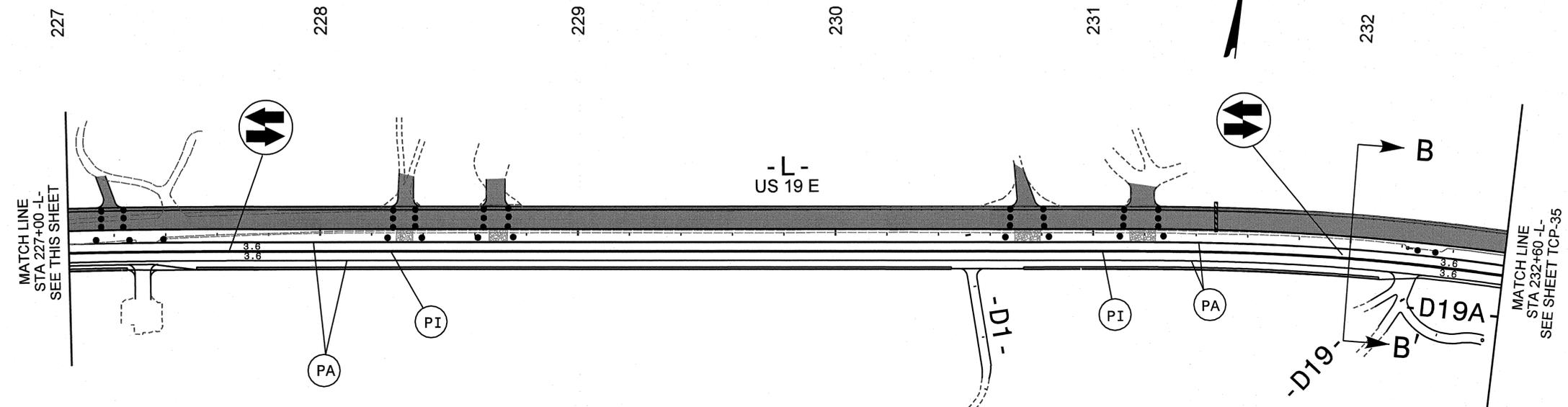
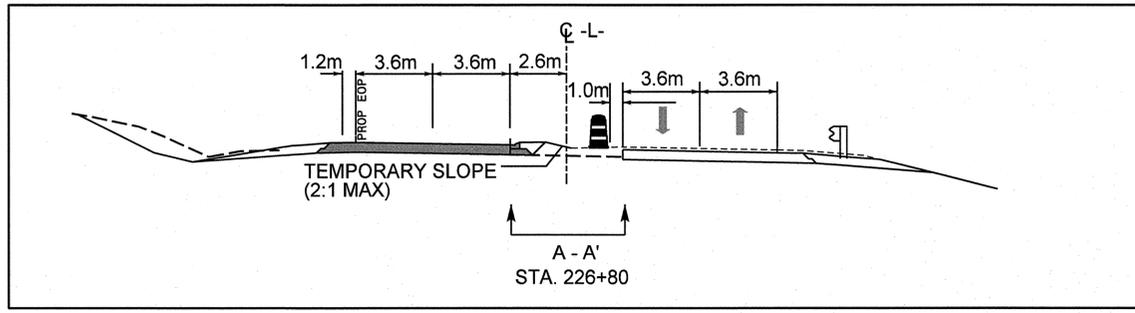
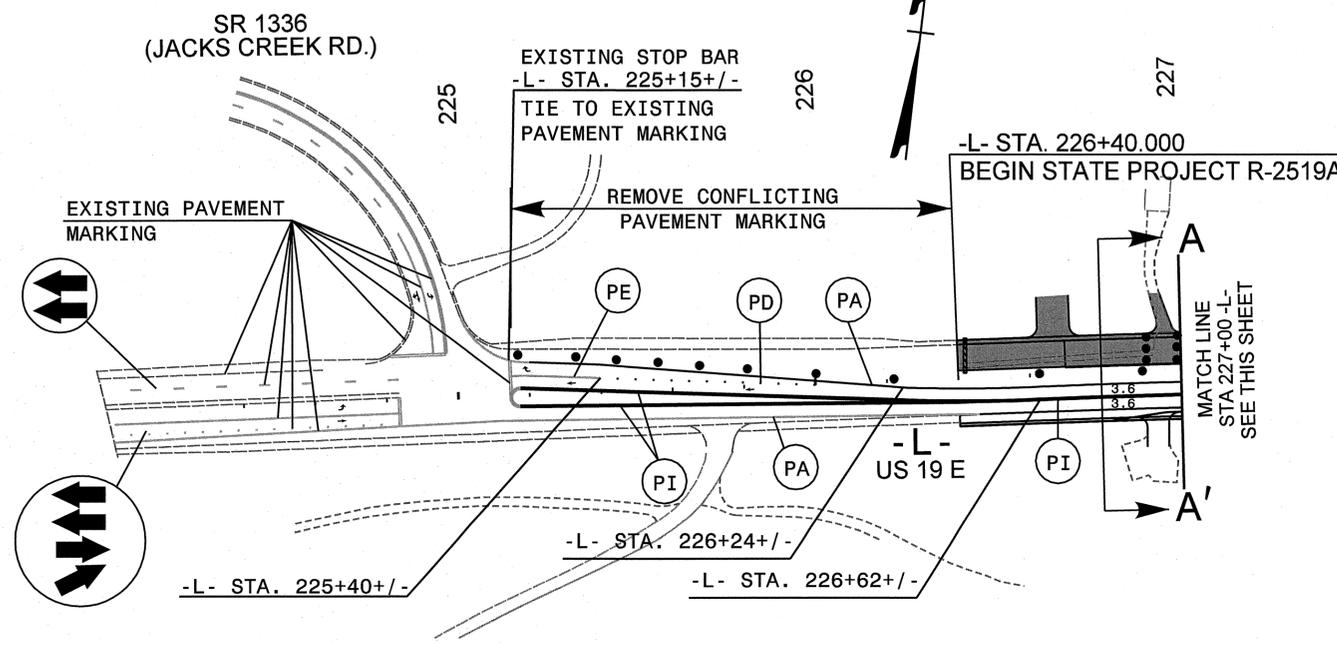
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STEP 9 (SHEET 2 OF 2)**

SCALE: 1:500		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		

12/29/2010 Y:\NCDOT\2519a\TrafficControl\TCP\2519a.tc.tcp\PI9D2.dgn
 -USERNAME-



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-34



- NOTE:
- * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.
 - * SOLID WHITE EDGE LINE ALONG PROPOSED MEDIAN IS NOT REQUIRED ADJACENT TO CONCRETE CURB

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PHASE II OVERVIEW
SHEET 1 OF 19

SCALE: 1:1000
 DATE: 1/03/11
 DWG. BY: JAP
 DESIGN BY: JAP
 REVIEWED BY: RBE

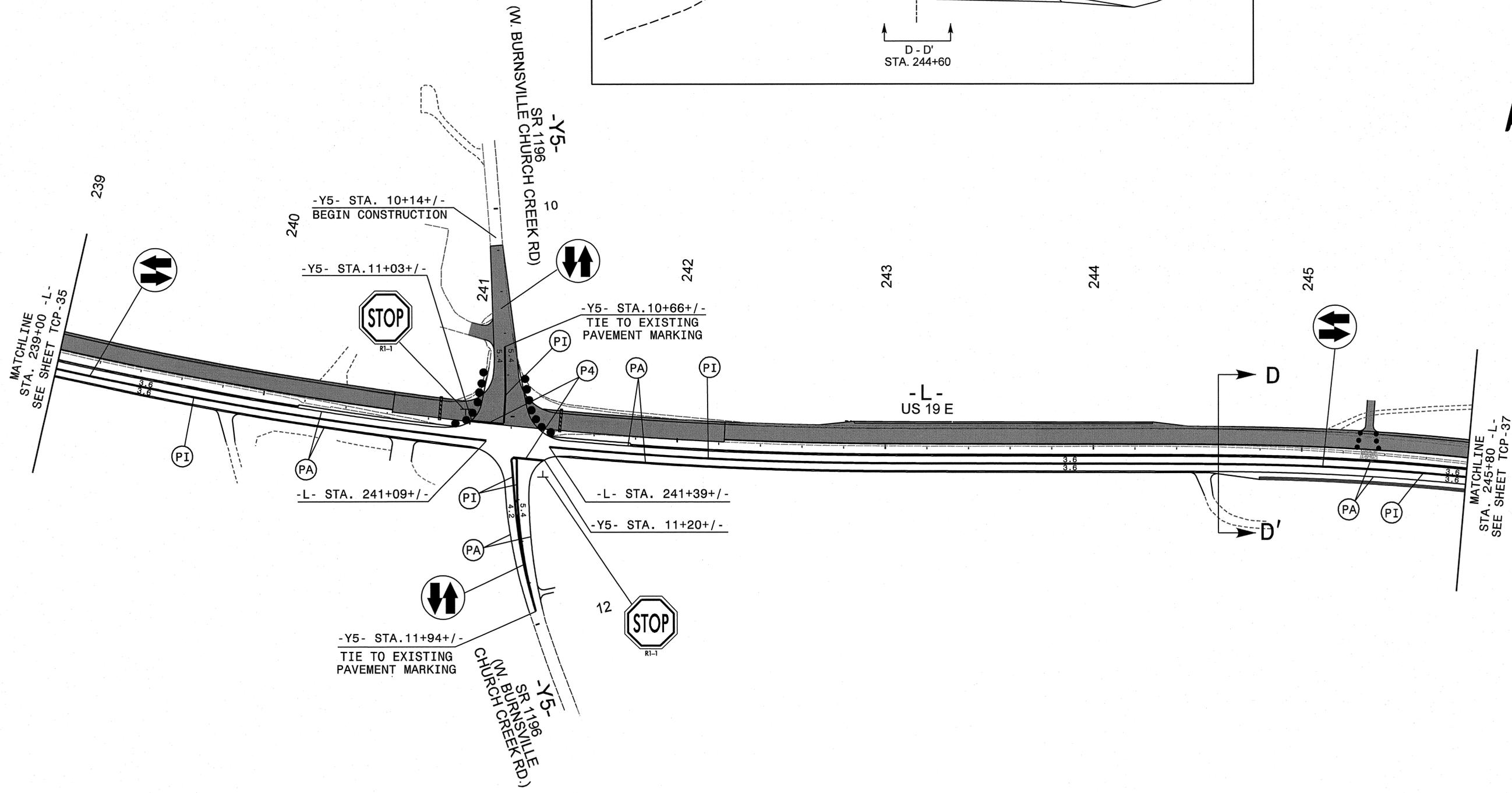
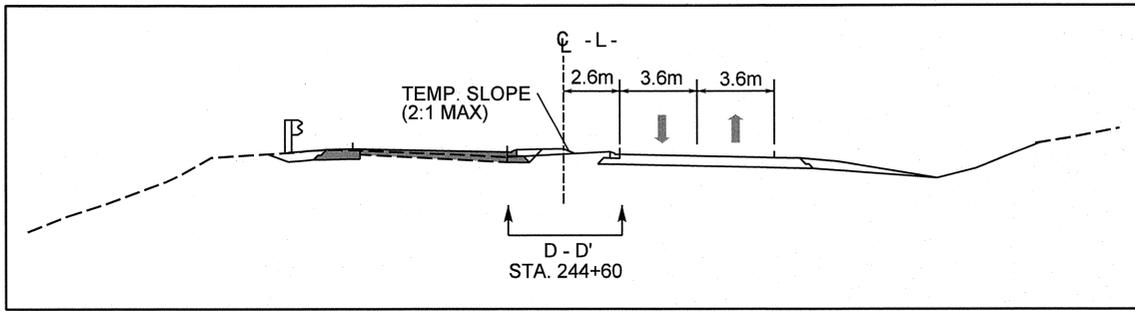
SEAL: *[Professional Seal: North Carolina Professional Engineer, Seal 023521, Ronda B. Early]*

REVISIONS	

2/25/2010
 Y:\NCDOT\2519a\TrafficControl\TCP\2519a.tc_tcp20vl.dgn
 USERNAME:



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-36



- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

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APPROVED: *[Signature]* DATE: 12-21-10
 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 RONDA B. EARLY

PHASE II OVERVIEW
SHEET 3 OF 19

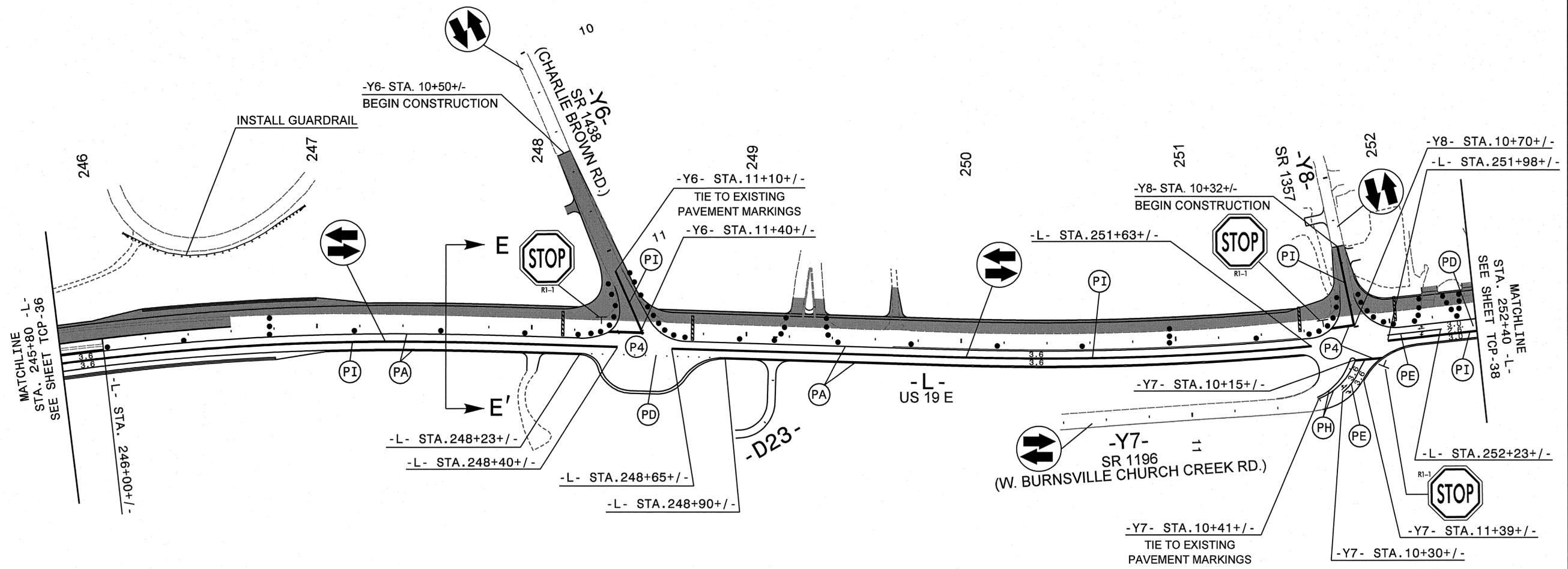
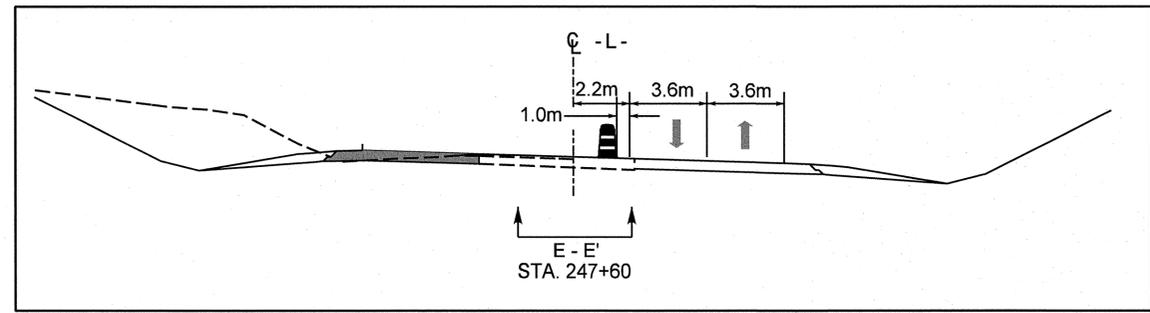
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DATE: 1/03/11		
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DESIGN BY: JAP		
REVIEWED BY: RBE		

I:\2010\2010\2010\TrafficControl\TCP\2519a-fc-tcp20V3.dgn
 USER:NAME



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-37

PAVEMENT MARKING SYMBOLS	
	QA
	QB
	QD
	QE



- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

12/29/2010
 Y:\NCDOT\2519a\Traffic\TrafficControl\TCP\2519a.tc.tcp20V4.dgn
 USERNAME

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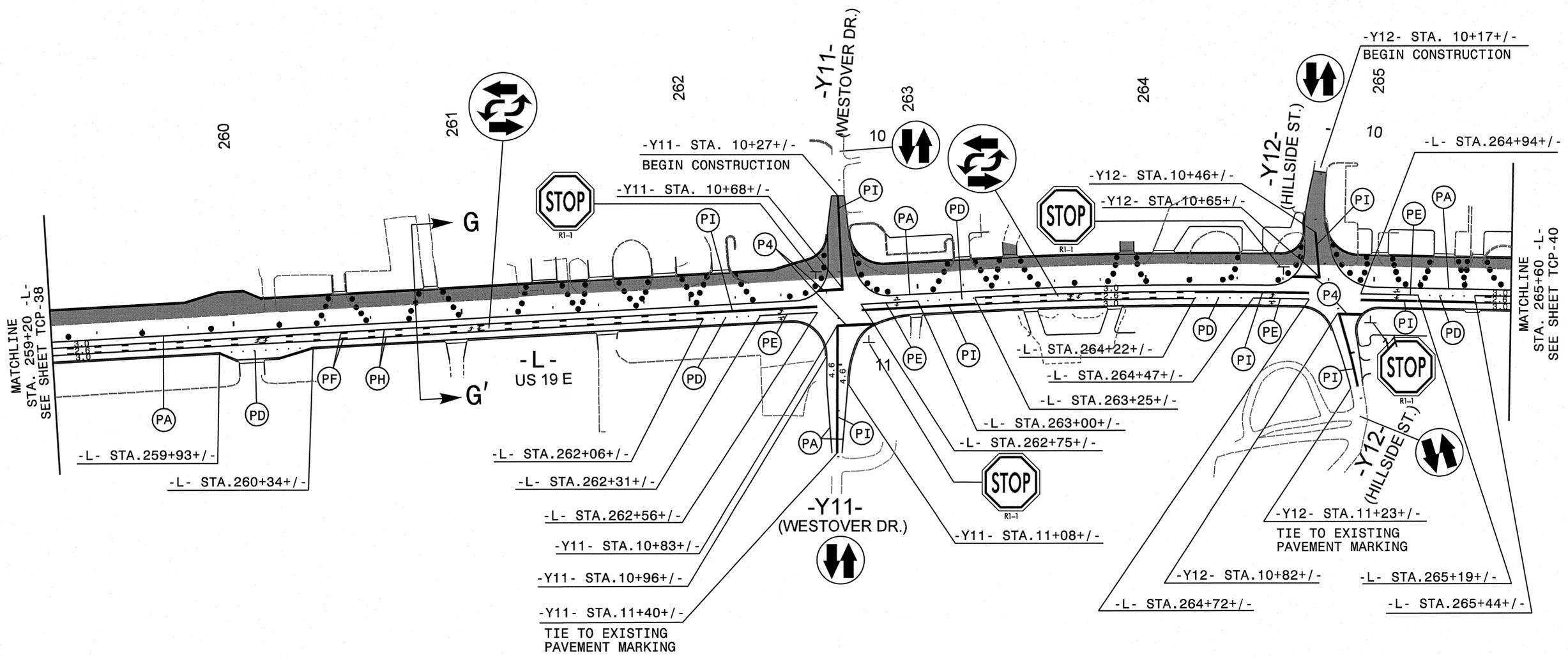
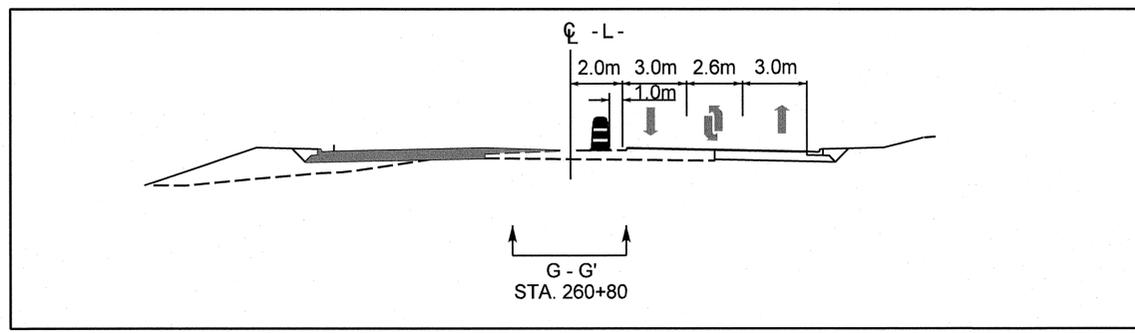
PHASE II OVERVIEW
SHEET 4 OF 19

SCALE: 1:1000		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-39

PAVEMENT MARKING SYMBOLS	
	QA
	QE



- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

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APPROVED: *[Signature]* DATE: 12/29/10
 SEAL

PHASE II OVERVIEW
SHEET 6 OF 19

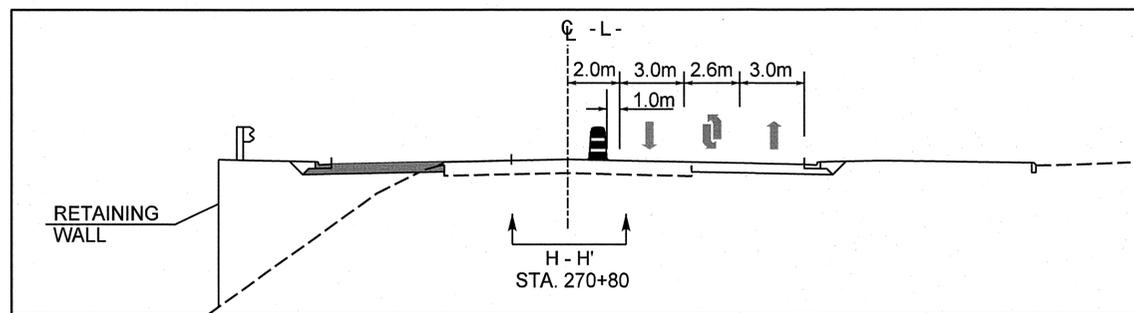
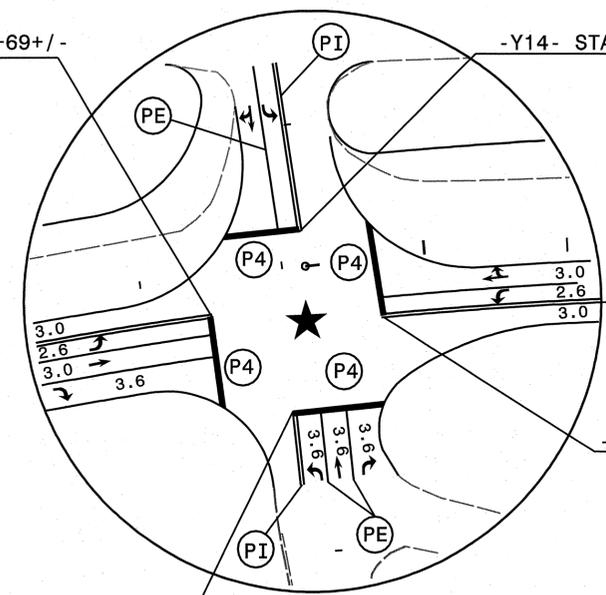
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DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		

12/29/2010
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 USERNAME

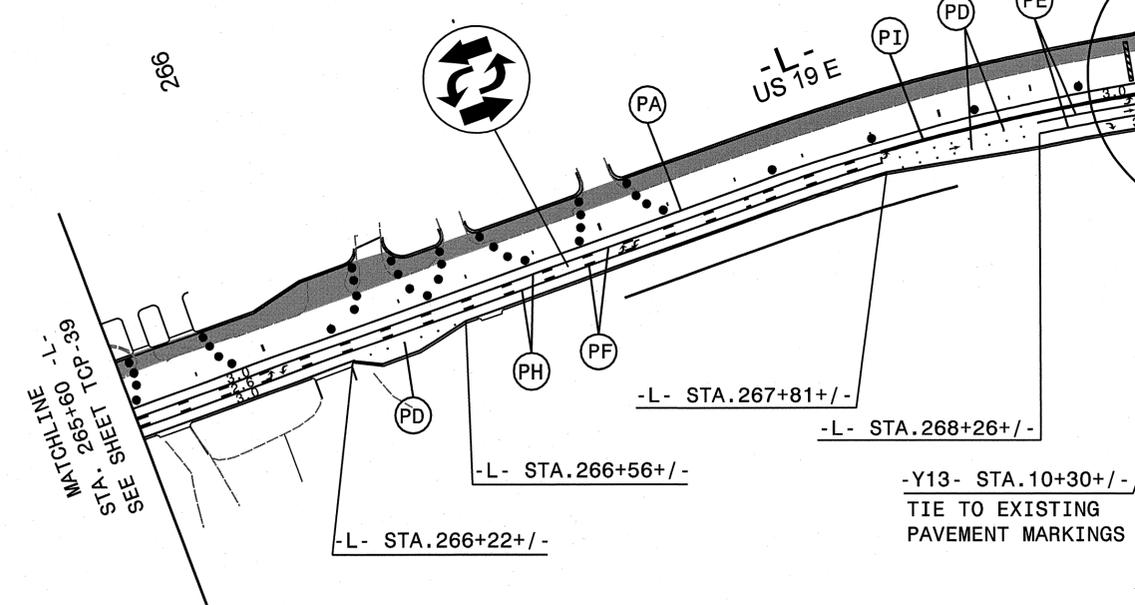


PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-40

-L- STA. 268+69+/- -Y14- STA. 10+54+/-



-Y13- STA. 10+20+/-



-Y14- (S. MAIN ST.)

10-Y14- STA. 10+31+/-
BEGIN CONSTRUCTION

-Y13- (BOW DITCH ST.)

RETAINING WALL



RETAINING WALL

-L- STA. 271+58+/-

-L- STA. 271+91+/-

MATCHLINE
STA. 272+00 -L-
SEE SHEET TCP-41

PAVEMENT MARKING SYMBOLS	
	QA
	QB
	QC
	QE

- NOTE:
- * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

12/29/2010 Y:\NCDOT\2519a\TrafficControl\TCP\2519a.tc.tcp20V7.dgn - USERNAME

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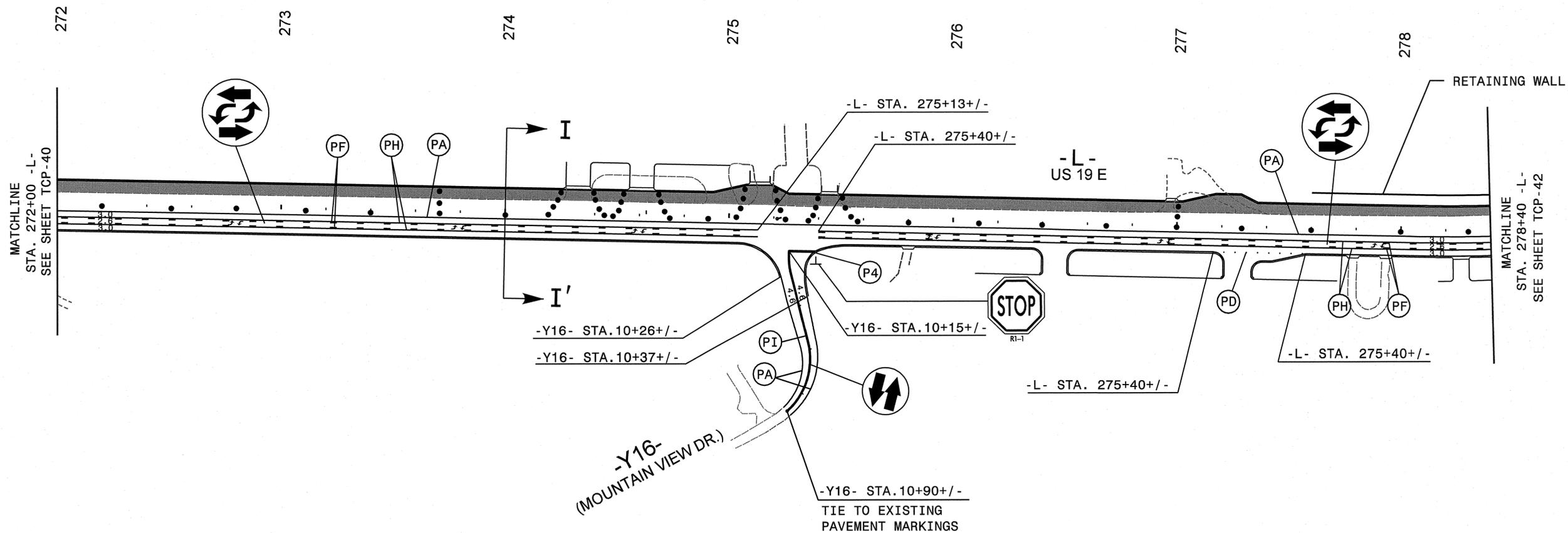
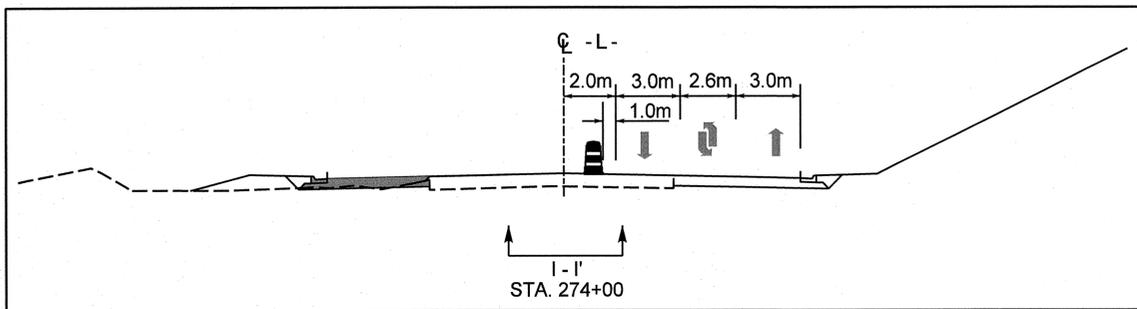
APPROVED: *[Signature]* DATE: 12/29/10
 SEAL

PHASE II OVERVIEW
SHEET 7 OF 19

SCALE: 1:1000		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-41



PAVEMENT MARKING SYMBOLS	

- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

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PHASE II OVERVIEW
SHEET 8 OF 19

SCALE:	1:1000
DATE:	1/03/11
DWG. BY:	JAP
DESIGN BY:	JAP
REVIEWED BY:	RBE

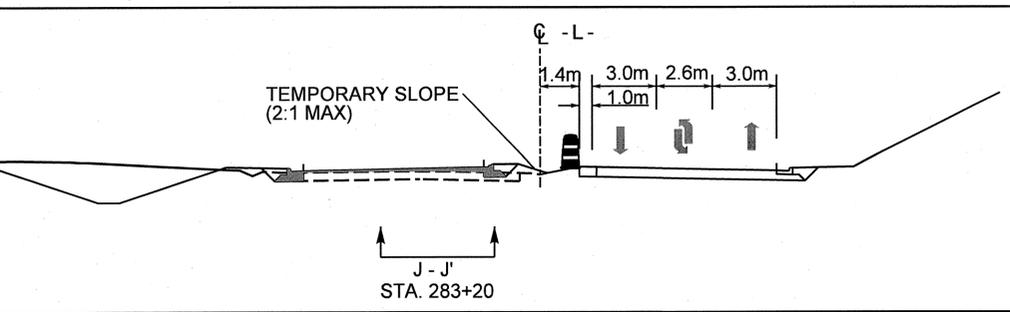
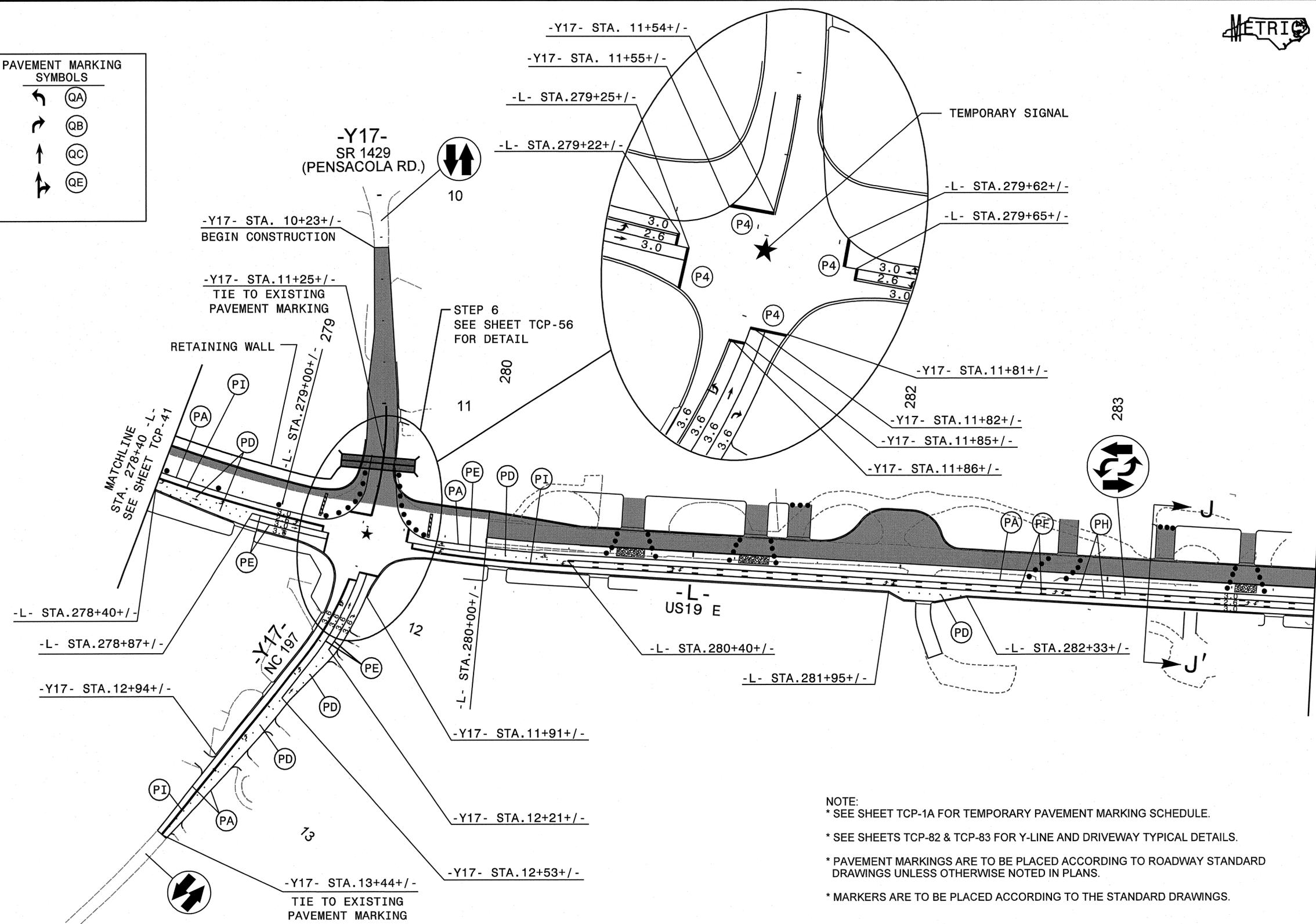
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PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-42

PAVEMENT MARKING SYMBOLS	
	QA
	QB
	QC
	QE



NOTE:
 * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

12/29/2010
 Y:\NC\DOT\2519a\TrafficControl\TCP\2519a.tc_tcp20V9.dgn
 USER:NAME

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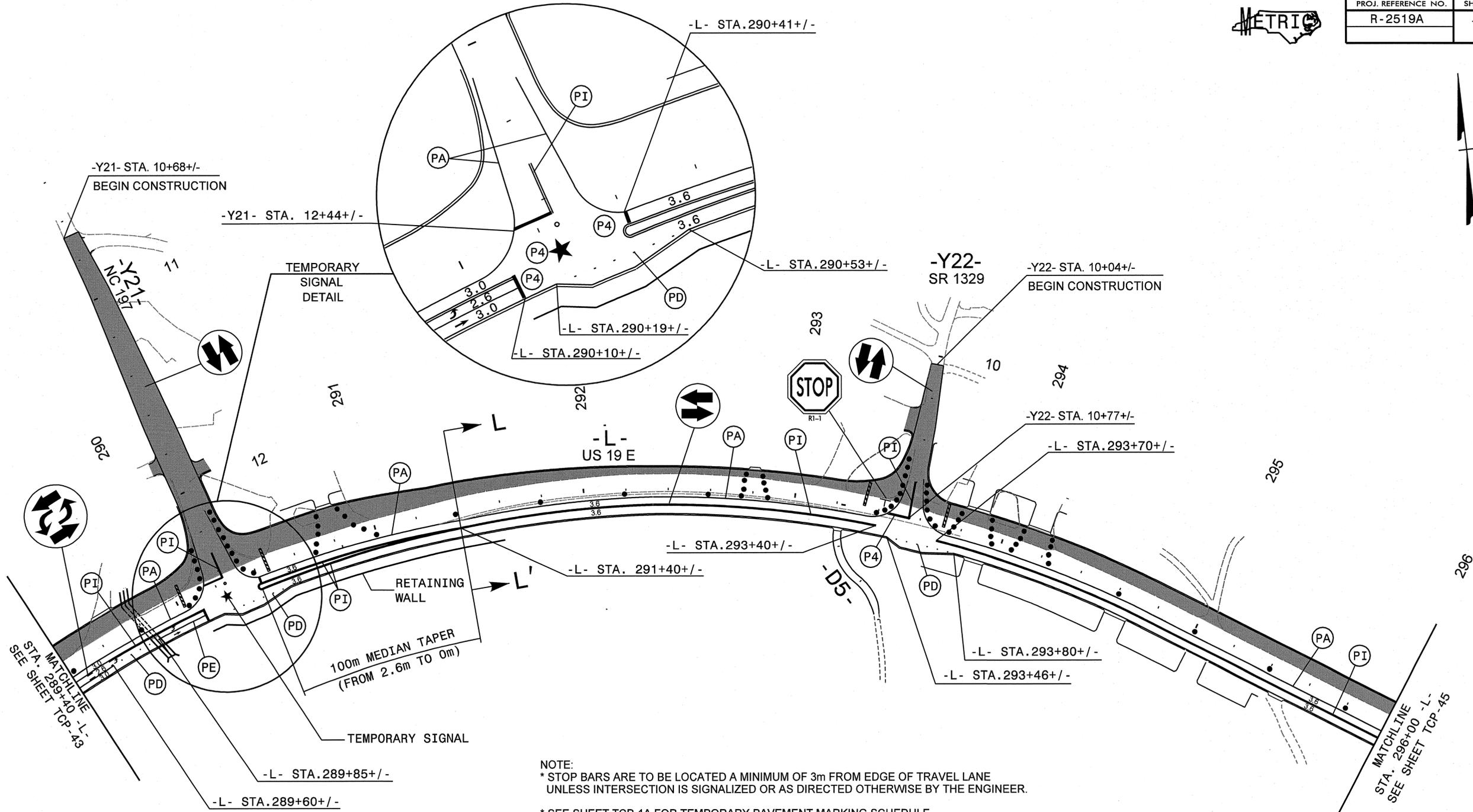
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 SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER
 RONDA B. EARLY

PHASE II OVERVIEW
SHEET 9 OF 19

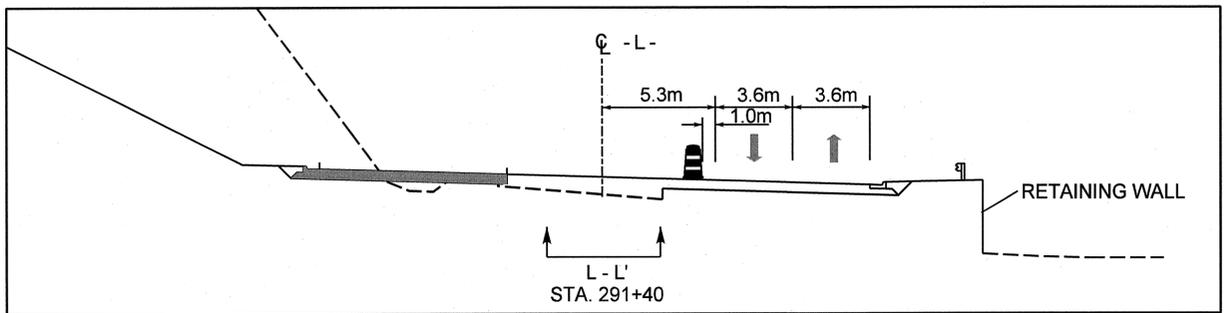
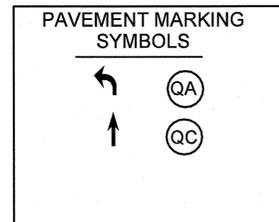
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DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-44



- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.



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 RONDA B. EARY

PHASE II OVERVIEW
SHEET 11 OF 19

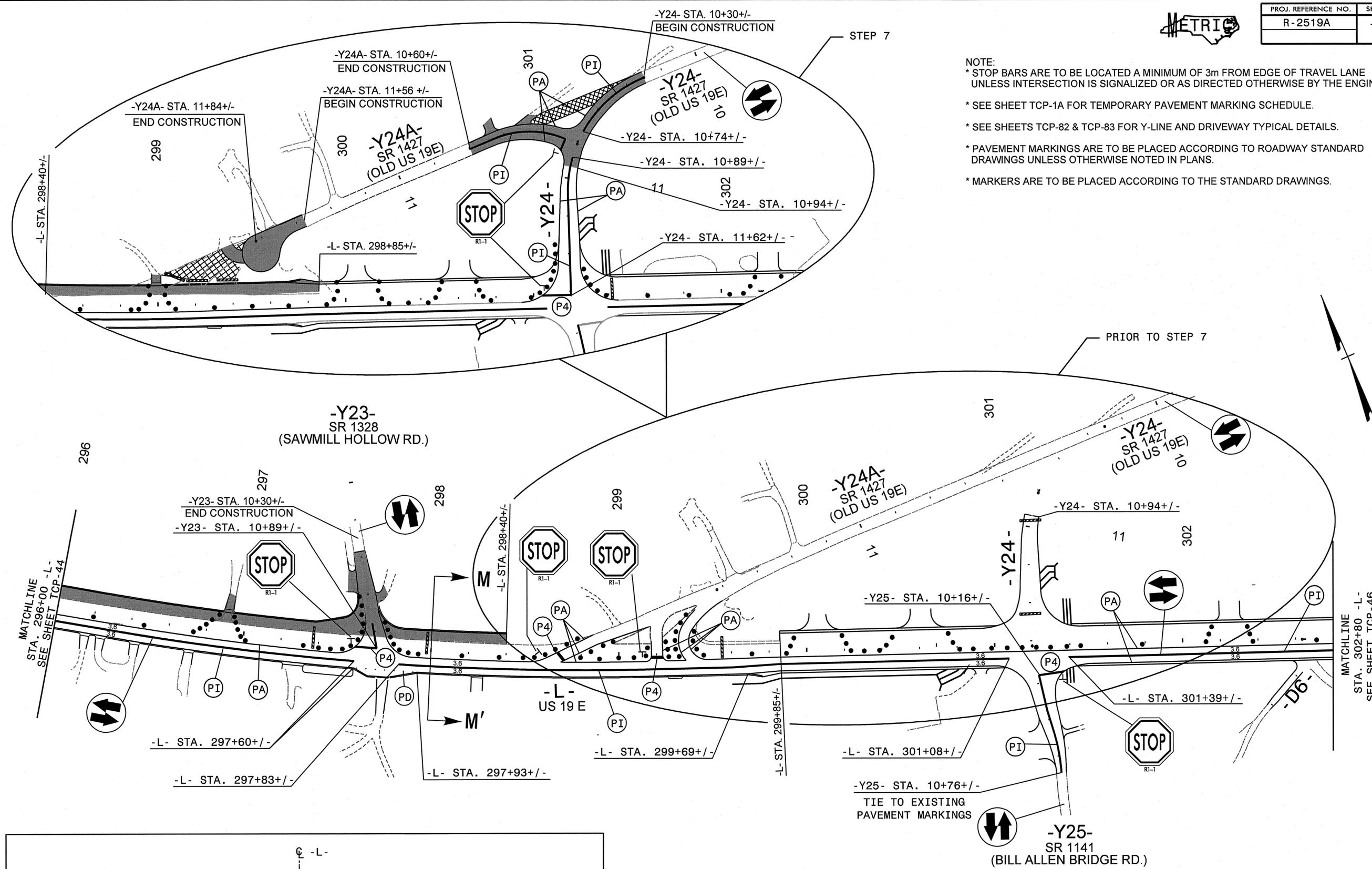
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 DESIGN BY: JAP
 REVIEWED BY: RBE

REVISIONS

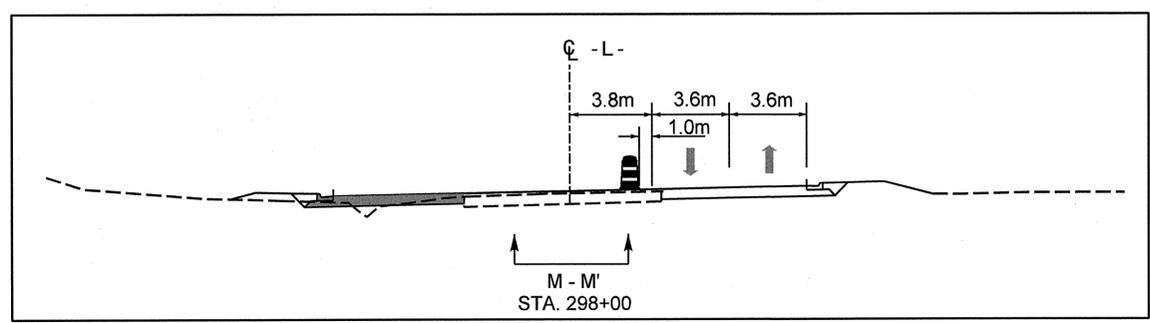
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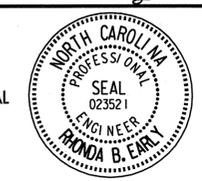
PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-45



NOTE:
 * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.



APPROVED: *[Signature]* DATE: 12-29-10



PHASE II OVERVIEW
SHEET 12 OF 19

SCALE:	1:1000
DATE:	1/03/11
DWG. BY:	JAP
DESIGN BY:	JAP
REVIEWED BY:	RBE



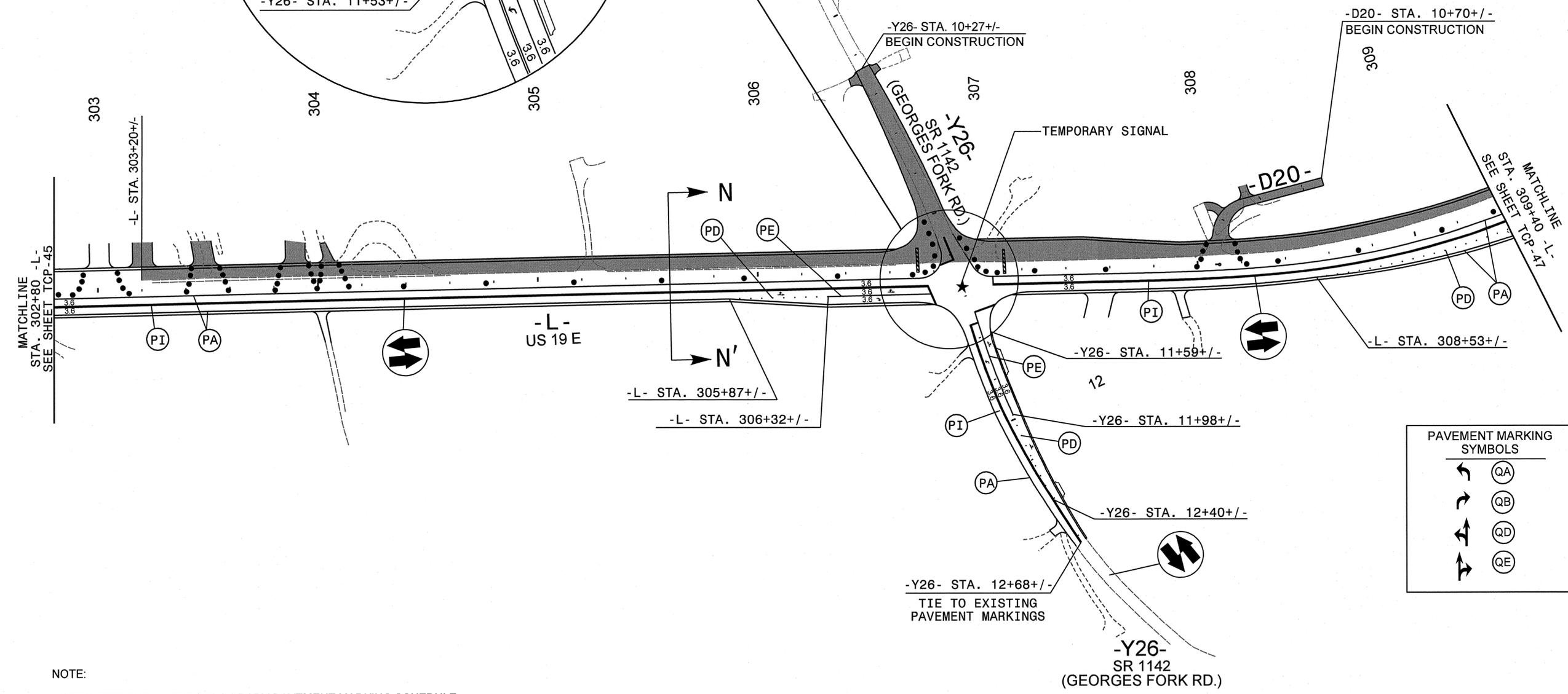
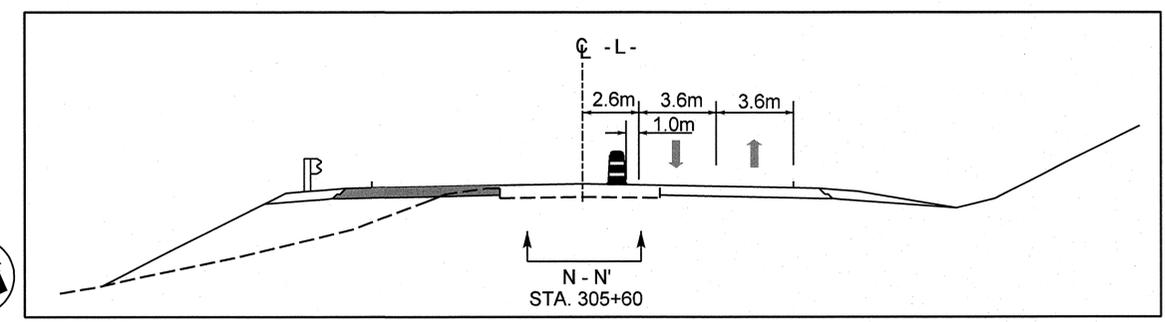
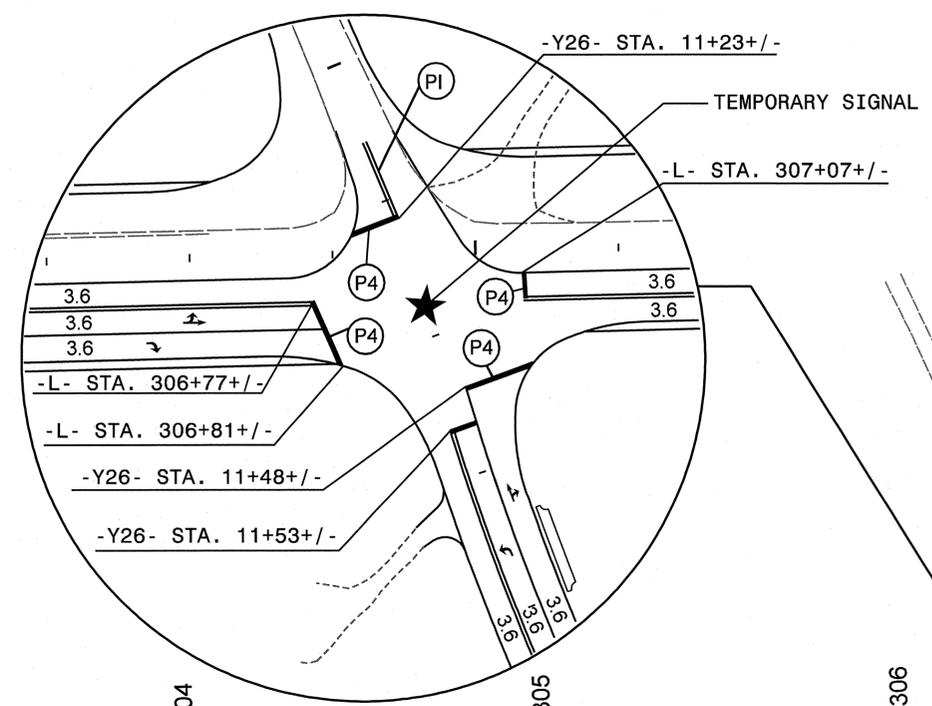
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12/29/2010 Y:\NC001\2519a\TrafficControl\TCP\2519a.tc.tcp20v12.dgn USERNAME



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-46



PAVEMENT MARKING SYMBOLS	
	QA
	QB
	QD
	QE

- NOTE:
- * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

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APPROVED: *[Signature]* DATE: 12-28-10
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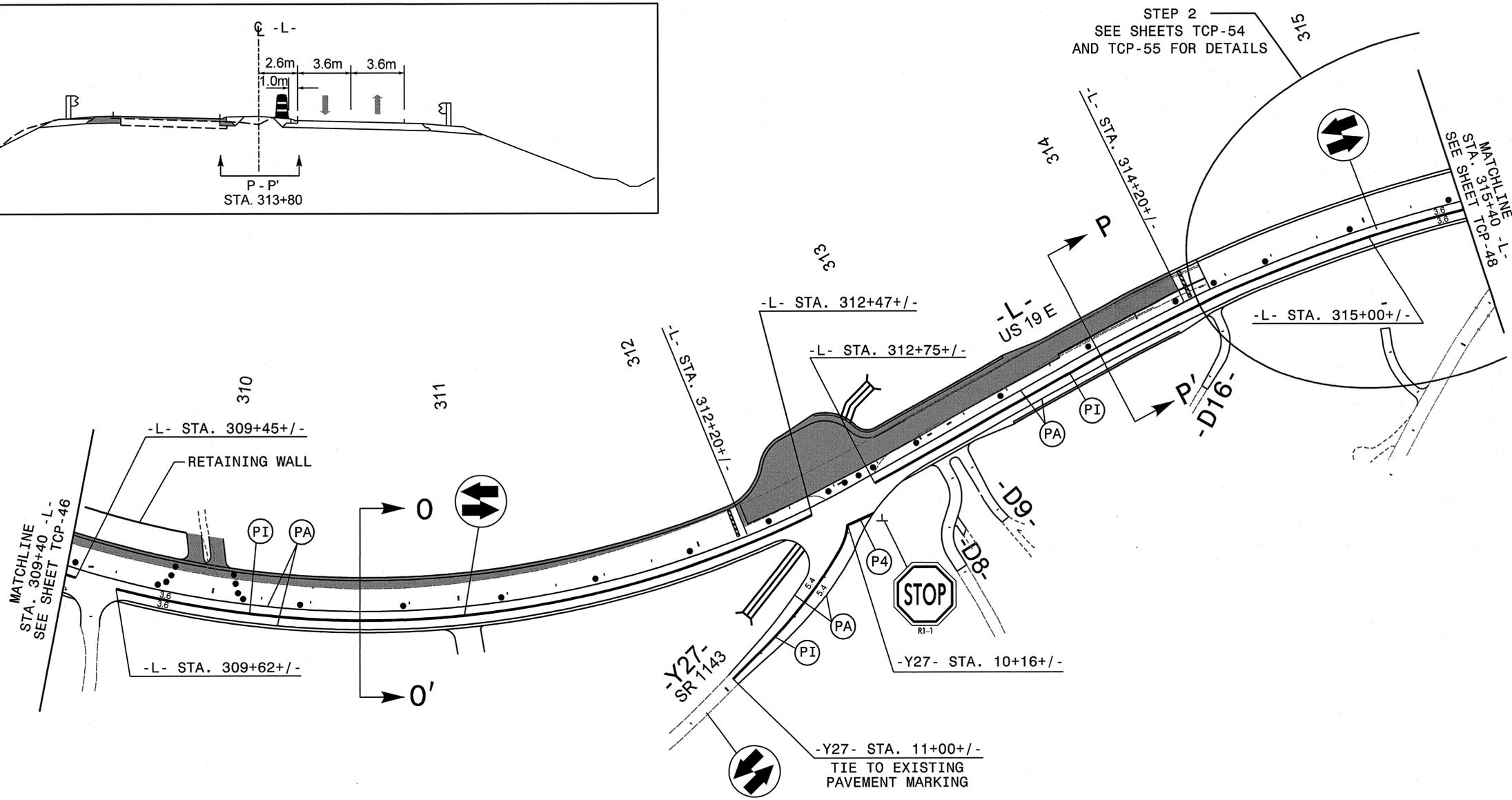
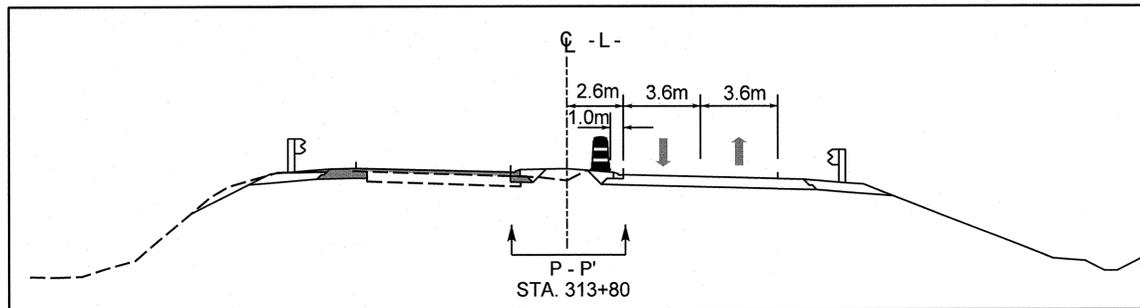
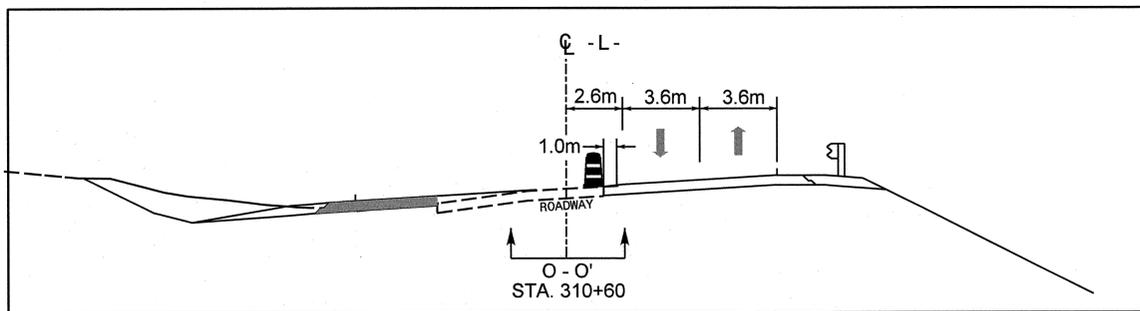
PHASE II OVERVIEW
SHEET 13 OF 19

SCALE: 1:1000		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		

12/29/2010
 Y:\NGDDOT\2519a\Traffic\TrafficControl\TCP\2519a.tc_tcp20V13.dgn
 USERNAME



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-47



- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

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 Y:\NC\DOT\2519a\TrafficControl\TCP\2519a_tc_tcp2014.dgn
 USERNAME

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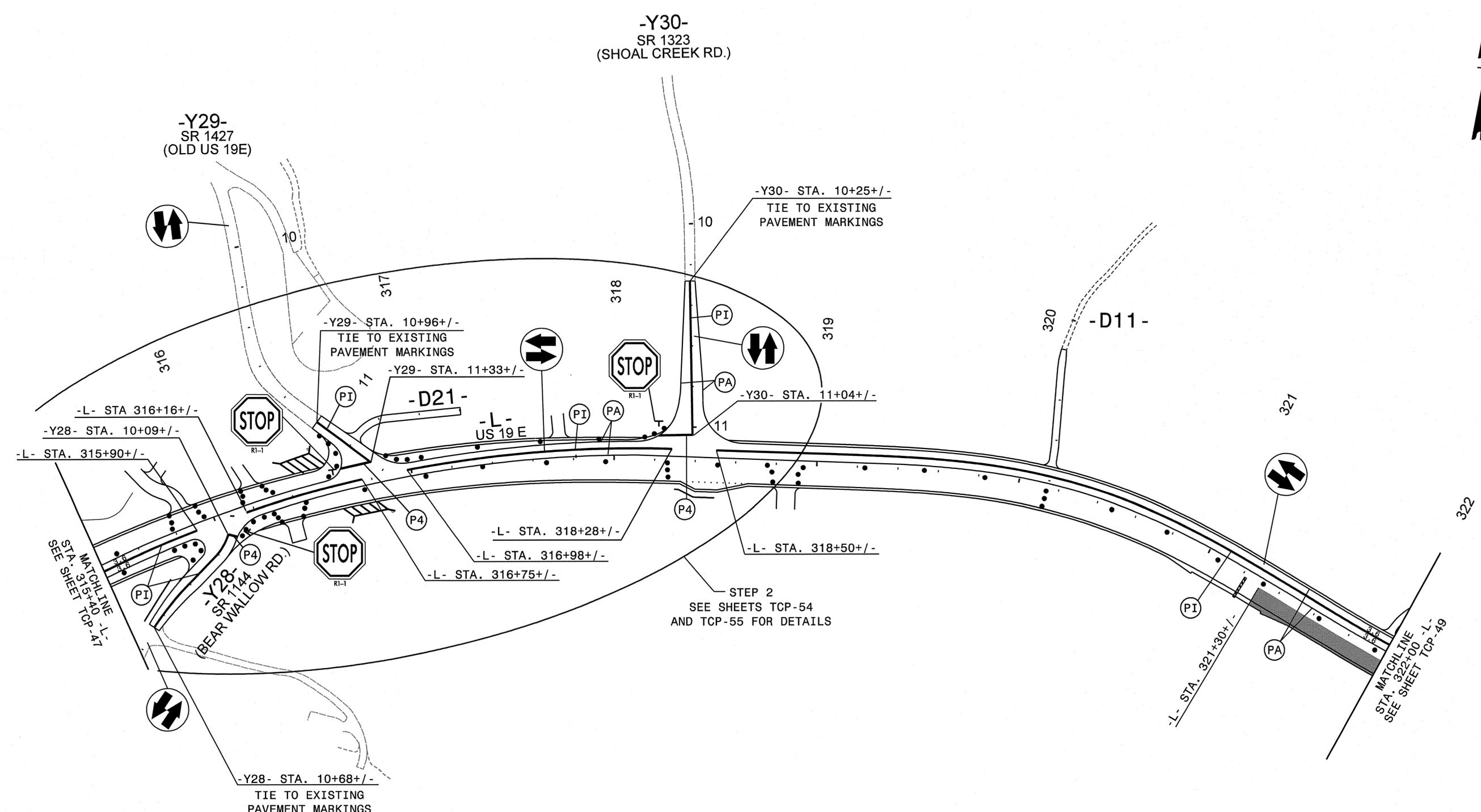
APPROVED: *[Signature]* DATE: 12-29-10
 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 023521
 FRONDA B. EARLY

PHASE II OVERVIEW
SHEET 14 OF 19

SCALE: 1:1000		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-48



- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

12/29/2010 Y:\NCDOT\R2519a\Traffic\TrafficControl\TCP\R2519a.tc.tcp20V15.dgn - USERNAME

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 NC LICENSE # P-0189

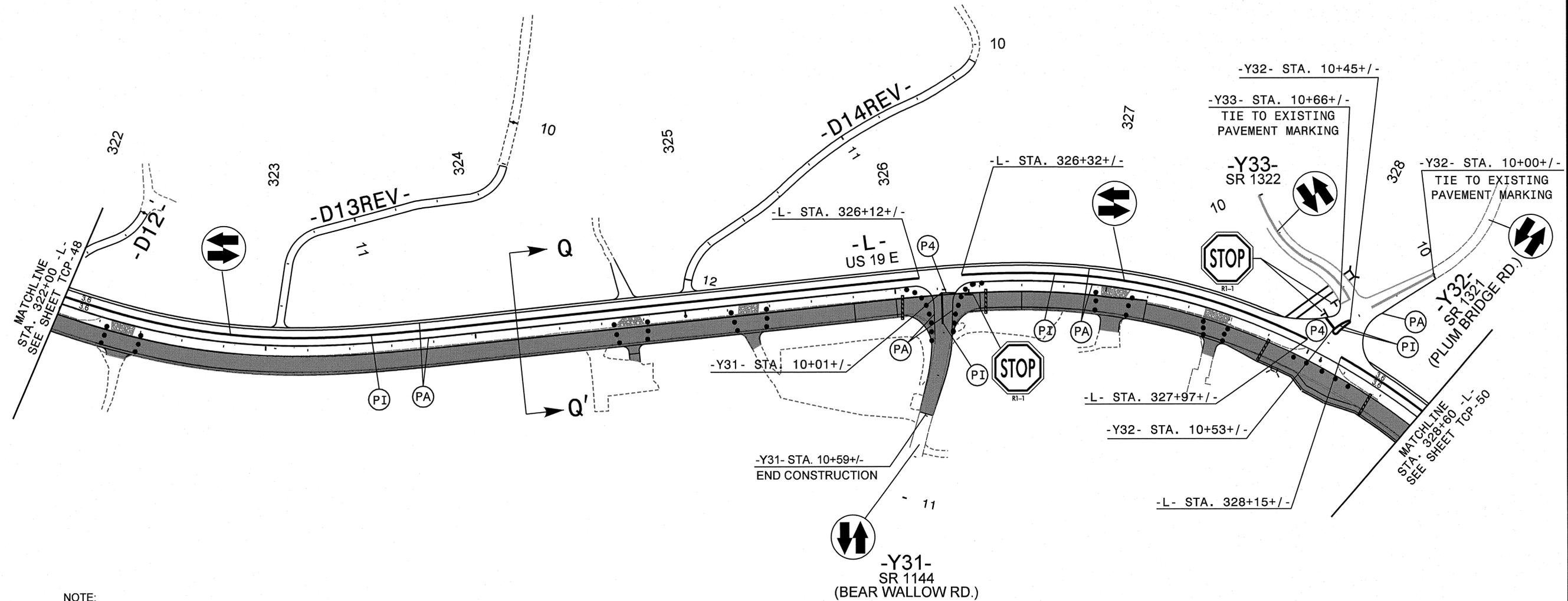
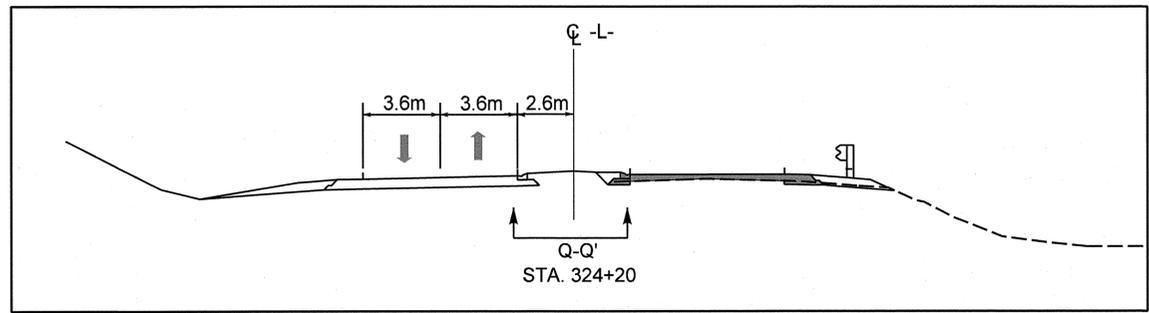
APPROVED: *[Signature]* DATE: 12-29-10
 SEAL

PHASE II OVERVIEW
SHEET 15 OF 19

SCALE: 1:1000		REVISIONS
DATE: 1/03/11		
DESIGN BY: JAP		
REVIEWED BY: RBE		



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-49



- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

12/29/2010 Y:\NCDOT\R2519a\TrafficControl\TCP\R2519a.tc.tcpP20V16.dgn _USERNAME_

CH ENGINEERING
 PO BOX 30128 TELE 919.788.0224
 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

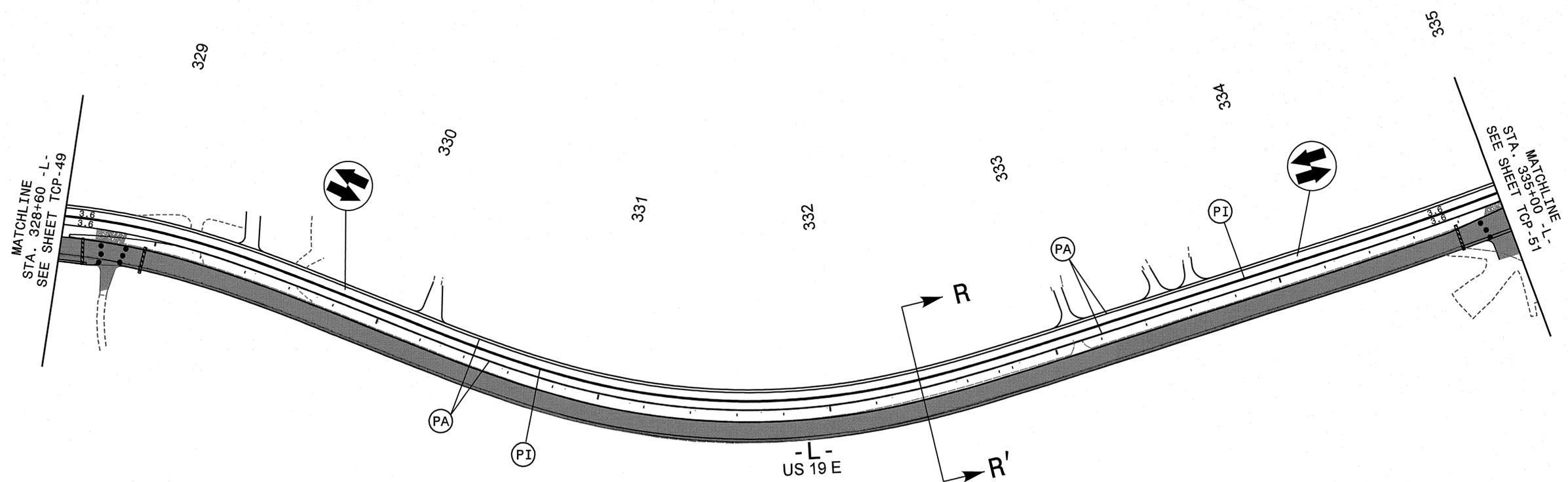
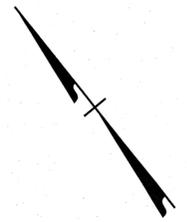
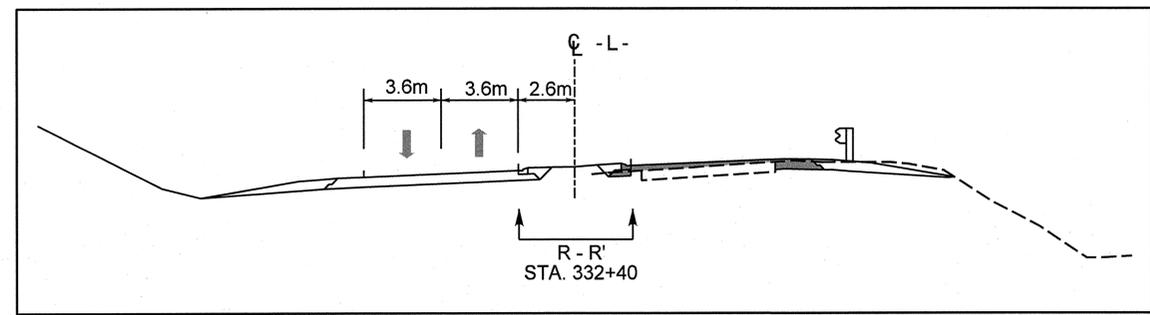
APPROVED: *Ronda B. Early* DATE: 12-28-10
 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 023521
 RONDA B. EARLY

PHASE II OVERVIEW
SHEET 16 OF 19

SCALE: 1:1000		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-50



- NOTE:
- * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

12/29/2010
 Y:\NC001\R2519a\Traffic\TrafficControl\TCP\R2519a.tc_tcpP20V17.dgn
 USERNAME

CH ENGINEERING
 PO BOX 30128 TELE 919.788.0224
 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

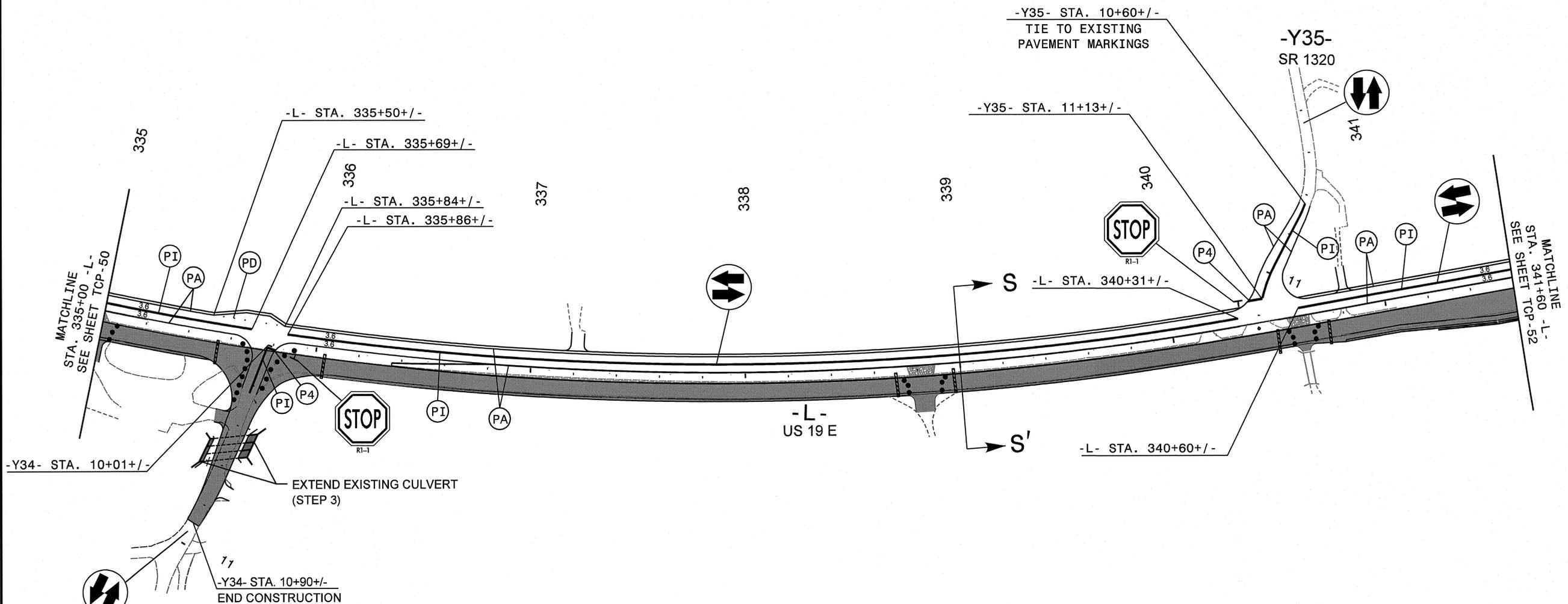
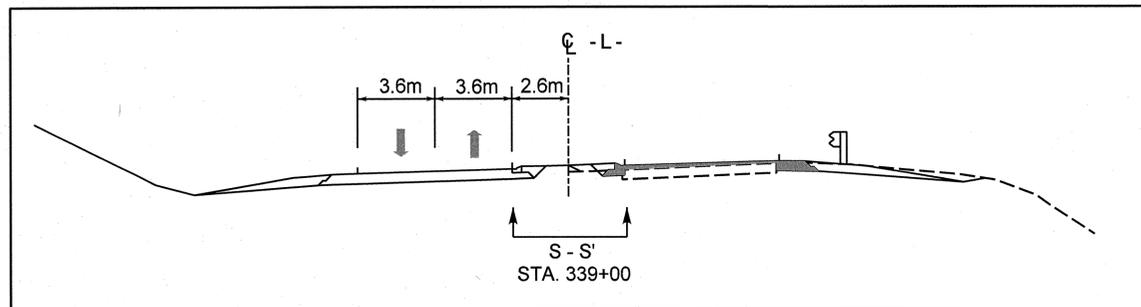
APPROVED: *[Signature]* DATE: 12-29-10
 SEAL

PHASE II OVERVIEW
SHEET 17 OF 19

SCALE: 1:1000		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		



PROJ. REFERENCE NO. R-2519A	SHEET NO. TCP-51
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**-Y34-
SR 1146
(CANE BRIDGE RD.)**

- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

I:\2011\01\2519A\Traffic\TrafficControl\TCP\2519a_tc_tcp20118.dgn
USER:NAME

CH ENGINEERING
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 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

APPROVED: *[Signature]* DATE: 12-22-10
 SEAL
 NORTH CAROLINA
 PROFESSIONAL
 ENGINEER
 RONDA B. EARLY

**PHASE II OVERVIEW
SHEET 18 OF 19**

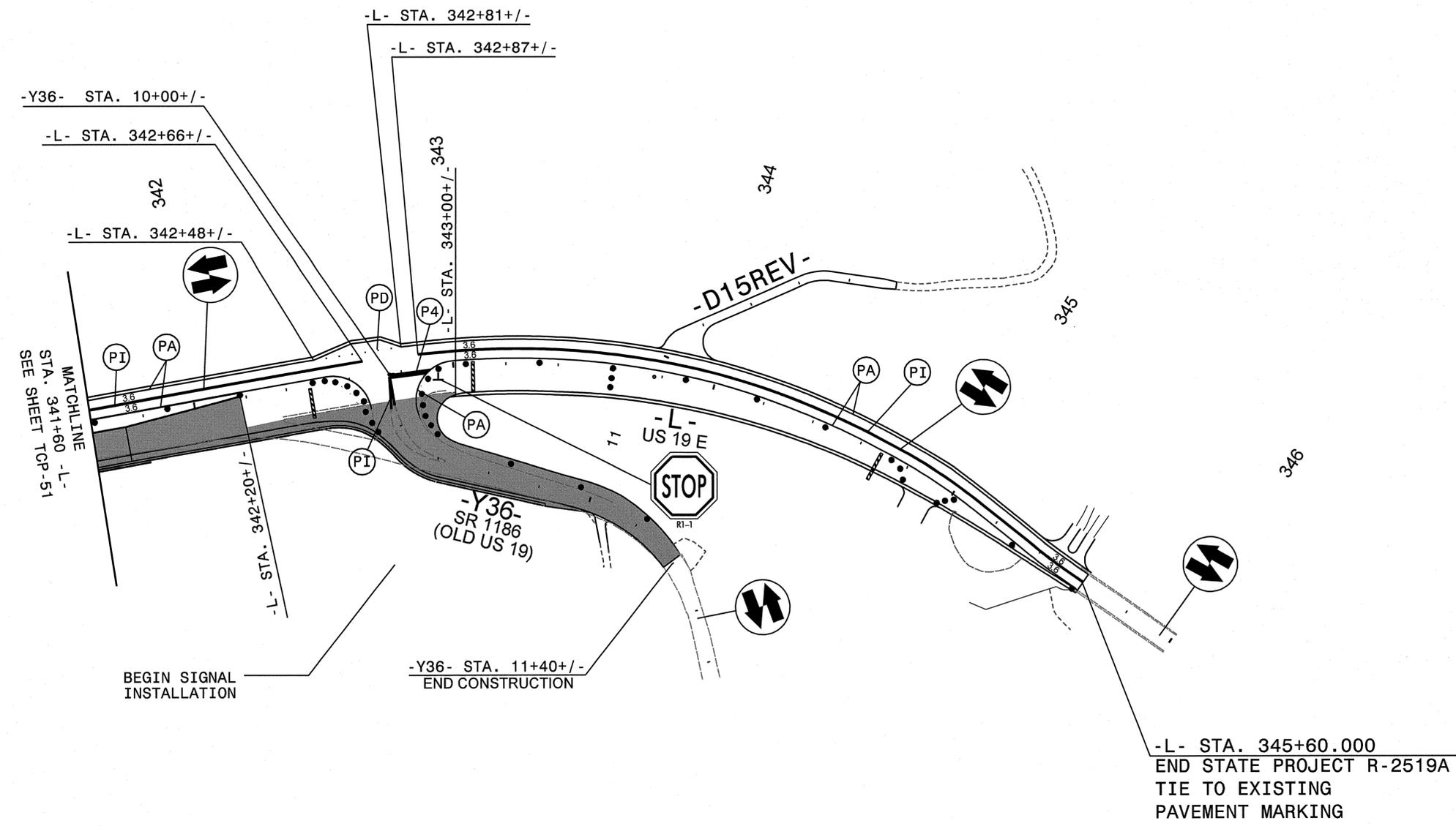
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 DATE: 1/03/11
 DWG. BY: JAP
 DESIGN BY: JAP
 REVIEWED BY: RBE



REVISIONS	



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-52



- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

-L- STA. 345+60.000
 END STATE PROJECT R-2519A
 TIE TO EXISTING
 PAVEMENT MARKING

12/29/2010
 Y:\NCDOT\R2519a\TrafficControl\TCP\R2519a.tc.tcp20V19.dgn
 USERNAME

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 PO BOX 30128 TELE 919.788.0224
 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

APPROVED: *[Signature]* DATE: 12-29-10
 SEAL

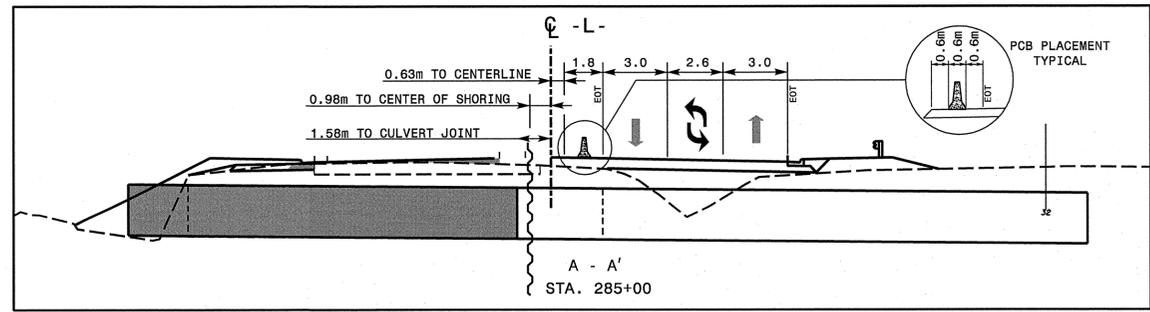
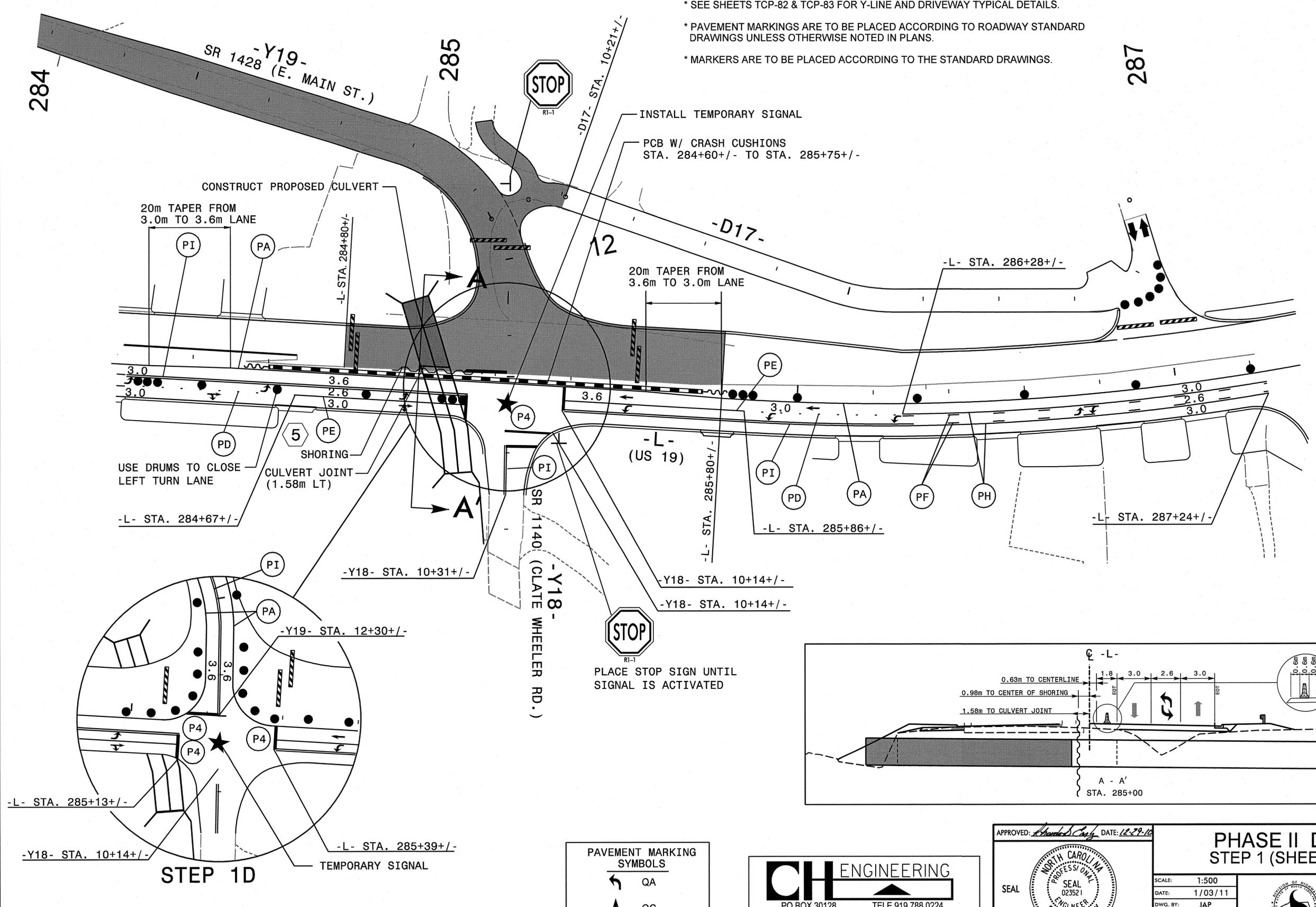
PHASE II OVERVIEW
 SHEET 19 OF 19

SCALE: 1:1000		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-53

NOTE:
 * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.



PAVEMENT MARKING SYMBOLS	
	QA
	QC

CH ENGINEERING
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 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

APPROVED: *[Signature]* DATE: 12-29-10
 SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 023521
 MONA B. EARLY

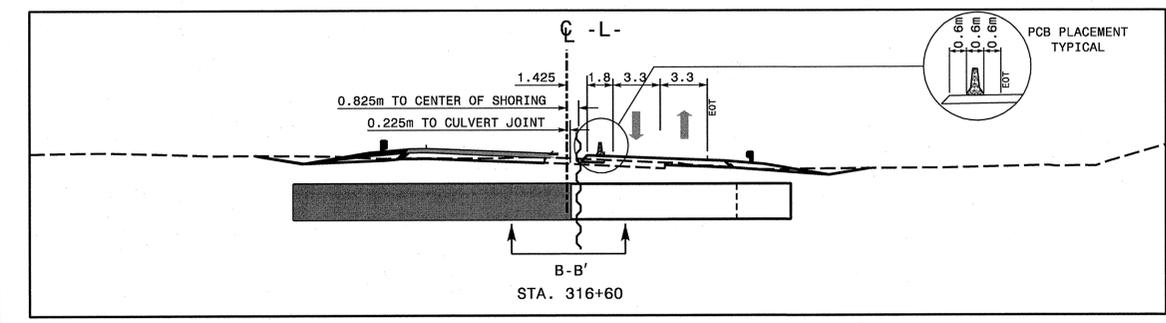
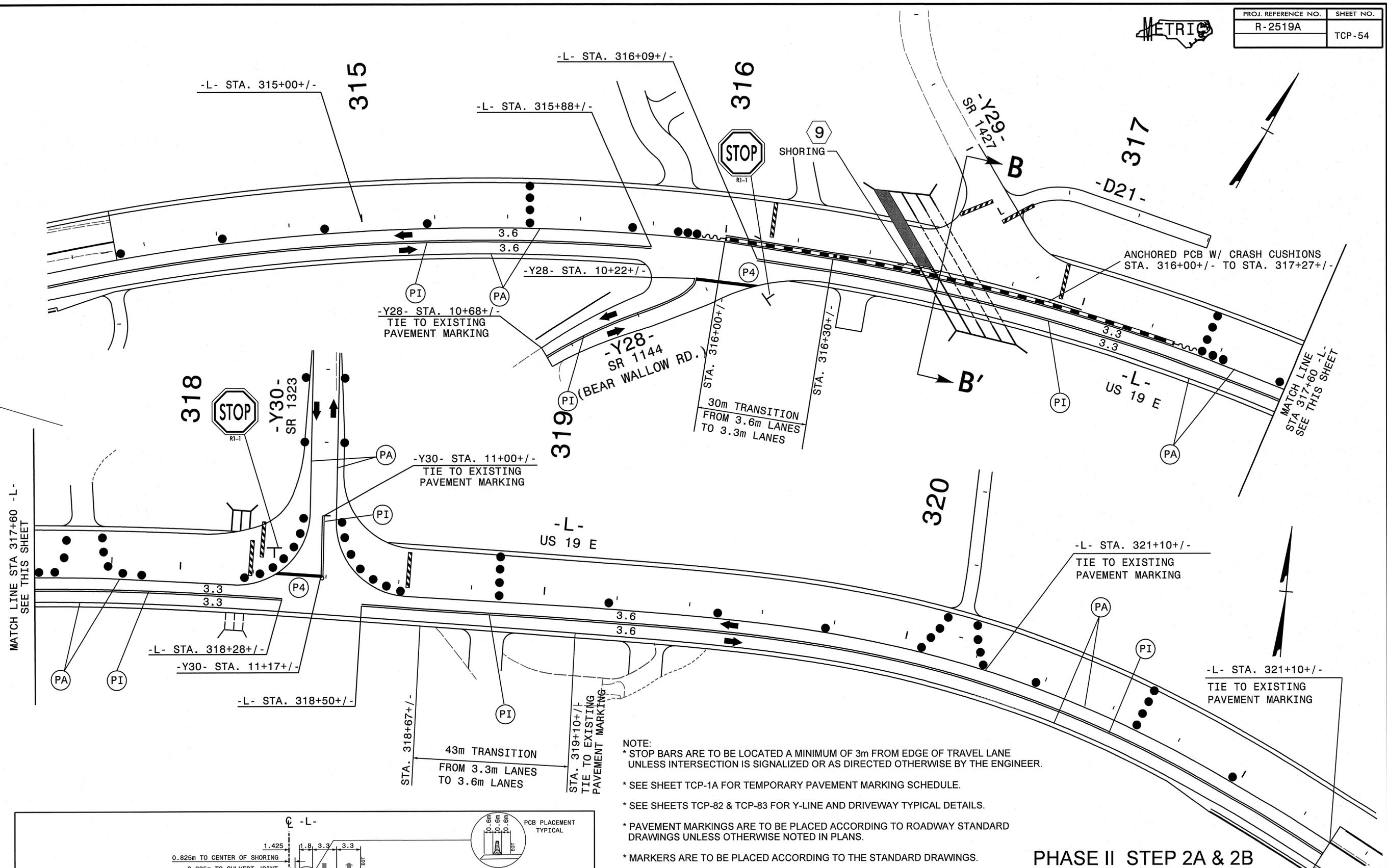
**PHASE II DETAIL
 STEP 1 (SHEET 1 OF 1)**

SCALE: 1:500		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		CADD FILE

12/29/2010
 Y:\NCDDOT\2519a\TrafficControl\TCP\2519a.tc_topP2SI.dgn
 USERNAME



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-54



- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

PHASE II STEP 2A & 2B

PHASE II DETAIL
STEP 2 (SHEET 1 OF 2)

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 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

APPROVED: *[Signature]* DATE: 12-29-10
 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 023521
 RONDA B. EARLY

SCALE: 1:500
 DATE: 1/03/11
 DWG. BY: JAP
 DESIGN BY: JAP
 REVIEWED BY: RBE



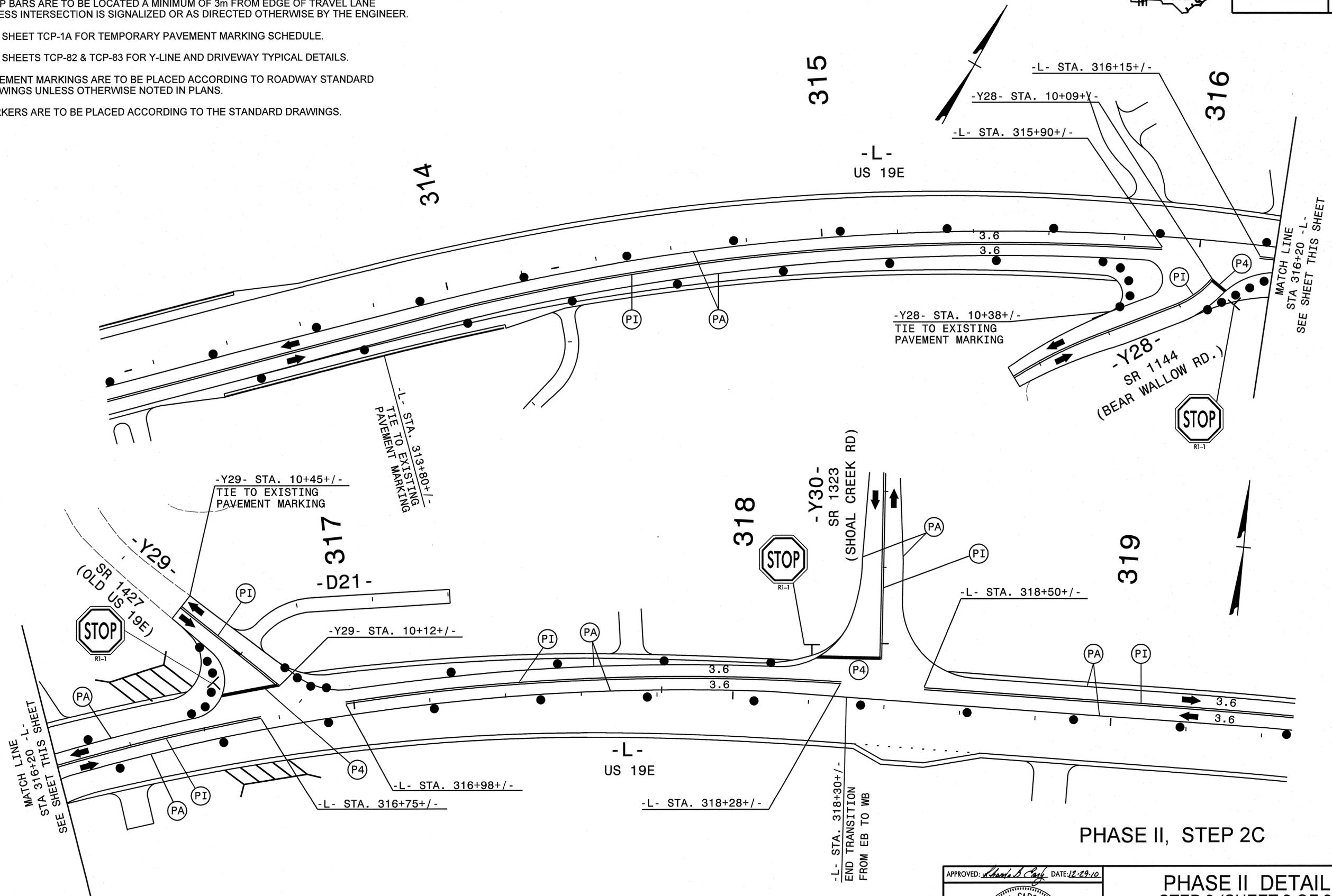
REVISIONS	

12/29/2010
 Y:\NC\DOT\R2519a\TrafficControl\TCP\R2519a.tc.tcpP25201.dgn
 USERNAME



PROJ. REFERENCE NO. R-2519A	SHEET NO. TCP-55
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NOTE:
 * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.



PHASE II, STEP 2C

12/29/2010
 Y:\NGC\DOT\2519a\TrafficControl\TCP\2519a.tc_topP25202.dgn
 USERNAME

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 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

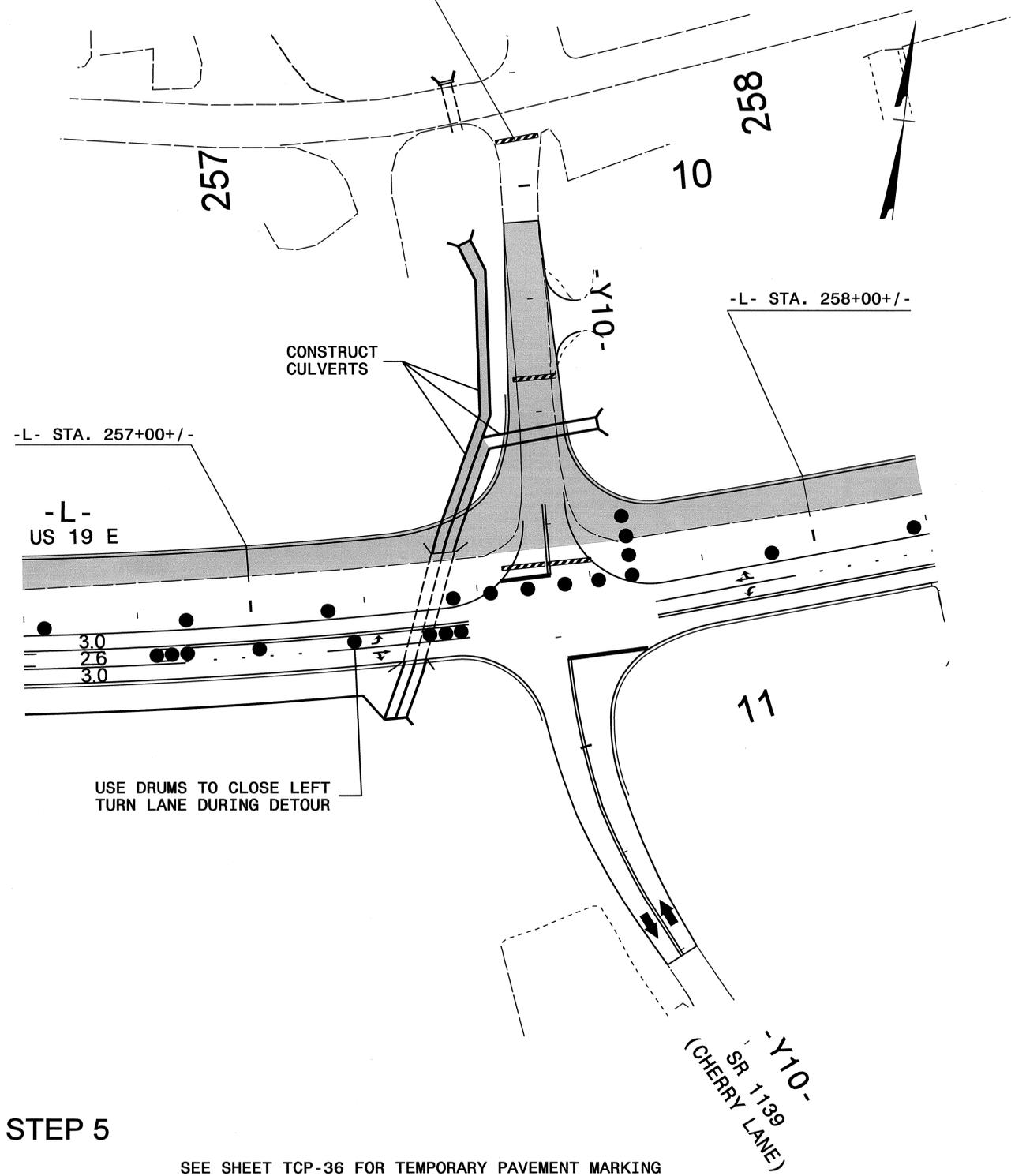
APPROVED: *[Signature]* DATE: 12-29-10
 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 023521
 RONDA B. EARLY

**PHASE II DETAIL
 STEP 2 (SHEET 2 OF 2)**

SCALE: 1:500		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		

25-FEB-2011 12:21
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 dwbissette AT TE23610L

-Y10- STA. 9+91+/-
 BEGIN CONSTRUCTION



STEP 5

SEE SHEET TCP-36 FOR TEMPORARY PAVEMENT MARKING

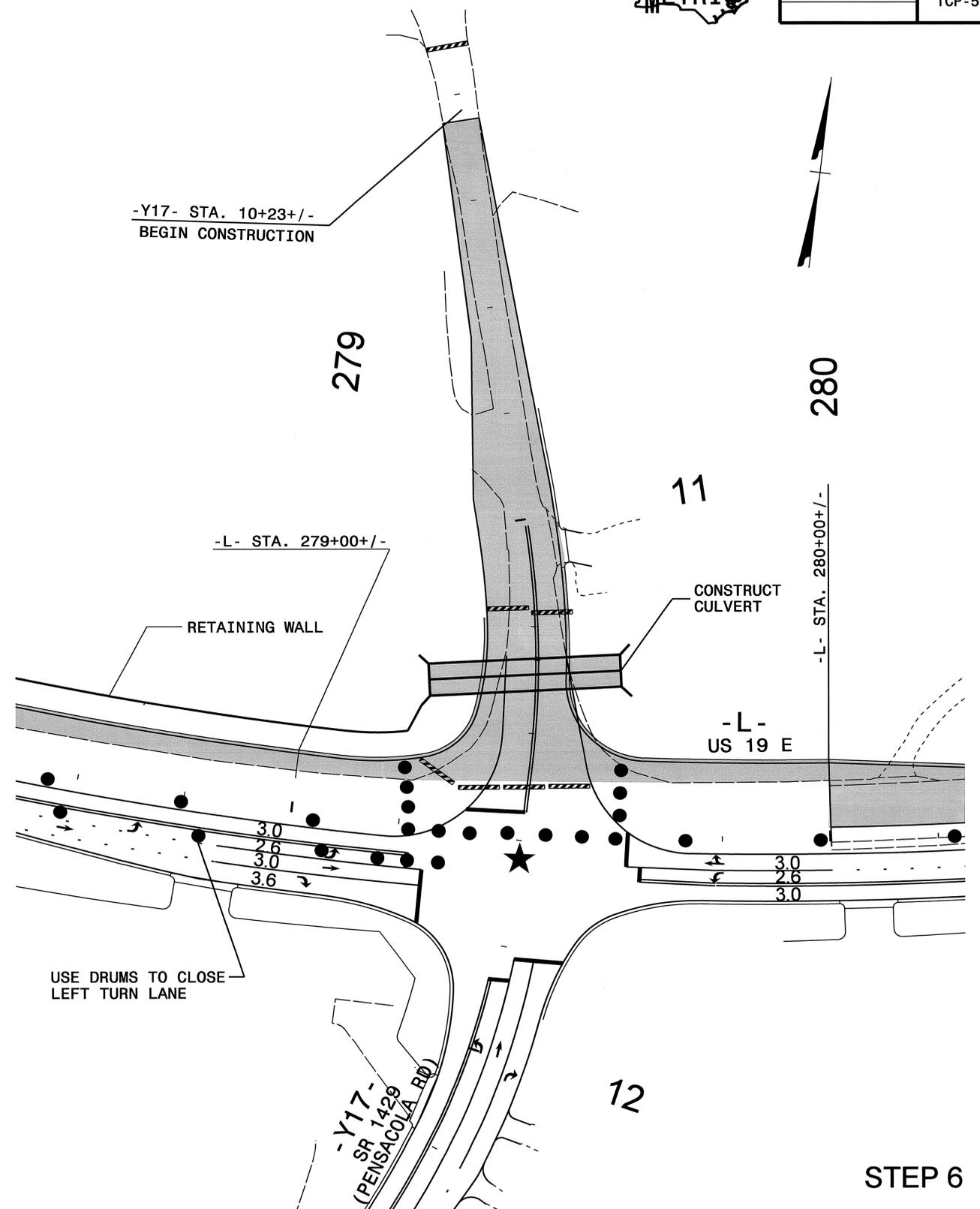
NOTE:

- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
- * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
- * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
- * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

SEE SHEET TCP-42 FOR TEMPORARY PAVEMENT MARKING



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-56



STEP 6

CH ENGINEERING
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 NC LICENSE # P-0189

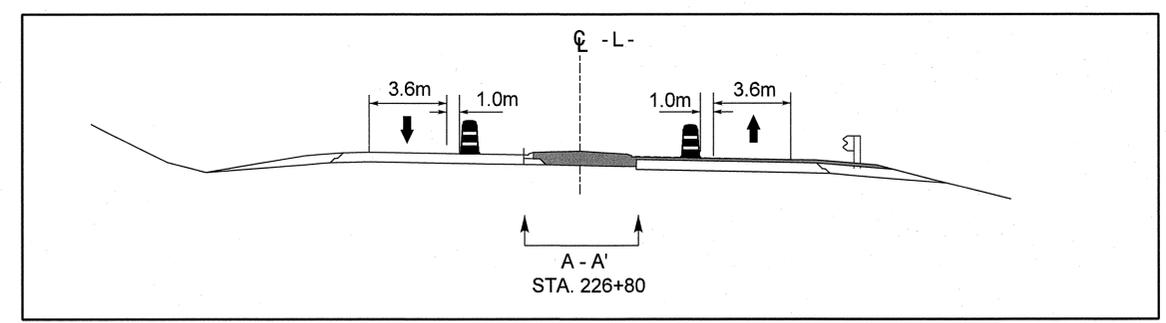
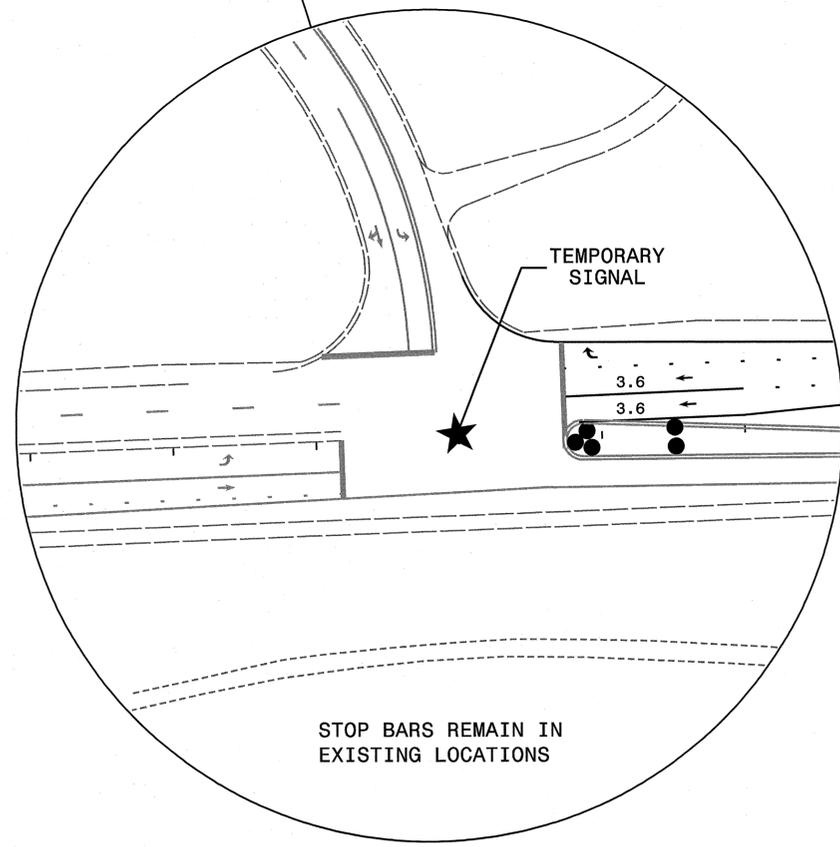
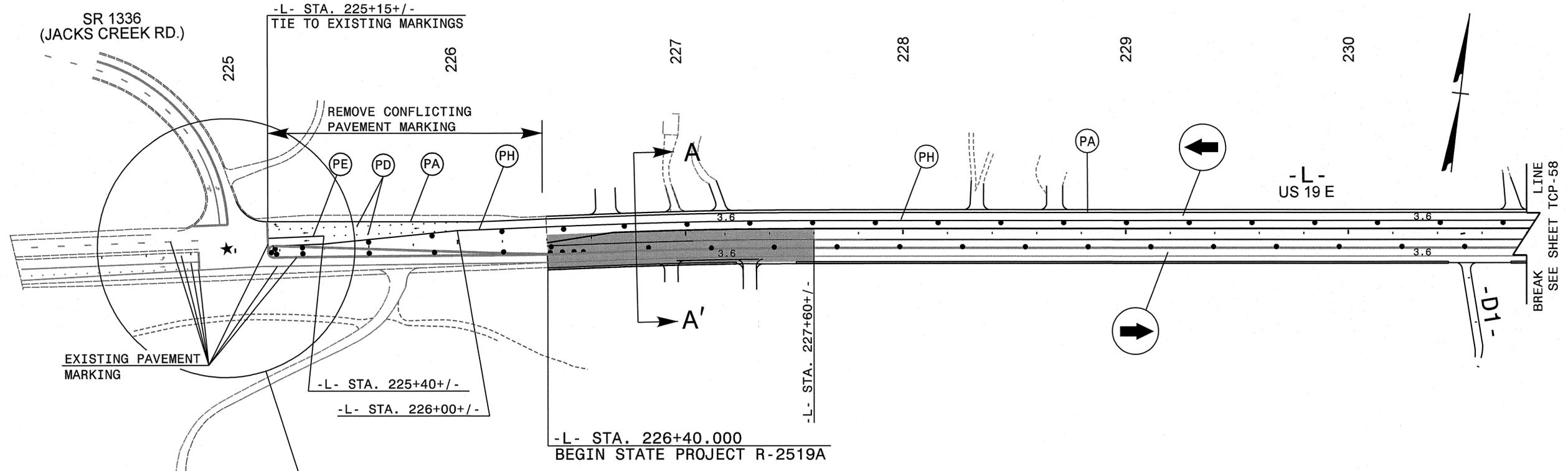
APPROVED: *Shank & Coyle* DATE: 2/25/11
 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 023521
 MONDA B. EARLY

PHASE II DETAILS
 STEPS 5 & 6

SCALE: 1:500		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-57



PAVEMENT MARKING SYMBOLS

	QB
	QC

NOTE:
 * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

12/29/2010
 Y:\NC\DOT\2519a\TrafficControl\TCP\R-2519a_tc_tcp30\l.dgn
 USER:NAME

CH ENGINEERING
 PO BOX 30128 TELE 919.788.0224
 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

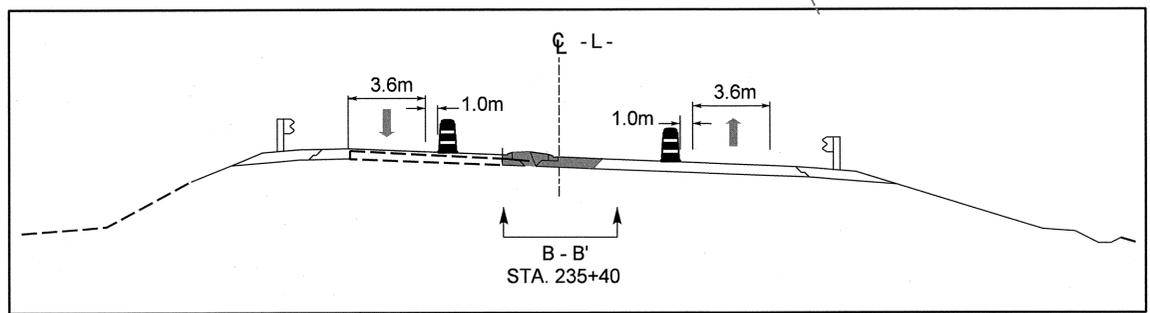
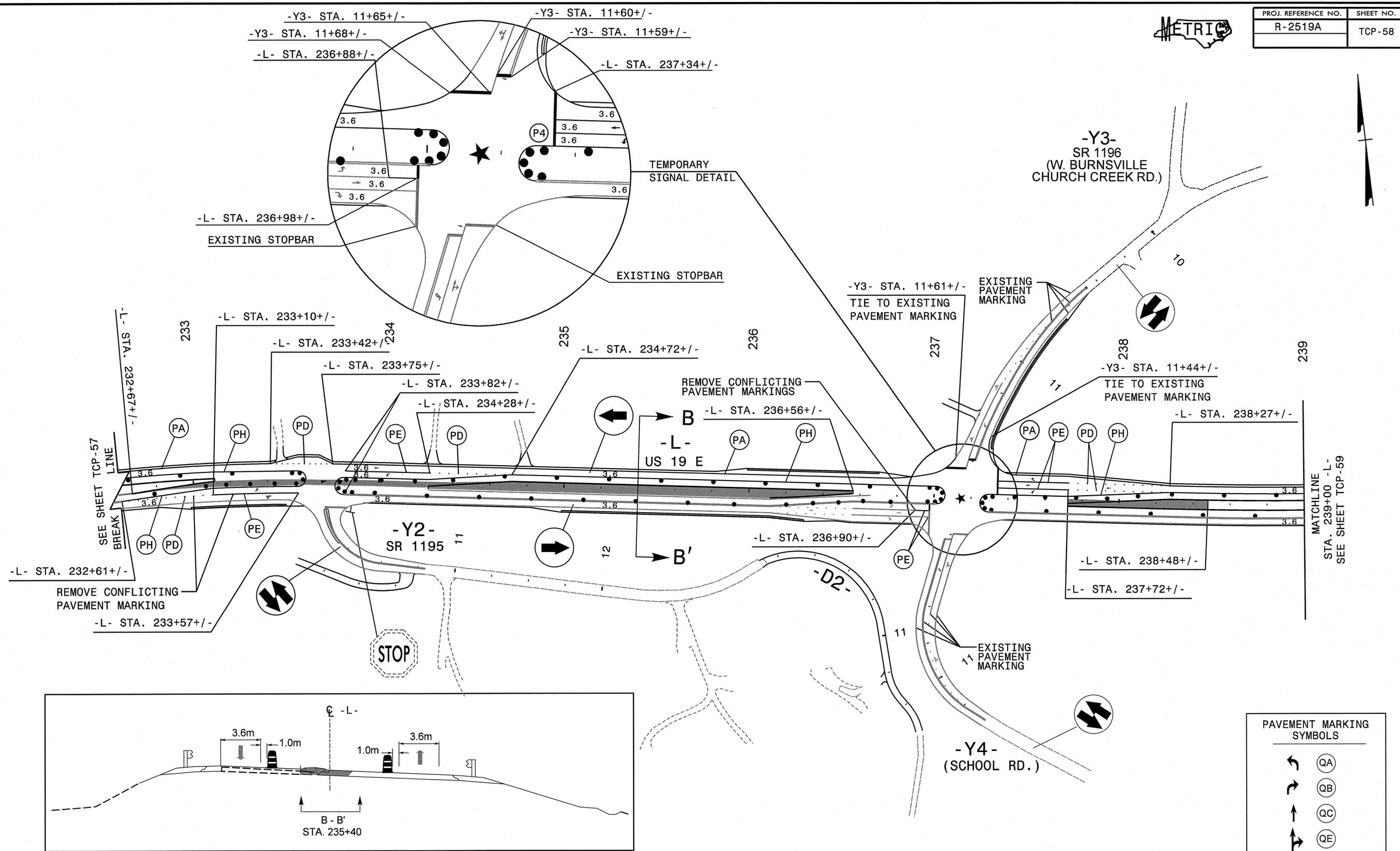
APPROVED: *Shanda S. Cook* DATE: 12-22-11
 SEAL

PHASE III OVERVIEW
SHEET 1 OF 19

SCALE: 1:1000		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-58



- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

PAVEMENT MARKING SYMBOLS	
	QA
	QB
	QC
	QE

12/29/2010 Y:\NCDDOT\2519a\TrafficControl\TCP\2519a.tc_tcpP30V2.dgn _USERNAME_

CH ENGINEERING
 PO BOX 30128 TELE 919.788.0224
 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

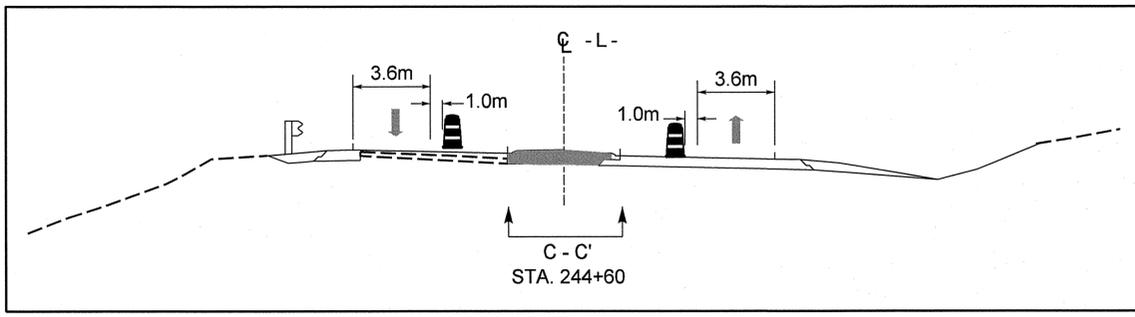
APPROVED: *Shonda B. Early* DATE: 12-29-10
 SEAL

PHASE III OVERVIEW
SHEET 2 OF 19

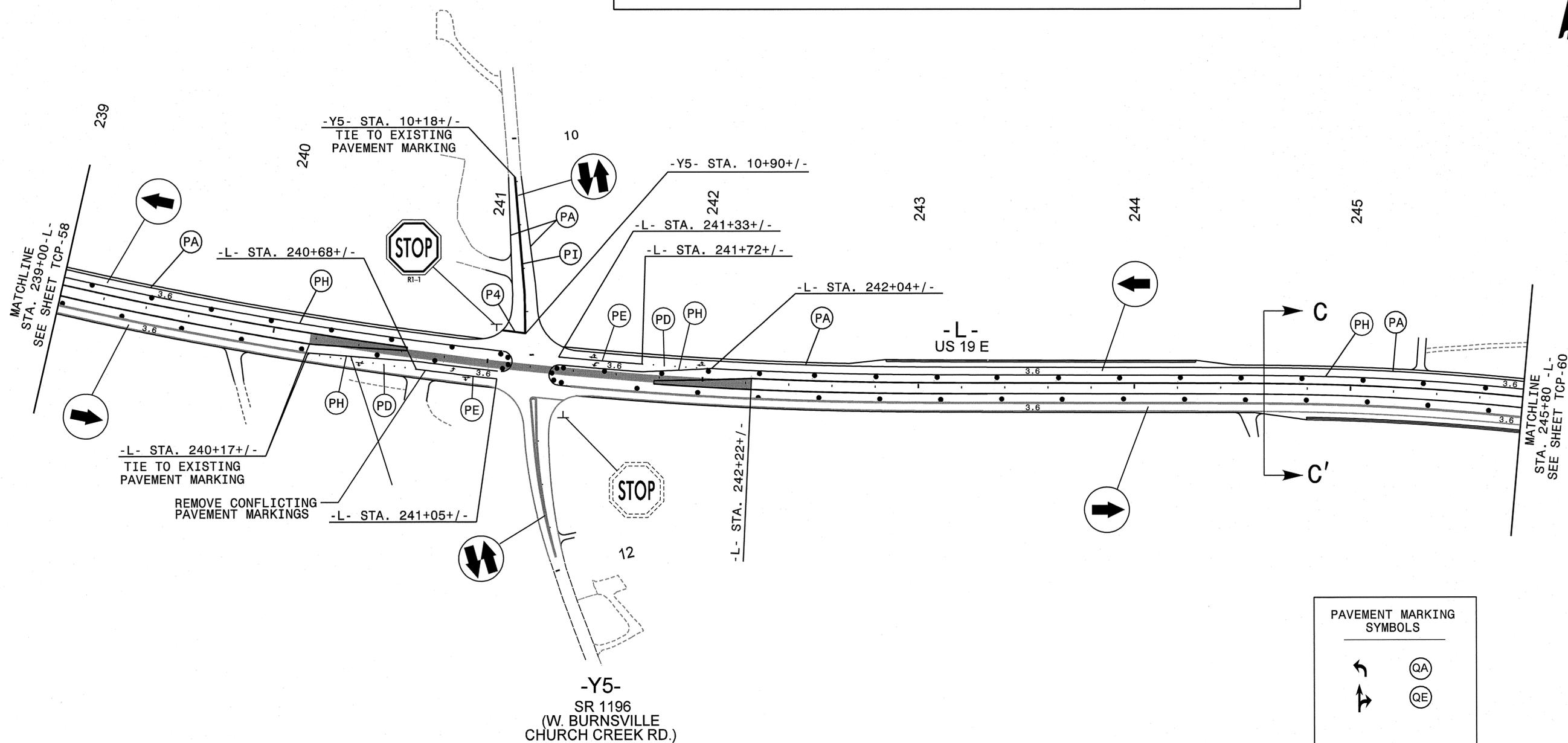
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DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		



PROJ. REFERENCE NO. R-2519A	SHEET NO. TCP-59
--------------------------------	---------------------



-Y5-
SR 1196
(W. BURNSVILLE CHURCH CREEK RD)



PAVEMENT MARKING SYMBOLS	
	QA
	QE

- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

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 NC LICENSE # P-0189

APPROVED: *[Signature]* DATE: 12-29-10
 SEAL

PHASE III OVERVIEW
SHEET 3 OF 19

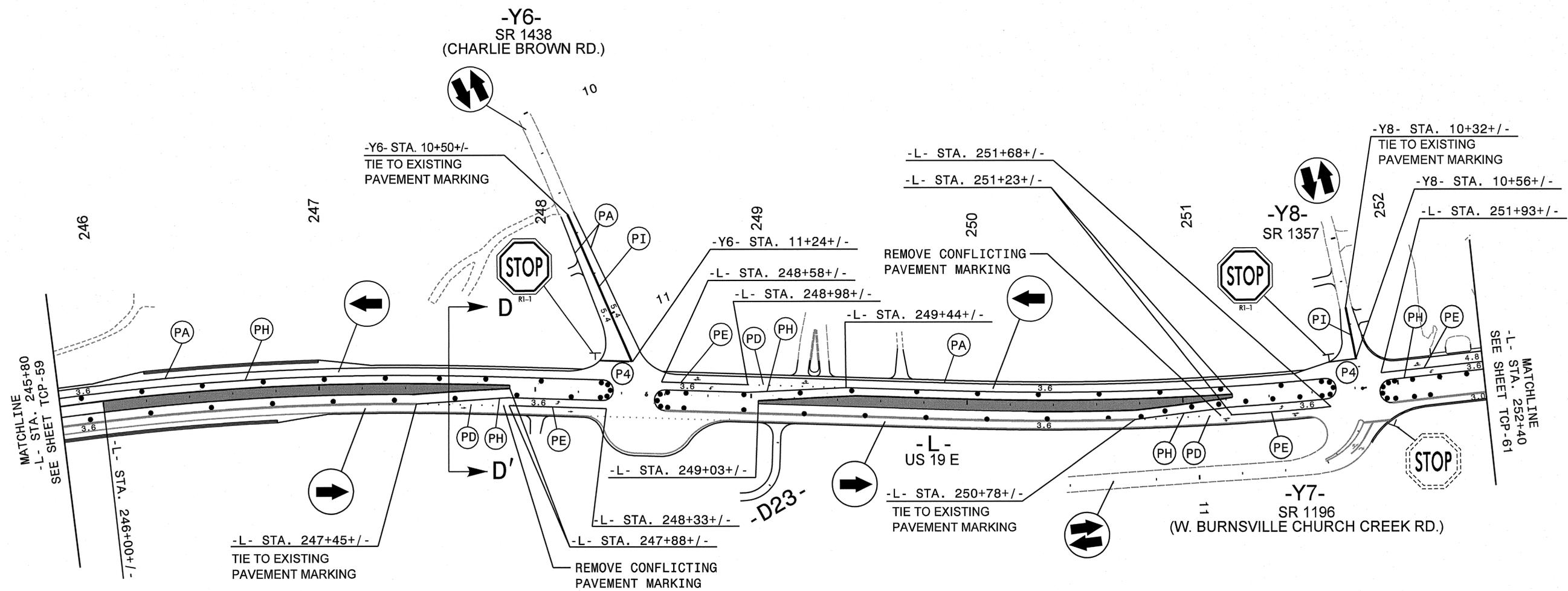
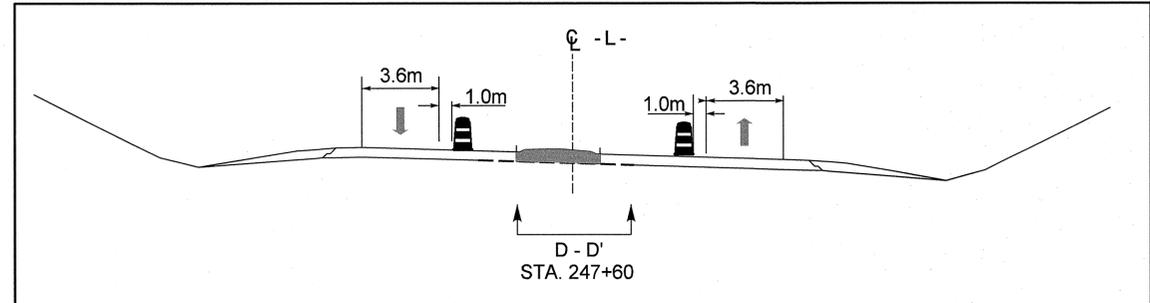
SCALE: 1:1000		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		

12/29/2010
 Y:\NCDOT\2519a\TrafficControl\TCP\2519a.tc.tcpP30V3.dgn
 -USERNAME-



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-60

PAVEMENT MARKING SYMBOLS	
	QA
	QB
	QC
	QD
	QE



- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

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 NC LICENSE # P-0189

APPROVED: *[Signature]* DATE: 12.29.10
 SEAL

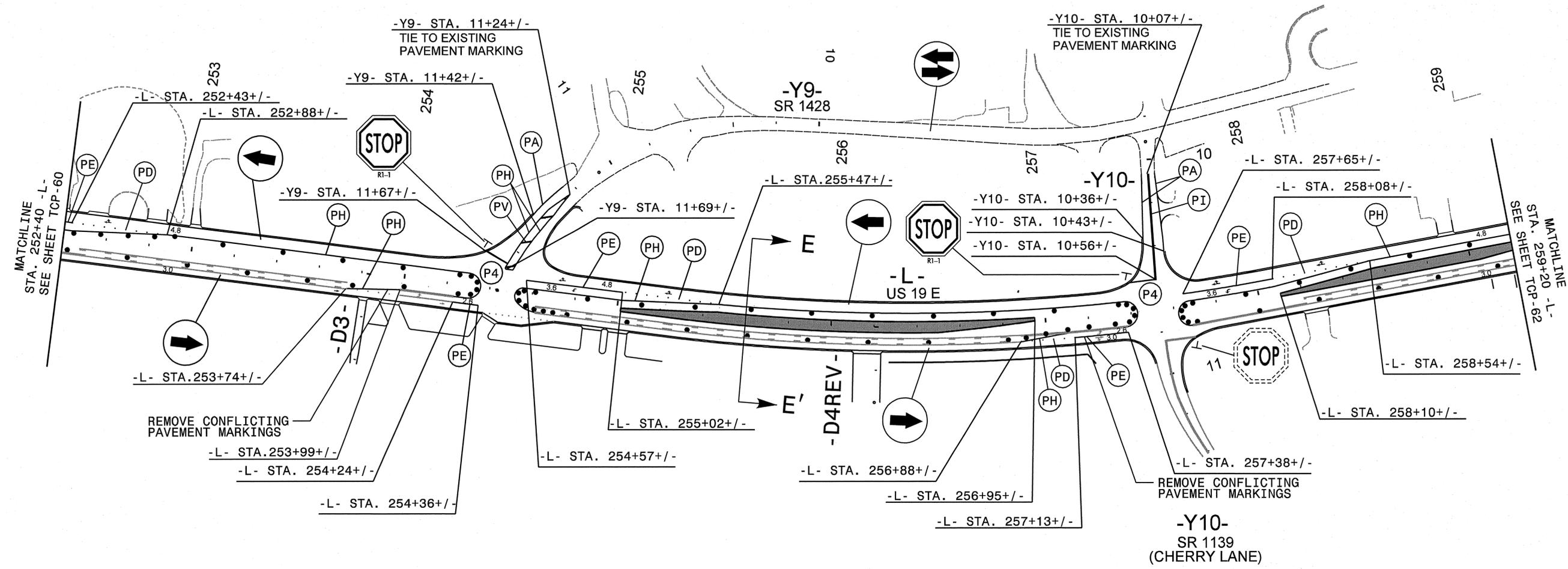
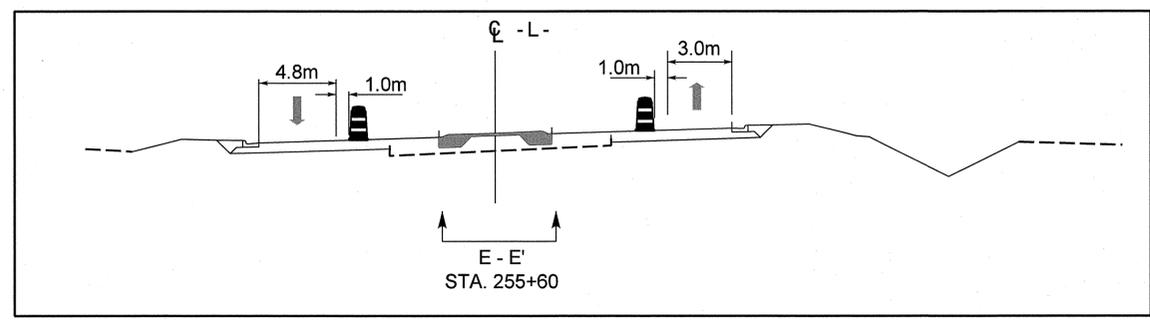
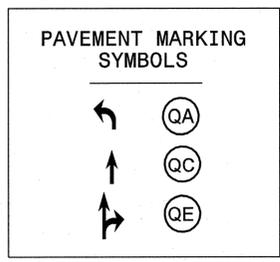
PHASE III OVERVIEW
 SHEET 4 OF 19

SCALE: 1:1000		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		

12/29/2010
 Y:\NCDOT\2519a\TrafficControl\TCP\2519a.tc.tcpP30V4.dgn
 USERNAME



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-61



- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

12/29/2010
 Y:\NCDDOT\2519a\TrafficControl\TCP\2519a.tc_tcp230V5.dgn
 USERNAME

CH ENGINEERING

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 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

APPROVED: *[Signature]* DATE: 12.29.10

SEAL

PHASE III OVERVIEW
SHEET 5 OF 19

SCALE: 1:1000
 DATE: 1/03/11
 DWG. BY: JAP
 DESIGN BY: JAP
 REVIEWED BY: RBE

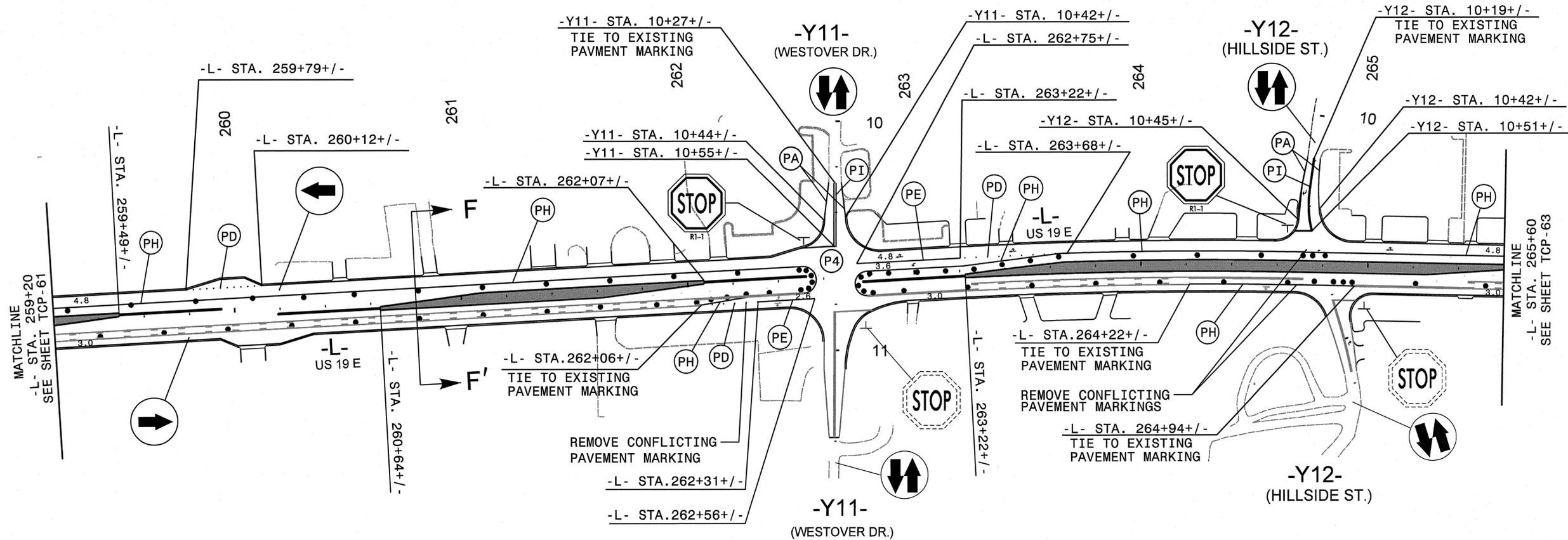
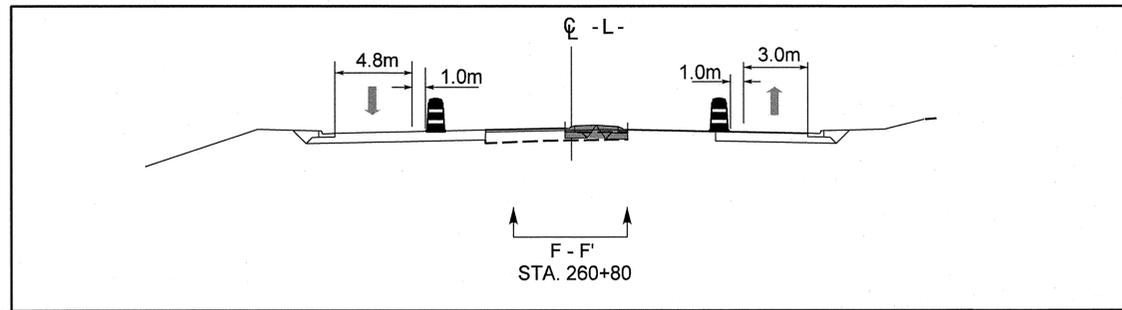
REVISIONS

CADD FILE



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-62

PAVEMENT MARKING SYMBOLS	
	QA
	QB
	QE



- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

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 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

APPROVED: *Ronda B. Early* DATE: 12-28-10
 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 RONDA B. EARLY

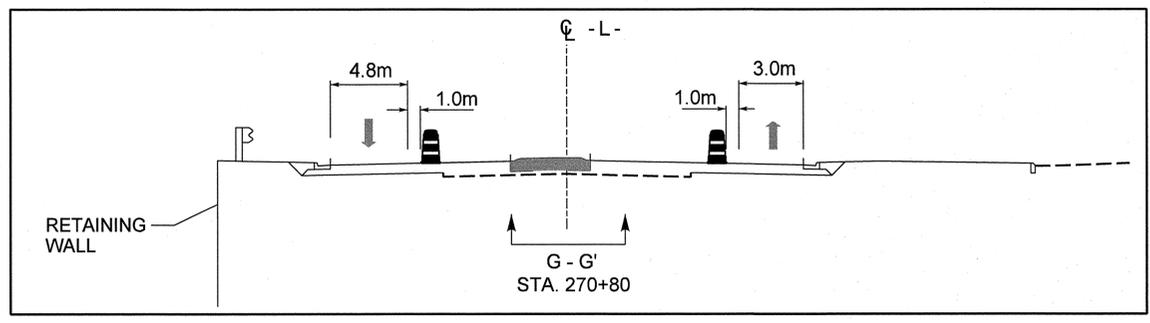
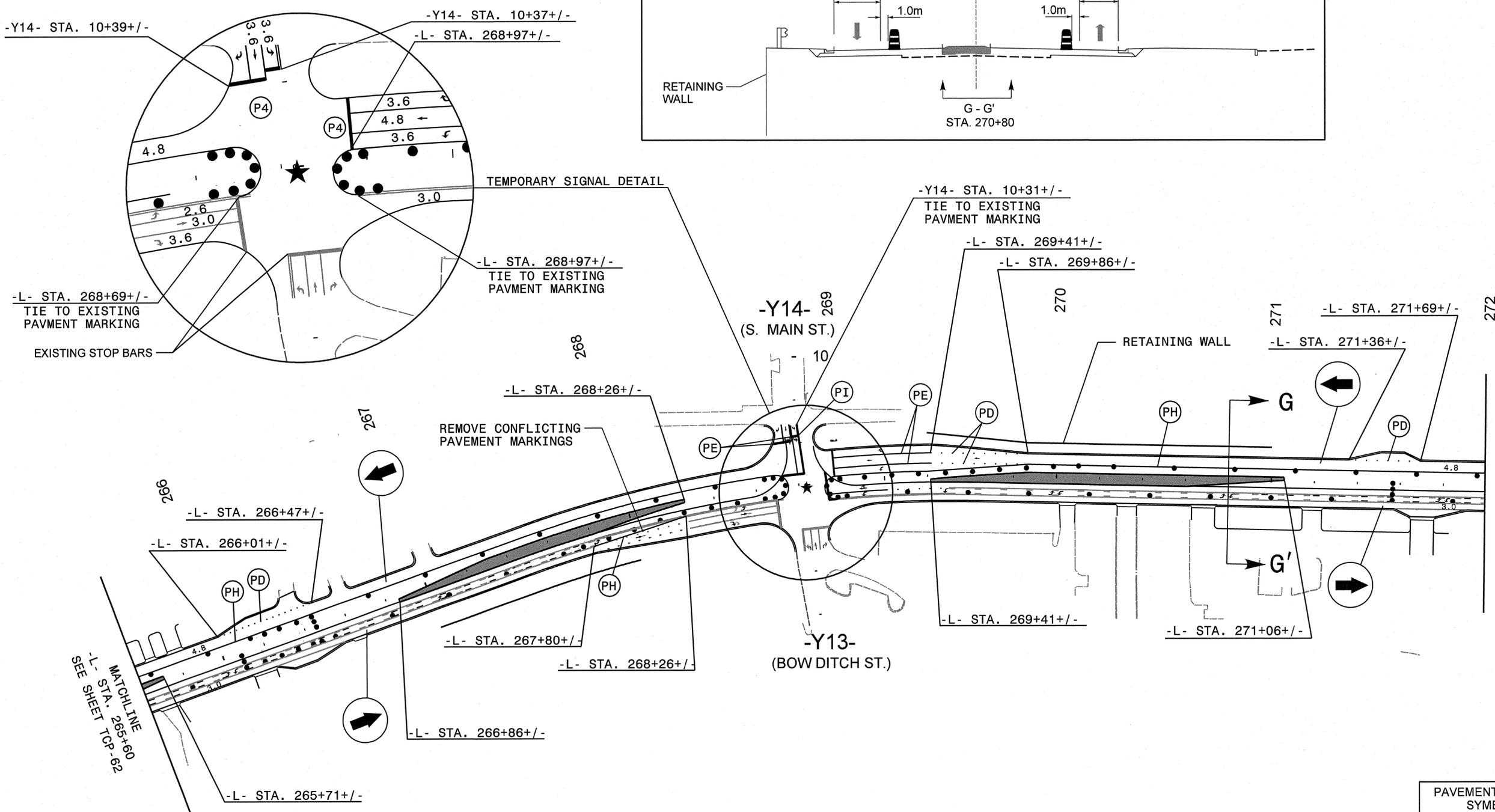
PHASE III OVERVIEW
 SHEET 6 OF 19

SCALE: 1:1000		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		

12/29/2010 Y:\NCDOT\2519a\TrafficControl\TCP\2519a_tcp\tcp3016.dgn
 USERNAME



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-63



TEMPORARY SIGNAL DETAIL

-L- STA. 268+69+/-
TIE TO EXISTING PAVMENT MARKING
EXISTING STOP BARS

-L- STA. 268+97+/-
TIE TO EXISTING PAVMENT MARKING

-Y14- STA. 10+31+/-
TIE TO EXISTING PAVMENT MARKING

-L- STA. 269+41+/-
-L- STA. 269+86+/-

-L- STA. 271+69+/-
-L- STA. 271+36+/-

REMOVE CONFLICTING PAVMENT MARKINGS

-L- STA. 265+60
MATCHLINE
SEE SHEET TCP-62

MATCHLINE
-L- STA. 272+00
SEE SHEET TCP-64

PAVEMENT MARKING SYMBOLS	
	QA
	QB
	QC

- NOTE:
- * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

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 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 023521
 RONDA B. EARLY

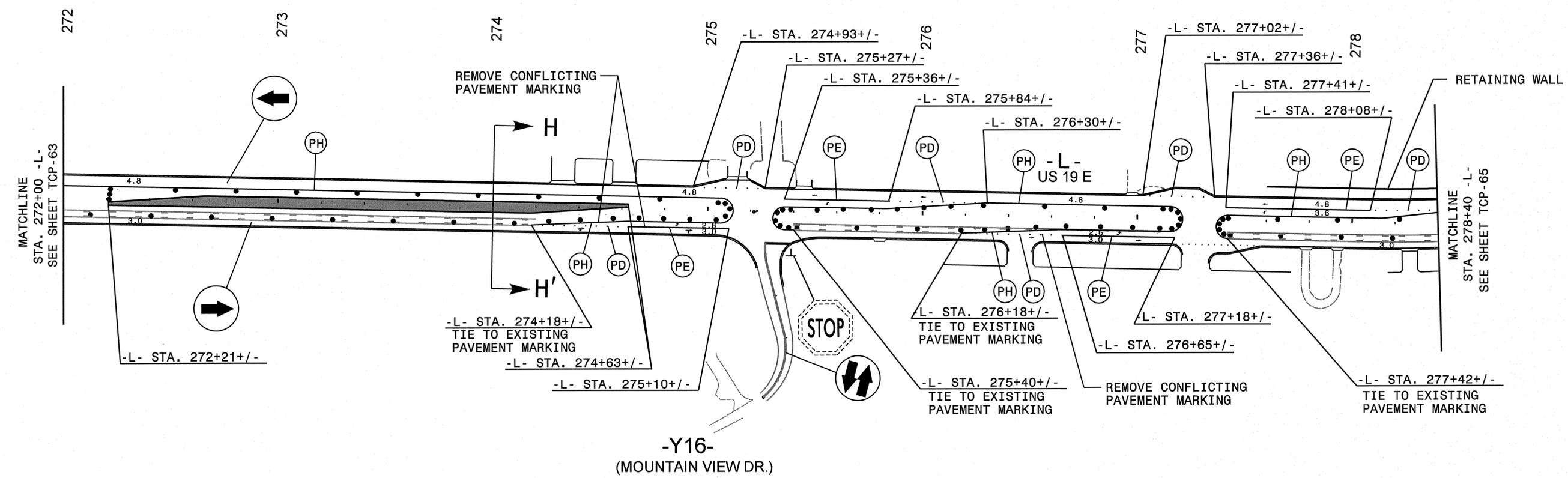
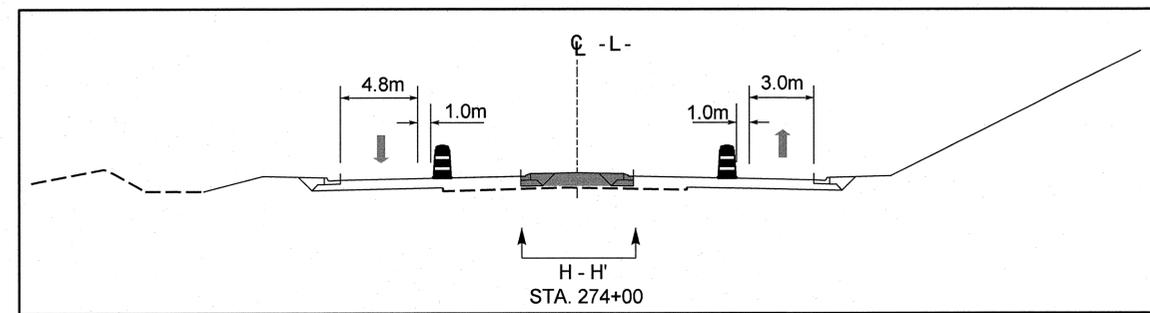
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 SHEET 7 OF 19

SCALE: 1:1000		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		

12/29/2010
 Y:\NCDOT\2519a\Traffic\TrafficControl\TCP\2519a_tcp_630V7.dgn
 USERNAME



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-64



PAVEMENT MARKING SYMBOLS	
	QA
	QC
	QE

- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

12/29/2000
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 USERNAME

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APPROVED: *[Signature]* DATE: 12/29/10
 SEAL

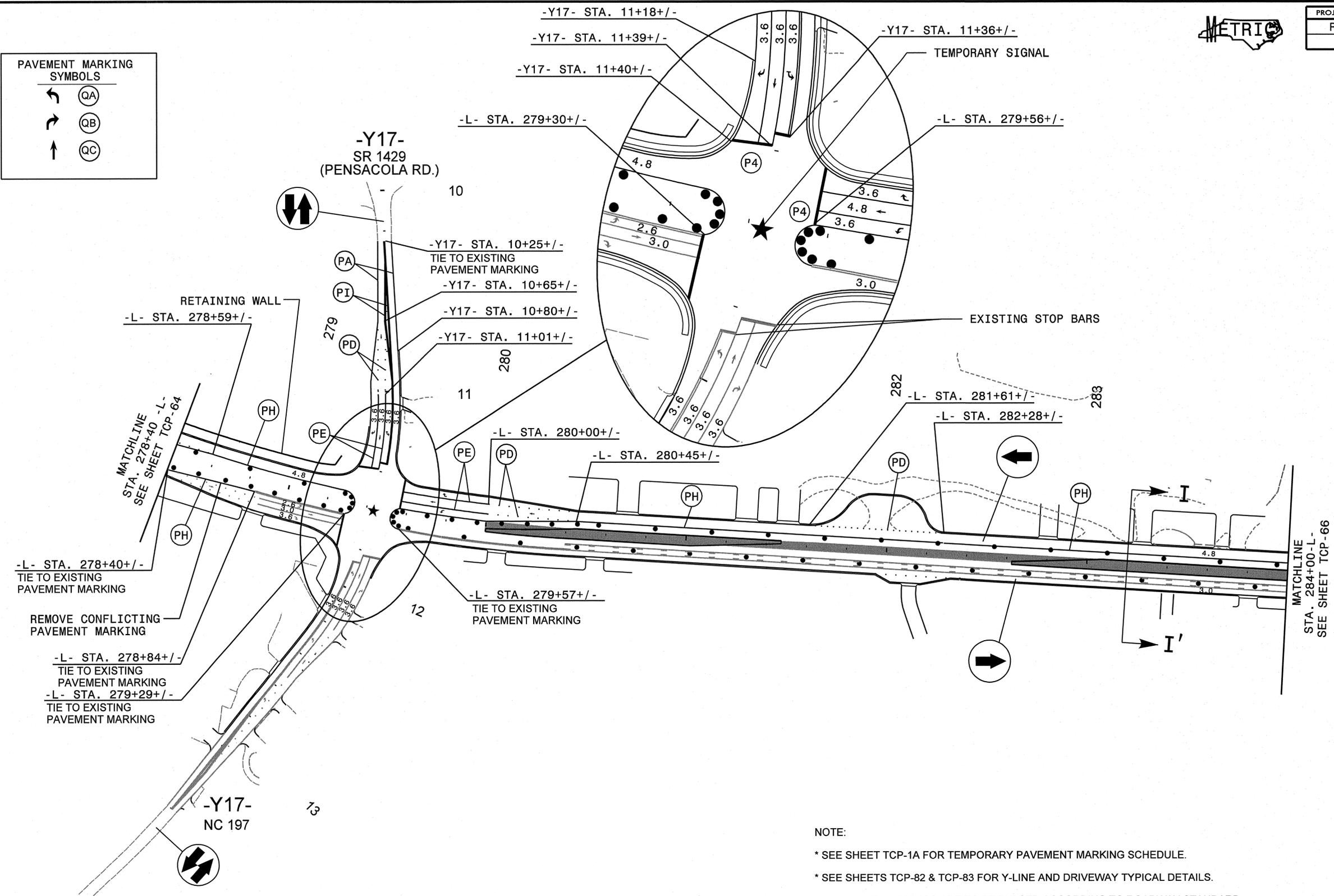
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SHEET 8 OF 19

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REVISIONS										
DATE: 1/03/11										
DWG. BY: JAP										
DESIGN BY: JAP										
REVIEWED BY: RBE	CADD FILE									



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-65

PAVEMENT MARKING SYMBOLS	
	QA
	QB
	QC



-L- STA. 278+40+/-
TIE TO EXISTING
PAVEMENT MARKING

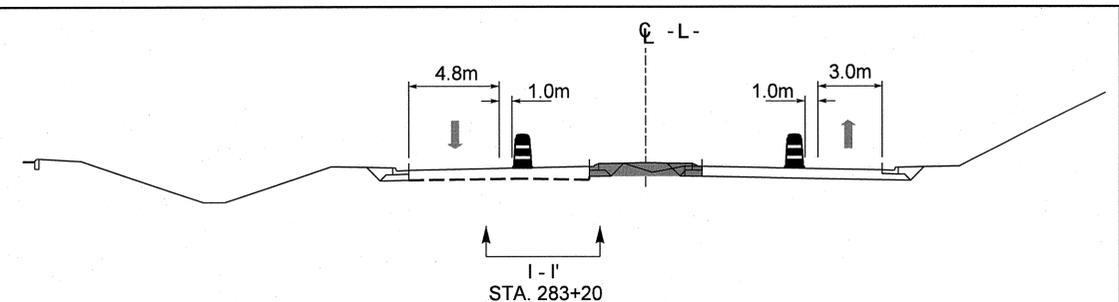
REMOVE CONFLICTING
PAVEMENT MARKING

-L- STA. 278+84+/-
TIE TO EXISTING
PAVEMENT MARKING

-L- STA. 279+29+/-
TIE TO EXISTING
PAVEMENT MARKING

-L- STA. 279+57+/-
TIE TO EXISTING
PAVEMENT MARKING

- NOTE:
- * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.



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APPROVED: *Shanda S. Craft* DATE: 12-29-10

SEAL
 NORTH CAROLINA
 PROFESSIONAL
 SEAL
 023521
 CRAIG NEER
 FRONDA B. EARLY

PHASE III OVERVIEW
SHEET 9 OF 19

SCALE: 1:1000
 DATE: 1/03/11
 DWG. BY: JAP
 DESIGN BY: JAP
 REVIEWED BY: RBE

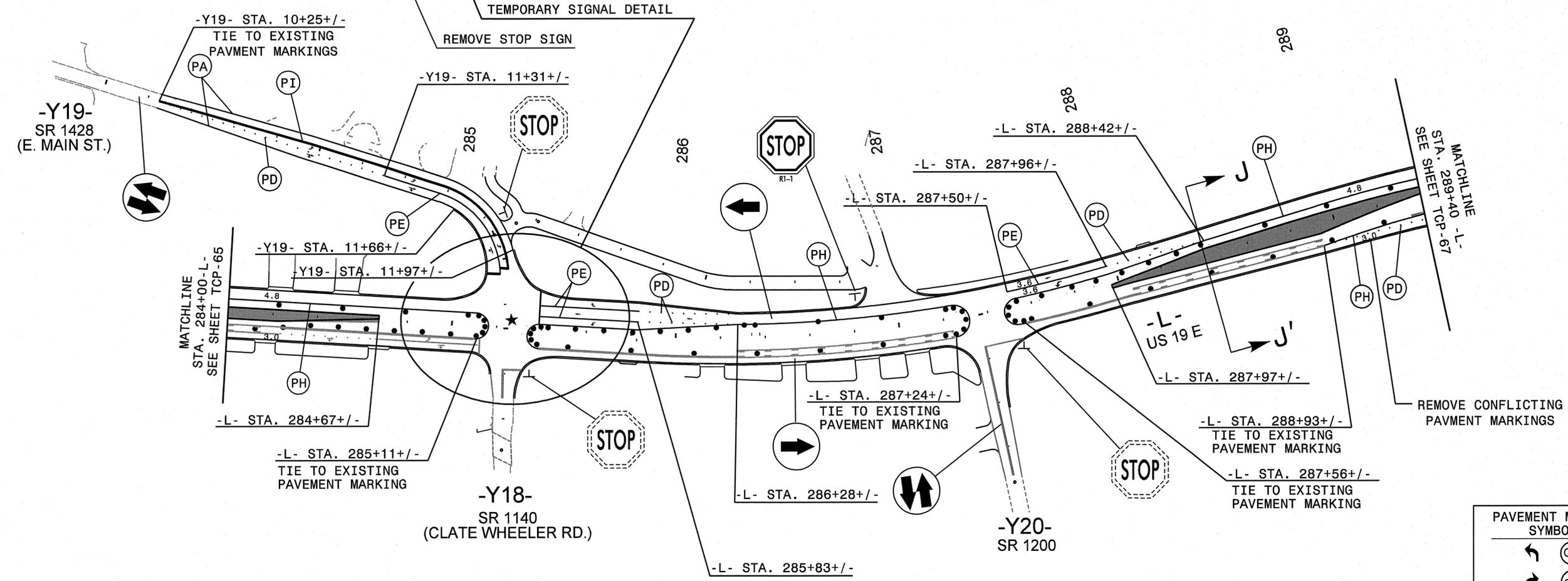
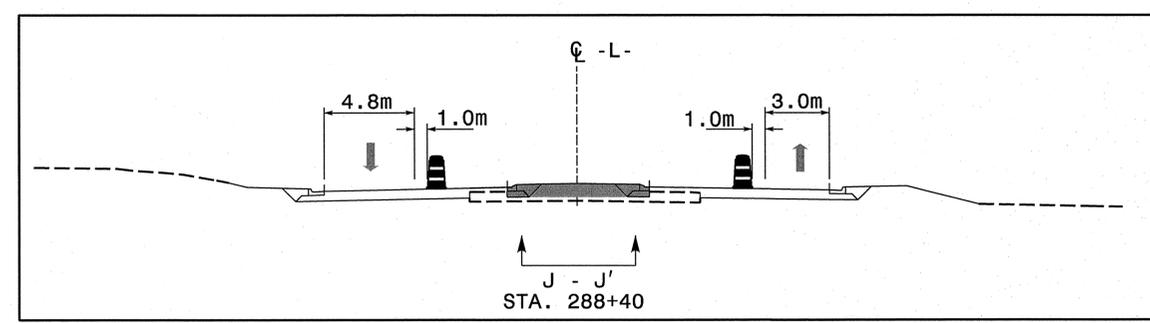
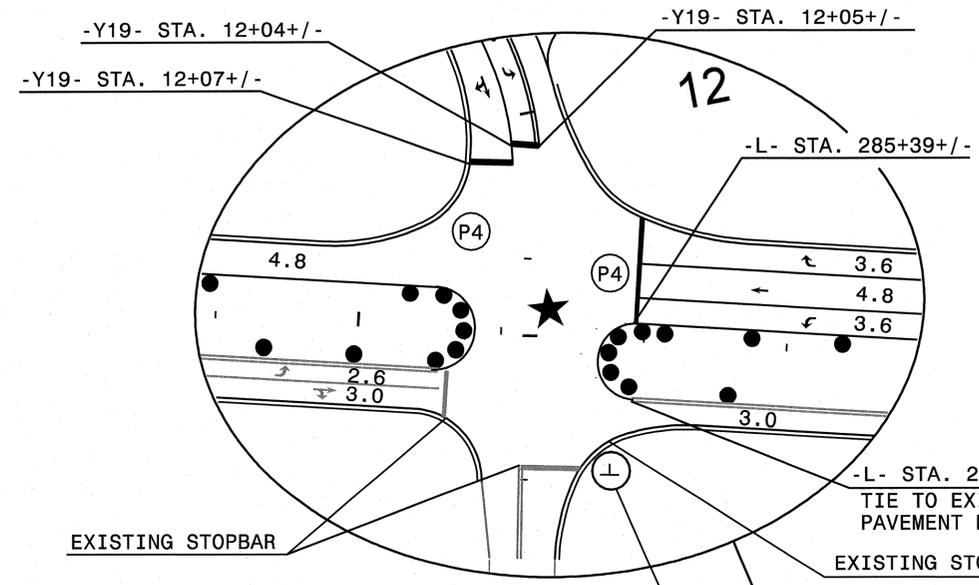
REVISIONS

CADD FILE

12/29/2010 Y:\NCDOT\2519a\TrafficControl\TCP\2519a.tc.tcpP30V9.dgn
 -USERNAME-



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-66



NOTE:
 * STOP BARS ARE TO BE LOCATED A MINIMUM OF 10' FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

PAVEMENT MARKING SYMBOLS	
	QA
	QB
	QC
	QE

12/29/2010
 Y:\NCDOT\2519a\Traffic\TrafficControl\TCP\2519a.tc.tcp30V0.dgn
 USERNAME

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APPROVED: *Ronda B. Early* DATE: 12-28-10
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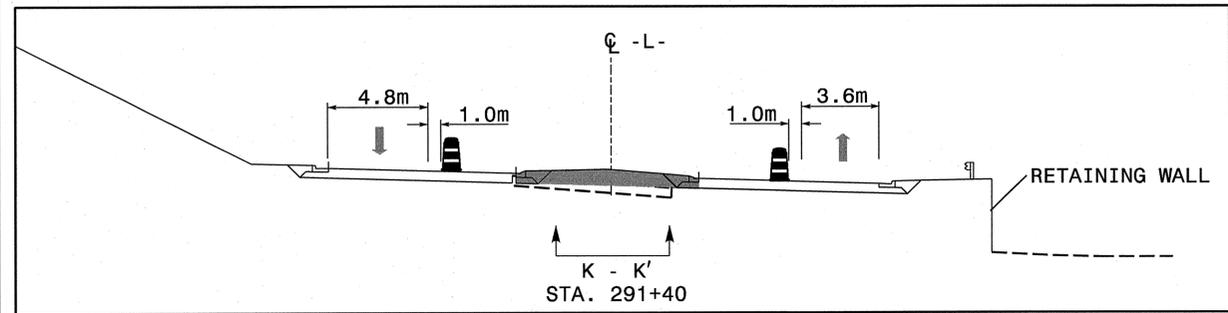
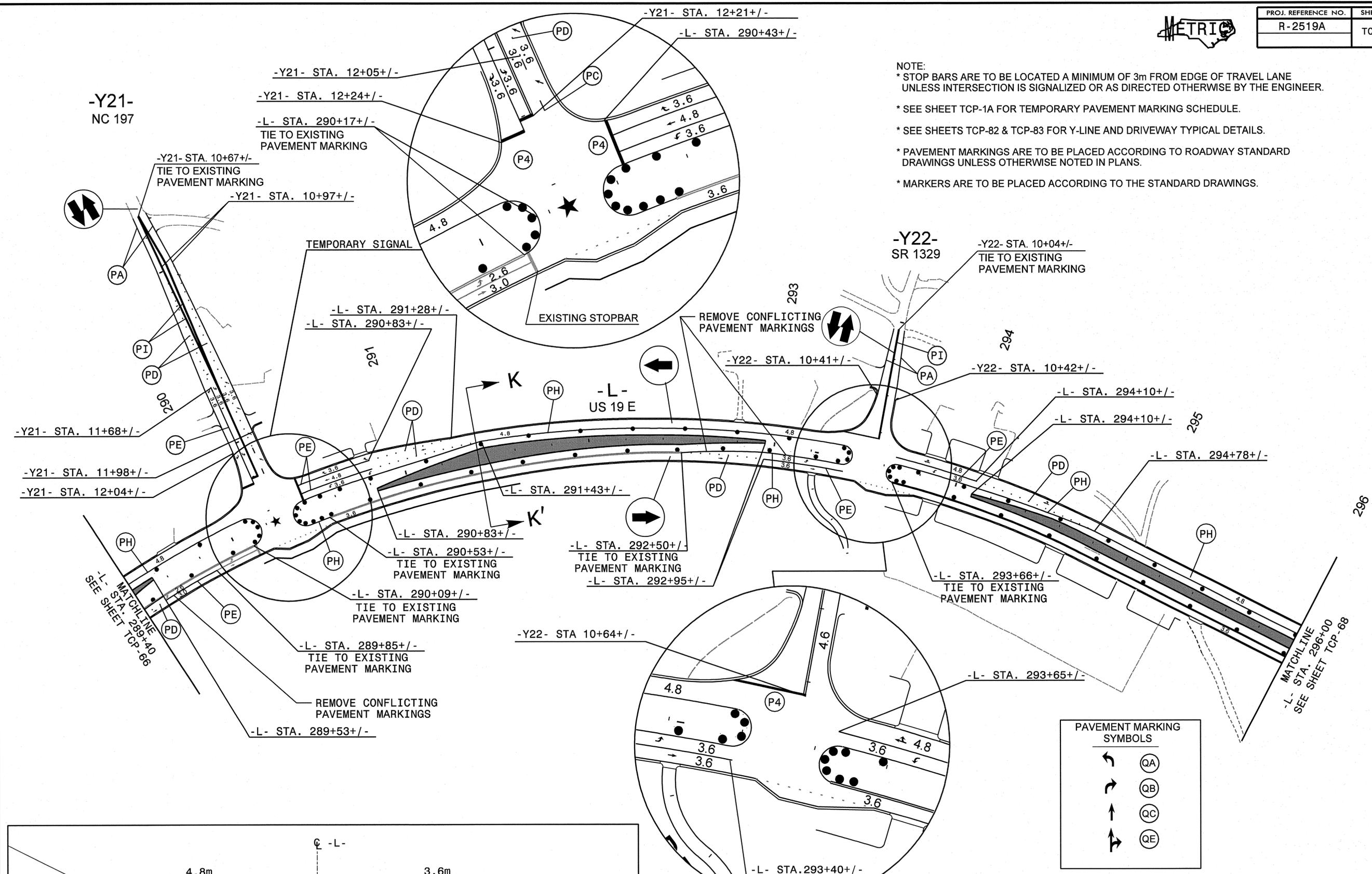
PHASE III OVERVIEW
 SHEET 10 OF 19

SCALE: 1:1000		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-67

NOTE:
 * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.



PAVEMENT MARKING SYMBOLS	
	QA
	QB
	QC
	QE

12/29/2010
 Y:\NCDDOT\2519a\Traffic\TrafficControl\TCP\2519a.tc_tcp230VIL.dgn
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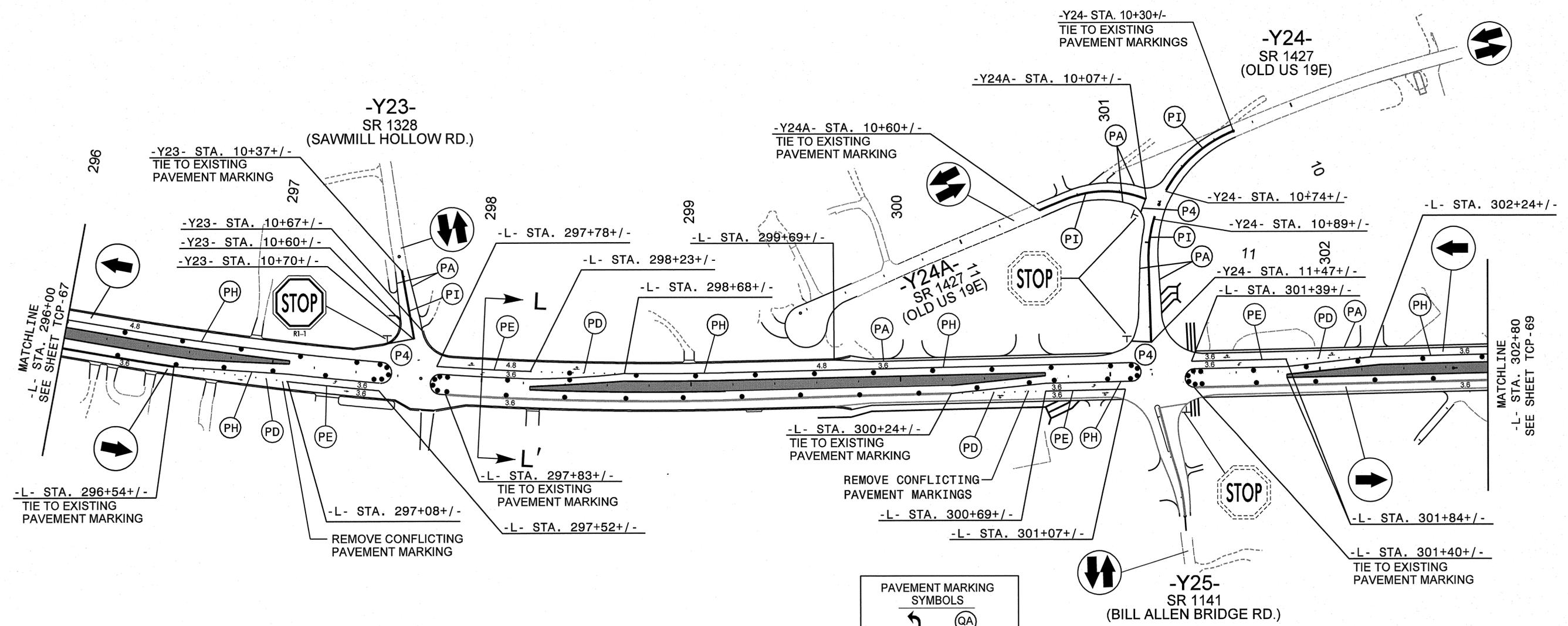
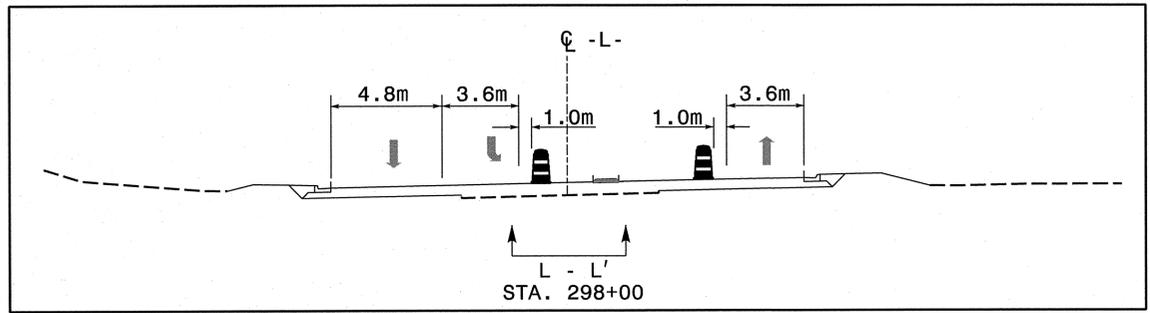
APPROVED: *[Signature]* DATE: 12-29-10
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PHASE III OVERVIEW
SHEET 11 OF 19

SCALE: 1:1000		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-68



MATCHLINE
-L- STA. 296+00
SEE SHEET TCP-67

MATCHLINE
-L- STA. 302+80
SEE SHEET TCP-69

PAVEMENT MARKING SYMBOLS

	QA
	QE
	QC

- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

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APPROVED: *[Signature]* DATE: 12-29-10

SEAL
 NORTH CAROLINA
 PROFESSIONAL ENGINEER
 023521
 RONDA B. EARLY

PHASE III OVERVIEW
SHEET 12 OF 19

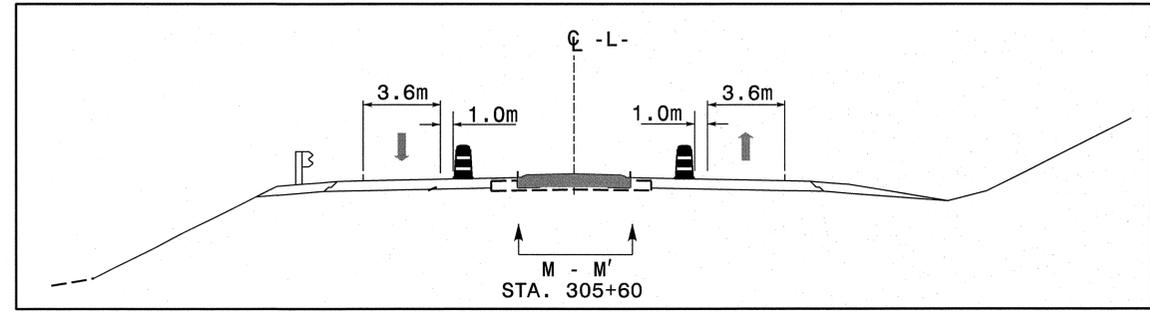
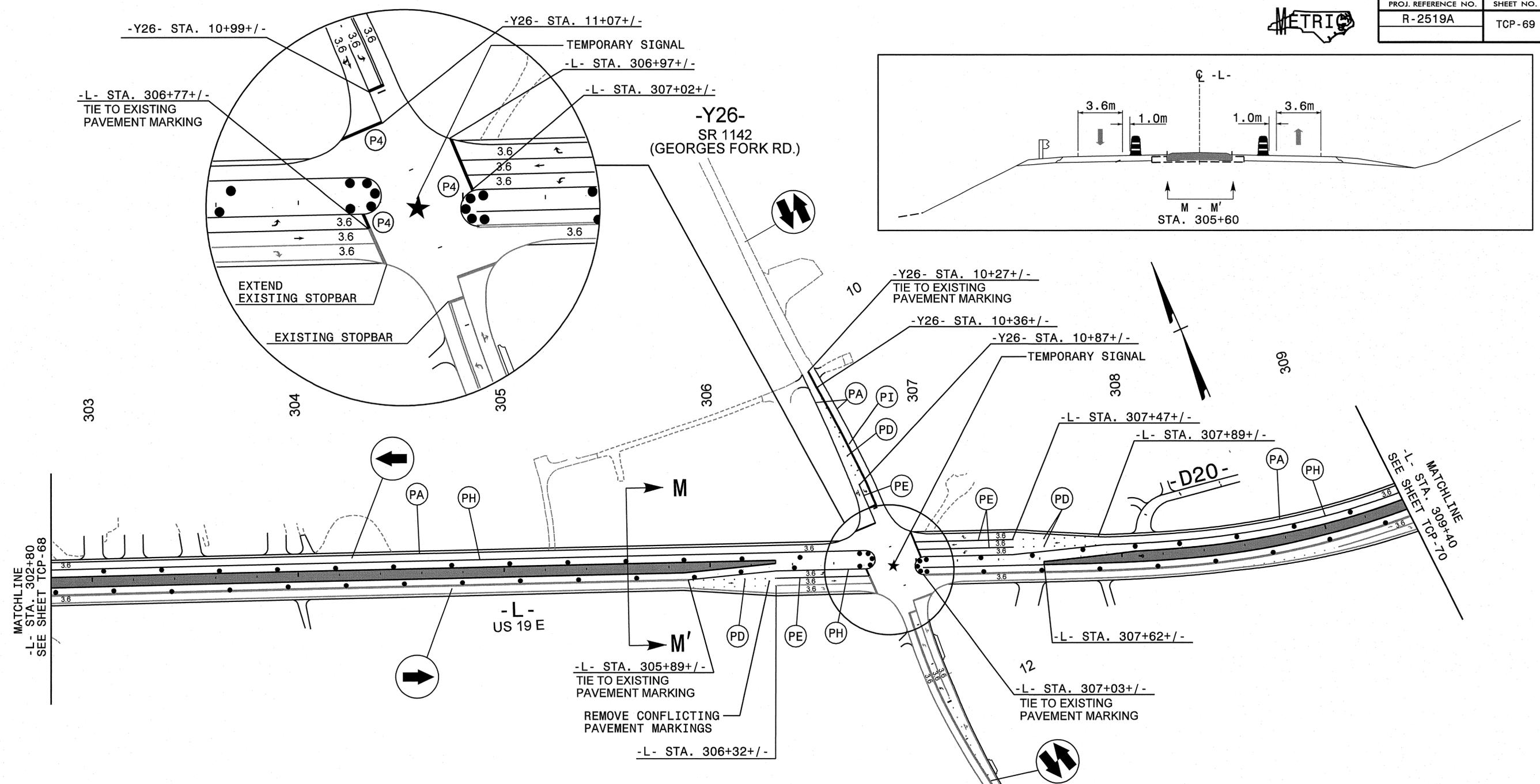
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 DWG. BY: JAP
 DESIGN BY: JAP
 REVIEWED BY: RBE

REVISIONS

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PROJ. REFERENCE NO. R-2519A	SHEET NO. TCP-69
--------------------------------	---------------------



MATCHLINE
-L- STA. 302+80
SEE SHEET TCP-68

MATCHLINE
-L- STA. 309+40
SEE SHEET TCP-70

PAVEMENT MARKING SYMBOLS	
	QA
	QB
	QC
	QE

- NOTE:
- * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
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 NC LICENSE # P-0189

APPROVED: *Monica B. Early* DATE: 12-29-10
 SEAL

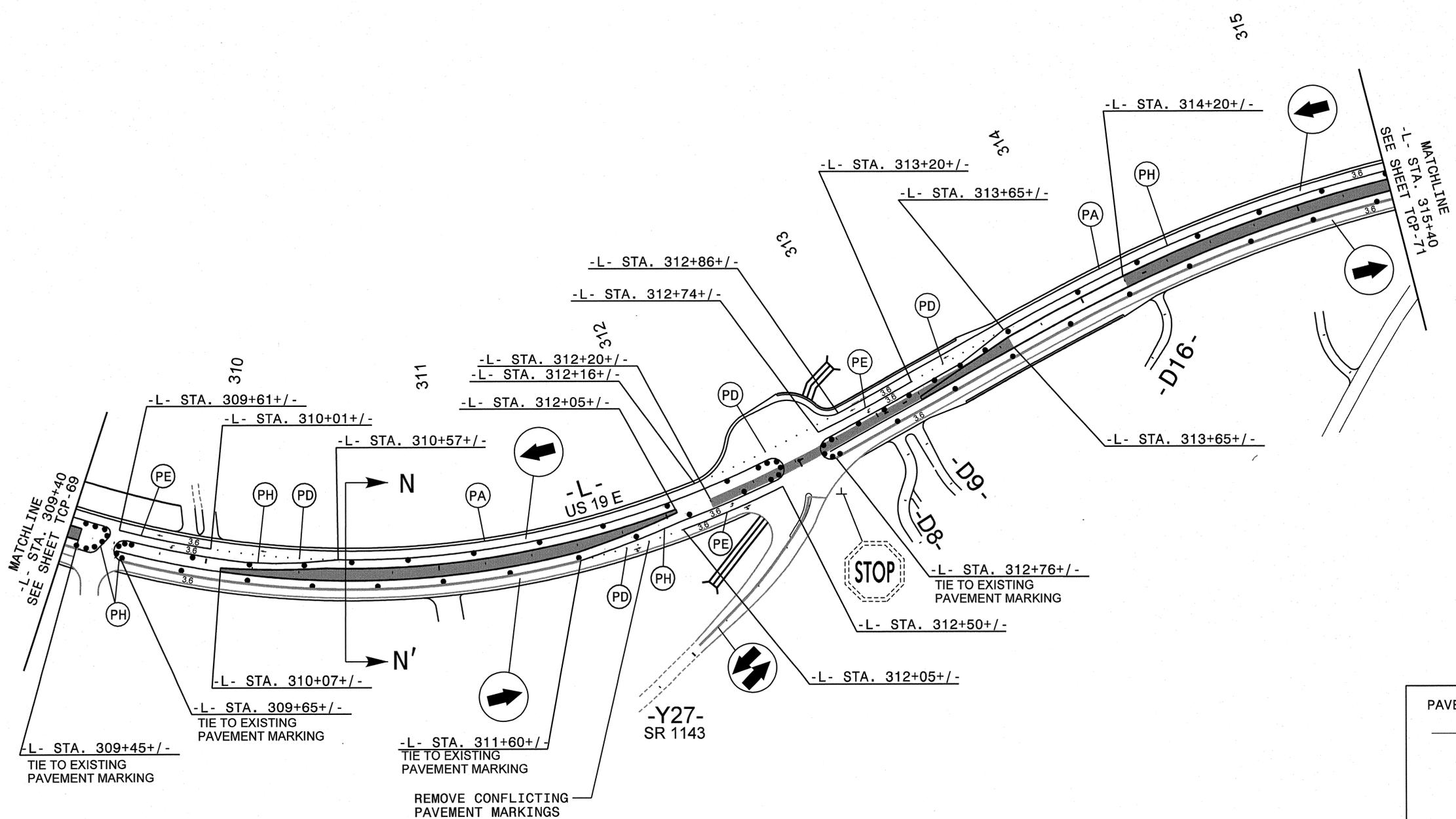
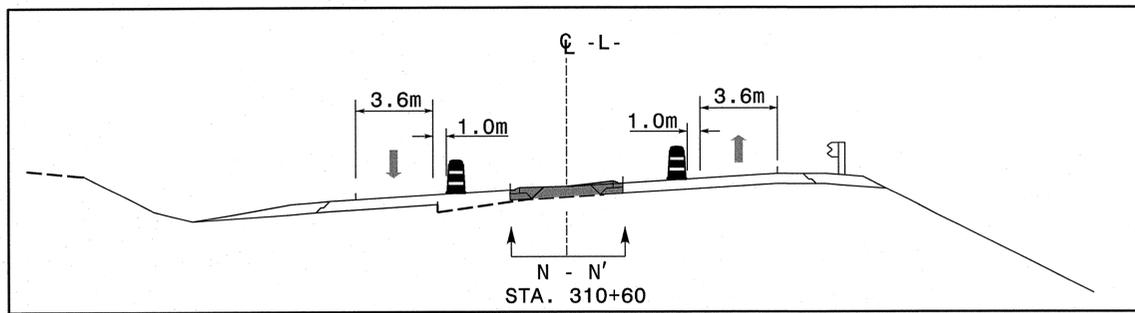
PHASE III OVERVIEW
SHEET 13 OF 19

SCALE: 1:1000		REVISIONS
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DESIGN BY: JAP		
REVIEWED BY: RBE		CADD FILE

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 USERNAME



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-70



- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

PAVEMENT MARKING SYMBOLS	
	QA
	QC
	QE

12/29/2010 Y:\NCDOT\2519a\TrafficControl\TCP\2519a.tc.tcp30V4.dgn USERNAME

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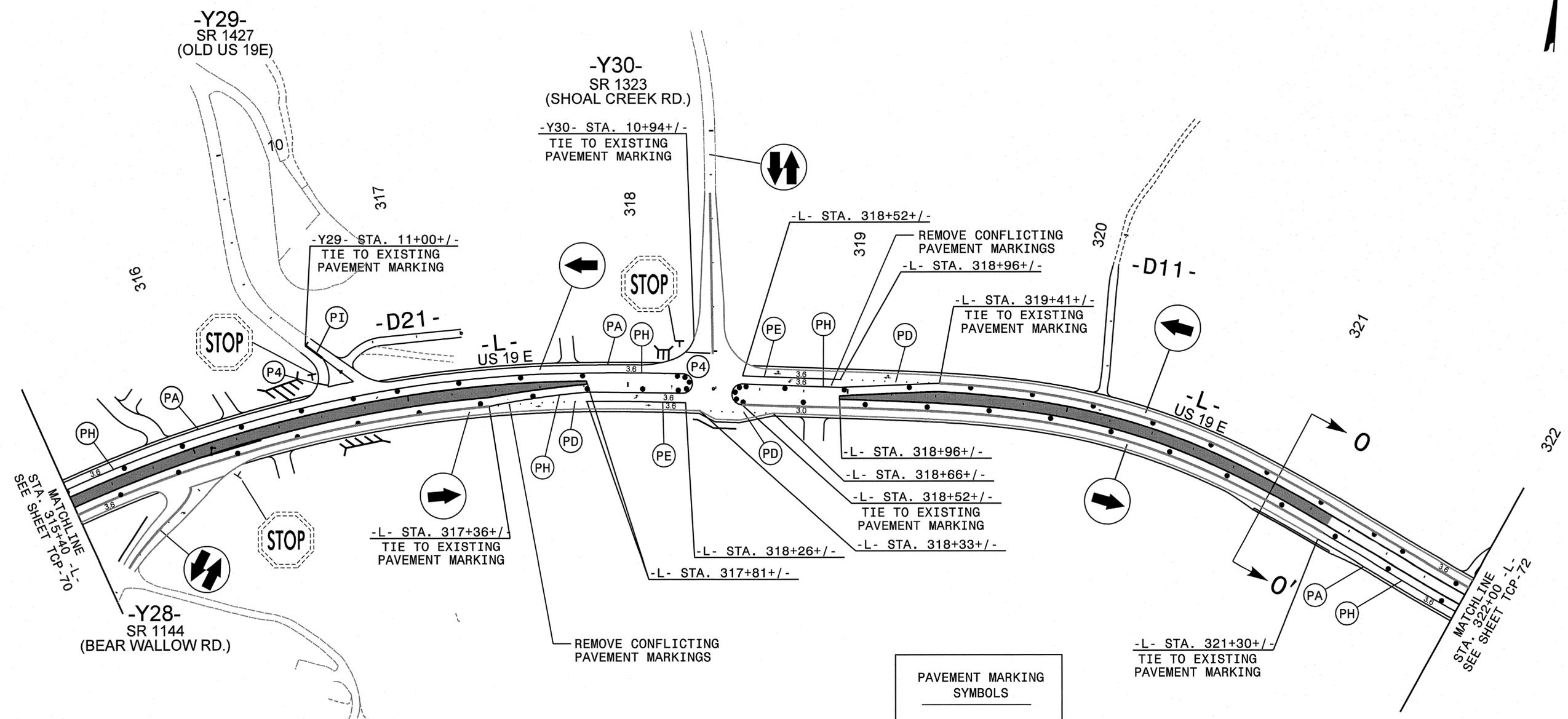
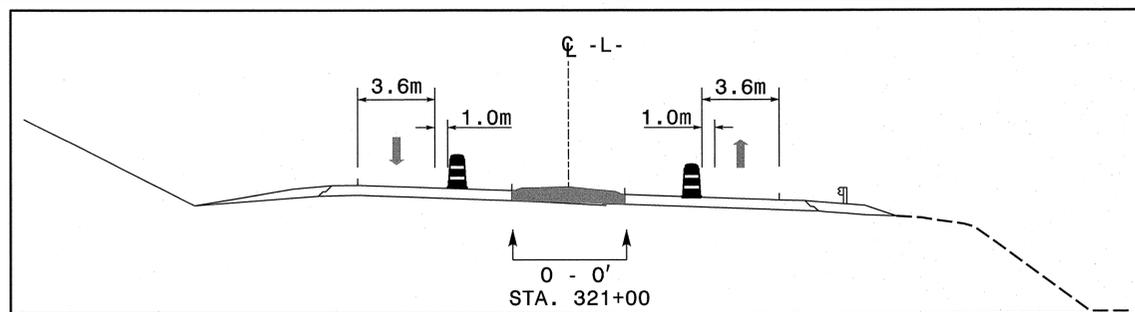
APPROVED: *Ronda B. Early* DATE: 12-29-10
 SEAL

PHASE III OVERVIEW
SHEET 14 OF 19

SCALE: 1:1000		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-71



PAVEMENT MARKING SYMBOLS

	QA
	QC
	QE

NOTE:

- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
- * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
- * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
- * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
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 NC LICENSE # P-0189

APPROVED: *[Signature]* DATE: 12-22-10

SEAL

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 023521 RONDA B. EARLY

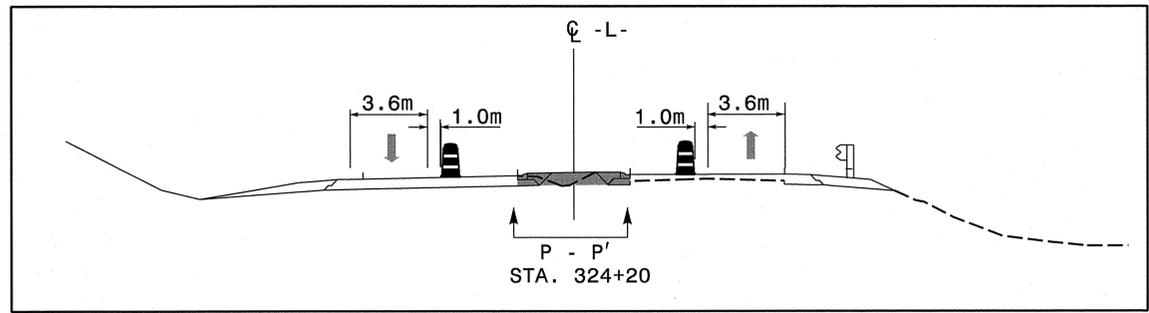
PHASE III OVERVIEW
SHEET 15 OF 19

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REVIEWED BY: RBE		

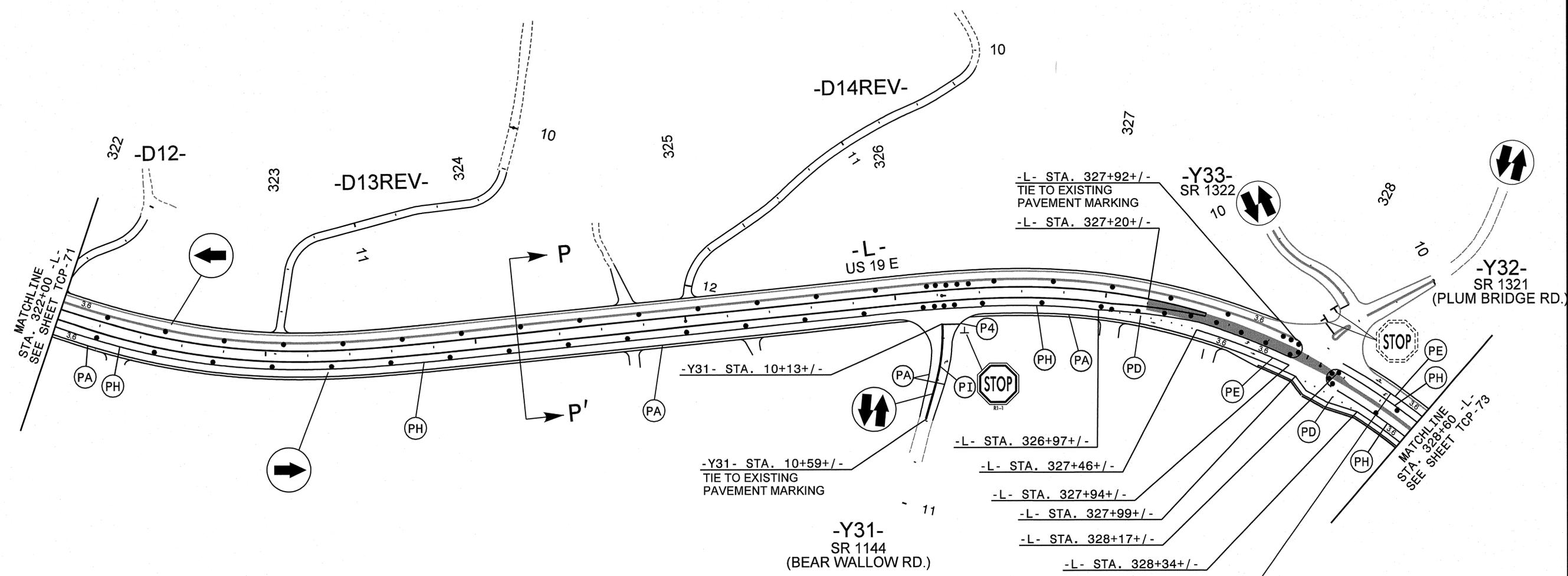
12/29/2010 Y:\NCDOT\R2519a\TrafficControl\TCP\R-2519a.tc.tcpP30V15.dgn
 -USERNAME-



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-72



PAVEMENT MARKING SYMBOLS	
	QA
	QB
	QC
	QE



- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

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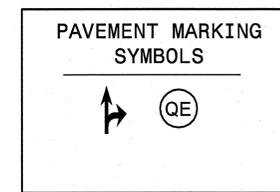
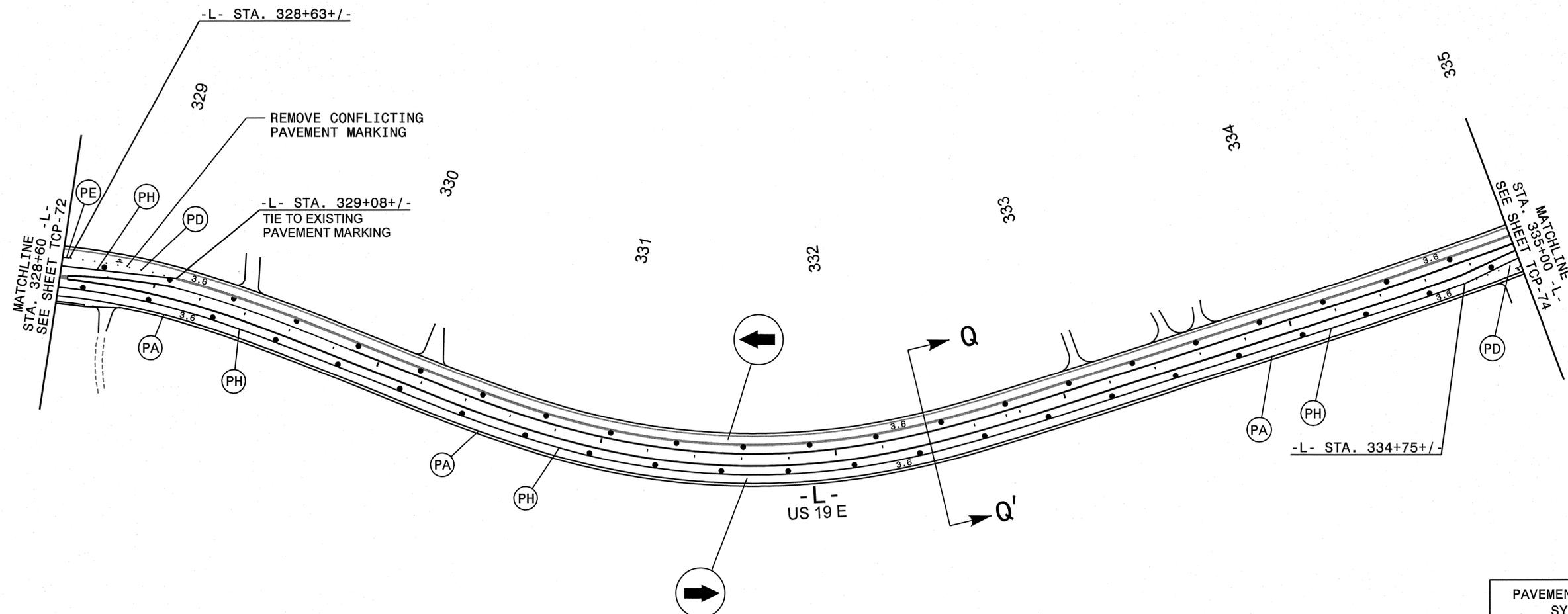
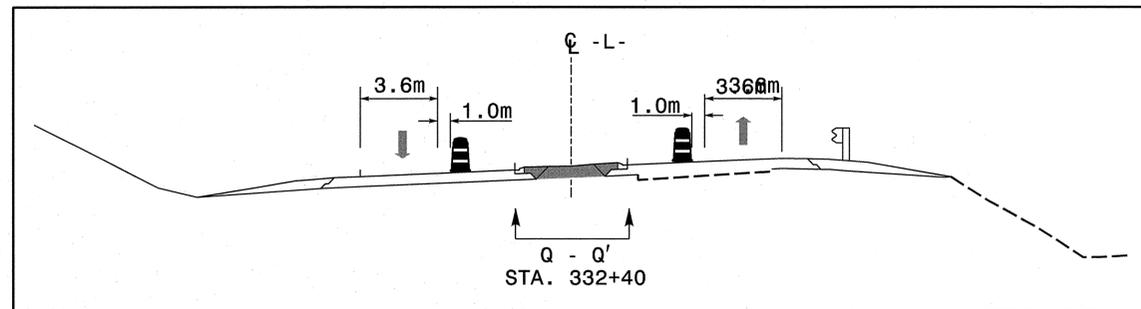
APPROVED: *Ronda B. Early* DATE: 12-29-10
 SEAL

PHASE III OVERVIEW
SHEET 16 OF 19

SCALE: 1:1000	 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION	REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		CADD FILE



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-73



- NOTE:
- * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

P:\2519\2519a\Traffic\TrafficControl\TCP\2519a.tc.tcp30\07.dgn
 USER:NAME

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 PO BOX 30128 TELE 919.788.0224
 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

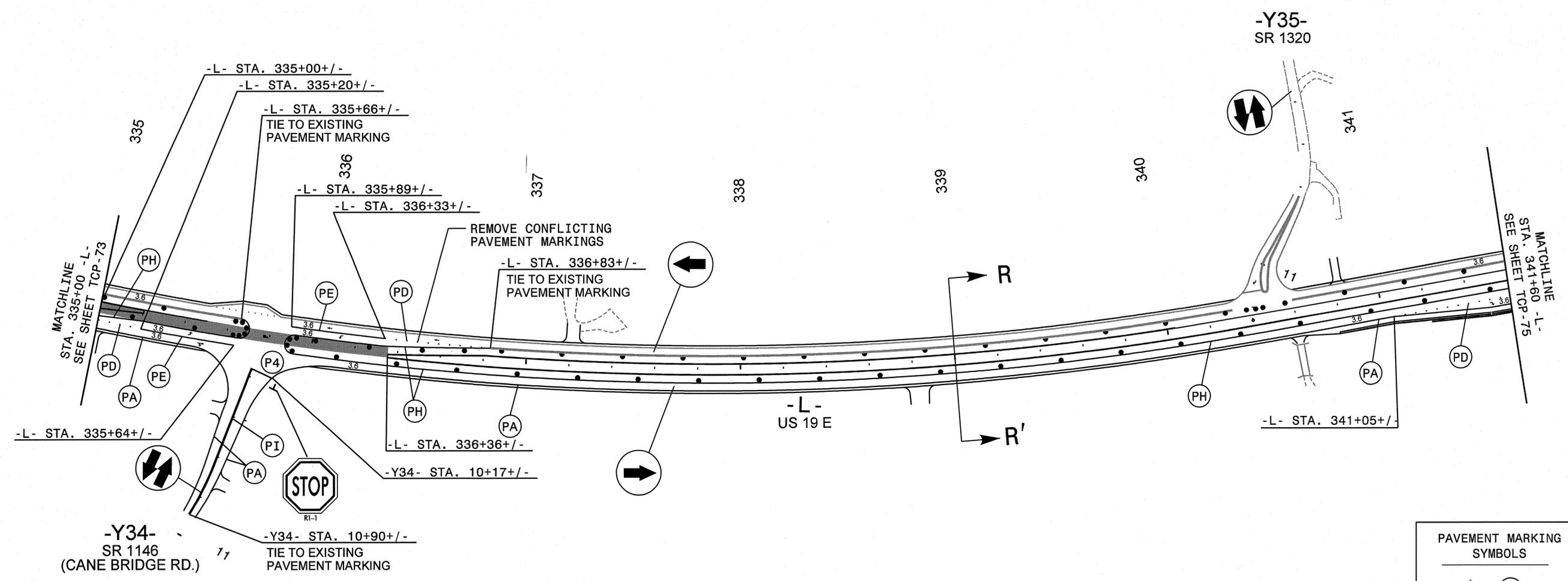
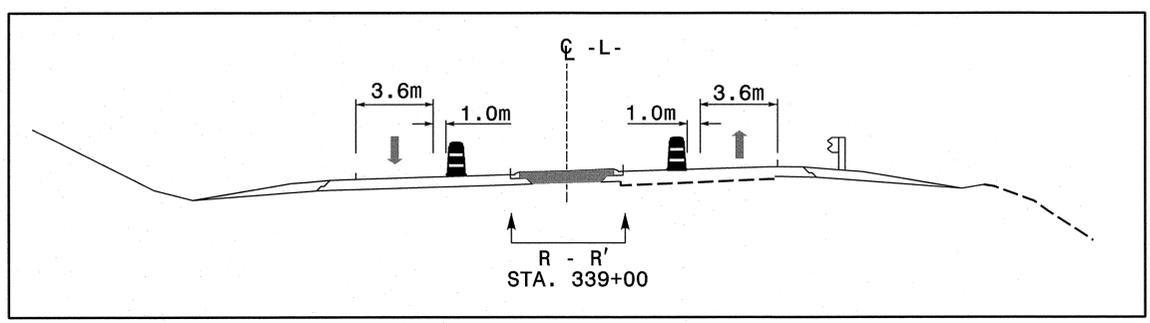
APPROVED: *[Signature]* DATE: 12-29-10

PHASE III OVERVIEW
SHEET 17 OF 19

SCALE: 1:1000		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-74



- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
 - * PAVEMENT MARKINGS ARE TO BE PLACED ACCORDING TO ROADWAY STANDARD DRAWINGS UNLESS OTHERWISE NOTED IN PLANS.
 - * MARKERS ARE TO BE PLACED ACCORDING TO THE STANDARD DRAWINGS.

PAVEMENT MARKING SYMBOLS	
	QA
	QB
	QC
	QE

12/29/2010 Y:\NCDOT\2519a\Tranfic\TrafficControl\TCP\2519a.tc.tcpP30V18.dgn -USERNAME-

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 NC LICENSE # P-0189

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PHASE III OVERVIEW
SHEET 18 OF 19

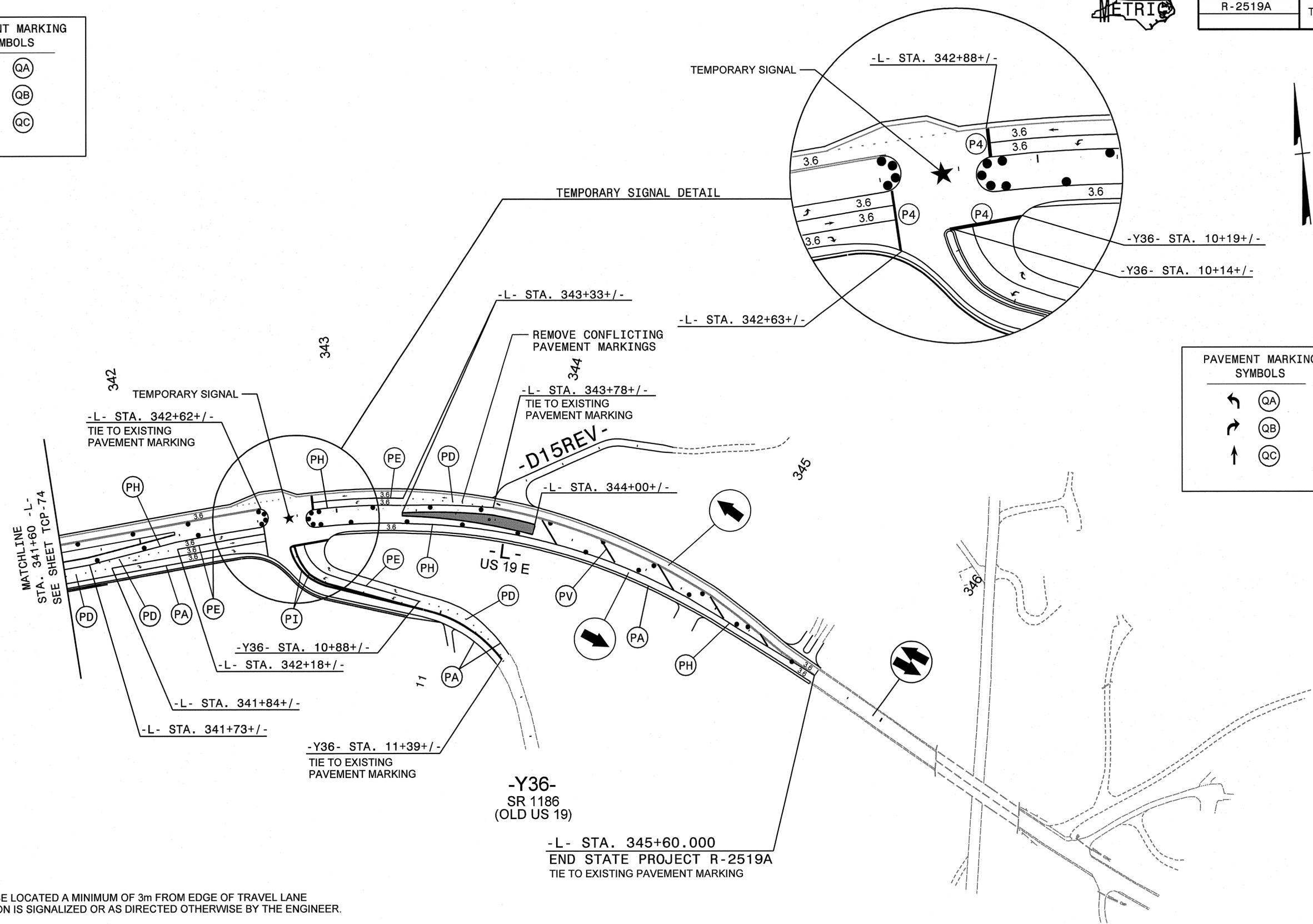
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DESIGN BY: JAP		
REVIEWED BY: RBE		



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-75

PAVEMENT MARKING SYMBOLS	
	QA
	QB
	QC

PAVEMENT MARKING SYMBOLS	
	QA
	QB
	QC



- NOTE:
- * STOP BARS ARE TO BE LOCATED A MINIMUM OF 3m FROM EDGE OF TRAVEL LANE UNLESS INTERSECTION IS SIGNALIZED OR AS DIRECTED OTHERWISE BY THE ENGINEER.
 - * SEE SHEET TCP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE.
 - * SEE SHEETS TCP-82 & TCP-83 FOR Y-LINE AND DRIVEWAY TYPICAL DETAILS.
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12/29/2010
 Y:\NCDDOT\R2519a\Traffic\TrafficControl\TCP\R2519a.tc.tcpP30V19.dgn
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 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

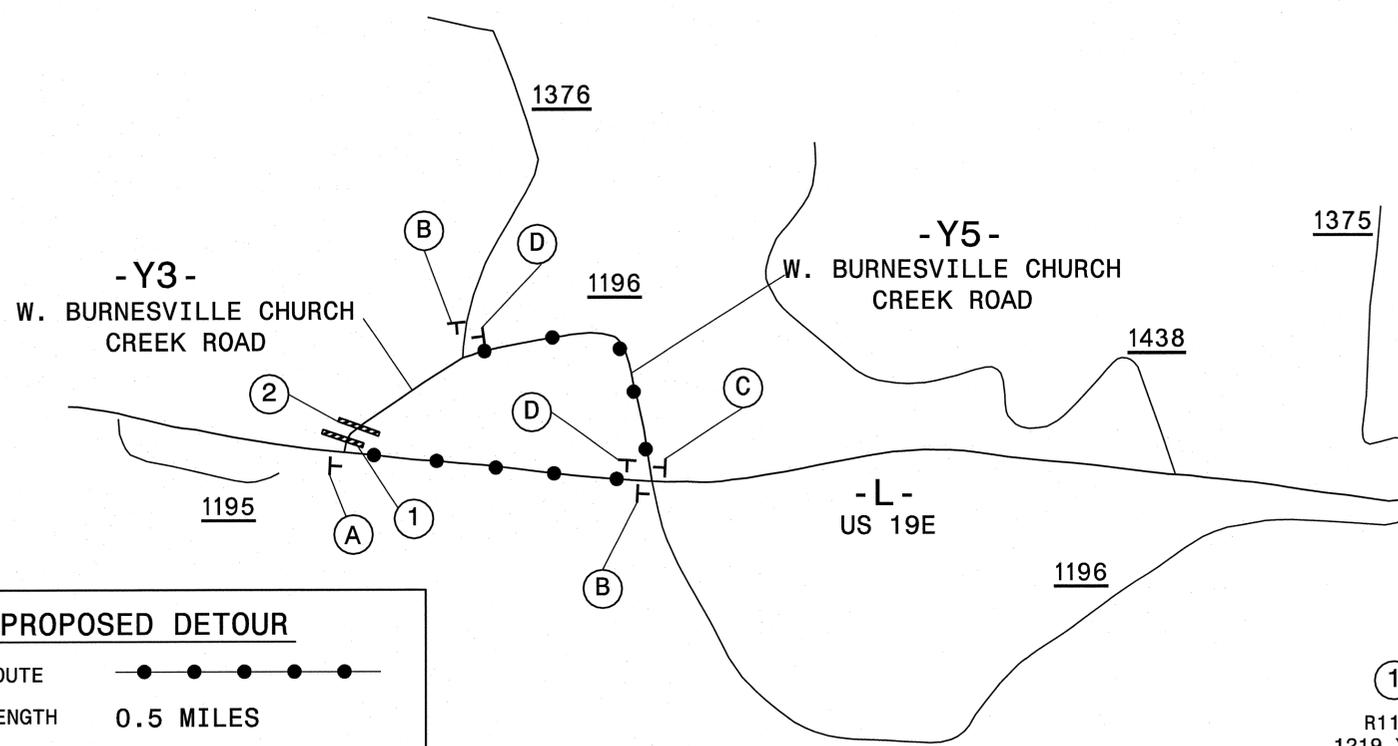
APPROVED: *[Signature]* DATE: 12-29-10
 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 023521
 MANDA B. EARLY

PHASE III OVERVIEW
SHEET 19 OF 19

SCALE: 1:1000		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-76



PROPOSED DETOUR

DETOUR ROUTE

DETOUR LENGTH 0.5 MILES

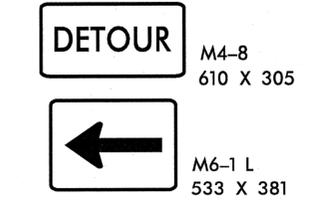
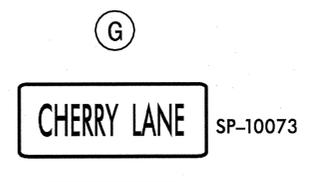
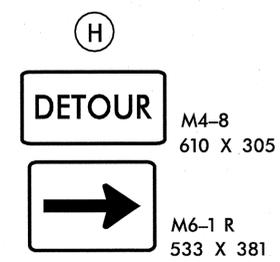
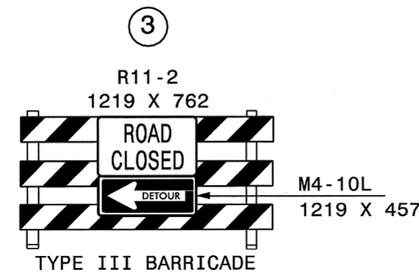
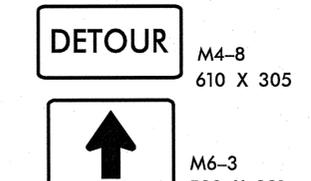
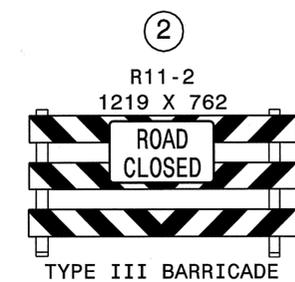
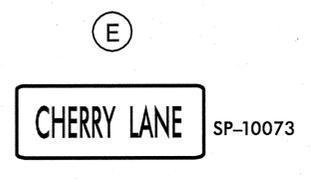
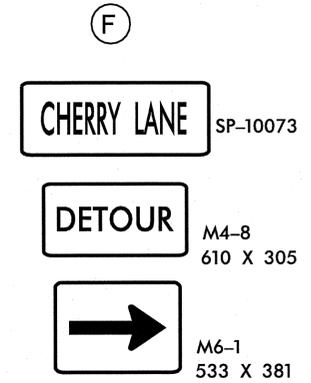
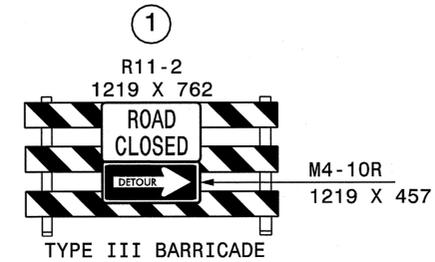
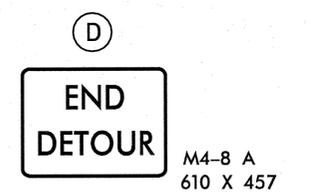
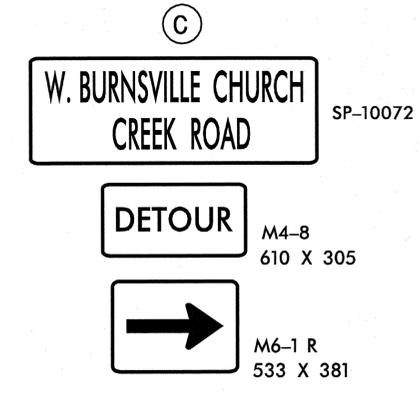
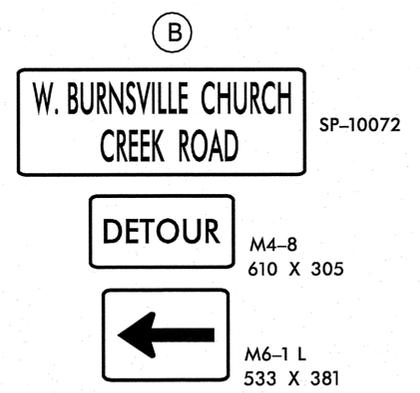
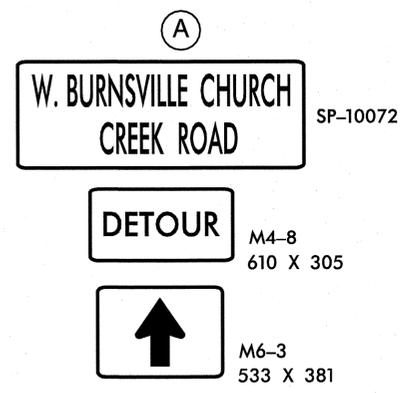
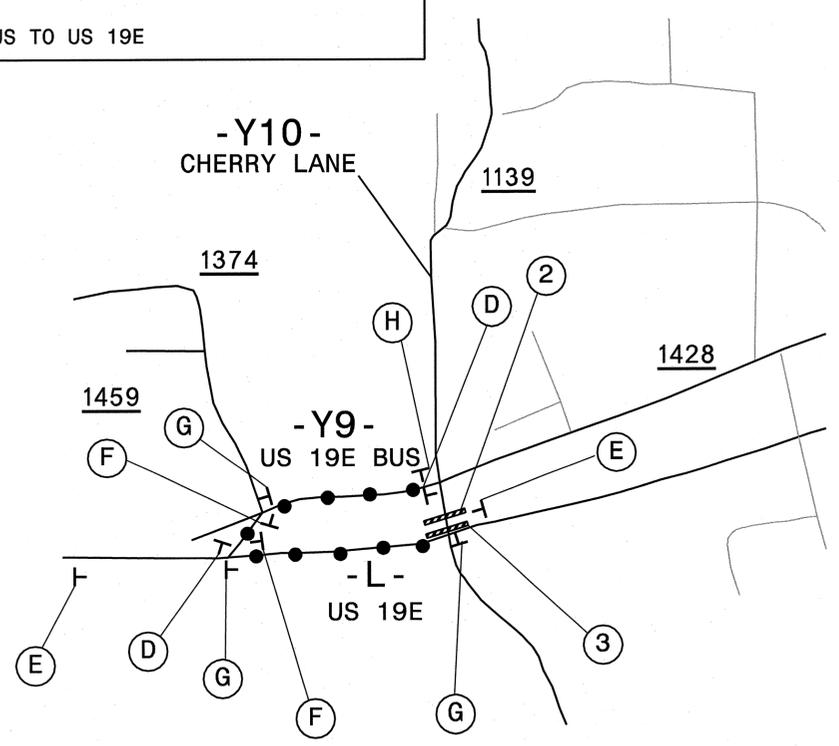
W. BURNESVILLE CHURCH CREEK ROAD TO US 19E

PROPOSED DETOUR

DETOUR ROUTE

DETOUR LENGTH 0.4 MILES

US 19E BUS TO US 19E



NOTE:
SEE SHEET SD-1 FOR SPECIAL SIGN DESIGN SP-10072.
SEE SHEET SD-2 FOR SPECIAL SIGN DESIGN SP-10073.

CH ENGINEERING
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 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

APPROVED: *Manda B. Early* DATE: 12-29-10
 SEAL

-Y3- AND -Y10- DETOUR

SCALE: 1/03/11
 DATE: 1/03/11
 DWG. BY: JAP
 DESIGN BY: JAP
 REVIEWED BY: RBE

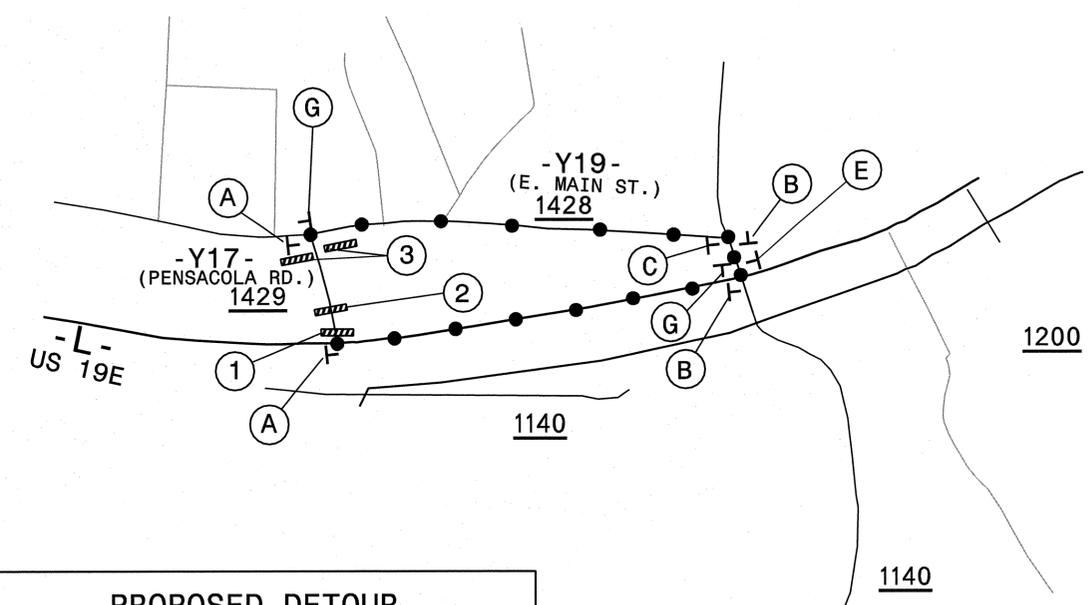
REVISIONS	

CADD FILE

12/29/2010 Y:\NC001\2519a\TrafficControl\TCP\R2519a.tc.tcp7det-y3-y10.dgn -USERNAME-



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-77



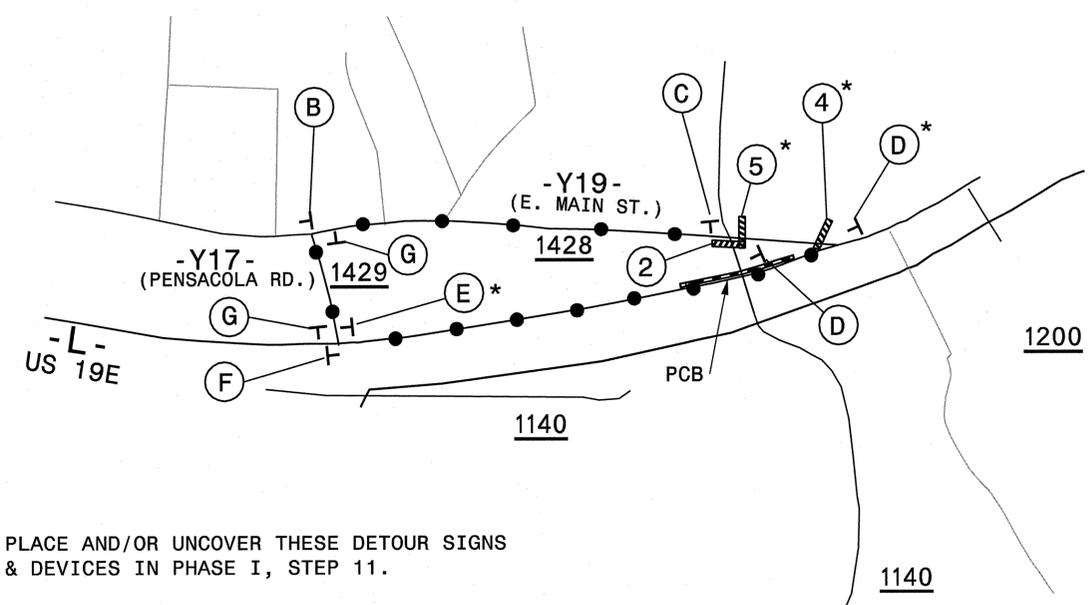
PROPOSED DETOUR

DETOUR ROUTE

DETOUR LENGTH 0.5 MILES

E MAIN STREET TO US 19E

-Y17- DETOUR



* PLACE AND/OR UNCOVER THESE DETOUR SIGNS & DEVICES IN PHASE I, STEP 11.

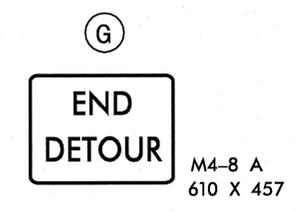
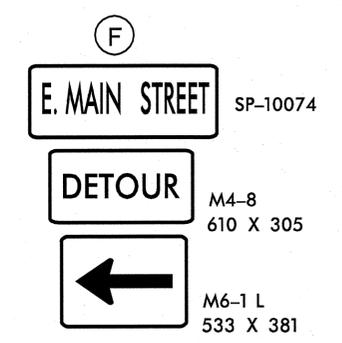
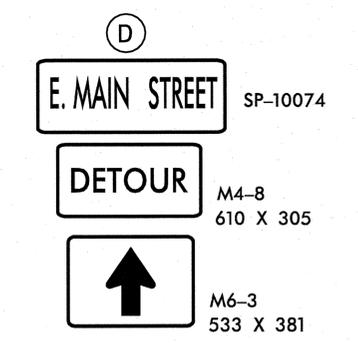
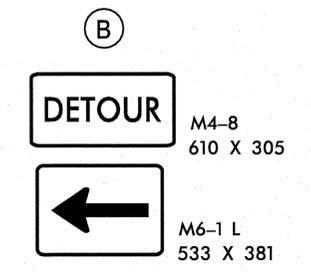
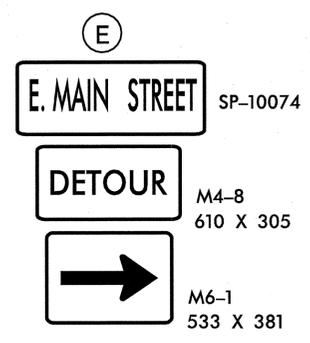
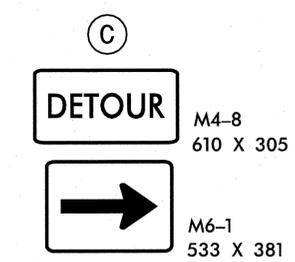
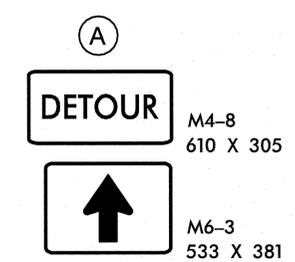
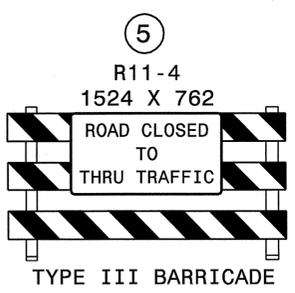
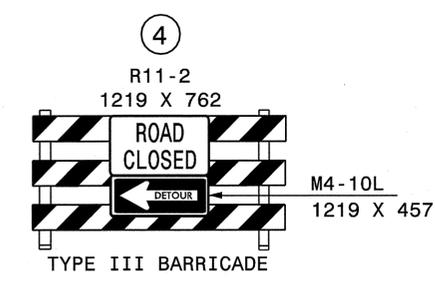
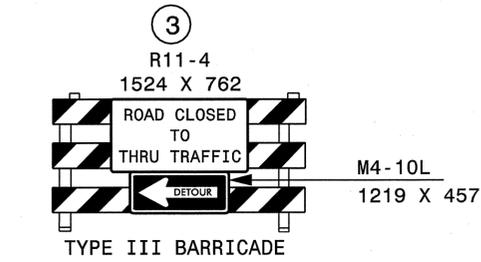
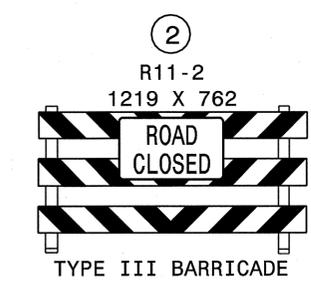
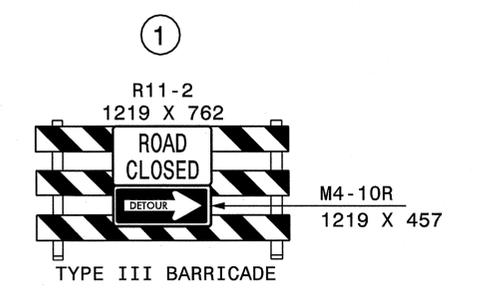
PROPOSED DETOUR

DETOUR ROUTE

DETOUR LENGTH 0.9 MILES

PENSACOLA RD TO US 19E

-Y19- DETOUR



NOTE: SEE SHEET SD-2 FOR SPECIAL SIGN DESIGN SP-10074.

CH ENGINEERING
 PO BOX 30128 TELE 919.788.0224
 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

APPROVED: *[Signature]* DATE: 10-29-10
 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 023521
 RONDA B. EARLY

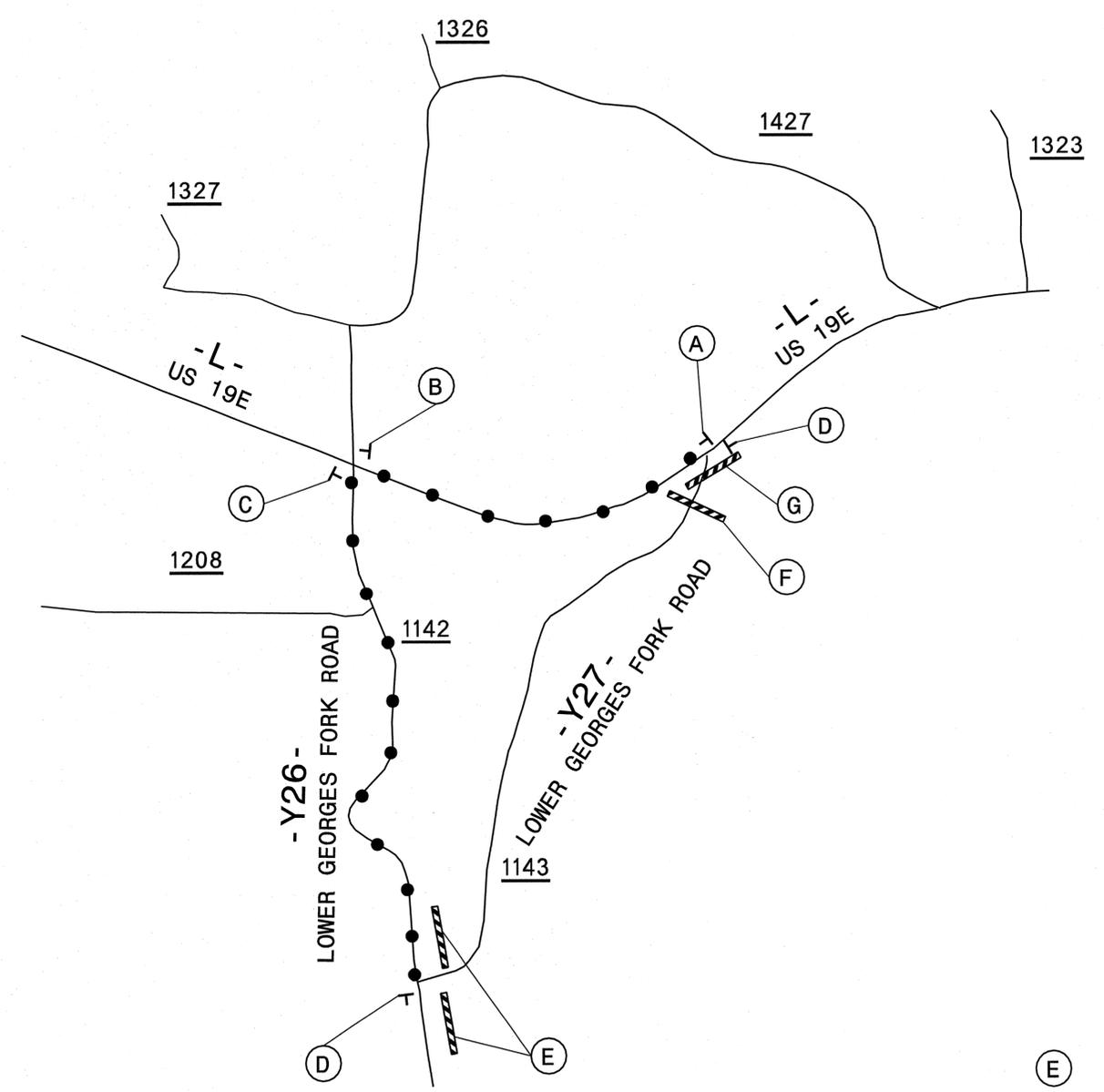
-Y17- AND -Y19- DETOURS

SCALE:	DATE: 1/03/11		REVISIONS
DWG. BY: JAP	DESIGN BY: JAP		
REVIEWED BY: RBE			

12/29/2010 Y:\NGDOT\2519a\TrafficControl\TCP\2519a.tc_topp7det_y17_y19.dgn -USERNAME-



PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-78



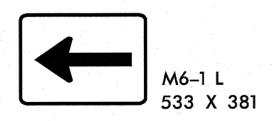
(A)
 LOWER GEORGES FORK ROAD SP-10075

DETOUR M4-8
610 X 305



(B)
 LOWER GEORGES FORK ROAD SP-10075

DETOUR M4-8
610 X 305



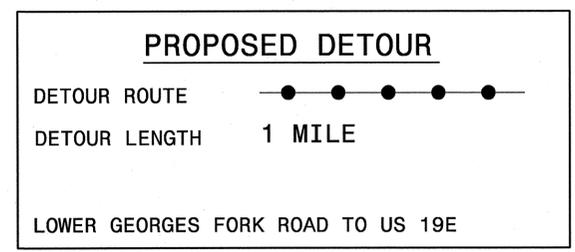
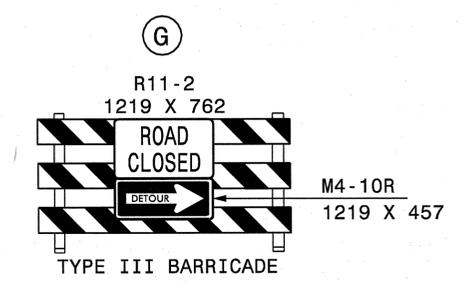
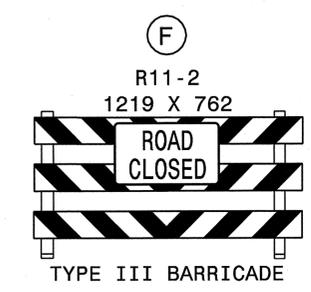
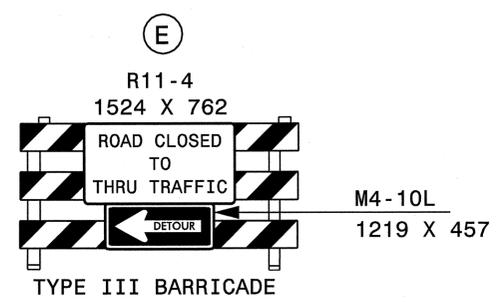
(C)
 LOWER GEORGES FORK ROAD SP-10075

DETOUR M4-8
610 X 305



(D)
 LOWER GEORGES FORK ROAD SP-10075

END
DETOUR M4-8 A
610 X 457



NOTE:
 SEE SHEET SD-3 FOR SPECIAL SIGN DESIGN SP-10075.

CH ENGINEERING

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 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

APPROVED: *Shirley B. Cook* DATE: 12-29-12

SEAL
 NORTH CAROLINA
 PROFESSIONAL ENGINEER
 SEAL 023521
 RONDA B. EMERY

-Y27- DETOUR

SCALE: 1/03/11

DATE: 1/03/11

DWG. BY: JAP

DESIGN BY: JAP

REVIEWED BY: RBE

REVISIONS	

CADD FILE

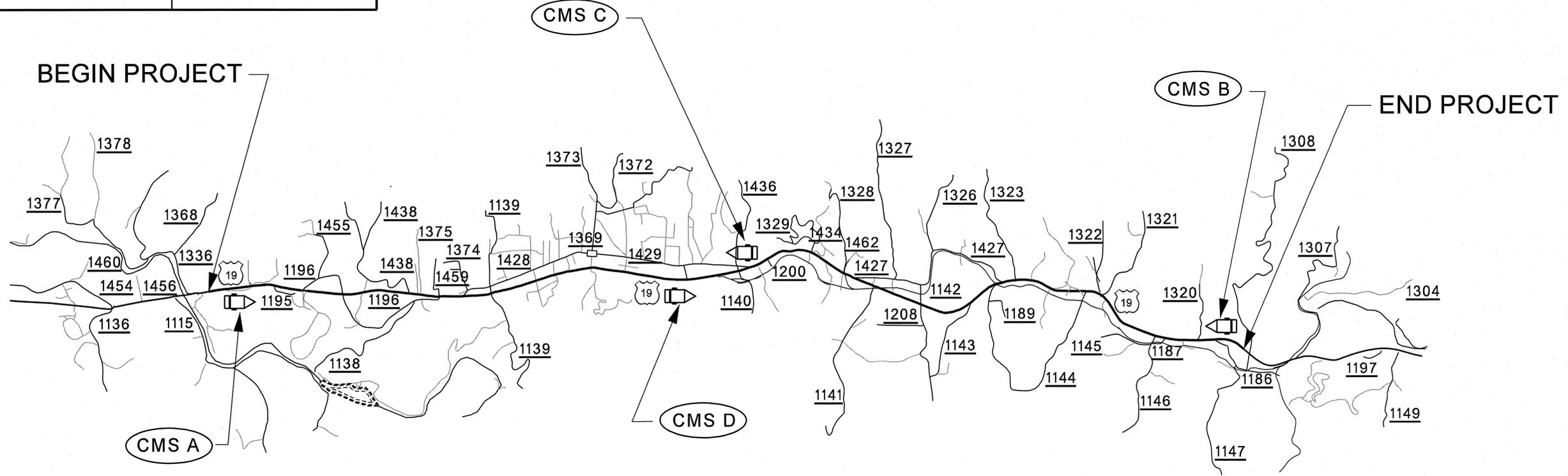
12/29/2010
 Y:\NC\01\2519a\TrafficControl\TCP\2519a_tc_tcp7det_Y27.dgn
 USERNAME

CHOOSE THE APPROPRIATE WORDING FOR CHANGEABLE MESSAGE SIGNS FROM THE FOLLOWING LIST, OR WORD THE SIGNS AS DIRECTED BY THE ENGINEER



PROJ. REFERENCE NO. R-2519A	SHEET NO. TCP-81
--------------------------------	---------------------

CMS A		CMS B		CMS C		CMS D	
MSG. NO. 1	MSG. NO. 2	MSG. NO. 1	MSG. NO. 2	MSG. NO. 1	MSG. NO. 2	MSG. NO. 1	MSG. NO. 2
US 19 BLASTING ZONE	DATE TO DATE	US 19 BLASTING ZONE	DATE TO DATE	US 19 BLASTING ZONE	PREPARE TO STOP	US 19 BLASTING ZONE	PREPARE TO STOP
MSG. NO. 1	MSG. NO. 2	MSG. NO. 1	MSG. NO. 2				
US 19 BLASTING ZONE	EXPECT DELAYS	US 19 BLASTING ZONE	EXPECT DELAYS				



I:\2519\2519a\TrafficControl\TCP\R2519a.tc.tcpP8 CMS messages.dgn

CH ENGINEERING
 PO BOX 30128 TELE 919.788.0224
 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

APPROVED: *[Signature]* DATE: 1/29/11
 SEAL
 NORTH CAROLINA
 PROFESSIONAL ENGINEER
 SEAL
 023521
 MONA B. EARLY

CMS MESSAGES AND LOCATIONS DURING BLASTING OPERATIONS

SCALE: NONE		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		



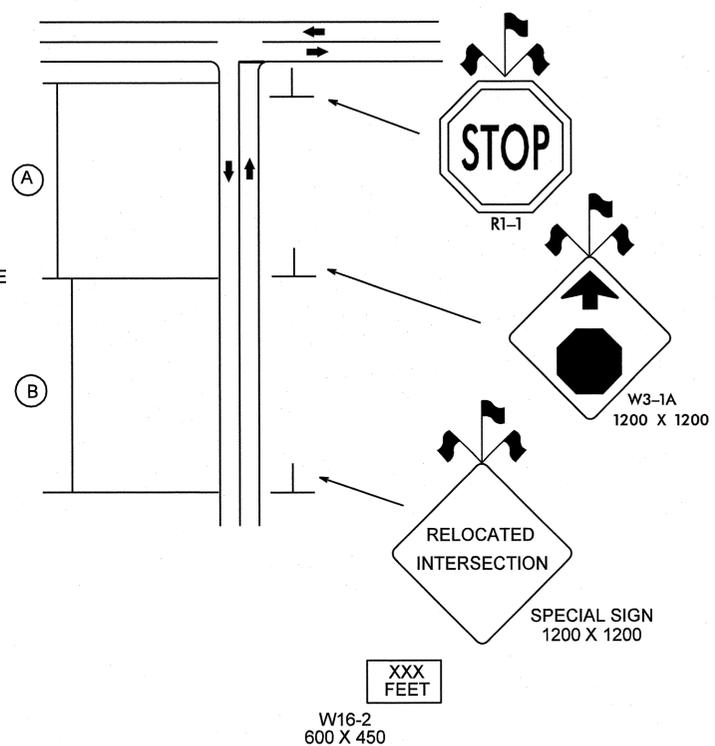
PROJ. REFERENCE NO.	SHEET NO.
R-2519A	TCP-82

TO BE USED AT THE FOLLOWING -Y- LINES

- Y9-
- Y10-
- Y18-*
- Y19-*
- Y20-
- Y24-
- Y26-
- Y36-*

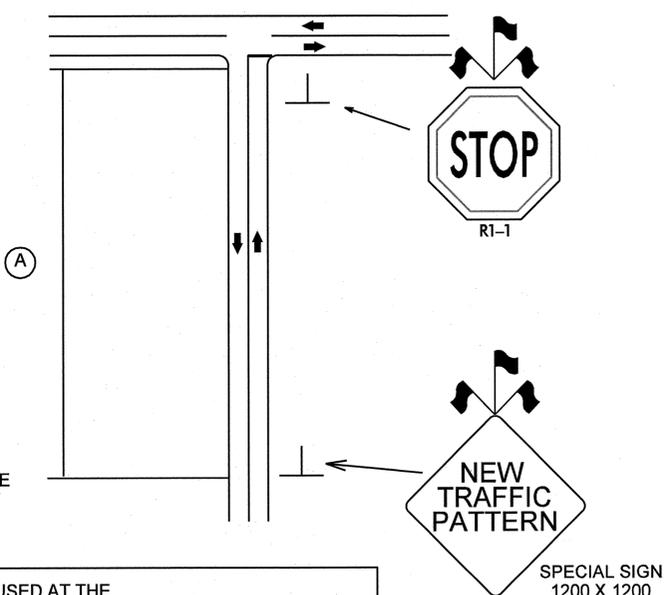
* PRIOR TO ACTIVATING SIGNAL

TRAFFIC CONTROL TREATMENT FOR NEW STOP LOCATION FOR MEDIUM VOLUME ROAD



REFER TO RSD 1101.11 SHEET 4 OF 4 FOR ADVANCE WARNING SPACING CHART

TRAFFIC CONTROL TREATMENT FOR NEW STOP LOCATION FOR LOW VOLUME ROAD

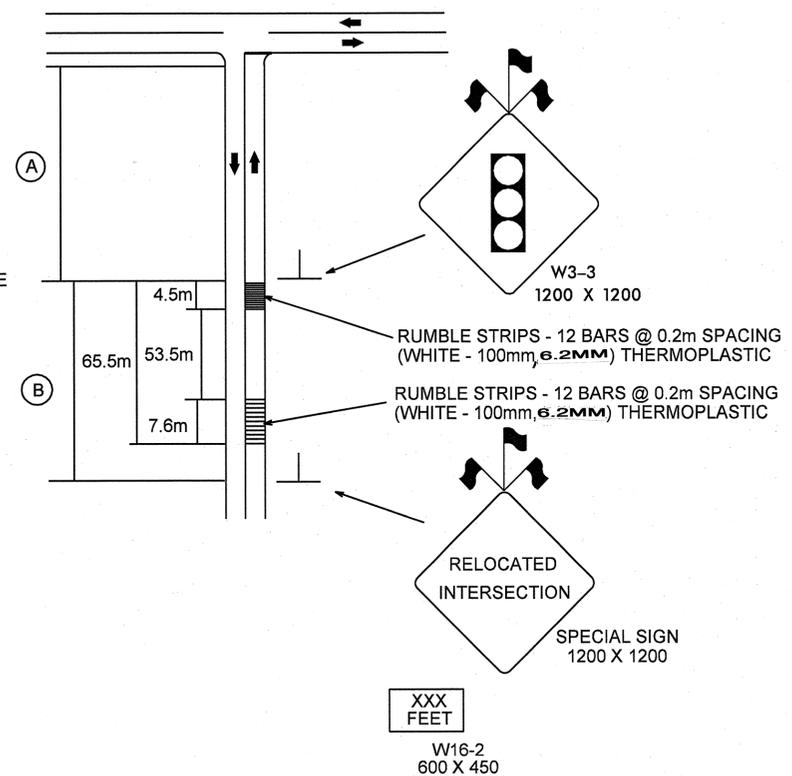


REFER TO RSD 1101.11 SHEET 4 OF 4 FOR ADVANCE WARNING SPACING CHART

TO BE USED AT THE FOLLOWING -Y- LINES

-Y2-	-Y11-	-Y27-	-Y33-
-Y3-	-Y12-	-Y28-	-Y34-
-Y5-	-Y16-	-Y29-	-Y35-
-Y6-	-Y22-	-Y30-	
-Y7-	-Y23-	-Y31-	
-Y8-	-Y25-	-Y32-	

TRAFFIC CONTROL TREATMENT FOR NEW STOPLIGHT LOCATION FOR HIGH VOLUME ROAD



REFER TO RSD 1101.11 SHEET 4 OF 4 FOR ADVANCE WARNING SPACING CHART

TO BE USED AT THE FOLLOWING -Y- LINES

- Y4-
- Y13-
- Y14-
- Y17-
- Y18- **
- Y19- **
- Y21-
- Y36- **

** AFTER SIGNAL HAS BEEN ACTIVATED

12/29/2010 Y:\NCDDOT\2519a\TrafficControl\TCP\2519A.tc.tcp8 int.dgn _USERNAME_

CH ENGINEERING
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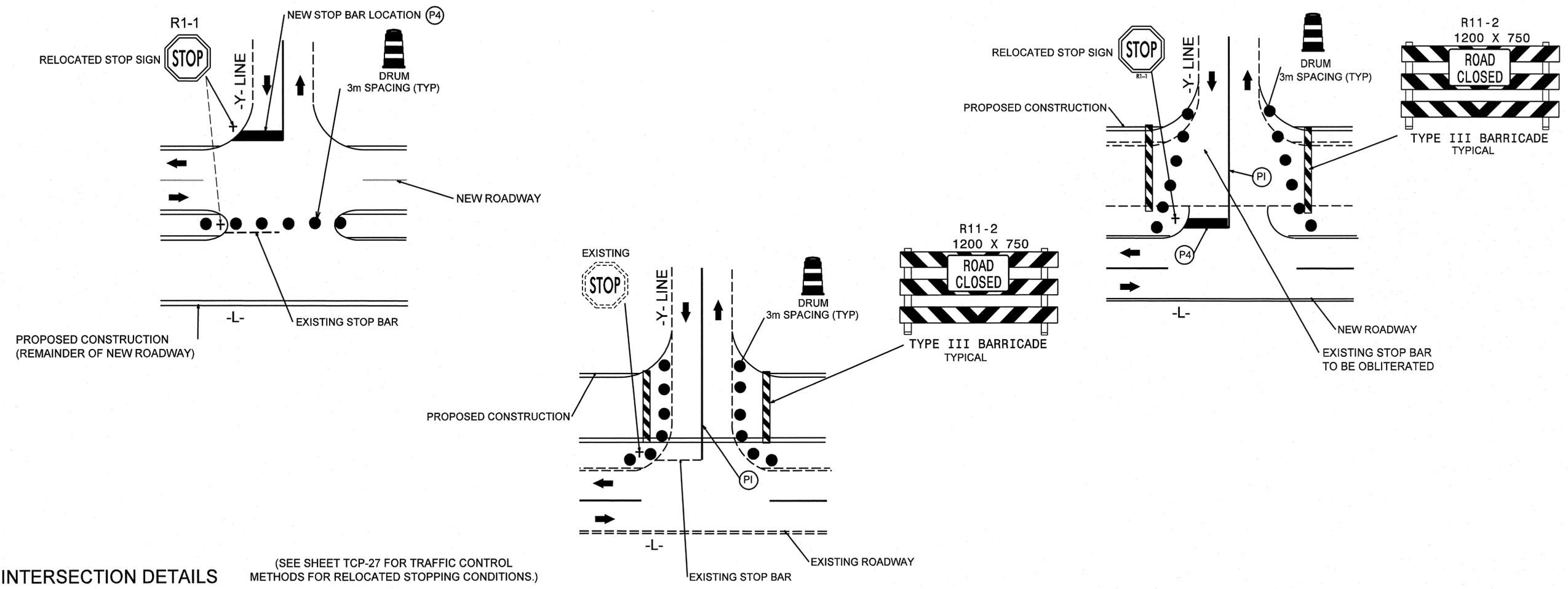
APPROVED: *[Signature]* DATE: 12-29-10
 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 023521
 RONDA B. EARLY

INTERSECTION TYPICAL DETAILS

SCALE: NONE		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		

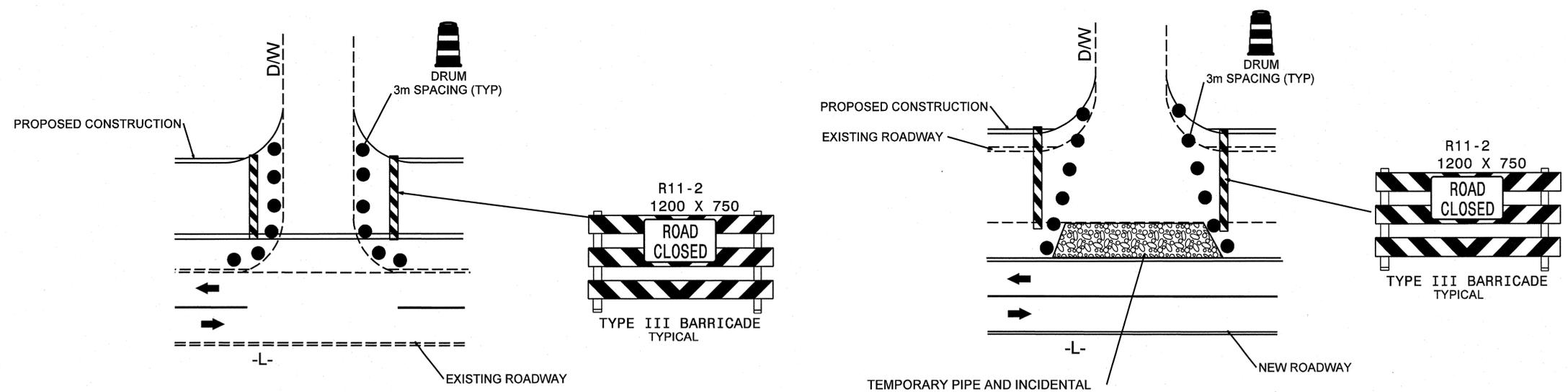


PROJ. REFERENCE NO. R-2519A	SHEET NO. TCP-83
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INTERSECTION DETAILS

(SEE SHEET TCP-27 FOR TRAFFIC CONTROL METHODS FOR RELOCATED STOPPING CONDITIONS.)



DRIVEWAY DETAILS

TEMPORARY PIPE AND INCIDENTAL STONE TO BE PLACED AS NECESSARY TO MAINTAIN DW ACCESS

CH ENGINEERING
 PO BOX 30128 TELE 919.788.0224
 RALEIGH, NC 27622 FAX 919.788.0232
 NC LICENSE # P-0189

APPROVED: *[Signature]* DATE: 12.29.10
 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 023521
 RONDA B. EARLY

INTERSECTION & DRIVEWAY TYPICAL DETAILS

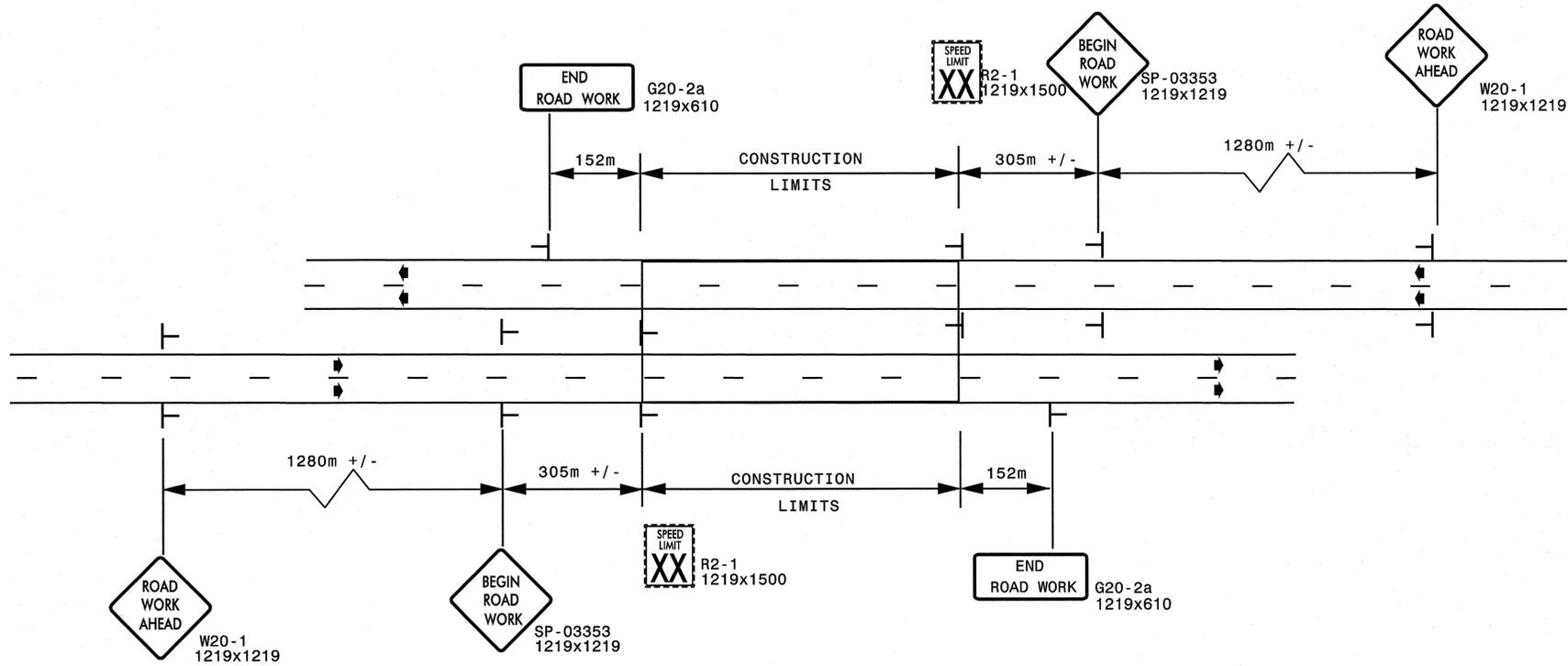
SCALE: NONE		REVISIONS
DATE: 1/03/11		
DWG. BY: JAP		
DESIGN BY: JAP		
REVIEWED BY: RBE		

12/29/2010 Y:\NGDDOT\R2519a\TrafficControl\TCP\2519a.tc.tcp88.int_dr.DET.dgn
 USERNAME

ADVANCED WORK ZONE WARNING SIGNING FOR FREEWAYS (4 LANES OR GREATER)

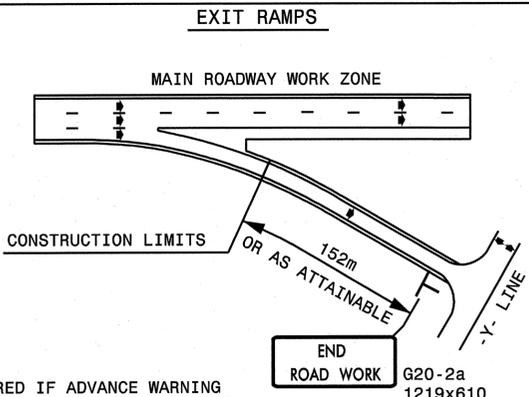
PROJ. REFERENCE NO. R-2519A	SHEET NO. TCP-85
--------------------------------	---------------------

DETAIL A



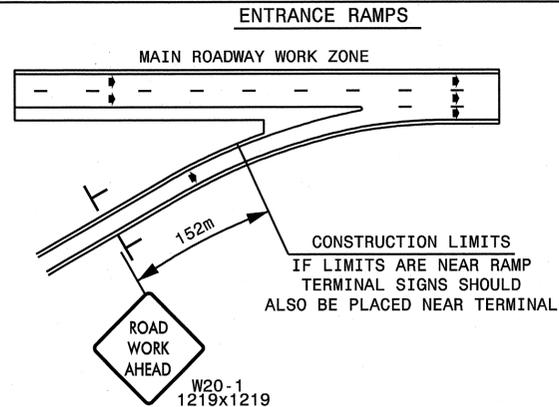
LEGEND	
	STATIONARY SIGN
→	DIRECTION OF TRAFFIC FLOW

DETAIL B



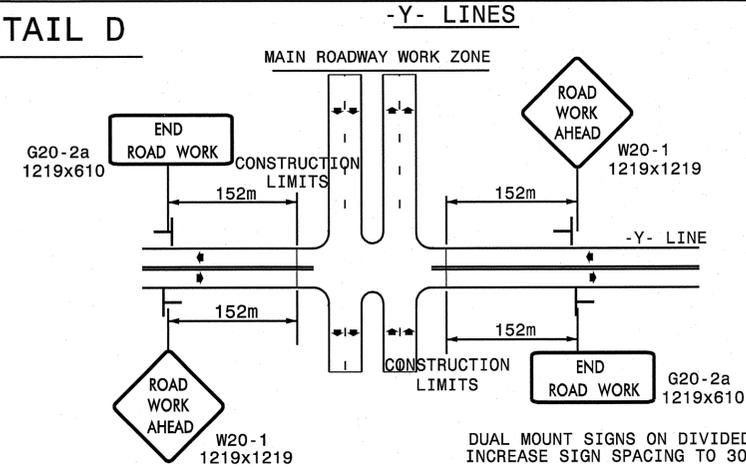
NOTE: SIGN NOT REQUIRED IF ADVANCE WARNING SIGNS HAVE BEEN PLACED ALONG -Y- LINE THAT RAMP INTERSECTS. IF CONSTRUCTION LIMITS ARE AT END OF RAMP, PLACE SIGN AT END OF RAMP.

DETAIL C



CONSTRUCTION LIMITS IF LIMITS ARE NEAR RAMP TERMINAL SIGNS SHOULD ALSO BE PLACED NEAR TERMINAL

DETAIL D

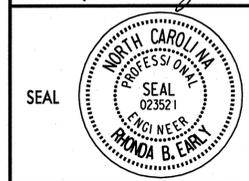


DUAL MOUNT SIGNS ON DIVIDED HIGHWAYS AND INCREASE SIGN SPACING TO 305m +/-.

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.

APPROVED: *Handwritten Signature* DATE: 12.29.10



ADVANCED WORK ZONE WARNING SIGNS FOR FREEWAYS (4 LANES OR GREATER)

SCALE: NONE		REVISIONS
DATE: 8/03		03/04
DWG. BY: JI		
DESIGN BY: JI		
REVIEWED BY:		

12/29/2010 Y:\NCDDOT\R2519A\TrafficControl\TCP\R2519A.tc.tcp99 freeway.dgn _USERNAME_

