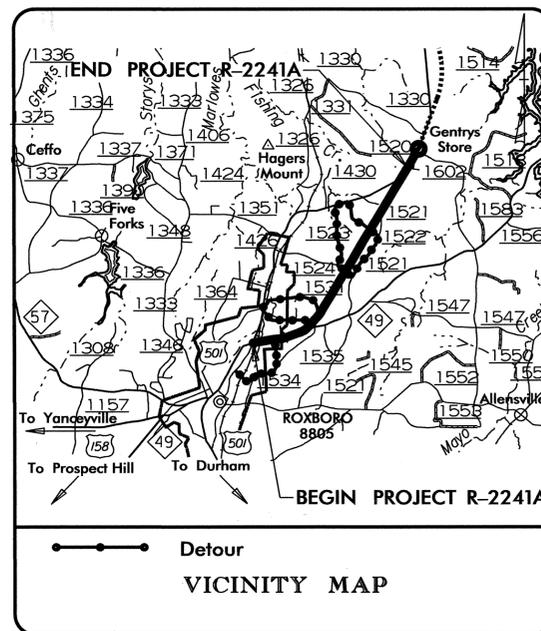


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS



TRANSPORTATION MANAGEMENT PLAN

PERSON COUNTY



US 501 FROM NC 49 IN ROXBORO TO SOUTH OF SR 1602.

INDEX OF SHEETS

SHEET NO.	TITLE
TMP-01	INDEX OF SHEETS
TMP-01A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND, AND TEMPORARY PAVEMENT MARKING SCHEDULE
TMP-01B THRU 01C	TRAFFIC OPERATIONS AND GENERAL NOTES
TMP-02	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-02A	TEMPORARY SHORING DATA
TMP-02B	MOVING OPERATION CARAVAN
TMP-02C	TRAFFIC CONTROL FOR NEW STOP LOCATIONS FOR -Y- LINES
TMP-02D	WORK ZONE WARNING SIGNS
TMP-03 THRU 03A	PHASING
TMP-04 THRU 18	PHASE I DETAIL
TMP-19 THRU 31B	PHASE II DETAIL 1
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TMP-42A THRU 42D	PHASE IV DETAIL
TMP-43 THRU 58	TEMPORARY CUT SECTION SHEETS
SD-1 THRU 2	SIGN DESIGNS

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D.A. HAYES, E.I. TRAFFIC CONTROL DESIGN ENGINEER



APPROVED: _____
DATE: _____

SEAL 9/24/12

SHEET NO. TMP-01
R-2241A
TIP PROJECT:



ROADWAY STANDARD DRAWINGS

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

<u>STD. NO.</u>	<u>TITLE</u>
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	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.08	PAVEMENT MARKINGS - SYMBOLS & WORD MESSAGES
1205.11	PAVEMENT MARKINGS - RAILROAD CROSSINGS
1250.01	PAVEMENT MARKER SPACING
1251.01	RAISED PAVEMENT MARKERS - (TEMPORARY & PERMANENT)
1261.01	GUARDRAIL & BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL & BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION
1264.01	OBJECT MARKERS
1264.02	PLACEMENT OF OBJECT MARKERS

LEGEND

GENERAL

- DIRECTION OF TRAFFIC FLOW
- EXIST. PVMT.
- NORTH ARROW
- PROPOSED PVMT.
- WORK AREA
- REMOVAL
- BASE COURSE
- MILLING
- ONGOING CONSTRUCTION
- TEMPORARY PAVEMENT
- TEMPORARY SLOPES
- WEDGING

TRAFFIC CONTROL DEVICES

- BARRICADE (TYPE III)
- CONE
- DRUM SKINNY DRUM
- TEMPORARY CRASH CUSHION
- CHANGEABLE MESSAGE SIGN

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN

SIGNALS

- EXISTING
- TEMPORARY

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

PAVEMENT MARKING SYMBOLS

- PAVEMENT MARKING SYMBOLS

DEFINITIONS

- PCB(A): PORTABLE CONCRETE BARRIER (ANCHORED)
- RSD: ROADWAY STANDARD DRAWING

TEMPORARY PAVEMENT MARKING

SYMBOL	DESCRIPTION
PAVEMENT MARKINGS	
COLD APPLIED PLASTIC (100MM)	
Type4 - Removable Tape	
CA	WHITE EDGE LINE
CH	YELLOW SINGLE CENTER
CI	YELLOW DOUBLE CENTER
PAINT (100MM)	
P9	0.5 M. YELLOW MINISKIP
PA	WHITE EDGE LINE
PC	3 M. WHITE SKIP
PD	0.5 M. WHITE MINISKIP
PE	WHITE SOLID LANE LINE
PF	3 M. YELLOW SKIP
PH	YELLOW SINGLE CENTER
PI	YELLOW DOUBLE CENTER
PAINT (400MM)	
P1	WHITE LINE, RR X
PAINT (600MM)	
P2	WHITE STOPBAR
PAINT PAVEMENT MARKING CHARACTERS	
QI	ALPHANUMERIC CHAR.
PAINT PAVEMENT MARKING SYMBOLS	
QA	LEFT TURN ARROW
QB	RIGHT TURN ARROW
QC	STRAIGHT ARROW
QE	COMBO STRAIGHT/RIGHT
QF	COMBO LEFT/RIGHT
THERMOPLASTIC (100MM, 3.1MM)	
TE	WHITE SOLID LANE LINE

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APPROVED:	DATE: 8/7/12



TRANSPORTATION OPERATIONS

THE PURPOSE OF THIS PROJECT IS TO CONSTRUCT THE FIRST SECTION OF THE NEW US 501 MULTILANE CORRIDOR FROM ROXBORO TO THE VIRGINIA STATE LINE. DURING CONSTRUCTION OF THE PROJECT, TRAFFIC IN THE PROJECT AREA WILL BE MAINTAINED ONSITE AS MUCH AS POSSIBLE, USING ONSITE DETOURS, OFFSITE DETOURS, LANE CLOSURES, AND TEMPORARY/PORTABLE SIGNALS.

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 DURING HOLIDAYS AND SPECIAL EVENTS AS FOLLOWS:

ROAD NAME

1. US 501 & NC 49

HOLIDAY

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

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 8:00 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 6:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.

6. FOR LABOR DAY, BETWEEN THE HOURS OF 8:00 A.M. FRIDAY AND 6:00 P.M. TUESDAY.
7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 8:00 A.M. TUESDAY TO 6:00 P.M. MONDAY.
8. FOR CHRISTMAS, BETWEEN THE HOURS OF 8:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 6:00 A.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
9. FOR LAKE MAYO CYCLISM/CANOE/KAYAK FESTIVAL, OCCURRING AT LAKE MAYO BETWEEN 3 HOURS BEFORE THE START AND 3 HOURS AFTER THE END OF THE FESTIVAL.

B) 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

- C) REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED OR AS DIRECTED BY THE ENGINEER.
- D) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING 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.

WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO A DIVIDED FACILITY AND WITHIN 3 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.

- E) 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.

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

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

PAVEMENT EDGE DROP OFF REQUIREMENTS

- H) 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.

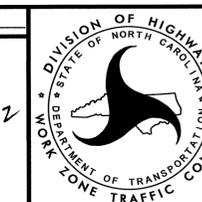
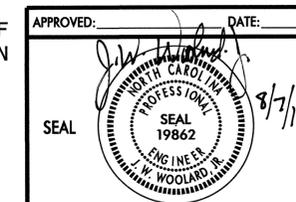
BACKFILL DROP-OFFS THAT EXCEED 75 MM ON ROADWAYS WITH POSTED SPEED LIMITS LESS THAN 45 MPH.

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

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

TRAFFIC PATTERN ALTERATIONS

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



TRANSPORTATION
OPERATIONS AND
GENERAL NOTES



GENERAL NOTES

LOCAL NOTES

SIGNING

- K) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 12 M FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- L) PROVIDE PERMANENT SIGNING.
- M) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRAFFIC CONTROL PLANS AND PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRAFFIC CONTROL PLANS.
- N) 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.
- O) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- P) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 60 M IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC BARRIER

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

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

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

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

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

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

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

POSTED SPEED LIMIT	MINIMUM OFFSET
40 OR LESS	4.6 M
45 - 50	6 M
55	7.6 M
60 MPH or HIGHER	9 M

TRAFFIC CONTROL DEVICES

- S) SPACE CHANNELIZING DEVICES IN WORK AREAS EQUAL IN METERS TO 2/3rds THE POSTED SPEED LIMIT (MPH), EXCEPT 3 M ON-CENTER IN RADII, AND 1 M OFF THE EDGE OF AN OPEN TRAVELWAY WHEN LANE CLOSURES ARE NOT IN EFFECT. WHEN SKINNY DRUMS ARE ALLOWED REFER TO SECTION 1180 OF STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES OR AS SHOWN IN THE PLANS.
- T) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- U) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES DRUMS PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 150 M CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

- V) INSTALL PAVEMENT MARKINGS AND PAVEMENT MARKERS ON THE FINAL SURFACE AS SHOWN IN THE PAVEMENT MARKING PLAN.
- W) INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON INTERIM LAYERS OF PAVEMENT AS FOLLOWS (UNLESS OTHERWISE SPECIFIED ON PLAN):

ROAD NAME	MARKING	MARKER
1. ENTIRE PROJECT	PAINT	RAISED

- X) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX (6) MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS AS DIRECTED BY THE ENGINEER.
- Y) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- Z) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.
- AA) TRACE THE PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO INSTALLATION. PLACE DRUMS TO DELINEATE ANY PROPOSED MONOLITHIC ISLANDS BEFORE INSTALLATION.

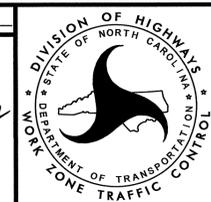
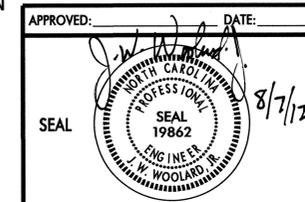
TEMPORARY / FINAL SIGNALS

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

MISCELLANEOUS

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

- 1) THE CONTRACTOR MAY USE FLAGGING OPERATIONS OR A TEMPORARY/PORTABLE SIGNAL FOR WORK ZONE VEHICLE ACCESSES FOR HAUL ROADS. NO PAYMENT WILL BE MADE FOR PORTABLE SIGNALS OR FLAGGERS AS THE COST FOR EITHER WILL BE CONSIDERED INCIDENTAL TO THE HAULING OPERATION.



GENERAL NOTES

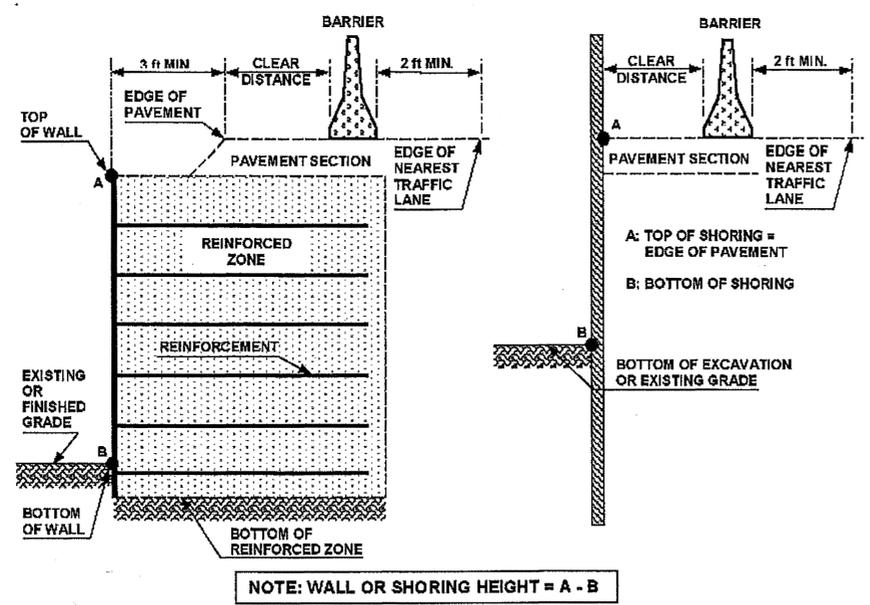


FIGURE A

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

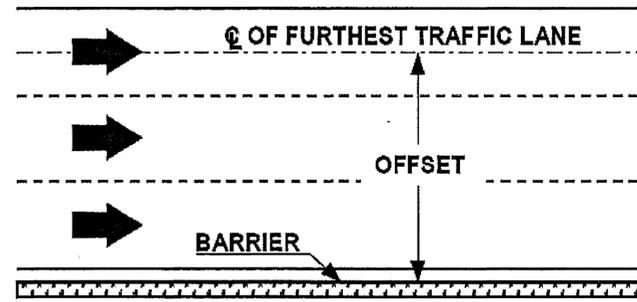


FIGURE B

APPROVED: SEAL: [unreadable] DATE: May 12, 2010		<p style="text-align: center;">PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS</p>
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Temporary Shoring No. ①

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING PROVISION.

DO NOT USE STANDARD TEMPORARY SHORING FROM STATION 13+30 ±-L-, 4.9 m (LT) TO STATION 13+56 ±-L-, 4.9 m (LT).

DO NOT USE A TEMPORARY MSE WALL FROM STATION 13+30 ±-L-, 4.9 m (LT) TO STATION 13+56 ±-L-, 4.9 m (LT).

WHEN USING CONTRACTOR DESIGNED SHORING FROM STA. 13+30 ±-L-, 4.9 m (Lt) TO STA. 13+56 ±-L-, 4.9 m (Lt), DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:

- UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 18.8 \text{ kN/m}^3$
- UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 18.8 \text{ kN/m}^3$
- FRICTION ANGLE, $\phi = 30 \text{ DEGREES}$
- COHESION, $c = 0 \text{ kPa}$

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION 13+30 ±-L-, 4.9 m (LT) TO STATION 13+56 ±-L-, 4.9 m (LT) MAY NOT PENETRATE BELOW ELEVATION 171.5 m DUE TO THE PRESENCE OF AN OBSTRUCTION, VERY DENSE OR HARD SOIL, WEATHERED OR HARD ROCK.

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

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 13+30 ±-L-, 4.9 m (LT) TO STATION 13+56 ±-L-, 4.9 m (LT). THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

Temporary Shoring No. ②

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING PROVISION.

DO NOT USE STANDARD TEMPORARY SHORING FROM STATION FROM STATION 13+36 ±-L-, 9.0 ±m (LT) TO STATION 13+61 ±- L-, 9.0 ±m (LT).

USE A TEMPORARY MSE WALL FROM STATION FROM STATION 13+36 ±-L-, 9.0 ±m (LT) TO STATION 13+61 ±- L-, 9.0 ±m (LT).

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 13+36 ±-L-, 9.0 ±m (LT) TO STATION 13+61 ±- L-, 9.0 ±m (LT), DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:

- UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 18.8 \text{ kN/m}^3$
- UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 18.8 \text{ kN/m}^3$
- FRICTION ANGLE, $\phi = 30 \text{ DEGREES}$
- COHESION, $c = 0 \text{ kPa}$

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

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 13+36 ±-L-, 9.0 ±m (LT) TO STATION 13+61 ±- L-, 9.0 ±m (LT). THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

Temporary Shoring No. ③

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING PROVISION.

DO NOT USE STANDARD TEMPORARY SHORING FROM STATION 20+79 ± -L-, 5.4 m (RT), TO STATION 20+95 ±-L-, 5.4 m (RT).

DO NOT USE A TEMPORARY MSE WALL FROM STATION 20+79 ±-L-, 5.4 m (RT), TO STATION 20+95 ±-L-, 5.4 m (RT).

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 20+79 ±-L-, 5.4 m (RT), TO STATION 20+95 ±-L-, 5.4 m (RT), DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:

- UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 18.8 \text{ kN/m}^3$
- UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 18.8 \text{ kN/m}^3$
- FRICTION ANGLE, $\phi = 30 \text{ DEGREES}$
- COHESION, $c = 0 \text{ kPa}$

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

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 20+79 ±-L-, 5.4 m (RT), TO STATION 20+95 ± -L-, 5.4 m (RT). THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

Temporary Shoring No. ④

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING PROVISION.

DO NOT USE STANDARD TEMPORARY SHORING FROM STATION FROM STATION 20+76 ±-L-, 2.5 m (RT), TO STATION 20+98 ±-L-, 2.5 m (RT).

USE A TEMPORARY MSE WALL FROM STATION 20+76 ±-L-, 2.5 m (RT), TO STATION 20+98 ±-L-, 2.5 m (RT).

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 20+76 ±-L-, 2.5 m (RT), TO STATION 20+98 ±-L-, 2.5 m (RT), DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:

- UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 18.8 \text{ kN/m}^3$
- UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 18.8 \text{ kN/m}^3$
- FRICTION ANGLE, $\phi = 30 \text{ DEGREES}$
- COHESION, $c = 0 \text{ kPa}$

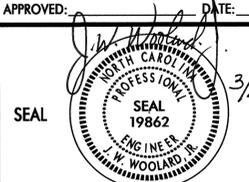
FOR CONTRACTOR DESIGNED SHORING, SURVEY THE SHORING LOCATION TO DETERMINE EXISTING ELEVATIONS AND ACTUAL DESIGN HEIGHTS BEFORE BEGINNING DESIGN.

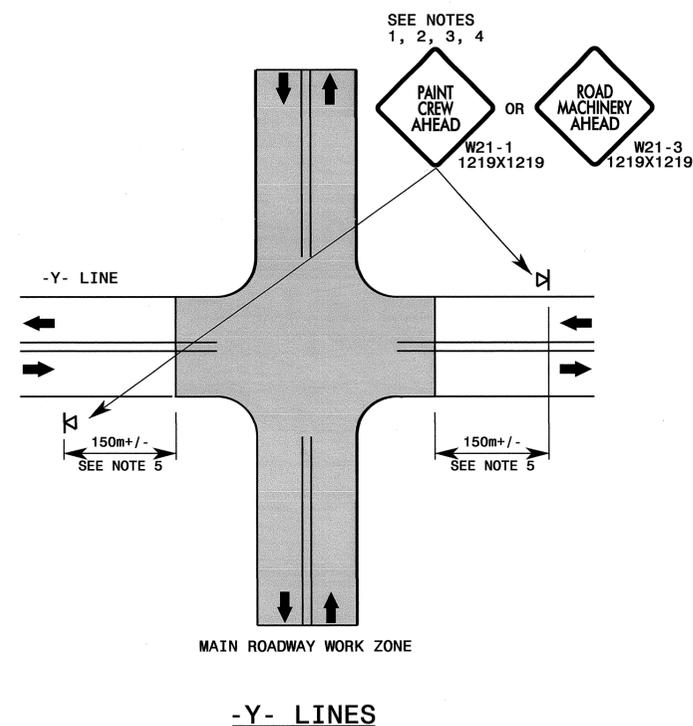
LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 20+76 ±-L-, 2.5 m (RT), TO STATION 20+98 ±-L-, 2.5 m (RT). THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

NOTE: THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENT WAS SUBMITTED TO THE WZTC ON JUNE 5, 2012 AND SEALED BY A PROFESSIONAL ENGINEER, JINYOUNG PARK, LICENSE #32171.

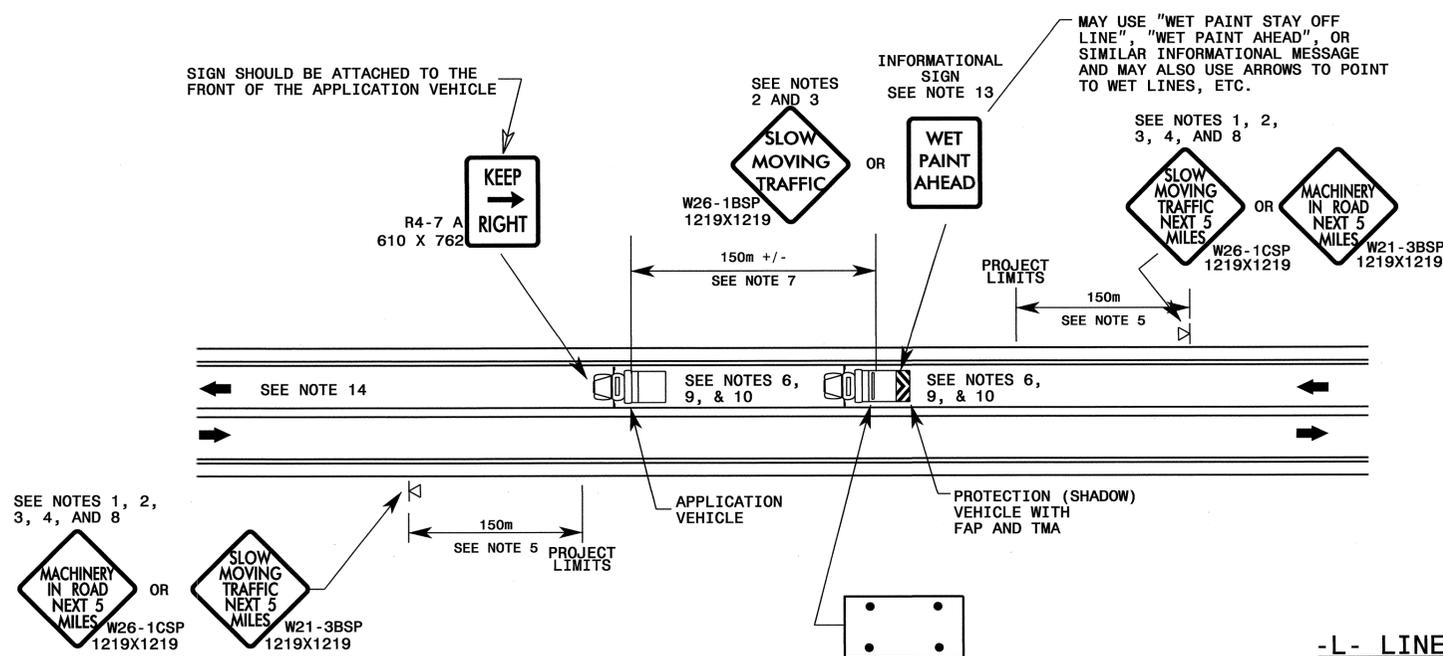
NOTE: ALL DIMENSIONS AND STATIONS +/-

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APPROVED: 	DATE: 3/4/13		<h1 style="margin: 0;">SHORING DATA</h1>
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(OPERATIONS TRAVELING 3 MPH OR FASTER)
PLACING MARKING OR MARKERS ON TWO-LANE TWO-WAY ROADWAYS



GENERAL NOTES

- THE FOLLOWING OPTIONS MAY BE USED FOR ADVANCE WARNING SIGNS:
 - TRUCK MOUNTED SIGNS
 - TRUCK MOUNTED CHANGEABLE MESSAGE SIGN (CMS)
 - GROUND MOUNTED ADVANCE WARNING SIGNS (MUST CIRCLE TO PICK UP SIGNS)
 - GROUND MOUNTED CHANGEABLE MESSAGE SIGN (CMS) (MUST CIRCLE TO PICK UP SIGNS)
- ALL ADVANCE WARNING SIGNS MUST BE 1219X1219 WITH FLUORESCENT ORANGE TYPE VII OR HIGHER SHEETING. IF SPACE LIMITATIONS ON SHOULDER PROHIBIT A 1219X1219 SIGN, A SMALLER SIGN CAN BE USED WITH APPROVAL FROM ENGINEER.
- SIGNS ON VEHICLES SHOULD BE MOUNTED A MINIMUM OF 0.3M FROM THE GROUND AND SHOULD NOT BLOCK THE MOTORIST'S SIGHT OF THE FLASHING ARROW BOARD AND/OR LIGHTBAR.
- GROUND MOUNTED ADVANCED WARNING SIGNS SHOULD BE MOUNTED A MINIMUM OF 0.3M THE GROUND TO BOTTOM OF SIGN.
- SIGN SPACING SHOULD BE ADJUSTED FOR HORIZONTAL AND VERTICAL CURVES, ETC. TO IMPROVE SIGHT DISTANCES.
- ADDITIONAL VEHICLES SHOULD BE USED IN WORK CARAVAN TO FACILITATE DRYING OF PAVEMENT MARKING MATERIAL (TMA'S ARE OPTIONAL ON THESE ADDITIONAL VEHICLES). HOWEVER, THE FIRST VEHICLE MOTORISTS SEE IN THE TRAVEL LANE SHALL HAVE A TMA.
- ADJUST DISTANCE AS NEEDED TO PREVENT MOTORISTS FROM ENTERING SPACE BETWEEN THE APPLICATION AND PROTECTION VEHICLE. DISTANCE CAN BE LENGTHENED TO ACCOMODATE SIGHT DISTANCE NEEDS.
- WORK ZONE SHOULD NOT EXCEED EIGHT (8) KILOMETERS IN LENGTH. ROUND UP DISTANCE TO NEXT WHOLE KILOMETER.
- RADIO COMMUNICATION BETWEEN VEHICLES IS REQUIRED.
- USE OF A LIGHT SYSTEM ON ALL VEHICLES IS REQUIRED (REFER TO ROADWAY STANDARD DRAWING 1165.01, SHEET 1 OF 1).
- IF WORK IS PERFORMED AT NIGHT, THE WORK AREA MUST BE ILLUMINATED WITH MACHINE AND/OR TOWER LIGHTS AS APPROVED BY THE ENGINEER.
- ALL TRAFFIC CONTROL DEVICES WILL BE CONSIDERED INCIDENTAL TO THE PAY ITEMS FOR PAVEMENT MARKING AND MARKERS.
- INFORMATIONAL SIGNS SHOULD BE ACTIVITY SPECIFIC, i.e. "PAINT CREW IN ROAD". SIGNS MAY BE RECTANGULAR OR DIAMOND SHAPE. SIGN SIZE SHOULD BE BASED ON THE MOTORIST ABILITY TO RECOGNIZE SIGN WHEN TRAVELING EIGHT (8) METERS ABOVE POSTED SPEED LIMIT.
- IF A LEAD VEHICLE IS ADDED TO OPERATION, IT SHOULD HAVE THE SAME ADVANCE WARNING SIGNS AS THE APPLICATION VEHICLE SHOWN BELOW.

LEGEND

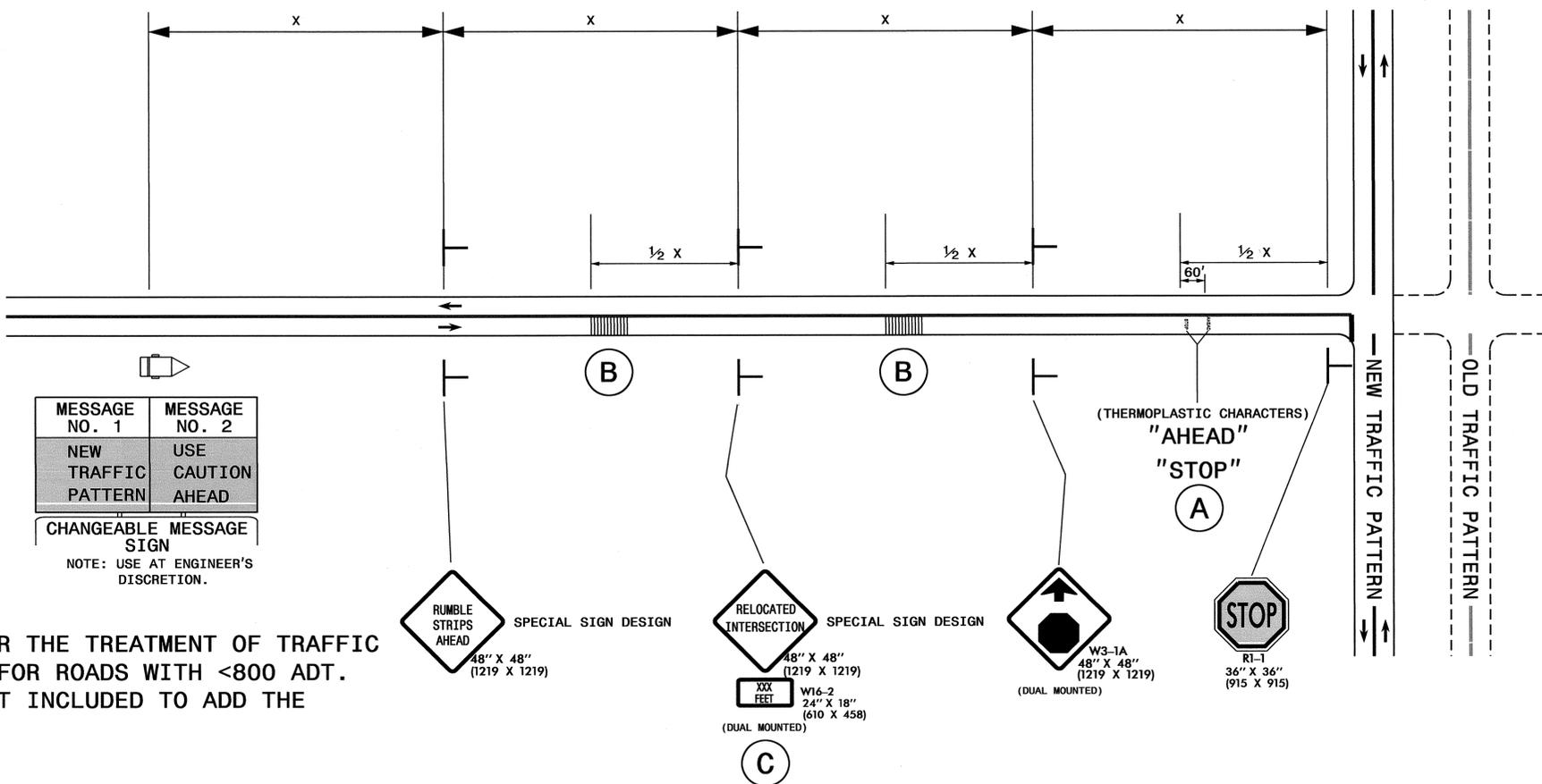
- PORTABLE SIGN. SIGNS MUST BE NCHRP-350 AND NCDOT APPROVED.
- DIRECTION OF TRAFFIC FLOW
- APPLICATION VEHICLE WITH LIGHT BAR
- PROTECTION VEHICLE WITH TRUCK MOUNTED ATTENUATOR (TMA) AND LIGHT BAR (SEE ROADWAY STANDARD NO. 1165.01). TMA MUST BE NCHRP-350 TEST LEVEL 3 (100+KPH) APPROVED.
- FLASHING ARROW BOARD, TYPE "C" (2438X1219 MIN.), "CAUTION MODE"

APPROVED:	DATE: 8/7/12		MOVING OPERATION CARAVAN
SEAL			



DISTANCE BETWEEN SIGNS/SETS	
SPEED (MPH)	SPACING FT (M)
	X
35 OR LESS (<)	200 (60)
40 TO 50	350 (105)
55	500 (150)

ADT	ELEMENT
800 - 2000	(C)
2000 - 6000	(B) (C)
MORE THAN (>) 6000	(A) (B) (C)



*THE DETAIL ABOVE IS DESIGNED FOR THE TREATMENT OF TRAFFIC CONTROL FOR NEW STOP LOCATIONS FOR ROADS WITH <800 ADT. FOR HIGHER ADT USE THE ADT CHART INCLUDED TO ADD THE APPROPRIATE ELEMENTS.

GENERAL NOTES FOR RUMBLE STRIPS

1. USE THERMOPLASTIC MARKING TO CREATE ONE (1) SET OF RUMBLE STRIPS-12 BARS @ 2' SPACINGS (WHITE-4", 120 mils).

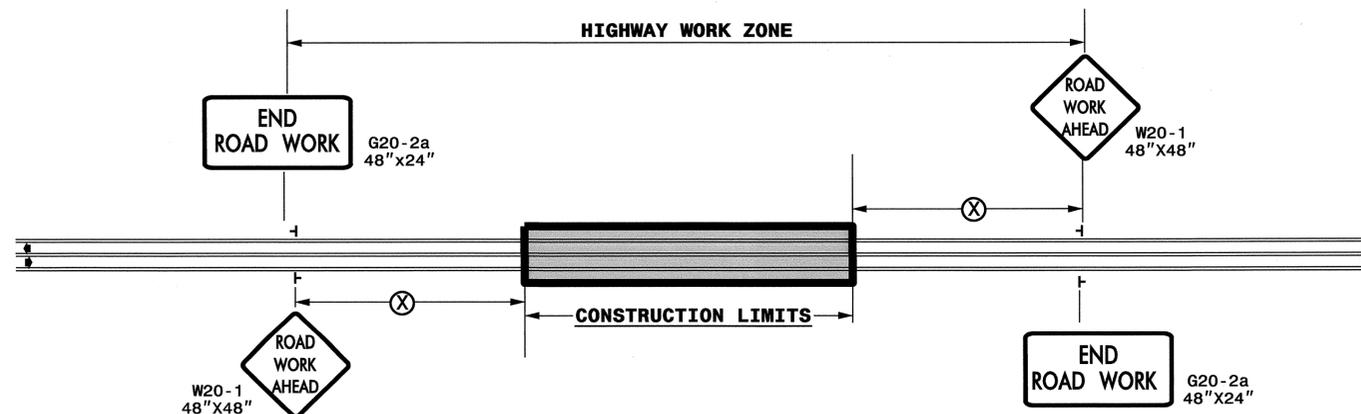
APPROVED: _____ DATE: 3/4/13

SEAL

WORKING WITH YOU TO IMPROVE NORTH CAROLINA'S HIGHWAYS

TRAFFIC CONTROL FOR NEW STOP LOCATIONS FOR -Y- LINES

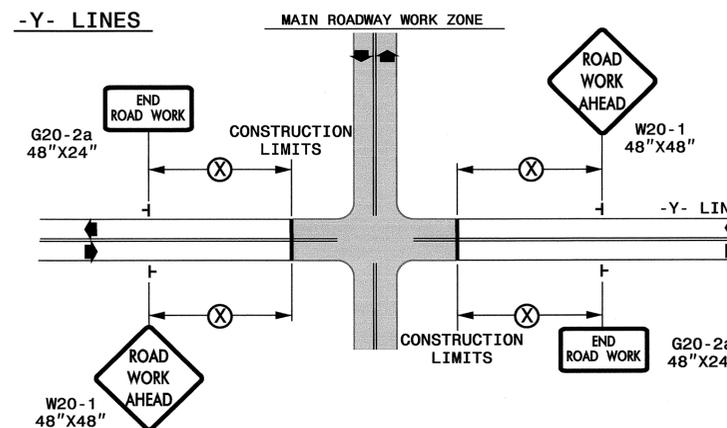
TWO-WAY UNDIVIDED ** (L-LINES)



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

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

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



GENERAL NOTES

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS, THIS SIGNING APPLICATION IS OPTIONAL; MAY USE ONLY APPLICABLE ROADWAY STANDARD DRAWINGS INSTEAD. HOWEVER, IF THIS SIGNING APPLICATION IS USED, SIGNS MAY BE PORTABLE MOUNTED.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE 3LB STEEL U-CHANNEL POST OR 4" X 4" WOOD POST FOR ALL WORK ZONE SIGNS. 3LB STEEL U-CHANNEL POSTS MUST MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 1094-1(B), MAY BE GALVANIZED STEEL, OR MAY BE PAINTED GREEN BY THE POST MANUFACTURER. SQUARE STEEL TUBING POSTS HAVING EQUIVALENT STRENGTH OF THE 3 LB STEEL U-CHANNEL POST ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 3LB STEEL U-CHANNEL AND SQUARE STEEL TUBING POSTS WITH SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110.
- WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE SIGN SUPPORTS.
- ** TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON URBAN MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

LEGEND

▬ STATIONARY SIGN

◀ DIRECTION OF TRAFFIC FLOW

DETAIL DRAWING FOR
TWO-WAY UNDIVIDED
WORK ZONE WARNING SIGNS

SHEET 1 OF 1

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



PHASE I

STEP 1) USING ROADWAY STANDARD DRAWING (RSD) 1101.01 AND SHEET TMP-02D INSTALL ADVANCE WORK ZONE WARNING SIGNS NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION. IF WORK DOES NOT BEGIN WITHIN THREE (3) (3) DAYS OF SIGN INSTALLATION COVER OR REMOVE SIGNS.

STEP 2) USING RSD 1101.02, WEDGE/WIDEN -L- FROM BEGIN PROJECT TO STA. 12+66 -L-, -Y1-, AND -Y2- UP TO THE EXISTING EDGE AND ELEVATION. MILL -L- AS SHOWN ON TMP-05. BEGIN INSTALLATION OF FINAL SIGNAL AT THE -L-/-Y1-/-Y2- INTERSECTION (SEE SHEETS TMP-04, 05, & 43)(SEE SIGNAL PLANS).

USING RSD 1101.02 CONSTRUCT THE FOLLOWING UP TO THE EXISTING EDGE AND ELEVATION (SEE SHEETS TMP-05 THRU 09, 43-47, & 50-53):

- -DET1- (INCLUDING SHORING AND PCB)
- -DET2- (INCLUDING TEMPORARY PAVEMENT AND PCB ON EXISTING NC 49)
- -L- LEFT FROM STA. 15+20 -L- TO STA. 18+40 -L-
- -L- LEFT FROM STA. 22+00 -L- TO STA. 23+67 -L-
- PHASE I CULVERTS

AWAY FROM TRAFFIC CONSTRUCT THE FOLLOWING UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, MAINTAINING ACCESS TO ALL DRIVEWAYS (SEE SHEETS TMP-06, 07, 15, 48, & 49):

- -L- LEFT FROM STA. 18+40 -L- TO STA. 22+00 -L- (INCLUDING TEMPORARY SHORING)
- -Y17- FROM STA. 12+00 -Y17- TO -L-

AWAY FROM TRAFFIC BEGIN CONSTRUCTION ON THE FOLLOWING UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, MAINTAINING ACCESS TO ALL DRIVEWAYS (SEE SHEETS TMP-09 THRU 11A, 12, 18, & 53):

- -L- LEFT FROM STA. 26+00 -L- TO STA. 28+00 -L-
- -L- FROM STA. 28+00 -L- TO STA. 28+80 -L-
- -L- TEMPORARY PAVEMENT FROM STA. 27+11 -L- TO STA. 28+12 -L-
- -L- FROM STA. 33+80 -L- TO STA. 60+40 -L-
- -L- FROM STA. 61+10 -L- TO STA. 67+40 -L-
- -Y7- FROM STA. 11+80 -Y7- TO -L-
- -Y8- FROM -L- TO STA. 15+00 -Y8-
- -Y9- FROM -Y7- TO STA. 10+40 -Y9-
- -Y9- FROM STA. 11+80 -Y9- TO STA. 14+34 -Y9-

USING RSD 1101.02, BEGIN CONSTRUCTION OF -Y9- FROM STA. 14+34 -Y9- TO STA. 16+85 -Y9- UP TO THE EXISTING EDGE AND ELEVATION (SEE SHEET TMP-11 & 54).

AWAY FROM TRAFFIC CONSTRUCT -L- RIGHT FROM STA. 67+40 -L- TO STA. 75+60 -L- (SEE SHEETS TMP-12 THRU 15).

USING DRUMS AND PCB CONSTRUCT -L- RIGHT FROM STA. 75+60 -L- TO STA. 76+77 -L- AND -L- FROM STA. 76+77 -L- TO STA. 78+80 -L- AS SHOWN ON SHEETS TMP-15, 16, 55, & 56. WHEN DROP-OFF FROM SR 1521 IS LESS THAN OR EQUAL TO 2 INCHES REPLACE PCB WITH DRUMS AND WEDGE EXISTING NORTHBOUND LANE OF SR 1521 WITH REMAINING -L- CONSTRUCTION IN THIS AREA FROM STA. 75+60 -L- TO STA. 77+21 -L-.

BEHIND PCB CONSTRUCT -L- UP TO EXISTING EDGE AND ELEVATION FROM STA. 78+44 -L- TO STA. 79+65 -L-. REPLACE PCB WITH DRUMS WHEN DROP-OFF FROM US 501 IS LESS THAN OR EQUAL TO 2 INCHES (SEE SHEETS TMP-16 & 57).

USING RSD 1101.02 AS NEEDED GRADE TIE IN OF -Y17- FROM 10+80 -Y17- TO STA. 12+00 -Y17- UP TO EXISTING EDGE AND ELEVATION (SEE SHEETS TMP-15 & 58).

CLOSE -Y16- AT 10+90 -Y16- AND CONSTRUCT CUL-DE-SAC UP TO AND INCLUDING THE FINAL LIFT OF SURFACE COURSE (SEE SHEET TMP-12).

CLOSE -Y12-/-Y13-, DETOUR TRAFFIC OFFSITE, AND CONSTRUCT -Y12-/-Y13- AND -L- FROM STA. 46+52 -L- TO STA. 47+30 -L- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE (SEE SHEET TMP-11B). USE RSD 1101.02 TO RESURFACE AND SHEET TMP-2C TO INSTALL PAVEMENT MARKING AND MARKERS ON SR 1524 FROM 0.3 MILES EAST OF US 501 TO SR 1521.

CLOSE -Y6-, DETOUR TRAFFIC OFFSITE, AND CONSTRUCT -Y6- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE (SEE SHEET TMP-6A).

STEP 3) AWAY FROM TRAFFIC INSTALL PAVEMENT MARKINGS ON -DET1-, -DET2-, AND -L- FROM STA. 18+40 -L- TO STA. 22+00 -L-. (SEE SHEETS TMP-20, 21, 22, 23, 24, 44-48, & 51-53).

PHASE II

STEP 1) USING RSD 1101.02, WEDGE -L- FROM BEGIN PROJECT TO STA. 12+66 -L-, -Y1-, AND -Y2- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, INCLUDING TEMPORARY PAVEMENT MARKINGS AND MARKERS (SEE SHEETS TMP-19, 20, 43, & FINAL PAVEMENT MARKING PLAN).

USING RSD 1101.02, WEDGE -L- LEFT FROM STA. 15+20 -L- TO STA. 18+28 -L- AND FROM STA. 22+80 -L- TO STA. 23+67 -L- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, AND TEMPORARY MARKINGS AND MARKERS. SHIFT TRAFFIC ONTO NEW PATTERN (-L-, -DET1-, & -DET2-)(SEE SHEETS TMP-20, 21, 23, 24, 47, & 50).

INSTALL TEMPORARY MARKINGS (4" WHITE EDGELINES, 4" DOUBLE YELLOW CENTERLINE, STOPBARS) AND MARKERS ON -Y12-/-Y13-, OPEN TO TRAFFIC, AND PLACE TRAFFIC ON TEMPORARY PATTERN (SEE SHEET TMP-25).

USING TMP-21A CLOSE -Y5-, DETOUR TRAFFIC OFFSITE, AND CONSTRUCT UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE. OPEN TO TRAFFIC AND REPEAT WITH -Y4- KEEPING -Y4- CLOSED (SEE SHEETS TMP-20 & 21A).

NOTE: PHASE II, STEP 2 MAY BE CONSTRUCTED SIMULTANEOUSLY WITH STEPS 3 THRU 6.

STEP 2) USING RSD 1101.02 AS NEEDED, CONSTRUCT THE FOLLOWING UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, MAINTAINING ACCESS TO ALL DRIVEWAYS (SEE SHEETS TMP-20, 21, 22, 23, & 44-50):

- -L- RIGHT FROM STA. 12+66 -L- TO STA. 23+80 -L-
- STAGE 2 CULVERTS

INSTALL TEMPORARY MARKINGS, MARKERS, AND DRIVEWAYS ON -L- RIGHT FROM STA. 64+60 -L- TO -Y17-, OPEN TO LOCAL TRAFFIC, AND BEGIN CONSTRUCTION OF -L- LEFT FROM STA. 67+40 -L- TO STA. 75+60 -L- (SEE SHEET TMP-26, 27, & 58).

USING RSD 1101.02, WEDGE -L- LEFT FROM STA. 75+60 -L- TO STA. 76+28 -L- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE (SEE SHEETS TMP-27 & 55).

USING RSD 1101.02 WEDGE AND WIDEN -Y17- FROM STA. 10+70 -Y17- TO STA. 12+00 -Y17-, INSTALL TEMPORARY MARKINGS AND MARKERS FROM STA. 10+70 -Y17- TO -L-, AND SHIFT -Y17- TRAFFIC ON TEMPORARY PATTERN (SEE SHEETS TMP-27 & 58).

WEDGE -L- FROM STA. 77+21 -L- TO STA. 77+45 -L- AND FROM STA. 78+44 -L- TO STA. 79+70 -L-, INSTALL TEMPORARY PAVEMENT MARKINGS AND MARKERS ON -L- FROM -Y17- TO STA. 79+70 -L-, SHIFT TRAFFIC ONTO TEMPORARY PATTERN, AND CLOSE AND REMOVE EXISTING US 501 AS SHOWN (SEE TMP-27, 28, & 57).

INSTALL OFFSITE DETOUR SIGNING, DETOUR SR 1522 TRAFFIC OFFSITE, CLOSE SR 1522 AND CONSTRUCT -Y14-/-Y15- AND -L- FROM STA. 60+40 -L- TO STA. 61+10 -L- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, TEMPORARY PAVEMENT MARKINGS AND MARKERS. MAINTAIN ACCESS TO ALL DRIVEWAYS (SEE TMP-25A AND 41). RE-OPEN TO TRAFFIC.

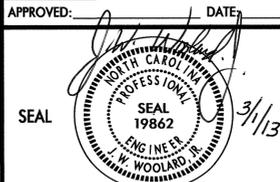
USING RSD 1101.02 AS NECESSARY CONSTRUCT -L- LEFT FROM STA. 76+28 -L- TO STA. 77+45 -L- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE INCLUDING DRIVEWAY AT STA. 80+00 -L- (SEE SHEETS 27-29, & 56).

AWAY FROM TRAFFIC, INSTALL TEMPORARY MARKINGS AND MARKERS ON -Y6- AND OPEN TO TRAFFIC (SEE SHEET TMP-21).

STEP 3) USING RSD 1101.02, CONSTRUCT 4.8m OF -L- LEFT FROM THE INSIDE EDGE OF THE CURB AND GUTTER UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, AND BASE COURSE ON -L- LEFT 4.8m FROM STA. 23+67 -L- TO STA. 24+40 -L- (SEE SHEETS 23 & 51).

AWAY FROM TRAFFIC COMPLETE CONSTRUCTION OF THE FOLLOWING UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE (SEE SHEETS 33, 34, 36, & 53):

- -L- LEFT FROM STA. 26+00 -L- TO STA. 26+60 -L-
- -L- FROM STA. 28+00 -L- TO STA. 28+80 -L-
- -L- TEMPORARY PAVEMENT FROM STA. 27+11 -L- TO STA. 28+12 -L-
- -Y7- FROM STA. 11+80 -Y7- TO -L-
- -Y8- FROM -L- TO STA. 15+00 -Y8-
- -Y9- FROM -Y7- TO STA. 10+40 -Y9-

APPROVED:  DATE: 3/1/13		<h1>PHASING</h1>
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PHASE III

AWAY FROM TRAFFIC, CONSTRUCT -L- LEFT FROM STA. 24+40 -L- TO STA. 26+00 -L- (SEE SHEETS TMP-23, 24, & 52).

NOTE: PHASE II, STEP 4 AND 5 SHALL BE CONSTRUCTED IN 35 CONSECUTIVE DAYS (SEE SPECIAL PROVISION FOR LIQUIDATED DAMAGES).

STEP 4) USING ROAD CLOSURES, DETOUR TRAFFIC OFFSITE AND CLOSE -L- AND -Y8- (NC 49), -Y7- (THAXTON RD), -Y10- (SR 1534 BROAD RD), AND -Y11- (SR 1531 PROVIDENCE RD), AND CONSTRUCT THE FOLLOWING, MAINTAINING ACCESS TO ALL DRIVEWAYS (SEE SHEETS TMP-30 THRU 31B):

- -Y7- FROM STA. 10+65 -Y7- TO STA. 11+80 -Y7-
- -Y8- FROM STA. 15+00 -Y8- TO STA. 16+50 -Y8-
- -Y10-
- -Y11-

AWAY FROM TRAFFIC INSTALL TEMPORARY MARKINGS ON THE FOLLOWING (SEE SHEETS TMP-32 THRU 34, 36, & 51-53):

- -L- LEFT FROM STA. 24+40 -L- TO -Y7-/-Y8-
- -Y7-
- -Y8-
- -Y10-
- -Y11-

STEP 5) INSTALL PCB ON -L- LEFT FROM STA. 24+40 -L- TO STA. 26+60 -L-. USING RSD 1101.02 WEDGE -L- LEFT FROM STA. 23+67 -L- TO STA. 24+40 -L- UP TO BUT NOT INCLUDING THE FINAL LIFT OF TRAFFIC, AND INSTALL TEMPORARY MARKINGS AND MARKERS ON -L- LEFT FROM STA. 23+00 -L- TO STA. 24+40 -L-. USING LANE CLOSURES AS NEEDED OPEN -L- LEFT AT STA. 23+00 -L-, -Y7-, -Y8-, -Y10-, AND -Y11- TO TRAFFIC, PLACING TRAFFIC ON NEW PATTERN (SEE SHEETS TMP-32 THRU 34, 36, & 51).

STEP 6) AWAY FROM TRAFFIC BEGIN CONSTRUCTION OF -L- RIGHT FROM STA. 23+67 -L- TO STA. 26+60 -L-, MAINTAINING ACCESS TO ALL DRIVEWAYS (SEE SHEETS TMP-32, 33, & 51-53).

AWAY FROM TRAFFIC CONSTRUCT -Y9- FROM STA. 10+40 -Y9- TO STA. 11+80 -Y9- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, MAINTAINING ACCESS TO ALL DRIVEWAYS (SEE SHEETS TMP-34 & 35). COMPLETE CONSTRUCTION OF -Y9- FROM STA. 11+80 -Y9- TO STA. 14+34 -Y9- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE.

BEGIN INSTALLATION OF -L-/-Y7-/-Y8- FINAL SIGNAL (SEE SIGNAL PLANS).

STEP 7) AWAY FROM TRAFFIC INSTALL PAVEMENT MARKINGS AND MARKERS ON -L- RIGHT FROM STA. 13+00 -L- TO STA. 14+60 -L- AND -Y4- (SEE SHEETS TMP-37, 38, 44, & 46).

STEP 1) USING RSD 1101.02, INSTALL EASTBOUND -L- MARKINGS FROM STA. 12+00 -L- TO STA. 13+00 -L-, AND FROM STA. 14+60 -L- TO STA. 15+68 -L-. WEDGE -L- RIGHT UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE FROM STA. 14+60 -L- TO STA. 15+26 -L-, INSTALL PCB FROM STA. 12+61 -L- TO STA. 14+99 -L-, SHIFT -L- TRAFFIC ONTO TEMPORARY PATTERN, AND INSTALL -L- WESTBOUND TEMPORARY MARKINGS AND MARKERS FROM STA. 12+00 -L- TO STA. 13+00 -L- AND FROM STA. 14+60 -L- TO STA. 15+68 -L-. OPEN -Y4- TO TRAFFIC (SEE SHEETS TMP-37, 38, 44, & 46).

STEP 2) AWAY FROM TRAFFIC CONSTRUCT -L- LEFT UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE FROM STA. 12+66 -L- TO STA. 15+20 -L- (SEE SHEETS TMP-37, 38, 44, & 46).

AWAY FROM TRAFFIC INSTALL TEMPORARY MARKINGS AND MARKERS ON -Y9- FROM -Y7- TO STA. 14+34 -Y9-. THEN USING RSD 1101.02, WEDGE -Y9- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, SHIFT TRAFFIC ONTO FINAL PATTERN, AND INSTALL TEMPORARY MARKINGS AND MARKERS FROM STA. 14+24 -Y9- TO STA. 16+95 -Y9- (SEE SHEET TMP-39, 40, & 42).

STEP 3) AWAY FROM TRAFFIC CONSTRUCT -L- FROM STA. 29+80 -L- TO STA. 33+80 -L- UP TO AND INCLUDING THE FINAL LIFT OF SURFACE COURSE, FINAL PAVEMENT MARKINGS, AND MARKERS (SEE FINAL PAVEMENT MARKING PLAN) (SEE SHEETS TMP-39, 40, & 54).

AWAY FROM TRAFFIC COMPLETE CONSTRUCTION OF THE FOLLOWING UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE:

- -L- RIGHT FROM STA. 23+80 -L- TO STA. 28+00 -L-
- -L- FROM STA. 28+80 -L- TO STA. 29+80 -L-
- -L- FROM STA. 33+80 -L- TO STA. 46+52 -L-
- -L- FROM STA. 47+50 -L- TO STA. 60+26 -L-
- -L- FROM STA. 61+18 -L- TO STA. 64+40 -L-
- -L- LEFT FROM STA. 64+40 -L- TO STA. 75+60 -L-

USING RSD 1101.02 COMPLETE SHOULDER WORK ON -Y9- FROM STA. 13+98 -Y9- TO STA. 16+85 -Y9- (SEE SHEETS TMP-39, 40, & 54).

PHASE IV

STEP 1) USING RSD 1101.02 AS NEEDED INSTALL TEMPORARY SIGNAL AT THE -L-/-Y7-/-Y8- INTERSECTION, TEMPORARY PAVEMENT MARKINGS, MARKERS AND SHIFT TRAFFIC ONTO TEMPORARY PATTERN AS SHOWN ON SHEETS TMP-42A THRU D. AWAY FROM TRAFFIC CONSTRUCT THE MEDIAN AT STA. 27+11 -L- AS SHOWN ON TMP-42C.

STEP 2) USING RSD 1101.02 AS NEEDED INSTALL THE FINAL LIFT OF SURFACE COURSE, FINAL PAVEMENT MARKINGS AND MARKERS (SEE FINAL PAVEMENT MARKING PLAN) ON THE FOLLOWING:

- -L- FROM STA. 10+40 -L- TO STA. 12+66 -L-
- -L- LEFT FROM STA. 12+66 -L- TO STA. 15+20 -L-
- -L- RIGHT FROM STA. 15+80 -L- TO STA. 28+00 -L-
- -Y1-
- -Y2-

USING RSD 1101.02 REMOVE BARRIER ON -L- FROM STA. 12+61 -L- TO STA. 14+99 -L- AND REPLACE WITH DRUMS.

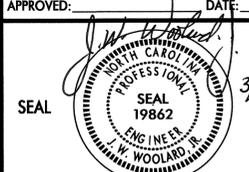
STEP 3) COMPLETE INSTALLATION OF AND ACTIVATE FINAL SIGNALS AT THE -L-/-Y7-/-Y8- INTERSECTION. THEN INSTALL THE FINAL LIFT OF SURFACE COURSE, FINAL MARKINGS, AND MARKERS ON -Y7-, -Y8-, AND -L- FROM STA. 28+00 -L- TO STA. 28+80 -L- (SEE FINAL PAVEMENT MARKING PLAN), SHIFT -Y7-/-Y8- TRAFFIC TO THE FINAL PATTERN, AND SHIFT -L- NORTHBOUND TRAFFIC ONTO THE OUTSIDE LANE FROM STA. 15+13.5 -L- TO -Y7-/-Y8-. THEN USING RSD 1101.02 AS NEEDED INSTALL THE FINAL LIFT OF SURFACE COURSE, FINAL PAVEMENT MARKINGS, AND MARKERS ON -L- RIGHT FROM STA. 12+66 -L- TO STA. 15+80 -L- AND -L- LEFT FROM STA. 15+20 -L- TO STA. 28+00 -L- (SEE FINAL PAVEMENT MARKING PLAN).

STEP 4) USING RSD 1101.02 AS NECESSARY INSTALL THE FINAL LIFT OF SURFACE COURSE, FINAL MARKINGS, AND MARKERS ON THE FOLLOWING:

- -L- FROM STA. 28+80 -L- TO STA. 79+70 -L-
- -Y4-
- -Y5-
- -Y6-
- -Y9-
- -Y10-
- -Y11-
- -Y12-
- -Y13-
- -Y14-
- -Y15-
- -Y17-

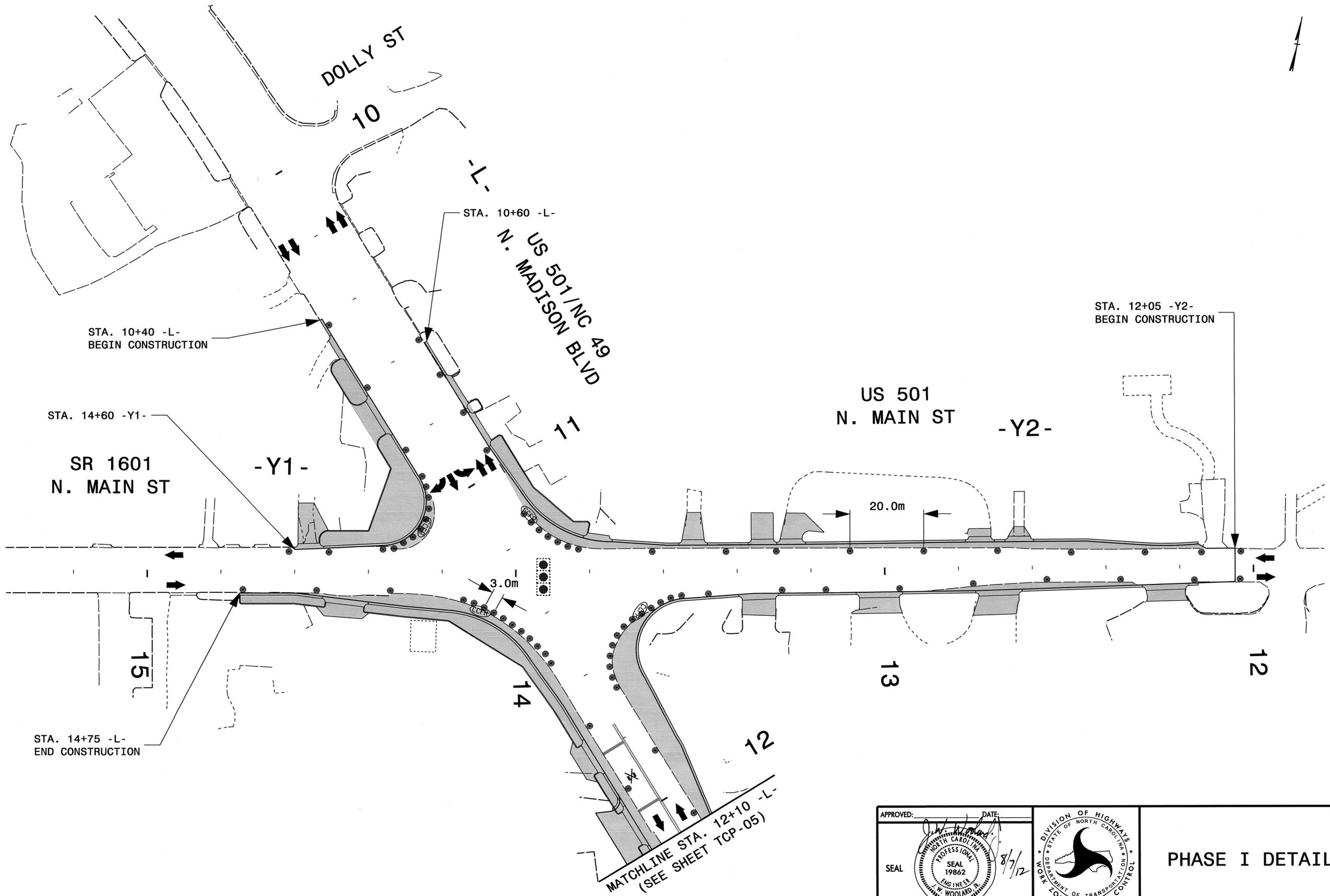
STEP 5) REMOVE ALL TRAFFIC CONTROL DEVICES AND SIGNING, ACTIVATE ALL FINAL SIGNALS, AND OPEN ENTIRE PROJECT TO THE FINAL TRAFFIC PATTERN.

01-MAR-2013 08:04 \\dot\dfs\root\Pro\TIP\Projects-R\2241A\TrafficControl\TCP\R-2241A-TC-TMP-03A_Phasing.dgn AT 1E26580

APPROVED:  DATE: 3/13		PHASING
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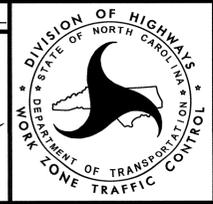
PROJ. REFERENCE NO. R-2241A	SHEET NO. TMP-04
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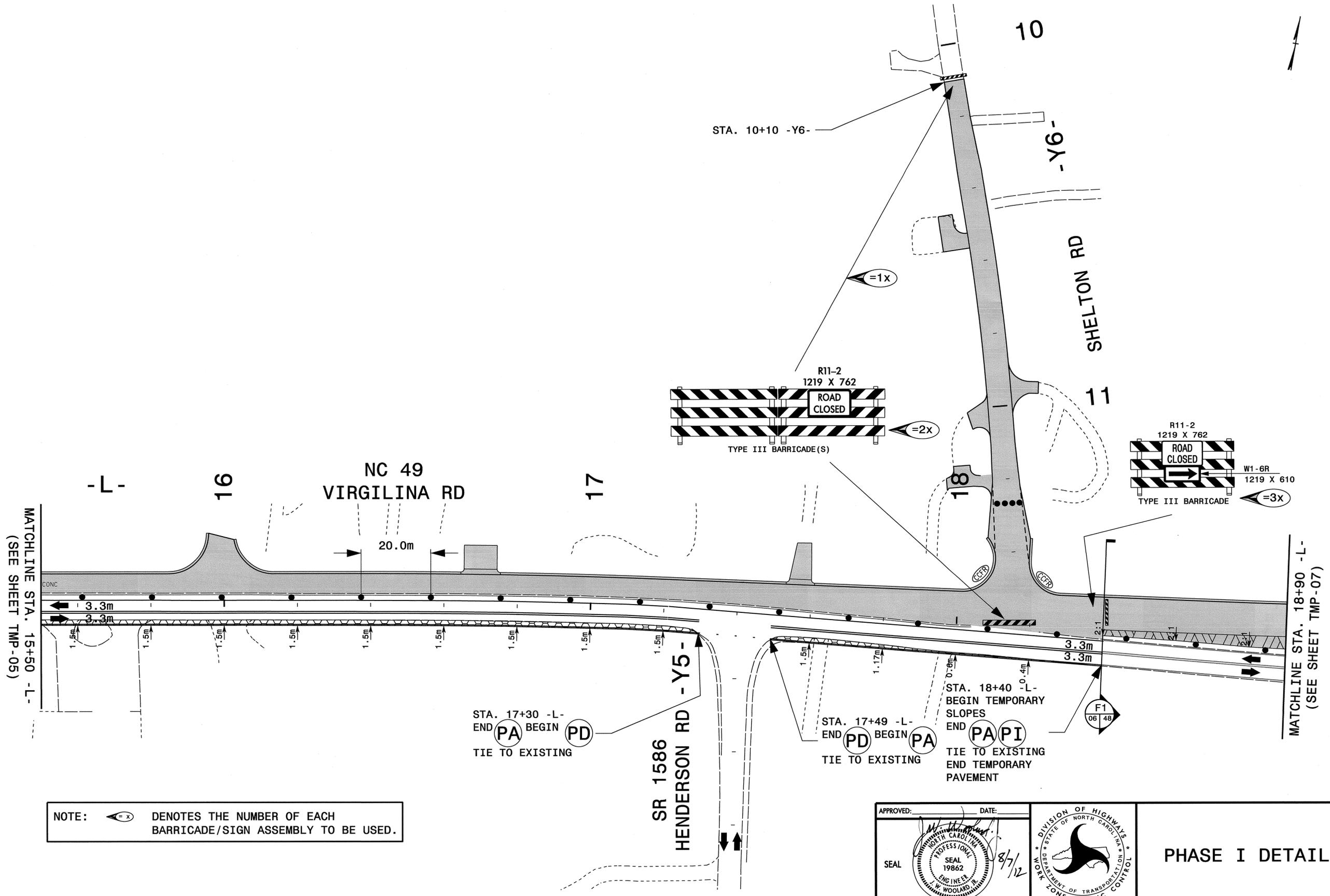
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APPROVED: _____ DATE: 8/7/12

SEAL



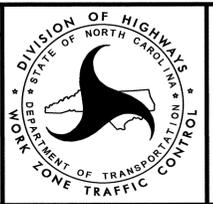
PHASE I DETAIL



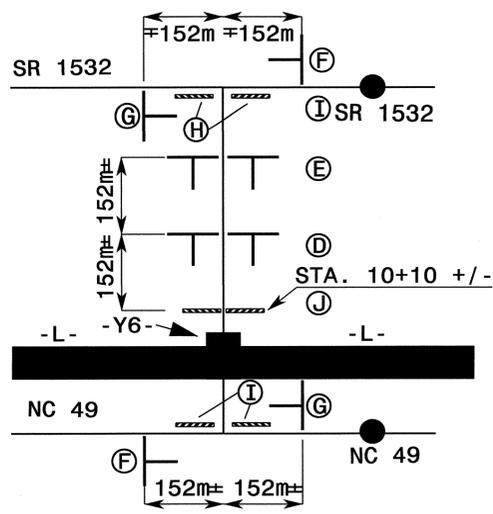
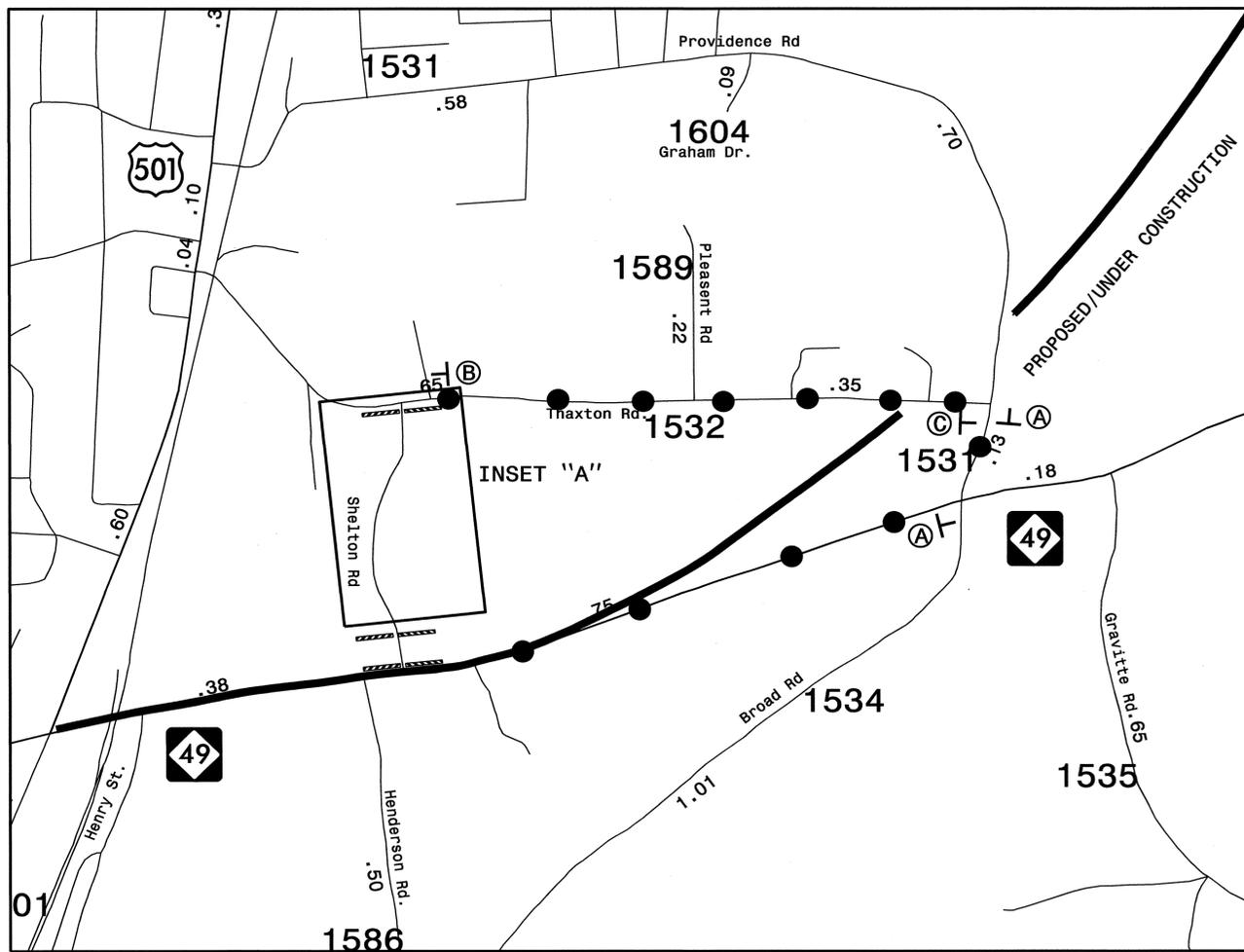
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APPROVED: _____ DATE: 8/7/12

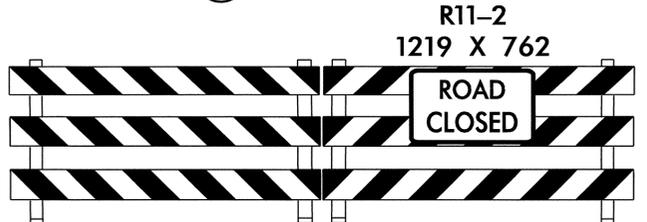
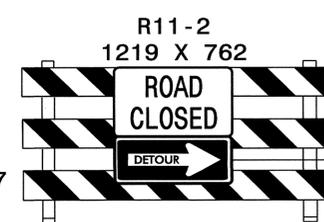
SEAL



PHASE I DETAIL



REFER TO ROADWAY STANDARD
DRAWING 1101.03, SHEET 1 & 2 OF 9
FOR APPLICABLE NOTES.



APPROVED: DATE: 8/8/12

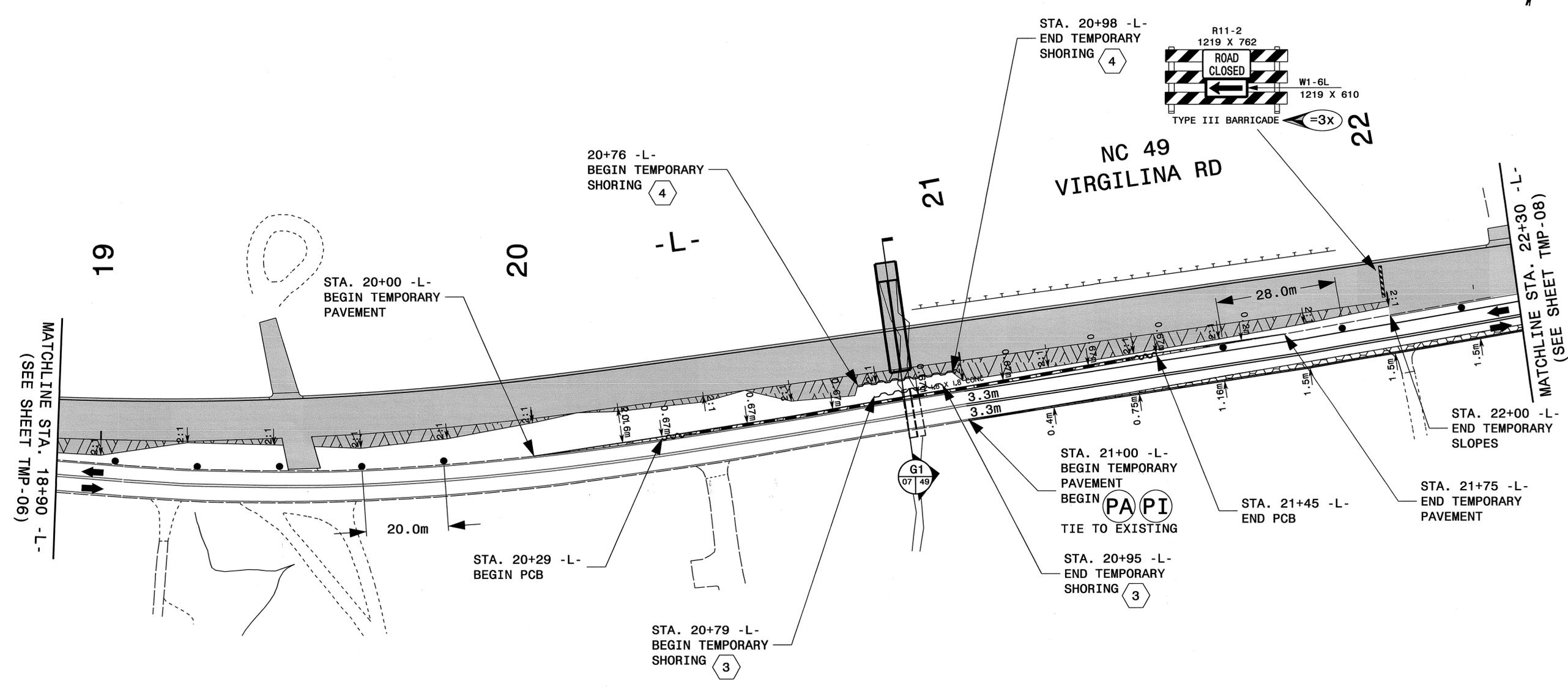


OFFSITE DETOUR

08-AUG-2012 10:49 \\dot\dfs\go\on\proj\TIPProjects\R2241A\TrafficControl\TCP\Phase 1\R-2241A_TC_TMP_PHL_TMP_06A.dgn gnyes AT 1124147



PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-07



MATCHLINE STA. 18+90 -L-
(SEE SHEET TMP-06)

MATCHLINE STA. 22+30 -L-
(SEE SHEET TMP-08)

- ③ QUANTITY = 36.65 SF
- ④ QUANTITY = 77.94 SF

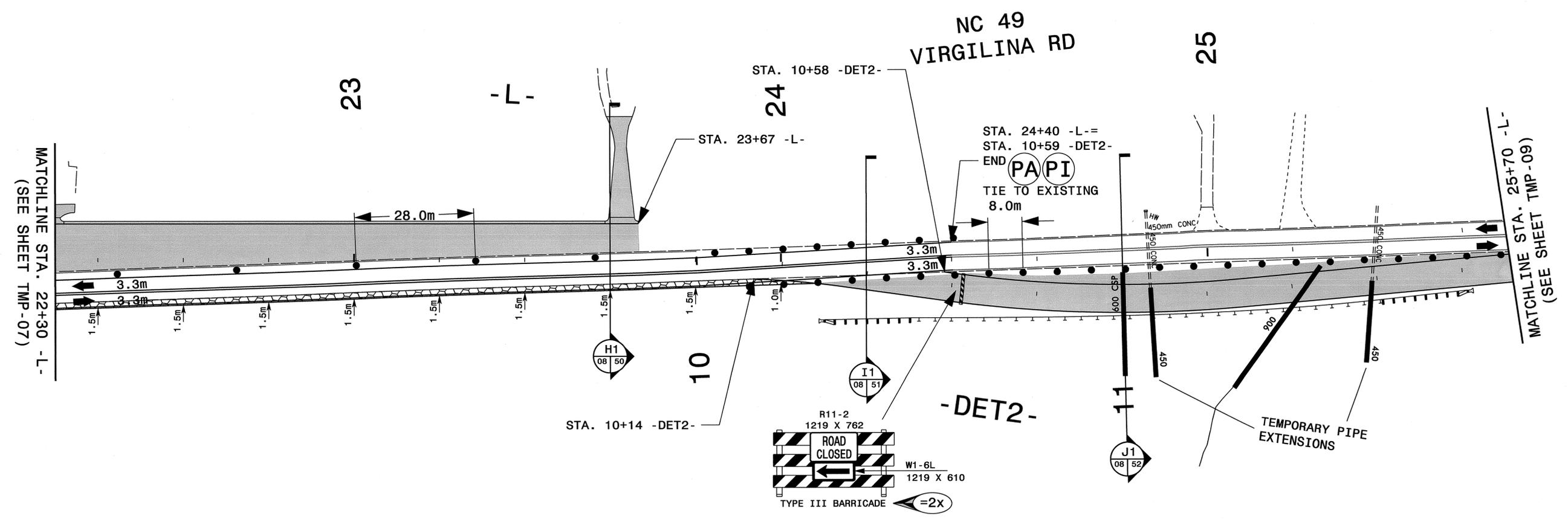
NOTE: DENOTES THE NUMBER OF EACH BARRICADE/SIGN ASSEMBLY TO BE USED.

03-AUG-2012 11:09
\\dot\adfs\0010\Proj\TIP\Projects-RAR2241A\TrafficControl\TCP\Phase I\NR-2241A_TC_TMP_PHL_TMP_07.dgn
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APPROVED:	DATE: 8/7/12		<h2 style="text-align: center;">PHASE I DETAIL</h2>
SEAL			

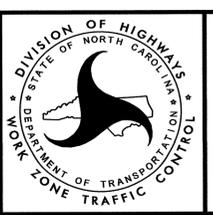


PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-08



NOTE: DENOTES THE NUMBER OF EACH BARRICADE/SIGN ASSEMBLY TO BE USED.

APPROVED: DATE: 8/7/12

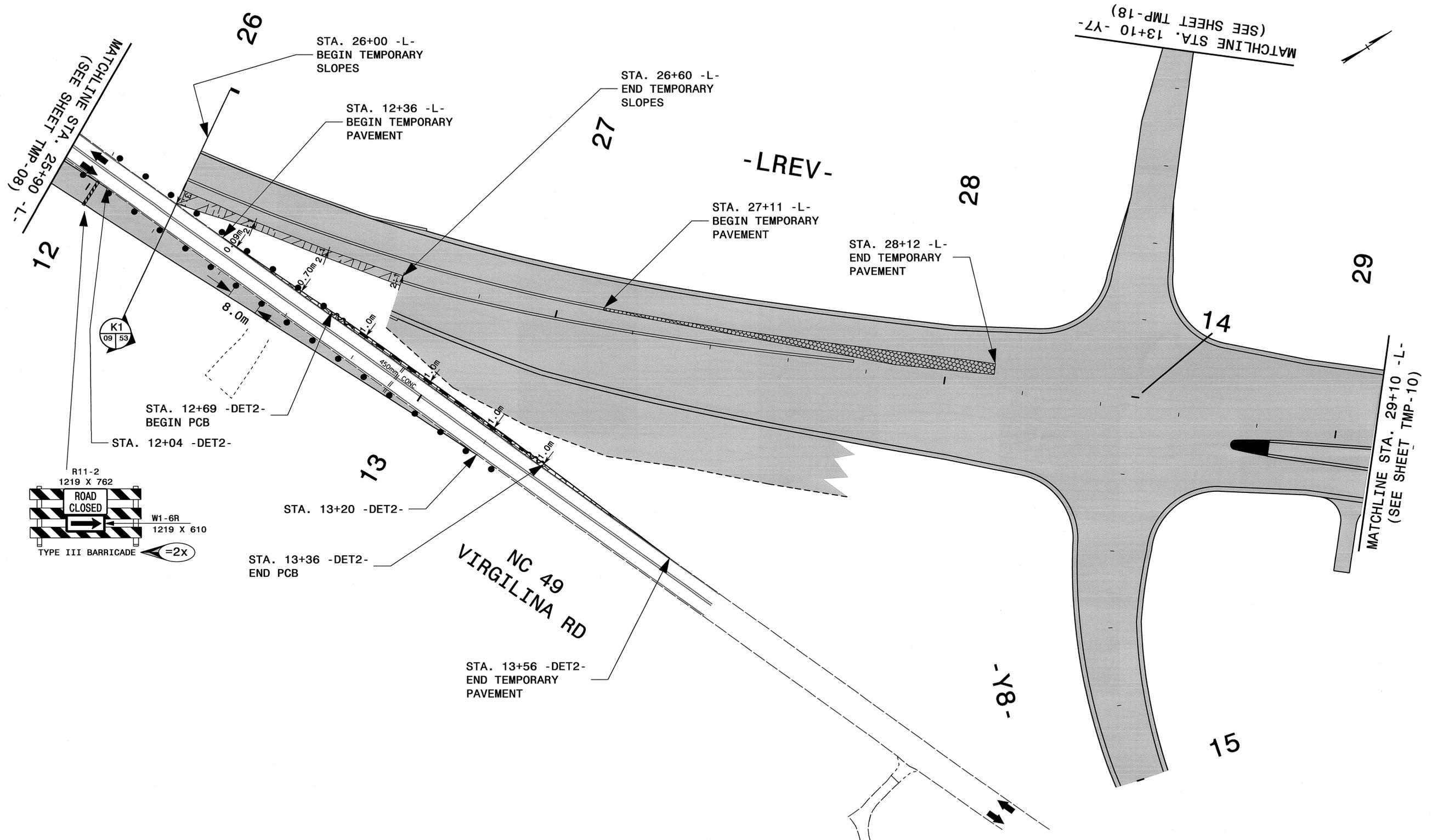


PHASE I DETAIL

03-AUC-2012 I40 \\031\ch\cfr\031\Pro\IP\Projects-R\2241A\TrafficControl\TCP\Phase I\NR-2241A_TC_TMP_PHL_TMP_08.dgn AT 12:24:47



PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-09



NOTE: DENOTES THE NUMBER OF EACH BARRICADE/SIGN ASSEMBLY TO BE USED.

APPROVED: _____ DATE: 9/24/12

SEAL

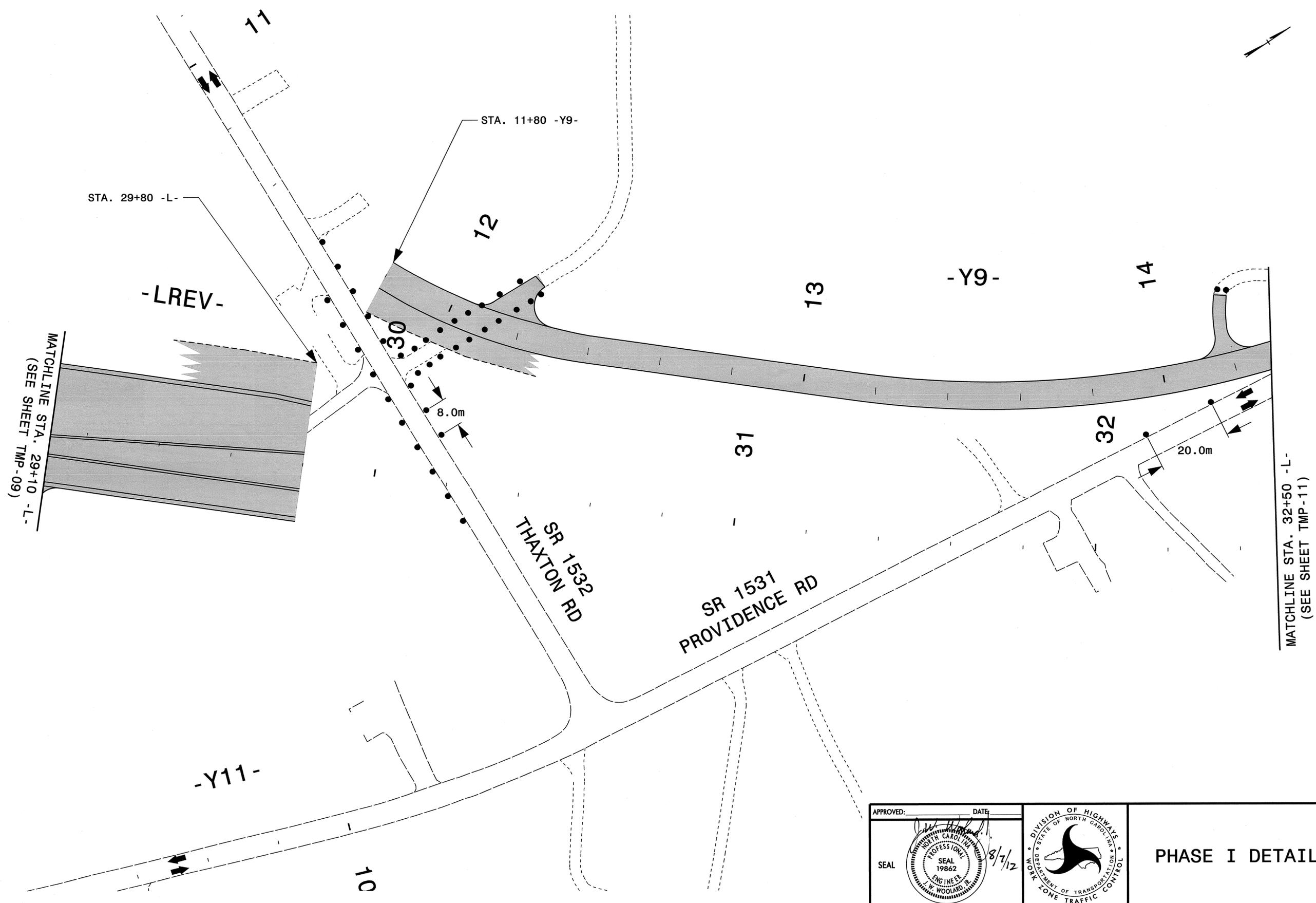


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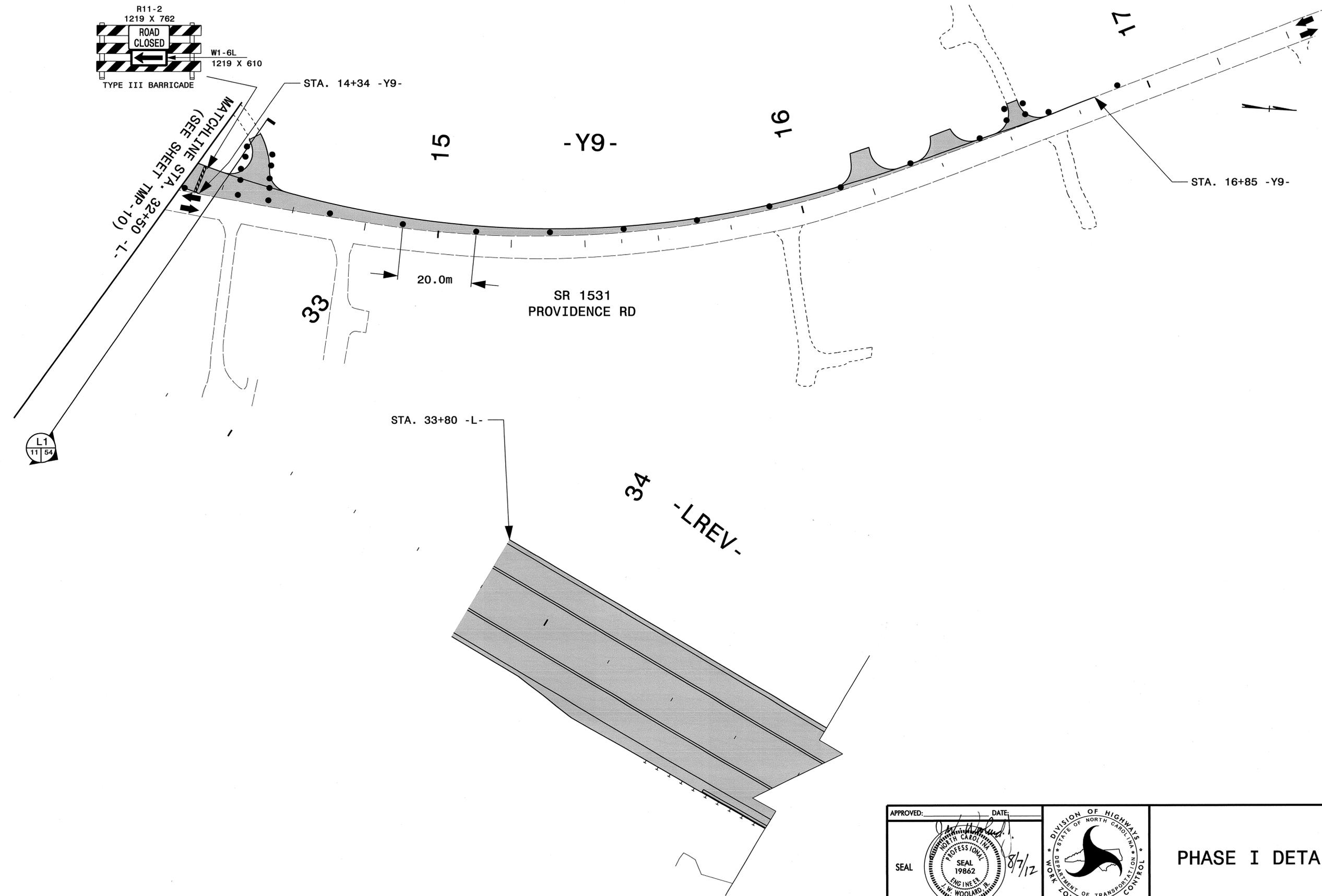
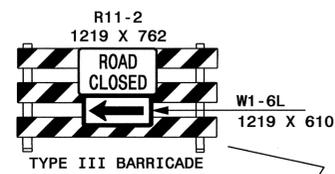


PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-10



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APPROVED:	DATE:		PHASE I DETAIL
	8/7/12		

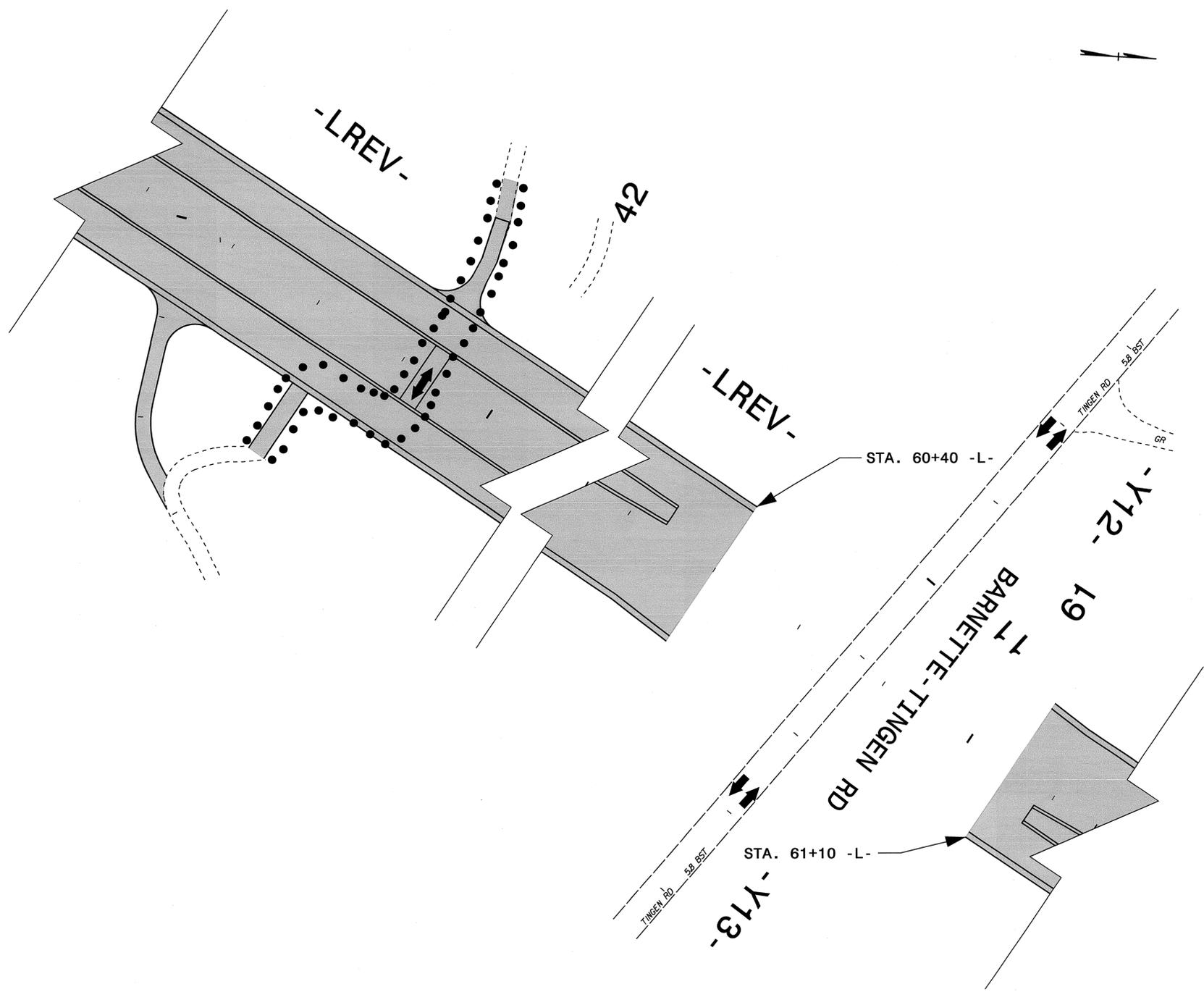


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APPROVED:	DATE:		PHASE I DETAIL
	8/7/12		

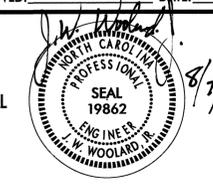


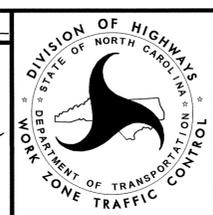
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R-2241A	TMP-11A



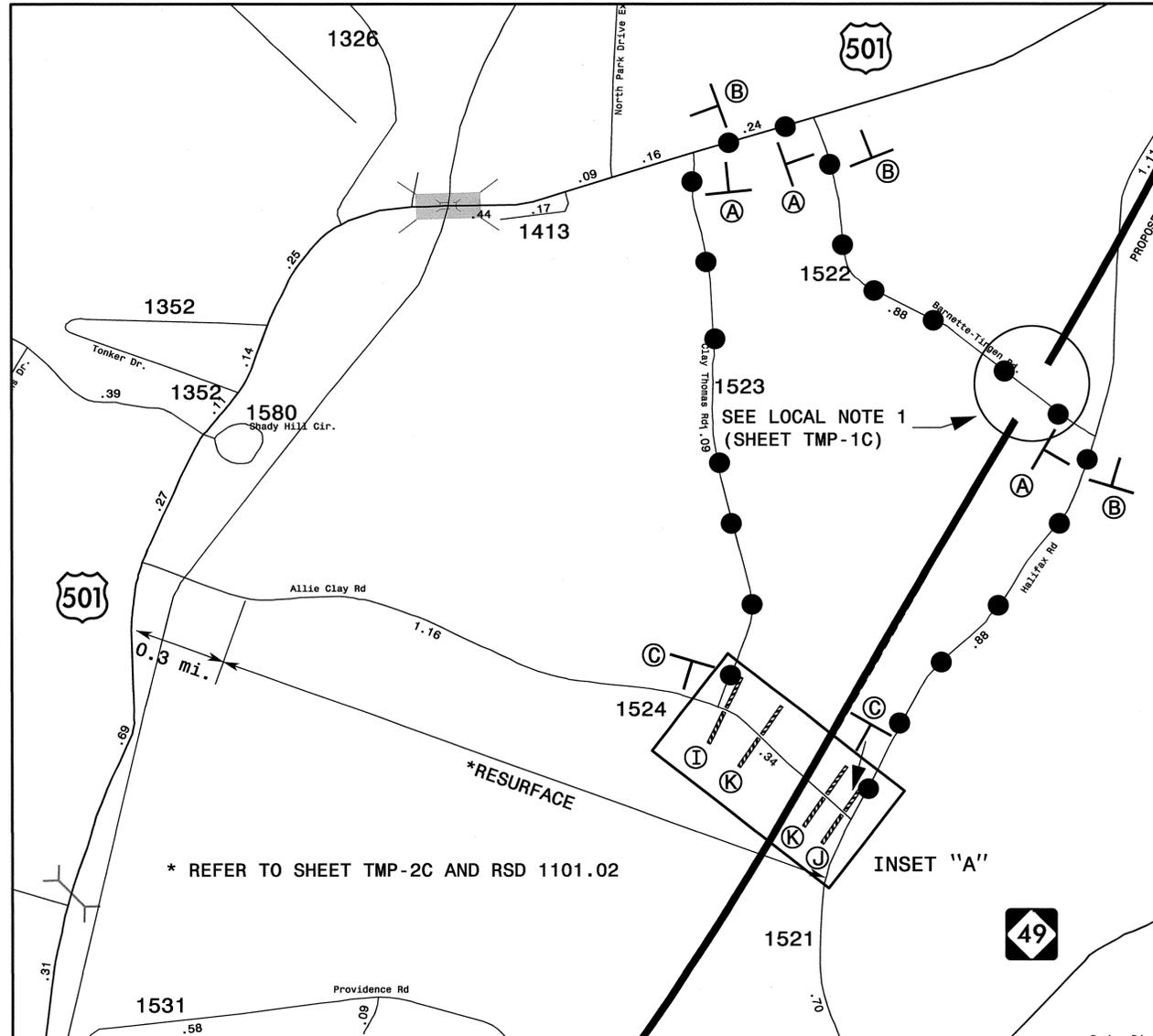
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APPROVED:  DATE: 8/7/12

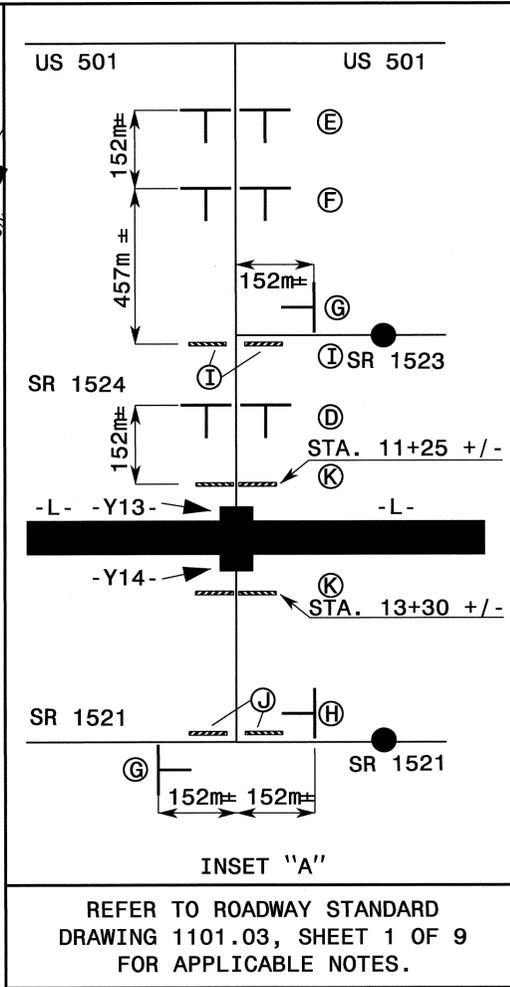
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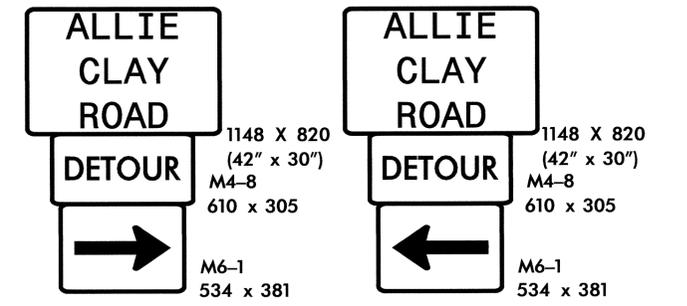
PHASE I DETAIL



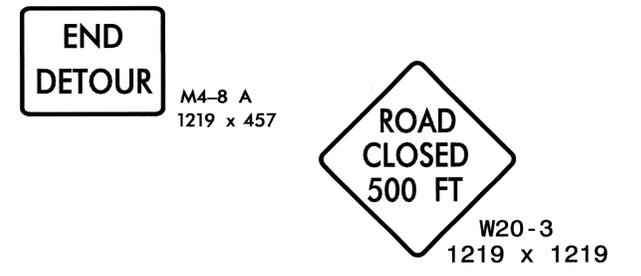
* REFER TO SHEET TMP-2C AND RSD 1101.02



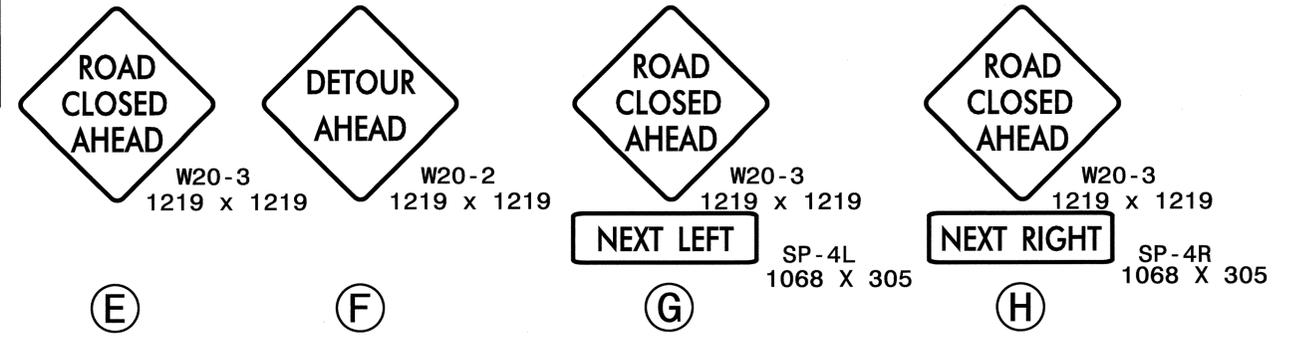
REFER TO ROADWAY STANDARD DRAWING 1101.03, SHEET 1 OF 9 FOR APPLICABLE NOTES.



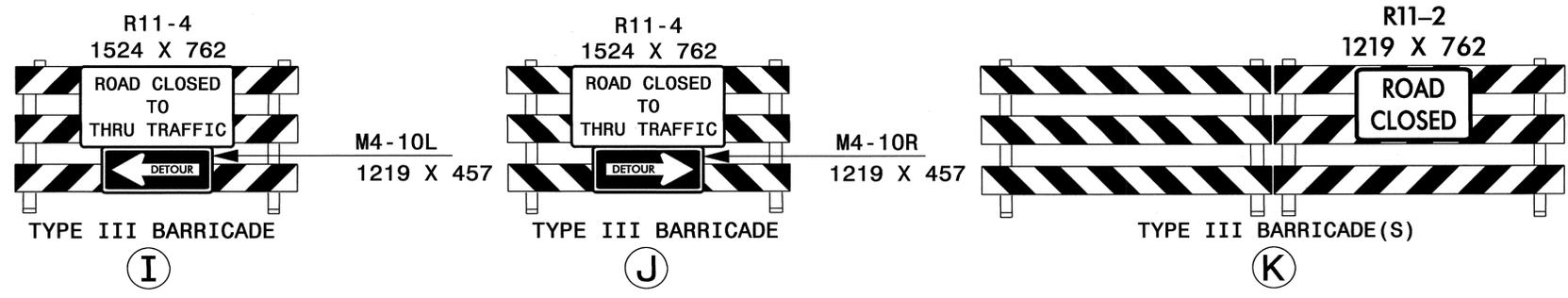
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(B) 1148 X 820 (42" x 30") M4-8 610 x 305 M6-1 534 x 381
(C) M4-8 A 1219 x 457
(D) W20-3 1219 x 1219



(E) W20-3 1219 x 1219 (F) W20-2 1219 x 1219 (G) W20-3 1219 x 1219 SP-4L 1068 X 305 (H) W20-3 1219 x 1219 SP-4R 1068 X 305



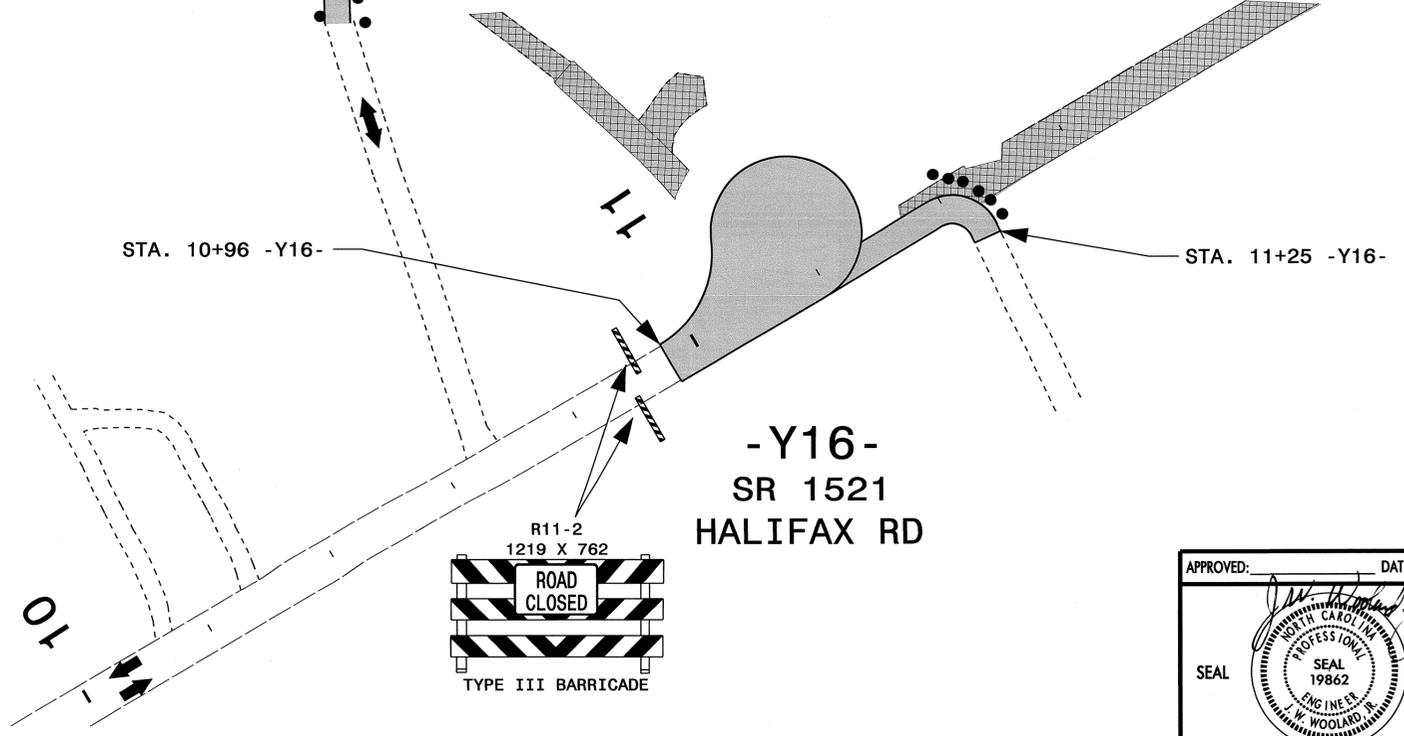
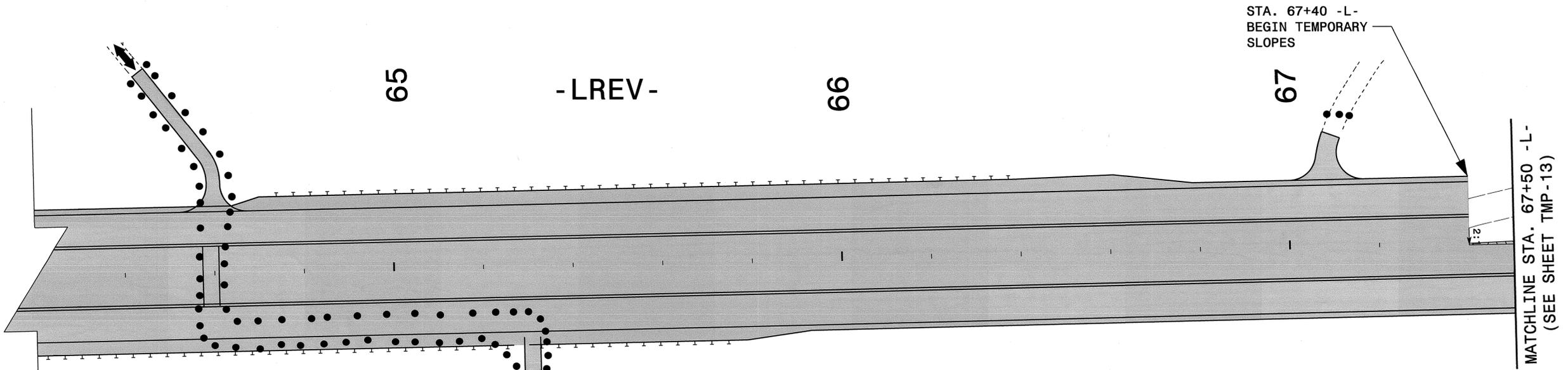
M4-10L 1219 X 457 M4-10R 1219 X 457

APPROVED: DATE: 8/7/12		OFFSITE DETOUR
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03-AUG-2012 11:21:00 \\dot\dfs\001\Proj\01\Proj\TrafficControl\TrafficControl\Phase 1\NR-2241A_TC_TMP-PHI_TMP_11B.dgn AT 12:24:47



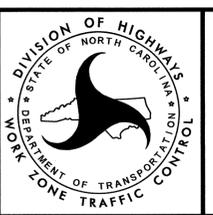
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R-2241A	TMP-12



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APPROVED: _____ DATE: 8/7/12

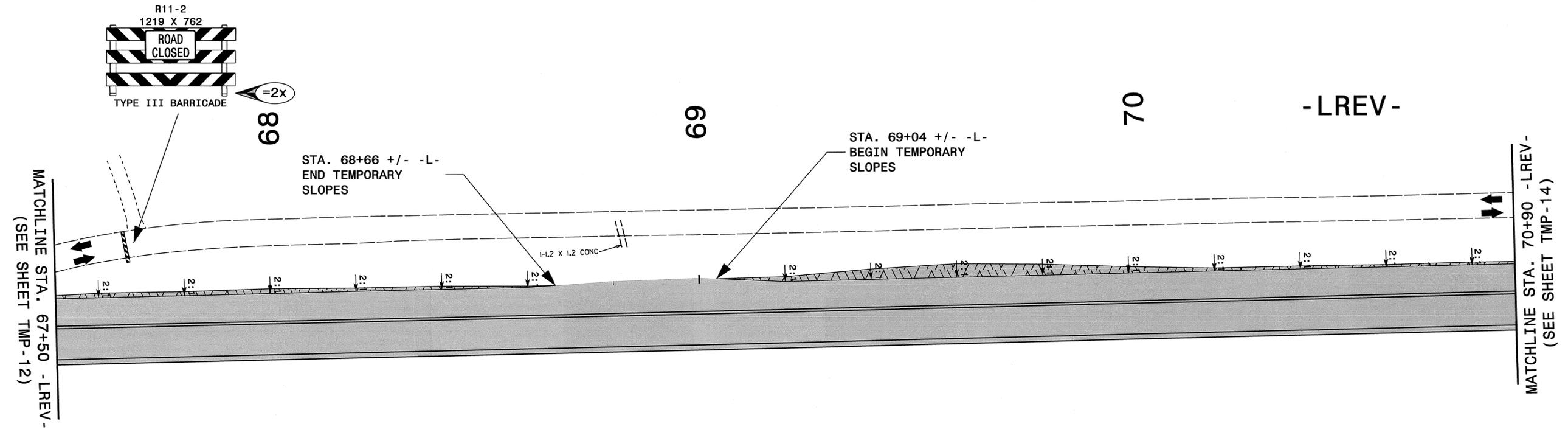
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PHASE I DETAIL



PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-13



NOTE: DENOTES THE NUMBER OF EACH BARRICADE/SIGN ASSEMBLY TO BE USED.

APPROVED: DATE: 8/7/12

SEAL

PROFESSIONAL ENGINEER
SEAL 19862
W. WOOLARD JR.

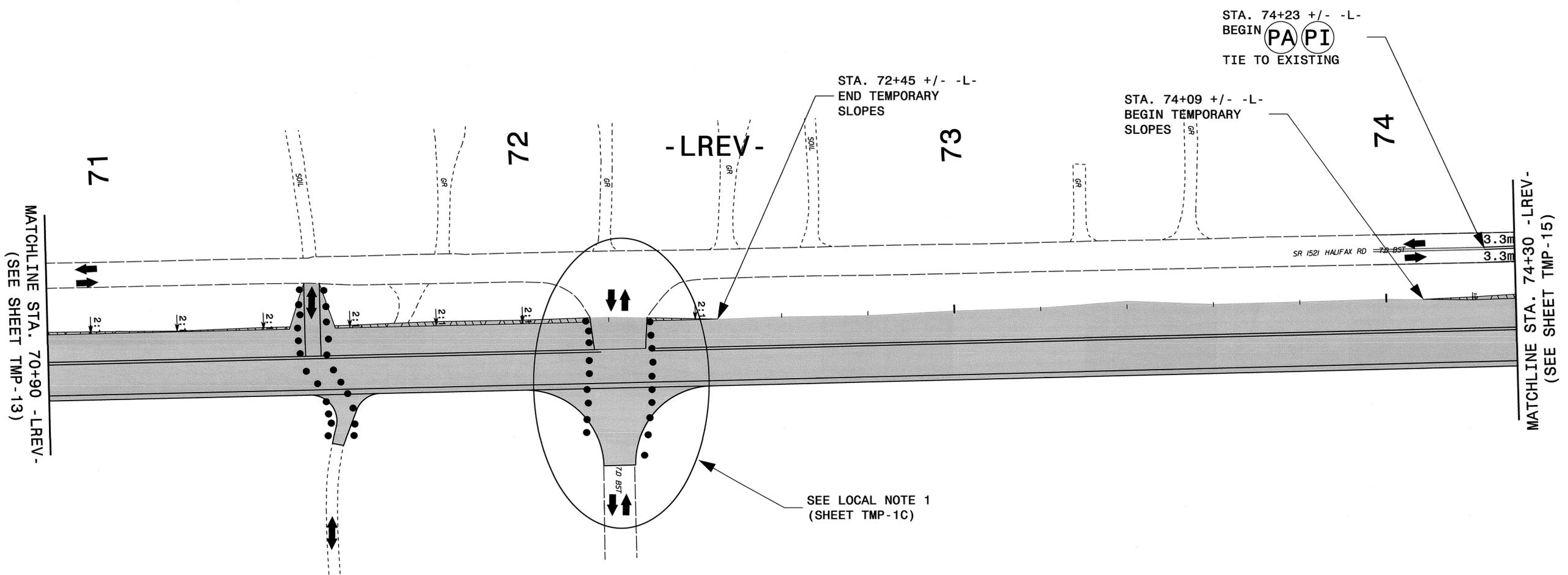


PHASE I DETAIL

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ahayes AT 1E244747



PROJ. REFERENCE NO. R-2241A	SHEET NO. TMP-14
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APPROVED: DATE: 8/7/12

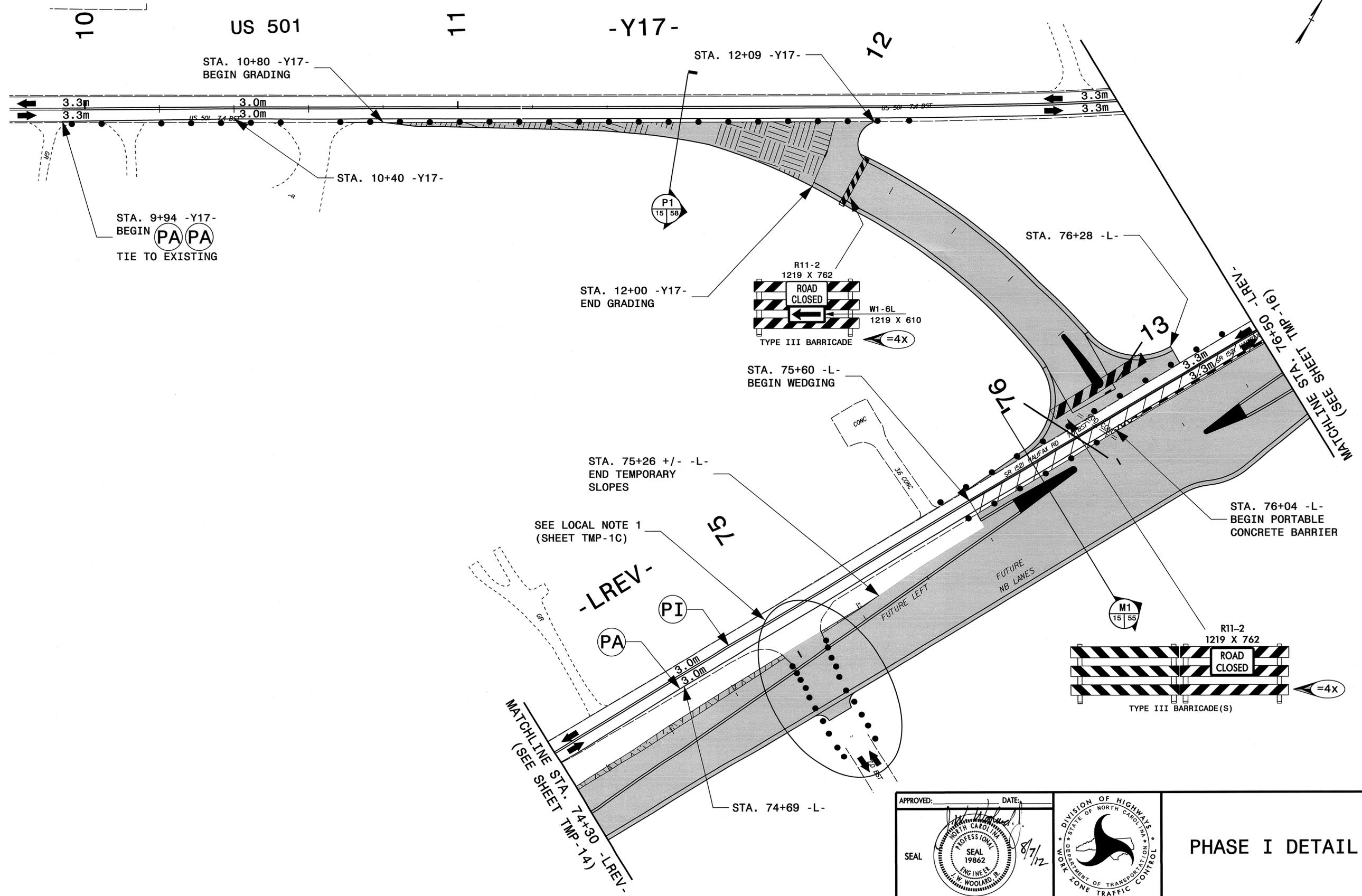
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PHASE I DETAIL



PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-15



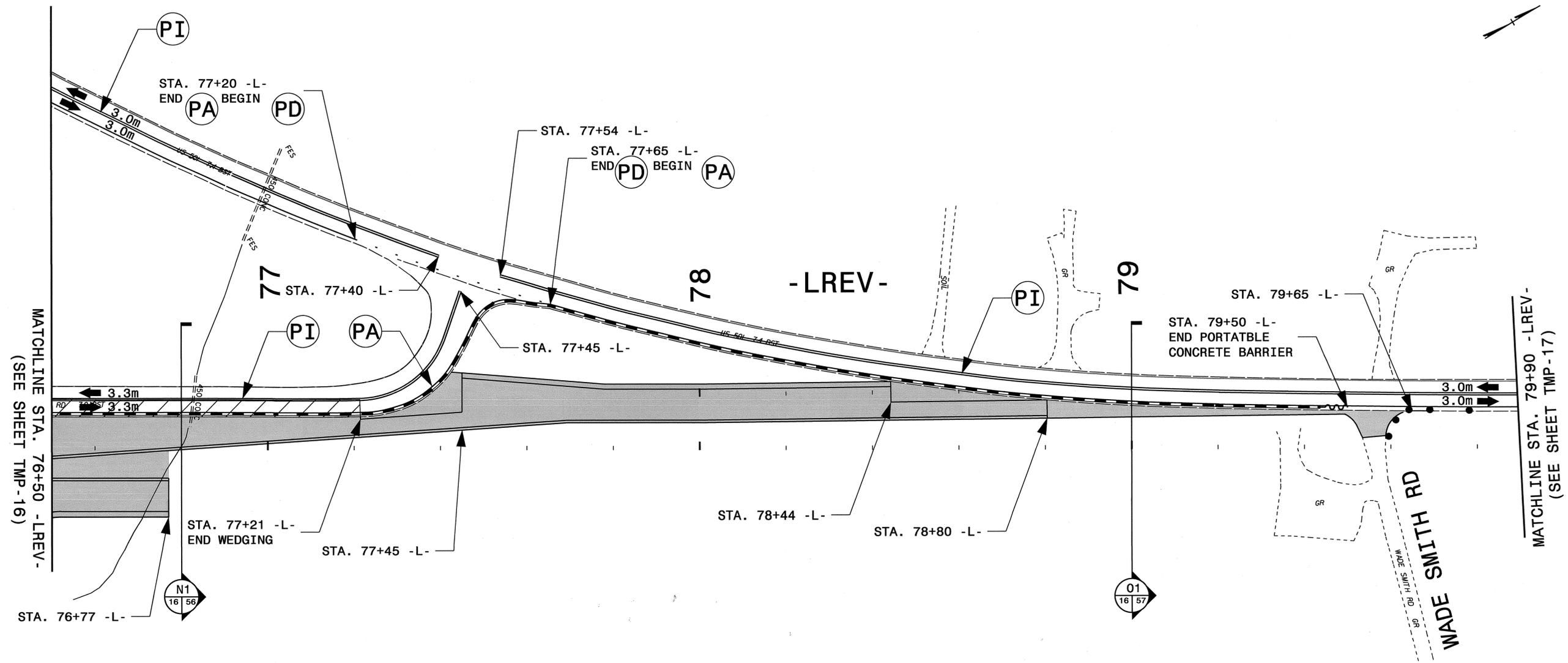
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APPROVED: _____ DATE: 8/7/12

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PHASE I DETAIL

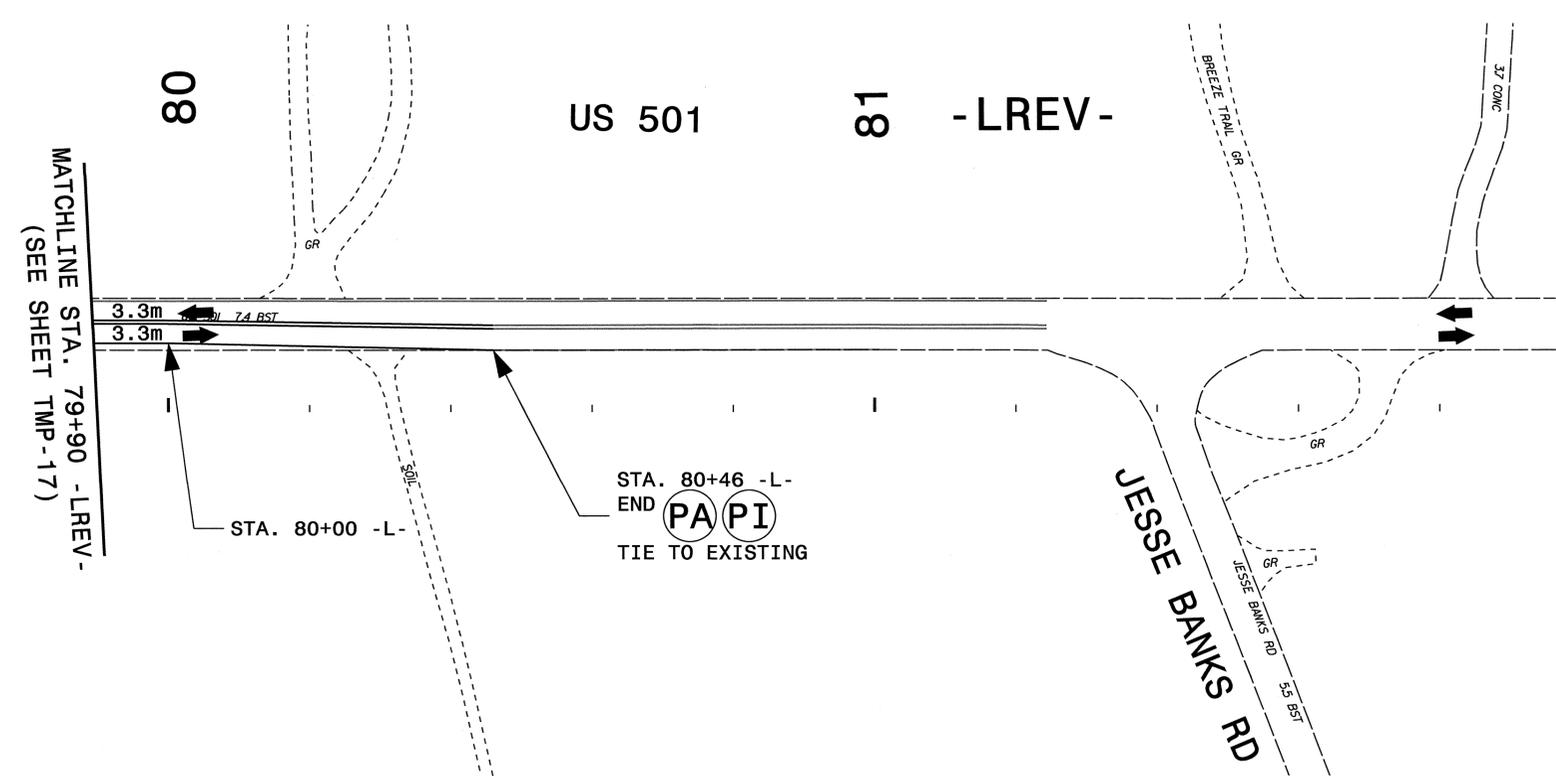


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APPROVED:	DATE:		PHASE I DETAIL
	8/7/12		



PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-17

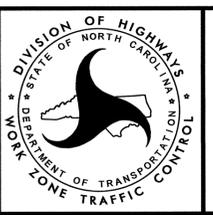


MATCHLINE STA. 79+90 -LREV-
(SEE SHEET TMP-17)

03-AUG-2012 11:44
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APPROVED: DATE: 8/7/12

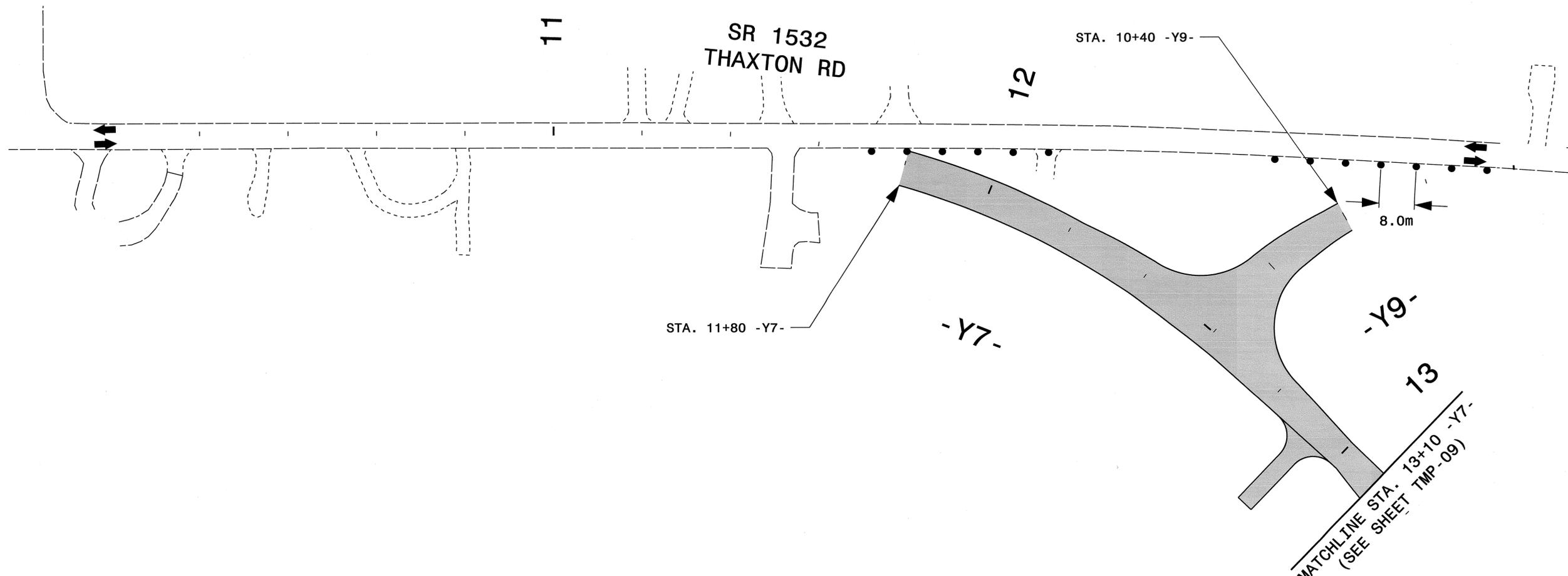
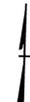
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PHASE I DETAIL



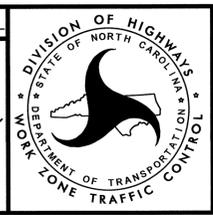
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R-2241A	TMP-18



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APPROVED: _____ DATE: 8/7/12

SEAL

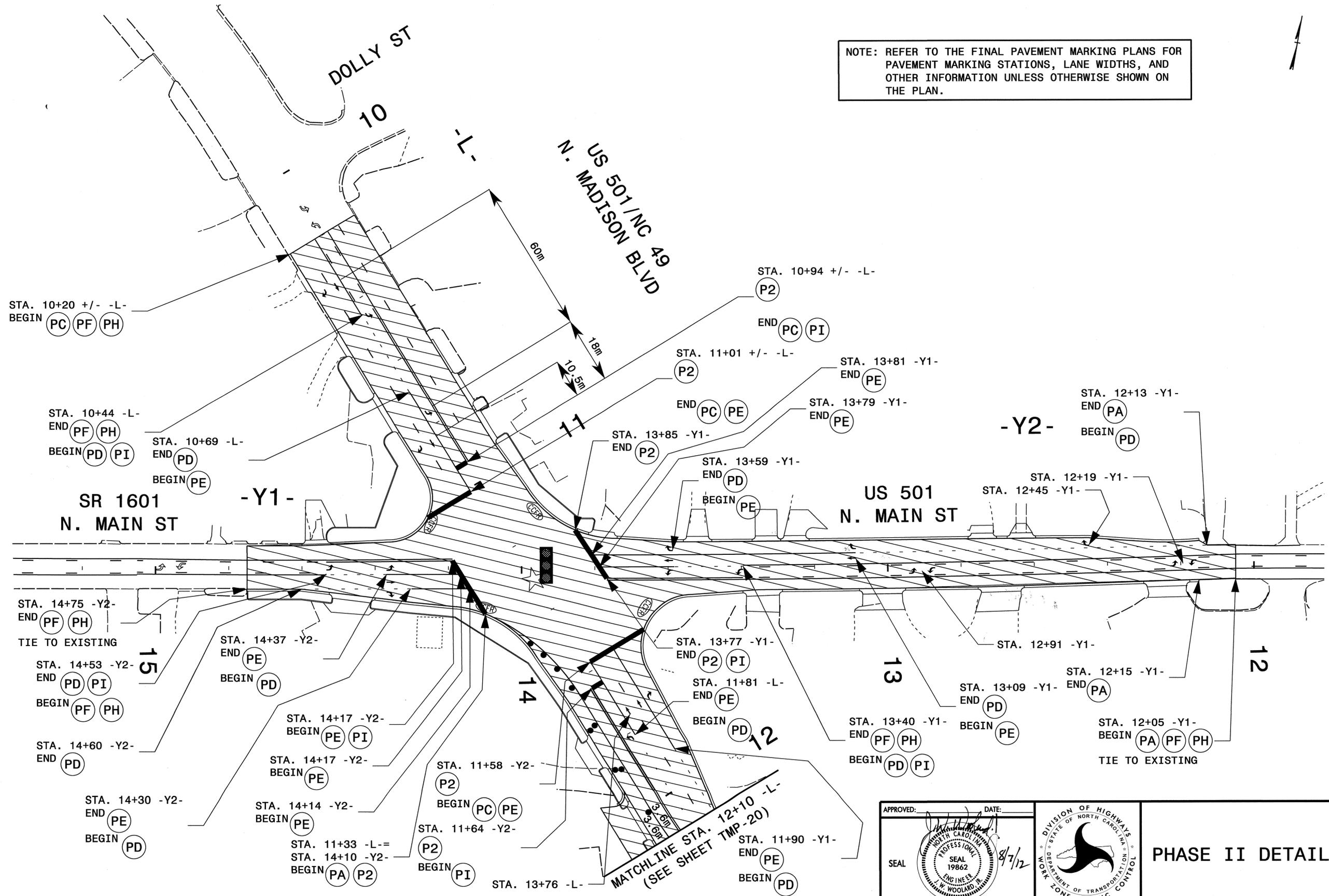


PHASE I DETAIL



PROJ. REFERENCE NO. R-2241A	SHEET NO. TMP-19
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NOTE: REFER TO THE FINAL PAVEMENT MARKING PLANS FOR PAVEMENT MARKING STATIONS, LANE WIDTHS, AND OTHER INFORMATION UNLESS OTHERWISE SHOWN ON THE PLAN.

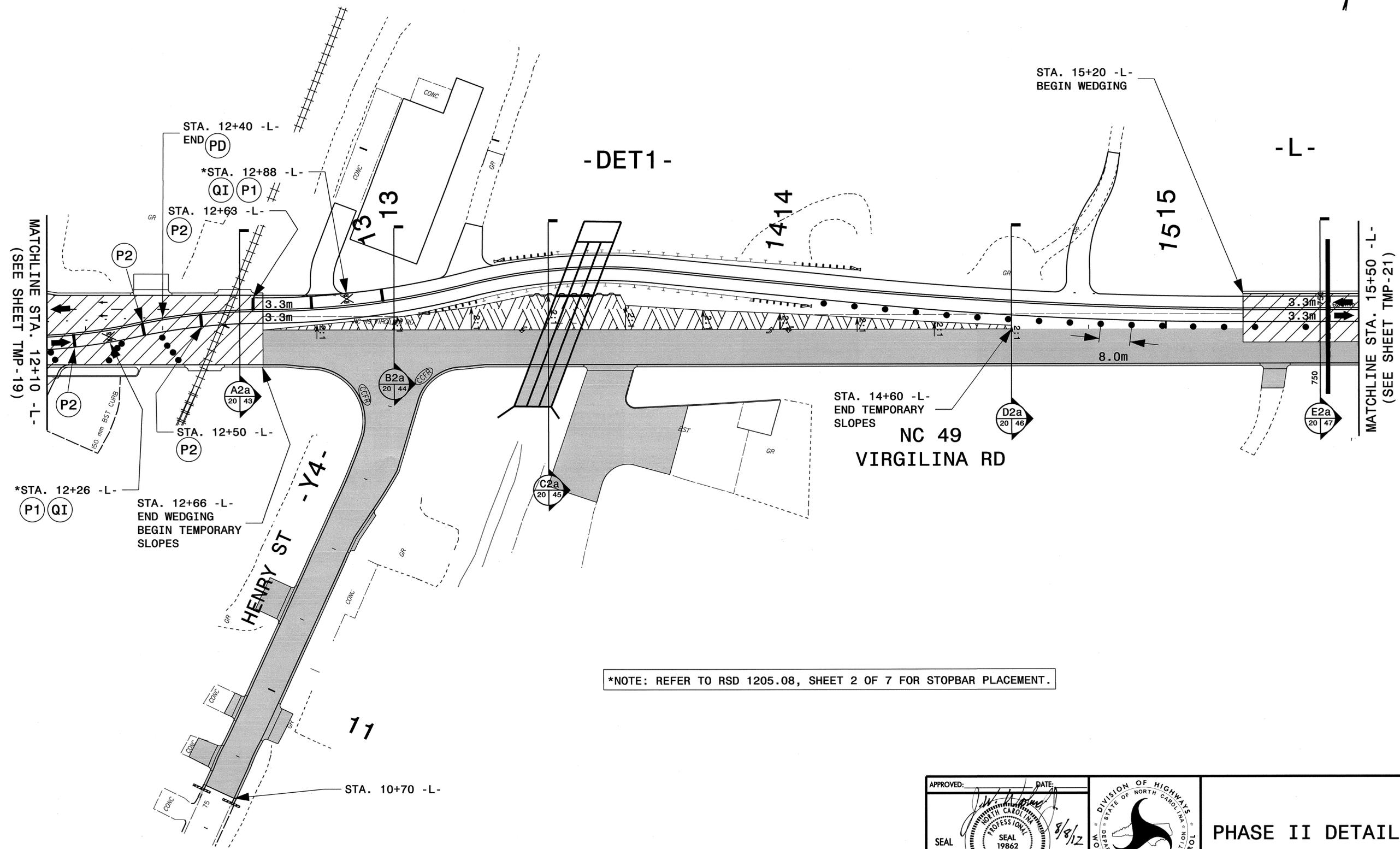


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APPROVED: DATE: 8/7/12



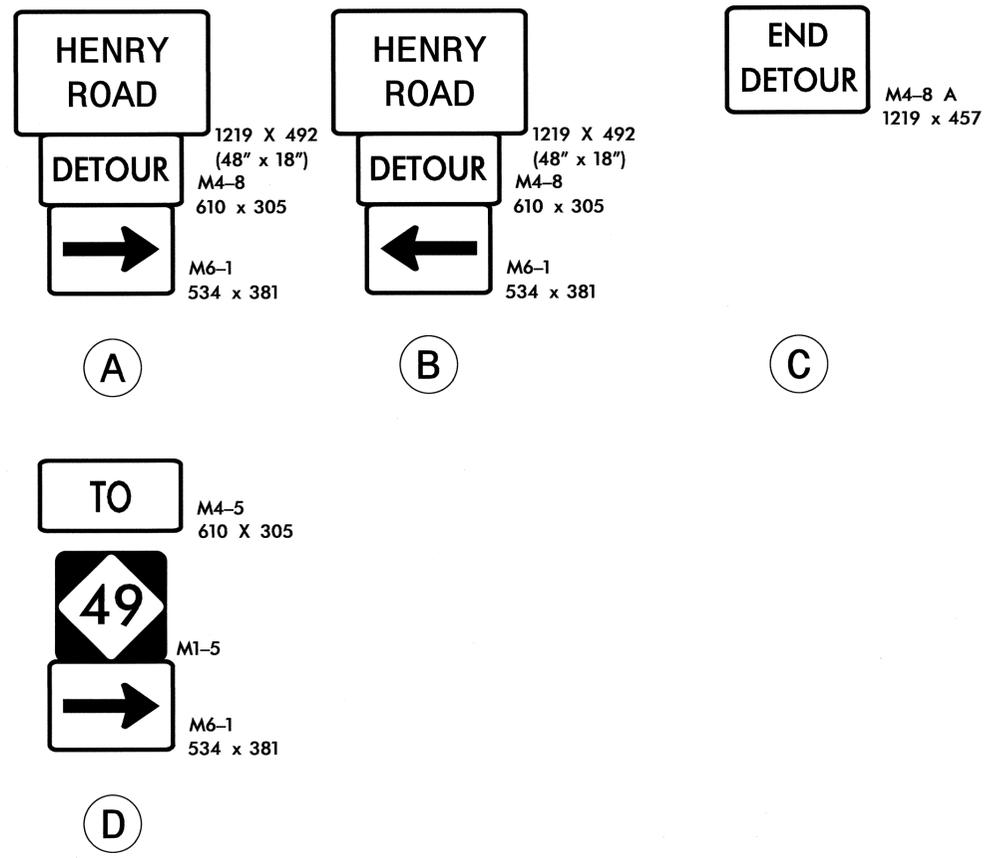
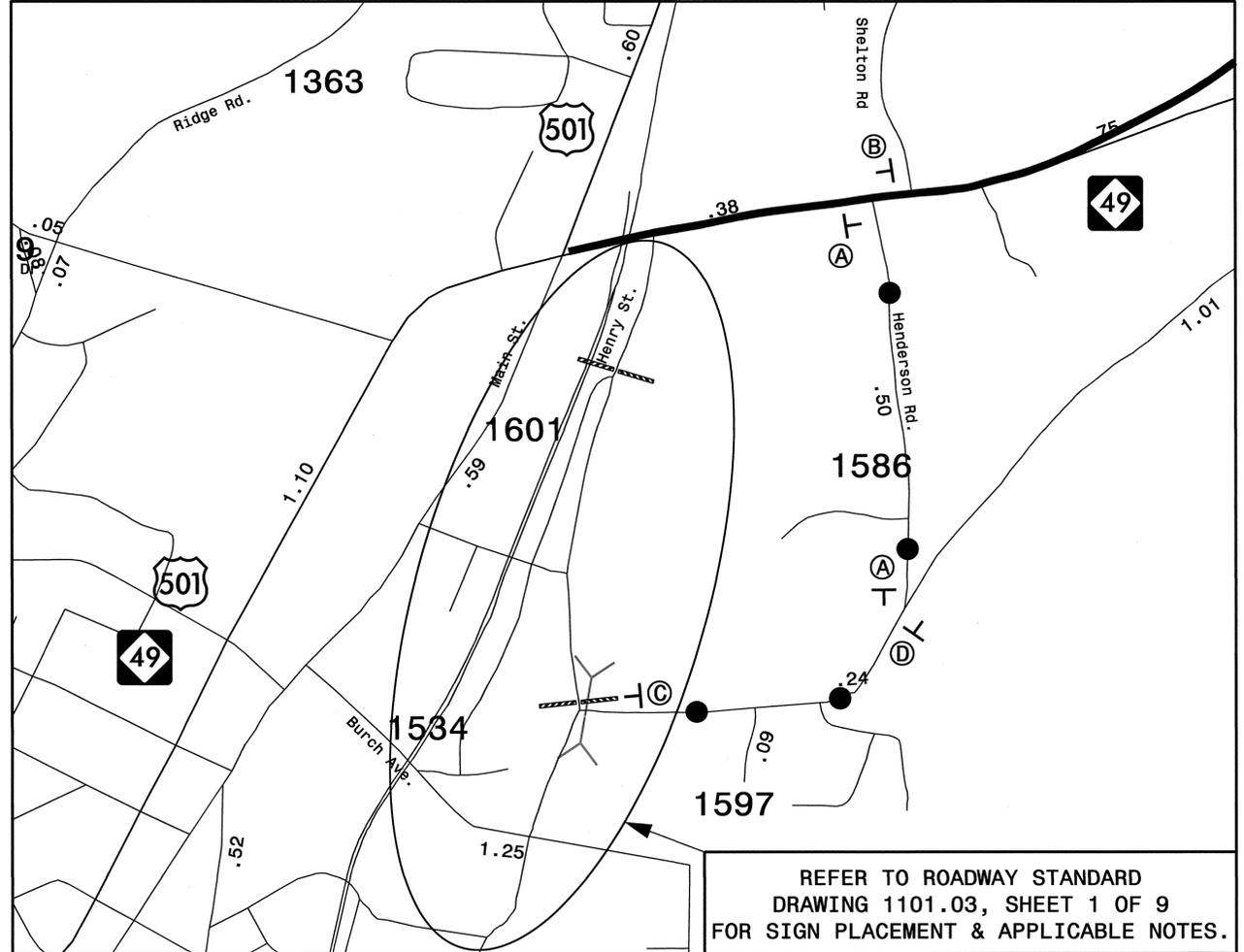
PHASE II DETAIL 1



*NOTE: REFER TO RSD 1205.08, SHEET 2 OF 7 FOR STOPBAR PLACEMENT.

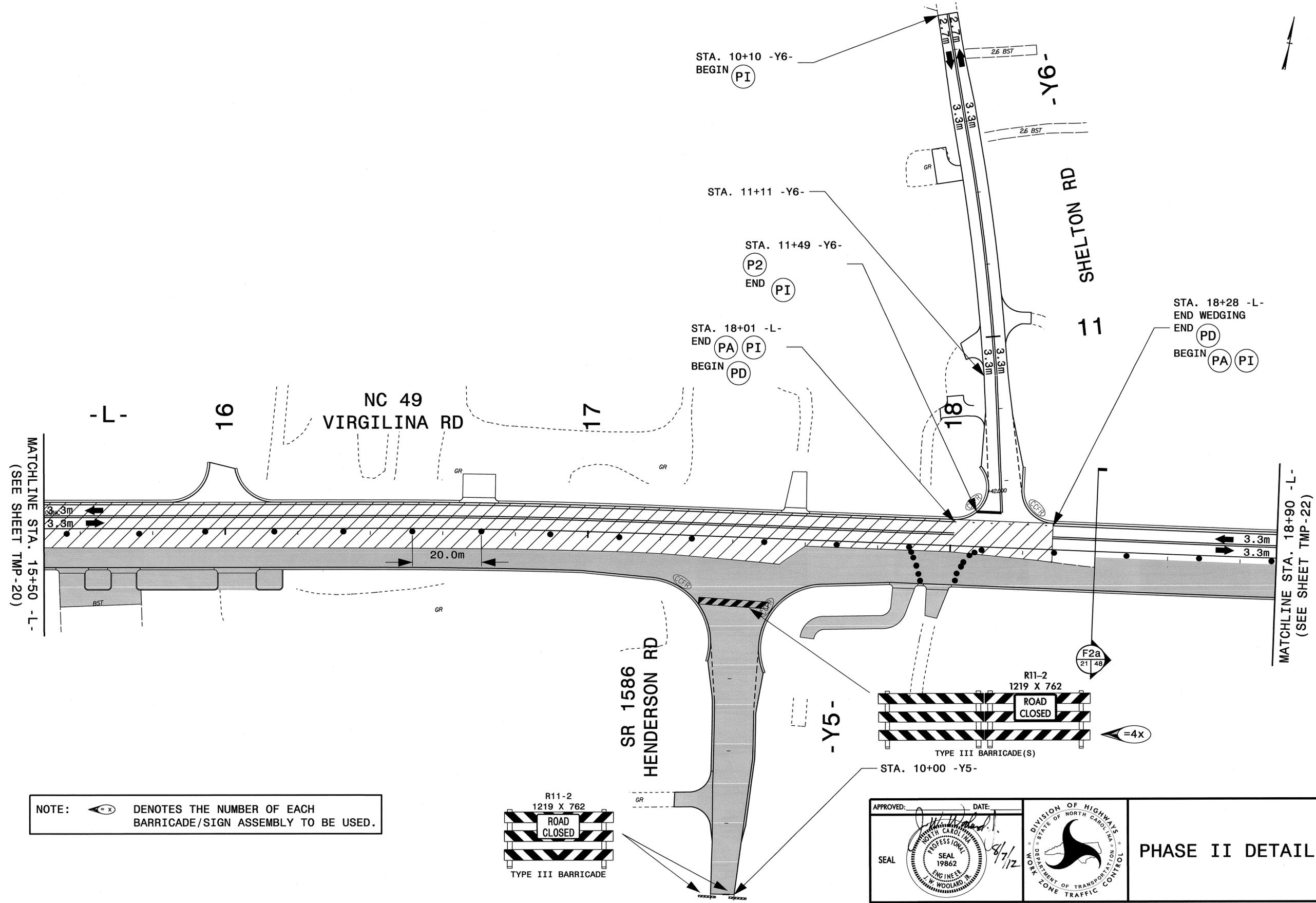
03-AUC-2012 lit25
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 dhayes AT TE244747

APPROVED: SEAL 	DATE: 8/4/12 	PHASE II DETAIL 1
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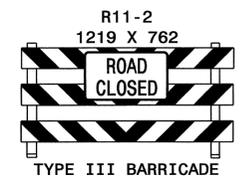


03-AUG-2012 11:25
 \dot\yrsroot\N\Projects\R2241A\TrafficControl\TCP\Phase II\DR-2241A-TC-TMP-PhilID#1L-TMP-20A.dgn
 gmsyes AT 112241741

APPROVED:	DATE: 8/7/12		OFFSITE DETOUR
SEAL			



NOTE: DENOTES THE NUMBER OF EACH BARRICADE/SIGN ASSEMBLY TO BE USED.

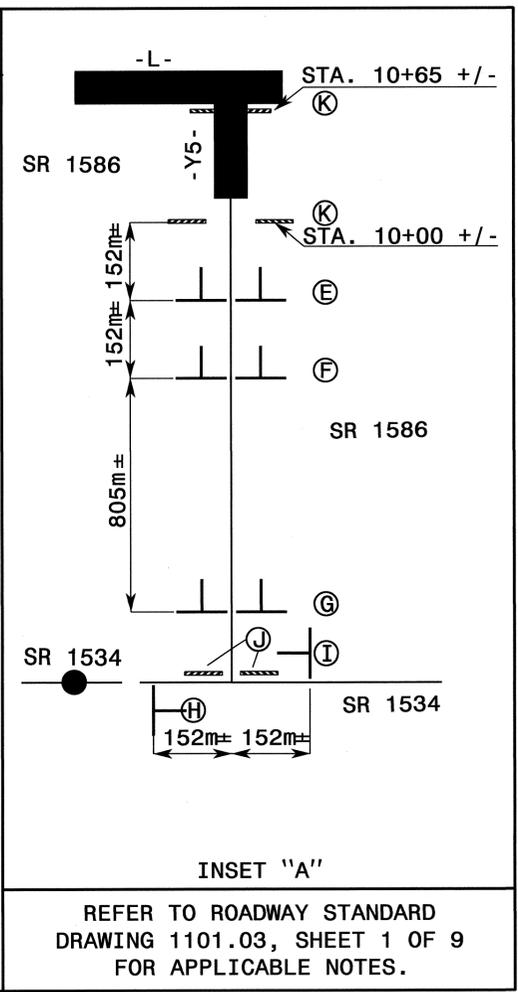
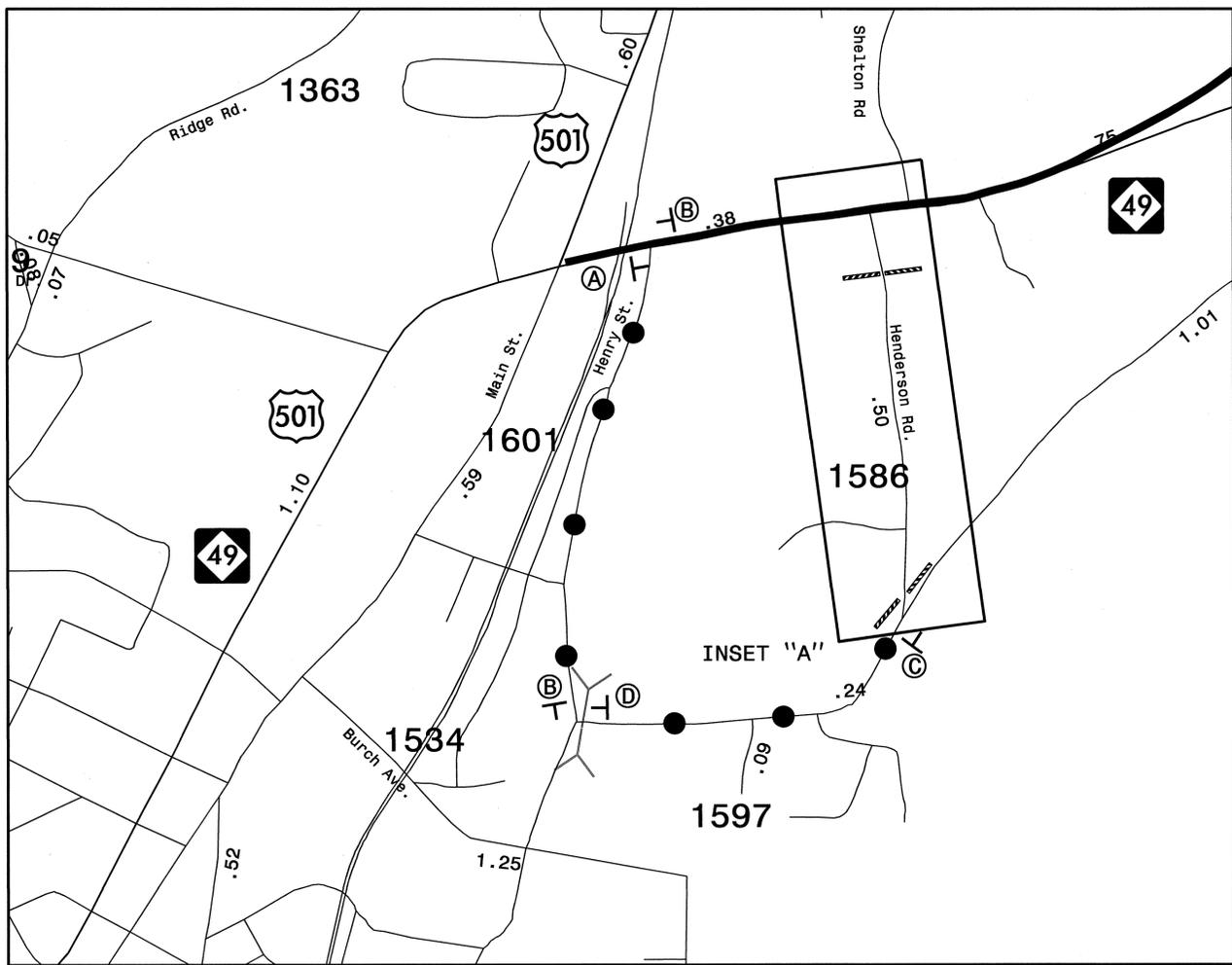


APPROVED: DATE: 8/7/2

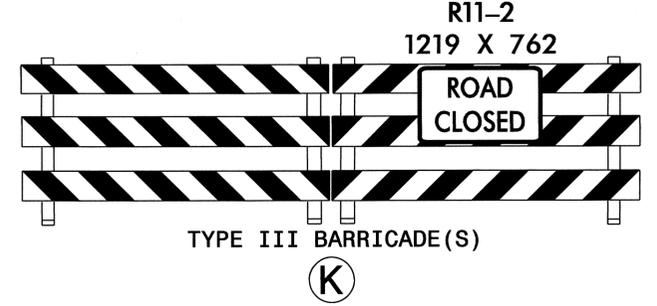
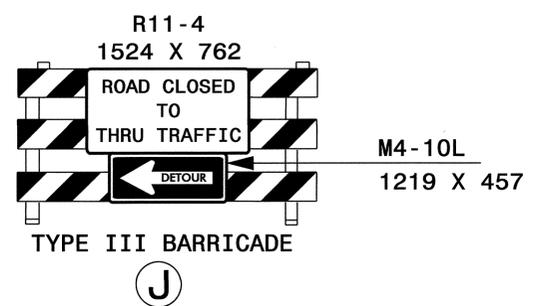
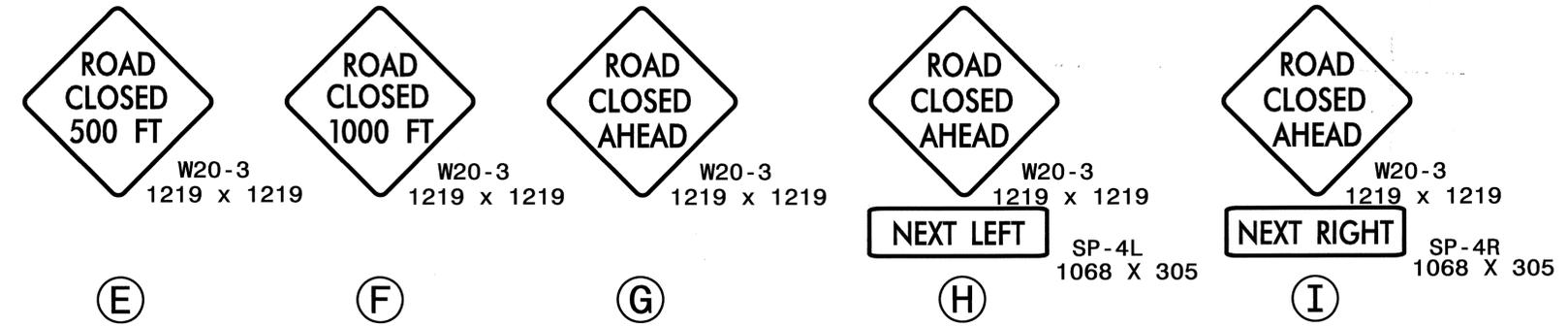
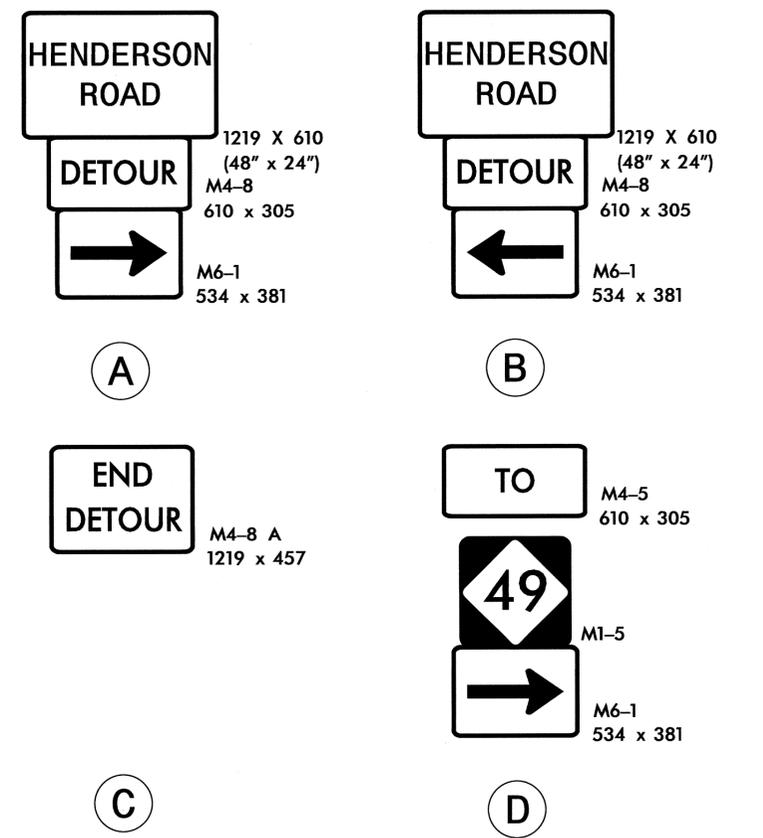


PHASE II DETAIL 1

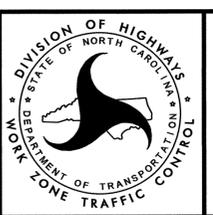
03-AUC-2012 11:25 \\dot\dfsroot\Proj\TIP\Projects-R\2241A\TrafficControl\TCP\Phase II\H\N-2241A-TC-TMP-PHII\HIL-TMP-21.dgn ahayes AT 12:44:47



REFER TO ROADWAY STANDARD DRAWING 1101.03, SHEET 1 OF 9 FOR APPLICABLE NOTES.



APPROVED: [Signature] DATE: 8/7/12
 SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER, W. WOOLARD JR., 19862

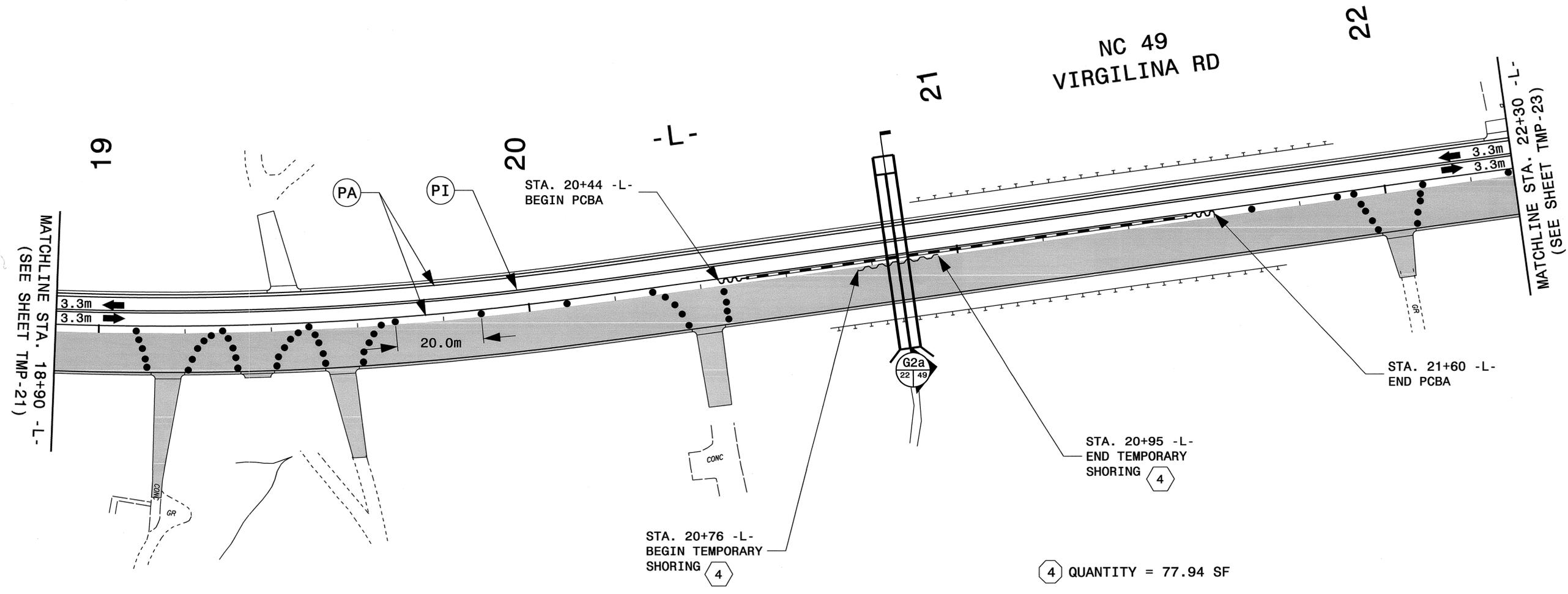


OFFSITE DETOUR

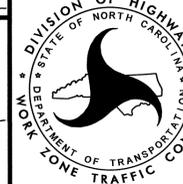
03-AUG-2012 11:26 \\V:\proj\2241A\Pro\TIP\Projects-R\R2241A\TrafficControl\TCP\Phase II\H\NR-2241A_TC_TMP_PHIID\HIL_TMP_21A.dgn

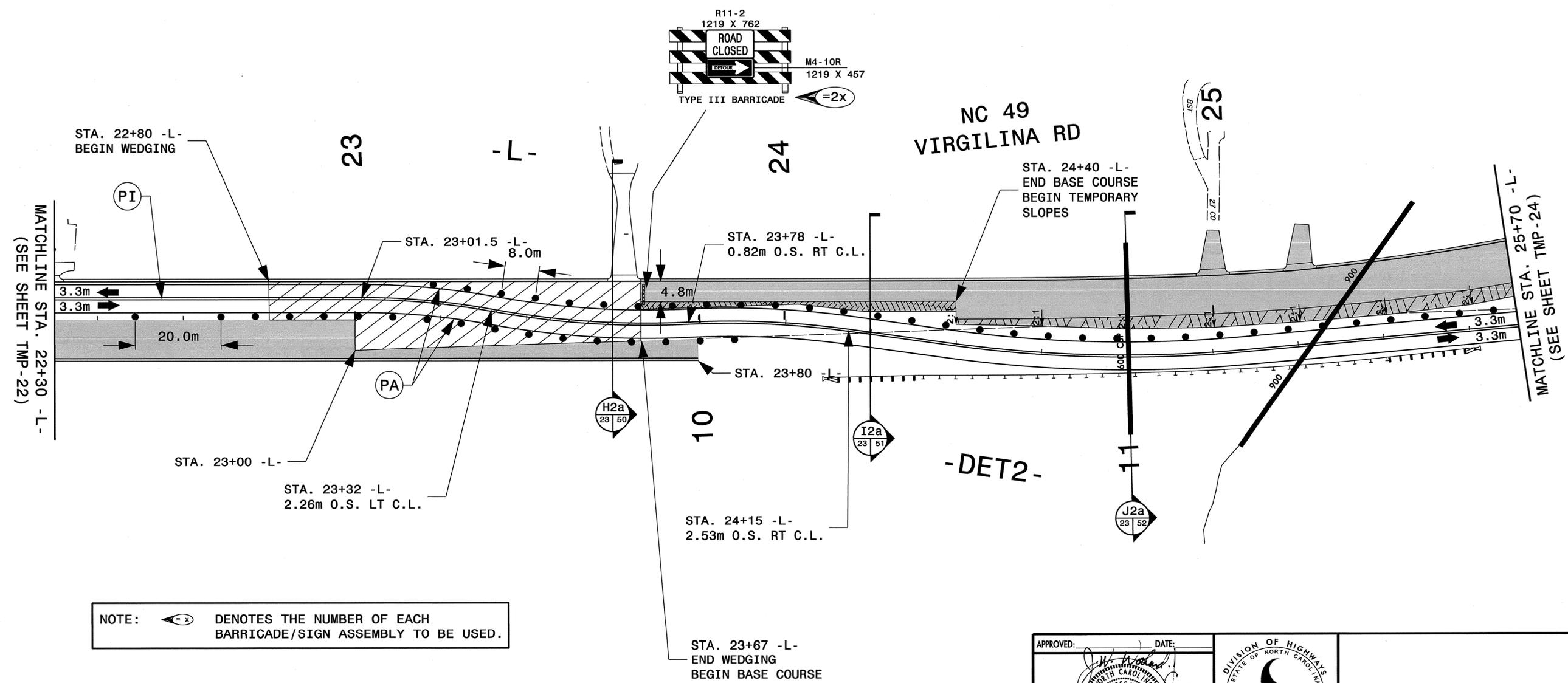


PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-22



03-AUG-2012 11:26
 \\dot\dfsroot\Proj\TIPProjects-R\R2241A\TrafficControl\TCP\Phase II\DIR-2241A_TC_TMP_PhilHil_TMP_22.dgn
 chaves AT E244747

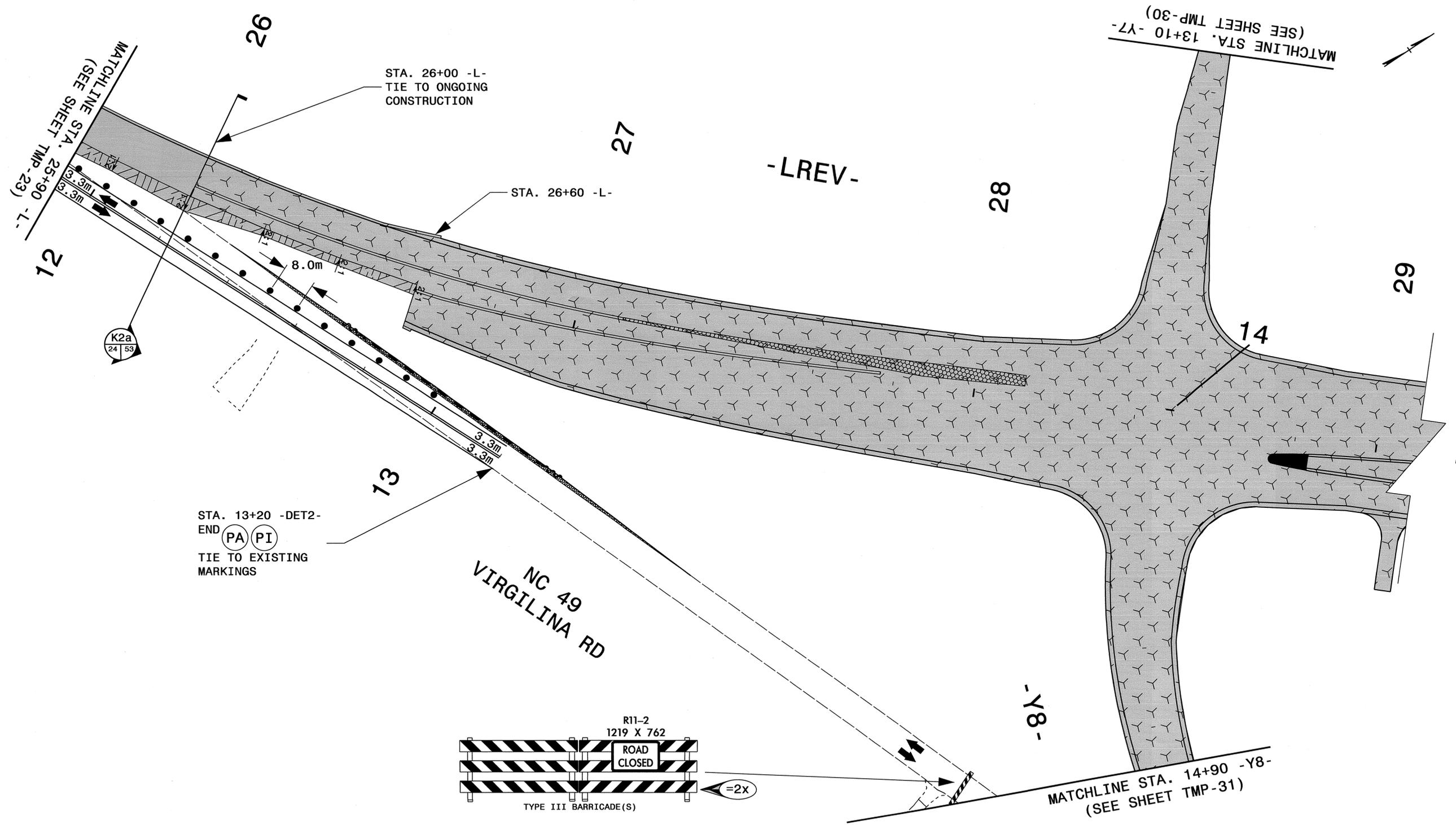
APPROVED: 	DATE: 8/7/12	 DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	PHASE II DETAIL 1
 SEAL 19862 ENGINEER W. WOOLARD, JR.			



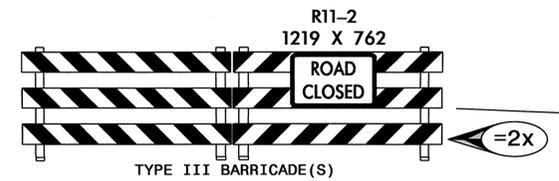
NOTE: DENOTES THE NUMBER OF EACH BARRICADE/SIGN ASSEMBLY TO BE USED.

03-AUG-2012 11:26 \\dot\dfs\dot\Pro\TIP\Projects-R\R2241A\TrafficControl\TCP\Phase II\DIR-2241A_TC_TMP_PHIIDHIL_TMP_23.dgn AT 11:24:47 AM

APPROVED:	DATE: 8/7/12		PHASE II DETAIL 1
SEAL			



NOTE: DENOTES THE NUMBER OF EACH BARRICADE/SIGN ASSEMBLY TO BE USED.



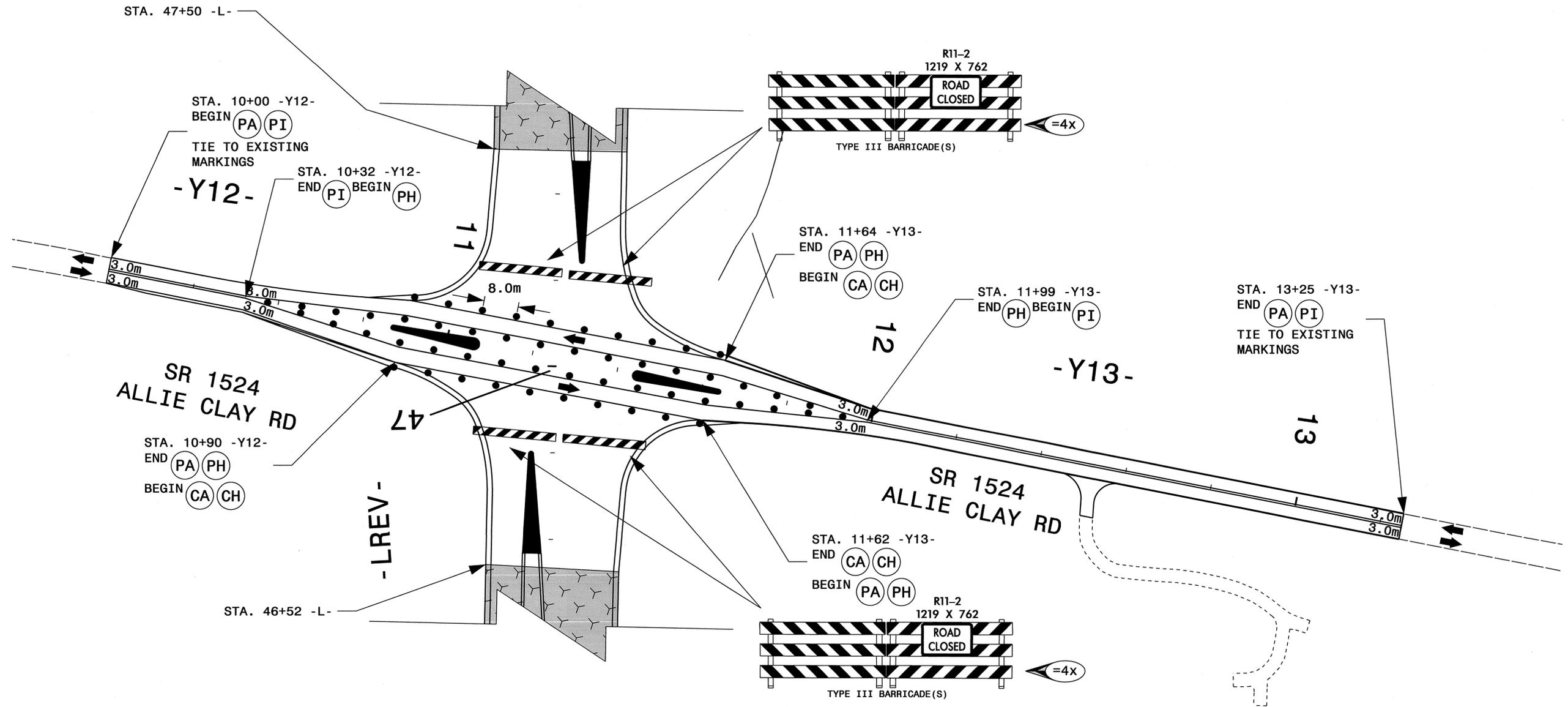
APPROVED: DATE: 9/24/12

SEAL:



PHASE II DETAIL 1

24-SEP-2012 12:08 \\p\proj\TIP\Projects-R\2241A\TrafficControl\TCP\Phase II\Drawings\2241A.TC.TMP_Phil.D\H.TMP-24.dgn



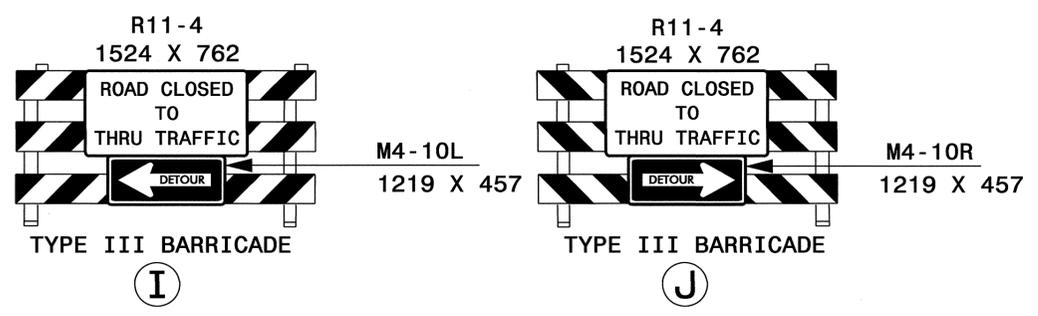
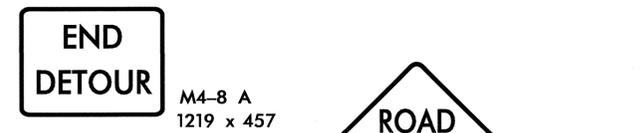
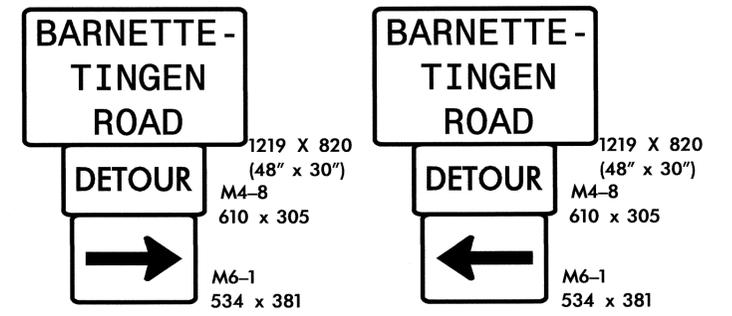
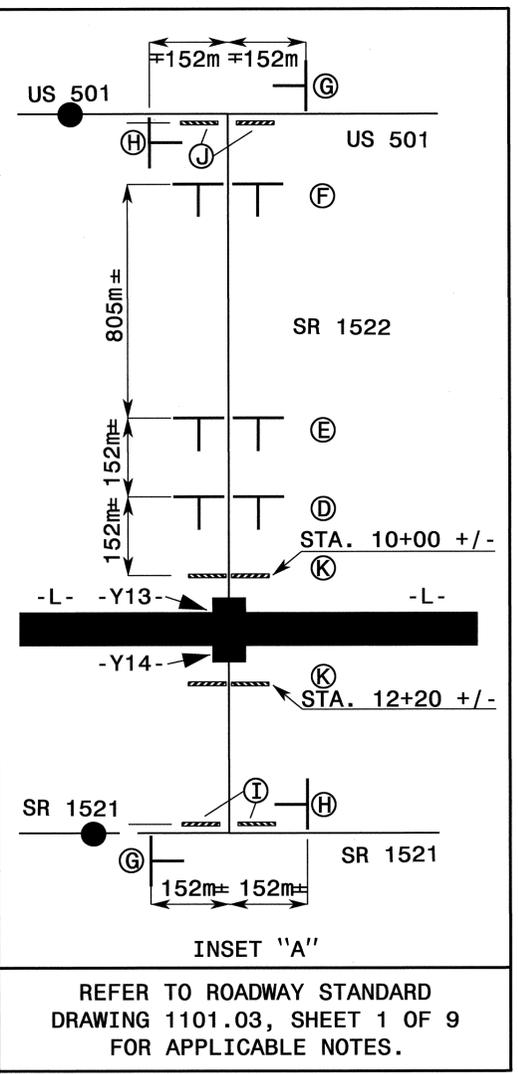
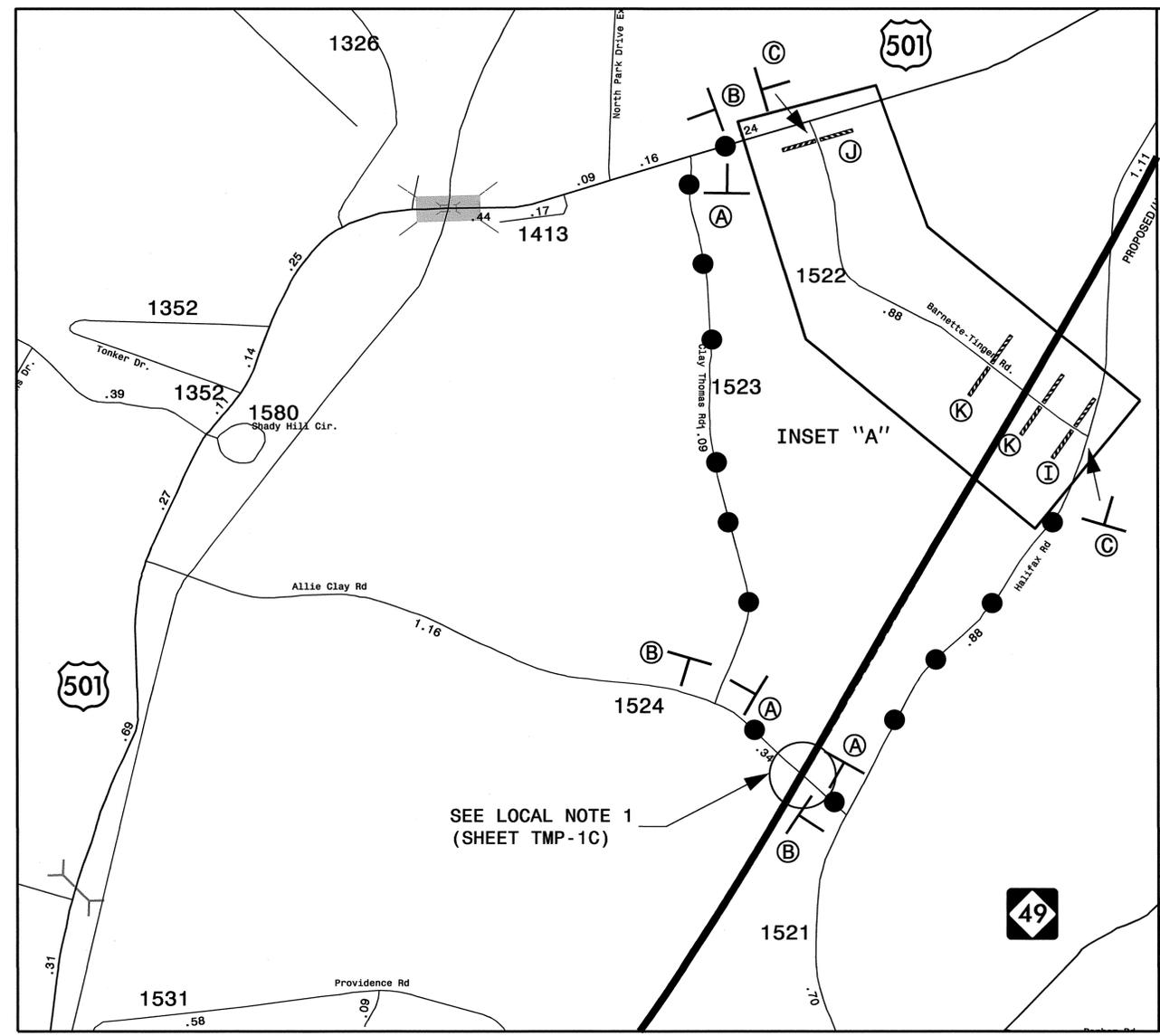
NOTE: DENOTES THE NUMBER OF EACH BARRICADE/SIGN ASSEMBLY TO BE USED.

APPROVED:

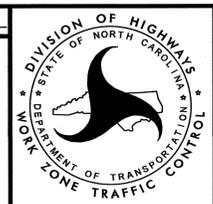


PHASE II DETAIL 1

03-AUG-2012 11:27 \\dot\dfs\0010\Proj\TIP\Projects-R\R2241A\TrafficControl\TCP\Phase II\DIR-2241A_TC_TMP-PHII\HIL_TMP-25.dgn AT 1E24747

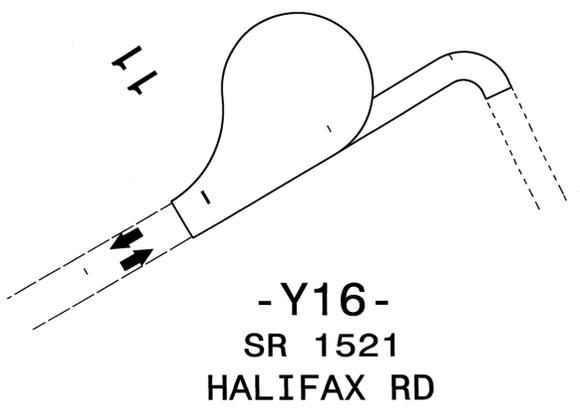
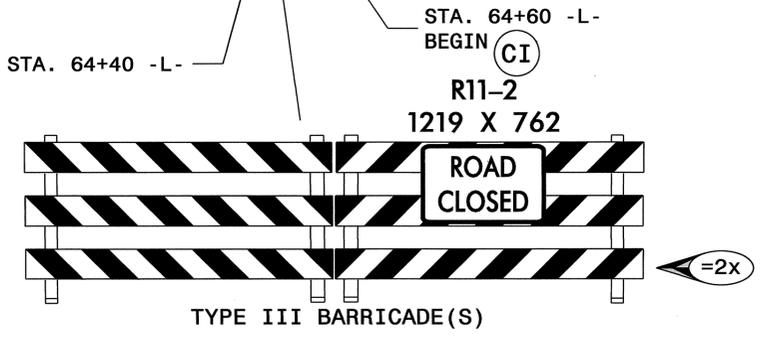
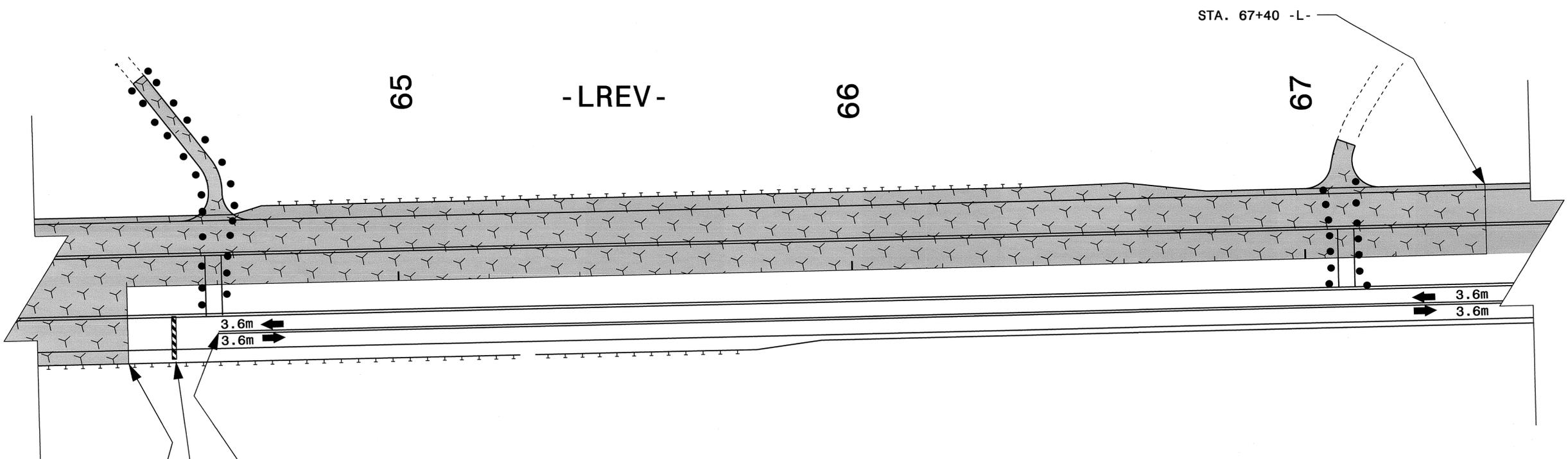


APPROVED: [Signature] DATE: 8/7/12
SEAL: PROFESSIONAL ENGINEER, W. WOOLARD, 19862



OFFSITE DETOUR

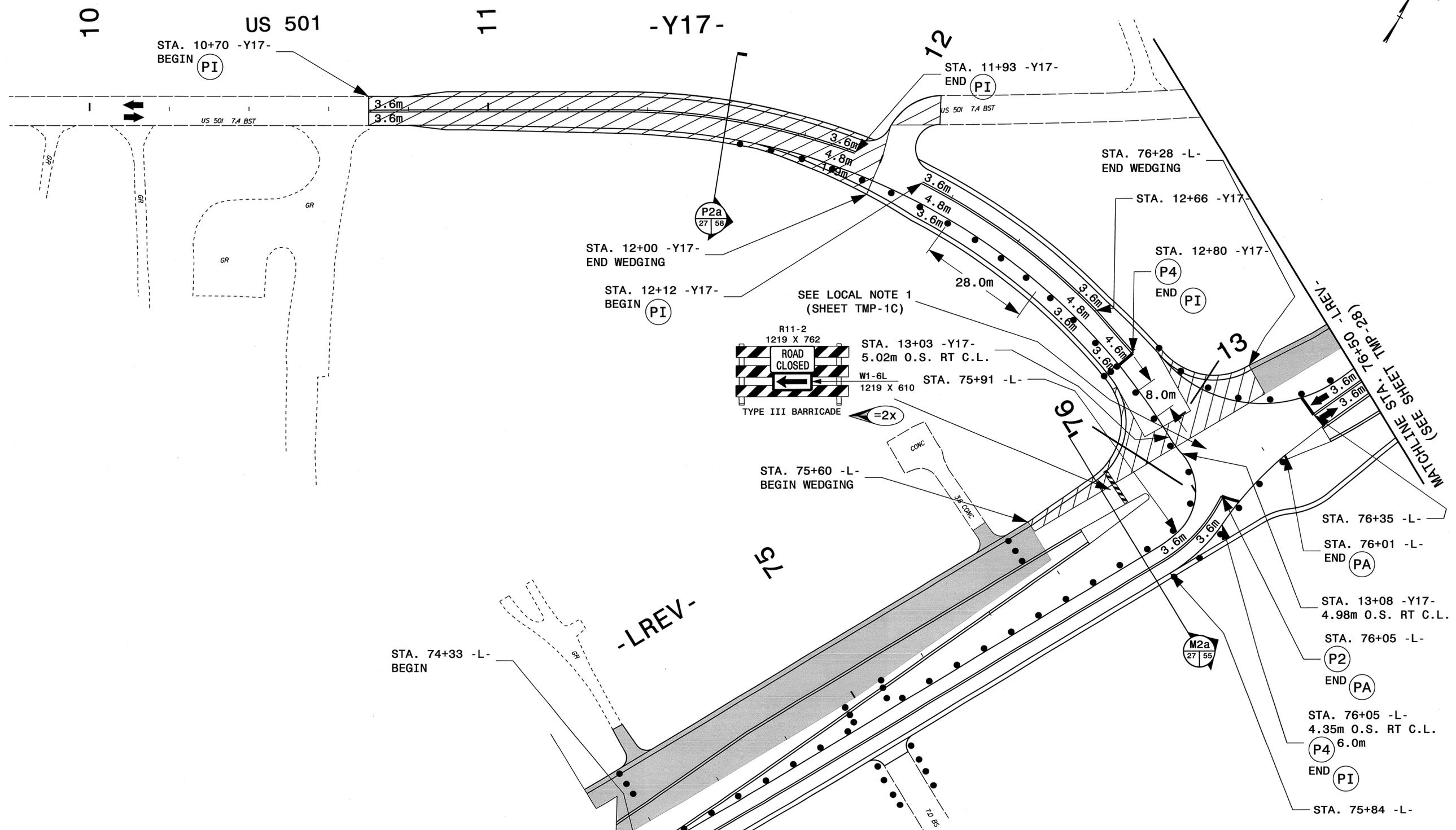
03-AUG-2012 11:27 \\dot\dfs\010\Projects-R\2241A\TrafficControl\Phase II\HNR-2241A_TC_TMP-PHIIDHIL_TMP-25A.dgn AT 1E244747



NOTE: DENOTES THE NUMBER OF EACH BARRICADE/SIGN ASSEMBLY TO BE USED.

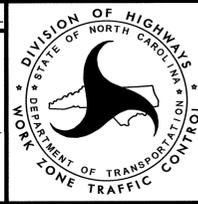
APPROVED: SEAL PROFESSIONAL ENGINEER W. WOOLARD, JR. 19862	DATE: 8/7/12		PHASE II DETAIL 1
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03-AUG-2012 11:27 \\dot\dfsroot\10\proj\TIP\Projects-R\2241A\TrafficControl\TCP\Phase II\H\N-2241A_TC_TMP_PHIID\H.L.TMP_26.dgn dhayes AT 1E244747



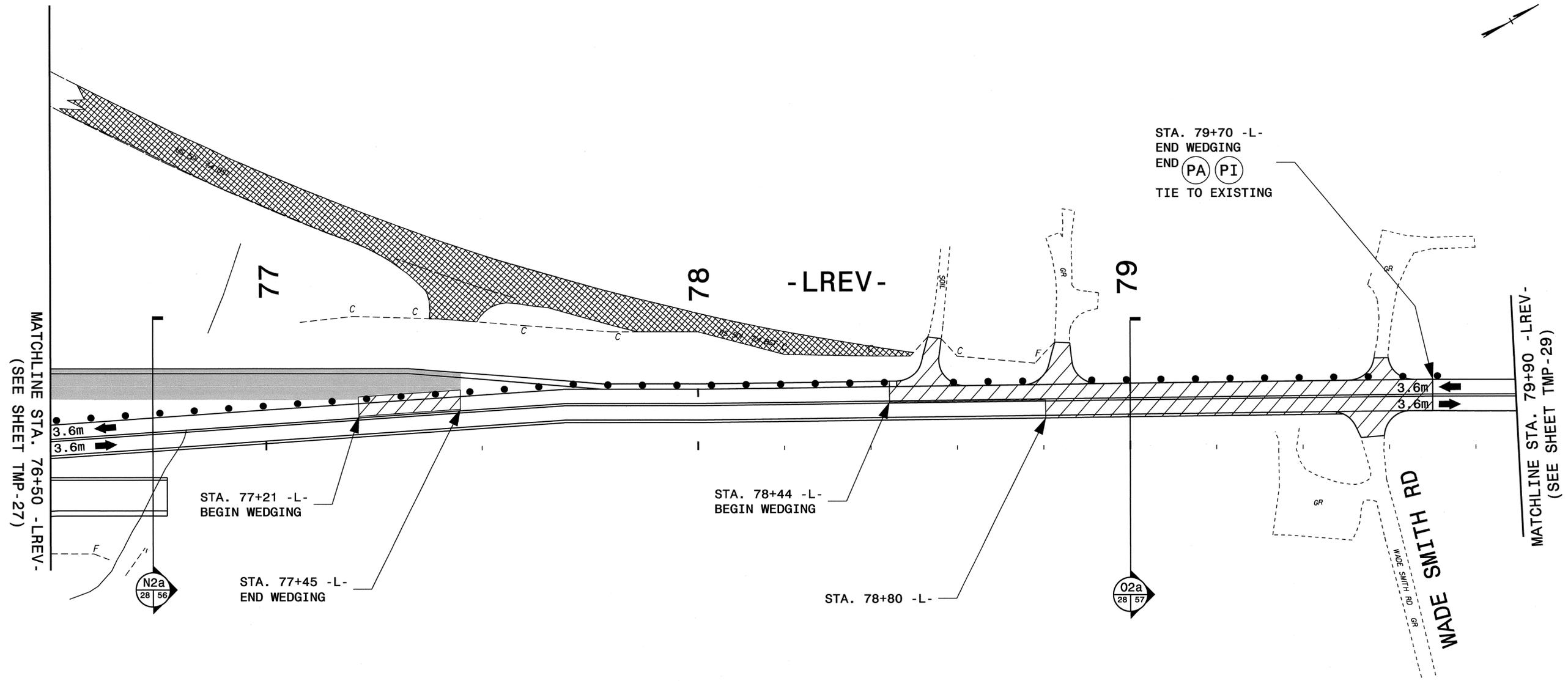
NOTE: DENOTES THE NUMBER OF EACH BARRICADE/SIGN ASSEMBLY TO BE USED.

APPROVED: DATE: 8/7/12

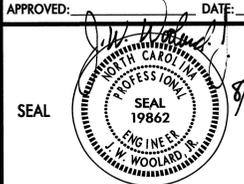


PHASE II DETAIL 1

03-AUG-2012 11:28 \\dot\dfsroot\Pro\TIPProjects-RAR2241A\Traffic\TrafficControl\TCP\Phase II\DIR-2241A_TC_TMP_PHIIDHIL_TMP_27.dgn chaves AT 112244747

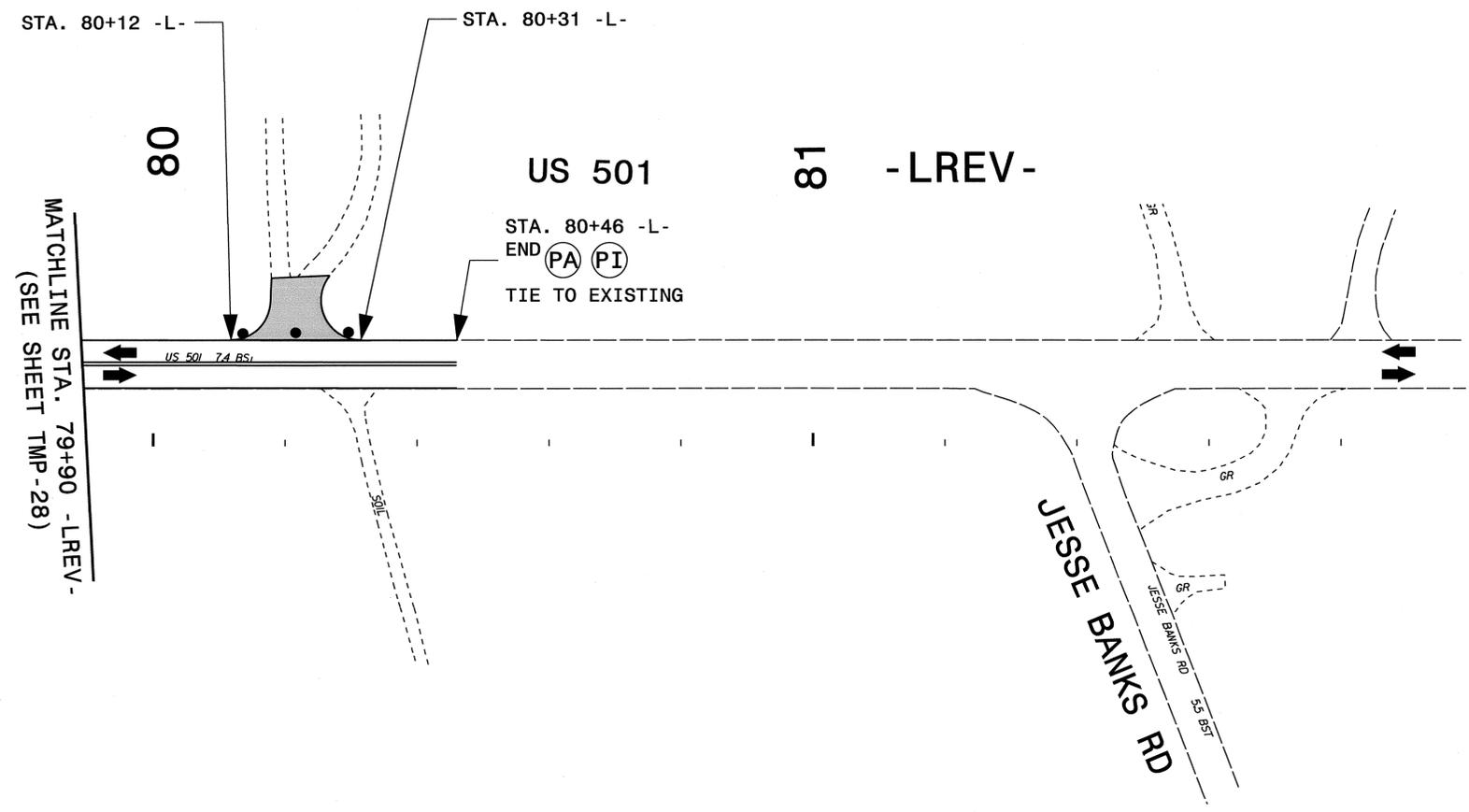


03-AUG-2012 12:08
 \\dot\dfsroot\Pro\TIP\Projects-R\R2241A\TrafficControl\TCP\Phase II\DIR\R-2241A_TC_TMP_PhilDill_TMP_28.dgn
 dhoyes AT 1E244747

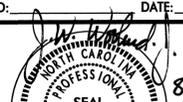
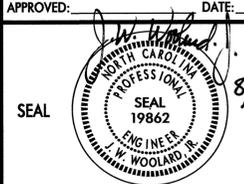
APPROVED:  SEAL PROFESSIONAL ENGINEER W. WOOLARD, R. 19862	DATE: 8/7/12	 DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	PHASE II DETAIL 1
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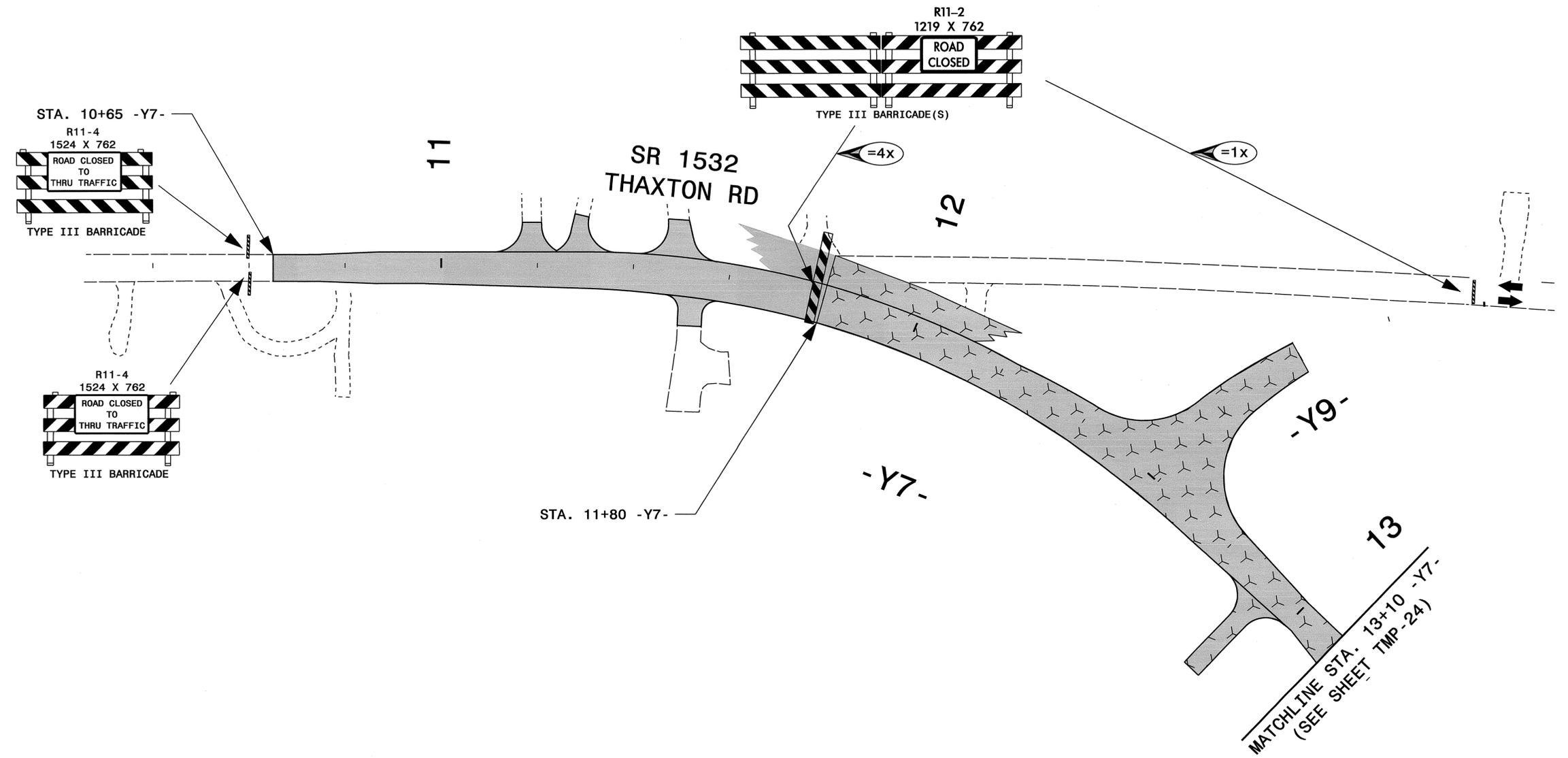


PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-29



03-AUG-2012 11:28
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 dhoyes AT 1E244747

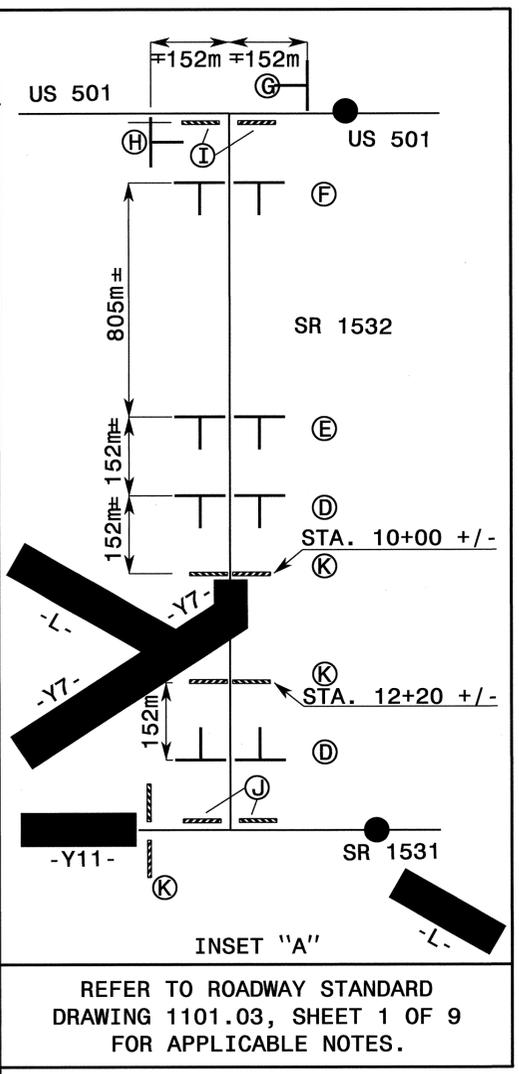
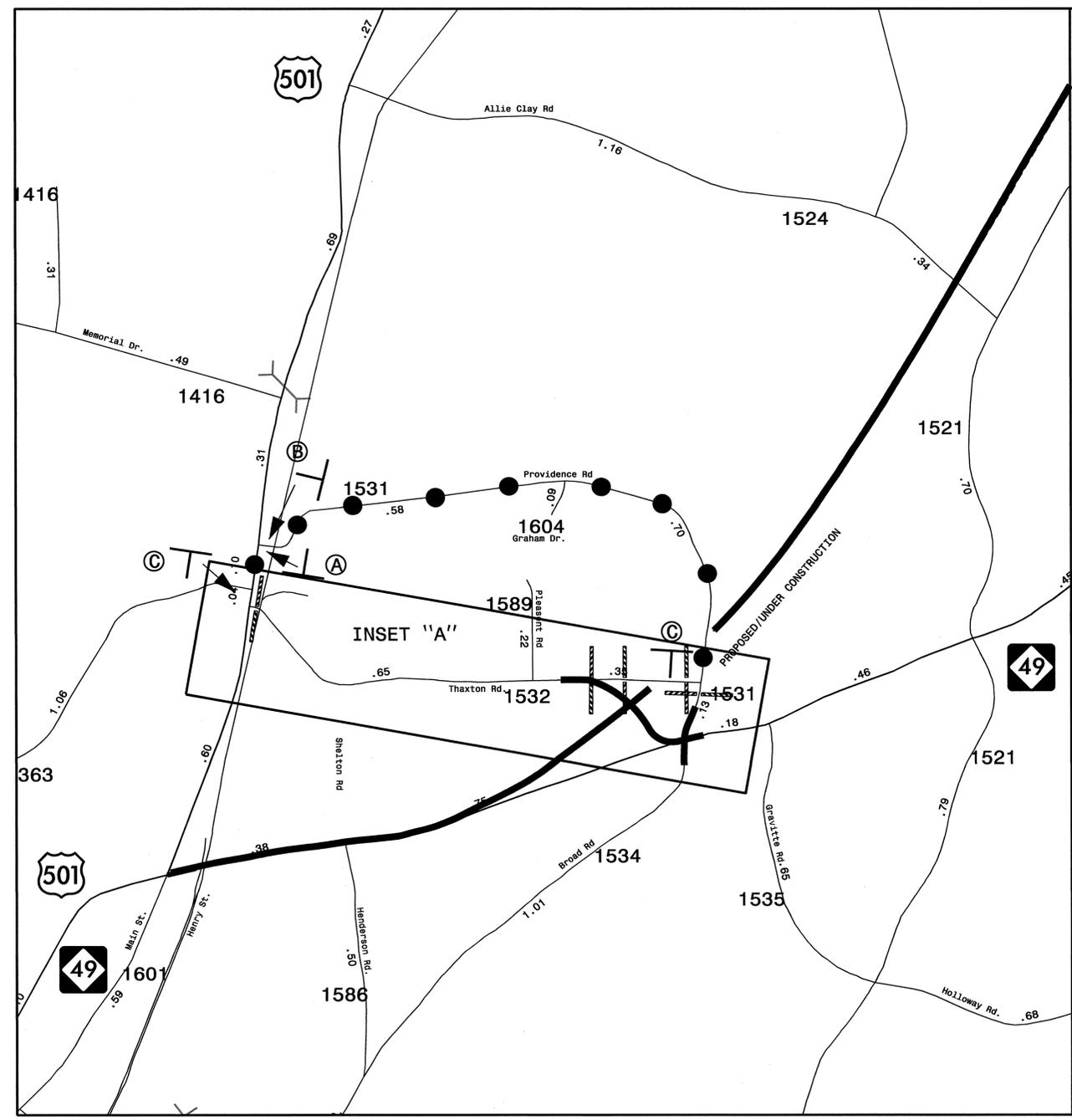
APPROVED: 	DATE: 8/7/12		PHASE II DETAIL 1
			



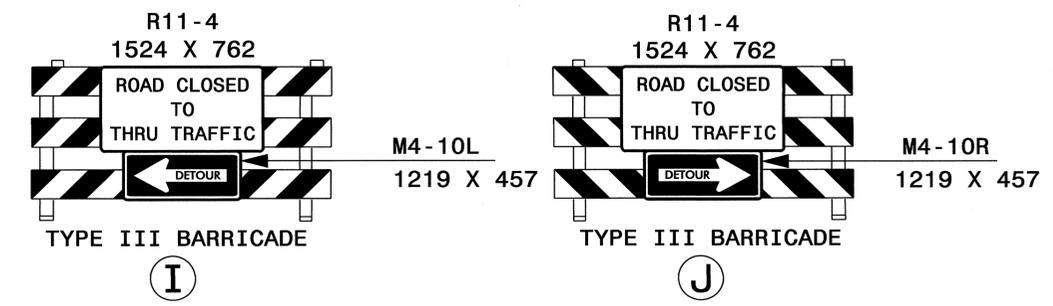
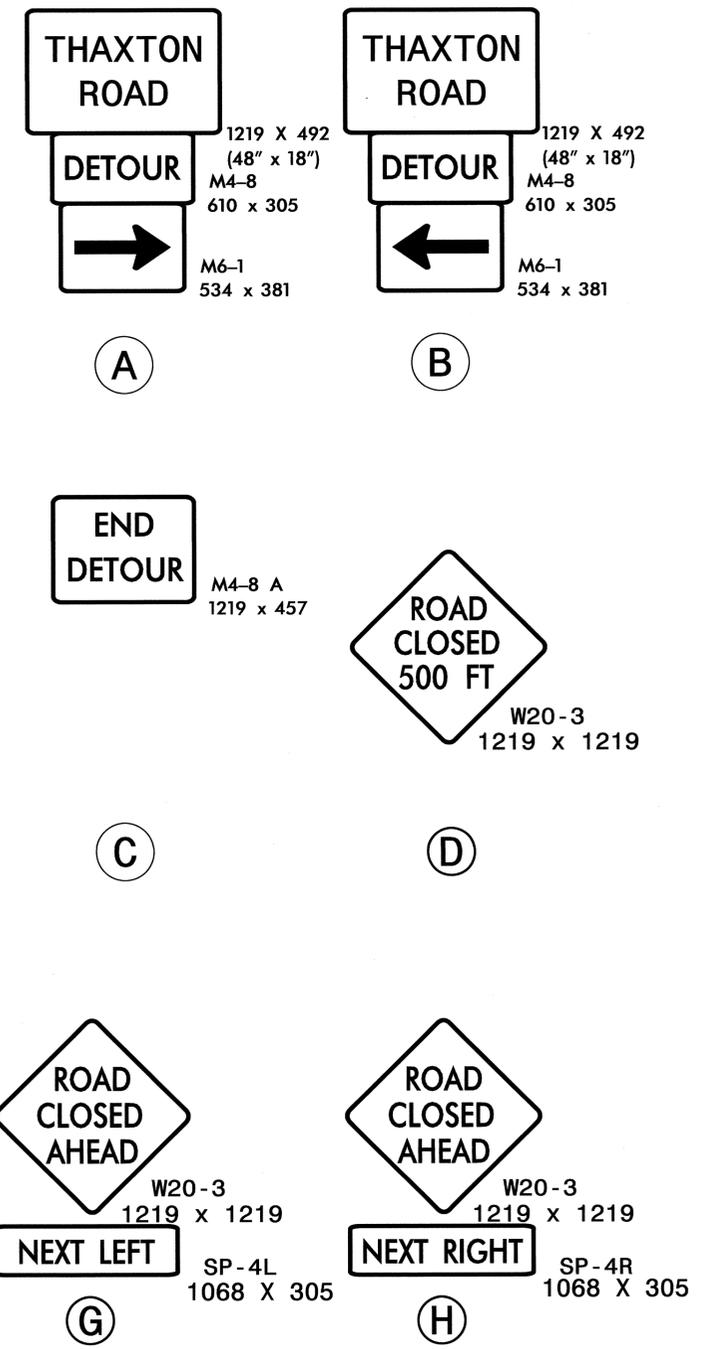
NOTE: DENOTES THE NUMBER OF EACH BARRICADE/SIGN ASSEMBLY TO BE USED.

APPROVED: SEAL PROFESSIONAL ENGINEER 19862 W. WOOLARD JR.	DATE: 8/7/12	DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	PHASE II DETAIL 1
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03-AUG-2012 11:59
\\03h1\dfs\p\01\Pro\TIP\Projects-R\R2241A\TrafficControl\TCP\Phase II\H\NR-2241A_TC_TMP_PHIID\HIL_TMP_30.dgn
ahoyes AT 1E244747

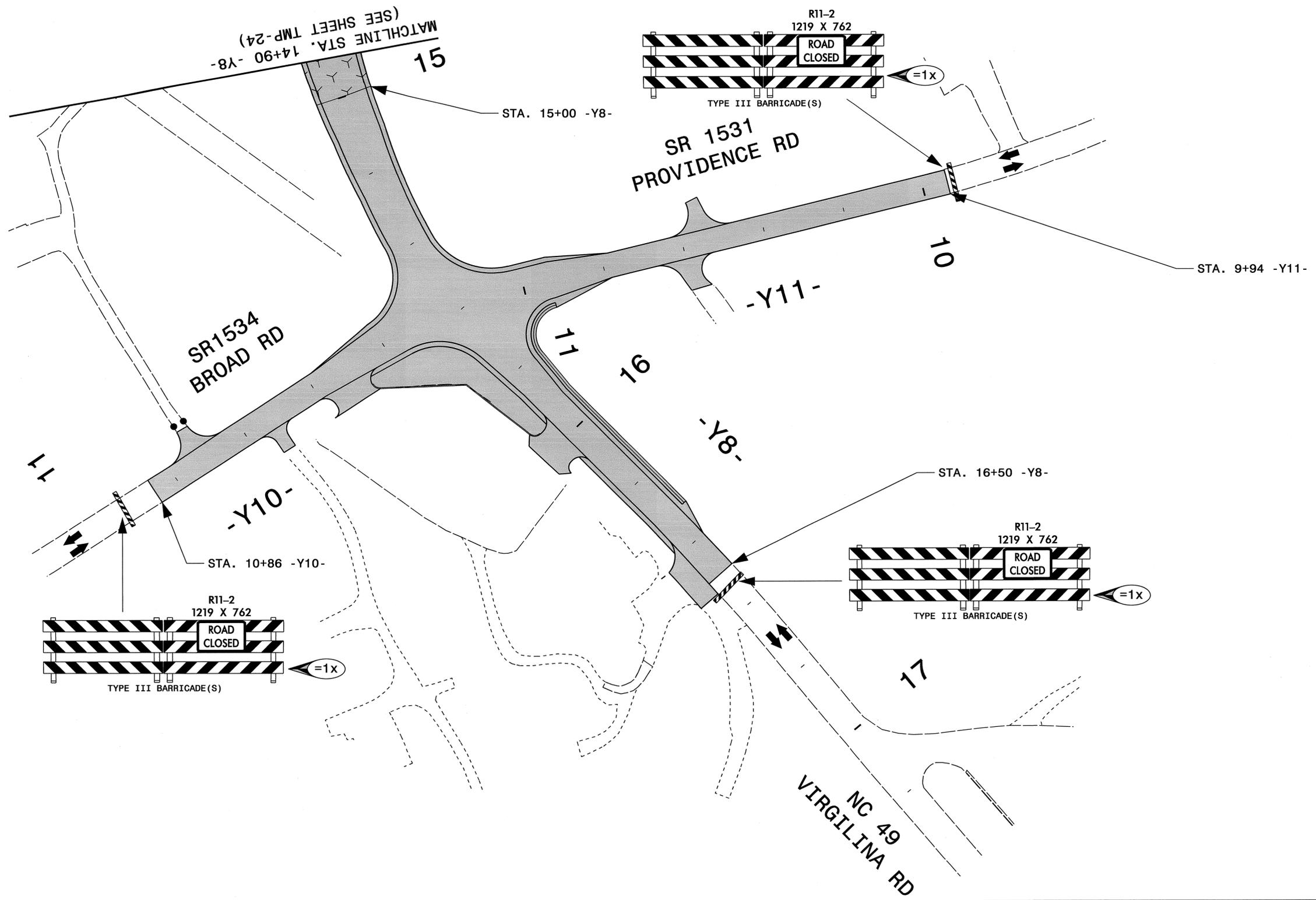


REFER TO ROADWAY STANDARD
DRAWING 1101.03, SHEET 1 OF 9
FOR APPLICABLE NOTES.



APPROVED:	DATE: 8/7/12		OFFSITE DETOUR
SEAL			

03-AUG-2012 11:29
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 ghaves AT TE244747



NOTE: DENOTES THE NUMBER OF EACH BARRICADE/SIGN ASSEMBLY TO BE USED.

APPROVED: DATE: 8/7/12

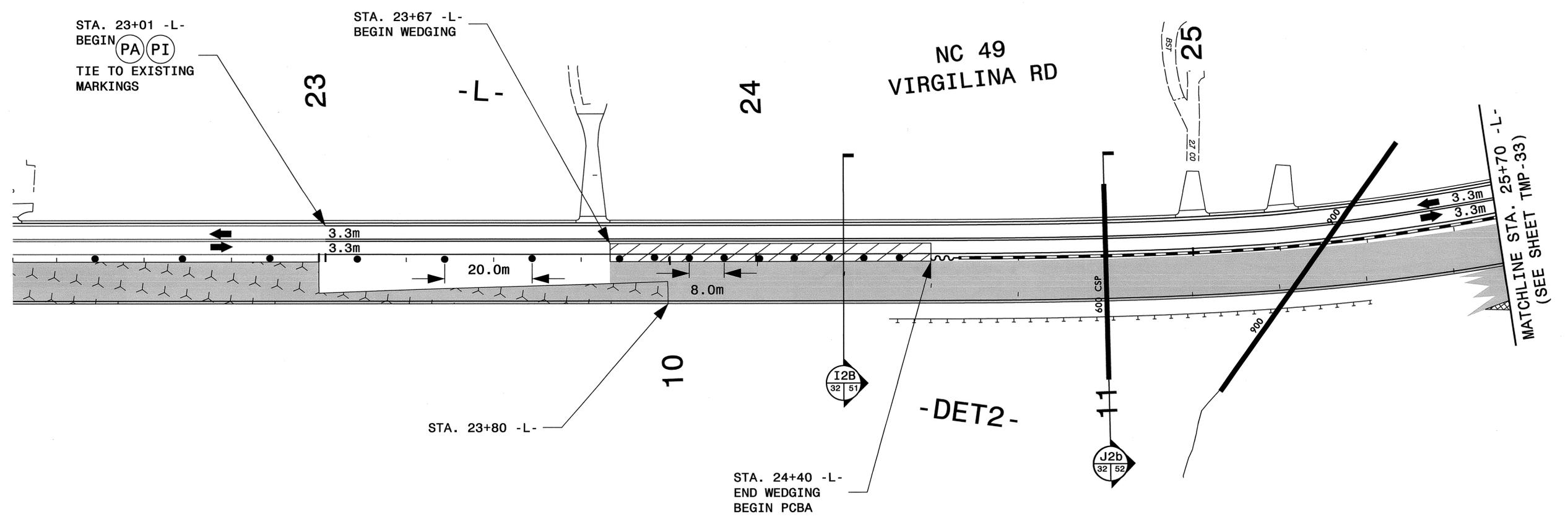


PHASE II DETAIL 1

03-AUG-2012 11:29 AM C:\Users\jgo\Documents\Projects-R\2241A\TrafficControl\TCP\Phase II\HNR-2241A_TC_TMP_PIIID\HIL_TMP_31.dgn



PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-32

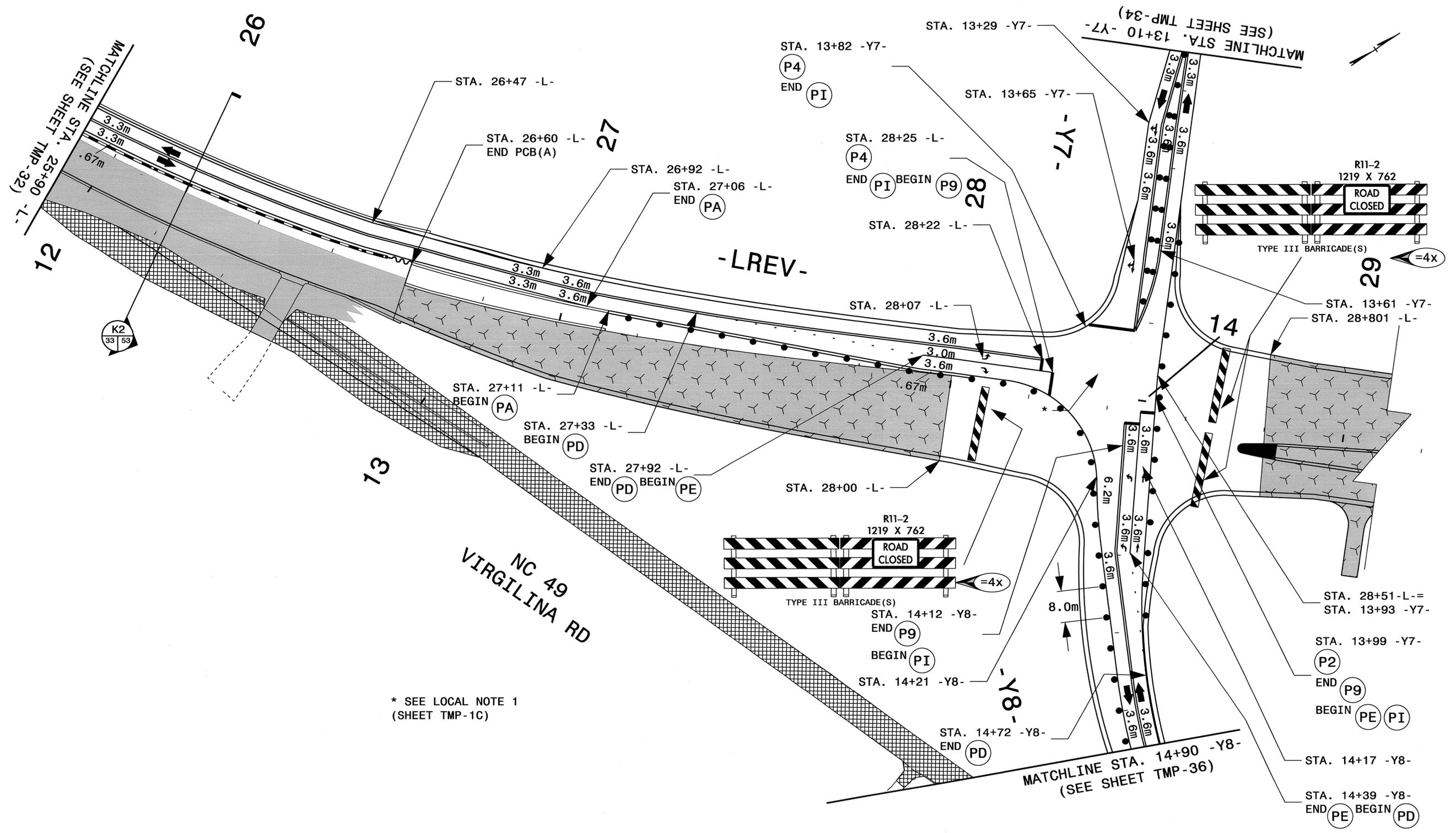


03-AUG-2012 11:34
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 gnyes AT 11244747

APPROVED: SEAL 	DATE: 8/7/12 	PHASE II DETAIL 2
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PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-33



* SEE LOCAL NOTE 1
(SHEET TMP-1C)

NOTE: DENOTES THE NUMBER OF EACH BARRICADE/SIGN ASSEMBLY TO BE USED.

24-SEP-2012 11:45
C:\p01\Projects\R2241A\TrafficControl\TrafficControl\Phase II\ID12\AR-2241A_TC_TMP_PHIID12_TMP_33new.dgn
chovy es AT 1226580

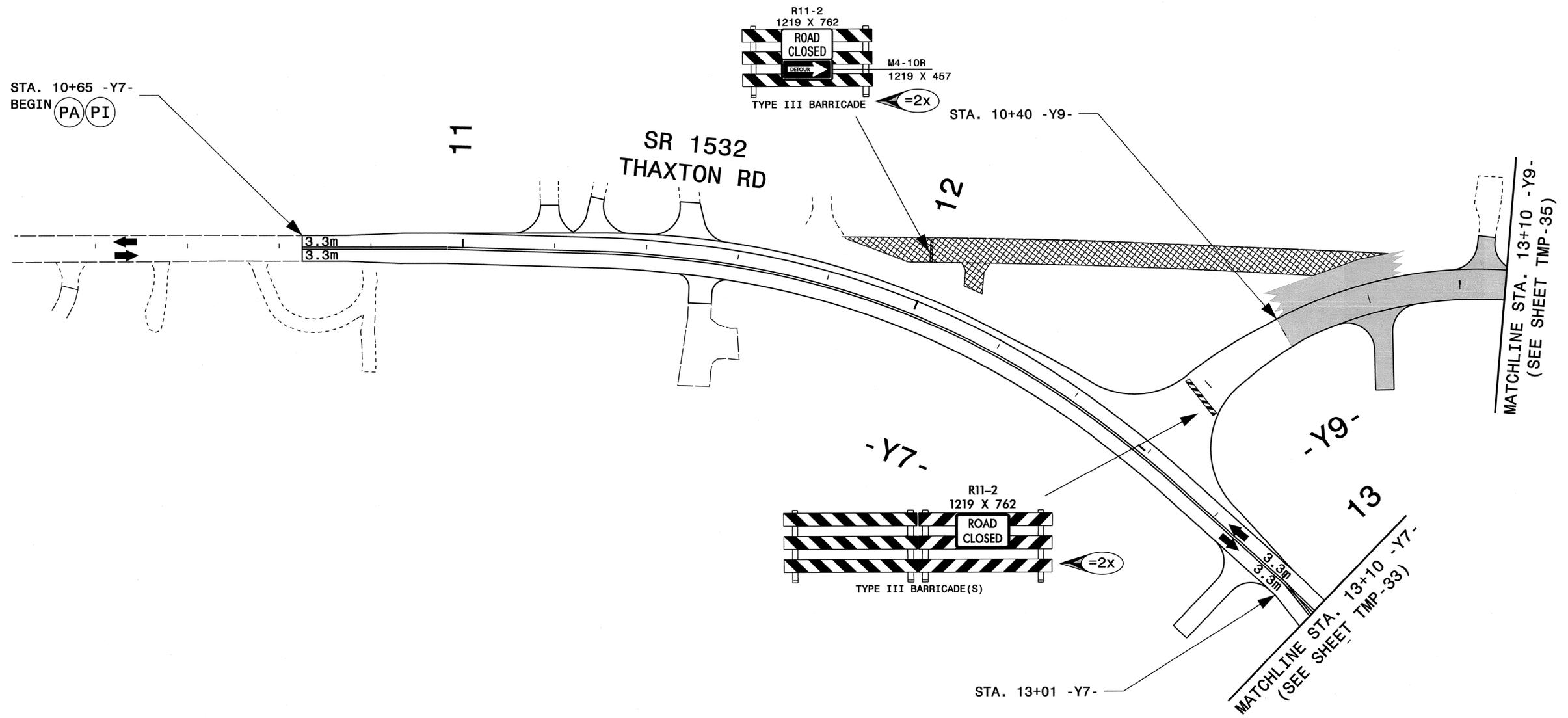
APPROVED: DATE: 9/24/12



PHASE II DETAIL 2



PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-34



NOTE: DENOTES THE NUMBER OF EACH BARRICADE/SIGN ASSEMBLY TO BE USED.

APPROVED: DATE: 8/7/12

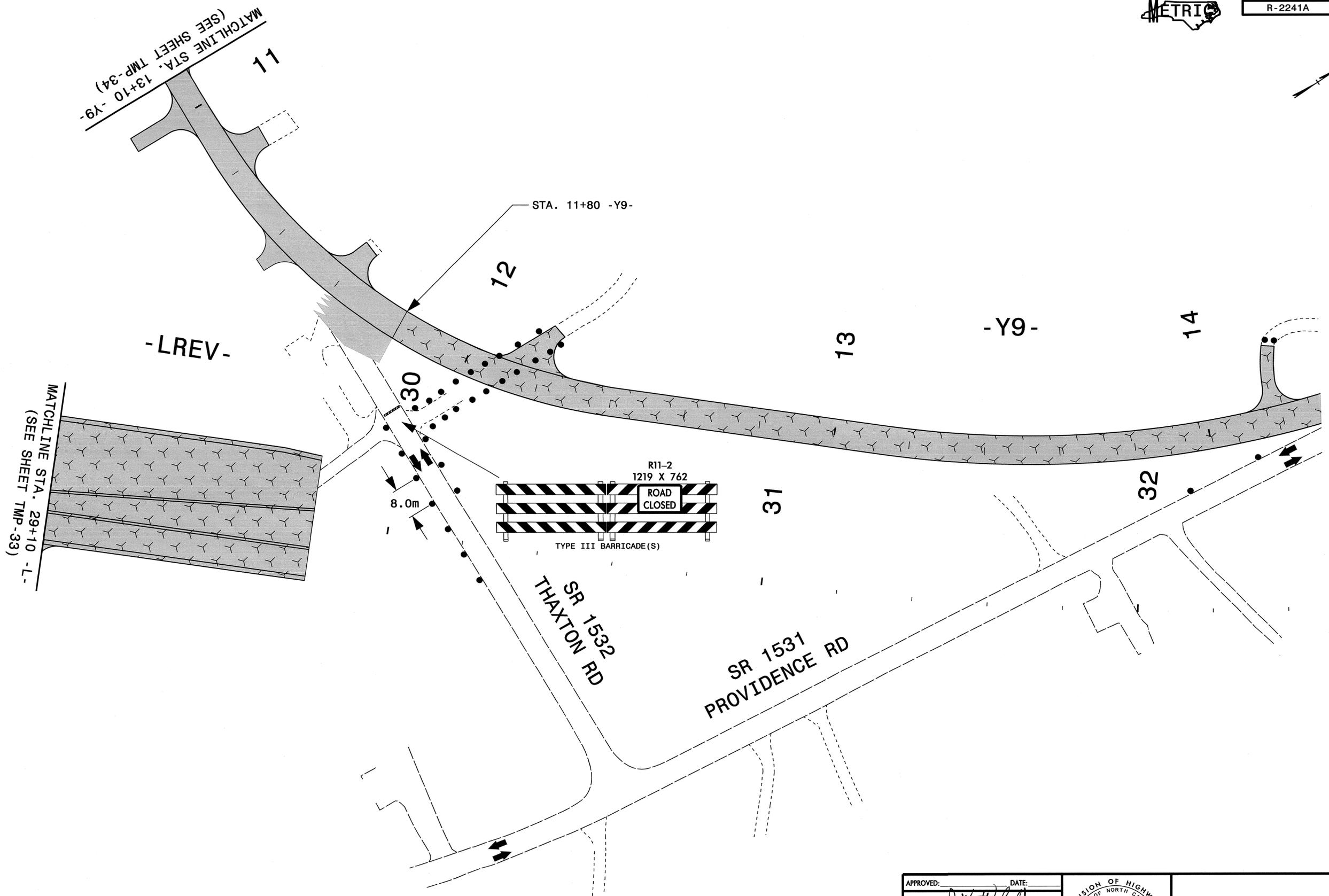


PHASE II DETAIL 2

03-AUG-2012 11:35 \\dot\dfs\root\Pro\TIP\Projects-R\R2241A\Traffic\TrafficControl\TCP\Phase II\DH2AR-2241A_TC_TMP_PHIID12_TMP_34.dgn ghayes AT 1E244747



PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-35

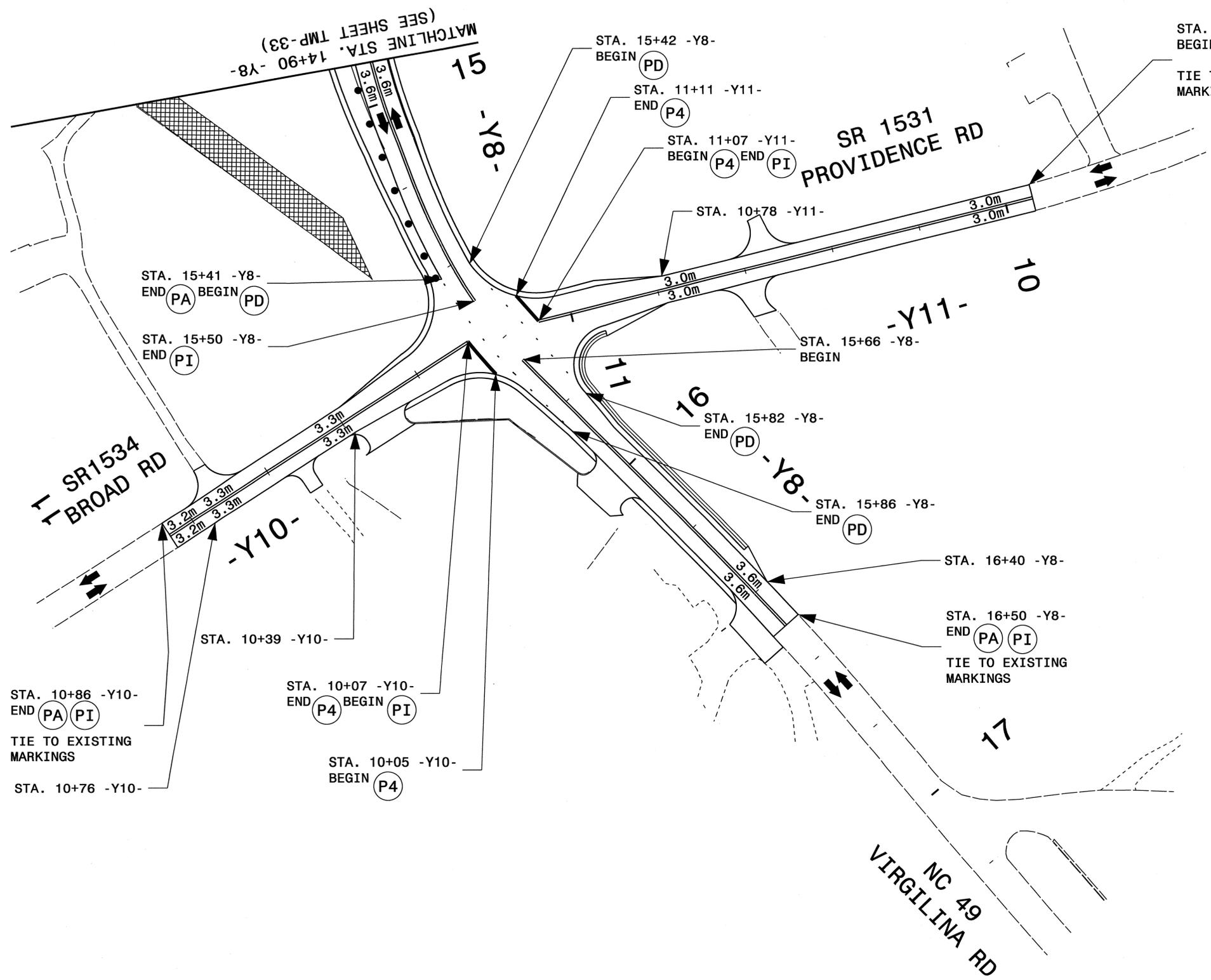


03-AUG-2012 11:35
 C:\Users\g001\Documents\Projects-R\2241A\TrafficControl\Phase II\2\R-2241A_TC_TMP_PhilD12_TMP_35.dgn
 onjyes AT 11224171

APPROVED: _____ DATE: 8/7/12



PHASE II DETAIL 2



STA. 9+94 -Y11-
BEGIN (PA) (PI)
TIE TO EXISTING
MARKINGS

STA. 16+50 -Y8-
END (PA) (PI)
TIE TO EXISTING
MARKINGS

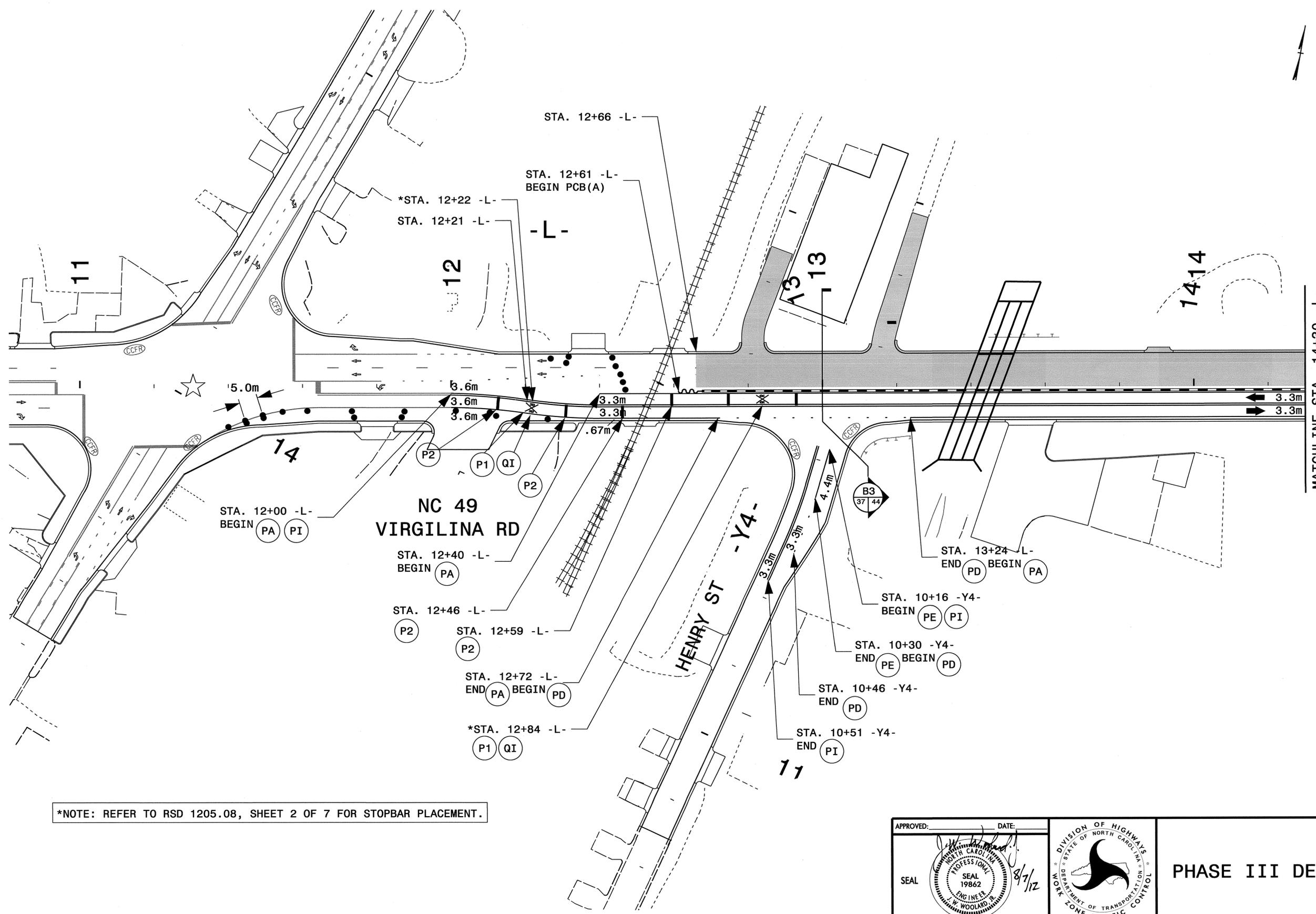
STA. 10+86 -Y10-
END (PA) (PI)
TIE TO EXISTING
MARKINGS
STA. 10+76 -Y10-

STA. 10+07 -Y10-
END (P4) BEGIN (PI)
STA. 10+05 -Y10-
BEGIN (P4)

APPROVED: _____ DATE: 8/7/12



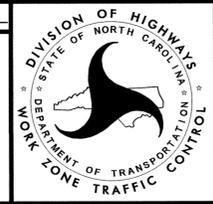
PHASE II DETAIL 2



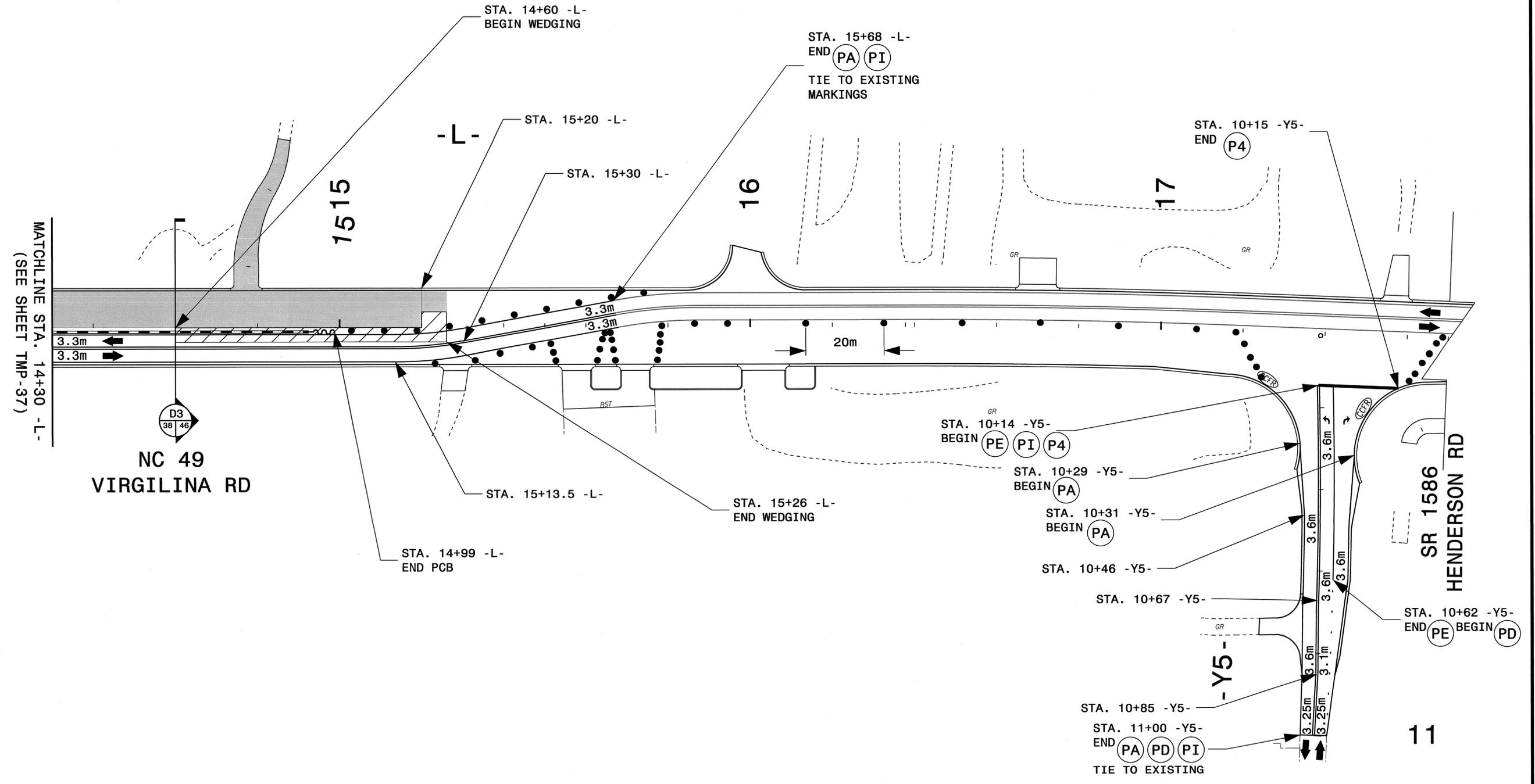
*NOTE: REFER TO RSD 1205.08, SHEET 2 OF 7 FOR STOPBAR PLACEMENT.

03-AUG-2012 11:36
 \\dot\dfsroot\Pro\IP\Projects-R\2241A\TrafficControl\TCP\Phase III\R-2241A_TC_TMP_Phill_TMP_37.dgn
 chaves AT TE24747

APPROVED:	DATE:
	8/7/12



PHASE III DETAIL

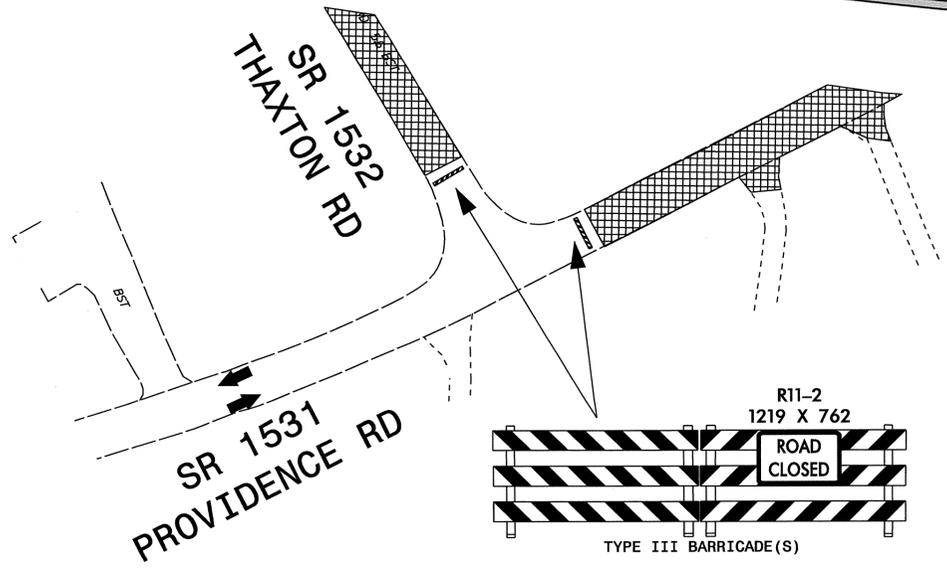
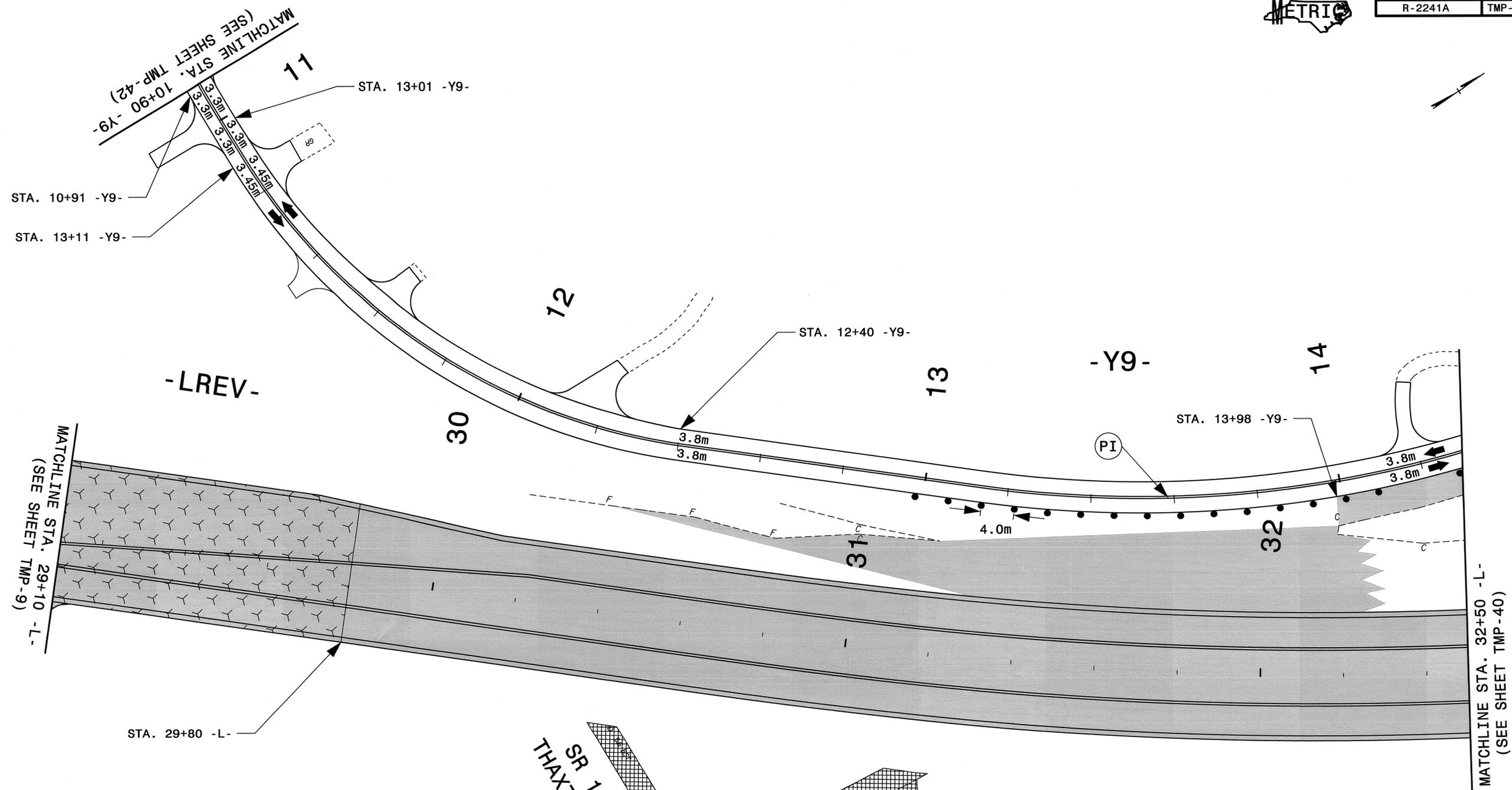


03-AUG-2012 11:36
 \\dot\dfs\p\Pro\TIP\Projects-R\R2241A\TrafficControl\TCP\Phase III\N-2241A_TC_TMP_Phil_TMP_38.dgn
 aoyes AT 1E244741

APPROVED:  DATE: 8/7/12 SEAL	 DIVISION OF HIGHWAYS DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	PHASE III DETAIL
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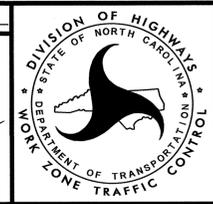


PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-39



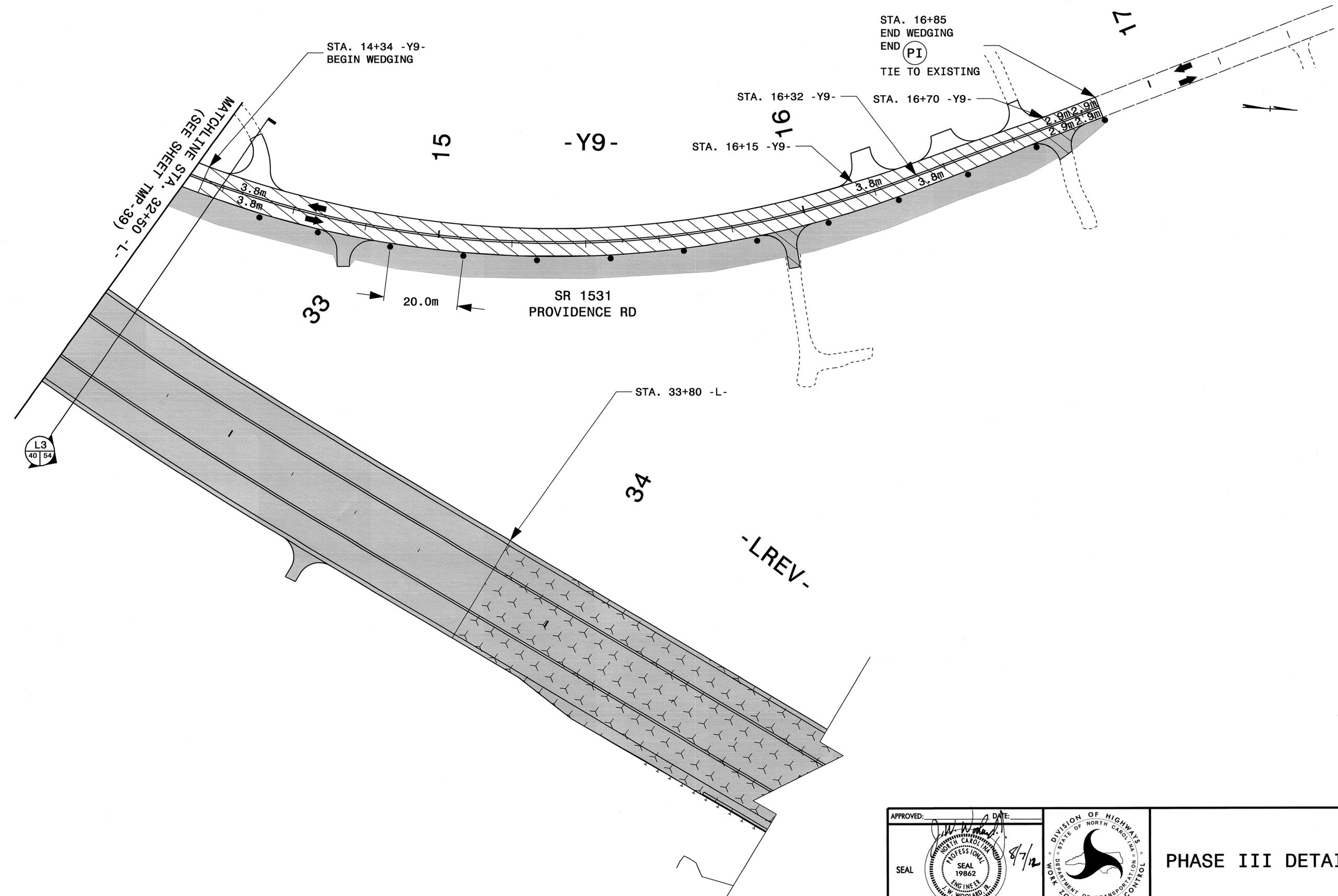
APPROVED: _____ DATE: 8/7/12

SEAL



PHASE III DETAIL

03-AUG-2012 11:36 \\001\dfs\00101\Proj\TrafficControl\Phase III\NR-2241A_TC_TMP_Phill_TMP_39.dgn choyes AT TE244747

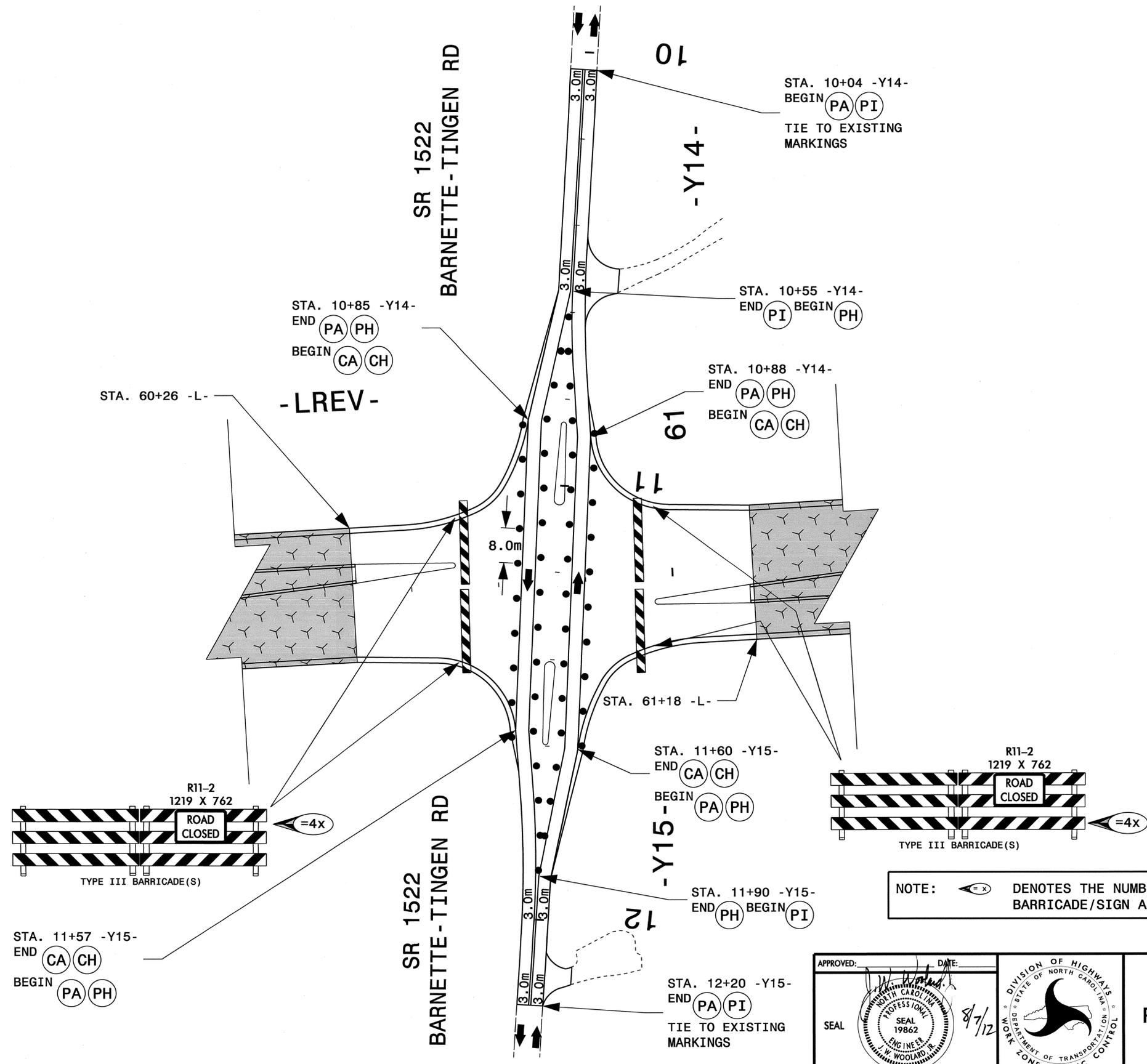


03-AUG-2012 11:37
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 anayes AT 1E244741

APPROVED: SEAL 	DATE: 8/7/12 	PHASE III DETAIL
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03-AUG-2012 11:37
 U:\GIS\Projects\0301\TipProjects\R2241A\TrafficControl\TCP\Phase III\R-2241A_TC_TMP_PhIII_TMP_41.dgn
 dncjes AT 1E24747



NOTE: DENOTES THE NUMBER OF EACH BARRICADE/SIGN ASSEMBLY TO BE USED.

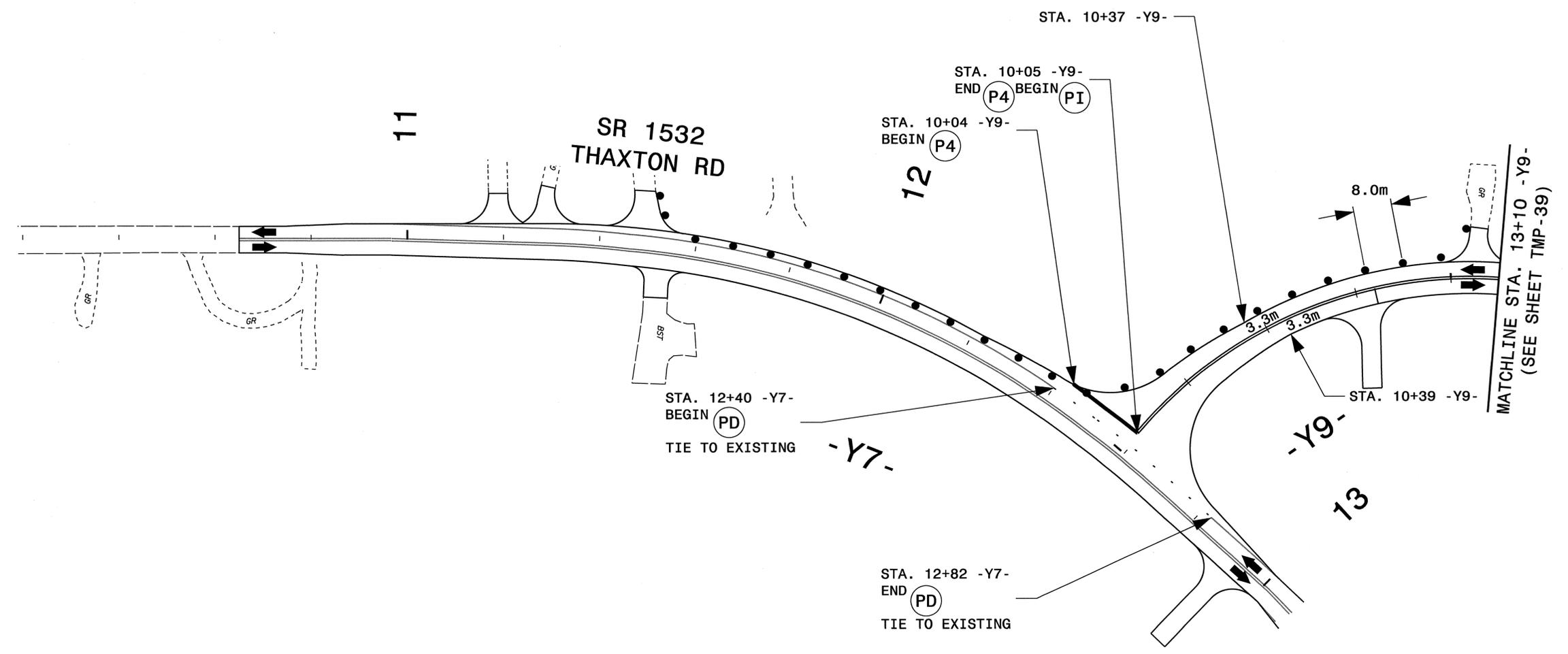
APPROVED: DATE: 8/7/12



PHASE III DETAIL



PROJ. REFERENCE NO. R-2241A	SHEET NO. TMP-42
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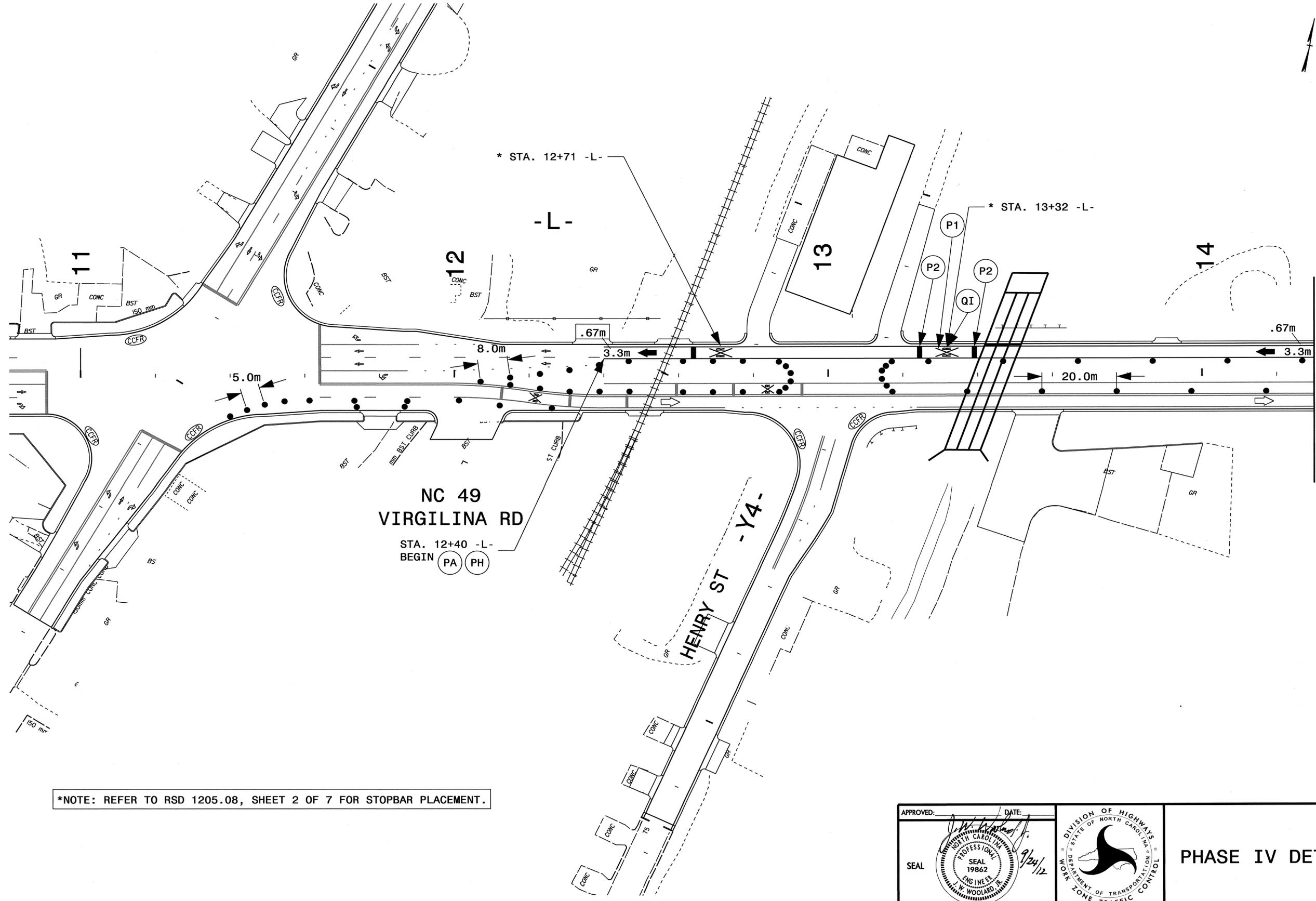


03-AUG-2012 11:57
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 ahyes AT 1E244747

APPROVED: SEAL 	DATE: 8/7/12 	PHASE III DETAIL
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PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-42A



MATCHLINE STA. 14+30 -L-
(SEE SHEET TMP-38)

*NOTE: REFER TO RSD 1205.08, SHEET 2 OF 7 FOR STOPBAR PLACEMENT.

24-SEP-2012 11:41
 C:\Users\jdo\OneDrive\Projects\R2241A\TrafficControl\TrafficControl\PHIVR-2241A-TC-TMP-42A.dgn
 AT 1226580

APPROVED: _____ DATE: 9/24/12

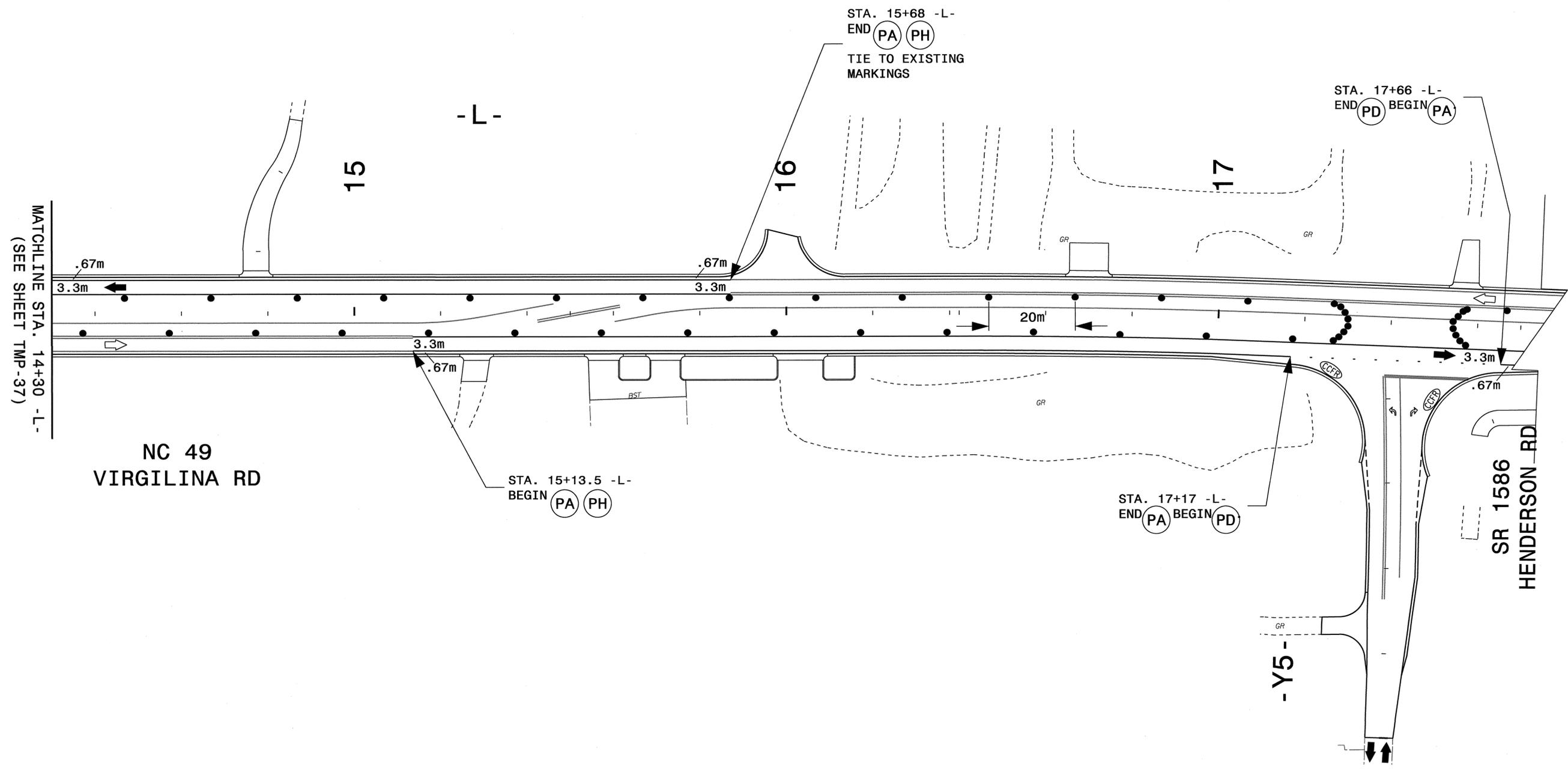
SEAL



PHASE IV DETAIL



PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-42B

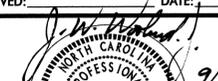


MATCHLINE STA. 14+30 -L-
(SEE SHEET TMP-37)

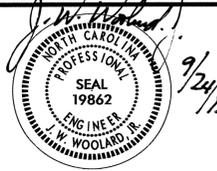
NC 49
VIRGILINA RD

SR 1586
HENDERSON RD

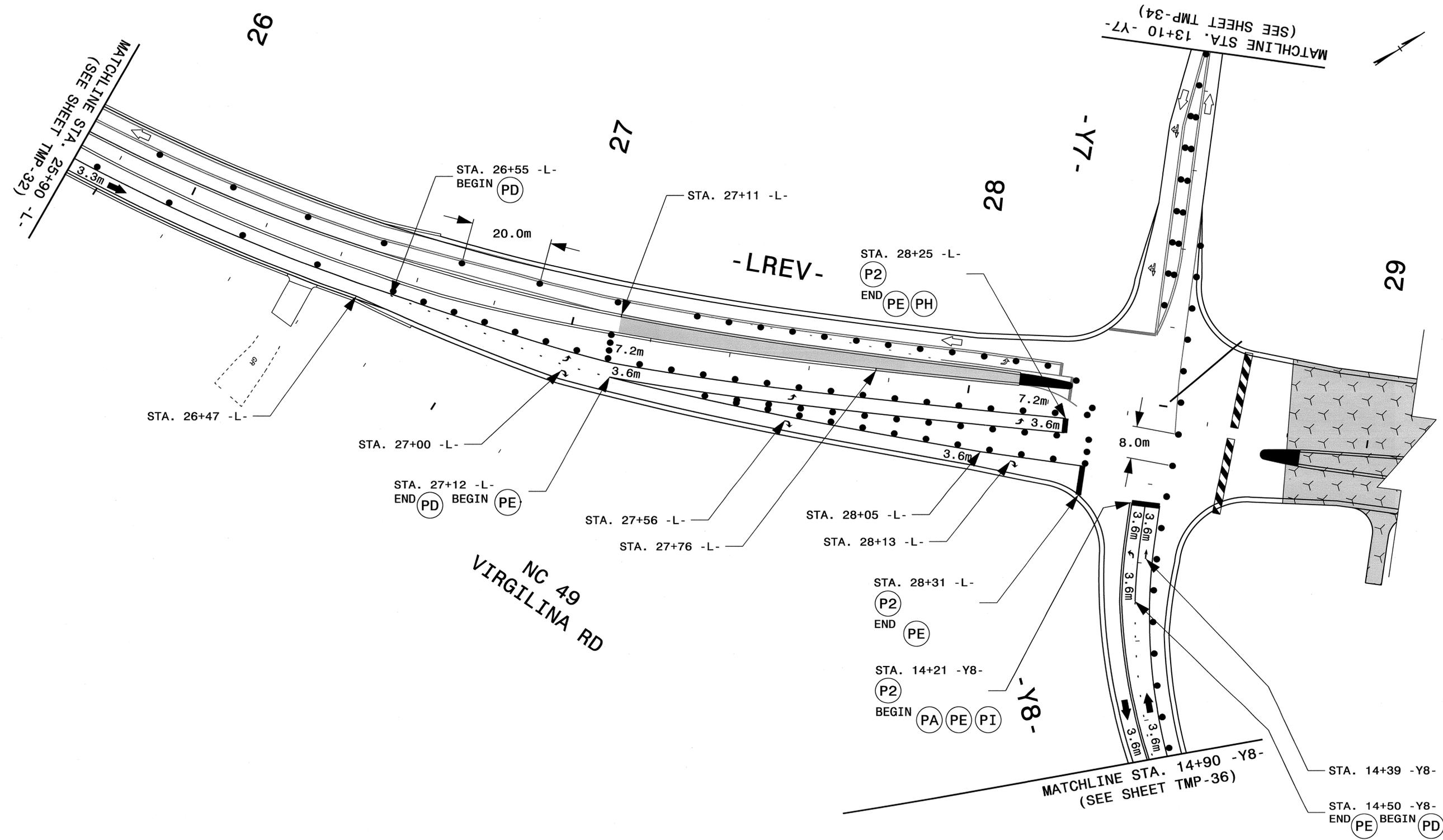
24-SEP-2012 11:40
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 analyzed AT 12:26:30

APPROVED:  DATE: 9/24/12

SEAL

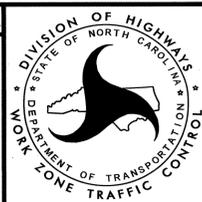



PHASE IV DETAIL



NOTE: DENOTES THE NUMBER OF EACH BARRICADE/SIGN ASSEMBLY TO BE USED.

APPROVED:
 SEAL
 PROFESSIONAL ENGINEER
 19862
 W. WOOLERY, INC.
 DATE: 12/13/12

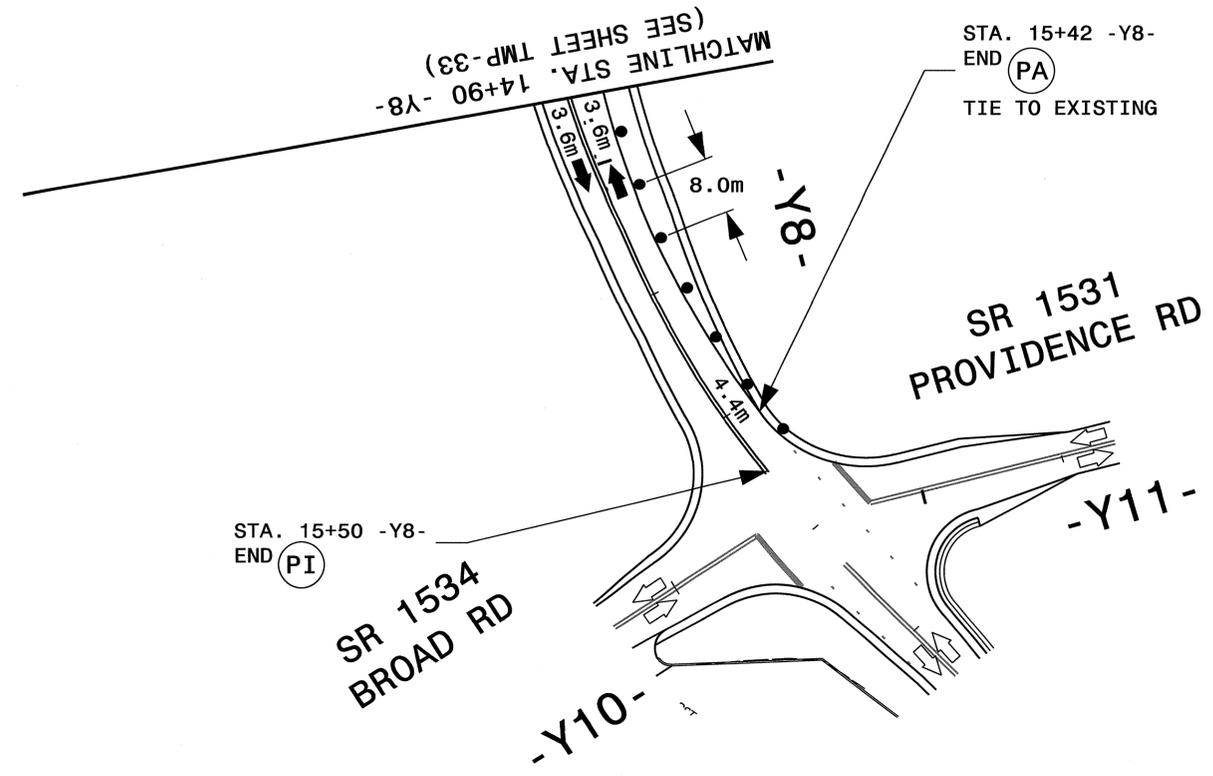


PHASE IV

13-DEC-2012 14:38 \\dot\dfs\oof\Proj\TIP\Projects-R\2241A\TrafficControl\TCP\PHIV R-2241A.TC.TMP-PHIV.TMP-42C.dgn anoyes AT 1226580

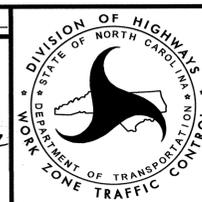


PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-42D



APPROVED: _____ DATE: 9/24/12

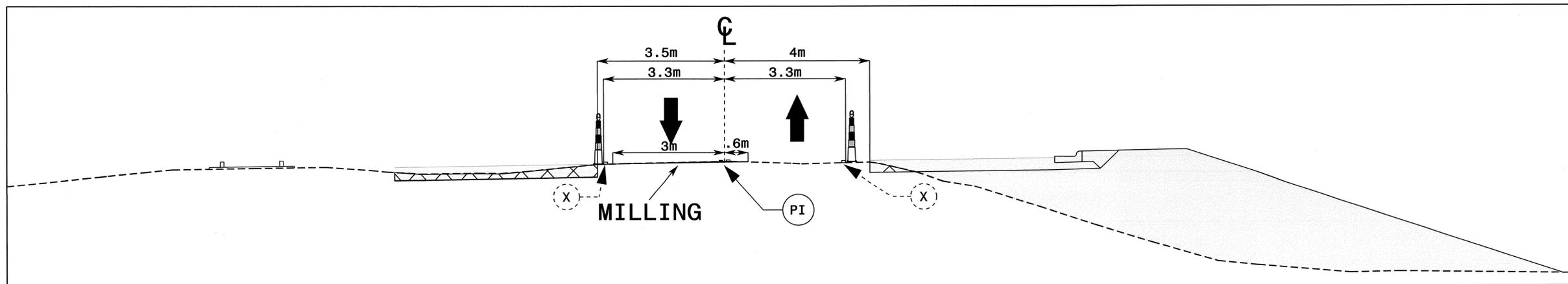
SEAL



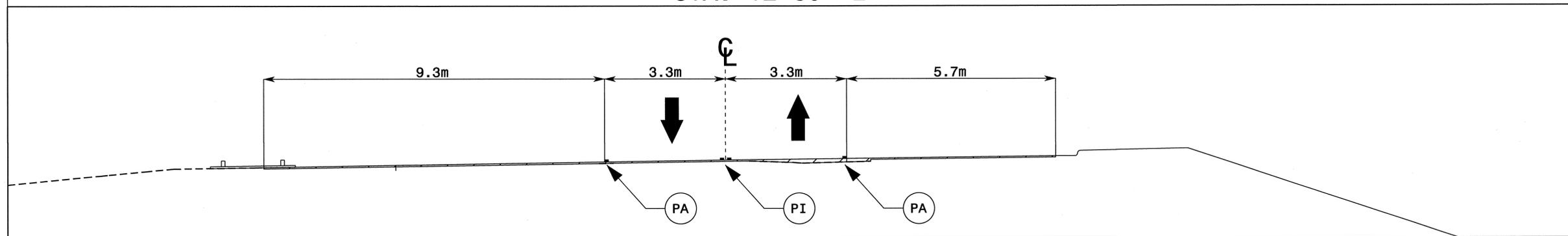
PHASE IV



PROJ. REFERENCE NO. R-2241A	SHEET NO. TMP-43
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CUT SECTION
STA. 12+60 -L- A1
05 | 43



CUT SECTION
STA. 12+60 -L- A2a
20 | 43

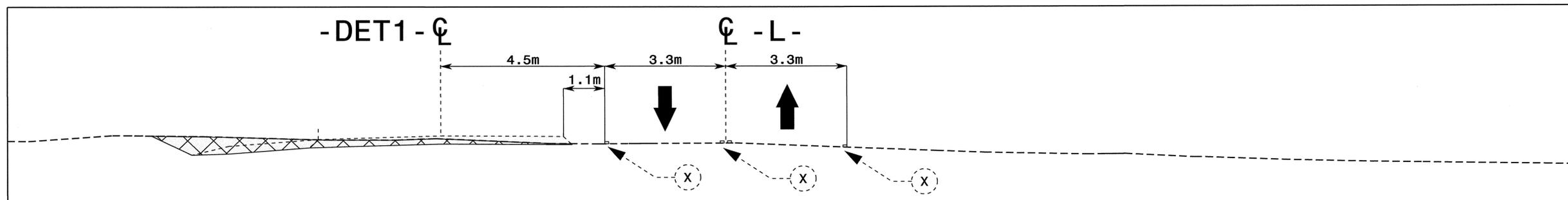
X EXISTING MARKINGS

03-AUG-2012 11:42
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ahoyes AT E244747

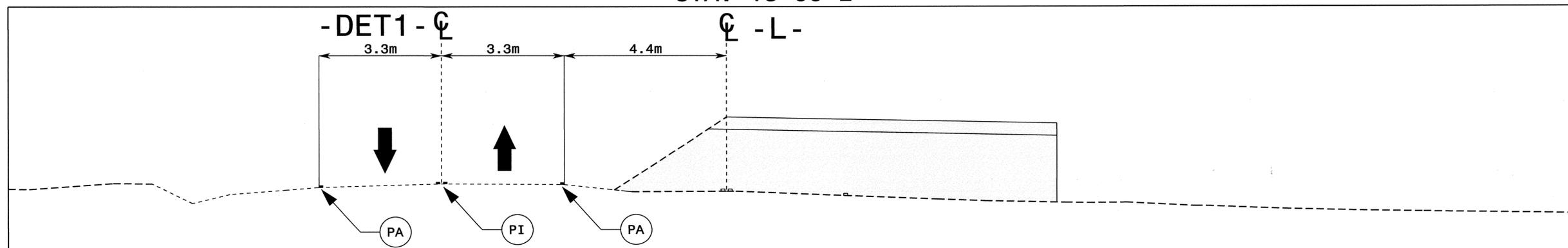
APPROVED: DATE: 8/7/12	CUT SECTION A	
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	DATE: 04/10	
	DWG. BY: DAH	
	DESIGN BY: DAH	
REVIEWED BY: JWW	REVISIONS	CADD FILE



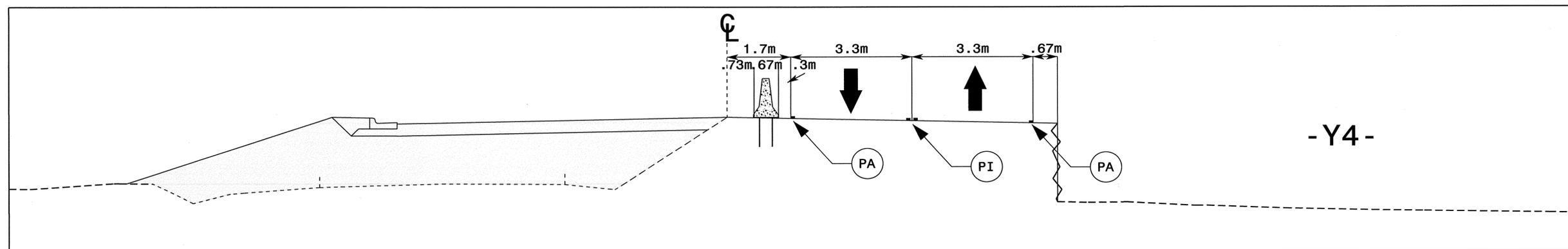
PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-44



CUT SECTION
STA. 13+00-L- B1
05 | 44



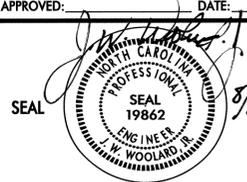
CUT SECTION
STA. 13+00-L- B2a
20 | 44



CUT SECTION
STA. 13+00-L- B3
37 | 44

-Y4-

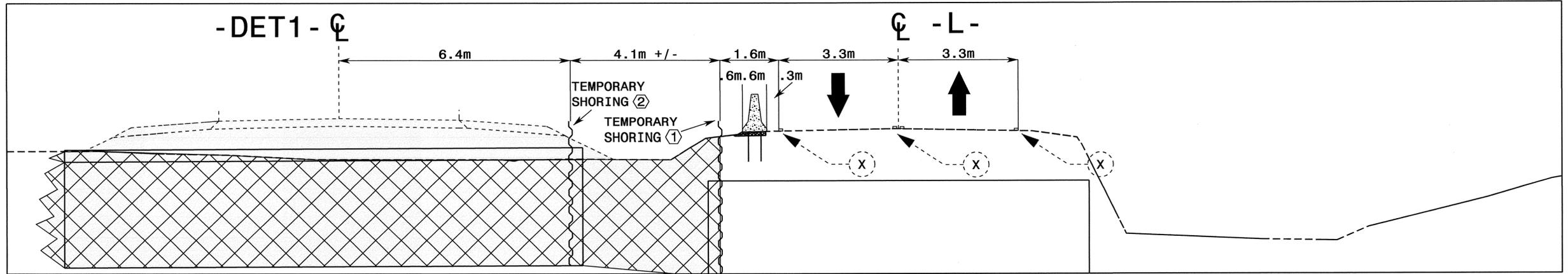
X EXISTING MARKINGS

APPROVED: 	DATE: 8/8/12	CUT SECTION B	
SCALE: NONE	DATE: 04/10		REVISIONS
DWG. BY: DAH	DESIGN BY: DAH		
REVIEWED BY: JWW			

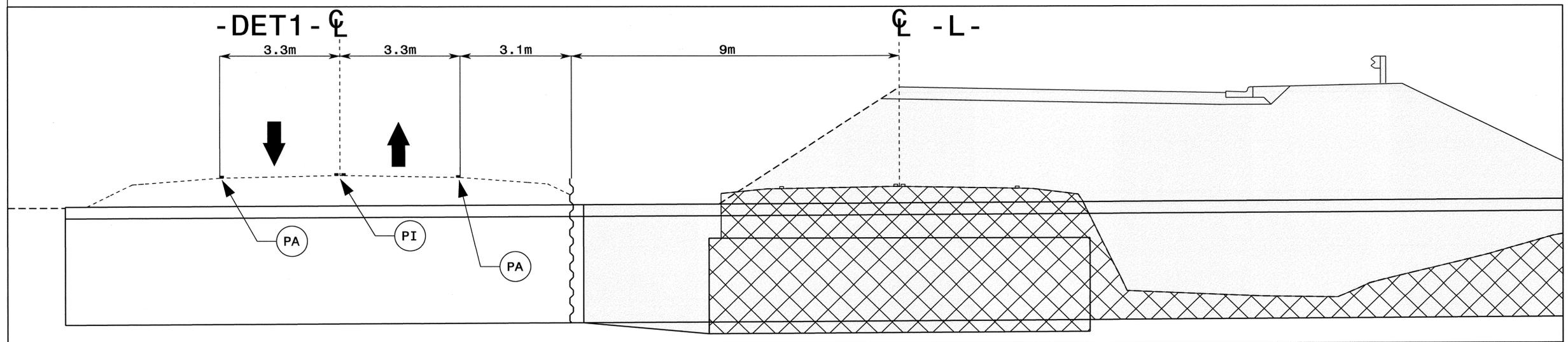
08-AUG-2012 11:07 \\dot\dfs\010\Pro\TIPProjects-R\2241A\TrafficControl\TXSC\R-2241A_TC_TMP_44_B.dgn



PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-45



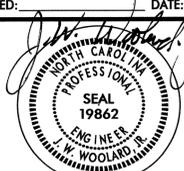
CUT SECTION
STA. 13+40-L- C1
05 45



CUT SECTION
STA. 13+40-L- C2a
20 45

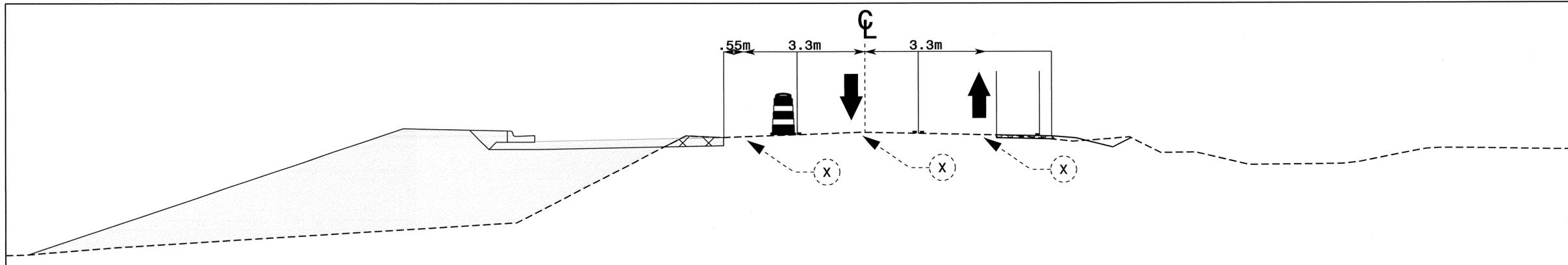
X EXISTING MARKINGS

08-AUG-2012 14:07
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chyles A 1E24747

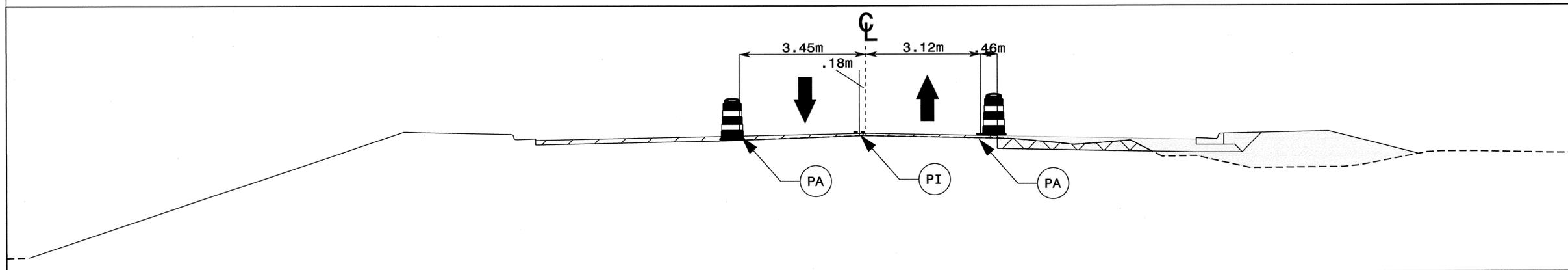
APPROVED:	DATE:	CUT SECTION C	
	8/8/12		
SCALE:	NONE		REVISIONS
DATE:	04/10		
DWG. BY:	DAH		
DESIGN BY:	DAH		
REVIEWED BY:	JWW		



PROJ. REFERENCE NO. R-2241A	SHEET NO. TMP-47
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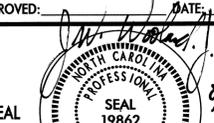
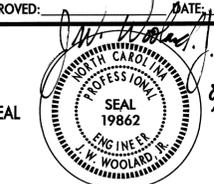
CUT SECTION
STA. 15+40-L-E1
05 47



CUT SECTION
STA. 15+40-L-E2a
20 47

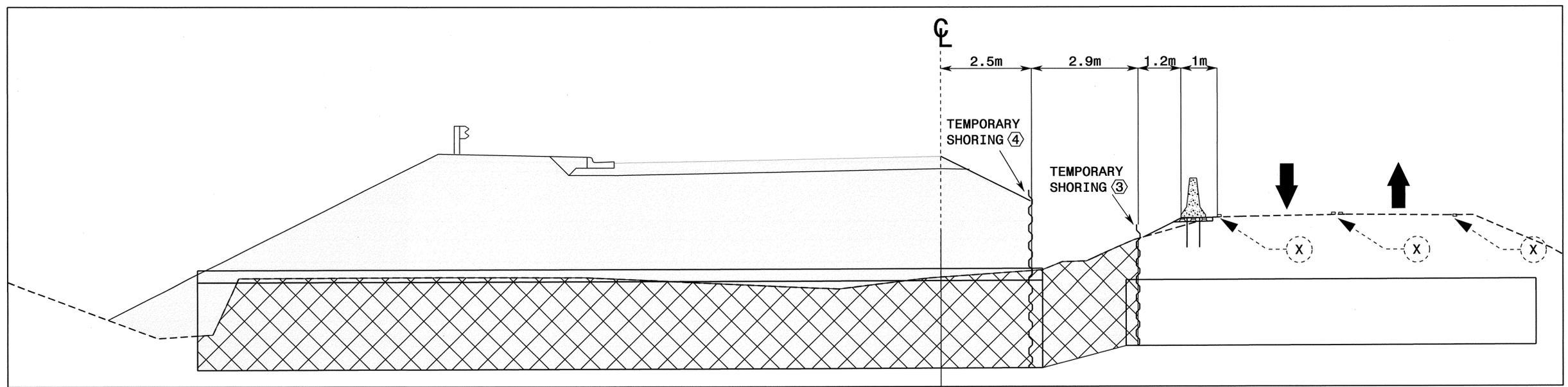
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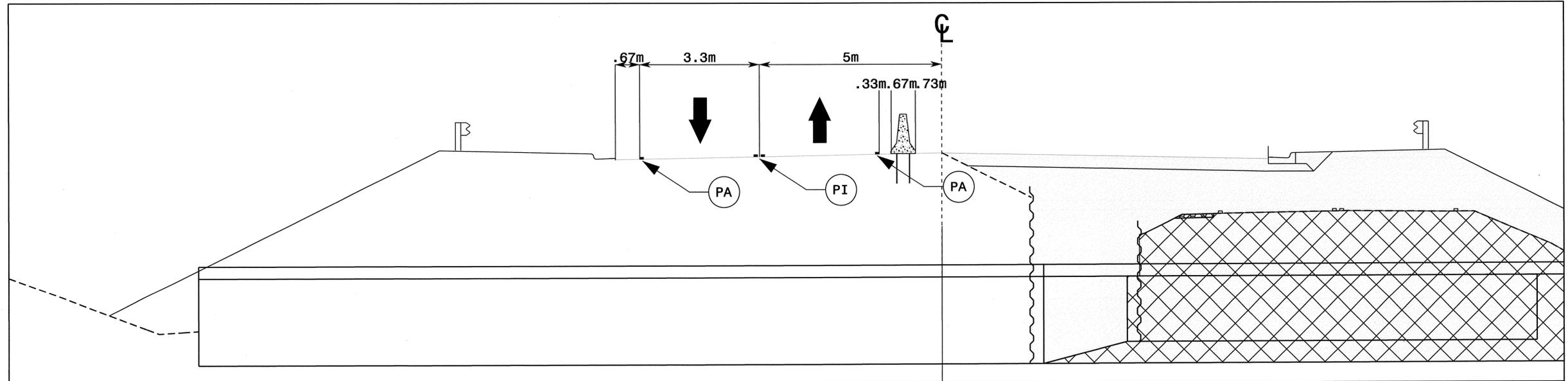
APPROVED: 	DATE: 8/7/12	CUT SECTION E								
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	DATE: 04/10									
	DWG. BY: DAH									
	DESIGN BY: DAH									
REVIEWED BY: JWW	<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table>		REVISIONS							
REVISIONS										



PROJ. REFERENCE NO. R-2241A	SHEET NO. TMP-49
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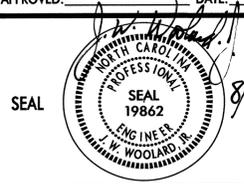


CUT SECTION
STA. 20+80 -L- G1
07 | 49



CUT SECTION
STA. 20+80 -L- G2a
22 | 49

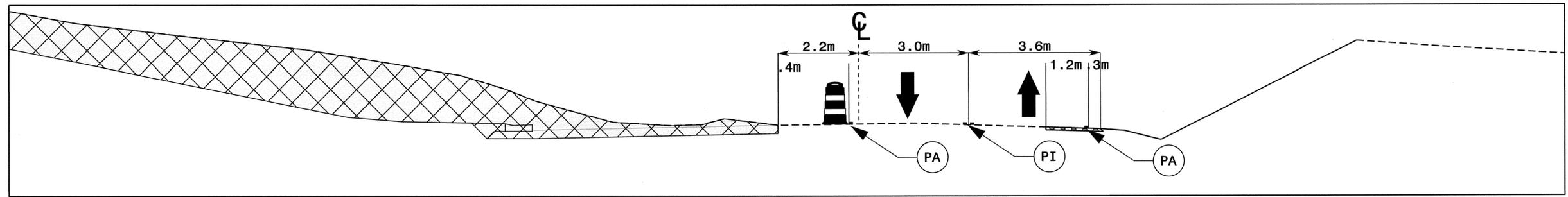
X EXISTING MARKINGS

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DWG. BY: DAH	DESIGN BY: DAH		
REVIEWED BY: JWW			

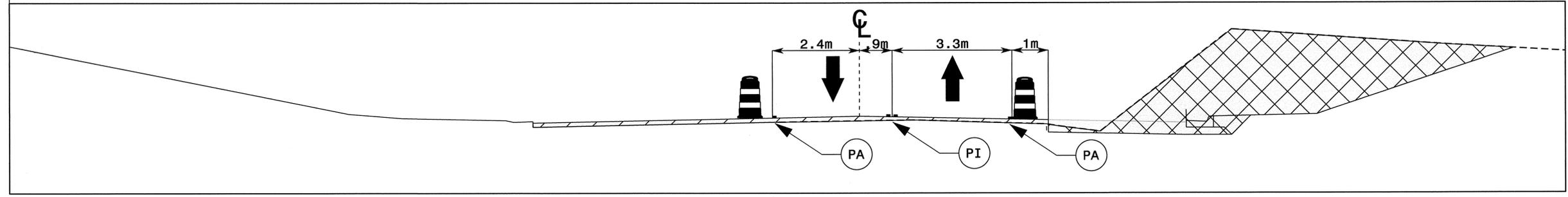
03-AUG-2012 11:43 \\dot\dfs\0010\Pro\TIP\Projects-R\2241A\TrafficControl\TCP\TXSCAR-2241A_TC_TMP_49_C.dgn ghoyes AT TE244747



PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-50

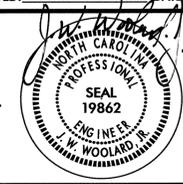


CUT SECTION
STA. 23+60-L-H1
08 | 50



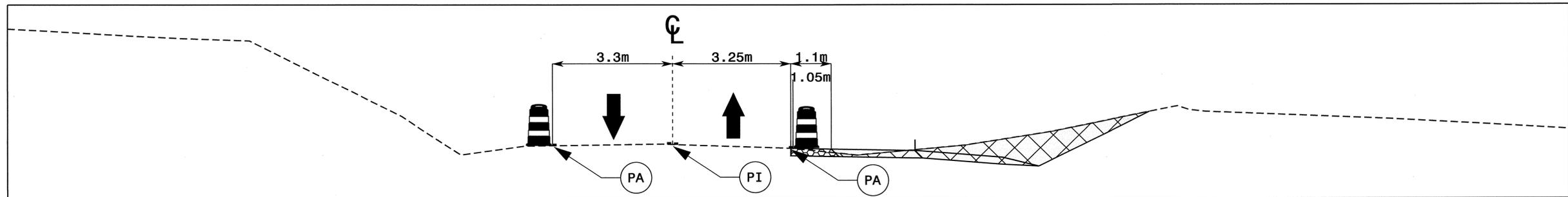
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STA. 23+60-L-H2a
23 | 50

03-AUG-2012 11:43
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ahayes AT 1E244747

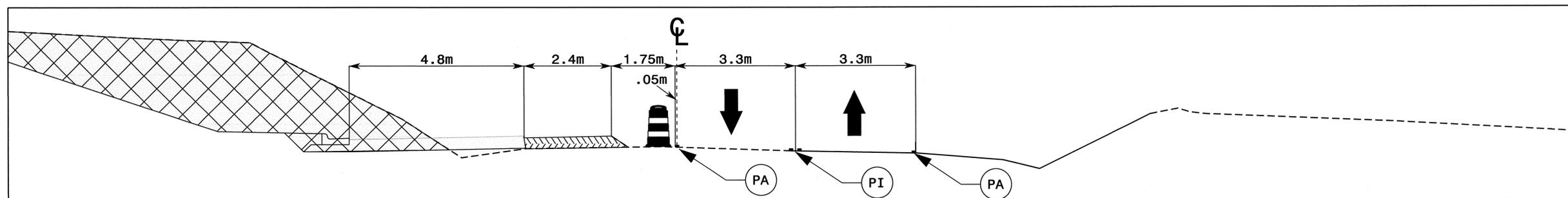
APPROVED: 	DATE: 8/7/12	CUT SECTION H	
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	DATE: 04/10		
	DWG. BY: DAH		
	DESIGN BY: DAH		
REVIEWED BY: JWW			



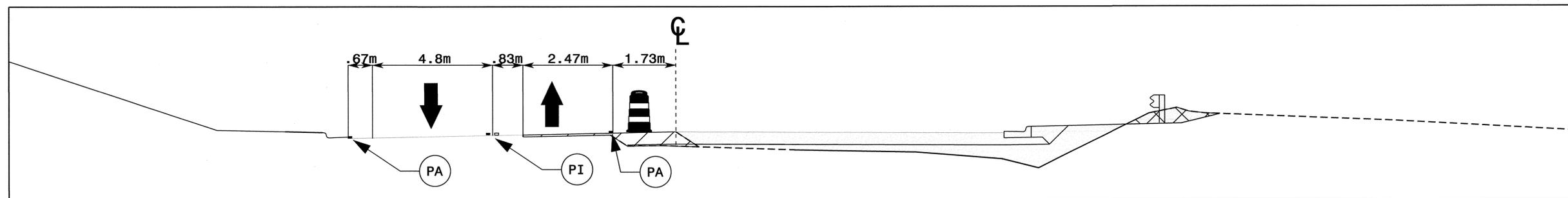
PROJ. REFERENCE NO. R-2241A	SHEET NO. TMP-51
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CUT SECTION I1
STA. 24+20-L-
08 | 51

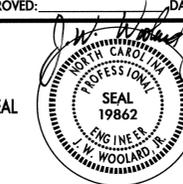


CUT SECTION I2a
STA. 24+20-L-
23 | 51



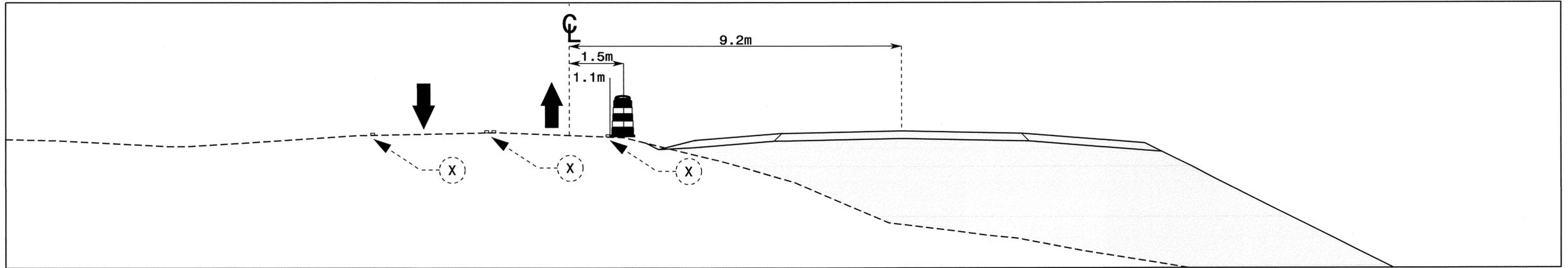
CUT SECTION I2b
STA. 24+20-L-
32 | 51

03-AUC-2012-ll44
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ahayes AT 12/24/11

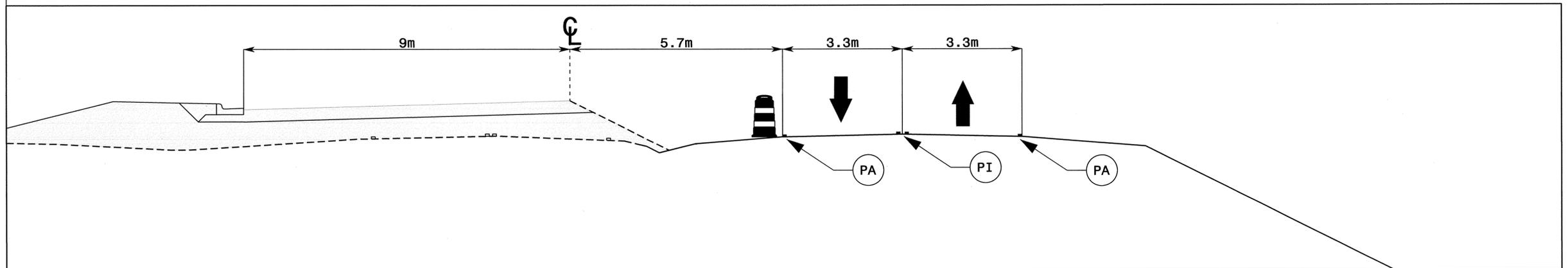
APPROVED: 	DATE: 8/7/12	CUT SECTION I	
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SCALE: NONE	DATE: 04/10		REVISIONS
DWG. BY: DAH	DESIGN BY: DAH		
REVIEWED BY: JWW			



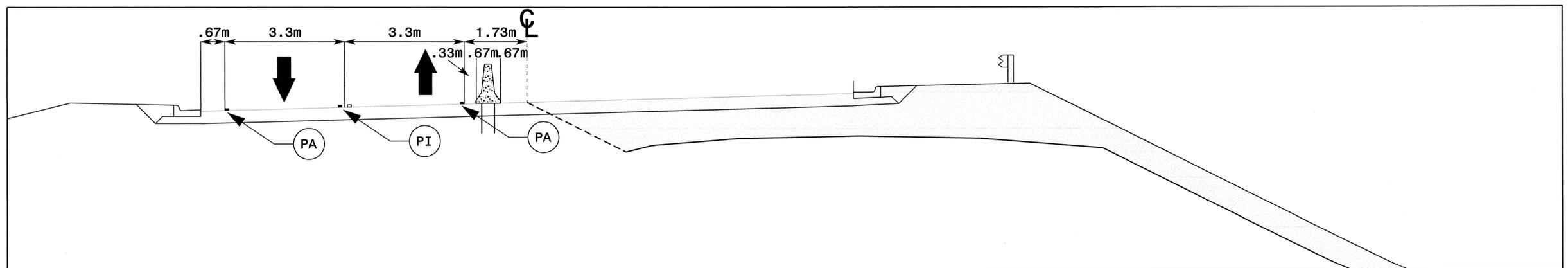
PROJ. REFERENCE NO. R-2241A	SHEET NO. TMP-52
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CUT SECTION
STA. 24+80 - L- (J1)
08 | 52

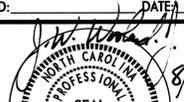
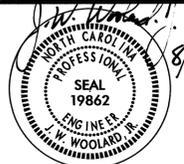


CUT SECTION
STA. 24+80 - L- (J2a)
23 | 52



CUT SECTION
STA. 24+80 - L- (J2b)
32 | 52

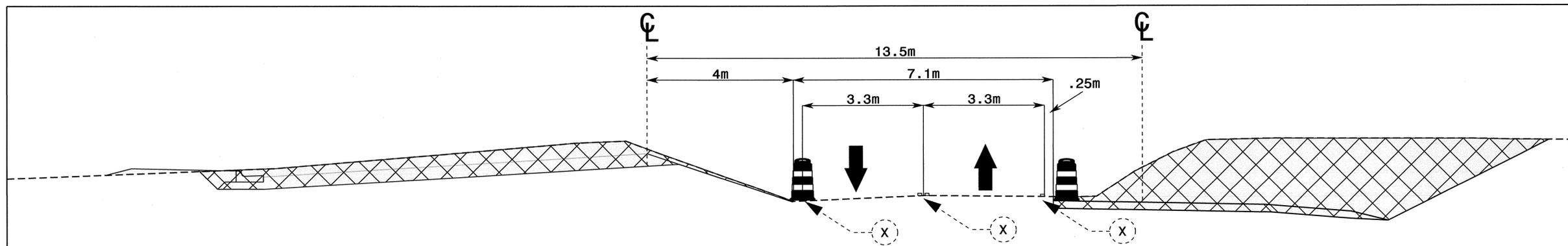
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APPROVED:  DATE: 8/7/12	CUT SECTION J	
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SCALE: NONE		REVISIONS
DATE: 04/10		
DWG. BY: DAH		
DESIGN BY: DAH		
REVIEWED BY: JWW		CARD FILE

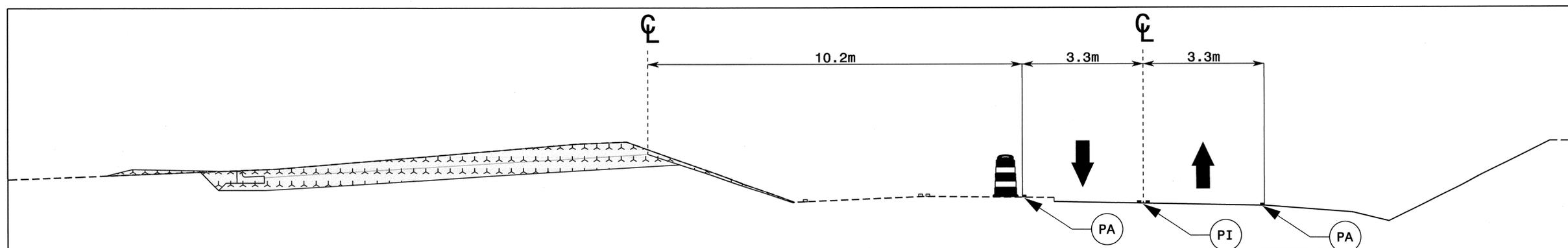
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ahjjes AT 11E244747



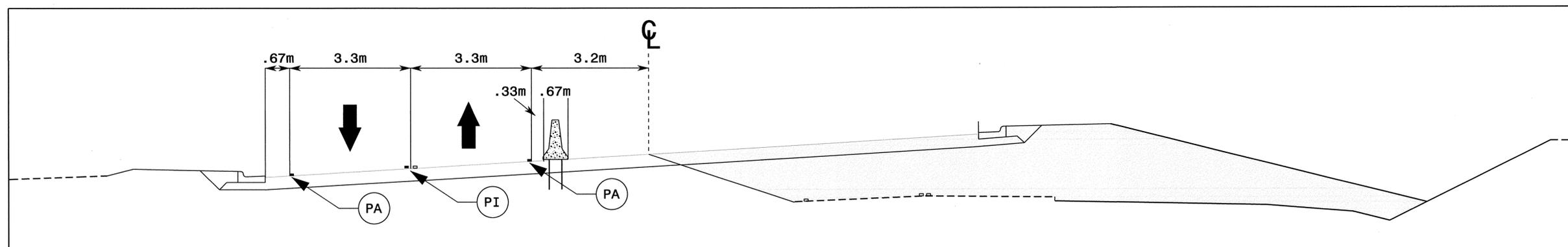
PROJ. REFERENCE NO. R-2241A	SHEET NO. TMP-53
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CUT SECTION
STA. 26+00-L-K1
09 53



CUT SECTION
STA. 26+00-L-K2a
24 53



CUT SECTION
STA. 26+00-L-K2b
33 53

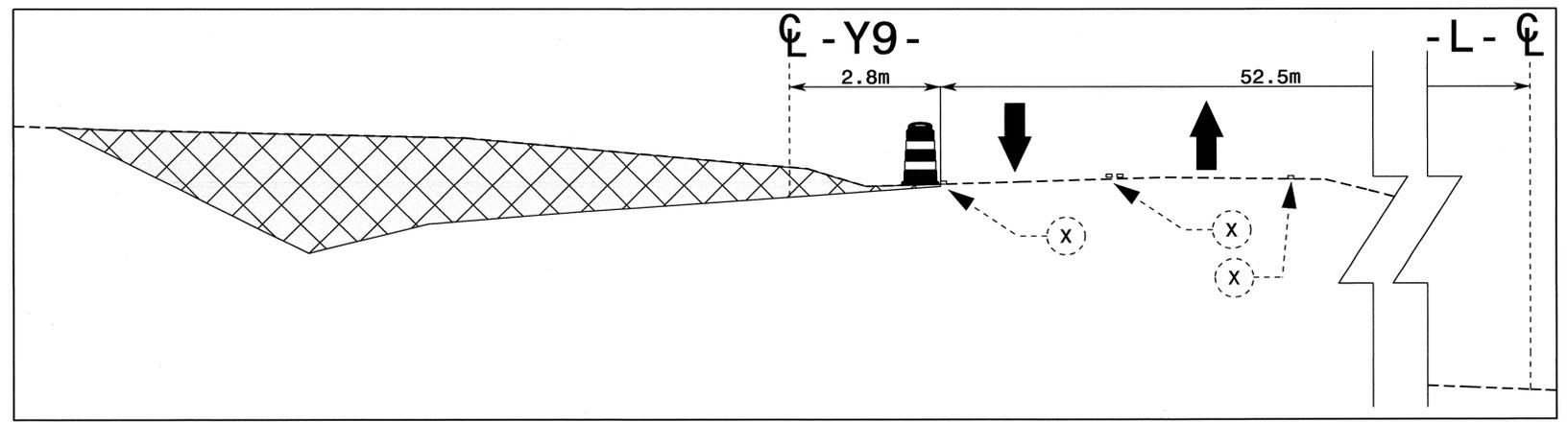
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03-AUG-2012 11:44
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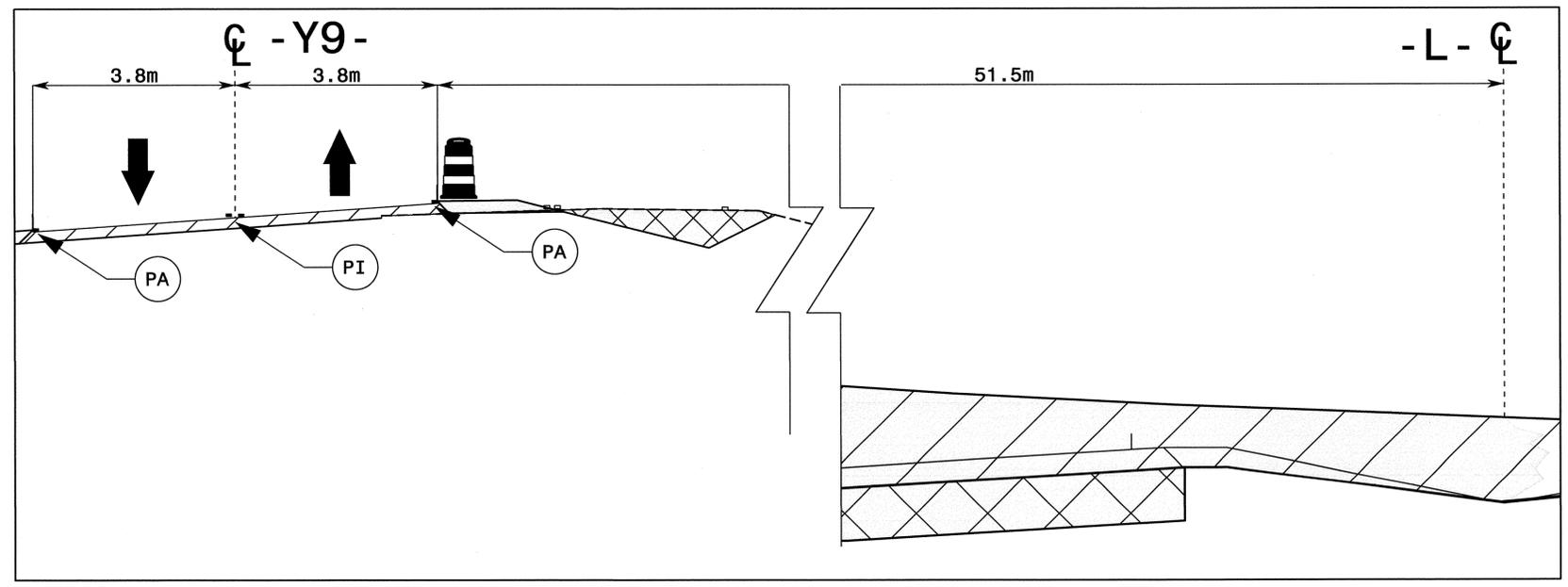
APPROVED:	DATE: 8/7/12	CUT SECTION K		
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	DATE: 04/10			REVISIONS
	DWG. BY: DAH			
	DESIGN BY: DAH			
REVIEWED BY: JWW		CADD FILE		



PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-54



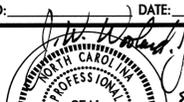
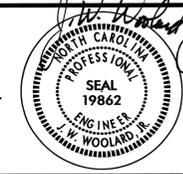
CUT SECTION
STA. 32+60-L- L1
11 | 54



CUT SECTION
STA. 32+60-L- L3
40 | 54

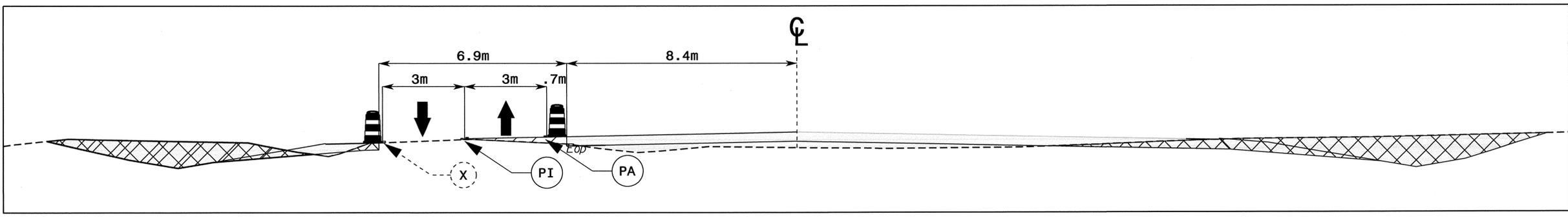
X EXISTING MARKINGS

03-AUG-2012 11:45
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ahayes AT 1E244747

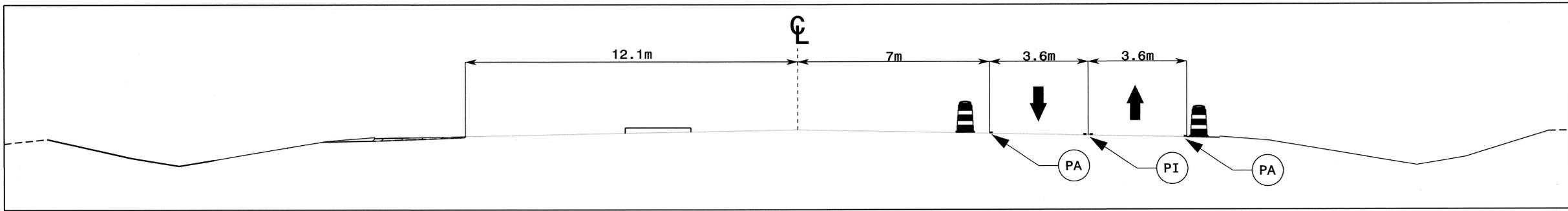
APPROVED: 	DATE: 8/7/12	CUT SECTION L	
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	DATE: 04/10		
	DWG. BY: DAH		
	DESIGN BY: DAH		
REVIEWED BY: JWW		REVISIONS	



PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-55



CUT SECTION
STA. 75+80 -L- M1
15 55



CUT SECTION
STA. 75+80 -L- M2a
27 55

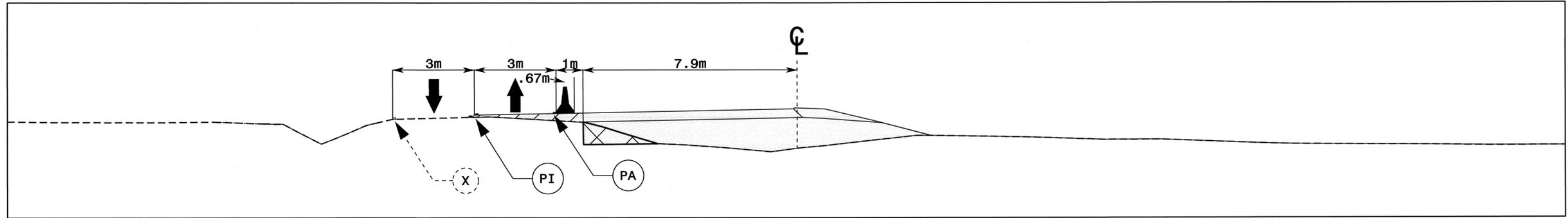
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03-AUG-2012 11:45
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moyes AT 1E244747

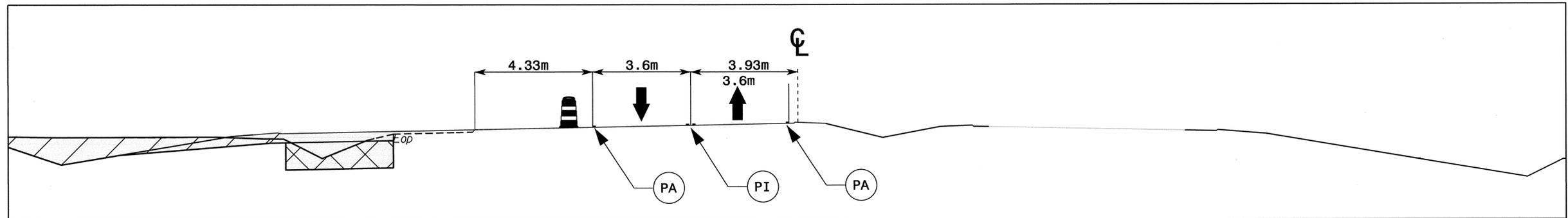
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	SCALE: NONE		
	DWG. BY: DAH		
	DESIGN BY: DAH		
REVIEWED BY: JWW			CADD FILE



PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-56



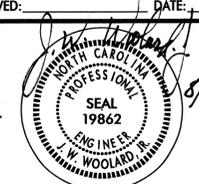
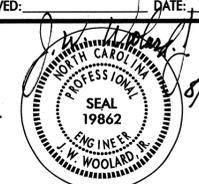
CUT SECTION
STA. 76+80-L- N1
16 56



CUT SECTION
STA. 76+80-L- N2a
30 56

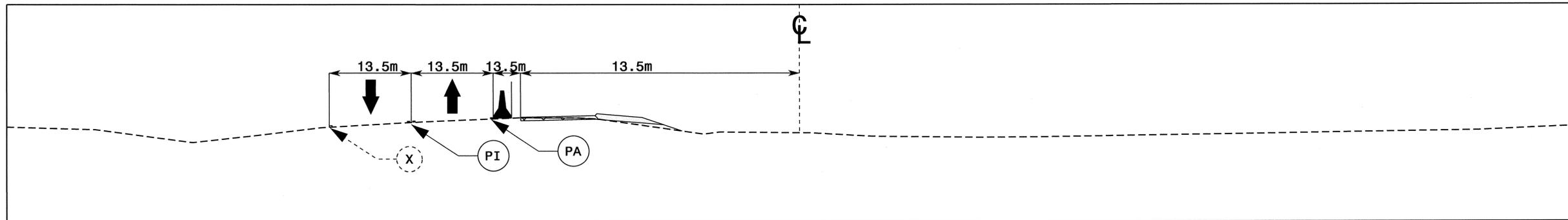
X EXISTING MARKINGS

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ahayes AT 1E244747

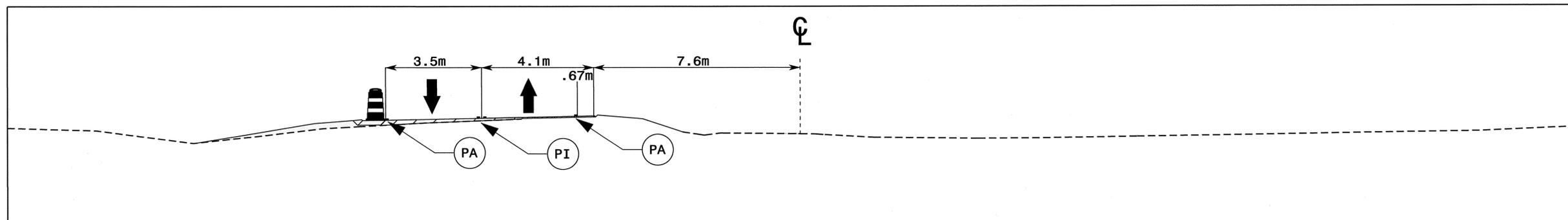
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	DATE: 04/10								
	DWG. BY: DAH								
	DESIGN BY: DAH								
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REVISIONS									



PROJ. REFERENCE NO. R-2241A	SHEET NO. TMP-57
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CUT SECTION 01
STA. 79+00-L-



CUT SECTION 02a
STA. 79+00-L-

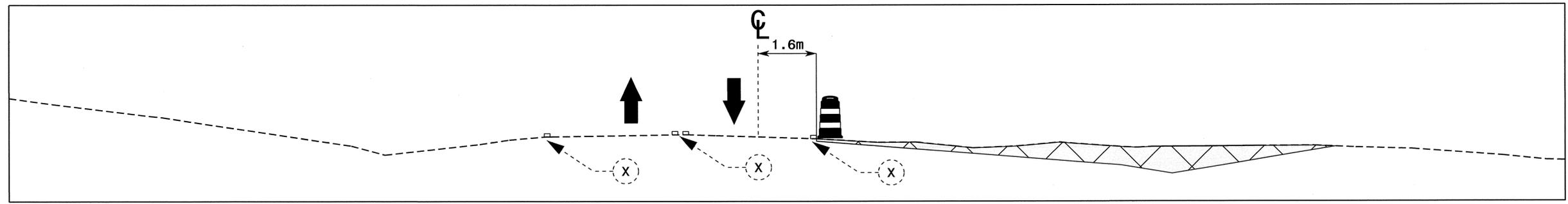
03AUG-2012 11:45
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ahoyes AT 1224747

EXISTING MARKINGS

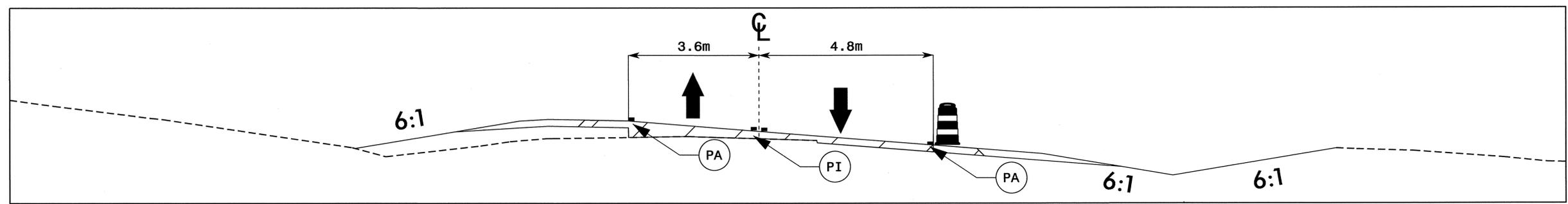
APPROVED:	DATE: 8/7/12	CUT SECTION 0	
SEAL			
SCALE: NONE	DATE: 04/10		REVISIONS
DWG. BY: DAH	DESIGN BY: DAH		
REVIEWED BY: JWW			



PROJ. REFERENCE NO.	SHEET NO.
R-2241A	TMP-58



CUT SECTION
STA. 11+60-Y17- P1
15 | 58



CUT SECTION
STA. 11+60-Y17- 02a
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X EXISTING MARKINGS

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APPROVED: _____ DATE: _____	CUT SECTION P	
	SCALE: NONE	
	DATE: 04/10	
	DWG. BY: DAH	
	DESIGN BY: DAH	
REVIEWED BY: JWW	REVISIONS	