

MARSH PROPERTIES
ARDREY KELL ROAD EXTENSION
AND INTERSECTION WITH
TILLEY MORRIS ROAD (SR 3445)
CHARLOTTE, NC 28217
PARCEL ID # 23112797 & 23123101

APPROVED FOR
CONSTRUCTION
CHARLOTTE-MECKLENBURG PLANNING DEPARTMENT
BY: Joshua Weaver 5-9-2016



FINAL APPROVAL

<http://development.charmeck.org>

ENGINEERING

PCO / DETENTION / DRAINAGE PLAN

EROSION CONTROL

NOTE: SCHEDULE PRE-CONSTRUCTION MEETING
AT LEAST 48 HRS. PRIOR TO ANY LAND
DISTURBING ACTIVITY USING THE ONLINE
FORM AT <http://development.charmeck.org>

URBAN FORESTRY

TREE ORDINANCE

CDOT

APPROVED

By Brendan Smith at 1:33 pm, May 09, 2016

APPROVED

APPROVED

APPROVED

STIPULATION FOR REUSE

THIS DRAWING WAS PREPARED FOR USE ON A SPECIFIC SITE, AND IT IS NOT SUITABLE FOR USE ON A DIFFERENT PROJECT SITE OR AT A LATER TIME. USE OF THIS DRAWING FOR REFERENCE OR EXAMPLE ON ANOTHER PROJECT REQUIRES THE SERVICES OF PROPERLY LICENSED ARCHITECTS AND ENGINEERS. REPRODUCTION OF THIS DRAWING OR REUSE ON ANOTHER PROJECT IS NOT AUTHORIZED AND MAY BE CONTRARY TO THE LAW.

Marsh Properties
Ardrey Kell Road Extension
and Intersection with
Tilley Morris Road (SR 3445)
Charlotte, Mecklenburg County
North Carolina

LIST OF DRAWINGS

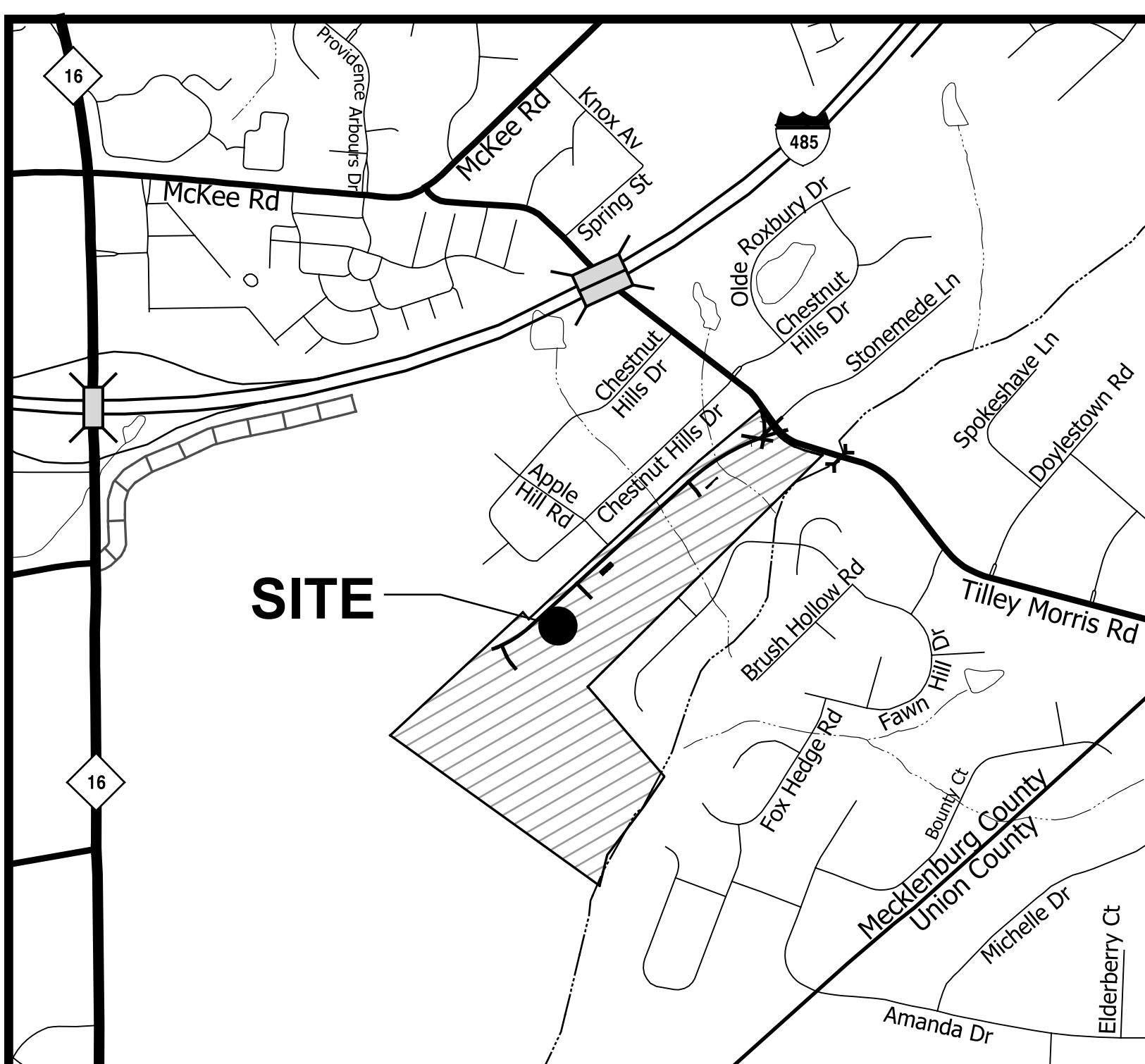
ROADWAY

R1.0
R1.1
R2.0-R2.2
R3.0
R3.1
R4.0-R4.6
R5.0-R5.7
R6.0-R6.5
R7.0-R7.3
R7.4
R7.5-R7.6
R8.0-R8.16

COVER SHEET

GENERAL NOTES
TYPICAL SECTIONS
DRAINAGE SUMMARY
DRAINAGE DETAILS
ROADWAY PLANS
PROFILES
EROSION CONTROL PLANS
TRAFFIC CONTROL PLANS
OFF SITE DETOUR AND SIGNING
PAVEMENT MARKING & SIGNING PLANS
CROSS SECTIONS

SITE LOCATION MAP



LOCATION MAP

SCALE: 1"=100'

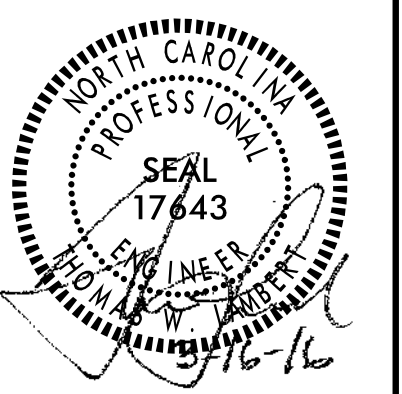
CONTACTS

OWNER

GEORGE WARREN
MARSH MORTGAGE CO.
P.O. BOX 35329
CHARLOTTE, NC 28235
TELE: (704) 602-2086
E-MAIL:
GWARREN@MARSHASSOCIATES.COM

CIVIL ENGINEER

THOMAS W. LAMBERT, PE
AMERICAN ENGINEERING ASSOCIATES
SOUTHEAST, PA
8008 CORPORATE CENTER DR
SUITE 110
CHARLOTTE, NC 28226
TELE: (704) 375-2438
E-MAIL: tlambert@american-ea.com



MODIFICATION LOG

DB NUMBER: C140018.1

CHECKED BY:	TWL
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RECORDED BY:	TNE
DRAWN BY:	DJW

SCALE: 1"=1000'

DATE:	3/16/16
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FIRM # C-3881

COVER
SHEET

HEET: R1.0

ZONING R-3 (CD)
SEE RE-ZONING PETITION 97-27(c)
INCLUDING AMENDMENTS
THE PROPOSED PROJECT IS WITHIN
THE LIMITS OF THE CITY OF CHARLOTTE
(ANNEXATION APPLICATION PENDING)



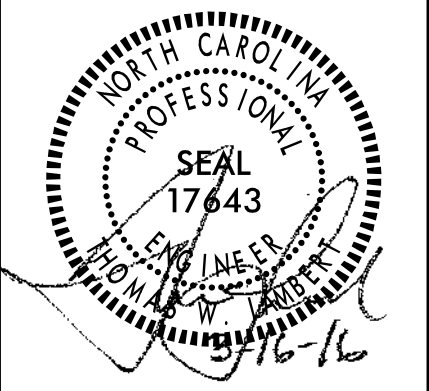
4/12/2016 Project: \\Dgn\Plan_Sheets\Marsh_Rt.1.dgn.dgn
User: jg

GENERAL NOTES	GENERAL NOTES	ABBREVIATIONS																																																																																														
<u>PROPOSED CURB ELEVATIONS:</u> THE CONTRACTOR SHALL SET AND ADJUST PROPOSED CURB ELEVATIONS AS NECESSARY TO ENSURE PROPER LONGITUDINAL GRADE FOR DRAINAGE. THE CONTRACTOR SHALL RETAIN EXISTING PAVEMENT, UNLESS OTHERWISE NOTED. <u>DRIVEWAYS AND SIDEWALKS:</u> PROPOSED DRIVEWAY ENTRANCE DIMENSIONS ARE FROM EXPANSION JOINT TO EXPANSION JOINT. MATCH REPLACEMENT MATERIALS TO THE EXISTING SURFACE ACCORDINGLY: ◦ CONCRETE – SIX INCH PORTLAND CEMENT CONCRETE (3600 PSI). ◦ ASPHALT – (COMMERCIAL) TWO INCH SF9.5C COURSE AND FOUR INCH I19.0C INTERMEDIATE COURSE. (RESIDENTAL) TWO INCH SF9.5C COURSE AND FOUR INCH AGGREGATE BASE (ABC) COURSE. ◦ GRAVEL – SIX INCH INCIDENTAL STONE SIDEWALK SHALL BE FOUR INCHES THICK, AND SIX INCHES THICK AT DRIVEWAY CROSSINGS, PER CITY STD. NO. 10.22. DRIVEWAYS SHOWN ARE TO MAXIMUM EXTENT NEEDED TO ENSURE PROPER TIE IN. CONTRACTOR WITH APPROVAL OF ENGINEER OR INSPECTOR MAY TIE IN SOONER. DRIVEWAYS ARE TO BE CONSTRUCTED TO CITY STD. UNLESS OTHERWISE NOTED ON CROSS SECTION. <u>DRAINAGE STRUCTURES:</u> GRADES, ELEVATIONS AND LOCATIONS SHOWN ARE APPROXIMATE. AS DIRECTED BY THE ENGINEER, THEY MAY BE ADJUSTED TO ACCOMMODATE UNFORESEEN CONDITIONS. STATIONS, OFFSETS AND ELEVATIONS REFER TO THE CENTER OF DROP INLETS, MANHOLES AND JUNCTION BOXES, AND THE MIDPOINT OF THE LIP FOR CATCH BASINS. ALL PIPES SHALL BE RCP CLASS III, UNLESS OTHERWISE NOTED. WEEPHOLES ARE TO BE CONSTRUCTED IN ALL DRAINAGE STRUCTURES, A MINIMUM OF 1 WEEPHOLE PER STRUCTURE. WEEPHOLES ARE TO BE CONSTRUCTED IN THE BOTTOM 1/3 OF STRUCTURE AND COVERED ON THE OUTSIDE OF THE STRUCTURE BY A BAG MADE OF FILTER FABRIC AND FILLED W/#78M STONE. THERE WILL BE NO SEPARATE PAYMENT FOR THIS WORK. <u>UTILITIES:</u> UTILITIES ARE ILLUSTRATED FOR INFORMATION PURPOSES ONLY. THE CITY WILL NOT BE HELD RESPONSIBLE FOR THE ACCURACY OF UTILITY LOCATIONS, SIZES, DEPTHS, OR FOR COMPLETENESS OF UTILITY INFORMATION. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY AND MEET WITH ALL UTILITY OWNERS, THE CITY UTILITY COORDINATOR AND CITY INSPECTOR WHOSE FACILITIES WILL BE AFFECTED TO DETERMINE UTILITY LOCATIONS. THE CONTRACTOR SHALL PROTECT ALL UTILITIES FROM DAMAGE CAUSED BY HIS OPERATIONS OR THOSE OF HIS AGENTS. THE CONTRACTOR SHALL HOLD THE CITY HARMLESS FOR ANY THIRD-PARTY INCONVENIENCE CREATED BY WORK OF HIS OWN FORCES OR THAT OF HIS AGENTS. ANY DAMAGES INCURRED SHALL BE THE CONTRACTORS FINANCIAL RESPONSIBILITY. AS NEEDED, THE CONTRACTOR SHALL ADJUST/RELOCATE THE SANITARY SEWER AND WATER LINES ONLY. ALL OTHER ADJUSTMENTS/RELOCATIONS WILL BE PERFORMED BY THE VARIOUS UTILITY OWNERS. THE CONTRACTOR SHALL COORDINATE WORK WITH UTILITY OWNERS SO AS NOT TO ADVERSELY AFFECT THE PROJECT SCHEDULE. THE CITY WILL NOT BE HELD RESPONSIBLE FOR ANY DELAYS OR DISRUPTIONS TO THE WORK SCHEDULE OF OTHER UTILITY OWNERS. ◦ FOR UTILITY LOCATES CALL NORTH CAROLINA ONE–CALL @ 1–800–632–4949. ◦ FOR LOCATES OF UTILITIES NOT MEMBERS OF NORTH CAROLINA ONE–CALL CONTACT PROJECT MANAGER & UTILITY COORDINATOR. THE CONTRACTOR SHALL ADJUST ALL WATER VALVES, WATER METER BOXES AND WATER VAULTS TO FINISHED GRADE. WATER METERS LOCATED IN SIDEWALKS OR CONCRETE DRIVEWAYS SHALL BE INSTALLED WITHIN CONCRETE BOXES. GAS LINES WILL BE ADJUSTED/RELOCATED AS NEEDED BY PIEDMONT NATURAL GAS. A REPRESENTATIVE OF PIEDMONT NATURAL GAS MUST BE PRESENT JUST PRIOR TO AND DURING CONSTRUCTION NEAR EXISTING GAS LINES, THE CONTRACTOR SHALL CONTACT PIEDMONT NATURAL GAS AT LEAST TWO WEEKS PRIOR TO CONSTRUCTION. <u>EXISTING SANITARY SEWER AND WATER LINE:</u> THE CONTRACTOR SHALL USE CARE WHEN WORKING AROUND SANITARY SEWERS AND WATER LINES. SHOULD THE CONTRACTOR DAMAGE EXISTING SEWER OR WATER LINES, HE SHALL IMMEDIATELY REPLACE THE LINE AT HIS EXPENSE WITH DUCTILE IRON PIPE. THE CONTRACTOR SHALL REPLACE SANITARY SEWER AND/OR WATER LINE, WITH A MINIMUM TEN FOOT SECTION OF DUCTILE IRON PIPE WHEN DRAINAGE PIPE COMES WITHIN TWO FEET OF SAID LINES, VERTICALLY OR HORIZONTALLY. <u>SUBSURFACE PLANS:</u> NO SUBSURFACE PLANS ARE AVAILABLE ON THIS PROJECT. THE CONTRACTOR MAY MAKE HIS OWN INVESTIGATION TO DETERMINE SUBSURFACE CONDITIONS. <u>MAIL BOXES:</u> THE CONTRACTOR SHALL RELOCATE ALL MAIL BOXES AS REQUIRED BY SECTION 107–12 OF THE NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES. COORDINATE THIS WORK WITH THE U.S. POSTAL SERVICE. <u>FENCES:</u> THE CONTRACTOR SHALL REPLACE/RESET FENCES AS NOTED ON THE PLANS AND/OR AS DIRECTED BY THE ENGINEER. CONTRACTOR TO DETERMINE WHETHER TO REPLACE/RESET FENCE WITH APPROVAL OF ENGINEER OR INSPECTOR. <u>TREES, SHRUBS, AND HEDGES:</u> THE CONTRACTOR IS REQUIRED TO REMOVE TREES, SHRUBS, AND HEDGES WITHIN THE EASEMENT LINES UNLESS SHOWN ON THE PLANS TO BE PROTECTED. THE CONTRACTOR SHALL ALSO PROTECT TREES AND SHRUBS OUTSIDE OF CUT/FILL LINES, IN ADDITION TO THOSE THAT RECEIVE TREES/SHRUB PROTECTION BARRIERS. WHEN ROOT PRUNING IS NECESSARY, CUT ROOTS CLEANLY USING A DISC TRENCHER IN ACCORDANCE WITH SECTION 01000 OF THE CITY OF CHARLOTTE LANDSCAPE CONSTRUCTION STANDARDS. PRUNING SHALL BE PER THE LATEST STANDARD OF THE LANDSCAPE CONSTRUCTION STANDARDS MANUAL (TYP.) USE PLYWOOD FORMS WHEN TREE ROOTS ARE ADJACENT TO PROPOSED CURB & GUTTER OR SIDEWALK. USE CLD STD. 40.11 FOR BRIDGING TREE ROOTS. TREES SPECIFIED BY THE PLANS TO HAVE ASPHALT CURBING MUST USE CLD STD. 40.13. TREE PROTECTION SHALL BE IN ACCORDANCE WITH CLD STD. 40.02. WHEN THE TREE IS CLOSE TO THE WORK AREA TREE PROTECTION CLD STD. 40.12 SHALL BE USED. <u>SIDE SLOPES:</u> LIMITS OF PROPOSED SLOPES ARE INDICATED IN THE PLANS, DETAILS AND STANDARD DRAWINGS. THE MAXIMUM SLOPE SHALL NOT EXCEED A 3:1 (HORIZONTAL TO VERTICAL) UNLESS DESIGNATED BY THE ENGINEER. A CUT SLOPE OF 2:1 MAXIMUM WILL BE USED ONLY AS DIRECTED BY THE ENGINEER.	<u>EROSION CONTROL:</u> THE CONTRACTOR SHALL MAINTAIN EROSION CONTROL DEVICES IN ACCORDANCE WITH THE APPROPRIATE CITY AND STATE EROSION AND SEDIMENT CONTROL ORDINANCES. THE CONTRACTOR SHALL PREVENT STANDING WATER DUE TO CONSTRUCTION. DISTURBED AREAS SHALL BE SEEDED AND MULCHED AT THE DIRECTION OF THE ENGINEER. THE CONTRACTOR SHALL FOLLOW THE EROSION CONTROL MEASURES SHOWN ON SHEETS ECP–1 THRU ECP–11. <u>ACCESSIBLE RAMPS AND DEPRESSED CURB:</u> THE CONTRACTOR SHALL CONSTRUCT 6–INCH THICK CONCRETE ACCESSIBLE RAMPS AT INTERSECTIONS IN ACCORDANCE WITH THE LATEST REVISIONS FOR ACCESSIBLE RAMP DETAILS, CONSTRUCTION PLANS & NCDOT STANDARD DRAWINGS. <u>SAWCUTS:</u> THE CONTRACTOR SHALL SAWCUT EXISTING ASPHALT AND/OR CONCRETE SURFACES PRIOR TO REMOVAL UNLESS OTHERWISE DIRECTED BY THE ENGINEER. SAW CUT WIDTH SHALL BE 1 FOOT MINIMUM FROM THE EXISTING EDGE OF PAVEMENT. SAW CUT PAVEMENT SHALL BE REPLACED AS WELL AS ADDITIONAL PAVEMENT REQUIRED TO TIE–IN TO FACE OF PROPOSED CURB AND GUTTER. <u>PAVEMENT DEGRADATION FEE:</u> CDOT HAS DETERMINED THAT NO PAVEMENT DEGRADATION FEE IS TO BE ASSESSED. <u>TRAFFIC CONTROL:</u> TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE 2014 EDITION OF THE "WORK AREA TRAFFIC CONTROL HANDBOOK" (WATCH) AND THE STANDARDS & NOTES THAT ARE INCLUDED ON SHEETS R7.0 THRU R7.1	<table><tbody><tr><td>ABAND.....ABANDONED</td><td>NTS.....NOT TO SCALE</td></tr><tr><td>A.D.....ALGEBRAIC DIFFERENCE</td><td>O/H.....OVER HEAD</td></tr><tr><td>ASPH.....ASPHALT</td><td>OC.....ON CENTER</td></tr><tr><td>APPROX.....APPROXIMATELY</td><td>PAVT.....PAVEMENT</td></tr><tr><td>B/C.....BACK OF CURB</td><td>PC.....POINT OF CURVATURE</td></tr><tr><td>BIT.....BITUMINOUS</td><td>PERM.....PERMANENT</td></tr><tr><td>BM.....BENCH MARK</td><td>PES.....PIPE END SECTION</td></tr><tr><td>BRG.....BEARING</td><td>PG.....PAGE</td></tr><tr><td>CB.....CATCH 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THE FOLLOWING STANDARDS AND THE LATEST REVISION THERETO ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE ARE CONSIDERED A PART OF THESE PLANS. NCDOT STANDARDS SHALL BE USED. CHARLOTTE LAND DEVOPMENT STANDARDS MANUAL MAY BE USED IF THERE IS NOT AN APPLICABLE NCDOT STANDARD. <u>NCDOT:</u> <table><thead><tr><th>STD. NO.:</th><th>TITLE:</th></tr></thead><tbody><tr><td>200.02.....</td><td>METHOD OF CLEARING – METHOD II</td></tr><tr><td>310.01.....</td><td>METHOD OF PIPE INSTALLATION</td></tr><tr><td>310.02.....</td><td>PARALLEL PIPE END SECTION</td></tr><tr><td>846.01.....</td><td>CONCRETE CURB & GUTTER</td></tr><tr><td>848.01.....</td><td>CONCRETE SIDEWALK</td></tr><tr><td>848.06.....</td><td>CURB RAMP</td></tr><tr><td>850.01.....</td><td>CONCRETE PAVED DITCHES</td></tr><tr><td>862.01.....</td><td>GUARDRAIL PLACEMENT</td></tr><tr><td>862.02.....</td><td>GUARDRAIL INSTALLATION</td></tr><tr><td>876.02.....</td><td>GUIDE FOR RIP RAP AT PIPE OUTLETS</td></tr><tr><td>876.04.....</td><td>DRAINAGE DITCHES WITH CLASS 'B' RIP RAP</td></tr></tbody></table> <u>CHARLOTTE–MECKLENBURG:</u> <table><thead><tr><th>STD. NO.:</th><th>TITLE:</th></tr></thead><tbody><tr><td>10.17B.....</td><td>CURB AND GUTTER</td></tr><tr><td>10.24C.....</td><td>DROP CURB DRIVEWAY</td></tr><tr><td>10.27A.....</td><td>RESIDENTIAL DRIVEWAY</td></tr><tr><td>10.39.....</td><td>MODULAR RETAINING WALLS USING GEOGRID IN THE RIGHT–OF–WAY</td></tr><tr><td>10.40A.....</td><td>DIRECTIONAL ACCESSIBLE RAMP WITH SMALL/MEDIUM CURB RADII</td></tr><tr><td>10.40B.....</td><td>DIRECTIONAL ACCESSIBLE RAMP WITH LARGE CURB RADII</td></tr><tr><td>20.17.....</td><td>CONCRETE WING WALL WITH SPLASH PAD</td></tr><tr><td>20.22.....</td><td>FLARED END SECTION 21" TO 72"</td></tr><tr><td>20.28.....</td><td>SUBDRANI DETAIL</td></tr><tr><td>30.01.....</td><td>TEMPORARY SEDIMENT TRAP</td></tr><tr><td>30.05.....</td><td>TEMPORARY SILT DITCH</td></tr><tr><td>30.06A.....</td><td>TEMPORARY SILT FENCE</td></tr><tr><td>30.07.....</td><td>BLOCK AND GRAVEL STONE INLET PROTECTION</td></tr><tr><td>30.10.....</td><td>TEMPORARY ROCK CHECK DAM</td></tr><tr><td>30.11A.....</td><td>STABILIZED CONSTRUCTION ENTRANCE</td></tr><tr><td>30.12.....</td><td>GRAVEL AND RIP RAP FILTER BERM BASIN</td></tr><tr><td>30.14.....</td><td>TEMPORARY STREAM CROSSING</td></tr><tr><td>30.15.....</td><td>CATCH BASIN INLET PROTECTION</td></tr><tr><td>30.17A.....</td><td>TEMPORARY SEEDING SCHEDULE</td></tr><tr><td>30.20.....</td><td>EMBANKMENT MATTING DETAIL</td></tr><tr><td>40.01.....</td><td>TREE PLANTING DETAIL</td></tr><tr><td>40.10.....</td><td>TREE PLANTING NOTES</td></tr><tr><td>50.04.....</td><td>SAFETY RAIL</td></tr><tr><td>50.07.....</td><td>DEAD END STREET BARRICADE</td></tr><tr><td>50.08.....</td><td>END OF ROADWAY MARKER</td></tr></tbody></table>			STD. NO.:	TITLE:	200.02.....	METHOD OF CLEARING – METHOD II	310.01.....	METHOD OF PIPE INSTALLATION	310.02.....	PARALLEL PIPE END SECTION	846.01.....	CONCRETE CURB & GUTTER	848.01.....	CONCRETE SIDEWALK	848.06.....	CURB RAMP	850.01.....	CONCRETE PAVED DITCHES	862.01.....	GUARDRAIL PLACEMENT	862.02.....	GUARDRAIL INSTALLATION	876.02.....	GUIDE FOR RIP RAP AT PIPE OUTLETS	876.04.....	DRAINAGE DITCHES WITH CLASS 'B' RIP RAP	STD. NO.:	TITLE:	10.17B.....	CURB AND GUTTER	10.24C.....	DROP CURB DRIVEWAY	10.27A.....	RESIDENTIAL DRIVEWAY	10.39.....	MODULAR RETAINING WALLS USING GEOGRID IN THE RIGHT–OF–WAY	10.40A.....	DIRECTIONAL ACCESSIBLE RAMP WITH SMALL/MEDIUM CURB RADII	10.40B.....	DIRECTIONAL ACCESSIBLE RAMP WITH LARGE CURB RADII	20.17.....	CONCRETE WING WALL WITH SPLASH PAD	20.22.....	FLARED END SECTION 21" TO 72"	20.28.....	SUBDRANI DETAIL	30.01.....	TEMPORARY SEDIMENT TRAP	30.05.....	TEMPORARY SILT DITCH	30.06A.....	TEMPORARY SILT FENCE	30.07.....	BLOCK AND GRAVEL STONE INLET PROTECTION	30.10.....	TEMPORARY ROCK CHECK DAM	30.11A.....	STABILIZED CONSTRUCTION ENTRANCE	30.12.....	GRAVEL AND RIP RAP FILTER BERM BASIN	30.14.....	TEMPORARY STREAM CROSSING	30.15.....	CATCH BASIN INLET PROTECTION	30.17A.....	TEMPORARY SEEDING SCHEDULE	30.20.....	EMBANKMENT MATTING DETAIL	40.01.....	TREE PLANTING DETAIL	40.10.....	TREE PLANTING NOTES	50.04.....	SAFETY RAIL	50.07.....	DEAD END STREET BARRICADE	50.08.....	END OF ROADWAY MARKER																		
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STIPULATION FOR REUSE

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Marsh Properties
Ardey Kell Road Extension
and Intersection with
Tilley Morris Road (SR 3445)
Charlotte, Mecklenburg County
North Carolina



MODIFICATION LOG		

JOB NUMBER:	C140018.1
CHECKED BY:	TWL
DRAWN BY:	DJW
SCALE:	NTS
DATE:	3/16/16

180°

AMERICAN

Engineering

American Engineering Associates - Southeast, P.A.
8008 Corporate Center Dr - Suite 110
Charlotte, NC 28226

704-375-2438

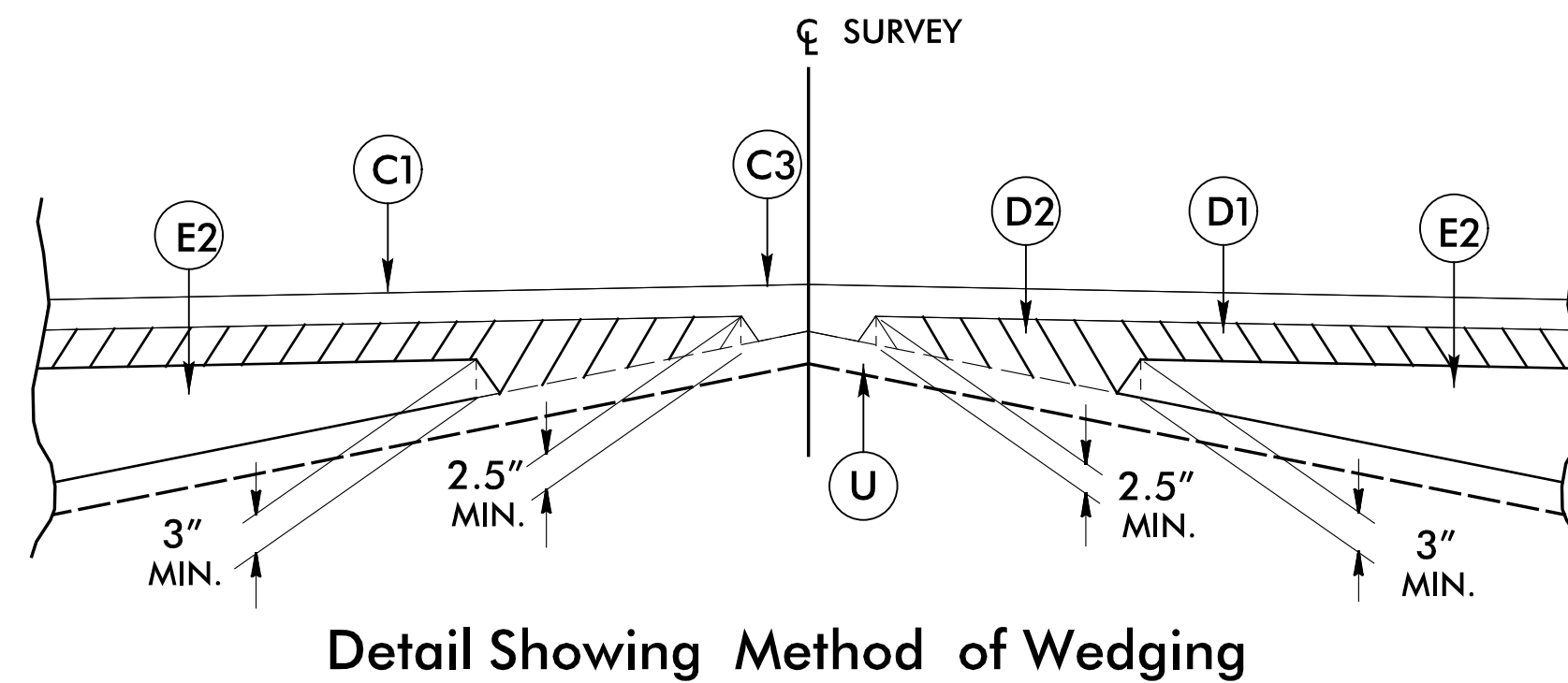
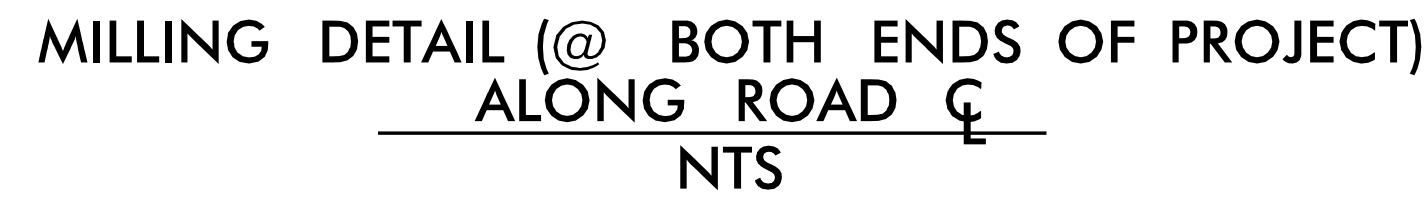
GENERAL
NOTES

SHEET:
R1.1

North 811

www.nc811.com

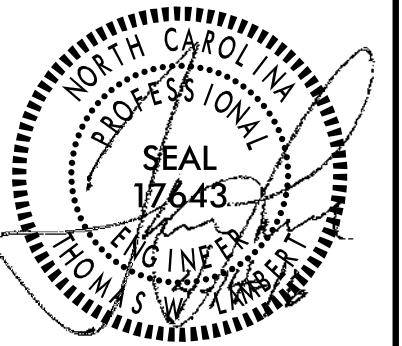
*** 3 Days Before Digging ***
North Carolina 811
811 or 1-800-652-4949
Remote Ticket Entry
http://nc811.org/remoteticketentry.htm



NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

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Charlotte, Mecklenburg County
North Carolina

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DB NUMBER:	C140018.1
CHECKED BY:	TWL
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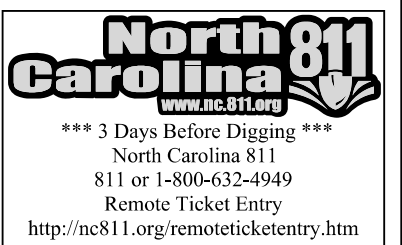
**AMERICAN
Engineering**

American Engineering Associates - Southeast, P.A.
8008 Corporate Center Dr., Suite 110
Charlotte, NC 28226 704-375-2438

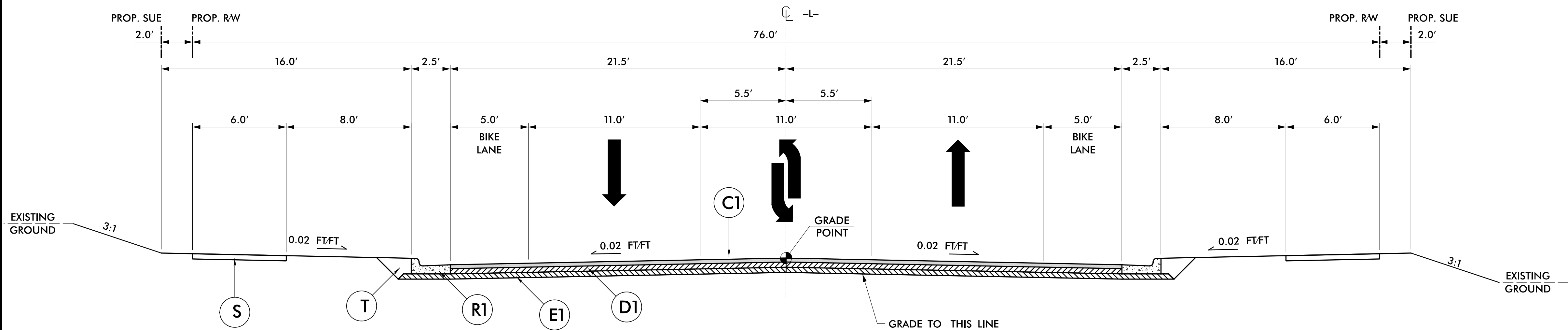
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TYPICAL SECTIONS

HEET: R2.0



4/19/2016 Project: Dgn\\Plan Sheets\\Marsh R2.1.dgn
Sheet: 1



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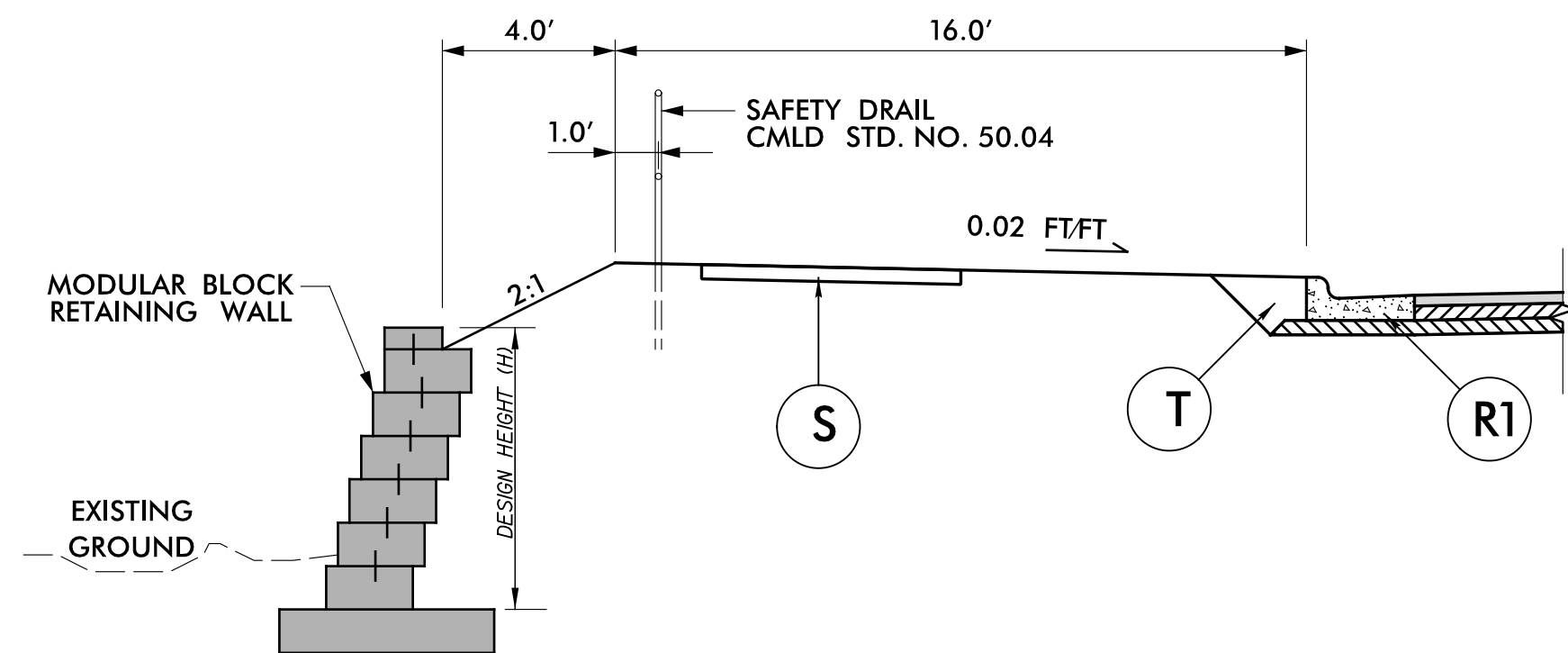
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ARDREY KELL RD.

CITY MAINTAINED - CLASS IV THOROUGHFARE

USE TYPICAL SECTION NO. 1

-L- STA. 60+40.00 TO STA 84+90.00

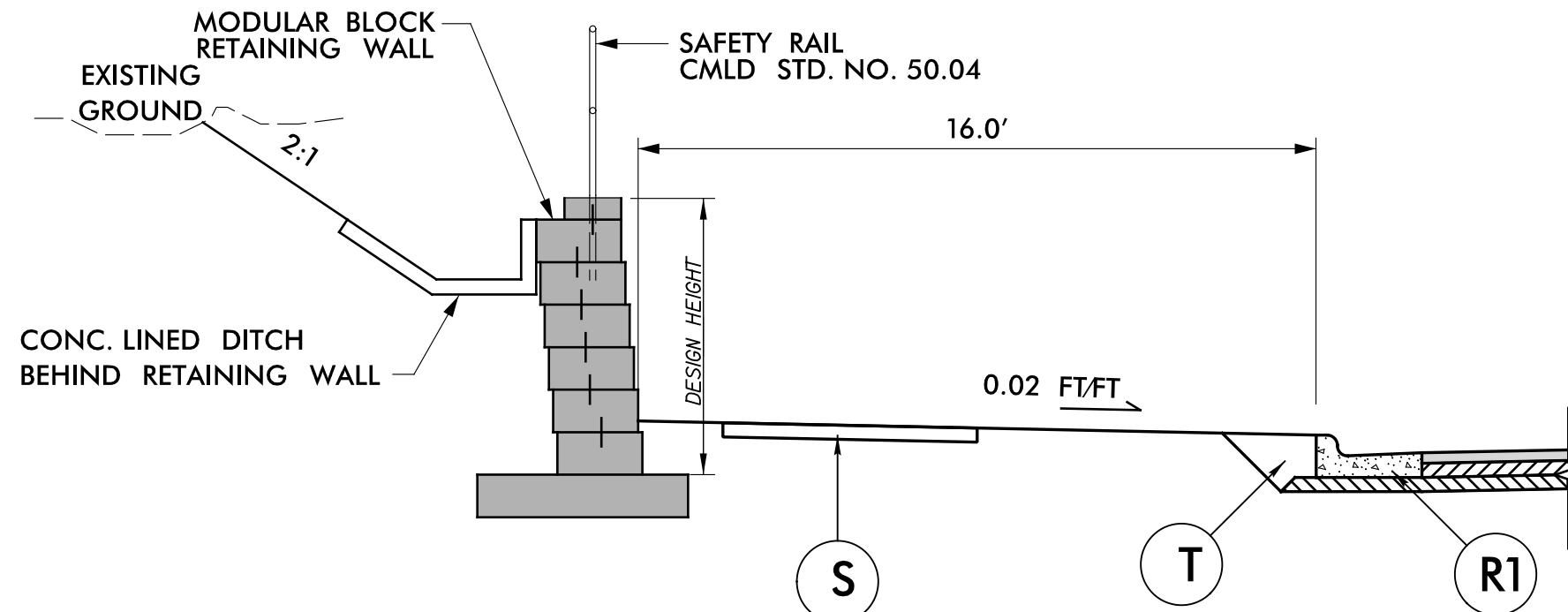


PARTIAL TYPICAL SECTION NO. 1A

NTS

USE TYPICAL SECTION NO. 1A

-L- STA. 66+10.00 TO STA. 70+30.00, LT; H VAR. 2.0' TO 16.0'
-L- STA. 71+35.00 TO STA. 77+45.00, RT; H VAR. 2.0' TO 26.0'
-L- STA. 74+20.00 TO STA. 77+80.00, LT; H VAR. 2.0' TO 24.8'
-L- STA. 81+10.00 TO STA. 82+46.00, LT; H VAR. 2.0' TO 18.1'
-L- STA. 81+12.50 TO STA. 83+50.00, RT; H VAR. 2.0' TO 18.8'

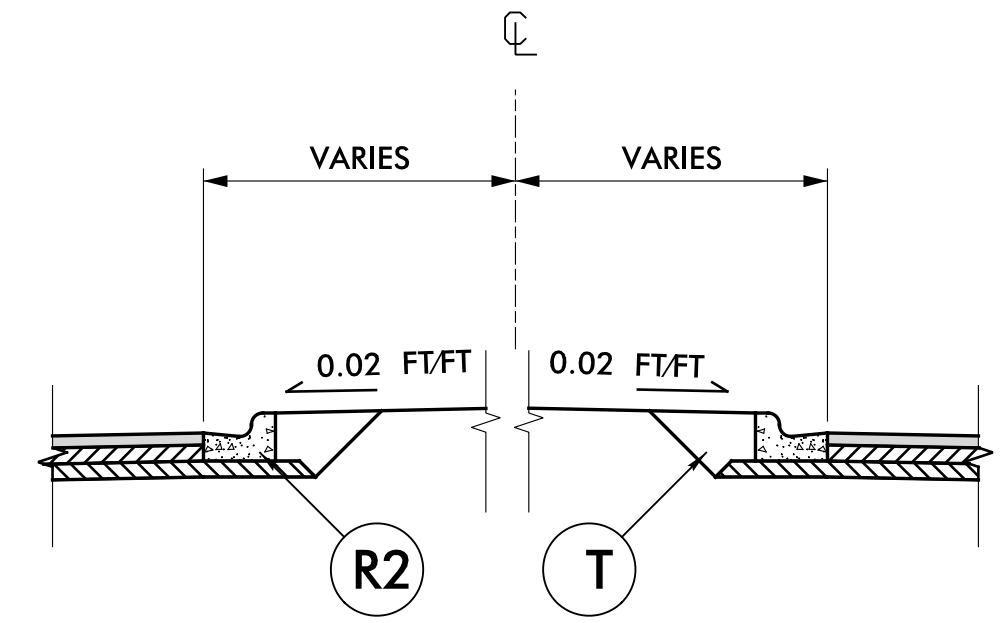


PARTIAL TYPICAL SECTION NO. 1B

NTS

USE TYPICAL SECTION NO. 1B

-L- STA. 63+00.00 TO STA. 65+80.00, LT; H VAR. 2.0' TO 14.0'
-L- STA. 70+70.00 TO STA. 73+80.00, LT; H VAR. 2.0' TO 13.0'



PARTIAL TYPICAL SECTION NO. 1C

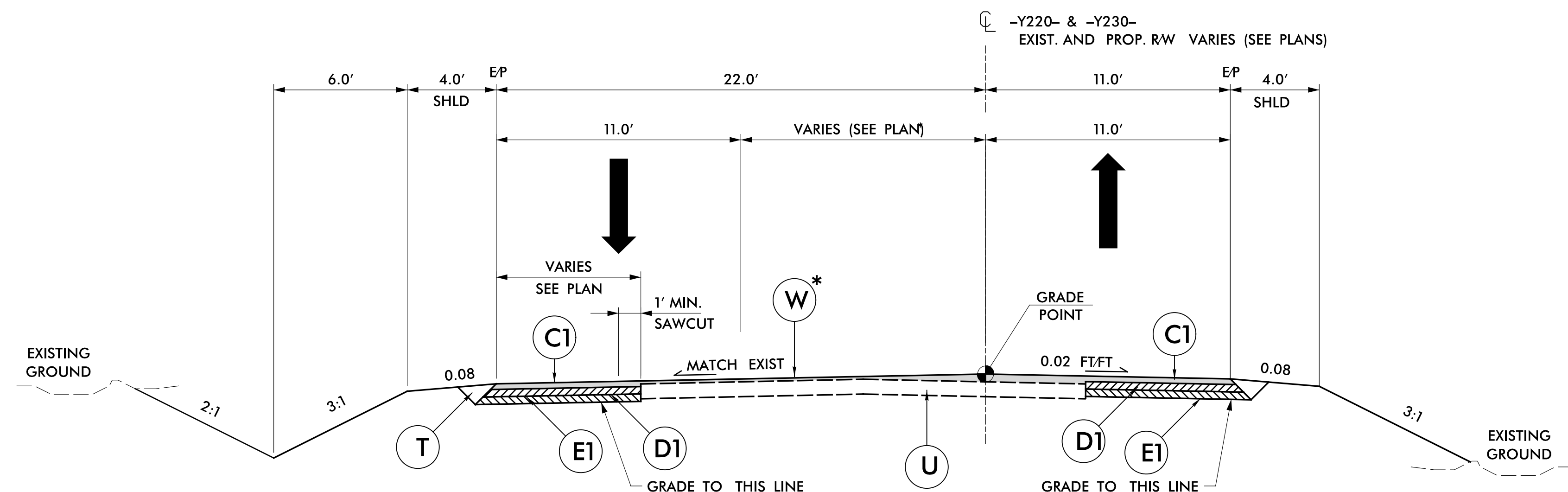
NTS

USE TYPICAL SECTION NO. 1C

-L- STA. 81+70 TO STA. 84+90
-Y220- STA. 15+37 TO STA. 15+97
-Y230- STA. 16+92 TO STA. 17+68

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EA. OF TWO LAYERS
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 1 1/2" IN DEPTH
D1	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
D2	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 2 1/2" IN DEPTH OR GREATER THAN 4" IN DEPTH
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. IN EACH OF TWO LAYERS
E2	PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT LESS THAN 3" IN DEPTH OR GREATER THAN 5 1/2" IN DEPTH
R1	2'-6" CONCRETE CURB AND GUTTER
R2	1'-6" CONCRETE CURB AND GUTTER, CMLD STD. NO. 10.17B
R3	8" CONCRETE ISLAND COVER, CLASS A
R4	9"x18" CONCRETE CURB
R5	1'-6" CONCRETE CURB AND GUTTER
S	4" CONCRETE SIDEWALK
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
V	MILLING BITUMINOUS PAVEMENT, 1 1/2" DEPTH.
W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE STANDARD WEDGING DETAIL THIS SHEET)

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.



TYPICAL SECTION NO. 2

NTS

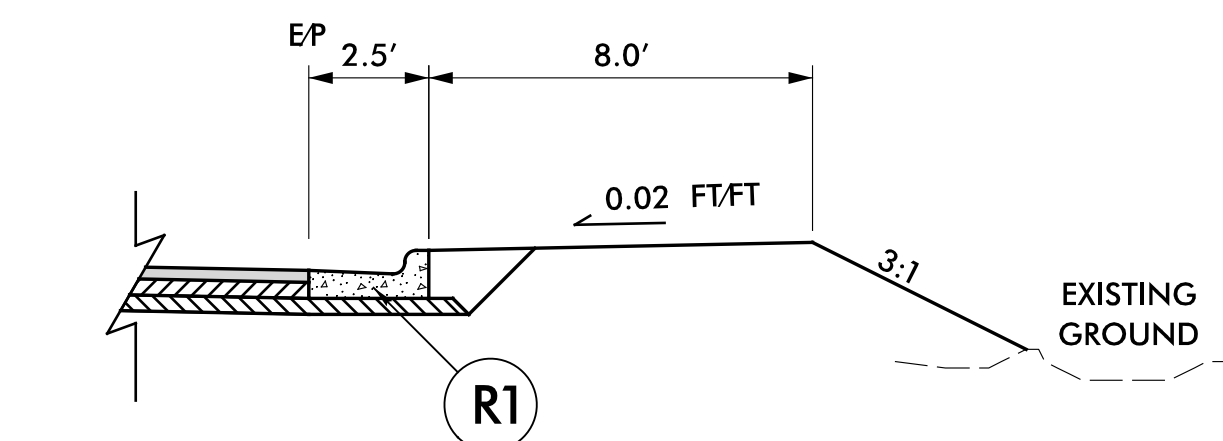
TILLEY MORRIS RD. (SR-3445)

USE TYPICAL SECTION NO. 2

-Y220- STA. 12+00.00 TO STA 16+00.00
-Y230- STA. 17+00.00 TO STA 21+00.00

NCDOT MAINTAINED - MINOR THOROUGHFARE FUNCTIONAL CLASS - LOCAL

* WHERE WEDGING BECOMES GREATER THAN FULL DEPTH PAVEMENT OR EXIST. PAVEMENT IS REMOVED TO LOWER PROFILE GRADE, END WEDGING AND CONSTRUCT FULL DEPTH PAVEMENT.
APPROX. -Y220- STA. 13+00 TO STA. 16+00
APPROX. -Y320- STA. 17+00 TO STA. 19.50

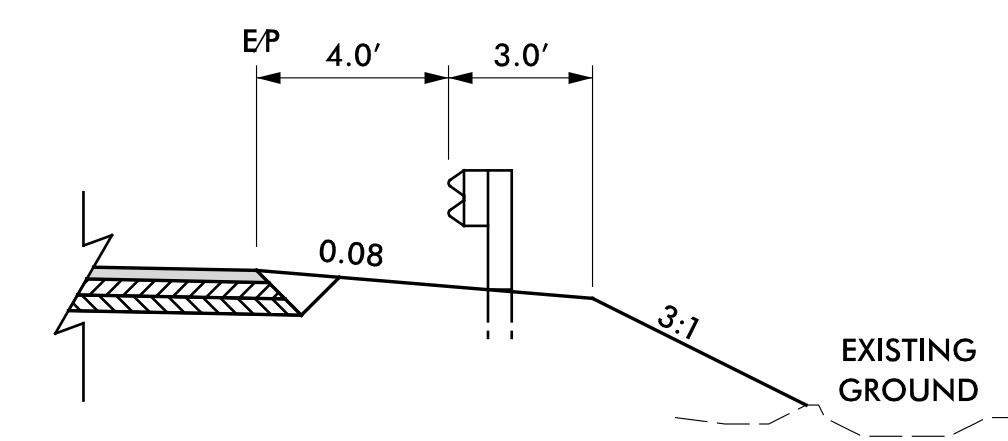


PARTIAL TYPICAL SECTION NO. 2A

NTS

USE TYPICAL SECTION NO. 2A

-Y220- STA. 14+50.00 TO STA. 16+00.00, LT
-Y220- STA. 14+72.97 TO STA. 16+00.00, RT
-Y230- STA. 17+00.00 TO STA. 17+86.87, RT
-Y230- STA. 17+00.00 TO STA. 18+53.12, RT



PARTIAL TYPICAL SECTION NO. 2B

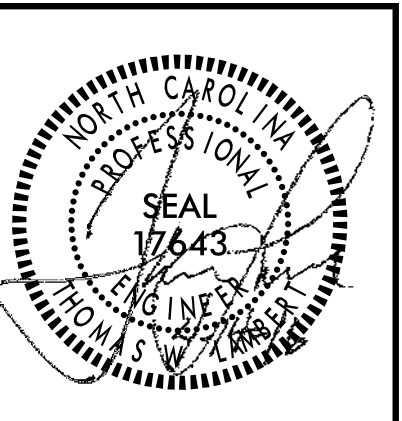
NTS

USE TYPICAL SECTION NO. 2B

-Y230- STA. 18+60.00 TO STA. 21+00.00, RT

STIPULATION FOR REUSE
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Marsh Properties
Ardrey Kell Road Extension
and Intersection with
Tilley Morris Road (SR 3445)
Charlotte, Mecklenburg County
North Carolina



MODIFICATION LOG	

JOB NUMBER: C140018.1
CHECKED BY: TML
DRAWN BY: DJW
SCALE: NTS
DATE: 3/16/16

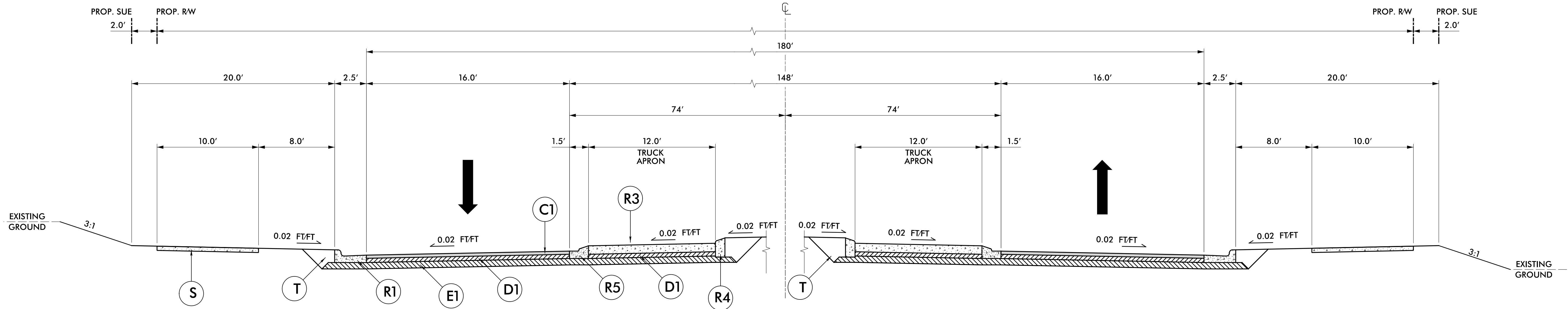
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AMERICAN
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Charlotte, NC 28226
704-375-2438

TYPICAL
SECTIONS

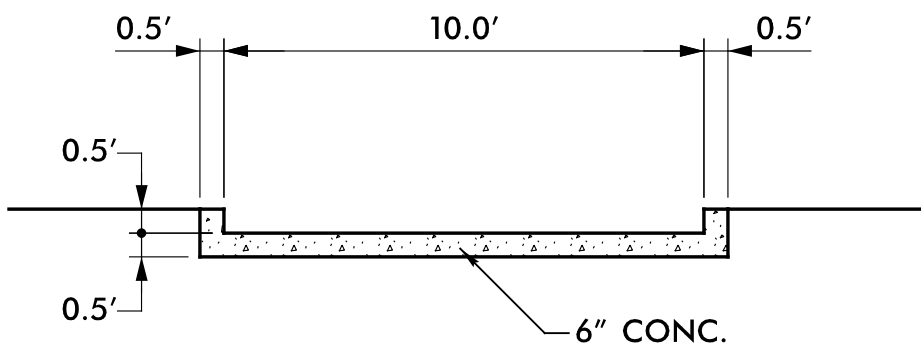
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R2.1



4/19/2016 Project: Marsh Properties\Marsh R2.2.dgn
Sheet: R2.2



TYPICAL SECTION NO. 3
ARDREY KELL RD.
USE TYPICAL SECTION NO. 1
-L- STA. 84+90.00 TO STA 86+70.00



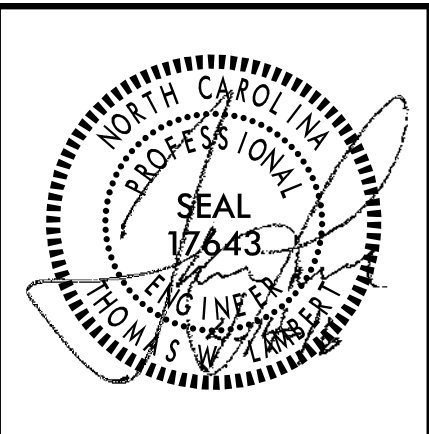
DETAIL – ISLAND SECTION A-A

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EA. OF TWO LAYERS
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 1½" IN DEPTH
D1	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
D2	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 2½" IN DEPTH OR GREATER THAN 4" IN DEPTH
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. IN EACH OF TWO LAYERS
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R1	2'-6" CONCRETE CURB AND GUTTER
R2	1'-6" CONCRETE CURB AND GUTTER, CMLD STD. NO. 10.17B
R3	8" CONCRETE ISLAND COVER, CLASS A
R4	9"x18" CONCRETE CURB
R5	1'-6" CONCRETE CURB AND GUTTER
S	4" CONCRETE SIDEWALK
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
V	MILLING BITUMINOUS PAVEMENT, 1½" DEPTH.
W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE STANDARD WEDGING DETAIL THIS SHEET

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

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Charlotte, Mecklenburg County
North Carolina



MODIFICATION LOG		
JOB NUMBER: C140018.1		
CHECKED BY: TWL		
DRAWN BY: DJW		
SCALE: NTS		
DATE: 3/16/16		

18
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Charlotte, NC 28226 704-375-2438

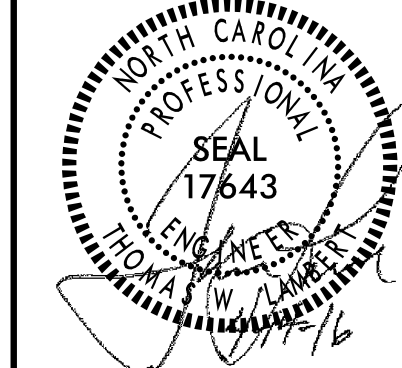
TYPICAL
SECTIONS
SHEET:
R2.2



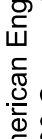
LIST OF PIPES, ENDWALLS, ETC.

THIS DRAWING WAS PREPARED FOR USE ON A SPECIFIC SITE, AND IT IS NOT SUITABLE FOR USE ON A DIFFERENT PROJECT SITE OR AT A LATER TIME. USE OF THIS DRAWING FOR REFERENCE OR EXAMPLE ON ANOTHER PROJECT REQUIRES THE SERVICES OF PROPERLY LICENSED ARCHITECTS AND ENGINEERS. REPRODUCTION OF THIS DRAWING FOR REUSE ON ANOTHER PROJECT IS NOT AUTHORIZED AND MAY BE CONTRARY TO THE LAW.

Marsh Properties
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Charlotte, Mecklenburg County

[illegible]

JOB NUMBER:	C14001
CHECKED BY:	T
DRAWN BY:	D
SCALE:	M
DATE:	3/16/



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FIIM # C-3881

DRAINAGE SUMMARY

SHEET: R3.0

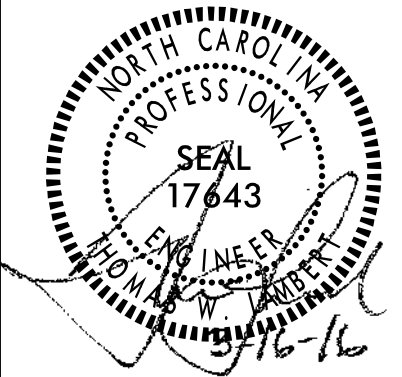




BILL OF MATERIALS				
REINF. STEEL			QUANT./WALL	
BAR	SIZE	LENGTH	NO.	WT.
B1	#4	8'-3"	4	22
B2	#4	7'-5"	4	20
G1	#7	15'-2"	4	124
N1	#5	4'-4"	8	36
T1	#4	15'-2"	8	81
T2	#4	3'-0"	31	62
V1	#4	9'-5"	16	100
REINF. STEEL LBS.			445	
CONC. CU. YDS.			7.50	

STIPULATION FOR REUSE
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Marsh Properties
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North Carolina

[illegible]

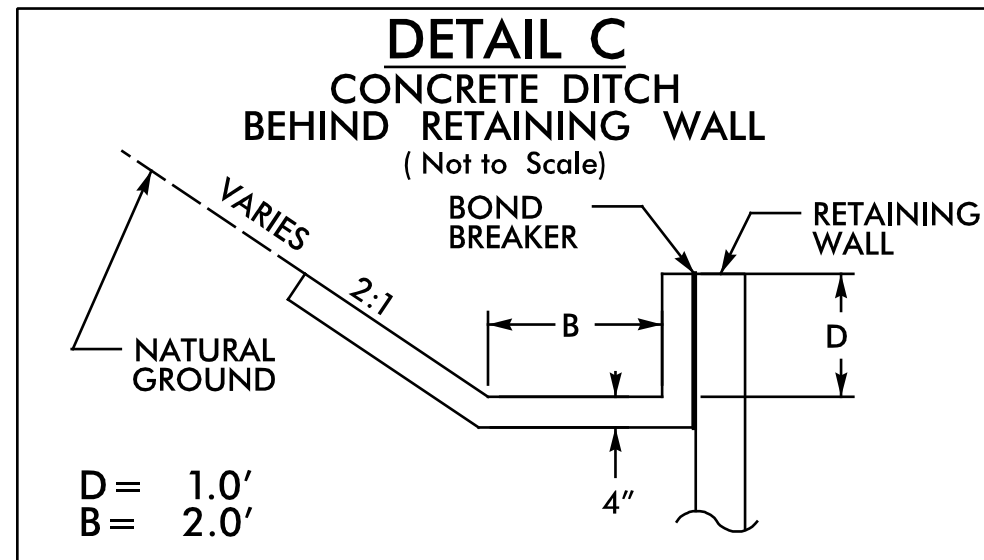
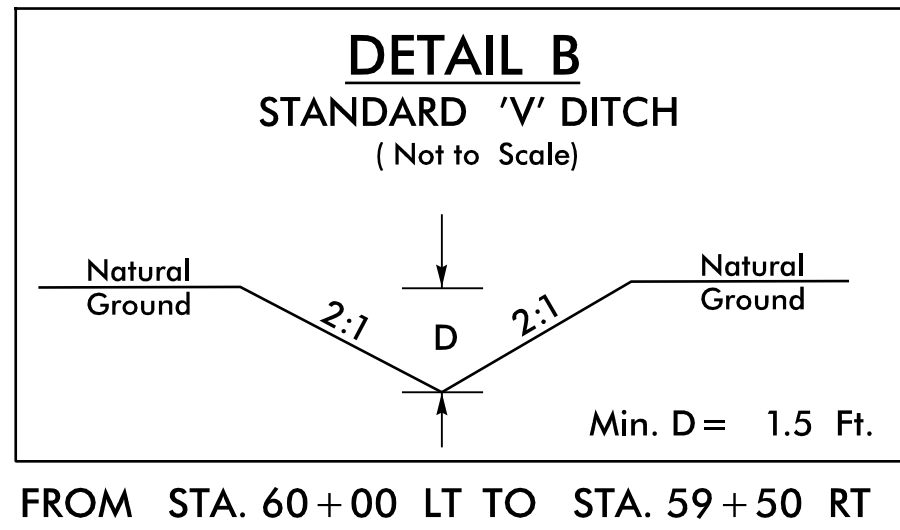
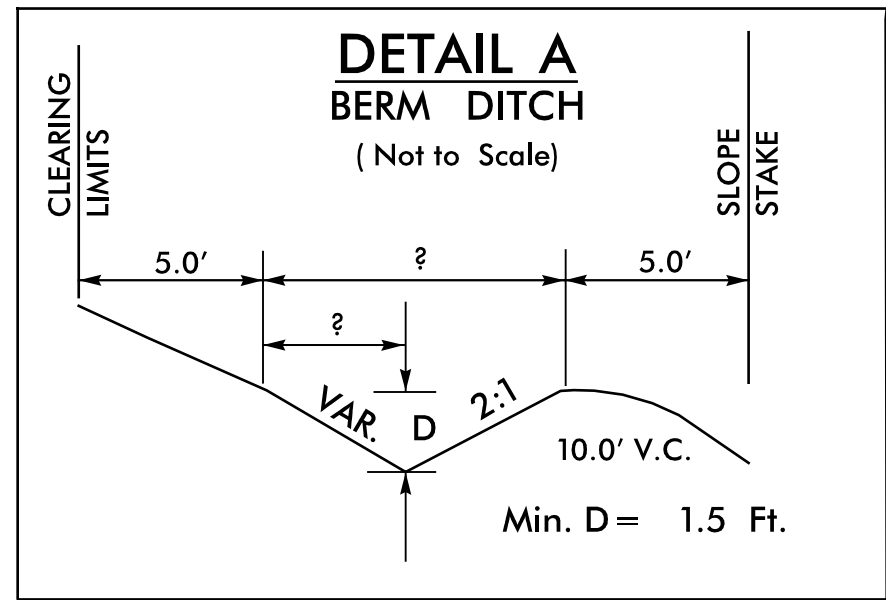
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CHECKED BY:	TW
DRAWN BY:	DJJ
SCALE:	NT
DATE:	3/16/1



DRAINAGE DETAILS

SHEET: R3.1





FROM STA. 60+00 TO STA. 63+00 LT

BEGIN CONSTRUCTION
-L- STA. 60+40.00

FROM STA. 63+00 TO STA. 65+80
FROM STA. 70+70 TO STA. 73+80

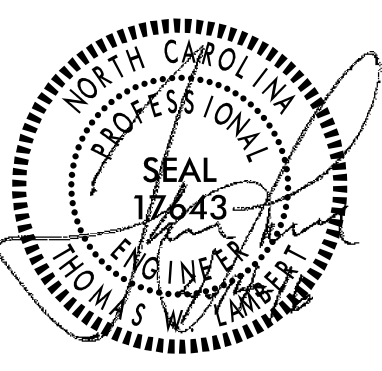
NOW OR FORMERLY
MARSH MORTGAGE COMPANY
DB 1849 PG 163
PID #231-231-01

NOW OR FORMERLY
GARY DEWEESE SHARPE and wife,
PEGGY HARRIS SHARPE
DB 9797 PG 718
ALL OF LOT 4, BLOCK 2
CHESTNUT HILLS SUBDIVISION
MB 18 PG 262
PID #231-126-01

NOW OR FORMERLY
PAUL C. BOVA and wife,
SHERRY BOVA
DB 18969 PG 880
ALL OF LOT 3, BLOCK 2
CHESTNUT HILLS SUBDIVISION
MB 18 PG 262
PID #231-126-02

STIPULATION FOR REUSE
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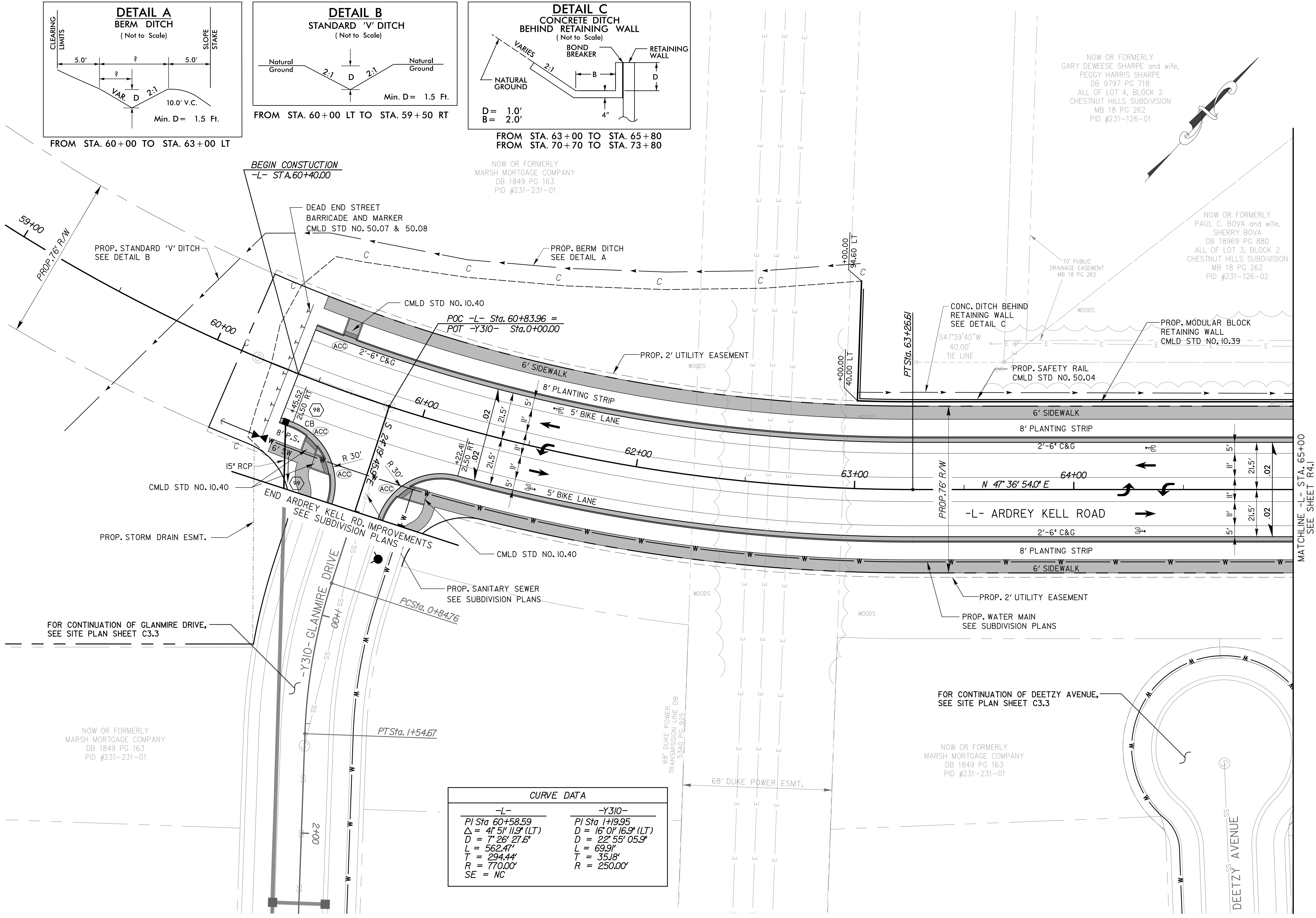
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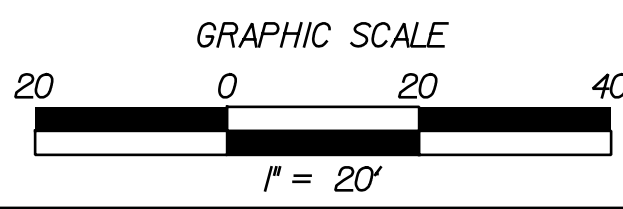
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FIRM # C-3881
American Engineering Associates - Southeast, P.A.
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Charlotte, NC 28226
704-375-2438

ROADWAY PLANS

SHEET:
R4.0



CURVE DATA	
-L-	-Y310-
PI Sta 60+58.59	PI Sta 1+19.95
$\Delta = 41^\circ 51' 11.9''$ (LT)	$D = 16^\circ 01' 16.9''$ (LT)
$D = 7^\circ 26' 27.6''$	$D = 22^\circ 55' 05.9''$
$L = 562.47'$	$L = 69.91'$
$T = 294.44'$	$T = 35.18'$
$R = 770.00'$	$R = 250.00'$
SE = NC	



4/12/2016 Project: Marsh Properties\Marsh R4.1.dgn
User: jph-dgn

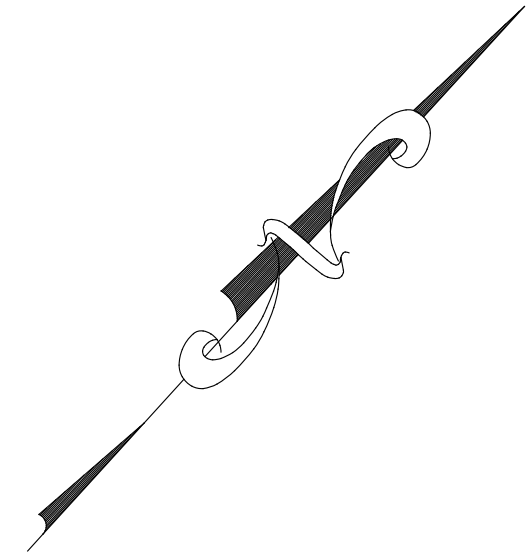
SEE SHEET R4.0
MATCHLINE -L- STA. 65+00

MATCHLINE -L- STA. 71+00
SEE SHEET R4.2

NOW OR FORMERLY
PAUL C. BOVA and wife,
SHERRY BOVA
DB 18969 PG 880
ALL OF LOT 3, BLOCK 2
CHESTNUT HILLS SUBDIVISION
MB 18 PG 262
PID #231-126-02

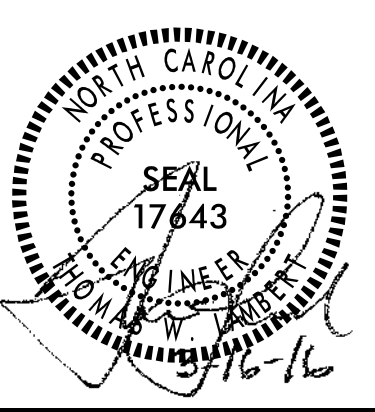
NOW OR FORMERLY
JOSEPH DAVID BLOCKSOM and wife,
SALLY A. MOORE
DB 6303 PG 91
ALL OF LOT 2, BLOCK 2
CHESTNUT HILLS SUBDIVISION
MB 18 PG 262
PID #231-126-03

NOW OR FORMERLY
KRZYSZTOF BROSKIEWICZ and wife,
DOROTA BROSKIEWICZ
DB 12832 PG 816
ALL OF LOT 1, BLOCK 2
CHESTNUT HILLS SUBDIVISION
MB 18 PG 262
PID #231-126-04



STIPULATION FOR REUSE
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Marsh Properties
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North Carolina



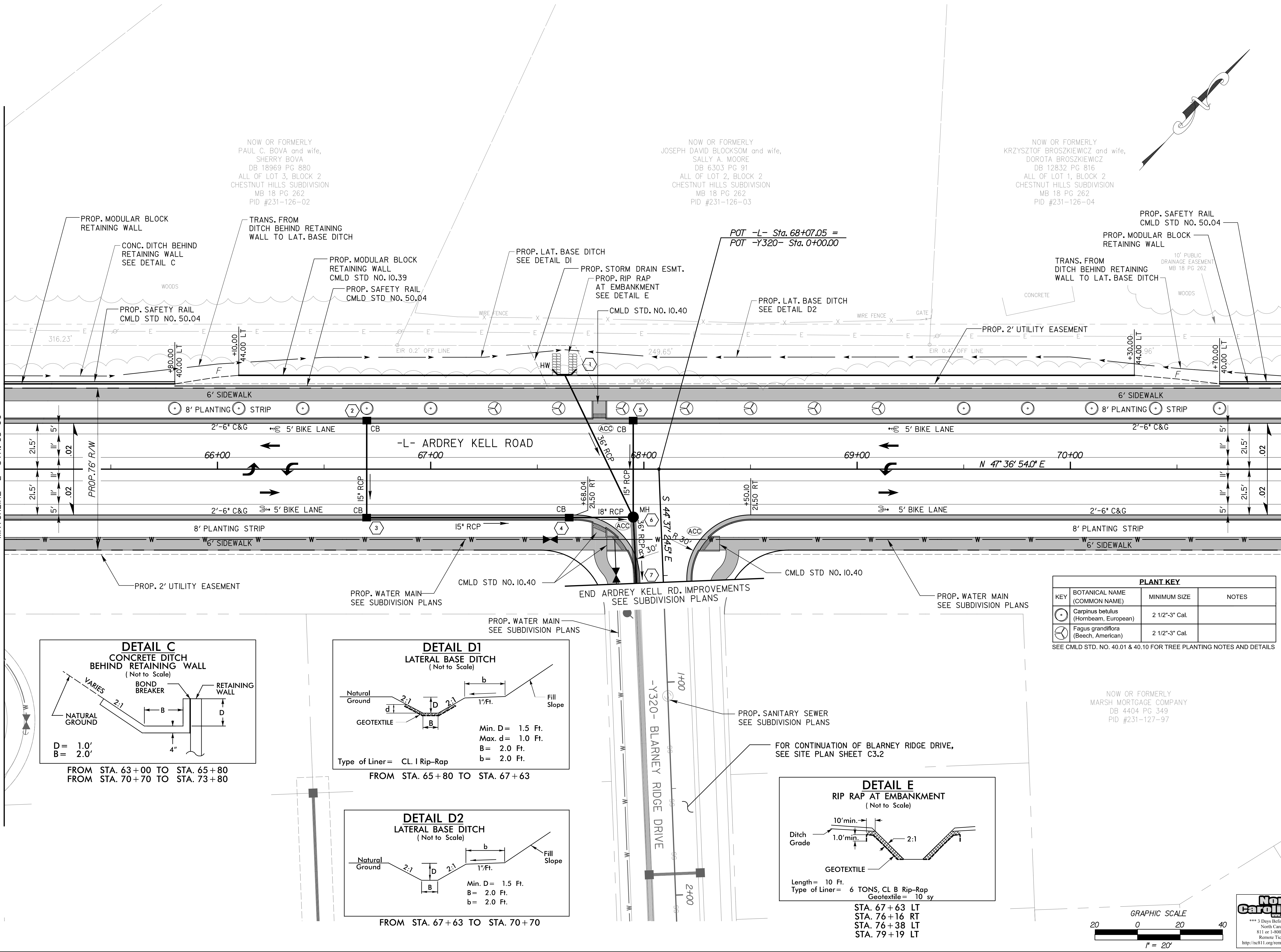
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CHECKED BY: TWL
DRAWN BY: DJW
SCALE: 1"=20'
DATE: 3/16/16

18-3881
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704-375-2438

ROADWAY
PLANS

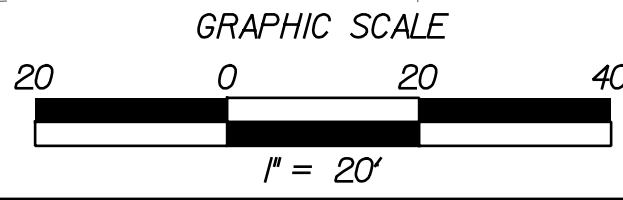
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R4.1

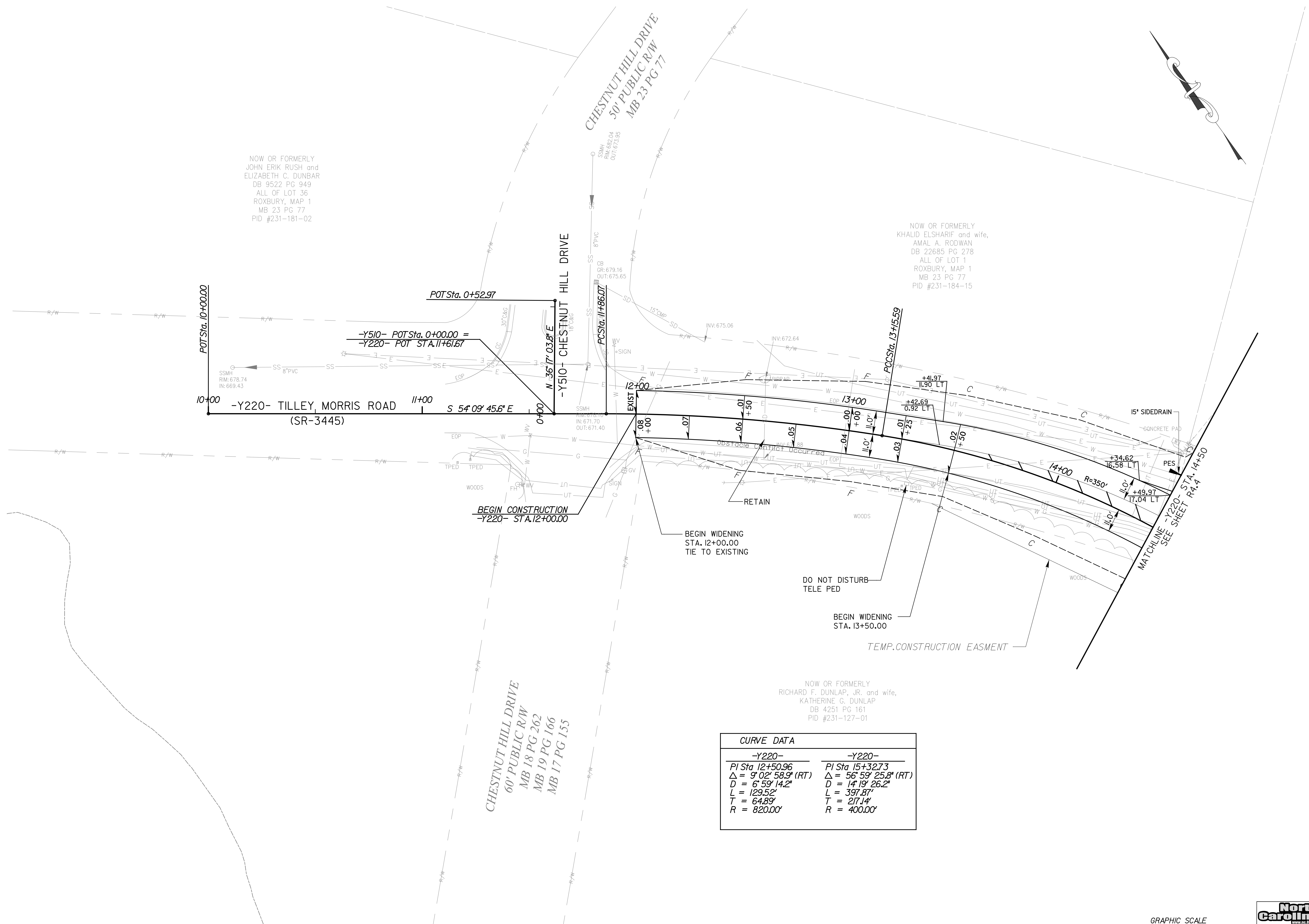


PLANT KEY			
KEY	BOTANICAL NAME (COMMON NAME)	MINIMUM SIZE	NOTES
●	Carpinus betulus (Hornbeam, European)	2 1/2"-3" Cal.	
○	Fagus grandiflora (Beech, American)	2 1/2"-3" Cal.	

SEE CMLD STD. NO. 40.01 & 40.10 FOR TREE PLANTING NOTES AND DETAILS

NOW OR FORMERLY
MARSH MORTGAGE COMPANY
DB 4404 PG 349
PID #231-127-97





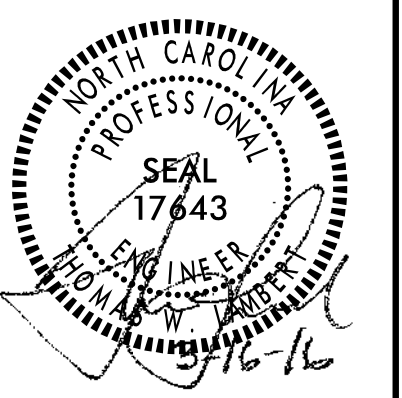
NOW OR FORMERLY
JOHN ERIK RUSH and
ELIZABETH C. DUNBAR
DB 9522 PG 949
ALL OF LOT 36
ROXBURY, MAP 1
MB 23 PG 77
PID #231-181-02

NOW OR FORMERLY
KHALID ELSHARIF and wife,
AMAL A. RODWAN
DB 22685 PG 278
ALL OF LOT 1
ROXBURY, MAP 1
MB 23 PG 77
PID #231-184-15

STIPULATION FOR REUSE

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Marsh Properties
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Charlotte, Mecklenburg County
North Carolina



MODIFICATION LOG

[illegible]

DB NUMBER: C140018.1

CHECKED BY: TWL

RAWN BY: DJW

SCALE: 1"=20'

DATE: 3/16/16

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ROADWAY PLANS

SHEET: R4.5

4/12/2016
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skeus

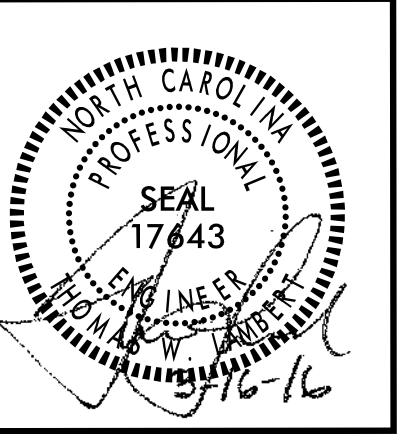
GRAPHIC SCALE

$1'' = 20'$



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North Carolina

[illegible]

DOB NUMBER:	C140018.1
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DRAWN BY:	DJW
SCALE:	1"=20'
DATE:	3/16/16

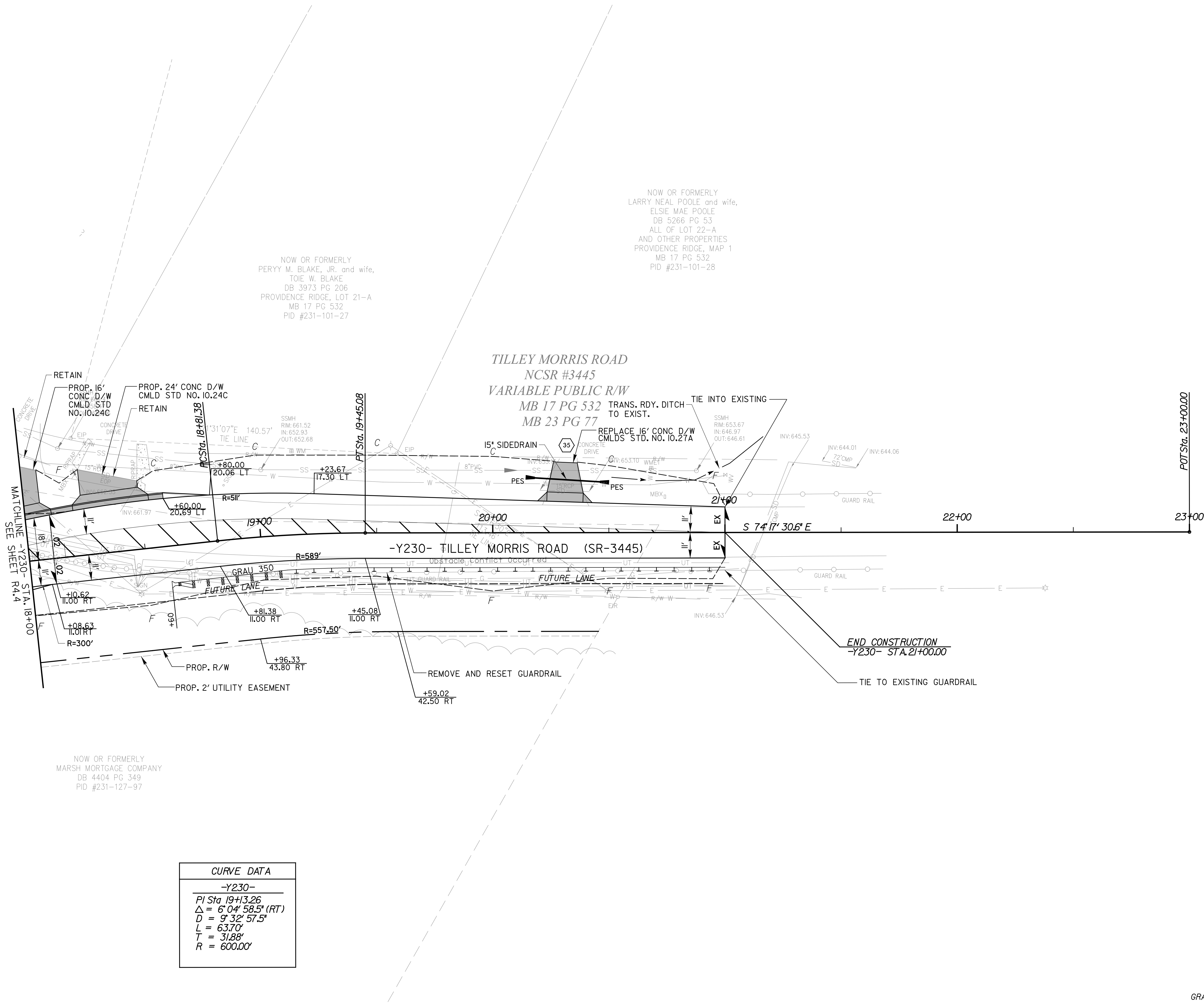
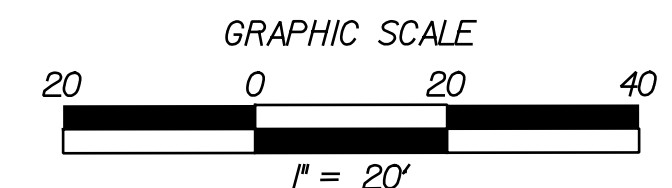
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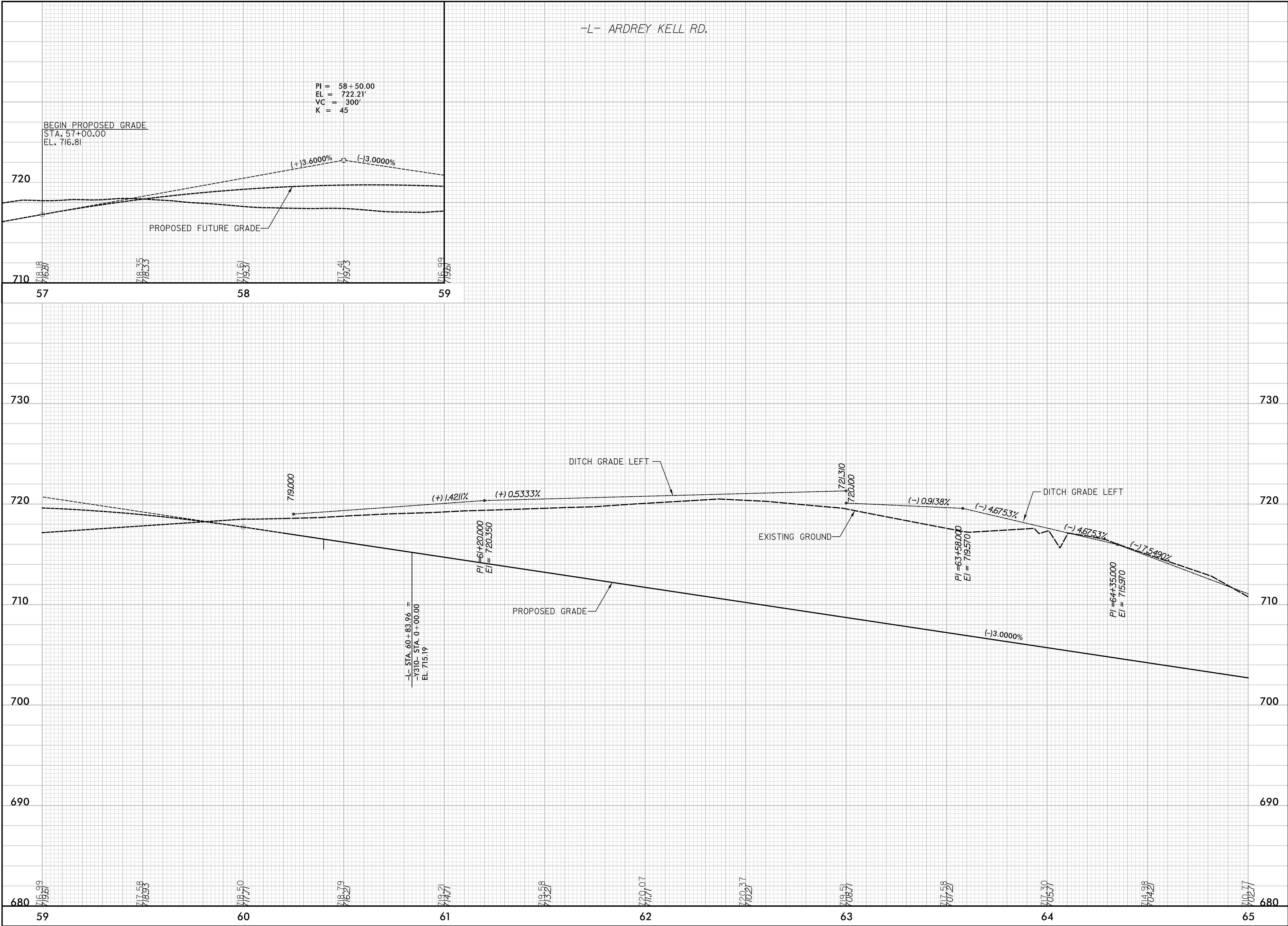
FIRM # C-3681

ROADWAY PLANS

R4.6



4/12/2016 Property\Dgn\Plan Sheets\Marsh_R4.6_psh.dgn



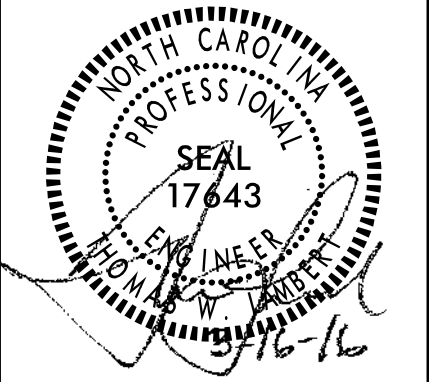
STIPULATION FOR REUSE

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Marsh Properties

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Charlotte, Mecklenburg County
North Carolina



MODIFICATION LOG	

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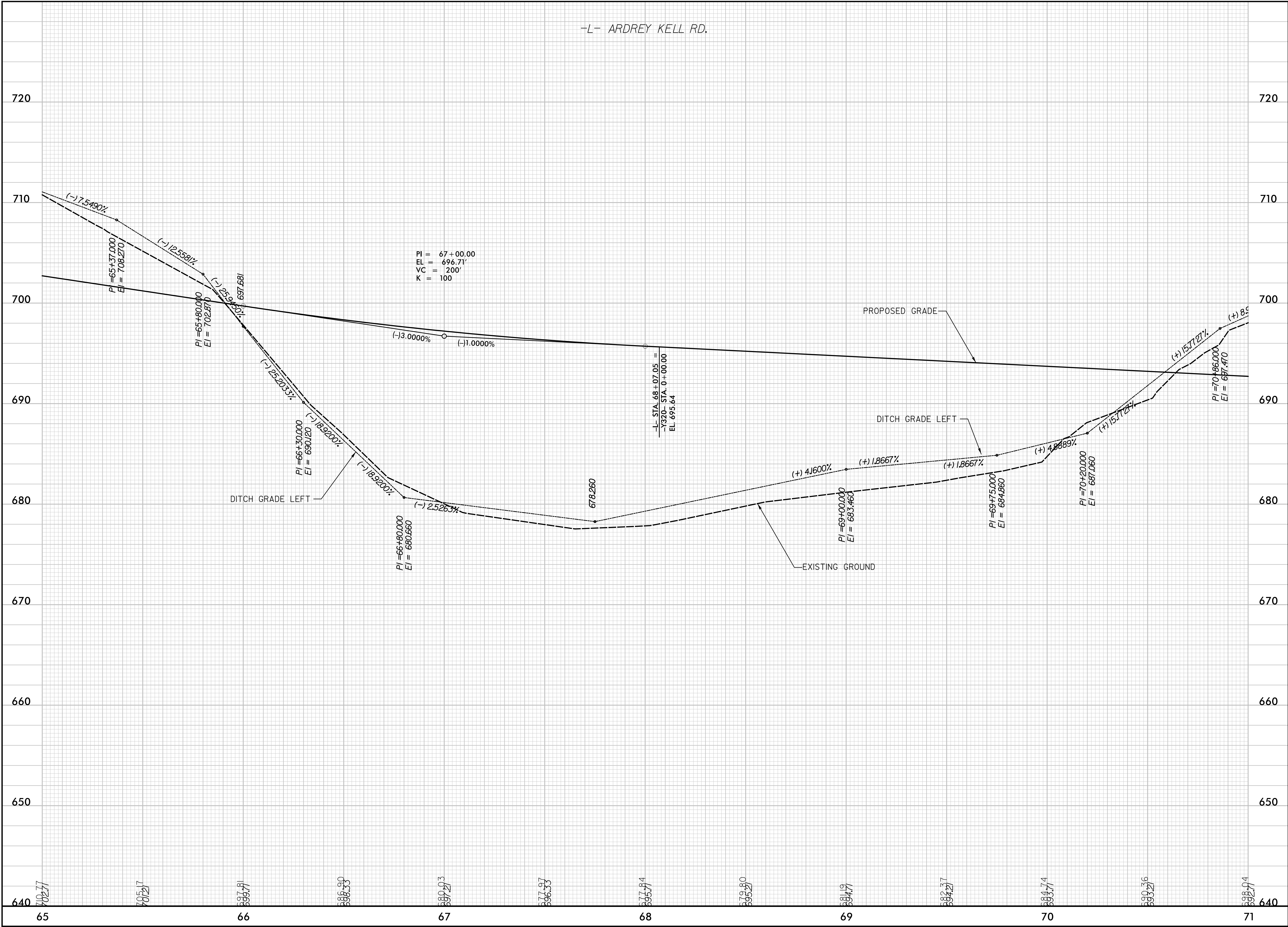
DATE: 3/16/16

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PROFILES

SHEET: R5.0



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North Carolina



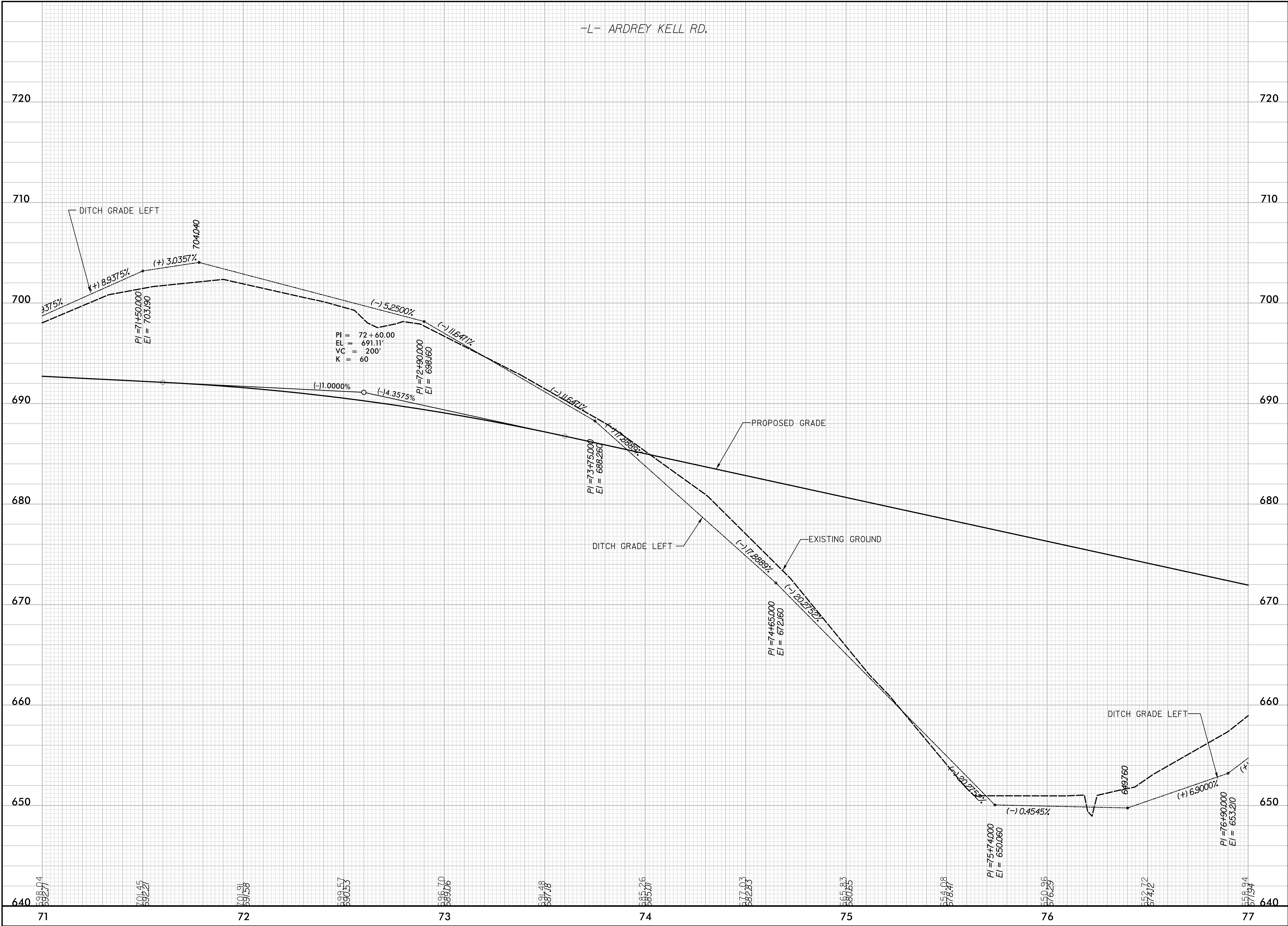
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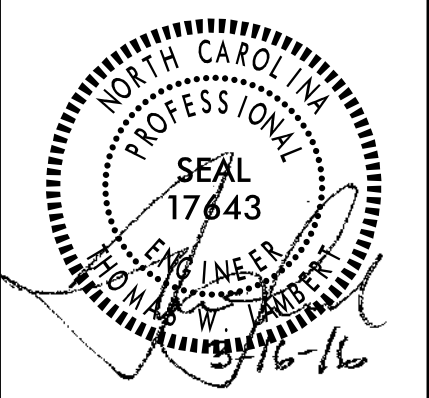
PROFILES

SHEET:
R5.1



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MODIFICATION LOG	

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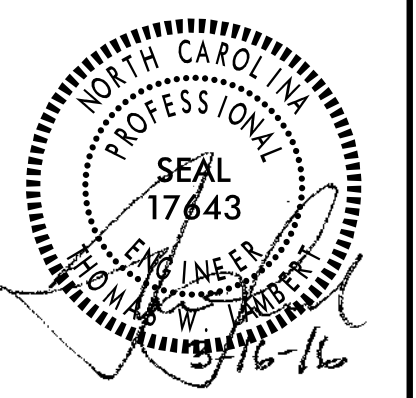
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Charlotte, NC 28226
704-375-2438
FIRM # C-3881

PROFILES

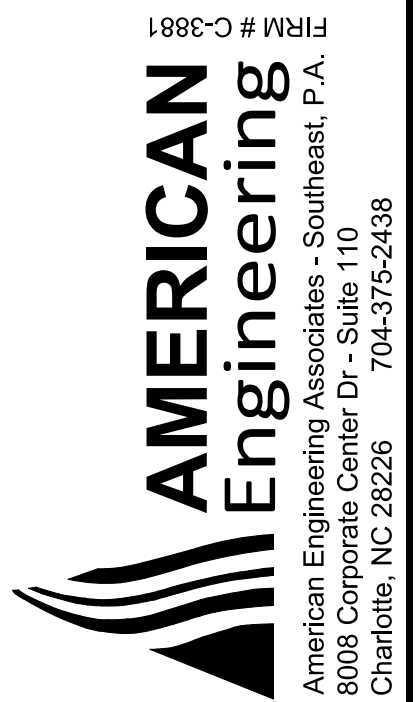
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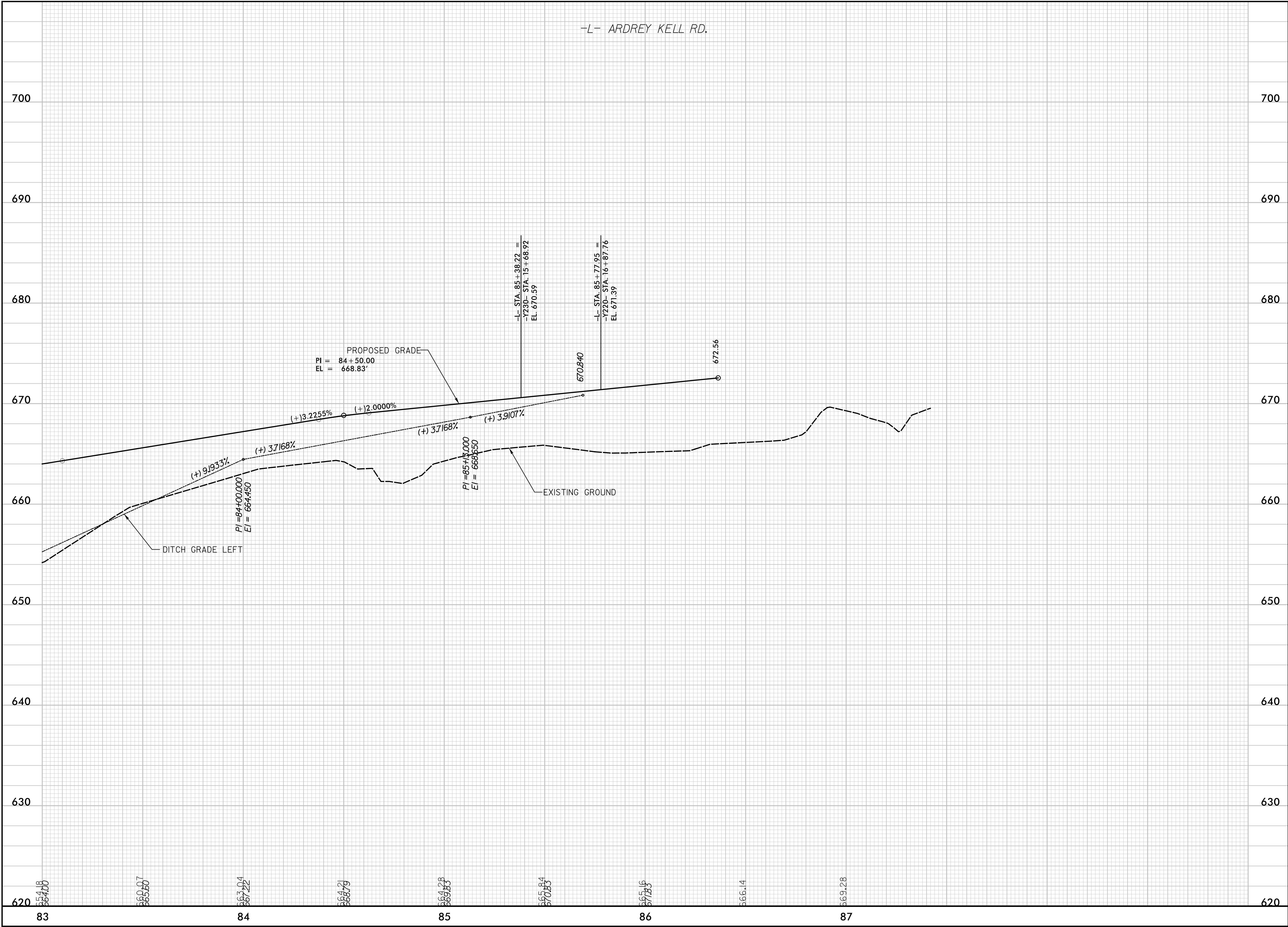
Marsh Properties
Ardrey Kell Rd - SR 3632
Charlotte, Mecklenburg County
North Carolina



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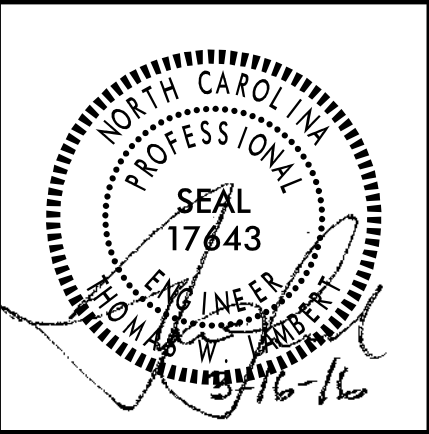
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MODIFICATION LOG	

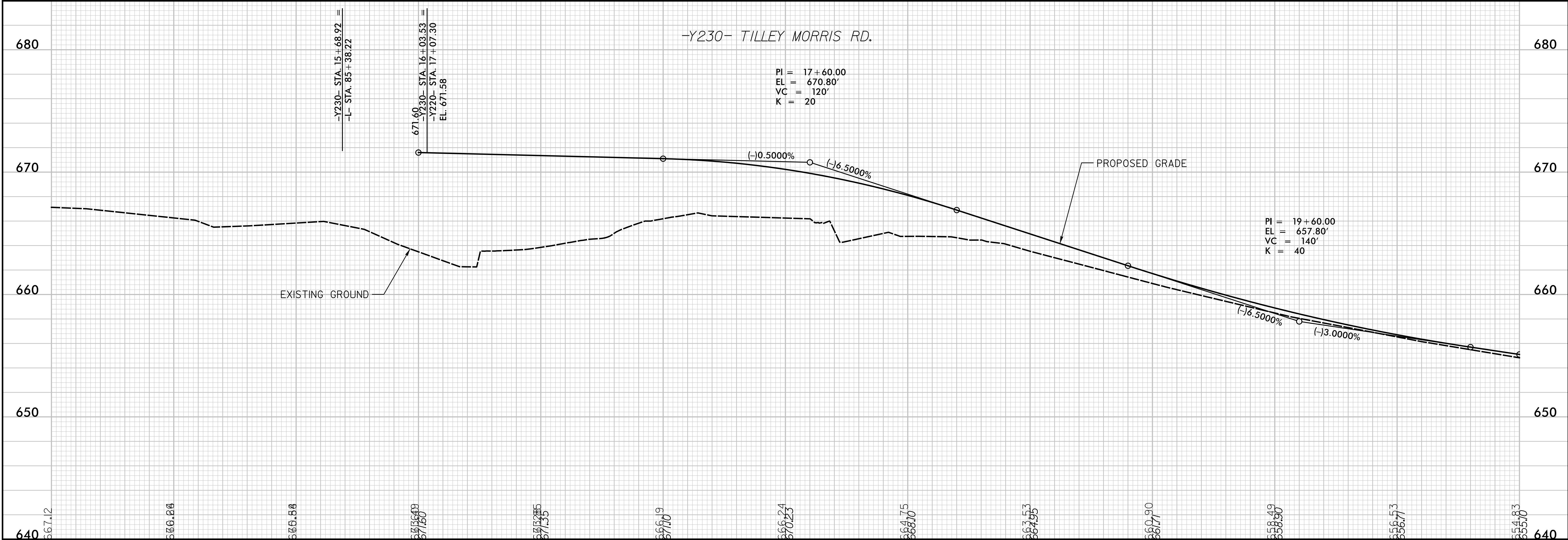
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PROFILES

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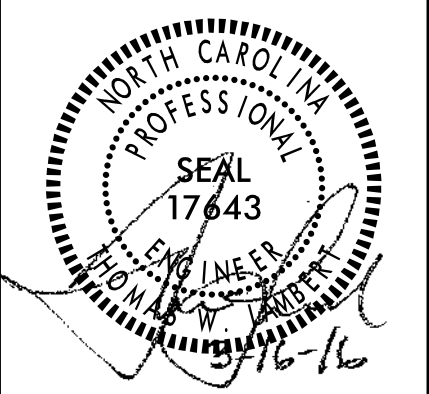
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STIPULATION FOR REUSE

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MODIFICATION LOG	

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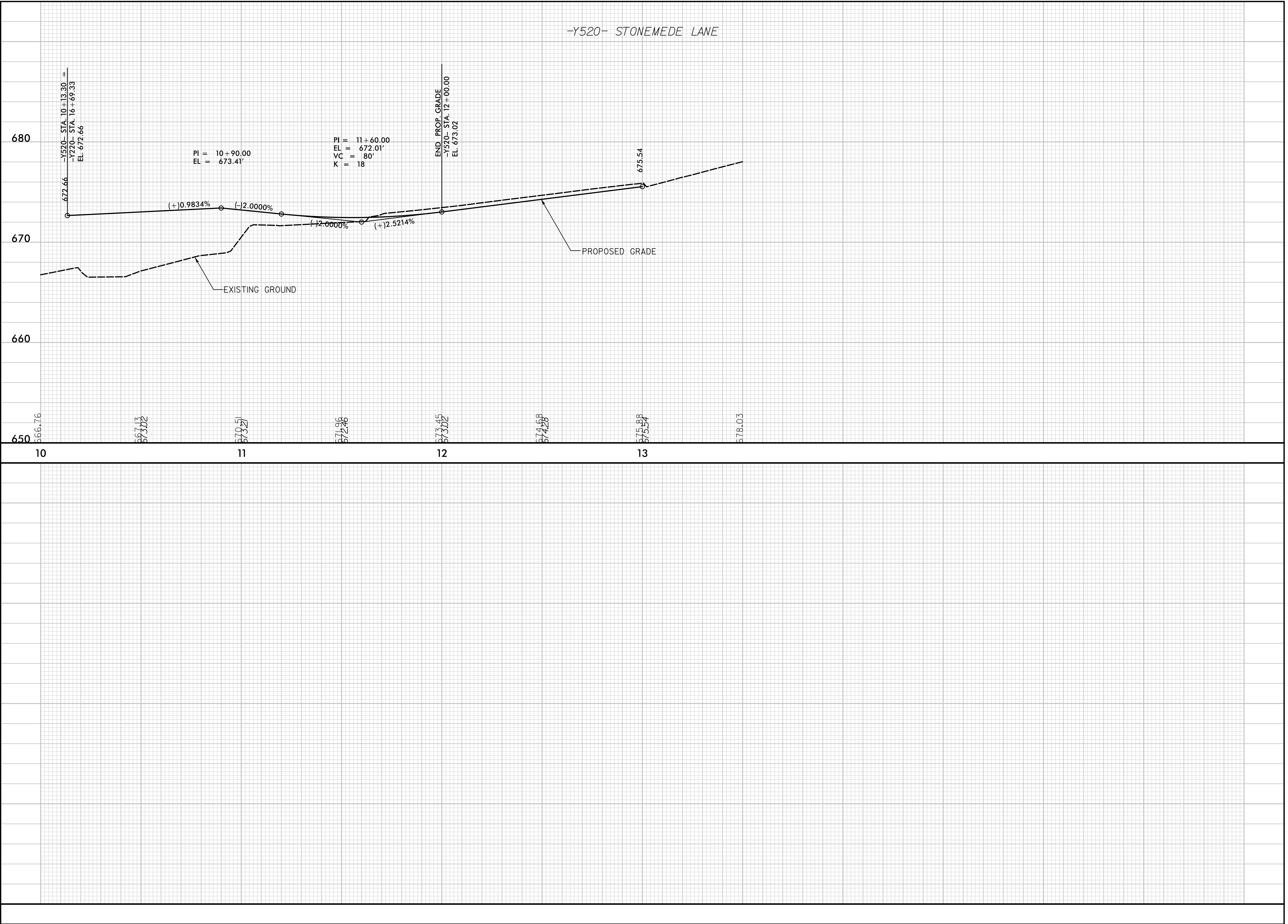
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PROFILES

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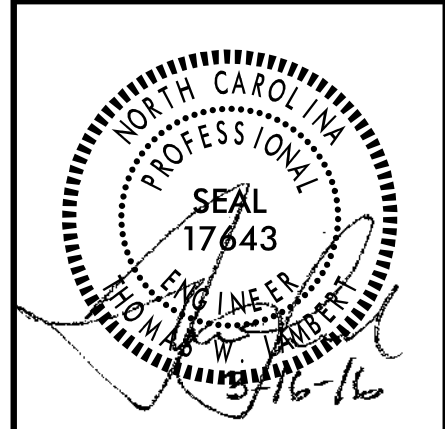
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STIPULATION FOR REUSE

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North Carolina



MODIFICATION LOG	
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CHECKED BY:	TWL
DRAWN BY:	DJW
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DATE:	3/16/16



PROFILES

SHEET:
R5.7

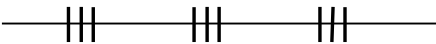
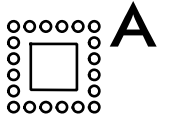
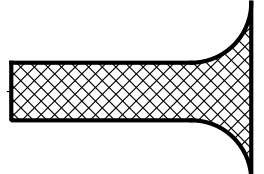
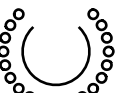
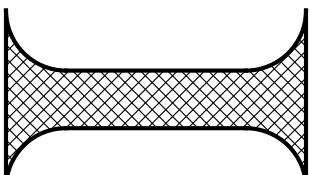
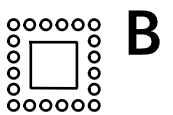
PLAN FOR PROPOSED EROSION AND SEDIMENT CONTROL

INDEX OF SHEETS

SHEET NO.	TITLE
R6.0	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND AND INDEX OF SHEETS
R6.1	GENERAL NOTES AND DETAILS
R6.2-R6.3	PLAN FOR CLEARING AND GRUBBING
R6.4-R6.5	PLAN FOR ROADWAY CONSTRUCTION

STANDARD DETAILS

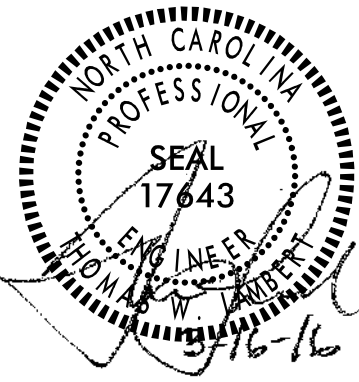
THE FOLLOWING STANDARD DETAILS AS APPEAR IN "CITY OF CHARLOTTE LAND DEVELOPMENT STANDARDS," REVISION NO. 11, DATED JULY, 1 2013 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE ARE HEREBY CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE	SYMBOL
30.01	Temporary Sediment Trap	
30.05	Temporary Silt Ditch	
30.06A	Temporary Silt Fence	
30.07	Block and Gravel Stone Inlet Protection	
30.10	Temporary Rock Check Dam	
30.11A	Stabilized Construction Entrance	
30.12	Gravel and Rip Rap Filter Berm Basin	
30.14	Temporary Stream Crossing	
30.15	Catch Basin Inlet Protection	
30.17 A	Temporary Seeding Schedule	
30.20	Embankment Matting Detail	

STIPULATION FOR REUSE

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Marsh Properties
Ardrey Kell Road Extension
and Intersection with
Tilley Morris Road (SR 3445)
Charlotte, Mecklenburg County
North Carolina



MODIFICATION	LOG

JOB NUMBER:	C140018.1
CHECKED BY:	TWL
DRAWN BY:	DJW
SCALE:	NTS
DATE:	3/16/16

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EROSION
CONTROL
PLAN

SHEET:
R6.0



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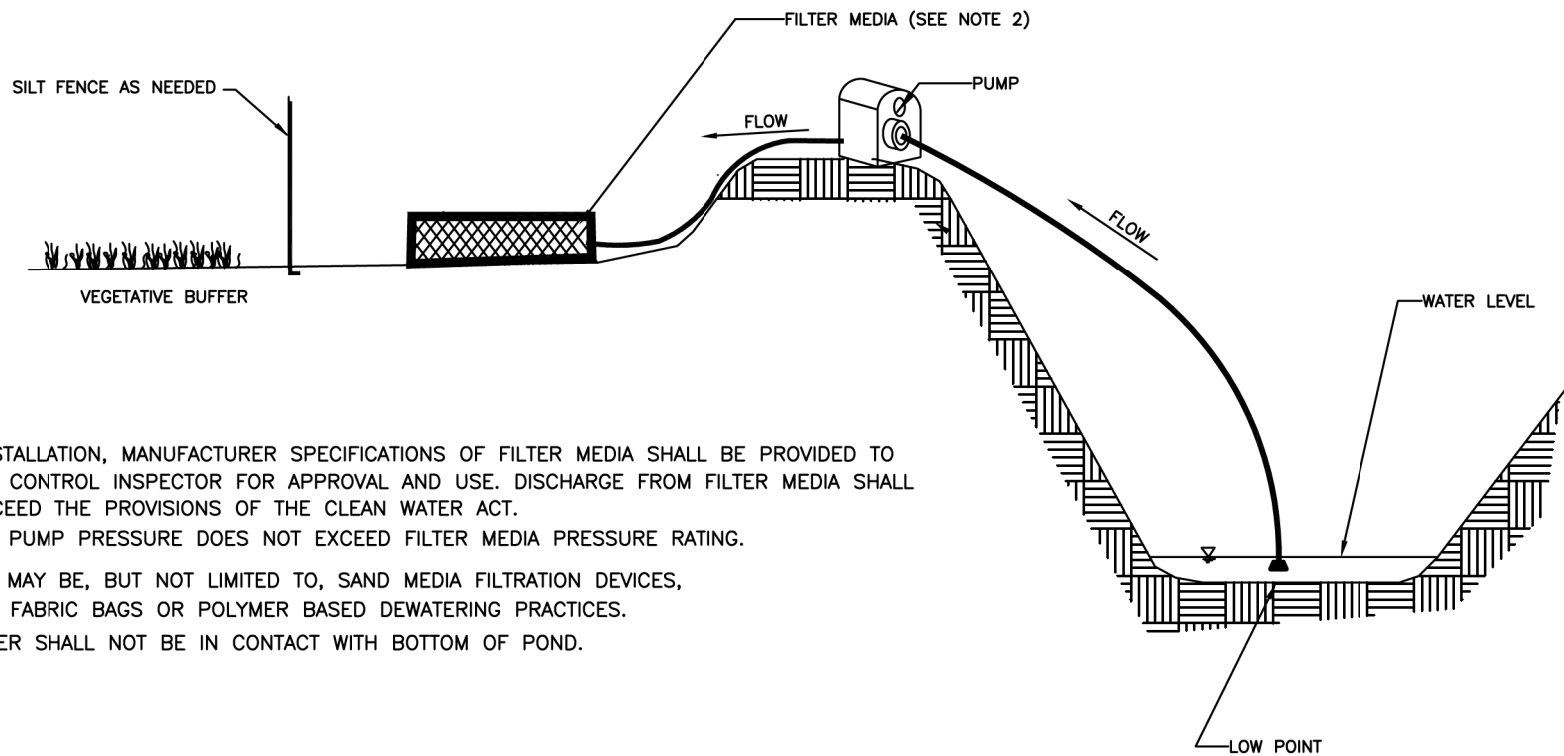
CITY OF CHARLOTTE
LAND DEVELOPMENT STANDARDS
INCLUDES CHARLOTTE ETJ

EROSION CONTROL DEWATERING

STD. NO. REV.
30.13

NOTE:

1. PRIOR TO INSTALLATION, MANUFACTURER SPECIFICATIONS OF FILTER MEDIA SHALL BE PROVIDED TO THE EROSION CONTROL INSPECTOR FOR APPROVAL AND USE. DISCHARGE FROM FILTER MEDIA SHALL MEET OR EXCEED THE PROVISIONS OF THE CLEAN WATER ACT.
2. ENSURE THAT PUMP PRESSURE DOES NOT EXCEED FILTER MEDIA PRESSURE RATING.
3. FILTER MEDIA MAY BE, BUT NOT LIMITED TO, SAND MEDIA FILTRATION DEVICES, RATED FILTER FABRIC BAGS OR POLYMER BASED DEWATERING PRACTICES.
4. PUMP STRAINER SHALL NOT BE IN CONTACT WITH BOTTOM OF POND.



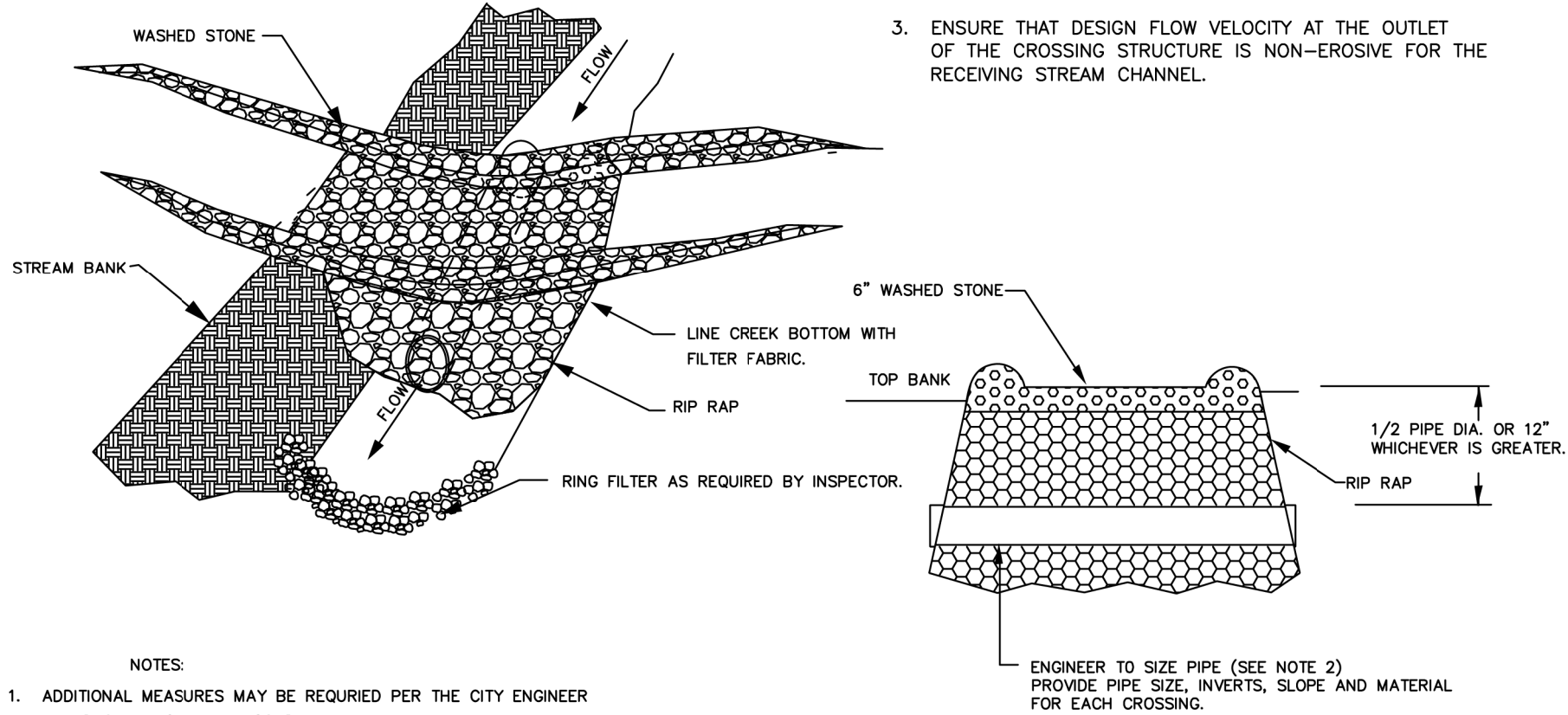
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CITY OF CHARLOTTE
LAND DEVELOPMENT STANDARDS
INCLUDES CHARLOTTE ETJ

TEMPORARY STREAM CROSSING

STD. NO. REV.
30.14



- NOTES:
1. ADDITIONAL MEASURES MAY BE REQUIRED PER THE CITY ENGINEER BASED ON SPECIFIC SITE CONDITIONS.

NOTES

1. REMOVE THE STRUCTURE WHEN NO LONGER NEEDED. (NOT TO EXCEED 1 YEAR).
2. AS A MINIMUM, DESIGN THE STRUCTURE TO PASS 2 YEAR PEAK FLOW WITHOUT OVERTOPPING.
3. ENSURE THAT DESIGN FLOW VELOCITY AT THE OUTLET OF THE CROSSING STRUCTURE IS NON-EROSIVE FOR THE RECEIVING STREAM CHANNEL.

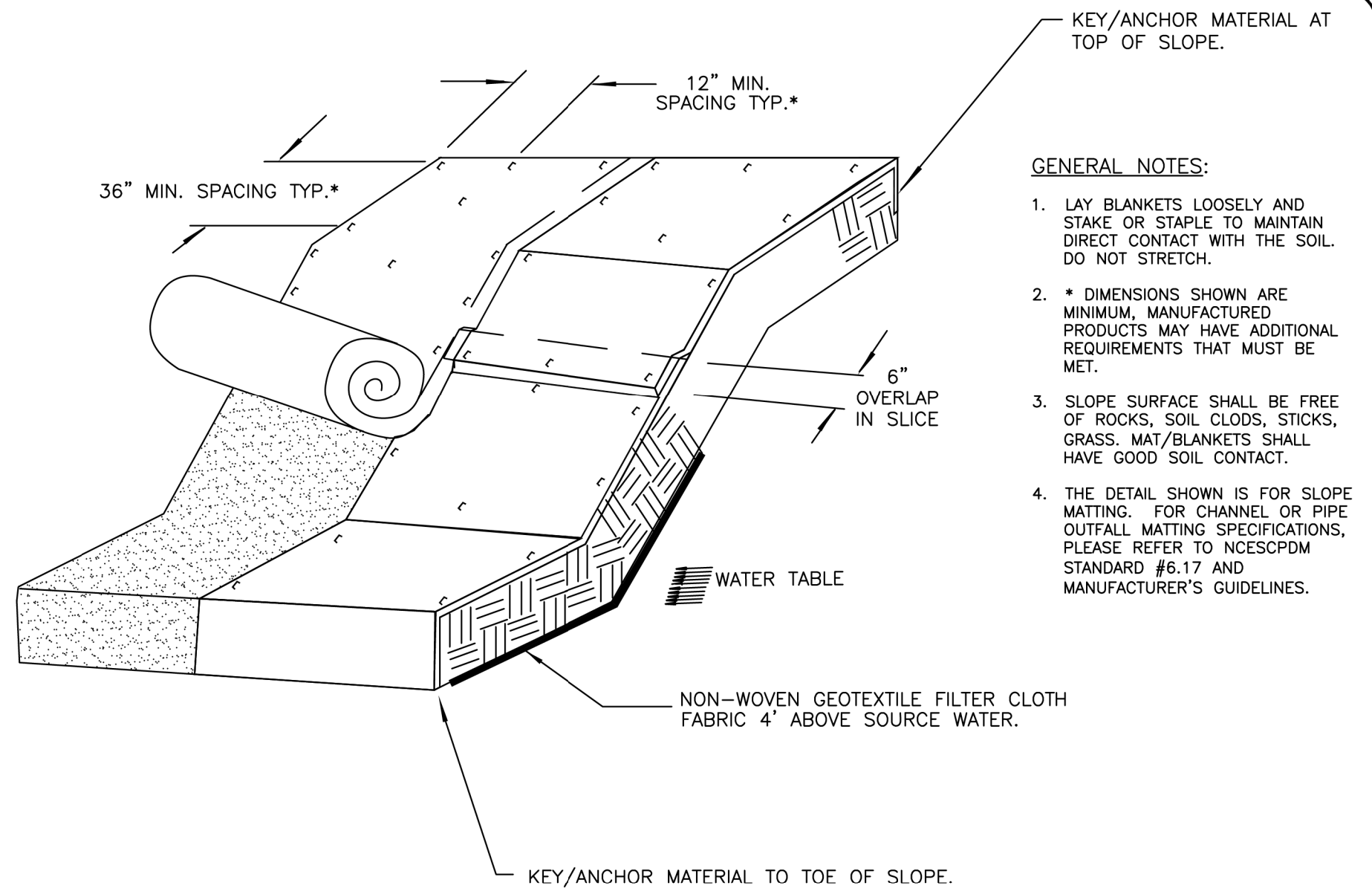
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CITY OF CHARLOTTE
LAND DEVELOPMENT STANDARDS
INCLUDES CHARLOTTE ETJ

EMBANKMENT MATTING DETAIL

STD. NO. REV.
30.20 1



GENERAL NOTES:

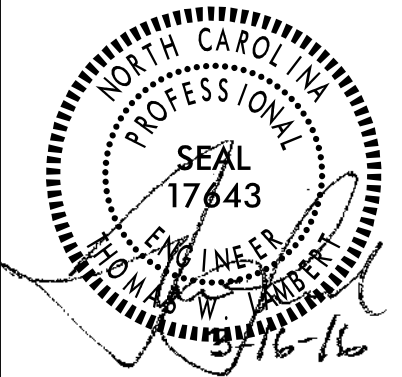
1. LAY BLANKETS LOOSELY AND STAKE OR STAPLE TO MAINTAIN DIRECT CONTACT WITH THE SOIL. DO NOT STRETCH.
2. * DIMENSIONS SHOWN ARE MINIMUM. MANUFACTURED PRODUCTS MAY HAVE ADDITIONAL REQUIREMENTS THAT MUST BE MET.
3. SLOPE SURFACE SHALL BE FREE OF ROCKS, SOIL CLODS, STICKS, GRASS. MAT/BLANKETS SHALL HAVE GOOD SOIL CONTACT.
4. THE DETAIL SHOWN IS FOR SLOPE MATTING. FOR CHANNEL OR PIPE OUTFALL, MATTING SPECIFICATIONS, PLEASE REFER TO NCSOPDM STANDARD #6.17 AND MANUFACTURER'S GUIDELINES.

NOT TO SCALE

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MODIFICATION LOG

NO.	DESCRIPTION	DATE

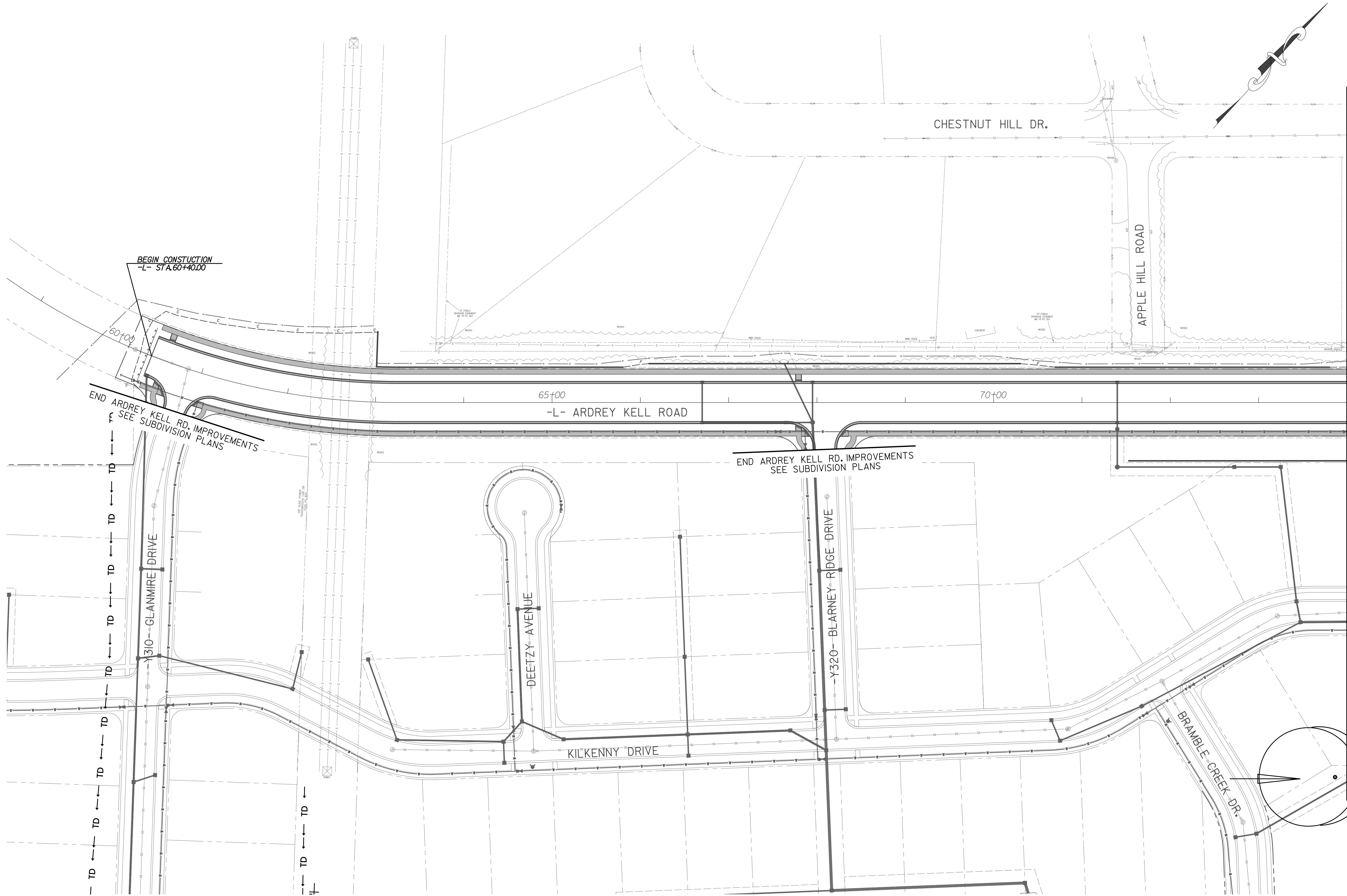
JOB NUMBER:	C140018.1
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SCALE:	NTS
DATE:	3/16/16



EROSION
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DETAILS

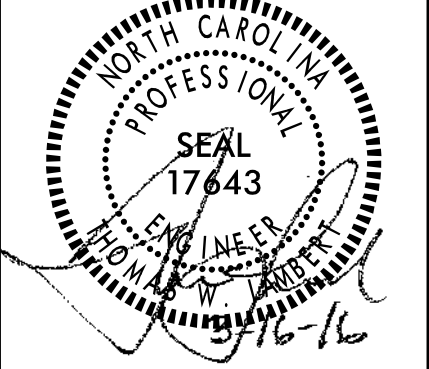
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MODIFICATION LOG	

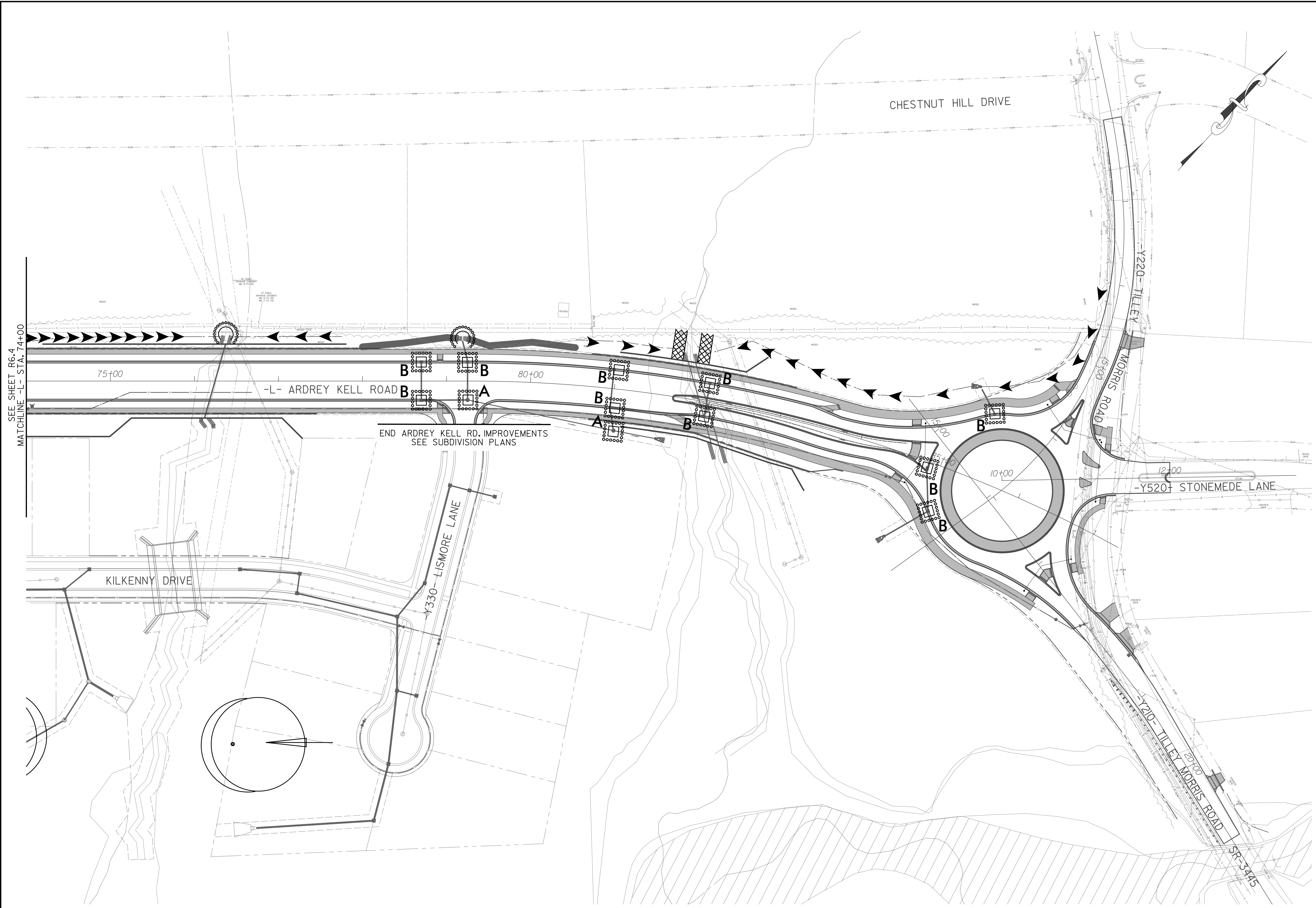
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SCALE: 1"=50'
DATE: 3/16/16

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EROSION
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PLAN
PHASE 1

SHEET:
R6.2

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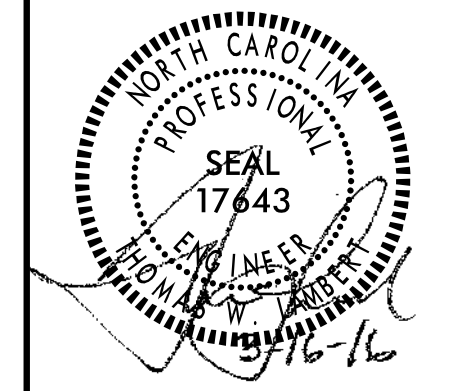
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END ARDREY KELL RD. IMPROVEMENTS
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**EROSION CONTROL PLAN
PHASE 2**

SHEET:
R6.5

4/12/2016 Project: 15\Drawings\Plan Sheets\15-PW-SN\Marsh-R7.dwg User: jld

PLAN FOR PROPOSED TRAFFIC CONTROL, MARKING, & DELINEATION

INDEX OF SHEETS

SHEET NO.	TITLE
R7.0	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND AND INDEX OF SHEETS
R7.1	GENERAL NOTES AND PHASING NOTES
R7.2	TRAFFIC CONTROL PLAN PHASE 1
R7.3	TRAFFIC CONTROL PLAN PHASE 2
R7.4	OFF SITE DETOUR AND SIGNING
R7.5	PAVEMENT MARKING PLAN & SIGNING PLAN
R7.6	PAVEMENT MARKING PLAN & SIGNING PLAN

WORK AREA TRAFFIC CONTROL HANDBOOK

THE FOLLOWING ROADWAY STANDARDS AS APPEAR IN "ROADWAY STANDARD DRAWINGS" - PROJECT SERVICES UNIT - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2012 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
1101.01	WORK ZONE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1130.01	DRUMS
1145.01	BARRICADES
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO LANE AND MULTILANE ROADWAYS
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - (PERMANENT AND TEMPORARY)

THE FOLLOWING DIAGRAMS THAT APPEAR IN "WORK AREA TRAFFIC CONTROL HANDBOOK, (W.A.T.C.H.)" CITY OF CHARLOTTE DEPARTMENT OF TRANSPORTATION, CHARLOTTE, NC, DATED 2014 AND THE LATEST REVISION THERETO ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS.

W.A.T.C.H. DIAGRAMS TO BE USED:

DIAGRAM:	TITLE:
2.	WORK AREA ON SHOULDER (6' OR MORE FROM PAVEMENT)
3.	WORK AREA ON SHOULDER (2' TO 6' FROM PAVEMENT)
4.	WORK AREA ON SHOULDER (MINOR ENCROACHMENT ON PAVEMENT)
5.	WORK AREA ON SHOULDER (MINOR ENCROACHMENT NEAR INTERSECTION)
6.	WORK AREA IN TRAVEL LANE (MAINTAINING 2-WAY TRAFFIC)
7.	WORK AREA IN CENTER OF STREET (MAINTAINING 2-WAY TRAFFIC)
8.	WORK AREA IN INTERSECTION
9.	TWO-WAY, ONE-LANE TRAFFIC (FLAGGER CONTROL)
10.	WORK AREA BEFORE AN INTERSECTION (FLAGGER CONTROL)
11.	WORK BEYOND AN INTERSECTION (FLAGGER CONTROL)
12.	WORK AREA IN THRU LANE (STREET WITH 3 LANES)
13.	WORK AREA IN RIGHT LANE (MULTI-LANE ROADWAY)
14A.	WORK AREA AT INTERSECTION (RIGHT-LANE CLOSURE ON FAR SIDE OF INTERSECTION , LIGHT RIGHT-TURN TRAFFIC)
14B.	WORK AREA AT INTERSECTION (RIGHT-LANE CLOSURE ON FAR SIDE OF INTERSECTION , HEAVY RIGHT-TURN TRAFFIC)
15.	WORK AREA IN LEFT LANE (MULTI-LANE ROADWAY)
16.	WORK AREA IN LEFT LANE (STREET WITH MEDIAN)
17.	WORK AREA IN LEFT LANE (BEYOND INTERSECTION)
18.	WORK AREA IN CENTER OF STREET (MULTI-LANE ROADWAY)
19.	WORK AREA IN HALF OF STREET (FOUR LANES, TWO-WAY TRAFFIC)
20.	WORK AREA IN A TWO-WAY LEFT-TURN (ALL THRU LANES OPEN)
21.	WORK AREA BOTH THRU LANES (STREET WITH 5 LANES)
22.	WORK AREA IN LEFT THRU AND CENTER TWO-WAY LEFT-TURN LANE (STREET WITH 5 LANES)
23.	WORK AREA IN CENTER LANE (3 OR MORE LANES IN ONE DIRECTION)
24.	WORK AREA IN LEFT TWO LANES (3 OR MORE LANES IN ONE DIRECTION)
25.	WORK AREA IN RIGHT TWO LANES (3 OR MORE LANES IN ONE DIRECTION)
26.	DETOUR PLAN FOR CLOSED ROAD (USE FOR MINOR STREETS ONLY)
27.	WORK AREA IN LEFT LANE (MULTI-LANE, ONE-WAY STREET)
28.	WORK AREA AT INTERSECTION (LANE CLOSURE ON FAR SIDE OF INTERSECTION, HEAVY RIGHT-TURNS)
29.	WORK AREA AT INTERSECTION (MULTIPLE LANE CLOSURES)

LEGEND

GENERAL

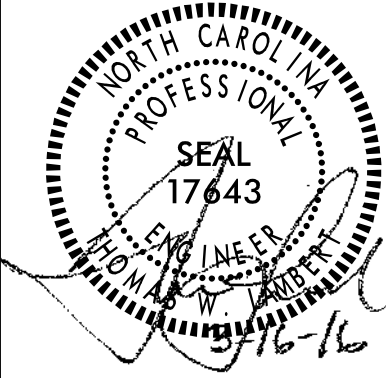
	DIRECTION OF TRAFFIC FLOW
	NORTH ARROW
	PROPOSED PVMT. MARKING
	PROPOSED PVMT. MARKING ARROWS
	EXIST PVMT. MARKING
	EXIST EOP
	PROPOSED NEW CONSTRUCTION
	TEMPORARY PAVEMENT
	COMPLETED NEW CONSTRUCTION
	DEMOLITION

TRAFFIC CONTROL DEVICES

	TYPE III BARRICADE
	CONE
	DRUM
	PORTABLE CONCRETE BARRIER
	FLASHING ARROW PANEL (TYPE C)
	STATIONARY SIGN
	PORTABLE SIGN
	WARNING FLAGS
	CRASH CUSHION
	PORTABLE CHANGEABLE MESSAGE SIGN (VMS)
	TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)
	POLICE
	FLAGGER
	OVERHEAD SIGN STRUCTURE
	SHEETPILE SHORING

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JOB NUMBER:	C140018.1
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R7.0



4/15/2016 Project: Dgn\Plan_Sheets\CP-PW-SN\Marsh.R7.1.dgn
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GENERAL NOTES

- A)ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE REQUIREMENTS OF THE MOST CURRENT EDITIONS OF THE CHARLOTTE DEPT. OF TRANSPORTATION(CDOT) WORK AREA TRAFFIC CONTROL HANDBOOK(W.A.T.C.H.), THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES(M.U.T.C.D.), THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION(NCDOT) SUPPLEMENT TO THE M.U.T.C.D., THE NCDOT ROADWAY STANDARD DRAWINGS AND THE CURRENT EDITION OF THE NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES.
- B)THE CONTRACTOR IS TO NOTIFY CDOT IN WRITING 10 WORKING DAYS IN ADVANCE OF ANY ROAD CLOSURE OR 5 WORKING DAYS PRIOR TO CLOSING ONE OR MORE TRAVEL LANES IN ACCORDANCE WITH SECTION 3 OF THE W.A.T.C.H. HANDBOOK.
- C)ALL SIGNAL REVISIONS OR SHIFTS OF SIGNAL HEADS WILL BE THE RESPONSIBILITY OF CDOT; PRIOR TO REVISING TRAFFIC LANES WHICH REQUIRE SIGNAL REVISIONS, THE CONTRACTOR SHALL NOTIFY THE CDOT IMPLEMENTATION SECTION MANAGER (GUS JORDI / 704-336-7086) A MINIMUM OF 30 CALENDAR DAYS IN ADVANCE. TRAFFIC LANES SHALL NOT BE SHIFTED UNTIL THE REQUIRED SIGNAL REVISION / SHIFT IS COMPLETE AND READY FOR ACTIVATION. FOR NOTICES RELATED TO SIGNAL WORK REQUIRING NEW UTILITIES, REFER TO PROJECT NOTES.
- D)THE CONTRACTOR SHALL BE REQUIRED TO FURNISH, INSTALL, RELOCATE, AND MAINTAIN ALL TRAFFIC CONTROL DEVICES, SIGNS, BARRICADES, WARNING AND/OR CHANNELIZING DEVICES FOR WORK SITES AND DETOUR ROUTES AS SHOWN IN TRAFFIC CONTROL PLANS UNLESS OTHERWISE SPECIFIED BY THE ENGINEER.
- E) CONSTRUCTION PHASING MAY DICTATE THAT TWO OR MORE TYPICAL W.A.T.C.H. DIAGRAMS OR STANDARDS BE USED IN ONE AREA OF CONSTRUCTION. CHANNELIZING DEVICES ASSOCIATED WITH THESE TYPICALS SHALL BE MOVED, SUPPLEMENTED, CHANGED, OR REMOVED AS NECESSARY TO COMPLY WITH THE CONSTRUCTION PHASING OF THE PLANS. THE LOCATION AND POSITIONING OF THESE DEVICES SHALL BE APPROVED BY THE ENGINEER TO ENSURE THAT THE MOTORIST DOES NOT RECEIVE FALSE INFORMATION WHEN TWO OR MORE TYPICALS AND/OR ROADWAY STANDARD DRAWINGS OVERLAP.
- F) CONTRACTOR SHOULD BE AWARE THAT WHEN THE CONSTRUCTION AREA IS IN OR NEAR A VERTICAL CREST OR HORIZONTAL CURVE, THE WORK AREA SHALL BE EXTENDED SO THAT LANE CLOSURE BEGINS IN ADVANCE OF THE CURVE AND MINIMUM STOPPING SIGHT DISTANCE IS MET.
- G)OFF-DUTY POLICE OFFICERS MAY BE REQUIRED AS DIRECTED BY THE ENGINEER TO BE PRESENT FOR CONTROLLING TRAFFIC DURING CONSTRUCTION HOURS.
- H)THE CONTRACTOR SHALL MARK ALL HAZARDS WITHIN THE LIMITS OF THE PROJECT WITH WELL-MAINTAINED SIGNS, BARRICADES, WARNING AND/OR CHANNELIZING DEVICES. ON CONNECTING ROADS, ALL BARRICADES, SIGNS, WARNING, AND/OR CHANNELIZING DEVICES SHALL BE MOVED, SUPPLEMENTED, CHANGED, OR REMOVED AS REQUIRED DURING THE PROGRESS OF CONSTRUCTION AS APPROVED BY THE ENGINEER.
- I) WORK ON THE PROJECT OR ANY SEPARATE ACTIVITY THEREIN SHALL NOT START UNTIL ALL OF THE REQUIRED SIGNS, BARRICADES, WARNING, AND/OR CHANNELIZING DEVICES ARE INSTALLED AND APPROVED BY THE ENGINEER.
- J) THE CONTRACTOR SHALL CONTACT GUS JORDI, IMPLEMENTATION SECTION MANAGER (704-336-7086) WITH THE CITY OF CHARLOTTE. DEPARTMENT OF TRANSPORTATION (CDOT) TWO WEEKS PRIOR TO BEGINNING ANY WORK THAT WILL REQUIRE THE RELOCATION OR PLACEMENT OF SIGNS OR OTHER TRAFFIC CONTROL DEVICES BY THE CITY.
- K. THE CONTRACTOR MUST MAINTAIN DURING ALL PERIODS OF CONSTRUCTION ACTIVITY THE ABILITY TO FLAG TRAFFIC USING QUALIFIED FLAGGERS WHEN NECESSARY OR REQUIRED
- L. THE CONTRACTOR SHALL INSTALL TEMPORARY PAVEMENT MARKINGS AND ADDRESS CONFLICTING PAVEMENT MARKINGS IN ACCORDANCE WITH SECTION 17 OF THE W.A.T.C.H. HANDBOOK OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL MAINTAIN ANY EXISTING PAVEMENT MARKINGS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- M)THE CONTRACTOR SHALL MAINTAIN TWO WAY TRAFFIC ON ALL PORTIONS OF THIS PROJECT UNLESS OFFSITE DETOUR IN PLACE OR OTHERWISE SPECIFIED IN THE PLANS, PROJECT NOTES, OR BY THE ENGINEER.
- N)CONTRACTOR WILL BE REQUIRED TO PROVIDE PROPERTY OWNERS AND TENANTS ACCESS TO THEIR PROPERTY THROUGHOUT THE PROJECT LIMITS, INCLUDING REASONABLE INGRESS AND EGRESS FOR BUSINESSES. SPECIAL ATTENTION SHALL BE PAID TO FIRE HYDRANTS.
- O)THE CONTRACTOR IS TO NOTIFY (BY MAIL) ALL PROPERTY OWNERS AND OCCUPANTS WHO HAVE DIRECT ACCESS TO THE ROADWAY WITHIN THE PROJECT LIMITS A MINIMUM OF 5 AND A MAXIMUM OF 10 WORKING DAYS PRIOR TO INSTALLING TRAFFIC CONTROL DEVICES IN FRONT OF THOSE PROPERTIES. NOTIFICATIONS SHOULD INCLUDE CONTACT PERSONS NAME, TELEPHONE NUMBER, EMAIL ADDRESS, AND MAILING ADDRESS.
- P)THE CONTRACTOR SHALL PATROL THE WORK SITE AT THE BEGINNING AND END OF EACH WORK DAY (AT A MINIMUM) TO ENSURE THAT ALL TRAFFIC CONTROL DEVICES ARE IN PLACE AND FUNCTIONING PROPERLY. CONTRACTOR SHALL ENSURE THAT ALL TRAFFIC CONTROL DEVICES ARE IN PLACE AND FUNCTIONING AT ALL TIMES DURING PERIODS OF CONSTRUCTION INACTIVITY.
- Q)DURING PERIODS OF INACTIVITY OR AT NIGHT, EQUIPMENT SHALL NOT BE PARKED IN SUCH A MANNER AS TO BLOCK SIDEWALKS, TRAFFIC CONTROL DEVICES, OR THE MOTORISTS' VIEW OF TRAFFIC. EQUIPMENT SHALL BE AT LEAST 10 FEET AWAY FROM THE TRAVEL LANE.
- R)WHENEVER TRAFFIC MUST BE ROUTED ACROSS THE CENTERLINE DURING CONSTRUCTION ACTIVITY, THE TWO OPPOSING DIRECTIONS MUST BE PHYSICALLY SEPARATED. TRAFFIC CONES CAN BE USED FOR THIS PURPOSE DURING DAYLIGHT HOURS; REFLECTORIZED CONES OR DRUMS MUST BE USED AT NIGHT. TRAFFIC SHALL NOT BE ROUTED ACROSS THE CENTERLINE DURING CONSTRUCTION INACTIVITY UNLESS PAVEMENT MARKING CONFLICTS ARE APPROPRIATELY ADDRESSED AND AGREEMENT ON REMOVAL OR NOT IS WORKED OUT WITH THE ENGINEER IN ACCORDANCE WITH SECTION 16 OF THE W.A.T.C.H. HANDBOOK. IF THE ENGINEER APPROVES TRAFFIC TO CROSS THE CENTER LINE DURING CONSTRUCTION INACTIVITY, ONLY REFLECTORIZED DRUMS MUST BE USED.
- S)THE CITY ENGINEER OR DIRECTOR OF THE CHARLOTTE DEPARTMENT OF TRANSPORTATION OR THEIR APPOINTED REPRESENTATIVES ARE AUTHORIZED TO STOP ANY WORK WITHIN PUBLIC RIGHT OF WAY THAT DOES NOT FOLLOW THIS TRAFFIC CONTROL PLAN OR REQUIREMENTS OF THE W.A.T.C.H. AND THE M.U.T.C.D. UNTIL SUCH REQUIREMENTS ARE MET.

GENERAL NOTES

- T) ADJACENT LANES TO CONSTRUCTION ZONES MAY REMAIN OPEN IF LATERAL CLEARANCE BETWEEN EDGE OF TRAVEL LANE AND EQUIPMENT IS EQUAL TO OR GREATER THAN 5 FEET (INCLUDING WIDTH OF DRUM). IF A DROPOFF EXISTS WITHIN THE WORK ZONE, CONTRACTOR SHOULD FOLLOW SECTION 10 OF THE W.A.T.C.H. HANDBOOK PERTAINING TO ADJACENT LANE CLOSURES DUE TO DROPOFFS.
- U) THE CONTRACTOR SHALL FOLLOW THE PHASING AS DESCRIBED HEREIN. THE CONTRACTOR SHALL COMPLETE THE REQUIREMENTS OF EACH CONSTRUCTION PHASE IN SEQUENCE. WHEN A CONSTRUCTION PHASE IS DIVIDED INTO STEPS, THE CONTRACTOR SHALL COMPLETE THE REQUIREMENTS OF EACH STEP IN SEQUENCE. (EXAMPLE: THE REQUIREMENTS OF PHASE I SHALL BE COMPLETED BEFORE PROCEEDING TO PHASE II; THE REQUIREMENTS OF STEP 1 OF PHASE I SHALL BE COMPLETED BEFORE PROCEEDING TO STEP 2 OF PHASE I). ALL WORK DESCRIBED IN THE PROJECT PHASING SHALL BE PERFORMED BY THE CONTRACTOR, EXCEPT WHERE IT IS SPECIFIED FOR CERTAIN WORK TO BE PERFORMED BY OTHERS.
- V) THE CONTRACTOR SHALL NOT BE ALLOWED TO STOP TRAFFIC FOR MORE THAN 5 MINUTES AT A TIME IN ANY ONE DIRECTION.
- W) CONTRACTOR SHALL NOT BE ALLOWED TO WORK ON BOTH SIDES OF THE ROAD SIMULTANEOUSLY WITHIN THE SAME AREA EXCEPT WHERE THE ROADWAY IS DIVIDED BY A RAISED MEDIAN. IT WILL BE ACCEPTABLE TO CONSTRUCT BORE PITS ON EACH SIDE OF A ROADWAY FOR BORING UTILITIES UNDER THE ROADWAY UNLESS SUPERCEDED BY ENGINEER TO COMPLY WITH PEDESTRIAN REQUIREMENTS OR LATERAL CLEARANCE FROM TRAVEL LANES.
- X) THE CONTRACTOR SHALL PAY SPECIAL ATTENTION TO SECTION VII (PEDESTRIAN CONSIDERATIONS) OF THE W.A.T.C.H.

PROJECT NOTES

- CONTRACTOR SHALL PROVIDE AND INSTALL ALL FINAL PAVEMENT MARKINGS. CDOT SHALL PROVIDE AND INSTALL ALL FINAL SIGNAGE. (E&PM PM VERIFY WITH CDOT PM ON EVERY PROJECT)
- CONTRACTOR SHALL ONLY WORK ON ONE CORNER OF AN INTERSECTION AT A TIME.
- DURING THE HOURS OF 7:00 AM-9:00 AM AND 4:30 PM-6:30 PM MONDAY THRU FRIDAY CONSTRUCTION OR MAINTENANCE WORK WHICH INVOLVES CLOSURE OF A TRAVEL LANE WILL NOT BE ALLOWED ON THOROUGHFARE STREETS EXCEPT FOR EMERGENCY SITUATIONS OR WITH APPROVAL FROM CDOT.
- THE CONTRACTOR SHALL LIMIT CONSTRUCTION TO ONE STREET AT A TIME, UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER. THE CONTRACTOR SHALL LIMIT CONSTRUCTION TO ONE BLOCK EACH DAY IN ORDER TO DECREASE THE AMOUNT OF BACKFILL.
- THE CONTRACTOR SHALL NOT STAGE HEAVY EQUIPMENT ON THE EXISTING ROADWAY CULVERT.

CONSTRUCTION PHASING

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.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

B) CONTRACTOR TO PROVIDE SIGNING AND DEVICES REQUIRED WORK ZONE ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRAFFIC CONTROL PLANS.

C) CONTRACTOR TO PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRAFFIC CONTROL PLANS.

D) CONTRACTOR TO COVER OR REMOVE WORK ZONE SIGNS AND DEVICES REQUIRED WORK ZONE WHEN ROAD WORK ZONE IS NOT IN OPERATION.

E) CONTRACTOR TO COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED FOR OFF-SITE DETOUR WHEN THE DETOUR IS NOT IN OPERATION.

F) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

TRAFFIC CONTROL DEVICES

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

PAVEMENT MARKINGS AND MARKERS

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

MANAGEMENT STRATEGIES:

CONTRACTOR WILL CONSTRUCT AS MUCH OF ROUNDABOUT AND APPROACHES AS POSSIBLE WITHOUT ALTERING EXISTING TRAVEL LANES. THEN TRAFFIC WILL BE DETOURED OFF-SITE DURING THE CONSTRUCTION PERIOD AFFECTING EXISTING TRAVEL LANES. THE DURATION OF THE ROAD CLOSURE WILL BE LIMITED TO A MAXIMUM OF 21 CONSECUTIVE CALENDAR DAYS. THE OFF-SITE DETOUR WILL INCLUDE MATTHEWS WEDDINGTON ROAD, WEDDINGTON ROAD, AND McKEE ROAD. (SEE SHEET 7.4)

PHASE I:

1. THE CONTRACTOR SHALL PLACE ALL WORK ZONE SIGNS PER STD. NO. 1101.01, OR AS DIRECTED BY THE ENGINEER, ONE WEEK PRIOR TO THE BEGINNING OF WORK. SIGNS TO BE PROVIDED BY CONTRACTOR.

2. INSTALL ALL EROSION CONTROL DEVICES IN ACCORDANCE WITH THE EROSION CONTROL PLAN.

PHASE II:

1. THE CONTRACTOR SHALL PLACE ALL DETOUR AND ROAD CLOSURE SIGNS PER STD. NO. 1101.03, OR AS DIRECTED BY THE ENGINEER, ONE WEEK PRIOR TO THE BEGINNING OF WORK. SIGNS TO BE PROVIDED BY CONTRACTOR.

2. CONSTRUCT THE ROUNDABOUT AND ROADWAY CONNECTIONS, WHILE MAINTAINING DRIVEWAY ACCESS AT ALL TIMES.

3. INSTALL AND ADJUST ANY DRAINAGE NECESSARY TO MAINTAIN POSITIVE FLOW DURING CONSTRUCTION.

PHASE III:

1. CONSTRUCT THE FINAL LAYER OF PAVEMENT SURFACE USING APPROPRIATE STANDARD DETAILS AND DIAGRAMS

2. INSTALL PERMANENT PAVEMENT MARKINGS

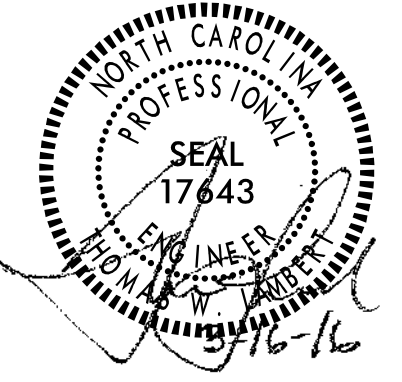
3. REMOVE ALL TRAFFIC CONTROL DEVICES, SIGNING AND DETOUR ROUTE SIGNING INSTALLED FOR THIS PROJECT.

4. OPEN TRAFFIC TO FINAL TRAFFIC PATTERN.

STIPULATION FOR REUSE

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MODIFICATION LOG

JOB NUMBER:	C140018.1
CHECKED BY:	TWL
DRAWN BY:	DJW
SCALE:	1"=20'
DATE:	3/16/16

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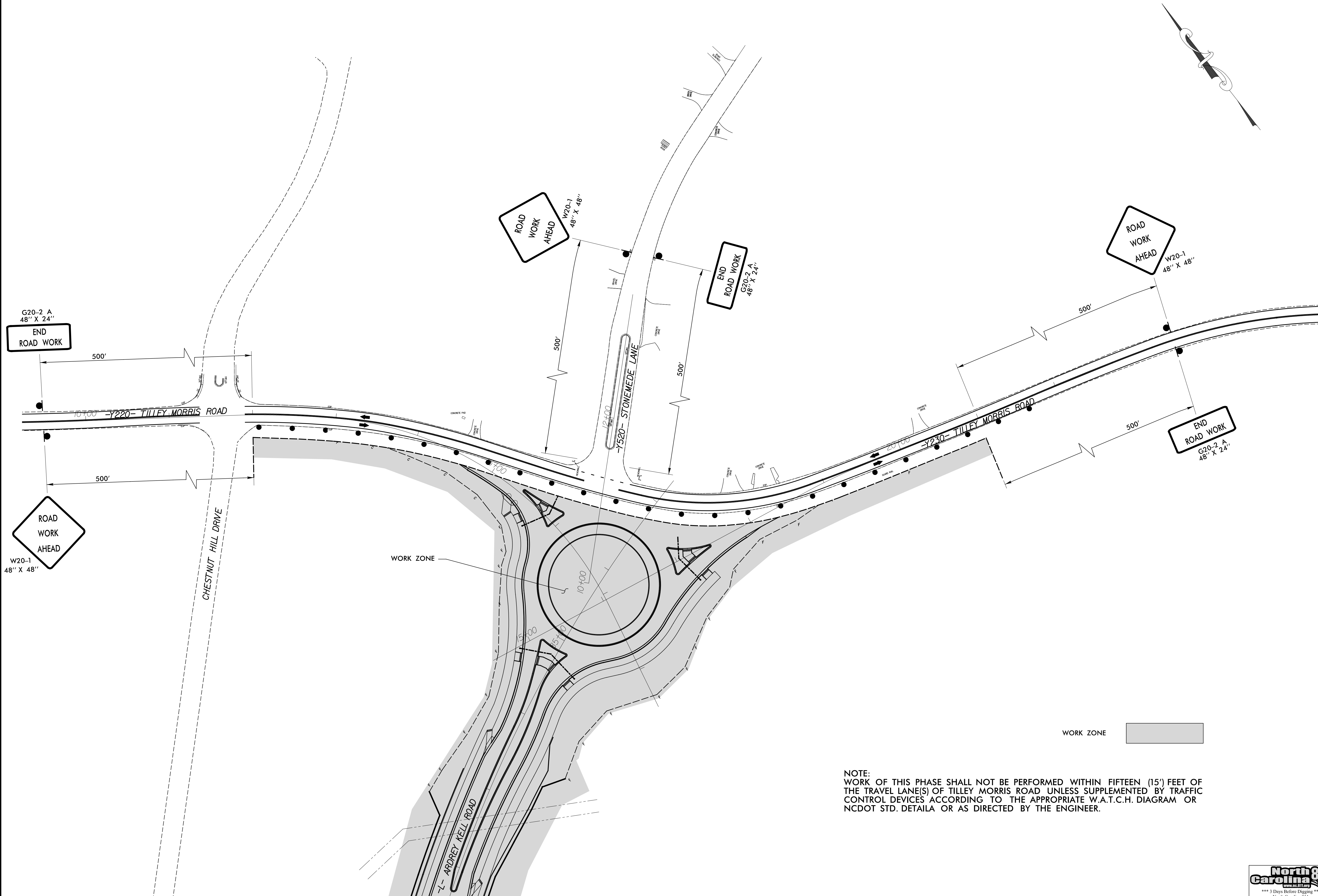
TRAFFIC
CONTROL
PLAN
NOTES

SHEET:

R7.1



4/14/2016 Project: Dgn\\Plan Sheets\\TCP-PM-SN\\Marsh.R7.2_tcp.dgn
Sheet: 1



NOTE:
WORK OF THIS PHASE SHALL NOT BE PERFORMED WITHIN FIFTEEN (15') FEET OF
THE TRAVEL LANE(S) OF TILLEY MORRIS ROAD UNLESS SUPPLEMENTED BY TRAFFIC
CONTROL DEVICES ACCORDING TO THE APPROPRIATE W.A.T.C.H. DIAGRAM OR
NCDOT STD. DETAILA OR AS DIRECTED BY THE ENGINEER.



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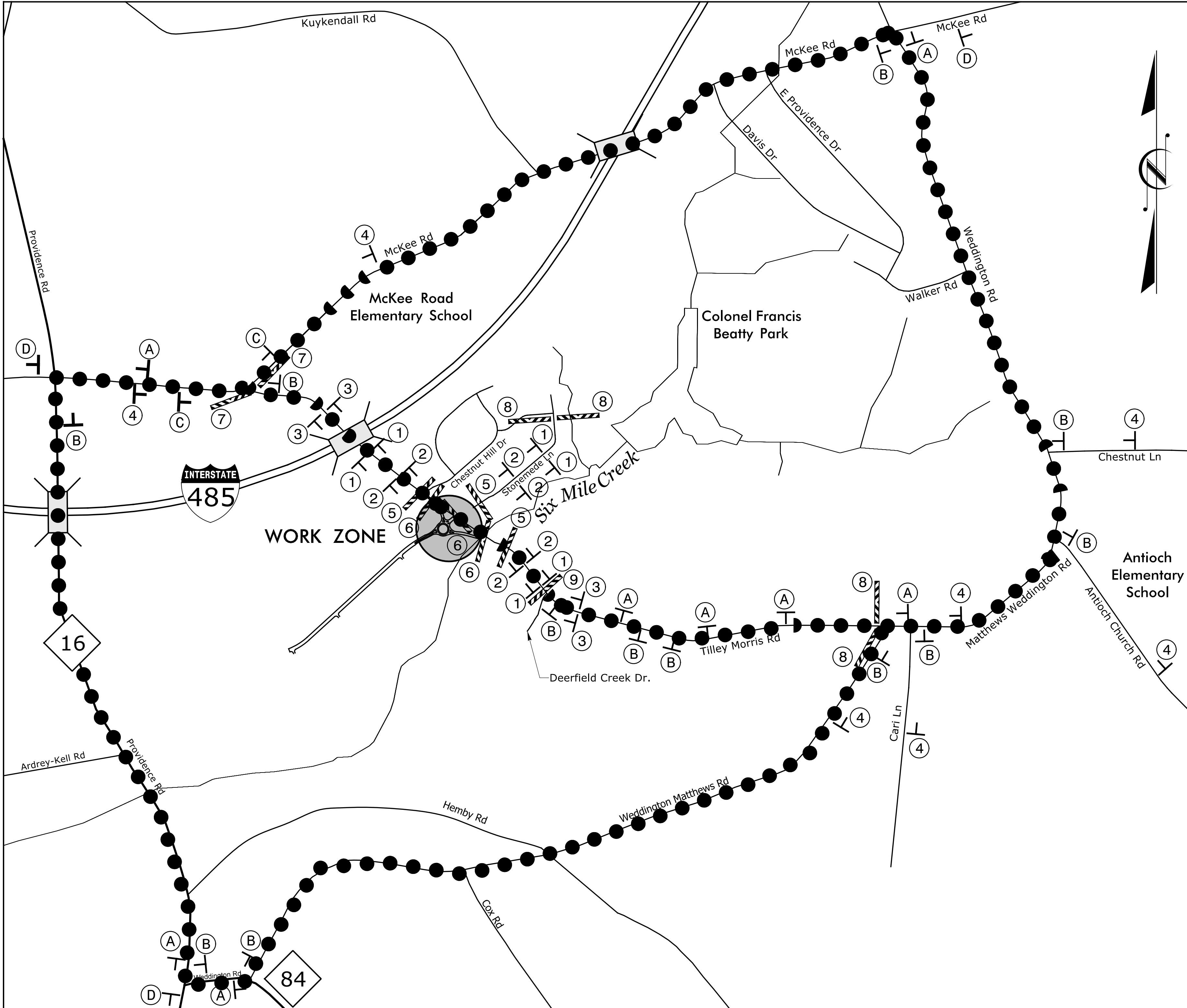
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SCALE: 1"=50'
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TRAFFIC
CONTROL
PLAN
PHASE 1

SHEET:
R7.2

DETOUR ROUTE



TILLEY MORRIS RD

DETOUR

M4-8
24" x 12"

M6-1 L
21" x 15"

A

TILLEY MORRIS RD

DETOUR

M4-8 R
24" x 12"

M6-1
21" x 15"

B

TILLEY MORRIS RD

DETOUR

M4-8
24" x 12"

M6-3
21" x 15"

C

END DETOUR

M4-8 A
24" x 18"

D

- NOTES:
1. MAINTAIN ACCESS TO FAR AWAY LANE AT ALL TIMES.
 2. SEE ROADWAY STANDARDS DRAWING NO. 1101.03, SHEET 1 OF 9 AND SHEET 2 OF 9, FOR ADDITIONAL WORK ZONE SIGNS.
 3. ALL DETOUR LOCATIONS ARE APPROXIMATE.
 4. ALL DETOUR SIGNS ARE BLACK AND ORANGE UNLESS OTHERWISE NOTED.
 5. DETOUR TO LAST NO MORE THAN 21 CONSECUTIVE CALENDAR DAYS.

ROAD CLOSED 1000 FT

W20-3
48" x 48"

1

ROAD CLOSED 500 FT

W20-3
48" x 48"

2

ROAD CLOSED AHEAD

W20-3
48" x 48"

3

DETOUR AHEAD

W20-2
48" x 48"

4

ROAD CLOSED

R11-2
48" x 30"

5

TYPE III BARRICADE

ROAD CLOSED

R11-2
48" x 30"

6

TYPE III BARRICADE(S)

ROAD CLOSED TO THRU TRAFFIC

R11-4
60" x 30"

7

DETOUR

M4-10L
48" x 18"

TYPE III BARRICADE

ROAD CLOSED TO THRU TRAFFIC

R11-4
60" x 30"

8

TYPE III BARRICADE

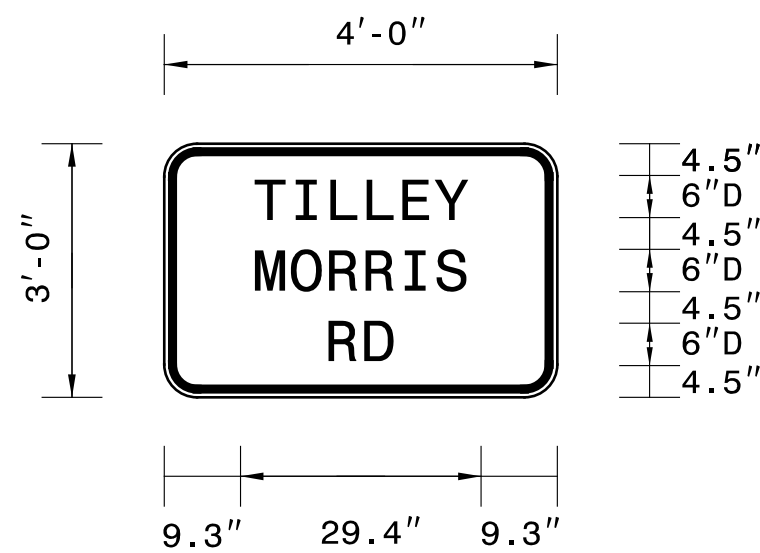
ROAD CLOSED 1/4 MILES AHEAD LOCAL TRAFFIC ONLY

R11-3A
60" x 30"

9

TYPE III BARRICADE

SPECIAL SIGN DETAIL



- NOTES:
1. LEGEND AND BORDER SHALL BE DIRECT APPLIED BLACK NON-REFELCTIVE SHEETING.
 2. BACKGROUND SHALL BE TYPE VII, VIII, OR IX (PRISMATIC) FLOURESCENT ORANGE RETROREFLECTIVE SHEETING.
- BORDER
R=3"
TH=0.75"
IN=0.75"
BLACK ON FLOURESCENT ORANGE

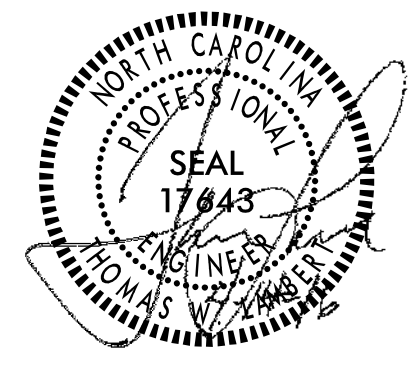
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MODIFICATION LOG

NO.	DATE	DESCRIPTION

JOB NUMBER: C140018.1
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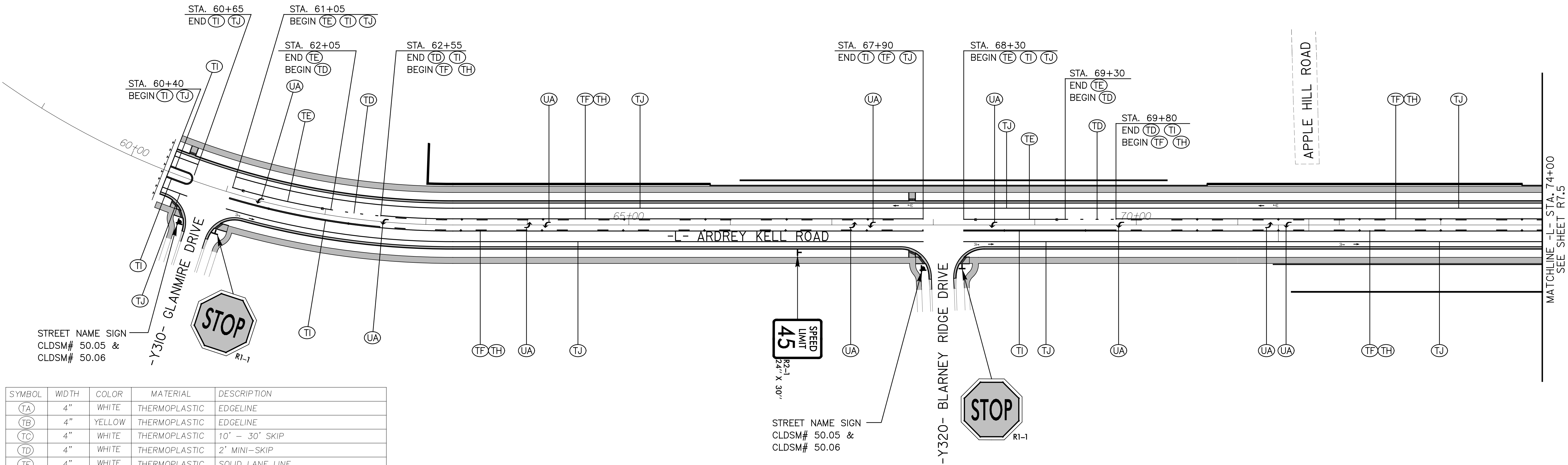
OFF SITE DETOUR AND SIGNING

SHEET: R7.4



4/12/2016 Project: \\Dgn\Plan Sheets\TCP-PRV-SN\Marsh-R7.5.pcdgn
R7.5.dgn

SYMBOL	WIDTH	COLOR	MATERIAL	DESCRIPTION
(TA)	4"	WHITE	THERMOPLASTIC	EDGE LINE
(TB)	4"	YELLOW	THERMOPLASTIC	EDGE LINE
(TC)	4"	WHITE	THERMOPLASTIC	10' - 30' SKIP
(TD)	4"	WHITE	THERMOPLASTIC	2' MINI-SKIP
(TE)	4"	WHITE	THERMOPLASTIC	SOLID LANE LINE
(TF)	4"	YELLOW	THERMOPLASTIC	10' - 30' SKIP
(TG)	4"	YELLOW	THERMOPLASTIC	2' MINI-SKIP
(TH)	4"	YELLOW	THERMOPLASTIC	SINGLE CENTERLINE
(TI)	4"	YELLOW	THERMOPLASTIC	DOUBLE CENTERLINE
(TJ)	6"	WHITE	THERMOPLASTIC	EDGE LINE
(TK)	6"	WHITE	THERMOPLASTIC	2' MINI-SKIP
(TP)	8"	WHITE	THERMOPLASTIC	GORE LINE
(TQ)	6"	WHITE	THERMOPLASTIC	DIAGONAL
(TR)	8"	WHITE	THERMOPLASTIC	CROSSWALK LINE
(TS)	12"	WHITE	THERMOPLASTIC	DIAGONAL
(TV)	12"	YELLOW	THERMOPLASTIC	DIAGONAL
(TI)	16"	WHITE	THERMOPLASTIC	RAILROAD CROSSBUCK LINE
(T4)	24"	WHITE	THERMOPLASTIC	STOP BAR
(UA)		WHITE	THERMOPLASTIC	LEFT TURN ARROW
(UB)		WHITE	THERMOPLASTIC	RIGHT TURN ARROW
(UC)		WHITE	THERMOPLASTIC	STRAIGHT ARROW
(UD)		WHITE	THERMOPLASTIC	STRAIGHT & LEFT ARROW
(UE)		WHITE	THERMOPLASTIC	STRAIGHT & RIGHT TURN ARROW
(UF)		WHITE	THERMOPLASTIC	LEFT OR RIGHT TURN
(UG)		WHITE	THERMOPLASTIC	LEFT, STRAIGHT OR RIGHT ARROW
(UM)	L	WHITE	THERMOPLASTIC	PARKING END MARKINGS
(UN)	24"	WHITE	THERMOPLASTIC	YIELD LINE TRIANGLE
(U1)		WHITE	THERMOPLASTIC	ALPHANUMERIC CHARACTER
◆		YELLOW / YELLOW		RAISED REFLECTIVE MARKERS
■		RED / CRYSTAL		RAISED REFLECTIVE MARKERS
↑		WHITE	THERMOPLASTIC	STRAIGHT ARROW - BIKE LANE
🚲		WHITE	THERMOPLASTIC	BIKE SYMBOL



PAVEMENT
MARKING &
SIGNING
PLAN

SHEET:
R7.5

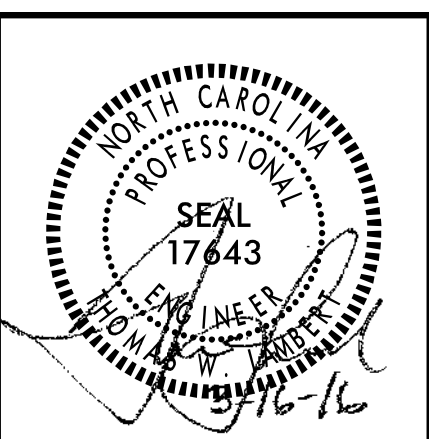
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DATE:	3/16/16

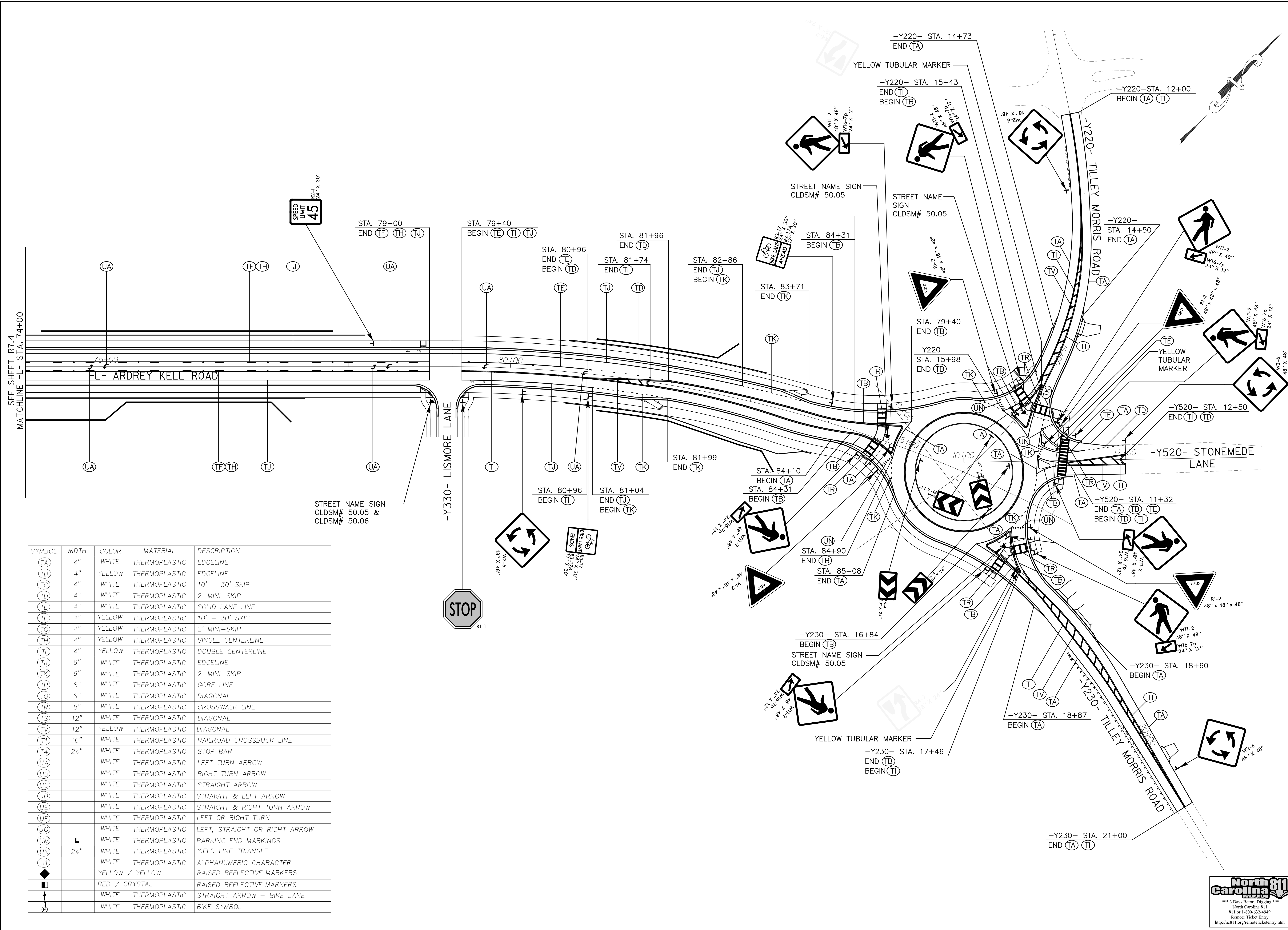
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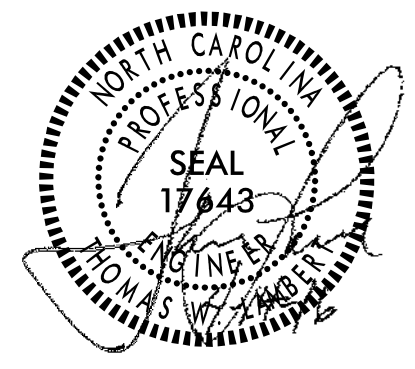
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SYMBOL	WIDTH	COLOR	MATERIAL	DESCRIPTION
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(TB)	4"	YELLOW	THERMOPLASTIC	EDGE LINE
(TC)	4"	WHITE	THERMOPLASTIC	10' - 30' SKIP
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(TQ)	6"	WHITE	THERMOPLASTIC	DIAGONAL
(TR)	8"	WHITE	THERMOPLASTIC	CROSSWALK LINE
(TS)	12"	WHITE	THERMOPLASTIC	DIAGONAL
(TV)	12"	YELLOW	THERMOPLASTIC	DIAGONAL
(TI)	16"	WHITE	THERMOPLASTIC	RAILROAD CROSSBUCK LINE
(T4)	24"	WHITE	THERMOPLASTIC	STOP BAR
(UA)		WHITE	THERMOPLASTIC	LEFT TURN ARROW
(UB)		WHITE	THERMOPLASTIC	RIGHT TURN ARROW
(UC)		WHITE	THERMOPLASTIC	STRAIGHT ARROW
(UD)		WHITE	THERMOPLASTIC	STRAIGHT & LEFT ARROW
(UE)		WHITE	THERMOPLASTIC	STRAIGHT & RIGHT TURN ARROW
(UF)		WHITE	THERMOPLASTIC	LEFT OR RIGHT TURN
(UG)		WHITE	THERMOPLASTIC	LEFT, STRAIGHT OR RIGHT ARROW
(UM)	L	WHITE	THERMOPLASTIC	PARKING END MARKINGS
(UN)	24"	WHITE	THERMOPLASTIC	YIELD LINE TRIANGLE
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◆		YELLOW / YELLOW		RAISED REFLECTIVE MARKERS
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↑		WHITE	THERMOPLASTIC	STRAIGHT ARROW - BIKE LANE
🚲		WHITE	THERMOPLASTIC	BIKE SYMBOL

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MODIFICATION LOG	

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CHECKED BY: TWL
DRAWN BY: DJW
SCALE: 1"=50'
DATE: 3/16/16

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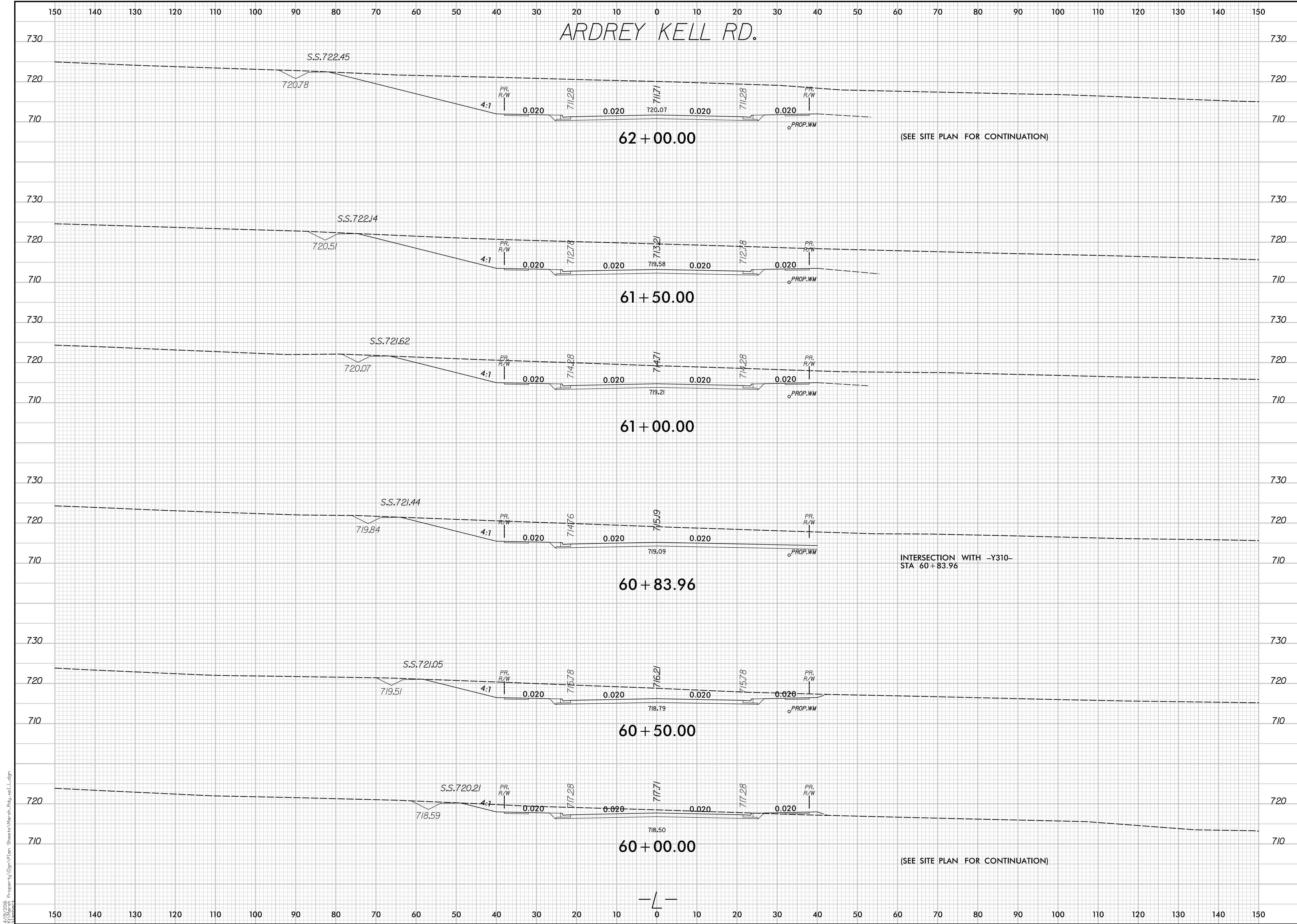
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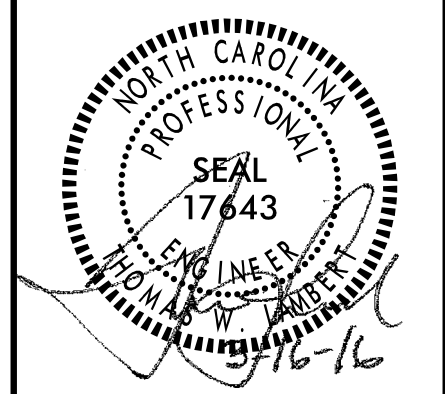
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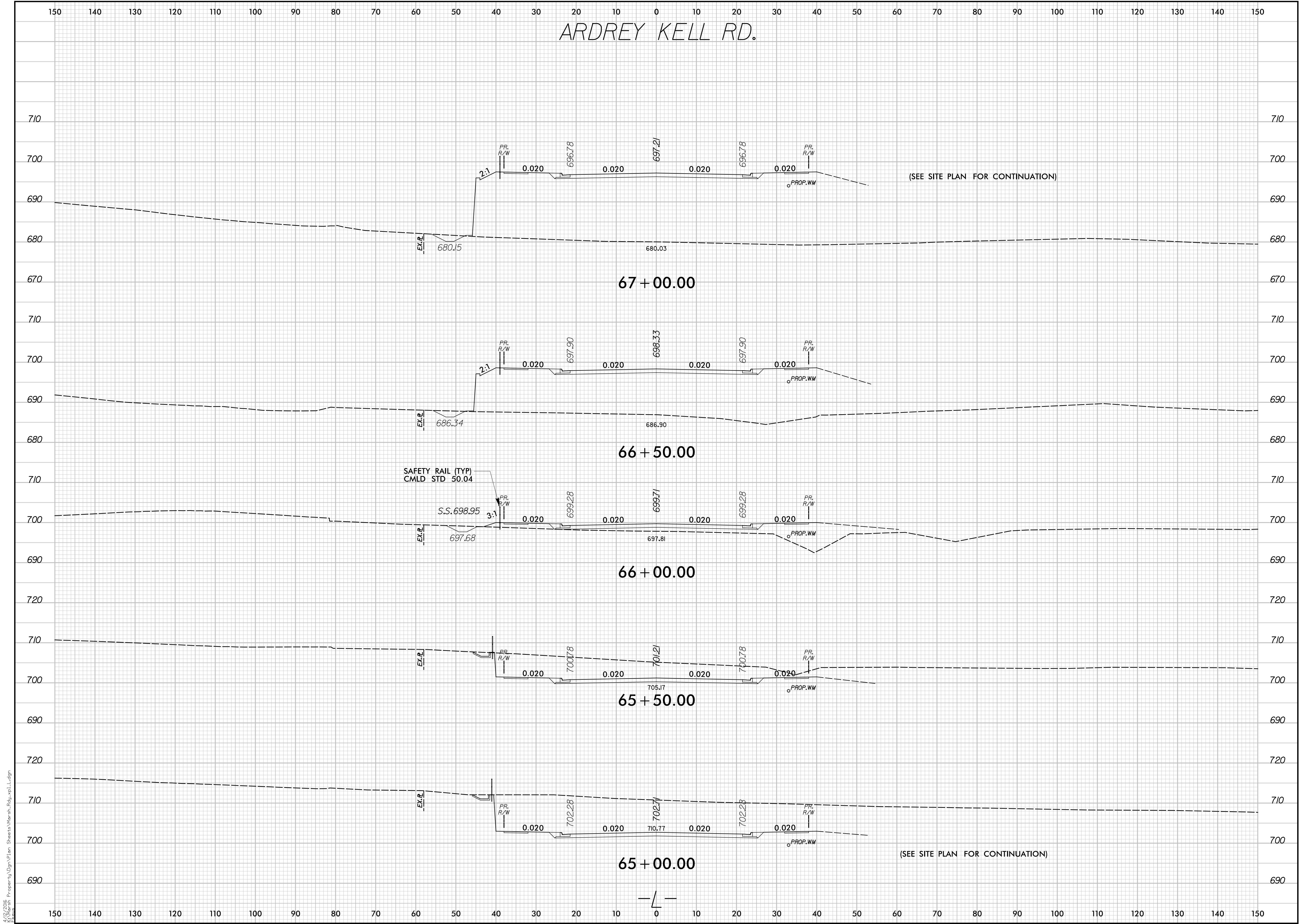
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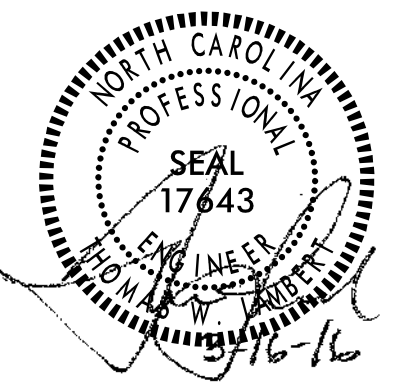
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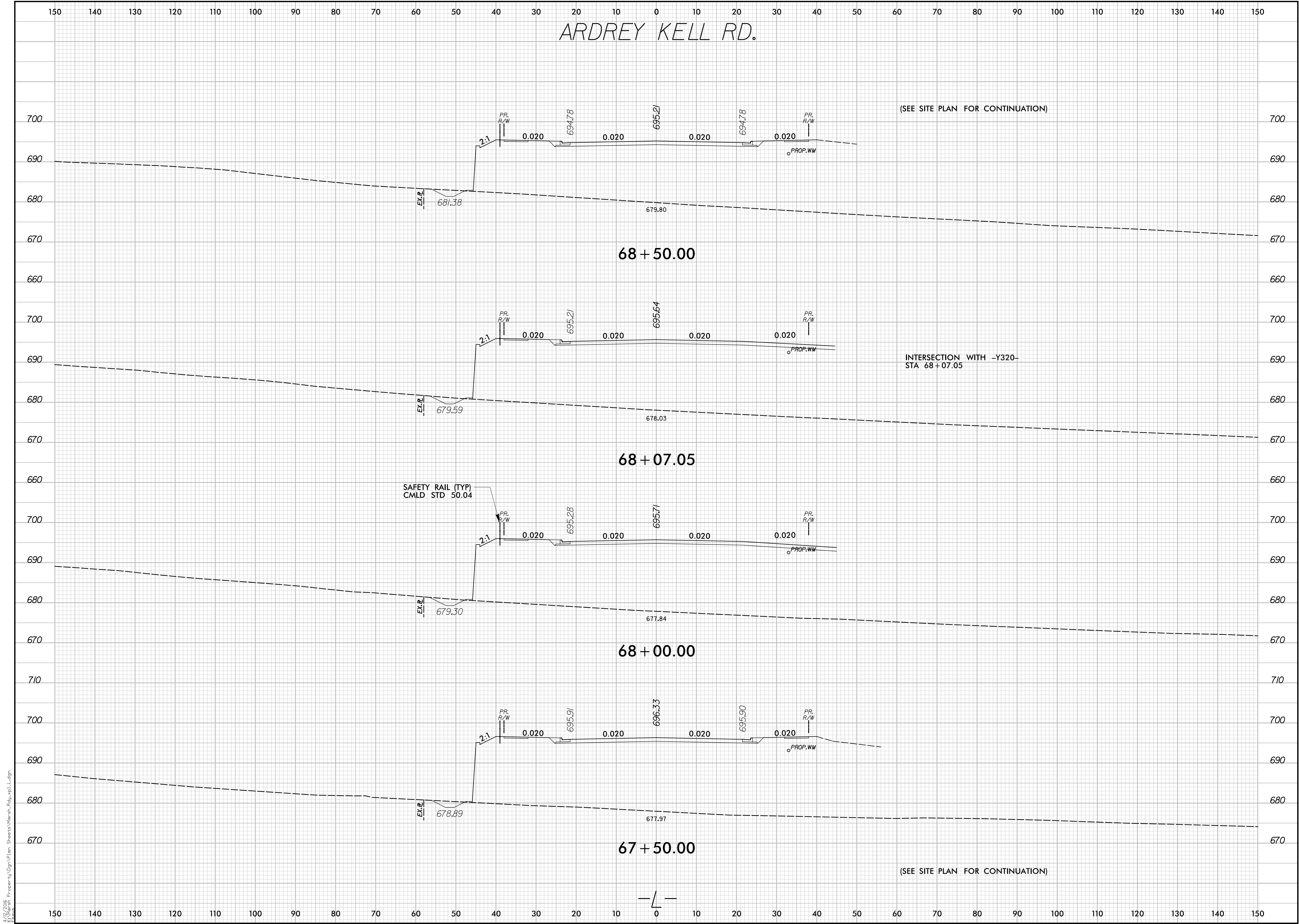
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CROSS SECTIONS

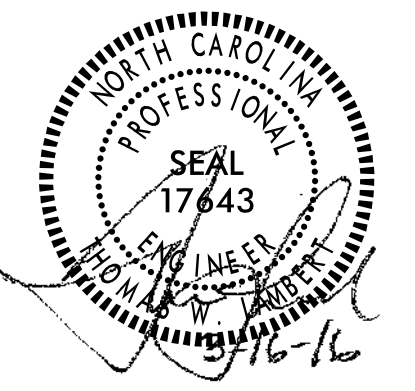
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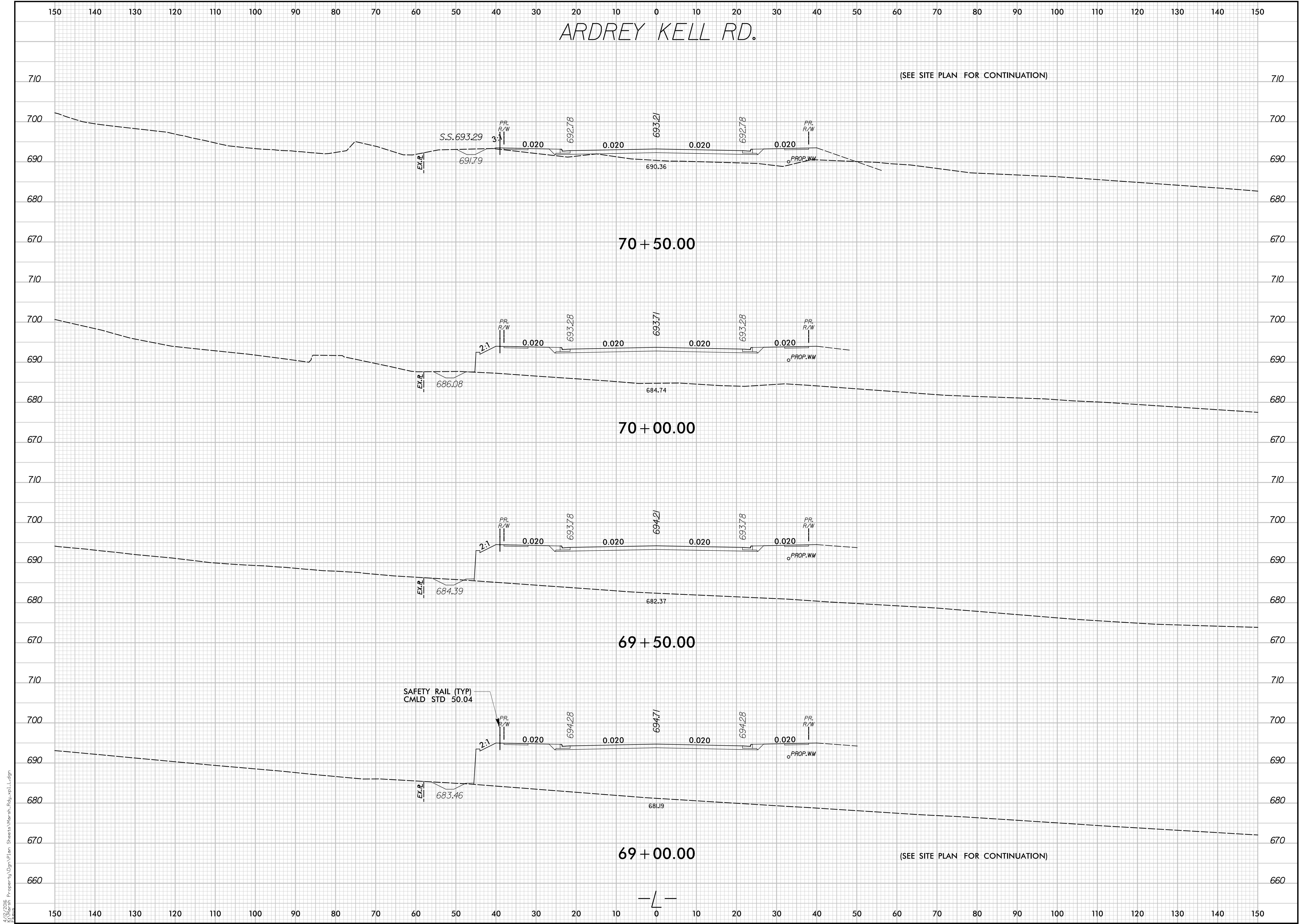
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CROSS
SECTIONS

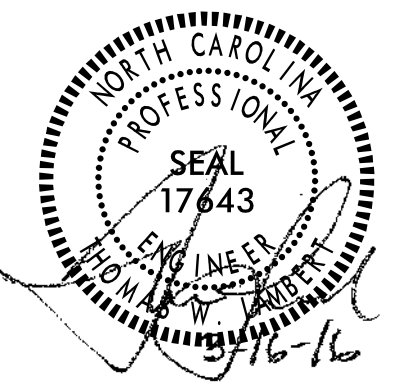
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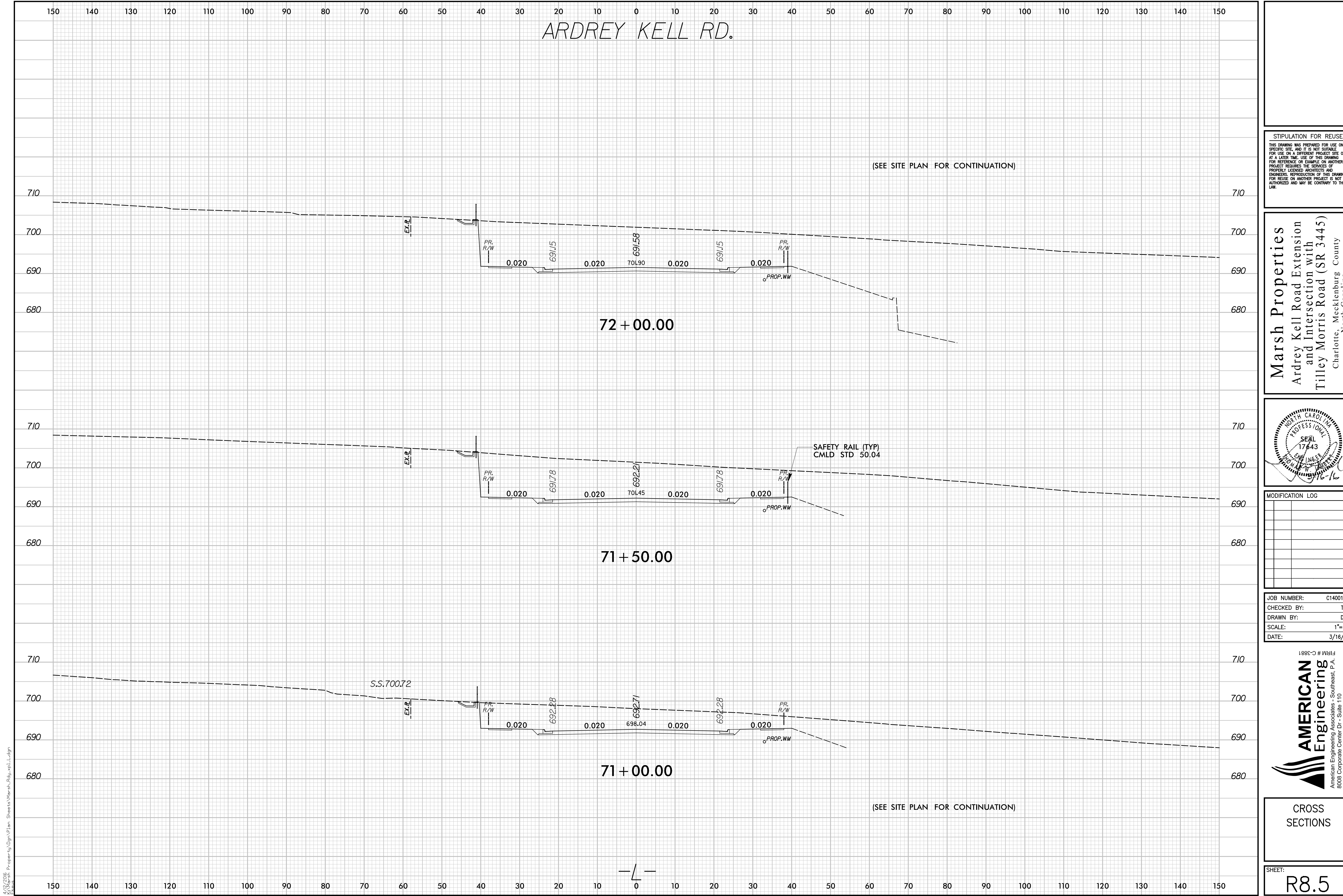
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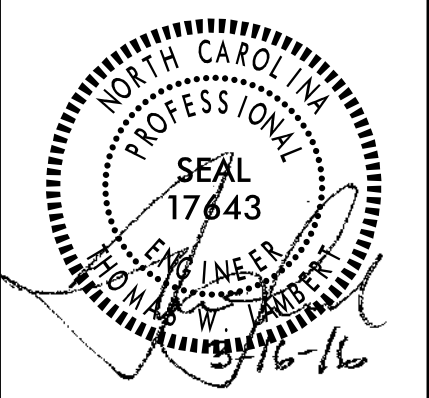
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SCALE: 1"=10'
DATE: 3/16/16

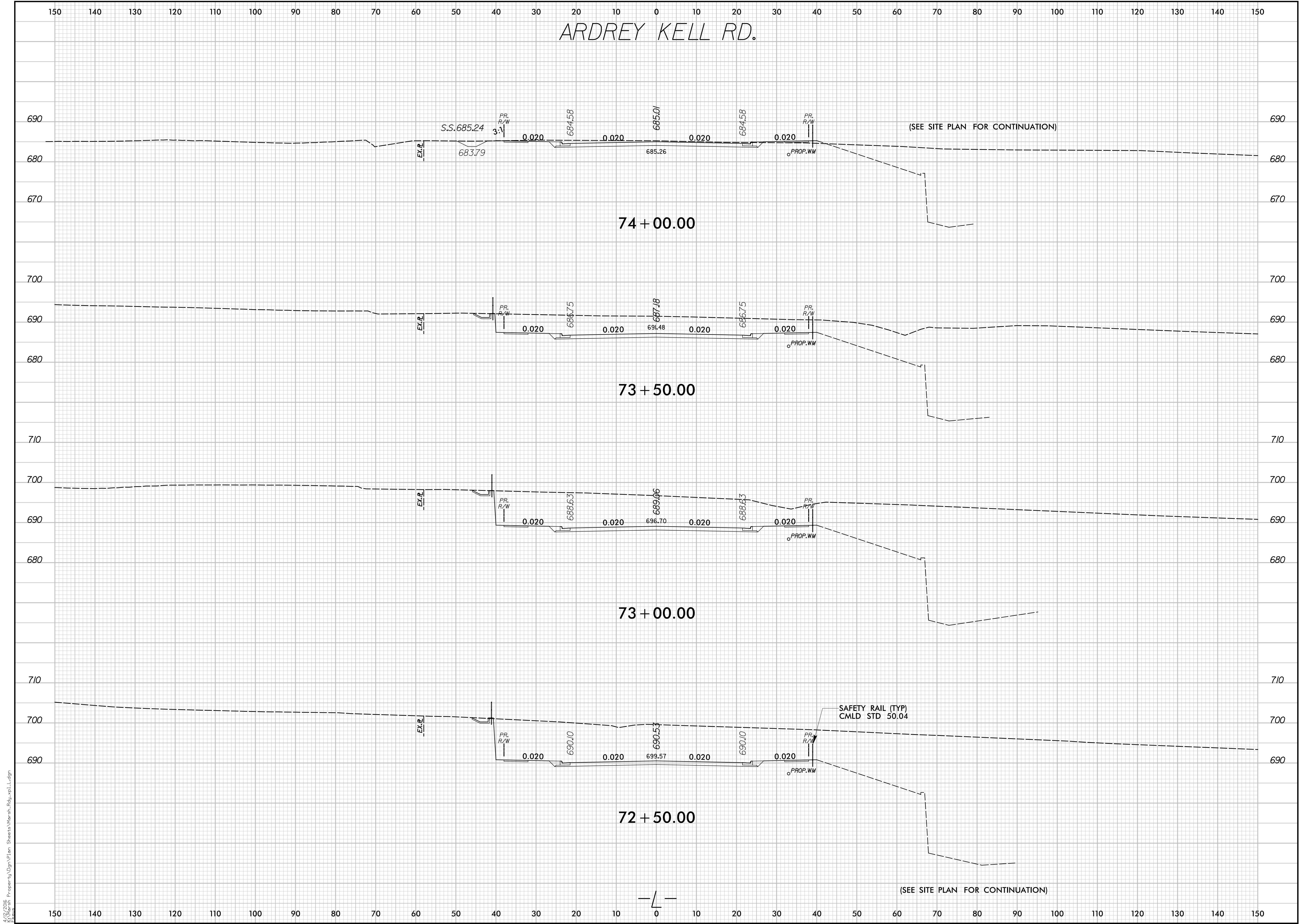
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FIRM # C-3881

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R8.5



ARDREY KELL RD.

(SEE SITE PLAN FOR CONTINUATION)

74 + 00.00

73 + 50.00

73 + 00.00

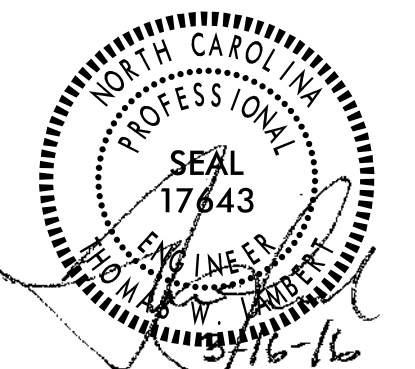
72 + 50.00

SAFETY RAIL (TYP)
CMLD STD 50.04

(SEE SITE PLAN FOR CONTINUATION)

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MODIFICATION LOG	

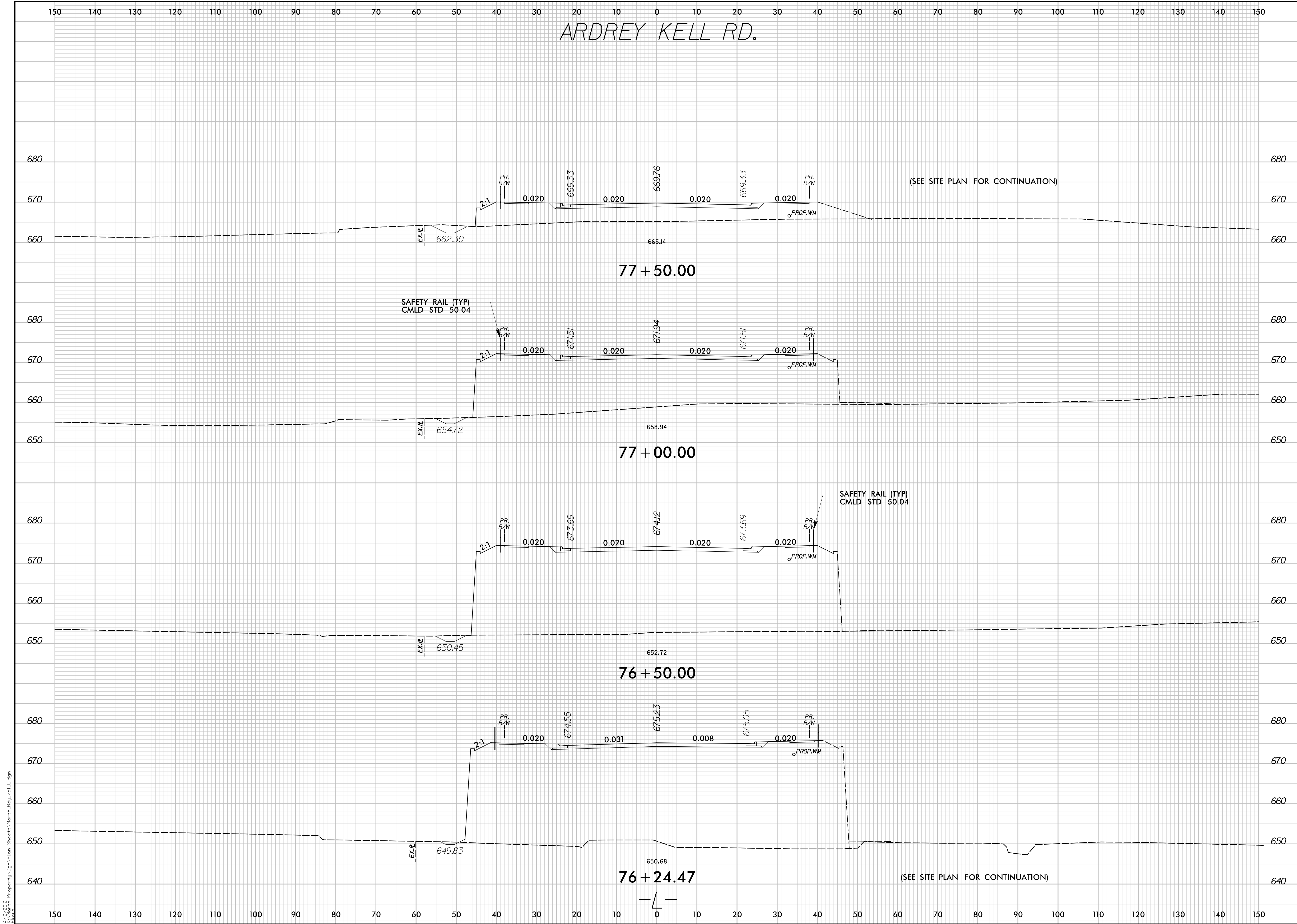
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DATE: 3/16/16

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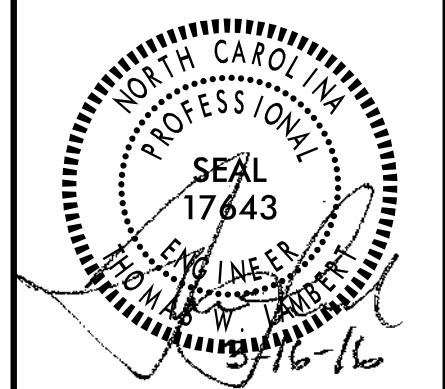
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4/15/2016 Properties\Ardrey Kell Road Extension\Marsh Properties\Ardrey Kell Road Extension.dgn



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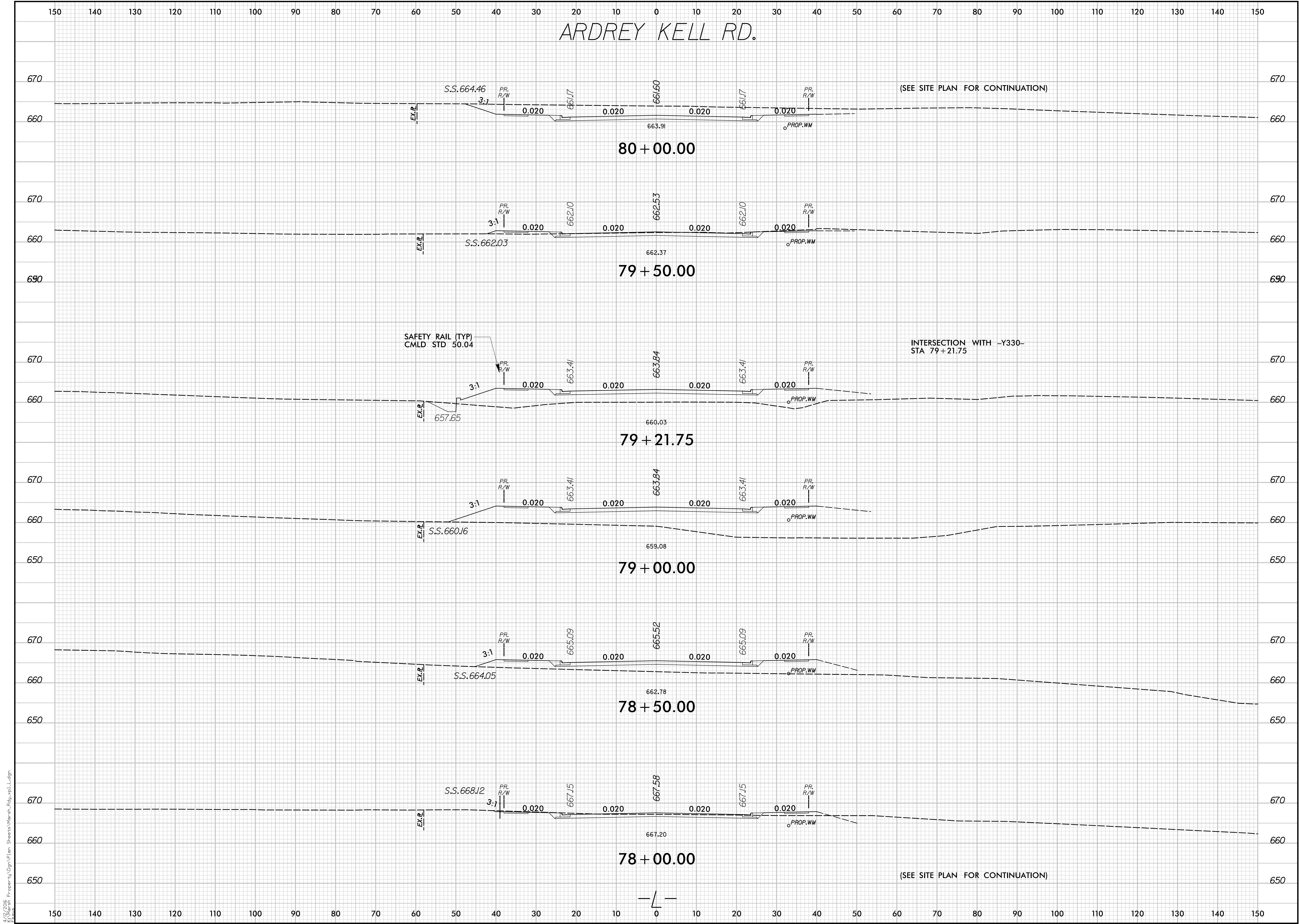
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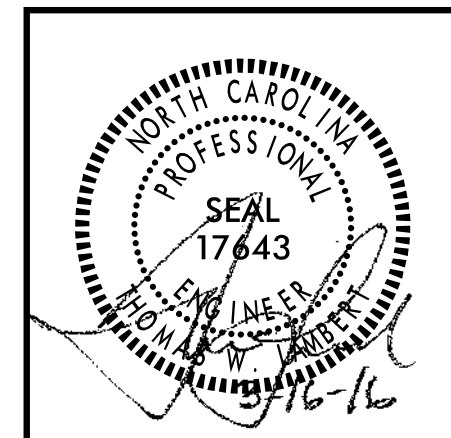
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MODIFICATION LOG	

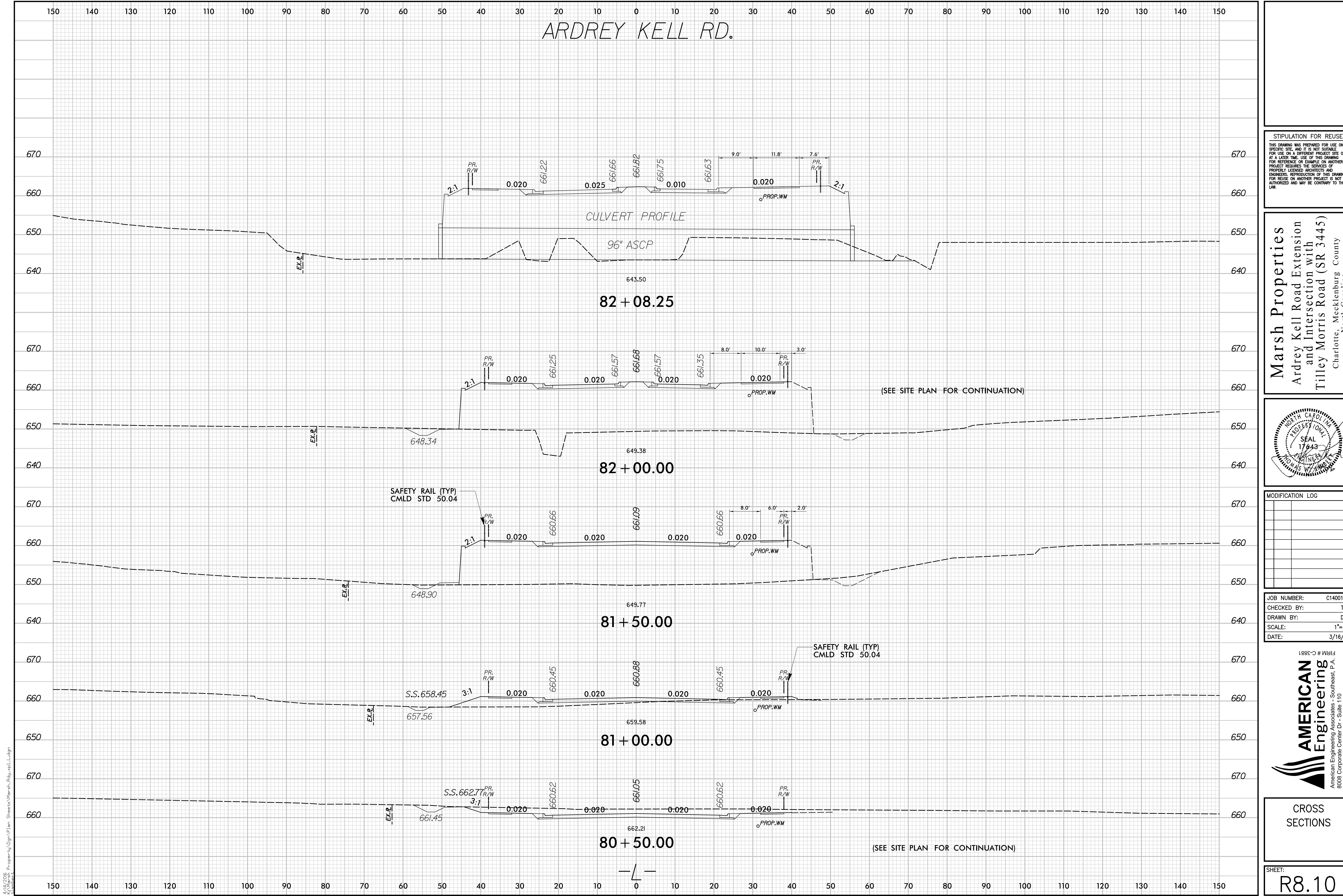
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DATE:	3/16/16



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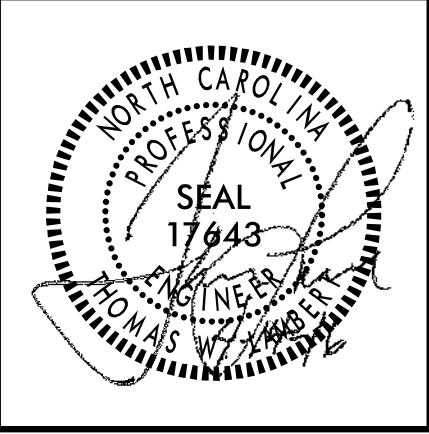
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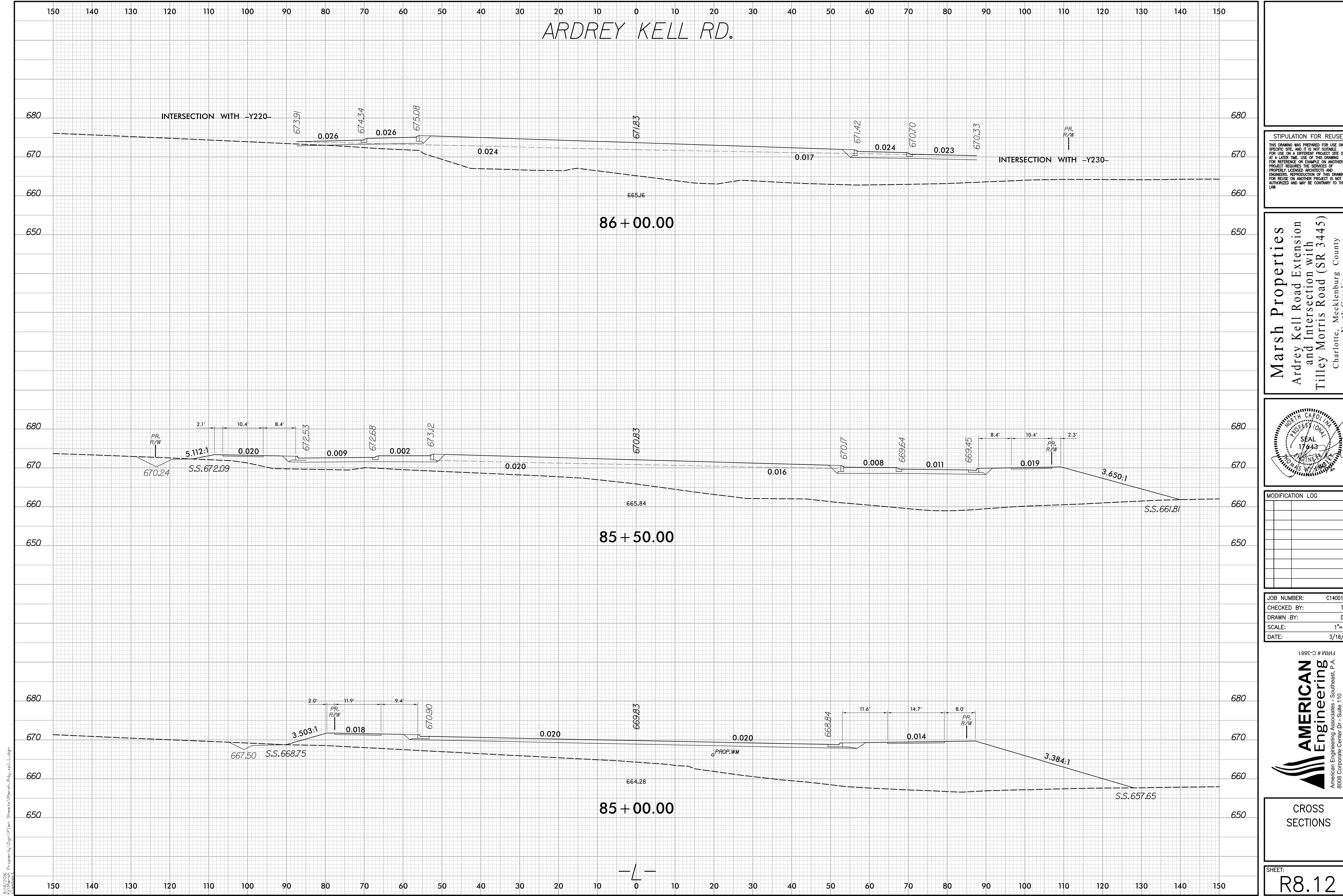
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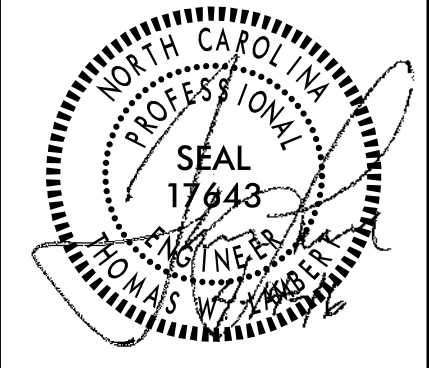
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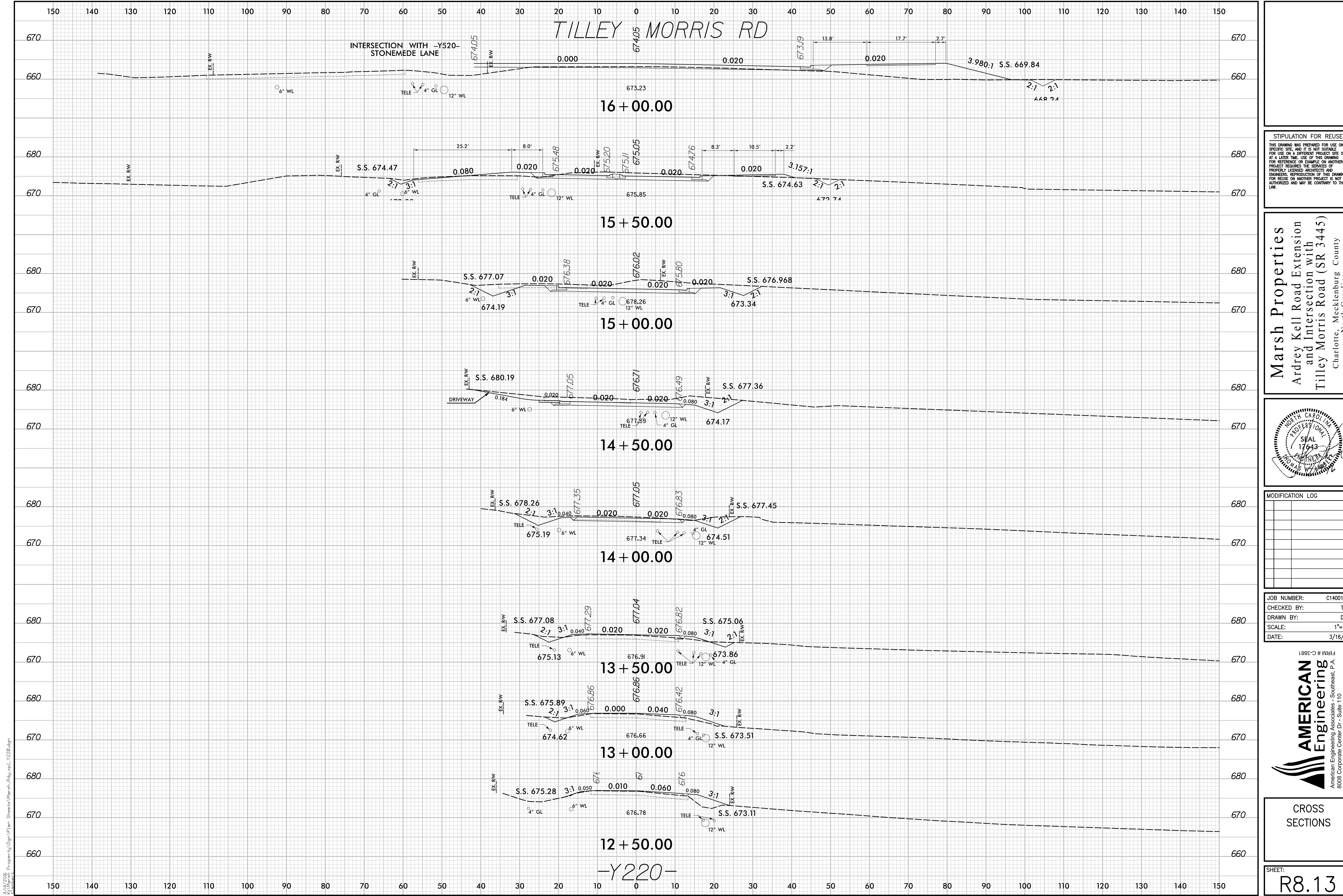
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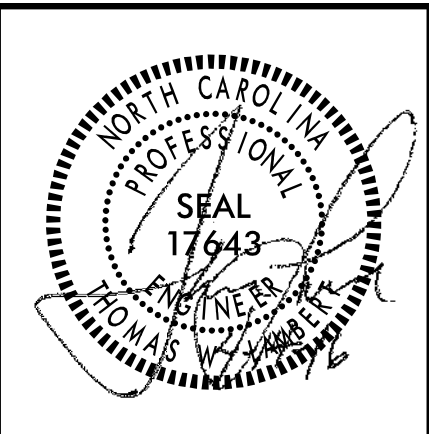
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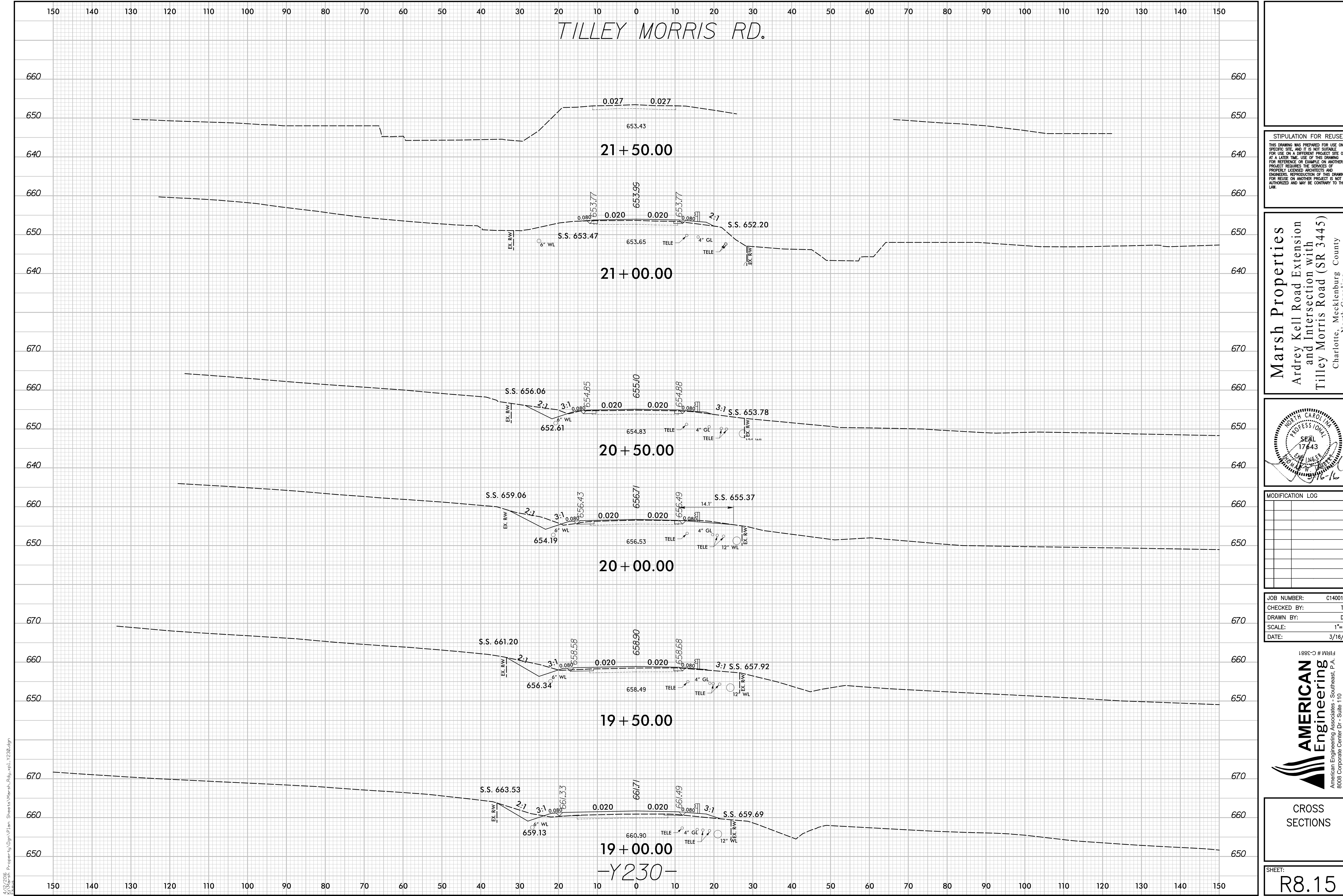
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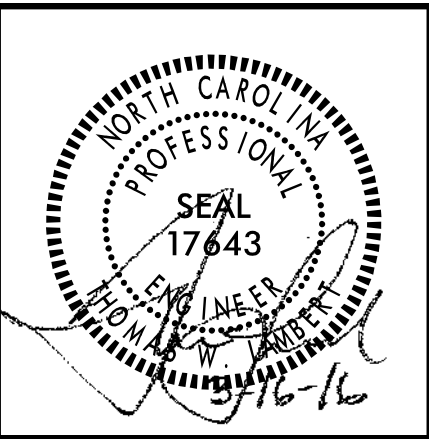
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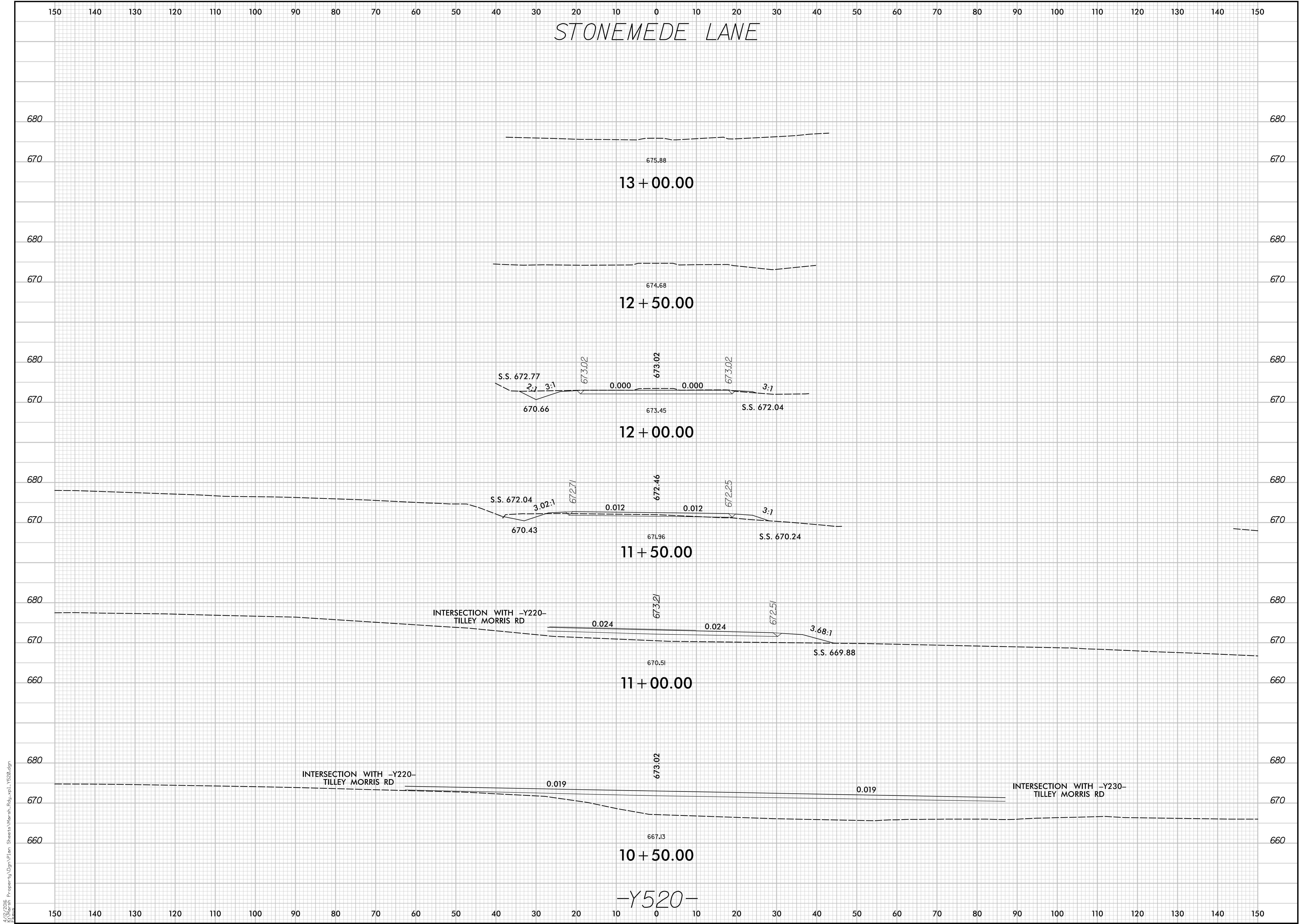
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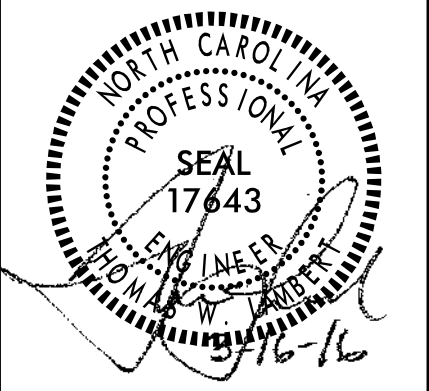
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