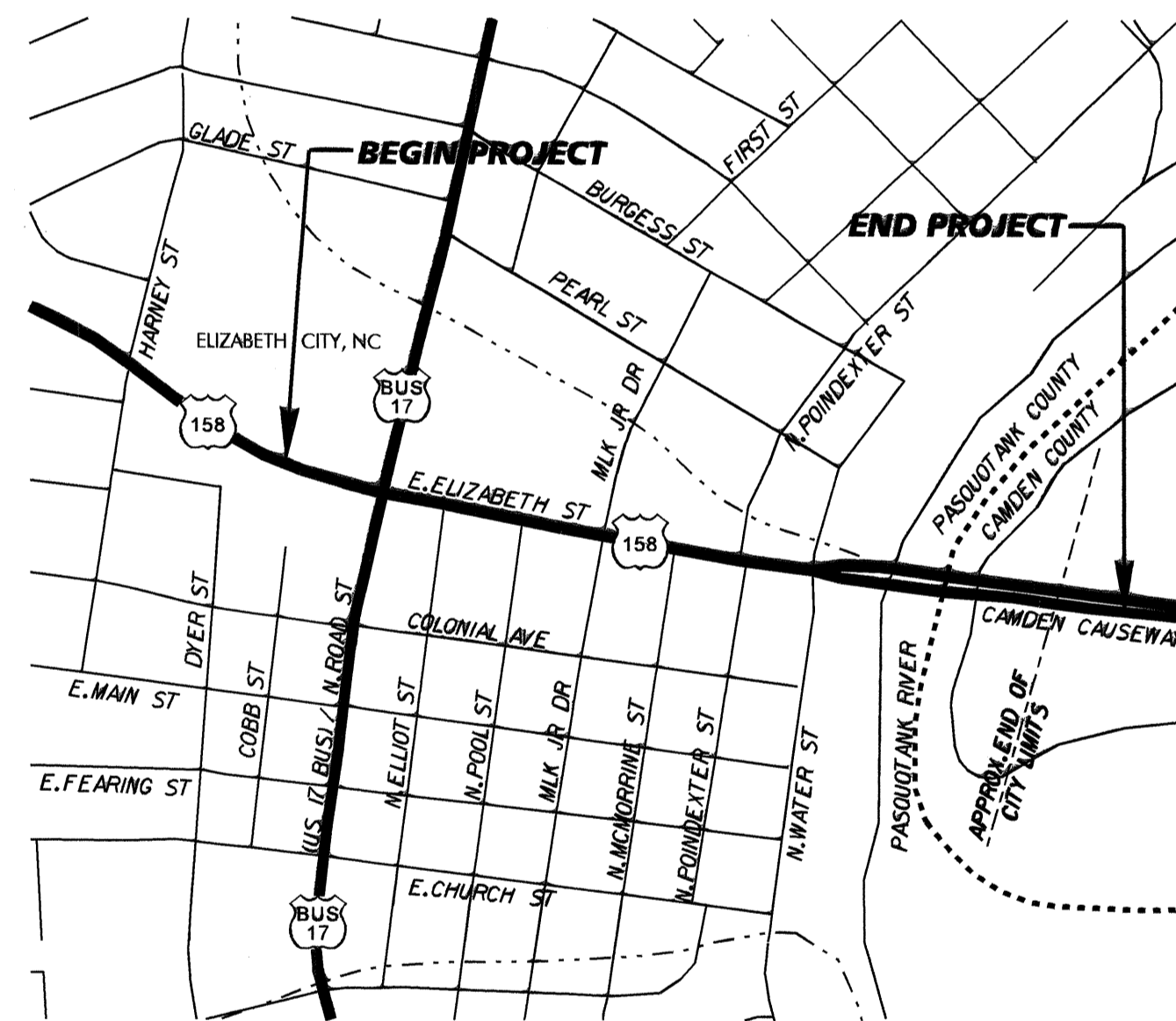
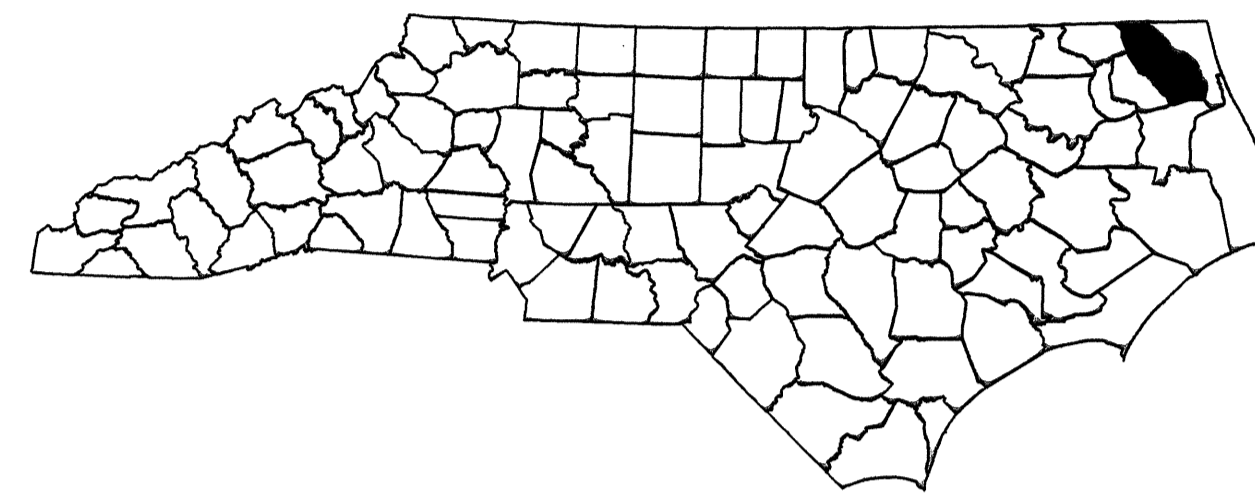


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN
PASQUOTANK / CAMDEN COUNTIES



LOCATION: US 158 (EAST ELIZABETH STREET) FROM US 17 BUSINESS
(NORTH ROAD STREET) TO EAST OF PASQUOTANK RIVER

INDEX OF SHEETS

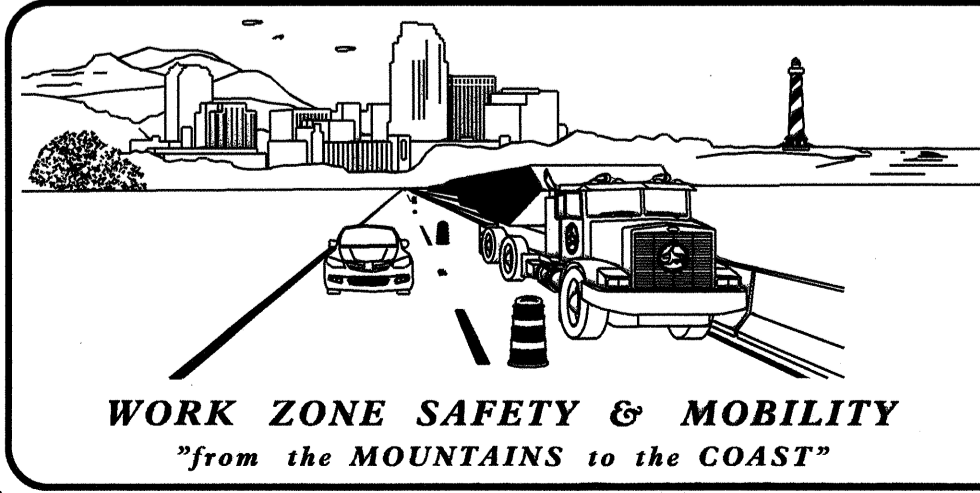
SHEET NO.	TITLE
TMP-1	TITLE SHEET, AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND, AND TEMPORARY PAVEMENT MARKING
TMP-1B & TMP-1C	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES AND LOCAL NOTES)
TMP-2A	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-2B	TEMPORARY SHORING DATA
TMP-2C	DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS
TMP-3	TEMPORARY TRAFFIC CONTROL PHASING
TMP-4 - TMP-6	TEMPORARY TRAFFIC CONTROL PHASE I DETAIL
TMP-7 - TMP11A	TEMPORARY TRAFFIC CONTROL PHASE II DETAIL
TMP-12 - TMP-19	TEMPORARY TRAFFIC CONTROL PHASE III DETAIL
TMP-20 - TMP-24	TEMPORARY TRAFFIC CONTROL PHASE IV DETAIL
TMP-25 - TMP-28	TEMPORARY TRAFFIC CONTROL PHASE V DETAIL
PED-1 - PED-6	CONSTRUCTION PHASING ACCESSIBILITY NARRATIVES
SD-1	SPECIAL SIGN DESIGN

SHEET NO.
TMP-1

U-4438

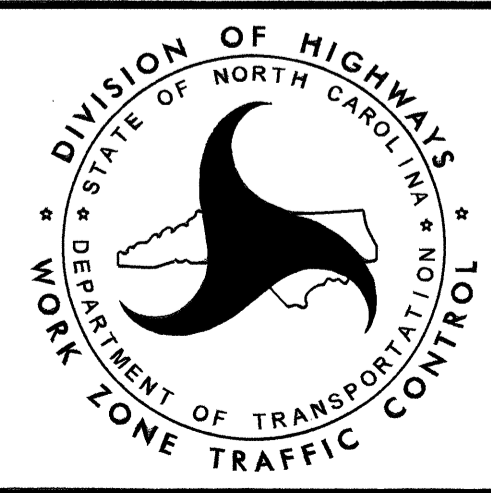
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N.C.D.O.T. WORK ZONE TRAFFIC CONTROL
1580 MAIL SERVICE CENTER (MSC) RALEIGH, NC 27699-1580
1020 BIRCH RIDGE DRIVE, RALEIGH, NC 27610 (DELIVERY)
PHONE: (919) 250-4094 FAX: (919) 250-4098

J. S. BOURNE, P.E. STATE TRAFFIC MANAGEMENT ENGINEER
J. S. KITE, JR., P.E. TRAFFIC CONTROL PROJECT ENGINEER
D. W. BISSETTE, P.E. TRAFFIC CONTROL PROJECT DESIGN ENGINEER
ROGER M. GARRETT TRAFFIC CONTROL DESIGN ENGINEER



APPROVED: *[Signature]*
DATE: *December 7, 2010*

SEAL

ROADWAY STANDARD DRAWINGS

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

STD. NO.	TITLE
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW PANELS
1130.01	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.07	PAVEMENT MARKINGS - PEDESTRIAN CROSSWALKS
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.10	PAVEMENT MARKINGS - SCHOOL AREAS
1250.01	PAVEMENT MARKER SPACING
1251.01	RAISED PAVEMENT MARKERS - (PERMANENT AND TEMPORARY)
1261.01	GUARDRAIL AND BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION
1264.01	OBJECT MARKERS
1264.02	PLACEMENT OF OBJECT MARKERS

LEGEND

GENERAL

- DIRECTION OF TRAFFIC FLOW
- DIRECTION OF PEDESTRIAN TRAFFIC FLOW
- EXIST. PVMT.
- NORTH ARROW
- PROPOSED PVMT.

- WORK AREA
- REMOVAL
- USER DEFINED (IF NEEDED)
- USER DEFINED (IF NEEDED)

TRAFFIC CONTROL DEVICES

- BARRICADE (TYPE III)
- CONE
- DRUM SKINNY DRUM TUBULAR MARKER
- TEMPORARY CRASH CUSHION
- FLASHING ARROW PANEL (TYPE C)
- FLAGGER
- LAW ENFORCEMENT
- TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)
- CHANGEABLE MESSAGE SIGN

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

SIGNALS

- EXISTING
- PROPOSED
- TEMPORARY

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

PAVEMENT MARKERS

- CRYSTAL / CRYSTAL
- CRYSTAL / RED
- YELLOW / YELLOW

PAVEMENT MARKING SYMBOLS

- PAVEMENT MARKING SYMBOLS

TEMPORARY PAVEMENT MARKING

COLD APPLIED PLASTIC (24")
Type 4 - Removable Tape

P4 WHITE STOPBAR

COLD APPLIED PLASTIC (4")
Type 4 - Removable Tape

PA WHITE EDGELINE
PB YELLOW EDGELINE
PC 10 FT. WHITE SKIP
PD 2 FT. WHITE MINISKIP
PE WHITE SOLID LANE LINE
PG 2 FT. YELLOWMINISKIP
PH YELLOW SINGLE CENTER
PI YELLOW DOUBLE CENTER

COLD APPLIED PLASTIC (8")
Type 4 - Removable Tape

PR WHITE GORELINE
PS WHITE DIAGONAL
PV YELLOW DIAGONAL
PX WHITE CROSSWALK LINE

COLD APPLIED PLASTIC PAVEMENT MARKING CHARACTER
Type 4 - Removable Tape

QI ALPHANUMERIC CHAR.

COLD APPLIED PLASTIC PAVEMENT MARKING SYMBOL
Type 4 - Removable Tape

QA LEFT TURN ARROW
QB RIGHT TURN ARROW
QC STRAIGHT ARROW
QD COMBO. STRAIGHT/LEFT
QE COMBO. STRAIGHT/RIGHT
QF COMBO. LEFT/RIGHT
QG LEFT/RIGHT/STRAIGHT

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APPROVED DATE: 1/6/2011 		ROADWAY STANDARD DRAWINGS & LEGEND
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MANAGEMENT STRATEGIES

THE FOLLOWING LISTED STRATEGIES DERIVE FROM ASSESSMENTS OF THE WORK ZONE IMPACTS CONDUCTED DURING THE DEVELOPMENTAL STAGES OF THIS TRANSPORTATION MANAGEMENT PLAN (TMP).

RECOMMENDED MANAGEMENT STRATEGIES:

- TEMPORARY TRAFFIC SIGNALS
- TURN RESTRICTIONS
- PARKING RESTRICTIONS
- COORDINATION WITH ADJACENT CONSTRUCTION SITE(S)
- TEMPORARY TRAFFIC BARRIER
- COORDINATION WITH MEDIA
- LOCAL DETOUR ROUTES
- INCIDENT/EMERGENCY RESPONSE PLAN
- LAW ENFORCEMENT

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.

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

DURING OCCURRENCES WHERE A 2-LANE, 2-WAY TRAFFIC PATTERN CAN NOT BE MAINTAINED DURING PHASES II THROUGH V ON US 158 (ELIZABETH STREET) AND WATER STREET THE FOLLOWING TIME RESTRICTIONS APPLY:

ROAD NAME	DAY AND TIME RESTRICTIONS
US 158 (ELIZABETH STREET)	MON - FRI 6:00 AM - 9:00 AM MON - FRI 3:00 PM - 7:00 PM
WATER STREET	MON - FRI 6:00 AM - 9:00 AM MON - FRI 3:00 PM - 7:00 PM

HOLIDAY

1. FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
2. FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00 A.M. DECEMBER 31st TO 7:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 7:00 P.M. THE FOLLOWING TUESDAY.
3. FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 7:00 P.M. MONDAY.

GENERAL NOTES (CONT'D)

4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 7:00 P.M. TUESDAY.
5. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 7:00 P.M. THE DAY AFTER INDEPENDENCE DAY.

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

B) DO NOT CLOSE ROADS AS FOLLOWS:

DURING OCCURRENCES WHERE US 158 (ELIZABETH STREET) AND WATER STREET HAS TO BE CLOSED DURING PHASES II THROUGH V THE FOLLOWING TIME RESTRICTIONS APPLY:

ROAD NAME	DAY AND TIME RESTRICTIONS
US 158 (ELIZABETH STREET)	SEPTEMBER 8TH TO MAY 31ST MON - FRI 6:00 AM - 9:00 AM MON - FRI 3:00 PM - 7:00 PM JUNE 1ST TO SEPTEMBER 7TH FRIDAY 6:00 AM - 9:00 PM
WATER STREET	SEPTEMBER 8TH TO MAY 31ST MON - FRI 6:00 AM - 9:00 AM MON - FRI 3:00 PM - 7:00 PM JUNE 1ST TO SEPTEMBER 7TH FRIDAY 6:00 AM - 9:00 PM

IF A WORK OPERATION REQUIRES SHORT-TERM, INTERMITTENT ROAD CLOSURES FOR THE SAFETY OF THE MOTORING PUBLIC, THE FOLLOWING RESTRICTIONS AND CONDITIONS APPLY:

IF USED BETWEEN THE HOURS OF 9:00 AM AND 3:00 PM THE MAXIMUM ROAD CLOSURE DURATION IS 3 HOURS. TRAFFIC IS TO BE RETURNED TO THEIR EXISTING PATTERN AND ANY QUEUING COMPLETELY DISSIPATED BEFORE ANOTHER ROAD CLOSURE CAN OCCUR. NO MORE THAN 2 CLOSURES PER WORKDAY ARE ALLOWED. IF CLOSED AFTER 7:00 PM THE MAXIMUM DURATION DOES NOT APPLY.

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 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.

GENERAL NOTES (CONT'D)

PAVEMENT EDGE DROP OFF REQUIREMENTS

- E) BACKFILL AT A 6:1 SLOPE UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN AREAS ADJACENT TO AN OPENED TRAVEL LANE THAT HAS AN EDGE OF PAVEMENT DROP-OFF AS FOLLOWS:

BACKFILL DROP-OFFS THAT EXCEED 2 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS OF 45 MPH OR GREATER.

BACKFILL DROP-OFFS THAT EXCEED 3 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS LESS THAN 45 MPH.

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

- F) DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 200 FT IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- H) INSTALL ADVANCE WORK ZONE WARNING SIGNS NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.

- I) PROVIDE PERMANENT SIGNING.

- J) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRAFFIC CONTROL PLANS.

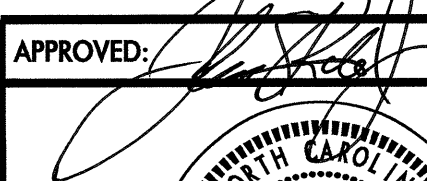
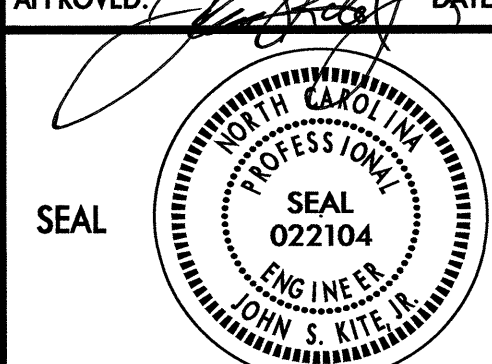
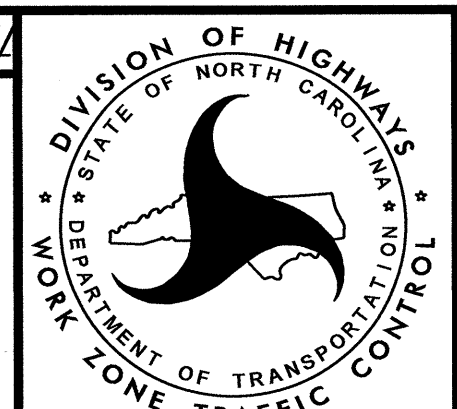
PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRAFFIC CONTROL PLANS.

- K) COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROAD WHEN ROAD CLOSURE IS NOT IN OPERATION.

COVER OR REMOVE ALL SIGNS REQUIRED FOR THE OFF-SITE DETOUR WHEN THE DETOUR IS NOT IN OPERATION.

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

- M) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 200 FT IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

APPROVED:  DATE: 1/31/2011 		<h1 style="margin: 0;">TRANSPORTATION OPERATIONS PLAN</h1>
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GENERAL NOTES (CONT'D)

TRAFFIC BARRIER

- N) 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.

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

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

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

TRAFFIC CONTROL DEVICES

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

PAVEMENT MARKINGS AND MARKERS

- S) INSTALL PAVEMENT MARKINGS AND PAVEMENT MARKERS ON THE FINAL SURFACE AS SHOWN IN THE PAVEMENT MARKING PLAN.

GENERAL NOTES (CONT'D)

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

ROAD NAME	MARKING	MARKER
ALL ROADS	COLD APPLIED PLASTIC TYPE 4 REMOVABLE TAPE	N/A

- U) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

- V) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS BY THE END OF EACH DAY'S OPERATION.

TEMPORARY / FINAL SIGNALS

- W) NOTIFY THE ENGINEER TWO (2) MONTHS BEFORE A TRAFFIC SIGNAL INSTALLATION BY OTHERS IS REQUIRED.

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

MISCELLANEOUS

- Y) POLICE MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE ENGINEER.

- Z) ALL WHEELCHAIR RAMP LOCATIONS SHALL BE DERIVED FROM STATIONING SHOWN ON PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER IN COORDINATION WITH THE SIGNING AND DELINEATION UNIT.

- AA) CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AS NOTED WITHIN THE PLANS OR DIRECTED BY THE ENGINEER AS COORDINATED WITH CITY FORCES.

- BB) ADDITIONAL CMS BOARD QUANTITIES ARE INCLUDED IN THE CONSTRUCTION ESTIMATE TO PROVIDE ADDITIONAL ADVANCE WARNING DURING VARIOUS STAGES OF CONSTRUCTION AS DIRECTED BY THE ENGINEER.

- CC) ENSURE THE OVERSIZE/OVERWEIGHT PERMIT UNIT (919) 733-4740 HAS BEEN ADVISED OF THE ONGOING TRAFFIC OPERATIONS THROUGH THE DIVISION OFFICE.

AREAS OF CONCERN:



- 1) AREAS OF CONSTRICTED HORIZONTAL CLEARANCES (NARROW LANES) OR (LANES BORDERED ALONG THE OUTSIDE WITH PCB).

LOCAL NOTES

LOCAL NOTES

- 1) TRAFFIC SHALL NOT BE STOPPED FOR MORE THAN 15 MINUTES WHILE SHIFTING TRAFFIC ON ANY ROAD, UNLESS LAW ENFORCEMENT ASSISTANCE IS USED.
- 2) CONTRACTOR IS TO COORDINATE WITH CITY FORCES THROUGH DIVISION PERSONNEL REGARDING ALTERED TRAFFIC PATTERNS, TEMPORARY DRIVEWAYS AND OR ON-STREET PROHIBITIVE PARKING PRIOR TO PLACING TRAFFIC IN THE TEMPORARY PATTERNS SHOWN ON TRAFFIC MANAGEMENT PLANS.
- 3) CONTRACTOR IS TO INSURE THAT ALL PIPING / CONDUIT NETWORKS ARE PROPERLY SEALED PRIOR TO PROPOSED FOAMED CONCRETE CONSTRUCTION.
- 4) CONTRACTOR IS TO INSTALL CONDUIT ALONG THE SOUTHERN HALF OF -L- US 158 (ELIZABETH STREET)AS SPECIFIED IN SIGNAL PLANS.

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APPROVED: <i>John S. Kite, Jr.</i> DATE: 1/21/11 		<h1 style="margin: 0;">TRANSPORTATION OPERATIONS PLAN</h1>
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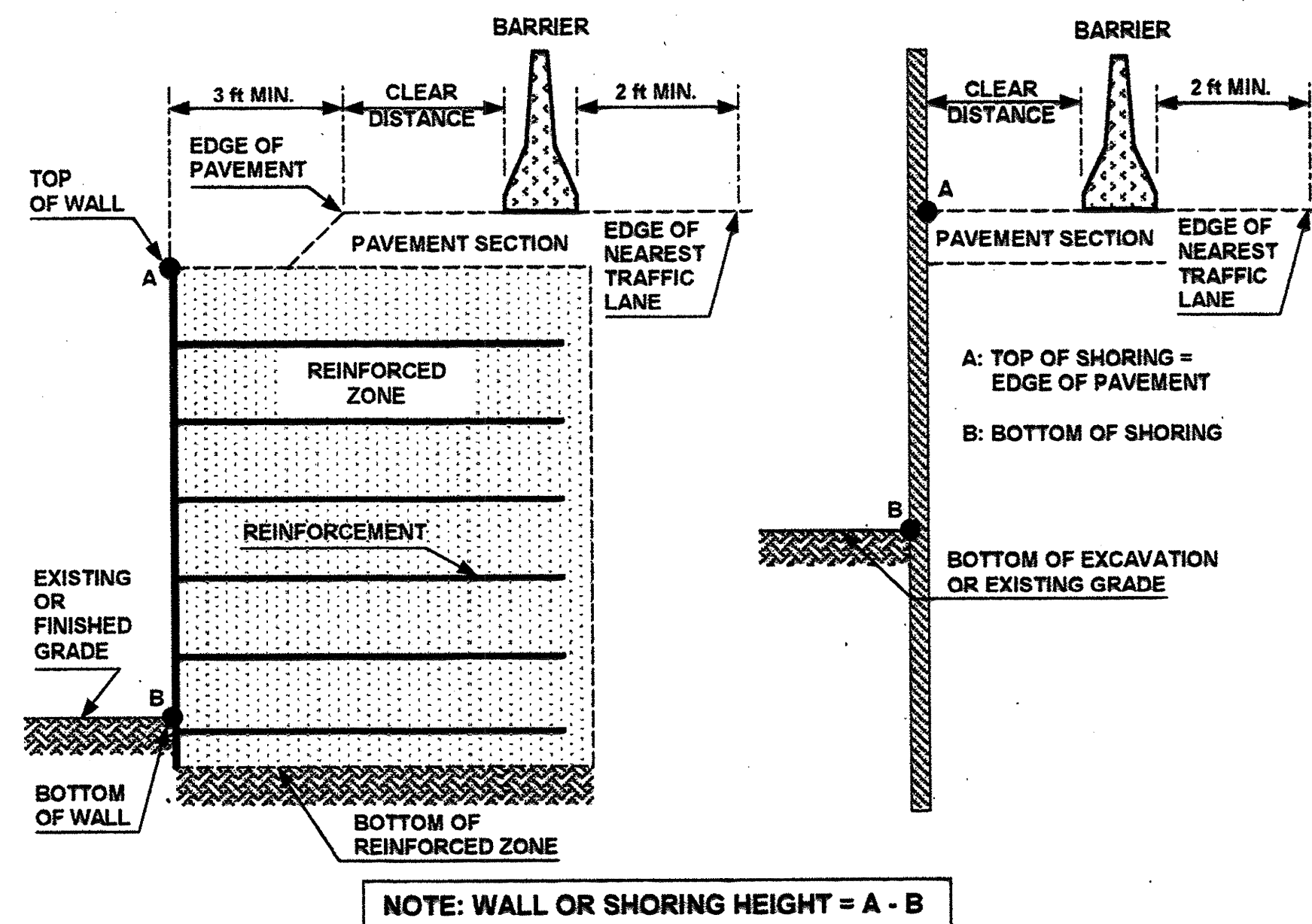


FIGURE A

NOTES

- REFER TO THE TRAFFIC CONTROL PLANS FOR SHORING LOCATIONS AND SOIL PARAMETERS.
- REFER TO THE "TEMPORARY SHORING" PROJECT SPECIAL PROVISION FOR MORE INFORMATION ABOUT TEMPORARY SHORING, MEASUREMENT AND PAYMENT.
- PROVIDE PORTABLE CONCRETE BARRIER TO PROTECT TEMPORARY SHORING IF SHORING IS LOCATED WITHIN THE CLEAR ZONE AS DEFINED IN THE AASHTO ROADSIDE DESIGN GUIDE. DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE. (CONTACT NCDOT PAVEMENT MANAGEMENT UNIT FOR APPLICABLE PAVEMENT DESIGN).
- BASED ON THE CLEAR DISTANCE, OFFSET, DESIGN SPEED AND PAVEMENT TYPE, CHOOSE AN UNANCHORED PCB, ANCHORED PCB OR AN OREGON BARRIER FROM THE TABLE SHOWN IN FIGURE B. FOR TRAFFIC LANES AND PORTABLE CONCRETE BARRIER LOCATED ABOVE AND BEHIND TEMPORARY SHORING, THE FOLLOWING ARE DEFINED AS:

CLEAR DISTANCE - HORIZONTAL DISTANCE FROM THE BACK FACE OF THE BARRIER TO THE EDGE OF PAVEMENT FOR TEMPORARY MSE WALL OR TO THE FACE OF NON-ANCHORED TEMPORARY SHORING AS SHOWN IN FIGURE A.

OFFSET - HORIZONTAL DISTANCE FROM THE FRONT FACE OF THE BARRIER TO CENTERLINE OF THE FURTHEST TRAFFIC LANE AS SHOWN IN FIGURE B FOR 3 TRAFFIC LANES.
- AT THE CONTRACTOR'S OPTION OR IF THE MINIMUM REQUIRED CLEAR DISTANCE IS NOT AVAILABLE, SET AN UNANCHORED PCB AGAINST THE TRAFFIC SIDE OF THE SHORING AND DESIGN SHORING FOR TRAFFIC IMPACT OR USE THE "SURCHARGÉ 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

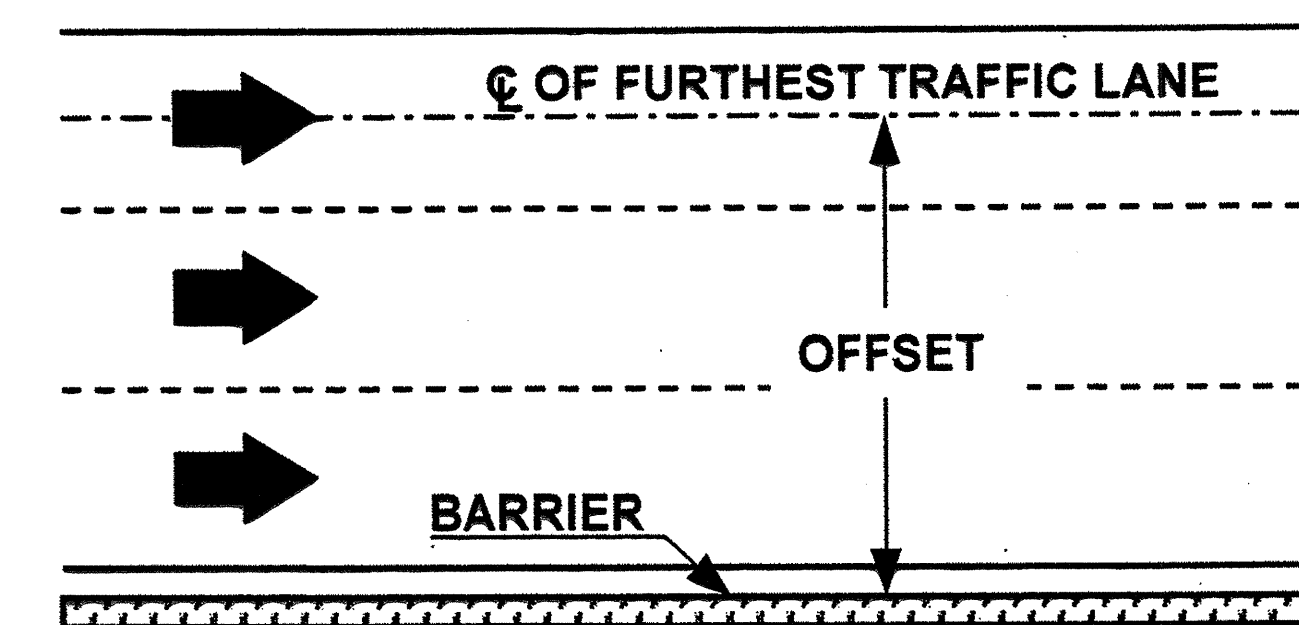


FIGURE B

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DIVISION OF HIGHWAYS
 NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 WORK ZONE TRAFFIC CONTROL

PORTABLE CONCRETE BARRIER
 AT
 TEMPORARY SHORING LOCATIONS

TEMPORARY SHORING NOTES

FOR TEMPORARY SHEETING, SEE TEMPORARY SHORING PROJECT SPECIAL PROVISION.

FOR CONTRACTOR DESIGNED TEMPORARY SHORING, SEE TEMPORARY SHORING PROJECT SPECIAL PROVISION.

INSTALL TEMPORARY SHEETING AT THE OFFSETS AS SHOWN ON THE TRAFFIC CONTROL PLANS FROM STATION 16+00 -L- TO 27+21 -L- AND FROM 27+36 -L- TO 28+76 -L- TO A MINIMUM SHEETING EMBEDMENT OF 39.5 FEET BELOW THE EXISTING GROUND SURFACE. TOP OF TEMPORARY SHEETING MUST EXTEND A MINIMUM OF 6 INCHES ABOVE THE EXISTING GROUND SURFACE.

HYDRAULIC PRESSING OR PUSHING OF TEMPORARY SHEETING MAY BE REQUIRED AT THE CONTRACTORS EXPENSE TO INSTALL THE SHEETING TO THE REQUIRED MINIMUM PILE EMBEDMENT WITHOUT EXCEEDING THE VIBRATION LIMIT ESTABLISHED IN THE CONTROL OF VIBRATION SPECIAL PROVISION AT THE NEAREST STRUCTURE.

USE SHEET PILING WITH A MINIMUM SECTION MODULUS OF 30.2 IN³/FT FOR TEMPORARY SHEETING.

USE CONTRACTOR DESIGNED TEMPORARY SHORING AT THE OFFSETS AS SHOWN ON THE TRAFFIC CONTROL PLANS FROM STATION 27+21 -L- TO 27+36 -L-.

USE THE FOLLOWING SOIL PARAMETERS FOR DESIGN OF CONTRACTOR DESIGNED TEMPORARY SHORING FROM STATION 27+21 -L- TO 27+36 -L-.

SOIL PARAMETERS				
	UNIT WEIGHT (PCF)	SUBMURGED UNIT WEIGHT (PCF)	FRICTION ANGLE (DEGREES)	COHESION (PSF)
GROUND SURFACE TO EL. -3	120	60	33	0
EL. -3 TO EL. -18	80	20	5	150
EL. -18 TO EL. -23	120	60	33	0
EL. -23 TO EL. -38	105	45	0	500
EL. -38 TO EL. -43	120	60	33	0
EL. -43 TO EL. -65	105	45	0	500

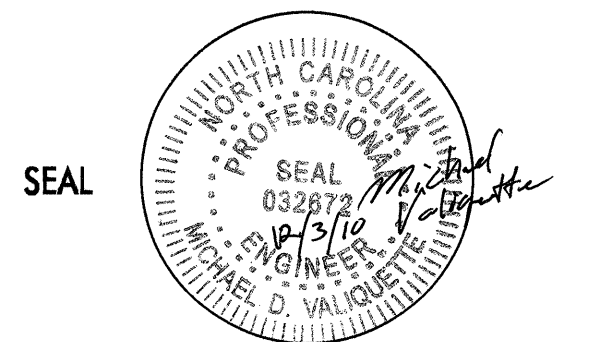
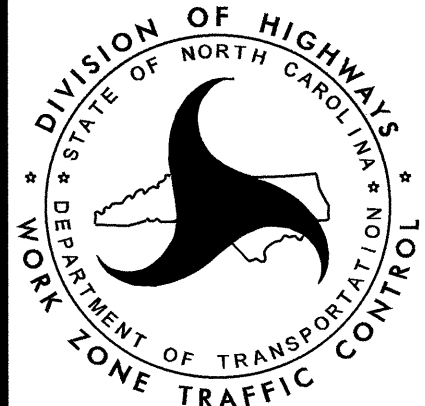
ASSUME WATER TABLE ELEVATION = 0 FT
ASSUME EXCAVATION WILL BE DEWATERED DOWN TO BOTTOM OF
EXCAVATION.

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

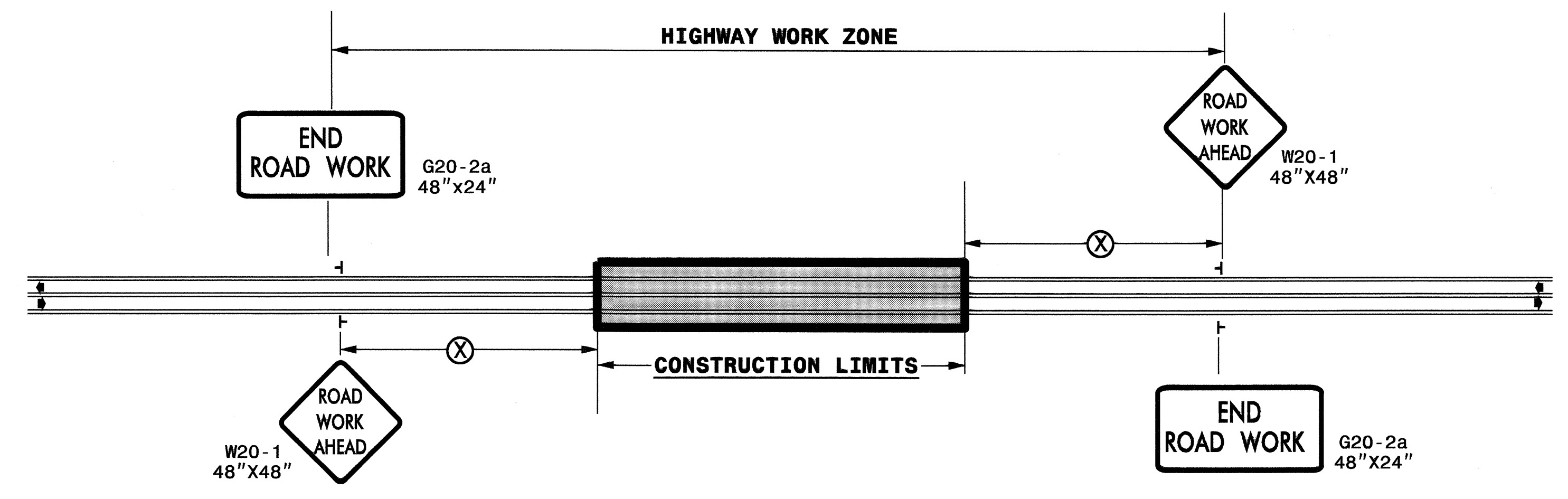
INSTALL CONTRACTOR DESIGNED TEMPORARY SHORING WITHOUT EXCEEDING THE VIBRATION LIMIT ESTABLISHED IN THE CONTROL OF VIBRATION SPECIAL PROVISION AT THE NEAREST STRUCTURE.

TEMPORARY SHEETING AND CONTRACTOR DESIGNED TEMPORARY SHORING MUST BE REMOVED AFTER TRAFFIC HAS BEEN SWITCHED TO PHASE 1 OF FOAMED CONCRETE CONSTRUCTION BUT PRIOR TO PHASE 2 OF FOAMED CONCRETE CONSTRUCTION.

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APPROVED: _____ DATE: _____ 		<h1 style="margin: 0;">TEMPORARY SHORING NOTES</h1>
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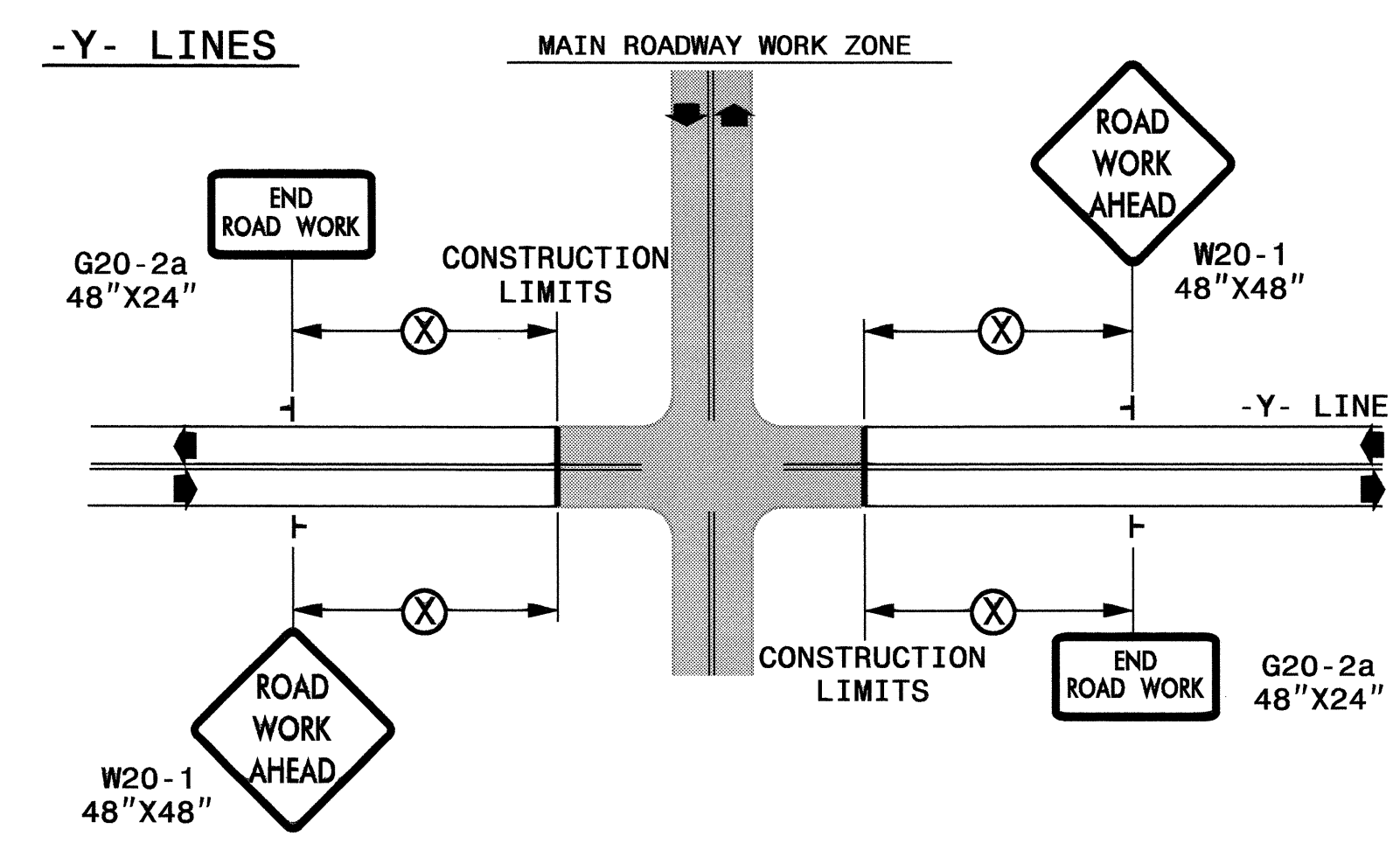
TWO-WAY UNDIVIDED ** (L-LINES)



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

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

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



DETAIL DRAWING FOR
 TWO-WAY UNDIVIDED
 WORK ZONE WARNING SIGNS

GENERAL NOTES

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

LEGEND

┆ STATIONARY SIGN

◀ DIRECTION OF TRAFFIC FLOW

SHEET 1 OF 1

APPROVED:	DATE: 12/1/01	DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS	
	SCALE: NONE	REVISIONS	
	DATE:	7-98	10/01
	DESIGN BY:	10-98	03/04
	REVIEWED BY:	01/01	11/04

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 rmgarrett

NOTES:
THE CONTRACTOR IS TO FURNISH, INSTALL, MAINTAIN, RELOCATE AND REMOVE CHANGEABLE MESSAGE BOARDS DURING VARIOUS STAGES OF CONSTRUCTION AT THE DESCRETION OF THE ENGINEER TO ADDQUATELY INFORM MOTORISTS OF CHANGING WORK ZONE CONDITIONS.

MAINTAIN VEHICULAR ACCESS TO ALL DRIVEWAYS DURING THE LIFE OF THE CONTRACT UNLESS OTHERWISE NOTED IN THE PHASING OR DIRECTED BY THE ENGINEER.

PHASE I

STEP 1 - INSTALL WORK ZONE ADVANCE WARNING SIGNS ON -L- AND ALL -Y- LINES AS SHOWN ON SHEET TMP-2C.

NOTE: CONTRACTOR IS TO ENSURE THE ADJUSTMENT OR INSTALLATION OF THE TEMPORARY SIGNALS ALONG THE -L2- WESTBOUND US 158 BRIDGE IS IN PLACE AND READY TO ACTIVATE FOR THE TEMPORARY TRAFFIC PATTERN DESCRIBED IN THE FOLLOWING STEP PRIOR TO PROCEEDING.

STEP 2 - NOTE: PLACE FLAGGERS AT EACH SIDE STREET TO CONTROL THE TRAFFIC.

- USING LAW ENFORCEMENT OFFICERS AND FLAGGERS PLACE WESTBOUND US 158 IN ONE LANE TRAFFIC PATTERN AND RESTRIPE.
- MERGE US 158 TRAFFIC INTO A SINGLE ONE LANE PATTERN AS SHOWN ON SHEETS TMP4, TMP-5 AND TMP-6.
- USING LAW ENFORCEMENT OFFICERS AND FLAGGERS CLOSE THE RIGHT LANE ON EASTBOUND US 158, RESTRIPE THE THROUGH MOVEMENT AND DIAGONALS IN THE EASTBOUND DIRECTION AS SHOWN ON SHEET TMP-4.
- USING LAW ENFORCEMENT OFFICERS PLACE EASTBOUND US 158 INTO THE REVISED PATTERN ONTO THE WESTBOUND BRIDGE AND CLOSE THE EXISTING RIGHT LANE FROM POINDEXTER TO WATER STREET FORMING A RIGHT ONLY MOVEMENT ONTO WATER STREET. (SEE SHEET TMP-4)
- USING LAW ENFORCEMENT OFFICERS STOP THE NORTHBOUND WATER STREET TRAFFIC AND INSTALL MARKINGS AND DEVICES AS SHOWN ON SHEET TMP-4.
- USING LAW ENFORCEMENT OFFICERS SLOW / DIRECT THE WATER STREET TRAFFIC ONTO THE WESTBOUND BRIDGE.
- AT THE DISCRETION OF THE ENGINEER ADD TEMPORARY STOP BARS 40' BACK FROM SIGNAL FACES IN BOTH DIRECTIONS ON THE US 158 BRIDGE.
- ACTIVATE ALL TEMPORARY SIGNALS AND SHIFT US 158 TRAFFIC INTO THE PATTERN AFOREMENTIONED. SEE LOCAL NOTES 1 AND 2.
- WORK MAY BEGIN ON THE EXISTING EASTBOUND US 158 BRIDGE REPLACEMENT (ALIGNMENT -L1-) TO STA. -L1- 28+49+/- (SEE ROADWAY AND STRUCTURE PLANS)

NOTE: TRAFFIC ALONG -L- US 158 (ELIZABETH STREET) WILL REMAIN IN THE EXISTING TRAFFIC PATTERN (BOTH DIRECTIONS) FROM -Y1- N. ROAD STREET (US 17 BUS.) TO -Y7- (N. POINDEXTER STREET).

STEP 3 - USING LAW ENFORCEMENT AND FLAGGERS AS NECESSARY INSTALL SIGNS AND DEVICES NECESSARY TO CLOSE -Y7- (N. POINDEXTER STREET) TOGETHER WITH EXISTING SIDEWALKS AS SHOWN ON SHEET TMP-4. (SEE SHEET PED-1 FOR BUSINESS ACCESS)

- CONSTRUCT PROPOSED DRAINAGE, UTILITY RELOCATIONS AND PAVEMENT WITHIN THE FOLLOWING STATIONS. (SEE ROADWAY AND UTILITY PLANS)

-Y7- STA. 9+74+/- TO STA. 11+60+/-

- MAKE CONNECTIONS TO THE PROPOSED UTILITIES PREVIOUSLY INSTALLED BY CITY FORCES (WATER AND SANITARY SEWER) WHERE POSSIBLE.

- TEMPORARILY CAP/PLUG PROPOSED DRAINAGE AND UTILITY PIPES AS NECESSARY UNTIL FURTHER CONNECTIONS BECOME AVAILABLE DURING LATER CONSTRUCTION PHASES. SEE LOCAL NOTE 3.

STEP 4 - INSTALL TEMPORARY MARKINGS AND RE-OPEN -Y7- (N. POINDEXTER STREET) TO TRAFFIC.

STEP 5 - USING LAW ENFORCEMENT AND FLAGGERS AS NECESSARY INSTALL SIGNS AND DEVICES NECESSARY TO CLOSE -Y5- (N. MARTIN STREET), AND -Y9- (SCOTT STREET) TOGETHER WITH EXISTING SIDEWALKS AS SHOWN ON SHEET TMP-4. (SEE SHEET PED-1 FOR BUSINESS ACCESS)

- CONSTRUCT PROPOSED DRAINAGE, UTILITY RELOCATIONS AND PAVEMENT WITHIN THE FOLLOWING STATIONS. (SEE ROADWAY AND UTILITY PLANS)

-Y5- STA. 7+82+/- TO STA. 11+52+/-
-Y9- STA. 10+30+/- TO OUTFALL PIPES

- MAKE CONNECTIONS TO THE PROPOSED UTILITIES PREVIOUSLY INSTALLED BY CITY FORCES (WATER AND SANITARY SEWER) WHERE POSSIBLE.

- TEMPORARILY CAP/PLUG PROPOSED DRAINAGE AND UTILITY PIPES AS NECESSARY UNTIL FURTHER CONNECTIONS BECOME AVAILABLE DURING LATER CONSTRUCTION PHASES. SEE LOCAL NOTE 3.

STEP 6 - INSTALL TEMPORARY MARKINGS AND RE-OPEN -Y5- (N. MARTIN STREET) TO TRAFFIC.

PHASE II

THE CONTRACTOR SHALL COMPLETE THE WORK OF PHASE II, AND PHASE III IN 730 CONSECUTIVE CALENDAR DAYS.

STEP 1 - INSTALL ALL SIGNS AND DEVICES ADVISING THE MOTORING PUBLIC OF ROADWORK ALONG US 158 AND ESTABLISHING ALTERNATIVE DETOUR ROUTES AS SHOWN ON SHEET TMP-11A. NOTE: ROUTES TO REMAIN IN EFFECT THROUGH CONSTRUCTION PHASES II & III.

STEP 2 - USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 9 AND FLAGGERS, CONSTRUCT TEMPORARY PAVEMENT ALONG EASTBOUND US 158 (ELIZABETH STREET) AS SHOWN ON SHEET TMP-7. NOTE: CHART ON SHEET TMP-7 PROVIDES STATION AND OFFSET CALLOUTS FOR TEMPORARY PAVEMENT PLACEMENT.

- INSTALL TEMPORARY WATER FILLED BARRIER FROM -L- STA. 13+02 TO STA. 19+43 ALONG THE OUTSIDE EDGE OF PAVEMENT OF THE TEMPORARY PAVEMENT TO SEPARATE AND PROTECT PEDESTRIANS ALONG THE EXISTING SIDEWALK. (SEE SHEET TMP-7)

STEP 3 - NOTE: PLACE FLAGGERS AT EACH SIDE STREET TO CONTROL THE TRAFFIC.

- USING LAW ENFORCEMENT OFFICERS AND FLAGGERS CLOSE THE LEFT EASTBOUND LANE TO TRAFFIC. REMOVE EXISTING SKIPS AND INSTALL THE LANE DROP MARKINGS ALONG US 158 PLACING THEM IN THE RIGHT LANE.

- INSTALL REMAINDER OF SKIPS AND YELLOW CENTERLINE STRIPING AS SHOWN ON SHEETS TMP-7 AND TMP-9.

STEP 4 - USING LAW ENFORCEMENT AND FLAGGERS AT THE -Y- LINES, STOP TRAFFIC AND INSTALL EASTBOUND MARKINGS AT THE WATER STREET INTERSECTION AS SHOWN ON SHEET TMP-9.

- ACTIVATE THE TEMPORARY SIGNALS AT THE INTERSECTION OF -L- US 158 (ELIZABETH STREET) WITH -Y1-/-Y2- (N. ROAD STREET). (SEE SHEETS TMP-8, TMP-9 AND SIGNAL PLANS) SEE LOCAL NOTES 1 AND 2.

- INSTALL TEMPORARY WARNING SIGNS SHOWN ON TMP-9 ALONG -Y5- (N. MARTIN ROAD) ADVISING OF THE NEW STOPPING CONDITION.

- DEACTIVATE THE SIGNALS AT BOTH -Y5- (N. MARTIN STREET) AND -Y7- (N. POINDEXTER STREET).

- SLOW / DIRECT THE EASTBOUND TRAFFIC INTO THE REVISED PATTERN.

STEP 5 - PLACE PORTABLE CONCRETE BARRIER ALONG THE OUTSIDE WESTBOUND LANE OF US 158 (ELIZABETH STREET) AS SHOWN ON SHEETS TMP-8 AND TMP-9.

STEP 6 - USING LAW ENFORCEMENT OFFICERS STOP THE WESTBOUND US 158 TRAFFIC AT WATER STREET AND INSTALL THE WESTBOUND MARKING AS SHOWN ON TMP-9.

- SLOW / DIRECT THE WESTBOUND TRAFFIC INTO THE REVISED PATTERN.

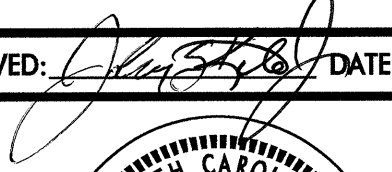


STEP 7 - USING LAW ENFORCEMENT INSTALL TEMPORARY SHORING FROM -L- STA. 20+57+/- TO STA. 28+76+/- AS SHOWN ON SHEETS TMP-8 AND TMP-9. NOTE: SHORING MAY BE INSTALLED UTILIZING EITHER BLOCK TO BLOCK OR A FULL LENGTH ROAD CLOSURE AT THE DESCRETION OF THE ENGINEER.

COMPLETE THE WORK REQUIRED IN PHASE II, STEP 8 IN 75 CONSECUTIVE CALENDAR DAYS. THE DATE OF AVAILABILITY WILL BE JUNE 10TH WITHIN THE OVERALL 730 DAY CALENDAR DAY INTERMEDIATE CONTRACT TIME. THE COMPLETION DATE WILL BE AUGUST 24TH AFTER THE DATE OF AVAILABILITY. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 8 - USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 9 AND FLAGGERS, INSTALL ALL SIGNS AND DEVICES NECESSARY TO CLOSE -Y1- (N. ROAD STREET). (SEE SHEETS TMP-7, TMP-7A - DETAIL B AND TMP-11B).

- USING LAW ENFORCEMENT INSTALL TEMPORARY SHORING EXTENDING THE LIMITS FROM -L- STA. 16+00+/- TO STA. 20+57+/-.

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- INSTALL ALL PROPOSED DRAINAGE, UTILITY RELOCATIONS, SIGNALS AND ROADWAY SECTION WITHIN THE FOLLOWING:(SEE SHEETS TMP-7, TMP-7A-DETAIL B,ROADWAY, SIGNAL AND UTILITY PLANS)SEE LOCAL NOTE 3.
 - L- STA. 16+00+/- TO -L- STA. 20+57+/- (NORTH HALF OF ROADWAY)
 - Y1- STA. 5+75+/- TO -Y1- STA. 11+88+/-
- SEAL INLET PIPING LEADING FROM THE NORTH INTO THE EXISTING 12'X8'X6' DRAINAGE JUNCTION BOX WITHIN THE INTERSECTION OF -Y1- (N. ROAD STREET) AND -L- US 158 (ELIZABETH STREET). ALL INLETS FROM THE SOUTH FLOWING INTO THE JUNCTION BOX ARE TO REMAIN ACTIVE TOGETHER WITH THE EXISTING 42" DRAINAGE OUTLET PIPE FLOWING TOWARDS THE SOUTHEAST.
- INSTALL CONNECTIONS TO THE PROPOSED DRAINAGE PREVIOUSLY INSTALLED DURING PHASE I - STEP 3. (SEE SHEET TMP-7A - DETAIL B). SEE LOCAL NOTE 3.
- INSTALL FOAMED CONCRETE FOAM AS SPECIFIED IN THE ROADWAY AND PAVEMENT PLANS. SEE LOCAL NOTE 3.
- INSTALL TEMPORARY PAVEMENT MARKINGS NECESSARY TO OPEN -Y1- (N. ROAD STREET) TO THE TRAFFIC PATTERN SHOWN ON SHEETS TMP-7A - DETAIL A AND TMP-8.
- REMOVE THE PORTABLE CONCRETE BARRIER UP TO -L- STA. 20+57+/-, AND REMOVE OR ADJUST ALL DEVICES AND SIGNALS NECESSARY TO REOPEN ACCESS TO THE SCHOOL PARKING LOT.
- RE-OPEN -Y1- (NORTH ROAD STREET)AND PLACE TRAFFIC IN THE PATTERN SHOWN ON SHEET TMP-8 ALONG -Y1- (N. ROAD STREET) AND -L US 158 (ELIZABETH STREET).

STEP 9 - CONSTRUCT TEMPORARY DRIVEWAYS TA8 AND TA9 AND ADJUST THE ROADWAY CLOSURES TO THAT SHOWN ON SHEETS TMP-9 AND TMP-11 FOR -Y5- AND -Y7-. (SEE SHEET TMP-11 AND PED-2 FOR TEMPORARY BUSINESS ACCESS)

STEP 10 - CONTINUE THE INSTALLATION OF ALL PROPOSED DRAINAGE, UTILITY INSTALLATIONS, SIGNALS AND ROADWAY SECTION WITHIN THE FOLLOWING: (SEE SHEETS TMP-8, TMP-9, TMP-11, ROADWAY, SIGNAL AND UTILITY PLANS)SEE LOCAL NOTE 3.

- L- STA. 12+57+/- TO -L1- STA. 10+02+/-
- Y5- STA. 11+50+/- TO -Y5- STA. 12+30+/-
- Y7- STA. 11+60+/- TO -Y7- STA. 12+30+/-

- INSTALL FOAMED CONCRETE FOAM AS SPECIFIED IN THE ROADWAY AND PAVEMENT PLANS. SEE LOCAL NOTE 3.

STEP 11 - ENSURE TEMPORARY DRIVEWAY ACCESS TA1 LEADING FROM -Y3- (N. ELLIOTT STREET) TO PARKING LOT 16 IS CONSTRUCTED AS SHOWN ON SHEET TMP-15. SEE LOCAL NOTE 2.

PHASE III

STEP 1 - NOTE: PLACE FLAGGERS AT EACH SIDE STREET TO CONTROL THE TRAFFIC.

- USING LAW ENFORCEMENT OFFICERS AT WATER STREET AND US 158, STOP TRAFFIC, ADJUST MARKINGS AND PLACE WESTBOUND TRAFFIC IN A 1 LANE, 1-WAY PATTERN. (SEE SHEET TMP-13)

STEP 2 - RESET THE PORTABLE CONCRETE BARRIER FROM -L- STA. 16+00+/- TO -L1- STA. 10+50+/- AS SHOWN ON SHEETS TMP-12 AND TMP-13.

- SIMULTANEOUSLY CLOSE -Y2- (N. ROAD STREET) TO TRAFFIC.

STEP 3 - USING LAW ENFORCEMENT OFFICERS, STOP THE EASTBOUND TRAFFIC AND RESET MARKINGS AS SHOWN ON SHEET TMP-12.

STEP 4 - USING LAW ENFORCEMENT OFFICERS AT WATER STREET, STOP TRAFFIC AND RESET MARKINGS AS SHOWN ON TMP-13 AND PLACE US 158 TRAFFIC IN THE PHASE III PATTERN.

STEP 5 - INSTALL ALL DEVICES NECESSARY TO ADVISE VEHICLUAR TRAFFIC OF ALTERNATIVE ROUTES FOR NORTHBOUND US 17 BUSINESS (N. ROAD STREET) SEE SHEETS TMP-11B AND TMP-16.

COMPLETE THE WORK REQUIRED IN PHASE III, STEPS 6 AND 7 IN 75 CONSECUTIVE CALENDAR DAYS. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 6 - USING 1101.03 AND SHEET TMP-12 CLOSE -Y2- (N. ROAD STREET) AND SHIFT TRAFFIC INTO THE REVISED TRAFFIC PATTERN WHILE ACTIVATING THE TEMPORARY SIGNALS AT THE INTERSECTION OF -L- US 158 (ELIZABETH STREET) WITH -Y1- (N. ROAD STREET). (SEE SHEET TMP-12, AND SIGNAL PLANS) SEE LOCAL NOTES 1 AND 2.

- CLOSE -Y2- (N. ROAD STREET) ACCESS TO US 158 (ELIZABETH STREET)AND SIDEWALKS AS SHOWN ON SHEETS TMP-12 AND TMP-15.

- INSTALL TEMPORARY WARNING SIGNS SHOWN ON TMP-13 ALONG -Y5- (N. MARTIN ROAD) AND -Y7- (N. POINDEXTER STREET) ADVISING OF THE NEW STOPPING CONDITION.

- INSTALL ALL SIGNS AND DEVICES NECESSAY TO CONVERT -Y4- (N. POOL STREET), -Y6- (N. MCMORRINE STREET) AND -Y7- (N. POINDEXTER STREET) INTO A 2-LANE, 2-WAY PATTERNS AS SHOWN ON SHEETS TMP-15 AND TMP-18. SEE SHEET PED-3 FOR BUSINESS ACCESS DURING THIS PHASE OF CONSTRUCTION. SEE LOCAL NOTE 2.

- INSTALL PORTABLE CONCRETE BARRIER FROM -L- STA. 16+00+/- TO -L1- 10+50+/- ALONG THE OUTSIDE EASTBOUND LANE OF US 158 (ELIZABETH STREET) AS SHOWN ON SHEETS TMP-12 AND TMP-13.

- INSTALL WATER FILLED BARRIER AS SHOWN ON SHEET TMP-15 SEPARATING CONSTRUCTION ALONG -L- US 158 (ELIZABETH STREET) AND THE BUSINESSES FRONTING THE PROJECT.

- INSTALL ALL PROPOSED DRAINAGE, UTILITY RELOCATIONS, SIGNALS AND ROADWAY SECTION WITHIN THE FOLLOWING:(SEE SHEETS TMP-12, TMP-15, ROADWAY, SIGNAL AND UTILITY PLANS)SEE LOCAL NOTES 3 AND 4.

- L- STA. 16+00+/- TO -L- STA. 21+80+/- (SOUTH HALF OF ROADWAY)
- Y2- STA.10+00+/- TO -Y2- STA. 11+30+/-

- INSTALL FOAMED CONCRETE FOAM AS SPECIFIED IN THE ROADWAY AND PAVEMENT PLANS. SEE LOCAL NOTE 3.

STEP 7 - USING ROADWAY STANDARD DRAWING 1101.02 AND FLAGGERS REMOVE THE PORTABLE CONCRETE BARRIER UP TO -L- STA. 21+80+/-, INSTALL DRUMS AND REMOVE OR ADJUST ALL DEVICES AND SIGNALS NECESSARY TO RE-OPEN -Y2- (N. ROAD STREET)TO THE PATTERN SHOWN ON SHEET TMP-17.

- DEACTIVATE AND OR COVER ALL WARNING DEVICES OR ADVISORY SIGNS RELATIVE TO THE US 17 BUSINESS CLOSURE. SEE SHEETS TMP-11B, TMP-15 AND TMP-16.

- RE-OPEN ACCESS TO PARKING LOT 16 AS SHOWN ON SHEET TMP-17.

STEP 8 - INSTALL NECESSARY DEVICES TO CLOSE -Y3- (N. ELLIOTT STREET), -Y4- (N. POOL STREET)AND -Y5- (N. MARTIN STREET) ROADWAYS AND SIDEWALKS AS SHOWN ON SHEET TMP-18. SEE LOCAL NOTE 2 AND SHEET PED-5 REGARDING TEMPORARY BUSINESS ACCESS)

STEP 9 - INSTALL ALL PROPOSED DRAINAGE, UTILITY RELOCATIONS, SIGNALS AND ROADWAY SECTION WITHIN THE FOLLOWING:(SEE SHEETS TMP-13 AND TMP-18, ROADWAY, SIGNAL AND UTILITY PLANS)SEE LOCAL NOTES 3 AND 4.

- L- STA. 21+80+/- TO -L- STA. 28+00+/- (SOUTH HALF OF ROADWAY)
- Y3- STA. 10+00+/- TO -Y3- STA. 11+08+/-
- Y4- STA. 10+00+/- TO -Y4- STA. 10+80+/-
- Y5- STA. 10+00+/- TO -Y5- STA. 13+73+/-

- INSTALL FOAMED CONCRETE FOAM AS SPECIFIED IN THE ROADWAY AND PAVEMENT PLANS. SEE LOCAL NOTE 3.

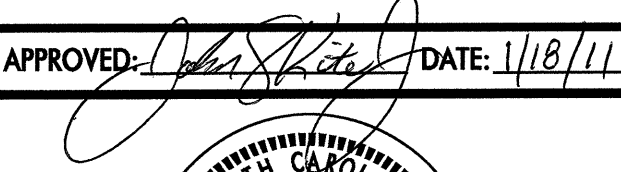
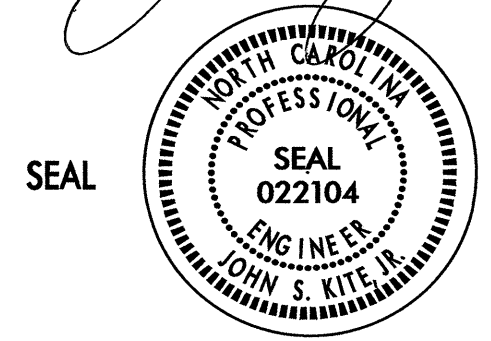
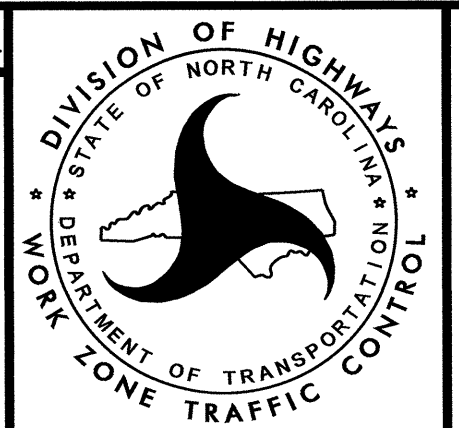
STEP 10 - RE-OPEN -Y3-, -Y4-, AND -Y5- BACK TO THE CONFIGURATION SHOWN ON SHEET TMP-13 PROVIDING ACCESS AS MUCH AS POSSIBLE TO THE LOCAL BUSINESSES PRIOR TO CONSTRUCTION PERFORMED IN STEPS 4 AND 5.

STEP 11 - INSTALL NECESSARY DEVICES TO CLOSE -Y6- (N. MCMORRINE STREET),AND -Y7- (N. POINDEXTER STREET)ROADWAYS AND SIDEWALKS AS SHOWN ON SHEET TMP-19. SEE LOCAL NOTE 4 AND SHEET PED-6 REGARDING TEMPORARY BUSINESS ACCESS).

STEP 12 - INSTALL ALL PROPOSED DRAINAGE, UTILITY RELOCATIONS, SIGNALS AND ROADWAY SECTION WITHIN THE FOLLOWING:(SEE SHEETS TMP-13 AND TMP-19, ROADWAY, SIGNAL AND UTILITY PLANS)SEE LOCAL NOTES 3 AND 4.

- L- STA. 28+00+/- TO -L1- STA. 10+02+/- (SOUTH HALF OF ROADWAY)
- Y6- STA. 10+00+/- TO -Y6- STA. 11+47+/-
- Y7- STA. 12+30+/- TO -Y7- STA. 13+40+/-

- INSTALL FOAMED CONCRETE FOAM AS SPECIFIED IN THE ROADWAY AND PAVEMENT PLANS. SEE LOCAL NOTE 3.

APPROVED:  DATE: 1/18/11			<h2>PHASING</h2>
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I8-JAN-2011 13:42 \\dot\dfsroot\proj\TIP\Projects-U\U4438\Traffic\TrafficControl\TCP\U4438_TCP-TMP-3.dgn mgarrrett AT 12/24/05

PHASE IV

- STEP 1 - NOTE: PLACE FLAGGERS AT EACH SIDE STREET TO CONTROL THE TRAFFIC.
- USING LAW ENFORCEMENT OFFICERS AND FLAGGERS INSTALL TEMPORARY PAVEMENT MARKINGS, MARKERS AND DEVICES NECESSARY TO PLACE US 158 (ELIZABETH STREET) INTO A 2-LANE, 2-WAY TRAFFIC PATTERN AS SHOWN ON SHEETS TMP-20, AND TMP-21.
 - ACTIVATE THE SIGNALS IN THE PATTERN SHOWN ON SHEET TMP-21. (SEE SIGNAL PLANS)
 - REMOVING ALL DEVICES OPEN -Y- LINES -Y3-, -Y4-, -Y5-, -Y6-, AND -Y7- TO -L- US 158 (ELIZABETH STREET) IN THEIR ORIGINAL PATTERNS AND SHIFT TRAFFIC INTO THE AFOREMENTIONED TRAFFIC PATTERN ALONG -L-. (SEE SHEETS TMP-20, AND TMP-21). SEE LOCAL NOTES 1 AND 2.


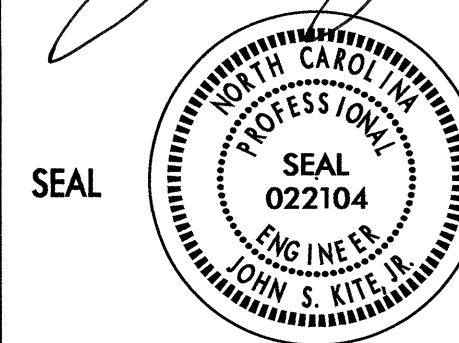
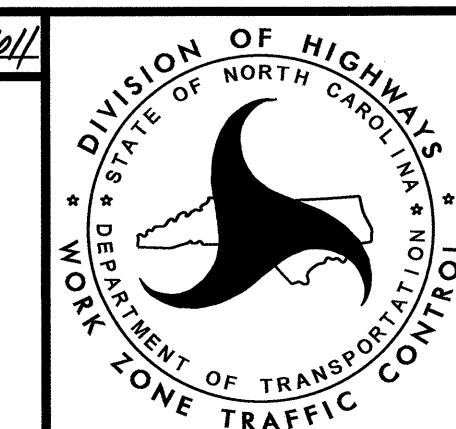
COMPLETE THE WORK REQUIRED IN PHASE IV, STEPS 2 AND 3 IN 45 CONSECUTIVE CALENDAR DAYS. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

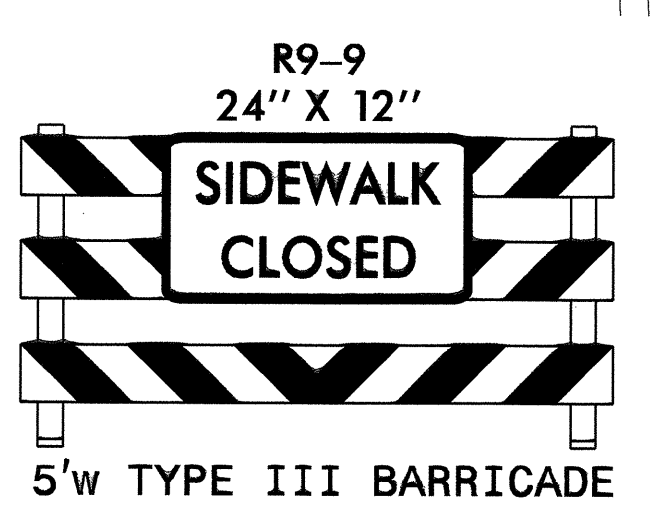
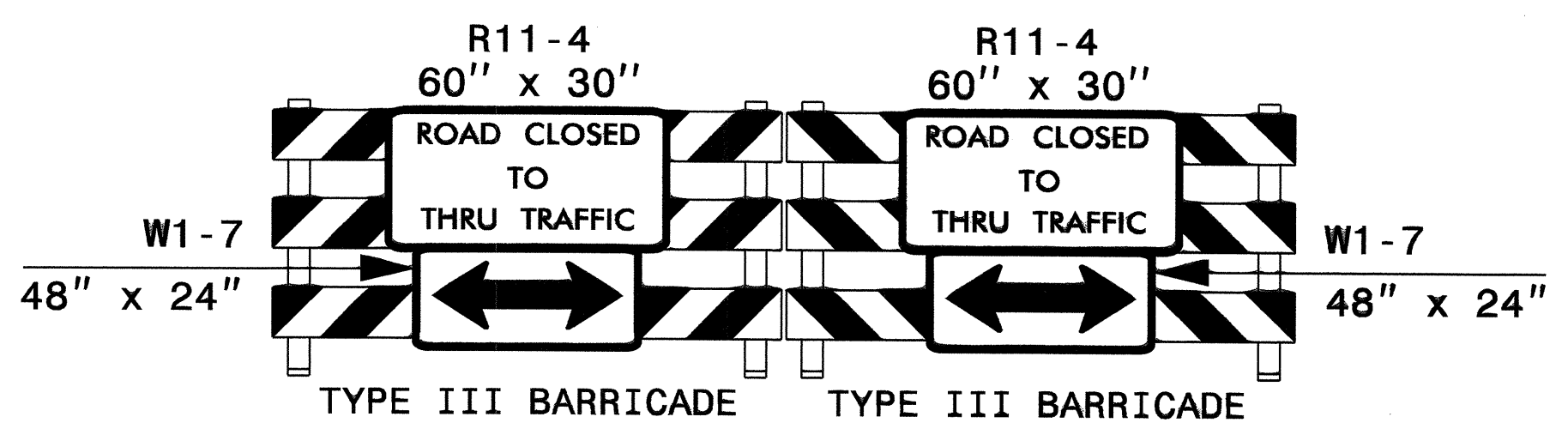
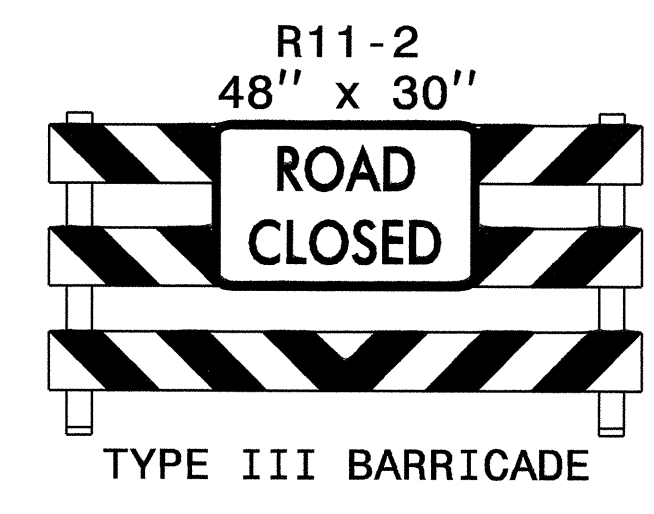
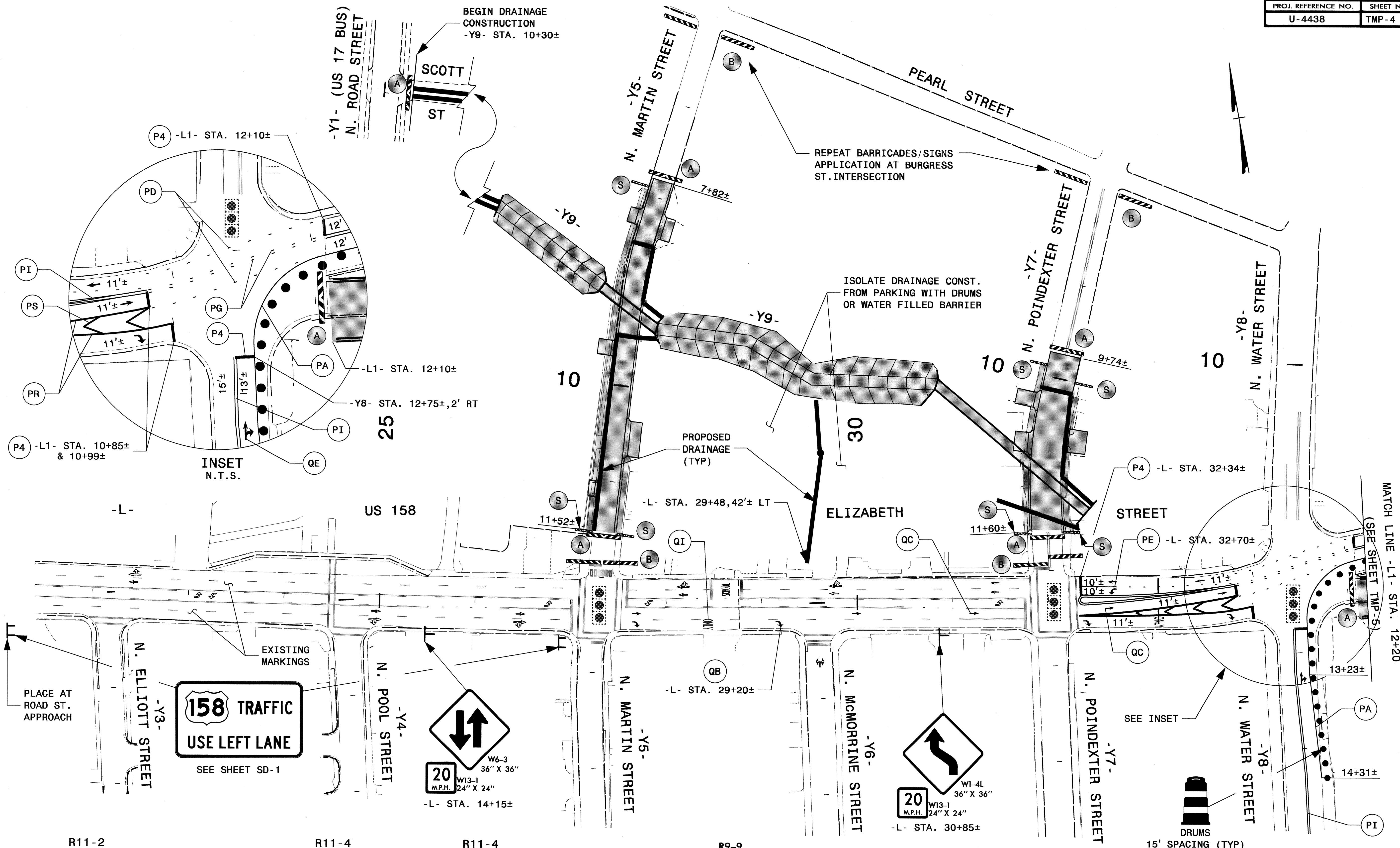
- STEP 2 - USING LAW ENFORCEMENT OFFICERS INSTALL NECESSARY DEVICES TO CLOSE -Y8- (N. WATER STREET) ROADWAY AND SIDEWALKS AS SHOWN ON SHEETS TMP-21, TMP-22 AND TMP-23. SEE LOCAL NOTE 2.
- INSTALL ALL PROPOSED DRAINAGE, UTILITY RELOCATIONS, MICROPILES, FOAMED CONCRETE, SIGNALS AND ROADWAY SECTION WITHIN THE FOLLOWING: (SEE SHEET TMP-21 ROADWAY, SIGNAL AND UTILITY PLANS) SEE LOCAL NOTES 3 AND 4.
 - L1- STA. 10+02+/- TO -L1- STA. 12+10+/- (SOUTH HALF OF ROADWAY TO THE PROPOSED EASTBOUND US 158 BRIDGE)
 - Y8- STA. 12+25+/- TO -Y8- STA. 13+67+/-
- STEP 3 - DEACTIVATE AND OR COVER ALL WARNING DEVICES OR ADVISORY SIGNS RELATIVE TO THE WATER STREET CLOSURE. SEE SHEETS TMP-22 AND TMP23.
- RE-OPEN -Y8- TO TRAFFIC IN THE PATTERN UTILIZED IN PHASE III AS SHOWN ON SHEET TMP-18.
- STEP 4 - COMPLETE THE CONSTRUCTION OF THE PROPOSED EASTBOUND US 158 BRIDGE. (SEE ROADWAY AND STRUCTURE PLANS).

PHASE V

- STEP 1 - AWAY FROM TRAFFIC INSTALL TEMPORARY PAVEMENT MARKINGS, MARKERS AND DEVICES NECESSARY TO PLACE US 158 (ELIZABETH STREET) INTO A 2-LANE, 2-WAY TRAFFIC PATTERN ON THE RECENTLY CONSTRUCTED EASTBOUND BRIDGE AS SHOWN ON SHEETS TMP-25, TMP-27 AND TMP-28.
- INSTALL NECESSARY DEVICES TO CLOSE -Y8- (N. WATER STREET) ROADWAY AND SIDEWALKS AS SHOWN ON SHEETS TMP-25. SEE LOCAL NOTE 4.
 - NOTE: PLACE FLAGGERS AT EACH SIDE STREET TO CONTROL THE TRAFFIC.
 - USING LAW ENFORCEMENT OFFICERS AND FLAGGERS PLACE WESTBOUND US 158 IN ONE LANE TRAFFIC PATTERN AND RESTRIPE.
 - MERGE WESTBOUND US 158 TRAFFIC INTO A SINGLE ONE LANE PATTERN AS SHOWN ON SHEETS TMP-25, TMP-26 AND TMP-27.
- STEP 2 - INSTALL ALL PROPOSED DRAINAGE, UTILITY RELOCATIONS, MICROPILES, FOAMED CONCRETE, SIGNALS, ROADWAY SECTION AND ALL WORK NECESSARY ON THE EXISTING WESTBOUND US 158 BRIDGE STRUCTURE WITHIN THE FOLLOWING: (SEE SHEETS TMP-25, TMP-26, ROADWAY, SIGNAL AND UTILITY PLANS) SEE LOCAL NOTES 3 AND 4.
- L1- STA. 10+02+/- TO -L1- STA. 12+10+/- (NORTH HALF OF ROADWAY TO THE EXISTING WESTBOUND US 158 BRIDGE)
 - Y8- STA. 11+35+/- TO -Y8- STA. 12+25+/-
 - L2- STA. 12+08+/- TO -L2- STA. 22+58+/- (EXISTING WESTBOUND US 158 BRIDGE)
- STEP 3 - USING ROADWAY STANDARD DRAWING 1101.02 AND LAW ENFORCEMENT OFFICERS INSTALL TEMPORARY PAVEMENT MARKINGS, MARKERS AND DEVICES NECESSARY TO PLACE US 158 (ELIZABETH STREET) AND ALL -Y- LINES INTO THE FINAL TRAFFIC PATTERN. SEE SIGNAL AND SIGNING AND MARKING PLANS.
- STEP 4 - USING ROADWAY STANDARD DRAWING 1101.02 AND LAW ENFORCEMENT OFFICERS INSTALL THE FINAL PAVEMENT MARKING AND MARKERS ON ALL ROADWAYS. SEE SIGNING AND MARKING PLANS.
- STEP 5 - REMOVE ALL TRAFFIC CONTROL DEVICES AND OPEN THE ROADWAYS INTO THE FINAL PATTERNS.

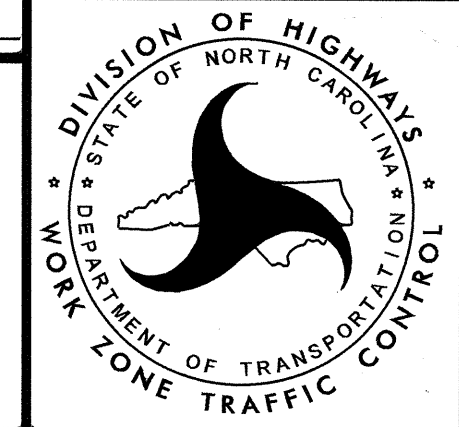
25-JAN-2011 2:05 PM \\dot\dfsroot\proj\TipProjects-U\U4438\TrafficControl\TCP\U4438_TC_TMP_3.dgn
 rmgdrrett AT T244735

APPROVED:  DATE: 1/31/2011 		PHASING
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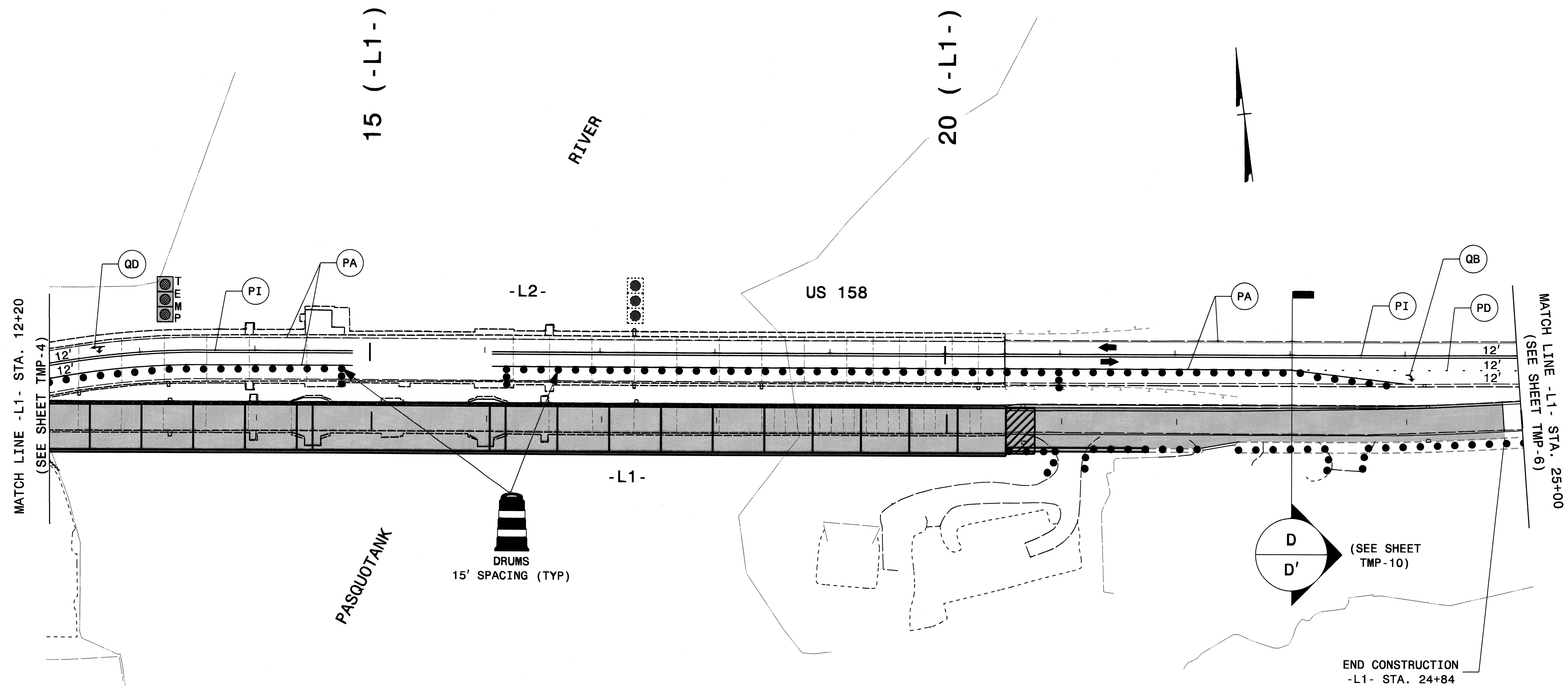
NOTES:
1) EXISTING MARKINGS SHOWN ARE APPROXIMATE.

APPROVED: [Signature] DATE: 12/7/10
SEAL: [Professional Engineer Seal for John S. Kite, No. 022104]



TEMPORARY TRAFFIC CONTROL PHASE I

07-DEC-2010 15:01 \\GoT\vd\fr-coo\0\9\p\o\TTPP\jects-U\4438\TrafficControl\TCP\U4438.TC.TMP-4.dgn

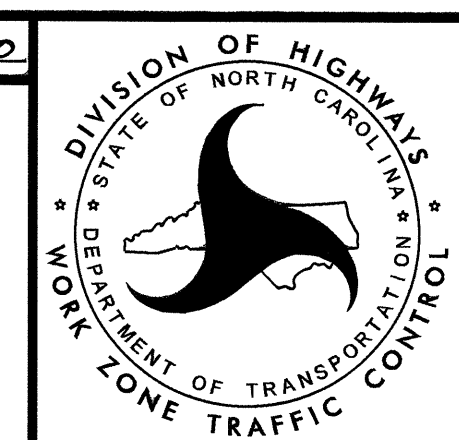


07-DEC-2010 13:50
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 mgarrett AT WZTC24735

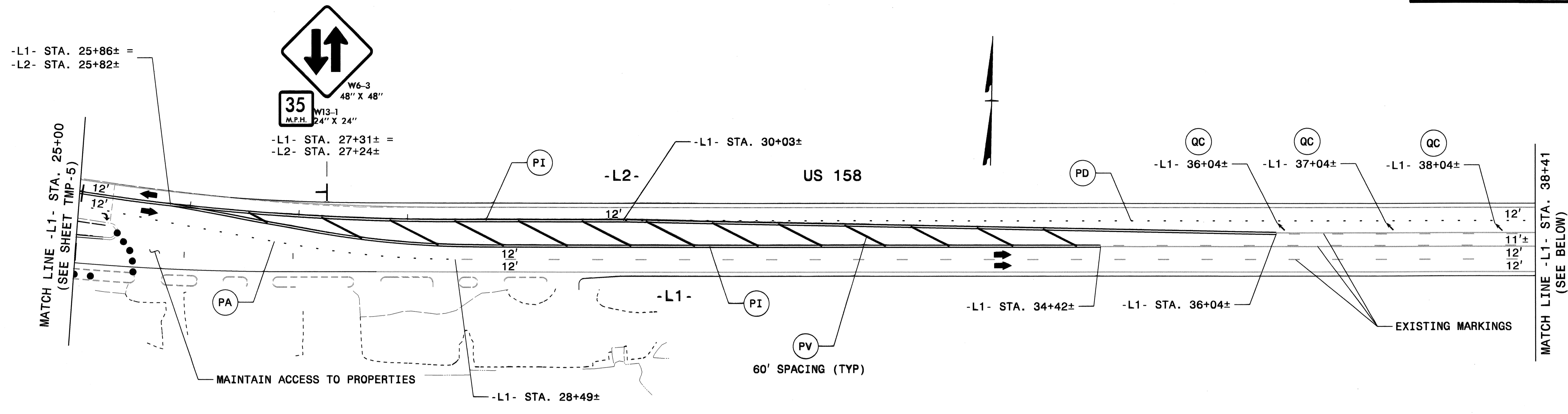
APPROVED: *[Signature]* DATE: 12/7/10

SEAL

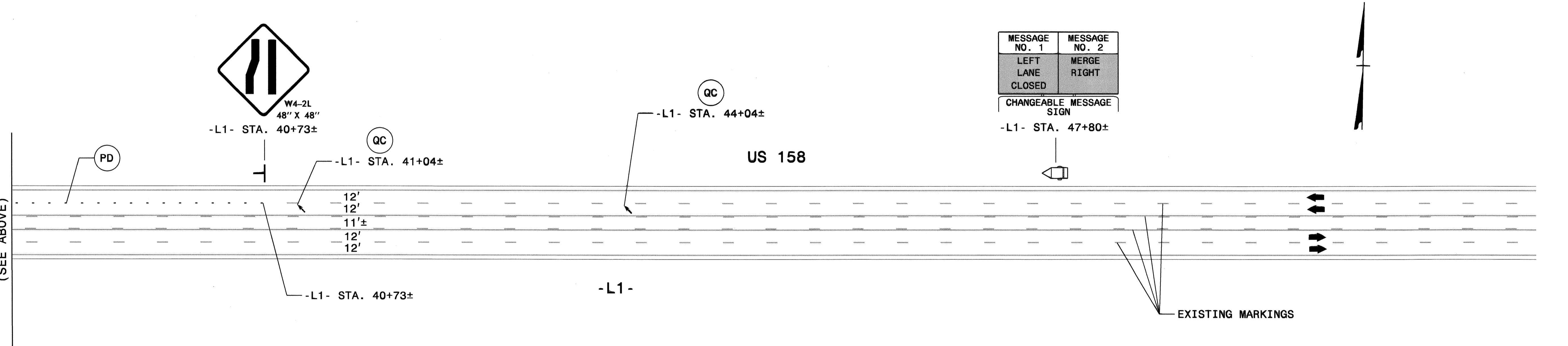
PROFESSIONAL SEAL
 022104
 ENGINEER
 JOHN S. KITE, JR.



TEMPORARY TRAFFIC CONTROL PHASE I



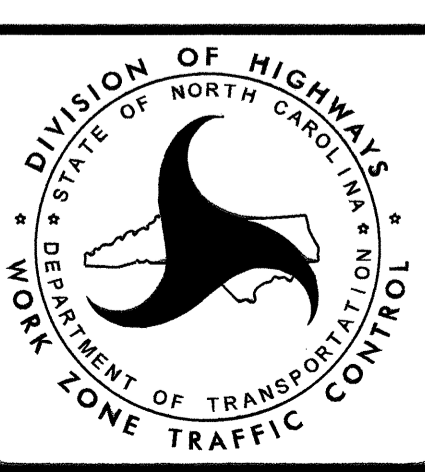
MATCH LINE -L1- STA. 38+41
(SEE ABOVE)



07-DEC-2010 13:49
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 ringarrett AT WZTC244735

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

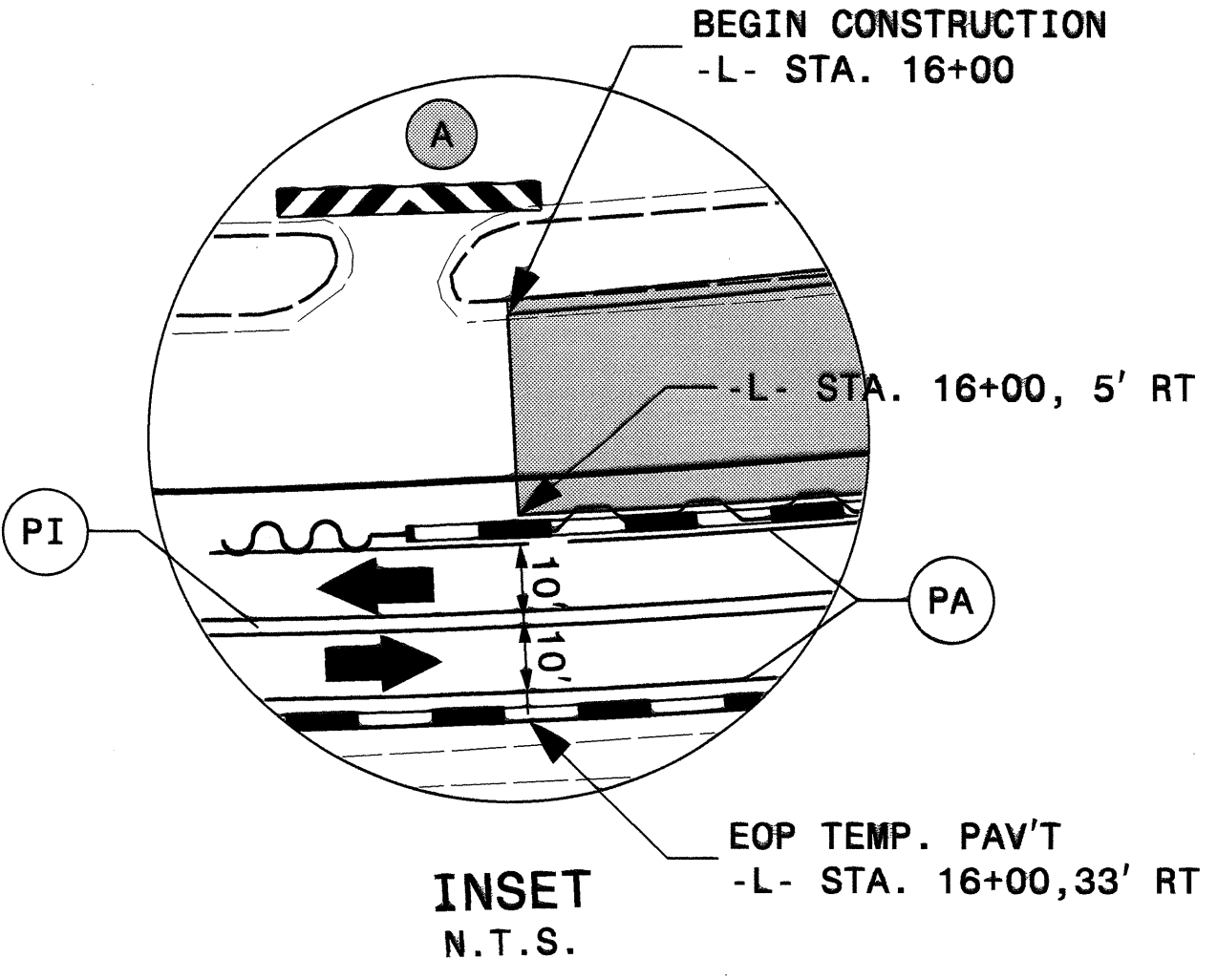
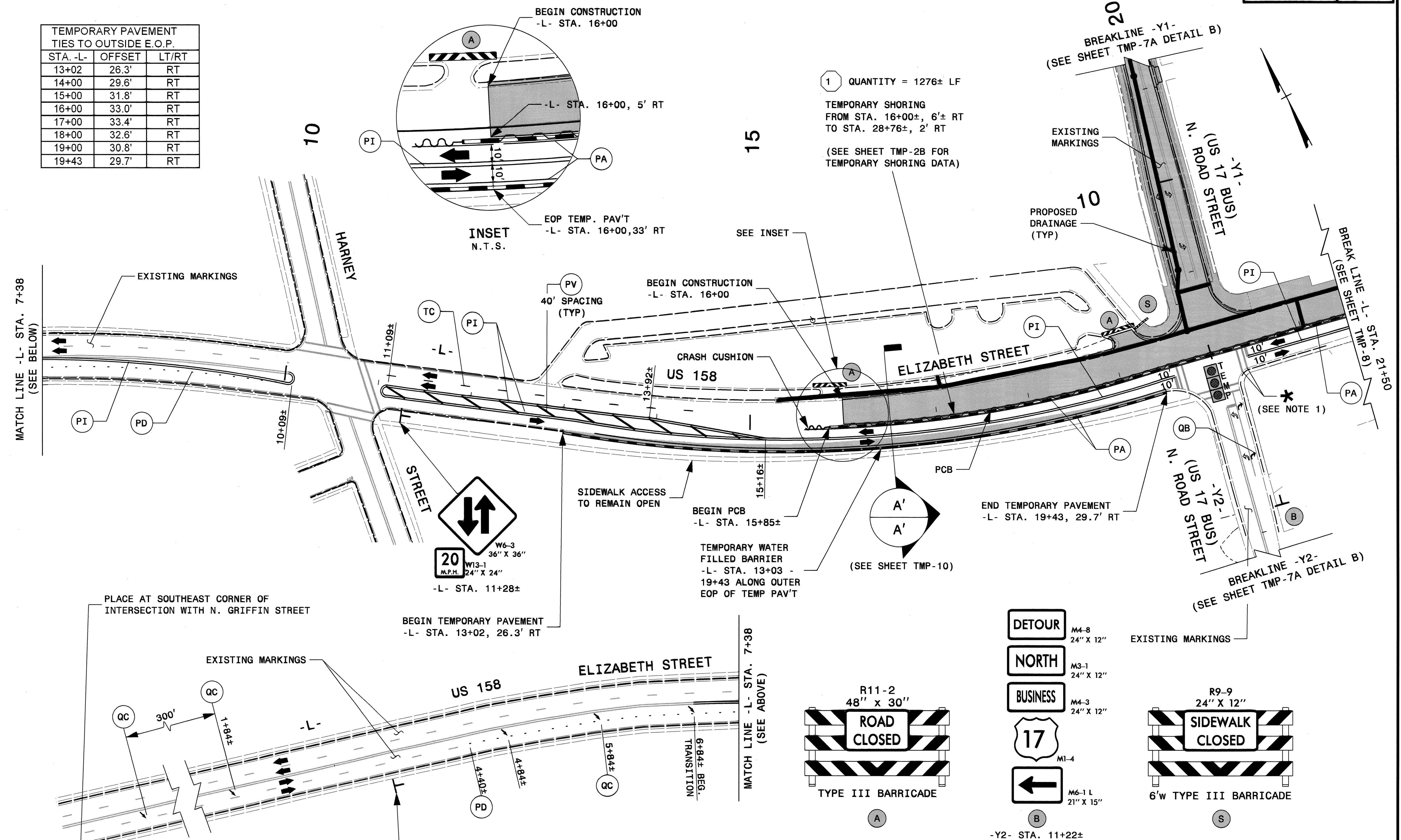
SEAL



TEMPORARY TRAFFIC CONTROL PHASE I

TEMPORARY PAVEMENT TIES TO OUTSIDE E.O.P.

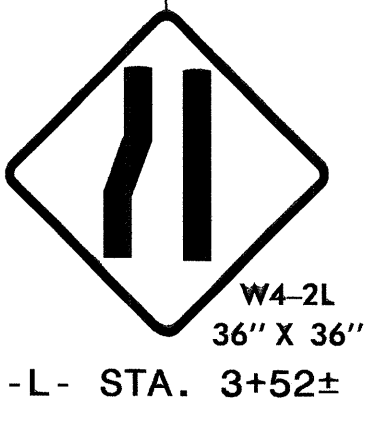
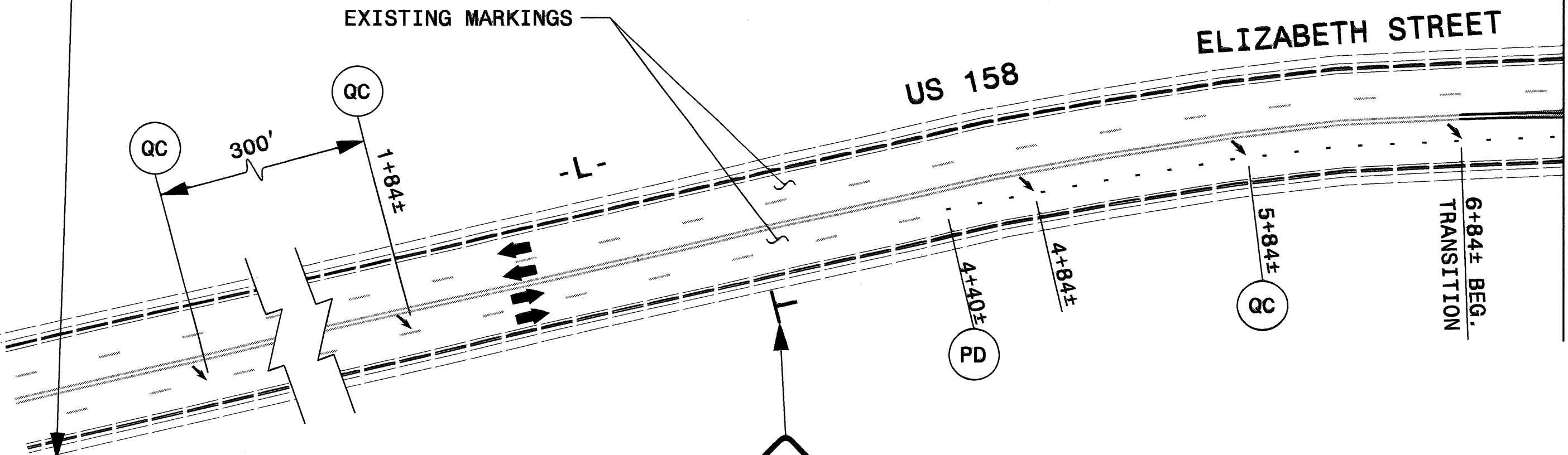
STA. -L-	OFFSET	LT/RT
13+02	26.3'	RT
14+00	29.6'	RT
15+00	31.8'	RT
16+00	33.0'	RT
17+00	33.4'	RT
18+00	32.6'	RT
19+00	30.8'	RT
19+43	29.7'	RT



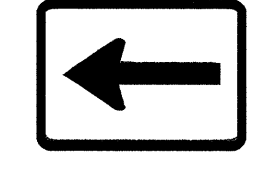
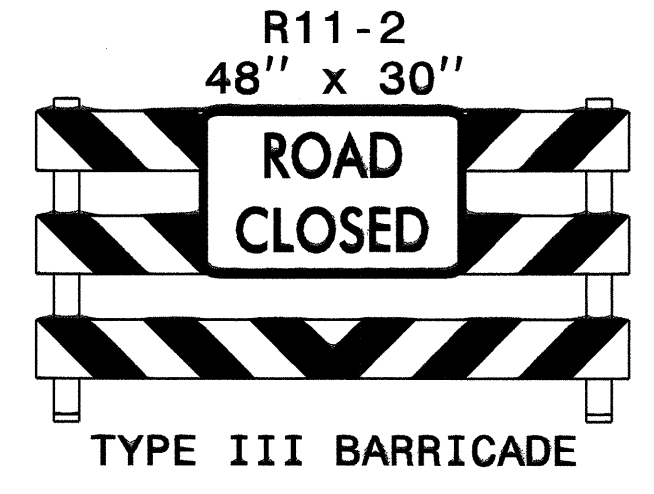
1 QUANTITY = 1276± LF
 TEMPORARY SHORING
 FROM STA. 16+00±, 6'± RT
 TO STA. 28+76±, 2' RT
 (SEE SHEET TMP-2B FOR
 TEMPORARY SHORING DATA)



PLACE AT SOUTHEAST CORNER OF INTERSECTION WITH N. GRIFFIN STREET



NOTES:
 1) OBLITERATE ALL CROSSWALK LINES LEADING ACROSS ELIZABETH STREET DURING THIS PHASE OF CONSTRUCTION.



MESSAGE NO. 1	MESSAGE NO. 2
LEFT LANE CLOSED	MERGE RIGHT

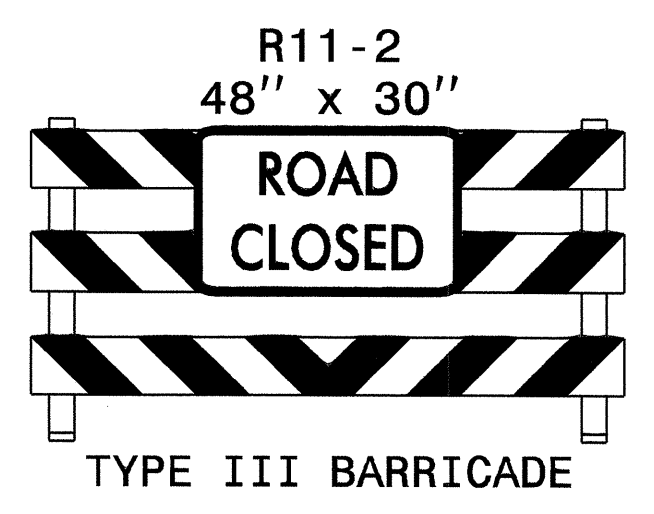
CHANGEABLE MESSAGE SIGN

APPROVED: [Signature] DATE: 12/1/10

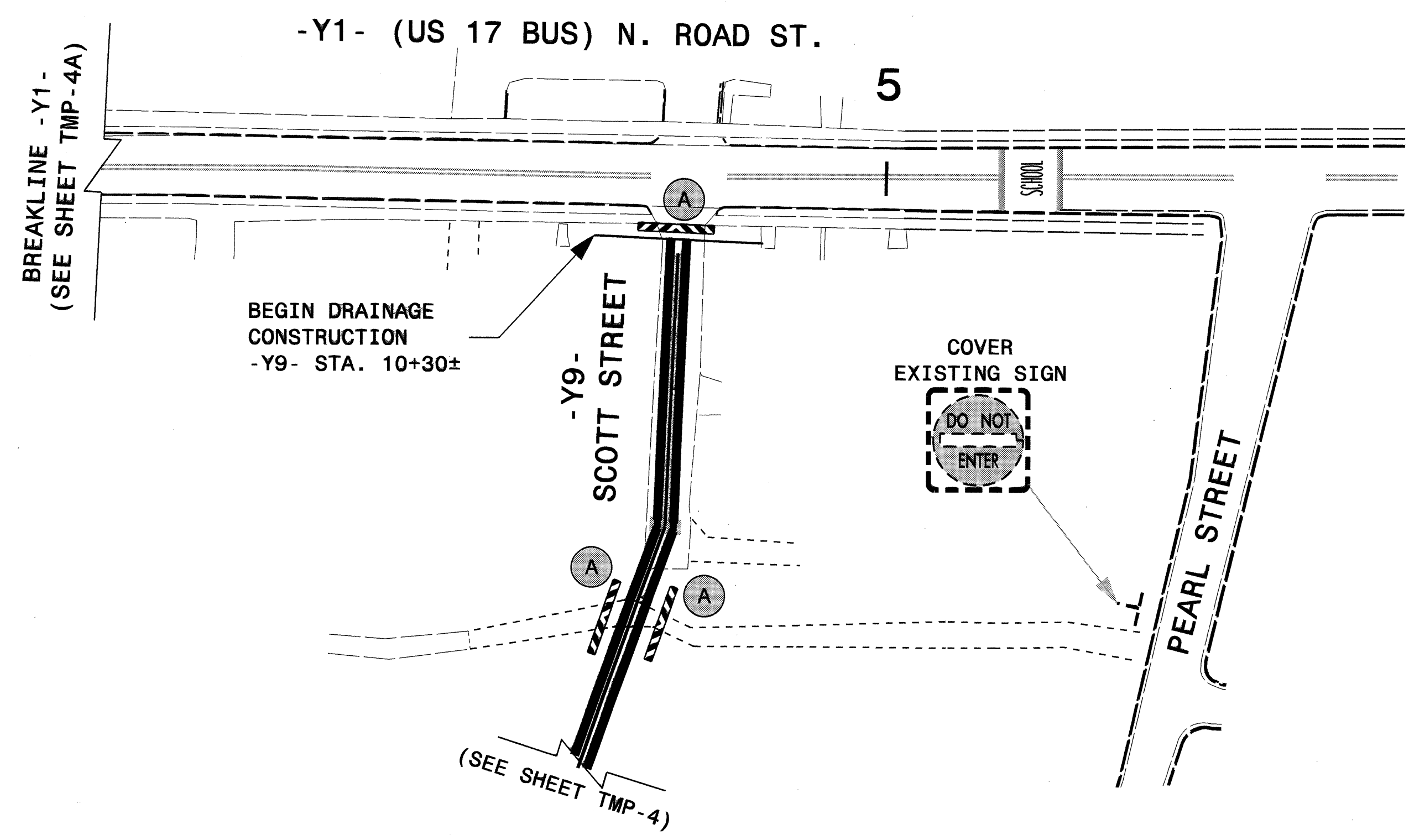
TEMPORARY TRAFFIC CONTROL PHASE II

07-DEC-2010 13:49 \\dot\dfs\oof\p\p\projects-U4438-TrafficControl\TC\U4438-TC-TMP-7.dgn

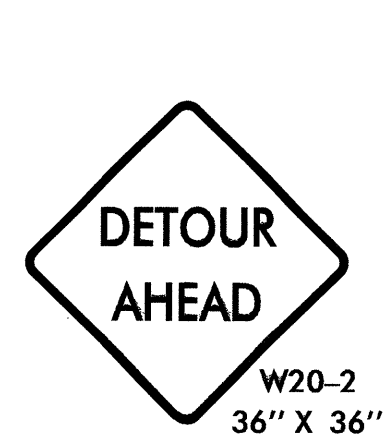
DETAIL A



(A)



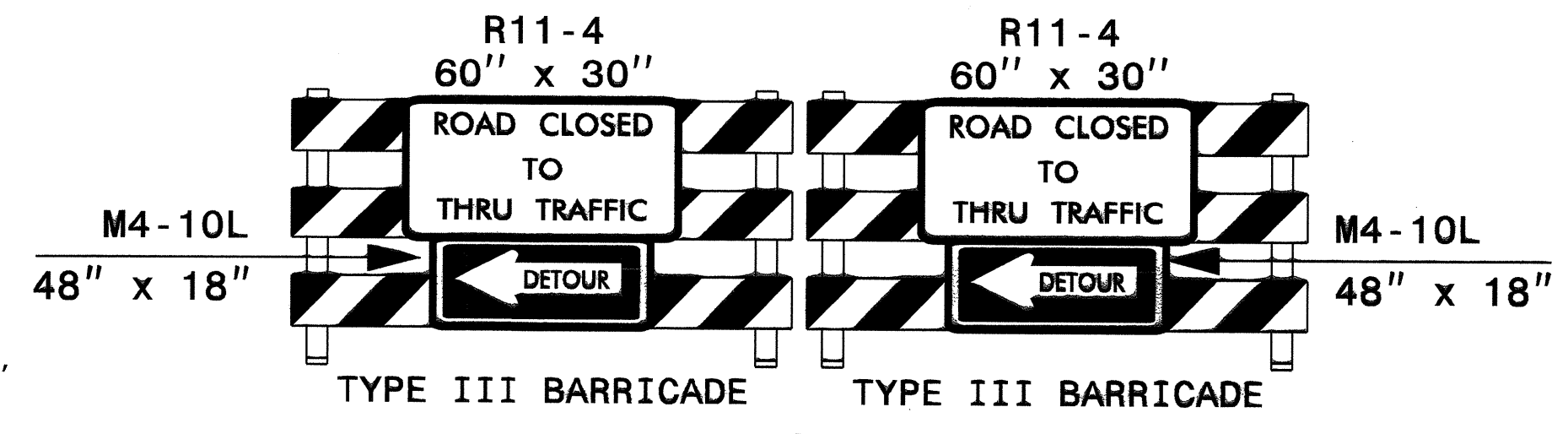
DETAIL B



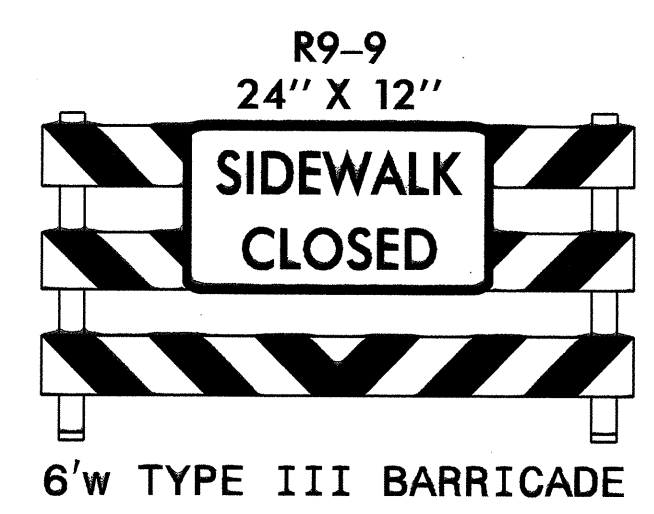
(B)



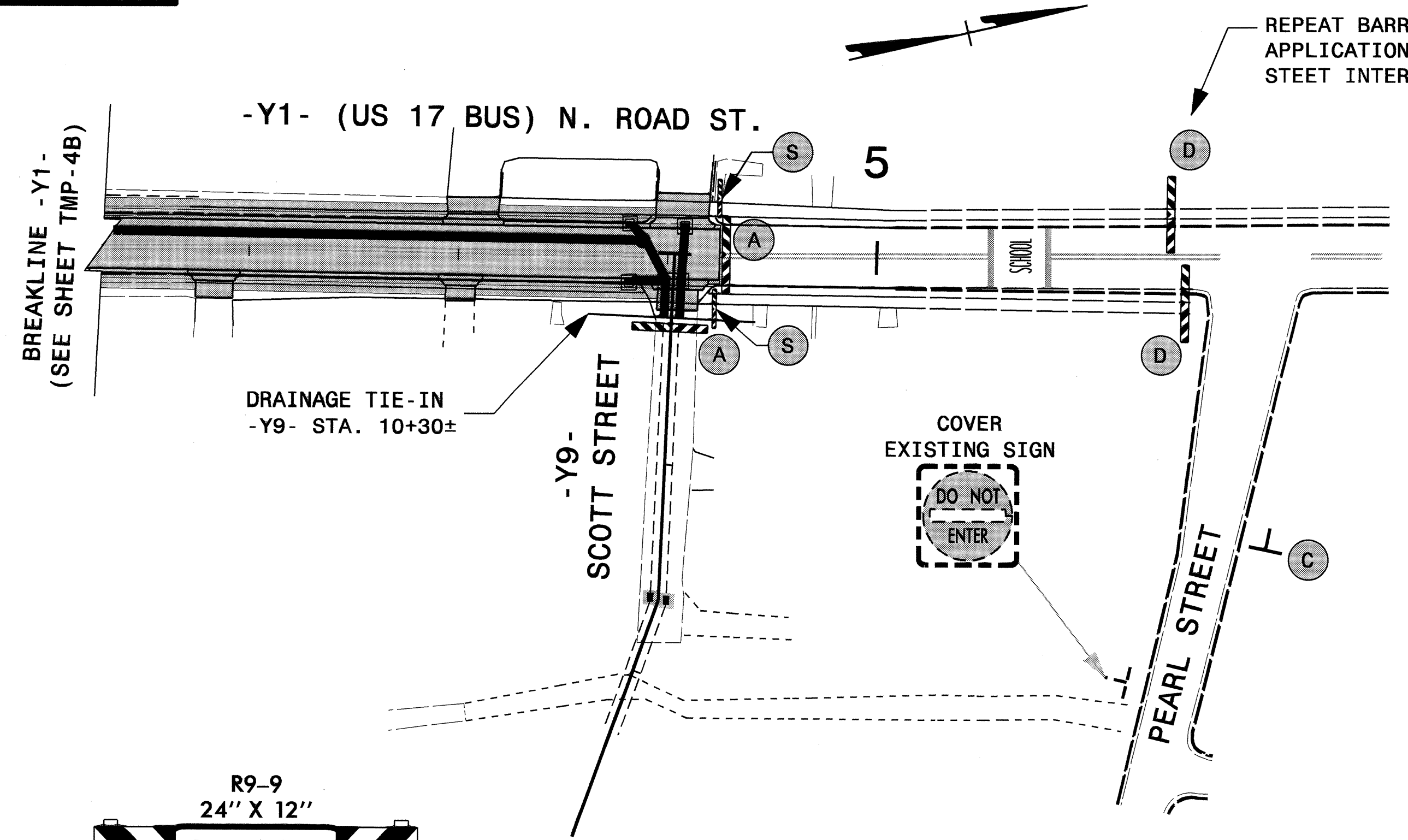
(C)



(D)

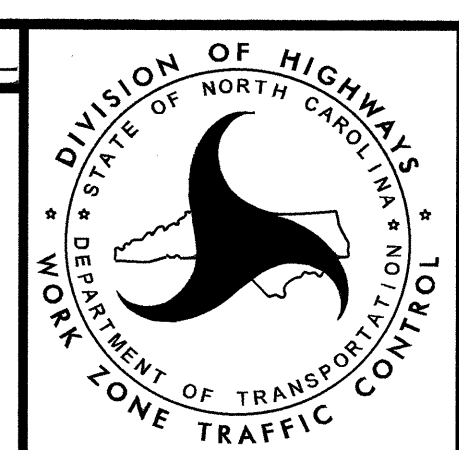


(S)

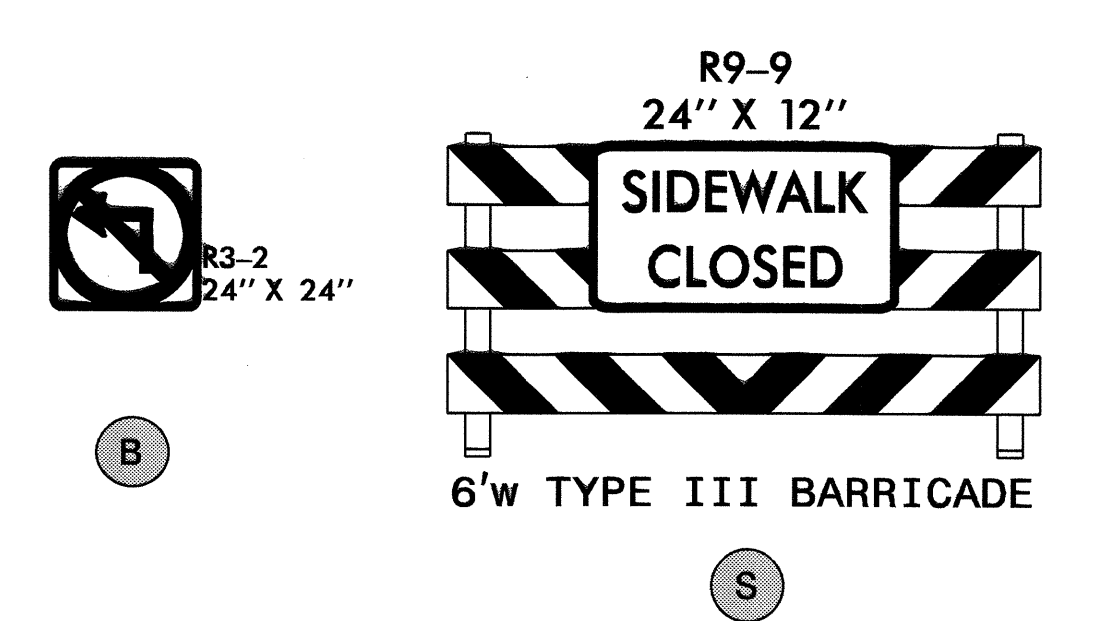
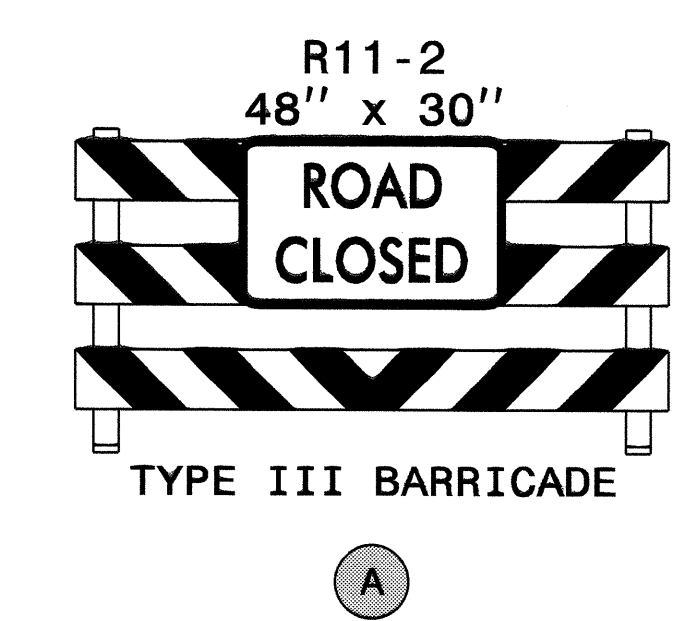
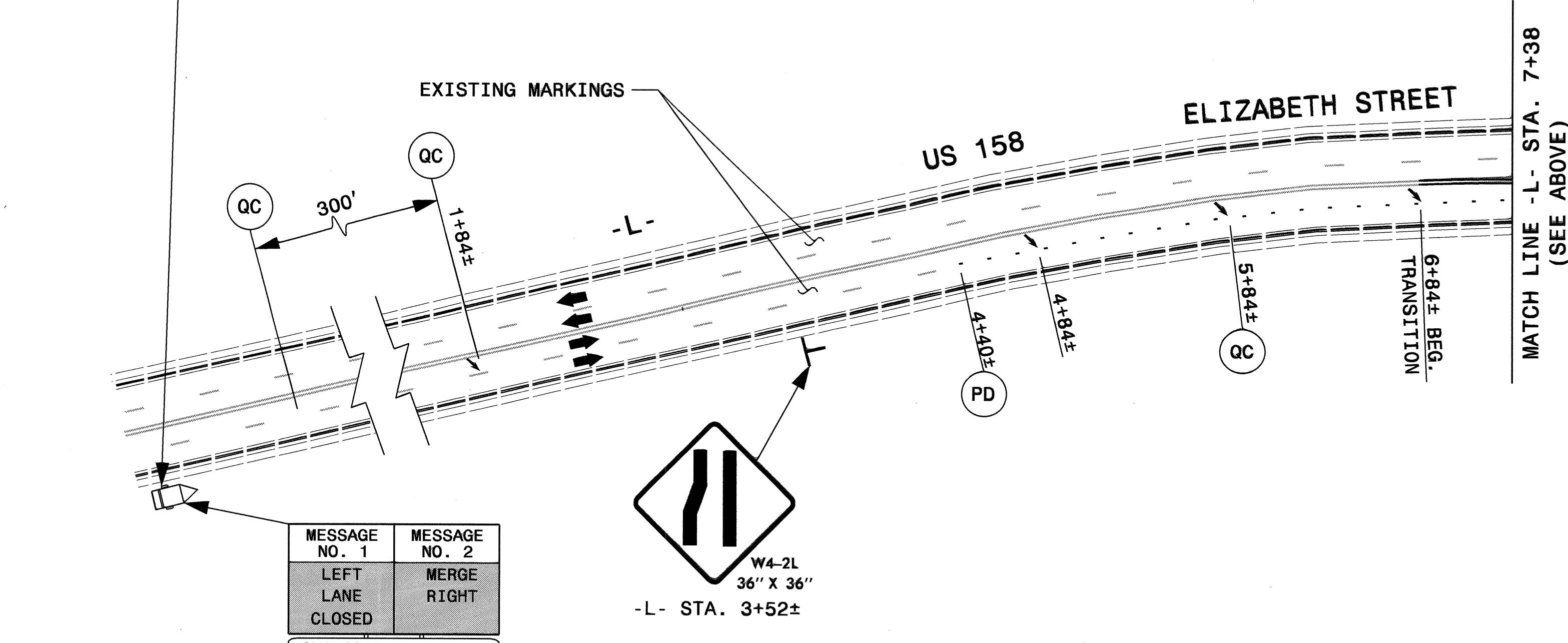
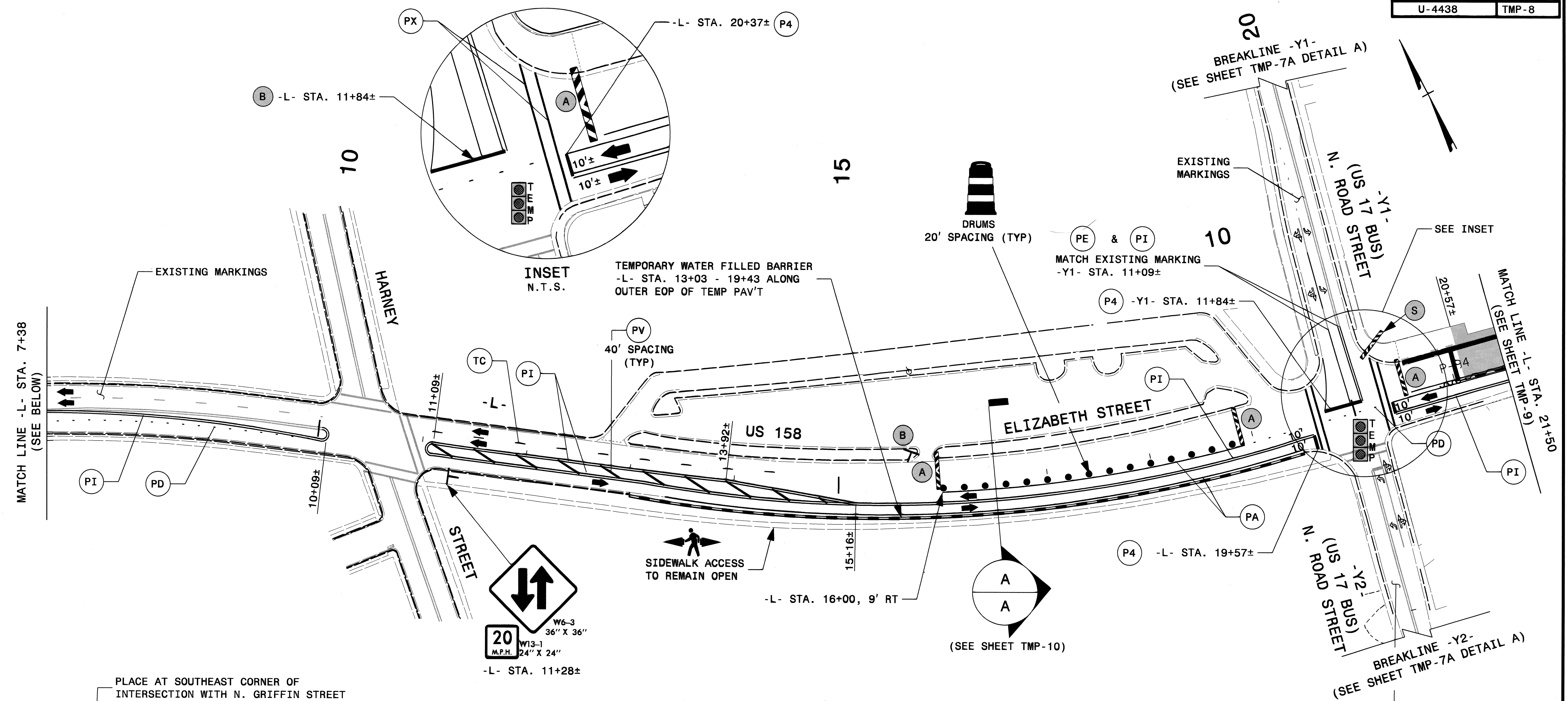


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APPROVED: *[Signature]* DATE: 12/10



TEMPORARY TRAFFIC CONTROL PHASES I & II DETAILS A & B



MESSAGE NO. 1	MESSAGE NO. 2
LEFT LANE CLOSED	MERGE RIGHT
CHANGEABLE MESSAGE SIGN	

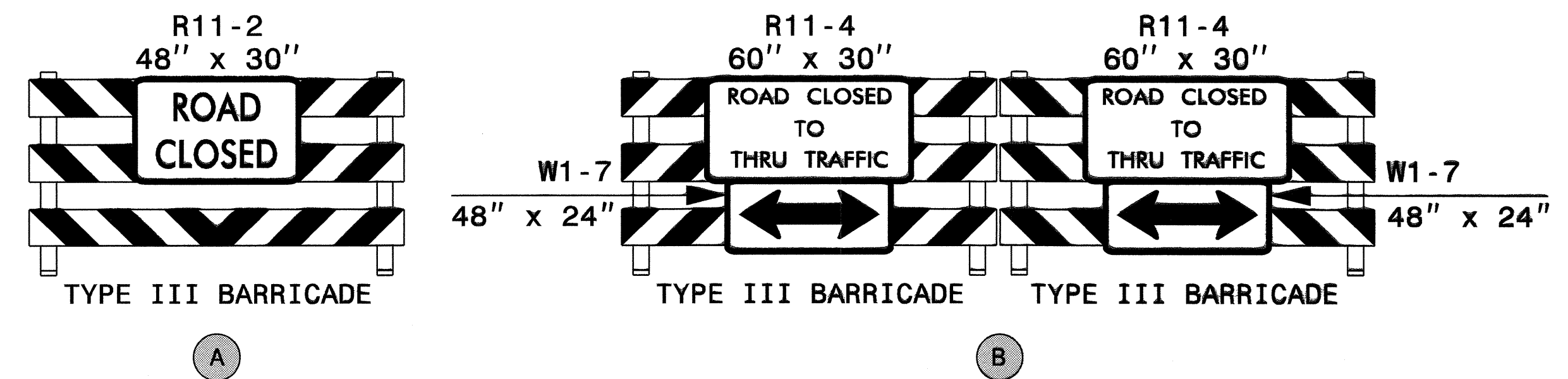
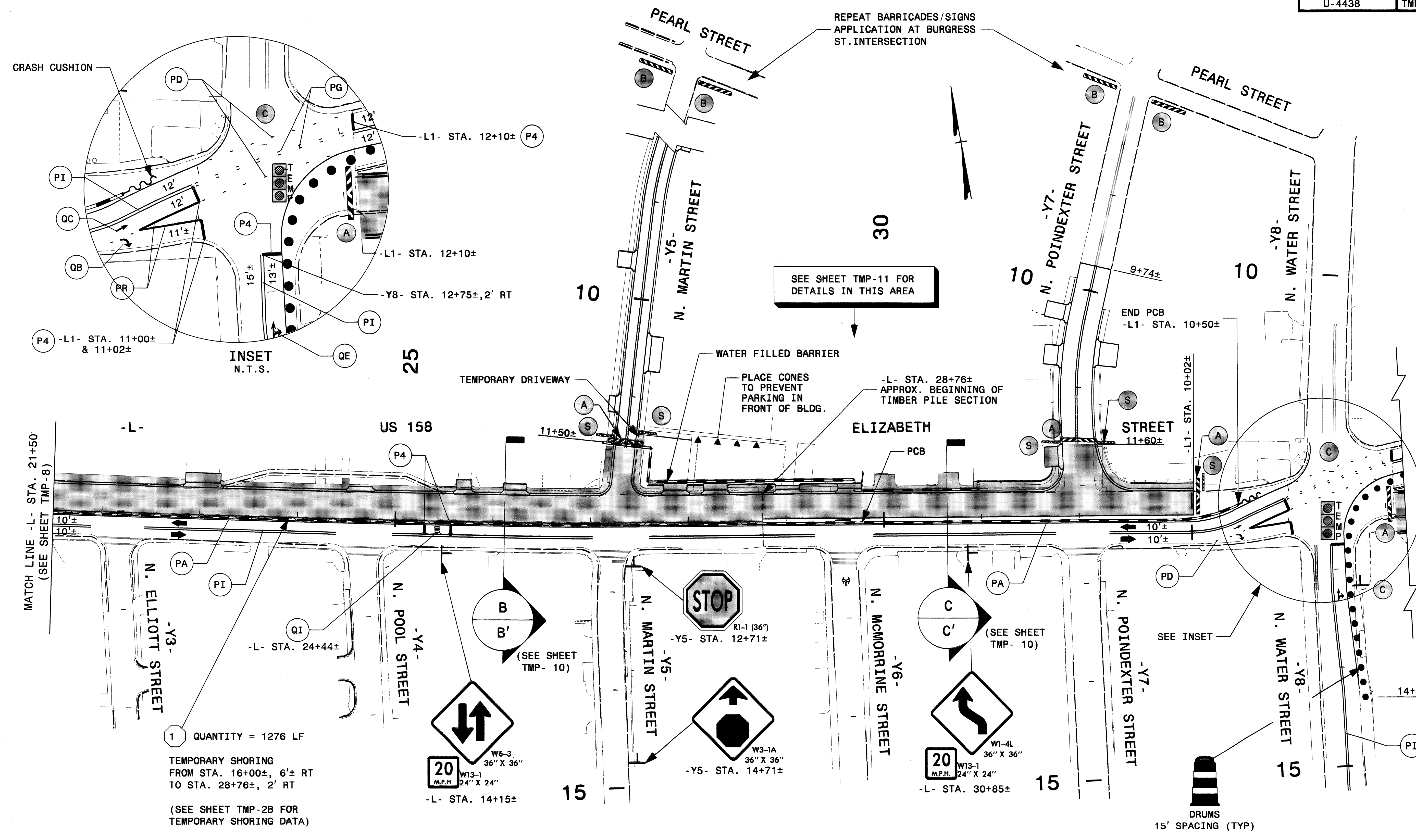
APPROVED: *[Signature]* DATE: 12/7/10

SEAL

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

TEMPORARY TRAFFIC CONTROL PHASE II

07-DEC-2010 13:48
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 mpr\reth...



SIGN TO BE MOUNTED ON EXISTING SIGNAL MAST ARM & EXISTING SHOULDER FACING NB WATER STREET TRAFFIC

NOTES:
 1) CONTRACTOR TO COVER OR REMOVE ALL CONFLICTING SIGNS ON EXISTING SIGNAL MAST ARMS AT THE WATER STREET INTERSECTION.

APPROVED: [Signature] DATE: 12/7/10

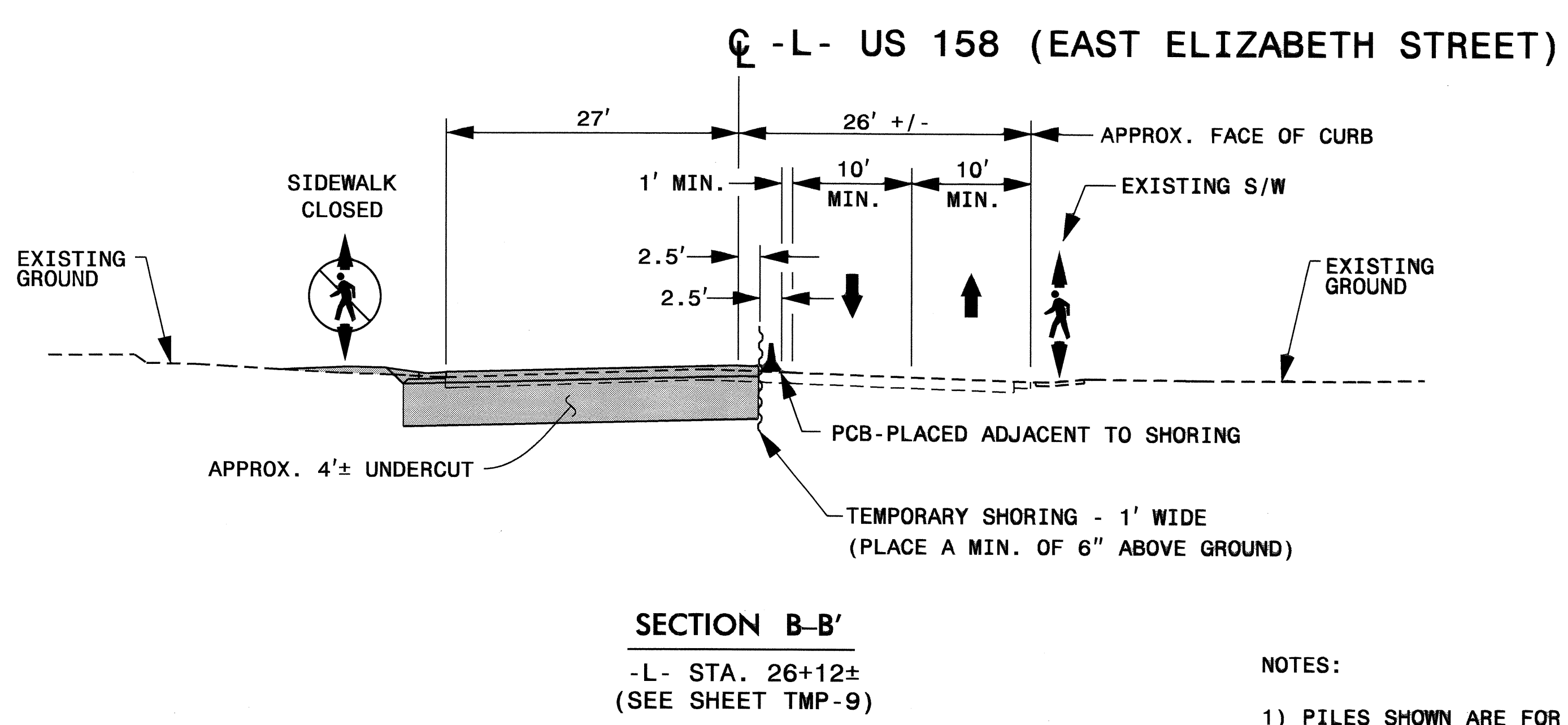
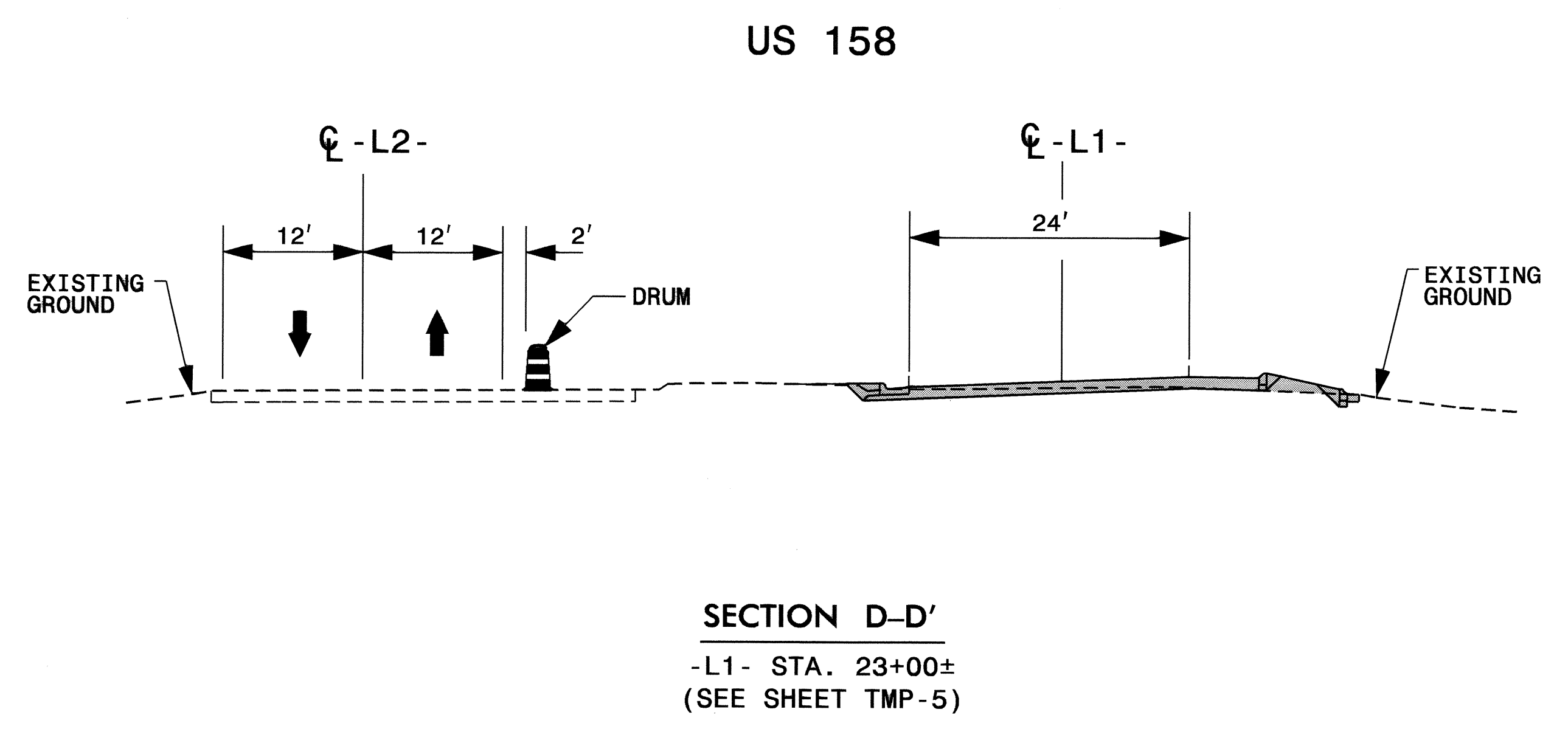
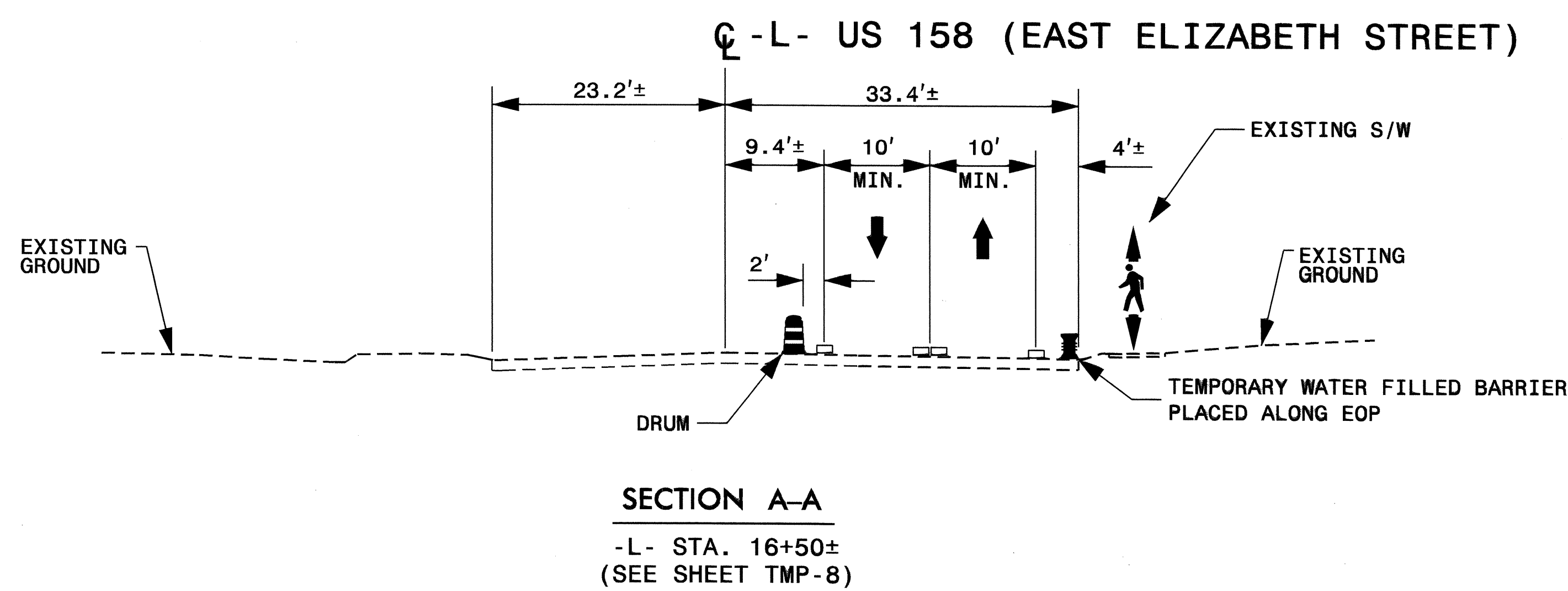
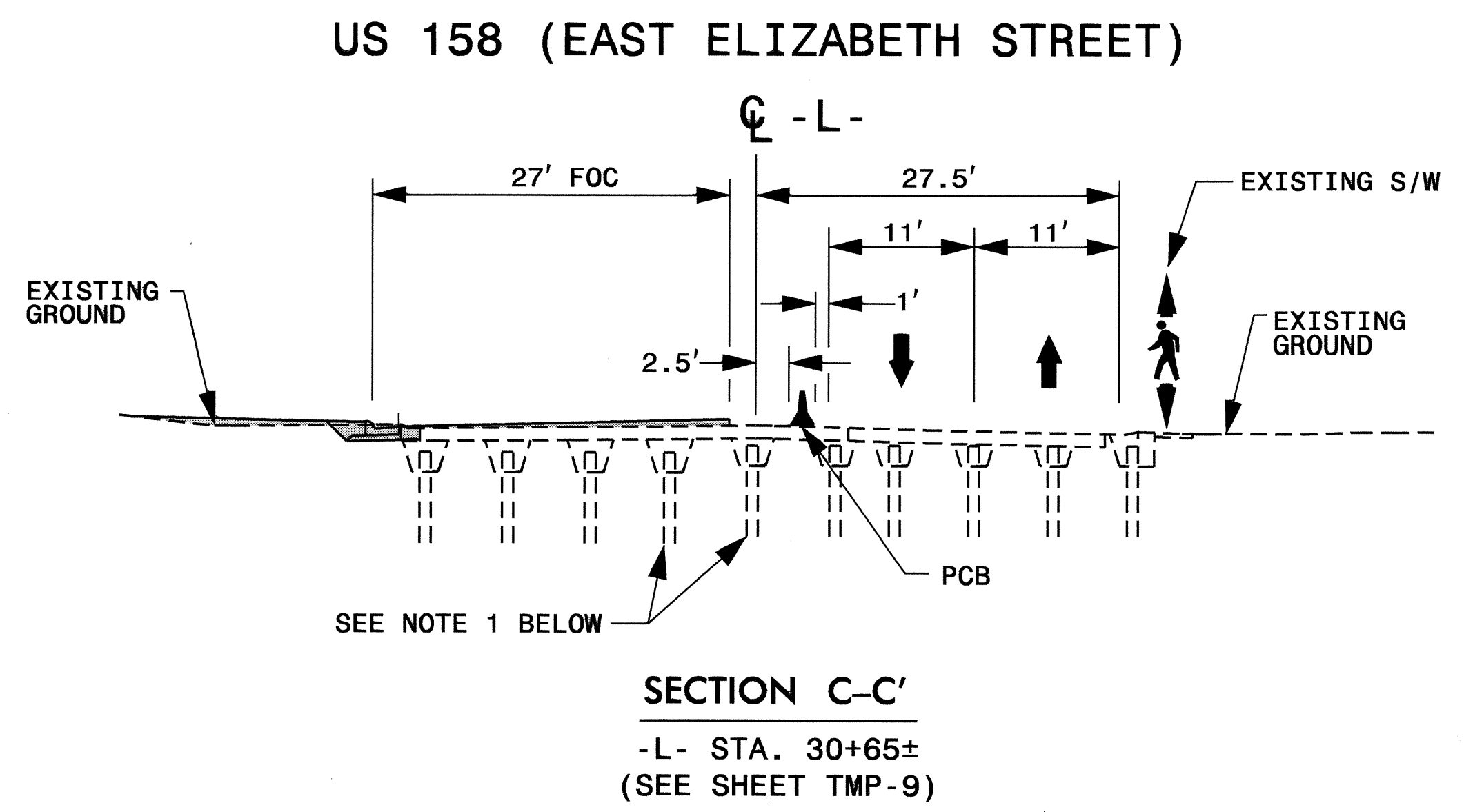
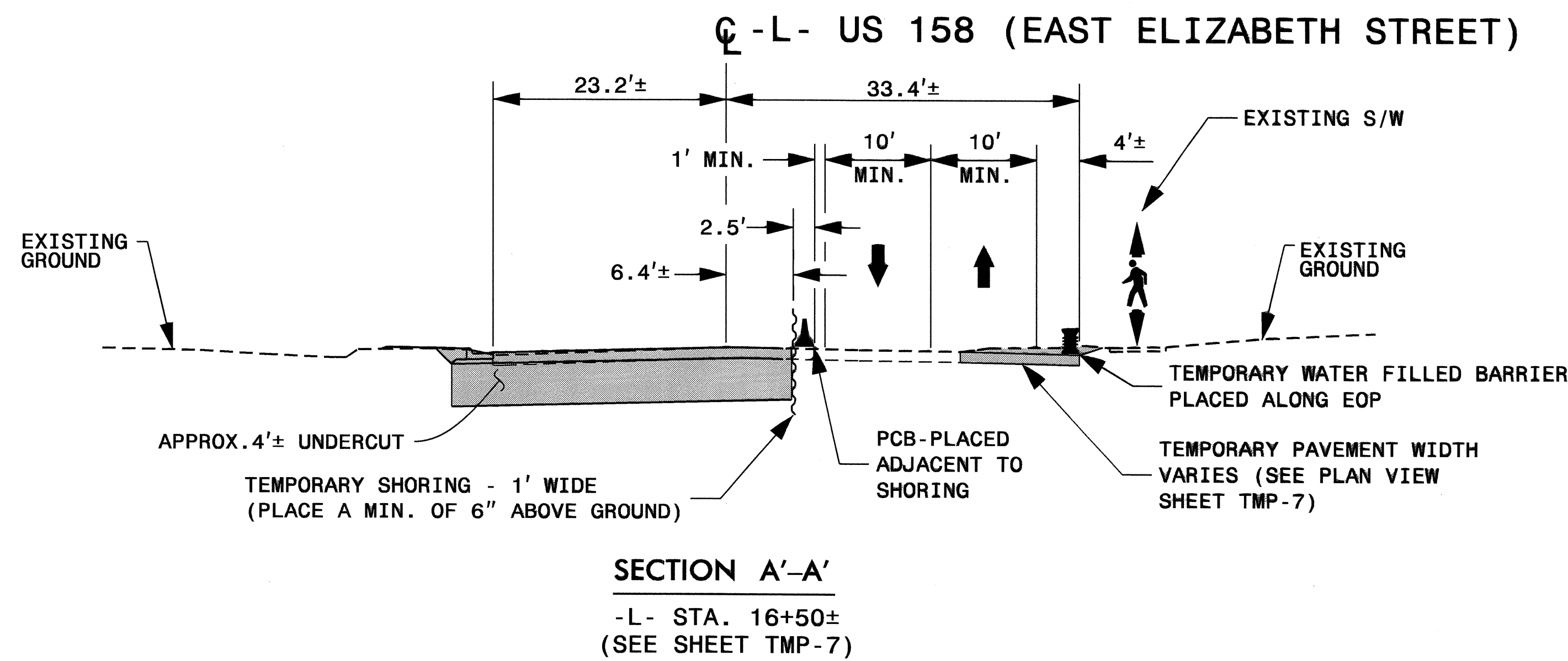
SEAL

PROFESSIONAL ENGINEER SEAL 022104 JOHN S. KITTS

DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL

TEMPORARY TRAFFIC CONTROL PHASE II

07-DEC-2010 13:47
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 ringdret AT 12/10/2010 13:55



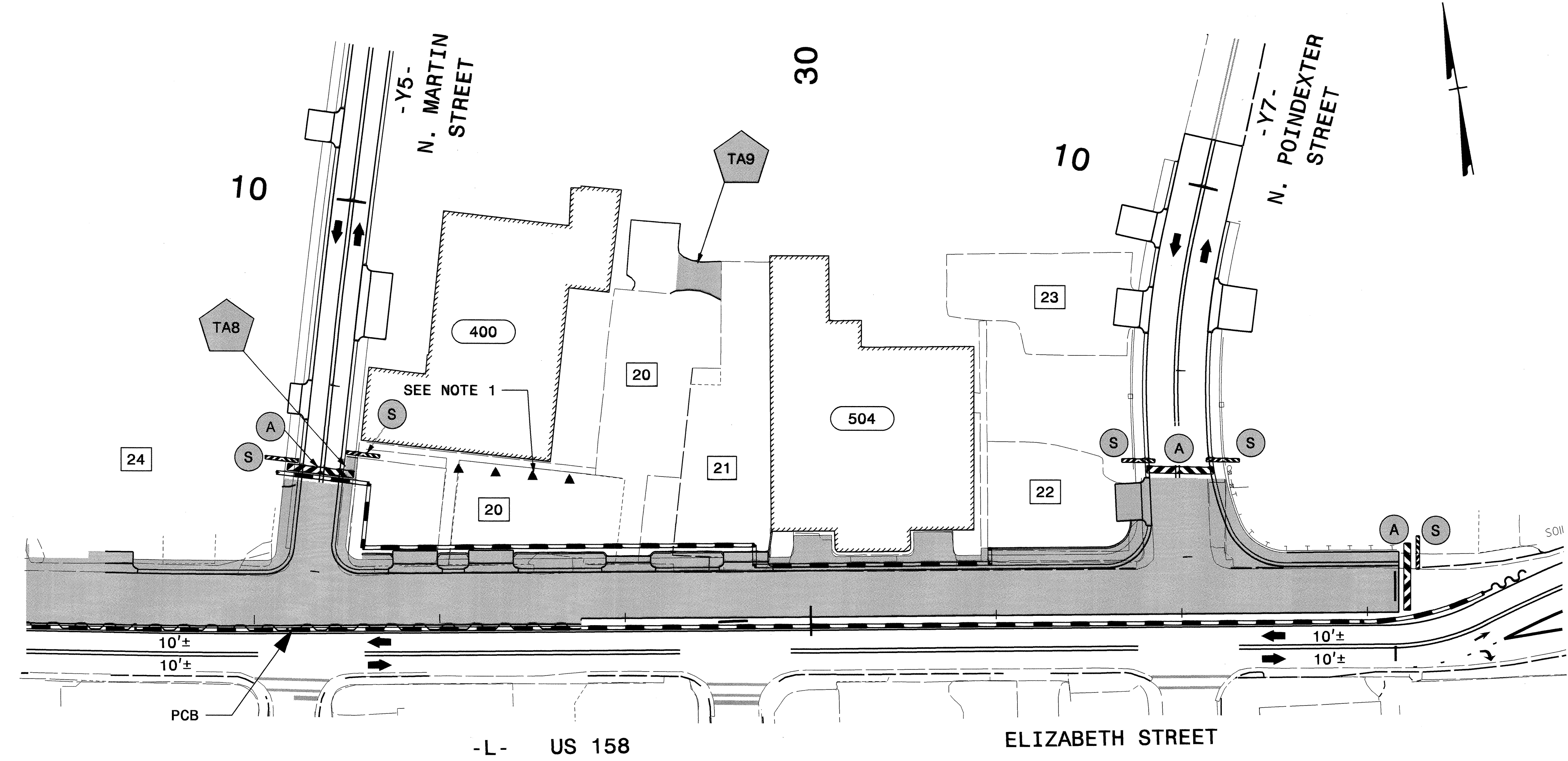
NOTES:
1) PILES SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT REPRESENT ACTUAL LOCATIONS.

APPROVED: *[Signature]* DATE: 12/1/10

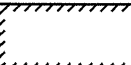

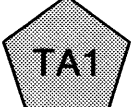
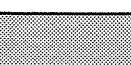
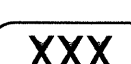
SEAL

TEMPORARY TRAFFIC CONTROL PHASE II SECTIONS

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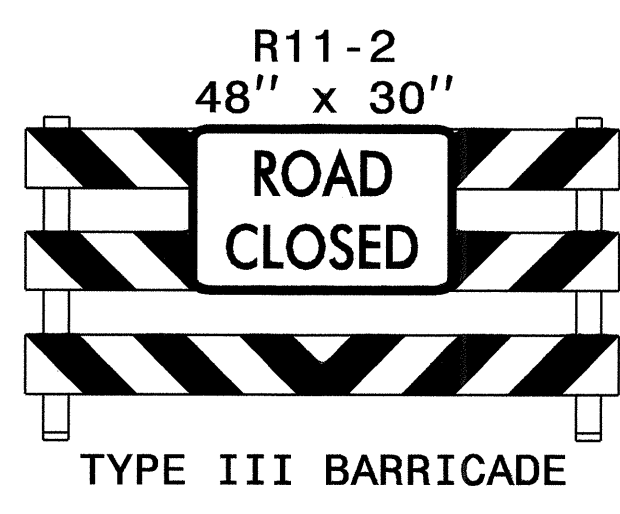


LEGEND

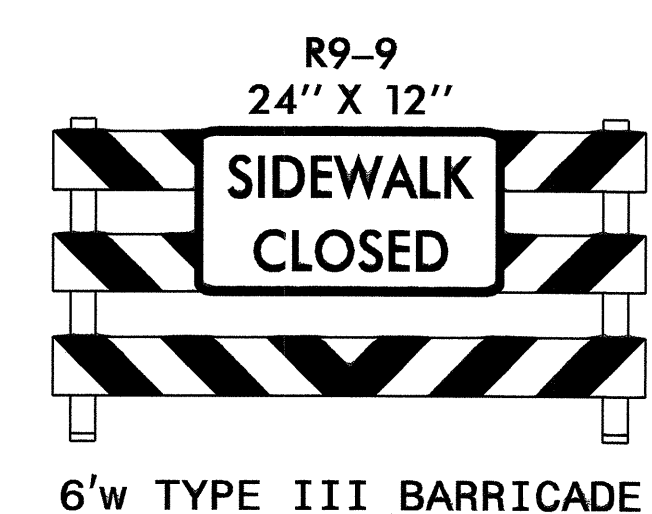
-  = EXISTING BUILDING
-  = EXISTING PARKING LOT
-  = TEMPORARY ACCESS
-  = AREAS UNDER CONSTRUCTION
-  = STREET ADDRESS

NOTES:

- 1) PLACE A SUFFICIENT AMOUNT OF CONES TO PREVENT PARKING IN FRONT OF BUILDING DURING THIS CONSTRUCTION PHASE.
- 2) ALL BARRIER TO BE WATER FILLED TYPE UNLESS OTHERWISE SHOWN.
- 3) SEE SHEET PED-2 FOR DETAILED VEHICULAR/PEDESTRIAN ACCESSIBILITY NARRATIVE.



(A)



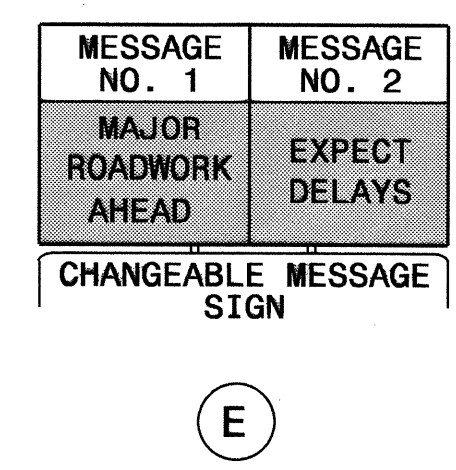
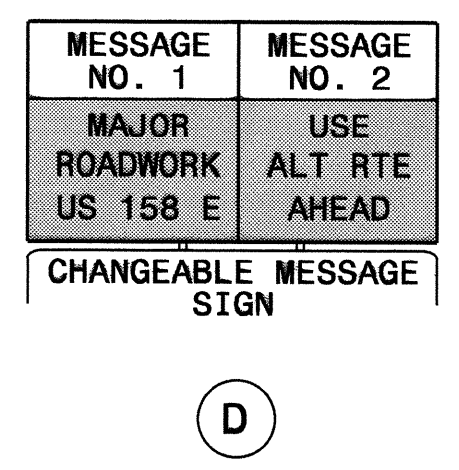
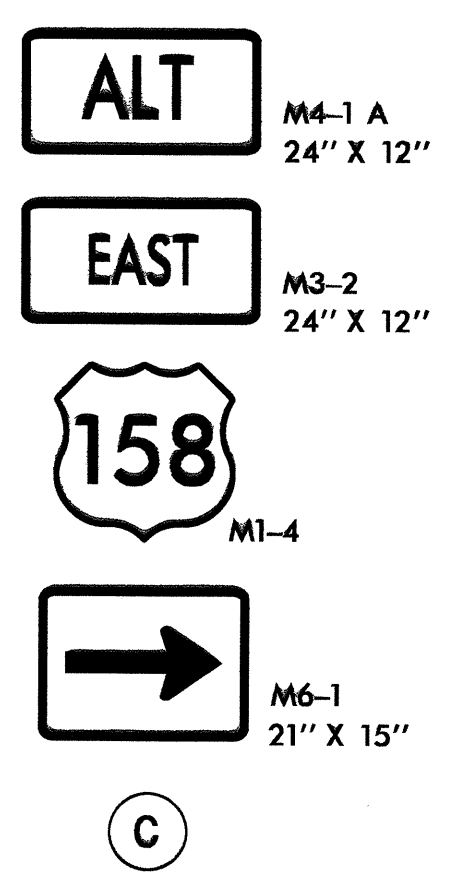
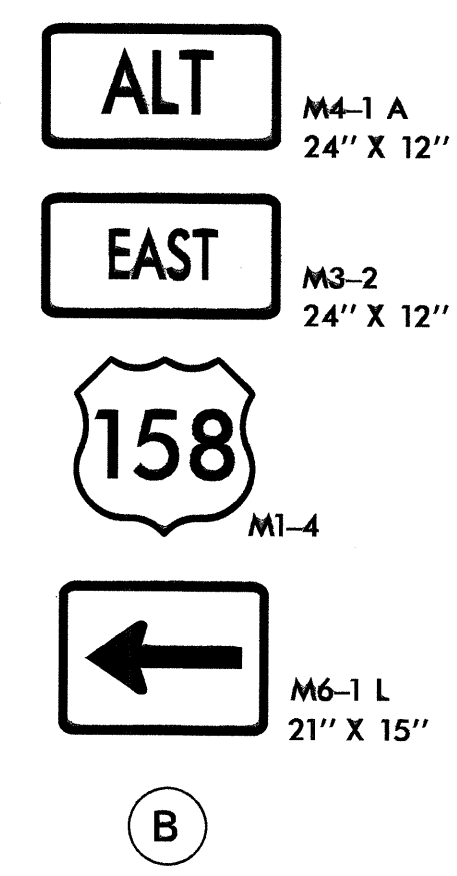
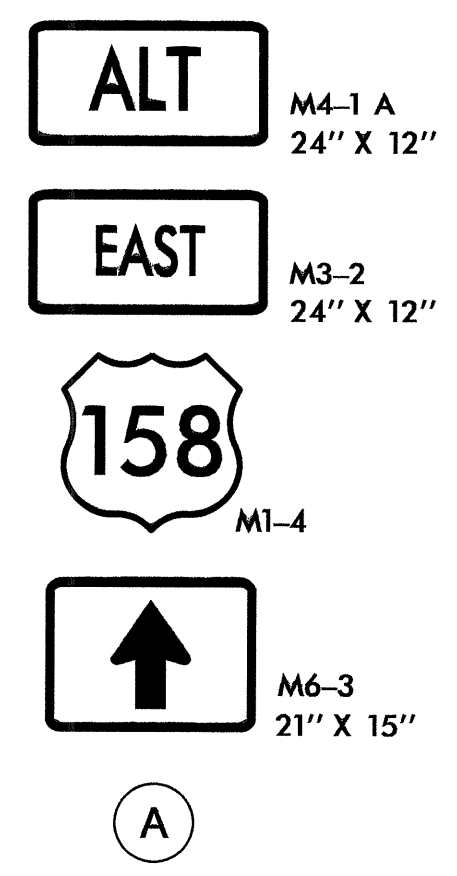
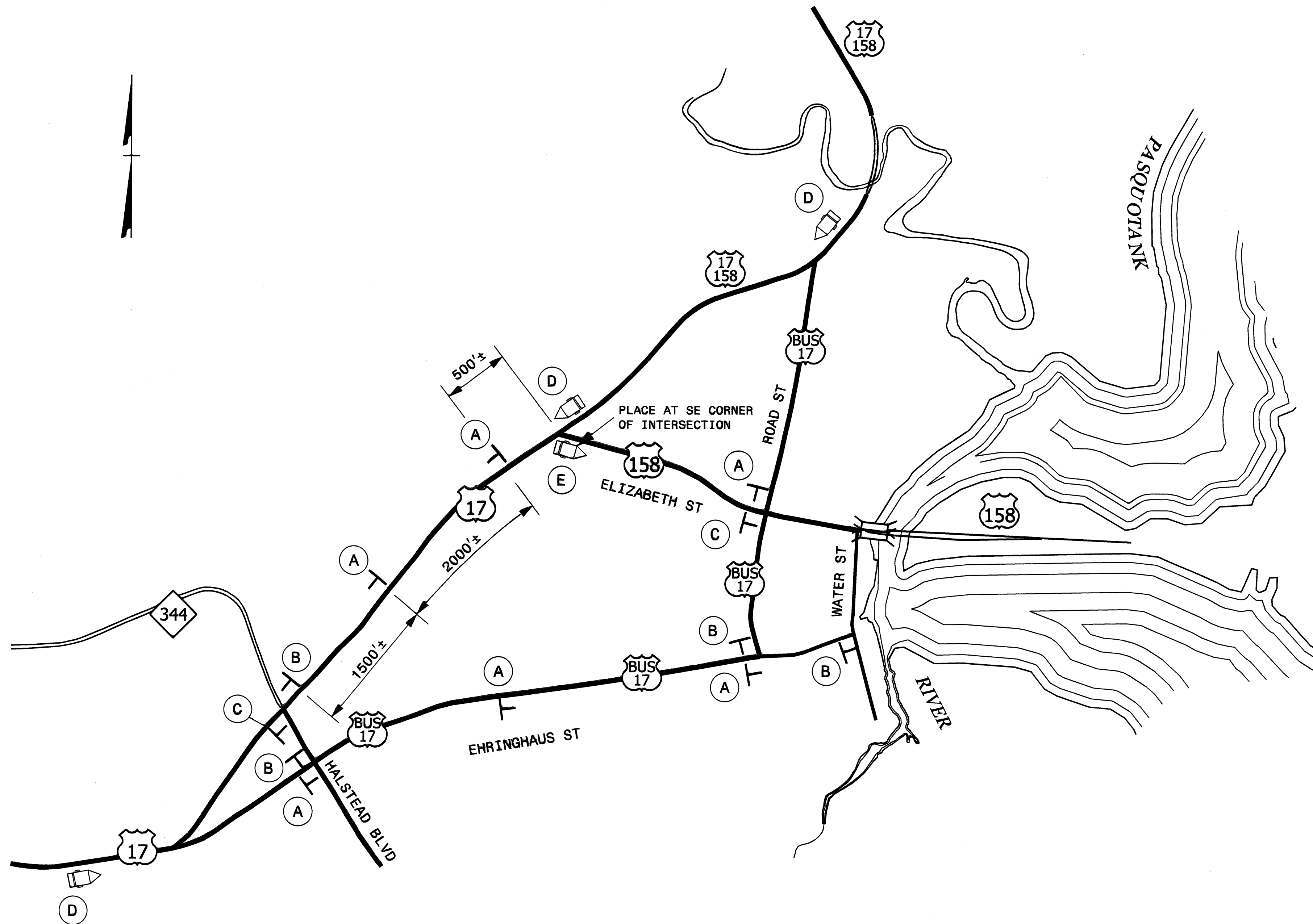
(S)

APPROVED: *[Signature]* DATE: 12/16

SEAL

TEMPORARY TRAFFIC CONTROL PHASE II

07-DEC-2010 14:44 \\dot\gfsroot01\proj\projects-U4438\TrafficControl\TCP\U4438_TCP_TMP.dgn



APPROVED: *[Signature]* DATE: 12/1/10

SEAL

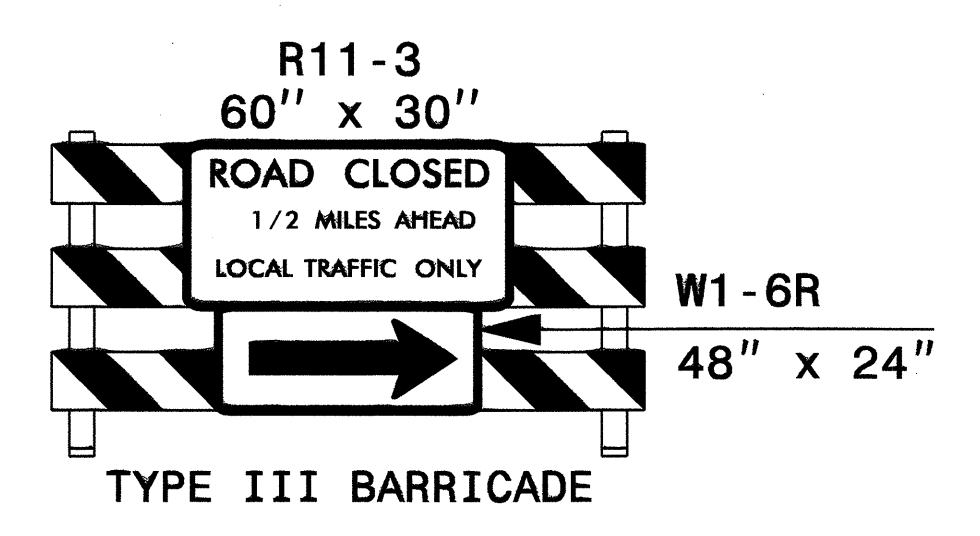
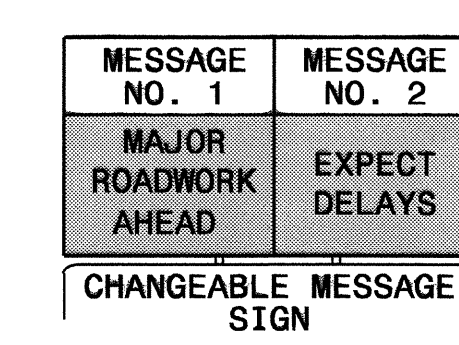
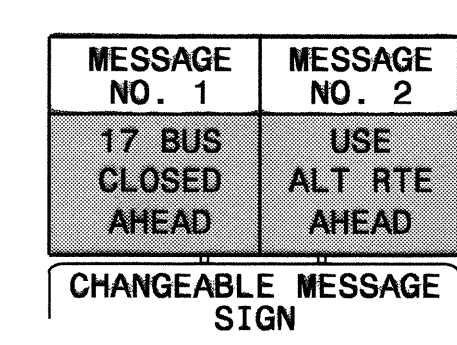
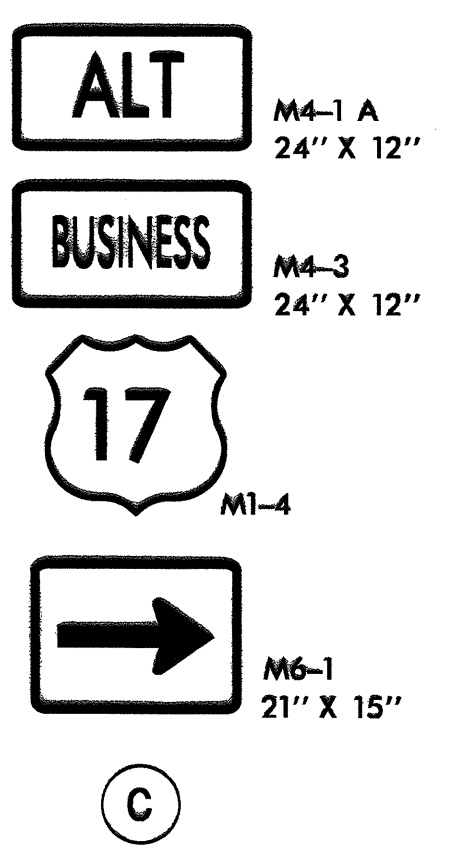
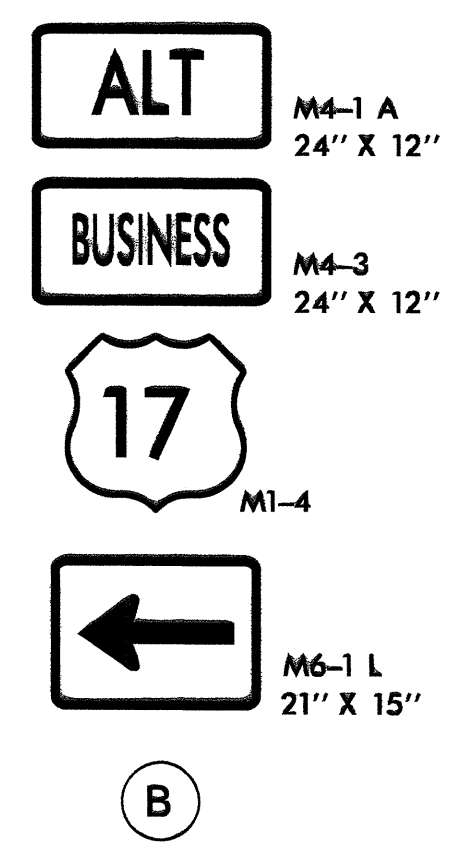
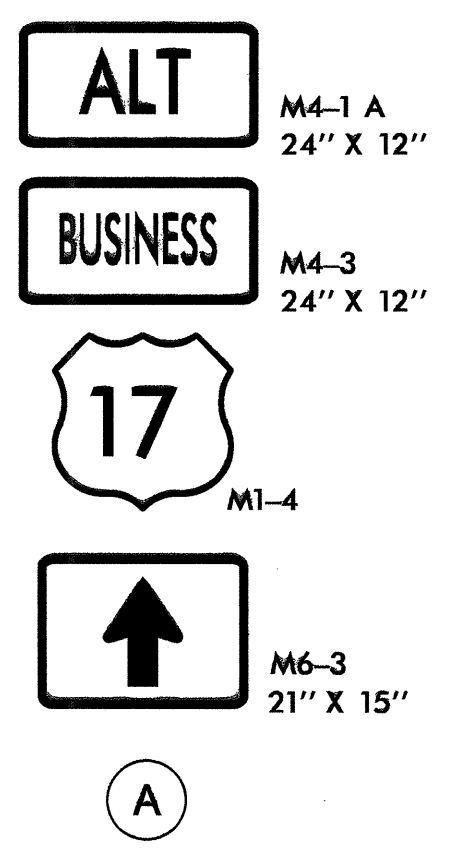
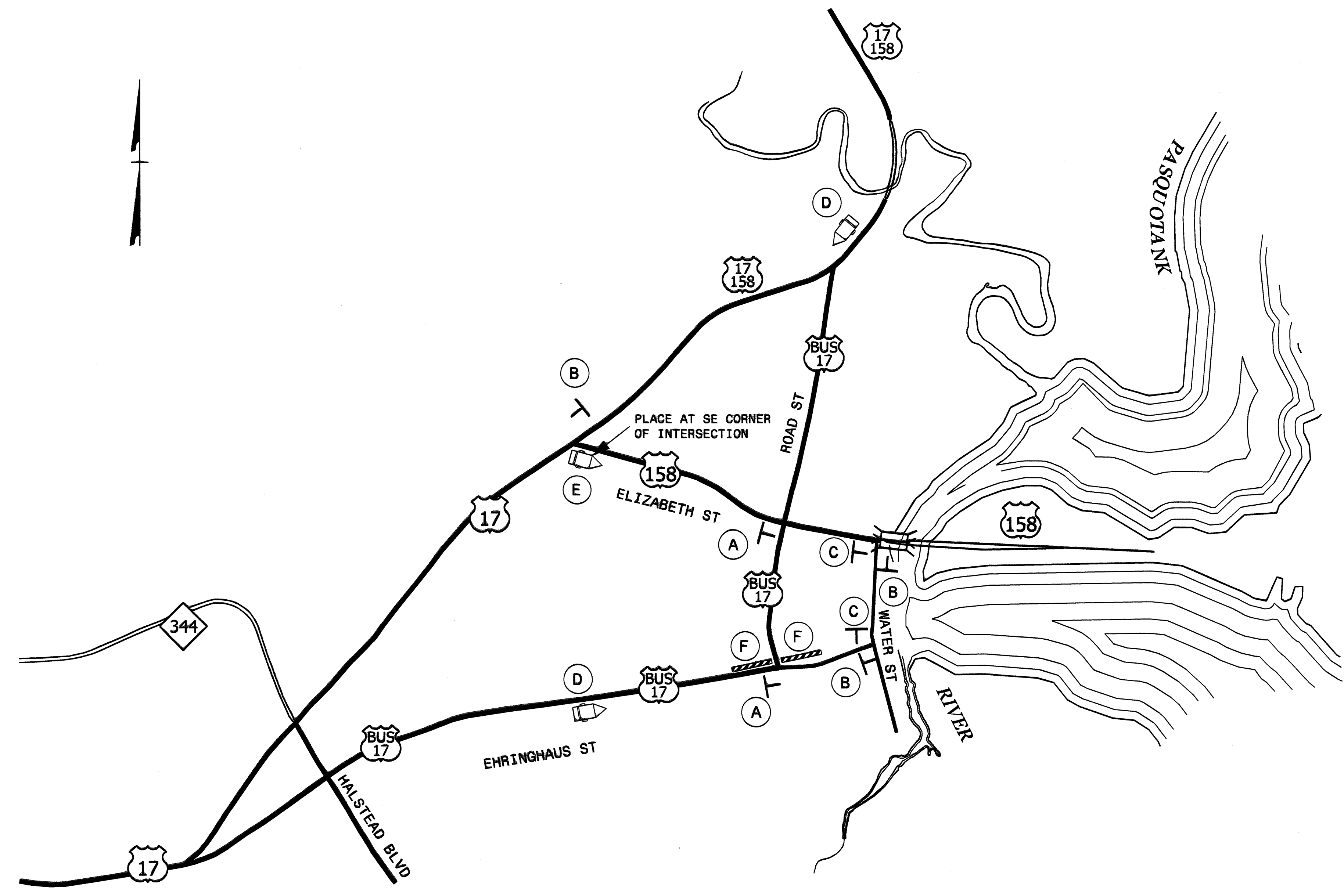
SEAL 022104
ENGINEER
JOHN S. KITE, JR.

ALTERNATIVE ROUTES PHASES II & III

SCALE: NONE		REVISIONS
DATE: 09/10		
DWG. BY: RMG		
DESIGN BY: RMG		
REVIEWED BY: JSK		

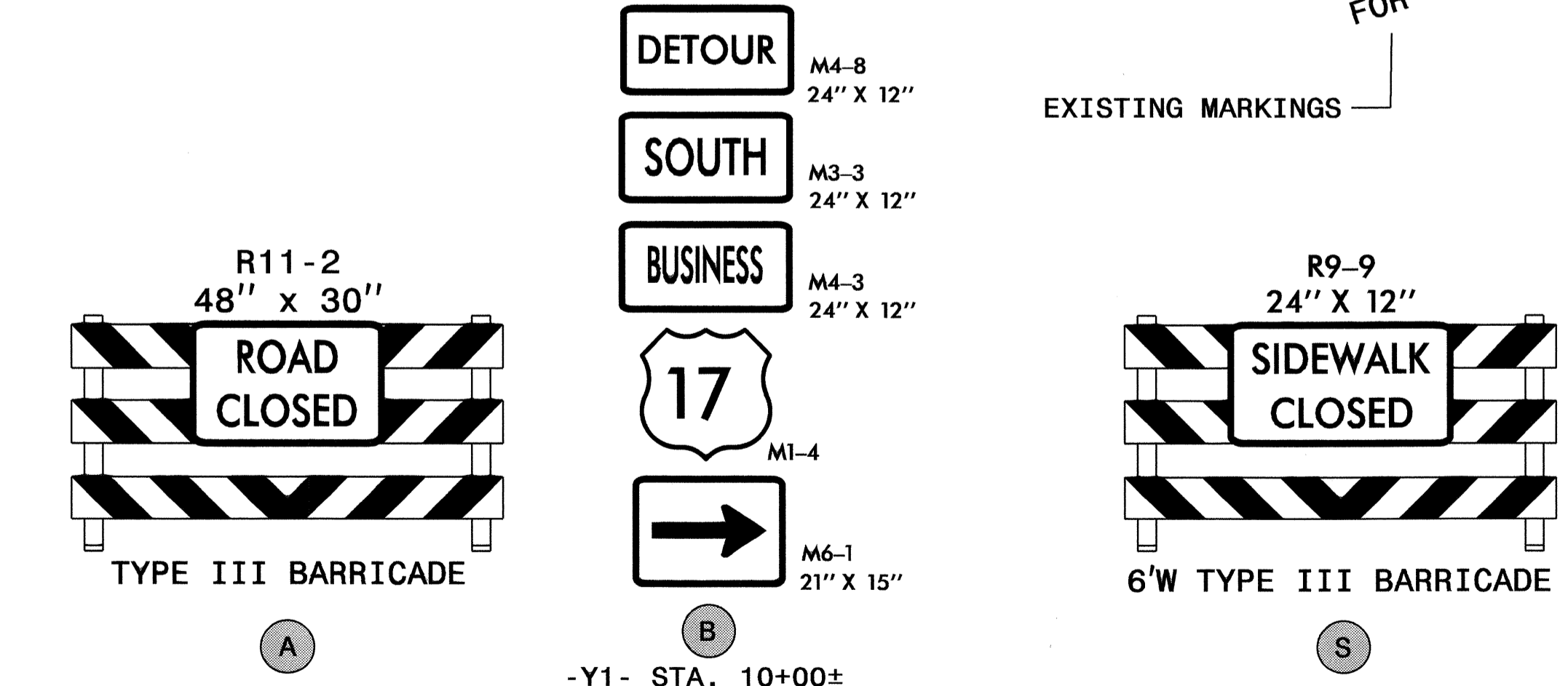
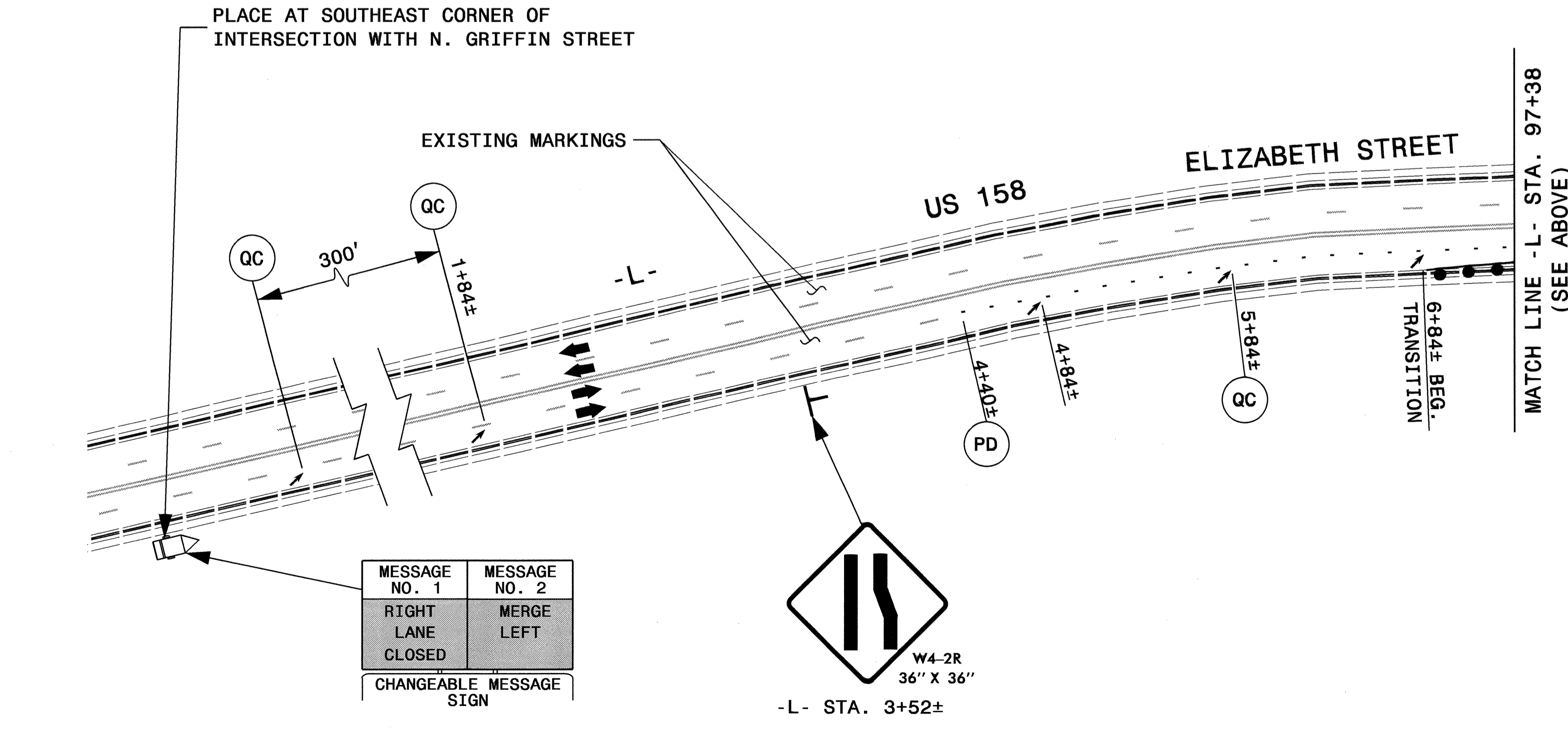
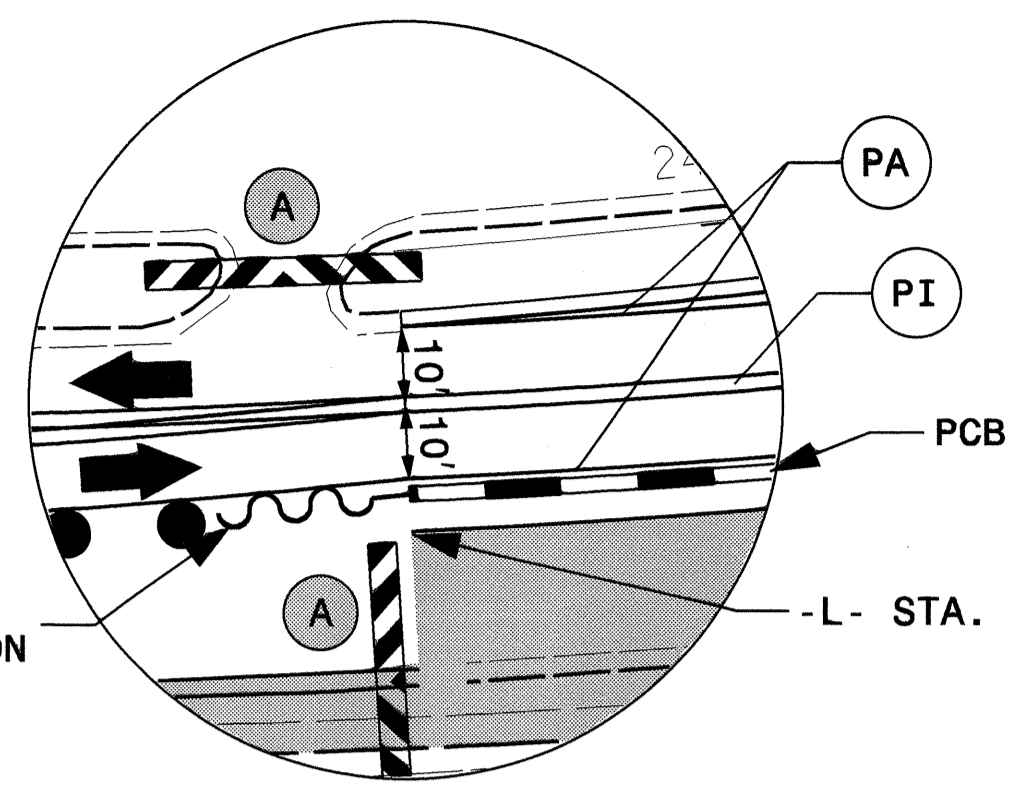
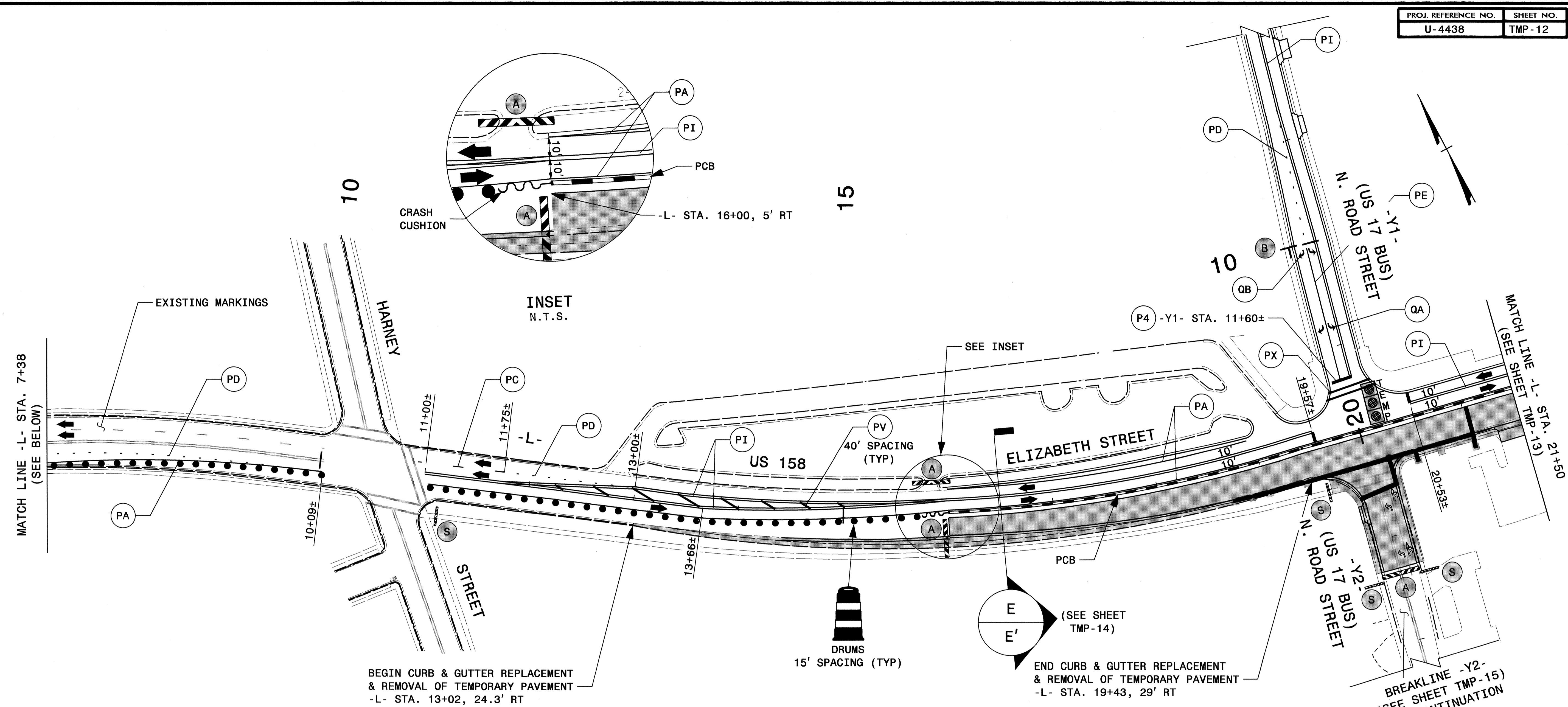
CADD FILE

07-DEC-2010 13:46
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 ringarrett AT WZTC24735



07-DEC-2910 13:46
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 rmgarr@ttt-at-12241735

APPROVED: <i>John S. Kite</i> DATE: 12/7/12	BUSINESS 17 ALTERNATIVE ROUTES PHASES II & III	
	SCALE: NONE	
	DATE: 09/10	
	DESIGN BY: RMG	
	REVIEWED BY: JSK	
		REVISIONS



MESSAGE NO. 1	MESSAGE NO. 2
RIGHT LANE CLOSED	MERGE LEFT
CHANGEABLE MESSAGE SIGN	

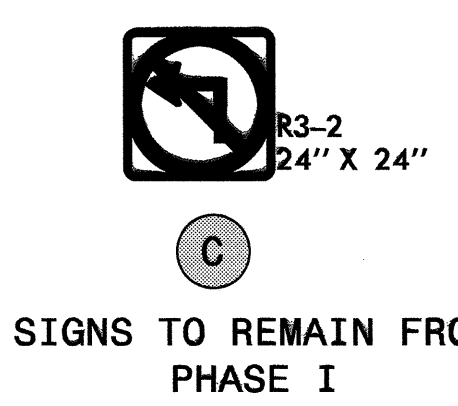
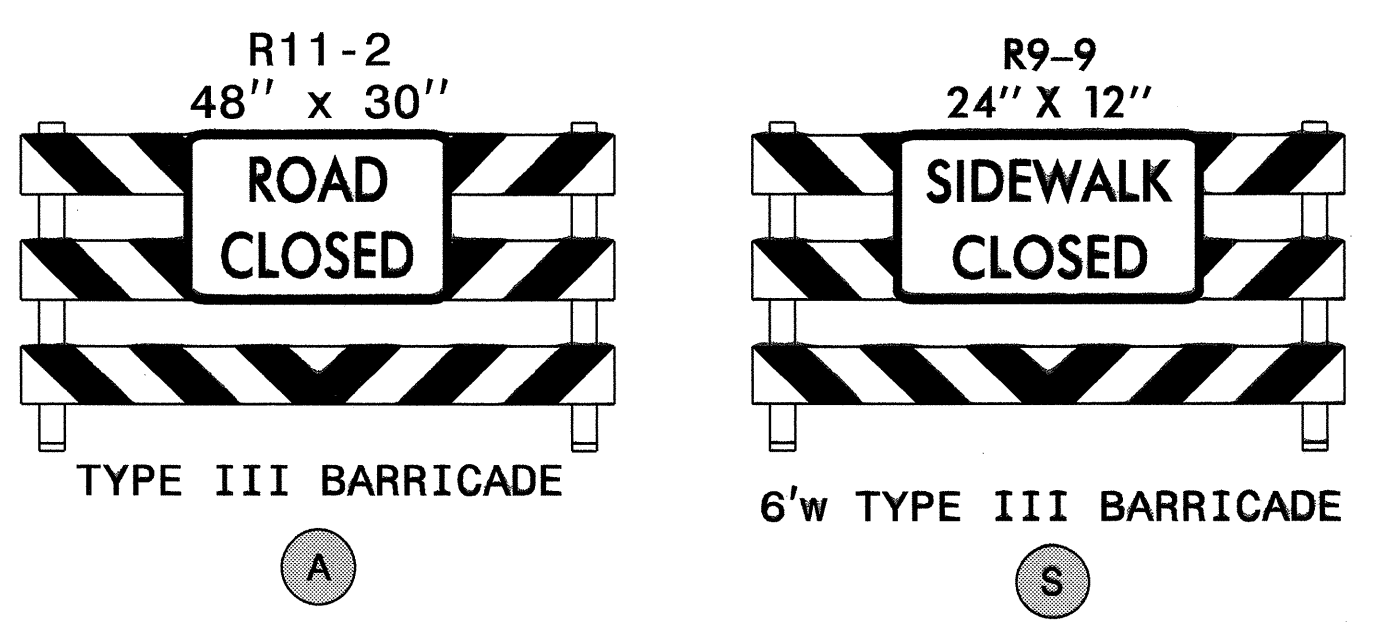
APPROVED: *[Signature]* DATE: 12/7/06

SEAL: PROFESSIONAL SEAL 022104 JOHN S. KITE, JR. ENGINEER

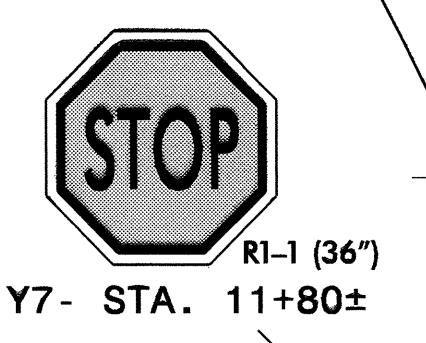
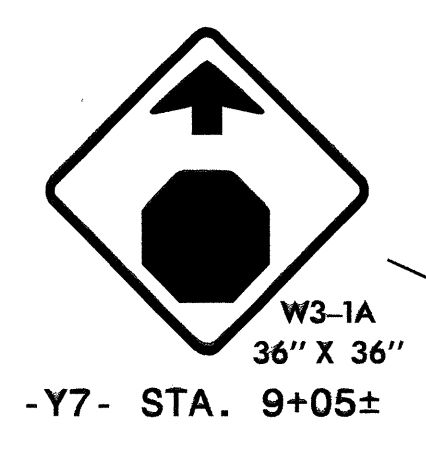
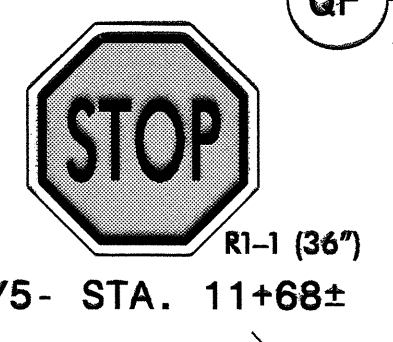
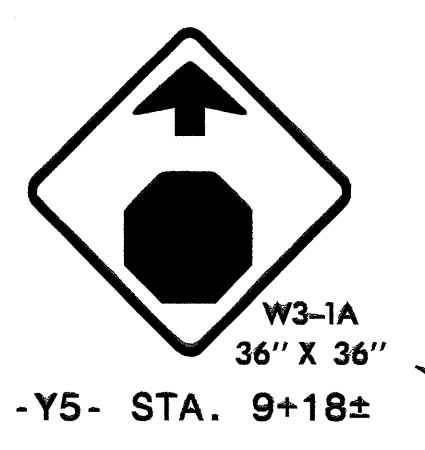
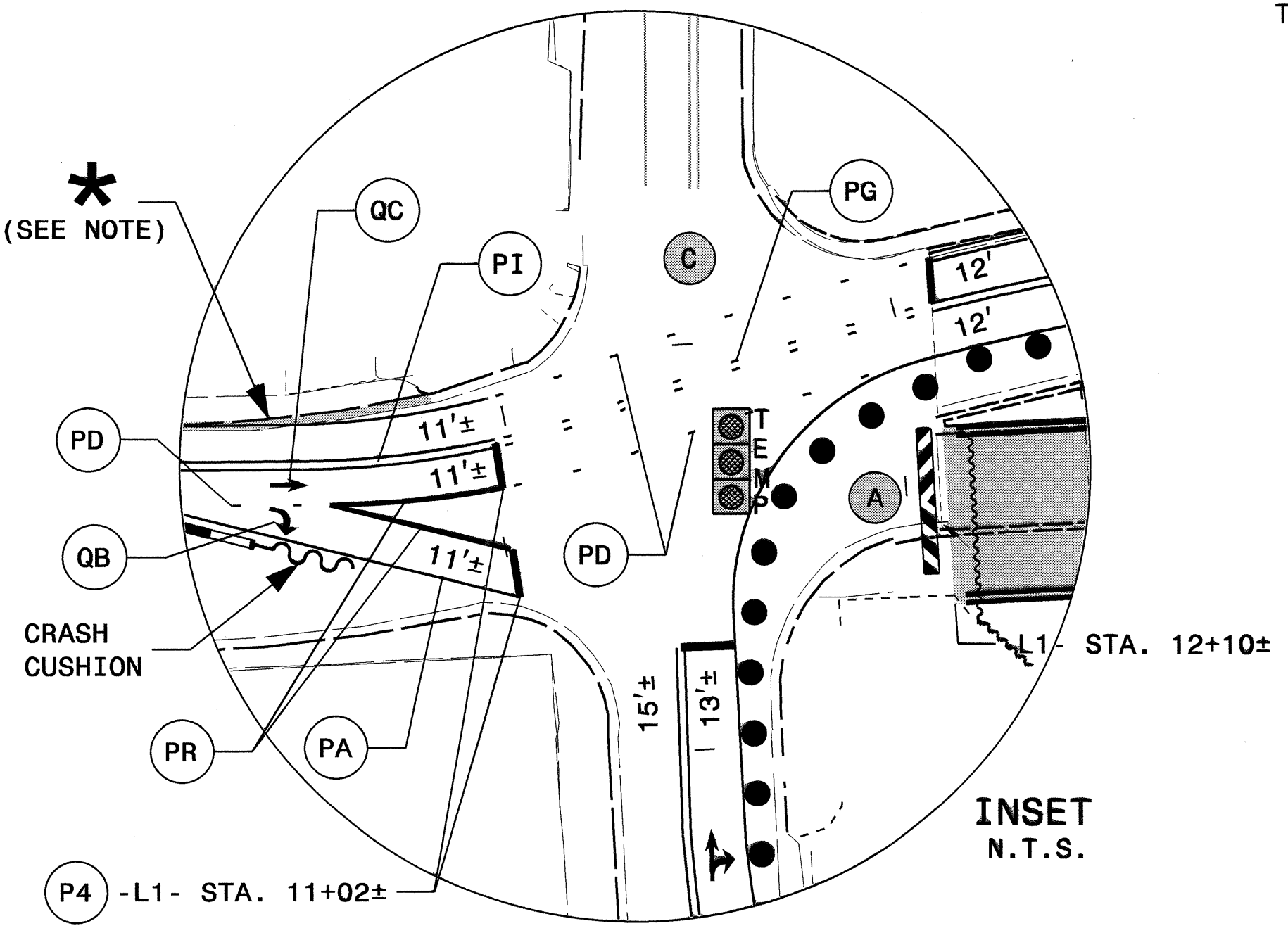
DIVISION OF HIGHWAYS, STATE OF NORTH CAROLINA, DEPARTMENT OF TRANSPORTATION, WORK ZONE TRAFFIC CONTROL

TEMPORARY TRAFFIC CONTROL PHASE III

07-DEC-200 13:45 \\goit\dfs\0010\p01\N\TIP\projects-U4438\TrafficControl\TCP\U4438.TC.TMP.12.dgn



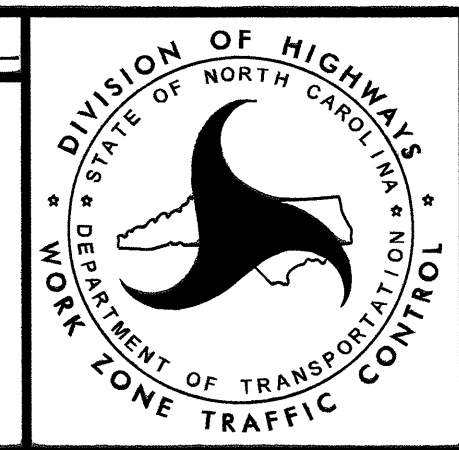
MATCH LINE - L- STA. 21+50
(SEE SHEET TMP-12)



NOTE: SEE SHEETS TMP-18 & TMP-19 FOR -Y3-, -Y4-, -Y5-, -Y6-, & -Y7- CONSTRUCTION PHASING.

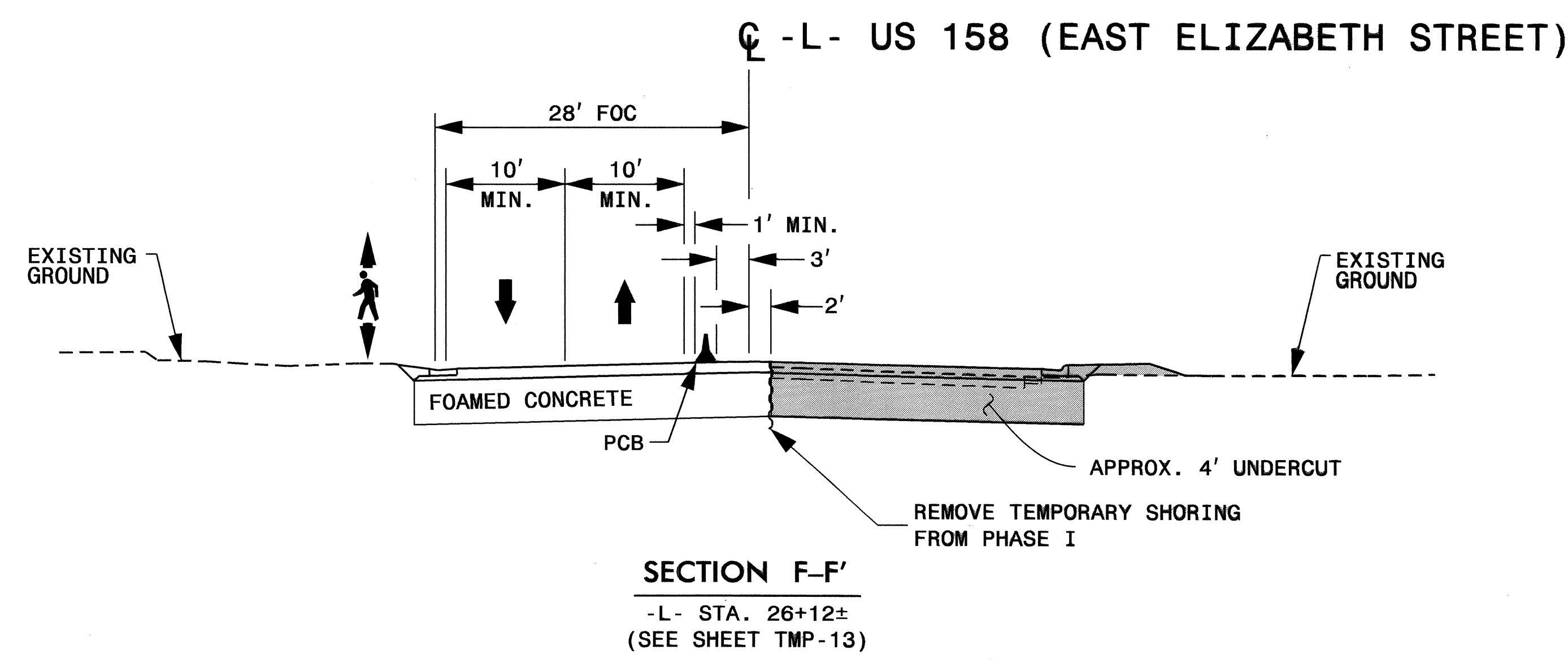
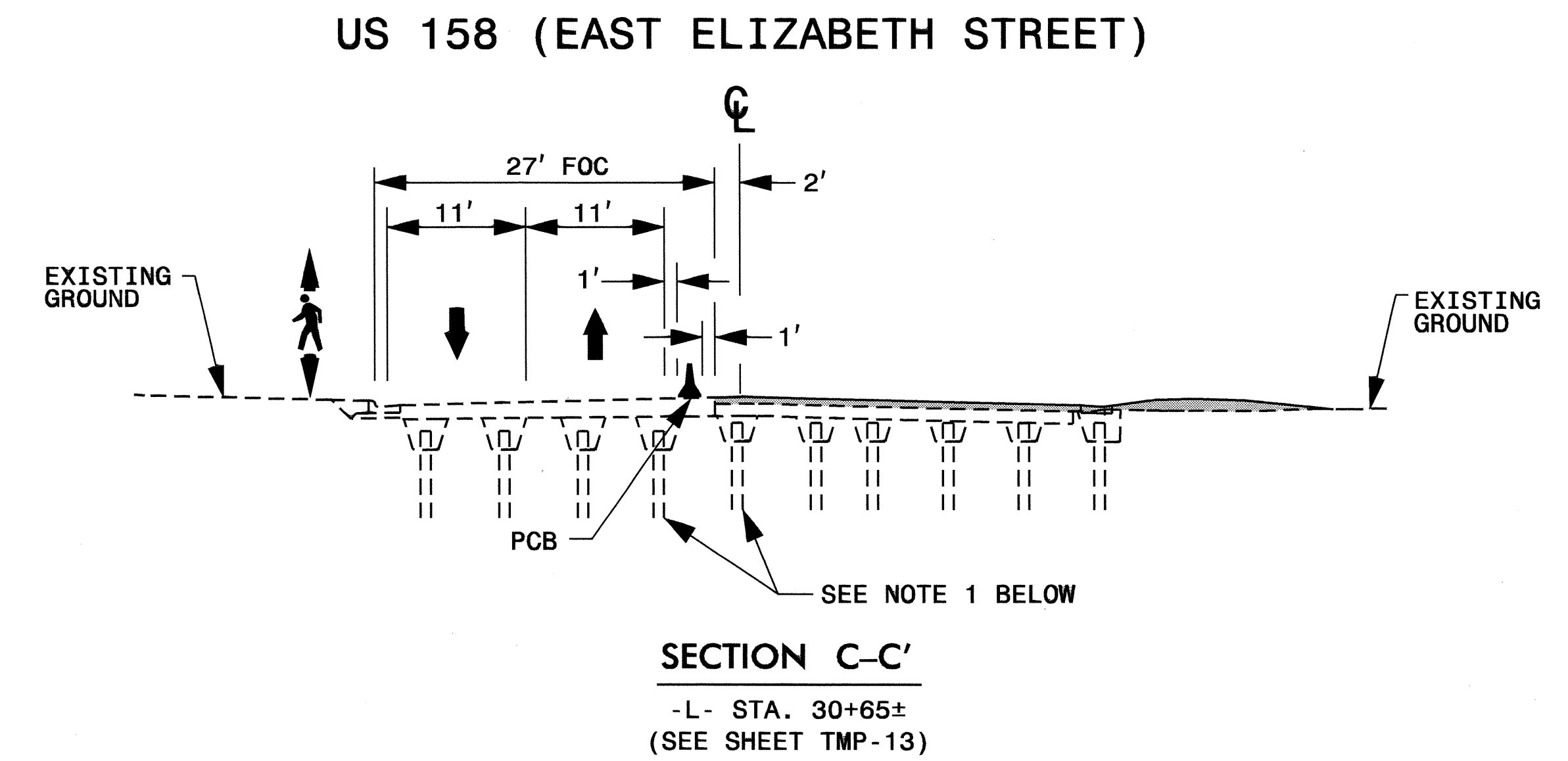
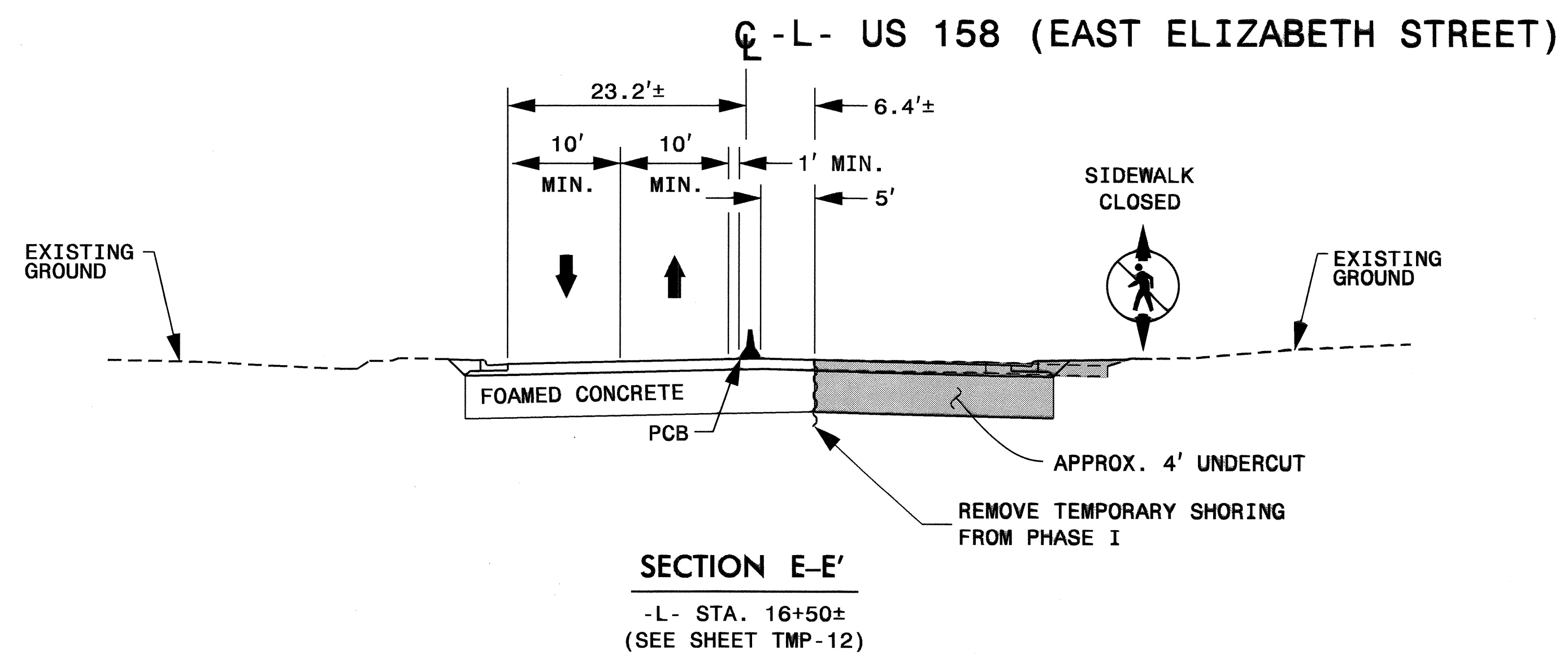
* REMOVE EXISTING CURB AS NECESSARY TO PROVIDE THE MINIMUM LANE WIDTH OF 10' BETWEEN THE STATIONS OF -L1- STA. 10+00± TO STA. 10+87±.

APPROVED: *[Signature]* DATE: 12/1/10



TEMPORARY TRAFFIC CONTROL PHASE III

07-DEC-2010 13:45 \\dot\dfsroot\prj\01\TIP\projects-U\U4438\TrafficControl\TCP\U4438_TC_TMP-13.dgn



NOTES:

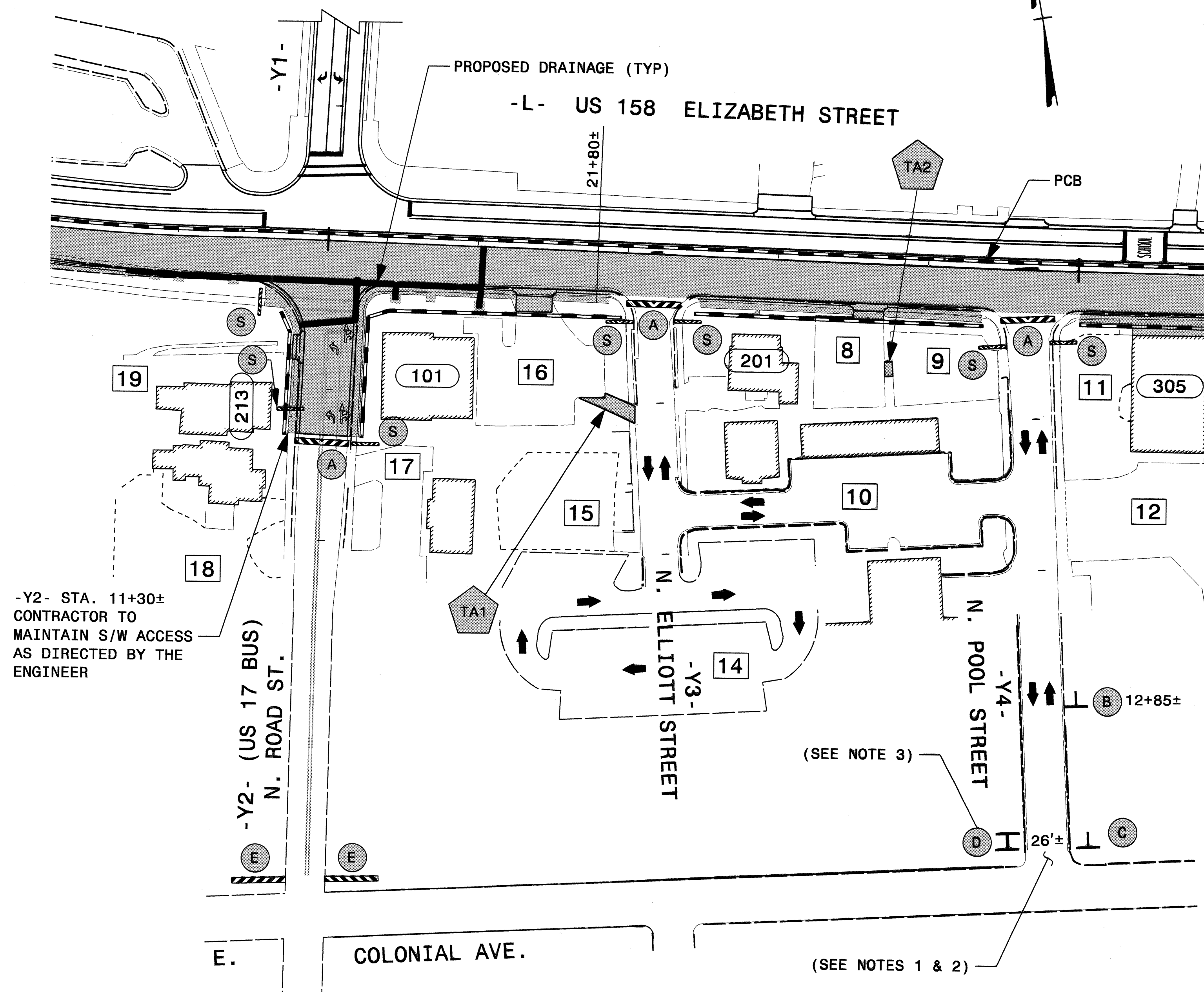
1) PILES SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT REPRESENT ACTUAL LOCATIONS.

APPROVED: *[Signature]* DATE: 12/7/10

SEAL

TEMPORARY TRAFFIC CONTROL PHASE III SECTIONS

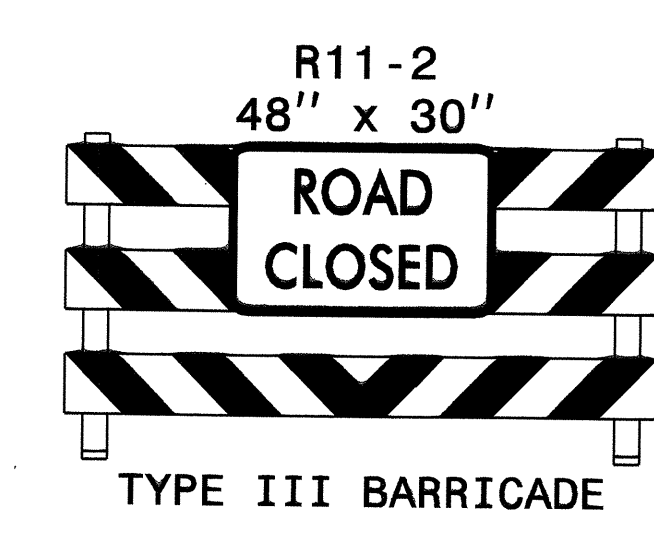
07-DEC-2010 13:44 \\dot\dfsroot\0\proj\TIP\Projects-U\4438\TrafficControl\TCPU4438_TC_TMP_14.dgn rmgarratt AT WZTC244735



LEGEND

- = EXISTING BUILDING
- = EXISTING PARKING LOT
- = TEMPORARY ACCESS
- = AREAS UNDER CONSTRUCTION
- = STREET ADDRESS

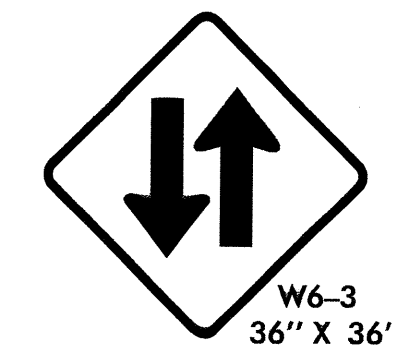
SEE SHEETS TMP-11A & TMP-16 FOR ADDITIONAL ADVANCE SIGNING DURING THIS PHASE.



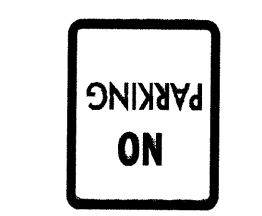
A



B

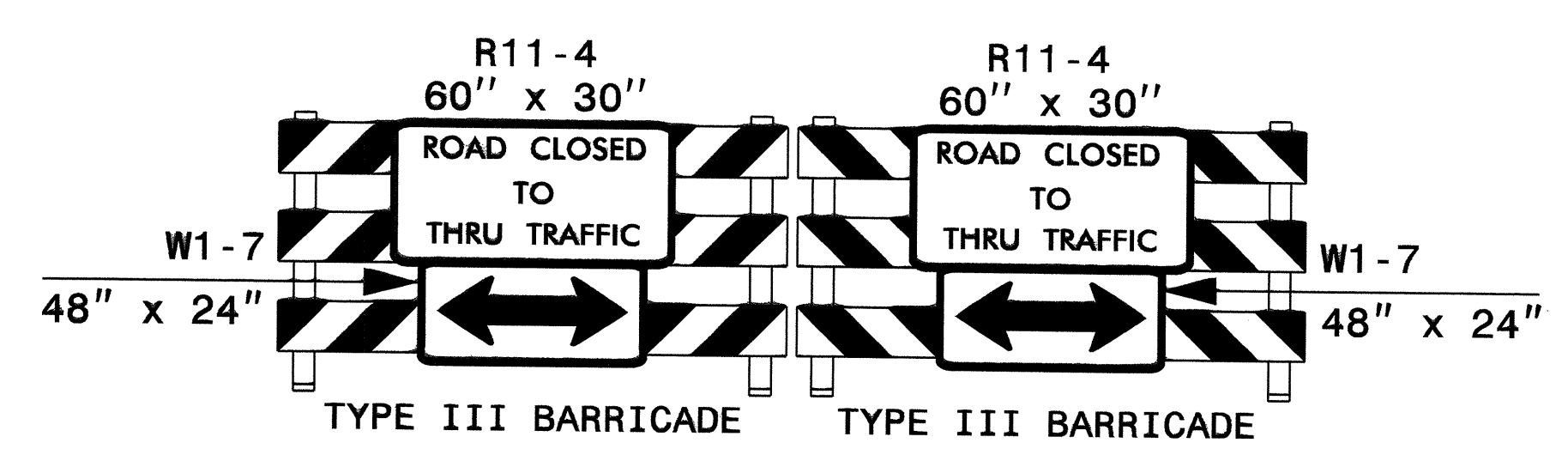


C

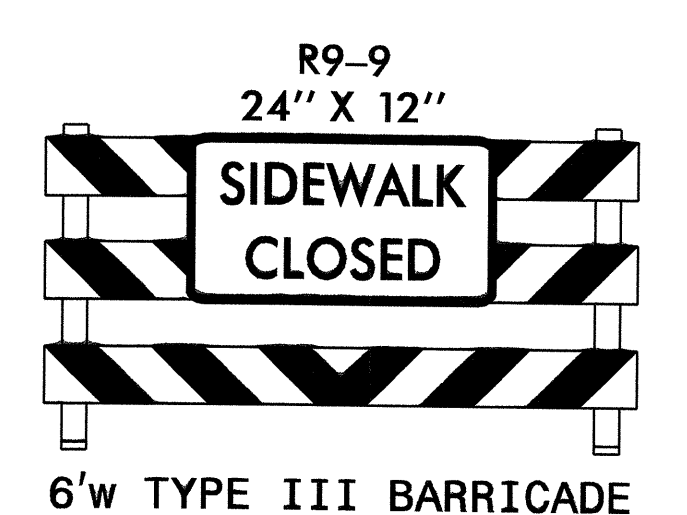


D

INSTALL BACK-TO-BACK (SEE NOTE 3)



E



S

NOTES:

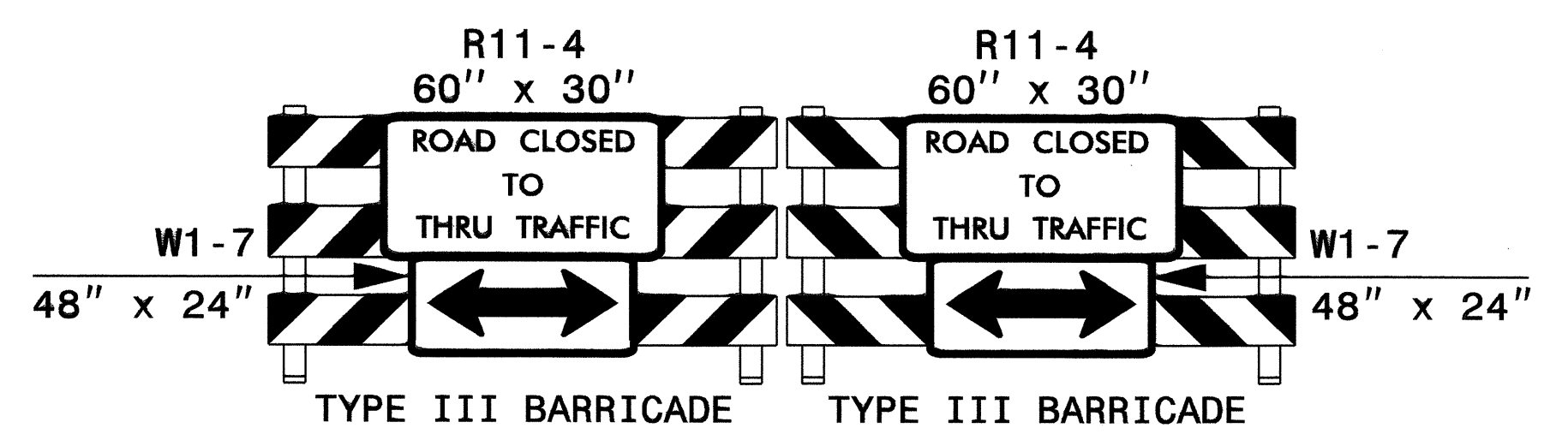
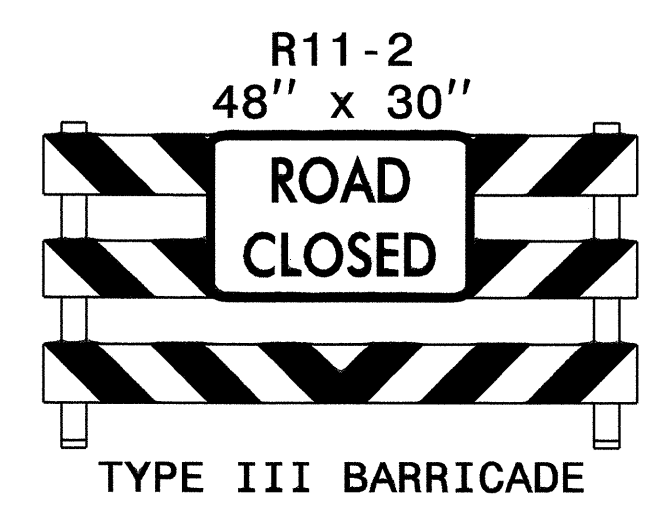
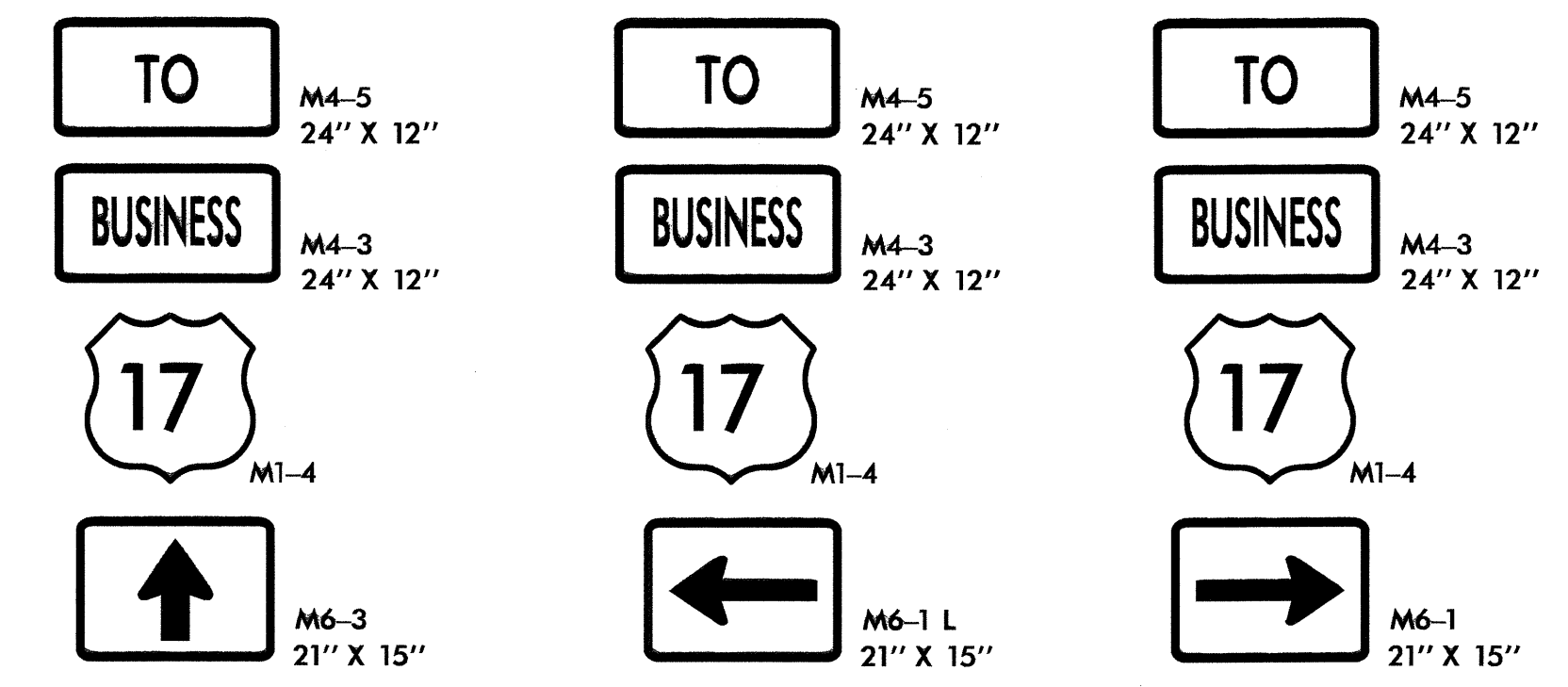
- 1) COVER EXISTING ONE WAY SIGNS DURING THIS CONSTRUCTION PHASE.
- 2) INSTALL SIGNS AS SHOWN AND PLACE TRAFFIC INTO A 2-WAY, 2 LANE PATTERN. PARKING WILL NOT BE ALLOWED ALONG N. POOL STREET DURING THIS TRAFFIC PATTERN.
- 3) INSTALL R8-3 SIGNS (BACK-TO-BACK) AT EACH EXISTING PARKING SPACE ALONG THE WEST SIDE OF ROADWAY. COORDINATE WITH CITY FORCES.
- 4) SEE SHEETS TMP-8 & TMP-9 FOR ADDITIONAL TRAFFIC CONTROL MARKING AND DEVICES ALONG -L- (E. ELIZABETH STREET) AND -Y1- (US 17 BUS.) N. ROAD STREET.
- 5) ALL BARRIER TO BE WATER FILLED TYPE UNLESS OTHERWISE SHOWN.
- 6) SEE SHEET PED-3 FOR DETAILED VEHICULAR/ PEDESTRIAN ACCESSIBILITY NARRATIVE.

07-DEC-2010 13:44
 \\dot\dfsroot\pco\TIP\Projects-U\4438\TrafficControl\U4438_TC_TMP_15.dgn
 mgarrett AT WZTC244735

APPROVED: *John S. Kite, Jr.* DATE: 12/10

TEMPORARY TRAFFIC CONTROL PHASE III

-Y2- (US 17 BUS. - N. ROAD ST)



SEE SHEET TMP-11B FOR ADDITIONAL ADVANCE SIGNING DURING THIS PHASE.

07-DEC-2010 13:44 \\dot\dfsroot\p\proj\TIP\projects-U\4438\TrafficControl\TCP\U4438_TC_TMP_16.dgn

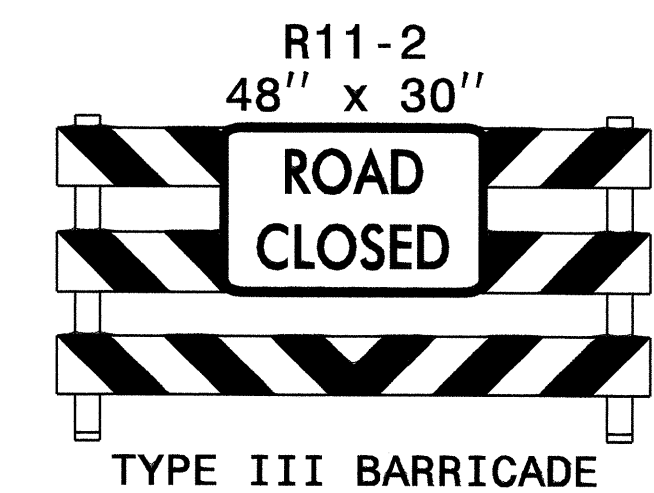
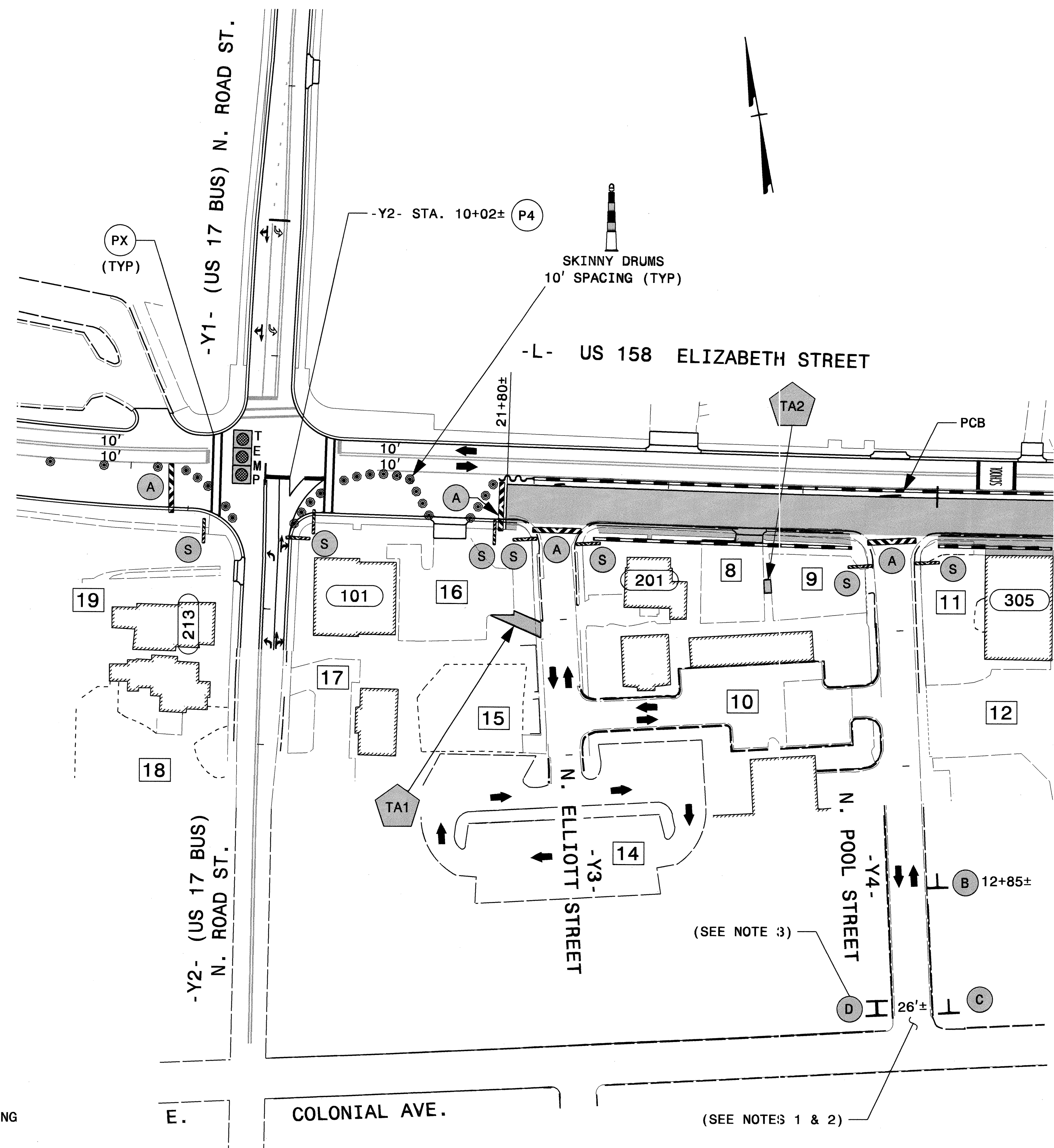
APPROVED: [Signature] DATE: 12/1/10

SEAL: NORTH CAROLINA PROFESSIONAL SEAL 022104 ENGINEER JOHN S. KITE

DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL

US 17 BUSINESS ALTERNATE ROUTES

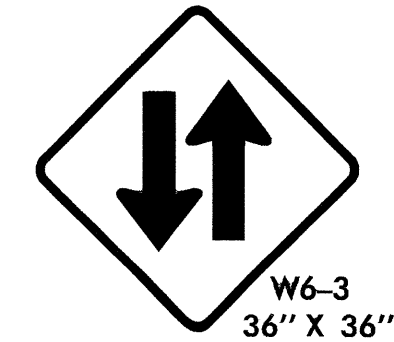
PHASE III



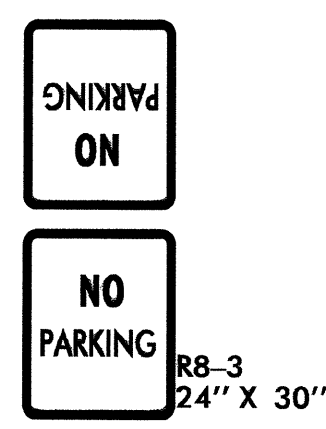
A



B

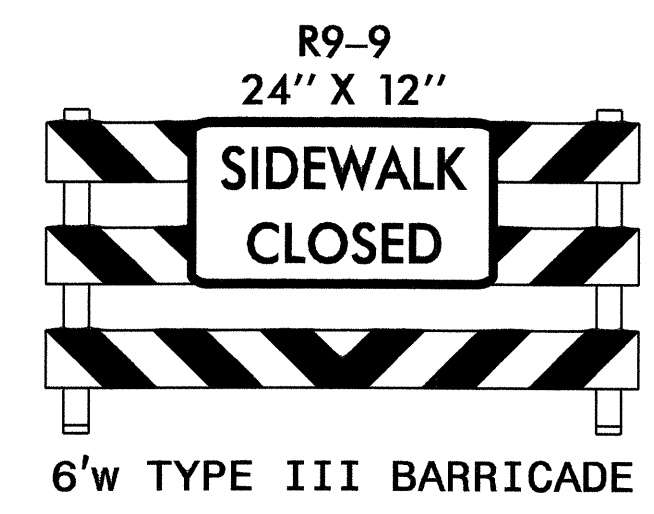


C



D

INSTALL
BACK-TO-BACK
(SEE NOTE 2)



S

LEGEND

- = EXISTING BUILDING
- = EXISTING PARKING LOT
- = TEMPORARY ACCESS
- = AREAS UNDER CONSTRUCTION
- = STREET ADDRESS

NOTES:

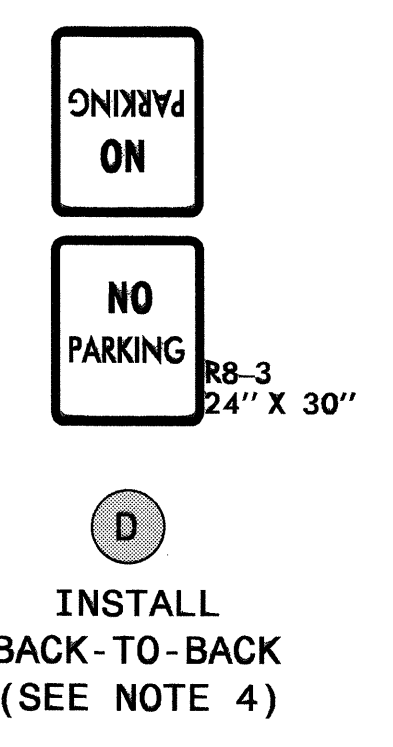
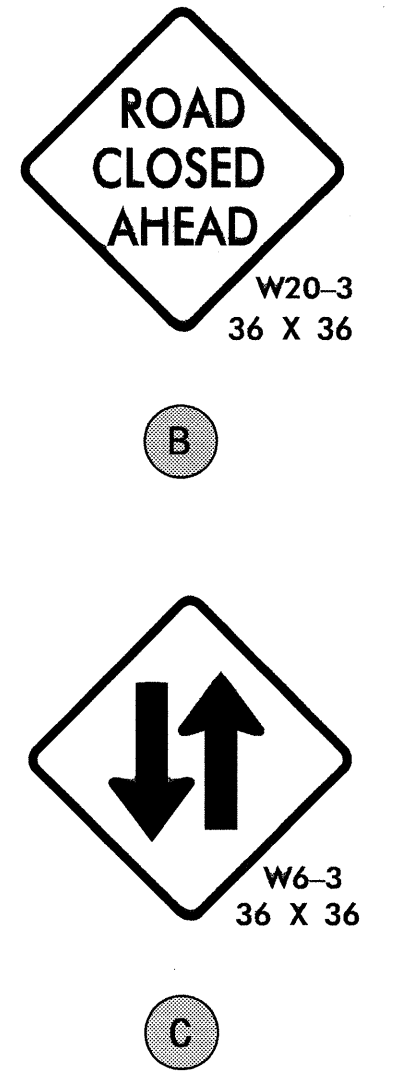
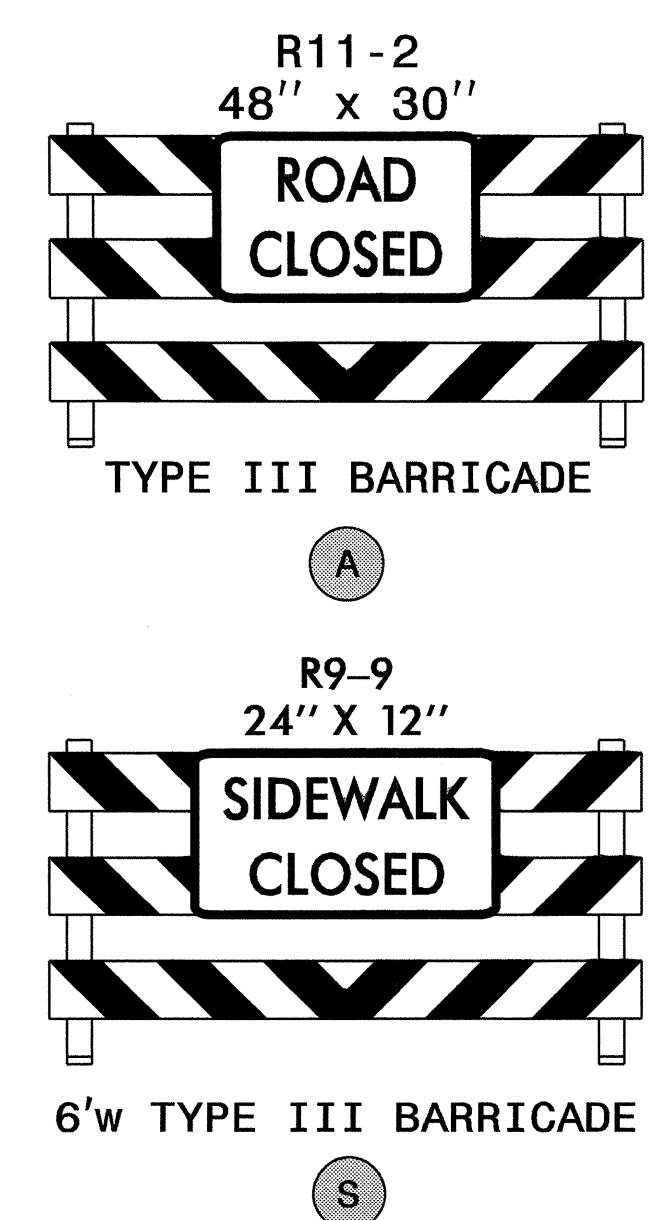
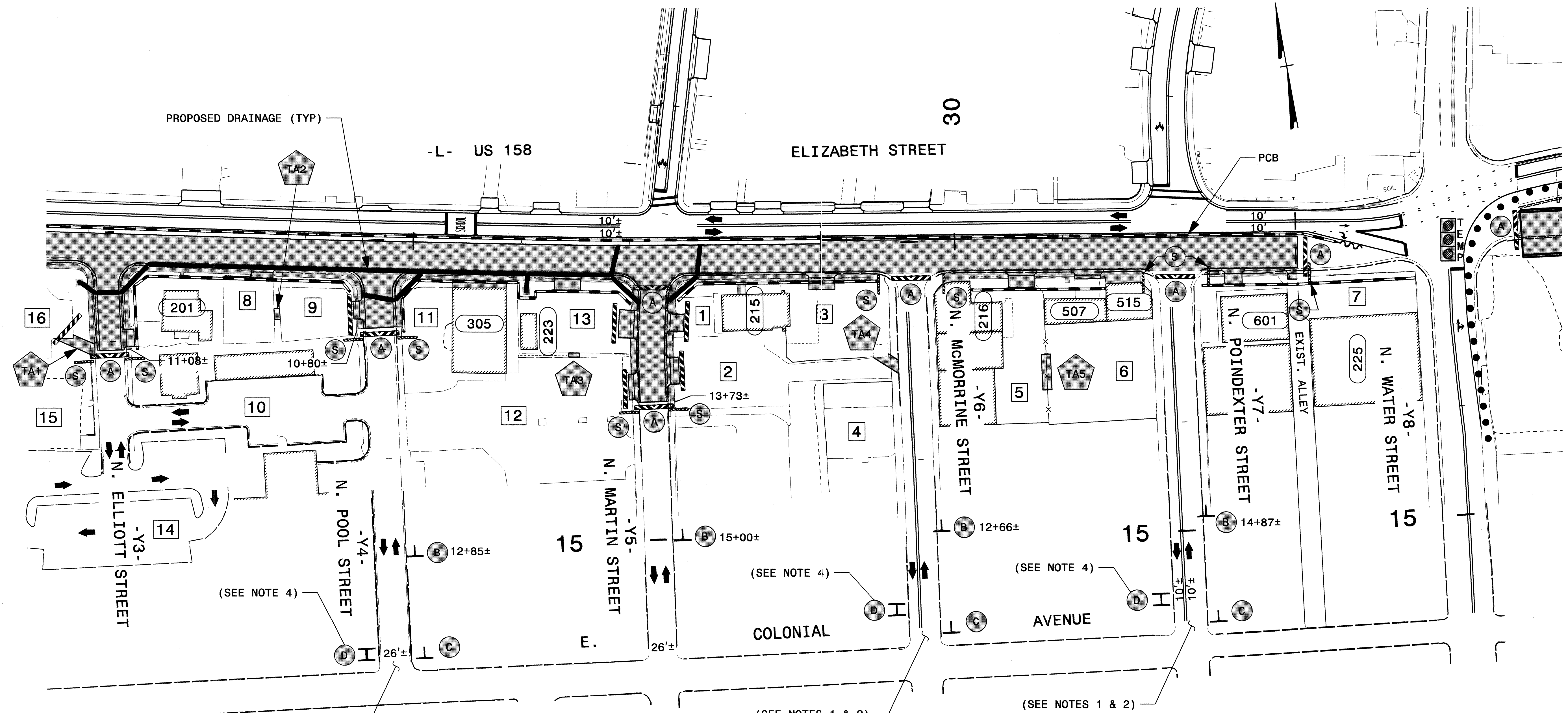
- 1) COVER EXISTING ONE WAY SIGNS DURING THIS CONSTRUCTION PHASE.
- 2) INSTALL SIGNS AS SHOWN AND PLACE TRAFFIC INTO A 2-WAY, 2 LANE PATTERN. PARKING WILL NOT BE ALLOWED ALONG N. POOL STREET DURING THIS TRAFFIC PATTERN.
- 3) INSTALL R8-3 SIGNS (BACK-TO-BACK) AT EACH EXISTING PARKING SPACE ALONG THE WEST SIDE OF ROADWAY. COORDINATE WITH CITY FORCES.
- 4) SEE SHEETS TMP-8 & TMP-9 FOR ADDITIONAL TRAFFIC CONTROL MARKING AND DEVICES ALONG -L- (E. ELIZABETH STREET) AND -Y1- (US 17 BUS.) N. ROAD STREET.
- 5) ALL BARRIER TO BE WATER FILLED TYPE UNLESS OTHERWISE SHOWN.
- 6) SEE SHEET PED-4 FOR DETAILED VEHICULAR/ PEDESTRIAN ACCESSIBILITY NARRATIVE.

07-DEC-2010 13:43
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 User: gfr Date: 12/16/10 Time: 13:43:55

APPROVED: DATE: 12/16

TEMPORARY TRAFFIC CONTROL PHASE III

-Y2- (US 17 BUS. - N. ROAD ST)

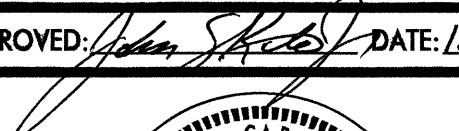


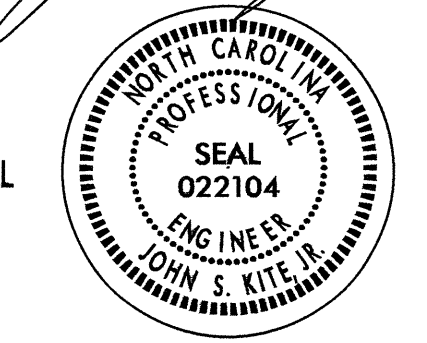
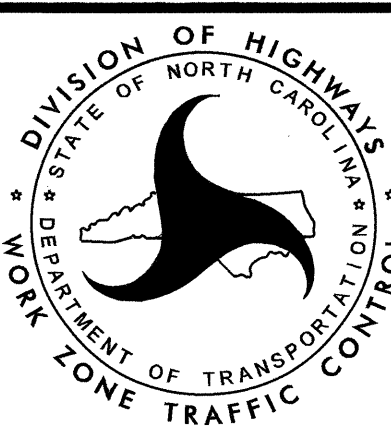
NOTES:

- 1) COVER EXISTING ONE WAY SIGNS DURING THIS CONSTRUCTION PHASE.
- 2) INSTALL SIGNS AND PAVEMENT MARKING PLACING TRAFFIC INTO A 2-WAY, 2 LANE PATTERN. PARKING WILL BE ALLOWED ALONG THE EAST SIDE OF ROADWAY ONLY. COORDINATE WITH CITY FORCES.
- 3) INSTALL SIGNS AS SHOWN AND PLACE TRAFFIC INTO A 2-WAY, 2 LANE PATTERN. PARKING WILL NOT BE ALLOWED ALONG N. POOL STREET DURING THIS TRAFFIC PATTERN. COORDINATE WITH CITY FORCES.
- 4) INSTALL R8-3 SIGNS (BACK-TO-BACK) AT EACH EXISTING PARKING SPACE ALONG THE WEST SIDE OF ROADWAY. COORDINATE WITH CITY FORCES.
- 5) SEE SHEET TMP-9 FOR TRAFFIC CONTROL MARKING AND DEVICES ALONG -L- (E. ELIZABETH STREET) AND AT -Y8- (N. WATER STREET) INTERSECTION.
- 6) ALL BARRIER TO BE WATER FILLED TYPE UNLESS OTHERWISE SHOWN.
- 7) SEE SHEET PED-5 FOR DETAILED VEHICULAR/PEDESTRIAN ACCESSIBILITY NARRATIVE.

LEGEND

- = EXISTING BUILDING
- = EXISTING PARKING LOT
- = TEMPORARY ACCESS
- = AREAS UNDER CONSTRUCTION
- = STREET ADDRESS

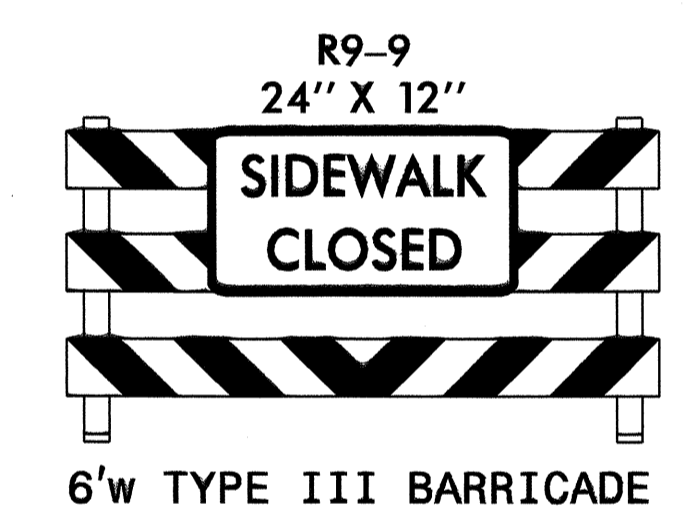
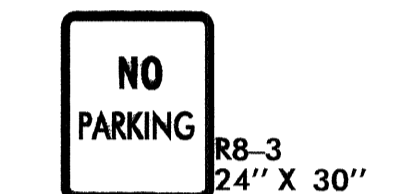
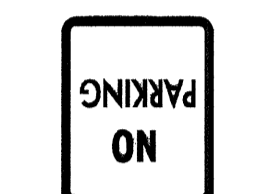
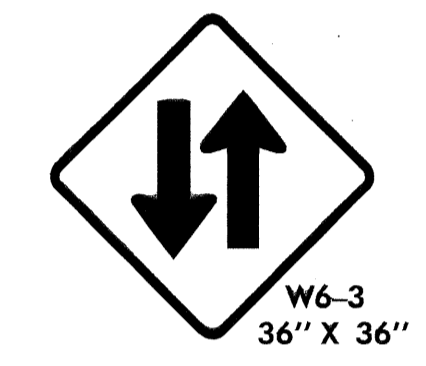
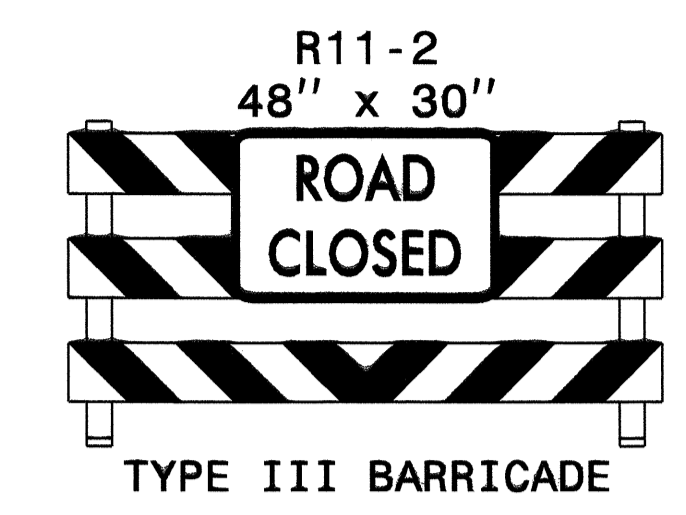
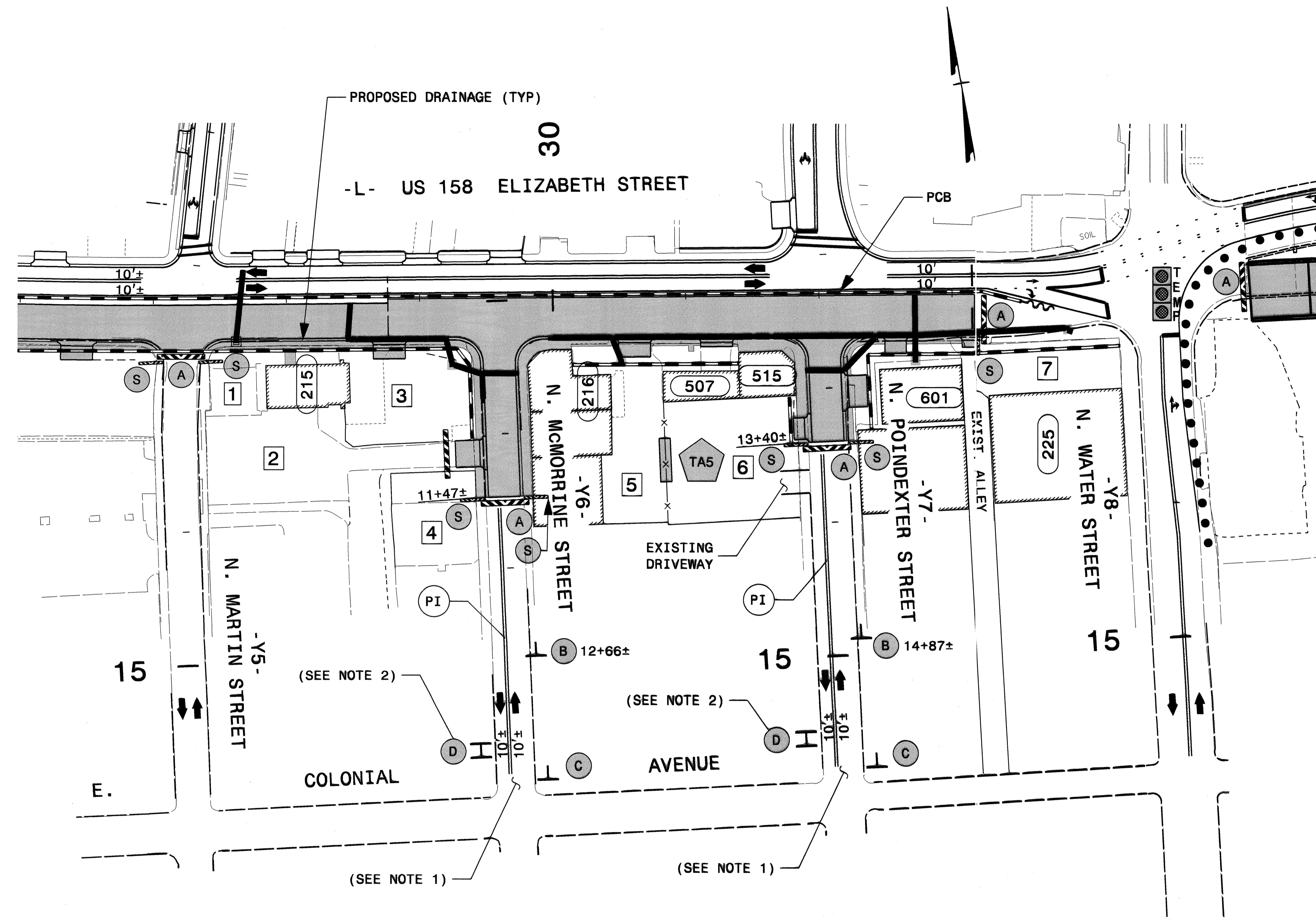
APPROVED:  DATE: 12/7/10

TEMPORARY TRAFFIC CONTROL PHASE III

- Y3- (N. ELLIOTT ST)
- Y4- (N. POOL ST)
- Y5- (N. MARTIN ST)

07-DEC-2010 13:42 \\dot\vf\p\projects-U4438-TrafficControl\TCP\U4438-TC-TMP-18.dgn



D
INSTALL
BACK-TO-BACK
(SEE NOTE 2)

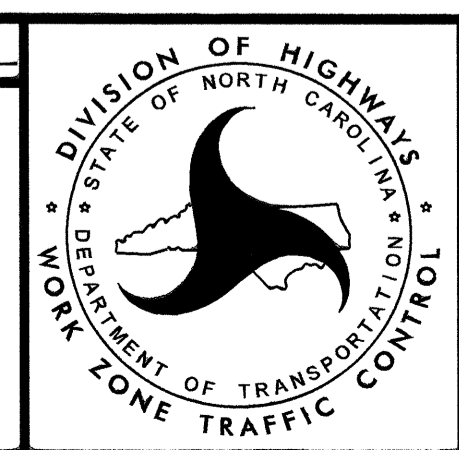
LEGEND

- = EXISTING BUILDING
- = EXISTING PARKING LOT
- = TEMPORARY ACCESS
- = AREAS UNDER CONSTRUCTION
- = STREET ADDRESS

NOTES:

- 1) COVER EXISTING ONE WAY SIGNS DURING THIS CONSTRUCTION PHASE. INSTALL SIGNS AND PAVEMENT MARKING PLACING TRAFFIC INTO A 2-WAY, 2 LANE PATTERN (LANE WIDTH = 10'±). PARKING WILL BE ALLOWED ALONG THE EAST SIDE OF ROADWAY ONLY.
- 2) INSTALL R8-3 SIGNS (BACK-TO-BACK) AT EACH EXISTING PARKING SPACE ALONG THE WEST SIDE OF ROADWAY. COORDINATE WITH CITY FORCES.
- 3) SEE SHEET TMP-9 FOR TRAFFIC CONTROL MARKING AND DEVICES ALONG -L- (E. ELIZABETH STREET) AND AT -Y8- (N. WATER STREET) INTERSECTION.
- 4) ALL BARRIER TO BE WATER FILLED TYPE UNLESS OTHERWISE SHOWN.
- 5) N. MARTIN STREET AND N. WATER STREET TO REMAIN OPEN TO TRAFFIC AS SHOWN. (SEE SHEET TMP-9)
- 6) SEE SHEET PED-6 FOR DETAILED VEHICULAR/ PEDESTRIAN ACCESSIBILITY NARRATIVE.

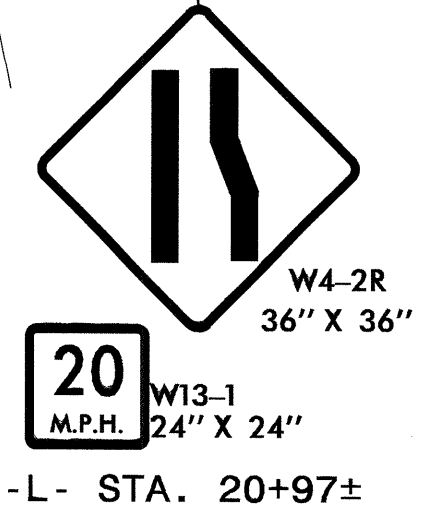
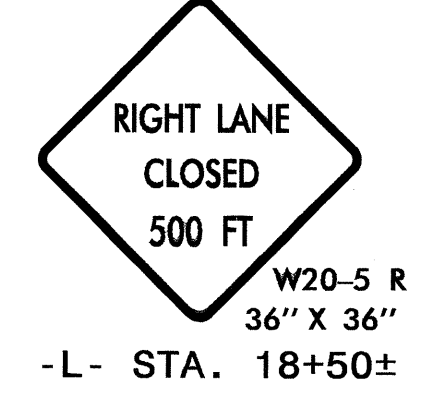
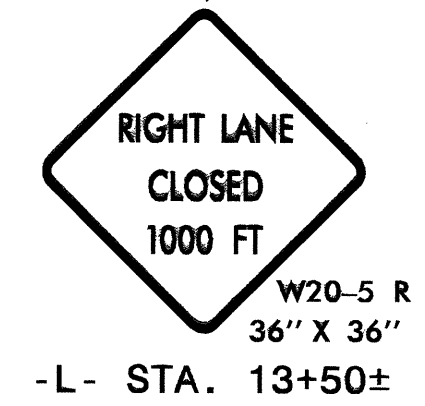
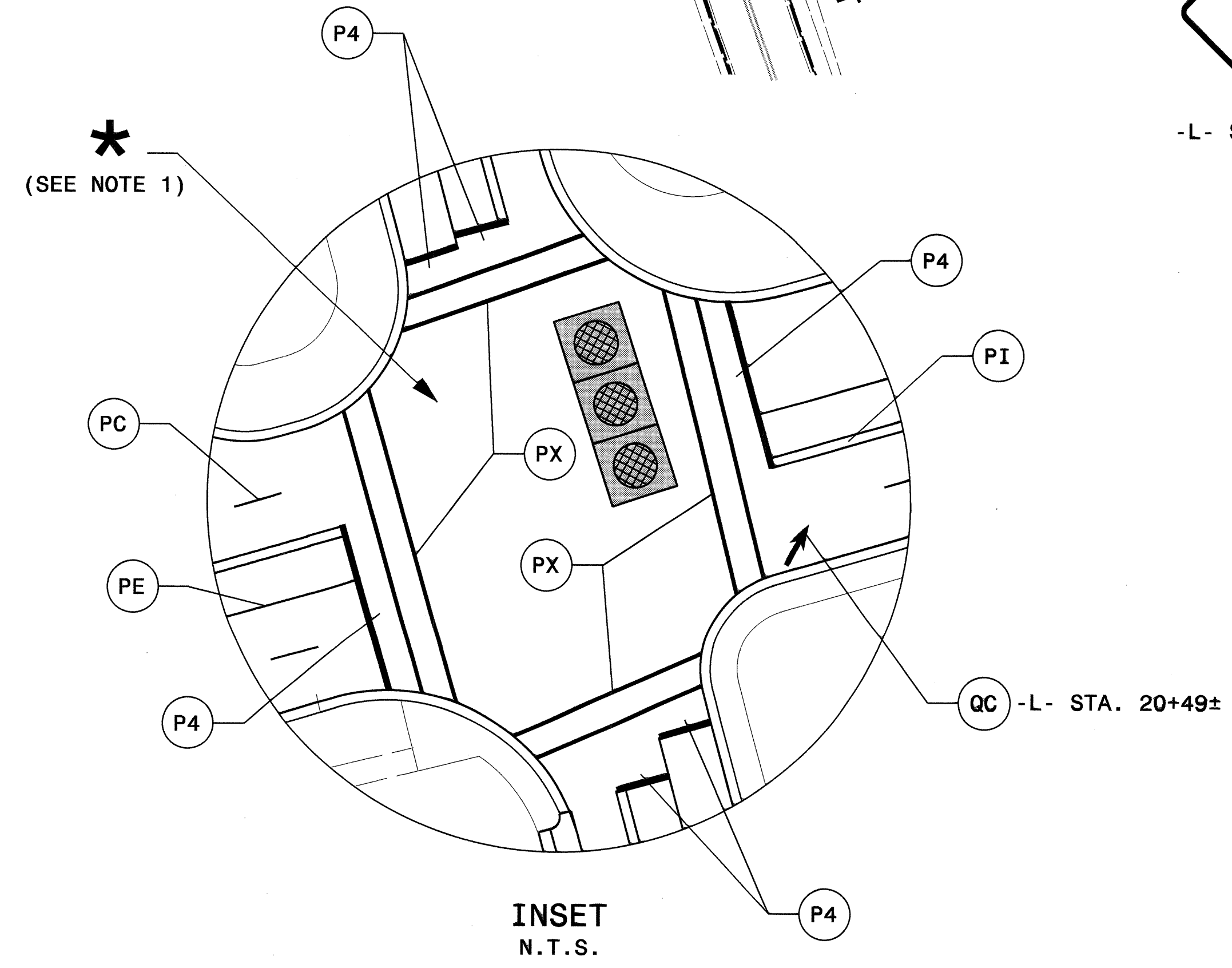
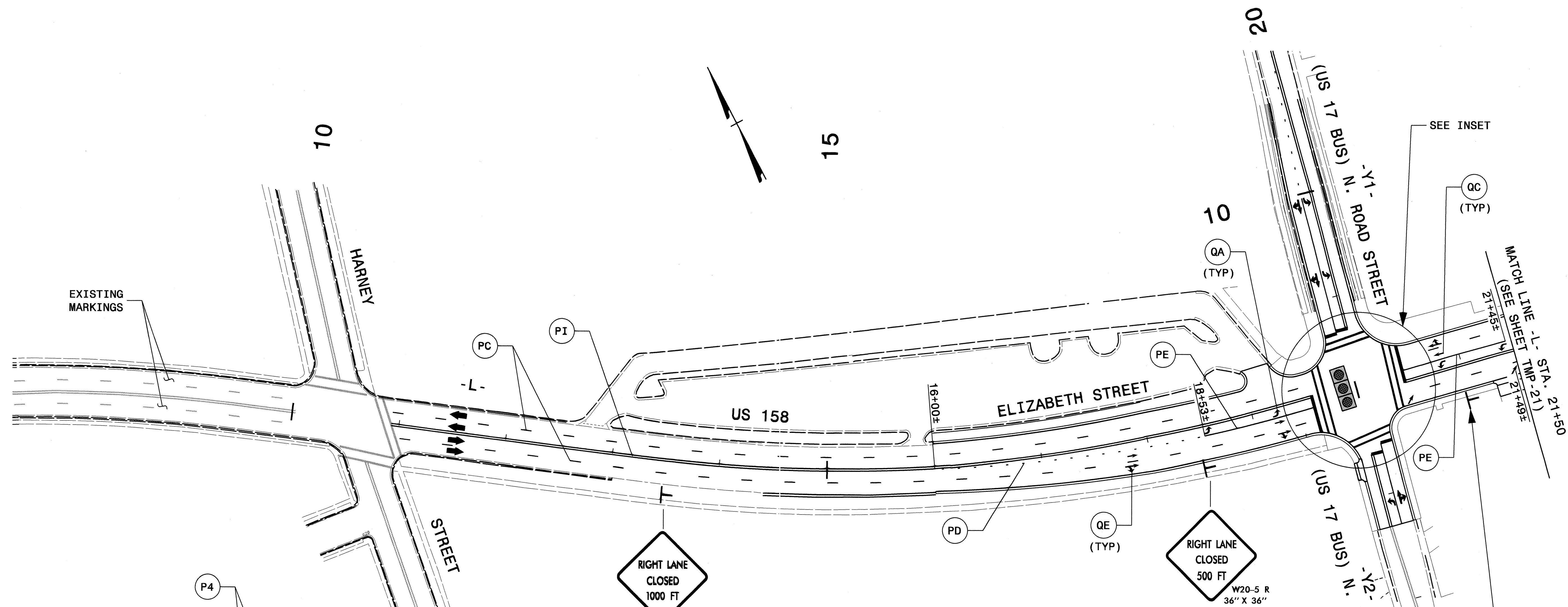
APPROVED: DATE: 12/7/12



TEMPORARY TRAFFIC CONTROL PHASE III

-Y6- (N. MCMORRINE ST)
-Y7- (N. POINDEXTER ST)

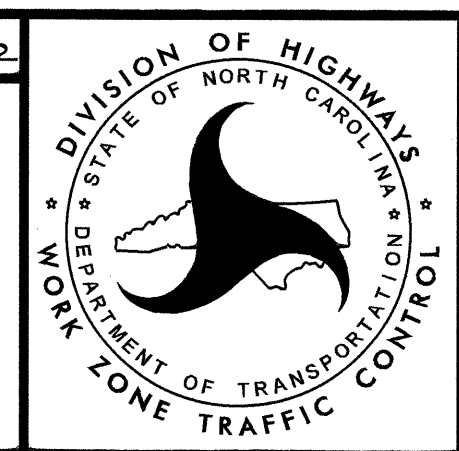
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 mgarratt AT WZ 12/24/13



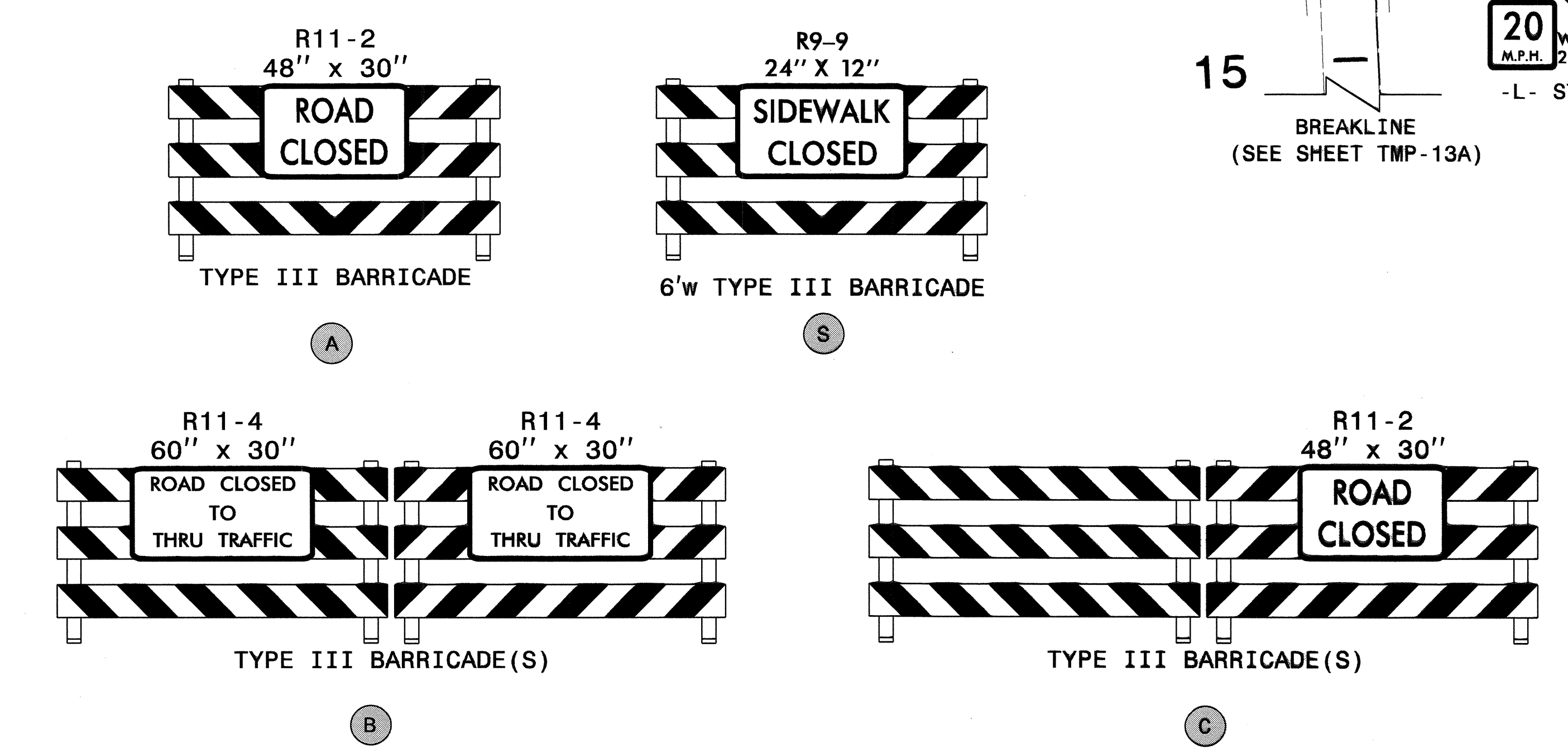
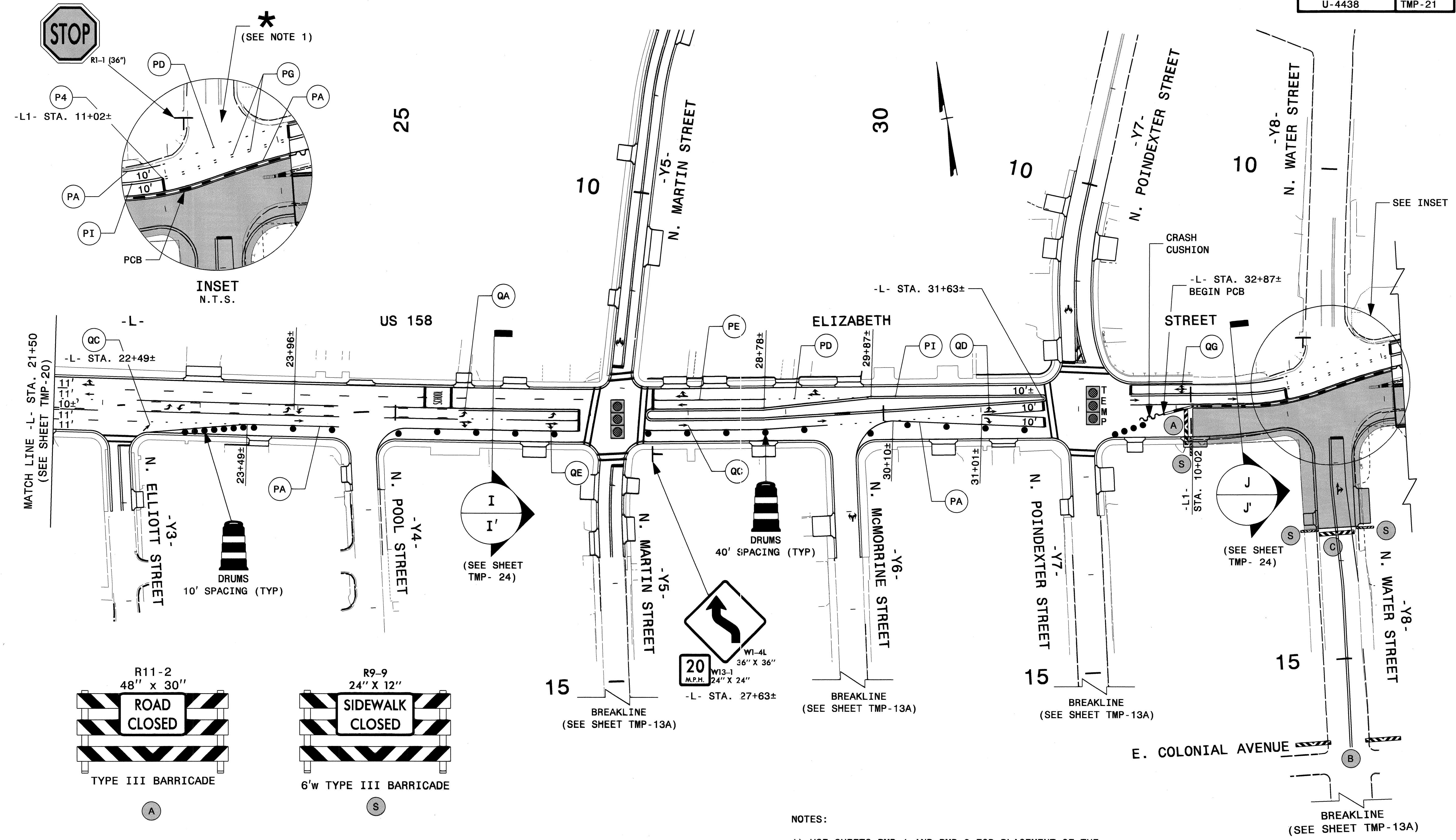
NOTES:
 1) SEE FINAL MARKING PLANS (SHEETS PMP-1 & PMP-2) FOR THE PLACEMENT OF THE REMAINING PAVEMENT MARKINGS ALONG -L-, -L1- AND -Y- LINES.

07-DEC-2010 13:42
 \\goitvdfs001\01\pmp\objects-U4438\TrafficControl\TCP\U4438.TC.TMP_20.dgn
 mngpr.rch AT WZ10244735

APPROVED: *[Signature]* DATE: 12/7/10



TEMPORARY TRAFFIC CONTROL PHASE IV



NOTES:
 1) USE SHEETS PMP-1 AND PMP-2 FOR PLACEMENT OF THE REMAINING PAVEMENT MARKINGS ALONG -L-, -L1-, AND -Y- LINES.

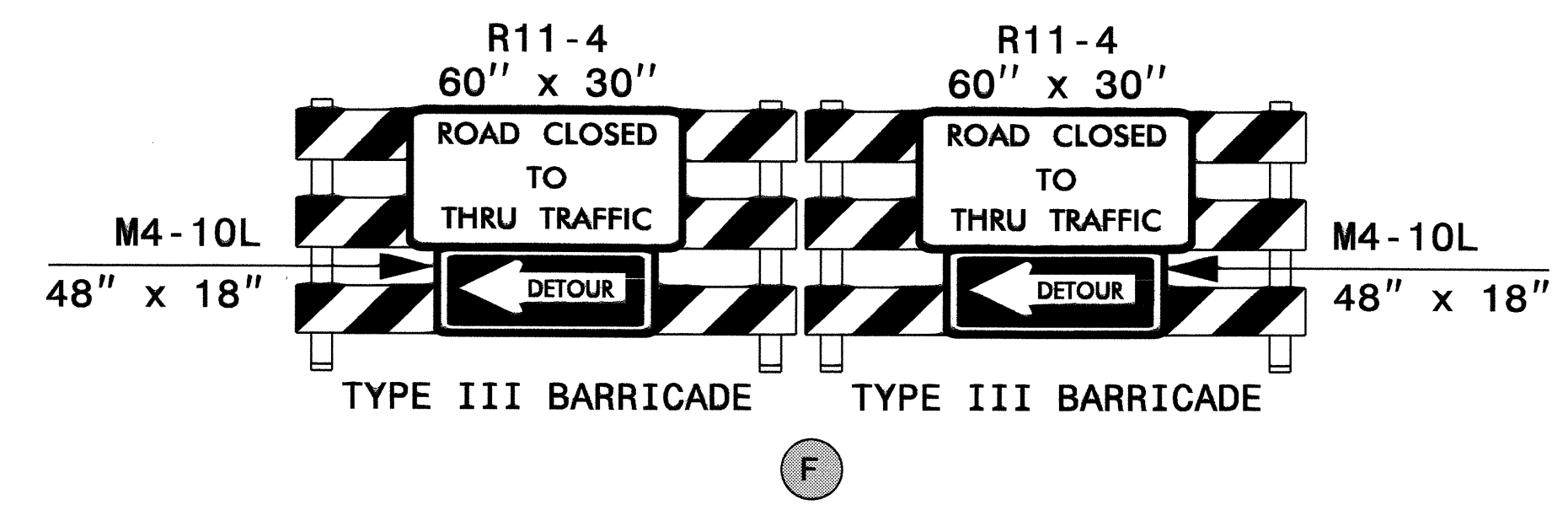
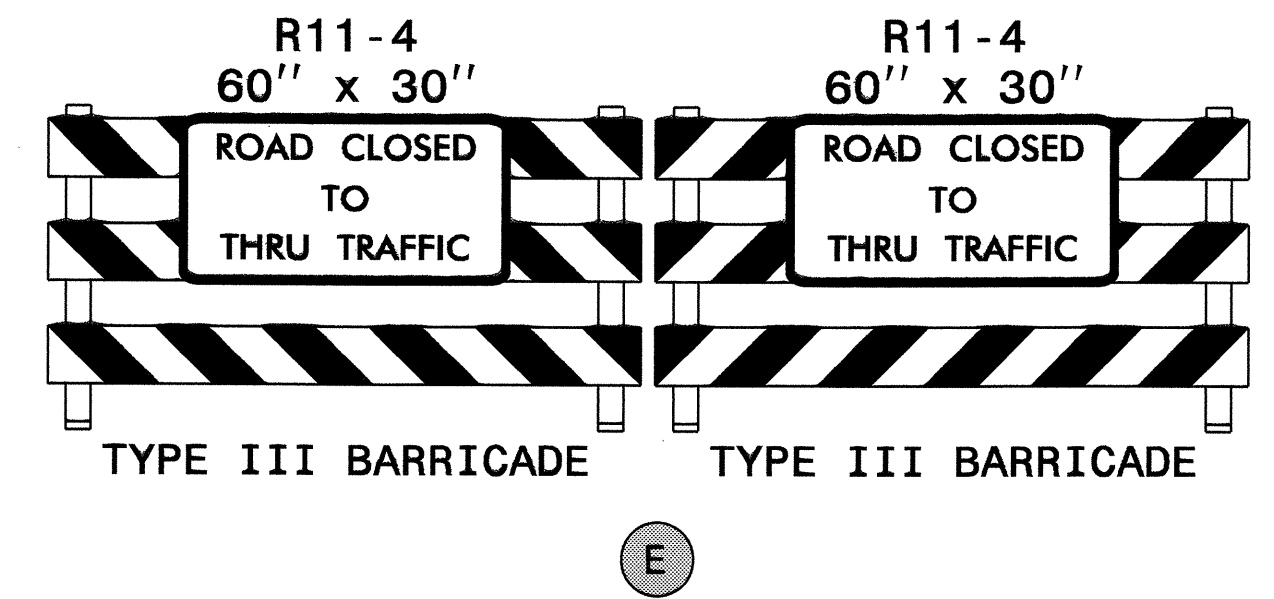
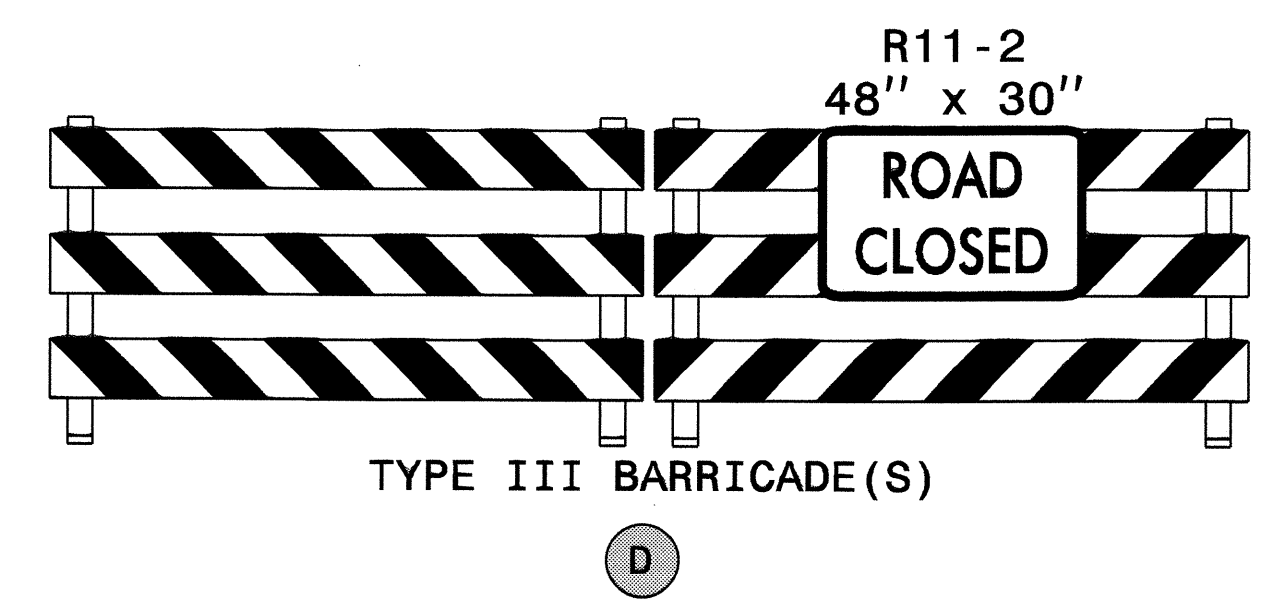
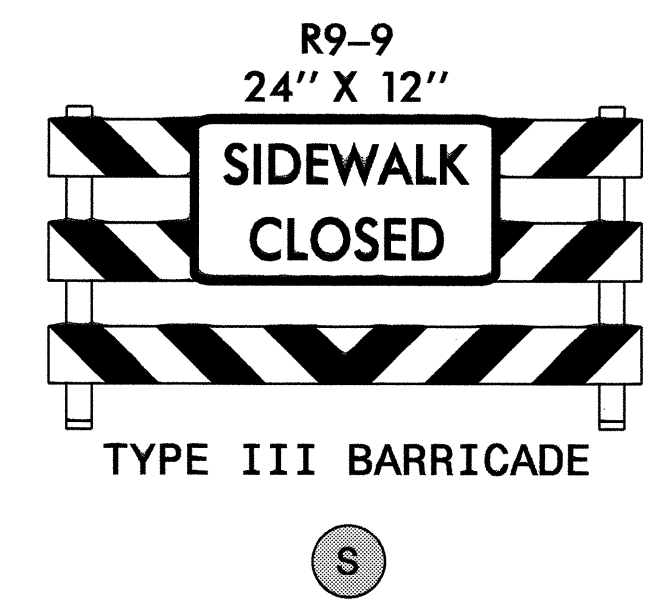
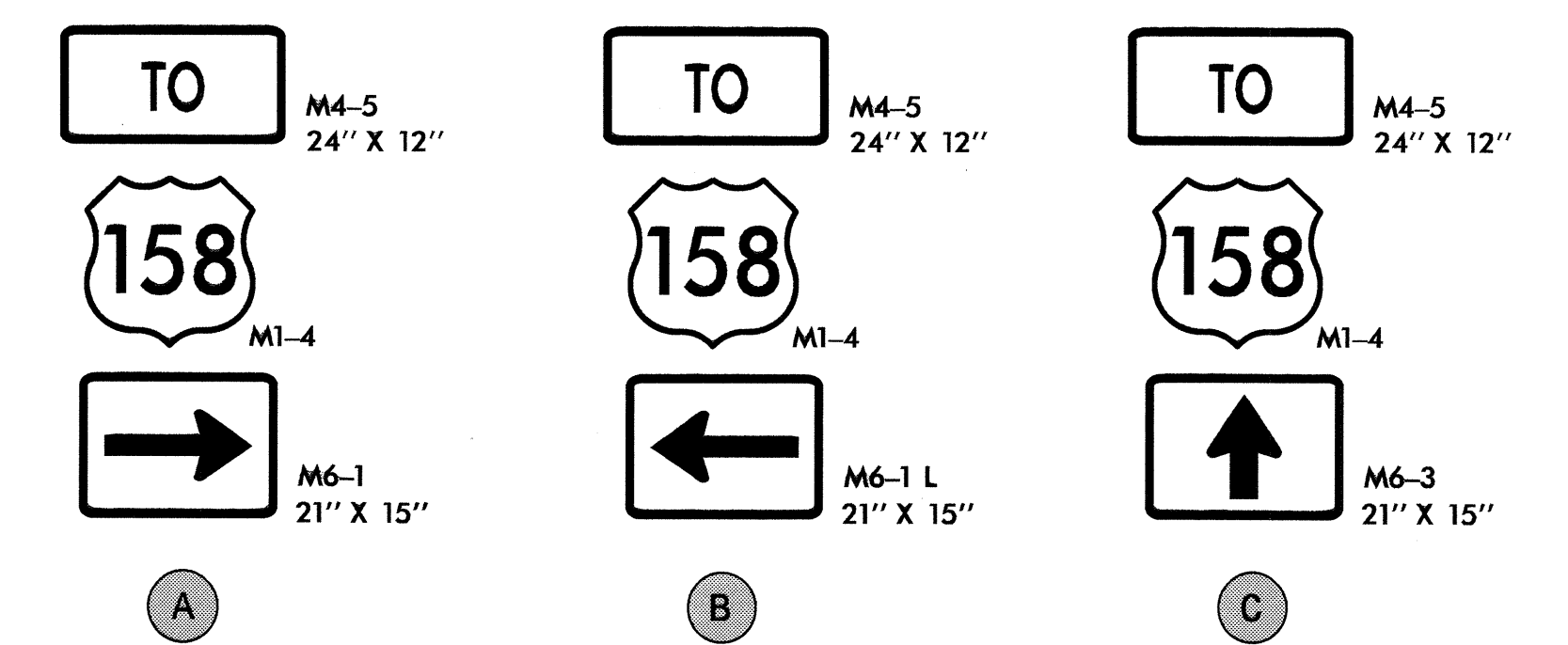
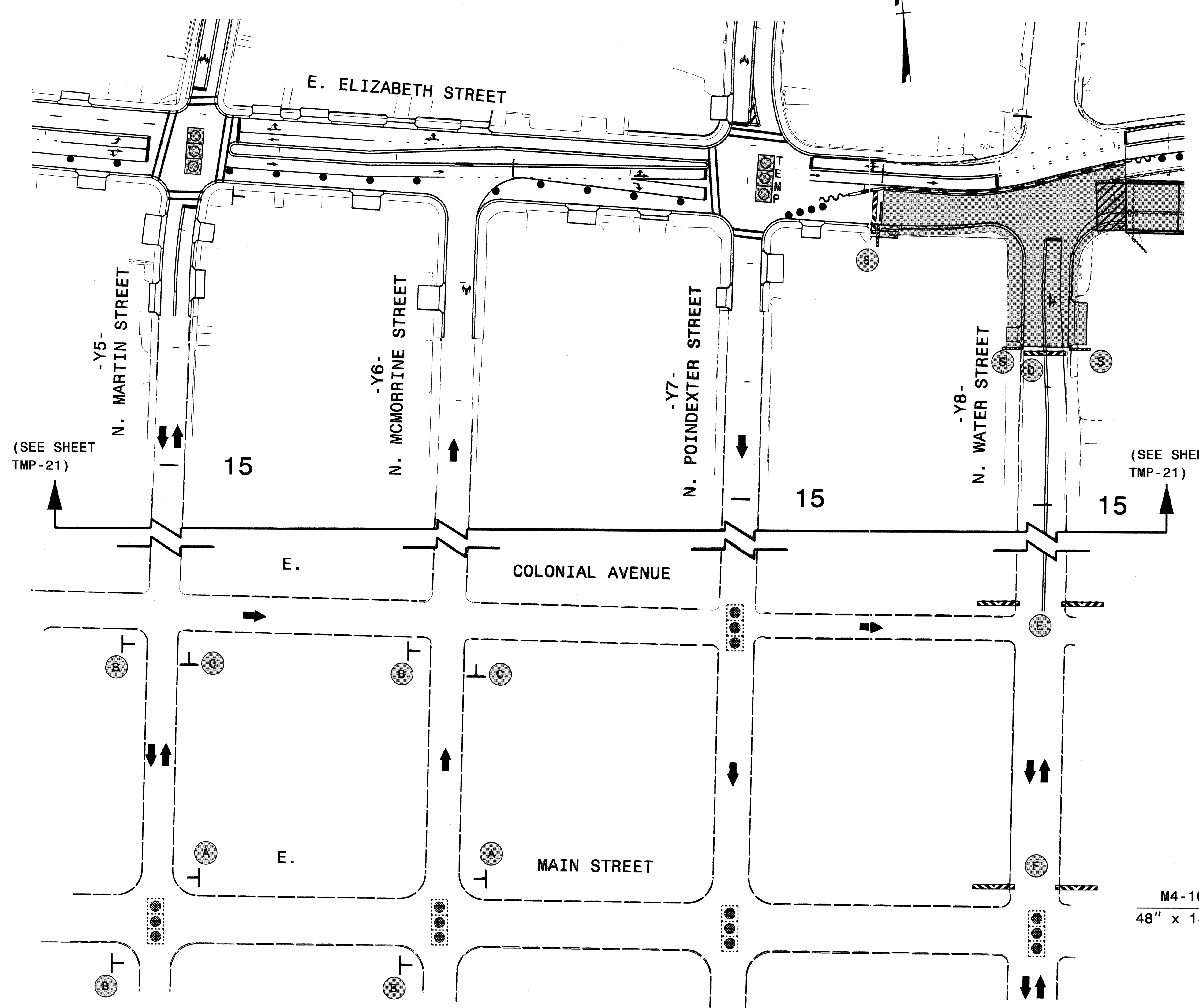
APPROVED: *[Signature]* DATE: 12/10

SEAL: *[Professional Engineer Seal]*

DIVISION OF HIGHWAYS
 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 WORK ZONE TRAFFIC CONTROL

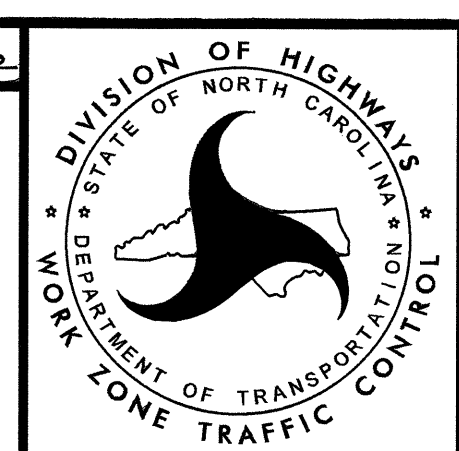
TEMPORARY TRAFFIC CONTROL PHASE IV

07-DEC-2010 13:41
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 mgarrett AT WZTC244735

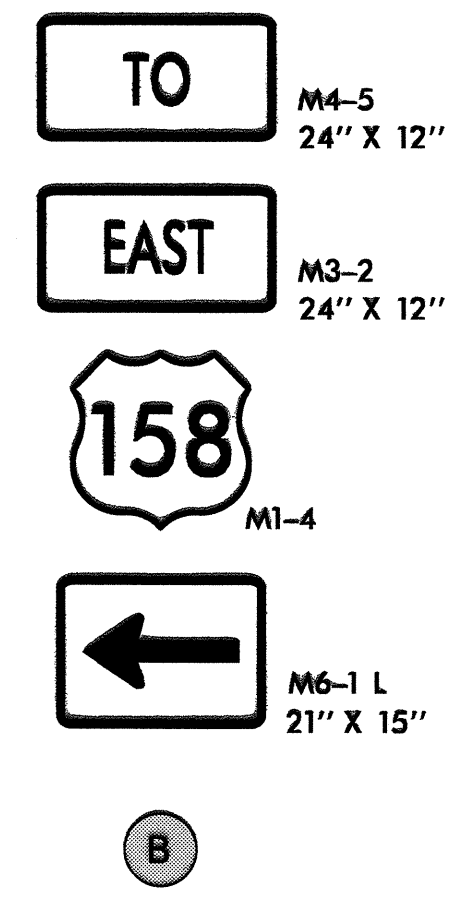
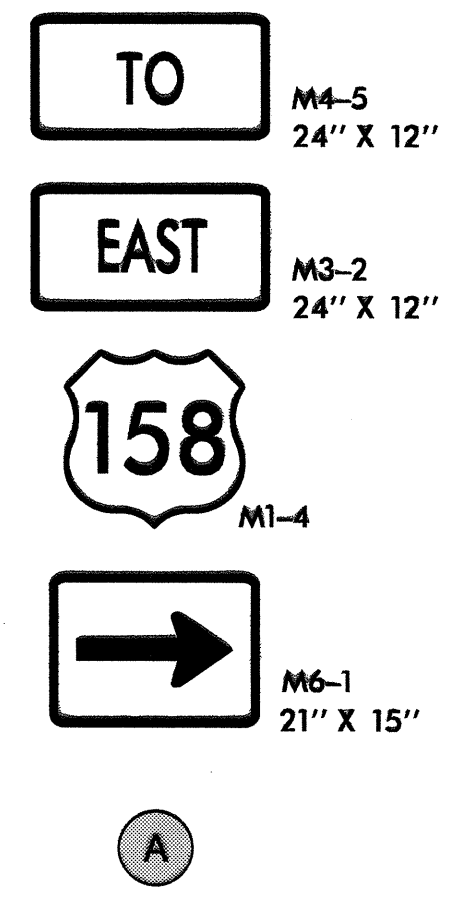
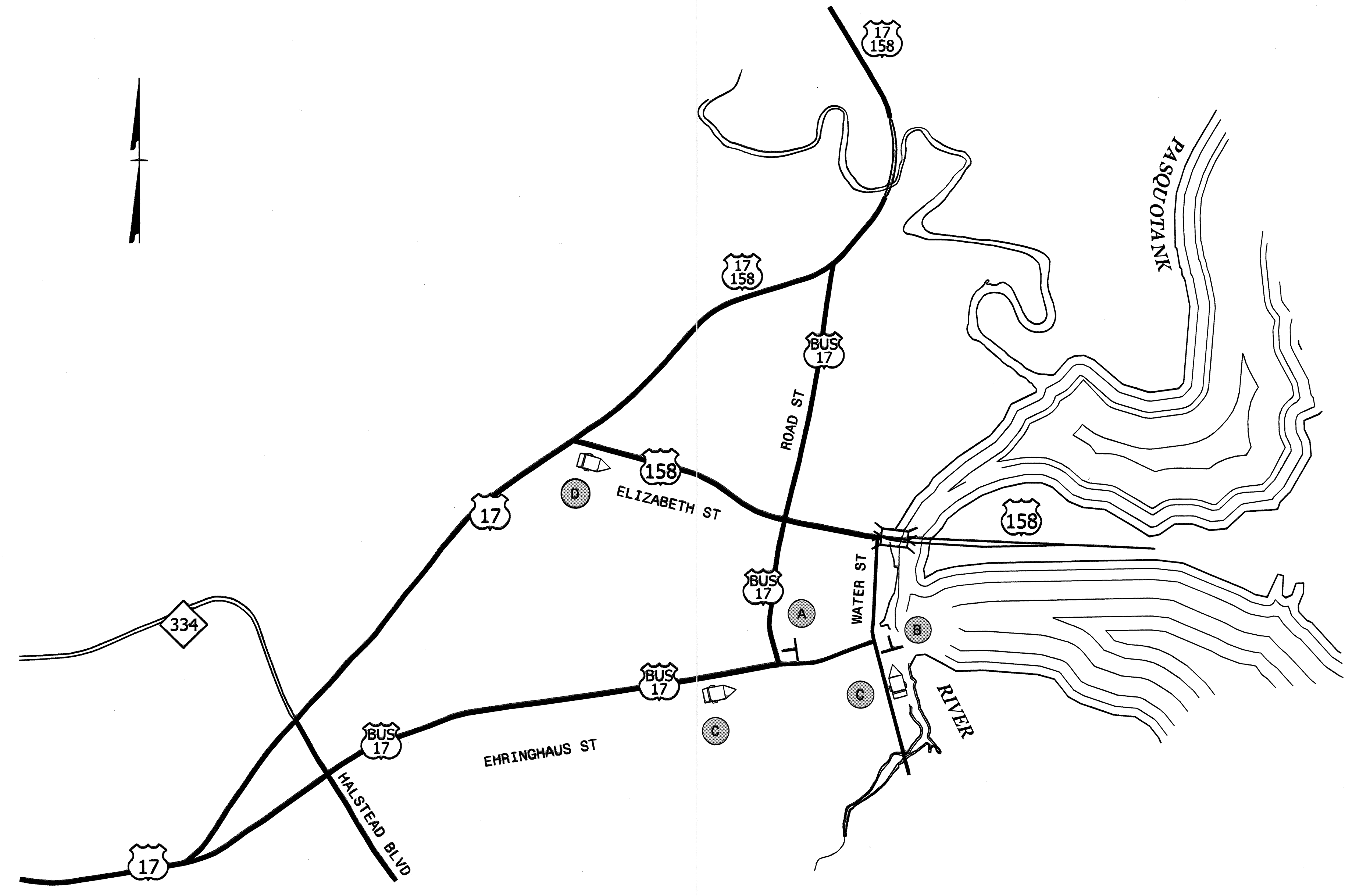


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 rmgarrret AT 12/24/10

APPROVED: *[Signature]* DATE: 12/1/10



**PHASE IV
 ADVANCE WARNING
 SIGNING / DEVICES**



MESSAGE NO. 1	MESSAGE NO. 2
WATER ST CLSD AT US 158	ALT RTE BUS 17

CHANGEABLE MESSAGE SIGN

C

MESSAGE NO. 1	MESSAGE NO. 2
ROADWORK AHEAD	EXPECT DELAYS

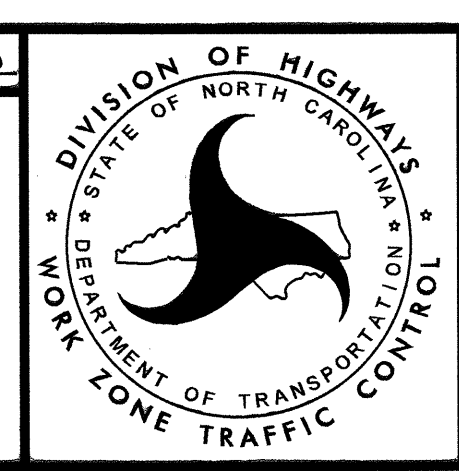
CHANGEABLE MESSAGE SIGN

D

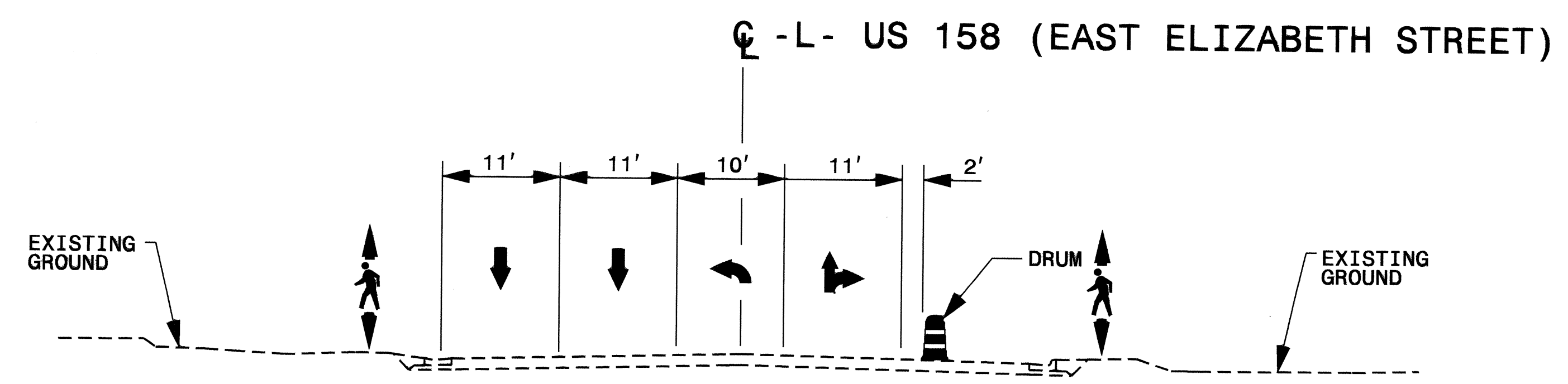
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 rmgarrrett AT 12/24/10

APPROVED: *[Signature]* DATE: 12/1/10

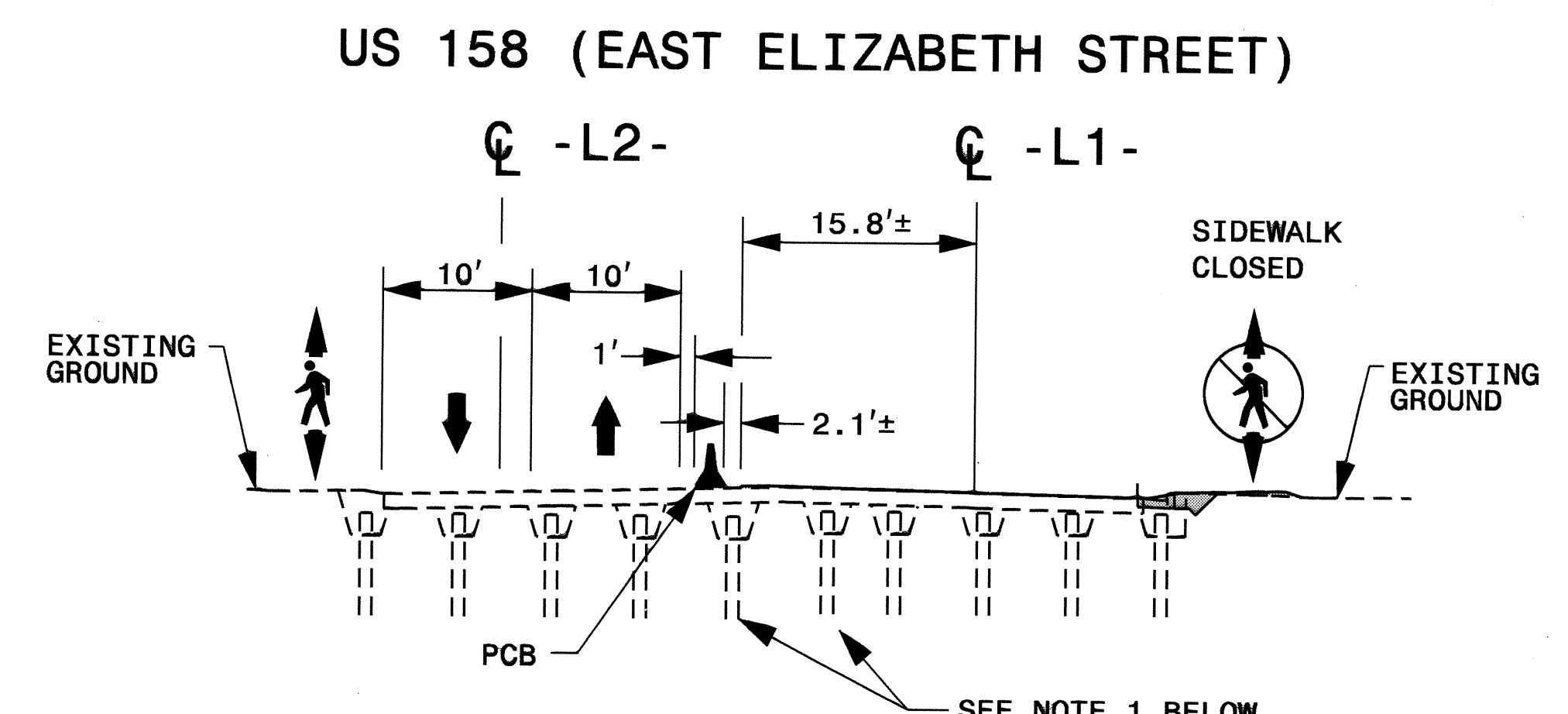
SEAL



**ADVANCE US 158 ACCESS
ALTERNATIVE DETOUR ROUTE
PHASE IV**



SECTION I-I'
 -L- STA. 26+12±
 (SEE SHEET TMP-21)



SECTION J-J'
 -L1- STA. 10+50±
 (SEE SHEET TMP-21)

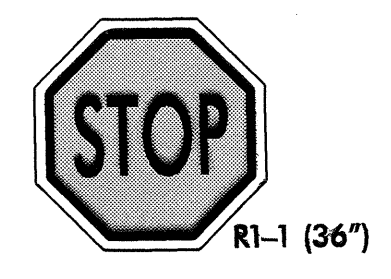
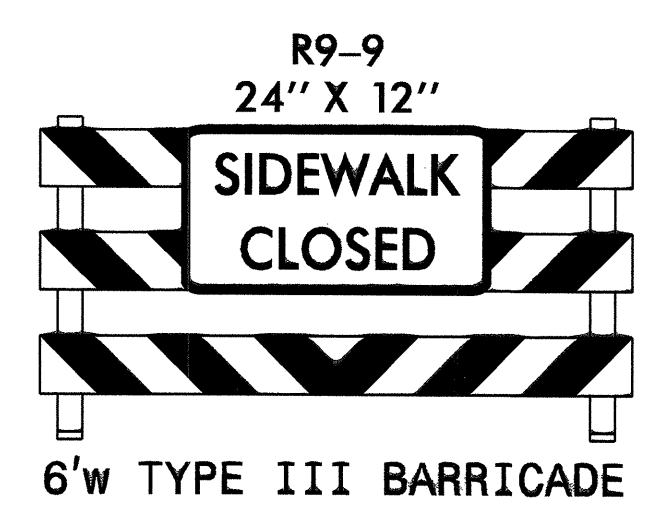
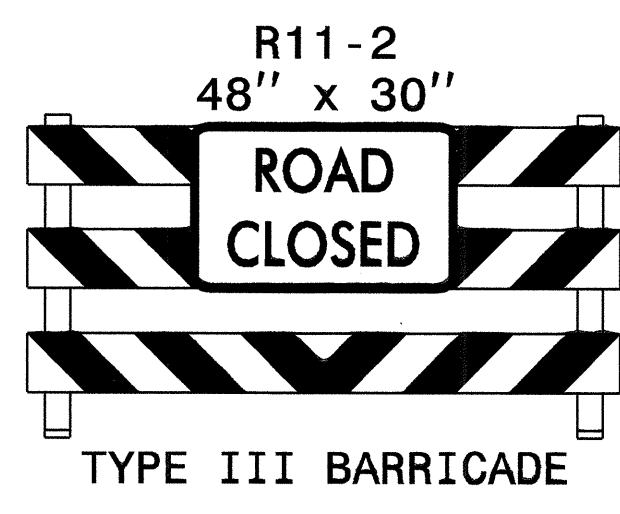
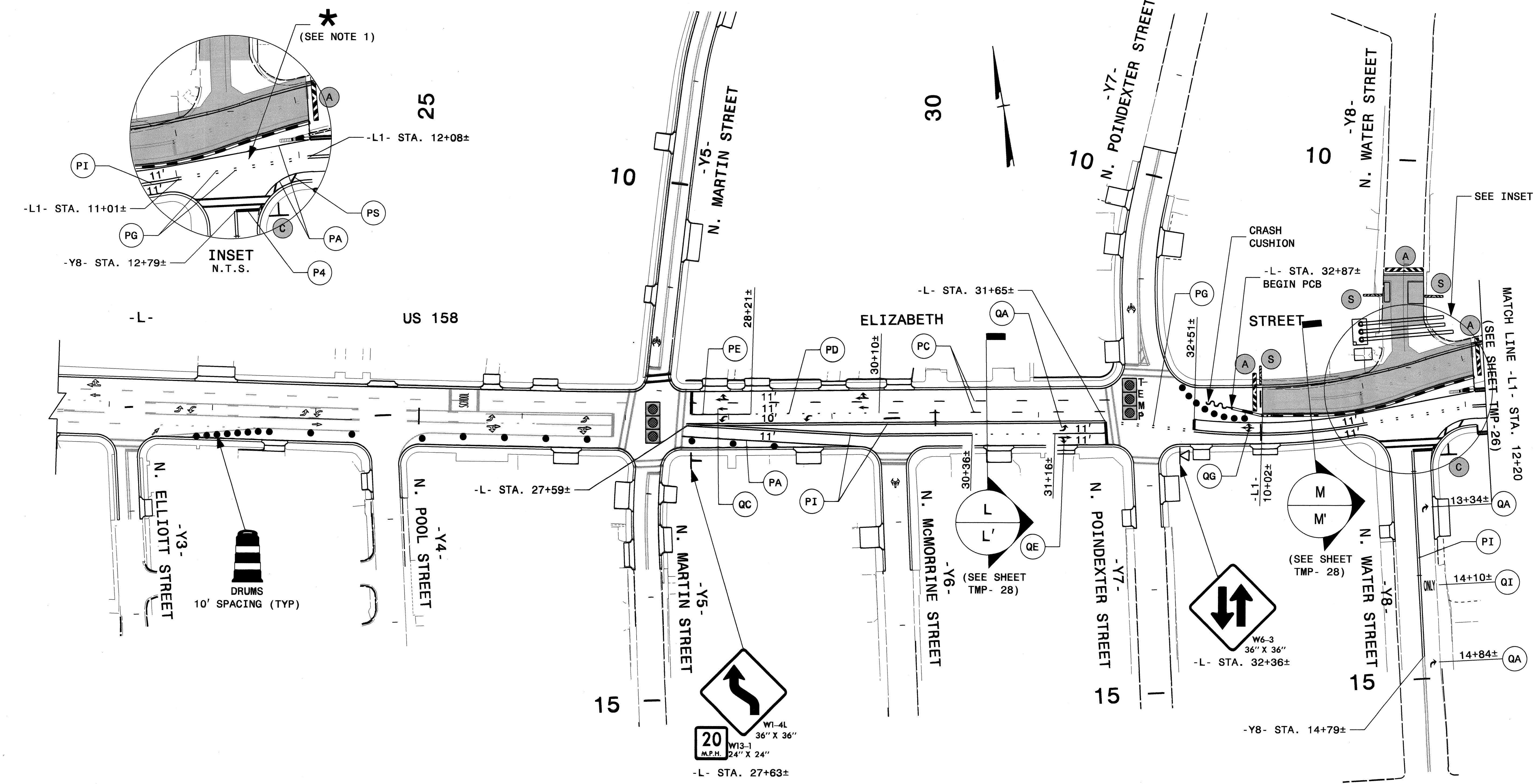
NOTES:

- 1) PILES SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT REPRESENT ACTUAL LOCATIONS.

07-DEC-2010 13:40
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 rmgarratt AT WZTC24735

APPROVED: *John S. Kite* DATE: 12/1/10

TEMPORARY TRAFFIC CONTROL PHASE IV SECTIONS



- * NOTES:
- 1) USE SHEETS PMP-1 AND PMP-2 FOR PLACEMENT OF THE REMAINING PAVEMENT MARKINGS ALONG -L-, -L1-, AND -Y- LINES.

APPROVED: *[Signature]* DATE: 12/1/10

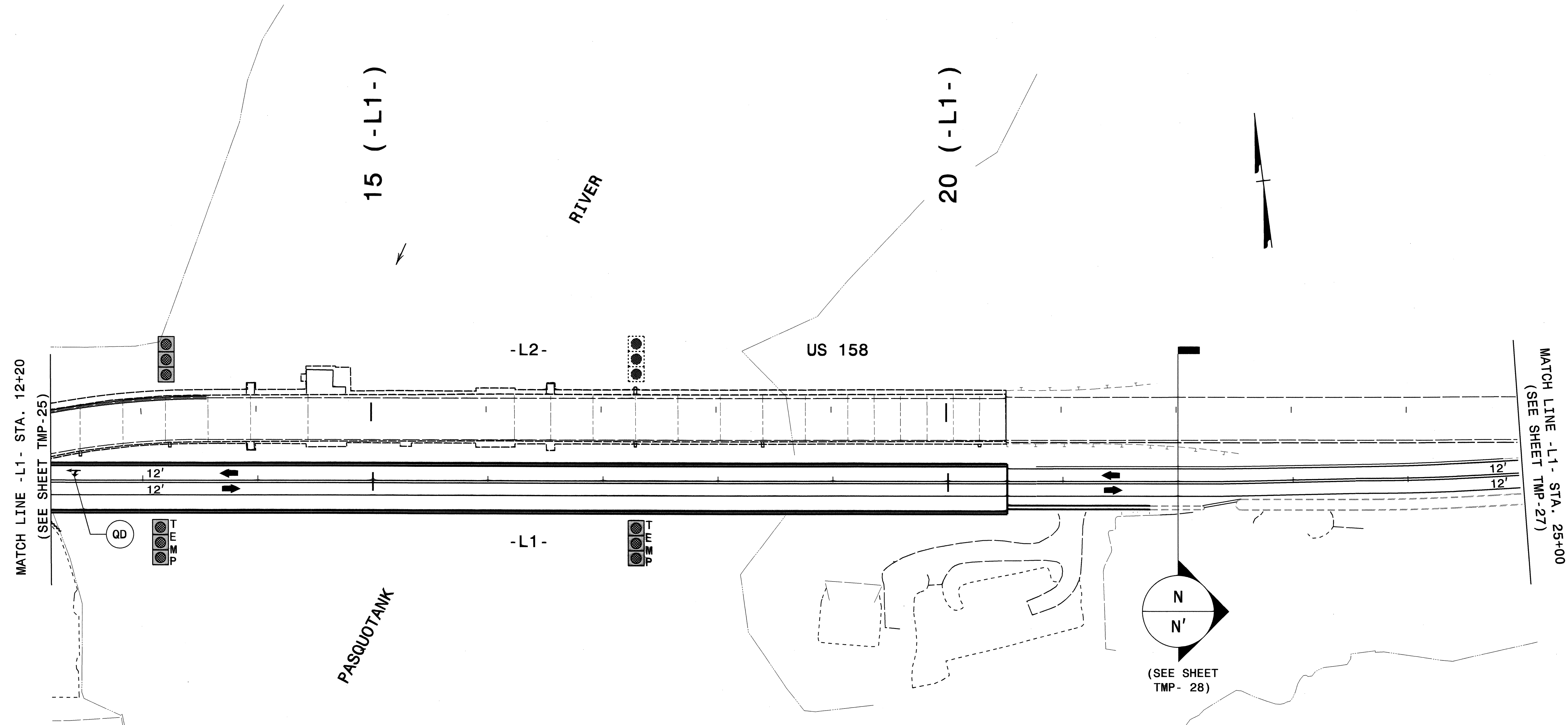
SEAL

NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 022104
JOHN S. KITE, II

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

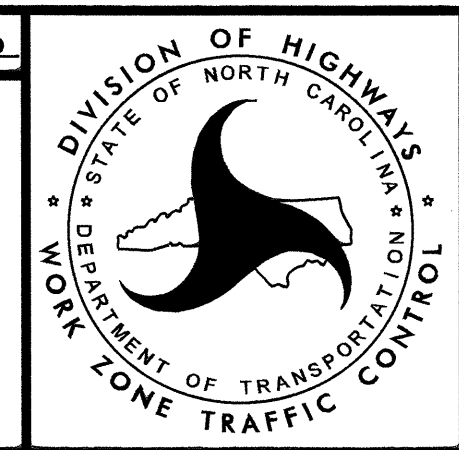
TEMPORARY TRAFFIC CONTROL PHASE V

07-DEC-2010 13:40 \\dot\dfsroot\proj\TIP\projects-U\4438\TrafficControl\TCP\U4438.TC.TMP-25.dgn

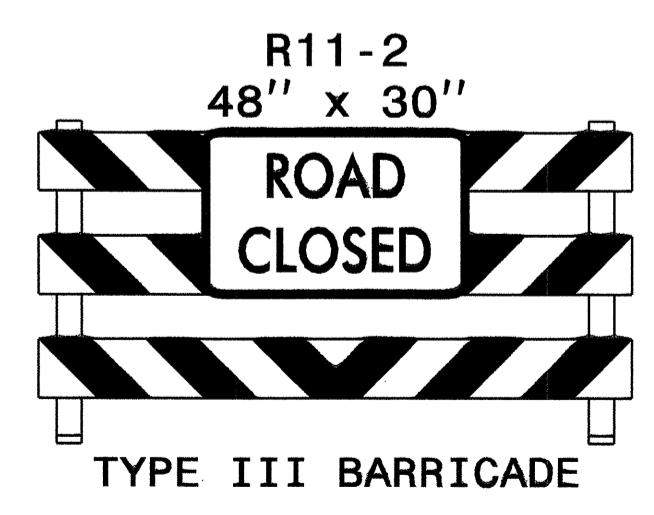
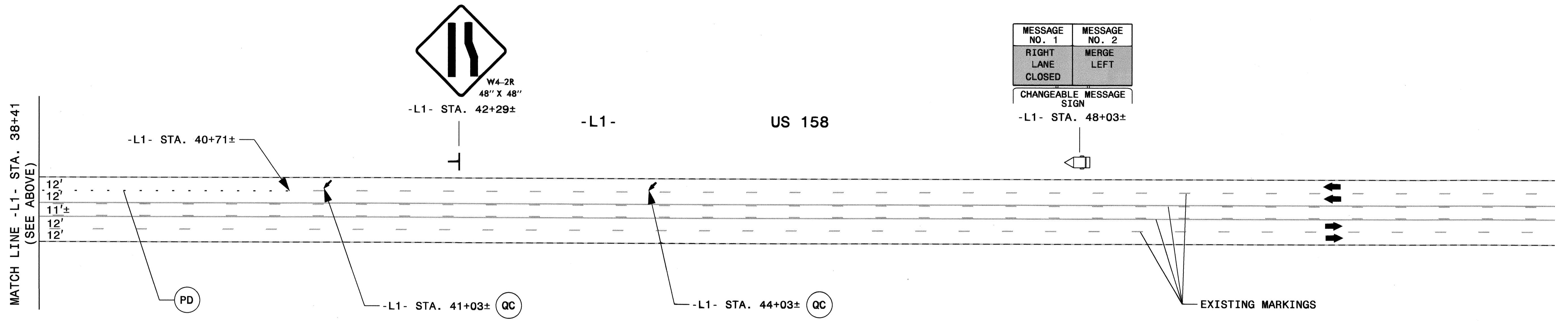
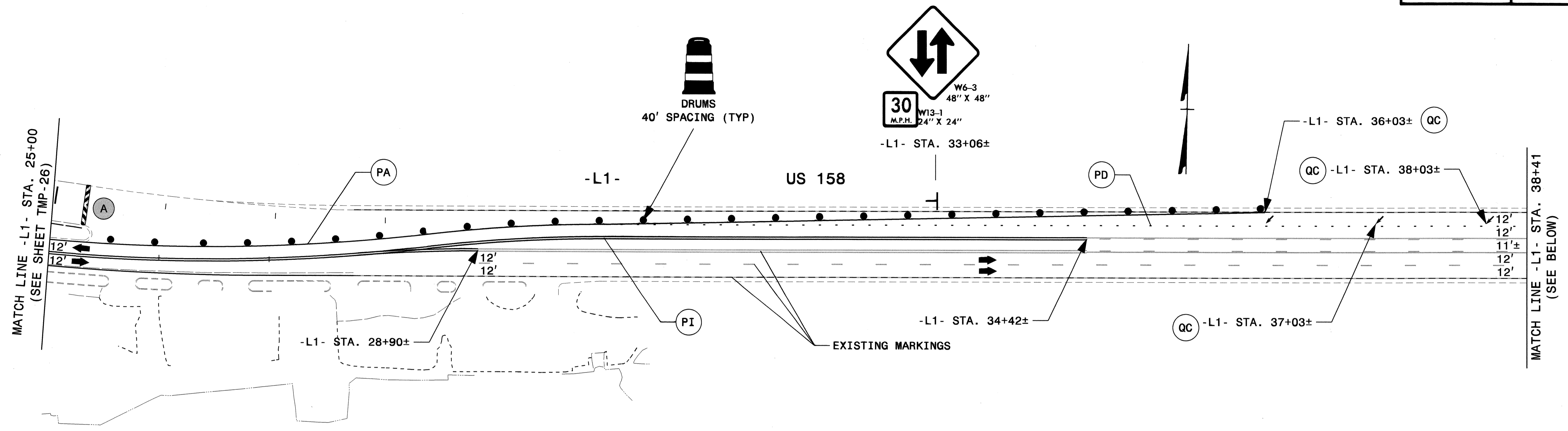


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 ringarrett AI MZTC244735

APPROVED: *[Signature]* DATE: 12/1/10

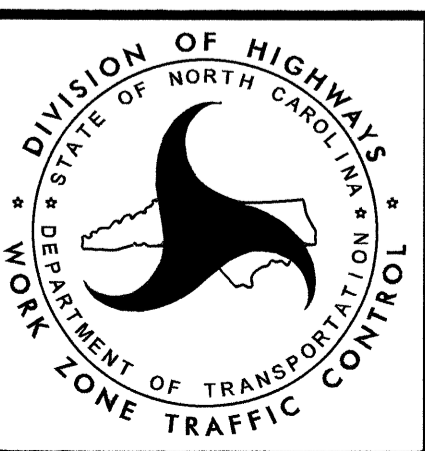


TEMPORARY TRAFFIC CONTROL PHASE V



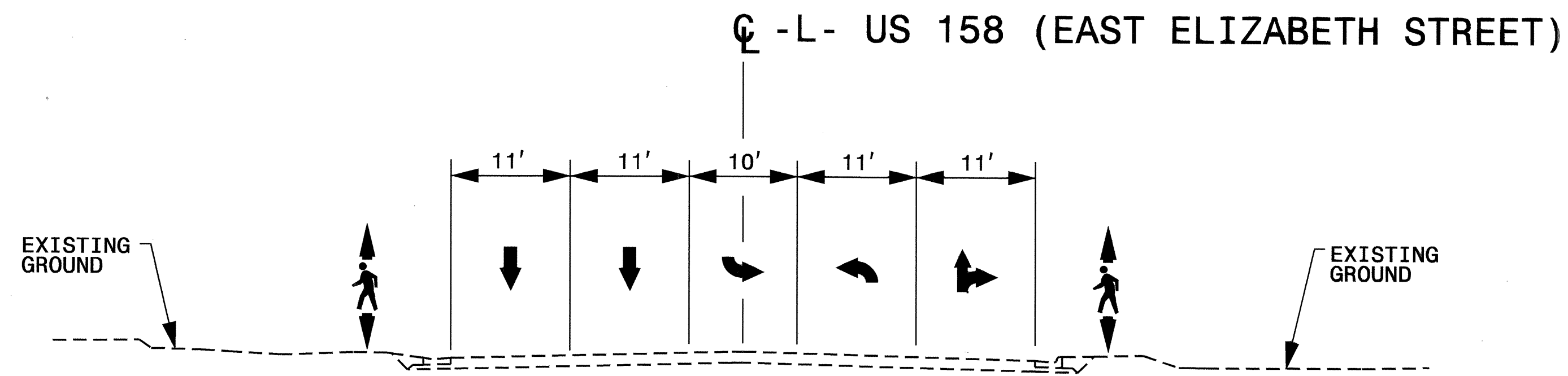
APPROVED: *[Signature]* DATE: 12/7/10

SEAL

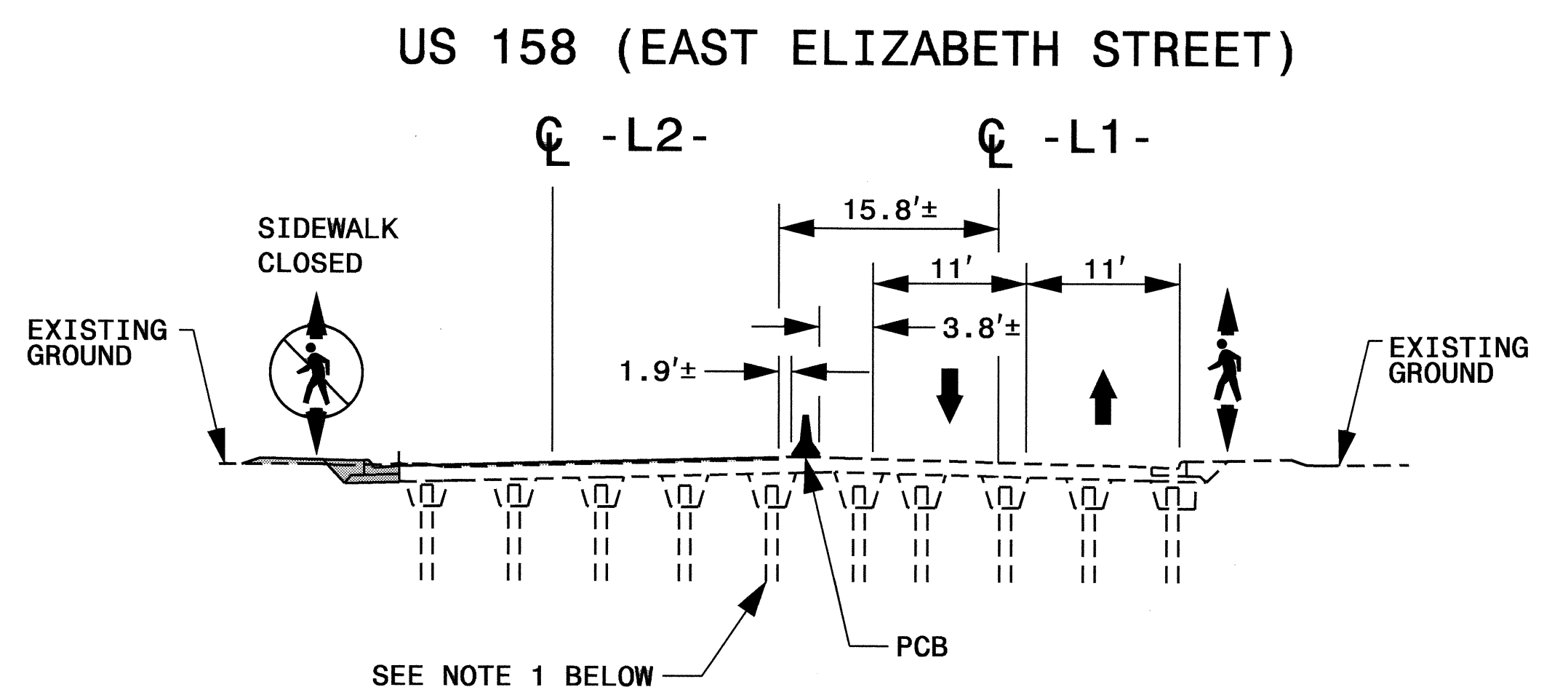


TEMPORARY TRAFFIC CONTROL PHASE V

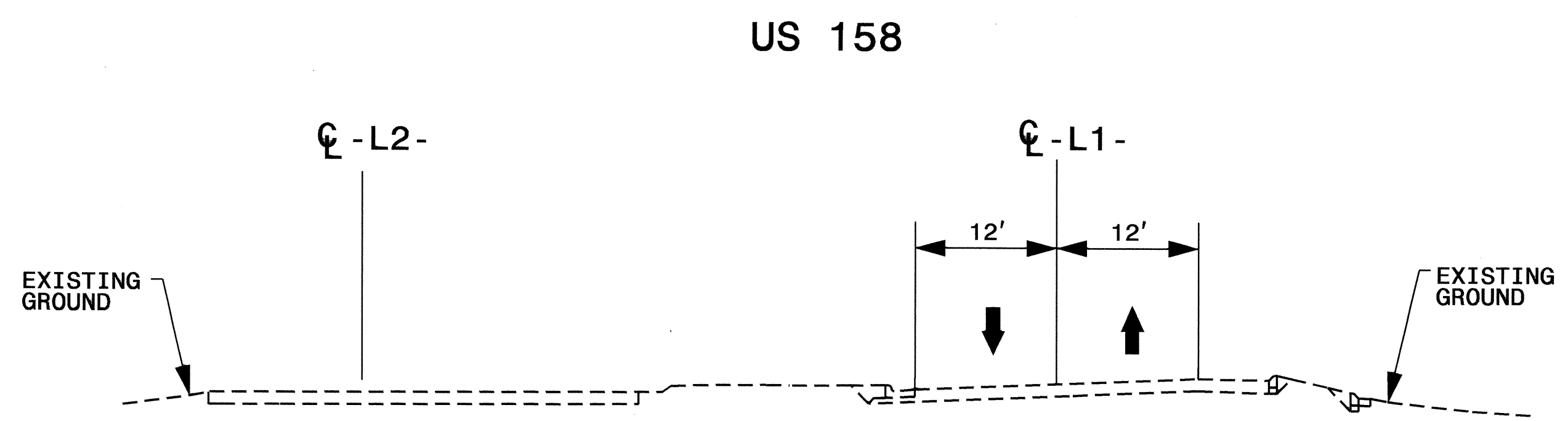
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 ringarrett - AT 12/24/10



SECTION L-L'
 -L- STA. 30+50±
 (SEE SHEET TMP-)



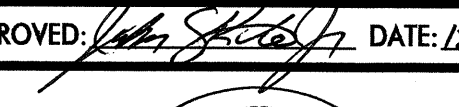

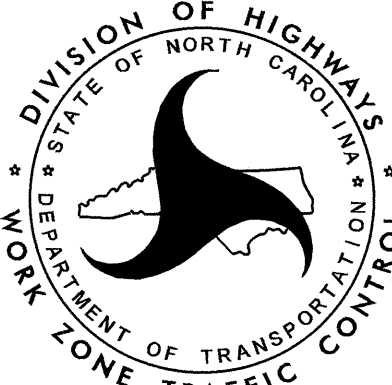
SECTION M-M'
 -L1- STA. 10+50±
 (SEE SHEET TMP-)



SECTION N-N'
 -L1- STA. 22+00±
 (SEE SHEET TMP-)

- NOTES:
- PILES SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY AND DO NOT REPRESENT ACTUAL LOCATIONS.

07-DEC-2010 13:38
 \\dot\l\p\0010\A1\MZ10244735
 \p\o\TIP\Projects-U\4438\TrafficControl\TCP\U4438-TC-TMP-28.dgn

APPROVED:  DATE: 12/7/10 		<p>TEMPORARY TRAFFIC CONTROL PHASE V SECTIONS</p>
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