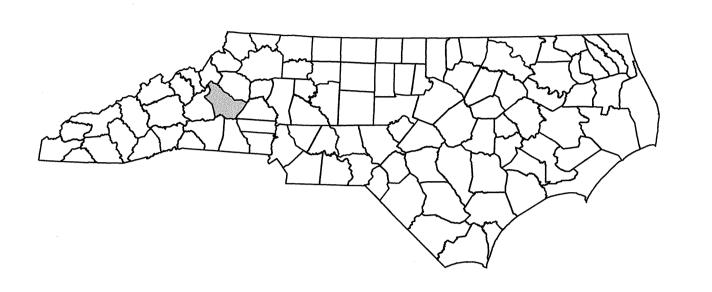
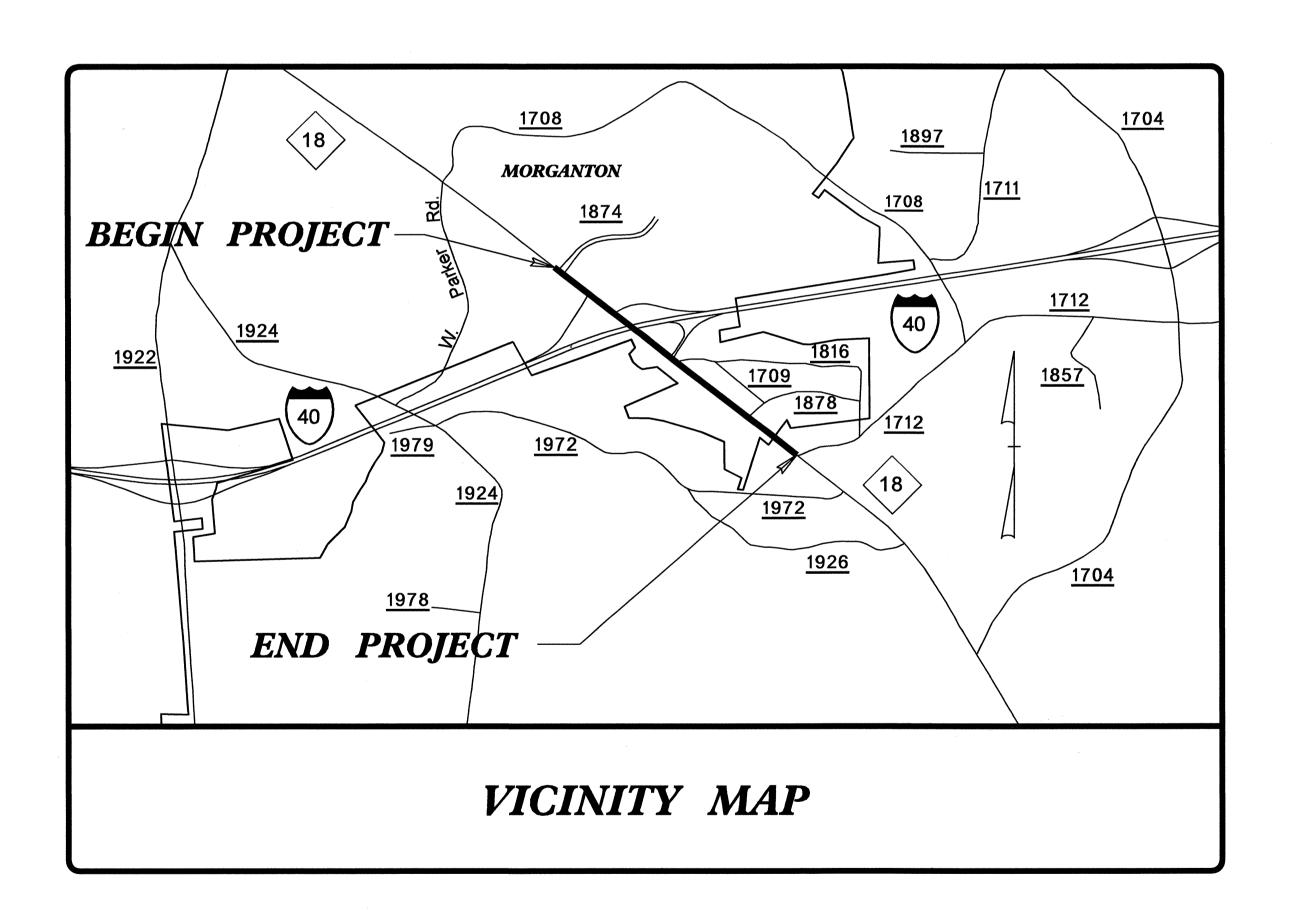
STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

BURKE COUNTY





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 AND 1C

TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES AND LOCAL NOTES)

PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS

TMP-2A

TMP-2B

TMP-2C

TMP-2D

TMP-2E

TEMPORARY SHORING PARAMETERS "WORK ZONE" SPEED LIMIT REDUCTIONS,

10 MPH OR LESS

DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS

SIGN DESIGNS (FOR SPEED REDUCTION AND BEGIN

ROAD WORK)

TMP-2F

TEMPORARY PAVEMENT MARKING SCHEDULE

APPROVED:_

TMP-3 THRU 3D PHASING

PHASE I DRAWINGS

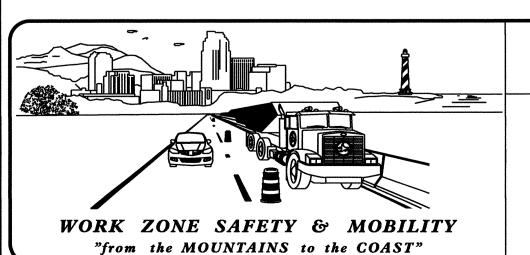
TMP-4 THRU 20A PHASE II DRAWINGS TMP-21 THRU 32

PHASE III DRAWINGS TMP-33 THRU 40

PHASE IV DRAWINGS

TMP-50 THRU 57 PHASE V DRAWINGS

TMP-1



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

TRAFFIC CONTROL PROJECT ENGINEER

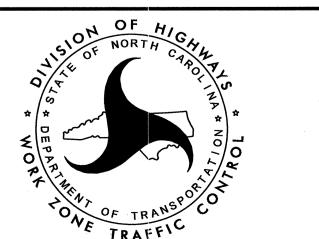
J. S. BOURNE, P.E. STATE TRAFFIC MANAGEMENT ENGINEER

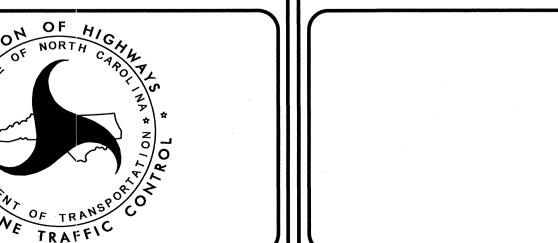
BEN SCHOENBAUER, P.E TRAFFIC CONTROL PROJECT DESIGN ENGINEER

MICHAEL STEELMAN TRAFFIC CONTROL DESIGN ENGINEER

J. ISHAK, P.E.







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
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.06	WARNING SIGNS FOR BLASTING ZONES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW PANELS
1130.01	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.03	PAVEMENT MARKINGS - INTERCHANGES
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - THRU LANE DROPS
1205.07	PAVEMENT MARKINGS - PEDESTRIAN CROSSWALKS
1205.08	PAVEMENT MARKINGS - SYMBOLS & WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	PAVEMENT MARKER SPACING
1251.01	RAISED PAVEMENT MARKERS - (TEMPORARY & PERMANENT)
1253.01	SNOWPLOWABLE RAISED PAVEMENT MARKERS
1261.01	GUARDRAIL & BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL & BARRIER DELINEATOR TYPES
1262.01	GUARDRAIL END DELINEATION

OJ. REFERENCE NO.	SHEET NO.
U-2550B	TMP-1A

LEGEND

TEMPORARY PAVEMENT MARKING

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) DRUM SKINNY DRUM STUBULAR 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







PAVEMENT MARKINGS

----EXISTING LINES
----TEMPORARY LINES

PAVEMENT MARKERS

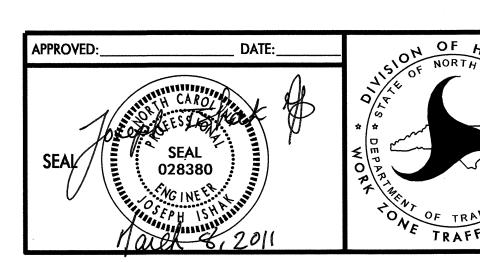
CRYSTAL/CRYSTAL

CRYSTAL/RED

YELLOW/YELLOW

PAVEMENT MARKING SYMBOLS

PAVEMENT MARKING SYMBOLS



ROADWAY STANDARD DRAWINGS & LEGEND

rskog i divekos viirer ojecis-u vuzssoo vii gii ic vii gi iiccoiiii divi cp vu-zssob-i c-iime-dia.ag AT TE248373 INTELLIGENT TRANSPORTATON SYSTEM (ITS) INSTALLATION:

AN ITS SYSTEM WILL BE INSTALLED AS ONE OF THE FIRST PARTS OF WORK USING LANE CLOSURES AND BEHIND EXISTING GUARDRAIL. THE ITS WILL BE USED TO PROVIDE REAL TIME TRAFFIC INFORMATION TO THE TRANSPORTATION MANAGEMENT CENTER (TMC) AND TO MOTORISTS REGARDING CONSTRUCTION AND INCIDENTS AND TO PROVIDE ALTERNATE ROUTE INFORMATION.

I-40 CONSTRUCTION SUMMARY:

PROPOSED I-40 WILL BE CONSTRUCTED USING A COMBINATION OF NIGHT TIME LANE CLOSURES, TEMPORARY PORTABLE CONCRETE BARRIER, TEMPORARY ONSITE DETOUR ALIGNMENT UTILIZING A TEMPORARY DETOUR BRIDGE, TEMPORARY SHORING, STAGED BRIDGE CONSTRUCTION, MULITIPLE TRAFFIC SHIFTS USING TEMPORARY CROSSOVERS, AND TEMPORARY RAMP CLOSURES. CONSTRUCTION WILL BE STAGED ONE DIRECTION FOLLOWED BY THE OTHER DIRECTION.

NC 18 CONSTRUCTION SUMMARY:

PROPOSED NC 18 WILL BE CONSTRUCTED USING A COMBINATION OF NIGHT TIME LANE CLOSURES, TEMPORARY GUARDRAIL, TEMPORARY PORTABLE CONCRETE BARRIER, TEMPORARY PAVEMENT, TEMPORARY SHORING, TEMPORARY SIGNALS, AND TRAFFIC SHIFTS. NC 18 CONSTRUCTION UNDER THE I-40 BRIDGES IS DEPENDENT UPON THE COMPLETION OF THE I-40 BRIDGE REPLACEMENTS. FOR THIS AREA. CONSTRUCTION WILL BE STAGED ONE DIRECTION FOLLOWED BY THE OTHER DIRECTION.

GENERAL NOTES

CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS, AND ROADWAY DETAILS ARE NOT ATTAINABLE TO MEET FIELD CONDITIONS OR RESULT IN DUPLICATE OR UNDESIRED OVERLAPPING OF DEVICES. MODIFICATION MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING, OR REMOVAL OF DEVICES AS DIRECTED BY THE ENGINEER.

THE FOLLOWING GENERAL NOTES APPLY AT ALL TIMES FOR THE DURATION OF THE CONSTRUCTION PROJECT EXCEPT WHEN OTHERWISE NOTED IN THE PLAN OR DIRECTED BY THE ENGINEER.

TIME RESTRICTIONS

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

ROAD NAME

DAY AND TIME RESTRICTIONS

I-40, RAMPS, AND LOOPS MONDAY THRU THURSDAY FROM 6:00 A.M. TO 6:00 P.M. FRIDAY FROM 6:00 A.M. TO 8:00 P.M. SATURDAY AND SUNDAY FROM 11:00 A.M. TO 7:00 P.M.

NC 18

MONDAY THRU SUNDAY FROM 6:00 A.M. TO 6:00 P.M.

US 64, US 70, AND COLLEGE ST. MONDAY THRU SUNDAY FROM 7:00 A.M. TO 9:00 A.M. AND 4:30 P.M. TO 6:30 P.M.

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

ROAD NAME

I-40, RAMPS, AND LOOPS NC 18 US 64 **US 70**

COLLEGE ST.

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 6:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 6:00 P.M. THE FOLLOWING TUESDAY.
- 3. FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 6:00 P.M. MONDAY.
- 4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 6:00 P.M. TUESDAY.

ROJ. REFERENCE NO.	SHEET NO.
U-2550B	TMP-1B

5. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 6:00 P.M. THE DAY AFTER INDEPENDENCE DAY.

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

- 6. FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 6:00 P.M. TUESDAY.
- 7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY TO 6:00 P.M. MONDAY.
- 8. FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 6:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
- 9. FOR RED, WHITE, AND BLUE FESTIVAL HELD IN MORGANTON, BETWEEN THE HOURS OF 6:00 A.M. JUNE 30 TO 6:00 P.M. JULY 5.
- 10. FOR HISTORIC MORGANTON FESTIVAL HELD DURING THE SECOND WEEK OF SEPTEMBER. BETWEEN THE HOURS OF 6:00 A.M. THURSDAY TO 6:00 P.M. SUNDAY.
- C) DO NOT CLOSE ROADS AS FOLLOWS:

ROAD NAME

DAY AND TIME RESTRICTIONS

NC 18

MONDAY THRU THURSDAY FROM 6:00 A.M. TO 11:00 P.M. WEEKENDS FROM FRIDAY 6:00 A.M. TO MONDAY 6:00 A.M.

D) DO NOT CONDUCT SINGLE VEHICLE HAULING AS FOLLOWS; INGRESS AND EGRESS FROM RAMPS WILL BE ALLOWED:

ROAD NAME

DAY AND TIME RESTRICTIONS

I-40, RAMPS, AND LOOPS NC 18

MONDAY THRU SUNDAY 6:00 A.M. TO 8:30 A.M. AND 4:00 P.M. TO 6:00 P.M.

E) DO NOT CONDUCT MULTI-VEHICLE HAULING AS FOLLOWS; INGRESS AND EGRESS FROM RAMPS WILL BE ALLOWED:

ROAD NAME

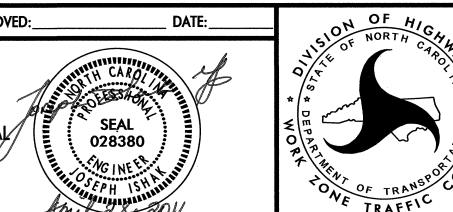
DAY AND TIME RESTRICTIONS

I-40, RAMPS, AND LOOPS MONDAY THRU THURSDAY FROM 6:00 A.M. TO 6:00 P.M. FRIDAY FROM 6:00 A.M. TO 8:00 P.M. SATURDAY AND SUNDAY FROM 11:00 A.M. TO 7:00 P.M.

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

LANE AND SHOULDER CLOSURE REQUIREMENTS

- G) 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.
- WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 15 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR A LANE CLOSURE IS INSTALLED.



TRANSPORTATION **OPERATIONS** PLAN

GENERAL NOTES CONTINUED

I) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO AN UNDIVIDED FACILITY AND WITHIN 5 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

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

- J) 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.
- K) DO NOT WORK SIMULTANEOUSLY WITHIN 15 FT ON BOTH SIDES OF AN OPEN TRAVELWAY, RAMP, OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.
- L) PROVIDE TRAFFIC CONTROL FOR APPROPRIATE LANE CLOSURES FOR SURVEYING DONE BY THE DEPARTMENT.

PAVEMENT EDGE DROP OFF REQUIREMENTS

M) 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.

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

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- P) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 40 FT FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- Q) PROVIDE PERMANENT SIGNING.
- R) 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.

S) 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.

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

TRAFFIC BARRIER

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

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

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

V) 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

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

NC 18

- Z) INSTALL PAVEMENT MARKINGS AND PAVEMENT MARKERS ON THE FINAL SURFACE AS SHOWN IN THE PAVEMENT MARKING PLAN.
- AA) INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON INTERIM LAYERS OF PAVEMENT AS FOLLOWS:

ROAD NAME MARKING MARKER

I-40, RAMPS, AND LOOPS PAINT TEMPORARY RAISED COLD APPLIED PLASTIC TEMPORARY RAISED (TYPE IV)

PAINT

TEMPORARY RAISED

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

PROJ. REFERENCE NO.

U-2550B

SHEET NO.

TMP-1C

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

- DD) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.
- EE) TRACE THE EXISTING AND PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO REMOVAL AND INSTALLATION.
 PLACE SKINNY DRUMS TO DELINEATE ANY EXISTING AND PROPOSED MONOLITHIC ISLANDS AFTER REMOVAL AND BEFORE INSTALLATION

TEMPORARY / FINAL SIGNALS

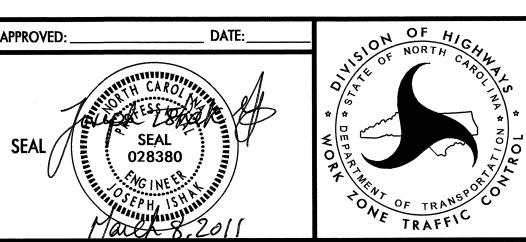
FF) SHIFT AND REVISE ALL SIGNAL HEADS AS SHOWN ON THE SIGNAL PLANS.

MISCELLANEOUS

- GG) LAW ENFORCEMENT SHALL BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE ENGINEER.
- HH) IN THE EVENT A DRIVE WAY TIE-IN CANNOT BE MADE IN ONE DAY'S TIME, BRING THE TIE-IN AREA TO AN APPROPRIATE ROADWAY ELEVATION USING INCIDENTAL STONE AS DETERMINED BY THE ENGINEER. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.
- II) 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.

LOCAL NOTES

- 1) CONTRACTOR SHALL COORDINATE WORK ACTIVITIES WITH CONTRACTOR ON PROJECT U-2551 DURING CONSTRUCTION AND ANY OTHER NEARBY PROJECT AS DIRECTED BY THE ENGINEER.
- 2) MILL EXISTING I-40 PAVEMENT DOWN TO CONCRETE SURFACES BEFORE PLACEMENT OF ANY ADDITIONAL ALPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER. (SEE ROADWAY TYPICALS).
- 3) CONTRACTOR MAY PLACE BREAKS IN THE TEMPORARY PORTABLE CONCRETE BARRIER (PCB) TO ALLOW INGRESS AND EGRESS TO THE WORK AREA. THE BREAKS IN THE PCB SHALL BE PERFORMED IN ACCORDANCE WITH ROADWAY STANDARD DRAWING 1101.05 AND SHALL BE APPROVED BY THE ENGINEER BEFORE IMPLEMENTATION.



TRANSPORTATION
OPERATIONS
PLAN

FIGURE A

NOTES

- 1- REFER TO THE TRAFFIC CONTROL PLANS FOR SHORING LOCATIONS AND SOIL PARAMETERS.
- 2- REFER TO THE "TEMPORARY SHORING" PROJECT SPECIAL PROVISION FOR MORE INFORMATION ABOUT TEMPORARY SHORING, MEASUREMENT AND PAYMENT.
- 3- 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).
- 4- 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.

- 5- AT THE CONTRACTOR'S OPTION OR IF THE MINIMUM REQUIRED CLEAR DISTANCE IS NOT AVAILABLE, SET AN UNANCHORED PCB AGAINST THE TRAFFIC SIDE OF THE SHORING AND DESIGN SHORING FOR TRAFFIC IMPACT OR USE THE "SURCHARGE CASE WITH TRAFFIC IMPACT" FOR THE STANDARD TEMPORARY SHORING. DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE. (CONTACT NCDOT PAVEMENT MANAGEMENT UNIT FOR APPLICABLE PAVEMENT DESIGN).
- 6- USE NCDOT PORTABLE CONCRETE BARRIER (PCB) IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1170.01 AND SECTION 1170 OF THE STANDARD SPECIFICATIONS.
- 7- USE OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH DETAIL DRAWING AND SPECIAL PROVISION OBTAINED FROM: WORK ZONE TRAFFIC CONTROL UNIT WEB PAGE.
- 8- 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.
- 9- 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.
- 10- 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.

PROJ. REFERENCE NO.	SHEET NO.
U-2550B	2A

MINIMUM REQUIRED CLEAR DISTANCE, inches

Barrier	Pavement	Offset *	Design Speed, mph								
Type	Type	ft	<30	31-40	41-50	51-60	61-70	71-80			
		<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			
	Asphalt	26-32	29	32	36	39	42	45			
	Asphait	32-38	30	34	38	41	43	46			
CB		38-44	31	34	41	43	45	48			
PC		44-50	31	35	41	43	46	49			
3		50-56	32	36	42	44	47	50			
Unanchored		>56	32	36	42	45	47	51			
ho		<8	17	18	21	22	25	26			
nc		8-14	19	20	23	25	26	29			
na		14-20	22	22	24	26	28	31			
n		20-26	23	24	26	27	30	34			
	Concrete	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

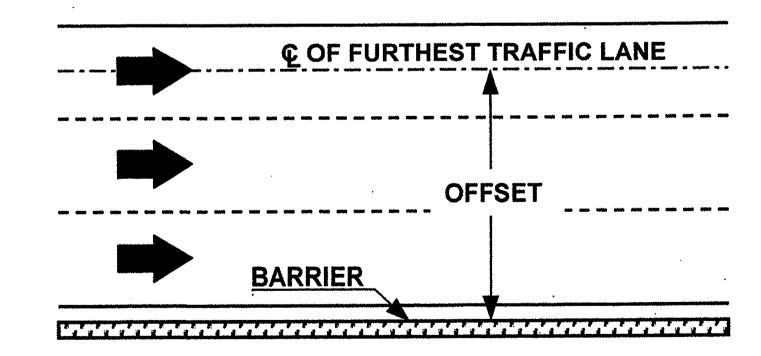
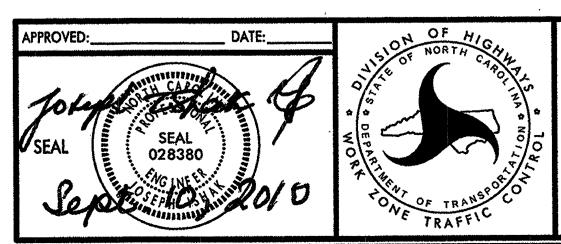


FIGURE B



PORTABLE CONCRETE BARRIER
AT
TEMPORARY SHORING LOCATIONS

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE STANDARD TEMPORARY SHORING BETWEEN THE STATIONS AND OFFSETS NOTED WITHIN THE PLAN. CONTRACTOR DESIGNED SHORING IS REQUIRED. SEE TEMPORARY SHORING SPECIAL PROVISION.

IT MAY BE PREFERRED OR NECESSARY TO ANCHOR THE TEMPORARY SHORING BETWEEN THE STATIONS AND OFFSETS NOTED WITHIN THE PLAN. FOR ANCHORED TEMPORARY SHORING, SEE ANCHORED TEMPORARY SHORING PROVISION.

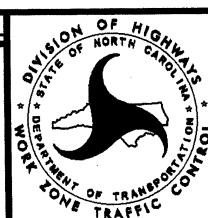
LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

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

WHEN USING CONTRACTOR DESIGNED SHORING, USE THE FOLLOWING SOIL PARAMETERS:

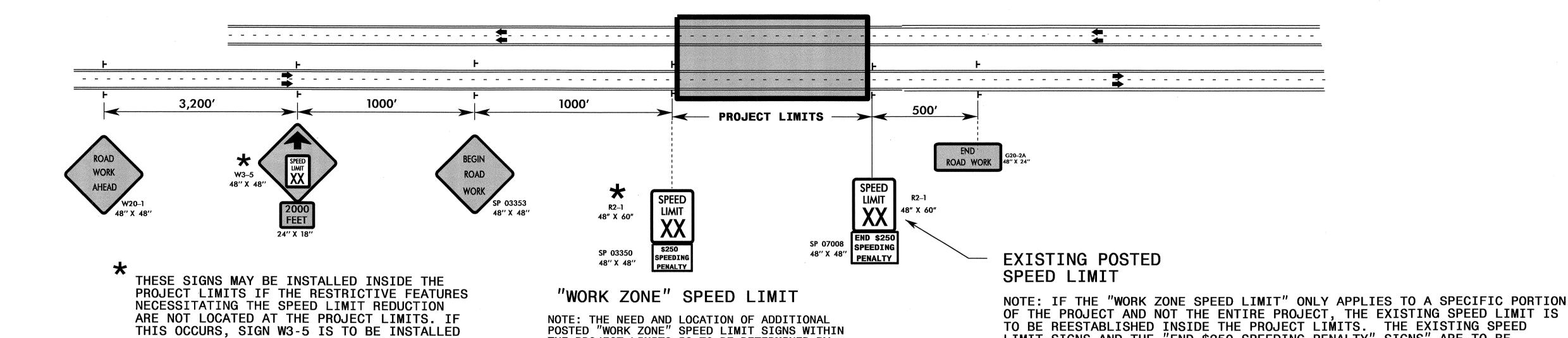
UNIT WEIGHT OF SOIL ABOVE WATER TABLE, y = 120 PCF UNIT WEIGHT OF SOIL BELOW WATER TABLE, y = 60 PCF FRICTION ANGLE, $\phi = 30$ DEGREES COHESION, c = 0 PSF

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



TEMPORARY SHORING PARAMETERS

"WORK ZONE" SPEED LIMIT REDUCTIONS, 10 MPH OR LESS



THE PROJECT LIMITS IS TO BE DETERMINED BY

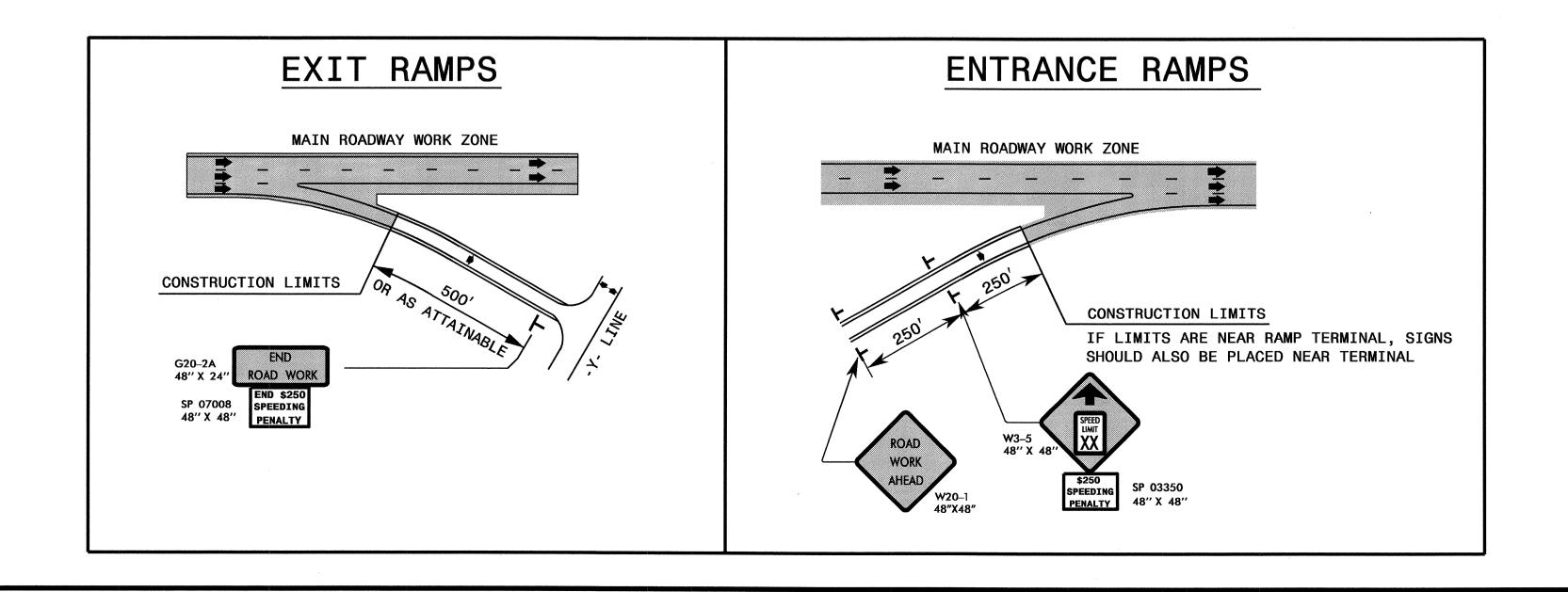
THE REGIONAL TRAFFIC ENGINEER

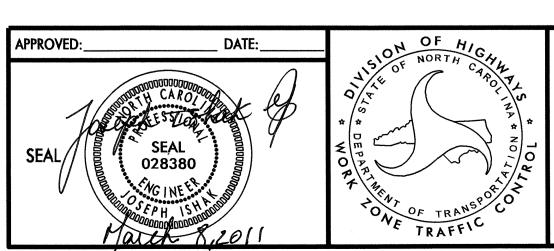
GUIDELINES

AT THE DISTANCE SHOWN ABOVE IN ADVANCE

OF WHERE THE SPEED LIMIT IS REDUCED

- 1. THIS DRAWING IS INTENDED TO SHOW THE SIGNING REQUIRED FOR A "WORK ZONE" SPEED LIMIT REDUCTION ON A FREEWAY WHICH IS 10 MPH OR LESS THAN THE EXISTING SPEED LIMIT.
- 2. EACH DIRECTION OF THE PROJECT IS TO BE EVALUATED FOR THE "WORK ZONE" SPEED LIMIT REDUCTION. THIS DRAWING INTENTIONALLY HAS 1 DIRECTION SIGNED AS A REMINDER TO CAREFULLY CONSIDER WHETHER BOTH DIRECTIONS OF THE PROJECT NEED TO HAVE THE SPEED LIMIT REDUCED.
- 3. IN ADDITION, FOR PROJECTS THAT EXCEED 2 MILES IN LENGTH, AN EVALUATION IS TO BE MADE TO DETERMINE IF THE "WORK ZONE" SPEED LIMIT REDUCTION APPLIES TO THE ENTIRE PROJECT LENGTH OR ONLY A PORTION OF THE PROJECT LENGTH. THE "WORK ZONE" SPEED LIMIT REDUCTION MAY TERMINATE BEFORE THE END OF THE PROJECT LIMITS. THE DRAWING IS TO BE MODIFIED AS NEEDED TO REFLECT THESE CONDITIONS.
- 4. THE \$250 SPEEDING PENALTY APPLIES FOR ALL PROJECTS THAT QUALIFY FOR A "WORK ZONE" SPEED LIMIT REDUCTION.
- 5. ALL "WORK ZONE" SPEED LIMIT REDUCTION SIGNAGE SHALL BE REMOVED WHEN THE CONDITION THAT WARRANTED THE REDUCTION AND PENALTY IS REMOVED. THE REGIONAL TRAFFIC ENGINEER SHALL BE NOTIFIED BY THE RESIDENT ENGINEER AT THIS TIME TO RESCIND THE ORDINANCE AND RETURN TO THE EXISTING POSTED SPEED LIMIT. THIS SHOULD TAKE PLACE BEFORE THE PROJECT IS 100% COMPLETE AND ACCEPTED FOR MAINTENANCE.





LIMIT SIGNS AND THE "END \$250 SPEEDING PENALTY" SIGNS" ARE TO BE

(SEE NOTE 3 BELOW)

INSTALLED AT THE LOCATION WHERE THE EXISTING SPEED LIMIT IS TO RESUME.

"WORK ZONE" SPEED LIMIT REDUCTIONS, 10 MPH OR LESS

NDFSROOTOINPROJYTIPProjects-UNU2550b\Traffic\TrafficControl\tcp\U-2550B_TC_TMP_02C

07-MAR-2011 09:07

HIGHWAYS

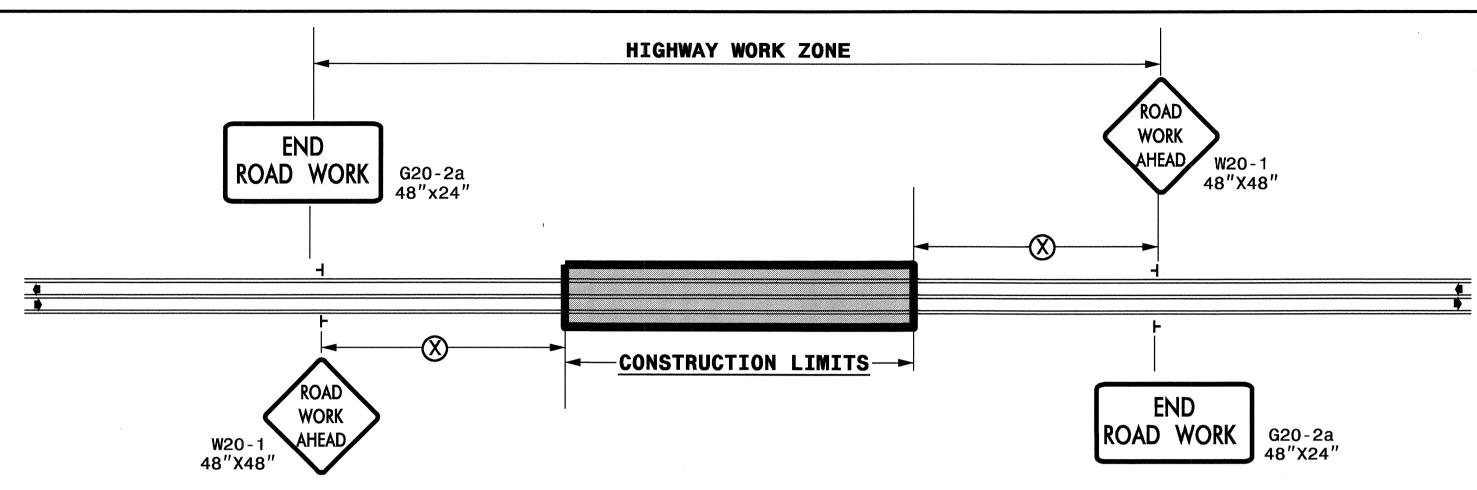
0F

SION

FOR ED SIG

IGH

TWO-WAY UNDIVIDED ** (L-LINES)

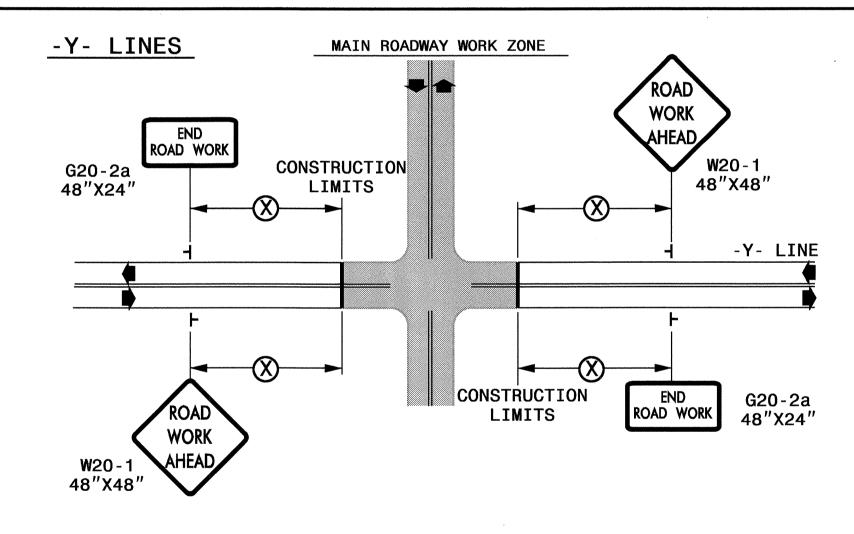


	RECOMMENDED MINIMUM SIGN SPACING
POSTED SPEED LIMIT (M.P.H.)	⊗
≤ 50	500'
≥ 55	1000′

STATE OF NORTH CAROLINA

DEPT. OF TRANSPORTATION

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



GENERAL NOTES

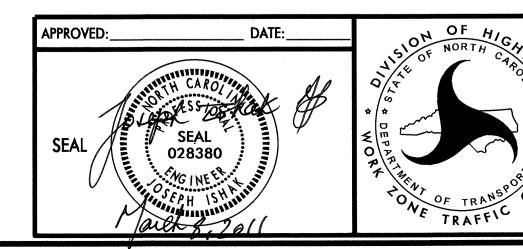
- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS,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

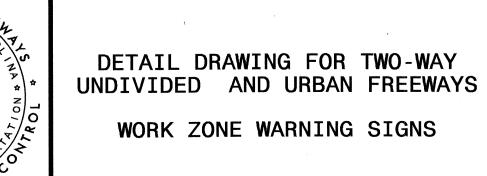
LEGEND ARY SIGN

├ STATIONARY SIGN

d DIRECTION OF TRAFFIC FLOW

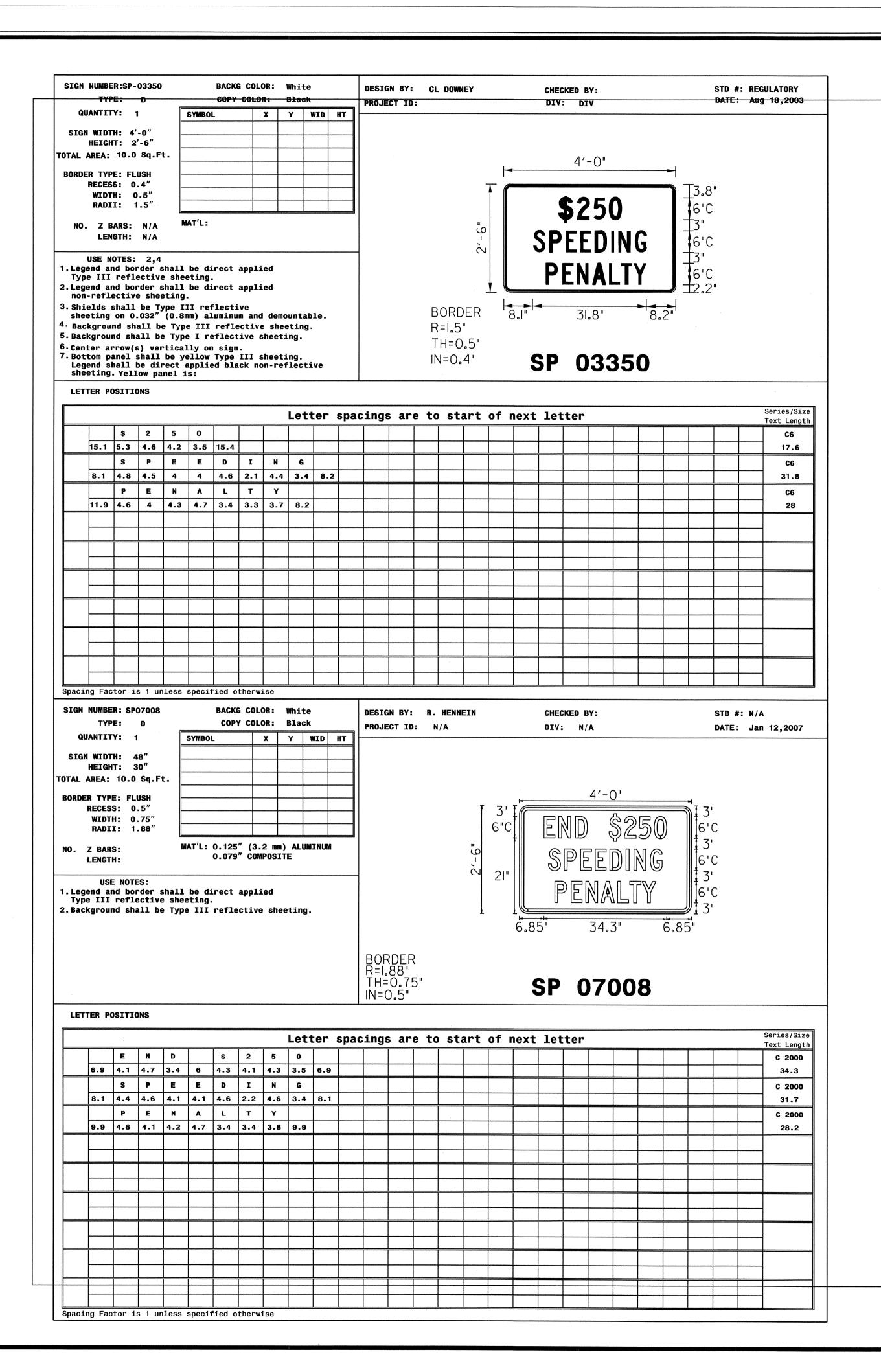
SHEET 1 OF 1





33503 300T0INPROJNTIPProjects-UNU2550bNTrafficNTrafficControlNtcpNU-29

07-MAR-2011 09:09



07-MAR-2011 09:10 \\D0T\DFSR00T01\PR0J\] shassan AT TE248373 PROJ. REFERENCE NO. SHEET NO. U-2550B TMP-2E

SP 03353

SIGN NUMBER: SP-03353	BACKG COLO			ent O	ange	DESIGN BY: CL DOWN			HECKED	STD #: W20-1
TYPE: A	COPY COLOR		lack	T	1	PROJECT ID: ALL PROJ	ECTS	DIV: DIV		DATE: Aug 20,2003
QUANTITY: 1	SYMBOL	X	Y	WID	нт					
SIGN WIDTH: 4'-0"								>		
HEIGHT: 4'-0"										
OTAL AREA: 16.0 Sq.Ft.	***************************************									T
BORDER TYPE: FLUSH							K,O			4
RECESS: 0.59"							K'/			18.7"
WIDTH: 0.75"										4
RADII: 1.38"									_	¥ _
NO. Z BARS: N/A	MAT'L:							BEGIN		7"C
LENGTH: N/A								DLOIN	_	+⊿"
		***************************************	····			Ì		$D \cap A \cap$	_	
USE NOTES: 2, 4	l he dinect on	n] i ad						ROAD		+ '. · ·
 Legend and border shal Type VII reflective sh 		brrea							_	<u>_</u> 4"
2.Legend and border shal		plied						WORK		7"C
non-reflective sheetin 3.Shields shall be Type	-							WOIN	_	
sheeting on 0.032" (0.			mount	able.						4
4- Background shall be Ty										18.7"
5.Background shall be Ty	•	e shee	eting.			BORDER				H
6.Center arrow(s) vertic 7.Bottom panel shall be		T chas	tina			R=I.38"				<u>V</u> _
Legend shall be direct	applied black								1	
sheeting. Yellow pan	el is:					TH=0.75"				
•						IN=0.59"	' 22.4"	' 2I.6" '	22.4" '	
LETTER POSITIONS										

							Let	ter	spac	ings	ar	e to	sta	ırt	of r	next	let	ter		 		Series/S Text Ler
	В	E	G	I	N																	C 7
22.4	5.3	4.6	5.4	2.5	3.8	22.4																21.6
	R	O	A	D																		C 7
23.4	5	5.2	5.6	3.8	23.4																	19.6
	w	0	R	K																		C 7
22.6	6.4	5.6	5.2	4	22.6																	21.2
		1																				
								Ī														
																						77,000
								1												 ***************************************		
		<u> </u>																		 		

SEAL

O28380

SEAL

O28380

OF TRANSPORCO

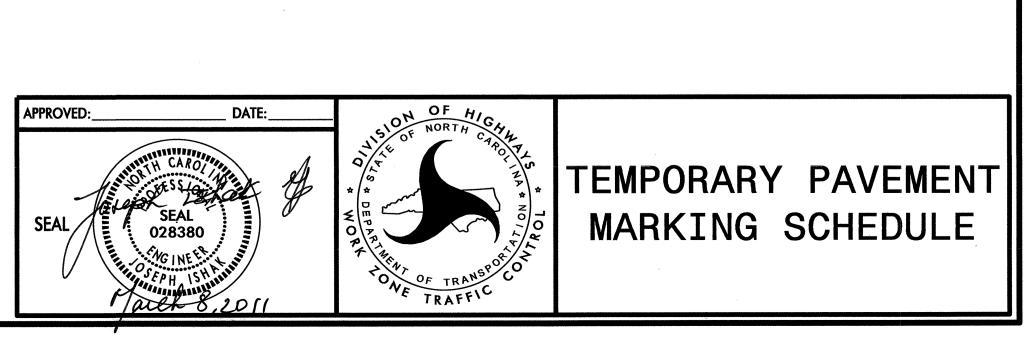
TRAFFIC

SIGN DESIGNS (FOR SPEED REDUCTION AND BEGIN ROAD WORK)

TEMPORARY PAVEMENT MARKING SCHEDULE

SYMBOL	DESCRIPTION TEMPORARY PAVEMENT MARKINGS	SYMBOL	DESCRIPTION TEMPORARY PAVEMENT MARKINGS
	PAINT(12")		PAINT(8")
P1	WHITE GORELINE (2X)	PR	WHITE GORELINE (1X)
		PV	YELLOW DIAGONAL (1X)
	PAINT(24")	PX	WHITE CROSSWALK LINE (1X)
P4	WHITE STOPBAR (2X)		
	PAINT(4")		PAINTMARKING CHARACTERS
PA	WHITE EDGELINE (2X)	QI	ALPHANUMERIC CHAR. (1X)
PB	YELLOW EDGELINE (1X)		
PC	10 FT. WHITE SKIP (1X)		PAINTMARKING SYMBOLS
PD	2 FT. WHITE MINISKIP (1X)	QA	LEFT TURN ARROW (2X)
PE	WHITE SOLID LANE LINE (1X)	QB	RIGHT TURN ARROW (1X)
PG	2 FT. YELLOW MINISKIP (1X)	QC	STRAIGHT ARROW (1X)
PI	YELLOW DOUBLE CENTER (1X)	QE	COMBO.STRAIGHT/RIGHT (1X)
COLD	APPLIED PLASTIC (6") Type4 - Removable Tape		MARKERS
C6	WHITE EDGELINE	TEMPO	DRARY RAISED PAVEMENT MARKERS
C 7	YELLOW EDGELINE	MH	YELLOW & YELLOW
СК	10 FT. WHITE SKIP	MI	CRYSTAL & RED
	PAINT(6")		
P6	WHITE EDGELINE (1X)		
P7	YELLOW EDGELINE (1X)		
PK	10 FT. WHITE SKIP (1X)		
PL	2 FT. WHITE MINISKIP (1X)		

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



PHASING

NOTES:

- 1) USE ROADWAY STANDARD DRAWING 1101.02, SHEET 1 AND 2 OF 9, FOR FLAGGING OPERATIONS.
- 2) USE ROADWAY STANDARD DRAWING 1101.02, SHEET 3 OR 4 OF 9, FOR LANE CLOSURES ON MULTI-LANE ROADWAYS.
- 3) MAINTAIN ACCESS TO DRIVEWAYS AT ALL TIMES UNLESS OTHERWISE NOTED IN PHASING.
- 4) MAINTAIN POSITIVE DRAINAGE DURING CONSTRUCTION.
- 5) RETURN TRAFFIC TO EXISTING PATTERN BY END OF EACH DAY UNLESS OTHERWISE NOTED IN PHASING.
- 6) REPLACE EXISTING PAVEMENT MARKINGS COVERED OR DAMAGED BY CONSTRUCTION ACTIVITY WITH TEMPORARY PAVEMENT MARKINGS AT END OF EACH WORK DAY.
- 7) CONSTRUCT ANY PROPOSED OR TEMPORARY WIDENING IN SUCH A MANNER THAT PONDING WILL NOT OCCUR IN TRAVEL LANE.
- 8) CONSTRUCT ALL ROADS UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE UNLESS OTHERWISE STATED IN PHASING, OR AS DIRECTED BY THE ENGINEER.
- 9) WHEN NECESSARY, RELOCATE ANY WORK ZONE SIGNING DURING TRAFFIC SHIFTS AS DIRECTED BY THE ENGINEER.
- 10) ALL PORTABLE CONCRETE BARRIER USED ON PROJECT SHALL BE DRAINAGE BARRIER.
- 11) REFER TO TEMPORARY SIGNING PLAN FOR GUIDE SIGN RELOCATIONS DURING CONSTRUCTION.

PHASE I

STEP 1) USING LANE CLOSURES AND FLAGGING OPERATIONS, AS NECESSARY, BEGIN INSTALLATION OF ITS DEVICES AND GUARDRAIL EXTENSIONS AS SHOWN IN THE ITS PLAN. DO NOT INSTALL ITS DEVICE CCTV-3 (LOCATED AT I-40/NC 18 INTERCHANGE). INSTALL PROPOSED GUARDRAIL EXTENSIONS PRIOR TO INSTALLING THE ASSOCIATED ITS DEVICES THAT THE GUARDRAIL WILL BE PROTECTING, AS DIRECTED BY THE ENGINEER.

USING LANE CLOSURES AND FLAGGING OPERATIONS, INSTALL ADVANCE WARNING AND WORK ZONE SPEED REDUCTION SIGNS IN EASTBOUND AND WESTBOUND DIRECTIONS OF I-40 AND RAMPS/LOOPS ACCORDING TO SHEETS TMP-2C AND 2E. INSTALL ADVANCE WARNING SIGNS FOR NC 18 AND OTHER -Y- LINES ACCORDING TO SHEET TMP-2D.

STEP 2) -USING FLAGGING OPERATIONS, AS NECESSARY, BEGIN DRAINAGE WORK ON NC 18 FROM -L- STA. 13+00+/- TO STA. 20+00+/- AND STA. 27+50+/- TO STA. 44+65+/-, INCLUDING THE PIPES ALONG NC 18 THAT ARE SHOWN ON ROADWAY SHEET 2L. USE TRENCHLESS INSTALLATION METHOD FOR 48" PIPE AT -L- STA. 20+50+/-.

-USING TYPE III BARRICADES WITH BARRICADE MOUNTED SIGNS ATTACHED, CLOSE EXISTING SIDEWALKS ON NC 18 (-L-), AS DIRECTED BY THE ENGINEER. (SEE SHEET TMP-5 AND 9).

-USING TYPE III BARRICADES, PERMANENTLY CLOSE STEAK HOUSE RD. AT -L-STA. 30+75+/-. PERFORM PAVEMENT REMOVAL ON STEAK HOUSE RD. INSTALL PROPOSED END ROAD GUARDRAIL AND OBJECT MARKERS. REMOVE TYPE III BARRICADES 30 DAYS AFTER PAVEMENT REMOVAL, GUARDRAIL, AND OBJECT MARKERS ARE IN PLACE. (SEE ROADWAY PLANS, SIGNING PLANS, AND TMP-4).

-USING FLAGGING OPERATIONS, INSTALL TEMPORARY GUARDRAIL ALONG NC 18 (-L-) FROM STA. 22+31+/- TO STA. 27+00+/- (LEFT) AND FROM STA. 18+08+/- TO STA. 25+09+/- (RIGHT). (SEE ROADWAY PLANS, AND SHEETS TMP-8 AND 9).

-USING FLAGGING OPERATIONS, PERFORM THE FOLLOWING WORK TO PREPARE FOR LEFT SIDE CULVERT EXTENSION IN VICINITY OF -L- STA. 18+50+/- (SEE SHEETS TMP-9, 9A, 9B, AND ROADWAY PLANS):

- A) INSTALL WATERFILLED BARRIER AT PARCEL 4 AND ON EXISTING SIDEWALK.
- B) CONSTRUCT PROPOSED GUARDRAIL TYING INTO EXISTING GUARDRAIL.
- C) REMOVE EXISTING GUARDRAIL AND EXISTING FENCE TO BE REMOVED.
- D) INSTALL TEMPORARY SHORING (LOCATION #1, #1A, AND #1B). (SEE SHEETS TMP-2A AND 2B FOR ADDITIONAL TEMPORARY SHORING INFORMATION).
- E) USING FLAGGING OPERATIONS, AS NECESSARY, CONSTRUCT LEFT AND RIGHT SIDE CULVERT EXTENSIONS ON NC 18 (-L-). (SEE SHEETS TMP-5, 9, 9A, 9B, AND STRUCTURE PLANS).
- F) REMOVE RIGHT SIDE TEMPORARY GUARDRAIL FROM -L- STA. 18+08+/- TO -L- STA. 20+09+/- AND ATTACH TEMPORARY GUARDRAIL ANCHOR UNIT. (SEE TMP-22 AND ROADWAY PLANS). REMOVE WATERFILLED BARRIER AS DIRECTED BY THE ENGINEER.

-USING FLAGGING OPERATIONS, AS NECESSARY, BEGIN WEDGING/WIDENING, INCLUDING PROPOSED OUTSIDE CURB AND GUTTER AND SIDEWALK, IN THE FOLLOWING LOCATIONS (SEE SHEETS TMP-4, 5, 8, AND 9):

*-L- (NC 18) STA. 13+00+/- TO STA. 20+00+/-. TIE CONSTRUCTION INTO EXISTING EDGE AND ELEVATION OF EXISTING RAMP B, AS DIRECTED BY THE ENGINEER, TO KEEP THIS RAMP OPERATIONAL. DO NOT PERFORM WORK IN AREA OF PROPOSED CULVERT EXTENSIONS UNTIL AFTER PROPOSED CULVERT EXTENSIONS ARE COMPLETED, AS DIRECTED BY THE ENGINEER.

*-L- (NC 18) STA. 27+50+/- TO STA. 44+65+/-, INCLUDING PROPOSED RETAINING WALL AT PARCEL 15.

- *-Y- (BUSH DR.)
- *-Y3- (SR 1878 TABERNACLE CHURCH RD.)

PROJ. REFERENCE NO. SHEET NO. U-2550B TMP-3

-USING FLAGGING OPERATIONS, AS NECESSARY, INSTALL TEMPORARY SIGNALS AT INTERSECTION OF NC 18/LOOP C AND NC 18/GRACE HOSPITAL RD. (SIGNAL POLE RESETS). (SEE SIGNAL PLANS).

-USING FLAGGING OPERATIONS, INSTALL PROPOSED GUARDRAIL AND PROPOSED FENCE TYING INTO EXISTING FENCE ON SR 1832 (ENMEY AVE.) (SEE ROADWAY PLANS, AND TMP-4 AND TMP-6.

-COMPLETE ITS WORK PREVIOUSLY BEGUN. (DO NOT INSTALL ITS DEVICE CCTV-3 LOCATED AT I-40/NC 18 INTERCHANGE).

STEP 3) -USING LANE CLOSURES, PERFORM THE FOLLOWING WORK (SEE SHEETS 7, 8, AND 9) (NOTE: SEE GENERAL NOTE U FOR PLACEMENT OF PCB ON PAVED SURFACES):

*INSTALL PCB FROM -Y1- STA. 29+05+/- TO -DETRPA- STA. 20+93+/-. USING LANE CLOSURES, AS NECESSARY, BEGIN CONSTRUCTION OF WESTBOUND -Y1- FROM STA. 31+50+/- TO -DETRPA- STA. 18+90+/-. INSTALL PROPOSED AND TEMPORARY GUARDRAIL BEHIND PCB. (SEE SHEETS TMP-4, 7, AND 8).

*INSTALL PCB FROM -Y1- STA. 43+49+/- TO STA. 45+29 (USE TRANSITION TO CONNECT TO EXISTING BRIDGE). (SEE SHEET TMP-8 AND ROADWAY PLANS FOR TEMPORARY BRIDGE CONNECTION DETAIL). THEN, BEHIND PCB, INSTALL TEMPORARY SHORING (LOCATIONS #6 AND #7) FOR CONSTRUCTION OF WESTBOUND DETOUR BRIDGE (SEE SHEETS TMP-2A, 2B, 8, AND 8A AND STRUCTURE PLANS).

*CONSTRUCT A MINIMUM OF 8 FT. OF -DETWB- WIDENING FROM -Y1- STA. 47+08+/(END OF EXISTING BRIDGE) TO STA. 51+55+/- TO PROVIDE ROOM FOR PCB TO REST.
THEN, INSTALL PCB FROM -Y1- STA. 47+08+/- TO STA. 51+55+/- (CONNECTING TO
EXISTING BRIDGE AND REPLACING EXISTING GUARDRAIL). (SEE SHEETS TMP-8 AND
9 AND ROADWAY PLANS FOR TEMPORARY CONNECTION TO EXISTING BRIDGE RAIL).

-USING LANE CLOSURES, BEGIN THE FOLLOWING WEDGING/WIDENING WORK ON I-40 (-Y1-) AND RAMPS/LOOPS:

*EASTBOUND AND WESTBOUND I-40 (PROPOSED/TEMPORARY) DRAINAGE. (SEE ROADWAY PLAN SHEETS 2K, 2L, AND 2M FOR DRAINAGE DEVICES TO BE USED WITH PHASE II TRAFFIC PATTERN). SEE PHASE II TMP DRAWINGS TO SEE POSITIVE PROTECTION ALONG I-40 FOR CONSIDERATION OF WHEN TO INSTALL DRAINAGE.

*EASTBOUND -Y1- STA. 12+00+/- TO STA. 31+50+/- (PROPOSED WIDENING UP TO EXISTING EDGE AND ELEVATION OF I-40 (-Y1-). (SEE SHEETS TMP-4, 6, AND 7). REFER TO ROADWAY STANDARD DRAWING 1101.02, SHEET 6 OF 9.

*EASTBOUND -Y1- STA. 31+50+/- TO STA. 35+15+/- (PROPOSED WEDGING/WIDENING). (SEE SHEETS TMP-4 AND 7). REFER TO ROADWAY STANDARD DRAWING 1101.02, SHEET 6 OF 9.

*EASTBOUND -Y1- STA. 35+15+/- TO EXISTING BRIDGE (6 FT. MEDIAN WIDENING UP TO EDGE AND ELEVATION OF I-40 (-Y1-). (SEE SHEETS TMP-4, 5, 7 AND 8). REMOVE EXISTING GUARDRAIL AT BRIDGE. INSTALL 120 FT. OF PCB CONNECTING TO EXISTING BRIDGE AFTER COMPLETING THE 6 FT. OF WIDENING IN THE LIMITS OF THE PCB (SEE SHEET TMP-14 AND ROADWAY PLANS FOR TEMPORARY BRIDGE CONNECTION DETAIL).

*PROPOSED -RPC- CONSTRUCTION UP TO THE EXISTING EDGE AND ELEVATION OF EXISTING RAMP C PAVEMENT AND OUTSIDE GUARDRAIL (SEE SHEET TMP-4, 7, AND 8). ONCE PROPOSED GUARDRAIL IS INSTALLED, REMOVE EXISTING GUARDRAIL AND CARRY CONSTRUCTION TO -Y1- STA. 35+15+/-. (SEE SHEETS TMP-11 AND 12). *PROPOSED -LPC- AND -DETLPC- UP TO THE EXISTING EDGE AND ELEVATION OF

EXISTING LOOP C PAVEMENT (SEE TMP-4 AND TMP-8).

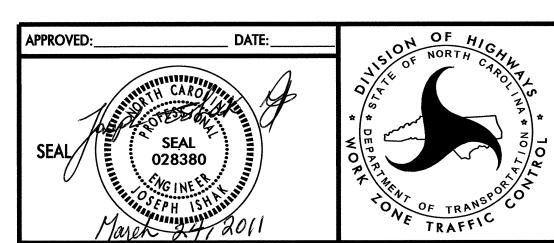
*EASTBOUND -Y1- STA. 49+15+/- TO STA. 58+56+/- (6 FT. WIDTH - MEDIAN WIDENING UP TO EXISTING EDGE AND ELEVATION OF I-40 (-Y1-). (SEE SHEETS

TMP-5 AND 9).

*-DET2EB- STA. 55+90+/- TO STA. 60+20+/-. (SEE SHEETS TMP-5, 9 AND 10).
*WESTBOUND -Y1- STA. 35+15+/- TO STA. 38+75+/- (8 FT. MEDIAN WIDENING
UP TO EDGE AND ELEVATION OF EXISTING I-40 (-Y1-). (SEE SHEETS TMP-4,
7, AND 8).

*-DETRPB- STA. 19+59+/- TO -Y1- STA. 71+00+/- UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT. (SEE SHEETS TMP-5, 9, AND 10).

*WESTBOUND -Y1- STA. 54+95+/- TO STA. 58+56+/- (8 FT. MEDIAN WIDENING UP TO EXISTING EDGE AND ELEVATION OF PAVEMENT). (SEE SHEETS TMP-5 AND TMP-9). *WESTBOUND -Y1- STA. 58+56+/- TO -Y1- STA. 62+00+/- PROPOSED WIDENING UP TO THE EXISTING EDGE AND ELEVATION OF I-40 (-Y1-). (SEE SHEETS TMP-4, 9, AND 10).



PHASING

- A) REMOVE PCB ALONG EXISTING RAMP A AND REPLACE WITH DRUMS. (SEE SHEET TMP-11 AND 12).
- B) CONSTRUCT REMAINING WIDENING UP TO THE EXISTING EDGE AND ELEVATION OF EXISTING PAVEMENT. (SEE SHEET TMP-11 AND 12).
- C) PLACE TEMPORARY PAVEMENT MARKINGS AS MUCH AS POSSIBLE. (SEE SHEETS TMP-13 AND 14).
- D) CONSTRUCT TIE-INS, COMPLETE TEMPORARY PAVEMENT MARKINGS AND MARKERS, AND SWITCH RAMP A TRAFFIC TO -DETRPA- ALIGNMENT. (SEE SHEET TMP-13 AND 14).

*RAMP B WORK:

*DETRPB- STA. 19+59+/- TO -Y1- STA. 71+00+/- UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT. (SEE SHEETS TMP-5, 9, AND 10).

*WESTBOUND -Y1- STA. 57+00+/- TO 62+00+/-. (SEE SHEETS TMP-4, 9, AND 10).

*WEDGE EXISTING WESTBOUND -Y1- FROM STA. 57+00 TO STA. 62+00+/- AND PROPOSED -RPB-. WEDGE EXISTING RAMP B AS NECESSARY TO MAINTAIN TRAFFIC. REMOVE CONFLICTING PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKINGS FOR PROPOSED -RPB- TRAFFIC PATTERN AS MUCH AS POSSIBLE AS SHOWN ON SHEETS TMP-15 AND 16. CONSTRUCT TIE-IN FOR -DETRPB- WITH EXISTING RAMP B. SWITCH RAMP B TRAFFIC TO -DETRPB- ALIGNMENT AND COMPLETE PLACEMENT OF TEMPORARY MARKINGS.

- *EASTBOUND -Y1- STA. 12+00+/- TO STA. 31+50+/- (PROPOSED WIDENING UP TO EXISTING EDGE AND ELEVATION OF I-40 (-Y1-). (SEE SHEETS TMP-4, 6, AND 7). REFER TO ROADWAY STANDARD DRAWING 1101.02, SHEET 6 OF 9.
- *EASTBOUND -Y1- STA. 31+50+/- TO STA. 35+15+/- (PROPOSED WEDGING/WIDENING). (SEE SHEETS TMP-4 AND 7). REFER TO ROADWAY STANDARD DRAWING 1101.02, SHEET 6 OF 9.
- *EASTBOUND -Y1- STA. 35+15+/- TO EXISTING BRIDGE (6 FT. MEDIAN WIDENING UP TO EDGE AND ELEVATION OF I-40 (-Y1-). (SEE SHEETS TMP-4, 5, 7 AND 8). REMOVE EXISTING GUARDRAIL AT BRIDGE. INSTALL 120 FT. OF PCB CONNECTING TO EXISTING BRIDGE AFTER COMPLETING THE WIDENING IN THE LIMITS OF THE PCB. (SEE SHEET TMP-14 AND ROADWAY PLANS FOR TEMPORARY BRIDGE CONNECTION DETAIL). *EASTBOUND -Y1- STA. 49+15+/- TO STA. 58+56+/- (6 FT. WIDTH MEDIAN WIDENING UP TO EXISTING EDGE AND ELEVATION OF I-40 (-Y1-). (SEE SHEETS
- *-DET2EB- STA. 55+90+/- TO STA. 60+20+/-. (SEE SHEETS TMP-5, 9 AND 10).
 *WESTBOUND -Y1- STA. 35+15+/- TO STA. 38+75+/- (8 FT. MEDIAN WIDENING UP TO EDGE AND ELEVATION OF EXISTING I-40 (-Y1-). (SEE SHEETS TMP-4, 7, AND 8).
- *WESTBOUND -Y1- STA. 54+95+/- TO STA. 57+00+/- (8 FT. MEDIAN WIDENING UP TO EXISTING EDGE AND ELEVATION OF PAVEMENT). (SEE SHEETS TMP-5 AND TMP-9).

PHASE II

- STEP 1) USING LANE CLOSURES, AS NEEDED, INSTALL PCB ON -DETWB- FROM TEMPORARY DETOUR BRIDGE TO -DETWB- STA. 42+20+/- (OFFSET 4'+/-). PROTECT APPROACH END OF PCB WITH TMIA OR TEMPORARY CRASH CUSHION. (SEE ROADWAY PLANS FOR TEMPORARY BRIDGE CONNECTION DETAIL AND REFER TO TMP-23 FOR FUTURE PCB LAYOUT).
- STEP 2) -USING LANE CLOSURES, CONSTRUCT -DETWB- TIE-INS, PLACE TEMPORARY PAVEMENT MARKINGS, INSTALL TEMPORARY SIGNING SHOWN ON TMP-21, AND SWITCH WESTBOUND I-40 TRAFFIC TO -DETWB- ALIGNMENT IN A 2-LANE, 1 -WAY PATTERN WORKING IN A CONTINUOUS MANNER; AT THE END OF THE WORKDAY, TRAFFIC SHALL BE IN A 2-LANE, 1-WAY PATTERN ON -DETWB-: (SEE SHEETS TMP-21, 22, 23, AND 24). USE DRUMS ALONG LEFT EDGE LINE UNTIL REMAINING PCB IS INSTALLED. INSTALL PCB IN THE FOLLOWING LOCATIONS:
 - *INSTALL PCB FROM -Y1- STA. 34+75+/- TO -DETWB- STA. 42+20. ATTACH TEMPORARY CRASH CUSHION TO BEGINNING OF PCB AT -Y1- STA.34+75+/-.
 - *INSTALL PCB FROM -DETWB- STA. 47+55+/- (CONNECTING TO EXISTING PCB) TO -Y1- STA. 58+56+/-.

PROJ. REFERENCE NO. SHEET NO. TMP-3A

MAY BEGIN WORK IN A CONTINUOUS MANNER TO COMPLETE THE FOLLOWING WORK OF PHASE II, STEP 3, IN 34 CONSECUTIVE HOURS BEGINNING ON EITHER A FRIDAY OR SATURDAY AT 8:00 P.M. TO SWITCH EXISTING RAMP C TRAFFIC TO PROPOSED -RPC-. SEE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 3) USING SHEET TMP-31, CLOSE EXISTING RAMP C AND DETOUR TRAFFIC TO THE OFFSITE DETOUR. THEN, USING LANE CLOSURES ON I-40, AS NECESSARY, CONSTRUCT PROPOSED -RPC- TIE-INS AT I-40 AND NC 18 AND PLACE TEMPORARY PAVEMENT MARKINGS IN THE FINAL PATTERN. (SEE TMP-27, 28, AND 29). OPEN PROPOSED -RPC- TO TRAFFIC AND REMOVE ROAD CLOSURE AND OFFSITE DETOUR SIGNING.

STEP 4) USING LANE CLOSURES, INSTALL/REMOVE PCB ALONG EASTBOUND I-40 IN THE FOLLOWING LOCATIONS: (SEE SHEETS TMP-21, 22, 23, AND 24).

*INSTALL PCB FROM -Y1- STA. 34+95+/- TO -Y1- STA. 44+85+/- (CONNECTING TO PCB INSTALLED IN PHASE I).

*INSTALL PCB FROM -Y1- STA. 49+10+/- TO -Y1- STA. 60+50+/-. ATTACH TEMPORARY CRASH CUSHION TO APPROACH END OF PCB.

*REMOVE PCB ALONG EXISTING WESTBOUND I-40 INSTALLED IN PHASE I FROM -Y1- STA. 42+23+/- TO EXISTING BRIDGE.

STEP 5) BEHIND PCB, CONSTRUCT REMAINING -DETEB- AND -DETWB- MEDIAN WIDENING IN THE FOLLOWING LOCATIONS: (SEE SHEETS TMP-23 AND 24 AND ROADWAY PLANS)

*FROM -Y1- STA. 35+15+/- TO STA. 44+22+/-.

*FROM -Y1- STA. 49+10+/- TO STA. 58+56+/-.

*FROM -Y1- STA. 42+23+/- TO EXISTING BRIDGE

STEP 6) -USING LANE CLOSURES, REMOVE/RELOCATE PCB ON I-40 AS FOLLOWS:

*RELOCATE EXISTING PCB LOCATED ON WESTBOUND I-40 BETWEEN -Y1- STA. 34+75 AND STA. 40+33+/- TO -Y1- STA. 35+15+/- TO STA. 40+33+/- (ACROSS MEDIAN).

(SEE SHEET TMP-25).

*REMOVE PCB LOCATED ON EASTBOUND I-40 FROM STA. 34+95+/- TO STA. 38+00+/-. PLACE DRUMS ALONG FORMER LOCATION OF PCB. (SEE SHEET TMP-25).

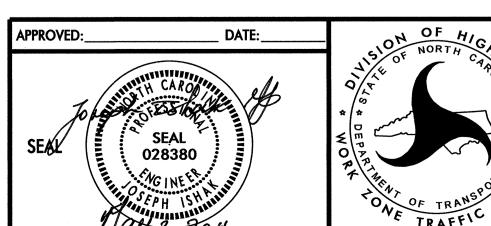
*REMOVE EXISTING PCB LOCATED ON EASTBOUND I-40 BETWEEN -Y1- STA. 54+00+/- AND STA. 60+50+/-. ATTACH TEMPORARY CRASH CUSHION TO APPROACH END OF PCB. PLACE DRUMS ALONG FORMER LOCATION OF PCB. (SEE SHEET TMP-26).

-BEHIND PCB, PLACE TEMPORARY PAVEMENT MARKINGS AND PCB FOR -DETEB- TRAFFIC, AS MUCH AS POSSIBLE. USE TEMPORARY CONNECTION TO ATTACH PCB TO EXISTING BRIDGE. (SEE SHEET TMP-25 AND 26 AND ROADWAY PLANS FOR TEMPORARY BRIDGE CONNECTION).

-INSTALL TEMPORARY OFFSITE DETOUR AND ROAD CLOSURE SIGNING AS SHOWN ON SHEET TMP-32. COVER TEMPORARY SIGNING UNTIL READY TO USE.

- STEP 7) COMPLETE PROPOSED TIE-IN AND TRAFFIC SWITCH OF -RPC- USING THE INTERMEDIATE CONTRACT TIME ALLOWED TO BEGIN IN PHASE II, STEP 3. (SEE SHEETS TMP-27, 28, AND 29).
- STEP 8) USING LANE CLOSURES, REMOVE PCB ALONG EASTBOUND I-40 FROM -Y1- STA. 38+00+/TO STA. 42+50+/- TO PREPARE FOR TRAFFIC SHIFT. USE TMIA TO PROTECT EXPOSED
 END OF PCB ALONG -DETLPC-.

-USING LANE CLOSURES, INSTALL TEMPORARY GLARE SCREEN ON THE PCB TO BE USED TO SEPARATE -DETWB- AND -DETEB- TRAFFIC. (SEE SHEET TMP-29 AND 30).



PHASING

WORK TO COMPLETE THE WORK OF PHASE II, STEP 9, IN 10 CONSECUTIVE HOURS BEGINNING ON EITHER A FRIDAY, SATURDAY, OR SUNDAY AT 8:00 P.M. TO SWITCH EASTBOUND I-40 TRAFFIC TO -DETEB- AND OPEN -DETLPC-. SEE CONTRACT TIME AND LIQUIDATED DAMAGES. (SEE SHEETS TMP-29, 30, AND 32).

- STEP 9) A) USING LANE CLOSURES, PLACE EASTBOUND I-40 TRAFFIC IN THE EXISTING OUTSIDE LANE IN A 1-LANE, 1-WAY PATTERN AND CONSTRUCT TIE-INS FOR INSIDE LANE OF -DETEB-, INCLUDING PLACEMENT OF TEMPORARY PAVEMENT MARKINGS AND MARKERS. (SEE SHEET TMP-29 AND 30).
 - B) USING LANE CLOSURES, SWITCH EASTBOUND I-40 TRAFFIC TO THE INSIDE LANE OF -DETEB- IN A 1-LANE, 1-WAY TRAFFIC PATTERN. SIMULTANEOUSLY CLOSE EXISTING LOOP C USING TYPE III BARRICADES AND DRUMS. UNCOVER ROAD CLOSURE AND OFFSITE DETOUR SIGNING FOR LOOP C TRAFFIC AND PLACE LOOP C TRAFFIC ON OFFSITE DETOUR. (SEE TMP-32).
 - C) WITH -DETEB- TRAFFIC ON THE INSIDE LANE IN A 1-LANE, 1-WAY PATTERN, PERFORM THE FOLLOWING WORK:
 - *CONSTRUCT TIE-INS FOR OUTSIDE LANE OF -DETEB-, INCLUDING PLACEMENT OF TEMPORARY PAVEMENT MARKINGS AND MARKERS. REMOVE PCB AND TEMPORARY CRASH CUSHION FROM -Y1- STA. 54+00+/- BACK TO AT LEAST STA. 53+70+/-. MAY REMOVE ENTIRE RUN OF THIS PCB IF DESIRED. EXTEND PCB ALONG -DETEBTO -Y1- STA. 59+23+/-. (SEE TMP-29 AND 30) IF UNABLE TO COMPLETE PCB PLACEMENT DURING INTERMEDIATE CONTRACT TIME, THEN PROTECT WITH A TMIA AND COMPLETE PLACEMENT OF PCB AND TEMPORARY CRASH CUSHION WITHIN 72 HOURS.
 - *-DETLPC- TIE-IN, TEMPORARY PAVEMENT MARKINGS, AND PLACEMENT OF REMAINDER OF PCB ALONG -DETLPC- TO -DETLPC- STA. 13+00+/-. (SEE SHEET TMP-29).
 - D) INSTALL TEMPORARY SIGNING SHOWN ON SHEET TMP-22. OPEN -DETEB- AND DETLPC-TO THE TEMPORARY TRAFFIC PATTERNS. (SEE SHEETS TMP-29 AND 30).
- STEP 10) USING LANE CLOSURES, AS NECESSARY, INSTALL TEMPORARY SHORING (LOCATIONS #2, #2A, #3, AND #4 ALONG -DETEB-). (SEE SHEET TMP-29, 29A, 30, AND 30A).
- STEP 11) USING LANE CLOSURES, AS NECESSARY, CONSTRUCT STAGE I OF BOTH PROPOSED BRIDGES, INCLUDING PROPOSED TIE BACK WALL ALONG NC 18, DRAINAGE, AND -DET2EB- AND -DET2WB-APPROACHES, AS MUCH AS POSSIBLE. DO NOT CONSTRUCT PROPOSED SHOULDER BERM GUTTER THAT TIES TO THE PROPOSED BRIDGES. INSTALL TEMPORARY SHORING (LOCATIONS #5A1, #5A2, #5B1, #5B2, #5B3, #5C1, AND #5C2), DURING CONSTRUCTION OF TIE BACK WALL AND APPROACHES. (SEE SHEET TMP-29, 29A, 30, AND 30A).

CLOSE NC 18 AND DETOUR TRAFFIC OFFSITE TO INSTALL/REMOVE BRIDGE GIRDERS.

(SEE CONTRACT TIME AND LIQUIDATED DAMAGES FOR NC 18 ROAD CLOSURE AND SHEETS

TMP-20 AND 20A FOR ADDITIONAL NC 18 ROAD CLOSURE INFORMATION AND DETOUR ROUTE).

PHASE III

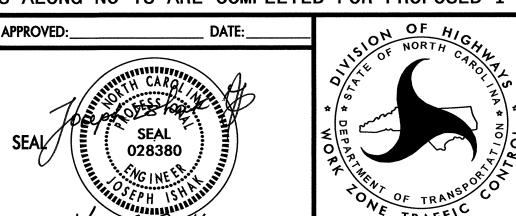
- STEP 1) -USING LANE CLOSURES, AS NECESSARY, REMOVE/INSTALL PCB IN THE FOLLOWING LOCATIONS: USE TMIA'S TO PROTECT EXPOSED ENDS OF PCB AS NECESSARY.
 - *REMOVE PCB ALONG -DETLPC- FROM EXISTING BRIDGE TO -DETLPC- STA. 13+00+/-.
 REPLACE PCB WITH DRUMS (SEE SHEET TMP-35).
 - *INSTALL PCB FROM -DET2EB- STA. 42+00+/- TO -DETEB- STA. 53+83+/- FOR PHASE III TRAFFIC PATTERN. ATTACH TEMPORARY CRASH CUSHION TO APPROACH END OF PCB (SEE SHEET TMP-35 AND 36).
 - *REMOVE PCB ALONG -DETEB- FROM -DETEB- STA. 53+03+/- TO -Y1- STA. 59+23+/-. RESET PCB FROM -DETEB- STA. 53+03+/- TO BACK OF PCB THAT IS CARRIED ACROSS STAGE I BRIDGE THAT ENDS AT -DETEB- STA. 53+83+/-. USE DRUMS TO REPLACE PCB THAT WAS REMOVED (SEE SHEET TMP-36).
 - -AWAY FROM TRAFFIC, PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS FOR PHASE III TRAFFIC PATTERN AS MUCH AS POSSIBLE.
 - -INSTALL AND COVER ROAD CLOSURE AND OFFSITE DETOUR SIGNING FOR UPCOMING CLOSURE OF LOOP C (SEE SHEET TMP-32).

PROJ. REFERENCE NO. SHEET NO. U-2550B TMP-3B

WORK TO COMPLETE THE WORK OF PHASE III, STEP 2, IN 10 CONSECUTIVE HOURS BEGINNING ON EITHER A FRIDAY, SATURDAY, OR SUNDAY AT 8:00 P.M. TO SWITCH EASTBOUND I-40 TRAFFIC TO -DET2EB- AND OPEN -DET2LPC-. SEE CONTRACT TIME AND LIQUDATED DAMAGES. (SEE SHEETS TMP-32, 37, AND 38).

- STEP 2) A) UNCOVER ROAD CLOSURE AND OFFSITE DETOUR SIGNING. USING TYPE III BARRICADES AND DRUMS, CLOSE LOOP C AND PLACE TRAFFIC ON OFFSITE DETOUR (SEE SHEET TMP-32).
 - B) USING LANE CLOSURES, PLACE EASTBOUND I-40 TRAFFIC IN THE EXISTING INSIDE LANE IN A 1-LANE, 1-WAY PATTERN AND CONSTRUCT TIE-IN FOR OUTSIDE LANE OF -DET2EB- AND -DET2LPC, INCLUDING PLACEMENT OF TEMPORARY PAVEMENT MARKINGS AND MARKERS. (SEE SHEET TMP-37 AND 38).
 - C) USING LANE CLOSURES, SWITCH EASTBOUND I-40 TRAFFIC TO THE OUTSIDE LANE OF -DET2EB- IN A 1-LANE, 1-WAY TRAFFIC PATTERN. OPEN -DET2LPC- TO TRAFFIC. REMOVE/COVER ROAD CLOSURE AND OFFSITE DETOUR SIGNING (SEE SHEET TMP-37 AND 38).
 - D) WITH -DET2EB- TRAFFIC ON THE OUTSIDE LANE IN A 1-LANE, 1-WAY PATTERN, CONSTRUCT TIE-INS FOR INSIDE LANE OF -DET2EB-, INCLUDING PLACEMENT OF TEMPORARY PAVEMENT MARKINGS AND MARKERS (SEE SHEETS TMP-37 AND 38).
 - E) INSTALL TEMPORARY SIGNING AS SHOWN ON SHEET TMP-34. OPEN -DET2EB- TO THE TEMPORARY 2-LANE, 1-WAY TRAFFIC PATTERN. (SEE SHEETS TMP-37 AND 38).
- STEP 3) -USING LANE CLOSURES, INSTALL/REMOVE PCB IN THE FOLLOWING LOCATIONS. USE TMIA AS NECESSARY TO PROTECT APPROACH ENDS OF PCB/GUARDRAIL. USE DRUMS TO REPLACE PCB THAT IS REMOVED:
 - *INSTALL PCB FROM -Y1- STA. 35+26+/- TYING INTO PCB AT -DET2EB- STA.42+00+/-. (SEE SHEET TMP-37).
 - *INSTALL PCB FROM -Y1- STA. 39+90+/- TO PRECAST CONCRETE BARRIER ON STAGE I BRIDGE USING PIN/LOOP CONNECTION. ATTACH A TEMPORARY CRASH CUSHION TO THE APPROACH END OF PCB (SEE SHEET TMP-37).
 - *REMOVE PCB FROM -Y1- STA. 35+15+/- TO -DETWB- STA. 41+01+/-. RESET PCB FROM -DETWB- STA. 41+01+/- TO BACK OF PCB THAT ENDS AT -Y1- STA. 39+90+/- USING A 12:1 FLARE (SEE TMP-37).
 - *INSTALL PCB TYING AT -DETEB- STA. 53+83+/- TO -DET2WB- STA. 59+65+/- (SEE SHEET TMP-38).
 - *REMOVE PCB FROM -DETWB- STA. 54+82+/- TO -DET2WB- STA. 59+65+/- (SEE SHEET TMP-38).
 - *INSTALL PCB FROM PRECAST CONCRETE BARRIER ON STAGE I BRIDGE USING PIN/LOOP CONNECTION TO -DETWB- STA. 54+82+/- (SEE TMP-38).
 - *USING LANE CLOSURES, INSTALL TEMPORARY GLARE SCREEN ON THE PCB TO BE USED TO SEPARATE -DET2WB- AND -DET2EB- TRAFFIC. (SEE SHEET TMP-39 AND 40).
 - -USING LANE CLOSURES, AS NECESSARY, CONTINUE CONSTRUCTION OF -DET2WB- AS MUCH AS POSSIBLE.
- STEP 4) USING LANE CLOSURES, CONSTRUCT -DET2WB- TIE-INS, PLACE TEMPORARY PAVEMENT MARKINGS, INSTALL TEMPORARY SIGNING AS SHOWN ON SHEET TMP-33, AND SWITCH WESTBOUND I-40 TRAFFIC TO -DET2WB- ALIGNMENT IN A 2-LANE, 1-WAY PATTERN WORKING IN A CONTINUOUS MANNER; AT THE END OF THE WORKDAY, TRAFFIC SHALL BE IN A 2-LANE, 1-WAY PATTERN ON -DET2WB: (SEE SHEETS TMP-37 THRU 40). USE DRUMS ALONG RIGHT EDGELINE UNTIL REMAINING PCB IS INSTALLED. INSTALL PCB IN THE FOLLOWING LOCATIONS:
 - *INSTALL PCB FROM -DET2WB- STA. 37+60+/- TYING TO PCB AT -DETWB- STA. 39+90+/-. ATTACH TEMPORARY CRASH CUSHION TO BEGINNING OF PCB AT -Y1- STA.37+60+/-. (SEE SHEET TMP-39).
 - *INSTALL PCB FROM -DETWB- STA. 54+82+/- (CONNECTING TO PCB) TO -DET2WB- STA. 57+63+/- (SEE SHEET TMP-40).
- STEP 5) -USING LANE CLOSURES, AS NECESSARY, CONSTRUCT STAGE II OF BOTH PROPOSED BRIDGES, INCLUDING PROPOSED TIE BACK WALL ALONG NC 18, DRAINAGE, AND PROPOSED WESTBOUND -Y1- APPROACHES, AS MUCH AS POSSIBLE. REMOVE -DETWB- APPROACHES, DETOUR BRIDGE, AND EXISTING BOX CULVERT UNDER I-40 (SEE SHEETS 39 AND 40). CLOSE NC 18 AND DETOUR TRAFFIC OFFSITE TO INSTALL/REMOVE BRIDGE GIRDERS. (SEE CONTRACT TIME AND LIQUIDATED DAMAGES FOR NC 18 ROAD CLOSURE AND SHEETS TMP-20 AND 20A FOR ADDITIONAL NC 18 ROAD CLOSURE INFORMATION AND DETOUR ROUTE).
 - -USING FLAGGING OPERATIONS AND LANE CLOSURES, AS NECESSARY, MAY BEGIN CONSTRUCTION OF PROPOSED -RPB- UP TO THE EDGE AND ELEVATION OF EXISTING RAMP B AFTER REMOVAL OF DETOUR BRIDGE AND APPROACHES (SEE SHEET TMP-42, 46, AND 48).

-MAY BEGIN NC 18 WORK IN PHASE IV, AS DIRECTED BY THE ENGINEER, AFTER PROPOSED TIE-BACK WALLS ALONG NC 18 ARE COMPLETED FOR PROPOSED I-40 BRIDGES.



PHASING

FOINDROJNTIPProjects-UNU2550bNTrafficNTrafficControlNtcpNU-2550B_TC_TMP_03.dgn

STEP 1) PERFORM THE FOLLOWING WORK ON NC 18 (SEE SHEET TMP-43):

- A) BEHIND EXISTING GUARDRAIL, CONSTRUCT VARIABLE WIDTH TEMPORARY PAVEMENT ON RIGHT SIDE ON NC 18 TYING TO PROPOSED PAVEMENT AT -L- STA. 20+00+/- AND STA. 27+00+/-. COMPLETE INSTALLATION OF GRAVITY SEWER LINE AS SHOWN ON THE UTILITY PLANS. BEGIN INSTALLATION OF TEMPORARY SIGNAL AT INTERSECTION OF NC 18 AND LOOP C.
- B) PLACE PCB ON TEMPORARY PAVEMENT FROM -L- STA. 20+55+/- TO STA. 25+60+/- AND ATTACH TEMPORARY CRASH CUSHIONS ON EACH END. (SEE SHEET TMP-46).
- C) REMOVE TEMPORARY GUARDRAIL ON RIGHT SIDE OF -L- INSTALLED IN PHASE I.
- D) USING FLAGGING OPERATIONS, CONSTRUCT REMAINING TEMPORARY PAVEMENT UP TO THE EDGE AND ELEVATION OF EXISTING NC 18. COMPLETE RIGHT SIDE -L- CONSTRUCTION AND WEDGING FROM -L- STA. 19+48+/- TO STA. 20+00+/- AND FROM -L- STA. 27+50+/- TO STA. 28+91+/-. AWAY FROM TRAFFIC, MAY PLACE TEMPORARY PAVEMENT MARKINGS AS MUCH AS POSSIBLE FOR UPCOMING NC 18 TRAFFIC SHIFT (SEE SHEET TMP-45 AND 46). INSTALL TEMPORARY SIGNING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING 1101.03, SHEET 3 OF 9, INCLUDING THE 35 MPH ADVISORY SPEED PANELS. COVER SIGNING UNTIL READY TO USE.

-USING LANE CLOSURES ON I-40, REMOVE ALL PCB ON RIGHT SIDE OF -DET2WB-. ATTACH TEMPORARY CRASH CUSHION TO EACH END OF PRECAST CONCRETE BARRIER AT I-40 BRIDGES (SEE SHEET TMP-43 AND 44). REPLACE PCB WITH DRUMS. PLACE TEMPORARY PAVEMENT MARKINGS AS MUCH AS POSSIBLE FOR UPCOMING WESTBOUND I-40 TRAFFIC SWITCH.

-COMPLETE INSTALLATION OF FINAL SIGNING ON I-40 AS DIRECTED BY THE ENGINEER.

STEP 2) -USING FLAGGING OPERATIONS AND WORKING IN A CONTINUOUS MANNER, SWITCH NC 18 TRAFFIC TO THE RIGHT SIDE TEMPORARY PAVEMENT IN THE TEMPORARY PATTERN SHOWN (SEE SHEETS TMP-45, 46, AND 47). ACTIVATE TEMPORARY SIGNAL AT INTERSECTION OF NC 18 AND LOOP C. UNCOVER TEMPORARY SIGNING FOR TRAFFIC SHIFT. AT THE END OF THE WORKDAY, TRAFFIC SHALL BE IN THE TEMPORARY TRAFFIC PATTERN. THEN, USING FLAGGING OPERATIONS, BEGIN INSTALLATION OF PROPOSED WATERLINE AS SHOWN IN THE UTILITY PLANS. USING FLAGGING OPERATIONS, BEGIN LEFT SIDE DRAINAGE AND CONSTRUCTION OF 36.5' OF PROPOSED NC 18 PAVEMENT FROM -L- STA. 20+00+/- TO STA. 27+00+/-, TYING TO EXISTING EDGE AND ELEVATION OF EXISTING RAMP A (SEE SHEET TMP-46).

-USING LANE CLOSURES ON RAMP A, BEGIN RIGHT SIDE WIDENING AND PROPOSED GUARDRAIL TYING TO GUARDRAIL INSTALLED FOR -DETRPA-. INSTALL PCB WITH CRASH CUSHION ON LEFT SIDE OF RAMP A. BEHIND PCB, CONSTRUCT PROPOSED RETAINING WALL. AFTER PROPOSED RETAINING WALL IS CONSTRUCTED, USE LANE CLOSURES TO BEGIN LEFT SIDE WIDENING. (SEE SHEET TMP-46).

WORK TO COMPLETE THE WORK OF PHASE IV, STEP 2, BEGINNING FRIDAY AT 8:00 P.M. UNTIL THE FOLLOWING MONDAY AT 6:00 A.M. TO SWITCH WESTBOUND I-40 TRAFFIC OFF OF -DET2WB- TO PROPOSED WESTBOUND -Y1- LANES. SEE CONTRACT TIME AND LIQUIDATED DAMAGES.

USING LANE CLOSURES, CONSTRUCT PROPOSED WESTBOUND I-40 (-Y1-) TIE-INS AND SAFE UP PROPOSED WESTBOUND MEDIAN SHOULDER AS DIRECTED BY THE ENGINEER, COMPLETE INSTALLATION OF PAVEMENT MARKINGS AND MARKERS FOR FINAL WESTBOUND I-40 TRAFFIC PATTERN, AND SWITCH WESTBOUND I-40 TRAFFIC TO THE PROPOSED WESTBOUND I-40 (-Y1-) TRAVEL LANES IN A 2-LANE, 1-WAY PATTERN.

- STEP 3) USING LANE CLOSURES, REMOVE PCB LOCATED BETWEEN -DET2EB- STA. 50+15+/- AND -DET2WB- STA. 59+65+/- (REFER TO TMP-40). RESET PCB FROM -DET2EB- STA. 50+15+/- TO -DET2WB- STA. 60+20+/-. PROTECT EXPOSED END OF EXISTING GUARDRAIL AT -Y1- STA. 58+56+/- WITH TEMPORARY CRASH CUSHION (SEE SHEET TMP-44).
- STEP 4) -USING LANE CLOSURES, REMOVE TEMPORARY MEDIAN CROSSOVERS, GRADE MEDIAN TO FINAL SLOPES, AND INSTALL PROPOSED MEDIAN GUARDRAIL THROUGHOUT THE I-40 PROJECT LIMITS. USE TMIA AS NECESSARY TO PROTECT EXPOSED END OF EXISTING OR PROPOSED GUARDRAIL, AS DIRECTED BY THE ENGINEER. (SEE SHEET TMP-43, 44, AND ROADWAY PLANS).
- STEP 5) -USING LANE CLOSURES, REMOVE PCB ALONG -DET2EB- AND REPLACE WITH DRUMS.
 - -INSTALL ROAD CLOSURE AND OFFSITE DETOUR SIGNING FOR UPCOMING CLOSURE OF LOOP C. COVER SIGNING UNTIL READY TO USE (SEE SHEET TMP-32).
 - -INSTALL FINAL SIGNING ON I-40 AS DIRECTED BY THE ENGINEER.

PROJ. REFERENCE NO.	SHEET NO.
U-2550B	TMP-3C

WORK TO COMPLETE THE WORK OF PHASE IV, STEP 6, BEGINNING FRIDAY AT 8:00 P.M. UNTIL THE FOLLOWING MONDAY AT 6:00 A.M. TO SWITCH EASTBOUND I-40 TRAFFIC OFF OF -DET2EB- TO THE EASTBOUND -Y1- LANES, REMOVE -DET2LPC-, AND OPEN PROPOSED -LPC-.

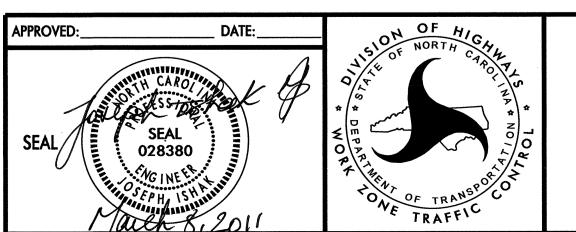
- STEP 6) A) USING LANE CLOSURES, PLACE EASTBOUND I-40 TRAFFIC IN THE EXISTING OUTSIDE LANE IN A 1-LANE, 1-WAY PATTERN AND CONSTRUCT TIE-IN FOR INSIDE LANE OF EASTBOUND I-40 (-Y1-), INCLUDING PLACEMENT OF TEMPORARY PAVEMENT MARKINGS AND MARKERS IN THE FINAL PATTERN. ADJUST PAVEMENT SURFACE OF INSIDE LANE OF EASTBOUND I-40 (-Y1-), AS DIRECTED BY THE ENGINEER, TO ENSURE A SAFE TRAVELLING SURFACE FOR TRAFFIC. (SEE SHEETS TMP-46, 47, 48, AND FINAL PAVEMENT MARKING PLANS FOR LINE STYLE AND STATIONING).
 - B) UNCOVER LOOP C ROAD CLOSURE AND DETOUR SIGNING AND USE TYPE III BARRICADES AND DRUMS TO CLOSE LOOP C. THEN, USING LANE CLOSURES, SWITCH EASTBOUND I-40 TRAFFIC TO THE INSIDE LANE OF PROPOSED EASTBOUND I-40 (-Y1-) IN A 1-LANE, 1-WAY TRAFFIC PATTERN.
 - C) WITH EASTBOUND I-40 TRAFFIC ON THE INSIDE PROPOSED LANE IN A 1-LANE, 1-WAY PATTERN, PERFORM THE FOLLOWING WORK:
 - *CONSTRUCT TIE-INS FOR OUTSIDE LANE OF EASTBOUND I-40 (-Y1-), INCLUDING PLACEMENT OF TEMPORARY PAVEMENT MARKINGS AND MARKERS IN THE FINAL PATTERN. ADJUST PAVEMENT SURFACE OF OUTSIDE LANE OF EASTBOUND I-40 (-Y1-), AS DIRECTED BY THE ENGINEER, TO ENSURE A SAFE TRAVELLING SURFACE FOR TRAFFIC. (SEE SHEETS TMP-46, 47, 48, AND FINAL PAVEMENT MARKING PLANS FOR LINE STYLE AND STATIONING).
 - *PROPOSED -LPC- TIE-INS AND TEMPORARY PAVEMENT MARKINGS AND MARKERS IN THE FINAL PATTERN TYING TO EXISTING LOOP C AS SHOWN ON SHEET TMP-46. (SEE FINAL PAVEMENT MARKING PLANS FOR LINE STYLE AND STATIONING).
 - D) OPEN -DETEB- AND DETLPC- TO THE TEMPORARY TRAFFIC PATTERNS. REMOVE/REMOVE LOOP C ROAD CLOSURE AND DETOUR SIGNING.
- STEP 7) -USING LANE CLOSURES, BEGIN CONSTRUCTION OF REMAINING WEDGING/MILLING OF PROPOSED I-40 (-Y1-) AND PROPOSED SHOULDER BERM GUTTER ALONG EASTBOUND I-40 CONNECTING TO BRIDGES. (SEE SHEET TMP-46 AND 48).

-USING FLAGGING OPERATIONS AND LANE CLOSURES, AS NECESSARY, COMPLETE THE FOLLOWING CONSTRUCTION ALREADY BEGUN: (SEE SHEET TMP-46).

- CONSTRUCTION ALREADY BEGUN: (SEE SHEET TMP-46). *NC 18 PROPOSED LEFT SIDE WIDENING FROM -L- STA. 20+00+/- TO EXISTING RAMP A.
- *PROPOSED -RPA- RIGHT SIDE WIDENING, INCLUDING PROPOSED GUARDRAIL.
- *PROPOSED -LPC- RIGHT SIDE WIDENING TO -L- STA. 27+50+/-. INSTALL TEMPORARY SIGNAL AT INTERSECTION OF NC 18 AND LOOP C. COVER SIGNAL HEADS UNTIL READY TO ACTIVATE.
- *MAY PLACE TEMPORARY PAVEMENT MARKINGS ON PROPOSED -RPA- AND -RPC- AS MUCH AS POSSIBLE FOR UPCOMING TRAFFIC SWITCHES.
- STEP 8) -USING FLAGGING OPERATIONS AND LANE CLOSURES, CONSTRUCT -RPA- TIE-IN AND PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AND SWITCH -RPA- TRAFFIC TO TEMPORARY PATTERN. ADJUST PAVEMENT MARKINGS ON NC 18 TO WORK WITH TEMPORARY TRAFFIC PATTERN. THEN, BEGIN PROPOSED -L- CONSTRUCTION OF FORMER INTERSECTION OF NC 18 AND EXISTING RAMP A AND ADDITIONAL PROPOSED -RPA- LEFT SIDE WIDENING. (SEE SHEET TMP-49).

-USING LANE CLOSURES, CONSTRUCT -LPC- TIE-IN AND PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AND SWITCH LOOP C TRAFFIC TO THE RIGHT SIDE OF -LPC- AS SHOWN ON TMP-49. ADJUST STOP BAR ON NC 18. UNCOVER TEMPORARY SIGNAL HEADS AND ACTIVATE TEMPORARY SIGNAL AT INTERSECTION OF NC 18 AND LOOP. THEN, BEGIN LEFT SIDE -LPC- CONSTRUCTION. (SEE SHEET TMP-49).

STEP 9) USING FLAGGING OPERATIONS ON NC 18, COMPLETE LEFT SIDE PROPOSED -L- CONSTRUCTION FROM -L- STA. 13+00+/- TO STA. 46+65+/-, INCLUDING WEDGING ALREADY BEGUN. MAY PLACE TEMPORARY PAVEMENT MARKINGS FOR PHASE V TEMPORARY PATTERN AS MUCH AS POSSIBLE. INSTALL TEMPORARY SIGNAL AT INTERSECTION OF NC 18 AND LOOP C. COVER SIGNAL HEADS UNTIL READY TO ACTIVATE. INSTALL TEMPORARY SIGNING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING 1101.03, SHEET 3 OF 9, INCLUDING THE 35 MPH ADVISORY SPEED PANELS (SEE SHEETS TMP-50, 51, 52, AND 53).

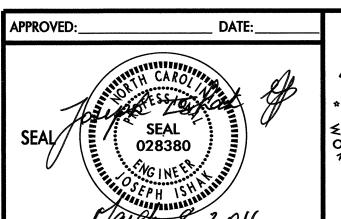


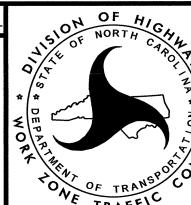
PHASING

08-MAR-20|| 10:15 \\DOT\DFSR00T0|\PR0J\| Shassan AT TE248373

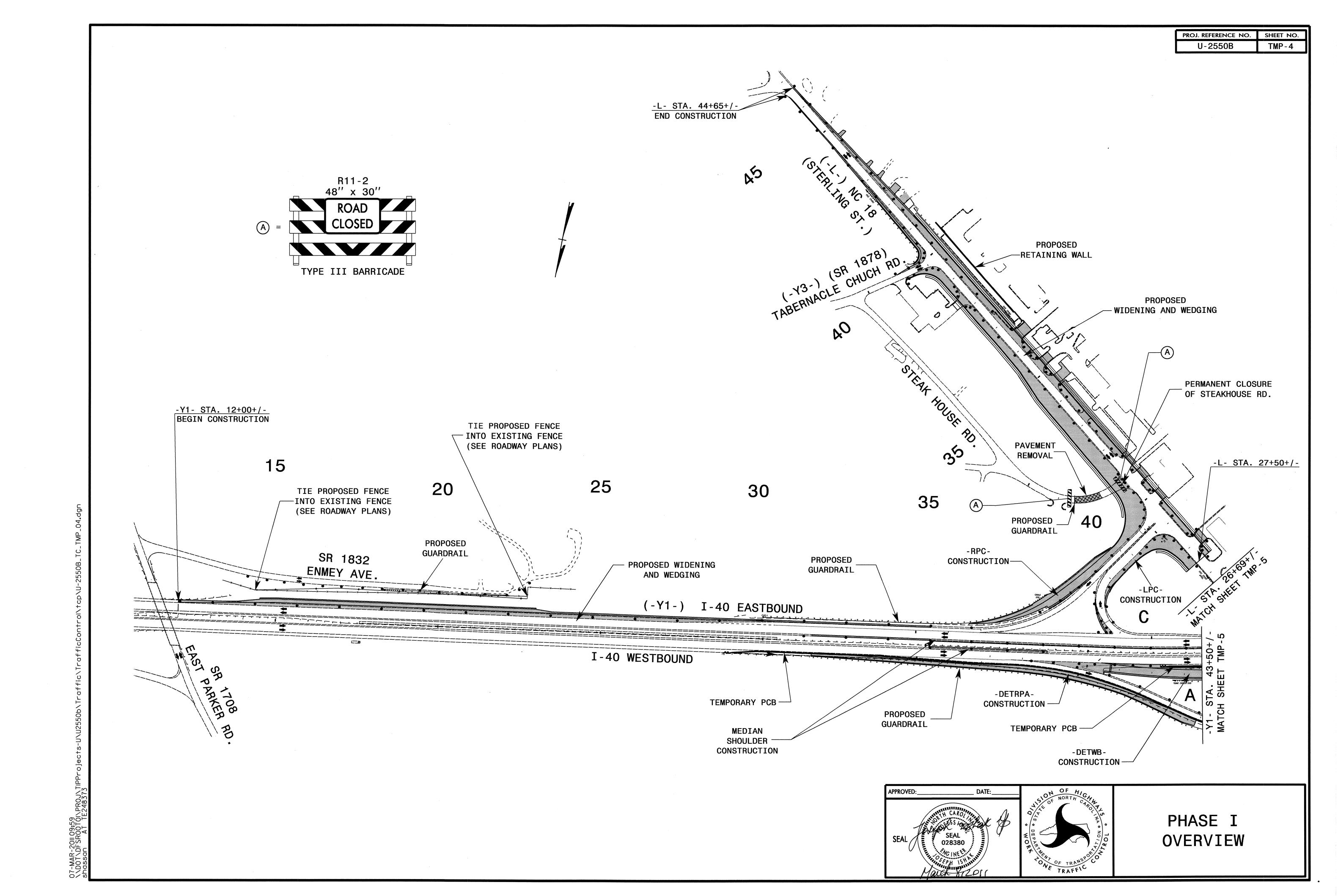
PHASE V

- STEP 1) USING FLAGGING OPERATIONS AND LANE CLOSURES AND WORKING IN A CONTINUOUS MANNER, CONSTRUCT NC 18 TIE-INS FOR TEMPORARY TRAFFIC PATTERN; COMPLETE INSTALLATION OF TEMPORARY PAVEMENT MARKINGS AND MARKERS ON NC 18, -RPA-, -LPC-, AND TABERNACLE CHURCH RD.; AND UNCOVER/ACTIVATE TEMPORARY SIGNAL AT INTERSECTION OF NC 18 AND -LPC-. AT THE END OF THE WORKDAY, TRAFFIC SHALL BE IN THE TEMPORARY TRAFFIC PATTERN (SEE SHEETS TMP-50, 51, 52, AND 53).
- STEP 2) USING FLAGGING OPERATIONS AND LANE CLOSURES, PERFORM THE FOLLOWING WORK (SEE SHEETS TMP-50, 51, 52, AND 53):
 - *CONSTRUCT RIGHT SIDE OF PROPOSED NC 18 (-L-) FROM -L- STA. 13+00+/- TO STA. 46+65+/-, TYING TO EDGE AND ELEVATION OF EXISTING RAMP B.
 - *CONSTRUCT LEFT SIDE OF PROPOSED -RPA-, INCLUDING THE PROPOSED RETAINING WALL.
 - *CONSTRUCT LEFT SIDE OF PROPOSED -LPC-.
 - *CONSTRUCT PROPOSED -RPB-, TYING INTO EXISTING RAMP B.
 - *INSTALL FINAL TRAFFIC SIGNALS ALONG NC 18 AT GRACE HOSPITAL RD., -RPA-, AND -LPC-. COVER SIGNAL HEADS UNTIL READY TO ACTIVATE.
 - *INSTALL ROAD CLOSURE AND OFFSITE DETOUR SIGNING FOR RAMP B CLOSURE. COVER SIGNS UNTIL READY TO CLOSE RAMP B (SEE SHEET TMP-57).
 - *PLACE TEMPORARY PAVEMENT MARKINGS IN THE FINAL PATTERN AS MUCH AS POSSIBLE ON NC 18 (-L-), -RPA-, -RPB-, -RPB-, AND -LPC-, WITHOUT INTERFERING WITH TRAFFIC.
 - *INSTALL FINAL SIGNING ON NC 18, RAMPS/LOOPS, AND -Y- LINES, AS DIRECTED BY ENGINEER.
- STEP 3) USING FLAGGING OPERATIONS AND LANE CLOSURES, PERFORM THE FOLLOWING OPERATIONS WORKING IN A CONTINUOUS MANNER. AT THE END OF THE WORKDAY, NC 18, -RPA-, -RPB-, -RPC-, -LPC-, AND OTHER -Y- LINES INTERSECTING NC 18 SHALL BE IN THE FINAL TRAFFIC PATTERN. (SEE CONTRACT TIME AND LIQUIDATED DAMAGES FOR RAMP B CLOSURE):
 - A) *CLOSE EXISTING RAMP B AND CONSTRUCT PROPOSED -RPB- TIE-INS AT EXISTING RAMP B. (SEE SHEET TMP-50).
 - *CONSTRUCT TIE-INS AND PLACE REMAINING TEMPORARY PAVEMENT MARKINGS IN THE FINAL PATTERN ON NC 18 AND ALL ROADS AND RAMPS/LOOPS INTERSECTING NC 18 WITHIN THE PROJECT LIMITS. PLACE TEMPORARY YELLOW EDGELINES AND SKINNY DRUMS AROUND PERIMETER OF PROPOSED MEDIAN CONCRETE MONOLITHIC ISLANDS AND MEDIAN CURB AND GUTTER. (SEE SHEETS 54, 55, AND 56. SEE FINAL PAVEMENT MARKING PLANS FOR LINE TYPES, STATIONING, AND LANE WIDTHS).
 - B) PLACE NC 18, RAMPS/LOOPS, AND -Y- LINES IN FINAL (-L-) TRAFFIC PATTERN. ACTIVATE FINAL TRAFFIC SIGNALS AND OPEN PROPOSED -RPB- TO FINAL PATTERN. REMOVE/COVER ROAD CLOSURE AND OFFSITE DETOUR SIGNING FOR RAMP B.
- STEP 4) -USING LANE CLOSURES, CONSTRUCT MEDIAN MONOLITHIC CONCRETE ISLANDS AND MEDIAN CURB AND GUTTER. CONSTRUCT REMAINING RIGHT SIDE WIDENING THROUGH EXISTING RAMP B. (SEE SHEETS 54, 55, AND 56).
 - -USING LANE CLOSURES, PERFORM PAVEMENT REMOVAL ON EXISTING RAMP B (SEE SHEET TMP-54 AND ROADWAY PLANS).
- STEP 5) USING FLAGGING OPERATIONS AND LANE CLOSURES, COMPLETE ALL REMAINING WORK ON THE PROJECT, INCLUDING ITS DEVICE CCTV-3 (LOCATED AT I-40/NC 18 INTERCHANGE) AND PLACEMENT OF FINAL SURFACE COURSE AND FINAL PAVEMENT MARKINGS AND MARKERS ON ALL ROADS.
- STEP 6) REMOVE ALL TEMPORARY WORK ZONE SIGNING.

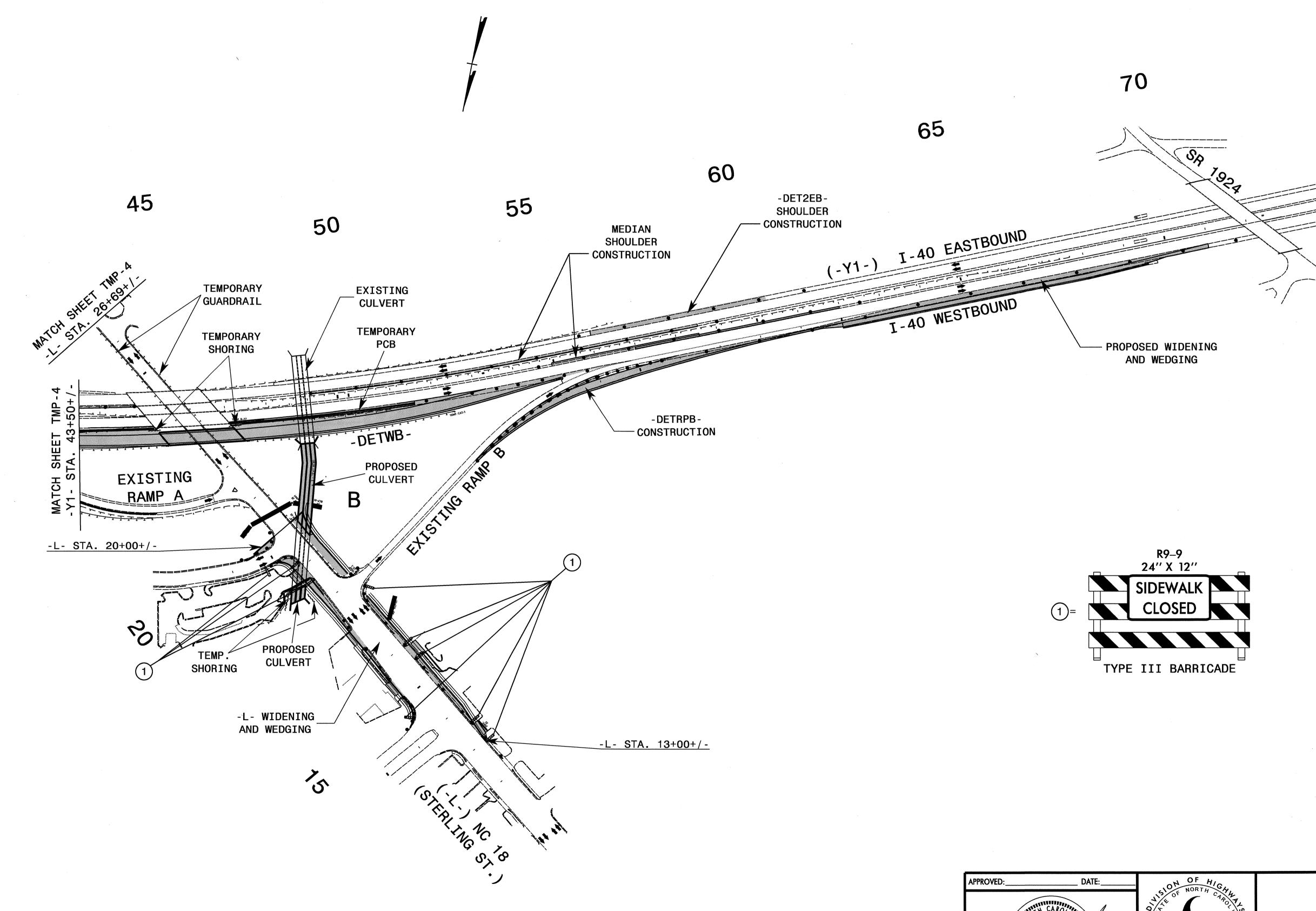




PHASING



PROJ. REFERENCE NO. SHEET NO. TMP-5 U-2550B



I8-MAR-20II 10:45 \\DOT\DFSR00TQI\PROJ\TIPProjects-U\U2550b\Tro

DATE:

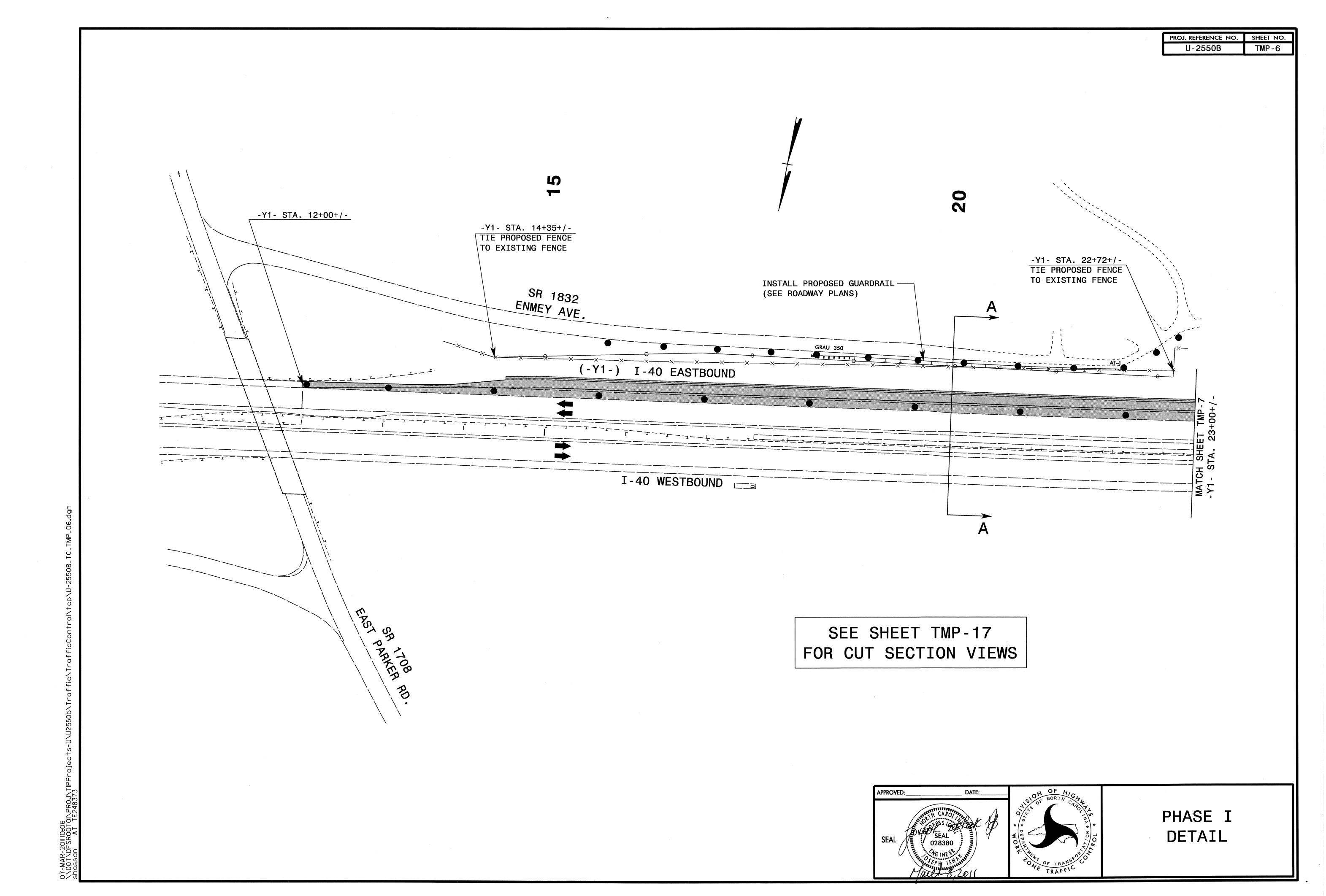
DATE:

OF HIGHWAY

NORTH CARO

NORT

PHASE I OVERVIEW



PROJ. REFERENCE NO. SHEET NO. U-2550B TMP-7 PROPOSED GUARDRAIL REPLACES EXISTING GUARDRAIL ---(SEE ROADWAY PLANS) -Y1- STA. 31+50+/--Y1- STA. 35+15+/-(-Y1-) I-40 EASTBOUND I-40 WESTBOUND - DETRPA --Y1- STA. 29+05+/BEGIN PCB
8.5'+/- OFFSET
ATTACH CRASH CUSHION -Y1- STA. 29+85+/--Y1- STA. 31+50+/-TIE PROPOSED GUARDRAIL INTO EXISTING GUARDRAIL (SEE ROADWAY PLANS) SEE SHEET TMP-17 FOR CUT SECTION VIEWS PHASE I

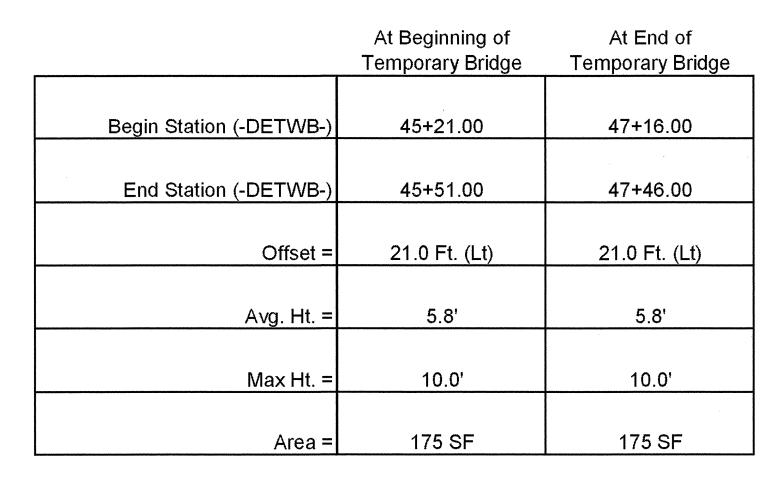
DETAIL

PROJ. REFERENCE NO. SHEET NO. U-2550B TMP-8 R11-2 48" x 30" -L- STA. 27+50+/--L- STA. 27+00+/--LPC- STA. 12+06+/--L- STA. 26+09+/-TYPE III BARRICADE TEMPORARY GUARDRAIL -DETLPC- STA. 13+00+/-(FACE OF GUARDRAIL IN LINE WITH EXISTING CURB FACE-SEE ROADWAY PLANS) -RPC- STA. 14+18+/--Y1- STA. 45+29+/-OE END PCB 4'+/- OFFSET ATTACH TO BRIDGE RAIL USING TRANSITION (SEE ROADWAY PLAN/PAY ITEM) PROPOSED GUARDRAIL (SEE ROADWAY PLANS) -DETLPC- STA. 11+86+/--Y1- STA. 47+08+/-BEGIN PCB SEE TMP-8A 4' OFFSET FOR TEMP ATTACH TO BRIDGE RAIL -Y1- STA. 43+49+/-SHORING USING TRANSITION **BEGIN PCB** (SEE ROADWAY PLANS/PAY ITEM) 4'+/- OFFSET 40 ATTACH CRASH CUSHION CONSTRUCT 6' MEDIAN WIDENING UP TO BRIDGE I-40 EASTBOUND /I-40 WESTBOUND -DETWB--DETRPA-**REMOVE EXISTING** GUARDRAIL <u>-Y1- STA. 37+67+/-</u> **REMOVE** EXISTING -L- STA. 22+31+/--Y1- STA. 38+75+/-EXISTING RAMP PROPOSED GUARDRAIL (SEE ROADWAY PLANS) -DETRPA- STA. 18+90+/-END PROPOSED GUARDRAIL SEE SHEET TMP-17 AND TMP-18 -DETRPA- STA. 20+93+/-END PCB 1' OFFSET TEMPORARY GUARDRAIL BEGIN TEMP GUARDRAIL (SEE ROADWAY PLANS) FOR CUT SECTION VIEWS -DETRPA- STA. 20+43+/ 2' PCB OFFSET PHASE I TIE TEMPORARY GUARDRAIL INTO EXISTING GUARDRAIL-(SEE ROADWAY PLANS) **DETAIL**

-RPC- STA. 11+68+/-

TEMPORARY SHORING LIMITS, OFFSETS, HEIGHTS, AND AREA CALCULATED BY THE NCDOT STRUCTURE DESIGN UNIT

Temporary Shoring for Maintenance of Traffic at the Temporary Detour Bridge



Length (Ft.) = 30 30

⟨⑦ QUANTITY = 175 SF

TEMPORARY SHORING
FROM - DETWB- STA. 47+16 (21' LEFT)
TO STA. 47+46+/- (21' LEFT)

SEE SHEETS TMP-2A AND 2B FOR ADDITIONAL TEMPORARY SHORING INFORMATION

PHASE I DETAIL

ENLARGEMENT FROM SHEET TMP-8

QUANTITY = 175 SF

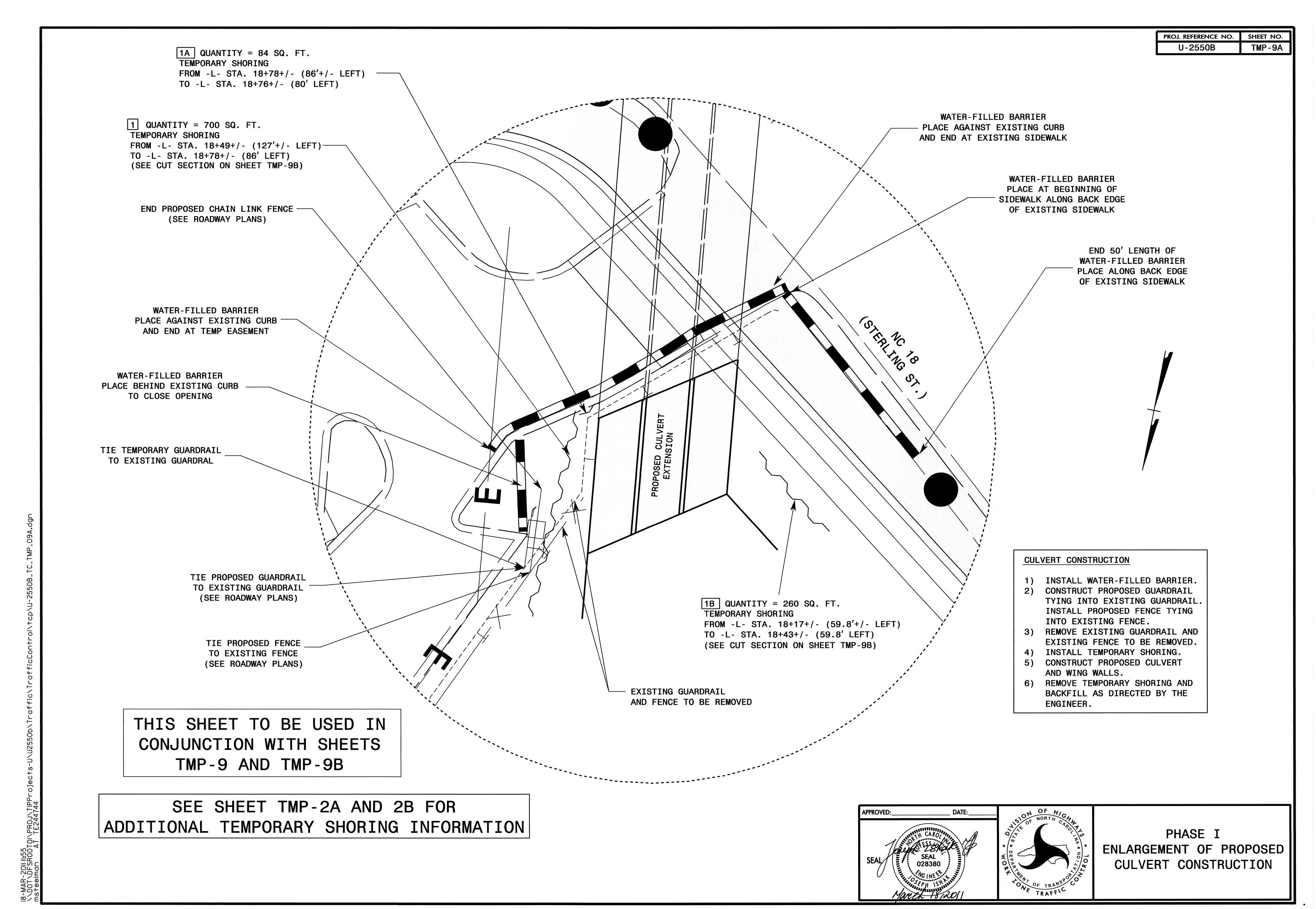
FROM -DETWB- STA. 45+21 (21' LEFT)

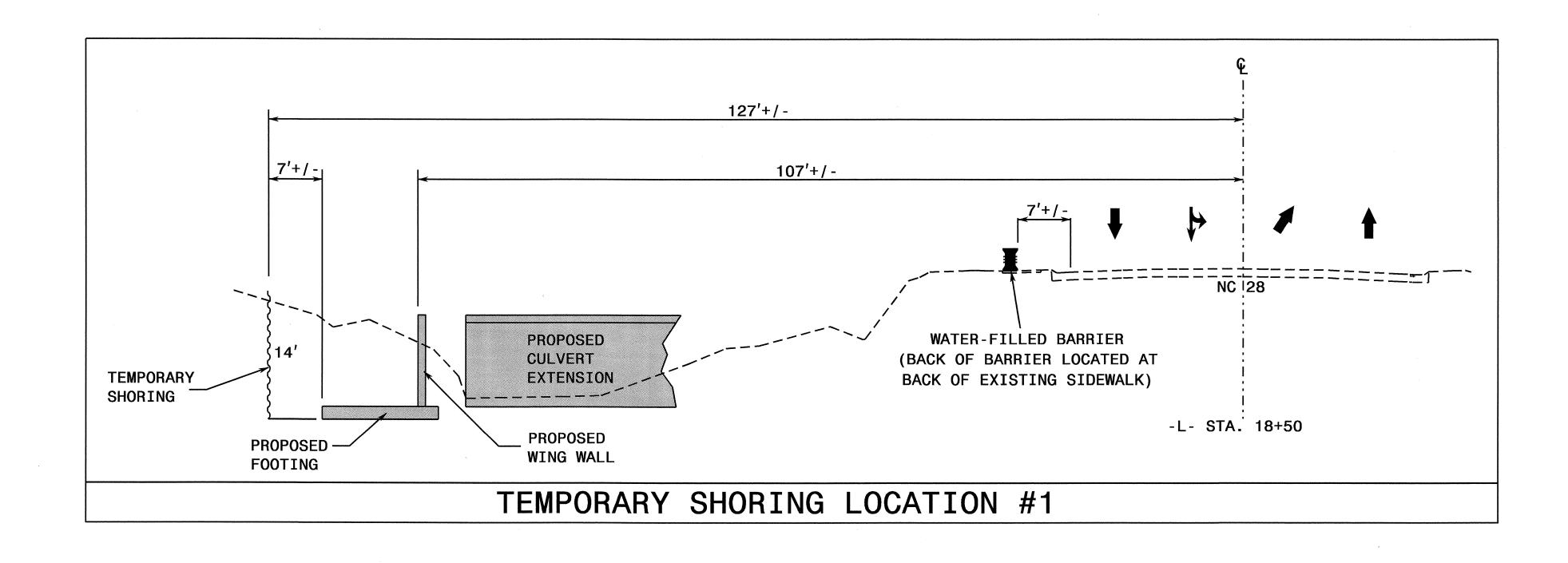
TO STA. 45+51+/- (21' LEFT)

TEMPORARY SHORING

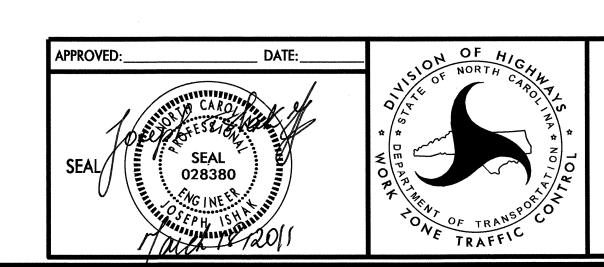
TEMP. B-71

PROJ. REFERENCE NO. SHEET NO. U-2550B TMP-9 -Y1- STA. 58+56+/--Y1- STA. 51+55+/-<u>-Y1- STA. 54+95+/-</u> -DET2EB- STA. 55+90+/-END PCB <u>-Y1- STA. 57+00+/-</u> **U**I \ 4'+/- OFFSET -Y1- STA. 53+28+/-SEE SECTION C- C ON SHEET TCP-17 FOR 6 FT. MEDIAN CONSTRUCTION -DETEB- STA. 49+15+/-(-Y1-) I-40 EASTBOUND \-RPB- STA. 14+08+/-\-Y1- STA. 56+72+/-I-40, WESTBOUND -DETRPB- STA. 16+07+/- = -RPB- STA. 16+07+/--DETWB--REMOVE EXISTING GUARDRAIL **PROPOSED** CULVERT R9–9 24" X 12" \-DETRPB- STA. 19+59+/-**SIDEWALK CLOSED** TEMPORARY GUARDRAIL (FACE OF GUARDRAIL IN LINE WITH EXISTING CURB FACE-SEE ROADWAY PLANS) TYPE III BARRICADE -L- STA. 18+08+/--L- STA. 20+00+/--L- STA. 18+16+/--L- STA. 17+47+/-BUSH DR. SEE SHEET TMP-18 FOR CUT SECTION VIEWS SEE SHEET — PHASE I TMP-9A AND 9B DETAIL



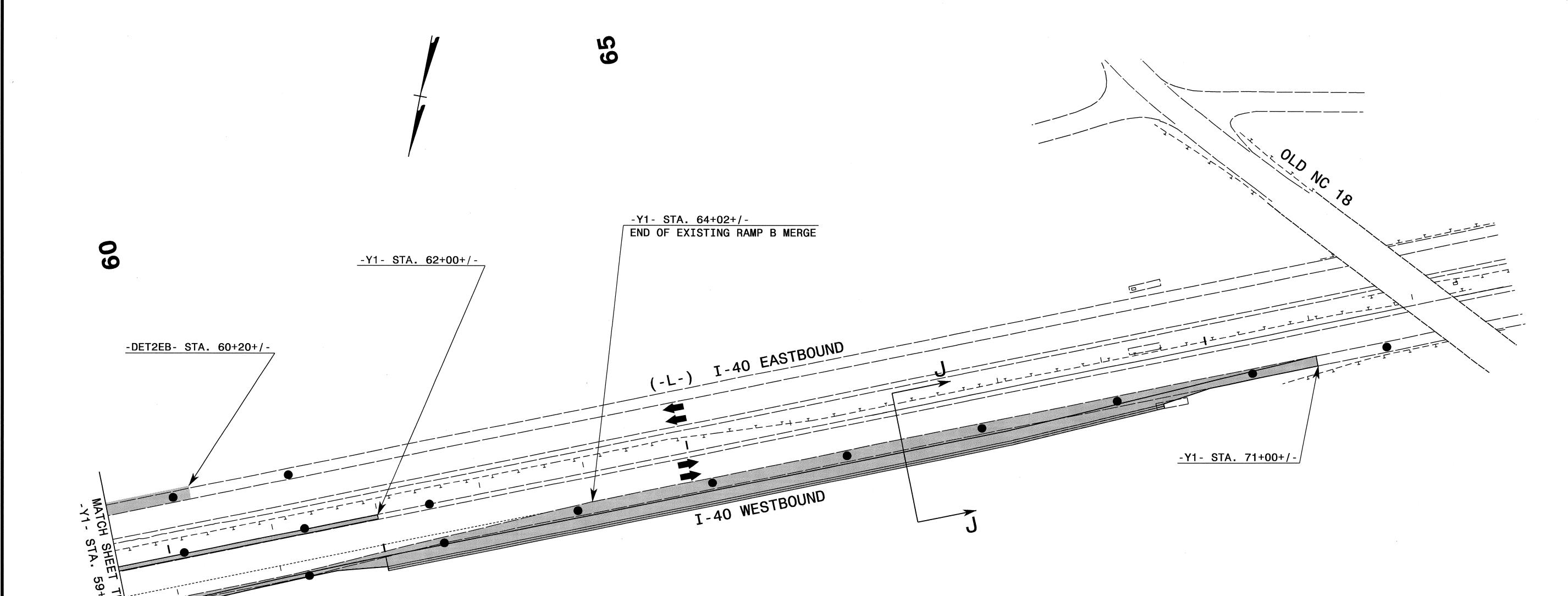


REFER TO SHEET TMP-9 AND TMP-9A

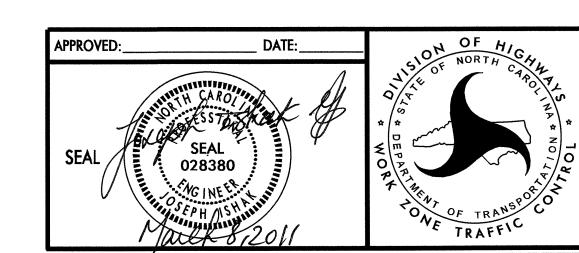


CUT SECTIONS OF TEMPORARY SHORING AT PROPOSED CULVERT

10



SEE SHEET TCP-19 FOR CUT SECTION VIEW

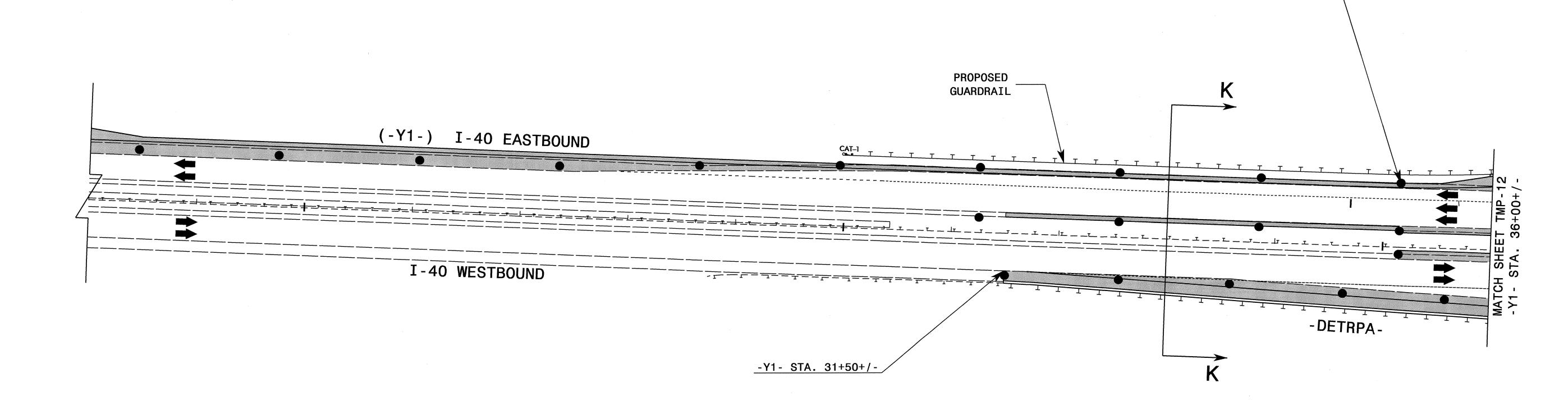


PHASE I DETAIL

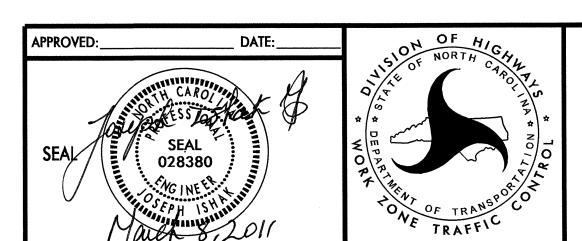
R

000

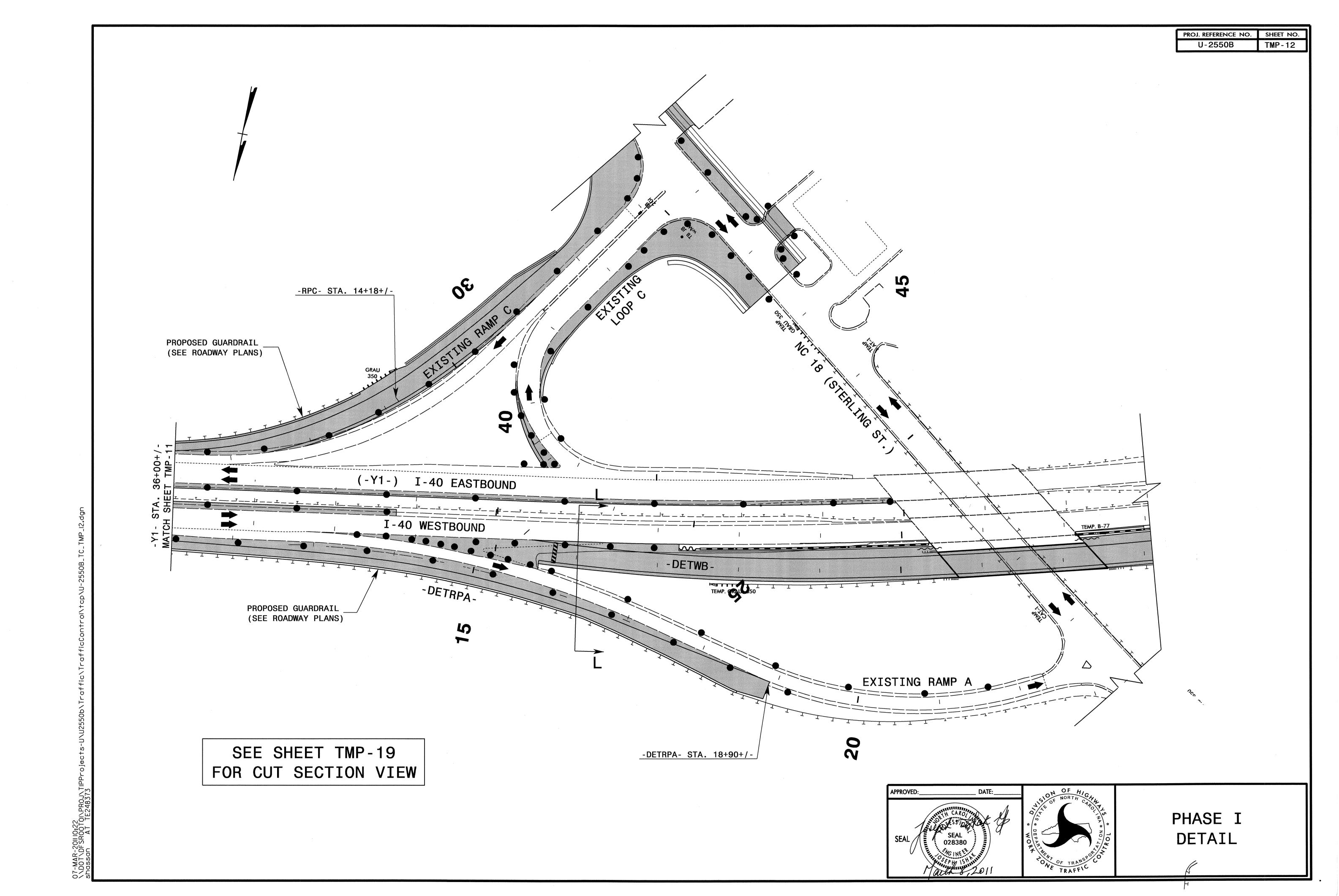
<u>-Y1- STA. 35+15+/-</u>



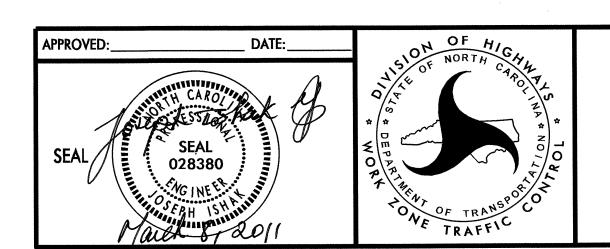
SEE SHEET TMP-19 FOR CUT SECTION VIEW



PHASE I DETAIL

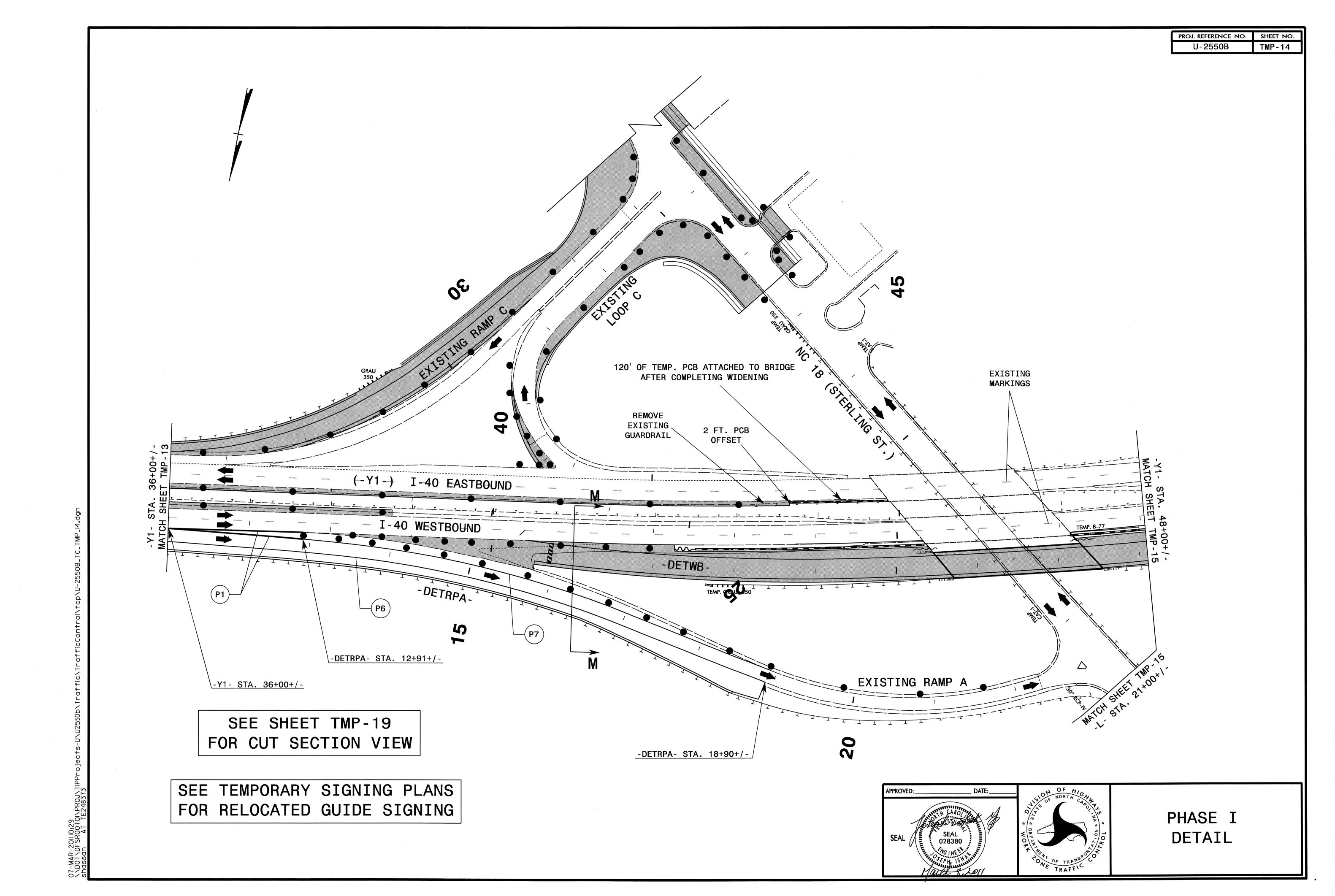


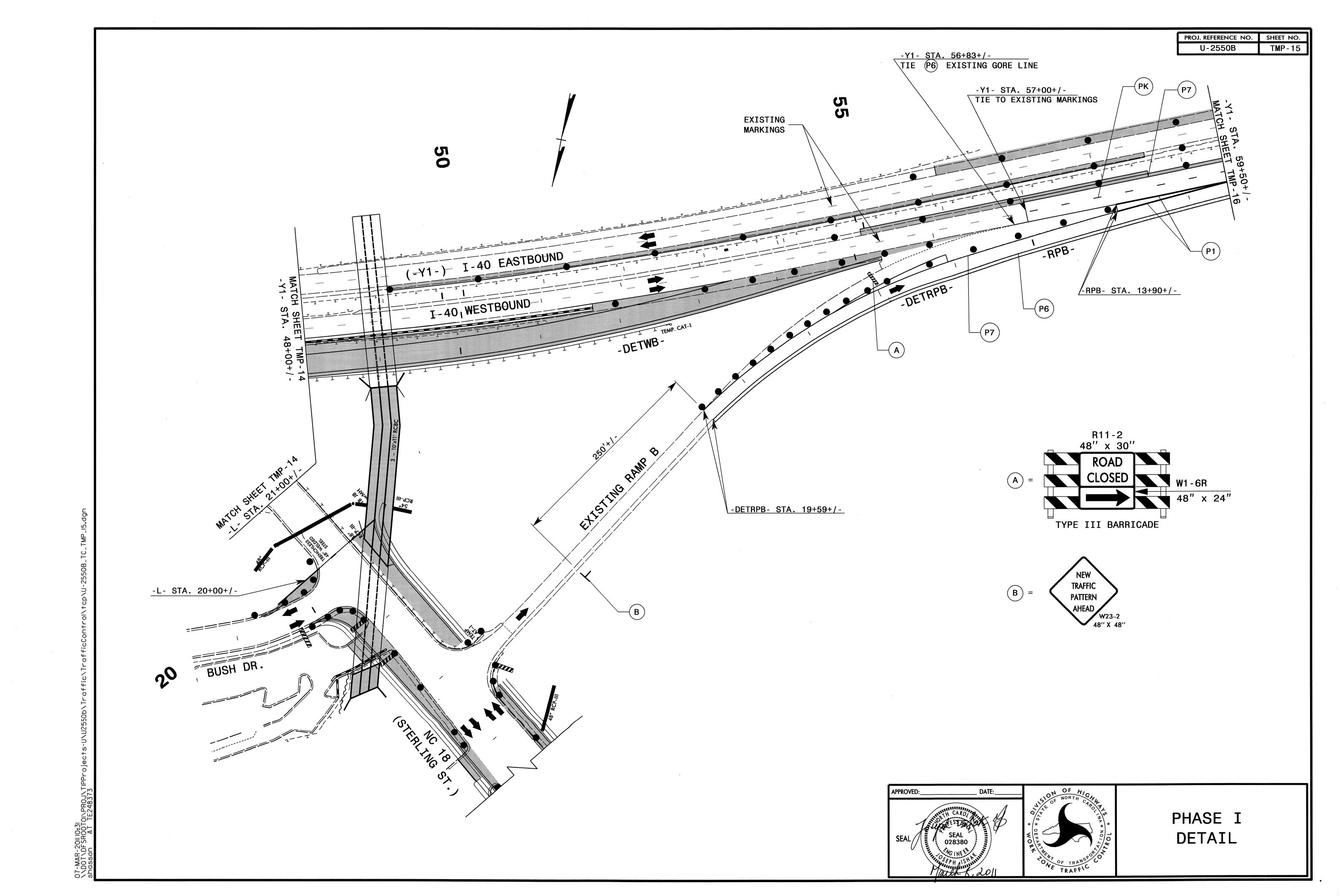
PROJ. REFERENCE NO. SHEET NO. U-2550B TMP-13 EXISTING MARKING (-Y1-) I-40 EASTBOUND I-40 WESTBOUND -DETRPA--Y1- STA. 31+71+/-

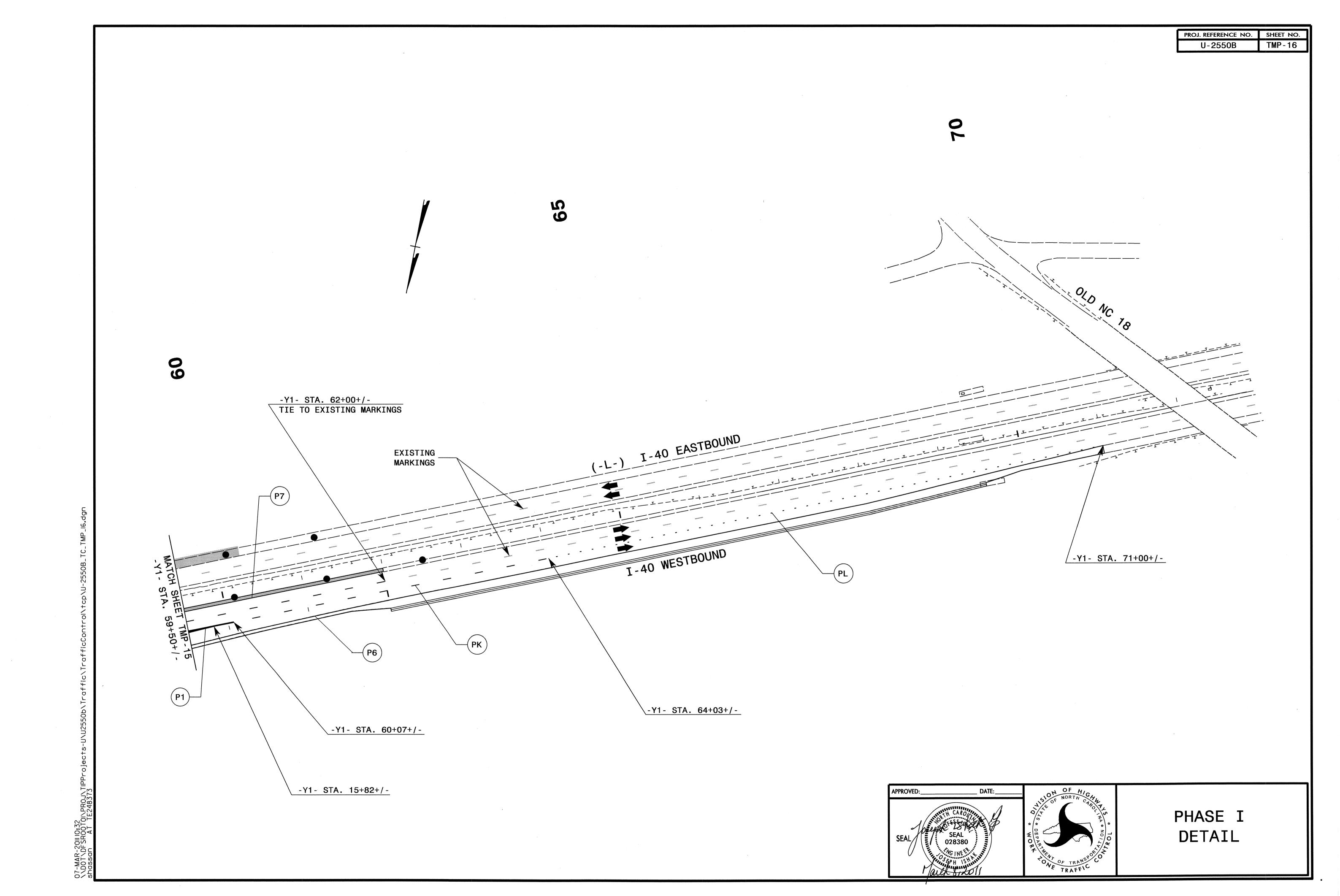


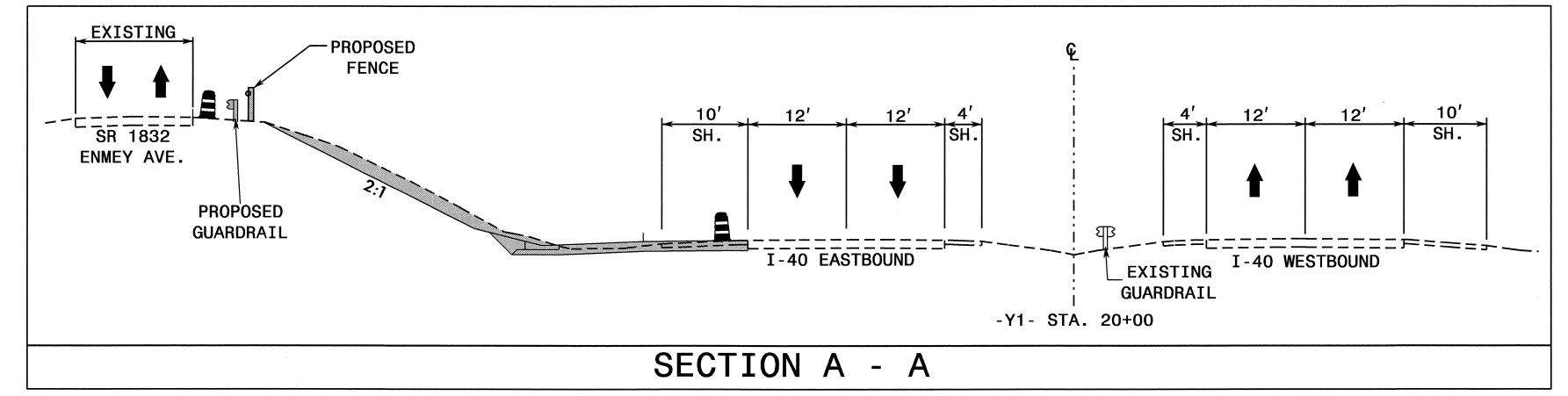
PHASE I DETAIL

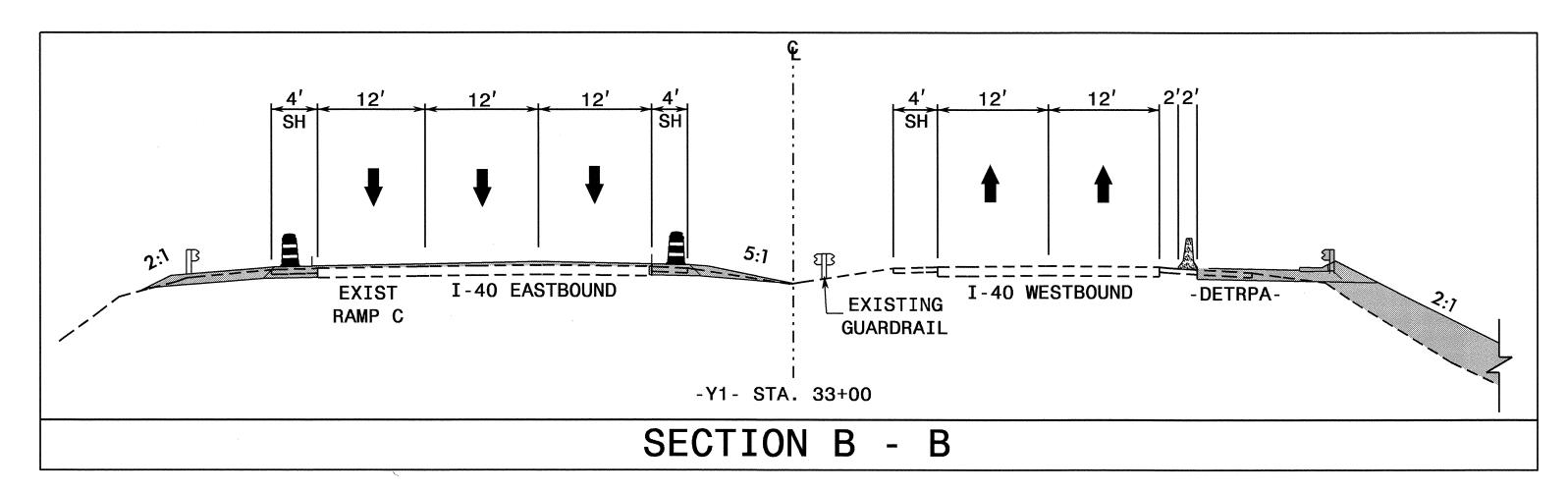
NNUOINDESKOOIONPROJNIPProjects-UNU2550bNIratticNIratticControNtcpNU-2550B_I shassan AT TE248373

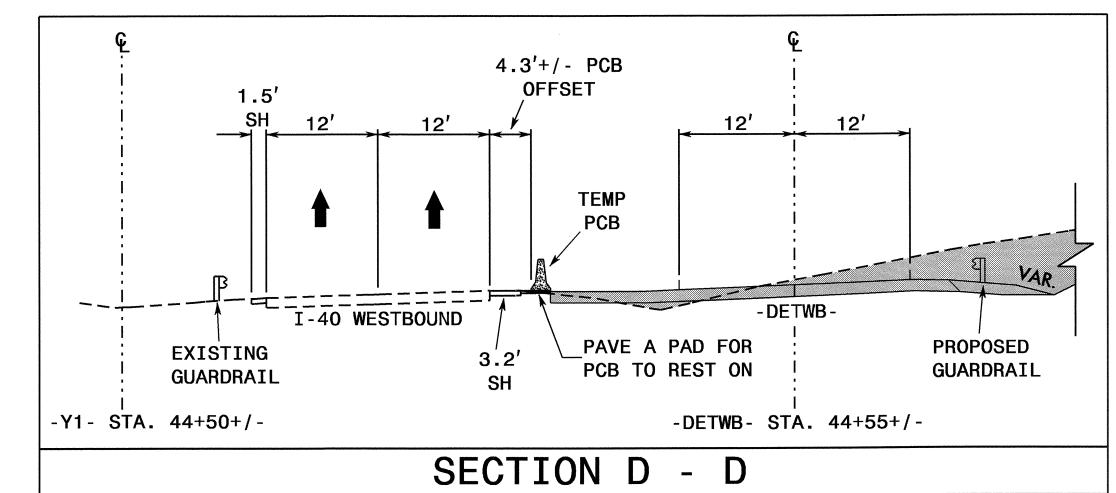


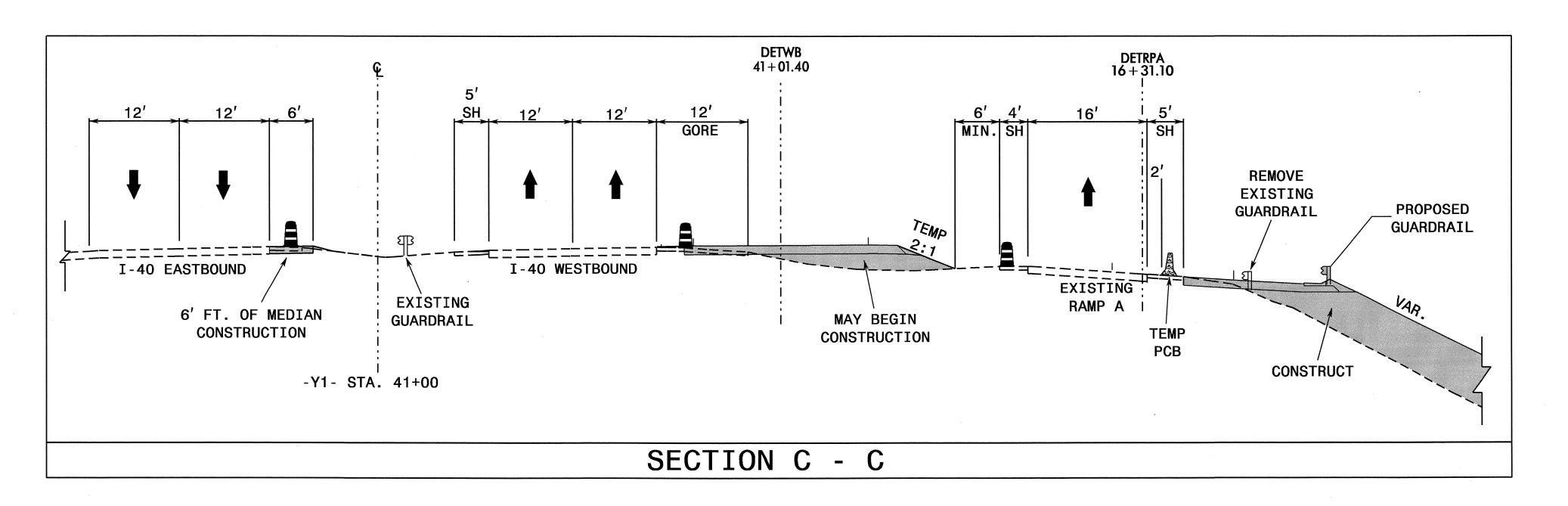


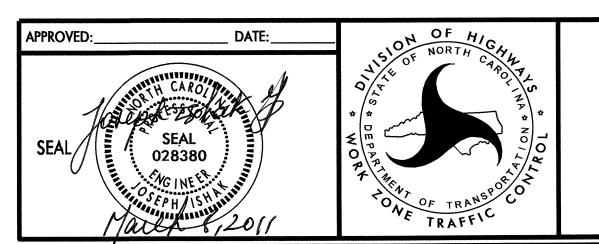






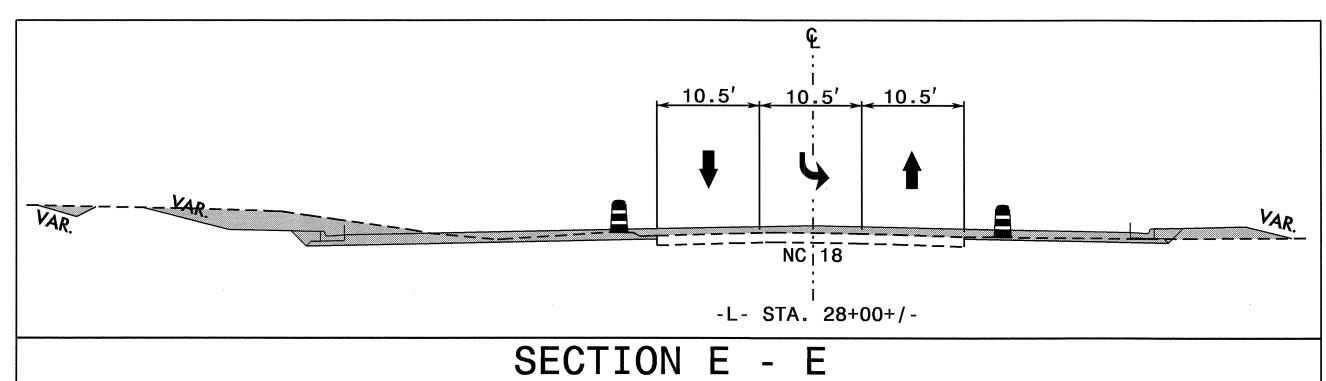


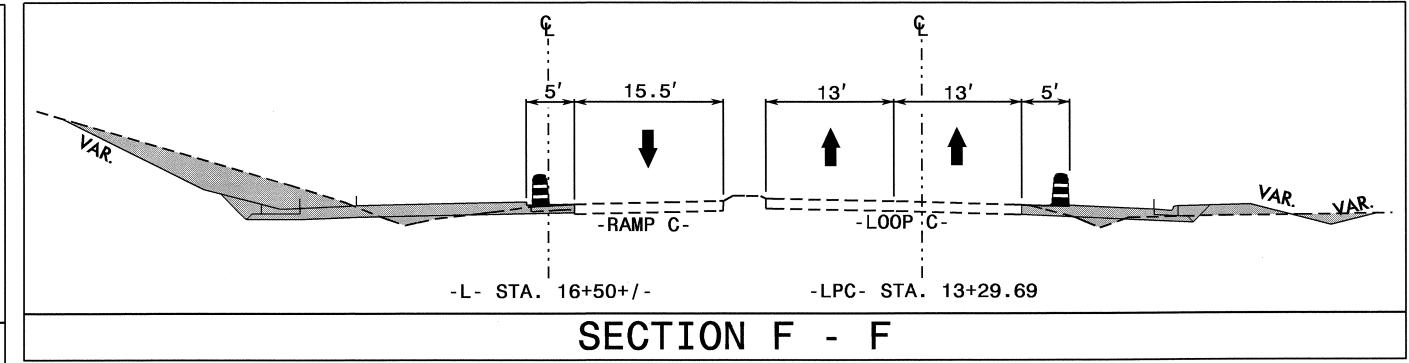


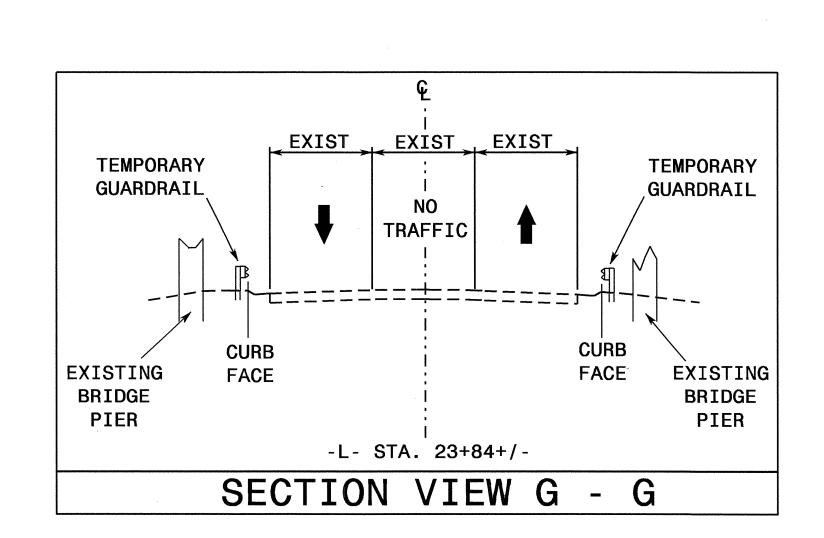


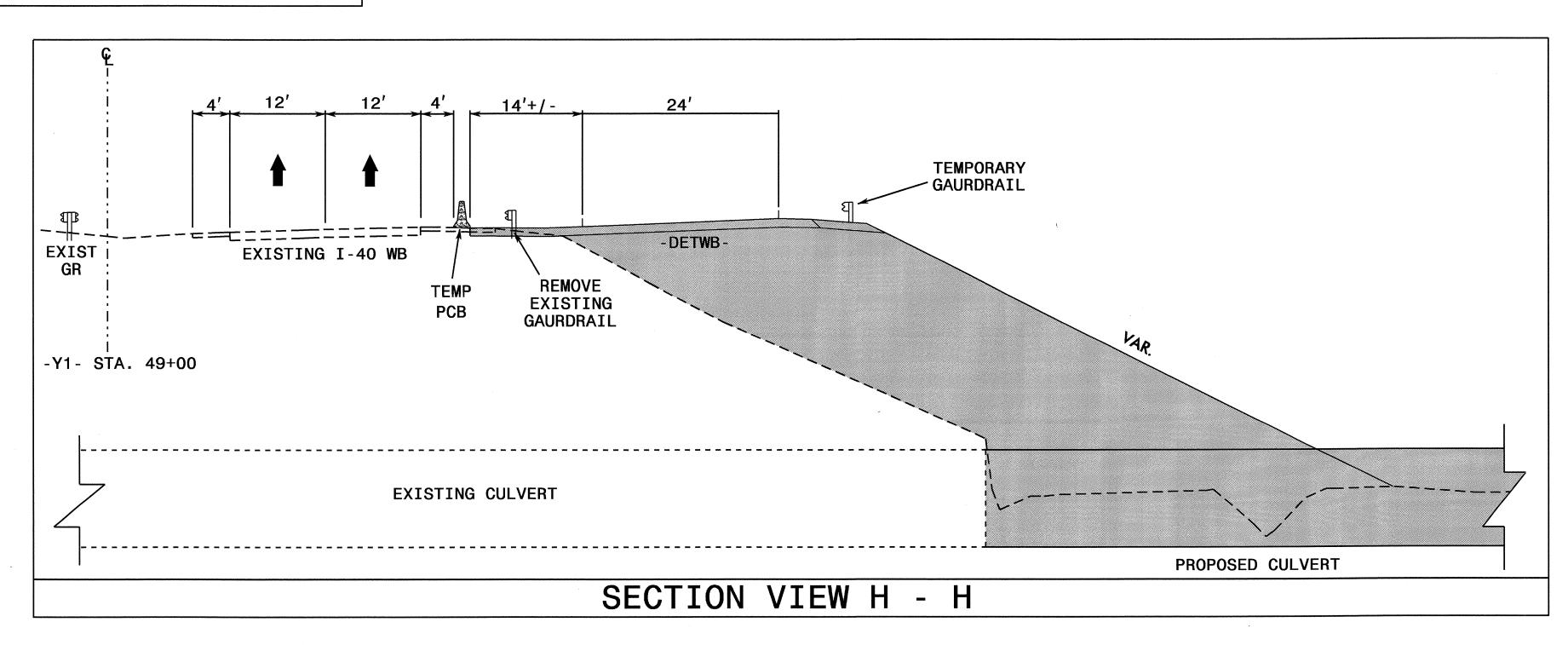
PHASE I CUT SECTIONS

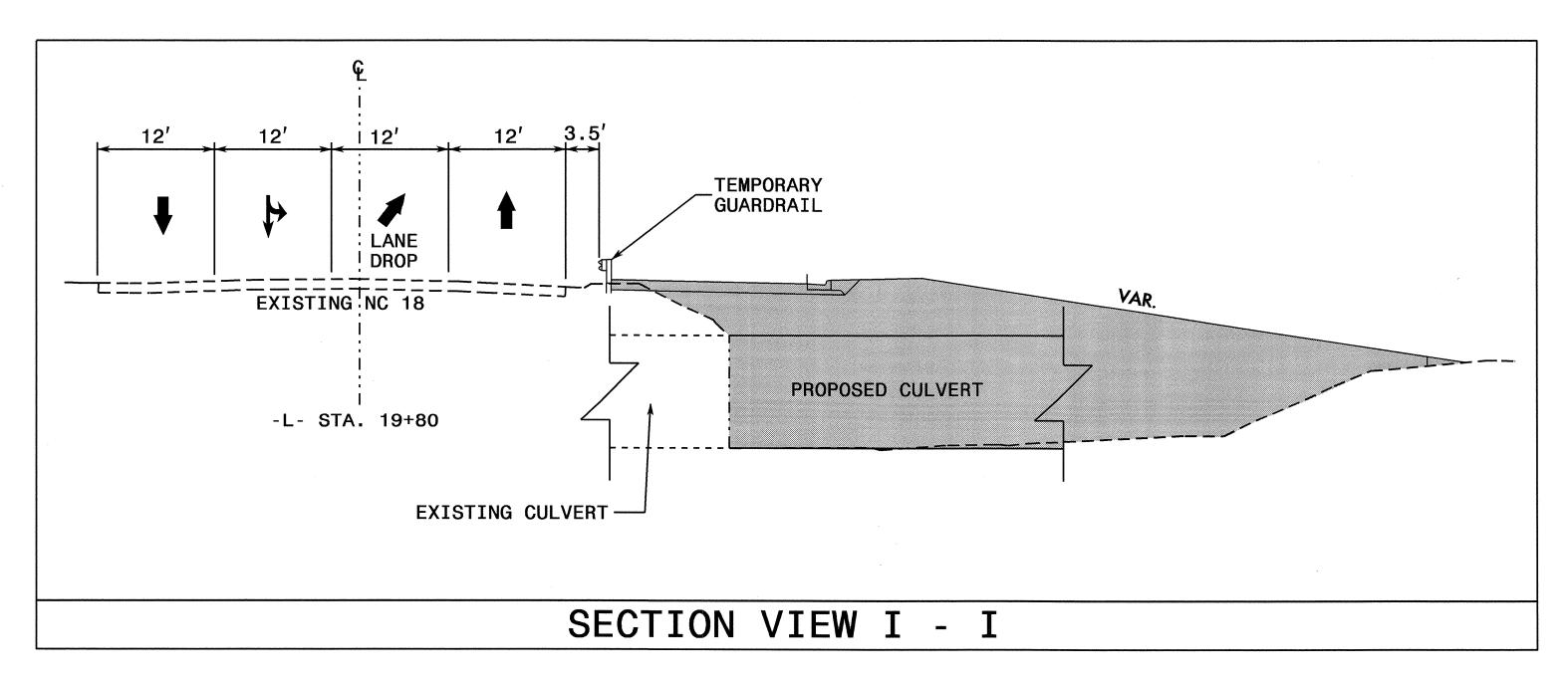
ZUII 10;:32 JFSROOTOILPROJLTIPProjects-UNU2550bNTrafficNTrafficControINtcpNU-2550B_TC_TN

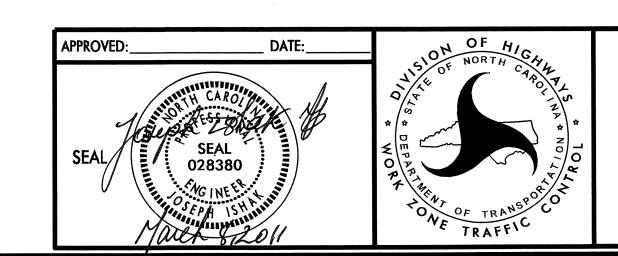




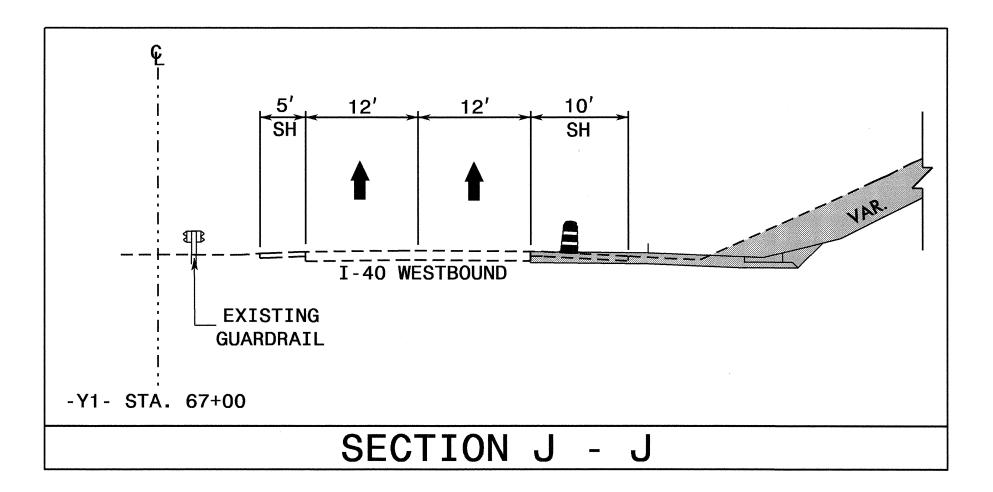


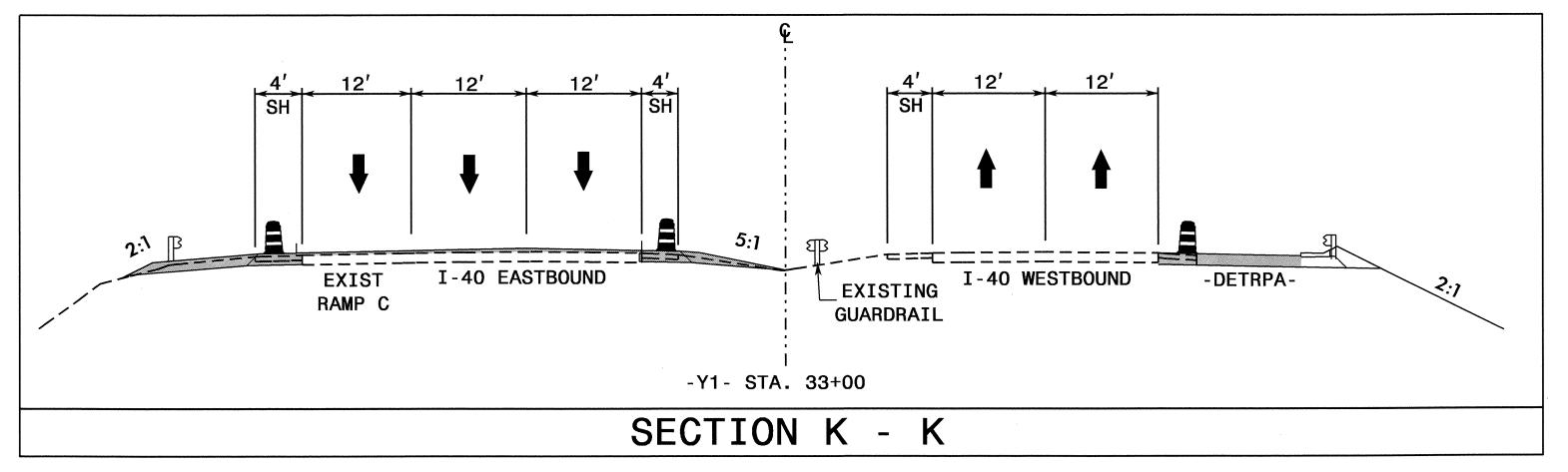


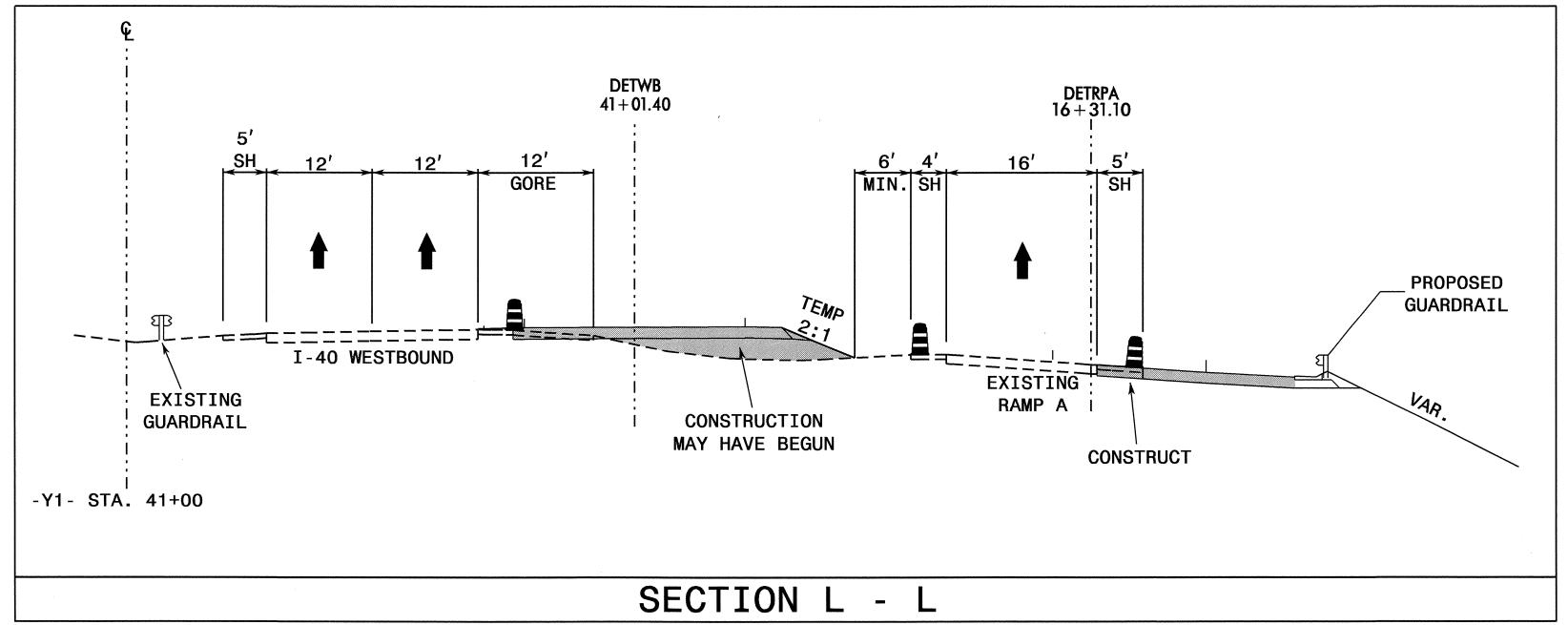


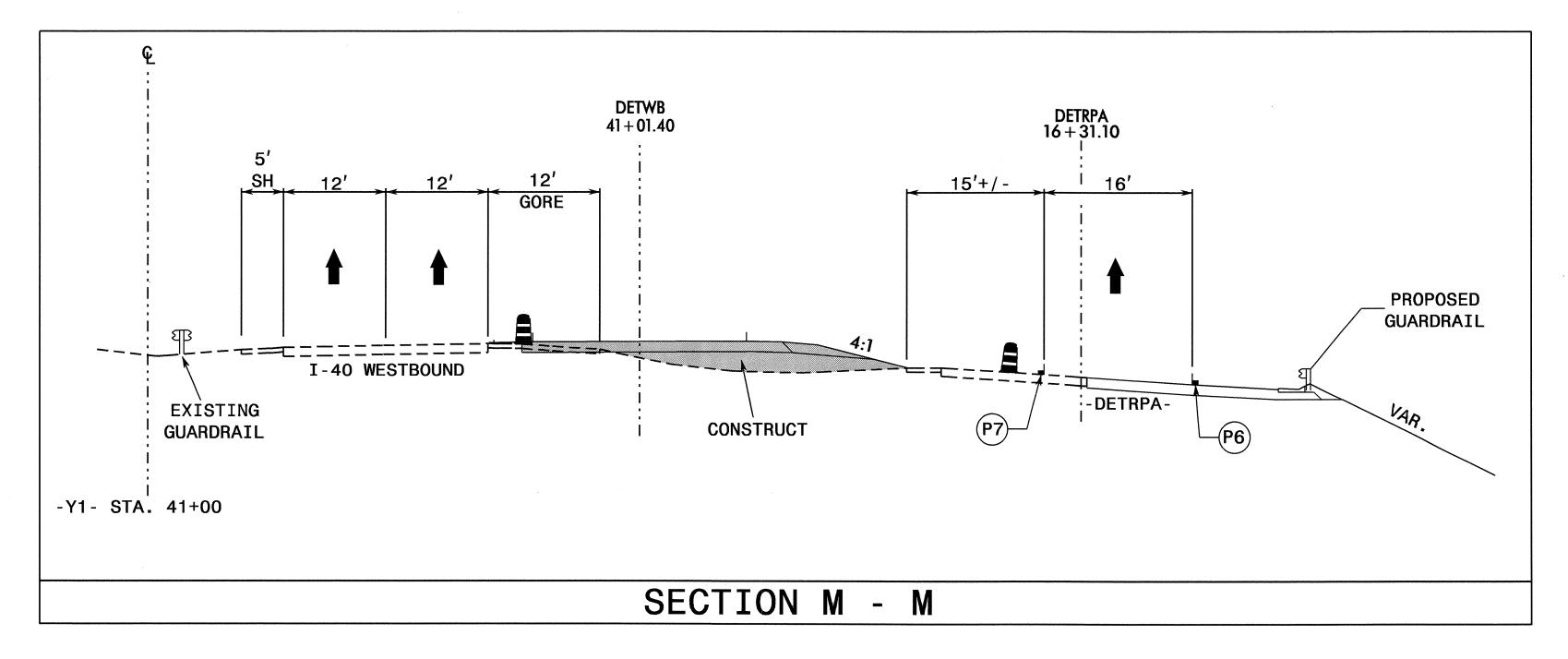


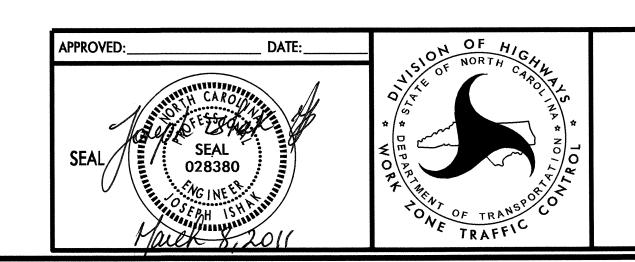
PHASE I CUT SECTIONS





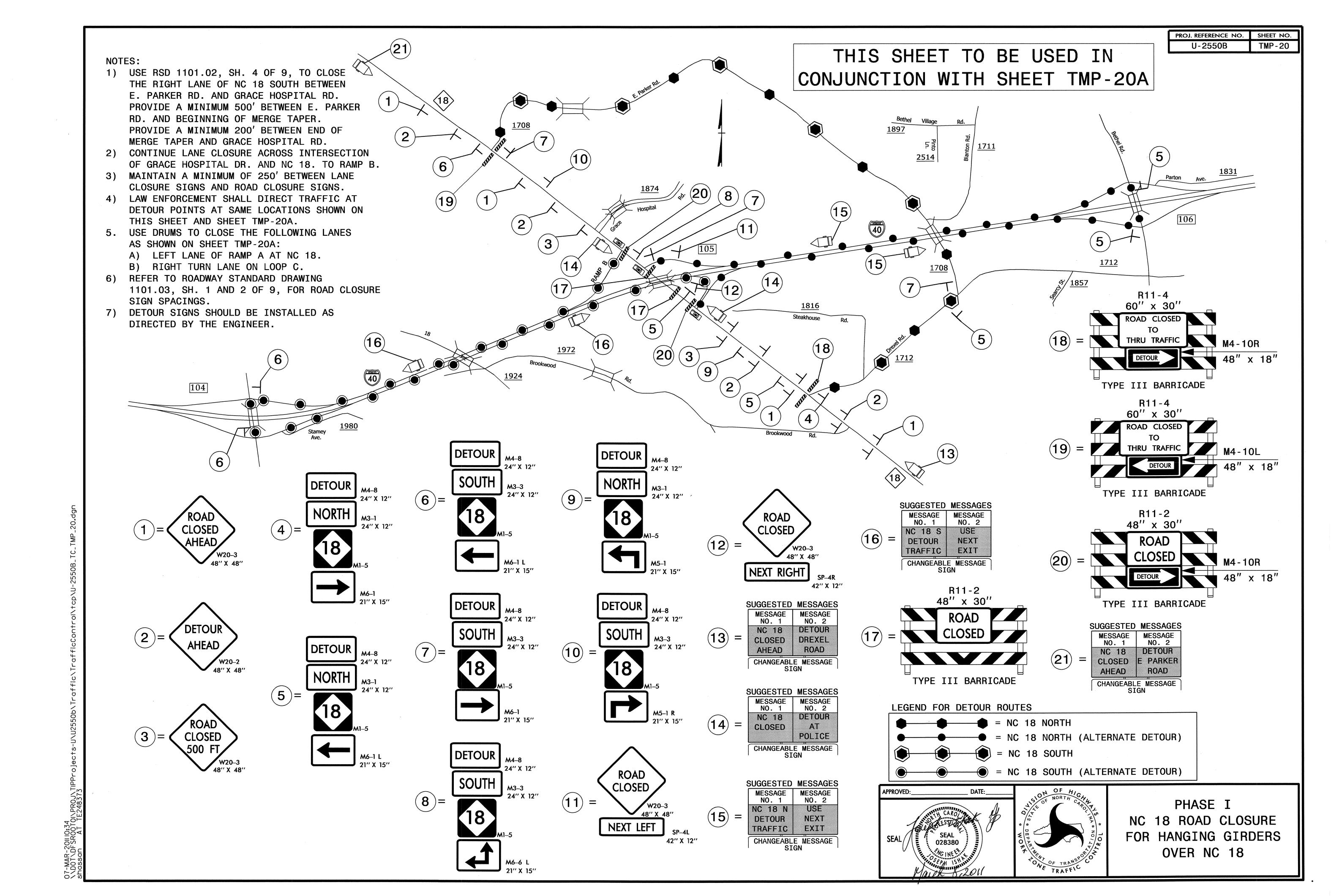


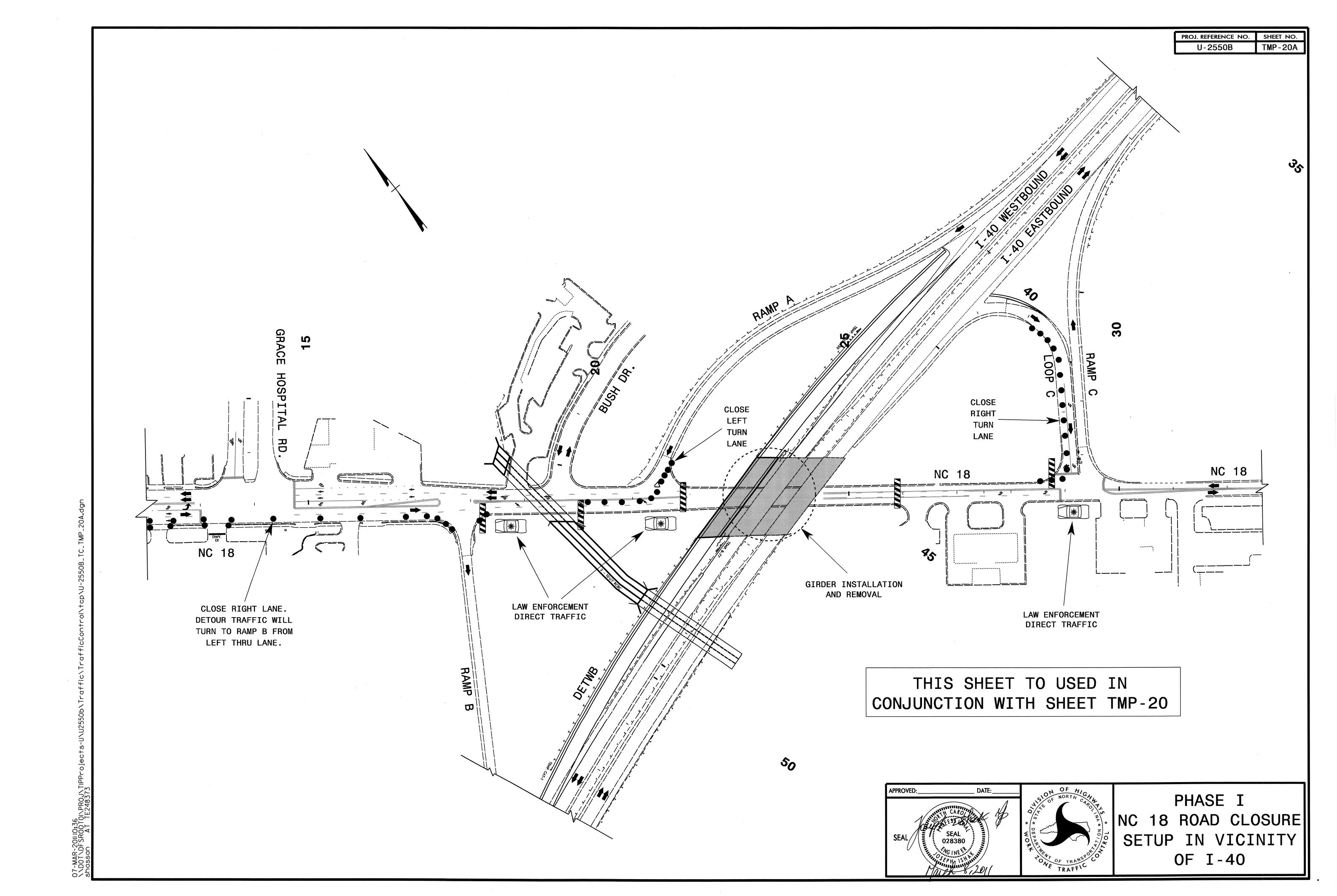


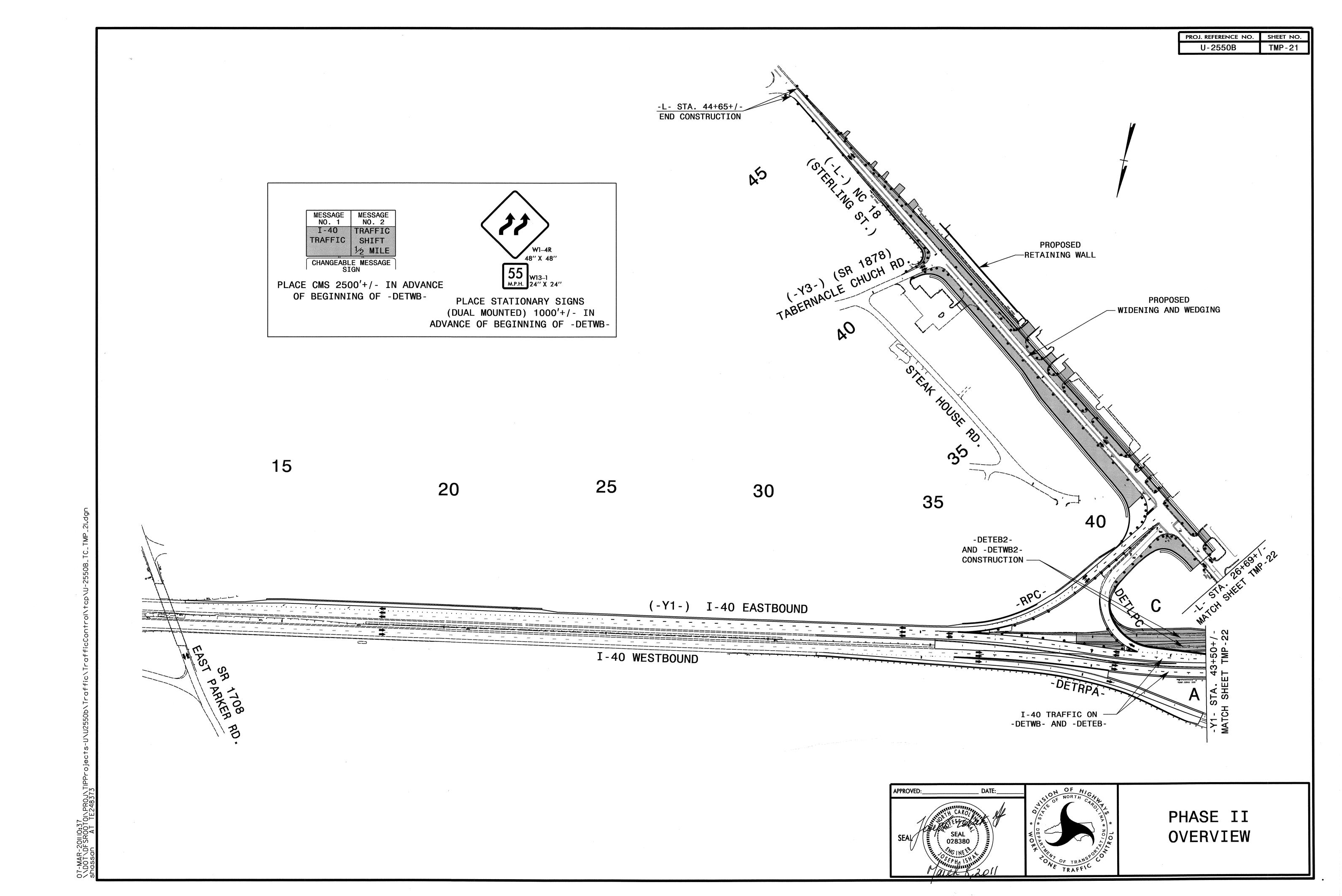


PHASE I CUT SECTIONS

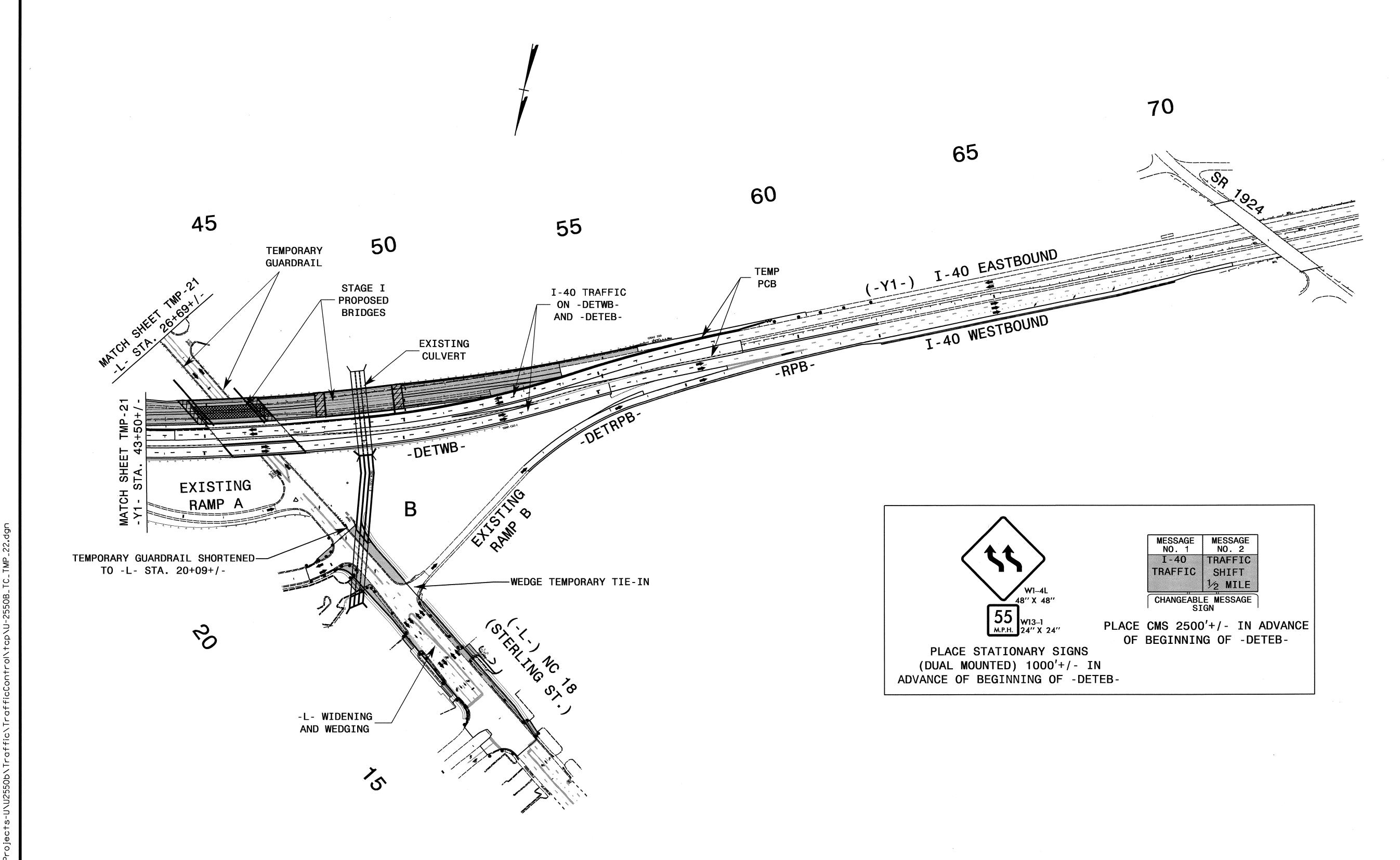
07-MAR-201110:33 \\D0T\DFSR00T01\PR0J\TIPProjects-U\U2550b\Traffic\TrafficControl\ shassan AT TE248373







PROJ. REFERENCE NO. SHEET NO. U-2550B TMP-22



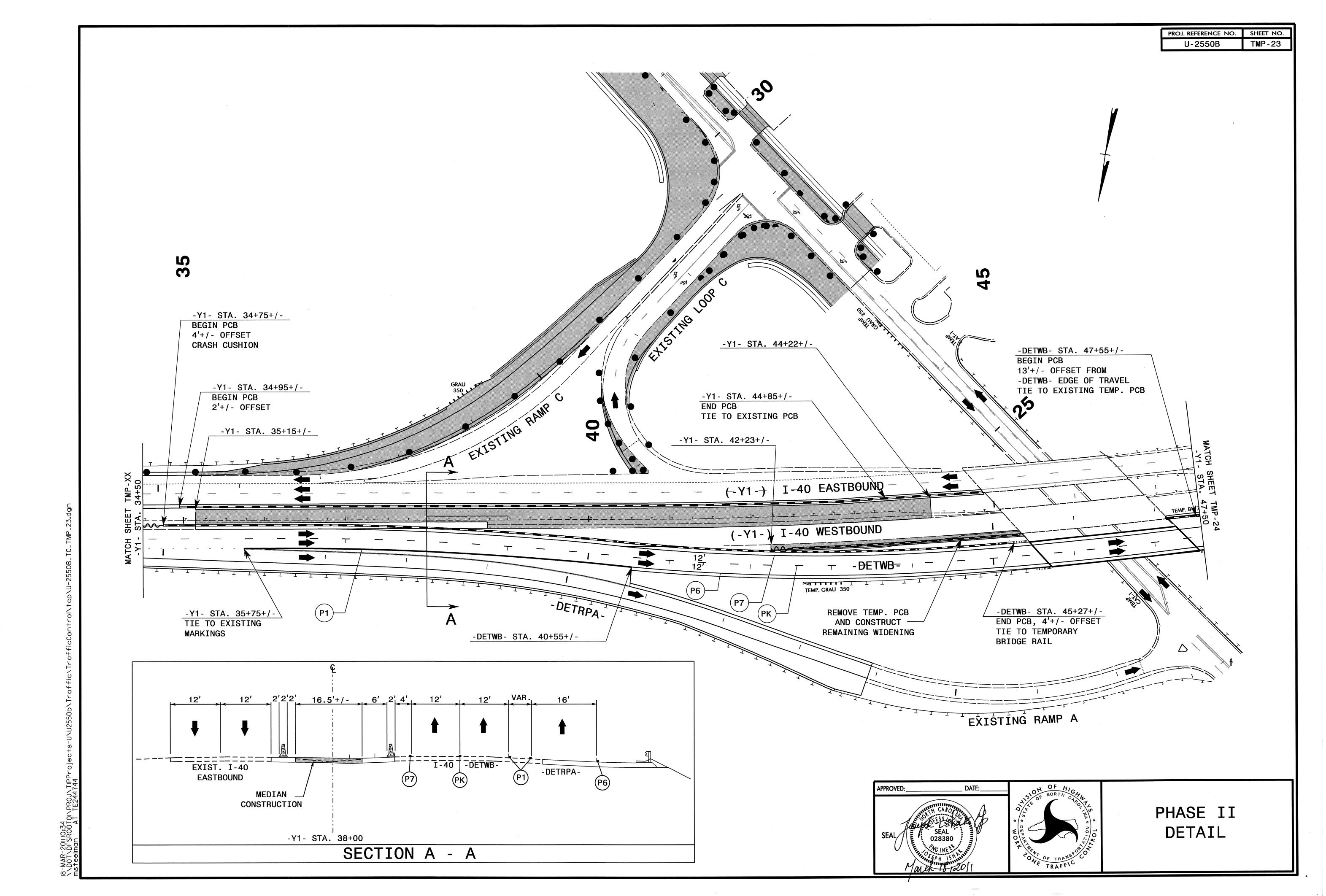
APPROVED:

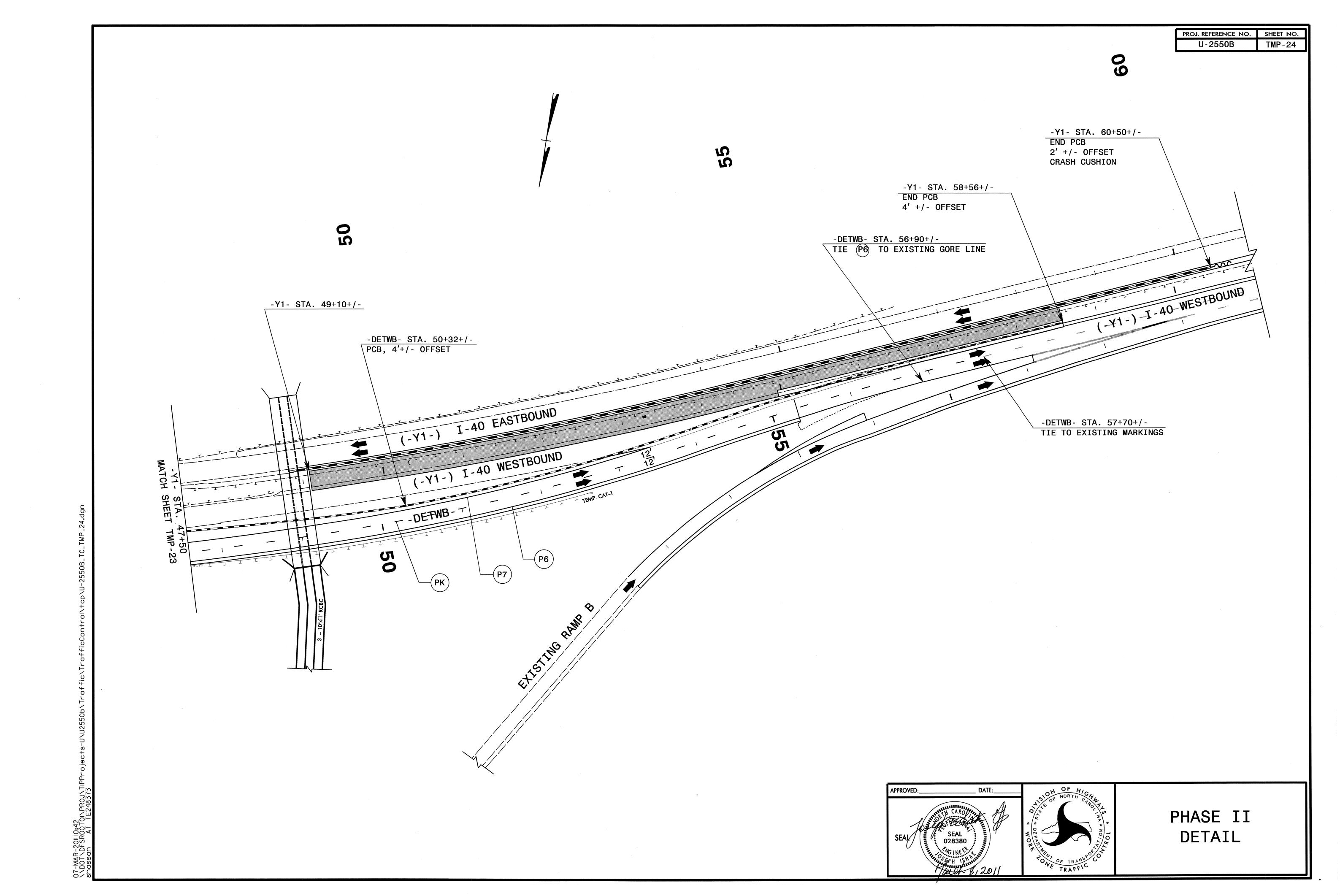
SEAL

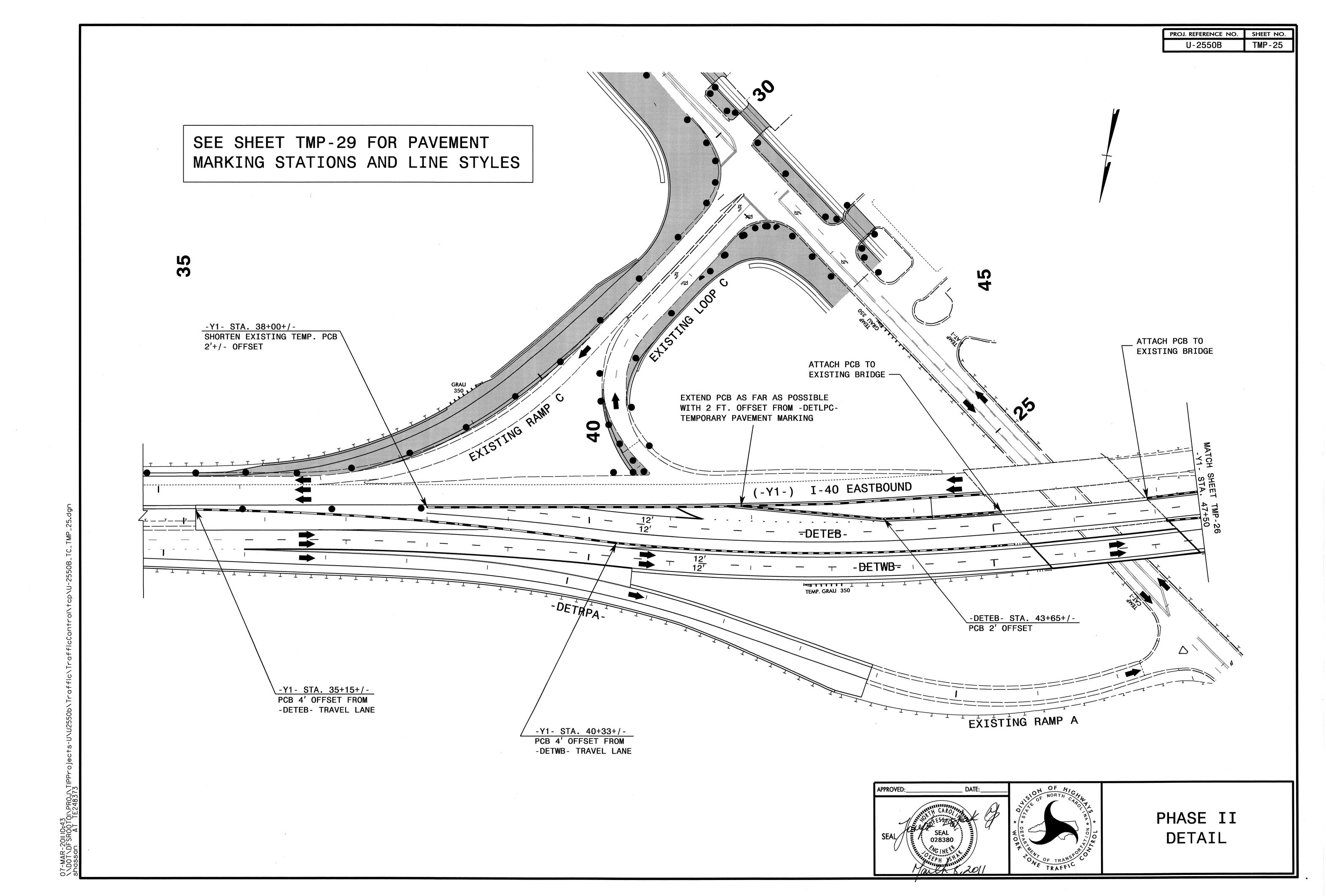
O28380

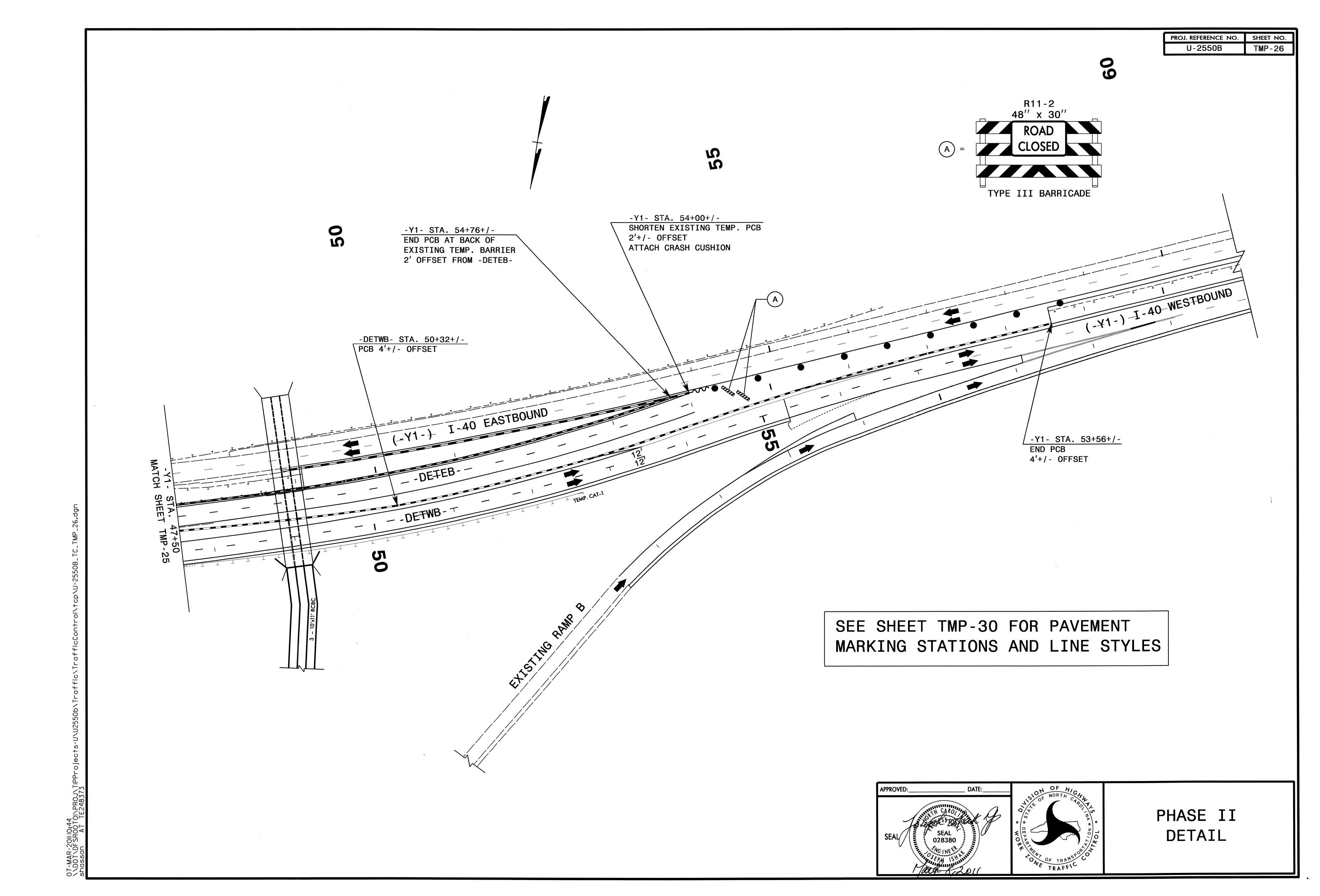
OSEPH SHARE

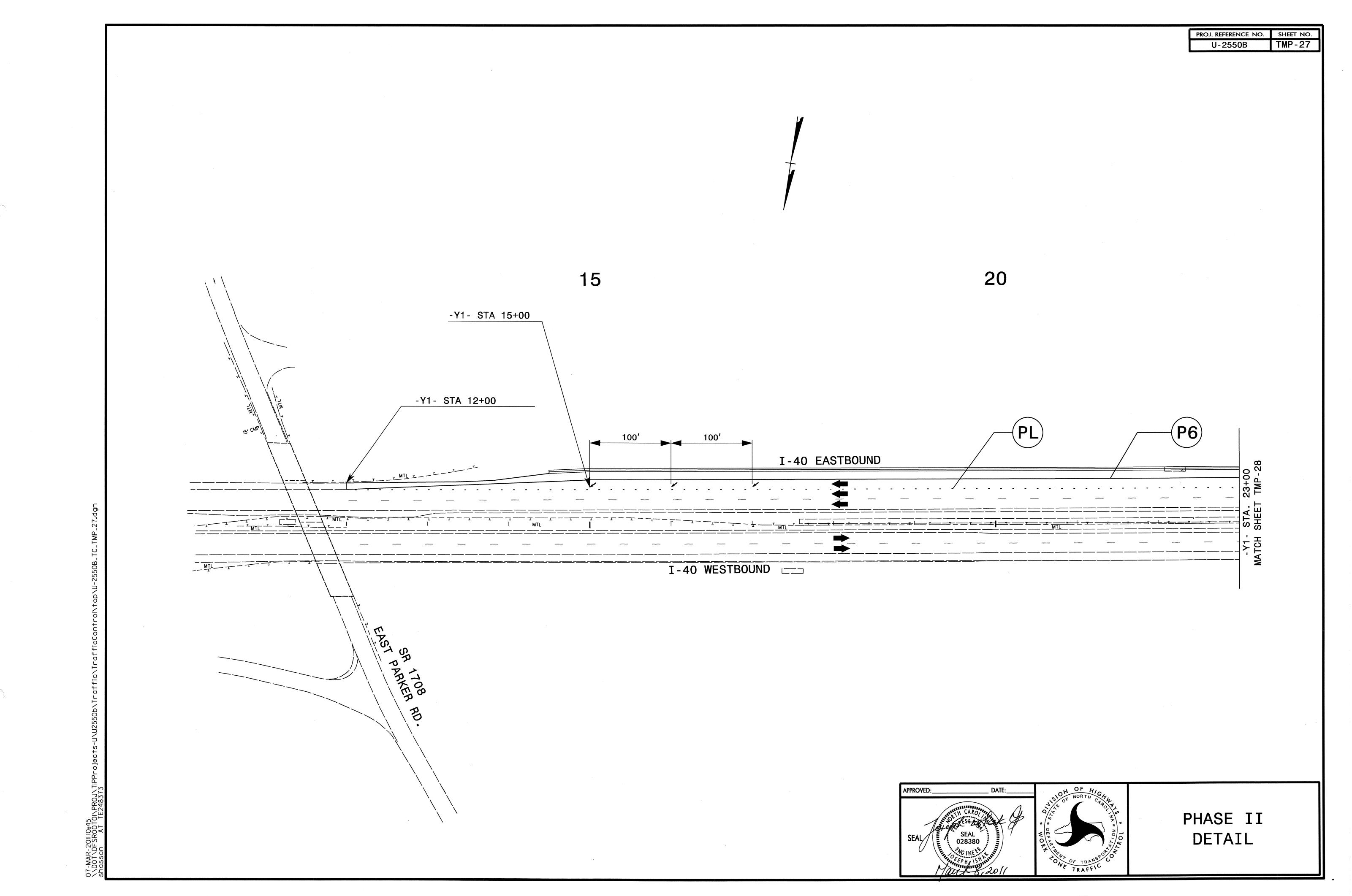
PHASE II OVERVIEW







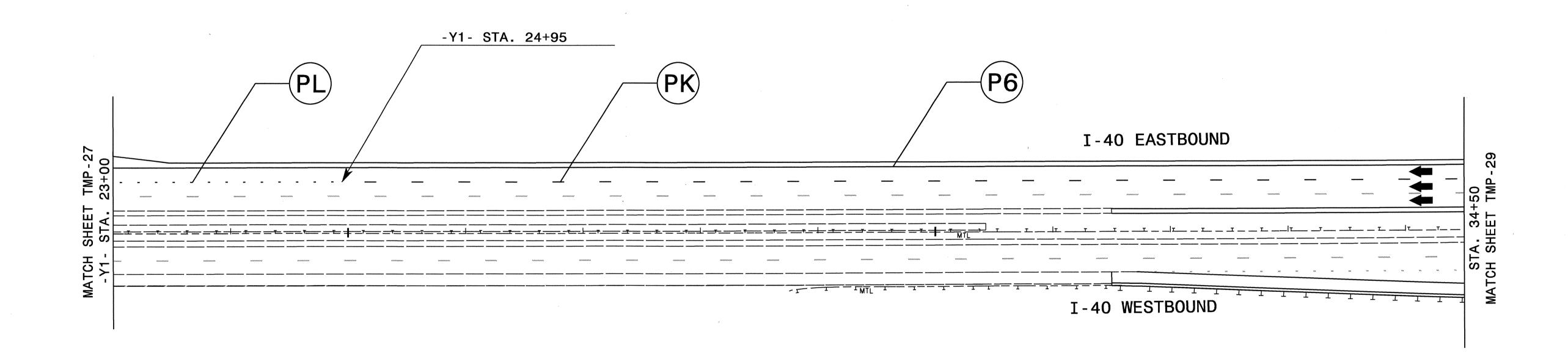




PROJ. REFERENCE NO. SHEET NO. U-2550B TMP-28

25

30



SEAL

SEAL

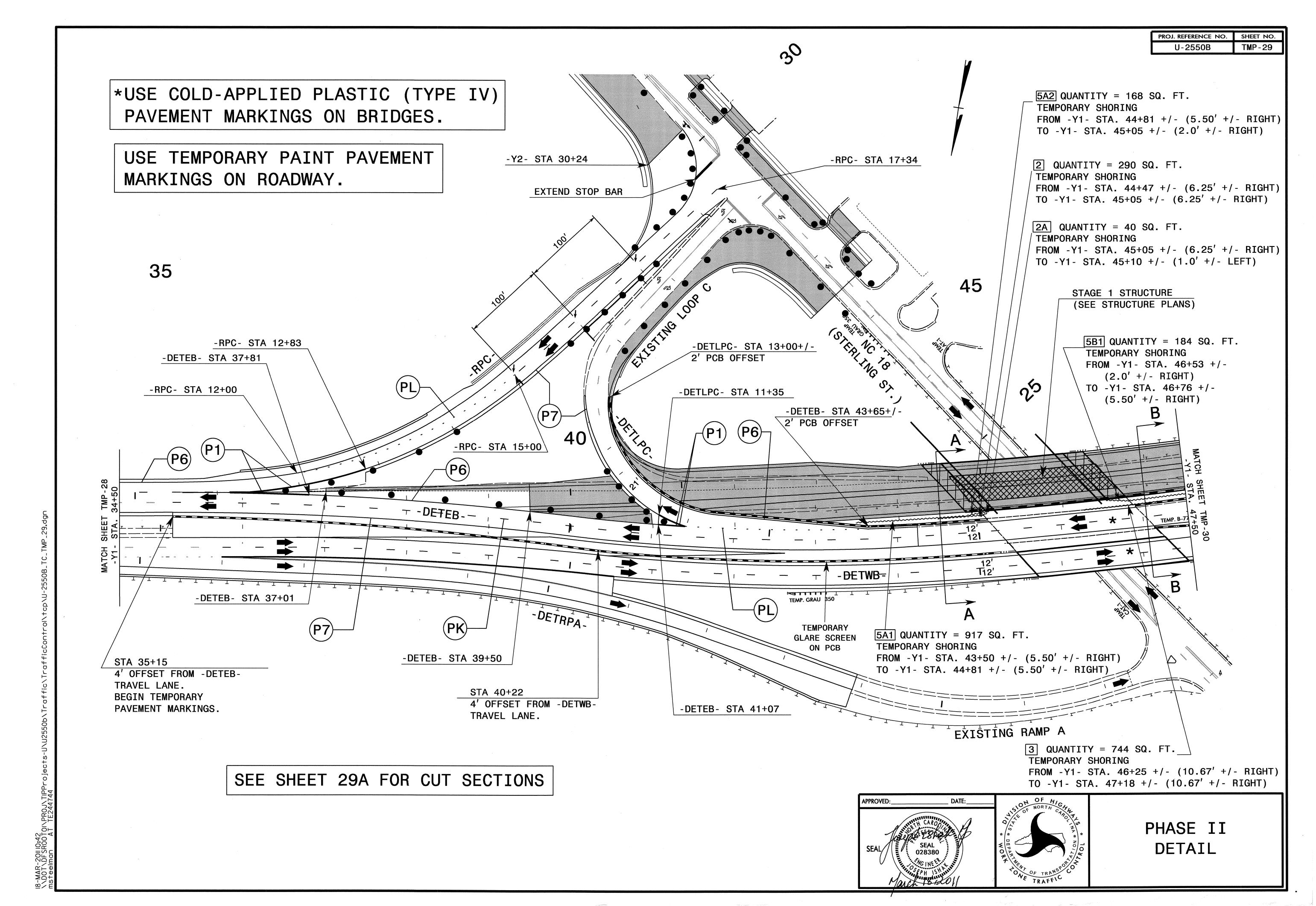
O28380

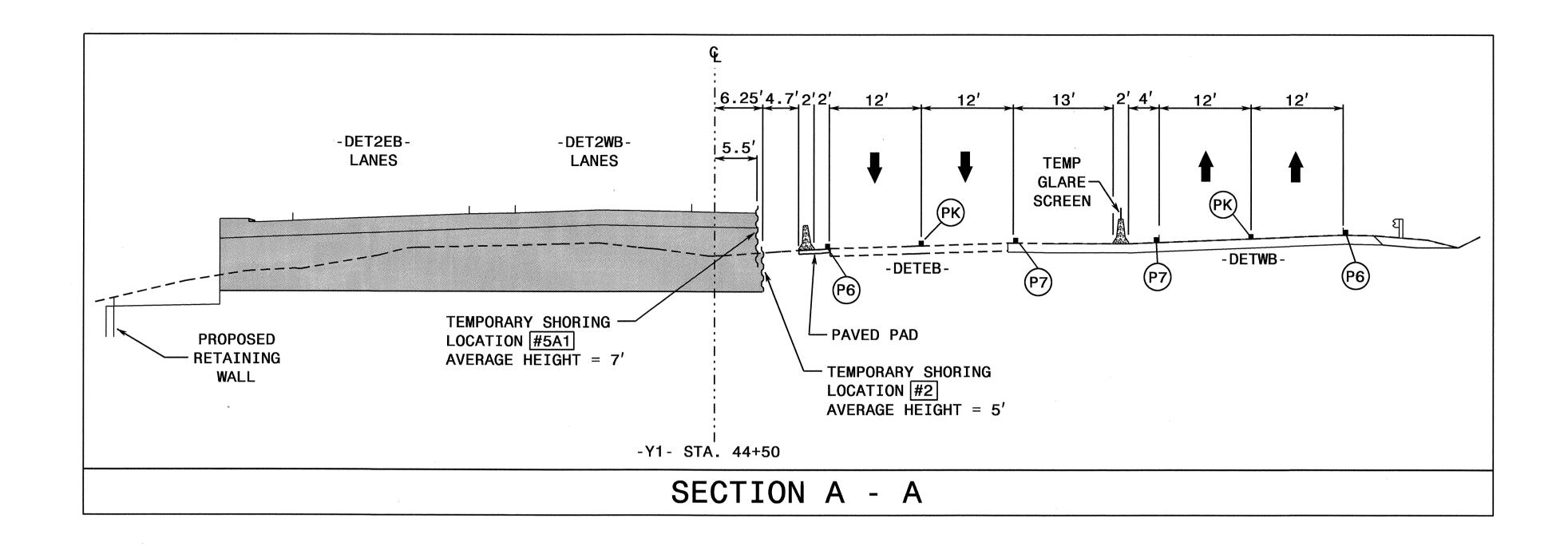
ON OF HIGHWAY

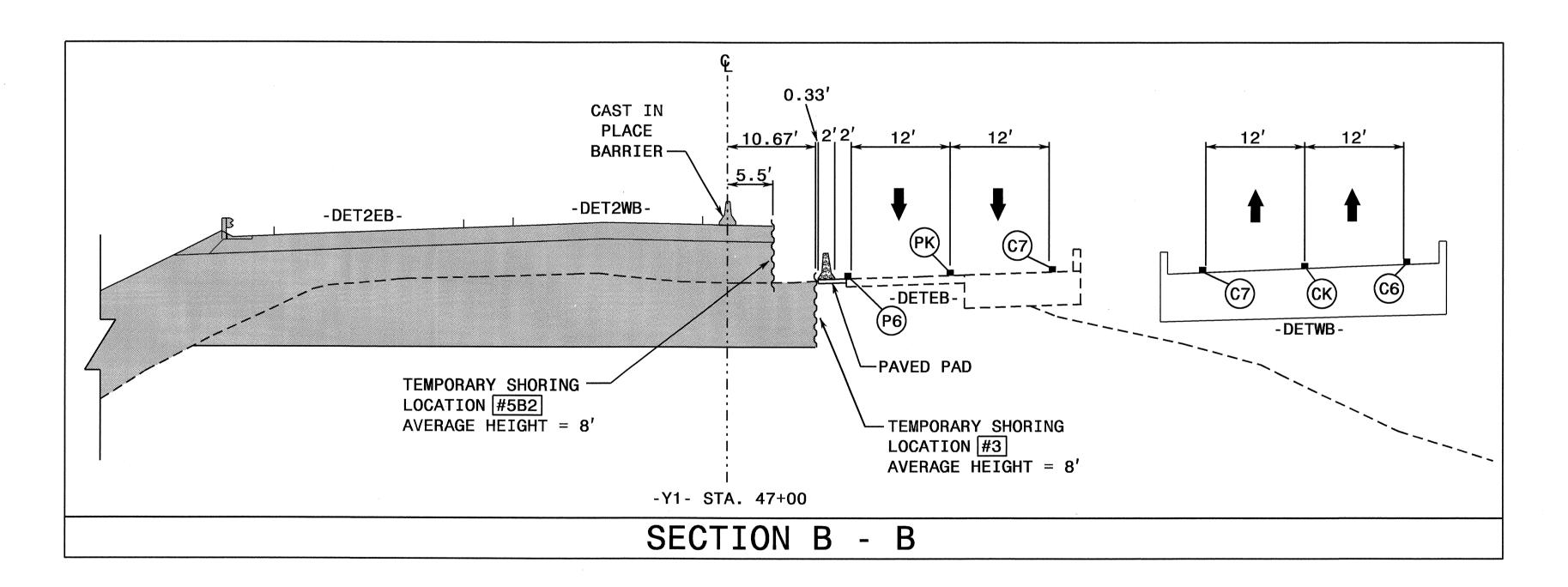
NORTH CAROL

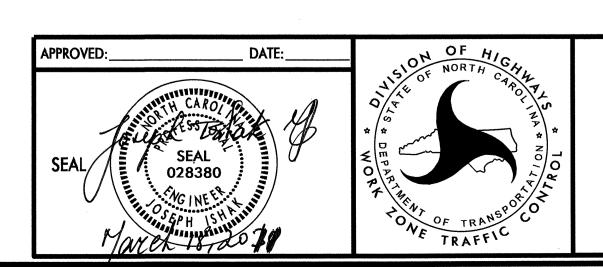
OF TRANSPORTOR

PHASE II DETAIL

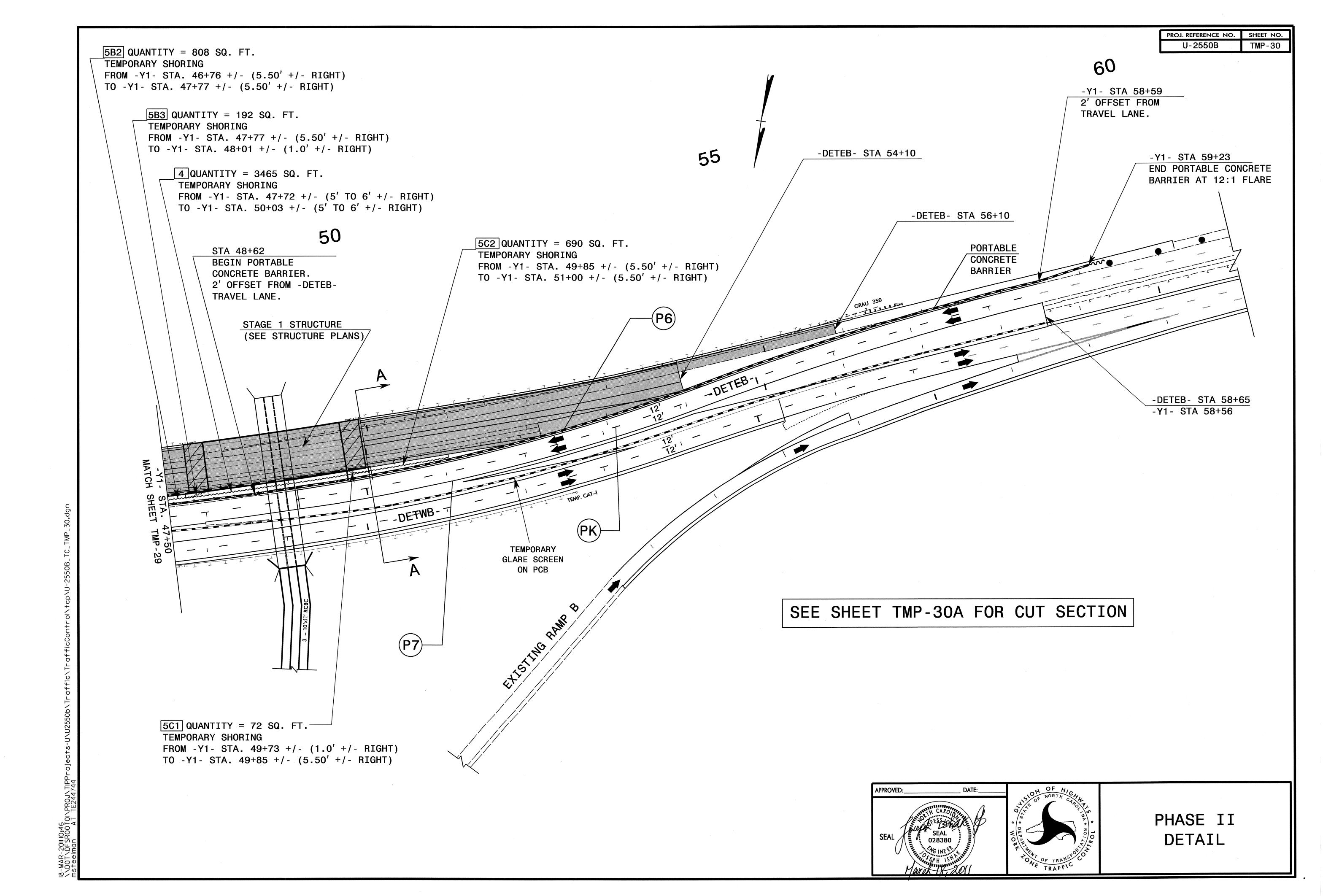




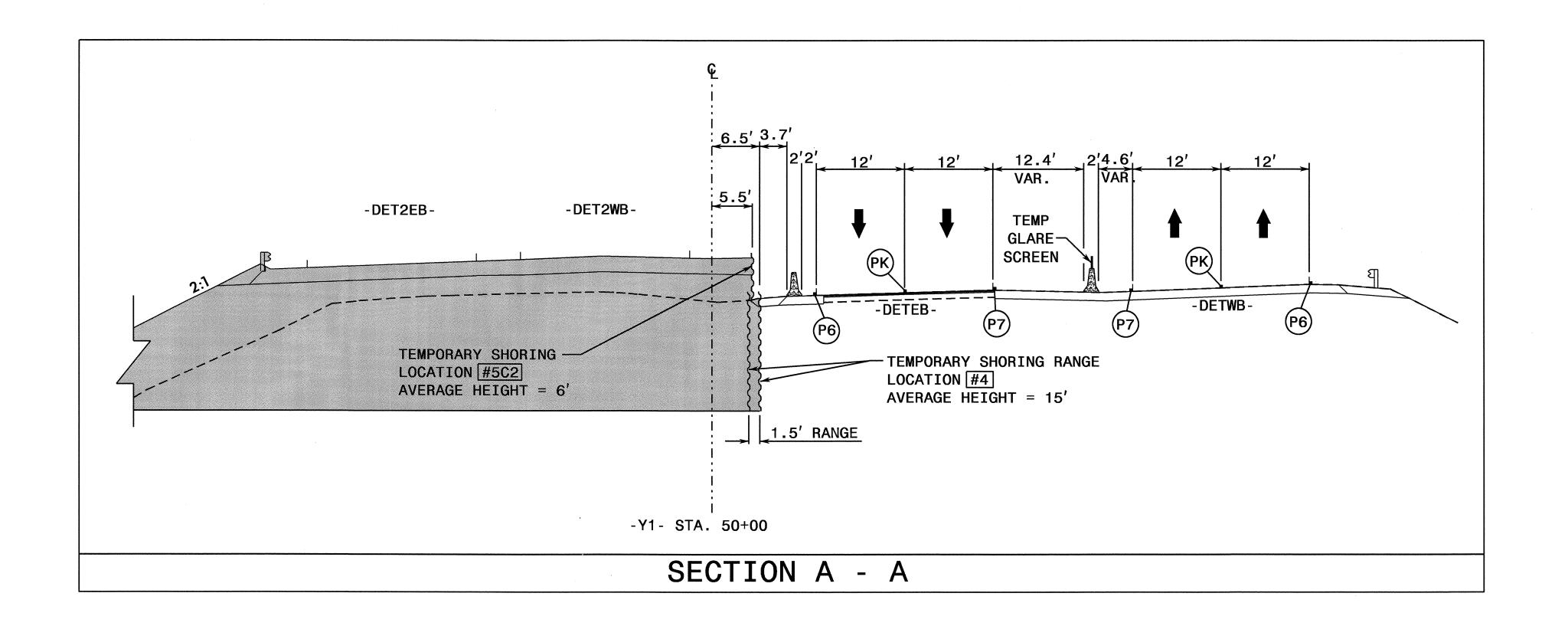


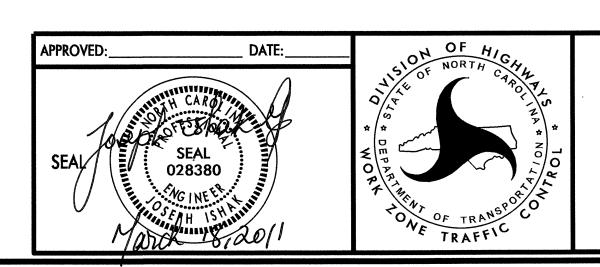


PHASE II
TEMP SHORING
CUT SECTIONS

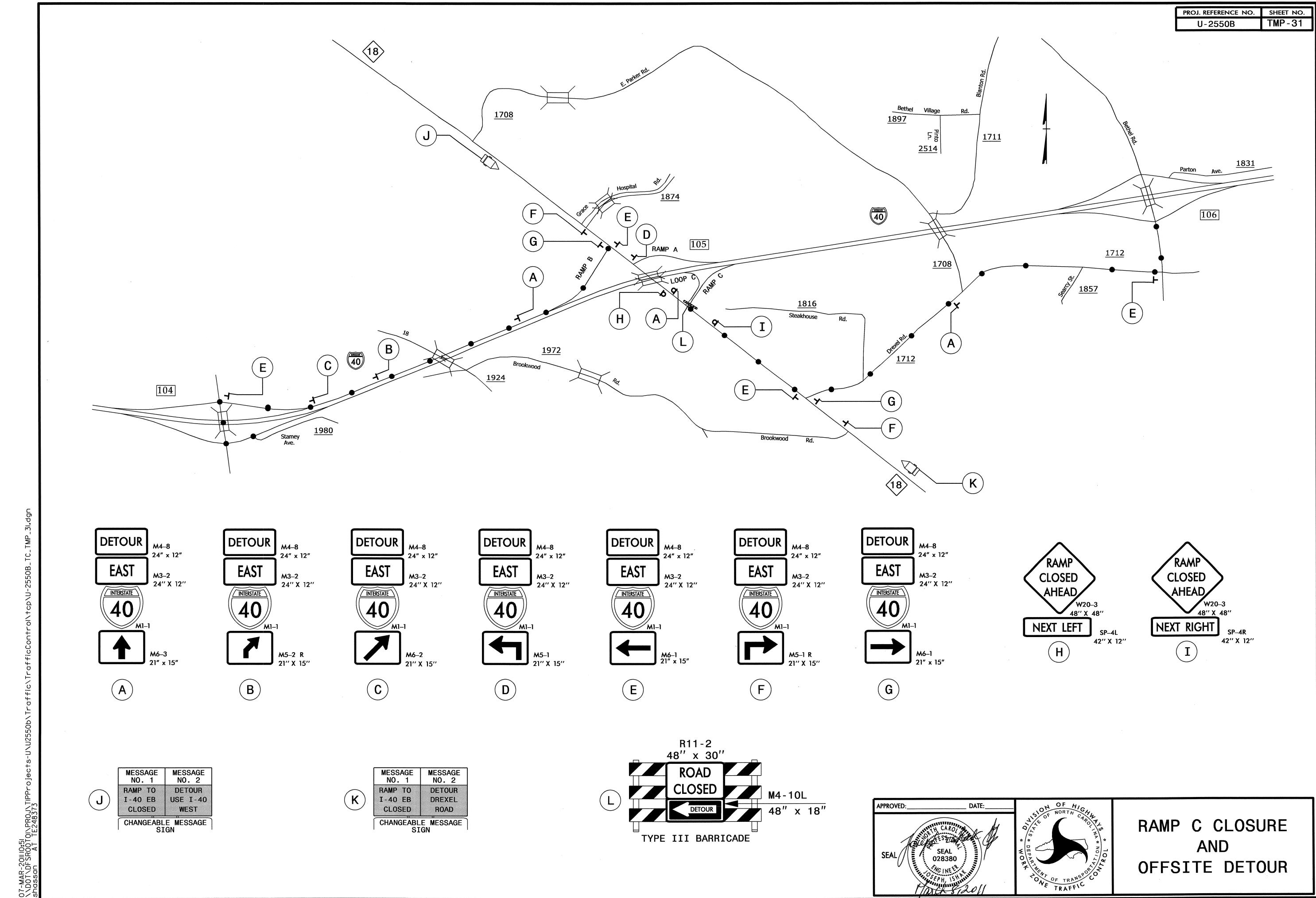


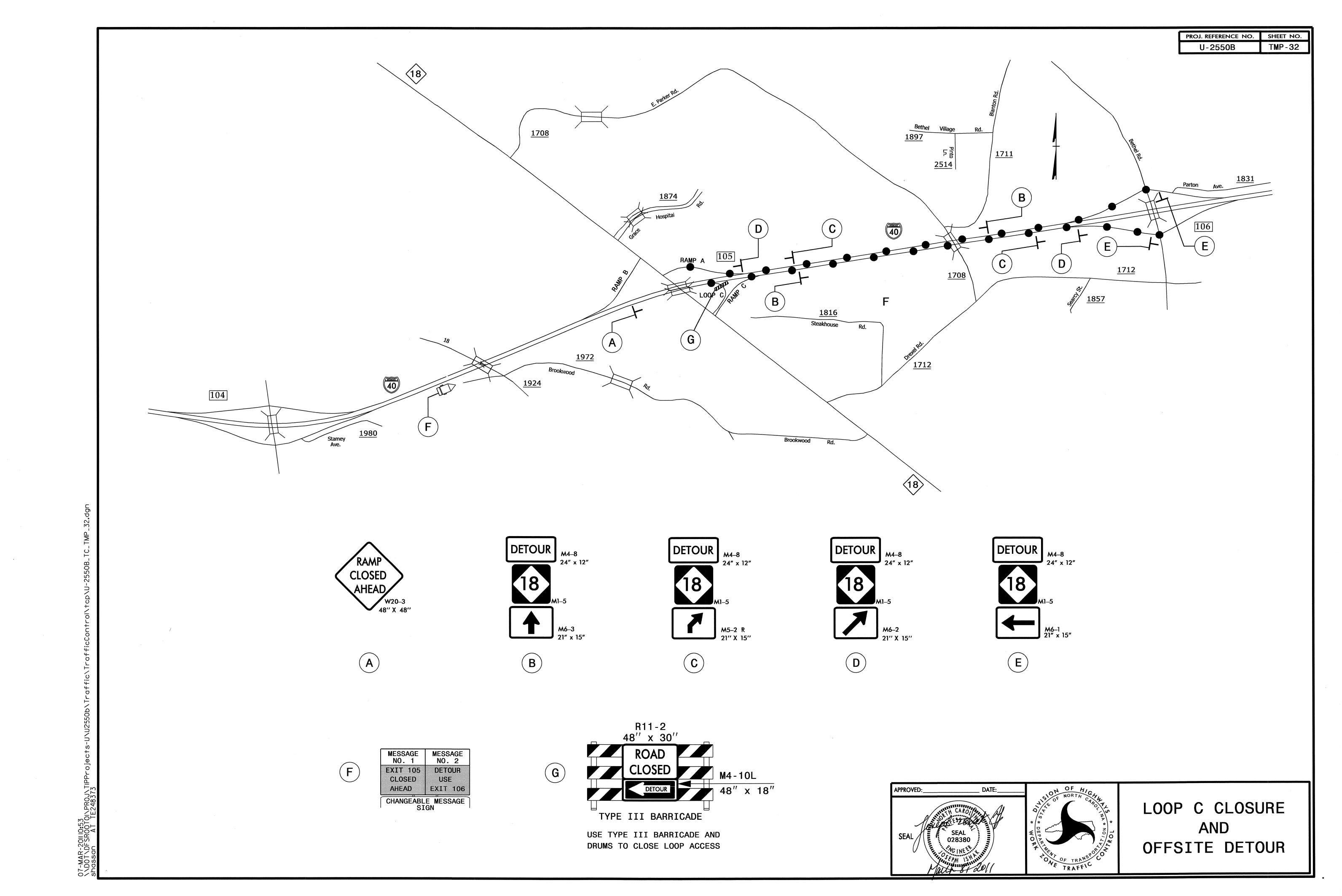
PROJ. REFERENCE NO.	SHEET NO.
U-2550B	TMP-30A

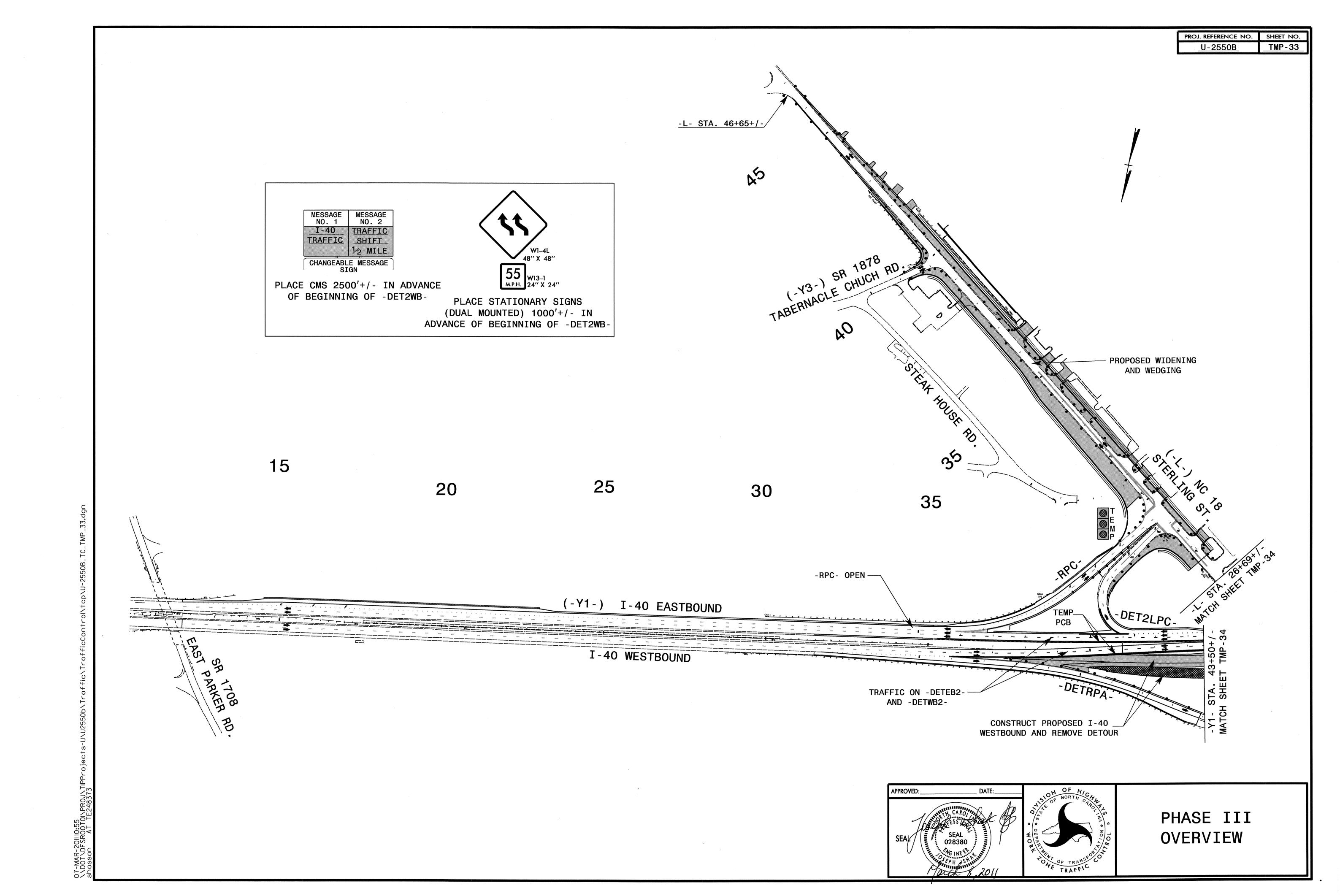




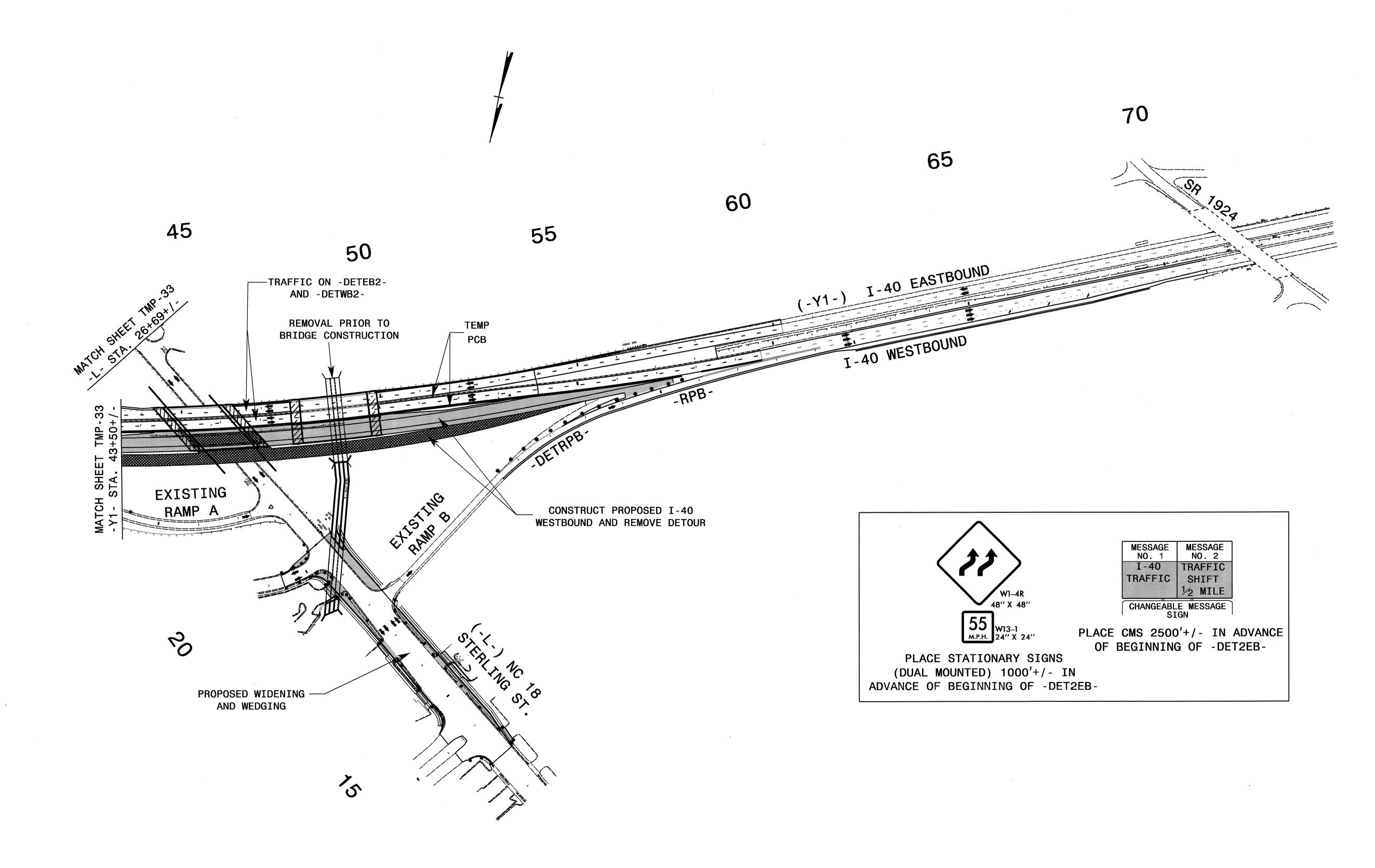
PHASE II
TEMP SHORING
CUT SECTIONS







PROJ. REFERENCE NO. SHEET NO. TMP-34



SEAL

O28380

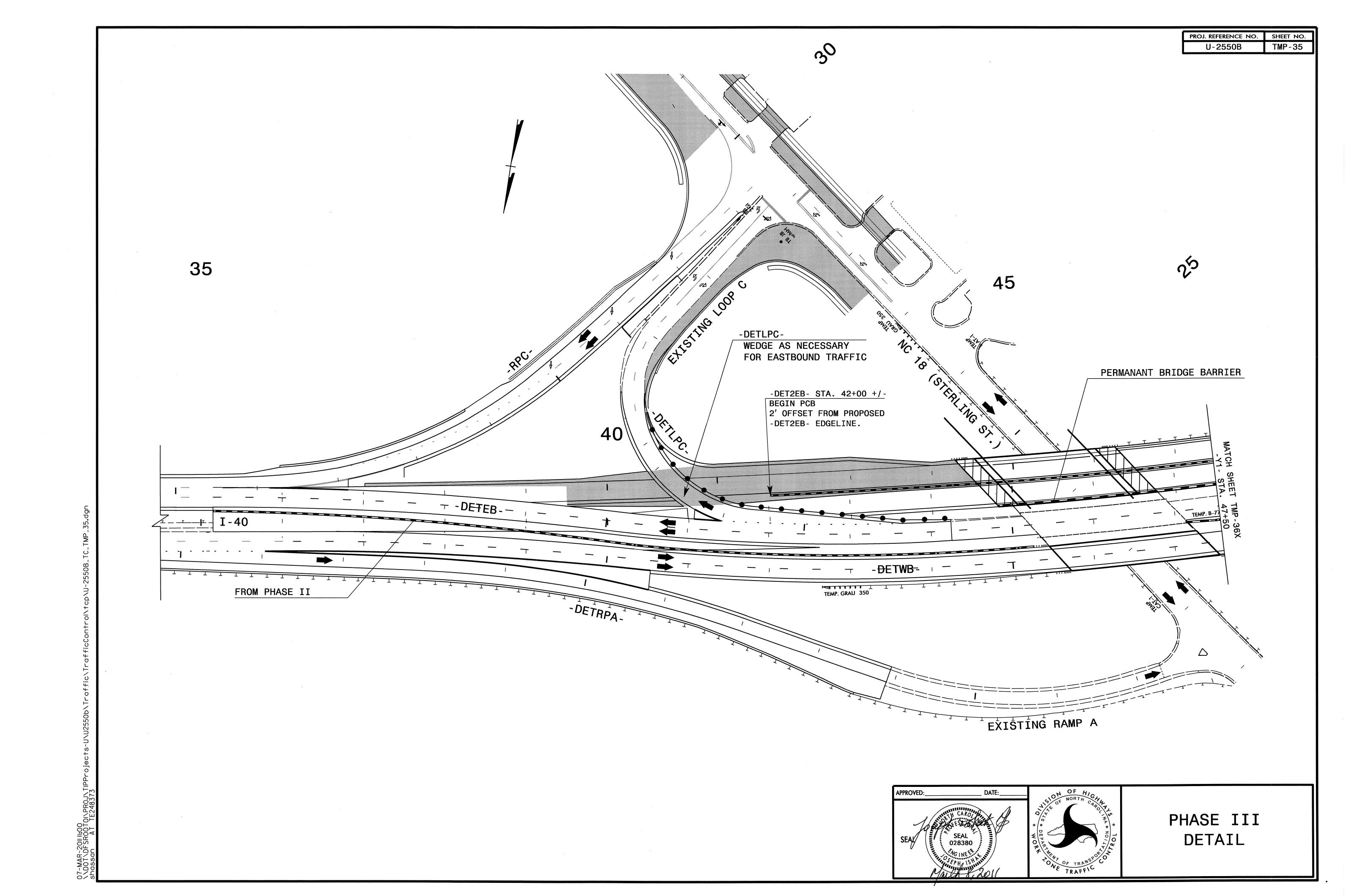
OF HIGH CAROLAND

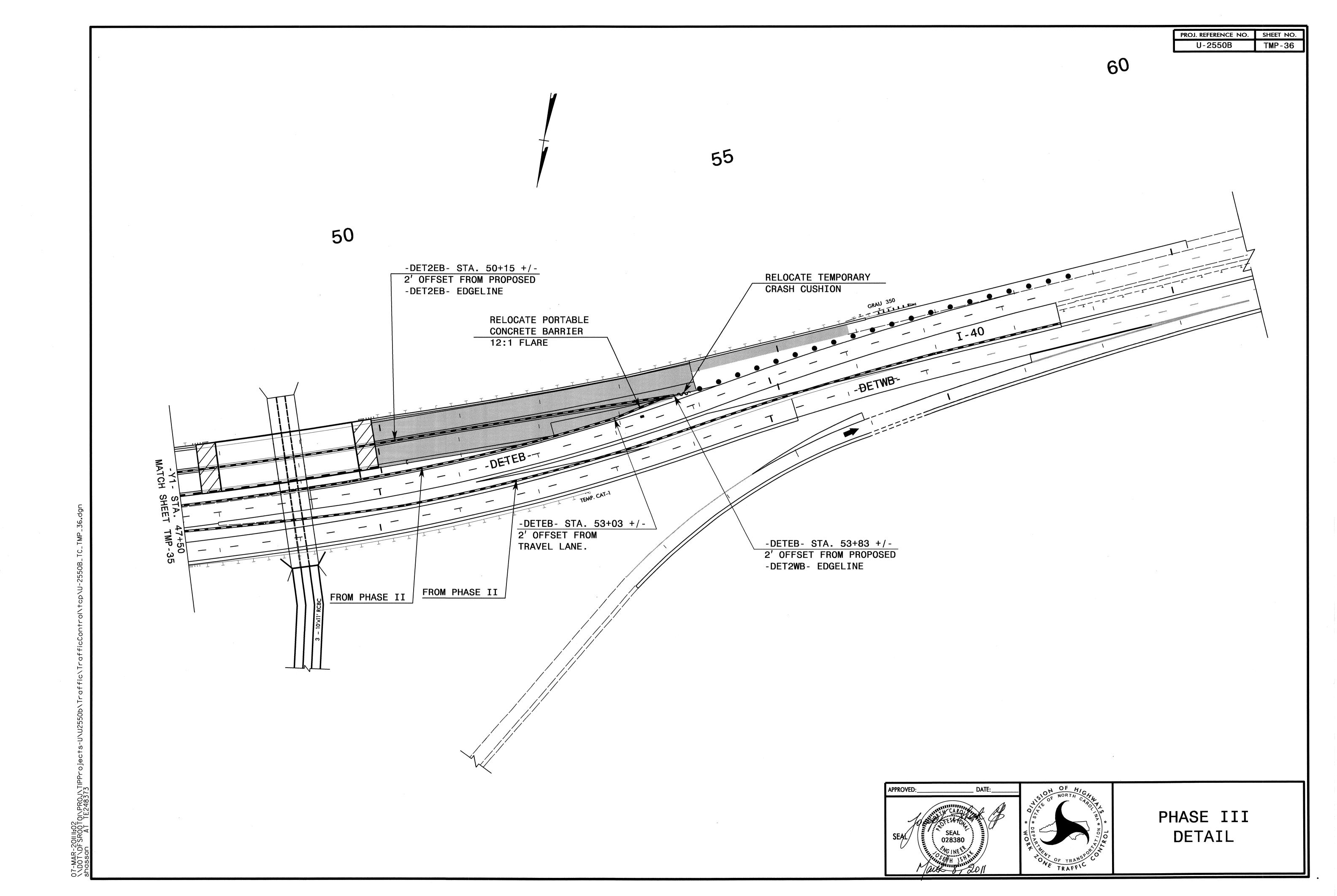
OF HIGH CAROLAND

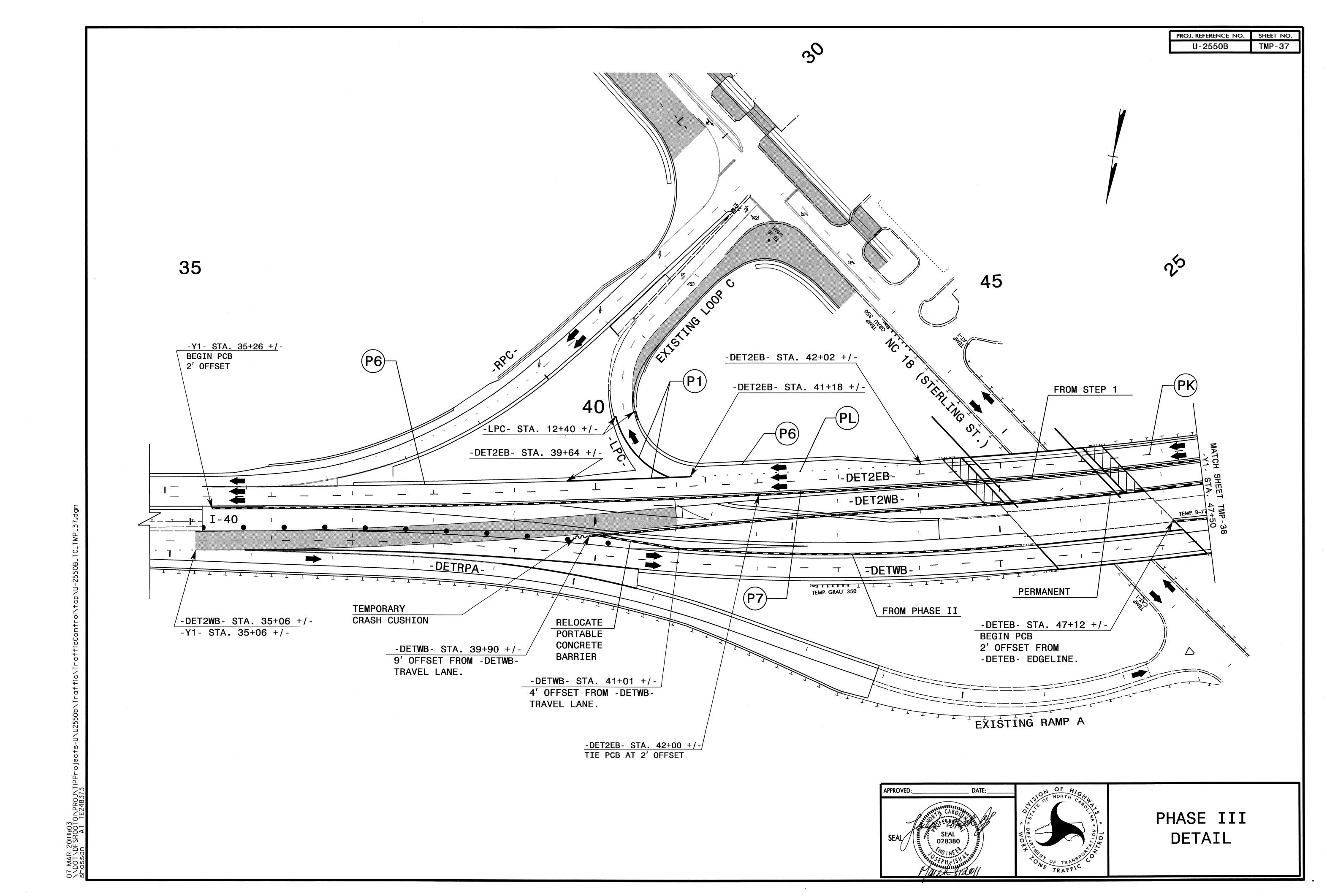
OF TRANSPORD

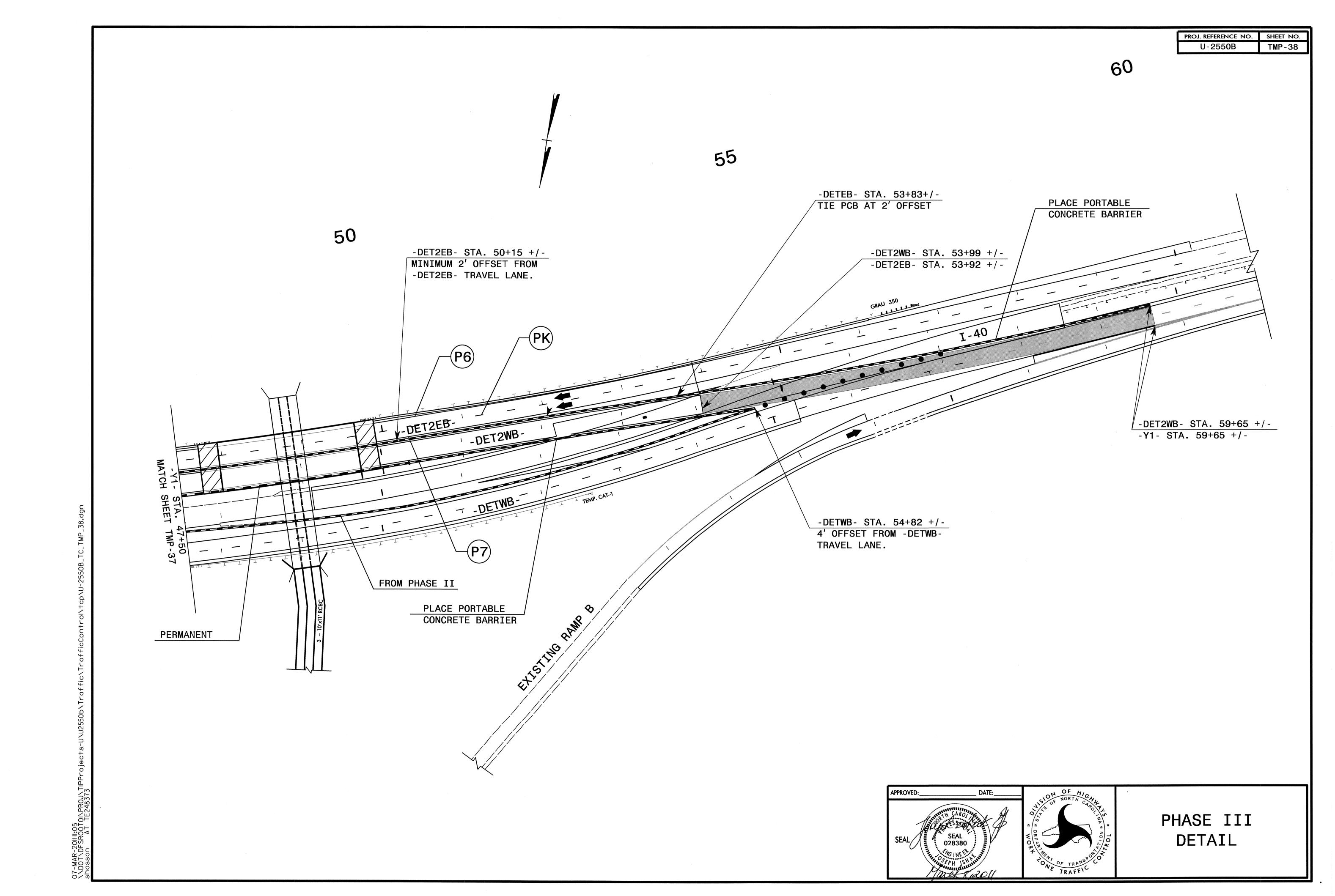
TRAFFIC

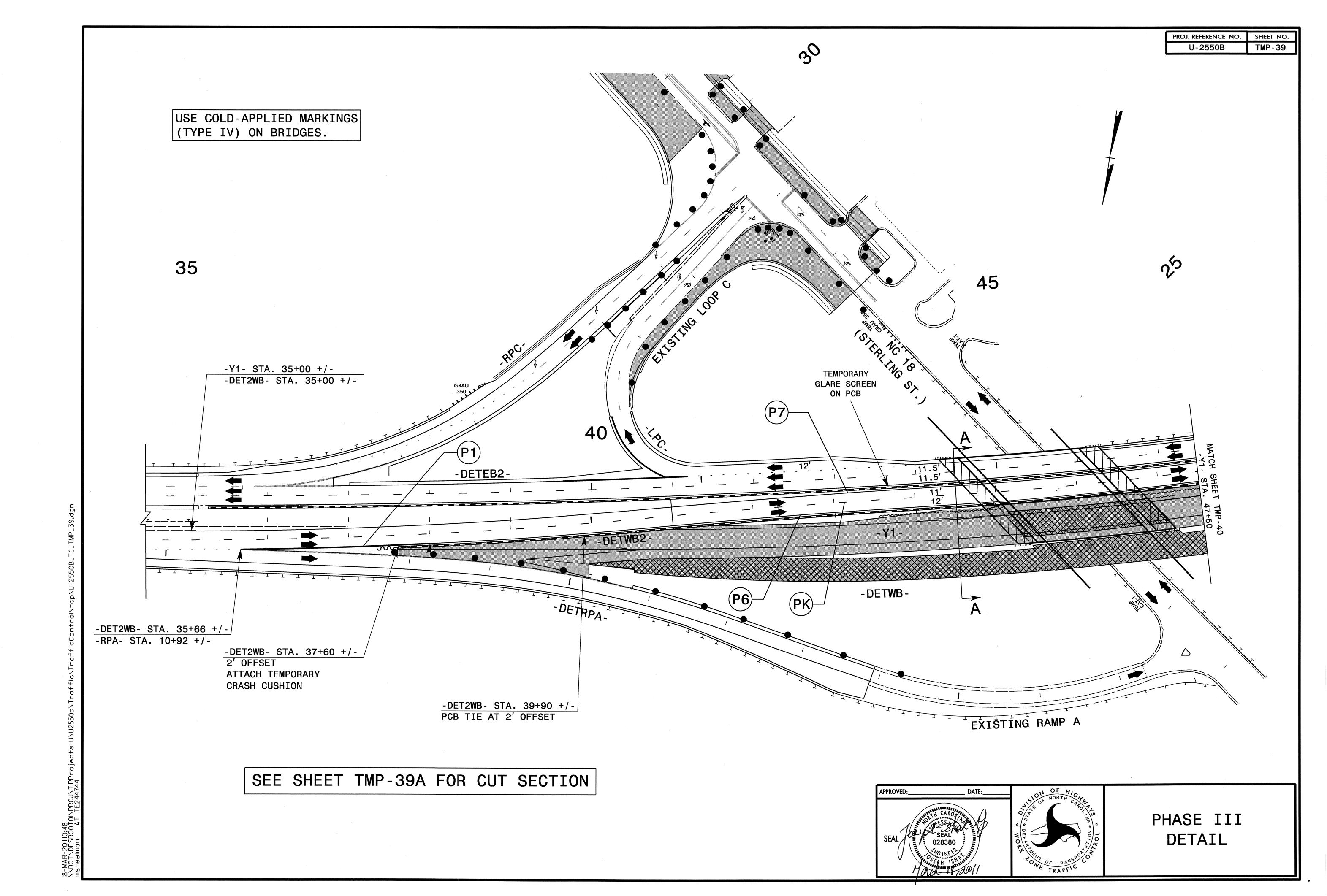
PHASE III OVERVIEW



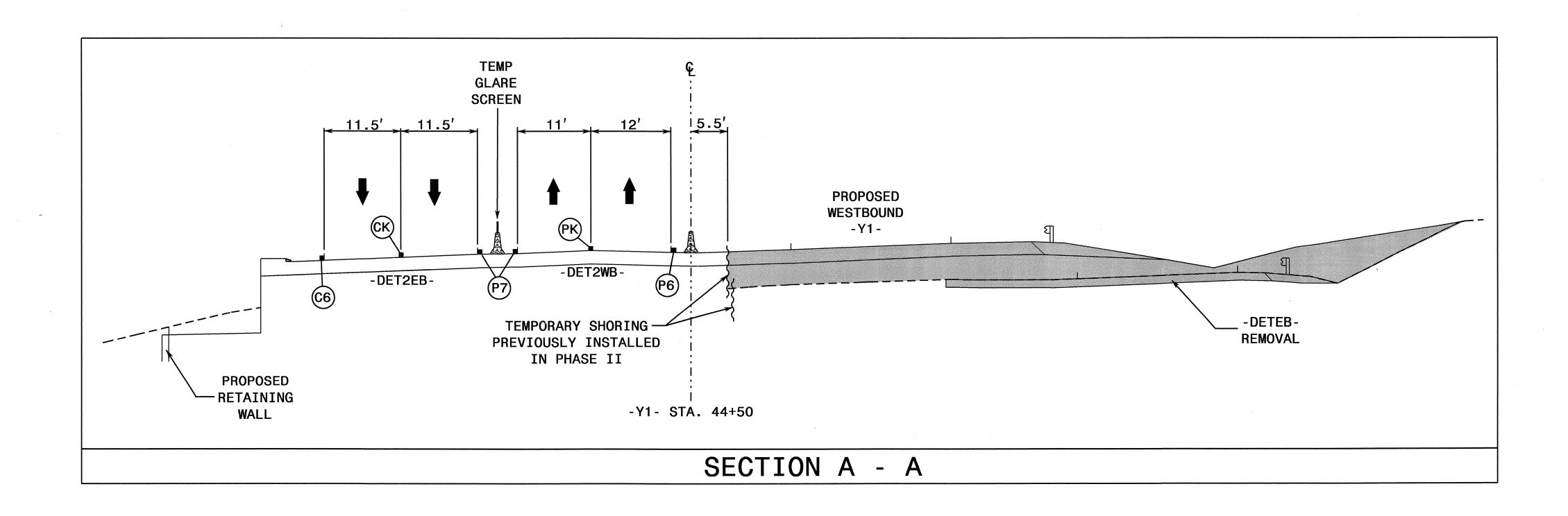


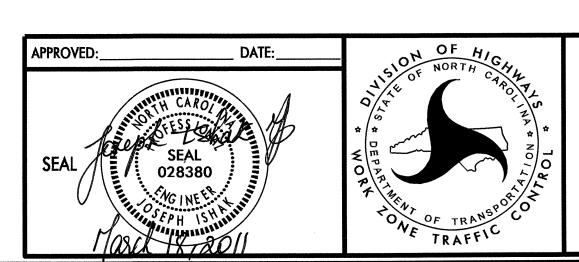




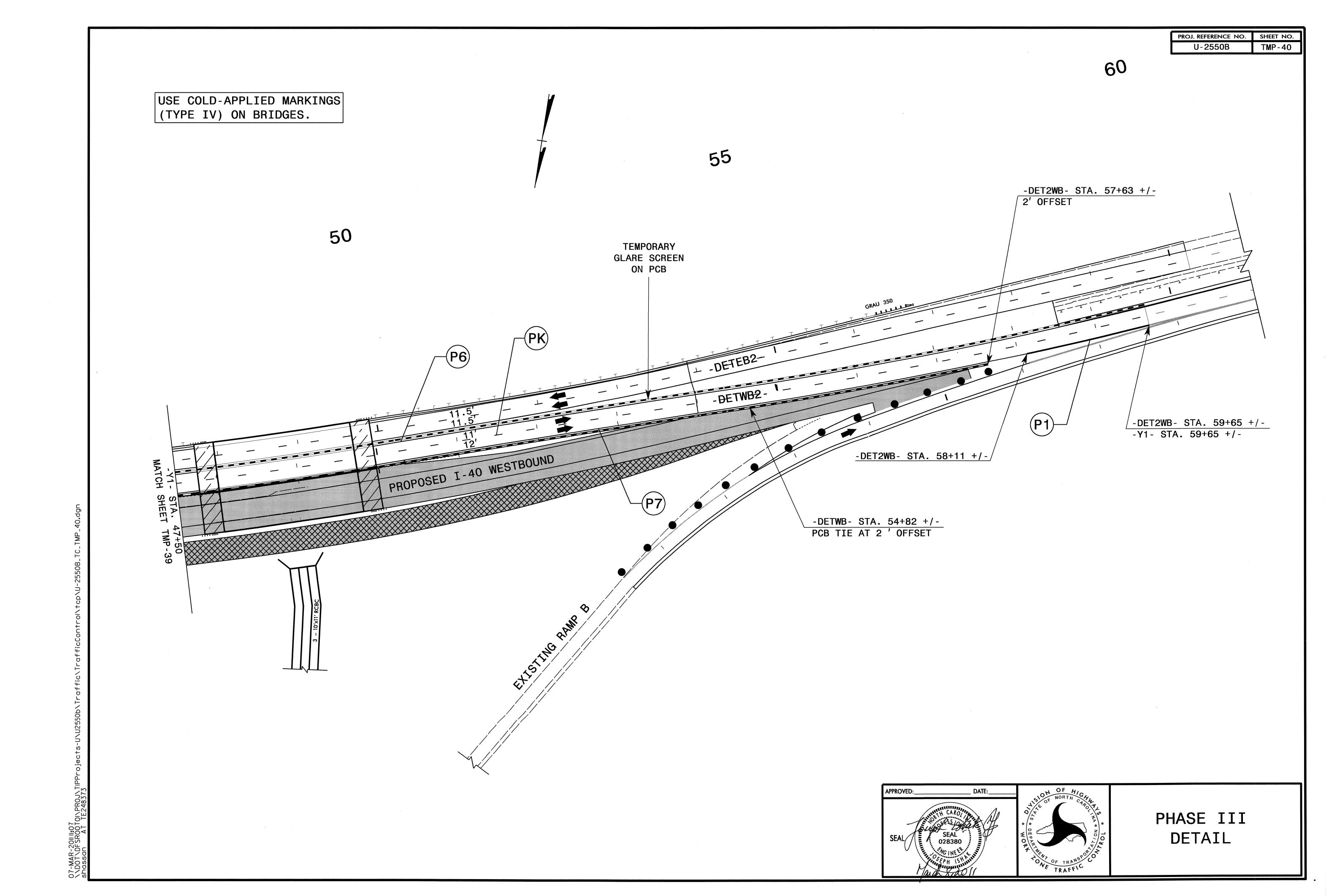


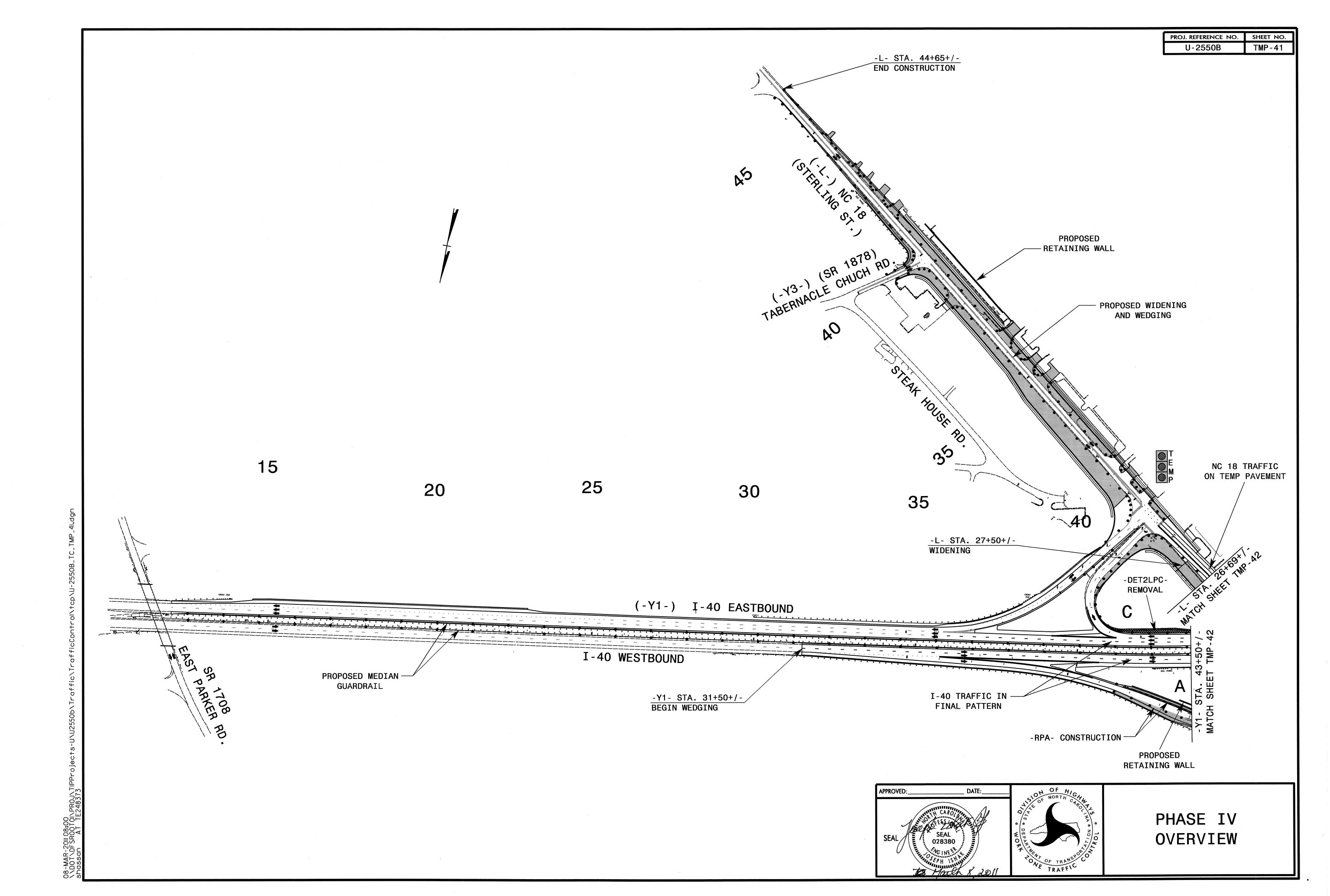
PROJ. REFERENCE NO.	SHEET NO.
U-2550B	TMP-39A





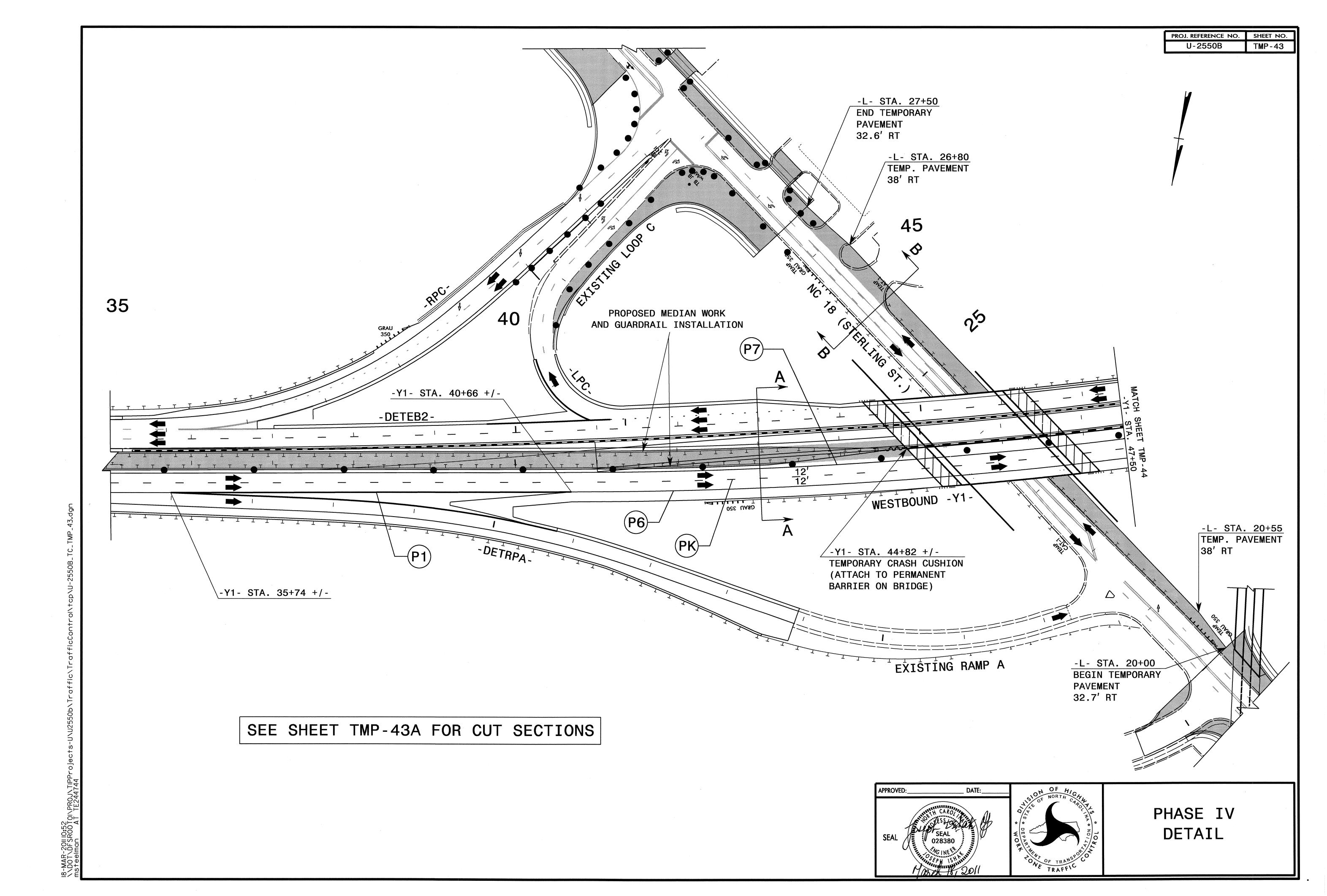
PHASE III
CUT SECTION

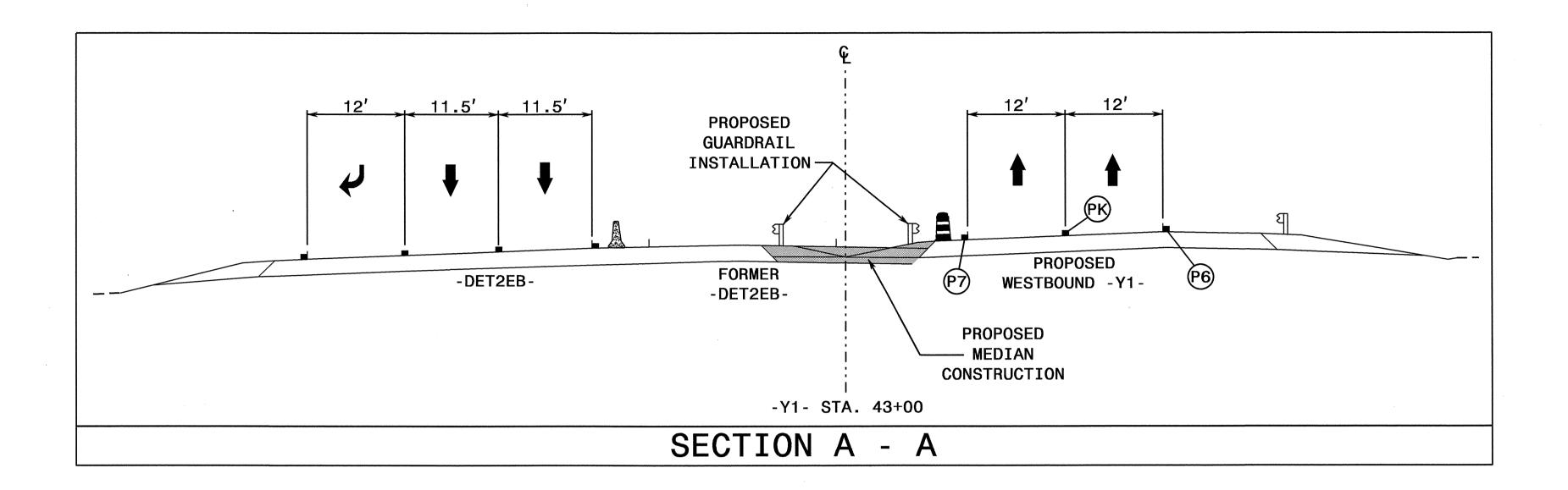


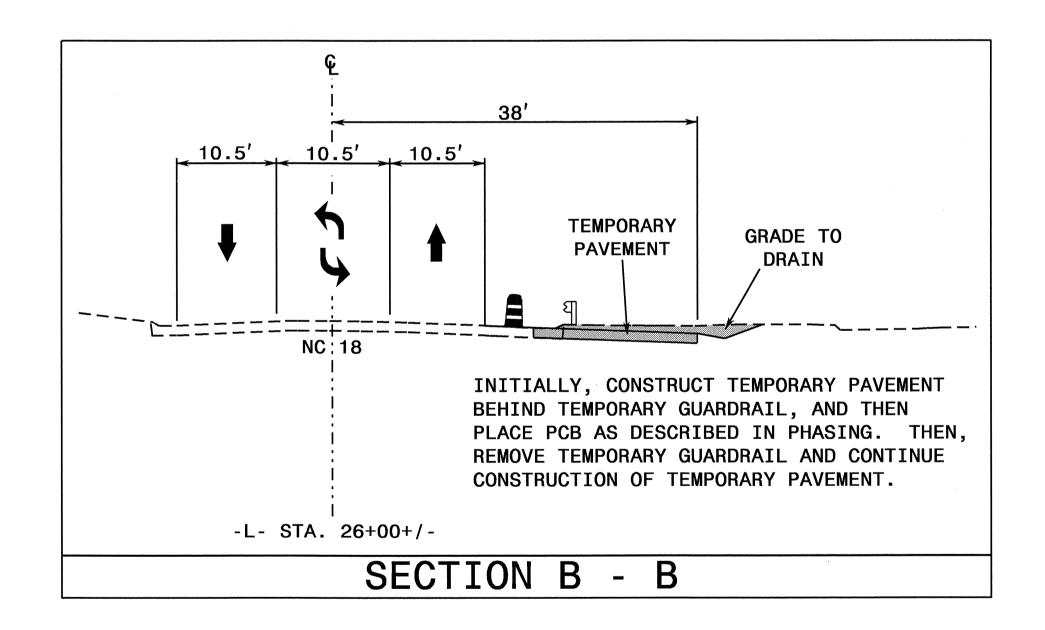


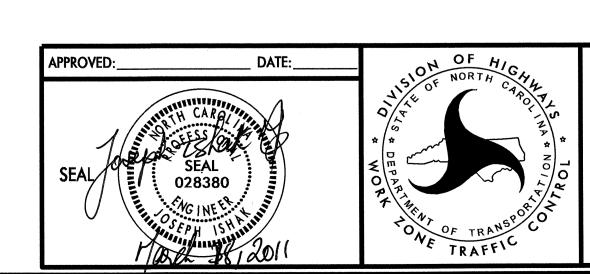
PROJ. REFERENCE NO. SHEET NO. TMP-42 U-2550B 65 60 45 55 50 -Y1- STA. 62+00+/-END WEDGING (-Y1-) I-40 EASTBOUND I-40 IN —FINAL PATTERN NC 18 ON -TEMP PAVEMENT -Y1- STA. 57+00+/-END WEDGING -RPB- CONSTRUCTION -RPA- CONSTRUCTION— -L- STA. 20+00+/-WIDENING -L- WIDENING_ AND WEDGING -L- STA. 12+80+/-BEGIN PROJECT PHASE IV

OVERVIEW

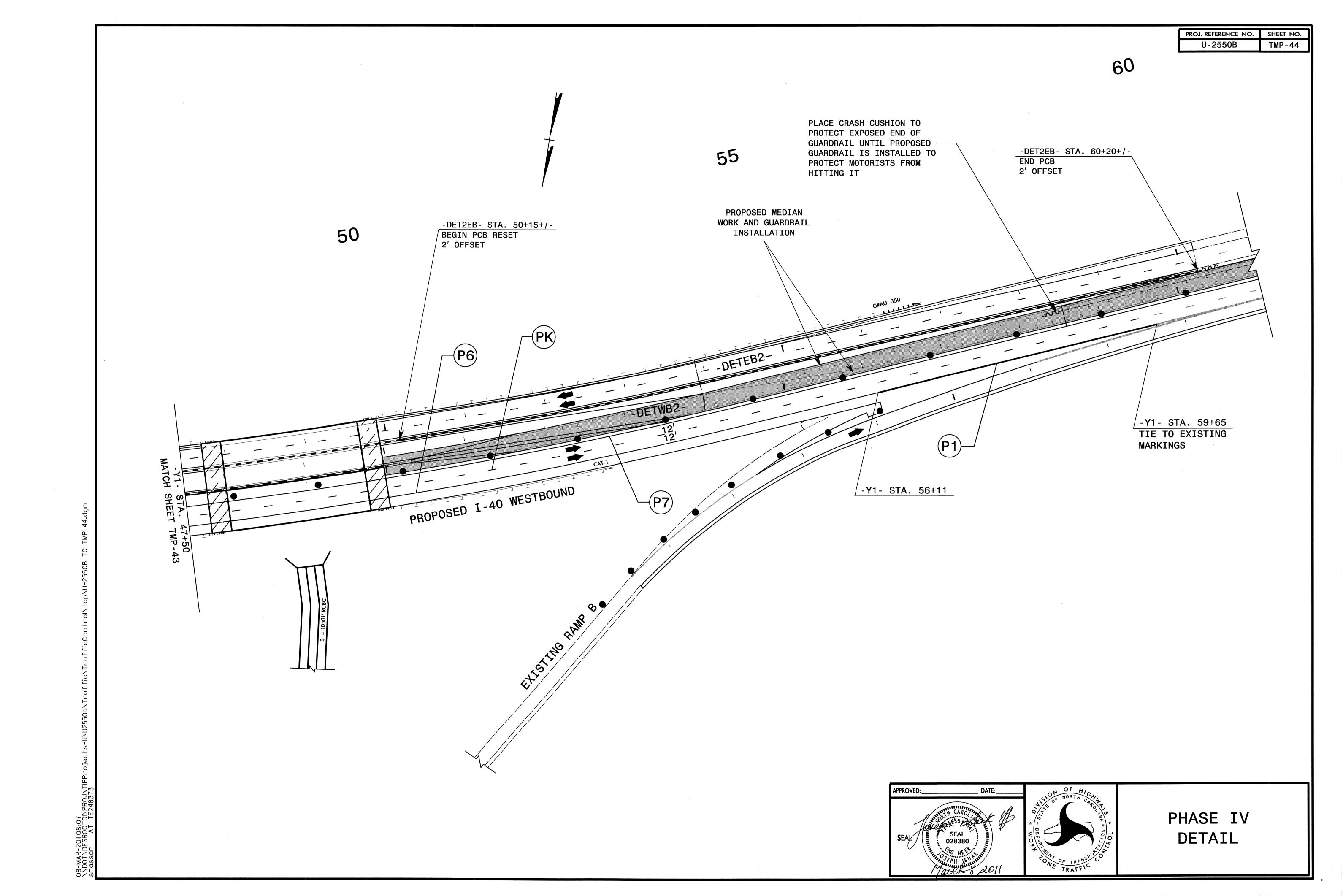




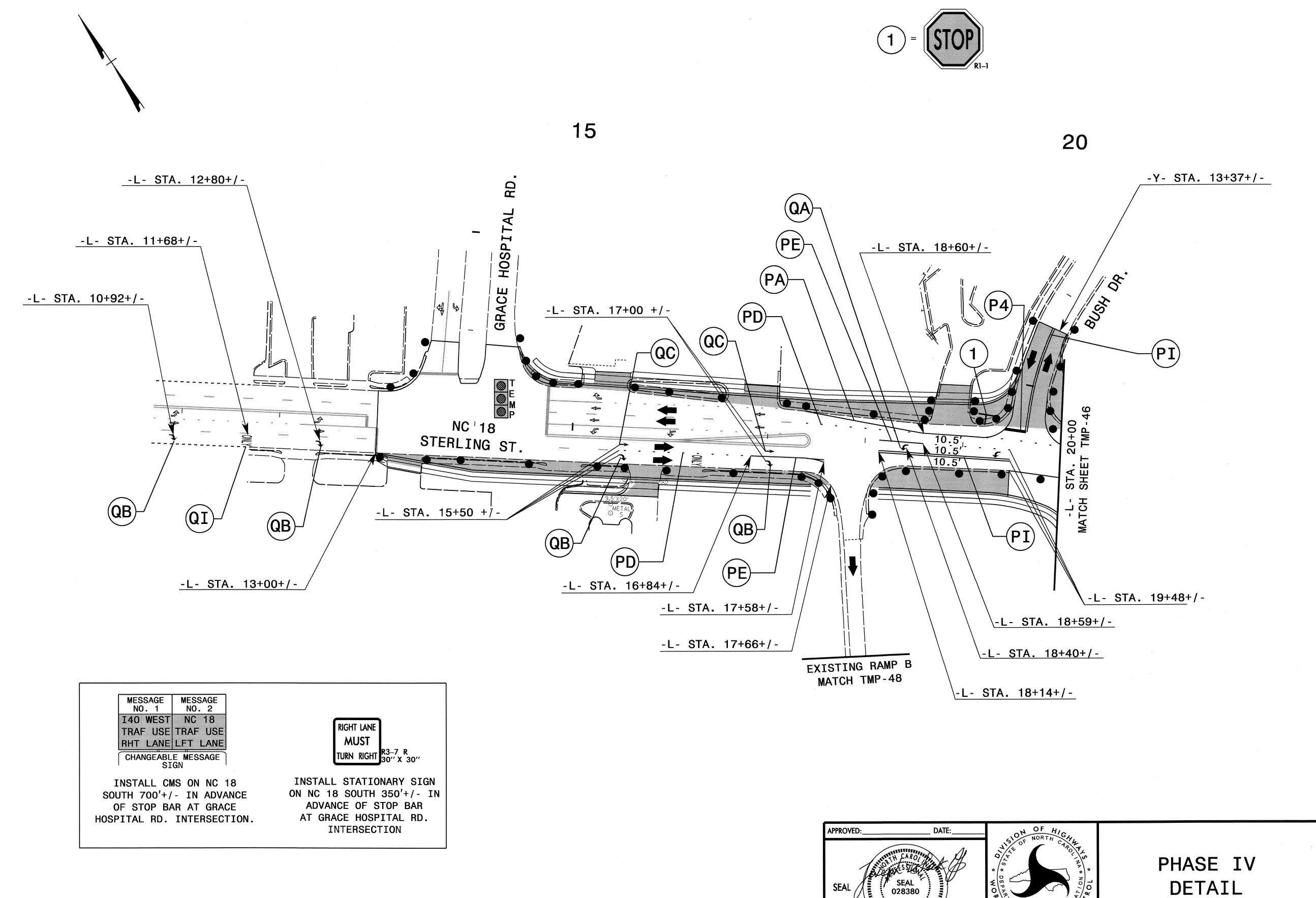


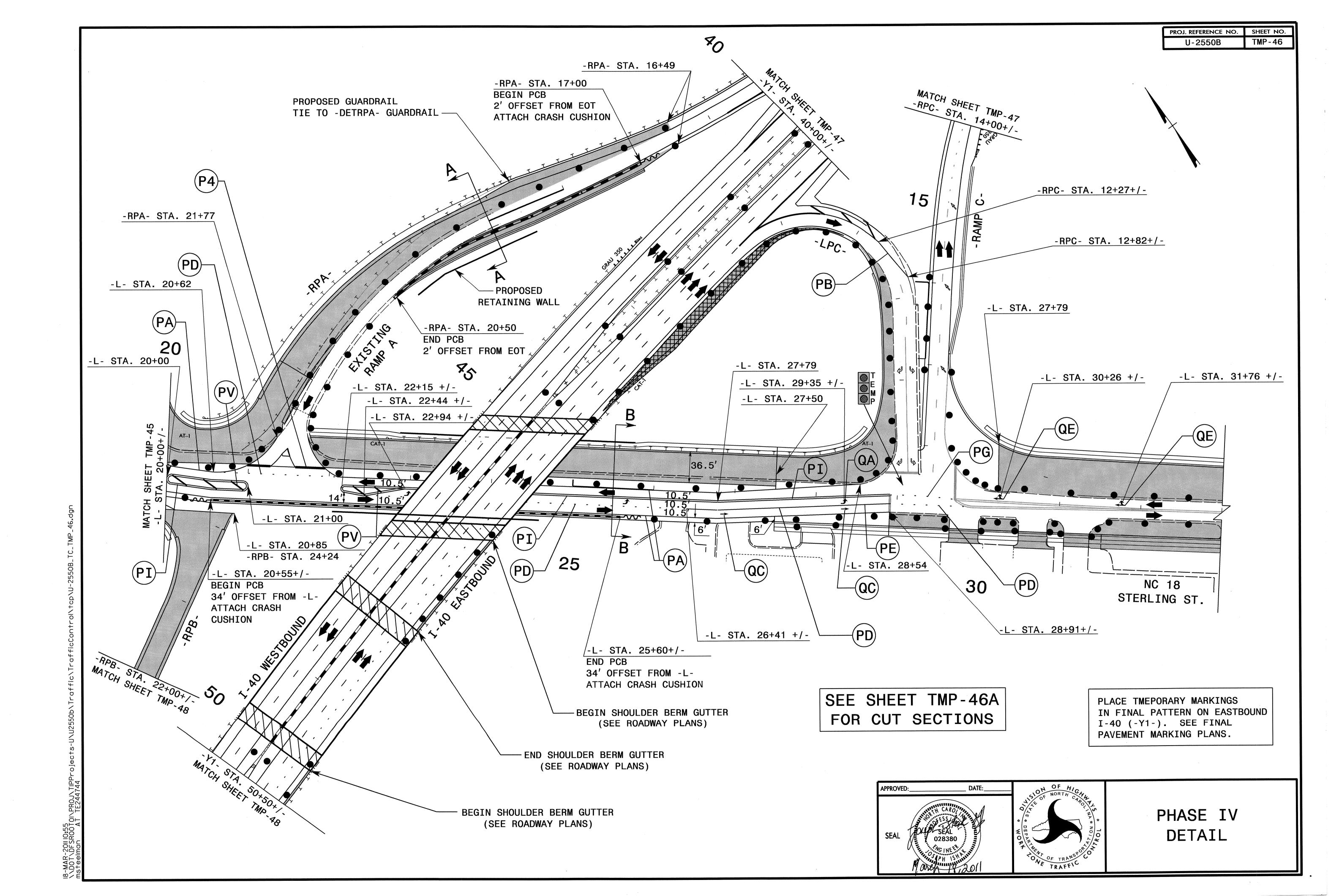


PHASE IV CUT SECTION

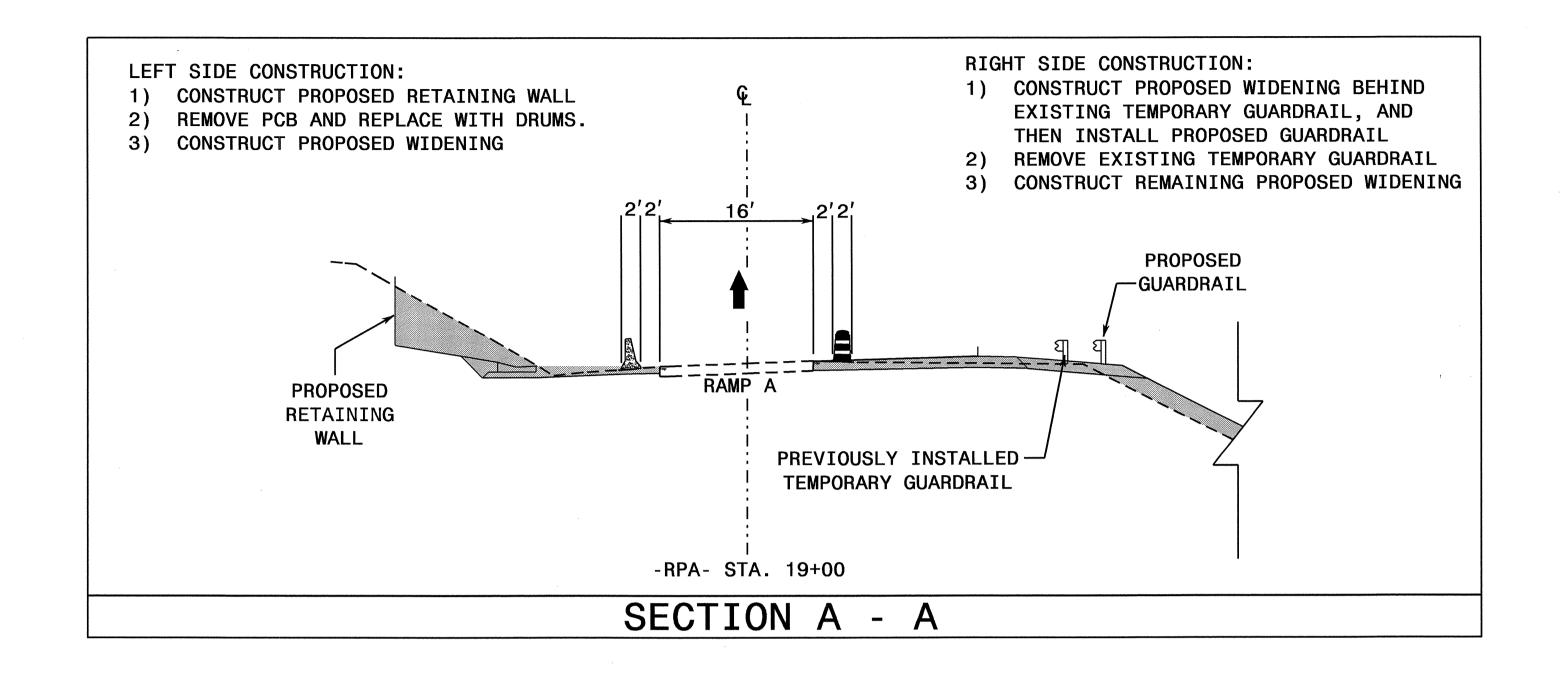


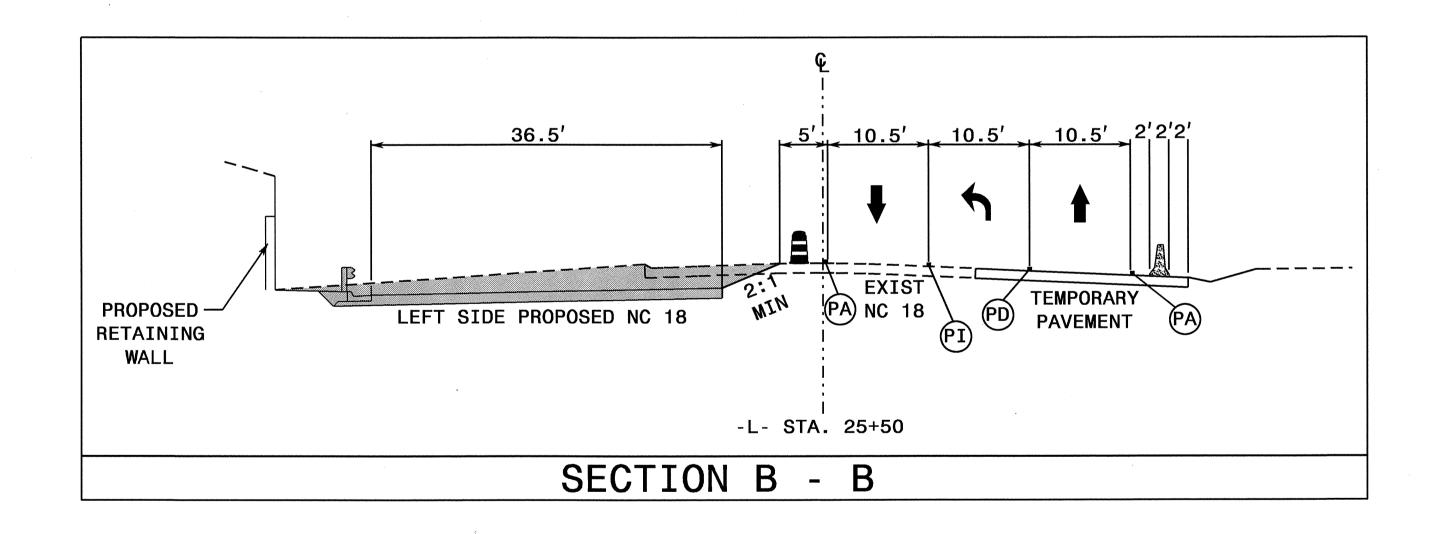
PROJ. REFERENCE NO. SHEET NO. U-2550B TMP-45

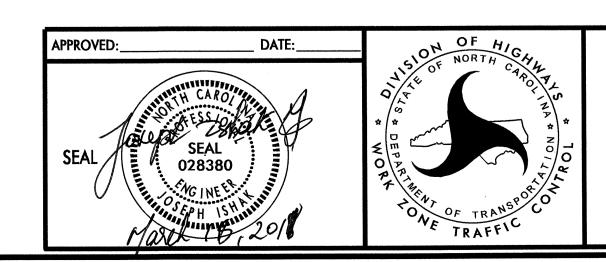




PROJ. REFERENCE NO.	SHEET NO.
U-2550B	TMP-46A

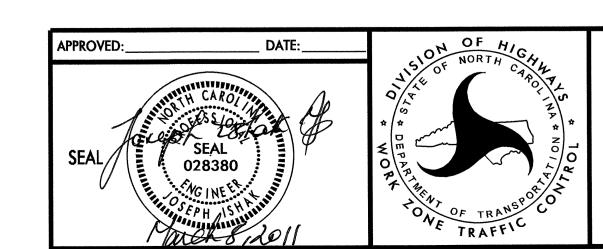






PHASE IV CUT SECTIONS

-Y1- STA. 35+15+/-WHEN GOING FROM -DET2EB-TO PROPOSED EASTBOUND -Y1-, TIE TEMPORARY MARKINGS IN 40 35 THE FINAL PATTERN TO 30 EXISTING MARKINGS (SEE FINAL PAVEMENT MARKING PLANS). Į I-40 ĘAŞTBOUND I-40 WESTBOUND



PHASE IV DETAIL

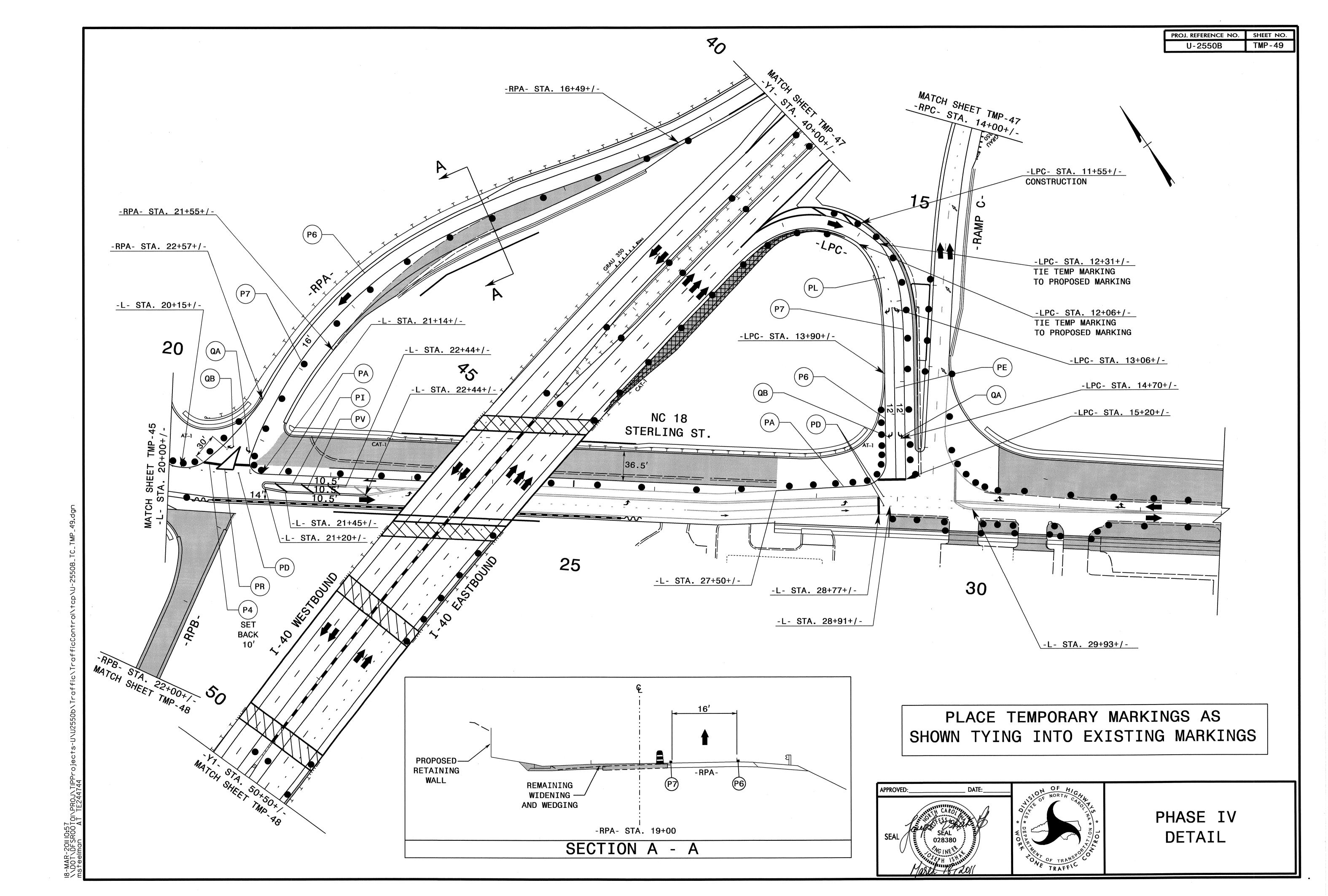
PROJ. REFERENCE NO. SHEET NO.

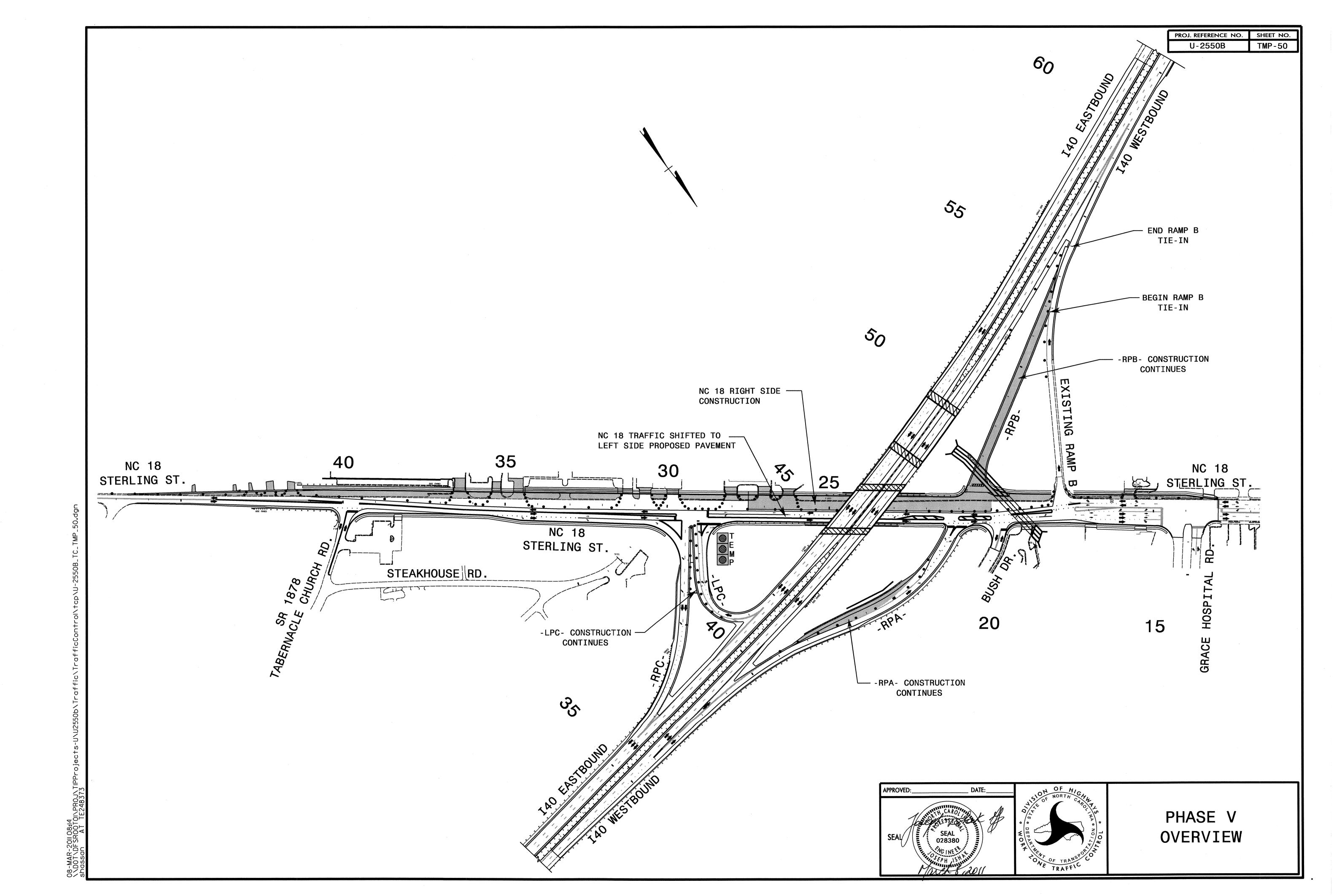
TMP-47

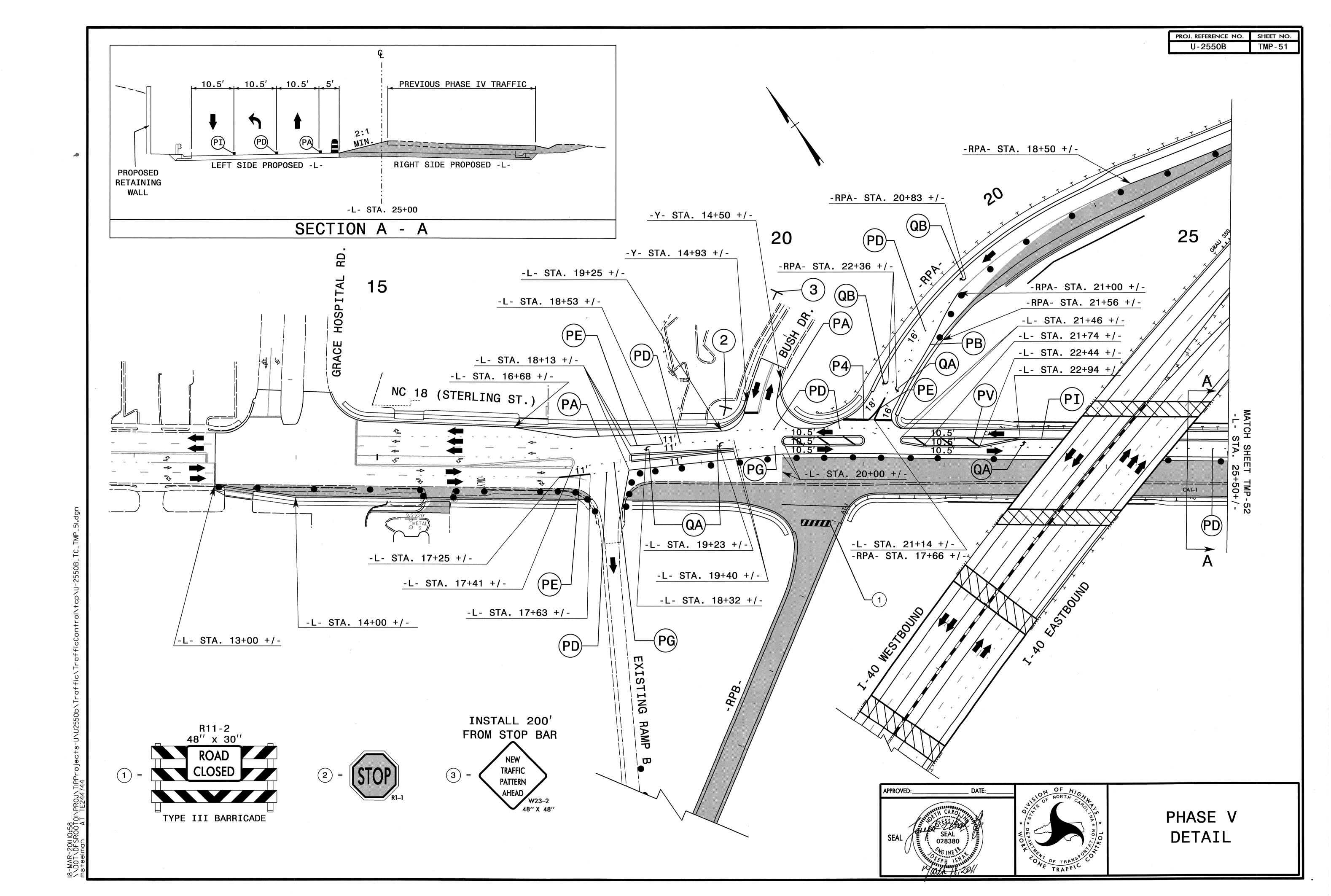
U-2550B

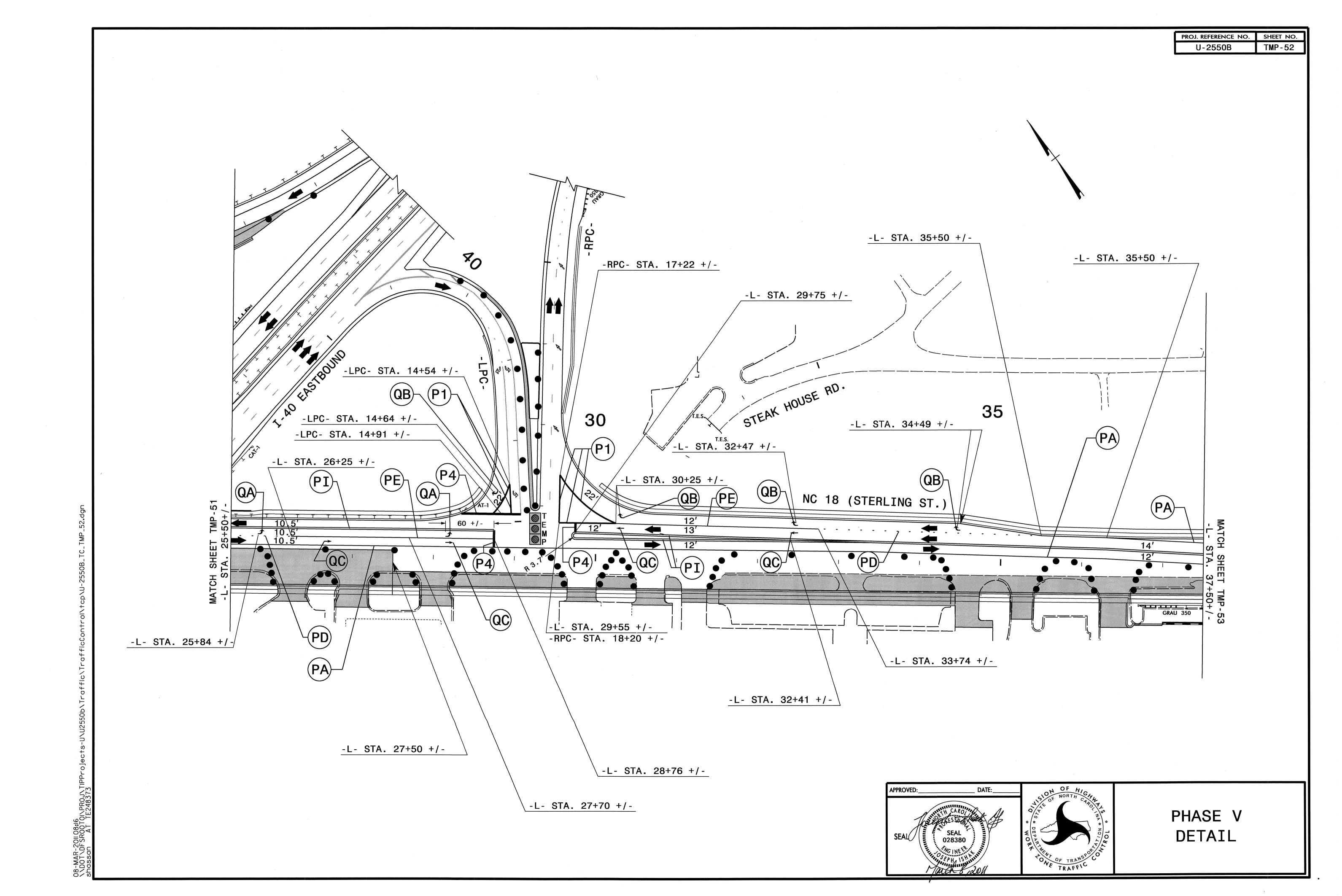
NOTION CON CONTROLITION OF THE AUTOMOTOR OF THE STANDARD AT TECHNOLITION OF THE AUTOMOTOR OF THE AUTOMOTOR AT TECHNOLITION OF THE AUTOMOTOR OF

PROJ. REFERENCE NO. SHEET NO. U-2550B TMP-48 -Y1- STA. 60+20+/-WHEN GOING FROM -DET2EB-60 -Y1- STA. 58+56+/-TO PROPOSED EASTBOUND -Y1-, BEGIN WIDENING TIE TEMPORARY MARKINGS IN THE FINAL PATTERN TO EXISTING MARKINGS (SEE FINAL PAVEMENT MARKING PLANS) - END SHOULDER BERM GUTTER 55 (SEE ROADWAY PLANS) I-40 WESTBOUND /-Y1- STA. 62+00+/-END WIDENING TIE PROPOSED -RPB-TO EXISTING RAMP B PHASE IV DETAIL

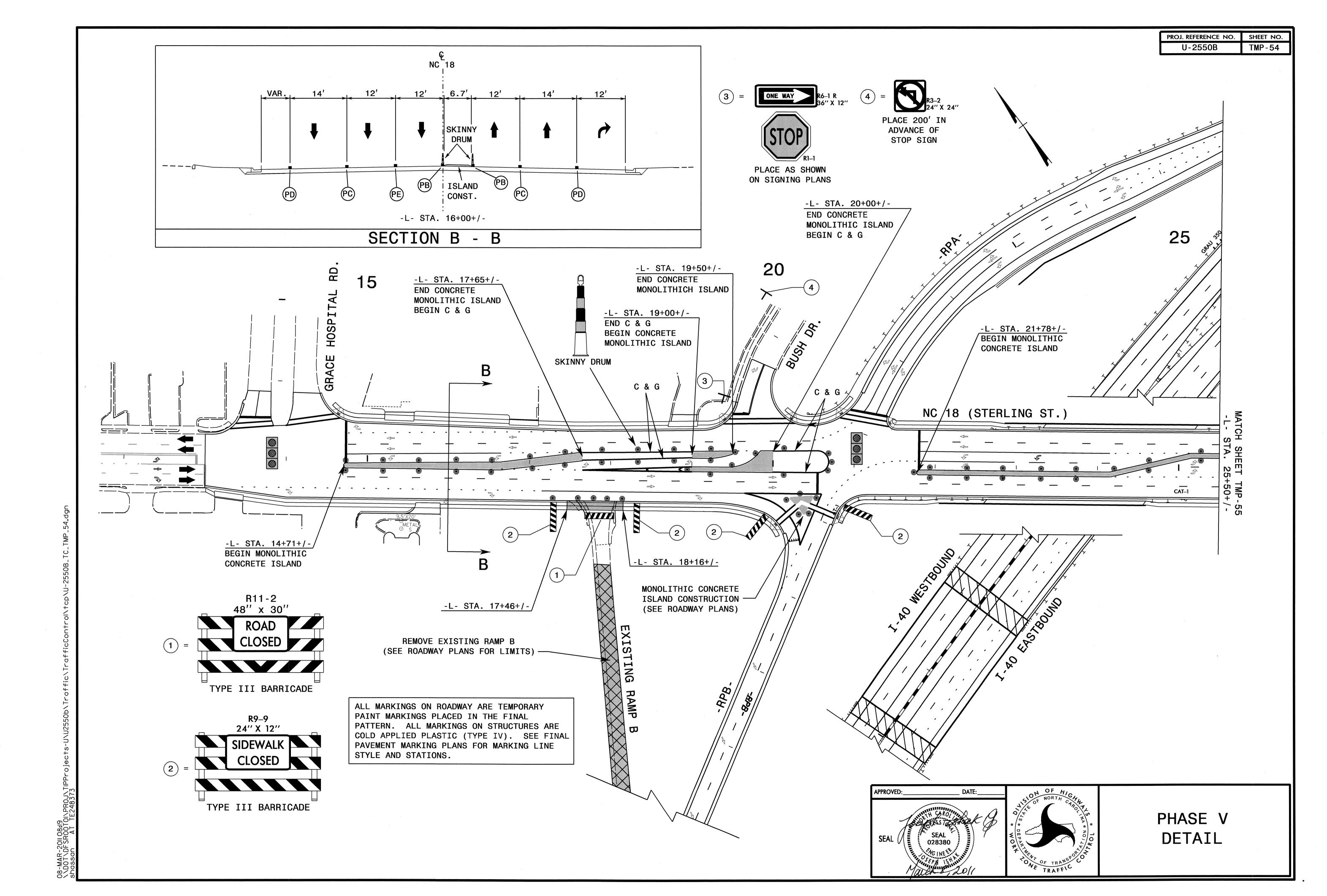


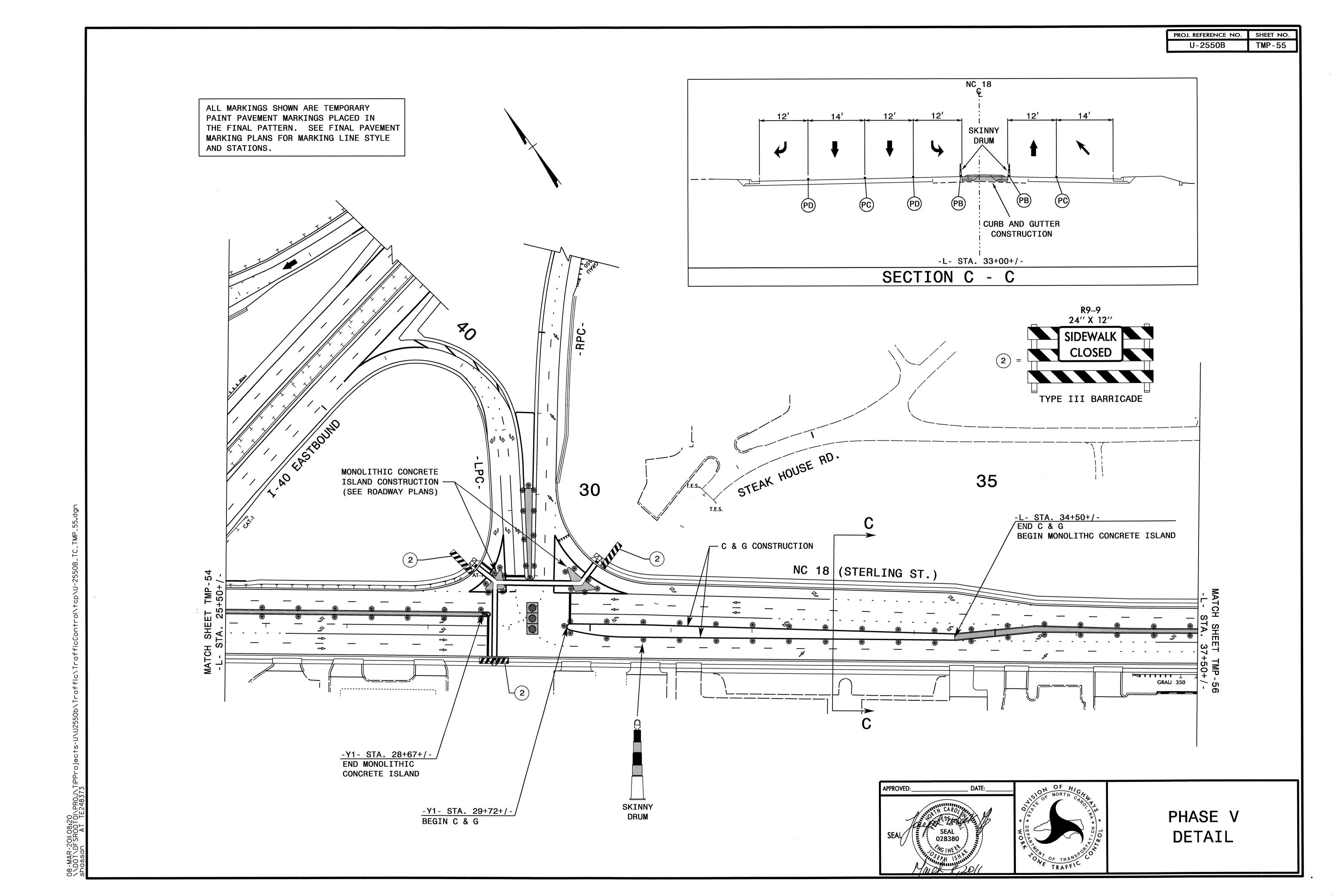




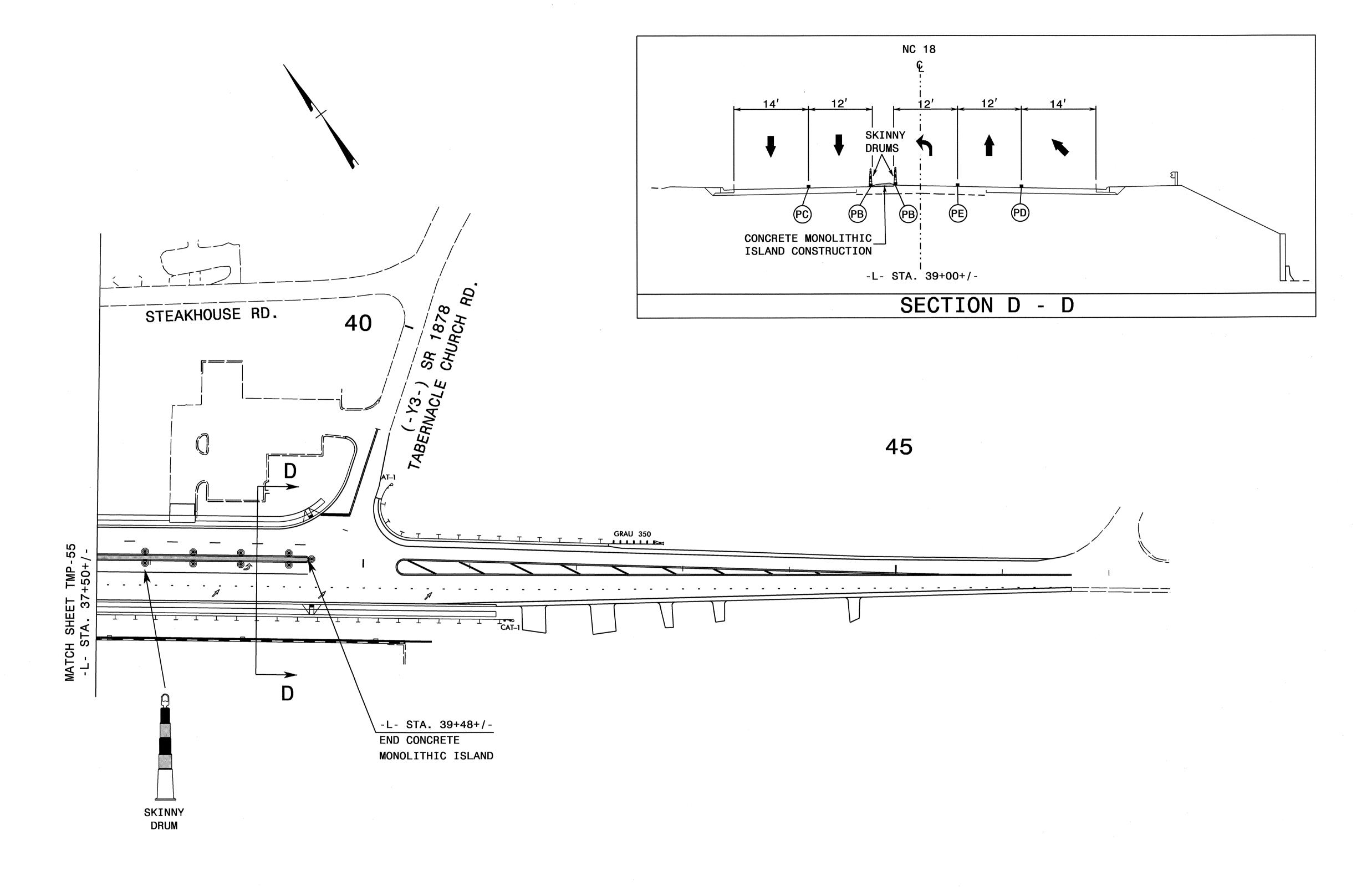


PROJ. REFERENCE NO. SHEET NO. U-2550B TMP-53 -Y3- STA. 10+02 +/-45 -Y3- STA. 11+51 +/--L- STA. 46+46 +/--L- STA. 46+65 +/--Y3- STA. 11+00 +/--L- STA. 42+88 +/--Y3- STA. 12+02 +/--L- STA. 43+94 +/-14' NC 18 (STERLING ST.) RETAINING WALL -L- STA. 39+00 +/--L- STA. 39+20 +/-\-L- STA. 41+08 +/--L- STA. 39+50 +/--L- STA. 41+00 +/--L- STA. 40+02 +/--L- STA. 40+43 +/-PHASE V DETAIL

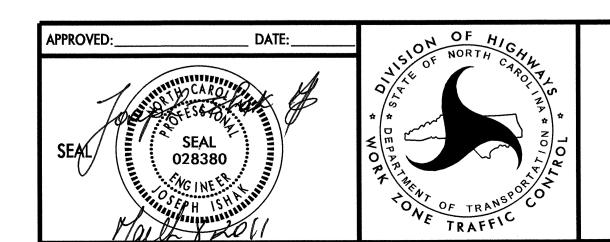




PROJ. REFERENCE NO. SHEET NO. U-2550B TMP-56



ALL MARKINGS SHOWN ARE TEMPORARY
PAINT PAVEMENT MARKINGS PLACED IN
THE FINAL PATTERN. SEE FINAL PAVEMENT
MARKING PLANS FOR MARKING LINE STYLE
AND STATIONS.



PHASE V DETAIL

NDFSROOTOINPROJNTIPProjects-UNU2550bNTrafficNTrafficControlNtcpNU-25

