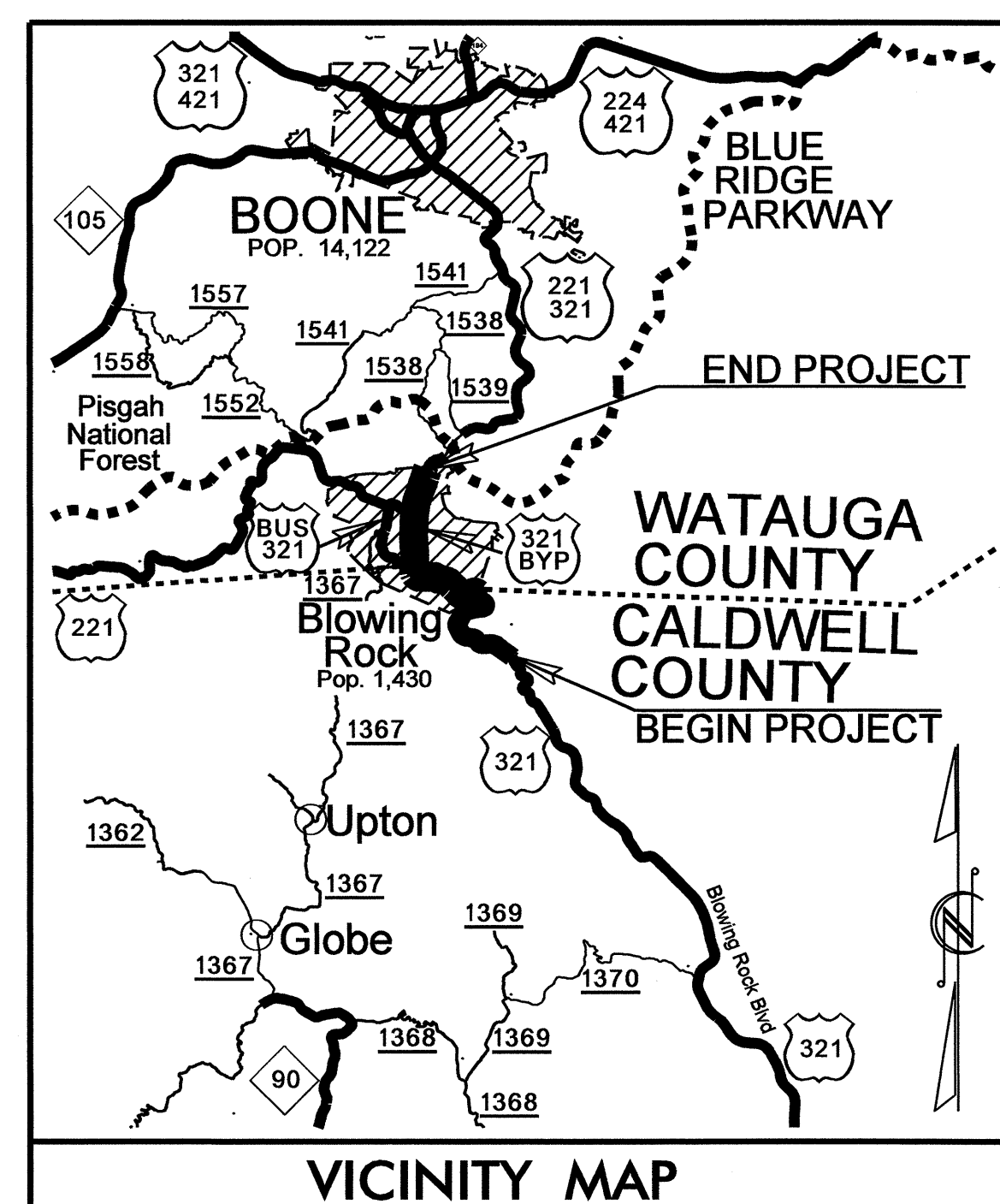
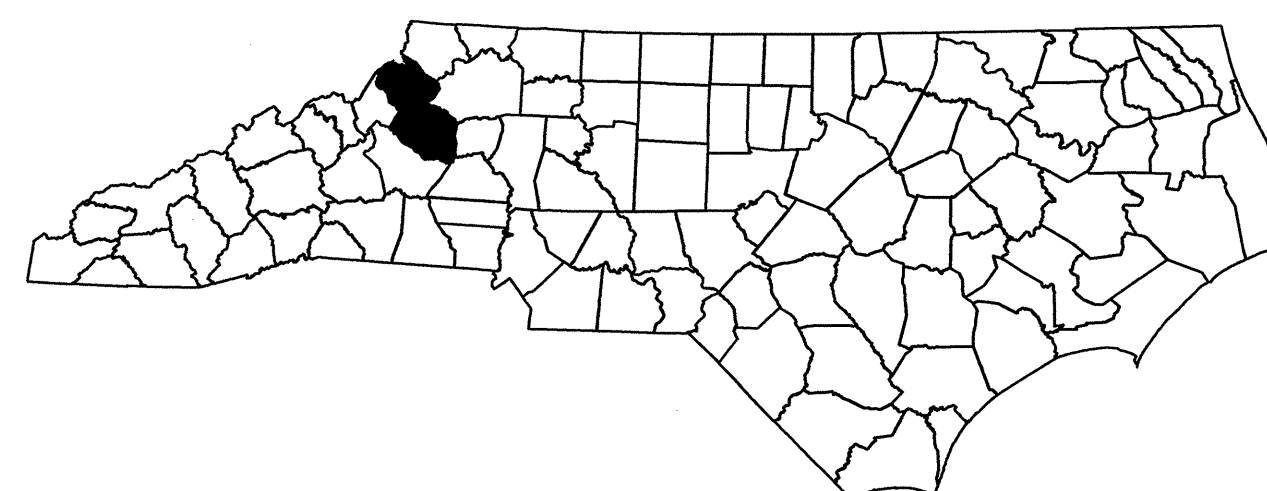


STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**TRANSPORTATION MANAGEMENT PLAN**  
**CALDWELL & WATAUGA COUNTIES**



**LOCATION: US 321 FROM SOUTH OF SR 1500 (BLACKBERRY RD.)  
TO US 221 AT BLOWING ROCK**

**INDEX OF SHEETS**

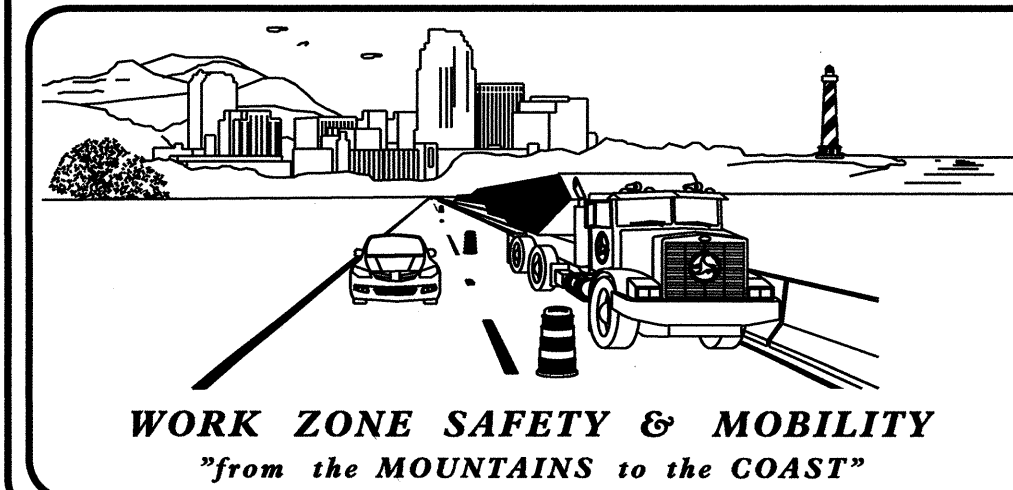
SHEET NO.	TITLE
TMP-1	TITLE SHEET, AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND, AND TEMPORARY PAVEMENT MARKING
TMP-1B & 1C	TRANSPORTATION OPERATIONS AND PROJECT NOTES: GENERAL NOTES AND LOCAL NOTES
TMP-2A	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-2B THRU TMP-2B3	TEMPORARY SHORING DATA
TMP-2C	DETAIL DRAWING FOR TWO-WAY UNDIVIDED WORK ZONE WARNING SIGNS
TMP-2D	THIS SHEET INTENTIONALLY LEFT BLANK
TMP-2E	OFF-SITE DETOUR FOR AREA I BLASTING OPERATIONS
TMP-2F	OFF-SITE DETOUR FOR AREA II BLASTING OPERATIONS
TMP-2G-2I	DETOUR ROUTE SIGN DESIGNS
TMP-3 THRU TMP-3F	AREA I TEMPORARY TRAFFIC CONTROL PHASING
TMP-3G THRU TMP-3N	AREA II TEMPORARY TRAFFIC CONTROL PHASING
TMP-3O	PROJECT OVERVIEW
TMP-4 THRU 7A	AREA II, PHASE I
TMP-8 THRU 10	AREA I, PHASE I
TMP-11 THRU 14A	AREA II, PHASE II
TMP-15 THRU TMP-17	AREA I, PHASE II
TMP-18 THRU TMP-21A	AREA II, PHASE III
TMP-22 THRU TMP-24	AREA I, PHASE III
TMP-25 & TMP-26	AREA II, PHASE III
TMP-27 THRU TMP-29	AREA I, PHASE IV
TMP-30	AREA I, PHASE IV AREA II, PHASE IV

SHEET NO.  
TMP-1

**R-2237C**

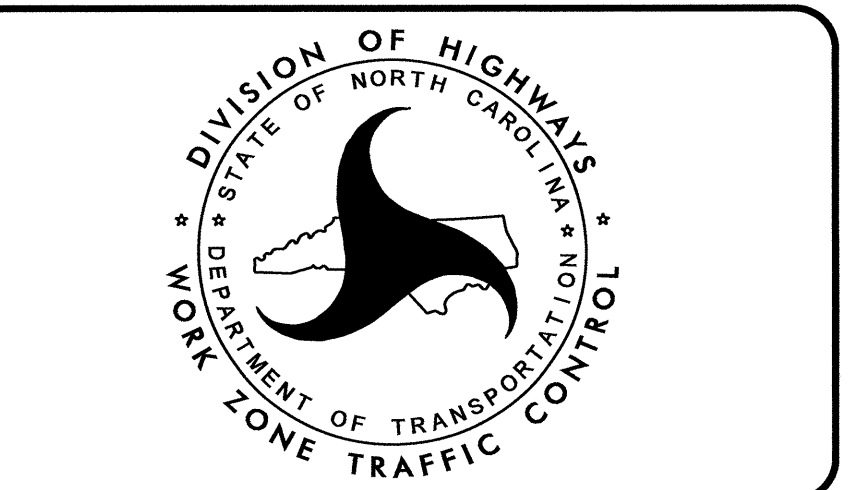
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**N.C.D.O.T. WORK ZONE TRAFFIC CONTROL**  
1561 MAIL SERVICE CENTER (MSC) RALEIGH, NC 27699-1561  
750 N. GREENFIELD PARKWAY, GARNER, NC 27529 (DELIVERY)  
PHONE: (919) 773-2800 FAX: (919) 771-2745

J. S. BOURNE, P.E. STATE TRAFFIC MANAGEMENT ENGINEER  
G. L. GETTIER, P.E. TRAFFIC CONTROL PROJECT ENGINEER  
J. W. GILSTRAP TRAFFIC CONTROL PROJECT DESIGN ENGINEER  
K. P. BROADWELL TRAFFIC CONTROL DESIGN ENGINEER



APPROVED: \_\_\_\_\_  
DATE: \_\_\_\_\_

SEAL

# ROADWAY STANDARD DRAWINGS

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

STD. NO.	TITLE
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.06	WARNING SIGNS FOR BLASTING ZONES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW PANELS
1130.01	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - THRU LANE DROPS
1205.08	PAVEMENT MARKINGS - SYMBOLS & WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
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

# LEGEND

## GENERAL

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

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

## TRAFFIC CONTROL DEVICES

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

## TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

## SIGNALS

- EXISTING
- PROPOSED
- TEMPORARY

## PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

## PAVEMENT MARKERS

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

## PAVEMENT MARKING SYMBOLS

- PAVEMENT MARKING SYMBOLS

## TEMPORARY PAVEMENT MARKING

- PAINT 4"**
- PA WHITE EDGELINE
  - PB YELLOW EDGELINE
  - PC 10 FT. WHITE SKIP
  - PD 2 FT. WHITE MINISKIP
  - PE WHITE SOLID LANE LINE
  - PI YELLOW DOUBLE CENTER

- PAINT 8"**
- PS WHITE DIAGONAL
  - PV YELLOW DIAGONAL
  - PX WHITE CROSSWALK LINE

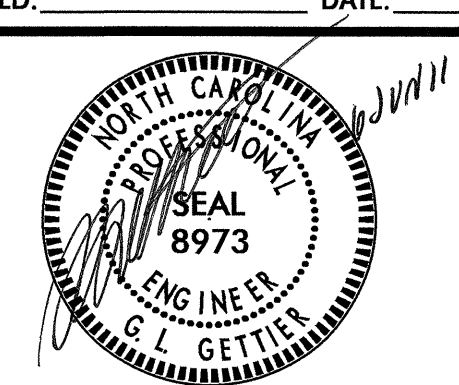
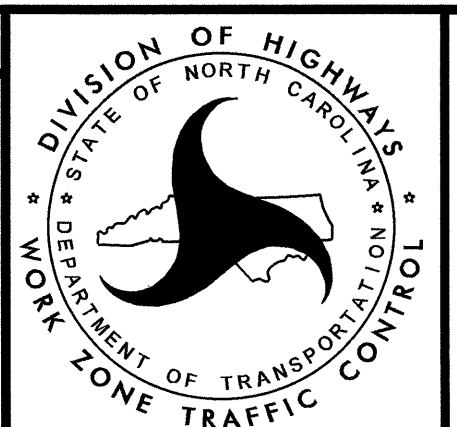
- PAINT-24"**
- P4 WHITE STOP BAR

- PAINTMARKING SYMBOLS**
- QA LEFT TURN ARROW
  - QB RIGHT TURN ARROW
  - QC STRAIGHT ARROW
  - QE COMBO STRAIGHT/RIGHT

- PAINTMARKING CHARACTERS**
- QI ALPHANUMERIC CHAR.

- MARKERS**
- ME YELLOW & YELLOW (SNOW PLOWABLE)
  - MH YELLOW & YELLOW (RAISED)
  - MF CRYSTAL & RED (SNOW PLOWABLE)
  - MI CRYSTAL & RED (TEMPORARY RAISED)

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APPROVED: _____	DATE: _____	
		<b>ROADWAY STANDARD DRAWINGS &amp; LEGEND</b>



# TRANSPORTATION OPERATIONS

## CONSTRUCTION

REPLACE EXISTING TWO-LANE ROADWAY WITH A PROPOSED MULTIPLY LANE/FOUR LANE DIVIDED FACILITY ON US 321 IN THE BLOWING ROCK AREA.

## TMP DESIGN PARAMETERS

THIS PROJECT IS DIVIDED INTO TWO AREAS (SEE SHEETS TMP-3 AND TMP-30). THE CONTRACTOR SHALL WORK IN BOTH AREAS AT THE SAME TIME, HOWEVER, AREA I SHALL BE THE PRIMARY AREA AND WILL BE COMPLETED AS STATED IN THE PROJECT PROPOSAL.

CONTRACTOR SHALL FURNISH AND INSTALL CHANGEABLE MESSAGE SIGNS ON BOTH DIRECTIONS OF US 321 (-L-), US 321 BUS (-Y10-) AND US 321 BUS/US 221 (-Y17-) FOR PUBLIC INFORMATION, TRAVEL ALERTS AND TRAFFIC CONDITIONS.

THIS PROJECT CONTAINS DAILY LANE CLOSURE RESTRICTIONS, IN ADDITION TO HOLIDAYS AND SPECIAL EVENTS (SEE SHEET TMP-1B).

US 321 AND ASSOCIATED -Y- LINES SHALL BE CLOSED FOR BLASTING OPERATION AND DEBRIS REMOVAL. SEE GENERAL NOTE "AG" ON SHEET TMP-1C FOR PROCEDURE AND DAY & TIME RESTRICTIONS.

CONTRACTOR MAY UTILIZING OFF-SITE DETOURS TO CONSTRUCT SELECTED -Y- LINES.

## GENERAL OUTLINE (BOTH AREAS)

1. CONSTRUCT THE LEFT SIDE UTILIZING EXISTING, TEMPORARY AND PROPOSED PAVEMENT. THIS WILL REQUIRED UTILIZING FLAGGING OPERATIONS WITH TEMPORARY SHORING, TEMPORARY SLOPES OF 2:1, PORTABLE CONCRETE BARRIER, WATER FILLED BARRIER AND/OR TEMPORARY GUARDRAIL.
2. SHIFT TRAFFIC TO THE LEFT SIDE IN A TEMPORARY TWO-LANE, TWO-WAY TRAFFIC PATTERN UTILIZING 11 FOOT LANES.
3. CONSTRUCT PROPOSED RIGHT SIDE AND -Y- LINES, UTILIZING FLAGGING OPERATIONS AS REQUIRED.
4. SHIFT TRAFFIC TO THE RIGHT SIDE (PROPOSED PAVEMENT) IN A TEMPORARY TWO-LANE, TWO-WAY TRAFFIC PATTERN UTILIZING 11 FOOT LANES.
5. CONSTRUCT PROPOSED LEFT SIDE AND -Y- LINES, UTILIZING FLAGGING OPERATIONS AS REQUIRED.
- 6.

### AREA I

- A. SHIFT TRAFFIC TO PROPOSED OUTSIDE LANES AND CONSTRUCT PROPOSED MEDIAN AND CURB & GUTTER.
- B. PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND INSTALL PAVEMENT MARKERS FOR FINAL PATTERN.
- C. OPEN AREA I TO THE FINAL TRAFFIC PATTERN.

### AREA II

- A. CONSTRUCT PROPOSED MEDIAN AND CURB & GUTTER BETWEEN STATION 485+00 +/- -L- AND STATION 492+00 +/- -L- (VICINITY OF THE US 321 & US 321 BUS INTERSECTION).
- B. CONDUCT PAVING OPERATIONS TO PAVE THE FINAL LAYER OF SURFACE COURSE FOR BOTH AREAS. PLACE FINAL PAVEMENT MARKINGS AND INSTALL FINAL PAVEMENT MARKERS.
- C. OPEN BOTH AREA I AND AREA II TO THE FINAL TRAFFIC PATTERN.

# 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, OF 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 AS DIRECTED BY THE ENGINEER.

## TIME RESTRICTIONS

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

ROAD NAME	DAY AND TIME RESTRICTIONS
1.US 321 (-L-)	6:00 A.M. TO 9:00 A.M. 4:00 P.M. TO 6:00 P.M. MONDAY THROUGH FRIDAY
	9:00 A.M. TO 9:00 P.M. SATURDAY AND SUNDAY

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

ROAD NAME
1.US 321 (-L-)

## HOLIDAY

1. FOR ANY UNEXPECTED OCCURRENCE THAT CREATE 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.
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 TO 6:00 P.M. TUESDAY.
7. FOR THANKSGIVING, 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 THE FALL FOLIAGE SEASON, ALL WEEKENDS IN OCTOBER, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 9:00 A.M. MONDAY.
10. FOR APPALACHIAN STATE UNIVERSITY HOME FOOTBALL GAMES, BETWEEN 12:00 P.M. (NOON) THE DAY BEFORE THE GAME TO 9:00 A.M. THE MONDAY AFTER THE GAME.

## HOLIDAY (CONT.)

11. AS DIRECTED BY THE ENGINEER ANY SPECIAL EVENT OCCURRING IN THE TOWN OF BLOWING ROCK, BETWEEN THE HOURS OF 6:00 A.M. THE DAY BEFORE THE SPECIAL EVENT AND 9:00 A.M. THE DAY AFTER THE SPECIAL EVENT.

C) DO NOT STOP TRAFFIC FOR MORE THAN 15 MINUTES AS FOLLOWS:

ROAD NAME	OPERATION
1.US 321	FLAGGING, TRAFFIC OPERATIONS, SHIFTING TRAFFIC AND DEBRIS REMOVAL OTHER THAN THAT WHICH IS CREATED FROM A BLASTING OPERATION

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

## LANE AND SHOULDER CLOSURE REQUIREMENTS

E) REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED, OR AS DIRECTED BY THE ENGINEER.

F) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 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.

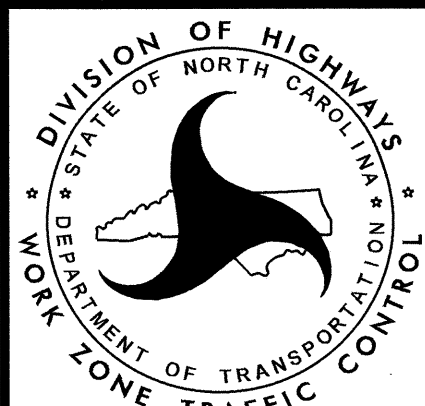
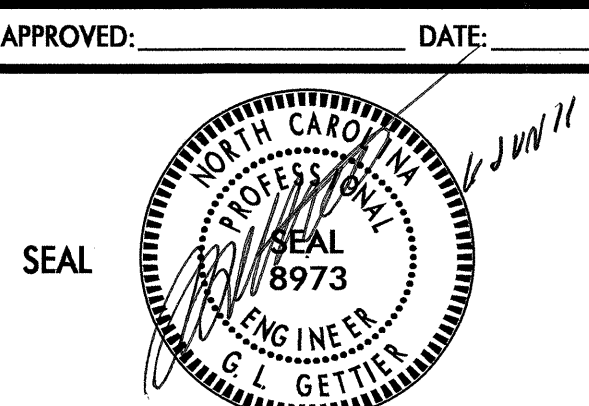
G) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO AN UNDIVIDED FACILITY AND WITHIN 5 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

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.

H) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRAFFIC CONTROL PLANS, ROADWAY STANDARD DRAWINGS OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.

I) DO NOT WORK SIMULTANEOUSLY WITHIN 15 FT ON BOTH SIDES OF AN OPEN TRAVELWAY, RAMP OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.

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

APPROVED: _____ DATE: _____		<b>TRANSPORTATION OPERATIONS AND PROJECT NOTES</b>
		

PAVEMENT EDGE DROP OFF REQUIREMENTS

K) 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 A 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.

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

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

N) 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.

O) PROVIDE PERMANENT SIGNING.

P) 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.

Q) 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.

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

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

TRAFFIC BARRIER

T) 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.

TRAFFIC BARRIER (CONT.)

U) 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

V) 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.

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

X) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES (DRUMS, CONES OR SKINNY DRUMS) PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

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

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

ROAD NAME	MARKING	MARKER*
1. ALL ROADS	PAINT	TEMPORARY RAISED

\*NOTE: AS DIRECTED BY THE ENGINEER THE CONTRACTOR SHALL INSTALL SNOWPLOWABLE RAISED PAVEMENT MARKERS ON ALL TEMPORARY AND/OR PROPOSED PAVEMENT THAT WILL BE OPEN TO TRAFFIC BETWEEN NOVEMBER 1ST AND MARCH 31ST TIME FRAME.

AA) 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.

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

AC) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

AD) TRACE THE (EXISTING AND/OR PROPOSED) MONOLITHIC ISLAND LOCATIONS WITH THE PROPER COLOR PAVEMENT MARKING PRIOR TO (REMOVAL AND/OR INSTALLATION). PLACE DRUMS TO DELINEATE ANY (EXISTING AND/OR PROPOSED) MONOLITHIC ISLANDS (AFTER REMOVAL AND/OR BEFORE INSTALLATION).

MISCELLANEOUS

AE) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS, AS DIRECTED BY THE ENGINEER.

AF) ALL WHEEL CHAIR 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.

MISCELLANEOUS (CONT.)

AG) CLOSE US 321 TO BOTH NORTHBOUND AND SOUTHBOUND TRAFFIC AND ANY INTERSECTING -Y- LINES DURING ALL BLASTING OPERATIONS INCLUDING THE REMOVAL OF DEBRIS FROM THE ROADWAY CREATED BY THE BLAST. THE DAYS AND TIMES THAT US 321 MAY BE CLOSED FOR BLASTING OPERATIONS & DEBRIS REMOVAL ARE AS FOLLOWS (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES):

NOTE: THE TIMES AND DAYS LISTED BELOW SHALL ONLY BE UTILIZED FOR BLASTING OPERATIONS AND DEBRIS REMOVAL FROM THAT OPERATION.

NOTE: AS DIRECTED BY THE ENGINEER BLASTING OPERATIONS MAY BE CONDUCTED OUTSIDE THE TIME FRAMES LISTED BELOW ONLY IF THE SPECIFIC BLASTING OPERATION WILL NOT IMPACT TRAFFIC ON US 321 AND ANY INTERSECTING -Y- LINE.

CONSTRUCTION LIMITS: LIMITED TO ONE DAY PER WEEK, FROM BEGINNING OF PROJECT TO THE GREEN PARK HISTORIC DISTRICT (STA. 400+00 +/- -L-) IN AREA II.

DAY	TIME
MONDAY OR WEDNESDAY	7:00 P.M. TO 5:00 A.M. THE NEXT MORNING

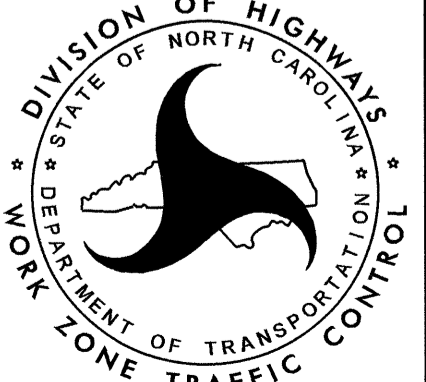

CONSTRUCTION LIMITS: AREA I AND/OR AREA II.

DAY	TIME
TUESDAY	BETWEEN THE HOURS OF 11:00 A.M. AND 3:00 P.M.
THURSDAY	BETWEEN THE HOURS OF 11:00 A.M. AND 3:00 P.M.

PERFORM BLASTING OPERATIONS IN THE FOLLOWING SEQUENCE:

- A. NOTIFY THE ENGINEER 10 BUSINESS DAYS PRIOR TO THE FIRST BLASTING OPERATION ON THE PROJECT. NOTIFY THE ENGINEER 2 BUSINESS DAYS PRIOR TO SUBSEQUENT BLASTING OPERATIONS.
- B. ACTIVATE CHANGEABLE MESSAGE SIGNS & DYNAMIC MESSAGE SIGNS ALONG US 321 & OFF-SITE DETOUR ROUTES AND UN-COVER OFF-SITE DETOUR ROUTE SIGNING IN ACCORDANCE WITH SHEETS TMP-2E (FOR AREA I) & TMP-2F (FOR AREA II)
- C. CLOSE US 321 AND INTERSECTING -Y- LINES WITHIN THE BLASTING ZONE TO TRAFFIC IN ACCORDANCE WITH ROADWAY STANDARD DRAWINGS NUMBER 1101.03, SHEETS 1, 2, & 8 OF 9.
- D. PERFORM BLASTING OPERATION AND DEBRIS REMOVAL.
- E. OPEN US 321 AND INTERSECTING -Y- LINES TO TRAFFIC.
- F. IMMEDIATELY DEACTIVATE THE CHANGEABLE MESSAGE SIGNS & DYNAMIC MESSAGE SIGNS AND COVER OFF-SITE DETOUR SIGNING.
- AH) WORK IN A MANNER THAT ALLOWS EXISTING GUARDRAIL TO REMAIN IN PLACE FOR AS LONG AS POSSIBLE, EXCEPT AT SELECTED ACCESS POINTS, AS DIRECTED BY THE ENGINEER.
- AI) IN PREPARATION FOR PAVING OPERATIONS REMOVE EXISTING SNOWPLOWABLE/ TEMPORARY RAISED PAVEMENT MARKERS AND REPAIR THE DAMAGED PAVEMENT AS DIRECTED BY THE ENGINEER. DISPOSE OF THE PAVEMENT MARKERS IN A SUITABLE MANNER AS APPROVED BY THE ENGINEER. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK, AS SUCH WORK WILL BE CONSIDERED INCIDENTAL TO OTHER ITEMS IN THE CONTRACT.

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APPROVED: _____ DATE: _____		PROJECT NOTES (CONTINUED)
		



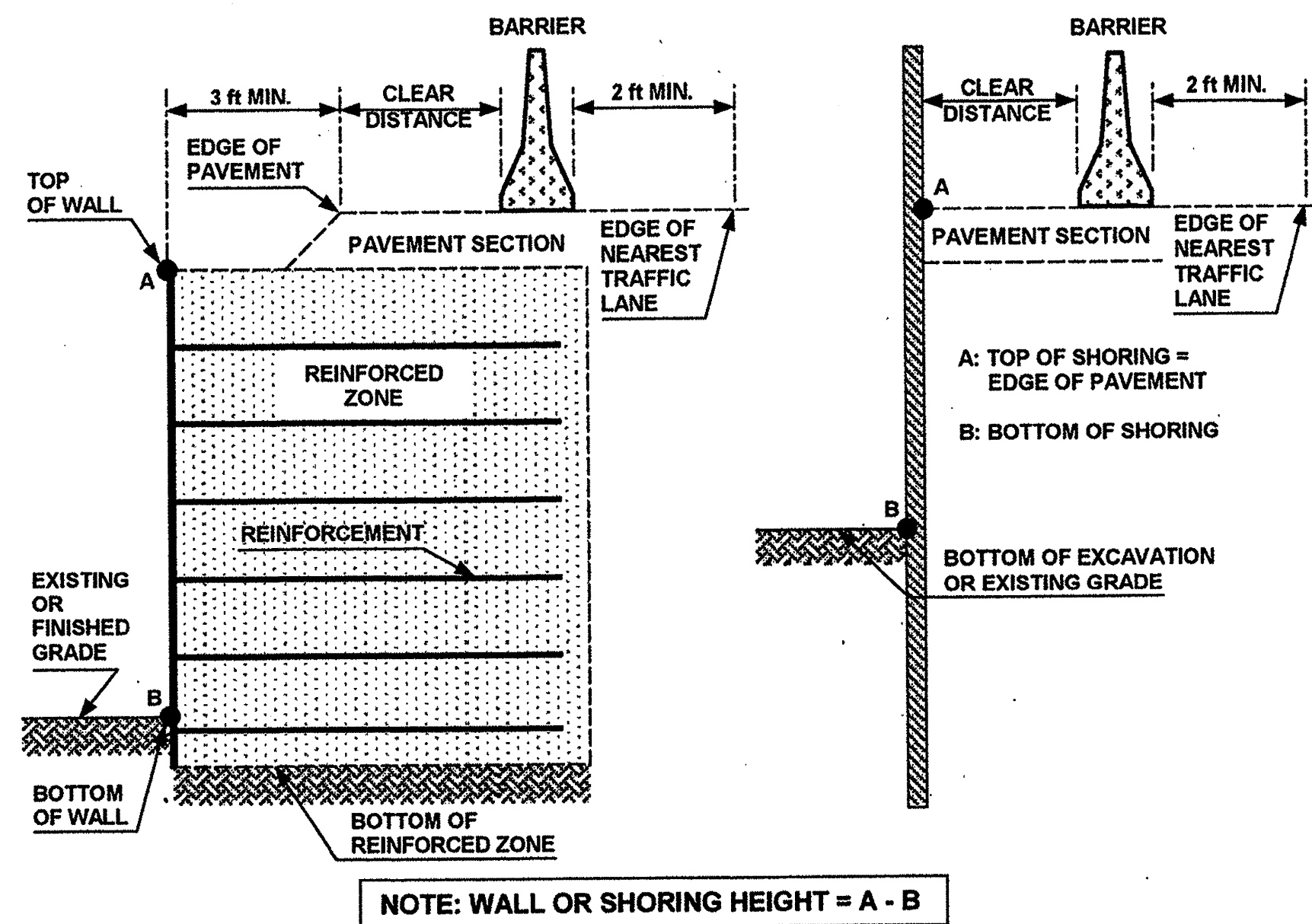


FIGURE A

NOTES

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

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

OFFSET - HORIZONTAL DISTANCE FROM THE FRONT FACE OF THE BARRIER TO CENTERLINE OF THE FURTHEST TRAFFIC LANE AS SHOWN IN FIGURE B FOR 3 TRAFFIC LANES.
- AT THE CONTRACTOR'S OPTION OR IF THE MINIMUM REQUIRED CLEAR DISTANCE IS NOT AVAILABLE, SET AN UNANCHORED PCB AGAINST THE TRAFFIC SIDE OF THE SHORING AND DESIGN SHORING FOR TRAFFIC IMPACT OR USE THE "SURCHARGE CASE WITH TRAFFIC IMPACT" FOR THE STANDARD TEMPORARY SHORING. DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE. (CONTACT NCDOT PAVEMENT MANAGEMENT UNIT FOR APPLICABLE PAVEMENT DESIGN).
- USE NCDOT PORTABLE CONCRETE BARRIER (PCB) IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1170.01 AND SECTION 1170 OF THE STANDARD SPECIFICATIONS.
- USE OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH DETAIL DRAWING AND SPECIAL PROVISION OBTAINED FROM: WORK ZONE TRAFFIC CONTROL UNIT WEB PAGE.
- UNLESS NOTED OTHERWISE ON THE PLANS, SET PORTABLE CONCRETE BARRIER WITH A MINIMUM DISTANCE OF 2 FT BETWEEN THE FRONT FACE OF THE BARRIER AND THE EDGE OF THE NEAREST TRAFFIC LANE AS SHOWN IN FIGURE A.
- FOR PORTABLE CONCRETE BARRIER ABOVE AND BEHIND TEMPORARY MSE WALLS, PROVIDE A MINIMUM DISTANCE OF 3 FT BETWEEN THE EDGE OF PAVEMENT AND THE WALL FACE AS SHOWN IN FIGURE A. IF THESE MINIMUM REQUIRED DISTANCES ARE NOT AVAILABLE, CONTACT THE ENGINEER.
- TABLE SHOWN IN FIGURE B IS BASED ON NCDOT RESEARCH PROJECT NO. 2005-010 WITH VEHICLE TYPE USED FOR NCHRP 350 CRASH TESTS. BARRIER DEFLECTIONS AND RESULTING MINIMUM REQUIRED CLEAR DISTANCES MIGHT VARY SIGNIFICANTLY FOR LARGER HEAVIER VEHICLES, RUNS OF BARRIER LESS THAN 200' IN LENGTH AND WET OR DRY PAVEMENT.

MINIMUM REQUIRED CLEAR DISTANCE, inches

Barrier Type	Pavement Type	Offset * ft	Design Speed, mph					
			<30	31-40	41-50	51-60	61-70	71-80
Unanchored PCB	Asphalt	<8	24	26	29	32	36	40
		8-14	26	28	31	35	38	42
		14-20	27	29	34	36	39	43
		20-26	28	31	35	38	40	44
		26-32	29	32	36	39	42	45
		32-38	30	34	38	41	43	46
		38-44	31	34	41	43	45	48
	44-50	31	35	41	43	46	49	
	50-56	32	36	42	44	47	50	
	>56	32	36	42	45	47	51	
	Concrete	<8	17	18	21	22	25	26
		8-14	19	20	23	25	26	29
		14-20	22	22	24	26	28	31
		20-26	23	24	26	27	30	34
26-32		24	25	27	28	32	35	
32-38		24	26	27	30	33	36	
38-44		25	26	28	30	34	37	
44-50	26	26	28	32	35	37		
50-56	26	26	28	32	35	38		
>56	26	27	29	32	36	38		
Anchored PCB or Oregon Barrier	Asphalt	All Offsets	24 for All Design Speeds					
Anchored PCB or Oregon Barrier	Concrete (including bridge approach slabs)	All Offsets	12 for All Design Speeds					

\* See Figure Below

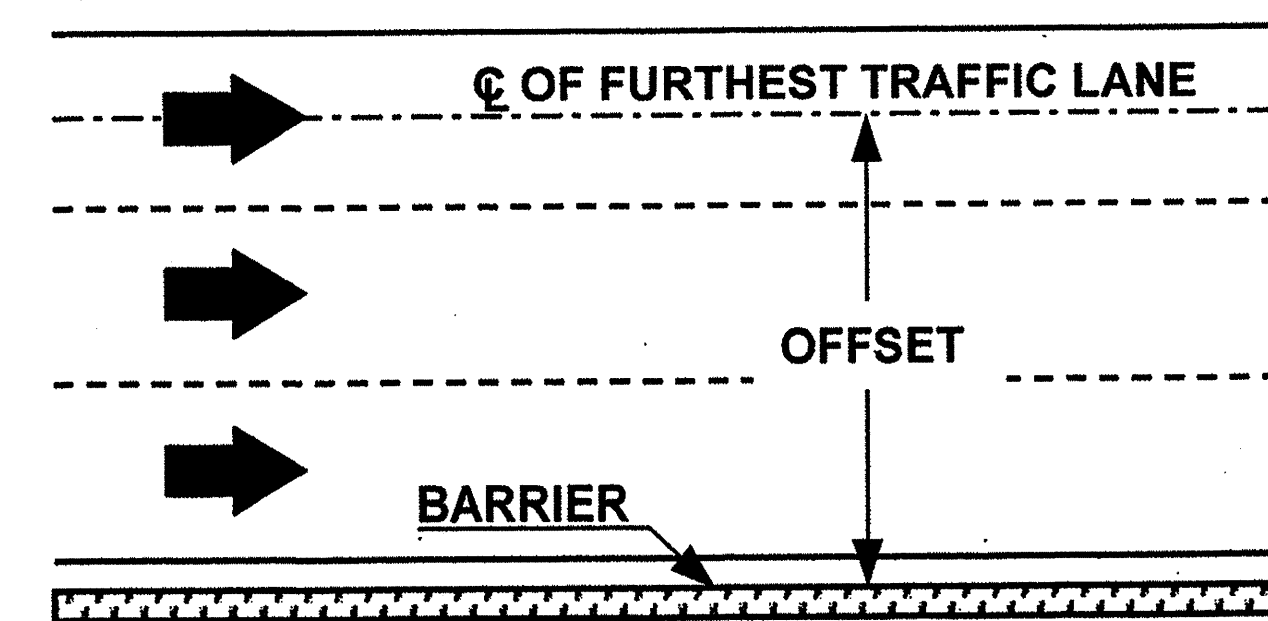
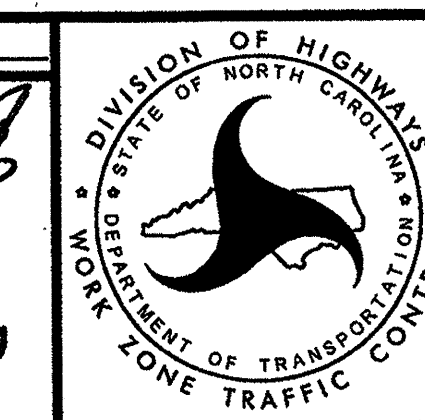


FIGURE B

APPROVED: *[Signature]* DATE: *[Date]*  
 SEAL: 028380  
 ENGINEER  
 Sept 10 2010



PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS

Temporary Shoring No. 1

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE TEMPORARY MSE WALL FROM STATION 522+95.00 ± -L-, 2 FT. LEFT OF -L-, TO STATION 523+73.00 ±, 2 FT. LEFT OF -L-.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 522+95.00 ± -L-, 2 FT. LEFT OF -L-, TO STATION 523+73.00 ±, 2 FT. LEFT OF -L-.

USE THE FOLLOWING SOIL PARAMETERS:

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

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

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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 522+95.00 ± -L-, 2 FT. LEFT OF -L-, TO STATION 523+73.00 ±, 2 FT. LEFT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

Temporary Shoring No. 2

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE TEMPORARY MSE WALL FROM STATION 522+95.00 ± -L-, 5 FT. RIGHT OF -L-, TO STATION 523+73.00 ±, 5 FT. RIGHT OF -L-.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 522+95.00 ± -L-, 5 FT. RIGHT OF -L-, TO STATION 523+73.00 ±, 5 FT. RIGHT OF -L-.

USE THE FOLLOWING SOIL PARAMETERS:

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

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

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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 522+95.00 ± -L-, 5 FT. RIGHT OF -L-, TO STATION 523+73.00 ±, 5 FT. RIGHT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

Temporary Shoring No. 3

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

USE A TEMPORARY MSE WALL FROM STATION 12+50.00 ± -Y17-, 12.5 FT. RIGHT OF -Y17-, TO STATION 15+50.00 ±, 5 FT. RIGHT OF -Y17-.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 12+50.00 ± -Y17-, 12.5 FT. RIGHT OF -Y17-, TO STATION 15+50.00 ±, 5 FT. RIGHT OF -Y17-.

USE THE FOLLOWING SOIL PARAMETERS:

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

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

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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 12+50.00 ± -Y17-, 12.5 FT. RIGHT OF -Y17-, TO STATION 15+50.00 ±, 5 FT. RIGHT OF -Y17-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

Temporary Shoring No. 4

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

USE A TEMPORARY MSE WALL FROM STATION 553+30.00 ± -L-, 38 FT. LEFT OF -L-, TO STATION 555+50.00 ±, 22 FT. LEFT OF -L-.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 553+30.00 ± -L-, 38 FT. LEFT OF -L-, TO STATION 555+50.00 ±, 22 FT. LEFT OF -L-. USE THE FOLLOWING SOIL PARAMETERS:

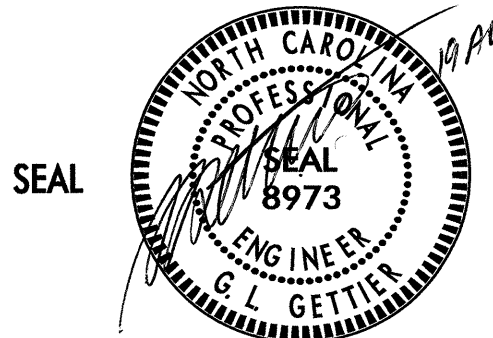
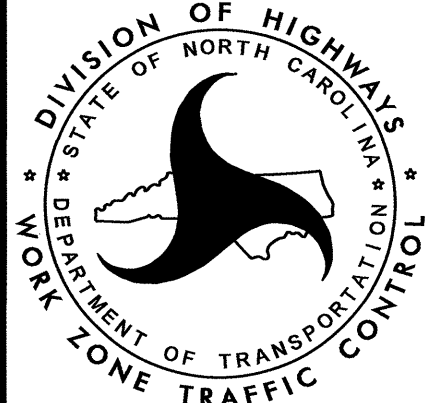
UNIT WEIGHT OF SOIL ABOVE WATER TABLE,  $\gamma = 120$  PCF  
 UNIT WEIGHT OF SOIL BELOW WATER TABLE,  $\gamma = 60$  PCF  
 FRICTION ANGLE,  $\phi = 30$  DEGREES  
 COHESION,  $c = 0$  PSF

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

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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 553+30.00 ± -L-, 38 FT. LEFT OF -L-, TO STATION 555+50.00 ±, 22 FT. LEFT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

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Temporary Shoring No. 5

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

USE A TEMPORARY MSE WALL FROM STATION 402+50.00 ± -L-, 2 FT. LEFT OF -L-, TO STATION 417+50.00 ±, 2 FT. LEFT OF -L-.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 402+50.00 ± -L-, 2 FT. LEFT OF -L-, TO STATION 417+50.00 ±, 2 FT. LEFT OF -L-.

USE THE FOLLOWING SOIL PARAMETERS:

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

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

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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 402+50.00 ± -L-, 2 FT. LEFT OF -L-, TO STATION 417+50.00 ±, 2 FT. LEFT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

Temporary Shoring No. 6

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

USE A TEMPORARY MSE WALL FROM STATION 423+50.00 ± -L-, 3 FT. RIGHT OF -L-, TO STATION 426+00.00 ±, 3 FT. RIGHT OF -L-.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 423+50.00 ± -L-, 3 FT. RIGHT OF -L-, TO STATION 426+00.00 ±, 3 FT. RIGHT OF -L-.

USE THE FOLLOWING SOIL PARAMETERS:

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

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

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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 423+50.00 ± -L-, 3 FT. RIGHT OF -L-, TO STATION 426+00.00 ±, 3 FT. RIGHT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

Temporary Shoring No. 7

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

USE A TEMPORARY MSE WALL FROM STATION 426+00.00 ± -L-, 3 FT. RIGHT OF -L-, TO STATION 427+00.00 ±, 2 FT. LEFT OF -L-.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 426+00.00 ± -L-, 3 FT. RIGHT OF -L-, TO STATION 427+00.00 ±, 2 FT. LEFT OF -L-.

USE THE FOLLOWING SOIL PARAMETERS:

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

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

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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 426+00.00 ± -L-, 3 FT. RIGHT OF -L-, TO STATION 427+00.00 ±, 2 FT. LEFT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

Temporary Shoring No. 8

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

USE A TEMPORARY MSE WALL FROM STATION 427+00.00 ± -L-, 2 FT. LEFT OF -L-, TO STATION 429+50.00 ±, 2 FT. LEFT OF -L-.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 427+00.00 ± -L-, 2 FT. LEFT OF -L-, TO STATION 429+50.00 ±, 2 FT. LEFT OF -L-.

USE THE FOLLOWING SOIL PARAMETERS:

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

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

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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 427+00.00 ± -L-, 2 FT. LEFT OF -L-, TO STATION 429+50.00 ±, 2 FT. LEFT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

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Temporary Shoring No. 9

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

USE A TEMPORARY MSE WALL FROM STATION 449+00.00 ± -L-, 7 FT. LEFT OF -L-, TO STATION 454+00.00 ±, 7 FT. LEFT OF -L-.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 449+00.00 ± -L-, 7 FT. LEFT OF -L-, TO STATION 454+00.00 ±, 7 FT. LEFT OF -L-.

USE THE FOLLOWING SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE,  $\gamma = 120$  PCF

UNIT WEIGHT OF SOIL BELOW WATER TABLE,  $\gamma = 60$  PCF

FRICTION ANGLE,  $\phi = 30$  DEGREES

COHESION,  $c = 0$  PSF

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

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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 449+00.00 ± -L-, 7 FT. LEFT OF -L-, TO STATION 454+00.00 ±, 7 FT. LEFT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

Temporary Shoring No. 10

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

USE A TEMPORARY MSE WALL FROM STATION 461+50.00 ± -L-, 15 FT. LEFT OF -L-, TO STATION 463+50.00 ±, 20 FT. LEFT OF -L-.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 461+50.00 ± -L-, 15 FT. LEFT OF -L-, TO STATION 463+50.00 ±, 20 FT. LEFT OF -L-.

USE THE FOLLOWING SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE,  $\gamma = 120$  PCF

UNIT WEIGHT OF SOIL BELOW WATER TABLE,  $\gamma = 60$  PCF

FRICTION ANGLE,  $\phi = 30$  DEGREES

COHESION,  $c = 0$  PSF

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

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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 461+50.00 ± -L-, 15 FT. LEFT OF -L-, TO STATION 463+50.00 ±, 20 FT. LEFT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

Temporary Shoring No. 11

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

USE A TEMPORARY MSE WALL FROM STATION 463+50.00 ± -L-, 20 FT. LEFT OF -L-, TO STATION 464+50.00 ±, 20 FT. LEFT OF -L-.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 463+50.00 ± -L-, 20 FT. LEFT OF -L-, TO STATION 464+50.00 ±, 20 FT. LEFT OF -L-.

USE THE FOLLOWING SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE,  $\gamma = 120$  PCF

UNIT WEIGHT OF SOIL BELOW WATER TABLE,  $\gamma = 60$  PCF

FRICTION ANGLE,  $\phi = 30$  DEGREES

COHESION,  $c = 0$  PSF

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

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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 463+50.00 ± -L-, 20 FT. LEFT OF -L-, TO STATION 464+50.00 ±, 20 FT. LEFT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

Temporary Shoring No. 12

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

USE A TEMPORARY MSE WALL FROM STATION 464+50.00 ± -L-, 20 FT. LEFT OF -L-, TO STATION 467+00.00 ±, 2 FT. RIGHT OF -L-.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 464+50.00 ± -L-, 20 FT. LEFT OF -L-, TO STATION 467+00.00 ±, 2 FT. RIGHT OF -L-.

USE THE FOLLOWING SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE,  $\gamma = 120$  PCF

UNIT WEIGHT OF SOIL BELOW WATER TABLE,  $\gamma = 60$  PCF

FRICTION ANGLE,  $\phi = 30$  DEGREES

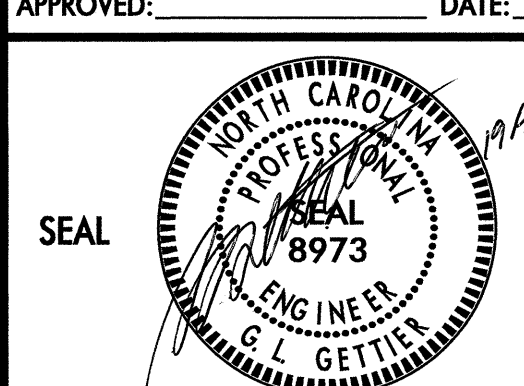
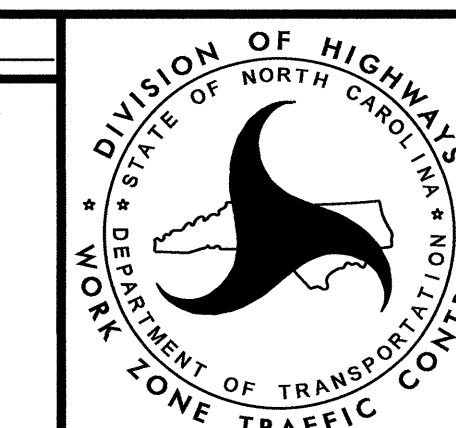
COHESION,  $c = 0$  PSF

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

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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 464+50.00 ± -L-, 20 FT. LEFT OF -L-, TO STATION 467+00.00 ±, 2 FT. RIGHT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

I:\AUG-2011\0957\101\A-P-01\TIPProjects-R\R2237C\TrafficControl\CPA5-27-09\0v-TMP-02B.dgn  
 R:\dot\GIS\00\101\A-P-01\TIPProjects-R\R2237C\TrafficControl\CPA5-27-09\0v-TMP-02B.dgn  
 R:\dot\GIS\00\101\A-P-01\TIPProjects-R\R2237C\TrafficControl\CPA5-27-09\0v-TMP-02B.dgn  
 R:\dot\GIS\00\101\A-P-01\TIPProjects-R\R2237C\TrafficControl\CPA5-27-09\0v-TMP-02B.dgn

APPROVED: _____ DATE: _____			<b>TEMPORARY SHORING DATA</b>
SEAL			



Temporary Shoring No. 13

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

USE A TEMPORARY MSE WALL FROM STATION 467+00.00 ± -L-, 2 FT. RIGHT OF -L-, TO STATION 470+00.00 ±, 2 FT. RIGHT OF -L-.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 467+00.00 ± -L-, 2 FT. RIGHT OF -L-, TO STATION 470+00.00 ±, 2 FT. RIGHT OF -L-.

USE THE FOLLOWING SOIL PARAMETERS:

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

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

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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 467+00.00 ± -L-, 2 FT. RIGHT OF -L-, TO STATION 470+00.00 ±, 2 FT. RIGHT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

Temporary Shoring No. 14

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

USE A TEMPORARY MSE WALL FROM STATION 472+75.00 ± -L-, 3 FT. LEFT OF -L-, TO STATION 473+25.00 ±, 3 FT. LEFT OF -L-.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 472+75.00 ± -L-, 3 FT. LEFT OF -L-, TO STATION 473+25.00 ±, 3 FT. LEFT OF -L-.

USE THE FOLLOWING SOIL PARAMETERS:

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

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

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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 472+75.00 ± -L-, 3 FT. LEFT OF -L-, TO STATION 473+25.00 ±, 3 FT. LEFT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

Temporary Shoring No. 15

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

USE A TEMPORARY MSE WALL FROM STATION 480+50.00 ± -L-, 2 FT. LEFT OF -L-, TO STATION 482+50.00 ±, 3 FT. LEFT OF -L-.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 480+50.00 ± -L-, 2 FT. LEFT OF -L-, TO STATION 482+50.00 ±, 3 FT. LEFT OF -L-.

USE THE FOLLOWING SOIL PARAMETERS:

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

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

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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 480+50.00 ± -L-, 2 FT. LEFT OF -L-, TO STATION 482+50.00 ±, 3 FT. LEFT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

Temporary Shoring No. 16

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

USE A TEMPORARY MSE WALL FROM STATION 483+00.00 ± -L-, 3 FT. LEFT OF -L-, TO STATION 485+00.00 ±, 3 FT. LEFT OF -L-.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 483+00.00 ± -L-, 3 FT. LEFT OF -L-, TO STATION 485+00.00 ±, 3 FT. LEFT OF -L-.

USE THE FOLLOWING SOIL PARAMETERS:

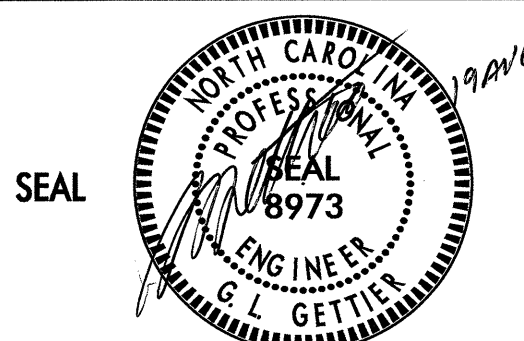
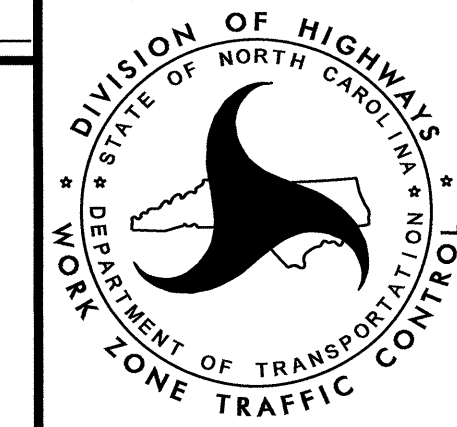
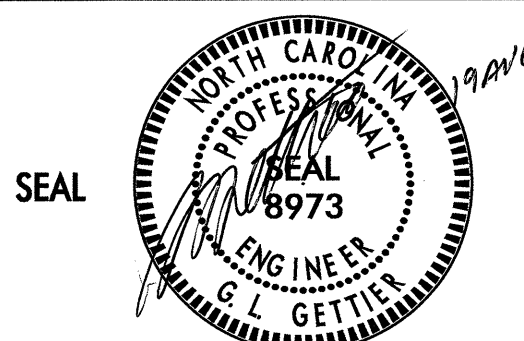
UNIT WEIGHT OF SOIL ABOVE WATER TABLE,  $\gamma = 120$  PCF  
 UNIT WEIGHT OF SOIL BELOW WATER TABLE,  $\gamma = 60$  PCF  
 FRICTION ANGLE,  $\phi = 30$  DEGREES  
 COHESION,  $c = 0$  PSF

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

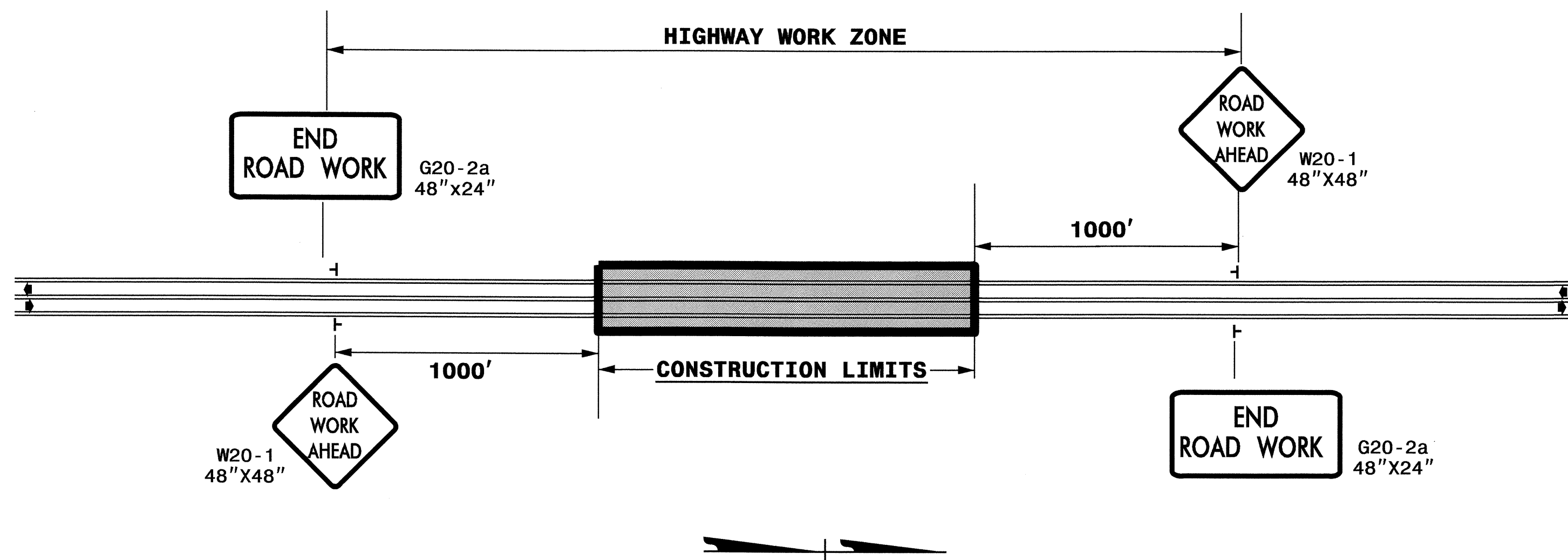
FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 483+00.00 ± -L-, 3 FT. LEFT OF -L-, TO STATION 485+00.00 ±, 3 FT. LEFT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

19-AUG-2011 09:56  
 \\dot\dfsroot\01\Proj\TIP\Projects-R\2237C\TrafficControl\TCP\5-27-09\0V-TMP-02B.dgn  
 kbroodwell AT TE244739

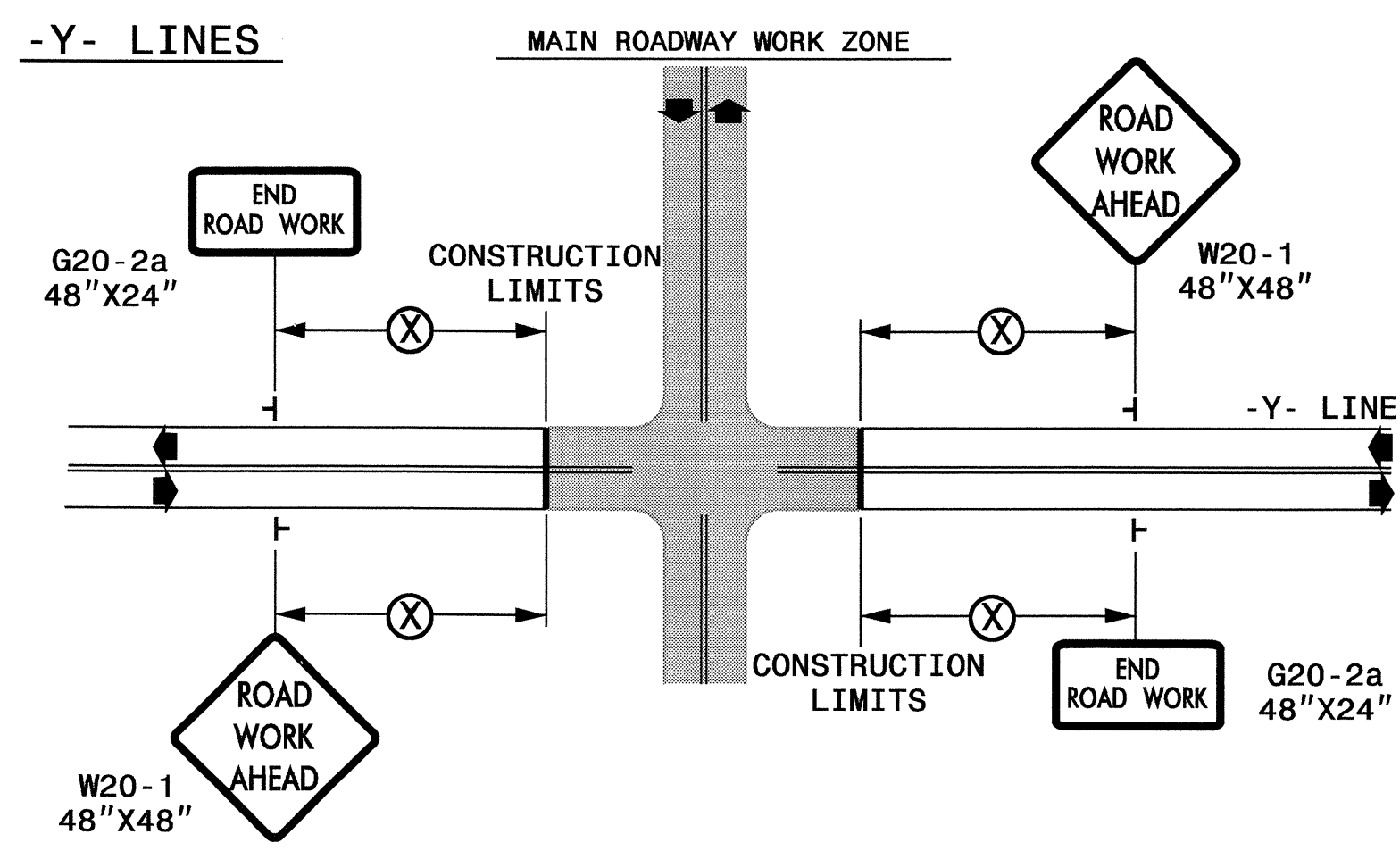
APPROVED: _____ DATE: _____			<b>TEMPORARY SHORING DATA</b>
			

**TWO-WAY UNDIVIDED \*\* (L-LINES)**



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

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



DETAIL DRAWING FOR  
TWO-WAY UNDIVIDED  
WORK ZONE WARNING SIGNS

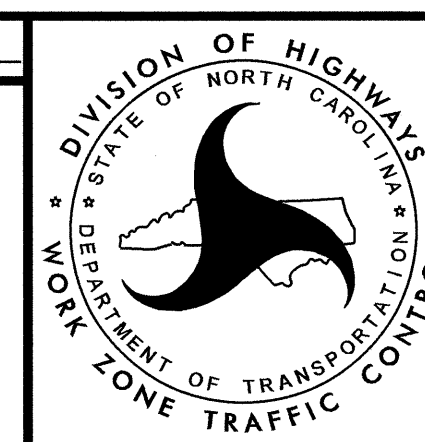
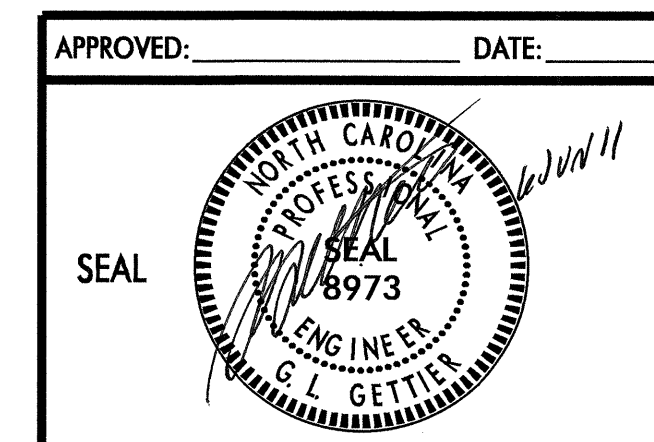
**GENERAL NOTES**

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

**LEGEND**

- ┆ STATIONARY SIGN
- ◀ DIRECTION OF TRAFFIC FLOW

SHEET 1 OF 1





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

06-JUN-2010 08:43 \\dot\dfsroot\01\Projects\TrafficControl\CPA\5-27-09\0V-TMP-02C.dgn kbrodwell AT 1E244739

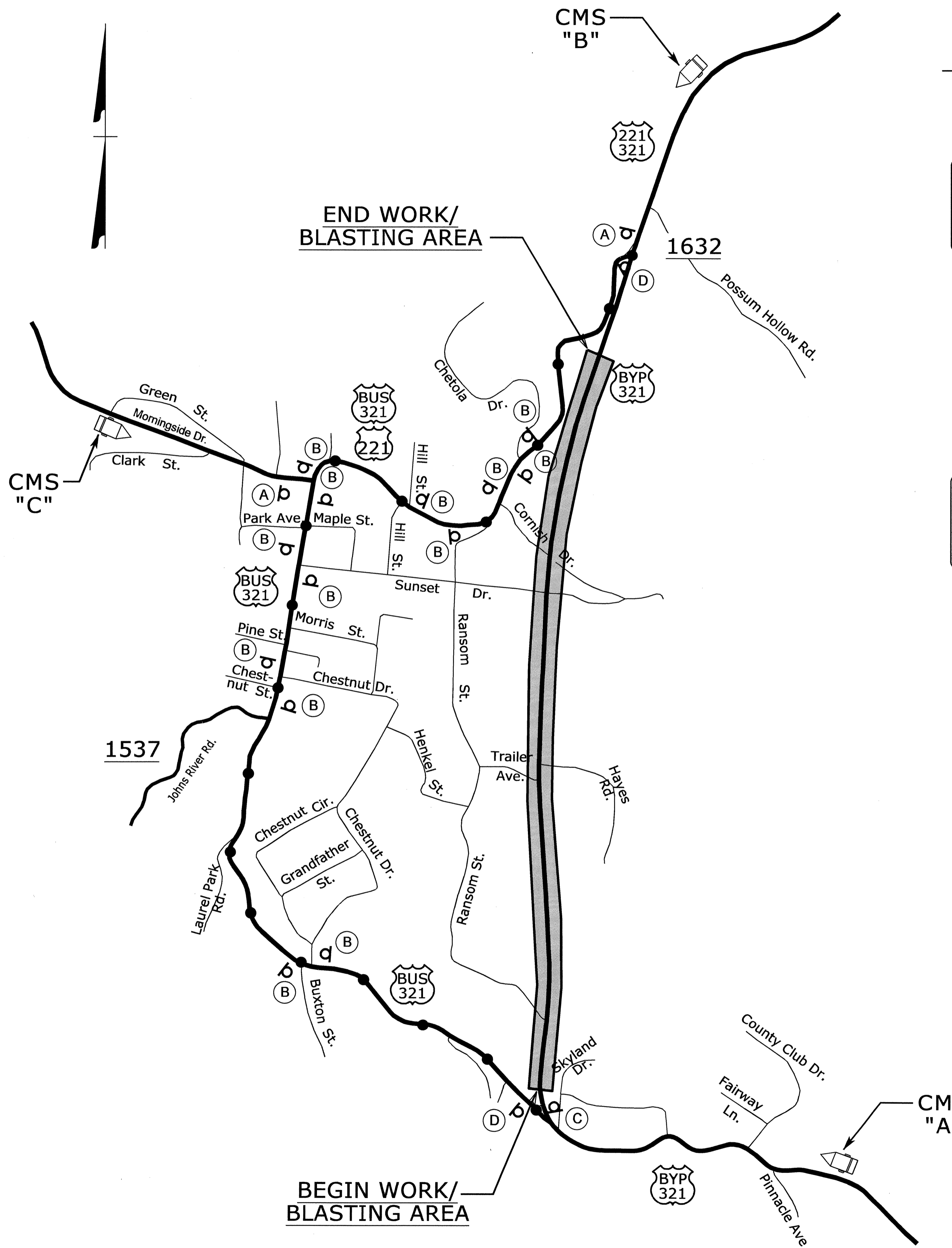


THIS SHEET  
INTENTIONALLY  
LEFT BLANK

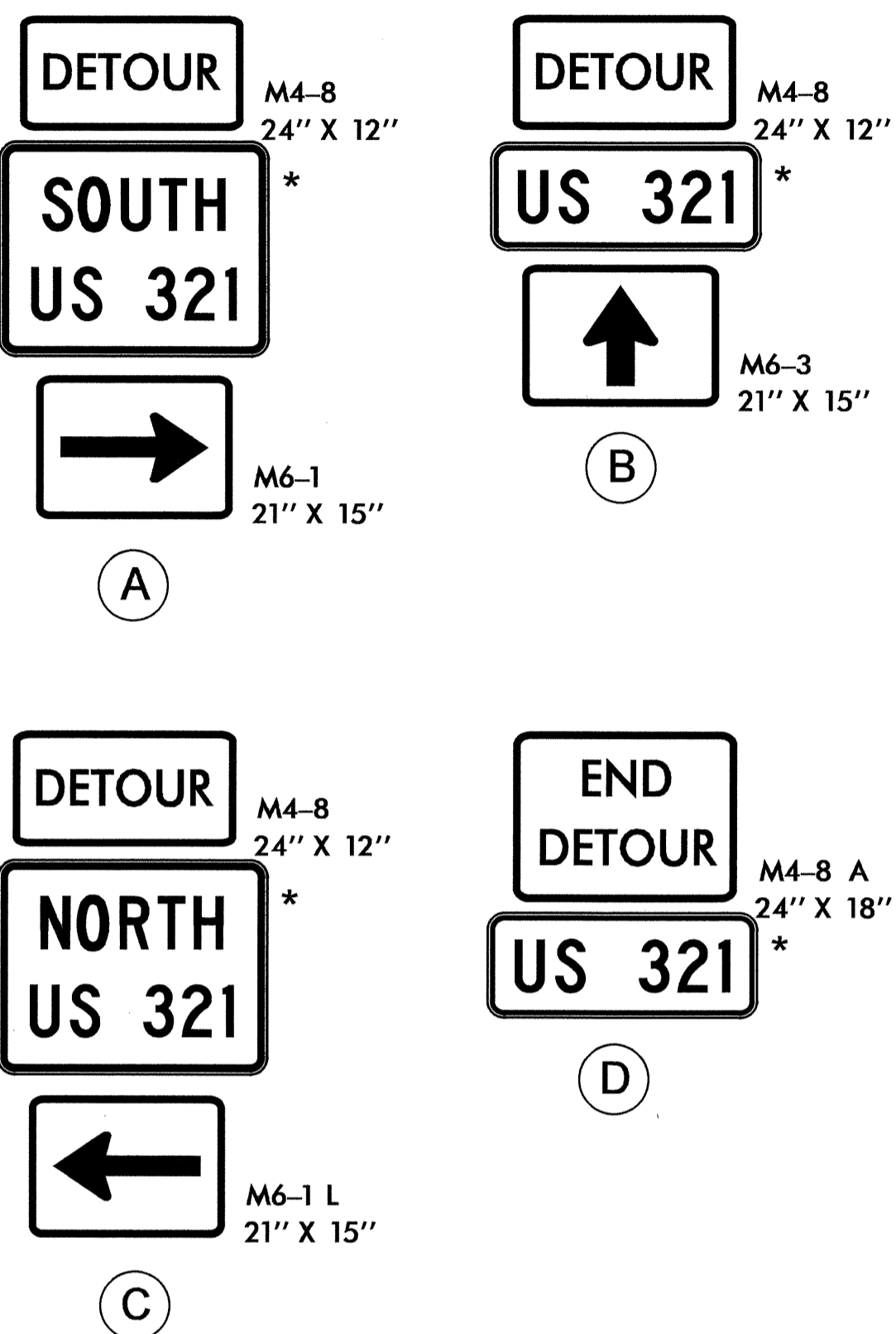
07-JUN-2010 06:54  
\\dot\dfs\dot\Pro\TIP\Projects-R\2237C\Traffic\TrafficControl\TCP\5-27-09\0V-TMP-02D.dgn  
kbr\codwell AT 1E244739

APPROVED: _____ DATE: _____			THIS SHEET INTENTIONALLY LEFT BLANK
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CHOOSE THE APPROPRIATE WORDING FOR CHANGEABLE MESSAGE SIGNS FROM THE FOLLOWING LIST, OR WORD THE SIGNS AS DIRECTED BY THE ENGINEER



OFF-SITE DETOUR SIGNS

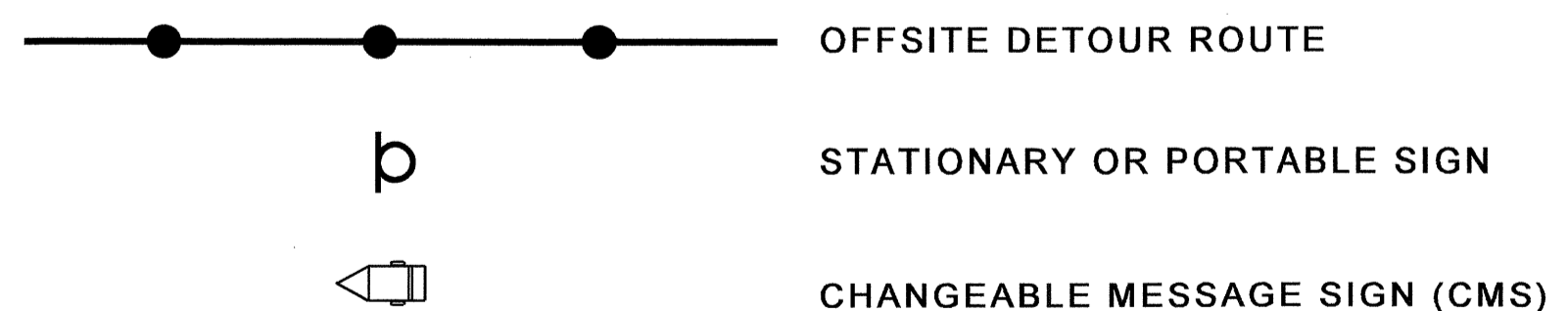


CMS A		CMS B		CMS C	
MSG. NO. 1 US 321 NORTH TO CLOSE	MSG. NO. 2 THURSDAY 12 PM TO 2 PM	MSG. NO. 1 US 321 SOUTH TO CLOSE	MSG. NO. 2 THURSDAY 12 PM TO 2 PM	MSG. NO. 1 US 321 SOUTH TO CLOSE	MSG. NO. 2 THURSDAY 12 PM TO 2 PM
MSG. NO. 1 US 321 NORTH TO CLOSE	MSG. NO. 2 TUESDAY 12 PM TO 2 PM	MSG. NO. 1 US 321 SOUTH TO CLOSE	MSG. NO. 2 TUESDAY 12 PM TO 2 PM	MSG. NO. 1 US 321 SOUTH TO CLOSE	MSG. NO. 2 TUESDAY 12 PM TO 2 PM
MSG. NO. 1 US 321 NORTH TO CLOSE	MSG. NO. 2 TODAY 12 PM TO 2 PM	MSG. NO. 1 US 321 SOUTH TO CLOSE	MSG. NO. 2 TODAY 12 PM TO 2 PM	MSG. NO. 1 US 321 SOUTH TO CLOSE	MSG. NO. 2 TODAY 12 PM TO 2 PM
MSG. NO. 1 US 321 NORTH CLOSED	MSG. NO. 2 USE DETOUR	MSG. NO. 1 US 321 SOUTH CLOSED	MSG. NO. 2 USE DETOUR	MSG. NO. 1 US 321 SOUTH CLOSED	MSG. NO. 2 USE DETOUR

NOTES

ALL DETOUR SIGNS ARE BLACK ON ORANGE  
 SEE RSD 1101.03, SHEETS 1 & 2 OF 9 FOR TYPE III BARRICADE LOCATIONS, ADDITIONAL SIGNS MOUNTED ON TYPE III BARRICADES, AND ADDITIONAL WORKZONE SIGNS.  
 PLACE CHANGEABLE MESSAGE SIGNS APPROXIMATELY 1/2 MILE +/- FROM THE APPROPRIATE INTERSECTION, OR AS DIRECTED BY THE ENGINEER.  
 \* SEE SHEET TMP-2G FOR SPECIAL SIGN DESIGN

LEGEND



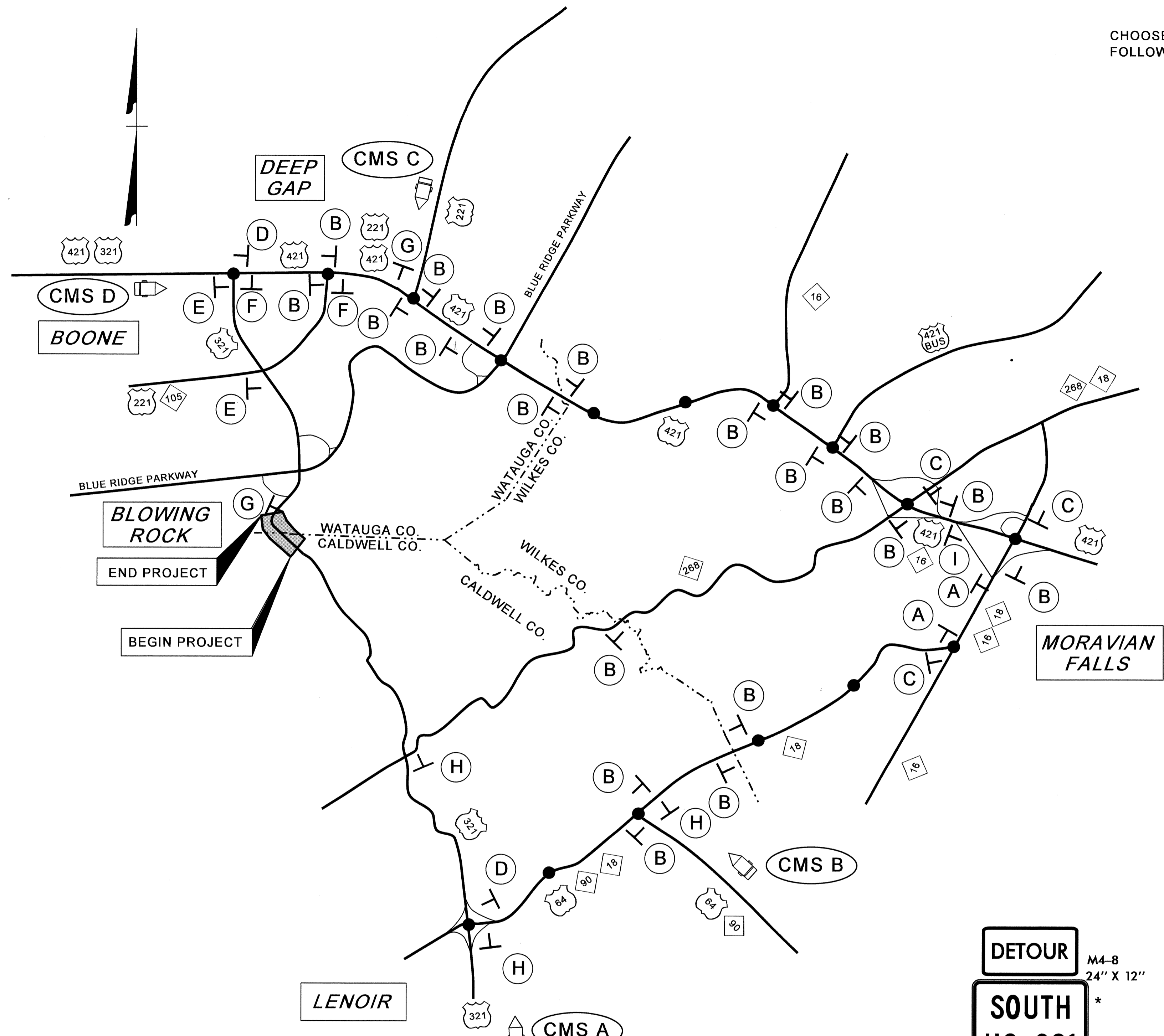
06-JUN-2011 08:13 K:\Projects\11\Projects\11\Traffic\Projects-R\2237C\Traffic\TrafficControl\TCP\5-27-09\01-TMP-02E.dgn

APPROVED: _____ DATE: _____		<p>OFF-SITE DETOUR FOR AREA I BLASTING OPERATIONS</p>

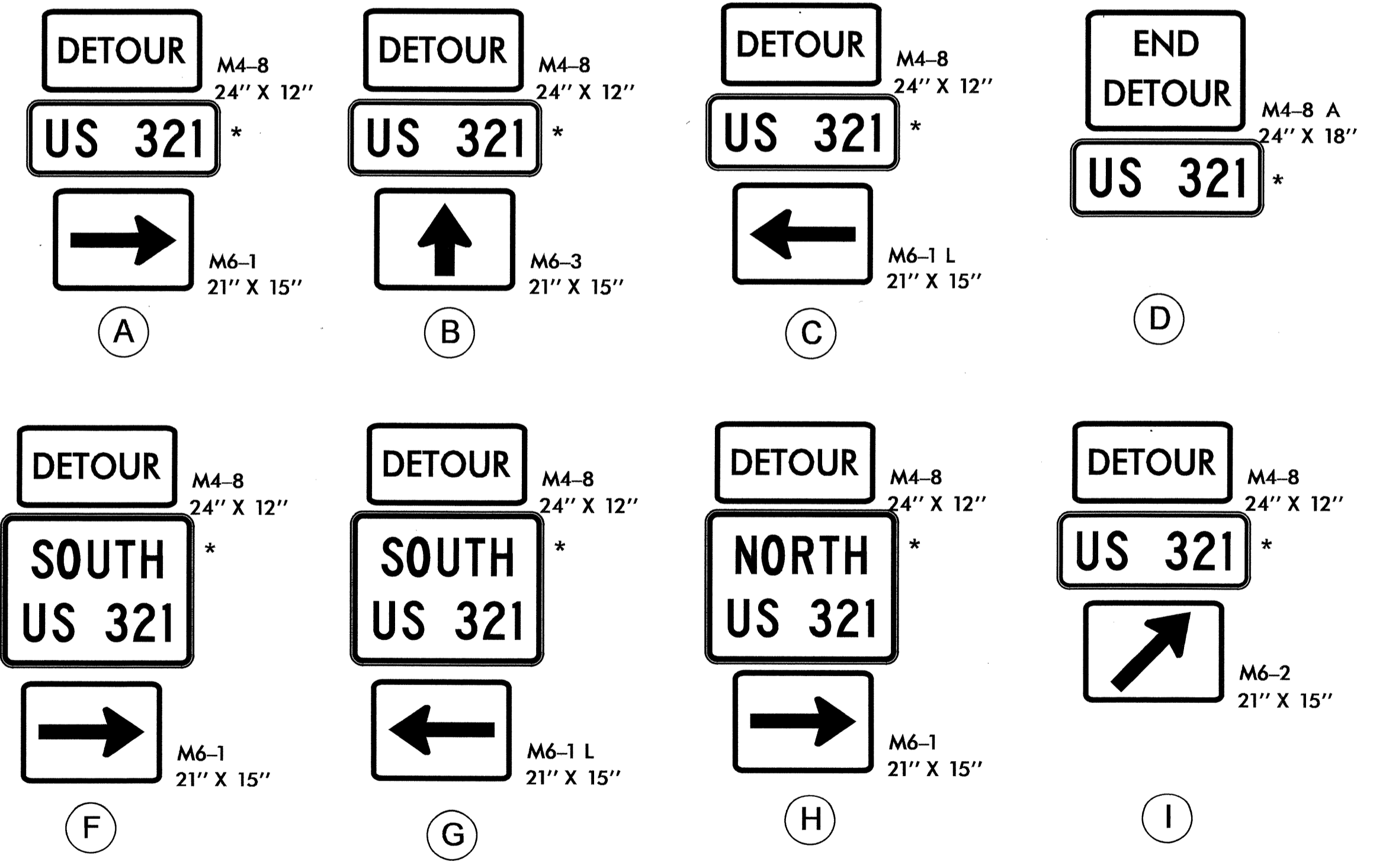


CHOOSE THE APPROPRIATE WORDING FOR CHANGEABLE MESSAGE SIGNS FROM THE FOLLOWING LIST, OR WORD THE SIGNS AS DIRECTED BY THE ENGINEER

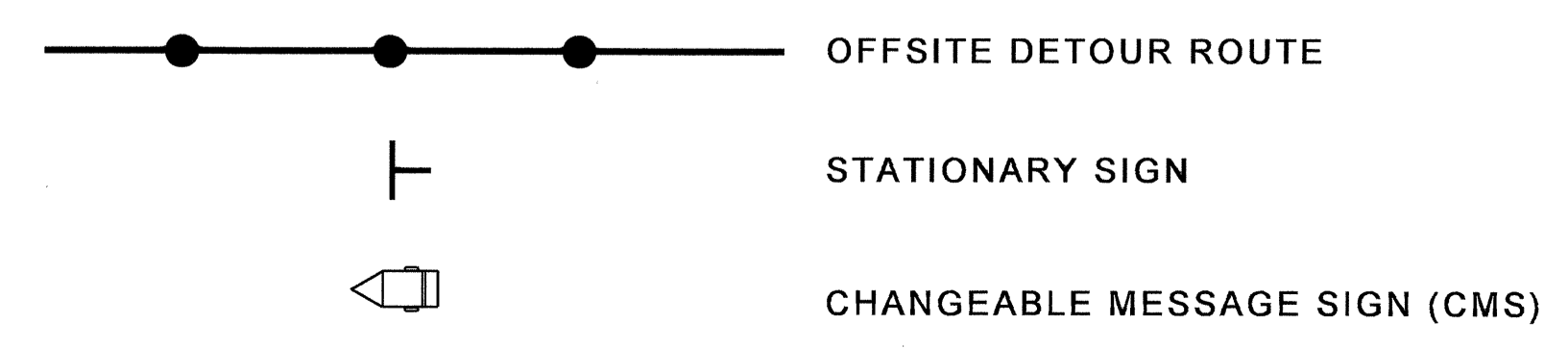
CMS A		CMS B		CMS C		CMS D	
MSG. NO. 1	MSG. NO. 2	MSG. NO. 1	MSG. NO. 2	MSG. NO. 1	MSG. NO. 2	MSG. NO. 1	MSG. NO. 2
US 321 NORTH TO CLOSE	THURSDAY 12 PM TO 2 PM	US 321 NORTH TO CLOSE	THURSDAY 12 PM TO 2 PM	US 321 SOUTH TO CLOSE	THURSDAY 12 PM TO 2 PM	US 321 SOUTH TO CLOSE	THURSDAY 12 PM TO 2 PM
MSG. NO. 1	MSG. NO. 2	MSG. NO. 1	MSG. NO. 2	MSG. NO. 1	MSG. NO. 2	MSG. NO. 1	MSG. NO. 2
US 321 NORTH TO CLOSE	TUESDAY 12 PM TO 2 PM	US 321 NORTH TO CLOSE	TUESDAY 12 PM TO 2 PM	US 321 SOUTH TO CLOSE	TUESDAY 12 PM TO 2 PM	US 321 SOUTH TO CLOSE	TUESDAY 12 PM TO 2 PM
MSG. NO. 1	MSG. NO. 2	MSG. NO. 1	MSG. NO. 2	MSG. NO. 1	MSG. NO. 2	MSG. NO. 1	MSG. NO. 2
US 321 NORTH TO CLOSE	TODAY 12 PM TO 2 PM	US 321 NORTH TO CLOSE	TODAY 12 PM TO 2 PM	US 321 SOUTH TO CLOSE	TODAY 12 PM TO 2 PM	US 321 SOUTH TO CLOSE	TODAY 12 PM TO 2 PM
MSG. NO. 1	MSG. NO. 2	MSG. NO. 1	MSG. NO. 2	MSG. NO. 1	MSG. NO. 2	MSG. NO. 1	MSG. NO. 2
US 321 NORTH CLOSED	USE DETOUR	US 321 NORTH CLOSED	USE DETOUR	US 321 SOUTH CLOSED	USE DETOUR	US 321 SOUTH CLOSED	USE DETOUR



OFF-SITE DETOUR SIGNS



LEGEND



NOTES

ALL DETOUR SIGNS ARE BLACK ON ORANGE  
 SEE RSD 1101.03, SHEETS 1 & 2 OF 9 FOR TYPE III BARRICADE LOCATIONS, ADDITIONAL SIGNS MOUNTED ON TYPE III BARRICADES, AND ADDITIONAL WORKZONE SIGNS.  
 PLACE CHANGEABLE MESSAGE SIGNS APPROXIMATELY 1/2 MILE +/- FROM THE APPROPRIATE INTERSECTION, OR AS DIRECTED BY THE ENGINEER.  
 \* SEE SHEET TMP-2G FOR SPECIAL SIGN DESIGN

APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

OFF-SITE DETOUR FOR AREA II BLASTING OPERATIONS

06-JUN-2010 08:13 \\dot\ngis\root\proj\TIP\Projects\RNR2237C\TrafficControl\TCP\5-27-09\OV-TMP-02F.dgn R:\Roadwell\_AT\_1E244739

SIGN NUMBER: SP11245      BACKG COLOR: Fluorescent Orange  
TYPE: STATIONARY      COPY COLOR: Black  
QUANTITY: SEE PLANS      SYMBO L      X      Y      WID      HT

SIGN WIDTH: 2'-6"  
HEIGHT: 1'-0"  
TOTAL AREA: 2.5 Sq.Ft.

BORDER TYPE: INSET  
RECESS: 0.38"  
WIDTH: 0.63"  
RADII: 1.5"

NO. Z BARS:  
LENGTH:

MAT'L: 0.080" (2.0 mm) ALUMINUM

DESIGN BY: DHB      CHECKED BY:  
PROJECT ID: R-2237C      DIV: 11      DATE: Apr 19, 2011

USE NOTES: 1,2  
1. Legend and border(except those that are colored black) shall be direct applied black non-reflective sheeting.  
2. Background shall be Type VII, VIII, or IX (prismatic) fluorescent orange retroreflective sheeting.

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

	U	S	3	2	1		Series/Size	Text Length		
	3.3	4.4	3.4	6	4.1	4.3	1.3	3.3	C 2000	23.3

FILENAME: R-2237C\_Sgn\_SGN\_SIGNDISIGN      NORTH CAROLINA D.O.T. SIGN DETAIL

SIGN NUMBER: SP11247      BACKG COLOR: Fluorescent Orange  
TYPE: STATIONARY      COPY COLOR: Black  
QUANTITY: SEE PLANS      SYMBO L      X      Y      WID      HT

SIGN WIDTH: 2'-6"  
HEIGHT: 2'-0"  
TOTAL AREA: 5.0 Sq.Ft.

BORDER TYPE: INSET  
RECESS: 0.38"  
WIDTH: 0.63"  
RADII: 1.5"

NO. Z BARS:  
LENGTH:

MAT'L: 0.080" (2.0 mm) ALUMINUM

DESIGN BY: DHB      CHECKED BY:  
PROJECT ID: R-2237C      DIV: 11      DATE: Apr 19, 2011

USE NOTES: 1,2  
1. Legend and border(except those that are colored black) shall be direct applied black non-reflective sheeting.  
2. Background shall be Type VII, VIII, or IX (prismatic) fluorescent orange retroreflective sheeting.

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

	N	O	R	T	H		Series/Size	Text Length		
	4.8	4.6	4.7	3.9	3.9	3.4	4.8	C 2000	20.5	
				3	2	1		C 2000		
	3.3	4.4	3.4	6	4.1	4.3	1.3	3.3	C 2000	23.3

FILENAME: R-2237C\_Sgn\_SGN\_SIGNDISIGN      NORTH CAROLINA D.O.T. SIGN DETAIL

SIGN NUMBER: SP11246      BACKG COLOR: Fluorescent Orange  
TYPE: STATIONARY      COPY COLOR: Black  
QUANTITY: SEE PLANS      SYMBO L      X      Y      WID      HT

SIGN WIDTH: 2'-6"  
HEIGHT: 2'-0"  
TOTAL AREA: 5.0 Sq.Ft.

BORDER TYPE: INSET  
RECESS: 0.38"  
WIDTH: 0.63"  
RADII: 1.5"

NO. Z BARS:  
LENGTH:

MAT'L: 0.080" (2.0 mm) ALUMINUM

DESIGN BY: DHB      CHECKED BY:  
PROJECT ID: R-2237C      DIV: 11      DATE: Apr 19, 2011

USE NOTES: 1,2  
1. Legend and border(except those that are colored black) shall be direct applied black non-reflective sheeting.  
2. Background shall be Type VII, VIII, or IX (prismatic) fluorescent orange retroreflective sheeting.

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

	S	O	U	T	H		Series/Size	Text Length		
	4.8	4.3	4.7	4.2	3.9	3.4	4.8	C 2000	20.5	
				3	2	1		C 2000		
	3.3	4.4	3.4	6	4.1	4.3	1.3	3.3	C 2000	23.3

FILENAME: R-2237C\_Sgn\_SGN\_SIGNDISIGN      NORTH CAROLINA D.O.T. SIGN DETAIL

APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

DETOUR ROUTE SIGN DESIGNS

06-JUN-2011 08:13  
\\dot\dfs-root\112244739  
K:\dot\dfs-root\112244739  
\Traffic\Projects-R\2237C\TrafficControl\TCP\5-27-09\OV-TMP-02C.dgn



SIGN NUMBER: SP10325 TYPE: STATIONARY QUANTITY: SEE PLANS SIGN WIDTH: 4'-0" HEIGHT: 2'-0" TOTAL AREA: 8.0 Sq.Ft. BORDER TYPE: INSET RECESS: 0.38" WIDTH: 0.63" RADIUS: 1.5" NO. Z BARS: LENGTH:	BACKG COLOR: Fluorescent Orange COPY COLOR: Black SYMBOL	DESIGN BY: D. BEARD PROJECT ID: R-2237C CHECKED BY: DIV: 11 DATE: Oct 27, 2010
--	--	---

BORDER  
R=1.5"  
TH=0.63"  
IN=0.38"

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS													
Letter spacings are to start of next letter													
	G	R	E	E	N	H	I	L	L		Series/Size Text Length		
	3.9	4.6	4.4	4.1	4.1	3.4	6	4.7	2.2	3.9	3.1	3.9	C 2000 40.3
	R	D											C 2000 7.7
	20.1	4.4	3.4	20.1									

NORTH CAROLINA D.O.T. SIGN DETAIL

SIGN NUMBER: SP10326 TYPE: STATIONARY QUANTITY: SEE PLANS SIGN WIDTH: 3'-6" HEIGHT: 2'-0" TOTAL AREA: 7.0 Sq.Ft. BORDER TYPE: INSET RECESS: 0.38" WIDTH: 0.63" RADIUS: 1.5" NO. Z BARS: LENGTH:	BACKG COLOR: Fluorescent Orange COPY COLOR: Black SYMBOL	DESIGN BY: D. BEARD PROJECT ID: R-2237C CHECKED BY: DIV: 11 DATE: Oct 27, 2010
--	--	---

BORDER  
R=1.5"  
TH=0.63"  
IN=0.38"

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS											
Letter spacings are to start of next letter											
	N	O	R	W	O	O	D				Series/Size Text Length
	5.4	4.6	4.7	3.9	5.3	4.6	4.7	3.4	5.4		C 2000 31.2
	C	I	R								C 2000 10.1
	16	4.6	2.2	3.4	16						

NORTH CAROLINA D.O.T. SIGN DETAIL

SIGN NUMBER: SP10327 TYPE: STATIONARY QUANTITY: SEE PLANS SIGN WIDTH: 3'-6" HEIGHT: 1'-6" TOTAL AREA: 5.3 Sq.Ft. BORDER TYPE: INSET RECESS: 0.38" WIDTH: 0.63" RADIUS: 1.5" NO. Z BARS: LENGTH:	BACKG COLOR: Fluorescent Orange COPY COLOR: Black SYMBOL	DESIGN BY: D. BEARD PROJECT ID: R-2237C CHECKED BY: DIV: 11 DATE: Oct 27, 2010
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BORDER  
R=1.5"  
TH=0.63"  
IN=0.38"

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS											
Letter spacings are to start of next letter											
	R	O	C	K	R	D					Series/Size Text Length
	5.7	4.3	4.6	4.6	3.4	6	4.4	3.4	5.7		C 2000 30.5

NORTH CAROLINA D.O.T. SIGN DETAIL

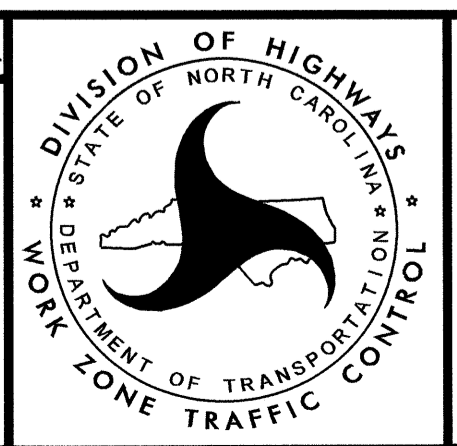
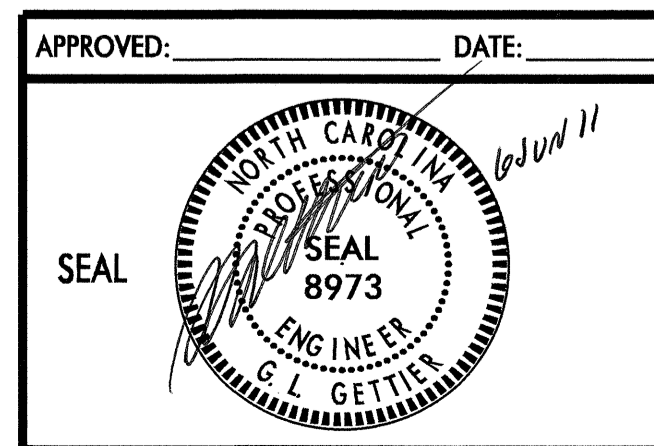
SIGN NUMBER: SP10328 TYPE: STATIONARY QUANTITY: SEE PLANS SIGN WIDTH: 3'-6" HEIGHT: 2'-0" TOTAL AREA: 7.0 Sq.Ft. BORDER TYPE: INSET RECESS: 0.38" WIDTH: 0.63" RADIUS: 1.5" NO. Z BARS: LENGTH:	BACKG COLOR: Fluorescent Orange COPY COLOR: Black SYMBOL	DESIGN BY: D. BEARD PROJECT ID: R-2237C CHECKED BY: DIV: 11 DATE: Oct 27, 2010
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BORDER  
R=1.5"  
TH=0.63"  
IN=0.38"

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS											
Letter spacings are to start of next letter											
	P	I	N	N	A	C	L	E			Series/Size Text Length
	5.2	4.6	2.2	4.7	4.2	4.6	4.6	3.9	3.1	5.2	C 2000 31.7
	A	V	E								C 2000 11.8
	15.1	4.2	4.6	3.1	15.1						

NORTH CAROLINA D.O.T. SIGN DETAIL



DETOUR ROUTE SIGN DESIGNS

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THIS PROJECT IS DIVIDED INTO TWO AREAS (SEE TMP-30) AS FOLLOWS:

AREA I: STA. 485+00 +/- -L- TO STA. 569+00 +/- -L-.

AREA II: STA. 354+00 +/- -L- TO STA. 485+00 +/- -L-.

THE CONTRACTOR SHALL WORK IN BOTH AREAS AT THE SAME TIME, HOWEVER, AREA I SHALL BE THE PRIMARY AREA.

NOTE: BEFORE BEGINNING CONSTRUCTION THE CONTRACTOR SHALL:

- PLACE ADVANCE WORK ZONE WARNING SIGNS ALONG EXISTING US 321 (-L-) AND ALL -Y- LINES (SEE SHEET TMP-2C).
- INSTALL CHANGEABLE MESSAGE SIGNS (CMS) ON US 321 (-L-), US 321 BUS (-Y10-) AND US 321 BUS/US 221 (-Y17-) AS DIRECTED BY THE ENGINEER. THESE CHANGEABLE MESSAGE SIGNS ARE TO BE UTILIZED TO INFORM & ALERT THE TRAVELING PUBLIC TO TRAFFIC CONDITIONS AND ARE IN ADDITION TO OTHER CHANGEABLE MESSAGE SIGNS THAT ARE REQUIRED FOR TRAFFIC CONTROL OPERATIONS DURING CONSTRUCTION.

CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK IN AREA I IN 940 CONSECUTIVE DAYS (SEE INTERMEDIATE CONTRACT TIME AND SPECIAL PROVISIONS).

**AREA I**  
**(STA. 485+00 +/- -L- TO STA. 569+00 +/- -L-)**

**PHASE I**

STEP 1: - THE FOLLOWING NOTES ARE APPLICABLE FOR AREA I, PHASE I, STEP 1.

- NOTE: CONTRACTOR SHALL CONSTRUCT ALL PAVEMENT (TEMPORARY AND/OR PROPOSED) TO MAINTAIN DRAINAGE AND NOT POND WATER IN THE TRAFFIC LANES.
- NOTE: CONTRACTOR SHALL PLACE TRAFFIC BACK INTO THE EXISTING PATTERN AT THE END OF EACH WORK PERIOD.
- NOTE: CONTRACTOR SHALL PLACE TYPE III BARRICADES & DRUMS AT ALL -Y- LINES AND DRUMS AT ALL DRIVEWAYS TO KEEP PROPOSED TEMPORARY WIDENING CLOSED TO TRAFFIC.
- NOTE: WHEN CONSTRUCTING DRAINAGE STRUCTURES ADJACENT TO TRAFFIC, INSTALL TEMPORARY STEEL PLATES, AS DIRECTED BY THE ENGINEER. MAY WORK EACH LOCATION INDEPENDENTLY OR CONCURRENTLY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. WORK IN A CONTINUOUS MANNER TO PERFORM THE WORK IN THE FOLLOWING SEQUENCE, IN STEPS "A" THRU "E".
- A: CLOSE THE APPROPRIATE TRAVEL LANE TO TRAFFIC USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEETS 1, 2 & 3 OF 9.
- B: CONSTRUCT PROPOSED STRUCTURE OR INSTALL PRE-CAST DRAINAGE STRUCTURE AS SHOWN IN THE CONSTRUCTION PLANS AND COVER WITH STEEL PLATES TO PROTECT STRUCTURE DURING CURING.
- C: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF EACH WORK PERIOD.
- D: WHEN PROPERLY CURED, CLOSE THE APPROPRIATE TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEETS 1, 2 & 3 OF 9. BACKFILL & PAVE, IF REQUIRED, UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT (SEE CONSTRUCTION PLANS).
- E: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF THE WORK PERIOD.

CONTRACTOR, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1, 2 & 3 OF 9:

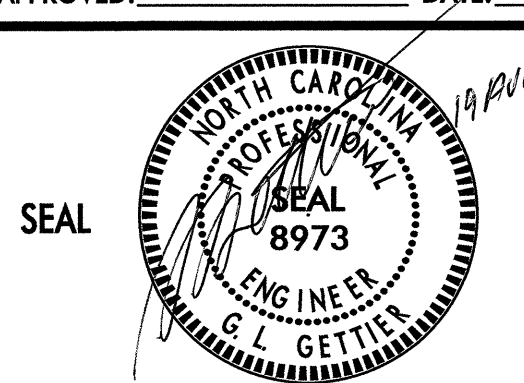
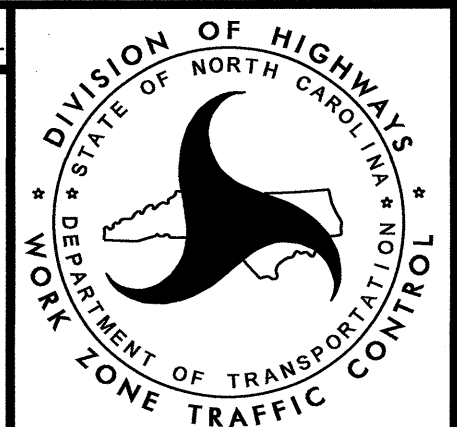
- MAY BEGIN CLEARING/GRUBBING & GRADING OPERATIONS, AND CONSTRUCTION OF PROPOSED DRAINAGE (INCLUDING CURB & GUTTER) ALONG & ACROSS EXISTING US 321 AND ALL -Y- LINES/DRIVEWAYS, AS DIRECTED BY THE ENGINEER (SEE CONSTRUCTION PLANS).
- MAY BEGIN TRENCHLESS INSTALLATION OF PROPOSED DRAINAGE UNDER EXISTING US 321 (-L-) AS DIRECTED BY THE ENGINEER (SEE CONSTRUCTION PLANS).
- MAY BEGIN CONSTRUCTION OF PROPOSED RETAINING WALLS AWAY FROM TRAFFIC AS DIRECTED BY THE ENGINEER (SEE CONSTRUCTION PLANS).
- SHALL CONSTRUCT TEMPORARY PAVEMENT, UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT ON US 321 (-L-) AS FOLLOWS (SEE CONSTRUCTION PLANS AND SHEETS TMP-8 & TMP-9).

NOTE: TEMPORARY PAVEMENT MAY BE UTILIZED IN THE CONSTRUCTION OF THE PROPOSED AS DIRECTED BY THE ENGINEER.

- STA. 490+50 +/- -L- TO STA. 504+00 +/- -L- LEFT SIDE FOR TEMPORARY TRAFFIC PATTERN FOR US 321 BUS (-Y10-) IN AREA I, PHASE I, STEP 2.
- STA. 522+50 +/- -L- TO STA. 524+00 +/- -L- RIGHT SIDE FOR PLACEMENT OF PORTABLE CONCRETE BARRIER/WATER FILLED BARRIER TO CONSTRUCT STAGE I OF PROPOSED CULVERT RIGHT OF STA. 523+50 +/- -L-.
- NOTE: CONTRACTOR MAY BEGIN CONSTRUCTION OF STAGE I OF PROPOSED CULVERT AS DESCRIBED ON SHEET TMP-3B IN AREA I, PHASE II, STEP 1.

- STA. 528+50 +/- -L- TO STA. 536+00 +/- -L- LEFT SIDE FOR TEMPORARY SIGNALIZED TRAFFIC PATTERN FOR EXISTING SUNSET DRIVE (-Y13-) IN AREA I, PHASE I, STEP 2.
- SHALL CONSTRUCT PROPOSED WIDENING OF US 321 (-L-) (INCLUDING PROPOSED SHOULDERS, PROPOSED CURB & GUTTER, AND PROPOSED DRAINAGE) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AS FOLLOWS (SEE CONSTRUCTION PLANS AND SHEET TMP-8):
- STA. 485+00 +/- -L- TO STA. 486+50 +/- -L- LEFT SIDE INCLUDING PROPOSED RETAINING WALL FROM STA. 484+00 +/- -L- TO STA. 486+70 +/- -L-.
- MAY PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND TEMPORARY RAISED PAVEMENT MARKERS, AS MUCH AS POSSIBLE WITHOUT INTERFERING WITH TRAFFIC, ON NEWLY COMPLETED TEMPORARY PAVEMENT LEFT/RIGHT SIDE AND PROPOSED WIDENING OF US 321 (-L-) AS FOLLOWS (SEE SHEETS TMP-15 & TMP-16):
- STA. 485+00 +/- -L- TO STA. 486+50 +/- -L- LEFT SIDE.
- STA. 490+50 +/- -L- TO STA. 504+00 +/- -L- LEFT SIDE.
- STA. 522+50 +/- -L- TO STA. 524+00 +/- -L- RIGHT SIDE.
- STA. 528+50 +/- -L- TO STA. 536+00 +/- -L- LEFT SIDE.

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-- SHALL BEGIN CONSTRUCTION, WITH INSTALLATION OF PORTABLE CONCRETE BARRIER, AS FOLLOWS (SEE CONSTRUCTION PLANS AND SHEETS TMP-9 & TMP-10):

--- TEMPORARY PAVEMENT UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT ON US 321 (-L-) FROM STA. 541+00 +/- -L- TO STA. 556+00 +/- -L- LEFT SIDE INCLUDING PROPOSED RETAINING WALLS & FILLS, AND TEMPORARY SHORING FOR TEMPORARY SIGNALIZED TRAFFIC PATTERN FOR PROPOSED US 321 BUS/US 221 (-Y17-) IN AREA I, PHASE II, STEP 1.

NOTE: TEMPORARY PAVEMENT MAY BE UTILIZED IN THE CONSTRUCTION OF THE PROPOSED AS DIRECTED BY THE ENGINEER.

--- RIGHT SIDE OF PROPOSED US 321 BUS/US 221 (-Y17-) UTILIZING PAVING & WEDGING OPERATIONS, TEMPORARY SLOPE OF 2:1, AND TEMPORARY SHORING FROM STA. 10+50 +/- \*Y17- TO STA. 15+63 +/- -Y17- (TIE TO TEMPORARY PAVEMENT ON -L-), TEMPORARY PAVEMENT RIGHT OF PROPOSED FROM STA. 11+00 +/- -Y17- TO STA. 15+63 +/- -Y17- AND INSTALL PORTABLE CONCRETE BARRIER (SEE SHEET TMP-10).

-- MAY BEGIN CONSTRUCTION OF PROPOSED WIDENING OF US 321 (-L-), PROPOSED -Y- LINES AND PROPOSED DRIVEWAYS (INCLUDING PROPOSED SHOULDERS, PROPOSED CURB & GUTTER, PROPOSED DRAINAGE, AND PROPOSED RETAINING WALLS) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (UNLESS OTHERWISE NOTED ON THE TMP SHEETS) AS FOLLOWS (SEE CONSTRUCTION PLANS AND SHEETS TMP-8 THRU TMP-10):

--- PROPOSED DRIVEWAY 11 FROM STA. 10+10 +/- -DRIVE 11- TO STA. 14+35 +/- -DRIVE 11-.

--- STA. 485+00 +/- -L- TO STA. 486+50 +/- -L- RIGHT SIDE (UTILIZING PAVING & WEDGING OPERATIONS ACROSS EXISTING PAVEMENT AS REQUIRED).

--- STA. 486+50 +/- -L- TO STA. 490+50 +/- -L- RIGHT SIDE (UTILIZING TEMPORARY SLOPE OF 2:1).

--- STA. 490+50 +/- -L- TO STA. 504+00 +/- -L- RIGHT SIDE ONLY PROPOSED TRILLUM LANE (-Y9REV-) AND PROPOSED FILLS & CUTS.

--- PROPOSED US 321 BUS (-Y10-) ONLY PROPOSED FILLS & CUTS.

--- STA. 502+00 +/- -L- TO STA. 506+00 +/- -L- LEFT SIDE ONLY PROPOSED FILL & PROPOSED RETAINING WALL.

--- STA. 504+00 +/- -L- TO STA. 522+00 +/- -L- RIGHT SIDE (UTILIZING TEMPORARY SLOPE OF 2:1) INCLUDING PROPOSED NEW RIVER LAKE DRIVE (-Y12A-).

--- STA. 524+00 +/- -L- TO STA. 528+50 +/- -L- RIGHT SIDE (UTILIZING TEMPORARY SLOPE OF 2:1).

--- STA. 528+50 +/- -L- TO STA. 536+00 +/- -L- RIGHT SIDE ONLY PROPOSED SUNSET DRIVE (-Y13-), PROPOSED FILLS & CUTS AND PROPOSED RETAINING WALLS.

--- STA. 536+00 +/- -L- TO STA. 541+00 +/- -L- RIGHT SIDE (UTILIZING TEMPORARY SLOPE OF 2:1) INCLUDING PROPOSED RETAINING WALLS.

--- STA. 539+50 +/- -L- TO STA. 543+50 +/- -L- LEFT SIDE ONLY PROPOSED FILLS & PROPOSED RETAINING WALL.

--- STA. 541+00 +/- -L- TO STA. 559+50 +/- -L- RIGHT SIDE ONLY PROPOSED WEST VIEW DRIVE, PROPOSED FILLS & CUTS, AND PROPOSED RETAINING WALLS.

--- STA. 561+00 +/- -L- TO STA. 562+50 +/- -L- LEFT SIDE ONLY PROPOSED FILLS AND PROPOSED RETAINING WALLS.

-- SHALL INSTALL TEMPORARY SIGNAL (BUT DO NOT ACTIVATE) AT THE INTERSECTION OF US 321 (-L-) & SUNSET DRIVE (-Y13-) FOR INTERMEDIATE TRAFFIC PATTERN IN AREA I, PHASE I, STEP 2 (SEE SIGNAL PLANS AND SHEET TMP-16).

-- BEGIN INSTALLATION OF TEMPORARY SIGNALS (BUT DO NOT ACTIVATE) AT THE INTERSECTIONS OF US 321 (-L-) & PROPOSED US 321 BUS/US 221 (-Y17-) FOR INTERMEDIATE TRAFFIC PATTERN IN AREA I, PHASE II, STEP 1 (SEE SIGNAL PLANS AND SHEET TMP-17).

-- MAY INSTALL TEMPORARY SIGNAL (BUT DO NOT ACTIVATE) AT THE INTERSECTIONS OF US 321 (-L-) & SHOPPES ON THE PARKWAY/POSSUM HOLLOW ROAD (SR 1632) FOR INTERMEDIATE TRAFFIC PATTERN IN AREA I, PHASE II, STEP 3 (SEE SIGNAL PLANS AND SHEET TMP-17).

-- MAY BEGIN CONSTRUCTION OF PROPOSED SIDEWALKS AS DIRECTED BY THE ENGINEER (SEE CONSTRUCTION PLANS).

CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK OF AREA I, PHASE I, STEP 2 IN ONE WORK PERIOD.

STEP 2: - CONTRACTOR SHALL, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 & 2 OF 9:

-- REMOVE & PLACE EXISTING PAVEMENT MARKINGS/MARKERS AND PLACE REMAINDER OF TEMPORARY PAVEMENT MARKINGS (PAINT) & TEMPORARY RAISED PAVEMENT MARKERS ON EXISTING/NEWLY COMPLETED & TEMPORARY PAVEMENT LEFT/RIGHT SIDE OF US 321 (-L-) FOR A MINIMUM OF TWO 11 FOOT TRAVEL LANES [THREE 11 FOOT TRAVEL LANES IN SIGNALIZED AREA AND FOR US 321 BUS (-Y10-)] FROM STA. 485+00 +/- -L- TO STA. 536+00 +/- -L- AND ACTIVATE TEMPORARY SIGNAL AT THE INTERSECTION OF US 321 (-L-) & SUNSET DRIVE (-Y13-) AND SHIFT TRAFFIC TO THE INTERMEDIATE TRAFFIC PATTERN (SEE SIGNAL PLANS AND SHEETS TMP-15 & TMP-16).

NOTE: CONTRACTOR SHALL PLACE TYPE III BARRICADES & DRUMS AT ALL -Y- LINES AND DRUMS AT ALL DRIVEWAYS TO KEEP EXISTING/PROPOSED CLOSED TO TRAFFIC.

NOTE: TRAFFIC IS NOW IN A TWO-LANE, TWO-WAY TRAFFIC PATTERN ON US 321 (-L-) AS FOLLOWS:

--- STA. 485+00 +/- -L- TO STA. 486+50 +/- -L- PROPOSED PAVEMENT LEFT SIDE.

--- STA. 486+50 +/- -L- TO STA. 490+50 +/- -L- EXISTING.

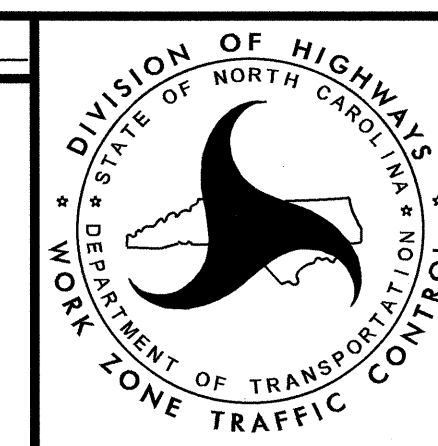
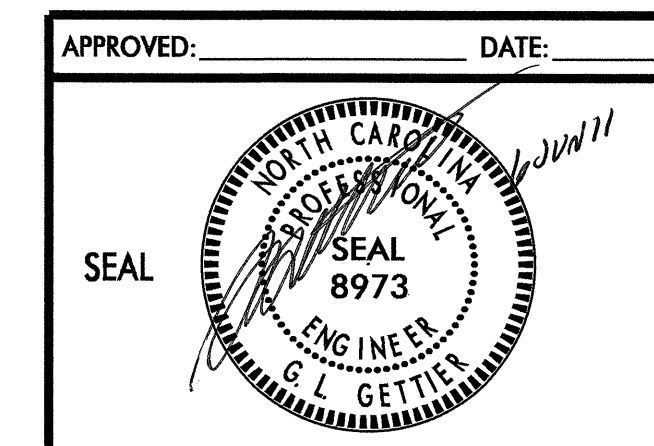
--- STA. 490+50 +/- -L- TO STA. 504+00 +/- -L- TEMPORARY PAVEMENT LEFT SIDE.

--- STA. 504+00 +/- -L- TO STA. 528+50 +/- -L- EXISTING.

--- STA. 528+50 +/- -L- TO STA. 536+00 +/- -L- TEMPORARY PAVEMENT LEFT SIDE.

--- STA. 536+00 +/- -L- TO STA. 569+00 +/- -L- EXISTING TRAFFIC PATTERN, DOES NOT REQUIRE PAVEMENT MARKING REMOVAL AT THIS TIME.

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**AREA I  
TEMPORARY  
TRAFFIC CONTROL  
PHASING**



**PHASE II**

STEP 1: - THE FOLLOWING NOTES ARE APPLICABLE FOR AREA I, PHASE II, STEPS 1 THRU 3.

NOTE: CONTRACTOR SHALL CONSTRUCT ALL PAVEMENT (TEMPORARY AND/OR PROPOSED) TO MAINTAIN DRAINAGE AND NOT POND WATER IN THE TRAFFIC LANES.

NOTE: CONTRACTOR SHALL PLACE TRAFFIC BACK INTO THE EXISTING PATTERN AT THE END OF EACH WORK PERIOD.

NOTE: CONTRACTOR SHALL PLACE TYPE III BARRICADES & DRUMS AT ALL -Y- LINES AND DRUMS AT ALL DRIVEWAYS TO KEEP PROPOSED/ TEMPORARY WIDENING CLOSED TO TRAFFIC.

NOTE: WHEN CONSTRUCTING DRAINAGE STRUCTURES ADJACENT TO TRAFFIC, INSTALL TEMPORARY STEEL PLATES, AS DIRECTED BY THE ENGINEER. MAY WORK EACH LOCATION INDEPENDENTLY OR CONCURRENTLY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. WORK IN A CONTINUOUS MANNER TO PERFORM THE WORK IN THE FOLLOWING SEQUENCE, IN STEPS "A" THRU "E".

A: CLOSE THE APPROPRIATE TRAVEL LANE TO TRAFFIC USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEETS 1, 2 & 3 OF 9.

B: CONSTRUCT PROPOSED STRUCTURE OR INSTALL PRE-CAST DRAINAGE STRUCTURE AS SHOWN IN THE CONSTRUCTION PLANS AND COVER WITH STEEL PLATES TO PROTECT STRUCTURE DURING CURING.

C: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF EACH WORK PERIOD.

D: WHEN PROPERLY CURED, CLOSE THE APPROPRIATE TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEETS 1, 2 & 3 OF 9. BACKFILL & PAVE, IF REQUIRED, UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT (SEE CONSTRUCTION PLANS).

E: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF THE WORK PERIOD.

- CONTRACTOR, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1, 2, 3 & 4 OF 9:

-- SHALL COMPLETE CONSTRUCTION, WITH INSTALLATION OF PORTABLE CONCRETE BARRIER/WATER FILLED BARRIER, BEGUN IN AREA I, PHASE I, STEP 1 AS FOLLOWS (SEE CONSTRUCTION PLANS AND SHEETS TMP-16 & TMP-17):

--- **TEMPORARY PAVEMENT** UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT ON US 321 (-L-) FROM STA. 541+00 +/- -L- TO STA. 556+00 +/- -L- LEFT SIDE INCLUDING PROPOSED RETAINING WALLS & FILLS, AND TEMPORARY SHORING FOR TEMPORARY SIGNALIZED TRAFFIC PATTERN FOR PROPOSED US 321 BUS/US 221 (-Y17-).

NOTE: TEMPORARY PAVEMENT MAY BE UTILIZED IN THE CONSTRUCTION OF THE PROPOSED AS DIRECTED BY THE ENGINEER.

--- PROPOSED RIGHT SIDE OF US 321 BUS/US 221 (-Y17-) UTILIZING PAVING & WEDGING OPERATIONS, TEMPORARY SLOPE OF 2:1, AND TEMPORARY SHORING FROM STA. 10+50 +/- -Y17- TO STA. 15+63 +/- -Y17- (TIE TO TEMPORARY PAVEMENT ON -L-), TEMPORARY PAVEMENT RIGHT OF PROPOSED FROM STA. 11+00 +/- -Y17- TO STA. 15+63 +/- -Y17- AND INSTALL PORTABLE CONCRETE BARRIER (SEE SHEET TMP-17).

--- INSTALLATION OF TEMPORARY SIGNAL (BUT DO NOT ACTIVATE) AT THE INTERSECTION OF US 321 (-L-) & PROPOSED US 321 BUS/US 221 (-Y17-) FOR INTERMEDIATE TRAFFIC (SEE SIGNAL PLANS AND SHEET TMP-17).

--- WORK IN A CONTINUOUS MANNER TO REMOVE & PLACE EXISTING PAVEMENT MARKINGS/MARKERS AND PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND TEMPORARY RAISED PAVEMENT MARKERS ON EXISTING AND NEWLY COMPLETED PROPOSED WIDENING & TEMPORARY PAVEMENT LEFT SIDE OF US 321 (-L-) FOR A MINIMUM OF TWO 11 FOOT TRAVEL LANES (THREE 11 FOOT TRAVEL LANES IN SIGNALIZED AREA) AND ACTIVATE TEMPORARY SIGNAL AT THE INTERSECTION OF US 321 (-L-) & US 321 BUS/US 221 (-Y17-) [DEACTIVATE EXISTING SIGNAL AT EXISTING US 321 (-L-) & EXISTING US 321 BUS/US 221] AND SHIFT TRAFFIC TO THE INTERMEDIATE TRAFFIC PATTERN AS FOLLOWS (SEE SIGNAL PLANS AND SHEETS TMP-16 & TMP-17):

---- STA. 541+00 +/- -L- TO STA. 556+00 +/- -L- TEMPORARY PAVEMENT.

---- US 321 BUS/US 321 (-Y17-), RIGHT SIDE OF CENTER LINE.

NOTE: REMOVE & PLACE EXISTING PAVEMENT MARKINGS/MARKERS ON THE OUTSIDE SOUTHBOUND LANE OF US 321 AT THE EXISTING SIGNALIZED INTERSECTION OF US 321 (-L-) & SHOPPES ON THE PARKWAY/POSSUM HOLLOW ROAD (SR 1632) FOR TEMPORARY "RIGHT TURN ONLY LANE" TRAFFIC PATTERN (SEE SHEET TMP-17).

NOTE: CONTRACTOR SHALL PLACE TYPE III BARRICADES & DRUMS AT ALL -Y- LINES, INCLUDING EXISTING US 321 BUS/US 221, AND DRUMS AT ALL DRIVEWAYS TO KEEP EXISTING/PROPOSED CLOSED TO TRAFFIC.

NOTE: TRAFFIC IS NOW IN A TWO-LANE, TWO-WAY TRAFFIC PATTERN ON US 321 (-L-) AS FOLLOWS:

----- STA. 485+00 +/- -L- TO STA. 556+00 +/- -L- LEFT SIDE OF CENTER LINE.

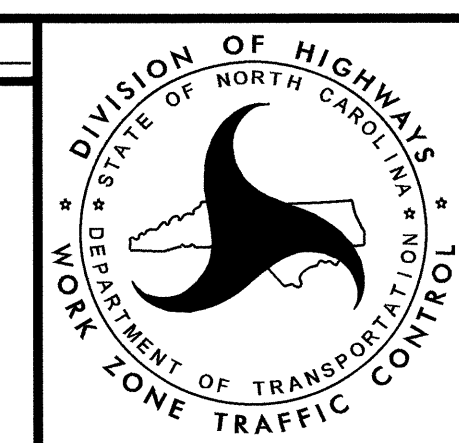
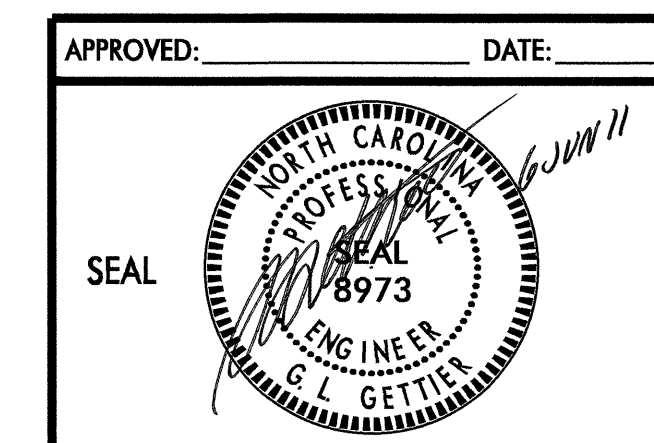
----- STA. 556+00 +/- -L- TO STA. 569+00 +/- -L- MODIFIED EXISTING.

----- RIGHT SIDE OF PROPOSED US 321 BUS/US 321 (-Y17-).

-- SHALL BEGIN TRENCHLESS INSTALLATION OF PROPOSED DRAINAGE UNDER EXISTING US 321 (-L-) AS DIRECTED BY THE ENGINEER (SEE CONSTRUCTION PLANS).

-- SHALL BEGIN CONSTRUCTION OF STAGE I OF PROPOSED CULVERT AT STA. 523+50 +/- -L- BY CLOSING EXISTING DRIVEWAY (UTILIZING DRUMS & TYPE III BARRICADES) RIGHT OF STA. 523+75 +/- -L-, INSTALL WATER FILLED BARRIER ON TEMPORARY PAVEMENT (STA. 522+50 +/- -L- TO STA. 524+00 +/- -L- RIGHT SIDE) AND TEMPORARY SHORING AS SHOWN ON SHEET TMP-16 (SEE CONSTRUCTION PLANS).

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**AREA I  
 TEMPORARY  
 TRAFFIC CONTROL  
 PHASING**

-- SHALL INSTALL PORTABLE CONCRETE BARRIER AND/OR WATER FILLED BARRIER AND BEGIN CONSTRUCTION OF PROPOSED WIDENING OF US 321 (-L-), PROPOSED -Y- LINES AND PROPOSED DRIVEWAYS (INCLUDING PROPOSED SHOULDERS, PROPOSED CURB & GUTTER, PROPOSED DRAINAGE, AND PROPOSED RETAINING WALLS) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AS FOLLOWS (SEE CONSTRUCTION PLANS AND SHEETS TMP-15 THRU TMP-17):

--- STA. 485+00 +/- -L- TO STA. 486+50 +/- -L- RIGHT SIDE (UTILIZING PAVING & WEDGING OPERATIONS ACROSS EXISTING PAVEMENT AS REQUIRED).

--- STA. 486+50 +/- -L- TO STA. 553+00 +/- -L- RIGHT SIDE (UTILIZING TEMPORARY SLOPE OF 2:1) INCLUDING PROPOSED RETAINING WALLS, PROPOSED TRILLUM LANE (-Y9REV-), PROPOSED NEW RIVER LAKE DRIVE (-Y12A-), PROPOSED SUNSET DRIVE (-Y13-) AND LITTLE SPRING ROAD (-Y15-).

NOTE: AS DIRECTED BY THE ENGINEER, USE ROADWAY STANDARD DRAWING NO. 1101.03, SHEETS 1 & 2 OF 9 TO CLOSE SKYLAND DRIVE ACCESS TO US 321 (-L-), HOWEVER, MAINTAIN ACCESS TO US 321 (-L-) BY EITHER OPENING PROPOSED TRILLUM LANE (-Y9REV-) TO TRAFFIC AND/OR KEEP NORWOOD CIRCLE (-Y8-) OPEN TO TRAFFIC.

CONSTRUCT PROPOSED SKYLAND DRIVE USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 9 (SEE CONSTRUCTION PLANS).

--- PROPOSED US 321 (-L-) FROM STA. 553+00 +/- -L- TO STA. 559+50 +/- -L- BOTH SIDES (UTILIZING PAVING & WEDGING OPERATIONS ACROSS EXISTING & TEMPORARY PAVEMENT AS REQUIRED) INCLUDING PROPOSED WEST VIEW DRIVE AND PROPOSED RETAINING WALLS.

--- PROPOSED US 321 (-L-) FROM STA. 559+50 +/- -L- TO STA. 569+00 +/- -L- BOTH SIDES (UTILIZING PAVING & WEDGING OPERATIONS ACROSS EXISTING AS REQUIRED) INCLUDING PROPOSED RETAINING WALLS, PROPOSED DRIVEWAY TO SHOPPES ON THE PARKWAY AND PROPOSED POSSUM HOLLOW ROAD (SR 1632).

-- BEGIN INSTALLATION OF TEMPORARY SIGNAL (BUT DO NOT ACTIVATE) AT THE INTERSECTION OF US 321 (-L-) & SUNSET DRIVE (-Y13-) FOR INTERMEDIATE TRAFFIC PATTERN IN AREA I, PHASE II, STEP 3 (SEE SIGNAL PLANS AND SHEET TMP-23).

-- BEGIN INSTALLATION OF TEMPORARY SIGNAL (BUT DO NOT ACTIVATE) AT THE INTERSECTION OF US 321 (-L-) & PROPOSED US 321 BUS/US 221 (-Y17-) FOR INTERMEDIATE TRAFFIC PATTERN IN AREA I, PHASE II, STEP 3 (SEE SIGNAL PLANS AND SHEET TMP-24).

-- BEGIN INSTALLATION OF TEMPORARY SIGNAL (BUT DO NOT ACTIVATE) AT THE INTERSECTIONS OF US 321 (-L-) & SHOPPES ON THE PARKWAY/POSSUM HOLLOW ROAD (SR 1632) FOR INTERMEDIATE TRAFFIC PATTERN IN AREA I, PHASE II, STEP 3 (SEE SIGNAL PLANS AND SHEET TMP-24).

-- MAY BEGIN CONSTRUCTION OF PROPOSED SIDEWALKS AS DIRECTED BY THE ENGINEER (SEE CONSTRUCTION PLANS).

STEP 2: - CONTRACTOR, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1, 2, 3 & 4 OF 9:

-- MAY BEGIN CONSTRUCTION OF PROPOSED LEFT SIDE (REMAINDER) OF US 321 BUS/US 221 (-Y17-) FROM STA. 10+50 +/- -Y17- TO STA. 15+63 +/- -Y17- (TIE TO TEMPORARY PAVEMENT ON -L-) (SEE CONSTRUCTION PLANS AND SHEET TMP-17).

-- SHALL COMPLETE CONSTRUCTION BEGUN IN AREA I, PHASE II, STEP 1 AND CONSTRUCT PROPOSED WIDENING OF US 321 (-L-), PROPOSED \*Y- LINES AND PROPOSED DRIVEWAYS (INCLUDING PROPOSED SHOULDERS, PROPOSED CURB & GUTTER, PROPOSED DRAINAGE, AND PROPOSED RETAINING WALLS) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AS FOLLOWS (SEE CONSTRUCTION PLANS AND SHEETS TMP-15 THRU TMP-17):

NOTE: CONTRACTOR SHALL INSTALL AND/OR REMOVE & RESET PORTABLE CONCRETE BARRIER/WATER FILLED BARRIER TO THE NEWLY CONSTRUCTED WIDENING OF US 321 AS DIRECTED BY THE ENGINEER (SEE SHEETS TMP-15 THRU TMP-17).

--- STAGE I OF PROPOSED CULVERT AT STA. 523+50 +/- -L-.

--- STA. 485+00 +/- -L- TO STA. 486+50 +/- -L- RIGHT SIDE (UTILIZING PAVING & WEDGING OPERATIONS ACROSS EXISTING PAVEMENT AS REQUIRED).

--- STA. 486+50 +/- -L- TO STA. 553+00 +/- -L- RIGHT SIDE, INCLUDING PROPOSED RETAINING WALLS, PROPOSED TRILLUM LANE (-Y9REV-), PROPOSED NEW RIVER LAKE DRIVE (-Y12A-), PROPOSED SUNSET DRIVE (-Y13-) AND LITTLE SPRING ROAD (-Y15-).

--- STA. 553+00 +/- -L- TO STA. 559+50 +/- -L- BOTH SIDES, INCLUDING PROPOSED WEST VIEW DRIVE AND PROPOSED RETAINING WALLS.

--- STA. 559+50 +/- -L- TO STA. 569+00 +/- -L- BOTH SIDES, INCLUDING PROPOSED RETAINING WALLS, PROPOSED DRIVEWAY TO SHOPPES ON THE PARKWAY AND PROPOSED POSSUM HOLLOW ROAD (SR 1632).

-- MAY PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND TEMPORARY RAISED PAVEMENT MARKERS, AS MUCH AS POSSIBLE WITHOUT INTERFERING WITH TRAFFIC, ON NEWLY COMPLETED PROPOSED WIDENING OF US 321 (-L-) FROM STA. 485+00 +/- -L- TO STA. 569+00 +/- -L- (SEE SHEETS TMP-22 THRU TMP-24).

-- SHALL COMPLETE INSTALLATION OF TEMPORARY SIGNAL (BUT DO NOT ACTIVATE) AT THE INTERSECTION OF US 321 (-L-) & SUNSET DRIVE (-Y13-) FOR INTERMEDIATE TRAFFIC PATTERN IN AREA I, PHASE II, STEP 3 (SEE SIGNAL PLANS AND SHEET TMP-23).

-- SHALL COMPLETE INSTALLATION OF TEMPORARY SIGNAL (BUT DO NOT ACTIVATE) AT THE INTERSECTION OF US 321 (-L-) & PROPOSED US 321 BUS/US 221 (-Y17-) FOR INTERMEDIATE TRAFFIC PATTERN IN AREA I, PHASE II, STEP 3 (SEE SIGNAL PLANS AND SHEET TMP-24).

-- SHALL COMPLETE INSTALLATION OF TEMPORARY SIGNAL (BUT DO NOT ACTIVATE) AT THE INTERSECTIONS OF US 321 (-L-) & SHOPPES ON THE PARKWAY/POSSUM HOLLOW ROAD (SR 1632) FOR INTERMEDIATE TRAFFIC PATTERN IN AREA I, PHASE II, STEP 3 (SEE SIGNAL PLANS AND SHEET TMP-24).

-- MAY BEGIN CONSTRUCTION OF PROPOSED SIDEWALKS AS DIRECTED BY THE ENGINEER (SEE CONSTRUCTION PLANS).

CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK OF AREA I, PHASE II, STEP 3 IN ONE WORK PERIOD.

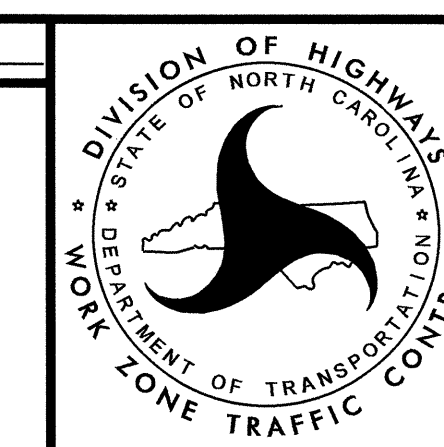
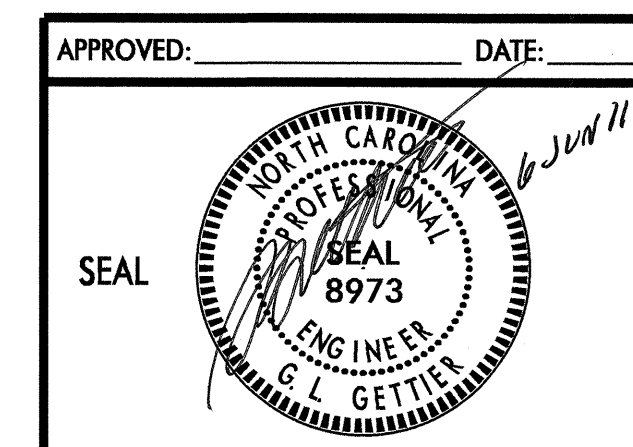
STEP 3: - CONTRACTOR SHALL, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1, 2, 3 & 4 OF 9:

-- REMOVE & PLACE EXISTING PAVEMENT MARKINGS/MARKERS AND PLACE REMAINDER OF TEMPORARY PAVEMENT MARKINGS (PAINT) AND TEMPORARY RAISED PAVEMENT MARKERS ON NEWLY COMPLETED PROPOSED WIDENING RIGHT SIDE OF US 321 (-L-) FOR A MINIMUM OF TWO 11 FOOT TRAVEL LANES [THREE 11 FOOT TRAVEL LANES IN SIGNALIZED AREAS AND FOR US 321 BUS (-Y10-)] FROM STA. 485+00 +/- -L- TO STA. 569+00 +/- -L- AND ACTIVATE TEMPORARY SIGNALS AT THE INTERSECTIONS OF US 321 (-L-) & SUNSET DRIVE (-Y13-), US 321 (-L-) & US 321 BUS/US 221 (-Y17-) AND US 321 (-L-) & SHOPPES ON THE PARKWAY/POSSUM HOLLOW ROAD (SR 1632) AND SHIFT TRAFFIC TO THE INTERMEDIATE TRAFFIC PATTERN (SEE SIGNAL PLANS AND SHEETS TMP-22 THRU TMP-24):

NOTE: CONTRACTOR SHALL PLACE TYPE III BARRICADES & DRUMS AT ALL -Y- LINES AND DRUMS AT ALL DRIVEWAYS TO KEEP EXISTING/PROPOSED CLOSED TO TRAFFIC.

NOTE: TRAFFIC IS NOW IN A TWO-LANE, TWO-WAY TRAFFIC PATTERN ON US 321 (-L-) AS FOLLOWS:

--- STA. 485+00 +/- -L- TO STA. 569+00 +/- -L- RIGHT SIDE OF CENTER LINE.



AREA I  
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**PHASE III**

STEP 1: - THE FOLLOWING NOTES ARE APPLICABLE FOR AREA I, PHASE III, STEP 1.

NOTE: CONTRACTOR SHALL CONSTRUCT ALL PAVEMENT (TEMPORARY AND/OR PROPOSED) TO MAINTAIN DRAINAGE AND NOT POND WATER IN THE TRAFFIC LANES.

NOTE: CONTRACTOR SHALL PLACE TRAFFIC BACK INTO THE EXISTING PATTERN AT THE END OF EACH WORK PERIOD.

NOTE: CONTRACTOR SHALL PLACE TYPE III BARRICADES & DRUMS AT ALL -Y- LINES AND DRUMS AT ALL DRIVEWAYS TO KEEP PROPOSED/ TEMPORARY WIDENING CLOSED TO TRAFFIC.

NOTE: WHEN CONSTRUCTING DRAINAGE STRUCTURES ADJACENT TO TRAFFIC, INSTALL TEMPORARY STEEL PLATES, AS DIRECTED BY THE ENGINEER. MAY WORK EACH LOCATION INDEPENDENTLY OR CONCURRENTLY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. WORK IN A CONTINUOUS MANNER TO PERFORM THE WORK IN THE FOLLOWING SEQUENCE, IN STEPS "A" THRU "E".

A: CLOSE THE APPROPRIATE TRAVEL LANE TO TRAFFIC USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEETS 1, 2, 3 & 4 OF 9.

B: CONSTRUCT PROPOSED STRUCTURE OR INSTALL PRE-CAST DRAINAGE STRUCTURE AS SHOWN IN THE CONSTRUCTION PLANS AND COVER WITH STEEL PLATES TO PROTECT STRUCTURE DURING CURING.

C: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF EACH WORK PERIOD.

D: WHEN PROPERLY CURED, CLOSE THE APPROPRIATE TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEETS 1, 2 & 3 OF 9. BACKFILL & PAVE, IF REQUIRED, UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT (SEE CONSTRUCTION PLANS).

E: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF THE WORK PERIOD.

- CONTRACTOR, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1, 2, 3 & 4 OF 9:

-- COMPLETE TRENCHLESS INSTALLATION OF PROPOSED DRAINAGE UNDER EXISTING US 321 AS DIRECTED BY THE ENGINEER (SEE CONSTRUCTION PLANS).

-- SHALL CONSTRUCT, WITH INSTALLATION OF PORTABLE CONCRETE BARRIER/WATER FILLED BARRIER, PROPOSED WIDENING OF US 321 (-L-), PROPOSED -Y- LINES AND PROPOSED DRIVEWAYS (INCLUDING PROPOSED SHOULDERS, PROPOSED CURB & GUTTER, PROPOSED DRAINAGE, AND PROPOSED RETAINING WALLS) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AS FOLLOWS (SEE CONSTRUCTION PLANS AND SHEETS TMP-22 THRU TMP-24):

--- PROPOSED LEFT SIDE (REMAINDER) OF US 321 BUS/ US 221 (-Y17-) (INCLUDING PROPOSED CONCRETE ISLAND) FROM STA. 10+50 +/- -Y17- TO STA. 15+63 +/- -Y17- (TIE TO PROPOSED PAVEMENT ON -L-) (SEE CONSTRUCTION PLANS AND SHEET TMP-24).

--- STAGE II OF PROPOSED CULVERT AT STA. 523+50 +/- -L- UTILIZING TEMPORARY SHORING (SEE CONSTRUCTION PLANS AND SHEET TMP-23).

--- US 321 (-L-) FROM STA. 485+00 +/- -L- TO STA. 561+00 +/- -L- LEFT SIDE INCLUDING PROPOSED DRIVEWAY 11, REMAINDER OF PROPOSED RETAINING WALLS, PROPOSED US 321 BUS (-Y10-), PROPOSED RANSOM STREET (-Y11-), PROPOSED CHURCH STREET (-Y12-), PROPOSED SUNSET DRIVE (-Y13-) AND PROPOSED WEST CORNISH DRIVE (-Y14-) AS FOLLOWS:

---- CONSTRUCT PROPOSED US 321 (-Y10-) UNDER TRAFFIC USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 9 UTILIZING AGGREGATE BASE COURSE, INCIDENTAL STONE OR ASPHALT BASE COURSE & BINDER COURSE AND PAVING & WEDGING OPERATIONS TO MAINTAIN ACCESS. OPEN PROPOSED US 321 (-Y10-) TO TRAFFIC.

NOTE: PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) ON FIRST LAYER OF SURFACE COURSE AND/OR ASPHALT BINDER/SURFACE COURSE OR DRUMS ON AGGREGATE BASE COURSE/INCIDENTAL STONE TO DELINEATE THE TRAVEL WAY DURING CONSTRUCTION.

---- CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING PROPOSED RANSOM STREET (-Y11-) FILL SECTION UNDER TRAFFIC OR ROAD CLOSURE AS DIRECTED BY THE ENGINEER.

A. USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 9 CONSTRUCT PROPOSED RANSOM STREET (-Y11-) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE BY PLACING AGGREGATE BASE COURSE, INCIDENTAL STONE OR ASPHALT BASE COURSE & BINDER COURSE TO MAINTAIN ACCESS. PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND OPEN TO TRAFFIC.

NOTE: PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) ON ASPHALT BINDER/SURFACE COURSE OR DRUMS ON AGGREGATE BASE COURSE/INCIDENTAL STONE TO DELINEATE THE TRAVEL WAY DURING CONSTRUCTION.

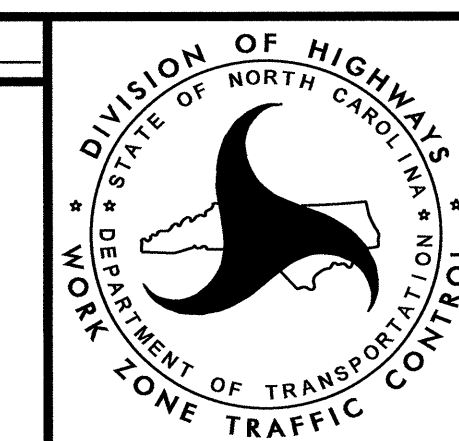
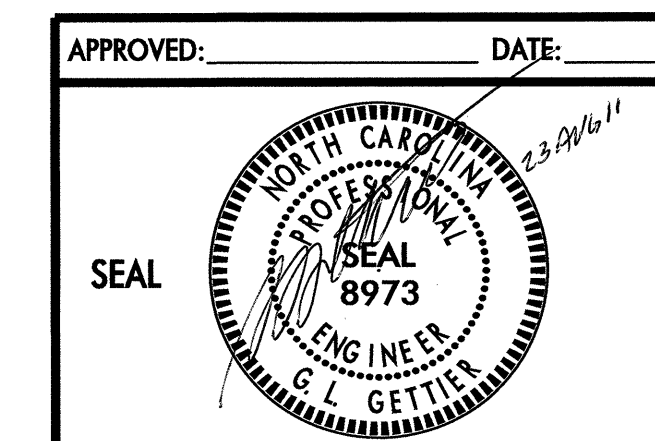
IF SELECTED THE CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK IN AREA I, PHASE III, STEP 1, CONSTRUCTION OF PROPOSED RANSOM STREET (-Y11-) STEPS "B" THRU "D" IN 21 CONSECUTIVE DAYS (SEE INTERMEDIATE CONTRACT TIME AND SPECIAL PROVISIONS).

B. USING ROADWAY STANDARD DRAWING NO. 1101.03, SHEETS 1 & 2 OF 9 CLOSE RANSOM STREET (-Y11-) AND UTILIZE SUNSET DRIVE (-Y13-) AS ACCESS TO US 321 (-L-) (SEE SHEET TMP-22A).

NOTE: RANSOM STREET (-Y11-) AND SUNSET DRIVE (-Y13-) CAN NOT BE CLOSED AT THE SAME TIME, HOWEVER, RANSOM STREET (-Y11-) AND CHURCH STREET (-Y12-) CAN BE CONSTRUCTED AT THE SAME TIME.

C. CONSTRUCT PROPOSED RANSOM STREET (-Y11-) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AND PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) (SEE CONSTRUCTION PLANS AND SHEET TMP-22).

D. OPEN PROPOSED RANSOM STREET (-Y11-) TO TRAFFIC.



AREA I  
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---- CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING PROPOSED CHURCH STREET (-Y12-) FILL SECTION UNDER TRAFFIC OR ROAD CLOSURE AS DIRECTED BY THE ENGINEER.

- A. USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 9 CONSTRUCT PROPOSED CHURCH STREET (-Y12-) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE BY PLACING AGGREGATE BASE COURSE, INCIDENTAL STONE OR ASPHALT BASE COURSE & BINDER COURSE TO MAINTAIN ACCESS. PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND OPEN TO TRAFFIC.

NOTE: PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) ON ASPHALT BINDER/SURFACE COURSE OR DRUMS ON AGGREGATE BASE COURSE/INCIDENTAL STONE TO DELINEATE THE TRAVEL WAY DURING CONSTRUCTION.

IF SELECTED THE CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK IN AREA I, PHASE III, STEP 1, CONSTRUCTION OF PROPOSED CHURCH STREET (-Y12-) STEPS "B" THRU "D" IN 21 CONSECUTIVE DAYS (SEE INTERMEDIATE CONTRACT TIME AND SPECIAL PROVISIONS).

- B. USING ROADWAY STANDARD DRAWING NO. 1101.03, SHEETS 1 & 2 OF 9 CLOSE CHURCH STREET (-Y12-) AND UTILIZE SUNSET DRIVE (-Y13-) AS ACCESS TO US 321 (-L-) (SEE SHEET TMP-23A).

NOTE: CHURCH STREET (-Y12-) AND SUNSET DRIVE (-Y13-) CAN NOT BE CLOSED AT THE SAME TIME, HOWEVER, CHURCH STREET (-Y12-) AND RANSOM STREET (-Y11-) CAN BE CONSTRUCTED AT THE SAME TIME.

- C. CONSTRUCT PROPOSED CHURCH STREET (-Y12-) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AND PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) (SEE CONSTRUCTION PLANS AND SHEET TMP-23).

- D. OPEN PROPOSED CHURCH STREET (-Y12-) TO TRAFFIC.

---- CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING PROPOSED SUNSET DRIVE (-Y13-) FILL SECTION UNDER TRAFFIC OR ROAD CLOSURE AS DIRECTED BY THE ENGINEER.

- A. USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 9 CONSTRUCT PROPOSED SUNSET DRIVE (-Y13-) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE BY PLACING AGGREGATE BASE COURSE, INCIDENTAL STONE OR ASPHALT BASE COURSE & BINDER COURSE TO MAINTAIN ACCESS. PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND OPEN TO TRAFFIC.

NOTE: PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) ON ASPHALT BINDER/SURFACE COURSE OR DRUMS ON AGGREGATE BASE COURSE/INCIDENTAL STONE TO DELINEATE THE TRAVEL WAY DURING CONSTRUCTION.

IF SELECTED THE CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK IN AREA I, PHASE III, STEP 1, CONSTRUCTION OF PROPOSED SUNSET DRIVE (-Y13-) STEPS "B" THRU "D" IN 21 CONSECUTIVE DAYS (SEE INTERMEDIATE CONTRACT TIME AND SPECIAL PROVISIONS).

- B. USING ROADWAY STANDARD DRAWING NO. 1101.03, SHEETS 1 & 2 OF 9 CLOSE SUNSET DRIVE (-Y13-) AND UTILIZE US 321 BUS/US 221 (-Y17-) AND RANSOM STREET (-Y11-) AS ACCESS TO US 321 (-L-) (SEE SHEET TMP-23B).

NOTE: SUNSET DRIVE (-Y13-) AND RANSOM STREET (-Y11-) CAN NOT BE CLOSED AT THE SAME TIME, HOWEVER, RANSOM STREET (-Y11-) AND CHURCH STREET (-Y12-) CAN BE CONSTRUCTED AT THE SAME TIME.

- C. CONSTRUCT PROPOSED SUNSET DRIVE (-Y13-) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AND PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) (SEE CONSTRUCTION PLANS AND SHEET TMP-23).

- D. OPEN PROPOSED SUNSET DRIVE (-Y13-) TO TRAFFIC.

---- CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING PROPOSED WEST CORNISH DRIVE (-Y14-) FILL SECTION UNDER TRAFFIC OR ROAD CLOSURE AS DIRECTED BY THE ENGINEER.

- A. USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 9 CONSTRUCT PROPOSED WEST CORNISH DRIVE (-Y14-) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE BY PLACING AGGREGATE BASE COURSE, INCIDENTAL STONE OR ASPHALT BASE COURSE & BINDER COURSE TO MAINTAIN ACCESS. PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND OPEN TO TRAFFIC.

NOTE: PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) ON ASPHALT BINDER/SURFACE COURSE OR DRUMS ON AGGREGATE BASE COURSE/INCIDENTAL STONE TO DELINEATE THE TRAVEL WAY DURING CONSTRUCTION.

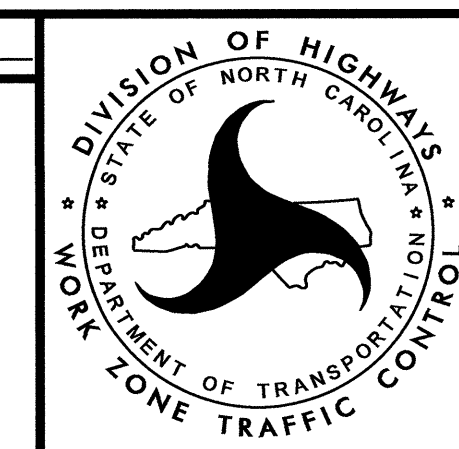
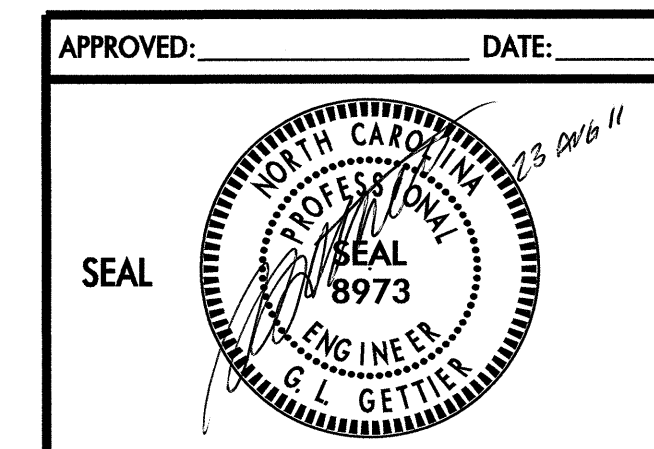
IF SELECTED THE CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK IN AREA I, PHASE III, STEP 1, CONSTRUCTION OF PROPOSED WEST CORNISH DRIVE (-Y14-) STEPS "B" THRU "D" IN 21 CONSECUTIVE DAYS (SEE INTERMEDIATE CONTRACT TIME AND SPECIAL PROVISIONS).

- B. USING ROADWAY STANDARD DRAWING NO. 1101.03, SHEETS 1 & 2 OF 9 CLOSE WEST CORNISH DRIVE (-Y14-) AND UTILIZE US 321 BUS/US 221 (-Y17-) AS ACCESS TO US 321 (-L-) (SEE SHEET TMP-23C).

- C. CONSTRUCT PROPOSED WEST CORNISH DRIVE (-Y14-) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AND PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) (SEE CONSTRUCTION PLANS AND SHEET TMP-23).

- D. OPEN PROPOSED WEST CORNISH DRIVE (-Y14-) TO TRAFFIC.

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**AREA I  
TEMPORARY  
TRAFFIC CONTROL  
PHASING**



--- AS DIRECTED BY THE ENGINEER, MAY PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND TEMPORARY RAISED PAVEMENT MARKERS FOR THE TEMPORARY TRAFFIC PATTERN SHOWN ON SHEETS TMP-27 THRU TMP-29 OR THE FINAL TRAFFIC PATTERN, AS MUCH AS POSSIBLE WITHOUT INTERFERING WITH TRAFFIC, ON NEWLY COMPLETED CONSTRUCTION FROM STA. 485+00 +/- -L- TO STA. 569+00 +/- -L- AND PROPOSED US 321 BUS/US 321 (-Y17-) (SEE FINAL PAVEMENT MARKING PLANS AND SHEETS TMP-27 THRU TMP-29).

NOTE: IF TEMPORARY PAVEMENT MARKINGS & MARKERS ARE PLACED FOR THE FINAL PATTERN, THE CONTRACTOR SHALL UTILIZE DRUMS TO DELINEATE THE TEMPORARY LEFT TURNS LANES AS SHOWN ON TMP-27 THRU TMP-29.

- COMPLETE ALL REMAINING PROPOSED CONSTRUCTION (SEE CONSTRUCTION PLANS).
- SHALL INSTALL PROPOSED/REVISED SIGNALS (BUT DO NOT ACTIVATE) AT THE INTERSECTIONS OF US 321 (-L-) & SUNSET DRIVE (-Y13-), US 321 (-L-) & PROPOSED US 321 BUS/US 221 (-Y17-) AND US 321 (-L-) & DRIVEWAY TO SHOPPES ON THE PARKWAY/POSSUM HOLLOW ROAD (SR 1632) FOR FINAL TRAFFIC PATTERNS (SEE SIGNAL PLANS AND FINAL PAVEMENT MARKING PLANS).
- MAY BEGIN CONSTRUCTION OF PROPOSED SIDEWALKS AS DIRECTED BY THE ENGINEER (SEE CONSTRUCTION PLANS).

CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK OF AREA I, PHASE III, STEP 2 IN ONE WORK PERIOD.

STEP 2: - CONTRACTOR SHALL, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1, 2, 3 & 4 OF 9:

- AS DIRECTED BY THE ENGINEER, REMOVE & PLACE REMAINDER OF TEMPORARY PAVEMENT MARKINGS (PAINT) TEMPORARY RAISED PAVEMENT MARKERS ON NEWLY COMPLETED PROPOSED WIDENING PAVEMENT LEFT SIDE OF US 321 (-L-) AND RIGHT SIDE OF US 321 (-L-) FOR EITHER THE TEMPORARY PATTERN AS SHOWN ON TMP-27 THRU TMP-29 OR THE FINAL TRAFFIC PATTERN, AND ALL -Y- LINES FROM STA. 485+00 +/- -L- TO STA. 569+00 +/- -L-, SHIFT TRAFFIC TO A TWO-LANE, TWO-WAY DIVIDED TRAFFIC PATTERN (PROPOSED OUTSIDE LANES) FOR AREA I, PHASE IV INTERMEDIATE TRAFFIC PATTERN AND ACTIVATE FINAL SIGNALS AT THE INTERSECTIONS OF US 321 (-L-) & SUNSET DRIVE (-Y13-), US 321 (-L-) & US 321 BUS/US 221 (-Y17-) AND US 321 (-L-) & DRIVEWAY TO SHOPPES ON THE PARKWAY/POSSUM HOLLOW ROAD (SR 1632) (SEE SIGNAL PLANS, FINAL PAVEMENT MARKING PLANS AND/OR SHEETS TMP-27 THRU TMP-29).

NOTE: IF TEMPORARY PAVEMENT MARKINGS & MARKERS ARE PLACED FOR THE FINAL PATTERN, THE CONTRACTOR SHALL UTILIZE DRUMS TO DELINEATE THE TEMPORARY LEFT TURNS LANES AS SHOWN ON SHEETS TMP-27 THRU TMP-29.

NOTE: THE CONTRACTOR SHALL PLACE DRUMS ALONG THE SKIP LINE/ YELLOW EDGE LINE OF BOTH NORTHBOUND & SOUTHBOUND US 321 (-L-), TO MAINTAIN AN INTERMEDIATE ONE-LANE, ONE-WAY TRAFFIC PATTERN ON PROPOSED OUTSIDE LANE OF US 321 (-L-).

PLACE DRUMS TO KEEP THE INSIDE LEFT TURN LANE OF PROPOSED US 321 BUS/US 221 (-Y17-) CLOSED TO TRAFFIC AND PLACE DRUMS TO DELINEATE THE PROPOSED MEDIAN CONCRETE/GRASS ISLANDS UNTIL THEY ARE CONSTRUCTED.

PLACE TYPE III BARRICADES AND ADDITIONAL DRUMS TO CLOSE PROPOSED INSIDE LANES & MEDIAN OF US 321 (-L-).

NOTE: TRAFFIC IS NOW IN A TWO-LANE, TWO-WAY DIVIDED TRAFFIC PATTERN (PROPOSED OUTSIDE LANES) OF NEWLY COMPLETED US 321 (-L-) FROM STA. 485+00 +/- -L- TO STA. 569+00 +/- -L- (SEE SHEETS TMP-27 THRU TMP-29).

**PHASE IV**

STEP 1: - CONTRACTOR SHALL, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1, 2, 3 & 4 OF 9:

- CONSTRUCT PROPOSED MEDIAN CURB & GUTTER (INCLUDING GRASS/EARTH MATERIAL) AND PROPOSED CONCRETE ISLANDS ON US 321 (-L-) (SEE CONSTRUCTION PLANS AND SHEETS TMP-27 THRU TMP-29).

NOTE: AS DIRECTED BY THE ENGINEER, CONTRACTOR SHALL INSTALL WATER FILLED BARRIER IN THOSE AREAS (SEE BELOW) ON US 321 (-L-) WHERE EXISTING PAVEMENT IS TO BE REMOVED. THE CONTRACTOR SHALL ONLY WORK ONE AREA OR PARTIAL AREA AT A TIME (IN ANY SEQUENCE), OR MULTIPLE/PARTIAL AREAS AS DIRECTED BY THE ENGINEER.

STA. 500+57 +/- -L- TO STA. 507+40 +/- -L-  
 STA. 509+40 +/- -L- TO STA. 515+62 +/- -L-  
 STA. 519+85 +/- -L- TO STA. 523+85 +/- -L-  
 STA. 524+50 +/- -L- TO STA. 529+80 +/- -L-  
 STA. 556+00 +/- -L- TO STA. 562+00 +/- -L-

NOTE: CONSTRUCTION OF PROPOSED MEDIAN CURB & GUTTER AND PROPOSED CONCRETE ISLAND FROM STA. 486+00 +/- -L- TO STA. 491+60 +/- -L- SHALL BE ACCOMPLISHED IN AREA II, PHASE IV & V.

- CONSTRUCT REMAINDER OF PROPOSED SIDEWALKS (SEE CONSTRUCTION PLANS).

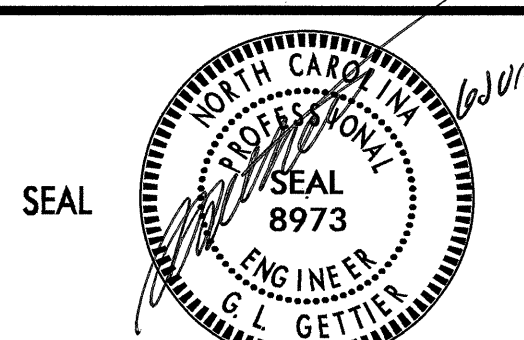

CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK OF AREA I, PHASE IV, STEP 2 IN ONE WORK PERIOD.

STEP 2: - CONTRACTOR SHALL, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1, 2, 3 & 4 OF 9:

- IF NOT COMPLETED IN AREA I, PHASE III, STEP 2, REMOVE & PLACE REMAINDER OF TEMPORARY PAVEMENT MARKINGS (PAINT) & TEMPORARY RAISED PAVEMENT MARKERS ON NEWLY COMPLETED PROPOSED US 321 (-L-) & ALL -Y- LINES FROM STA. 485+00 +/- -L- TO STA. 569+00 +/- -L- AND OPEN AREA I TO THE FINAL TRAFFIC PATTERN (SEE FINAL PAVEMENT MARKING PLANS AND SHEET TMP-30).

**NOTE: PAVING OF THE FINAL LAYER OF SURFACE COURSE AND PLACING/INSTALLING THE FINAL PAVEMENT MARKINGS & MARKERS IN AREA I FROM STA. 485+00 +/- -L- TO STA. 569+00 +/- -L- SHALL BE ACCOMPLISHED IN AREA II, PHASE V.**

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APPROVED: _____ DATE: _____ 		<b>AREA I          TEMPORARY          TRAFFIC CONTROL          PHASING</b>
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**AREA II**  
**(STA. 354+00 +/- -L- TO STA. 485+00 +/- -L-)**

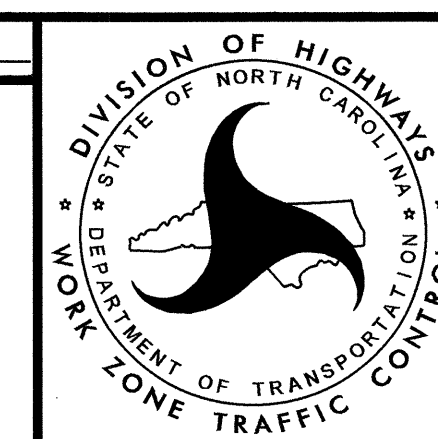
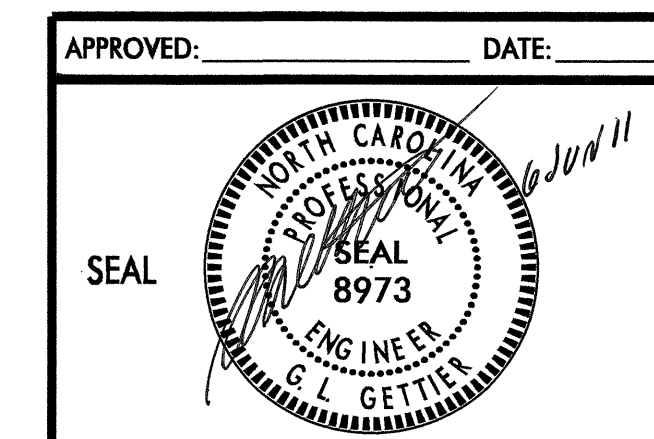
**PHASE I**

STEP 1: - THE FOLLOWING NOTES ARE APPLICABLE FOR AREA II, PHASE I, STEP 1.

- NOTE: CONTRACTOR SHALL CONSTRUCT ALL PAVEMENT (TEMPORARY AND/OR PROPOSED) TO MAINTAIN DRAINAGE AND NOT POND WATER IN THE TRAFFIC LANES.
- NOTE: CONTRACTOR SHALL PLACE TRAFFIC BACK INTO THE EXISTING PATTERN AT THE END OF EACH WORK PERIOD.
- NOTE: CONTRACTOR SHALL PLACE TYPE III BARRICADES & DRUMS AT ALL -Y- LINES AND DRUMS AT ALL DRIVEWAYS TO KEEP PROPOSED/ TEMPORARY WIDENING CLOSED TO TRAFFIC.
- NOTE: WHEN CONSTRUCTING DRAINAGE STRUCTURES ADJACENT TO TRAFFIC, INSTALL TEMPORARY STEEL PLATES, AS DIRECTED BY THE ENGINEER. MAY WORK EACH LOCATION INDEPENDENTLY OR CONCURRENTLY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. WORK IN A CONTINUOUS MANNER TO PERFORM THE WORK IN THE FOLLOWING SEQUENCE, IN STEPS "A" THRU "E".
- A: CLOSE THE APPROPRIATE TRAVEL LANE TO TRAFFIC USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEETS 1, 2 & 3 OF 9.
- B: CONSTRUCT PROPOSED STRUCTURE OR INSTALL PRE-CAST DRAINAGE STRUCTURE AS SHOWN IN THE CONSTRUCTION PLANS AND COVER WITH STEEL PLATES TO PROTECT STRUCTURE DURING CURING.
- C: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF EACH WORK PERIOD.
- D: WHEN PROPERLY CURED, CLOSE THE APPROPRIATE TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEETS 1, 2 & 3 OF 9. BACKFILL & PAVE, IF REQUIRED, UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT (SEE CONSTRUCTION PLANS).
- E: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF THE WORK PERIOD.
- CONTRACTOR, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1, 2 & 3 OF 9:
- MAY BEGIN CLEARING/GRUBBING & GRADING OPERATIONS, AND CONSTRUCTION OF PROPOSED DRAINAGE (INCLUDING CURB & GUTTER) ALONG & ACROSS EXISTING US 321 AND ALL -Y- LINES/DRIVEWAYS, AS DIRECTED BY THE ENGINEER (SEE CONSTRUCTION PLANS).
- MAY BEGIN TRENCHLESS INSTALLATION OF PROPOSED DRAINAGE UNDER EXISTING US 321 (-L-) AS DIRECTED BY THE ENGINEER (SEE CONSTRUCTION PLANS).
- MAY BEGIN CONSTRUCTION OF PROPOSED RETAINING WALLS AWAY FROM TRAFFIC AS DIRECTED BY THE ENGINEER (SEE CONSTRUCTION PLANS).
- SHALL CONSTRUCT TEMPORARY PAVEMENT, UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT ON US 321 (-L-) AS FOLLOWS (SEE CONSTRUCTION PLANS AND SHEETS TMP-5 THRU TMP-8).
- NOTE: TEMPORARY PAVEMENT MAY BE UTILIZED IN THE CONSTRUCTION OF THE PROPOSED AS DIRECTED BY THE ENGINEER.
- STA. 385+50 +/- -L- TO STA. 390+50 +/- -L- RIGHT SIDE INCLUDING PROPOSED FILL AS REQUIRED.
- STA. 402+50 +/- -L- TO STA. 406+50 +/- -L- LEFT SIDE INCLUDING PROPOSED RETAINING WALL & FILL.
- STA. 410+50 +/- -L- TO STA. 417+00 +/- -L- LEFT SIDE.

- STA. 422+50 +/- -L- TO STA. 440+50 +/- -L- LEFT SIDE (UTILIZING TEMPORARY SHORING AND/OR PROPOSED RETAINING WALLS).
- STA. 445+00 +/- -L- TO STA. 470+00 +/- -L- LEFT SIDE INCLUDING PROPOSED RETAINING WALLS.
- STA. 483+50 +/- -L- TO STA. 485+00 +/- -L- LEFT SIDE INCLUDING PROPOSED RETAINING WALL (FROM STA. 484+00 +/- -L- TO STA. 486+70 +/- -L-) & FILL.
- SHALL CONSTRUCT PROPOSED WIDENING OF US 321 (-L-) (INCLUDING PROPOSED SHOULDERS, PROPOSED CURB & GUTTER, AND PROPOSED DRAINAGE) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AS FOLLOWS (SEE CONSTRUCTION PLANS AND SHEET TMP-5):
- STA. 391+50 +/- -L- TO STA. 395+50 +/- -L- BOTH SIDES (UTILIZING PAVING & WEDGING OPERATIONS ACROSS EXISTING PAVEMENT AS REQUIRED) INCLUDING TEMPORARY PAVEMENT LEFT SIDE OF EXISTING FROM STA. 395+50 +/- -L- TO STA. 397+00 +/- -L-.
- MAY PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND TEMPORARY RAISED PAVEMENT MARKERS, AS MUCH AS POSSIBLE WITHOUT INTERFERING WITH TRAFFIC, ON NEWLY COMPLETED TEMPORARY PAVEMENT LEFT/RIGHT SIDE AND PROPOSED WIDENING OF US 321 (-L-) AS FOLLOWS (SEE SHEETS TMP-11 THRU TMP-15):
- STA. 385+50 +/- -L- TO STA. 390+50 +/- -L- RIGHT SIDE.
- STA. 395+50 +/- -L- TO STA. 397+00 +/- -L- LEFT SIDE.
- STA. 402+50 +/- -L- TO STA. 406+50 +/- -L- LEFT SIDE.
- STA. 410+50 +/- -L- TO STA. 417+00 +/- -L- LEFT SIDE.
- STA. 422+50 +/- -L- TO STA. 440+50 +/- -L- LEFT SIDE.
- STA. 446+00 +/- -L- TO STA. 470+00 +/- -L- LEFT SIDE.
- STA. 483+50 +/- -L- TO STA. 485+00 +/- -L- LEFT SIDE.
- SHALL BEGIN CONSTRUCTION, WITH INSTALLATION OF PORTABLE CONCRETE BARRIER, AS FOLLOWS (SEE CONSTRUCTION PLANS AND SHEETS TMP-7 & TMP-7A):
- PROPOSED US 321 (-L-) FROM STA. 473+00 +/- -L- TO STA. 475+50 +/- -L- LEFT SIDE (UTILIZING TEMPORARY SLOPE OF 2:1) INCLUDING PROPOSED RETAINING WALLS & FILLS INCLUDING TEMPORARY PAVEMENT LEFT SIDE OF PROPOSED FROM STA. 473+00 +/- -L- TO STA. 474+00 +/- -L- & STA. 475+00 +/- -L- TO STA. 476+00 +/- -L- AND TEMPORARY PAVEMENT TIE-INS FROM STA. 472+00 +/- -L- (EXISTING) TO STA. 473+00 +/- -L- (PROPOSED) & FROM STA. 475+50 +/- -L- (PROPOSED) TO STA. 476+50 +/- -L- (EXISTING) (SEE SHEETS TMP-7 & TMP-7A).
- PROPOSED US 321 (-L-) FROM STA. 479+50 +/- -L- TO STA. 480+50 +/- -L- LEFT SIDE (UTILIZING TEMPORARY SLOPE OF 2:1) INCLUDING PROPOSED RETAINING WALLS (FROM STA. 479+30 +/- -L- TO STA. 482+10 +/- -L-), FILLS AND TEMPORARY PAVEMENT LEFT OF PROPOSED FROM STA. 479+50 +/- -L- TO STA. 480+50 +/- -L- AND TEMPORARY PAVEMENT TIE-INS FROM STA. 478+50 +/- -L- (EXISTING) TO STA. 479+50 +/- -L- (PROPOSED) & FROM STA. 480+50 +/- -L- (PROPOSED) TO STA. 482+00 +/- -L- (EXISTING) (SEE SHEETS TMP-7 & TMP-7A).

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**AREA II**  
**TEMPORARY**  
**TRAFFIC CONTROL**  
**PHASING**





**PHASE II**

STEP 1: - THE FOLLOWING NOTES ARE APPLICABLE FOR AREA II, PHASE II, STEP 1.

- NOTE: CONTRACTOR SHALL CONSTRUCT ALL PAVEMENT (TEMPORARY AND/OR PROPOSED) TO MAINTAIN DRAINAGE AND NOT POND WATER IN THE TRAFFIC LANES.
- NOTE: CONTRACTOR SHALL PLACE TRAFFIC BACK INTO THE EXISTING PATTERN AT THE END OF EACH WORK PERIOD.
- NOTE: CONTRACTOR SHALL PLACE TYPE III BARRICADES & DRUMS AT ALL -Y- LINES AND DRUMS AT ALL DRIVEWAYS TO KEEP PROPOSED/ TEMPORARY WIDENING CLOSED TO TRAFFIC.
- NOTE: WHEN CONSTRUCTING DRAINAGE STRUCTURES ADJACENT TO TRAFFIC, INSTALL TEMPORARY STEEL PLATES, AS DIRECTED BY THE ENGINEER. MAY WORK EACH LOCATION INDEPENDENTLY OR CONCURRENTLY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. WORK IN A CONTINUOUS MANNER TO PERFORM THE WORK IN THE FOLLOWING SEQUENCE, IN STEPS "A"\* THRU "E".
- A: CLOSE THE APPROPRIATE TRAVEL LANE TO TRAFFIC USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEETS 1, 2 & 3 OF 9.
- B: CONSTRUCT PROPOSED STRUCTURE OR INSTALL PRE-CAST DRAINAGE STRUCTURE AS SHOWN IN THE CONSTRUCTION PLANS AND COVER WITH STEEL PLATES TO PROTECT STRUCTURE DURING CURING.
- C: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF EACH WORK PERIOD.
- D: WHEN PROPERLY CURED, CLOSE THE APPROPRIATE TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEETS 1, 2 & 3 OF 9. BACKFILL & PAVE, IF REQUIRED, UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT (SEE CONSTRUCTION PLANS).
- E: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF THE WORK PERIOD.

- CONTRACTOR, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1, 2, 3 & 4 OF 9:

- SHALL COMPLETE CONSTRUCTION, WITH INSTALLATION OF PORTABLE CONCRETE BARRIER/WATER FILLED BARRIER, BEGUN IN AREA II, PHASE I, STEP 1 AS FOLLOWS (SEE CONSTRUCTION PLANS AND SHEET TMP-14):
- PROPOSED US 321 (-L-) FROM STA. 473+00 +/- -L- TO STA. 475+50 +/- -L- LEFT SIDE (UTILIZING TEMPORARY SLOPE OF 2:1) INCLUDING PROPOSED RETAINING WALLS & FILLS INCLUDING TEMPORARY PAVEMENT LEFT SIDE OF PROPOSED FROM STA. 473+00 +/- -L- TO STA. 474+00 +/- -L- & STA. 475+00 +/- -L- TO STA. 476+00 +/- -L- AND TEMPORARY PAVEMENT TIE-INS FROM STA. 472+00 +/- -L- (EXISTING) TO STA. 473+00 +/- -L- (PROPOSED) & FROM STA. 475+50 +/- -L- (PROPOSED) TO STA. 476+50 +/- -L- (EXISTING) (SEE SHEET TMP-14).
- PROPOSED US 321 (-L-) FROM STA. 479+50 +/- -L- TO STA. 480+50 +/- -L- LEFT SIDE (UTILIZING TEMPORARY SLOPE OF 2:1) INCLUDING PROPOSED RETAINING WALLS (FROM STA. 479+30 +/- -L- TO STA. 482+10 +/- -L-), FILLS AND TEMPORARY PAVEMENT LEFT OF PROPOSED FROM STA. 479+50 +/- -L- TO STA. 480+50 +/- -L- AND TEMPORARY PAVEMENT TIE-INS FROM STA. 478+50 +/- -L- (EXISTING) TO STA. 479+50 +/- -L- (PROPOSED) & RAMP DOWN FROM STA. 480+50 +/- -L- (PROPOSED) TO STA. 482+00 +/- -L- (EXISTING) (SEE SHEET TMP-14).

--- REMOVE & PLACE EXISTING PAVEMENT MARKINGS/MARKERS AND PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND TEMPORARY RAISED PAVEMENT MARKERS ON EXISTING AND NEWLY COMPLETED PROPOSED WIDENING & TEMPORARY PAVEMENT LEFT SIDE OF US 321 (-L-) FOR A MINIMUM OF TWO 11 FOOT TRAVEL LANES AS FOLLOWS AND SHIFT TRAFFIC TO THE INTERMEDIATE TRAFFIC PATTERN (SEE SHEET TMP-14):

---- STA. 472+00 +/- -L- TO STA. 476+50 +/- -L-  
 ---- STA. 478+50 +/- -L- TO STA. 482+00 +/- -L-

NOTE: CONTRACTOR SHALL PLACE TYPE III BARRICADES & DRUMS AT ALL -Y- LINES AND DRUMS AT ALL DRIVEWAYS TO KEEP EXISTING/PROPOSED CLOSED TO TRAFFIC.

NOTE: TRAFFIC IS NOW IN A TWO-LANE, TWO-WAY TRAFFIC PATTERN ON US 321 (-L-) AS FOLLOWS:

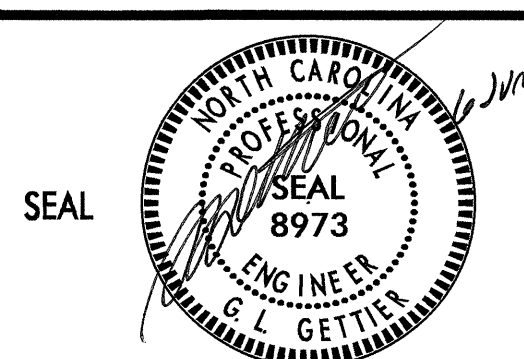

----- STA. 354+00 +/- -L- TO STA. 385+50 +/- -L- EXISTING.  
 ----- STA. 385+50 +/- -L- TO STA. 391+50 +/- -L- RIGHT SIDE OF CENTER LINE.  
 ----- STA. 391+50 +/- -L- TO STA. 396+00 +/- -L- TRANSITION FROM RIGHT SIDE TO LEFT SIDE.  
 ----- STA. 396+00 +/- -L- TO STA. 485+00 +/- -L- LEFT SIDE OF CENTER LINE.

-- SHALL BEGIN TRENCHLESS INSTALLATION OF PROPOSED DRAINAGE UNDER EXISTING US 321 AS DIRECTED BY THE ENGINEER (SEE CONSTRUCTION PLANS).

-- SHALL INSTALL PORTABLE CONCRETE BARRIER AND/OR WATER FILLED BARRIER AND BEGIN CONSTRUCTION OF PROPOSED WIDENING OF US 321 (-L-), PROPOSED -Y- LINES AND PROPOSED DRIVEWAYS (INCLUDING PROPOSED SHOULDERS, PROPOSED CURB & GUTTER, PROPOSED DRAINAGE, AND PROPOSED RETAINING WALLS) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AS FOLLOWS (SEE CONSTRUCTION PLANS AND SHEETS TMP-11 THRU TMP-15):

- STA. 354+00 +/- -L- TO STA. 360+00 +/- -L- BOTH SIDES (UTILIZING PAVING & WEDGING OPERATIONS ACROSS EXISTING PAVEMENT AS REQUIRED) PROPOSED DRIVEWAYS 5, 6, 7 & 9, INCLUDING PROPOSED RETAINING WALL.
- STA. 360+00 +/- -L- TO STA. 368+00 +/- -L- RIGHT SIDE (UTILIZING TEMPORARY SLOPE OF 2:1).
- STA. 368+00 +/- -L- TO STA. 373+00 +/- -L- BOTH SIDES (UTILIZING PAVING & WEDGING OPERATIONS ACROSS EXISTING PAVEMENT AS REQUIRED).
- STA. 373+00 +/- -L- TO STA. 391+50 +/- -L- LEFT SIDE (UTILIZING TEMPORARY SLOPE OF 2:1).
- PROPOSED ROCKY KNOB ROAD (SR 1373/-Y1-) INCLUDING PROPOSED RETAINING WALL.
- STA. 395+50 +/- -L- TO STA. 402+50 +/- -L- RIGHT SIDE (UTILIZING TEMPORARY SLOPE OF 2:1 AND/OR PAVING & WEDGING OPERATIONS ACROSS EXISTING PAVEMENT AS REQUIRED).
- STA. 402+50 +/- -L- TO STA. 417+00 +/- -L- RIGHT SIDE (UTILIZING TEMPORARY SHORING WITH PORTABLE CONCRETE BARRIER/WATER FILLED BARRIER) INCLUDING PROPOSED CONE ORCHARD ROAD (-Y2-) & PROPOSED RETAINING WALLS.

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- STA. 417+00 +/- -L- TO STA. 422+50 +/- -L- RIGHT SIDE (UTILIZING PAVING & WEDGING OPERATIONS ACROSS EXISTING PAVEMENT AS REQUIRED) INCLUDING PROPOSED DRIVEWAY 1 AND PROPOSED RETAINING WALLS.
- STA. 422+50 +/- -L- TO STA. 429+50 +/- -L- RIGHT SIDE (UTILIZING TEMPORARY SLOPE OF 2:1 AND/OR TEMPORARY SHORING WITH PORTABLE CONCRETE BARRIER/WATER FILLED BARRIER) INCLUDING PROPOSED DRIVEWAY 2, PROPOSED RETAINING WALLS AND TEMPORARY PAVEMENT RIGHT OF PROPOSED FROM STA. 422+50 +/- -L- TO STA. 427+00 +/- -L-.
- STA. 429+50 +/- -L- TO STA. 449+00 +/- -L- RIGHT SIDE (UTILIZING PAVING & WEDGING OPERATIONS ACROSS EXISTING AND/OR TEMPORARY SLOPE OF 2:1 WITH PORTABLE CONCRETE BARRIER/WATER FILLED BARRIER AS REQUIRED) INCLUDING PROPOSED RETAINING WALLS.
- STA. 449+00 +/- -L- TO STA. 470+00 +/- -L- RIGHT SIDE (UTILIZING TEMPORARY SLOPE OF 2:1 AND/OR TEMPORARY SHORING WITH PORTABLE CONCRETE BARRIER/WATER FILLED BARRIER AS REQUIRED) INCLUDING PROPOSED DRIVEWAY 12, PROPOSED RETAINING WALLS AND PROPOSED GREEN HILL ROAD (-Y4-/SR 1534) AS FOLLOWS:

---- CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING PROPOSED GREEN HILL ROAD (-Y4-/SR 1534) CUT SECTION UNDER TRAFFIC OR ROAD CLOSURE AS DIRECTED BY THE ENGINEER.

- A. USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 9 CONSTRUCT PROPOSED GREEN HILL ROAD (-Y4-/ SR 1534) UP TO, BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE BY PLACING AGGREGATE BASE COURSE, INCIDENTAL STONE OR ASPHALT BASE COURSE & BINDER COURSE TO MAINTAIN ACCESS. PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND OPEN TO TRAFFIC.

NOTE: PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) ON ASPHALT BINDER/SURFACE COURSE OR DRUMS ON AGGREGATE BASE COURSE/INCIDENTAL STONE TO DELINEATE THE TRAVEL WAY DURING CONSTRUCTION.

NOTE: CONTRACTOR MAY CLOSE GOFORTH ROAD (SR 1536) AS DIRECT BY THE ENGINEER.

IF SELECTED THE CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK IN AREA II, PHASE II, STEP 1, CONSTRUCTION OF PROPOSED GREEN HILL ROAD (-Y4-/SR 1534) STEPS "B" THRU "D" IN 72 CONSECUTIVE HOURS DURING WEEKDAYS BETWEEN JUNE 1ST AND JUNE 27TH (SEE INTERMEDIATE CONTRACT TIME AND SPECIAL PROVISIONS).

- B. USING ROADWAY STANDARD DRAWING NO. 1101.03, SHEETS 1 & 2 OF 9 CLOSE GREEN HILL ROAD (-Y4-/SR 1534) AND UTILIZE GOFORTH ROAD (SR 1536) AS ACCESS TO US 321 (-L-) (SEE SHEET TMP-13A).
- C. CONSTRUCT PROPOSED GREEN HILL ROAD (-Y4-/ SR 1534) (NOT INCLUDING CURB & GUTTER) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AND PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) (SEE CONSTRUCTION PLANS AND SHEET TMP-13).
- D. OPEN PROPOSED GREEN HILL ROAD (-Y4-/ SR 1534) TO TRAFFIC.

NOTE: CONTRACTOR MAY CLOSE GOFORTH ROAD (SR 1536) AS DIRECT BY THE ENGINEER.

NOTE: CONSTRUCT PROPOSED CURB & GUTTER ON GREEN HILL ROAD (-Y4-/SR 1534) (SEE CONSTRUCTION PLANS).

- STA. 470+00 +/- -L- TO STA. 485+00 +/- -L- RIGHT SIDE (UTILIZING PAVING & WEDGING OPERATIONS ACROSS EXISTING AND/OR TEMPORARY SLOPE OF 2:1 AND/OR TEMPORARY SHORING WITH PORTABLE CONCRETE BARRIER/WATER FILLED BARRIER AS REQUIRED) INCLUDING PROPOSED DRIVEWAY 10, PROPOSED RETAINING WALLS AND PROPOSED COUNTRY CLUB DRIVE (-Y7-) & PROPOSED NORWOOD CIRCLE (-Y8-) AS FOLLOWS (NOTE: COUNTRY CLUB DRIVE (-Y7-) & PROPOSED NORWOOD CIRCLE (-Y8-) MAY BE CONSTRUCTED AT THE SAME TIME):

---- CONSTRUCTION OF COUNTRY CLUB DRIVE (-Y7-) WILL REQUIRE A FILL & CUT SECTION OF EXISTING ROADWAY. SINCE THERE IS NO OUTLET THE CONTRACTOR SHALL, AS DIRECTED BY THE ENGINEER, AND USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 9, CONSTRUCT PROPOSED ROADWAY UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE BY PLACING AGGREGATE BASE COURSE, INCIDENTAL STONE OR ASPHALT BASE COURSE & BINDER COURSE TO MAINTAIN ACCESS. PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND OPEN TO TRAFFIC.

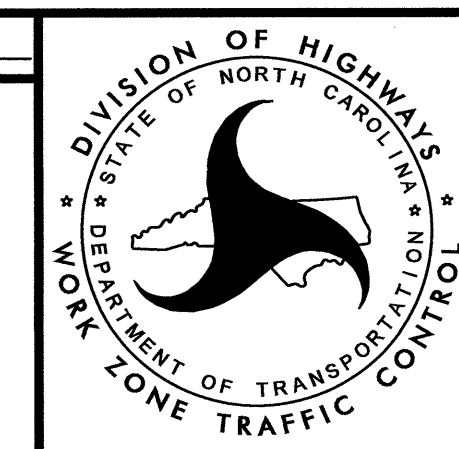
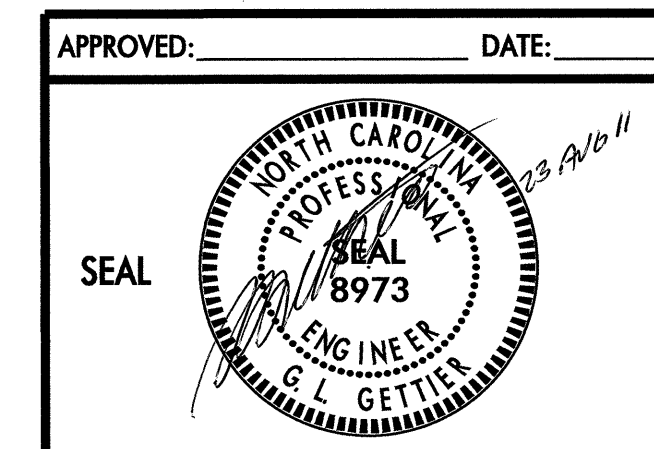
NOTE: CONTRACTOR SHALL PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) ON ASPHALT BINDER/SURFACE COURSE OR DRUMS ON AGGREGATE BASE COURSE/INCIDENTAL STONE TO DELINEATE THE TRAVEL WAY DURING CONSTRUCTION.

---- CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING PROPOSED NORWOOD CIRCLE (-Y8-) FILL SECTION UNDER TRAFFIC OR ROAD CLOSURE AS DIRECTED BY THE ENGINEER.

- A. USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 9, CONSTRUCT PROPOSED NORWOOD CIRCLE (-Y8-) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE BY PLACING AGGREGATE BASE COURSE, INCIDENTAL STONE OR ASPHALT BASE COURSE & BINDER COURSE TO MAINTAIN ACCESS. PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND OPEN TO TRAFFIC.

NOTE: PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) ON ASPHALT BINDER/SURFACE COURSE OR DRUMS ON AGGREGATE BASE COURSE/INCIDENTAL STONE TO DELINEATE THE TRAVEL WAY DURING CONSTRUCTION.

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**AREA II  
TEMPORARY  
TRAFFIC CONTROL  
PHASING**

IF SELECTED THE CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK IN AREA II, PHASE II, STEP 1, CONSTRUCTION OF PROPOSED NORWOOD CIRCLE (-Y8-) STEPS "B" THRU "D" IN 21 CONSECUTIVE DAYS (SEE INTERMEDIATE CONTRACT TIME AND SPECIAL PROVISIONS).

- B. USING ROADWAY STANDARD DRAWING NO. 1101.03, SHEETS 1 & 2 OF 9 CLOSE NORWOOD CIRCLE (-Y8-) AND UTILIZE EITHER EXISTING SKYLAND DRIVE OR PROPOSED TRILLUM LANE (-Y9REV) (IF OPENED TO TRAFFIC) AS ACCESS TO US 321 (-L-) (SEE SHEET TMP-14A).
- C. CONSTRUCT PROPOSED NORWOOD CIRCLE (-Y8-) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AND PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) (SEE CONSTRUCTION PLANS AND SHEET TMP-14).
- D. OPEN PROPOSED NORWOOD CIRCLE (-Y8-) TO TRAFFIC.

NOTE: SKYLAND DRIVE MAY BE CLOSED AS DIRECTED BY THE ENGINEER.

-- MAY BEGIN CONSTRUCTION OF PROPOSED SIDEWALKS AS DIRECTED BY THE ENGINEER (SEE CONSTRUCTION PLANS).

STEP 2: - CONTRACTOR, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1, 2, 3 & 4 OF 9:

-- SHALL COMPLETE CONSTRUCTION BEGUN IN AREA II, PHASE II, STEP 1 OF PROPOSED WIDENING OF US 321 (-L-), PROPOSED \*Y- LINES AND PROPOSED DRIVEWAYS (INCLUDING PROPOSED SHOULDERS, PROPOSED CURB & GUTTER, PROPOSED DRAINAGE, AND PROPOSED RETAINING WALLS) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AS FOLLOWS (SEE CONSTRUCTION PLANS AND SHEETS TMP-11 THRU TMP-15):

NOTE: CONTRACTOR SHALL INSTALL AND/OR REMOVE & RESET PORTABLE CONCRETE BARRIER/WATER FILLED BARRIER TO THE NEWLY CONSTRUCTED WIDENING OF US 321 AS DIRECTED BY THE ENGINEER (SEE SHEETS TMP-11 THRU TMP-15).

- STA. 354+00 +/- -L- TO STA. 360+00 +/- -L- BOTH SIDES, INCLUDING PROPOSED DRIVEWAYS 5, 6, 7 & 9, INCLUDING PROPOSED RETAINING WALL AND TEMPORARY PAVEMENT RIGHT SIDE OF PROPOSED FROM STA. 359+00 +/- -L- TO STA. 360+00 +/- -L-.
- STA. 360+00 +/- -L- TO STA. 368+00 +/- -L- RIGHT SIDE, INCLUDING TEMPORARY PAVEMENT RIGHT SIDE OF PROPOSED FROM STA. 360+00 +/- -L- TO STA. 362+00 +/- -L-.
- STA. 368+00 +/- -L- TO STA. 373+00 +/- -L- BOTH SIDES.
- STA. 373+00 +/- -L- TO STA. 391+50 +/- -L- LEFT SIDE.
- PROPOSED ROCKY KNOB ROAD (SR 1373/-Y1-) INCLUDING PROPOSED RETAINING WALL.
- STA. 395+50 +/- -L- TO STA. 402+50 +/- -L- RIGHT SIDE.
- STA. 402+50 +/- -L- TO STA. 417+00 +/- -L- RIGHT SIDE, INCLUDING PROPOSED CONE ORCHARD ROAD (-Y2-) & PROPOSED RETAINING WALLS.
- STA. 417+00 +/- -L- TO STA. 422+50 +/- -L- RIGHT SIDE, INCLUDING PROPOSED DRIVEWAY 1 AND PROPOSED RETAINING WALLS.
- STA. 422+50 +/- -L- TO STA. 429+50 +/- -L- RIGHT SIDE, INCLUDING PROPOSED DRIVEWAY 2, PROPOSED RETAINING WALLS AND TEMPORARY PAVEMENT RIGHT OF PROPOSED FROM STA. 422+50 +/- -L- TO STA. 427+00 +/- -L-.

- STA. 429+50 +/- -L- TO STA. 449+00 +/- -L- RIGHT SIDE, INCLUDING PROPOSED RETAINING WALLS.
- STA. 449+00 +/- -L- TO STA. 470+00 +/- -L- RIGHT SIDE, INCLUDING PROPOSED DRIVEWAY 12, PROPOSED RETAINING WALLS AND PROPOSED GREEN HILL ROAD (-Y4-/SR 1534).
- STA. 470+00 +/- -L- TO STA. 485+00 +/- -L- RIGHT SIDE, INCLUDING PROPOSED DRIVEWAY 10, PROPOSED RETAINING WALLS AND PROPOSED COUNTRY CLUB DRIVE (-Y7-) & PROPOSED NORWOOD CIRCLE (-Y8-).
- MAY PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND TEMPORARY RAISED PAVEMENT MARKERS, AS MUCH AS POSSIBLE WITHOUT INTERFERING WITH TRAFFIC, ON NEWLY COMPLETED PROPOSED WIDENING OF US 321 (-L-) FROM STA. 356+00 +/- -L- TO STA. 485+00 +/- -L- (SEE SHEETS TMP-18 THRU TMP-22).
- MAY BEGIN CONSTRUCTION OF PROPOSED SIDEWALKS AS DIRECTED BY THE ENGINEER (SEE CONSTRUCTION PLANS).

CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK OF AREA II, PHASE II, STEP 3 IN ONE WORK PERIOD.

STEP 3: - CONTRACTOR SHALL, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1, 2, 3 & 4 OF 9:

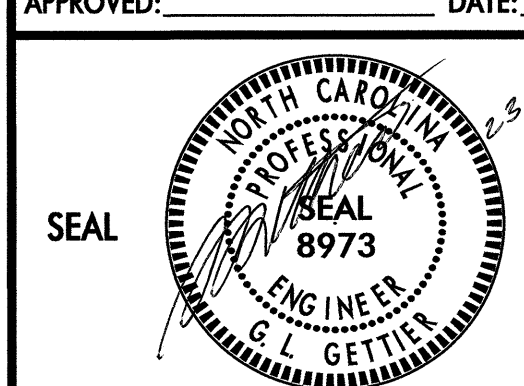
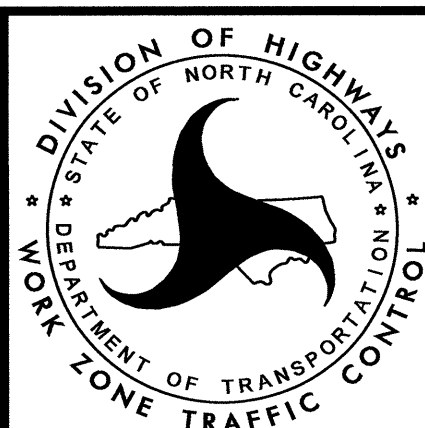
-- REMOVE & PLACE EXISTING PAVEMENT MARKINGS/MARKERS AND PLACE REMAINDER OF TEMPORARY PAVEMENT MARKINGS (PAINT) AND TEMPORARY RAISED PAVEMENT MARKERS ON NEWLY COMPLETED PROPOSED WIDENING RIGHT SIDE OF US 321 (-L-) FOR A MINIMUM OF TWO 11 FOOT TRAVEL LANES AND SHIFT TRAFFIC TO THE INTERMEDIATE TRAFFIC PATTERN (SEE SIGNAL PLANS AND SHEETS TMP-18 THRU TMP-22):

NOTE: CONTRACTOR SHALL PLACE TYPE III BARRICADES & DRUMS AT ALL -Y- LINES AND DRUMS AT ALL DRIVEWAYS TO KEEP EXISTING/PROPOSED CLOSED TO TRAFFIC.

NOTE: TRAFFIC IS NOW IN A TWO-LANE, TWO-WAY TRAFFIC PATTERN ON US 321 (-L-) AS FOLLOWS:

- STA. 354+00 +/- -L- TO STA. 368+50 +/- -L- RIGHT SIDE OF CENTER LINE.
- STA. 368+50 +/- -L- TO STA. 373+00 +/- -L- TRANSITION FROM RIGHT SIDE TO LEFT SIDE.
- STA. 373+00 +/- -L- TO STA. 391+50 +/- -L- LEFT SIDE OF CENTER LINE.
- STA. 391+50 +/- -L- TO STA. 395+50 +/- -L- TRANSITION FROM LEFT SIDE TO RIGHT SIDE.
- STA. 395+50 +/- -L- TO STA. 485+00 +/- -L- RIGHT SIDE OF CENTER LINE.

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APPROVED: _____ DATE: _____			<p><b>AREA II TEMPORARY TRAFFIC CONTROL PHASING</b></p>
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**PHASE III**

STEP 1: - THE FOLLOWING NOTES ARE APPLICABLE FOR AREA II, PHASE III, STEP 1.

NOTE: CONTRACTOR SHALL CONSTRUCT ALL PAVEMENT (TEMPORARY AND/OR PROPOSED) TO MAINTAIN DRAINAGE AND NOT POND WATER IN THE TRAFFIC LANES.

NOTE: CONTRACTOR SHALL PLACE TRAFFIC BACK INTO THE EXISTING PATTERN AT THE END OF EACH WORK PERIOD.

NOTE: CONTRACTOR SHALL PLACE TYPE III BARRICADES & DRUMS AT ALL -Y- LINES AND DRUMS AT ALL DRIVEWAYS TO KEEP PROPOSED/ TEMPORARY WIDENING CLOSED TO TRAFFIC.

NOTE: WHEN CONSTRUCTING DRAINAGE STRUCTURES ADJACENT TO TRAFFIC, INSTALL TEMPORARY STEEL PLATES, AS DIRECTED BY THE ENGINEER. MAY WORK EACH LOCATION INDEPENDENTLY OR CONCURRENTLY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. WORK IN A CONTINUOUS MANNER TO PERFORM THE WORK IN THE FOLLOWING SEQUENCE, IN STEPS "A" THRU "E".

A: CLOSE THE APPROPRIATE TRAVEL LANE TO TRAFFIC USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEETS 1, 2, 3 & 4 OF 9.

B: CONSTRUCT PROPOSED STRUCTURE OR INSTALL PRE-CAST DRAINAGE STRUCTURE AS SHOWN IN THE CONSTRUCTION PLANS AND COVER WITH STEEL PLATES TO PROTECT STRUCTURE DURING CURING.

C: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF EACH WORK PERIOD.

D: WHEN PROPERLY CURED, CLOSE THE APPROPRIATE TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEETS 1, 2 & 3 OF 9. BACKFILL & PAVE, IF REQUIRED, UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT (SEE CONSTRUCTION PLANS).

E: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF THE WORK PERIOD.

- CONTRACTOR, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1, 2, 3 & 4 OF 9:

-- COMPLETE TRENCHLESS INSTALLATION OF PROPOSED DRAINAGE UNDER EXISTING US 321 AS DIRECTED BY THE ENGINEER (SEE CONSTRUCTION PLANS).

-- SHALL CONSTRUCT, WITH INSTALLATION OF PORTABLE CONCRETE BARRIER/WATER FILLED BARRIER, PROPOSED WIDENING OF US 321 (-L-), PROPOSED -Y- LINES AND PROPOSED DRIVEWAYS (INCLUDING PROPOSED SHOULDERS, PROPOSED CURB & GUTTER, PROPOSED DRAINAGE, AND PROPOSED RETAINING WALLS) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AS FOLLOWS (SEE CONSTRUCTION PLANS AND SHEETS TMP-18 THRU TMP-22):

--- STA. 360+00 +/- -L- TO STA. 368+00 +/- -L- LEFT SIDE INCLUDING PROPOSED DRIVEWAY 8.

--- STA. 373+00 +/- -L- TO STA. 391+50 +/- -L- RIGHT SIDE.

--- STA. 395+50 +/- -L- TO STA. 485+00 +/- -L- LEFT SIDE INCLUDING PROPOSED DRIVEWAYS 3 & 4, REMAINDER OF PROPOSED RETAINING WALLS AND PROPOSED ROCK ROAD (-Y3-) AND PROPOSED PINNACLE AVENUE (-Y6-) AS FOLLOWS:

---- CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING PROPOSED ROCK ROAD (-Y3-) CUT SECTION UNDER TRAFFIC OR ROAD CLOSURE AS DIRECTED BY THE ENGINEER.

A. USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 9, CONSTRUCT PROPOSED ROCK ROAD (-Y3-) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE BY PLACING AGGREGATE BASE COURSE, INCIDENTAL STONE OR ASPHALT BASE COURSE & BINDER COURSE TO MAINTAIN ACCESS. PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND OPEN TO TRAFFIC.

NOTE: PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) ON ASPHALT BINDER/SURFACE COURSE OR DRUMS ON AGGREGATE BASE COURSE/INCIDENTAL STONE TO DELINEATE THE TRAVEL WAY DURING CONSTRUCTION.

IF SELECTED THE CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK IN AREA II, PHASE III, STEP 1, CONSTRUCTION OF PROPOSED ROCK ROAD (-Y3-) STEPS "B" THRU "D" IN 21 CONSECUTIVE DAYS (SEE INTERMEDIATE CONTRACT TIME AND SPECIAL PROVISIONS).

B. USING ROADWAY STANDARD DRAWING NO. 1101.03, SHEETS 1 & 2 OF 9 CLOSE ROCK ROAD (-Y3-) AND UTILIZE PINNACLE AVENUE (-Y6-) AS ACCESS TO US 321 (-L-) (SEE SHEET TMP-20A).

NOTE: ROCK ROAD (-Y3-) AND PINNACLE AVENUE (-Y6-) CAN NOT BE CLOSED AT THE SAME TIME.

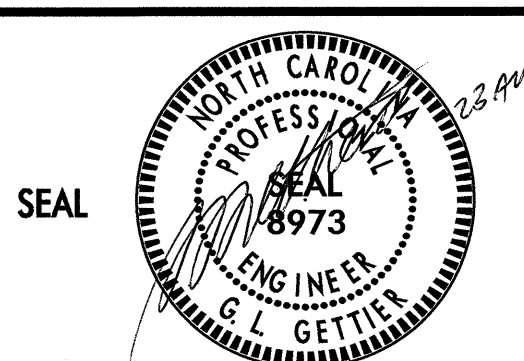

C. CONSTRUCT PROPOSED ROCK ROAD (-Y3-) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AND PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) (SEE CONSTRUCTION PLANS AND SHEET TMP-20).

D. OPEN PROPOSED ROCK ROAD (-Y3-) TO TRAFFIC.

---- CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING PROPOSED PINNACLE AVENUE (-Y6-) FILL SECTION UNDER TRAFFIC OR ROAD CLOSURE AS DIRECTED BY THE ENGINEER.

A. USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 9 CONSTRUCT PROPOSED PINNACLE AVENUE (-Y6-) UP TO, BUT NOT INCLUDING THE FINAL SURFACE COURSE BY PLACING AGGREGATE BASE COURSE, INCIDENTAL STONE OR ASPHALT BASE COURSE & BINDER COURSE TO MAINTAIN ACCESS. PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND OPEN TO TRAFFIC.

NOTE: PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) ON ASPHALT BINDER/SURFACE COURSE OR DRUMS ON AGGREGATE BASE COURSE/INCIDENTAL STONE TO DELINEATE THE TRAVEL WAY DURING CONSTRUCTION.

APPROVED: _____ DATE: _____			<p align="center"><b>AREA II TEMPORARY TRAFFIC CONTROL PHASING</b></p>
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IF SELECTED THE CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK IN AREA II, PHASE III, STEP 1, CONSTRUCTION OF PROPOSED PINNACLE AVENUE (-Y6-) STEPS "B" THRU "D" IN 21 CONSECUTIVE DAYS (SEE INTERMEDIATE CONTRACT TIME AND SPECIAL PROVISIONS).

B. USING ROADWAY STANDARD DRAWING NO. 1101.03, SHEETS 1 & 2 OF 9 CLOSE PINNACLE AVENUE (-Y6-) AND UTILIZE ROCK ROAD (-Y3-) AS ACCESS TO US 321 (-L-) (SEE SHEET TMP-21A).

NOTE: PINNACLE AVENUE (-Y6-) AND ROCK ROAD (-Y3-) CAN NOT BE CLOSED AT THE SAME TIME.

C. CONSTRUCT PROPOSED PINNACLE AVENUE (-Y6-) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AND PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) (SEE CONSTRUCTION PLANS AND SHEET TMP-21).

D. OPEN PROPOSED PINNACLE AVENUE (-Y6-) TO TRAFFIC.

- COMPLETE ALL REMAINING PROPOSED CONSTRUCTION (SEE CONSTRUCTION PLANS).
- BEGIN CONSTRUCTION OF PROPOSED SIDEWALKS AS DIRECTED BY THE ENGINEER (SEE CONSTRUCTION PLANS).

AS DIRECTED BY THE ENGINEER, THE CONTRACTOR MAY WORK IN AREA II, PHASE III, STEP 2 WHEN CONSTRUCTION OF THE PROPOSED LEFT SIDE HAS BE COMPLETED FROM STA. 421+00 +/- -L- TO STA. 432+00 +/- -L- AND STA. 457+00 +/- -L- TO STA. 474+00 +/- -L-.

STEP 2: - CONTRACTOR, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 9:

- REMOVE & PLACE EXISTING PAVEMENT MARKINGS/MARKERS AND PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) AND TEMPORARY RAISED PAVEMENT MARKERS ON NEWLY COMPLETED PROPOSED WIDENING LEFT SIDE OF US 321 (-L-) FOR A MINIMUM OF TWO 11 FOOT TRAVEL LANES AND SHIFT TRAFFIC TO THE INTERMEDIATE TRAFFIC PATTERN AS FOLLOWS (SEE AND SHEETS TMP-25 & TMP-26):

- STA. 419+25 +/- -L- TO STA. 431+00 +/- -L-.
- STA. 458+00 +/- -L- TO STA. 471+65 +/- -L-.

NOTE: CONTRACTOR SHALL PLACE TYPE III BARRICADES & DRUMS AT ALL -Y- LINES AND DRUMS AT ALL DRIVEWAYS TO KEEP EXISTING/PROPOSED CLOSED TO TRAFFIC.

- CONSTRUCT PROPOSED RIGHT SIDE OF US 321 (-L-) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE CONSTRUCTION PLANS AND SHEETS TMP-25 & TMP-26):

- STA. 422+00 +/- -L- TO STA. 427+00 +/- -L-.
- STA. 459+00 +/- -L- TO STA. 471+00 +/- -L-.

CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK OF AREA II, PHASE III, STEP 3 IN ONE WORK PERIOD.

STEP 3: - CONTRACTOR SHALL, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 & 2 OF 9:

- REMOVE & PLACE EXISTING PAVEMENT MARKINGS/MARKERS AND PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) & TEMPORARY RAISED PAVEMENT MARKERS ON PROPOSED NEWLY COMPLETED WIDENING RIGHT SIDE OF US 321 (-L-) FOR A MINIMUM OF TWO 11 FOOT TRAVEL LANES AS FOLLOWS:

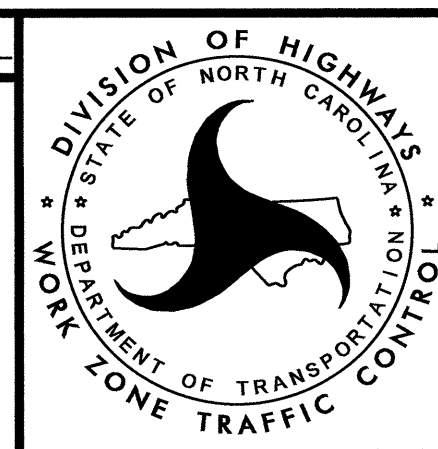
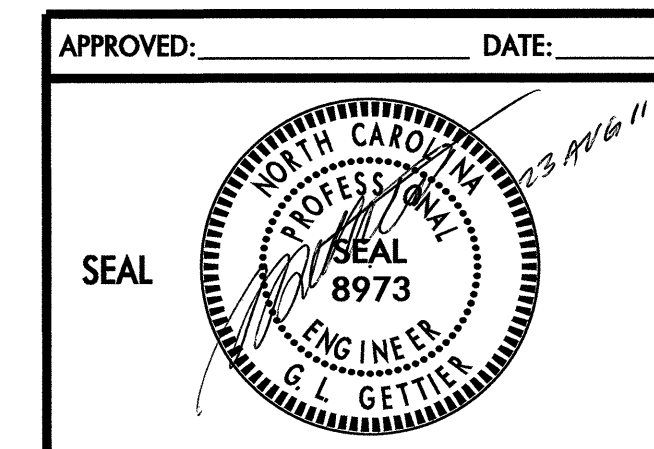
- STA. 368+50 +/- -L- TO STA. 395+50 +/- -L-.
- STA. 419+25 +/- -L- TO STA. 431+00 +/- -L-.
- STA. 458+00 +/- -L- TO STA. 471+65 +/- -L-.

WITH TRANSITION FROM TWO-LANE, TWO-WAY TRAFFIC PATTERN TO TWO-WAY DIVIDED TRAFFIC PATTERN (PROPOSED OUTSIDE LANES) FROM STA. 483+00 +/- -L- TO STA. 493+00 +/- -L-, AND SHIFT TRAFFIC TO INTERMEDIATE TRAFFIC PATTERN AS SHOWN ON SHEETS TMP-21 & TMP-30.

NOTE: THE CONTRACTOR SHALL PLACE DRUMS ALONG THE YELLOW CENTER LINE FROM STA. 485+00 +/- -L- TO STA. 493+00 +/- -L- TO DELINEATE THE TEMPORARY TRAFFIC PATTERN AND PLACE DRUMS TO DELINEATE PROPOSED MEDIAN CONCRETE/GRASS ISLANDS UNTIL THEY ARE CONSTRUCTED.

NOTE: TRAFFIC IS NOW IN A TWO-LANE, TWO-WAY TRAFFIC PATTERN RIGHT SIDE OF NEWLY COMPLETED US 321 (-L-) IN AREA II FROM STA. 354+00 +/- -L- TO STA. 483+00 +/- -L- WITH TRANSITION TO OUTSIDE LANES FROM STA. 483+00 +/- -L- TO STA. 493+00 +/- -L- AND FINAL TRAFFIC PATTERN IN AREA I FROM STA. 493+00 +/- -L- TO STA. 569+00 +/- -L-.

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**AREA II  
TEMPORARY  
TRAFFIC CONTROL  
PHASING**




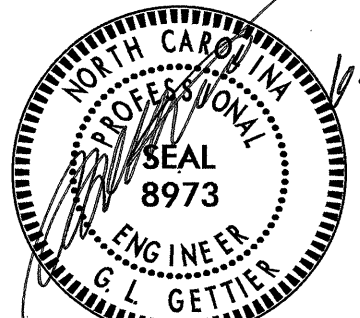
**PHASE IV**

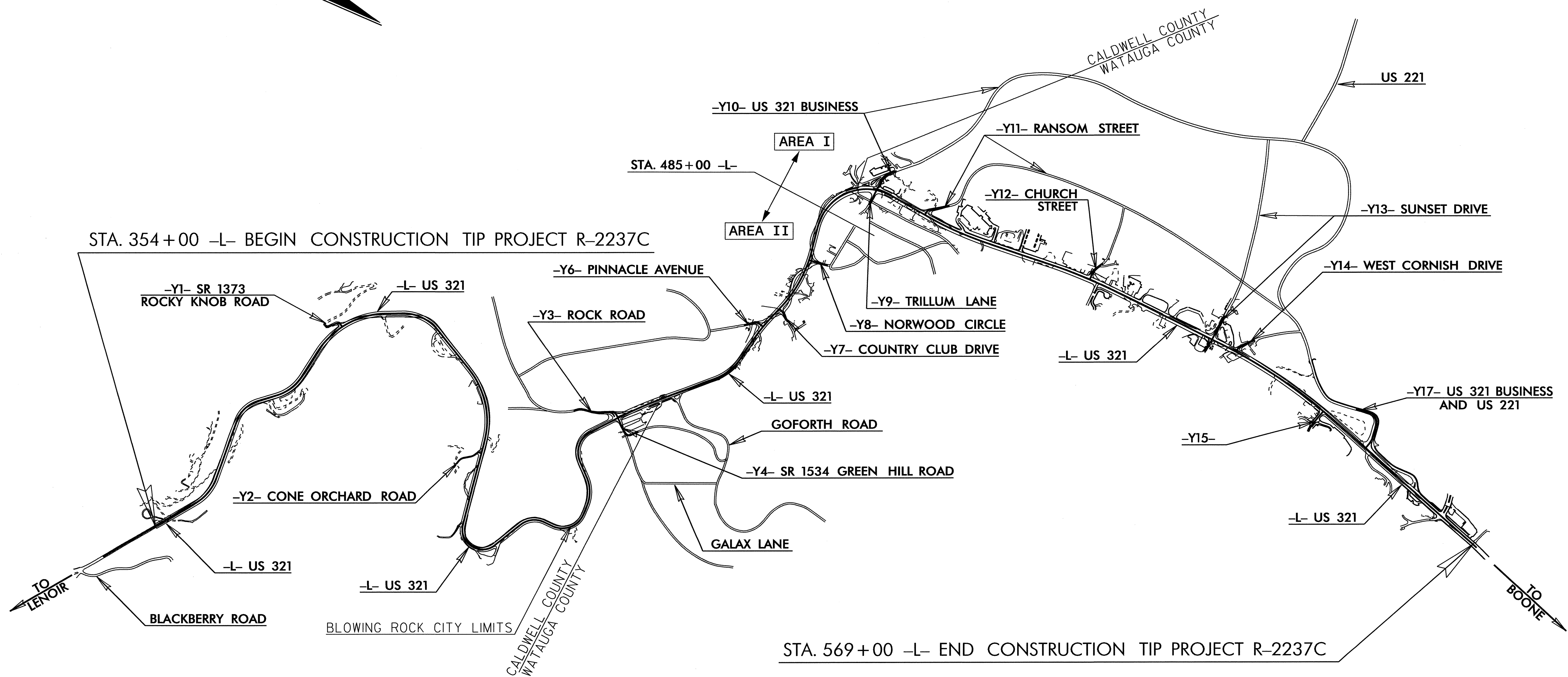
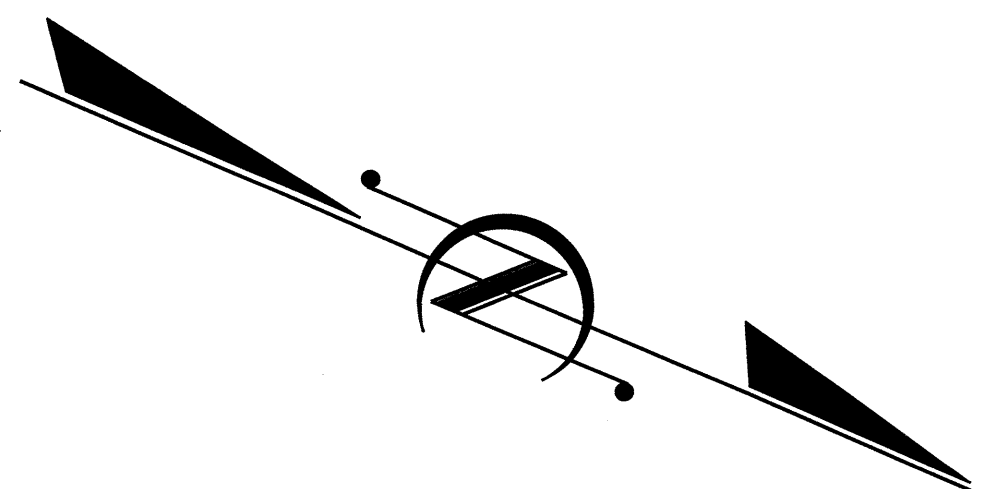
- STEP 1: - CONTRACTOR SHALL, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 & 2 OF 9:
- AS DIRECTED BY THE ENGINEER, INSTALL WATER FILLED BARRIER FROM STA. 485+65 +/- -L- TO STA. 489+85 +/- -L- AND CONSTRUCT PROPOSED MEDIAN CURB & GUTTER (INCLUDING GRASS/EARTH MATERIAL) ON US 321 (-L-) (SEE CONSTRUCTION PLANS AND SHEET TMP-30).
  - COMPLETE CONSTRUCT OF PROPOSED SIDEWALKS (SEE CONSTRUCTION PLANS).

**PHASE V**

- STEP 1: - CONTRACTOR SHALL, USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1, 2, 3 & 4 OF 9:
- PAVE THE FINAL LAYER OF SURFACE COURSE, PLACE FINAL PAVEMENT MARKINGS & INSTALL PERMANENT PAVEMENT MARKERS IN BOTH AREAS OF US 321 (-L-) AND ALL -Y- LINES ON US 321 (-L-) FROM STA. 354+00 +/- -L- TO STA. 569+00 +/- -L- AN OPEN TO FINAL TRAFFIC PATTERN (SEE CONSTRUCTION PLANS AND FINAL PAVEMENT MARKING PLANS).
  - REMOVE & PLACE THE PAVEMENT MARKINGS & MARKERS ON EXISTING NORTHBOUND LANES OF US 321 (-L-) (PREVIOUS PROJECT R-2237B) FROM STA. 342+00 +/- -L- TO STA. 354+00 +/- -L- AND OPEN TO FINAL TRAFFIC PATTERN (SEE FINAL PAVEMENT MARKING PLANS).
- STEP 2: - CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES FROM THE PROJECT.

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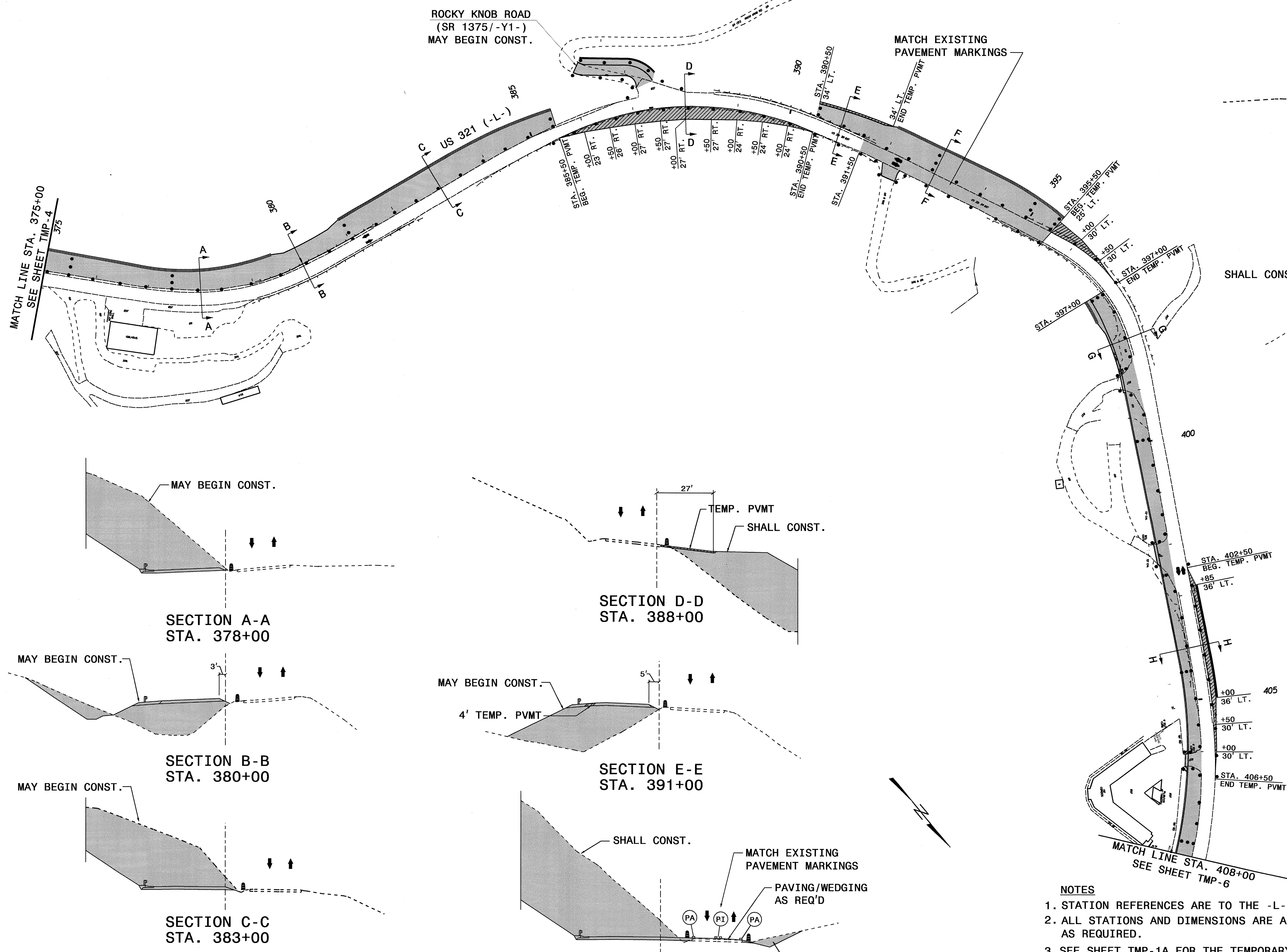
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APPROVED: _____ DATE: _____		PROJECT OVERVIEW







- NOTES**
1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
  2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
  3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.

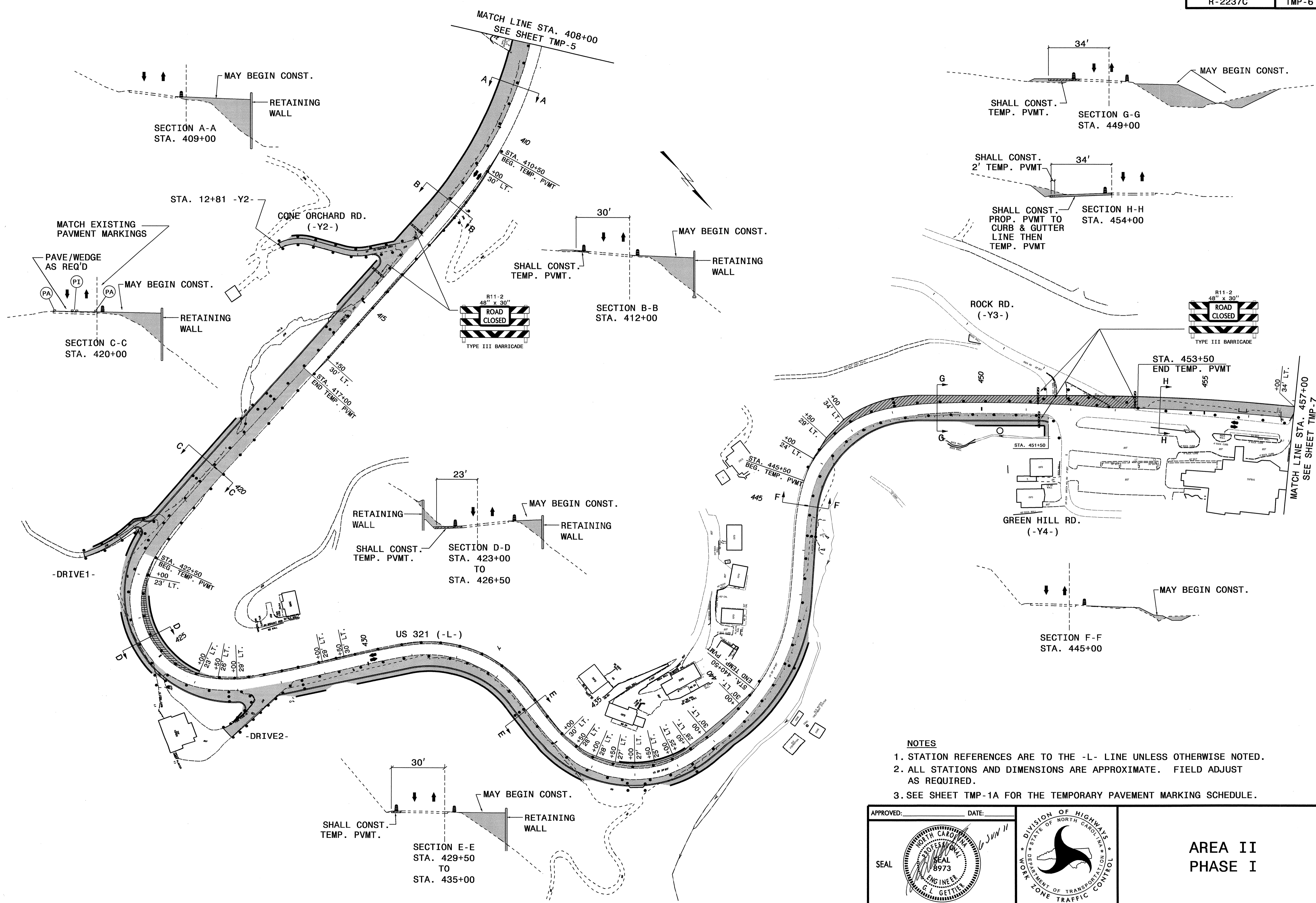
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**AREA II  
PHASE I**

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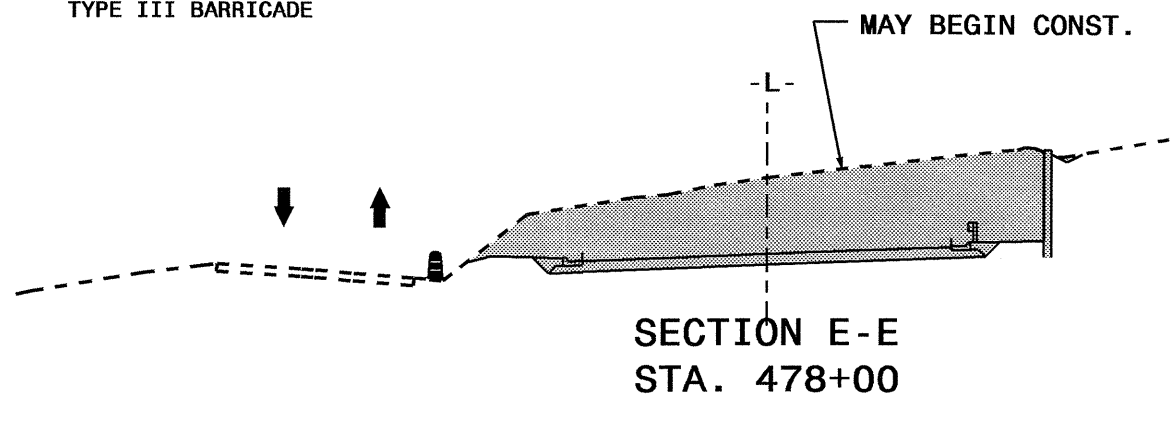
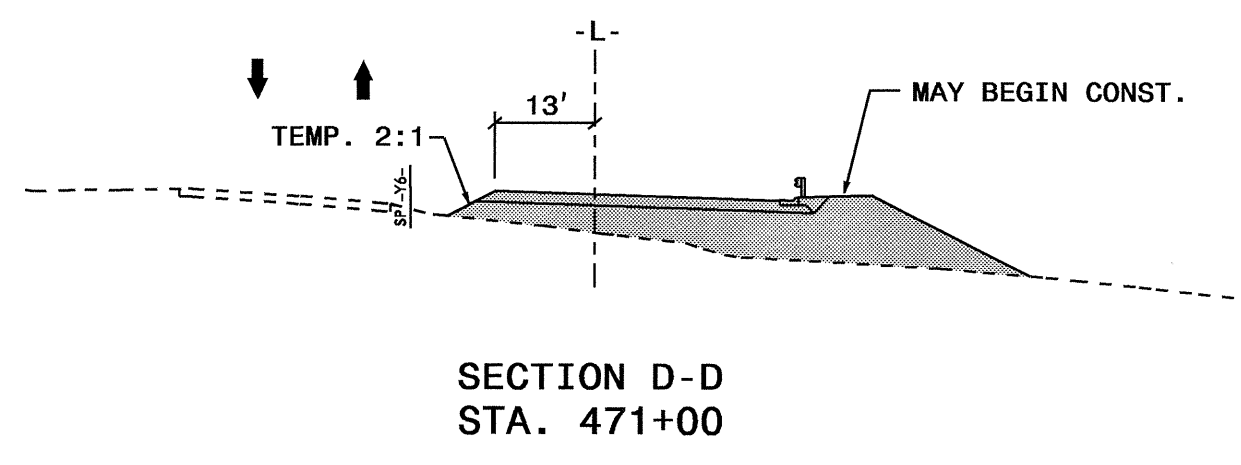
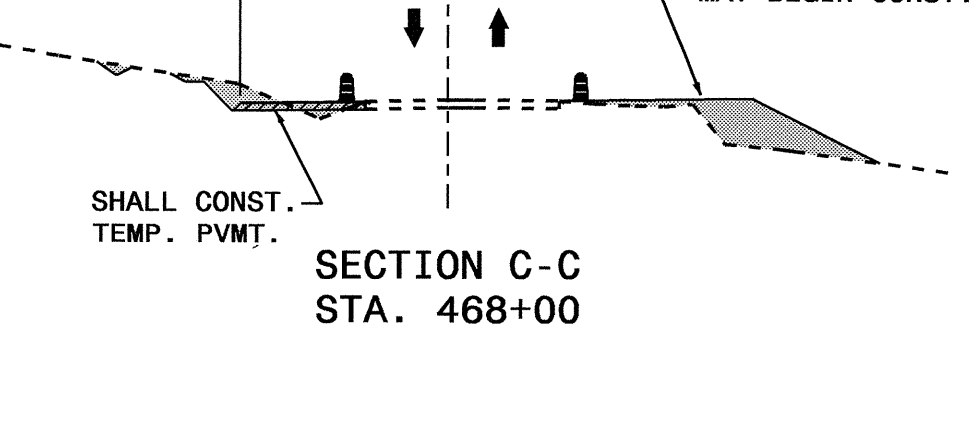
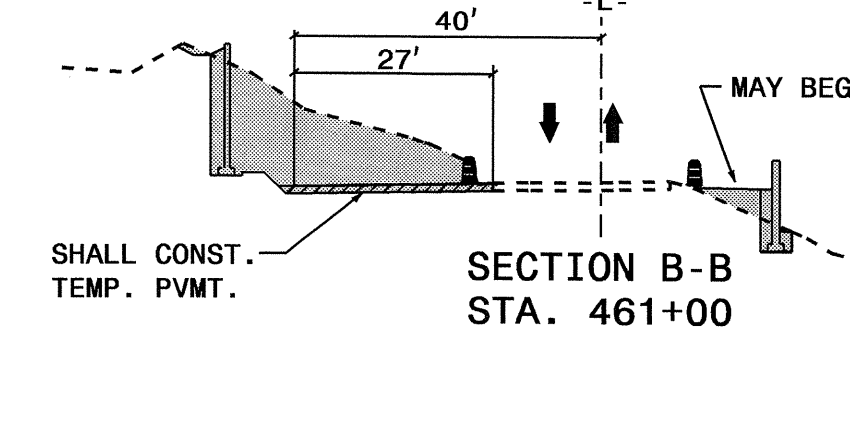
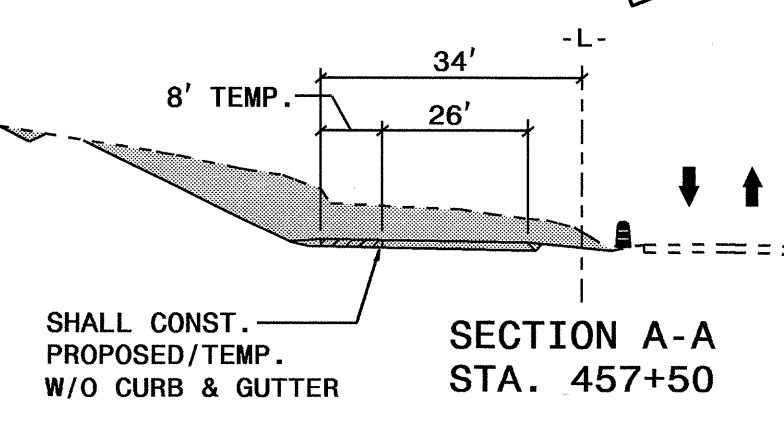
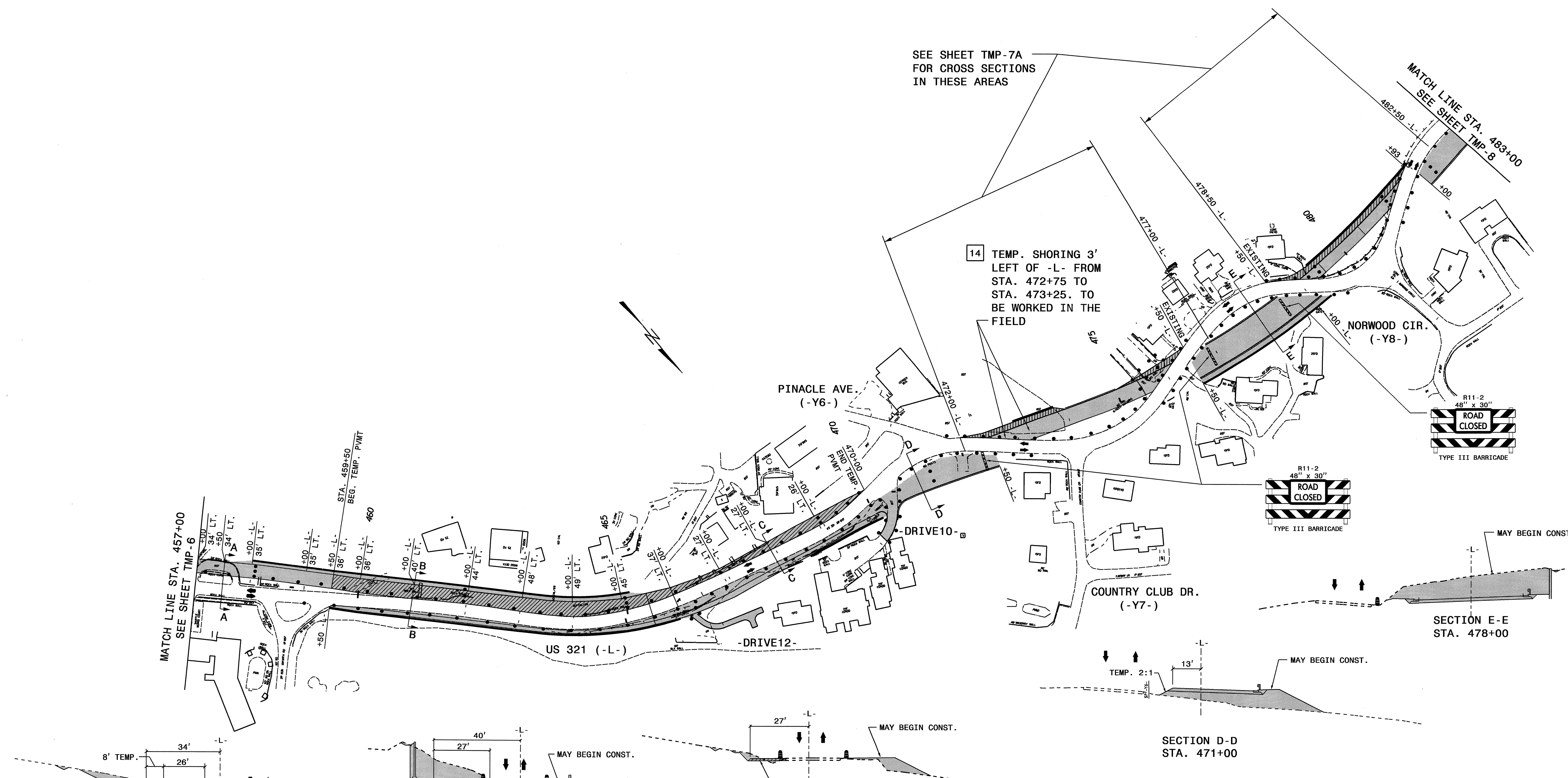
- NOTES**
1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
  2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
  3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.

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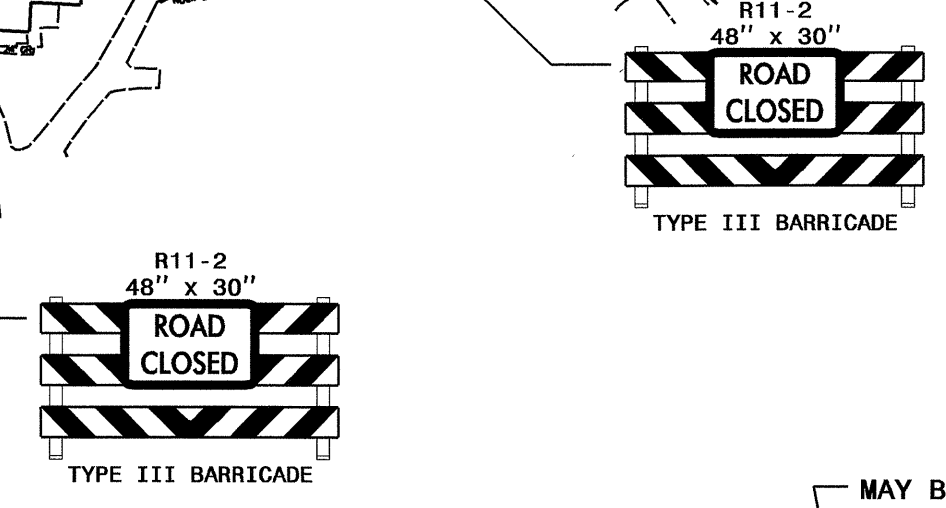
**AREA II  
PHASE I**

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14 TEMP. SHORING 3' LEFT OF -L- FROM STA. 472+75 TO STA. 473+25. TO BE WORKED IN THE FIELD

SEE SHEET TMP-7A FOR CROSS SECTIONS IN THESE AREAS



- NOTES**
1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
  2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
  3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.
  4. □ - SEE SHEET TMP-2B FOR TEMP. SHORING DATA.

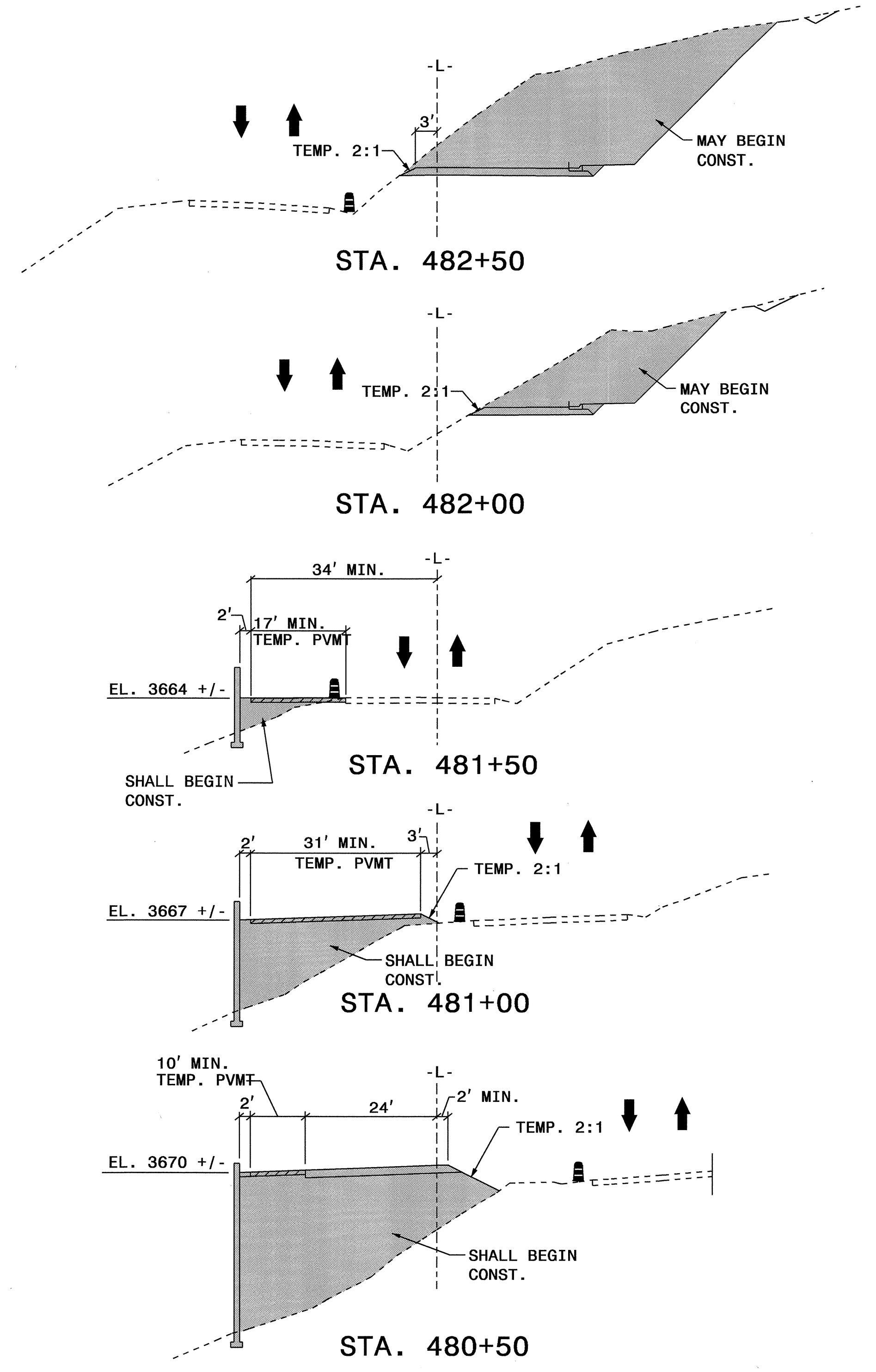
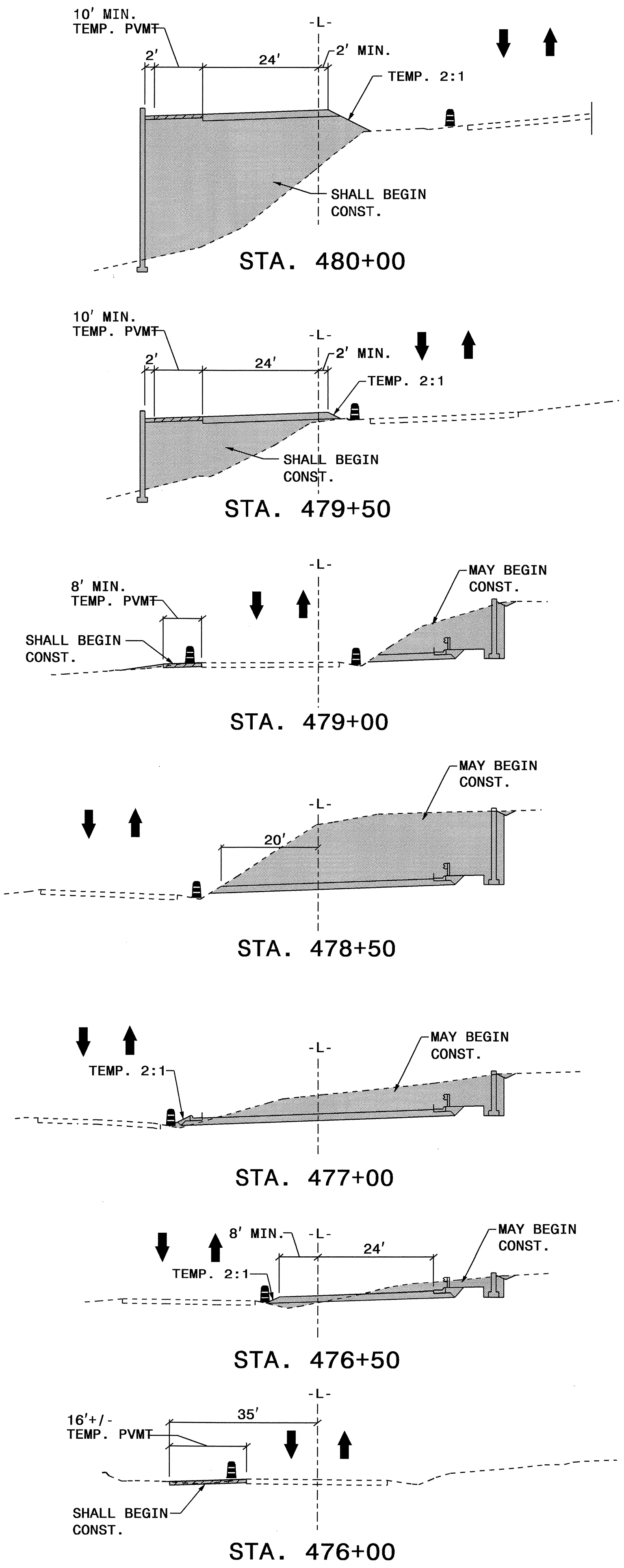
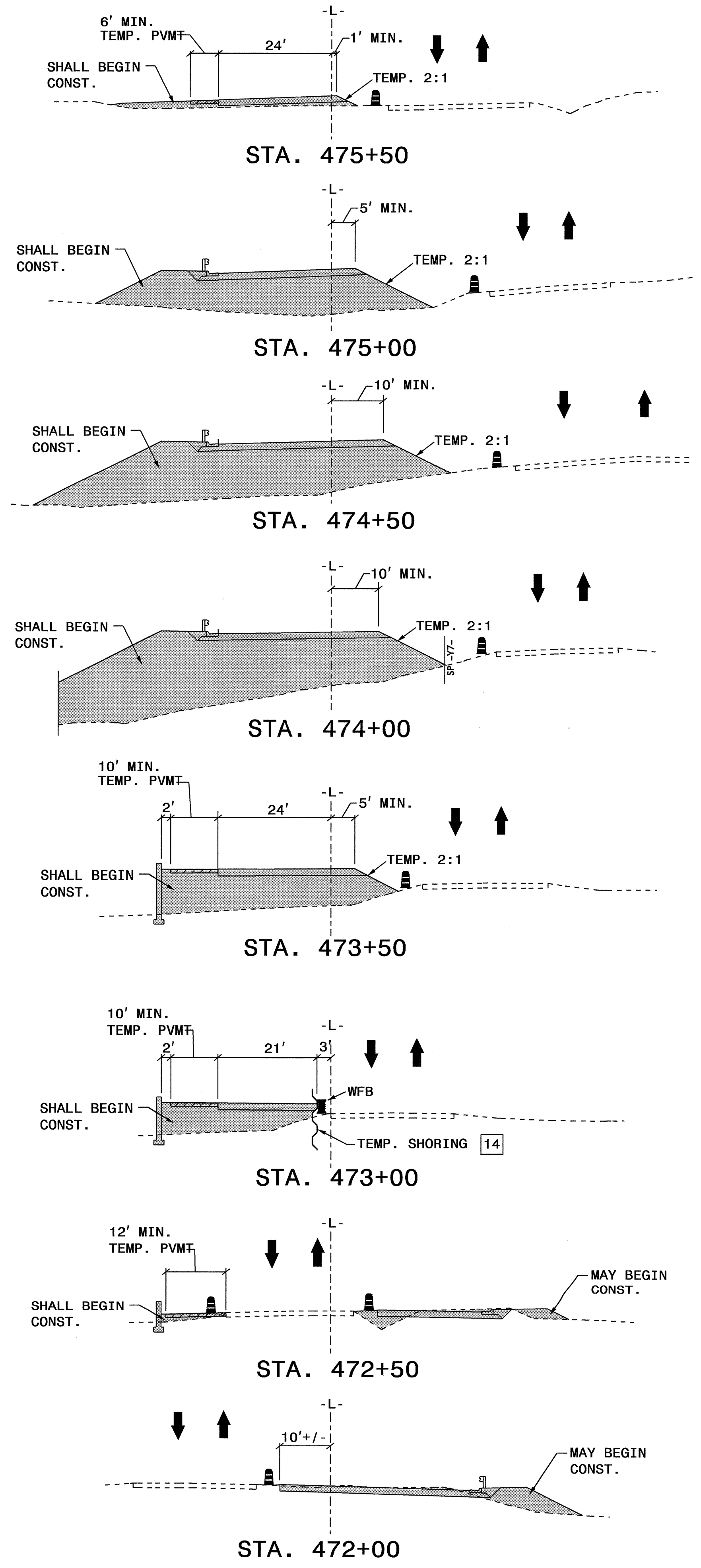
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**AREA II  
PHASE I**

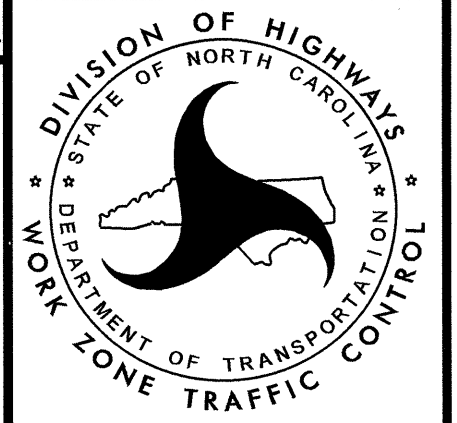




- NOTES**
1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
  2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
  3. [ ] - SEE SHEET TMP-2B FOR TEMP. SHORING DATA.

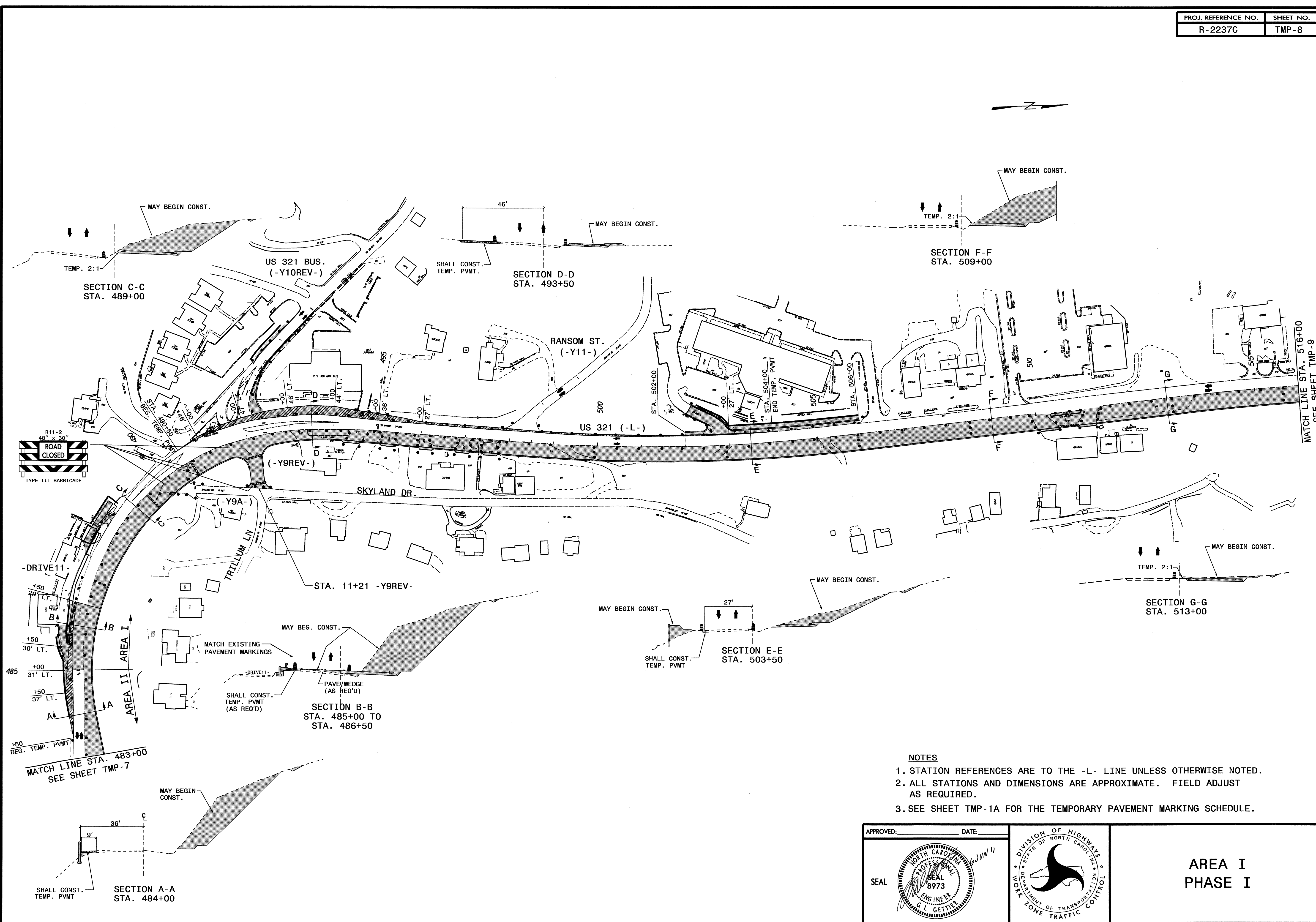
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**AREA II  
PHASE I**

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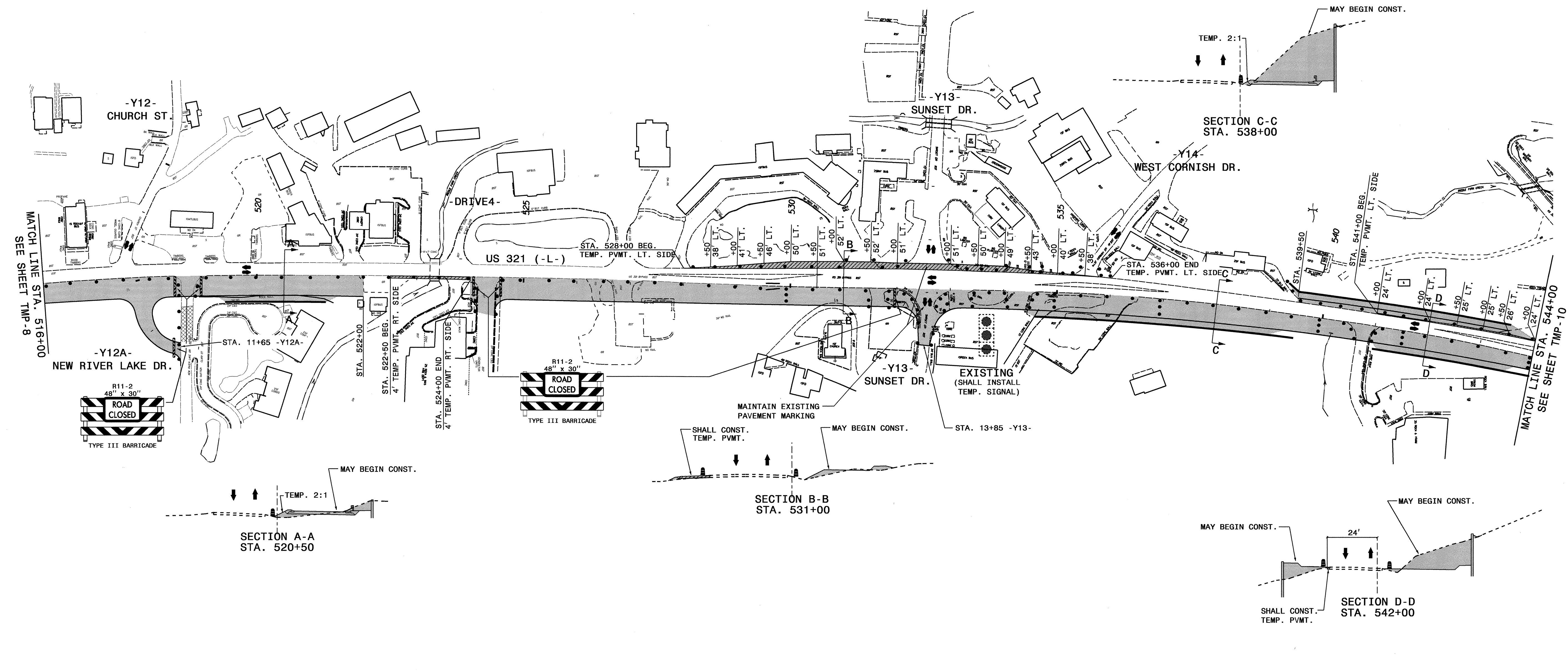


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- NOTES**
1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
  2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
  3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.

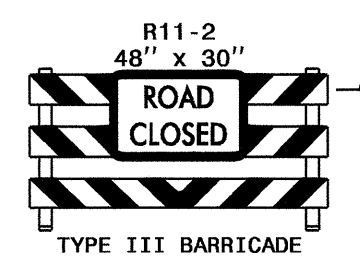
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MATCH LINE STA. 516+00  
SEE SHEET TMP-8

MATCH LINE STA. 544+00  
SEE SHEET TMP-10

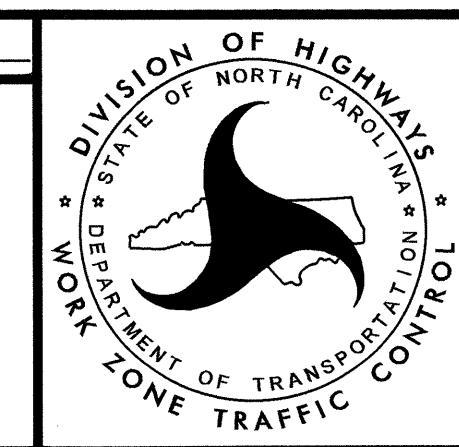


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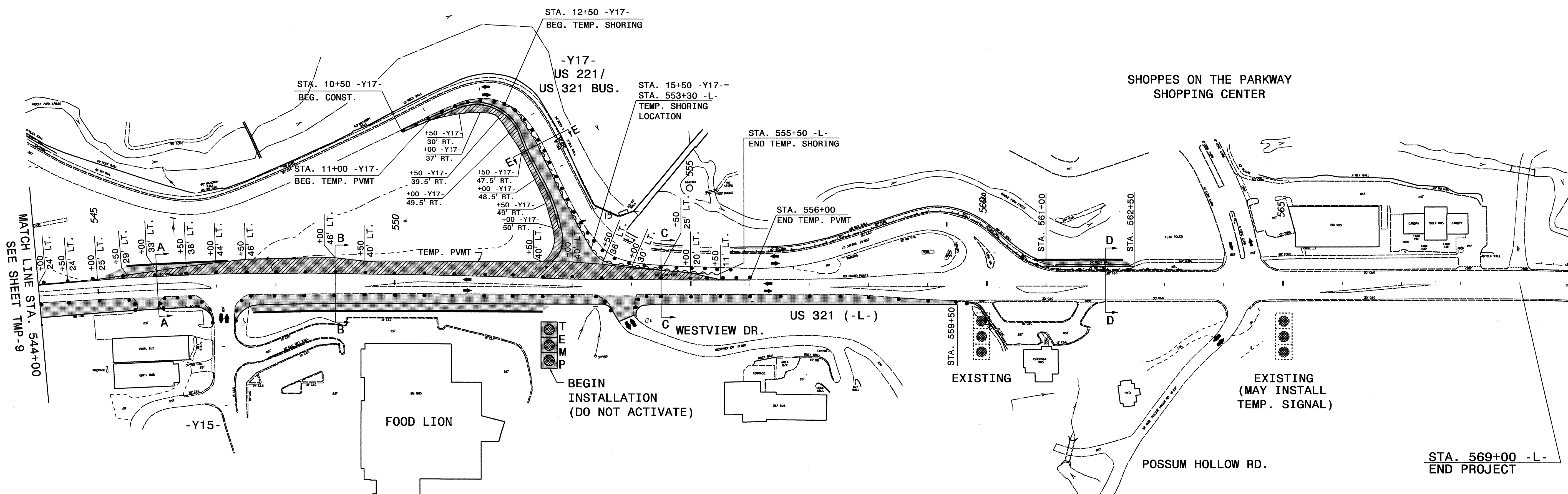
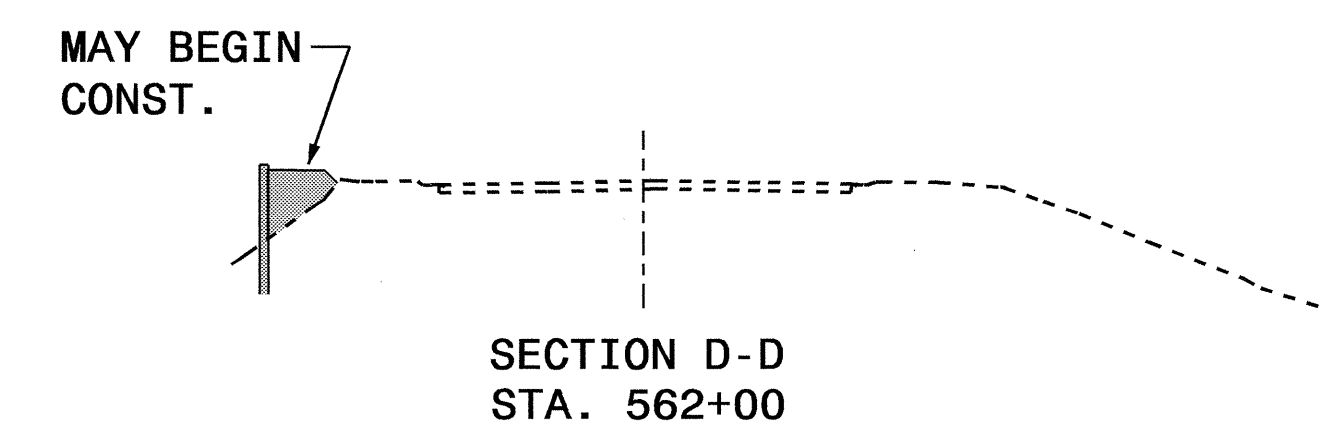
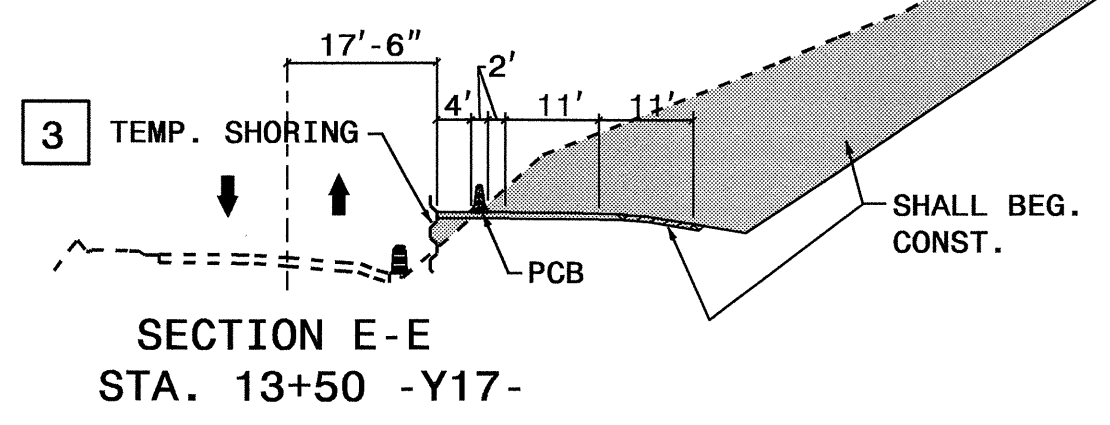
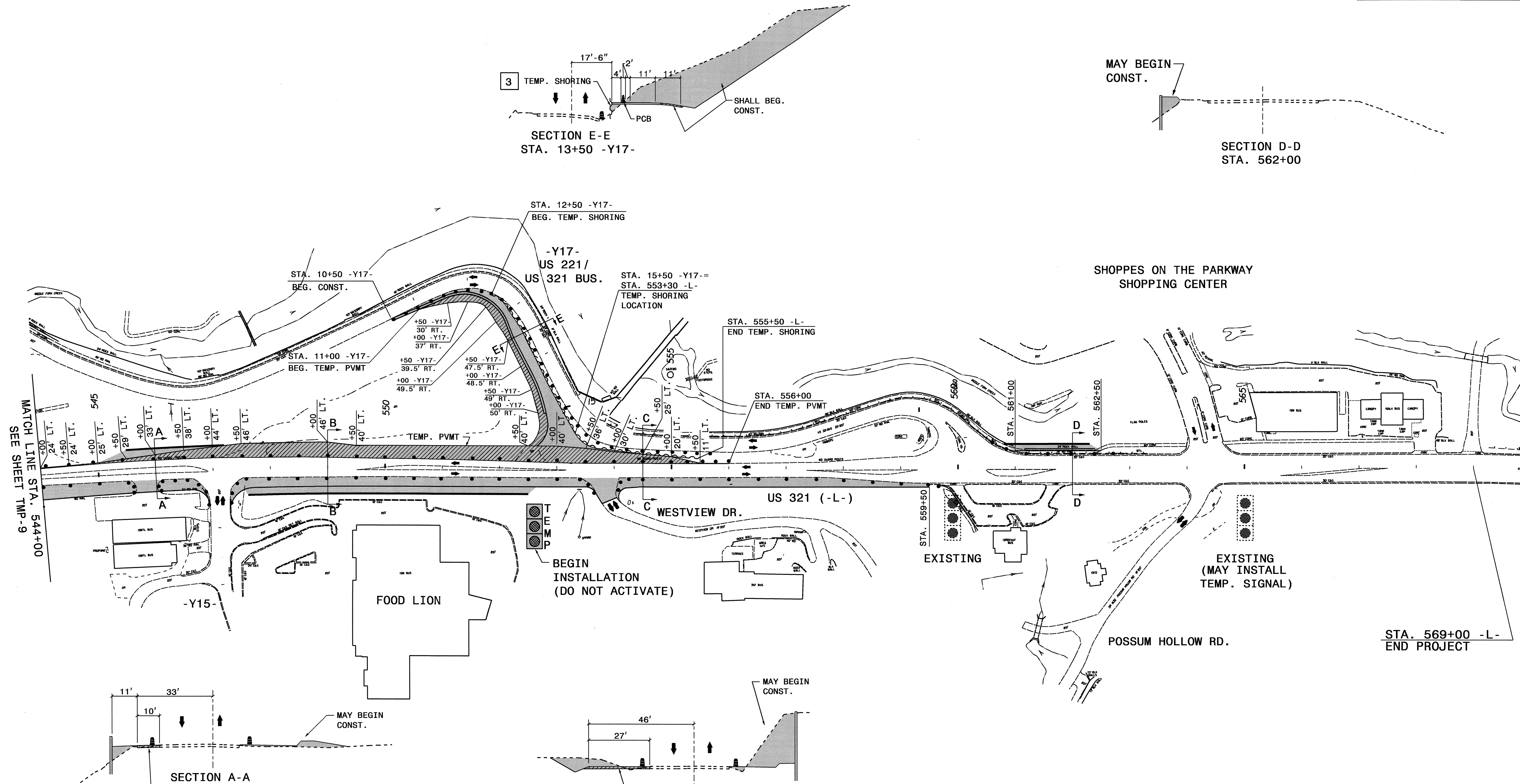
**NOTES**

1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.

APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_



AREA I  
PHASE I



- NOTES**
1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
  2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
  3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.
  4. □ - SEE SHEET TMP-2B FOR TEMP. SHORING DATA.

APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

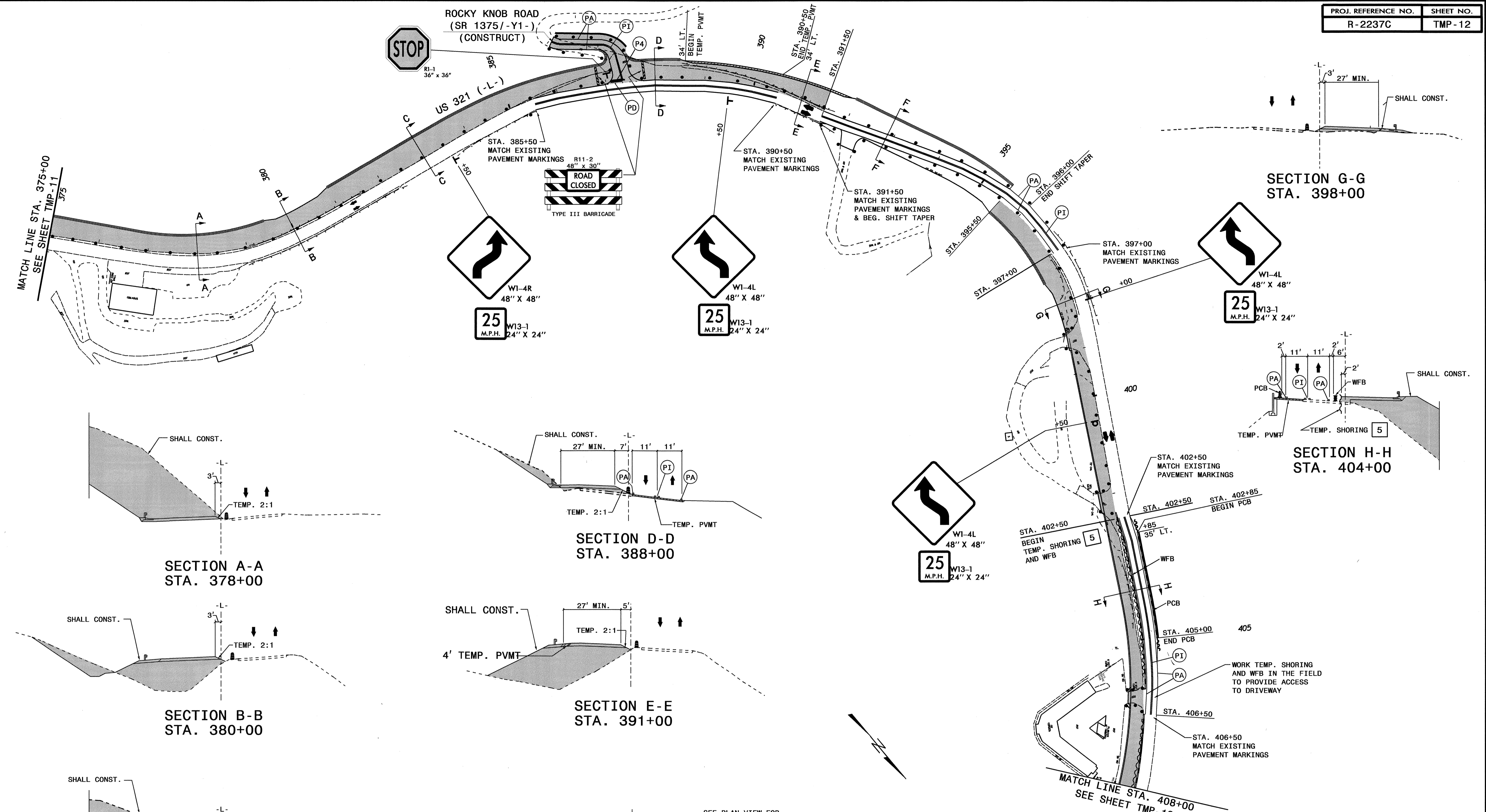
SEAL

**AREA I**  
**PHASE I**

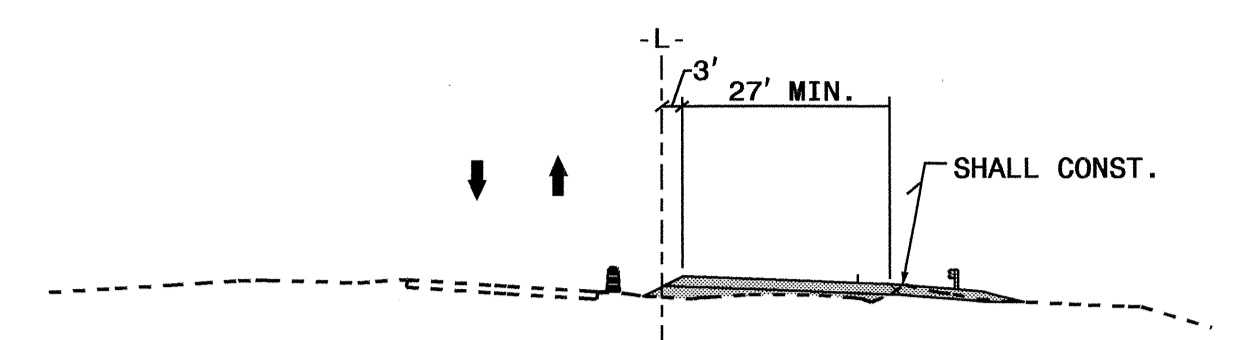
06-JUN-2011 08:07  
 \\dot\dfsroot\01\Proj\TIP\Projects\R\2237C\Traffic\TrafficControl\TCP\5-27-09\0V-TMP-10.dgn  
 Rboradwell AT 1E244739



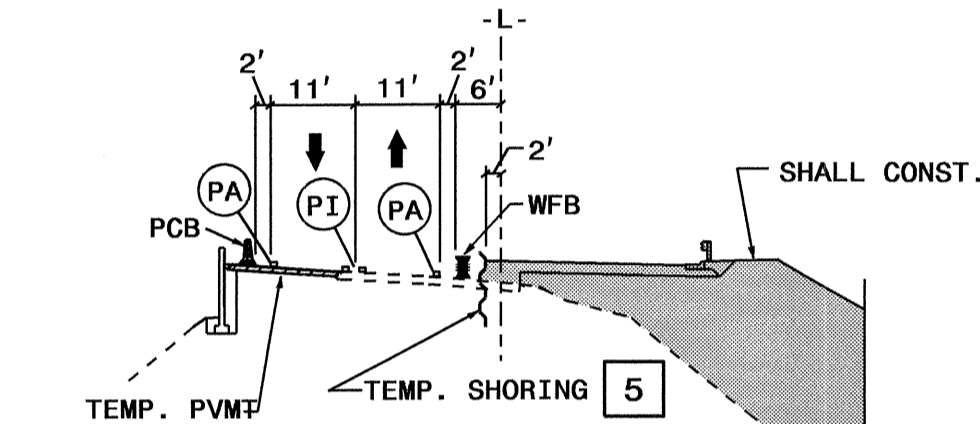




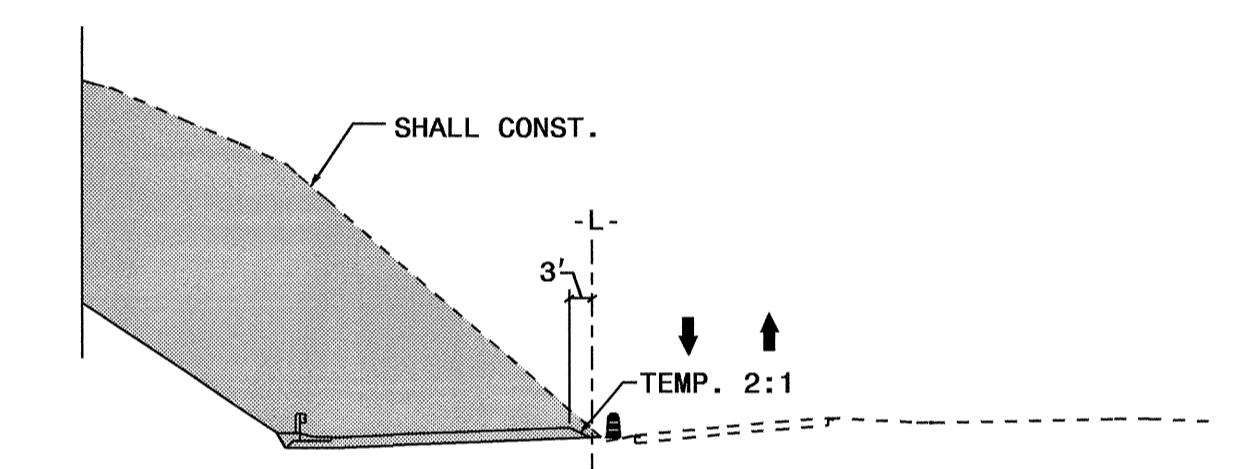
MATCH LINE STA. 375+00  
SEE SHEET TMP-11



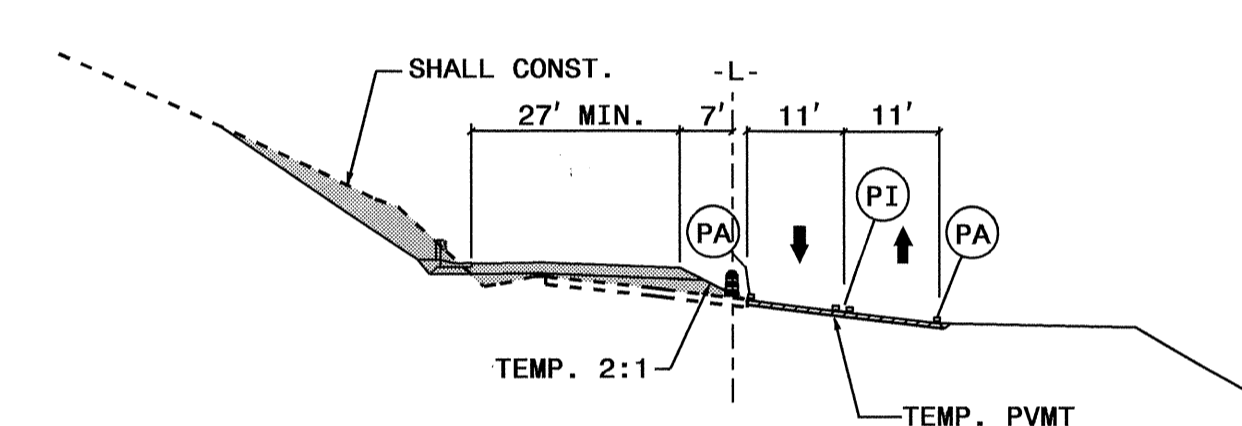
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STA. 398+00



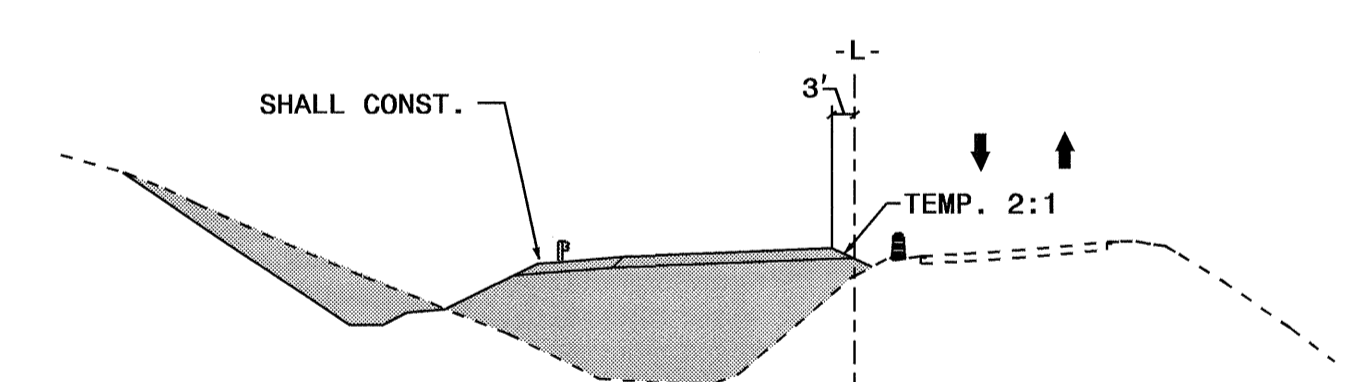
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STA. 404+00



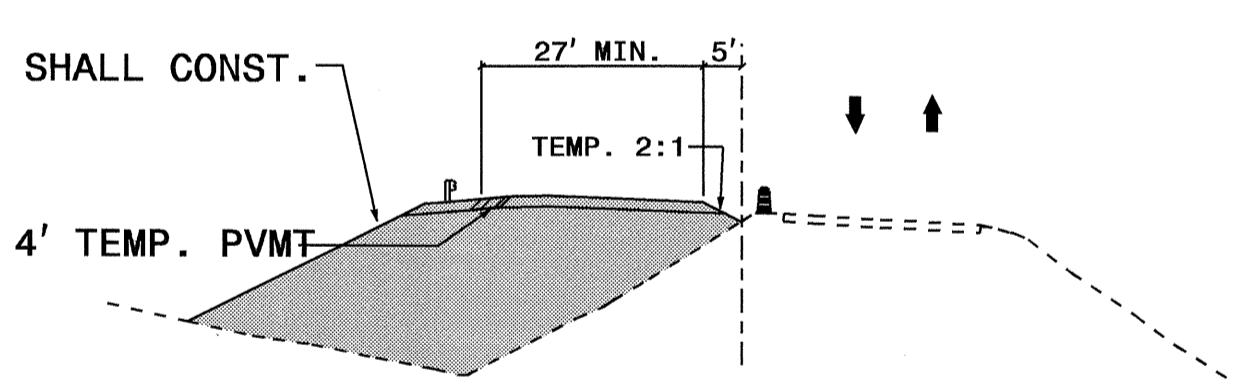
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STA. 378+00



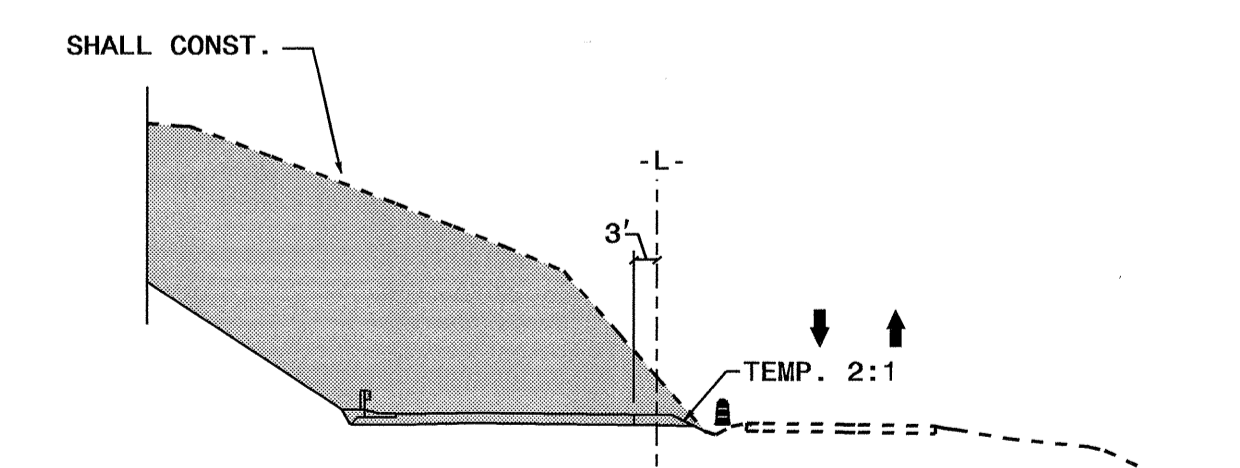
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STA. 388+00



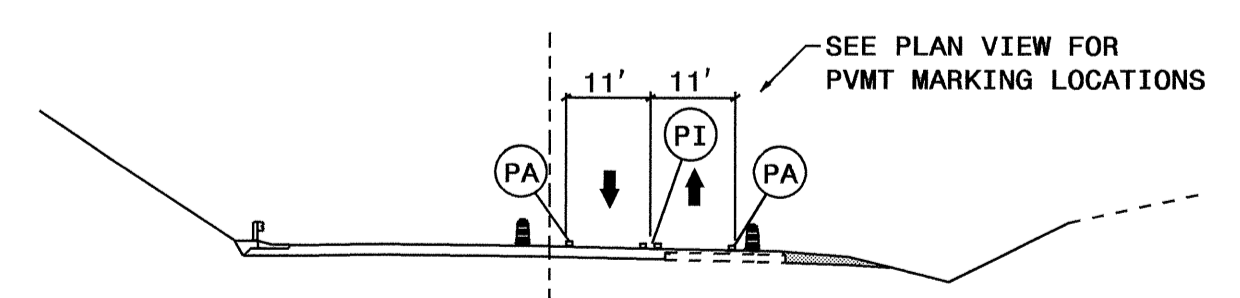
**SECTION B-B**  
STA. 380+00



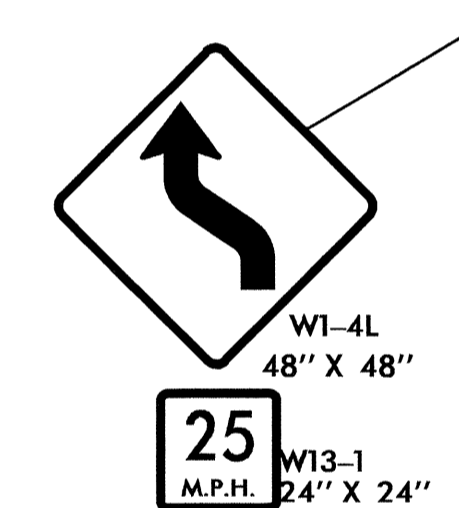
**SECTION E-E**  
STA. 391+00



**SECTION C-C**  
STA. 383+00



**SECTION F-F**  
STA. 393+00

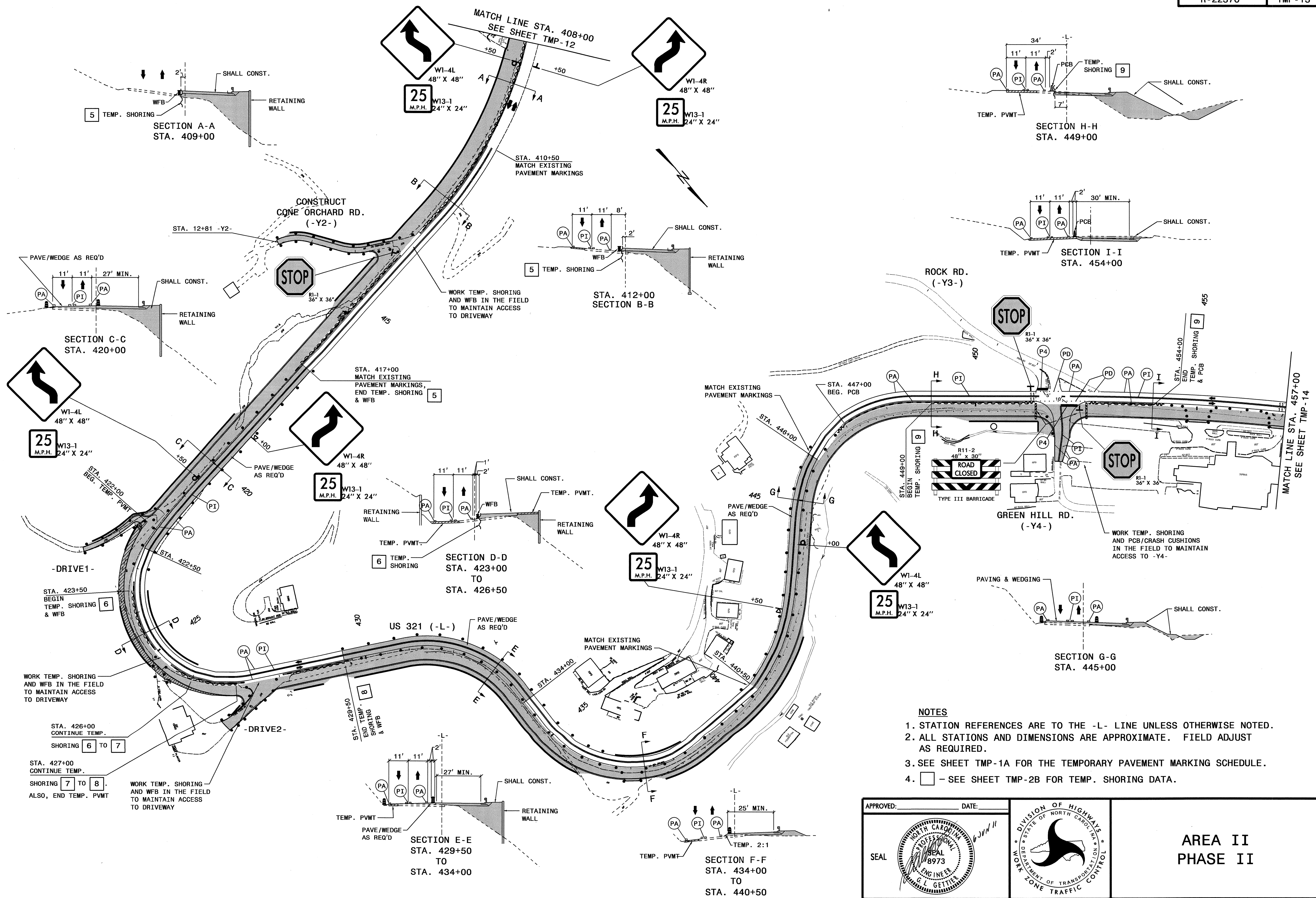


- NOTES**
1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
  2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
  3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.
  4. □ - SEE SHEET TMP-2B FOR TEMP. SHORING DATA.

APPROVED: _____ DATE: _____	 DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	<p><b>AREA II</b> <b>PHASE II</b></p>

06-JUN-2011 08:07  
 \\dot\dfs-00101\proj\TIP\Projects-R\R2237C\TrafficControl\TCP\5-27-09\OV-TMP-12.dgn  
 kbr00dwell AT 1E244739

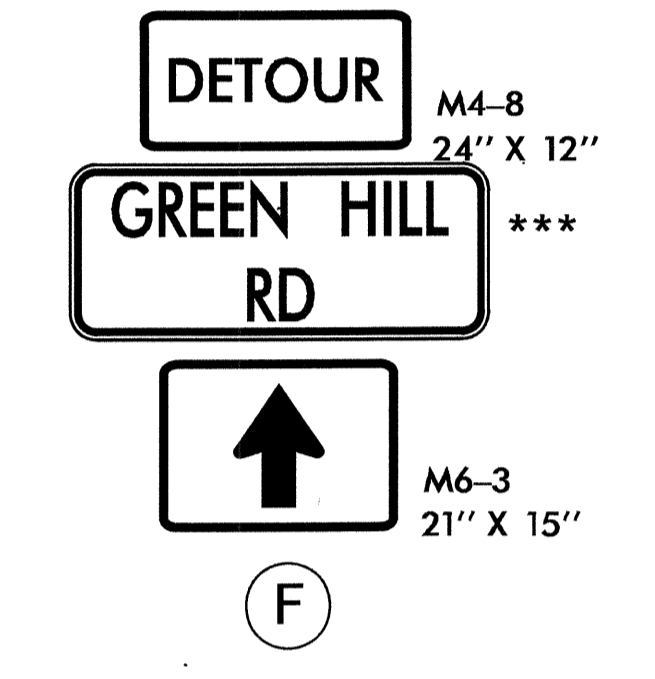
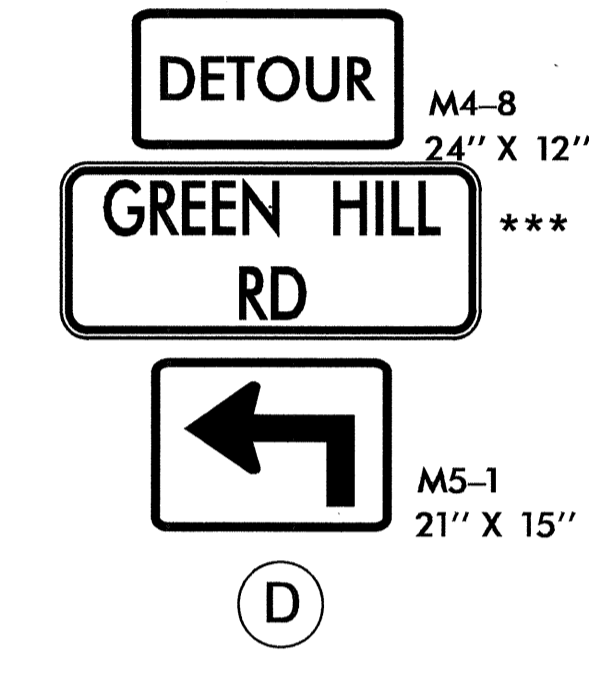
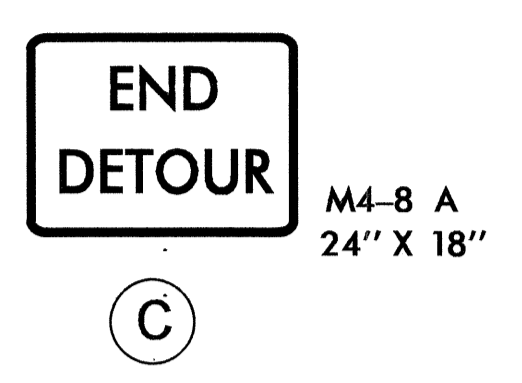
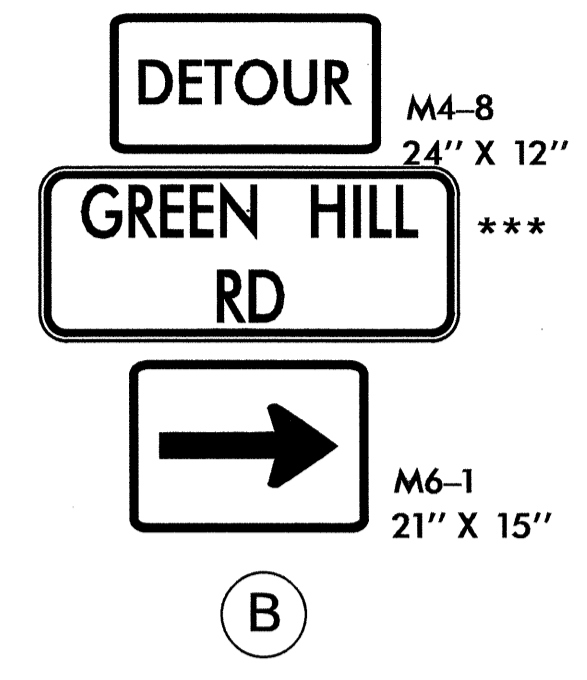
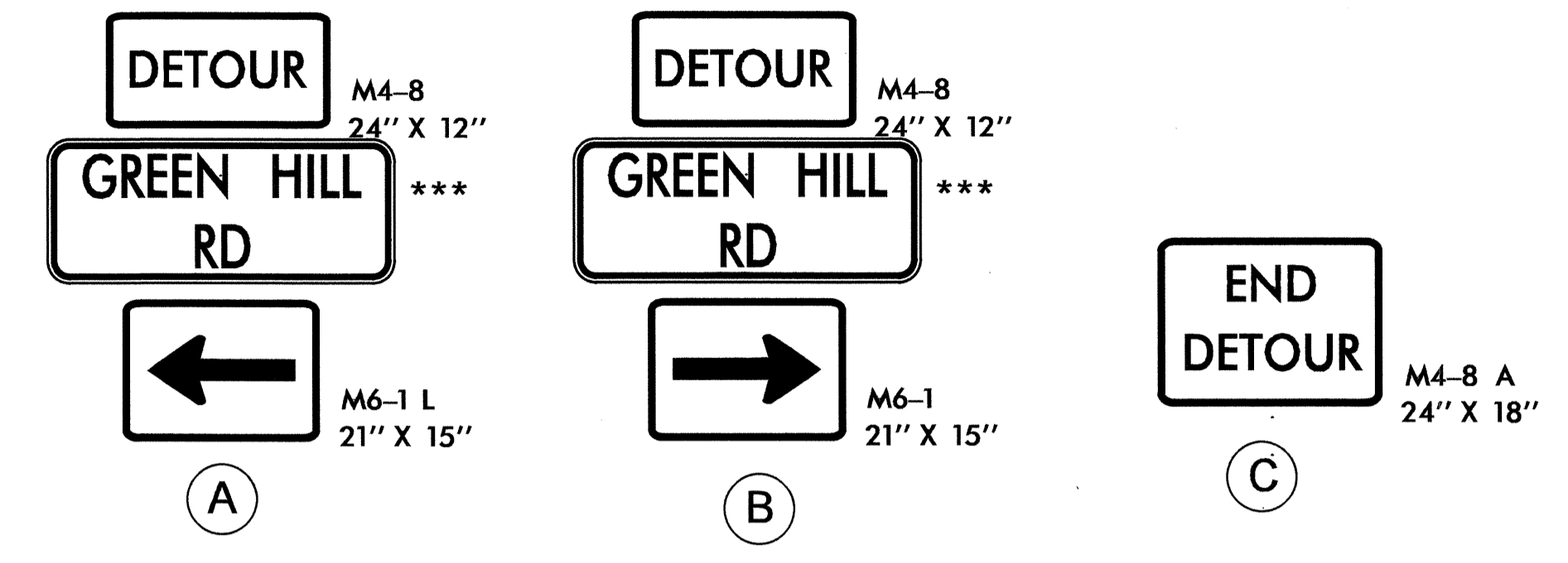
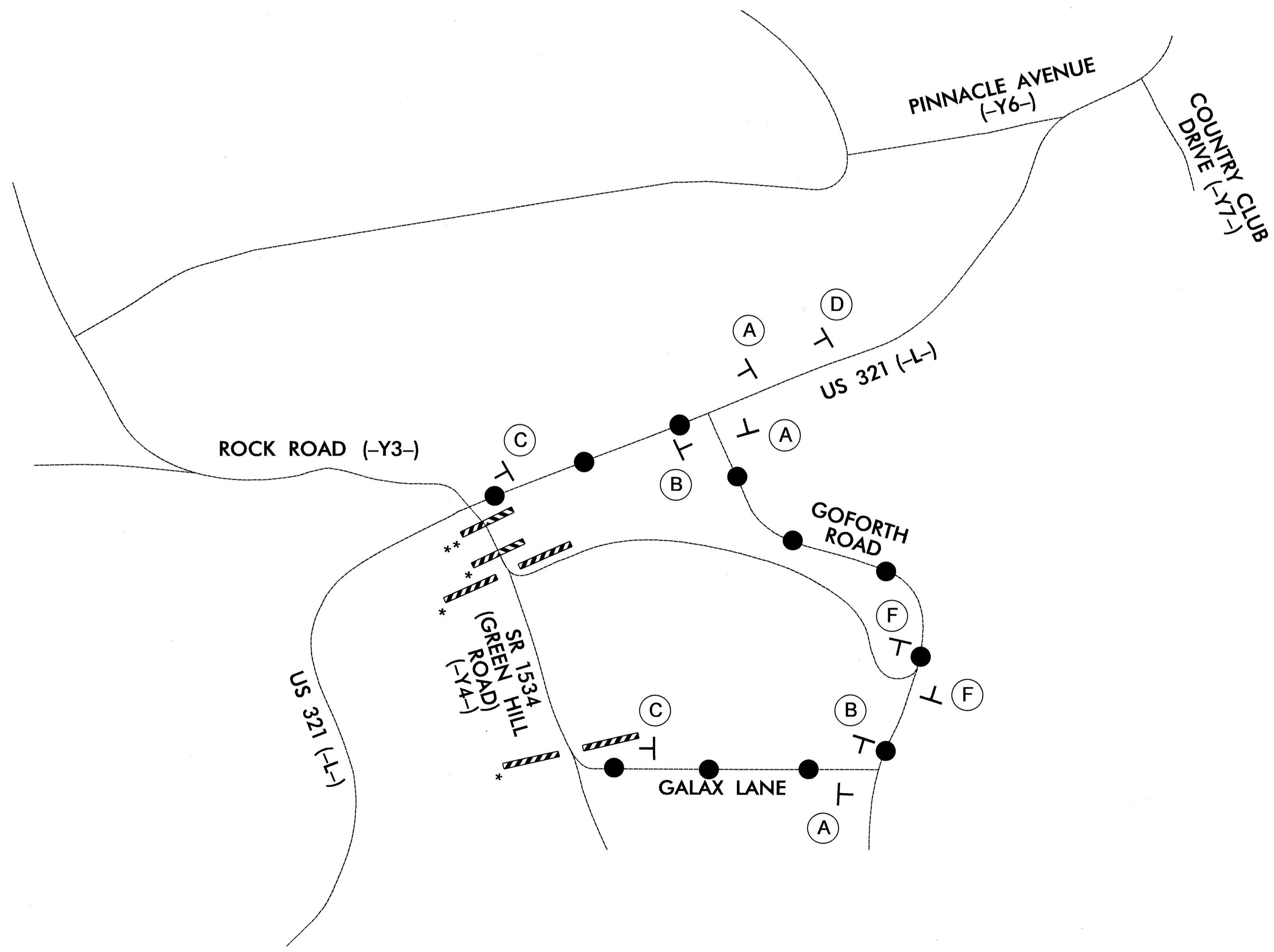
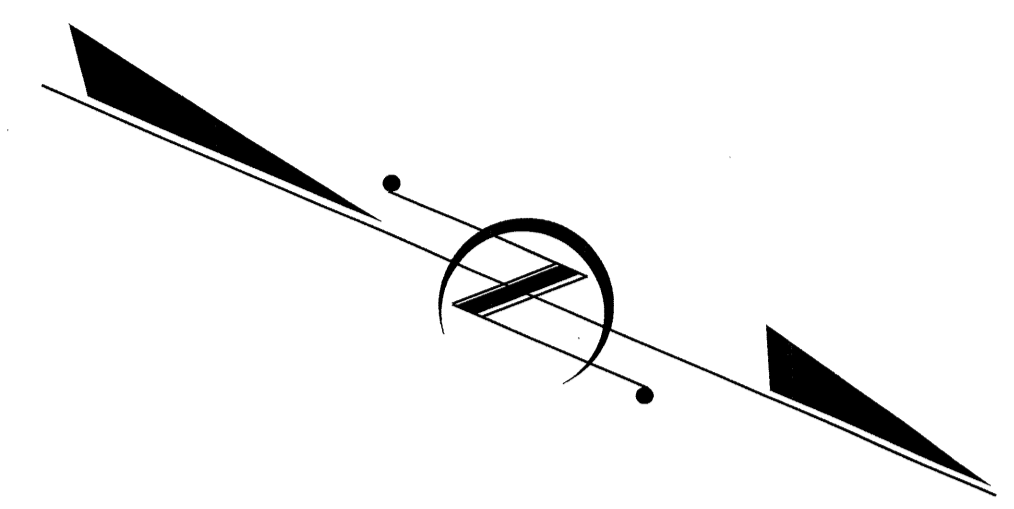




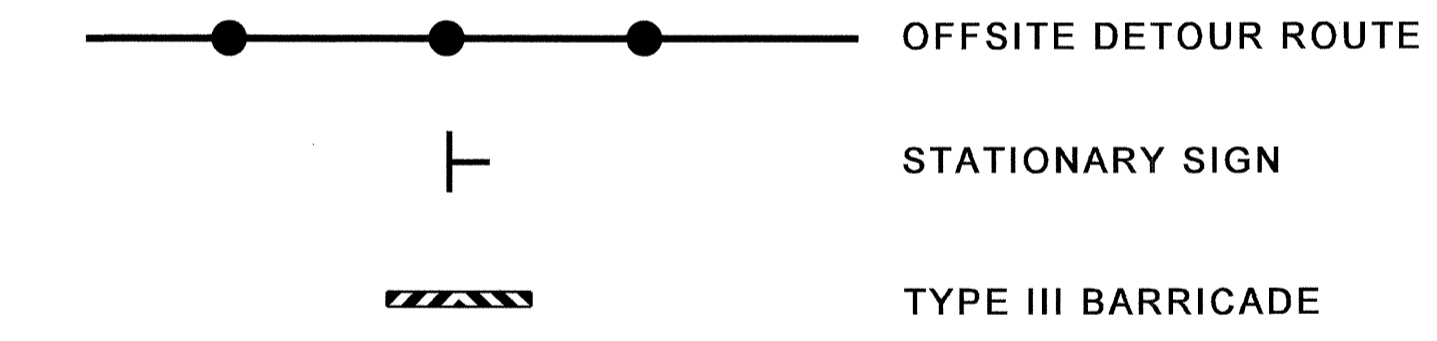
- NOTES**
1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
  2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
  3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.
  4. [ ] - SEE SHEET TMP-2B FOR TEMP. SHORING DATA.

APPROVED: _____ DATE: _____		<p><b>AREA II PHASE II</b></p>

06-JUN-2011 08:06  
 \\dot\dfsroot\01\Proj\TIP\Projects-R\R2237C\TrafficControl\TCP\5-27-09\01-TMP-13.dgn  
 kbrwoodwell AT 1E244739



**LEGEND**



**NOTES**

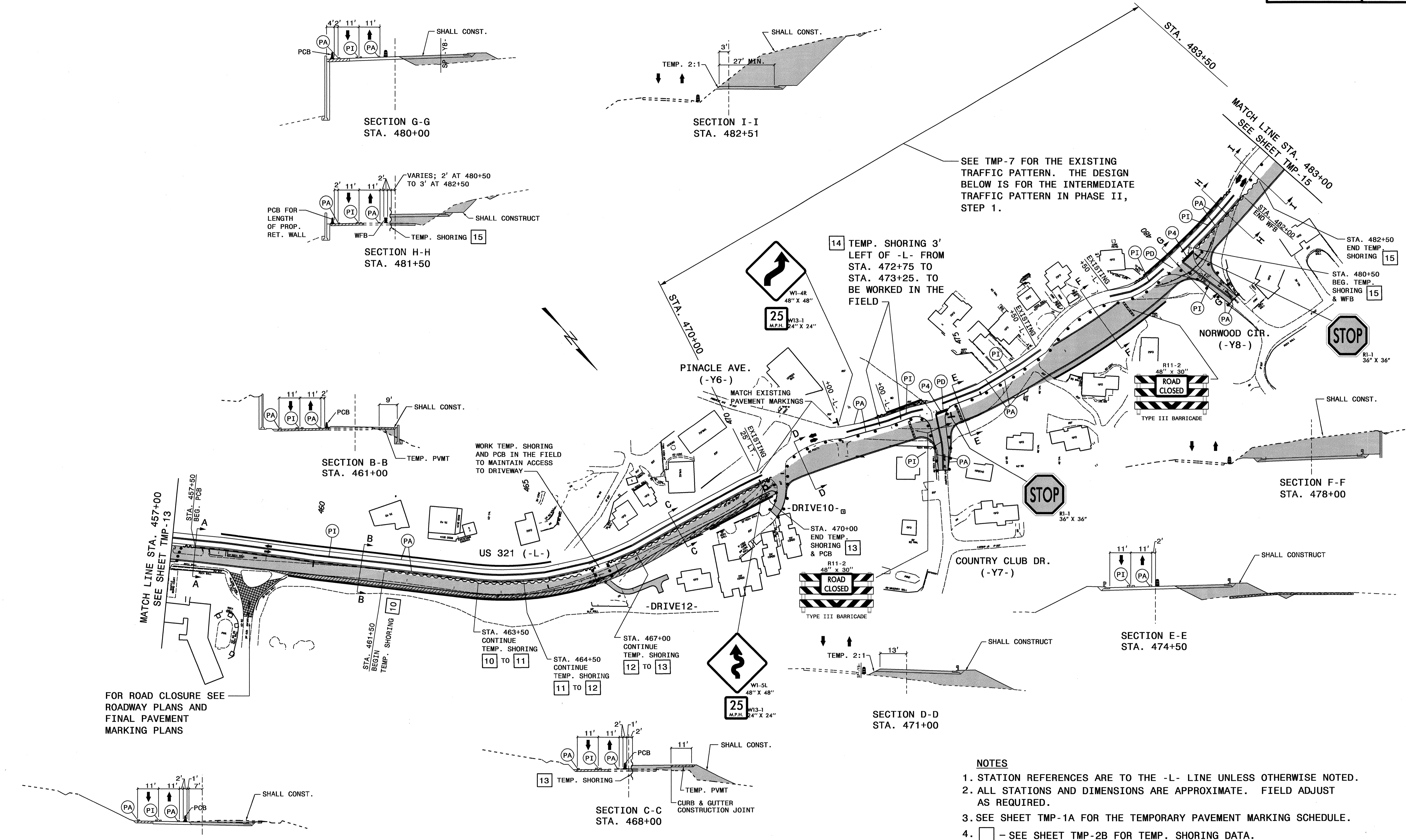
- \* SEE RSD 1101.03, SHEET 1 OF 9, FOR ADDITIONAL WORK ZONE SIGNS AND LOCATIONS.
- \*\* SEE RSD 1101.03, SHEET 2 OF 9, FOR ADDITIONAL WORK ZONE SIGNS AND LOCATIONS.
- \*\*\* SEE SHEETS TMP-2H & 2I FOR DETOUR SIGN DESIGN.
- ALL DETOUR SIGN LOCATIONS ARE APPROXIMATE.
- ALL DETOUR SIGNS ARE BLACK ON ORANGE AND PAID FOR AS WORK ZONE STATIONARY SIGNS.

06-JUN-2011 08:06  
 \\dot\dfsroot\proj\TIPProjects\R\R2237C\TrafficControl\TCP\5-27-09\0V-TMP-detours.dgn  
 kbr\odwell AT 1E24739

APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

**GREEN HILL ROAD (-Y4-)  
DETOUR**





SEE TMP-7 FOR THE EXISTING TRAFFIC PATTERN. THE DESIGN BELOW IS FOR THE INTERMEDIATE TRAFFIC PATTERN IN PHASE II, STEP 1.

14 TEMP. SHORING 3' LEFT OF -L- FROM STA. 472+75 TO STA. 473+25. TO BE WORKED IN THE FIELD

WORK TEMP. SHORING AND PCB IN THE FIELD TO MAINTAIN ACCESS TO DRIVEWAY

FOR ROAD CLOSURE SEE ROADWAY PLANS AND FINAL PAVEMENT MARKING PLANS

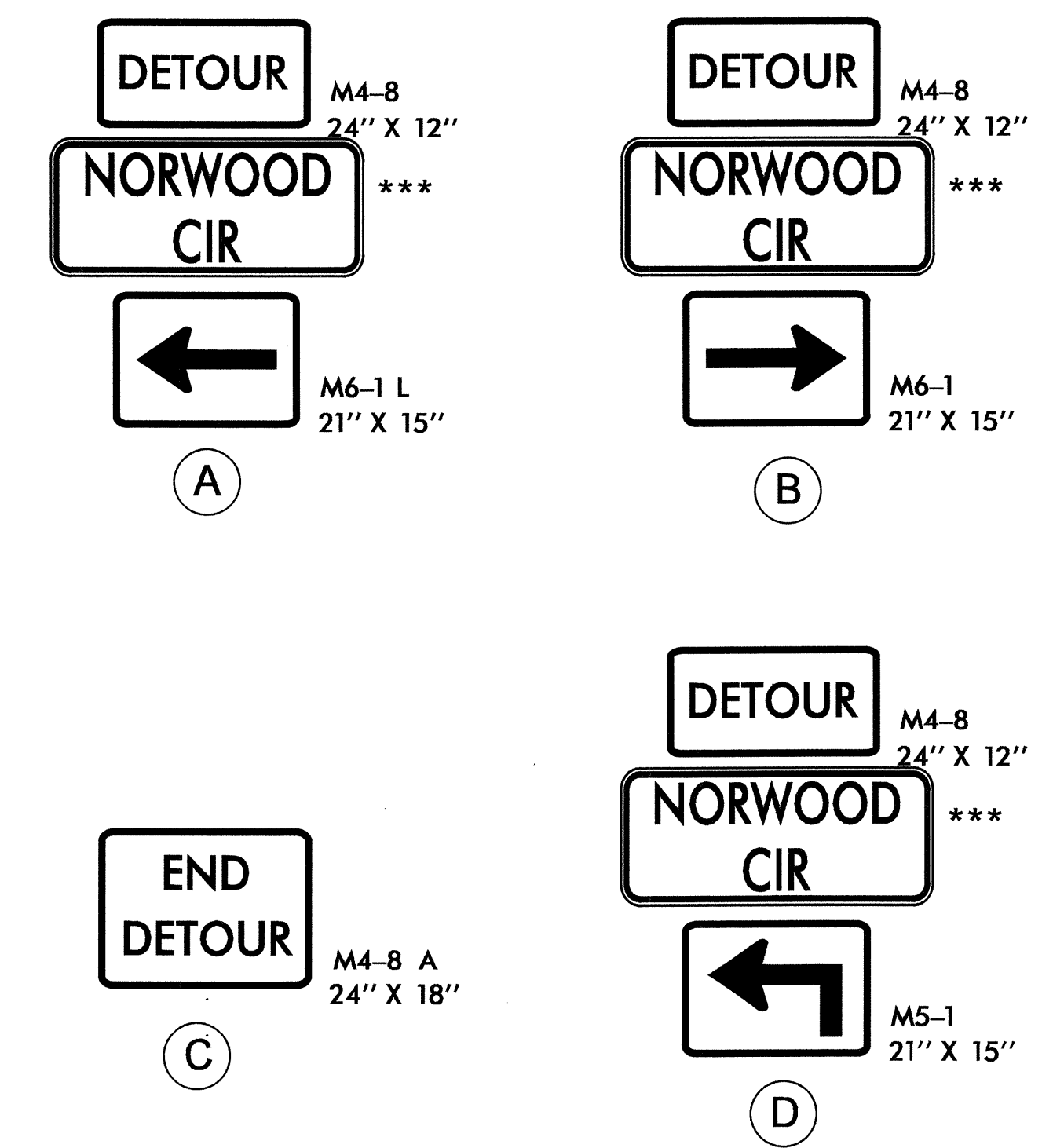
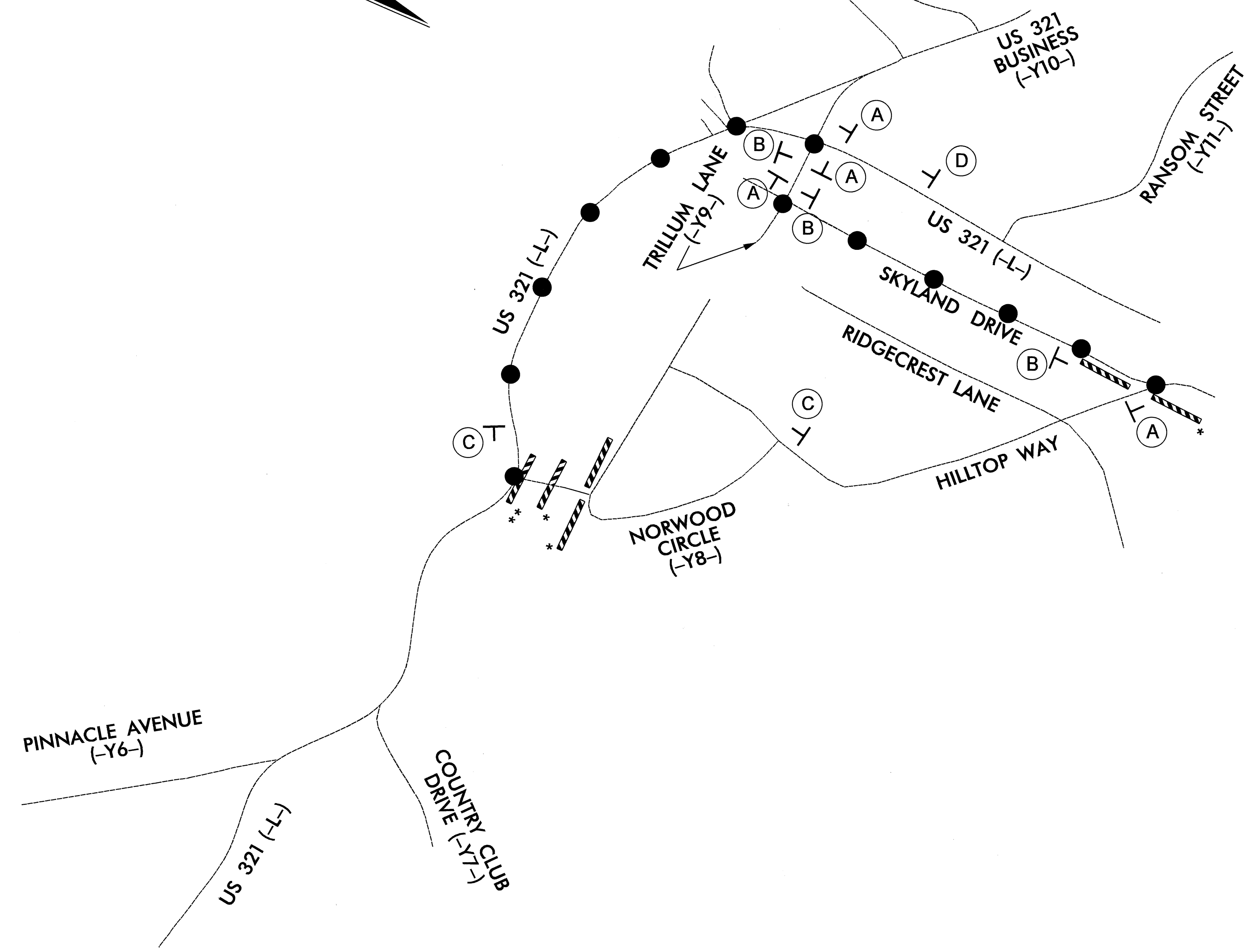
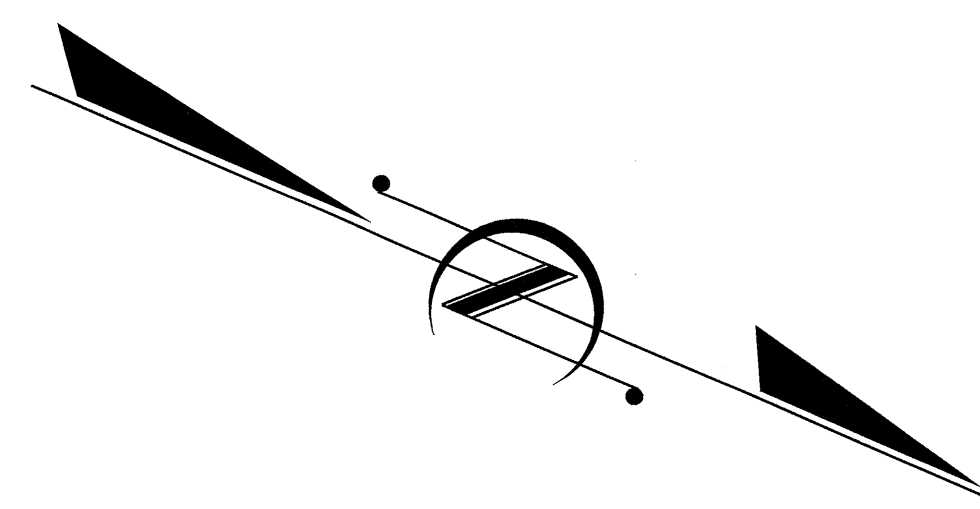
- NOTES**
1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
  2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
  3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.
  4. [ ] - SEE SHEET TMP-2B FOR TEMP. SHORING DATA.

APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

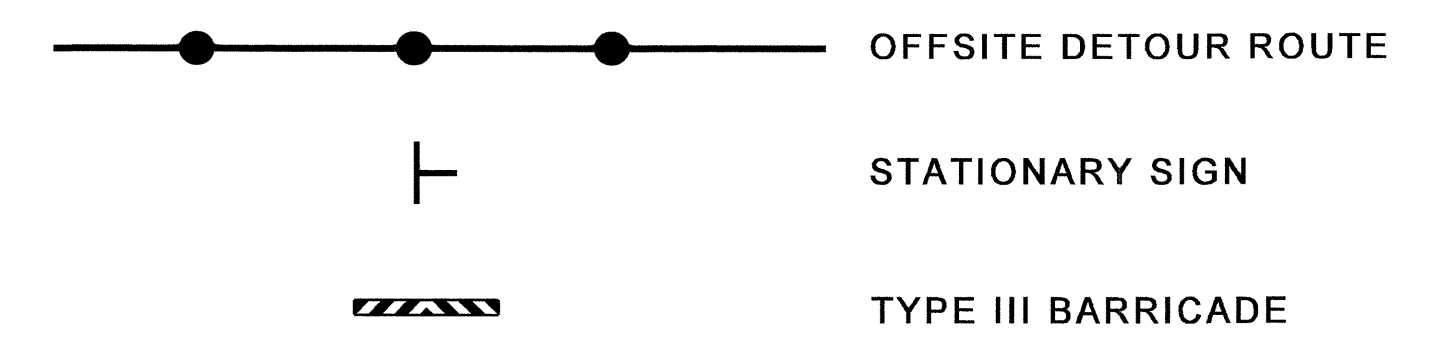
SEAL

**AREA II  
PHASE II**

06-JUN-2011 08:06  
 \\dot\dfsroot\01\Proj\TIPProjects\RNR2237C\TrafficControl\TCP\5-27-09\01-TMP-14.dgn  
 kbroodwell AT TE244739



**LEGEND**



**NOTES**

- \* SEE RSD 1101.03, SHEET 1 OF 9, FOR ADDITIONAL WORK ZONE SIGNS AND LOCATIONS.
- \*\* SEE RSD 1101.03, SHEET 2 OF 9, FOR ADDITIONAL WORK ZONE SIGNS AND LOCATIONS.
- \*\*\* SEE SHEETS TMP-2H & 2I FOR DETOUR SIGN DESIGN.
- ALL DETOUR SIGN LOCATIONS ARE APPROXIMATE.
- ALL DETOUR SIGNS ARE BLACK ON ORANGE AND PAID FOR AS WORK ZONE STATIONARY SIGNS.

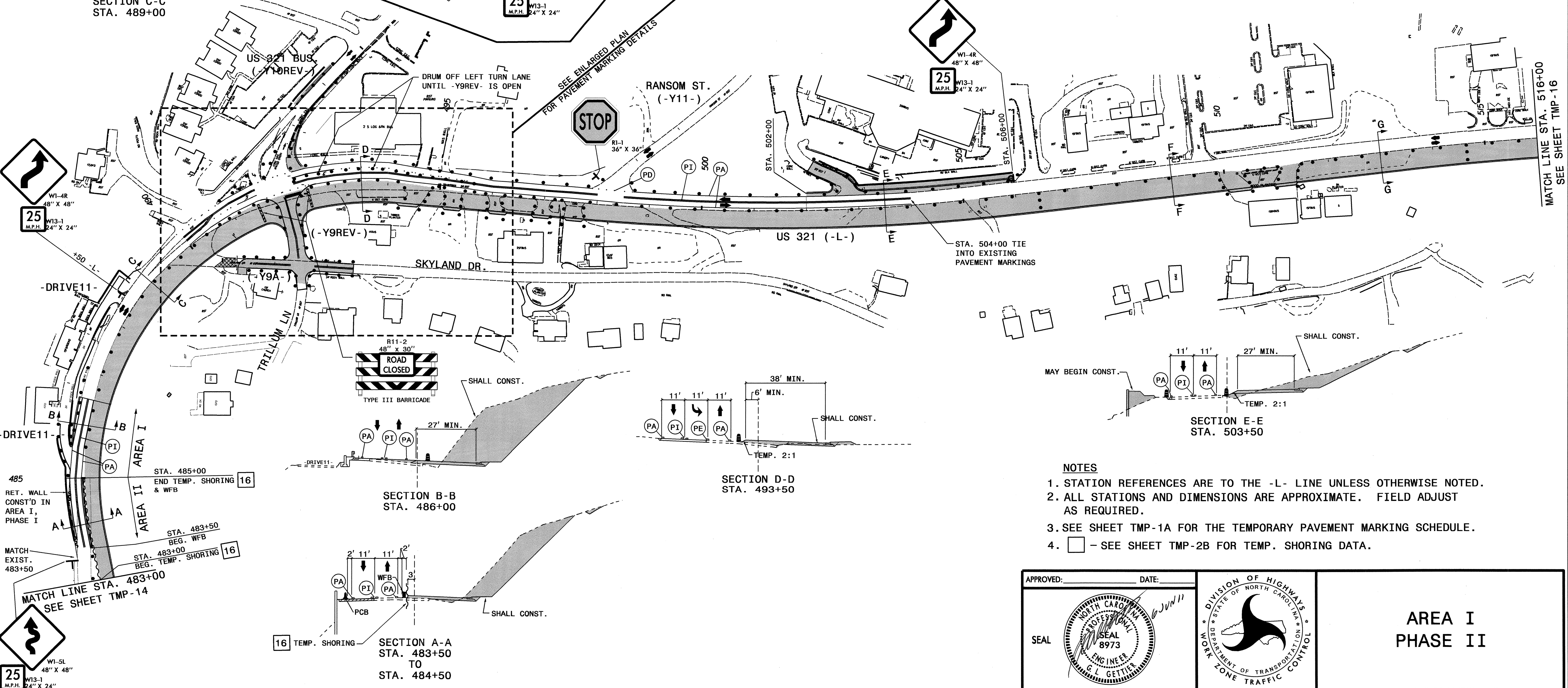
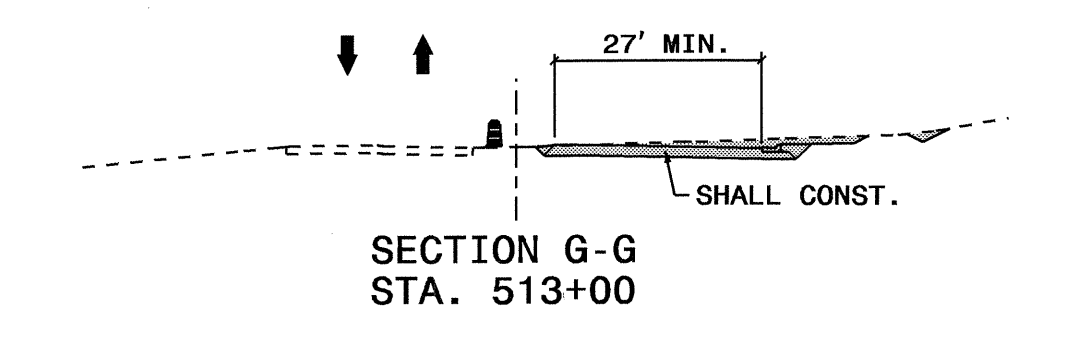
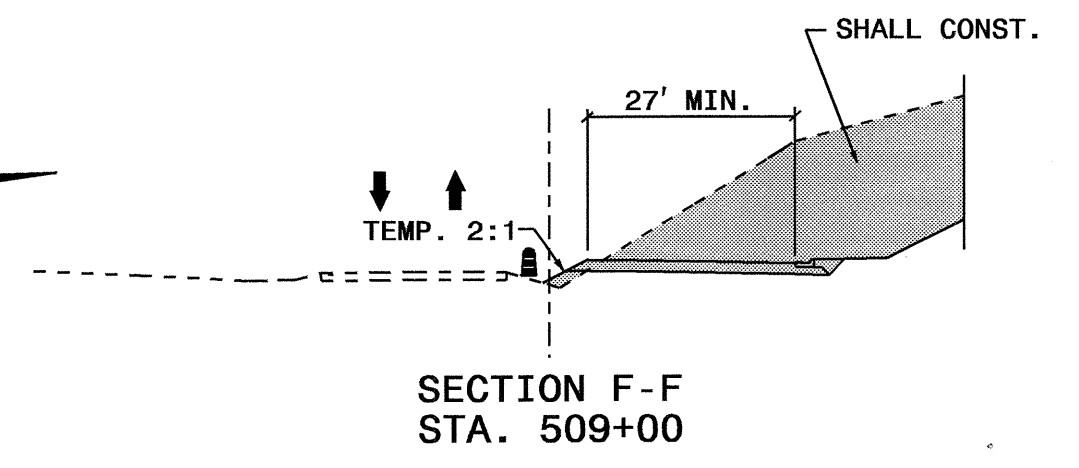
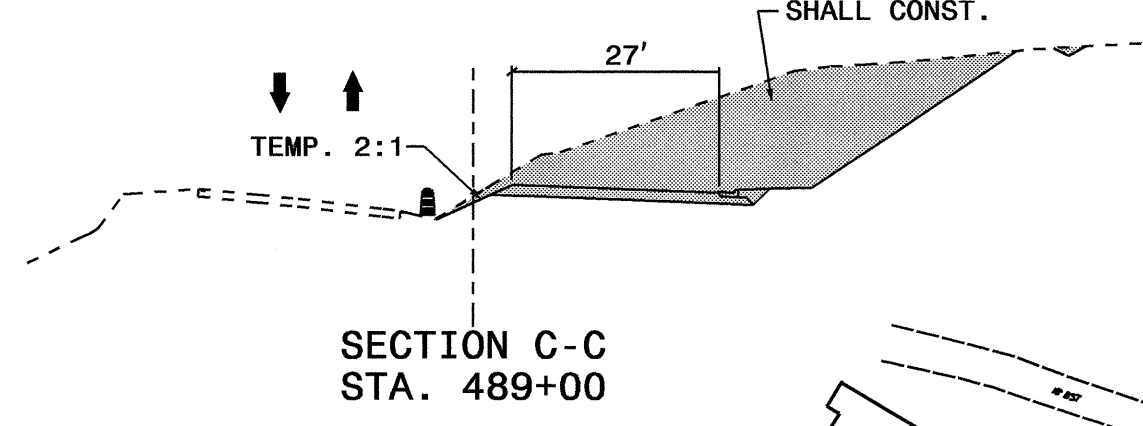
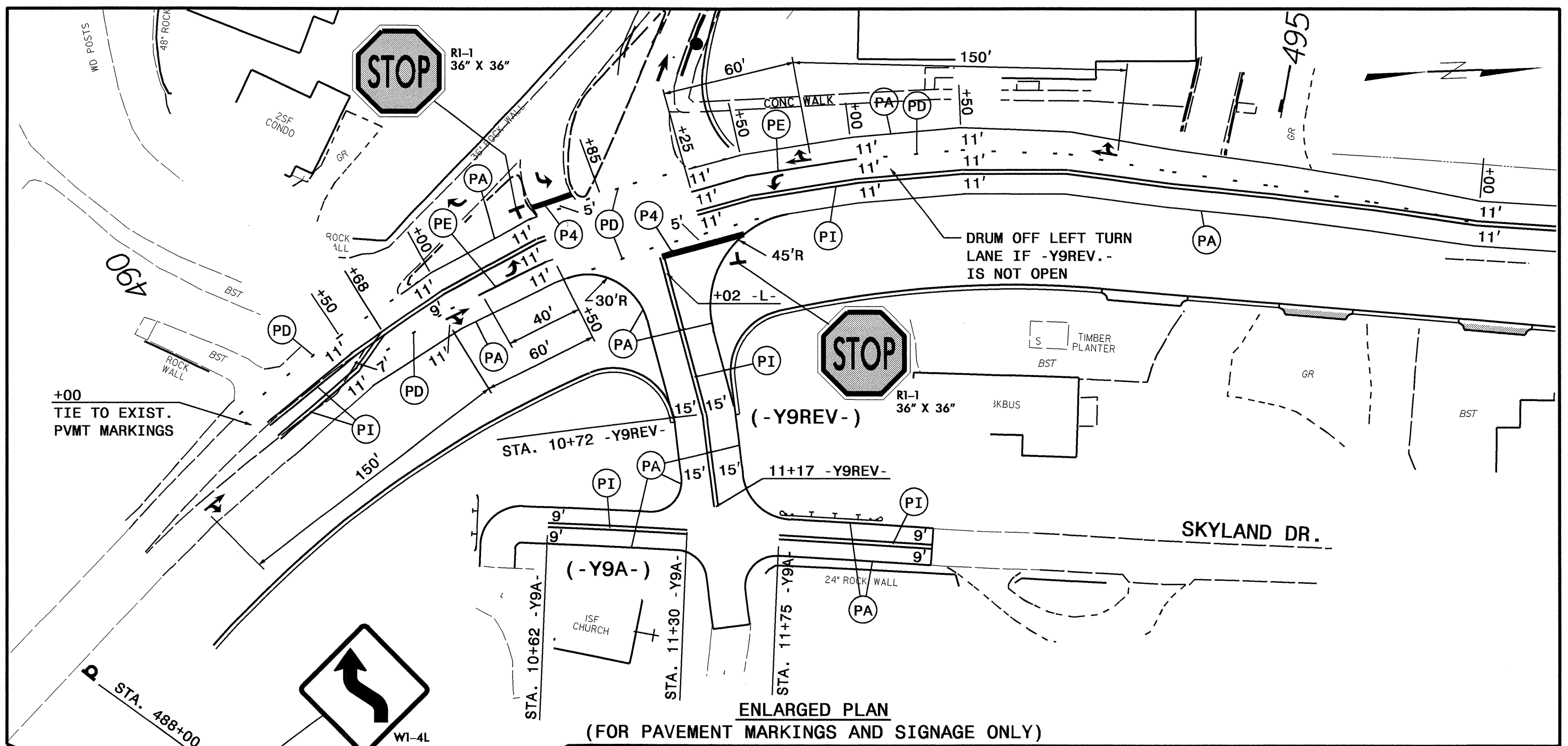
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 kborodwell AT TE244739

APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

SEAL

**NORWOOD CIRCLE (-Y8-) DETOUR**





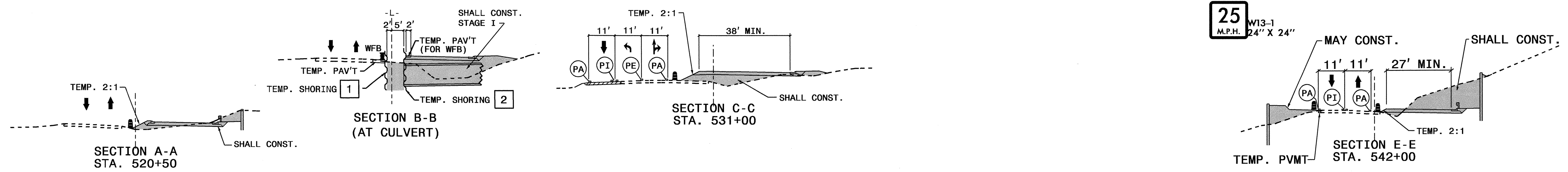
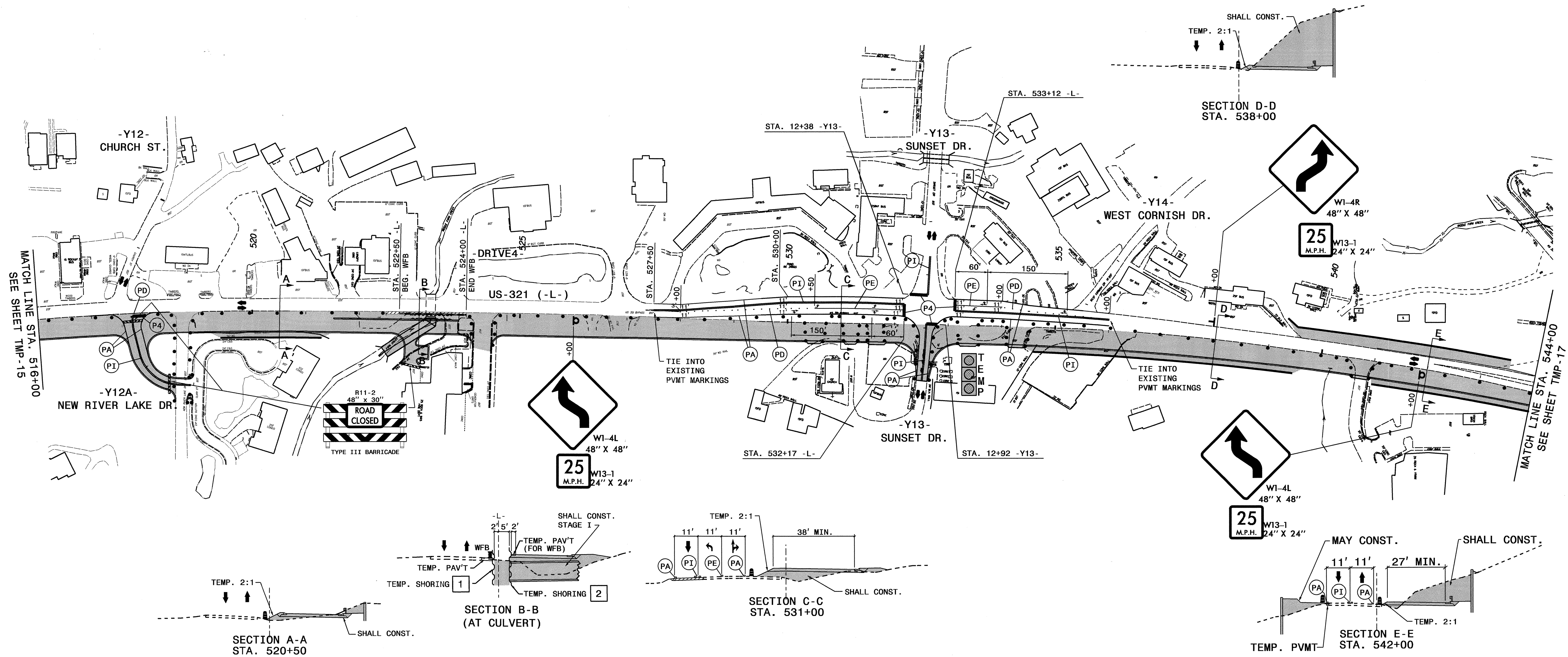
- NOTES**
1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
  2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
  3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.
  4. [Symbol] - SEE SHEET TMP-2B FOR TEMP. SHORING DATA.

APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

SEAL

**AREA I  
PHASE II**

06-JUN-2010 08:06  
 \\dot\dfsroot\01\Proj\TIP\Projects\R\R2237C\TrafficControl\TCP\5-27-09\OV-TMP-15.dgn  
 Rborodwell AT 1E244739



**NOTES**

1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.
4. □ - SEE SHEET TMP-2B FOR TEMP. SHORING DATA.

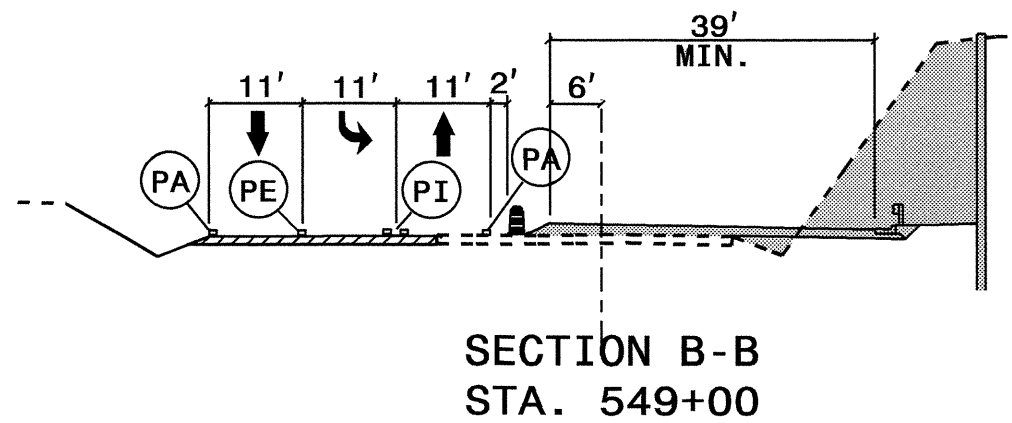
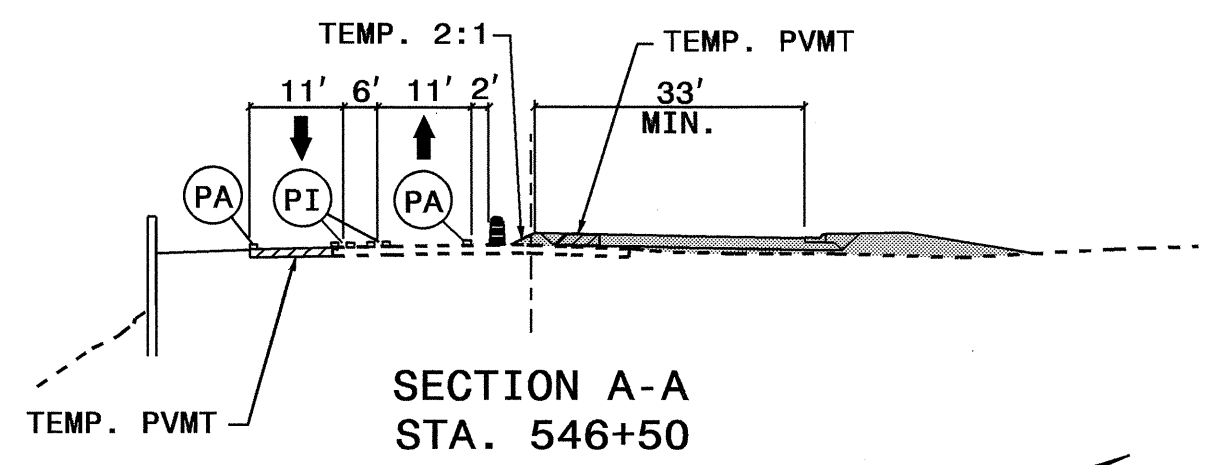
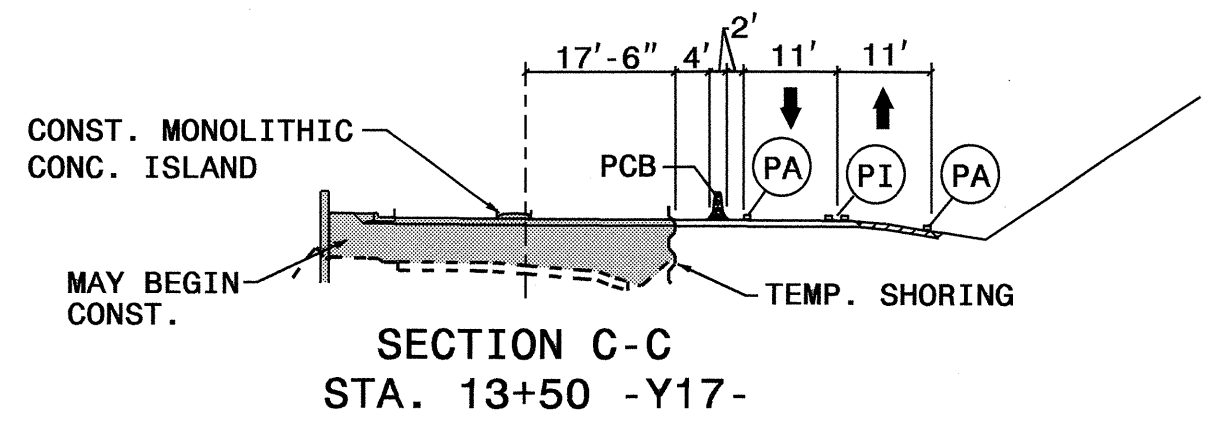
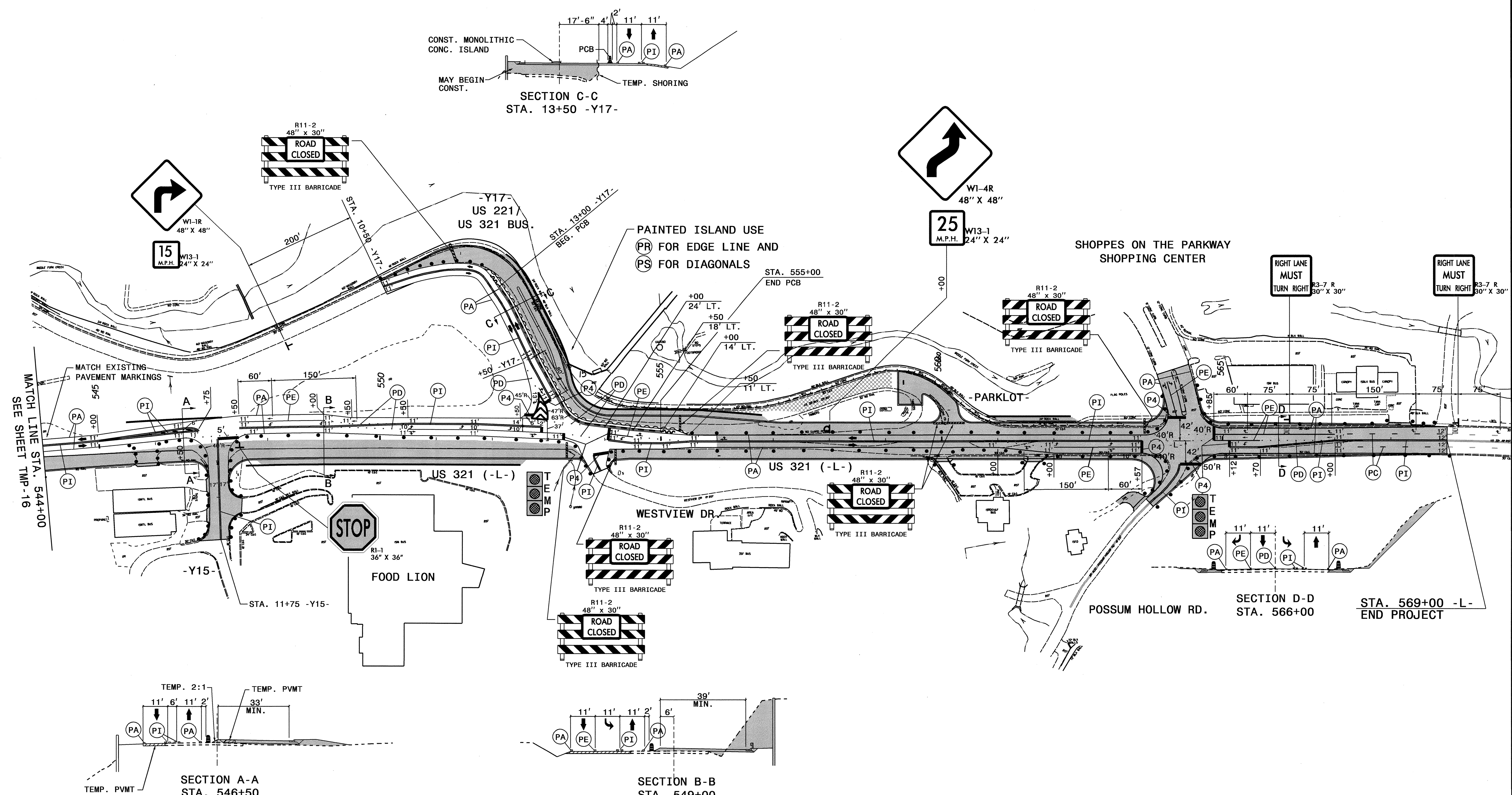
APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

SEAL

AREA I  
PHASE II

06-JUN-2010 08:05  
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 for:codwell AT 11244139





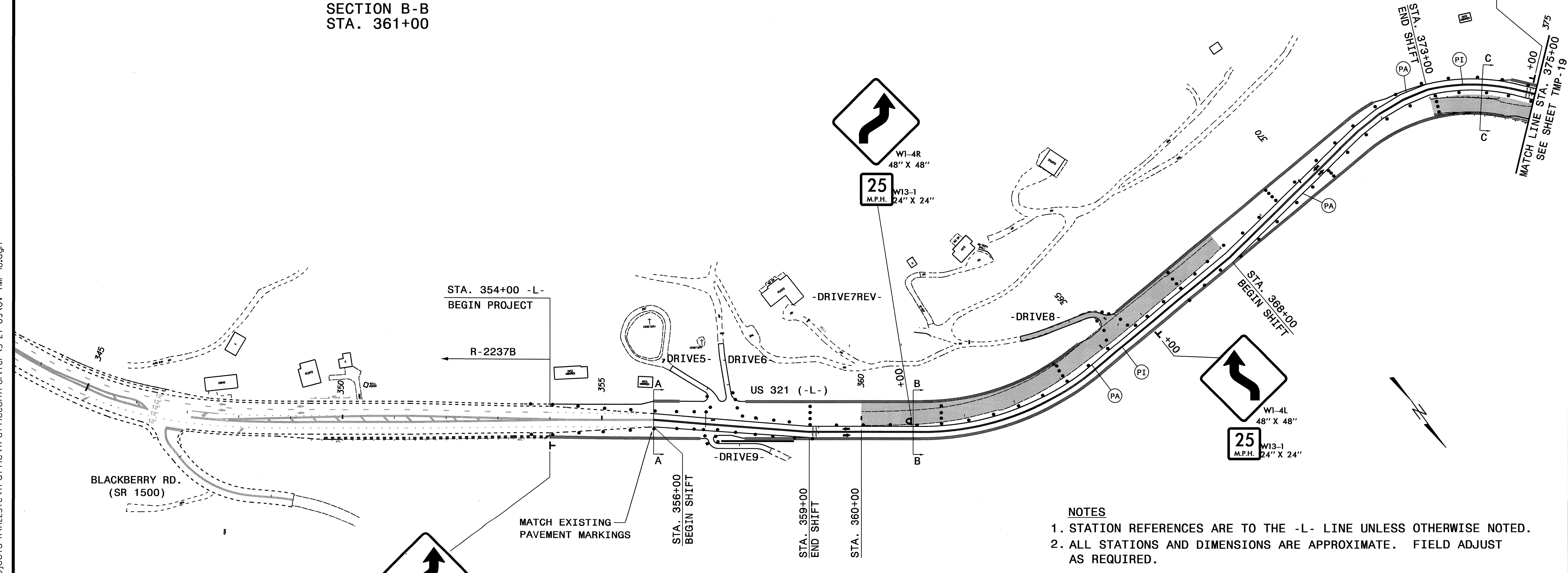
- NOTES**
1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
  2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
  3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.

APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

SEAL

**AREA I  
PHASE II**

06-JUN-2010 08:05 \\dot\dfs\00101\Proj\TIP\Projects-R\2237C-TrafficControl\TCP\5-27-09\0V-TMP-17.dgn kbroadwell AT TE244739

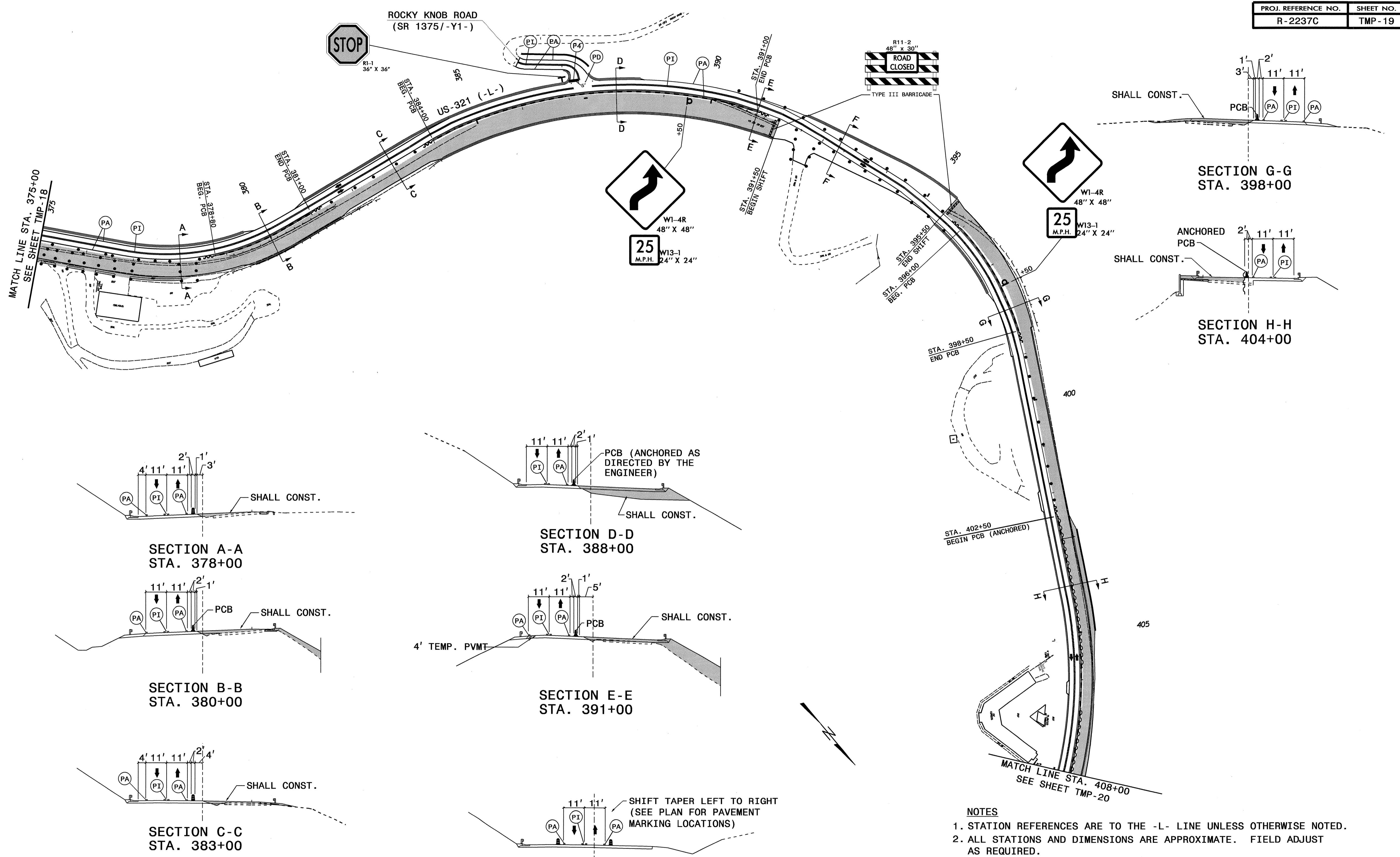


- NOTES**
1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
  2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
  3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.

APPROVED:	DATE:		<p align="center"><b>AREA II PHASE III</b></p>
	<p align="right">JUN 11</p>		

06-JUN-2011 08:05  
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 kbr\odswell AT TE244739



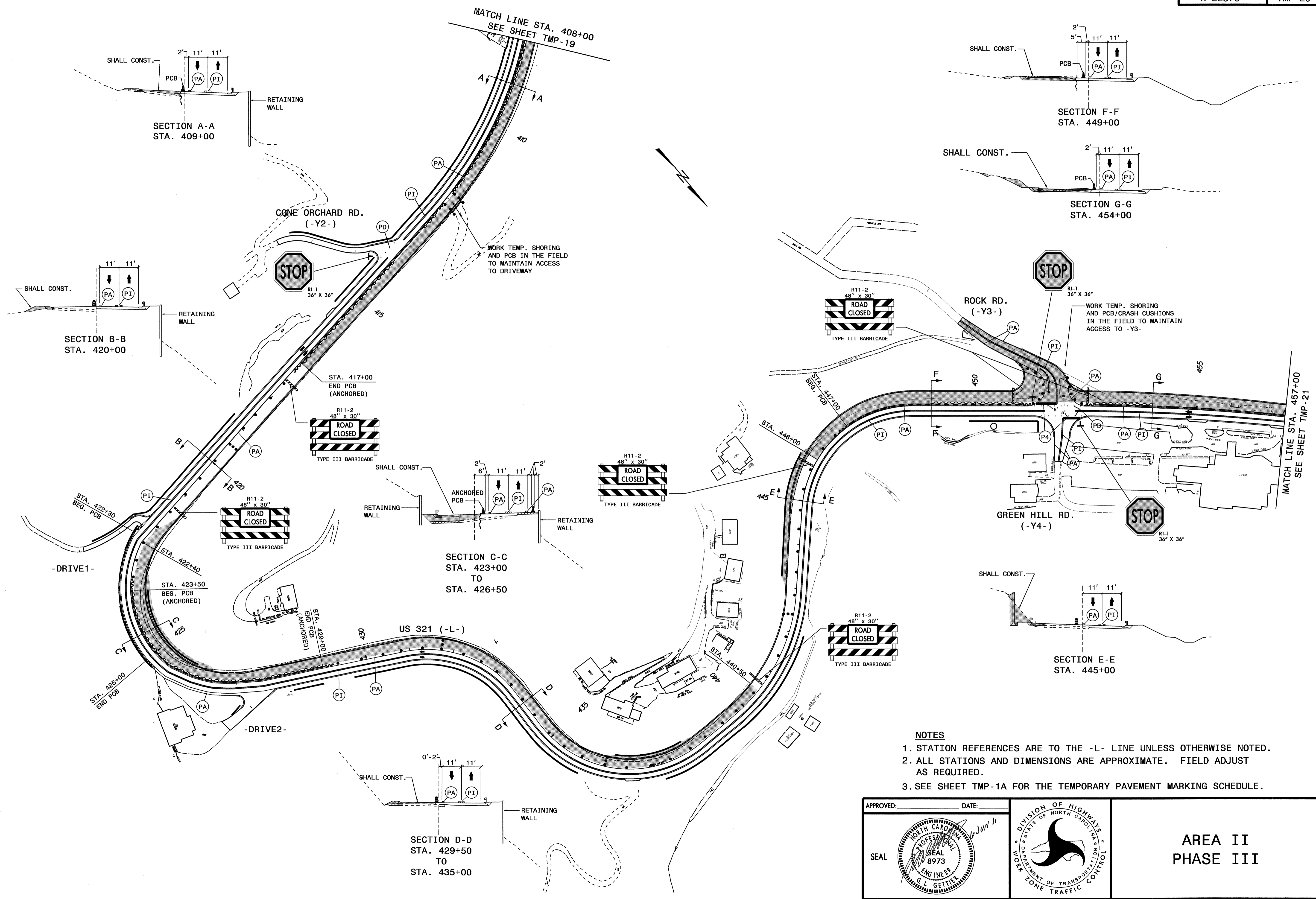


06-JUN-2011 08:05  
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 Kborodwell AT TE244739

APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

SEAL

**AREA II**  
**PHASE III**



- NOTES**
1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
  2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
  3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.

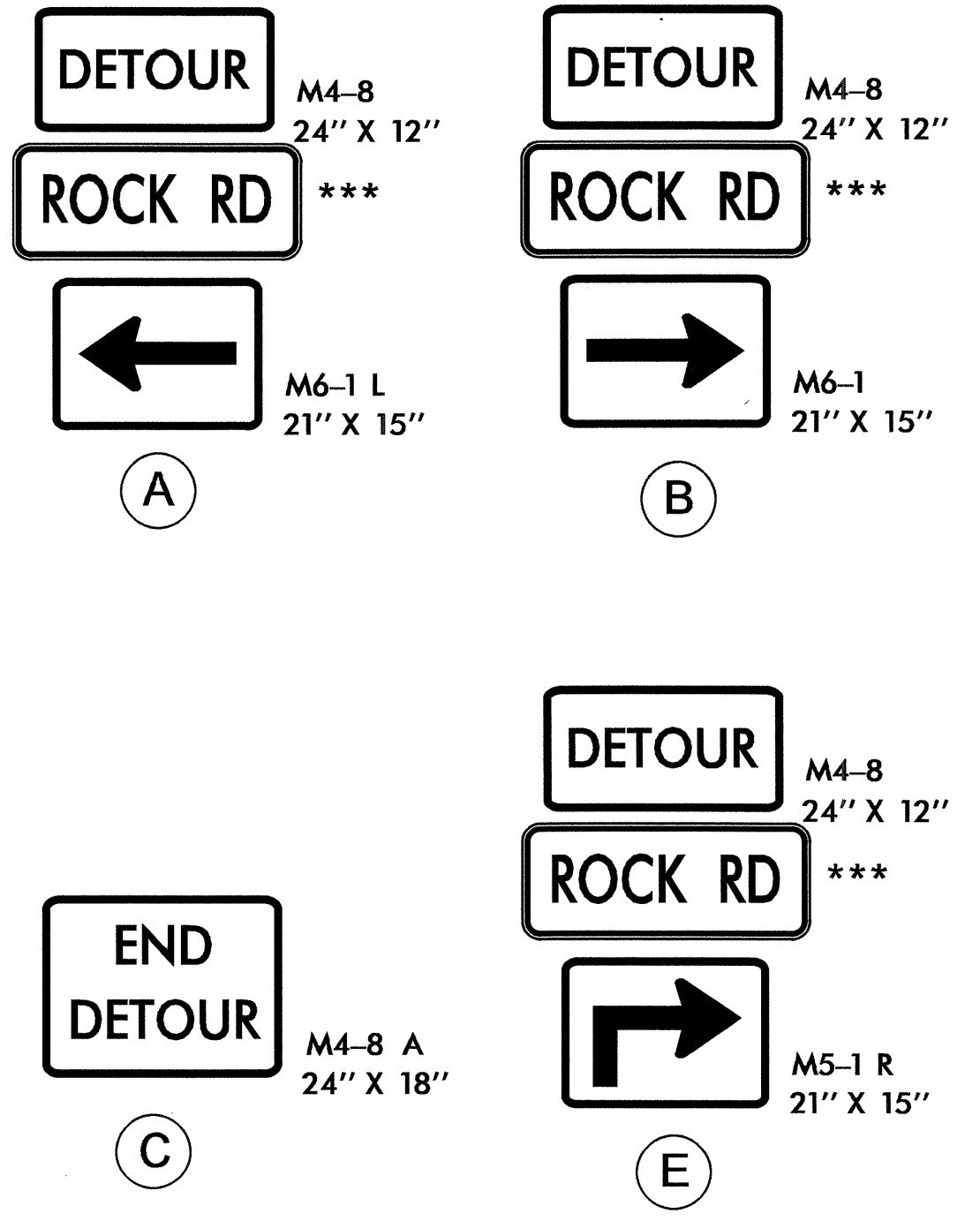
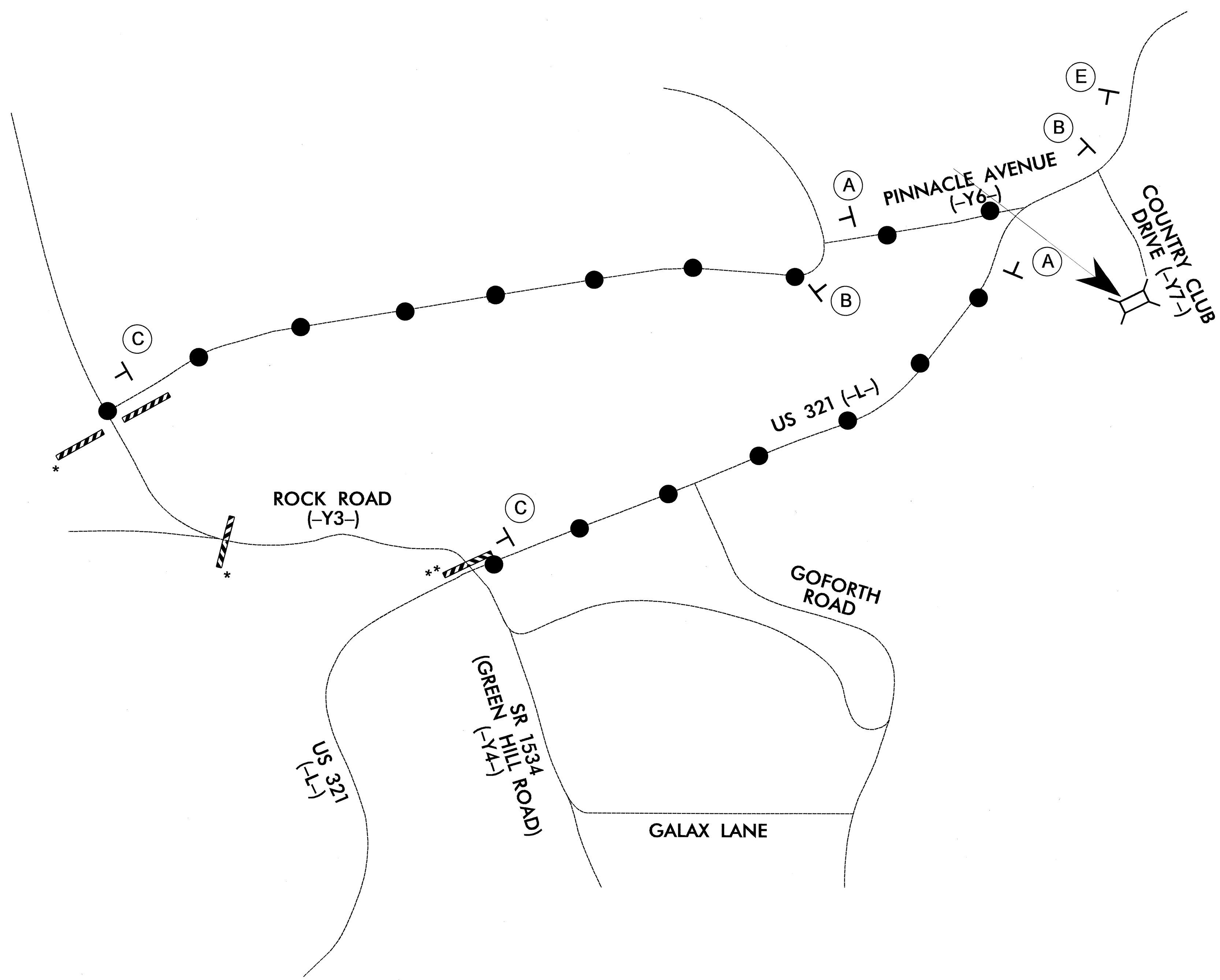
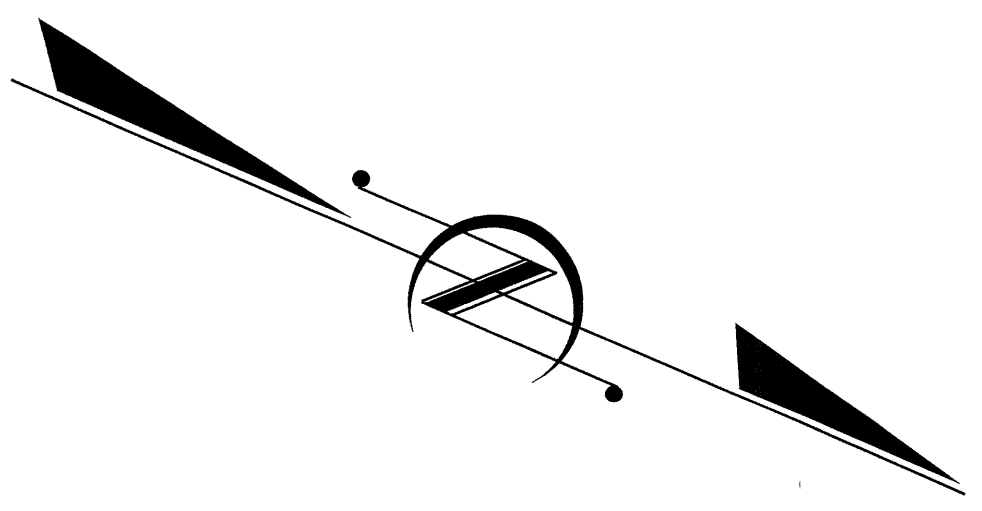
APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

SEAL

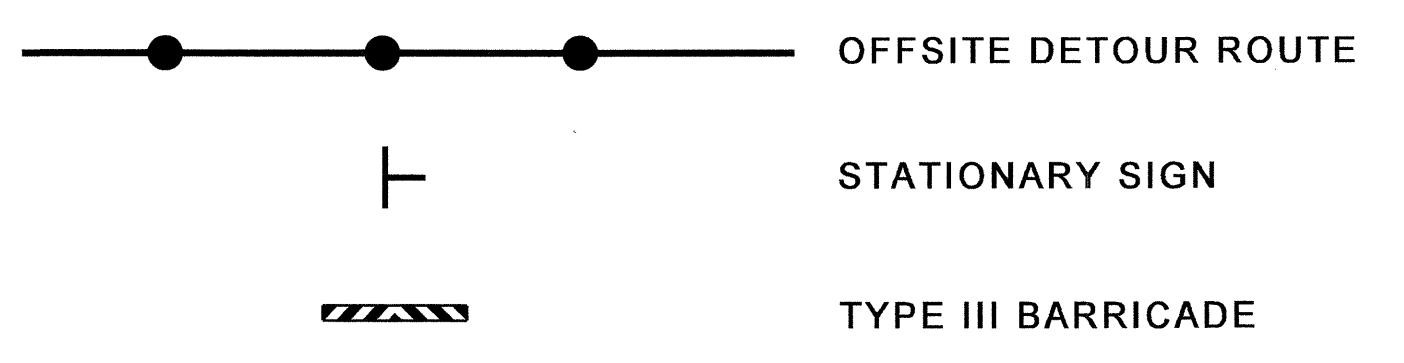
**AREA II  
PHASE III**

06-JUN-2011 08:05  
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 kbroodwell AT 1E244733





**LEGEND**

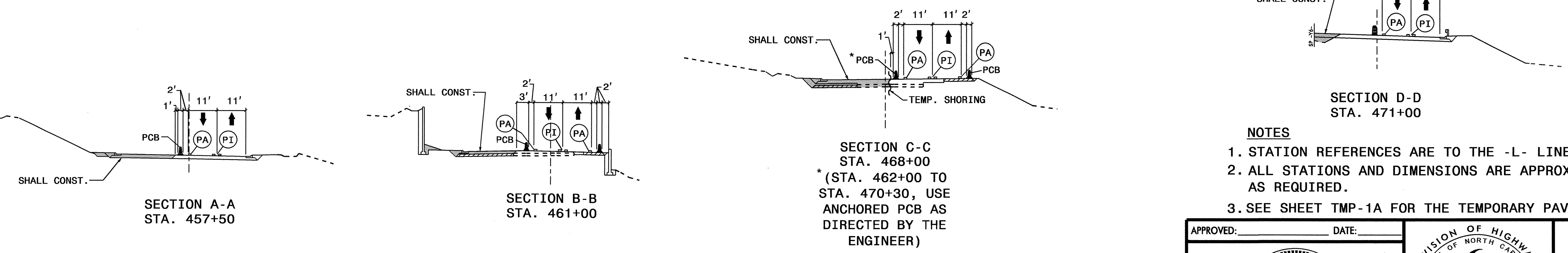
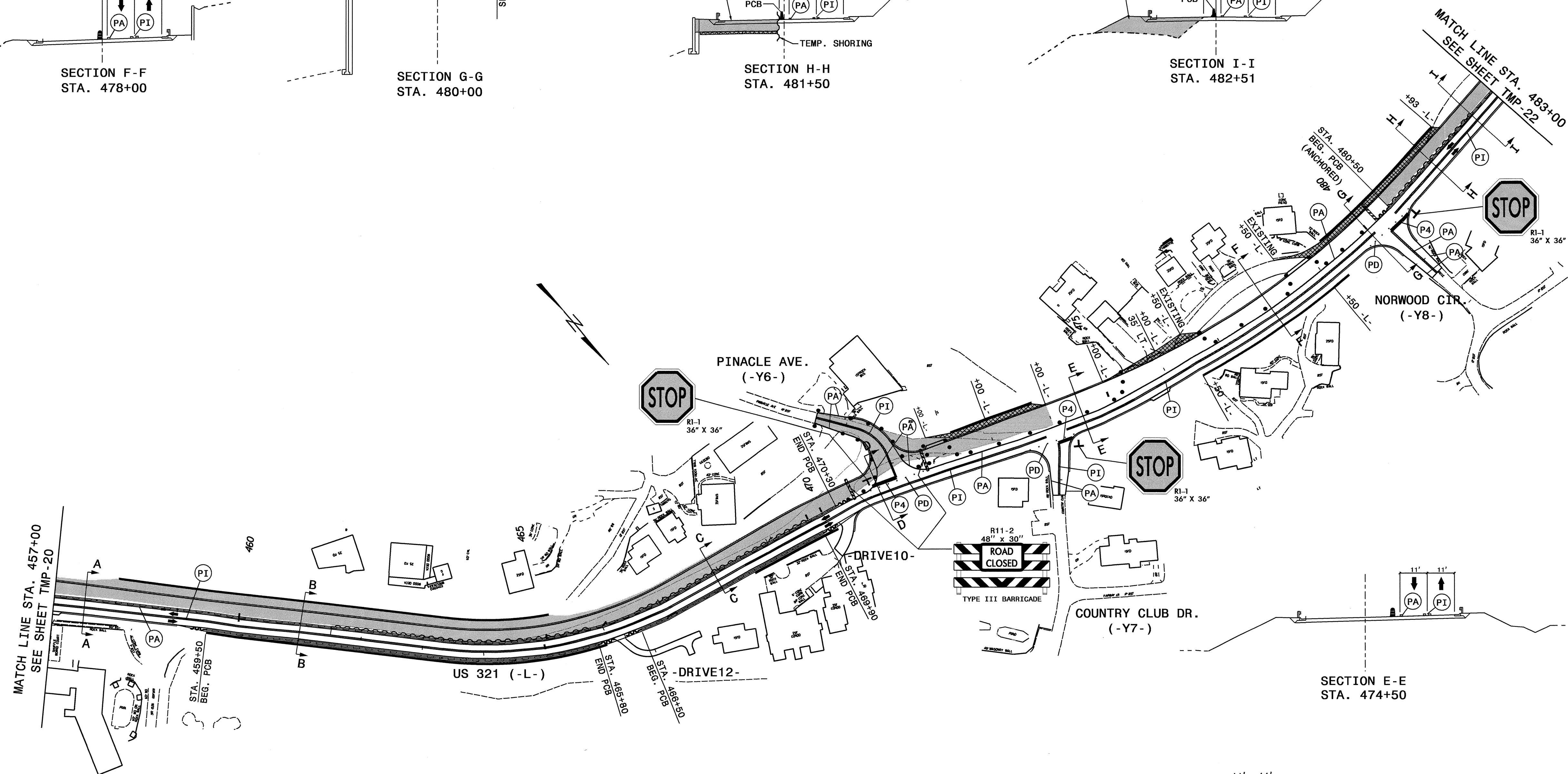
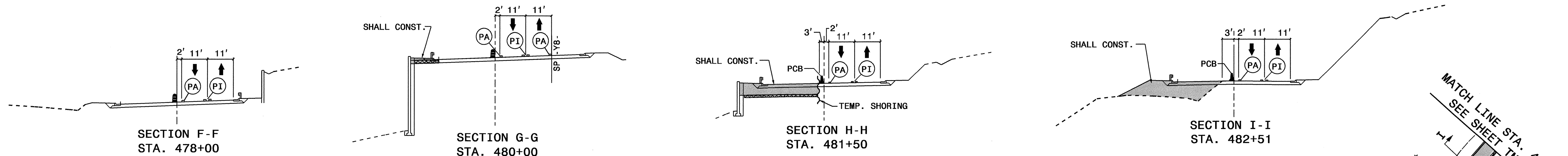


**NOTES**

- \* SEE RSD 1101.03, SHEET 1 OF 9, FOR ADDITIONAL WORK ZONE SIGNS AND LOCATIONS.
- \*\* SEE RSD 1101.03, SHEET 2 OF 9, FOR ADDITIONAL WORK ZONE SIGNS AND LOCATIONS.
- \*\*\* SEE SHEETS TMP-2H & 2I FOR DETOUR SIGN DESIGN.
- ALL DETOUR SIGN LOCATIONS ARE APPROXIMATE.
- ALL DETOUR SIGNS ARE BLACK ON ORANGE AND PAID FOR AS WORK ZONE STATIONARY SIGNS.

06-JUN-2011 08:04  
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 Kborodwell AT TE244739

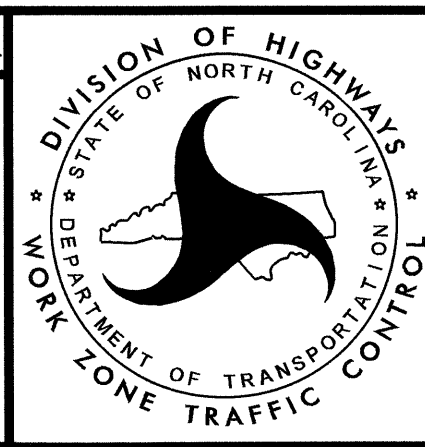
APPROVED: _____ 	DATE: JUN 11	<p><b>ROCK ROAD (-Y3-) DETOUR</b></p>
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- NOTES**
1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
  2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
  3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.

APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

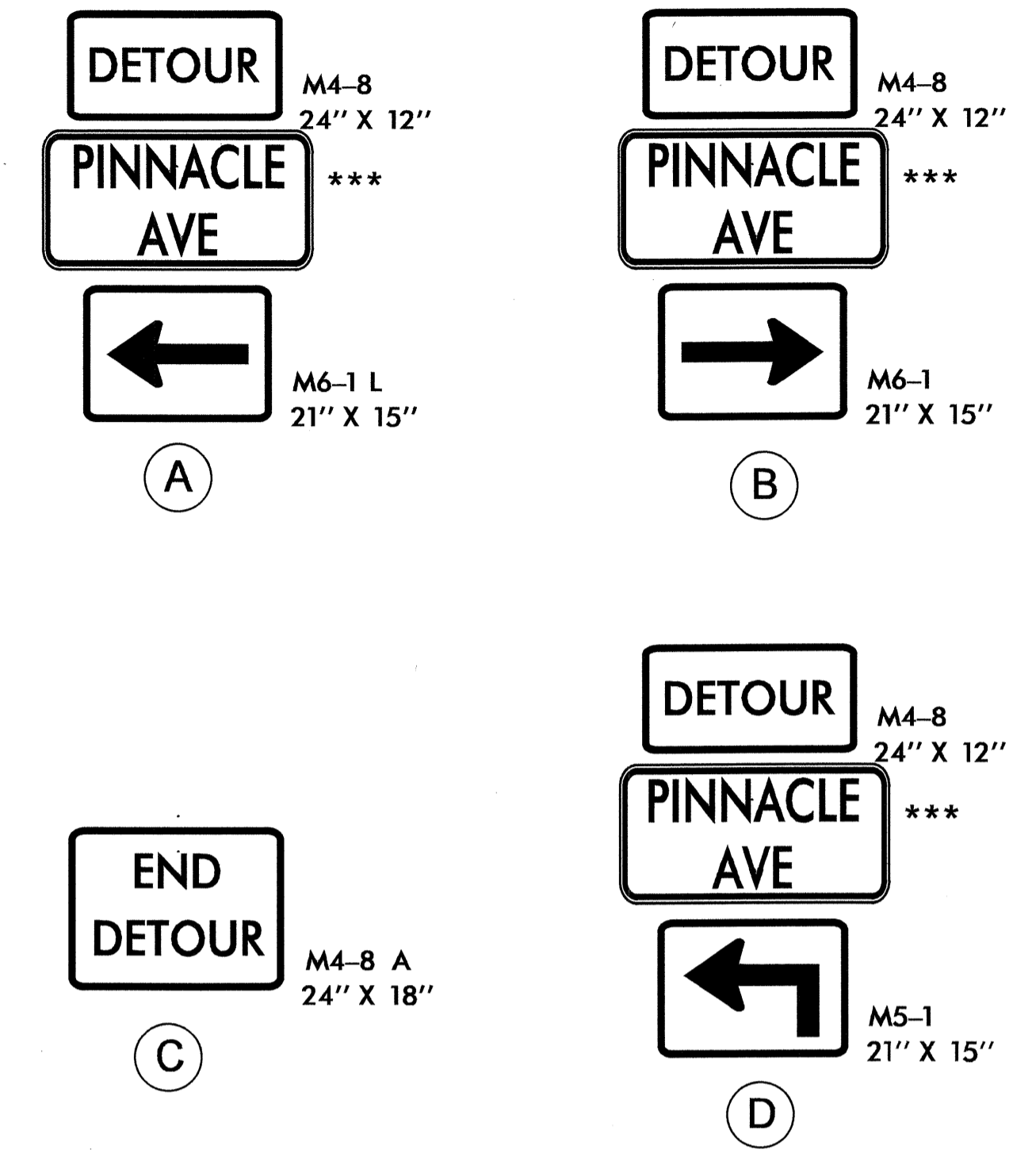
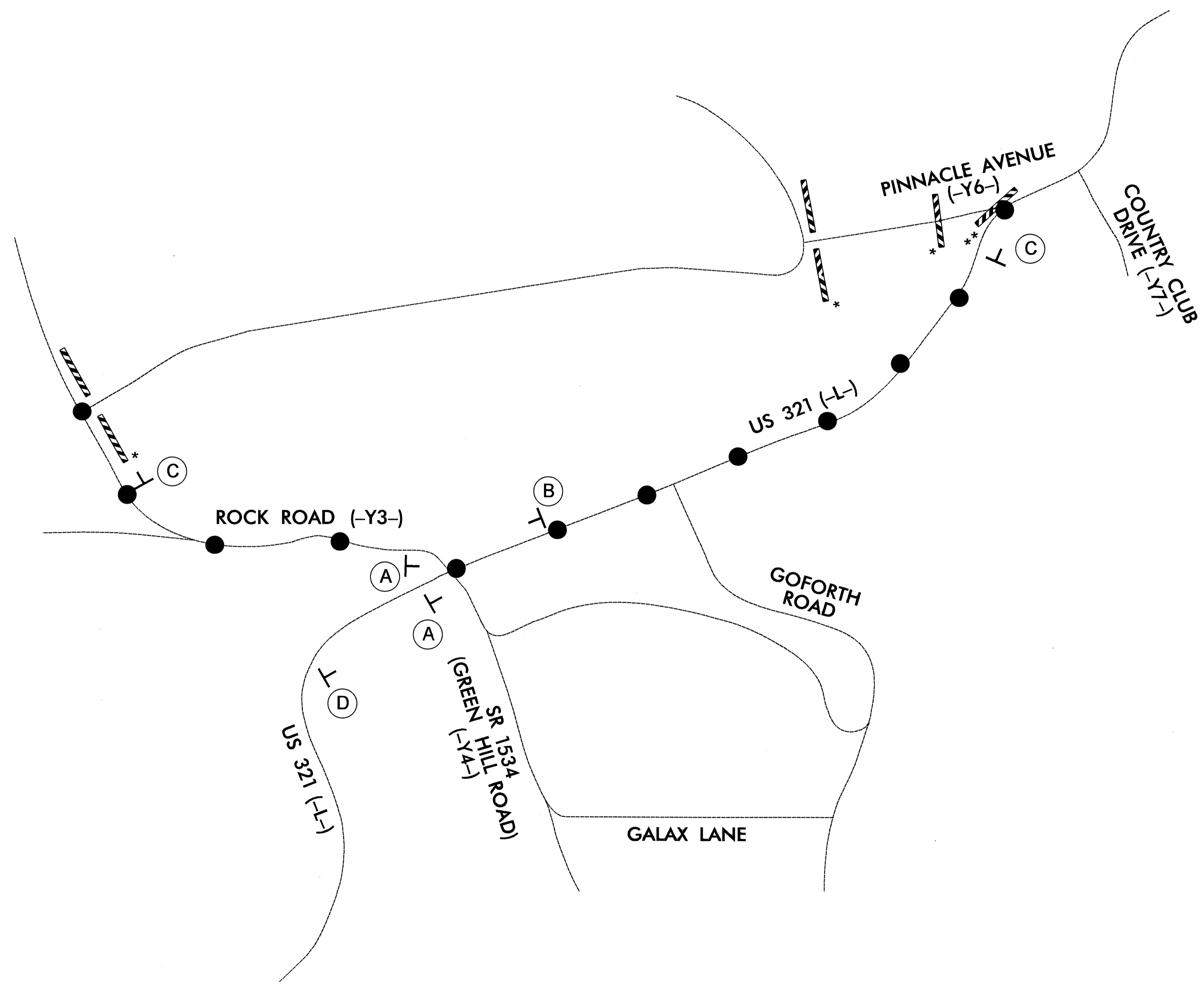
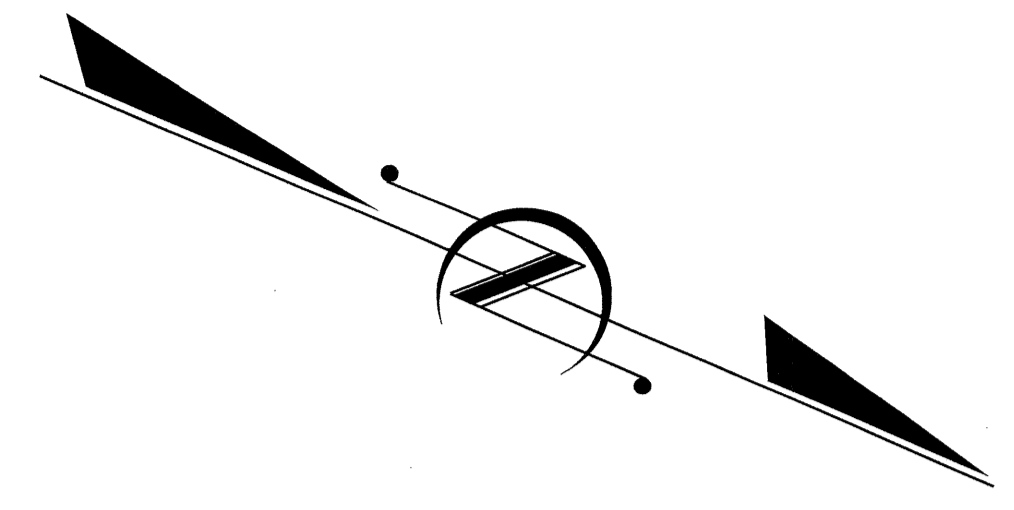
SEAL



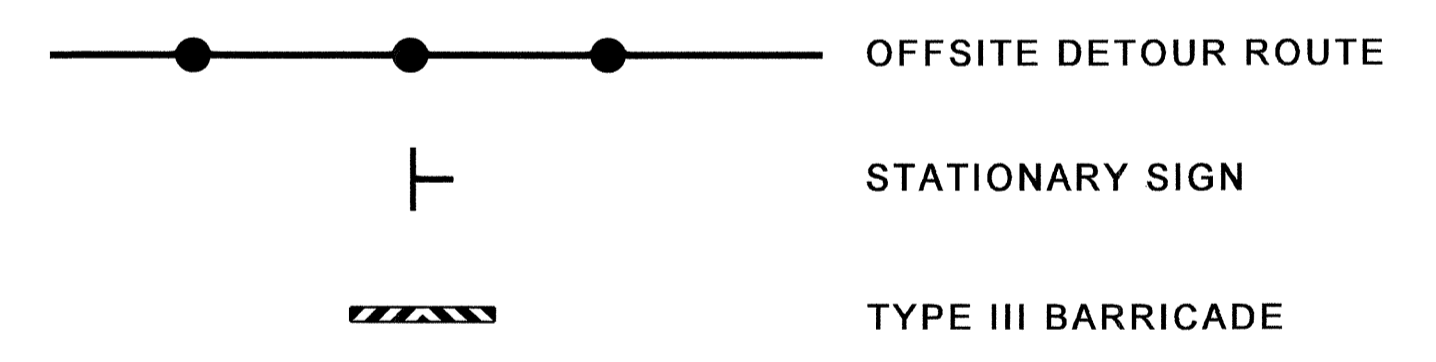
**AREA II  
 PHASE III**

06-JUN-2011 08:04  
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 kbroodwell AT 1E244733





**LEGEND**

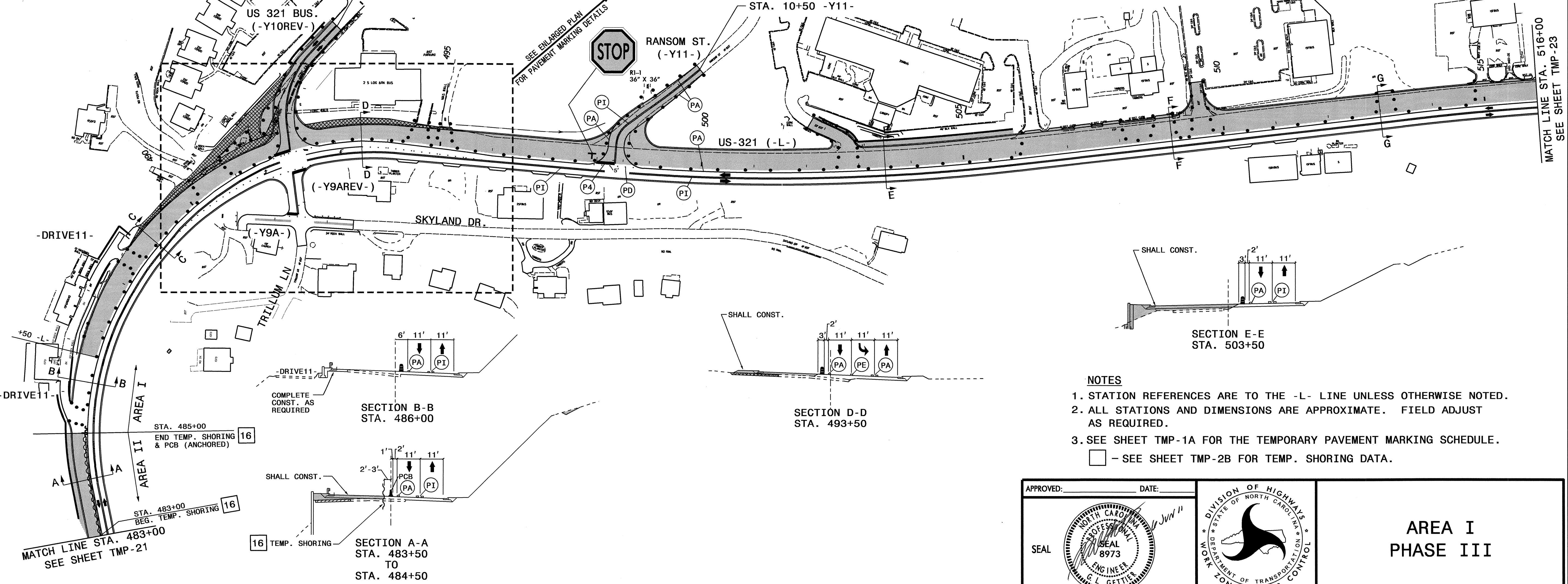
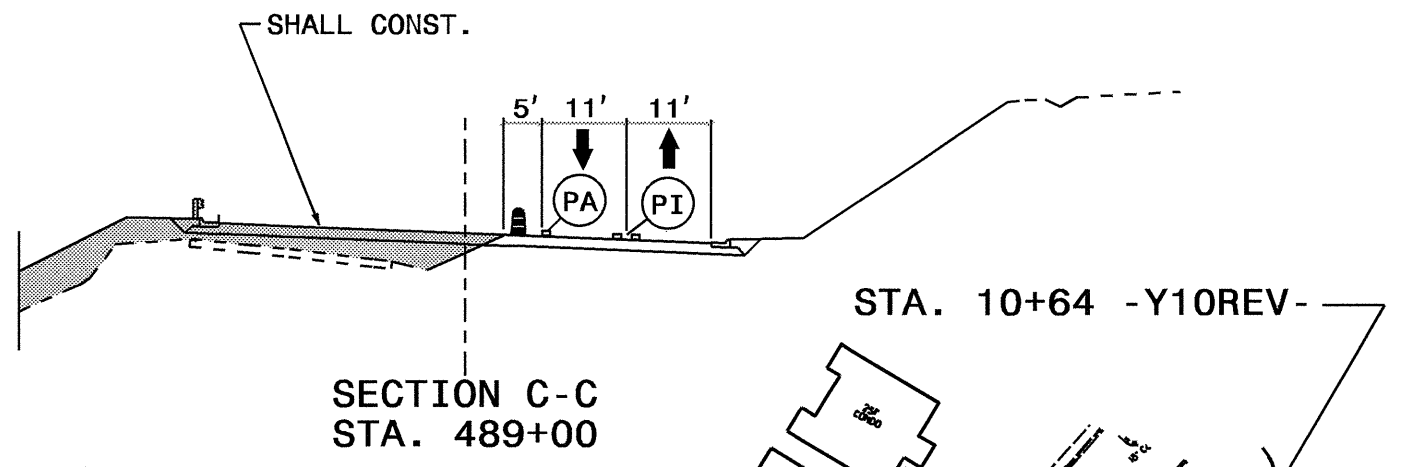
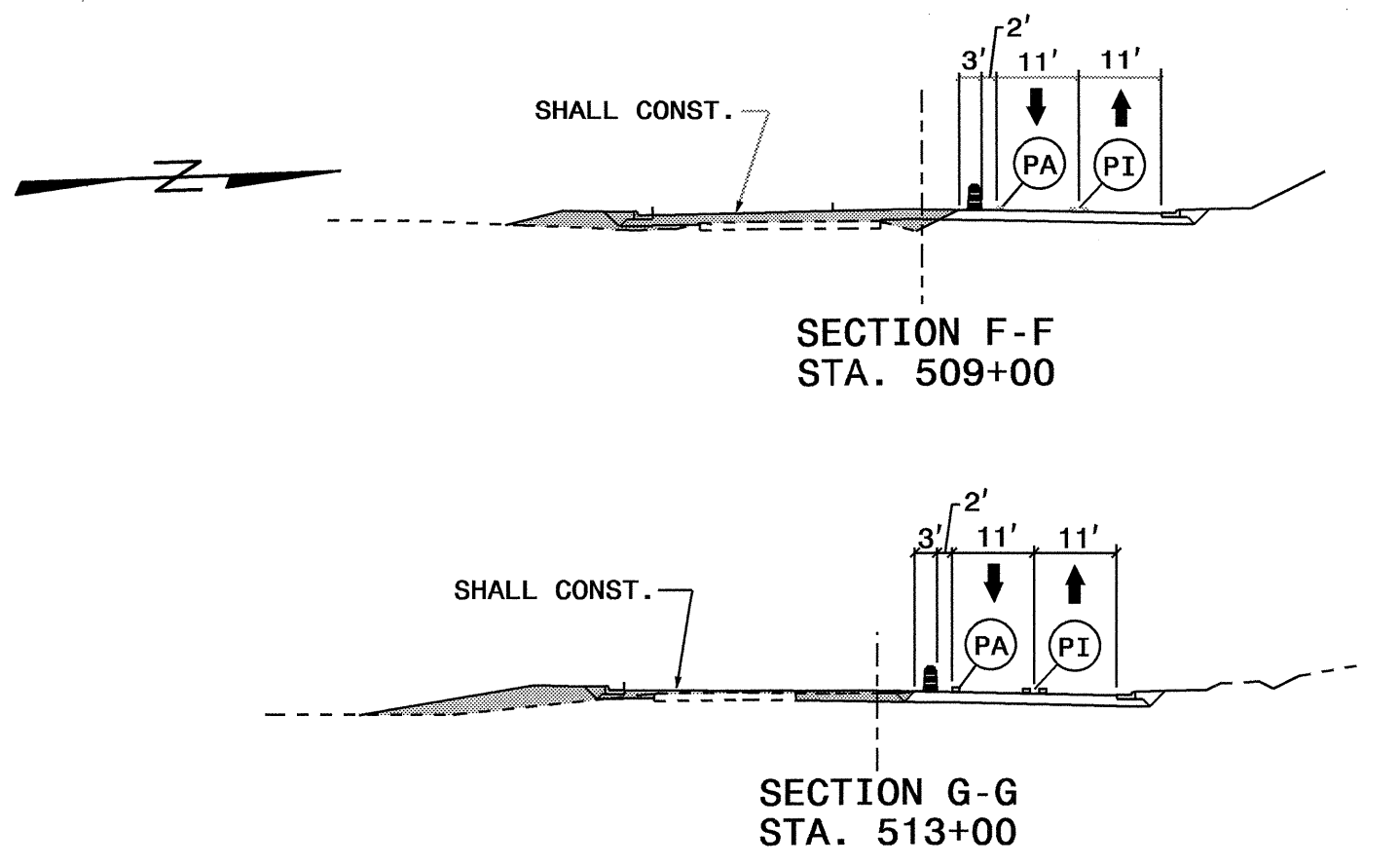
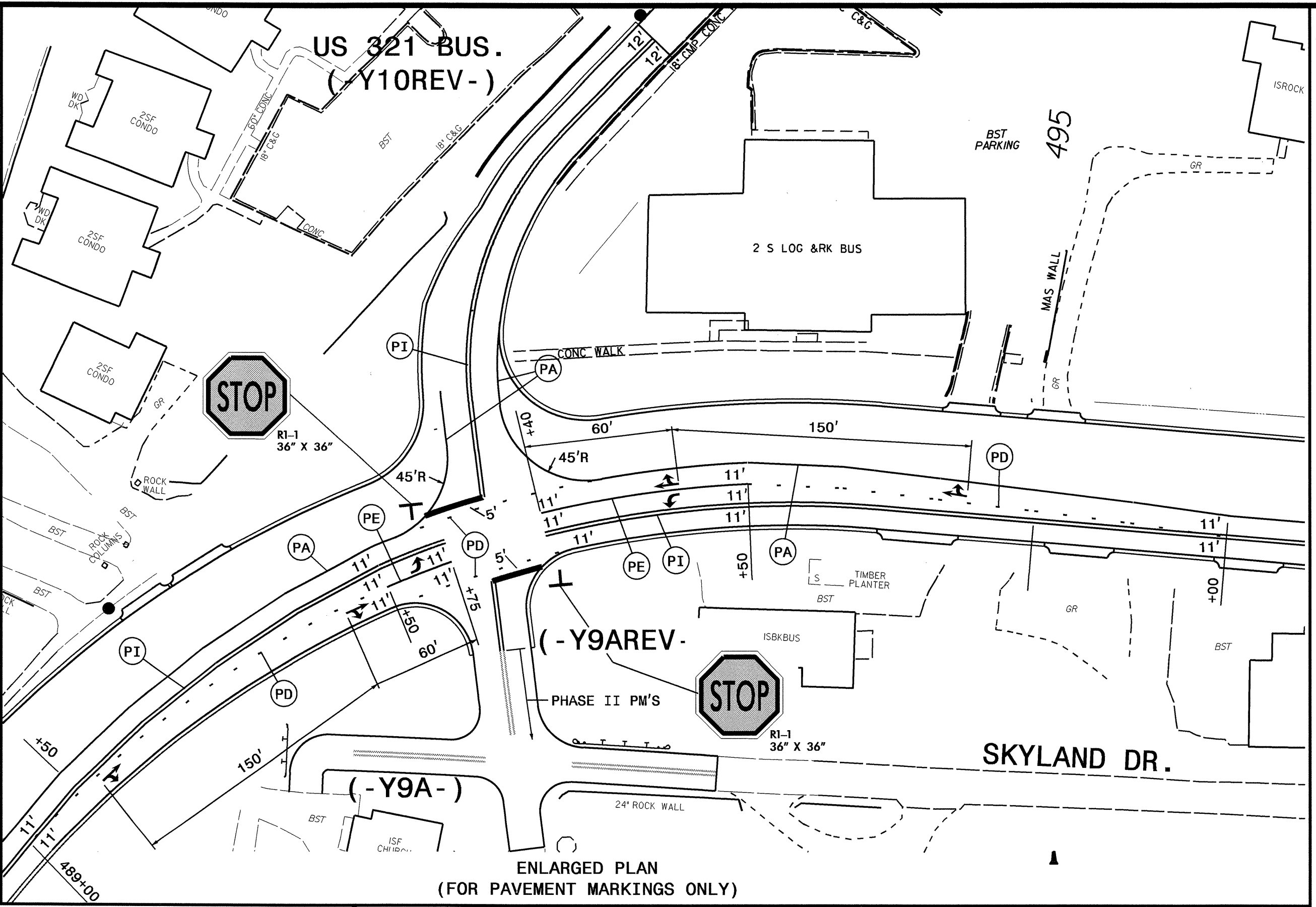


**NOTES**

- \* SEE RSD 1101.03, SHEET 1 OF 9, FOR ADDITIONAL WORK ZONE SIGNS AND LOCATIONS.
- \*\* SEE RSD 1101.03, SHEET 2 OF 9, FOR ADDITIONAL WORK ZONE SIGNS AND LOCATIONS.
- \*\*\* SEE SHEETS TMP-2H & 2I FOR DETOUR SIGN DESIGN.
- ALL DETOUR SIGN LOCATIONS ARE APPROXIMATE.
- ALL DETOUR SIGNS ARE BLACK ON ORANGE AND PAID FOR AS WORK ZONE STATIONARY SIGNS.

06-JUN-2011 08:04  
 \\dot\dfs\09101\Proj\TIP\Projects-R\R2237C\TrafficControl\TCP\5-27-09\0V-TMP-detour.s.dgn  
 Kbrodwell AT 1E244739

APPROVED: _____ DATE: _____			<b>PINNACLE AVENUE (-Y6-) DETOUR</b>
SEAL			



**NOTES**

1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
  2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
  3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.
- - SEE SHEET TMP-2B FOR TEMP. SHORING DATA.

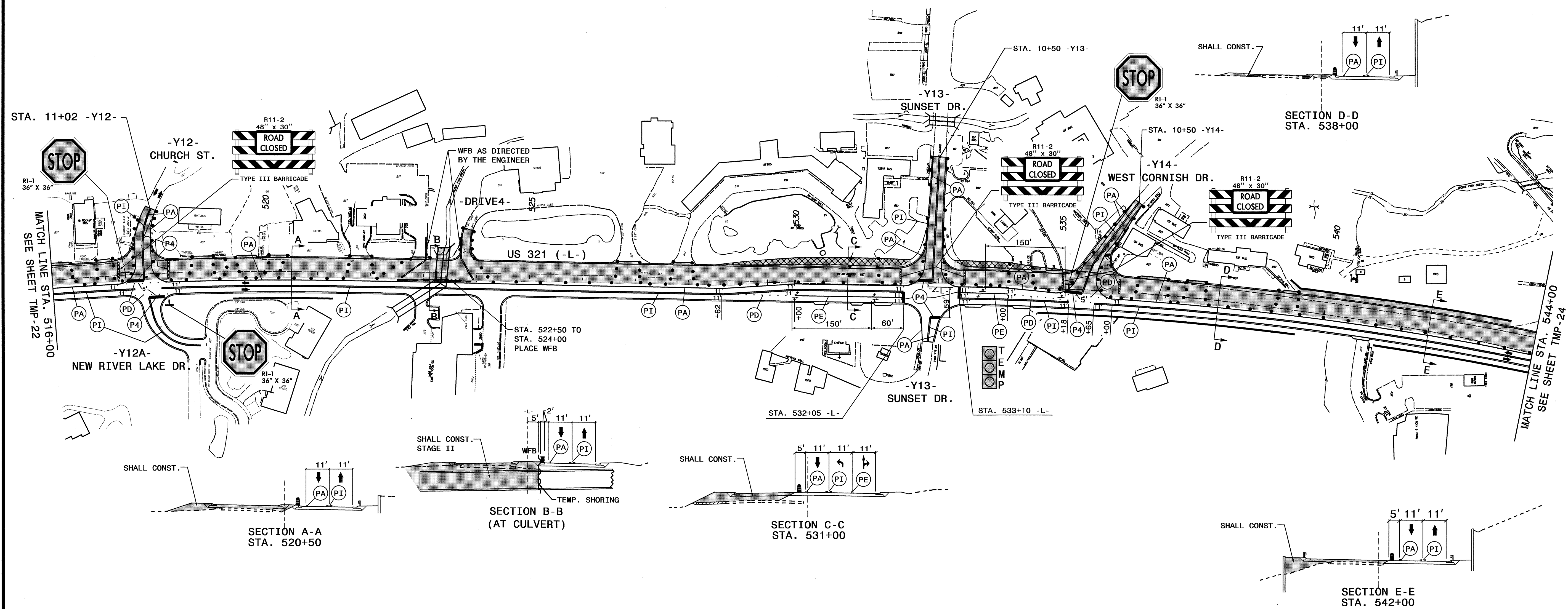
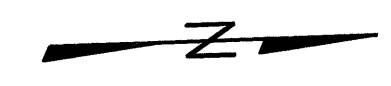
APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

**AREA I  
PHASE III**

06-JUN-2010 08:04  
 \\dot\dfs\001\p\proj\N\TIP\Projects\R\2237C\TrafficControl\TCP\5-27-09\0V-TMP-22.dgn  
 Kbrodwell AT 12:44:13







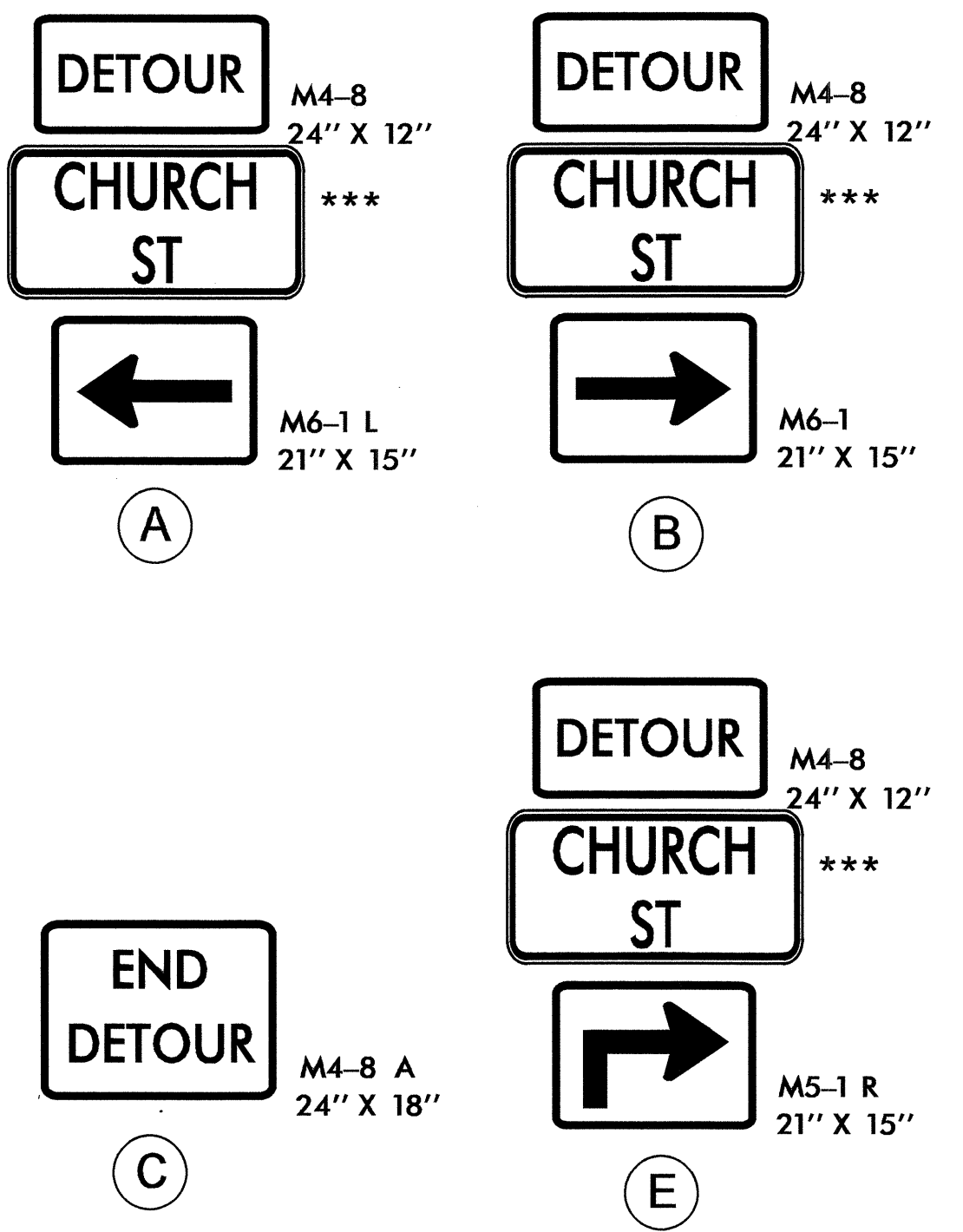
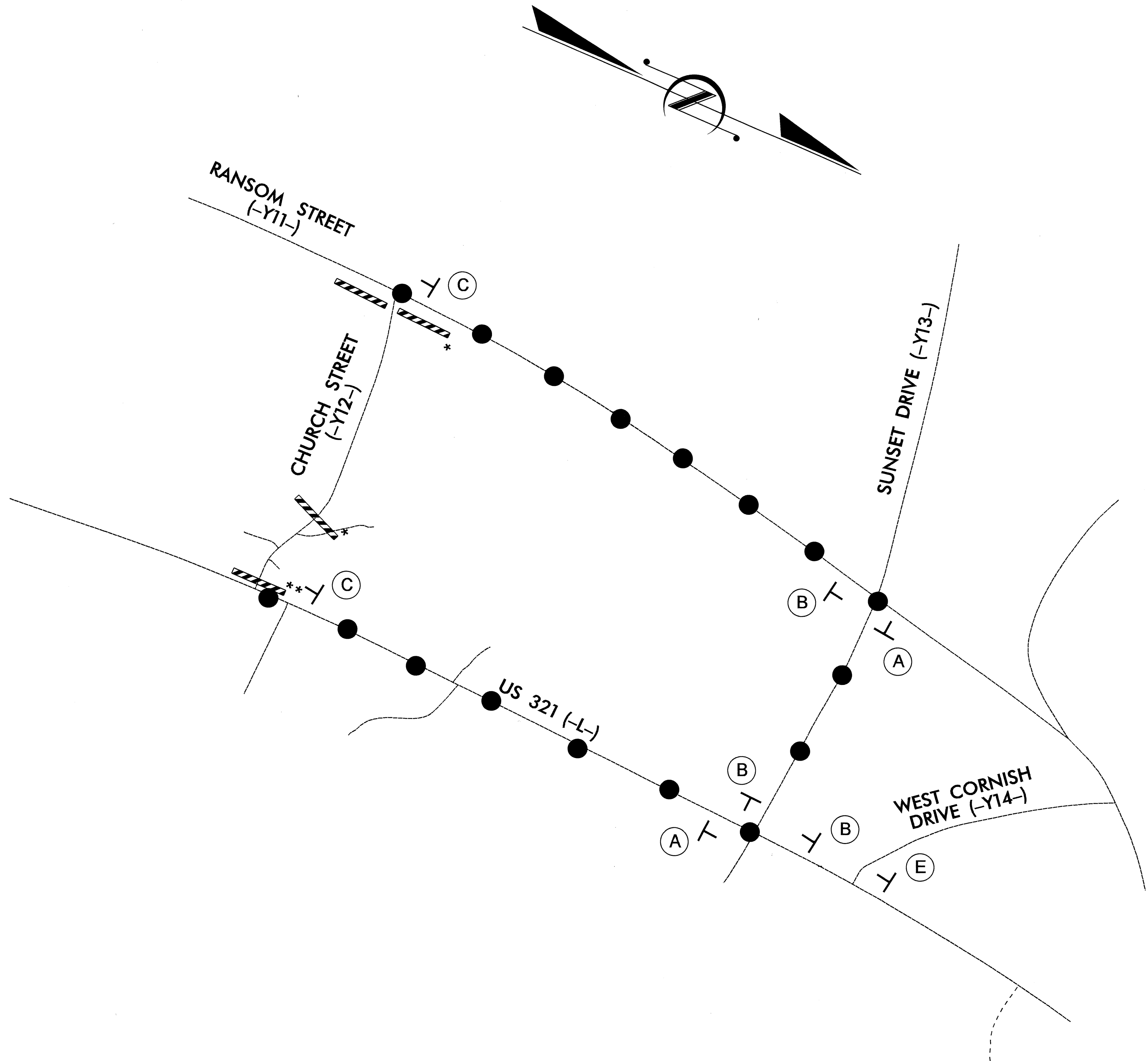
**NOTES**

1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.

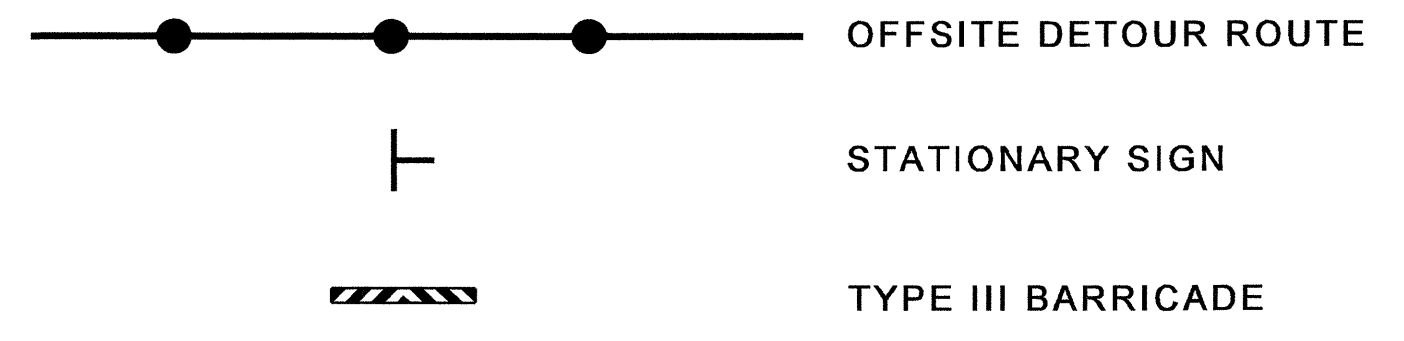
06-JUN-2010 08:03  
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 kbr\codwell AT 11/24/10

APPROVED: _____ DATE: _____		<b>AREA I PHASE III</b>





**LEGEND**

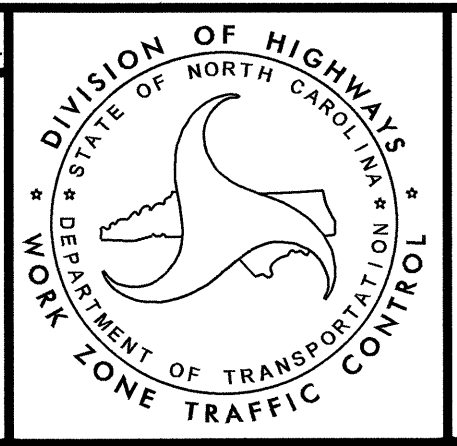


**NOTES**

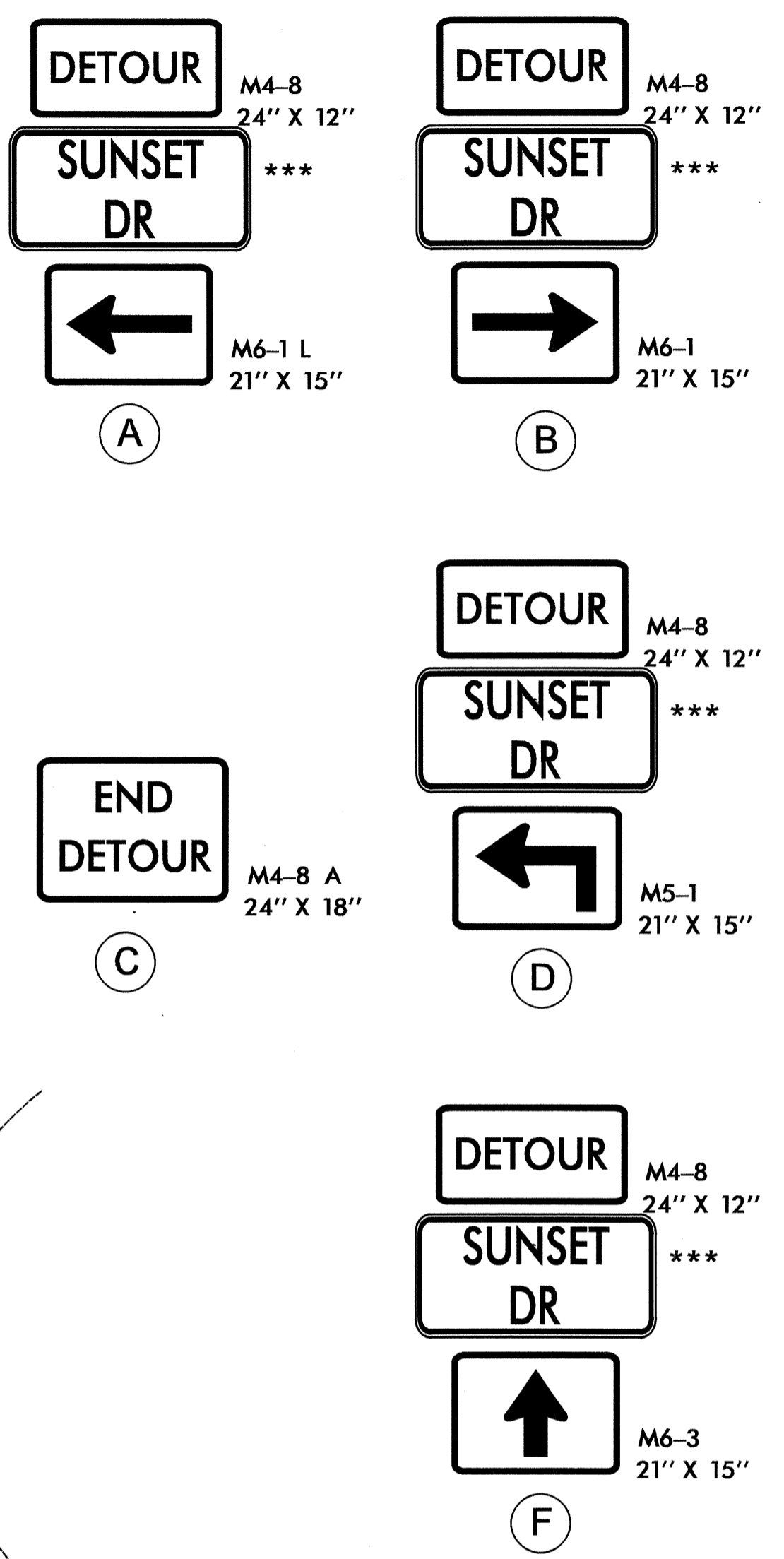
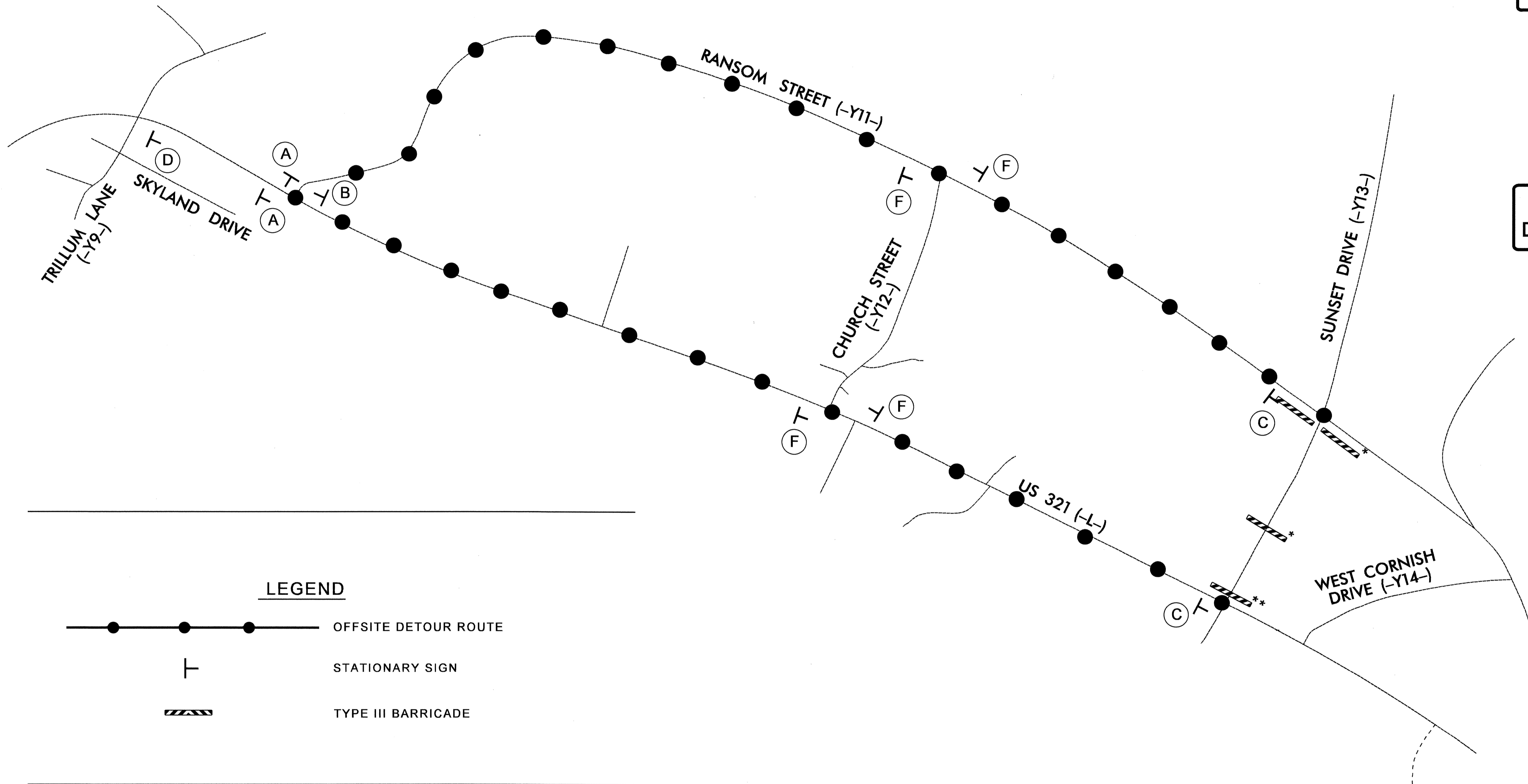
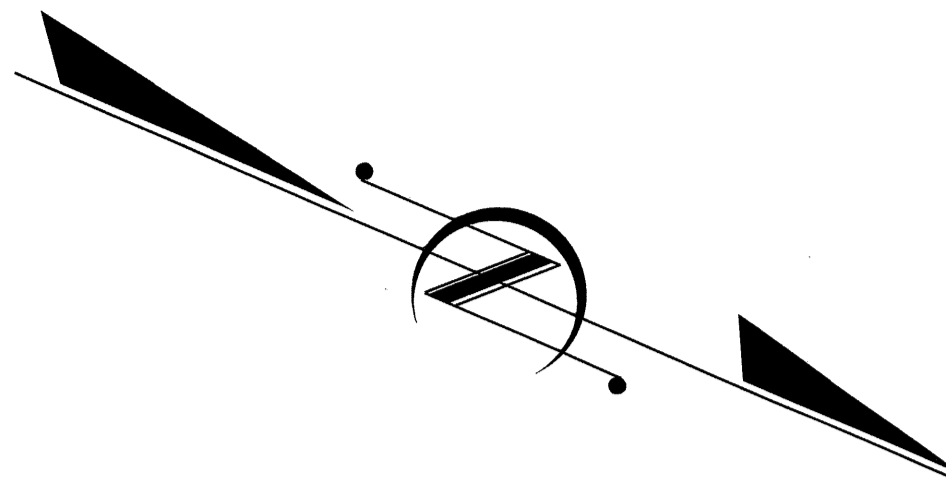
- \* SEE RSD 1101.03, SHEET 1 OF 9, FOR ADDITIONAL WORK ZONE SIGNS AND LOCATIONS.
- \*\* SEE RSD 1101.03, SHEET 2 OF 9, FOR ADDITIONAL WORK ZONE SIGNS AND LOCATIONS.
- \*\*\* SEE SHEETS TMP-2H & 2I FOR DETOUR SIGN DESIGN.
- ALL DETOUR SIGN LOCATIONS ARE APPROXIMATE.
- ALL DETOUR SIGNS ARE BLACK ON ORANGE AND PAID FOR AS WORK ZONE STATIONARY SIGNS.

06-JUN-2011 08:03  
 \\dot\dfs\00\Proj\TIP\Projects-R\R2237C\TrafficControl\TCP\5-27-09\0V-TMP-detours.dgn  
 Kbroodwell AT TE244739

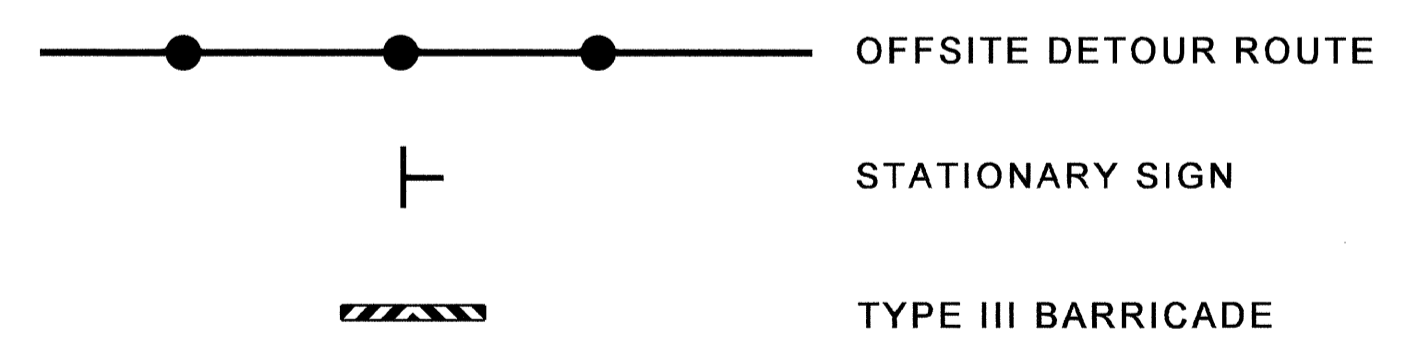
APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_



**CHURCH STREET (-Y12-) DETOUR**



**LEGEND**



**NOTES**

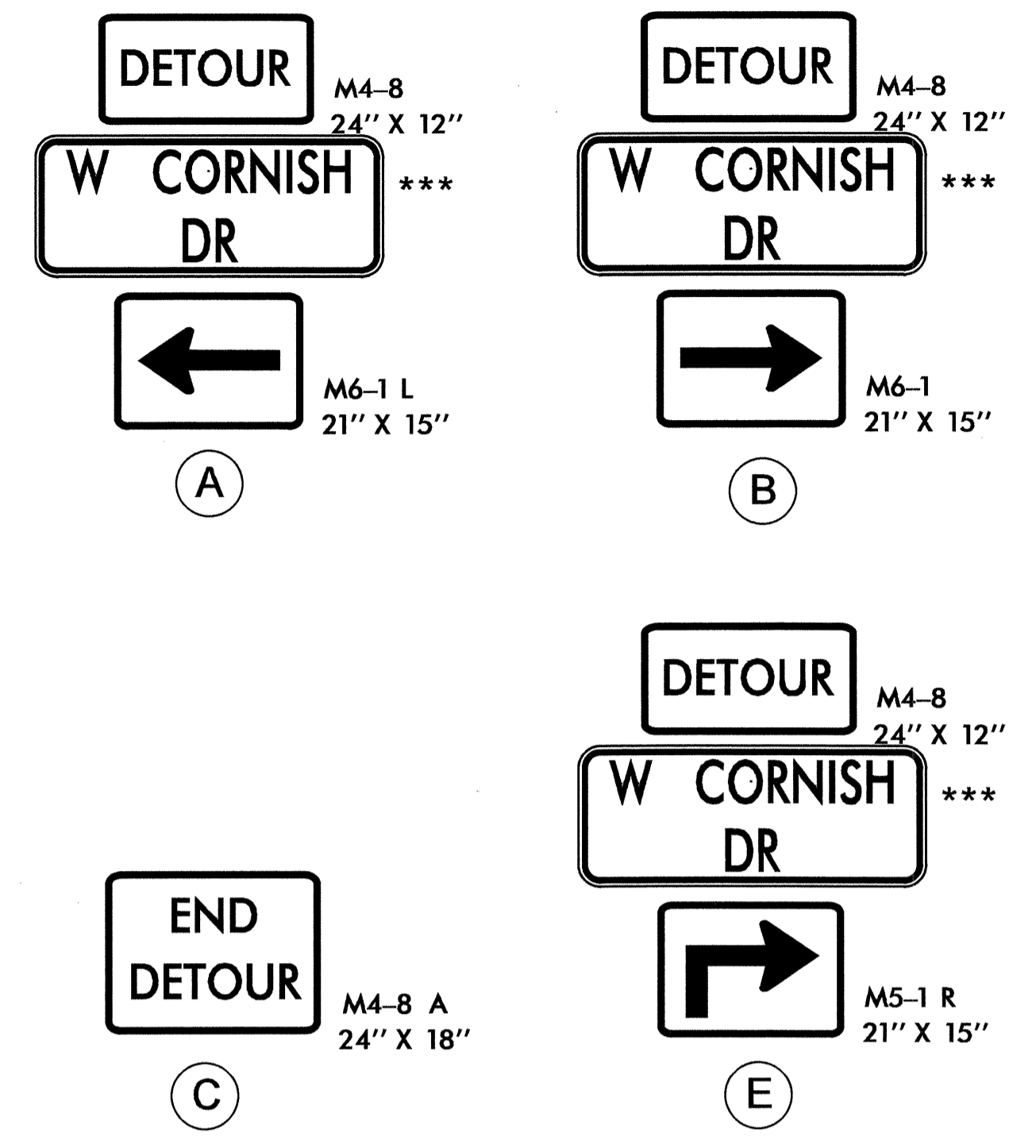
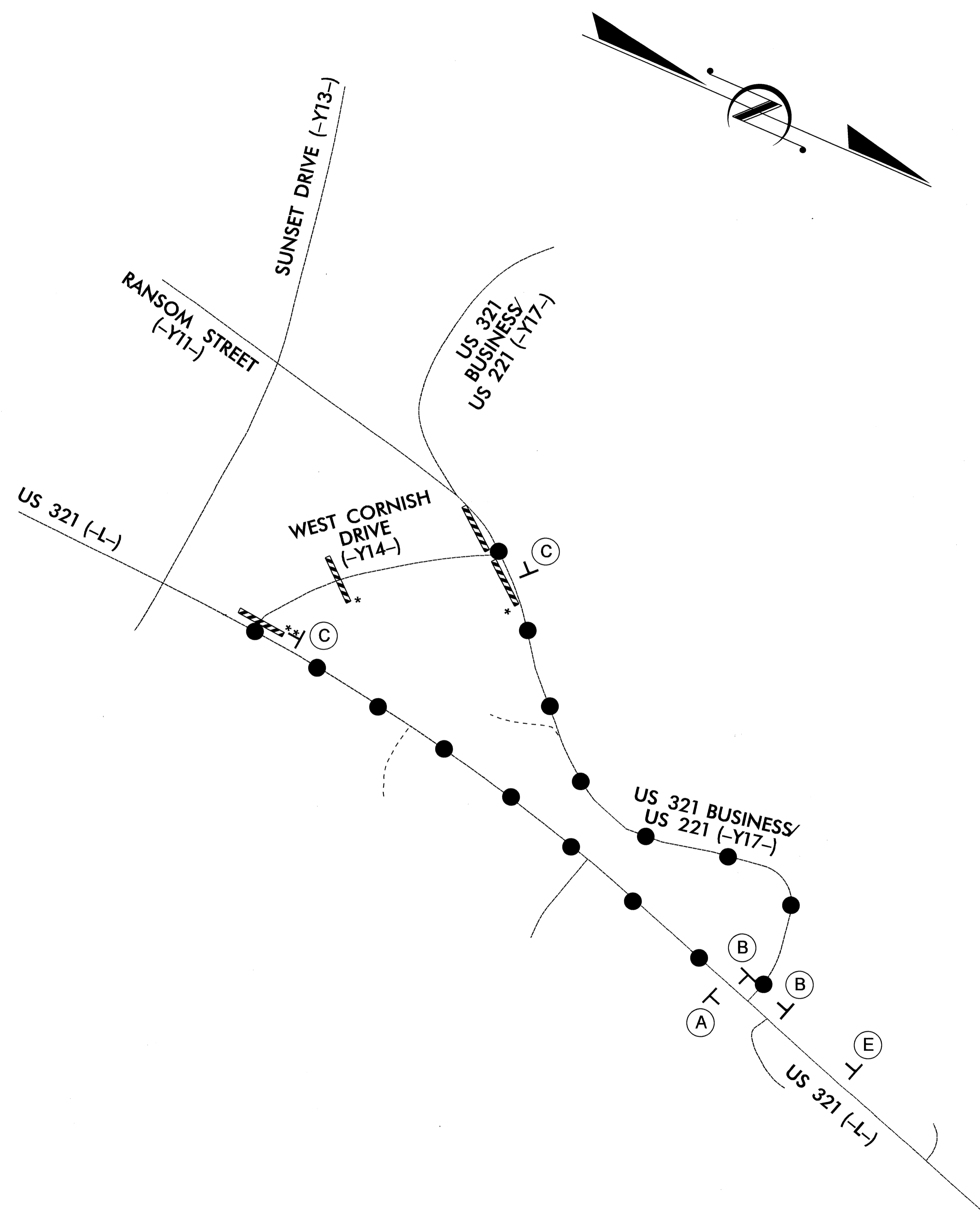
- \* SEE RSD 1101.03, SHEET 1 OF 9, FOR ADDITIONAL WORK ZONE SIGNS AND LOCATIONS.
- \*\* SEE RSD 1101.03, SHEET 2 OF 9, FOR ADDITIONAL WORK ZONE SIGNS AND LOCATIONS.
- \*\*\* SEE SHEETS TMP-2H & 2I FOR DETOUR SIGN DESIGN.
- ALL DETOUR SIGN LOCATIONS ARE APPROXIMATE.
- ALL DETOUR SIGNS ARE BLACK ON ORANGE AND PAID FOR AS WORK ZONE STATIONARY SIGNS.

06-JUN-2011 08:03 \\dot\dfsroot\01\Proj\TIP\Projects\R2237C\Traffic\TrafficControl\TCP\5-27-09\0V-TMP-detours.dgn kbroodwell AT 1E244739

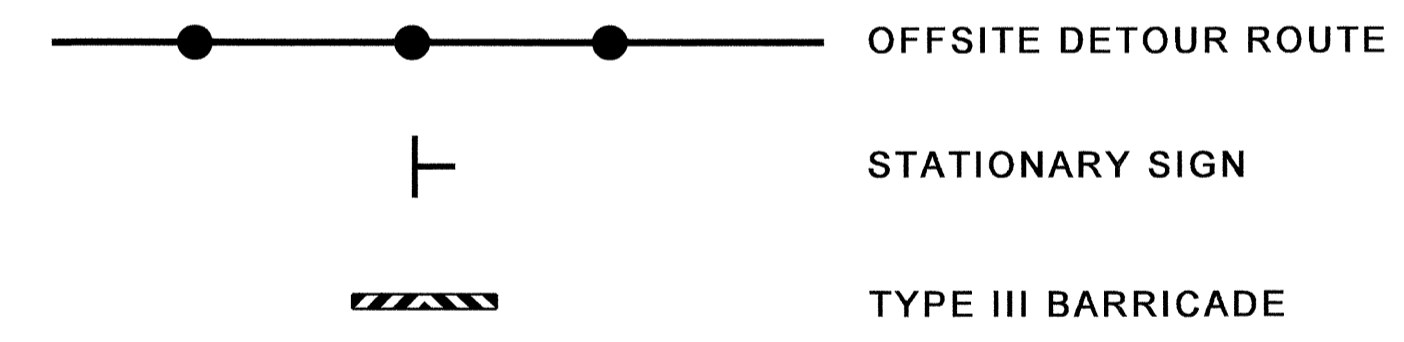
APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

**SUNSET DRIVE (-Y13-) DETOUR**





**LEGEND**



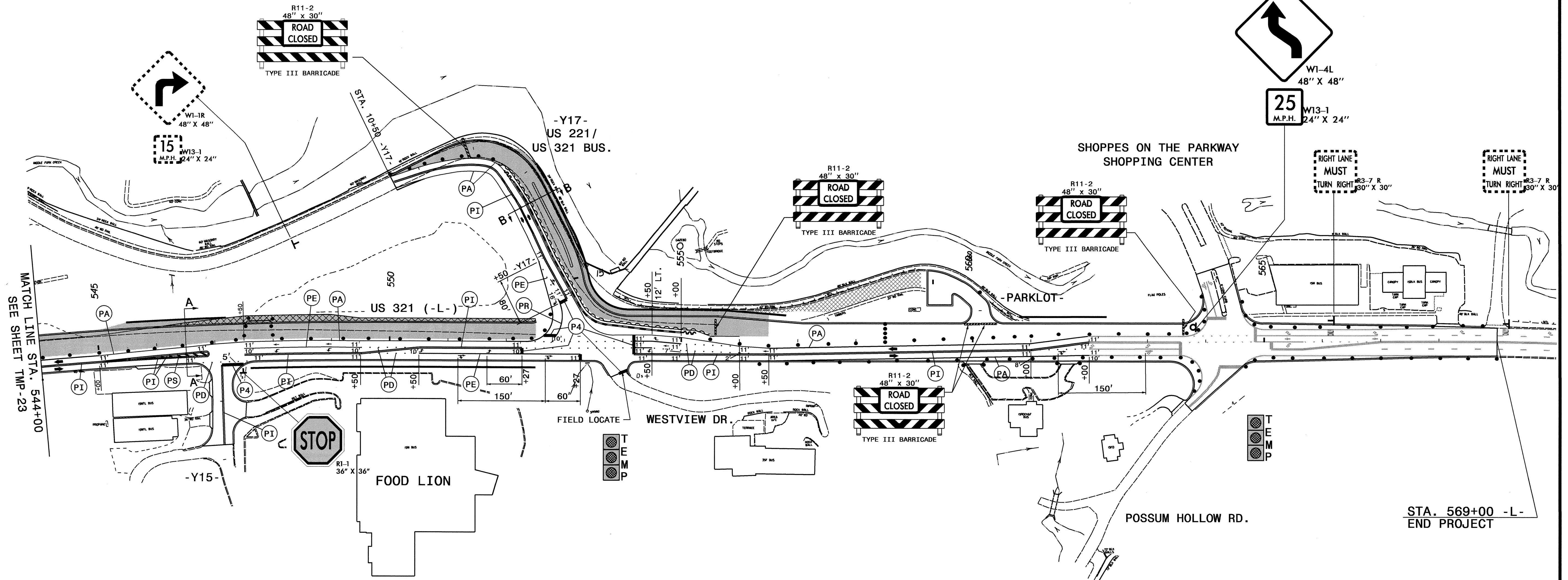
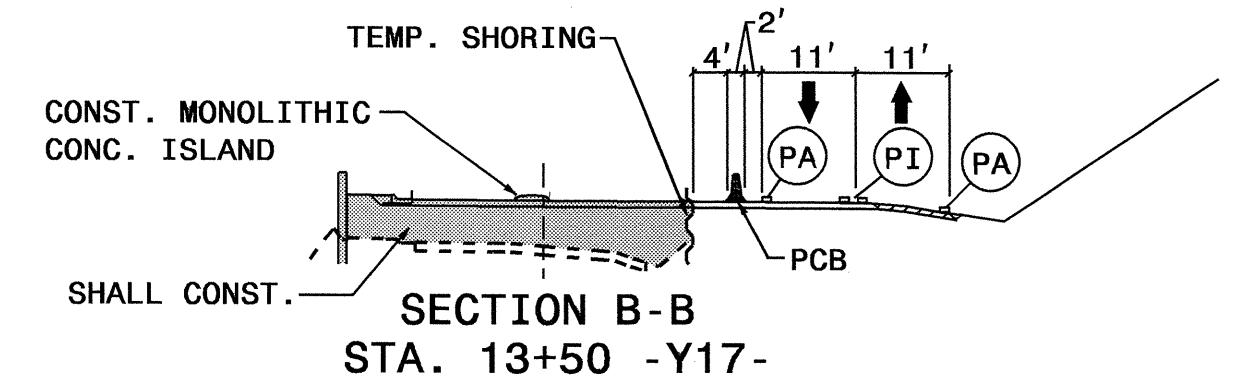
**NOTES**

- \* SEE RSD 1101.03, SHEET 1 OF 9, FOR ADDITIONAL WORK ZONE SIGNS AND LOCATIONS.
- \*\* SEE RSD 1101.03, SHEET 2 OF 9, FOR ADDITIONAL WORK ZONE SIGNS AND LOCATIONS.
- \*\*\* SEE SHEETS TMP-2H & 2I FOR DETOUR SIGN DESIGN.
- ALL DETOUR SIGN LOCATIONS ARE APPROXIMATE.
- ALL DETOUR SIGNS ARE BLACK ON ORANGE AND PAID FOR AS WORK ZONE STATIONARY SIGNS.

06-JUN-2011 08:03  
 \\dot\dfs\00\Proj\TIP\Projects-R\R2237C\TrafficControl\TCP\5-27-09\0V-TMP-detour.s.dgn  
 kbroodwell AT E244733

APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

**WEST CORNISH DRIVE**  
**(-Y14-)**  
**DETOUR**

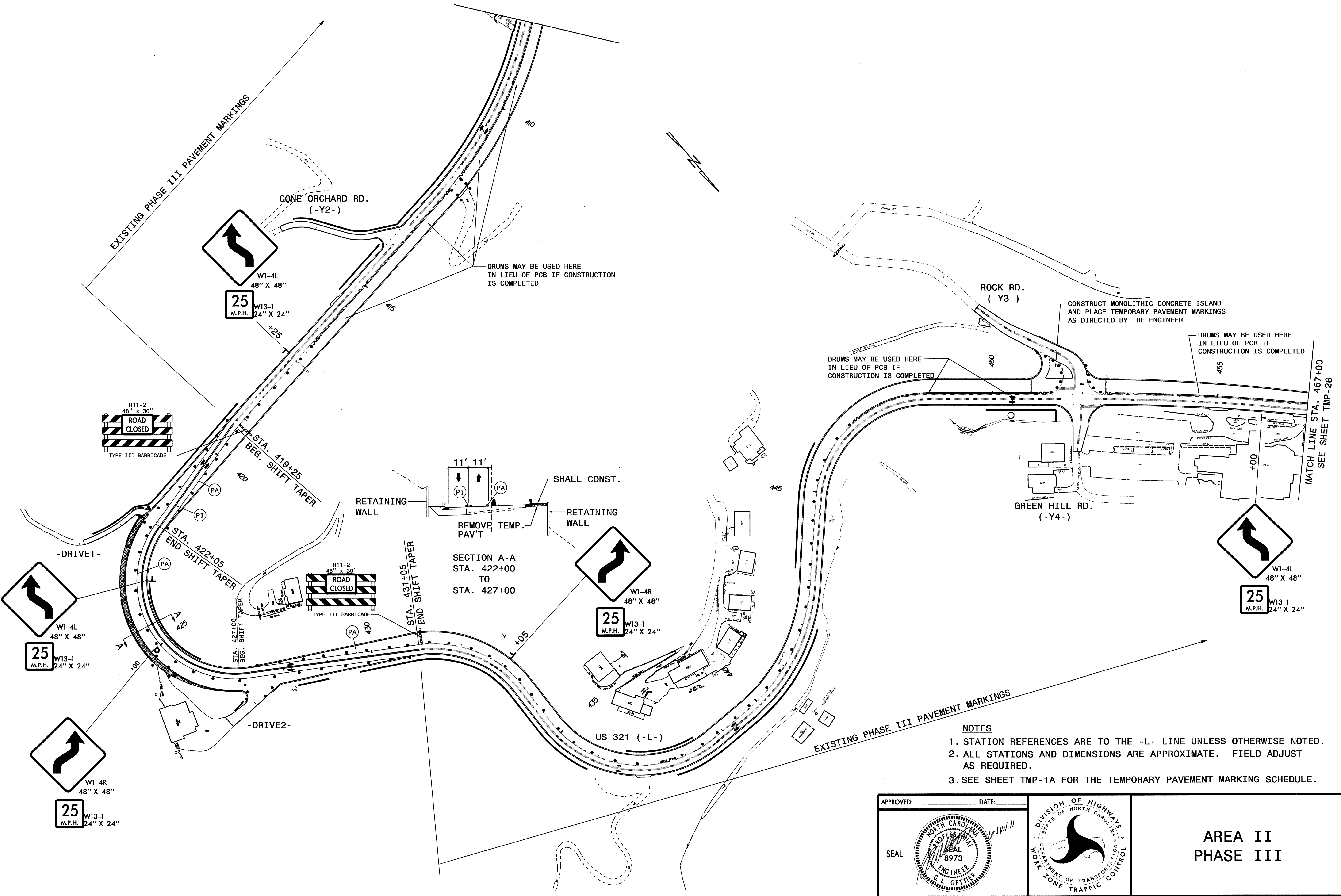


- NOTES**
1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
  2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
  3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.

APPROVED: _____ DATE: _____		<p><b>AREA I PHASE III</b></p>

05-JUN-2011 08:03  
 \\dot\dfs\00\Proj\TIP\Projects-R\2237C\Traffic\TrafficControl\TCP\5-27-09\DV-TMP-24.dgn  
 kbroodwell AT 1E244733





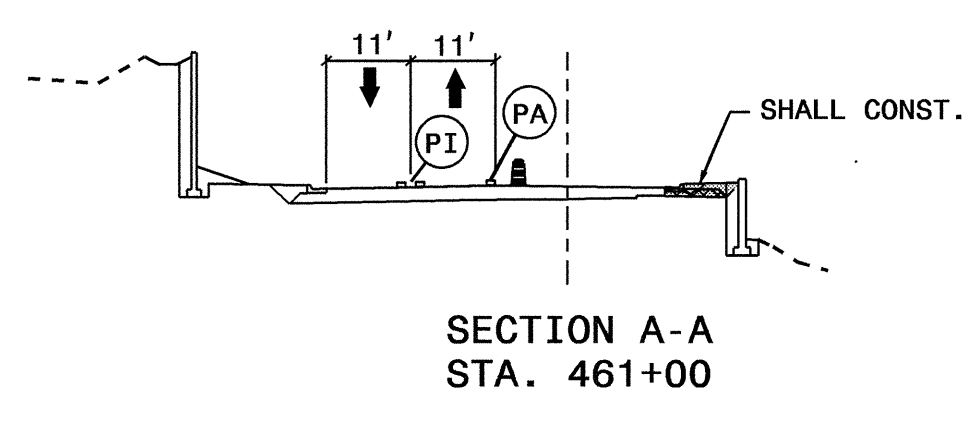
- NOTES
1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
  2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
  3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.

APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

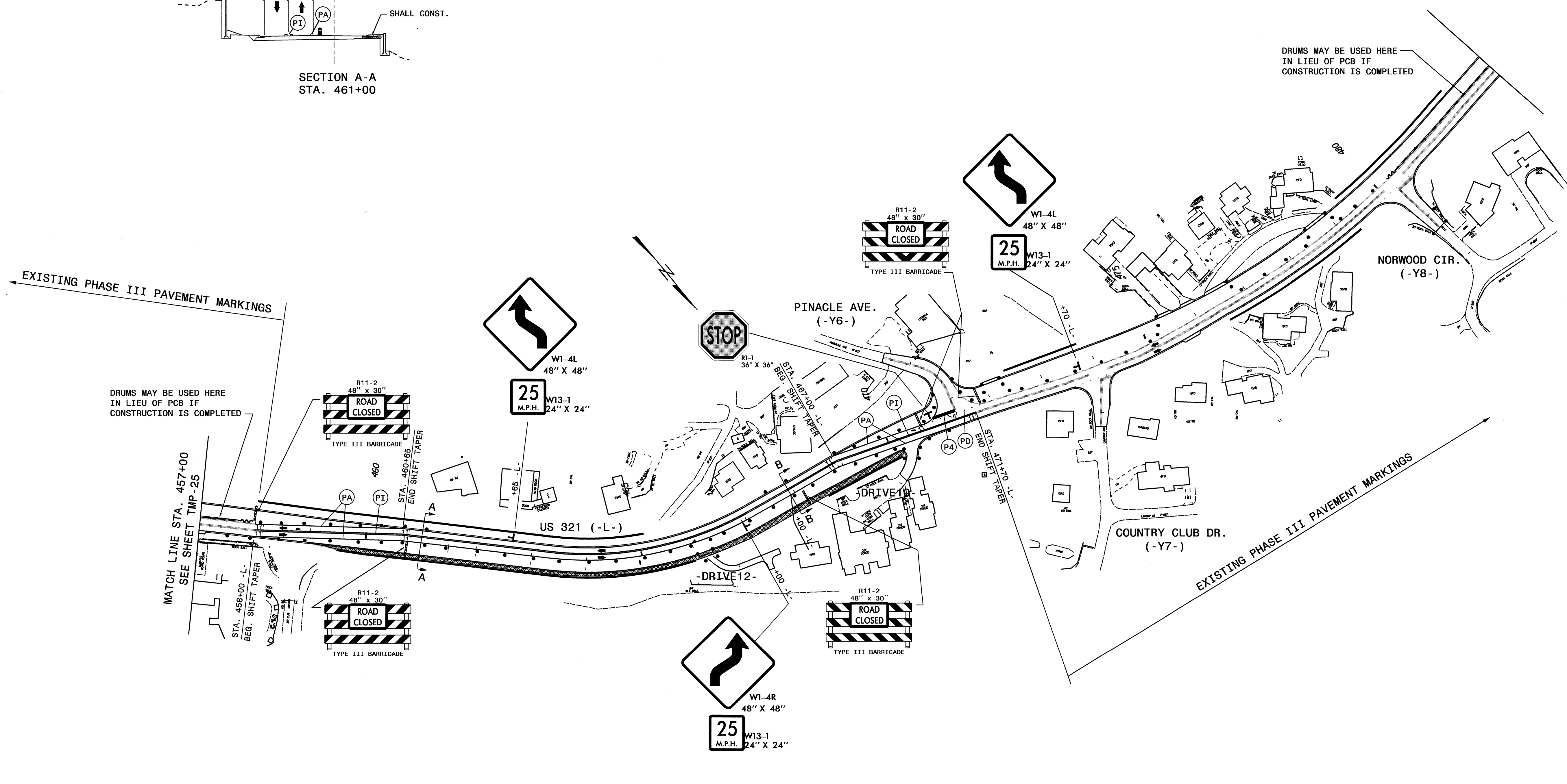
SEAL

AREA II  
PHASE III

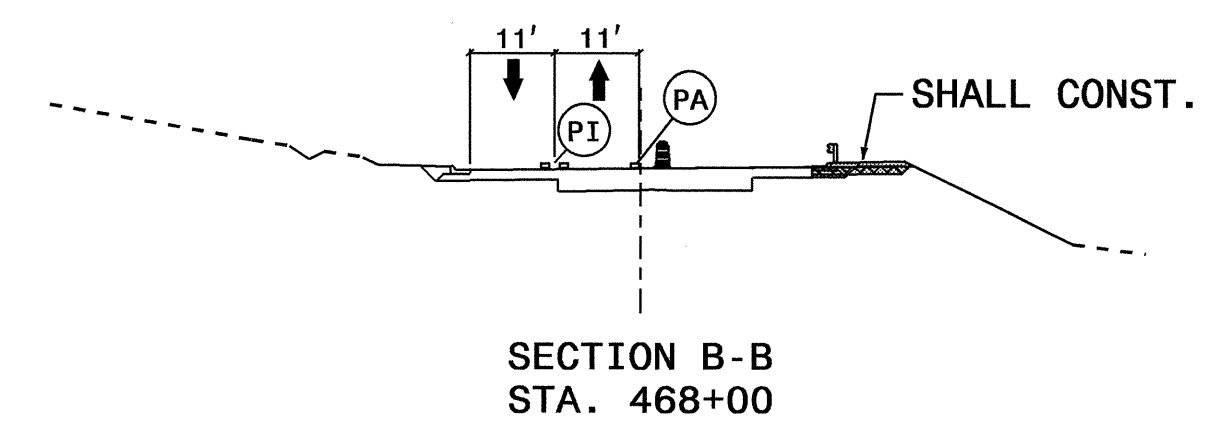
06-JUN-2011 08:03  
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 kbrodwell AT TEL244739



DRUMS MAY BE USED HERE  
IN LIEU OF PCB IF  
CONSTRUCTION IS COMPLETED



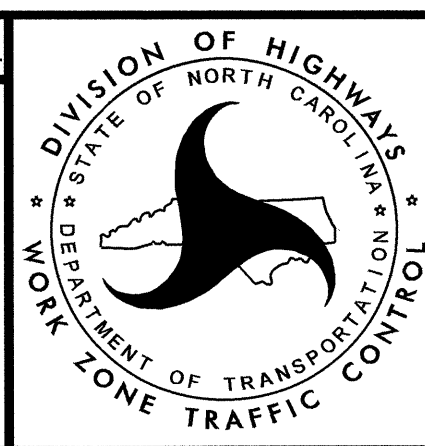
DRUMS MAY BE USED HERE  
IN LIEU OF PCB IF  
CONSTRUCTION IS COMPLETED



- NOTES
1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
  2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
  3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.

APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

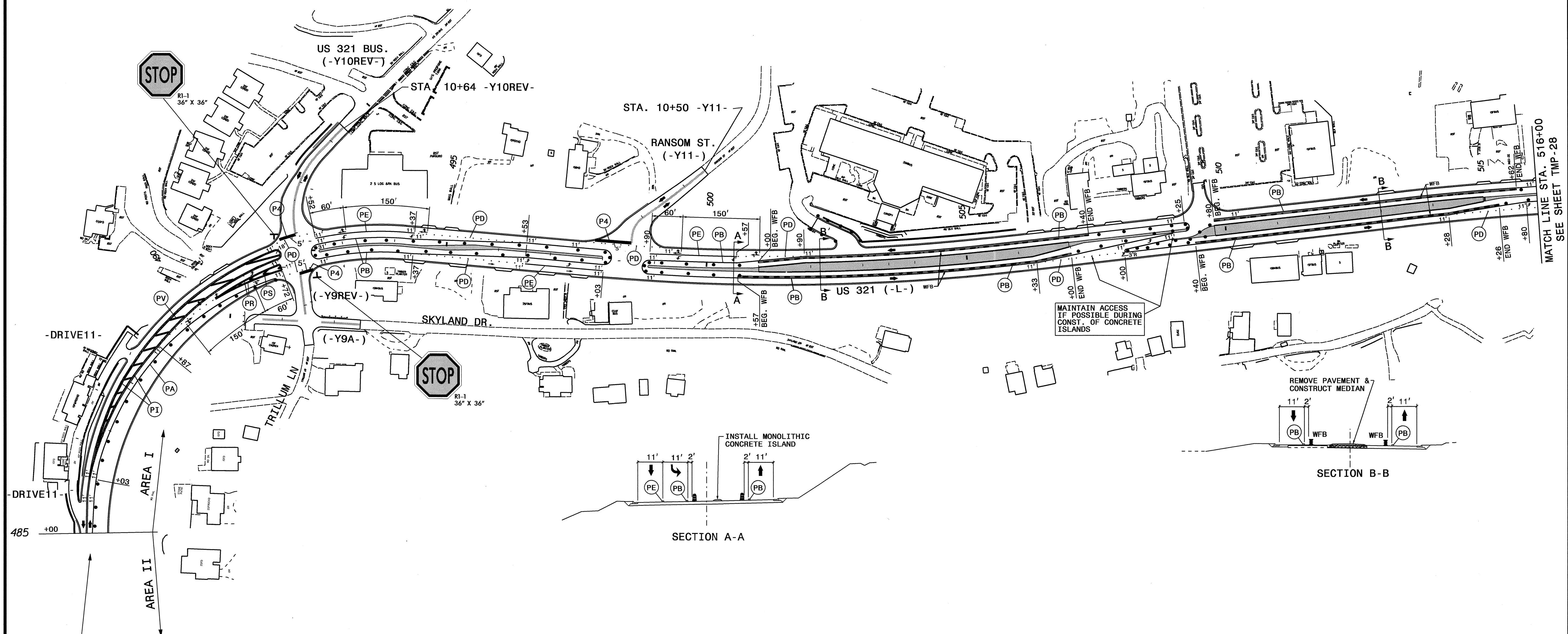
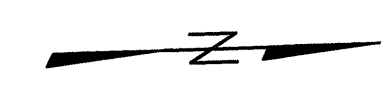
SEAL



AREA II  
PHASE III

06-JUN-2011 08:03  
 \\dot\dfsroot\01\Proj\TIPProjects\R\2237C\TrafficControl\TCP\5-27-09\0V-TMP-26.dgn  
 kbroodwell AT 1E244739





THE TEMPORARY PAVEMENT MARKING TIE-IN TO AREA II SHALL BE FIELD ADJUSTED AS DIRECTED BY THE ENGINEER.

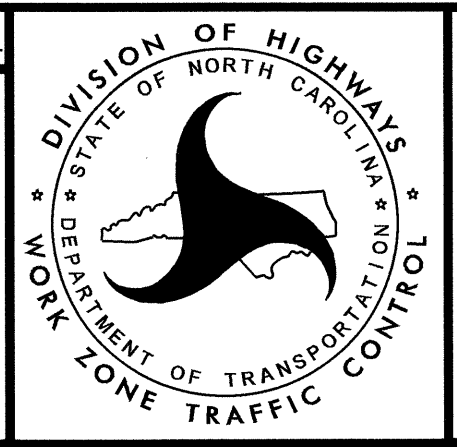
**NOTES**

1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.

06-JUN-2011 08:03 \\dot\dfs\00701\Pro\TIP\Projects-R\R2237C\TrafficControl\TCP\5-27-09\01-TMP-27.dgn kbroodwell AT T244739

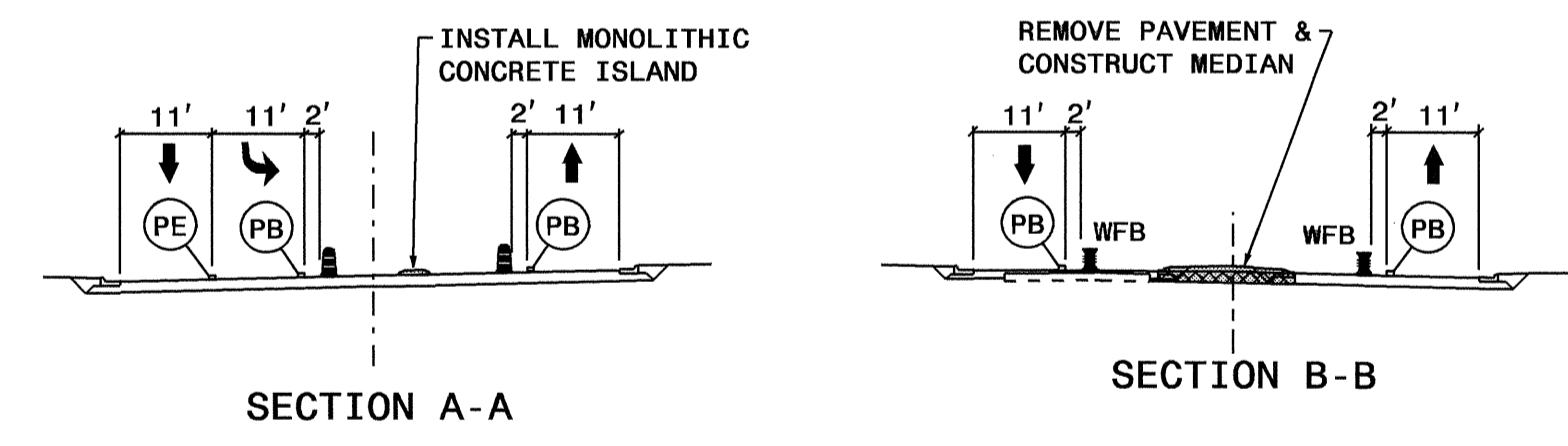
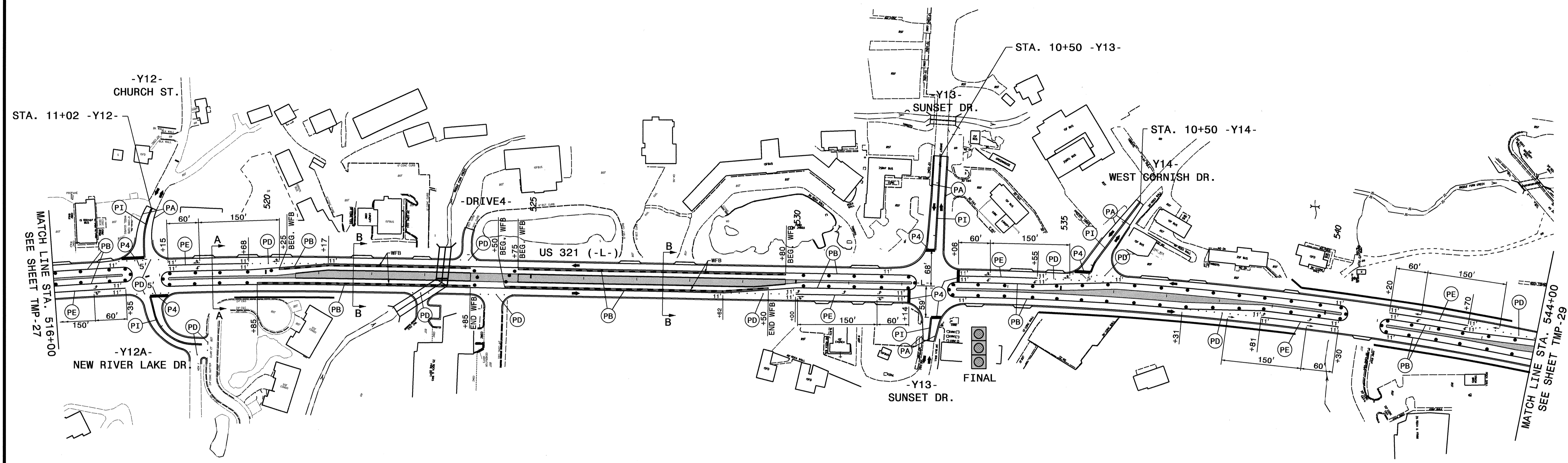
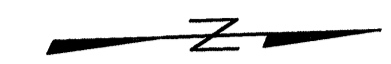
APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

SEAL



**AREA I  
PHASE IV**

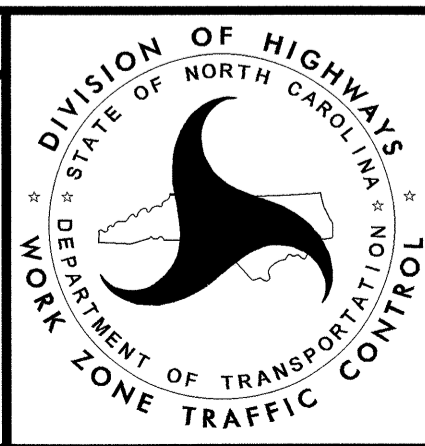
MATCH LINE STA. 516+00  
SEE SHEET TMP-28



**NOTES**

1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.
4. SEE FINAL PAVEMENT MARKING PLANS FOR STOP BAR LOCATIONS AT SIGNALIZED INTERSECTIONS.

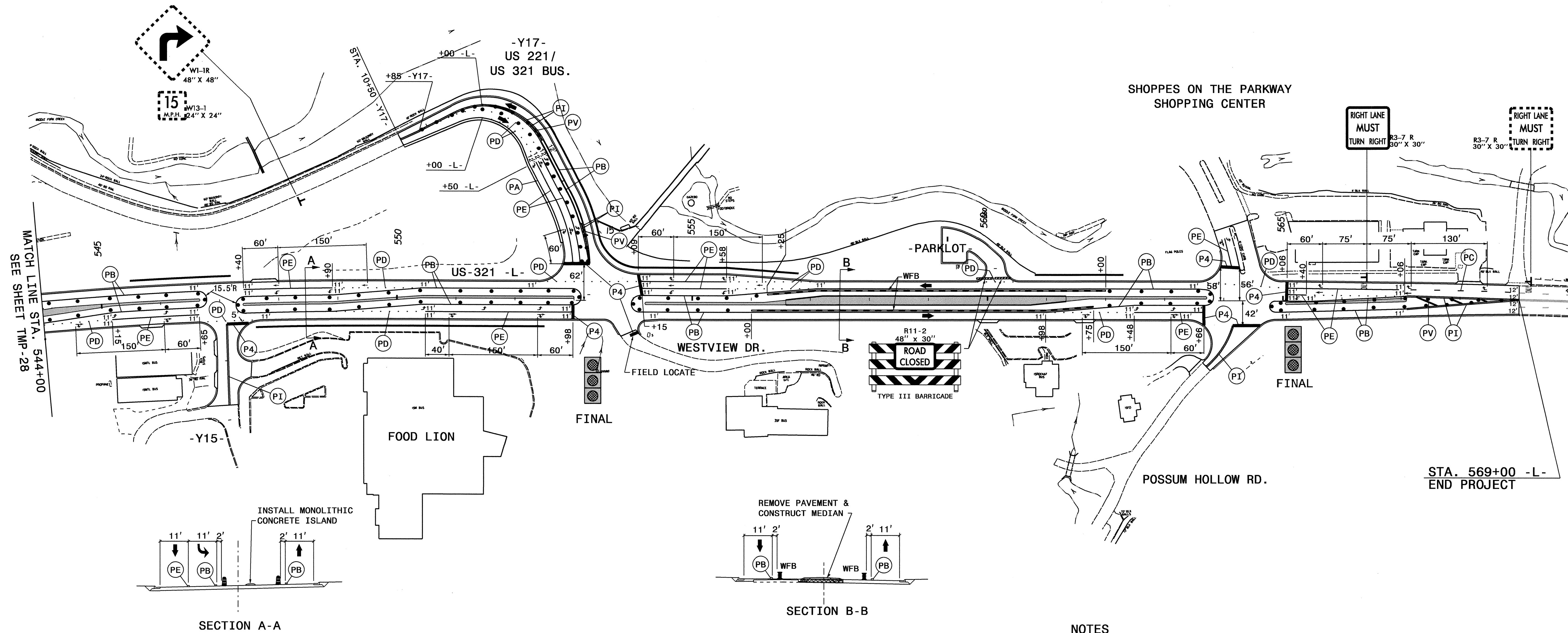
APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_



**AREA I  
PHASE IV**

06-JUN-2011 08:02  
 \\dot\dfs-001\Proj\TIP\Projects-R\R2237C\Traffic\TrafficControl\TCP\5-27-09\01-TMP-28.dgn  
 kbr\oodwell AT 1E244733





**NOTES**

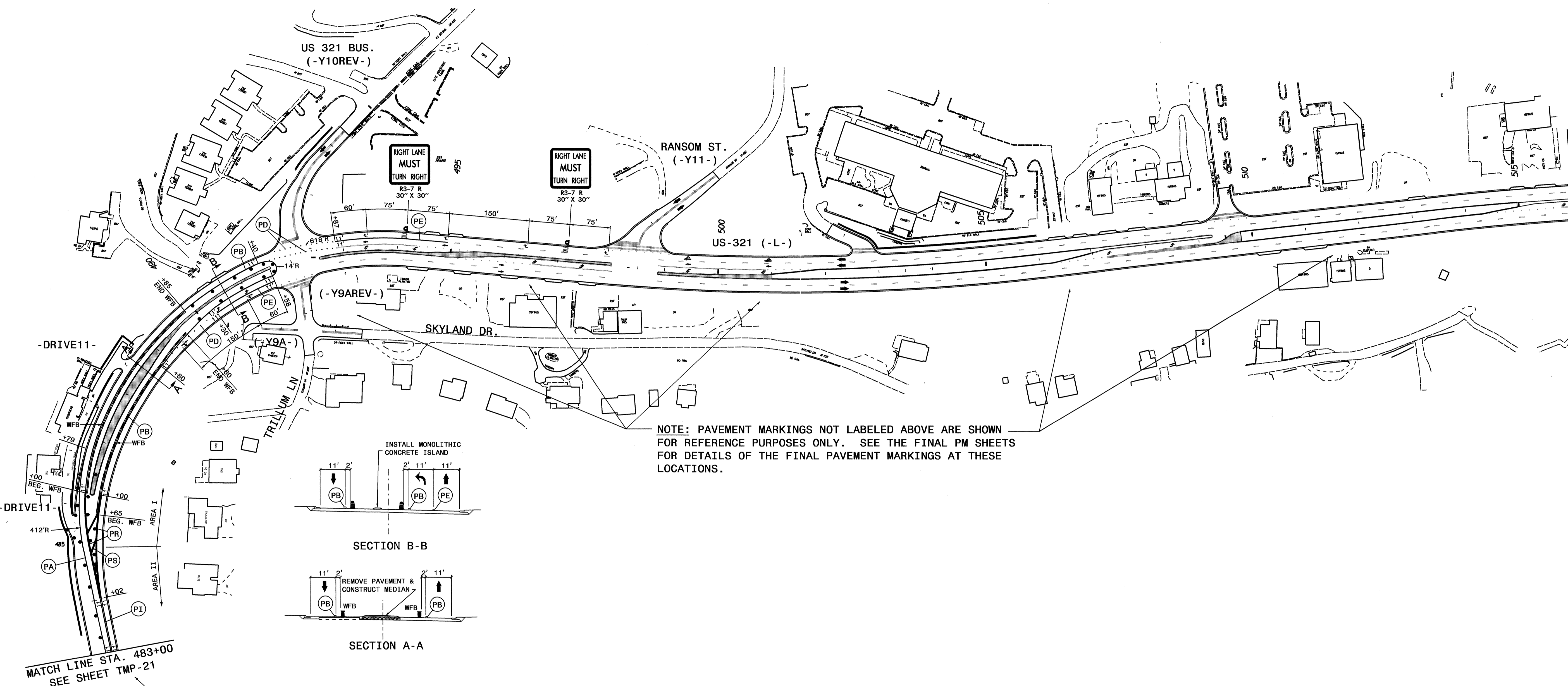
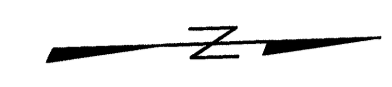
1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.
4. SEE FINAL PAVEMENT MARKING PLANS FOR STOP BAR LOCATIONS AT SIGNALIZED INTERSECTIONS.

06-JUN-2011 08:02  
 \\dot\dfsroot\01\Proj\TIP\Projects\R\2237C\TrafficControl\TCP\5-27-09\0V-TMP-29.dgn  
 kbroadwell AT 1E244739

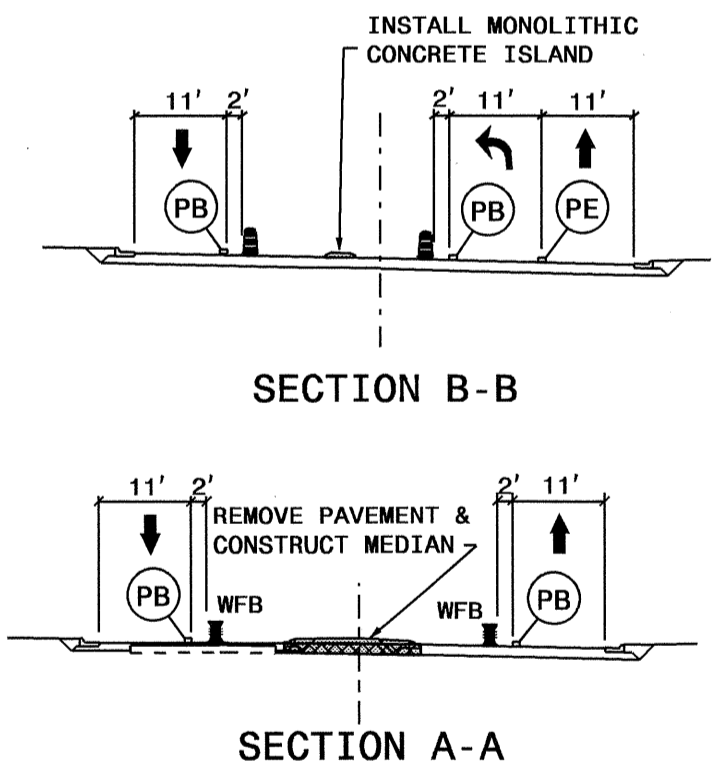
APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

SEAL

**AREA I**  
**PHASE IV**



NOTE: PAVEMENT MARKINGS NOT LABELED ABOVE ARE SHOWN FOR REFERENCE PURPOSES ONLY. SEE THE FINAL PM SHEETS FOR DETAILS OF THE FINAL PAVEMENT MARKINGS AT THESE LOCATIONS.



THE TEMPORARY PAVEMENT MARKING TIE-IN TO AREA II SHALL BE FIELD ADJUSTED AS DIRECTED BY THE ENGINEER.

MATCH LINE STA. 483+00  
SEE SHEET TMP-21

**NOTES**

1. STATION REFERENCES ARE TO THE -L- LINE UNLESS OTHERWISE NOTED.
2. ALL STATIONS AND DIMENSIONS ARE APPROXIMATE. FIELD ADJUST AS REQUIRED.
3. SEE SHEET TMP-1A FOR THE TEMPORARY PAVEMENT MARKING SCHEDULE.

APPROVED: _____ DATE: _____		<p><b>AREA I PHASE IV</b> <b>AREA II PHASE IV</b></p>

06-JUN-2011 08:02  
 \\dot\dfsroot\Prj\TIP\Projects-RAR2237C\TrafficControl\TCP\5-27-09\01-TMP-30.dgn  
 kbrodwell AT TE244739