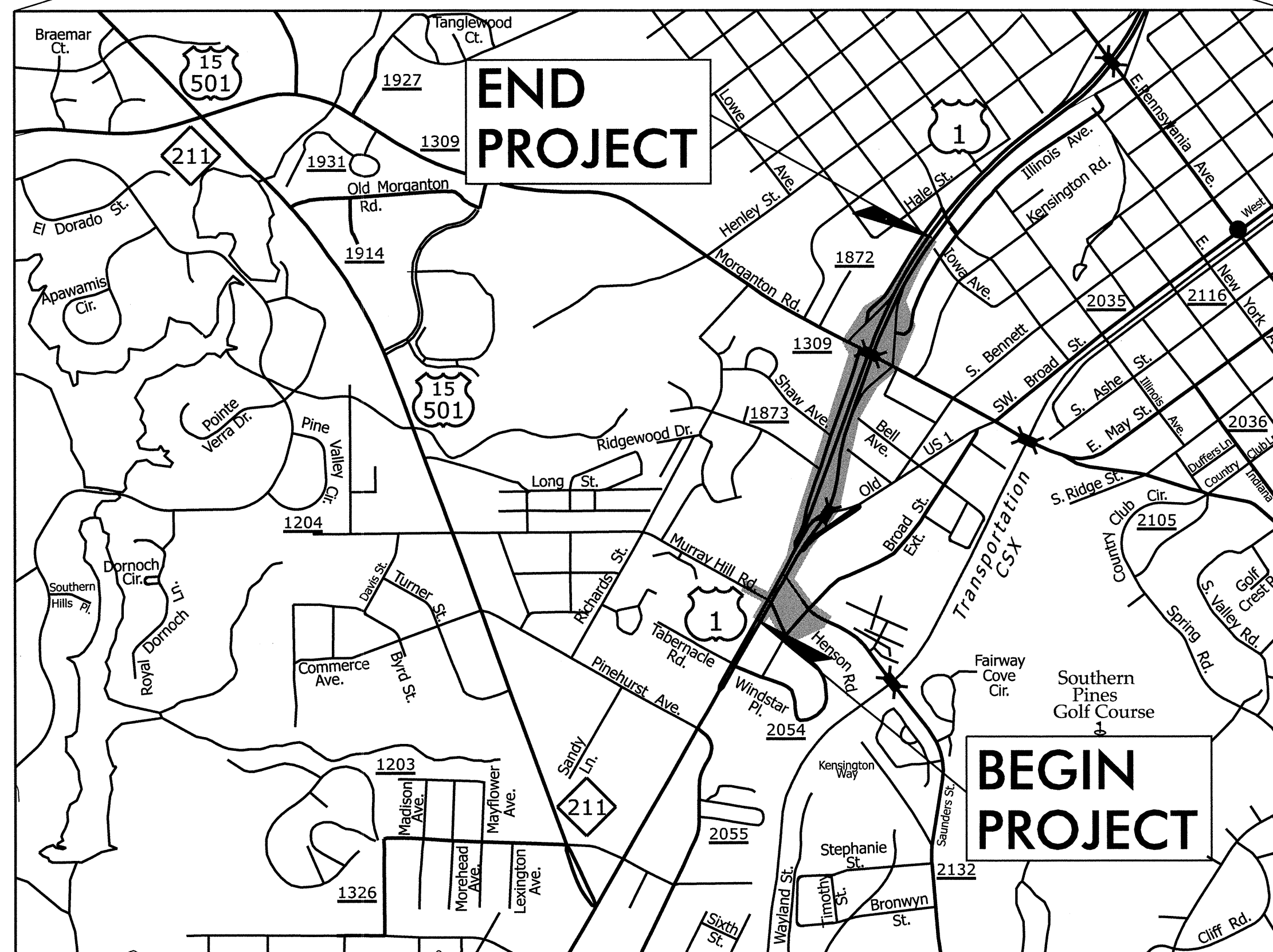
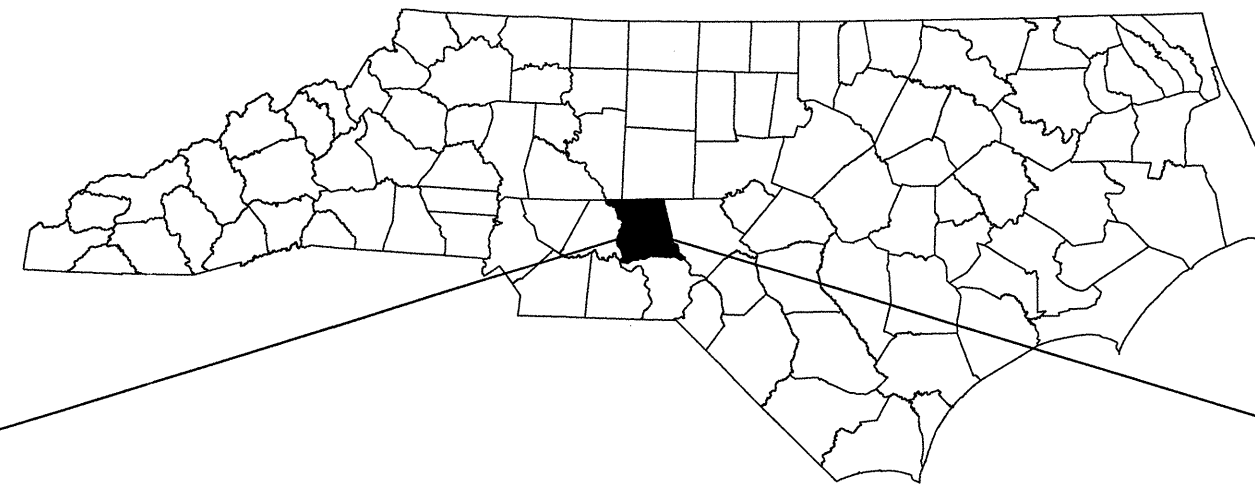


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

MOORE COUNTY



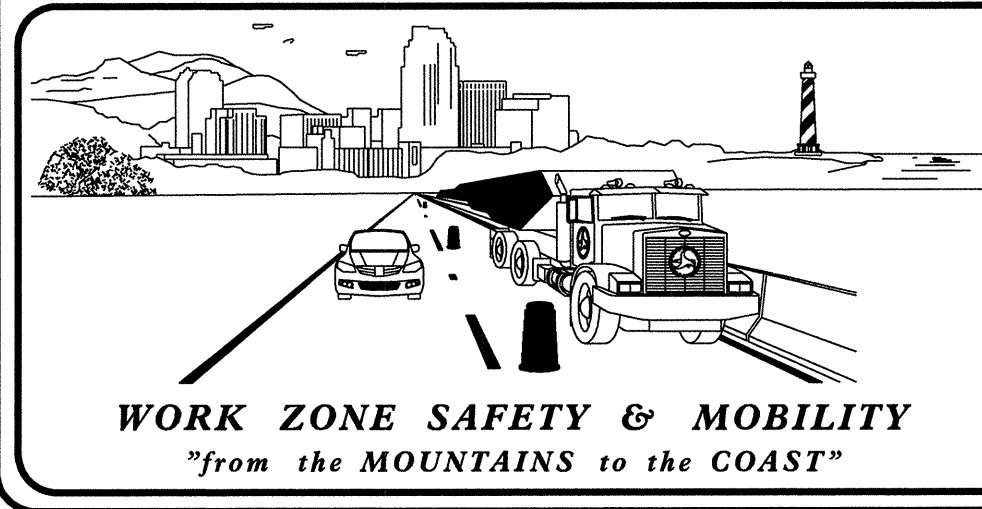
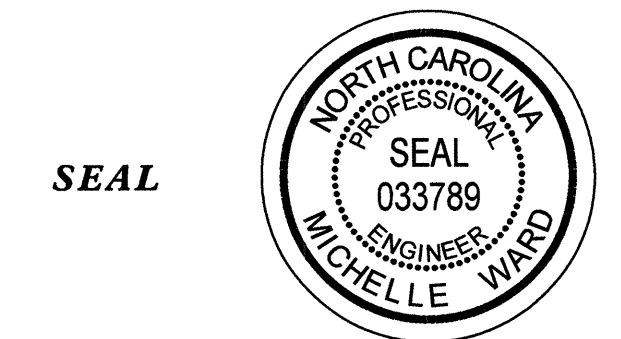
SHEET NO.	TITLE
TMP-1	TITLE SHEET AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND, AND TEMPORARY PAVEMENT MARKING
TMP-1B & TMP-1C	PROJECT NOTES
TMP-2 & TMP-2A	TEMPORARY SHORING DATA
TMP-2B	PCB AT TEMPORARY SHORING LOCATIONS DETAIL
TMP-2C & TMP-2D	DETOUR ROUTING PLANS
TMP-3 & TMP-3A	TRAFFIC CONTROL PHASING
TMP-4 THRU TMP-8	PHASE I, STEP 1 DETAILS
TMP-9 THRU TMP-13	PHASE I, STEP 2 DETAILS
TMP-14 & TMP-15	PHASE I, STEP 3 DETAILS
TMP-16 & TMP-17	PHASE I, STEP 4 DETAILS
TMP-18 THRU TMP-20	PHASE I, STEP 5 DETAILS
TMP-21 & TMP-22	PHASE II, STEP 1 DETAILS
TMP-23 THRU TMP-25	PHASE II, STEP 2 DETAILS
TMP-26 & TMP-27	PHASE III, STEP 1 DETAILS

PLAN PREPARED BY:

HDR HDR Engineering, Inc. of the Carolinas
3733 National Drive, Suite 207 Raleigh, N.C. 27612
N.C.B.E.L.S. License Number: F-0116

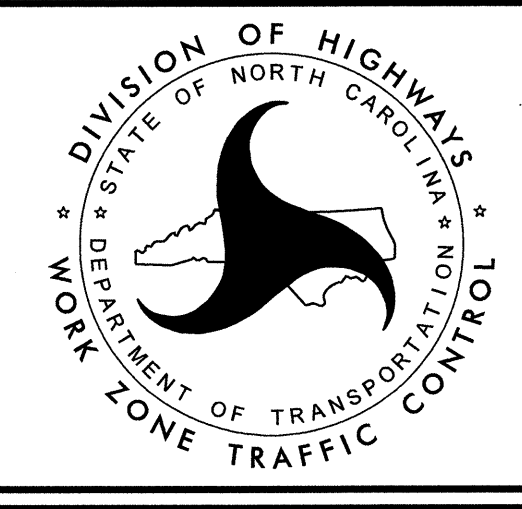
MICHELLE WARD, P.E. *TRAFFIC CONTROL PROJECT ENGINEER*
CHRIS HARNDEN *TRAFFIC CONTROL PROJECT DESIGN ENGINEER*

APPROVED: *Michelle Ward*
DATE: *7/31/12*



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*
JOSEPH ISHAK, P.E. *TRAFFIC CONTROL PROJECT ENGINEER*
BEN SCHOENBAUER, P.E. *TRAFFIC CONTROL PROJECT DESIGN ENGINEER*
_____ *TRAFFIC CONTROL DESIGN ENGINEER*



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SHEET NO.
TMP-1
U-3324

TIP PROJECT:









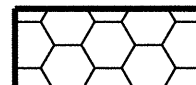
ROADWAY STANDARD DRAWINGS

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







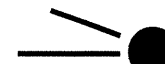


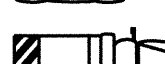
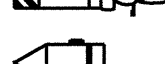
STD. NO.	TITLE
1101.01	WORK ZONE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
1130.01	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	WORK VEHICLE LIGHTING SYSTEMS AND TMA DELINEATION
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO LANE AND MULTILANE ROADWAYS
1205.03	PAVEMENT MARKINGS - EXITS AND ENTRANCE RAMP
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - LANE DROPS
1205.07	PAVEMENT MARKINGS - PEDESTRIAN CROSSWALKS
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.12	PAVEMENT MARKINGS - BRIDGES
1205.13	PAVEMENT MARKINGS - LANE REDUCTIONS
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - (PERMANENT AND TEMPORARY)
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION
1264.01	OBJECT MARKERS - TYPES
1264.02	OBJECT MARKERS - INSTALLATION

LEGEND


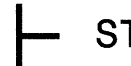

GENERAL

-  DIRECTION OF TRAFFIC FLOW
-  DIRECTION OF PEDESTRIAN TRAFFIC FLOW
-  EXIST. PVMT.
-  NORTH ARROW
-  PROPOSED PVMT.
-  WORK AREA
-  REMOVAL
-  WEDGING
-  TEMPORARY PAVEMENT

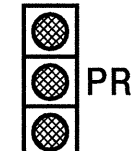
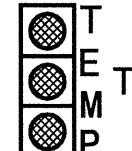
TRAFFIC CONTROL DEVICES

-  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

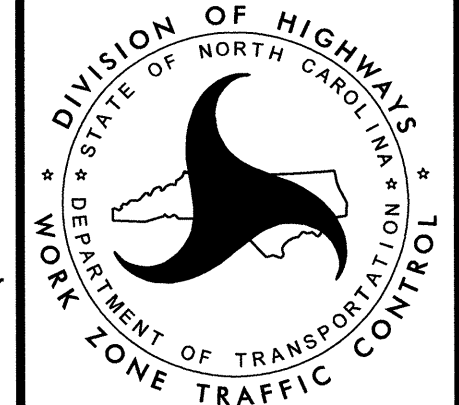
-  PAVEMENT MARKING SYMBOLS

TEMPORARY PAVEMENT MARKING

-  4" WHITE EDGE LINE (COLD APPLIED PLASTIC, TYPE IV)
-  4" WHITE 10'-30"/SP SKIP (COLD APPLIED PLASTIC, TYPE IV)
-  4" WHITE 3'-9"/SP MINI-SKIP (COLD APPLIED PLASTIC, TYPE IV)
-  4" WHITE LANE LINE (COLD APPLIED PLASTIC, TYPE IV)
-  4" YELLOW DOUBLE CENTER (COLD APPLIED PLASTIC, TYPE IV)
-  LEFT TURN ARROW (COLD APPLIED PLASTIC, TYPE IV)
-  RIGHT TURN ARROW (COLD APPLIED PLASTIC, TYPE IV)
-  24" WHITE STOP BAR (PAINT)
-  4" WHITE 2'-6"/SP MINI-SKIP (PAINT)
-  4" YELLOW 2'-6"/SP MINI-SKIP (PAINT)
-  4" WHITE EDGE LINE (PAINT)
-  4" YELLOW EDGE LINE (PAINT)
-  4" WHITE 10'-30"/SP SKIP (PAINT)
-  4" WHITE 3'-9"/SP MINI-SKIP (PAINT)
-  4" WHITE LANE LINE (PAINT)
-  4" YELLOW 10'-30"/SP SKIP (PAINT)
-  4" YELLOW SINGLE CENTER (PAINT)
-  4" YELLOW DOUBLE CENTER (PAINT)
-  8" WHITE GORE LINE (PAINT)
-  8" WHITE DIAGONAL (PAINT)
-  8" YELLOW DIAGONAL (PAINT)
-  LEFT TURN ARROW (PAINT)
-  RIGHT TURN ARROW (PAINT)
-  STRAIGHT ARROW (PAINT)
-  STRAIGHT-RIGHT COMBO. (PAINT)
-  ALPHANUMERIC CHARACTER (PAINT)
-  24" YIELD LINE TRIANGLE (PAINT)
-  MERGE ARROW (PAINT)
-  8" WHITE RAMP ARROW (PAINT)

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ROADWAY STANDARD DRAWINGS & LEGEND

PROJECT NOTES

GENERAL NOTES

TRAFFIC BARRIER

- U) INSTALL TEMPORARY BARRIER ACCORDING TO THE TRANSPORTATION MANAGEMENT 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 TRANSPORTATION MANAGEMENT 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 TRANSPORTATION MANAGEMENT PLANS, TEMPORARY BARRIER IS PROTECTING A HAZARD, OR AS DIRECTED BY THE ENGINEER.

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

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

- V) PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER AT ALL TIMES DURING THE INSTALLATION AND REMOVAL OF THE BARRIER BY EITHER A TRUCK MOUNTED 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: (SEE ALSO 1101.05)

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

TRAFFIC CONTROL DEVICES

- W) WHEN LANE CLOSURES ARE NOT IN EFFECT 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. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTIONS 1130 (DRUMS), 1135 (CONES) AND 1180 (SKINNY DRUMS) FOR ADDITIONAL REQUIREMENTS.
- X) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- Y) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES (DRUMS/CONES/SKINNY DRUMS) PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
ALL ROADS	PAINT (ON ASPHALT) COLD APPLIED PLASTIC - TYPE IV (ON CONCRETE)	TEMPORARY RAISED

- 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.

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

MISCELLANEOUS

- EE) LAW ENFORCEMENT SHALL BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE ENGINEER.
- FF) IN THE EVENT A TIE-IN OF -Y5-/LUTHER WAY CANNOT BE MADE IN ONE DAY'S TIME, BRING THE TIE-IN AREA TO AN APPROPRIATE ROADWAY ELEVATION AS DETERMINED BY THE ENGINEER. PLACE BLACK ON ORANGE "LOOSE GRAVEL" SIGNS (W8-7) AND BLACK ON ORANGE "PAVEMENT ENDS" SIGNS (W8-3) 250 FT. AND 500 FT. RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.
- GG) ALL WHEELCHAIR RAMP LOCATIONS SHALL BE DERIVED FROM STATIONING SHOWN ON PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER IN COORDINATION WITH THE SIGNING AND DELINEATION UNIT.
- HH) CONTRACTOR SHALL MAINTAIN SIDEWALK ACCESS AT ALL TIMES AS STATED IN THE PHASING. CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE TEMPORARY SIDEWALKS (CONCRETE, ASPHALT, OR OTHER SUITABLE MATERIAL AS APPROVED BY THE ENGINEER) AT ALL LOCATIONS WHERE THE OPEN PEDESTRIAN TRAVELWAY HAS BEEN REMOVED FOR CONSTRUCTION OPERATIONS (UTILITIES, DRAINAGE, ETC.).
- II) USING LAW ENFORCEMENT, AS NECESSARY, THE FOLLOWING DRAINAGE SYSTEMS MAY BE INSTALLED USING NIGHTLY ROAD CLOSURES, AS DIRECTED BY THE ENGINEER: (SEE GENERAL NOTES FOR ROAD CLOSURE TIME RESTRICTIONS)

-L- STA. 22+50 +/- (UNDER US 1 SB, OLD US 1 SB, US 1 NB, OLD US 1 NB EXIT AND EXISTING SERVICE ROAD ALONG OLD US 1 NB)

-L- STA. 24+22 +/- (UNDER US 1 SB, OLD US 1 SB, TURNAROUND FROM OLD US 1 NB TO OLD US 1 SB, OLD US 1 NB AND EXISTING SERVICE ROAD ALONG OLD US 1 NB) (PIPE ALONG OLD US 1 SB UNDER US 1 NB BRIDGE SHOULD BE INSTALLED BY NARROWING TRAVEL LANES AND MAINTAINING TRAFFIC ON OLD US 1 SB.)

-L- STA. 26+85 +/- (UNDER US 1 SB, OLD US 1 SB, OLD US 1 NB AND EXISTING SERVICE ROAD ALONG OLD US 1 NB) (PIPE ALONG OLD US 1 SB UNDER US 1 NB BRIDGE SHOULD BE INSTALLED BY NARROWING TRAVEL LANES AND MAINTAINING TRAFFIC ON OLD US 1 SB.)

-L- STA. 44+70 +/- (UNDER US 1 NB)

-L- STA. 63+50 +/- LT (UNDER WISCONSIN AVENUE)

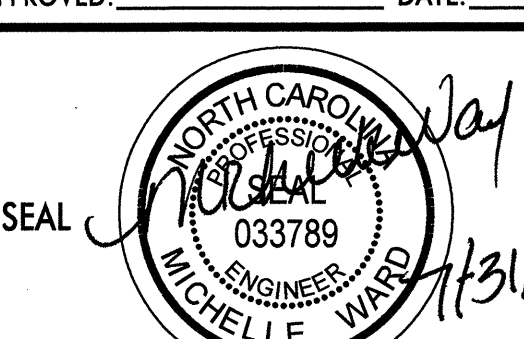
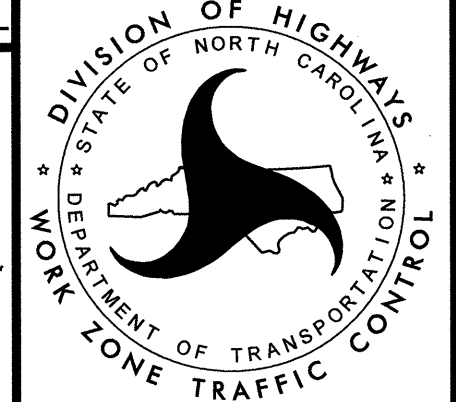
- JJ) THE WATERLINE LOCATED UNDER US 1 NB AND SB AT -L- STA 46+40 +/- MAY BE INSTALLED USING NIGHTLY ROAD CLOSURES OF US 1 NB AND SB. (SEE GENERAL NOTES FOR ROAD CLOSURE TIME RESTRICTIONS)

LOCAL NOTES

- 1) ONCE MATERIALS ARE RECEIVED FOR FINAL SIGNAL (#08-0972 AT -Y1-/-Y2-/-L-), CONTRACTOR MAY INSTALL IT AT ANY TIME USING RSD 1101.02, SHEET 7 OF 15, AS NEEDED. IF PLACING NEW SIGNAL HEADS, COVER UNTIL SIGNAL IS READY TO BE ACTIVATED, REMOVE TEMPORARY SIGNAL #08-0972T2.
- 2) WHEN REMOVING EXISTING BRIDGE & HANGING PROPOSED GIRDERS ON -Y6- BRIDGE, CLOSE US 1 AT NIGHT USING RSD 1101.03, SHEET 7 OF 9. USE LAW ENFORCEMENT AND/OR DETOUR SIGNING, AS DIRECTED BY THE ENGINEER TO MAINTAIN US 1 TRAFFIC ALONG THE DETOUR ROUTES. US 1 SB TRAFFIC SHALL BE DETOURED VIA -Y6RPA-, -Y6-, & OLD US 1 BACK TO US 1 SB. US 1 NB SHALL BE DETOURED VIA EXISTING RAMPS C & D.
- 3) CLOSE -Y1- FROM 6:00 PM FRIDAY TO 6:00 AM MONDAY TO COMPLETE INSTALLATION OF WATERLINE ALONG -Y1- (MURRAY HILL ROAD). INSTALL DETOUR SIGNS USING RSD 1101.03, SHEETS 1 & 2 OF 9 AND DETOUR 3 ON SHEET TMP-2D. ONCE INSTALLATION IS COMPLETE, OPEN TRAFFIC BACK UP TO THE EXISTING PATTERN. (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES FOR -Y1- CLOSURE.)
- 4) ONCE WORK HAS BEGUN IN THE FOLLOWING AREAS, WORK IN A CONTINUOUS MANNER, UNTIL WORK IS COMPLETE AND TRAFFIC IS OPENED TO THE PHASE I, STEP 5 PATTERN.
 -Y1-
 -Y2-
 SAUNDERS BLVD.
 -Y4-
 -Y5- STA. 10+00 +/- TO 18+17 +/-
 -L- STA. 10+00 +/- TO 31+66 +/-
 -SBUS1- STA. 10+00 +/- TO 26+01 +/-
- 5) US 1 NB & SB TRAFFIC WILL ONLY BE ALLOWED TO REMAIN IN THE ONE-LANE PATTERN IN EACH DIRECTION AT ALL TIMES, AS SHOWN ON SHEETS TMP-10, TMP-11 AND TMP-12, UNTIL JUNE 2, 2014 (ONE WEEK PRIOR TO THE U.S. OPEN CHAMPIONSHIP), AT WHICH TIME ALL OF US 1 NB & SB MUST BE OPENED TO TWO CONTINUOUS THROUGH LANES IN EACH DIRECTION, AS DIRECTED BY THE ENGINEER. INTERMEDIATE CONTRACT TIME FOR LANE CLOSURE TIME RESTRICTIONS ON US 1 NB & SB, INCLUDING SPECIAL EVENTS, WILL APPLY AT THAT TIME. FOLLOWING COMPLETION OF THE U.S. OPEN CHAMPIONSHIP, US 1 NB & SB TRAFFIC WILL BE ALLOWED TO BE PLACED IN THE PREVIOUS ONE-LANE PATTERN IN EACH DIRECTION AT ALL TIMES, UNTIL PHASE 2, STEP 3.
- 6) WHEN INSTALLING LIGHTING, ENSURE THAT ALL EXCAVATED AREAS ARE BACKFILLED OR COVERED AT THE END OF THE WORK DAY, AS DIRECTED BY THE ENGINEER. INSTALL LIGHT POLES BEHIND PROPOSED MEDIAN GUARDRAIL TO ENSURE POLES ARE PROTECTED AT ALL TIMES.

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REVISIONS

APPROVED: _____ DATE: _____ 		<h2 style="margin: 0;">PROJECT NOTES</h2>
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NOTES FOR TEMPORARY SHORING No. 1

FOR TEMPORARY SHORING, AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.

DESIGN TEMPORARY SHORING FROM STATION 45+40 6 FT. TO 9 FT. LEFT OF -L- TO STATION 45+90, 6 FT. TO 9 FT. LEFT OF -L- FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 490 FT

BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 45+40, 6 FT. TO 9 FT. LEFT OF -L- TO STATION 45+90, 6 FT. TO 9 FT. LEFT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DO NOT USE A TEMPORARY WALL FOR THE TEMPORARY SHORING FROM STATION 45+40, 6 FT. TO 9 FT. LEFT OF -L- TO STATION 45+90, 6 FT. TO 9 FT. LEFT OF -L-.

AT THE CONTRACTORS OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION 45+40, 6 FT. TO 9 FT. LEFT OF -L- TO STATION 45+90, 6 FT. TO 9 FT. LEFT OF -L-. SEE STANDARD DRAWING NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

NOTES FOR TEMPORARY SHORING No. 2

FOR TEMPORARY SHORING, AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.

DESIGN TEMPORARY SHORING FROM STATION 45+40, 6 FT. TO 11.75 FT. RIGHT OF -L- TO STATION 45+90, 6 FT. TO 11.75 FT. RIGHT OF -L- FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 490 FT

BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 45+40, 6 FT. TO 11.75 FT. RIGHT OF -L- TO STATION 45+90, 6 FT. TO 11.75 FT. RIGHT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DO NOT USE A TEMPORARY WALL FOR THE TEMPORARY SHORING FROM STATION 45+40, 6 FT. TO 11.75 FT. RIGHT OF -L- TO STATION 45+90, 6 FT. TO 11.75 FT. RIGHT OF -L-.

AT THE CONTRACTORS OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION 45+40, 6 FT. TO 11.75 FT. RIGHT OF -L- TO STATION 45+90, 6 FT. TO 11.75 FT. RIGHT OF -L-. SEE STANDARD DRAWING NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

NOTES FOR TEMPORARY SHORING No. 3

FOR TEMPORARY SHORING, AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.

DESIGN TEMPORARY SHORING FROM STATION 20+32, 17 FT. LEFT OF -Y6- TO STATION 20+54, 17 FT. LEFT OF -Y6- FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 490 FT

BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 20+32, 17 FT. LEFT OF -Y6- TO STATION 20+54, 17 FT. LEFT OF -Y6-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DO NOT USE A TEMPORARY WALL FOR THE TEMPORARY SHORING FROM STATION 20+32, 17 FT. LEFT OF -Y6- TO STATION 20+54, 17 FT. LEFT OF -Y6-.

AT THE CONTRACTORS OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION 20+32, 17 FT. LEFT OF -Y6- TO STATION 20+54, 17 FT. LEFT OF -Y6-. SEE STANDARD DRAWING NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

NOTES FOR TEMPORARY SHORING No. 4

FOR TEMPORARY SHORING, AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.

DESIGN TEMPORARY SHORING FROM STATION 22+05, 17 FT. LEFT OF -Y6- TO STATION 22+35, 17 FT. LEFT OF -Y6- FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 490 FT

BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 22+05, 17 FT. LEFT OF -Y6- TO STATION 22+35, 17 FT. LEFT OF -Y6-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DO NOT USE A TEMPORARY WALL FOR THE TEMPORARY SHORING FROM STATION 22+05, 17 FT. LEFT OF -Y6- TO STATION 22+35, 17 FT. LEFT OF -Y6-.

AT THE CONTRACTORS OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION 22+05, 17 FT. LEFT OF -Y6- TO STATION 22+35, 17 FT. LEFT OF -Y6-. SEE STANDARD DRAWING NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

NOTES FOR TEMPORARY SHORING No. 5

FOR TEMPORARY SHORING, AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.

DESIGN TEMPORARY SHORING FROM STATION 20+32, 21 FT. LEFT OF -Y6- TO STATION 20+54, 21 FT. LEFT OF -Y6- FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 490 FT

BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 20+32, 21 FT. LEFT OF -Y6- TO STATION 20+54, 21 FT. LEFT OF -Y6-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTORS OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 20+32, 21 FT. LEFT OF -Y6- TO STATION 20+54, 21 FT. LEFT OF -Y6-. SEE STANDARD DRAWING NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

NOTES FOR TEMPORARY SHORING No. 6

FOR TEMPORARY SHORING, AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.


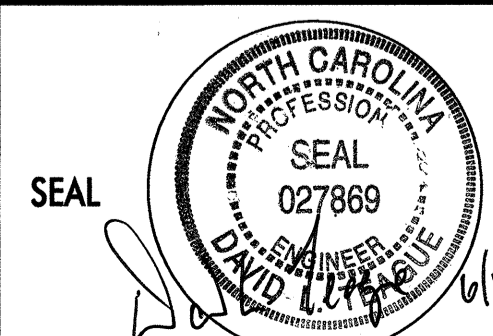
DESIGN TEMPORARY SHORING FROM STATION 22+05, 21 FT. LEFT OF -Y6- TO STATION 22+35, 21 FT. LEFT OF -Y6- FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 490 FT

BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 22+05, 21 FT. LEFT OF -Y6- TO STATION 22+35, 21 FT. LEFT OF -Y6-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTORS OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 22+05, 21 FT. LEFT OF -Y6- TO STATION 22+35, 21 FT. LEFT OF -Y6-. SEE STANDARD DRAWING NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

APPROVED:	DATE:	 DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	TEMPORARY SHORING DATA
 SEAL DAVID L. LIPPERT 6/4/12			

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 PENTABLE: NCDOT_tcp_Conven.tbl
 DATE: 5/23/2012
 TIME: 12:43:16 PM

REVISIONS

NOTES FOR TEMPORARY SHORING No. 7

FOR TEMPORARY SHORING, AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.

DESIGN TEMPORARY SHORING FROM STATION 24+66, 33 FT. LEFT OF -Y6- TO STATION 26+64, 30 FT. LEFT OF -Y6- FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 490 FT

BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 24+66, 33 FT. LEFT OF -Y6- TO STATION 26+64, 30 FT. LEFT OF -Y6-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DO NOT USE A TEMPORARY WALL FOR THE TEMPORARY SHORING FROM STATION 24+66, 33 FT. LEFT OF -Y6- TO STATION 26+64, 30 FT. LEFT OF -Y6-.

AT THE CONTRACTORS OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION 24+66, 33 FT. LEFT OF -Y6- TO STATION 26+64, 30 FT. LEFT OF -Y6-. SEE STANDARD DRAWING NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

NOTES FOR TEMPORARY SHORING No. 8

FOR TEMPORARY SHORING, AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.

DESIGN TEMPORARY SHORING FROM STATION 44+75, 6 FT. TO 9 FT. LEFT OF -L- TO STATION 45+40, 6 FT. TO 9 FT. LEFT OF -L- FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 490 FT

BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 44+75, 6 FT. TO 9 FT. LEFT OF -L- TO STATION 45+40, 6 FT. TO 9 FT. LEFT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DO NOT USE A TEMPORARY WALL FOR THE TEMPORARY SHORING FROM STATION 44+75, 6 FT. TO 9 FT. LEFT OF -L- TO STATION 45+40, 6 FT. TO 9 FT. LEFT OF -L-.

AT THE CONTRACTORS OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION 44+75, 6 FT. TO 9 FT. LEFT OF -L- TO STATION 45+40, 6 FT. TO 9 FT. LEFT OF -L-. SEE STANDARD DRAWING NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

NOTES FOR TEMPORARY SHORING No. 9

FOR TEMPORARY SHORING, AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.

DESIGN TEMPORARY SHORING FROM STATION 44+75, 6 FT. TO 11.75 FT. RIGHT OF -L- TO STATION 45+40, 6 FT. TO 11.75 FT. RIGHT OF -L- FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 490 FT

BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.

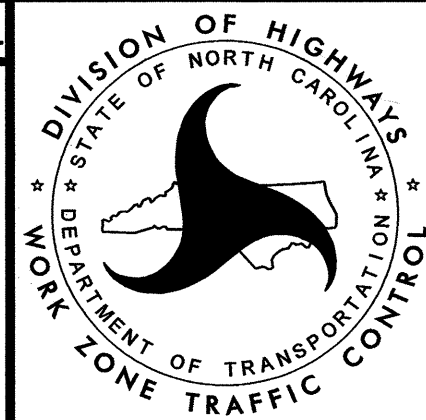
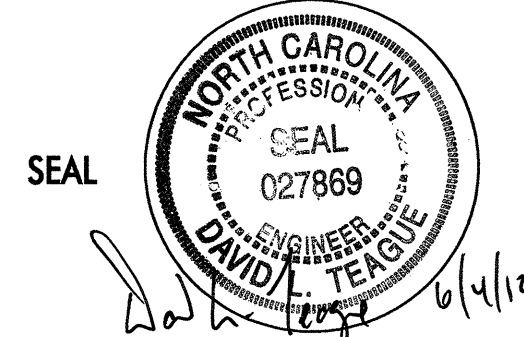
LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 44+75, 6 FT. TO 11.75 FT. RIGHT OF -L- TO STATION 45+40, 6 FT. TO 11.75 FT. RIGHT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DO NOT USE A TEMPORARY WALL FOR THE TEMPORARY SHORING FROM STATION 44+75, 6 FT. TO 11.75 FT. RIGHT OF -L- TO STATION 45+40, 6 FT. TO 11.75 FT. RIGHT OF -L-.

AT THE CONTRACTORS OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION 44+75, 6 FT. TO 11.75 FT. RIGHT OF -L- TO STATION 45+40, 6 FT. TO 11.75 FT. RIGHT OF -L-. SEE STANDARD DRAWING NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

REVISIONS

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 PENTABLE: NCDOT_tcp_Conven.tbl
 DATE: 5/23/2012
 TIME: 12:43:28 PM

APPROVED:	DATE:	 DIVISION OF HIGHWAYS DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	TEMPORARY SHORING DATA
 SEAL NORTH CAROLINA PROFESSIONAL ENGINEER DAVID A. TEAGUE 027869	[Signature] 6/4/12		

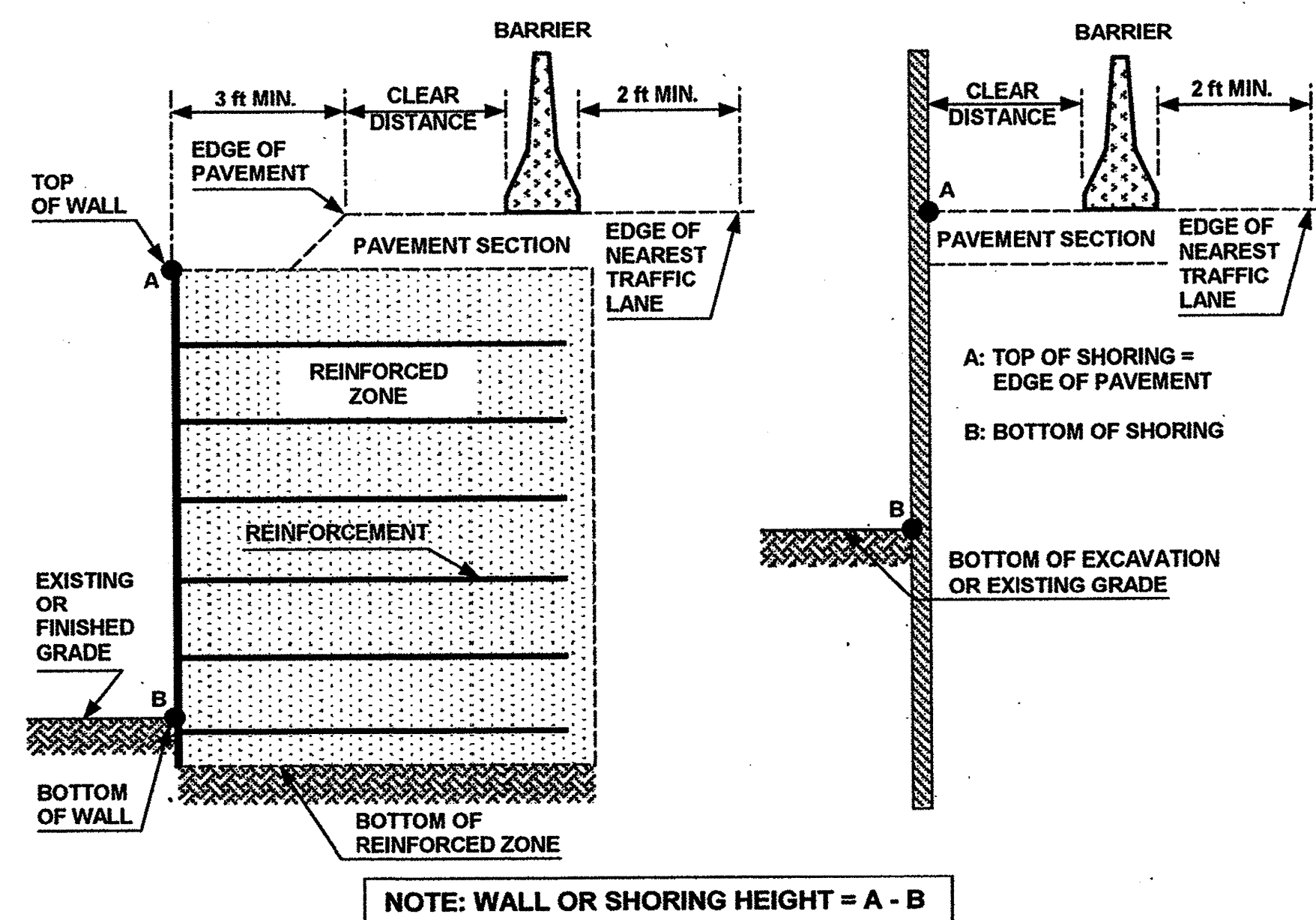


FIGURE A

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

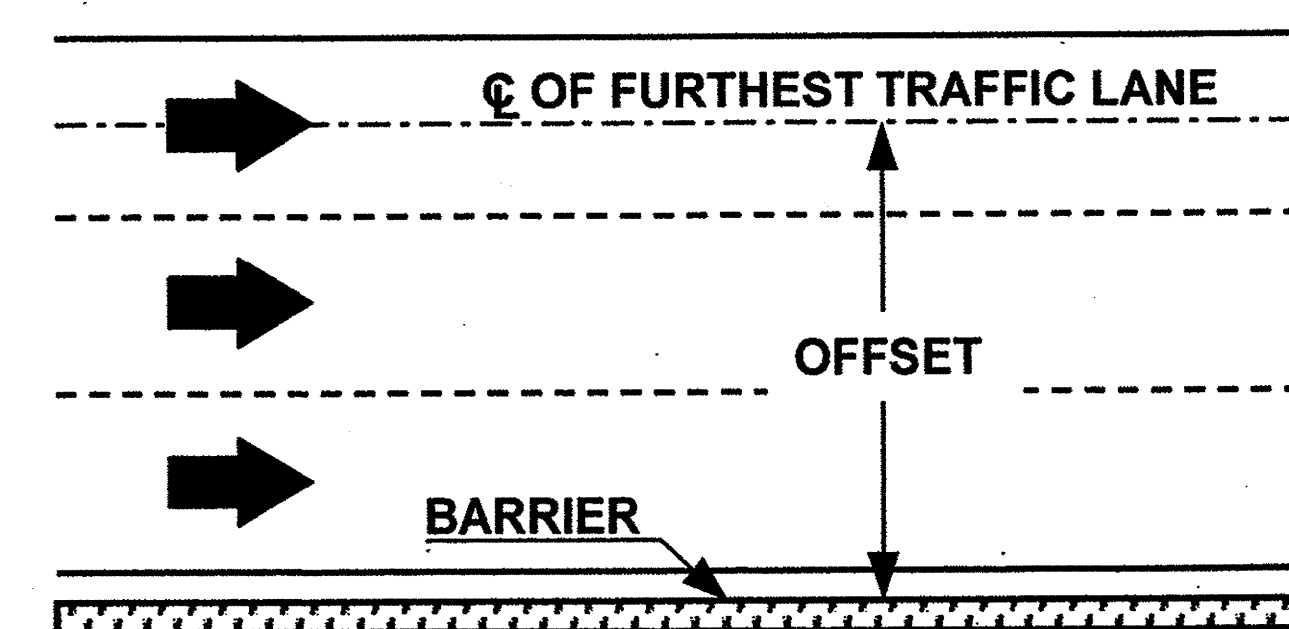
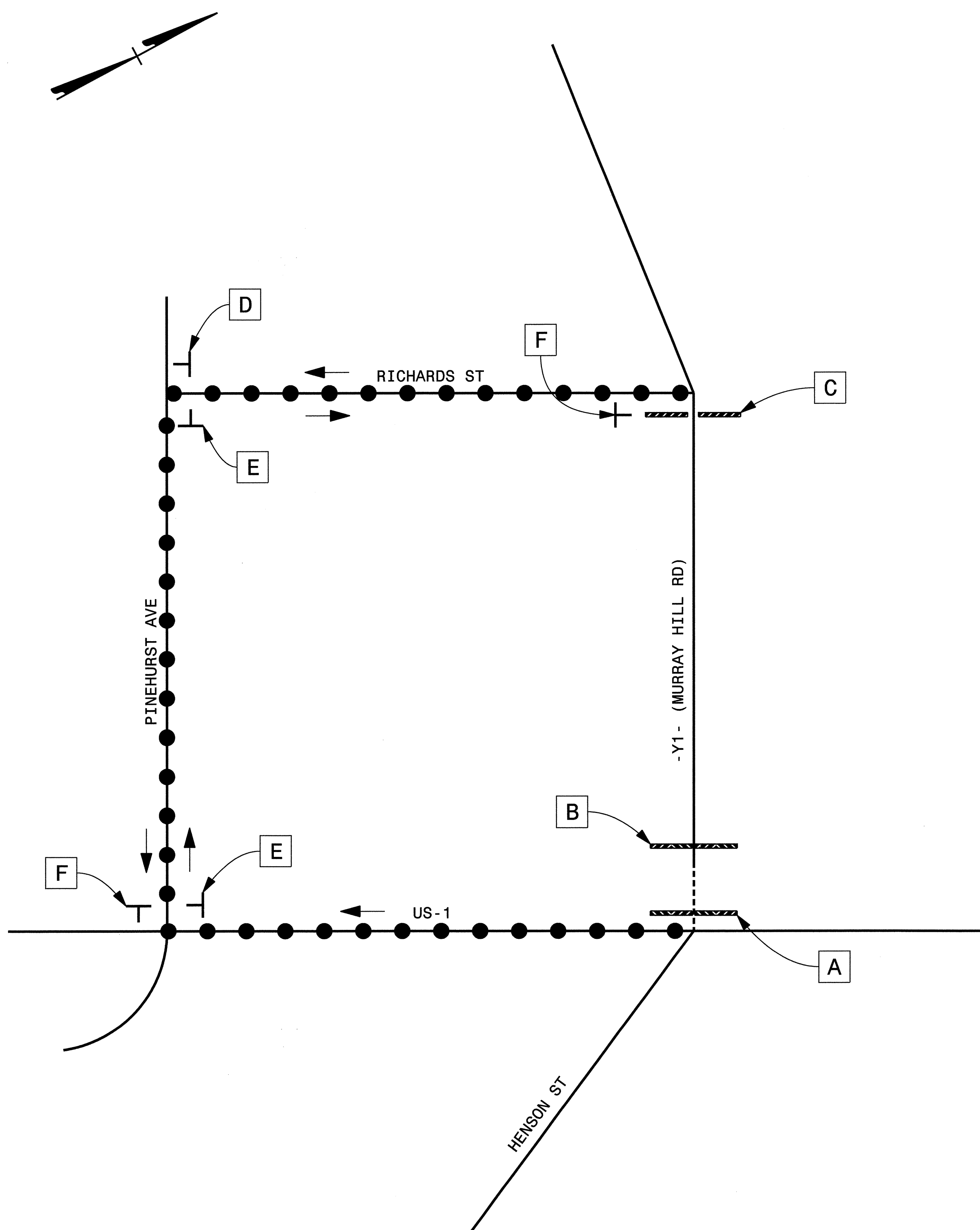




FIGURE B

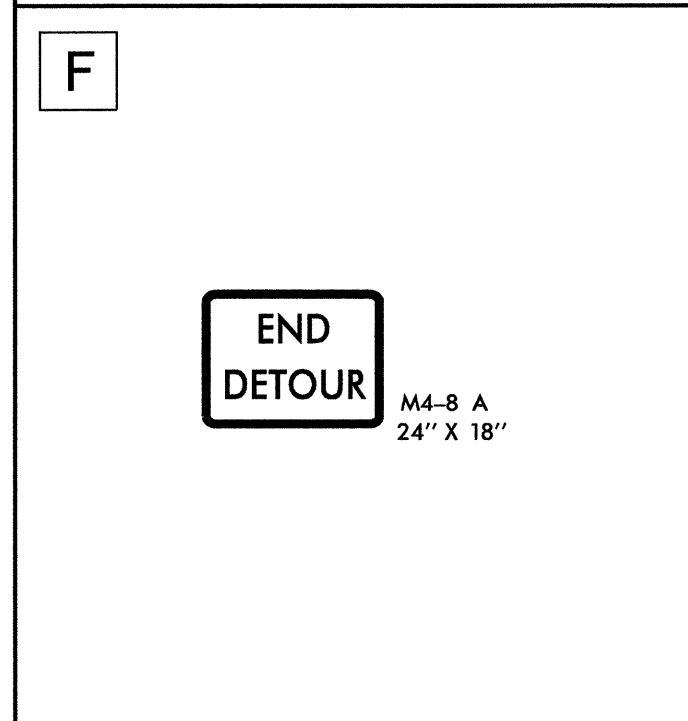
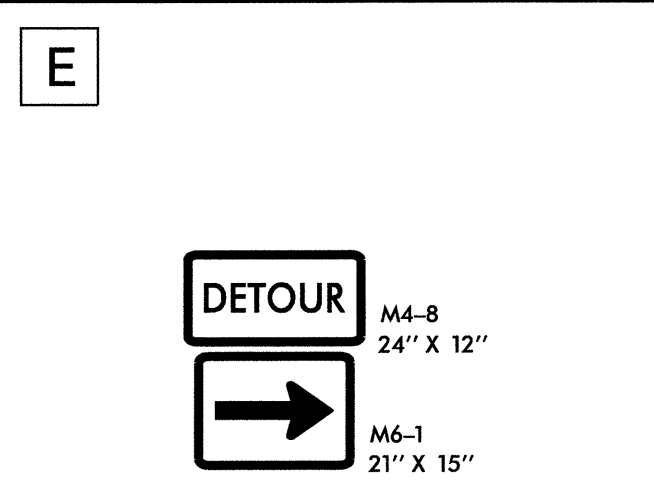
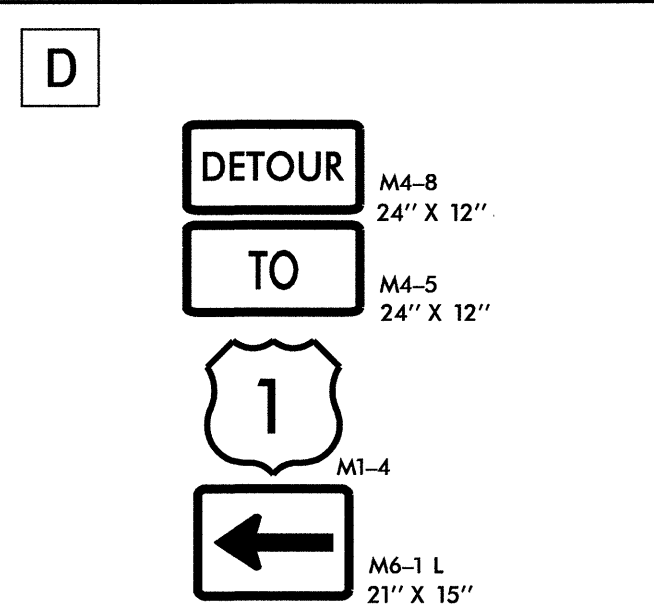
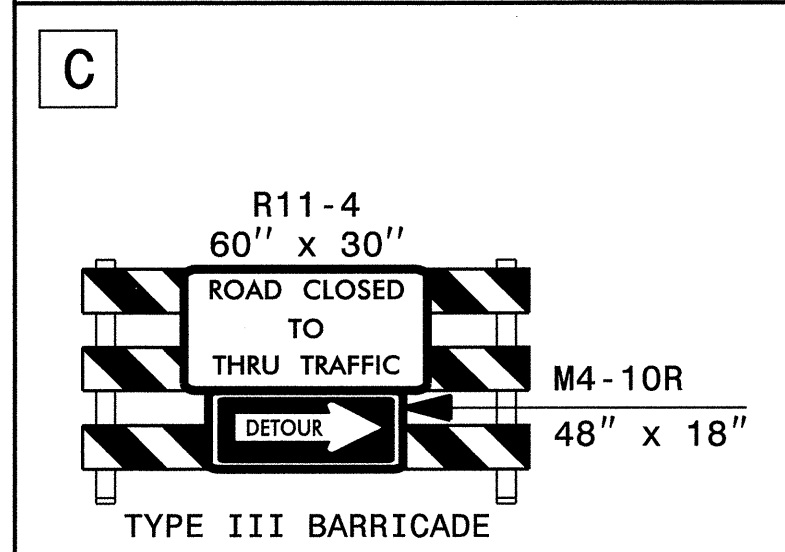
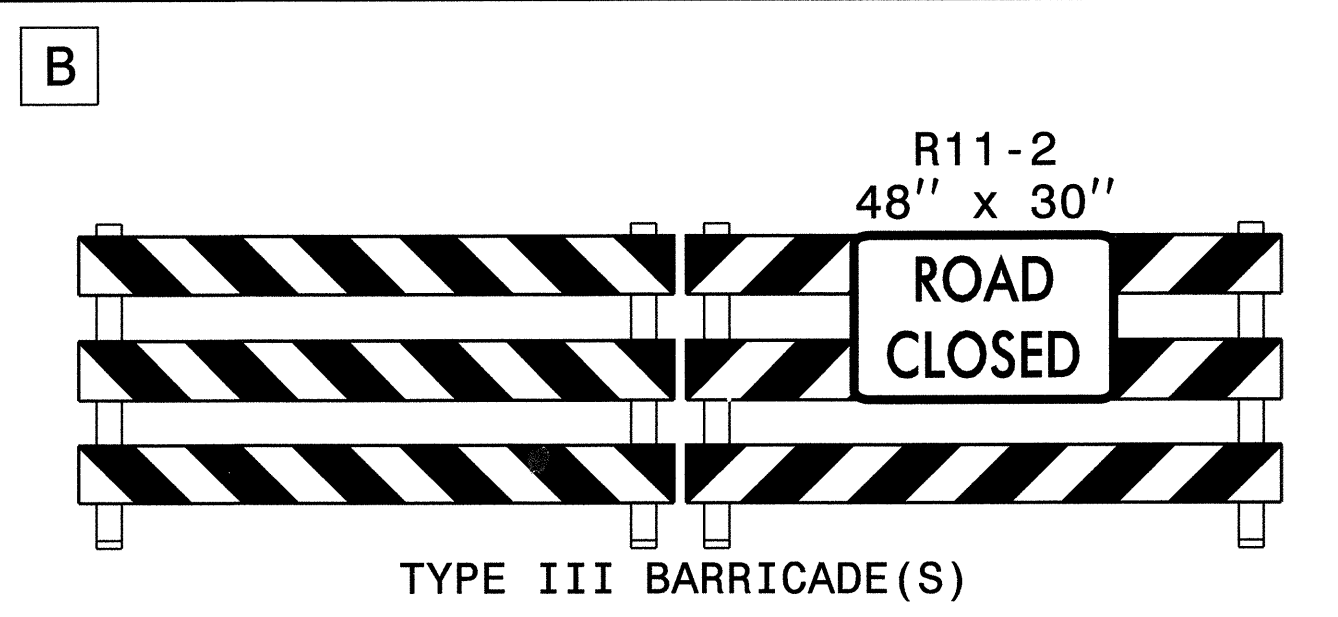
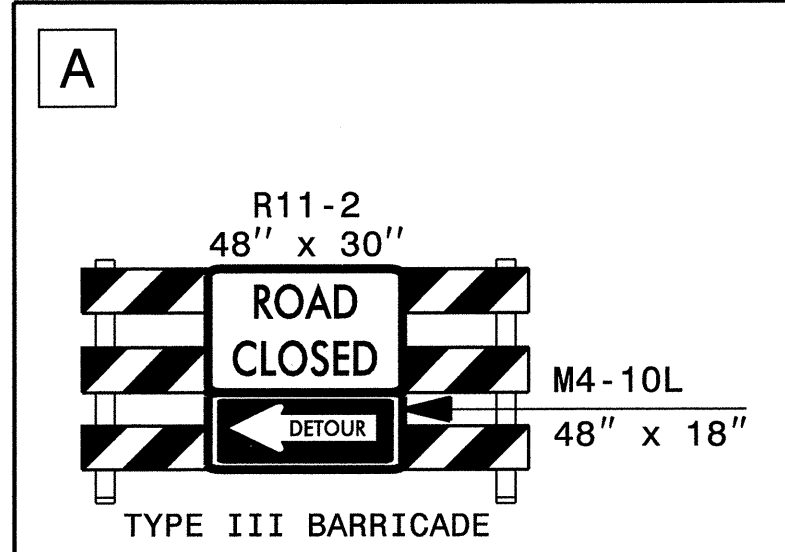
APPROVED: <i>Joseph [Signature]</i> SEAL 028380 SEP 10 2010	DATE: 2010	DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
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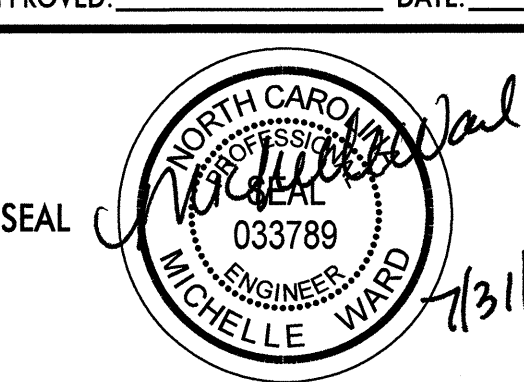
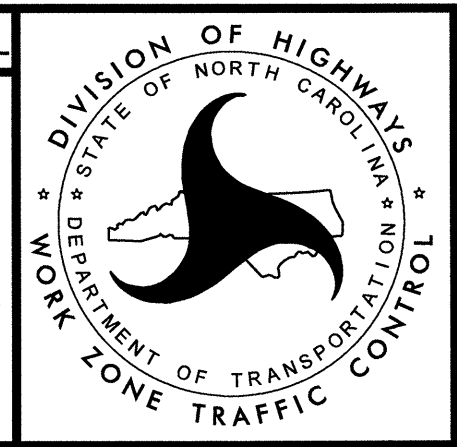
PHASE 1, STEP 1
-Y1- (MURRAY HILL RD) WATERLINE INSTALLATION DETOUR ROUTING PLAN

NOTE: SEE RSD 1101.03, SHEET 2 OF 9 FOR ADDITIONAL SIGN AND BARRICADE PLACEMENT.

 DETOUR ROUTE FOR -Y1- (MURRAY HILL RD)
 CLOSED ROAD



APPROVED: _____ DATE: _____

DETOUR ROUTING PLAN

PLOT DRIVER: NCDOT...eng_50.plt
 USER: charnden
 DATE: 7/31/2012
 TIME: 12:00:20 PM
 FILE: F:\ncdot\wztc\U3324\trffic\trfficcontrol\cp\U3324_TMP-TMP-02C.dgn

REVISIONS

PHASING

NOTES:

INSTALL WORK ZONE ADVANCE WARNING SIGNS USING RSD 1101.01, SHEET 2 OF 3.

REPLACE MARKINGS AND RETURN TRAFFIC TO THE CURRENT TRAFFIC PATTERN AT THE END OF EACH WORK PERIOD UNLESS OTHERWISE NOTED IN THE PHASING OR DIRECTED BY THE ENGINEER.

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

COMPLETE ANY PROPOSED WIDENING IN SUCH A MANNER THAT PONDING OF WATER WILL NOT OCCUR IN THE TRAVEL LANE.

PAVE PROPOSED CONSTRUCTION, UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE, IN ALL PHASES, UNTIL STATED TO INSTALL THE FINAL LAYER OF SURFACE COURSE IN THE PHASING.

PHASE I - SEE TMP-4 THRU TMP-20

COMPLETE THE WORK REQUIRED IN PHASE I, STEP 1 THRU STEP 5, FOR -Y1-, -Y2-, SAUNDERS BLVD., -Y4-, -Y5- STA. 10+00 +/- TO 18+17 +/-, -L- STA. 10+00 +/- TO 31+66 +/-, AND -SBUS1- STA. 10+00 +/- TO 26+01+/-, AS SHOWN IN THE INTERMEDIATE CONTRACT TIME PROJECT SPECIAL PROVISIONS. (SEE LOCAL NOTE 4) (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.)

COMPLETE THE INSTALLATION OF THE WATERLINE ALONG -Y1- (MURRAY HILL RD), SHOWN IN PHASE I, STEP 1, DURING A WEEKEND CLOSURE FROM 6:00 P.M. FRIDAY TO 6:00 A.M. MONDAY. (SEE LOCAL NOTE 3) (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.)

STEP 1:

USING RSD 1101.02, SHEET 1 AND 3 OF 15, AS NECESSARY, BEGIN CONSTRUCTION OF THE FOLLOWING:

- Y1- (INCLUDING WATERLINE INSTALLATION) (SEE LOCAL NOTE 3 & SHEET TMP-2C)
- L- STA. 12+30 +/- (LT) TO STA. 14+70 +/- (LT)
- SBUS1- STA. 10+00 +/- (LT) TO STA. 16+82 +/- (LT)
- L- STA. 20+39 +/- TO STA. 25+00 +/- (BETWEEN US 1 NB AND OLD US 1 SB) RIGHT TURN LANE EXTENSION AROUND -L- STA. 21+00 +/- (RT)
- Y5- STA. 10+00 +/- TO STA. 12+00 +/-
- Y5- STA. 19+37 +/- TO STA. 27+18 +/- (SHOULDER WORK AND GUARDRAIL)
- Y4- STA. 13+12 +/- TO STA. 13+72 +/-
- Y6RPA- STA. 10+00 +/- TO STA. 21+43 +/- (INCLUDING ISLAND SEPARATING -Y6RPA- AND -Y6LPA-)
- L- STA. 56+26 +/- (LT) TO STA. 59+05 +/- (LT)
- Y6LPA- STA. 10+32 +/- TO STA. 13+75 +/-

SIMULTANEOUSLY PERFORM THE FOLLOWING:

- A. USING RSD 1101.02, SHEET 1 AND 3 OF 15, PLACE TEMPORARY MARKING ALONG US 1 SB FROM -L- STA. 12+30 +/- TO -SBUS1- STA. 19+50 +/- (SEE TMP-4 & TMP-5)
- B. USING RSD 1101.03, SHEET 2 OF 9, INSTALL DETOUR SIGNS, CLOSE HENSON STREET AT BROAD STREET, AND PLACE TRAFFIC ONTO OFF-SITE DETOUR VIA BROAD STREET AND SAUNDERS BLVD. TO US 1, CLOSING THIS LEG OF THE INTERSECTION AT -Y1-/-Y2-/-L-, THEN BEGIN CONSTRUCTION OF -Y2- FROM STA. 10+18 +/- TO 13+50 +/- (SEE TMP-4 & TMP-8)
- C. USING RSD 1101.02, SHEET 1 OF 15, IF NECESSARY, INSTALL AND ACTIVATE TEMPORARY SIGNAL #08-0972T1 AT -Y1-/-Y2-/-L- AND TEMPORARY SIGNAL #08-0358 AT -L-/SAUNDERS BLVD. (SEE TMP-4) (SEE LOCAL NOTE 1)
- D. PLACE US 1 SB AND HENSON STREET IN NEW TRAFFIC PATTERN. (SEE TMP-4, TMP-5 AND TMP-8)

PERMANENTLY CLOSE SERVICE ROADS AND PARKING LOT AREAS SHOWN ON TMP-6 AND TMP-7, THEN REMOVE PAVEMENT AS SHOWN AND CONSTRUCT CURB AND GUTTER IN PARKING LOT ON NORTH WEST SIDE OF -Y6RPA-.

USING RSD 1101.02, SHEETS 1 & 3 OF 15, AS NECESSARY, BEGIN INSTALLATION OF TEMPORARY SIGNAL #08-0576T1 AT -Y6- (MORGANTON RD)/EXISTING RAMP A.

USING RSD 1101.02, SHEET 3 OF 15, ON US 1 NB & SB, CONSTRUCT 4' WIDTH TEMPORARY PAVEMENT AS FOLLOWS: (SEE TMP-6)

- L- STA. 40+22 +/- TO 47+80 +/- (MEDIAN SIDE OF US 1 NB FOR WORK ZONE ACCESS LANE)
- L- STA. 44+00 +/- TO 49+75 +/- (MEDIAN SIDE OF US 1 SB FOR PCB PLACEMENT)

USING RSD 1101.02, SHEET 1 OF 15, ON -Y6- (MORGANTON RD), CONSTRUCT TEMPORARY PAVEMENT FOR PCB PLACEMENT AS FOLLOWS: (SEE TMP-6)

- Y6- STA. 19+84 +/- (0' WIDTH) TO -Y6- BEGIN BRIDGE (4' WIDTH)
- Y6- END BRIDGE (4' WIDTH) TO -Y6- STA. 23+50 +/- (4' WIDTH)

ONCE CONSTRUCTION OF TEMPORARY PAVEMENT ABOVE IS COMPLETE, USING RSD 1101.02, SHEET 3 AND 12 OF 15 ON US 1, AND RSD 1101.02, SHEET 1 OF 15 ON -Y6- (MORGANTON ROAD), PERFORM THE FOLLOWING (SEE TMP-9 THRU TMP-13):

1. INSTALL SHORING ALONG -L- AND -Y6- (MORGANTON ROAD) FOR CONSTRUCTION OF STRUCTURE AND RETAINING WALL #3
2. PLACE PCB ALONG -L- AND -Y6- (MORGANTON ROAD)
3. PLACE TEMPORARY MARKINGS ON -L- AND -Y6- (MORGANTON ROAD)
4. PLACE TRAFFIC CONTROL DEVICES ON -L- AND -Y6- (MORGANTON ROAD)
5. COMPLETE INSTALLATION AND ACTIVATE TEMPORARY SIGNAL #08-0576T1 AT -Y6- (MORGANTON RD)/EX. RAMP A, AND SHIFT TRAFFIC TO THE PHASE I, STEP 2 TEMPORARY PATTERN ON -L- (US 1 NB & SB) AND -Y6- (MORGANTON ROAD) (SEE LOCAL NOTE 5)

STEP 2:

USING RSD 1101.02, SHEET 1 OF 15, COMPLETE -Y4- FROM STA. 13+12 +/- TO STA. 13+72 +/-, INSTALL TEMPORARY MARKINGS AND SIGNS AS SHOWN ON TMP-10 FOR -Y4- AND OPEN -Y4- TO TRAFFIC. (CLOSE -Y5- (LUTHER WAY) AS SHOWN ON TMP-9 AND TMP-10.)

AWAY FROM TRAFFIC AND USING RSD 1101.02, SHEETS 1 AND 3 OF 15, AS NECESSARY, BEGIN CONSTRUCTION OF THE FOLLOWING (SEE TMP-9 THRU TMP-13):

- SBUS1- STA. 16+82 +/- (LT) TO 25+73 +/- (LT), (APPROX. 12' WIDTH), WHILE MAINTAINING EXISTING DRAINAGE DITCH
- L- STA. 31+66 +/- (LT) TO 40+50 +/- (LT) (INCLUDING RETAINING WALL #2)
- L- STA. 40+50 +/- (LT) TO 48+00 +/- (LT) (APPROX. 12' WIDTH), WHILE MAINTAINING EXISTING DRAINAGE DITCH
- Y5- FROM STA. 12+00 +/- TO 18+17 +/- (USE INCIDENTAL STONE TO MAINTAIN ACCESS TO CHURCHES ON LUTHER WAY)
- Y6- STA. 18+93 +/- TO 29+20 +/- (LT SIDE), INCLUDING STAGE 1 OF BRIDGE, (WEDGE EXISTING -Y6- AS NEEDED FROM STA. 18+00 +/- TO 20+44 +/- AND STA. 23+50 +/- TO 26+00 +/- TO MAINTAIN TRAFFIC ON -Y6- AND OMIT CURB & GUTTER AND SIDEWALK CONSTRUCTION ALONG -Y6- BETWEEN -Y6LPA- AND EXISTING RAMP D.) (SEE LOCAL NOTE 2)
- TEMPORARY PAVEMENT ALONG -Y6- (LT SIDE) FROM STA. 18+93 +/- TO BEGIN BRIDGE
- TEMPORARY PAVEMENT ALONG -Y6- (LT SIDE) FROM BEGIN BRIDGE TO STA. 23+69 +/-

AWAY FROM TRAFFIC, COMPLETE CONSTRUCTION OF -Y6-RPA- BEGUN IN PHASE I, STEP 1, THEN, USING RSD 1101.02, SHEET 1 OF 15 ON -Y6- AND RSD 1101.02, SHEET 12 OF 15 (MOVING OPERATION) ON -L-, AS NEEDED, PLACE TEMPORARY MARKING ON -L- AND -Y6RPA- AS SHOWN ON TMP-12 AND TMP-13, CLOSE EXISTING RAMP A, DEACTIVATE TEMPORARY SIGNAL #08-0576T1 AT -Y6-/EXISTING RAMP A, AND OPEN -Y6RPA- TO TRAFFIC.

STEP 3:

AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF -Y6LPA- STA. 13+75 +/- TO STA. 15+87 +/-.

AWAY FROM TRAFFIC, EXTEND CONSTRUCTION OF -Y6LPA- TO PROPOSED DRAINAGE STRUCTURE AT -Y6- STA. 18+40 +/- LT.

USING RSD 1101.02, SHEET 1 & 3 OF 15, AS NECESSARY, REMOVE TEMPORARY SIGNAL #08-0576T1.

AWAY FROM TRAFFIC, AND USING RSD 1101.02, SHEETS 1 AND 3 OF 15, AS NEEDED, COMPLETE CONSTRUCTION OF THE FOLLOWING, BEGUN EARLIER:

- Y1-
- Y2- STA. 10+18 +/- TO 13+50 +/-
- L- STA. 12+30 +/- (LT) TO STA. 14+70 +/- (LT)
- SBUS1- STA. 10+00 +/- (LT) TO STA. 16+82 +/- (LT)
- SBUS1- STA. 16+82 +/- (LT) TO 25+73 +/- (LT), (APPROX. 12' WIDTH)
- L- STA. 20+39 +/- TO STA. 25+00 +/- (BETWEEN US 1 NB AND OLD US 1 SB) RIGHT TURN LANE EXTENSION AROUND -L- STA. 21+00 +/- (RT)
- Y5- STA. 10+00 +/- TO STA. 18+17 +/-

USING RSD 1101.02, SHEETS 1 AND 3 OF 15, AS NEEDED, INSTALL AND COVER TEMPORARY SIGNAL #08-0972T2 AT -Y1-/-Y2-/-L- INTERSECTION.

COMPLETE THE WORK REQUIRED OF PHASE I, STEP 4 IN SEVEN (7) CONSECUTIVE DAYS. (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.)

STEP 4:

USING SHEETS TMP-16 AND TMP-17, INSTALL DETOUR SIGNS AND CLOSE BROAD STREET TO THRU TRAFFIC. (HENSON STREET REMAINS CLOSED AT BROAD STREET FROM PHASE I, STEP 1). DETOUR BROAD STREET AND HENSON STREET VIA HENSON STREET AND WINDSTAR PLACE.

AWAY FROM TRAFFIC, AND USING RSD 1101.02, SHEET 1 OF 15, AS NEEDED, ON SAUNDERS BLVD., CONSTRUCT -Y2- FROM STA. 13+50 +/- TO STA. 18+11 +/-.

USING RSD 1101.02, SHEETS 1, 3 AND 12 OF 15, PLACE TEMPORARY MARKING AS SHOWN ON TMP-18, TMP-19 AND TMP-20, UNCOVER AND ACTIVATE TEMPORARY SIGNAL #08-0972T2 AT -Y1-/-Y2-/-L- INTERSECTION, DEACTIVATE TEMPORARY SIGNAL #08-0358T1 AT -L-/SAUNDERS BLVD., AND SHIFT -Y1-, -Y2-, -Y5-, AND -L- TRAFFIC TO NEW PATTERN.

STEP 5:



USING RSD 1101.02, SHEET 7 OF 15, AS NEEDED, REMOVE TEMPORARY SIGNAL #08-0358T1 AT -L-/SAUNDERS BLVD.

USING NIGHTLY LANE CLOSURES (RSD 1101.02, SHEET 3 OF 15) ON US 1 NB, CONSTRUCT MONOLITHIC ISLANDS AS SHOWN ON TMP-18.

STEP 6:

COMPLETE THE FOLLOWING:

- AWAY FROM TRAFFIC, COMPLETE CONSTRUCTION OF -Y6LPA-
- USING RSD 1101.02, SHEET 1 OF 15, AS NECESSARY, COMPLETE CONSTRUCTION OF -Y6- (LT SIDE), BEGUN EARLIER.
- AWAY FROM TRAFFIC, COMPLETE A MINIMUM OF 12' WIDTH ON -L- FROM -L- STA. 31+66 +/- TO STA. 48+00 +/- (CONTINUE CONSTRUCTION ON REMAINDER OF WIDENING AND RETAINING WALL #2)
- AWAY FROM TRAFFIC, PLACE TEMPORARY MARKING, AS MUCH AS POSSIBLE, ON -Y6- AND -Y6LPA-. (SEE MARKING ON TMP-21 FOR -Y6- AND TMP-24 FOR -Y6LPA-)
- USING RSD 1101.02, SHEET 1 OF 15, PLACE PCB ON -Y6- AS SHOWN ON TMP-21.

APPROVED: _____ DATE: _____ 		<h2 style="margin: 0;">PHASING</h2>
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 PENTABLE: NCDOT_tcp_Conven.tbl
 DATE: 7/31/2012
 TIME: 12:00:34 PM

REVISIONS

PHASING

PHASE II - SEE TMP-21 THRU TMP-25

COMPLETE THE WORK REQUIRED OF PHASE II, STEP 1 IN THIRTY (30) CONSECUTIVE DAYS. (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.)

STEP 1:

COMPLETE THE FOLLOWING IN A CONTINUOUS MANNER:

1. CLOSE -Y5- (LUTHER WAY) AT -Y6- (MORGANTON ROAD) AND PLACE TRAFFIC TO US 1 SB IN AN OFF-SITE DETOUR VIA OLD US 1 UNTIL -Y6LPA- IS OPENED TO TRAFFIC. (SEE SHEET TMP-21 AND SHEET TMP-2D)
2. USING RSD 1101.02, SHEET 1 OF 15, PLACE TEMPORARY MARKING AT -Y6- TIE-INS AND SHIFT -Y6- (MORGANTON ROAD) TRAFFIC TO THE PHASE II PATTERN. (SEE SHEETS TMP-21 AND TMP-22)
3. AT NIGHT, CLOSE US 1 TO TRAFFIC AND REMOVE THE EXISTING STRUCTURE ON -Y6- (MORGANTON ROAD). (SEE LOCAL NOTE 2)
4. AWAY FROM TRAFFIC, COMPLETE PROPOSED -L- WIDENING UNDER EXISTING BRIDGE (APPROX. 12' WIDTH WHILE MAINTAINING EXISTING DRAINAGE).
5. USING RSD 1101.03, SHEET 8 OR 9 OF 9, AS NEEDED AND AS DIRECTED BY THE ENGINEER, RESET PCB ALONG US 1 SB AND PLACE TEMPORARY MARKING ON REMAINDER OF -Y6LPA- AND ALONG -L- (US 1 SB) AS SHOWN ON SHEETS TMP-23 AND TMP-24, AND OPEN -Y6LPA- TO TRAFFIC.

STEP 2:

PERMANENTLY CLOSE FLYNN STREET AND CONSTRUCT CUL-DE-SAC.

USING RSD 1101.02, SHEET 1 OF 15, AS NECESSARY, COMPLETE SHOULDER WORK AND GUARDRAIL INSTALLATION ALONG -Y5- (LUTHER WAY).

BEHIND PCB, BEGIN REMAINDER OF WIDENING ON -L- FROM STA. 40+50 +/- TO STA. 45+54 +/- . (INCLUDING REMOVAL OF EXISTING LUTHER WAY)

BEHIND BARRIER, AND USING RSD 1101.02, SHEET 1 OF 15, AS NECESSARY, INSTALL SHORING ALONG US 1 SB AND NB FOR CONSTRUCTION OF PROPOSED BENTS ON STAGE 2 OF BRIDGE, INSTALL PORTABLE CONCRETE BARRIER ALONG -Y6- AS SHOWN ON SHEETS TMP-24 AND TMP-25, THEN BEGIN CONSTRUCTION OF RIGHT SIDE OF -Y6- (MORGANTON ROAD) FROM STA. 15+50 +/- TO STA. 29+20 +/- , INCLUDING STAGE 2 CONSTRUCTION OF BRIDGE AND RETAINING WALL #4. WEDGE EXISTING -Y6- AS NEEDED FROM STA. 18+00 +/- TO STA. 19+25 +/- AND STA. 23+56 +/- TO STA. 26+00 +/- TO MAINTAIN TRAFFIC ON -Y6-. (SEE LOCAL NOTE 2)

STEP 3:

USING RSD 1101.02, SHEETS 1 AND 3 OF 15, AS NECESSARY, COMPLETE CONSTRUCTION OF ALL WORK PREVIOUSLY BEGUN ON -L- AND -Y6- .

USING RSD 1101.02, SHEETS 1 AND 3 OF 15, AS NECESSARY, BEGIN INSTALLATION OF FINAL SIGNALS (#08-0576 & #08-0575) AND THE WIRELESS RADIO CLS ON -Y6- (MORGANTON ROAD). (COVER SIGNAL HEADS UNTIL READY TO ACTIVATE IN PHASE III.)

STEP 4:

USING RSD 1101.02, SHEETS 1, 3 AND 12 OF 15, AS NECESSARY, COMPLETE THE FOLLOWING:

- A. REMOVE PCB ALONG OUTSIDE LANES OF -L- (US 1)
- B. RESET PCB ON MEDIAN SIDE OF US 1 NB AS SHOWN ON TMP-26
- C. PLACE TEMPORARY MARKING ON -L- IN THE FINAL PATTERN (SEE FINAL PAVEMENT MARKING PLAN)
- D. PLACE TRAFFIC ON US 1 IN THE FINAL PATTERN.

USING RSD 1101.02, SHEET 1 AND 3 OF 15, AS NECESSARY, PLACE TEMPORARY MARKING AND RESET PCB ON -Y6- (MORGANTON ROAD) AS SHOWN ON SHEETS TMP-26 AND TMP-27, AND SHIFT -Y6- TRAFFIC TO THE TEMPORARY PATTERN.

PHASE III - SEE TMP-26 AND TMP-27

STEP 1:

BEHIND BARRIER, AND USING RSD 1101.02, SHEETS 1 AND 3 OF 15, AS NECESSARY, COMPLETE THE FOLLOWING: (SEE TMP-26)

- A. CONSTRUCT CLOSURE POUR ON THE -Y6- (MORGANTON RD) BRIDGE
- B. REMOVE TEMPORARY PAVEMENT ALONG -Y6-, PLACED IN PHASE, 1, STEP 1
- C. CONSTRUCT PROPOSED CURB AND GUTTER AND SIDEWALK ON -Y6- FROM STA. 17+96 +/- TO STA. 23+80 +/- , INCLUDING REMAINDER OF SIDEWALK ON BRIDGE

USING RSD 1101.02, SHEET 3 OF 15, CONSTRUCT THE FOLLOWING: (SEE ROADWAY AND LIGHTING PLANS)

- MEDIAN SHOULDER WIDENING ALONG -L- (US 1)
- MEDIAN GUARDRAIL
- LIGHTING (SEE LOCAL NOTE 6)

USING RSD 1101.02, SHEETS 1 AND 3 OF 15, AS NECESSARY, COMPLETE INSTALLATION OF FINAL SIGNALS (#08-0576 & #08-0575) AND THE WIRELESS RADIO CLS ON -Y6- (MORGANTON ROAD). (COVER SIGNAL HEADS UNTIL READY TO ACTIVATE.)

STEP 2:

USING RSD 1101.02, SHEETS 1 AND 3 OF 15, SIMULTANEOUSLY COMPLETE THE FOLLOWING:

- A. PLACE TEMPORARY MARKING ON -Y6- IN THE FINAL TRAFFIC PATTERN (SEE FINAL PAVEMENT MARKING PLAN)
- B. UNCOVER AND ACTIVATE FINAL SIGNALS (#08-0576 & #08-0575) ON -Y6- (MORGANTON RD) AND OPEN -Y6- TO THE FINAL TRAFFIC PATTERN

STEP 3:



USING RSD 1101.02, SHEETS 1, 3, 9 AND 10 OF 15, CONSTRUCT OVERLAY REQUIRED ON THE ROADWAY PLANS, PLACE FINAL LAYER OF SURFACE COURSE AND FINAL MARKINGS AND MARKERS ON ALL ROADS, INSTALL RUMBLE STRIPS, THEN OPEN ALL ROADS TO THE FINAL TRAFFIC PATTERN.

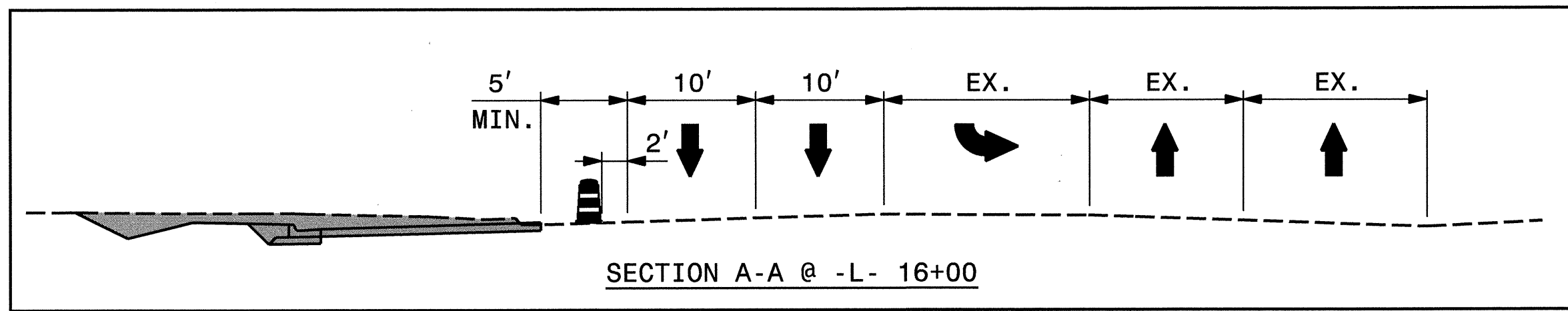
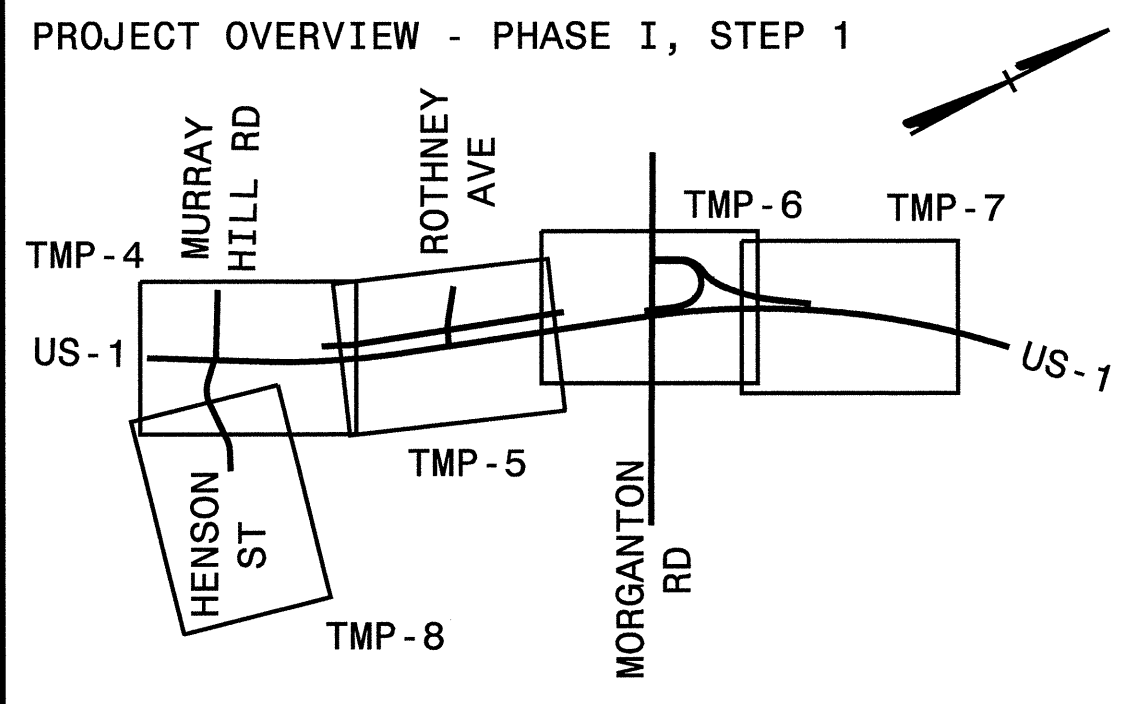
STEP 4:

REMOVE ALL REMAINING TRAFFIC CONTROL DEVICES.

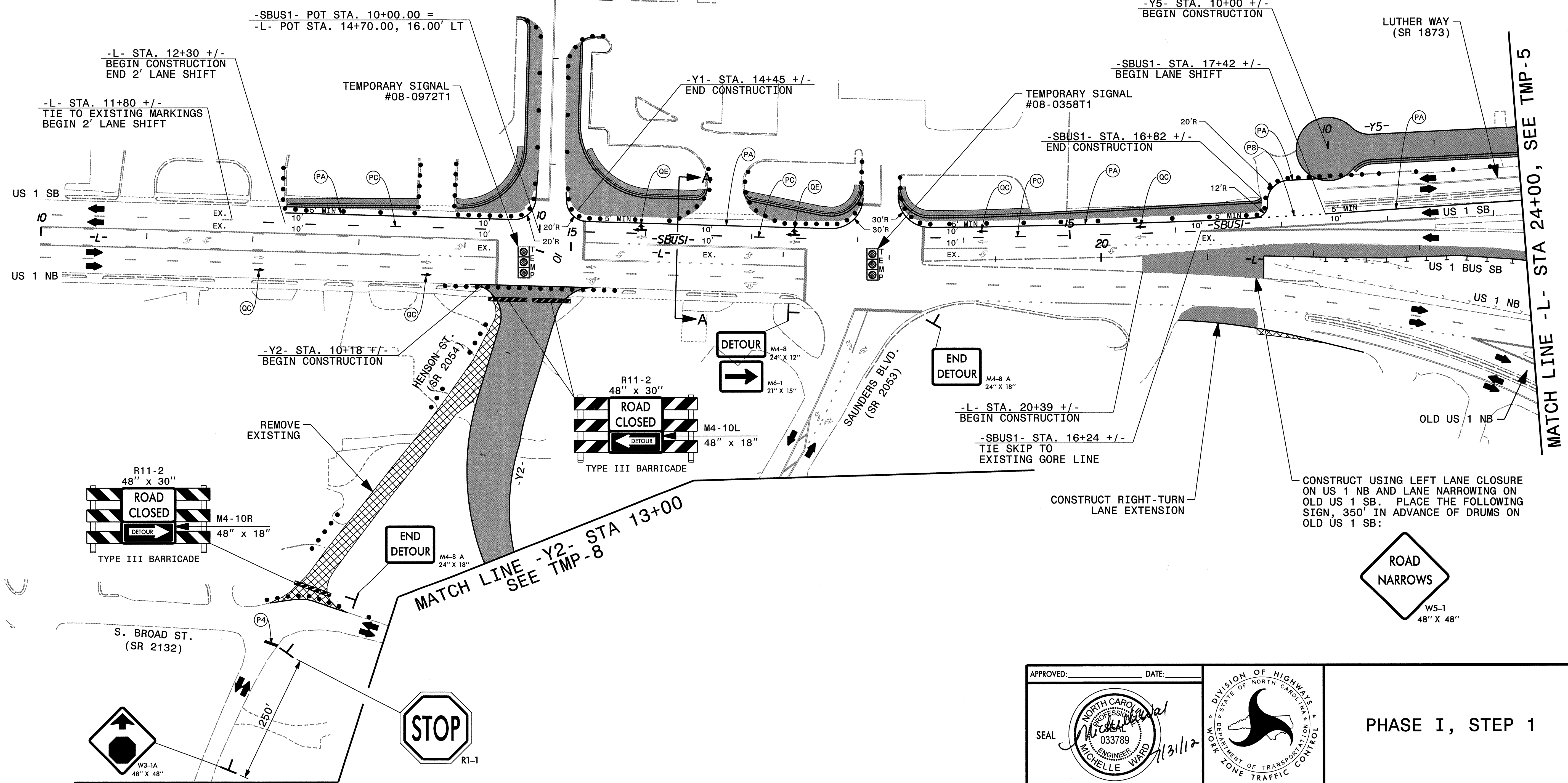
REVISIONS

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 TIME: 12:00:43 PM

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WATERLINE ALONG -Y1- (MURRAY HILL RD) TO BE COMPLETED AS SHOWN IN THE INTERMEDIATE CONTRACT TIME SPECIAL PROVISION. THE ROAD WILL BE CLOSED FOR ONE WEEKEND TO COMPLETE INSTALLATION (SEE SHEET TMP-2C FOR OFF-SITE DETOUR PLAN).

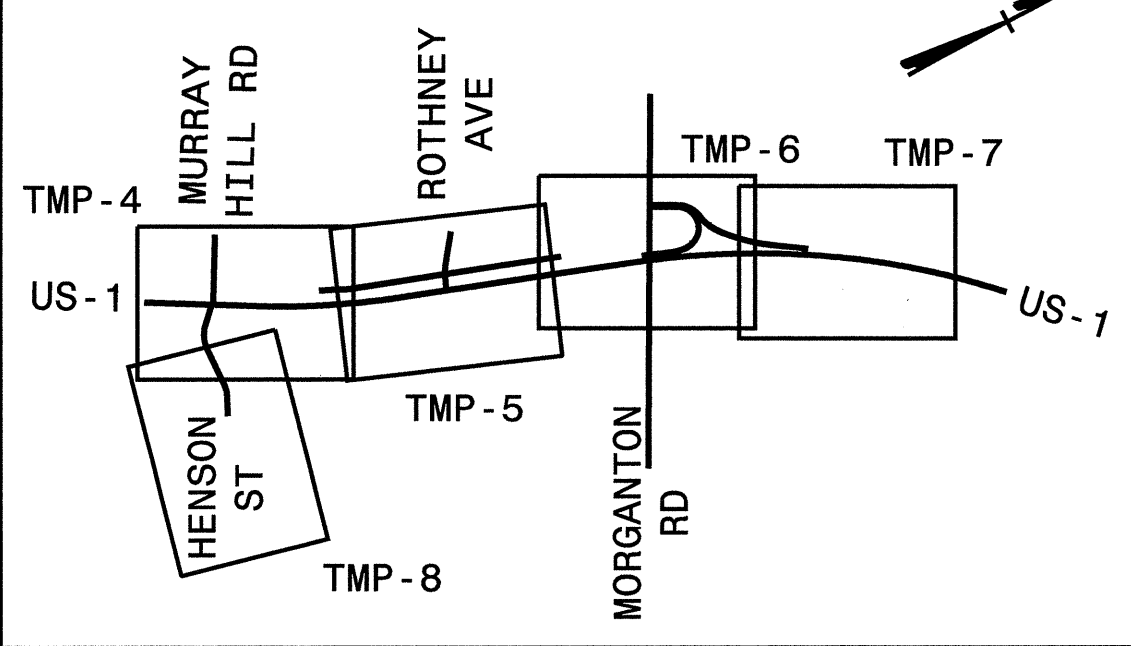


REVISIONS

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	7/31/12		

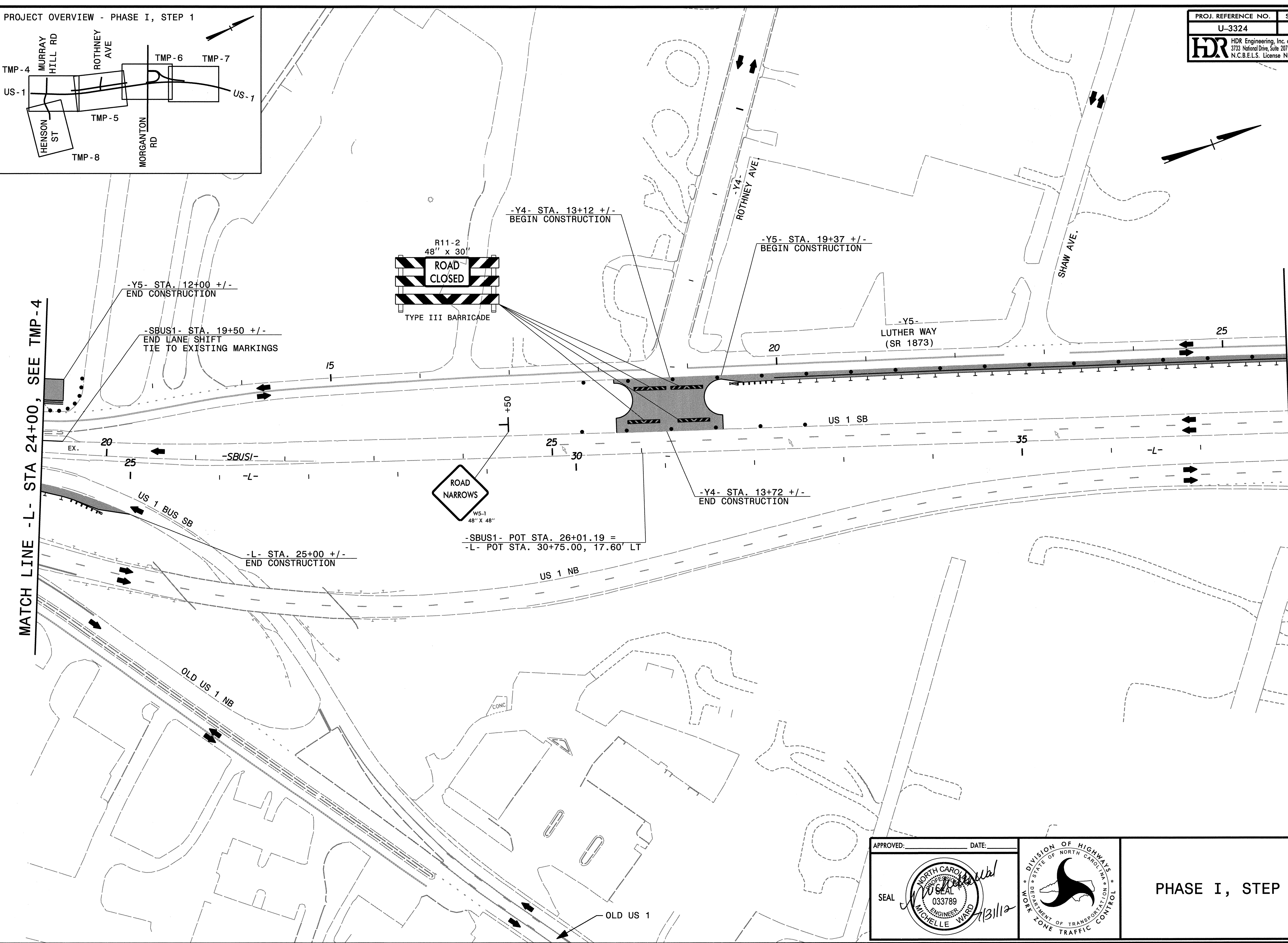
PROJECT OVERVIEW - PHASE I, STEP 1



PROJ. REFERENCE NO.	SHEET NO.
U-3324	TMP-5
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MATCH LINE -L- STA 24+00, SEE TMP-4

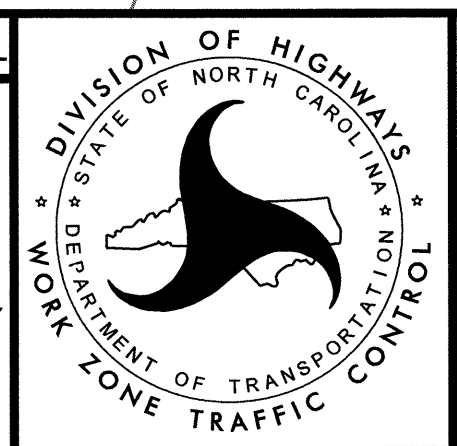
MATCH LINE -L- STA 38+00, SEE TMP-6



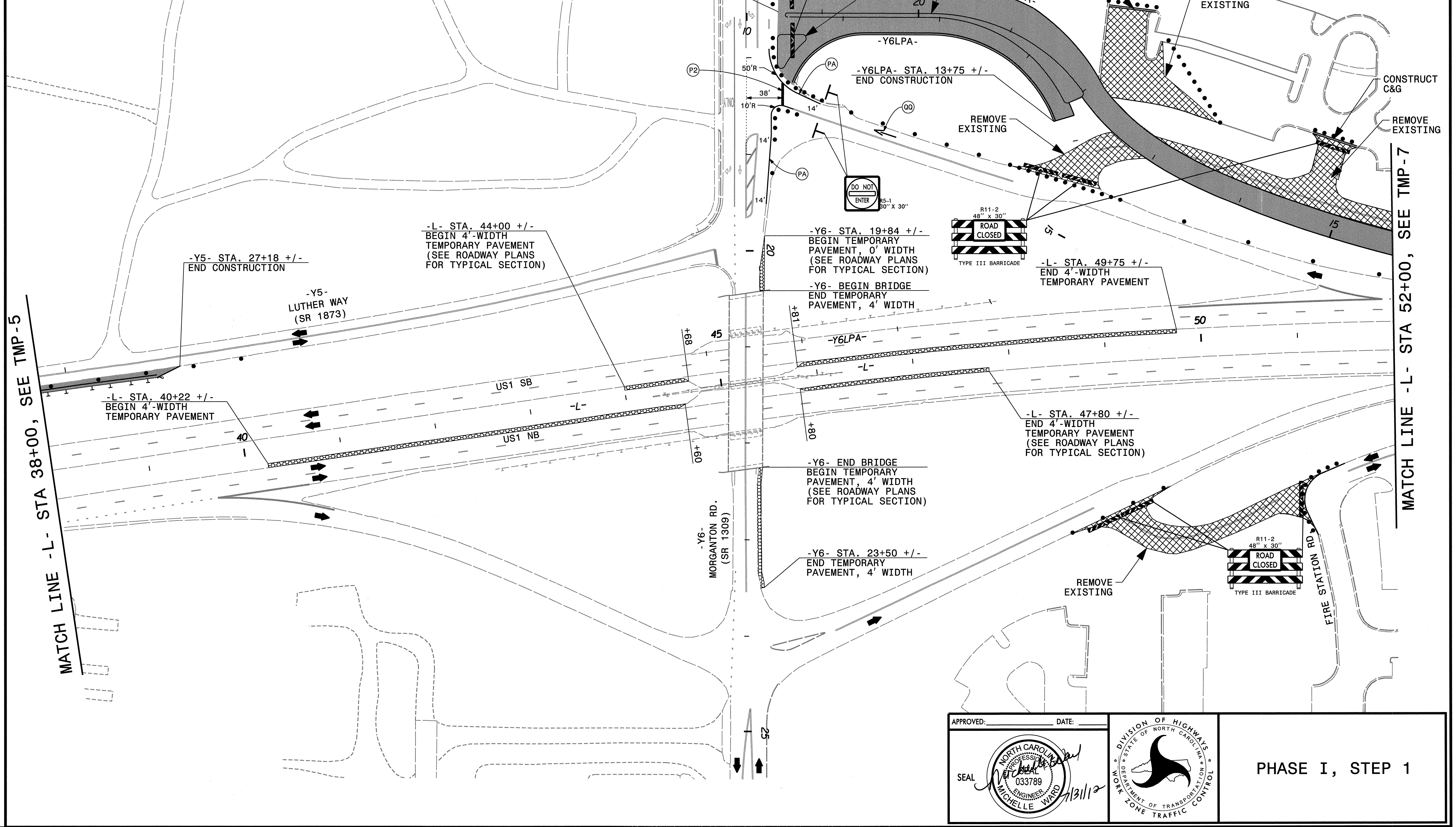
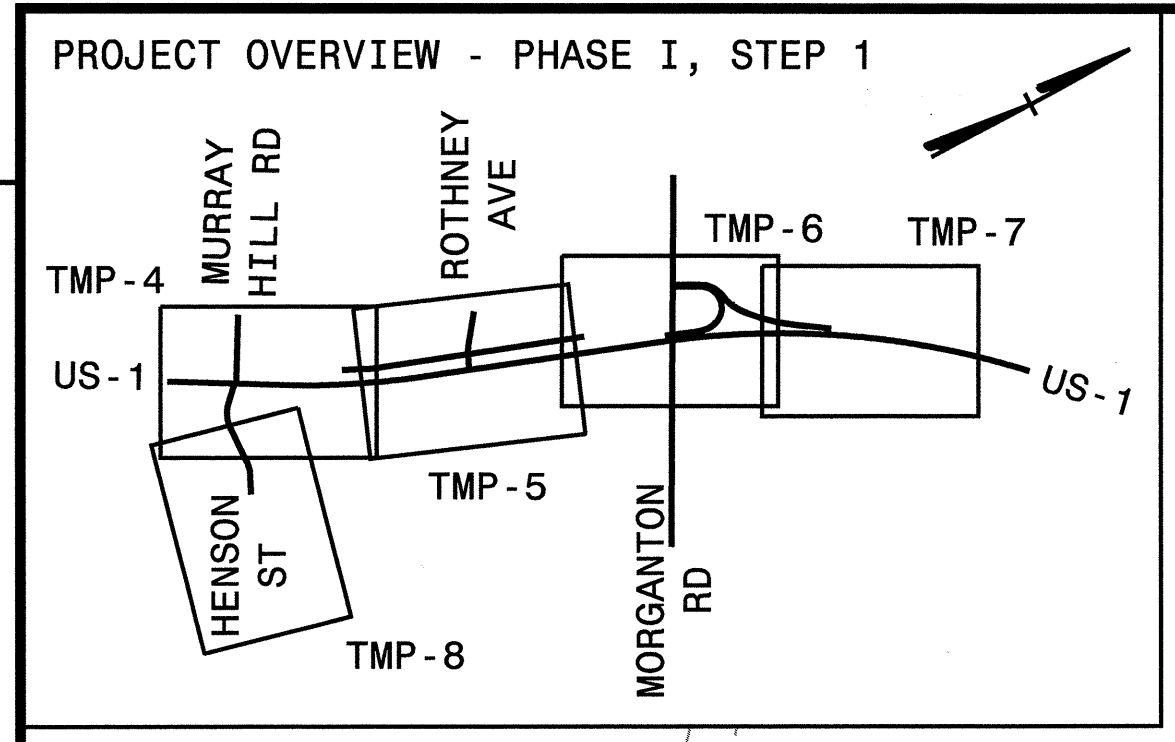
REVISIONS

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PHASE I, STEP 1

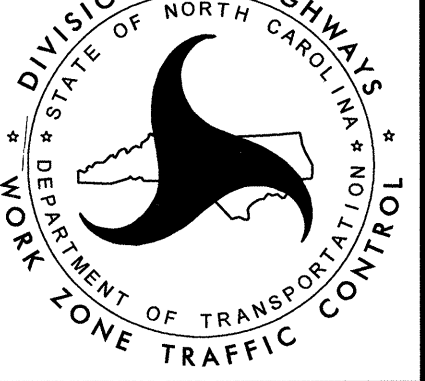
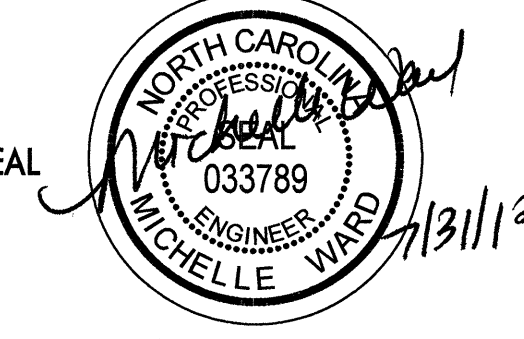


MATCH LINE -L- STA 38+00, SEE TMP-5

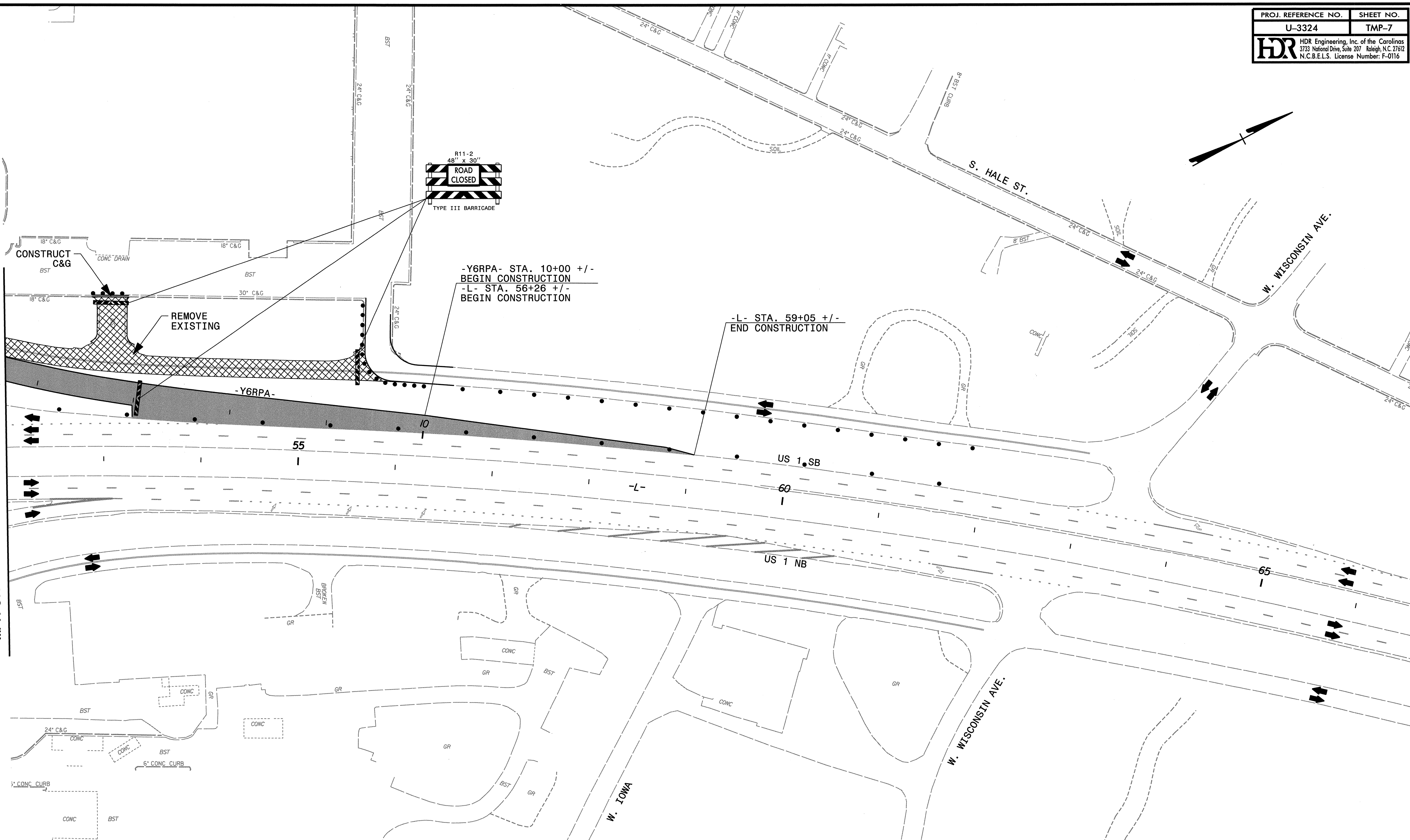
MATCH LINE -L- STA 52+00, SEE TMP-7

REVISIONS

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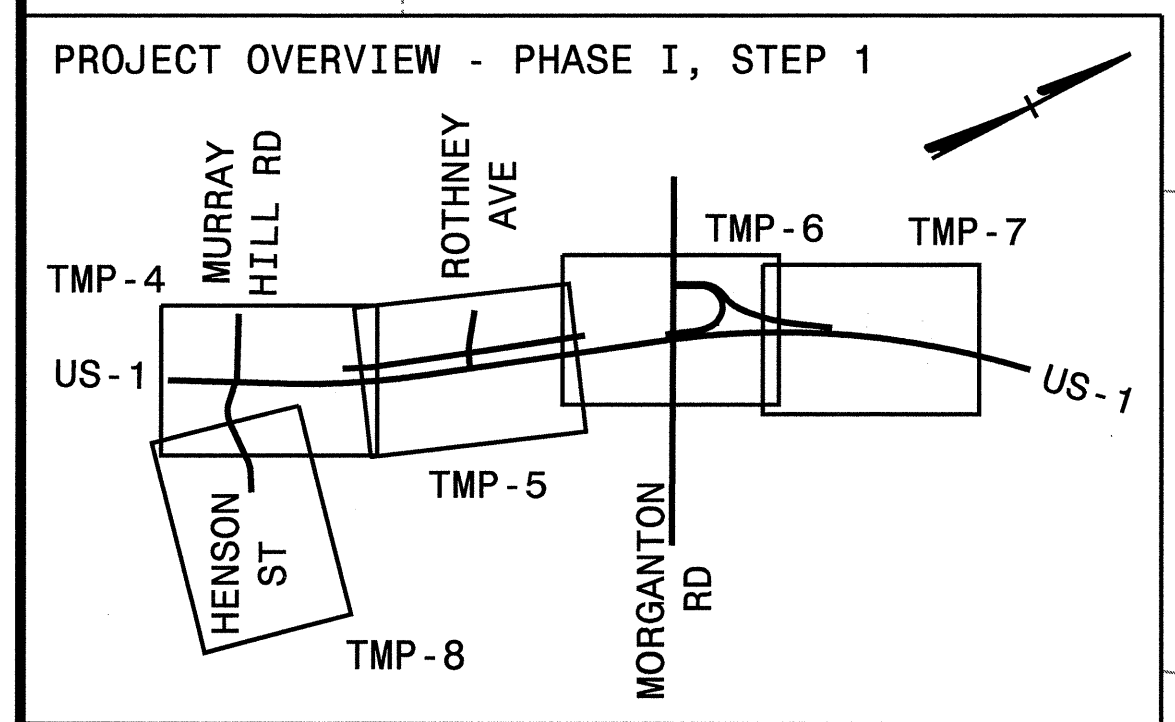
APPROVED: _____ DATE: _____	 DIVISION OF HIGHWAYS DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	PHASE I, STEP 1
		

MATCH LINE -L- STA 52+00, SEE TMP-6




REVISIONS

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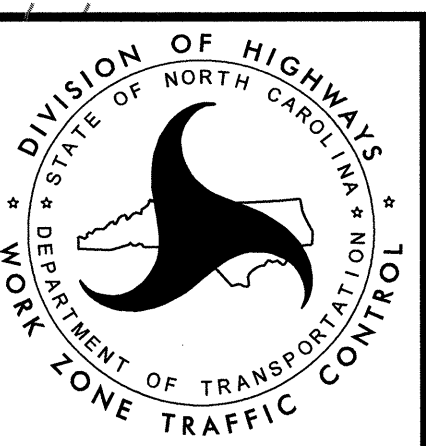


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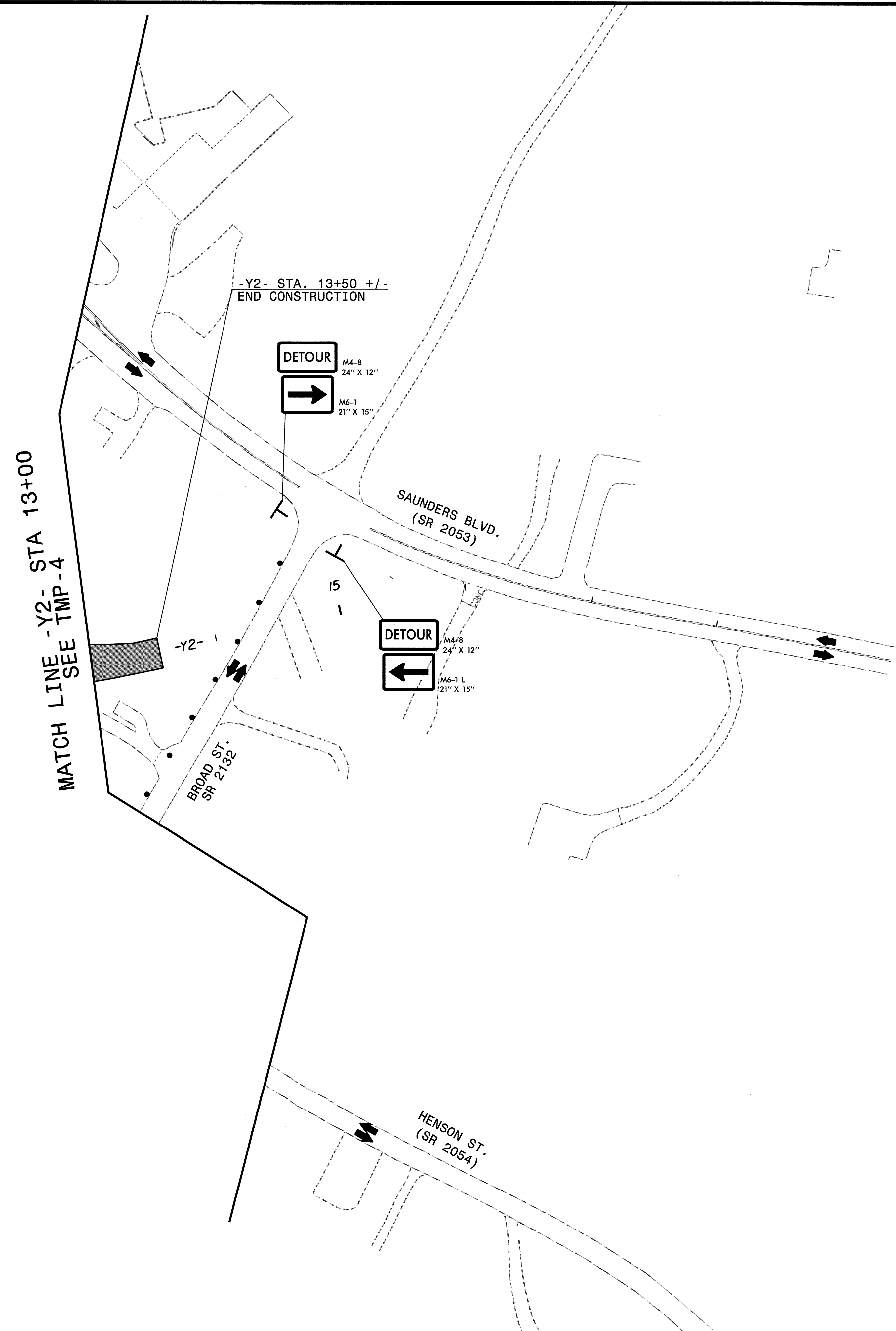
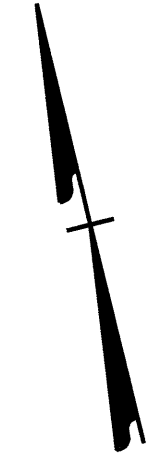
SEAL



MICHELLE WARD
1/21/12

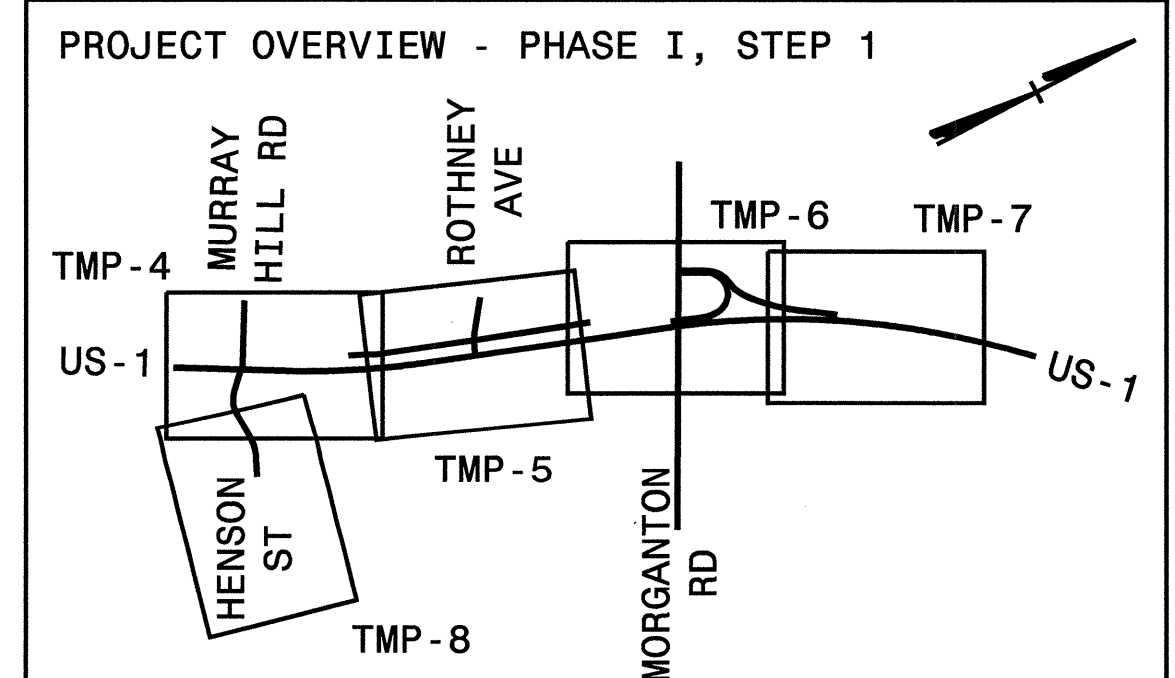


PHASE I, STEP 1



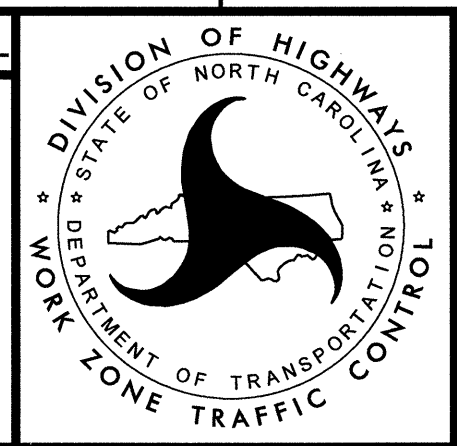
REVISIONS

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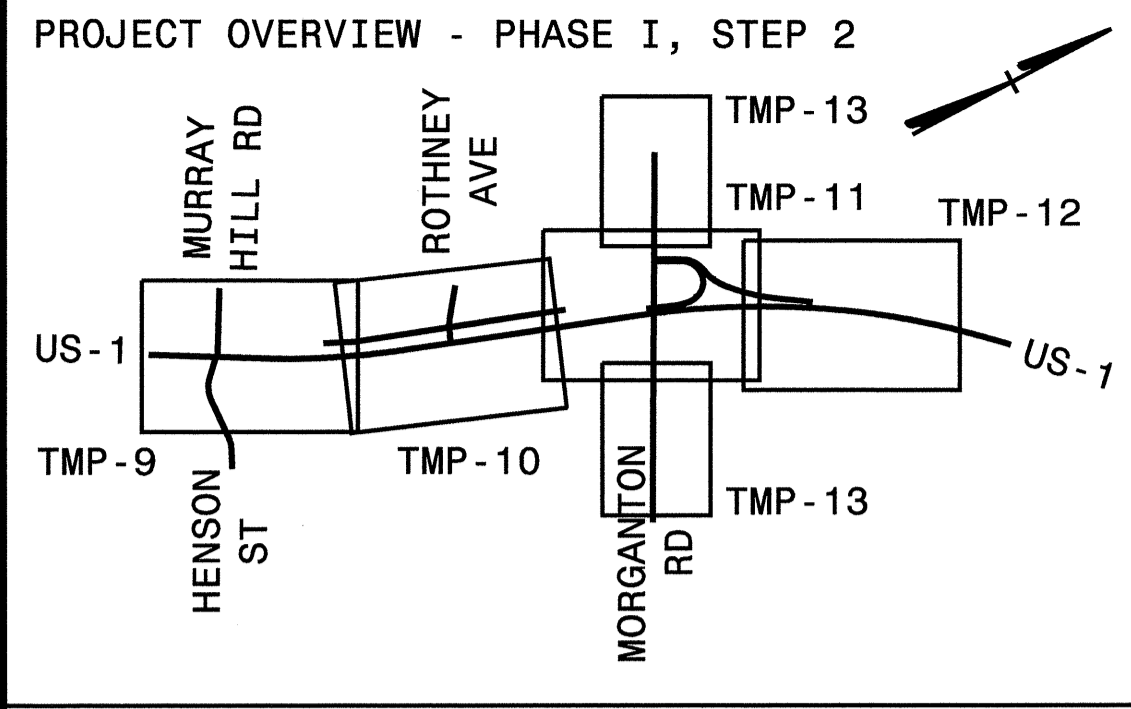
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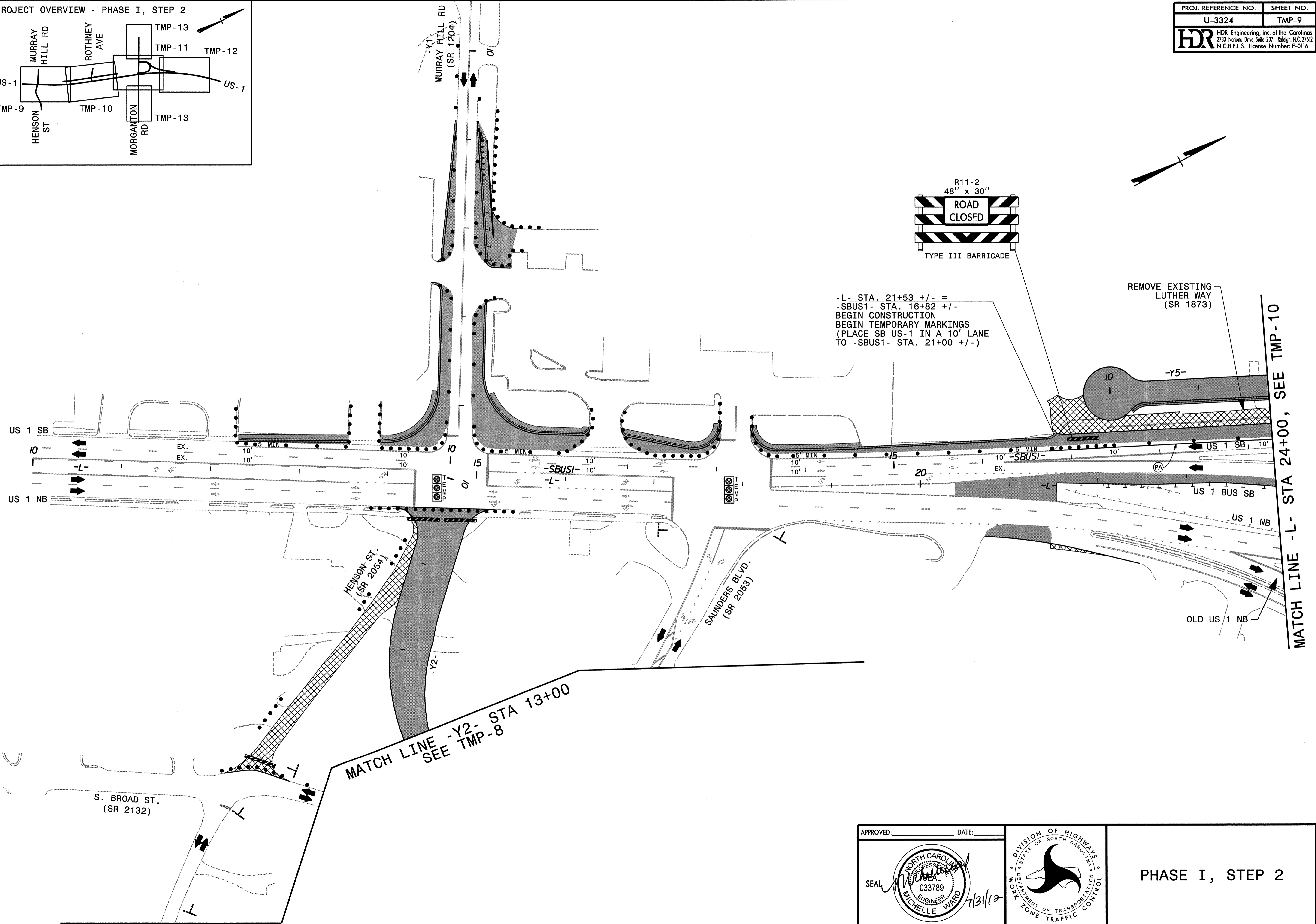
PHASE I, STEP 1

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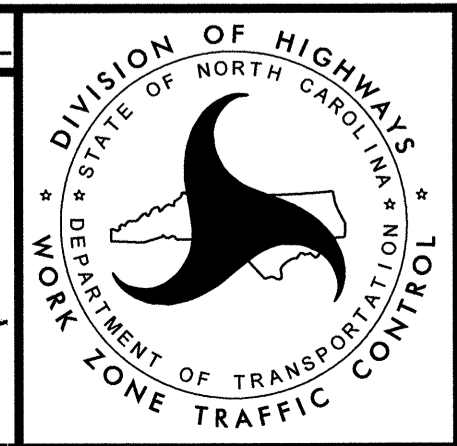
REVISIONS



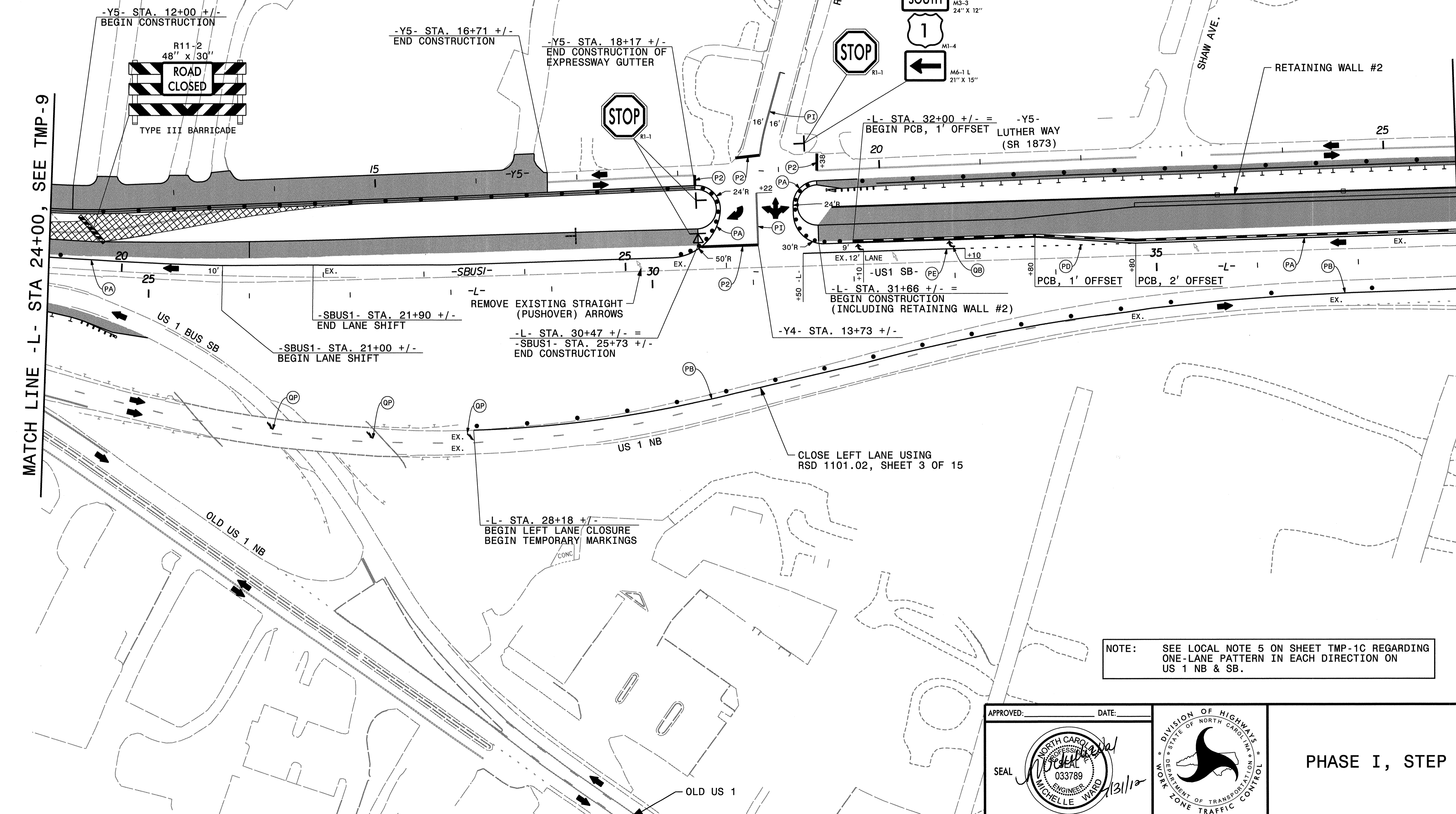
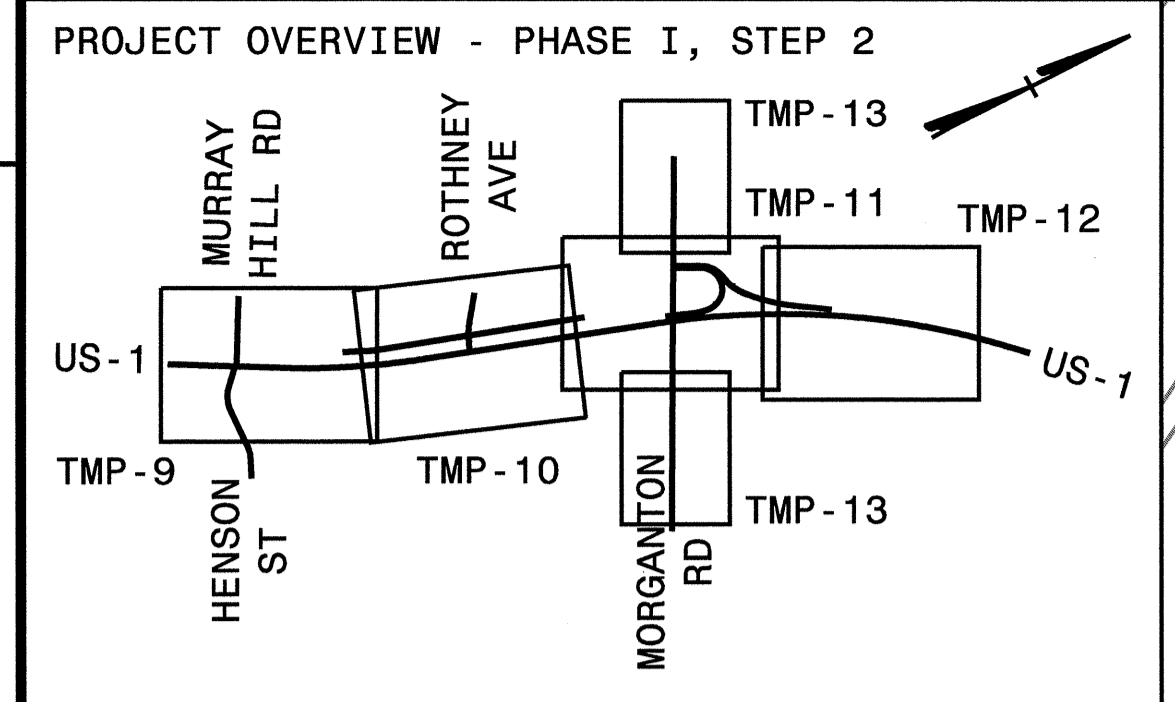
PROJ. REFERENCE NO.	SHEET NO.
U-3324	TMP-9
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APPROVED: _____ DATE: _____



PHASE I, STEP 2



MATCH LINE -L- STA 24+00, SEE TMP-9

MATCH LINE -L- STA 38+00, SEE TMP-11

REVISIONS

NOTE: SEE LOCAL NOTE 5 ON SHEET TMP-1C REGARDING ONE-LANE PATTERN IN EACH DIRECTION ON US 1 NB & SB.

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APPROVED: _____ DATE: _____

PHASE I, STEP 2

PROJ. REFERENCE NO. U-3324	SHEET NO. TMP-11
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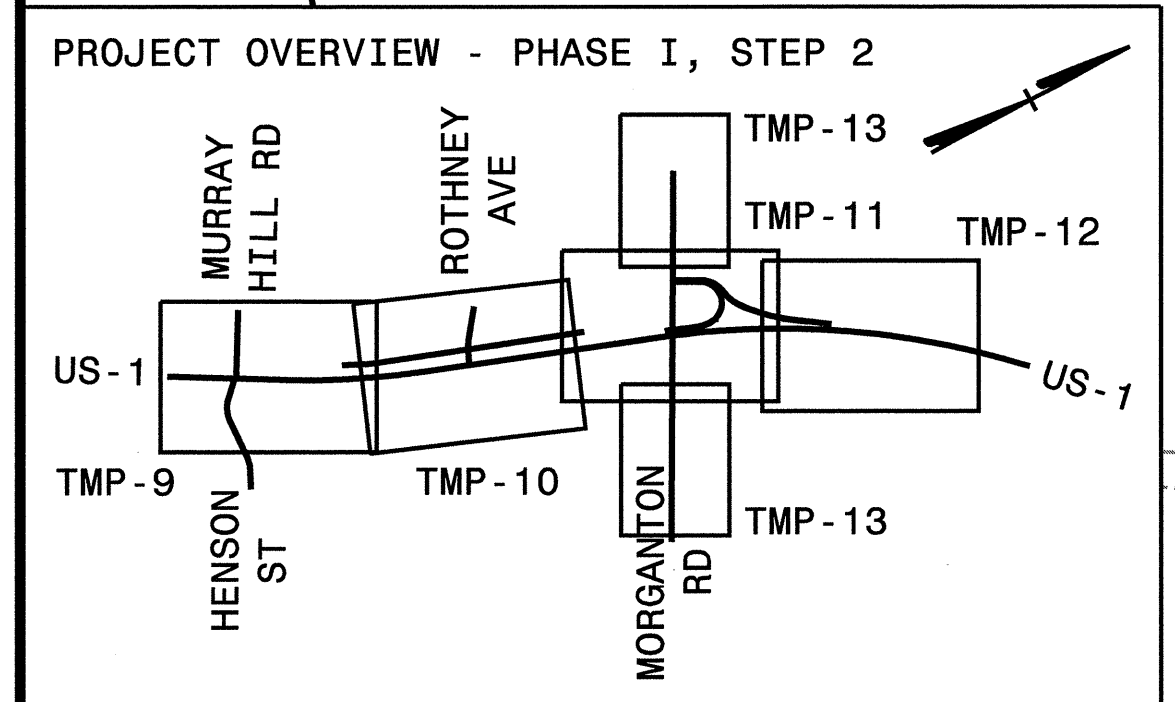
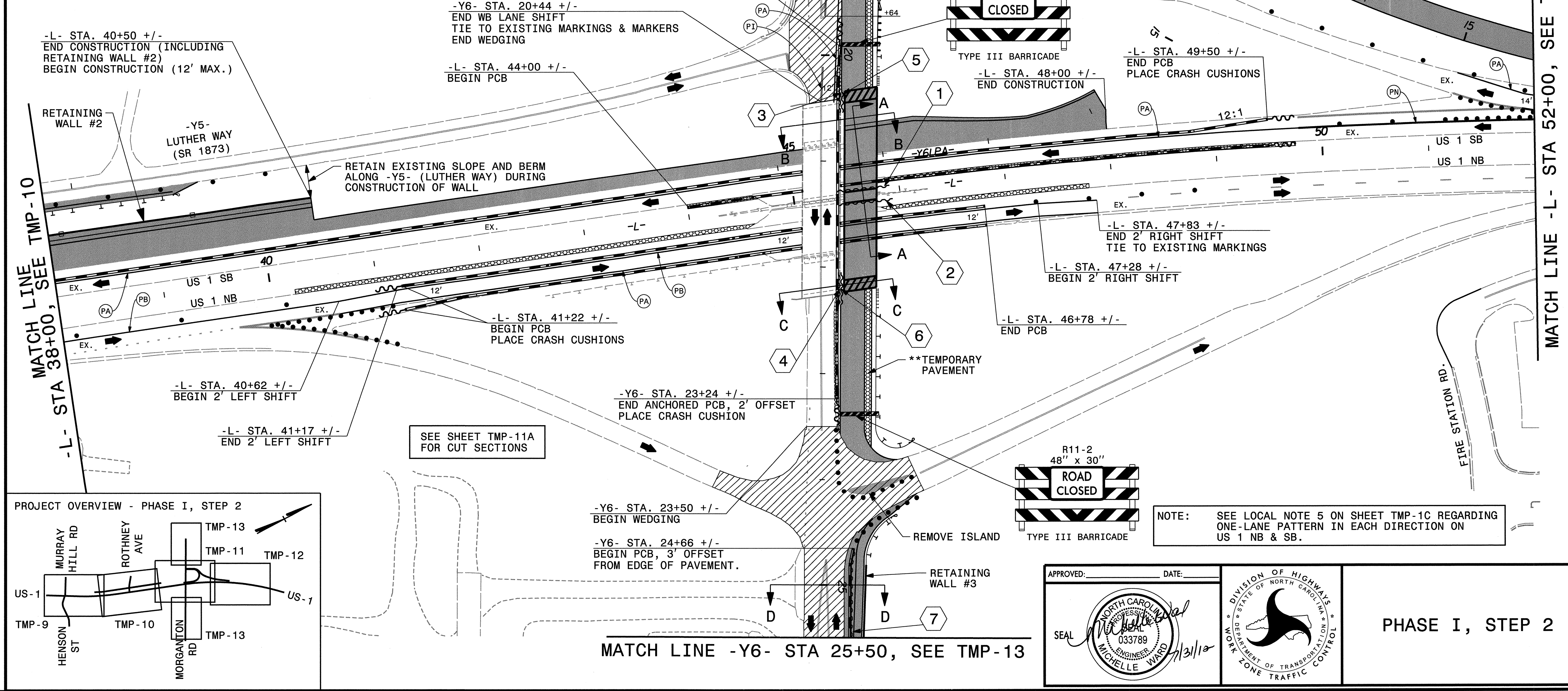
HDR
HDR Engineering, Inc. of the Carolinas
3733 National Drive, Suite 207 Raleigh, N.C. 27612
N.C.E.L.S. License Number: F-0116

- 1 TEMPORARY SHORING No.1
QUANTITY = 200 SQ. FT.
FROM -L- STA. 45+40 +/-, 6' - 9' +/- LT
TO -L- STA. 45+90 +/-, 6' - 9' +/- LT
 - 2 TEMPORARY SHORING No.2
QUANTITY = 200 SQ. FT.
FROM -L- STA. 45+40 +/-, 6' - 11.75' +/- RT
TO -L- STA. 45+90 +/-, 6' - 11.75' +/- RT
 - 3 TEMPORARY SHORING No.3
QUANTITY = 79.2 SQ. FT.
FROM -Y6- STA. 20+32 +/-, 17' +/- LT
TO -Y6- STA. 20+54 +/-, 17' +/- LT
 - 4 TEMPORARY SHORING No.4
QUANTITY = 108 SQ. FT.
FROM -Y6- STA. 22+05 +/-, 17' +/- LT
TO -Y6- STA. 22+35 +/-, 17' +/- LT
 - 5 TEMPORARY SHORING No.5
QUANTITY = 79.2 SQ. FT.
FROM -Y6- STA. 20+32 +/-, 21' +/- LT
TO -Y6- STA. 20+54 +/-, 21' +/- LT
 - 6 TEMPORARY SHORING No.6
QUANTITY = 108 SQ. FT.
FROM -Y6- STA. 22+05 +/-, 21' +/- LT
TO -Y6- STA. 22+35 +/-, 21' +/- LT
 - 7 TEMPORARY SHORING No.7
QUANTITY = 594 SQ. FT.
FROM -Y6- STA. 24+66 +/-, 33' +/- LT
TO -Y6- STA. 24+81 +/-, 30' +/- LT; AND
FROM -Y6- STA. 24+81 +/-, 30' +/- LT
TO -Y6- STA. 26+64 +/-, 30' +/- LT
- NOTE: SEE SHEET TMP-2 & 2A FOR TEMPORARY SHORING DATA

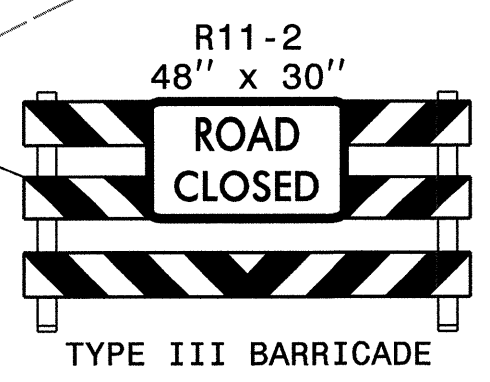
MATCH LINE -Y6- STA 16+00, SEE TMP-13

*PLACE TEMPORARY PAVEMENT AT 6.5' WIDTH FROM -Y6- STA. 18+93 +/- TO BEGIN BRIDGE. OMIT CONSTRUCTION OF CURB & GUTTER. (SEE ROADWAY PLANS FOR TYPICAL SECTION)

**PLACE TEMPORARY PAVEMENT AT 6.5' WIDTH FROM END OF BRIDGE TO -Y6- STA. 23+69 +/- . OMIT CONSTRUCTION OF CURB & GUTTER. (SEE ROADWAY PLANS FOR TYPICAL SECTION)

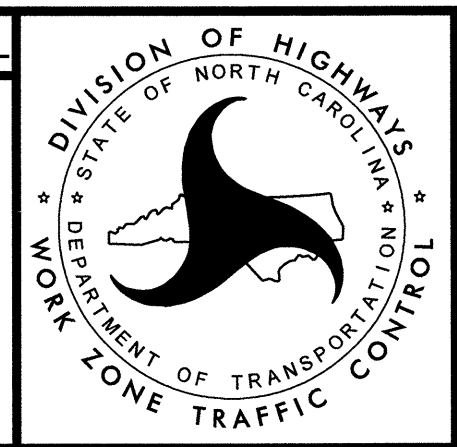


SEE SHEET TMP-11A FOR CUT SECTIONS



NOTE: SEE LOCAL NOTE 5 ON SHEET TMP-1C REGARDING ONE-LANE PATTERN IN EACH DIRECTION ON US 1 NB & SB.

APPROVED: _____ DATE: _____



PHASE I, STEP 2

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: charnden
 FILE: r:\ncdot\wztc\U3324\tr\cfic\tr\cficcontrol\tp\U3324_TMP_P1-S2_TMP-11.dgn
 PENTABLE: NCDOT_tcp_Conven.tbl
 DATE: 7/30/2012
 TIME: 4:06:42 PM

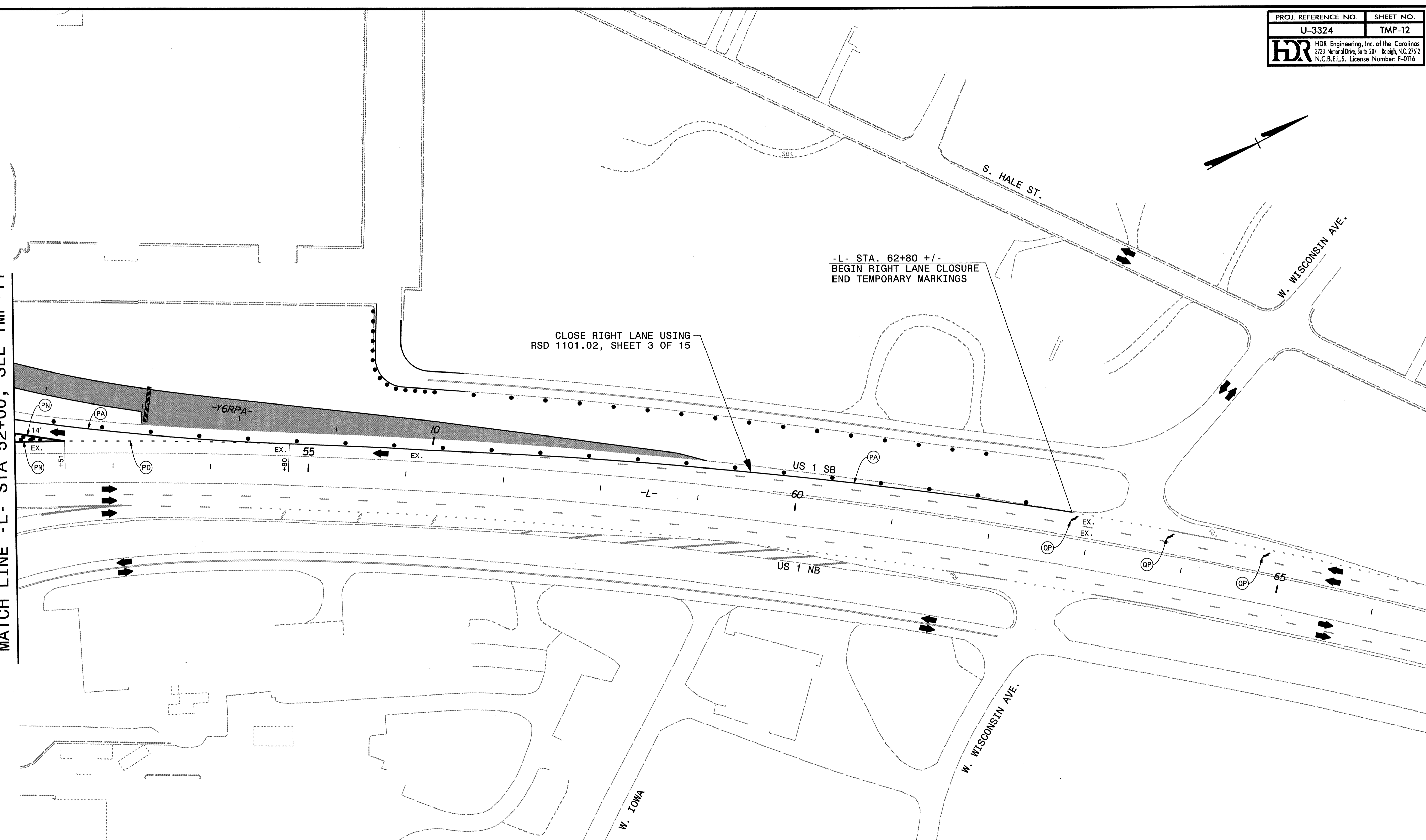
REVISIONS

MATCH LINE -L- STA 38+00, SEE TMP-10

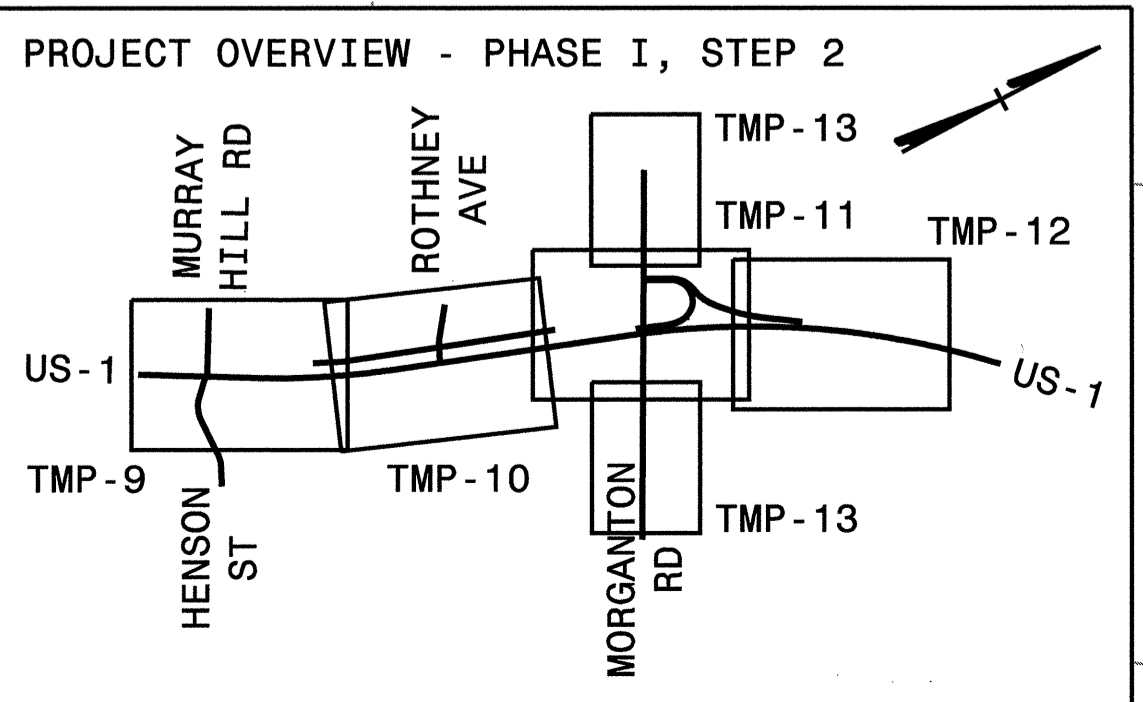
MATCH LINE -L- STA 52+00, SEE TMP-12

MATCH LINE -Y6- STA 25+50, SEE TMP-13

MATCH LINE - L- STA 52+00, SEE TMP-11



REVISIONS




NOTE: SEE LOCAL NOTE 5 ON SHEET TMP-1C REGARDING ONE-LANE PATTERN ON US 1 SB.

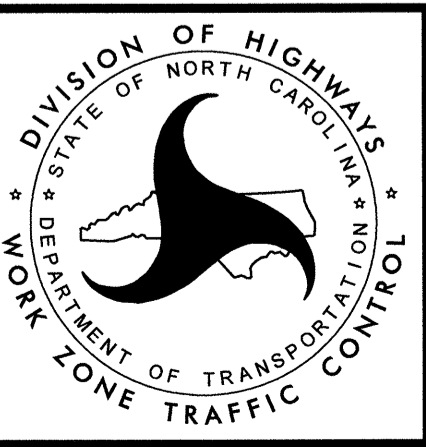
PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: charnden
 FILE: r:\ncdot\wztc\U3324\tr\offic\tr\aff\control\top\U3324_TMP_P1-S2_TMP-12.dgn
 PENTABLE: NCDOT_top_Conven.tbl
 DATE: 7/30/2012
 TIME: 4:06:59 PM

APPROVED: _____ DATE: _____

SEAL



MICHELLE WARD
11/31/12

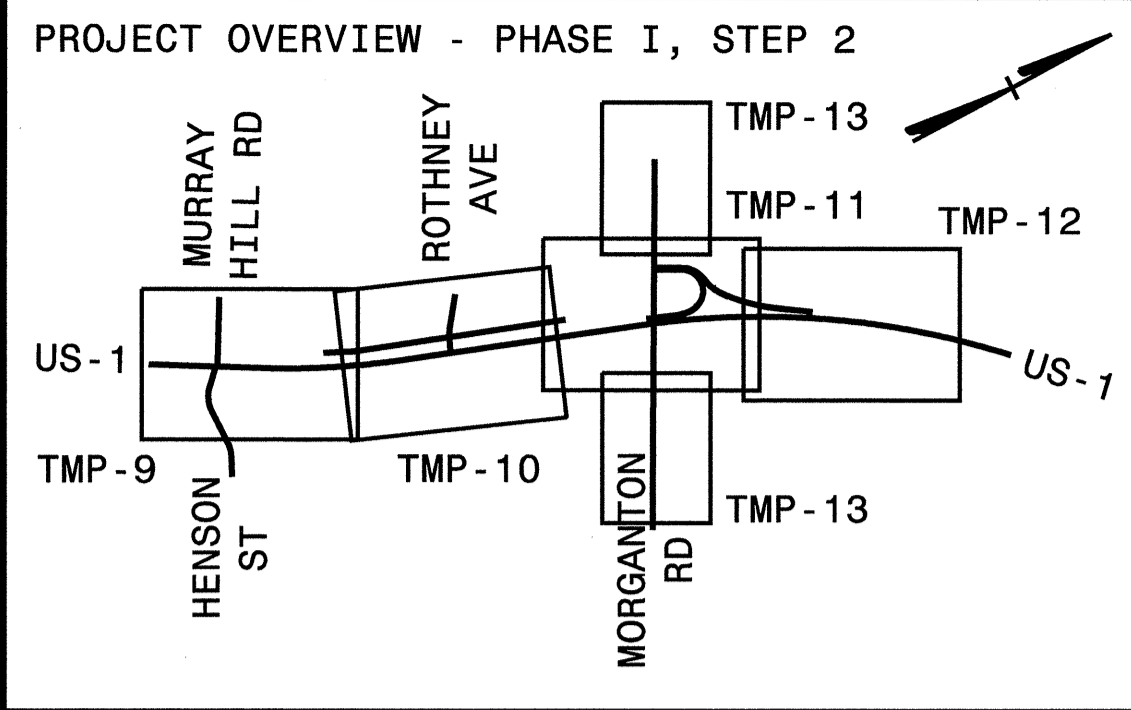


PHASE I, STEP 2

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: chornden
 FILE: r:\ncdot\wztc\U3324\trcfic\trcficcontrol\cp\U3324_TMP_P1-S2_TMP-13.dgn

PENTABLE: NCDOT_tcp_Conven.tbl
 DATE: 7/30/2012
 TIME: 4:07:06 PM

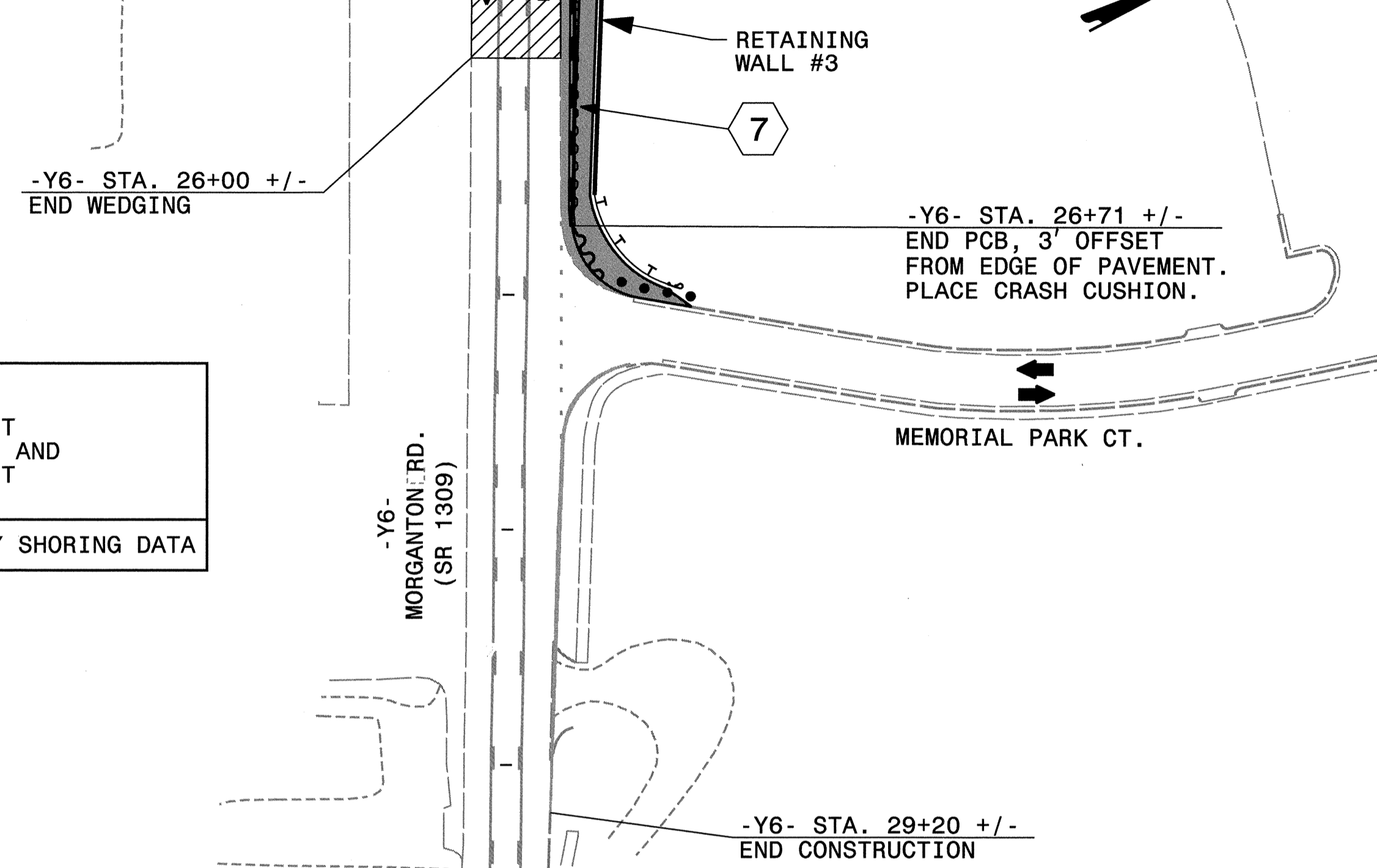
REVISIONS



PROJ. REFERENCE NO.	SHEET NO.
U-3324	TMP-13
HDR Engineering, Inc. of the Carolinas 3733 National Drive, Suite 207 Raleigh, N.C. 27612 N.C.B.E.L.S. License Number: F-0116	

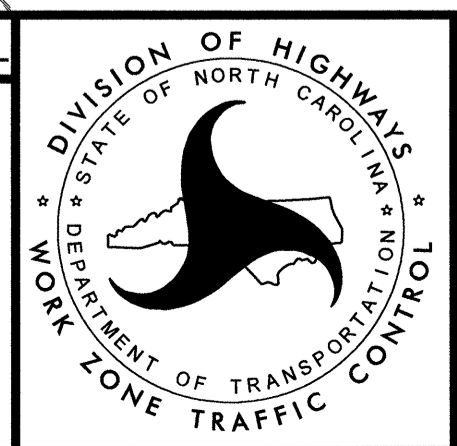
MATCH LINE -Y6- STA 25+50, SEE TMP-11

7
 TEMPORARY SHORING No. 7
 QUANTITY = 594 SQ. FT.
 FROM -Y6- STA. 24+66 +/-, 33' +/- LT
 TO -Y6- STA. 24+81 +/-, 30' +/- LT; AND
 FROM -Y6- STA. 24+81 +/-, 30' +/- LT
 TO -Y6- STA. 26+64 +/-, 30' +/- LT
 NOTE: SEE SHEET TMP-2 & 2A FOR TEMPORARY SHORING DATA




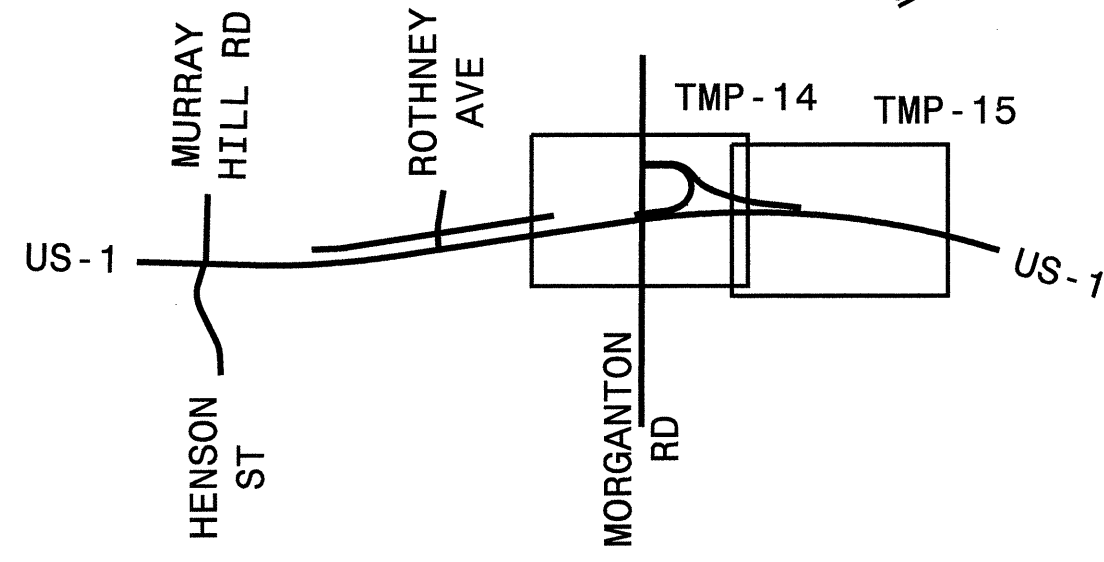
MATCH LINE -Y6- STA 16+00, SEE TMP-11

APPROVED: _____ DATE: _____



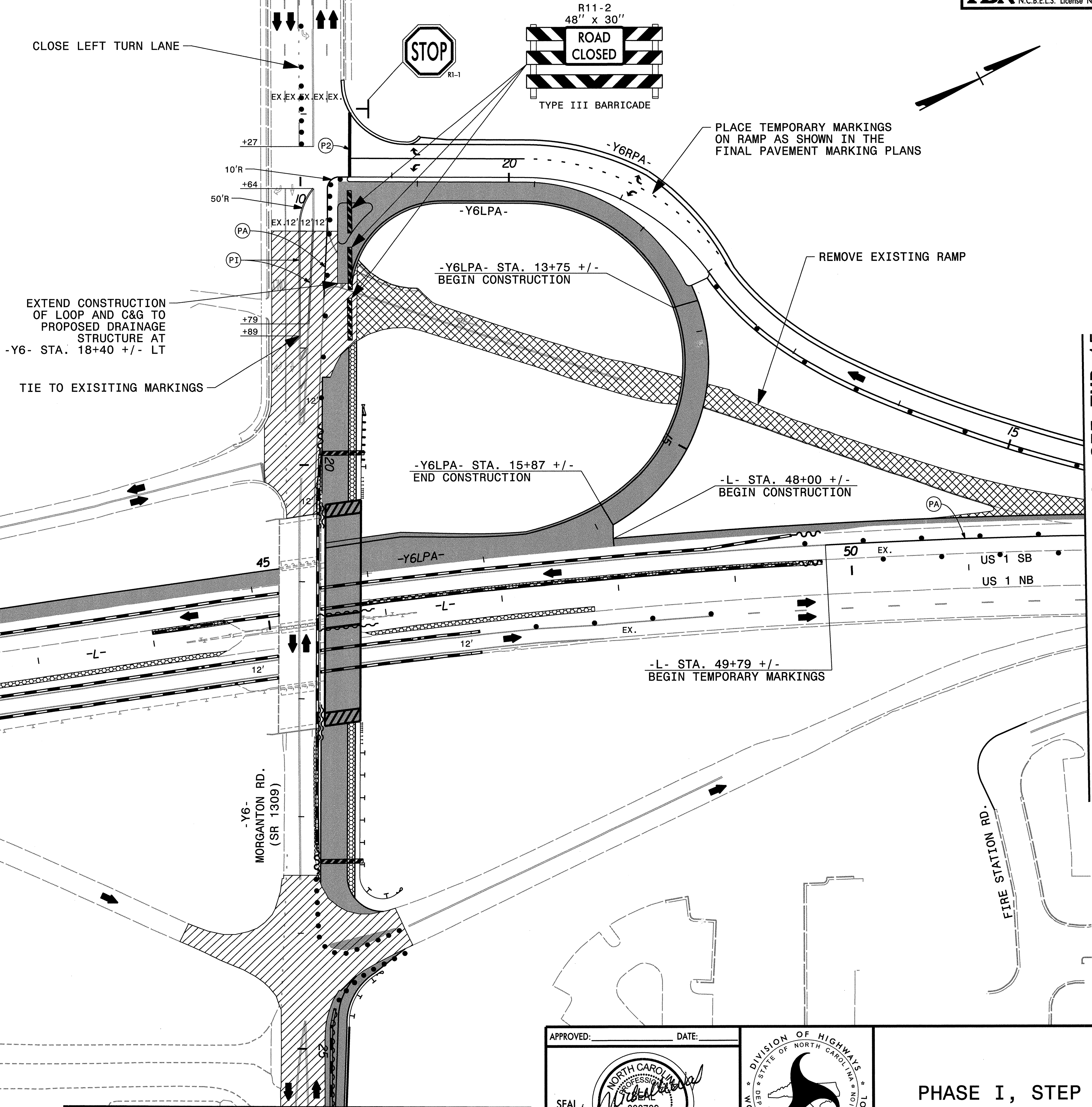
PHASE I, STEP 2

PROJ. REFERENCE NO.	SHEET NO.
U-3324	TMP-14
 HDR Engineering, Inc. of the Carolinas 3733 National Drive, Suite 207 Raleigh, N.C. 27612 N.C.E.L.S. License Number: F-0116	



MATCH LINE -L- STA 38+00, SEE TMP-10

MATCH LINE -L- STA 52+00, SEE TMP-15



-Y5- LUTHER WAY (SR 1873)

-Y6- MORGANTON RD. (SR 1309)


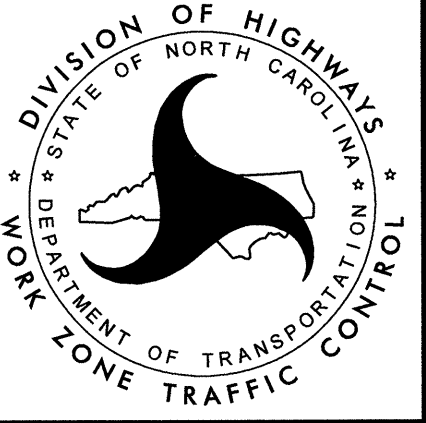
FIRE STATION RD.

US 1 SB
US 1 NB

US 1 SB
US 1 NB

MATCH LINE -Y6- STA 25+50, SEE TMP-13

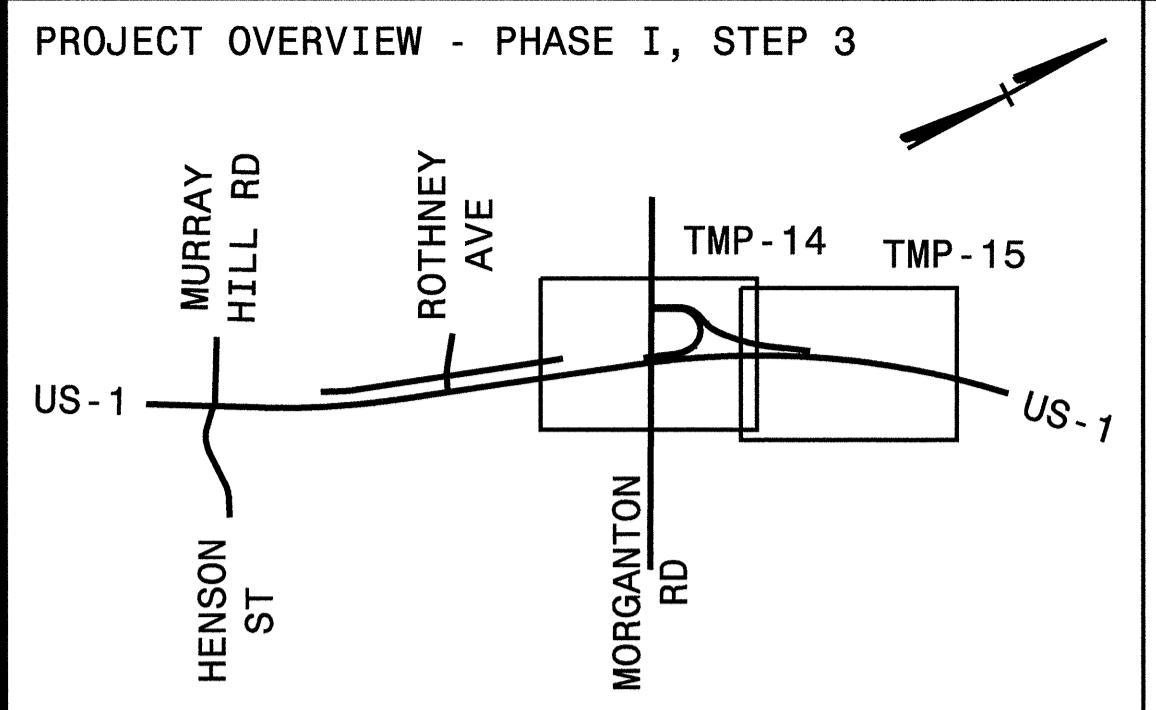
APPROVED: _____ DATE: _____

PHASE I, STEP 3

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 PENTABLE: NCDOT_tcp_Convert.tbl
 USER: charnden
 DATE: 7/30/2012
 TIME: 4:07:12 PM
 FILE: r:\ncdot\wztc\3324\trffc\trffccontrol\tcp\U3324_TMP_P1-S3_TMP-14.dgn

REVISIONS



MATCH LINE -L- STA 52+00, SEE TMP-14

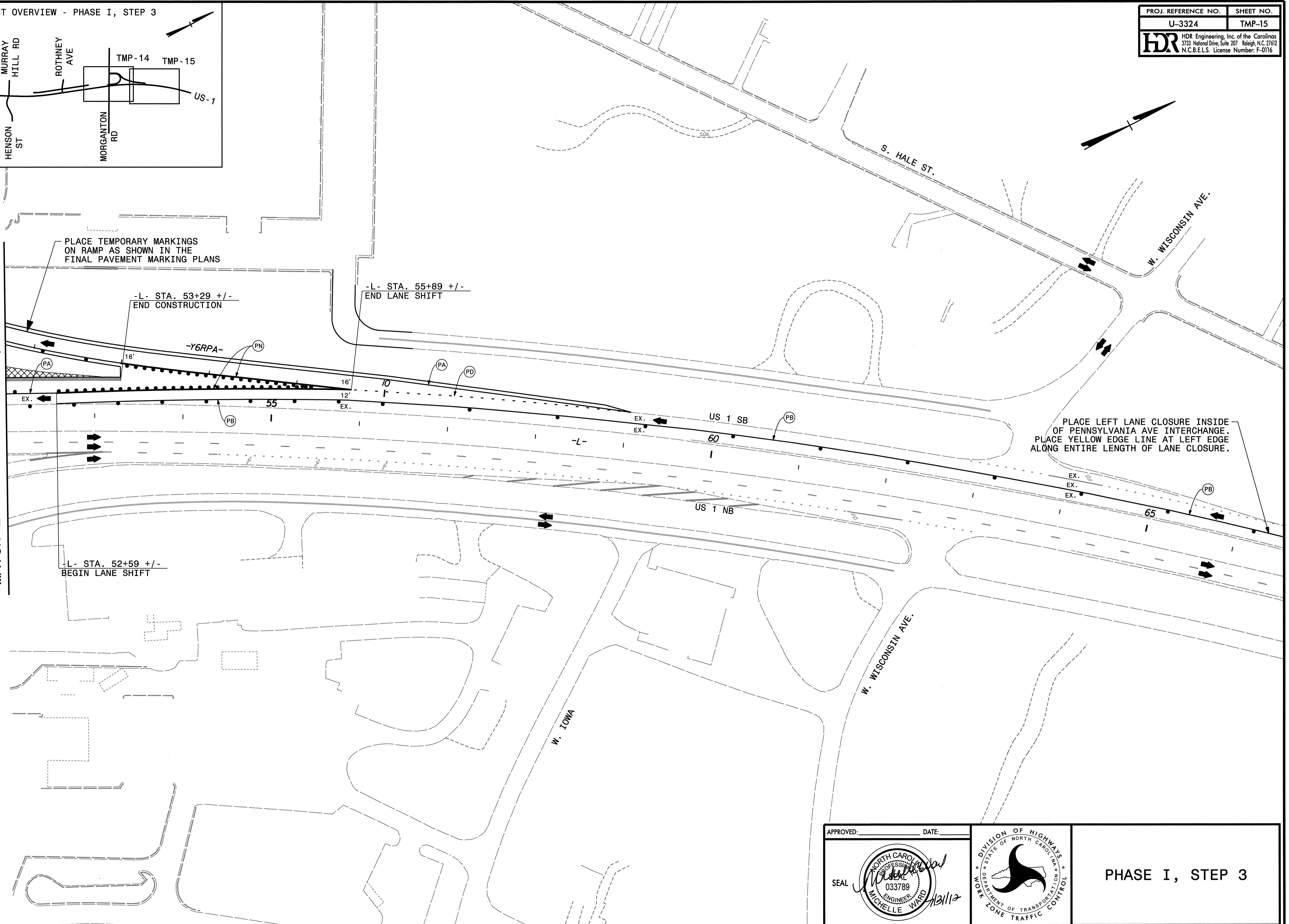
PLACE TEMPORARY MARKINGS ON RAMP AS SHOWN IN THE FINAL PAVEMENT MARKING PLANS

-L- STA. 53+29 +/-
END CONSTRUCTION

-L- STA. 55+89 +/-
END LANE SHIFT

-L- STA. 52+59 +/-
BEGIN LANE SHIFT


PLACE LEFT LANE CLOSURE INSIDE OF PENNSYLVANIA AVE INTERCHANGE. PLACE YELLOW EDGE LINE AT LEFT EDGE ALONG ENTIRE LENGTH OF LANE CLOSURE.



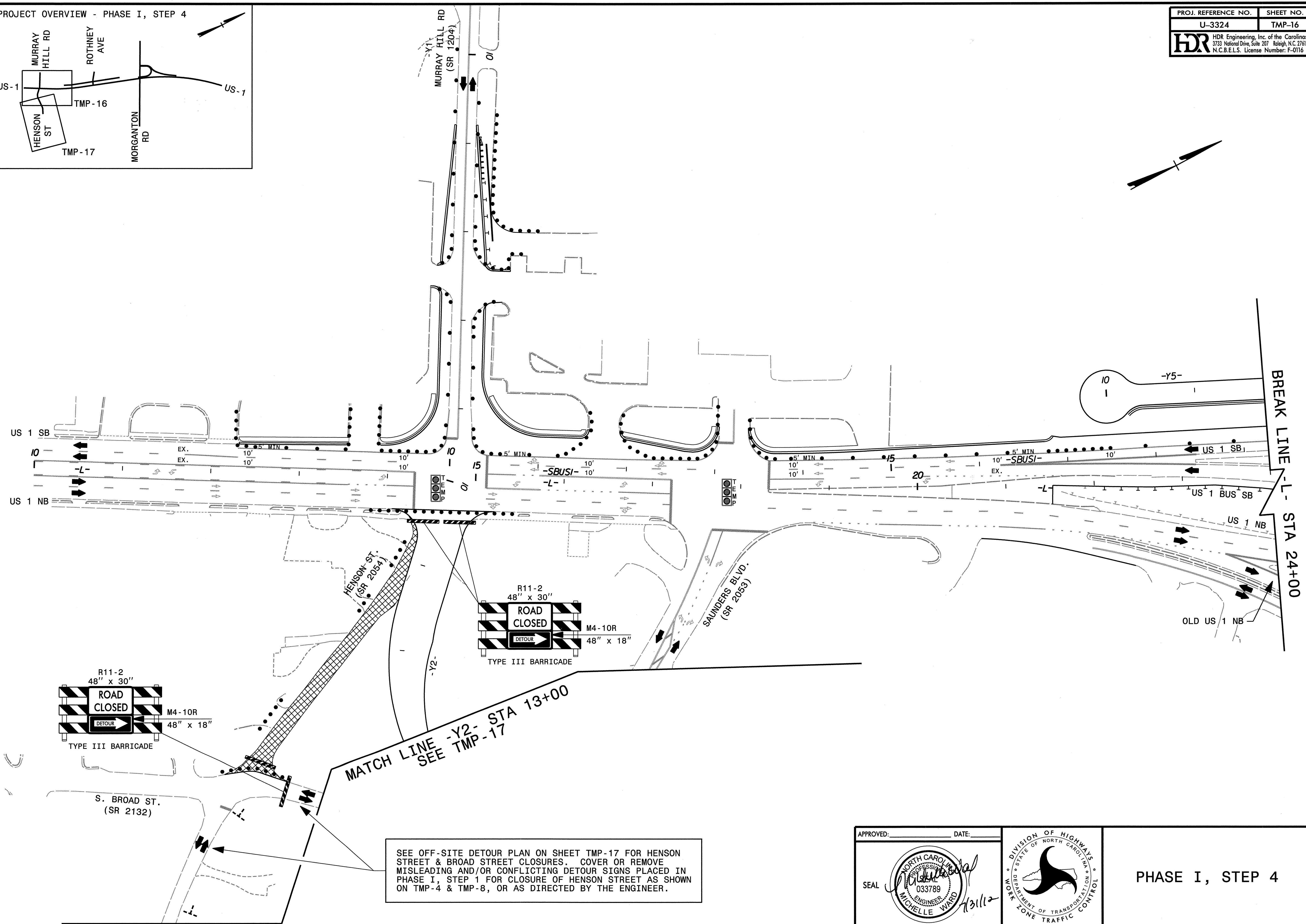
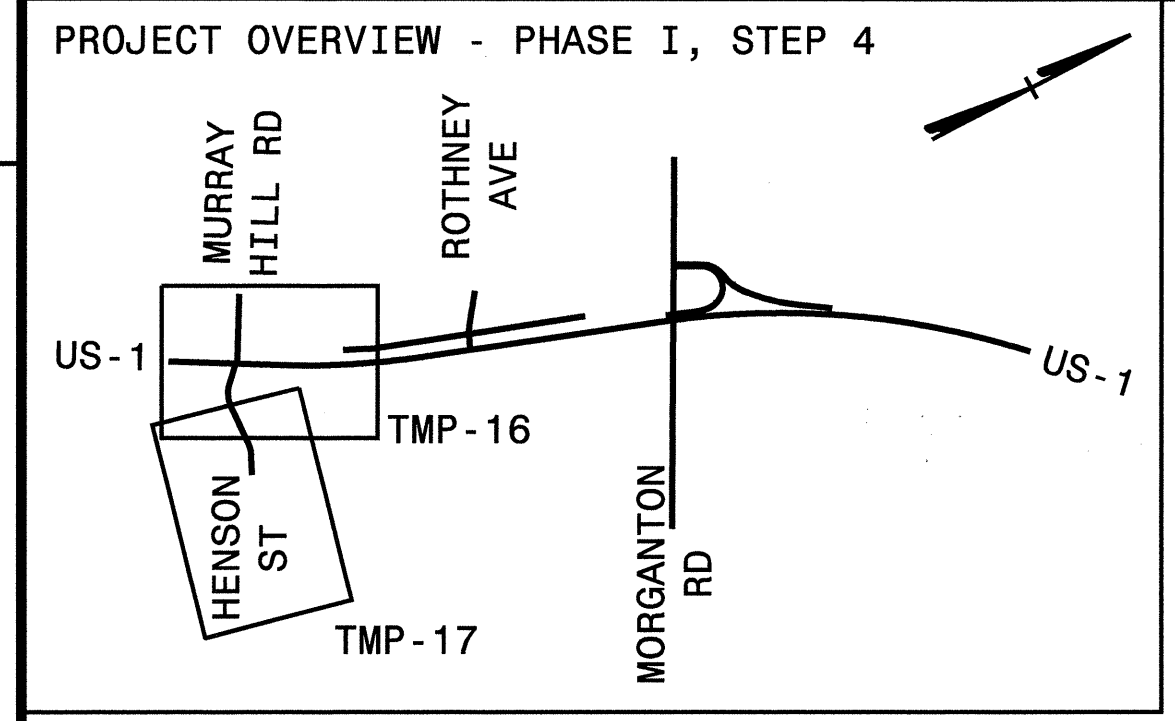
REVISIONS

PLOT DRIVER: NCDOT_p4df_color_eng_50.plt
 USER: charnden
 DATE: 7/30/2012
 TIME: 4:07:20 PM
 FILE: r:\ncdot\wztc\U3324\tr\offic\tr\officcontrol\tp\U3324_TMP_P1-S3_TMP-15.dgn

APPROVED: _____ DATE: _____

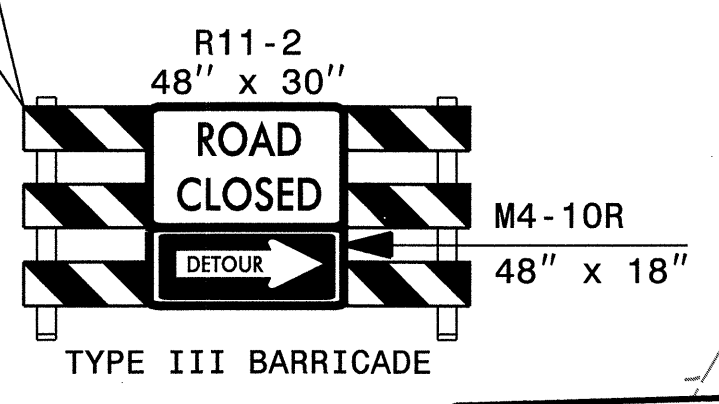
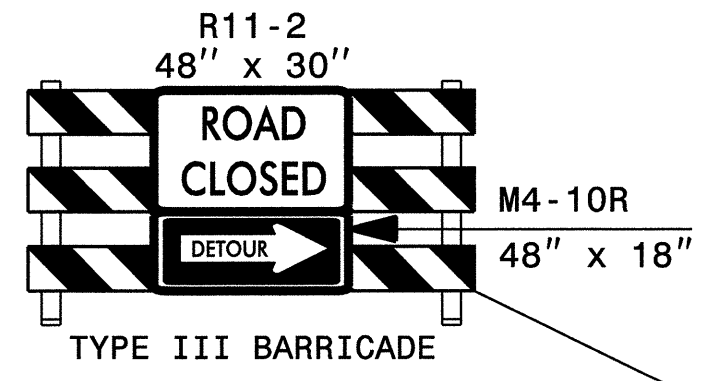



PHASE I, STEP 3



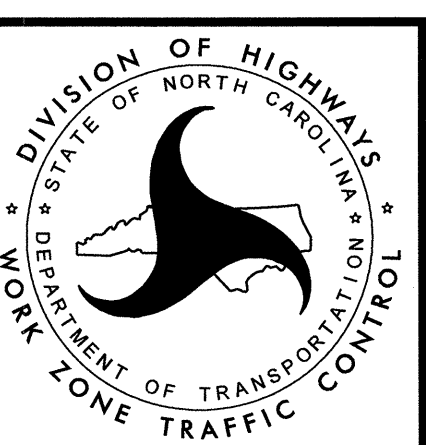
REVISIONS

PLOT DRIVER: NCDOT_pdef_color_eng_50.plt
 USER: charnden
 FILE: r:\ncdot_wztc\3324\traffic\trcf\cccontrol\cp\U3324_TMP_P1-S4_TMP-16.dgn
 PENTABLE: NCDOT_tcp_Conven.tbl
 DATE: 7/31/2012
 TIME: 9:44:37 AM



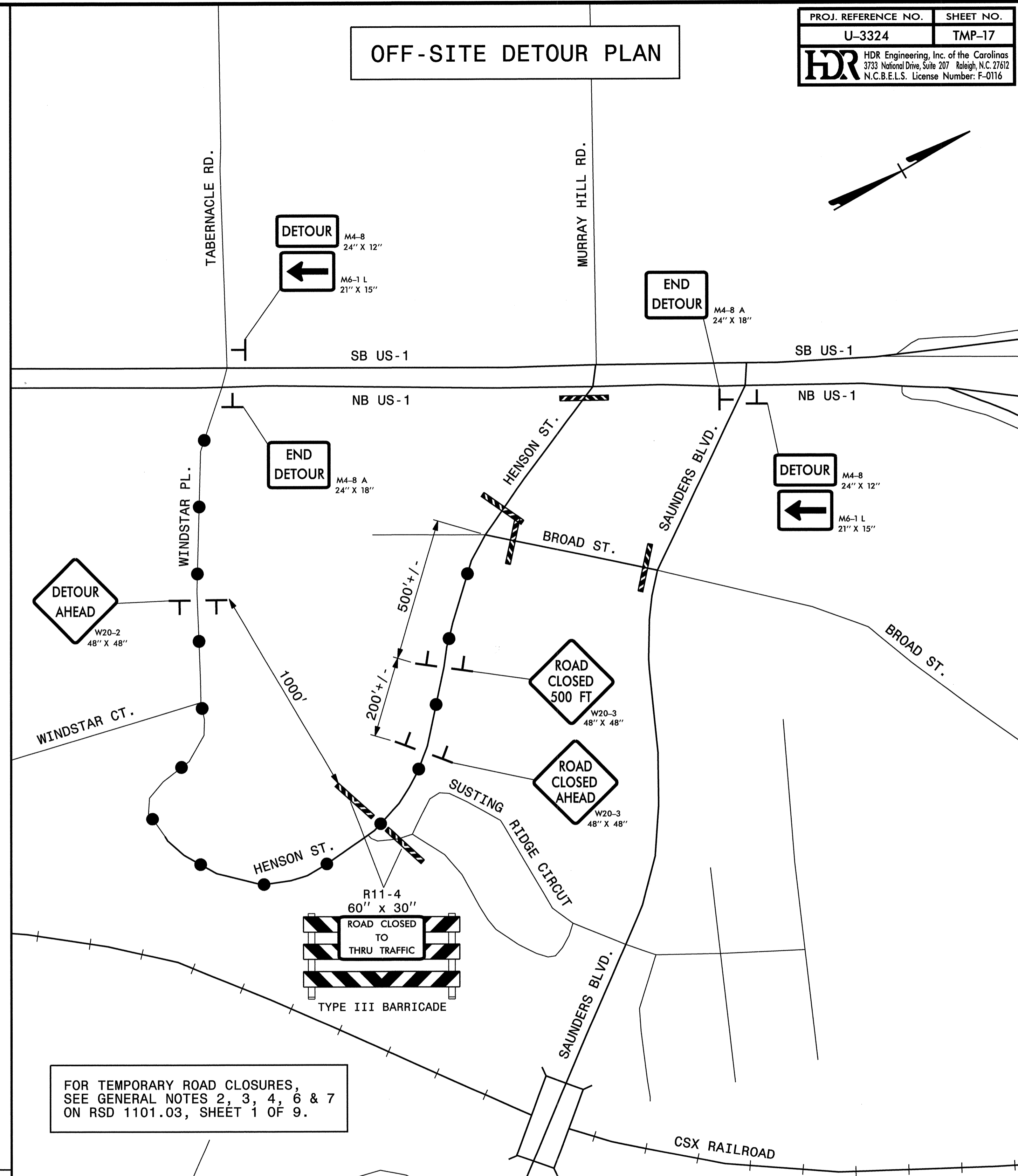
SEE OFF-SITE DETOUR PLAN ON SHEET TMP-17 FOR HENSON STREET & BROAD STREET CLOSURES. COVER OR REMOVE MISLEADING AND/OR CONFLICTING DETOUR SIGNS PLACED IN PHASE I, STEP 1 FOR CLOSURE OF HENSON STREET AS SHOWN ON TMP-4 & TMP-8, OR AS DIRECTED BY THE ENGINEER.

APPROVED: _____ DATE: _____

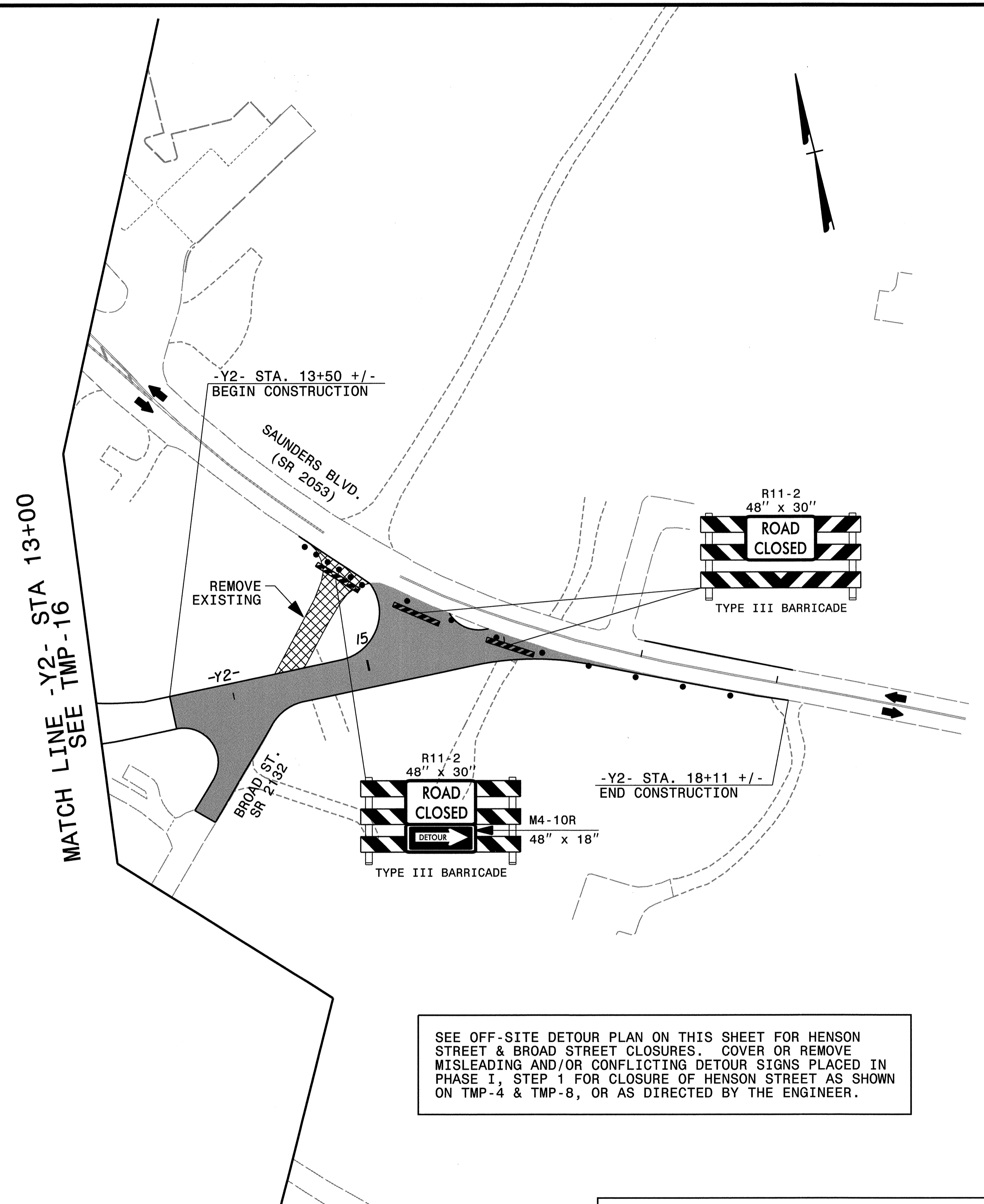


PHASE I, STEP 4

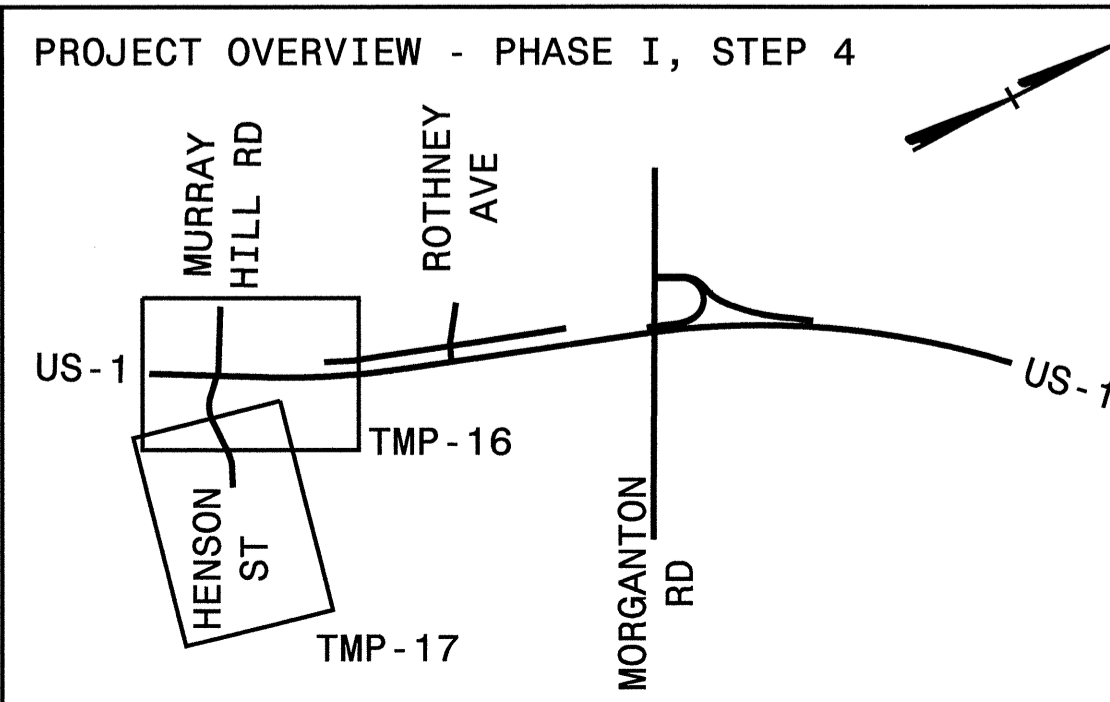
OFF-SITE DETOUR PLAN




FOR TEMPORARY ROAD CLOSURES, SEE GENERAL NOTES 2, 3, 4, 6 & 7 ON RSD 1101.03, SHEET 1 OF 9.



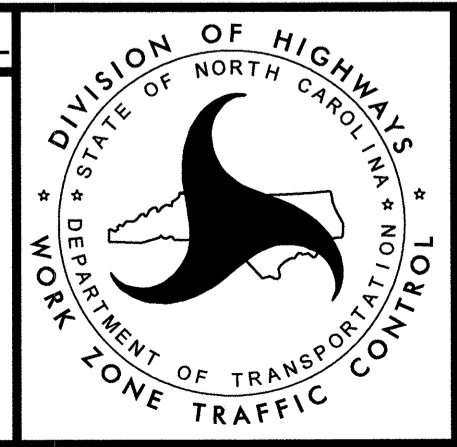
SEE OFF-SITE DETOUR PLAN ON THIS SHEET FOR HENSON STREET & BROAD STREET CLOSURES. COVER OR REMOVE MISLEADING AND/OR CONFLICTING DETOUR SIGNS PLACED IN PHASE I, STEP 1 FOR CLOSURE OF HENSON STREET AS SHOWN ON TMP-4 & TMP-8, OR AS DIRECTED BY THE ENGINEER.



APPROVED: _____ DATE: _____



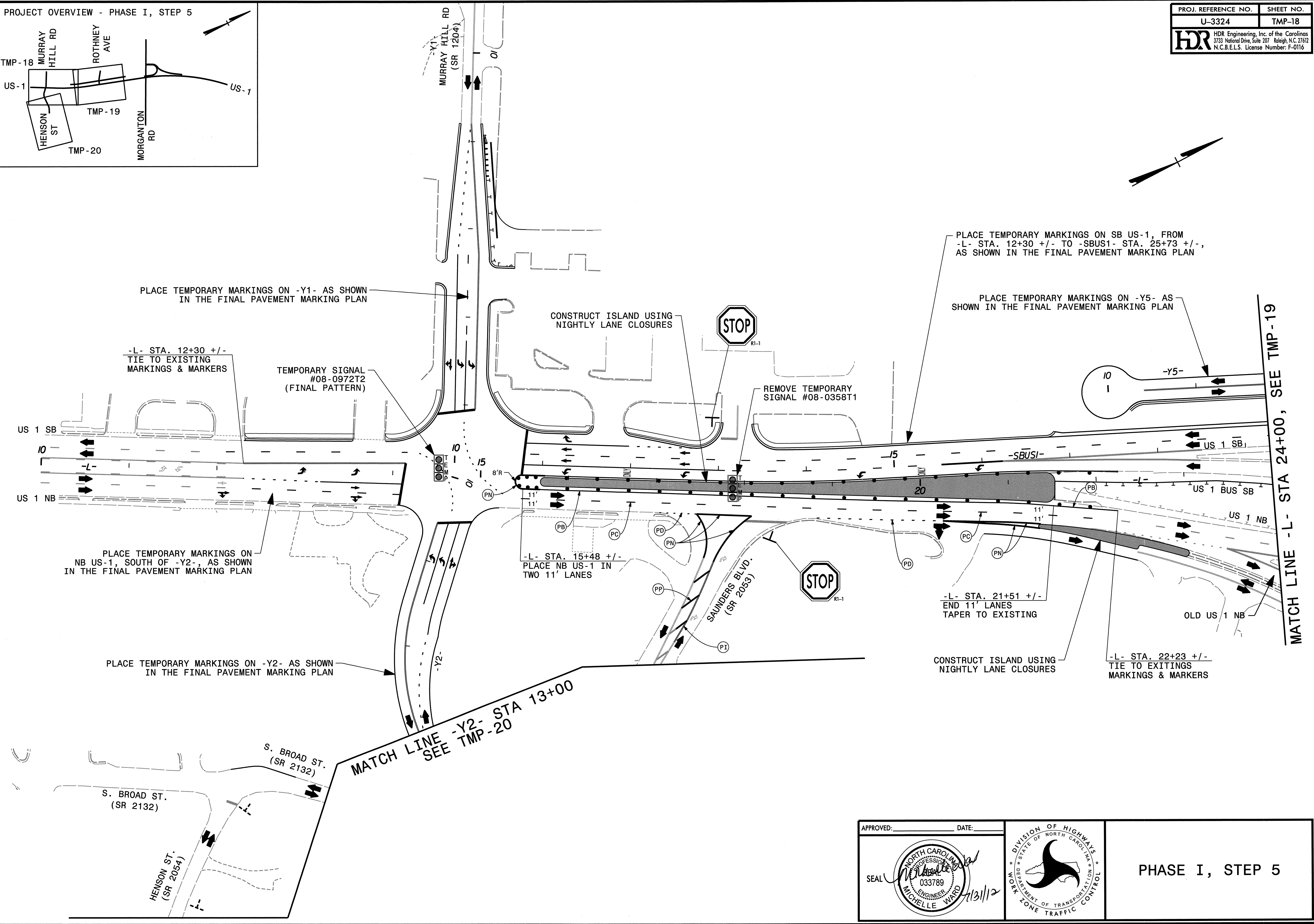
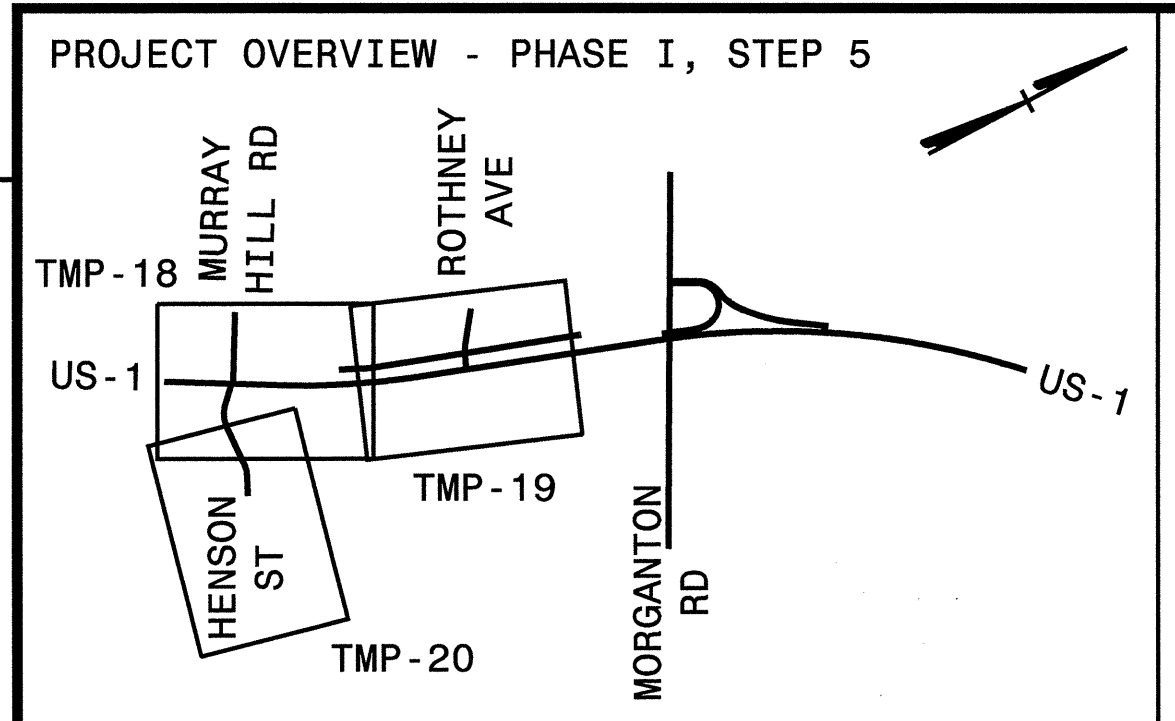
 MICHELLE WARD 1/31/12



PHASE I, STEP 4

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: charnden
 PENTABLE: NCDOT_tcp_conven.tbl
 DATE: 7/31/2012
 TIME: 9:44:46 AM
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REVISIONS



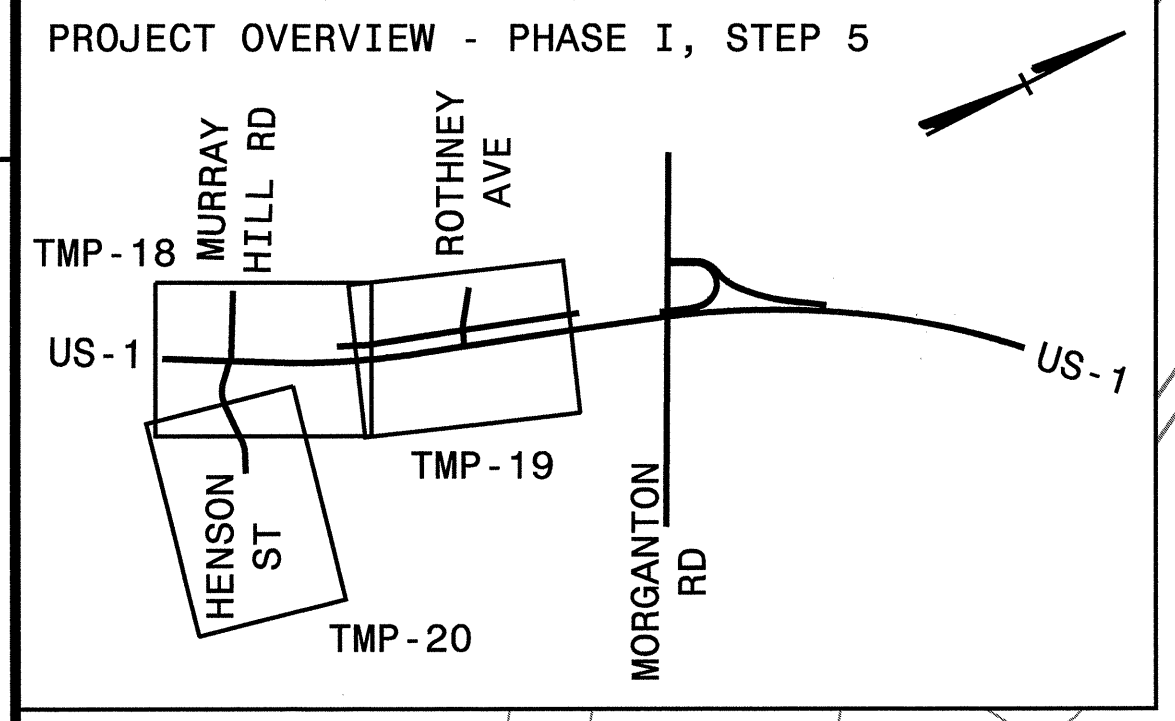
REVISIONS

PLOT DRIVER: NCDOT.pdf_color_eng_50.plt
 USER: chornden
 FILE: r:\ncdot\wztc\3324\traffic\trfficcontrol\cp\U3324_TMP_P1-S5_TMP-18.dgn
 PENTABLE: NCDOT_tcp_Conven.tbl
 DATE: 7/30/2012
 TIME: 4:07:43 PM

MATCH LINE -Y2- STA 13+00
SEE TMP-20

MATCH LINE -L- STA 24+00, SEE TMP-19

APPROVED:	DATE:		<p>PHASE I, STEP 5</p>
	7/31/12		

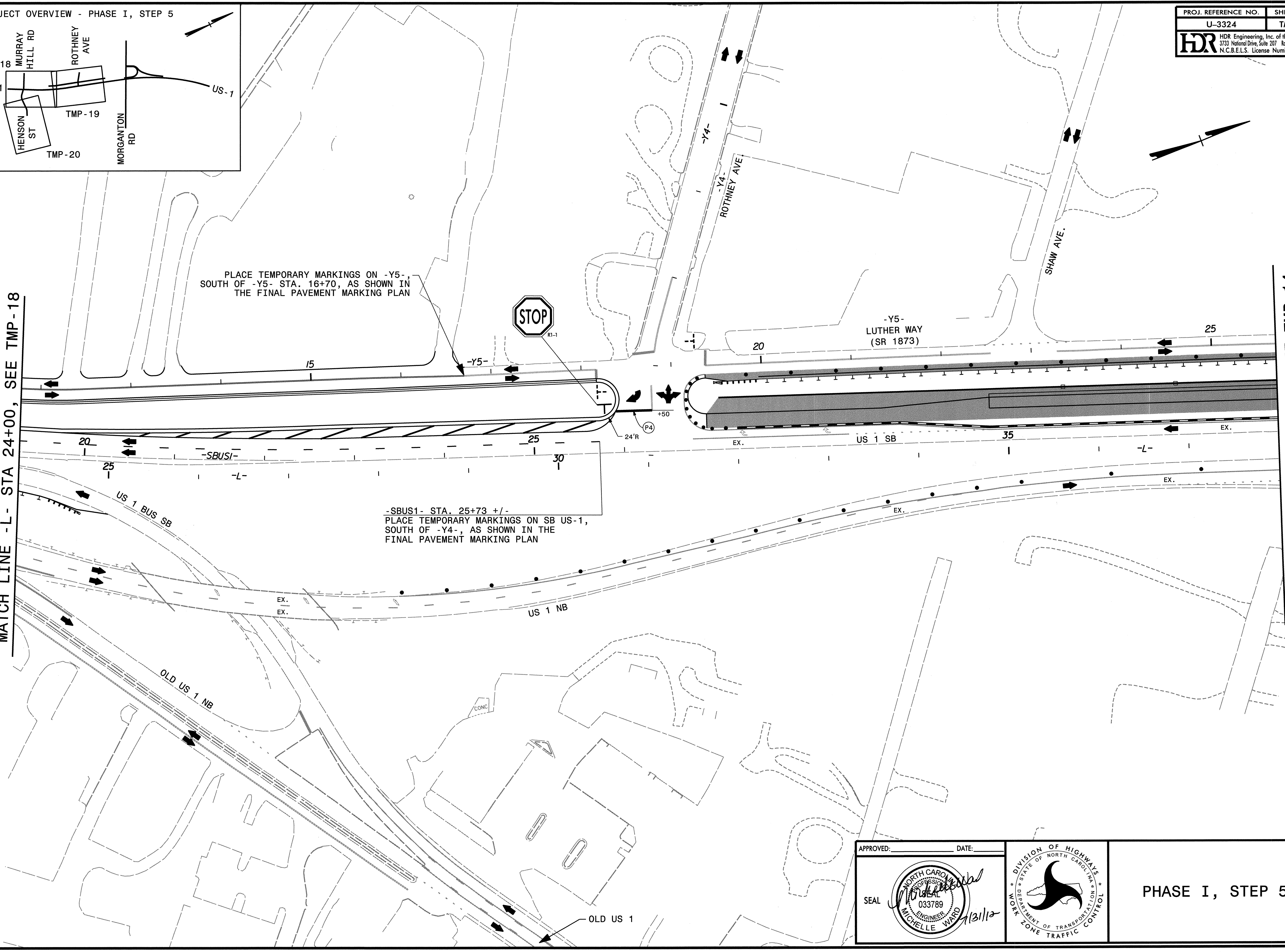


MATCH LINE - L- STA 24+00, SEE TMP-18

MATCH LINE - L- STA 38+00, SEE TMP-14

PLACE TEMPORARY MARKINGS ON -Y5- SOUTH OF -Y4- STA. 16+70, AS SHOWN IN THE FINAL PAVEMENT MARKING PLAN

-SBUS1- STA. 25+73 +/- PLACE TEMPORARY MARKINGS ON SB US-1, SOUTH OF -Y4-, AS SHOWN IN THE FINAL PAVEMENT MARKING PLAN

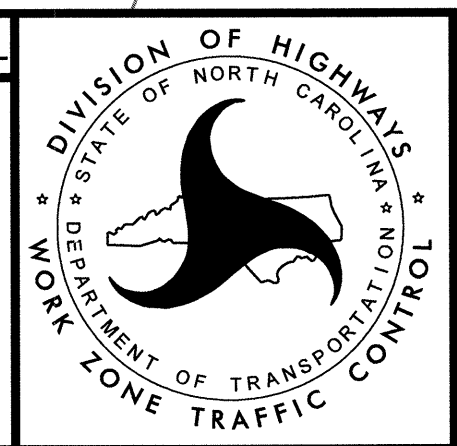


REVISIONS

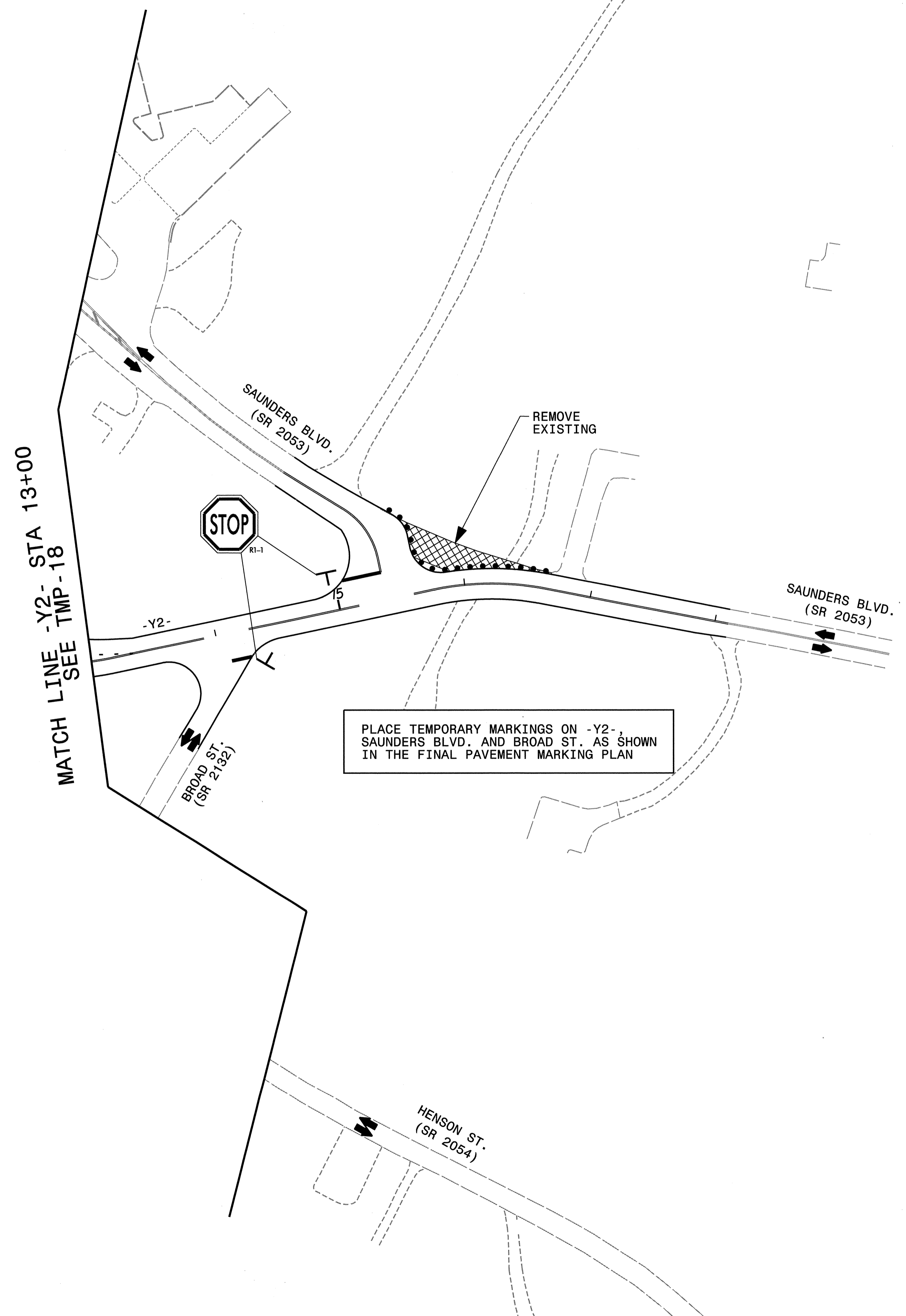
PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: chornden
 FILE: r:\ncdot\wztc\3324\trafficcontrol\ncdot\3324\TMP_P1-S5.TMP-19.dgn
 PENTABLE: NCDOT_tcp_Convert.tbl
 DATE: 7/30/2012
 TIME: 4:07:51 PM

APPROVED: _____ DATE: _____

1/31/12



PHASE I, STEP 5



MATCH LINE -Y2- STA 13+00
SEE TMP-18

PLACE TEMPORARY MARKINGS ON -Y2-
SAUNDERS BLVD. AND BROAD ST. AS SHOWN
IN THE FINAL PAVEMENT MARKING PLAN

REMOVE
EXISTING

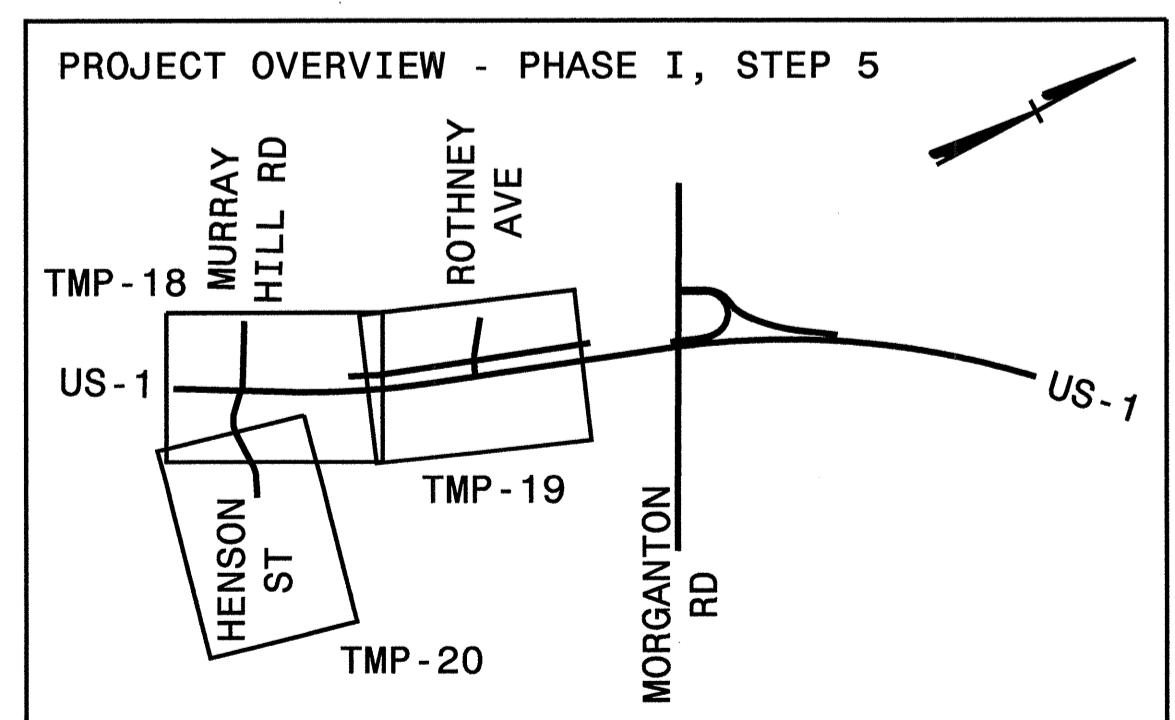
SAUNDERS BLVD.
(SR 2053)

BROAD ST.
(SR 2132)

HENSON ST.
(SR 2054)

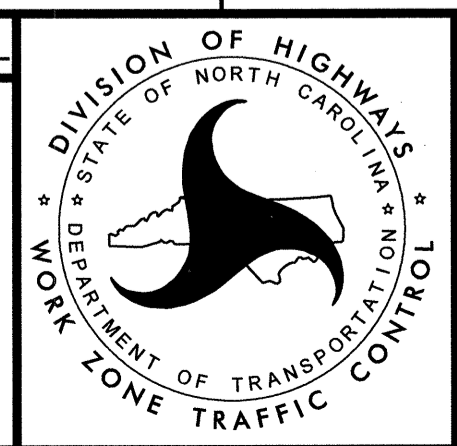
REVISIONS

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: charnden
 FILE: r:\ncdot\wztc\3324\trafficcontrol\cp\3324_TMP_P1-S5_TMP-20.dgn
 PENTABLE: NCDOT_tcp_Convert.tbl
 DATE: 7/30/2012
 TIME: 4:07:58 PM

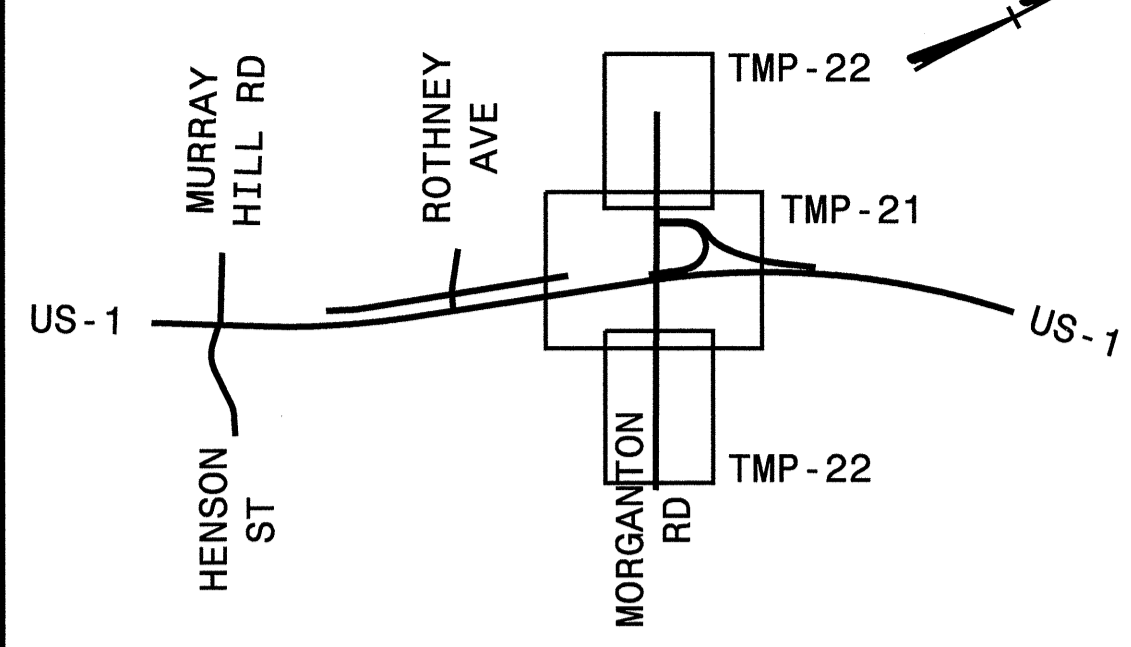


APPROVED: _____ DATE: _____

7/31/12

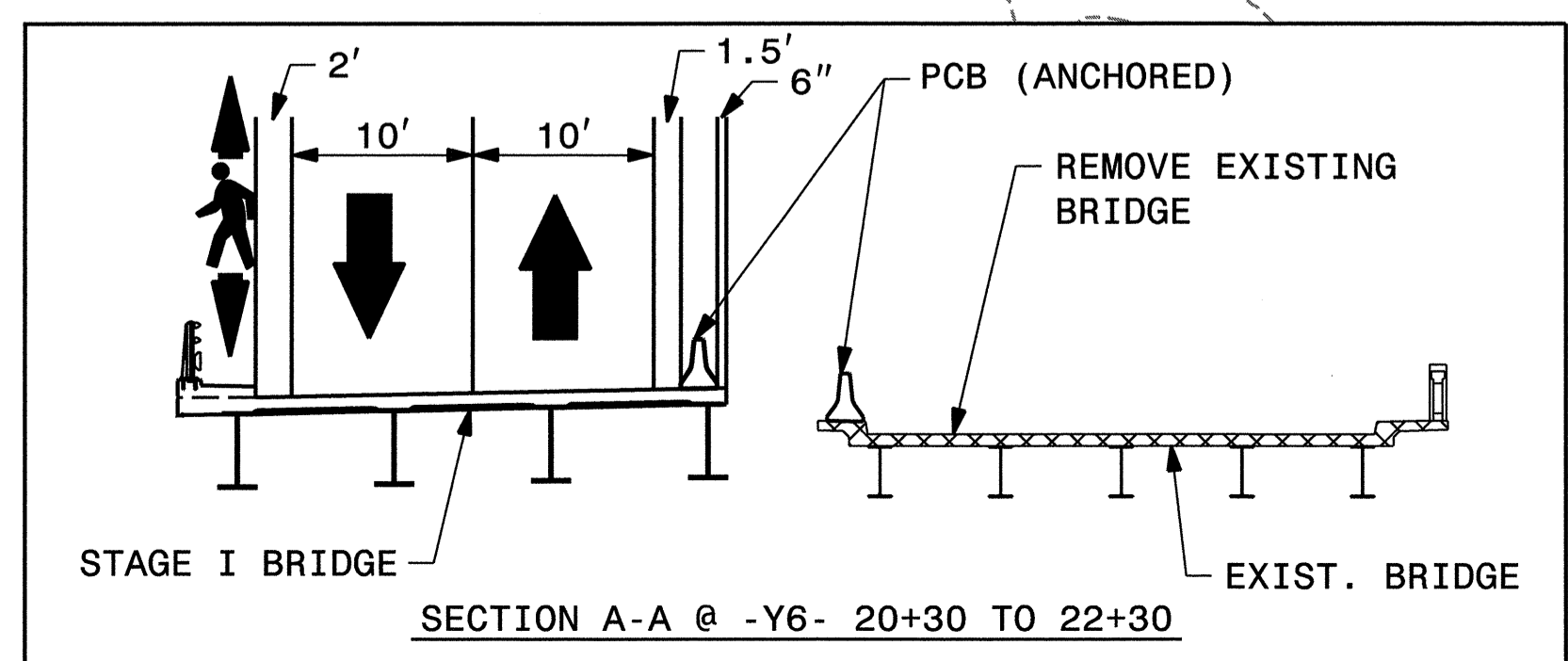
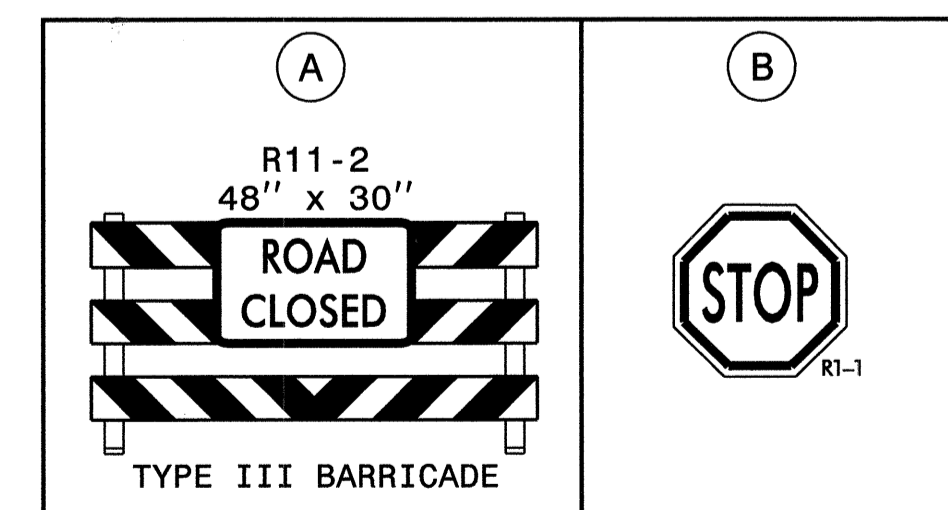
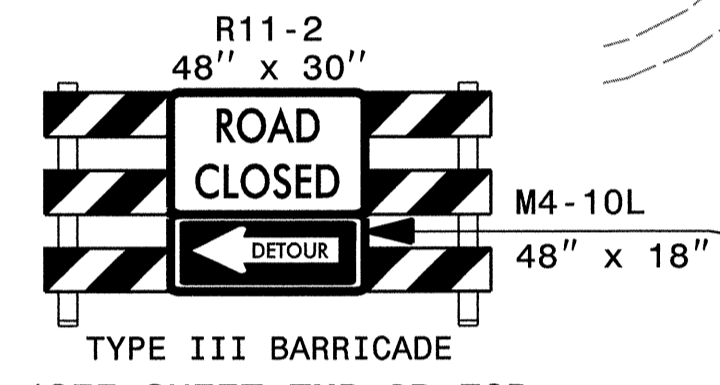
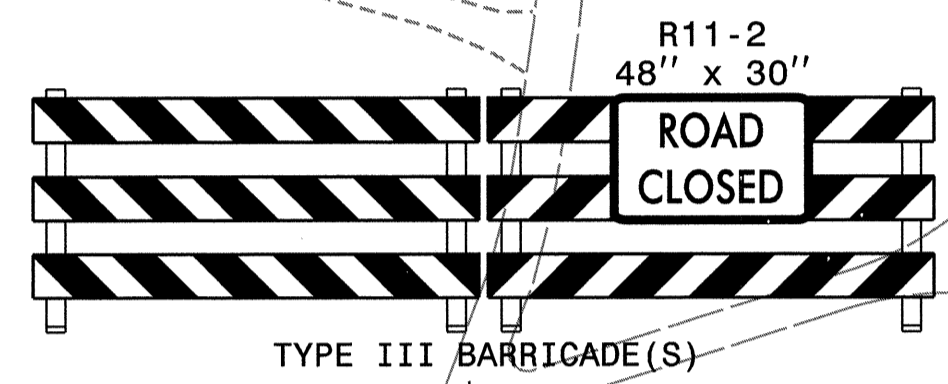
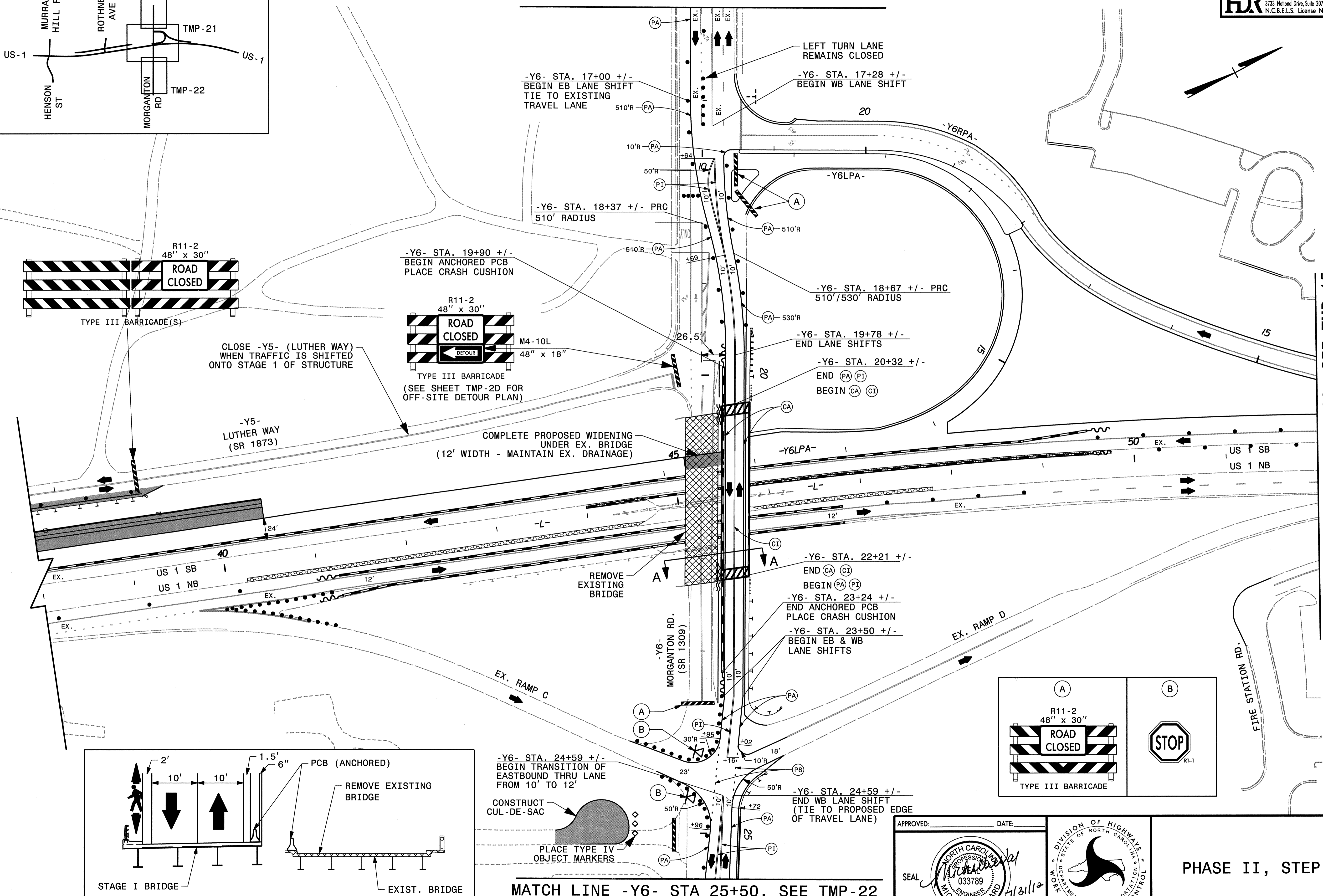


PHASE I, STEP 5



MATCH LINE -Y6- STA 16+00, SEE TMP-22

PROJ. REFERENCE NO. U-3324	SHEET NO. TMP-21
HDR Engineering, Inc. of the Carolinas 3733 National Drive, Suite 207 Raleigh, N.C. 27612 N.C.E.L.S. License Number: F-0116	



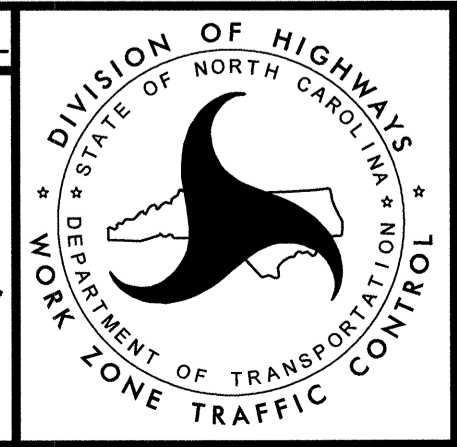
MATCH LINE -Y6- STA 25+50, SEE TMP-22

MATCH LINE -L- STA 52+00, SEE TMP-15

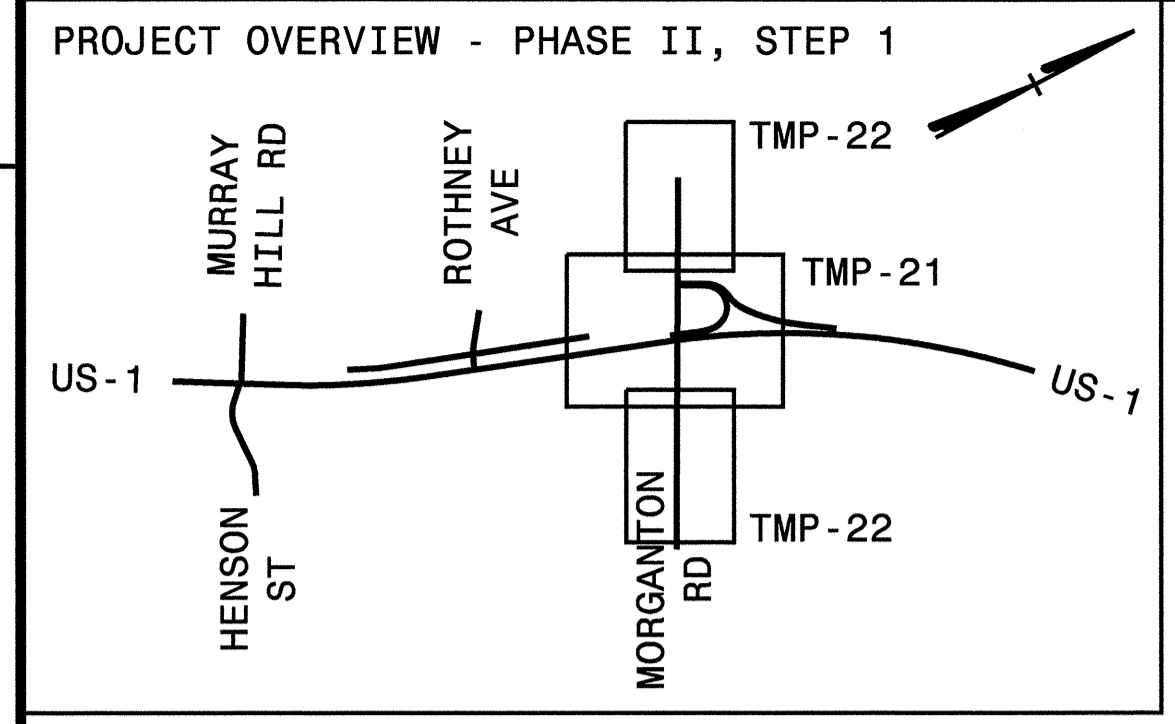
REVISIONS

PLOT DRIVER: NCDOT...
 USER: charnden
 DATE: 7/31/2012
 TIME: 12:04:02 PM
 FILE: F:\ncdot\wztc\U3324\trffc\trffccontrol\cp\U3324_TMP_P2-S1_TMP-21.dgn

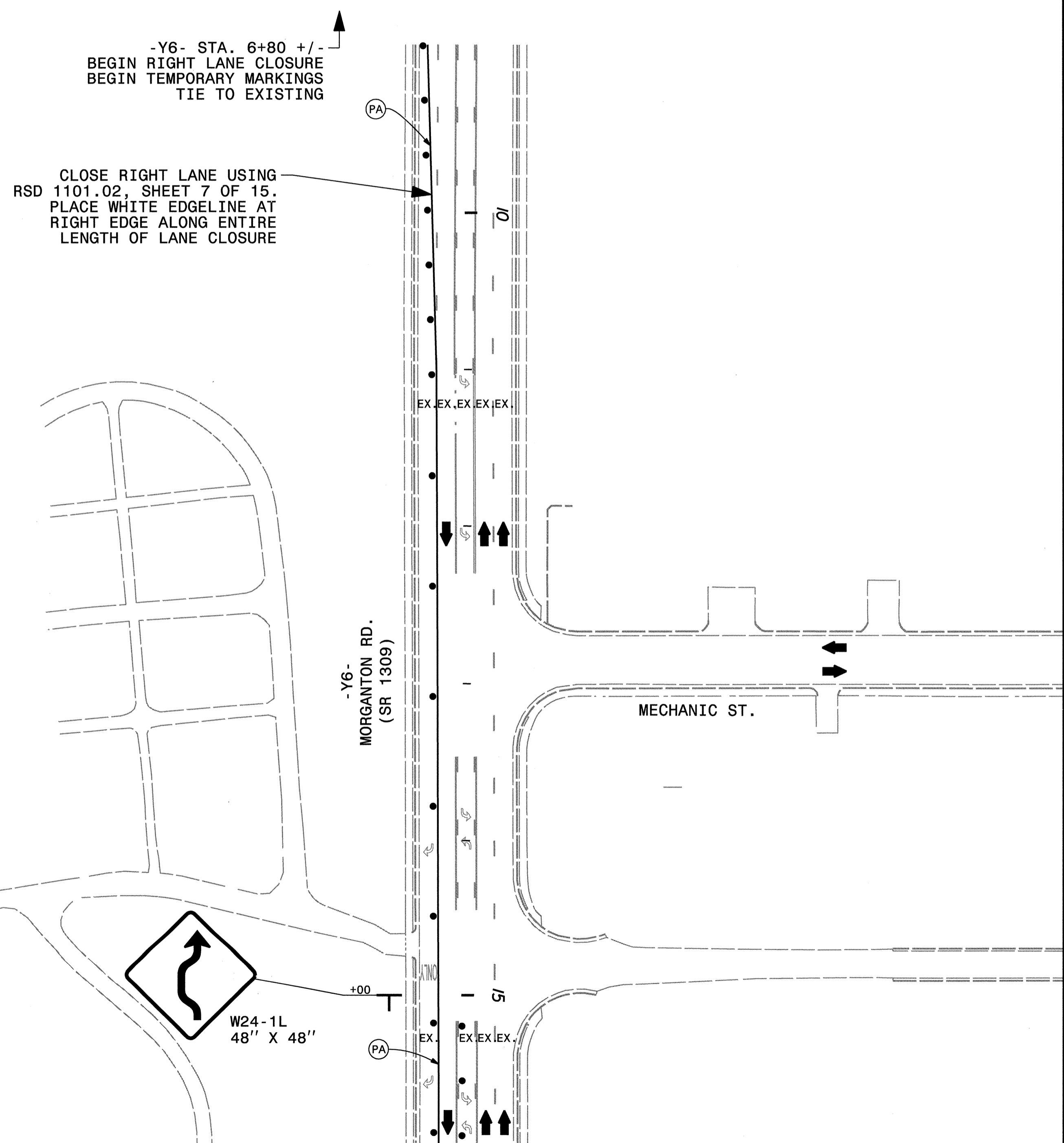
APPROVED: _____ DATE: _____



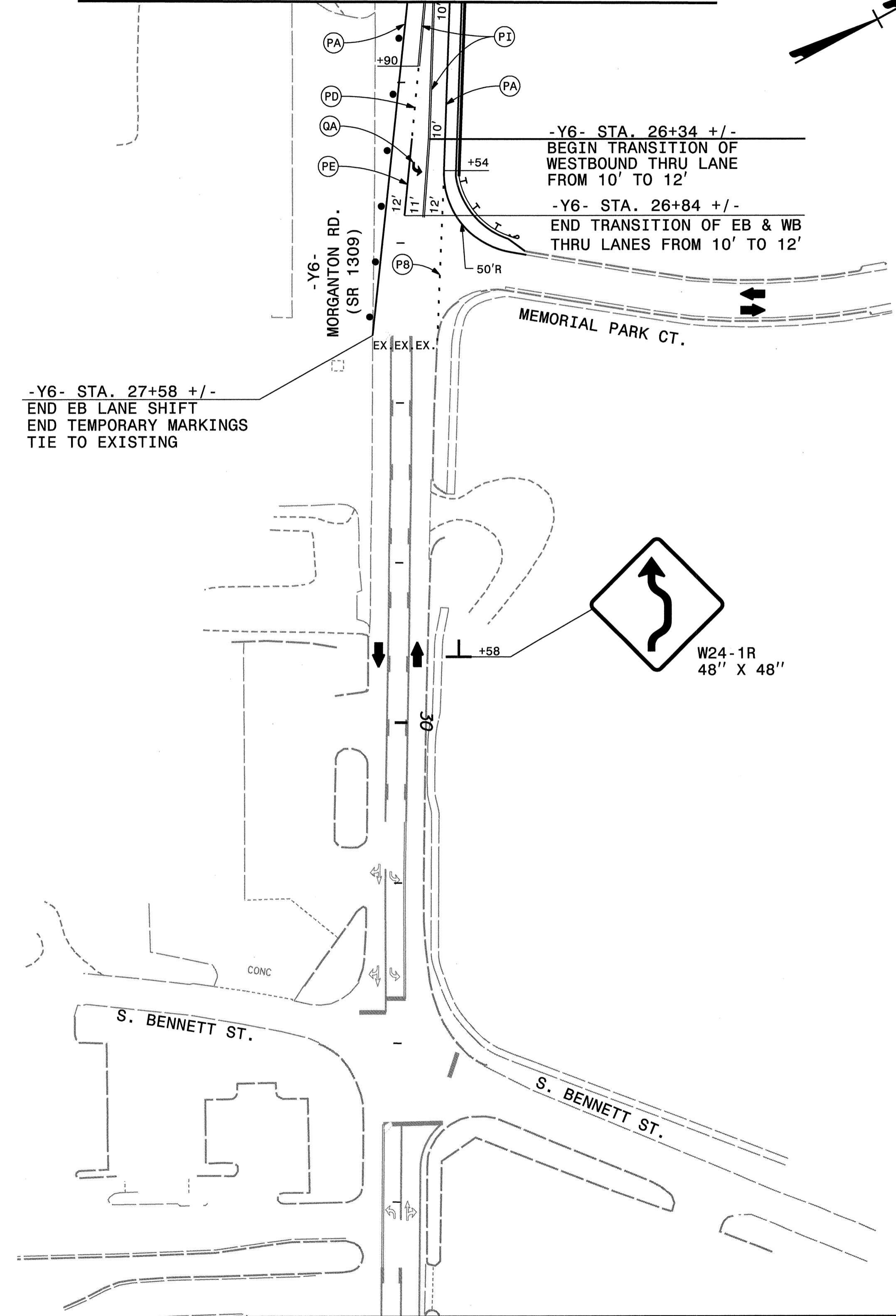
PHASE II, STEP 1



MATCH LINE -Y6- STA 25+50, SEE TMP-21

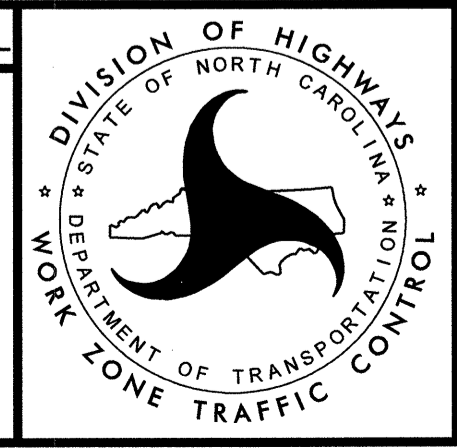


MATCH LINE -Y6- STA 16+00, SEE TMP-21



APPROVED: _____ DATE: _____

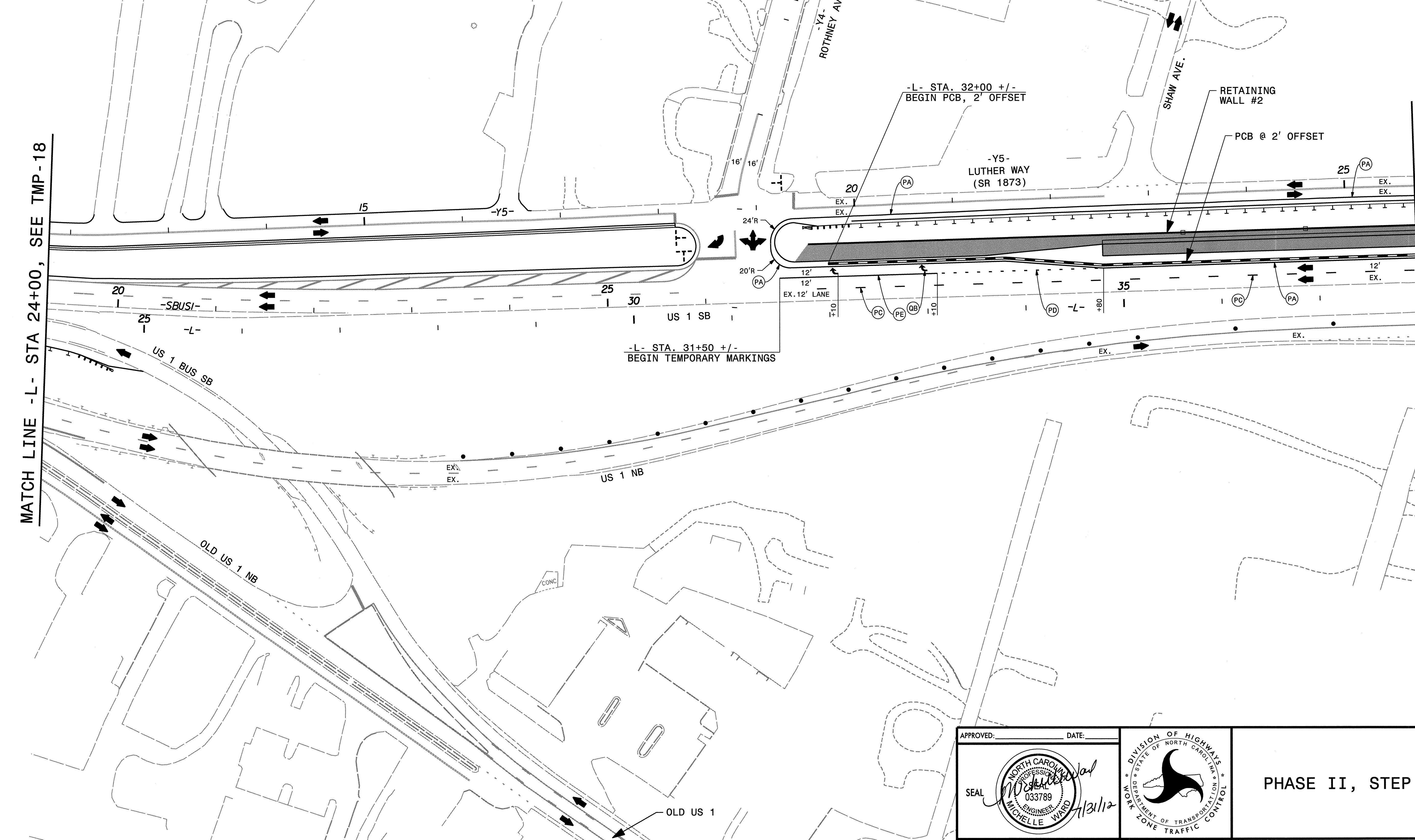
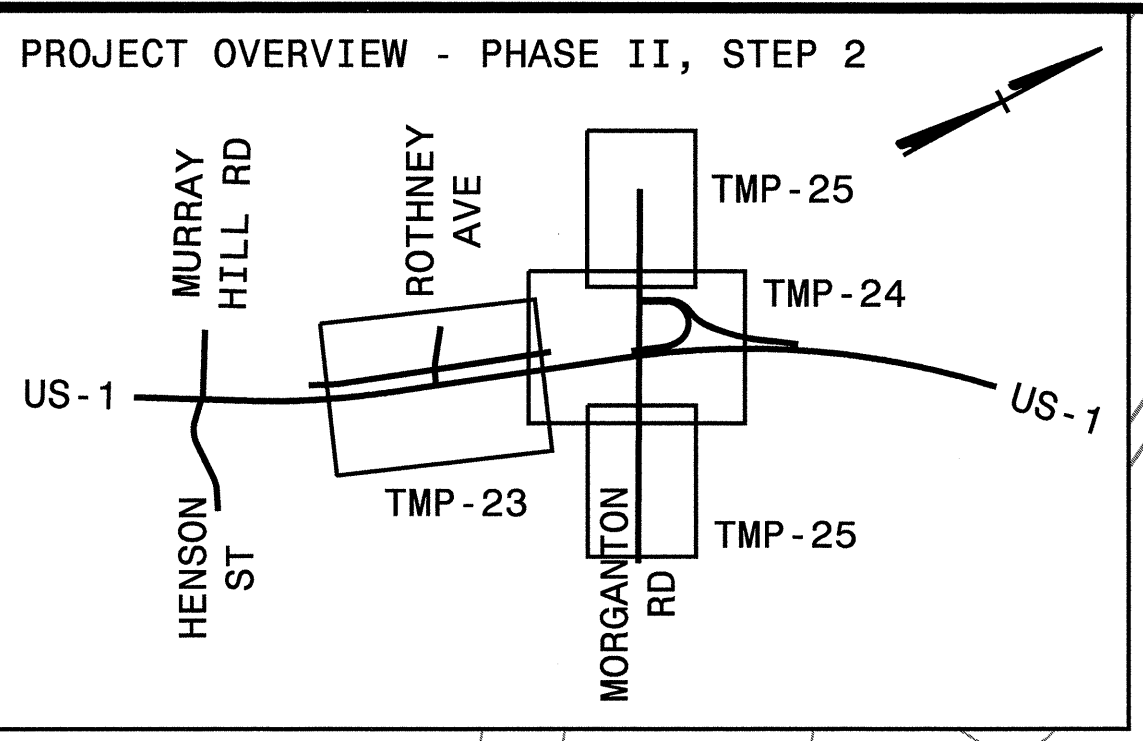
SEAL: *Michelle Ward*
NORTH CAROLINA PROFESSIONAL ENGINEER
033789
MICHELLE WARD 1/31/12



PHASE II, STEP 1

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
PENTABLE: NCDOT_tcp_Conven.tbl
USER: charnden
DATE: 7/30/2012
TIME: 4:08:15 PM
FILE: F:\ncdot\wztc\U3324\Traffic\trafficcontrol\tcp\U3324_TMP_P2-S1_TMP-22.dgn

REVISIONS




MATCH LINE -L- STA 24+00, SEE TMP-18

MATCH LINE -L- STA 38+00, SEE TMP-24

REVISIONS

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: charnden
 FILE: r:\ncdot\wztc\3324\trafficcontrol\top\U3324_TMP_P2-S2_TMP-23.dgn
 PENTABLE: NCDOT_top_Conven.tbl
 DATE: 7/30/2012
 TIME: 4:08:22 PM

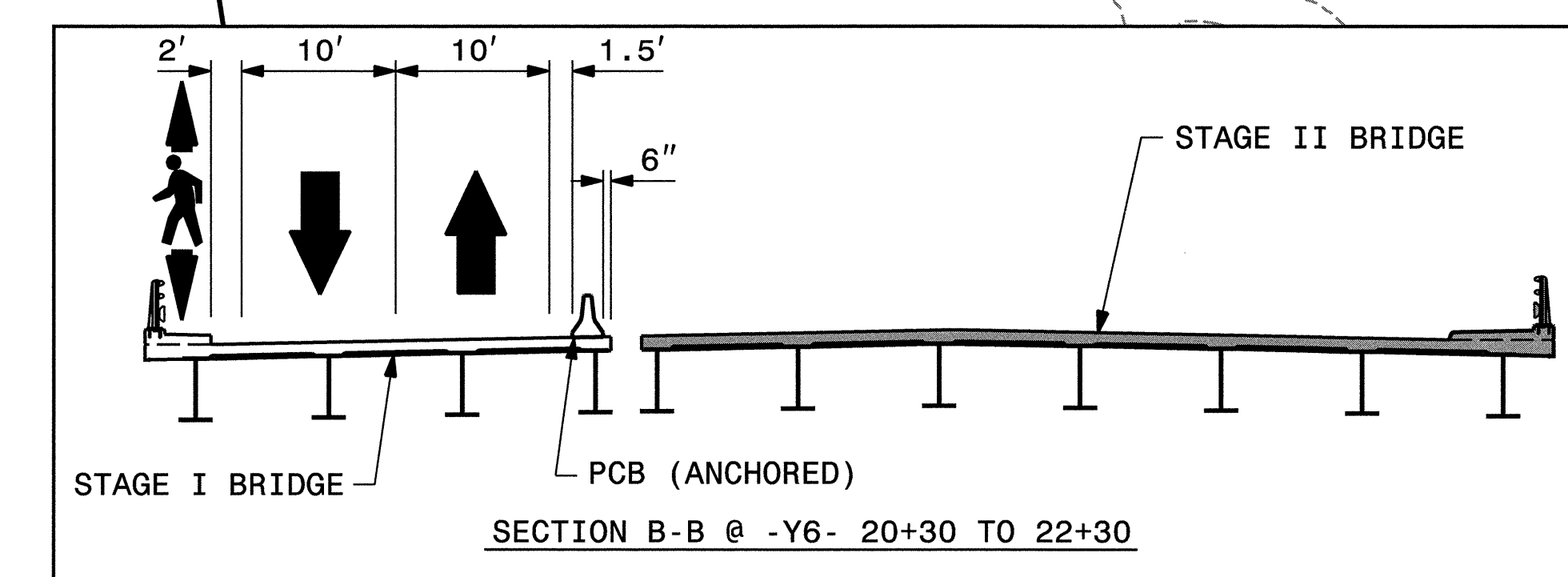
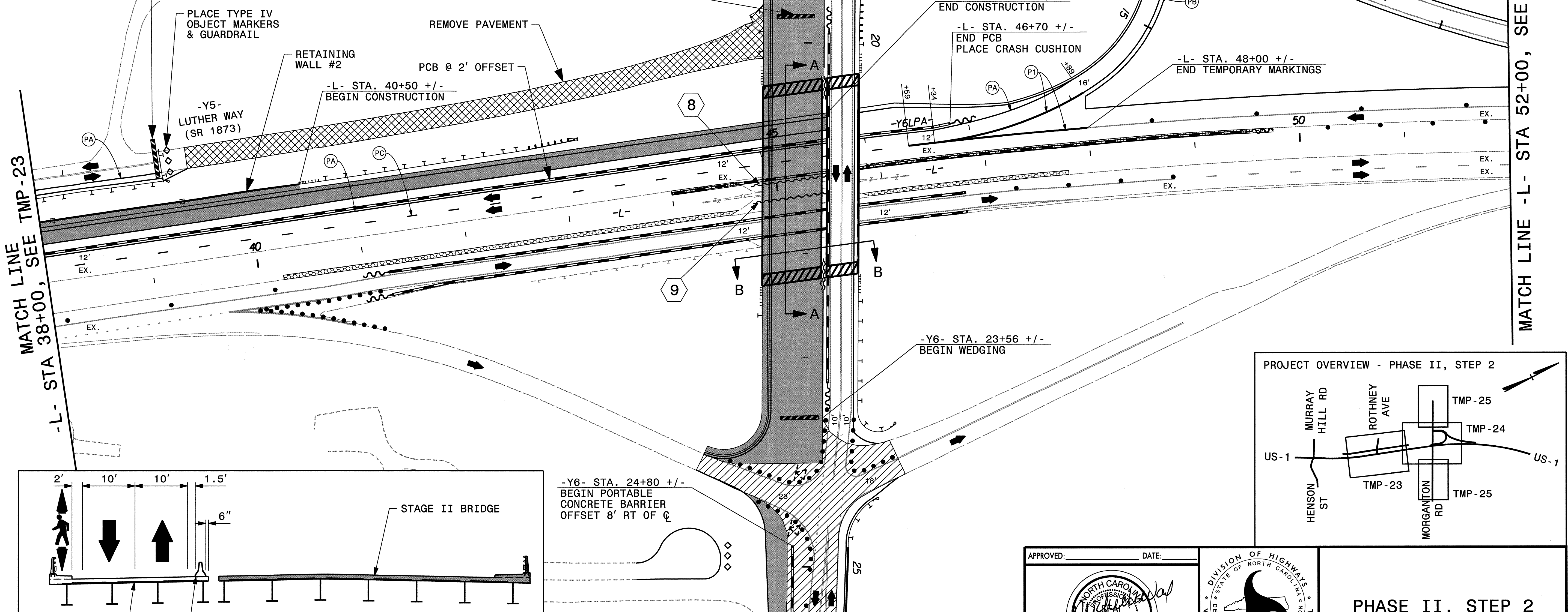
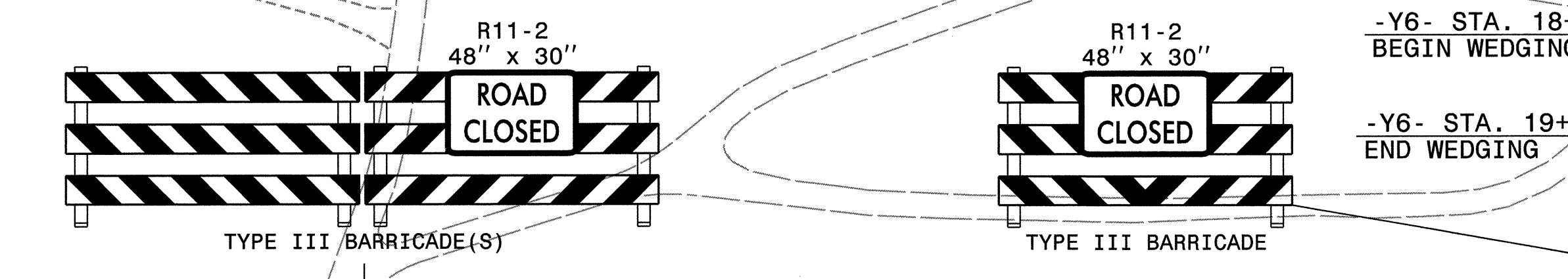
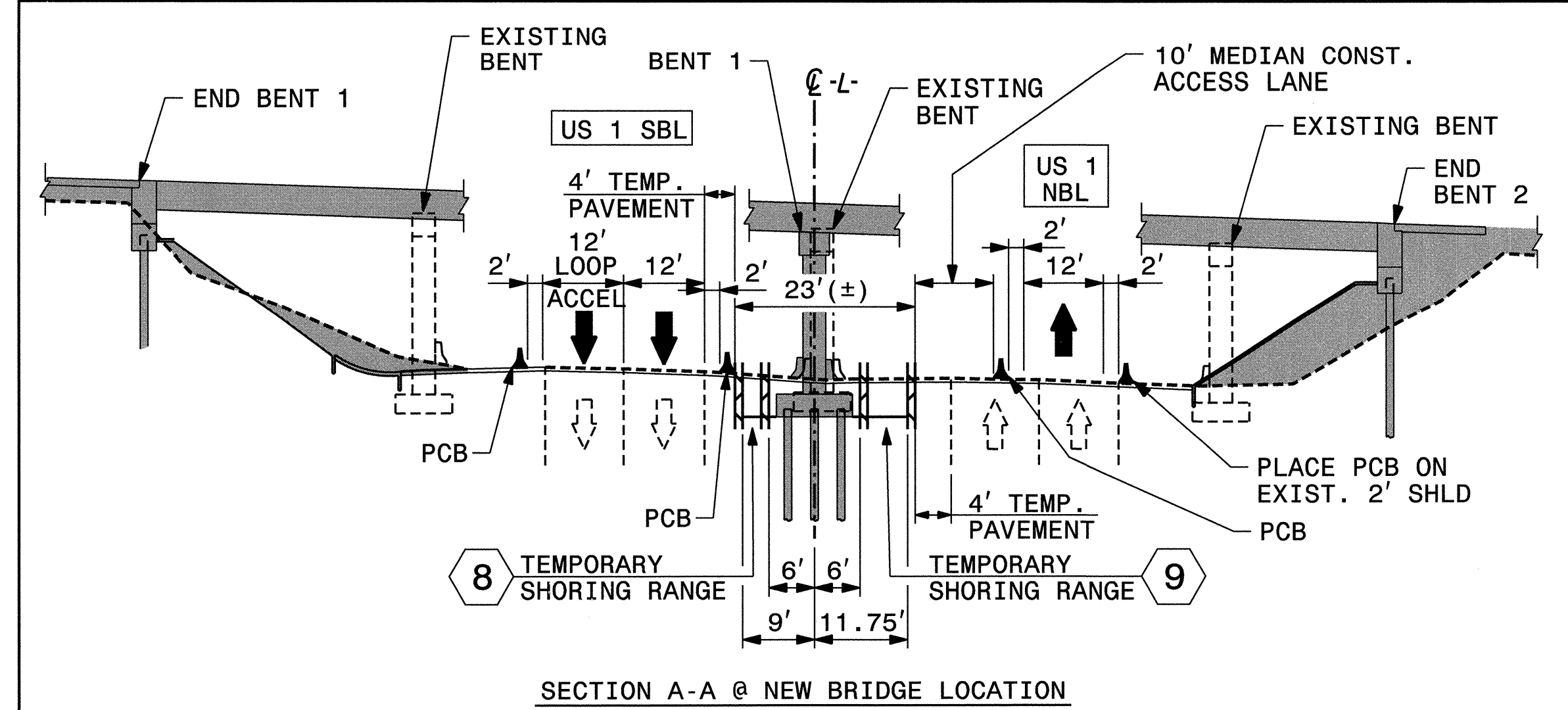
APPROVED: _____ DATE: _____



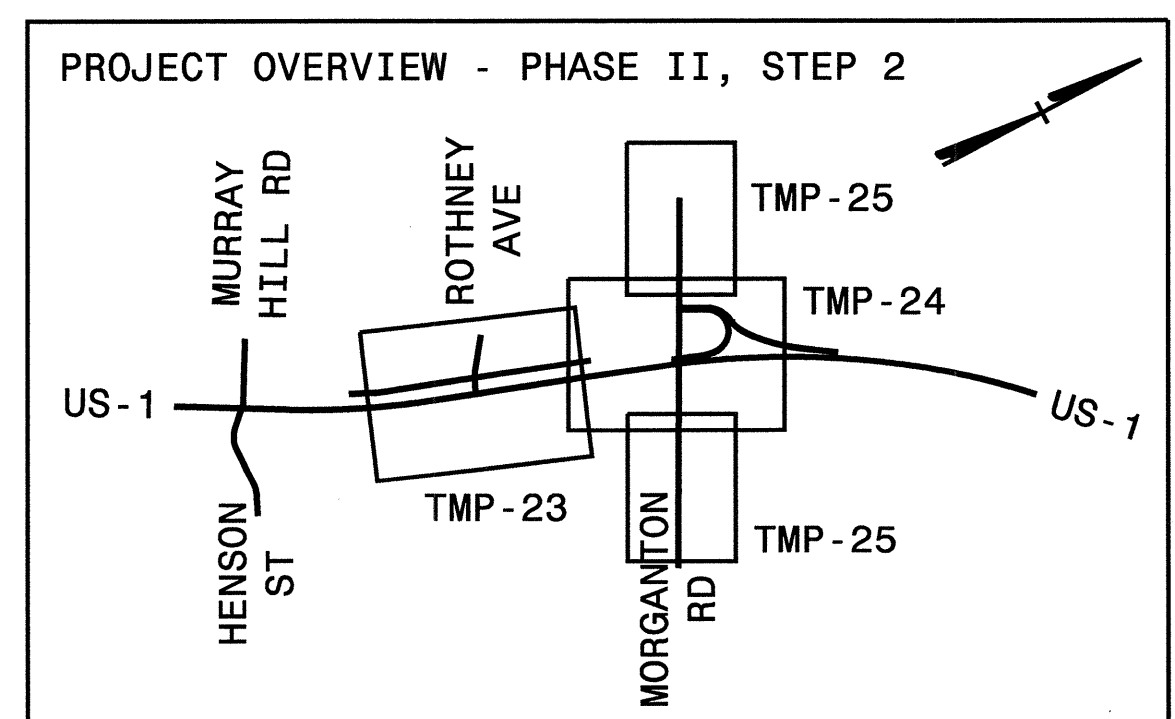

PHASE II, STEP 2

MATCH LINE -Y6- STA 16+00
SEE TMP-25

- 8 TEMPORARY SHORING No.8
QUANTITY = 260 SQ. FT.
FROM -L- STA. 44+75 +/-, 6' - 9' +/- LT
TO -L- STA. 45+40 +/-, 6' - 9' +/- LT
 - 9 TEMPORARY SHORING No.9
QUANTITY = 260 SQ. FT.
FROM -L- STA. 44+75 +/-, 6' - 11.75' +/- RT
TO -L- STA. 45+40 +/-, 6' - 11.75' +/- RT
- NOTE: SEE SHEET TMP-2 & 2A FOR TEMPORARY SHORING DATA

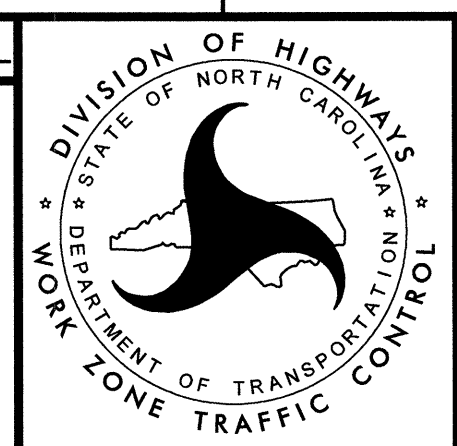


* INSTALL PERMANENT SIGN FOR NEW LOOP ACCESS TO US 1 SB.



APPROVED: _____ DATE: _____

SEAL: 1/31/12



PHASE II, STEP 2

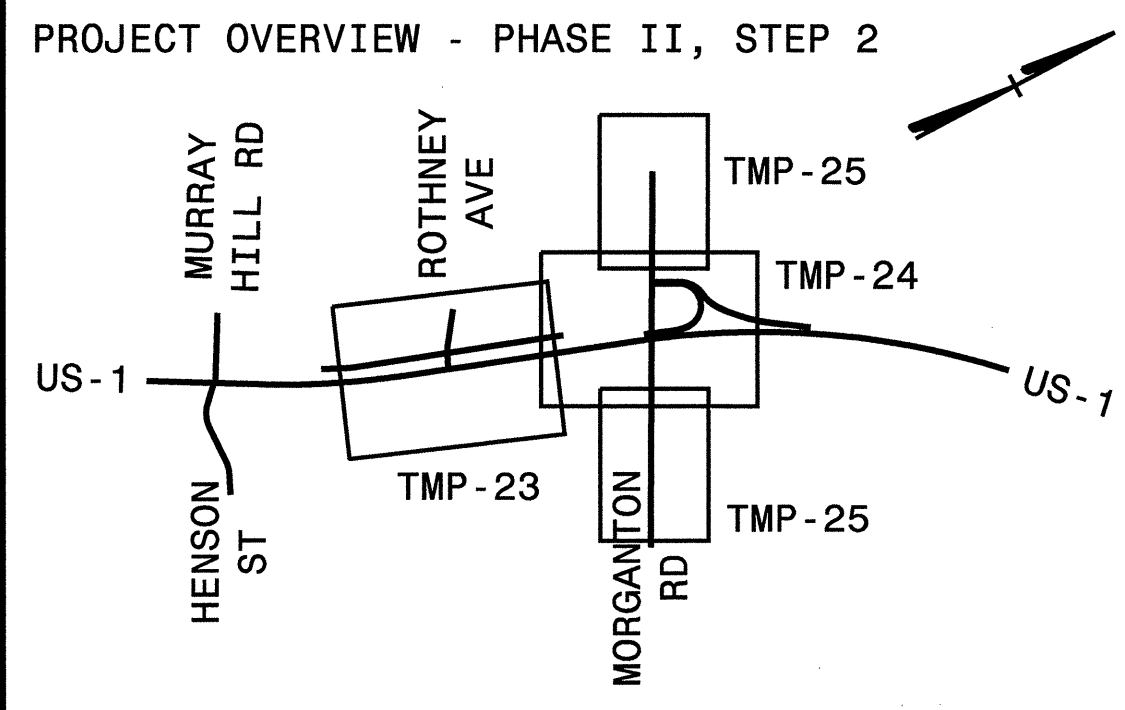
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 USER: chornden
 FILE: r:\ncdot\wztc\3324\traffic\trfficcontrol\cp\U3324_TMP_P2-S2_TMP-24.dgn
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REVISIONS

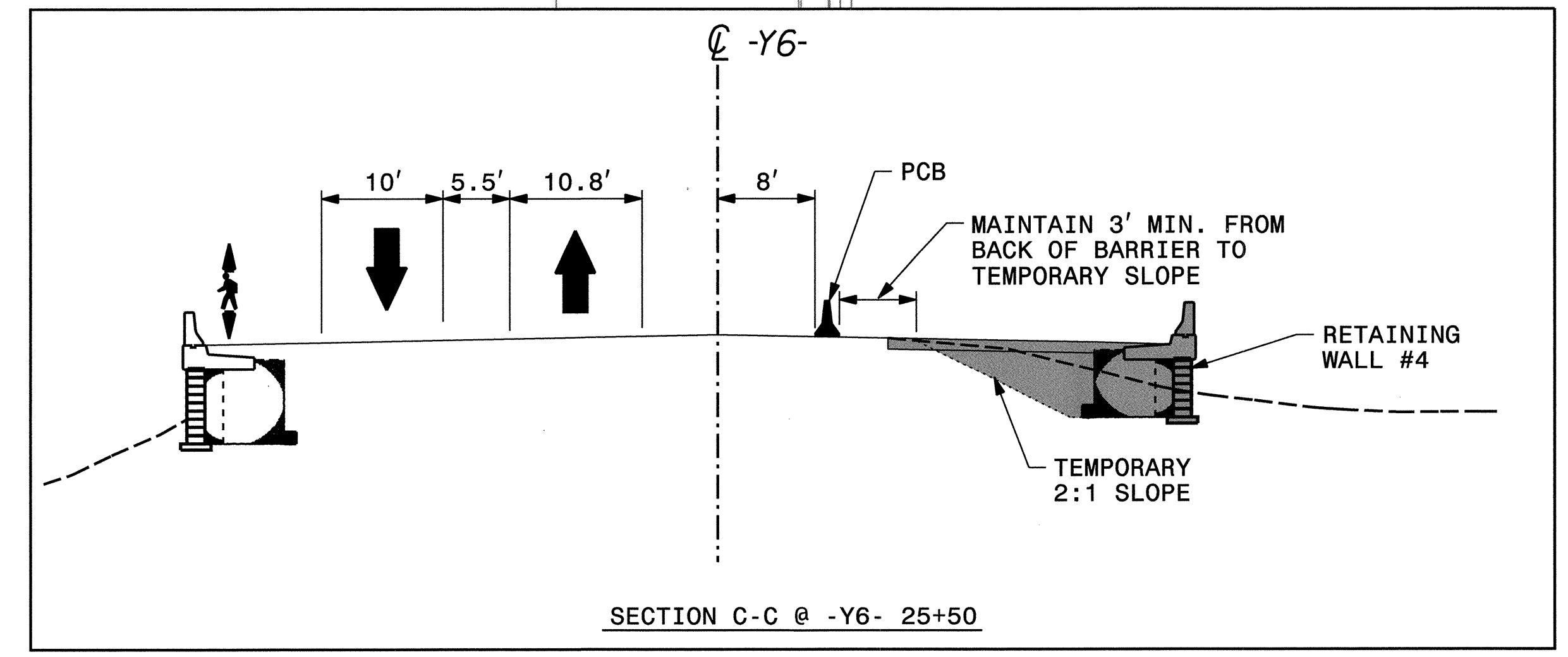
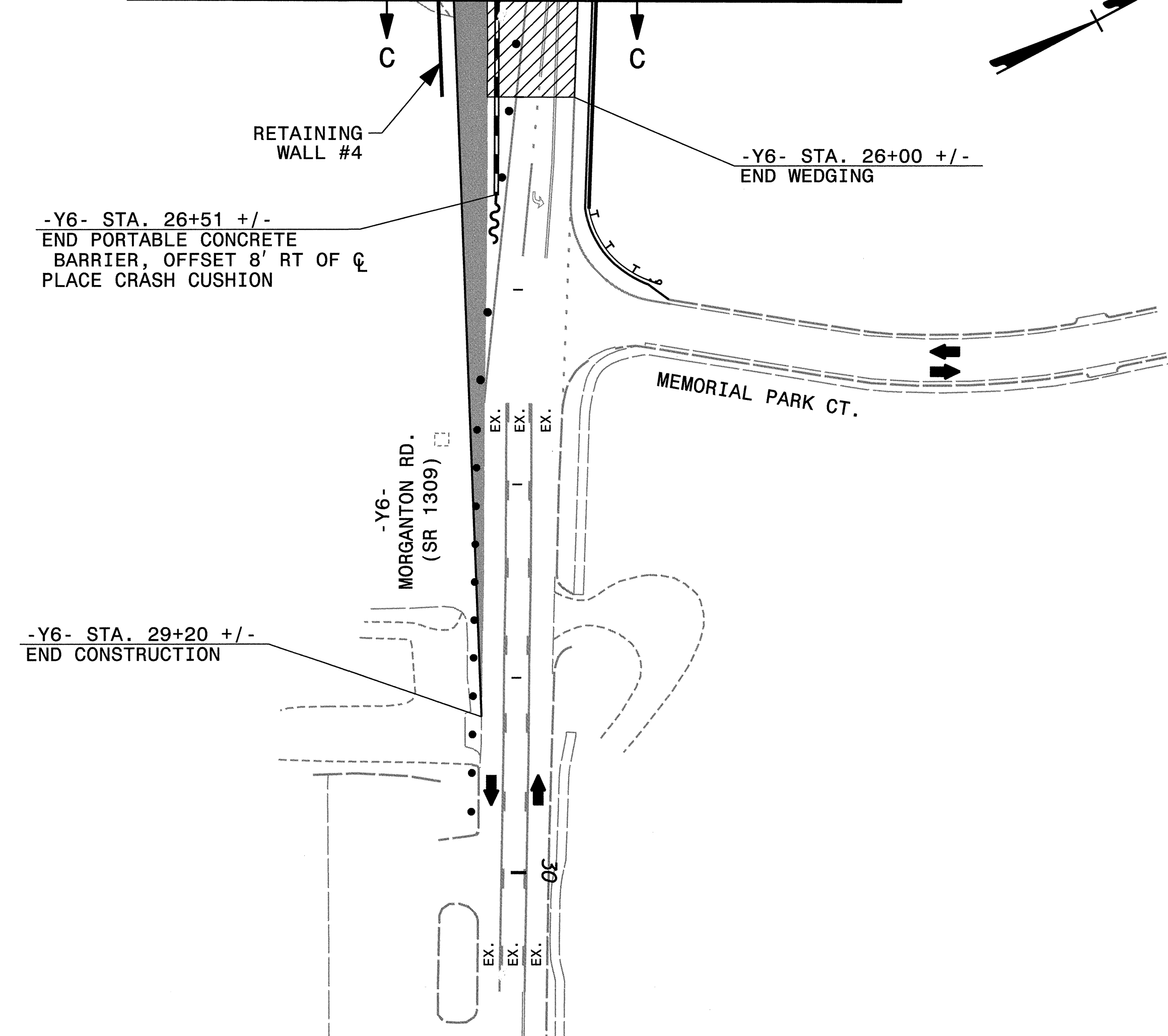
MATCH LINE -L- STA 38+00, SEE TMP-23

MATCH LINE -L- STA 52+00, SEE TMP-15


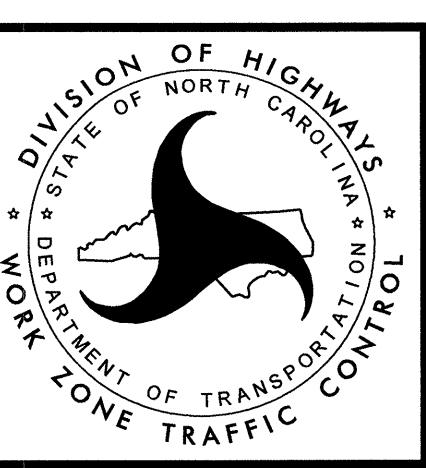
MATCH LINE -Y6- STA 25+50, SEE TMP-25



MATCH LINE -Y6- STA 25+50, SEE TMP-24



APPROVED: _____ DATE: _____

PHASE II, STEP 2

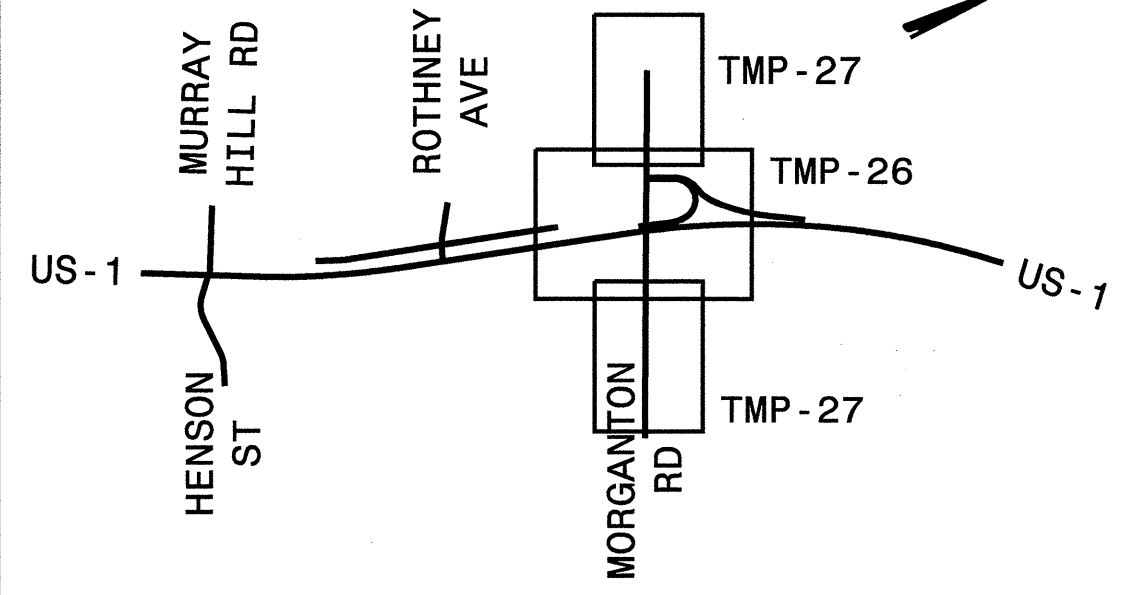
PLOT DRIVER: NCDOT...eng_50.plt
 USER: charnden
 FILE: F:\ncdot\wztc\3324\traffic\trfficcontrol\cp\U3324_TMP_P2-S2_TMP-25.dgn

REVISIONS

-Y6- STA. 15+50 +/-
 BEGIN CONSTRUCTION

MATCH LINE -Y6- STA 16+00, SEE TMP-24

PROJECT OVERVIEW - PHASE III, STEP 1

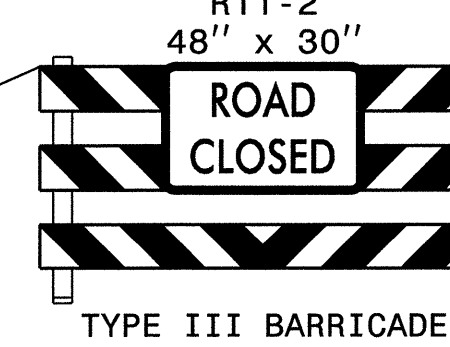


MATCH LINE -Y6- STA 16+00, SEE TMP-27

-Y6- STA. 17+28 +/-
BEGIN LANE SHIFTS
BEGIN TEMPORARY MARKINGS

PLACE TEMPORARY PAVEMENT MARKINGS ON SB & NB US 1, -Y6RPA- & -Y6LPA- AS SHOWN ON THE FINAL PAVEMENT MARKING PLAN.

-Y6- STA. 17+96 +/-
BEGIN CONSTRUCTION



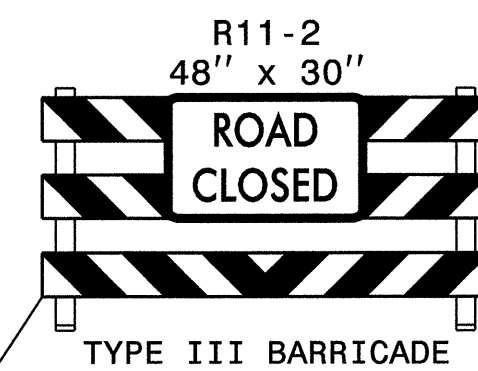
PCB TO REMAIN IN PLACE TO PROTECT CENTER BENT UNTIL PROP. GUARDRAIL IS INSTALLED

-Y6- STA. 20+39 +/-
END LANE SHIFTS
END (PI)
BEGIN (CI)

CONSTRUCT CLOSURE POUR

CONSTRUCT MEDIAN SHOULDER WIDENING, MEDIAN GUARDRAIL AND LIGHTING USING LANE CLOSURES (RSD 1101.02, SHEET 3)

-L- STA. 46+78 +/-
END PCB, 2' OFFSET



CONSTRUCT MEDIAN SHOULDER WIDENING, MEDIAN GUARDRAIL AND LIGHTING USING LANE CLOSURES (RSD 1101.02, SHEET 3)

-Y6- STA. 22+28 +/-
END (CI)
BEGIN (PI)
BEGIN WB LANE SHIFT

-Y6- STA. 23+90 +/-
BEGIN EB LANE SHIFT

-L- STA. 41+22 +/-
BEGIN PCB, 2' OFFSET
PLACE CRASH CUSHION

PCB TO REMAIN IN PLACE TO PROTECT CENTER BENT UNTIL PROP. GUARDRAIL IS INSTALLED

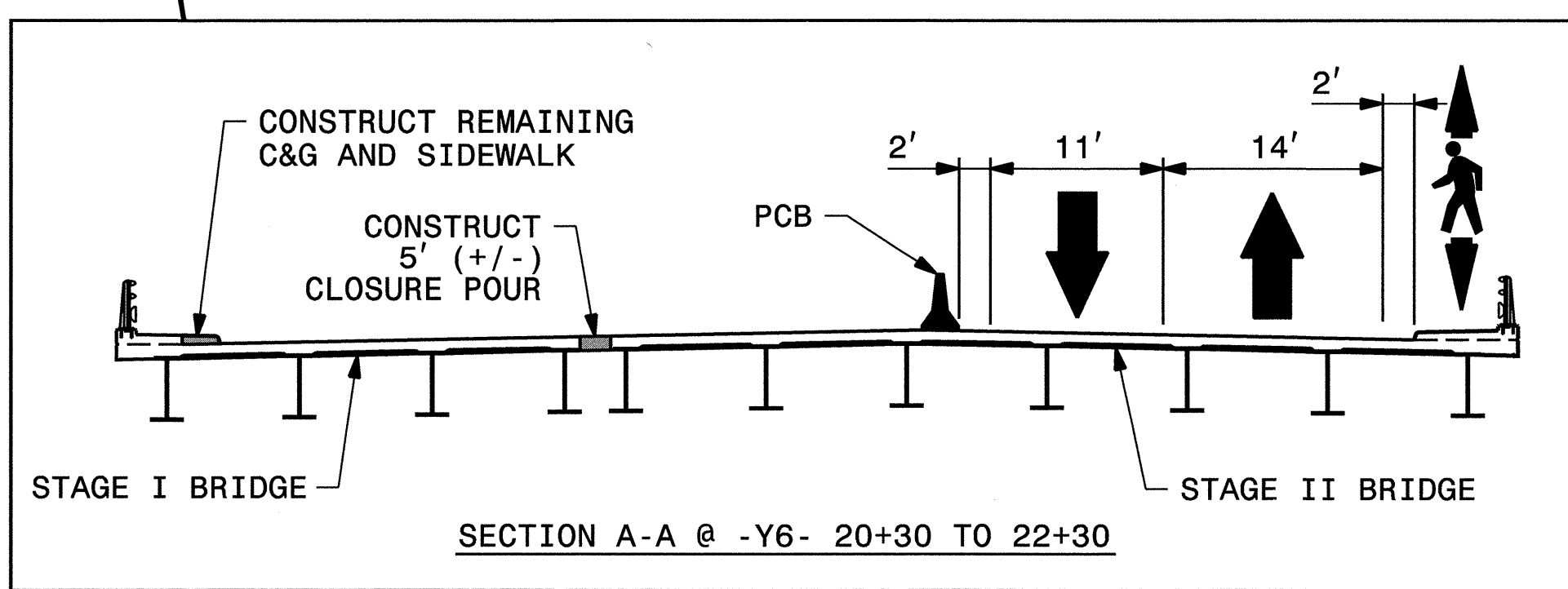
-Y6- STA. 23+80 +/-
END CONSTRUCTION



BREAK LINE PM PLANS
SEE PM PLANS

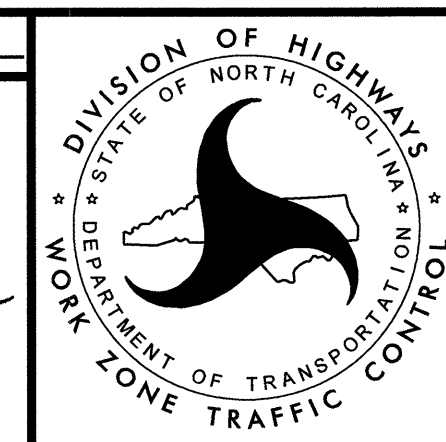
-L- STA 38+00

BREAK LINE -L- STA 52+00, SEE PM PLANS



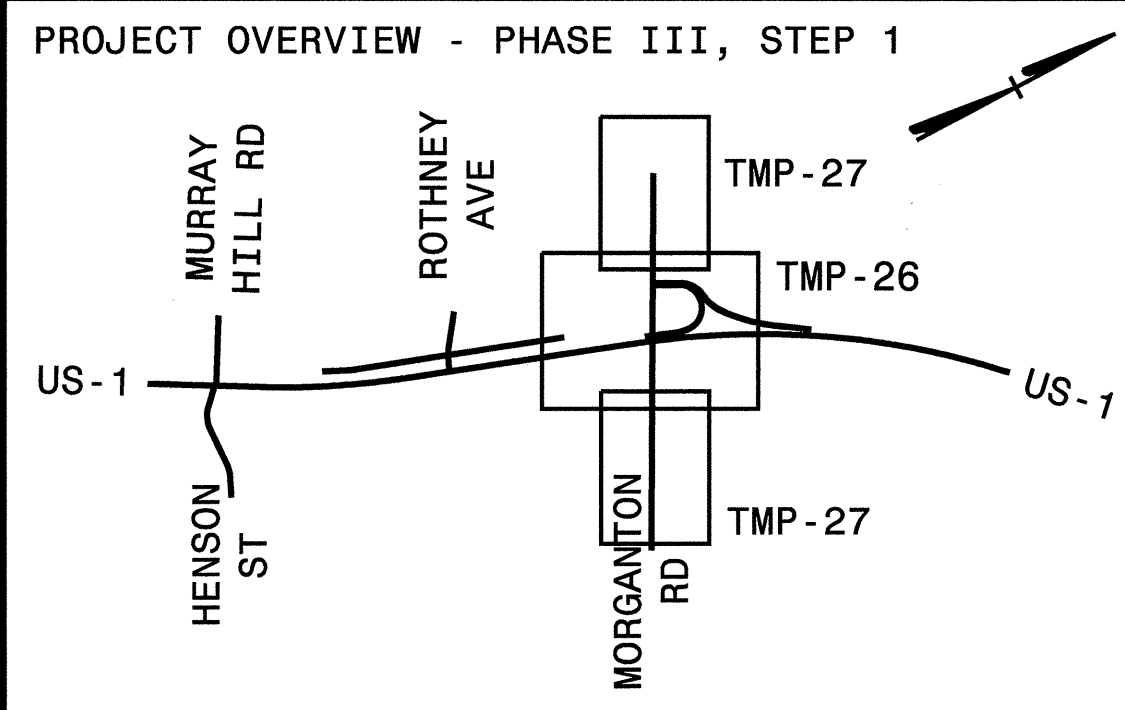
MATCH LINE -Y6- STA 25+50, SEE TMP-27

APPROVED: _____ DATE: _____

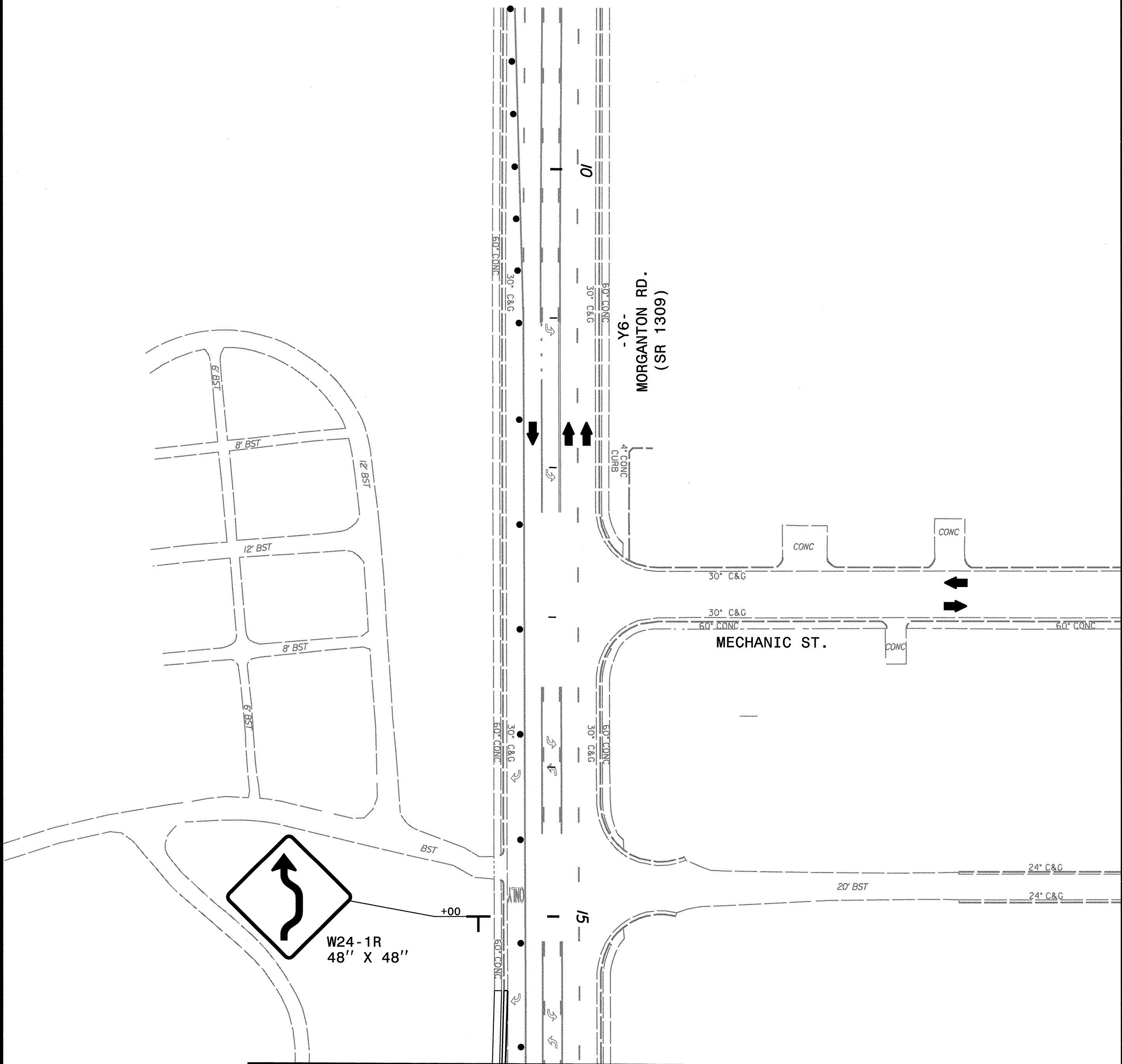
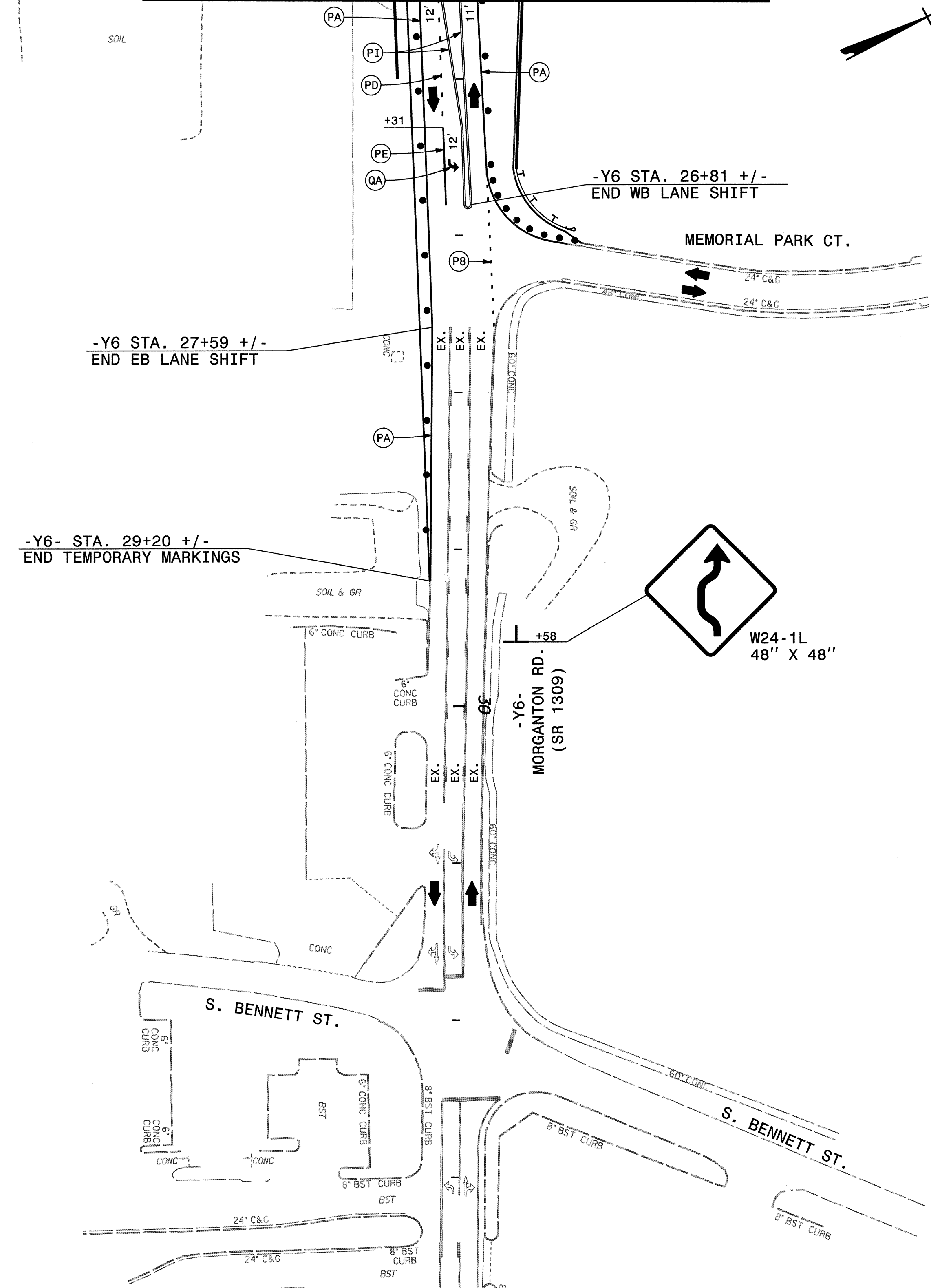


PHASE III, STEP 1

REVISIONS




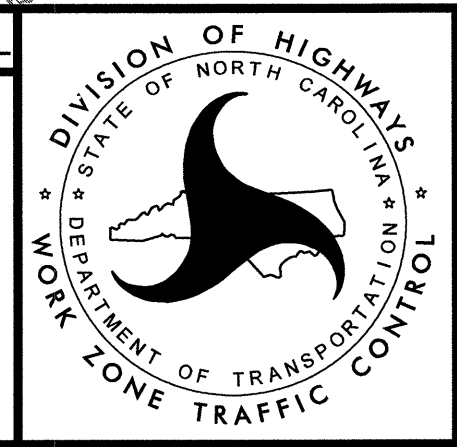
MATCH LINE -Y6- STA 25+50, SEE TMP-26



MATCH LINE -Y6- STA 16+00, SEE TMP-26

APPROVED: _____ DATE: _____





PHASE III, STEP 1

PLOT DRIVER: NCDOT_color_eng_50.pit
 USER: charnden
 DATE: 7/30/2012
 TIME: 4:08:54 PM
 FILE: F:\ncdot\wztc\U3324\trffc\trffccontrol\tpd\U3324_TMP.P3-S1_TMP-27.dgn

REVISIONS