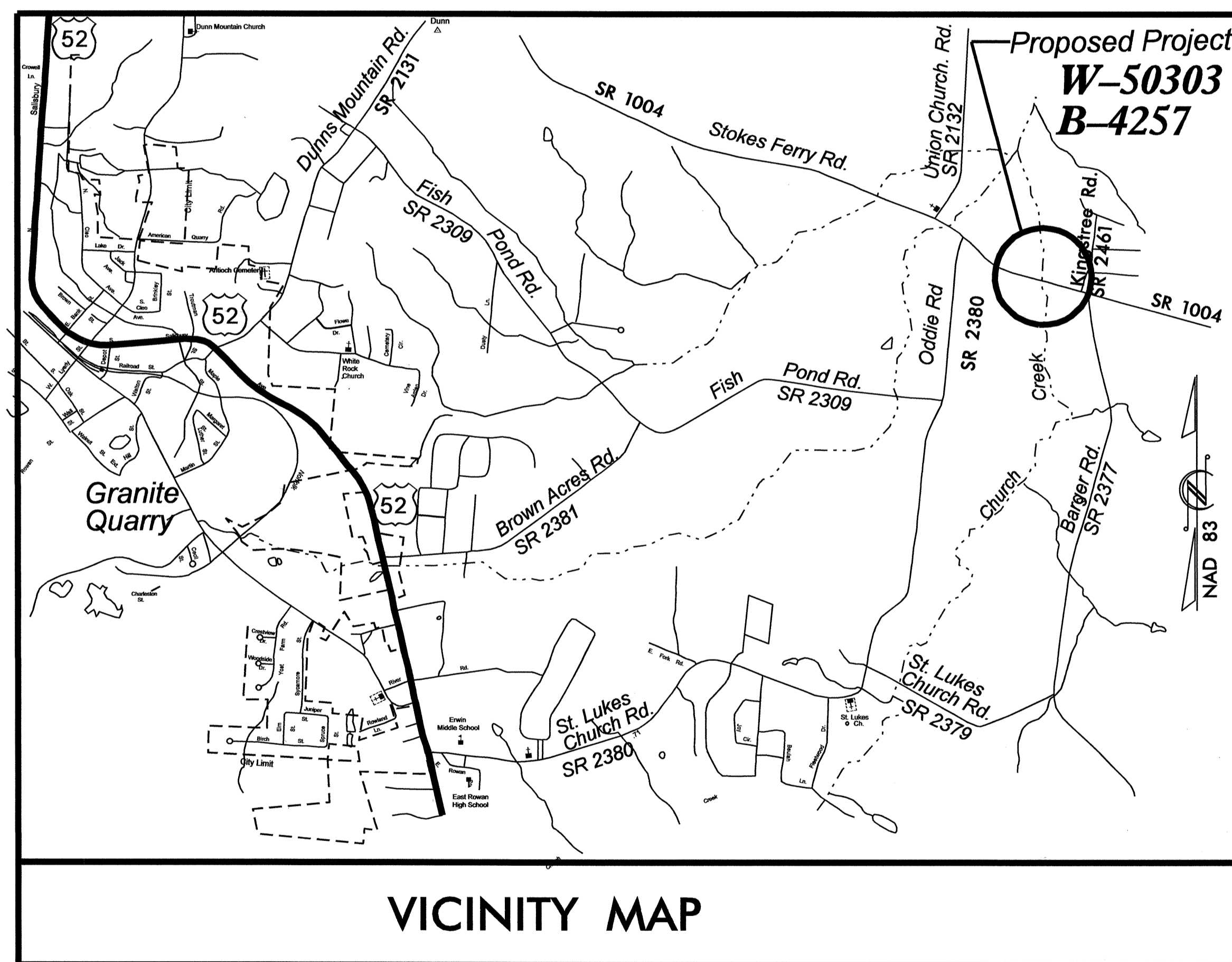
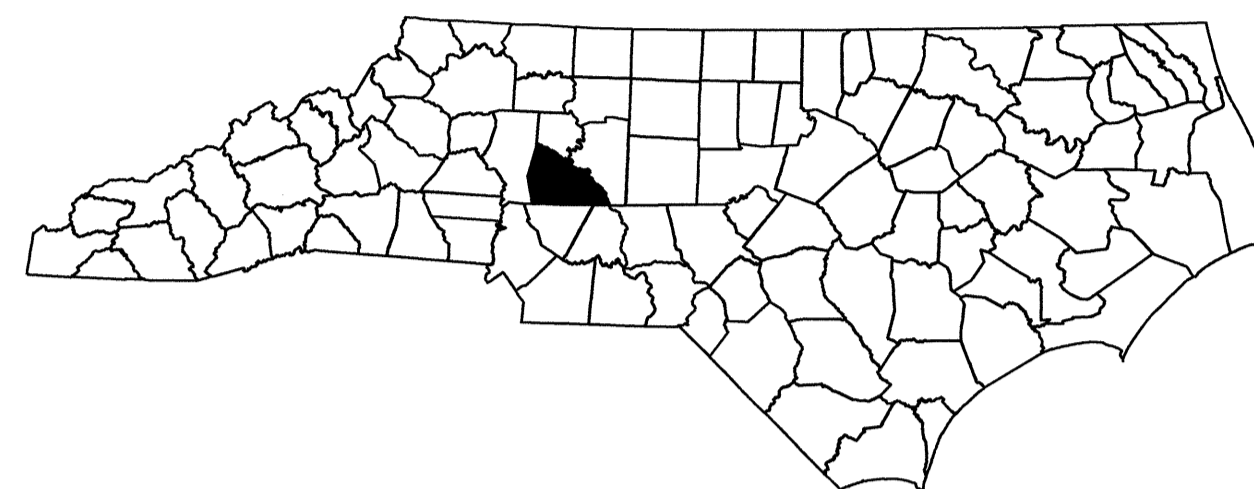


STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**TRANSPORTATION MANAGEMENT PLAN**

**ROWAN COUNTY**



VICINITY MAP

LOCATION: BRIDGE No. 143 ON SR 1004 (STOKES FERRY RD) OVER CHURCH CREEK  
TYPE OF WORK: GRADING, DRAINAGE, PAVING, GUARDRAIL AND STRUCTURE

**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	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES AND LOCAL NOTES)
TMP-2	TEMPORARY SHORING NOTES
TMP-2A	PCB AT TEMPORARY SHORING LOCATIONS
TMP-3	TEMPORARY TRAFFIC CONTROL PHASING
TMP-4 & 5	TEMPORARY TRAFFIC CONTROL PHASE I
TMP-6	ROAD CLOSURE DETOUR MAP
TMP-7 & 8	TEMPORARY TRAFFIC CONTROL PHASE II
SD - 1	SPECIAL SIGN DESIGN

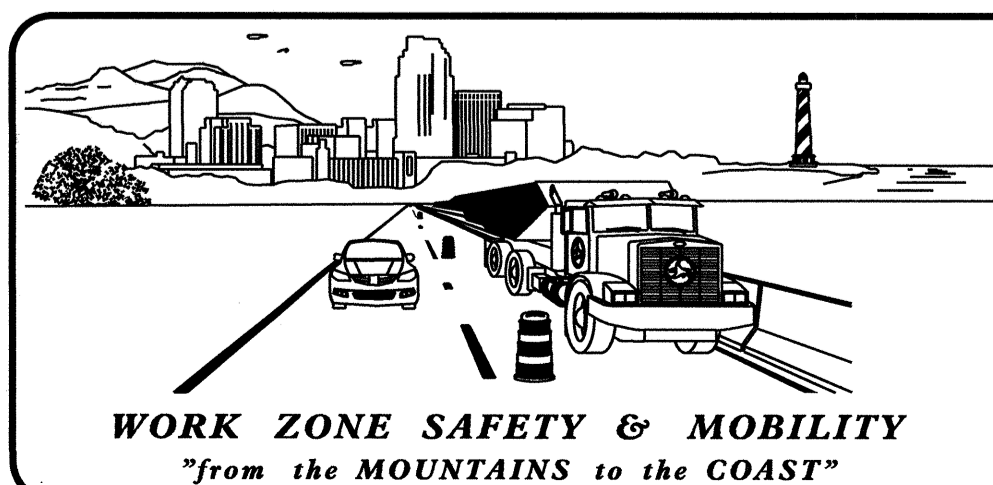
SHEET NO.

TMP-1

W-5303/B-4257

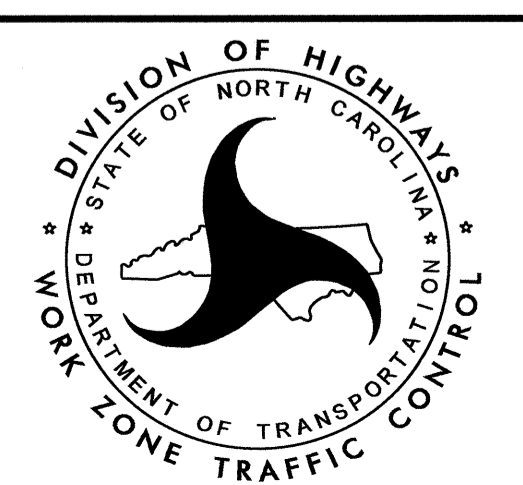
TIP PROJECT:

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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  
J. S. KITE, P.E. TRAFFIC CONTROL PROJECT ENGINEER  
D. W. BISSETTE, P.E. TRAFFIC CONTROL PROJECT DESIGN ENGINEER  
L. K. DONALDSON, P.E. TRAFFIC CONTROL DESIGN ENGINEER



APPROVED: *[Signature]*  
DATE: 06-05-12

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 JANUARY 2012 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

<u>STD. NO.</u>	<u>TITLE</u>
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
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
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY

## 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 BOARD
- FLAGGER
- LAW ENFORCEMENT
- TRUCK MOUNTED ATTENUATOR (TMA)
- 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

- |                   |                      |
|-------------------|----------------------|
| <u>PAINT (4")</u> |                      |
| PA                | WHITE EDGELINE       |
| PI                | YELLOW DOUBLE CENTER |

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APPROVED:	DATE: 06-26-12		
			<b>ROADWAY STANDARD DRAWINGS &amp; LEGEND</b>



## MANAGEMENT STRATEGIES

MAINTAIN THRU TRAFFIC FOR WIDENING AND NEW BRIDGE CONSTRUCTION

TEMPORARY OFF SITE DETOUR FOR TIE-IN OF NEW ROADWAY

## LOCAL NOTES

- CONTACT ROWAN COUNTY SCHOOLS (704-639-3051) AND ROWAN COUNTY EMERGENCY SERVICES (704-216-8920) AT LEAST ONE MONTH PRIOR TO CONSTRUCTION.
- INSTALL SIGNS BEFORE INSTALLING THE BARRICADES WHEN CLOSING THE ROADWAY TO TRAFFIC. REMOVE BARRICADES BEFORE REMOVING THE SIGNS WHEN OPENING THE ROADWAY TO TRAFFIC. INSTALL/REMOVE SIGNS AND BARRICADES WITHIN THE SAME CALENDAR DAY.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED BY THE ENGINEER.
- MAINTAIN DRIVEWAY ACCESS WITHIN THE PROJECT LIMITS.
- MAINTAIN BICYCLE TRAFFIC DURING CONSTRUCTION.
- REAPPLY PAVEMENT MARKINGS UP TO 100' BEYOND CONSTRUCTION LIMITS IF NEEDED TO REPAIR DAMAGE AND/OR TRACKING FROM CONSTRUCTION.

## GENERAL NOTES

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

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

### LANE AND SHOULDER CLOSURE REQUIREMENTS

- REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED OR AS DIRECTED BY THE ENGINEER.
  - WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 15 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR A LANE CLOSURE IS INSTALLED.
  - 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.
- 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.
  - 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.

### PAVEMENT EDGE DROP OFF REQUIREMENTS

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

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

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

BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.
- 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) IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

### TRAFFIC PATTERN ALTERATIONS

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

### SIGNING

- 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.
- 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.
- 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.
- ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

### TRAFFIC CONTROL DEVICES

- 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.
- PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

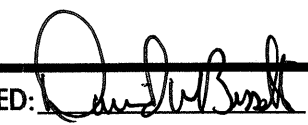
### PAVEMENT MARKINGS AND MARKERS

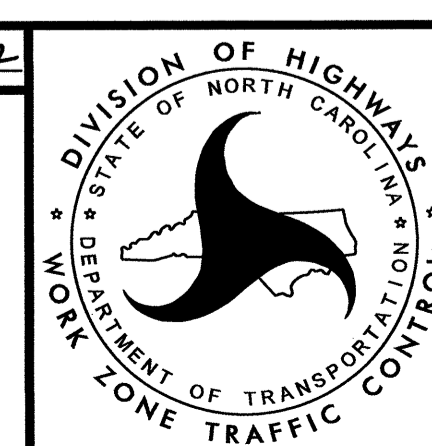
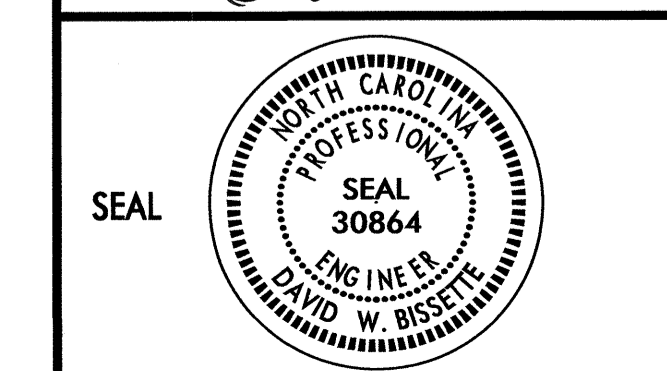
- INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON INTERIM LAYERS OF PAVEMENT AS FOLLOWS:
 

ROAD NAME	MARKING PAINT	MARKER
STOKES FERRY RD		TEMPORARY RAISED
- 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.
- TIE TEMPORARY PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

### MISCELLANEOUS

- IN THE EVENT A TIE-IN 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) 100 FT AND 50 FT RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

APPROVED:  DATE: 06-08-12



TRANSPORTATION OPERATIONS PLAN

TEMPORARY SHORING NO. 1

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

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

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 24+65.00± -L-, 47.7 FT LEFT OF -L-, TO STATION 27+50.00±, 30.1 FT LEFT OF -L-. SEE STANDARD DRAWING NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

DESIGN SHORING FROM STATION 24+65.00± -L-, 47.7 FT LEFT OF -L-, TO STATION 27+50.00±, 30.1 FT LEFT OF -L- FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:  
 UNIT WEIGHT ( $\gamma$ ) = 120 PCF  
 FRICTION ANGLE,  $\phi$  = 30 DEGREES  
 COHESION,  $c$  = 0 PSF

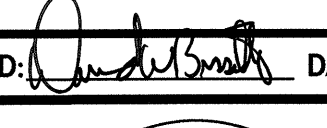
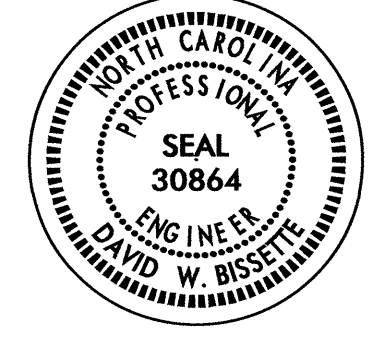
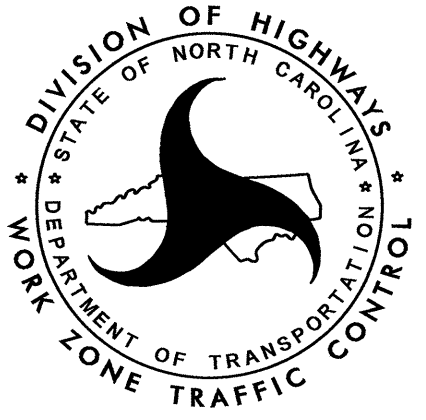
NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM 24+65.00± -L-, 47.7 FT LEFT OF -L-, TO STATION 27+50.00±, 30.1 FT LEFT OF -L-. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION 24+65.00± -L-, 47.7 FT LEFT OF -L-, TO STATION 27+50.00±, 30.1 FT LEFT OF -L- WILL NOT PENETRATE BELOW ELEVATION 645.0 FT± DUE TO OBSTRUCTIONS, VERY DENSE OR HARD SOIL, BOULDERS OR WEATHERED OR HARD ROCK.

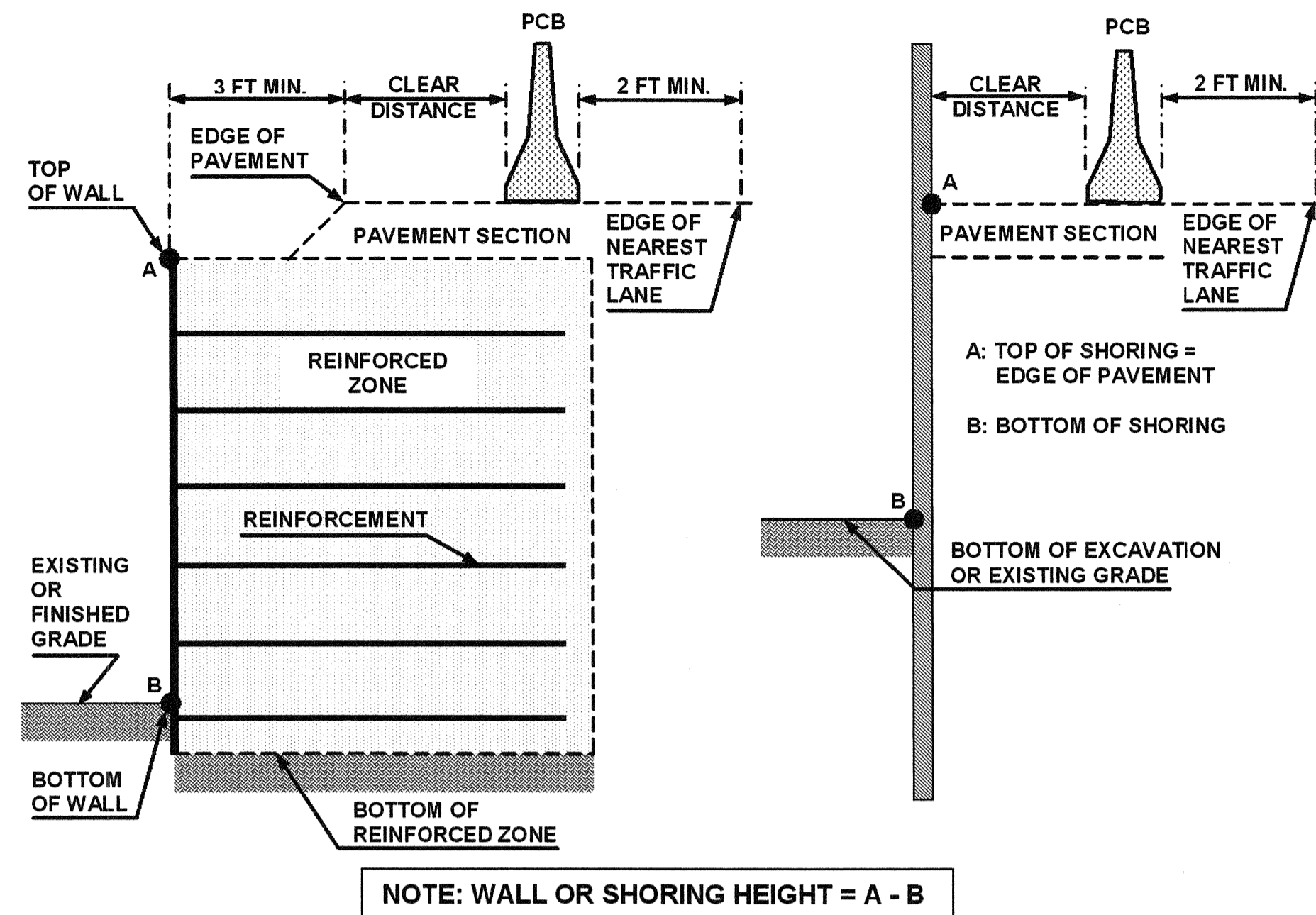
THE FOLLOWING ESTIMATED AVERAGE SHORING HEIGHTS MAY BE USED FOR QUANTITY CALCULATION PURPOSES.

SHORING ID NO.	ESTIMATED AVERAGE HEIGHT (FT)
NO. 1	6

"THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENT WAS SUBMITTED TO THE WZTC SECTION ON JUNE 20, 2012 AND SEALED BY A PROFESSIONAL ENGINEER, SHANE C. CLARK, PE, LICENSE # 029869".

APPROVED:  DATE: 06-26-12			<b>TEMPORARY SHORING NOTES</b>
SEAL			





**FIGURE A**

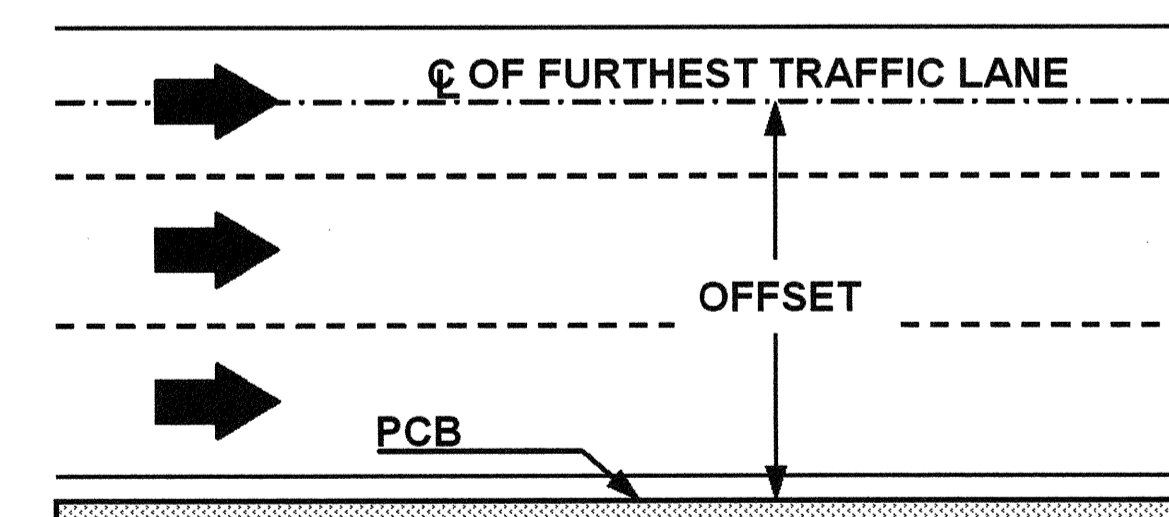
**NOTES**

- 1- REFER TO THE TRAFFIC CONTROL PLANS FOR TEMPORARY SHORING LOCATIONS AND NOTES.
- 2- REFER TO THE "TEMPORARY SHORING" PROJECT SPECIAL PROVISION FOR INFORMATION ABOUT TEMPORARY SHORING AND PORTABLE CONCRETE BARRIER (PCB).
- 3- PCB IS REQUIRED IF TEMPORARY SHORING IS LOCATED WITHIN THE CLEAR ZONE IN ACCORDANCE WITH THE AASHTO ROADSIDE DESIGN GUIDE. DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE. (CONTACT NCDOT PAVEMENT MANAGEMENT UNIT FOR APPLICABLE PAVEMENT DESIGN).
- 4- BASED ON THE CLEAR DISTANCE, OFFSET, DESIGN SPEED AND PAVEMENT TYPE, CHOOSE AN UNANCHORED OR ANCHORED PCB FROM THE TABLE SHOWN IN FIGURE B. CLEAR DISTANCE IS DEFINED AS SHOWN IN FIGURE A AND OFFSET IS DEFINED AS SHOWN IN FIGURE B.
- 5- AT THE CONTRACTOR'S OPTION OR IF THE MINIMUM REQUIRED CLEAR DISTANCE IS NOT AVAILABLE, SET PCB NEXT TO AND UP AGAINST THE TRAFFIC SIDE OF THE TEMPORARY SHORING EXCEPT FOR BARRIER ABOVE TEMPORARY WALLS. PCB WITH THE MINIMUM REQUIRED CLEAR DISTANCE IS REQUIRED ABOVE TEMPORARY WALLS.
- 6- USE NCDOT PORTABLE CONCRETE BARRIER (PCB) IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1170.01 AND SECTION 1170 OF THE STANDARD SPECIFICATIONS.
- 7- PCB REQUIREMENTS FOR TEMPORARY WALLS APPLY TO TEMPORARY MECHANICALLY STABILIZED EARTH (MSE) WALLS AND TEMPORARY SOIL NAIL WALLS.
- 8- SET PCB WITH A MINIMUM HORIZONTAL DISTANCE OF 2 FT BETWEEN THE FRONT FACE OF THE BARRIER AND THE EDGE OF THE NEAREST TRAFFIC LANE AS SHOWN IN FIGURE A UNLESS OTHERWISE SHOWN IN THE PLANS AND OR AS APPROVED BY THE ENGINEER.
- 9- FOR PCB ABOVE AND BEHIND TEMPORARY WALLS, PROVIDE A MINIMUM DISTANCE OF 3 FT BETWEEN THE EDGE OF PAVEMENT AND THE WALL FACE AS SHOWN IN FIGURE A. IF THESE MINIMUM REQUIRED DISTANCES ARE NOT AVAILABLE, CONTACT THE ENGINEER.
- 10- TABLE SHOWN IN FIGURE B IS BASED ON NCDOT RESEARCH PROJECT NO. 2005-010 WITH VEHICLE TYPE USED FOR NCHRP 350 CRASH TESTS. BARRIER DEFLECTIONS AND RESULTING MINIMUM REQUIRED CLEAR DISTANCES MIGHT VARY SIGNIFICANTLY FOR LARGER HEAVIER VEHICLES, RUNS OF BARRIER LESS THAN 200 FT 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	Asphalt	All Offsets	24 for All Design Speeds					
Anchored PCB	Concrete (including bridge approach slabs)	All Offsets	12 for All Design Speeds					

\* See Figure Below



**FIGURE B**

APPROVED: *[Signature]* DATE: 06-05-17

SEAL: PROFESSIONAL ENGINEER SEAL 30864 DAVID W. BISSETT

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

PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS

## PHASING

### PHASE I

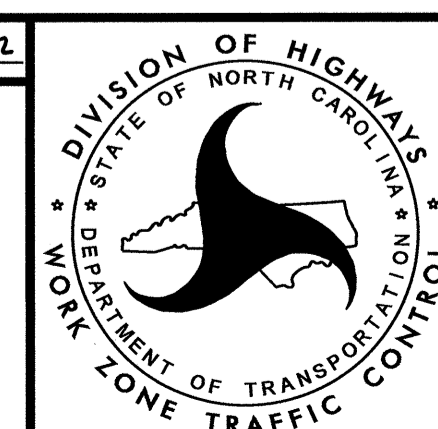
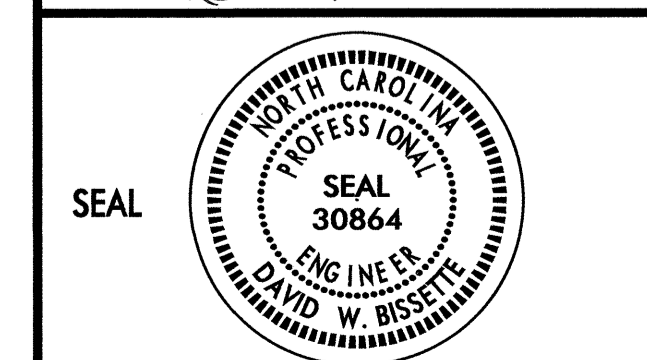
- STEP 1: AS SHOWN ON RSD 1101.01 SHEET 3 OF 3, INSTALL ADVANCE WARNING SIGNS.
- STEP 2: WHILE MAINTAINING TRAFFIC ON EXISTING ROADWAY AND USING RSD 1101.02 SHEET 1 OF 15 AND FLAGGERS AS NEEDED:
- INSTALL 4' WIDE TEMPORARY PAVEMENT FROM -L- STA. 24+65+/- TO -L- STA. 27+50+/- AS SHOWN ON TMP-5.
  - PLACE PCB 2' BETWEEN THE FACE OF THE BARRIER AND THE EDGE OF TRAVELWAY FROM THE EXISTING BRIDGE RAIL AT -L- STA. 24+65+/- TO -L- STA. 27+50+/- AS SHOWN ON TMP-5 AND ROADWAY PLAN SHEET 2A.
  - CONSTRUCT THAT PORTION OF THE PROPOSED ROADWAY FROM STA. 1+66.15 TO STA. 27+00 INCLUDING THE PROPOSED STRUCTURE UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE AS SHOWN ON TMP-4 AND TMP-5.
  - INSTALL TEMPORARY SHORING AS SHOWN ON SHEETS TMP-2 AND TMP-5.
  - BEGIN CONSTRUCTION OF THE PROPOSED ROADWAY UP TO BUT NOT INCLUDING THE FINAL SURFACE LAYER TO THE EDGE AND ELEVATION OF THE EXISTING TRAVEL LANE FROM STA. 27+00 TO STA. 32+00. (SEE TMP-5)

### PHASE II

NOTE: WORKING IN A CONTINUOUS MANNER, COMPLETE THE WORK OF PHASE II STEP 1 THROUGH STEP 3 BETWEEN 8:00 PM FRIDAY AND 6:00 AM MONDAY. SEE SPECIAL PROVISIONS FOR LIQUIDATED DAMAGES.

- STEP 1: USING RSD 1101.03 SHEET 1 OF 9, CLOSE STOKES FERRY ROAD (SR 1004) AND DETOUR TRAFFIC AS SHOWN ON TMP-6.
- STEP 2: PLACE PCB 2' BETWEEN THE FACE OF THE BARRIER AND THE EDGE OF TRAVELWAY TOGETHER WITH CRASH CUSHIONS FROM -L- STA. 27+00+/- TO -L- STA. 29+05+/- AS SHOWN ON TMP-8.
- COMPLETE CONSTRUCTION OF PROPOSED ROADWAY FROM STA. 27+00 TO STA. 32+00 AS WELL AS TIE-IN OF PROPOSED ROADWAY FROM STA. 13+50 TO STA. 17+00 UP TO BUT NOT INCLUDING FINAL LAYER AND INSTALL TEMPORARY PAVEMENT MARKINGS AS SHOWN ON SHEETS TMP-7 AND TMP-8.
- STEP 3: OPEN STOKES FERRY ROAD (SR 1004) AND PLACE TRAFFIC IN A TWO-WAY, TWO-LANE PATTERN ON THE NEW -L- LINE. (SEE SHEETS TMP-7 AND TMP-8)
- STEP 4: WHILE MAINTAINING TRAFFIC ON NEW -L- LINE AND USING RSD 1101.02 SHEET 1 OF 15 AND FLAGGERS AS NEEDED, CONSTRUCT THE REMAINDER OF THE PROPOSED ROADWAY FROM STA. 1+66.15 TO STA. 13+50 UP TO BUT NOT INCLUDING FINAL LAYER AS SHOWN ON SHEETS TMP-7 AND TMP-8. REMOVE EXISTING STRUCTURE AND ROADWAY AS INDICATED BY THE ROADWAY PLANS AND CONSTRUCT NEW DRIVEWAYS AS SHOWN ON TMP-7 AND TMP-8.
- STEP 5: USING RSD 1101.02 SHEET 1 OF 15 AND FLAGGERS AS NEEDED PLACE FINAL SURFACE LAYER ON -L-, AND PLACE FINAL PAVEMENT MARKINGS AND MARKERS. (SEE PAVEMENT MARKING PLANS)
- STEP 6: REMOVE ALL ADVANCE WARNING SIGNS AND TRAFFIC CONTROL DEVICES.

APPROVED: *[Signature]* DATE: 02-26-12



## PHASING

26-JUN-2012 16:44  
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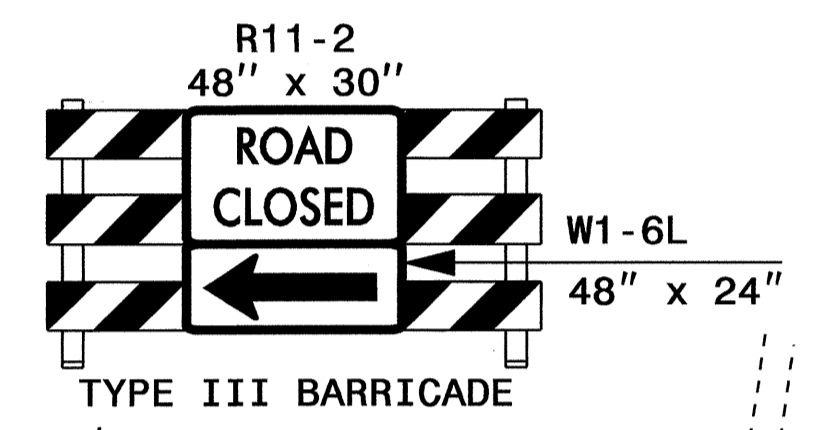
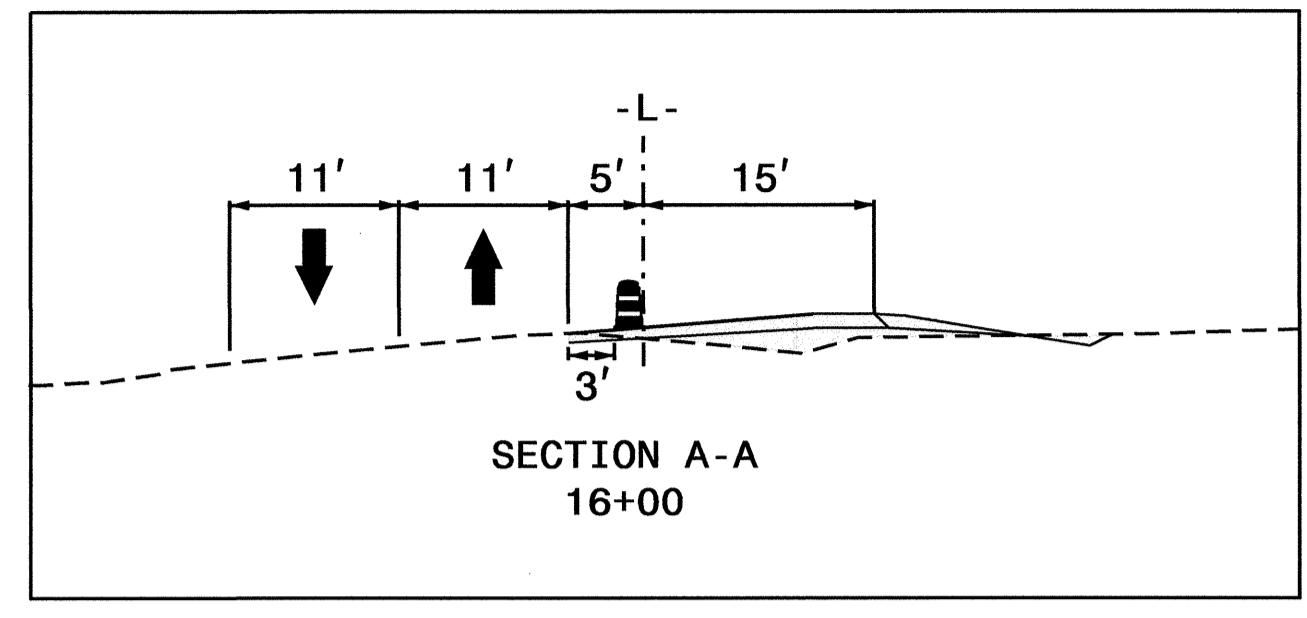
MATCHLINE STA. 7+00  
SEE THIS SHEET

-Y- ODDIE RD. SR 2380

10

-L- STOKES FERRY RD SR 1004

15



MATCHLINE STA. 21+00  
SEE TMP-5

20

-Y1- UNION CHURCH RD SR 2123

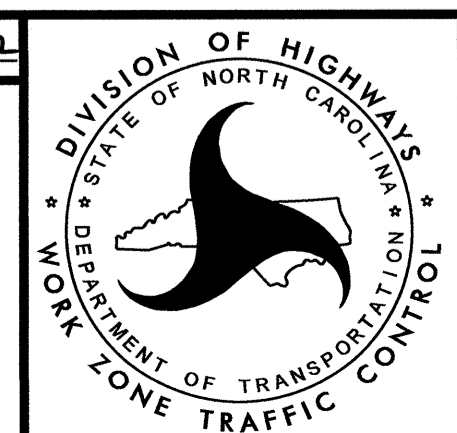
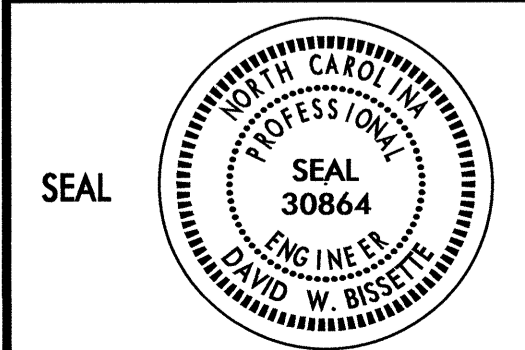
-L- STOKES FERRY RD SR 1004

5

-L- 1+66.15

MATCHLINE STA. 7+00  
SEE THIS SHEET

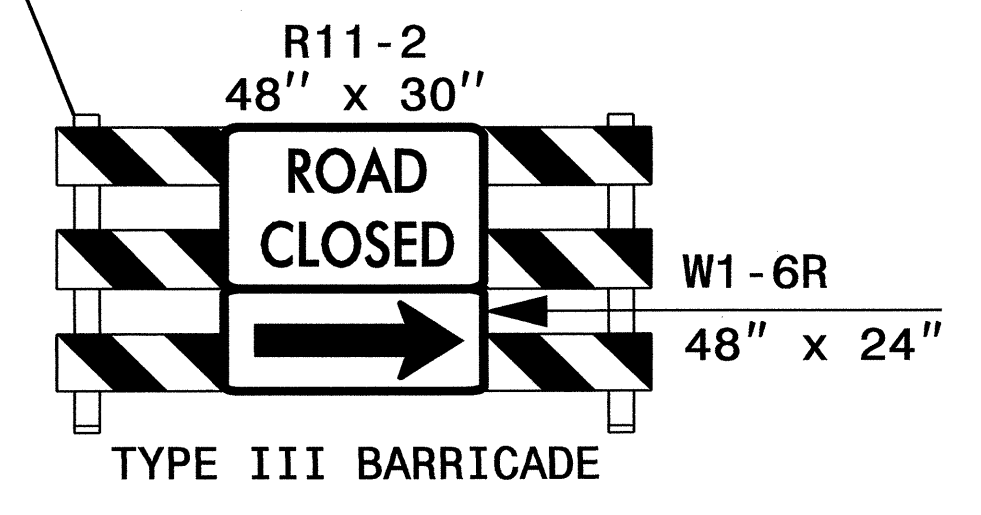
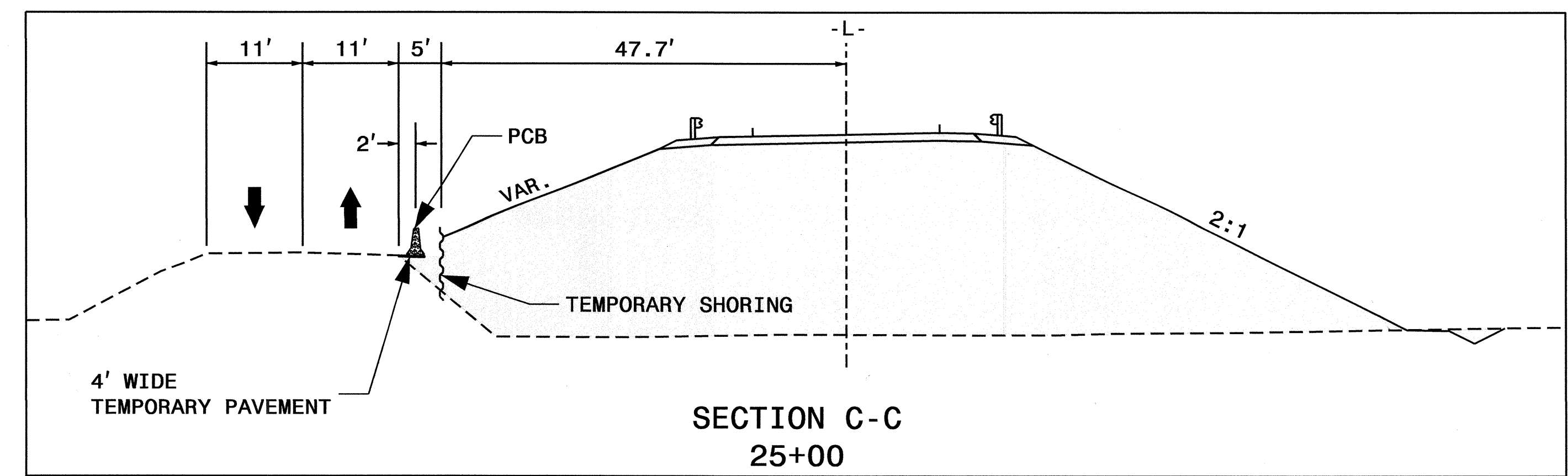
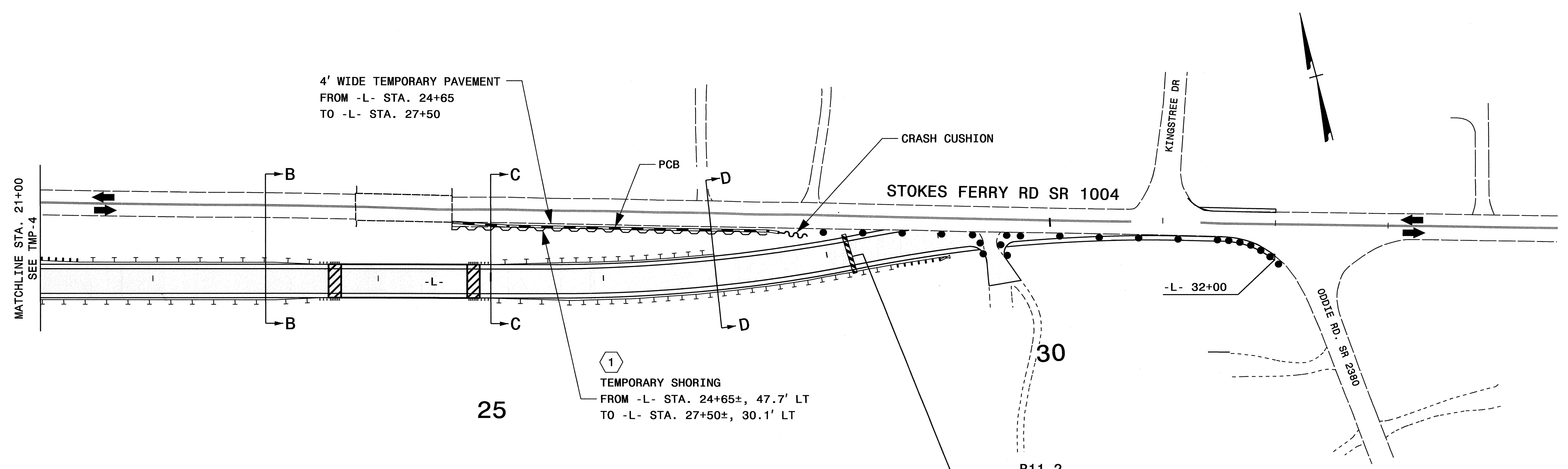
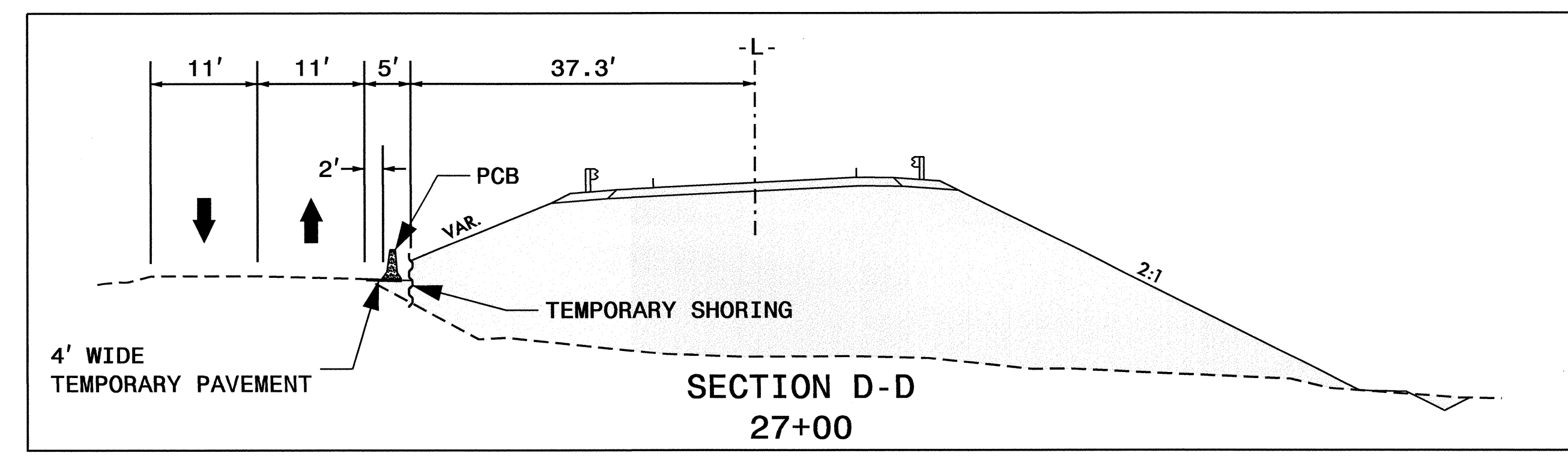
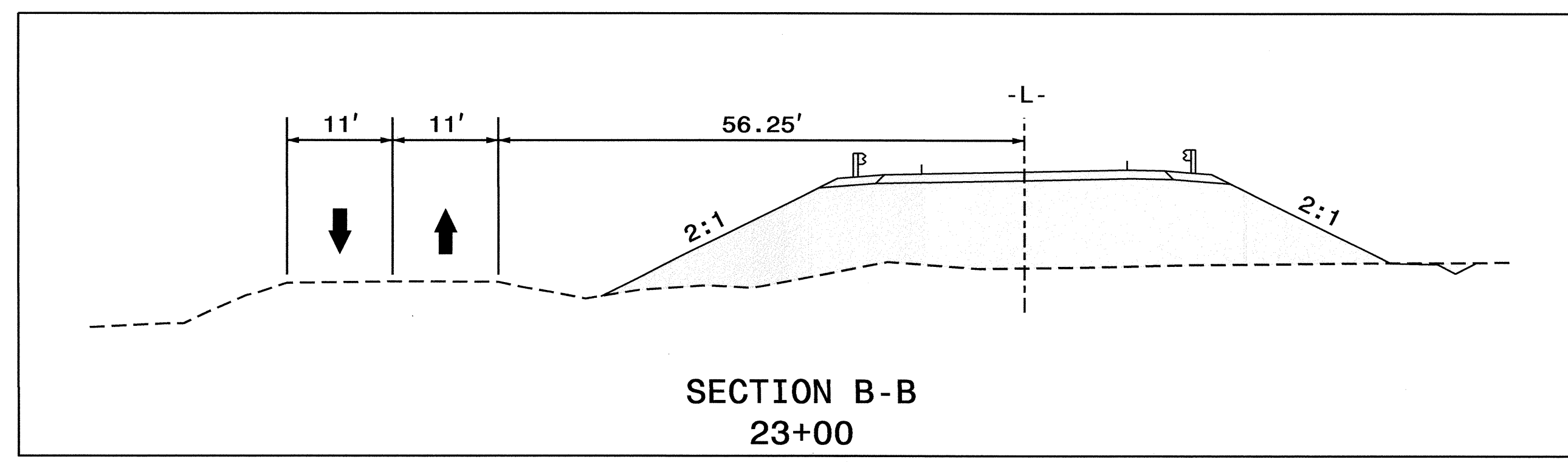
APPROVED: *[Signature]* DATE: 06-08-12



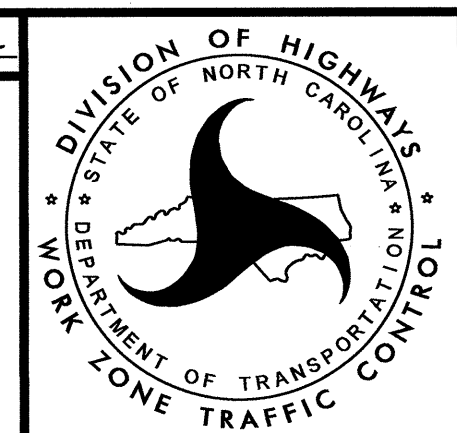
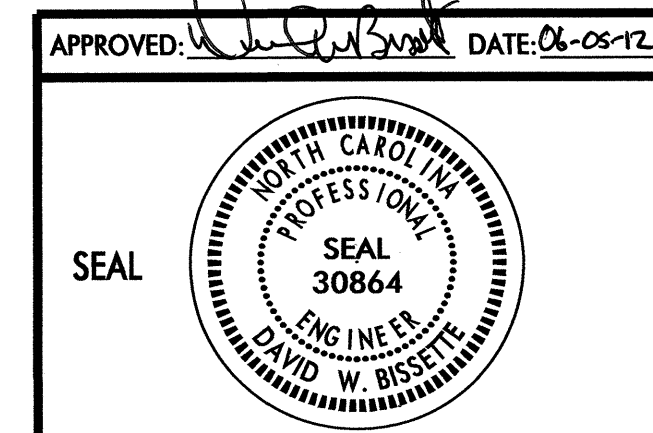
PHASE I

04-JUN-2012 08:38  
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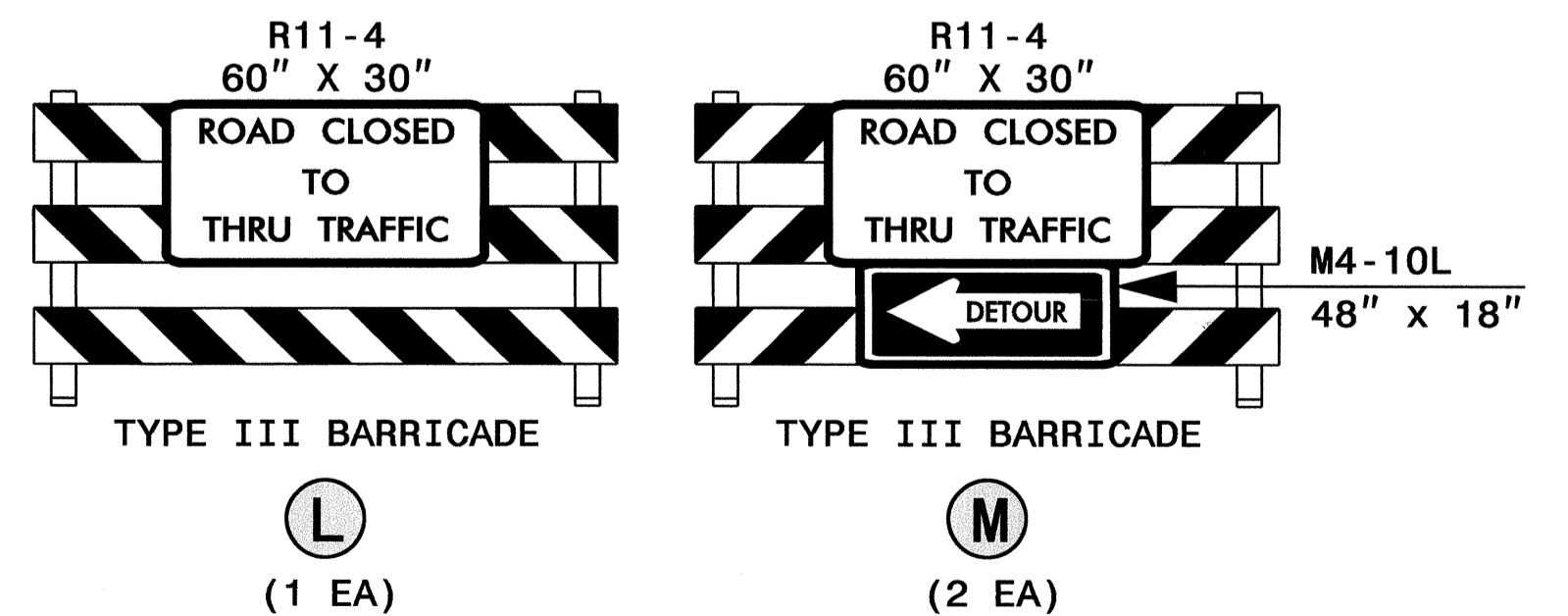
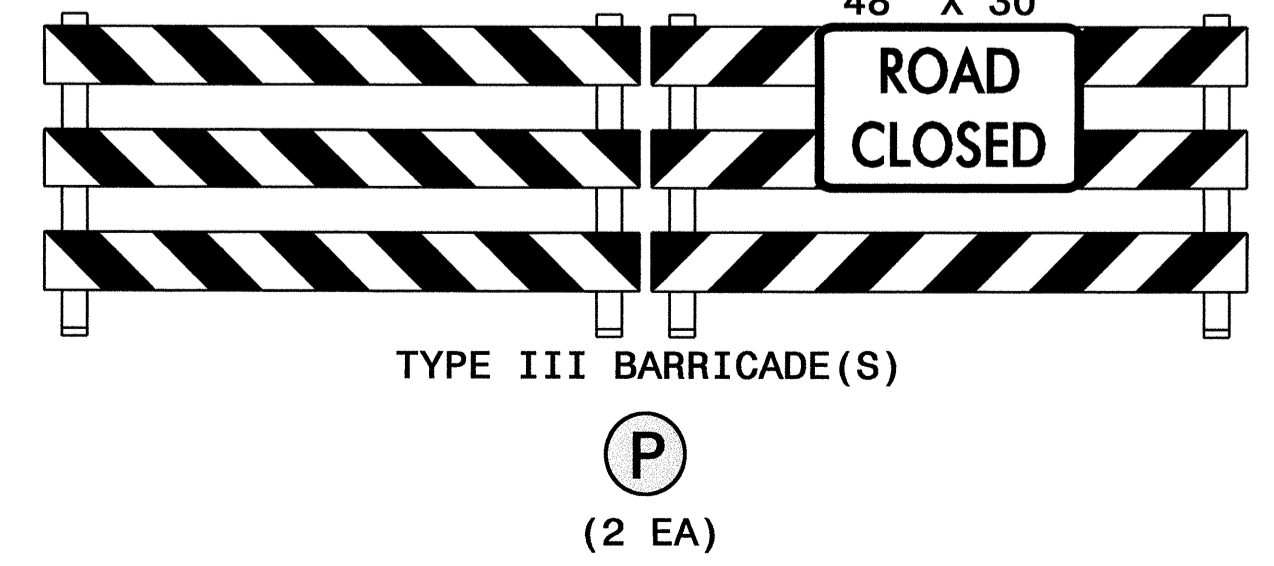
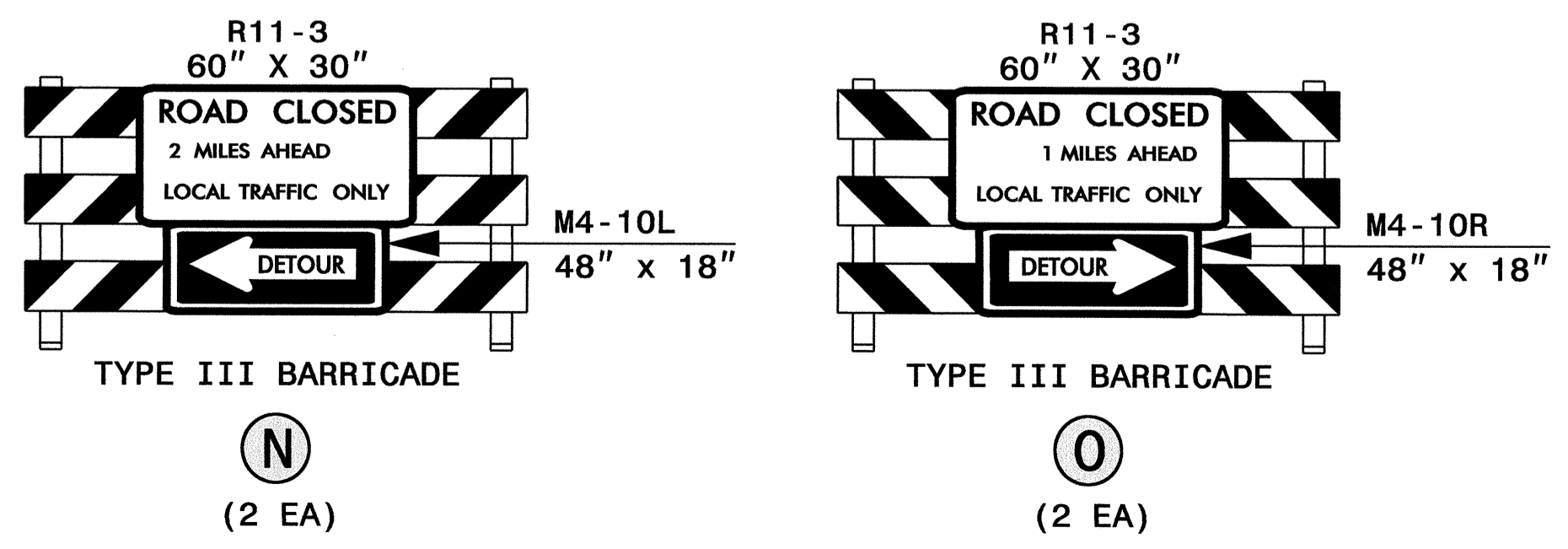
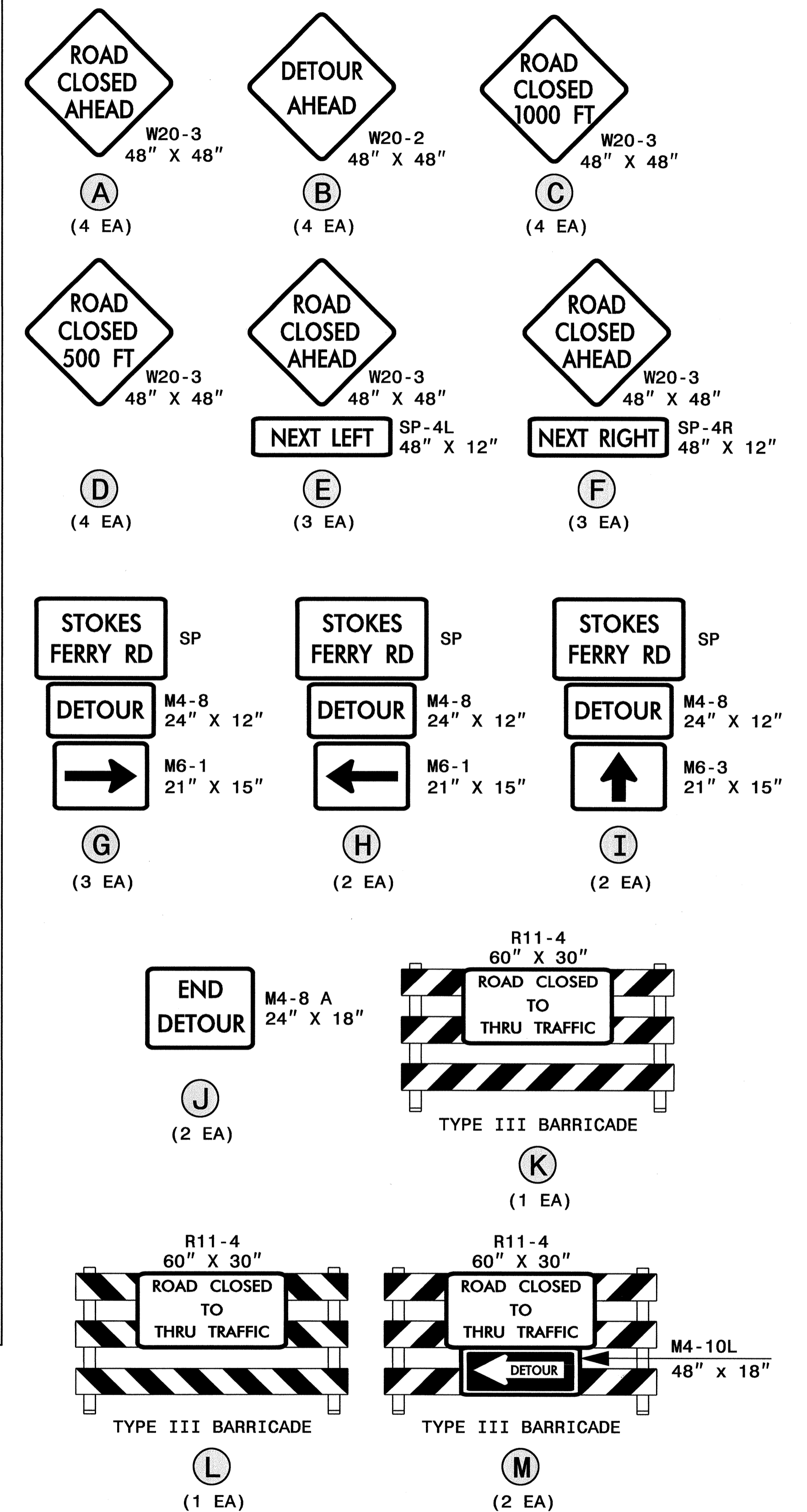
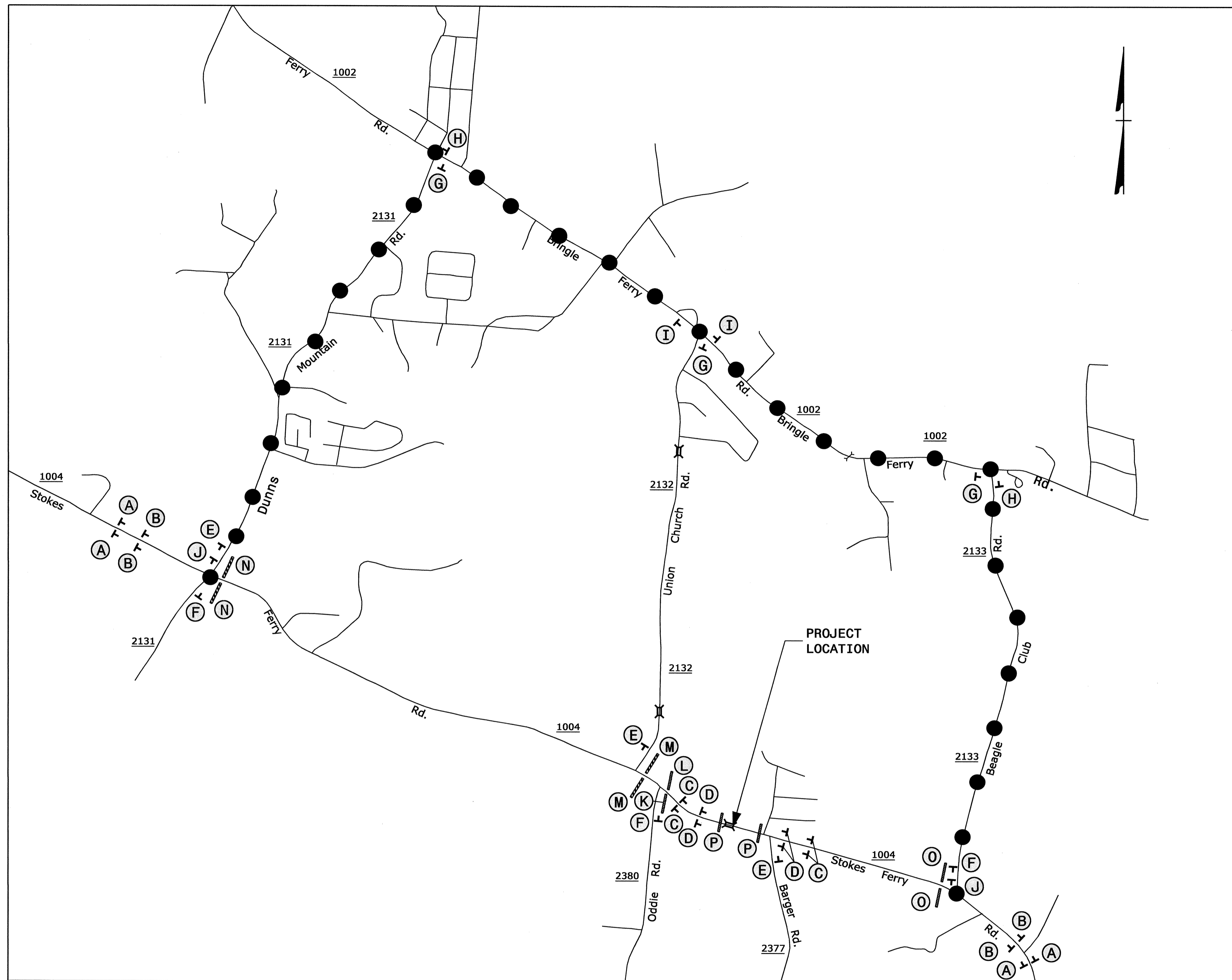
APPROVED: *[Signature]* DATE: 06-05-12



PHASE I

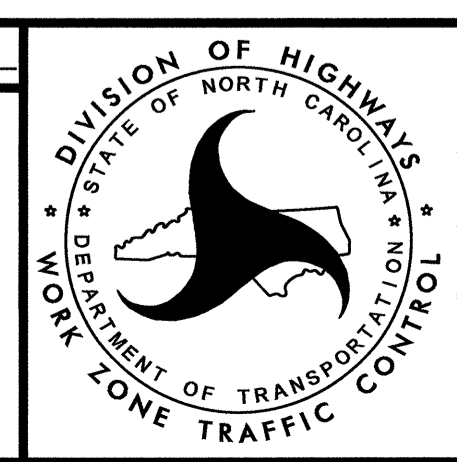
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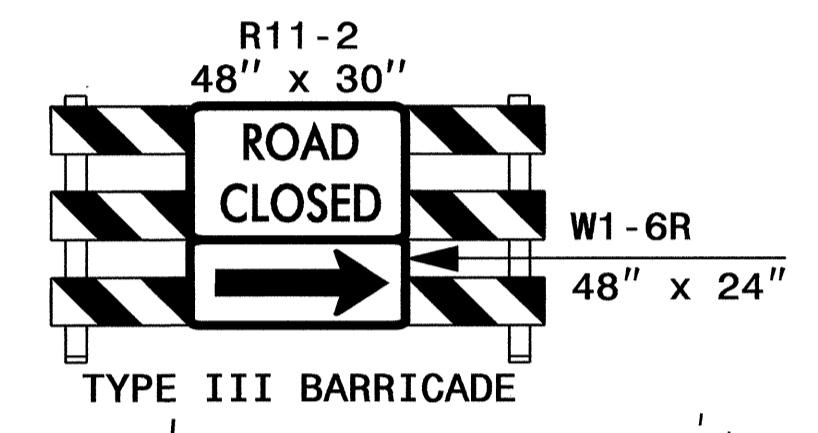
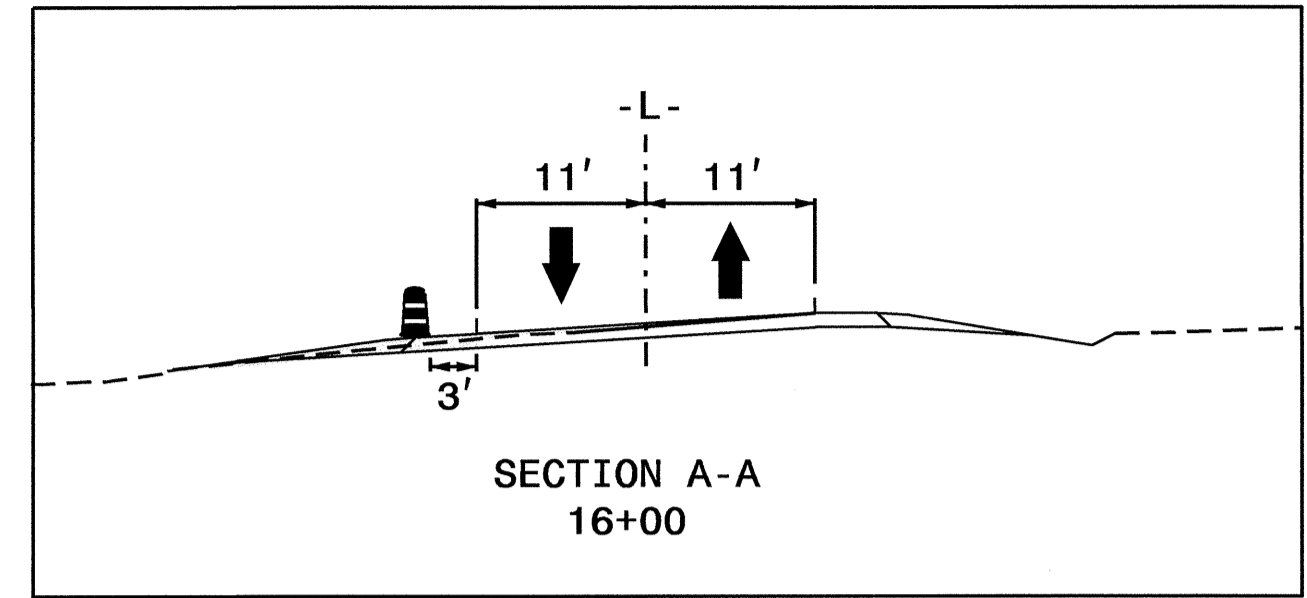
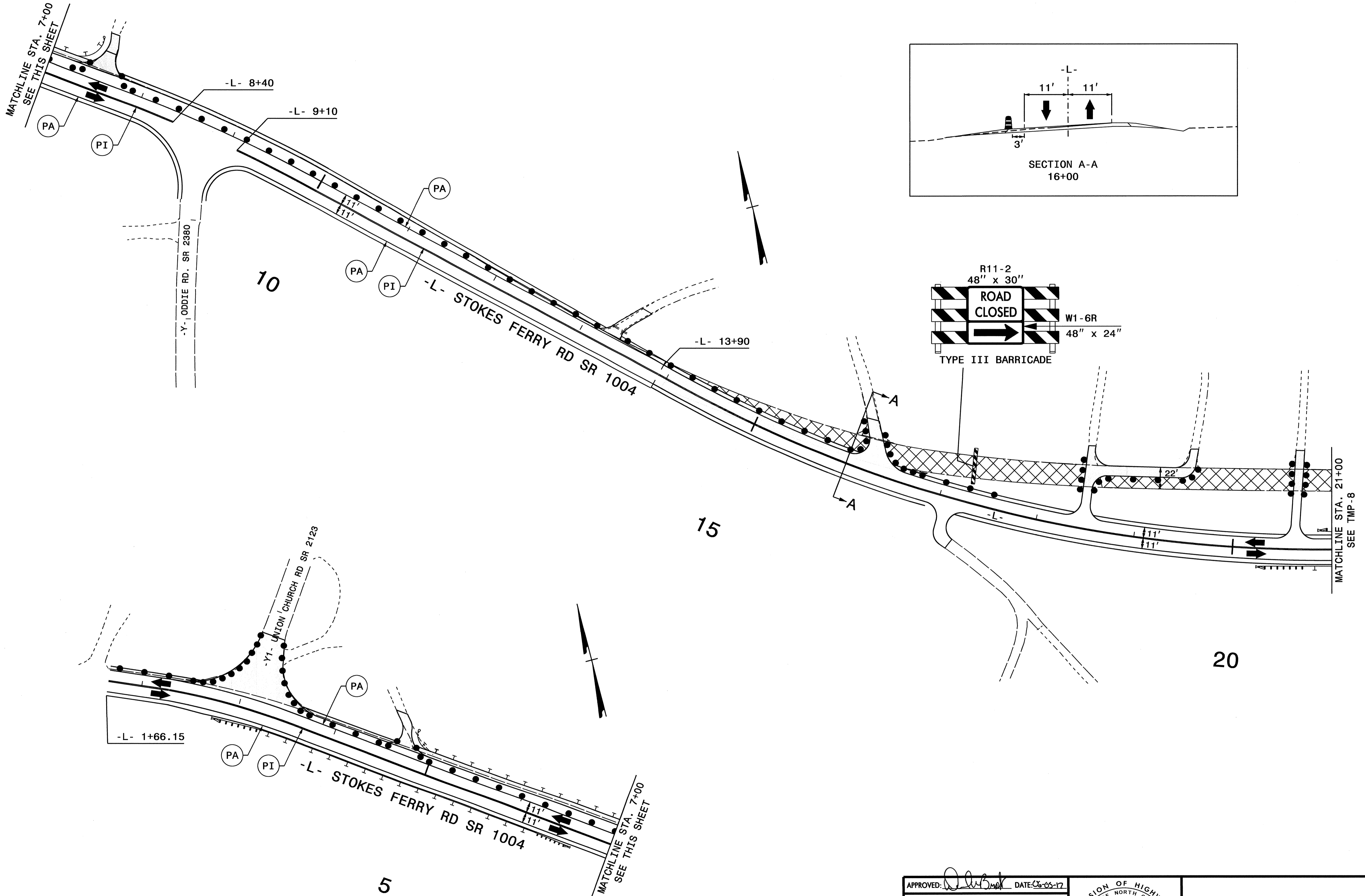
APPROVED: *[Signature]* DATE: 6/26/12

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER DAVID W. BISSETT 30864



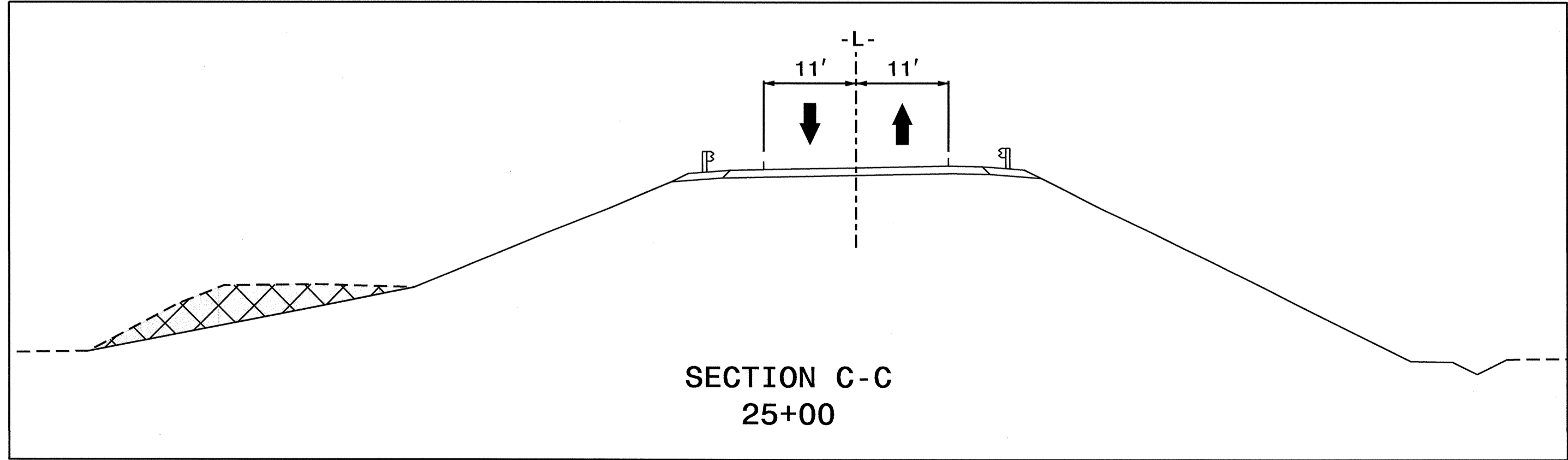
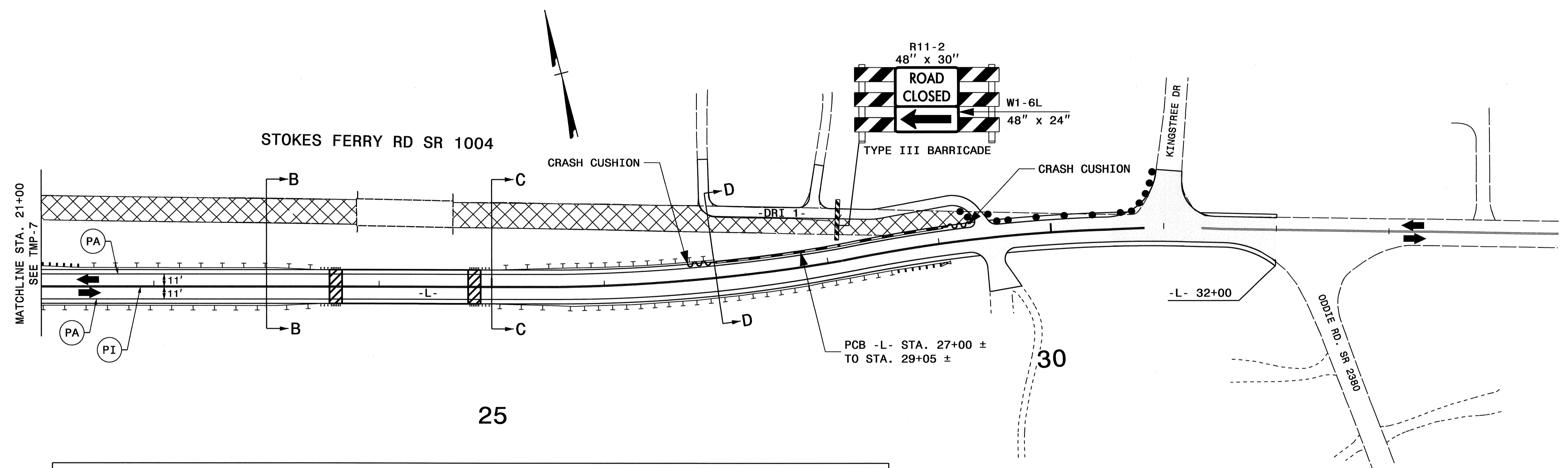
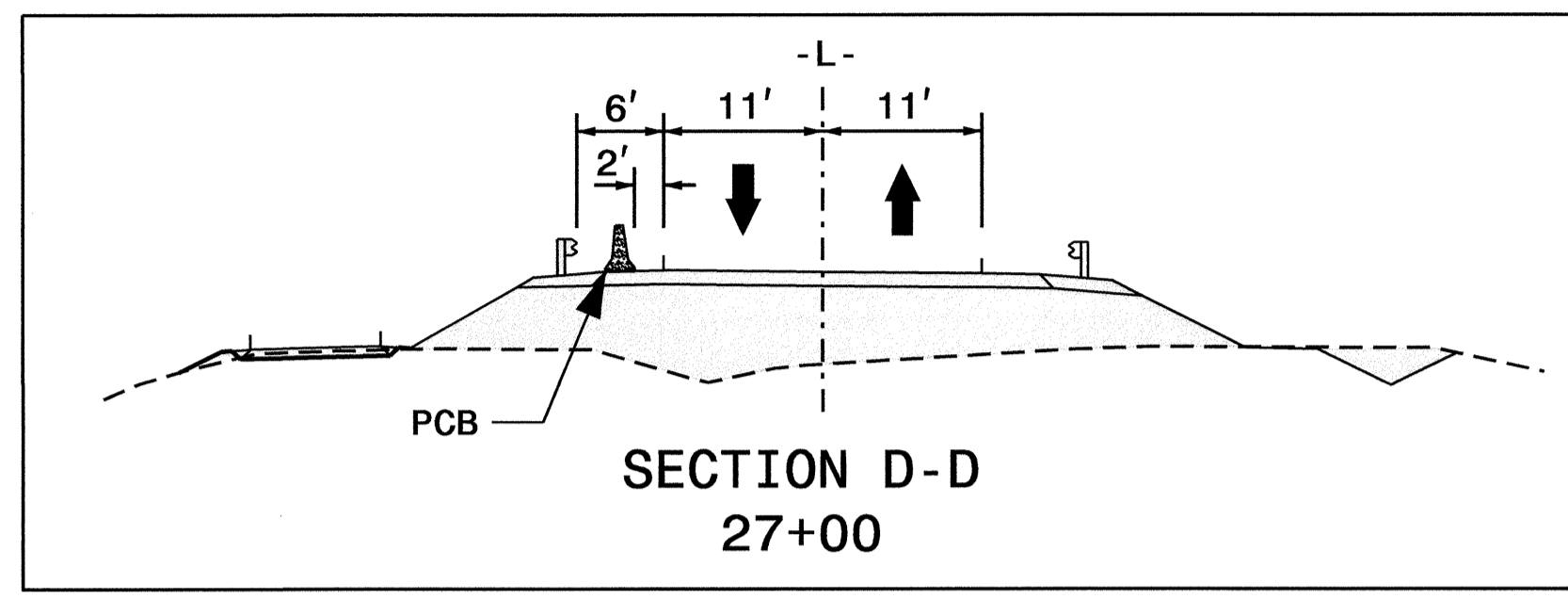
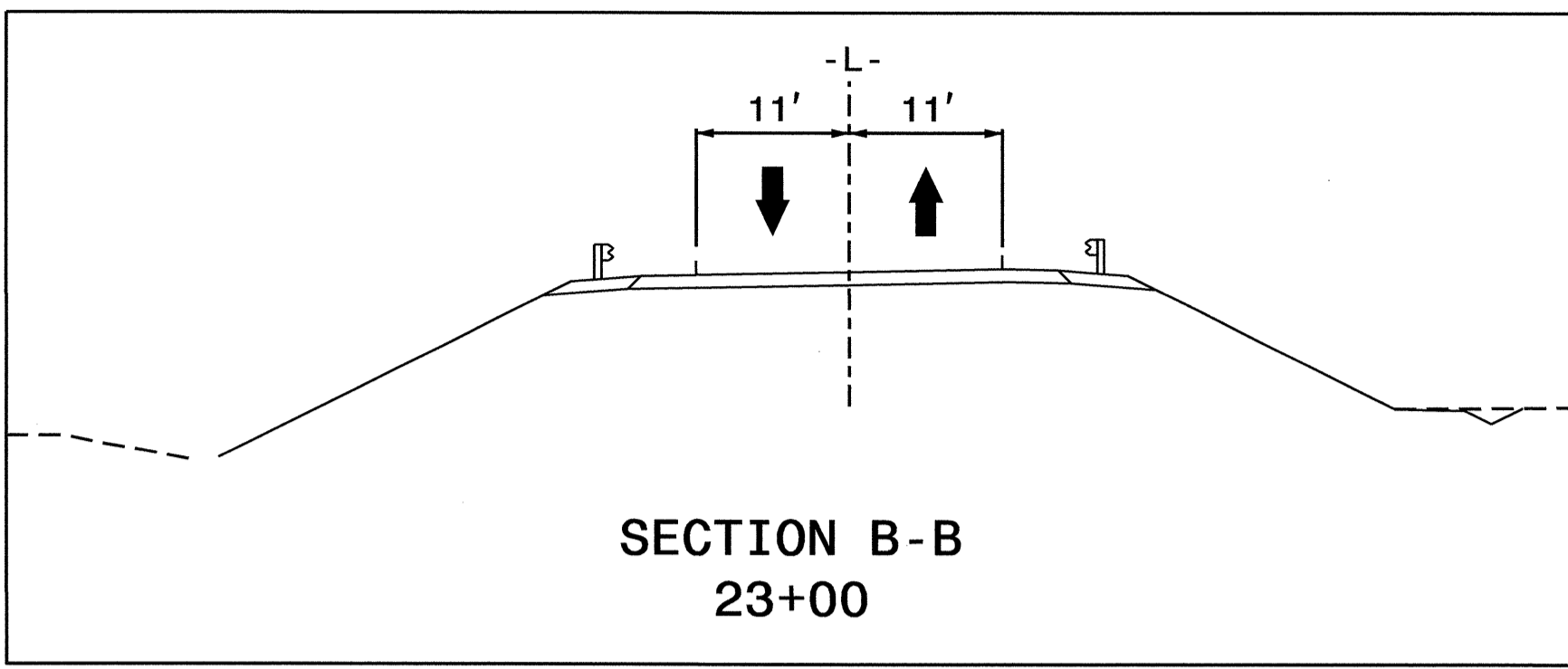
ROAD CLOSURE  
DETOUR ROUTE

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04-JUN-2012 08:43  
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APPROVED: <i>[Signature]</i> DATE: 05-05-12 		<h1 style="text-align: center;">PHASE II</h1>
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04-JUN-2012 08:43  
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 msburns AT 1224712

APPROVED: DATE: 06-05-12 		<p>PHASE II</p>
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