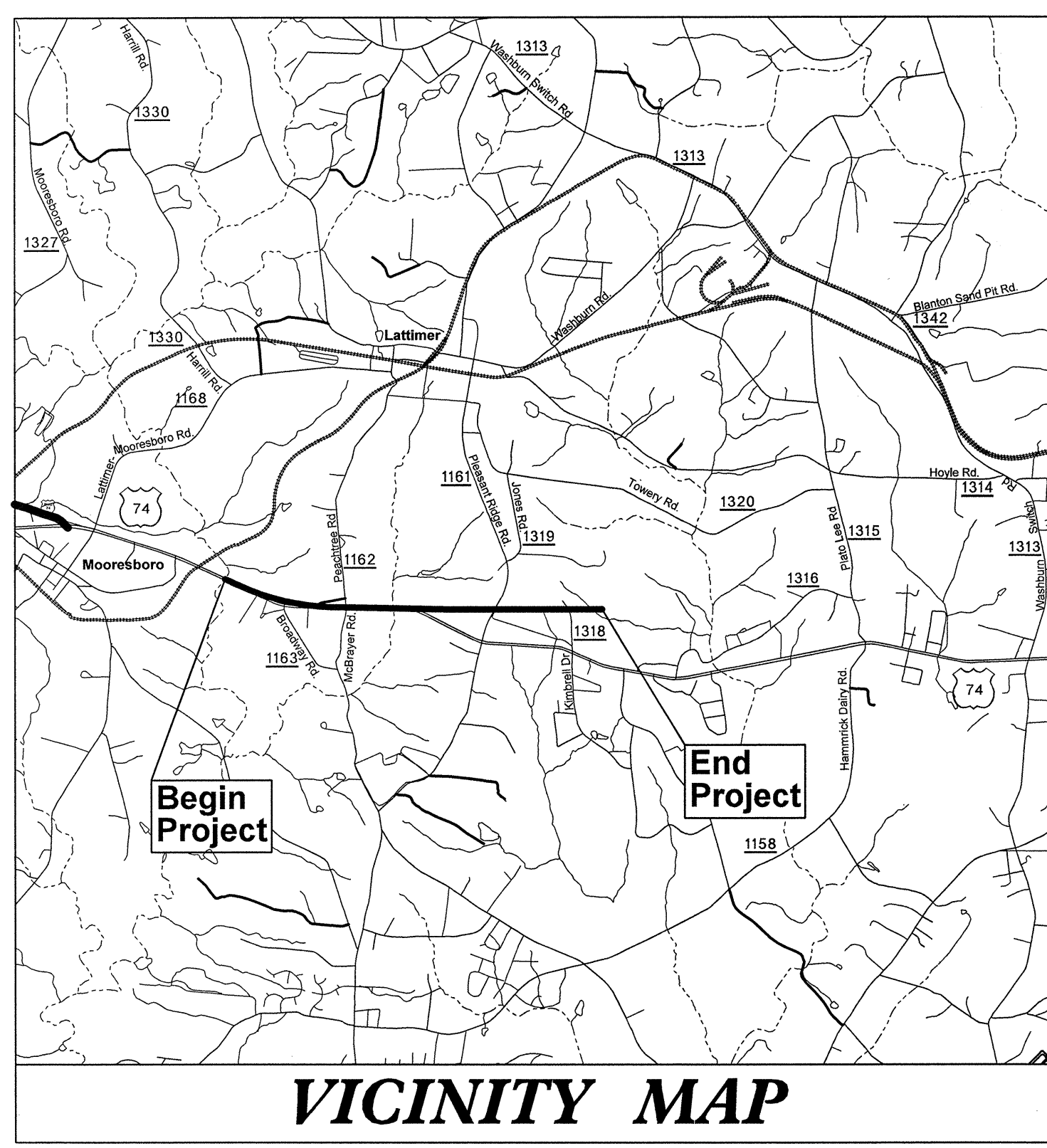
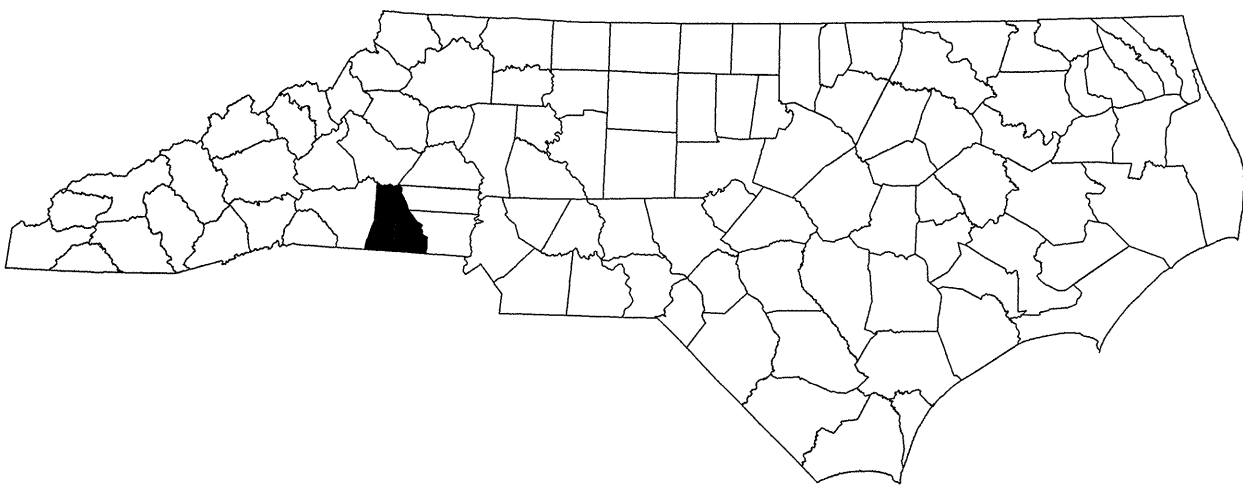


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

CLEVELAND COUNTY



LOCATION: US 74 (SHELBY BYPASS) FROM WEST OF SR 1162
(PEACHTREE ROAD) TO EAST OF SR 1318
(KIMBRELL DR)

TYPE OF WORK: GRADING, DRAINAGE, PAVING, & STRUCTURE

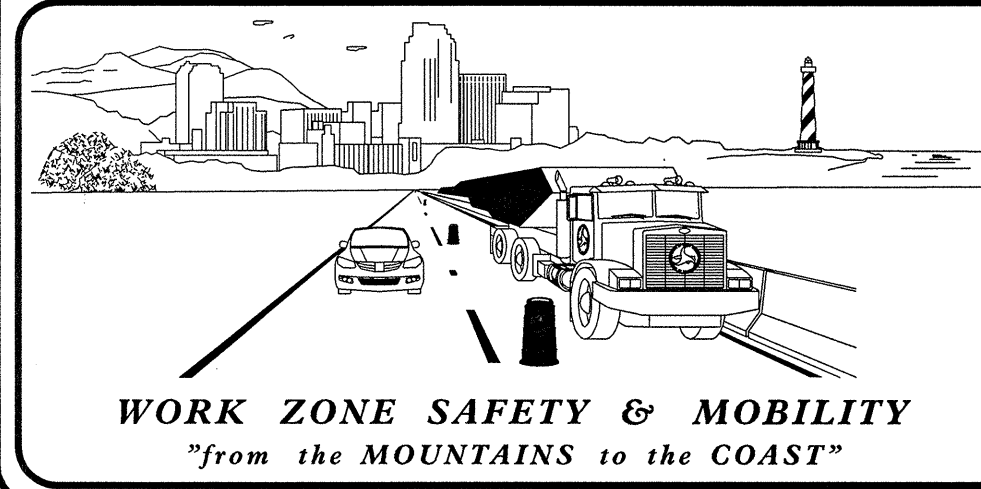
INDEX OF SHEETS

SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP, AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND, AND TEMPORARY PAVEMENT MARKING SCHEDULE
TMP-1B	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES AND GENERAL NOTES)
TMP-2	TEMPORARY SHORING DATA
TMP-3	PHASING
TMP-4	PHASE I OVERVIEW
TMP-5-19	PHASE I DETAILS
TMP-20-20A	TRANSITION DETAILS
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TMP-22-36	PHASE II DETAILS
TMP-37-39	OFFSITE DETOURS
TMP-40	ROAD CLOSURE

SHEET NO.
TMP-1

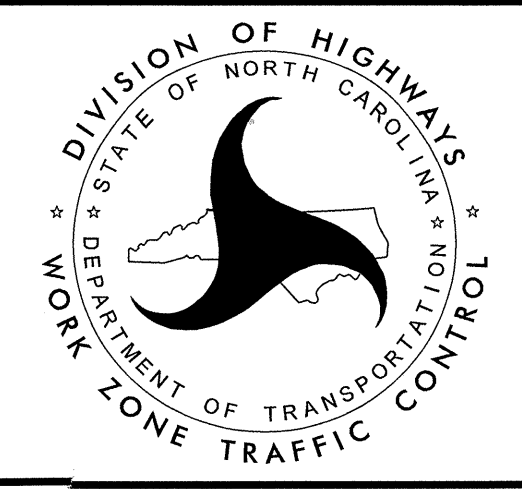
R-2707AA

TIP PROJECT:



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

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G. L. GETTIER, P.E. TRAFFIC CONTROL PROJECT ENGINEER
J. W. WOOLARD, P.E. TRAFFIC CONTROL PROJECT DESIGN ENGINEER
TRAFFIC CONTROL DESIGN ENGINEER



Prepared in the Office of:
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APPROVED: [Signature]
DATE: 11-8-12

SEAL
NORTH CAROLINA
PROFESSIONAL
ENGINEER
STEVEN D. WILKINSON
SEAL
037026

MANAGEMENT STRATEGIES

- US 74 (WEST DIXON BOULEVARD) TRAFFIC WILL BE MAINTAINED DURING LANE AND SHOULDER CLOSURES.
- McBRAYER HOMESTEAD RD/PEACHTREE RD WILL BE CLOSED AND DETOURED OFF SITE UNTIL -Y2- IS COMPLETED.
- ONCE -Y4- IS COMPLETED, WESTLEE STREET WILL BE CLOSED AND TRAFFIC WILL BE DIVERTED TO THE NEW -Y4 ALIGNMENT
- DRIVEWAY ACCESS WITHIN PROJECT LIMITS WILL BE MAINTAINED
- PROVIDE ONE MONTH NOTICE TO THE ENGINEER, CLEVELAND COUNTY EMERGENCY SERVICES, AND CLEVELAND COUNTY SCHOOL OFFICIALS PRIOR TO 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 UNDESIRE

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

TIME RESTRICTIONS

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

ROAD NAME

US 74 (SHELBY BYPASS)

HOLIDAY

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

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

LANE AND SHOULDER CLOSURE REQUIREMENTS

- B) 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.

- C) 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.
- D) 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.

- E) 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.
- F) 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

- G) 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.

- H) 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 OF THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

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

- L) 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.

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

- N) 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

- O) 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 (DRUM), 1135 (CONES) AND 1180 (SKINNY-DRUM) FOR ADDITIONAL REQUIREMENTS.
- P) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES (DRUMS) PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
ALL ROADS	PAINT	TEMPORARY RAISED

- R) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE ADDITIONAL APPLICATIONS OF PAINT AS DIRECTED BY THE ENGINEER.
- S) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- T) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.
- U) TRACE THE PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO INSTALLATION. PLACE DRUMS TO DELINEATE ANY PROPOSED MONOLITHIC ISLANDS.

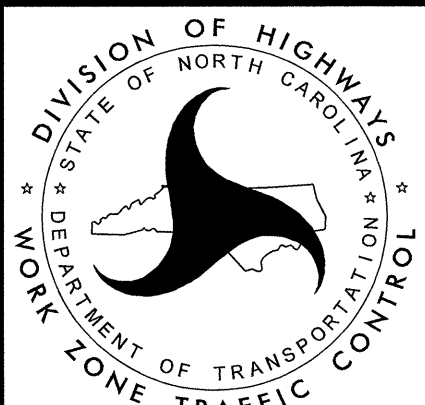
MISCELLANEOUS

- V) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE ENGINEER.
- W) 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) IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

APPROVED:  DATE: 11-8-12

SEAL





TRANSPORTATION OPERATIONS PLAN

\$\$\$\$\$SYSTIME\$\$\$\$\$
\$\$\$\$\$ON\$\$\$\$\$
\$\$\$\$\$USERNAME\$\$\$\$\$

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 STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 58+00.00±-L-, 5.0 FT. LEFT OF -L-, TO STATION 59+50.00±-L-, 5.0 FT LEFT OF -L-. SEE STANDARD DRAWING NO. 1801.02 FOR STANDARD TEMPORARY WALL.

DESIGN SHORING FROM STATION 58+00.00±-L-, 5.0 FT. LEFT OF -L-, TO STATION 59+50.00±-L-, 5.0 FT LEFT OF -L-, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:
UNIT WEIGHT (γ) = 120 PCF
FRICTION ANGLE, ϕ = 30 DEGREES
COHESION, c = 0 PSF

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 58+00.00±-L-, 5.0 FT. LEFT OF -L-, TO STATION 59+50.00±-L-, 5.0 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.

TEMPORARY SHORING NO. 2

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.

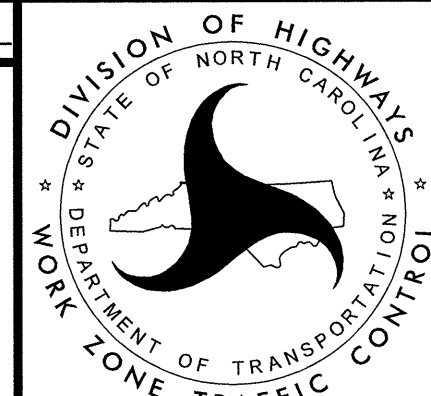
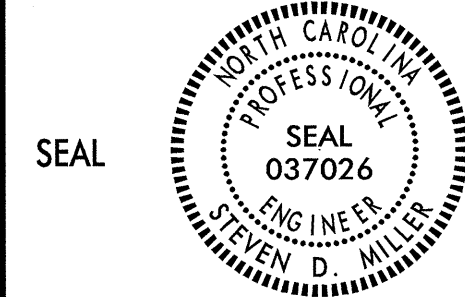
AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 58+50.00±-L-, 73.0 FT. RIGHT OF -L-, TO STATION 59+50.00±-L-, 73.0 FT RIGHT OF -L-. SEE STANDARD DRAWING NO. 1801.02 FOR STANDARD TEMPORARY WALL.

DESIGN SHORING FROM STATION 58+50.00±-L-, 73.0 FT. RIGHT OF -L-, TO STATION 59+50.00±-L-, 73.0 FT RIGHT OF -L-, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:
UNIT WEIGHT (γ) = 120 PCF
FRICTION ANGLE, ϕ = 30 DEGREES
COHESION, c = 0 PSF

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 58+50.00±-L-, 73.0 FT. RIGHT OF -L-, TO STATION 59+50.00±-L-, 73.0 FT RIGHT OF -L-. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

"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 SEPTEMBER 11, 2012 AND SEALED BY A PROFESSIONAL ENGINEER, SHANE CLARK, LICENSE # 029869".

APPROVED: *Shane Clark* DATE: 11-8-12



TEMPORARY
SHORING DATA

\$\$\$\$\$SYTIME\$\$\$\$\$
\$\$\$\$\$CLOCK\$\$\$\$\$
\$\$\$\$\$DOWNS\$\$\$\$\$
\$\$\$\$\$SERIAL\$\$\$\$\$

PHASING

MAINTAIN DRIVEWAY ACCESS THROUGHOUT THE ENTIRE PROJECT.

PHASE I

STEP 1: USING ROADWAY STANDARD DRAWING (RSD) 1101.01, INSTALL ADVANCE WARNING SIGNS ON WEST DIXON BOULEVARD (US 74) AND ON -Y- LINES UNDER CONSTRUCTION.

STEP 2: BEGIN RELOCATION OF SIGNAL POLES TO FACILITATE CONSTRUCTION. CLOSE SR 1318 (KIMBRELL RD) AT -Y4- STA 50+00 (TMP-18).

STEP 3: USING RSD 1101.02 SHEET 3 OF 15 OR SHEET 1 OF 15 AND FLAGGERS AS NECESSARY, PLACE DEVICES AS SHOWN ON TMP-5 THROUGH TMP-19 AND BEGIN CONSTRUCTION AWAY FROM TRAFFIC FROM -L- STATION 5+00 TO 119+00 AND ON -Y- LINES, SERVICE ROADS, RAMPS, AND LOOPS AS SHOWN ON TMP-5 THROUGH TMP-19 UP TO BUT NOT INCLUDING THE FINAL SURFACE LAYER.

STEP 4: A) COMPLETE -SR10- (TMP-7, TMP-9) UP TO BUT NOT INCLUDING THE FINAL SURFACE LAYER.
B) PLACE TEMPORARY PAVEMENT MARKINGS ON -SR10- AS SHOWN ON TMP-24 AND TMP-26 AND IN ACCORDANCE WITH THE TEMPORARY PAVEMENT MARKING SCHEDULE ON TMP-1A.
C) OPEN -SR10- TO TRAFFIC AND CLOSE THE EXISTING DRIVEWAY NEAR -L- STA 33+75 (TMP-7).

STEP 5: USING RSD 1101.03 SHEET 1 OF 9, CLOSE SR 1162 (McBRAYER HOMESTEAD RD/PEACHTREE RD) AS SHOWN ON TMP-40 AND DETOUR TRAFFIC AS SHOWN ON TMP-37.

STEP 6: USING RSD 1101.02 SHEET 1 OF 15 AND FLAGGERS AS NECESSARY, PERFORM THE FOLLOWING:
A) COMPLETE THE -Y4- STRUCTURE SHOWN ON TMP-14.
B) USE WEDGING TO CONSTRUCT A TIE-IN FROM SR 1161 (WEST LEE ST) TO THE PROPOSED -Y4- ALIGNMENT SHOWN ON TMP-15.
C) COMPLETE -SR4- AND -Y4- FROM STA 11+75 (TMP-15) TO STA 53+65 (TMP-18) UP TO BUT NOT INCLUDING THE FINAL SURFACE LAYER.
D) PLACE TEMPORARY PAVEMENT MARKINGS FROM -Y4- STA 11+75 TO 52+79 AS SHOWN ON TMP-31, 32, 35, & 36 AND IN ACCORDANCE WITH THE TEMPORARY PAVEMENT MARKING SCHEDULE ON TMP-1A, REMOVING CONFLICTING MARKINGS AND PLACING TEMPORARY MARKERS IN ACCORDANCE WITH RSD 1250.01.
E) PLACE SIGNS AND BARRICADES AS SHOWN ON TMP-30, 32, & 33 CLOSING SR 1161 (WEST LEE ST). ACTIVATE TEMPORARY SIGNAL TIMING AT US 74/-Y4- INTERSECTION AND OPEN KIMBRELL ROAD SHIFTING TRAFFIC TO A 2-LANE, 2-WAY PATTERN ON THE NEWLY-CONSTRUCTED -Y4- ALIGNMENT AS SHOWN ON TMP 31, 32, 35, 36.
F) COMPLETE -SR5- AND -Y7- UP TO BUT NOT INCLUDING THE FINAL SURFACE LAYER.
G) PLACE DRUMS AS SHOWN ON TMP-32 & 36.

STEP 7: A) COMPLETE SPAN A OF THE -Y2- STRUCTURE, COMPLETE -RPCON-, -RAMP B-, -SR6-, -Y2RAMPB-, -Y2LOOPB-, AND -Y2- FROM STA 10+00 TO STA 17+00 UP TO BUT NOT INCLUDING THE FINAL SURFACE LAYER.
B) USE RSD 1101.02 SHEET 3 OF 15 AND WEDGING TO CONSTRUCT A TIE-IN FROM THE LEFT SIDE OF -L- TO WESTBOUND US 74 FROM -L- STA 5+15 TO 13+47 (TMP-5).
USE WEDGING TO CONSTRUCT THE RIGHT LANE TIE-IN FROM WESTBOUND US 74 TO THE LEFT SIDE OF -Y6- AS SHOWN ON TMP-20A.
C) COMPLETE THE LEFT SIDE OF -L- FROM STA 5+15 TO STA 65+92 UP TO BUT NOT INCLUDING THE FINAL SURFACE LAYER.
D) PLACE TEMPORARY PAVEMENT MARKINGS ON THE LEFT SIDE OF -L-, -RAMP B-, AND THE LEFT SIDE OF -Y6- AS SHOWN ON TMP 22-24, 26-30, 34, & 35 AND IN ACCORDANCE WITH THE TEMPORARY PAVEMENT MARKING SCHEDULE ON TMP-1A, REMOVING CONFLICTING MARKINGS AND PLACING TEMPORARY MARKERS IN ACCORDANCE WITH RSD 1250.01.
E) SHIFT WESTBOUND US 74 TRAFFIC TO THE -Y6-, -RAMP B-, -L- PATTERN AS SHOWN IN PHASE II. CHANGE THE OFFSITE DETOUR ROUTE TO THE ROUTE DEPICTED ON TMP-38.
F) ONCE WESTBOUND TRAFFIC IS SHIFTED TO -Y6-, COMPLETE THE LEFT LANE OF US 74 WESTBOUND AS SHOWN ON TMP-20A.

STEP 8: A) COMPLETE -Y2- FROM STA 27+00 TO STA 38+25 UP TO BUT NOT INCLUDING THE FINAL SURFACE LAYER. COMPLETE -SR1- USING RSD 1101.02 SHEET 3 OF 15 AND WEDGING TO CONSTRUCT A TIE-IN FROM -SR1- TO EASTBOUND US 74 FROM -L- STA 54+44 TO 56+13 (TMP-10).
B) USE RSD 1101.02 SHEET 3 OF 15 AND WEDGING TO CONSTRUCT THE LEFT LANE TIE-IN FROM EASTBOUND US 74 TO THE RIGHT SIDE OF -L- AS SHOWN ON TMP-20.

STEP 8.C THROUGH 8.G MUST BE COMPLETED IN 57 CONSECUTIVE HOURS STARTING FRIDAY AT 9:00 PM. (SEE SPECIAL PROVISIONS)

C) CLOSE US 74 EASTBOUND AT -L- STA 25+00 AND DETOUR TRAFFIC VIA BROADWAY DRIVE, McBRAYER-HOMESTEAD ROAD/-Y2-, AND -SR1- AS SHOWN ON TMP-39.
D) COMPLETE -Y2RAMP-, -SR7-, AND THE RIGHT SIDE OF -L- FROM STA 14+69 TO STA 27+91, UP TO BUT NOT INCLUDING THE FINAL SURFACE LAYER (TMP-5,6,7).
E) PLACE TEMPORARY PAVEMENT MARKINGS ON THE RIGHT SIDE OF -L-, -Y2RAMP-, -Y2-, AND -SR1- AS SHOWN ON TMP 22-25, & 27 AND IN ACCORDANCE WITH THE TEMPORARY PAVEMENT MARKING SCHEDULE ON TMP-1A, REMOVING CONFLICTING MARKINGS AND PLACING TEMPORARY MARKERS IN ACCORDANCE WITH RSD 1250.01.
F) REMOVE BARRICADES ON -L- AND PLACE DEVICES AS SHOWN ON TMP 22-25, 27, & 28.
G) SHIFT EASTBOUND US 74 TRAFFIC TO THE -L-, -Y2RAMP-, -SR1- PATTERN AS SHOWN IN PHASE II.

H) ONCE EASTBOUND TRAFFIC IS SHIFTED TO -L-, COMPLETE THE RIGHT LANE OF US 74 EASTBOUND AS SHOWN ON TMP-20.
I) COMPLETE -SR3-, PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS, AND OPEN TO TRAFFIC.

PHASE II

STEP 1: MAINTAINING TRAFFIC ON THE NEW ALIGNMENTS AND USING RSD 1101.02 SHEET 3 OF 15, REMOVE PAVEMENT AS INDICATED IN THE ROADWAY PLANS.

STEP 2: COMPLETE -Y2- (INCLUDING SPAN B), -Y2LOOP-, -RAMP C-, AND THE RIGHT SIDE OF -L- FROM STA 27+91 TO STA 82+00 UP TO BUT NOT INCLUDING THE FINAL SURFACE LAYER (TMP 24-30, 34).

STEP 3: USING RSD 1101.02 SHEET 3 OF 15, PERFORM THE FOLLOWING IN A CONTINUOUS MANNER:
A) COMPLETE -SR2- UP TO BUT NOT INCLUDING THE FINAL SURFACE LAYER (TMP-35).
B) USE WEDGING TO CONSTRUCT THE LEFT LANES TIE-IN FROM -Y6- EASTBOUND TO US 74 AS SHOWN ON TMP-20A.
C) PLACE TEMPORARY PAVEMENT MARKINGS IN THE SAME LOCATIONS AS THE INTERIM PAVEMENT MARKINGS AS SHOWN IN THE PAVEMENT MARKING PLANS AND IN ACCORDANCE WITH THE TEMPORARY PAVEMENT MARKING SCHEDULE ON TMP-1A REMOVING CONFLICTING MARKINGS AND PLACING TEMPORARY MARKERS IN ACCORDANCE WITH RSD 1250.01. PLACE WATER-FILLED BARRIER, CLOSING ACCESS TO UPSTATION -L- AT STA 82+00 (SEE SPECIAL PROVISIONS).
D) SHIFT EASTBOUND US 74 TRAFFIC TO THE -L-, -RAMP C-, -Y6- INTERIM PATTERN AS SHOWN IN THE PAVEMENT MARKING PLANS.
E) OPEN -Y2- TO TRAFFIC AND REMOVE OFFSITE DETOUR DEVICES.
F) ONCE EASTBOUND US 74 TRAFFIC IS SHIFTED TO -Y6-, COMPLETE THE RIGHT LANES OF -Y6- EASTBOUND AS SHOWN ON TMP-20A.

PHASE III

STEP 1: USING RSD 1101.02 SHEET 3 OF 15, COMPLETE SIGNAL POLE RELOCATION AND COMPLETE THE -Y9-, -Y8- INTERSECTION IMPROVEMENTS INCLUDING FINAL SURFACE LAYER AND FINAL PAVEMENT MARKINGS.

STEP 2: COMPLETE THE LEFT SIDE OF -L- FROM STA 65+92 TO 119+00, THE RIGHT SIDE OF -L- FROM STA 82+00 TO STA 119+00, -LOOP B-, -RAMP D-, -SR8-, & -SR9- PAVING ONLY AS INDICATED IN THE ROADWAY PLANS.

STEP 3: USING RSD 1101.02 SHEET 3 OF 15 OR SHEET 1 OF 15 AND FLAGGERS AS NECESSARY, PLACE THE FINAL SURFACE LAYER AND FINAL PAVEMENT MARKINGS WHERE SHOWN IN THE CONSTRUCTION PLANS. USE INTERIM MARKINGS WHERE INDICATED IN THE PAVEMENT MARKING PLANS.

STEP 4: REMOVE TRAFFIC CONTROL DEVICES AS DIRECTED BY THE ENGINEER.

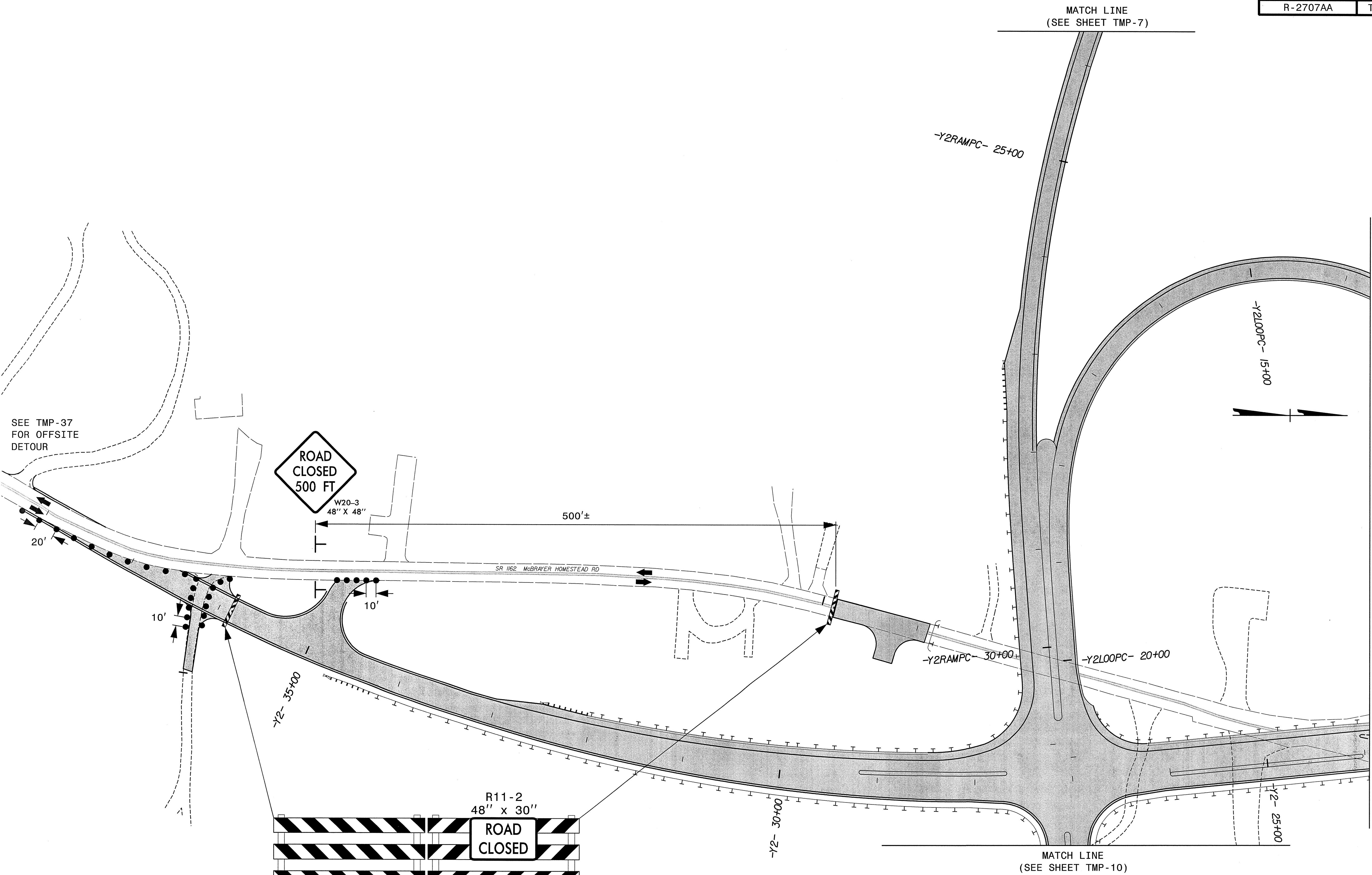
APPROVED:  DATE: 3-20-13

SEAL

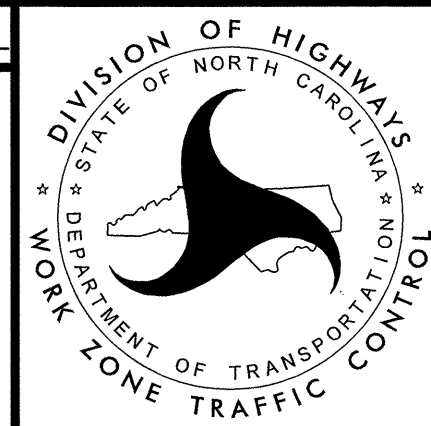
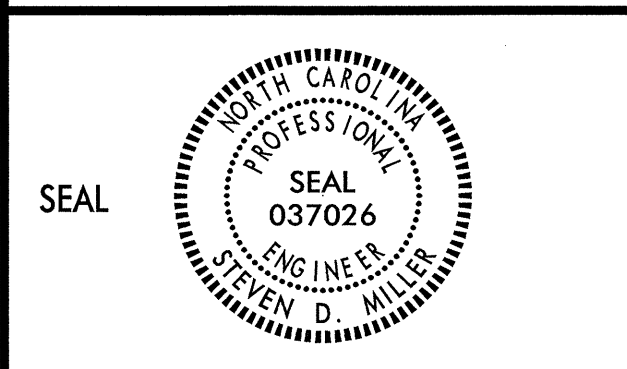




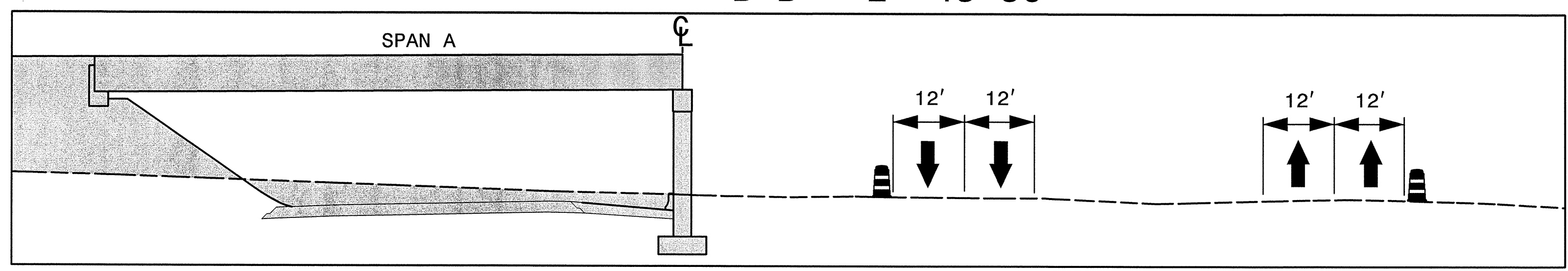
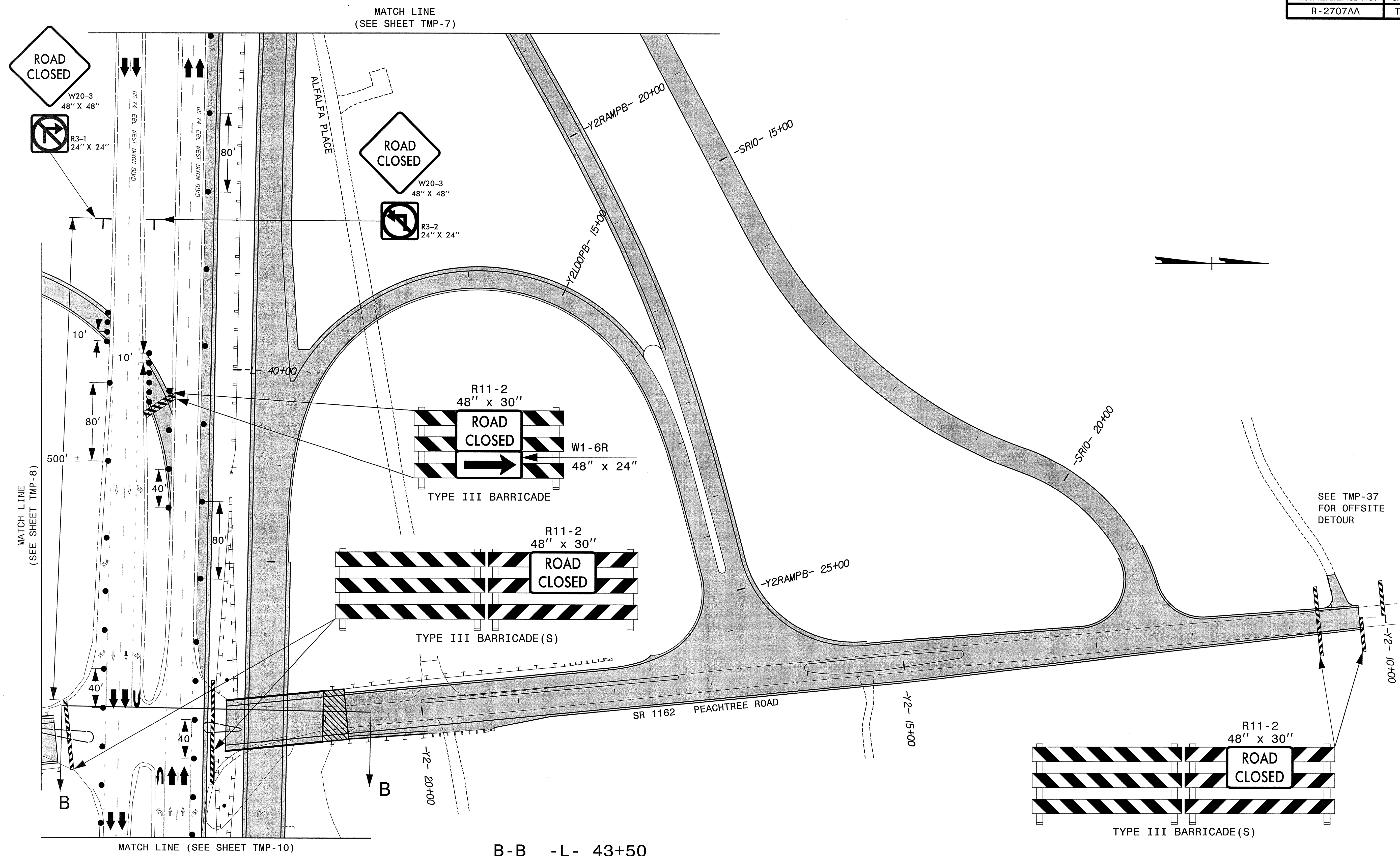
PHASING

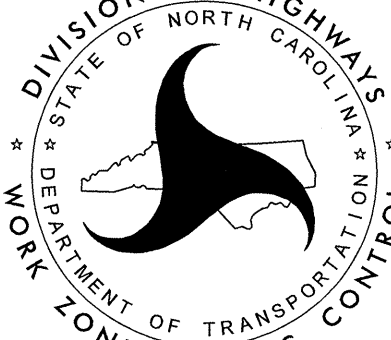
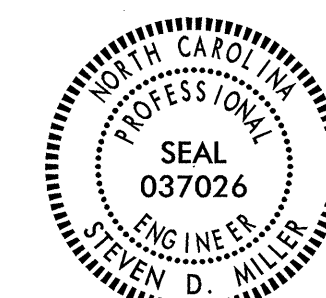


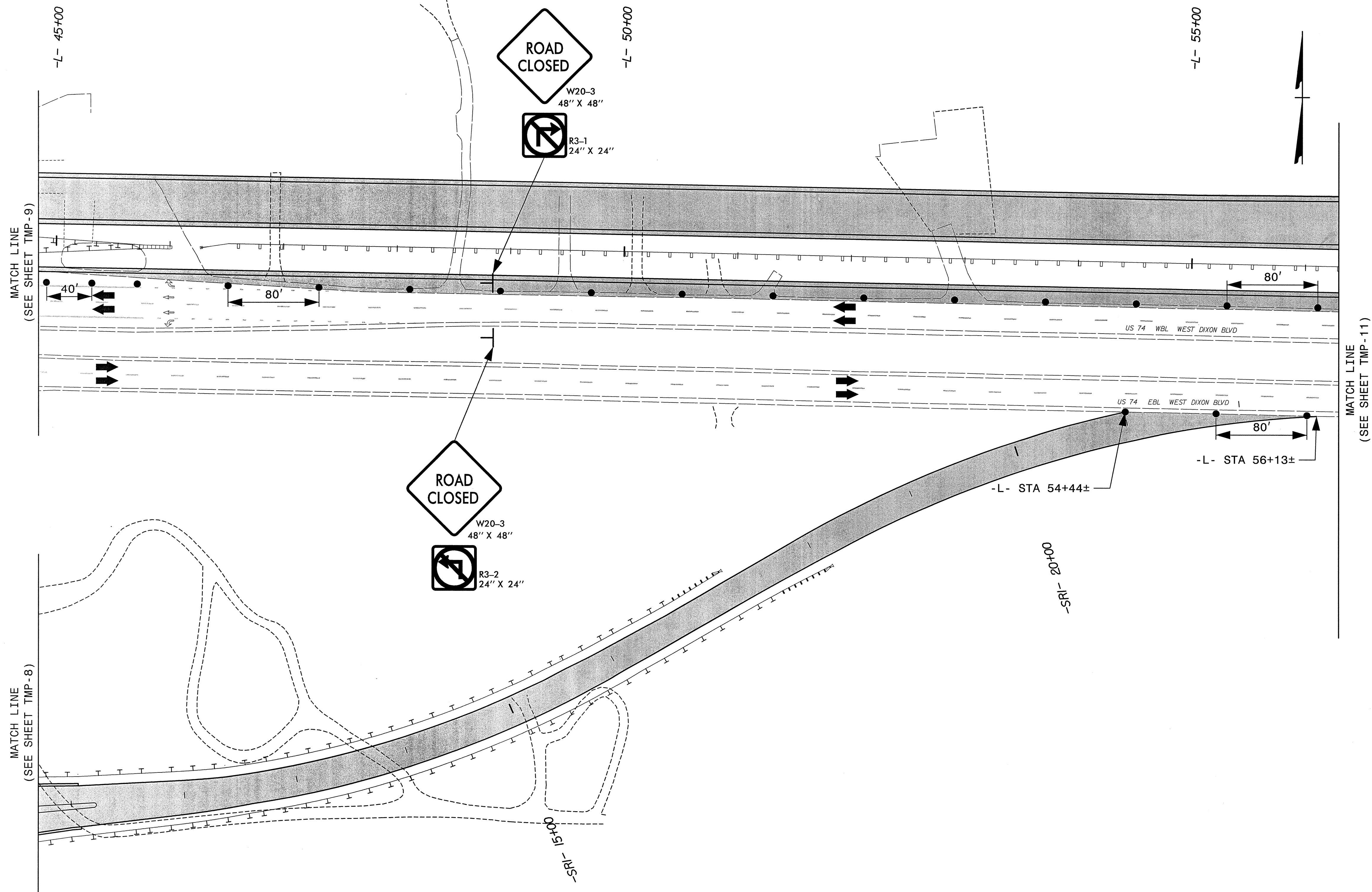
APPROVED: *St. Mill* DATE: 11-8-12



PHASE I
DETAIL



APPROVED: <i>[Signature]</i> DATE: 11-8-12		PHASE I DETAIL
		

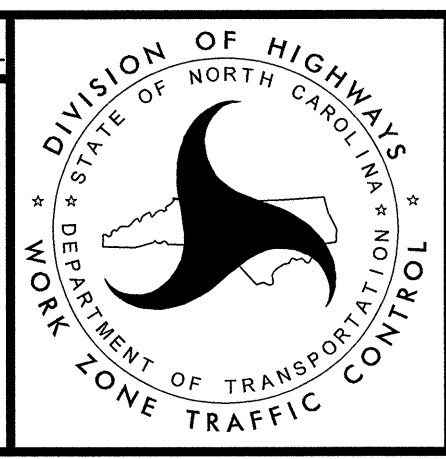


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 \$\$\$\$CADD\$\$\$\$\$
 \$\$\$\$DRAWING\$\$\$\$\$
 \$\$\$\$SERIAL\$\$\$\$\$
 \$\$\$\$NAME\$\$\$\$\$

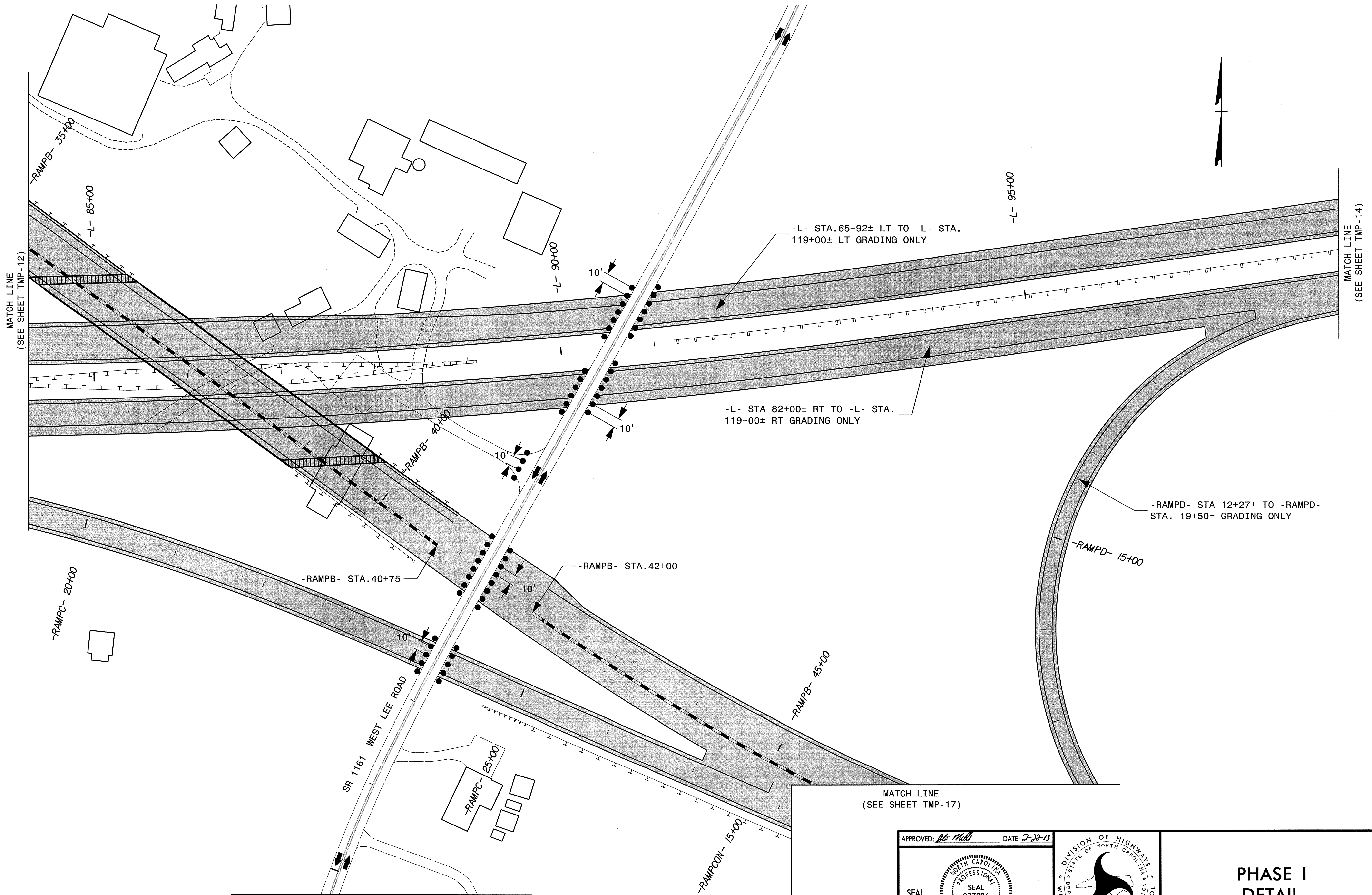
APPROVED: *Steve Miller* DATE: 11-8-12

SEAL

PROFESSIONAL
 SEAL
 037026
 ENGINEER
 STEVEN D. MILLER

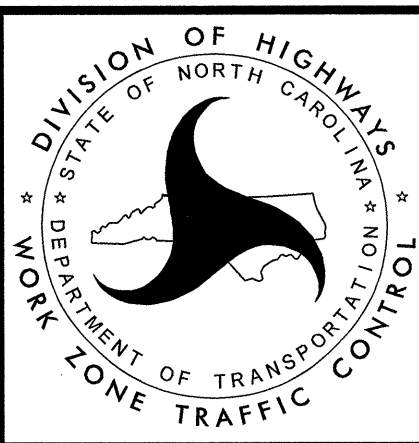


PHASE I
 DETAIL

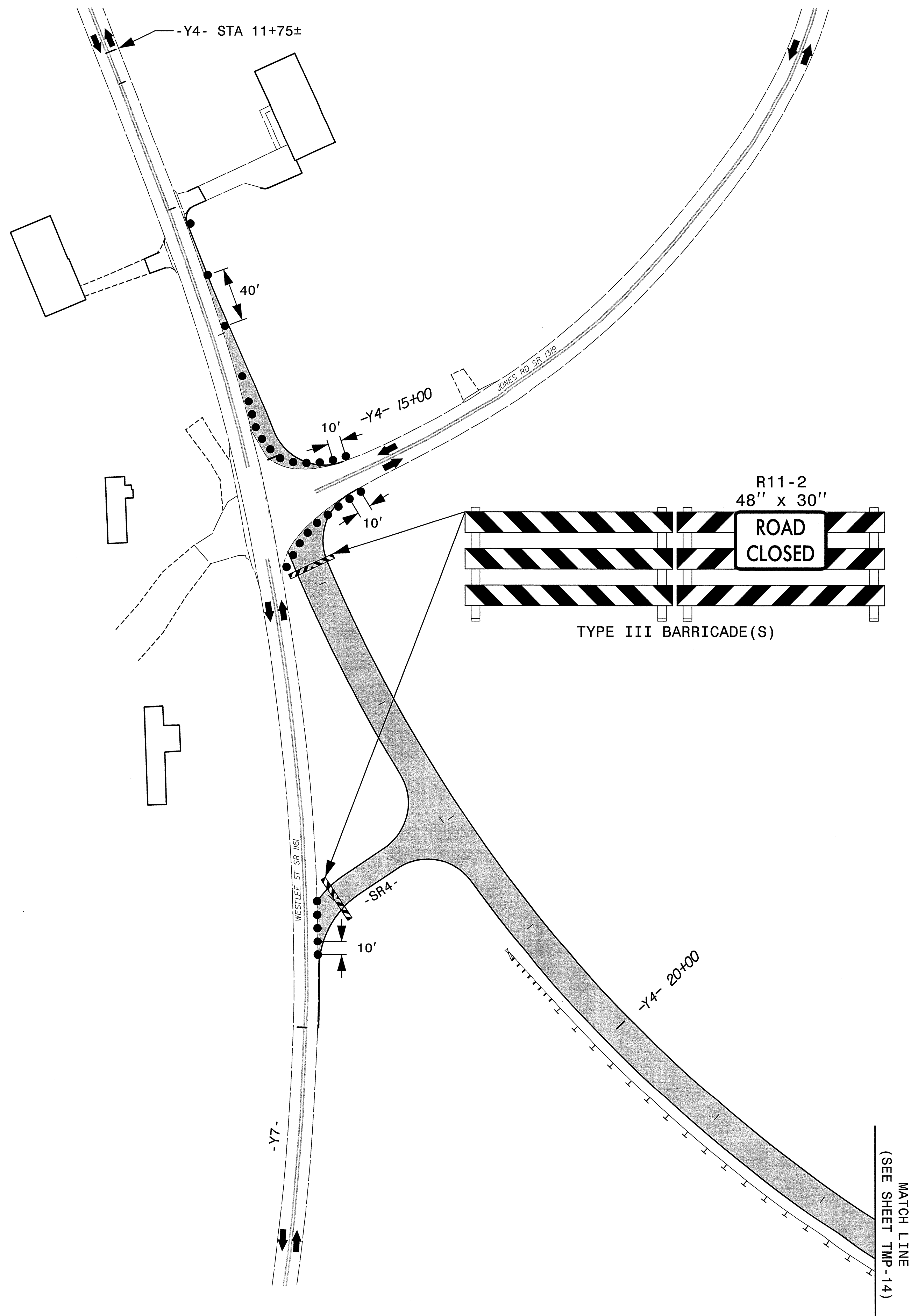


MATCH LINE
(SEE SHEET TMP-17)

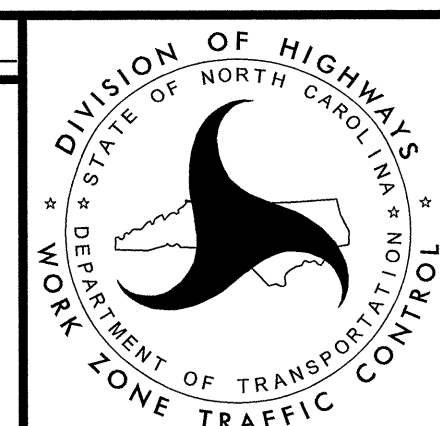
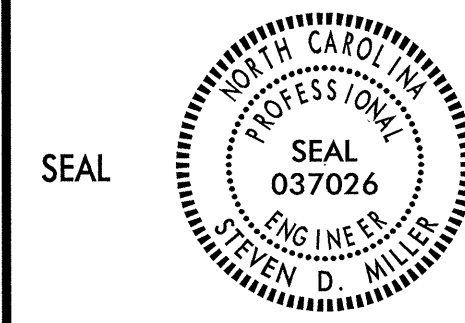
APPROVED: <i>St. Miller</i>	DATE: 2-29-13



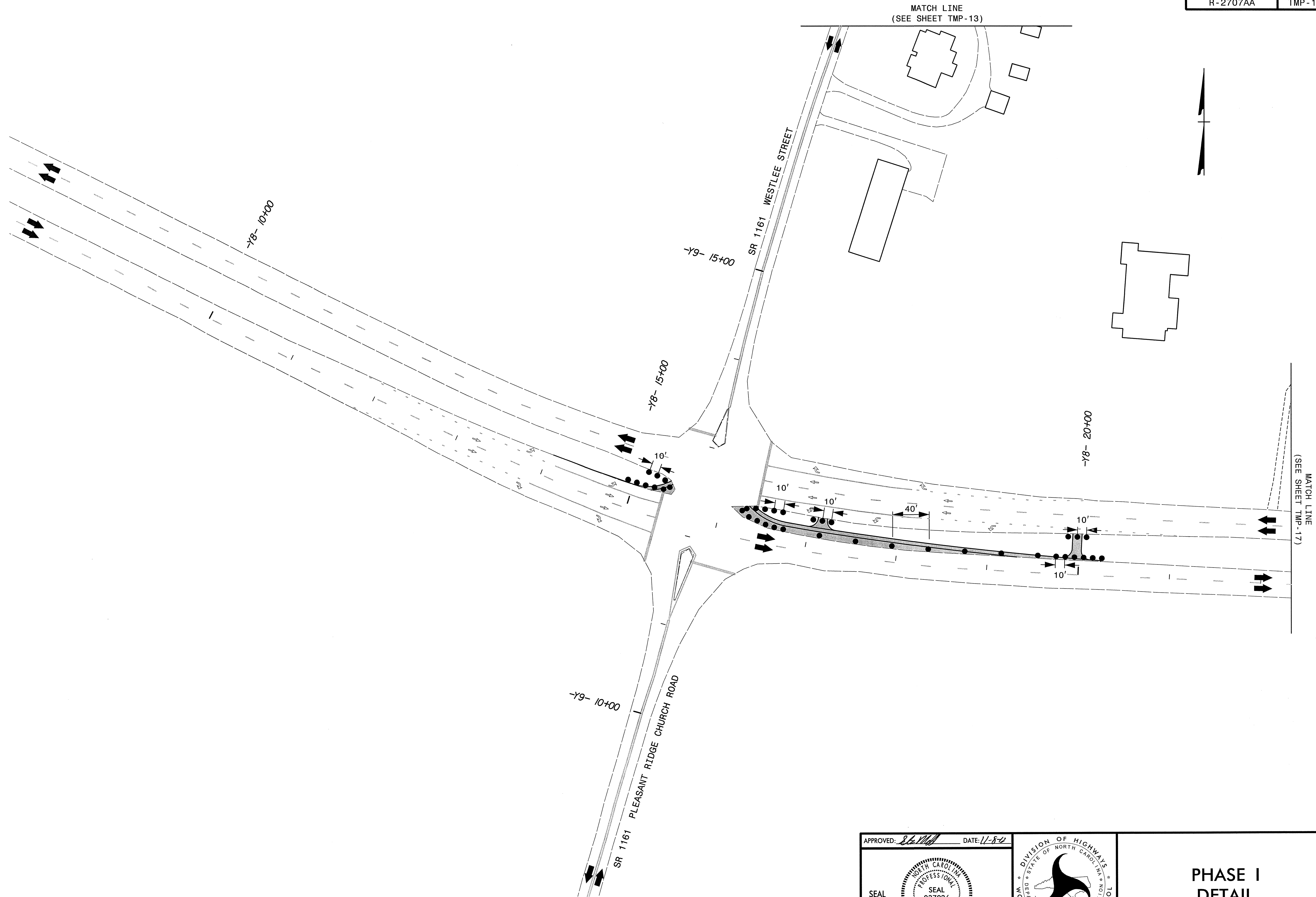
PHASE I
DETAIL



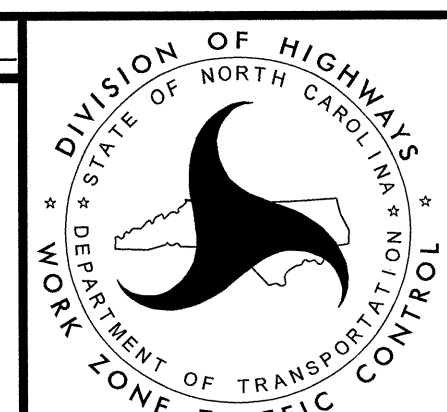
APPROVED: *[Signature]* DATE: 11-15-22



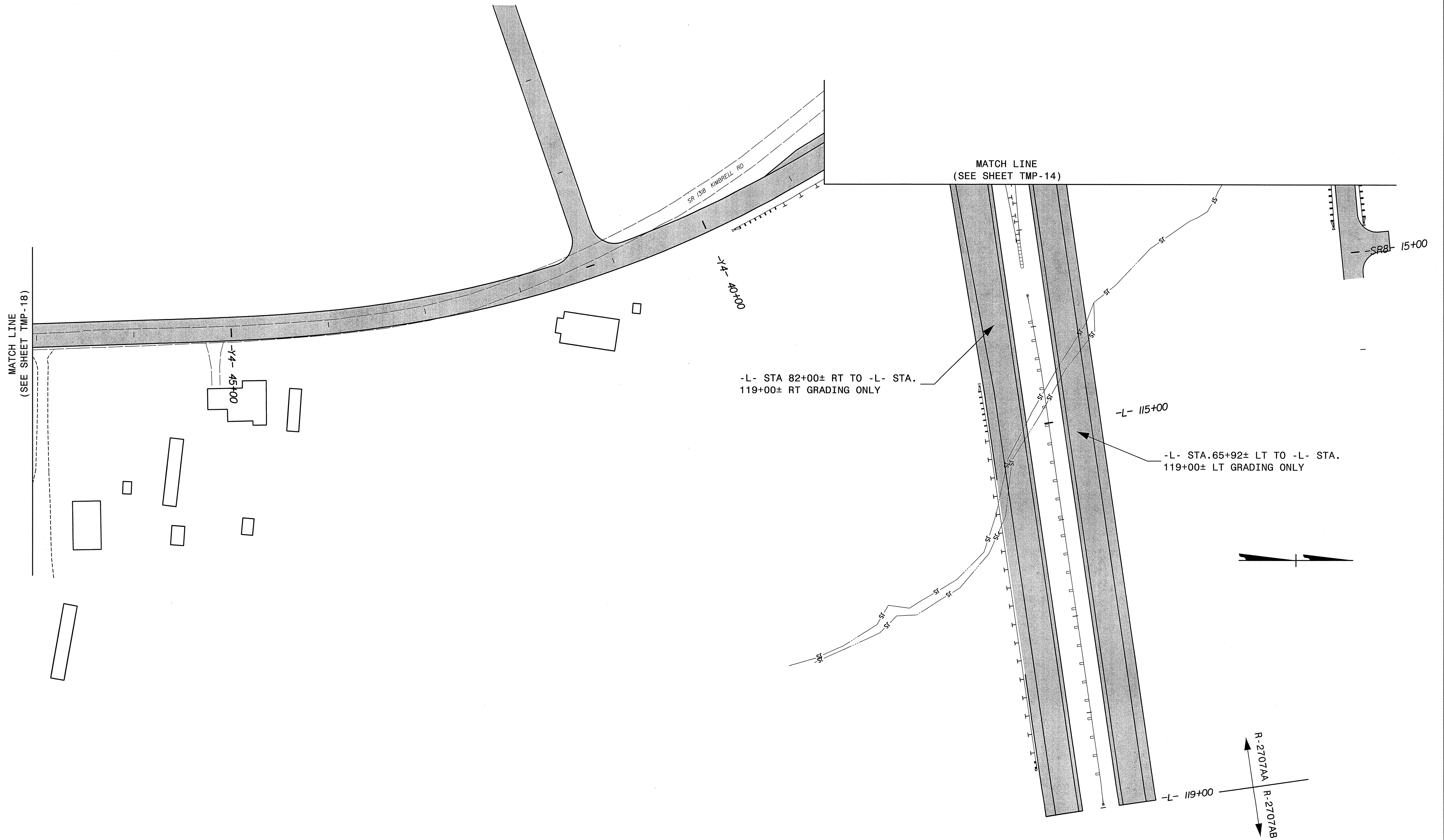
PHASE I
DETAIL



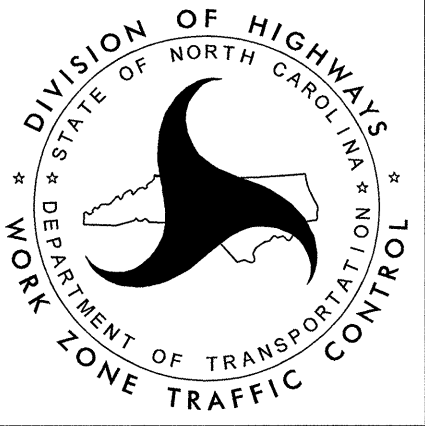
APPROVED: *[Signature]* DATE: 11-8-02

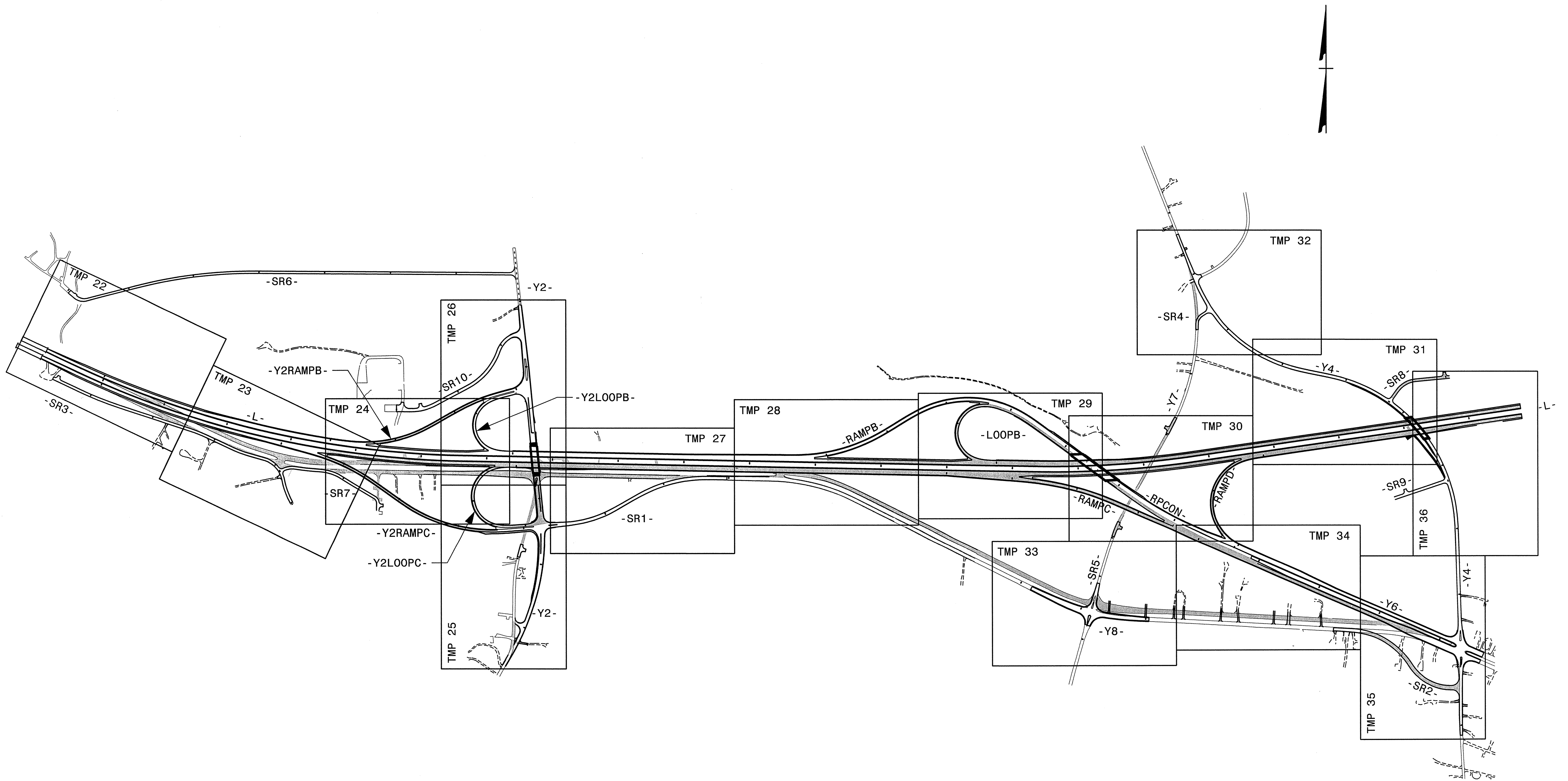


PHASE I
DETAIL



\$\$\$\$\$SYTIME\$\$\$\$\$
\$\$\$\$\$SECTION\$\$\$\$\$
\$\$\$\$\$USERNAME\$\$\$\$\$

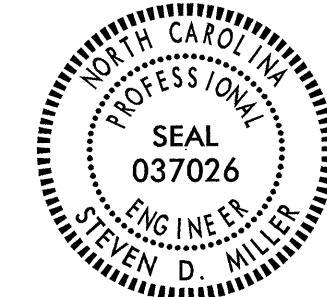
APPROVED: <i>[Signature]</i> DATE: <i>2-22-13</i>	
SEAL 	
PHASE I DETAIL	

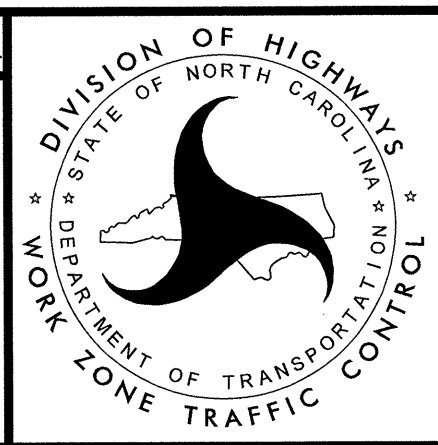


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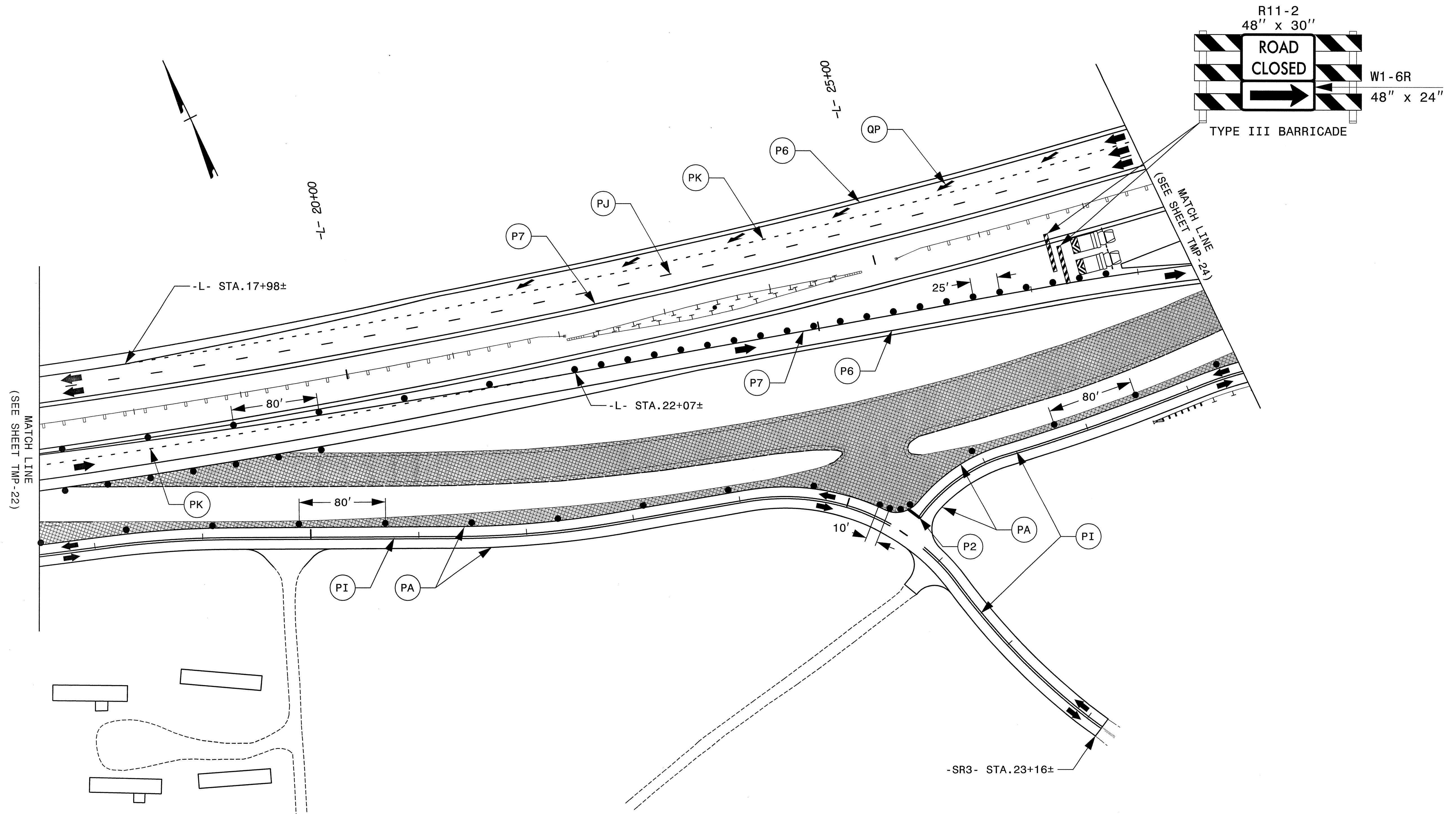
APPROVED:  DATE: 11-8-12

SEAL



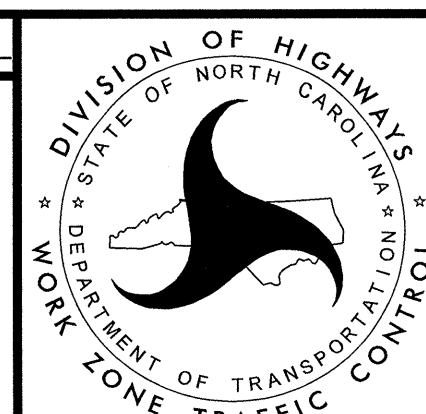


PHASE II
OVERVIEW

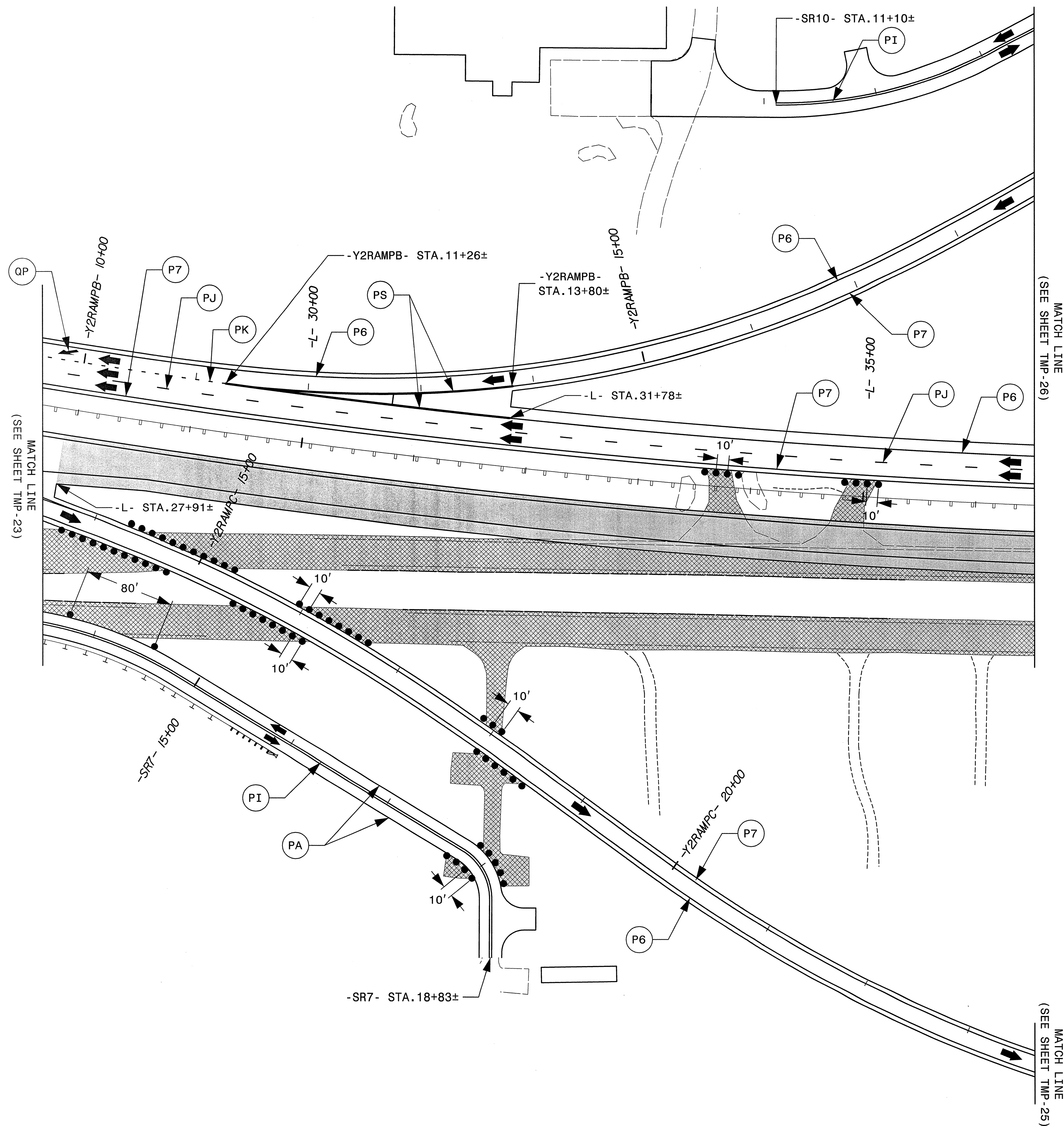


\$\$\$\$\$SYTIME\$\$\$\$\$
 \$\$\$\$\$\$ON\$\$\$\$\$
 \$\$\$\$\$\$USERNAME\$\$\$\$\$

APPROVED: *[Signature]* DATE: 11-8-12



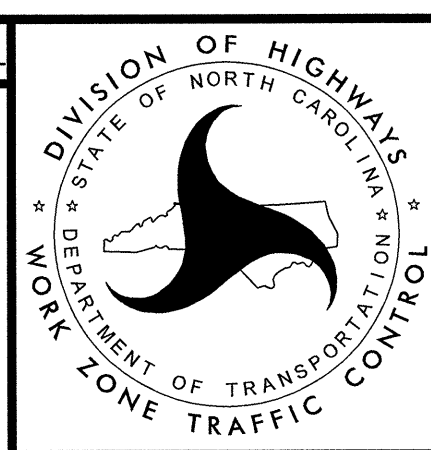
PHASE II
 DETAIL



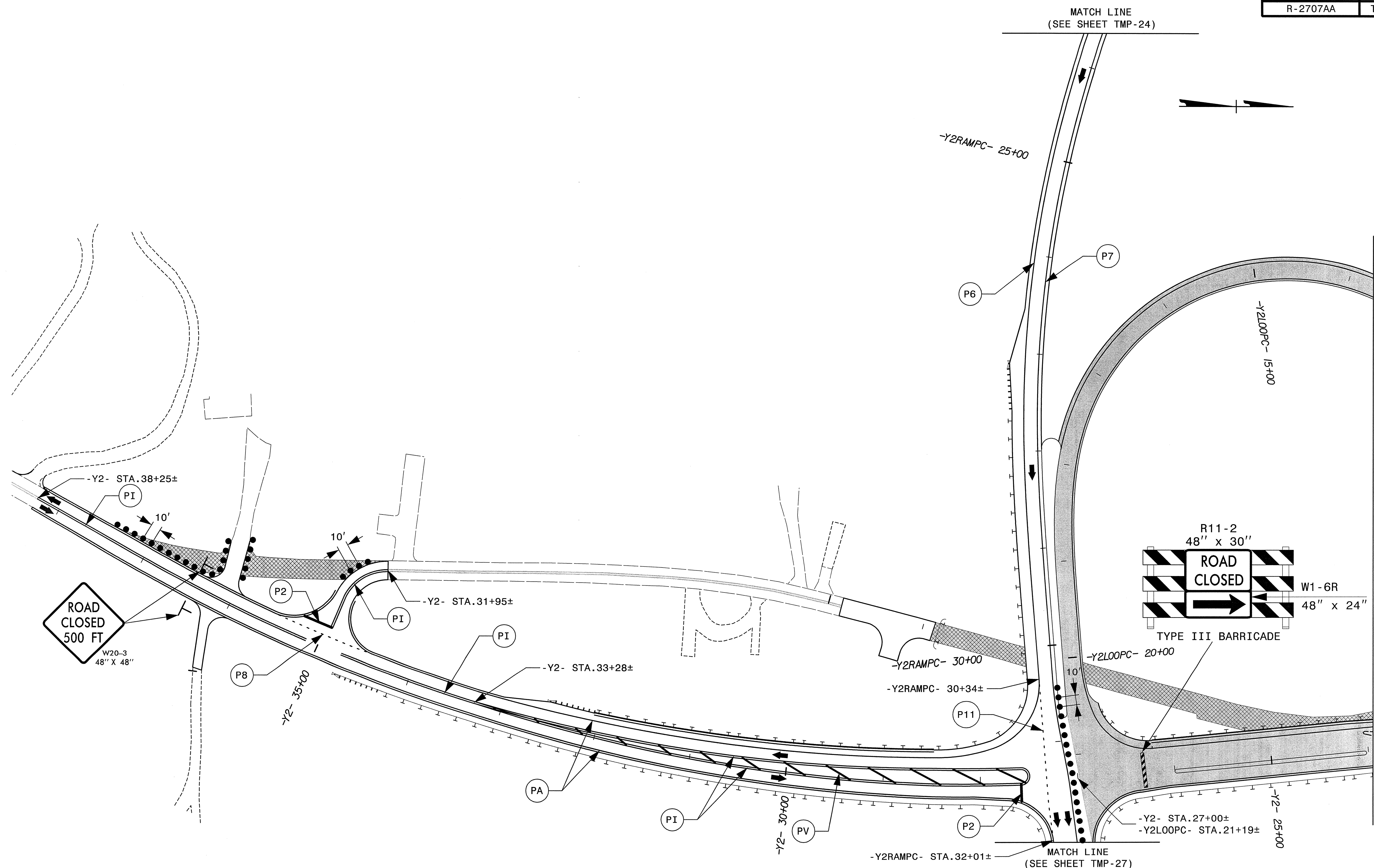
APPROVED: *[Signature]* DATE: 11-8-12

SEAL

NORTH CAROLINA
PROFESSIONAL
SEAL
037026
ENGINEER
STEVEN D. MILLER

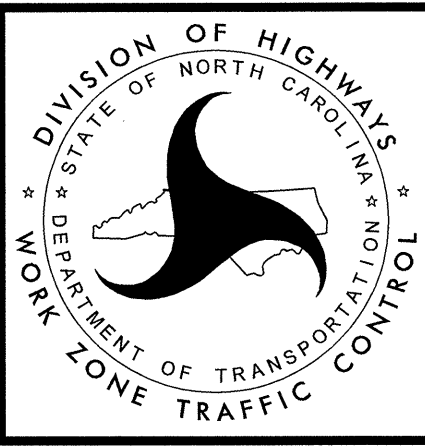
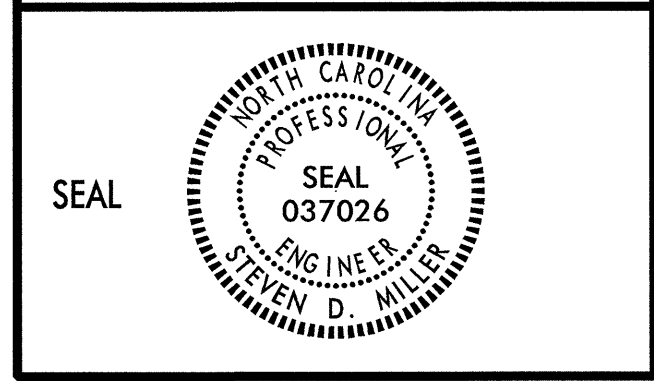


PHASE II
DETAIL

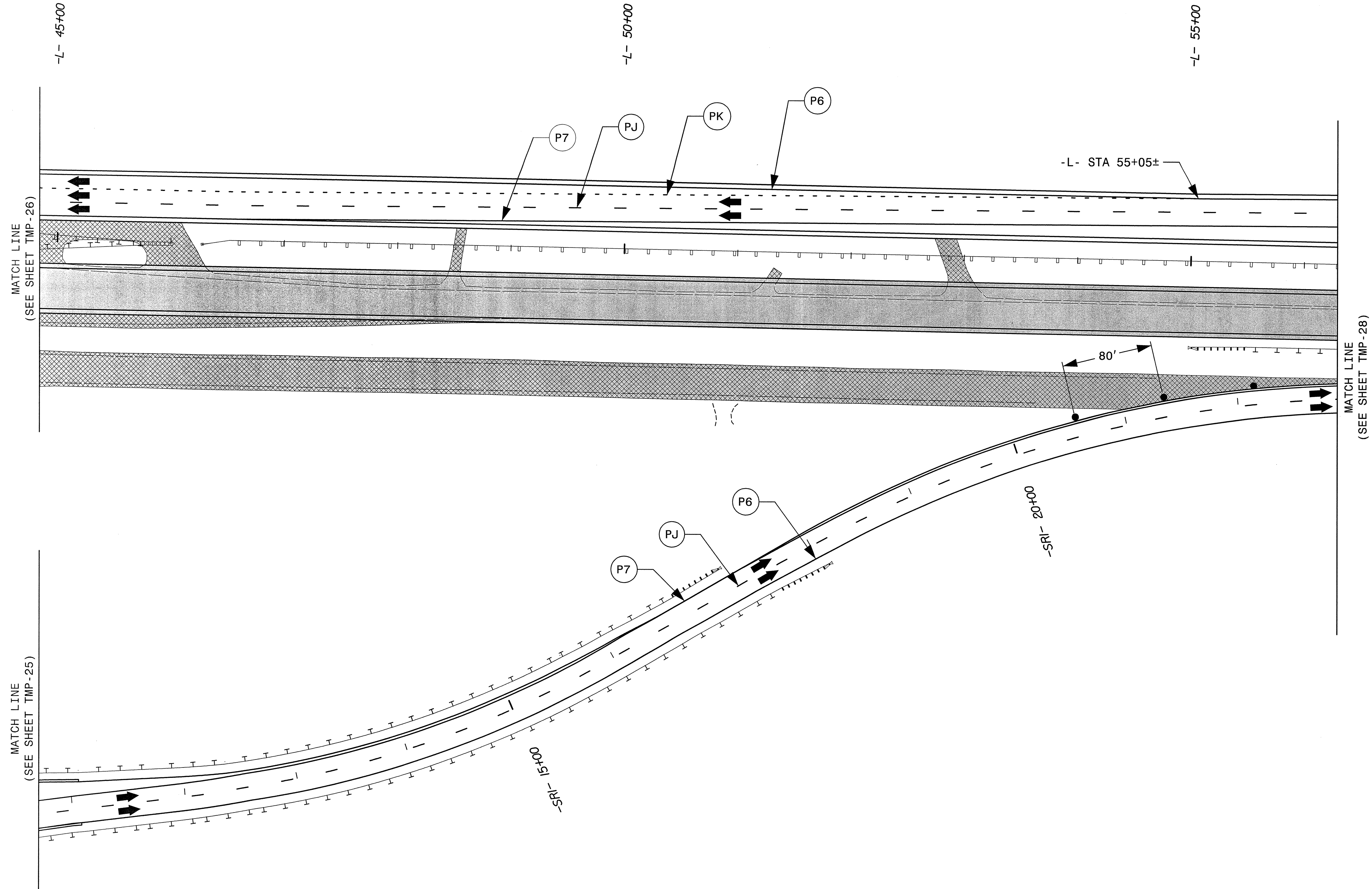


\$\$\$\$\$SYTIME\$\$\$\$\$
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APPROVED: *[Signature]* DATE: 11-8-12



**PHASE II
DETAIL**

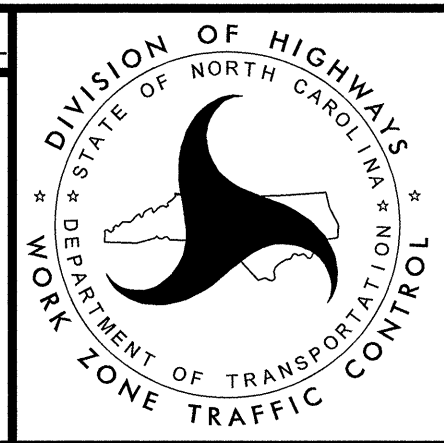


\$\$\$\$\$SYTIME\$\$\$\$\$
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APPROVED: *[Signature]* DATE: 11-8-12

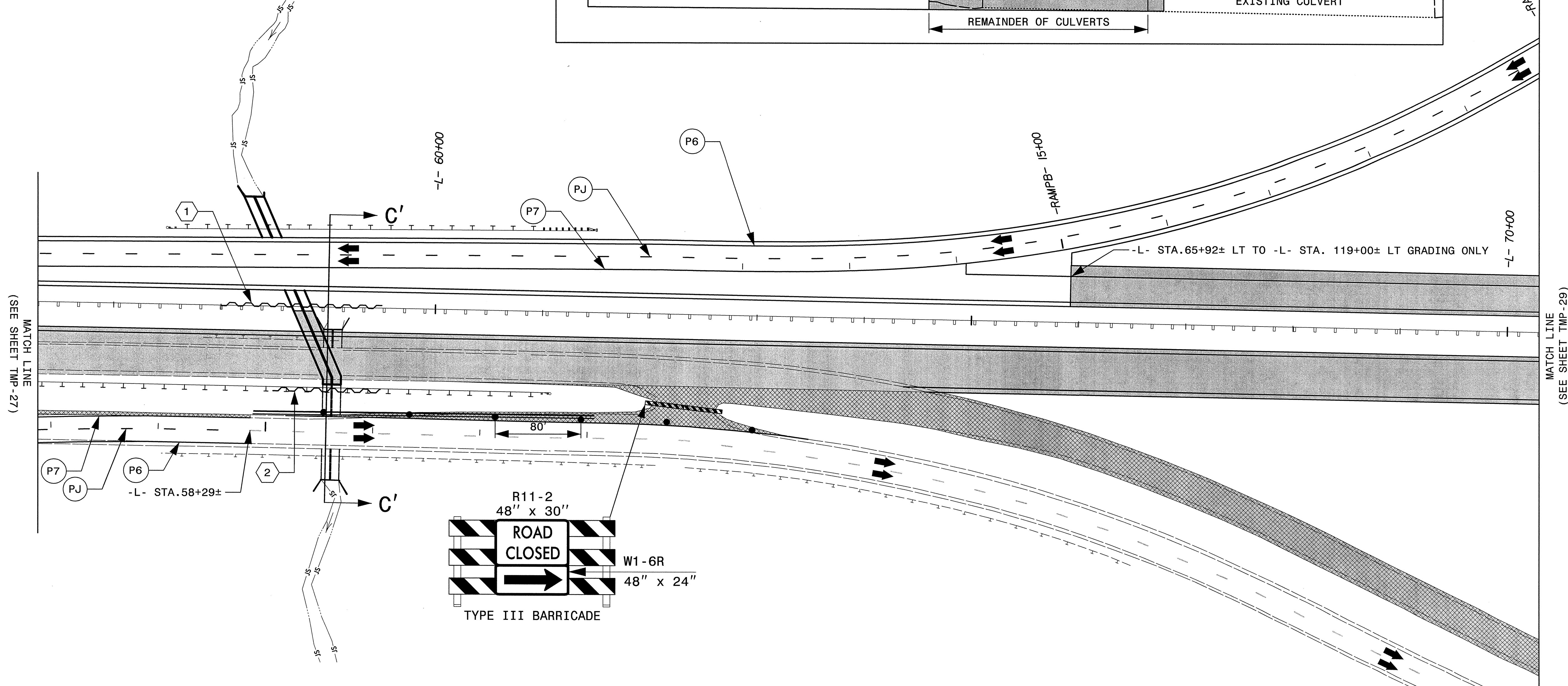
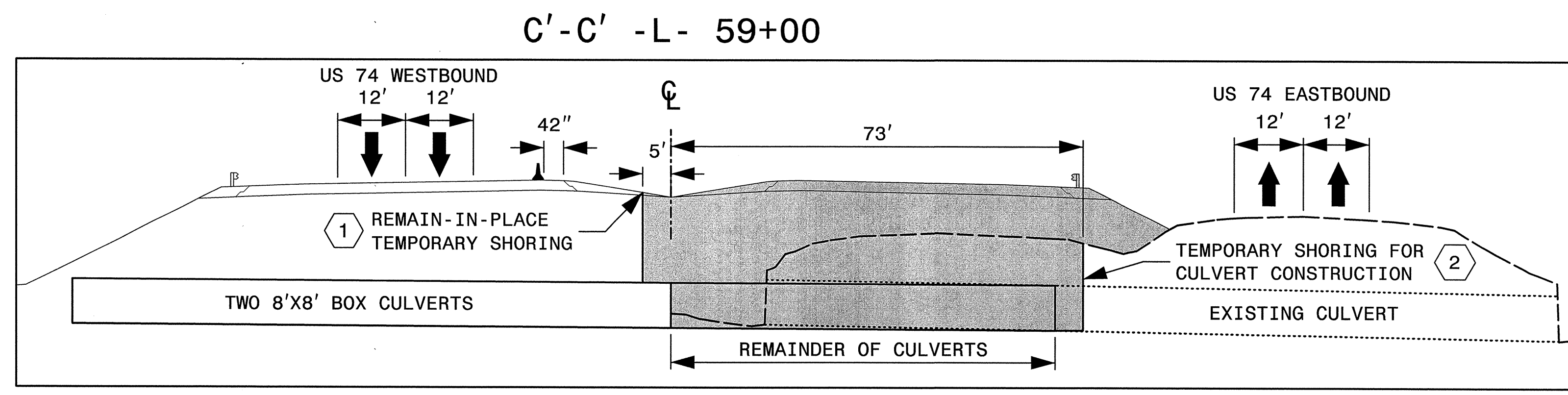
SEAL

PROFESSIONAL SEAL
 037026
 ENGINEER
 STEVEN D. MILLER

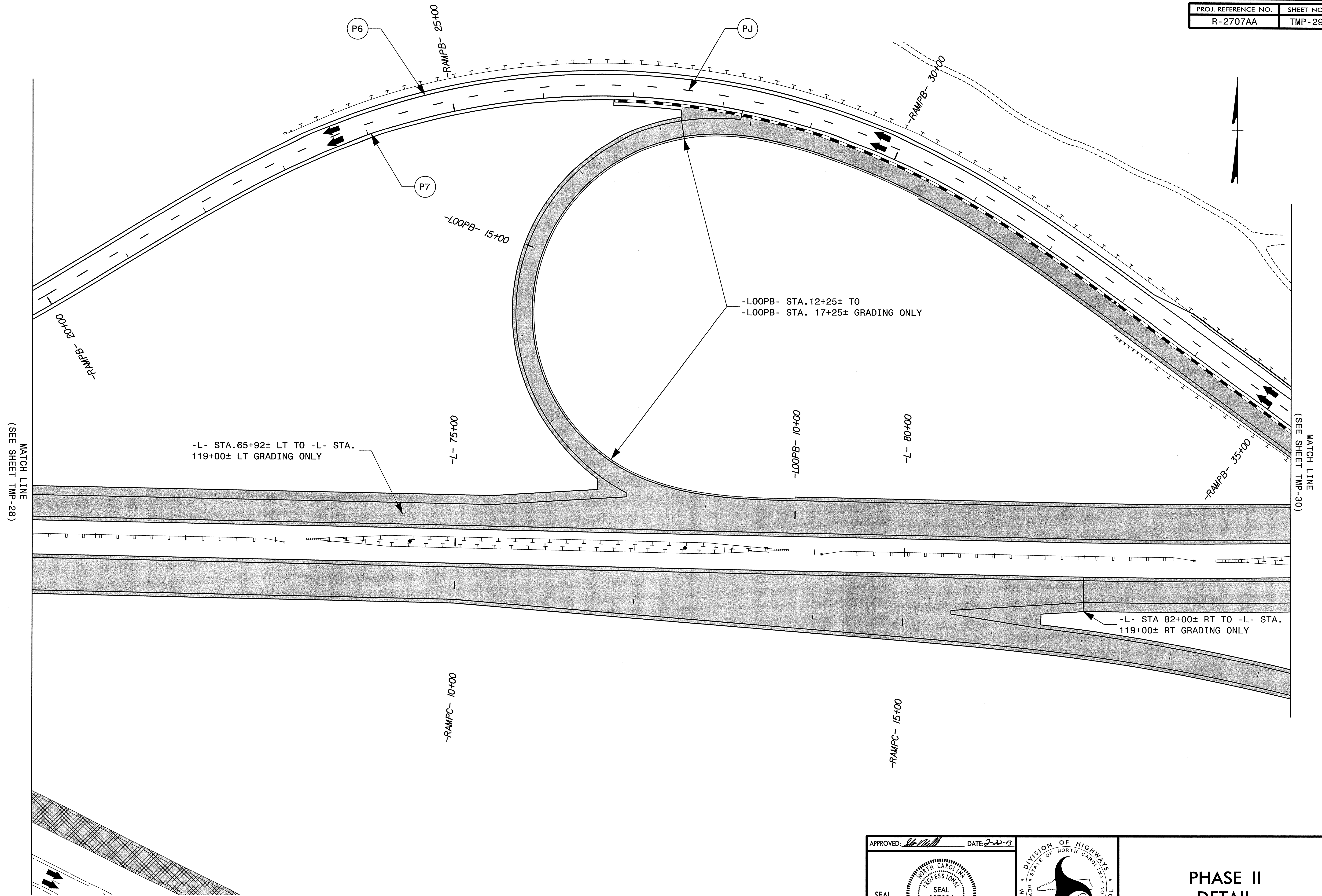


PHASE II
 DETAIL

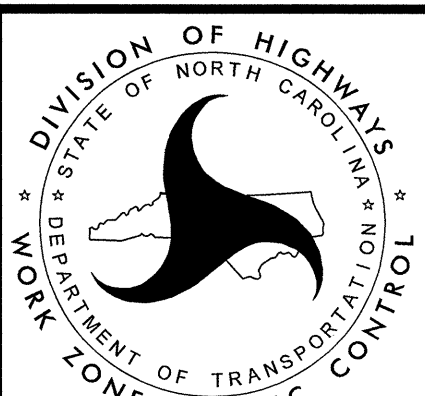
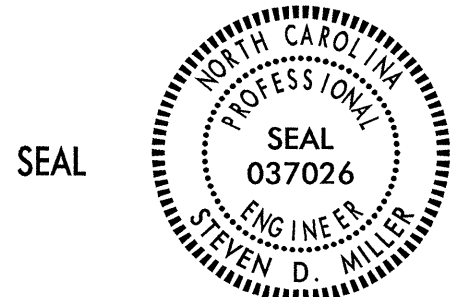
- 1 REMAIN-IN-PLACE TEMPORARY SHORING
FROM -L- STA 58+00± 5' LEFT TO 59+50± 5' LEFT
MAXIMUM HEIGHT: 15.9', AVERAGE HEIGHT: 9.5'
QUANTITY = 1425 SF
- 2 TEMPORARY SHORING
FROM -L- STA 58+50± 73' RIGHT TO 59+50± 73' RIGHT
MAXIMUM HEIGHT: 15.6', AVERAGE HEIGHT: 9.3'
QUANTITY = 930 SF



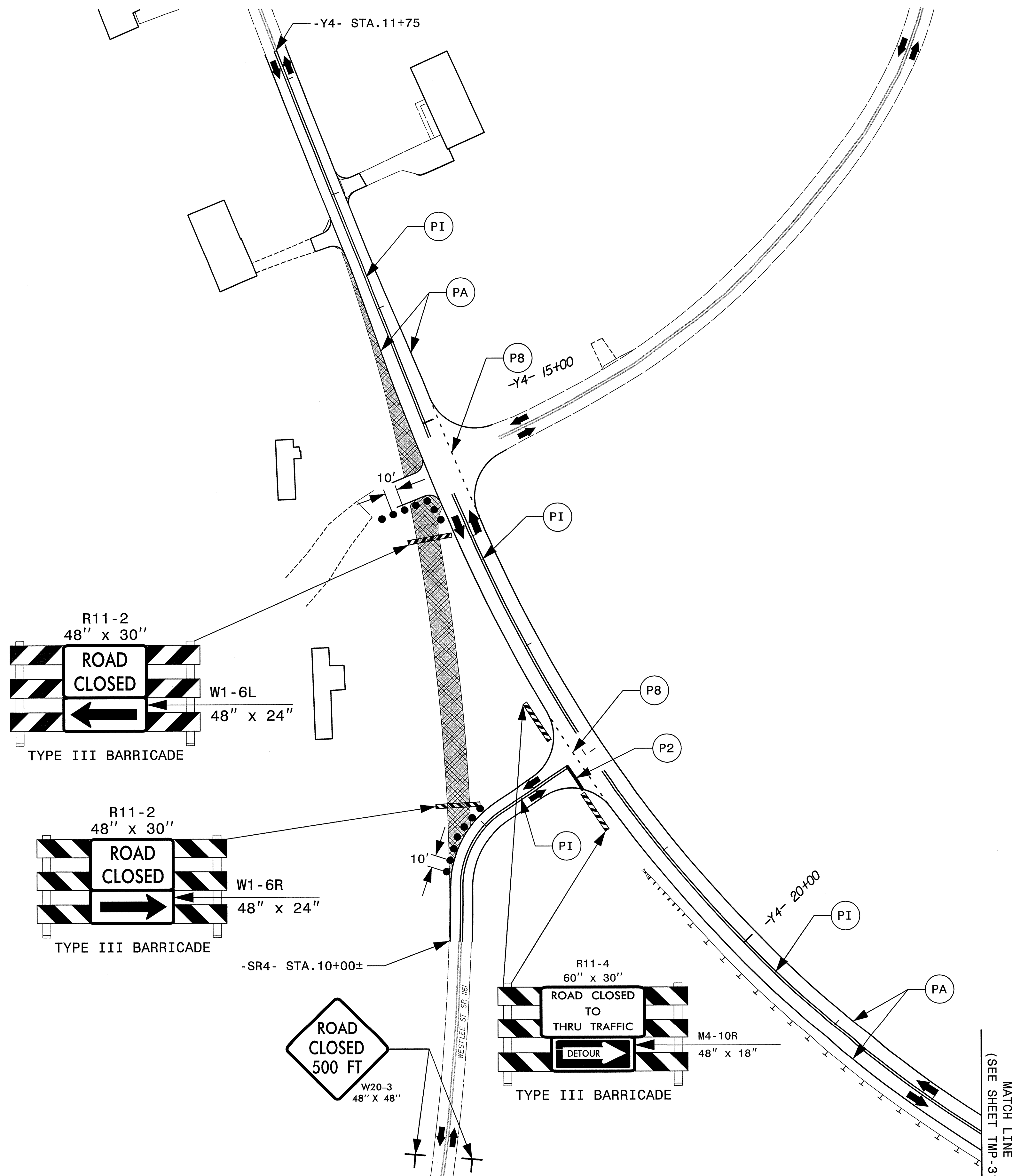
APPROVED: <i>St. Miller</i> DATE: 2-22-13			PHASE II DETAIL
SEAL			



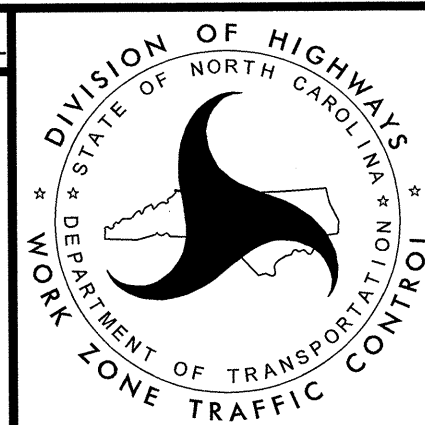
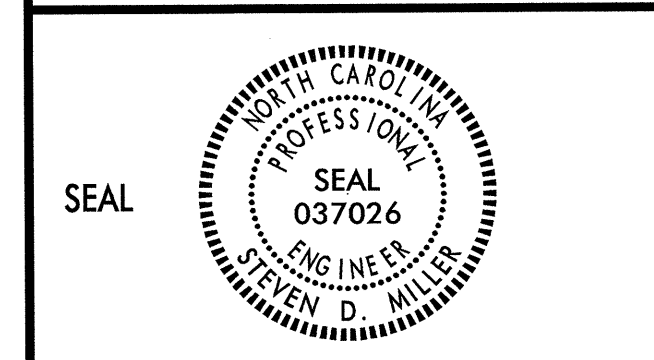
APPROVED: *St. Miller* DATE: 2-22-13



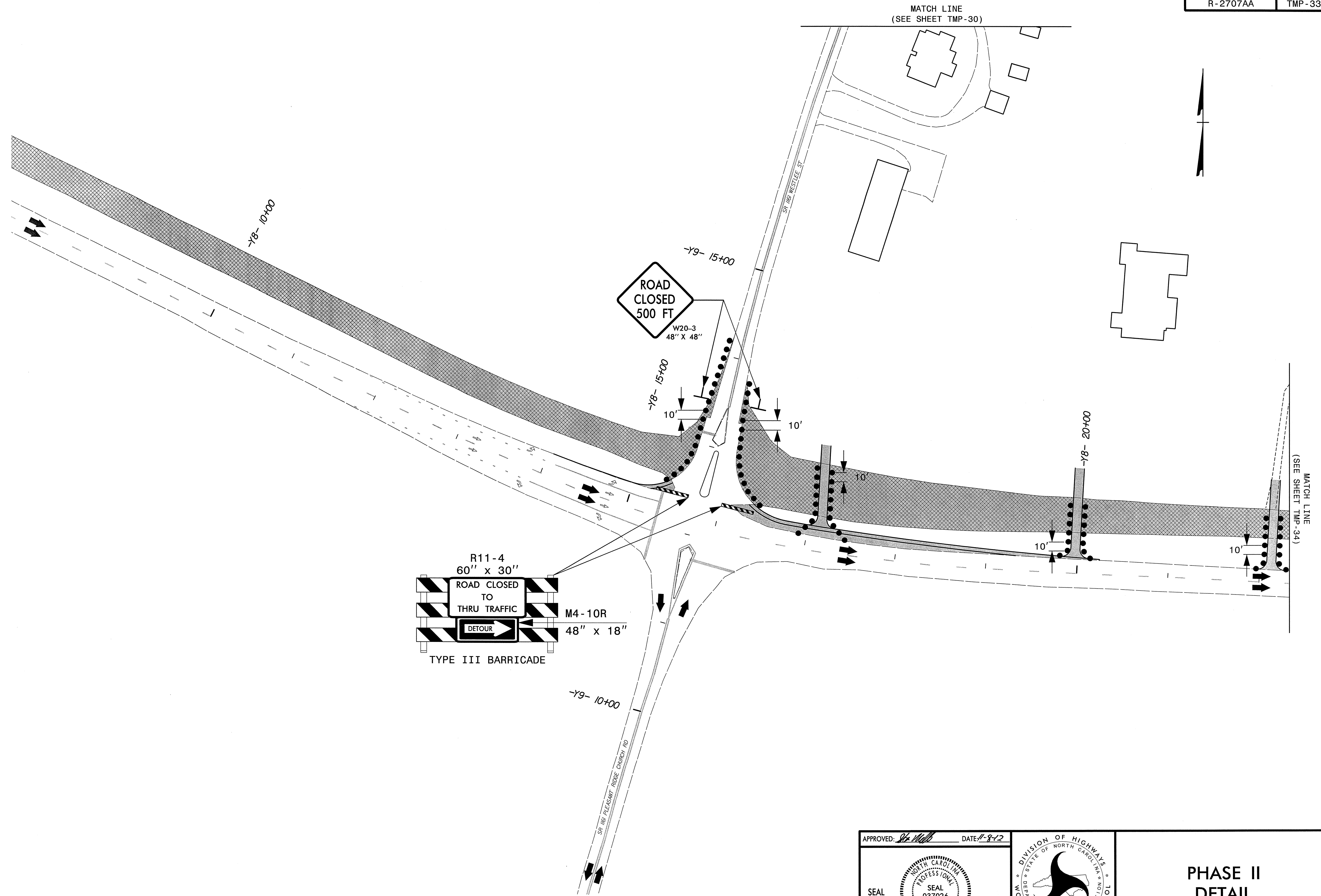
PHASE II
DETAIL



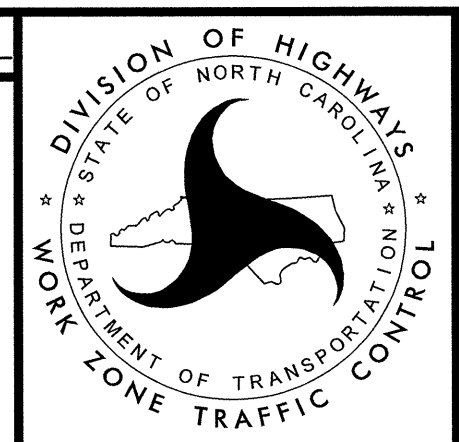
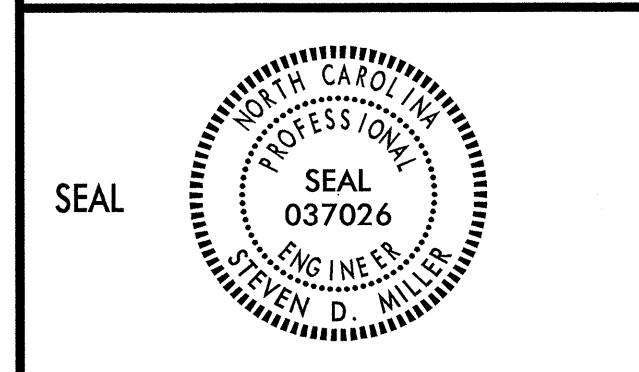
APPROVED: *[Signature]* DATE: 11-8-12



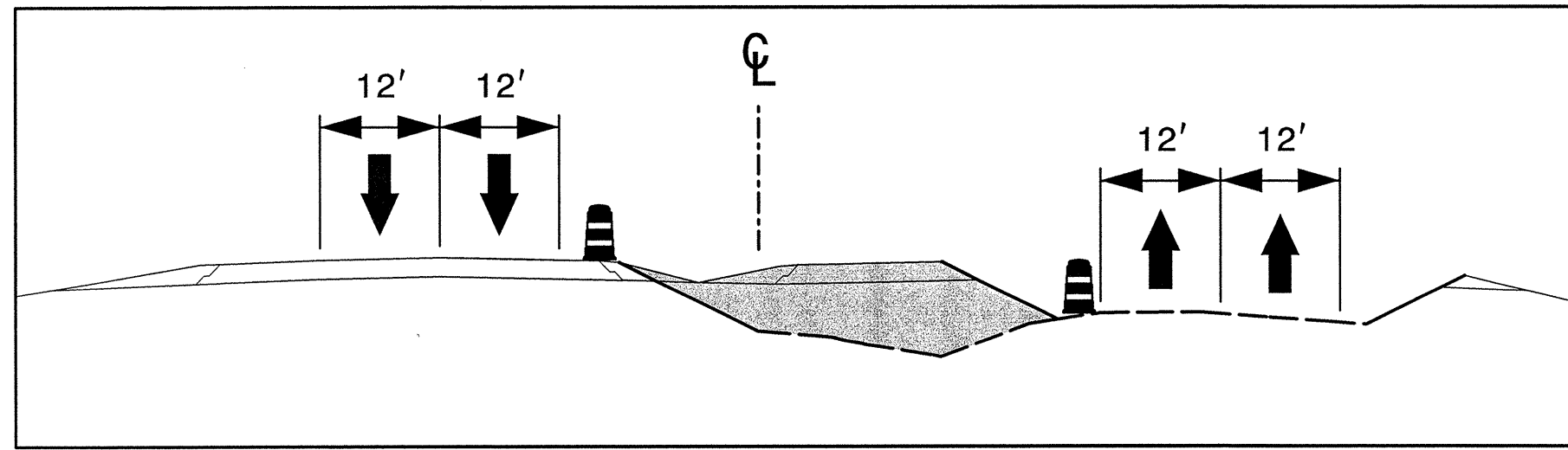
PHASE II
DETAIL



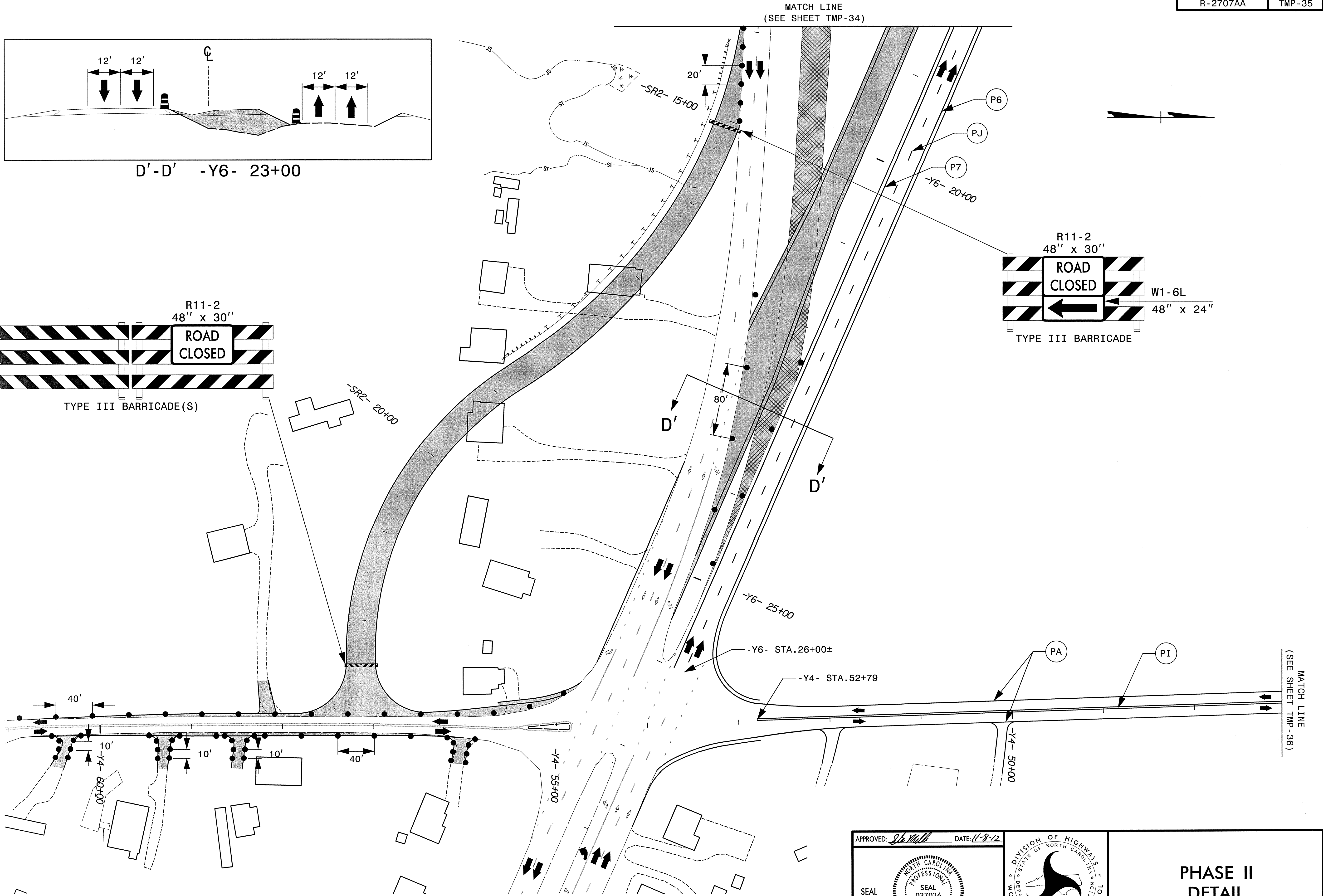
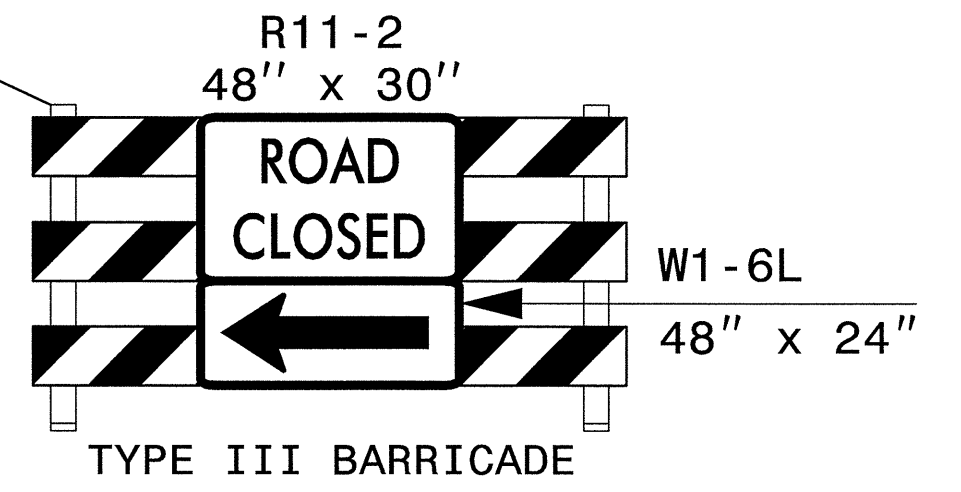
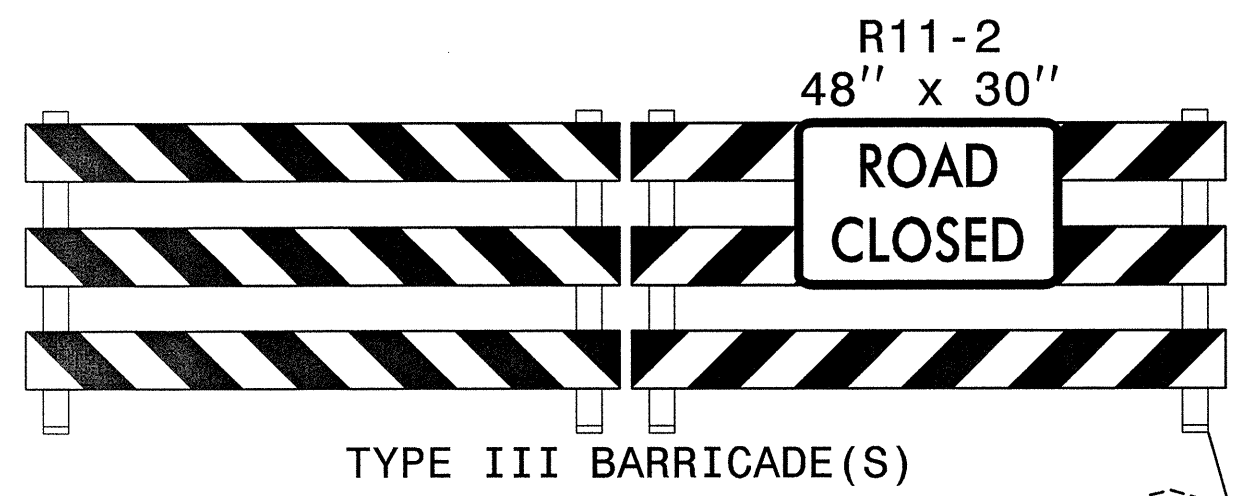
APPROVED: *[Signature]* DATE: 11-8-12



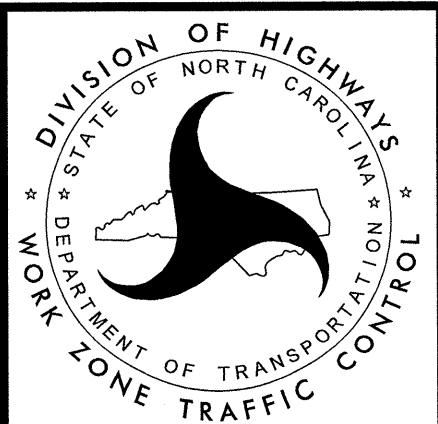
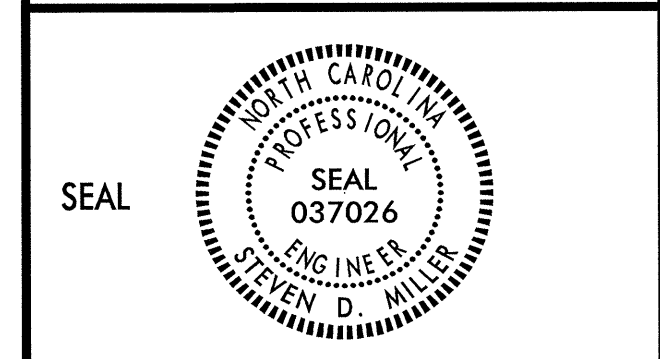
PHASE II
DETAIL



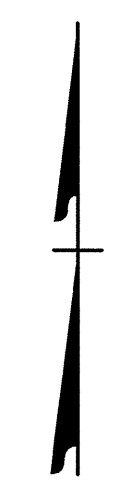
D'-D' -Y6- 23+00



APPROVED: *St. Miller* DATE: 11-8-12



PHASE II
DETAIL



- DETOUR

M4-8
24" X 12"

M6-1
21" X 15"

E
- DETOUR

M4-8
24" X 12"

M6-1 L
21" X 15"

F
- DETOUR

M4-8
24" X 12"

M6-3
21" X 15"

G
- END
DETOUR

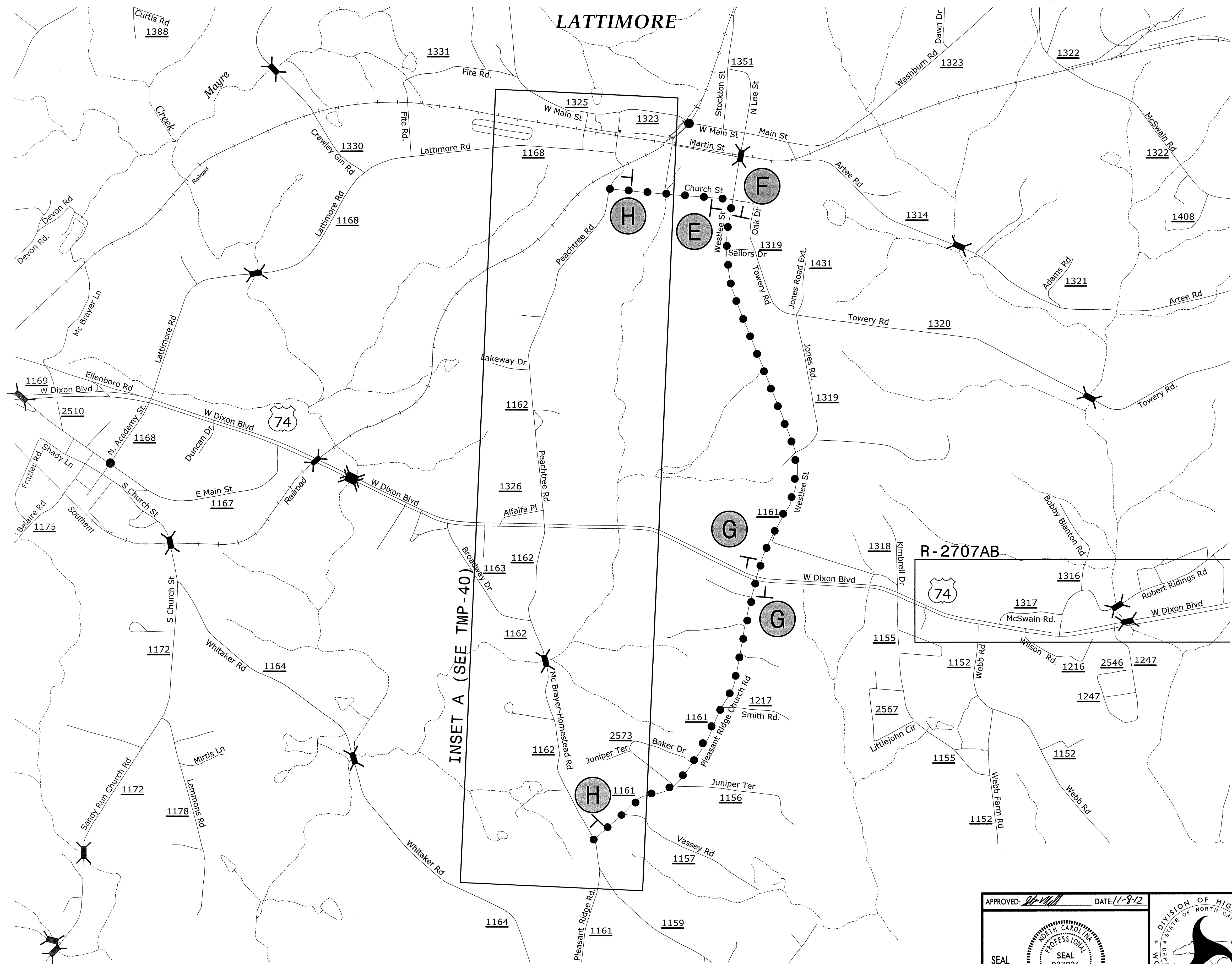
H

M4-8 A
24" X 18"

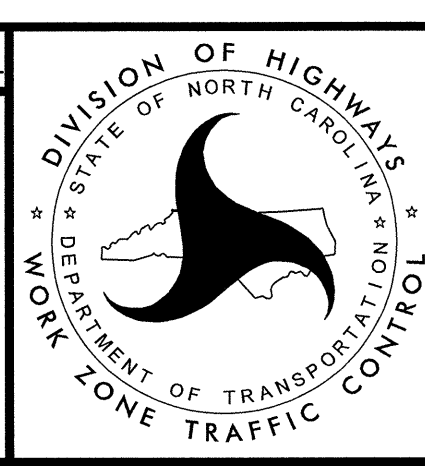
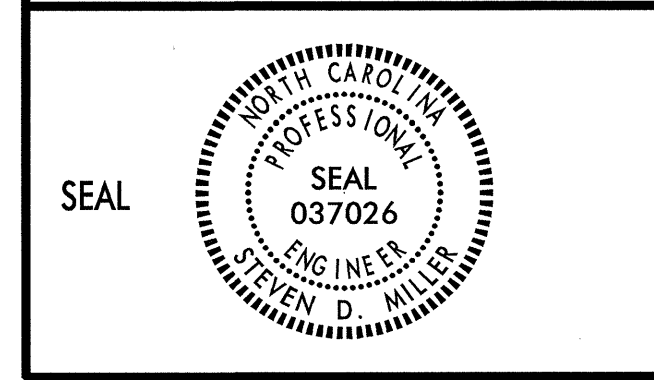
LEGEND

DETOUR ROUTE

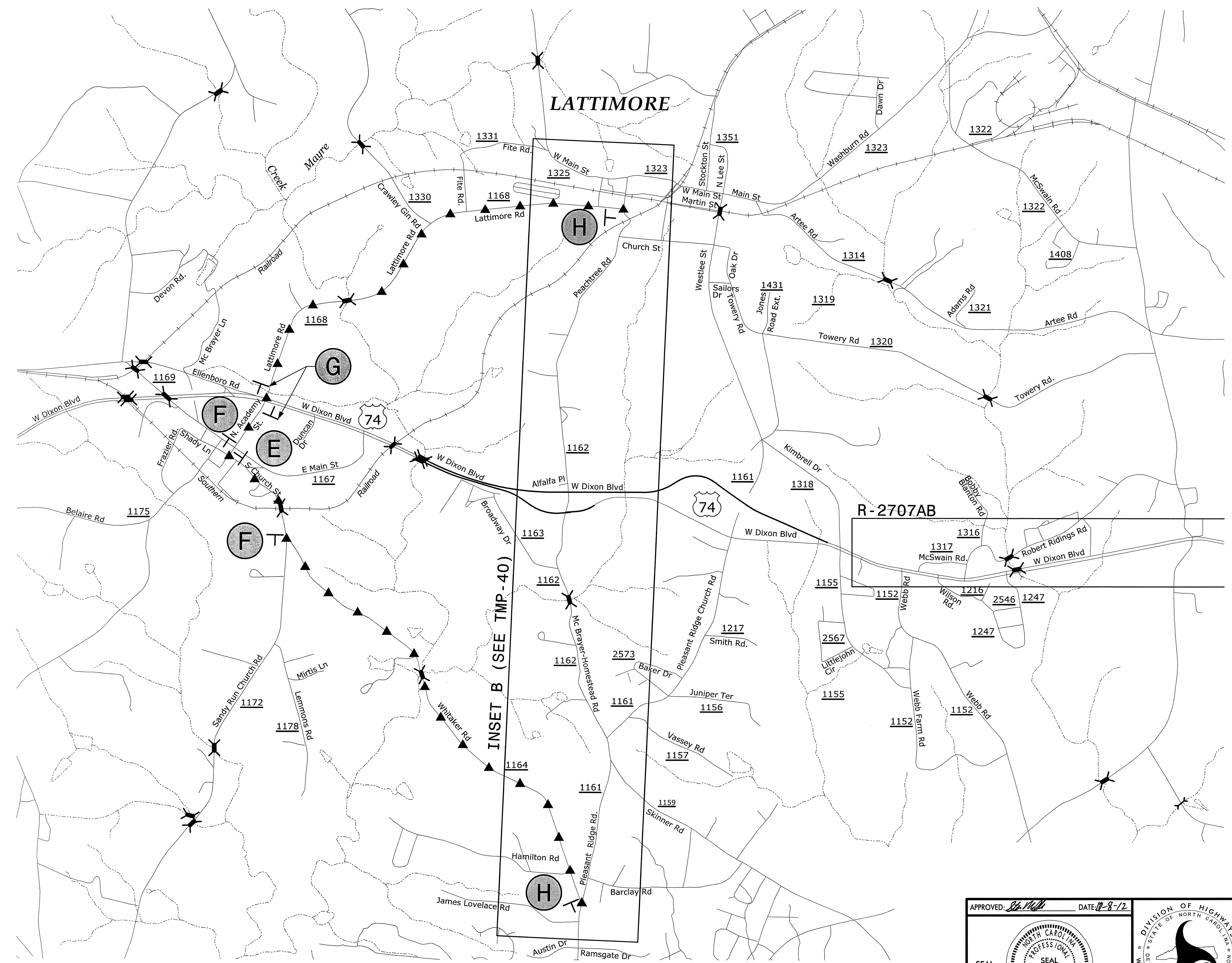
\$\$\$\$\$SYTIME\$\$\$\$\$
\$\$\$\$\$DGN\$\$\$\$\$
\$\$\$\$\$USERNAME\$\$\$\$\$



APPROVED: DATE: 11-8-12

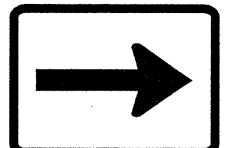


PHASE I
OFFSITE DETOUR

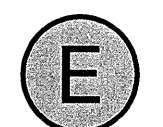


DETOUR

M4-8
24" X 12"

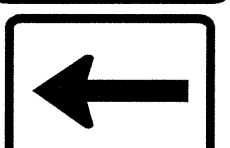


M6-1
21" X 15"



DETOUR

M4-8
24" X 12"

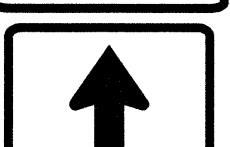


M6-1 L
21" X 15"



DETOUR

M4-8
24" X 12"



M6-3
21" X 15"



END
DETOUR

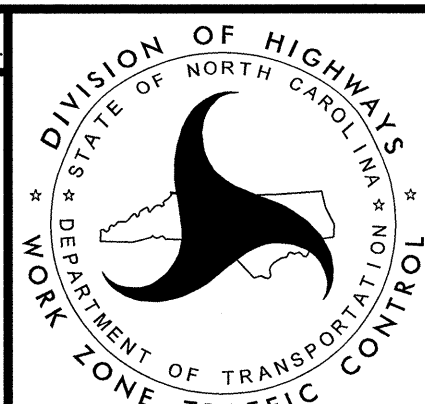
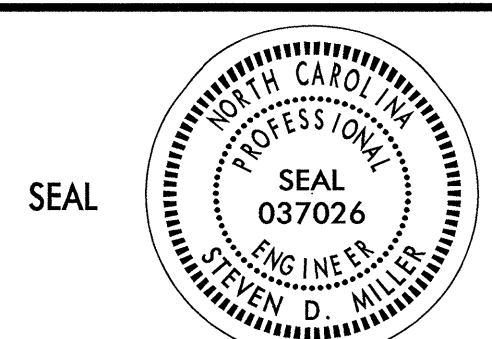
M4-8 A
24" X 18"



LEGEND

▲ — ▲ — ▲
PHASE II
DETOUR ROUTE

APPROVED: *St. Miller* DATE: 7-8-72



PHASE II
OFFSITE DETOUR

\$\$\$\$\$SYTIME\$\$\$\$\$
\$\$\$\$\$USERNAME\$\$\$\$\$

