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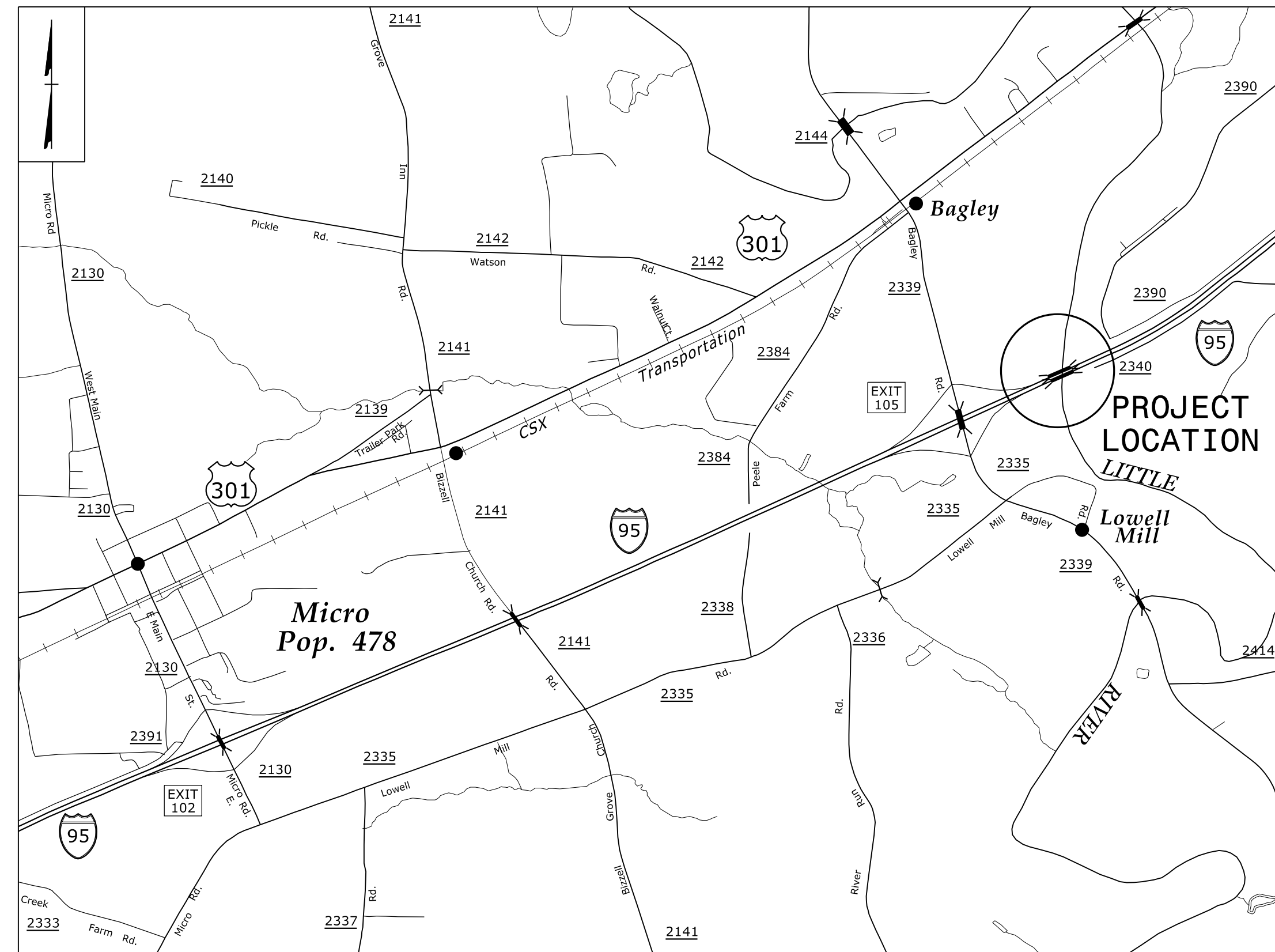
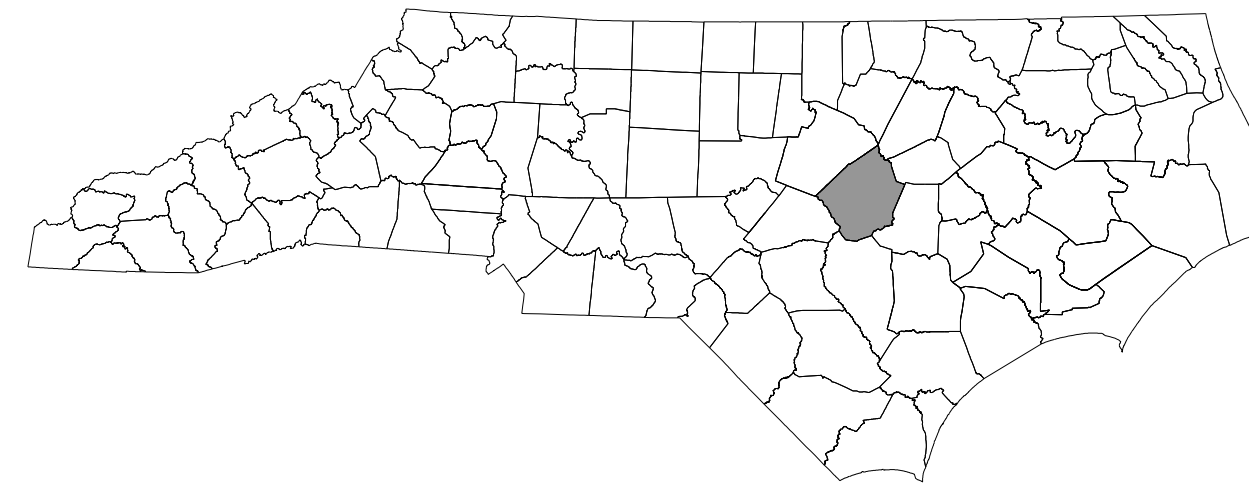
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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

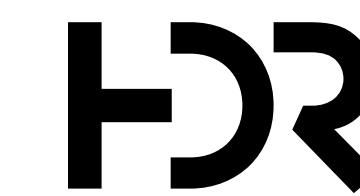
TRANSPORTATION MANAGEMENT PLAN

JOHNSTON COUNTY



SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, AND LEGEND
TMP-1B - TMP-1C	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES AND LOCAL NOTES)
TMP-2 - TMP-2A	"WORK ZONE" SPEED LIMIT REDUCTION
TMP-2B	I-95 NORTHBOUND ONRAMP DETOUR ROUTE
TMP-2C	BAGLEY ROAD OFFRAMP DETOUR ROUTE
TMP-2D	SPECIAL SIGN DESIGN
TMP-2E - TMP-2F	TEMPORARY SHORING DATA
TMP-2G	PCB AT TEMPORARY SHORING LOCATIONS
TMP-3 - TMP-3A	TEMPORARY TRAFFIC CONTROL PHASING
TMP-4	TEMPORARY TRAFFIC CONTROL: PHASE I OVERVIEW
TMP-5 - TMP-7	TEMPORARY TRAFFIC CONTROL DETAILS: PHASE I, STEPS 1-4
TMP-8	PHASE I, STEPS 1-4 TYPICAL SECTIONS
TMP-9 - TMP-11	TEMPORARY TRAFFIC CONTROL DETAILS: PHASE I, STEPS 5-7
TMP-12	PHASE I, STEPS 5-7 TYPICAL SECTIONS
TMP-13 - TMP-15	TEMPORARY TRAFFIC CONTROL DETAILS: PHASE II
TMP-16	PHASE II TYPICAL SECTIONS
TMP-17 - TMP-19	TEMPORARY TRAFFIC CONTROL DETAILS: PHASE III, STEPS 1-4
TMP-20	PHASE III, STEPS 1-4 TYPICAL SECTIONS
TMP-21	TEMPORARY TRAFFIC CONTROL DETAILS: PHASE III DETAIL - OPEN -LRPA-

PLAN PREPARED BY:



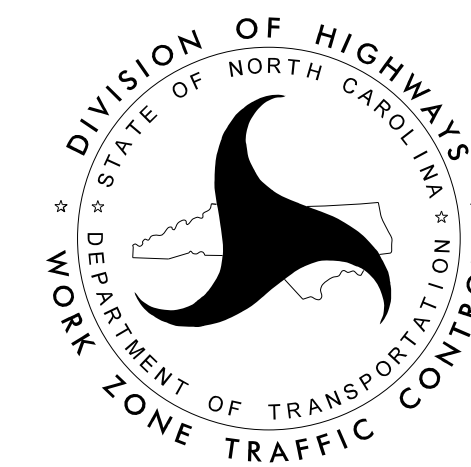
HDR Engineering, Inc. of the Carolinas
555 Fayetteville Street, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

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



APPROVED: *R. Erskine Brooks*
DATE: 9/22/2015

SEAL



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PROJECT NOTES

MANAGEMENT STRATEGIES

THIS PROJECT WILL BE COMPLETED BY MAINTAINING TRAFFIC ON THE EXISTING FACILITIES, FOLLOWED BY SHIFTS TO TEMPORARY PATTERNS. ALL WORK WILL BE COMPLETED BY USE OF LANE CLOSURES OR AWAY FROM TRAFFIC BEHIND TEMPORARY BARRIER. RECONSTRUCTION OF RAMPS A AND D WILL BE COMPLETED BY USE OF CLOSURES AND DETOURS. TEMPORARY PAVEMENT AND TRAFFIC SHIFTS WILL BE REQUIRED TO MAINTAIN TRAFFIC AND ALLOW ADEQUATE ROOM FOR CONSTRUCTION.

CONSTRUCTION OF PHASE I WILL BE COMPLETED BY MAINTAINING I-95 TRAFFIC IN THE EXISTING PATTERNS. STAGE 1 OF THE NEW BRIDGE, SHOULDER STRENGTHENING AND ALL TEMPORARY PAVEMENT CONSTRUCTION AND WIDENING FOR THE DETOUR ALIGNMENTS WILL BE COMPLETED BY USE OF LANE CLOSURES AND BEHIND BARRIER.

RAMP D WILL BE CLOSED TO COMPLETE THE -NB- ALIGNMENT CONSTRUCTION AND TIE-IN TO I-95. RAMP D WILL REMAIN CLOSED LONG-TERM TO ACCOMMODATE THE TEMPORARY I-95 NB TRAFFIC PATTERN.

RAMP A WILL BE CLOSED FOR 60 DAYS AT THE END OF PHASE I TO COMPLETE THE TEMPORARY WIDENING, WEDGING OVER THE EXISTING RAMP, AND TIE-IN TO THE EXISTING RAMP AND -SBRPA-.

TEMPORARY WEDGING ON I-95 REQUIRED FOR COMPLETION AND TIE-IN OF THE DETOUR ALIGNMENTS WILL BE PLACED USING LANE CLOSURES.

TRAFFIC WILL BE SHIFTED TO THE DETOUR ALIGNMENTS FOR CONSTRUCTION OF PHASE II. STAGE 2 OF THE NEW BRIDGE AND THE NEW CONCRETE TRAVEL LANES WILL BE COMPLETED BEHIND BARRIER. TEMPORARY PAVEMENT AND GUARDRAIL WILL BE PLACED IN THE MEDIAN TO ACCOMMODATE THE PHASE 3 TRAFFIC PATTERN.

TRAFFIC WILL BE SHIFTED TO THE TEMPORARY PATTERN TO BEGIN COMPLETION OF ALL CONSTRUCTION IN PHASE 3.

RAMP A WILL BE CLOSED FOR 30 DAYS AT THE BEGINNING OF PHASE III TO COMPLETE CONSTRUCTION OF -LRPA- AND THE TIE-IN TO THE EXISTING RAMP AND FINAL I-95 SB TRAVEL LANES.

UPON COMPLETION OF ALL WORK ON I-95 AND THE RAMPS, I-95 TRAFFIC WILL BE SHIFTED TO THE FINAL PATTERN AND RAMPS A AND D WILL BE REOPENED. (THE OPENING OF THE RAMPS ARE NOT RESTRICTED TO OCCUR CONCURRENTLY.)

USING LANE CLOSURES, THE TEMPORARY PAVEMENT AND GUARDRAIL WILL BE REMOVED FROM THE MEDIAN, THEN FINAL MEDIAN GRADING, MILLING AND ASPHALT OVERLAY, AND PERMANENT GUARDRAIL WILL BE INSTALLED TO COMPLETE THE PROJECT.

GENERAL NOTES

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

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

TIME RESTRICTIONS

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

ROAD NAME	DAY AND TIME RESTRICTIONS
I-95	MONDAY THRU THURSDAY - 7:00 A.M. TO 8:00 P.M. AND FRIDAY 7:00 A.M. TO SUNDAY 10:00 P.M.

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

ROAD NAME
I-95 I-95 RAMPS, EXCLUDING EXIT 105 (BAGLEY ROAD) RAMPS A AND D AS NOTED WITHIN THE PROJECT PHASING AND DETAILS

HOLIDAY

1. FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
2. FOR NEW YEAR'S DAY, BETWEEN THE HOURS OF 6:30 A.M. DECEMBER 31st AND 8:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY, THEN UNTIL 8:00 P.M. THE FOLLOWING TUESDAY.
3. FOR EASTER, BETWEEN THE HOURS OF 6:30 A.M. THURSDAY AND 8:00 P.M. TUESDAY.
4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:30 A.M. FRIDAY AND 8:00 P.M. WEDNESDAY.
5. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:30 A.M. THE FRIDAY BEFORE THE WEEK OF INDEPENDENCE DAY AND 8:00 P.M. THE FOLLOWING MONDAY AFTER THE WEEK OF INDEPENDENCE DAY.
6. FOR LABOR DAY, BETWEEN THE HOURS OF 6:30 A.M. FRIDAY AND 8:00 P.M. WEDNESDAY.
7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:30 A.M. TUESDAY AND 8:00 P.M. MONDAY.
8. FOR CHRISTMAS, BETWEEN THE HOURS OF 6:30 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 8:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

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

LANE AND SHOULDER CLOSURE REQUIREMENTS

- D) 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.
- E) 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.
- F) 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.
- G) 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.
- H) 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

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

TRAFFIC PATTERN ALTERATIONS


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

REVISIONS

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		PROJECT NOTES

PROJECT NOTES

PROJ. REFERENCE NO.	SHEET NO.
I-3318BB	TMP-1C
 HDR Engineering, Inc. of the Carolinas 555 Fayetteville Street, Suite 900, Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	

GENERAL NOTES (CONTINUED)

SIGNING

- L) 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.
- M) 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.
- N) 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.
- O) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- P) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 500 FT IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC BARRIER

- Q) 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.

- R) 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

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

- V) INSTALL TEMPORARY PAVEMENT MARKING LINES ON ALL SURFACES AS FOLLOWS:

ROAD NAME	MARKING	MARKER
I-95 & RAMPS	WORK ZONE PERFORMANCE	TEMPORARY RAISED

(SEE PROJECT SPECIAL PROVISIONS)

- W) INSTALL TEMPORARY PAVEMENT MARKING SYMBOLS ON ALL SURFACES AS FOLLOWS:

ROAD NAME	MARKING
I-95 & RAMPS	PAINT

- X) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- Y) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

MISCELLANEOUS




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

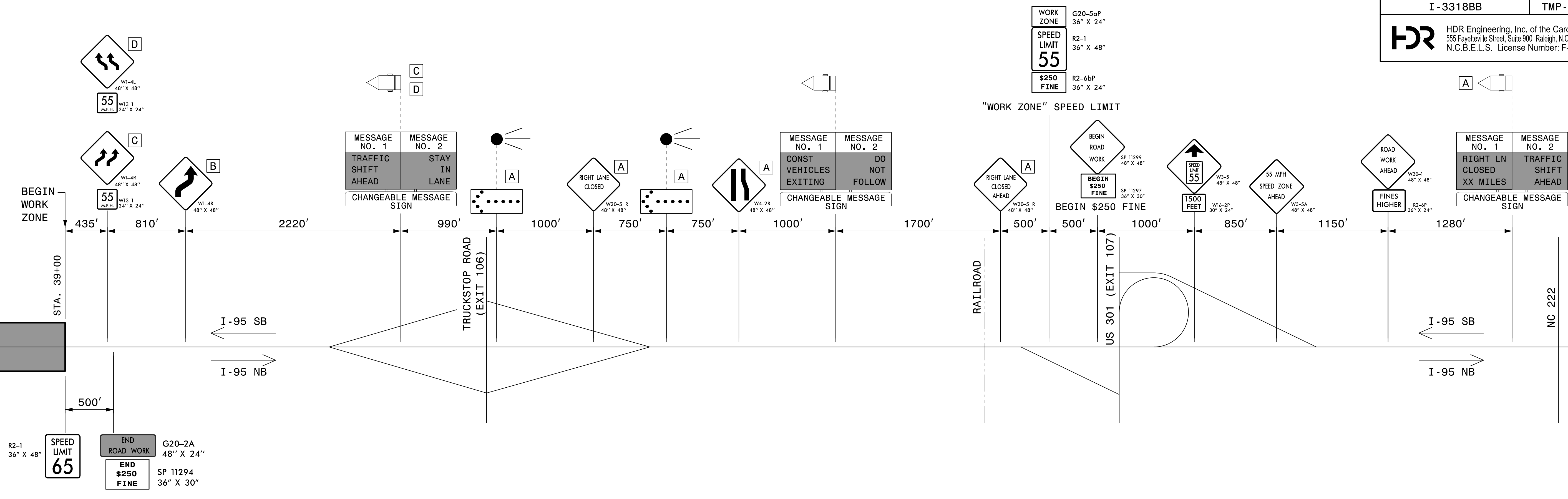
LOCAL NOTES

- LN-01) TO PREVENT IMPEDING TRAFFIC FLOWS ON I-95, ALL PROJECT MATERIAL DELIVERIES FROM I-95 WILL BE PROHIBITED DURING THE TIMES AS SPECIFIED IN GENERAL NOTE A, AS SHOWN ON SHEET TMP-1B. PROJECT MATERIAL DELIVERIES TO CONSTRUCTION STAGING AREAS AND TO THE PROJECT SITE FROM ADJACENT SERVICE ROADS WILL NOT BE SUBJECTED TO ANY TIME RESTRICTIONS.
- LN-02) COMPLETE INSTALLATION AND CONSTRUCTION OF THE FOLLOWING PRIOR THE CLOSURE OF EXIT 105, BAGLEY ROAD (SR 2339) RAMPS A AND/OR D:
 - TEMPORARY SIGNAL AT MICRO ROAD (SR 2130) / I-95 SB (EXIT 102) RAMP INTERSECTION.
 - -DET1- [RAMP D ACCELERATION LANE TO I-95 NB AT EXIT 102, MICRO ROAD (SR 2130)]. (SEE LOCAL NOTE LN-03)
 - -DET2- [RAMP B ACCELERATION LANE TO I-95 SB AT EXIT 105, BAGLEY ROAD (SR 2339)]. (SEE LOCAL NOTE LN-03)

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REVISIONS

APPROVED:  DATE: 10/1/2015 SEAL 		PROJECT NOTES
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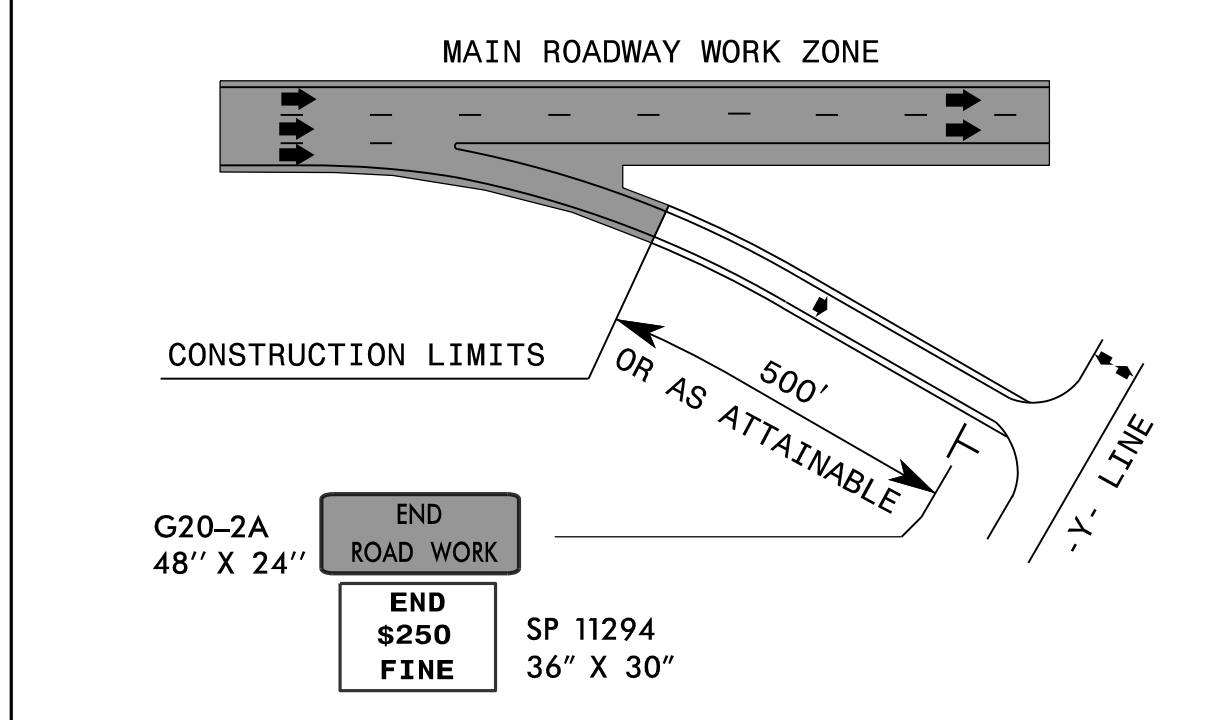
NOTES

- 1) THE WORK ZONE SPEED LIMIT SIGNS ARE TO BE MOUNTED FROM 7' ABOVE EDGE OF PAVEMENT ELEVATION.
- 2) PROVIDE ADDITIONAL POSTED "WORK ZONE" SPEED LIMIT AND "\$250 SPEEDING FINE" SIGNS WITHIN THE WORK AREA AS DIRECTED BY THE ENGINEER.
- 3) THE STATE TRAFFIC ENGINEER HAS TO ORDINANCE THE SPEED LIMIT REDUCTION IN ORDER FOR THE REDUCTION TO BE VALID AND ENFORCEABLE. NO "WORK ZONE" SPEED LIMIT SIGNS SHALL BE INSTALLED PRIOR TO RECEIVING A SIGNED ORDINANCE. IN ADDITION, THE \$250 SPEEDING FINE ALSO REQUIRES A SEPARATE SIGNED ORDINANCE BY THE STATE TRAFFIC ENGINEER. NO "\$250 SPEEDING FINE" SIGNS SHALL BE INSTALLED PRIOR TO RECEIVING A SIGNED ORDINANCE. INSTALL AND REMOVE SIGNS AS DESCRIBED IN THE PROJECT PHASING.
- 4) TWO SIGNS SHALL BE PLACED AT EACH LOCATION. ONE SIGN WITHIN THE MEDIAN AND ONE SIGN ON THE OUTSIDE SHOULDER.
- 5) MODIFY, COVER, OR REMOVE SIGNING UPON REMOVAL OF LANE CLOSURES OR SHIFTING TO SUBSEQUENT PHASES.
- 6) ADJUST SIGN LOCATIONS AS DIRECTED BY THE ENGINEER.

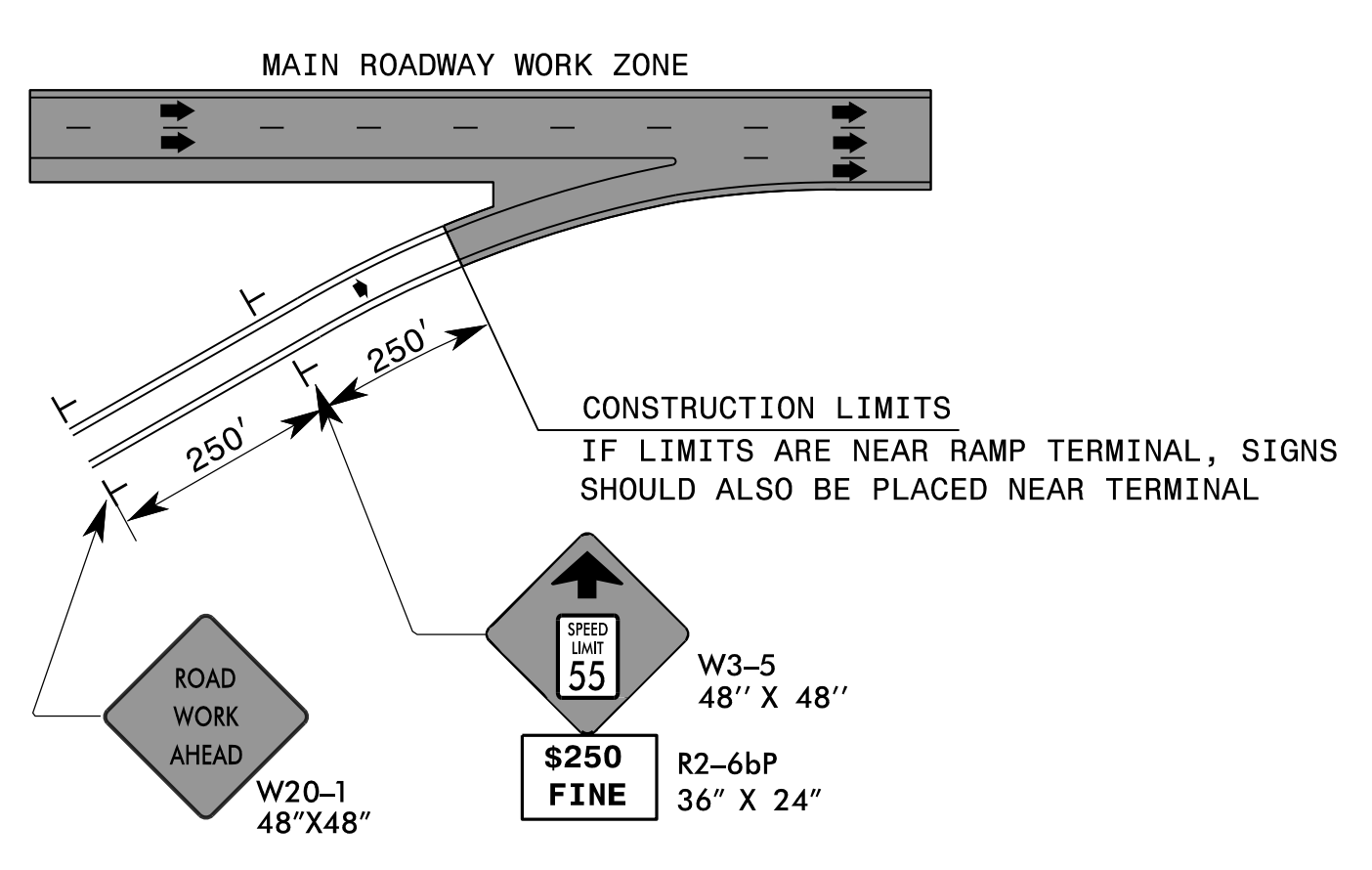
THESE SIGNS AND DEVICES, WITH ASSOCIATED DIMENSIONS, ARE SHOWN TO CLARIFY THE RELATIONSHIP BETWEEN SIGNS AND DEVICES ON THE ROADWAY STANDARD DRAWINGS AND SIGNS ON THE SPEED LIMIT REDUCTION DETAIL, WITH MODIFIED DISTANCES TO ACCOMMODATE SPECIFIC SITE CONDITIONS.

- A** DENOTES SIGNS AND DEVICES TO BE INSTALLED PER MODIFICATION TO RSD 1101.02, SHEETS 3 AND 4 OF 15.
- B** SIGNS TO BE INSTALLED WITH USE OF RSD 1101.02, SHEET 5 OF 15.
- C** SIGNS AND DEVICES TO BE INSTALLED IN PHASE II.
- D** SIGNS AND DEVICES TO BE INSTALLED IN PHASE III, STEPS 1-4.

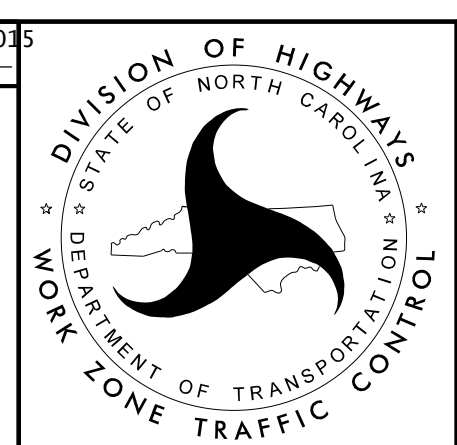
EXIT RAMPS



ENTRANCE RAMPS

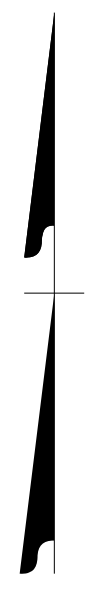


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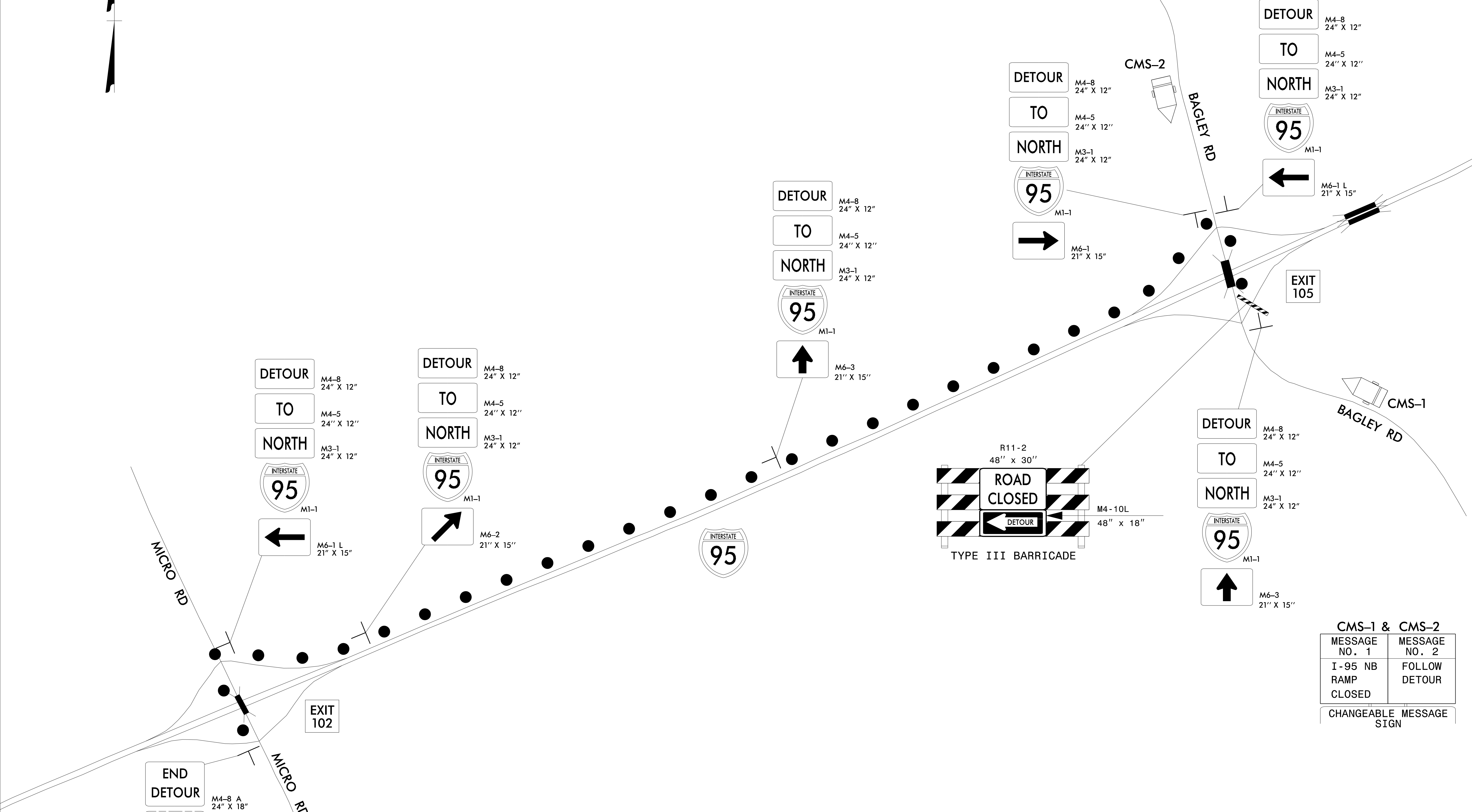
**I-95 SB
 "WORK ZONE"
 SPEED LIMIT REDUCTION**

REVISIONS



REVISIONS

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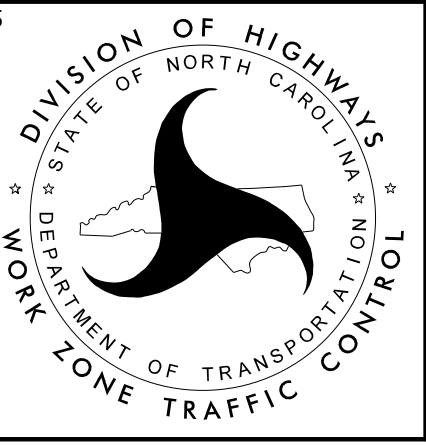
CMS-1 & CMS-2	
MESSAGE NO. 1	MESSAGE NO. 2
I-95 NB RAMP CLOSED	FOLLOW DETOUR

CHANGEABLE MESSAGE SIGN

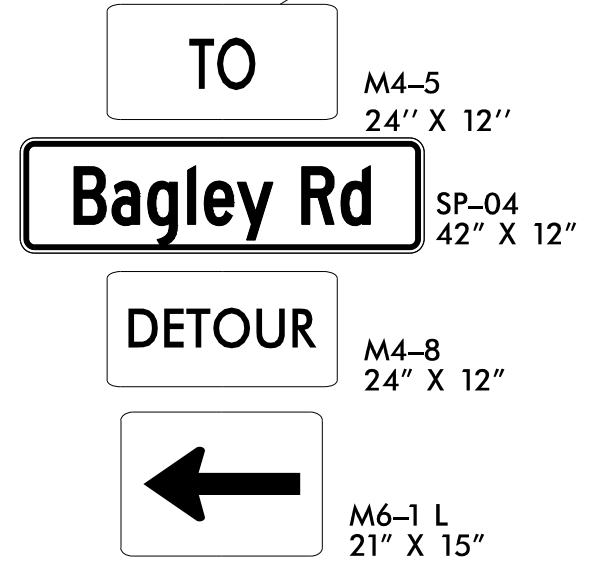
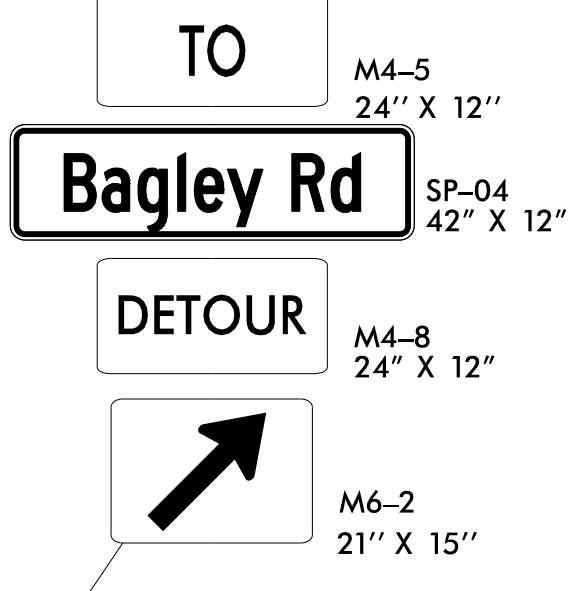
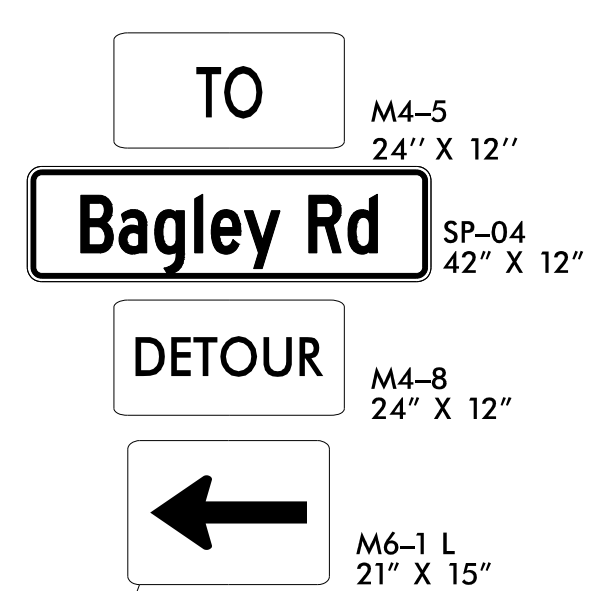
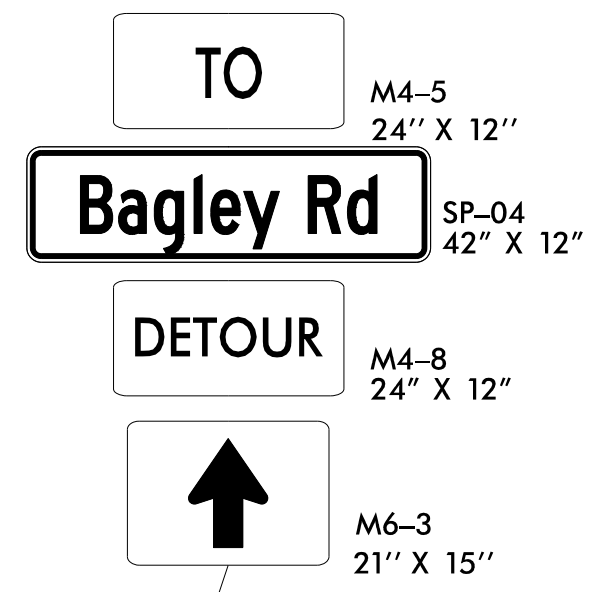
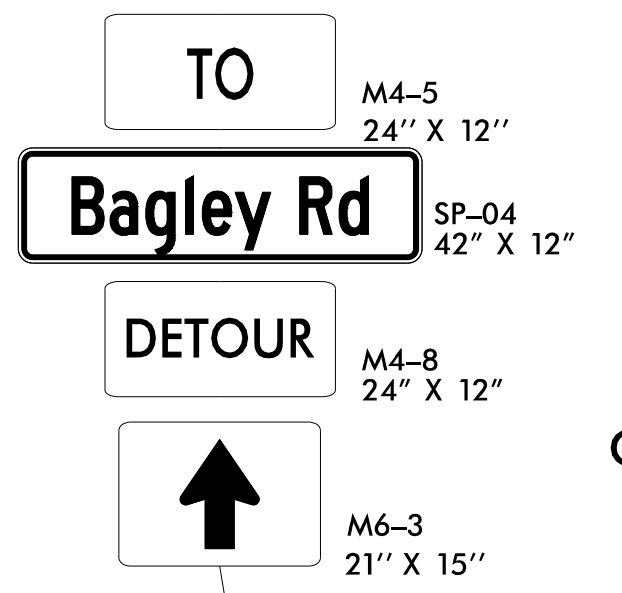
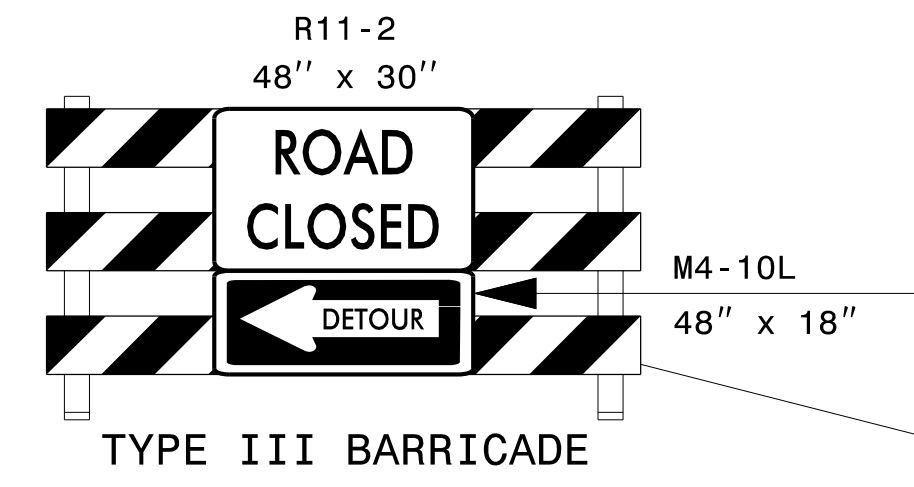
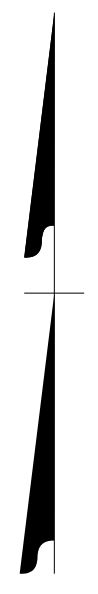
LEGEND

● ● ● I-95 NB ONRAMP DETOUR ROUTE

APPROVED: *K. Erskine Brooks* DATE: 9/22/2015
 SEAL
 NORTH CAROLINA PROFESSIONAL SEAL 032584
 ENGINEER
 P. ERSKINE BROOKS



I-95 NORTHBOUND ONRAMP DETOUR ROUTE



USE DRUMS AT 10' SPACING TO CLOSE EXIT 105 SB OFF-RAMP

CMS-1


MESSAGE NO. 1	MESSAGE NO. 2
EXIT 105 CLOSED	FOLLOW DETOUR EXIT 102

CHANGEABLE MESSAGE SIGN


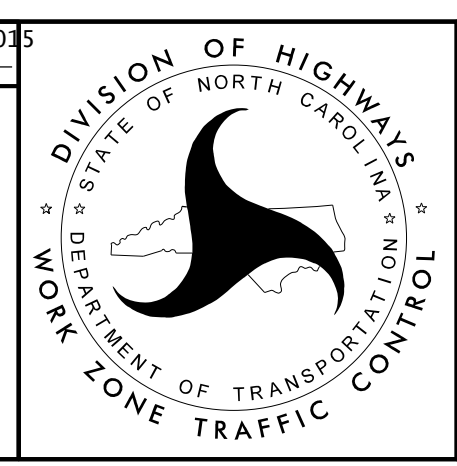


SEE TMP-2C FOR SPECIAL SIGN DESIGN



APPROVED:  DATE: 9/22/2015

SEAL

BAGLEY RD OFFRAMP DETOUR ROUTE

PLOT DRIVER: NCDOT_pdf_mono_eng_100.plt
 USER: erbrooks
 DATE: 7/30/2015
 TIME: 4:08:17 PM
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REVISIONS

SIGN NUMBER: SP-01 TYPE: D QUANTITY: 1 SIGN WIDTH: 3'-6" HEIGHT: 1'-0" TOTAL AREA: 3.5 Sq.Ft. BORDER TYPE: FLUSH RECESS: 0.38" WIDTH: 0.38" RADII: 1.5" NO. Z BARS: LENGTH:	BACKG COLOR: Orange COPY COLOR: Black <table border="1"> <thead> <tr> <th>SYMBOL</th> <th>X</th> <th>Y</th> <th>WIDTH</th> <th>HEIGHT</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table> MAT'L: 0.125" (3.2 mm) ALUMINUM	SYMBOL	X	Y	WIDTH	HEIGHT																																				DESIGN BY: LLT PROJECT ID: I-3318BB CHECKED BY: DHK DIV: 4 DATE: Sep 22, 2014
SYMBOL	X	Y	WIDTH	HEIGHT																																						

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

USE NOTES: 1,2
1. Legend and border shall be direct applied non reflective sheeting.
2. Background shall be Grade C reflective sheeting.

Letter spacings are to start of next letter										Series/Size
B	a	g	l	e	y		R	d		Text Length
5.6	9.5	13.3	17.4	19.1	22.6	26.3	29.3	33.4		C 2000
										30.8

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REVISIONS

APPROVED: DATE: 9/22/2015 		SPECIAL SIGN DESIGN
--------------------------------	--	----------------------------

NOTES FOR TEMPORARY SHORING No. 5

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.

DESIGN TEMPORARY SHORING FROM -L- STA. 25+65 +/- (NB) 47.2 FT. RIGHT TO -L- STA. 26+15 +/- (NB) 47.2 FT. RIGHT 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 = 136 FT

DO NOT USE A TEMPORARY WALL FOR THE TEMPORARY SHORING FROM -L- STA. 25+65 +/- (NB) 47.2 FT. RIGHT TO -L- STA. 26+15 +/- (NB) 47.2 FT. RIGHT

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM -L- STA. 25+65 +/- (NB) 47.2 FT. RIGHT TO -L- STA. 26+15 +/- (NB) 47.2 FT. RIGHT. SEE STANDARD DRAWING NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

DRIVEN PILING FOR TEMPORARY SHORING FROM -L- STA. 25+65 +/- (NB) 47.2 FT. RIGHT TO -L- STA. 26+15 +/- (NB) 47.2 FT. RIGHT WILL NOT PENETRATE BELOW ELEVATION 124 FT. DUE TO OBSTRUCTIONS, VERY DENSE OR HARD SOIL, BOULDERS OR WEATHERED HARD ROCK.

NOTES FOR TEMPORARY SHORING No. 7

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.

DESIGN TEMPORARY SHORING FROM -L- STA. 26+00 +/- (SB) 44.0 FT. LEFT TO -L- STA. 26+52 +/- (SB) 44.0 FT. LEFT 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 = 132 FT

DO NOT USE A TEMPORARY WALL FOR THE TEMPORARY SHORING FROM -L- STA. 26+52 +/- (SB) 44.0 FT. LEFT TO -L- STA. 26+00 +/- (SB) 44.0 FT. LEFT

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM -L- STA. 26+00 +/- (SB) 44.0 FT. LEFT TO -L- STA. 26+52 +/- (SB) 44.0 FT. LEFT. SEE STANDARD DRAWING NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

DRIVEN PILING FOR TEMPORARY SHORING FROM -L- STA. 26+00 +/- (SB) 44.0 FT. LEFT TO -L- STA. 26+52 +/- (SB) 44.0 FT. LEFT WILL NOT PENETRATE BELOW ELEVATION 122 FT. DUE TO OBSTRUCTIONS, VERY DENSE OR HARD SOIL, BOULDERS OR WEATHERED HARD ROCK.

NOTES FOR TEMPORARY SHORING No. 6

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.

DESIGN TEMPORARY SHORING FROM -L- STA. 25+84 +/- (NB) 50.0 FT. RIGHT TO -L- STA. 26+15 +/- (NB) 50.0 FT. RIGHT 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 = 136 FT

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR THE TEMPORARY SHORING FROM -L- STA. 25+84 +/- (NB) 50.0 FT. RIGHT TO -L- STA. 26+15 +/- (NB) 50.0 FT. RIGHT

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM -L- STA. 25+84 +/- (NB) 50.0 FT. RIGHT TO -L- STA. 26+15 +/- (NB) 50.0 FT. RIGHT. SEE STANDARD DRAWING NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

WHEN BACKFILL FOR BRIDGE APPROACH FILLS OVERLAPS WITH THE REINFORCED ZONE OF TEMPORARAY WALLS, USE SHORING BACKFILL OR BACKFILL MATERIAL REQUIRED FOR BRIDGE APPORACH FILLS, WHICHEVER IS BETTER, IN THE REINFORCED ZONE OF TEMPORARY WALLS.

NOTES FOR TEMPORARY SHORING No. 8

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.


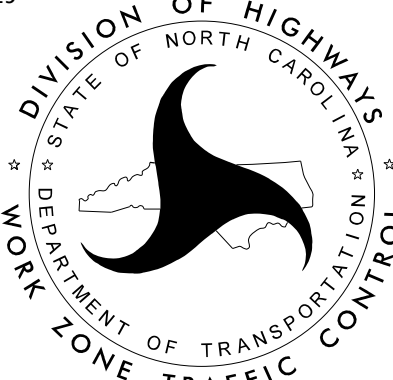
DESIGN TEMPORARY SHORING FROM -L- STA. 26+20 +/- (SB) 46.0 FT. LEFT TO -L- STA. 26+52 +/- (SB) 46.0 FT. LEFT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 132 FT

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR THE TEMPORARY SHORING FROM -L- STA. 26+20 +/- (SB) 46.0 FT. LEFT TO -L- STA. 26+52 +/- (SB) 46.0 FT. LEFT

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM -L- STA. 26+20 +/- (SB) 46.0 FT. LEFT TO -L- STA. 26+52 +/- (SB) 46.0 FT. LEFT. SEE STANDARD DRAWING NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

WHEN BACKFILL FOR BRIDGE APPROACH FILLS OVERLAPS WITH THE REINFORCED ZONE OF TEMPORARAY WALLS, USE SHORING BACKFILL OR BACKFILL MATERIAL REQUIRED FOR BRIDGE APPORACH FILLS, WHICHEVER IS BETTER, IN THE REINFORCED ZONE OF TEMPORARY WALLS.

APPROVED:  DATE: 10/14/2015 <small>DocuSigned by: James R Batts, Jr. D2BE1D0897E34D7</small>		TEMPORARY SHORING DATA
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 DATE: 9/29/2015
 REVISIONS

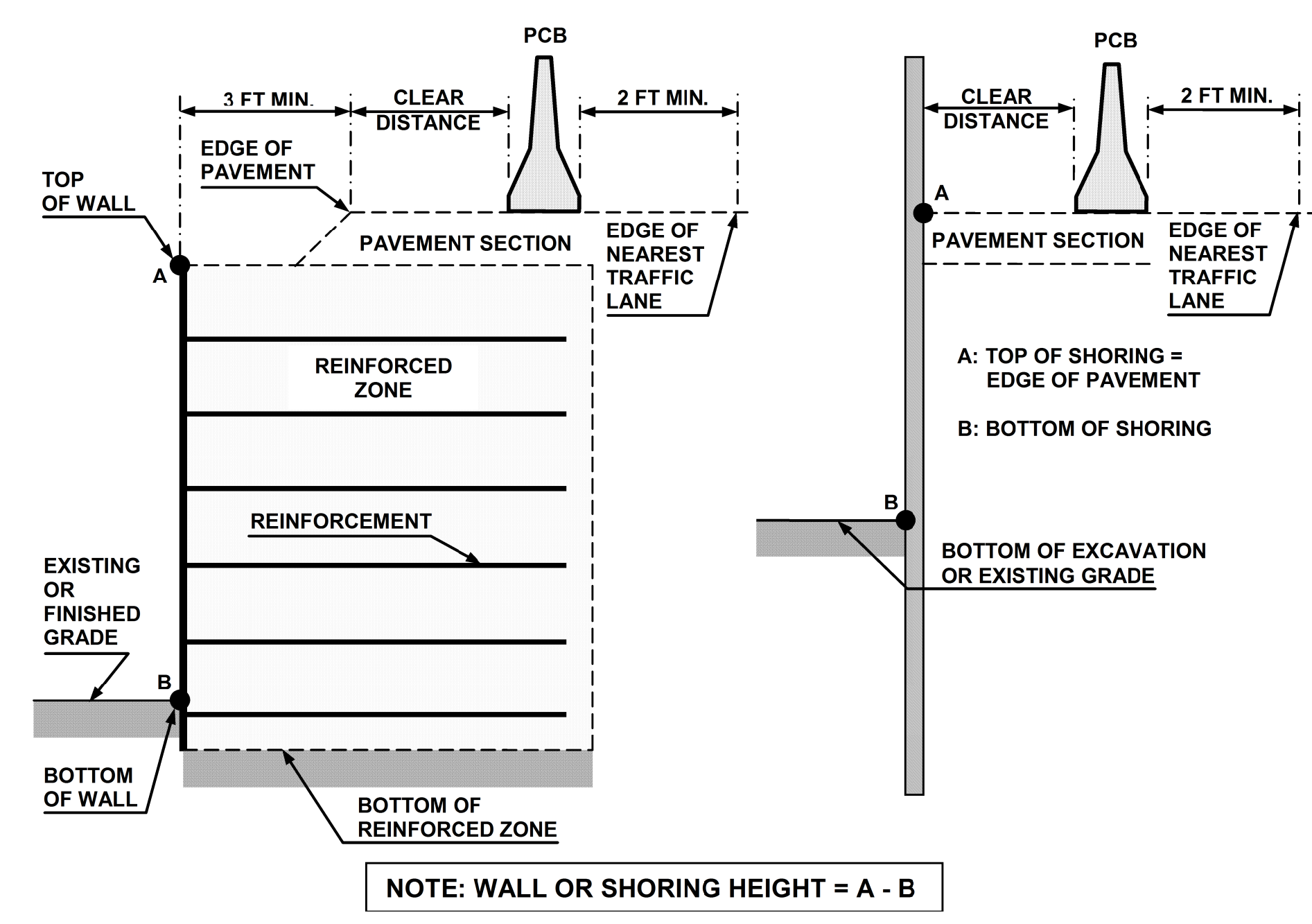


FIGURE A

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.

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

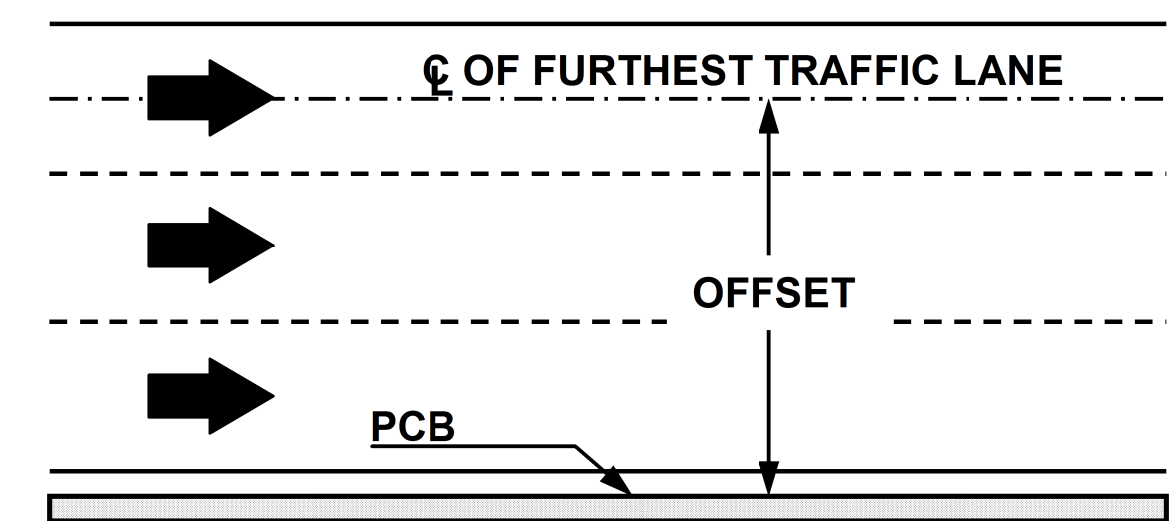



FIGURE B

APPROVED: <i>Steve Lefe</i> DATE: 9/22/2015			<p>PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS</p>
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PLOT DRIVER: NCDOT_pdf_memo_eng_100.plt
 USER: erbrooks
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 TIME: 4:08:42 PM
 DATE: 7/30/2015
 REVISIONS

PHASING

PROJ. REFERENCE NO.	SHEET NO.
I-3318BB	TMP-3
 HDR Engineering, Inc. of the Carolinas 555 Fayetteville Street, Suite 900, Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	

NOTES:

BEFORE BEGINNING ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL INSTALL ALL ADVANCE WARNING SIGNS AND TRAFFIC CONTROL DEVICES. SEE SIGNING AND DEVICE PLACEMENT LOCATIONS, AS SHOWN ON SHEETS TMP-2 AND TMP-2A. FIELD VERIFY LOCATIONS WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.

COMPLETE ANY PROPOSED OR TEMPORARY WIDENING IN SUCH A MANNER THAT NO PONDING OF WATER WILL OCCUR WITHIN THE TRAVEL LANE.

WHEN USING LANE CLOSURES (RSD 1101.02), RETURN TRAFFIC TO EXISTING PATTERN(S) AT THE END OF THE ALLOWABLE WORK PERIOD.

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

COVER ALL OPEN DRAINAGE STRUCTURES ADJACENT TO TRAFFIC WITH TEMPORARY STEEL PLATES, OR AS DIRECTED BY THE ENGINEER.

FOR ALL WORK ON I-95, SEE LOCAL NOTE LN-01 (SHEET TMP-1C) FOR RESTRICTIONS REGARDING PROJECT MATERIAL DELIVERIES.

PHASE I (SHEETS TMP-4 - TMP-8)

STEP 1:

USING FLAGGERS, LANE CLOSURES, AND LAW ENFORCEMENT (RSD 1101.02, SHEET 1 OF 15) AS NECESSARY, INSTALL AND ACTIVATE THE TEMPORARY SIGNAL ON MICRO ROAD (SR 2130) AT THE I-95 SB RAMP INTERSECTION (EXIT 102). (SEE SHEET TMP-4 AND LOCAL NOTE LN-02, SHEET TMP-1C, AND SIGNAL PLANS)

USING LANE CLOSURES (RSD 1101.02, SHEETS 4 AND 9 OF 15), CONSTRUCT WIDENING AND EXTENSION OF THE I-95 ON RAMPS IN THE FOLLOWING LOCATIONS, INCLUDING THE FINAL ASPHALT SURFACE COURSE, DURING NIGHT HOURS: (SEE SHEET TMP-4 AND LOCAL NOTE LN-02, SHEET TMP-1C)

- -DET1- [I-95 NB (EXIT 102), RAMP D, FROM MICRO ROAD (SR 2130)]
- -DET2- [I-95 SB (EXIT 105), RAMP B, FROM BAGLEY ROAD (SR 2339)]

USING LANE CLOSURES (RSD 1101.02, SHEETS 4, 9, AND 10 OF 15), RECONSTRUCT THE EXISTING SHOULDERS ON EXISTING I-95 SB FROM -L- STA. 30+35 +/- TO STA. 37+25 +/- (LT). (SEE SHEETS TMP-6 AND TMP-7)

USING LANE CLOSURES (RSD 1101.02, SHEETS 4, 9, AND 10 OF 15), MILL AND FILL EXISTING RUMBLE STRIPS ALONG EXISTING I-95 NB AND SB WHERE SHOWN ON SHEET TMP-6.

USING FLAGGERS AND LANE CLOSURES (RSD 1101.02, SHEET 1 OF 15) AS NECESSARY, CONSTRUCT -Y- FROM STA. 10+15 +/- TO STA. 18+30 +/- . (SEE SHEETS TMP-6 - TMP-7)

STEP 2:

USING LANE CLOSURES (RSD 1101.02, SHEETS 4, 9, AND 10 OF 15), INSTALL PCB ALONG I-95 SB, AS SHOWN ON SHEETS TMP-6 - TMP-7.

NOTE: UPON RECEIVING A SIGNED ORDINANCE FROM THE STATE TRAFFIC ENGINEER REDUCING THE WORK ZONE SPEED LIMIT AND \$250 SPEEDING FINE, THE NECESSARY SIGNING DETAILED ON TMP-2 AND TMP-2A MAY BE INSTALLED OR UNCOVERED WHEN BEGINNING INSTALLATION OF PCB.

WORKING IN A CONTINUOUS MANNER, USING LANE CLOSURES (RSD 1101.02, SHEET 4 AND 9 OF 15), PLACE FINAL PAVEMENT MARKINGS IN EACH OF THE FOLLOWING LOCATIONS AND OPEN EACH TO THE FINAL TRAFFIC PATTERN:

- -DET1- [I-95 NB (EXIT 102), RAMP D, FROM MICRO ROAD (SR 2130)]
- -DET2- [I-95 SB (EXIT 105), RAMP B, FROM BAGLEY ROAD (SR 2339)]

WORKING IN A CONTINUOUS MANNER, USING FLAGGERS AND LANE CLOSURES (RSD 1101.02, SHEET 1 OF 15), PLACE FINAL PAVEMENT MARKINGS ON -Y- AND OPEN TO THE FINAL TRAFFIC PATTERN.

STEP 3:

AWAY FROM TRAFFIC AND USING LANE CLOSURES (RSD 1101.02, SHEETS 4, 9, AND 10 OF 15), AS NECESSARY, INSTALL TEMPORARY SHORING NOS. 1, 3, 5, AND 7. (SEE SHEET TMP-6)

AWAY FROM TRAFFIC AND USING LANE CLOSURES (RSD 1101.02, SHEETS 4, 5, 9, AND 10 OF 15), AS NECESSARY, BEGIN CONSTRUCTION OF THE FOLLOWING: (SEE SHEETS TMP-6 - TMP-7)

- -SB- FROM STA. 19+50 +/- TO STA. 26+13 +/- (LT)
 - * INCLUDING SHORING NOS. 4 AND 8
- -NB- FROM STA. 19+25 +/- TO STA. 25+00 +/- (RT)
 - * INCLUDING SHORING NOS. 2 AND 6

AWAY FROM TRAFFIC AND USING LANE CLOSURES (RSD 1101.02, SHEETS 4 AND 10 OF 15), AS NECESSARY, BEGIN CONSTRUCTION OF TEMPORARY PAVEMENT ON -SB- FROM STA. 26+13 +/- TO STA. 34+67 +/- (LT)

STEP 4:

CLOSE AND DETOUR EXISTING RAMP D FROM BAGLEY ROAD (SR 2339) TO I-95 NB, THEN PROCEED DIRECTLY TO STEP 5. (SEE SHEET TMP-9. SEE DETOUR ROUTE, SHEET TMP-2A. SEE LOCAL NOTE LN-02, SHEET TMP-1C)

PHASE I (SHEETS TMP-9 - TMP-12)

THE CONTRACTOR MAY CONDUCT WORK IN PHASE I, STEPS 5 - 9 CONCURRENTLY WITH PHASE I, STEP 10.

STEP 5:

USING LANE CLOSURES (RSD 1101.02, SHEETS 4 AND 10 OF 15), RECONSTRUCT THE EXISTING SHOULDER ON EXISTING I-95 NB FROM -L- STA. 31+90 +/- TO STA. 35+90 +/- (RT). (SEE SHEET TMP-11)

STEP 6:

USING LANE CLOSURES (RSD 1101.02, SHEETS 4 AND 10 OF 15), INSTALL PCB ALONG I-95 NB, AS SHOWN ON SHEETS TMP-10 AND TMP-11.

STEP 7:

AWAY FROM TRAFFIC AND USING LANE CLOSURES (RSD 1101.02, SHEETS 4, 5, 9, AND 10 OF 15), AS NECESSARY, CONSTRUCT THE FOLLOWING: (SEE SHEETS TMP-9 - TMP-11)

- -NB- FROM STA. 16+83 +/- TO STA. 19+25 +/- (RT)
- -NB- FROM STA. 25+00 +/- TO STA. 26+44 +/- (RT)

AWAY FROM TRAFFIC AND USING LANE CLOSURES (RSD 1101.02, SHEETS 4, 5, 9, AND 10 OF 15), AS NECESSARY, CONSTRUCT TEMPORARY PAVEMENT IN THE FOLLOWING AREAS: (SEE SHEETS TMP-9 - TMP-11)

- -NB- FROM STA. 7+62 +/- TO STA. 16+83 +/- (RT)
- -NB- FROM STA. 26+44 +/- TO STA. 35+13 +/- (RT)

USING LANE CLOSURES (RSD 1101.02, SHEETS 4, 9, AND 10 OF 15) AS NECESSARY, PLACE ASPHALT WEDGING OVER EXISTING I-95 NB TRAVEL LANES IN CONJUNCTION WITH THE ADJACENT TEMPORARY WIDENING FROM -NB- STA. 13+50 +/- TO STA. 17+50 +/- (SEE SHEET TMP-6)

NOTE: PLACE VARIABLE DEPTH WEDGING FROM THE DETOUR PAVEMENT ELEVATION TO THE EXISTING SURFACE. WEDGE EXISTING RAMP GORE AREAS AS NECESSARY TO MAINTAIN POSITIVE DRAINAGE AND PROPER SUPERELEVATION ROLLOVERS.

COMPLETE CONSTRUCTION OF -NB- AND -SB- PREVIOUSLY BEGUN.

STEP 8:

AWAY FROM TRAFFIC, PLACE PCB IN THE FOLLOWING LOCATIONS. INSTALL CRASH CUSHIONS TO PROTECT THE BEGINNING OF THE PCB FOR EACH DIRECTION OF TRAVEL. (REMAINING SECTIONS OF PCB REQUIRED FOR PHASE II CONSTRUCTION WILL BE PLACED FOLLOWING COMPLETION OF TRAFFIC SHIFT, NOTED IN PHASE I, STEP 9.) (SEE SHEETS TMP-13 - TMP-15)

- -NB- FROM STA. 13+00 +/- TO STA. 29+00 +/-
 - * ANCHORED PCB FROM STA. 16+80 +/- TO STA. 26+50 +/-
- -SB- FROM STA. 19+95 +/- TO STA. 27+05 +/-
 - * ANCHORED PCB FROM STA. 19+95 +/- TO STA. 26+15 +/-

USING LANE CLOSURES (RSD 1101.02, SHEET 4 OF 15), REMOVE PCB ADJACENT TO EXISTING I-95 NB LANES THAT IS IN CONFLICT WITH THE PROPOSED PHASE 2 PATTERN.

THE CONTRACTOR SHALL COMPLETE PHASE I, STEP 9 CONCURRENTLY WITH PHASE I, STEP 10, THEN PROCEED DIRECTLY TO PHASE II.

STEP 9:

WORKING IN A CONTINUOUS MANNER AND USING LANE CLOSURES (RSD 1101.02, SHEETS 4, 9, AND 10 OF 15), AS NECESSARY, PLACE TEMPORARY MARKINGS ON -NB- AS SHOWN ON SHEETS TMP-13 - TMP-15, THEN SHIFT TRAFFIC TO THE TEMPORARY PATTERNS.

THE CONTRACTOR MAY CONDUCT WORK IN PHASE I, STEP 10 CONCURRENTLY WITH PHASE I, STEPS 5 - 9. THE CONTRACTOR SHALL COMPLETE PHASE I, STEP 10 CONCURRENTLY WITH PHASE I, STEP 9, THEN PROCEED DIRECTLY TO PHASE II.


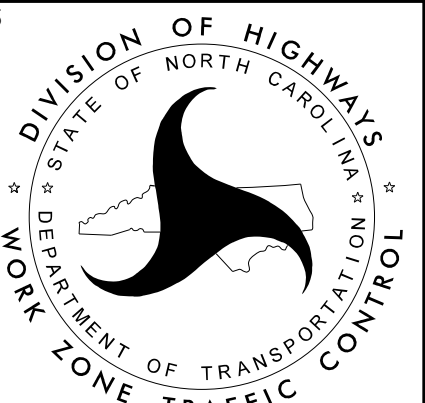
THE CONTRACTOR SHALL COMPLETE THE WORK REQUIRED IN PHASE I, STEP 10 IN SIXTY (60) CONSECUTIVE CALENDAR DAYS. (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES)

STEP 10:


COMPLETE THE FOLLOWING: (SEE SHEETS TMP-9 AND TMP-10)

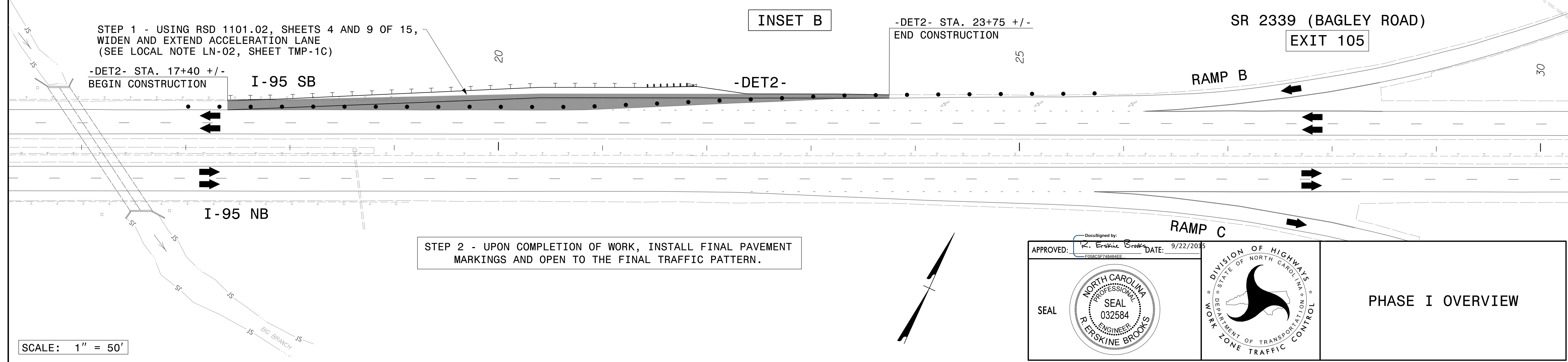
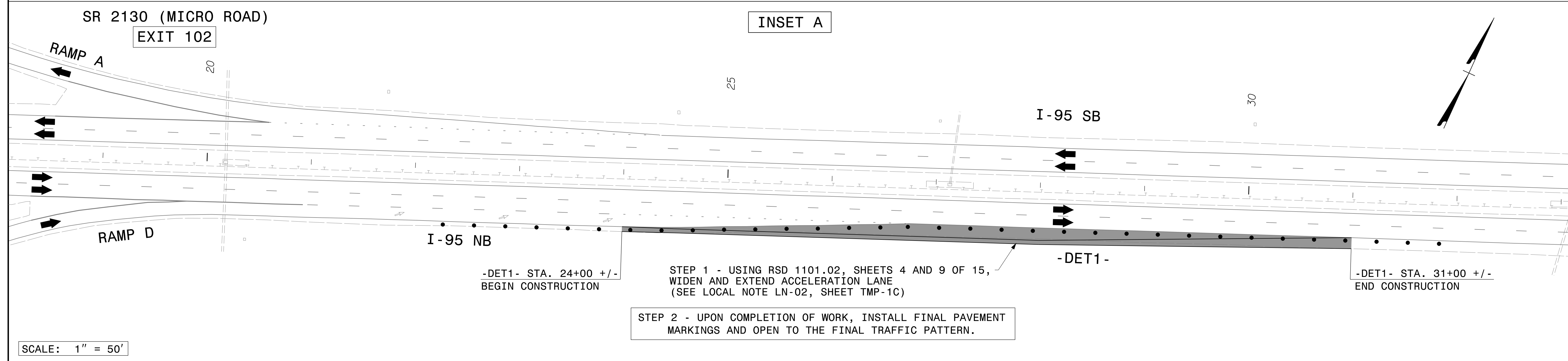
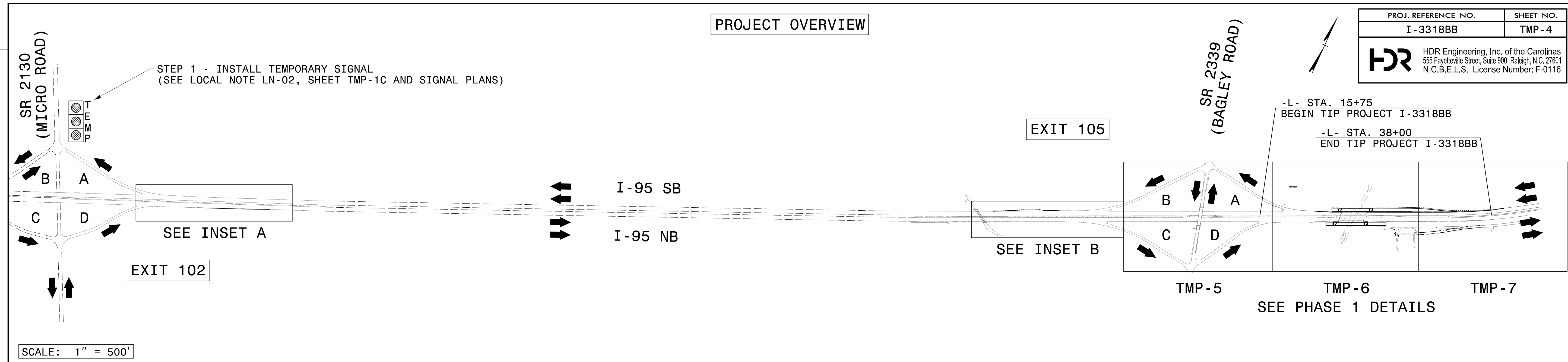
1. DETOUR AND CLOSE EXISTING I-95 SB, RAMP A (EXIT 105). (SEE DETOUR, SHEET TMP-2C)
2. INSTALL PCB ALONG I-95 SB FROM -L- STA. 11+80 +/- TO STA. 22+80 +/- . (TIE TO PCB PLACED IN PHASE 1, STEP 2)
3. AWAY FROM TRAFFIC AND USING LANE CLOSURES (RSD 1101.02, SHEET 4 AND 5 OF 15) AS NECESSARY, CONSTRUCT THE FOLLOWING:
 - -SB- FROM STA. 7+31 +/- TO STA. 17+69 +/- (TEMPORARY PAVEMENT)
 - * REMOVE PCB AS REQUIRED TO COMPLETE -SB- TIE-IN TO EXISTING I-95.
 - -SB- FROM STA. 17+69 +/- TO STA. 19+50 +/-
 - -SBRPA-
4. USING LANE CLOSURES (RSD 1101.02, SHEET 4 OF 15), REMOVE PCB AS NEEDED AND PLACE ASPHALT WEDGING ALONG EXISTING I-95 SB TRAVEL LANES FROM -L- STA. 13+00 +/- TO STA. 23+10 +/- .
5. AWAY FROM TRAFFIC, PLACE TEMPORARY MARKINGS ON -SB- AND -SBRPA- .
6. AWAY FROM TRAFFIC, PLACE PCB ON -SB- FROM STA. 12+45 +/- TO STA. 19+95 +/- , AS SHOWN ON SHEETS TMP-13 AND TMP-14.
 - * ANCHORED PCB FROM -SB- STA. 17+65 +/- TO STA. 19+95 +/-
7. USING LANE CLOSURES (RSD 1101.02, SHEET 4 OF 15), REMOVE PCB ADJACENT TO EXISTING I-95 SB LANES THAT IS IN CONFLICT WITH THE PROPOSED PHASE 2 PATTERN.
8. WORKING IN A CONTINUOUS MANNER, AWAY FROM TRAFFIC AND USING LANE CLOSURES (RSD 1101.02, SHEET 4 OF 15), PLACE REMAINING PAVEMENT MARKINGS ALONG -SB- , THEN SHIFT I-95 SB TRAFFIC TO THE TEMPORARY PATTERN AND OPEN -SBRPA- .

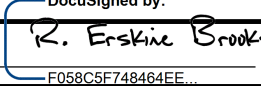
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 DATE: 7/30/2015

APPROVED:  DATE: 9/22/2015 		PHASING
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PROJECT OVERVIEW

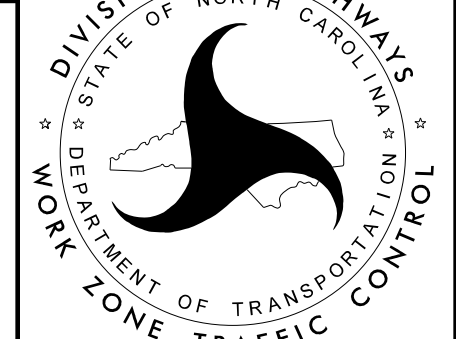
PROJ. REFERENCE NO. I-3318BB	SHEET NO. TMP-4
 HDR Engineering, Inc. of the Carolinas 555 Fayetteville Street, Suite 900, Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	



APPROVED:  DATE: 9/22/2015

SEAL

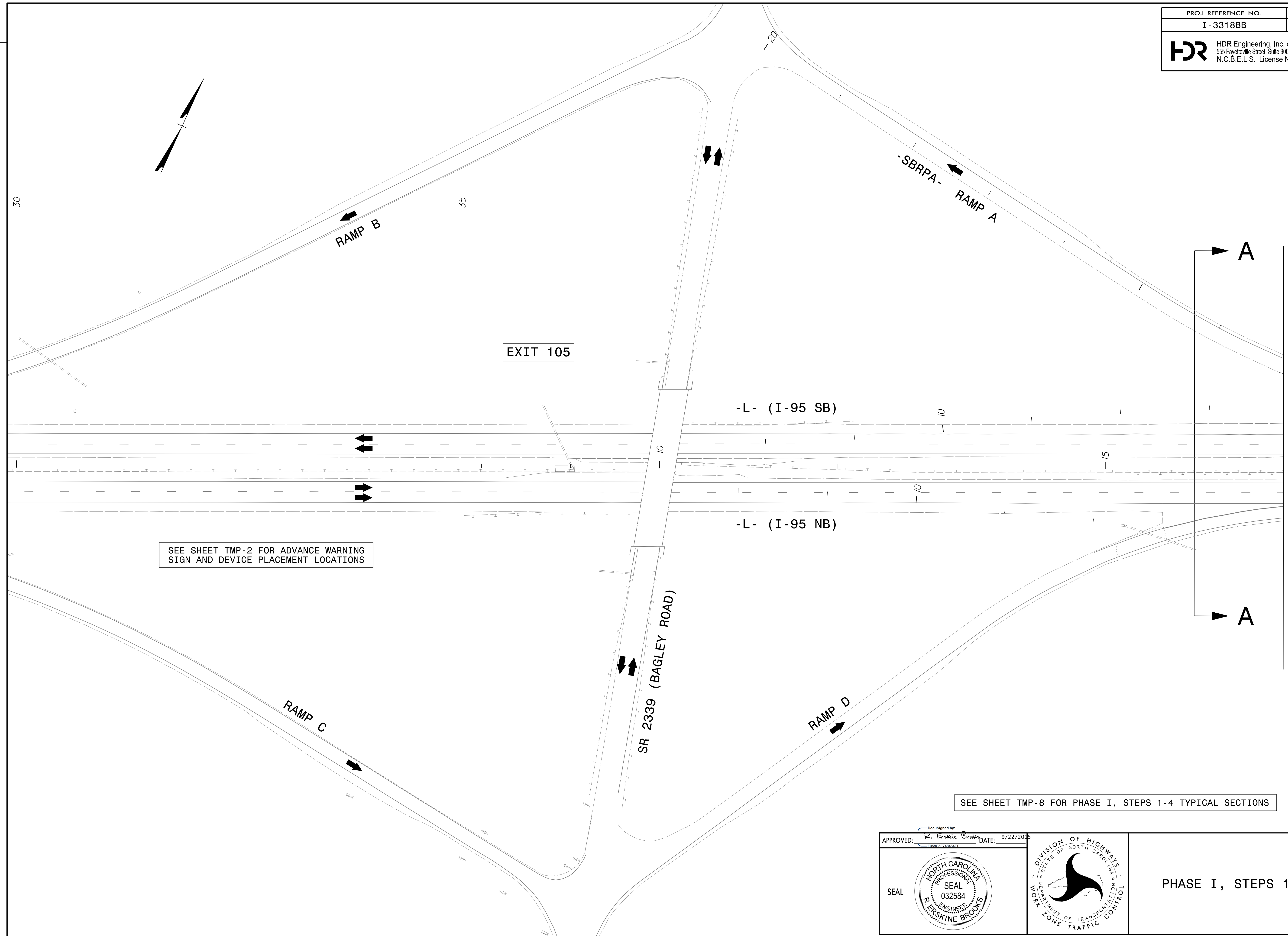




PHASE I OVERVIEW

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REVISIONS

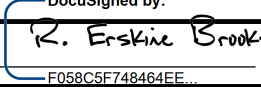


SEE SHEET TMP-2 FOR ADVANCE WARNING SIGN AND DEVICE PLACEMENT LOCATIONS


SEE SHEET TMP-8 FOR PHASE I, STEPS 1-4 TYPICAL SECTIONS

REVISIONS

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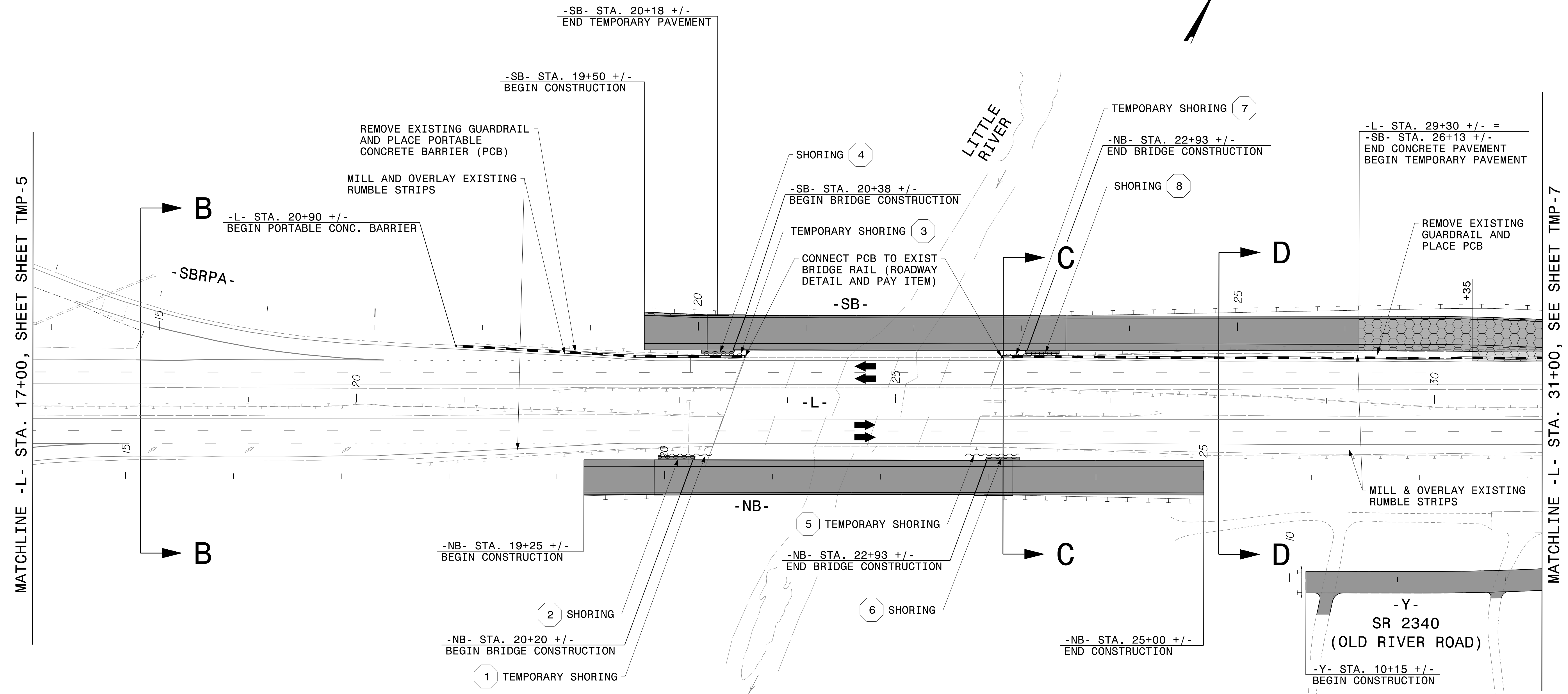
APPROVED:  DATE: 9/22/2015

SEAL




PHASE I, STEPS 1-4

MATCHLINE - L - STA. 17+00, SHEET SHEET TMP-6

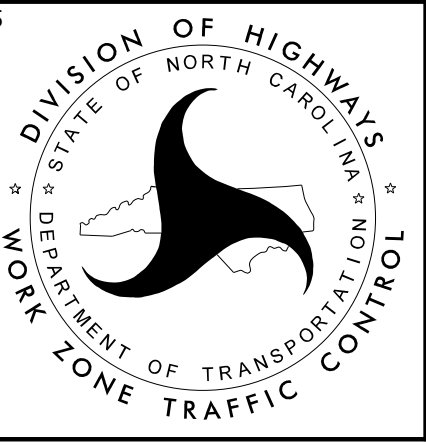


<p>1 TEMPORARY SHORING No.1 QUANTITY = 300 SQ. FT. FROM -L- STA. 22+80 +/- (NB), 47.50' RT TO -L- STA. 23+30 +/- (NB), 47.50' RT</p>	<p>5 TEMPORARY SHORING No.5 QUANTITY = 300 SQ. FT. FROM -L- STA. 25+65 +/- (NB), 47.20' RT TO -L- STA. 26+15 +/- (NB), 47.20' RT</p>
<p>2 TEMPORARY SHORING No.2 QUANTITY = 140 SQ. FT. FROM -L- STA. 22+80 +/- (NB), 50.0' RT TO -L- STA. 23+15 +/- (NB), 50.0' RT</p>	<p>6 TEMPORARY SHORING No.6 QUANTITY = 131.75 SQ. FT. FROM -L- STA. 25+84 +/- (NB), 50.0' RT TO -L- STA. 26+15 +/- (NB), 50.0' RT</p>
<p>3 TEMPORARY SHORING No.3 QUANTITY = 273 SQ. FT. FROM -L- STA. 23+20 +/- (SB), 44.0' LT TO -L- STA. 23+62 +/- (SB), 44.0' LT</p>	<p>7 TEMPORARY SHORING No.7 QUANTITY = 351 SQ. FT. FROM -L- STA. 26+00 +/- (SB), 44.0' LT TO -L- STA. 26+52 +/- (SB), 44.0' LT</p>
<p>4 TEMPORARY SHORING No.4 QUANTITY = 127.5 SQ. FT. FROM -L- STA. 23+20 +/- (SB), 46.0' LT TO -L- STA. 23+50 +/- (SB), 46.0' LT</p>	<p>8 TEMPORARY SHORING No.8 QUANTITY = 136 SQ. FT. FROM -L- STA. 26+20 +/- (SB), 46.0' LT TO -L- STA. 26+52 +/- (SB), 46.0' LT</p>

SEE SHEET TMP-8 FOR PHASE I, STEPS 1-4 TYPICAL SECTIONS

APPROVED: *K. Erskine Brooks* DATE: 9/22/2015

SEAL



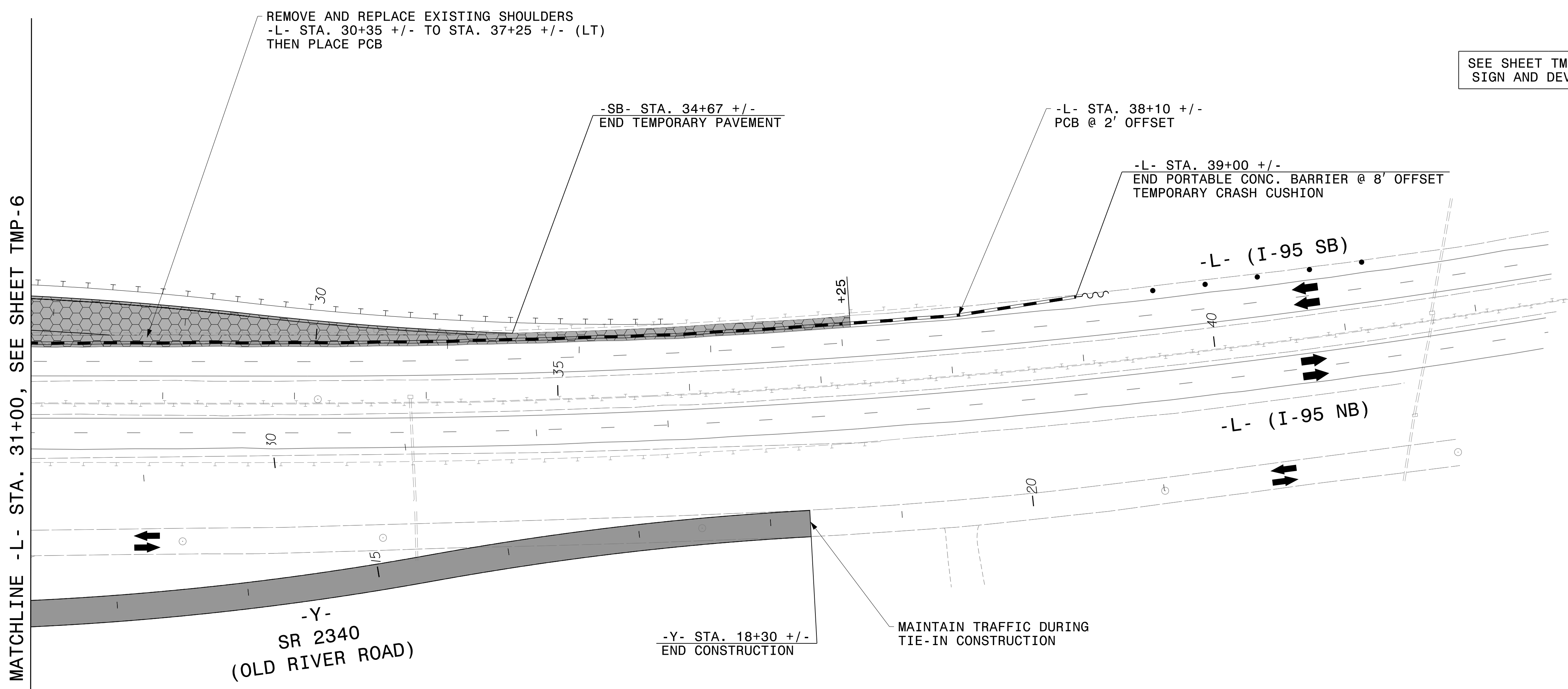
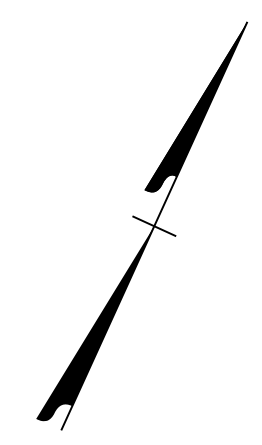
PHASE I, STEPS 1-4

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REVISIONS

MATCHLINE -L- STA. 17+00, SHEET SHEET TMP-5

MATCHLINE -L- STA. 31+00, SEE SHEET TMP-7



SEE SHEET TMP-2A FOR ADVANCE WARNING SIGN AND DEVICE PLACEMENT LOCATIONS

MATCHLINE -L- STA. 31+00, SEE SHEET TMP-6

-Y-
SR 2340
(OLD RIVER ROAD)

-Y- STA. 18+30 +/-
END CONSTRUCTION

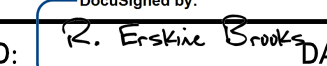
MAINTAIN TRAFFIC DURING
TIE-IN CONSTRUCTION

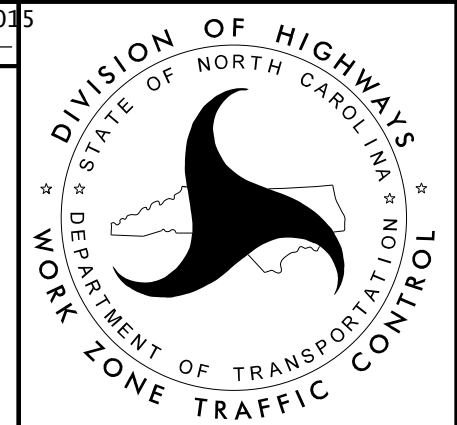
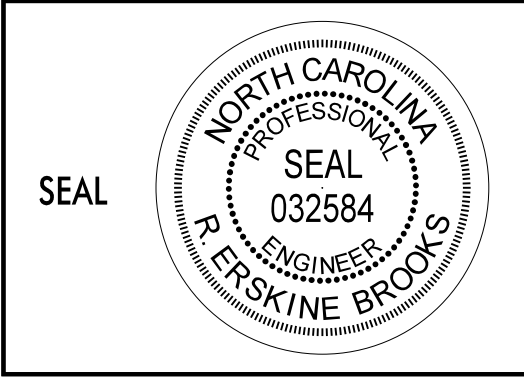
-L- (I-95 SB)

-L- (I-95 NB)

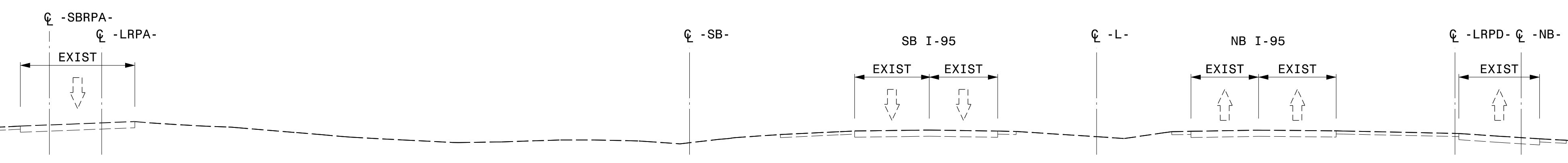
REVISIONS

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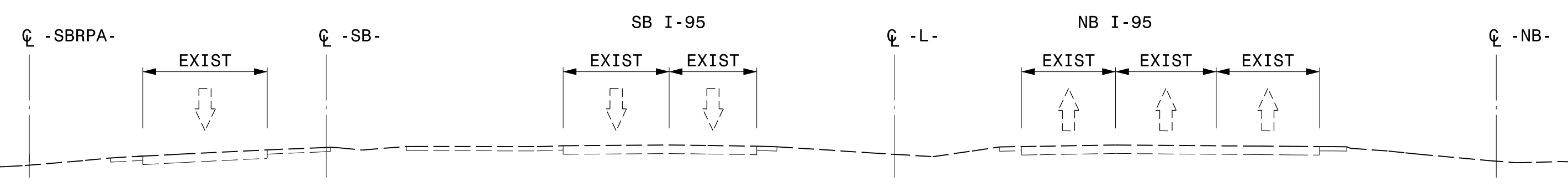
APPROVED:  DATE: 9/22/2015



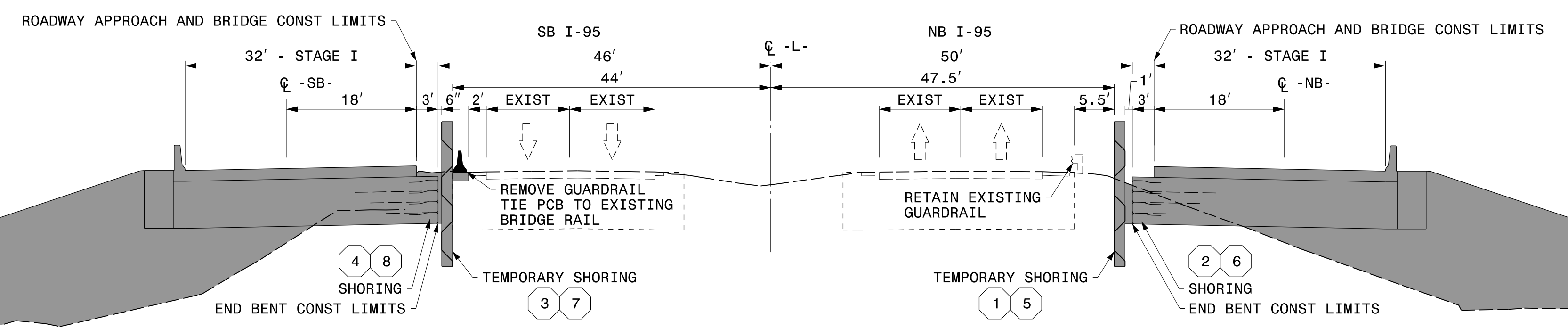
PHASE I, STEPS 1-4



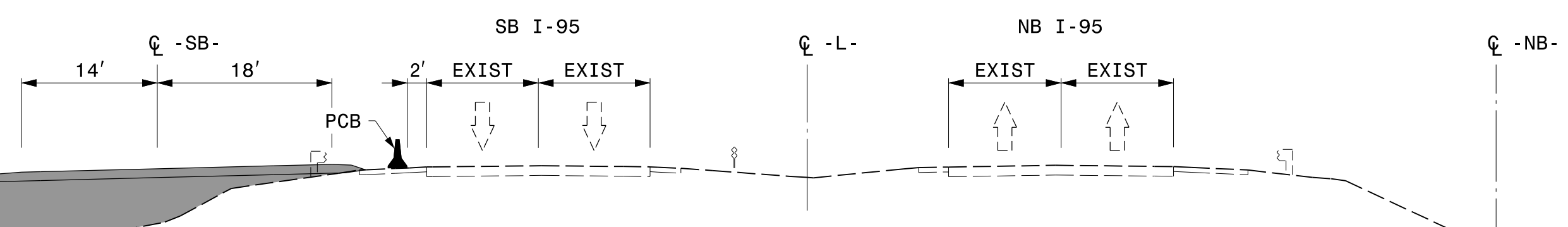
-L- STA. 16+00 SECTION A-A



-L- STA. 18+00 SECTION B-B



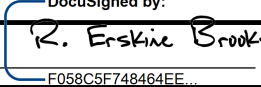
-L- STA. 26+00 SECTION C-C




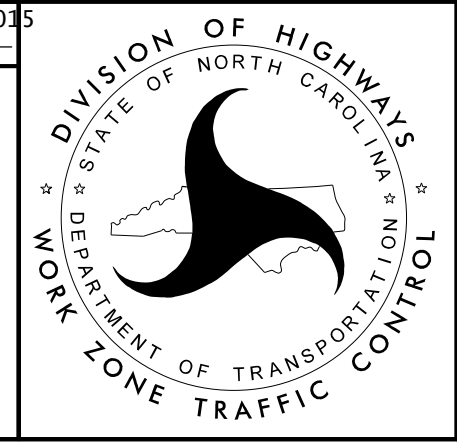
-L- STA. 28+00 SECTION D-D

REVISITONS

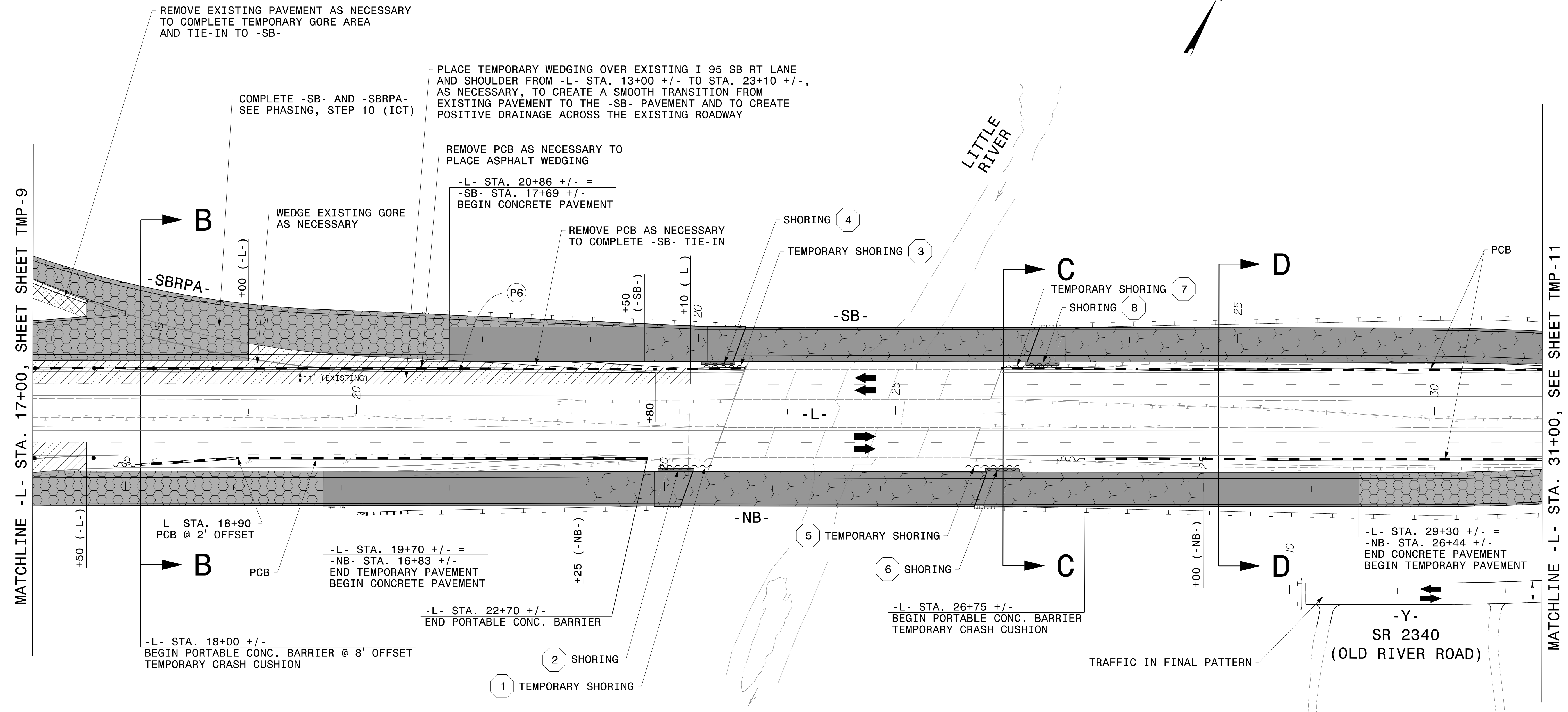
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APPROVED:  DATE: 9/22/2015

SEAL




TYPICAL SECTIONS
 PHASE I, STEPS 1-4



<p>1 TEMPORARY SHORING No.1 QUANTITY = 300 SQ. FT. FROM -L- STA. 22+80 +/- (NB), 47.50' RT TO -L- STA. 23+30 +/- (NB), 47.50' RT</p>	<p>5 TEMPORARY SHORING No.5 QUANTITY = 300 SQ. FT. FROM -L- STA. 25+65 +/- (NB), 47.20' RT TO -L- STA. 26+15 +/- (NB), 47.20' RT</p>
<p>2 TEMPORARY SHORING No.2 QUANTITY = 140 SQ. FT. FROM -L- STA. 22+80 +/- (NB), 50.0' RT TO -L- STA. 23+15 +/- (NB), 50.0' RT</p>	<p>6 TEMPORARY SHORING No.6 QUANTITY = 131.75 SQ. FT. FROM -L- STA. 25+84 +/- (NB), 50.0' RT TO -L- STA. 26+15 +/- (NB), 50.0' RT</p>
<p>3 TEMPORARY SHORING No.3 QUANTITY = 273 SQ. FT. FROM -L- STA. 23+20 +/- (SB), 44.0' LT TO -L- STA. 23+62 +/- (SB), 44.0' LT</p>	<p>7 TEMPORARY SHORING No.7 QUANTITY = 351 SQ. FT. FROM -L- STA. 26+00 +/- (SB), 44.0' LT TO -L- STA. 26+52 +/- (SB), 44.0' LT</p>
<p>4 TEMPORARY SHORING No.4 QUANTITY = 127.5 SQ. FT. FROM -L- STA. 23+20 +/- (SB), 46.0' LT TO -L- STA. 23+50 +/- (SB), 46.0' LT</p>	<p>8 TEMPORARY SHORING No.8 QUANTITY = 136 SQ. FT. FROM -L- STA. 26+20 +/- (SB), 46.0' LT TO -L- STA. 26+52 +/- (SB), 46.0' LT</p>

SEE SHEET TMP-12 FOR PHASE I, STEPS 5-7 TYPICAL SECTIONS

APPROVED: DATE: 9/22/2015

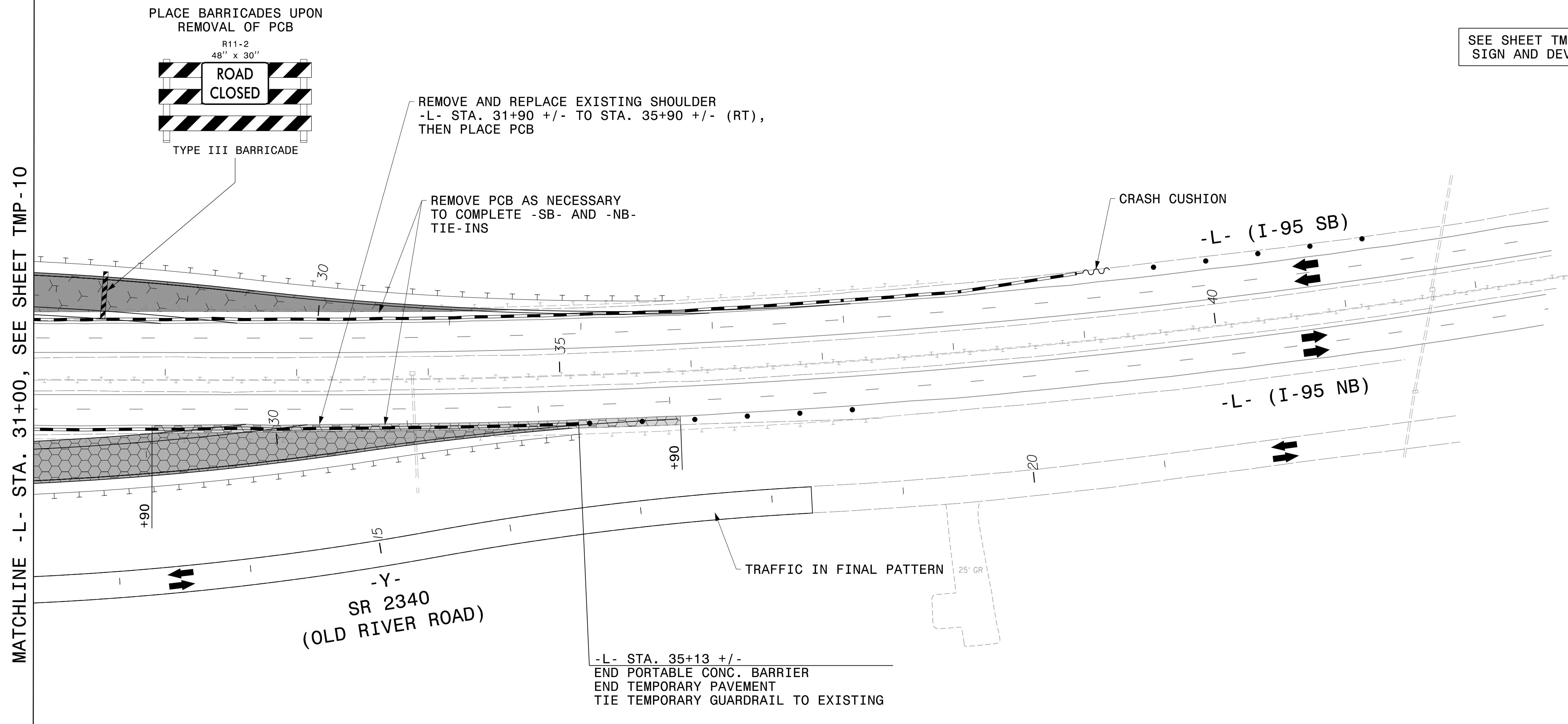
SEAL

PHASE I, STEPS 5-10

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REVISIONS

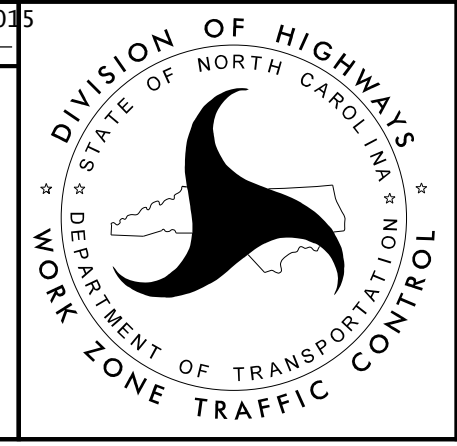
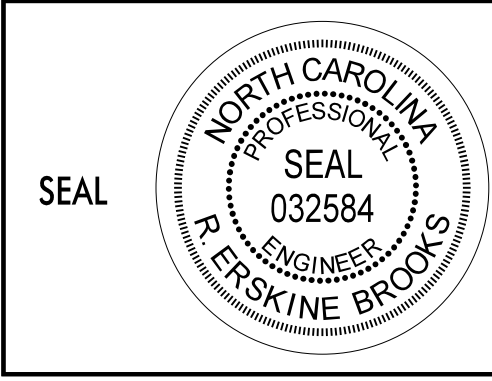
SEE SHEET TMP-2A FOR ADVANCE WARNING SIGN AND DEVICE PLACEMENT LOCATIONS



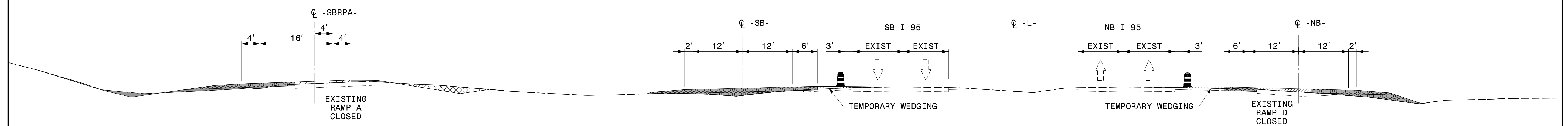
REVISIONS

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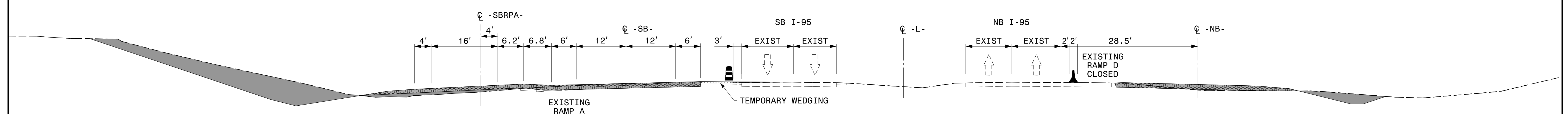
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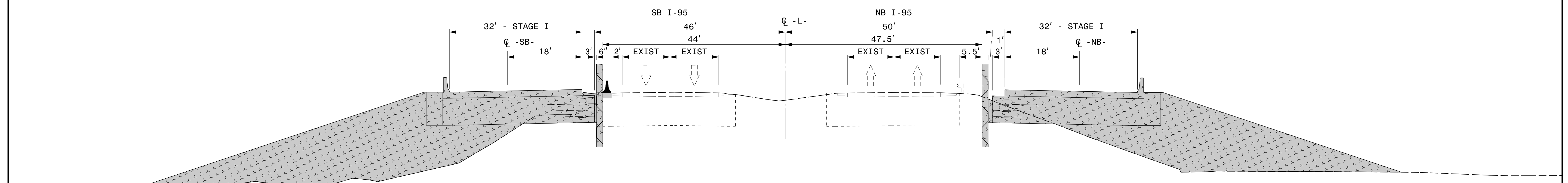
PHASE I, STEPS 5-10



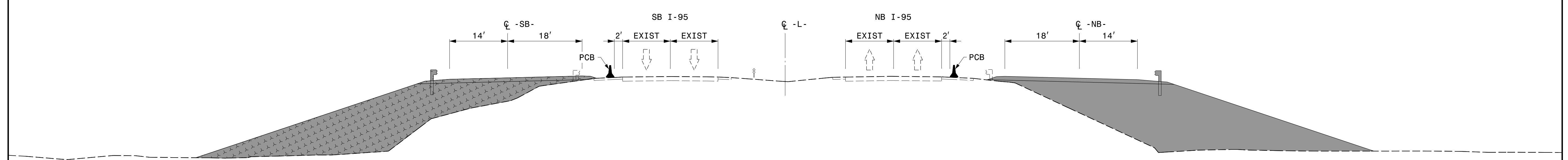
-L- STA. 16+00 SECTION A-A



-L- STA. 18+00 SECTION B-B



-L- STA. 26+00 SECTION C-C

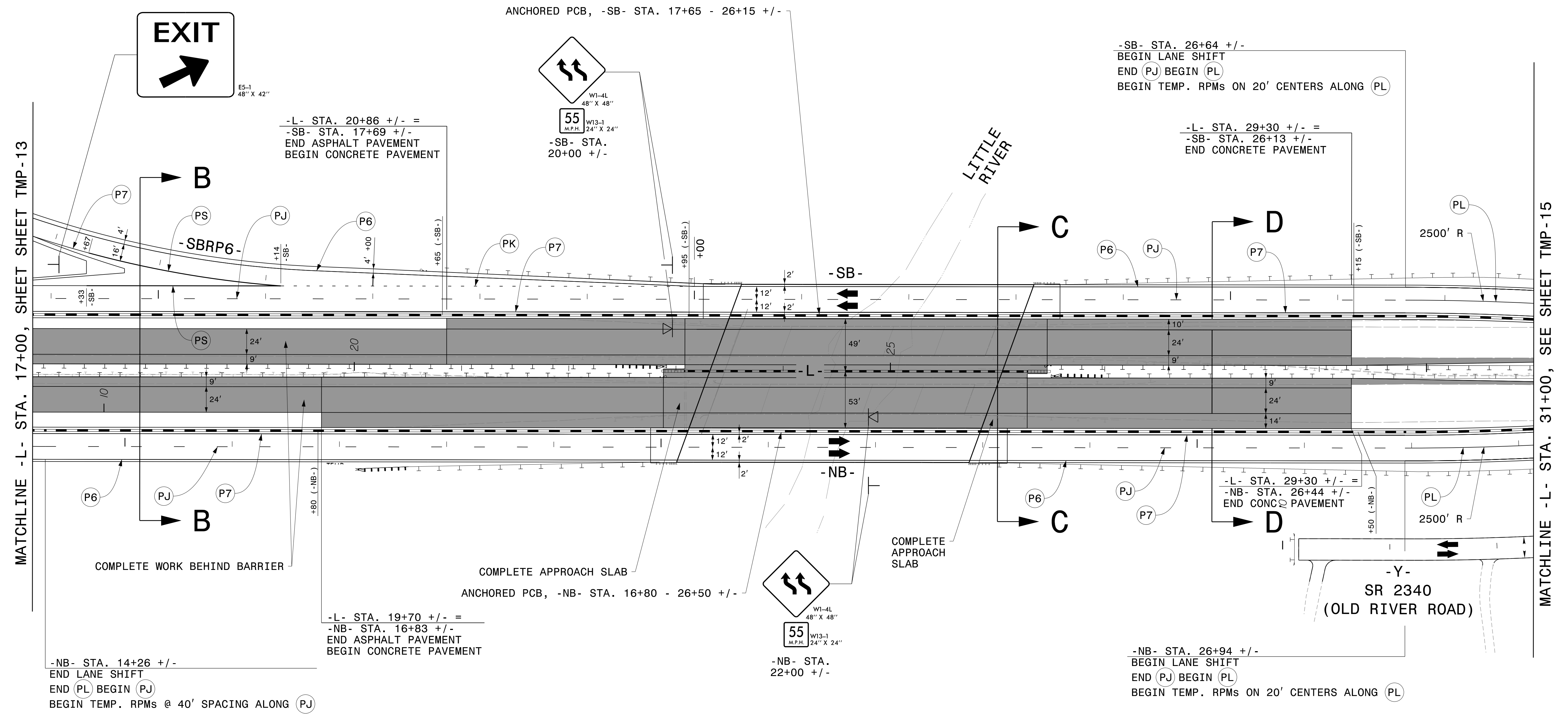
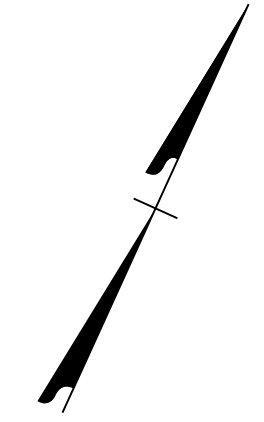


-L- STA. 28+00 SECTION D-D

REVISIONS

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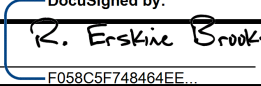
APPROVED: DATE: 9/22/2015 		TYPICAL SECTIONS PHASE I, STEPS 5-10
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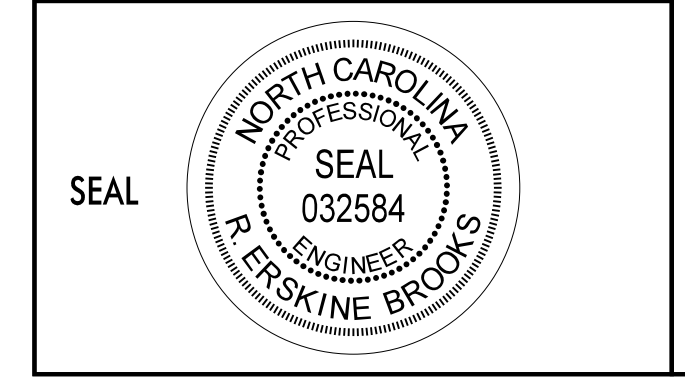


MATCHLINE -L- STA. 17+00, SHEET SHEET TMP-13

MATCHLINE -L- STA. 31+00, SEE SHEET TMP-15

SEE SHEET TMP-16 FOR PHASE II TYPICAL SECTIONS

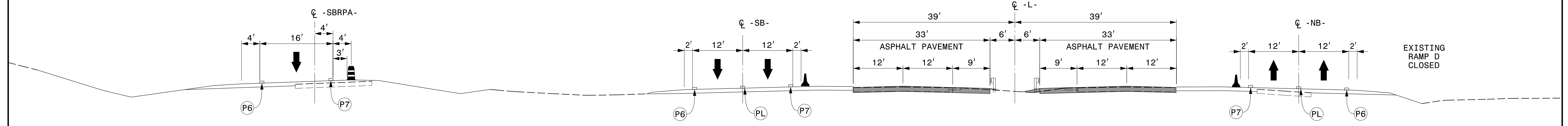
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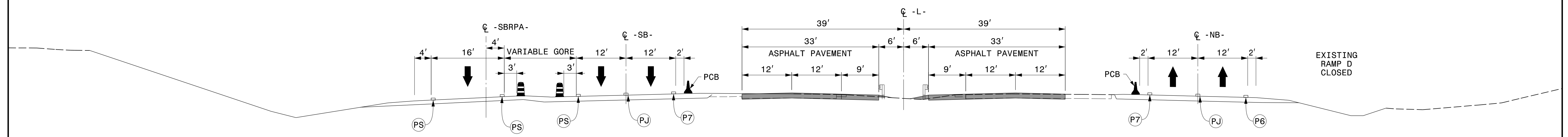
PHASE II

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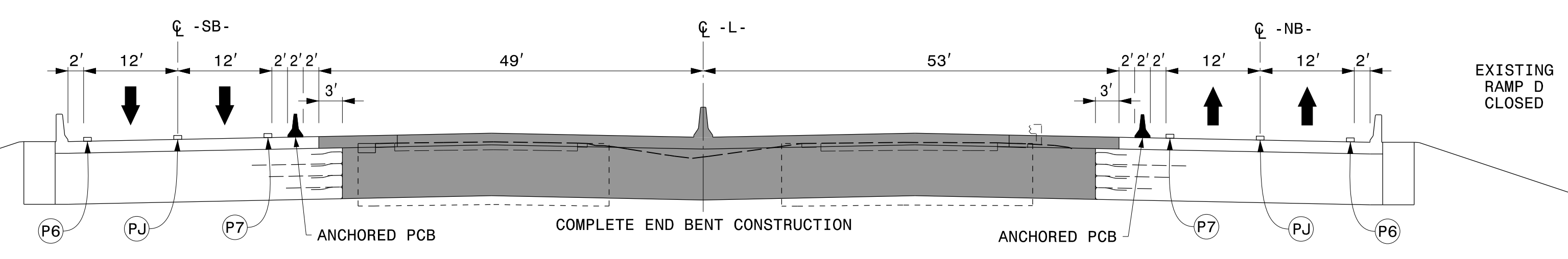
REVISIONS



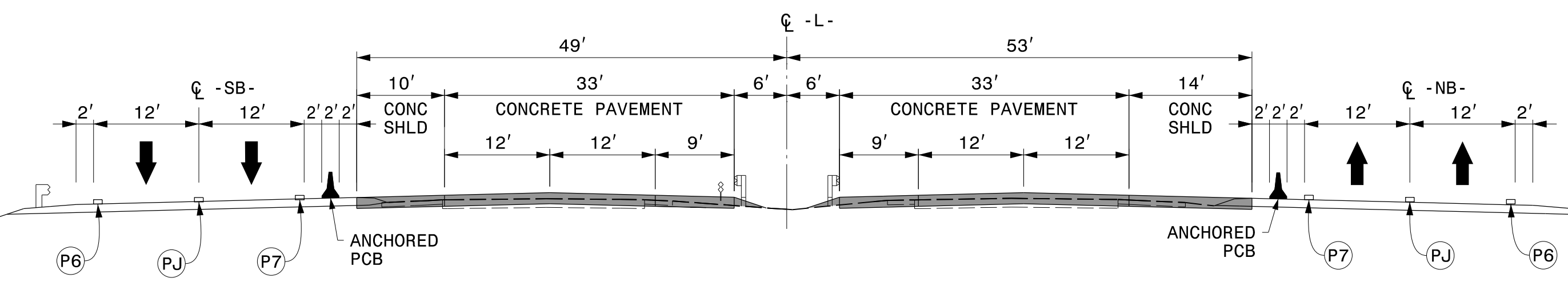
-L- STA. 16+00 SECTION A-A



-L- STA. 18+00 SECTION B-B



-L- STA. 26+00 SECTION C-C

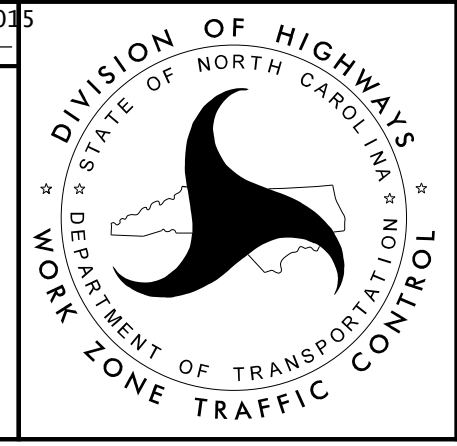


-L- STA. 28+00 SECTION D-D

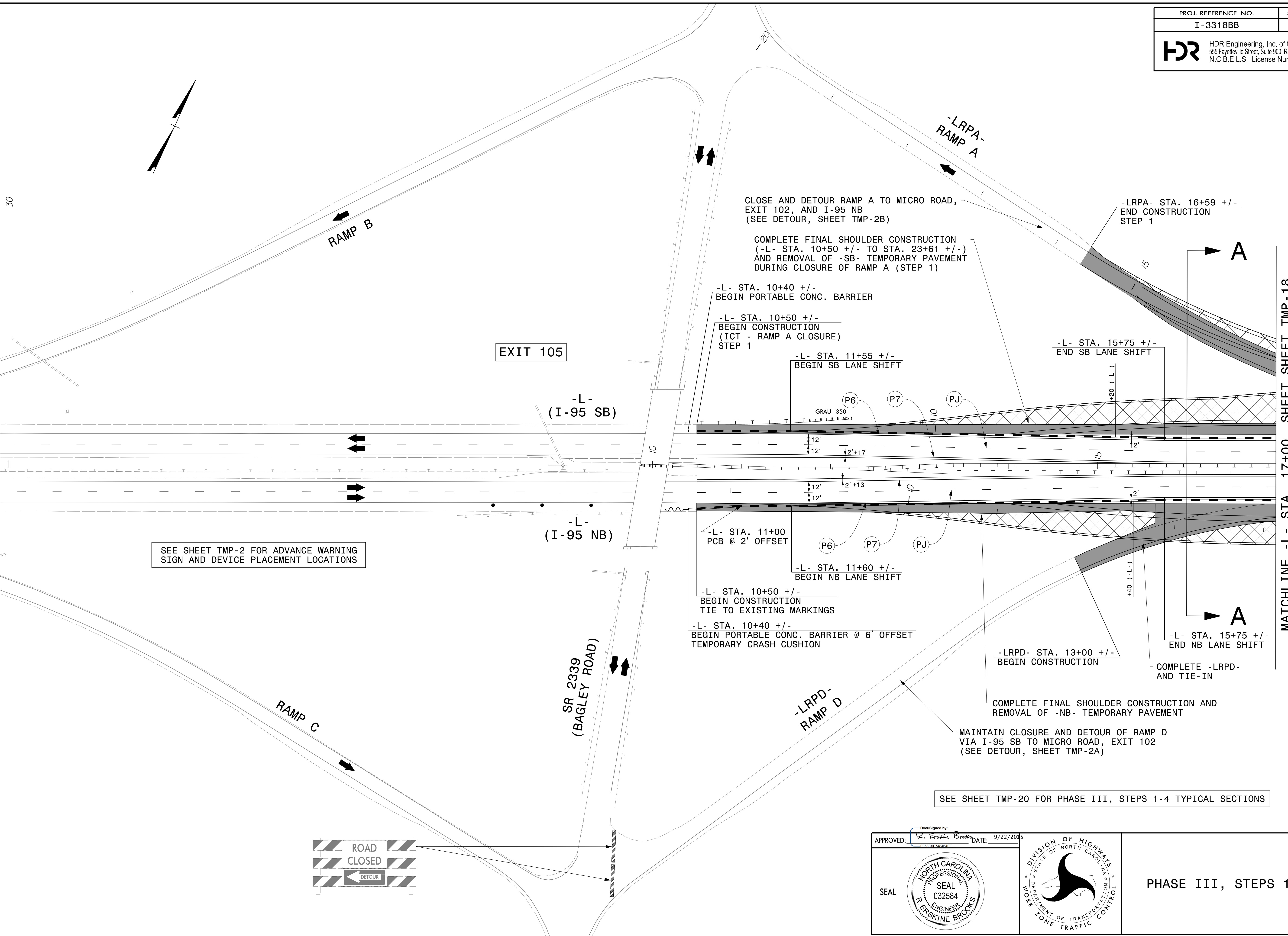
REVISIONS

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APPROVED: *[Signature]* DATE: 9/22/2015



TYPICAL SECTIONS
PHASE II



REVISIONS

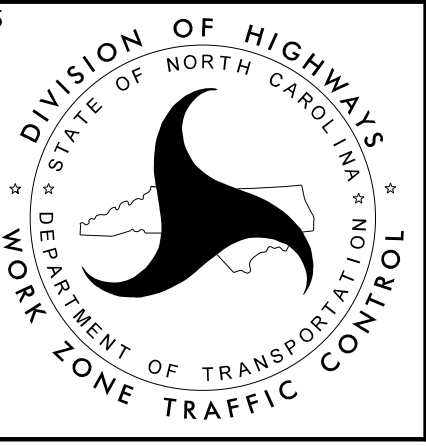


APPROVED: *K. Erskine Brooks* DATE: 9/22/2015

DocuSigned by:
K. Erskine Brooks

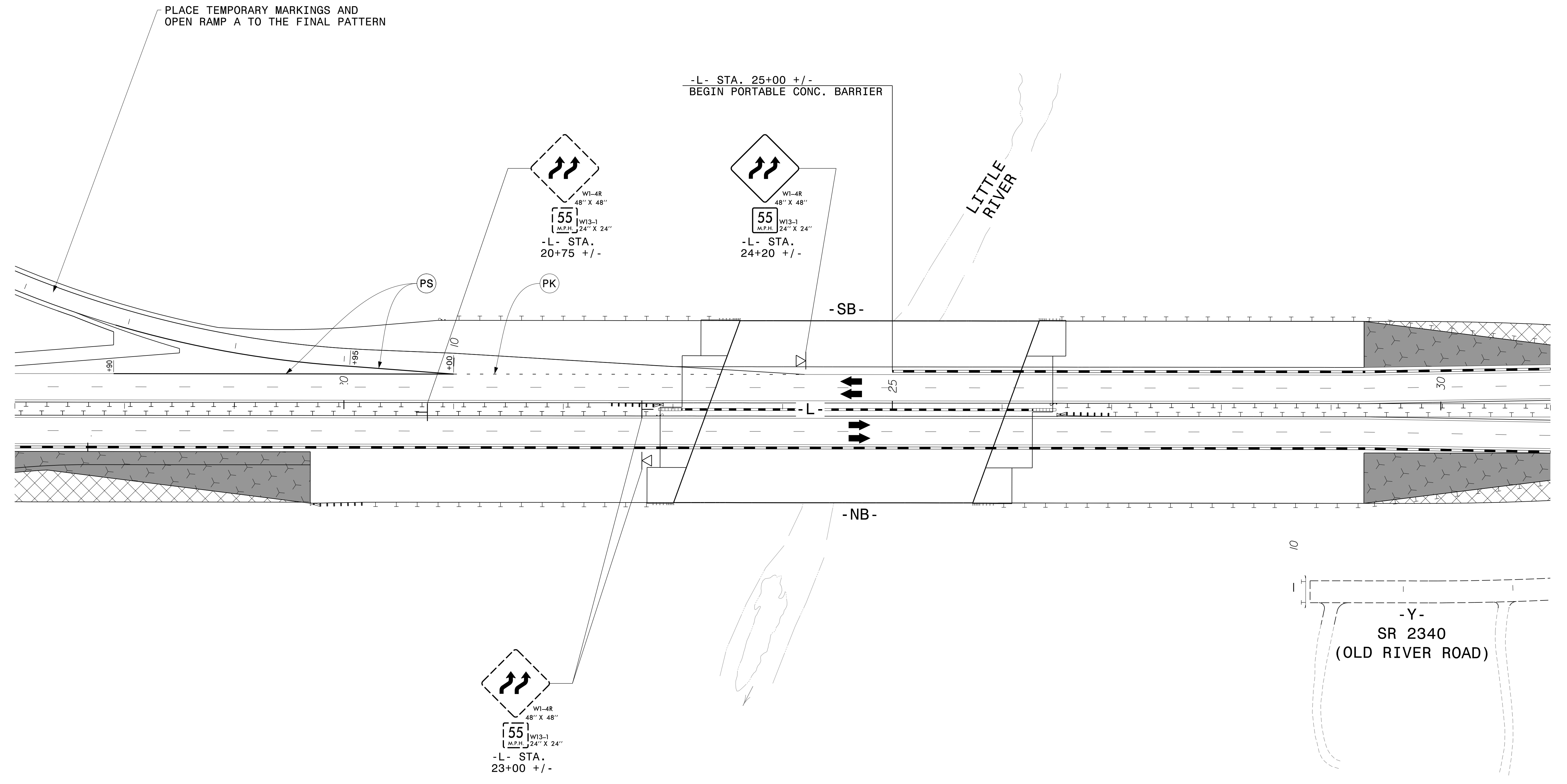
SEAL

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 032584 ERSKINE BROOKS



PHASE III, STEPS 1-4

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REVISIONS

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APPROVED: *K. Erskine Brooks* DATE: 9/22/2015

SEAL

NORTH CAROLINA
 PROFESSIONAL
 SEAL
 032584
 ENGINEER
 ERSKINE BROOKS

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

**PHASE III
 OPEN -LRPA-**