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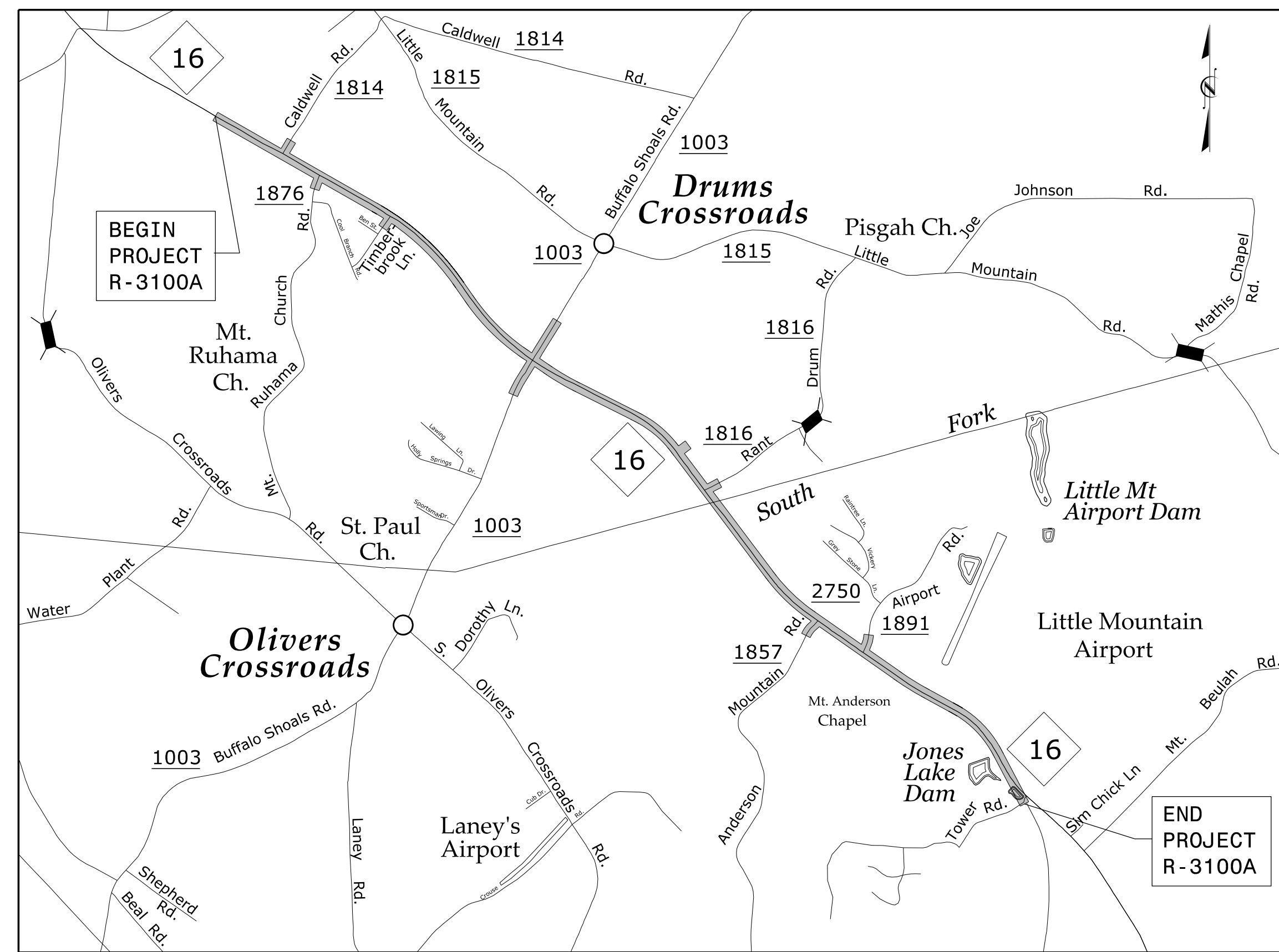
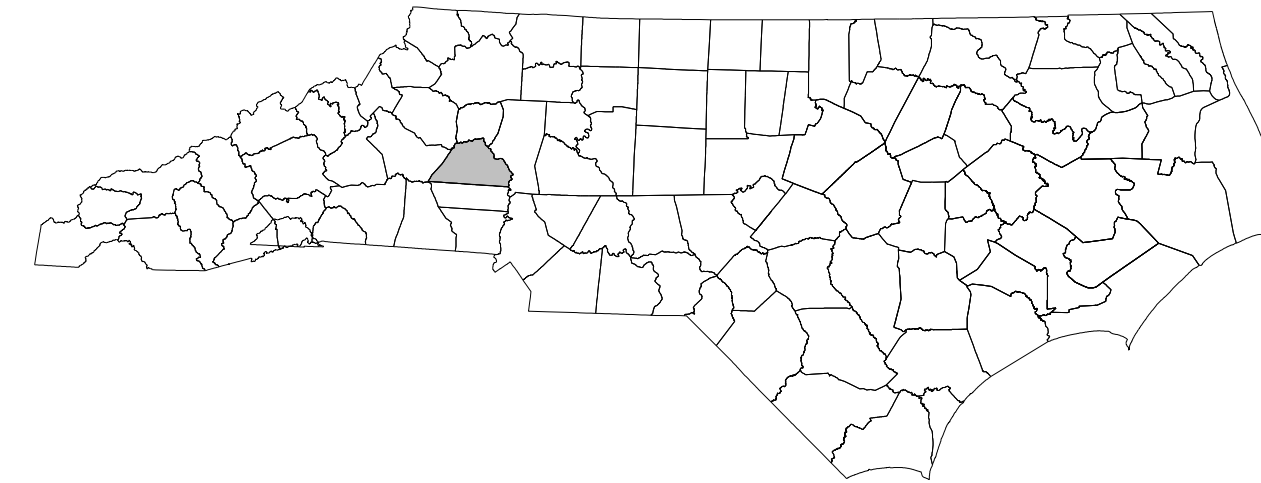
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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

CATAWBA COUNTY

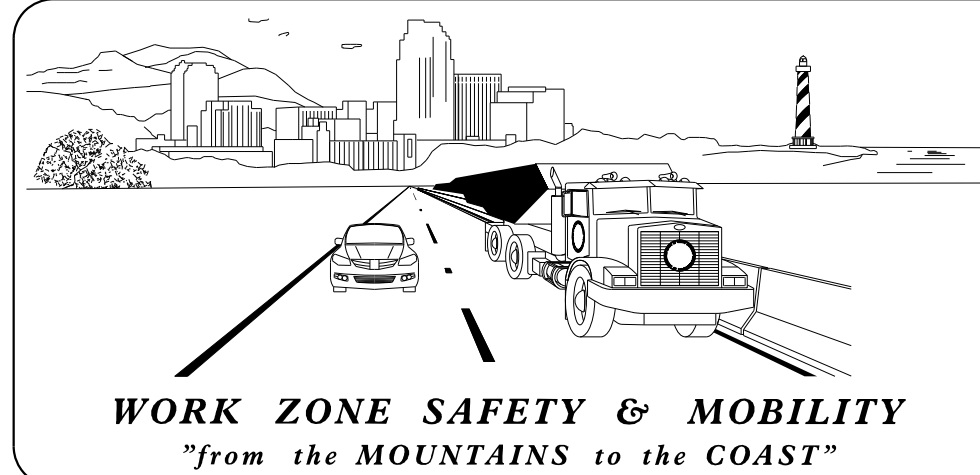


VICINITY MAP

INDEX OF SHEETS

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, 1C	GENERAL NOTES
TMP-2	PCB AT SHORING LOCATIONS
TMP-2A, 2B-2F	TEMPORARY SHORING NOTES
TMP-2G	TEMPORARY PCB PLACEMENT TYPICAL
TMP-2H	TIMBERBROOK LN DETOUR SIGN DESIGN
TMP-2I	BUFFALO SHOALS RD DETOUR SIGN DESIGN
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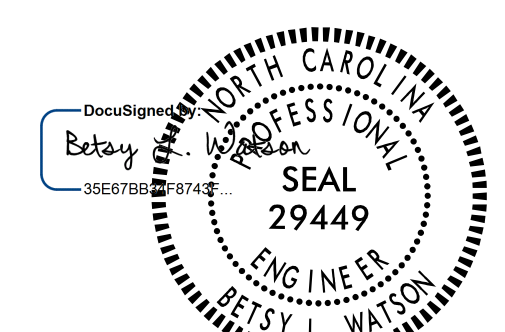
N.C.D.O.T. WORK ZONE TRAFFIC CONTROL
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10/3/2016

ROADWAY STANDARD DRAWINGS

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

STD. NO.	TITLE
1101.01	WORK ZONE ADVANCE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.06	WARNING SIGNS FOR BLASTING ZONES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
1130.01	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	WORK VEHICLE LIGHTING SYSTEMS AND TMA DELINEATION
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY - DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO LANE AND MULTILANE ROADWAYS
1205.12	PAVEMENT MARKINGS - BRIDGES
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING

LEGEND

GENERAL

- DIRECTION OF TRAFFIC FLOW
- EXIST. PVMT.
- PROPOSED PVMT.
- NORTH ARROW
- TEMP. SHORING (LOCATION PURPOSES ONLY)
- WORK AREA
- PREVIOUSLY STARTED / CONCURRENT CONSTRUCTION
- PAVEMENT REMOVAL
- TEMPORARY PAVEMENT
- TEMPORARY ASPHALT PAD

PAVEMENT MARKINGS

- EXISTING LINES
- EXISTING LINES
- EXISTING LINES
- EXISTING LINES
- EXISTING LINES
- EXISTING LINES
- PREVIOUSLY PLACED
- PREVIOUSLY PLACED
- PREVIOUSLY PLACED
- PREVIOUSLY PLACED
- PREVIOUSLY PLACED

PAVEMENT MARKING SYMBOLS

- EXISTING PAVEMENT MARKING SYMBOLS (HOLLOW)
- PAVEMENT MARKING SYMBOLS
- PAVEMENT MARKING ALPHANUMERIC CHARACTERS

PAVEMENT MARKERS

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

TRAFFIC CONTROL DEVICES

- | TEMPORARY DEVICES | PREVIOUSLY PLACED | |
|-------------------|-------------------|--------------------------------|
| | | BARRICADE (TYPE III) |
| | | CONE |
| | | DRUM |
| | | FLASHING ARROW BOARD |
| | | FLAGGER |
| | | LAW ENFORCEMENT |
| | | TRUCK MOUNTED ATTENUATOR (TMA) |
| | | CHANGEABLE MESSAGE SIGN |
| | | TEMPORARY CRASH CUSHION |
| | | PORTABLE CONCRETE BARRIER |

TEMPORARY SIGNING

- | TEMPORARY SIGNS | PREVIOUSLY PLACED | |
|-----------------|-------------------|-----------------|
| | | PORTABLE SIGN |
| | | STATIONARY SIGN |

SIGNALS

- | EXISTING | PROPOSED | TEMPORARY |
|----------|----------|-----------|
| | | |

TEMPORARY PAVEMENT MARKING SCHEDULE

SYMBOL	DESCRIPTION
P2	24" WHITE STOP BAR, PAINT
P8	4" WHITE 2FT-6FT MINISKIP, PAINT
PA	4" WHITE EDGE LINE, PAINT
PB	4" YELLOW EDGE LINE, PAINT
PC	4" WHITE 10FT SKIP LINE, PAINT
PD	4" WHITE 3FT-9FT MINISKIP, PAINT
PE	4" WHITE SOLID LANE LINE, PAINT
PI	4" YELLOW DOUBLE CENTER LINE, PAINT
PN	8" WHITE GORE LINE, PAINT
PO	8" WHITE DIAGONAL, PAINT
PP	8" YELLOW DIAGONAL, PAINT
QM	12" WHITE YIELD LINE, PAINT

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

ROADWAY STANDARD DRAWINGS AND LEGEND

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 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
ALL ROADS	6:00 A.M.-9:00 A.M. MONDAY THRU FRIDAY 4:00 P.M.-7:00 P.M. MONDAY THRU FRIDAY

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

ROAD NAME
ALL ROADS

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 6:00 A.M. DECEMBER 31ST TO 7:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 7:00 P.M. THE FOLLOWING TUESDAY.
- 3) FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 7:00 P.M. MONDAY.
- 4) FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 7:00 P.M. TUESDAY.
- 5) FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 7:00 P.M. THE DAY AFTER INDEPENDENCE DAY. IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY; THEN BETWEEN THE HOURS OF 6:00 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 7:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.
- 6) FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 7:00 P.M. TUESDAY.
- 7) FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY TO 7:00 P.M. MONDAY.
- 8) FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 7:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

C) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	DURATION AND OPERATION
ALL ROADS	6:00 A.M.-9:00 A.M. MONDAY-FRIDAY 4:00 P.M.-7:00 P.M. MONDAY-FRIDAY	15 MIN DURING TRAFFIC SHIFTS

D) DO NOT CONDUCT SINGLE VEHICLE HAULING AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
ALL ROADS	6:00 A.M.-9:00 A.M. MONDAY-FRIDAY 4:00 P.M.-7:00 P.M. MONDAY-FRIDAY

E) DO NOT CONDUCT MULTI-VEHICLE HAULING AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
ALL ROADS	6:00 A.M.-9:00 A.M. MONDAY-FRIDAY 4:00 P.M.-7:00 P.M. MONDAY-FRIDAY

F) 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

- G) 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.
- H) 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.
- I) 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.
- J) 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.
- K) 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.
- L) DO NOT EXCEED A 1 MILE LANE CLOSURE LENGTH ON NC 16, UNLESS OTHERWISE SHOWN IN THE TMP OR AS DIRECTED BY THE ENGINEER.
- M) DO NOT INSTALL MORE THAN 2 SIMULTANEOUS LANE CLOSURES IN ANY ONE DIRECTION OF NC 16.
- N) PROVIDE A MINIMUM OF 1 MILE BETWEEN LANE CLOSURES, MEASURED FROM THE END OF ONE CLOSURE TO THE FIRST SIGN OF THE NEXT LANE CLOSURE.

PAVEMENT EDGE DROP OFF REQUIREMENTS

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

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

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

BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.
- P) 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 ONCE EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

SIGNING

- Q) 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.
- R) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRANSPORTATION MANAGEMENT PLANS.


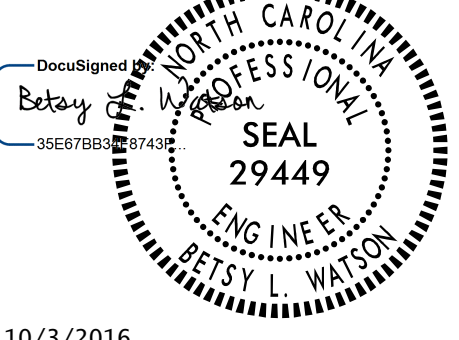
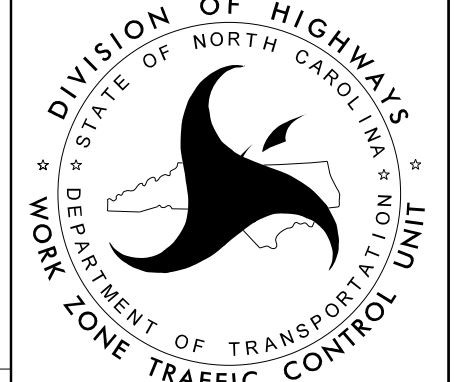
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PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRANSPORTATION MANAGEMENT PLANS.
- S) COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROAD WHEN ROAD CLOSURE IS NOT IN OPERATION.

AND

COVER OR REMOVE ALL SIGNS REQUIRED FOR THE OFF-SITE DETOUR WHEN THE DETOUR IS NOT IN OPERATION.
- T) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- U) 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.

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GENERAL NOTES (CONT'D)

TRAFFIC BARRIER

V) 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.

W) PROTECT THE APPROACH END OF 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 PORTABLE CONCRETE BARRIER FROM ONCOMING TRAFFIC AT ALL TIMES BY A TEMPORARY CRASH CUSHION UNLESS THE APPROACH END OF PORTABLE CONCRETE BARRIER IS OFFSET FROM ONCOMING TRAFFIC AS FOLLOWS OR AS SHOWN IN THE PLANS (SEE ALSO ROADWAY STANDARD DRAWING 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

X) 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 RADIUS, 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.

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

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

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
NC 16 -L- -Y19-	PAINT	TEMPORARY RAISED
ALL OTHER -Y- LINES	PAINT	NONE

BB) 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.

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

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

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

MISCELLANEOUS

FF) USE LAW ENFORCEMENT TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND OR INTERSECTIONS AS SHOWN IN PLANS OR DIRECTED BY THE ENGINEER.

GG) MAINTAIN VEHICULAR ACCESS TO ALL DRIVEWAYS DURING THE LIFE OF THE CONTRACT, UNLESS OTHERWISE NOTED IN THE PHASING OR DIRECTED BY THE ENGINEER. USE INCIDENTAL STONE WHEN NECESSARY.

HH) ALL DIMENSIONS AND STATIONS IN THE TRANSPORTATION MANAGEMENT PLAN AND PHASING ARE APPROXIMATE (+/-); FIELD ADJUST AS NECESSARY OR AS DIRECTED BY THE ENGINEER.

II) PLACE ALL CHANGEABLE MESSAGE SIGNS AS NEEDED IN THE LOCATIONS AND WITH THE WORD MESSAGES AS SHOWN IN THE PLAN OR AS DIRECTED BY THE ENGINEER TO PROVIDE ADVANCE WARNING TO THE PUBLIC DURING CONSTRUCTION.

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


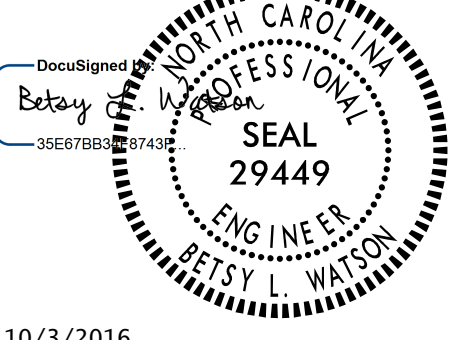

KK) BLASTING OPERATIONS MAY NOT BE PERFORMED DURING THE LANE CLOSURE AND HOLIDAY TIME RESTRICTIONS LISTED IN GENERAL NOTES A AND B ON TMP-1B. NOTIFY THE ENGINEER 10 BUSINESS DAYS PRIOR TO THE FIRST BLASTING OPERATION ON THE PROJECT. NOTIFY THE ENGINEER 2 BUSINESS DAYS PRIOR TO SUBSEQUENT BLASTING OPERATIONS.

LL) ENSURE THE OVERSIZE/OVERWEIGHT PERMIT UNIT (919) 733-4740 HAS BEEN ADVISED OF THE ONGOING TRAFFIC OPERATIONS THROUGH THE DIVISION OFFICE.

MM) MAINTAIN EXISTING GUARDRAIL UNTIL PROPOSED FILL SLOPES ARE COMPLETED TO THE POINT THAT FIELD CONDITIONS NO LONGER MEET GUARDRAIL WARRANTS AS DIRECTED BY THE ENGINEER.

NN) MAINTAIN ALL EXISTING SIGNING ON PROJECT (WARNING, REGULATORY AND GUIDE SIGNS). WHERE CONSTRUCTION AFFECTS THE LOCATION OF A SIGN, RELOCATE AS NECESSARY, OR INSTALL REPLACEMENT SUCH THAT THE FUNCTION OF THE SIGN IS MAINTAINED AT ALL TIMES.

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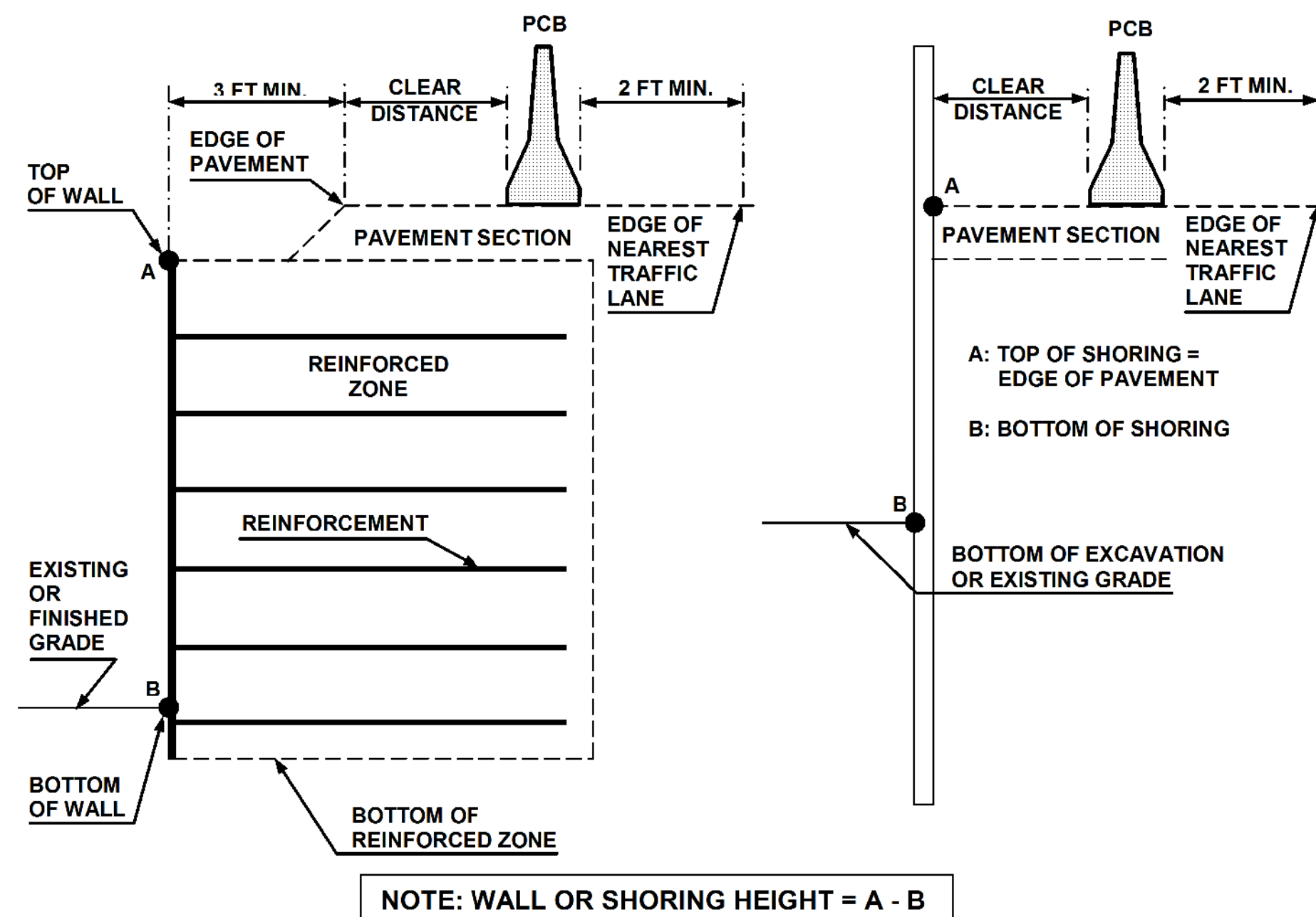


FIGURE A

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	
	Concrete	44-50	31	35	41	43	46	49	
		50-56	32	36	42	44	47	50	
		>56	32	36	42	45	47	51	
		<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	
Anchored PCB	Asphalt	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	Concrete (including bridge approach slabs)	All Offsets	24 for All Design Speeds				
					12 for All Design Speeds				

* See Figure Below

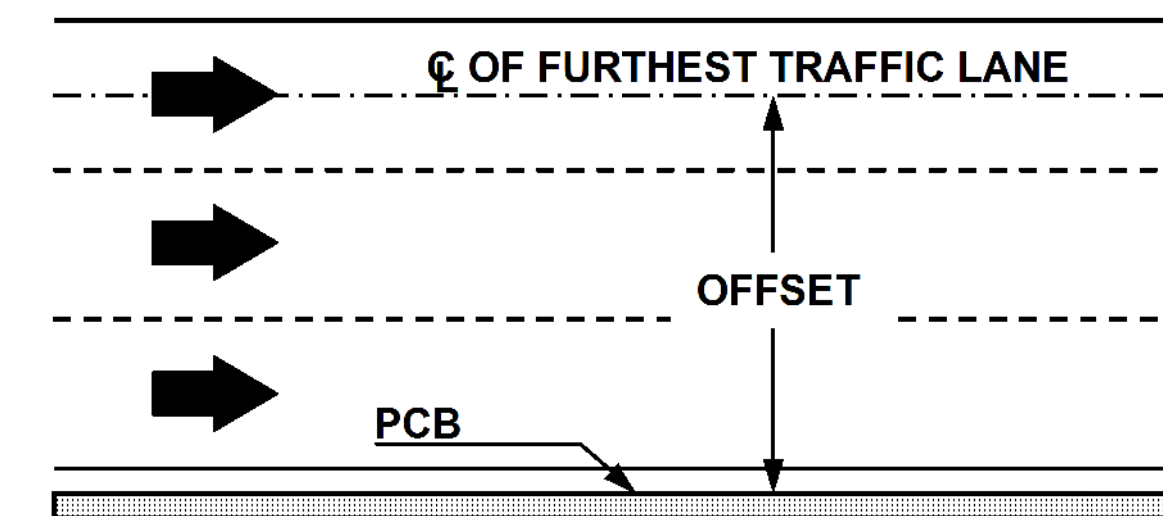
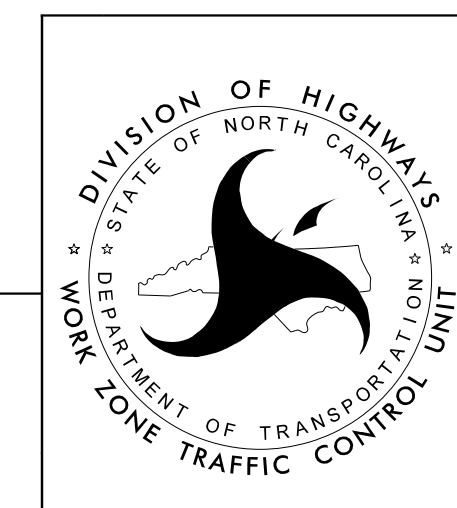


FIGURE B



PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS

DETAIL PROVIDED BY NCDOT

TEMPORARY SHORING LOCATION NO. ①
 -L- 32+65± (8.0' LT) TO -L- 33+15± (8.0' LT)

ESTIMATED QUANTITY = 750.0 SF

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

TEMPORARY SHORING IS REQUIRED FOR THE PIPE INSTALLATION FROM STATION -L-32+65+/-, 8' LT, TO STATION -L-33+15+/-, 8'LT.

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 STATION -L-32+65+/-, 8' LT, TO STATION -L-33+15+/-, 8' LT, 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 =1000FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L-32+65+/-, 8'LT, TO STATION -L-33+15+/-, 8'LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

TEMPORARY SHORING LOCATION NO. ②
 -L- 32+65± (0.0' LT) TO -L- 33+15± (0.0' LT)

ESTIMATED QUANTITY = 850.0 SF

FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION. TEMPORARY SHORING IS REQUIRED FOR THE PIPE INSTALLATION FROM STATION -L-32+65+/-, 0'LT, TO STATION -L-33+15+/-, 0'LT.

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 STATION -L-32+65+/-, 0'LT, TO STATION -L-33+15+/-, 0' LT, 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 =1000FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L-32+65+/-, 0'LT, TO STATION -L-33+15+/-, 0'LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

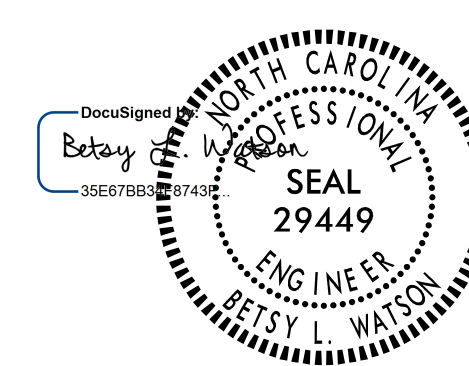
AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L-32+65+/-, 0'LT, TO STATION -L-33+15+/-, 0'LT. SEE STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

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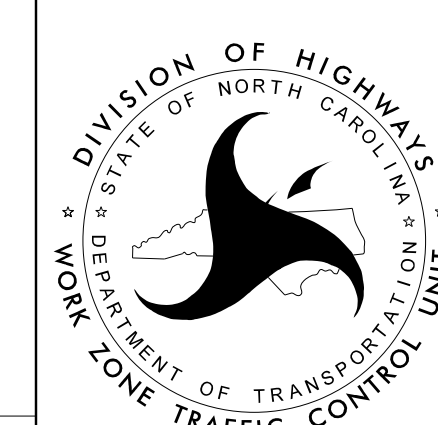


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TEMPORARY SHORING
 NOTES

TEMPORARY SHORING LOCATION NO. ③
 -L- 47+30± (8.0' LT) TO -L- 47+80± (8.0' LT)

ESTIMATED QUANTITY = 1050.0 SF

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

TEMPORARY SHORING IS REQUIRED FOR THE PIPE INSTALLATION FROM STATION -L-47+30+/-,8'LT, TO STATION -L-47+80+/-,8'LT.

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 STATION -L-47+30+/-,8'LT, TO STATION -L47+80+/-, 8' LT, 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 =962FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L-47+30+/-,8'LT, TO STATION -L-47+80+/-, 8'LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

TEMPORARY SHORING LOCATION NO. ④
 -L- 47+30± (0.0' LT) TO -L- 47+80± (0.0' LT)

ESTIMATED QUANTITY = 1200.0 SF

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

TEMPORARY SHORING IS REQUIRED FOR THE PIPE INSTALLATION FROM STATION -L-47+30+/-,0'LT, TO STATION -L-47+80+/-,0'LT.

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 STATION -L-47+30+/-,0'LT, TO STATION -L47+80+/-, 0' LT, 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 =962FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L-47+30+/-,0'LT, TO STATION -L-47+80+/-, 0'LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

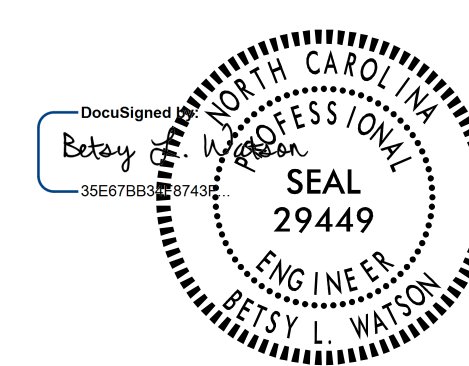
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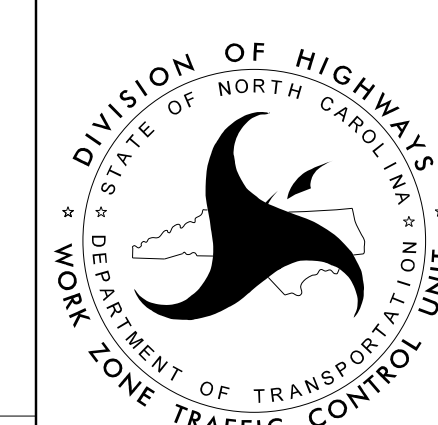


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TEMPORARY SHORING
 NOTES

TEMPORARY SHORING LOCATION NO. ⑤
 -L- 165+10± (0.0' RT) TO -L- 165+60± (0.0' RT)

ESTIMATED QUANTITY = 950.0 SF

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

TEMPORARY SHORING IS REQUIRED FOR THE PIPE INSTALLATION FROM STATION -L-165+10+/-,0'RT, TO STATION -L-165+60+/-,0'RT.

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 STATION -L-165+10+/-,0'RT, TO STATION -L165+60+/-, 0' RT, 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 =895FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L-165+10+/-,0'RT, TO STATION -L-165+60+/-, 0'RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L-165+10+/-, 0' RT, TO STATION -L-165+60+/-,0'RT. SEE STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO. ⑥
 -L- 165+10± (7.0' RT) TO -L- 165+60± (7.0' RT)

ESTIMATED QUANTITY = 850.0 SF

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

TEMPORARY SHORING IS REQUIRED FOR THE PIPE INSTALLATION FROM STATION -L-165+10+/-,7'RT, TO STATION -L-165+60+/-,7'RT.

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 STATION -L-165+10+/-,7'RT, TO STATION -L-165+60+/-, 7' RT, 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 =895FT

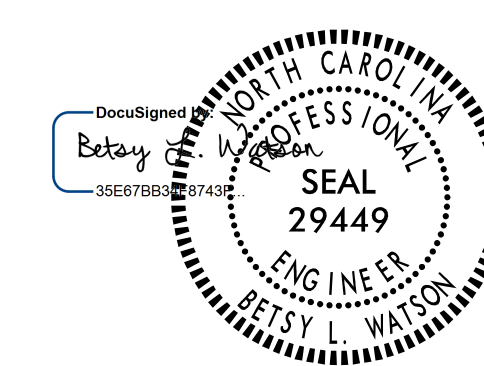
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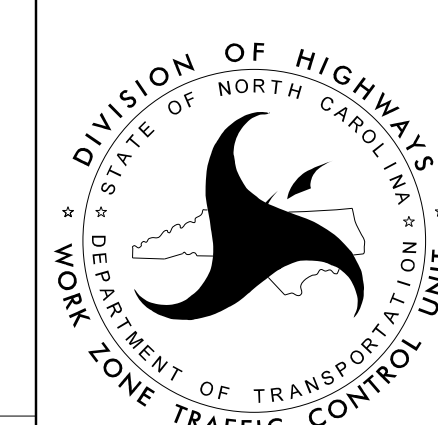


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TEMPORARY SHORING
 NOTES

TEMPORARY SHORING LOCATION NO. ⑦
 -L- 168+00± (0.0' RT) TO -L- 168+50± (0.0' RT)

ESTIMATED QUANTITY = 1050.0 SF

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

TEMPORARY SHORING IS REQUIRED FOR THE PIPE INSTALLATION FROM STATION -L-168+00+/-,0'RT, TO STATION -L-168+50+/-,0'RT.

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 STATION -L-168+00+/-,0'RT, TO STATION -L-168+50+/-, 0' RT, 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 =895FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L-168+00+/-,0'RT, TO STATION -L-168+50+/-, 0'RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L-168+00+/-, 0' RT, TO STATION -L-168+500+/-,0'RT. SEE STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO. ⑧
 -L- 168+00± (7.0' RT) TO -L- 168+50± (7.0' RT)

ESTIMATED QUANTITY = 950.0 SF

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

TEMPORARY SHORING IS REQUIRED FOR THE PIPE INSTALLATION FROM STATION -L-168+00+/-,7'RT, TO STATION -L-168+50+/-,7'RT.

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 STATION -L-168+00+/-,7'RT, TO STATION -L-168+50+/-, 7' RT, 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 =895FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L-168+00+/-,7'RT, TO STATION -L-168+50+/-, 7'RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

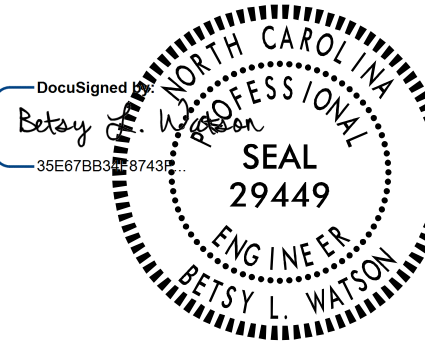
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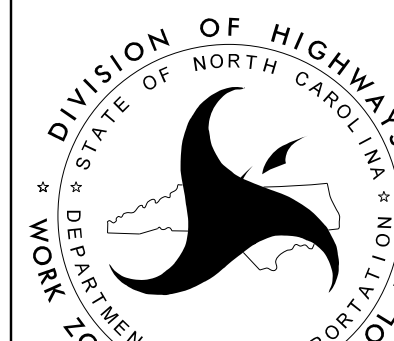
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 Betsy L. Watson
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DIVISION OF HIGHWAYS
 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 WORK ZONE TRAFFIC CONTROL UNIT

TEMPORARY SHORING
 NOTES

TEMPORARY SHORING LOCATION NO. ⑨
 -L- 230+50± (0.0' RT) TO -L- 231+25± (0.0' RT)

ESTIMATED QUANTITY = 2700.0 SF

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

TEMPORARY SHORING IS REQUIRED FOR THE PIPE INSTALLATION FROM STATION -L-230+50+/-,0'RT, TO STATION -L-231+25+/-,0'RT.

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 STATION -L-230+50+/-,0'RT, TO STATION -L-231+25+/-, 0' RT, 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 =958FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L-230+50+/-,0'RT, TO STATION -L-231+25+/-, 0'RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L-230+50+/-, 0' RT, TO STATION -L-231+25+/-,0'RT. SEE STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO. ⑩
 -L- 230+50± (8.0' RT) TO -L- 231+25± (8.0' RT)

ESTIMATED QUANTITY = 2475.0 SF

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

TEMPORARY SHORING IS REQUIRED FOR THE PIPE INSTALLATION FROM STATION -L-230+50+/-,8'RT, TO STATION -L-231+25+/-,8'RT.

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 STATION -L-230+50+/-,8'RT, TO STATION -L-231+25+/-, 8' RT, 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 =958FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L-230+50+/-,8'RT, TO STATION -L-231+25+/-, 8'RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

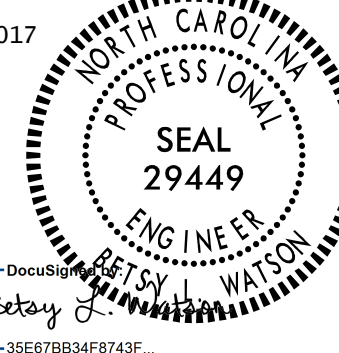
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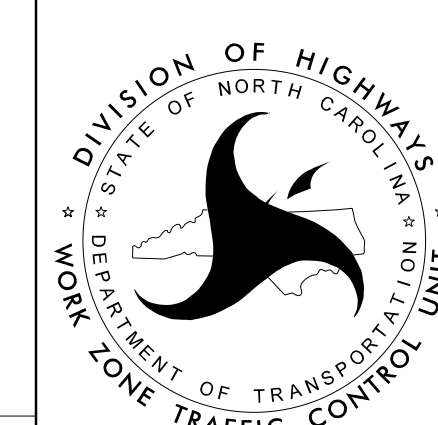
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TEMPORARY SHORING
 NOTES

TEMPORARY SHORING LOCATION NO. ①
 -L- 231+00±, OFFSET VARIES

ESTIMATED QUANTITY = 1650.0 SF

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

TEMPORARY SHORING IS REQUIRED FOR THE PIPE INSTALLATION AT STATION -L-231+00+/-, TO STATION -L-231+00+/-.

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 STATION -L-231+00+/-, TO STATION -L-231+00+/-, 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 = 95.8 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L-231+00+/-, TO STATION -L-231+00+/- . THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

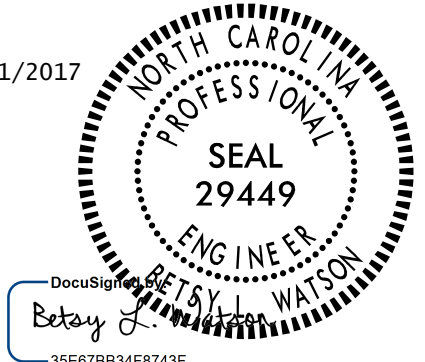
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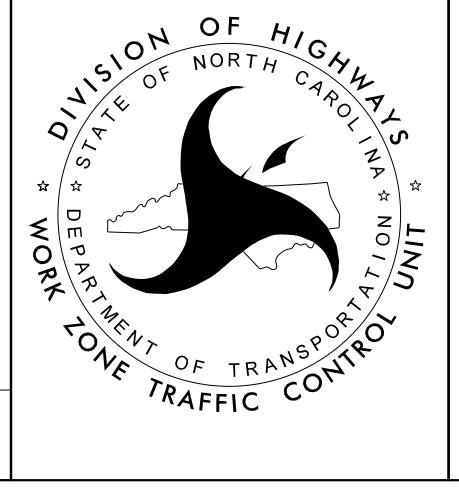
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SHIPING YANG
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 PROFESSIONAL ENGINEER
 STATE OF NORTH CAROLINA

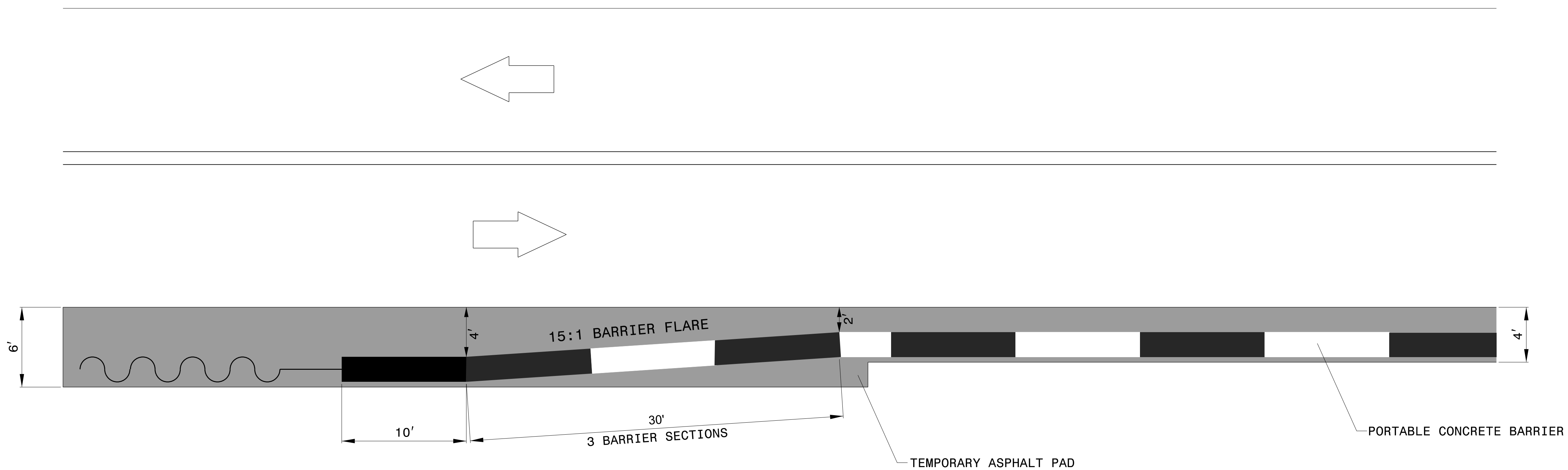
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DIVISION OF HIGHWAYS
 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 WORK ZONE TRAFFIC CONTROL UNIT

TEMPORARY SHORING
 NOTES

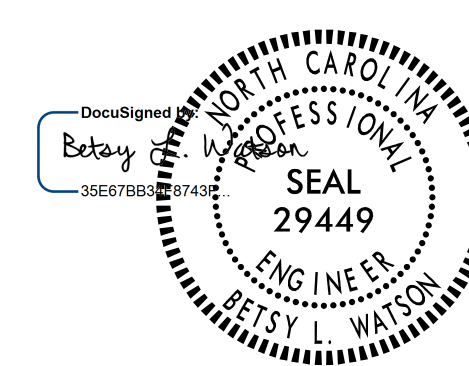
TEMPORARY CONCRETE BARRIER APPROACH END TREATMENT



10/3/2016
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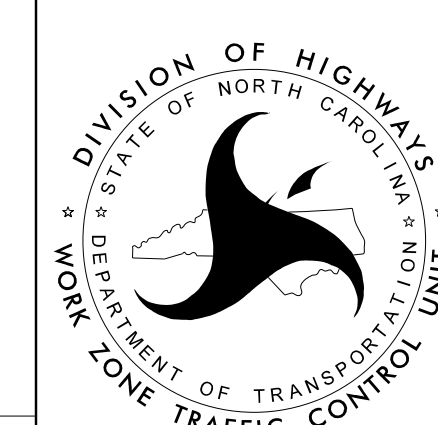


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TEMPORARY
 PCB PLACEMENT
 TYPICAL

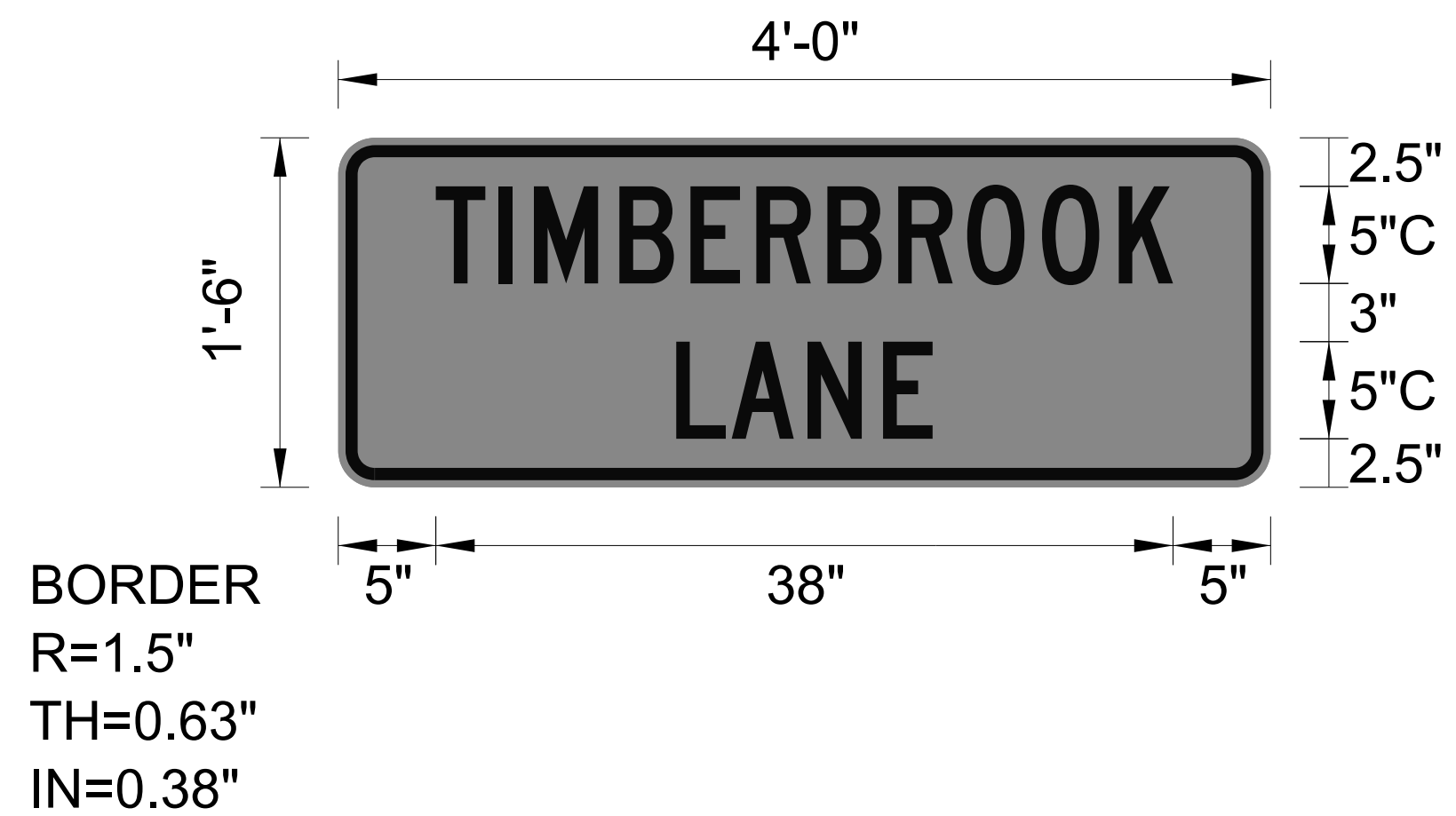
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 TYPE: STATIONARY
 QUANTITY: SEE PLANS
 SIGN WIDTH: 48"
 HEIGHT: 18"
 TOTAL AREA: 6.0 Sq.Ft.
 BORDER TYPE: RECESSED
 RADII: 1.5"
 WIDTH: 0.63"
 RECESS: 0.38"
 NO. Z BARS:
 LENGTH:

BACKG COLOR: Fluorescent Orange
 COPY COLOR: Black

SYMBOL	X	Y	WID	HT

MAT'L: 0.125" (3.2MM) ALUMINUM

DESIGN BY: RRR
 PROJECT ID: R-3100A
 CHECKED BY: GMK
 DIV: 12
 DATE: Apr 11, 2016



Spacing Factor is 1 unless specified otherwise

- USE NOTES
1. Legend and border shall be direct applied black non-reflective sheeting.
 2. Background shall be NC GRADE B Fluorescent Orange retroreflective sheeting.

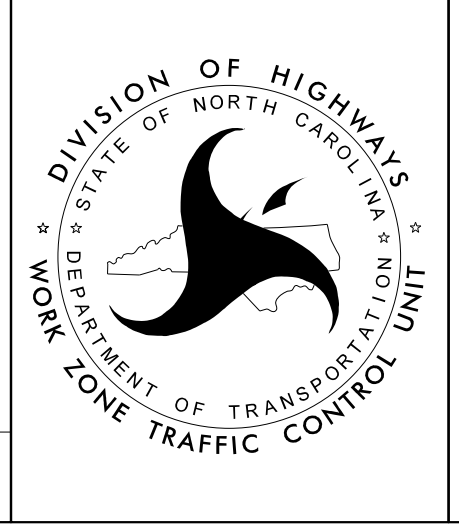
LETTER POSITIONS

Letter spacings are to start of next letter												Series/Size	Text Length				
	T	I	M	B	E	R	B	R	O	O	K						C 2000
5	3.2	1.8	4.4	3.7	3.4	3.7	3.7	3.6	3.8	3.9	2.8	5					38
	L	A	N	E													C 2000
17.4	2.9	3.9	3.9	2.6	17.4												13.2

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TIMBERBROOK LN
 DETOUR SIGN DESIGN

SIGN NUMBER: SD-1 TYPE: STATIONARY QUANTITY: SEE PLANS SIGN WIDTH: 42" HEIGHT: 18" TOTAL AREA: 5.3 Sq.Ft. BORDER TYPE: RECESSED RADII: 1.5" WIDTH: 0.63" RECESS: 0.38" NO. Z BARS: LENGTH:	BACKG COLOR: Fluorescent Orange COPY COLOR: Black <table border="1"> <thead> <tr> <th>SYMBOL</th> <th>X</th> <th>Y</th> <th>WID</th> <th>HT</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> <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: 0.080" (2.0MM) ALUMINUM	SYMBOL	X	Y	WID	HT																																																			DESIGN BY: RRH PROJECT ID: R-3100A CHECKED BY: GMK DIV: 12 DATE: Apr 05, 2016
SYMBOL	X	Y	WID	HT																																																					

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

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

	B	U	F	F	A	L	O															Series/Size Text Length
	9.2	3.7	3.9	3.3	2.8	3.9	3.2	3	9.2													C 2000 23.7
		S	H	O	A	L	S		R	D												C 2000 32.2
	4.9	3.6	3.8	3.5	3.9	3	2.8	5	3.6	2.8	4.9											

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PHASE I

PRIOR TO ANY WORK OPERATIONS, INSTALL WORK ZONE ADVANCE WARNING SIGNS ON NC 16 -L- AND -Y- LINES PER RSD. 1101.1, SHEET 3 OF 3 AT THE BEGIN PROJECT LIMITS AND RSD. 1101.1, SHEET 2 OF 3 AT THE END PROJECT LIMITS. COORDINATE SIGN PLACEMENT AND OPERATIONS WITH CONTRACTOR OF ADJACENT PROJECT R-3100B.

ALL ROADWAY CONSTRUCTION MENTIONED IN PHASE I IS TO BE CONSTRUCTED UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE, UNLESS OTHERWISE NOTED OR ALLOWED BY THE ENGINEER.

STEP 1:

PERFORM THE FOLLOWING USING TEMPORARY LANE CLOSURES PER RSD 1101.02 SHEET 1 OF 15 AS REQUIRED. RETURN TRAFFIC TO THE EXISTING PATTERN WHEN LANE CLOSURES ARE NOT IN EFFECT.

-PAVE TEMPORARY ASPHALT PADS AND INSTALL PORTABLE CONCRETE BARRIER (PCB) AT THE CULVERT LOCATIONS (TMP-4A,4B,4K, AND 4P).

-BEHIND PCB BEGIN STAGED CULVERT/PIPE REPLACEMENTS.

-PERFORM THE FOLLOWING CONSTRUCTION OF NC 16 -L- AS FOLLOWS:

CONSTRUCT TEMPORARY ALIGNMENT -DET- FOR AIRPORT RD. -Y22- (TMP-4N)

BEGIN WIDENING AS FOLLOWS. MAINTAIN ACCESS FOR DRIVEWAYS AND Y-LINES ALONG NC 16 BY EITHER OMITTING A PORTION OF THE MEDIAN CURB AND GUTTER AS NECESSARY, OR BY USING INCIDENTAL STONE OR PLATES.

- L- 12+00-94+70 RT
- L- 94+70-108+05 LT/RT (UP TO EXISTING EOP)
- L- 108+05-127+00 RT
- L- 127+00-138+00 LT/RT (UP TO EXISTING EOP)
- L- 138+00-248+23.86 LT
- L- 233+00-244+25 TEMPORARY PAVEMENT
- L1- 10+00-20+62.23 LT

BEGIN WIDENING AND PAVING AT THE FOLLOWING INTERSECTIONS:

- NC 16 -L-/MT. RUHAMA RD. -Y17- (TMP-4A)
- NC 16 -L-/TIMBERBROOK LN. -Y18- (TMP-4C)
- NC 16 -L-/BUFFALO SHOALS RD -Y19- (TMP-4F UP TO EXISTING EOP)
- NC 16 -L-/PINE LEAF RD. -Y31- (TMP-4I)
- NC 16 -L-/RANT DRUM RD. -Y20- (TMP-4J)

NOTE: EMBANKMENT WORK MAY BEGIN ON BOTH SIDES OF THE EXISTING NC 16 -L- ROADWAY, AS ALLOWED BY THE ENGINEER.

INTERMEDIATE CONTRACT TIME SPECIAL PROVISION

COMPLETE THE WORK REQUIRED OF PHASE 1 STEP 2, BUFFALO SHOALS RD -Y19- WITHIN A PERIOD OF 7 CONSECUTIVE CALENDAR DAYS.

STEP 2:

BUFFALO SHOALS RD -Y19-

STEP 2A (TMP-4T)
IMPLEMENT THE DETOUR SHOWN ON TMP-4T AND CLOSE THE NORTHERN LEG OF BUFFALO SHOALS RD USING RSD 1101.03 SHEETS 1 AND 2 OF 9.

STEP 2B (TMP-4F1)
WITH BUFFALO SHOALS RD CLOSED TO TRAFFIC COMPLETE THE NORTHERN LEG STA. -Y19- 13+15-20+32.18

COMPLETE -L- 94+70-108+05 AND BUFFALO SHOALS RD -Y19-, SOUTHERN LEG, USING TEMPORARY LANE CLOSURES PER RSD 1101.02 SHEET 1 OF 15. BRINGING PAVEMENT UP TO SAME ELEVATION WITH NORTHERN LEG.

STEP 2C (TMP-4F2)
UPON COMPLETION OF PAVING OPERATIONS PLACE PAVEMENT MARKINGS AND OPEN BUFFALO SHOALS RD -Y19- NORTHERN LEG TO TRAFFIC.

NOTE: WORK IN STEPS 2 AND 3 MAY BE COMPLETED CONCURRENTLY

STEP 3:

AIRPORT RD -Y22- (TMP-4N)

STEP 3A
SHIFT AIRPORT RD TRAFFIC ONTO -DET- TEMPORARY PAVEMENT AND CLOSE AIRPORT RD. -Y22-

STEP 3B
CONSTRUCT PROPOSED AIRPORT RD. -Y22-/NC 16 INTERSECTION STA. 12+70 TO EXISTING -L- EOP.

STEP 3C
OPEN AIRPORT RD -Y22-, AND CLOSE DETOUR -DET-

STEP 3D
REMOVE -DET- AND CONSTRUCT REMAINDER OF NC 16 -L- INTERSECTION.

STEP 4:

NC 16 -L-

COMPLETE THE FOLLOWING:

-STAGE 1 CONSTRUCTION ON CULVERTS (TMP-4A,4B,4K, AND 4P)


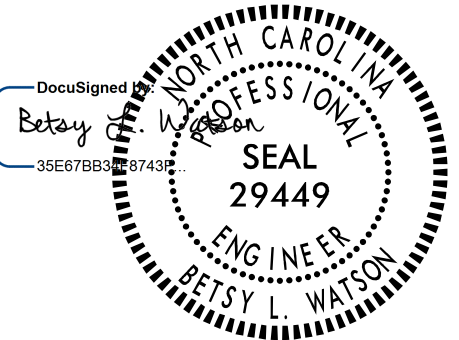

-NC 16 WIDENING:

- L- 12+00-94+70 RT
- L- 94+70-108+05 LT/RT (UP TO EXISTING EOP)
- L- 108+05-127+00 RT
- L- 127+00-142+00 LT/RT (UP TO EXISTING EOP)
- L- 142+00-233+00 LT
- L- 233+00-248+23.86 LT
- L1- 10+00-20+62.23 LT
- L- 233+00-244+25 17.5' TEMPORARY PAVEMENT

-WIDENING AND PAVING AT THE FOLLOWING INTERSECTION:

- NC 16 -L-/MT. RUHAMA RD -Y17- (TMP-4A)
- NC 16 -L-/TIMBERBROOK LN -Y18- (TMP-4C)
- NC 16 -L-/PINE LEAF RD -Y31- (TMP-4I)
- NC 16 -L-/RANT DRUM RD -Y20- (TMP-4J)

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PROJ. REFERENCE NO.	SHEET NO.
R-3100A	TMP-3A

PHASE II

NC 16 -L-

STEP 1:

IN A CONTINUOUS OPERATION USING TEMPORARY LANE CLOSURES USING RSD 1101.02 SHEET 1 OF 15 PERFORM THE FOLLOWING:

PAVE/WEDGE OVER EXISTING WIDENING AND PAVEMENT FROM -L- STA. 127+00 - 142+00 TO PREPARE FOR SHIFT TO PHASE II PATTERN (TMP-5H AND 5I).

REVISE THE NC 16 TRAFFIC PATTERN PLACING TWO LANE TWO WAY NC 16 TRAFFIC ONTO THE NEWLY CONSTRUCTED RIGHT AND LEFT SIDES AND CLOSE EXISTING SECTIONS. PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS FOR THE NEW TRAFFIC PATTERN. (TMP 5 SERIES)

RESET PCB AT CULVERT LOCATIONS. (TMP-5A,5B,5K, AND 5P)

CLOSE EXISTING DRIVEWAY AT -L- STA. 165+70. MAINTAIN ACCESS TO BURKE CHRISTIAN TOURS VIA THE DRIVEWAY TO THE NORTH AT STA. 162+80. BEGIN -CBT_DR- REALIGNMENT (TMP-5K).

STEP 2:

COMPLETE STAGE 2 CULVERT/PIPE REPLACEMENTS. (TMP-5A,5B,5K, AND 5P).


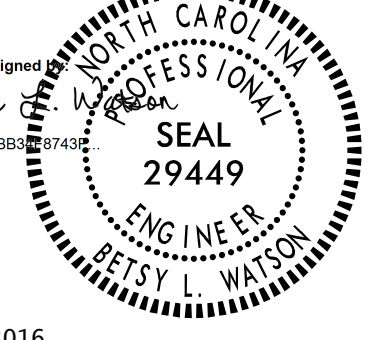

USING TEMPORARY LANE CLOSURES, PER RSD 1101.02 SHEET 1 OF 15 PERFORM THE FOLLOWING:

CONSTRUCT NC 16 WIDENING AS FOLLOWS (TMP SERIES 5). MAINTAIN ACCESS FOR DRIVEWAYS AND Y-LINES ALONG NC 16 BY EITHER OMITTING A PORTION OF THE MEDIAN CURB AND GUTTER AS NECESSARY, OR BY USING INCIDENTAL STONE OR PLATES.

- L- 12+00- 94+70 LT
- L- 108+05-142+00 LT
- L- 127+00-240+00 RT

COMPLETE -CBT_DR- REALIGNMENT (TMP-5K).

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PROJ. REFERENCE NO.	SHEET NO.
R-3100A	TMP-3B

PHASE III

NC 16 -L-

STEP 1:

USING LANE CLOSURES PER RSD 1101.02 SHEET 1 OF 15 PERFORM THE FOLLOWING:

REVISE THE NC 16 -L- TRAFFIC PATTERN PLACING TRAFFIC IN SINGLE LANES ON THE OUTSIDE.

STEP 2:

USING TEMPORARY LANE CLOSURES, AS NEEDED, PER RSD 1101.02 SHEET 1 OF 15 PERFORM THE FOLLOWING:

-CONSTRUCT ALL REMAINING CURB AND GUTTER, MEDIAN AREAS, AND CONCRETE ISLANDS ON -L- LINE.

CONSTRUCT MEDIAN TURN LANES IN A MANNER SUCH THAT NO CONSECUTIVE U-TURN AREAS ARE CLOSED TO TRAFFIC, AS DIRECTED BY THE ENGINEER.

-CONSTRUCT CONCRETE ISLANDS AT -Y- LINES.


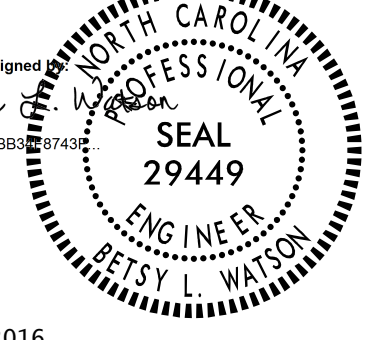

STEP 3:

USING TEMPORARY LANE CLOSURES AS NEEDED AND/OR LANE SHIFTS PAVE FINAL LAYER OF SURFACE COURSE AND PLACE FINAL PAVEMENT MARKINGS.

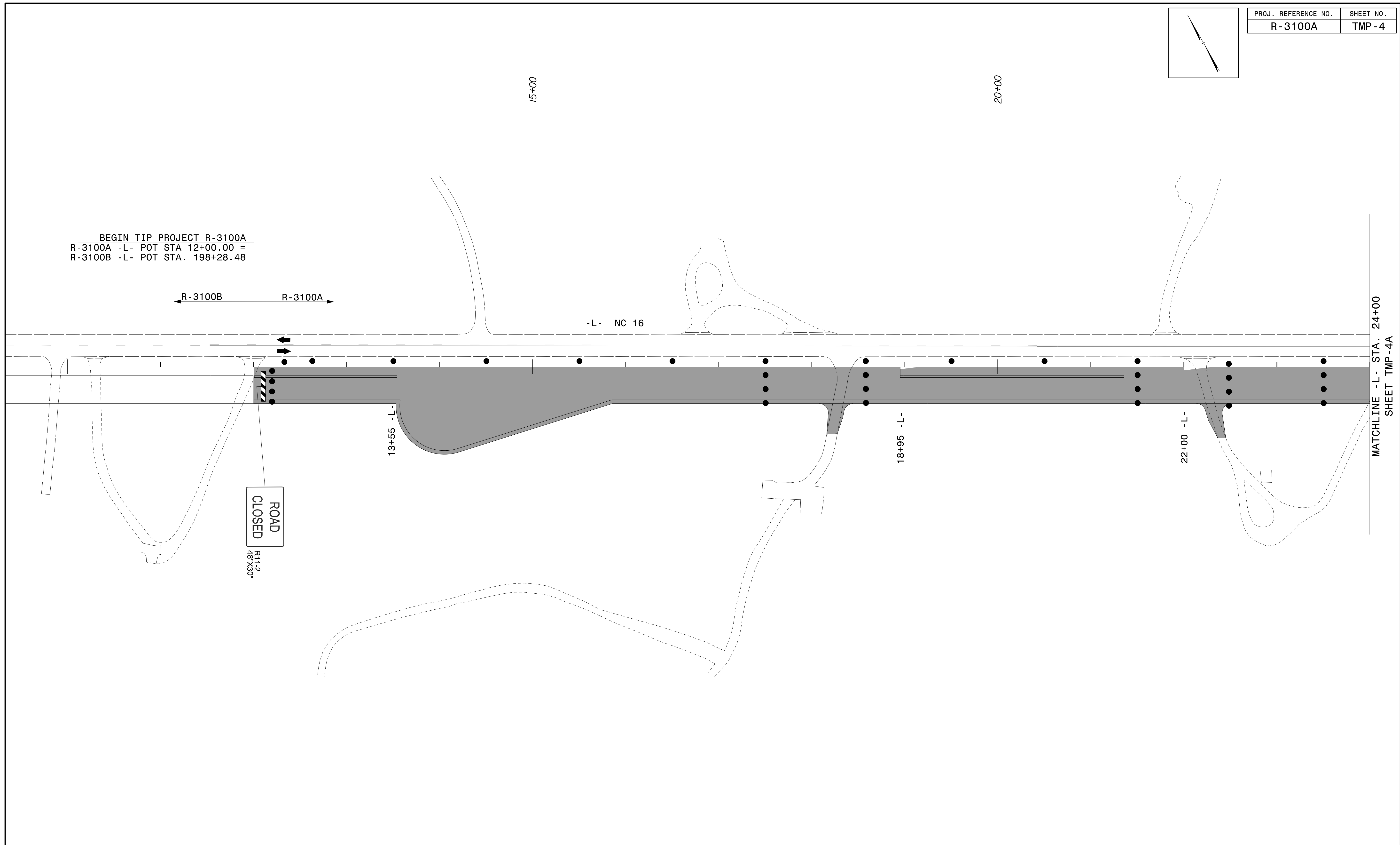
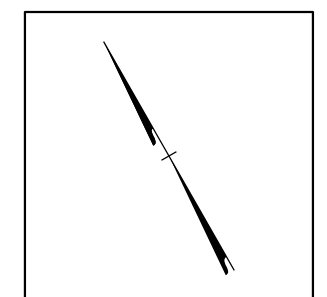
STEP 4:

REMOVE TRAFFIC CONTROL DEVICES AND OPEN PROJECT TO THE PROPOSED TRAFFIC PATTERN AS DIRECTED BY THE ENGINEER.

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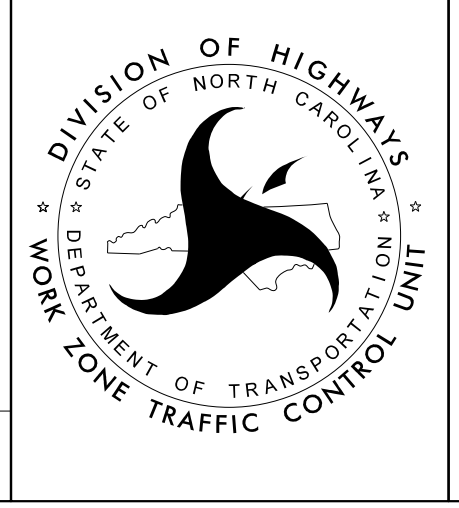
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R-3100A	TMP-4



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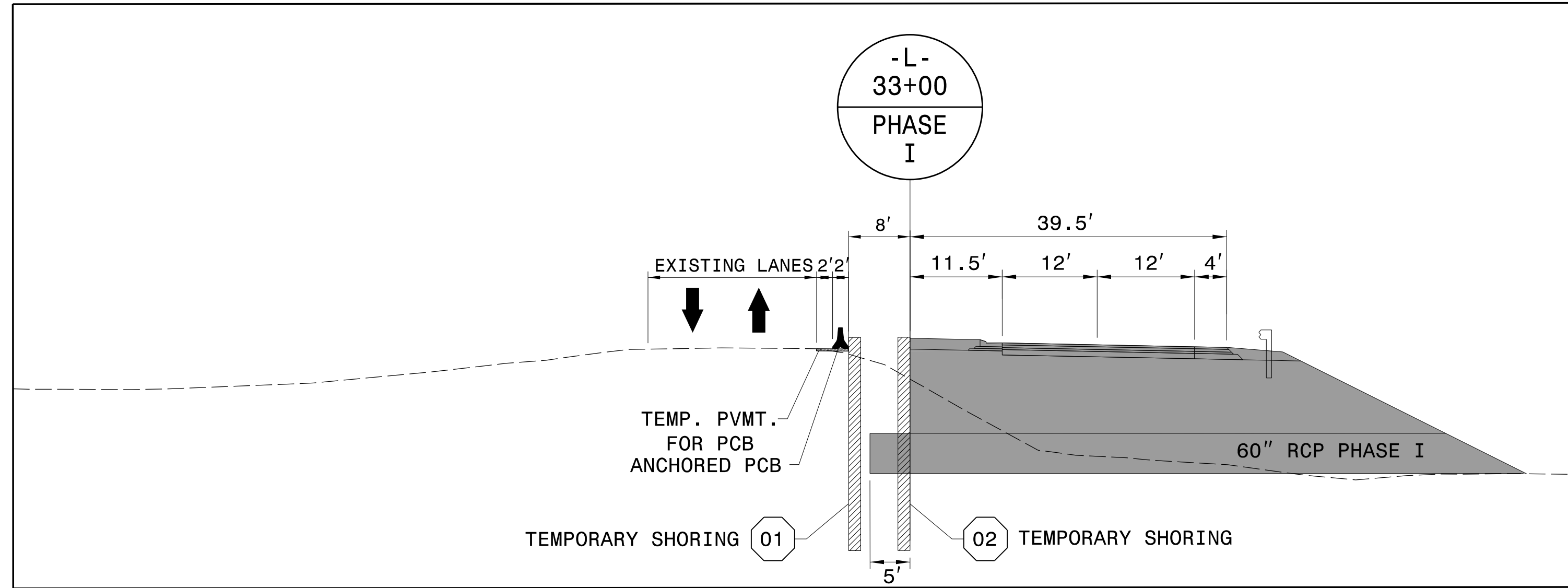
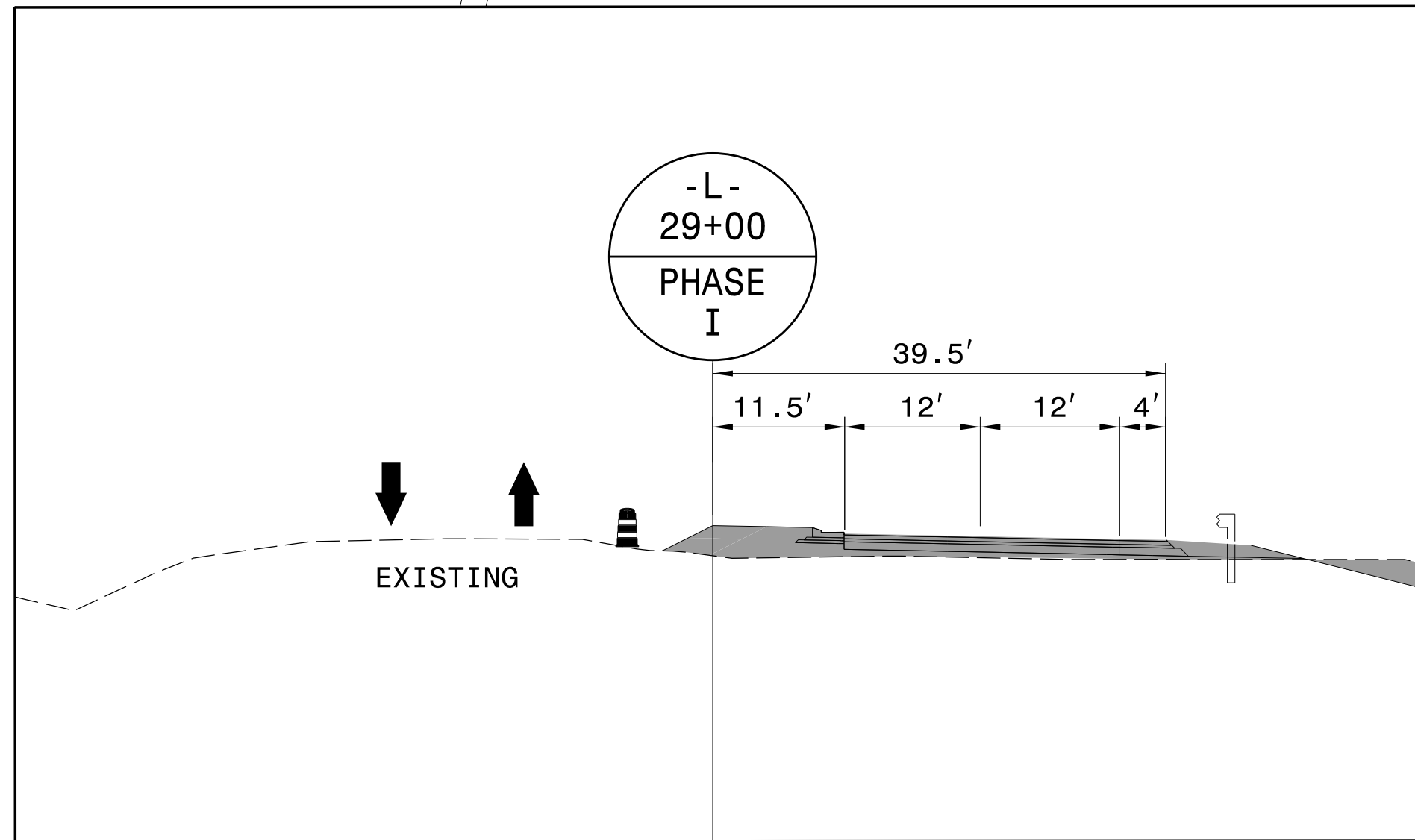
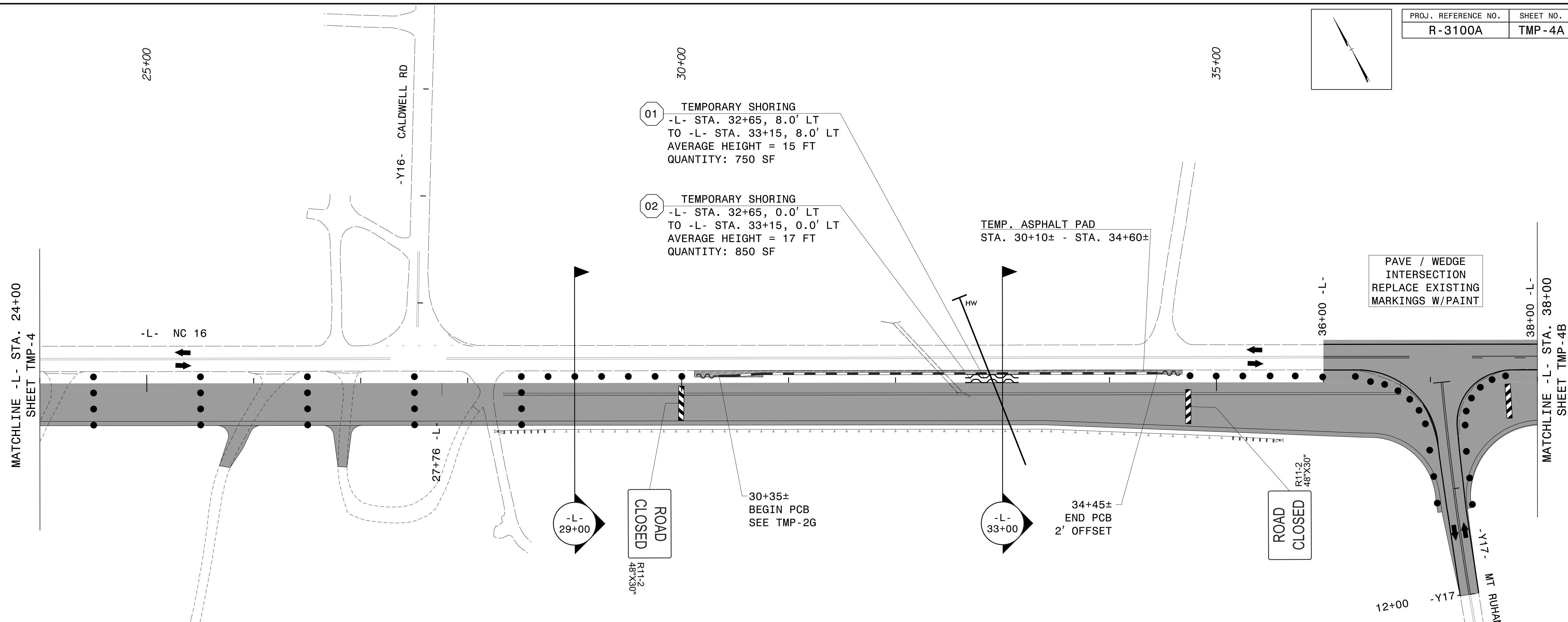
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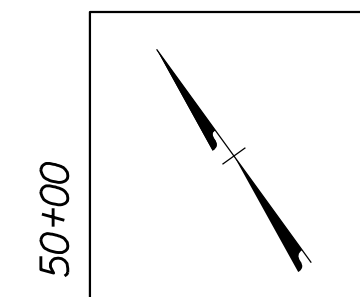
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ENGINEER
BETSY L. WATSON

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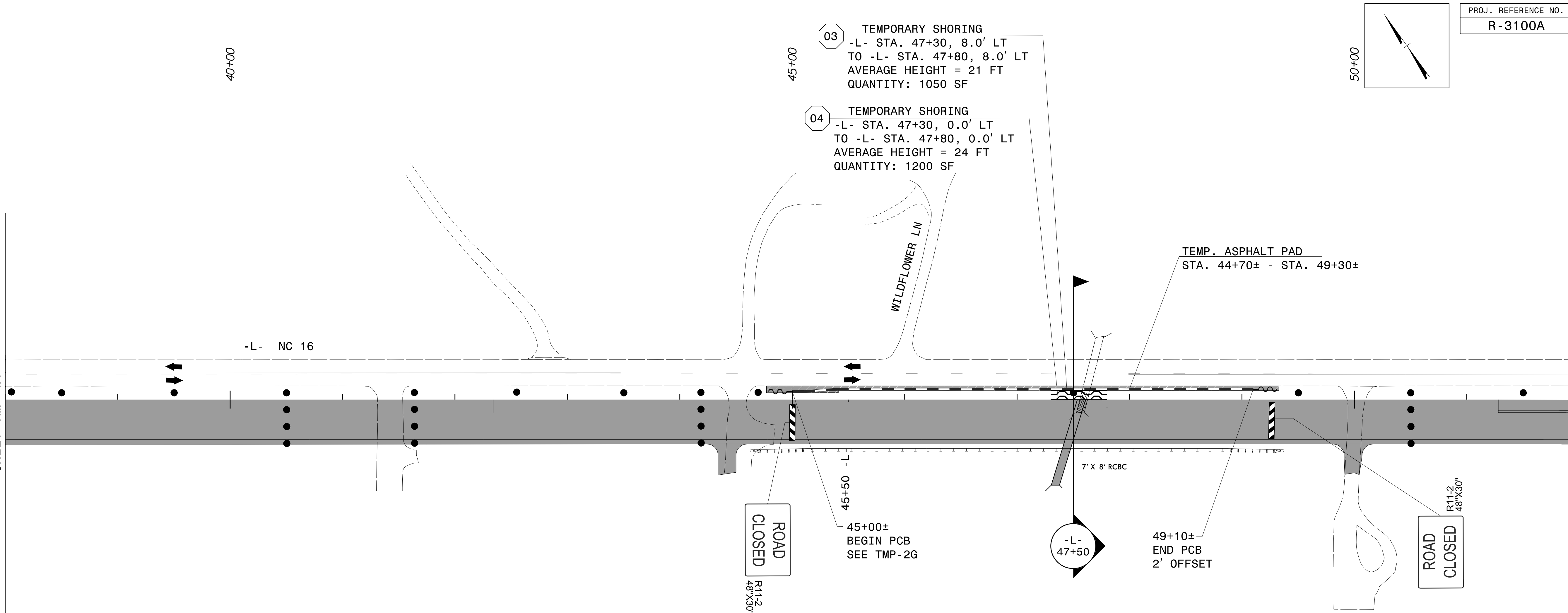
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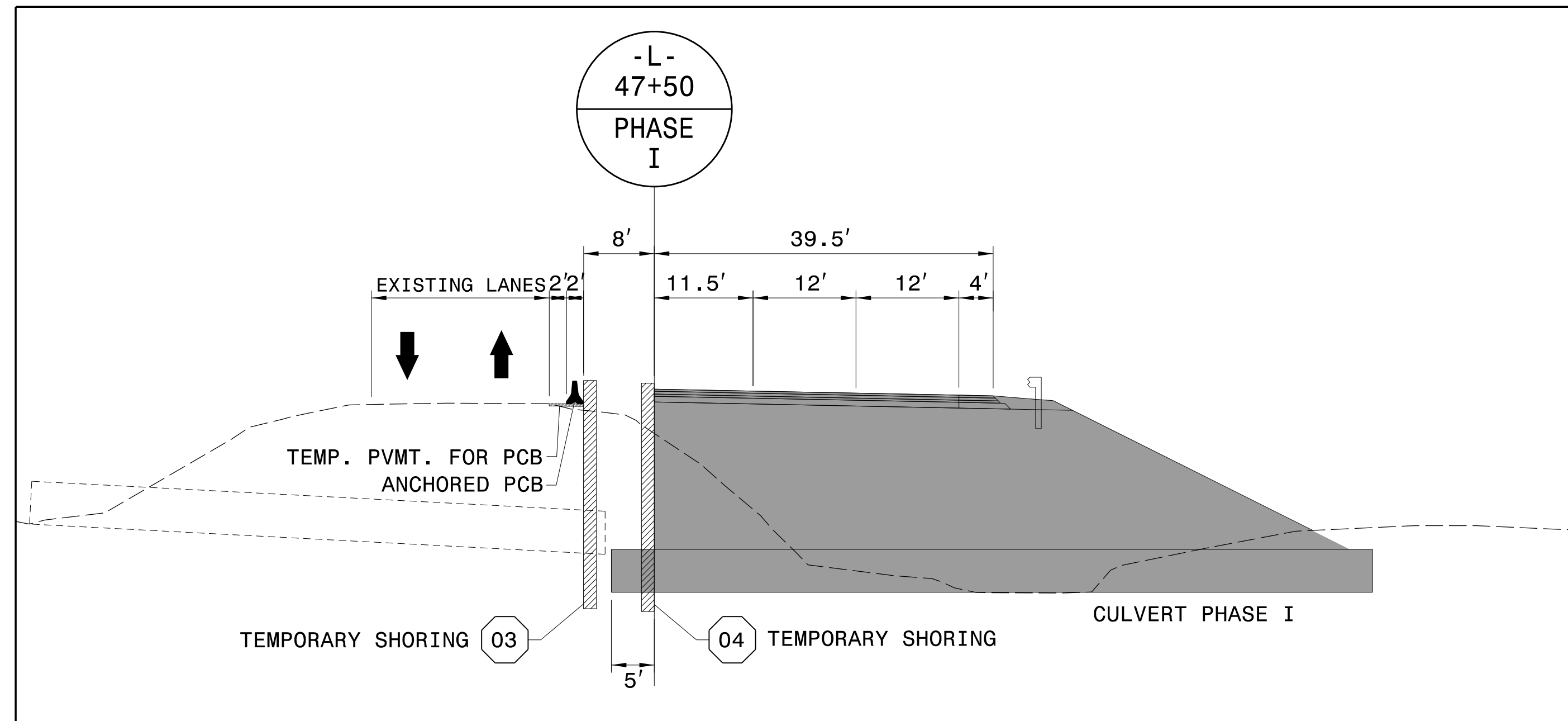
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MATCHLINE -L- STA. 38+00
SHEET TMP-4A



MATCHLINE -L- STA. 52+00
SHEET TMP-4C



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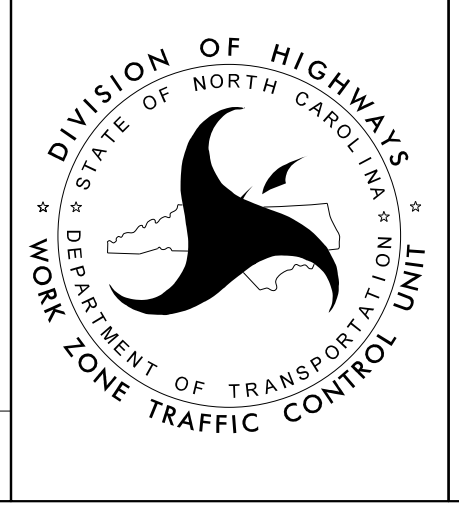
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BETSY L. WATSON

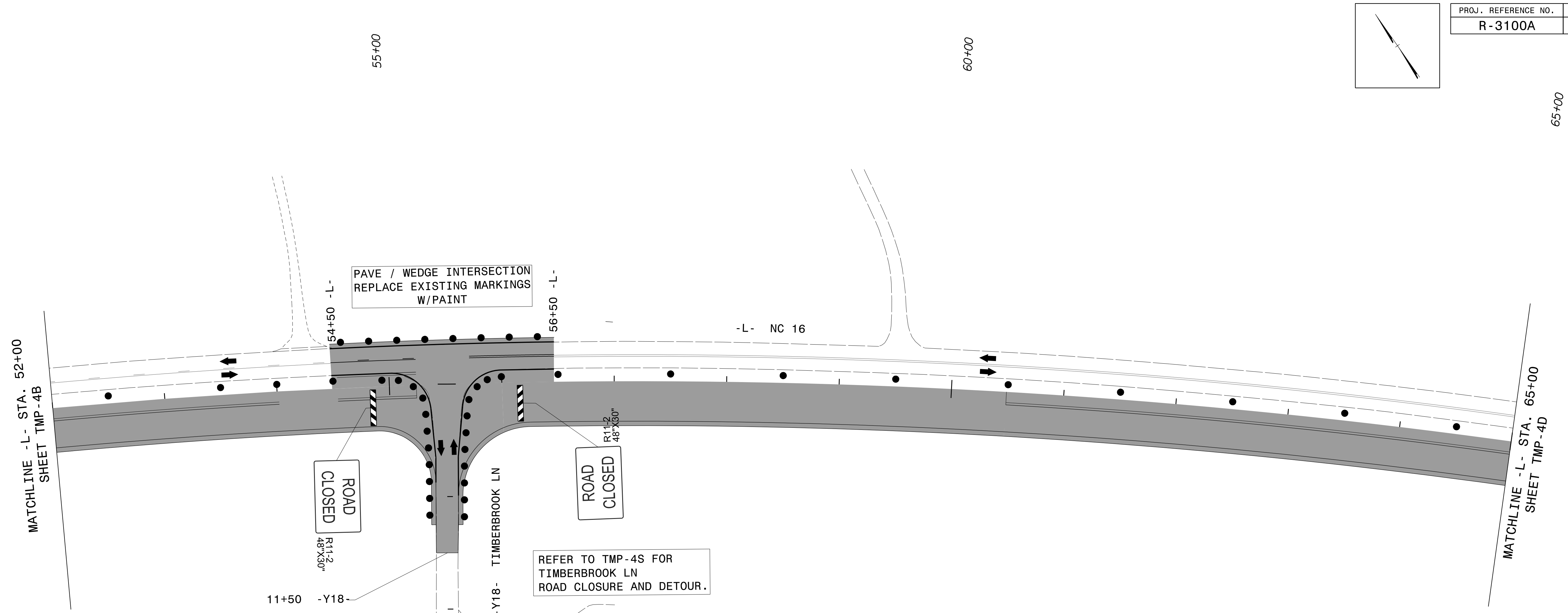
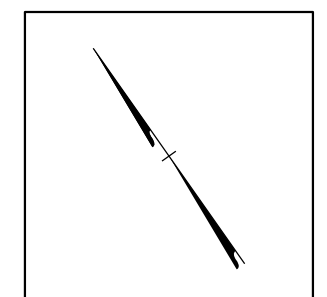
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PHASE I

PROJ. REFERENCE NO.	SHEET NO.
R-3100A	TMP-4C

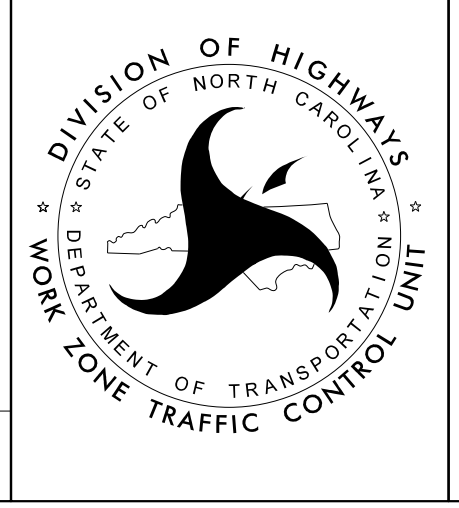


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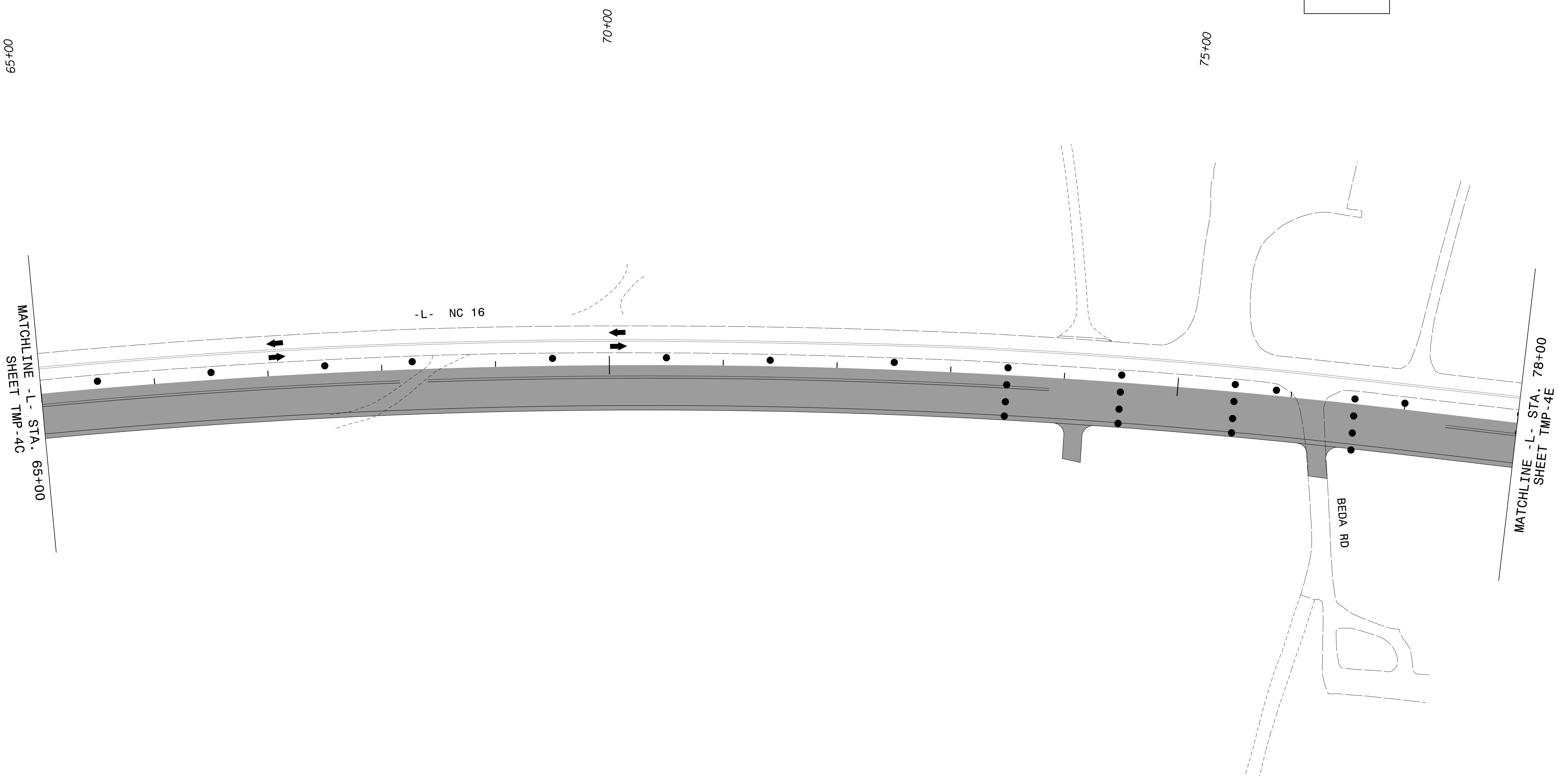
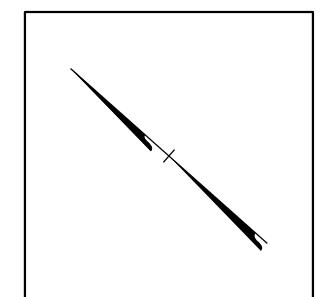
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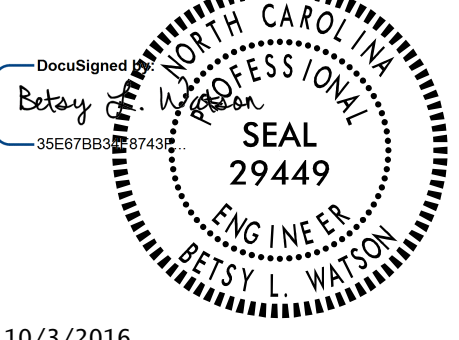
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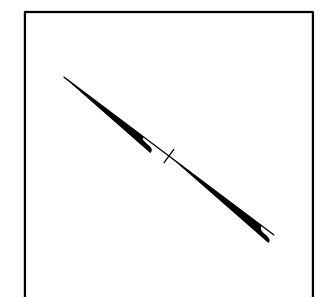

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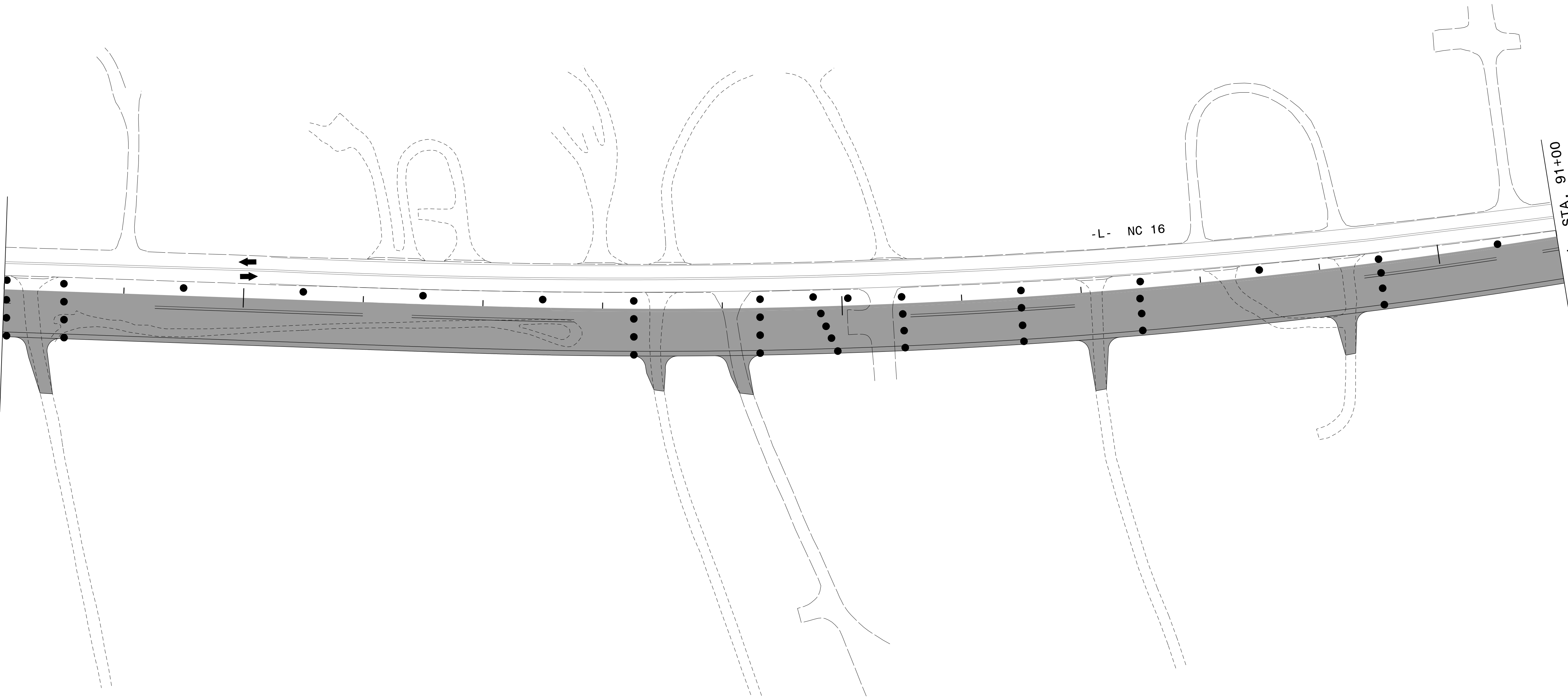


90+00

80+00

85+00

MATCHLINE -L- STA. 78+00
SHEET TMP-4D

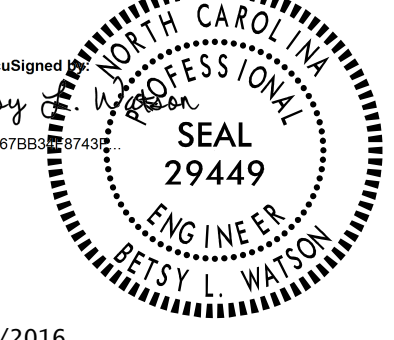


MATCHLINE -L- STA. 91+00
SHEET TMP-4F

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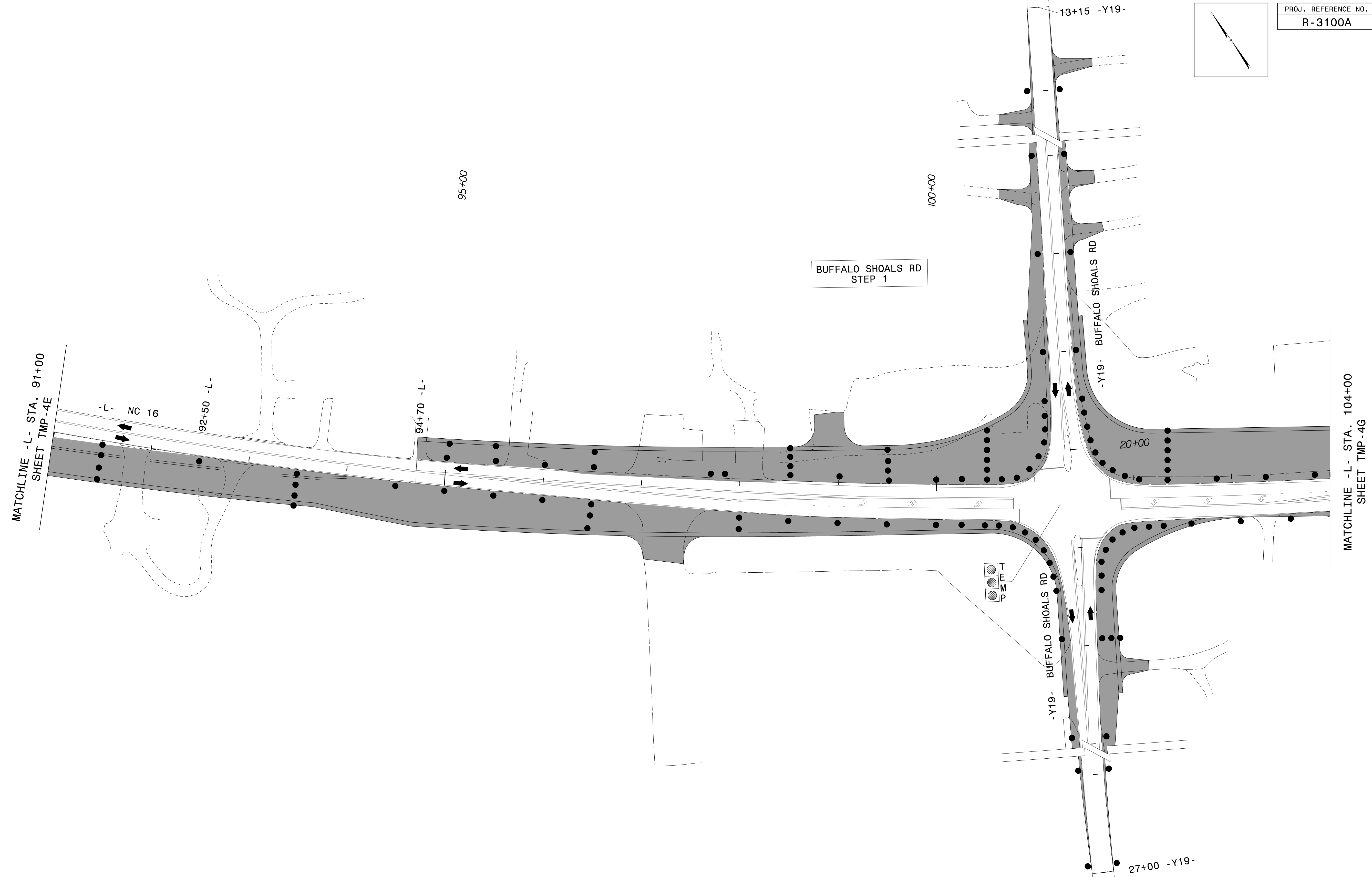
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R-3100A	TMP-4F

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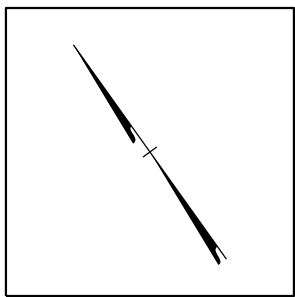
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 BETSY L. WATSON

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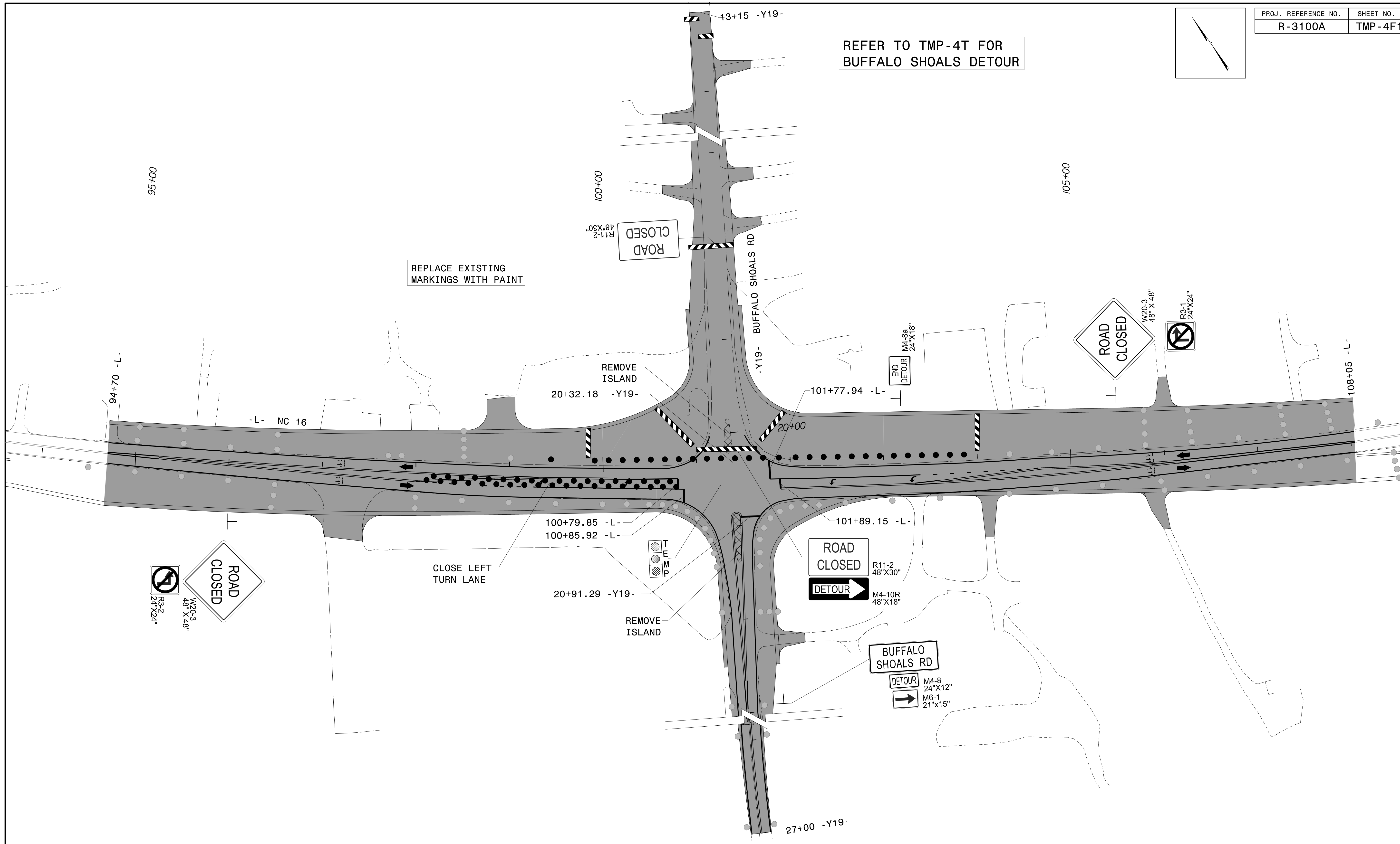
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REFER TO TMP-4T FOR
BUFFALO SHOALS DETOUR



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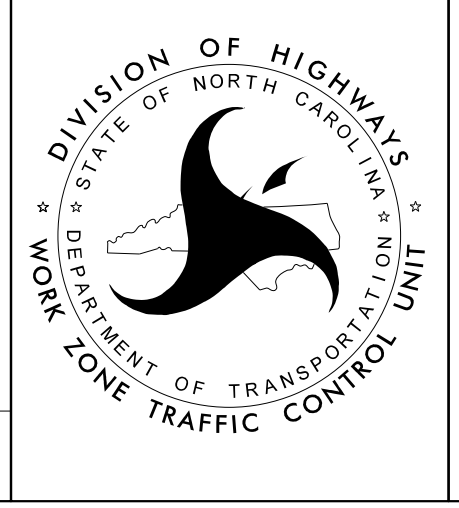
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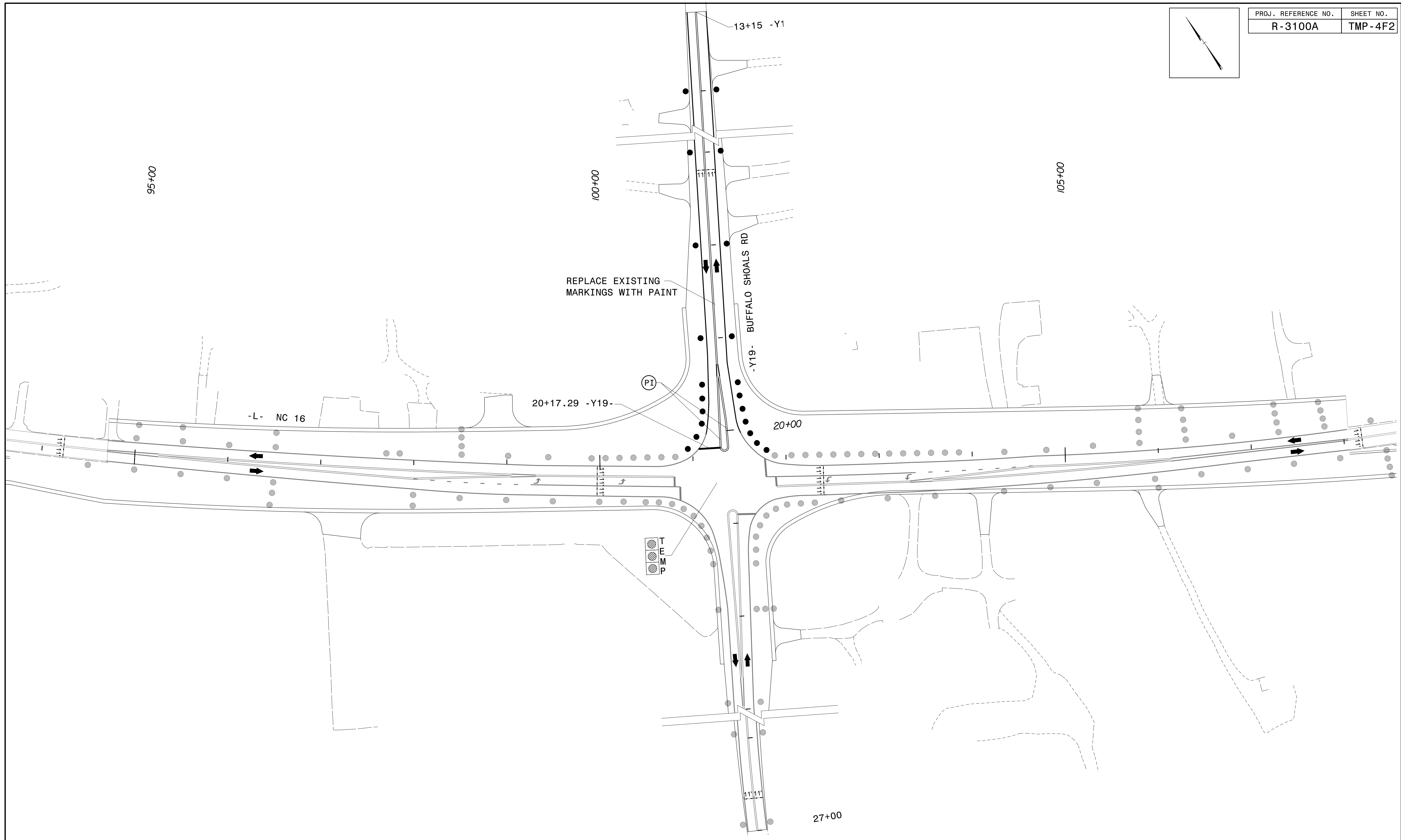
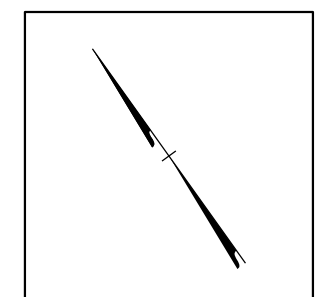
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BUFFALO SHOALS RD
STEP 2B

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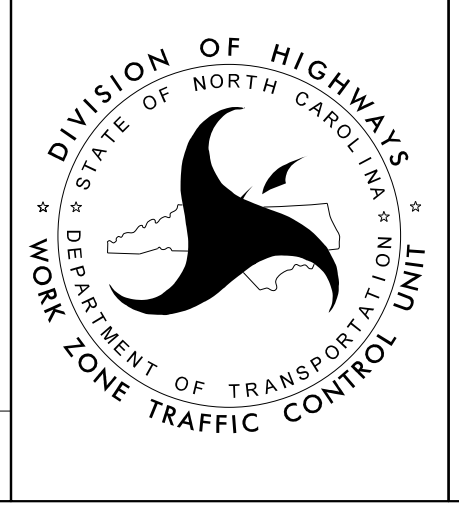


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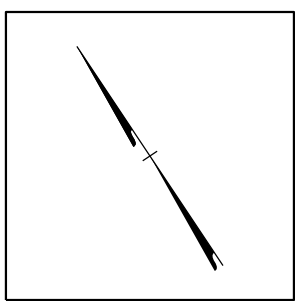
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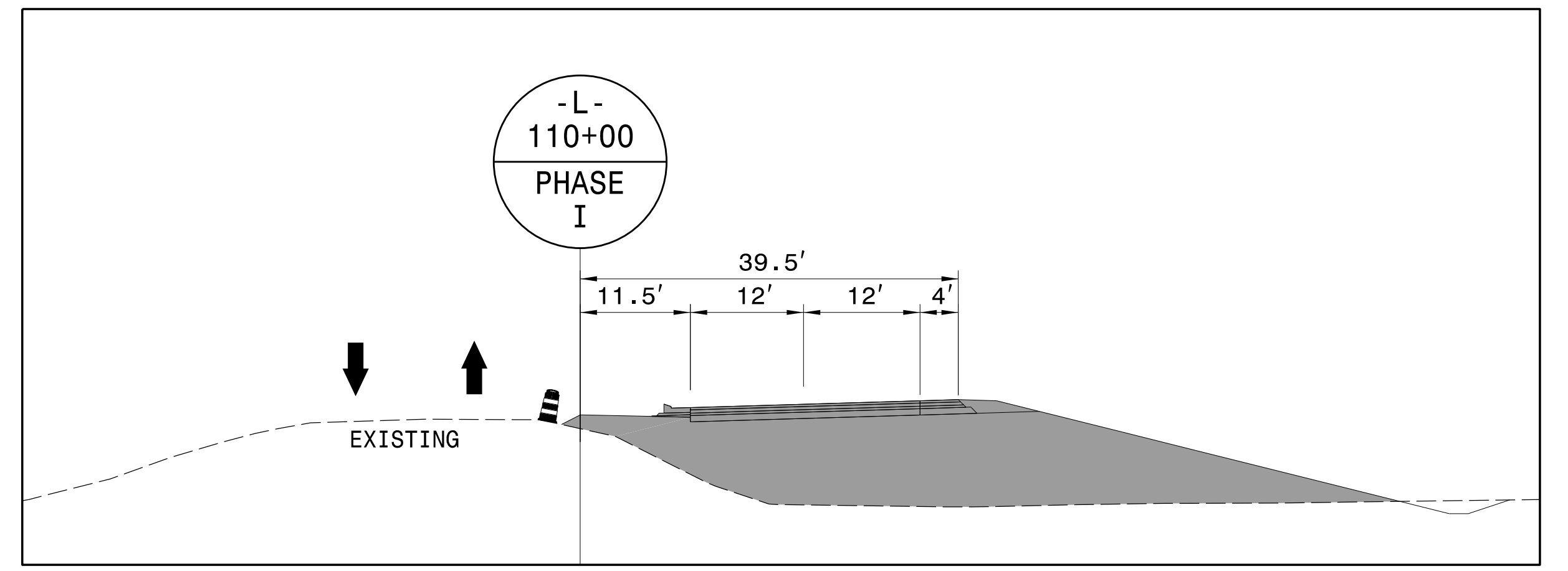
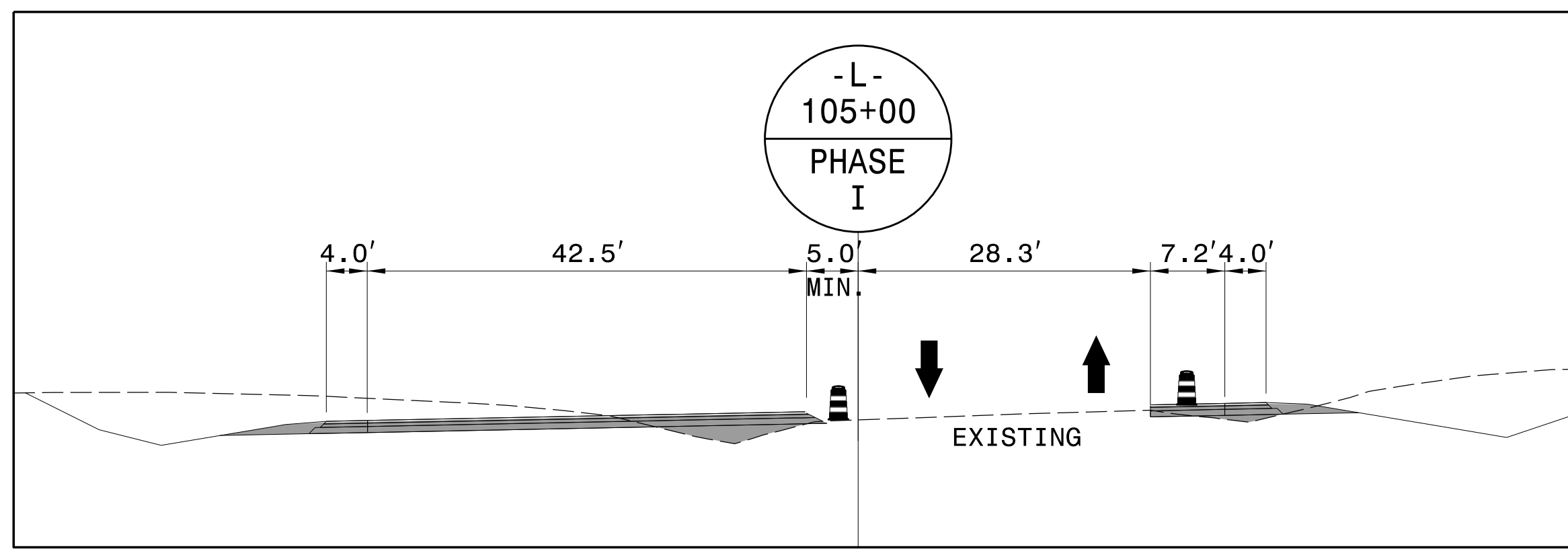
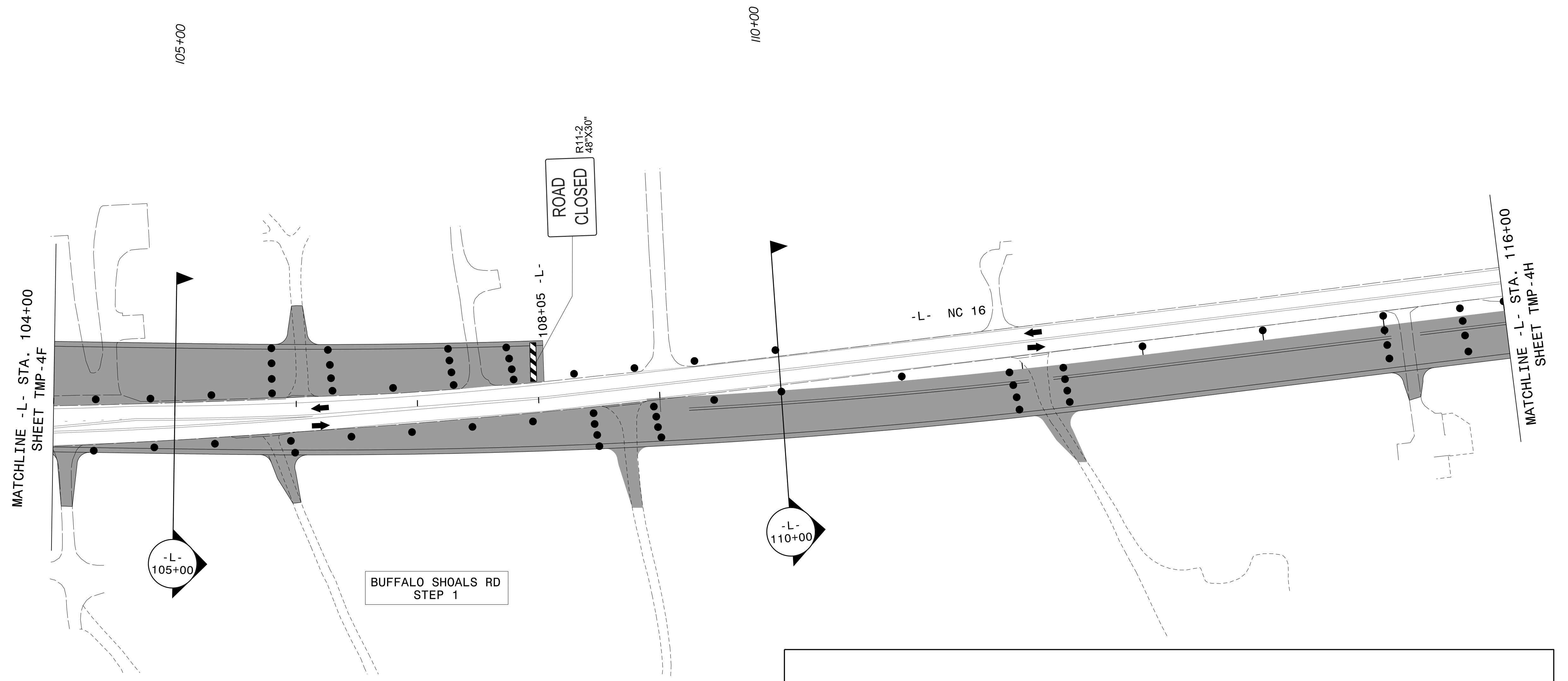
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STEP 2C



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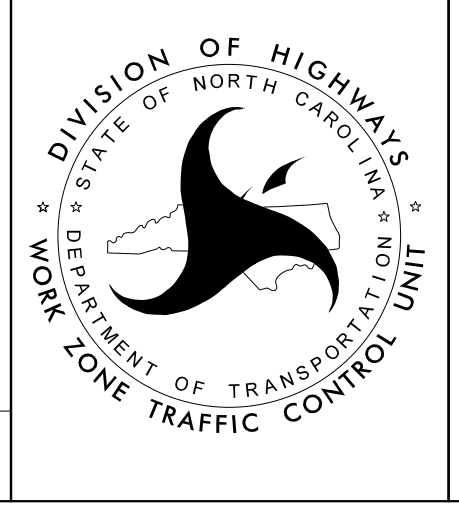


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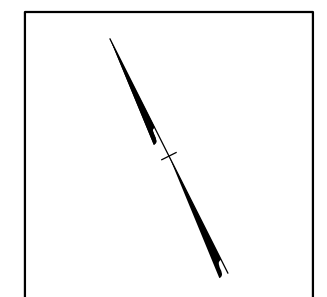
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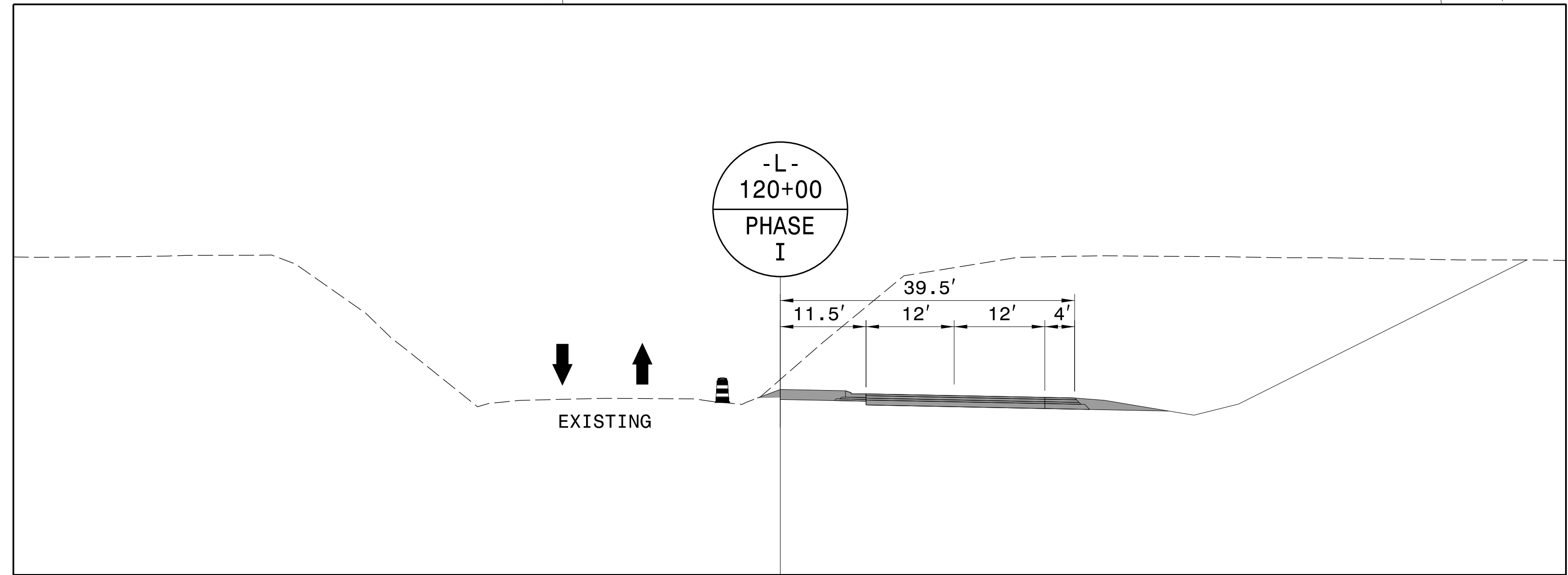
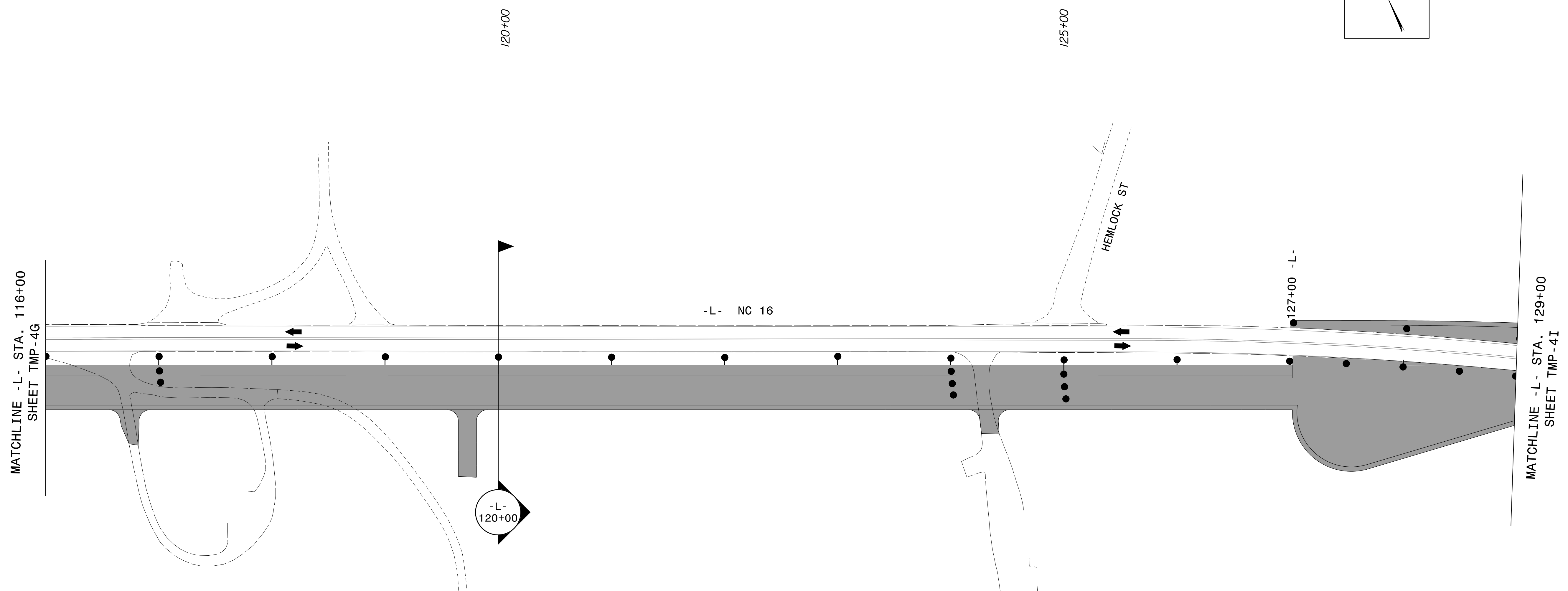


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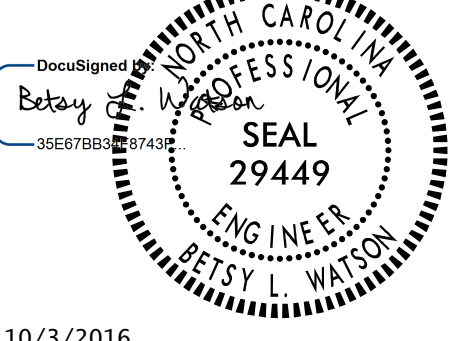


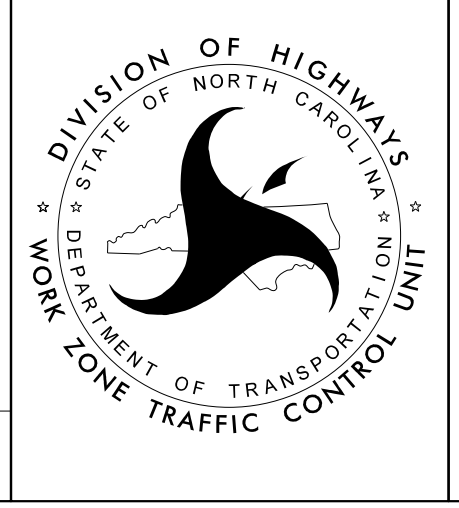
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R-3100A	TMP-4H



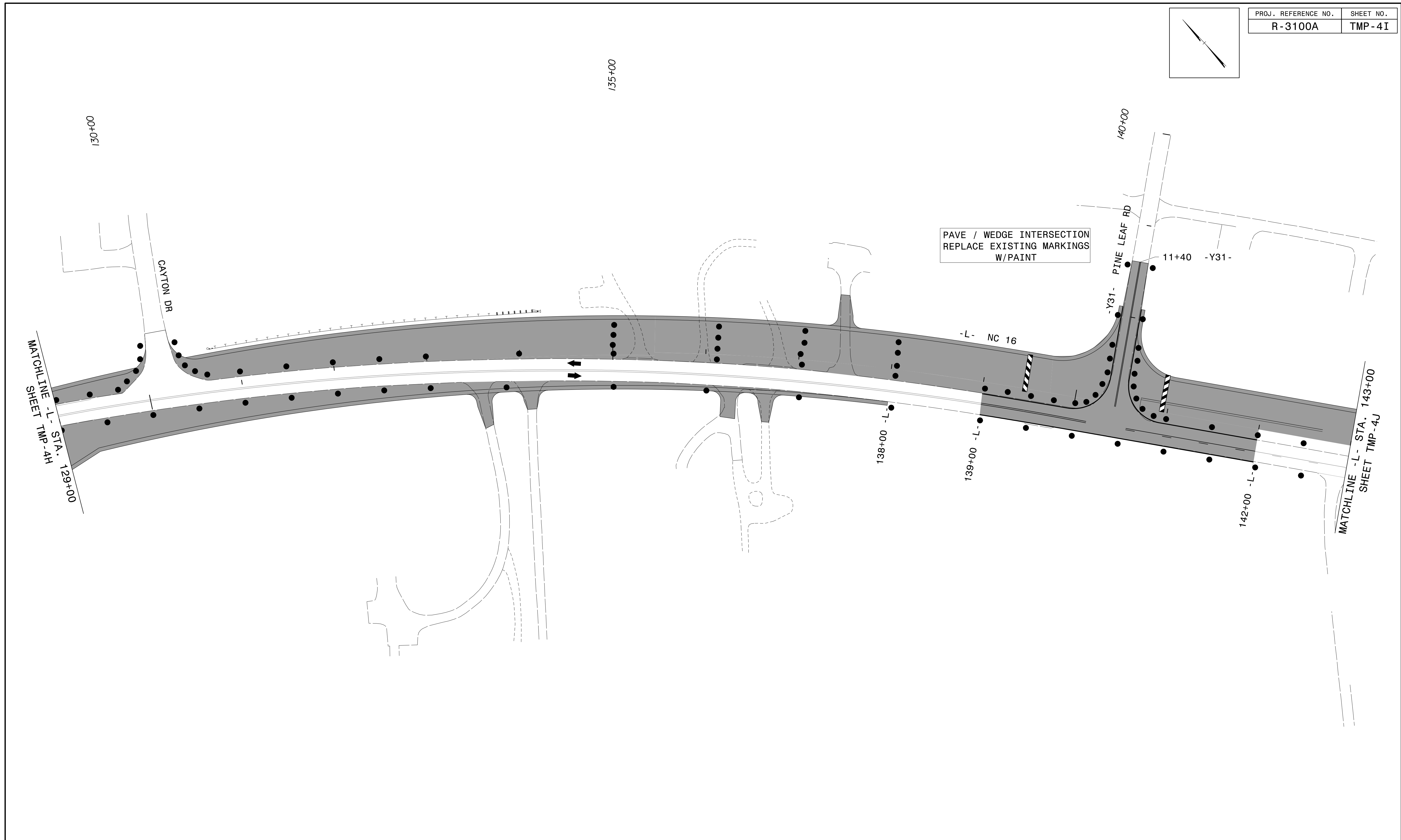
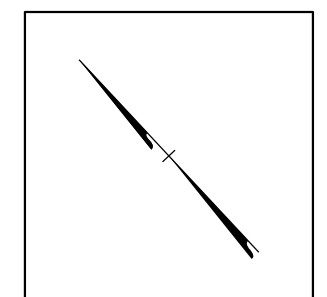
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PAVE / WEDGE INTERSECTION
REPLACE EXISTING MARKINGS
W/PAINT

MATCHLINE -L- STA. 129+00
SHEET TMP-4H

MATCHLINE -L- STA. 143+00
SHEET TMP-4J

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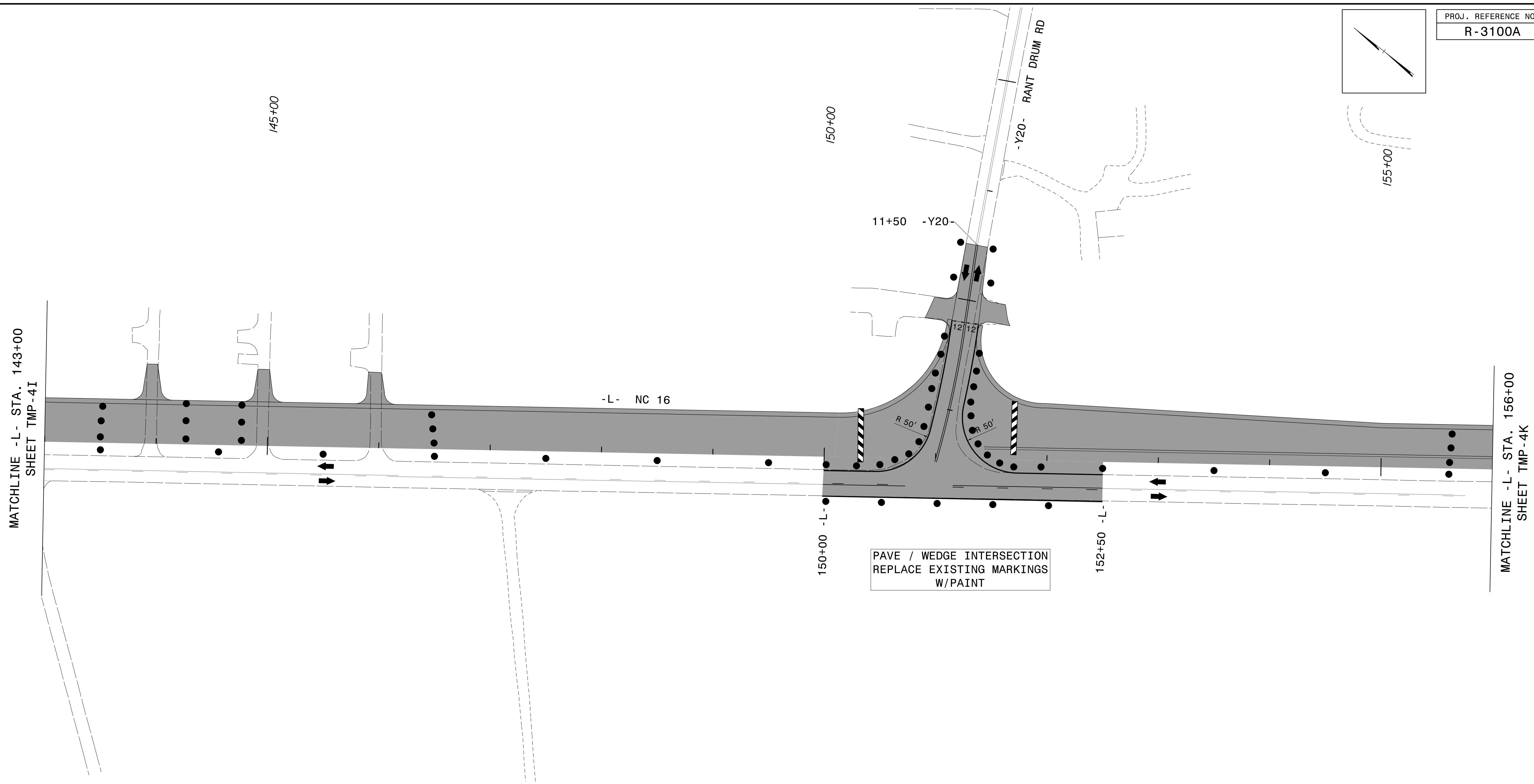
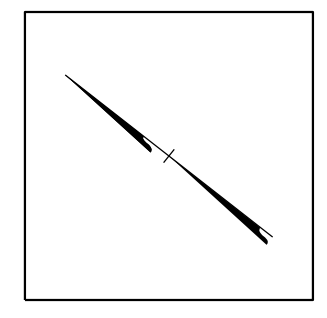
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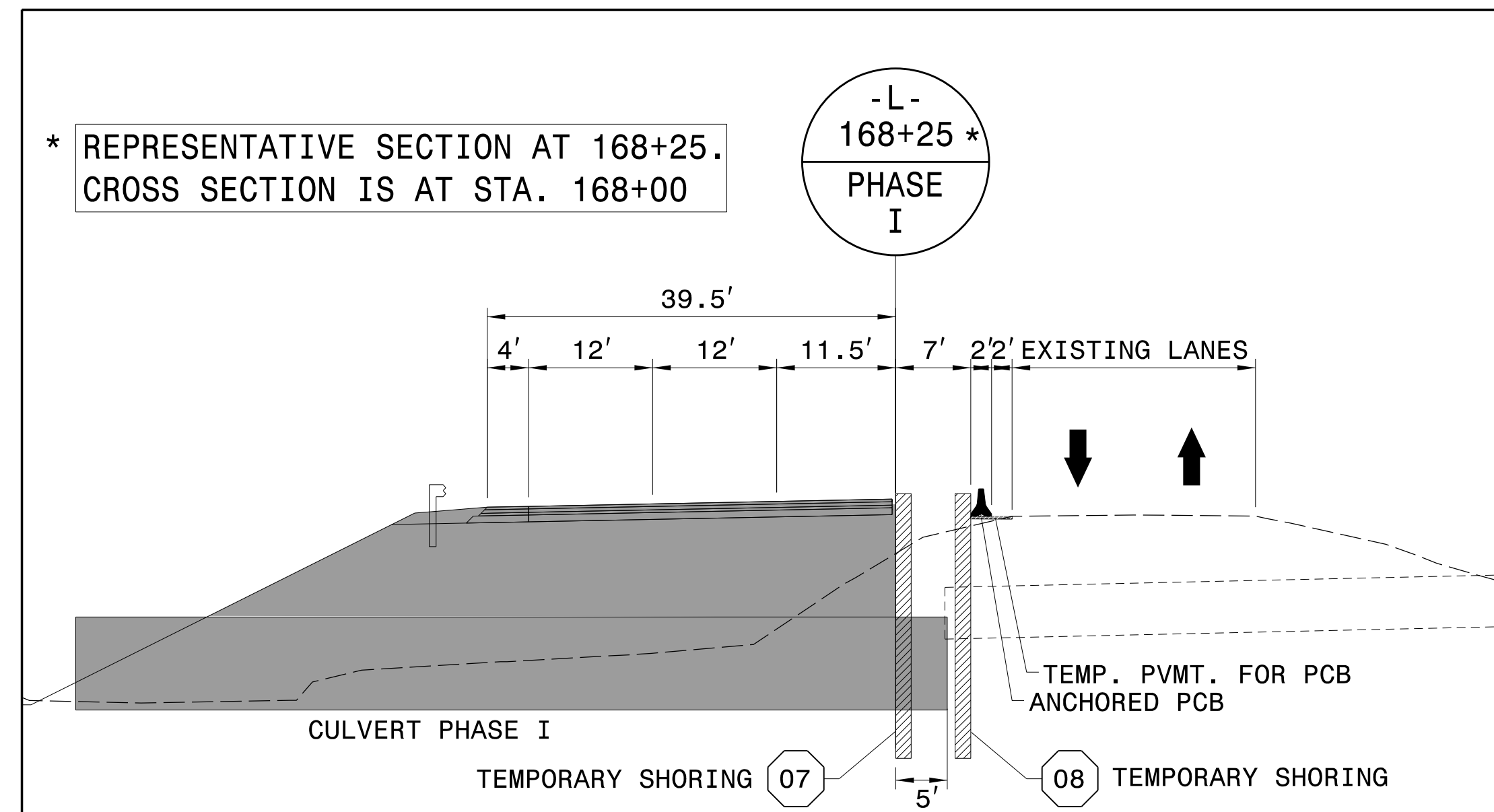
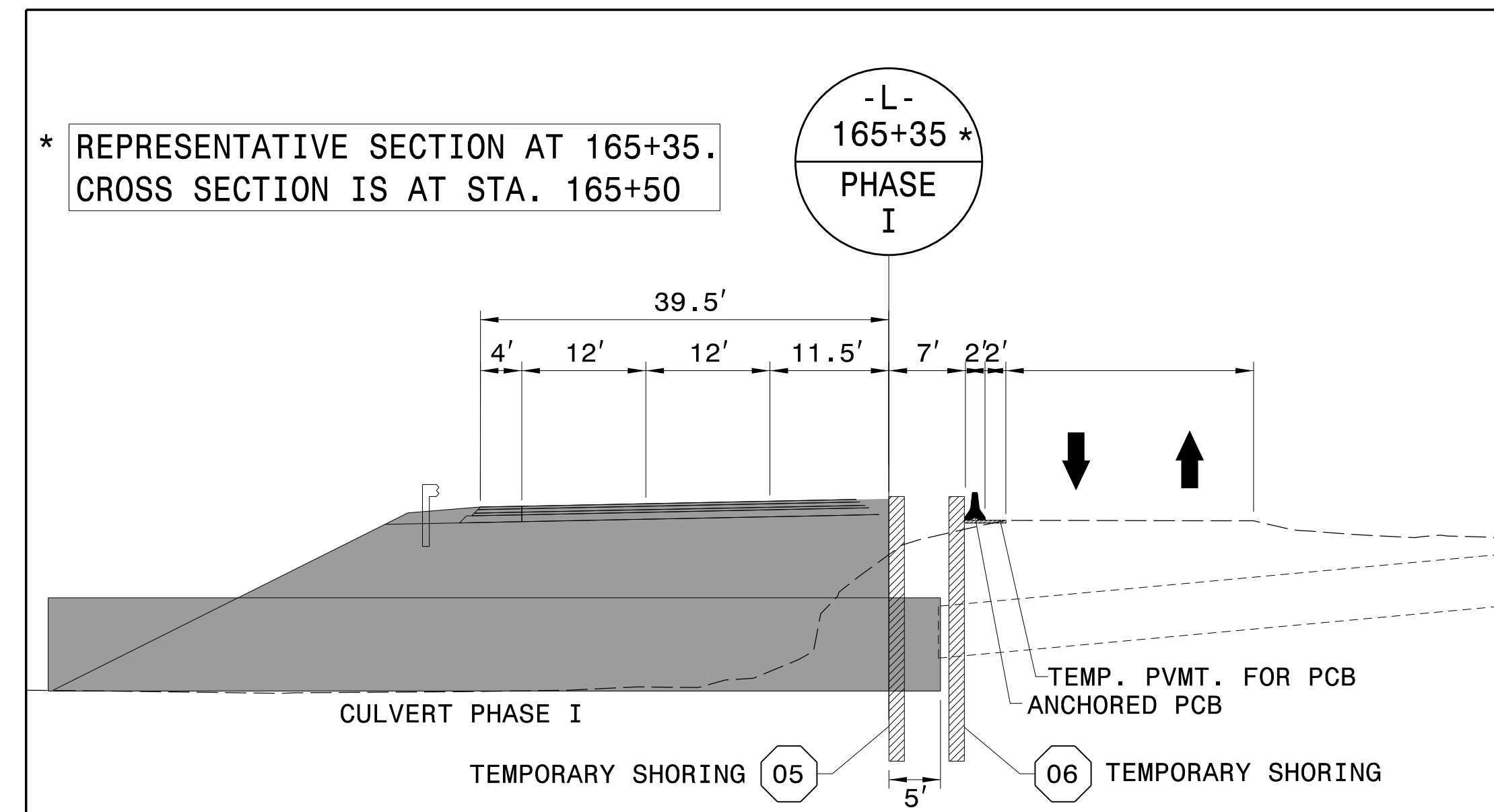
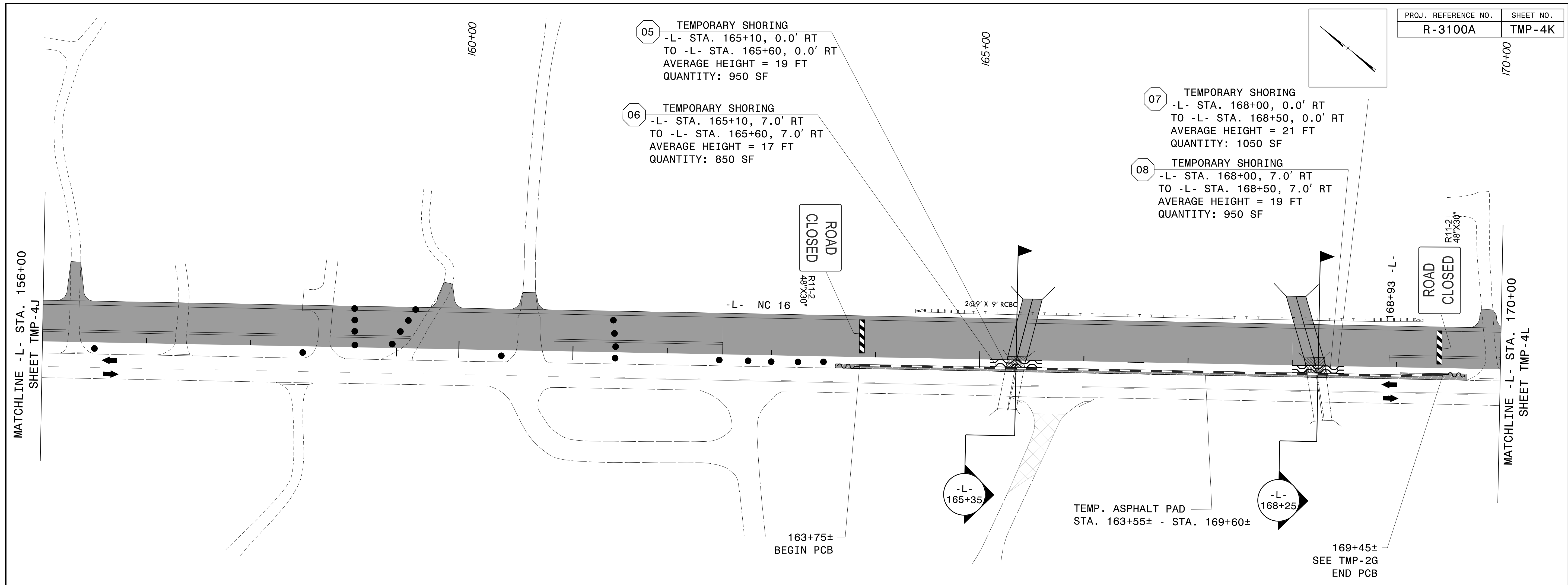
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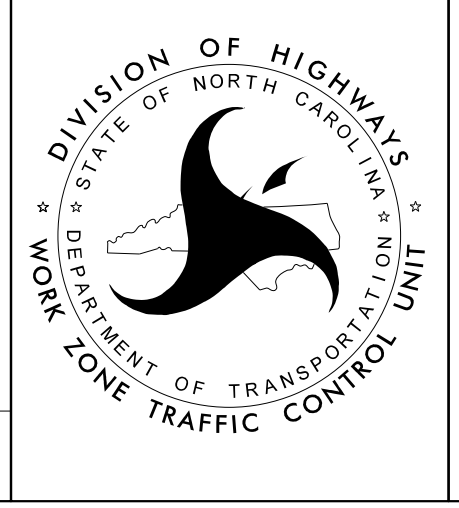
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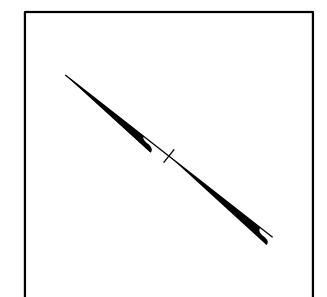
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ENGINEER
BETSY L. WATSON

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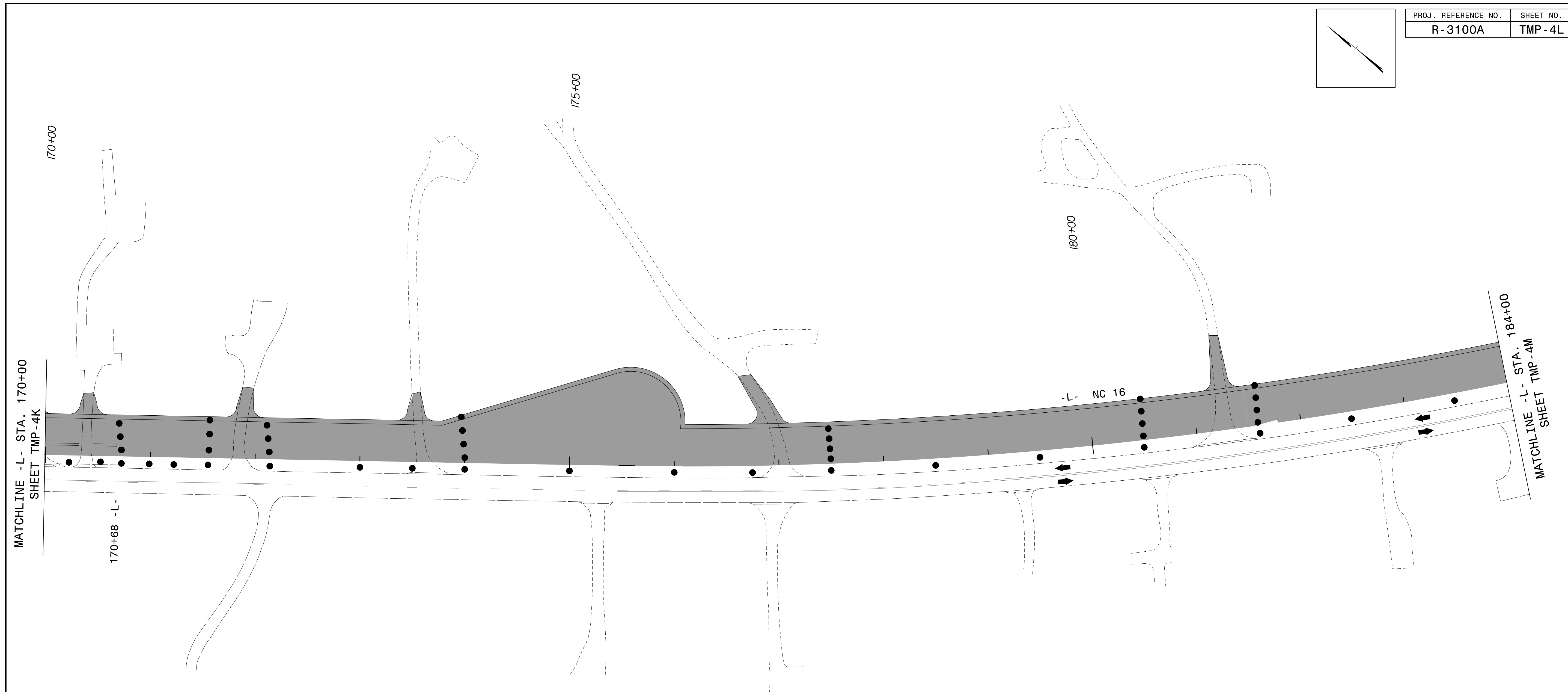
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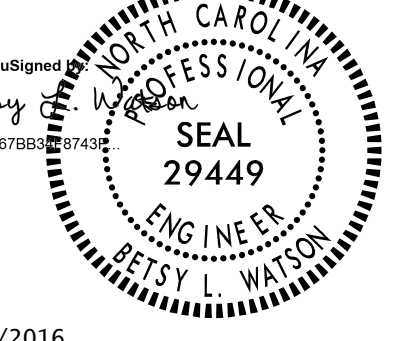
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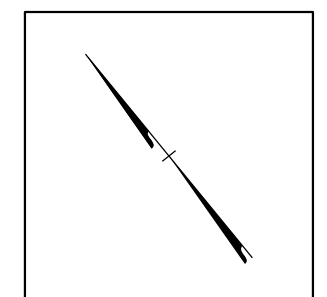


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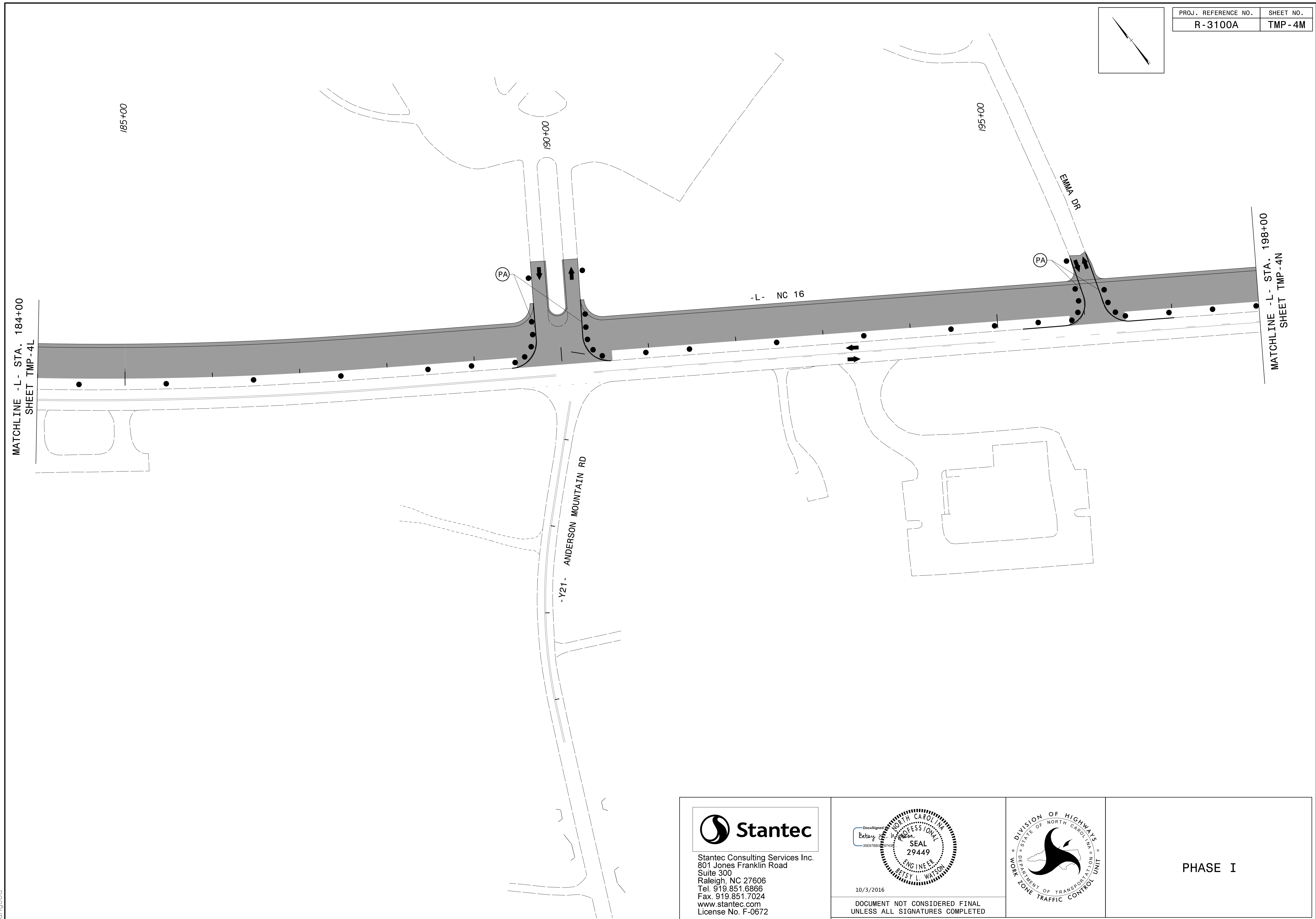
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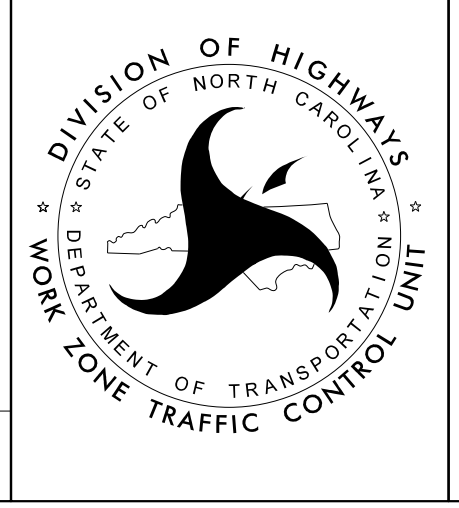
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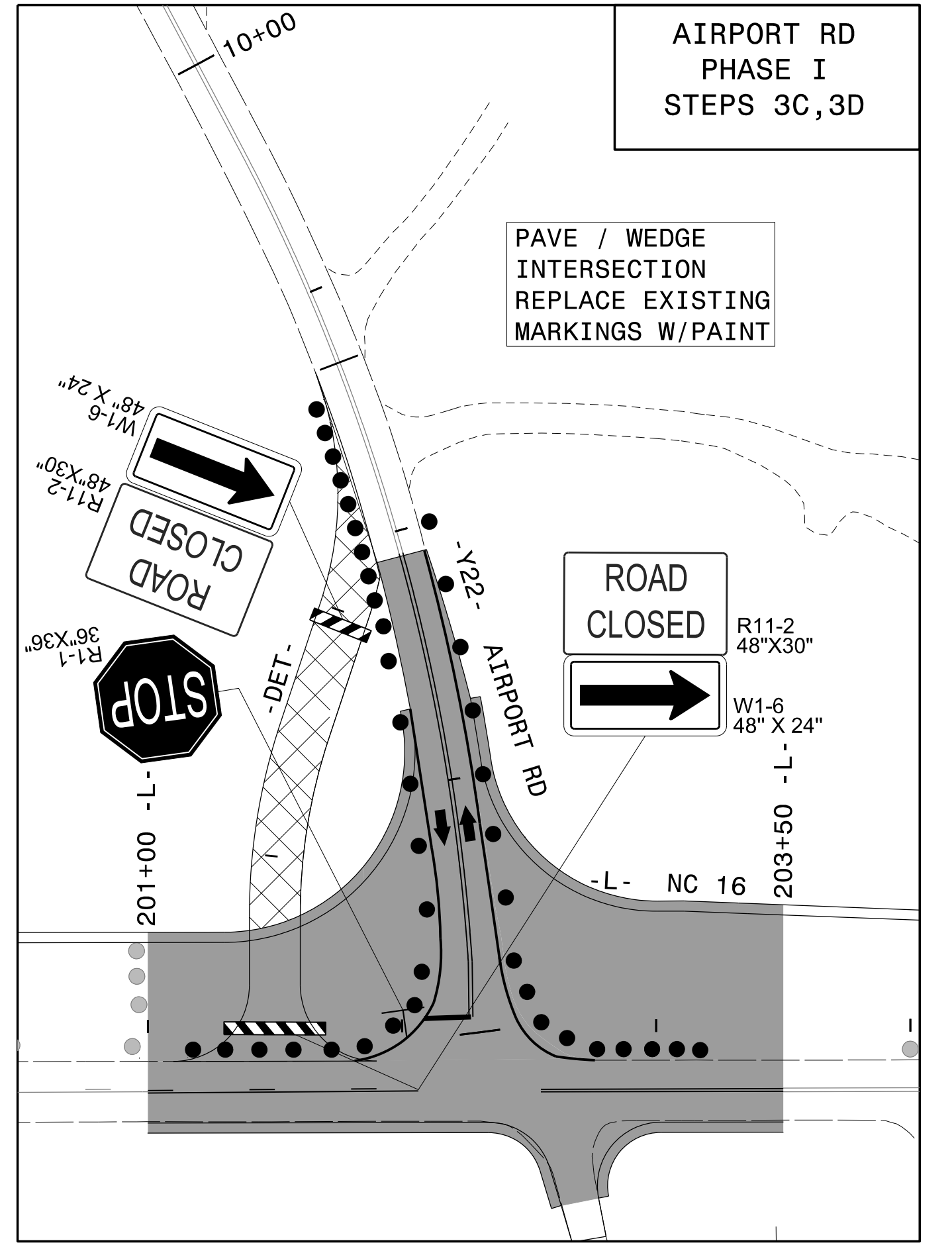
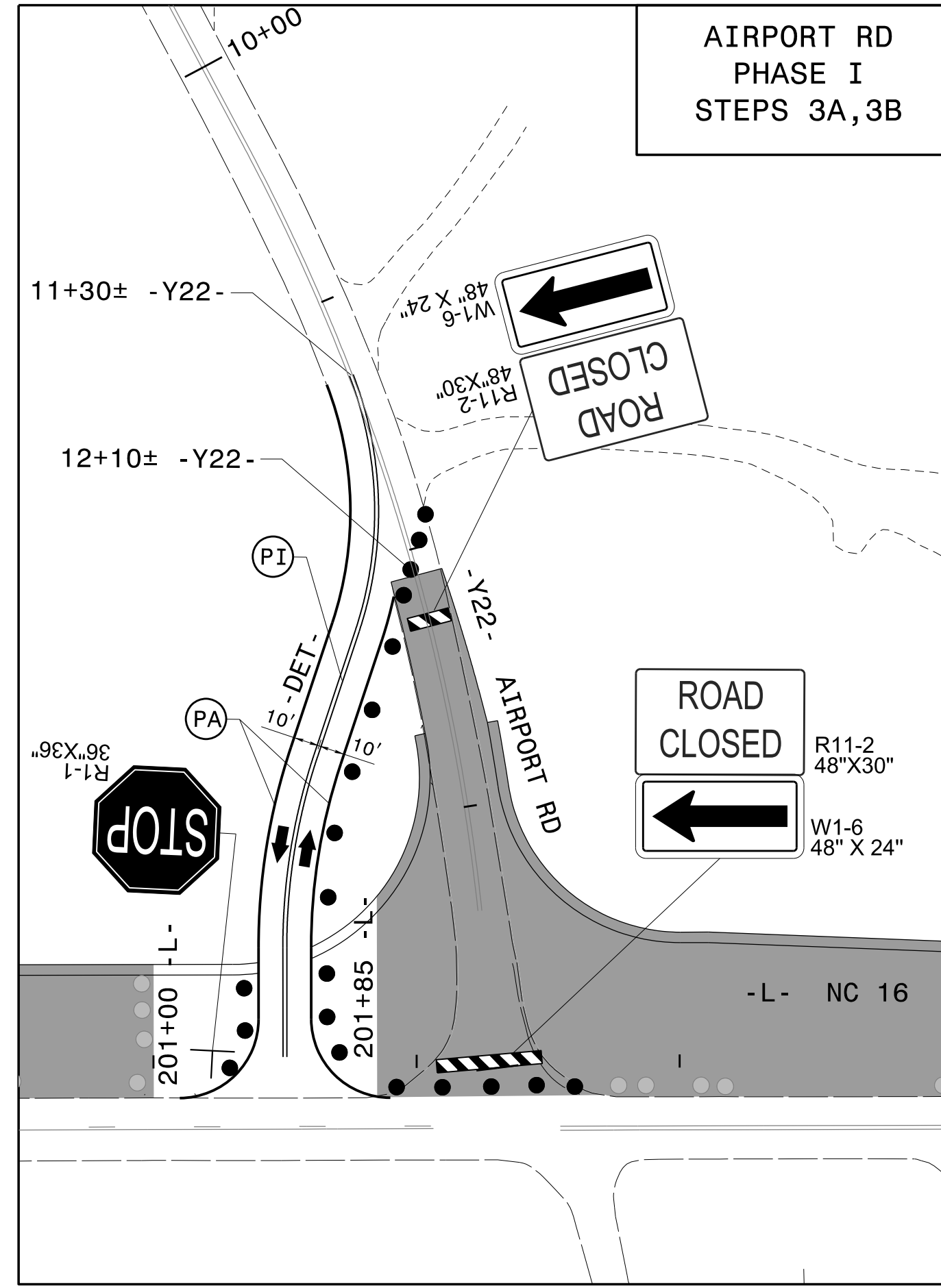
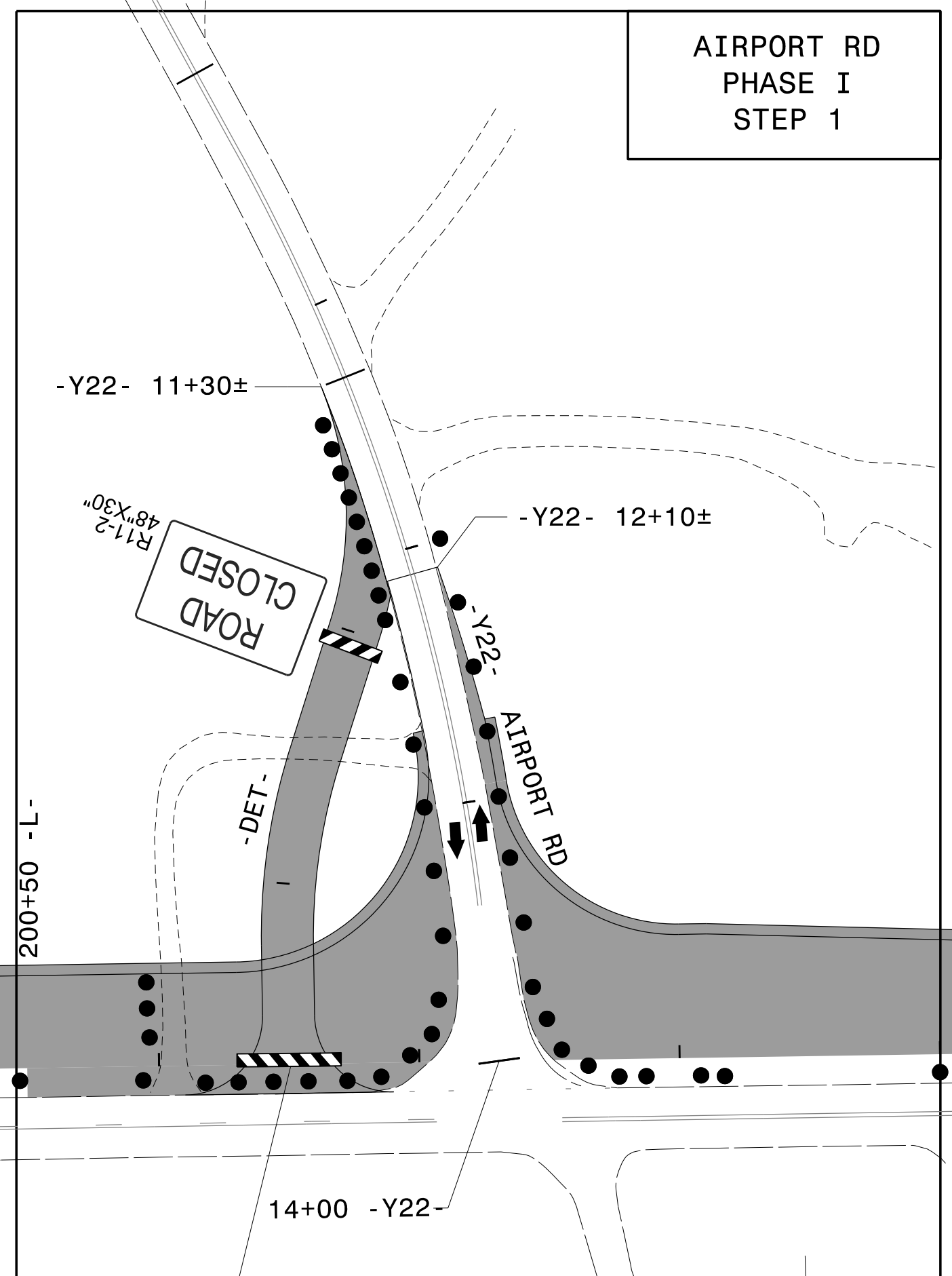
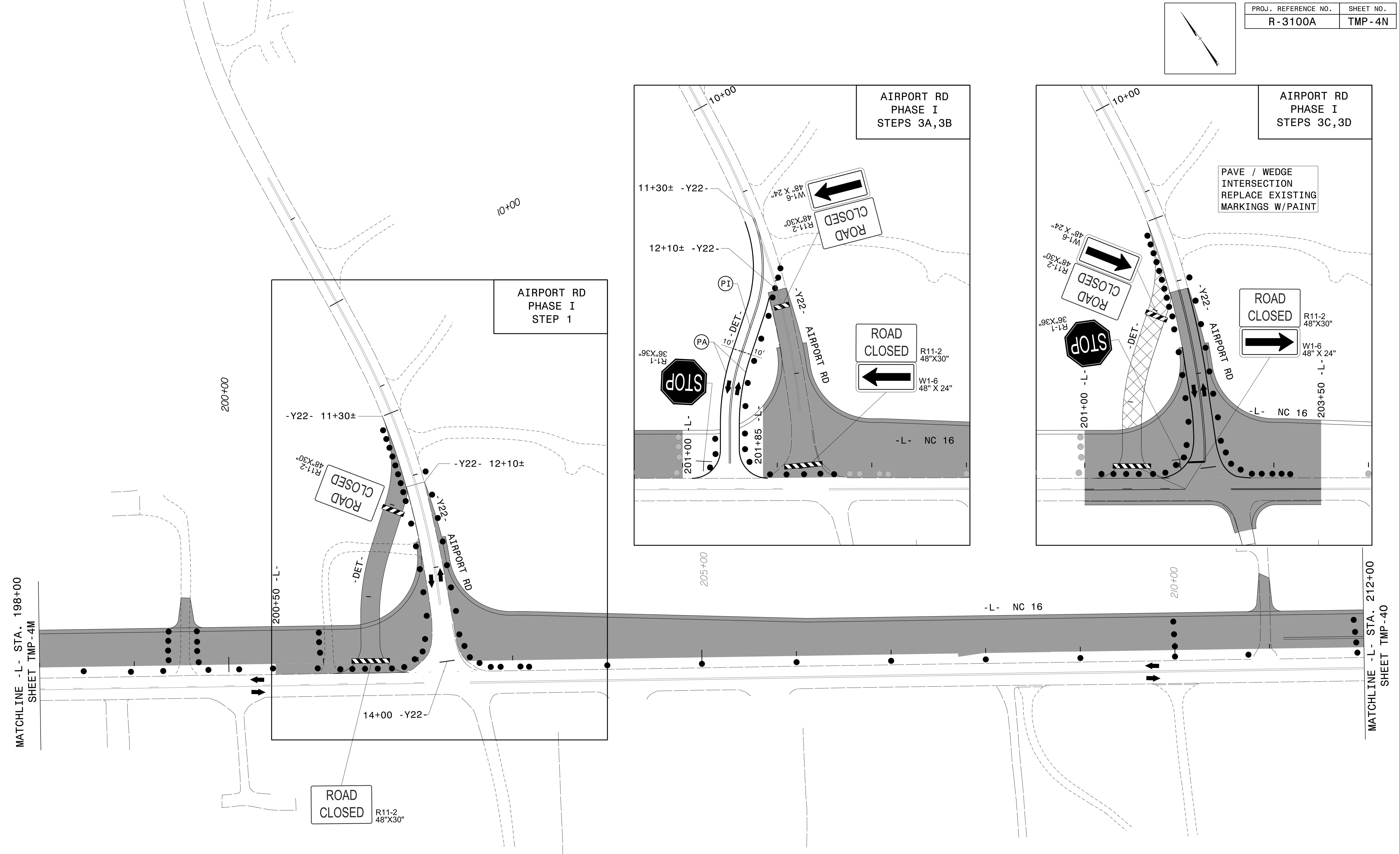
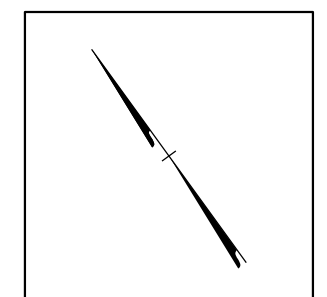

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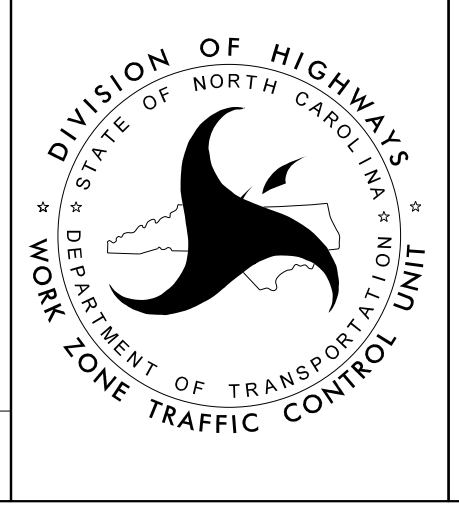
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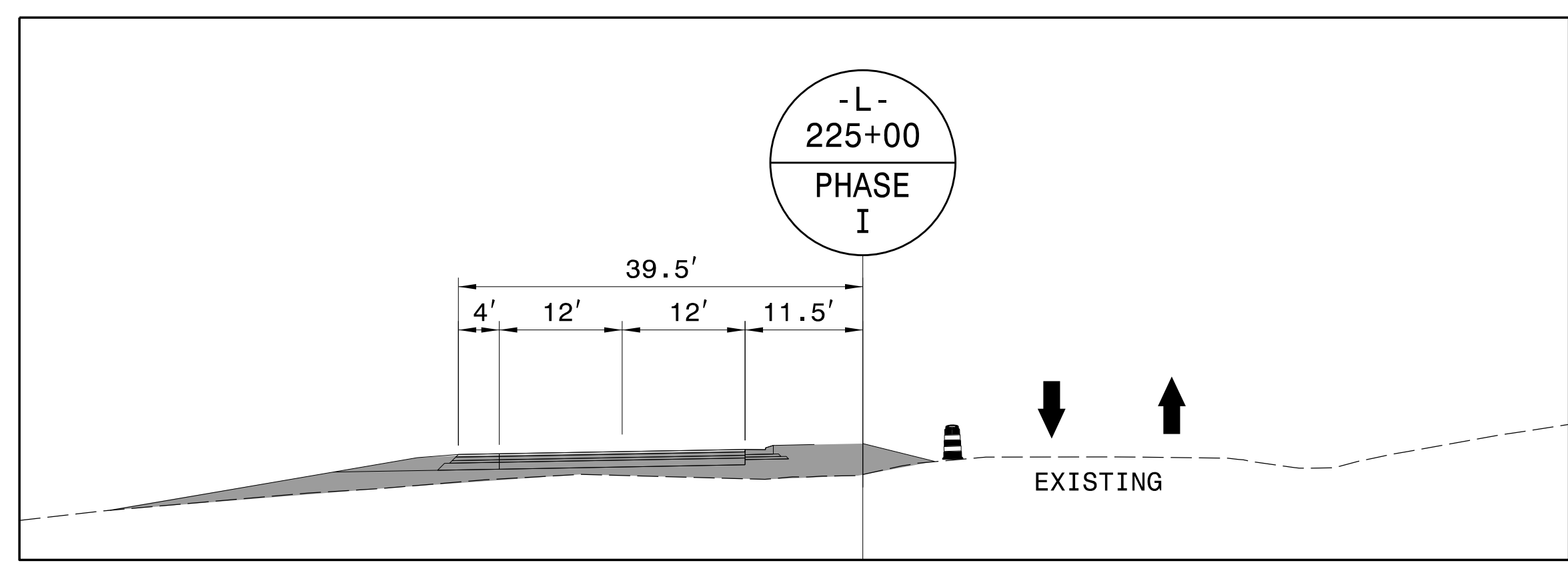
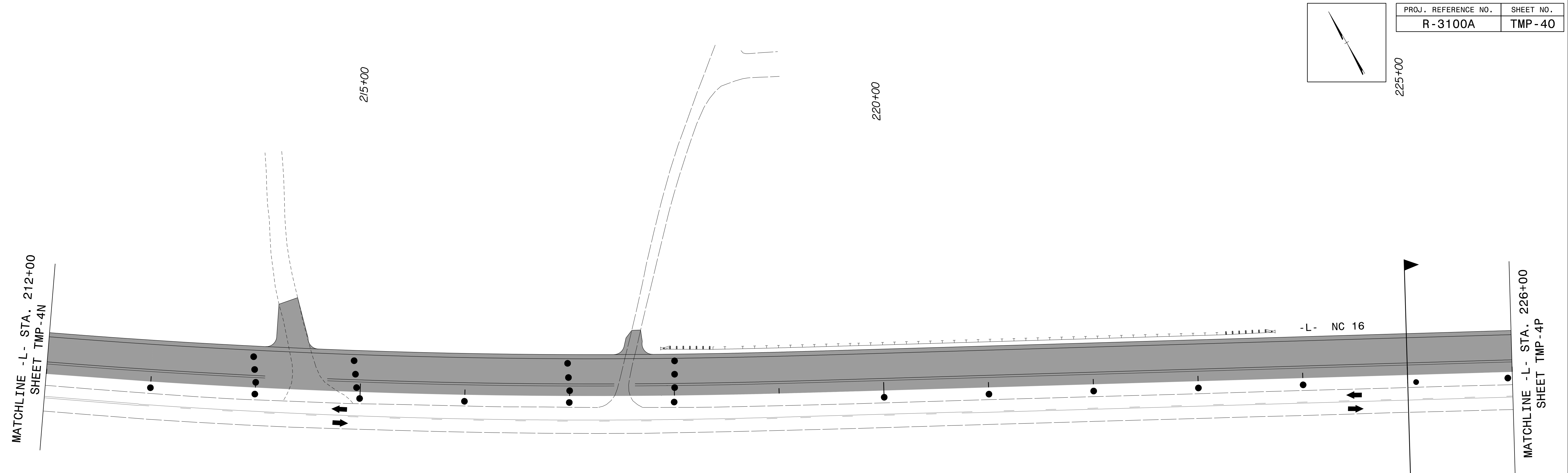
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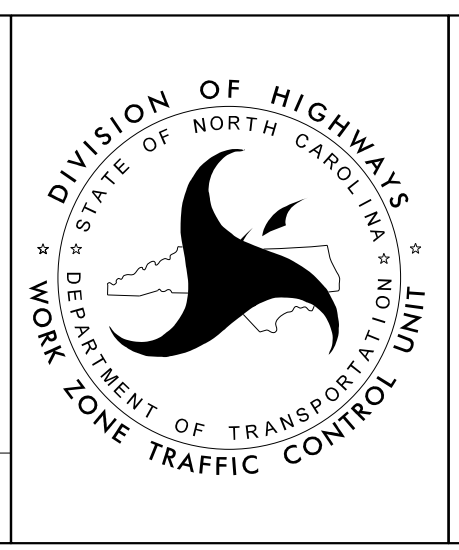
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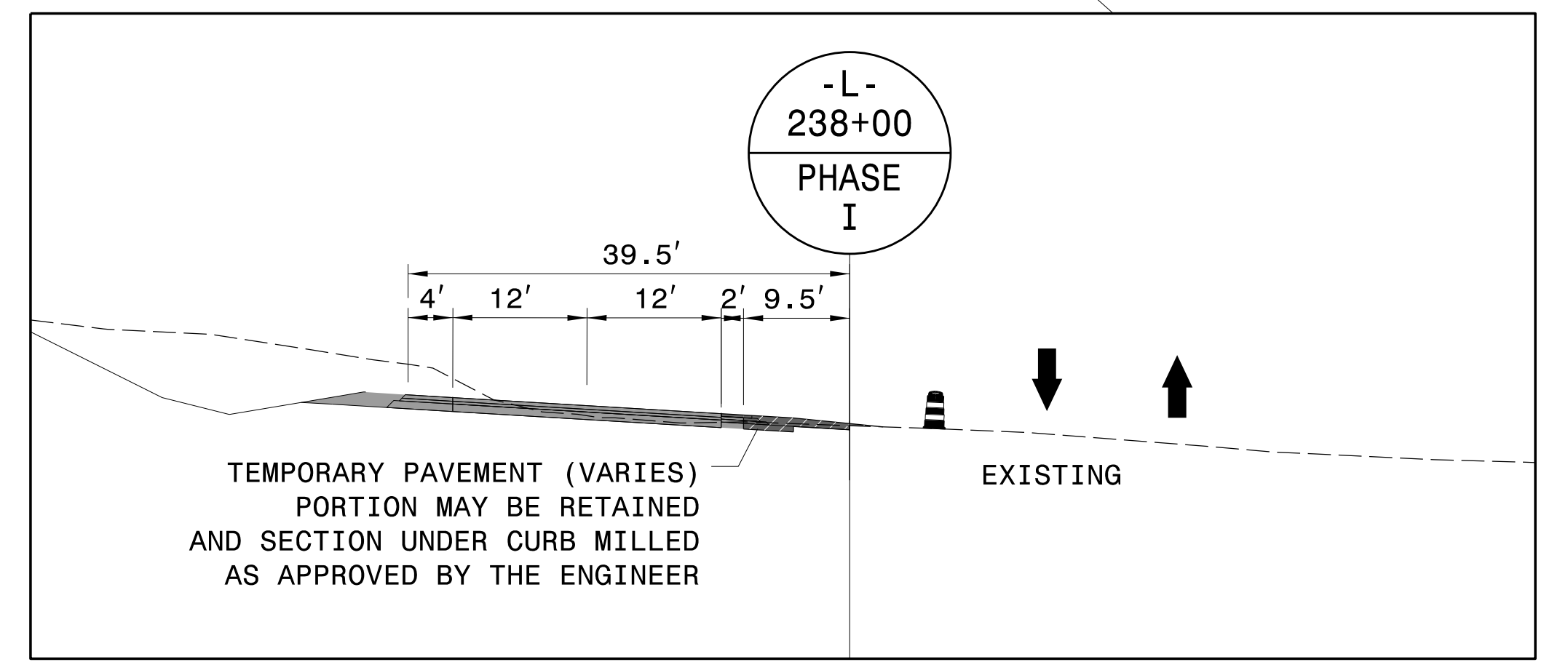
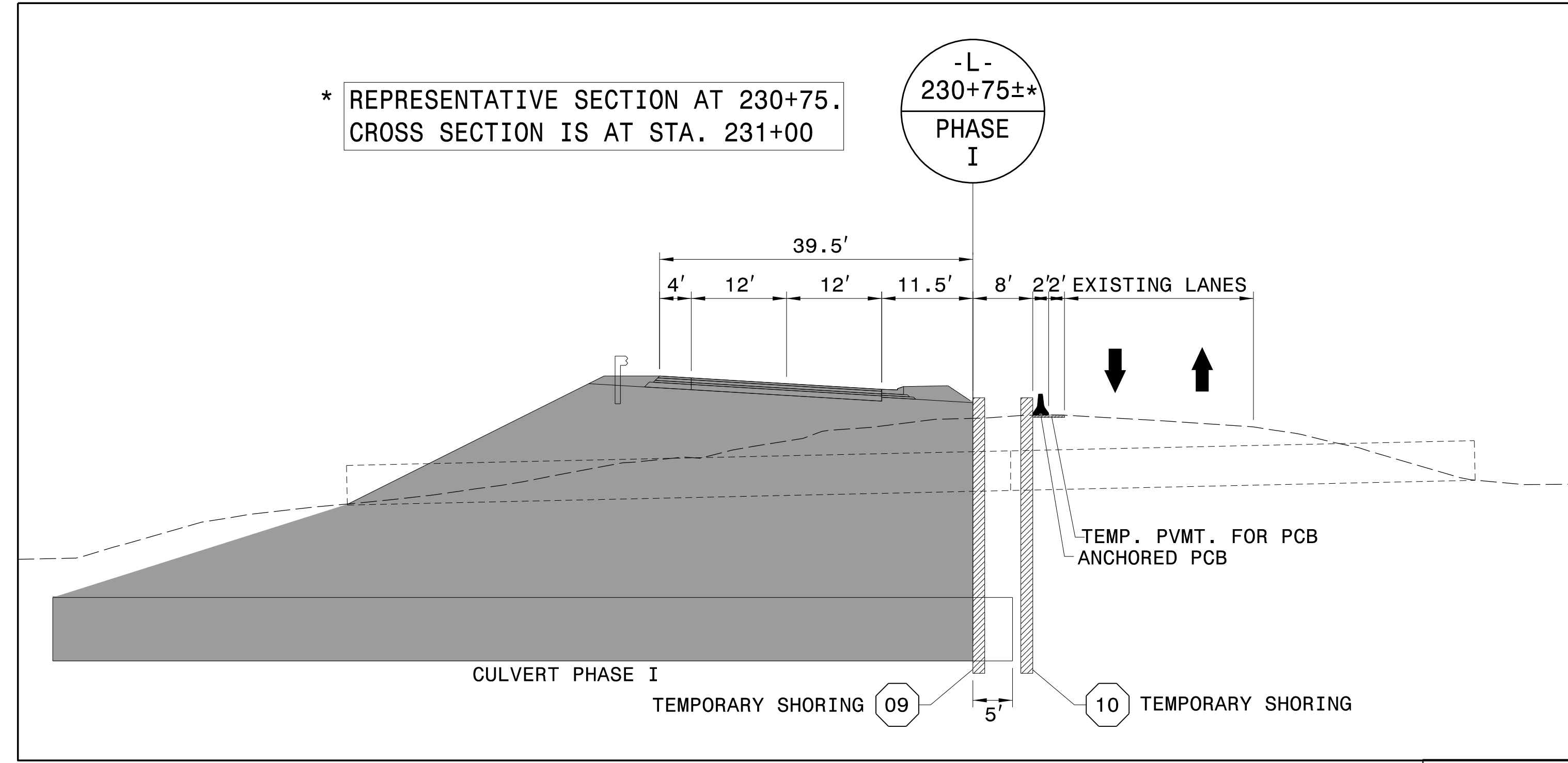
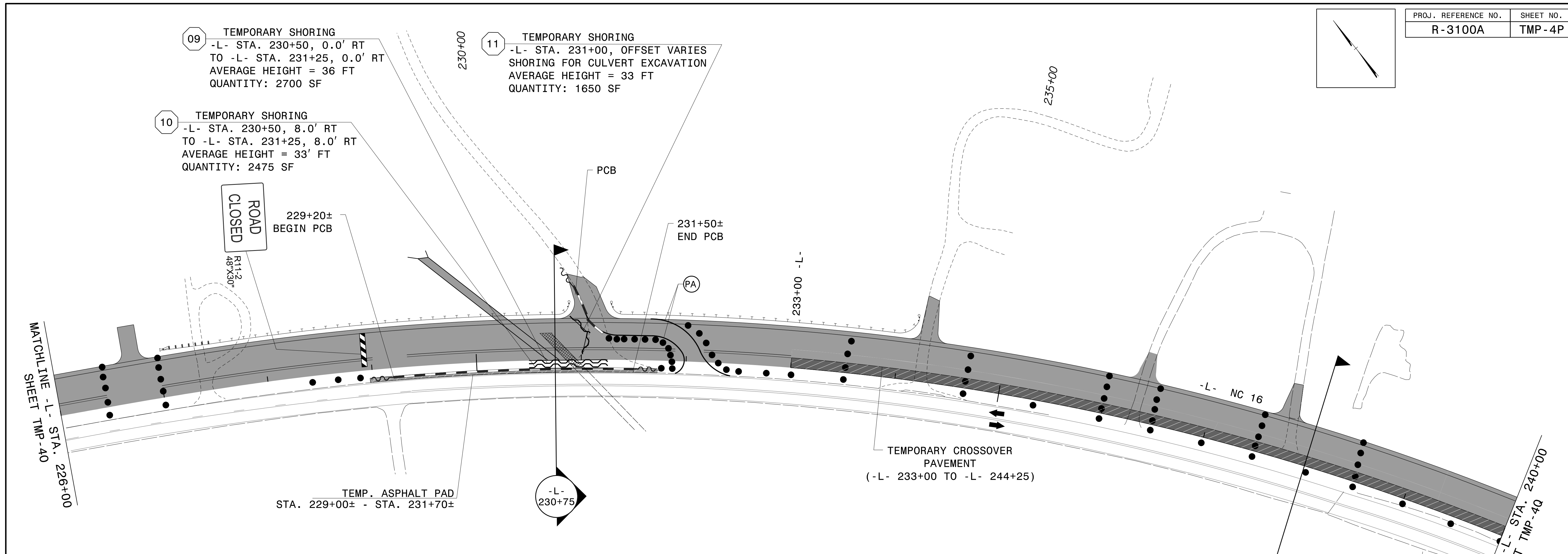
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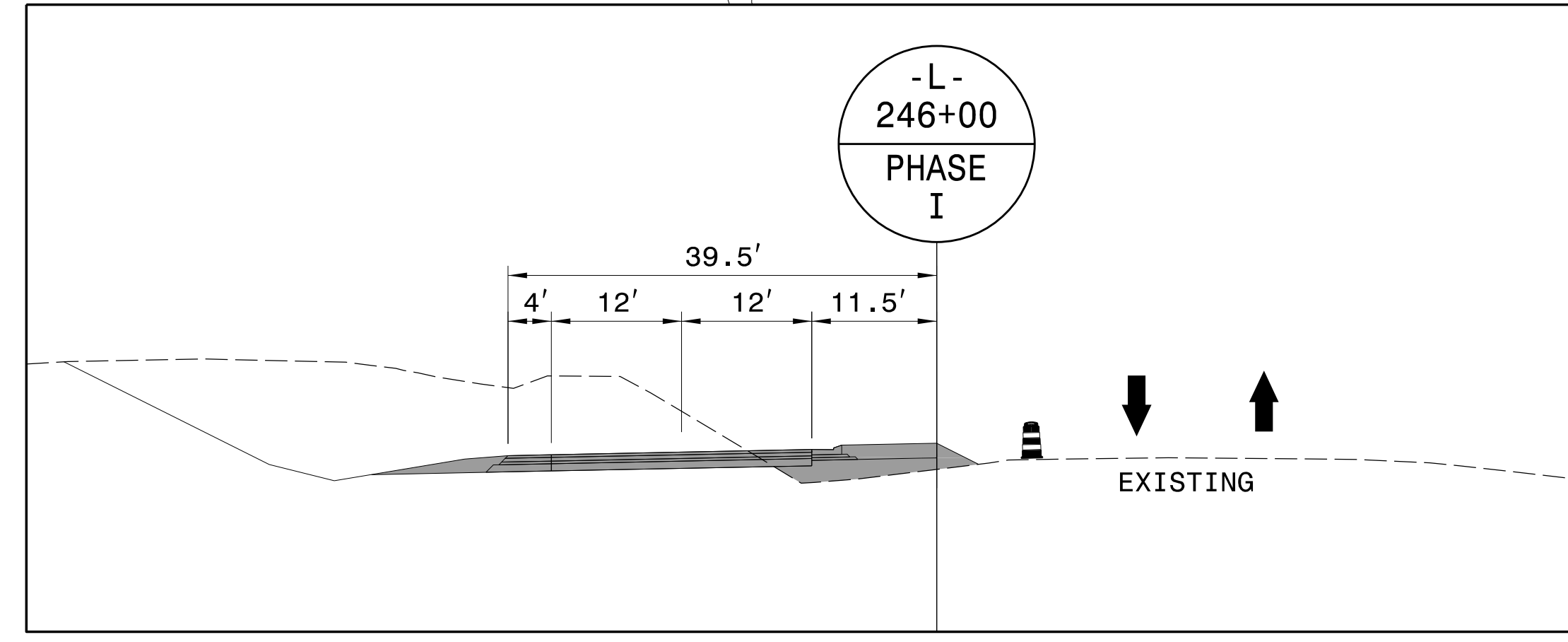
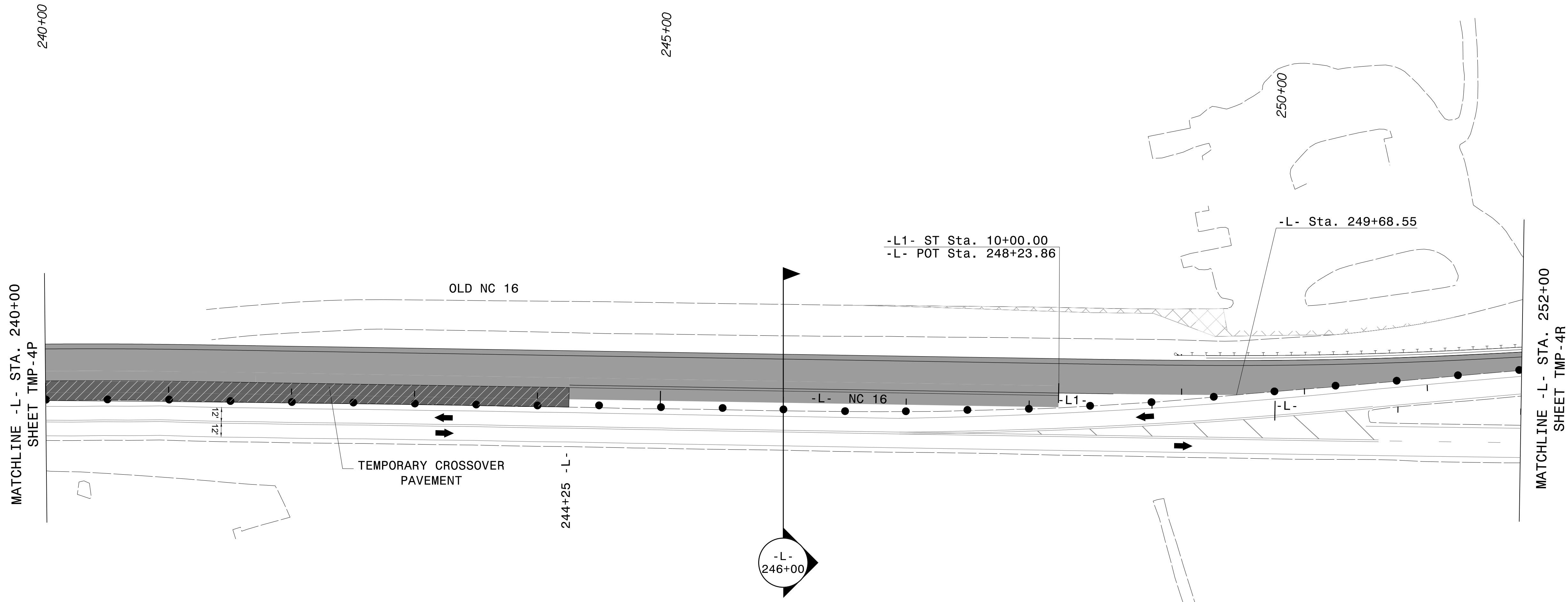
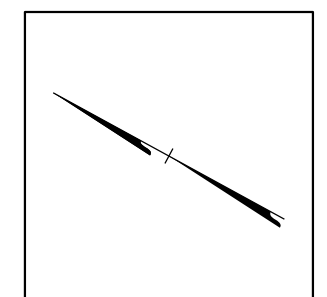
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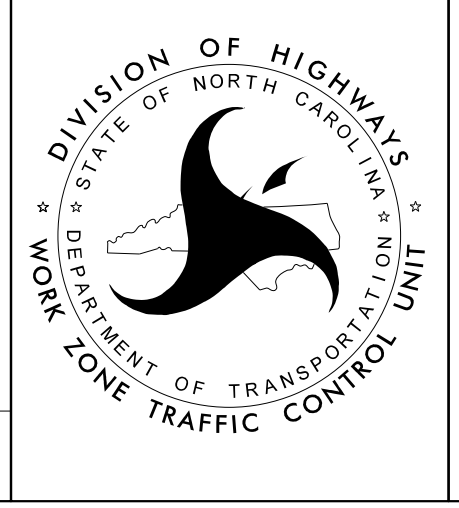
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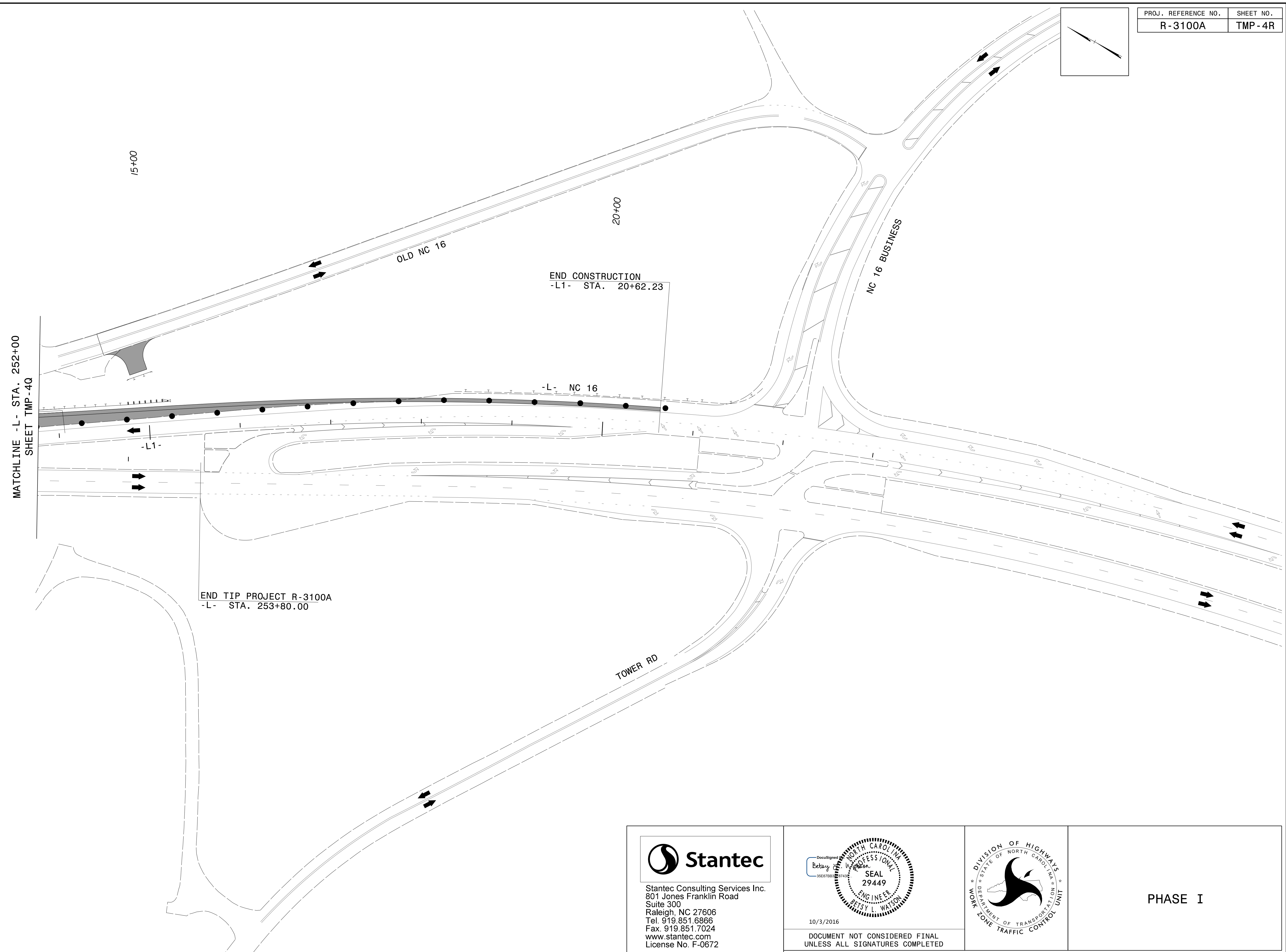
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PROJ. REFERENCE NO.	SHEET NO.
R-3100A	TMP-4R



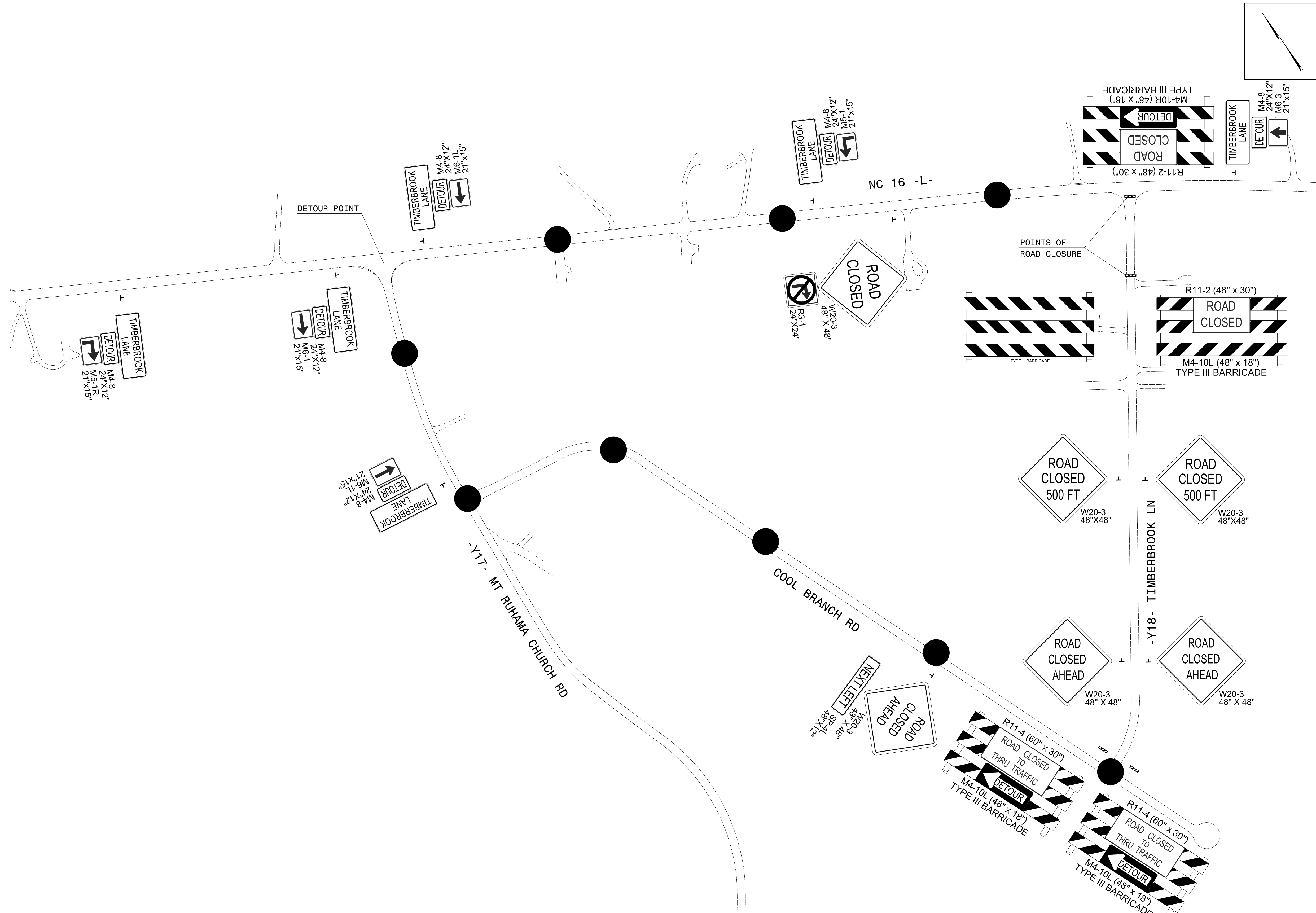
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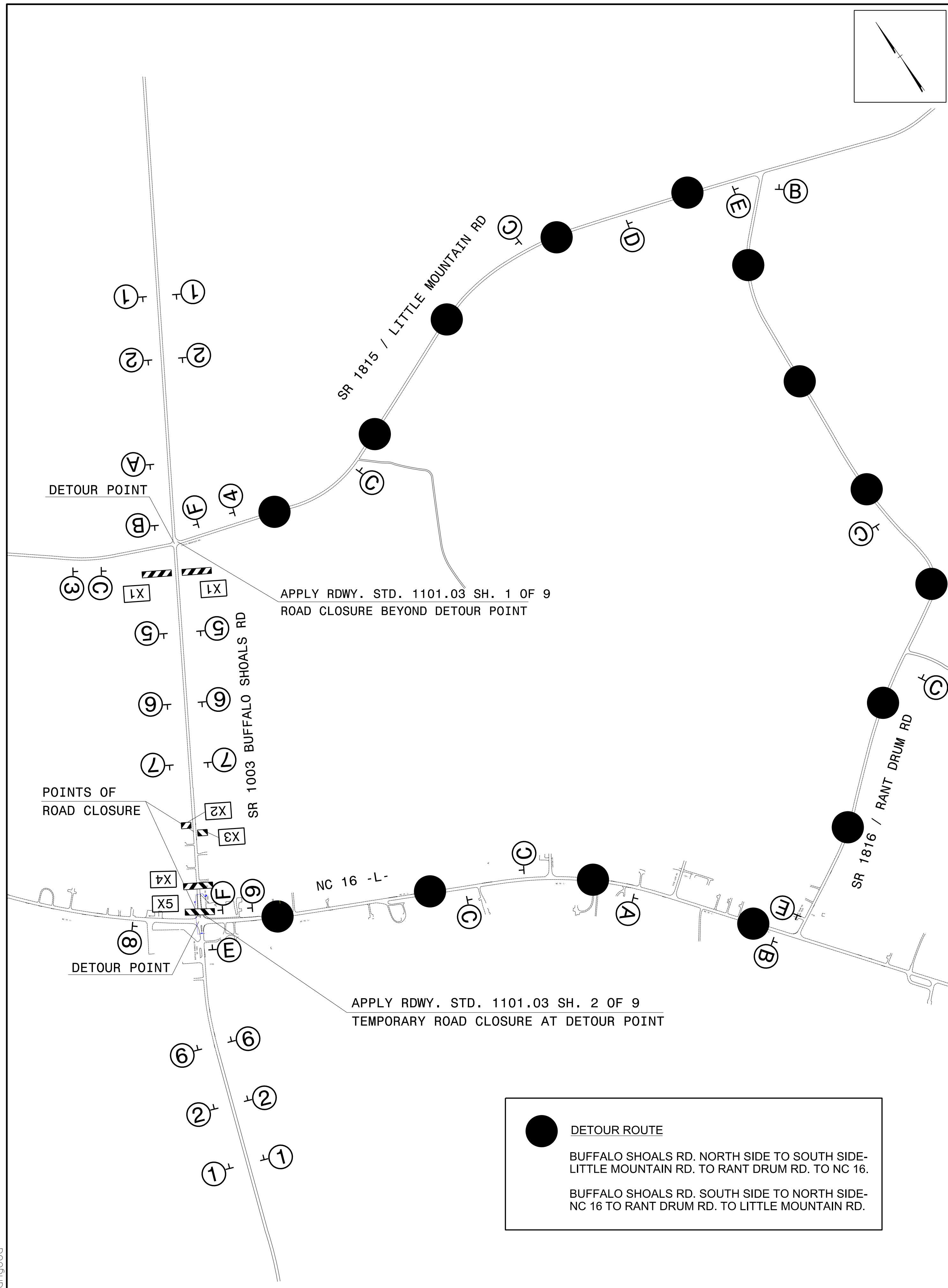

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**-Y18- TIMBERBROOK LN
 ROAD CLOSURE &
 DETOUR ROUTE**



● DETOUR ROUTE

BUFFALO SHOALS RD. NORTH SIDE TO SOUTH SIDE-
LITTLE MOUNTAIN RD. TO RANT DRUM RD. TO NC 16.

BUFFALO SHOALS RD. SOUTH SIDE TO NORTH SIDE-
NC 16 TO RANT DRUM RD. TO LITTLE MOUNTAIN RD.

A BUFFALO SHOALS RD
DETOUR
M4-8 24"x12"
M5-1 21"x15"

B BUFFALO SHOALS RD
DETOUR
M4-8 24"x12"
M6-1L 21"x15"

C BUFFALO SHOALS RD
DETOUR
M4-8 24"x12"
M6-3 21"x15"

D BUFFALO SHOALS RD
DETOUR
M4-8 24"x12"
M5-1R 21"x15"

E BUFFALO SHOALS RD
DETOUR
M4-8 24"x12"
M6-1 21"x15"

F END DETOUR
M4-8a 24"x18"

3 ROAD CLOSED AHEAD
W20-3 48" X 48"
NEXT RIGHT
SP-4R 48"x12"

4 ROAD CLOSED AHEAD
W20-3 48" X 48"
NEXT LEFT
SP-4L 48"x12"

5 ROAD CLOSED AHEAD
W20-3 48" X 48"

6 ROAD CLOSED 1000 FT
W20-3 48"X48"

7 ROAD CLOSED 500 FT
W20-3 48"X48"

8 ROAD CLOSED
W20-3 48" X 48"
R3-2 24"x24"

9 ROAD CLOSED
W20-3 48" X 48"
R3-1 24"x24"

X1 R11-4 (60" x 30")
ROAD CLOSED TO THRU TRAFFIC
DETOUR
M4-10L (48" x 18")
TYPE III BARRICADE

X2 TYPE III BARRICADE

X3 TYPE III BARRICADE

X4 R11-2 (48" x 30")
ROAD CLOSED
M4-10L (48" x 18")
TYPE III BARRICADE

X5 R11-2 (48" x 30")
ROAD CLOSED
DETOUR
M4-10R (48" x 18")
TYPE III BARRICADE

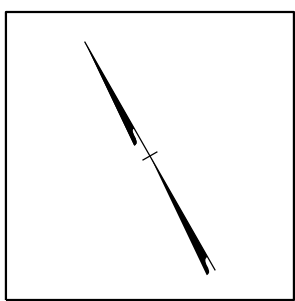
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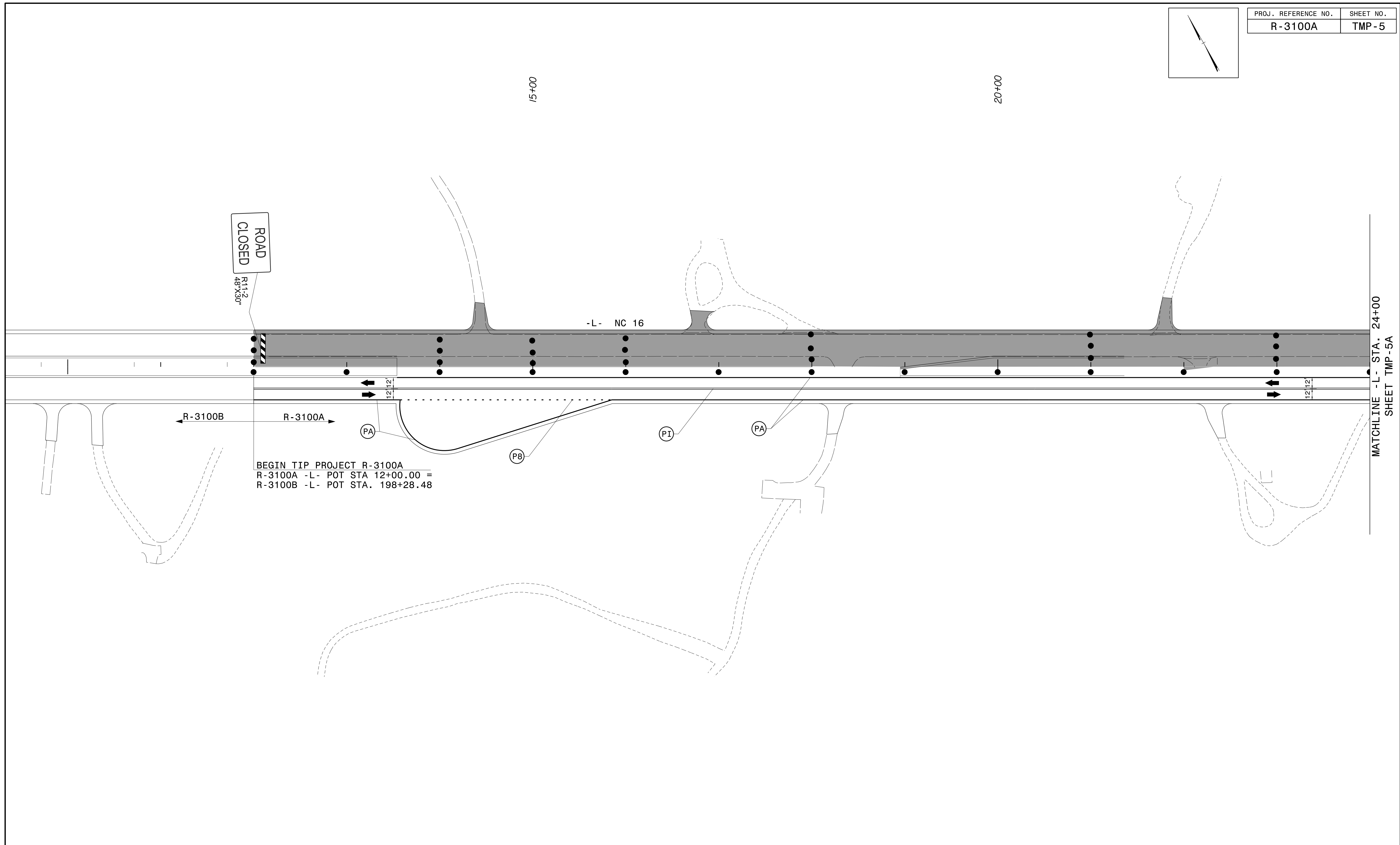
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**BUFFALO SHOALS RD
ROAD CLOSURE &
DETOUR ROUTE**



PROJ. REFERENCE NO.	SHEET NO.
R-3100A	TMP-5



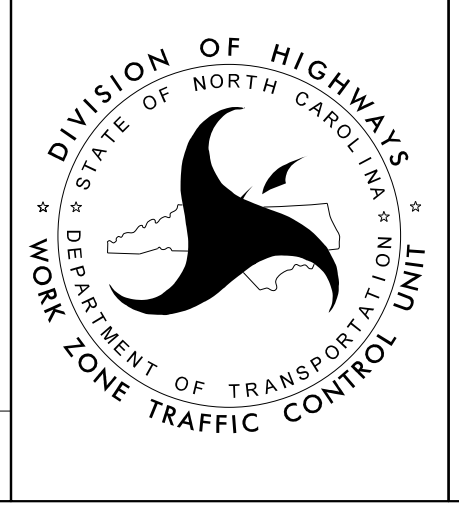
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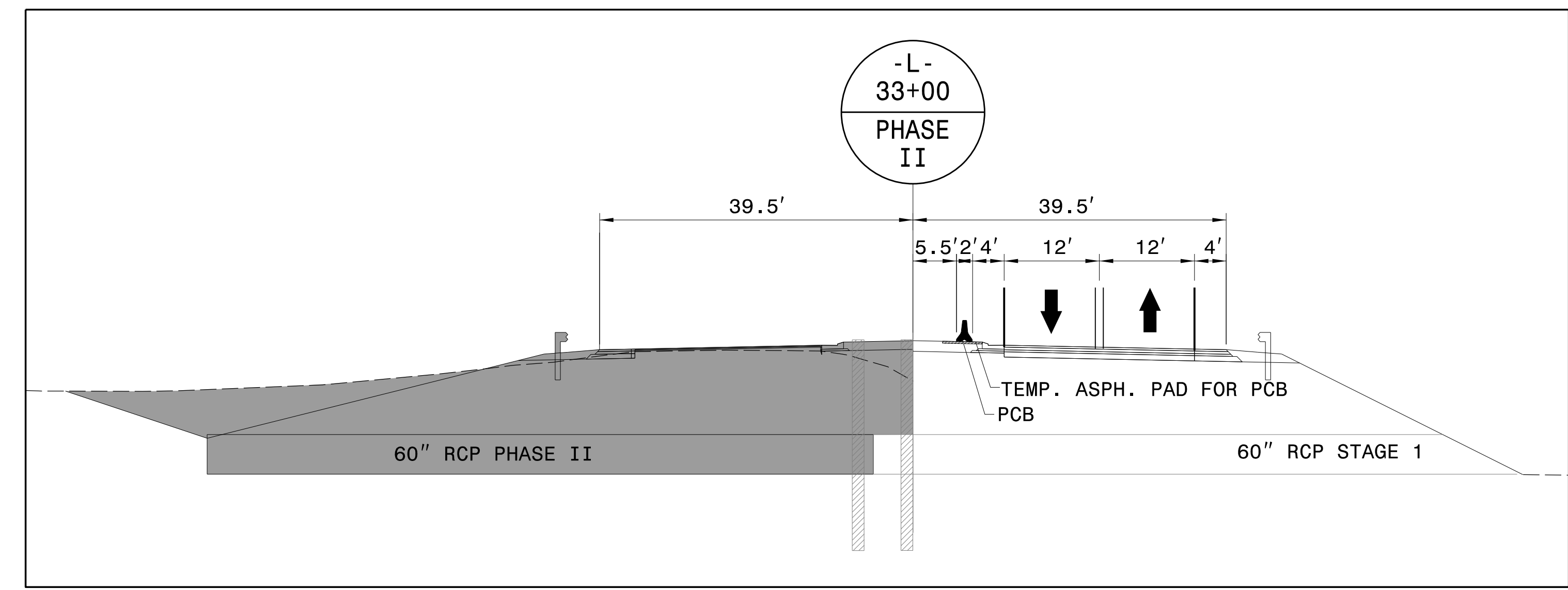
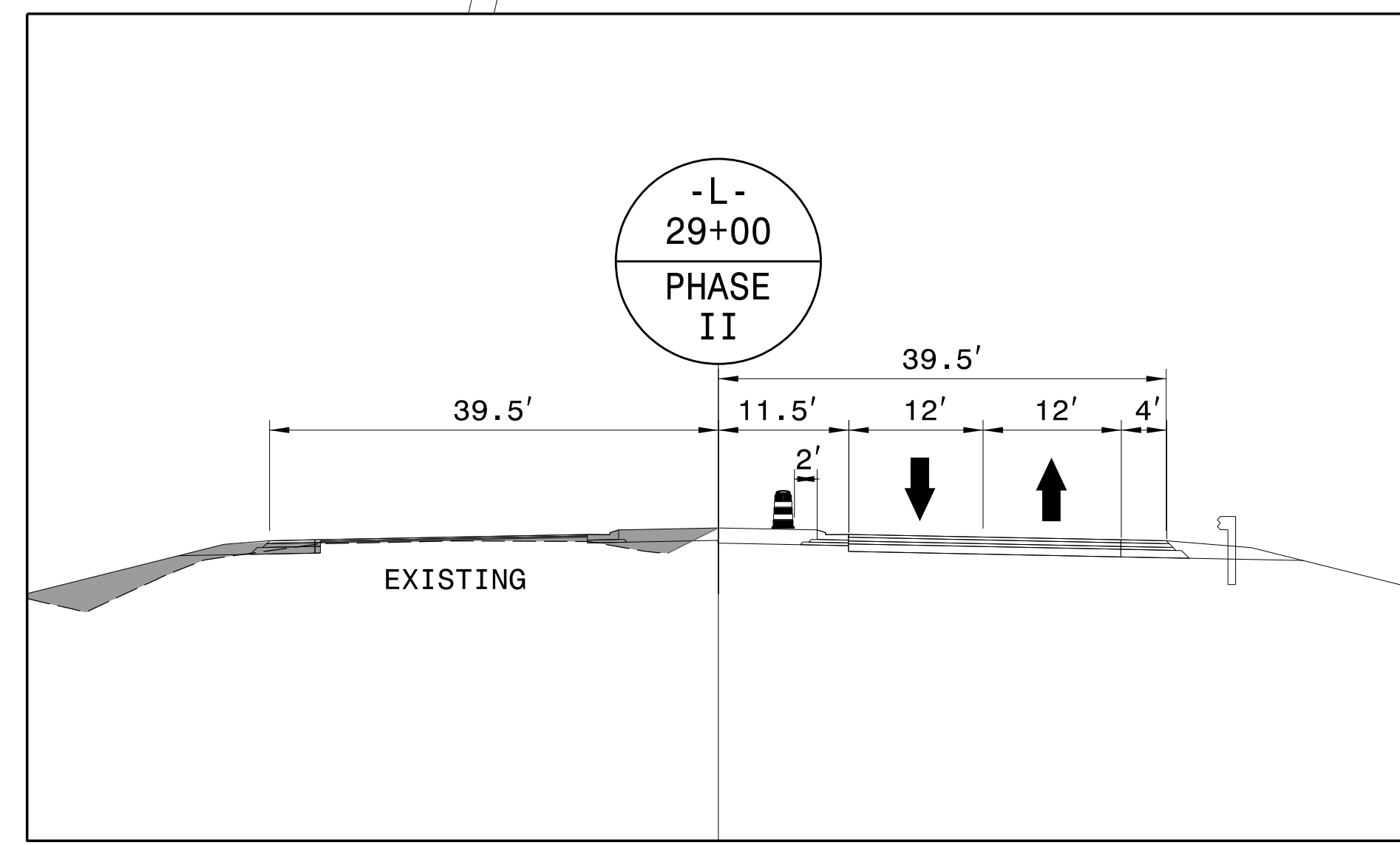
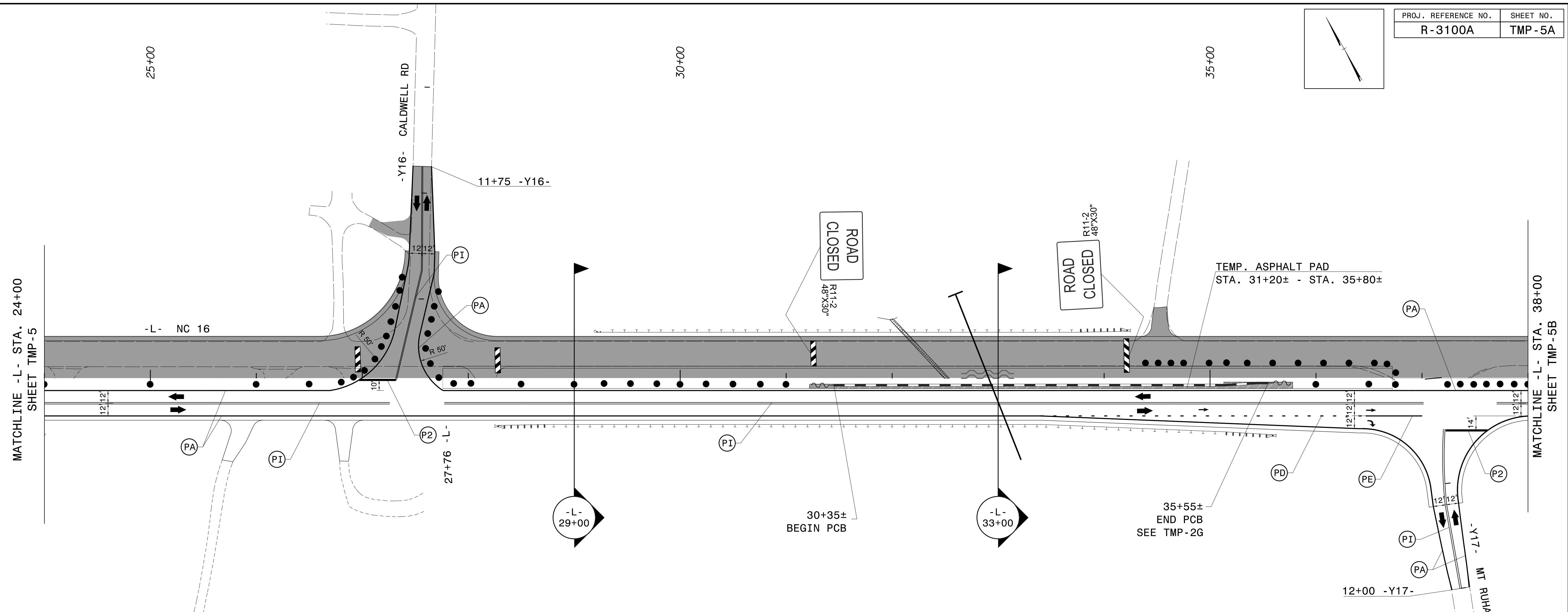
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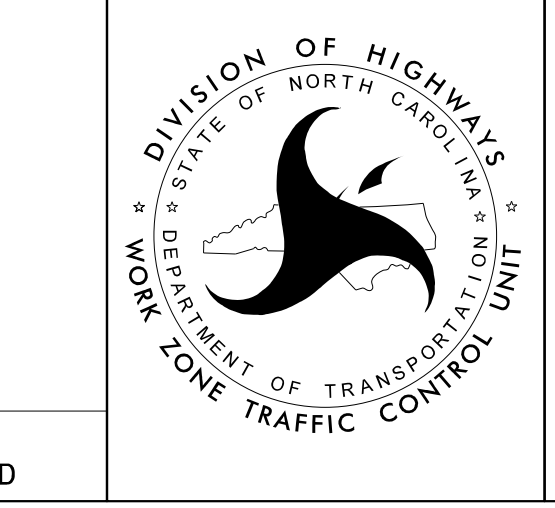
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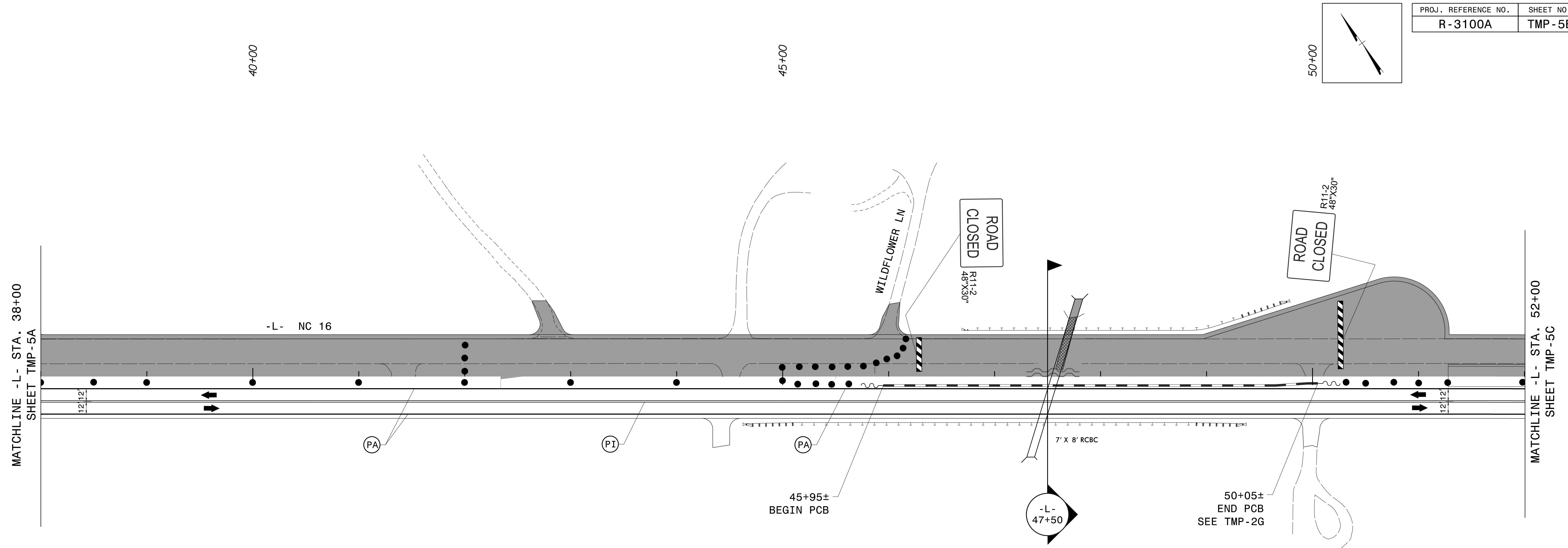
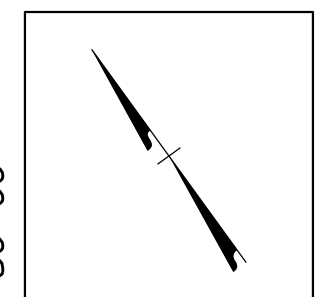
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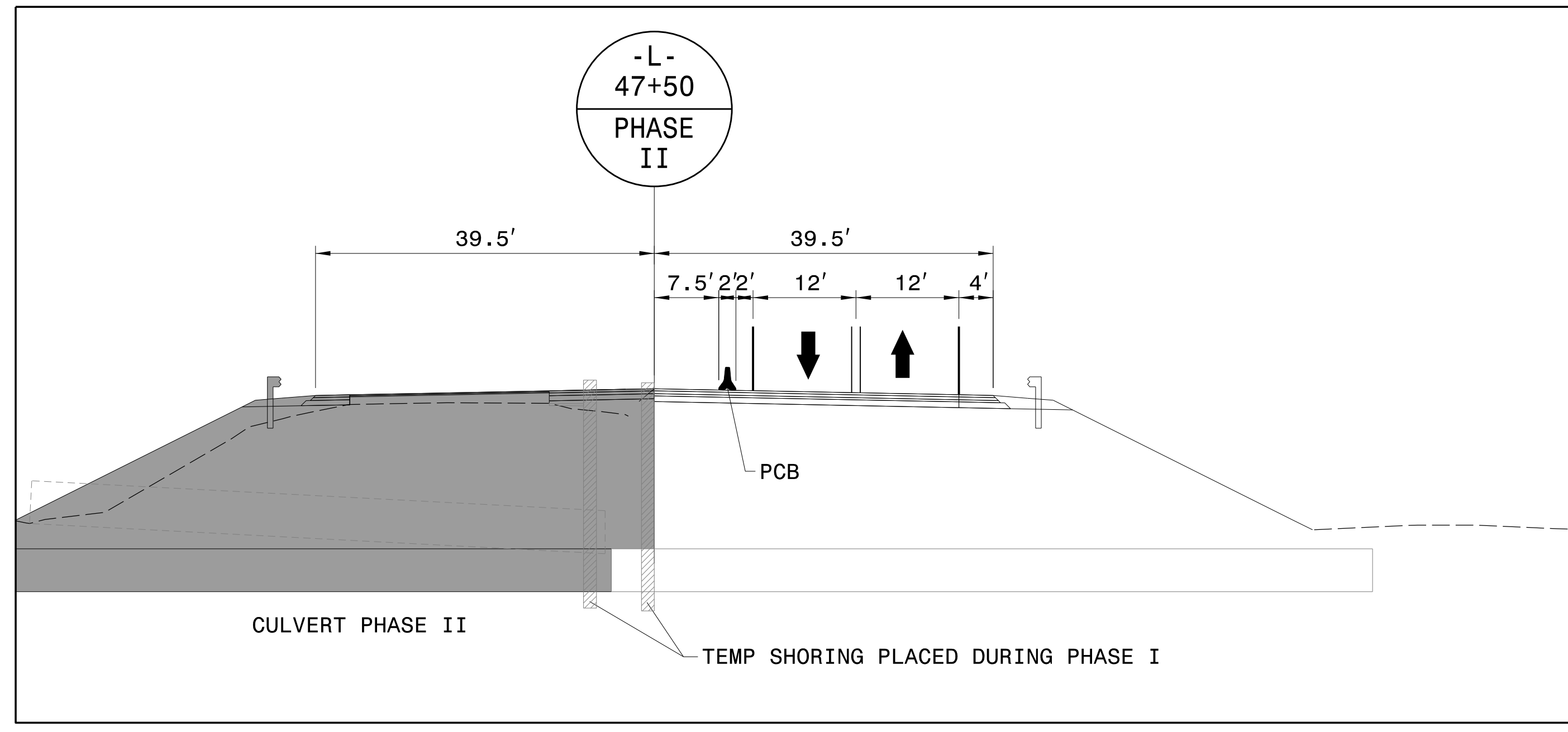


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MATCHLINE -L- STA. 38+00
SHEET TMP-5A

MATCHLINE -L- STA. 52+00
SHEET TMP-5C



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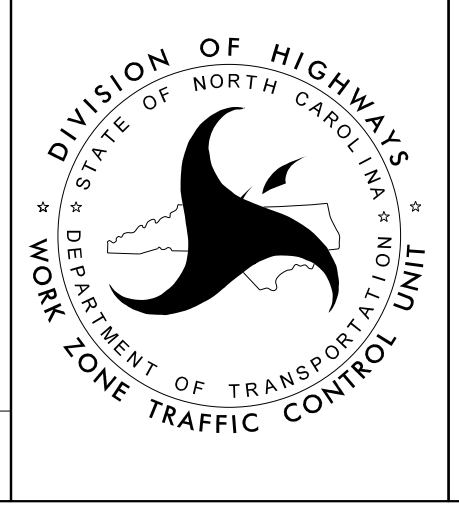
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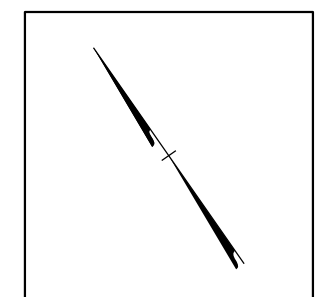
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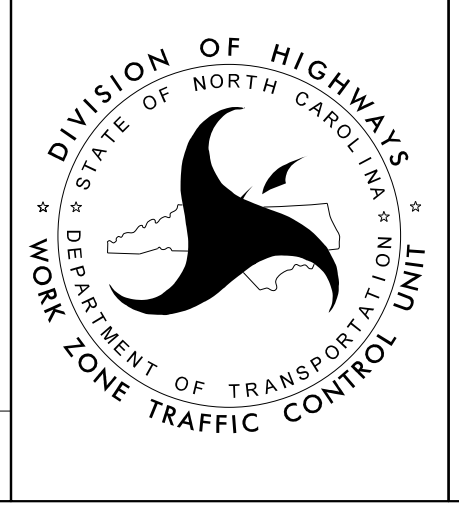


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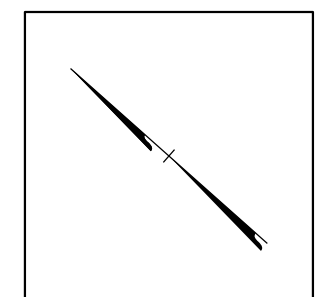
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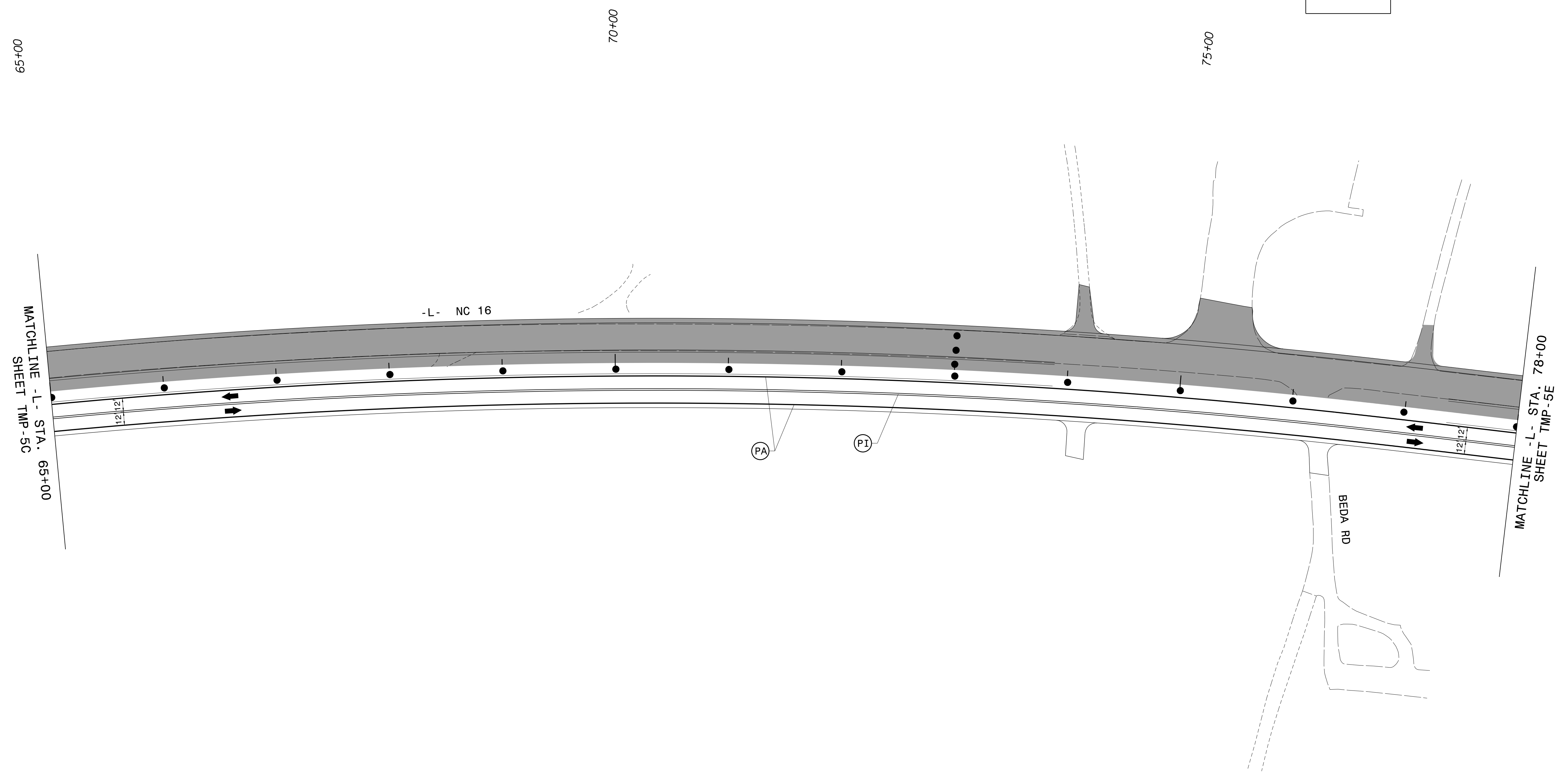
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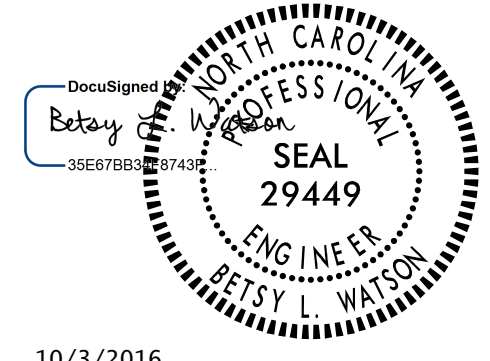
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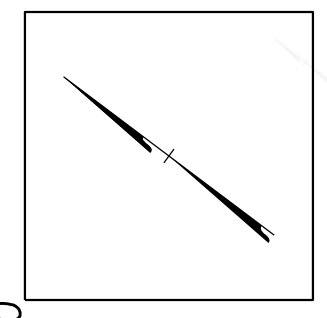
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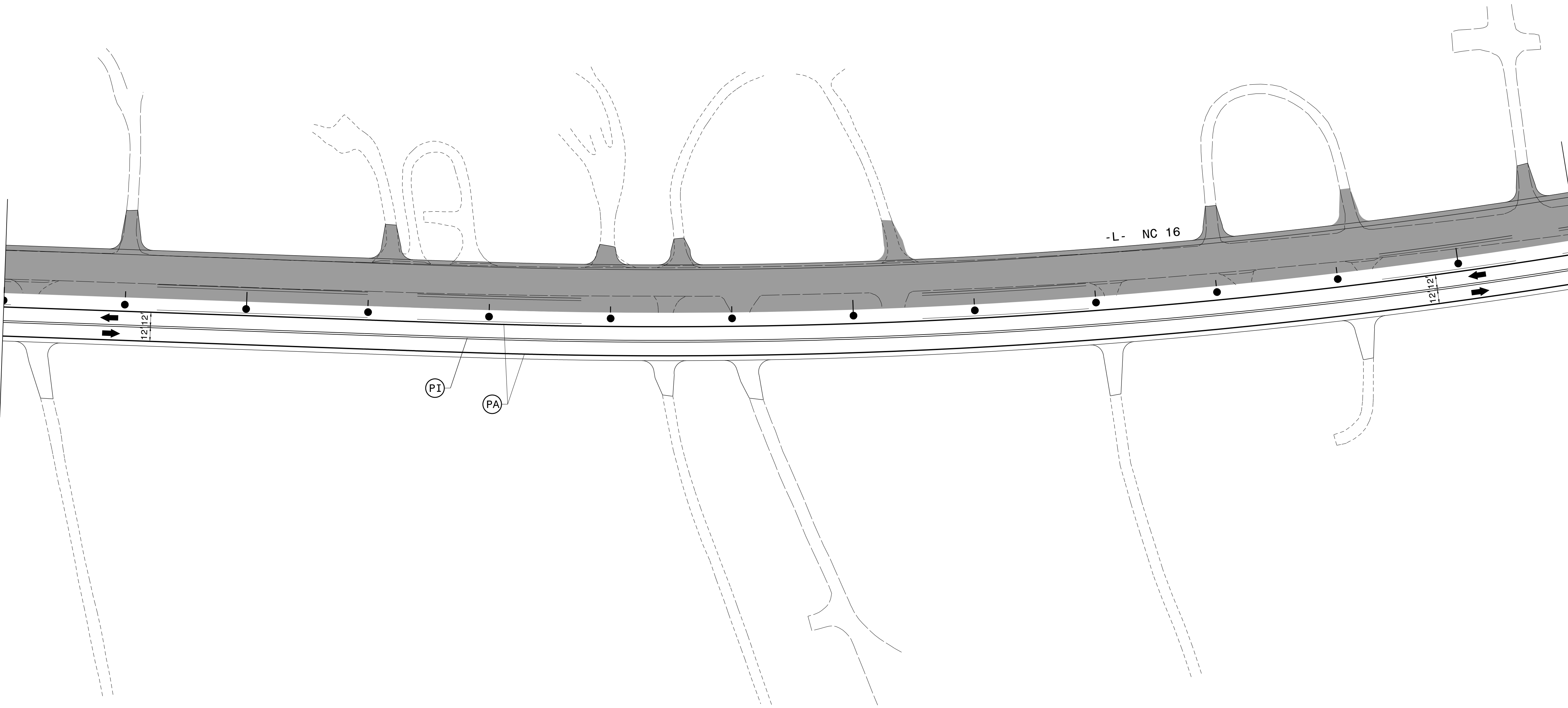
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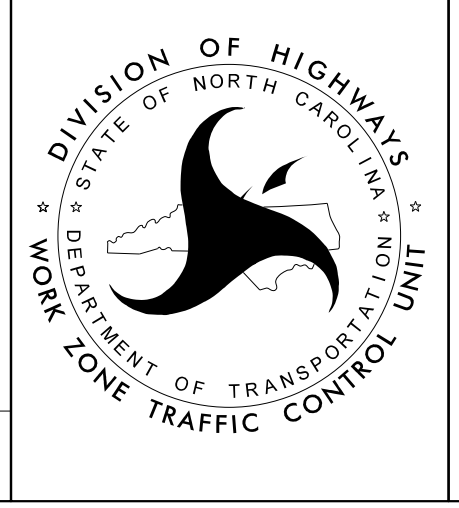
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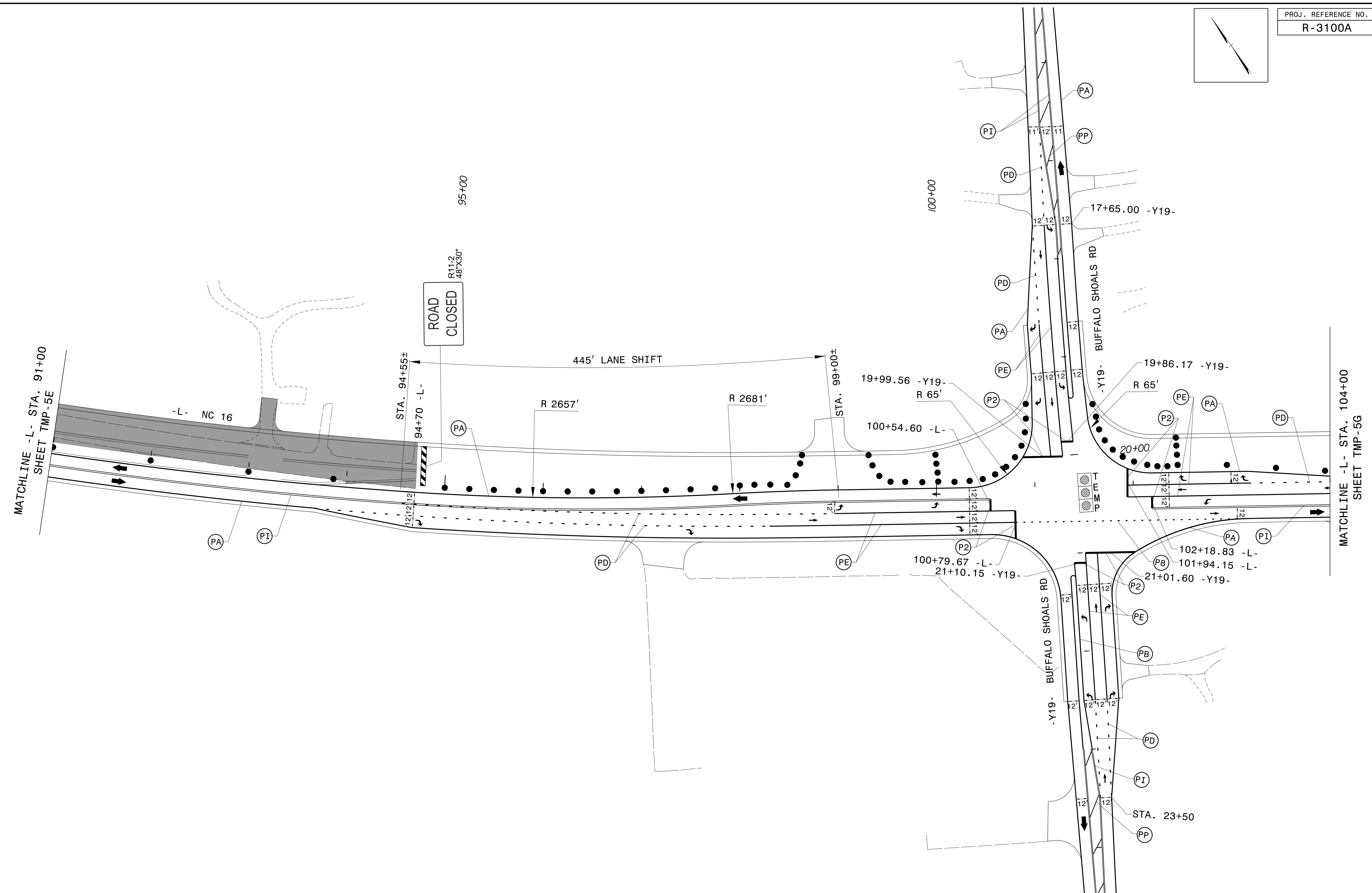
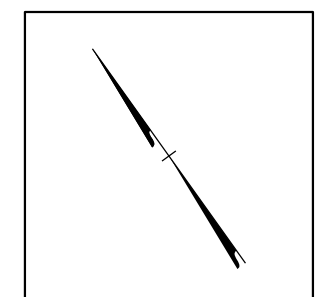
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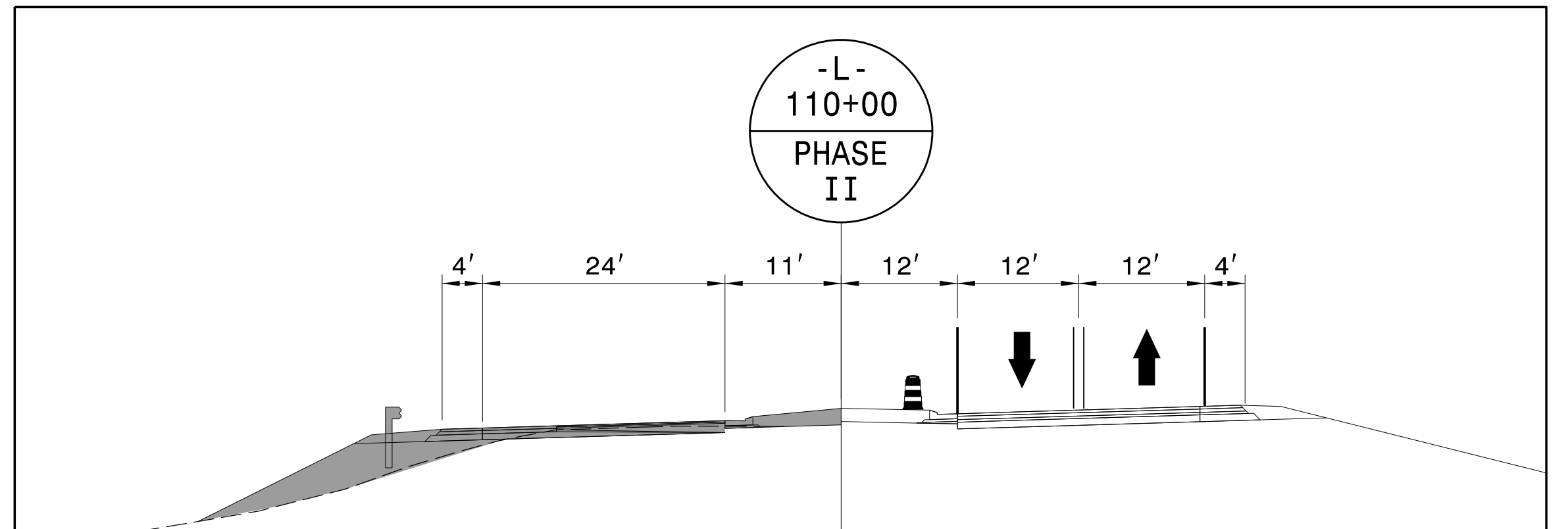
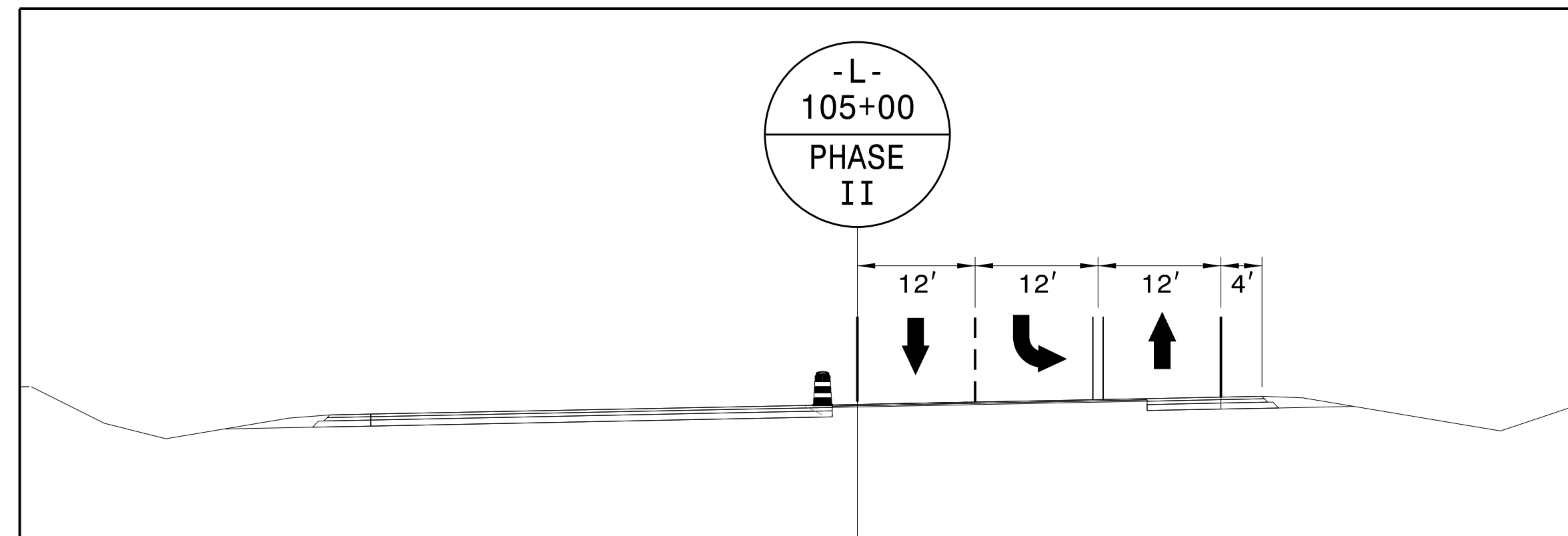
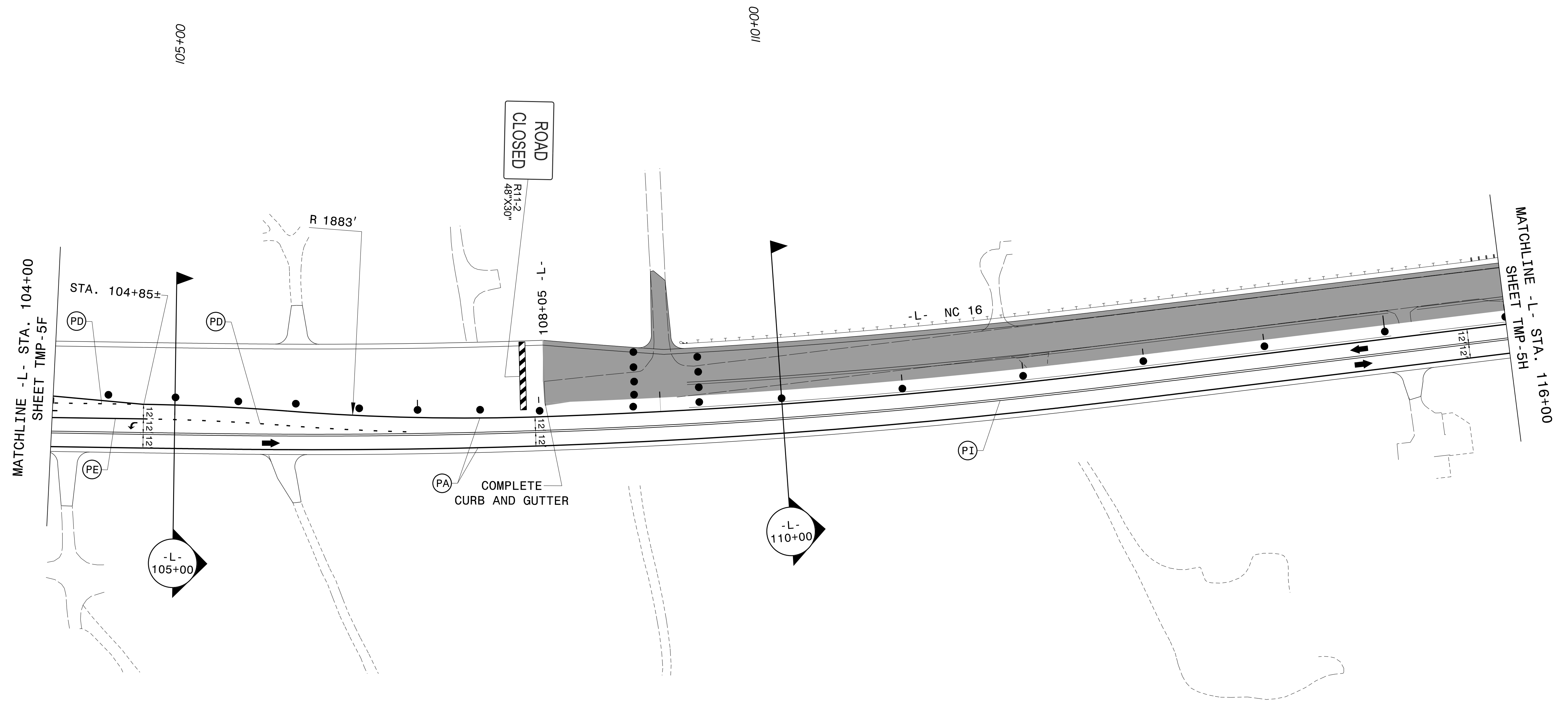
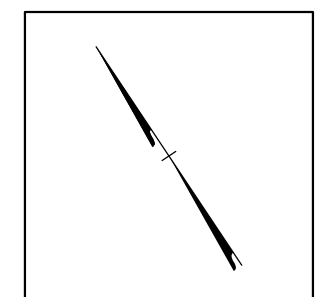


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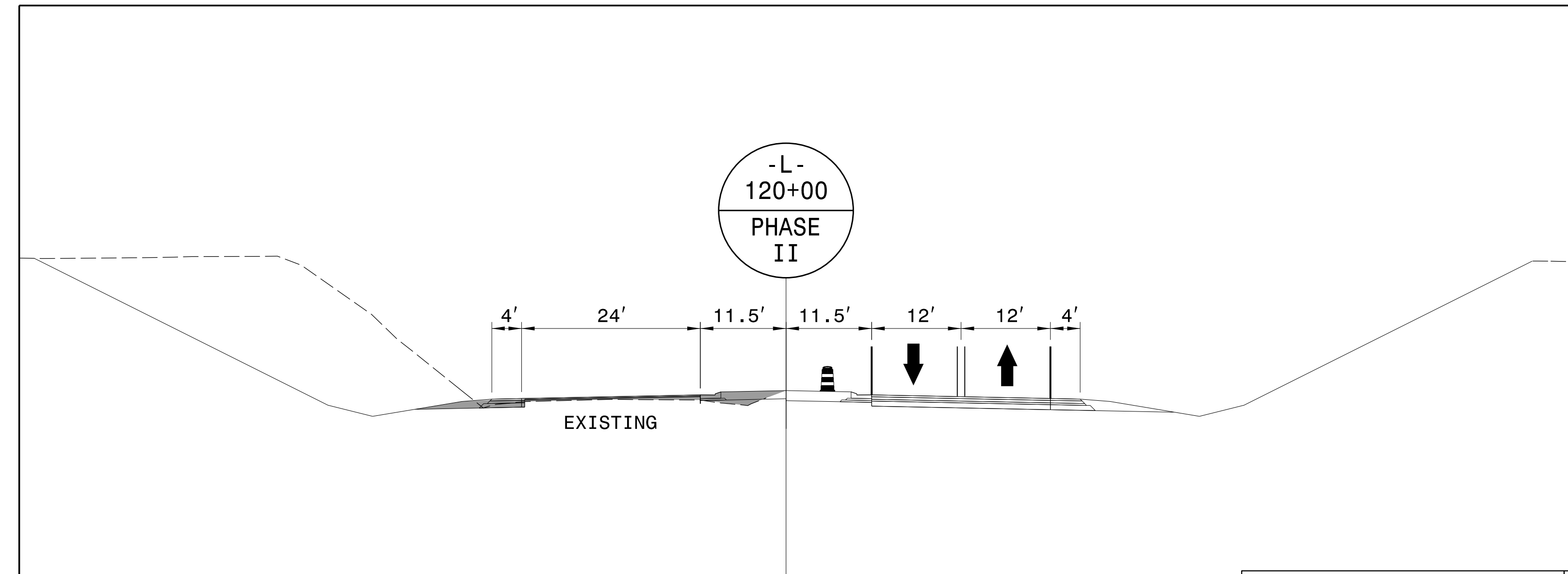
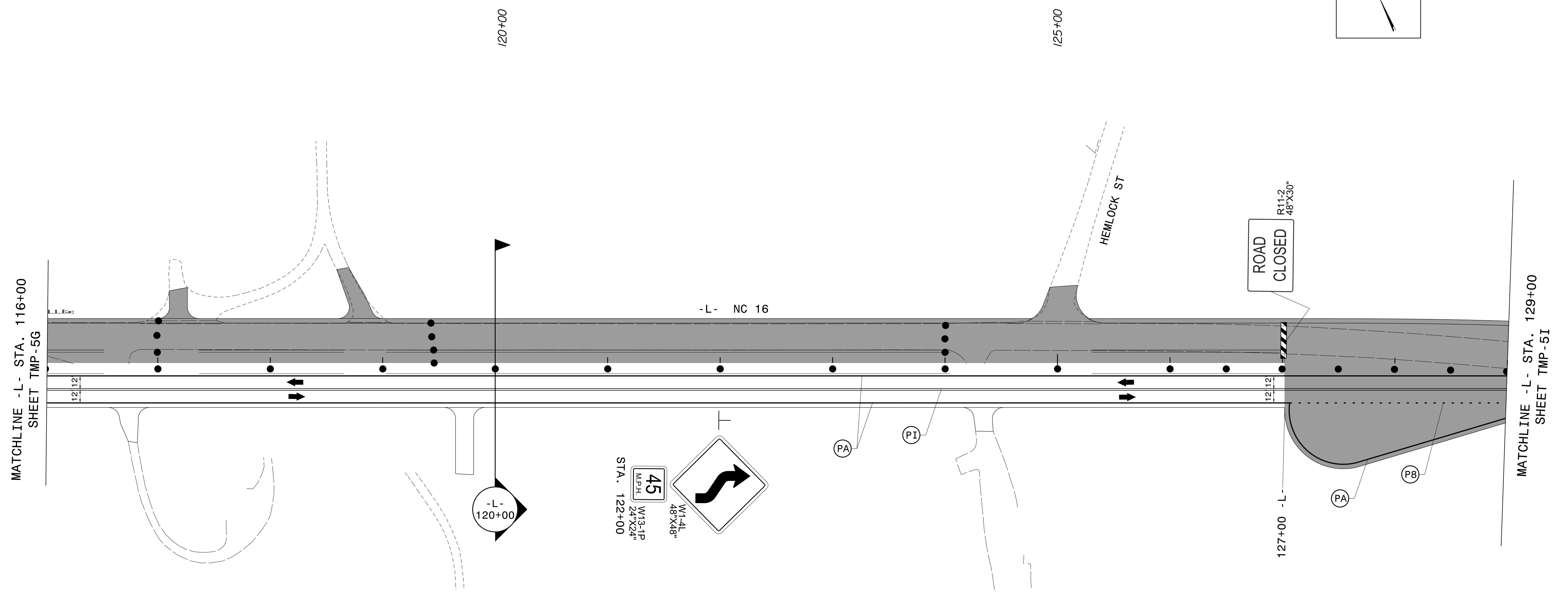
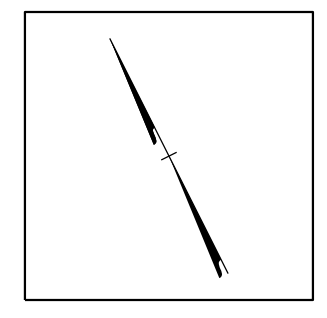
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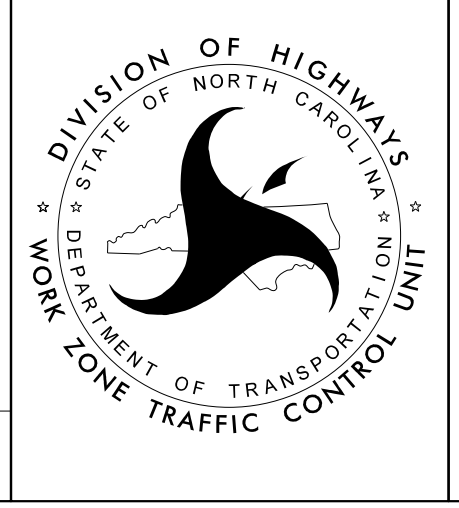
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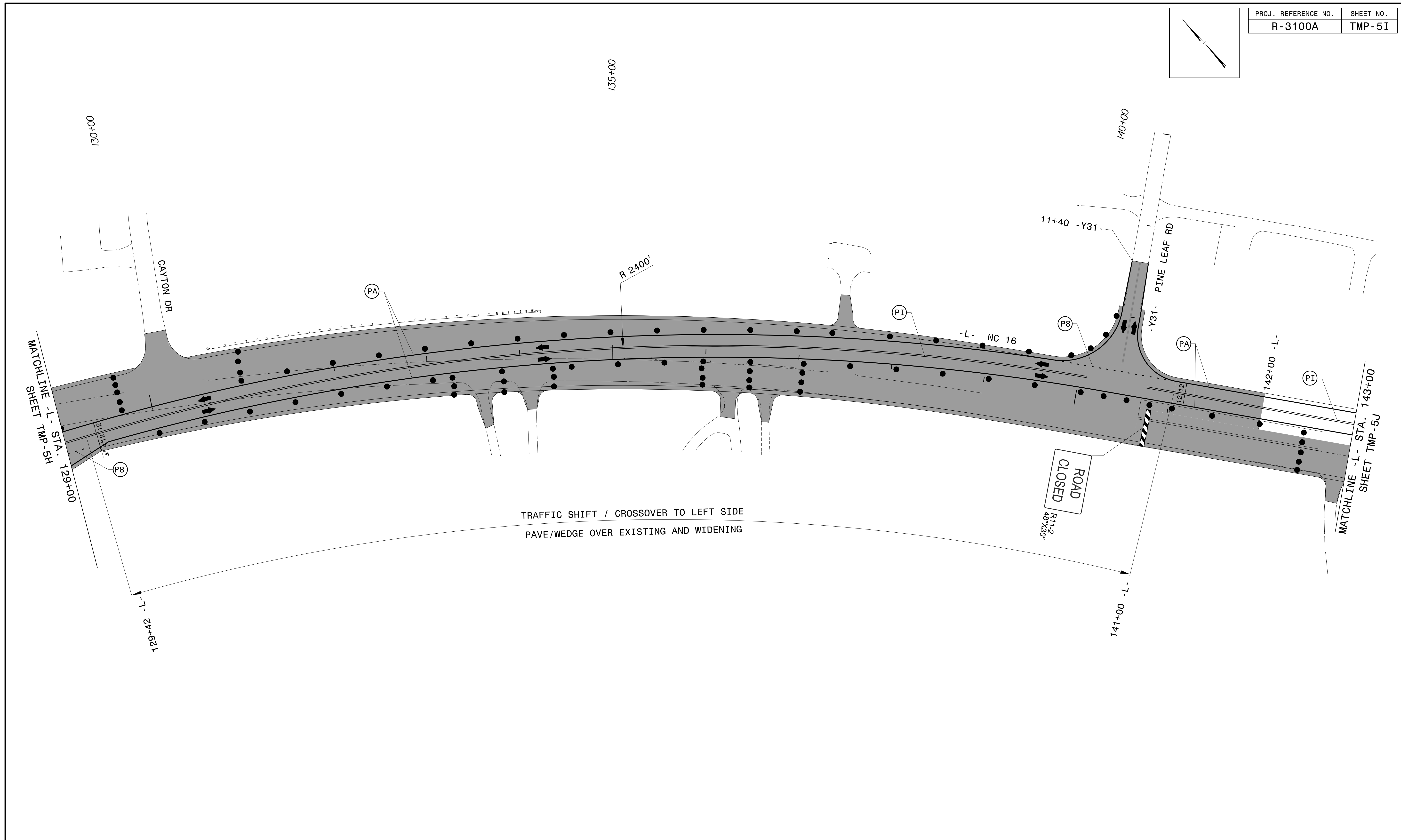
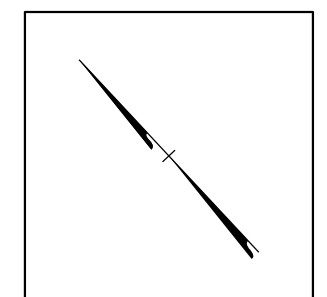
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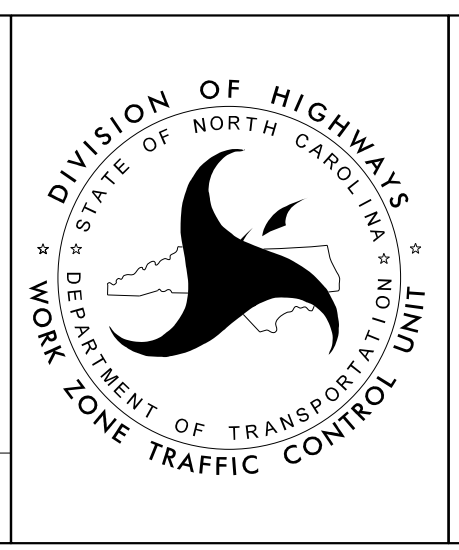


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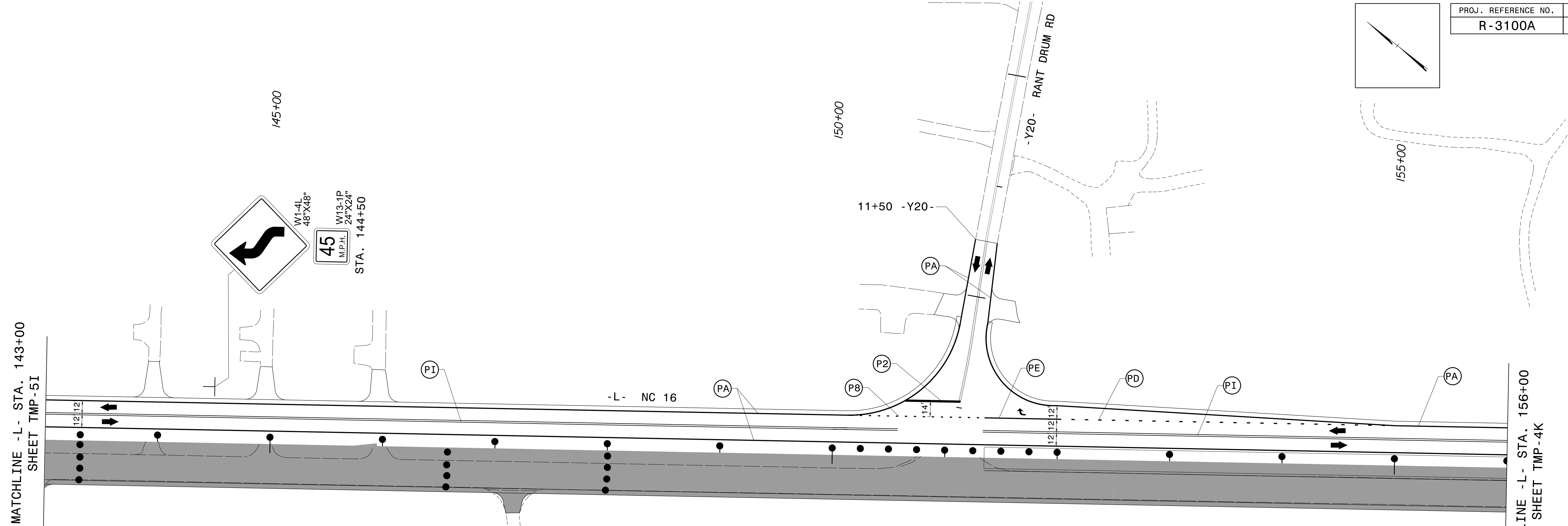
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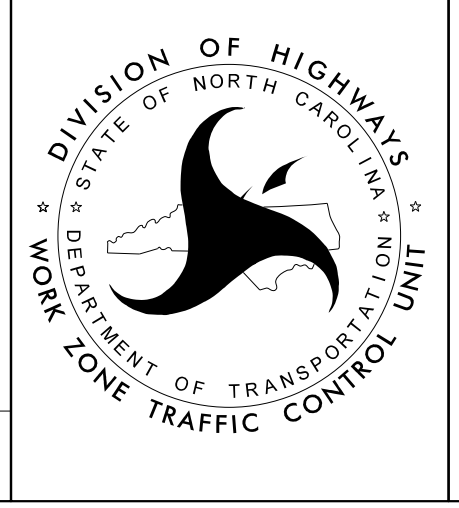
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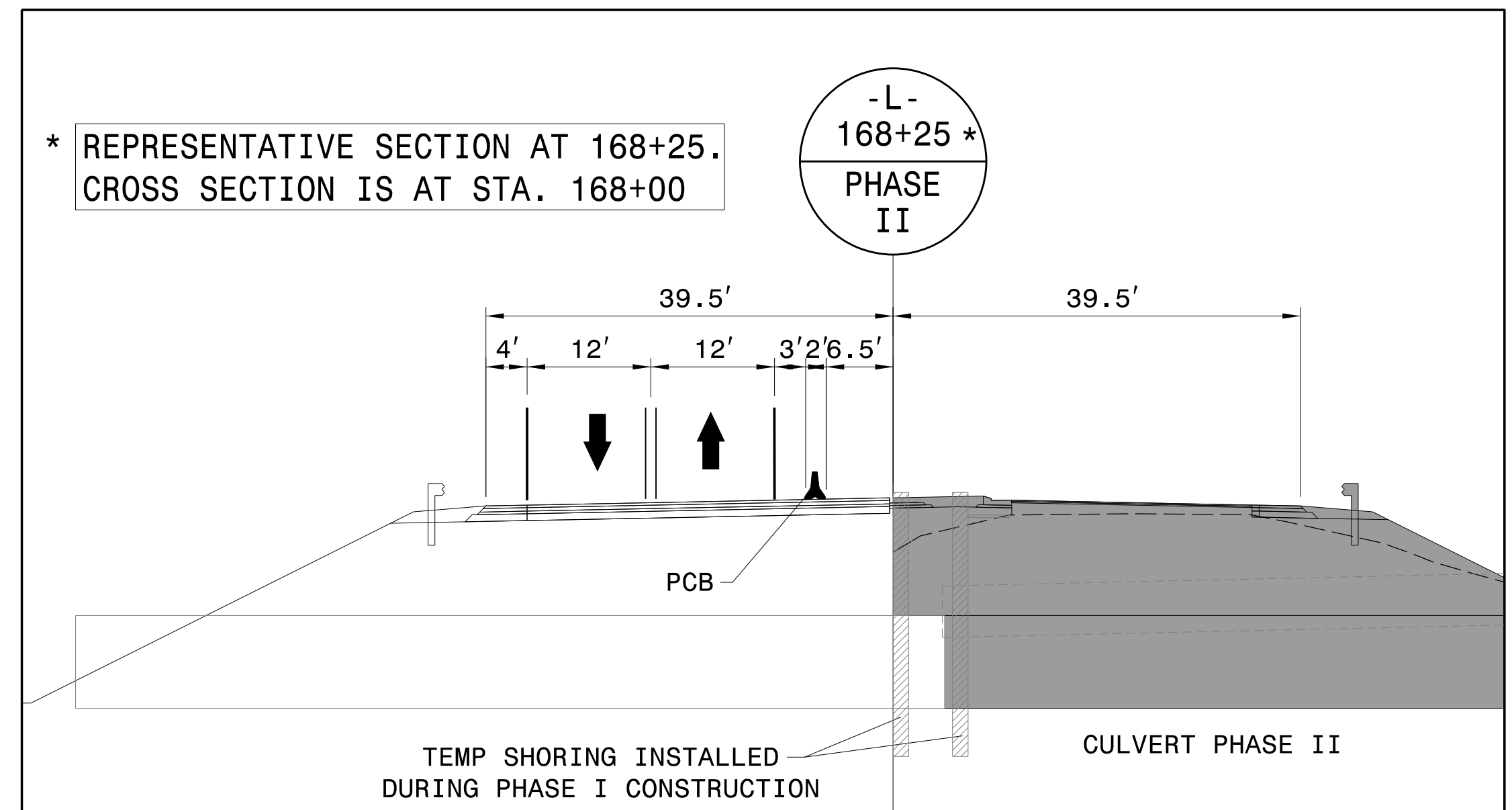
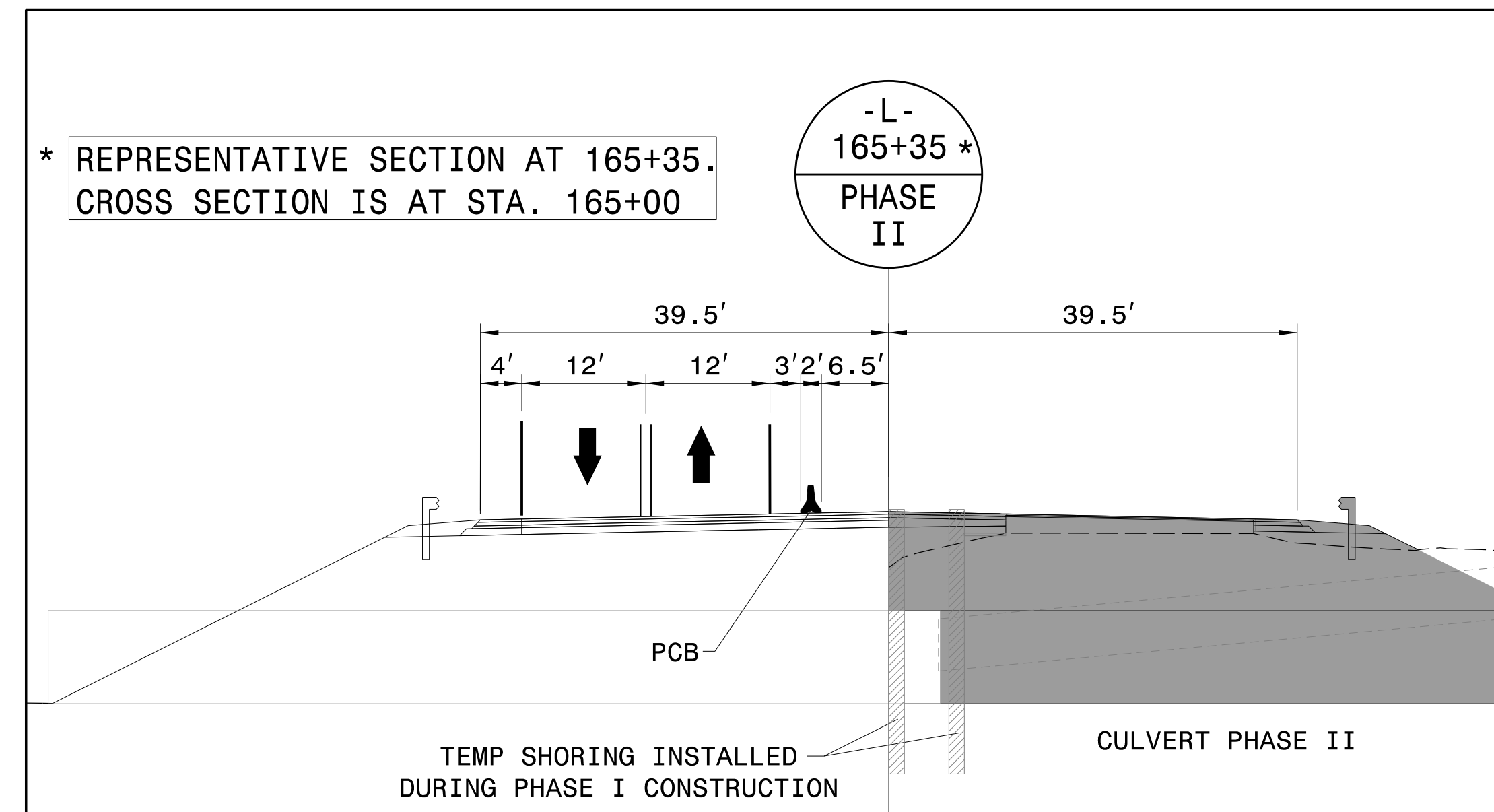
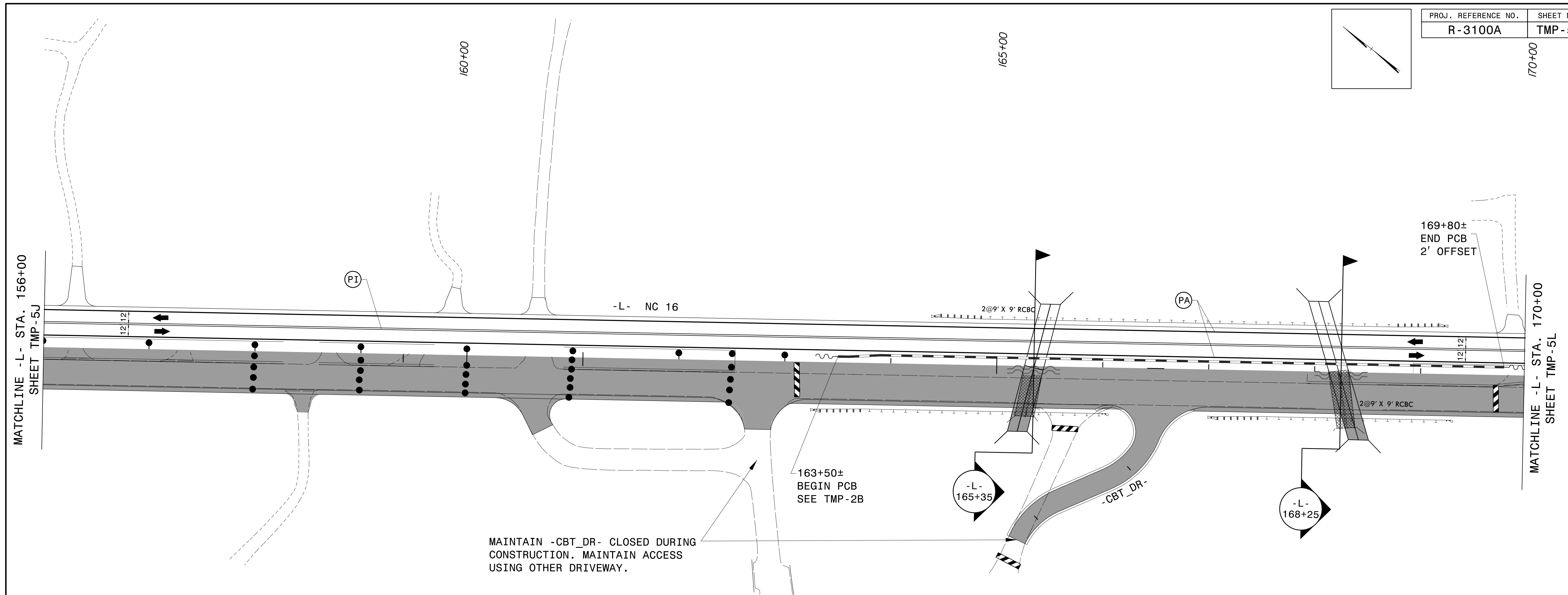
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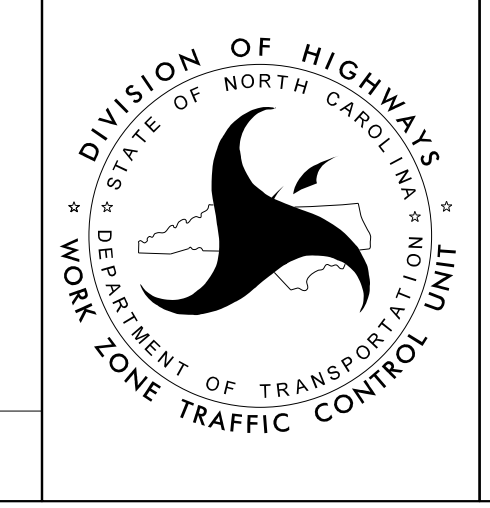
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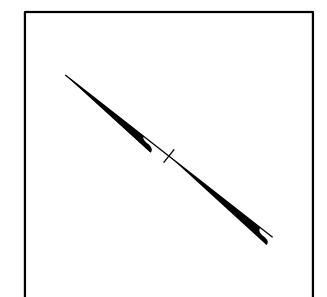
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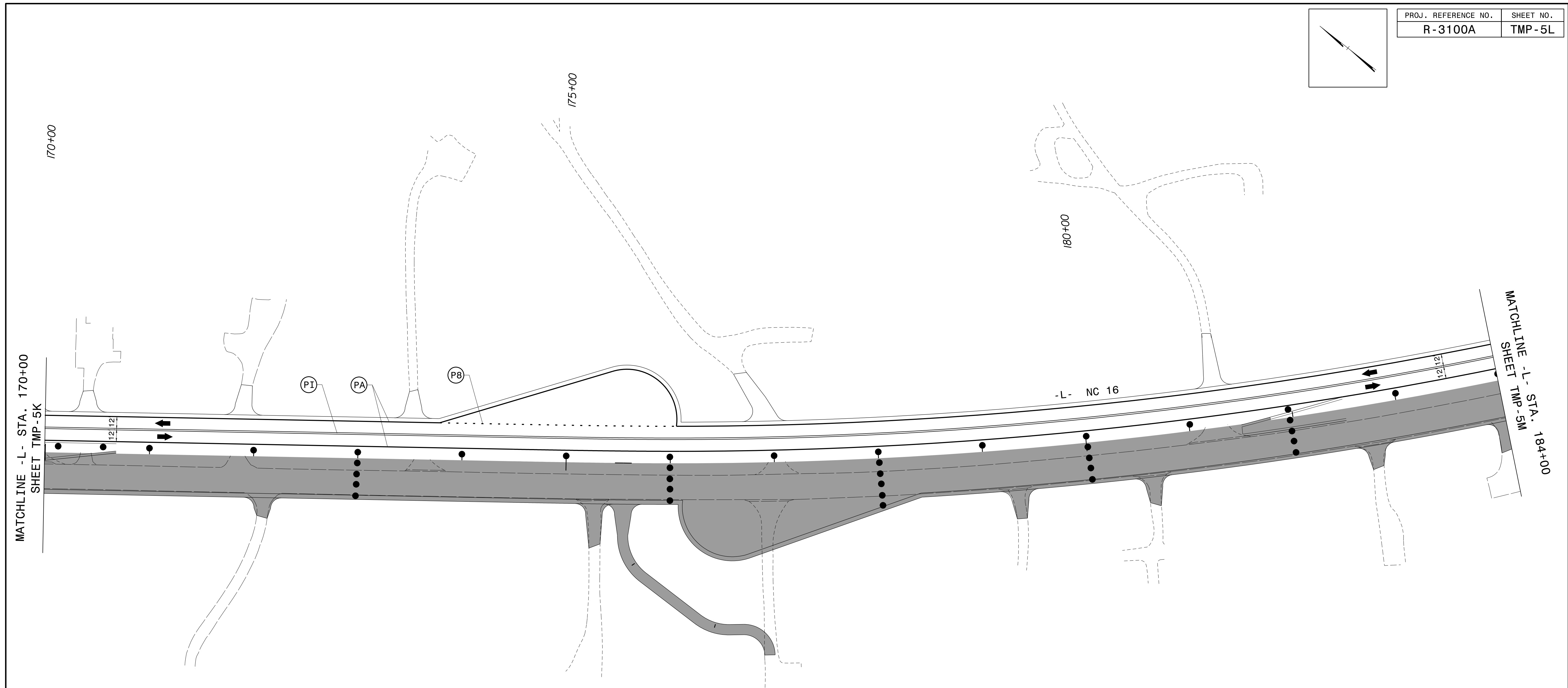
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R-3100A	TMP-5L

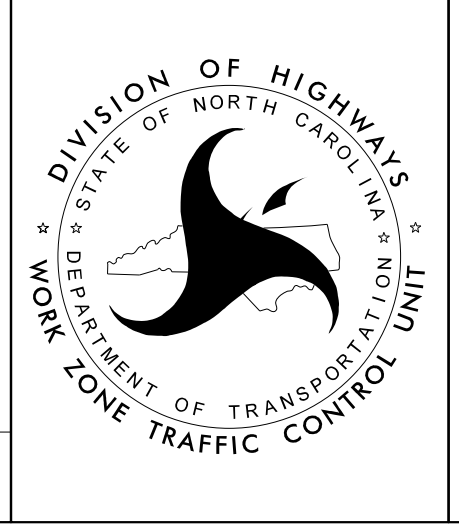


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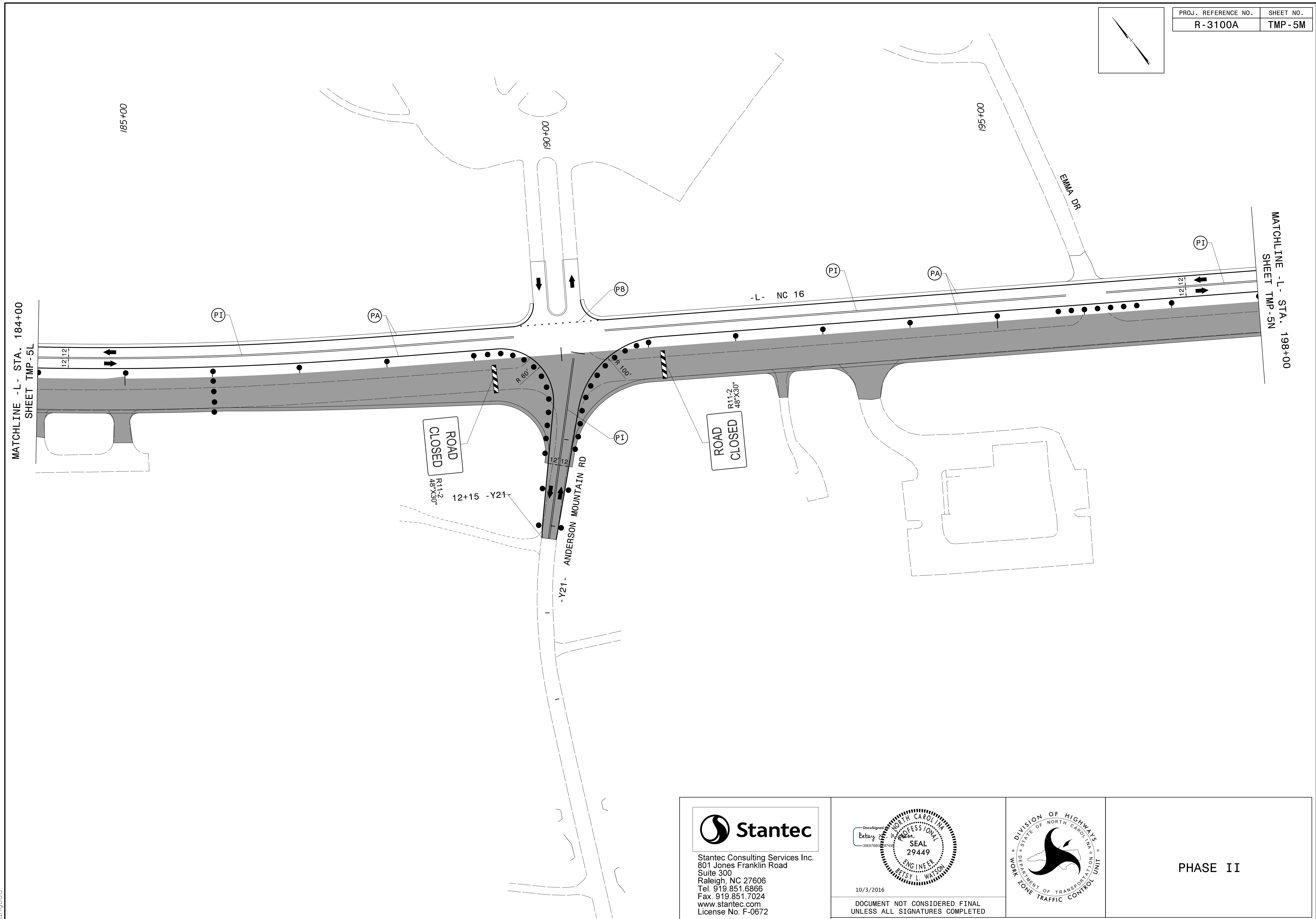
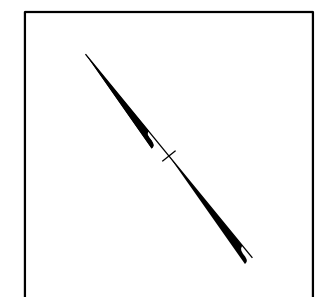
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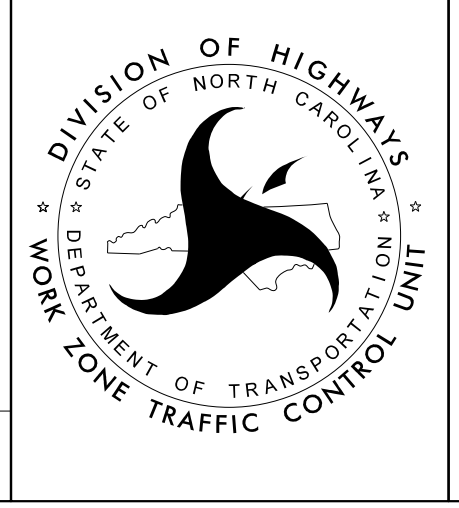
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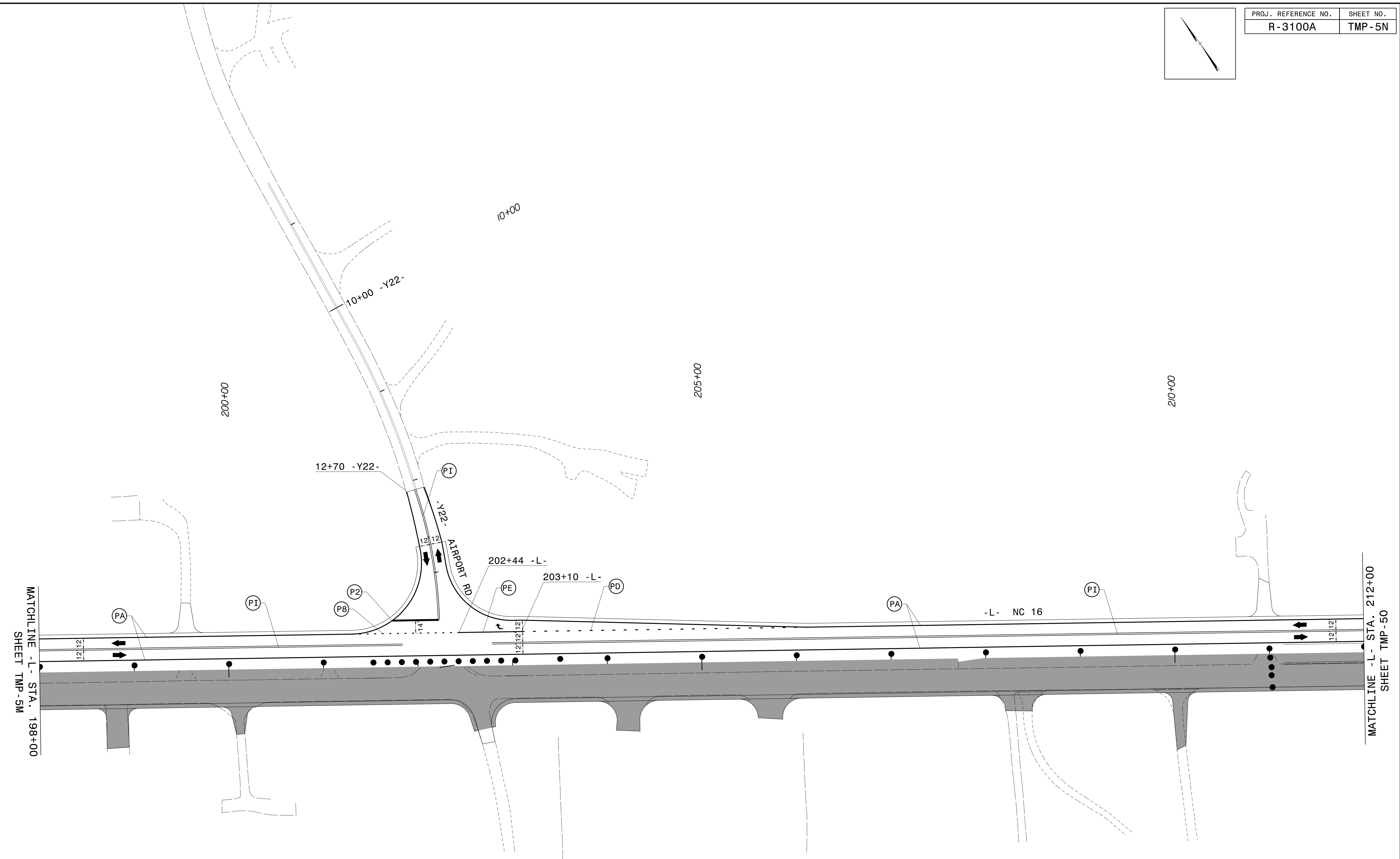
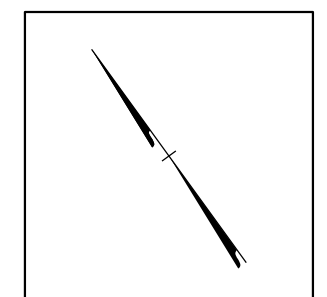
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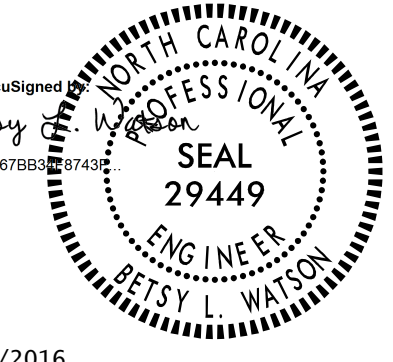
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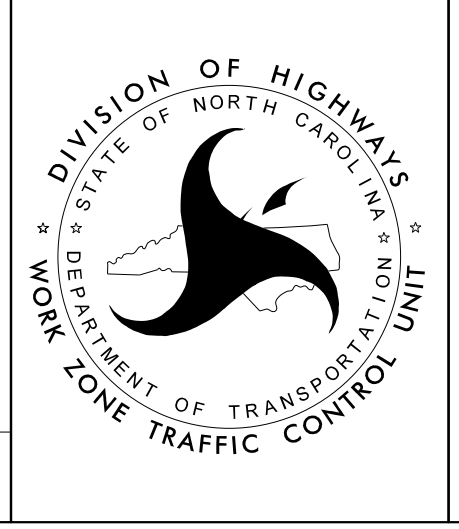
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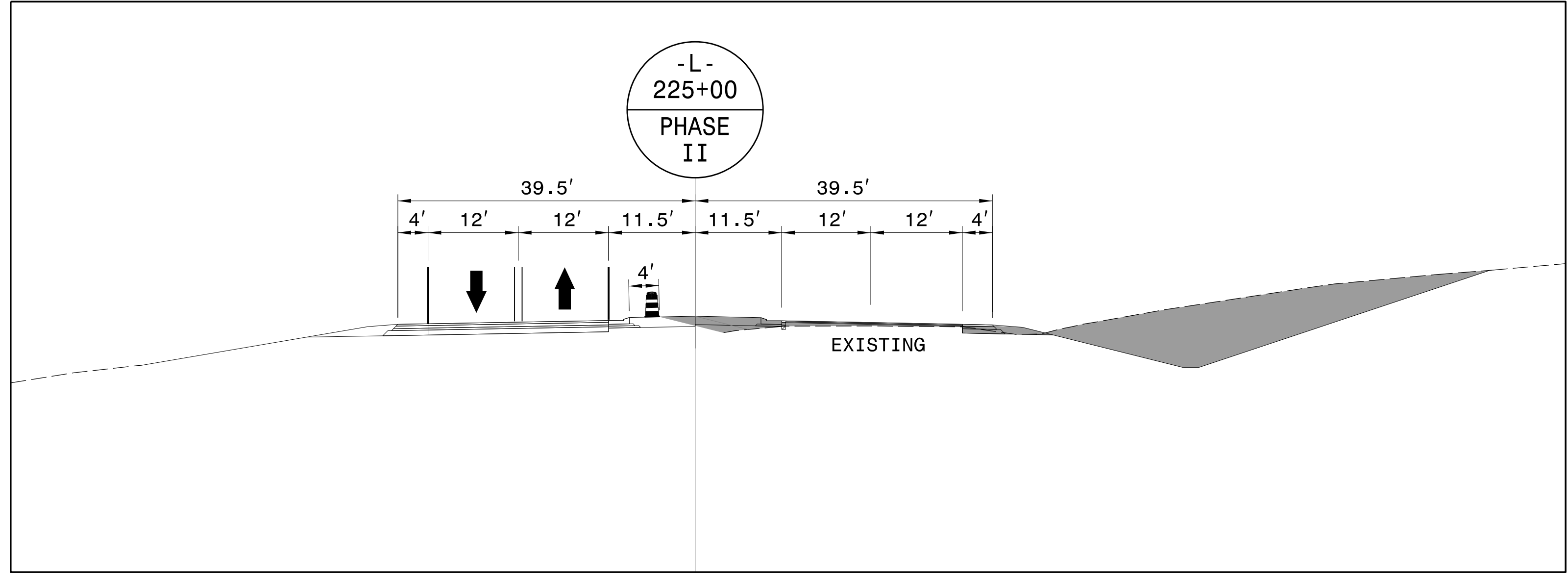
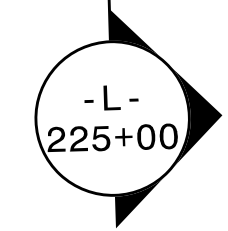
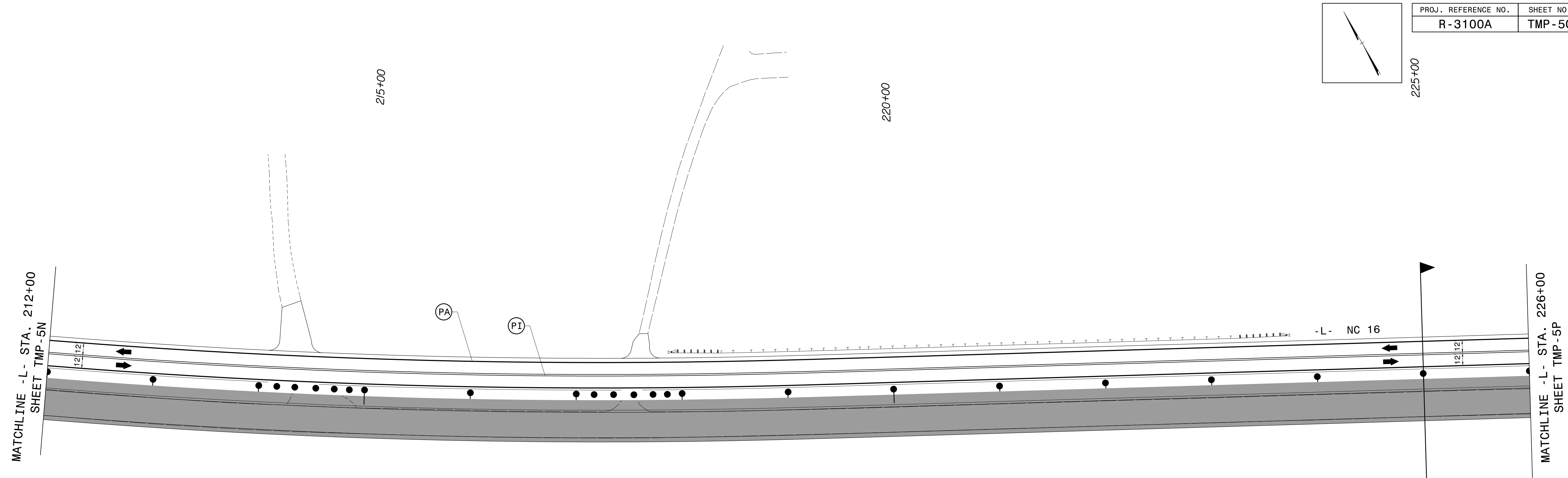
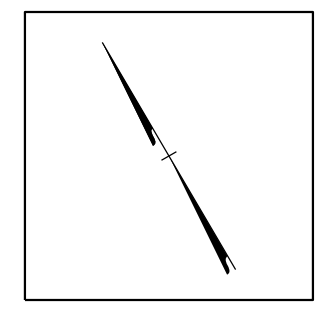
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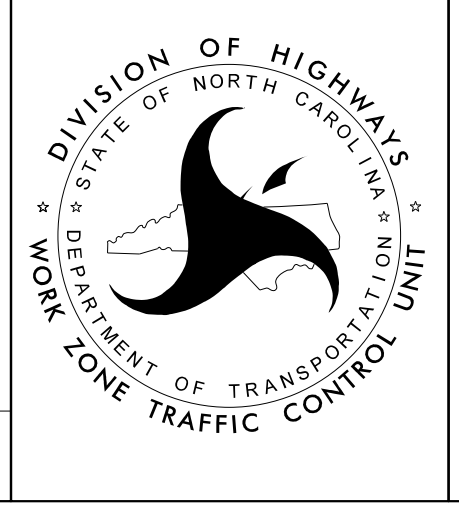
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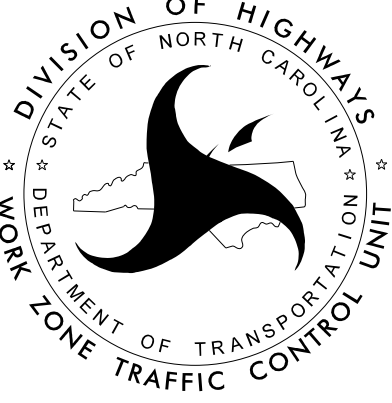


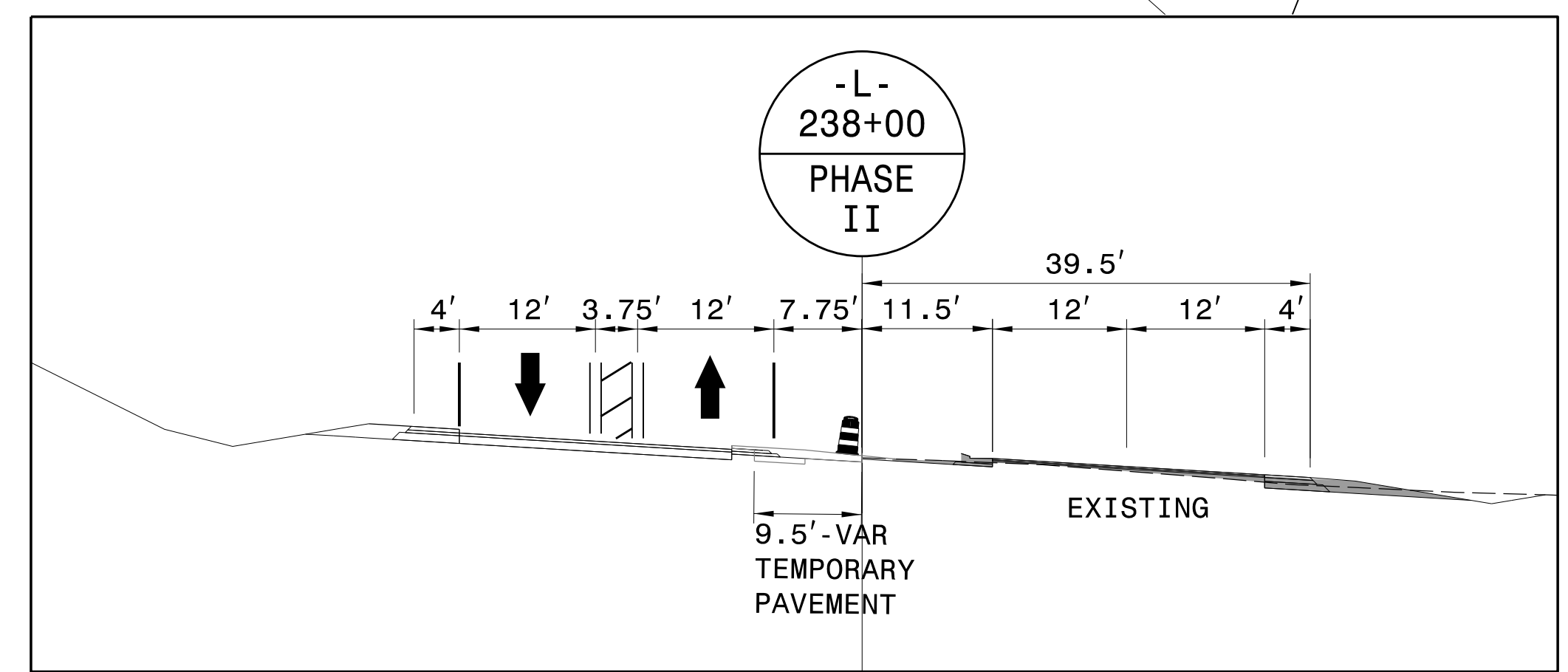
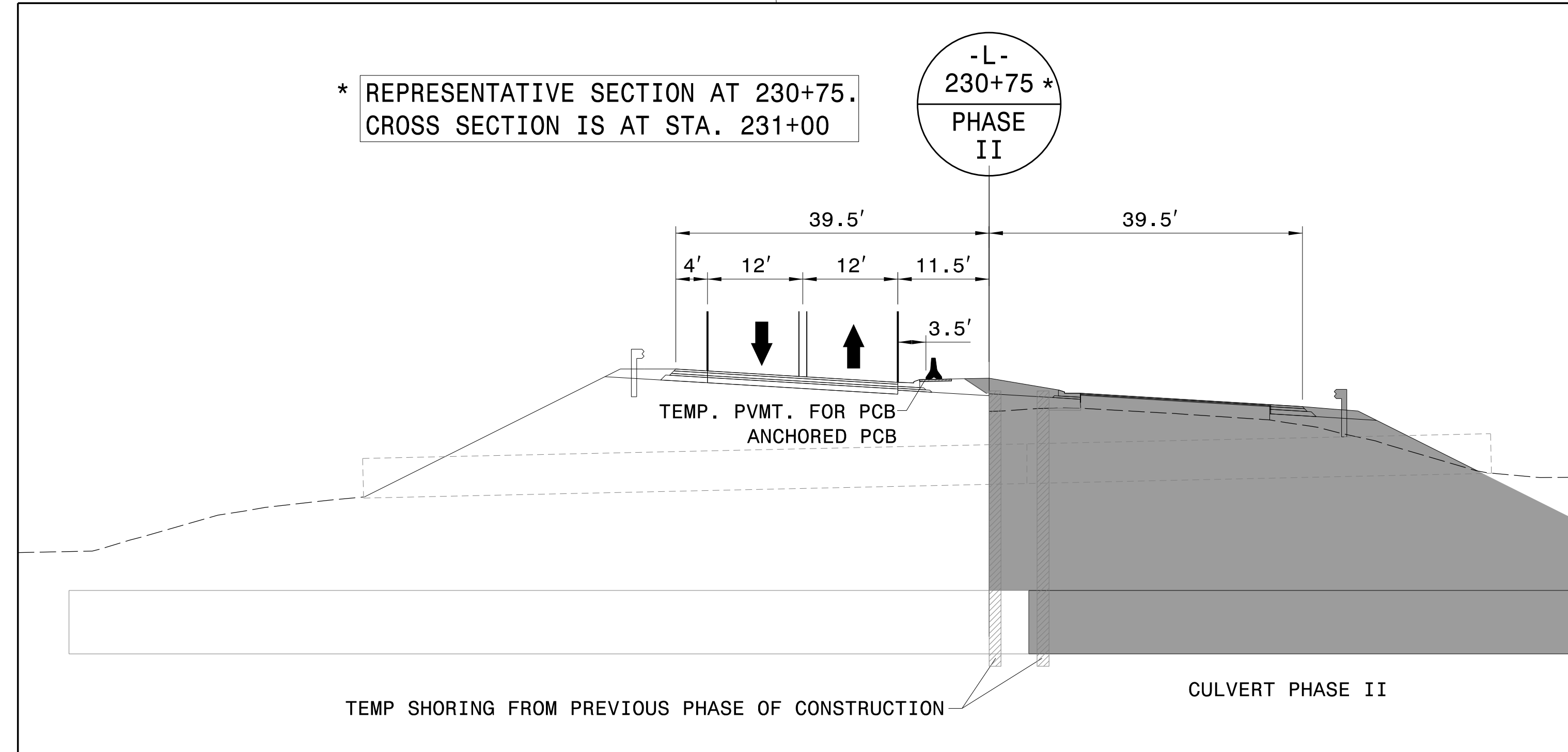
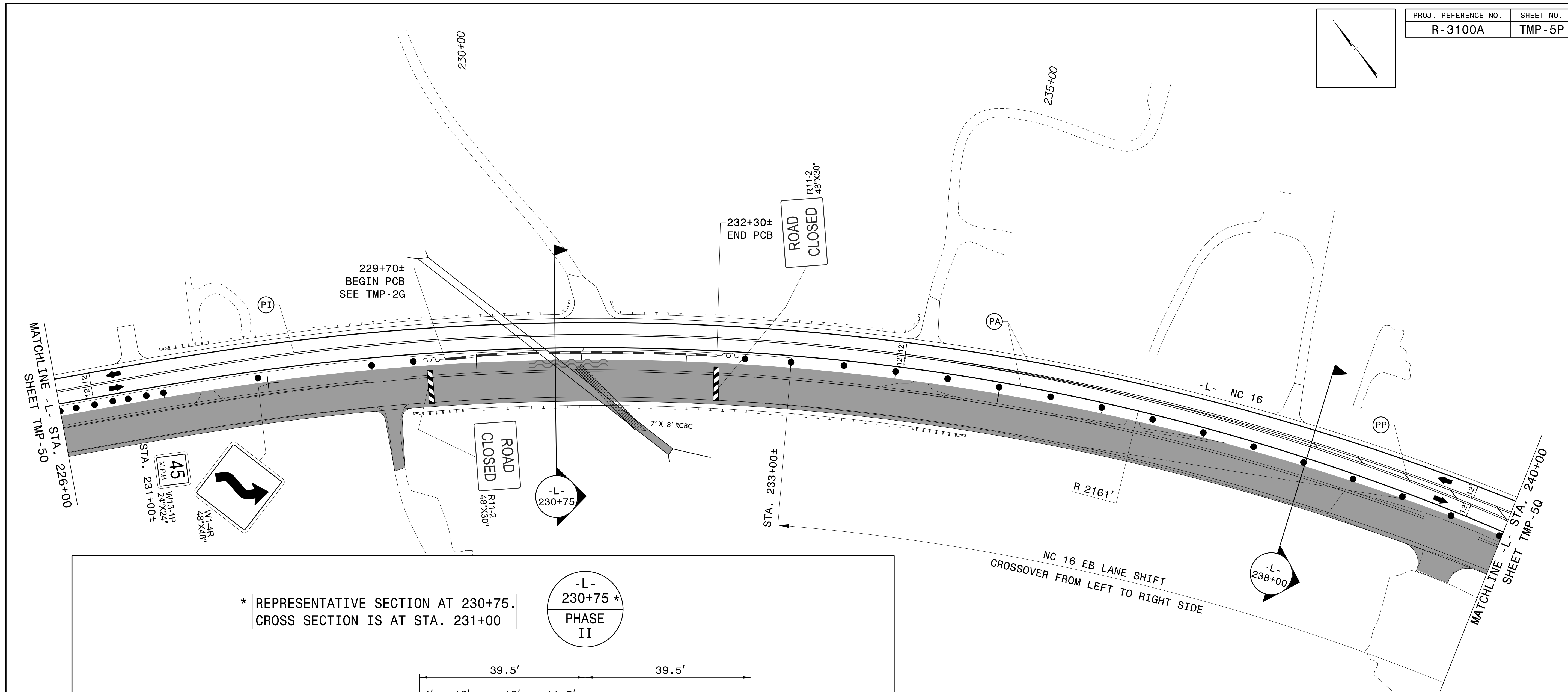
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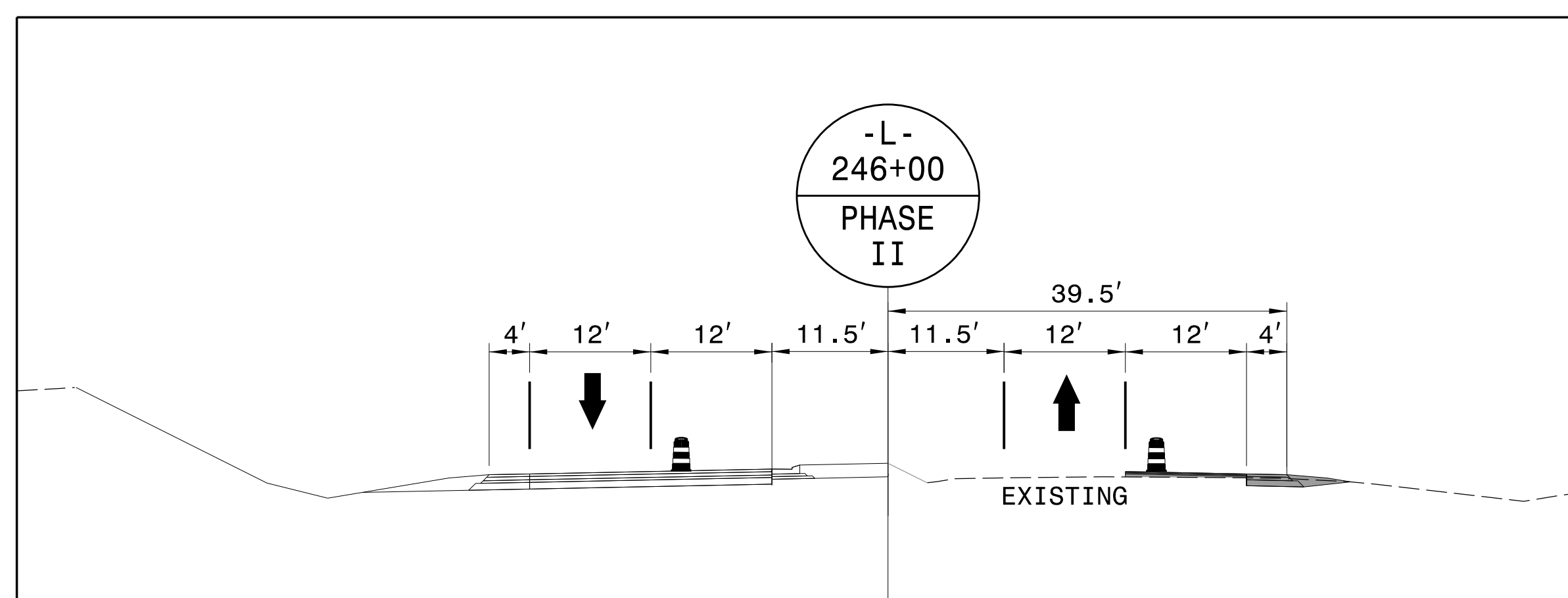
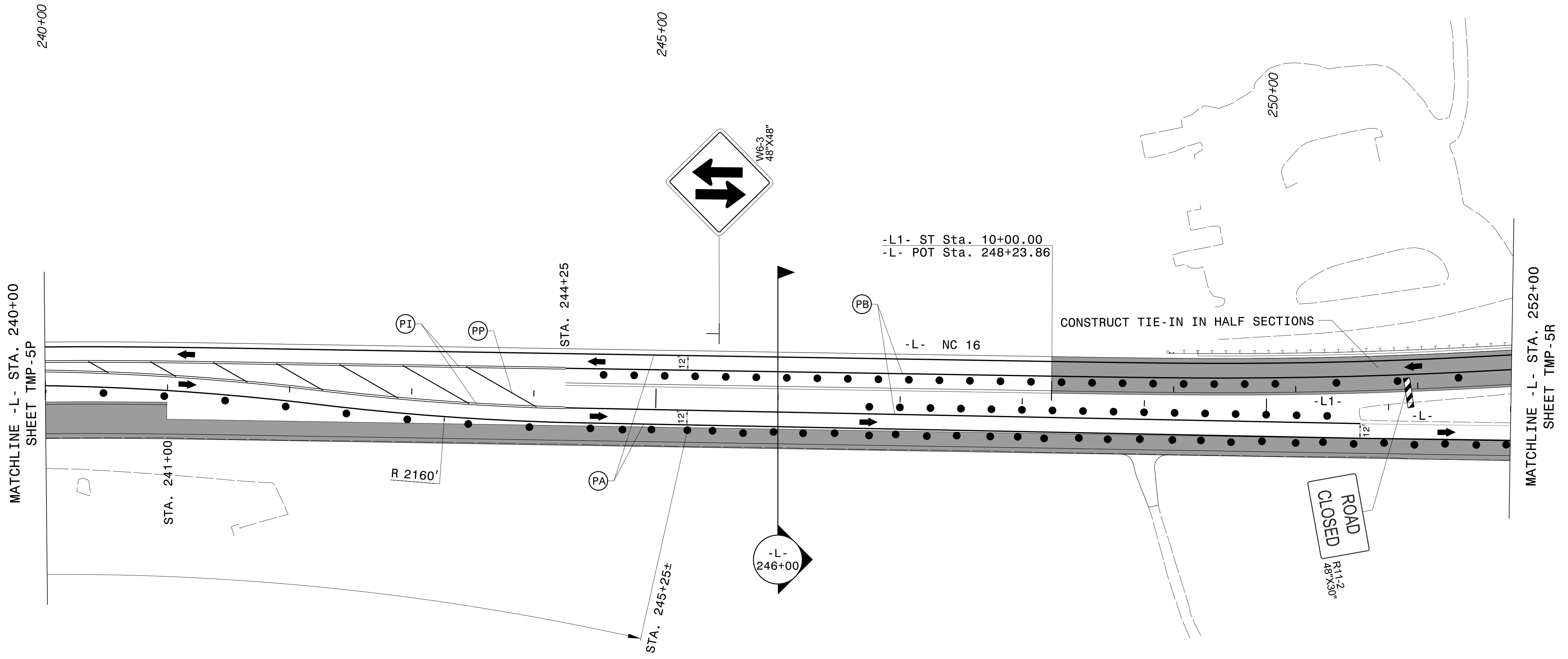
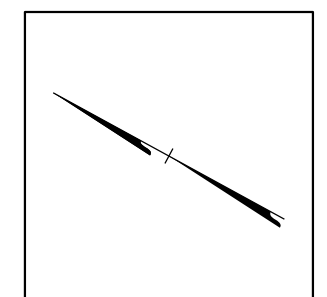
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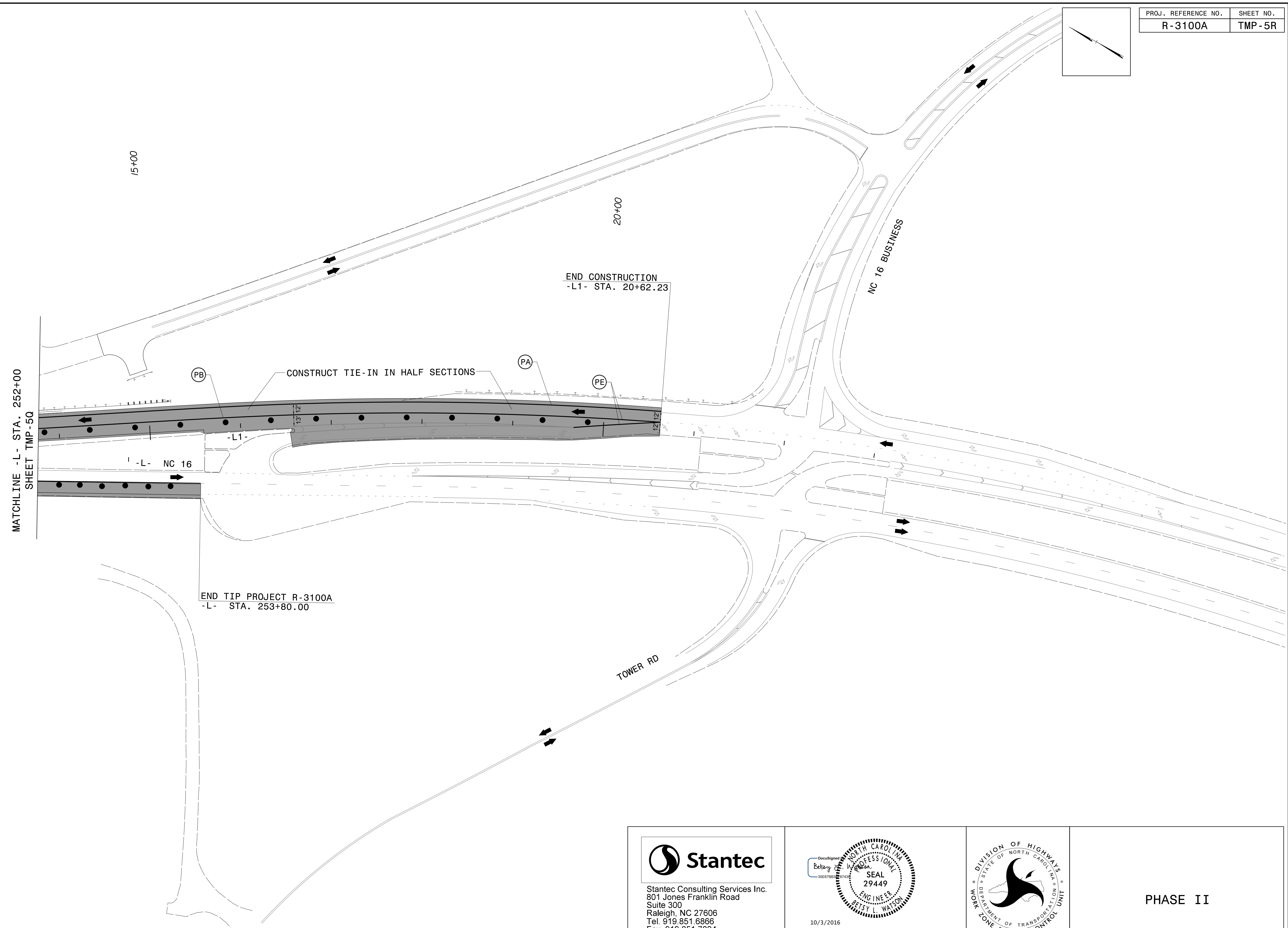

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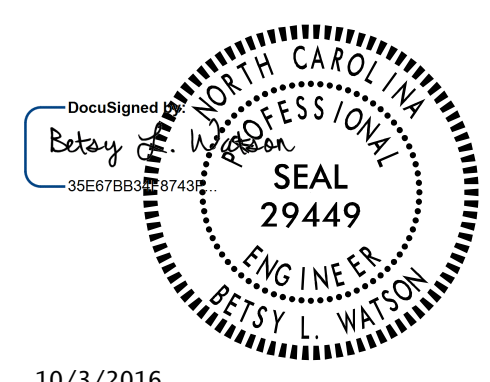
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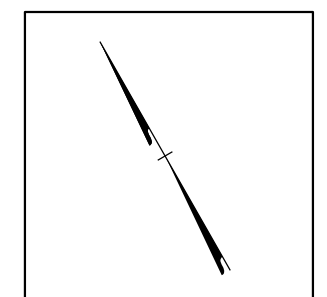


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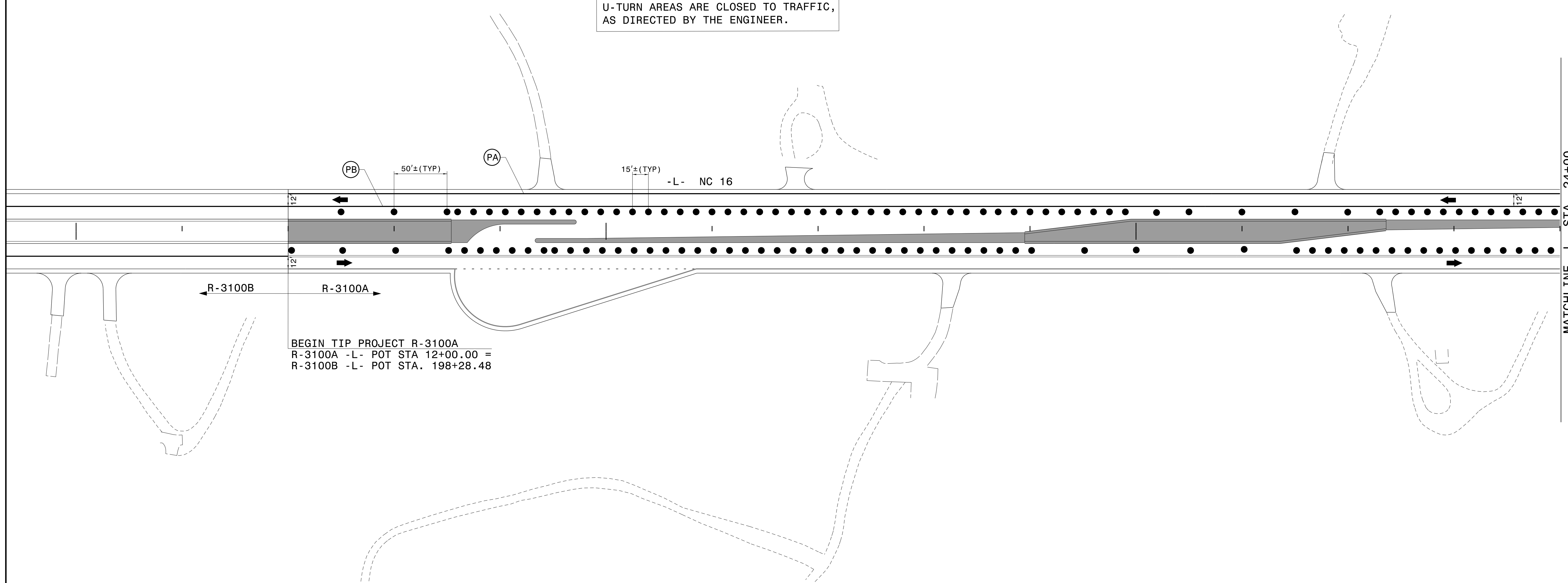
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R-3100A	TMP-6



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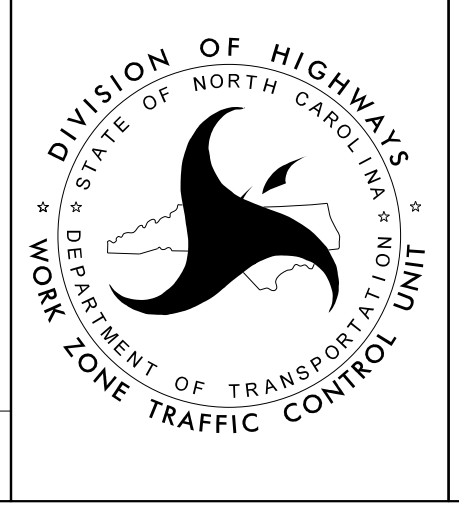
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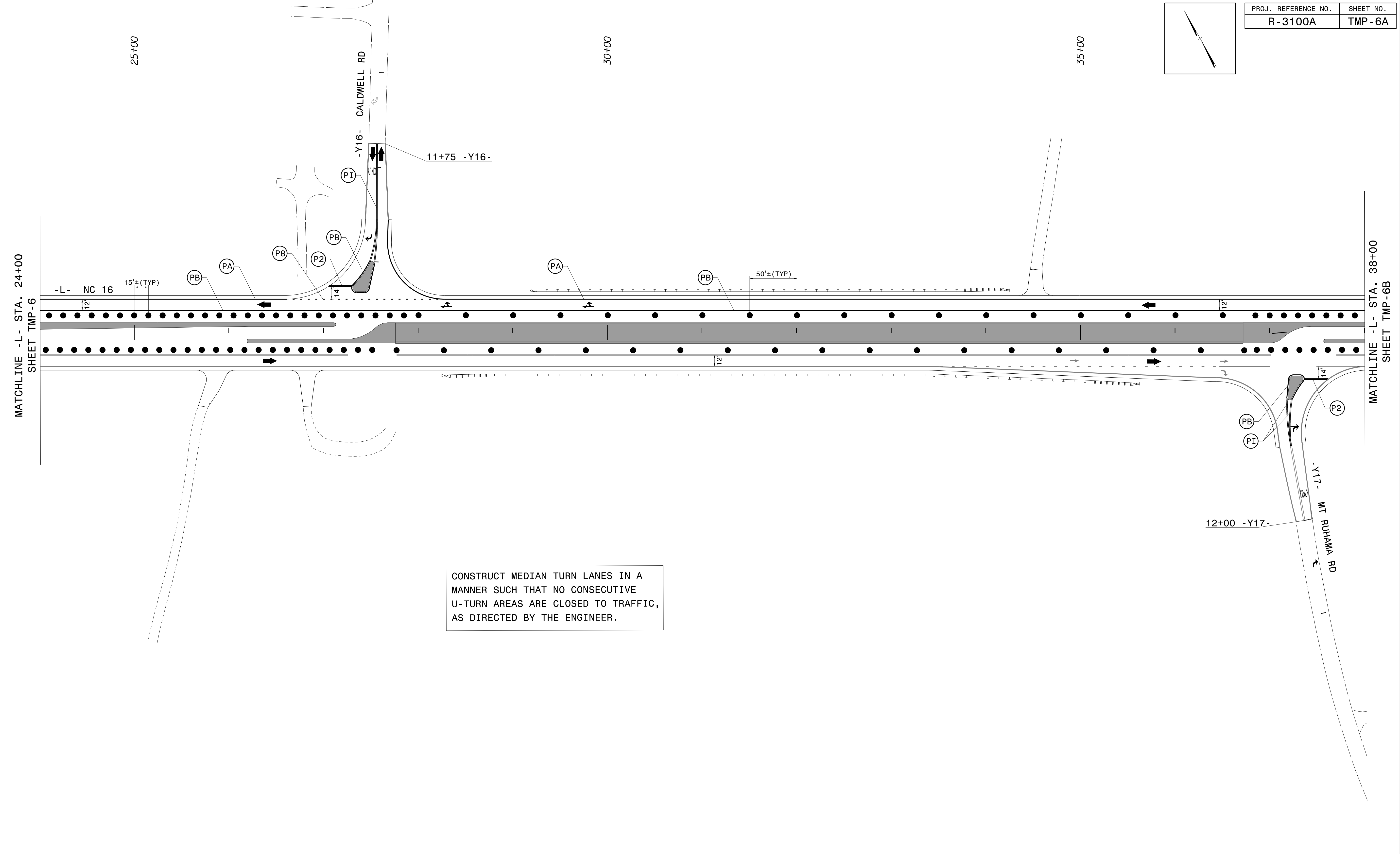
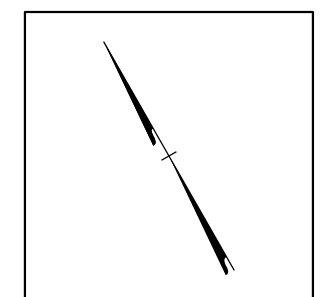
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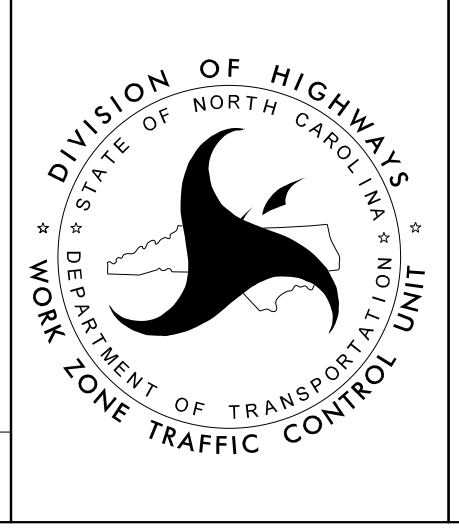
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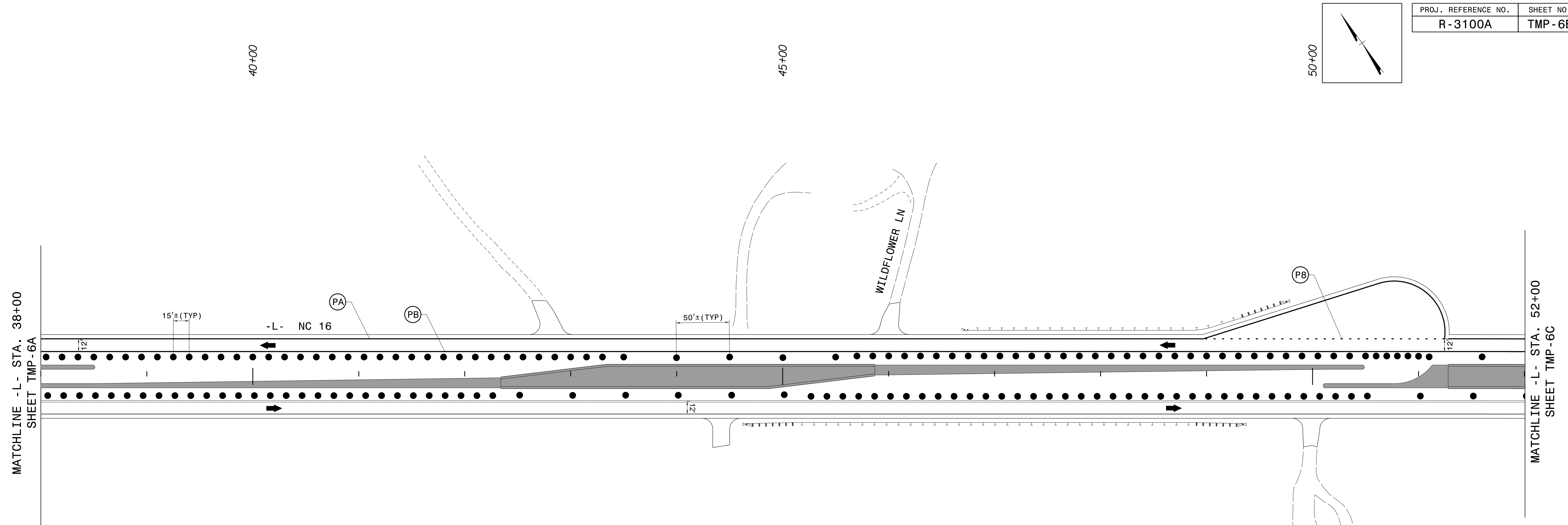
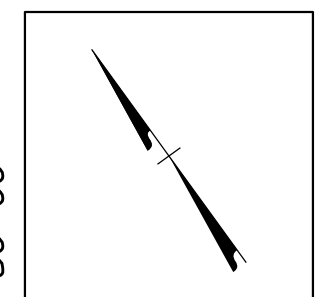
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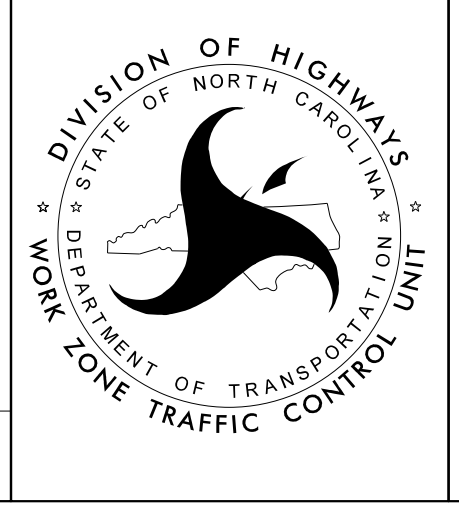
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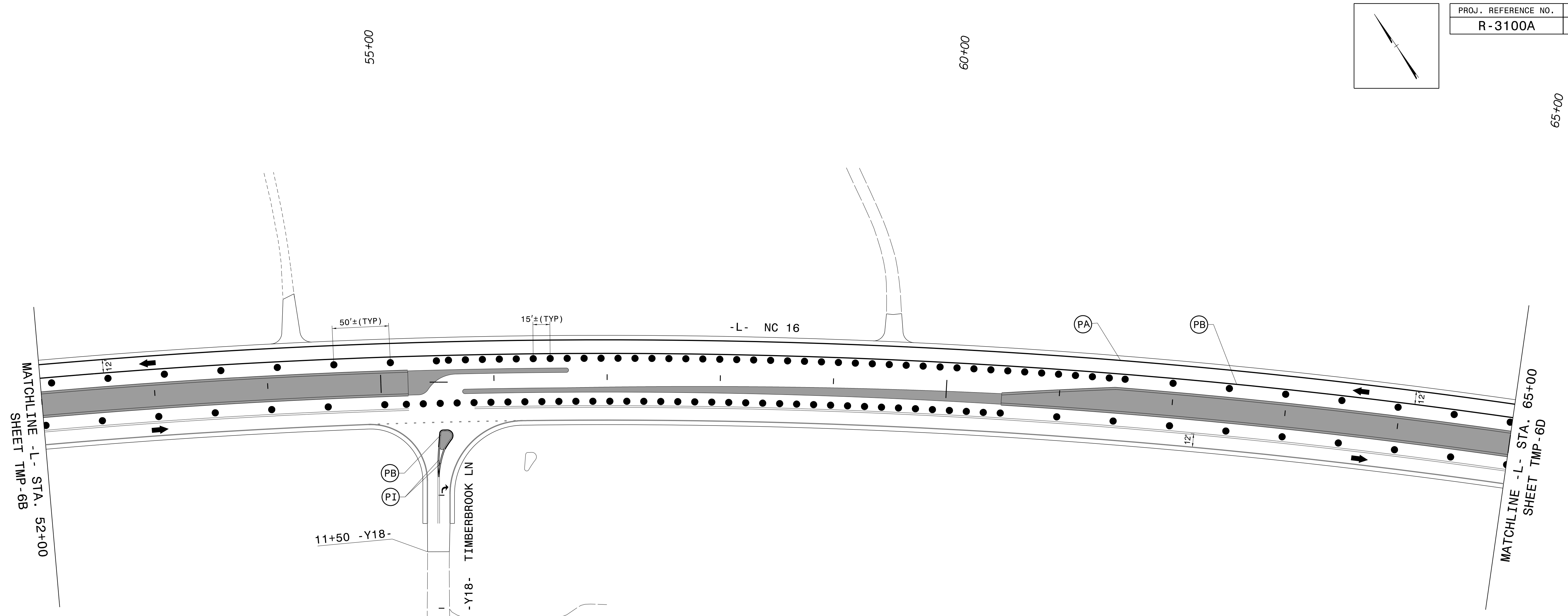
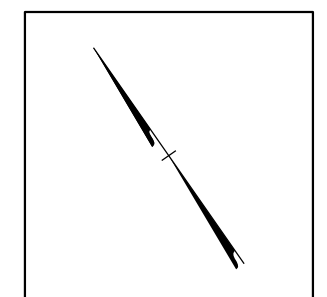
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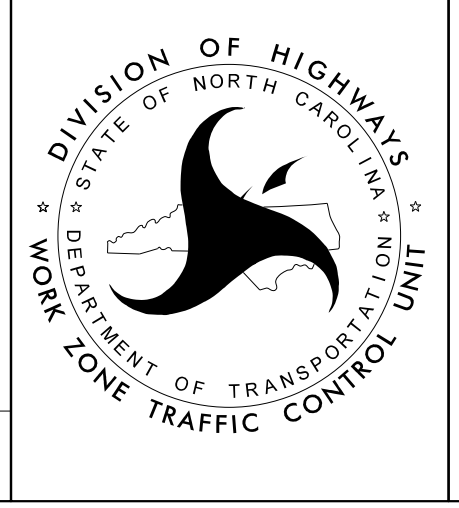
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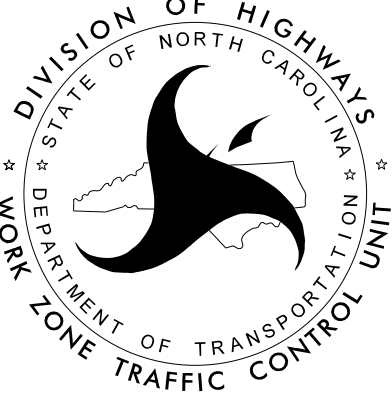


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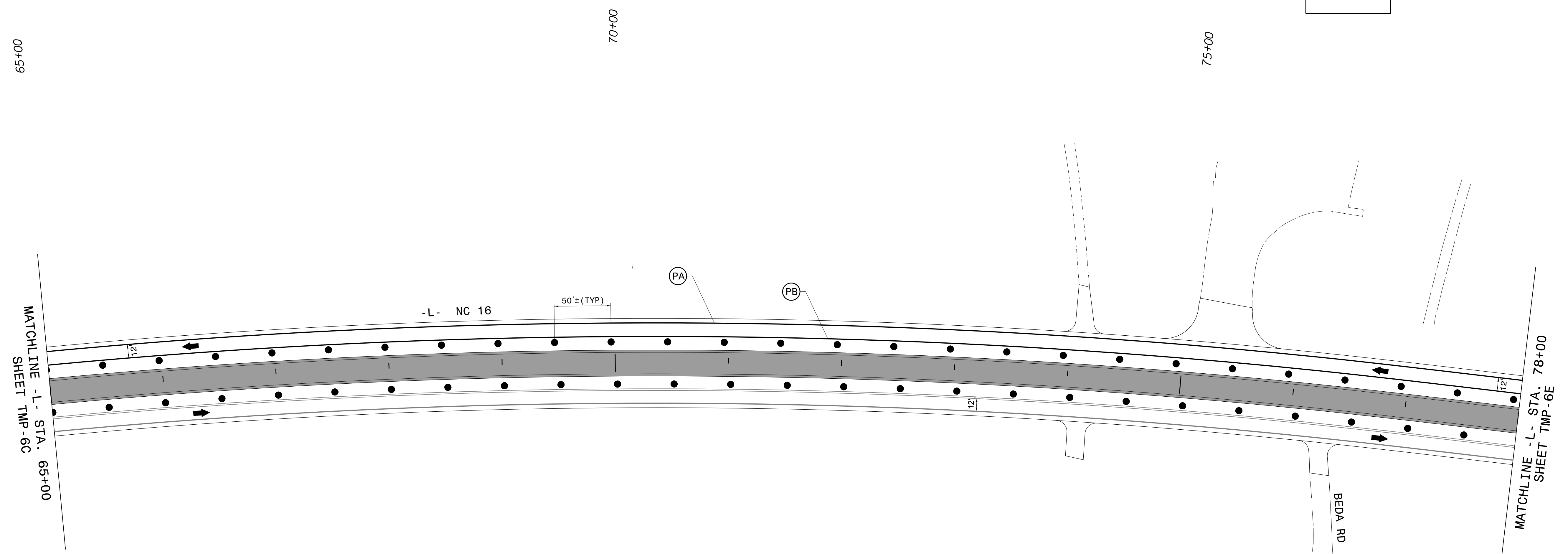
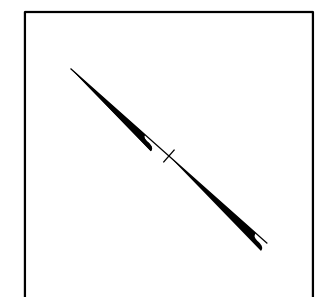
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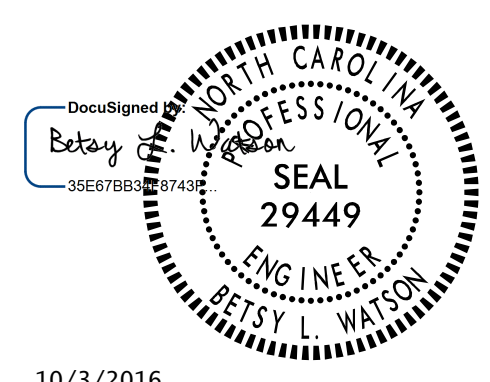


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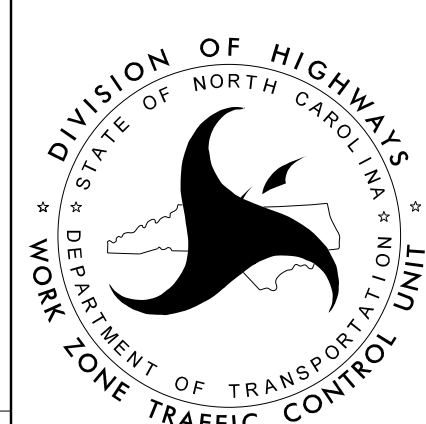


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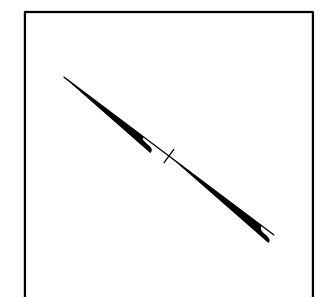


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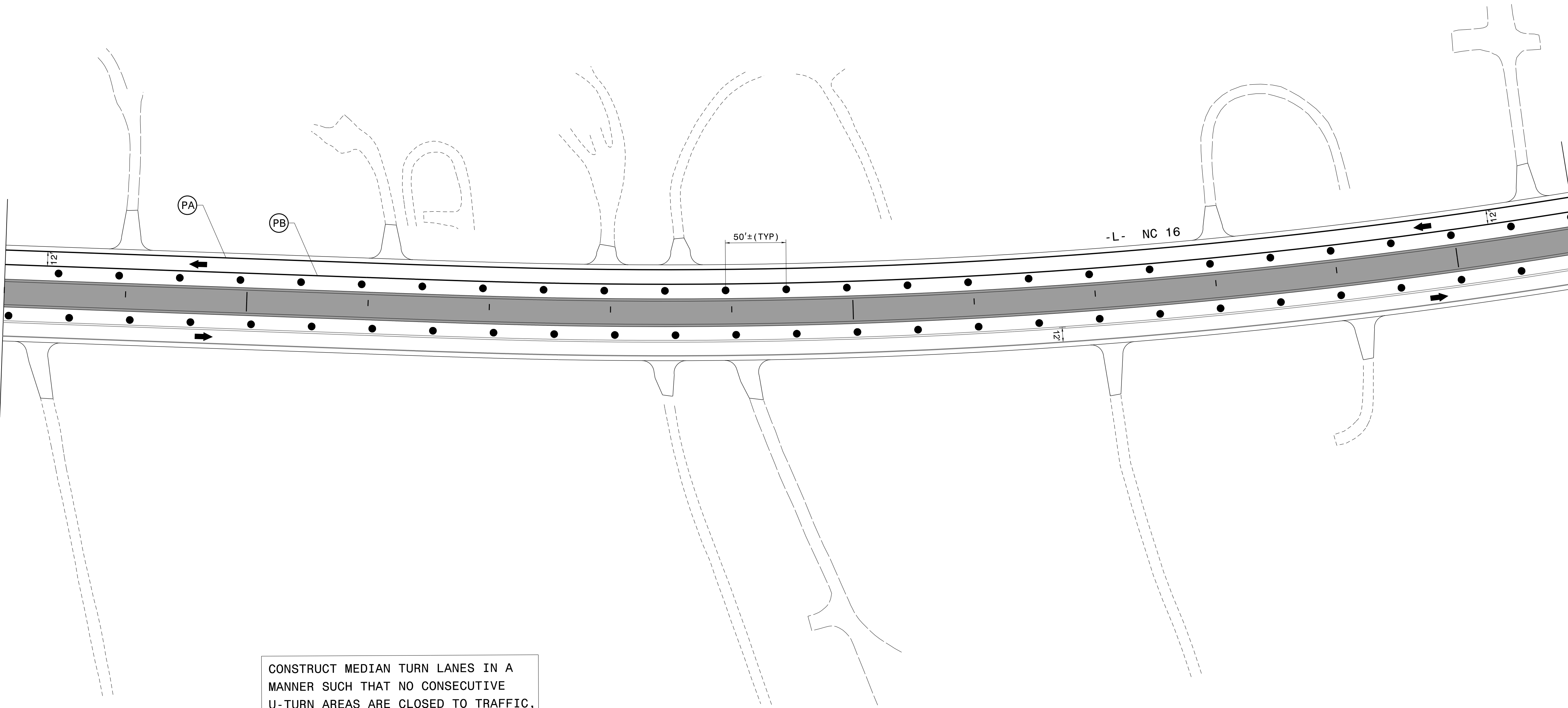
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SHEET TMP-6D

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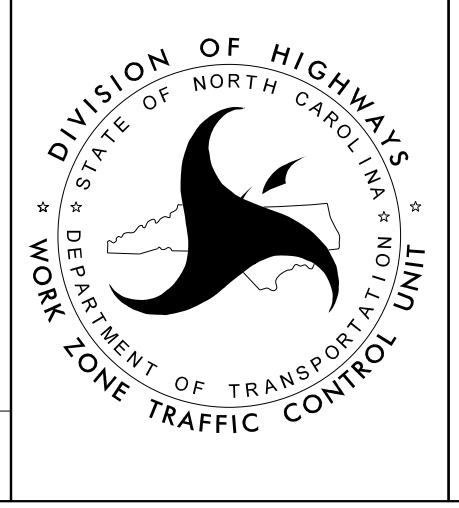
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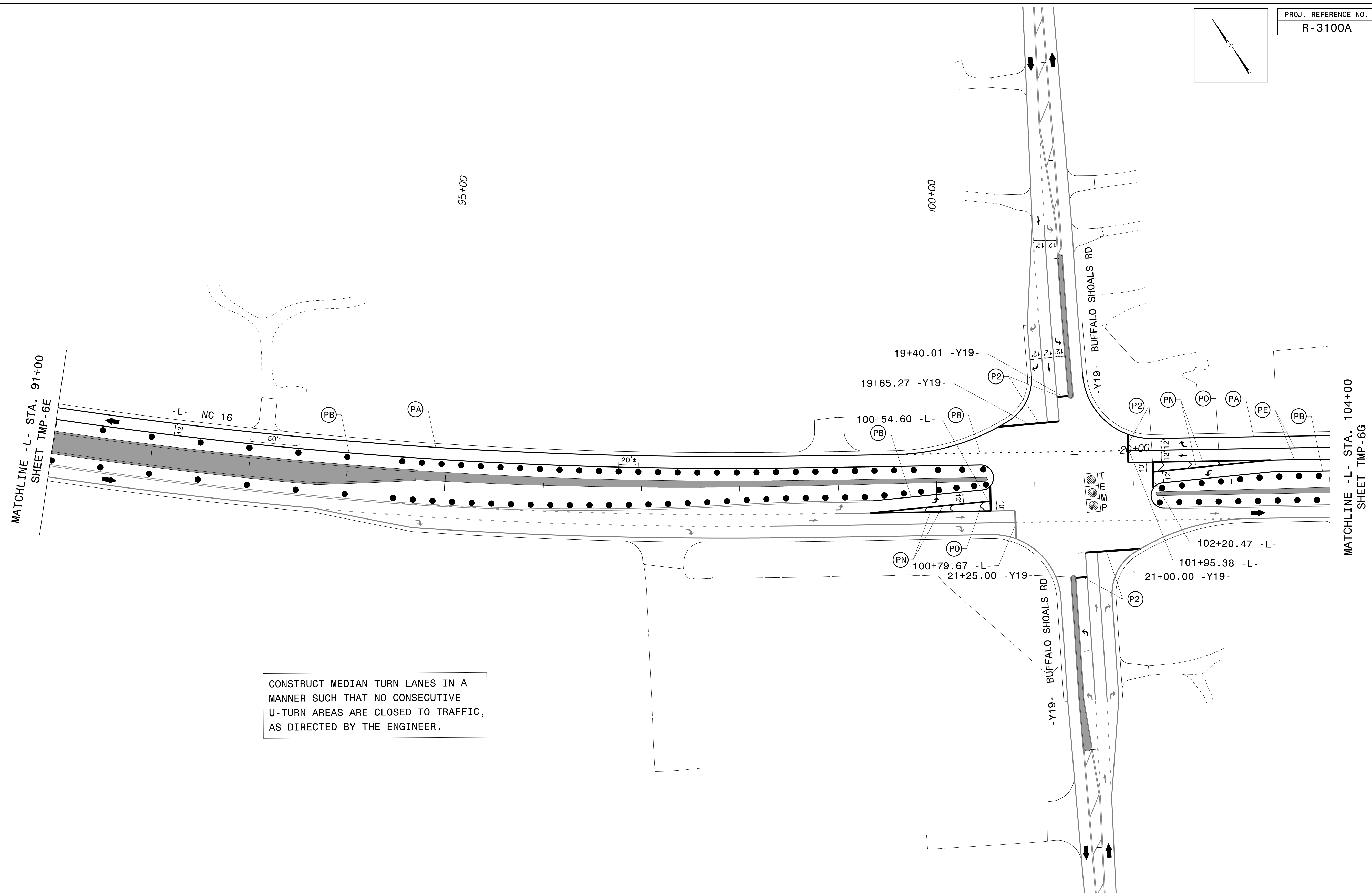
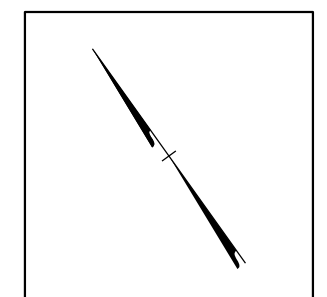
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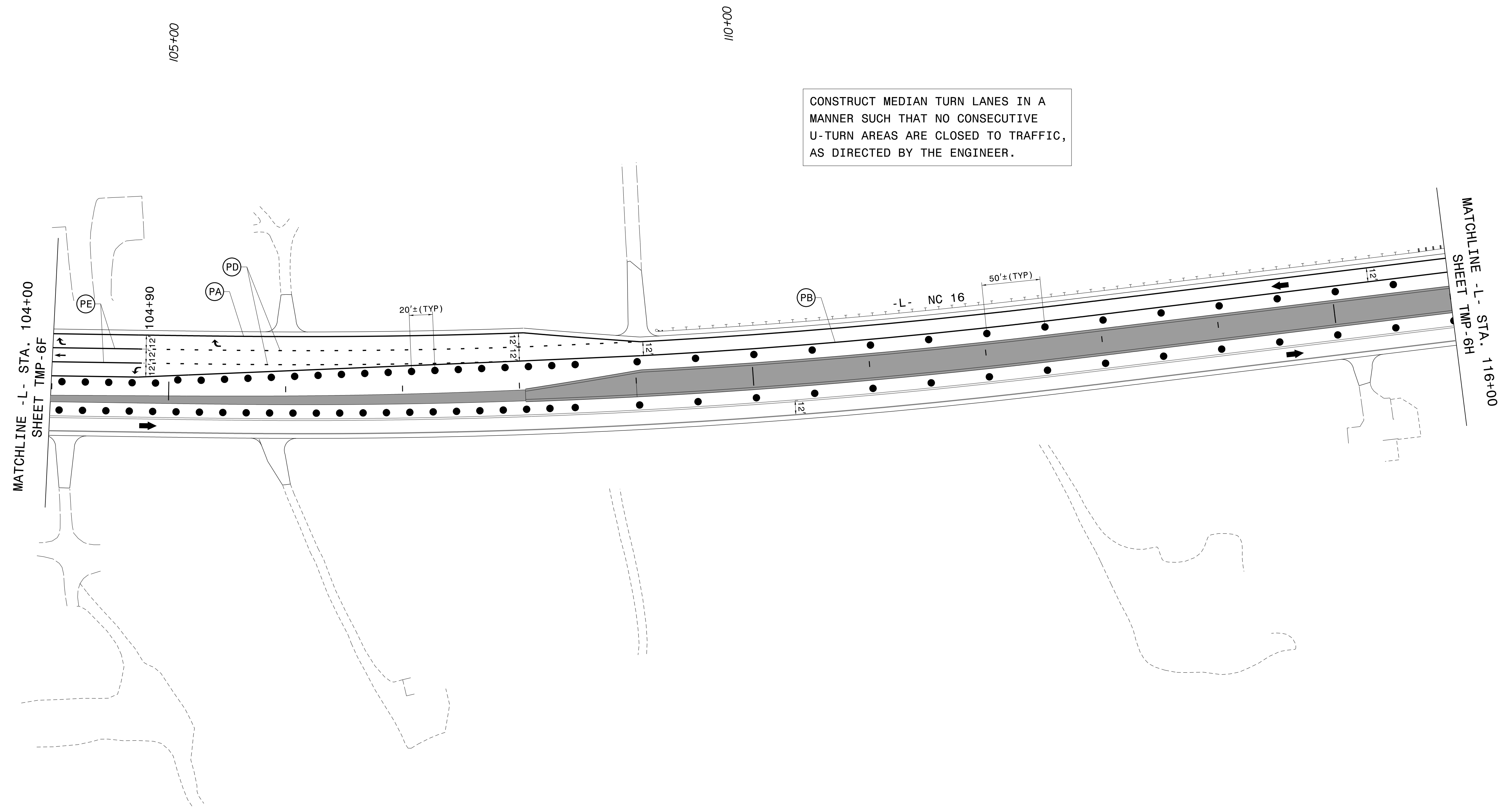
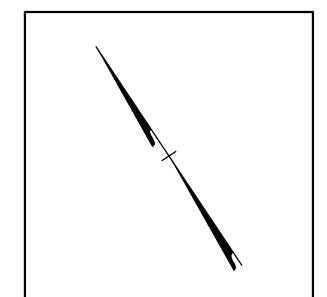
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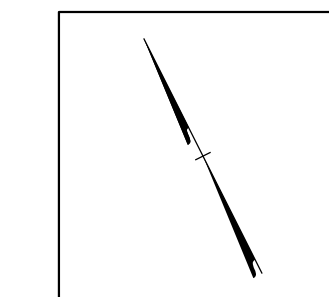

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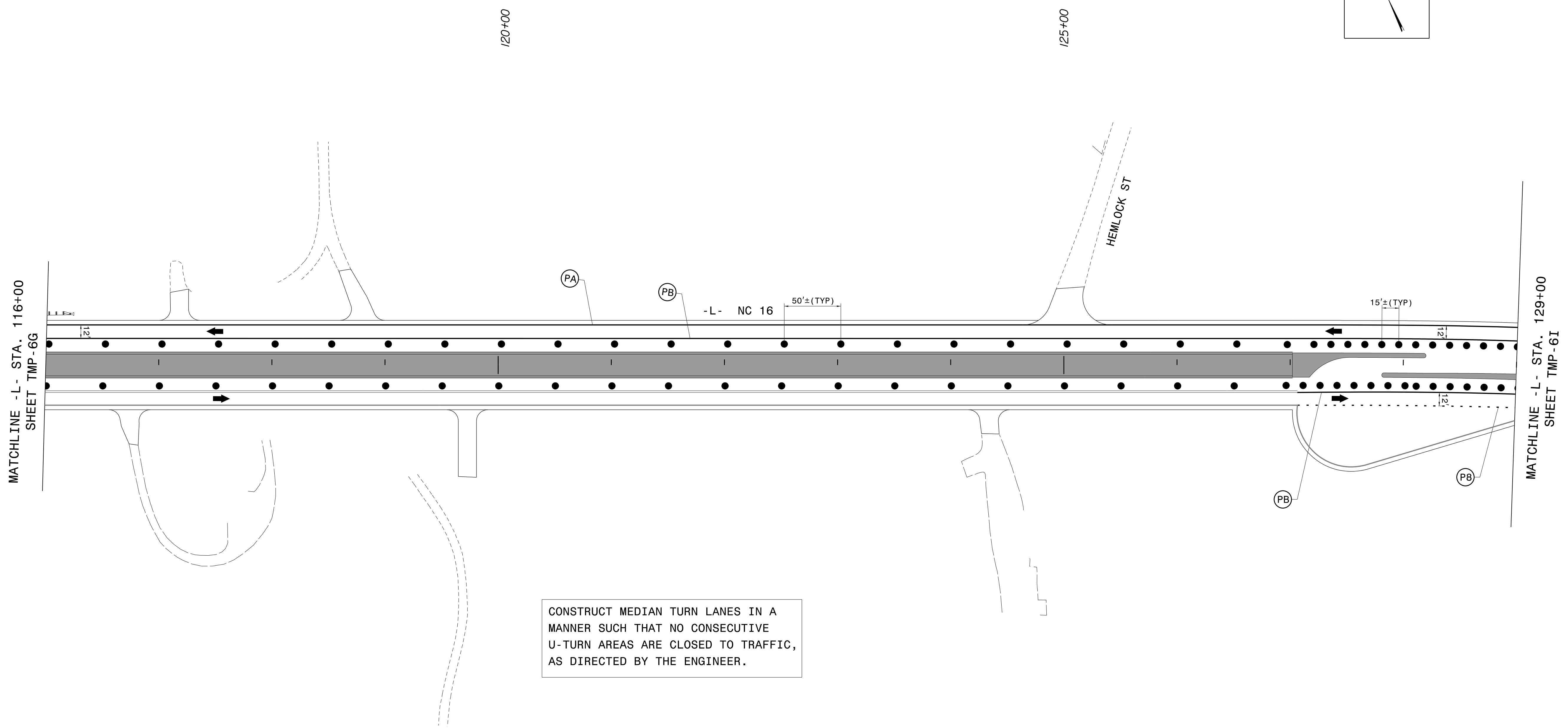
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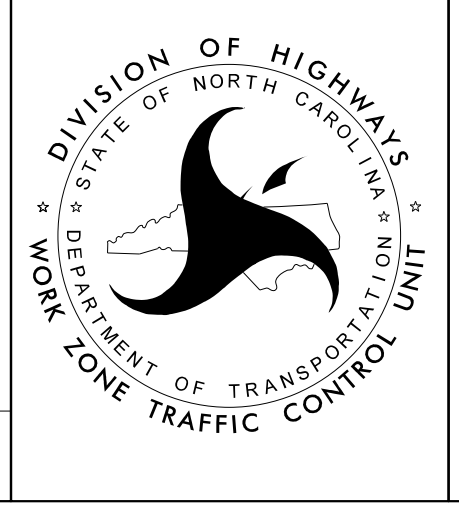
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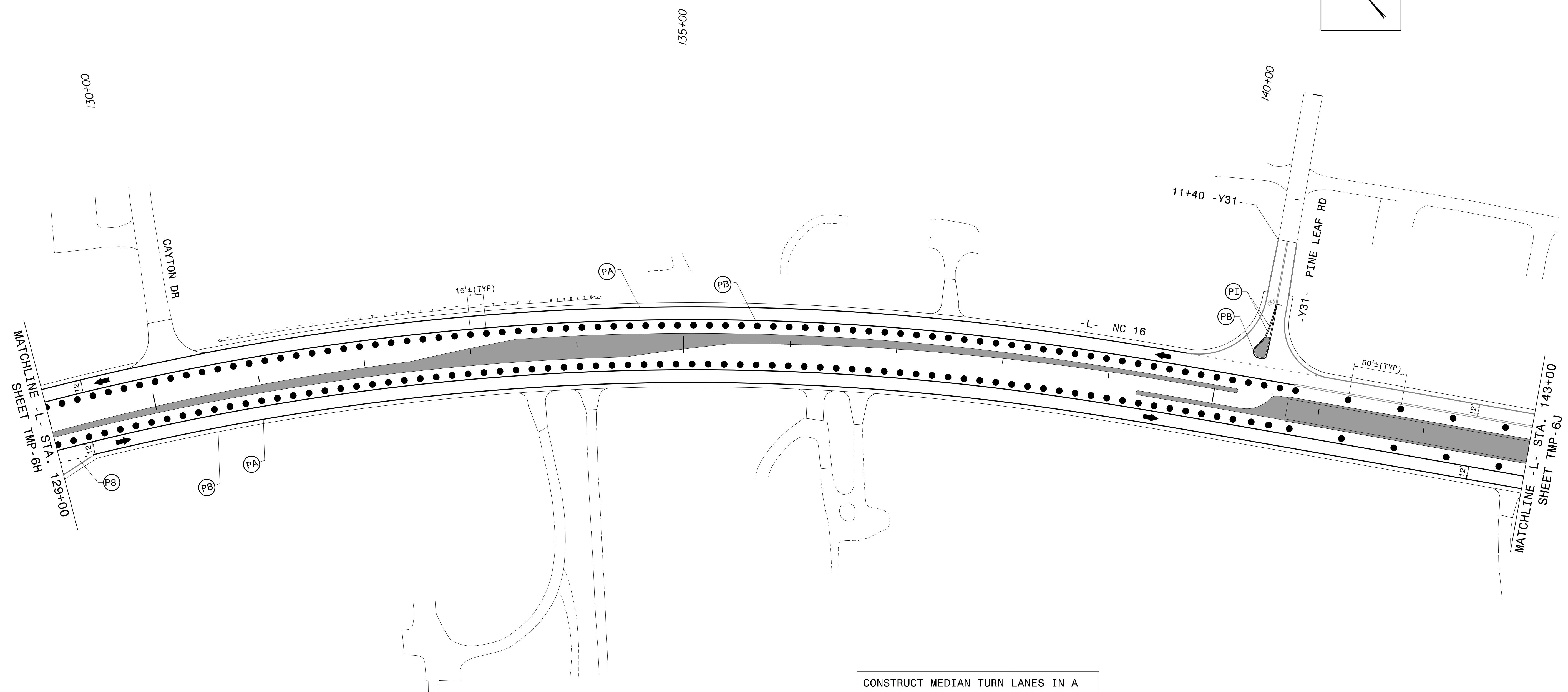
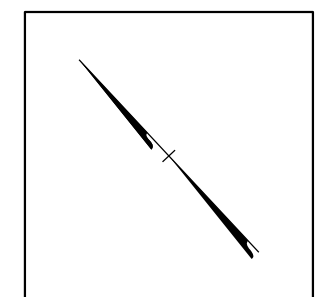
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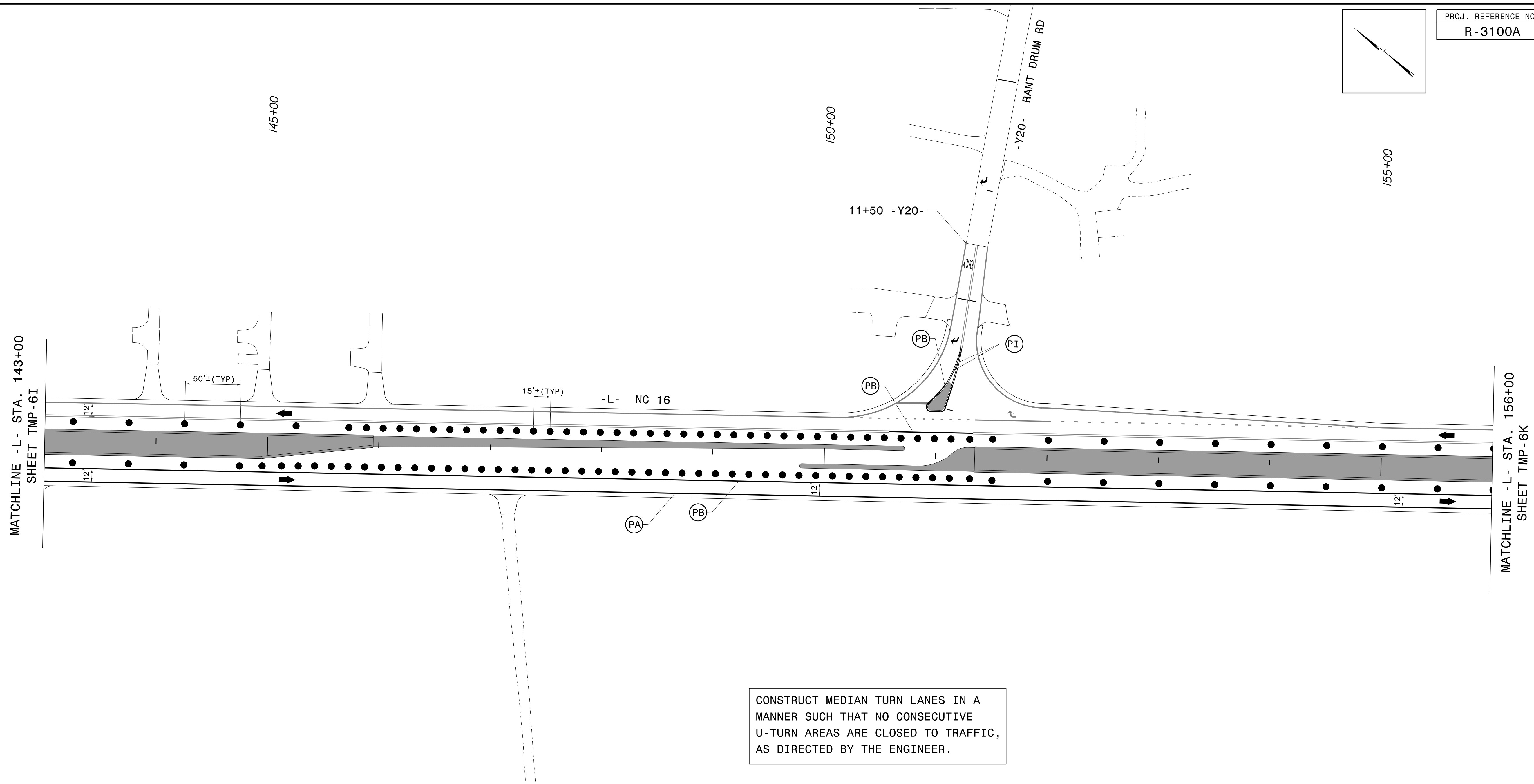
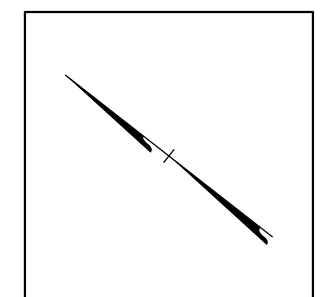
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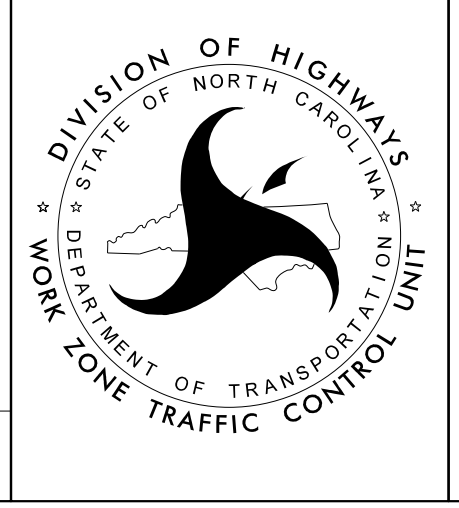
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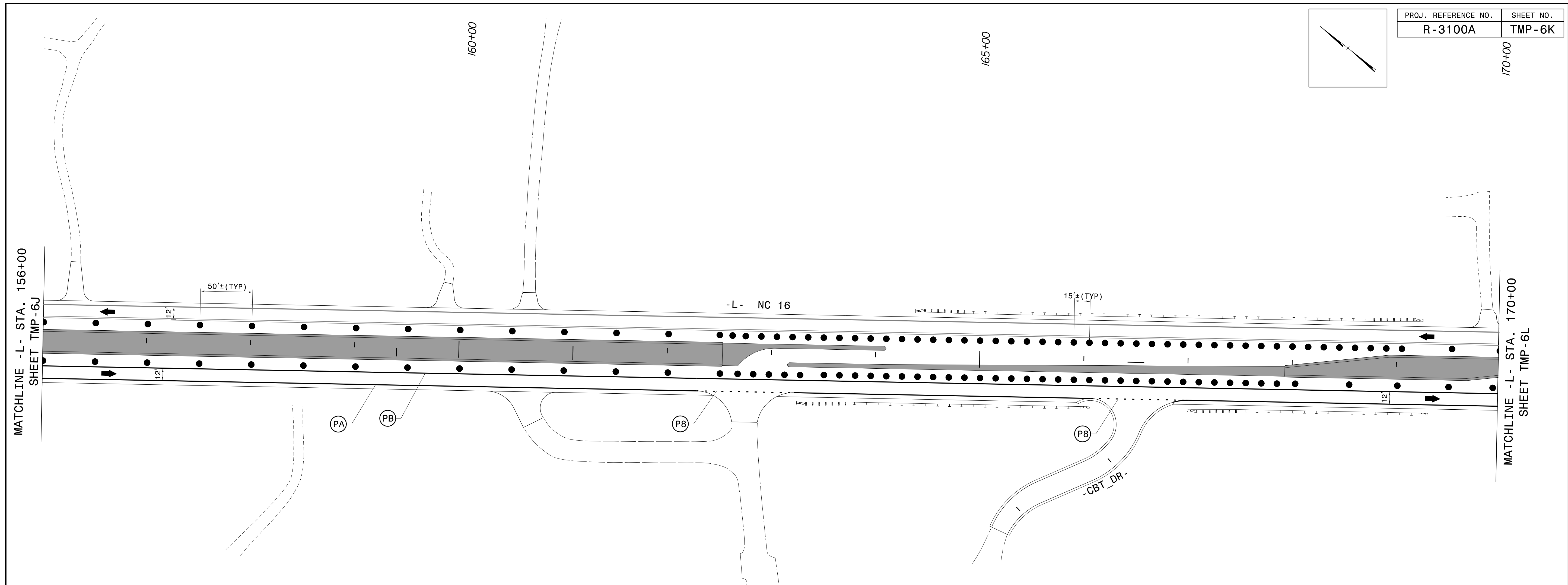
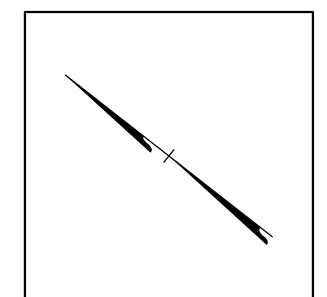
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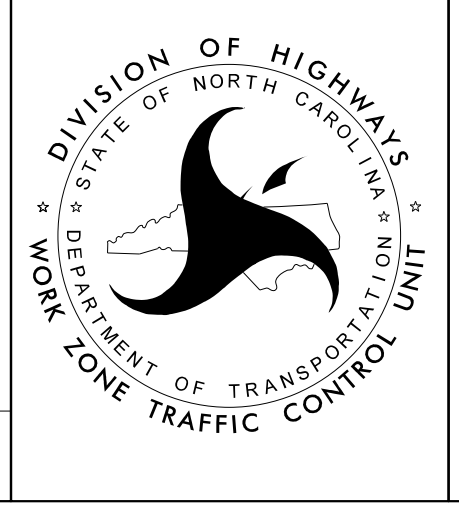
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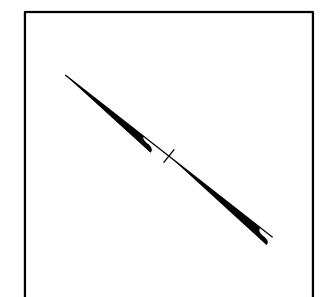
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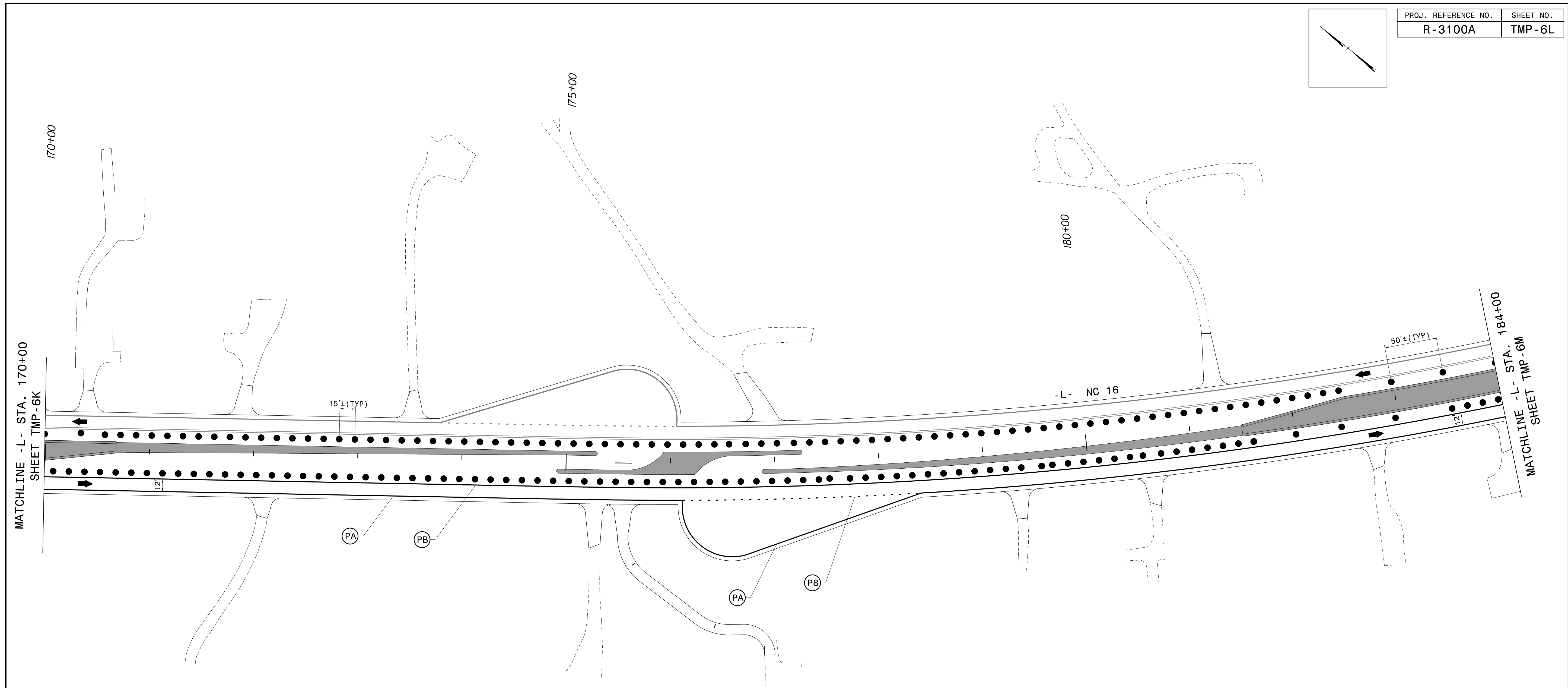
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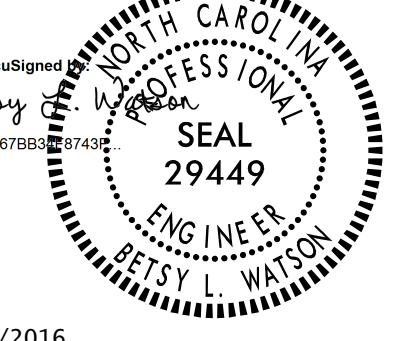


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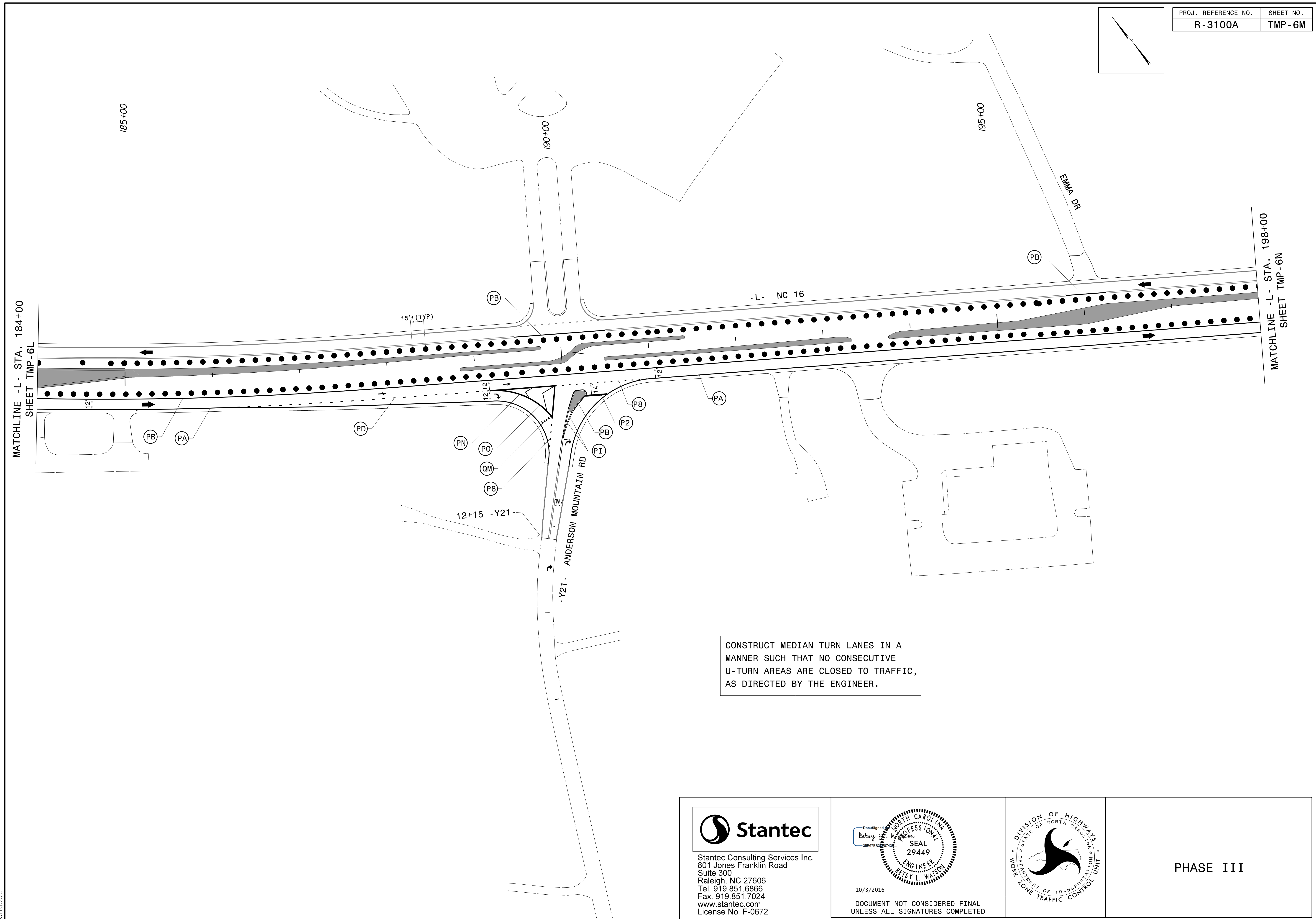
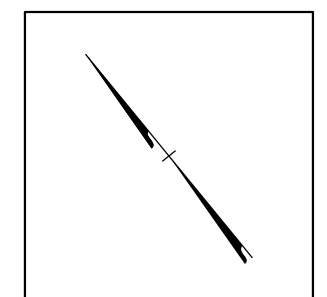
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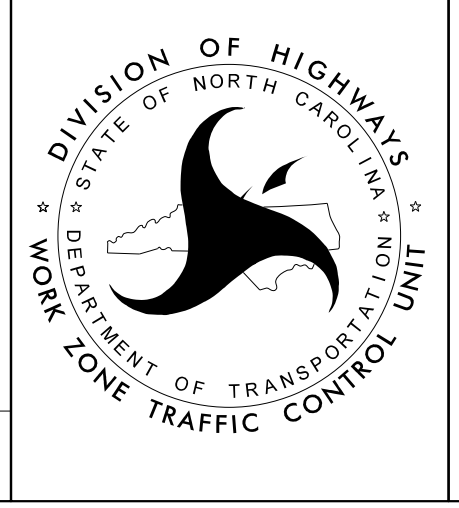
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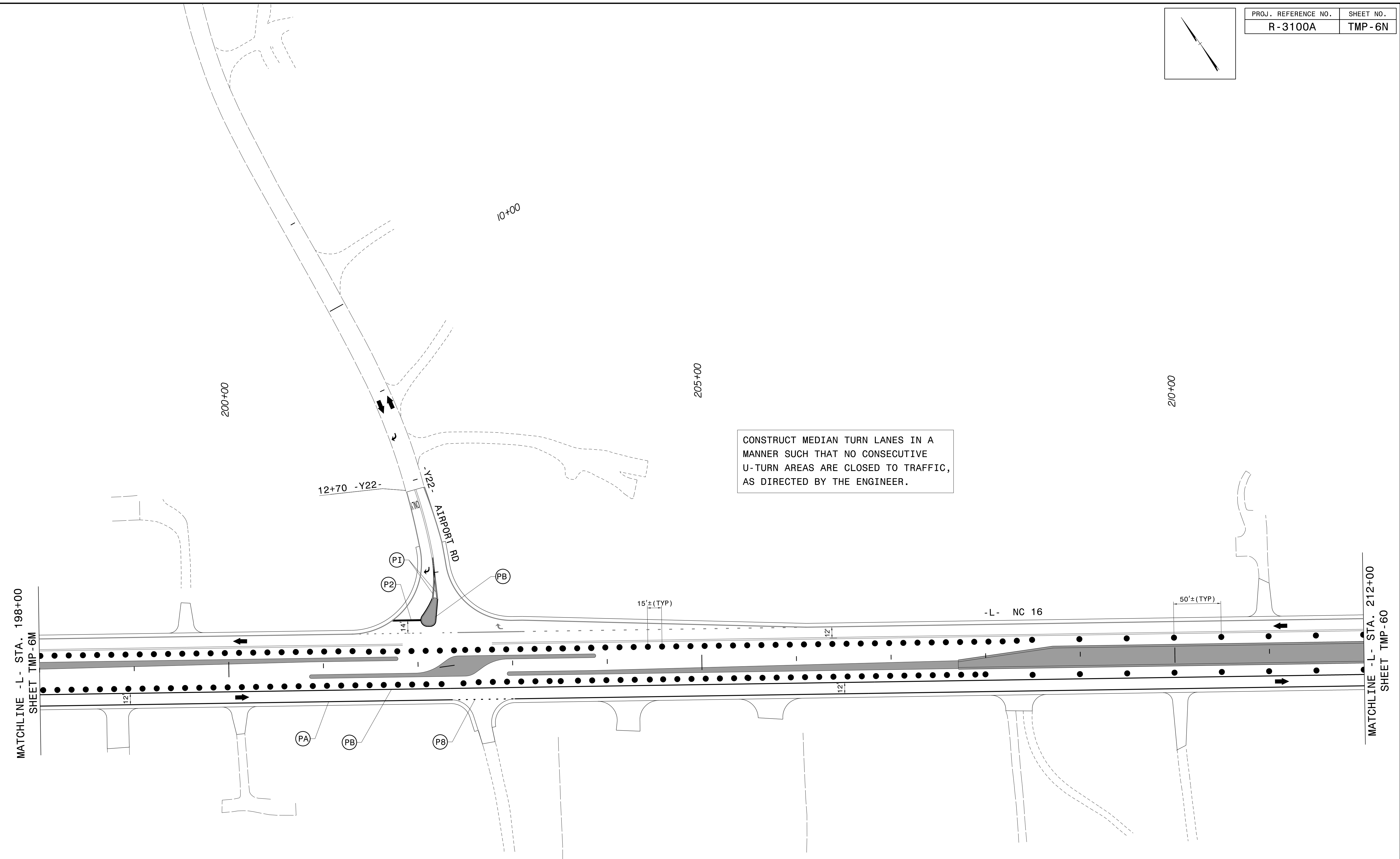
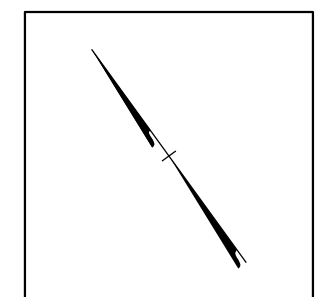
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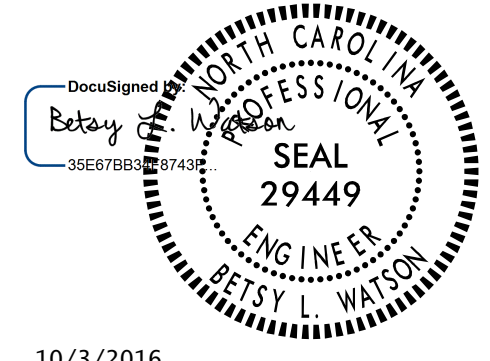
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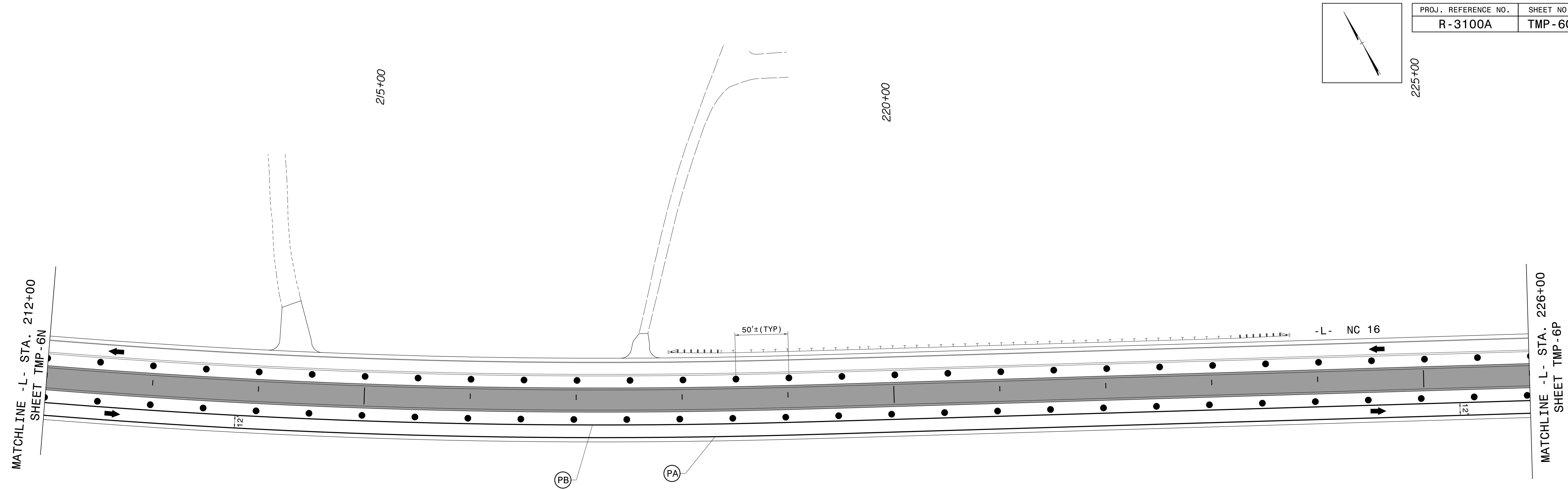
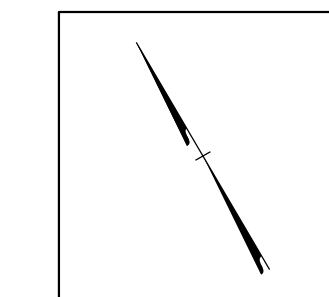


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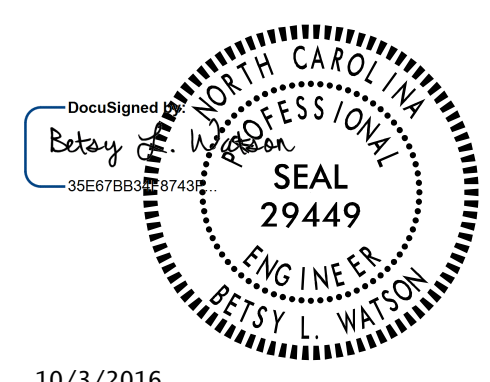
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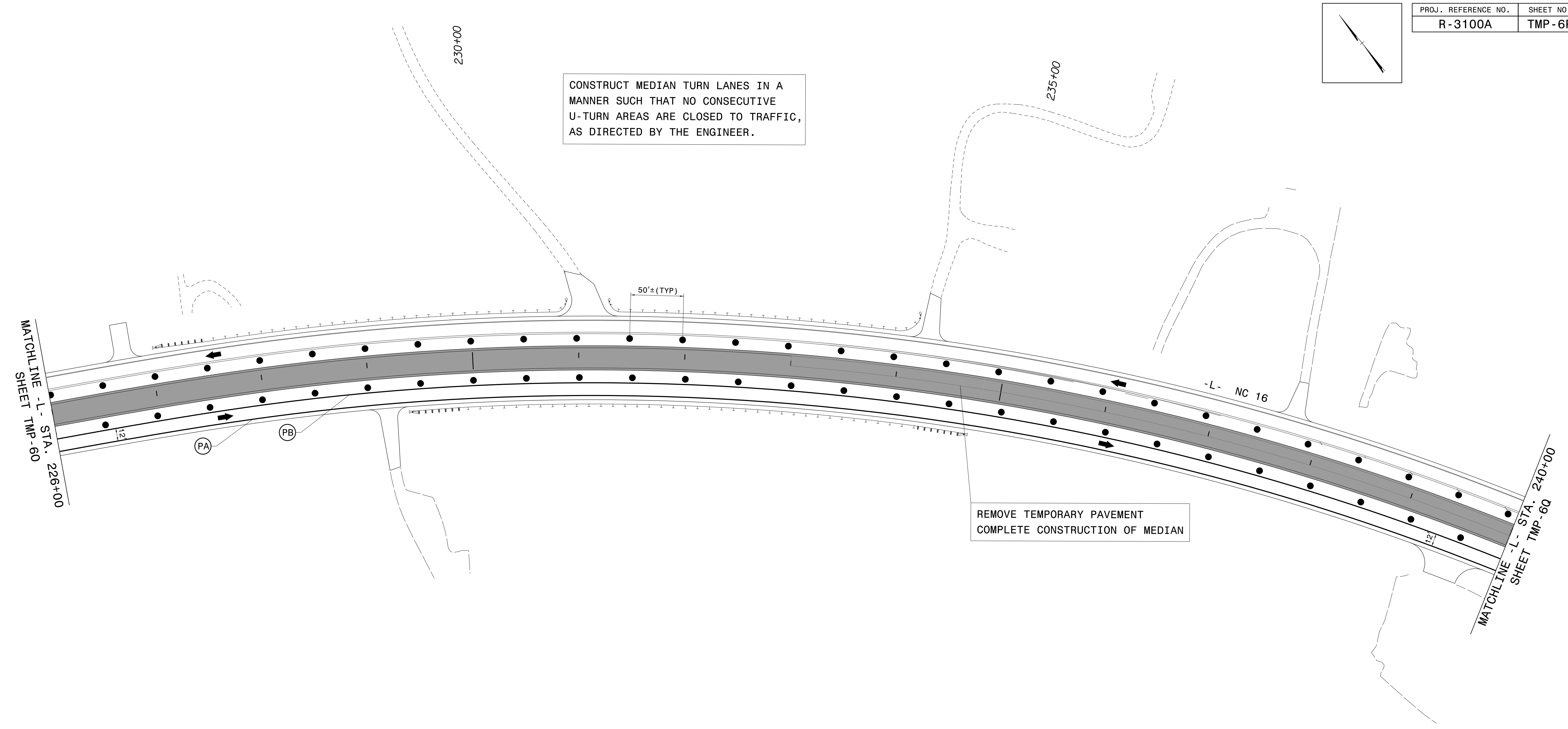
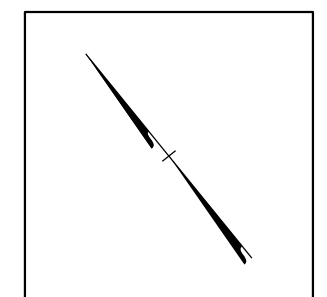
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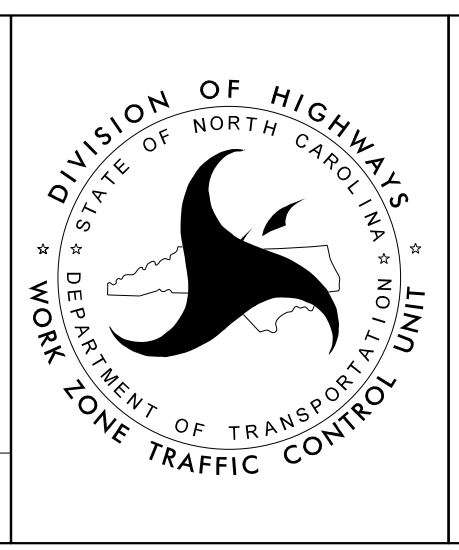
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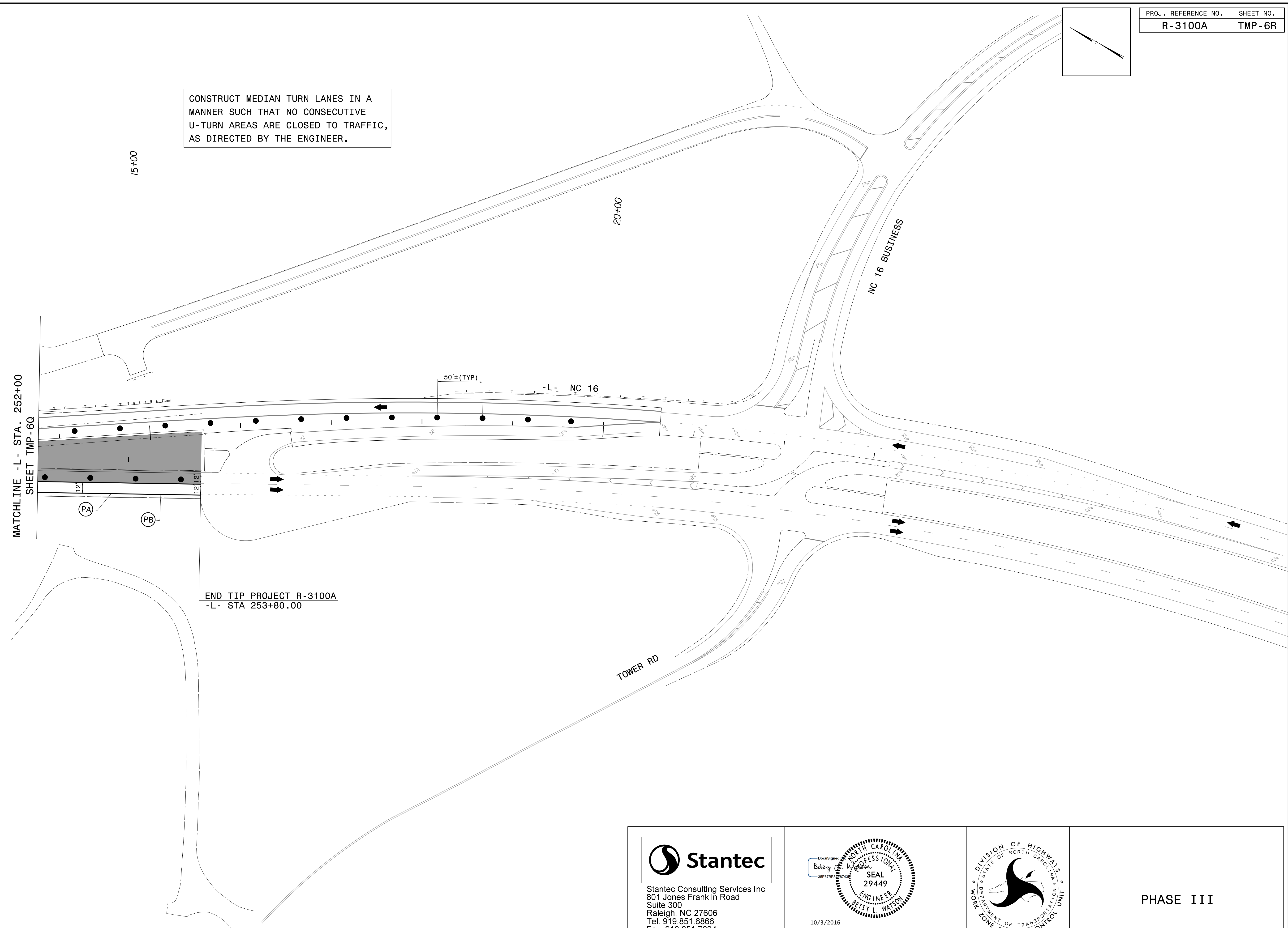
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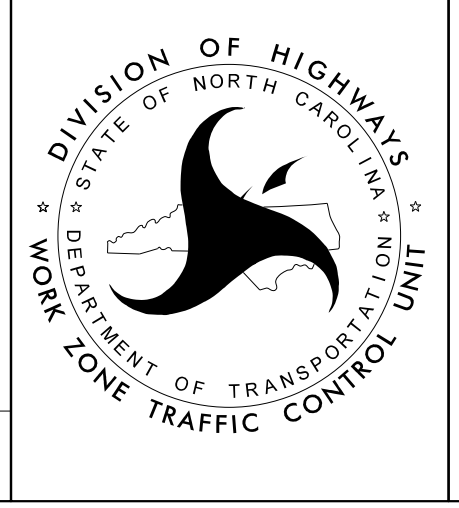


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