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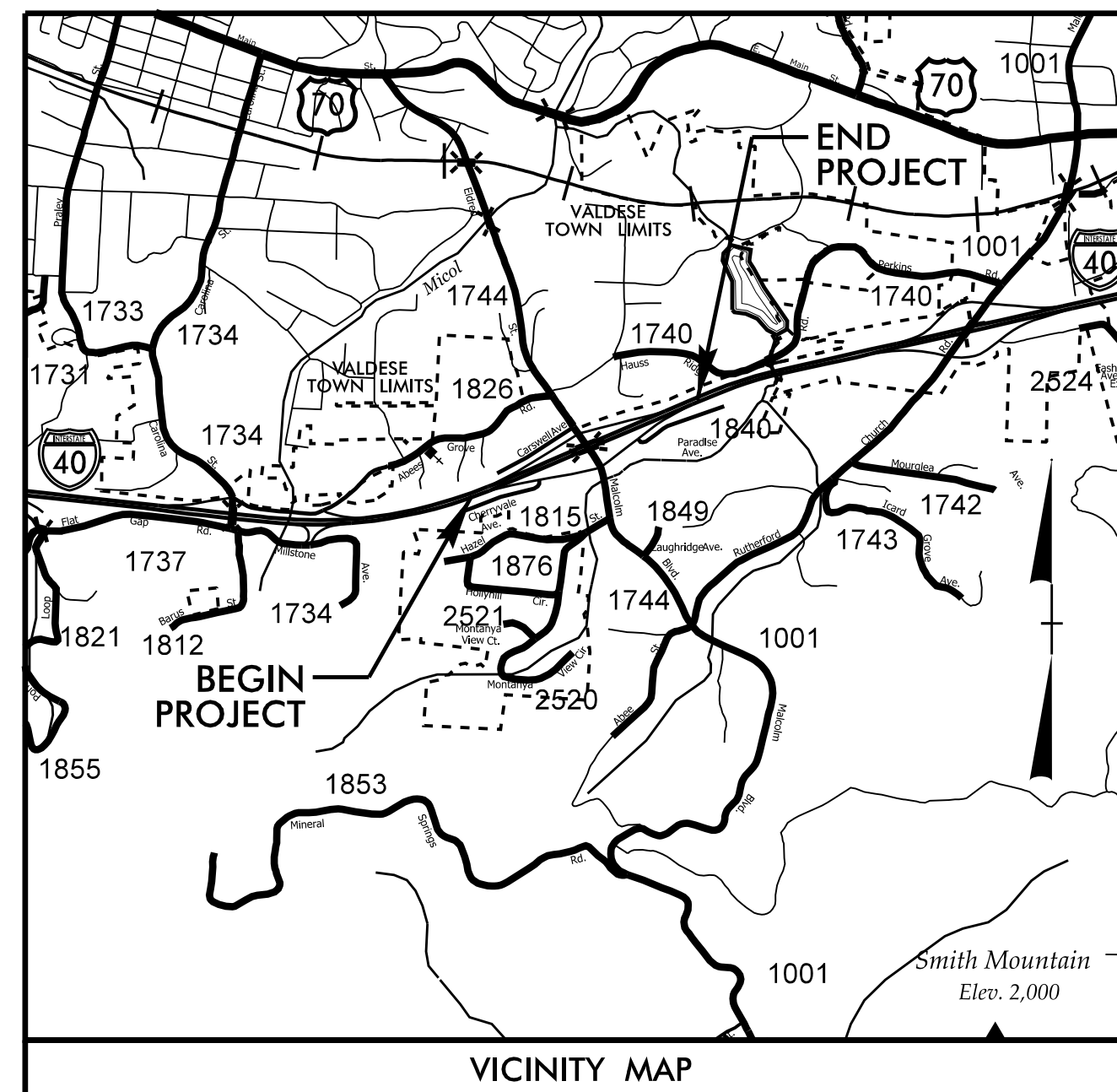
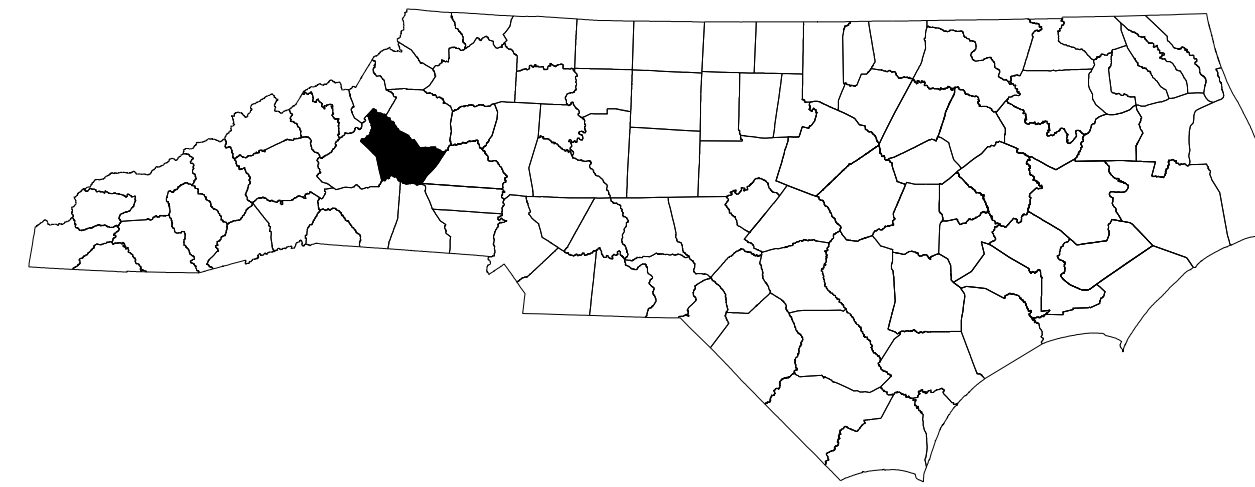
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STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**TRANSPORTATION MANAGEMENT PLAN**

**BURKE COUNTY**



**LOCATION: BRIDGE NOS. 149 AND 150 ON I-40 (EXIT NO. 112)  
OVER SR 1744 (MINERAL SPRINGS MOUNTAIN RD.)**

**TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND STRUCTURES**

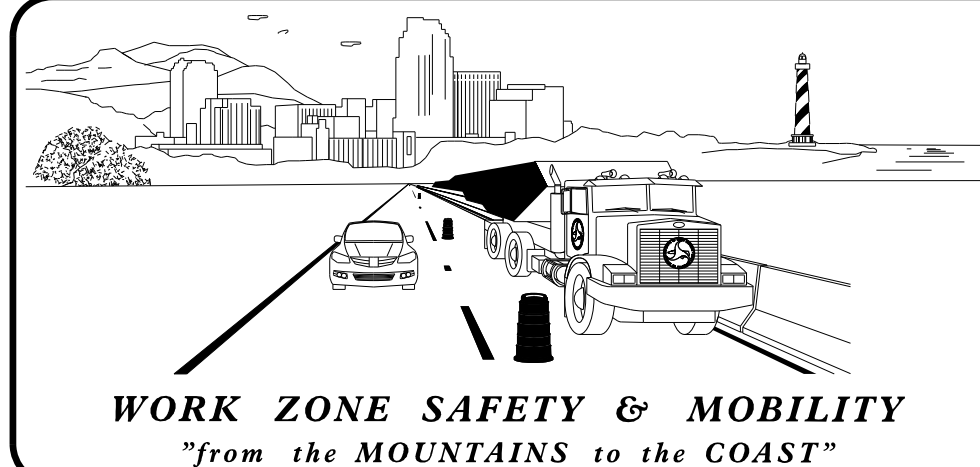
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SHEET NO.  
TMP-1

**B-4448**

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**PLANS PREPARED BY:**  
  
B. SCHOENBAUER, P.E.  
PROJECT ENGINEER  
  
J. WILES, P.E.  
PROJECT DESIGN ENGINEER

**NCDOT CONTACTS:**  
  
D. PARKER, P.E.  
PROJECT ENGINEER  
  
K. THORNEWELL, P.E.  
PROJECT DESIGN ENGINEER



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

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03/26/18 DATE SUBMITTED  
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APPROVED: *Ben Schoenbauer*  
DATE: 5/4/2018

SEAL

**TIP PROJECT:**

# ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" - PROJECT SERVICES UNIT - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2018 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
1101.01	WORK ZONE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
1130.01	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY - DRUMS
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO LANE AND MULTILANE ROADWAYS
1205.03	PAVEMENT MARKINGS - EXITS AND ENTRANCE RAMPS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - (PERMANENT AND TEMPORARY)
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING

# LEGEND

## GENERAL

- DIRECTION OF TRAFFIC FLOW
- DIRECTION OF PEDESTRIAN TRAFFIC FLOW
- EXIST. PVMT.
- NORTH ARROW
- PROPOSED PVMT.
- TEMP. SHORING (LOCATION PURPOSES ONLY)

WORK AREA (CURRENT PHASE)

ONGOING CONSTRUCTION

TEMPORARY PAVEMENT

REMOVAL

PATTERN MASKING

WEDGING

## SIGNALS

- EXISTING
- PROPOSED
- TEMPORARY

## PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

## TEMPORARY PAVEMENT MARKING

- 4" P8 2'-6"/SP. WHITE MINI-SKIP

ALL TEMPORARY PAVEMENT MARKING LINES LISTED BELOW SHALL ADHERE TO THE WORK ZONE "PERFORMANCE" PAVEMENT MARKING SPECIFICATIONS

- 4" Z3 WHITE SOLID LINE
- Z5 YELLOW DOUBLE CENTER

- 6" Z6 3 FT. - 9 FT./SP WHITE MINISKIP
- Z7 10 FT. WHITE SKIP
- Z8 WHITE SOLID LINE
- Z9 YELLOW SOLID LINE

- 12" Z11 WHITE GORELINE

## TRAFFIC CONTROL DEVICES

- BARRICADE (TYPE III)
- CONE
- DRUM SKINNY DRUM TUBULAR MARKER
- TEMPORARY CRASH CUSHION
- FLASHING ARROW BOARD
- FLAGGER
- LAW ENFORCEMENT
- TRUCK MOUNTED ATTENUATOR (TMA)
- CHANGEABLE MESSAGE SIGN

## TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN
- EXISTING SIGN

## PAVEMENT MARKERS

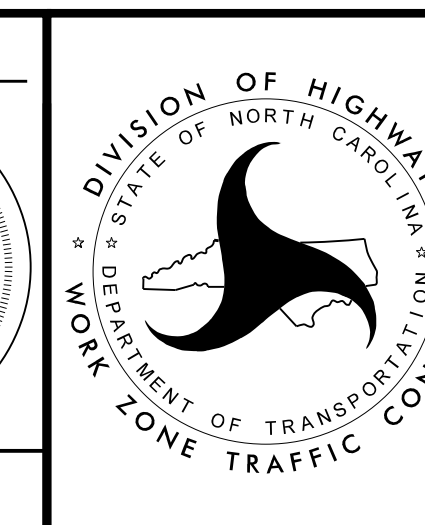
- CRYSTAL/CRYSTAL
- CRYSTAL/RED
- YELLOW/YELLOW

## PAVEMENT MARKING SYMBOLS

- PAVEMENT MARKING SYMBOLS

APPROVED: *Ben Schoenbauer*  
 DATE: 5/4/2018

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ROADWAY STANDARD  
 DRAWINGS & LEGEND

# PROJECT NOTES

PROJ. REFERENCE NO. B-4448	SHEET NO. TMP-1B
HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-01116	

## MANAGEMENT STRATEGIES

B-4448 IS THE REPLACEMENT OF BRIDGES 149 AND 150 AND RAMPS OVER MINERAL SPRINGS MOUNTAIN ROAD (SR 1744). TRAFFIC WILL BE MAINTAINED USING ONSITE DETOURS, LANE CLOSURES, AND SHORT TERM OFF-SITE DETOURS. TEMPORARY PORTABLE CONCRETE BARRIER (PCB), TEMPORARY PAVEMENT, A TEMPORARY BRIDGE STRUCTURE AND TEMPORARY SHORING WILL BE USED. A WORK ZONE VARIABLE SPEED LIMIT REDUCTION UTILIZING DIGITAL SPEED LIMIT SIGNS SHALL BE IMPLEMENTED DURING LANE CLOSURE OPERATIONS.

THE ONSITE DETOUR AND STRUCTURE SHALL BE CONSTRUCTED AND THE IMPROVEMENTS TO SR 1744 WILL BEGIN CONSTRUCTION DURING PHASE I.

UPON COMPLETION OF DETOUR, TRAFFIC WILL BE SHIFTED ONTO DETOUR AND MEDIAN CROSSEOVERS WILL BE CONSTRUCTED DURING PHASE II. CONSTRUCTION OF RAMPS -Y1RPC- AND -Y1RPD- MAY BE BEGIN DURING PHASE II OR LATER.

WESTBOUND I-40 TRAFFIC WILL BE SHIFTED ONTO EXISTING EASTBOUND I-40 BRIDGE AND REMOVE/REPLACE EXISTING WESTBOUND I-40 BRIDGE DURING PHASE III. RAMPS -Y1RPA- AND -Y1RPB- SHALL BE CONSTRUCTED DURING PHASE III.

WESTBOUND I-40 TRAFFIC WILL BE SHIFTED ONTO COMPLETED WESTBOUND LANES AND REMOVE/REPLACE EXISTING EASTBOUND I-40 BRIDGE DURING PHASE IV. CONSTRUCTION OF RAMPS -Y1RPC- AND -Y1RPD- SHALL BE COMPLETED PRIOR TO PHASE V.

UPON COMPLETION, SHIFT EASTBOUND ONSITE DETOUR TRAFFIC TO EASTBOUND LANES AND REMOVE ONSITE DETOUR DURING PHASE V. IMPROVEMENTS TO SR 1744 WILL BE COMPLETED DURING PHASE V.

## 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
-L- (I-40)	MONDAY THRU SUNDAY 6:00 A.M. TO 8:00 P.M.

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

### ROAD NAME

-L- (I-40)

### 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 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 6:00 A.M. THURSDAY AND 8:00 P.M. MONDAY.
4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 8:00 P.M. TUESDAY.

5. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 P.M. THE DAY BEFORE INDEPENDENCE DAY AND 8:00 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 8:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.

6. FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 8:00 P.M. TUESDAY.

7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY TO 8:00 P.M. MONDAY.

8. FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 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 CLOSE ROADS AS FOLLOWS:  
OPERATION: GIRDER ERECTION AND BRIDGE DEMOLITION

ROAD NAME	DAY AND TIME RESTRICTIONS
-Y1- (SR 1744)	MONDAY 6:00 A.M. THRU FRIDAY 8:00 P.M.

D) 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

E) 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.

F) 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.

G) 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.

H) 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.

I) 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

J) 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.

K) 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 IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

### TRAFFIC PATTERN ALTERATIONS

L) NOTIFY THE ENGINEER THIRTY (30) CALENDAR DAYS PRIOR TO ANY TRAFFIC PATTERN ALTERATION.

### SIGNING

M) 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.

N) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRAFFIC CONTROL PLANS.

PROVIDE SIGNING REQUIRED FOR OFF-SITE DETOUR ROUTES AS SHOWN IN THE TRAFFIC CONTROL PLANS.

O) 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.

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

### 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.

APPROVED: <i>Ben Schoenberger</i> DATE: 5/4/2018			<h2 style="margin: 0;">TRANSPORTATION OPERATIONS PLAN</h2>
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## PROJECT NOTES

### GENERAL NOTES (CONT.)

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

ROAD NAME	MARKING	MARKER
	WORK ZONE "PERFORMANCE" MARKINGS (SEE SPECIAL PROVISIONS)	
-L- (I-40)	PERFORMANCE	TEMPORARY RAISED
-Y1- (SR 1744)	PAINT	TEMPORARY RAISED
ANY RAMP	PERFORMANCE	TEMPORARY RAISED
-L- (I-40) EASTBOUND (PHASE 5, STEP 1 ONLY)	COLD APPLIED PLASTIC REMOVABLE TAPE (TYPE 4)	NONE

- W) 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.
- 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) IN THE EVENT A TIE-IN CANNOT BE MADE IN ONE DAY'S TIME, BRING THE TIE-IN AREA TO AN APPROPRIATE ROADWAY ELEVATION AS DETERMINED BY THE ENGINEER. PLACE BLACK ON ORANGE "LOOSE GRAVEL" SIGNS (W8-7) AND BLACK ON ORANGE "PAVEMENT ENDS" SIGNS (W8-3) 500 AND 1000 RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS

### LOCAL NOTES

#### LOCAL NOTE 1 - VARIABLE SPEED REDUCTION USING DSLS

DURING LANE CLOSURE OPERATIONS AND IF PROPERLY ORDINANCED, REDUCE THE SPEED LIMIT DISPLAYED ON THE DIGITAL SPEED LIMIT SIGNS TO 55. WHEN THE LANE CLOSURE IS REMOVED, RESTORE THE DISPLAY OF 65.

#### LOCAL NOTE 2 - MATERIAL DELIVERY USING I-40

TO PREVENT IMPEDING TRAFFIC FLOW ON I-40, ALL PROJECT MATERIAL DELIVERIES FROM I-40 WILL BE PROHIBITED DURING THE TIMES SPECIFIED IN GENERAL NOTE A. HAUL VEHICLES ATTEMPTING INGRESS/EGRESS TO/FROM I-40 WILL BE REQUIRED TO DO SO BEHIND A LANE CLOSURE UNLESS ALLOWED OTHERWISE BY THE ENGINEER.

PROJECT MATERIAL DELIVERIES TO CONSTRUCTION STAGING AREAS AND TO THE PROJECT SITE FROM -Y- LINE WILL NOT BE SUBJECTED TO ANY TIME RESTRICTIONS.

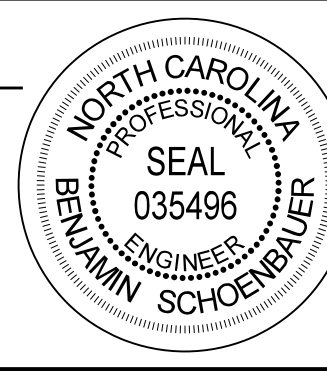
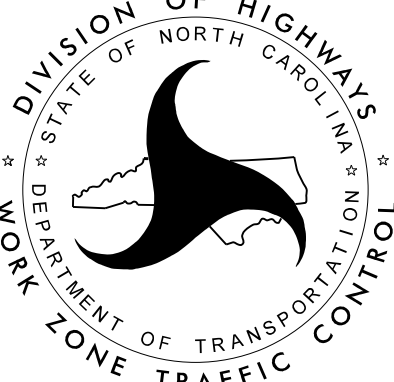
#### LOCAL NOTE 3 - PATTERN MASKING AND PERFORMANCE PAVEMENT MARKINGS

PRIOR TO MAKING TRAFFIC PATTERN CHANGES AND INSTALLATION OF TEMPORARY PAVEMENT MARKINGS ON I-40, MASK ALL CONFLICTING PAVEMENT MARKINGS IN ACCORDANCE WITH THE WORK ZONE TRAFFIC "PATTERN MASKING" SPECIAL PROVISION. INSTALL ALL TEMPORARY PAVEMENT MARKINGS FOR TEMPORARY TRAFFIC PATTERS IN ACCORDANCE WITH THE WORK ZONE "PERFORMANCE" PAVEMENT MARKINGS SPECIAL PROVISION.

#### LOCAL NOTE 4 - CONTINUOUS WEEKEND LANE CLOSURES

THE CONTINUOUS WEEKEND OPERATIONS FOR FULL DEPTH INSIDE SHOULDER CONSTRUCTION, AND TYING IN AND SHIFTING TRAFFIC ONTO THE DETOURS AND FOR TAKING TRAFFIC FROM THE DETOURS BACK TO THE MAINLINE SHALL REQUIRE 2 ADDITIONAL CMS BOARDS IN ADVANCE OF THE LANE CLOSURE TO WARN OF QUEUEING AND THE POTENTIAL FOR STOPPED TRAFFIC. INITIALLY INSTALL A CMS 4 MILES IN ADVANCE OF THE LANE CLOSURE WITH THE FOLLOWING MESSAGE: (1) SLOW MOVING TRAFFIC, (2) 2 MILES AHEAD. INSTALL A SECOND CMS 3 MILES IN ADVANCE OF THE LANE CLOSURE WITH THE FOLLOWING MESSAGE: (1) SLOW TRAFFIC AHEAD, (2) BE PREPARED TO STOP. THE CONTRACTOR SHALL MONITOR BACK UP AND ADJUST CMS LOCATION AND MESSAGING AS NECESSARY.

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APPROVED: <i>Ben Schoenberger</i> DATE: 5/4/2018		
<b>TRANSPORTATION OPERATIONS PLAN</b>		
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Shoring Location No. 1

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

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

DESIGN TEMPORARY SHORING FROM STATION 27+33± -L- , 1.0 FT RT, TO STATION 28+03 ± -L-, 1.0 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (?) = 120 PCF
- FRICTION ANGLE (?) = 30 DEGREES
- COHESION (c) = 0 PSF
- GROUNDWATER ELEVATION = 1190 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION 27+33± -L- , 1.0 FT RT, TO STATION 28+03± -L-, 1.0 FT RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION 27+33± -L- , 1.0 FT RT, TO STATION 28+03± -L-, 1.0 FT RT MAY NOT PENETRATE BELOW ELEVATION 1190 FT DUE TO VERY DENSE OR HARD SOIL OR WEATHERED ROCK.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION 27+33± -L- , 1.0 FT RT, TO STATION 28+03± -L-, 1.0 FT RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

Shoring Location No. 2

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

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

DESIGN TEMPORARY SHORING FROM STATION 28+58± -L- , 1.0 FT RT, TO STATION 29+27 ± -L-, 1.0 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (?) = 120 PCF
- FRICTION ANGLE (?) = 30 DEGREES
- COHESION (c) = 0 PSF
- GROUNDWATER ELEVATION = 1190 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION 28+58± -L- , 1.0 FT RT, TO STATION 29+27 ± -L-, 1.0 FT RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION 28+58± -L- , 1.0 FT RT, TO STATION 29+27 ± -L-, 1.0 FT RT., MAY NOT PENETRATE BELOW ELEVATION 1190 FT DUE TO VERY DENSE OR HARD SOIL OR WEATHERED ROCK.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION 28+58± -L- , 1.0 FT LT, TO STATION 29+27 ± -L-, 1.0 FT LT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENT WAS SUBMITTED TO THE WZTC SECTION ON MARCH 8, 2018 AND SEALED BY A PROFESSIONAL ENGINEER, SHANE CLARK, LICENSE # 29869.

Shoring Location No. 3

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 STATION 27+33± -L- , 1.0 FT LT, TO STATION 27+88 ± -L-, 1.0 FT LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (?) = 120 PCF
- FRICTION ANGLE (?) = 30 DEGREES
- COHESION (c) = 0 PSF
- GROUNDWATER ELEVATION = 1190 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION 27+33± -L- , 1.0 FT LT, TO STATION 27+88 ± -L-, 1.0 FT 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 27+33± -L- , 1.0 FT LT, TO STATION 27+88 ± -L-, 1.0 FT LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

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

Shoring Location No. 4

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 STATION 28+75± -L- , 1.0 FT LT, TO STATION 29+27 ± -L-, 1.0 FT LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (?) = 120 PCF
- FRICTION ANGLE (?) = 30 DEGREES
- COHESION (c) = 0 PSF
- GROUNDWATER ELEVATION = 1190 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION 28+75± -L- , 1.0 FT LT, TO STATION 29+27 ± -L-, 1.0 FT 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 28+75± -L- , 1.0 FT LT, TO STATION 29+27 ± -L-, 1.0 FT LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

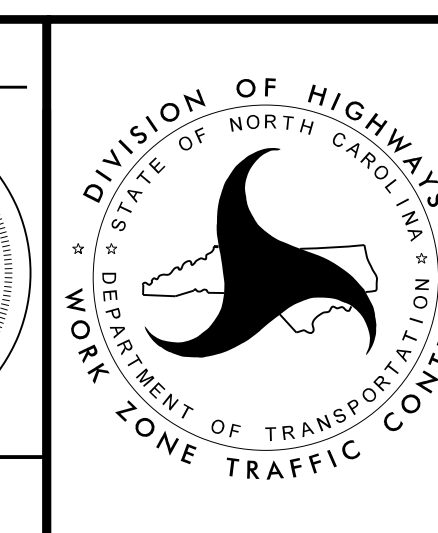
WHEN BACKFILL FOR RETAINING WALLS AND BRIDGE APPROACH FILLS OVERLAPS WITH THE REINFORCED ZONE OF TEMPORARY WALLS, USE SHORING BACKFILL OR BACKFILL MATERIAL REQUIRED FOR RETAINING WALLS AND BRIDGE APPROACH FILLS, WHICHEVER IS BETTER, IN THE REINFORCED ZONE OF TEMPORARY WALLS.

APPROVED: *Ben Schoenbauer*

DATE: 5/4/2018

SEAL

**DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED**



TEMPORARY SHORING DATA


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 REVISIONS

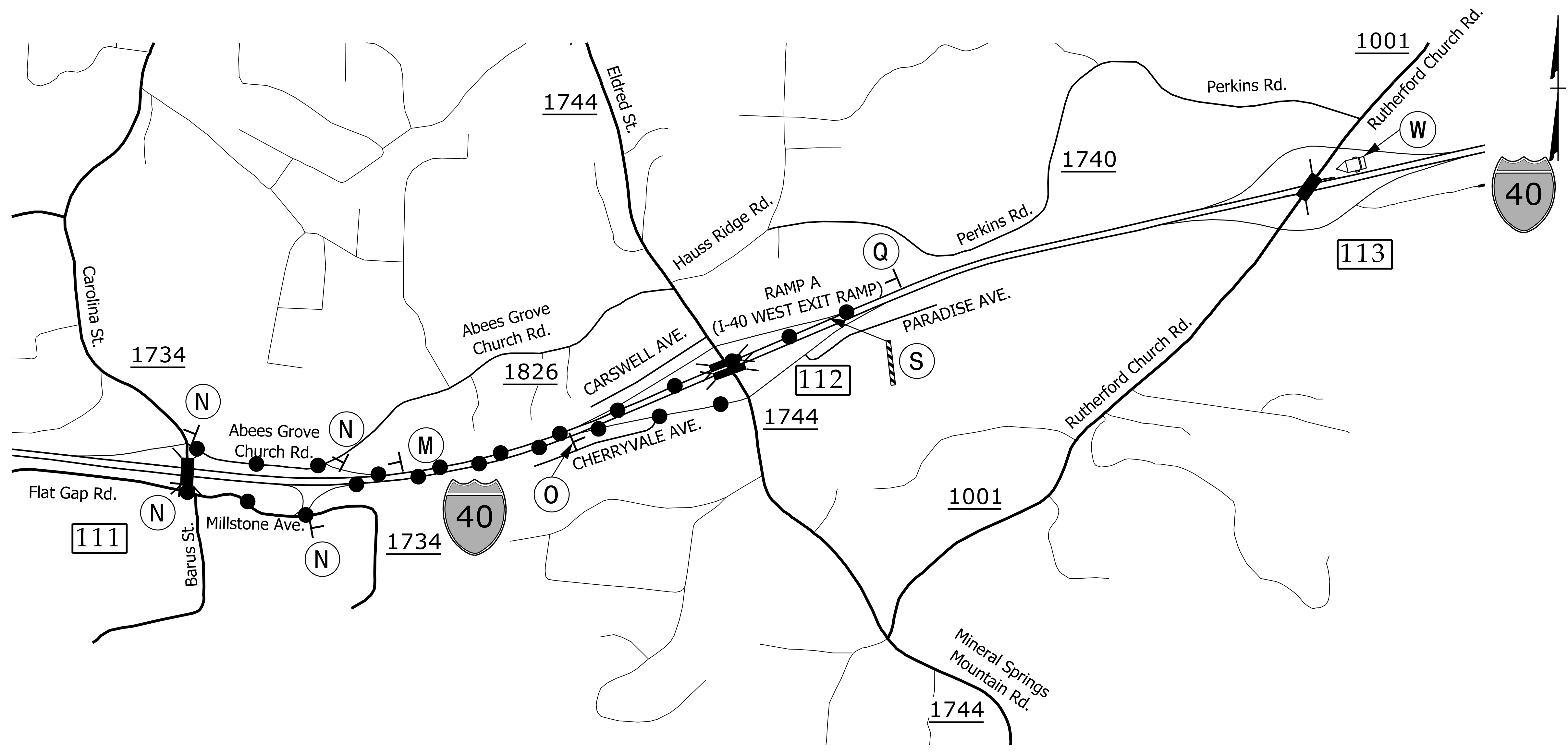








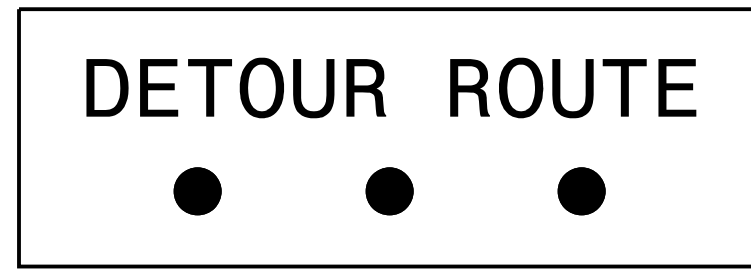
PROJ. REFERENCE NO.	SHEET NO.
B - 4448	TMP - 2D
 HDR Engineering, Inc. of the Carolinas 555 Fayetteville St., Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	



REVISIONS

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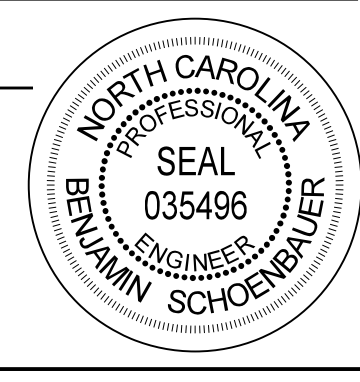
NOTES:  
 -SEE RSD 1101.03, SHEET 2 OF 9 FOR ADDITIONAL NOTES AND DETAILS  
 -SEE SHEET TMP-2C FOR SIGN LEGEND



APPROVED: *Ben Schoenberger*

DATE: 5/4/2018

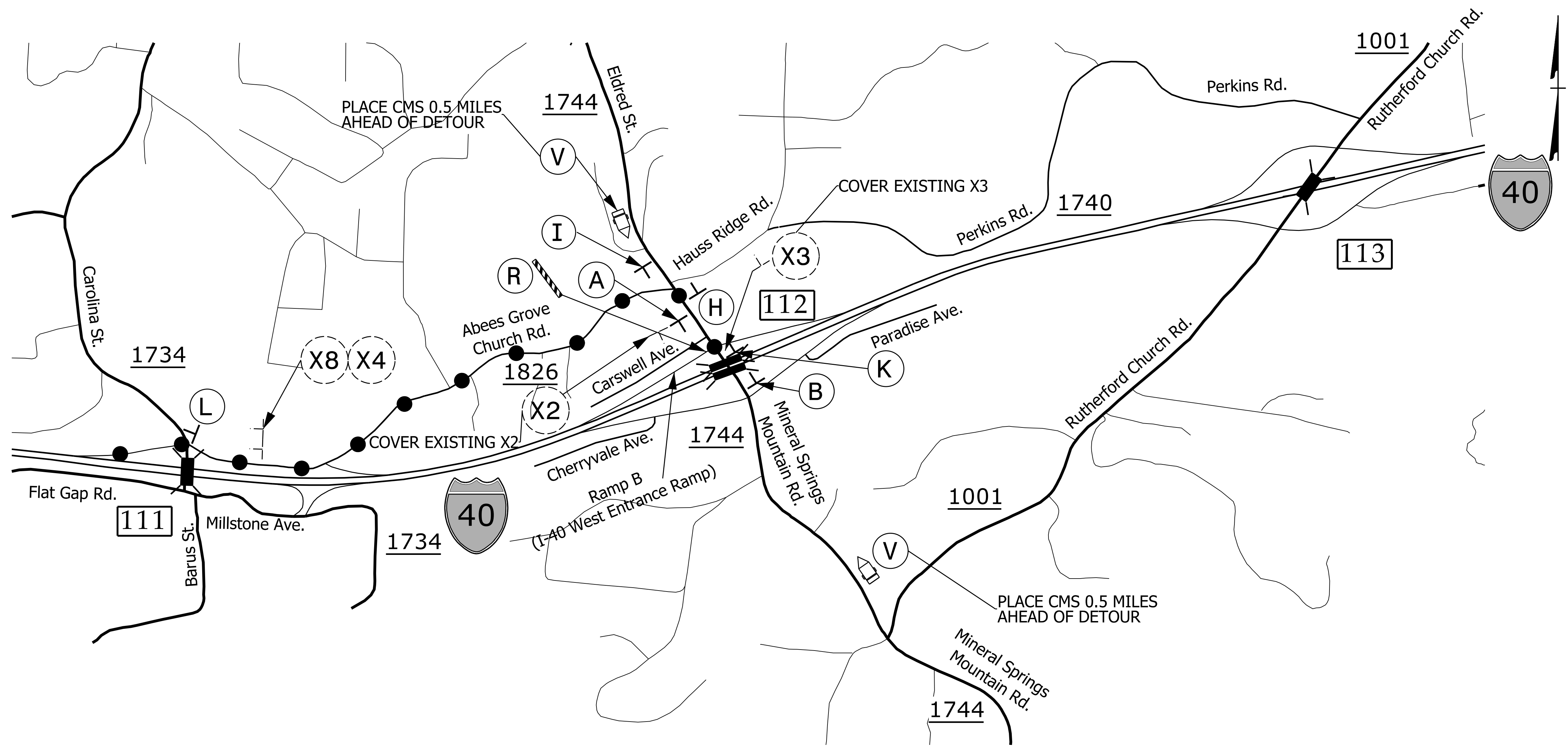
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DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED



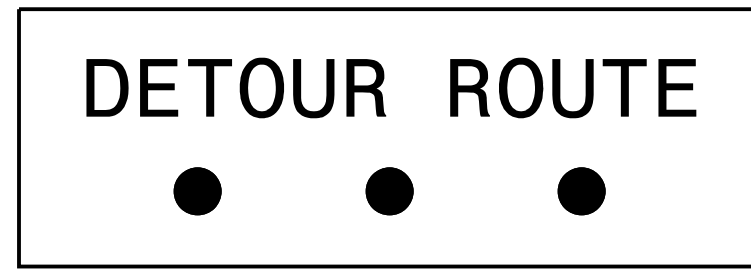
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OFF-SITE DETOUR**

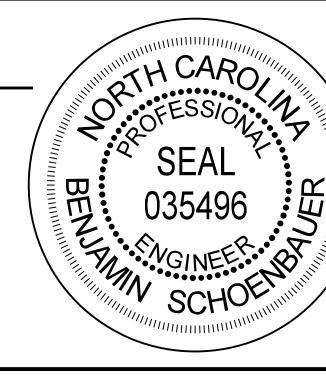


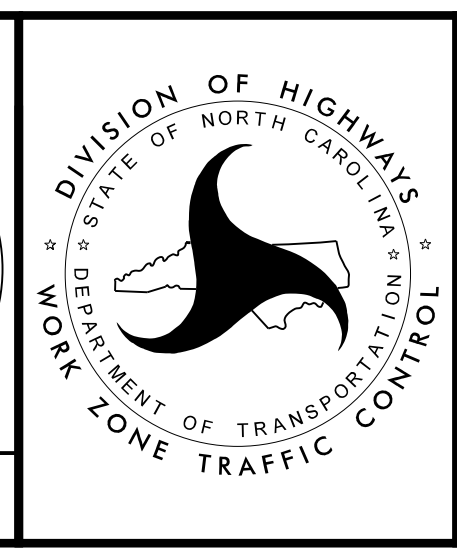
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NOTES:  
 -SEE RSD 1101.03, SHEET 2 OF 9 FOR ADDITIONAL NOTES AND DETAILS  
 -SEE SHEET TMP-2C FOR SIGN LEGEND

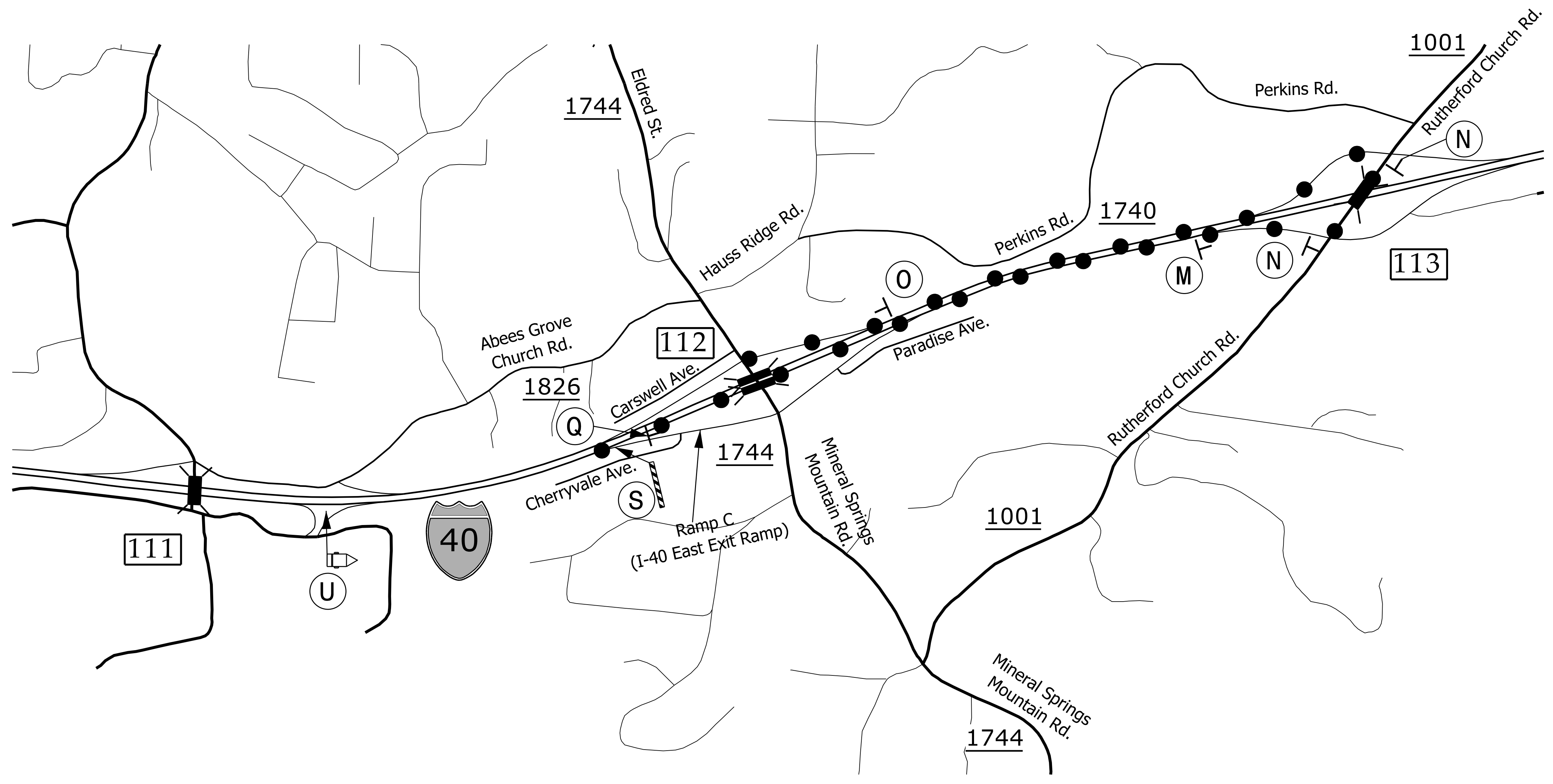


APPROVED: *Ben Schoenberger*  
 DATE: 5/4/2018  
 SEAL  




**RAMP B CLOSURE  
 OFF-SITE DETOUR**

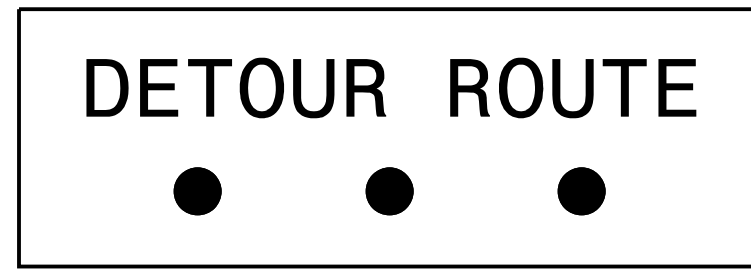
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

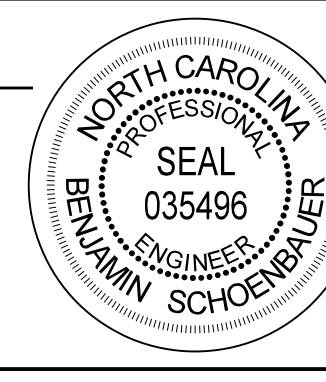


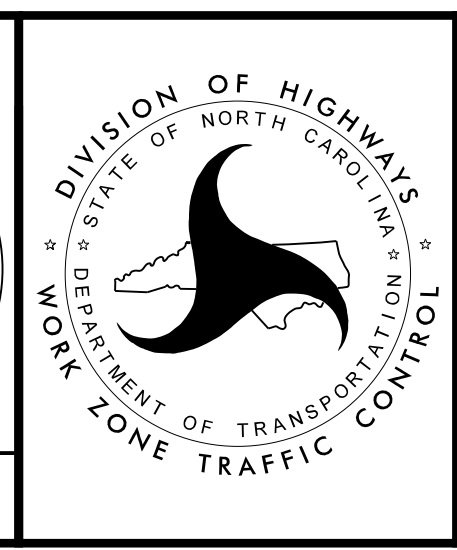
REVISIONS

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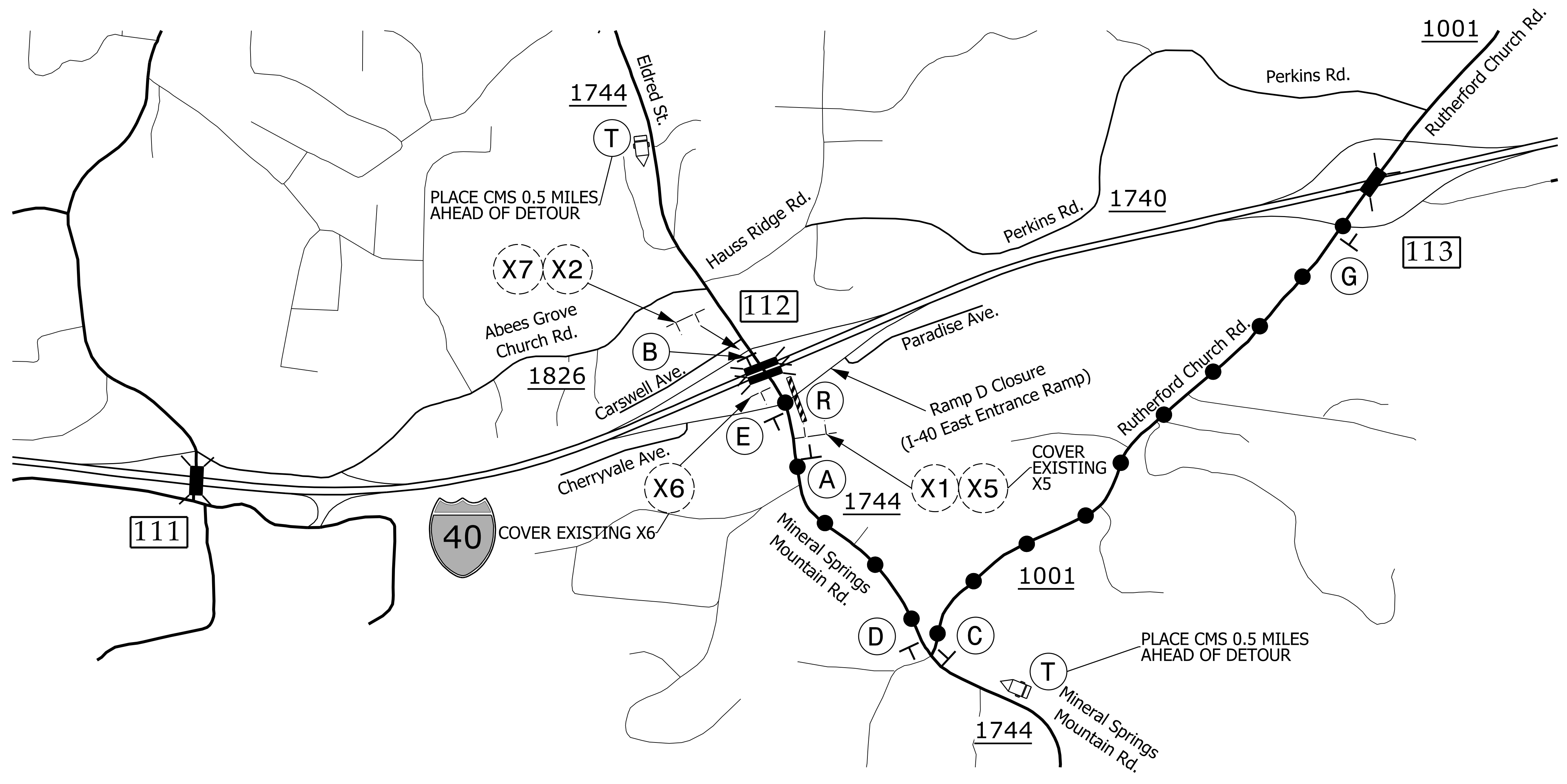
NOTES:  
 -SEE RSD 1101.03, SHEET 2 OF 9 FOR ADDITIONAL NOTES AND DETAILS  
 -SEE SHEET TMP-2C FOR SIGN LEGEND



APPROVED: *Ben Schoenberger*  
 DATE: 5/4/2018  
 SEAL  
  
**DOCUMENT NOT CONSIDERED FINAL  
 UNLESS ALL SIGNATURES COMPLETED**



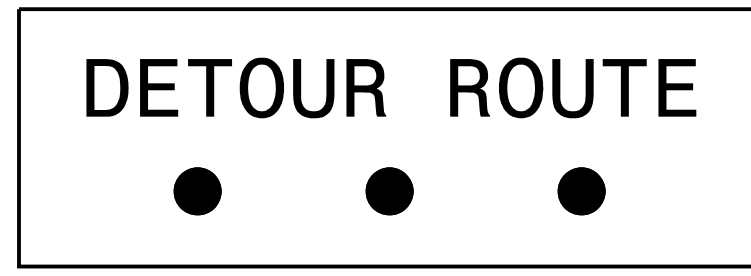
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 OFF-SITE DETOUR**

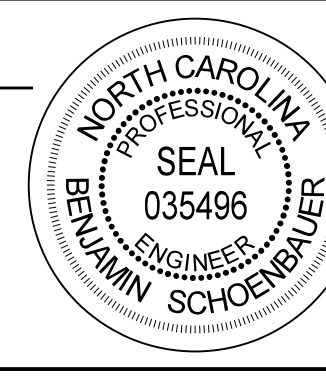


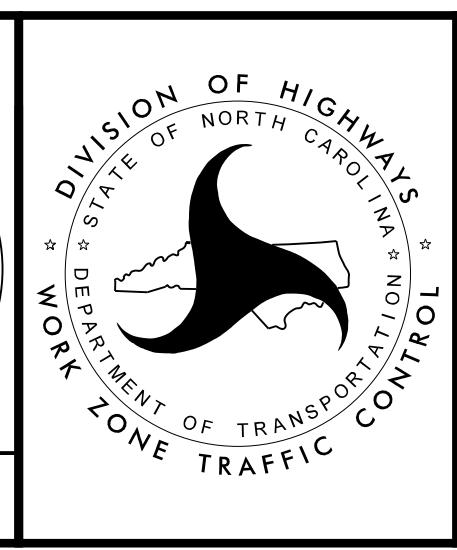
REVISIONS

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NOTES:  
 -SEE RSD 1101.03, SHEET 2 OF 9 FOR ADDITIONAL NOTES AND DETAILS  
 -SEE SHEET TMP-2C FOR SIGN LEGEND

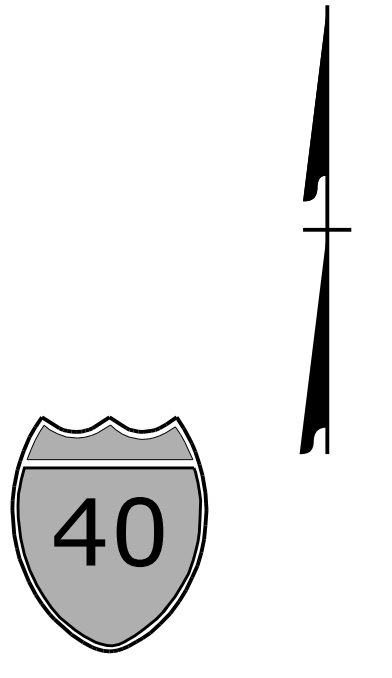
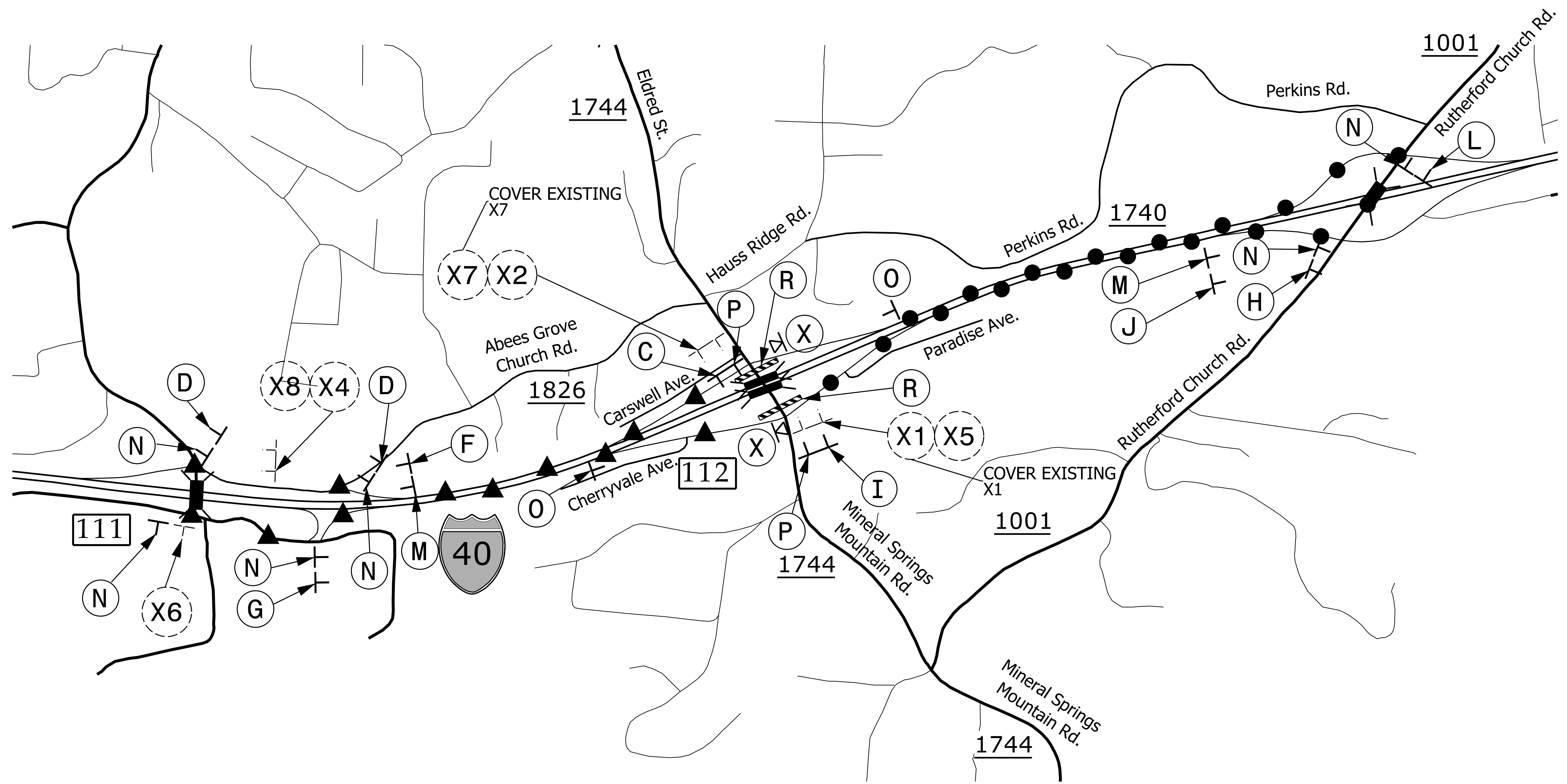


APPROVED: *Ben Schoenberger*  
 DATE: 5/4/2018  
 SEAL  




RAMP D CLOSURE  
 OFF-SITE DETOUR

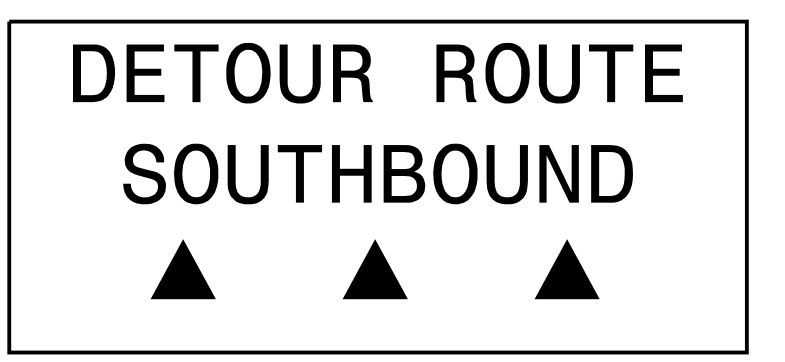
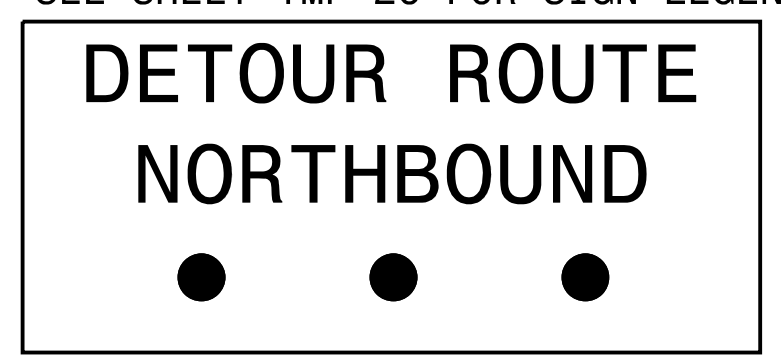
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 UNLESS ALL SIGNATURES COMPLETED



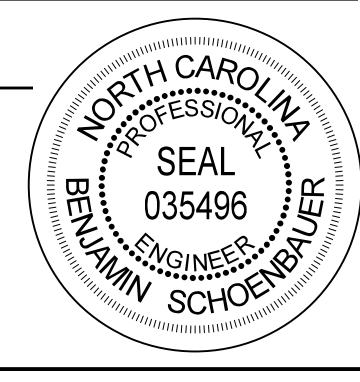
REVISIONS

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NOTES:  
 -SEE RSD 1101.03, SHEET 2 OF 9 FOR ADDITIONAL SIGNS, NOTES, AND DETAILS  
 -SEE SHEET TMP-2C FOR SIGN LEGEND



APPROVED: *Ben Schoenberger*  
 DATE: 5/4/2018  
 SEAL



**DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED**



**MINERAL SPRINGS MOUNTAIN RD (-Y1-) OFF-SITE DETOUR**





# PHASING (CONTINUED)

PROJ. REFERENCE NO. B-4448	SHEET NO. TMP-3A
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**PHASE 3: (SEE SHEETS TMP-13 TO TMP-17)**

**INTERMEDIATE CONTRACT TIME (WEEKEND):**

THE CONTRACTOR SHALL COMPLETE THE CONSTRUCTION REQUIRED OF PHASE 3, STEP 1 AS STATED BELOW FROM 8:00PM FRIDAY TO THE FOLLOWING 6:00AM MONDAY.  
(SEE ICT AND LD. SEE LOCAL NOTES 1, 3 AND 4 OF SHEET TMP-1C)

**STEP 1:**

UNCOVER ALL SIGNS FOR -Y1RPA- AND -Y1RPB- OFFSITE DETOURS, THEN CLOSE RAMPS AND DETOUR RAMP TRAFFIC. (SEE SHEETS TMP-2D AND TMP-2E AND RSD 1101.03 SHEETS 1 AND 2 OF 9). USING LANE CLOSURES (RSD 1101.02 SHEETS 3 AND 5 OF 14), CLOSE INSIDE LANE OF I-40 WESTBOUND (-L-), CONSTRUCT PAVEMENT WEDGING AND PLACE PAVEMENT MARKINGS FOR PHASE 3 PATTERN OF INSIDE LANE ALONG -DET\_WBL-. PATTERN MASK ALL CONFLICTING PAVEMENT MARKINGS. (SEE ROADWAY PLANS)

USING LANE CLOSURES (RSD 1101.02 SHEETS 3 AND 5 OF 14), SHIFT I-40 WESTBOUND TRAFFIC FROM -L- OUTSIDE LANE TO INSIDE LANE IN -DET\_WBL- PATTERN AND CLOSE OUTSIDE LANE OF -L-, CONSTRUCT PAVEMENT WEDGING AND PLACE PCB AND PAVEMENT MARKINGS FOR PHASE 3 PATTERN OF OUTSIDE LANE ALONG -DET\_WBL-. PATTERN MASK ALL CONFLICTING PAVEMENT MARKINGS. (SEE ROADWAY PLANS)

REOPEN RAMPS AND OUTSIDE LANE IN -DET\_WBL- PATTERN TO TRAFFIC AND RECOVER DETOUR SIGNS.

**STEP 2:**

AWAY FROM TRAFFIC AND USING LANE CLOSURES (RSD 1101.02 SHEET 3 OF 14 ALONG -L- AND SHEET 1 OF 14 ALONG OTHER ROADS), AS NECESSARY, BEGIN CONSTRUCTION OF THE PROPOSED WESTBOUND LANES, INCLUDING PROPOSED PAVEMENT, STRUCTURE, DRAINAGE AND GUARDRAIL. (SEE ROADWAY PLANS AND STRUCTURAL PLANS)

**INTERMEDIATE CONTRACT TIME (WEEKEND):**

THE CONTRACTOR SHALL COMPLETE THE CONSTRUCTION REQUIRED OF PHASE 3, STEP 3 AS STATED BELOW FROM 8:00PM FRIDAY TO THE FOLLOWING 6:00AM MONDAY.  
(SEE ICT AND LD. SEE LOCAL NOTES 1, 3 AND 4 OF SHEET TMP-1C)

**STEP 3:**

UNCOVER ALL SIGNS FOR -Y1- OFFSITE DETOUR, THEN CLOSE -Y1- AND DETOUR -Y1- TRAFFIC. (SEE SHEET TMP-2H AND RSD 1101.03 SHEETS 1 AND 2 OF 9).

REMOVE EXISTING WESTBOUND I-40 STRUCTURE ABOVE -Y1-.

REOPEN -Y1- TO TRAFFIC AND RECOVER DETOUR SIGNS.

**STEP 4:**

AWAY FROM TRAFFIC AND USING LANE CLOSURES (RSD 1101.02 SHEET 3 OF 14 ALONG -L- AND SHEET 1 OF 14 ALONG OTHER ROADS), AS NECESSARY, CONSTRUCT I-40 WESTBOUND STRUCTURE END BENTS AND PORTIONS OF MECHANICALLY STABILIZED EARTH (MSE) WALLS USING TEMPORARY SHORING 3, 4, 5, AND 6.  
(SEE STRUCTURAL PLANS)

**INTERMEDIATE CONTRACT TIME (WEEKEND):**

THE CONTRACTOR SHALL COMPLETE THE CONSTRUCTION REQUIRED OF PHASE 3, STEP 5 AS STATED BELOW FROM 8:00PM FRIDAY TO THE FOLLOWING 6:00AM MONDAY.  
(SEE ICT AND LD. SEE LOCAL NOTES 1, 3 AND 4 OF SHEET TMP-1C)

**STEP 5:**

UNCOVER ALL SIGNS FOR -Y1- OFFSITE DETOUR, THEN CLOSE -Y1- AND DETOUR -Y1- TRAFFIC. (SEE SHEET TMP-2H AND RSD 1101.03 SHEETS 1 AND 2 OF 9).

INSTALL I-40 WESTBOUND STRUCTURE GIRDERS. (SEE STRUCTURAL PLANS)

REOPEN -Y1- TO TRAFFIC AND RECOVER DETOUR SIGNS.

**PHASE 3: (CONTINUED)**

**STEP 6:**

UPON COMPLETION OF -L- WESTBOUND LANES, INCLUDING STRUCTURE, AVAILABLE PAVEMENT, AVAILABLE DRAINAGE, AND AVAILABLE GUARDRAIL, AND USING LANE CLOSURES (RSD 1101.02 SHEET 3 OF 14), AS NECESSARY, REMOVE PCB ALONG WESTBOUND -L- AND PLACE DRUMS. PLACE TMA TO PROTECT GUARDRAIL END AT STA. 34+00+/- .  
(SEE ROADWAY PLANS AND GENERAL NOTE R OF SHEET TMP-1C)

THE CONTRACTOR MAY ELECT TO BEGIN PHASE 3, STEP 7A OR STEP 7B IN ANY NONCONCURRENT ORDER AFTER STEP 6 AND WHEN RAMPS -Y1RPC- AND -Y1RPD- ARE BOTH OPEN TO TRAFFIC. RAMPS -Y1RPA- AND -Y1RPB- SHALL ONLY BE CLOSED CONCURRENTLY AS PERMITTED DURING -L- (I-40 WB) TRAFFIC SHIFTS.

**INTERMEDIATE CONTRACT TIME (21 CALENDAR DAYS):**

THE CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE ALL WORK IN PHASE 3, STEP 7A AS STATED BELOW WITHIN 21 CALENDAR DAYS. (SEE ICT AND LD.)

**STEP 7A: (SEE SHEET TMP-17 AND TMP-2D)**

UNCOVER ALL SIGNS FOR -Y1RPA- OFFSITE DETOUR, THEN CLOSE RAMP -Y1RPA- AND DETOUR RAMP TRAFFIC. (SEE RSD 1101.03 SHEETS 1 AND 2 OF 9).

USING LANE CLOSURES (RSD 1101.02 SHEET 3 OF 14), AS NECESSARY, CONSTRUCT RAMP AND WESTBOUND -L- OUTSIDE LANE AT RAMP, INCLUDING PAVEMENT, DRAINAGE AND GUARDRAIL, AND PLACE PAVEMENT MARKINGS FOR FINAL PATTERN. (SEE ROADWAY PLANS AND PAVEMENT MARKING PLANS)

REOPEN RAMP -Y1RPA- AND -L- OUTSIDE LANE TO TRAFFIC AND RECOVER DETOUR SIGNS.

**INTERMEDIATE CONTRACT TIME (14 CALENDAR DAYS):**

THE CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE ALL WORK IN PHASE 3, STEP 7B AS STATED BELOW WITHIN 14 CALENDAR DAYS. (SEE ICT AND LD.)

**STEP 7B: (SEE SHEET TMP-16 AND TMP-2E)**

UNCOVER ALL SIGNS FOR -Y1RPB- OFFSITE DETOUR, THEN CLOSE RAMP -Y1RPB- AND DETOUR RAMP TRAFFIC. (SEE RSD 1101.03 SHEETS 1 AND 2 OF 9).

USING LANE CLOSURES (RSD 1101.02 SHEET 3 OF 14), AS NECESSARY, CONSTRUCT RAMP AND WESTBOUND -L- OUTSIDE LANE AT RAMP, INCLUDING PAVEMENT, DRAINAGE AND GUARDRAIL, AND PLACE PAVEMENT MARKINGS FOR FINAL PATTERN. (SEE ROADWAY PLANS AND PAVEMENT MARKING PLANS)

REOPEN RAMP -Y1RPB- AND -L- OUTSIDE LANE TO TRAFFIC AND RECOVER DETOUR SIGNS.

REVISIONS

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APPROVED: <i>Ben Schoenberger</i> DATE: 5/4/2018  SEAL			<b>PHASING</b>
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>			

# PHASING (CONTINUED)

PROJ. REFERENCE NO. B-4448	SHEET NO. TMP-3B
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**HDR** HDR Engineering, Inc. of the Carolinas  
555 Fayetteville St., Suite 900 Raleigh, N.C. 27601  
N.C.B.E.L.S. License Number: F-0116

**PHASE 4: (SEE SHEETS TMP-18 TO TMP-20)**

INTERMEDIATE CONTRACT TIME (WEEKEND):

THE CONTRACTOR SHALL COMPLETE THE CONSTRUCTION REQUIRED OF PHASE 4, STEP 1 AS STATED BELOW FROM 8:00PM FRIDAY TO THE FOLLOWING 6:00AM MONDAY.  
(SEE ICT AND LD. SEE LOCAL NOTES 1, 3 AND 4 OF SHEET TMP-1C)

**STEP 1:**

UNCOVER ALL SIGNS FOR -Y1RPA- AND -Y1RPB- OFFSITE DETOURS, THEN CLOSE RAMPS AND DETOUR RAMP TRAFFIC. (SEE SHEETS TMP-2D AND TMP-2E AND RSD 1101.03 SHEETS 1 AND 2 OF 9). USING LANE CLOSURES (RSD 1101.02 SHEETS 3 OF 14), CLOSE OUTSIDE LANE OF I-40 WESTBOUND (-L-), CONSTRUCT PAVEMENT WEDGING AND PLACE PAVEMENT MARKINGS FOR PHASE 4 PATTERN OF OUTSIDE LANE ALONG -L-. PATTERN MASK ALL CONFLICTING PAVEMENT MARKINGS. (SEE ROADWAY PLANS)

USING LANE CLOSURES (RSD 1101.02 SHEETS 3 AND 5 OF 14), SHIFT I-40 WESTBOUND TRAFFIC FROM -DET\_WBL- INSIDE LANE TO OUTSIDE LANE OF -L- PATTERN AND CLOSE INSIDE LANE OF -L-, CONSTRUCT PAVEMENT WEDGING AND PLACE PCB AND PAVEMENT MARKINGS FOR PHASE 4 PATTERN OF INSIDE LANE ALONG -L-. PATTERN MASK ALL CONFLICTING PAVEMENT MARKINGS. (SEE ROADWAY PLANS)

REOPEN RAMPS AND INSIDE LANE OF -L- IN PHASE 4 PATTERN TO TRAFFIC AND RECOVER DETOUR SIGNS.

**STEP 2:**

AWAY FROM TRAFFIC AND USING LANE CLOSURES (RSD 1101.02 SHEET 3 OF 14 ALONG -L- AND SHEET 1 OF 14 ALONG OTHER ROADS), AS NECESSARY, BEGIN CONSTRUCTION OF THE PROPOSED EASTBOUND LANES, INCLUDING PROPOSED PAVEMENT, STRUCTURE, DRAINAGE AND GUARDRAIL. PLACE TEMPORARY PAVEMENT ALONG EASTBOUND INSIDE SHOULDER FROM STA. 31+11 TO STA. 41+15. PLACE TMA(S) AS NECESSARY TO PROTECT MEDIAN GUARDRAIL CONSTRUCTION. (SEE ROADWAY PLANS AND STRUCTURAL PLANS)

INTERMEDIATE CONTRACT TIME (WEEKEND):

THE CONTRACTOR SHALL COMPLETE THE CONSTRUCTION REQUIRED OF PHASE 4, STEP 3 AS STATED BELOW FROM 8:00PM FRIDAY TO THE FOLLOWING 6:00AM MONDAY.  
(SEE ICT AND LD. SEE LOCAL NOTES 1, 3 AND 4 OF SHEET TMP-1C)

**STEP 3:**

UNCOVER ALL SIGNS FOR -Y1- OFFSITE DETOUR, THEN CLOSE -Y1- AND DETOUR -Y1- TRAFFIC.  
(SEE SHEET TMP-2H AND RSD 1101.03 SHEETS 1 AND 2 OF 9).

REMOVE EXISTING EASTBOUND I-40 STRUCTURE ABOVE -Y1-.

REOPEN -Y1- TO TRAFFIC AND RECOVER DETOUR SIGNS.

**STEP 4:**

AWAY FROM TRAFFIC AND USING LANE CLOSURES (RSD 1101.02 SHEET 3 OF 14 ALONG -L- AND SHEET 1 OF 14 ALONG OTHER ROADS), AS NECESSARY, CONSTRUCT I-40 EASTBOUND STRUCTURE END BENTS AND PORTIONS OF MSE WALLS USING TEMPORARY SHORING REMAINING FROM PREVIOUS PHASES. (SEE STRUCTURAL PLANS)

INTERMEDIATE CONTRACT TIME (WEEKEND):

THE CONTRACTOR SHALL COMPLETE THE CONSTRUCTION REQUIRED OF PHASE 4, STEP 5 AS STATED BELOW FROM 8:00PM FRIDAY TO THE FOLLOWING 6:00AM MONDAY.  
(SEE ICT AND LD. SEE LOCAL NOTES 1, 3 AND 4 OF SHEET TMP-1C)

**STEP 5:**

UNCOVER ALL SIGNS FOR -Y1- OFFSITE DETOUR, THEN CLOSE -Y1- AND DETOUR -Y1- TRAFFIC.  
(SEE SHEET TMP-2H AND RSD 1101.03 SHEETS 1 AND 2 OF 9).

INSTALL I-40 EASTBOUND STRUCTURE GIRDERS. (SEE STRUCTURAL PLANS)

REOPEN -Y1- TO TRAFFIC AND RECOVER DETOUR SIGNS.

**STEP 6:**

UPON COMPLETION OF -L- EASTBOUND LANES, INCLUDING STRUCTURE, AVAILABLE PAVEMENT, AVAILABLE DRAINAGE, AND MEDIAN GUARDRAIL, AND USING LANE CLOSURES (RSD 1101.02 SHEET 3 OF 14), AS NECESSARY, PLACE PCB FROM STA. 22+00 TO STA. 35+00 IN PHASE 5, STEP 1 PATTERN (SEE SHEETS TMP-21 TO TMP-23). REMOVE PCB ALONG EASTBOUND -L- AND PLACE DRUMS. PLACE TMA(S) TO PROTECT PCB END AT STA. 22+00 AND GUARDRAIL END AT STA. 23+00+/- (SEE ROADWAY PLANS AND GENERAL NOTE R OF SHEET TMP-1C)

**PHASE 5: (SEE SHEETS TMP-21 TO TMP-26)**

INTERMEDIATE CONTRACT TIME (WEEKEND):

THE CONTRACTOR SHALL COMPLETE THE CONSTRUCTION REQUIRED OF PHASE 5, STEP 1 AS STATED BELOW FROM 8:00PM FRIDAY TO THE FOLLOWING 6:00AM MONDAY.  
(SEE ICT AND LD. SEE LOCAL NOTES 1, 3 AND 4 OF SHEET TMP-1C)

**STEP 1:**

UNCOVER ALL SIGNS FOR -Y1RPC- AND -Y1RPD- OFFSITE DETOURS, THEN CLOSE RAMPS AND DETOUR RAMP TRAFFIC. (SEE SHEETS TMP-2F AND TMP-2G AND RSD 1101.03 SHEETS 1 AND 2 OF 9). USING LANE CLOSURES (RSD 1101.02 SHEETS 3 AND 5 OF 14), CLOSE INSIDE LANE OF I-40 EASTBOUND (-DET\_EBL-), CONSTRUCT PAVEMENT WEDGING AND PLACE PAVEMENT MARKINGS FOR PHASE 5, STEP 1 PATTERN OF INSIDE LANE ALONG -L-. PATTERN MASK ALL CONFLICTING PAVEMENT MARKINGS. (SEE ROADWAY PLANS)

USING LANE CLOSURES (RSD 1101.02 SHEETS 3 AND 5 OF 14), SHIFT I-40 EASTBOUND TRAFFIC FROM -DET\_EBL- OUTSIDE LANE TO INSIDE LANE OF -L- PATTERN AND CLOSE OUTSIDE LANE OF -L-, CONSTRUCT PAVEMENT AND PAVEMENT WEDGING FOR PHASE 5 (FINAL) PATTERN OF OUTSIDE LANE ALONG -L-. THEN RELOCATE PCB TO OUTSIDE SHOULDER ALONG -L- FROM STA. 18+30 TO STA. 37+50 AND PLACE DRUMS. PLACE PAVEMENT MARKINGS FOR PHASE 5 (FINAL) PATTERN OF OUTSIDE LANE ALONG -L-. PATTERN MASK ALL CONFLICTING PAVEMENT MARKINGS. (SEE ROADWAY PLANS AND PAVEMENT MARKING PLANS)

USING LANE CLOSURES (RSD 1101.02 SHEETS 3 AND 5 OF 14), SHIFT I-40 EASTBOUND TRAFFIC FROM INSIDE LANE TO OUTSIDE LANE OF -L- PATTERN AND CLOSE INSIDE LANE OF -L-, PLACE PAVEMENT MARKINGS FOR PHASE 5 (FINAL) PATTERN OF INSIDE LANE ALONG -L-. PATTERN MASK ALL CONFLICTING PAVEMENT MARKINGS. (SEE ROADWAY PLANS AND PAVEMENT MARKING PLANS)

REOPEN RAMPS AND INSIDE LANE OF -L- IN PHASE 5 (FINAL) PATTERN TO TRAFFIC AND RECOVER DETOUR SIGNS.

**STEP 2:**

AWAY FROM TRAFFIC AND USING LANE CLOSURES (RSD 1101.02 SHEET 3 OF 14 ALONG -L- AND SHEET 1 OF 14 ALONG OTHER ROADS), AS NECESSARY, BEGIN REMOVAL OF -DET\_EBL- AND BEGIN CONSTRUCTION OF ALL REMAINING PROPOSED -L- AND -Y1-. (SEE ROADWAY PLANS AND STRUCTURAL PLANS)

INTERMEDIATE CONTRACT TIME (WEEKEND):

THE CONTRACTOR SHALL COMPLETE THE CONSTRUCTION REQUIRED OF PHASE 5, STEP 3 AS STATED BELOW FROM 8:00PM FRIDAY TO THE FOLLOWING 6:00AM MONDAY.  
(SEE ICT AND LD. SEE LOCAL NOTES 1, 3 AND 4 OF SHEET TMP-1C)

**STEP 3:**

UNCOVER ALL SIGNS FOR -Y1- OFFSITE DETOUR, THEN CLOSE -Y1- AND DETOUR -Y1- TRAFFIC.  
(SEE SHEET TMP-2H AND RSD 1101.03 SHEETS 1 AND 2 OF 9).

REMOVE -DET\_EBL- STRUCTURE ABOVE -Y1-.

REOPEN -Y1- TO TRAFFIC AND RECOVER DETOUR SIGNS.

**STEP 4:**

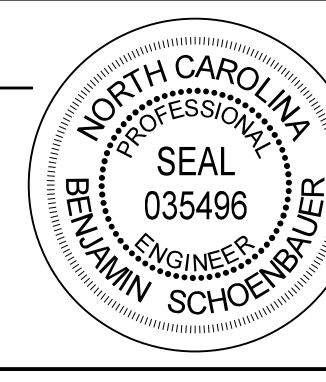
UPON COMPLETION OF -L- PAVEMENT AND GUARDRAIL, AND USING LANE CLOSURES (RSD 1101.02 SHEETS 3 AND 5 OF 14), AS NECESSARY, REMOVE PCB ALONG -L- AND PLACE DRUMS. PLACE FINAL SURFACE LAYER AND PAVEMENT MARKINGS IN FINAL PATTERNS, SHIFT TRAFFIC TO FINAL PATTERNS AND PLACE FINAL PAVEMENT MARKINGS. (SEE ROADWAY PLANS AND PAVEMENT MARKING PLANS)

UPON COMPLETION OF -Y1- PAVEMENT AND USING LANE CLOSURES (RSD 1101.02 SHEET 1 OF 14), AS NECESSARY, PLACE FINAL SURFACE LAYER AND FINAL PAVEMENT MARKINGS. (SEE ROADWAY PLANS AND PAVEMENT MARKING PLANS)

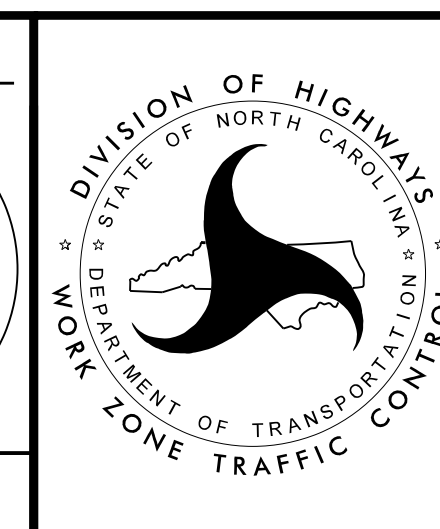
REMOVE ALL WORK ZONE TRAFFIC CONTROL SIGNS AND DEVICES.

APPROVED: *Ben Schoenberger*  
DATE: 5/4/2018

SEAL

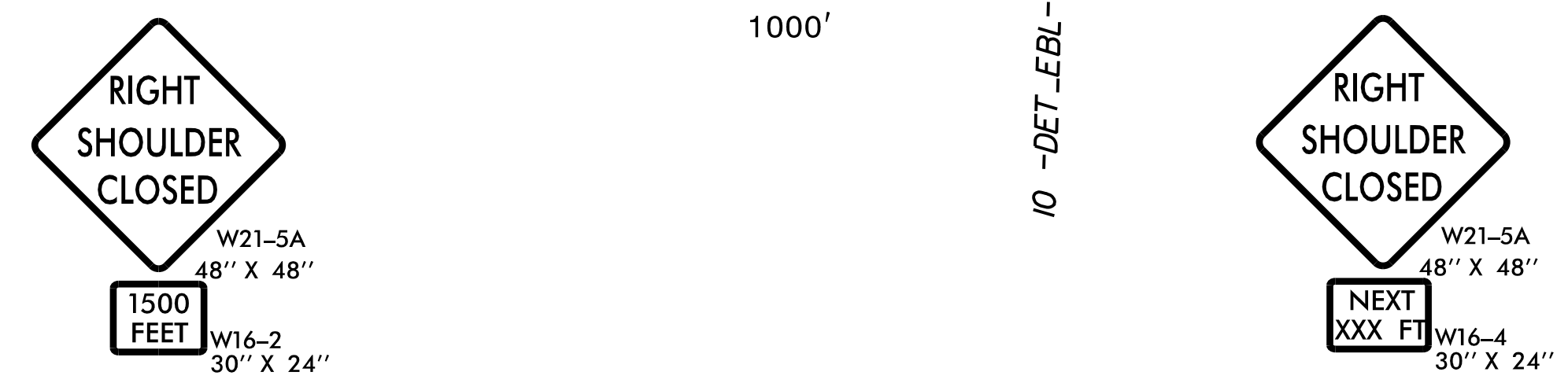
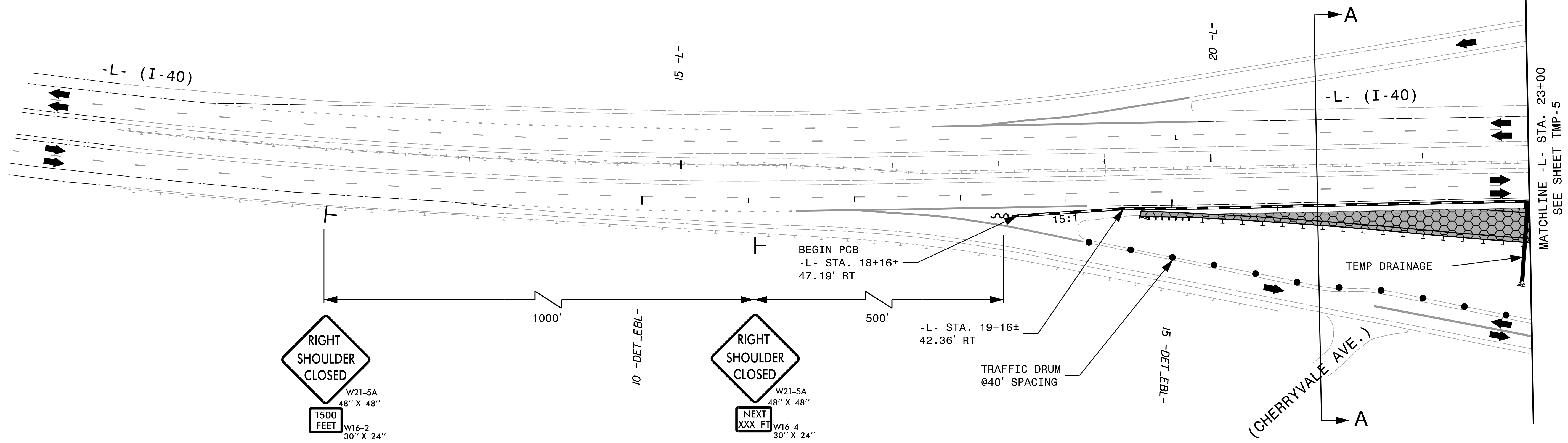
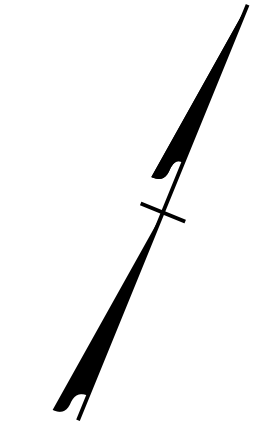
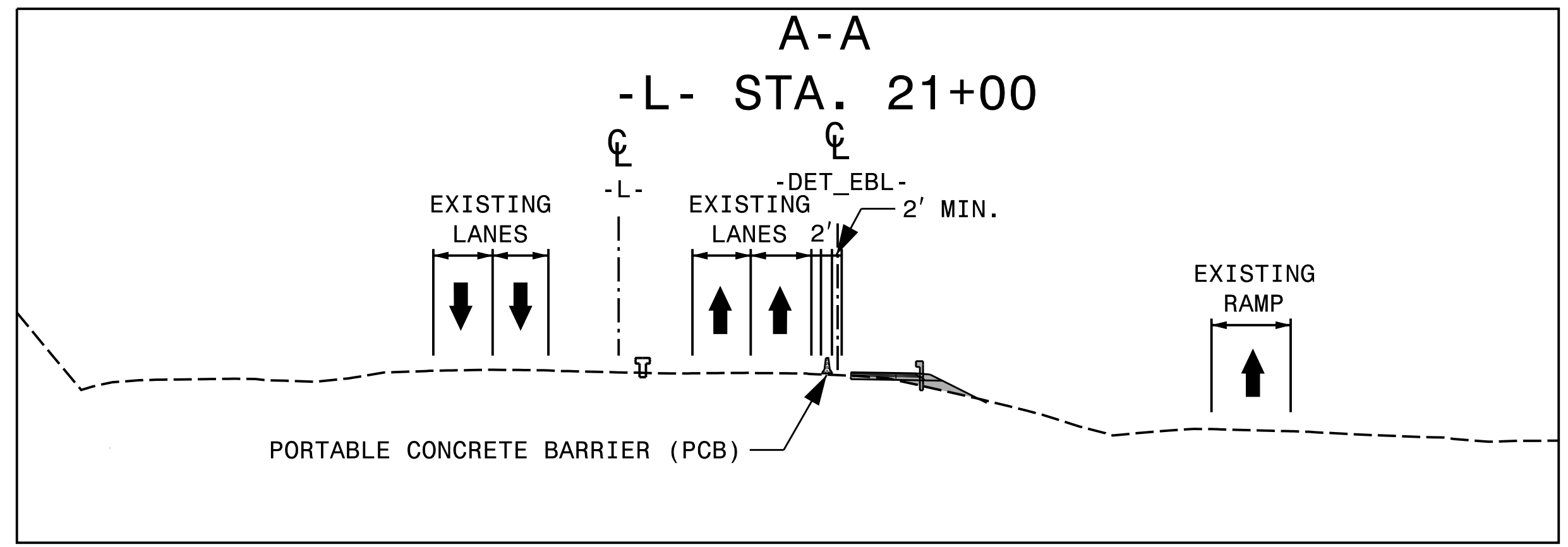


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UNLESS ALL SIGNATURES COMPLETED**



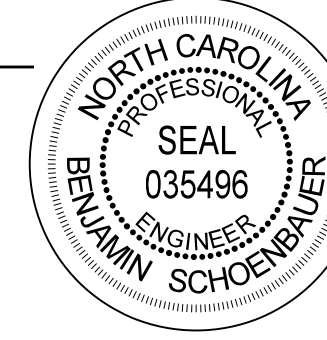
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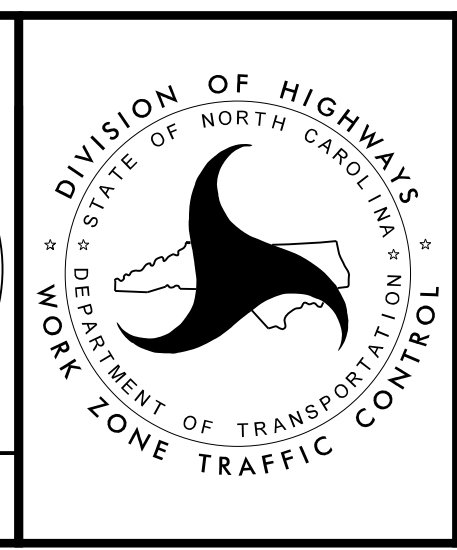
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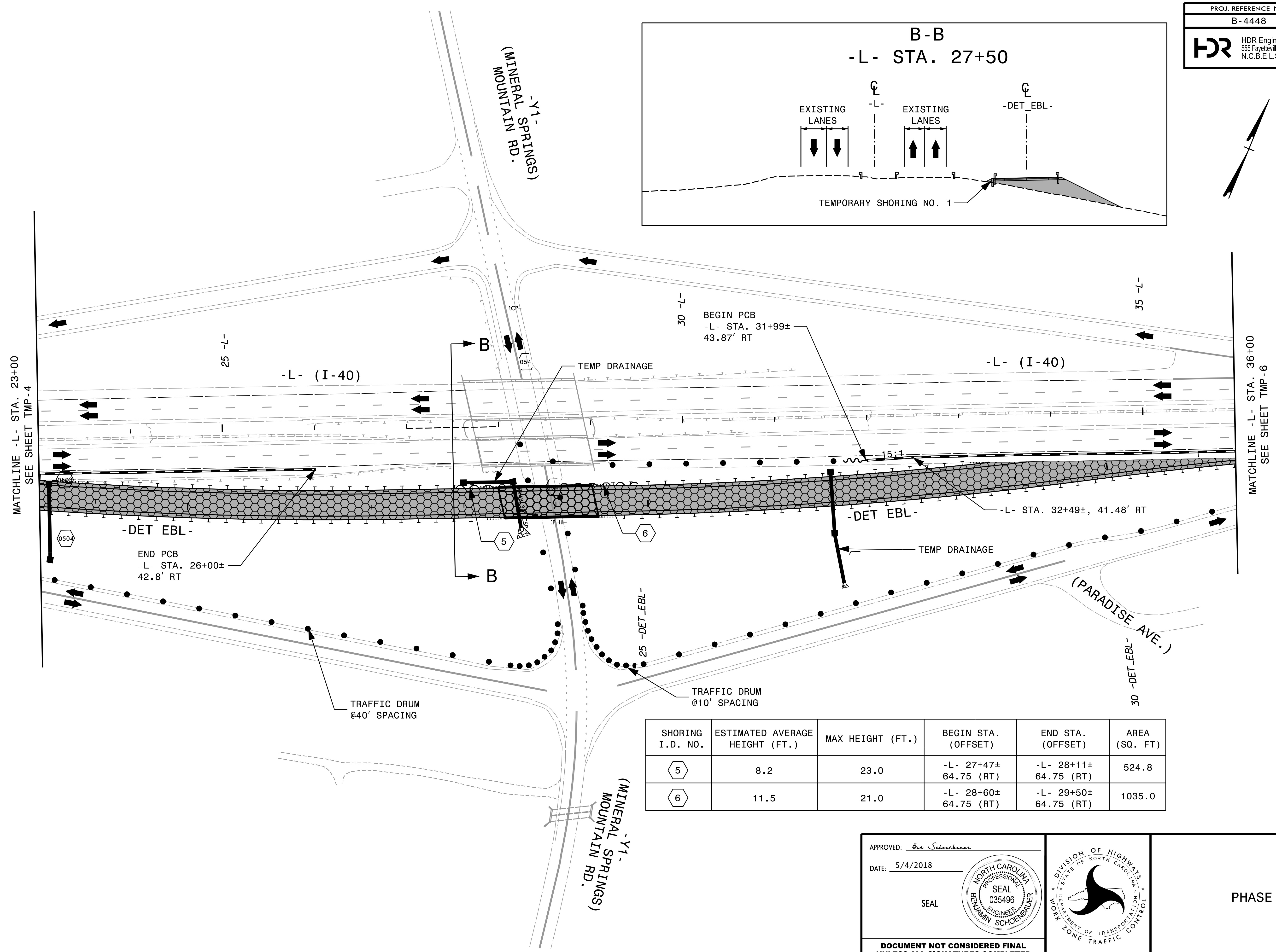
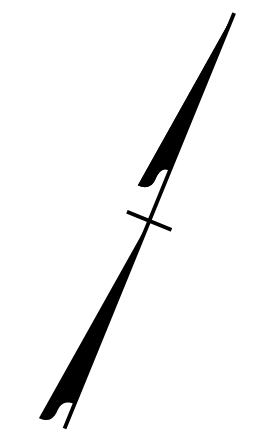
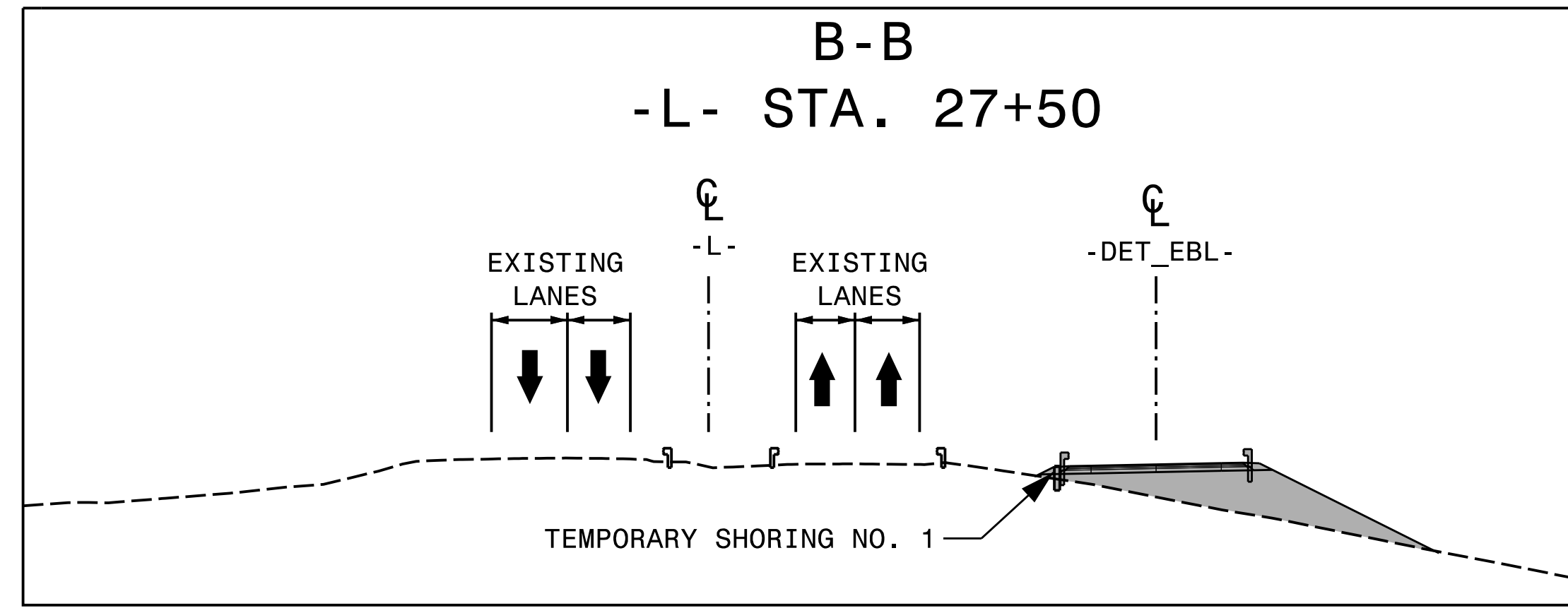
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APPROVED: *Ben Schoenberger*  
 DATE: 5/4/2018  
 SEAL  




PHASE 1

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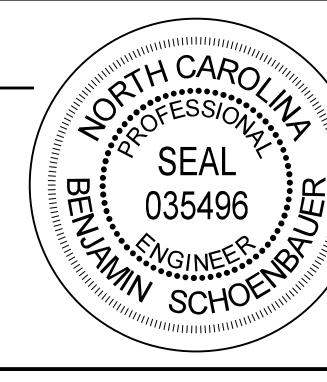
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6	11.5	21.0	-L- 28+60± 64.75 (RT)	-L- 29+50± 64.75 (RT)	1035.0

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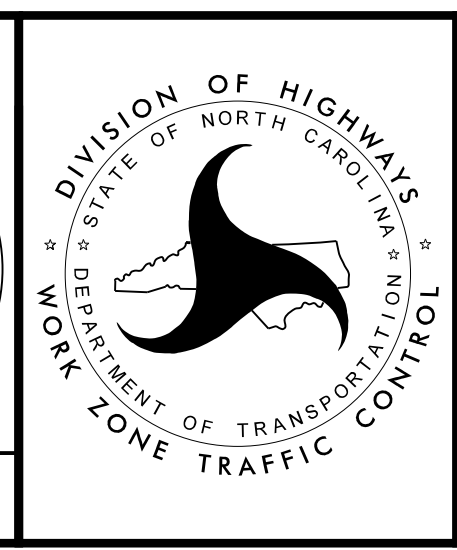
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APPROVED: *Ben Schoenbauer*  
 DATE: 5/4/2018


SEAL

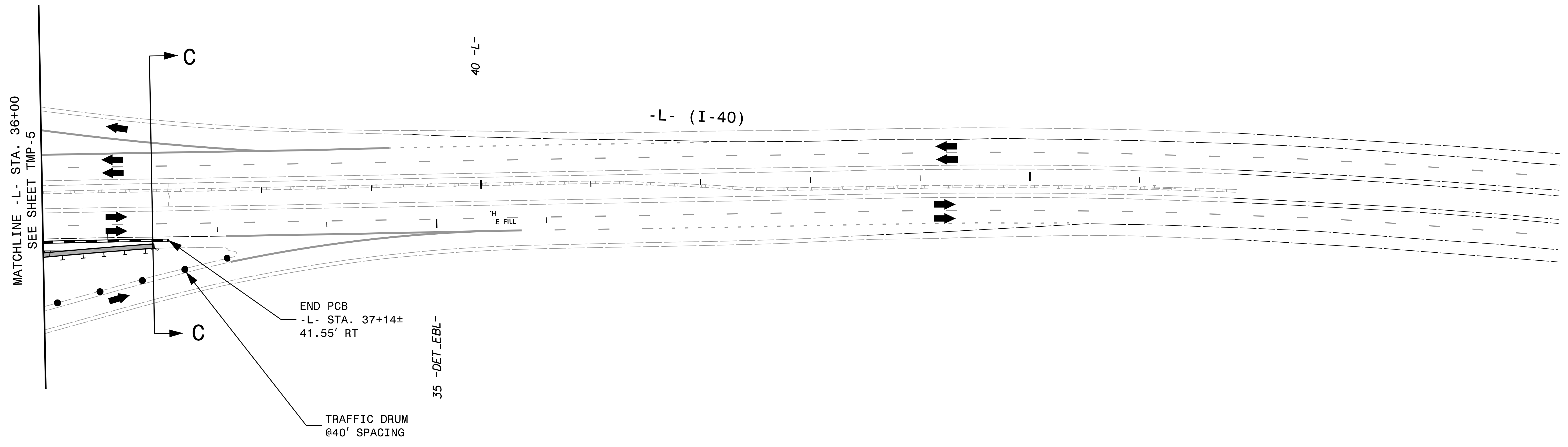
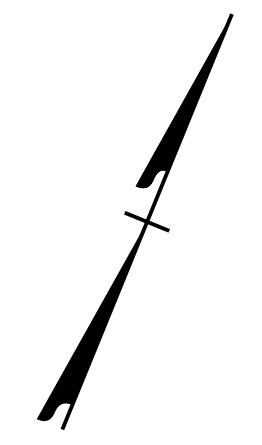
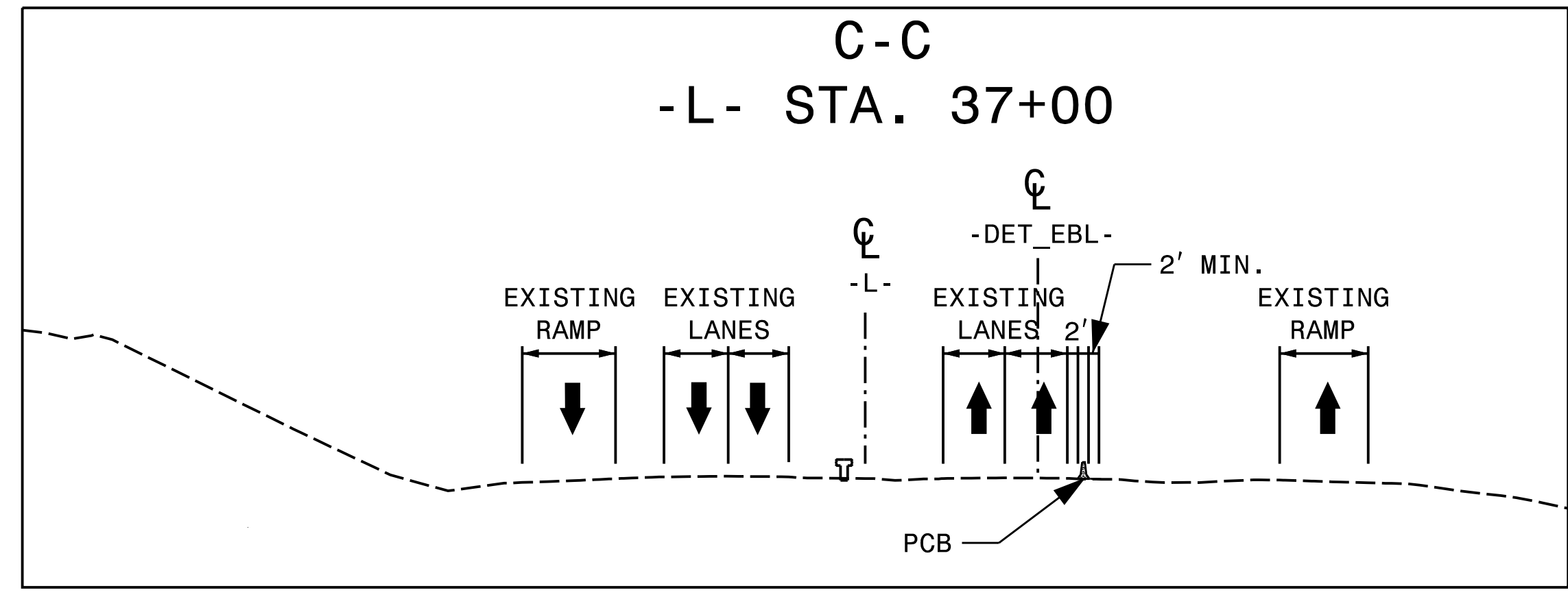


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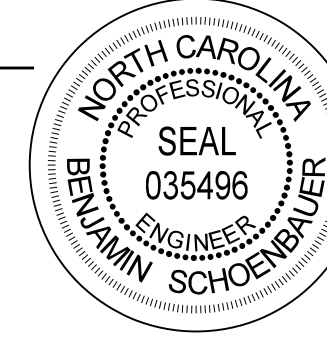
PHASE 1

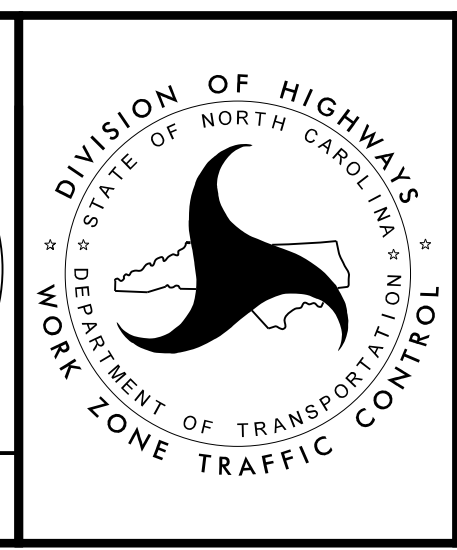
PROJ. REFERENCE NO. B-4448	SHEET NO. TMP-6
 HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	



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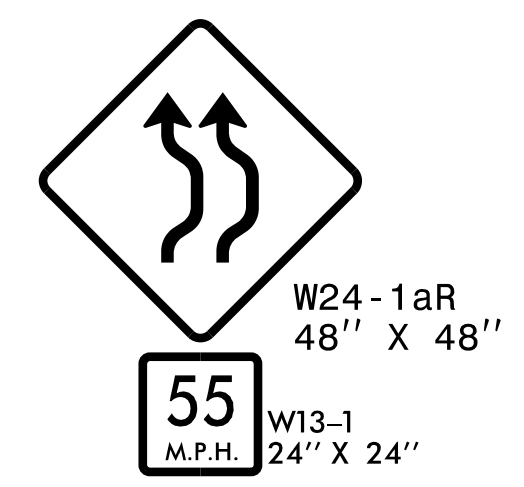
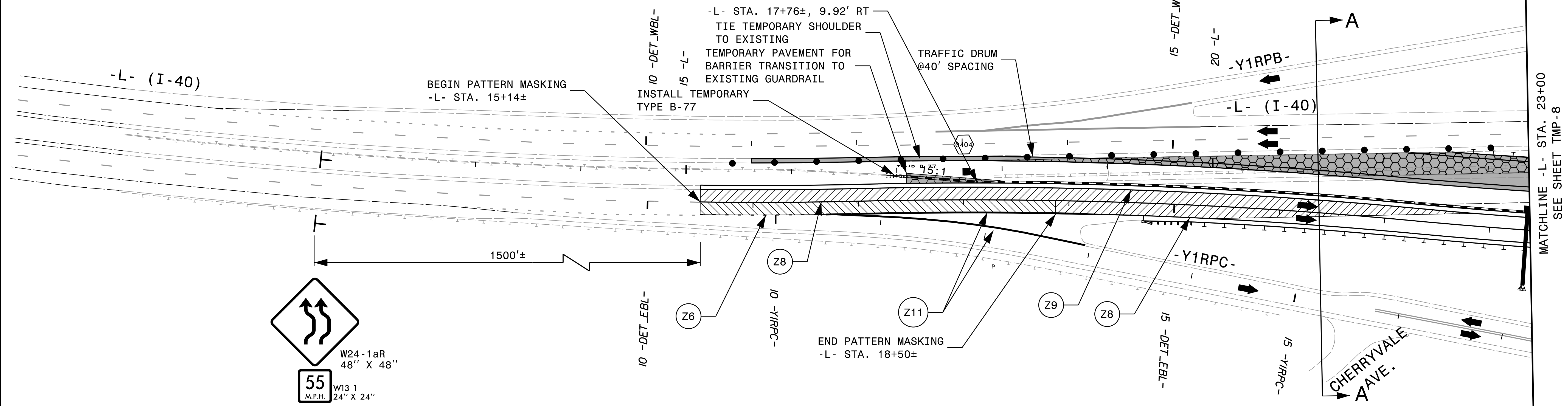
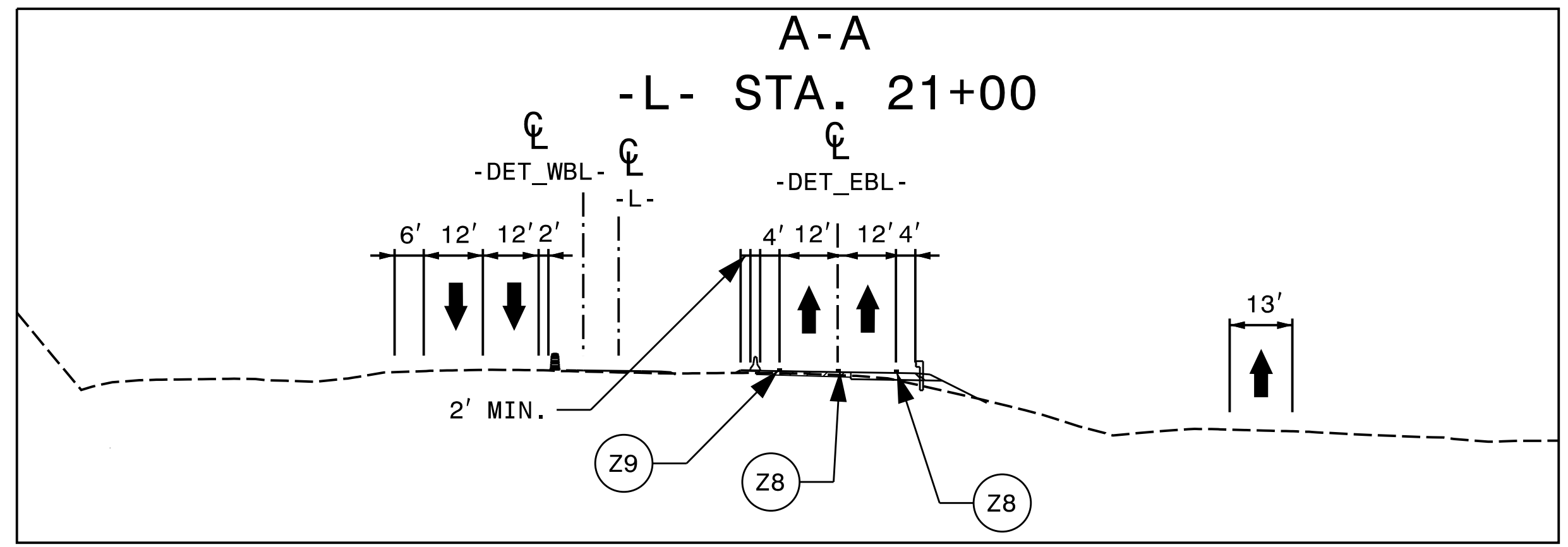
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APPROVED: *Ben Schoenberger*  
 DATE: 5/4/2018  
 SEAL  


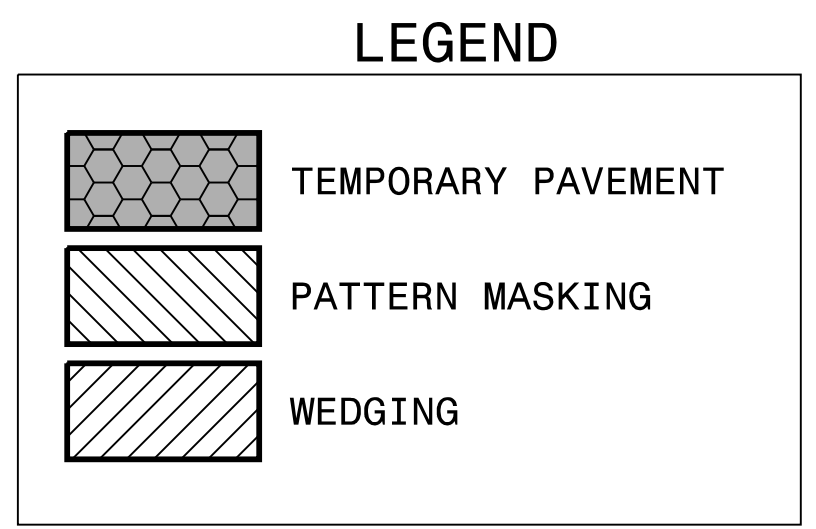


PHASE 1

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 UNLESS ALL SIGNATURES COMPLETED



**NOTE:**  
 -SEE RSD 1205.03 SHEETS 2 AND 3 OF 3 FOR ADDITIONAL ENTRANCE AND EXIT RAMP PAVEMENT MARKING DETAILS.  
 -SEE HIGH VISIBILITY DEVICES SPECIAL PROVISION



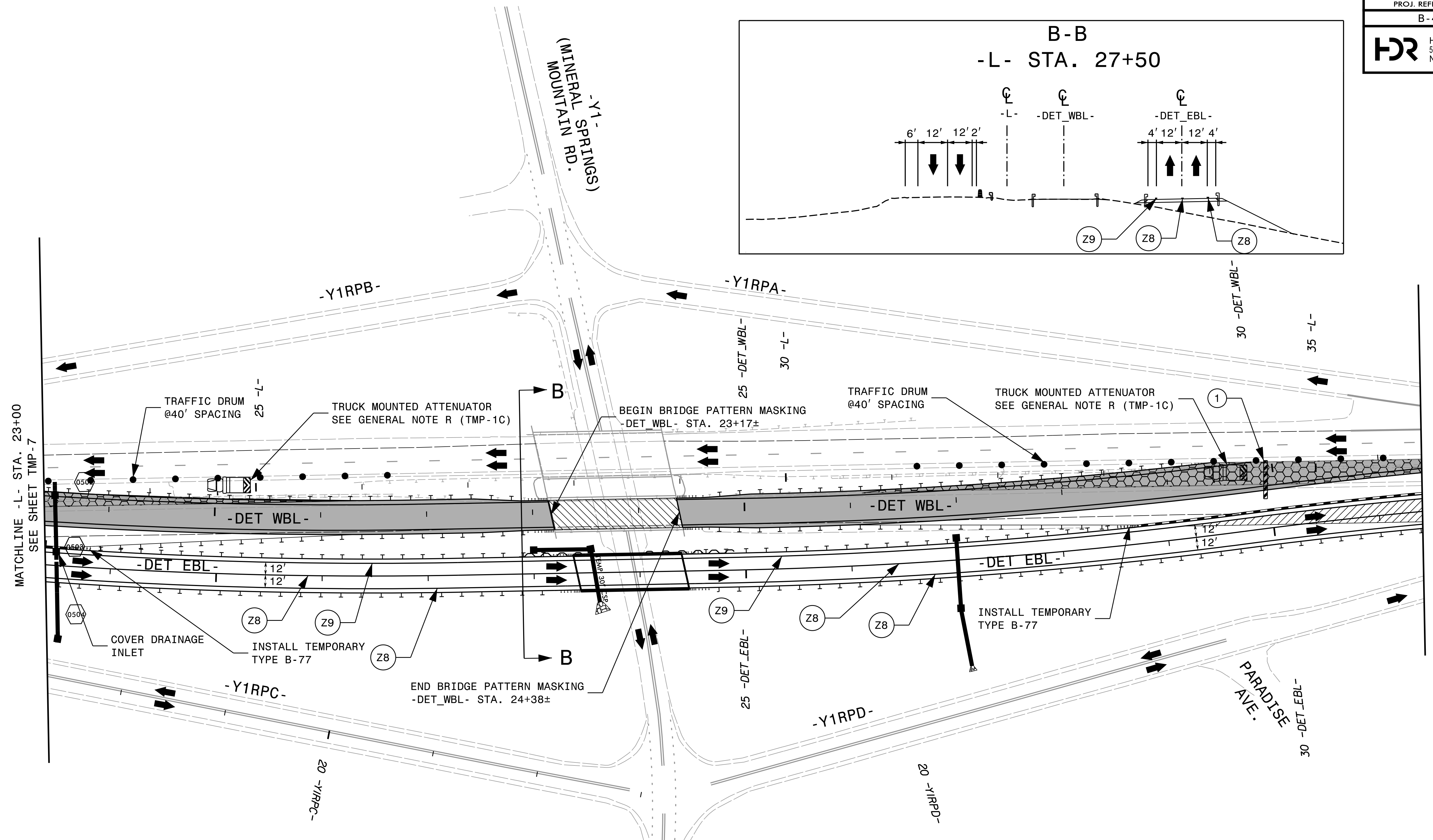
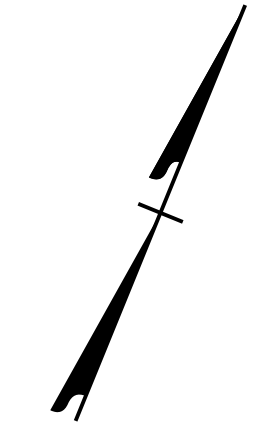
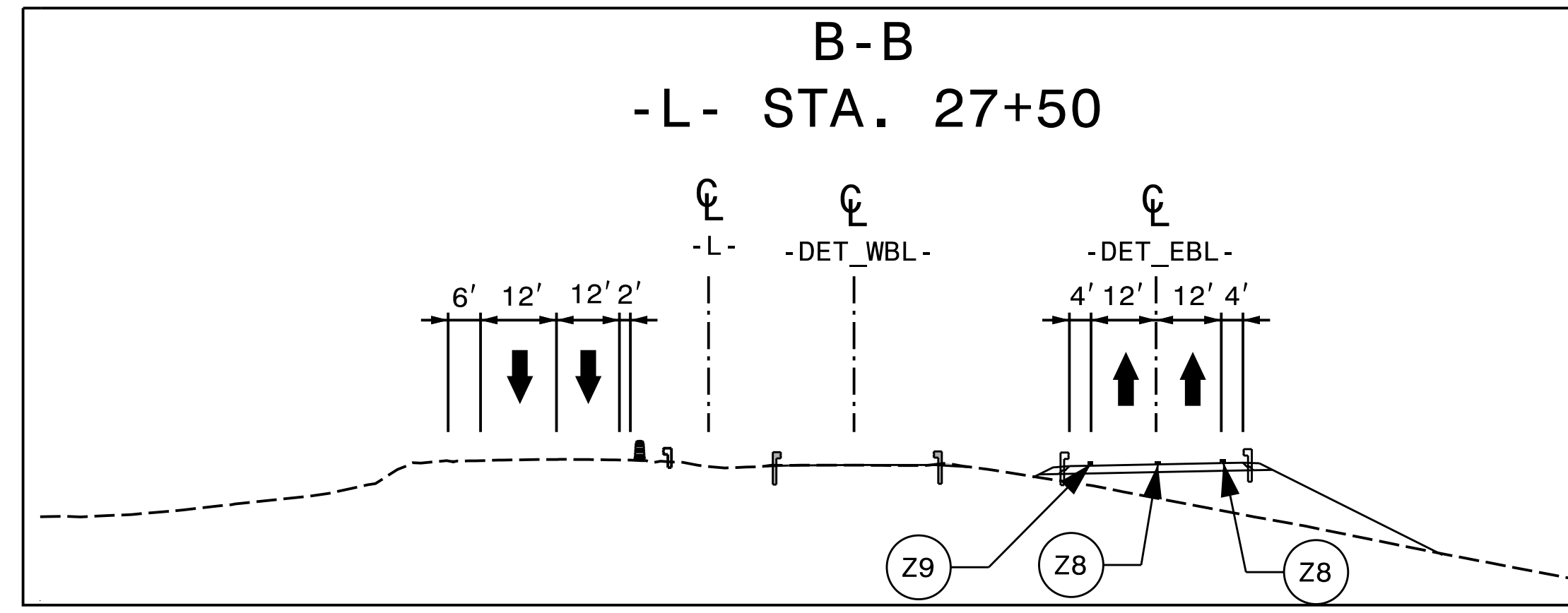
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APPROVED: *Ben Schoenbauer*  
 DATE: 5/4/2018

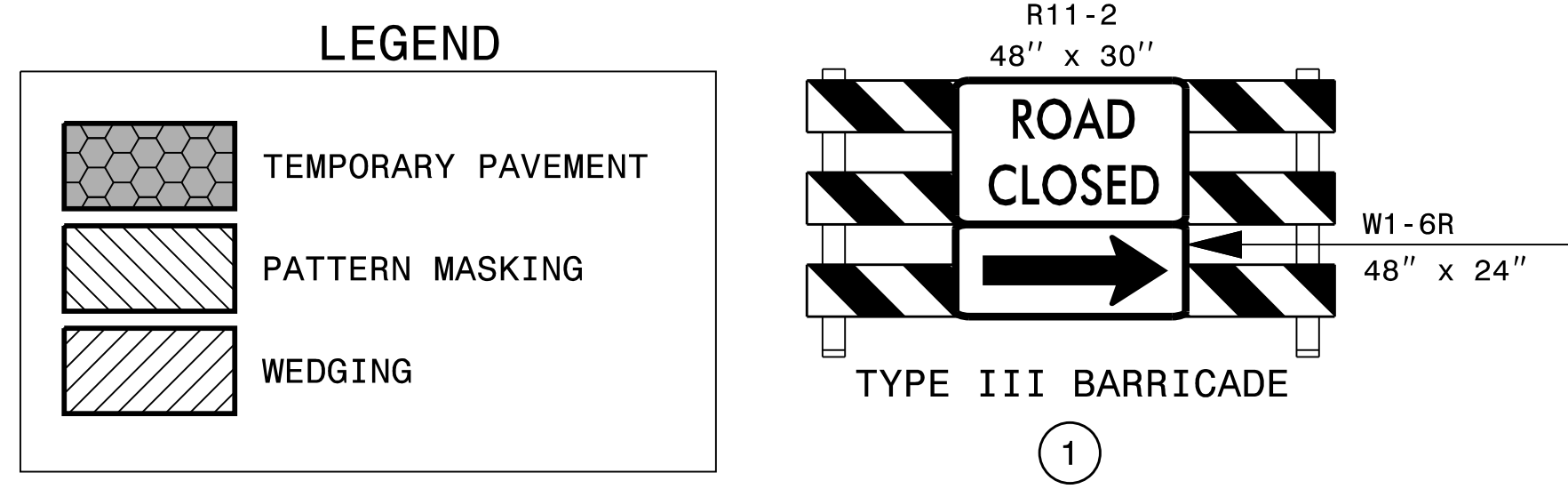
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PHASE 2

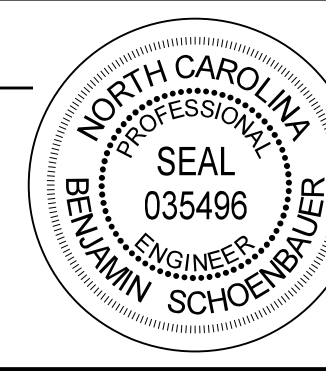


REVISIONS

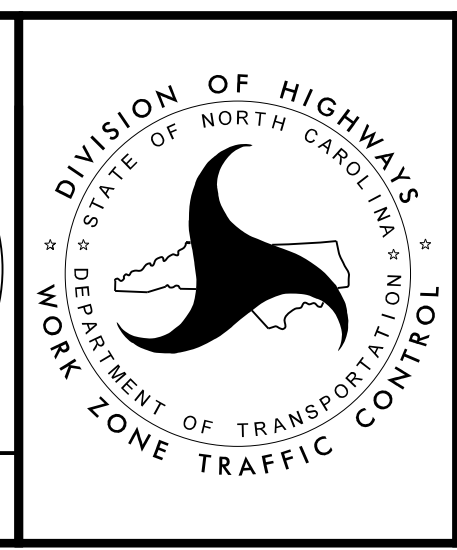


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 DATE: 5/4/2018

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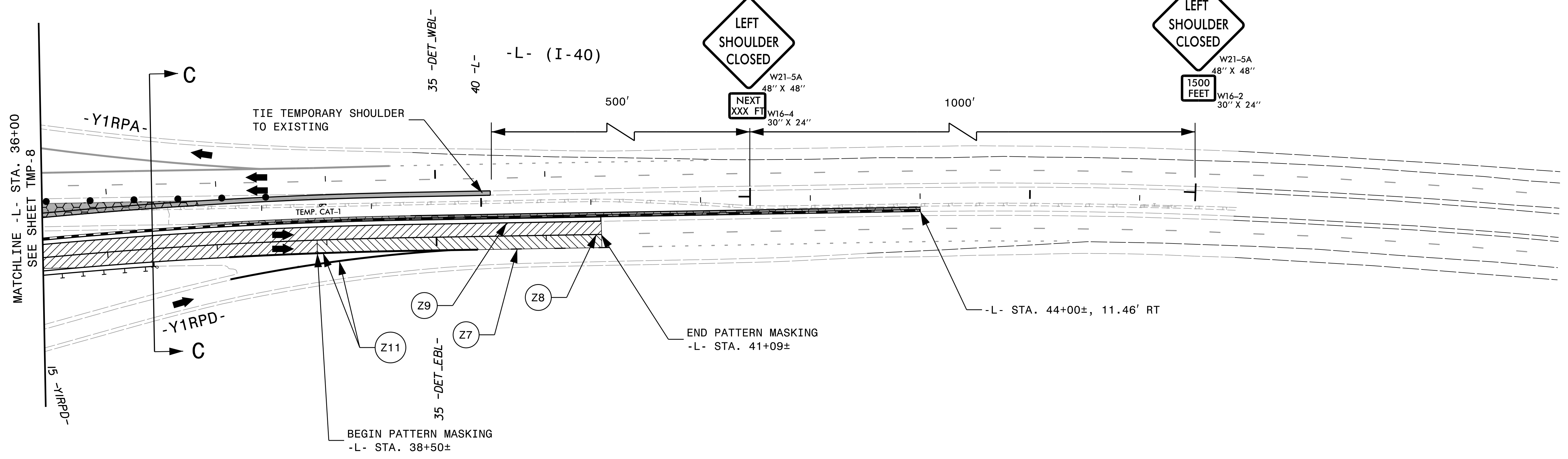
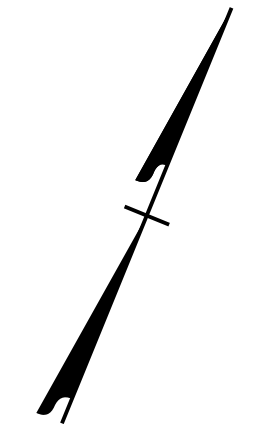
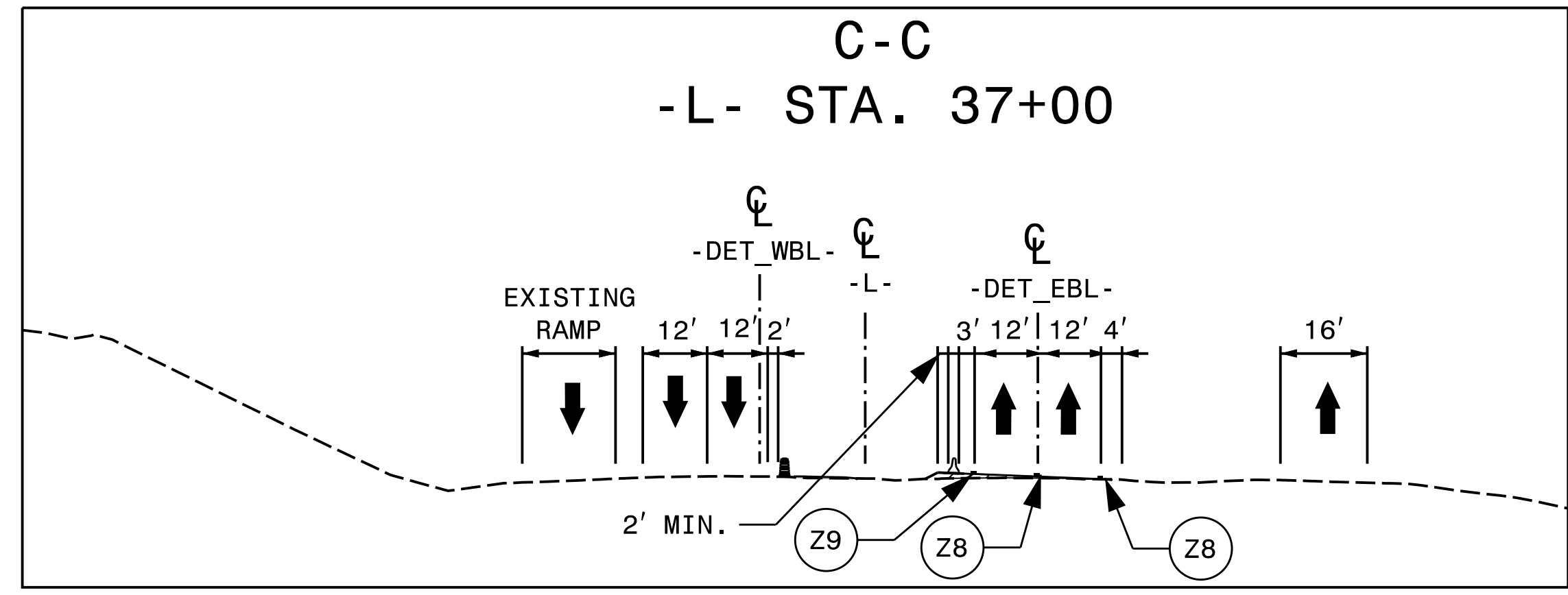


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UNLESS ALL SIGNATURES COMPLETED**

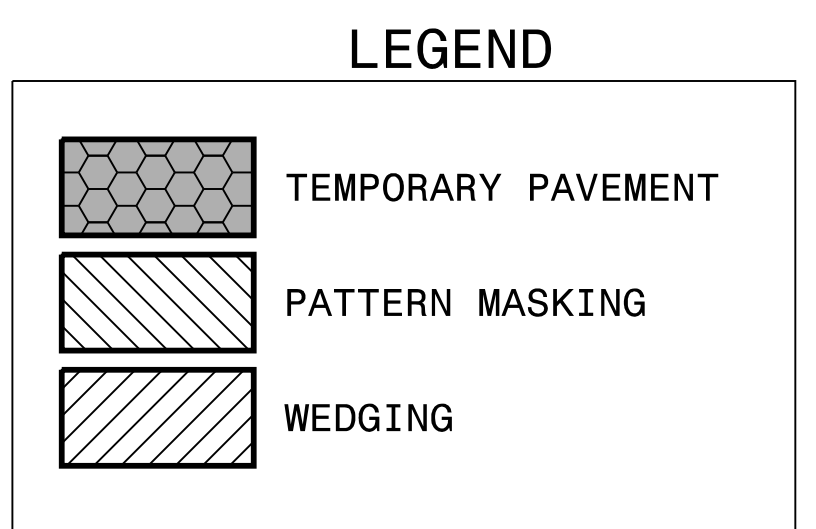


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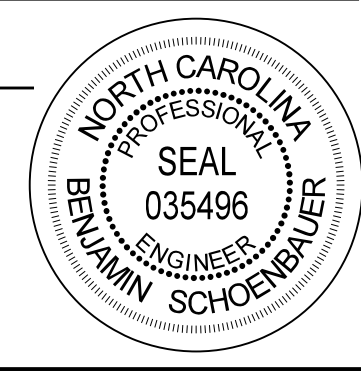
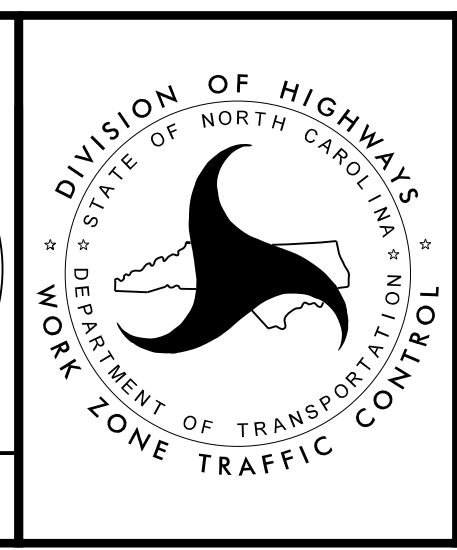
**NOTE:**  
SEE RSD 1205.03 SHEETS 2 AND 3 OF 3 FOR ADDITIONAL ENTRANCE AND EXIT RAMP PAVEMENT MARKING DETAILS.



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REVISIONS

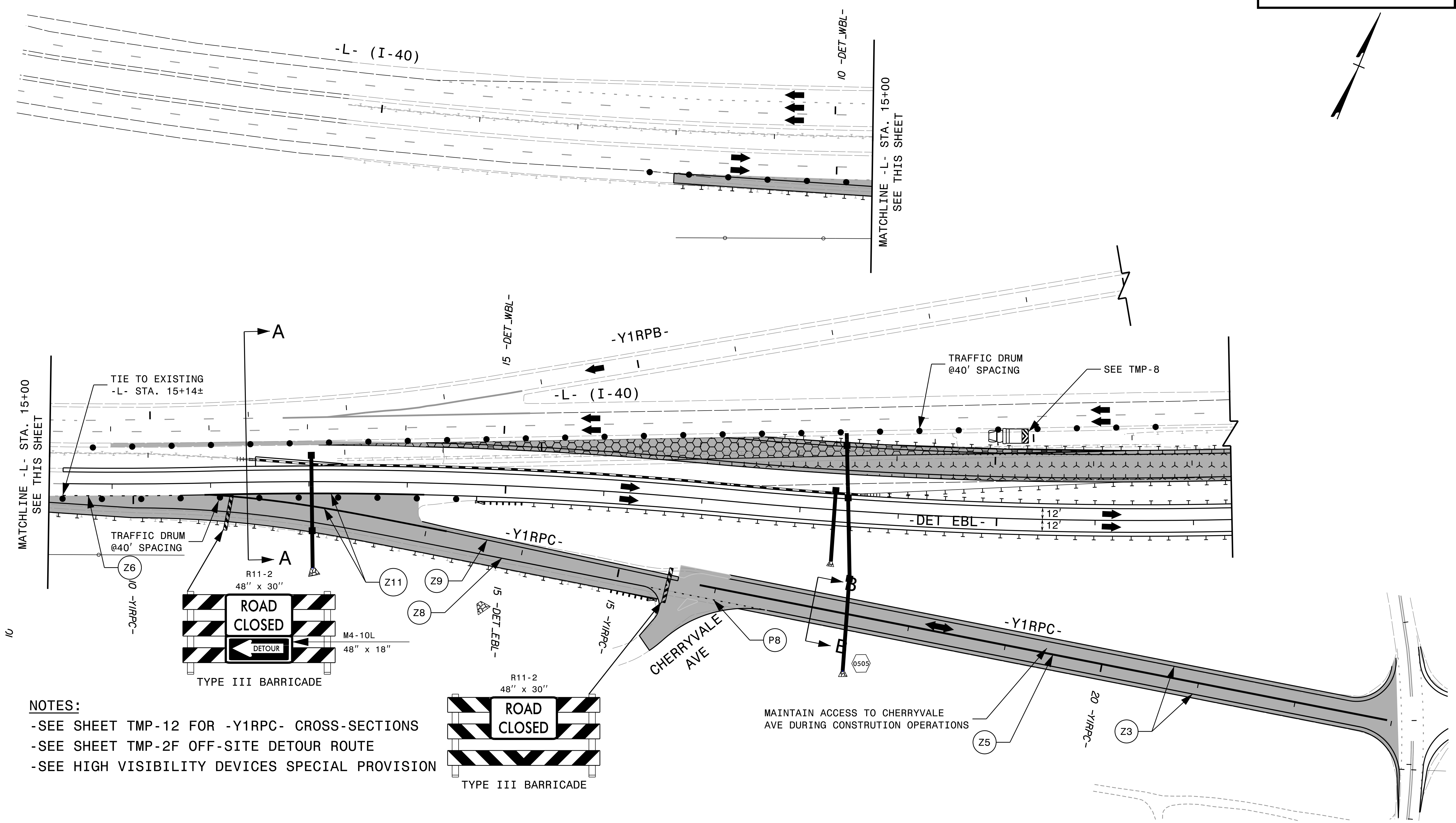
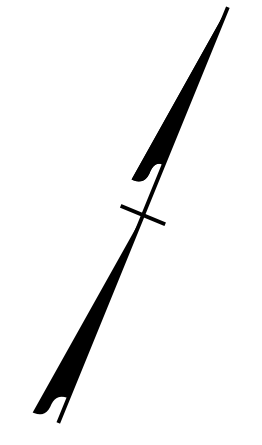
APPROVED: *Ben Schoenberger*  
 DATE: 5/4/2018  
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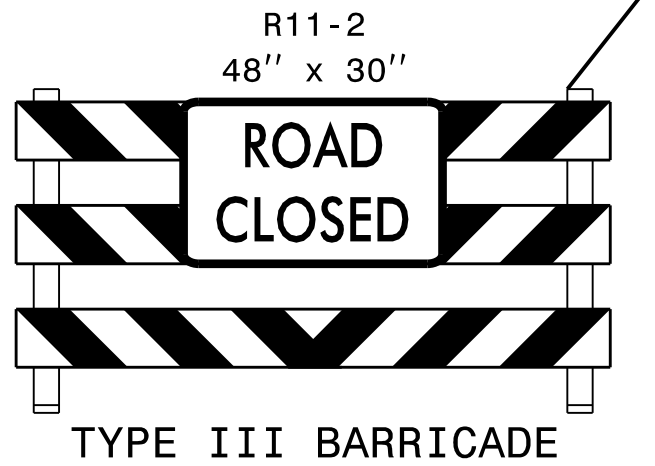
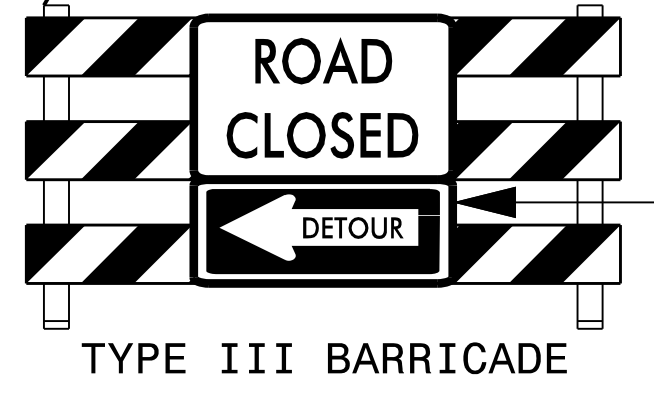
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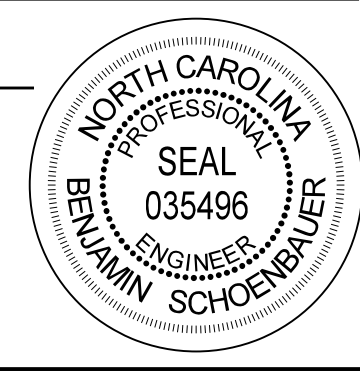
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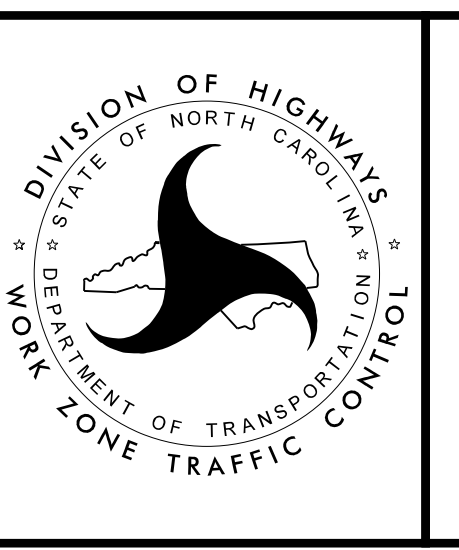




- NOTES:**
- SEE SHEET TMP-12 FOR -Y1RPC- CROSS-SECTIONS
  - SEE SHEET TMP-2F OFF-SITE DETOUR ROUTE
  - SEE HIGH VISIBILITY DEVICES SPECIAL PROVISION



APPROVED: *Ben Schoenberger*  
 DATE: 5/4/2018  
 SEAL  


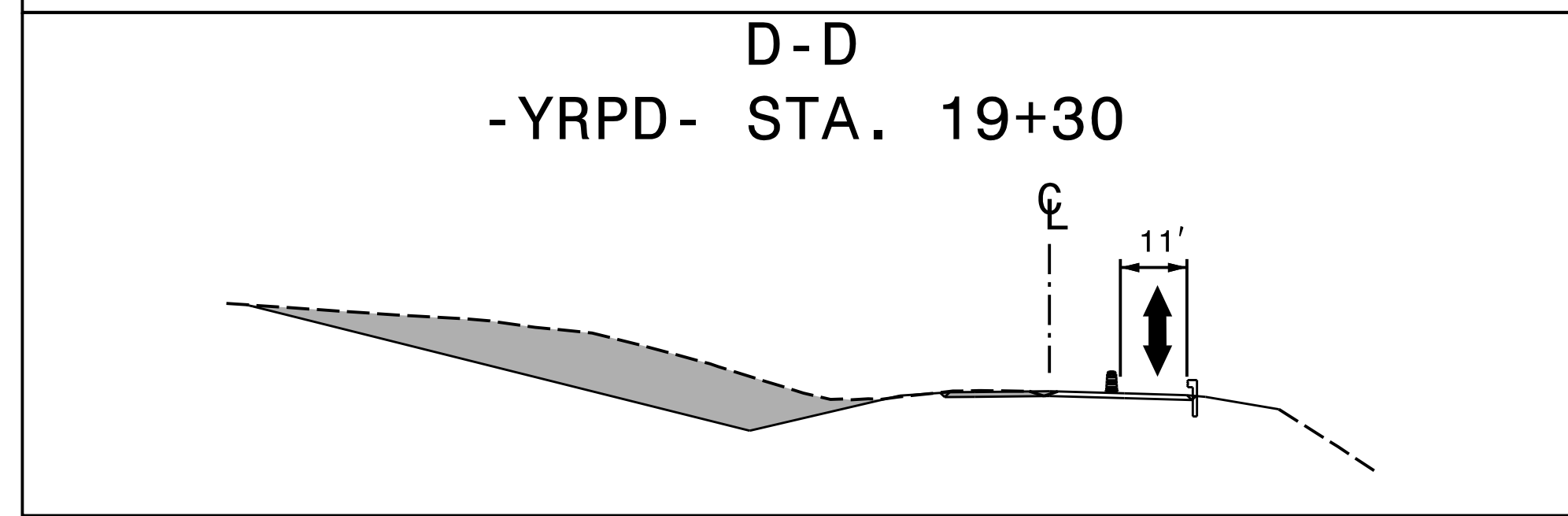
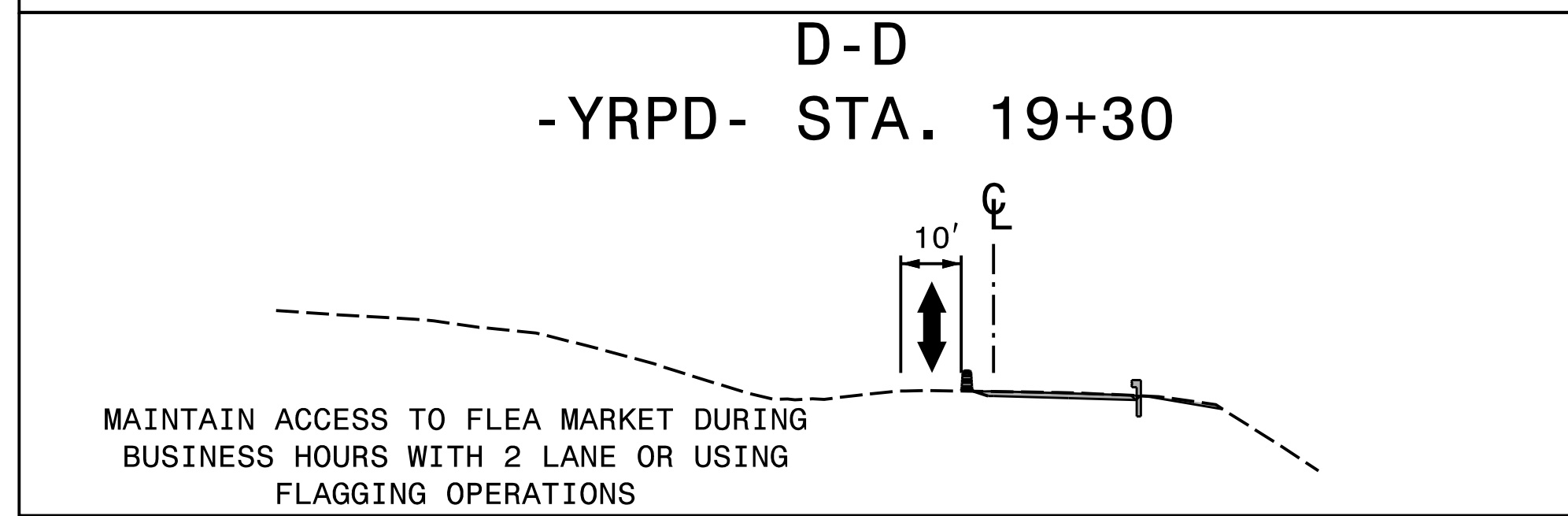
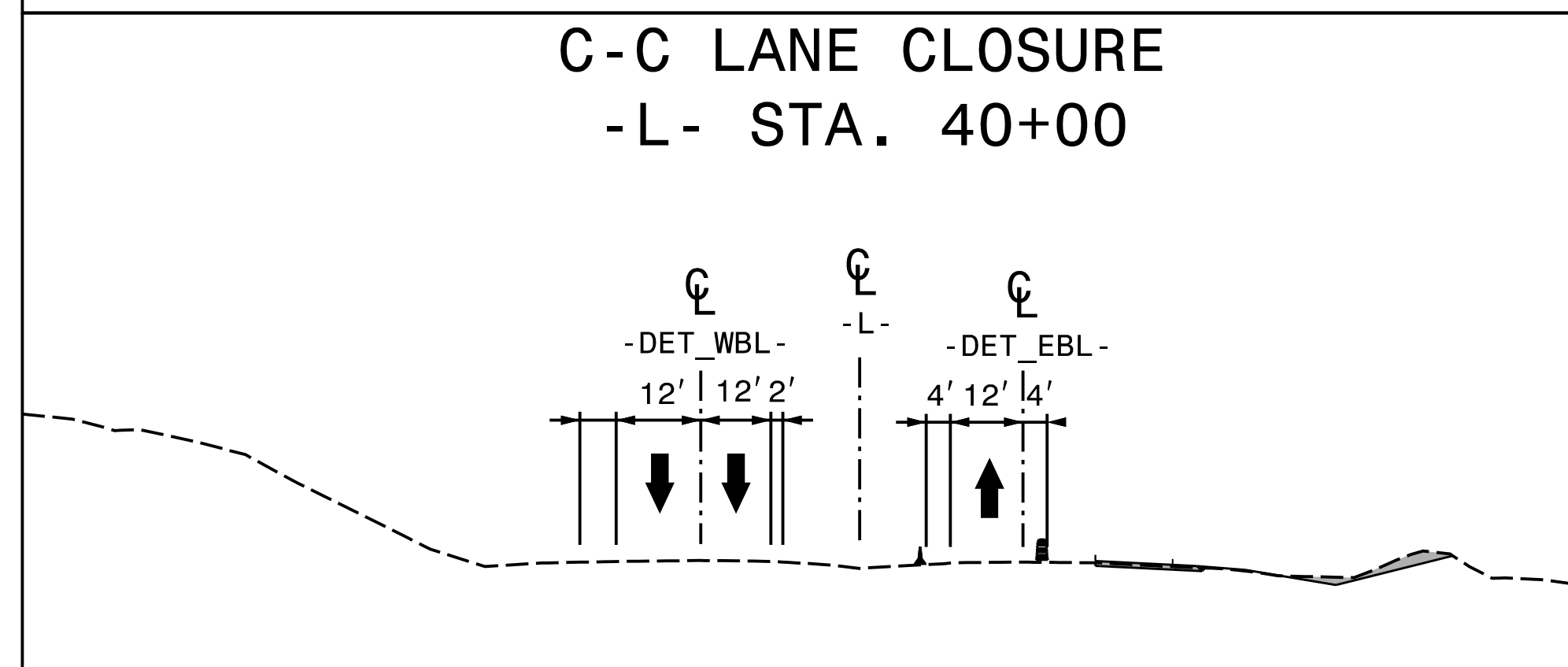
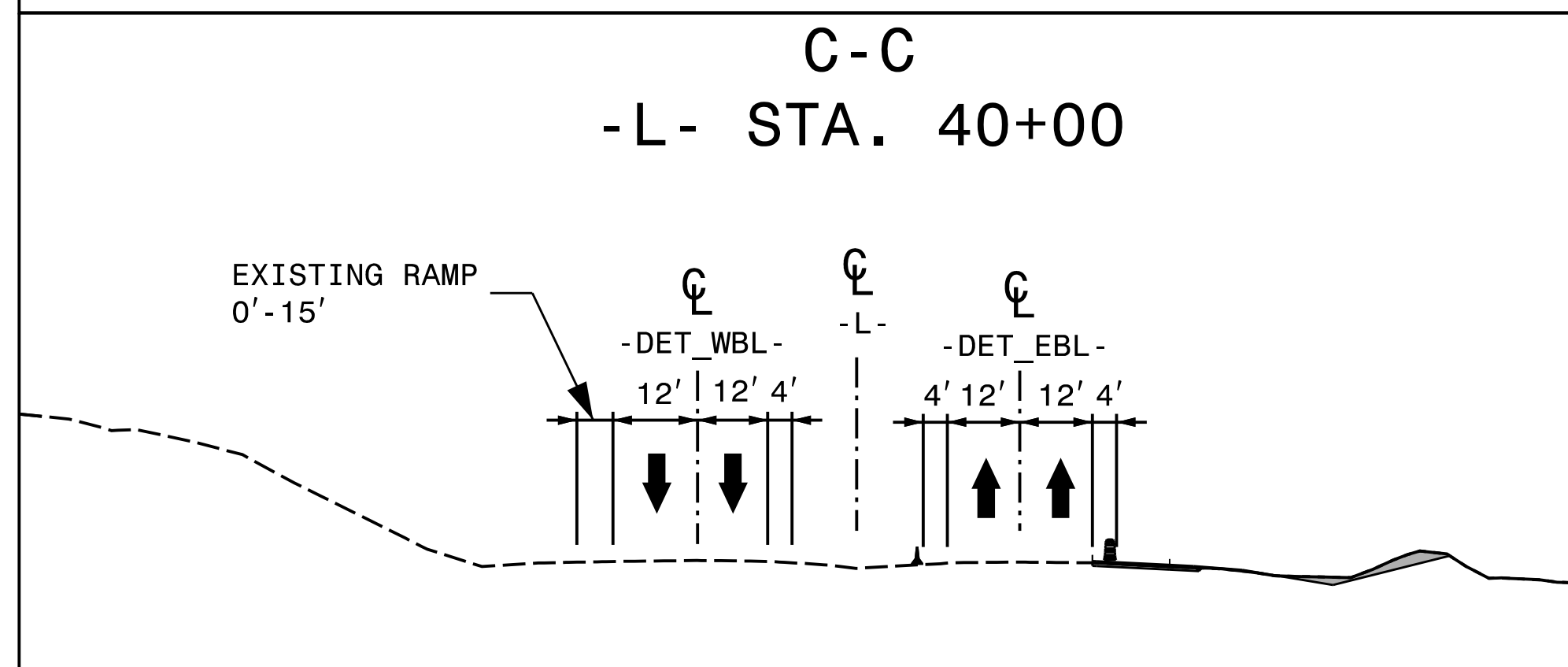
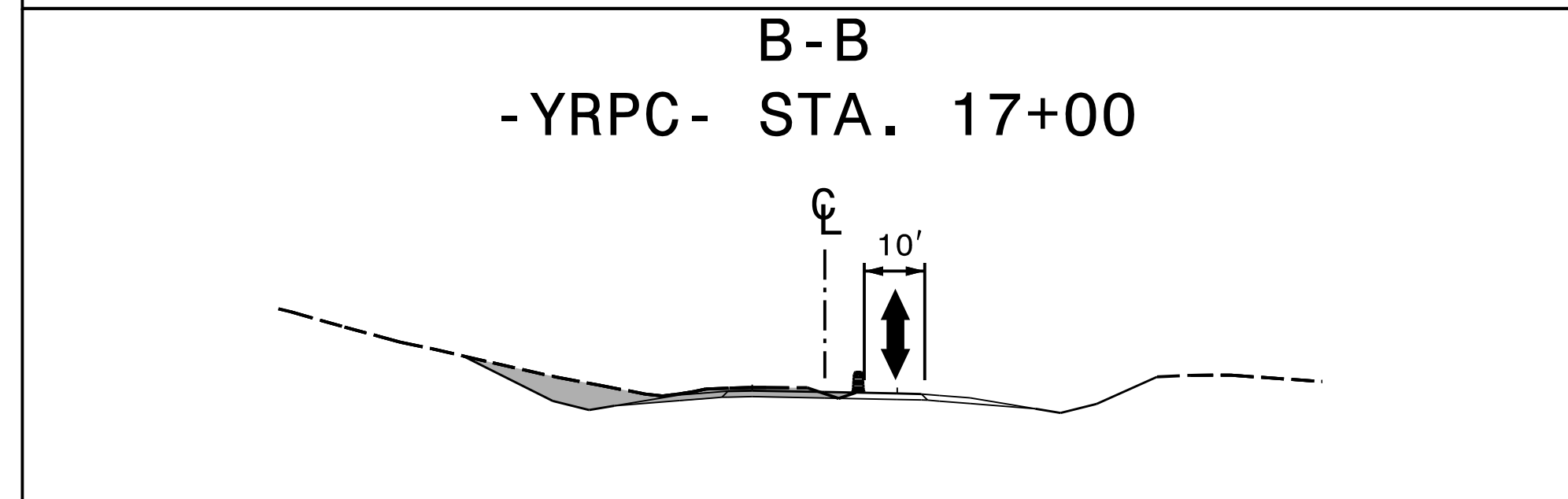
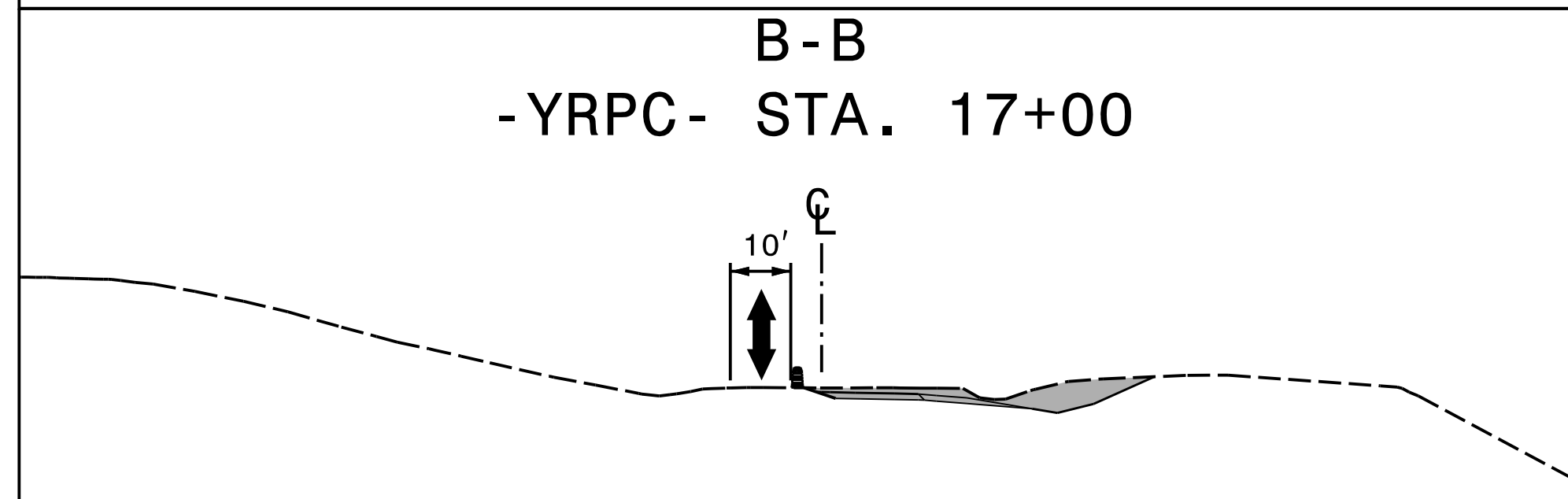
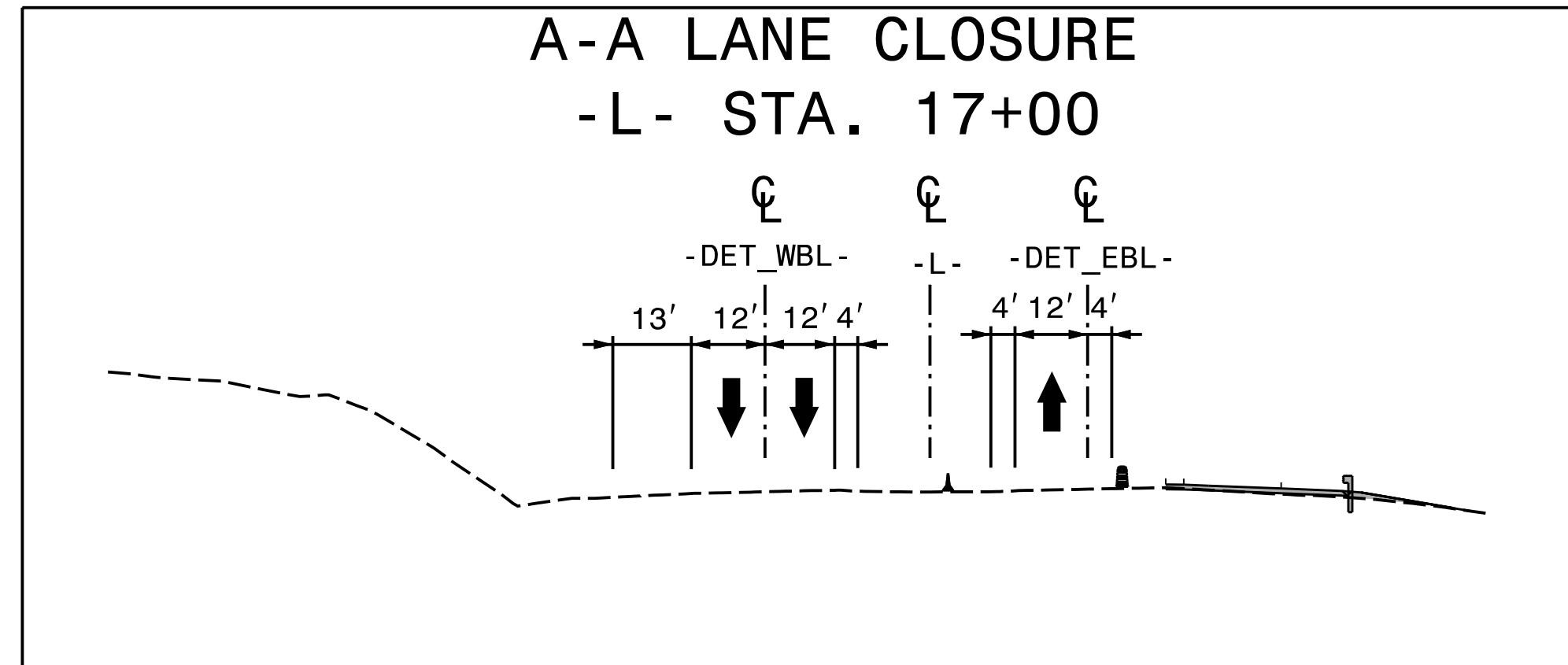
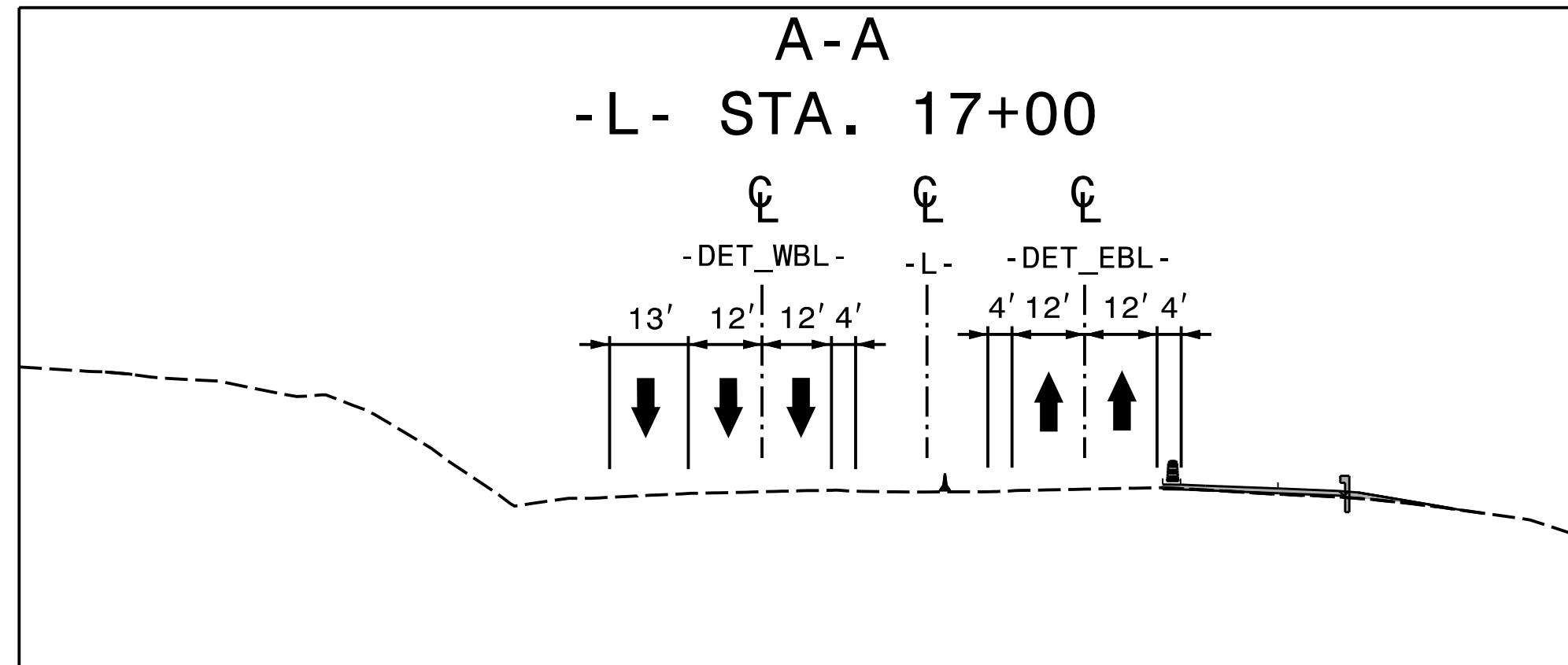


**PHASE 2  
 RAMP C CLOSURE**

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REVISIONS

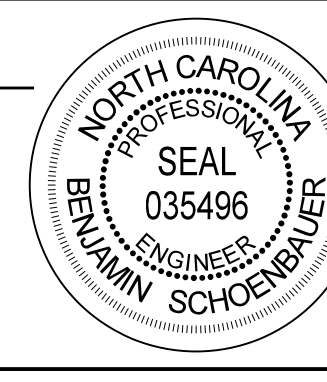
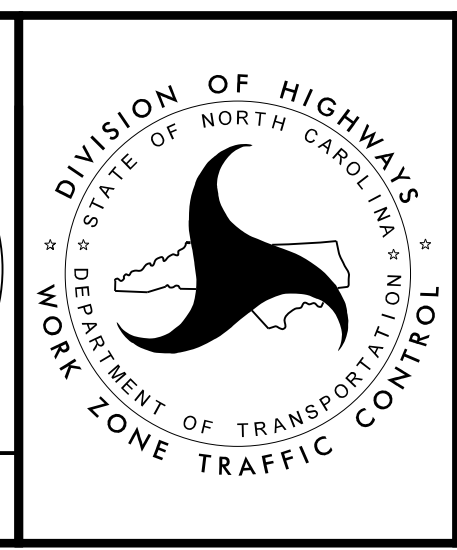




REVISIONS

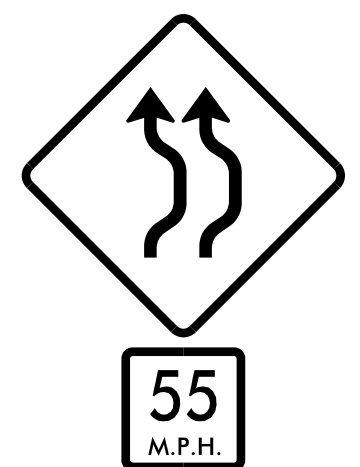
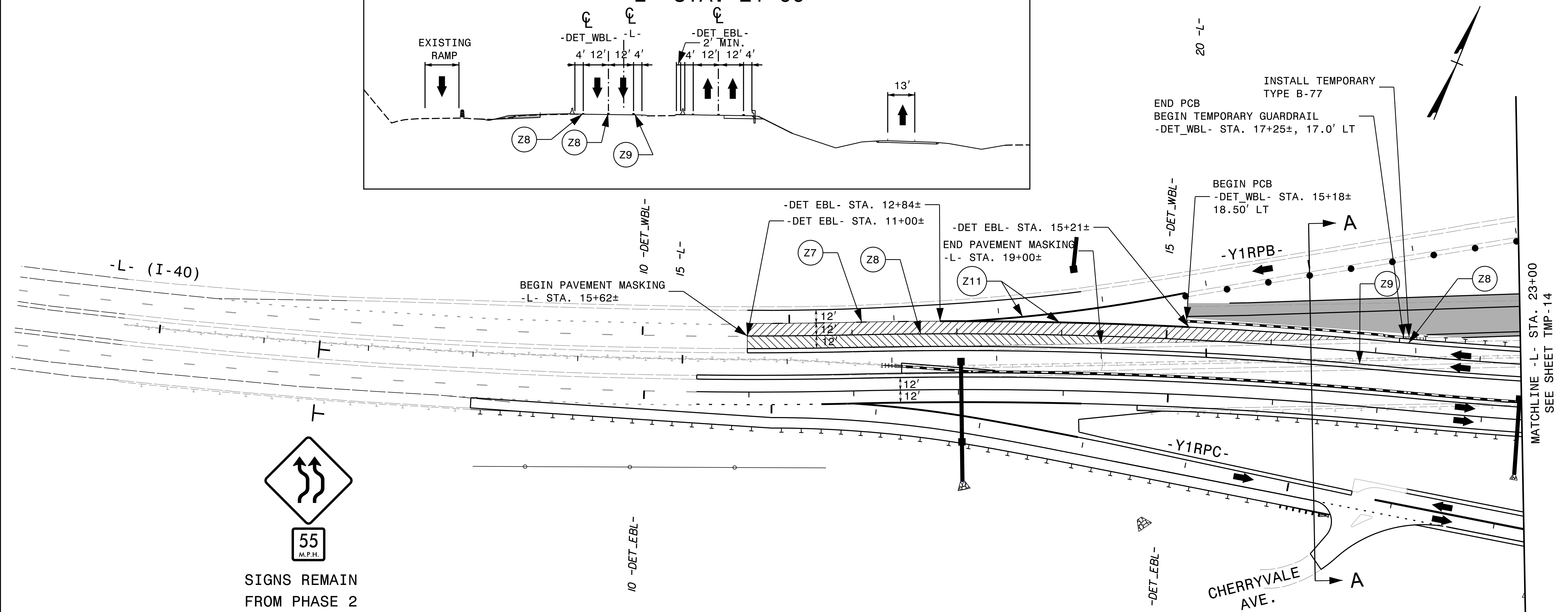
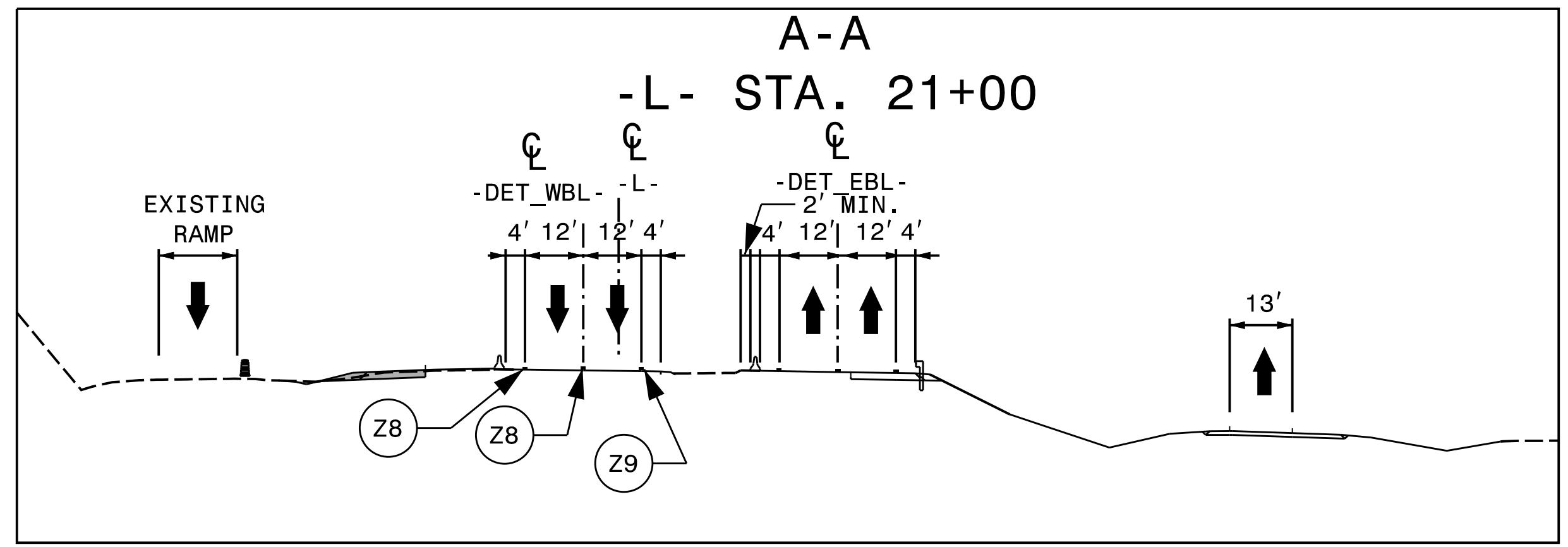
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 USER: JWILES  
 DATE: 3/26/2018  
 TIME: 2:16:01 PM  
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APPROVED: *Ben Schoenberger*  
 DATE: 5/4/2018  
 SEAL

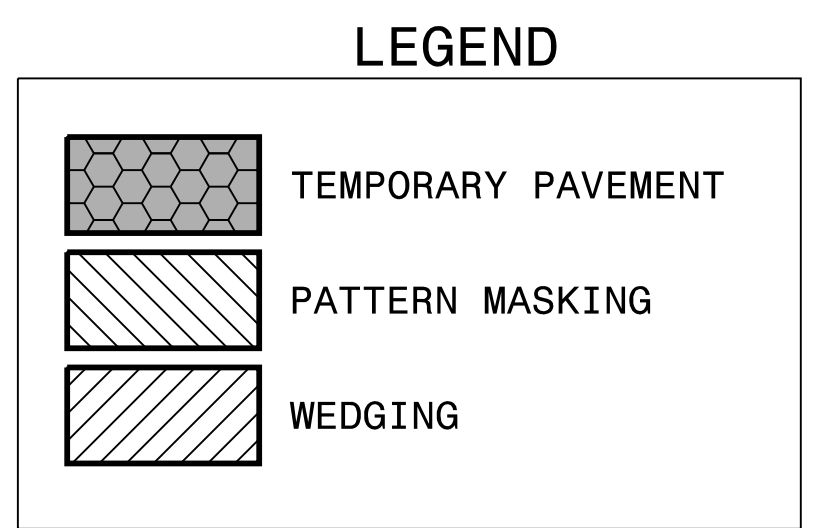
-YRPC-, -YRPD-  
 CROSS-SECTIONS

DOCUMENT NOT CONSIDERED FINAL  
 UNLESS ALL SIGNATURES COMPLETED



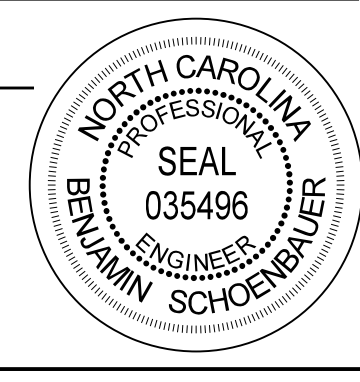
SIGNS REMAIN FROM PHASE 2

**NOTE:**  
 -SEE RSD 1205.03 SHEETS 2 AND 3 OF 3 FOR ADDITIONAL ENTRANCE AND EXIT RAMP PAVEMENT MARKING DETAILS.  
 -SEE HIGH VISIBILITY DEVICES SPECIAL PROVISION



APPROVED: *Ben Schoenberger*  
 DATE: 5/4/2018

SEAL



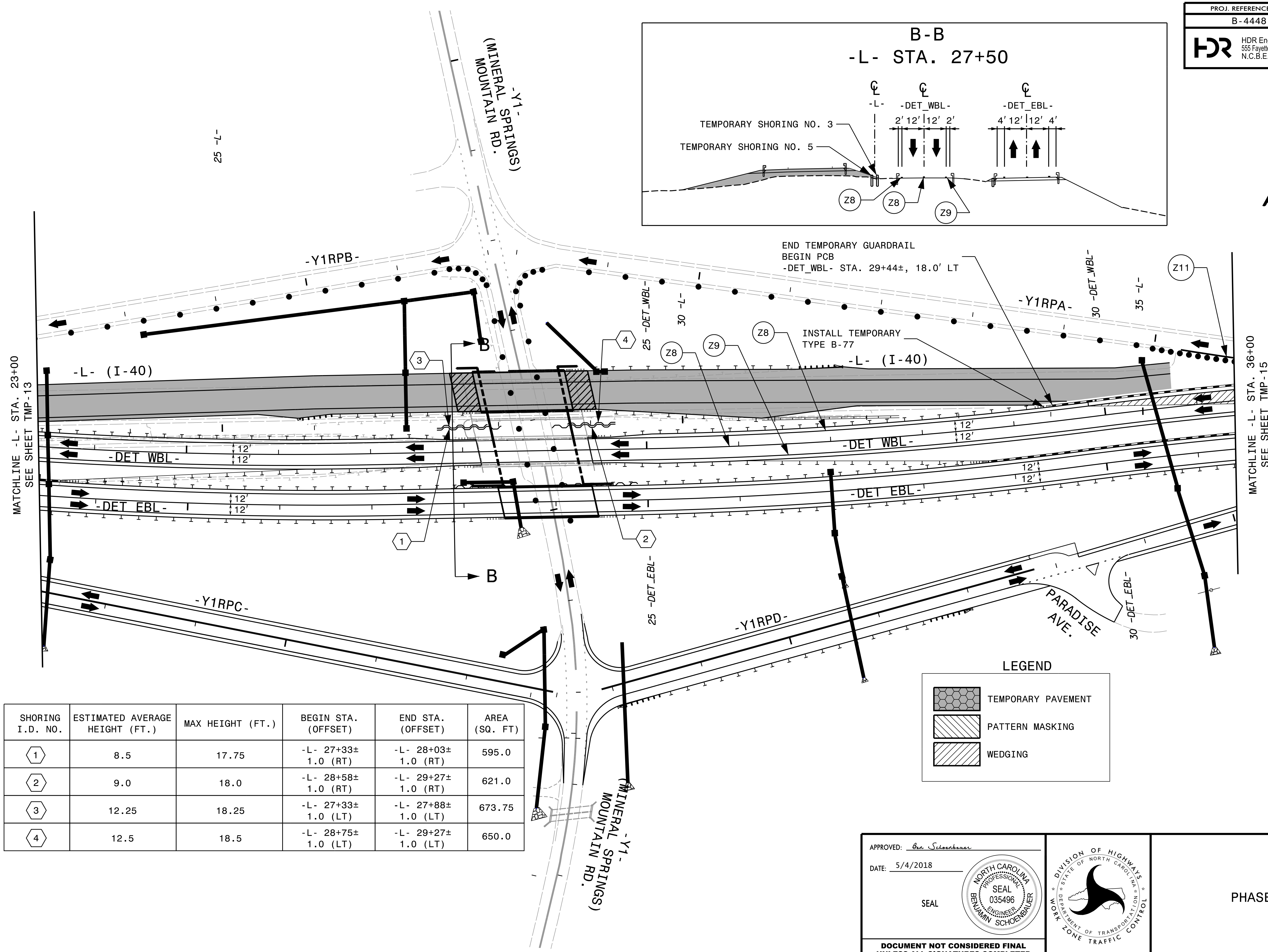
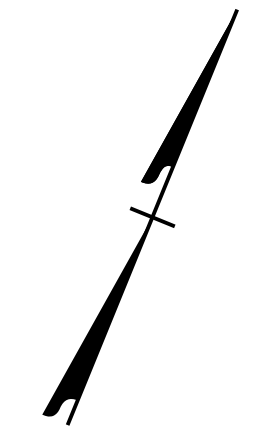
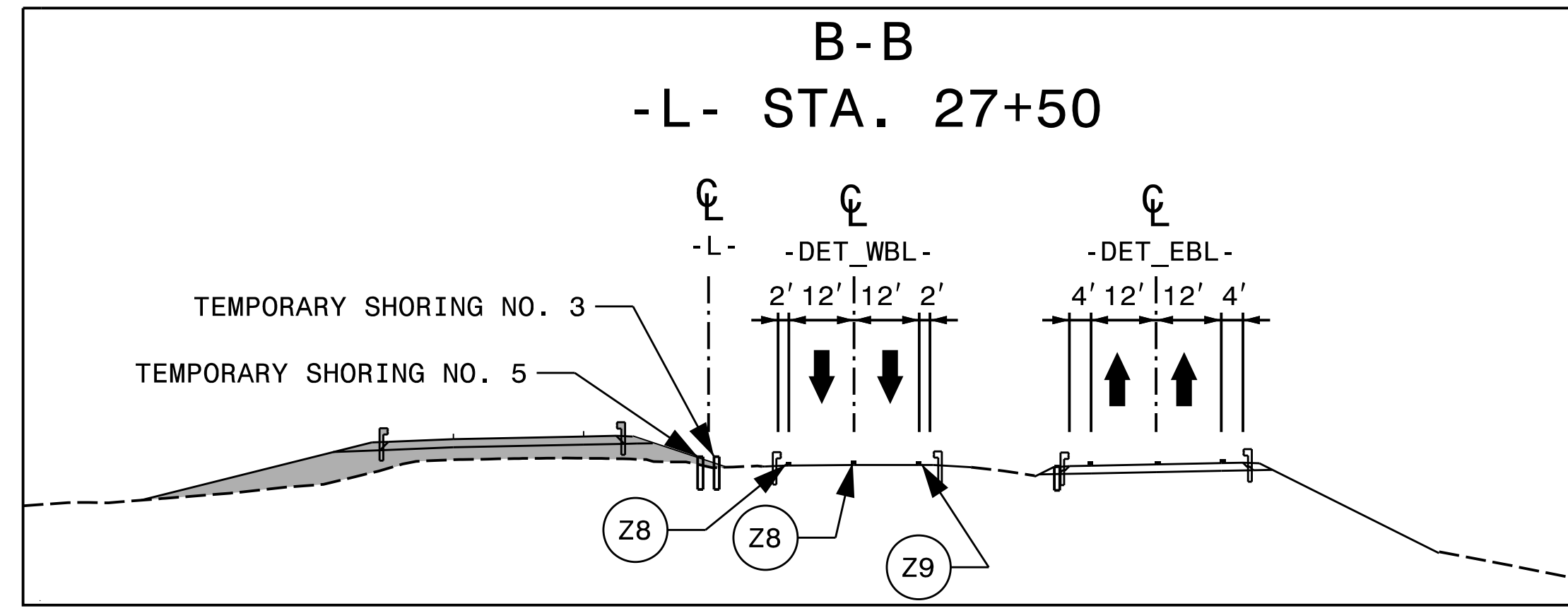
**DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED**



PHASE 3

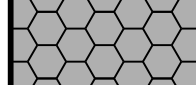


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 DATE: 3/26/2018  
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REVISIONS



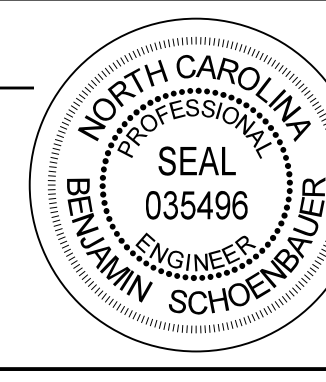
SHORING I.D. NO.	ESTIMATED AVERAGE HEIGHT (FT.)	MAX HEIGHT (FT.)	BEGIN STA. (OFFSET)	END STA. (OFFSET)	AREA (SQ. FT)
1	8.5	17.75	-L- 27+33± 1.0 (RT)	-L- 28+03± 1.0 (RT)	595.0
2	9.0	18.0	-L- 28+58± 1.0 (RT)	-L- 29+27± 1.0 (RT)	621.0
3	12.25	18.25	-L- 27+33± 1.0 (LT)	-L- 27+88± 1.0 (LT)	673.75
4	12.5	18.5	-L- 28+75± 1.0 (LT)	-L- 29+27± 1.0 (LT)	650.0

**LEGEND**


-  TEMPORARY PAVEMENT
-  PATTERN MASKING
-  WEDGING

APPROVED: *Ben Schoenberger*  
DATE: 5/4/2018

SEAL



**DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED**

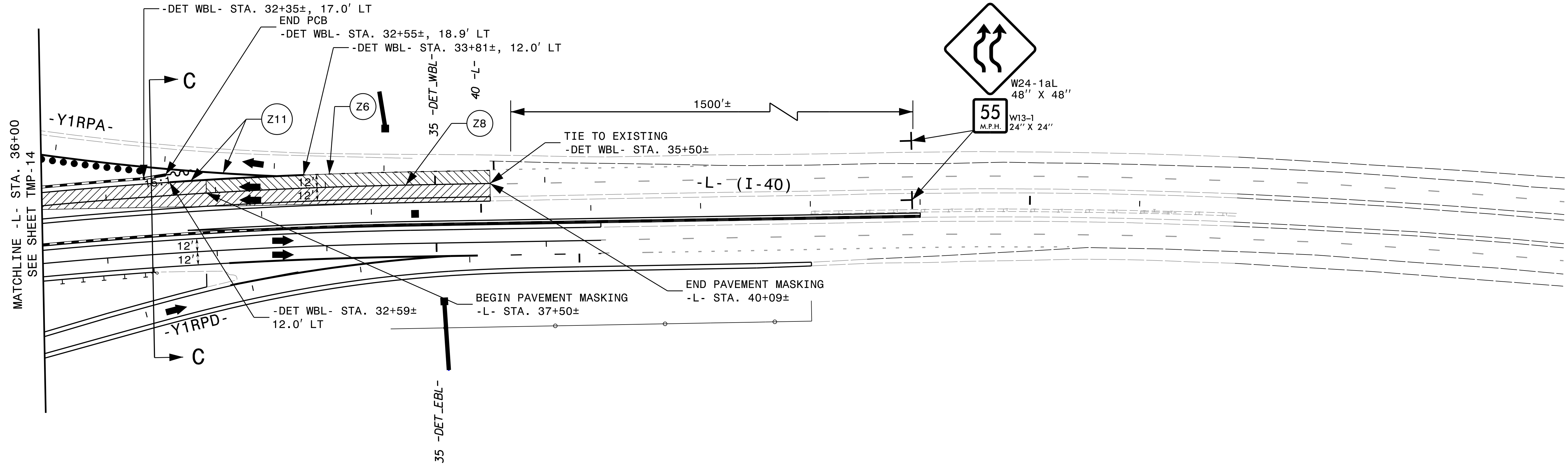
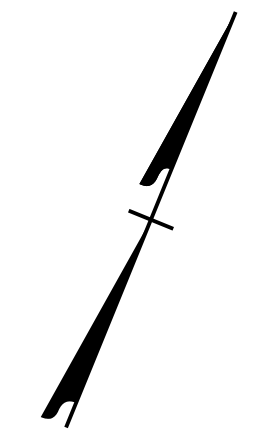
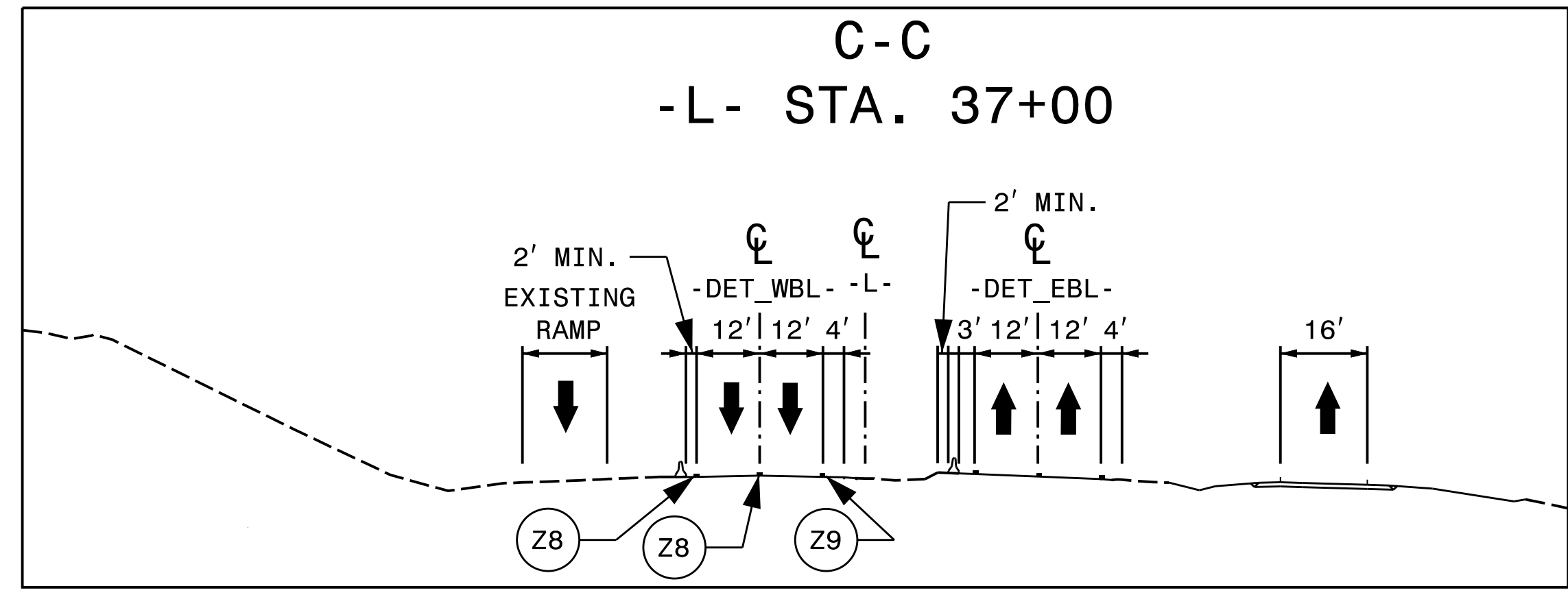


DIVISION OF HIGHWAYS  
STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
WORK ZONE TRAFFIC CONTROL

**PHASE 3**

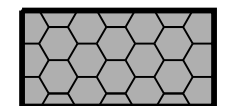

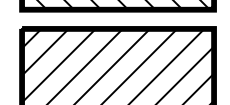
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 USER: JWILES  
 FILE: p:\pwhdr\users\jwiles\us\_east\_01\documents\3322\10001376\10070264\6.0\_CAD\_BITMAP\6.2\_Work\_In\_Progress\TrafficControl\TCP\B-4448\_TC\_TMP-14.dgn  
 PENTABLE: NCDOT\_tcp.tbl  
 TIME: 7:57:53 PM  
 DATE: 4/2/2018

REVISIONS



**NOTE:**  
 -SEE RSD 1205.03 SHEETS 2 AND 3 OF 3 FOR ADDITIONAL ENTRANCE AND EXIT RAMP PAVEMENT MARKING DETAILS.  
 -SEE HIGH VISIBILITY DEVICES SPECIAL PROVISION

**LEGEND**

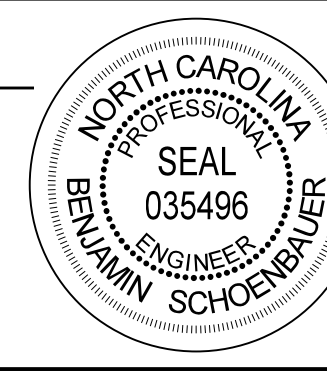
	TEMPORARY PAVEMENT
	PATTERN MASKING
	WEDGING

PLOT DRIVER: NCDOT\_pdf\_color\_eng\_50.pit  
 USER: JWILES  
 DATE: 3/26/2018  
 TIME: 2:16:35 PM  
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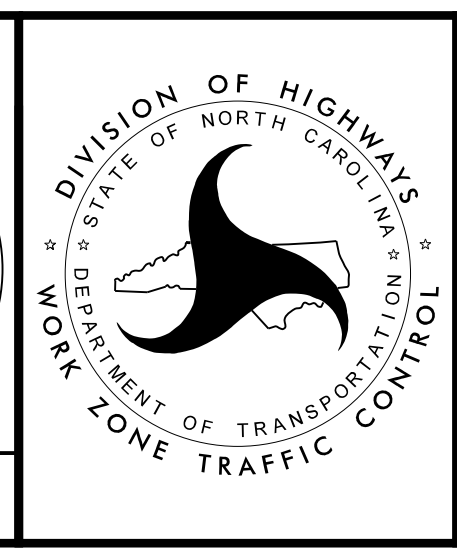
REVISIONS

APPROVED: *Ben Schoenberger*  
 DATE: 5/4/2018

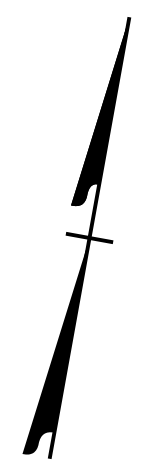
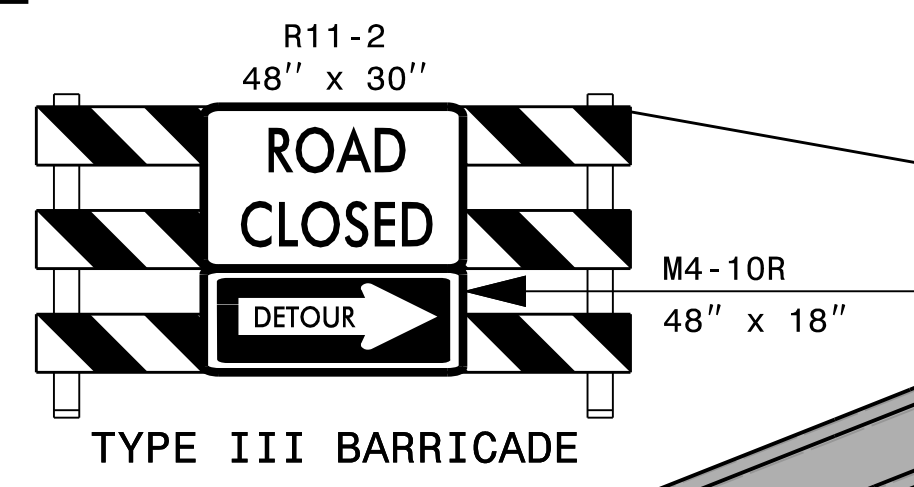
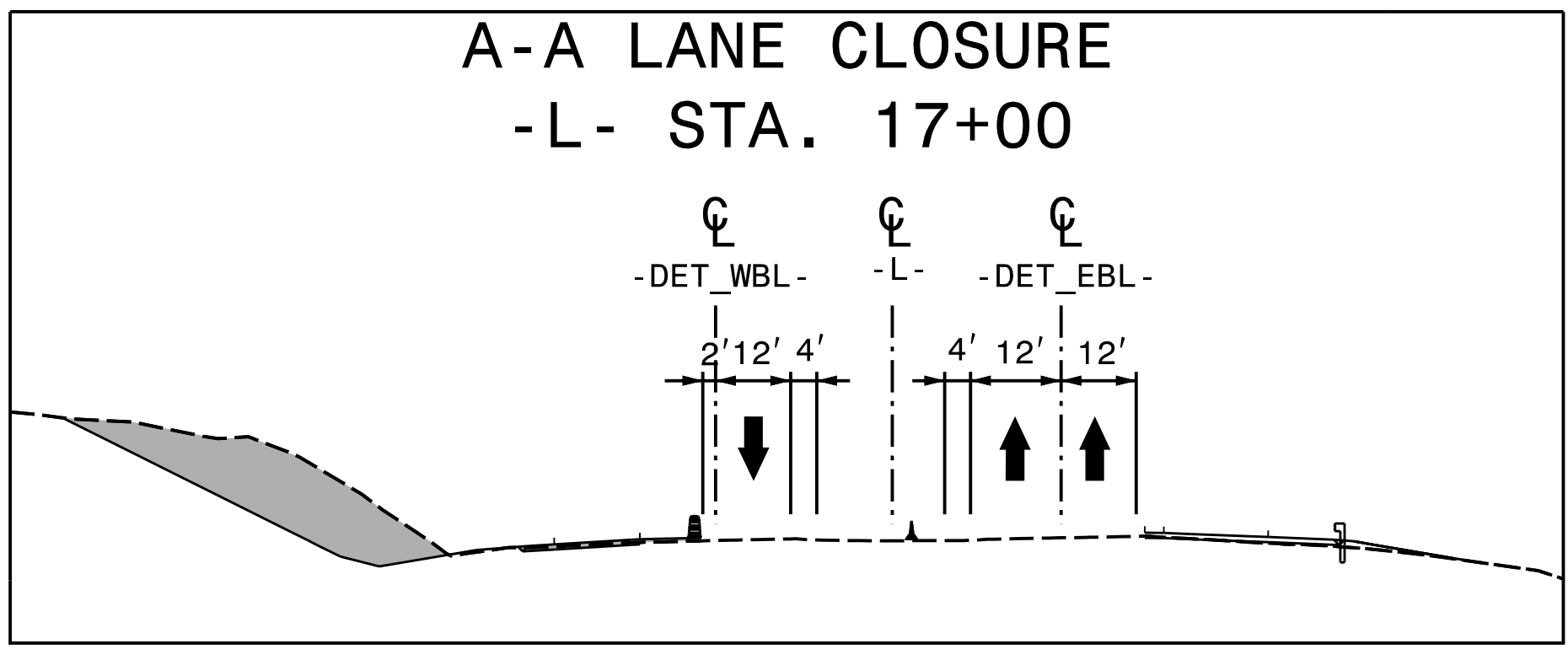
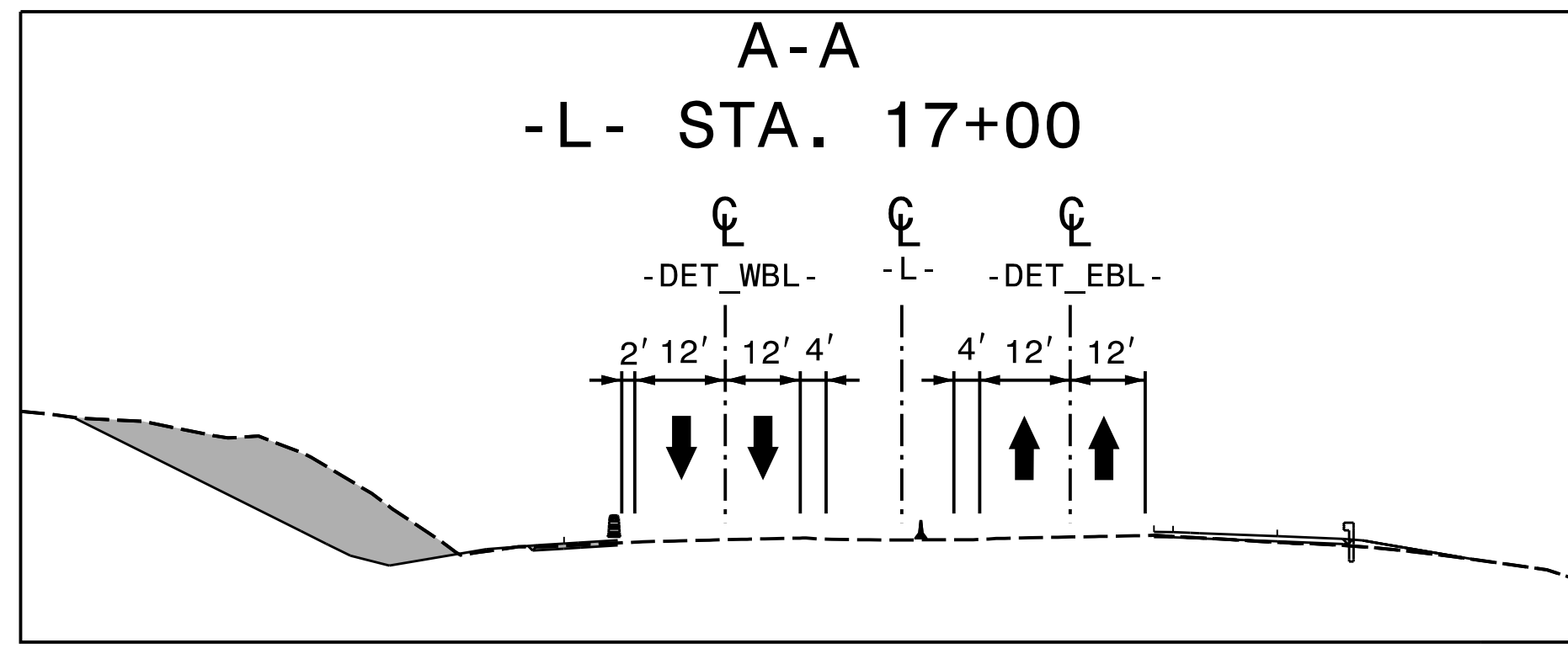
SEAL



**DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED**

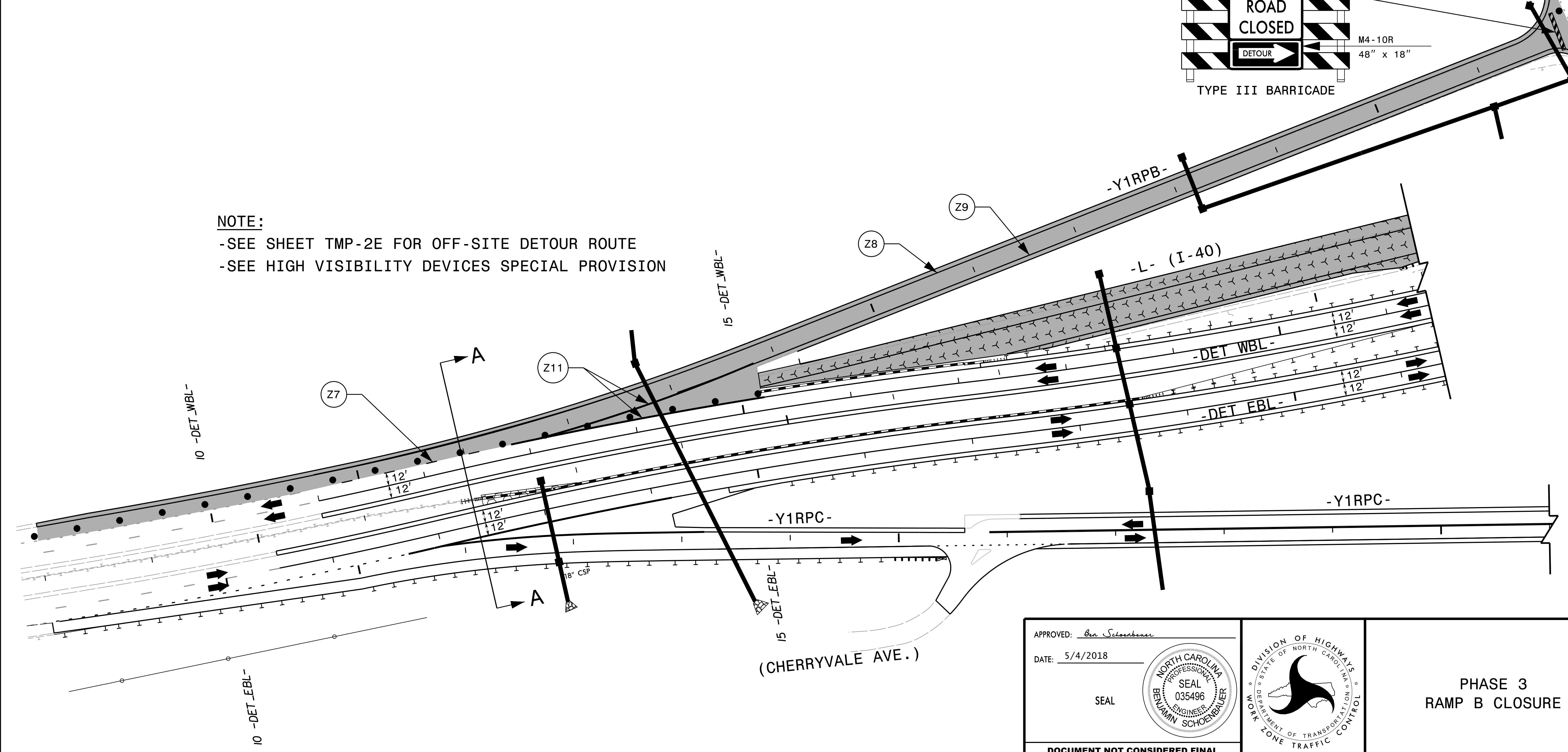


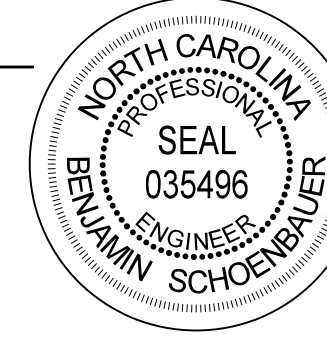
PHASE 3

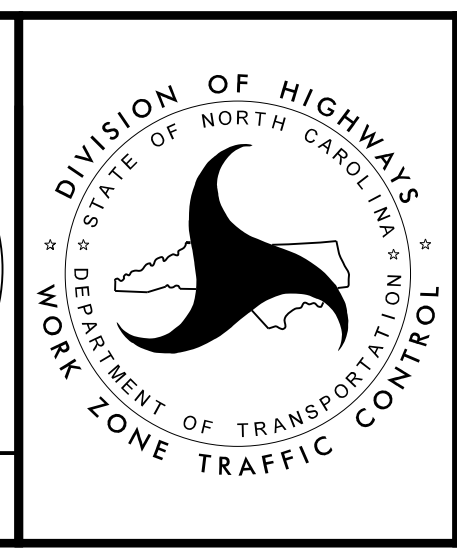


(MINERAL SPRINGS)  
MOUNTAIN RD.

**NOTE:**  
 -SEE SHEET TMP-2E FOR OFF-SITE DETOUR ROUTE  
 -SEE HIGH VISIBILITY DEVICES SPECIAL PROVISION



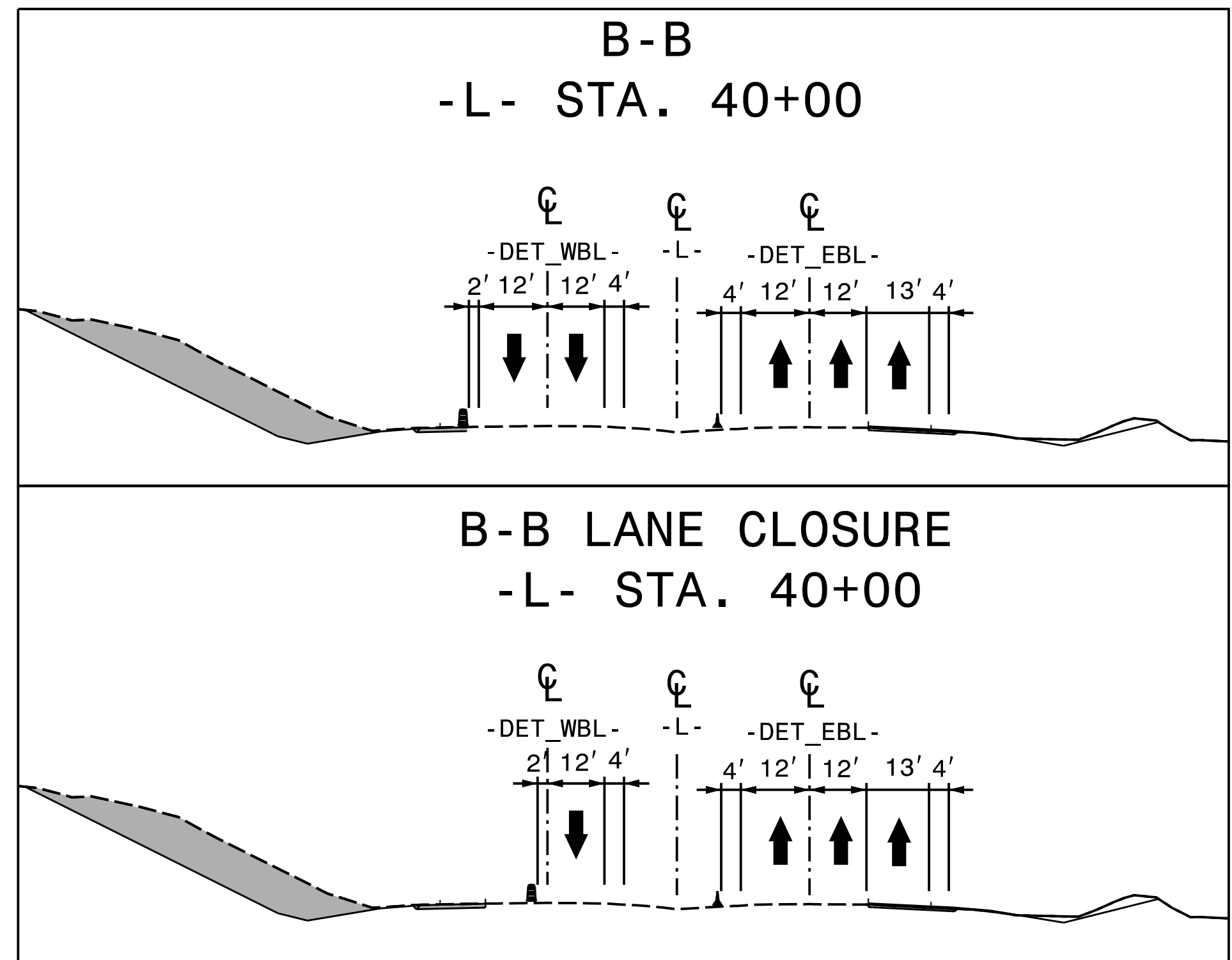
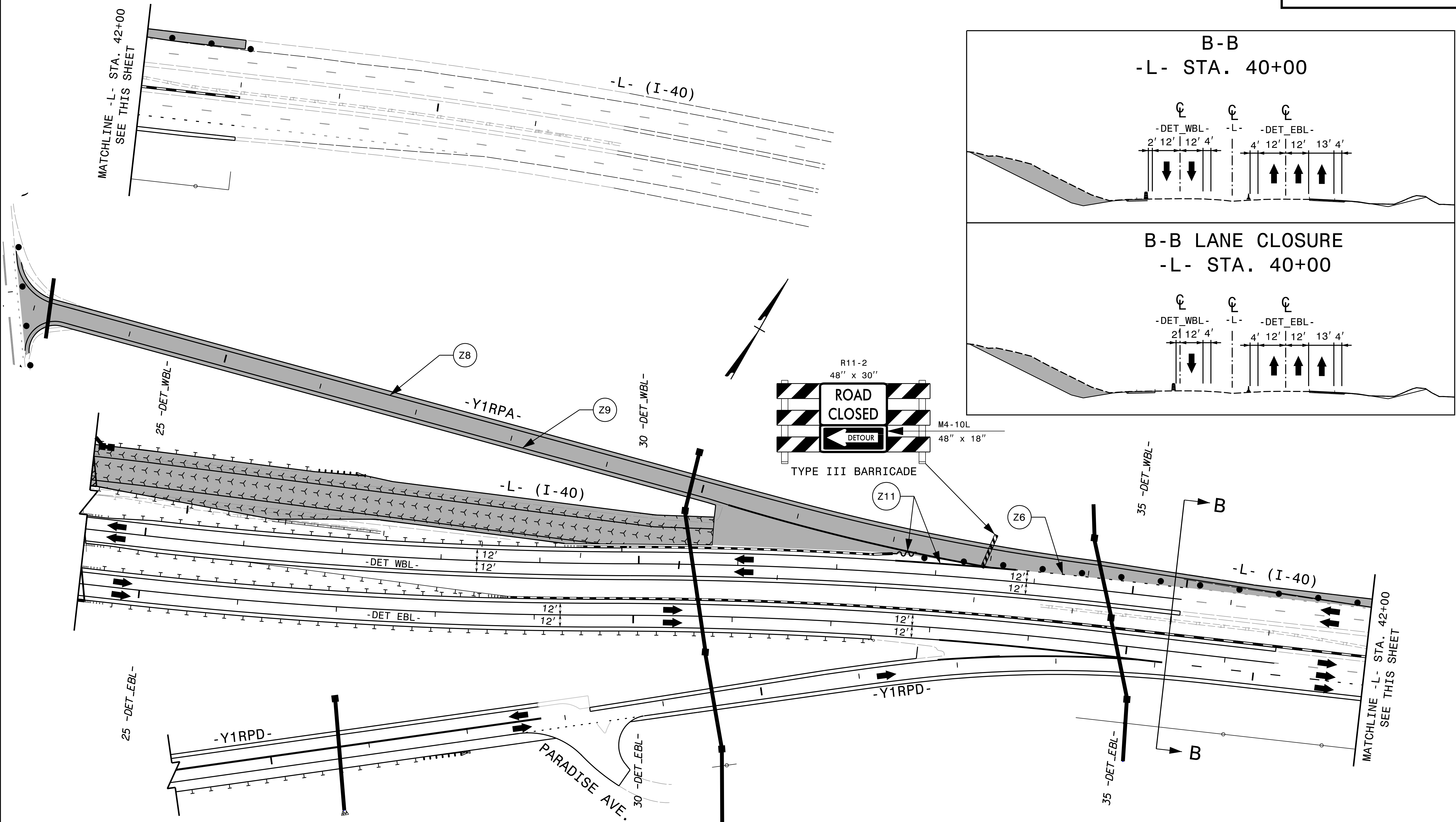
APPROVED: *Ben Schoenbauer*  
 DATE: 5/4/2018  
 SEAL  




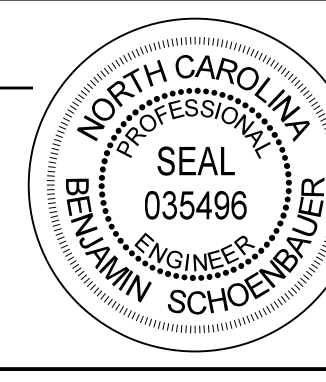
PHASE 3  
 RAMP B CLOSURE

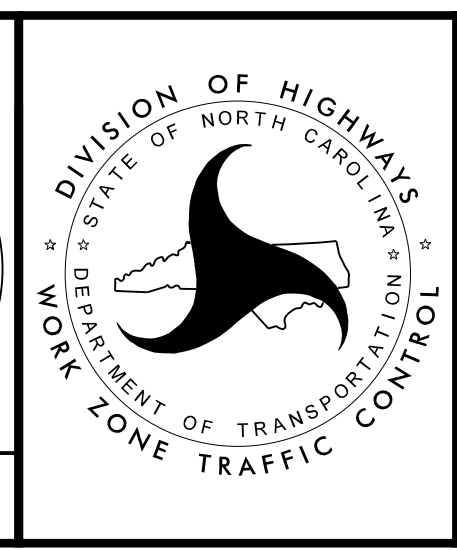
DOCUMENT NOT CONSIDERED FINAL  
 UNLESS ALL SIGNATURES COMPLETED

PLOT DRIVER: NCDOT\_pdf\_color\_eng\_50.ppt  
 USER: JWILES  
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 PENTABLE: NCDOT\_tcp.tbl  
 TIME: 2:16:46 PM  
 DATE: 3/26/2018  
 REVISIONS



**NOTE:**  
 -SEE SHEET TMP-2D FOR OFF-SITE DETOUR ROUTE  
 -SEE HIGH VISIBLY DEVICES SPECIAL PROVISION

APPROVED: *Ben Schoenbauer*  
 DATE: 5/4/2018  
 SEAL  


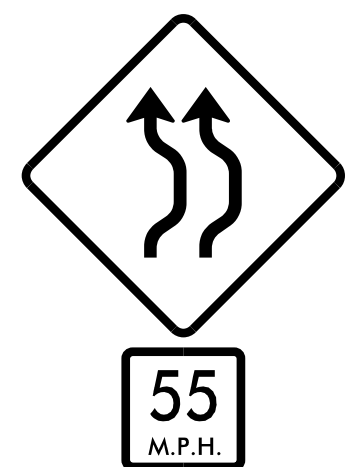
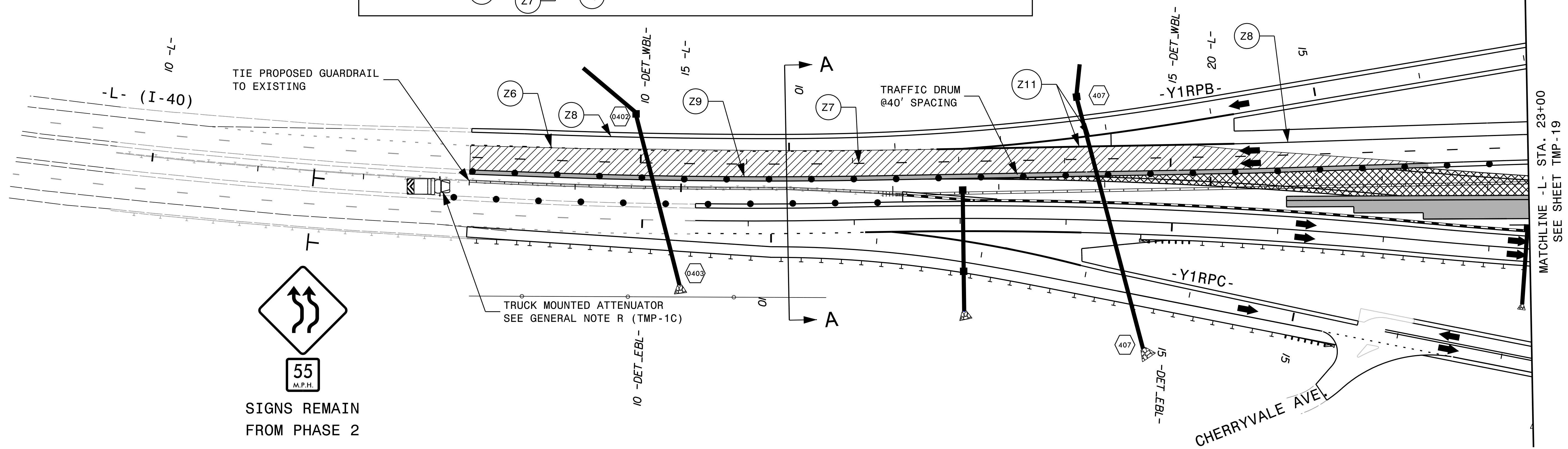
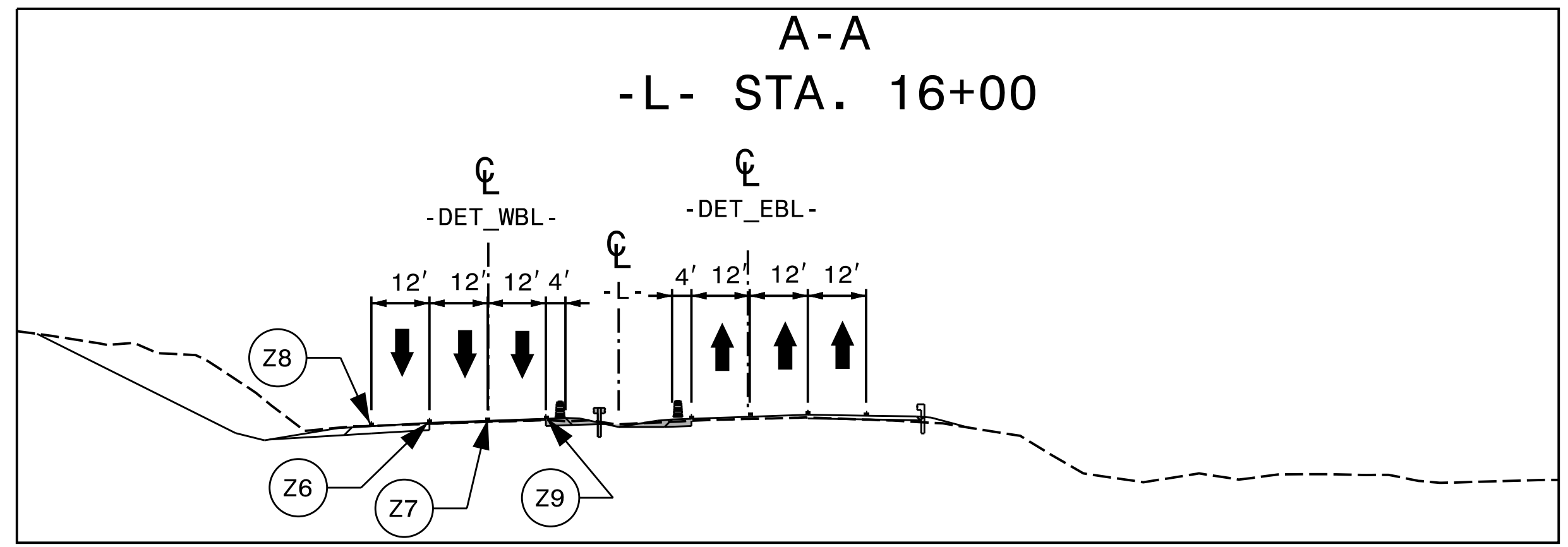


**PHASE 3  
 RAMP A CLOSURE**

PLOT DRIVER: NCDOT\_pdf\_color\_eng\_50.plt  
 USER: JWILES  
 DATE: 3/26/2018  
 TIME: 2:16:57 PM  
 FILE: p:\p\h\p\uses\01\HDR\_US\_East\_01\Documents\3322\10001376\10070264\6.0\_CAD\_BIM\6.2\_Work\_In\_Progress\TrafficControl\TCP\B-4448\_TC\_TMP-17.dgn

REVISIONS





SIGNS REMAIN FROM PHASE 2

**NOTE:**

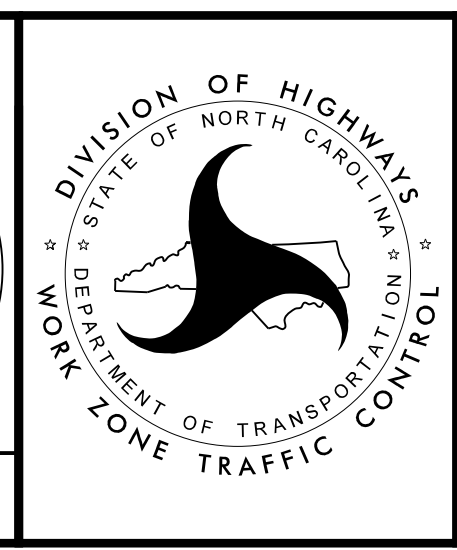
- SEE RSD 1205.03 SHEETS 2 AND 3 OF 3 FOR ADDITIONAL ENTRANCE AND EXIT RAMP PAVEMENT MARKING DETAILS.
- SEE HIGH VISIBILITY DEVICES SPECIAL PROVISION
- SEE FINAL PAVEMENT MARKING PLAN FOR ADDITIONAL DETAILS.

APPROVED: *Ben Schoenbauer*

DATE: 5/4/2018

SEAL

**DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED**

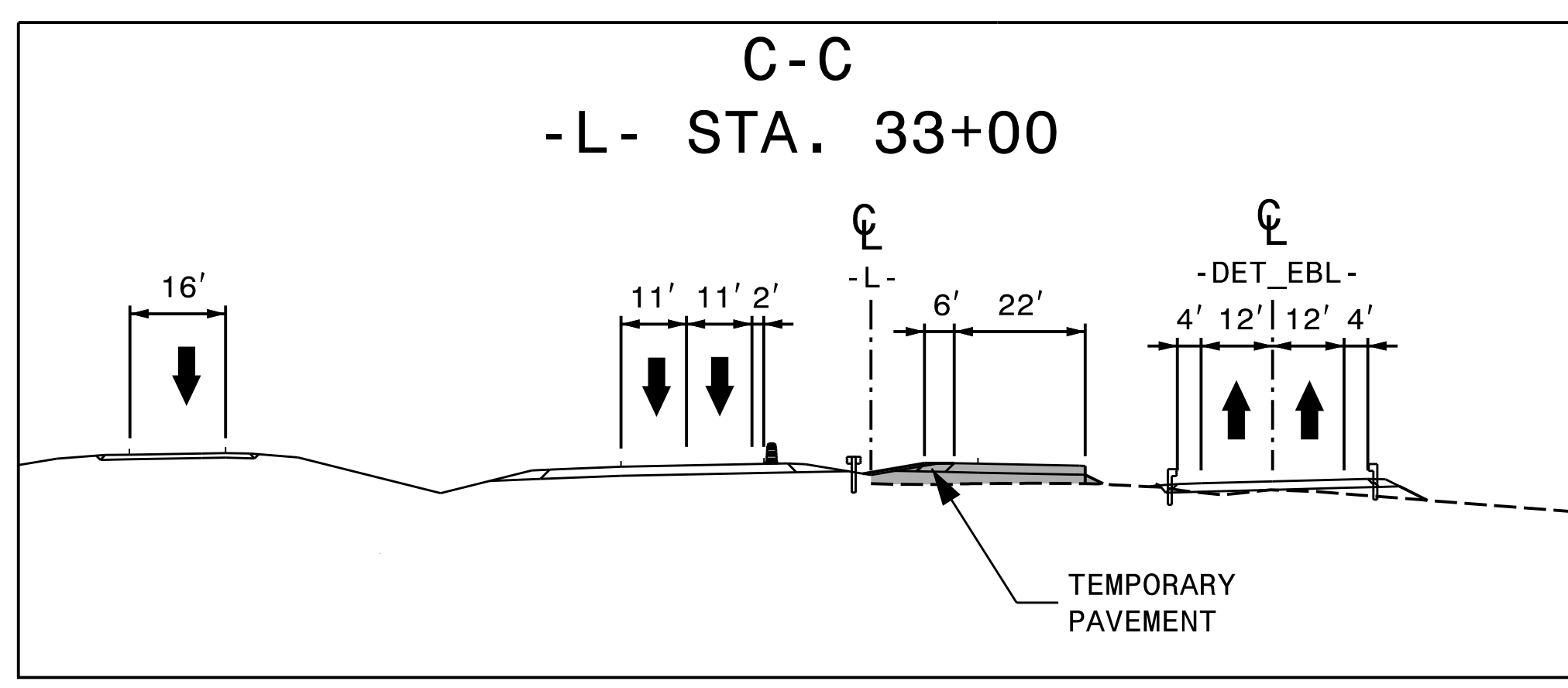
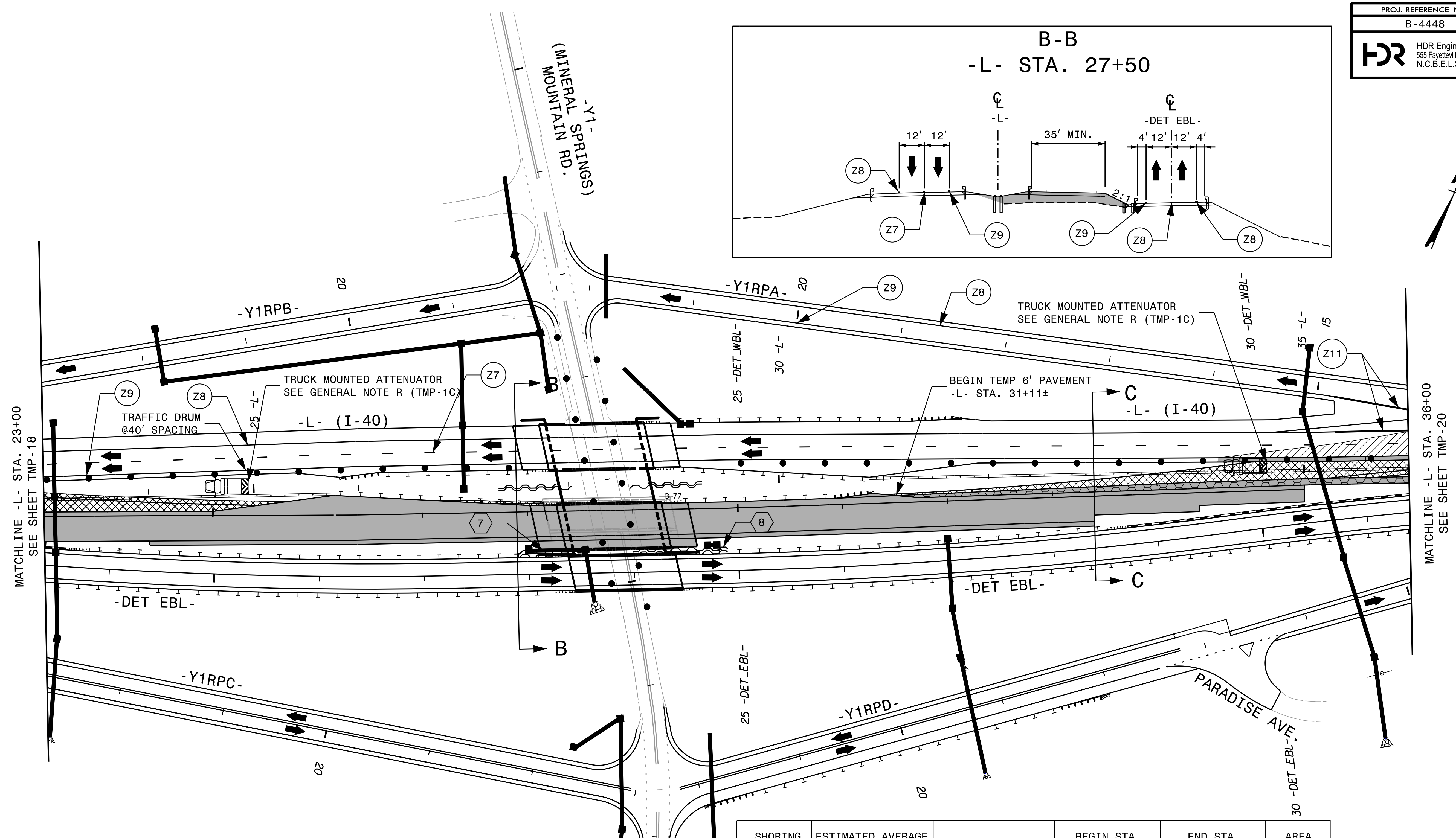
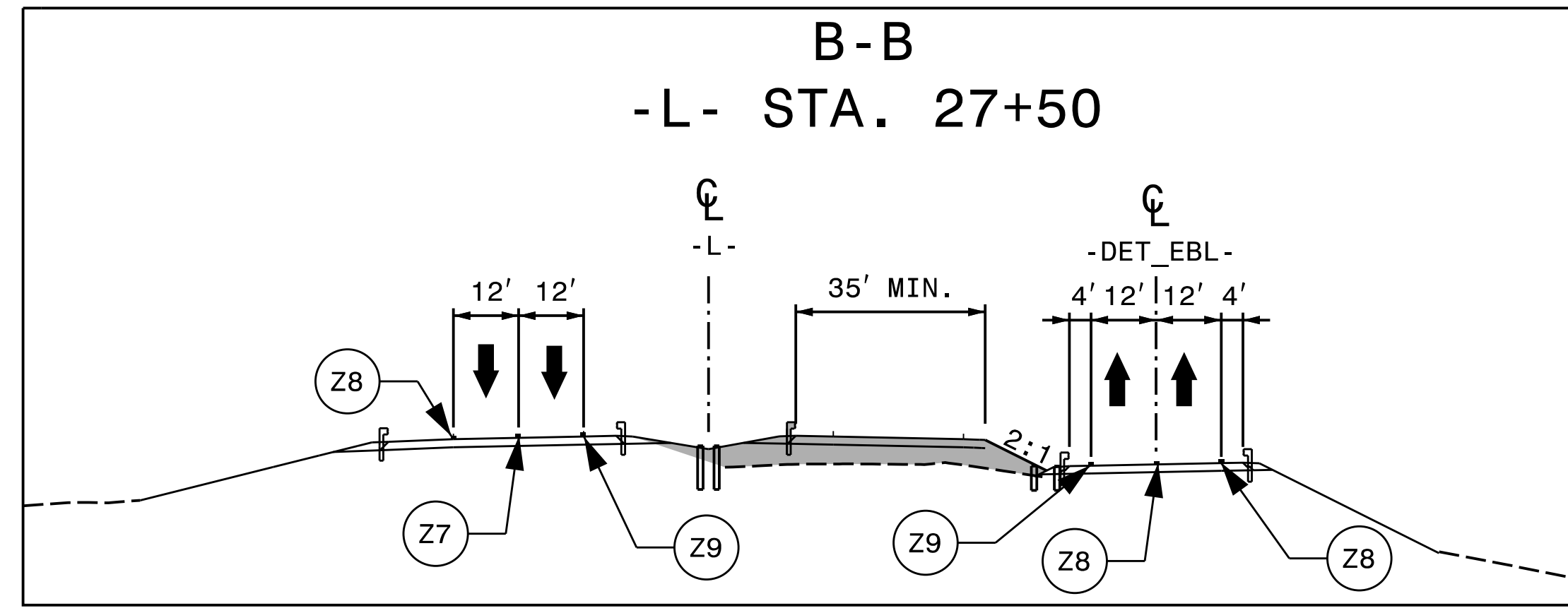


PHASE 4

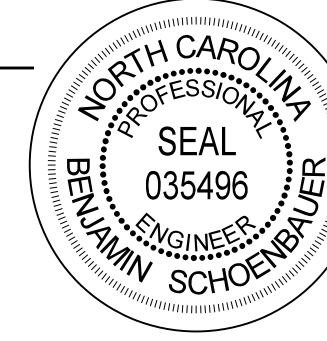
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 USER: JWILES DATE: 3/26/2018 TIME: 2:17:10 PM  
 FILE: p:\pwhdr\users\jwiles\us\_east\_01\documents\3322\10001376\10070264\6.0\_CAD\_BIM\6.2\_Work\_In\_Progress\TrafficControl\TCP-B-4448\_TC\_TMP-18.dgn

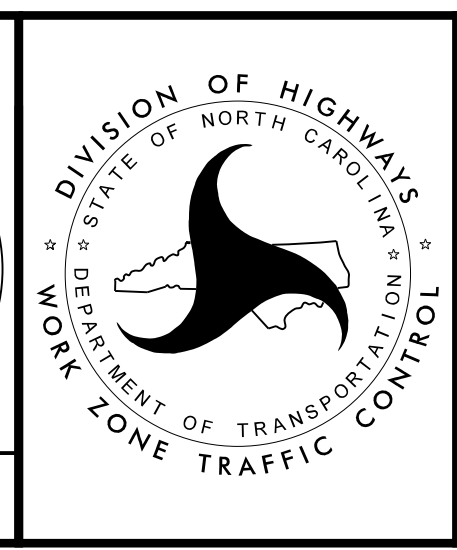
REVISIONS

MATCHLINE -L- STA. 23+00  
SEE SHEET TMP-19



SHORING I.D. NO.	ESTIMATED AVERAGE HEIGHT (FT.)	MAX HEIGHT (FT.)	BEGIN STA. (OFFSET)	END STA. (OFFSET)	AREA (SQ. FT)
7	14.0	28.0	-L- 27+47± 61.5 (RT)	-L- 28+11± 61.5 (RT)	896.0
8	14.0	26.0	-L- 28+60± 61.5 (RT)	-L- 29+50± 61.5 (RT)	1260.0

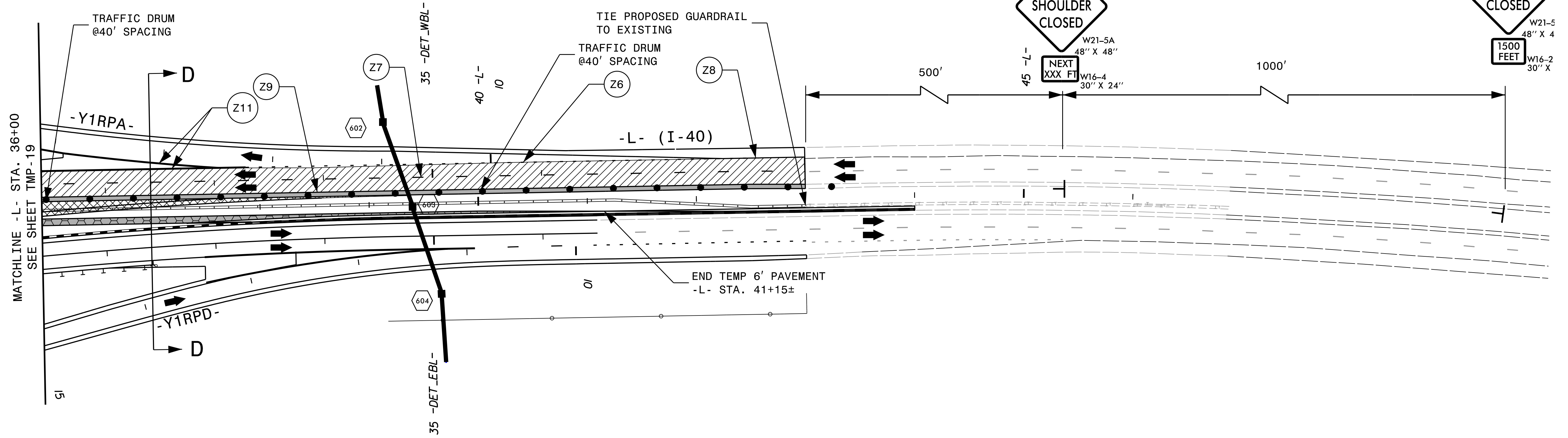
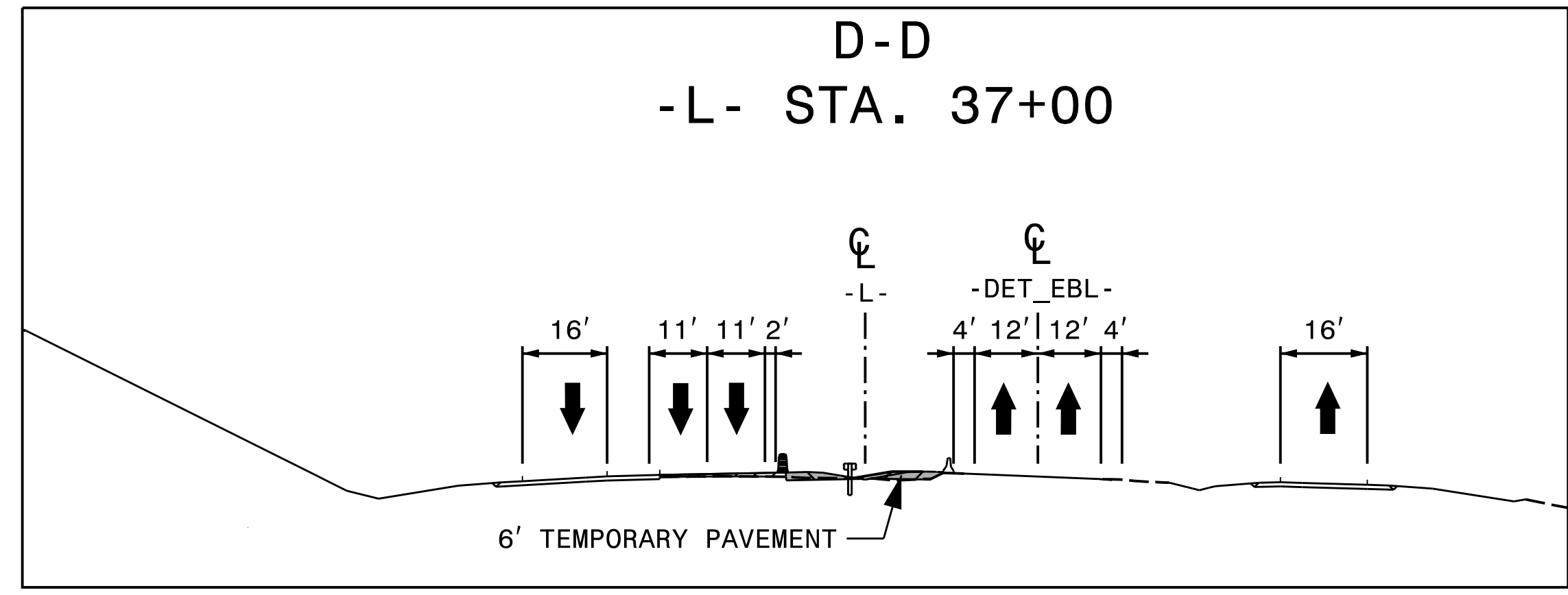
APPROVED: *Ben Schoenberger*  
 DATE: 5/4/2018  
 SEAL  




PHASE 4

PLOT DRIVER: NCDOT\_pdf\_color\_eng\_50.pit  
 USER: JWILES  
 DATE: 4/2/2018  
 TIME: 7:59:17 PM  
 FILE: p:\pwhdr\users\jwiles\us\_east\_01\Documents\3322\10001376\10070264\6.0\_CAD\_BITMAP\6.2\_Work\_In\_Progress\TrafficControl\TCP\B-4448\_TC\_TMP-19.dgn

REVISIONS



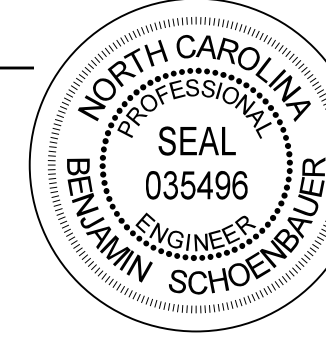
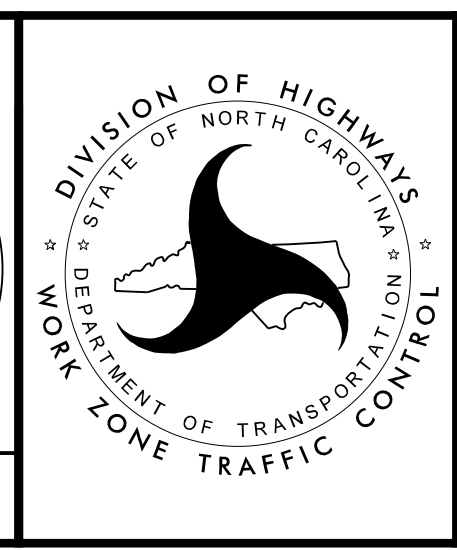
**NOTE:**

- SEE RSD 1205.03 SHEETS 2 AND 3 OF 3 FOR ADDITIONAL ENTRANCE AND EXIT RAMP PAVEMENT MARKING DETAILS.
- SEE HIGH VISIBILITY DEVICES SPECIAL PROVISION.
- SEE FINAL PAVEMENT MARKING PLAN FOR ADDITIONAL DETAILS.

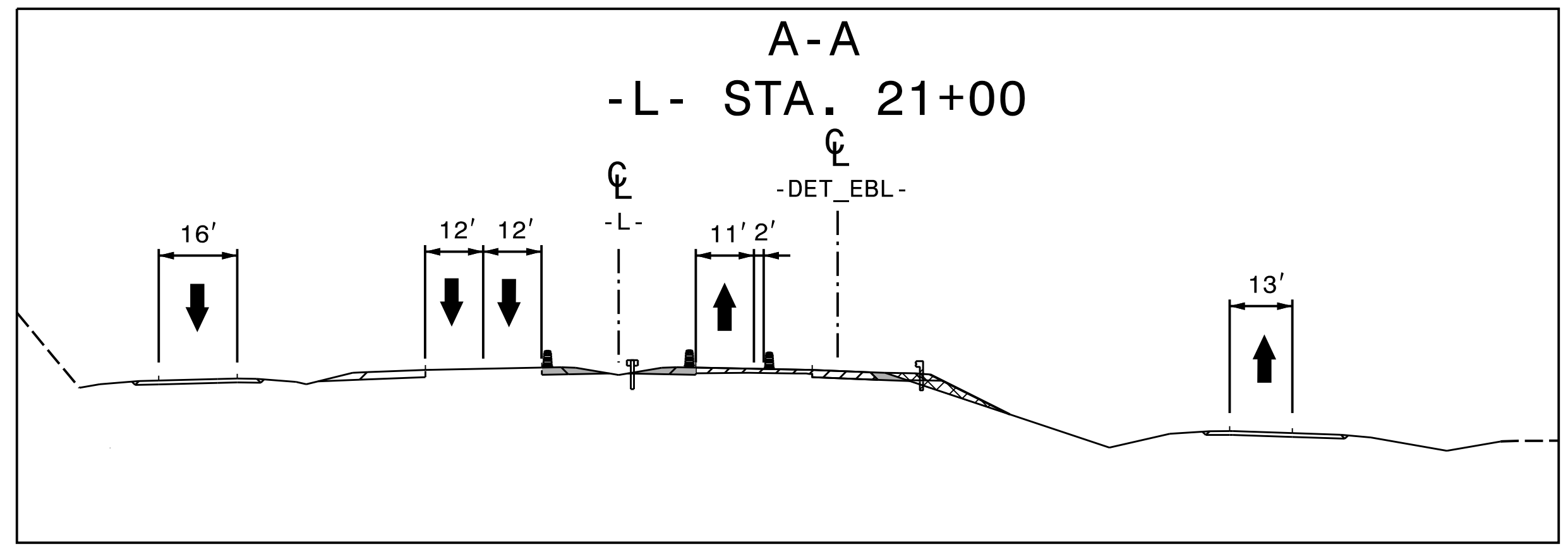
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 USER: JWILES  
 DATE: 3/26/2018  
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REVISIONS

APPROVED: *Ben Schoenberger*  
 DATE: 5/4/2018  
 SEAL

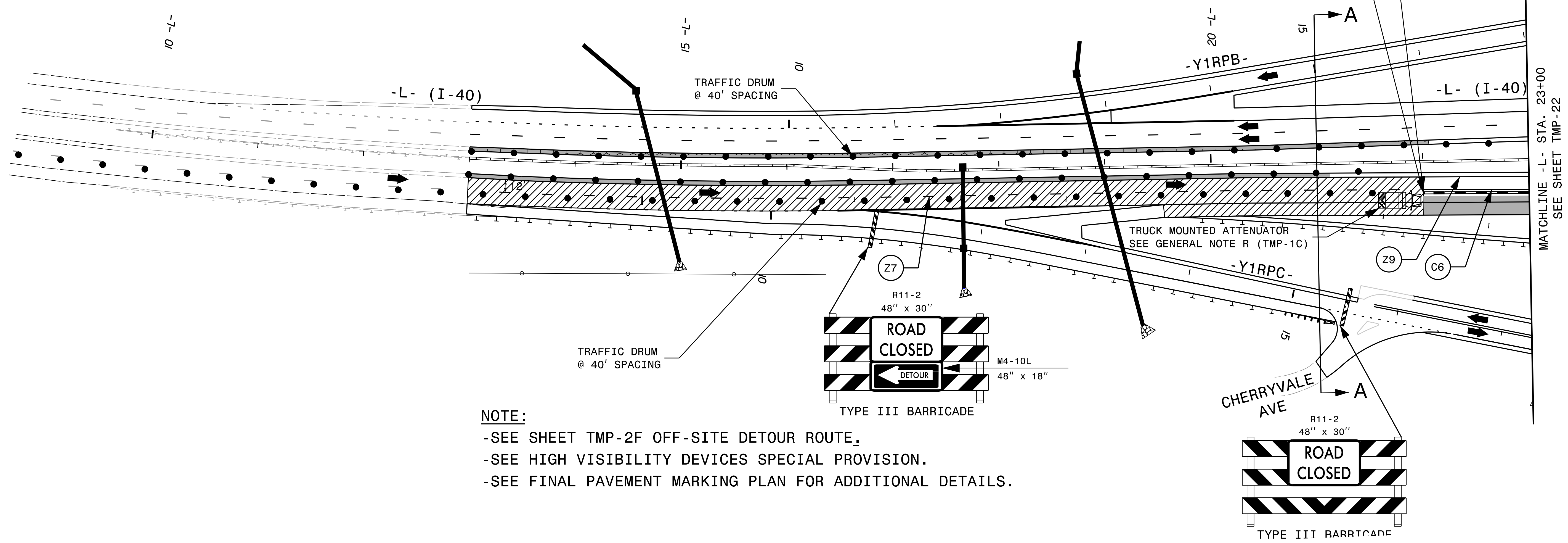



PHASE 4



BEGIN C6 PAVEMENT MARKING  
-L- STA. 22+00±, 29.3' RT

BEGIN PCB -L- STA. 22+00±, 32.3' RT



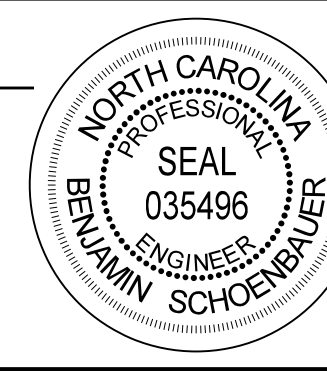
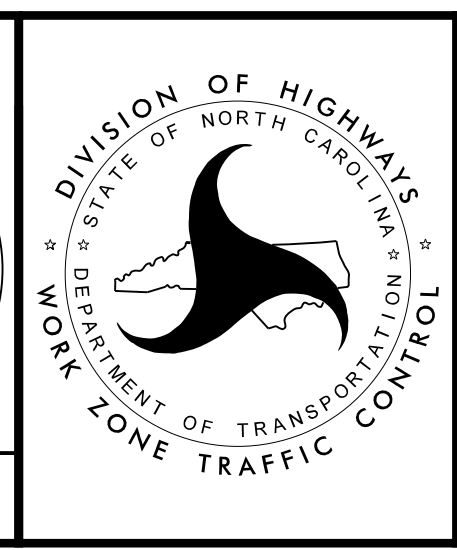
**NOTE:**

- SEE SHEET TMP-2F OFF-SITE DETOUR ROUTE.
- SEE HIGH VISIBILITY DEVICES SPECIAL PROVISION.
- SEE FINAL PAVEMENT MARKING PLAN FOR ADDITIONAL DETAILS.

APPROVED: *Ben Schoenberger*

DATE: 5/4/2018

SEAL

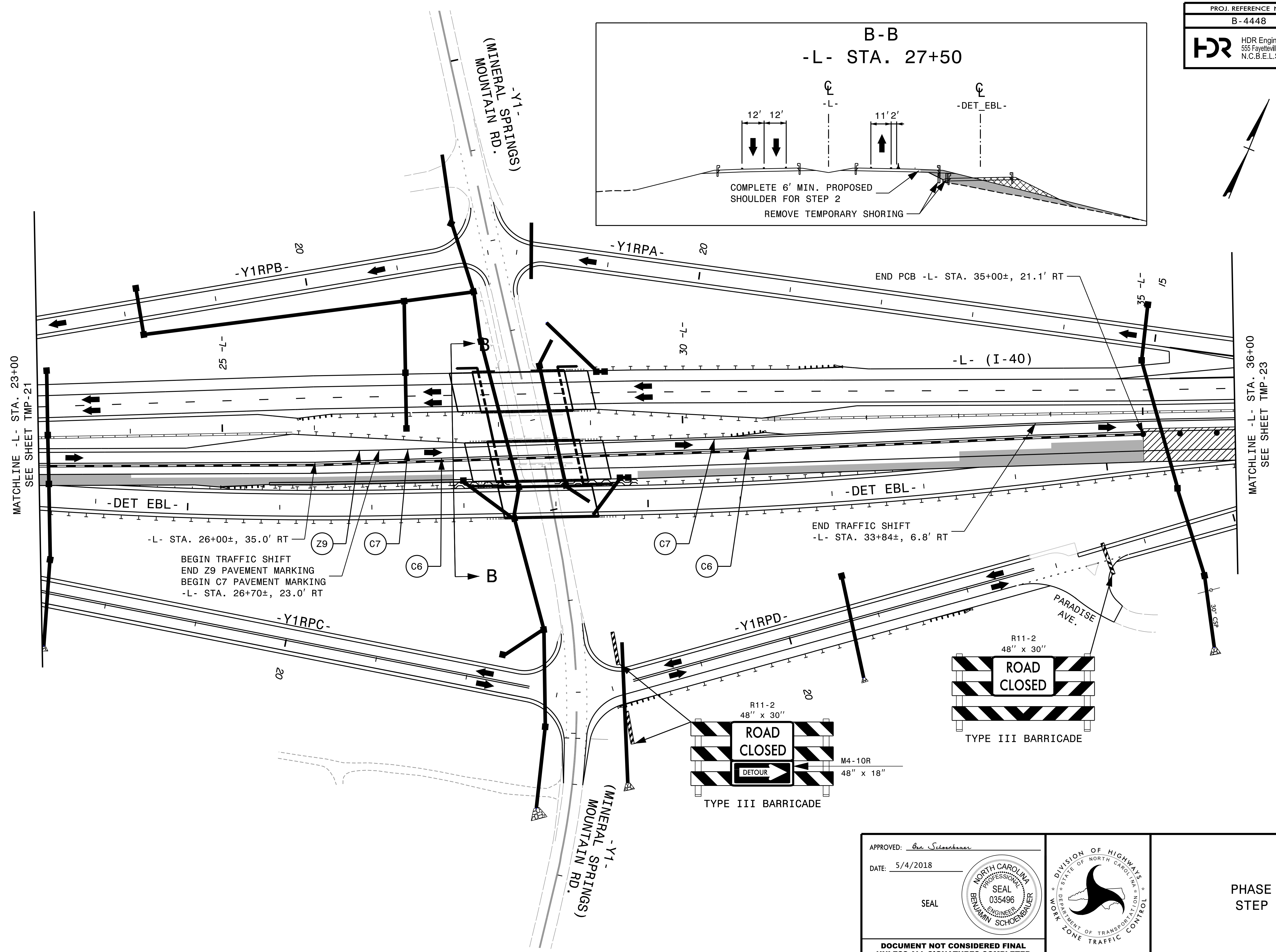
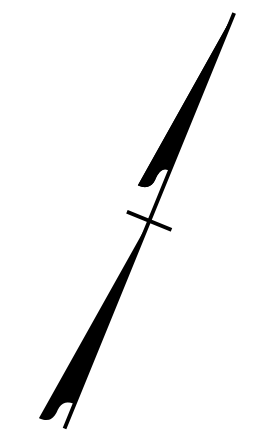
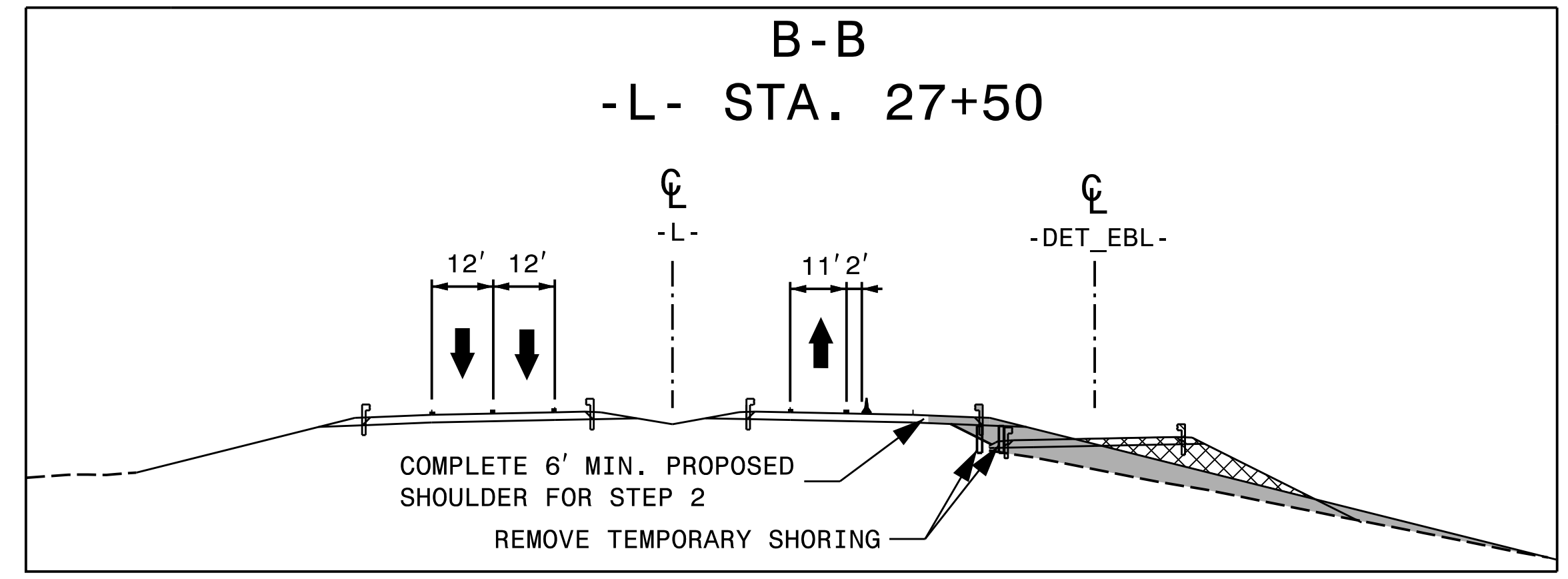



PHASE 5  
STEP 1

REVISIONS

PLOT DRIVER: NCDOT\_pdf\_color\_eng\_50.plt  
 USER: JWILES  
 DATE: 3/26/2018  
 TIME: 2:17:49 PM  
 FILE: p:\pwhdr\users\jwiles\us\_east\_01\documents\3322\10001376\10070264\6.0\_CAD\_BIM\6.2\_Work\_In\_Progress\TrafficControl\TCPB-4448\_TC\_TMP-21.dgn

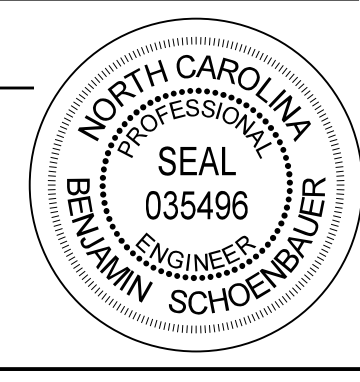
MATCHLINE -L- STA. 23+00  
SEE SHEET TMP-22



REVISIONS

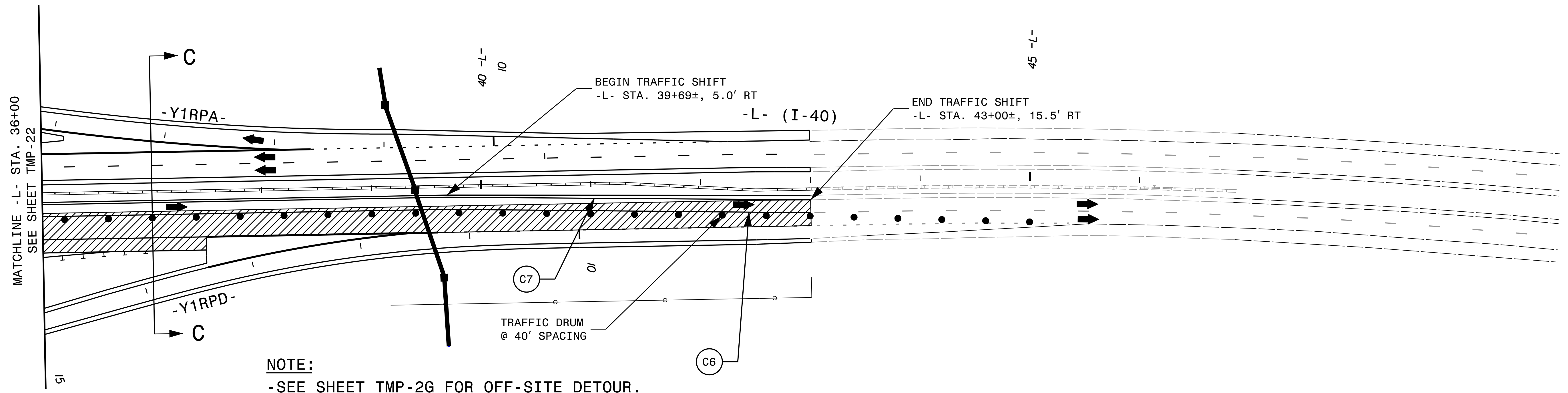
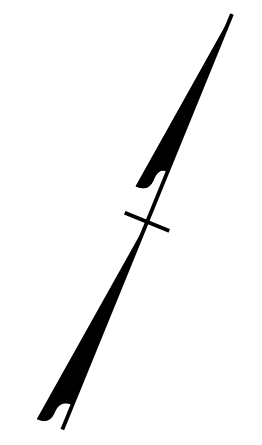
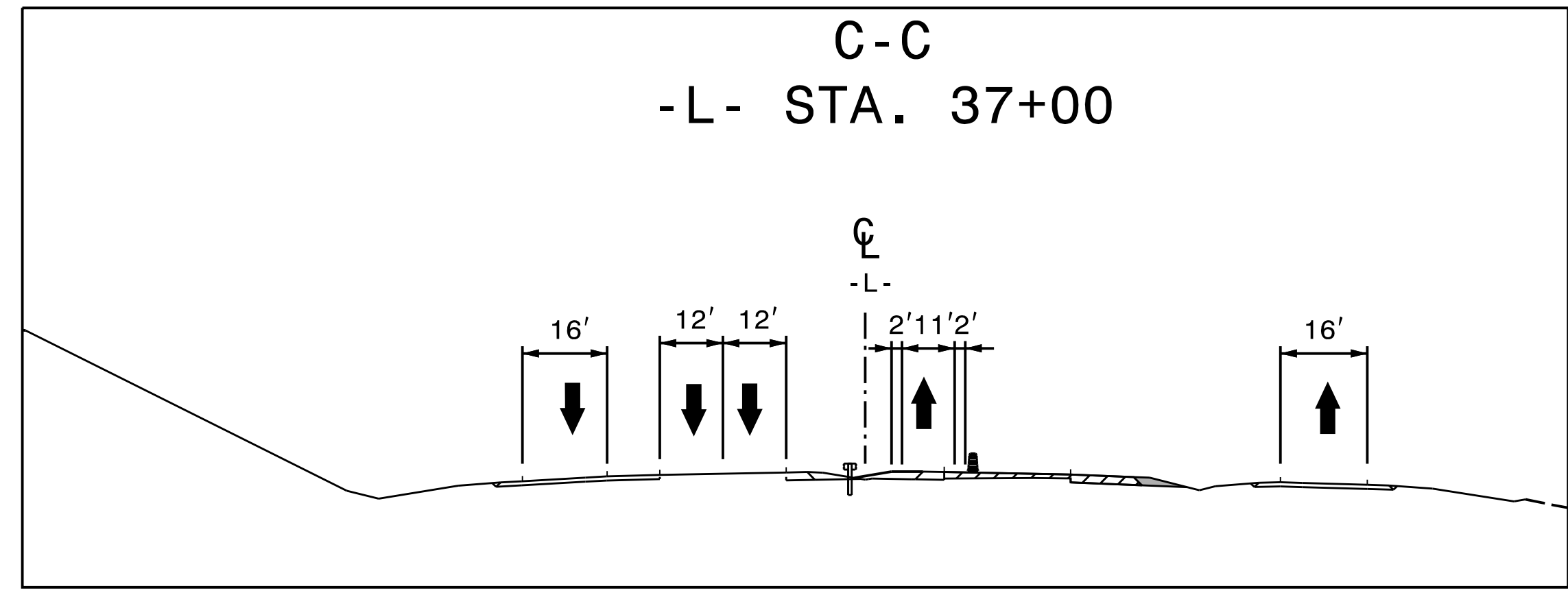
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 TIME: 2:18:01 PM  
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APPROVED: *Ben Schoenberger*  
 DATE: 5/4/2018  
 SEAL




PHASE 5  
STEP 1

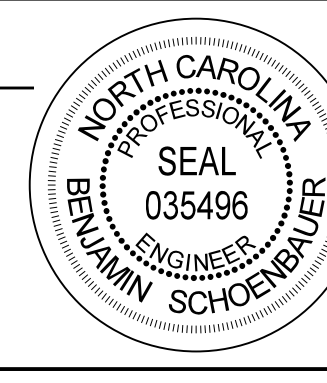
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UNLESS ALL SIGNATURES COMPLETED

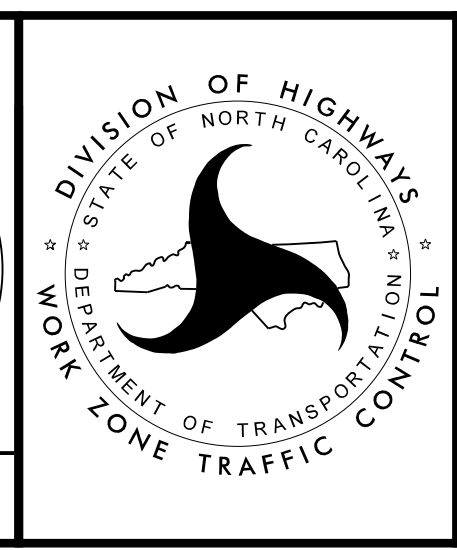


**NOTE:**  
 -SEE SHEET TMP-2G FOR OFF-SITE DETOUR.  
 -SEE HIGH VISIBILITY DEVICES SPECIAL PROVISION.  
 -SEE FINAL PAVEMENT MARKING PLAN FOR ADDITIONAL DETAILS.

REVISIONS

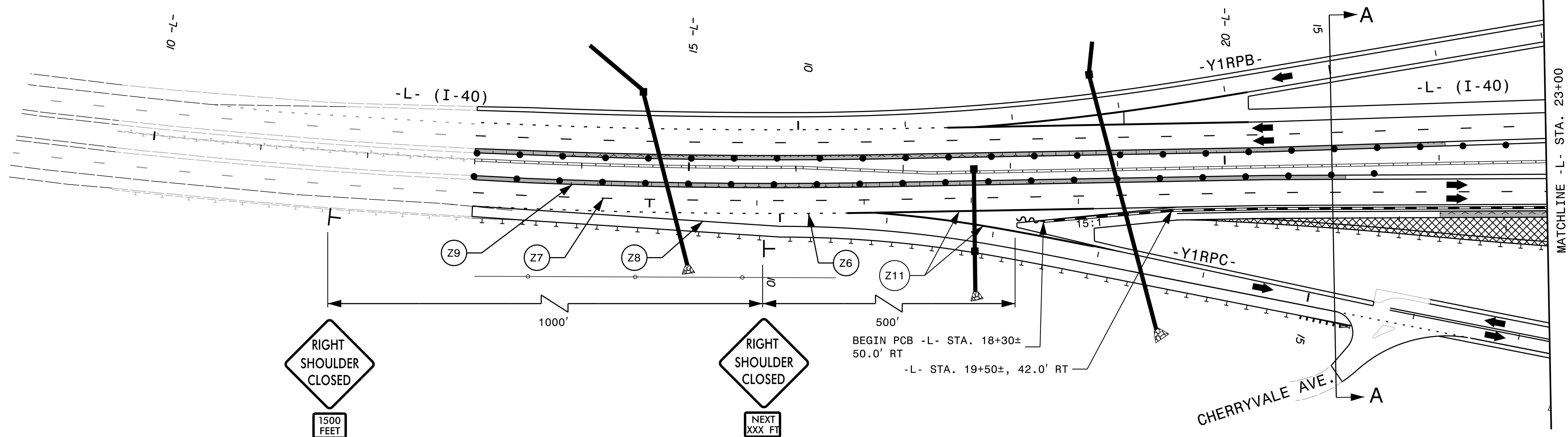
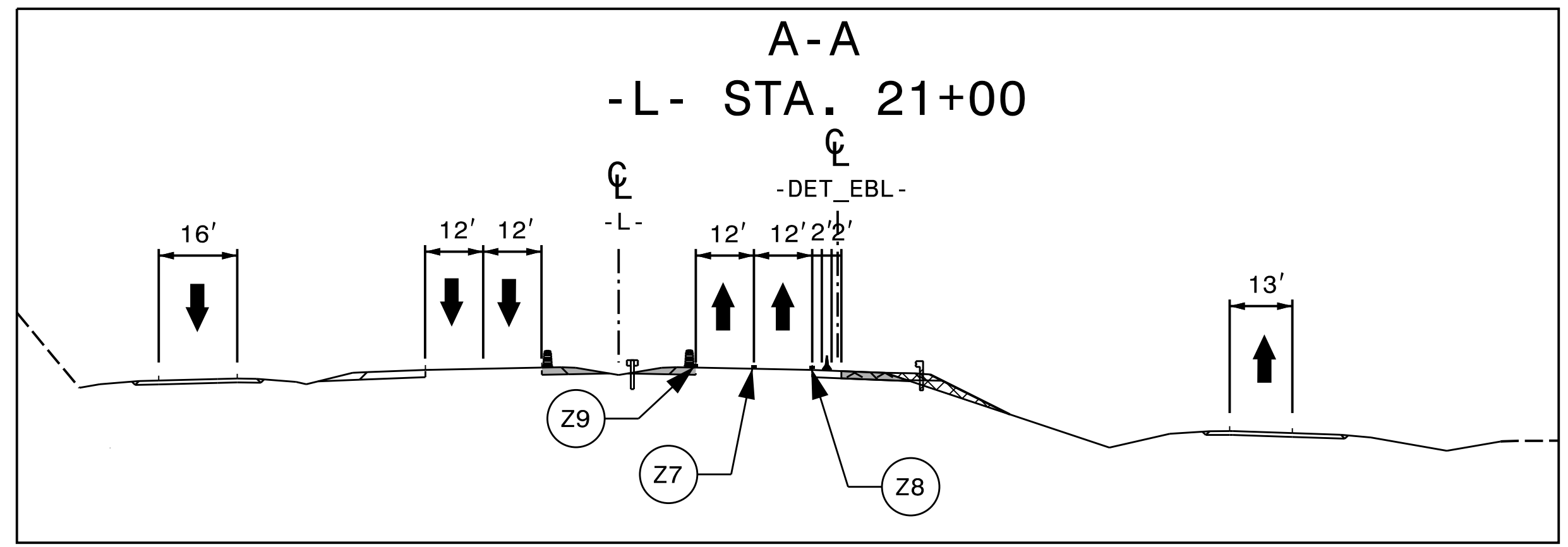
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APPROVED: *Ben Schoenberger*  
 DATE: 5/4/2018  
 SEAL  




PHASE 5  
STEP 1

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UNLESS ALL SIGNATURES COMPLETED**



SIGNS FROM PHASE 1

SIGNS FROM PHASE 1

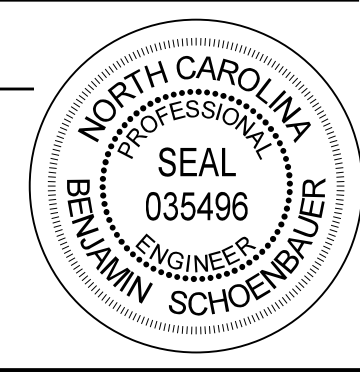
**NOTE:**

- SEE RSD 1205.03 SHEETS 2 AND 3 OF 3 FOR ADDITIONAL ENTRANCE AND EXIT RAMP PAVEMENT MARKING DETAILS.
- SEE HIGH VISIBILITY DEVICES SPECIAL PROVISION
- SEE FINAL PAVEMENT MARKING PLAN FOR ADDITIONAL DETAILS.

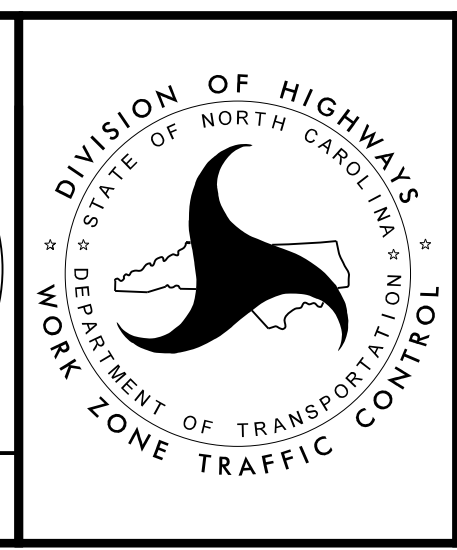
APPROVED: *Ben Schoenberger*

DATE: 5/4/2018

SEAL



**DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED**

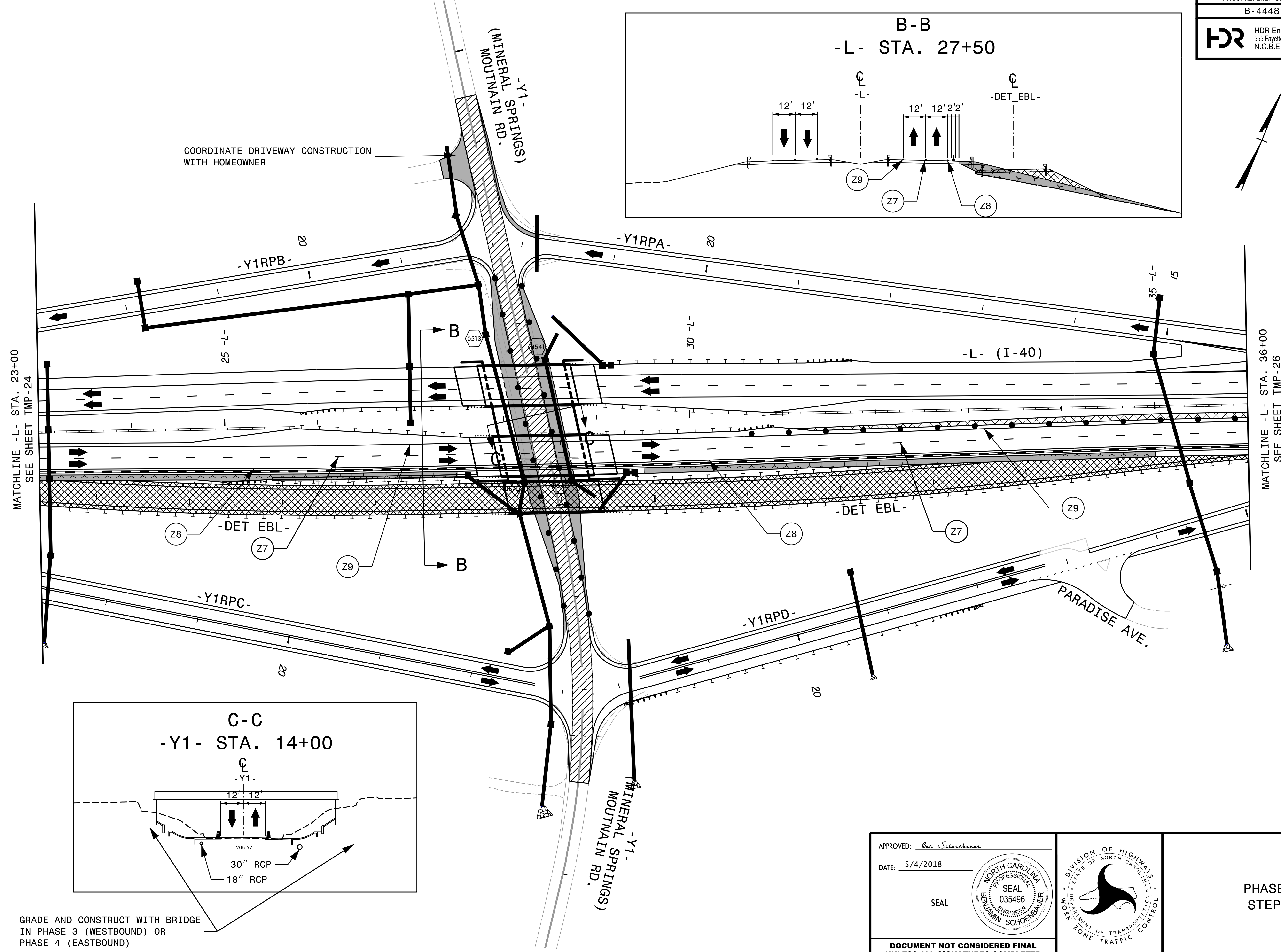
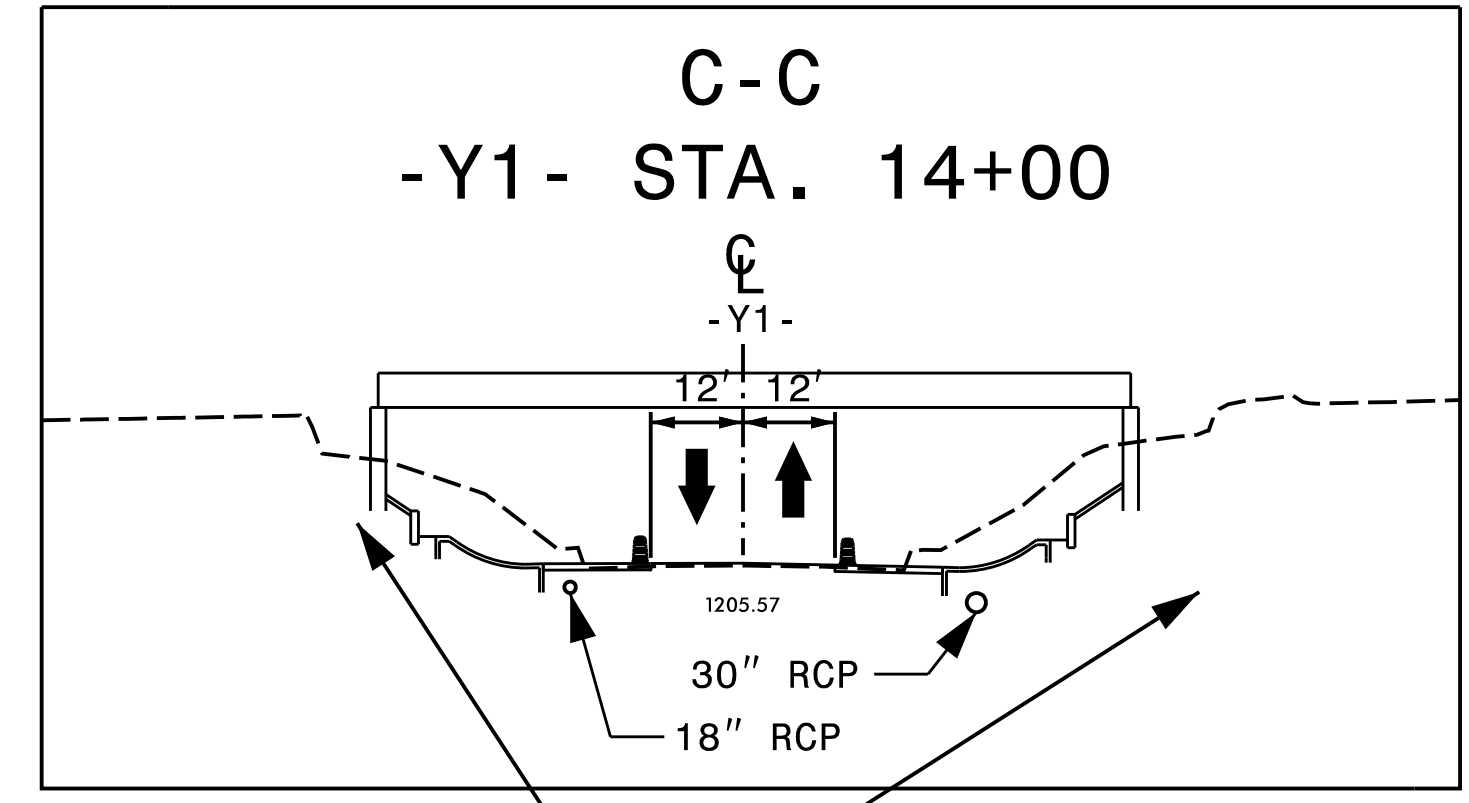
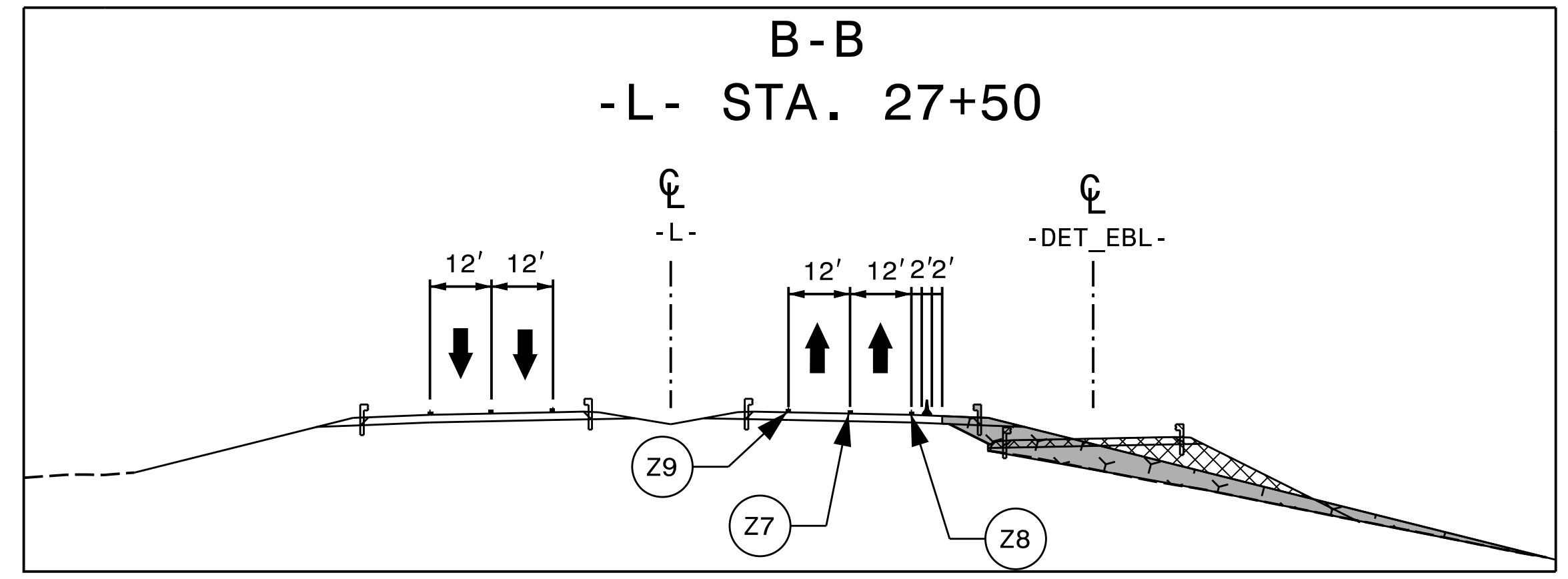


PHASE 5  
STEP 2

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REVISIONS

MATCHLINE -L- STA. 23+00  
SEE SHEET TMP-25



MATCHLINE -L- STA. 23+00  
SEE SHEET TMP-24

MATCHLINE -L- STA. 36+00  
SEE SHEET TMP-26

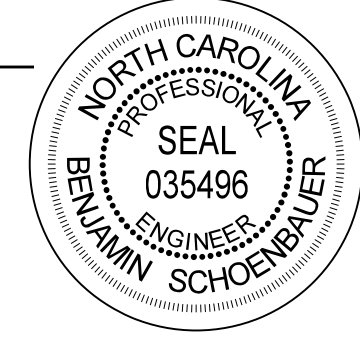
COORDINATE DRIVEWAY CONSTRUCTION  
WITH HOMEOWNER

GRADE AND CONSTRUCT WITH BRIDGE  
IN PHASE 3 (WESTBOUND) OR  
PHASE 4 (EASTBOUND)

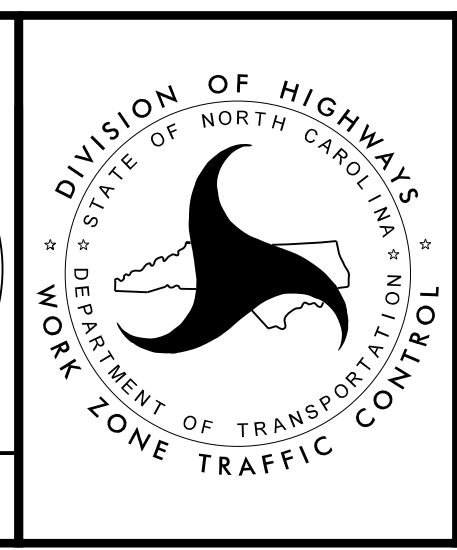
APPROVED: *Ben Schoenblum*

DATE: 5/4/2018

SEAL



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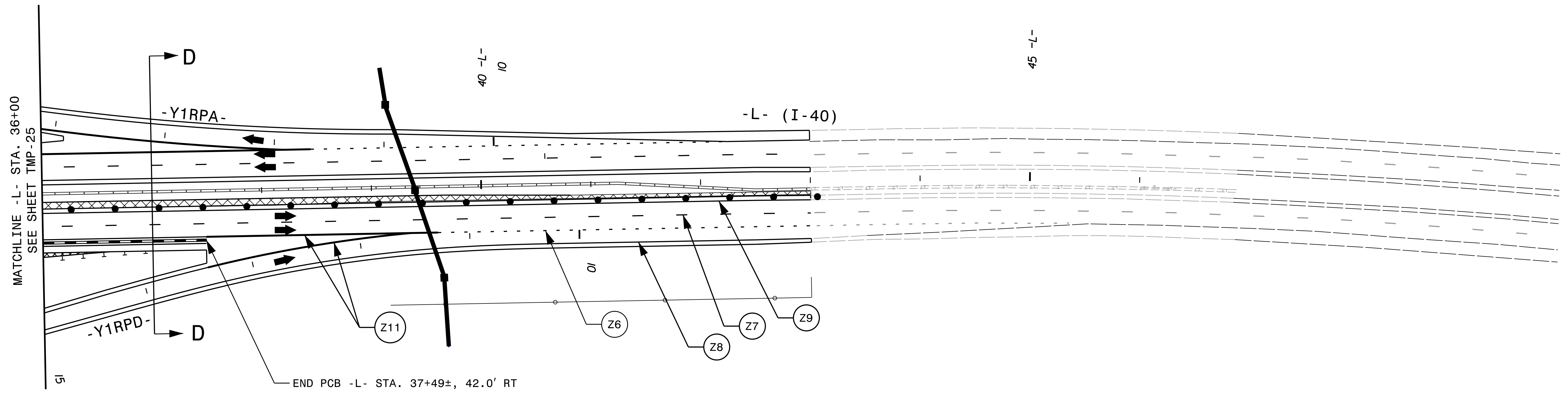
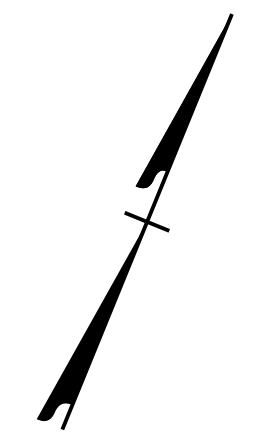
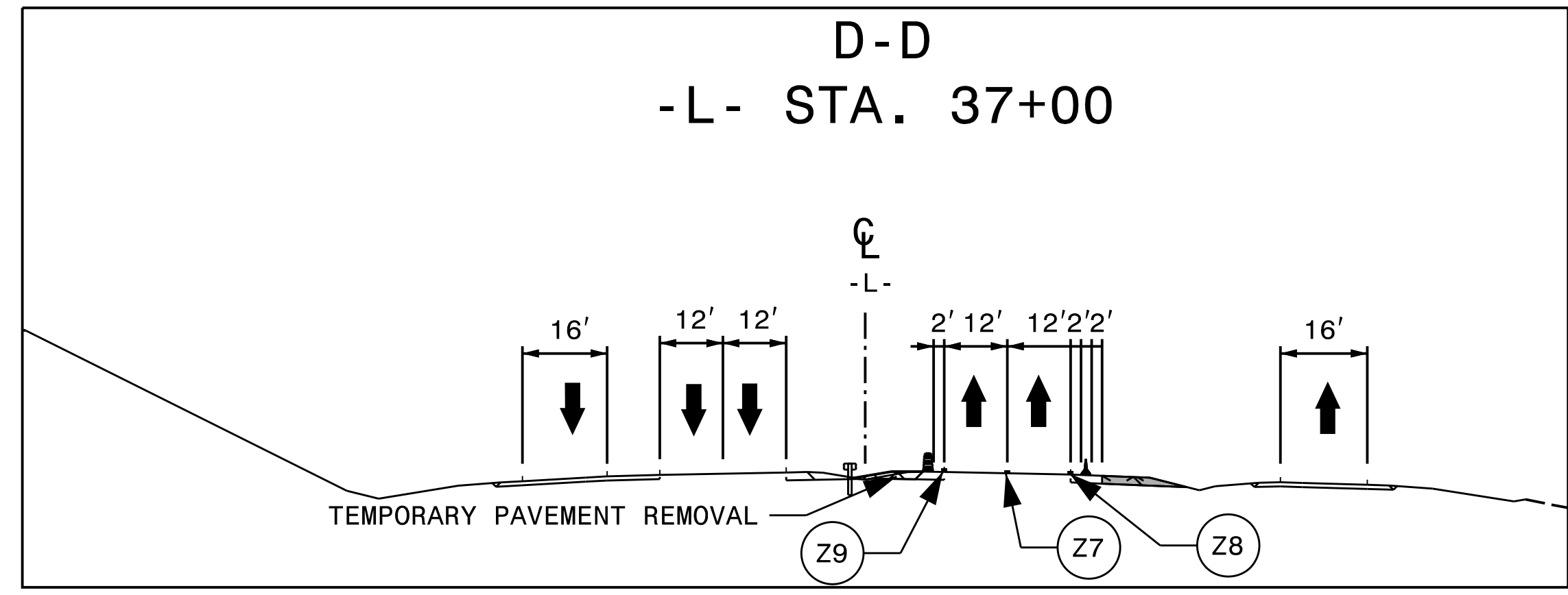


PHASE 5  
STEP 2

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REVISIONS





**NOTE:**

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- SEE FINAL PAVEMENT MARKING PLAN FOR ADDITIONAL DETAILS.

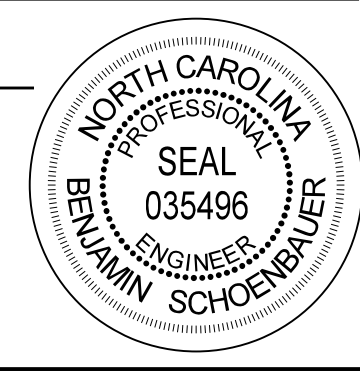
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REVISIONS

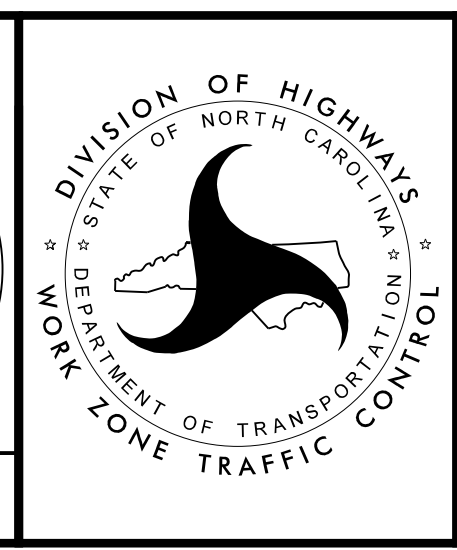
APPROVED: *Ben Schoenberger*

DATE: 5/4/2018

SEAL



**DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED**



PHASE 5  
STEP 2