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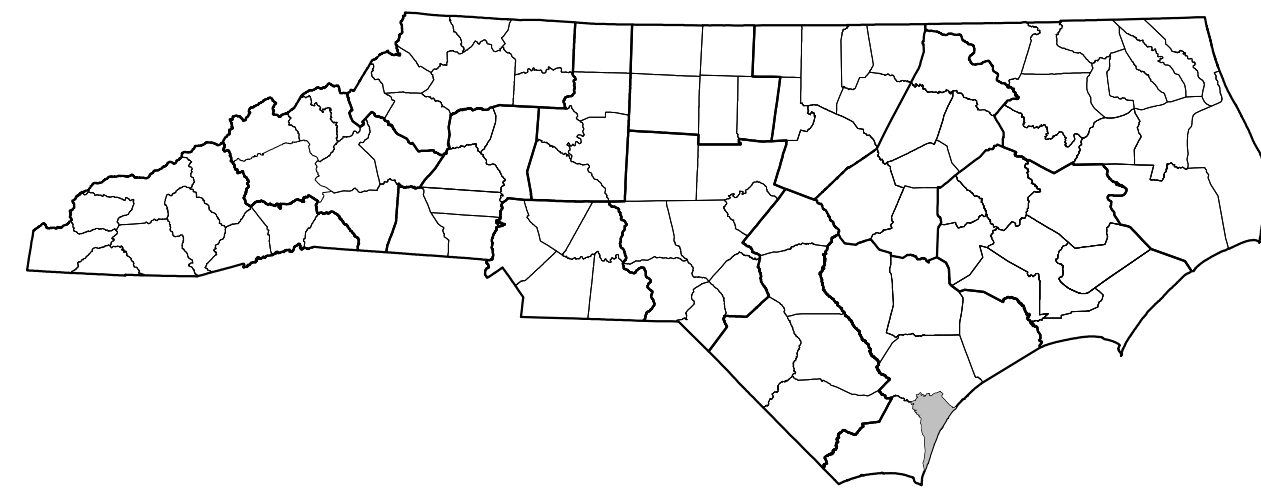
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STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

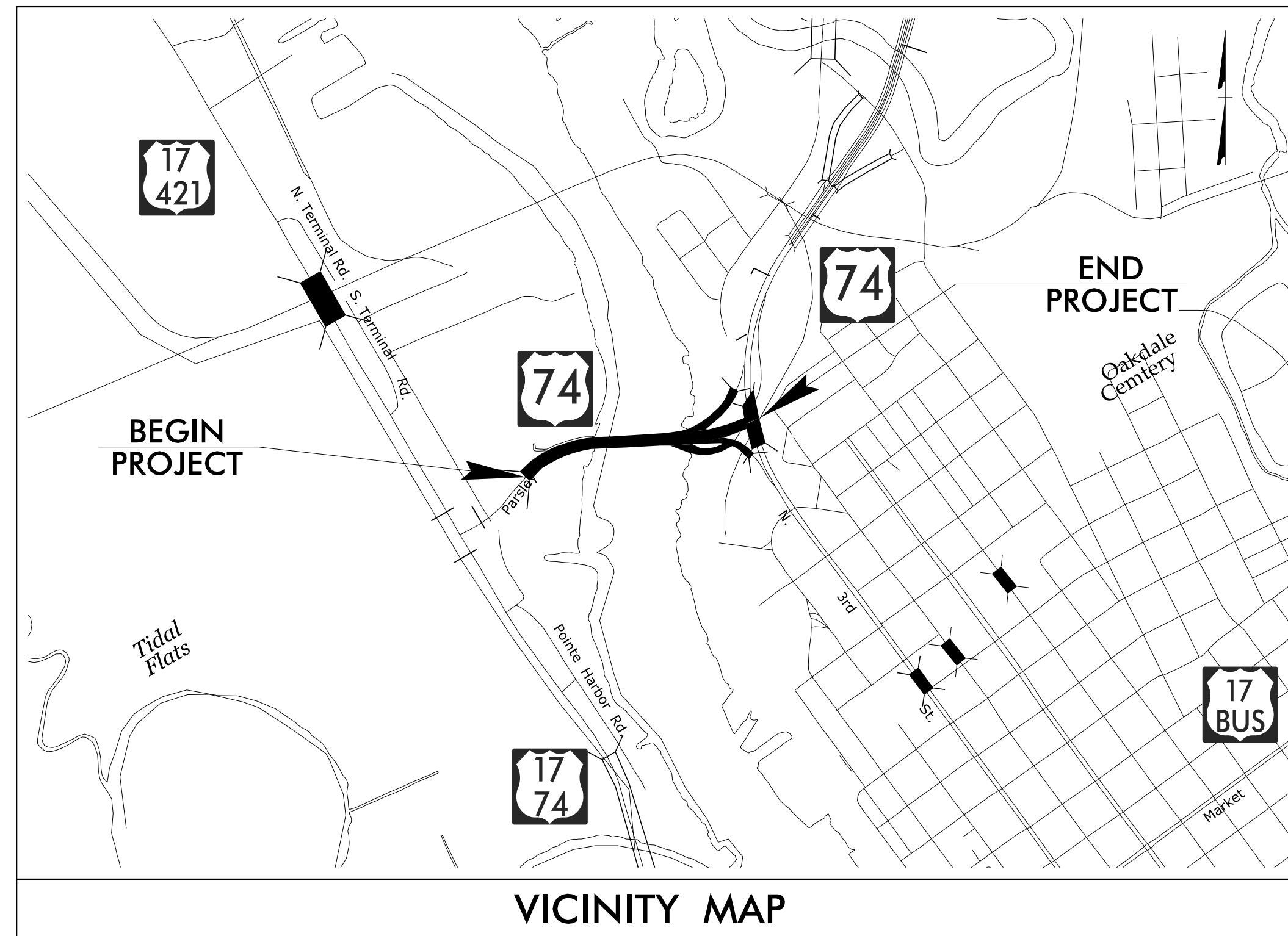
**TRANSPORTATION MANAGEMENT PLAN**

**NEW HANOVER COUNTY**

**DIVISION 3**



**ISABEL HOLMES BASCULE BRIDGE  
ON US 74, NC 133 OVER  
NOTHEAST CAPE FEAR RIVER**

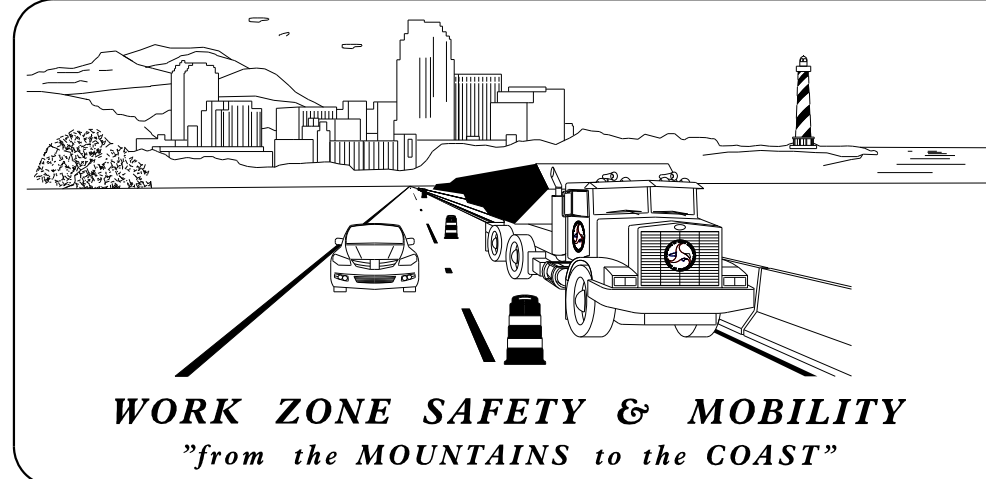


VICINITY MAP

**INDEX OF SHEETS**

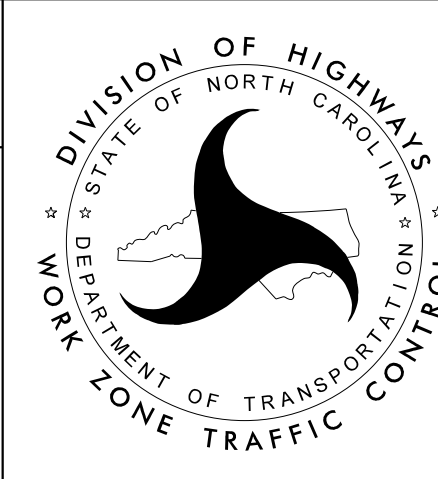
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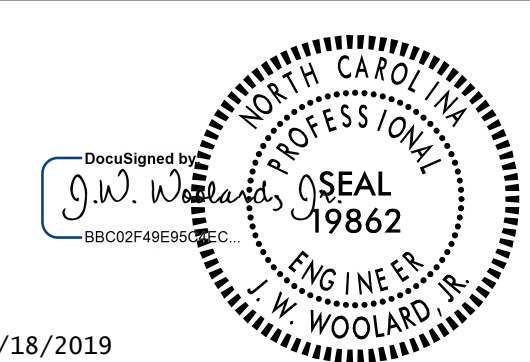


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**15BPR.14**

# 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 2018 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
1101.11	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
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
1262.01	GUARDRAIL END DELINEATION
1264.01	OBJECT MARKERS - TYPES
1264.02	OBJECT MARKERS - INSTALLATION

## TEMPORARY PAVEMENT MARKING SCHEDULE

SYMBOL	DESCRIPTION
	<u>COLD APPLIED PLASTIC PAVEMENT MARKING LINES (4")</u>
(CA)	WHITE EDGELINE
(CB)	YELLOW EDGELINE
(CI)	YELLOW DOUBLE CENTER
	<u>PAINT PAVEMENT MARKING LINES (4")</u>
(PI)	YELLOW DOUBLE CENTER

# 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 PAVEMENT ASPHALT PAD
- TEMPORARY PAVEMENT BREAKDOWN LANE

### PAVEMENT MARKINGS

- |  |                     |
|--|---------------------|
|  | EXISTING LINES      |
|  | TEMPORARY MARKINGS  |
|  | PREVIOUSLY PLACED   |
|  | WHITE EDGE LINE     |
|  | YELLOW EDGE LINE    |
|  | BROKEN LANE LINES   |
|  | MINISKIP LANE LINES |
|  | DOUBLE YELLOW LINES |
|  | GORELINE            |
|  | STOP BAR            |

### PAVEMENT MARKING SYMBOLS

- EXISTING PAVEMENT MARKING SYMBOLS (HOLLOW)
- TEMPORARY SYMBOLS
- PREVIOUSLY PLACED
- PAVEMENT MARKING SYMBOLS
- ONLY PAVEMENT MARKING ALPHANUMERIC CHARACTERS

### 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           |
|                   |                   | TEMPORARY CRASH CUSHION RESET     |
|                   |                   | PORTABLE CONCRETE BARRIER         |
|                   |                   | PORTABLE CONCRETE BARRIER (RESET) |
|                   |                   | ANCHORED CONCRETE BARRIER         |
|                   |                   | ANCHORED CONCRETE BARRIER (RESET) |

### SIGNALS

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

### TEMPORARY SIGNING

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

### PAVEMENT MARKERS

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

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DIVISION OF HIGHWAYS  
DEPARTMENT OF TRANSPORTATION  
WORK ZONE TRAFFIC CONTROL

ROADWAY STANDARD DRAWINGS, LEGEND, AND TEMPORARY PAVEMENT MARKING SCHEDULE

## GENERAL NOTES

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.

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

### LANE CLOSURE TIME RESTRICTIONS

#### HOLIDAY & HOLIDAY WEEKEND LANE CLOSURE TIME RESTRICTIONS

A) DO NOT CLOSE OR NARROW TRAVEL LANES DURING HOLIDAYS AND HOLIDAY WEEKENDS AS FOLLOWS:

ROAD NAME  
US 74 AND ALL RAMPS, N. 3rd ST, MARTIN LUTHER KING JR PARKWAY

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 5:00 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 THE MLK PARADE, BETWEEN THE HOURS OF 5:00 AM THE SUNDAY BEFORE THE MONDAY OF JANUARY AND 7:00 PM THE FOLLOWING TUESDAY.
4. FOR EASTER, BETWEEN THE HOURS OF 5:00 AM THURSDAY AND 7:00 PM MONDAY.
5. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 5:00 AM FRIDAY AND 7:00 PM TUESDAY.
6. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 5:00 AM THE DAY BEFORE INDEPENDENCE DAY AND 7:00 PM THE DAY AFTER INDEPENDENCE DAY.  
  
IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY, THEN BETWEEN THE HOURS OF 5:00 AM THE THURSDAY BEFORE INDEPENDENCE DAY AND 7:00 PM THE TUESDAY AFTER INDEPENDENCE DAY.
7. FOR THE YMCA TRI-SPAN RACE, BETWEEN THE HOURS OF 5:00 AM THE FRIDAY AFTER INDEPENDENCE DAY TO 7:00 PM THE FOLLOWING SUNDAY.
8. FOR LABOR DAY, BETWEEN THE HOURS OF 5:00 AM FRIDAY AND 7:00 PM TUESDAY.
9. FOR THE IRONMAN TRIATHALON, BETWEEN HOURS OF 5:00 AM FRIDAY, OCTOBER 18, 2019 AND 7:00 PM SUNDAY, OCTOBER 20, 2019.
10. FOR THE BATTLESHIP HALF-MARATHON, BETWEEN THE HOURS OF 5:00 AM SATURDAY, NOVEMBER 2, 2019 AND 7:00 PM MONDAY, NOVEMBER 4, 2019.
11. FOR THANKSGIVING, BETWEEN THE HOURS OF 5:00 AM TUESDAY AND 7:00 PM MONDAY.
12. FOR THE CITY OF WILMINGTON HOLIDAY PARADE, BETWEEN THE HOURS OF 5:00 AM SATURDAY NOVEMBER 30, 2019 AND 7:00 PM MONDAY, DECEMBER 2, 2019.
13. FOR THE WILMINGTON HISTORIC HALF-MARATHON, BETWEEN THE HOURS OF 5:00 AM FRIDAY, DECEMBER 6, 2019 AND 7:00 PM SUNDAY, DECEMBER 8, 2019.
14. FOR CHRISTMAS, BETWEEN THE HOURS OF 5:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 7:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
15. FOR THE AZALEA FESTIVAL, BETWEEN THE HOURS OF 5:00 AM THE TUESDAY BEFORE THE WEEKEND OF THE AZALEA FESTIVAL TO 7:00 PM THE FOLLOWING MONDAY AFTER THE WEEKEND OF THE AZALEA FESTIVAL.

B) DO NOT CLOSE ROADS AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
US 74;	5:00 AM TO 9:00 PM MONDAY THRU THURSDAY
WRIGHTSVILLE BEACH - BURGAW	5:00 AM FRIDAY TO 9:00 PM SUNDAY
EXIT RAMP;	
WILMINGTON DOWNTOWN EXIT RAMP	
US 74/ NC 133	

C) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	DURATION & OPERATION
US 74 AND ALL RAMPS	5:00 AM TO 9:00 PM EVERYDAY	15 MINUTES FOR TRAFFIC SHIFTS

### LANE AND SHOULDER CLOSURE REQUIREMENTS

- D) LANE CLOSURES ARE REQUIRED WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN ANY PORTION OF A TRAVEL LANE. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.
- E) INSTALL ALL LANE CLOSURES ACCORDING TO THE PLANS, ROADWAY STANDARD DRAWINGS (1101.02), OR AS DIRECTED BY THE ENGINEER.
- F) 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.
- G) INSTALL LANE CLOSURES WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC. REMOVE LANE CLOSURES AGAINST THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
- 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 AND WITHIN 5 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

### TRAFFIC PATTERN ALTERATIONS

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

### SIGNING

- K) INSTALL WORK ZONE ADVANCE 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.
- L) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWING AND THE TRAFFIC CONTROL PLAN.  
AND  
PROVIDE SIGNING REQUIRED FOR THE OFFSITE DETOUR ROUTES AS SHOWN IN THE TRAFFIC CONTROL PLAN.
- M) COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROAD WHEN THE ROAD CLOSURE IS NOT OPERATIONAL.  
AND  
COVER OR REMOVE ALL SIGNS REQUIRED FOR THE OFFSITE DETOURS WHEN THE DETOUR IS NOT IN OPERATION, UNLESS OTHERWISE ALLOWED BY THE ENGINEER.
- N) ENSURE THAT ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

### PAVEMENT MARKINGS AND MARKERS

- O) DURING INTERIM TEMPORARY TRAFFIC PATTERNS USE REMOVABLE TAPE PAVEMENT MARKINGS AND TEMPORARY RAISED PAVEMENT MARKERS. FOR FINAL OR INTERIM PAVEMENT MARKING ON THE BRIDGE METAL GRID DECK, USE PAINT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- P) DURING INTERIM TEMPORARY TRAFFIC PATTERNS REMOVE ANY CONFLICTING PAVEMENT MARKINGS AND PAVEMENT MARKERS. NOTE ALL LOCATIONS OF EXISTING PAVEMENT MARKINGS PRIOR TO REMOVAL SUCH THAT THEY WILL BE REPLACED IN THE SAME MANNER UPON COMPLETION OF THE BRIDGE WORK.
- Q) UPON COMPLETION OF ALL CONSTRUCTION OPERATIONS REPLACE ALL PAVEMENT MARKINGS AND MARKERS IN THE SAME LOCATION AS WAS EXISTING PRIOR TO WORK BEGINNING. USE POLYUREA MARKINGS ON THE BRIDGE AND THERMOPLASTIC MARKINGS ON THE ASPHALT PAVEMENT.


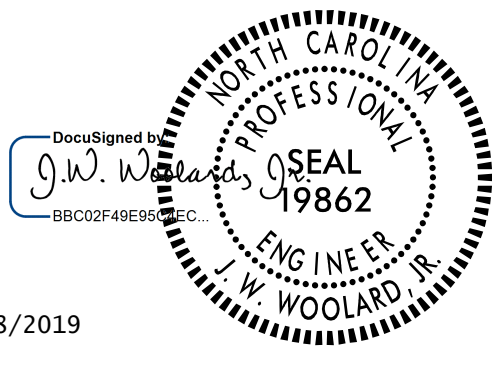
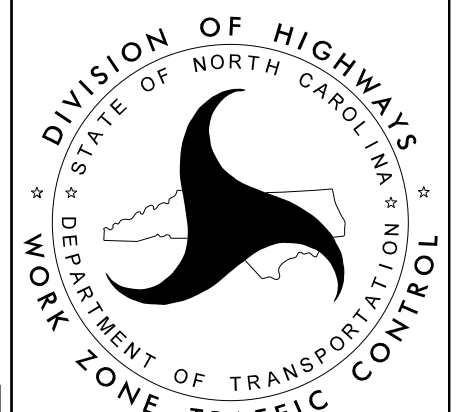
### TRAFFIC SIGNALS AND GATES

- R) FURNISH AND INSTALL TEMPORARY TRAFFIC SIGNALS AS SHOWN IN THE PLANS. COORDINATE TEMPORARY TRAFFIC SIGNAL INSTALLATION AND OPERATION WITH THE NCDOT SIGNAL DESIGN UNIT AND THE ENGINEER.

### MISCELLANEOUS

- S) FOR LANE CLOSURES AND TEMPORARY TRAFFIC PATTERNS FOR WHICH DRUMS ARE REQUIRED ON THE BRIDGE DECK, EITHER TEMPORARILY ATTACH (WIRE) DRUMS TO GRID DECK OR REMOVE AND LATER RESET DRUMS FOR EACH BRIDGE OPERATION.
- T) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE ENGINEER.
- U) ALL DIMENSIONS AND STATIONS IN THE TRAFFIC MANAGEMENT PLAN AND PHASING ARE APPROXIMATE (+/-); FIELD ADJUST AS NECESSARY OR AS DIRECTED BY THE ENGINEER.
- W) ENSURE THE OVERSIZE/OVERWEIGHT PERMIT UNIT (919) 733-4740 HAS BEEN ADVISED OF THE ONGOING TRAFFIC OPERATIONS THROUGH THE DIVISION OFFICE.

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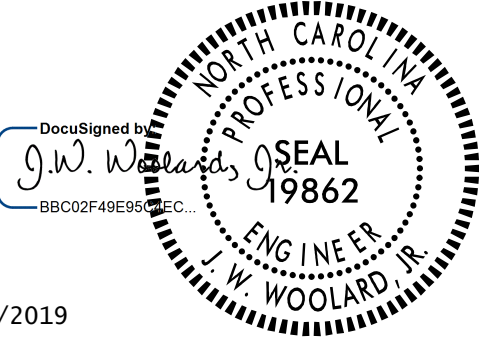

# TRAFFIC CONTROL PHASING

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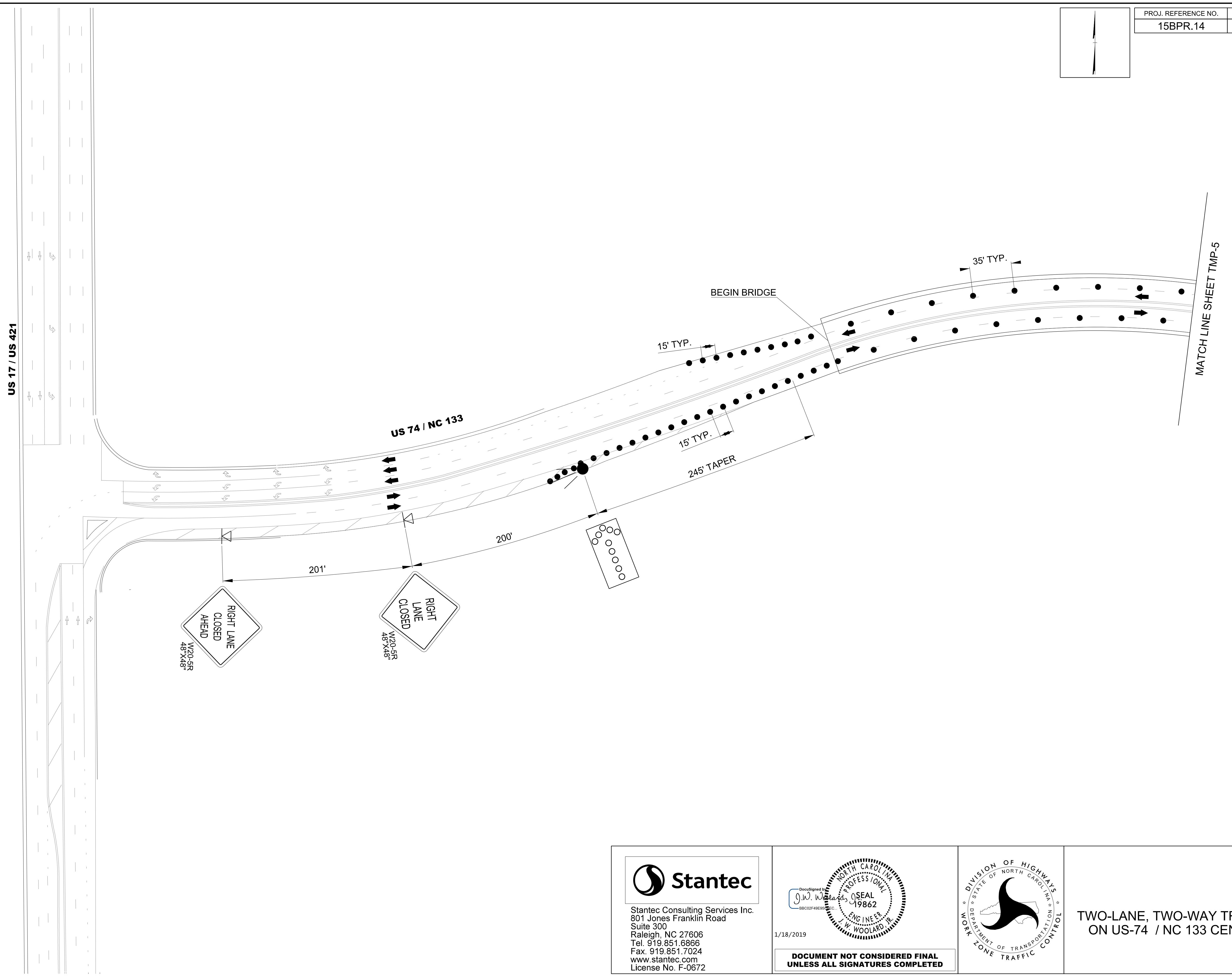
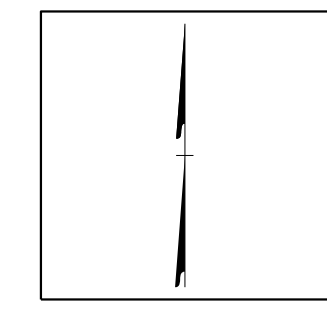
- PERFORM ALL BRIDGE REPAIR OPERATIONS AS SHOWN IN THE STRUCTURE PLANS USING LANE CLOSURES AND RAMP CLOSURES AS OUTLINED BELOW:
- REFER TO GENERAL NOTES FOR TIME AND HOLIDAY RESTRICTIONS.
- PRIOR TO PERFORMING ANY WORK, INSTALL WORK ZONE ADVANCE WARNING SIGNS USING RSD 1101.01 NO MORE THAN THREE (3) CALENDAR DAYS BEFORE BEGINNING WORK.
- OPERATIONS 1 - 5 LISTED BELOW SHALL BE PERFORMED IN THE ORDER LISTED IN THE SEQUENCE SHOWN IN THE STRUCTURE PLANS. OPERATION 6 SHALL BE PERFORMED ONLY AFTER OPERATIONS 1 - 5 ARE COMPLETED.

<p><b>1. JOINT REPAIR/RECONSTRUCTION, SURFACE PREPARATION, AND SEALANT ON CONCRETE BRIDGE DECK</b></p> <p>USING LANE CLOSURE DETAILS SHOWN ON SHEETS TMP-4 TO TMP-9 AND RAMP CLOSURES AS SHOWN ON TMP-16 TO TMP-19 OR OVERNIGHT BRIDGE CLOSURES AS SHOWN ON TMP-20 TO TMP-24, COMPLETE THE FOLLOWING:</p> <p>STEP 1. PERFORM JOINT REPAIR/RECONSTRUCTION OPERATIONS AS SHOWN IN THE STRUCTURE PLANS.</p> <p>STEP 2. PERFORM CLASS II SURFACE PREPARATION AND CONCRETE FOR DECK REPAIR OPERATIONS AS SHOWN IN THE STRUCTURE PLANS.</p> <p>STEP 3. PERFORM SHOTBLASTING AND SILANE DECK TREATMENT ON ALL CONCRETE DECK SPANS AS SHOWN IN THE STRUCTURE PLANS.</p>	<p><b>2. BASCULE SPAN GRID DECK REPLACEMENT, STRUCTURAL STEEL REPAIRS, STRUCTURAL STEEL CLEANING AND PAINTING, TRUNNION COLUMN REPAIRS</b></p> <p>USING OVERNIGHT BRIDGE CLOSURE DETAILS SHOWN ON SHEETS TMP-20 TO TMP-25, COMPLETE THE FOLLOWING:</p> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p>NOTE: THE CONTRACTOR MAY USE TWO (2) WEEKEND BRIDGE CLOSURES FROM 9:00 PM FRIDAY TO 5:00 AM MONDAY TO PERFORM OPERATION 2, STEP 1. (SEE SPECIAL PROVISIONS)</p> </div> <p>STEP 1. PERFORM GRID DECK REPLACEMENT OPERATIONS FOLLOWING THE CONSTRUCTION SEQUENCE FOR GRID DECK REPLACEMENT SHOWN IN THE STRUCTURE PLANS.</p> <p>(NOTE: REPLACE GRID DECK ONE SECTION AT A TIME. ALL GRID DECK MUST BE IN PLACE AT THE END OF EACH WORK PERIOD, PRIOR TO REOPENING THE BRIDGE TO TRAFFIC.)</p> <p>USING LANE CLOSURE DETAILS SHOWN ON SHEETS TMP-4 TO TMP-9 AND RAMP CLOSURES AS SHOWN ON TMP-16 TO TMP-19 OR OVERNIGHT BRIDGE CLOSURES AS SHOWN ON TMP-20 TO TMP-25, COMPLETE THE FOLLOWING:</p> <p>STEP 2. PERFORM ALL STRUCTURAL STEEL REPAIRS, CLEANING AND PAINTING OPERATIONS AS SHOWN IN THE STRUCTURE PLANS.</p> <p>STEP 3. PERFORM TRUNNION COLUMN REPAIRS AS SHOWN IN THE STRUCTURE PLANS.</p>	<p><b>3. CONCRETE GIRDER, DIAPHRAM, AND SUBSTRUCTURE REPAIRS</b></p> <p>USING LANE CLOSURE DETAILS SHOWN ON SHEET TMP-10 TO TMP-15 OR OVERNIGHT BRIDGE CLOSURES AS SHOWN ON TMP-20 TO TMP-25 AS NECESSARY, PERFORM ALL GIRDER, DIAPHRAM AND SUBSTRUCTURE REPAIRS AS SHOWN IN THE STRUCTURE PLANS.</p>
<p><b>4. ARCHITECTURAL WORK</b></p> <p>USING LANE CLOSURE DETAILS AS SHOWN ON TMP-4 TO TMP-6 OR OVERNIGHT BRIDGE CLOSURES AS SHOWN ON TMP-20 TO TMP-25 AS NECESSARY, PERFORM ALL ARCHITECTURAL WORK AS SHOWN IN THE ARCHITECTURAL PLANS.</p>	<p><b>5. MECHANICAL, ELECTRICAL AND UTILITY WORK</b></p> <p>USING LANE CLOSURE DETAILS AS SHOWN ON TMP-10 TO TMP-15 OR OVERNIGHT BRIDGE CLOSURES AS SHOWN ON TMP-20 TO TMP-25 AS NECESSARY, PERFORM ALL MECHANICAL, ELECTRICAL, AND UTILITY WORK AS SHOWN IN THE MECHANICAL, ELECTRICAL, AND UTILITY PLANS.</p>	<p><b>6. FINAL PAVEMENT MARKINGS</b></p> <p>USING LANE CLOSURE DETAILS AS SHOWN ON TMP-4 TO TMP-9 AND RAMP CLOSURES AS SHOWN ON TMP-16 TO TMP-19, PLACE FINAL PAVEMENT MARKINGS AS SHOWN IN THE PAVEMENT MARKING PLANS.</p>

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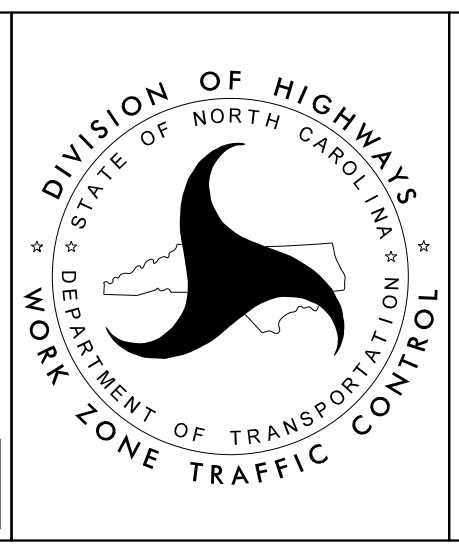
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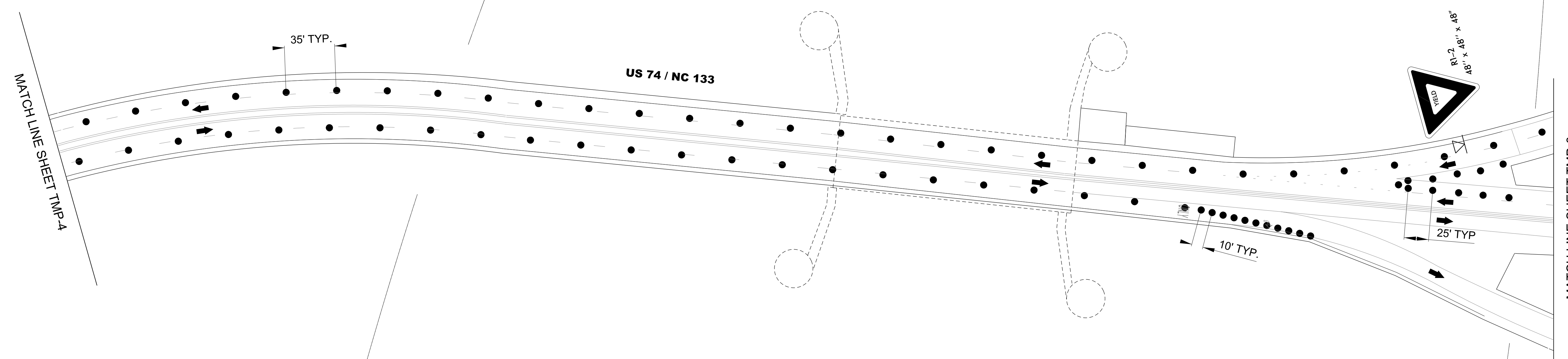
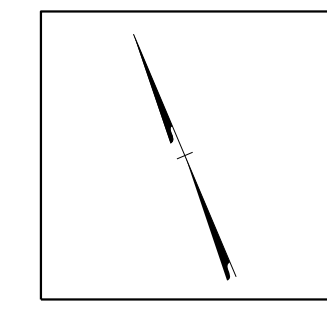
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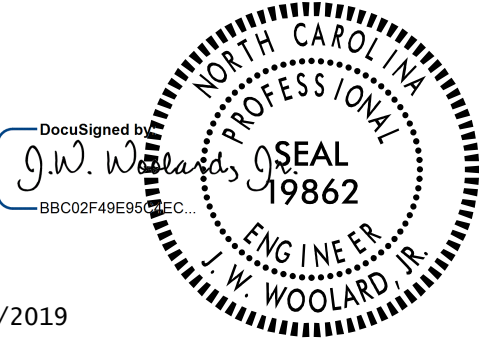
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ON US-74 / NC 133 CENTER**

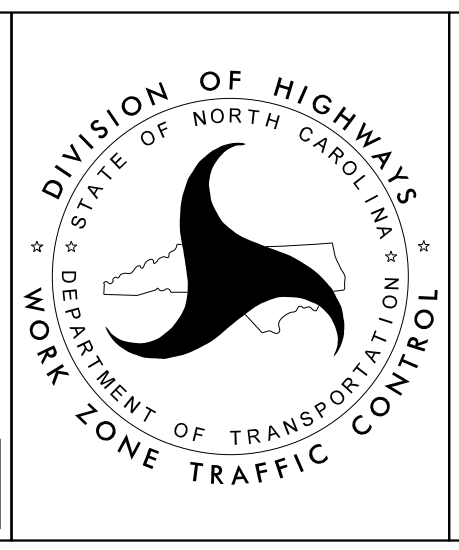
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15BPR.14	TMP-5



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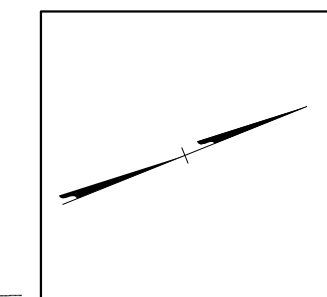
  
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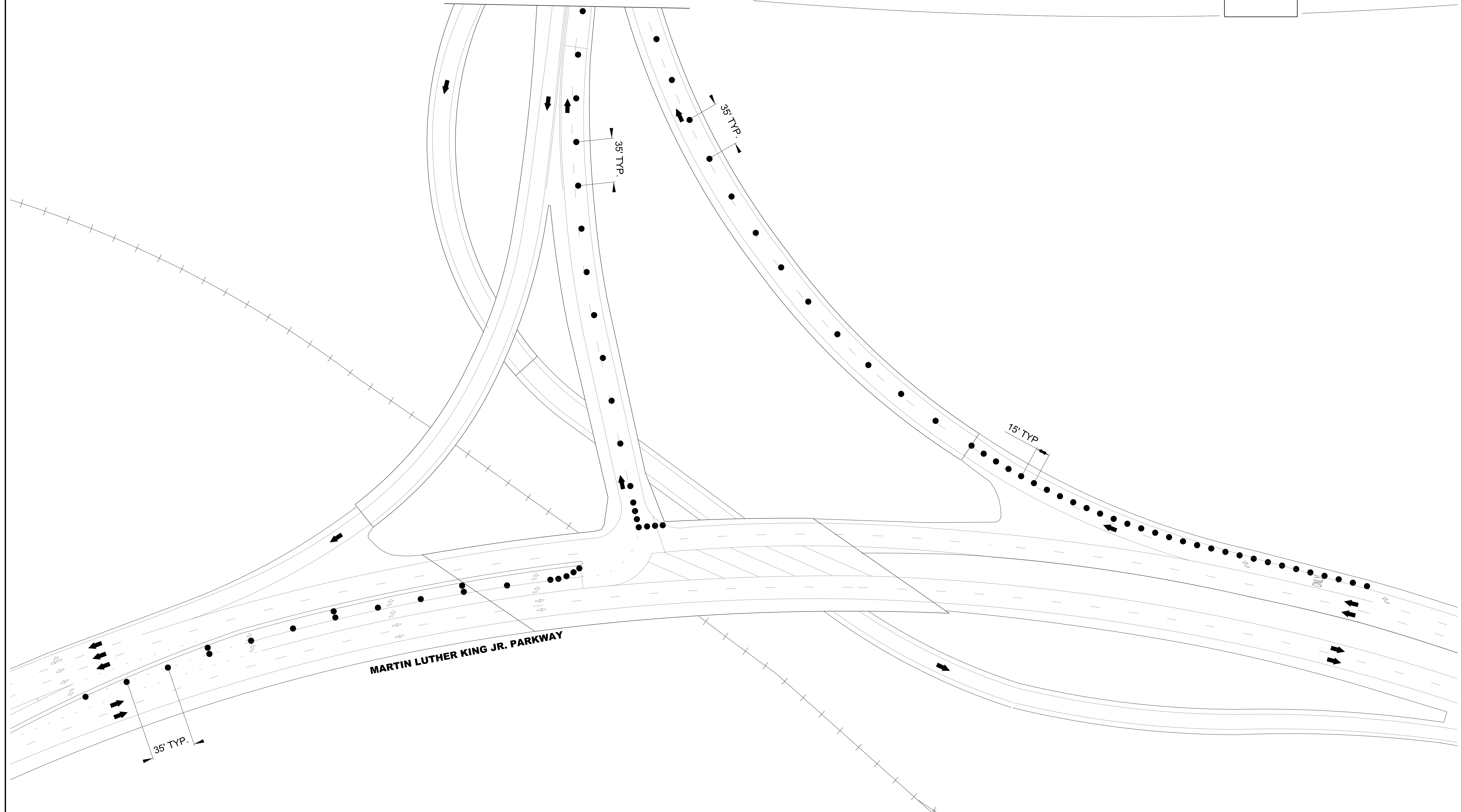


**TWO-LANE, TWO-WAY TRAFFIC  
 ON US-74 / NC 133 CENTER**

PROJ. REFERENCE NO.	SHEET NO.
15BPR.14	TMP-6



MATCH LINE SHEET TMP-5



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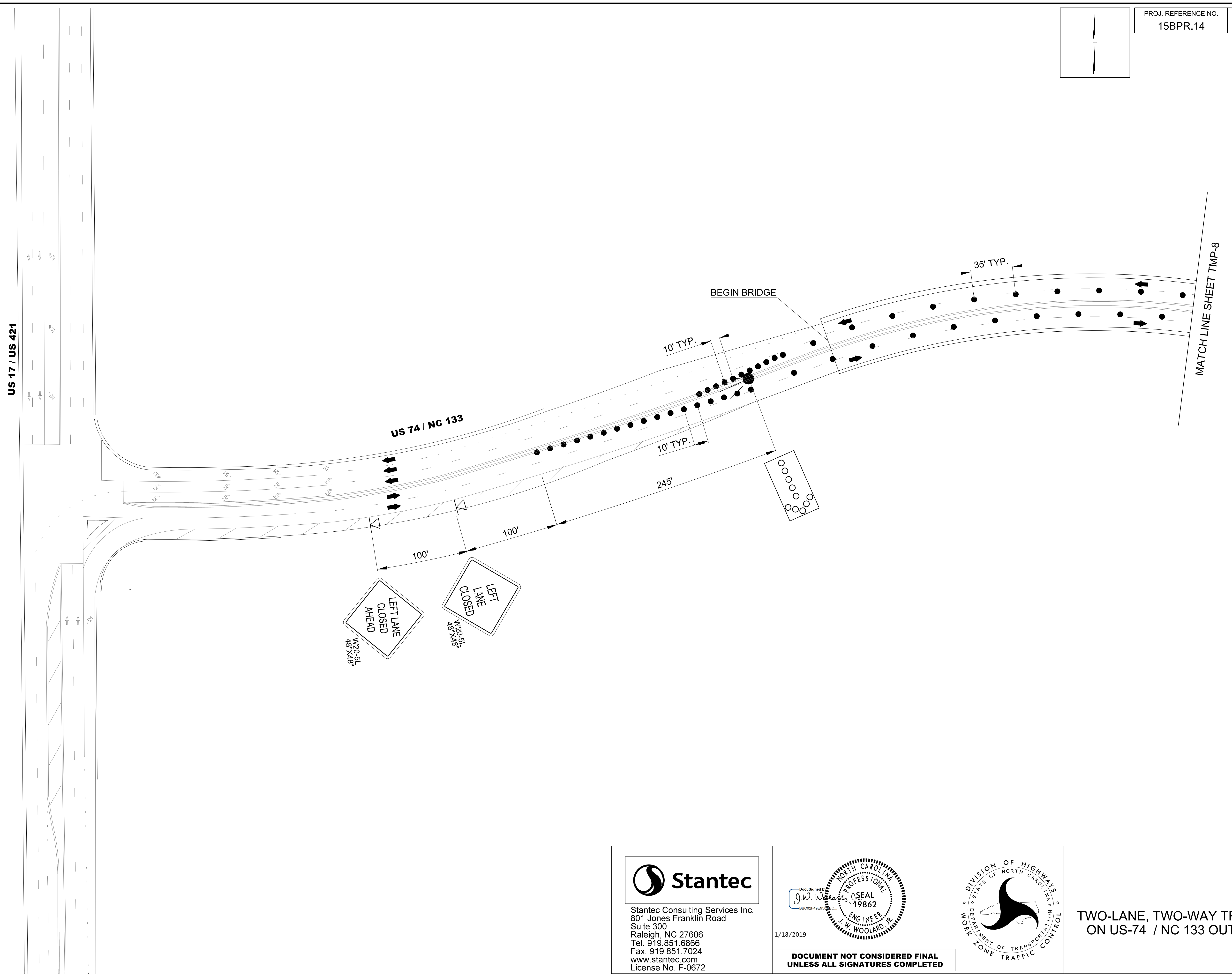
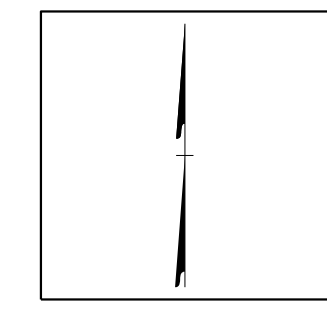
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 BBO2249E930C  
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 SEAL  
 19862  
 ENGINEER  
 J. W. WOOLARD, R.  
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**TWO-LANE, TWO-WAY TRAFFIC  
 ON US-74 / NC 133 CENTER**

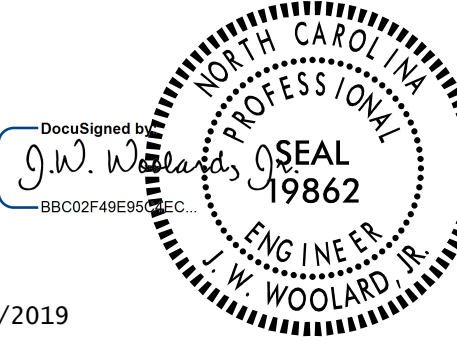


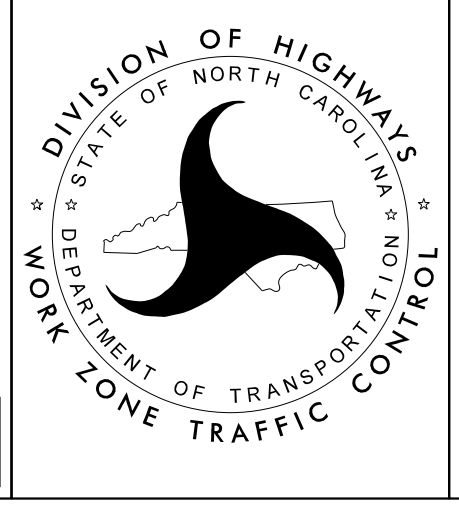
PROJ. REFERENCE NO.	SHEET NO.
15BPR.14	TMP-7



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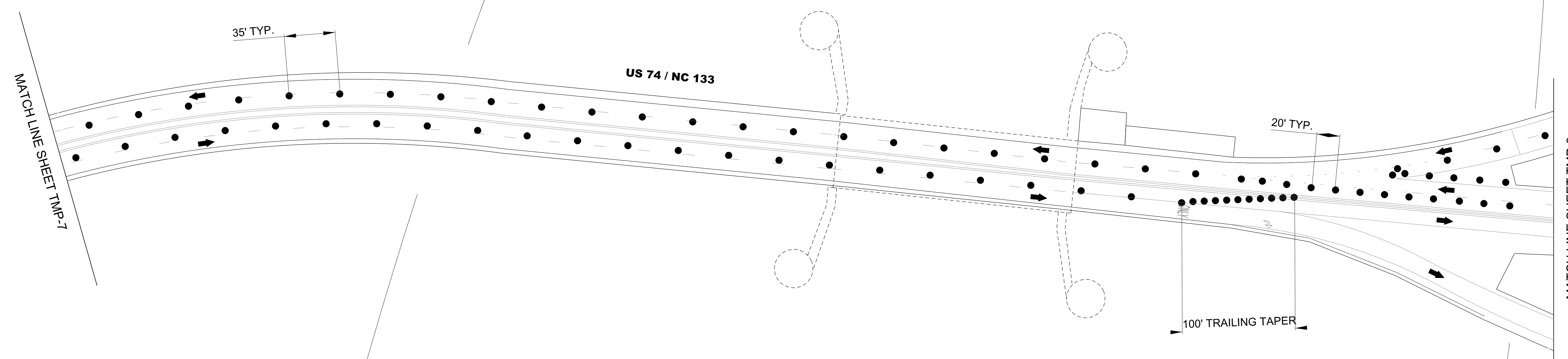
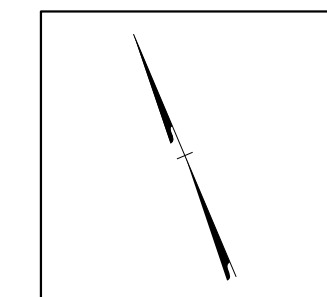
  
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**TWO-LANE, TWO-WAY TRAFFIC  
 ON US-74 / NC 133 OUTSIDE**

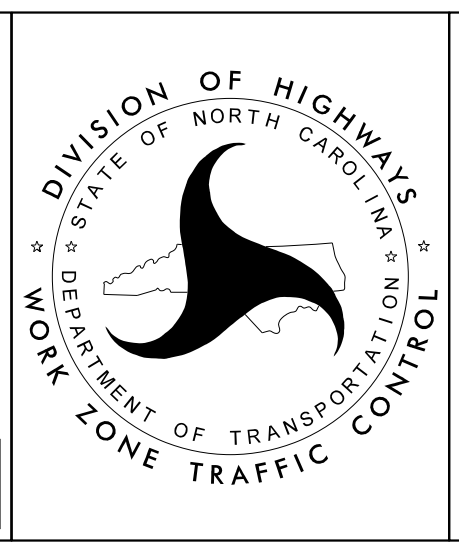
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15BPR.14	TMP-8



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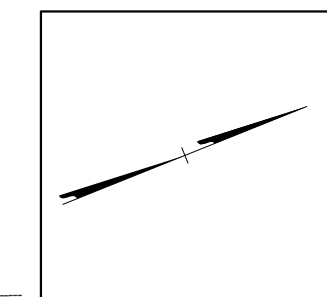
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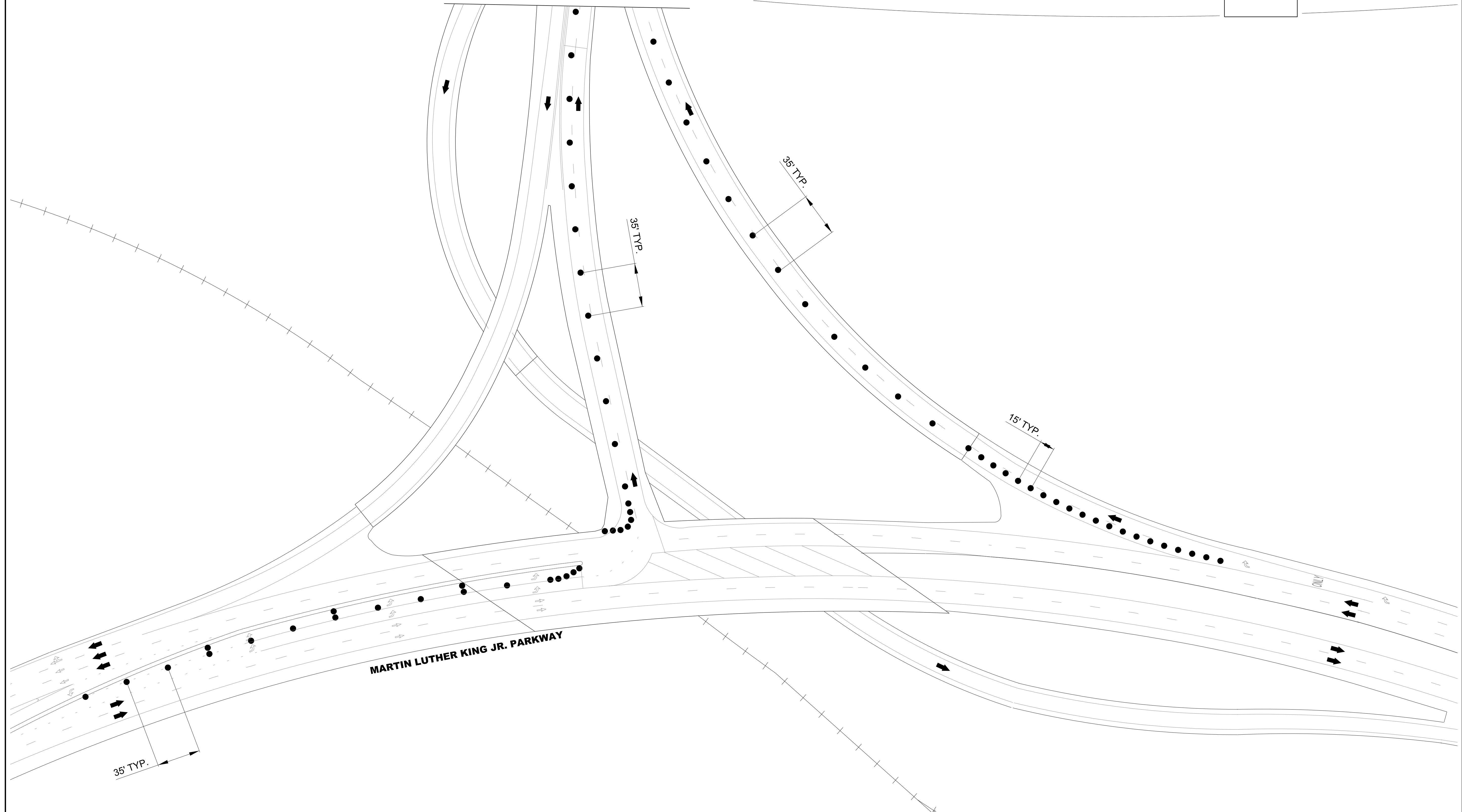


**TWO-LANE, TWO-WAY TRAFFIC  
ON US-74 / NC 133 OUTSIDE**

PROJ. REFERENCE NO.	SHEET NO.
15BPR.14	TMP-9



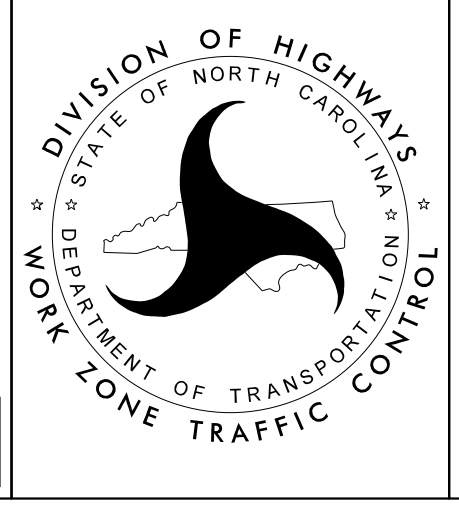
MATCH LINE SHEET TMP-8



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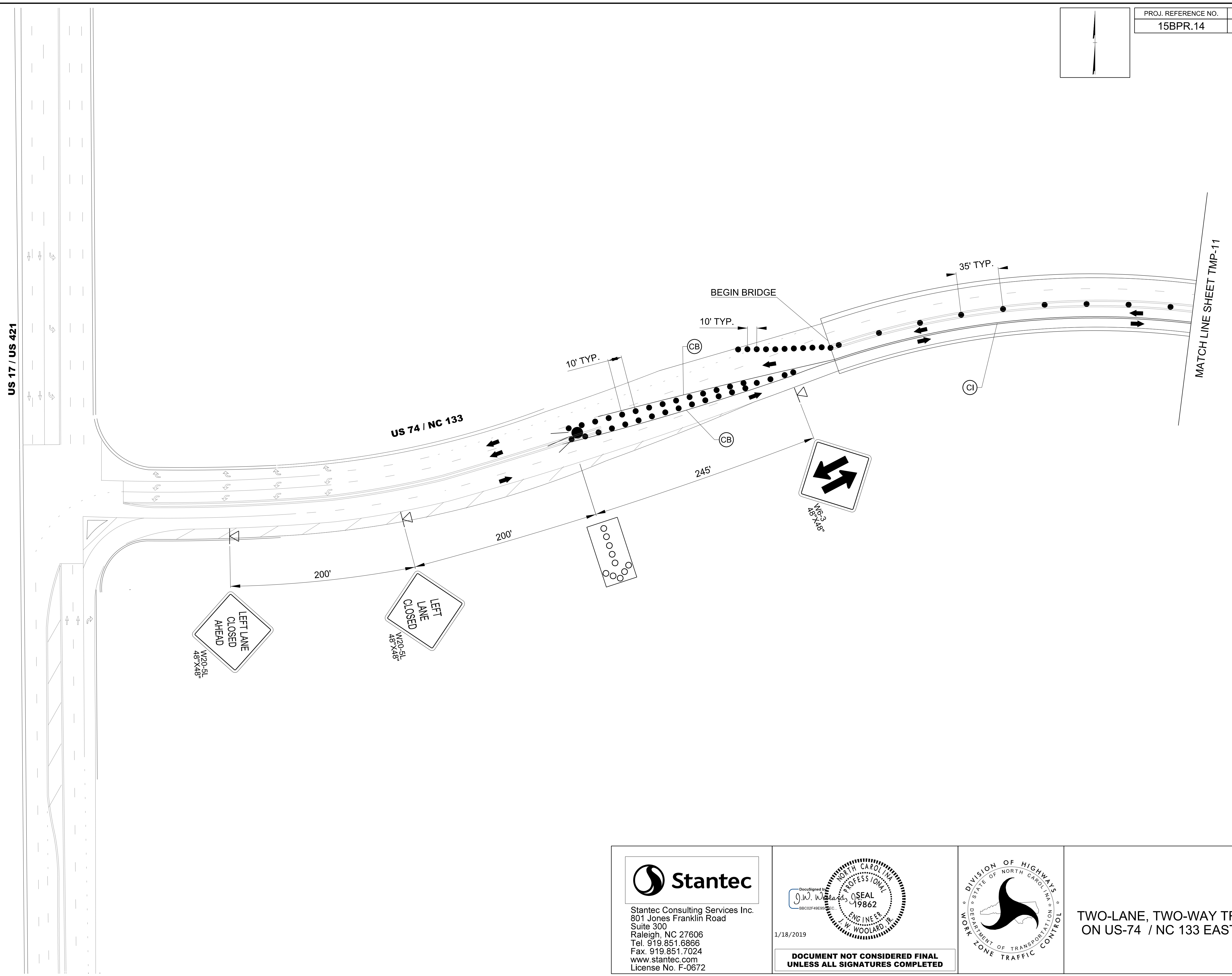
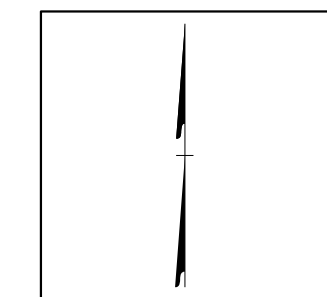
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 NORTH CAROLINA



**TWO-LANE, TWO-WAY TRAFFIC  
ON US-74 / NC 133 OUTSIDE**

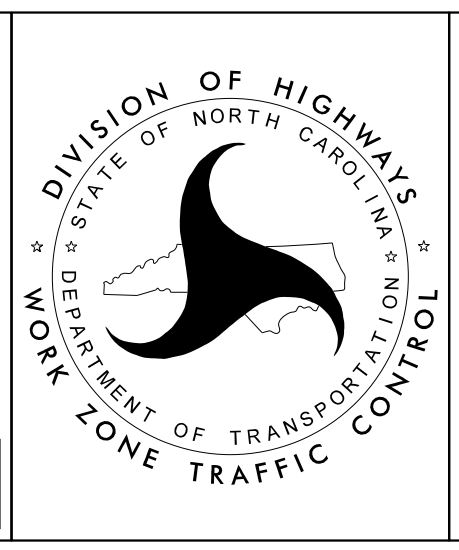
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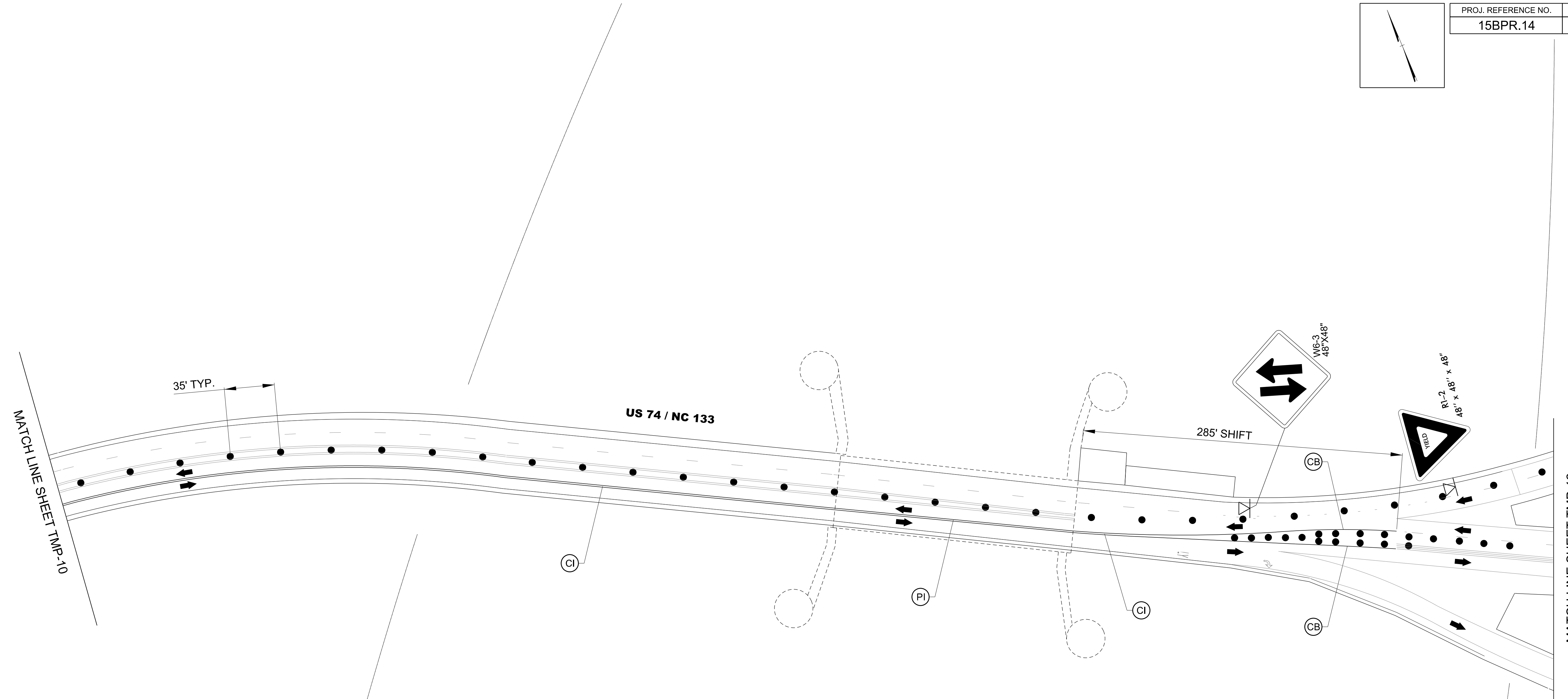
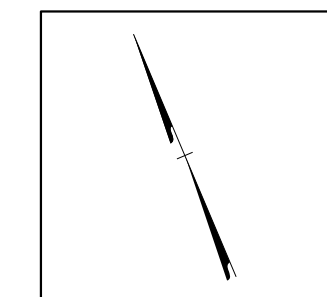
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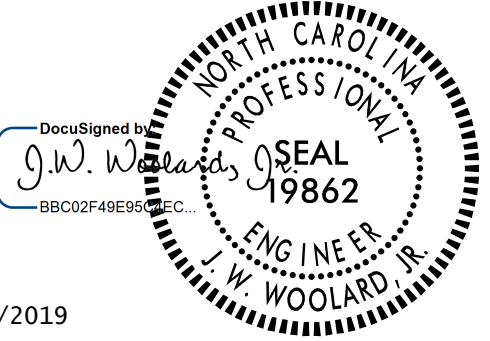
**TWO-LANE, TWO-WAY TRAFFIC  
 ON US-74 / NC 133 EAST SIDE**

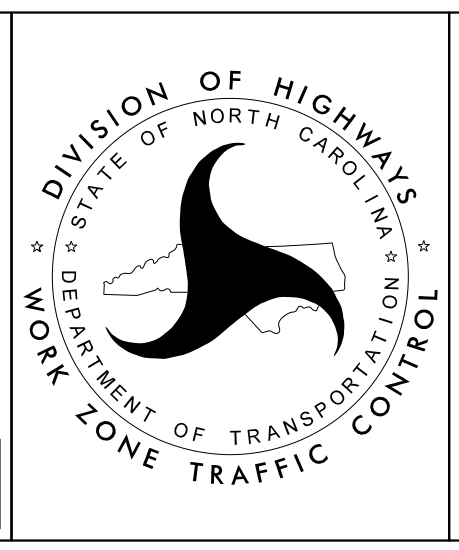
PROJ. REFERENCE NO.	SHEET NO.
15BPR.14	TMP-11



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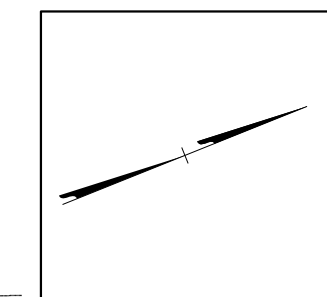
  
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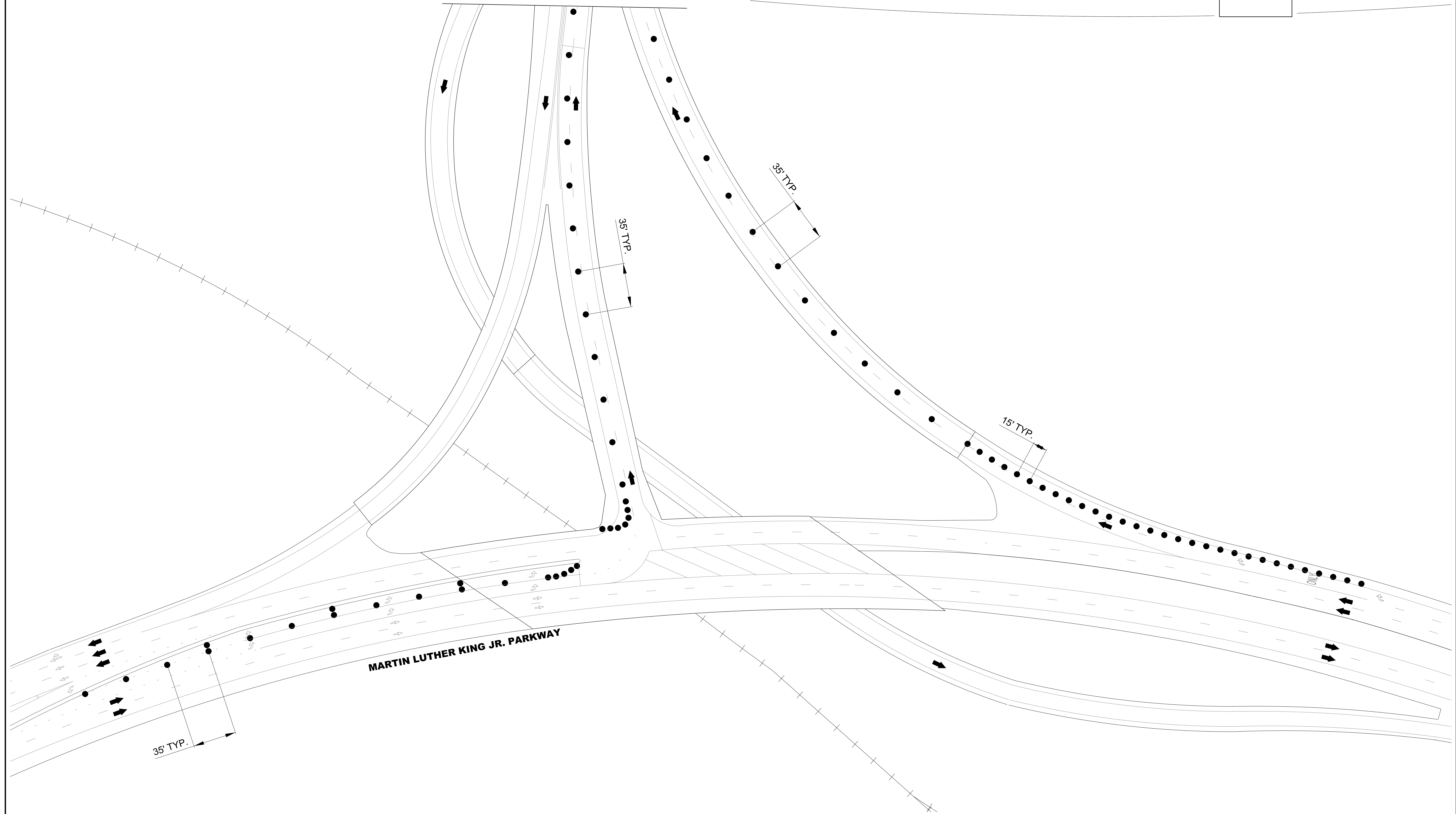


**TWO-LANE, TWO-WAY TRAFFIC  
 ON US-74 / NC 133 EAST SIDE**

PROJ. REFERENCE NO.	SHEET NO.
15BPR.14	TMP-12



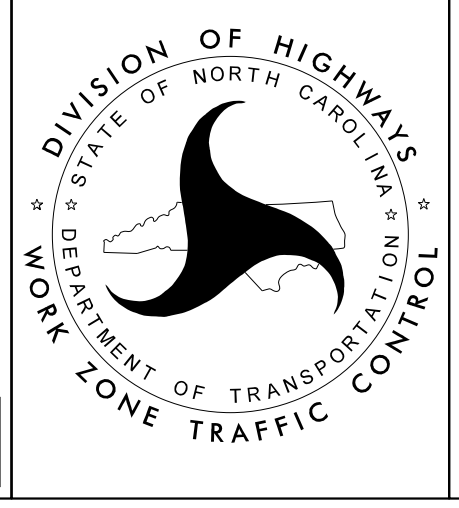
MATCH LINE SHEET TMP-11



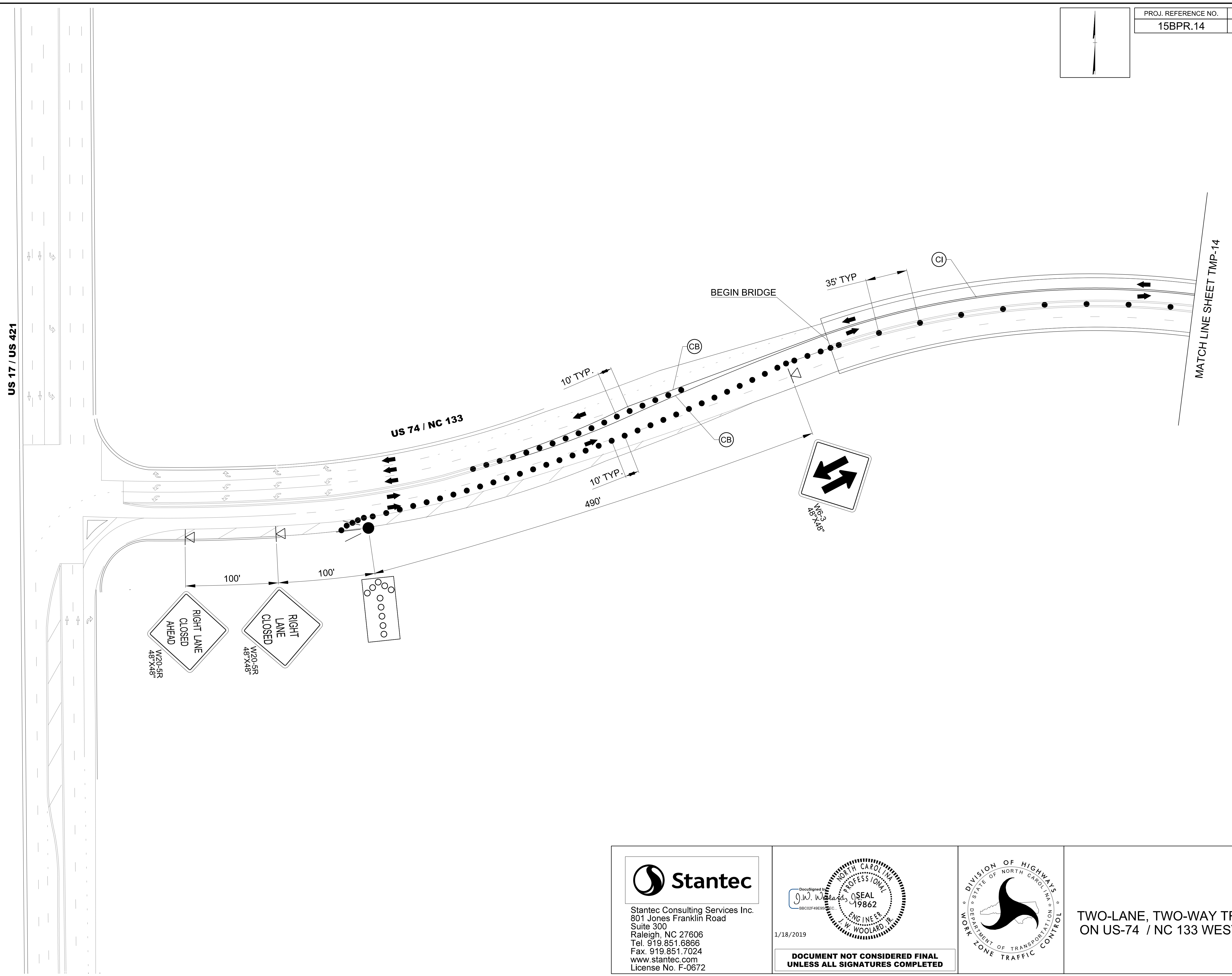
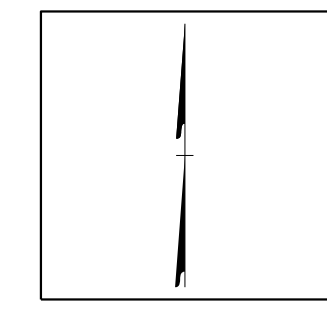
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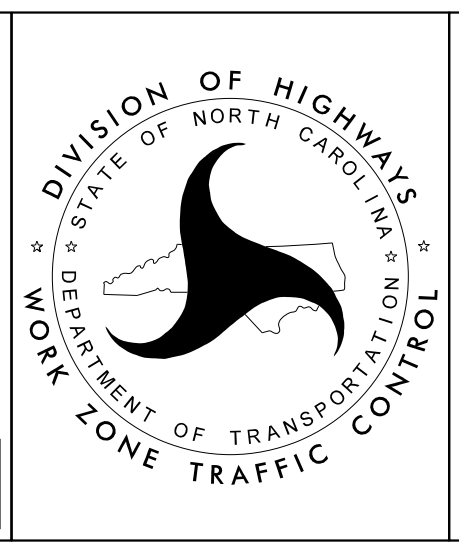
**TWO-LANE, TWO-WAY TRAFFIC  
 ON US-74 / NC 133 EAST SIDE**



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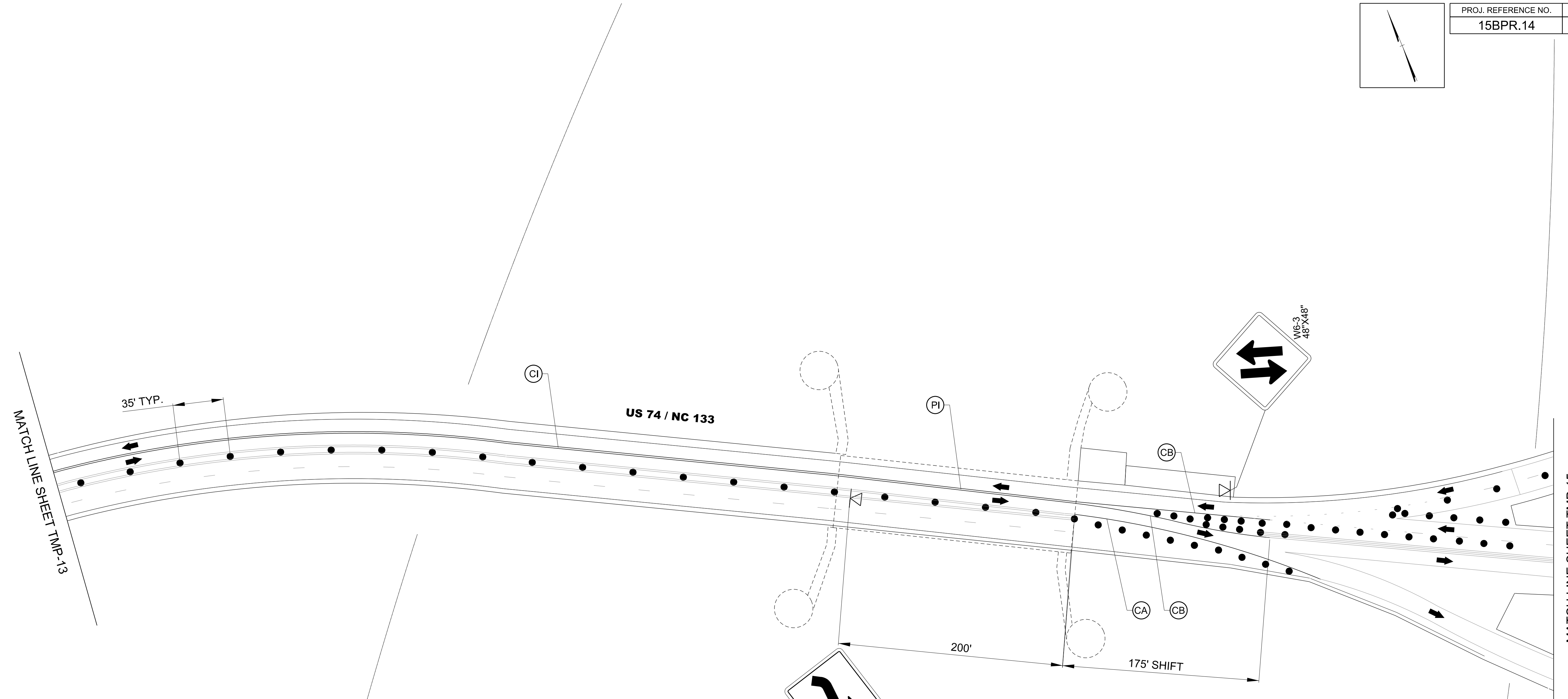
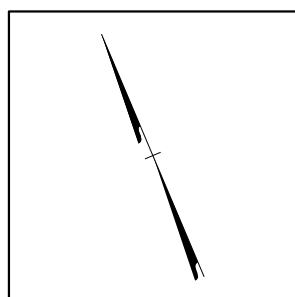
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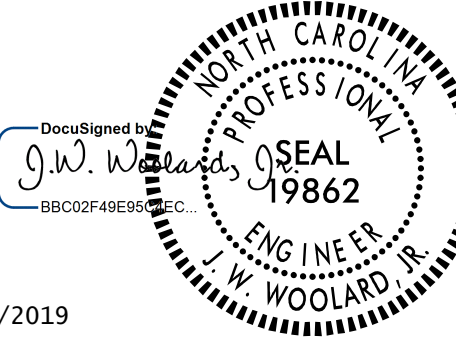
**TWO-LANE, TWO-WAY TRAFFIC  
 ON US-74 / NC 133 WEST SIDE**

PROJ. REFERENCE NO.	SHEET NO.
15BPR.14	TMP-14



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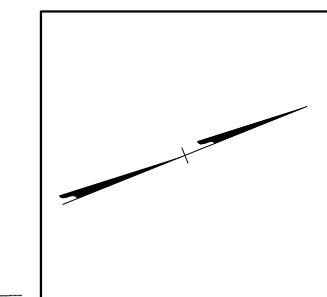
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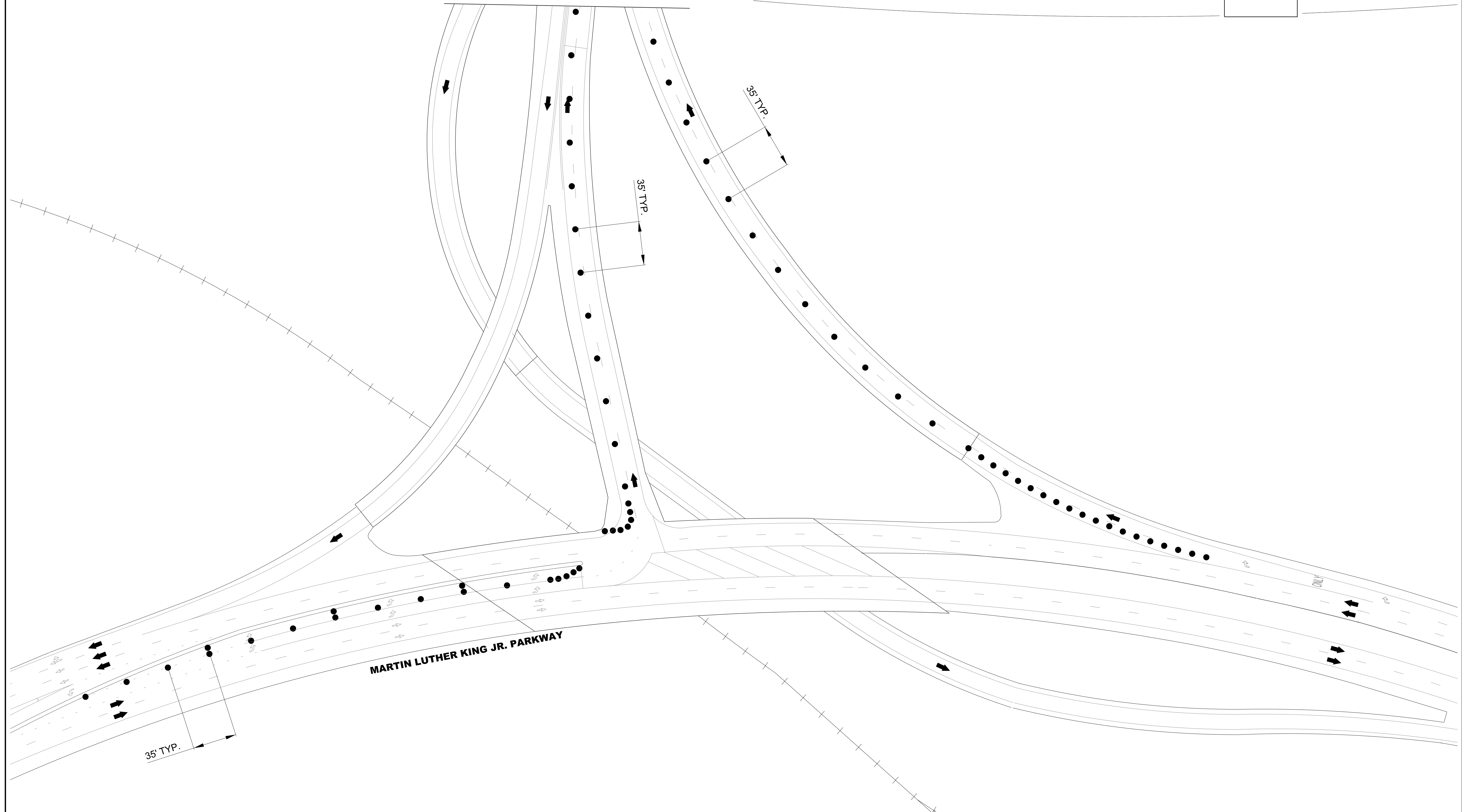
**TWO-LANE, TWO-WAY TRAFFIC  
ON US-74 / NC 133 WEST SIDE**



PROJ. REFERENCE NO.	SHEET NO.
15BPR.14	TMP-15



MATCH LINE SHEET TMP-14



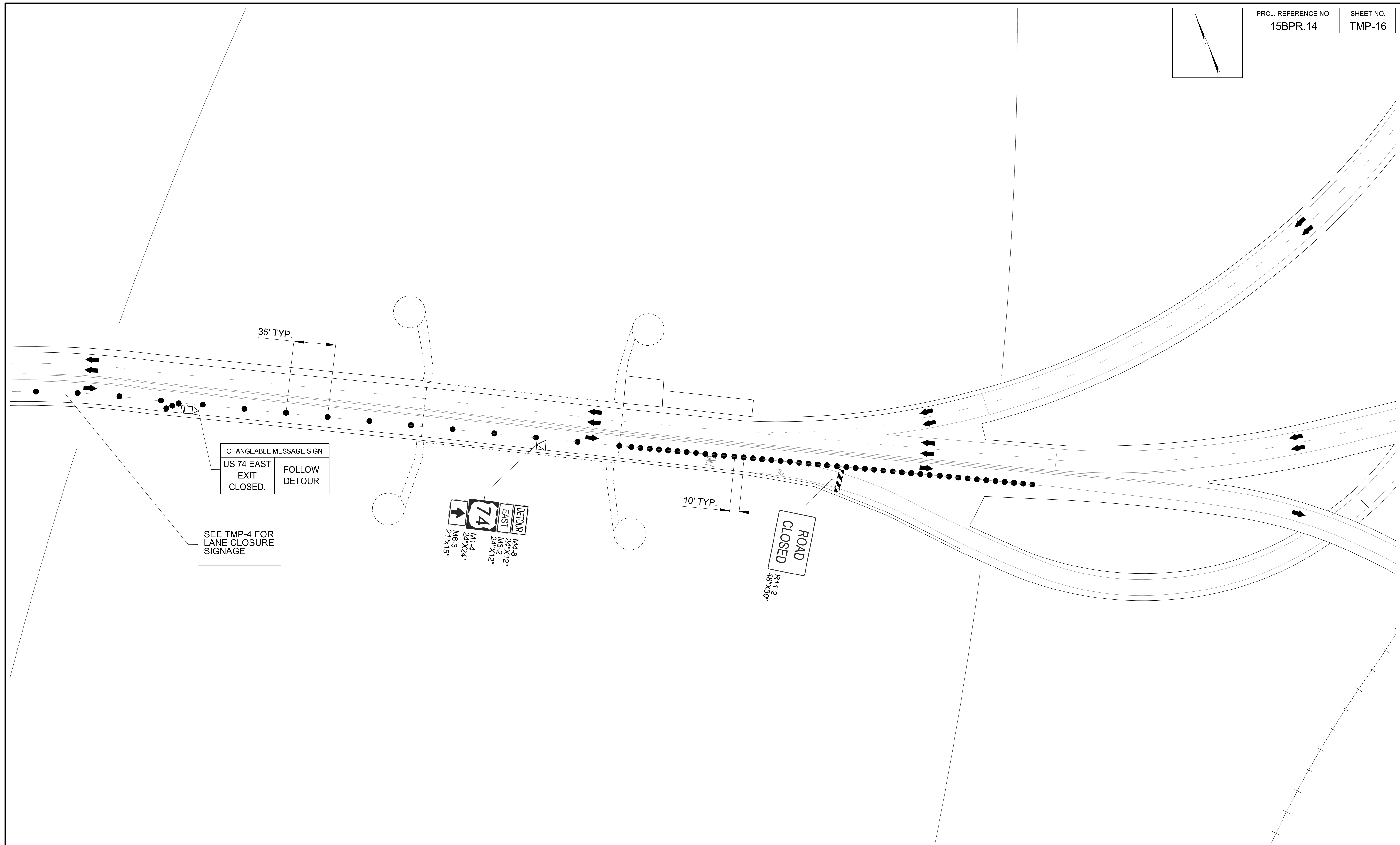
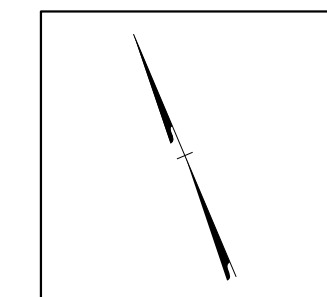
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 PROFESSIONAL SEAL  
 19862  
 ENGINEER  
 J.W. WOOLARD, P.E.

DIVISION OF HIGHWAYS  
 DEPARTMENT OF TRANSPORTATION  
 WORK ZONE TRAFFIC CONTROL

**TWO-LANE, TWO-WAY TRAFFIC  
 ON US-74 / NC 133 WEST SIDE**



CHANGEABLE MESSAGE SIGN  
US 74 EAST  
EXIT  
CLOSED. FOLLOW  
DETOUR

SEE TMP-4 FOR  
LANE CLOSURE  
SIGNAGE

DETOUR  
EAST  
74  
M4-8  
24"X12"  
M3-2  
24"X12"  
M1-4  
24"X24"  
M6-3  
21"X15"

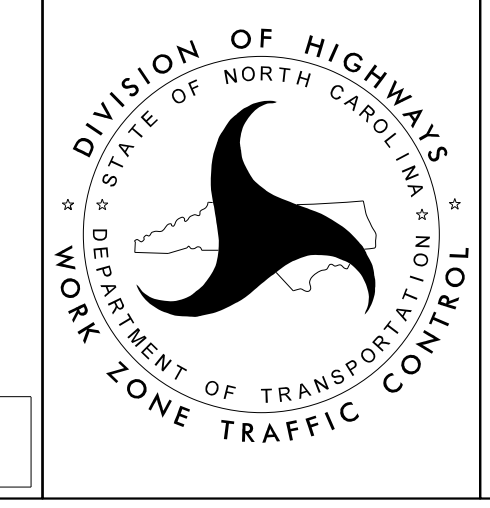
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R11-2  
48"X30"

1/18/2019  
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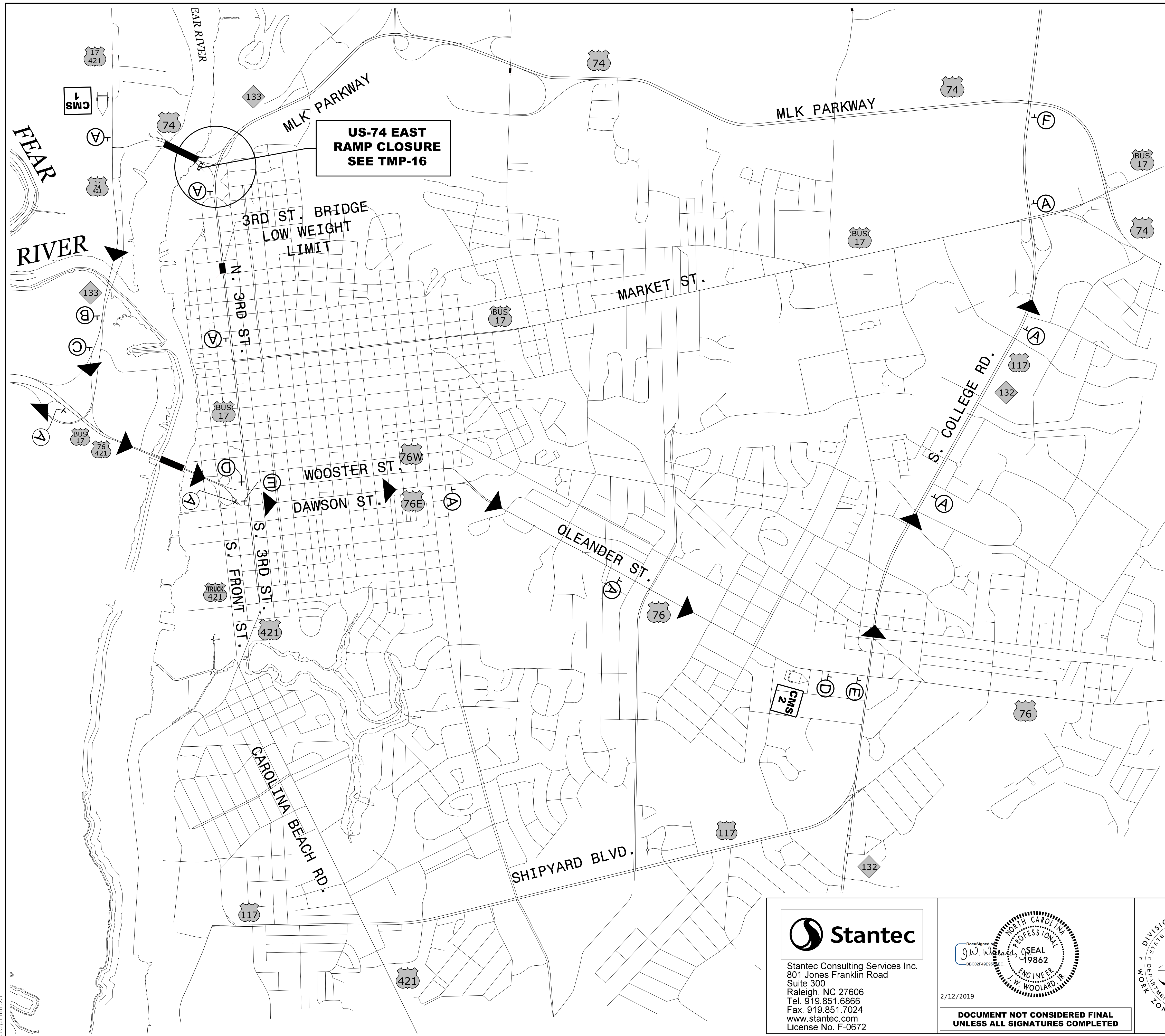
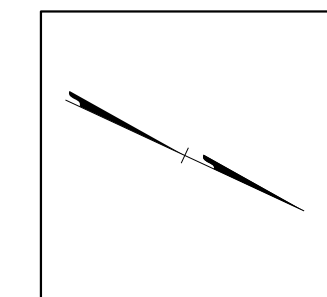
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US-74 EAST RAMP  
CLOSURE



- |   |  |
|---|--|
| <p><b>A</b> DETOUR M4-8 24"x12"<br/>EAST M3-2 24"x12"<br/>74 M1-4 24"x24"<br/>↑ M6-3 21"x15"</p>  | <p><b>B</b> DETOUR M4-8 24"x12"<br/>EAST M3-2 24"x12"<br/>74 M1-4 24"x24"<br/>↗ M5-2 21"x15"</p> |
| <p><b>C</b> DETOUR M4-8 24"x12"<br/>EAST M3-2 24"x12"<br/>74 M1-4 24"x24"<br/>↖ M6-2L 21"x15"</p> | <p><b>D</b> DETOUR M4-8 24"x12"<br/>EAST M3-2 24"x12"<br/>74 M1-4 24"x24"<br/>← M5-1 21"x15"</p> |
| <p><b>E</b> DETOUR M4-8 24"x12"<br/>EAST M3-2 24"x12"<br/>74 M1-4 24"x24"<br/>← M6-1L 21"x15"</p> | <p><b>F</b> END DETOUR M4-8a 24"x18"<br/>EAST M3-2 24"x12"<br/>74 M1-4 24"x24"</p>               |

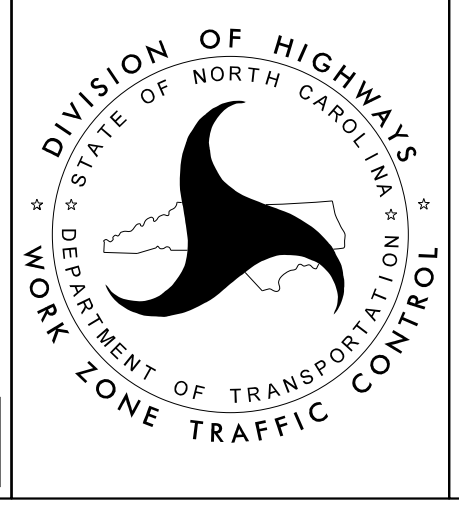
<b>CMS 1</b>	CHANGEABLE MESSAGE SIGN	
	US-74 EAST	FOLLOW DETOUR

<b>CMS 2</b>	CHANGEABLE MESSAGE SIGN	
	US-74 EAST	DETOUR LEFT ON COLLEGE

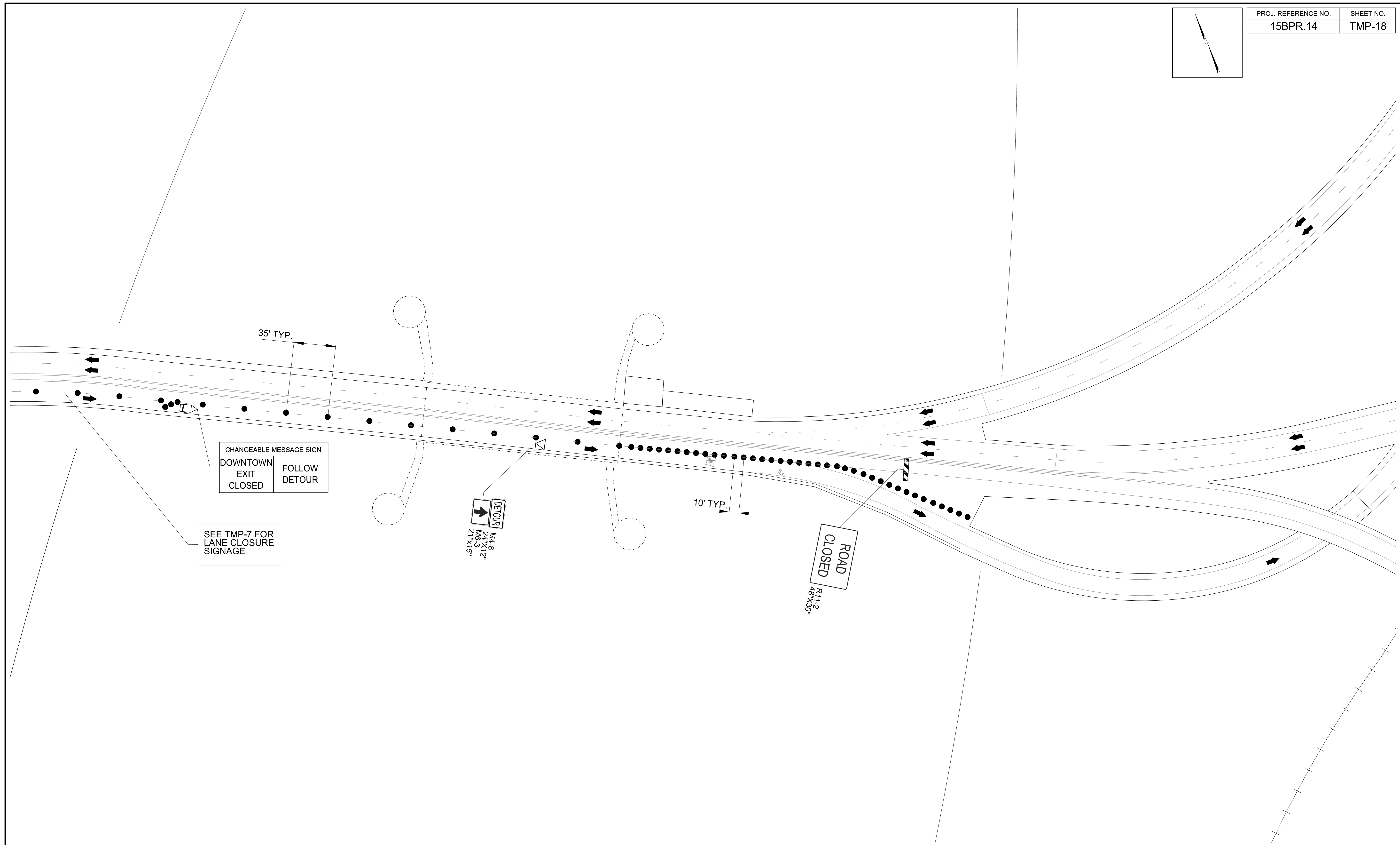
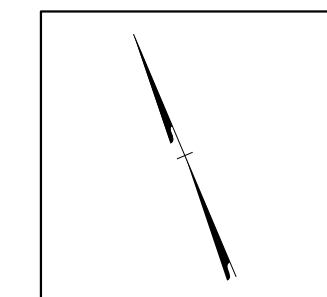
2/12/2019  
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 PROFESSIONAL SEAL  
 19862  
 W. WOOLARD, R.  
 ENGINEER  
 2/12/2019  
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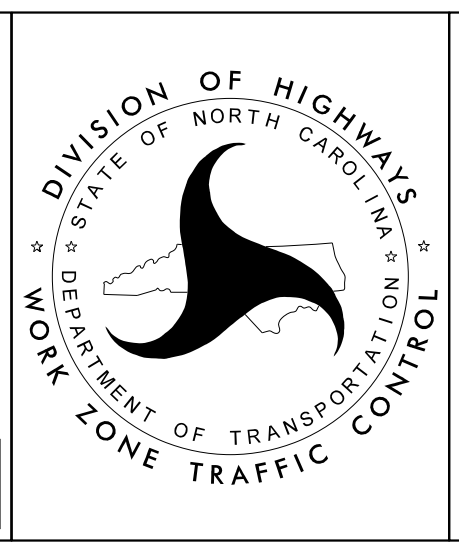
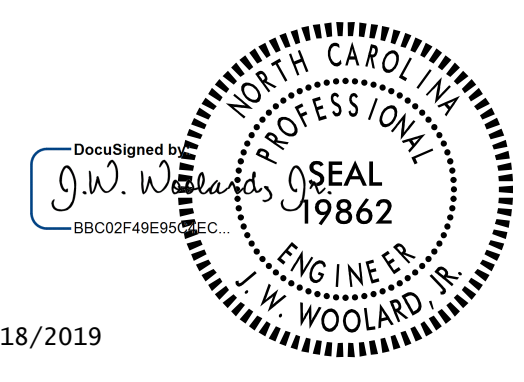
US-74 EAST RAMP  
DETOUR



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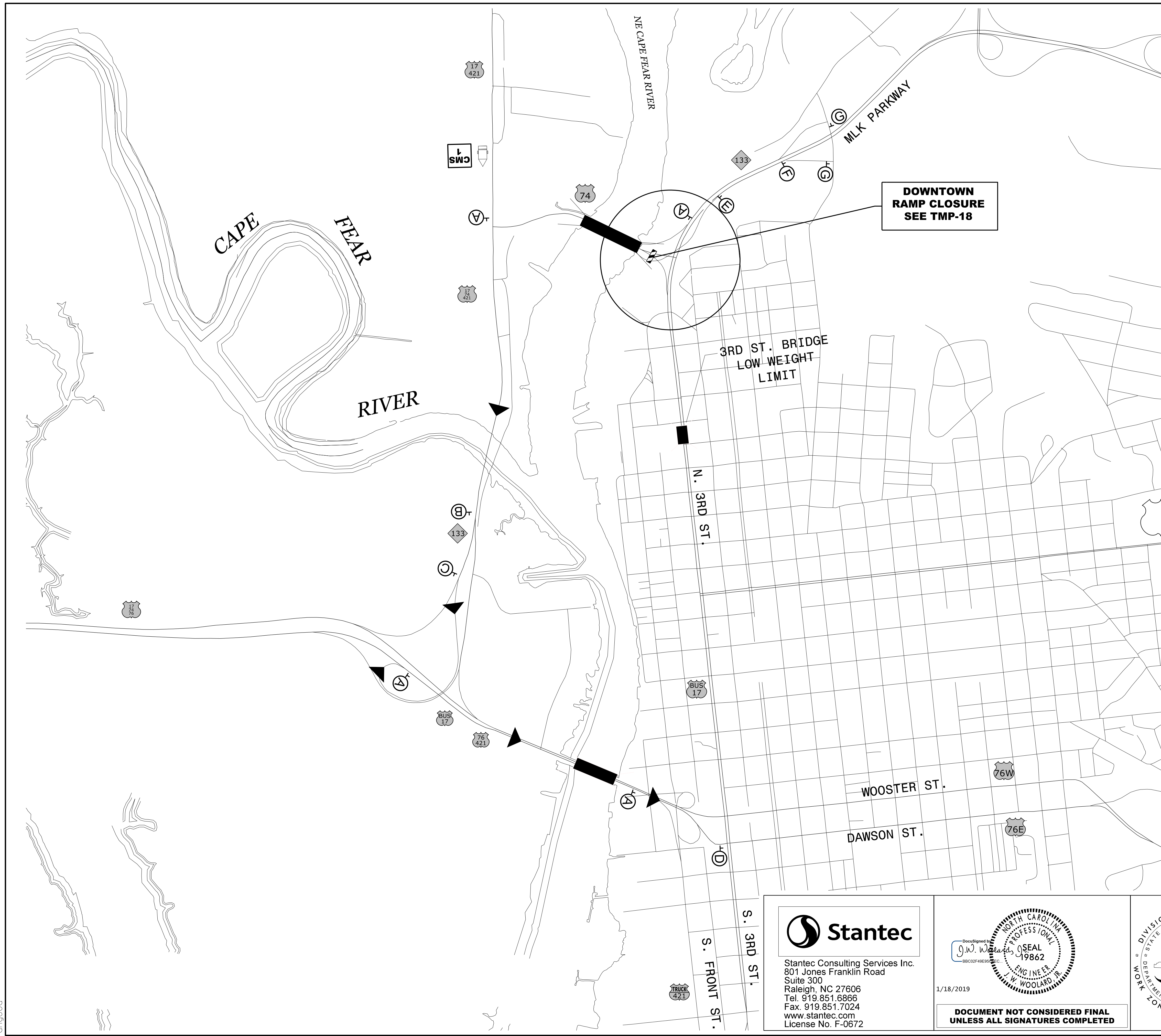
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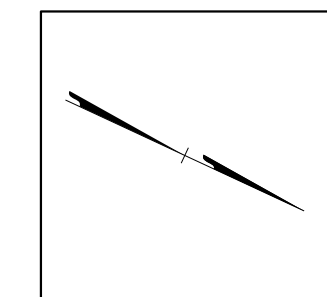


**DOWNTOWN RAMP  
 CLOSURE**

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PROJ. REFERENCE NO.	SHEET NO.
15BPR.14	TMP-19

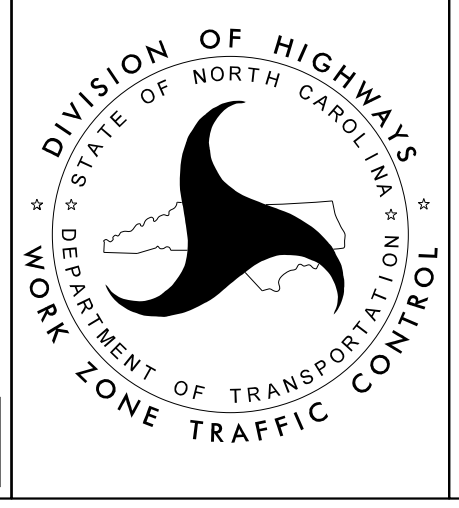


- A** DETOUR M4-8 24"x12"  
 M6-3 21"x15"
- B** DETOUR M4-8 24"x12"  
 M5-2 21"x15"
- C** DETOUR M4-8 24"x12"  
 M6-2L 21"x15"
- D** END DETOUR M4-8a 24"x18"
- E** DETOUR M4-8 24"x12"  
 M5-2 21"x15"
- F** DETOUR M4-8 24"x12"  
 M6-2 21"x15"
- G** DETOUR M4-8 24"x12"  
 M6-1L 21"x15"

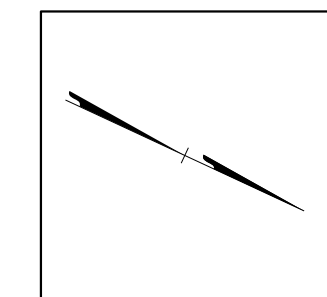
<b>CMS 1</b>	CHANGEABLE MESSAGE SIGN	
	DOWNTOWN FOLLOW DETOUR	DOWNTOWN FOLLOW DETOUR

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**DOWNTOWN RAMP  
 DETOUR**

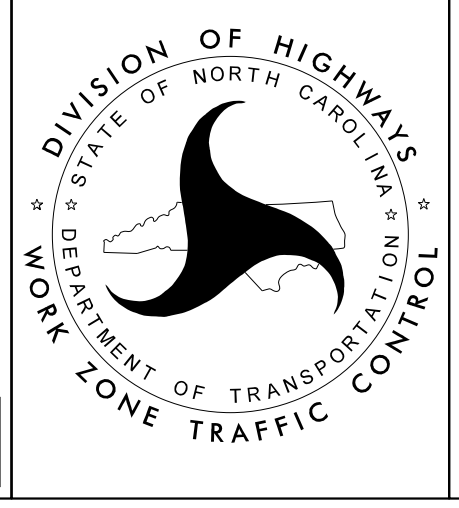


**SEE TMP-22 FOR DETOUR SIGNS**

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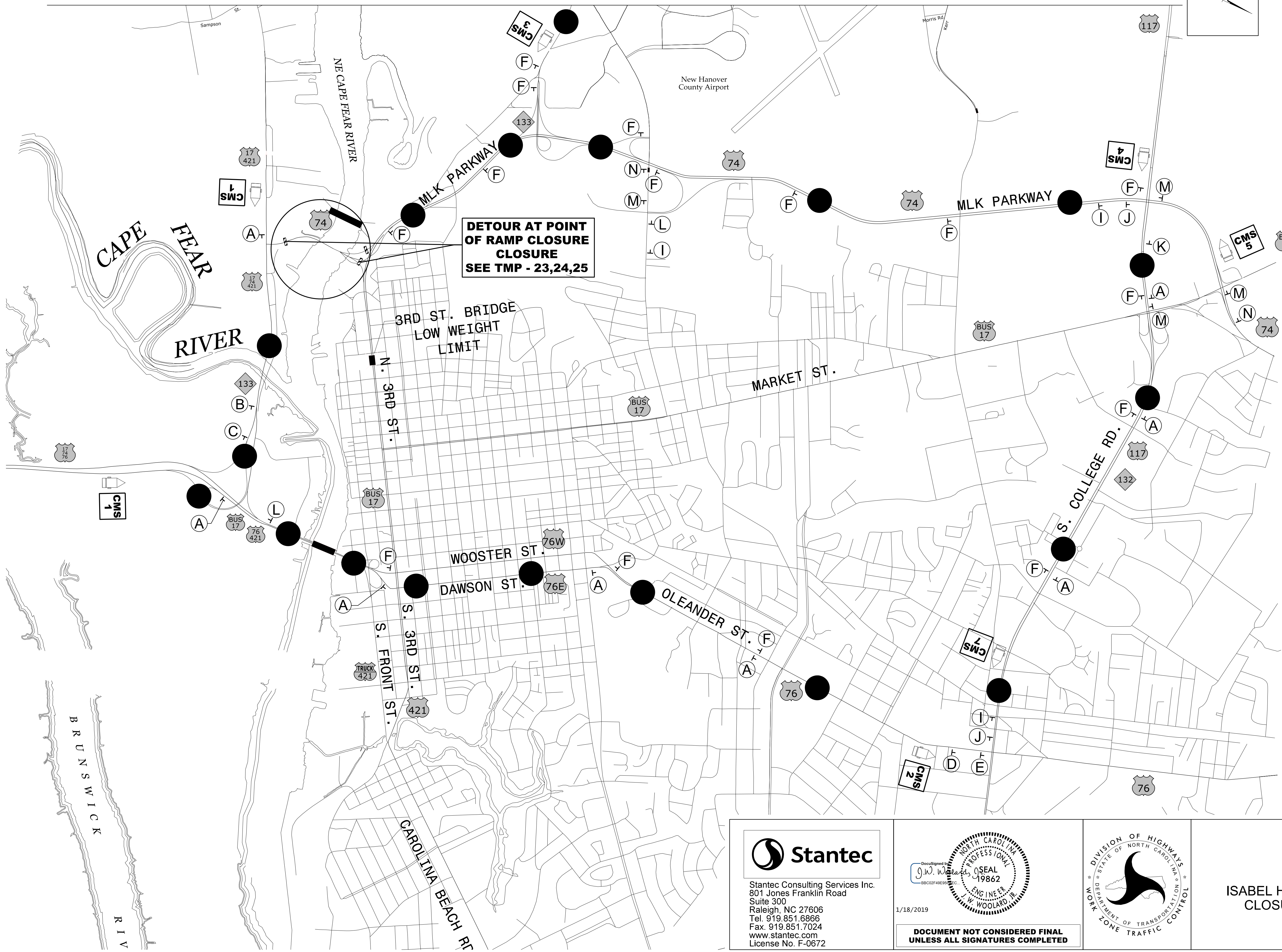
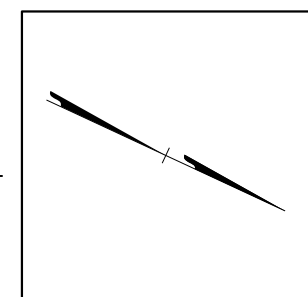


**ISABEL HOLMES BRIDGE  
 CLOSURE DETOUR**

SEE TMP-22 FOR DETOUR SIGNS

MATCH LINE SHEET TMP-20

PROJ. REFERENCE NO.	SHEET NO.
15BPR.14	TMP-21

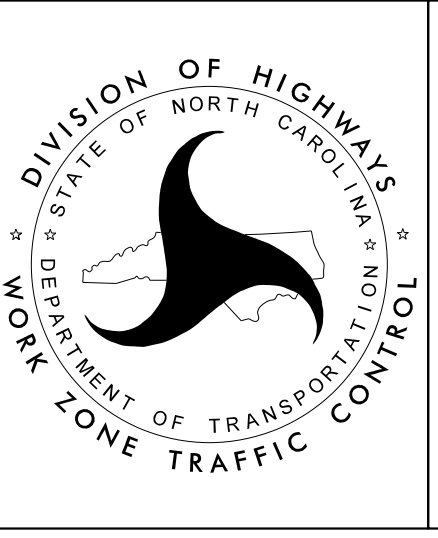


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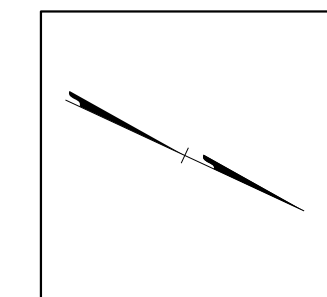
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**ISABEL HOLMES BRIDGE  
 CLOSURE DETOUR**



<p><b>A</b> DETOUR M4-8 24"x12" EAST M3-2 24"x12" 74 M1-4 24"x24" ↑ M6-3 21"x15"</p>	<p><b>B</b> DETOUR M4-8 24"x12" EAST M3-2 24"x12" 74 M1-4 24"x24" ↖ M5-2 21"x15"</p>	<p><b>C</b> DETOUR M4-8 24"x12" EAST M3-2 24"x12" 74 M1-4 24"x24" ↖ M6-2L 21"x15"</p>
<p><b>D</b> DETOUR M4-8 24"x12" EAST M3-2 24"x12" 74 M1-4 24"x24" ↵ M5-1 21"x15"</p>	<p><b>E</b> DETOUR M4-8 24"x12" EAST M3-2 24"x12" 74 M1-4 24"x24" ← M6-1L 21"x15"</p>	<p><b>F</b> DETOUR M4-8 24"x12" WEST M3-2 24"x12" 74 M1-4 24"x24" ↑ M6-3 21"x15"</p>
<p><b>G</b> DETOUR M4-8 24"x12" WEST M3-2 24"x12" 74 M1-4 24"x24" ↗ M5-2 21"x15"</p>	<p><b>H</b> DETOUR M4-8 24"x12" WEST M3-2 24"x12" 74 M1-4 24"x24" ↗ M6-2 21"x15"</p>	<p><b>I</b> DETOUR M4-8 24"x12" WEST M3-2 24"x12" 74 M1-4 24"x24" ↗ M5-1R 21"x15"</p>
<p><b>J</b> DETOUR M4-8 24"x12" WEST M3-2 24"x12" 74 M1-4 24"x24" → M6-1 21"x15"</p>	<p><b>K</b> END DETOUR M4-8a 24"x18" EAST M3-2 24"x12" 74 M1-4 24"x24"</p>	<p><b>L</b> END DETOUR M4-8a 24"x18" WEST M3-2 24"x12" 74 M1-4 24"x24"</p>
<p><b>M</b> DETOUR M4-8 24"x12" WEST M3-2 24"x12" 74 M1-4 24"x24" ← M6-1L 21"x15"</p>	<p><b>N</b> DETOUR M4-8 24"x12" WEST M3-2 24"x12" 74 M1-4 24"x24" ↵ M5-1 21"x15"</p>	<p><b>O</b> DETOUR M4-8 24"x12" EAST M3-2 24"x12" 74 M1-4 24"x24" → M6-1 21"x15"</p>
<p><b>P</b> DETOUR M4-8 24"x12" EAST M3-2 24"x12" 74 M1-4 24"x24" ↗ M5-1R 21"x15"</p>	<p><b>Q</b> DETOUR M4-8 24"x12" EAST M3-2 24"x12" 74 M1-4 24"x24" ↗ M6-2 21"x15"</p>	<p><b>R</b> DETOUR M4-8 24"x12" WEST M3-2 24"x12" 74 M1-4 24"x24" ← M6-1L 21"x15"</p>

**CMS 1** CHANGEABLE MESSAGE SIGN

US-74 E. NC 133 N.	FOLLOW DETOUR
-----------------------	------------------

**CMS 5** CHANGEABLE MESSAGE SIGN

US-74 WEST	DETOUR LEFT ON COLLEGE
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**CMS 2** CHANGEABLE MESSAGE SIGN

US-74 E. NC 133 N.	DETOUR LEFT ON COLLEGE
-----------------------	------------------------------

**CMS 6** CHANGEABLE MESSAGE SIGN

US 74 EB BRIDGE CLOSED	FOLLOW I 140 E. NEXT LEFT
------------------------------	---------------------------------

**CMS 3** CHANGEABLE MESSAGE SIGN

US-74 W. NC 133 S.	FOLLOW DETOUR
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**CMS 7** CHANGEABLE MESSAGE SIGN

US-74 WB BRIDGE CLOSED	FOLLOW I 140 E. NEXT LEFT
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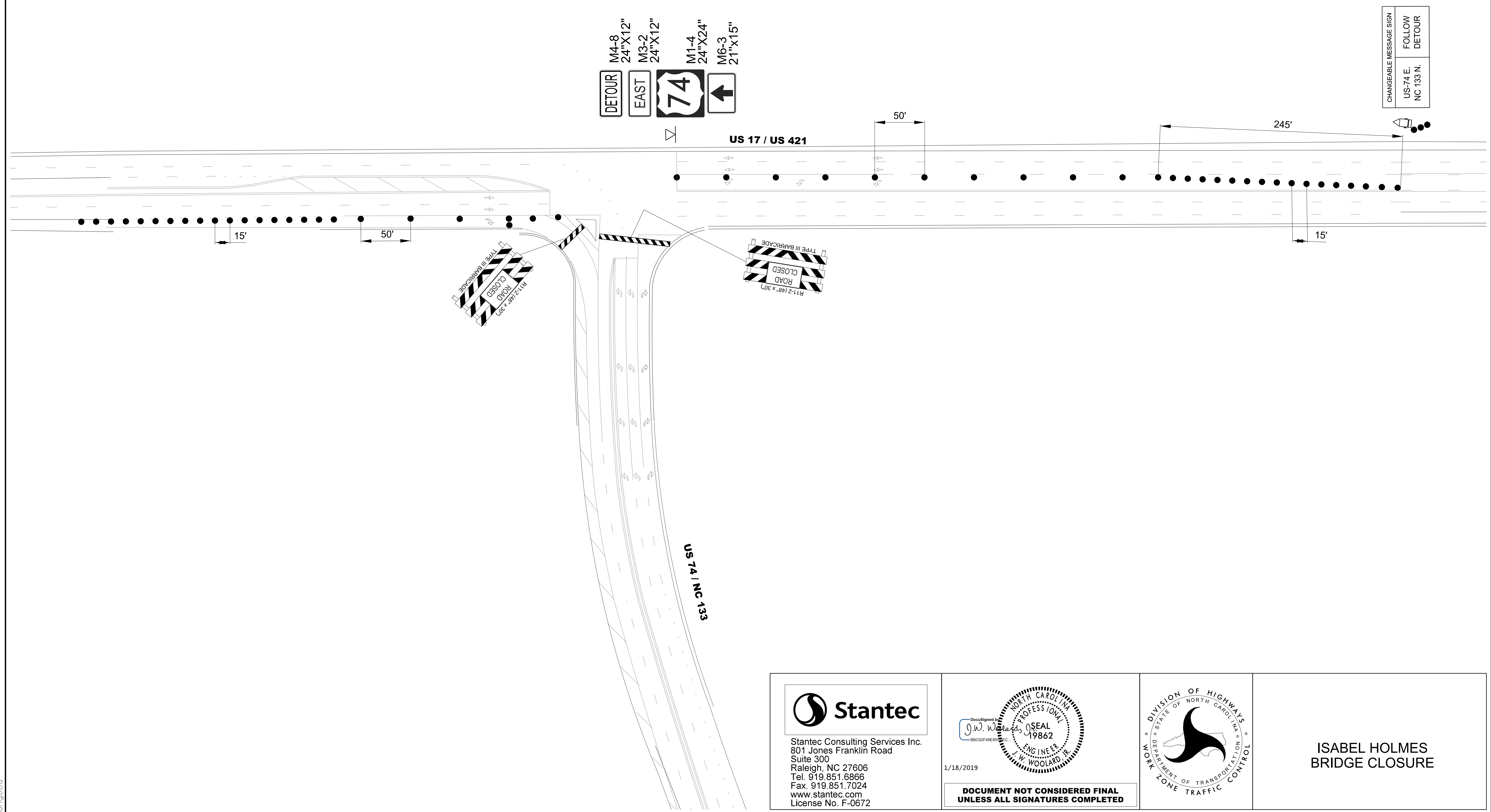
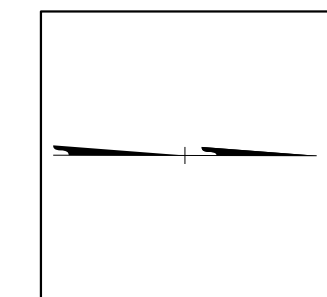
**CMS 4** CHANGEABLE MESSAGE SIGN

US-74 WEST	FOLLOW DETOUR
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M4-8  
24"X12"  
M3-2  
24"X12"  
M1-4  
24"X24"  
M6-3  
21"X15"

CHANGEABLE MESSAGE SIGN  
US-74 E.  
NC 133 N.  
FOLLOW  
DETOUR

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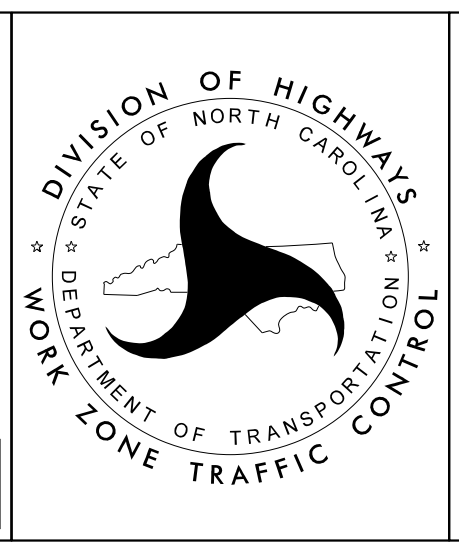
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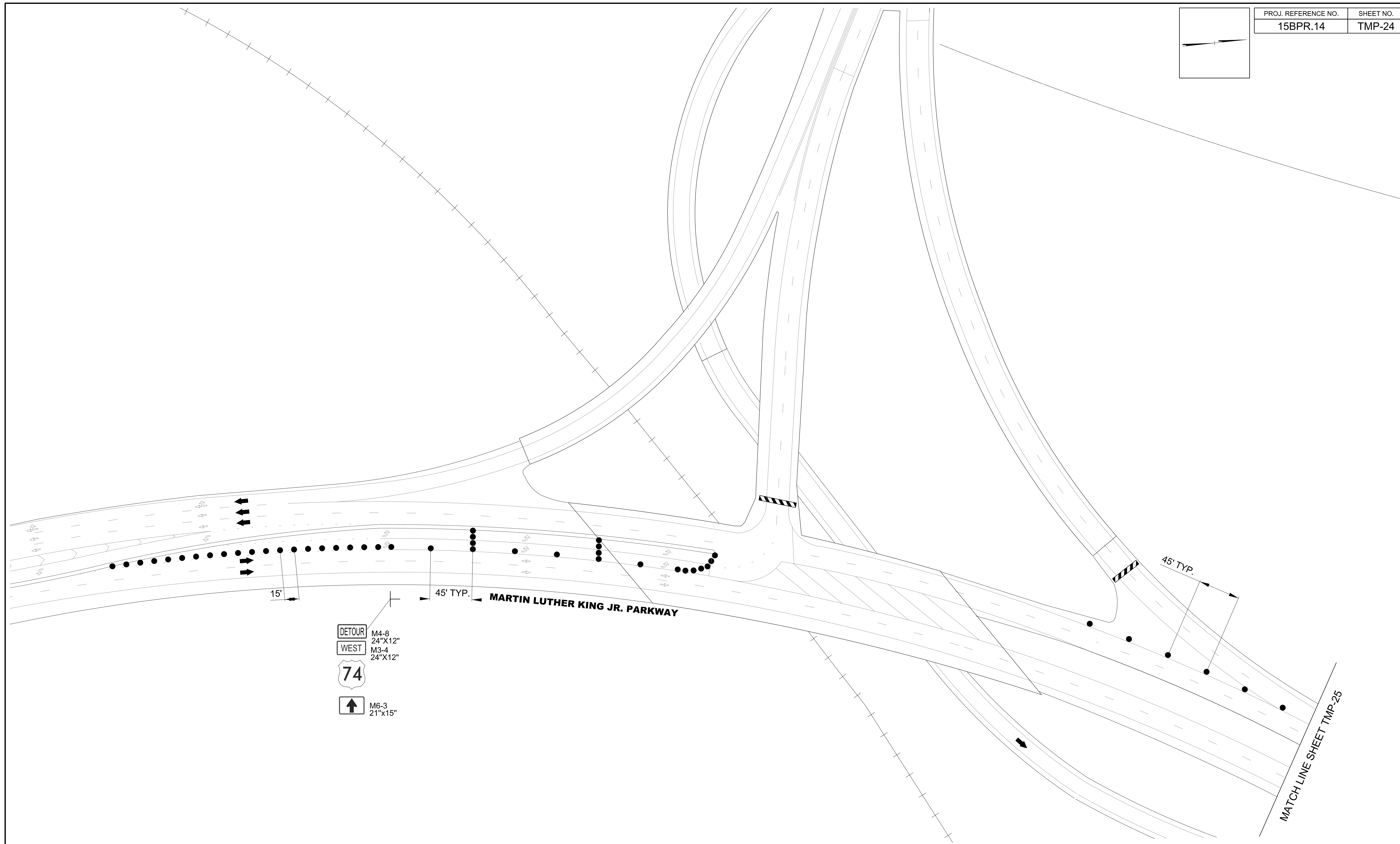
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**ISABEL HOLMES  
 BRIDGE CLOSURE**

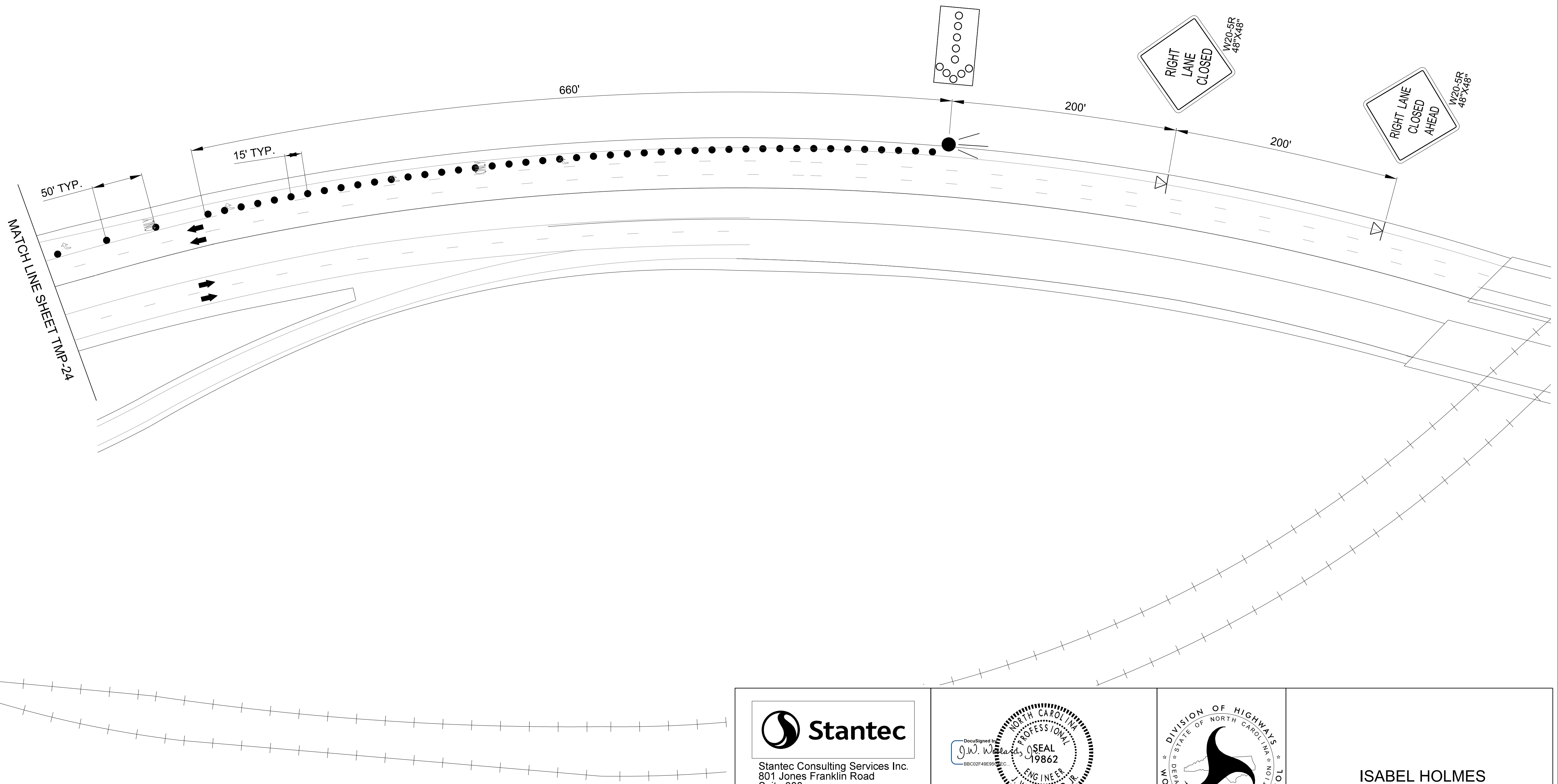
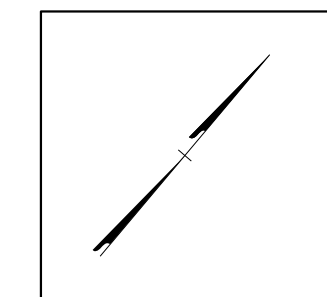
PROJ. REFERENCE NO.	SHEET NO.
15BPR.14	TMP-24



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24"X12"
- M3-4  
24"X12"
- 74
- M6-3  
21"X15"

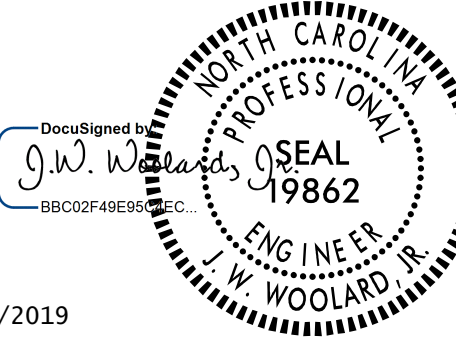
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