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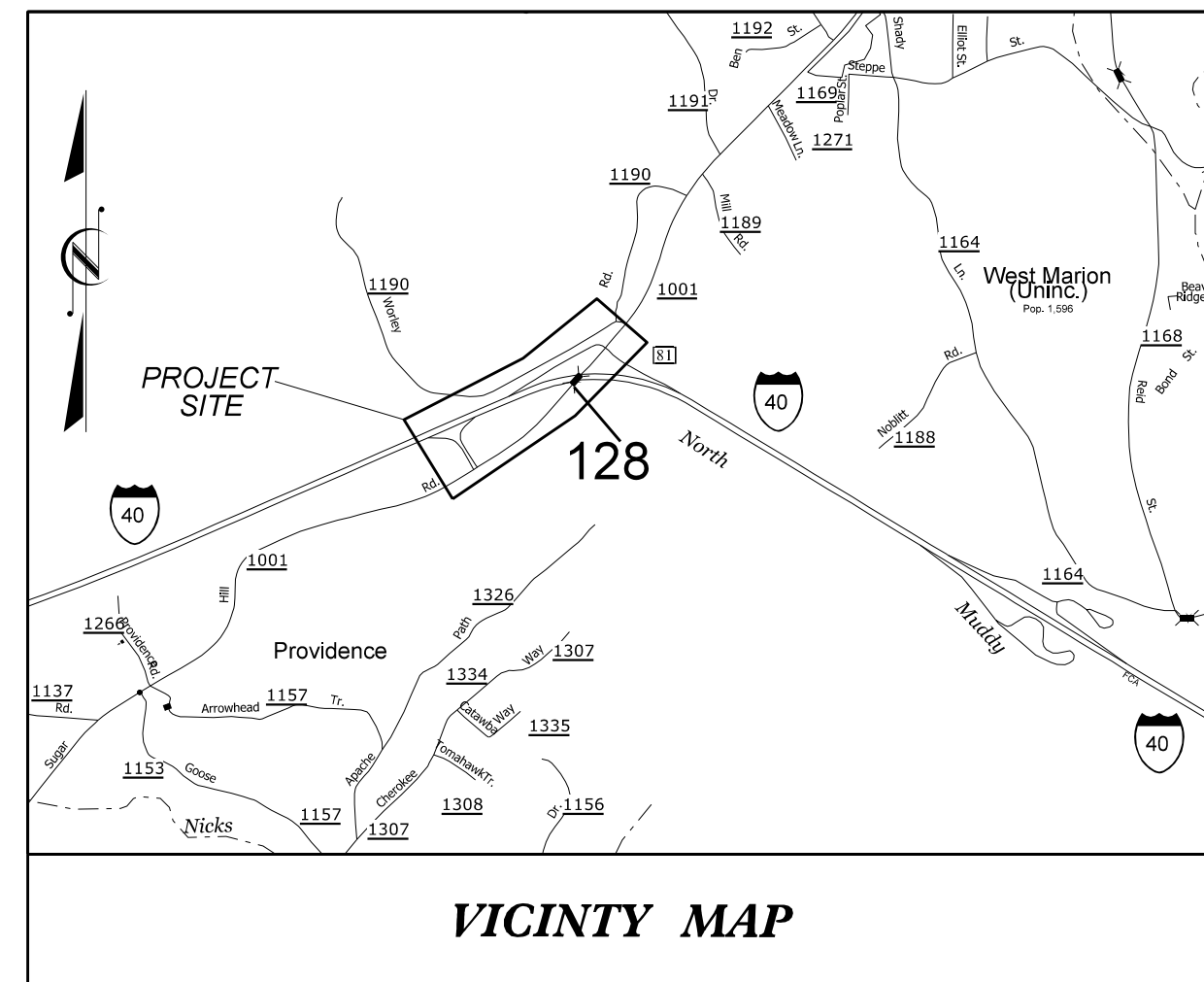
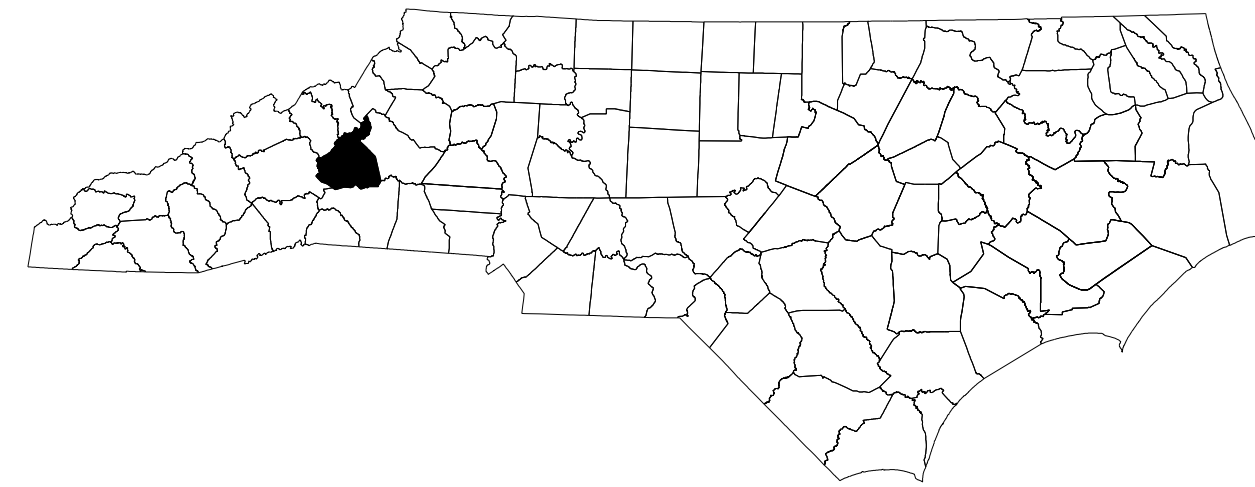
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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

MCDOWELL COUNTY



LOCATION: SR 1001 (SUGAR HILL RD.) FROM I-40 WB RAMPS TO 0.3MI. WEST OF I-40 EB RAMPS.

TYPE OF WORK: GRADING, DRAINAGE, PAVING, STRUCTURES, RETAINING WALLS, & CULVERTS.

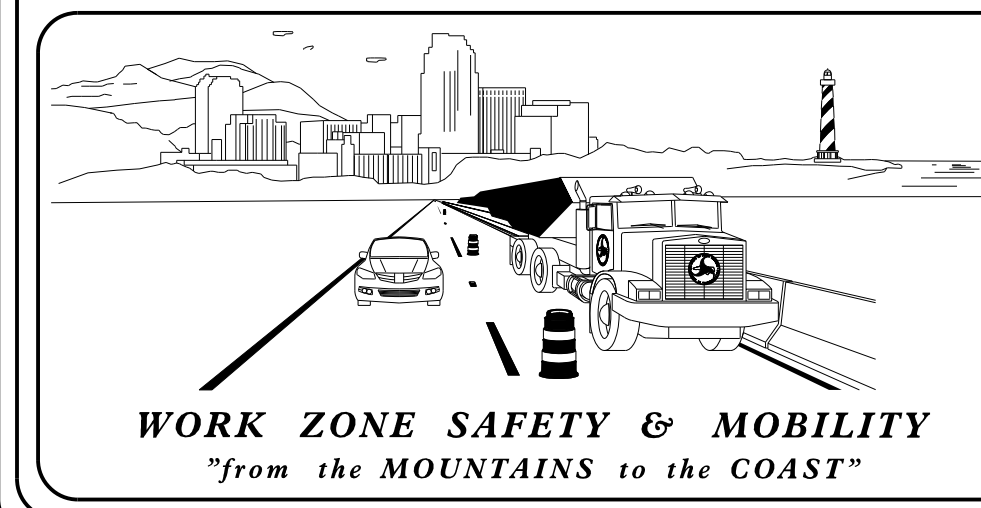
SHEET NO.	TITLE
TMP-01	TITLE SHEET, VICINITY MAP, AND INDEX OF SHEETS
TMP-01A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, AND LEGEND
TMP-01B	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES, AND LOCAL NOTES)
TMP-02A	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-02B	TEMPORARY SHORING DATA
TMP-02C THRU 02F	PHASE I DETAIL FOR PLACEMENT OF TEMPORARY PAVEMENT, GUARDRAIL, SHORING, SLOPES, AND PORTABLE CONCRETE BARRIER
TMP-02G THRU 02H	OFF SITE DETOUR
TMP-02I	I-40 ROAD CLOSURE OFF SITE DETOUR
TMP-02J THRU 02K	SPECIAL SIGN DESIGN(S)
TMP-02L	WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION
TMP-03	TEMPORARY TRAFFIC CONTROL PHASING
TMP-04 THRU 07	TEMPORARY TRAFFIC CONTROL PHASE I DETAIL
TMP-08 THRU 11	TEMPORARY TRAFFIC CONTROL PHASE II DETAIL
TMP-12 THRU 16	TEMPORARY TRAFFIC CONTROL PHASE III DETAIL
TMP-17 THRU 19	TEMPORARY TRAFFIC CONTROL PHASE IV DETAIL
TMP-20 THRU 36	TEMPORARY CUT SECTION DETAILS

SHEET NO.
TMP-01

U-5818

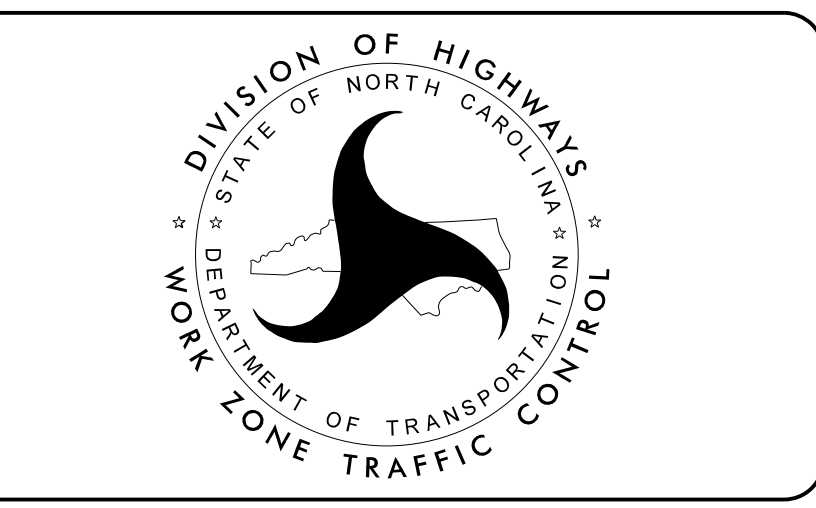
TIP PROJECT:

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PLANS PREPARED BY:
D. A. HAYES, E.I.

NCDOT CONTACTS:
D.A. PARKER, P.E.
PROJECT ENGINEER
ROGER GARRETT
PROJECT DESIGN ENGINEER



WETHERILL ENGINEERING
1223 Jones Franklin Rd.
Raleigh, N.C. 27606
License No. F-0377
Bus: 919 851 8077
Fax: 919 851 8107

APPROVED: *Gary S. Purvis*
DATE: 3/21/2019
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ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" - 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
1101.06	WARNING SIGNS FOR BLASTING ZONES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
1130.01	DRUM
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	WORK VEHICLE LIGHTING SYSTEMS AND TMA DELINEATION
1170.01	POSITIVE PROTECTION
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS
1205.03	PAVEMENT MARKINGS - EXITS AND ENTRANCE RAMP
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - LANE DROPS
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.12	PAVEMENT MARKINGS - BRIDGES
1205.13	PAVEMENT MARKINGS - LANE REDUCTIONS
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION

LEGEND

GENERAL

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



SIGNALS

- T
- E
- M
- P

TRAFFIC CONTROL DEVICES

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

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN

PAVEMENT MARKING SYMBOLS

- PAVEMENT MARKING SYMBOLS

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES
- EXISTING PAVEMENT MARKINGS (SEE TEMPORARY CUT SECTIONS)

TEMPORARY PAVEMENT MARKING

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
Z6	WZ PERFORMANCE PM (6")	PN	PAINT(8")
Z7	3 FT. - 9 FT./SP WHITE MINISKIP		WHITE GORELINE
Z8	10 FT. WHITE SKIP		
Z9	WHITE SOLID LINE	P2	PAINT(24")
	YELLOW SOLID LINE		WHITE STOPBAR
Z11	WZ PERFORMANCE PM (12")	QA	PAINTMARKING SYMBOLS
	WHITE GORELINE	QB	LEFT TURN ARROW
CA	COLD APPLIED PLASTIC(4")	QC	RIGHT TURN ARROW
CI	WHITE EDGE LINE	QD	STRAIGHT ARROW
	YELLOW DOUBLE CENTER	QN	COMBO.STRAIGHT/LEFT
			24" YIELD LINE TRIANGLE
P8	PAINT(4")	QI	PAINTMARKING CHARACTERS
PA	2 FT. - 6 FT./SP WHITE MINISKIP		ALPHANUMERIC CHAR.
PB	WHITE EDGE LINE		
PC	YELLOW EDGE LINE		
PD	10 FT. WHITE SKIP		
PE	3 FT. - 9 FT./SP WHITE MINISKIP		
PF	WHITE SOLID LANE LINE		
PH	10 FT. YELLOW SKIP		
PI	YELLOW SINGLE CENTER		
	YELLOW DOUBLE CENTER		

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APPROVED: DATE: 3/21/2019 		ROADWAY STANDARD DRAWINGS & LEGEND
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

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 UNDESIRABLE 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
1. -L- (SR 1001 SUGAR HILL RD)	7:00 A.M. - 9:00 A.M. 4:00 P.M. - 6:00 P.M. MONDAY THRU FRIDAY
2. -Y- (I-40)	6:00 A.M. - 8:00 P.M. MONDAY THRU SUNDAY

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

ROAD NAME
1. -L- (SR 1001 SUGAR HILL RD)
2. -Y- (I-40)

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- 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.
- FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 8:00 P.M. MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 8:00 P.M. TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 A.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.
- FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 8:00 P.M. TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY TO 8:00 P.M. MONDAY.
- 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:

ROAD NAME	DAY AND TIME RESTRICTIONS
1. I-40	4:00 A.M. TO 10:00 P.M. SUNDAY THRU SATURDAY

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

- 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.
- 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.
- 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.

- 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.
- 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) 1000 FT/MI (I-40) AND 350 FT (ALL REMAINING ROADS) 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

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

PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRAFFIC CONTROL PLANS.
- 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.
- ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 350 FT/MI IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC BARRIER

R) 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.

S) 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

- 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.
- PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
1. -L-, -Y2-, -Y3-, RAMP	PAINT	TEMPORARY RAISED
2. BRIDGE DECK	COLD APPLIED	TEMPORARY RAISED
3. I-40	WORK ZONE HIGH PERFORMANCE	TEMPORARY RAISED

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.

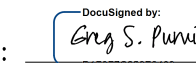
Z) TRACE THE PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO INSTALLATION. PLACE DRUMS TO DELINEATE ANY PROPOSED MONOLITHIC ISLANDS BEFORE INSTALLATION.

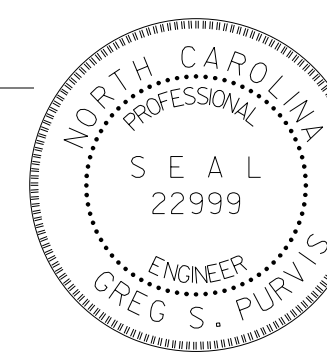
MISCELLANEOUS

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

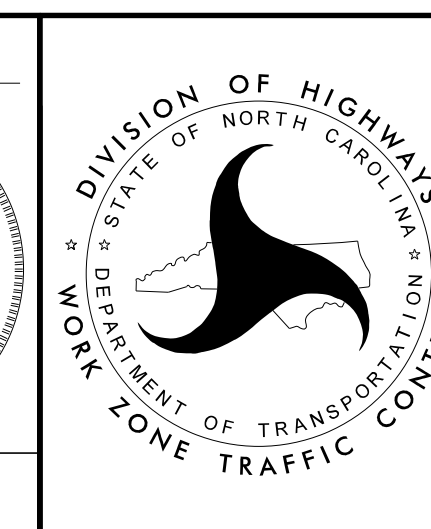
BB) IN THE EVENT A TIE-IN CANNOT BE MADE IN ONE DAY'S TIME, BRING THE TIE-IN AREA TO AN APPROPRIATE ROADWAY ELEVATION AS DETERMINED BY THE ENGINEER. PLACE BLACK ON ORANGE "LOOSE GRAVEL" SIGNS (W8-7) AND BLACK ON ORANGE "PAVEMENT ENDS" SIGNS (W8-3) 350 FT/MI AND 350 FT/MI RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

C) ALL CURB RAMP LOCATIONS SHALL BE DERIVED FROM STATIONING SHOWN ON PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER IN COORDINATION WITH THE SIGNING AND DELINEATION UNIT.

APPROVED: 
DATE: 3/21/2019



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GENERAL NOTES

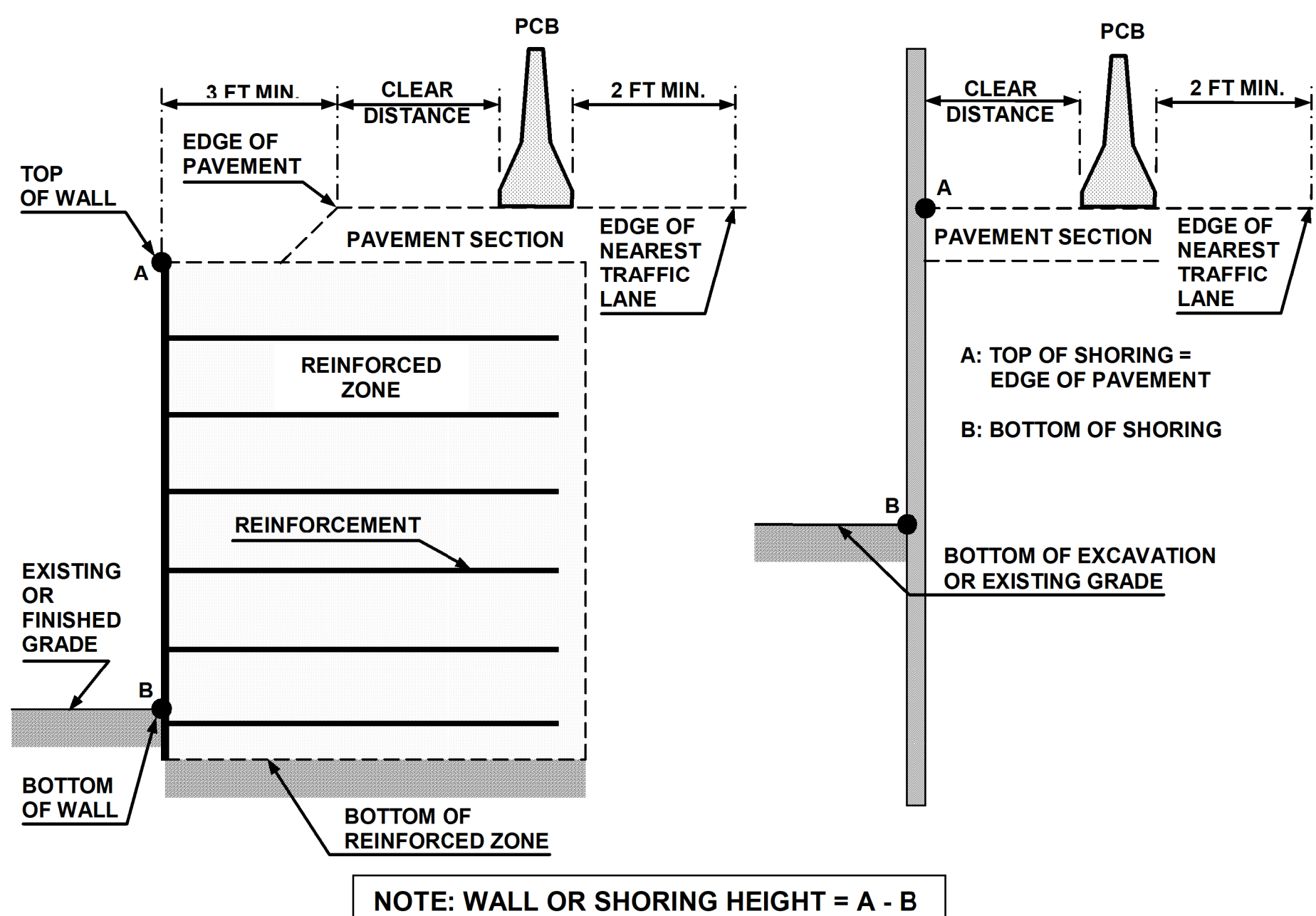


FIGURE A

NOTES

- 1- REFER TO THE TRAFFIC CONTROL PLANS FOR TEMPORARY SHORING LOCATIONS AND NOTES.
- 2- REFER TO THE "TEMPORARY SHORING" PROJECT SPECIAL PROVISION FOR INFORMATION ABOUT TEMPORARY SHORING AND PORTABLE CONCRETE BARRIER (PCB).
- 3- PCB IS REQUIRED IF TEMPORARY SHORING IS LOCATED WITHIN THE CLEAR ZONE IN ACCORDANCE WITH THE AASHTO ROADSIDE DESIGN GUIDE. DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE. (CONTACT NCDOT PAVEMENT MANAGEMENT UNIT FOR APPLICABLE PAVEMENT DESIGN).
- 4- BASED ON THE CLEAR DISTANCE, OFFSET, DESIGN SPEED AND PAVEMENT TYPE, CHOOSE AN UNANCHORED OR ANCHORED PCB FROM THE TABLE SHOWN IN FIGURE B. CLEAR DISTANCE IS DEFINED AS SHOWN IN FIGURE A AND OFFSET IS DEFINED AS SHOWN IN FIGURE B.
- 5- AT THE CONTRACTOR'S OPTION OR IF THE MINIMUM REQUIRED CLEAR DISTANCE IS NOT AVAILABLE, SET PCB NEXT TO AND UP AGAINST THE TRAFFIC SIDE OF THE TEMPORARY SHORING EXCEPT FOR BARRIER ABOVE TEMPORARY WALLS. PCB WITH THE MINIMUM REQUIRED CLEAR DISTANCE IS REQUIRED ABOVE TEMPORARY WALLS.
- 6- USE NCDOT PORTABLE CONCRETE BARRIER (PCB) IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1170.01 AND SECTION 1170 OF THE STANDARD SPECIFICATIONS.
- 7- PCB REQUIREMENTS FOR TEMPORARY WALLS APPLY TO TEMPORARY MECHANICALLY STABILIZED EARTH (MSE) WALLS AND TEMPORARY SOIL NAIL WALLS.
- 8- SET PCB WITH A MINIMUM HORIZONTAL DISTANCE OF 2 FT BETWEEN THE FRONT FACE OF THE BARRIER AND THE EDGE OF THE NEAREST TRAFFIC LANE AS SHOWN IN FIGURE A UNLESS OTHERWISE SHOWN IN THE PLANS AND OR AS APPROVED BY THE ENGINEER.
- 9- FOR PCB ABOVE AND BEHIND TEMPORARY WALLS, PROVIDE A MINIMUM DISTANCE OF 3 FT BETWEEN THE EDGE OF PAVEMENT AND THE WALL FACE AS SHOWN IN FIGURE A. IF THESE MINIMUM REQUIRED DISTANCES ARE NOT AVAILABLE, CONTACT THE ENGINEER.
- 10- TABLE SHOWN IN FIGURE B IS BASED ON NCDOT RESEARCH PROJECT NO. 2005-010 WITH VEHICLE TYPE USED FOR NCHRP 350 CRASH TESTS. BARRIER DEFLECTIONS AND RESULTING MINIMUM REQUIRED CLEAR DISTANCES MIGHT VARY SIGNIFICANTLY FOR LARGER HEAVIER VEHICLES, RUNS OF BARRIER LESS THAN 200 FT IN LENGTH AND WET OR DRY PAVEMENT.

MINIMUM REQUIRED CLEAR DISTANCE, inches

Barrier Type	Pavement Type	Offset * ft	Design Speed, mph					
			<30	31-40	41-50	51-60	61-70	71-80
Unanchored PCB	Asphalt	<8	24	26	29	32	36	40
		8-14	26	28	31	35	38	42
		14-20	27	29	34	36	39	43
		20-26	28	31	35	38	40	44
		26-32	29	32	36	39	42	45
		32-38	30	34	38	41	43	46
		38-44	31	34	41	43	45	48
		44-50	31	35	41	43	46	49
		50-56	32	36	42	44	47	50
	>56	32	36	42	45	47	51	
	Concrete	<8	17	18	21	22	25	26
		8-14	19	20	23	25	26	29
		14-20	22	22	24	26	28	31
		20-26	23	24	26	27	30	34
		26-32	24	25	27	28	32	35
		32-38	24	26	27	30	33	36
		38-44	25	26	28	30	34	37
		44-50	26	26	28	32	35	37
50-56		26	26	28	32	35	38	
>56	26	27	29	32	36	38		
Anchored PCB	Asphalt	All Offsets	24 for All Design Speeds					
Anchored PCB	Concrete (including bridge approach slabs)	All Offsets	12 for All Design Speeds					

* See Figure Below

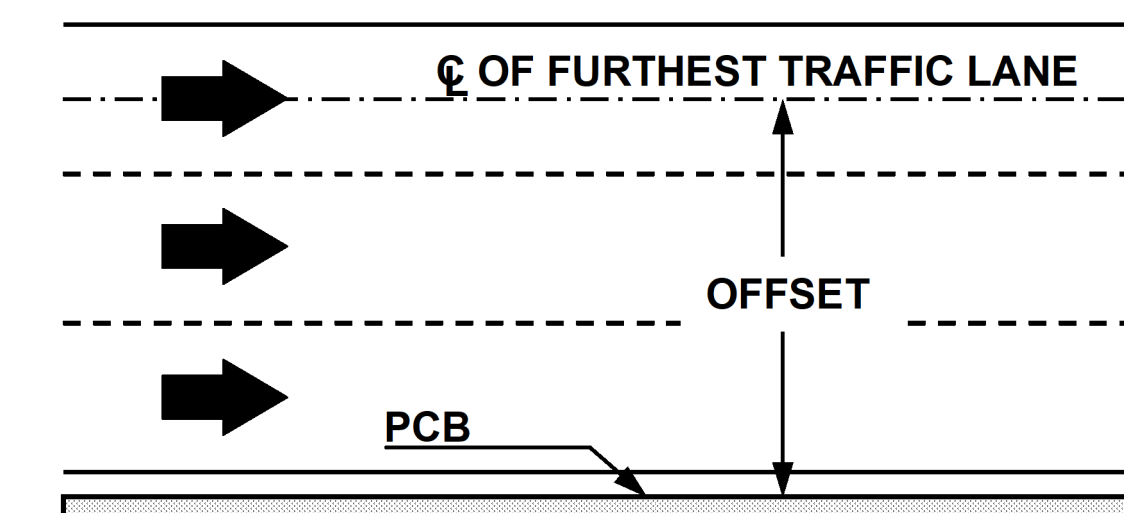


FIGURE B

APPROVED: DATE: 3/21/2019			PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
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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 -L- 26+00 ±, 9.2 FT RIGHT, TO STATION -L- 26+95 ±, 9.2 FT RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:
 UNIT WEIGHT (γ) = 120 PCF
 FRICTION ANGLE (ϕ) = 28 DEGREES
 COHESION (c) = 0 PSF
 GROUNDWATER ELEVATION = 1,342 FT

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION -L- 26+00 ±, 9.2 FT RIGHT, TO STATION -L- 26+95 ±, 9.2 FT RIGHT MAY NOT PENETRATE BELOW ELEVATION 1,380 FT DUE TO OBSTRUCTIONS, VERY DENSE OR HARD SOIL, BOULDERS OR WEATHERED OR HARD ROCK.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 26+00 ±, 9.2 FT RIGHT, TO STATION -L- 26+95 ±, 9.2 FT RIGHT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 26+00 ±, 9.2 FT RIGHT, TO STATION -L- 26+95 ±, 9.2 FT RIGHT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 26+00 ±, 9.2 FT RIGHT, TO STATION -L- 26+95 ±, 9.2 FT RIGHT. 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 -L- 28+83 ±, 9.5 FT RIGHT, TO STATION -L- 29+70 ±, 9.5 FT RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:
 UNIT WEIGHT (γ)= 120 PCF
 FRICTION ANGLE (ϕ)= 28 DEGREES
 COHESION (c) = 0 PSF
 GROUNDWATER ELEVATION = 1,363 FT

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION -L- 28+83 ±, 9.5 FT RIGHT, TO STATION -L- 29+70 ±, 9.5 FT RIGHT MAY NOT PENETRATE BELOW ELEVATION 1,380 FT DUE TO OBSTRUCTIONS, VERY DENSE OR HARD SOIL, BOULDERS OR WEATHERED OR HARD ROCK.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 28+83 ±, 9.5 FT RIGHT, TO STATION -L- 29+70 ±, 9.5 FT RIGHT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 28+83 ±, 9.5 FT RIGHT, TO STATION -L- 29+70 ±, 9.5 FT RIGHT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 28+83 ±, 9.5 FT RIGHT, TO STATION -L- 29+70 ±, 9.5 FT RIGHT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

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 -L- 26+00 ±, 3.5 FT RIGHT, TO STATION -L- 26+88 ±, 3.5 FT RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:
 UNIT WEIGHT (γ)= 120 PCF
 FRICTION ANGLE (ϕ)= 30 DEGREES
 COHESION (c) = 0 PSF
 GROUNDWATER ELEVATION = 1,342 FT

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 26+00 ±, 3.5 FT RIGHT, TO STATION -L- 26+88 ±, 3.5 FT RIGHT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 26+00 ±, 3.5 FT RIGHT, TO STATION -L- 26+88 ±, 3.5 FT RIGHT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

WHEN BACKFILL FOR BRIDGE APPROACH FILLS OVERLAPS WITH THE REINFORCED ZONE OF TEMPORARY WALLS, USE SHORING BACKFILL OR BACKFILL MATERIAL REQUIRED FOR 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 -L- 28+76 ±, 3.5 FT RIGHT, TO STATION -L- 29+12 ±, 3.5 FT RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:
 UNIT WEIGHT (γ)= 120 PCF
 FRICTION ANGLE (ϕ)= 30 DEGREES
 COHESION (c) = 0 PSF
 GROUNDWATER ELEVATION = 1,363 FT

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 28+76 ±, 3.5 FT RIGHT, TO STATION -L- 29+12 ±, 3.5 FT RIGHT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 28+76 ±, 3.5 FT RIGHT, TO STATION -L- 29+12 ±, 3.5 FT RIGHT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

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

SHORING LOCATION NO. ⑤

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 29+12 ±, 3.5 FT RIGHT, TO STATION -L- 29+50 ±, 4.4 FT RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:
 UNIT WEIGHT (γ)= 120 PCF
 FRICTION ANGLE (ϕ)= 30 DEGREES
 COHESION (c) = 0 PSF
 GROUNDWATER ELEVATION = 1,363 FT

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 29+12 ±, 3.5 FT RIGHT, TO STATION -L- 29+50 ±, 4.4 FT RIGHT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 29+12 ±, 3.5 FT RIGHT, TO STATION -L- 29+50 ±, 4.4 FT RIGHT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

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

SHORING LOCATION NO. ⑥

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 29+50 ±, 4.4 FT RIGHT, TO STATION -L- 30+00 ±, 11.4 FT RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:
 UNIT WEIGHT (γ)= 120 PCF
 FRICTION ANGLE (ϕ)= 30 DEGREES
 COHESION (c) = 0 PSF
 GROUNDWATER ELEVATION = 1,363 FT

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 29+50 ±, 4.4 FT RIGHT, TO STATION -L- 30+00 ±, 11.4 FT RIGHT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 29+50 ±, 4.4 FT RIGHT, TO STATION -L- 30+00 ±, 11.4 FT RIGHT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

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

SHORING LOCATION NO. ⑦

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

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

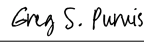


DESIGN TEMPORARY SHORING FROM STATION -L- 30+00 ±, 11.4 FT RIGHT, TO STATION -L- 30+50 ±, 14.7 FT RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:
 UNIT WEIGHT (γ)= 120 PCF
 FRICTION ANGLE (ϕ)= 30 DEGREES
 COHESION (c) = 0 PSF
 GROUNDWATER ELEVATION = 1,363 FT

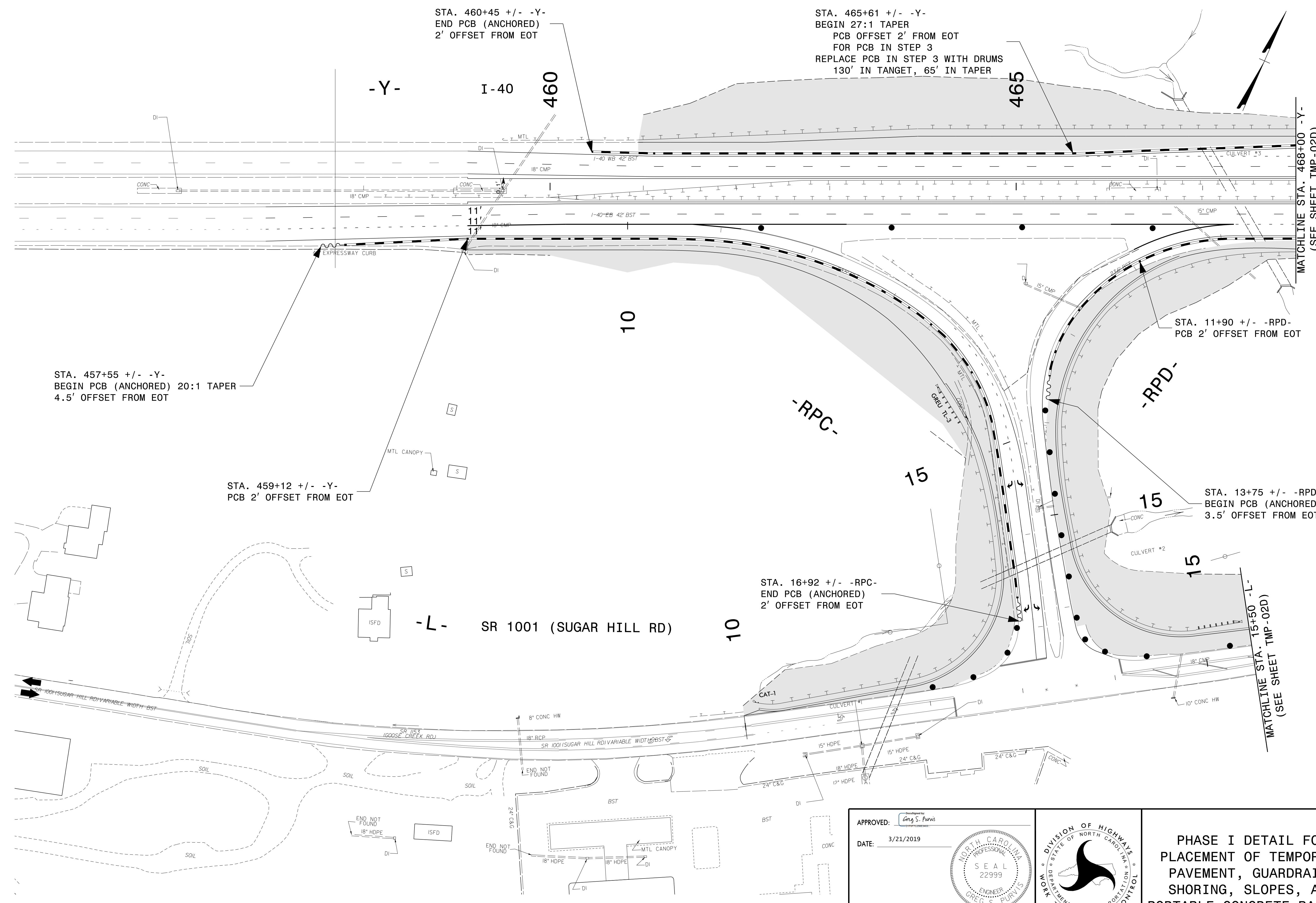
DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 30+00 ±, 11.4 FT RIGHT, TO STATION -L- 30+50 ±, 14.7 FT RIGHT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 30+00 ±, 11.4 FT RIGHT, TO STATION -L- 30+50 ±, 14.7 FT RIGHT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

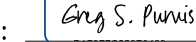
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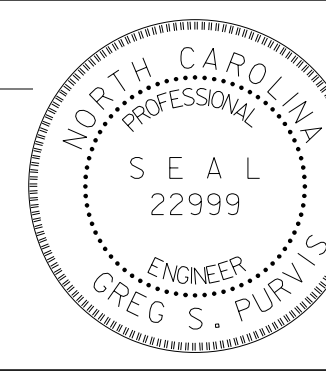
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APPROVED:  DATE: 3/21/2019			SHORING DATA
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

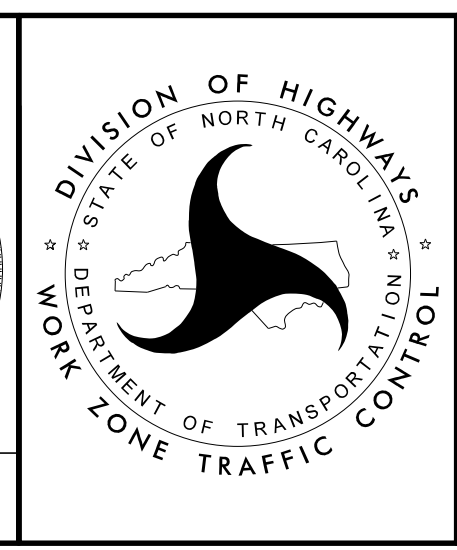


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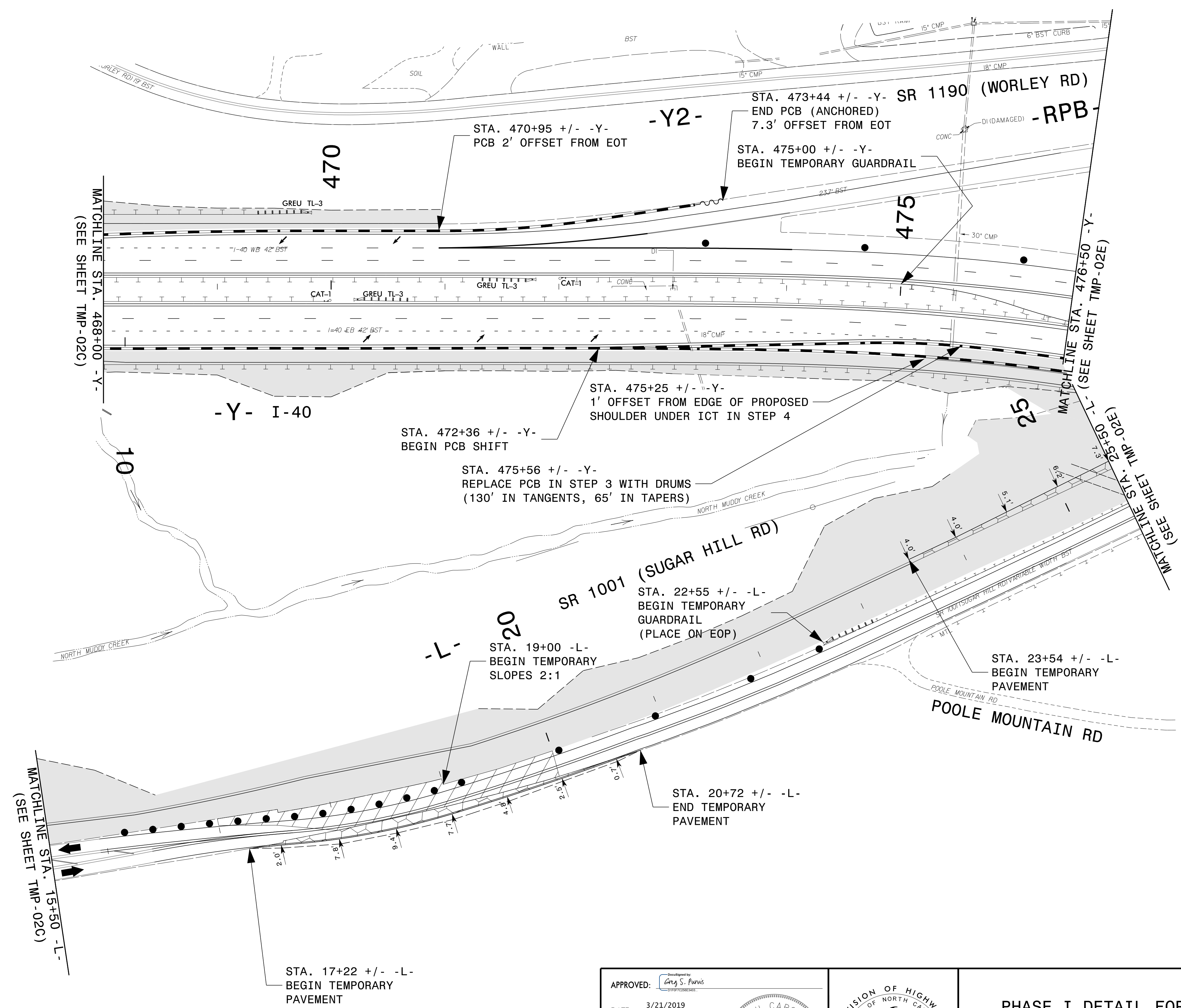
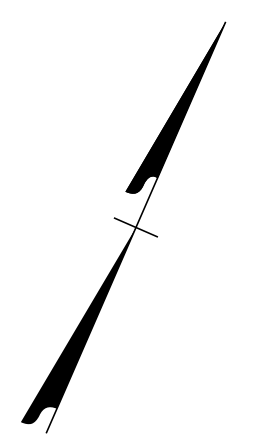
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DATE: 3/21/2019



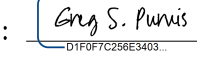
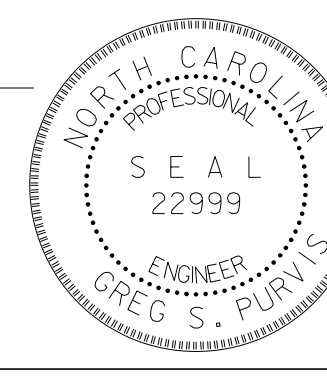
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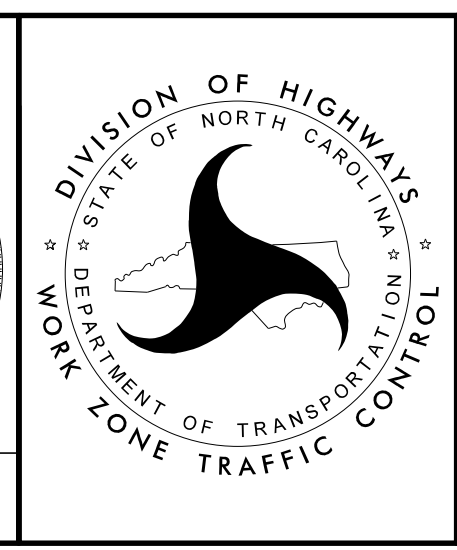


**PHASE I DETAIL FOR
PLACEMENT OF TEMPORARY
PAVEMENT, GUARDRAIL,
SHORING, SLOPES, AND
PORTABLE CONCRETE BARRIER**



2/26/2019
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APPROVED: 
 DATE: 3/21/2019

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



**PHASE I DETAIL FOR
 PLACEMENT OF TEMPORARY
 PAVEMENT, GUARDRAIL,
 SHORING, SLOPES, AND
 PORTABLE CONCRETE BARRIER**

1 QUANTITY = 870 SF
 TEMPORARY SHORING
 FROM STA. 26+00 +/- -L-, 9.2' RCL
 TO STA. 26+95 +/- -L-, 9.2' RCL

2 QUANTITY = 1120 SF
 TEMPORARY SHORING
 FROM STA. 28+83 +/- -L-, 9.5' RCL
 TO STA. 29+70 +/- -L-, 9.5' RCL

3 QUANTITY = 1250 SF
 TEMPORARY SHORING
 FROM STA. 26+00 +/- -L-, 3.5' RCL
 TO STA. 26+88 +/- -L-, 3.5' RCL

4 QUANTITY = 670 SF
 TEMPORARY SHORING
 FROM STA. 28+76 +/- -L-, 3.5' RCL
 TO STA. 29+12 +/- -L-, 3.5' RCL

5 QUANTITY = 570 SF
 TEMPORARY SHORING
 FROM STA. 29+12 +/- -L-, 3.5' RCL
 TO STA. 29+50 +/- -L-, 4.4' RCL

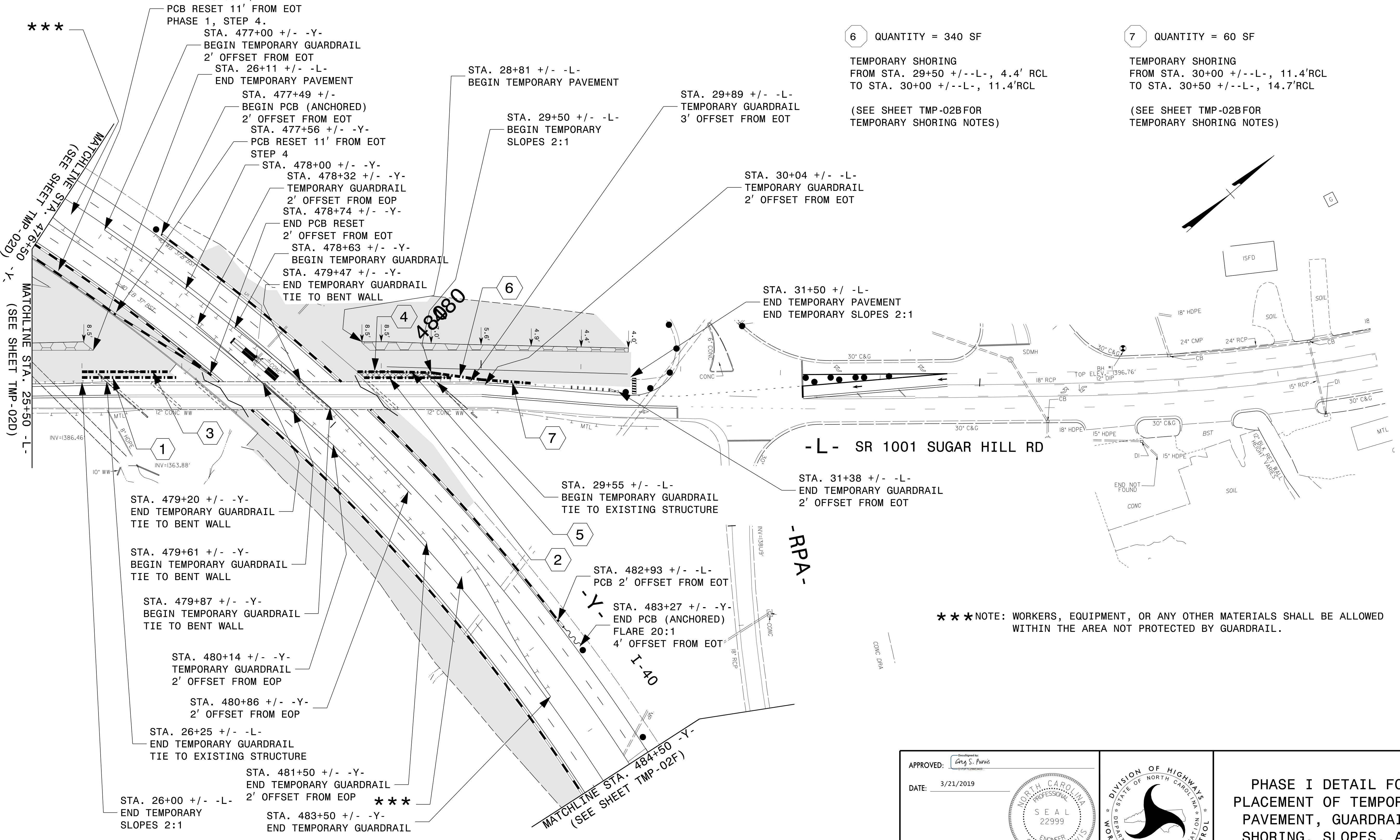
(SEE SHEET TMP-02B FOR
 TEMPORARY SHORING NOTES)

(SEE SHEET TMP-02B FOR
 TEMPORARY SHORING NOTES)

(SEE SHEET TMP-02B FOR
 TEMPORARY SHORING NOTES)

(SEE SHEET TMP-02B FOR
 TEMPORARY SHORING NOTES)

(SEE SHEET TMP-02B FOR
 TEMPORARY SHORING NOTES)

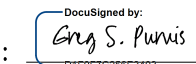


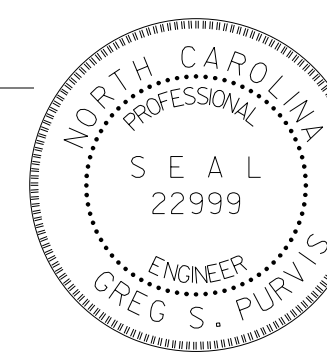
6 QUANTITY = 340 SF
 TEMPORARY SHORING
 FROM STA. 29+50 +/- -L-, 4.4' RCL
 TO STA. 30+00 +/- -L-, 11.4' RCL
 (SEE SHEET TMP-02B FOR
 TEMPORARY SHORING NOTES)

7 QUANTITY = 60 SF
 TEMPORARY SHORING
 FROM STA. 30+00 +/- -L-, 11.4' RCL
 TO STA. 30+50 +/- -L-, 14.7' RCL
 (SEE SHEET TMP-02B FOR
 TEMPORARY SHORING NOTES)

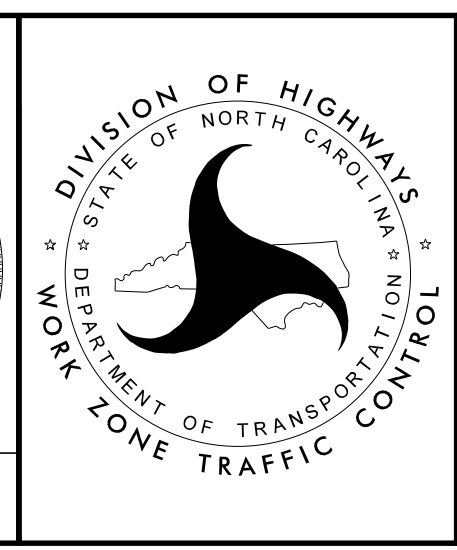
*** NOTE: WORKERS, EQUIPMENT, OR ANY OTHER MATERIALS SHALL BE ALLOWED WITHIN THE AREA NOT PROTECTED BY GUARDRAIL.

2/26/2019
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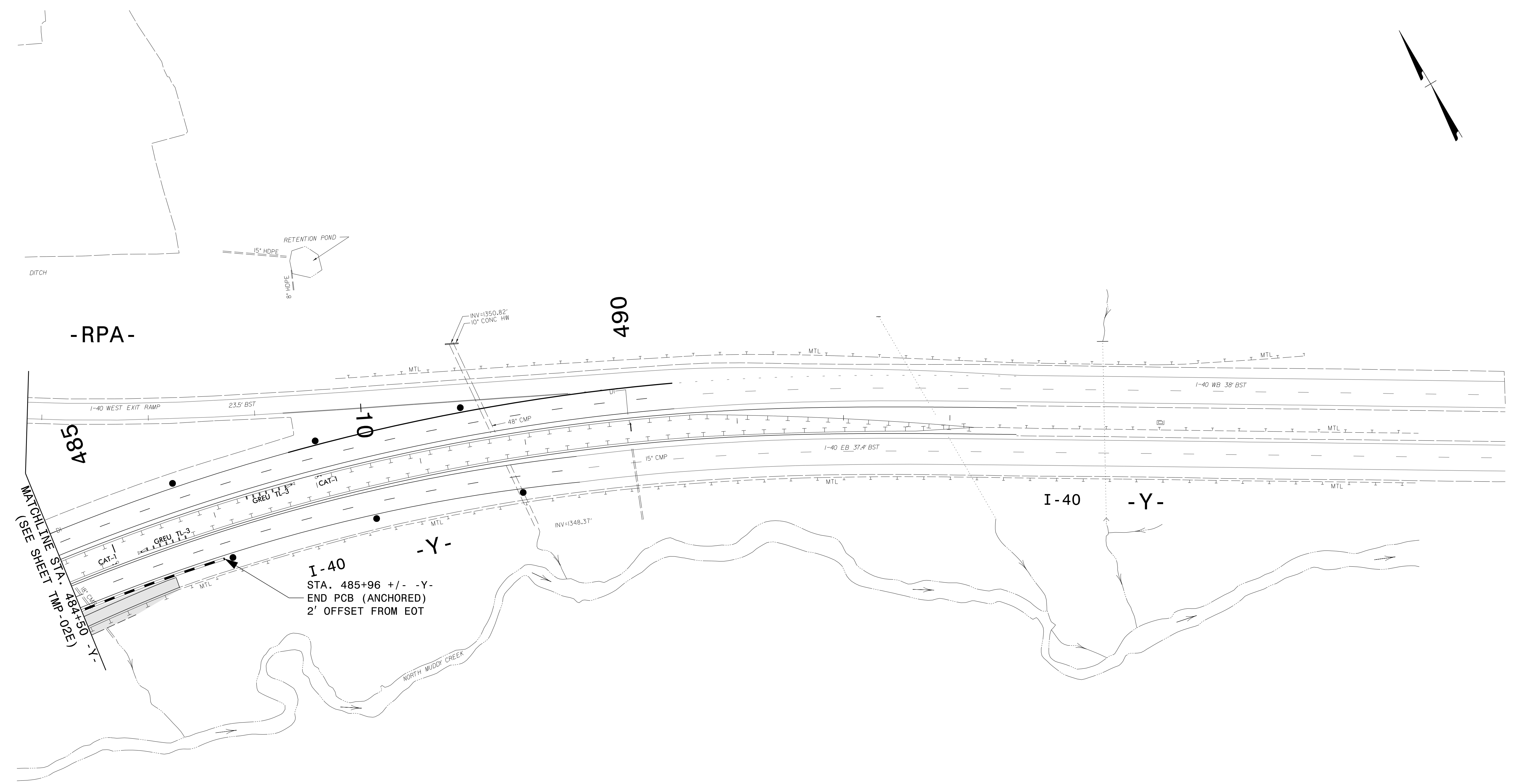
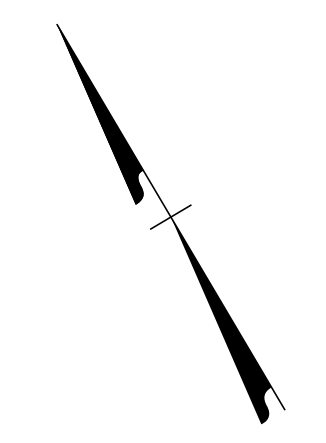
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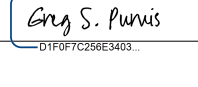
**PHASE I DETAIL FOR
 PLACEMENT OF TEMPORARY
 PAVEMENT, GUARDRAIL,
 SHORING, SLOPES, AND
 PORTABLE CONCRETE BARRIER**



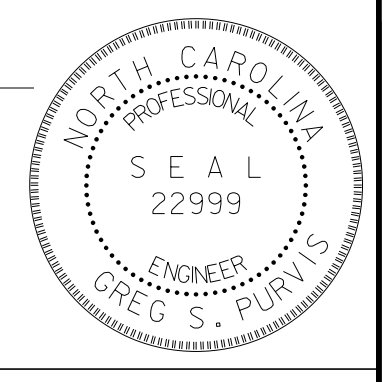
MATCHLINE STA. 484+50
 (SEE SHEET TMP-02E)

I-40
 STA. 485+96 +/- -Y-
 END PCB (ANCHORED)
 2' OFFSET FROM EOT

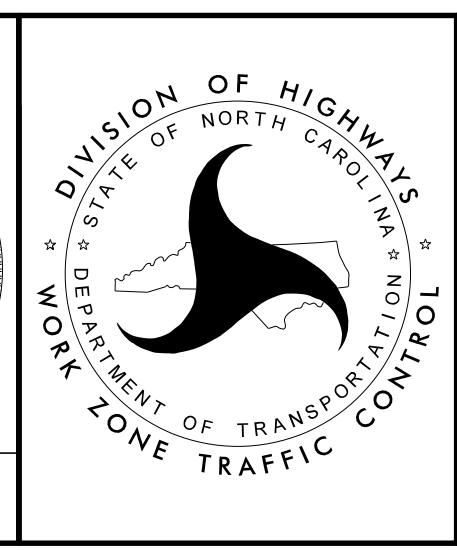
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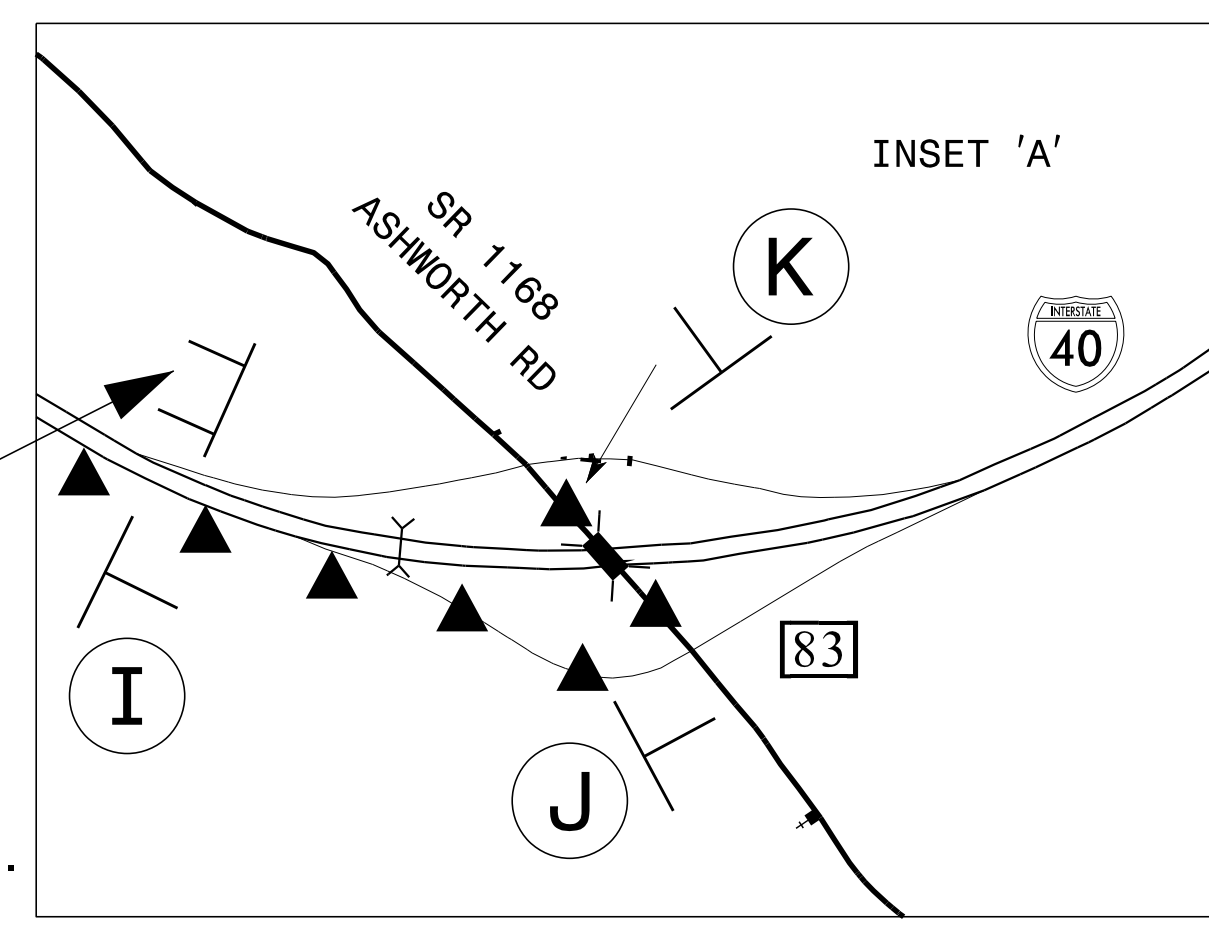
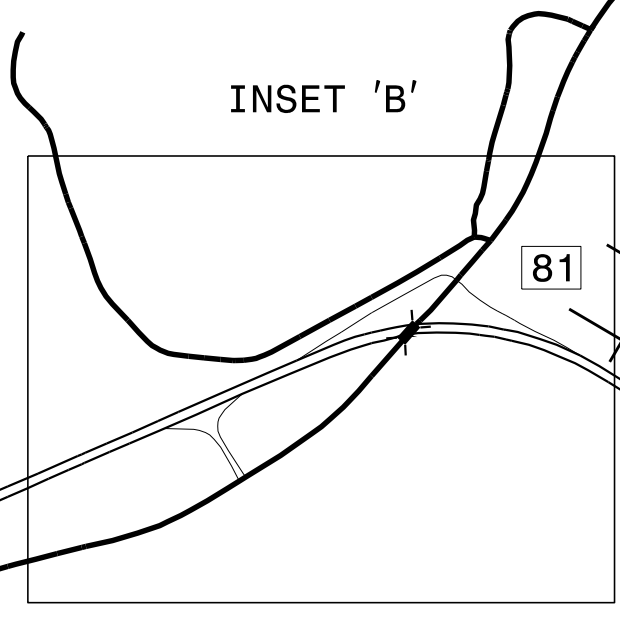
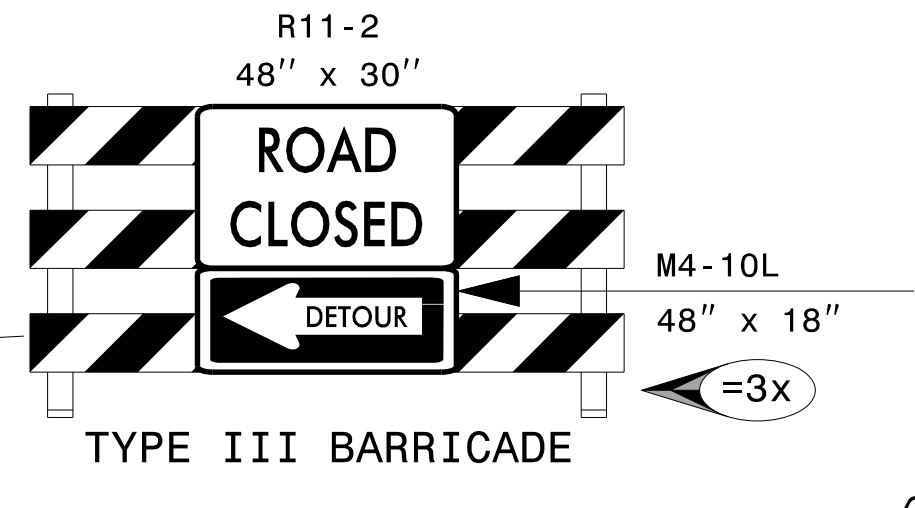
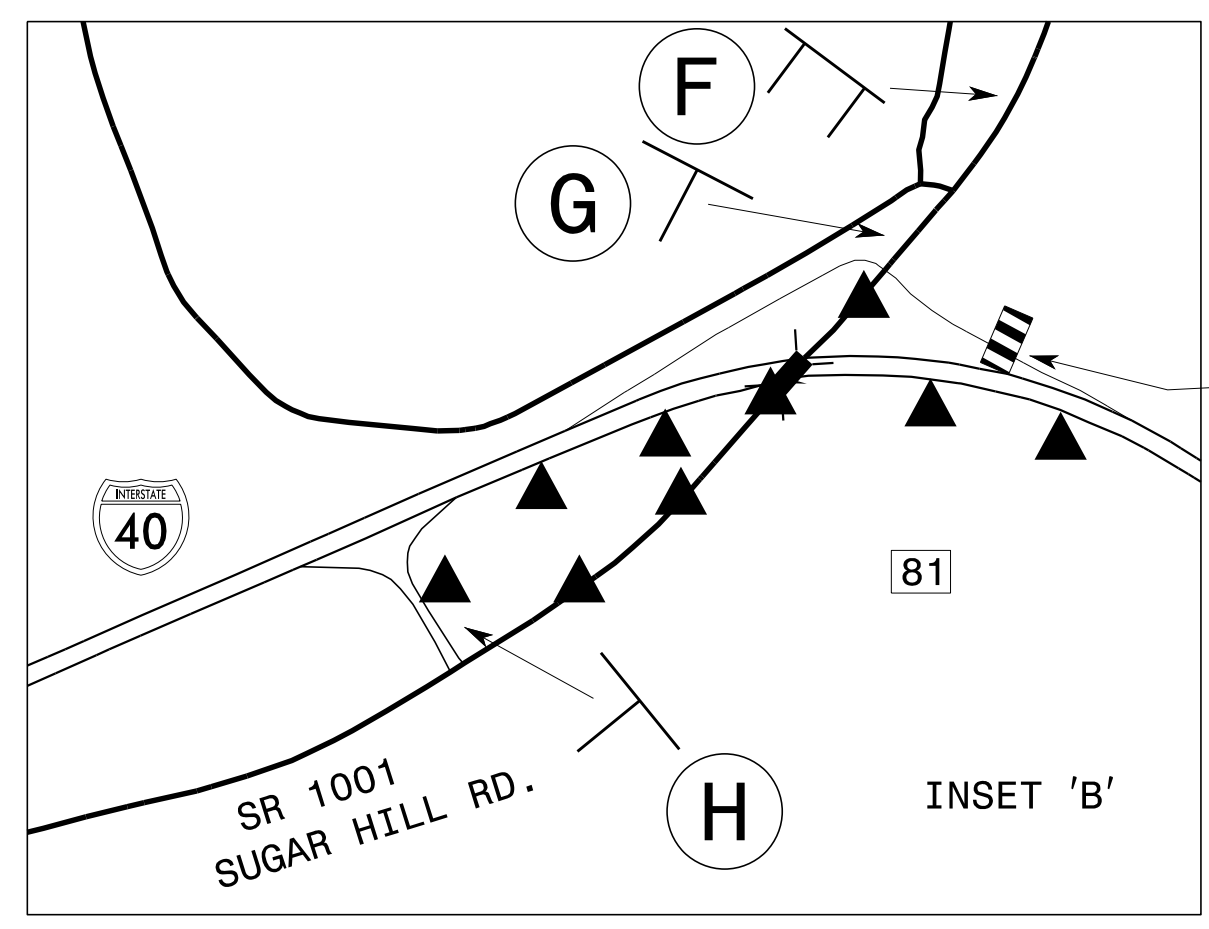
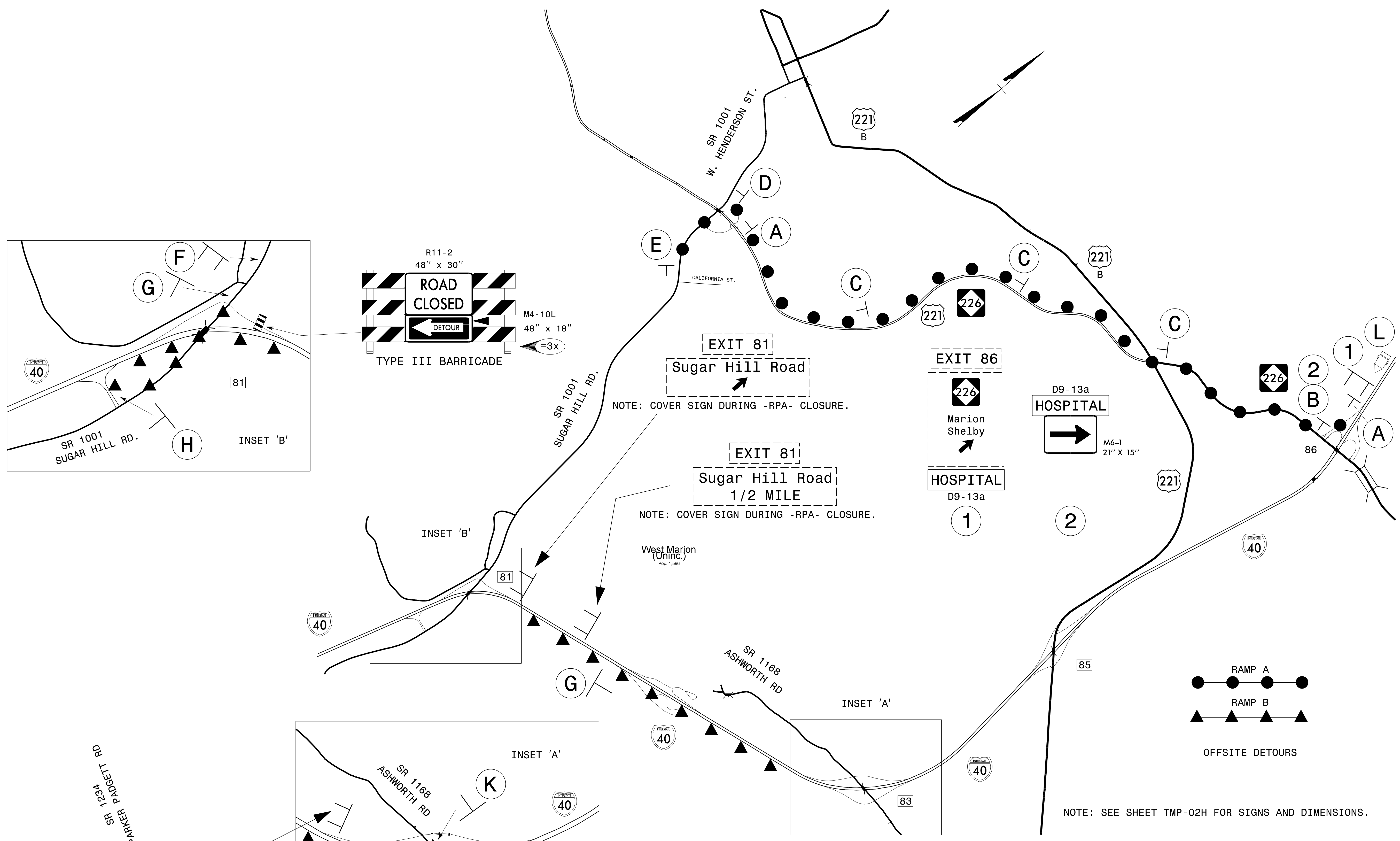
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**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



**PHASE I DETAIL FOR
 PLACEMENT OF TEMPORARY
 PAVEMENT, GUARDRAIL,
 SHORING, SLOPES, AND
 PORTABLE CONCRETE BARRIER**

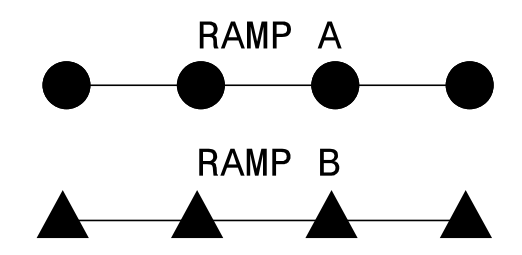


EXIT 81
Sugar Hill Road
1 1/2 MILES
 NOTE: COVER SIGN DURING -RPA- CLOSURE.

EXIT 81
Sugar Hill Road
1/2 MILE
 NOTE: COVER SIGN DURING -RPA- CLOSURE.

EXIT 86
Marion Shelby
HOSPITAL
 D9-13a
 1

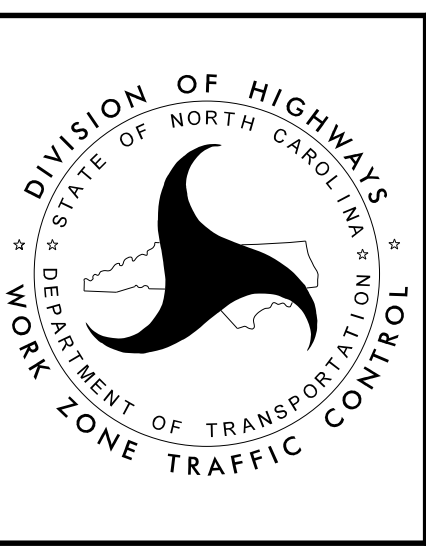
D9-13a
HOSPITAL
 M6-1 21" X 15"
 2



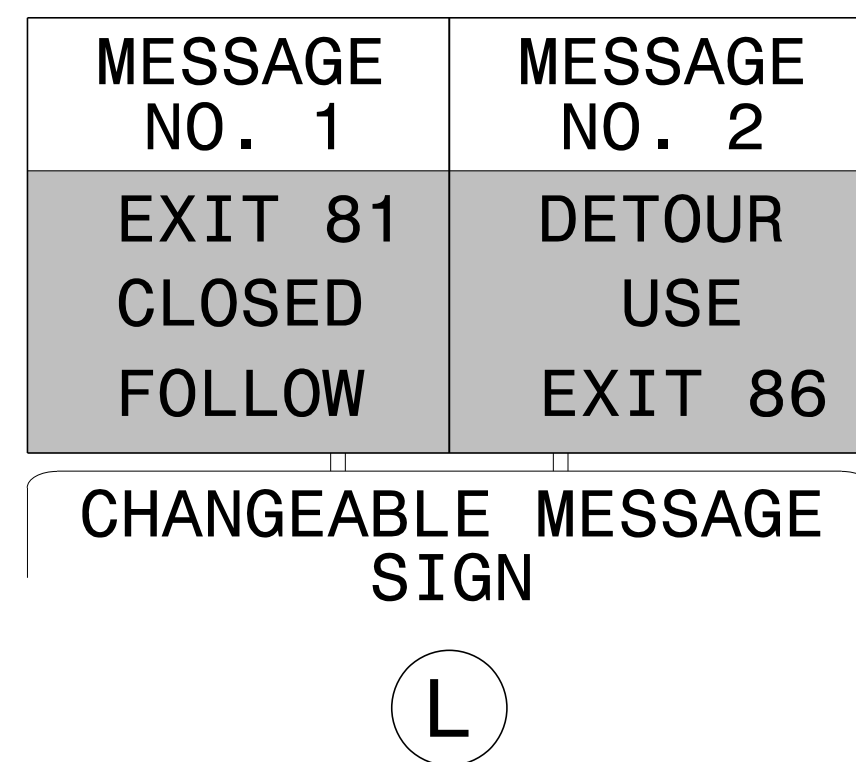
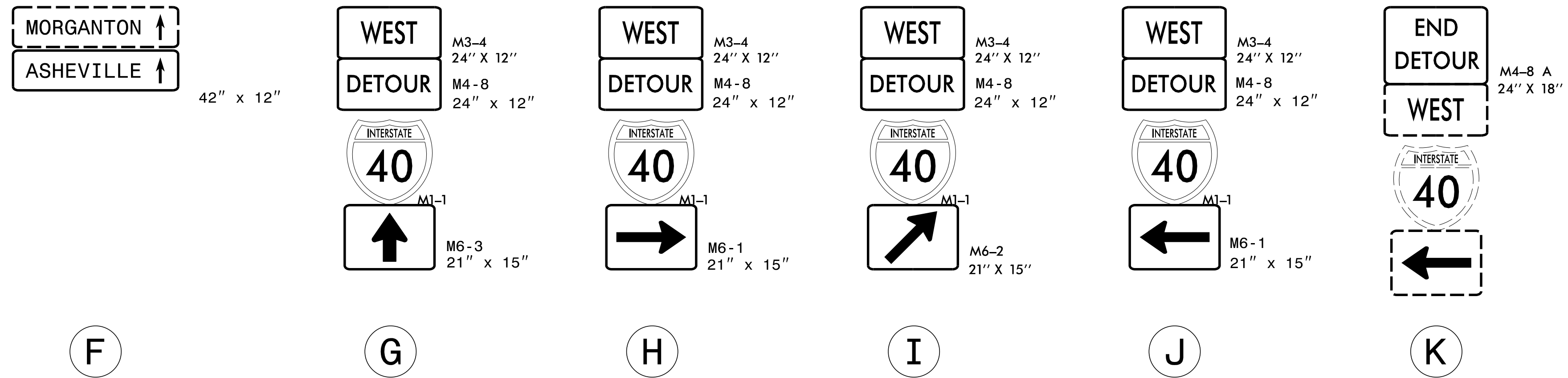
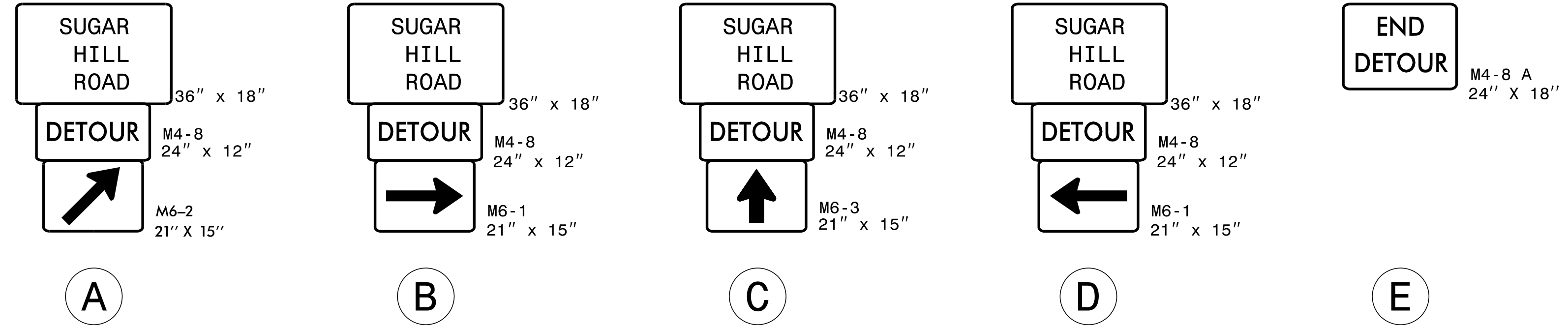
NOTE: SEE SHEET TMP-02H FOR SIGNS AND DIMENSIONS.

2/26/2019
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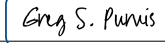
APPROVED: *Greg S. Purvis*
 DATE: 3/21/2019
 NORTH CAROLINA PROFESSIONAL SEAL 22999
 ENGINEER GREG S. PURVIS
 DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



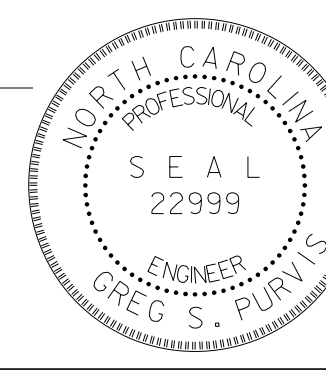
OFFSITE DETOURS




NOTE: SEE SHEET TEMP-02J & 02K FOR SPECIAL SIGN DESIGNS.

APPROVED: 

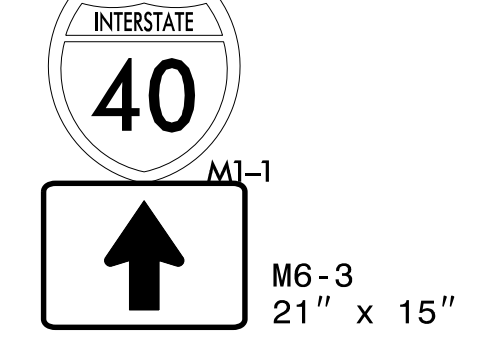
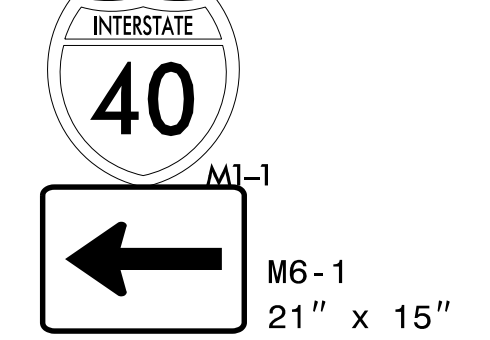
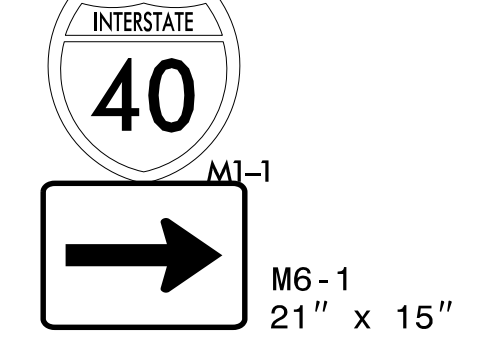
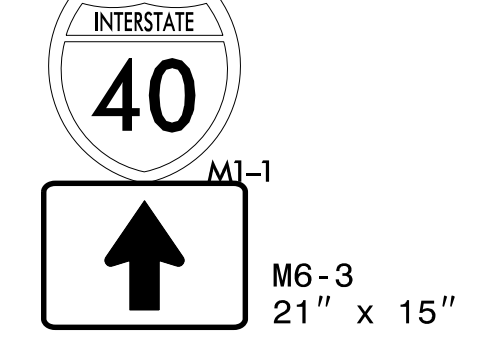
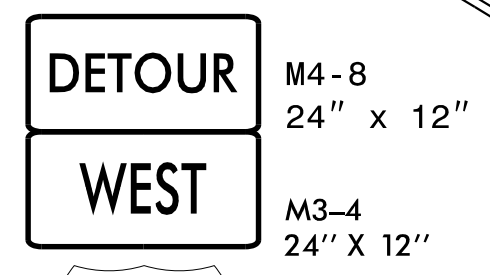
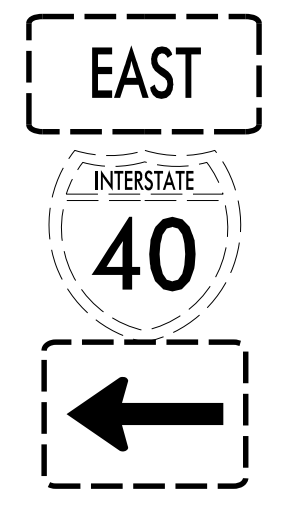
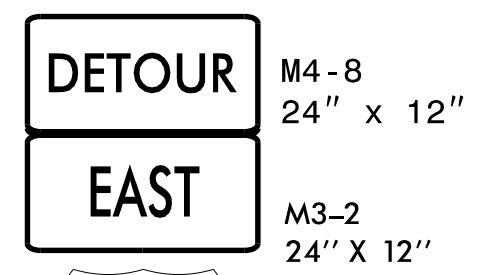
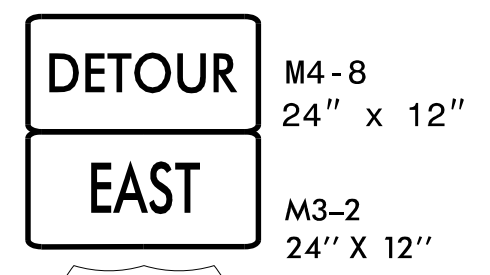
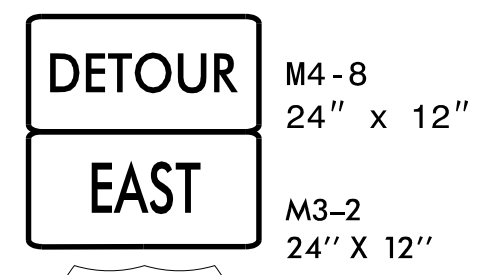
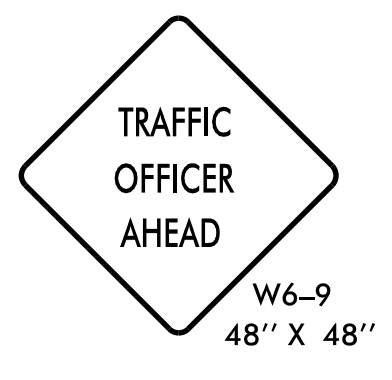
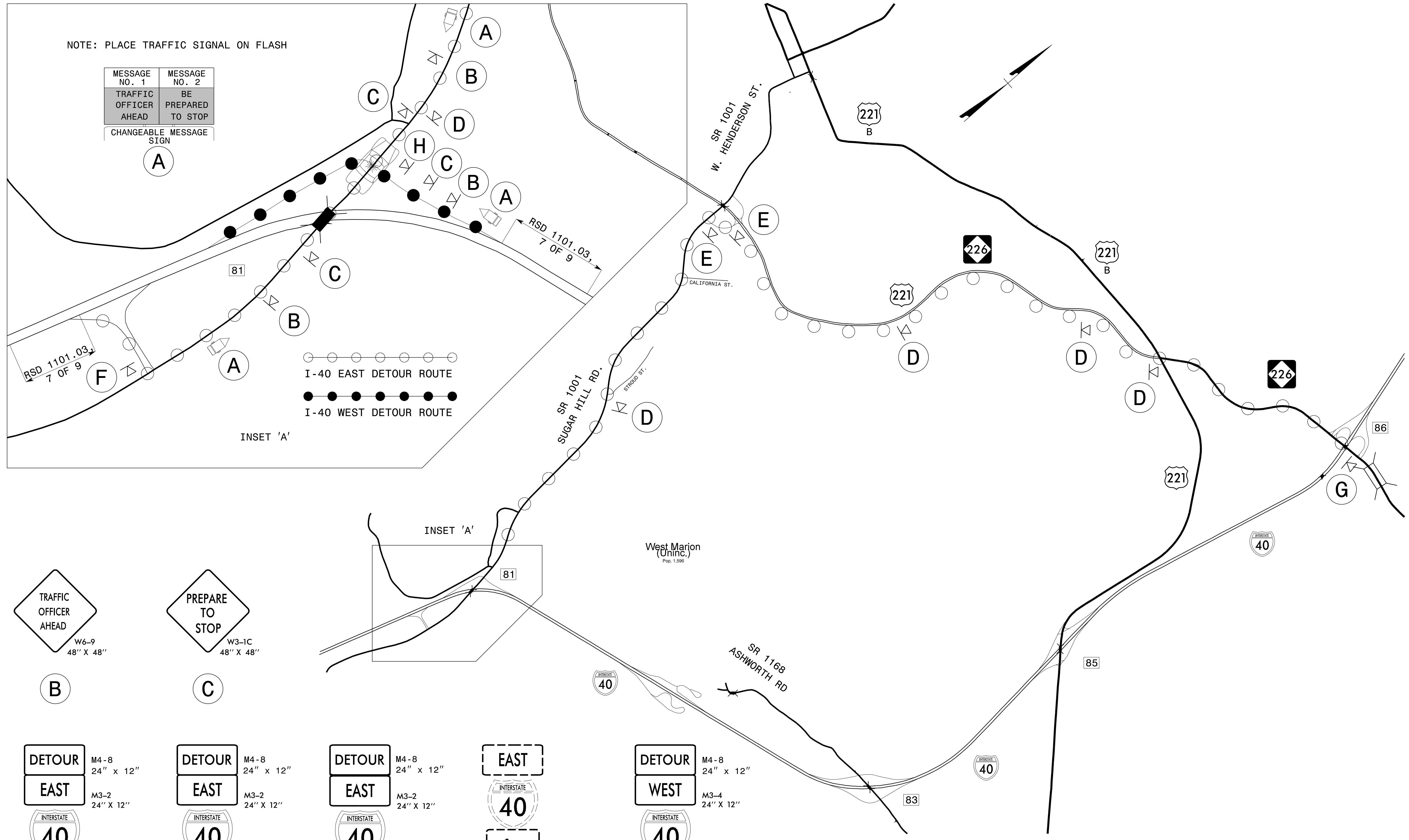
DATE: 3/21/2019



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UNLESS ALL SIGNATURES COMPLETED**



OFFSITE DETOURS



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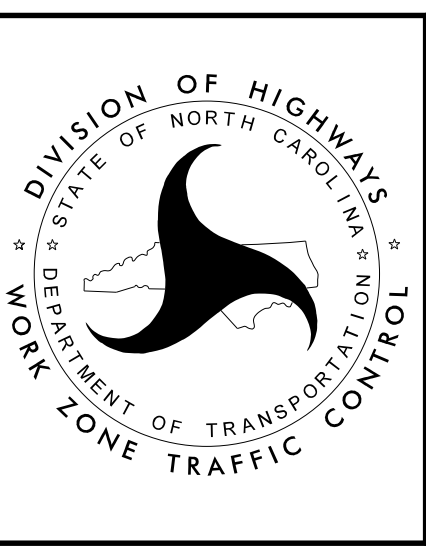
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APPROVED: *Greg S. Purvis*

DATE: 3/21/2019

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER GREG S. PURVIS 22999

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



I-40 DETOUR FOR GIRDER INSTALLATION

2/26/2019
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 User:AHayes

SIGN NUMBER: name TYPE: STATIONARY QUANTITY: SEE PLANS SIGN WIDTH: 3'-0" HEIGHT: 1'-6" TOTAL AREA: 4.5 Sq.Ft. BORDER TYPE: INSET RECESS: 0.38" WIDTH: 0.44" RADII: 1.5" NO. Z BARS: LENGTH:	BACKG COLOR: Fluorescent Orange COPY COLOR: Black <table border="1" style="width: 100%; text-align: center;"> <tr> <th>SYMBOL</th> <th>X</th> <th>Y</th> <th>WID</th> <th>HT</th> </tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table> MAT'L: 0.080" (2.0 mm) ALUMINUM	SYMBOL	X	Y	WID	HT																																				DESIGN BY: DAH PROJECT ID: U-5818	CHECKED BY: DAH DIV: DIV 13 DATE: Jul 18, 2018
SYMBOL	X	Y	WID	HT																																							

BORDER
R=1.5"
TH=0.44"
IN=0.38"

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter locations are panel edge to lower left corner											Series/Size Text Length
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R	o	a	d								D 2000
10.9	14.9	18.5	22.1								14.2

FILENAME: U-5818_Traffic_WZTC_TMP_TMP_REF_SSD

NORTH CAROLINA D.O.T. SIGN DETAIL

2/26/2019
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 User:AHayes

APPROVED: DATE: 3/21/2019 		<h2 style="margin: 0;">SPECIAL SIGN DESIGN</h2>
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

SIGN NUMBER: name TYPE: STATIONARY QUANTITY: SEE PLANS SIGN WIDTH: 3'-6" HEIGHT: 1'-0" TOTAL AREA: 3.5 Sq.Ft. BORDER TYPE: INSET RECESS: 0.38" WIDTH: 0.44" RADII: 1.5" NO. Z BARS: LENGTH:	BACKG COLOR: Fluorescent Orange COPY COLOR: Black <table border="1"> <thead> <tr> <th>SYMBOL</th> <th>X</th> <th>Y</th> <th>WID</th> <th>HT</th> </tr> </thead> <tbody> <tr> <td>ARUP</td> <td>34.4</td> <td>2.3</td> <td>5</td> <td>7.5</td> </tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table> MAT'L: 0.080" (2.0 mm) ALUMINUM	SYMBOL	X	Y	WID	HT	ARUP	34.4	2.3	5	7.5																																				DESIGN BY: DAH PROJECT ID: ID CHECKED BY: DAH DIV: DIV DATE: Jul 18, 2018
SYMBOL	X	Y	WID	HT																																											
ARUP	34.4	2.3	5	7.5																																											

USE NOTES: 1,2

- Legend and border shall be direct applied black non-reflective sheeting.
- Background shall be NC GRADE B fluorescent orange retroreflective sheeting.

LETTER POSITIONS

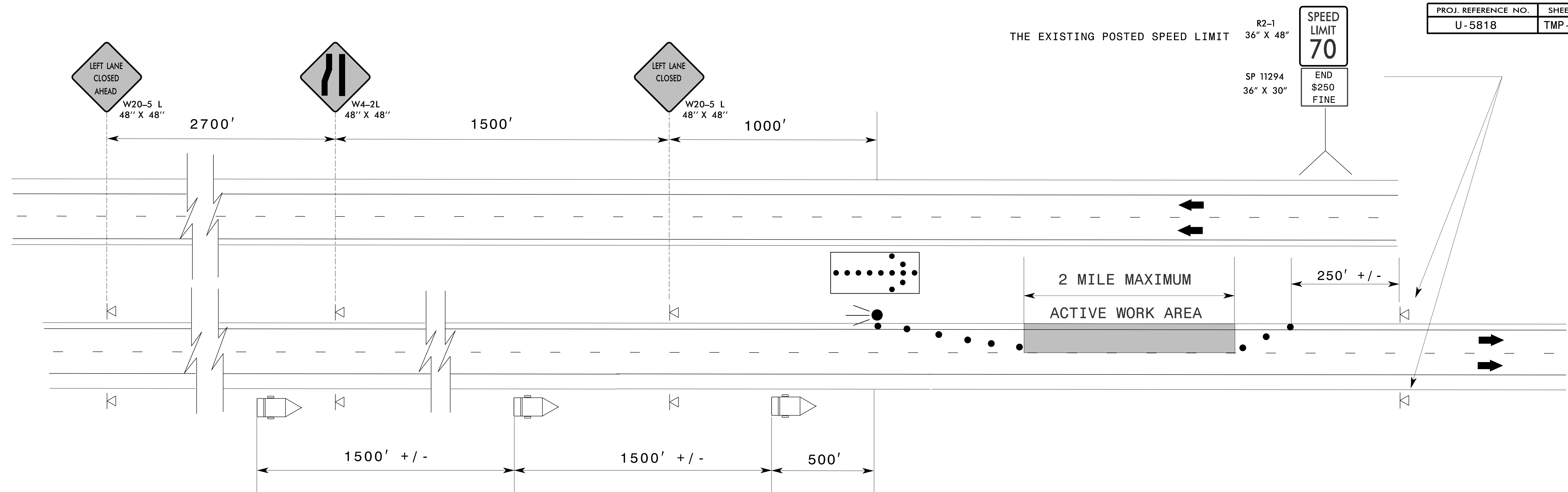
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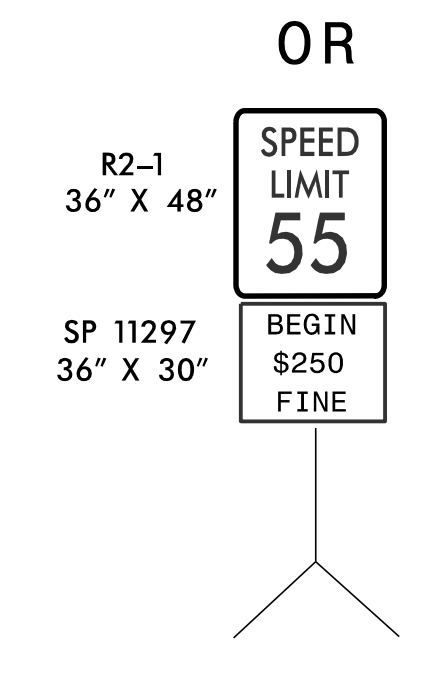
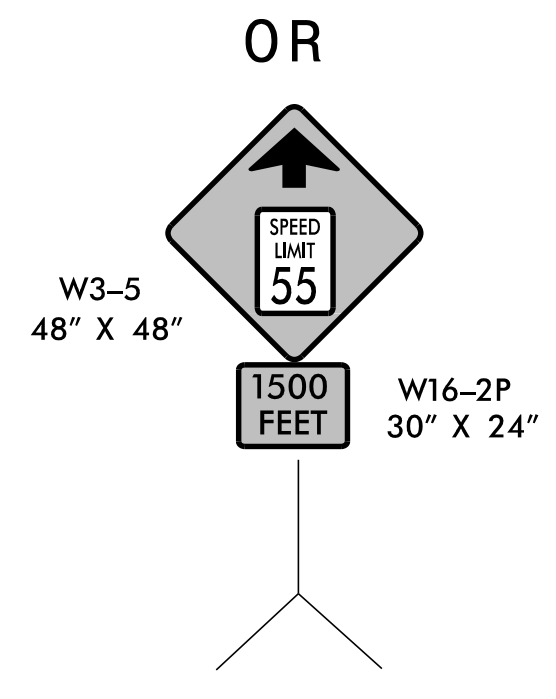
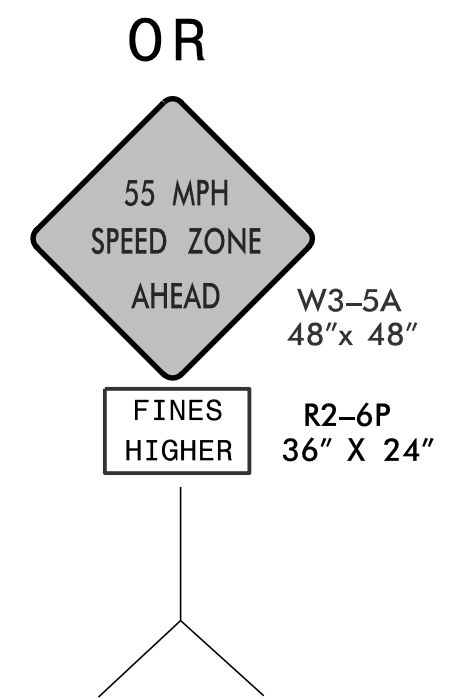
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2/26/2019
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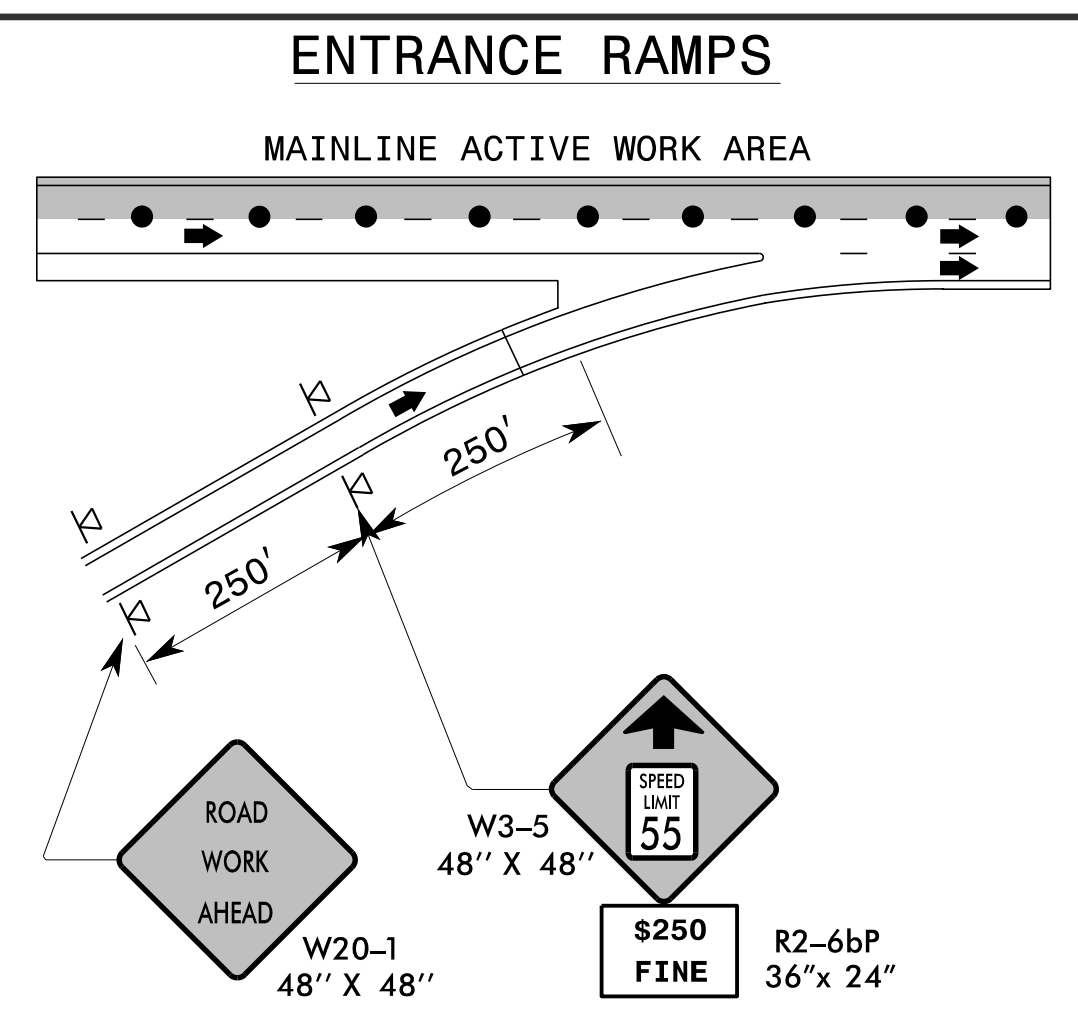


MESSAGE NO. 1	MESSAGE NO. 2	MESSAGE NO. 1	MESSAGE NO. 2	MESSAGE NO. 1	MESSAGE NO. 2
55 MPH ZONE AHEAD	\$250 FINE AHEAD	BEGIN 55 MPH 1500 FT	WORKERS IN ROADWAY	SPEED LIMIT 55	BEGIN \$250 FINE



GUIDELINES

1. THIS DRAWING IS FOR USE ONLY AFTER AN ENGINEERING INVESTIGATION HAS BEEN PERFORMED BY THE REGIONAL TRAFFIC ENGINEER AND WORK ZONE TRAFFIC CONTROL SECTION. THE WORK ZONE "VARIABLE" SPEED LIMIT IS INTENDED FOR USE ON FREEWAYS WITH SPEED LIMITS 65 MPH OR GREATER. SEE WORK ZONE "VARIABLE" SPEED LIMIT GUIDELINES FOR CRITERIA.
2. THE STATE TRAFFIC ENGINEER HAS TO ORDINANCE THE SPEED LIMIT REDUCTION IN ORDER FOR THE REDUCTION AND/OR \$250 SPEEDING FINE TO BE VALID AND ENFORCEABLE. NO SPEED LIMIT MESSAGE/SIGNS SHALL BE INSTALLED PRIOR TO RECEIVING A SIGNED ORDINANCE. IN ADDITION, THE \$250 SPEEDING FINE ALSO REQUIRES A SEPARATE SIGNED ORDINANCE BY THE STATE TRAFFIC ENGINEER.
3. EACH DIRECTION OF THE PROJECT IS TO BE EVALUATED FOR THE WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION. THIS DRAWING INTENTIONALLY HAS 1 DIRECTION SIGNED AS A REMINDER TO CAREFULLY CONSIDER WHETHER BOTH DIRECTIONS OF THE PROJECT NEED TO HAVE THE SPEED LIMIT REDUCED.
4. THE MAXIMUM LANE CLOSURE LENGTH IS 2 MILES UNLESS OTHERWISE SHOWN IN THE PLANS. IN ADDITION, FOR ACTIVE WORK AREAS THAT EXCEED 1 MILE IN LENGTH, AN EVALUATION IS TO BE MADE TO DETERMINE IF ADDITIONAL CMS'S/SIGNS ARE NEEDED TO SUPPLEMENT THE INITIAL ONES. PORTABLE MOUNTED W3-5 SIGNS WITH SPEEDING PENALTY SIGNS ARE TO BE PLACED ALONG ENTRANCE RAMPS LOCATED WITHIN THE ACTIVE WORK AREA.
5. THE \$250 SPEEDING FINE PENALTY APPLIES FOR ALL PROJECTS THAT QUALIFY FOR A WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION.
6. THIS APPLICATION IS FOR SHORT-TERM ACTIVITIES SUCH AS LANE CLOSURES AND ROAD CLOSURES. THE WORK ZONE "VARIABLE" SPEED LIMIT SHALL NOT BE IN OPERATION CONTINUOUSLY (24/7) FOR A PERIOD EXCEEDING 30 CALENDAR DAYS. THE WORK ZONE "VARIABLE" SPEED LIMIT MESSAGING/SIGNAGE SHALL BE REMOVED AT THE COMPLETION OF THE ACTIVITY. THE REGIONAL TRAFFIC ENGINEER WILL BE NOTIFIED BY THE RESIDENT ENGINEER TO RESCIND THE ORDINANCE.
7. WHEN WORK ZONE "VARIABLE" SPEED LIMIT REDUCTIONS ARE IN EFFECT, THE CONTRACTOR IS TO COVER ANY EXISTING SPEED LIMIT SIGNS LOCATED WITHIN THE ACTIVE WORK AREA THAT CONFLICT WITH THE WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION.



NOTES

1. THE WORK ZONE "VARIABLE" SPEED LIMIT WILL BE ESTABLISHED IN COLLABORATION BETWEEN THE REGIONAL TRAFFIC ENGINEER, THE DIVISION, AND THE WORK ZONE TRAFFIC CONTROL SECTION. THIS DRAWING SHOWS THE TYPICAL APPLICATION OF REDUCING THE SPEED LIMIT TO 55 MPH.
2. TYPICALLY THE WORK ZONE "VARIABLE" SPEED LIMIT APPLIES TO A SPECIFIC PORTION AND NOT THE ENTIRE PROJECT. THE WORK AREA AFFECTED BY THE SPEED REDUCTION SHOULD NOT EXCEED 2 MILES UNLESS THE MAXIMUM LENGTH OF LANE CLOSURE ALLOWED BY THE PLANS EXCEEDS THE 2 MILE MAXIMUM.
3. THE WORK ZONE "VARIABLE" SPEED LIMIT AND THE \$250 SPEEDING FINE IS TO BEGIN 500' IN ADVANCE OF THE FLASHING ARROW PANEL AT THE MERGE TAPER. THE EXISTING SPEED LIMIT SIGNS AND THE "END \$250 FINE" SIGNS ARE TO BE INSTALLED AT THE LOCATION WHERE THE EXISTING SPEED LIMIT IS TO RESUME.
4. THE NEED AND LOCATION OF ADDITIONAL POSTED WORK ZONE "VARIABLE" SPEED LIMIT SIGNS WITHIN THE LANE CLOSURE IS TO BE DETERMINED BY THE REGIONAL TRAFFIC ENGINEER.

APPROVED: DATE: 3/21/2019

SEAL

WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION

PHASE I

STEP 1) USING ROADWAY STANDARD DRAWING (RSD) 1101.01, INSTALL ADVANCE WARNING SIGNS ON -L- (SR 1001 SUGAR HILL ROAD) AND ALL -Y- LINES. IF CONSTRUCTION HAS NOT BEGUN WITHIN THREE DAYS OF INSTALLATION, REMOVE OR COVER SIGNING WITH AN APPROPRIATE MATERIAL.

BEGIN INSTALLATION OF THE PHASE I TEMPORARY SIGNAL.

STEP 2) USING RSD 1101.02, COMPLETE THE FOLLOWING IN THIS ORDER (SEE SHEETS TMP-02C THRU 02F, 04 THRU 07, 31 THRU 33):
 - CONSTRUCT THE MEDIAN SHOULDERS ON -Y- (I-40) (5.5' FROM EOP UNDER PROPOSED STRUCTURE). TRAFFIC SHALL RETURN TO THE EXISTING PATTERN AT THE END OF THE WORK PERIOD.
 - INSTALL MEDIAN GUARDRAIL ALONG -Y- AND TEMPORARY GUARDRAIL AS SHOWN ON SHEETS TMP-02C THRU 02F
 - INSTALL TEMPORARY MARKINGS AND MARKERS ON -Y- FROM STA. 466+95 +/- -Y- TO STA. 490+43 +/- -Y-, AND SHIFT TRAFFIC ONTO THE PHASE I PATTERN
 - INSTALL PORTABLE CONCRETE BARRIER (PCB) (ANCHORED) ON -Y- FROM STA. 458+55 +/- -Y- TO STA. 485+96 +/- -Y-

BEHIND GUARDRAIL, BEGIN CONSTRUCTION OF THE STAGE 1 MEDIAN BENT.

NOTE: PHASE I, STEPS 3 THRU 5 CAN BE COMPLETED SIMULTANEOUSLY.

THE CONTRACTOR SHALL COMPLETE PHASE I, STEP 3 WITHIN 21 CONSECUTIVE CALENDAR DAYS. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 3) BEHIND PCB CONSTRUCT -Y- 'LEFT' FROM STA. 460+95 +/- -Y- TO STA. 470+95 +/- -Y-. USING RSD 1101.02 REMOVE PCB ON -Y- 'LEFT' FROM STA. 460+45 +/- -Y- TO -RPB- AND REPLACE WITH DRUMS (SEE SHEETS TMP-04, 05, & 31).

THE CONTRACTOR SHALL COMPLETE PHASE I, STEP 4 WITHIN 21 CONSECUTIVE CALENDAR DAYS. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 4) BEHIND PCB CONSTRUCT -Y- 'RIGHT' FROM STA. 475+25 +/- -Y- TO STA. 478+74 +/- -Y-. USING RSD 1101.02 RESET PCB ON -Y- 'RIGHT' FROM STA. 472+36 +/- -Y- TO 478+74 AND INSTALL DRUMS IN THE ORIGINAL LOCATION OF THE PCB (SEE SHEETS TMP-05, 06, & 31).

STEP 5) BEHIND PCB, CONSTRUCT -Y- 'LEFT' FROM STA. 477+91 +/- -Y- TO STA. 483+53 +/- -Y- AND -Y- 'RIGHT' FROM STA. 458+62 +/- -Y- TO STA. 475+25 +/- -Y- AND FROM STA. 478+74 +/- -Y- TO STA. 485+45 +/- -Y- (SEE SHEETS TMP-04 THRU 07, 31 THRU 33).

USING RSD 1101.02 INSTALL TEMPORARY PAVEMENT ON -L- FROM STA. 17+22 +/- -L- TO STA. 20+72 +/- -L-, INSTALL WEDGING FROM STA. 17+00 +/- -L- TO STA. 20+00 +/- -L-, INSTALL TEMPORARY PAVEMENT MARKINGS AND MARKERS FROM STA. 15+94 +/- -L- TO STA. 34+67 +/- -L-, ACTIVATE THE PHASE I TEMPORARY SIGNAL AT -L-/-RPA-/-RPB-, AND SHIFT TRAFFIC ONTO THE PHASE I PATTERN. USING RSD 1101.02, INSTALL TEMPORARY GUARDRAIL FROM STA. 22+55 +/- -L- TO STA. 31+38 +/- -L- (SEE SHEETS TMP-02D, 02E, 21 THRU 24, & 27 THRU 29). USING RSD 1101.02 AS NEEDED BEGIN CONSTRUCTION OF -L- 'LEFT' FROM STA. 10+00 -L- TO STA. 31+50 +/- -L- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, INCLUDING STAGE 1 OF END BENTS 1 AND 2 AND TEMPORARY SHORING (SEE SHEETS TMP-02A, 02B, 04 THRU 06, 21 THRU 24, & 27 THRU 29).

USING RSD 1101.02 INSTALL TEMPORARY PAVEMENT MARKINGS AND MARKERS, REMOVE CONFLICTING PAVEMENT MARKINGS, SHIFT TRAFFIC ONTO THE PHASE I PATTERN, AND INSTALL PCB ON -RPC- AS SHOWN ON SHEET TMP-04. BEHIND BARRIER CONSTRUCT -RPC- 'RIGHT' FROM STA. 10+00 -RPC- TO -L- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE (SEE SHEETS TMP-02C, 04, 34, & 35).

USING RSD 1101.02 INSTALL TEMPORARY PAVEMENT MARKINGS, REMOVE CONFLICTING PAVEMENT MARKINGS, SHIFT TRAFFIC ONTO THE PHASE I PATTERN, AND INSTALL PCB ON -RPD- AS SHOWN ON SHEET TMP-04. BEHIND BARRIER CONSTRUCT -RPC- 'LEFT' FROM STA. 10+00 -RPD- TO -L- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE (SEE SHEETS TMP-02C, 02D, 04, 05, & 36).

BEGIN INSTALLATION OF PHASE II SIGNALS.

PHASE II

STEP 1) USING RSD 1101.02, REMOVE/RESET PHASE I PCB (ANCHORED) ALONG -Y- SHOULDERS FROM STA. 462+07 +/- -Y- TO STA. 485+96 +/- -Y-, INSTALL TEMPORARY PAVEMENT MARKINGS AND MARKERS FROM STA. 456+95 +/- -Y- TO STA. 477+70 +/- -Y-, AND REMOVE CONFLICTING PAVEMENT MARKINGS.

STEP 2) BEHIND GUARDRAIL COMPLETE CONSTRUCTION OF THE STAGE I MEDIAN BENT AND CONSTRUCT THE FIRST STAGE OF THE BRIDGE. DETOUR I-40 TRAFFIC AS SHOWN ON SHEET TMP-02I DURING GIRDER INSTALLATION. TRAFFIC WILL RETURN TO THE PHASE II PATTERN BY THE END OF THE WORK PERIOD (SEE SHEETS TMP-02I & 10).

USING RSD 1101.02 COMPLETE FOLLOWING (SEE SHEET TMP-08, & 34 THRU 36):

- REMOVE PHASE I PCB (ANCHORED) ALONG -RPC- AND -RPD-
- WEDGE -RPC- 'RIGHT' FROM STA. 11+47 +/- -RPC- TO STA. 17+39 +/- -RPC-
- WEDGE -RPD- 'LEFT' FROM STA. 11+00 +/- -RPD- TO STA. 15+68 +/- -RPD-
- SHIFT TRAFFIC ON -RPC- AND -RPD- ONTO THE PHASE II PATTERN AND ACTIVATE THE PHASE II TEMPORARY SIGNAL AT -L-/-RPC-/-RPD-
- INSTALL TEMPORARY PAVEMENT MARKINGS AND MARKERS ON -RPC- FROM -Y- TO -L-
- INSTALL TEMPORARY PAVEMENT MARKINGS AND MARKERS ON -RPD- FROM -Y- TO -L-
- RESET PHASE I PCB ALONG -RPC- FROM STA. 11+62 +/- -RPC- TO STA. 17+33 +/- -RPC-
- RESET PHASE I PCB (ANCHORED) ALONG -RPD- FROM STA. 11+15 +/- -RPD- TO STA. 15+68 +/- -RPD-
- BEGIN THE INSTALLATION OF THE PHASE III TEMPORARY SIGNAL AT -L-/-RPC-/-RPD-

BEHIND PCB CONSTRUCT -RPC- 'LEFT' AND -RPD- 'RIGHT' UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE. CONSTRUCT -Y- 'RIGHT' BETWEEN -RPC- AND -RPD- (SEE SHEETS TMP-08, 34 THRU 36).

INSTALL OFFSITE DETOUR SIGNING AND CMS'S FOR THE CLOSURES OF -RPB- AND -Y2- (SR 1190 WORLEY RD) AND COVER SIGNING. (SEE SHEETS TMP-02G, 02H, 02J, 02K, 10, & 11).

USING RSD 1101.02 AS NEEDED, COMPLETE CONSTRUCTION OF -L- 'LEFT' BEGUN IN PHASE I, STEP 5 UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE.

AWAY FROM TRAFFIC INSTALL TEMPORARY PAVEMENT MARKINGS, MARKERS, AND PCB FROM STA. 19+00 -L- TO STA. 31+50 -L-. COMPLETE THE INSTALLATION OF THE PHASE II TEMPORARY SIGNAL AT -L-/-RPA-/-RPB- (SEE SHEETS TMP-13 & 14).

THE CONTRACTOR SHALL COMPLETE PHASE II, STEP 3 WITHIN 14 CONSECUTIVE CALENDAR DAYS. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 3) UNCOVER ALL OFFSITE DETOUR SIGNING INSTALLED IN PHASE II, STEP 2, ACTIVATE CMS'S AND THE TEMPORARY SIGNAL AT -L-/-RPA-/-RPB-, INSTALL TYPE III BARRICADES AND CLOSE -RPB- AND -Y2- ACCESS TO -L-, AND DETOUR TRAFFIC OFFSITE (SEE SHEETS TMP-02G, 02H, 10, & 11). AWAY FROM TRAFFIC, CONSTRUCT -RPB- AND -L- 'LEFT' FROM STA. 31+50 +/- -L- TO STA. 38+00 +/- -L- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE. INSTALL THE PHASE III TEMPORARY SIGNAL AT -L-/-RPA-/-RPB-. USING RSD 1101.02, CONSTRUCT -Y2- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, WEDGING -Y2- AND -Y3- (SR 1190 CONDREY RD) AND INSTALLING TEMPORARY PAVEMENT MARKINGS AND MARKERS AS SHOWN ON SHEET TMP-10.

INSTALL OFFSITE DETOUR SIGNING AND CMS'S FOR THE CLOSURE OF -RPA- AND COVER SIGNING. (SEE SHEETS TMP-02G, 02H, 02J, & 02K).

PHASE III

THE CONTRACTOR SHALL COMPLETE PHASE III, STEPS 1 & 2 IN 14 CONSECUTIVE CALENDAR DAYS. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 1) UNCOVER OFFSITE DETOUR SIGNING AND ACTIVATE CMS'S INSTALLED IN PHASE II, STEP 3 AND THE PHASE III TEMPORARY SIGNAL AT -L-/-RPA-/-RPB-. USING TYPE III BARRICADES CLOSE -RPA- AND DETOUR OFFSITE (SEE SHEET TMP-02G, 02H, 02J, 02K).

USING RSD 1101.02, WEDGE -L- 'LEFT' FROM STA. 10+00 -L- TO STA. 19+00 -L- AND FROM STA. 35+00 -L- TO STA. 38+00 -L- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, WEDGE THE ACCESS TO POOLE MOUNTAIN ROAD UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, INSTALL TEMPORARY PAVEMENT MARKINGS AND MARKERS FROM STA. 10+00 -L- TO STA. 19+00 -L- AND FROM STA. 31+50 -L- TO STA. 44+00 +/- -L-, AND SHIFT -L- TRAFFIC ONTO THE PHASE III PATTERN. INSTALL THE REMAINING PCB NOT PLACED IN PHASE II, STEP 3 (SEE SHEETS TMP-12 THRU 15, 20, 21, & 30).

USING RSD 1101.02, REMOVE PCB ALONG -Y-, -RPC-, AND -RPD- AS SHOWN ON SHEET TMP-13. INSTALL TEMPORARY MARKINGS AND MARKERS ON -RPC- AND -RPD- AND SHIFT TRAFFIC TO THE PHASE III PATTERN (SEE SHEET TMP-12).

IMMEDIATELY AFTER -L- TRAFFIC IS PLACED IN THE PHASE III PATTERN, OPEN -RPB- AND -Y2- TO TRAFFIC AND ACTIVATE THE PHASE III TEMPORARY SIGNAL AT -L-/-RPA-/-RPB-. REMOVE ALL OFFSITE DETOUR SIGNING AND DEVICES USED FOR THESE DETOURS.

STEP 2) AWAY FROM TRAFFIC, CONSTRUCT -RPA- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE, TEMPORARY PAVEMENT MARKINGS, AND MARKERS.

REMOVE THE OFFSITE DETOUR SIGNING AND DEVICES USED TO DETOUR -RPA- AND OPEN -RPA- TO TRAFFIC.

STEP 3) USING RSD 1101.02 AS NEEDED, REMOVE THE EXISTING STRUCTURE AND BENTS, REPLACE THE BENT WALLS WITH TEMPORARY GUARDRAIL, CONSTRUCT -L- 'RIGHT' INCLUDING STAGE II BRIDGE AND END BENTS FROM STA. 10+00 -L- TO STA. 38+00 -L- UP TO BUT NOT INCLUDING THE FINAL LIFT OF SURFACE COURSE. DETOUR I-40 TRAFFIC AS SHOWN ON SHEET TMP-02I DURING GIRDER INSTALLATION. TRAFFIC WILL RETURN TO THE PHASE II PATTERN BY THE END OF THE WORK PERIOD (SEE SHEETS TMP-02I, 12 THRU & 14, 20 THRU 23, 25, & 27 THRU 30).

BEHIND PCB, CONSTRUCT -Y- 'LEFT' FROM STA. 479+80 +/- -Y- TO STA. 483+53 +/- -Y- AND -Y- 'RIGHT' FROM STA. 478+39 +/- -Y- TO STA. 479+50 +/- -Y-. INSTALL THE PHASE IV TEMPORARY SIGNAL AT -L-/-RPA-/-RPB- (SEE SHEET TMP-13).

PHASE IV

STEP 1) INSTALL TEMPORARY MARKINGS AND MARKERS ON -L- AS MUCH AS POSSIBLE BEHIND PCB THEN USING RSD 1101.02, REMOVE PCB INSTALLED IN PHASE III. SHIFT TRAFFIC INTO THE PHASE IV PATTERN AND INSTALL THE REMAINING TEMPORARY PAVEMENT MARKINGS AND MARKERS ON -L-. INSTALL PCB ON -L- FROM STA. 19+08 -L- TO STA. 32+08 -L-. ACTIVATE THE PHASE IV TEMPORARY SIGNAL AT -L-/-RPA-/-RPB- (SEE SHEETS TMP-17 THRU 19).

STEP 2) BEHIND BARRIER, REMOVE TEMPORARY PAVEMENT INSTALLED IN PHASE I AND CONSTRUCT REMAINING -L- 'LEFT' FROM STA. 23+54 +/- -L- TO STA. 31+50 +/- -L-, INCLUDING GUARDRAIL. INSTALL THE FINAL SIGNALS.

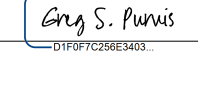
USING RSD 1101.02 CONSTRUCT THE REMAINING PORTION OF THE MEDIAN UNDER THE BRIDGE AND INSTALL THE REMAINING PERMANENT GUARDRAIL.

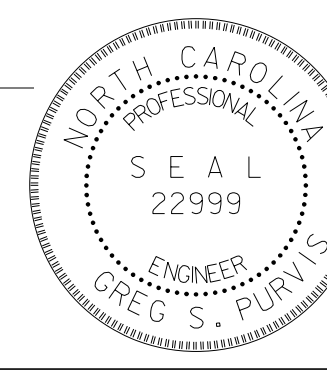
PHASE V

STEP 1) USING RSD 1101.02, REMOVE ALL PCB AND INSTALL THE FINAL LIFT OF SURFACE COURSE, FINAL PAVEMENT MARKINGS, AND MARKERS ON ENTIRE PROJECT AND ACTIVATE THE FINAL SIGNALS.

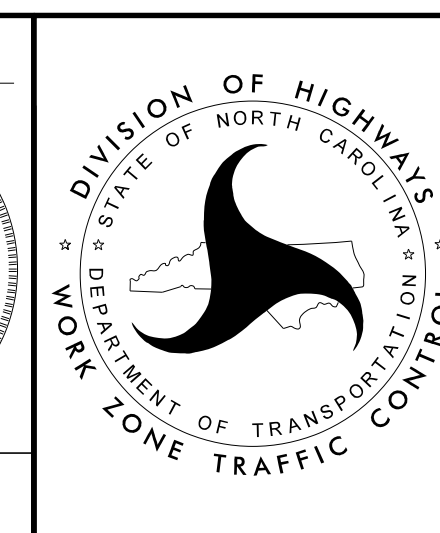
STEP 2) REMOVE ALL REMAINING TRAFFIC MANAGEMENT DEVICES AND SIGNING, AND PLACE TRAFFIC ONTO FINAL PATTERN.

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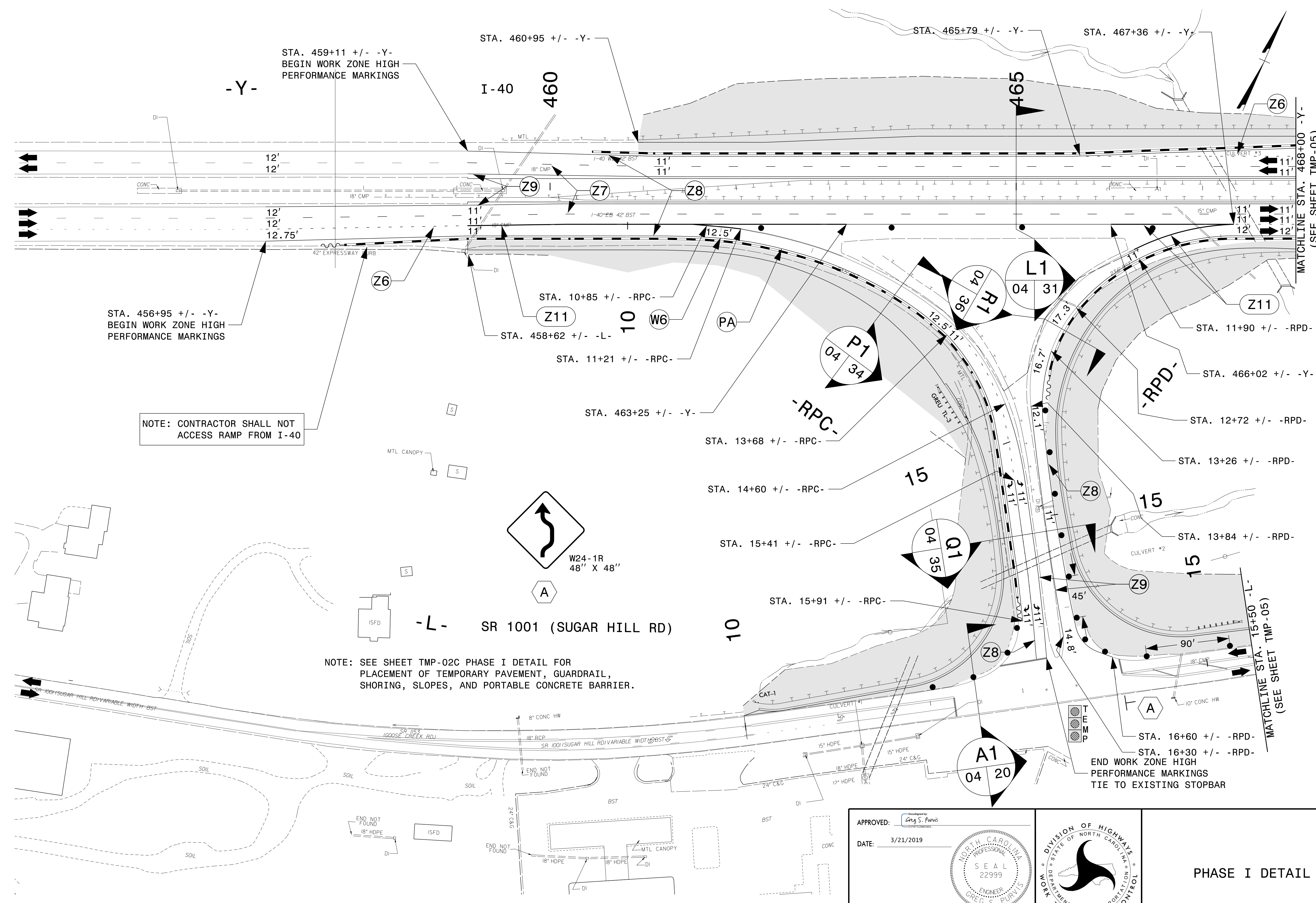
APPROVED: 
 DATE: 3/21/2019



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PHASING

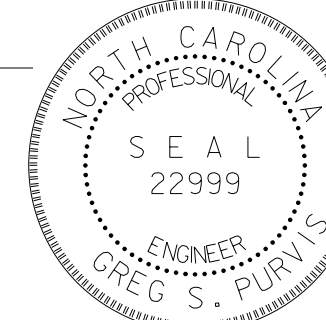


NOTE: CONTRACTOR SHALL NOT ACCESS RAMP FROM I-40

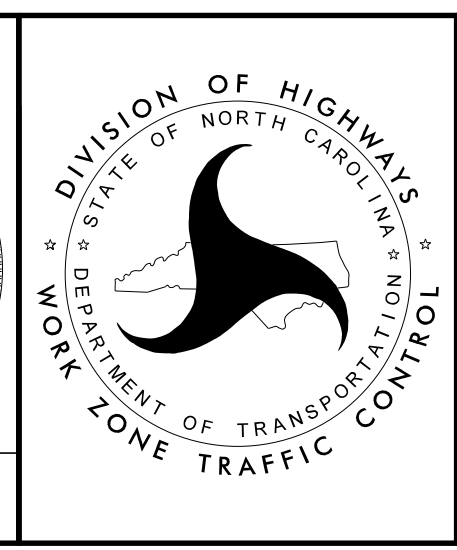
NOTE: SEE SHEET TMP-02C PHASE I DETAIL FOR PLACEMENT OF TEMPORARY PAVEMENT, GUARDRAIL, SHORING, SLOPES, AND PORTABLE CONCRETE BARRIER.

2/26/2019
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 User:AHayes

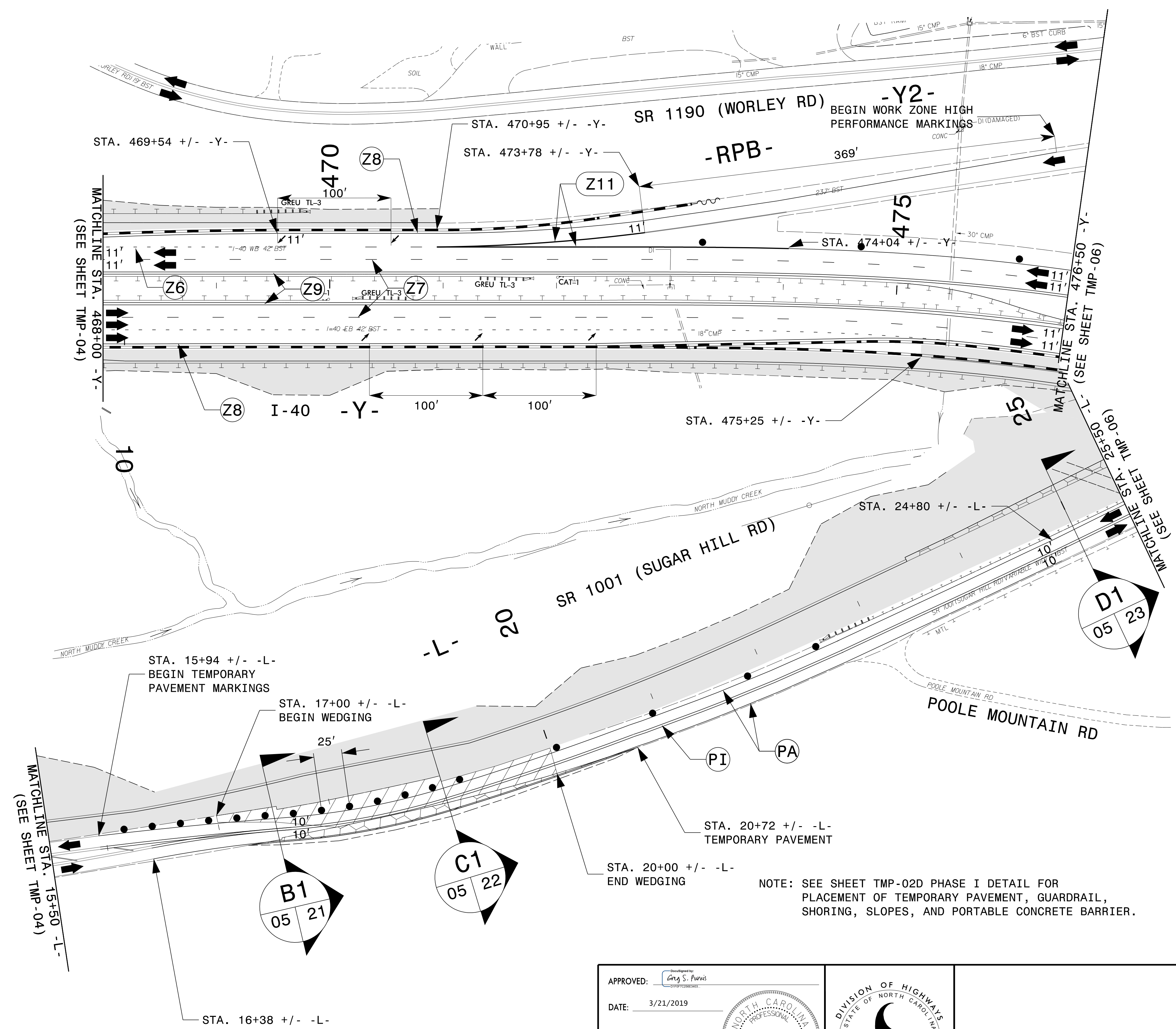
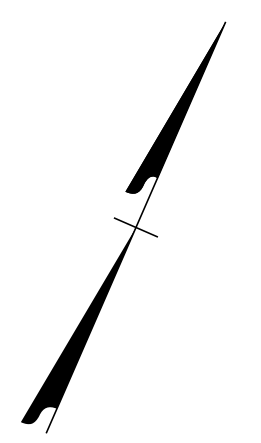
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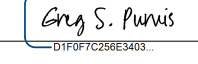


PHASE I DETAIL



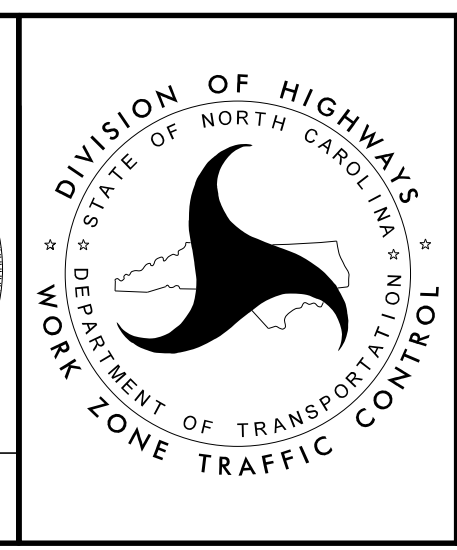
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 User:AHayes

NOTE: SEE SHEET TMP-02D PHASE I DETAIL FOR PLACEMENT OF TEMPORARY PAVEMENT, GUARDRAIL, SHORING, SLOPES, AND PORTABLE CONCRETE BARRIER.

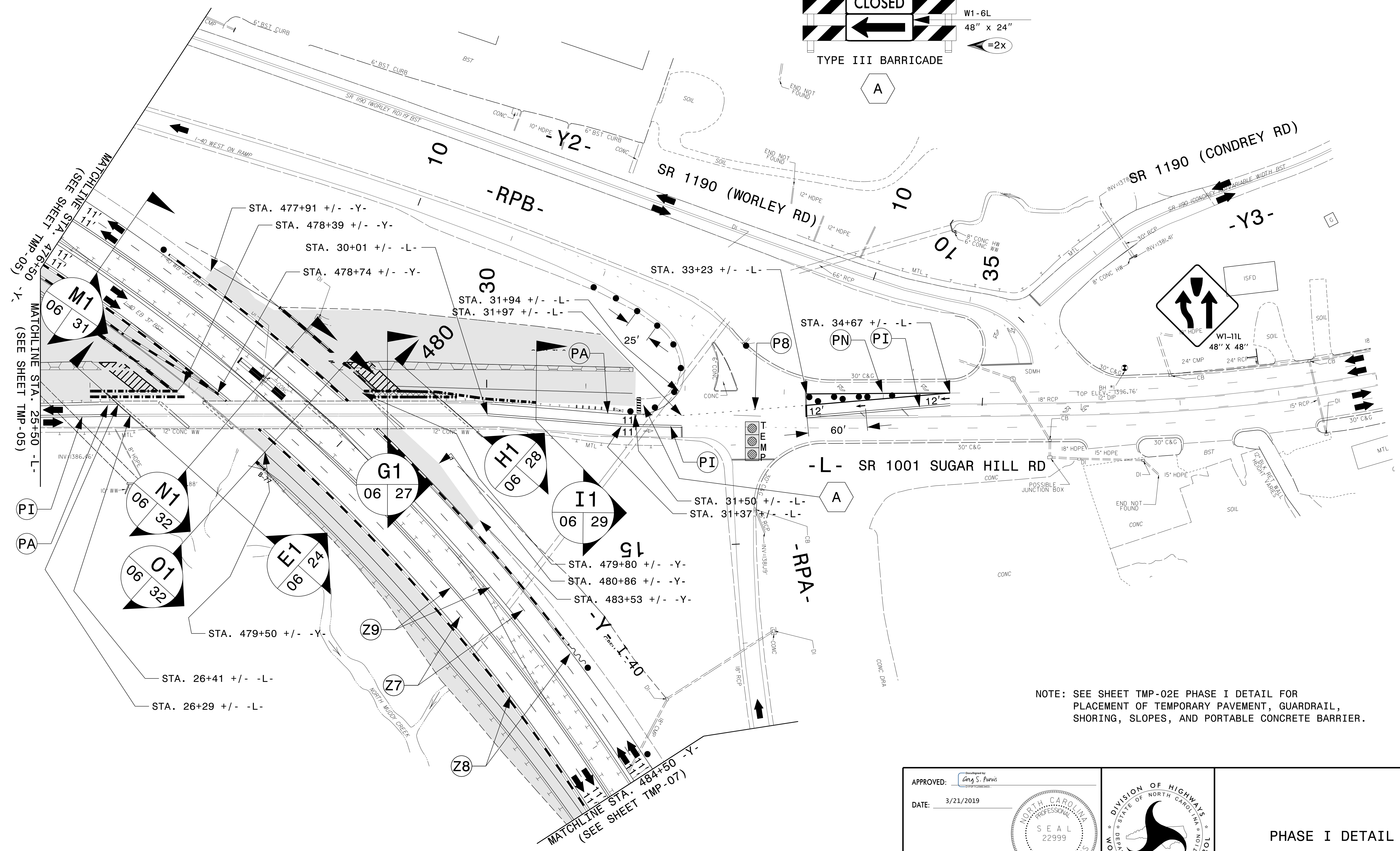
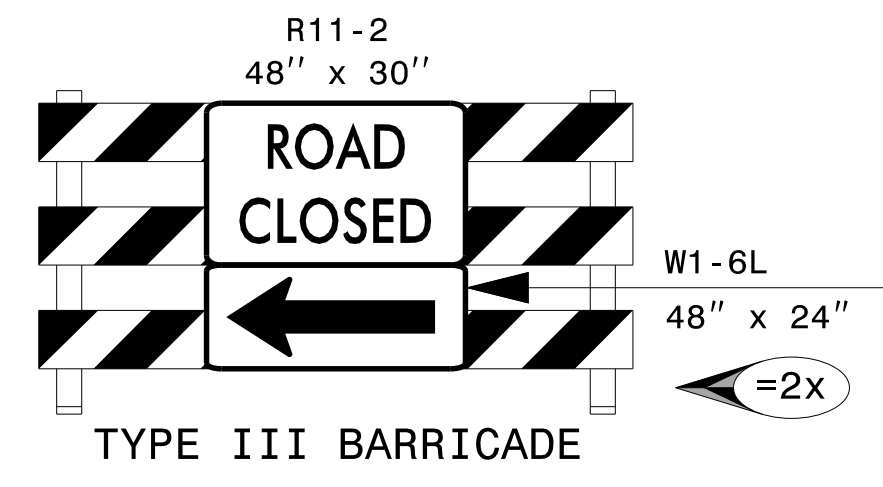
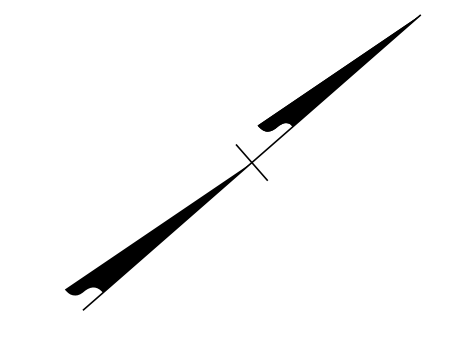
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 DATE: 3/21/2019

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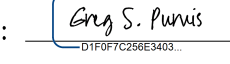


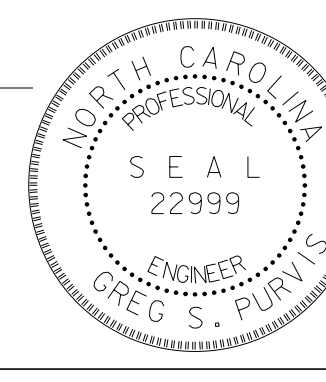
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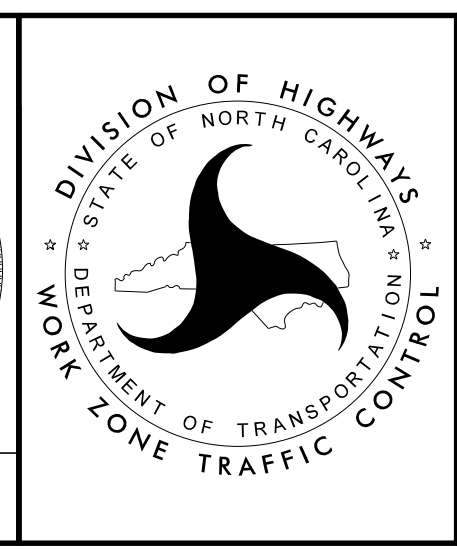
NOTE: SEE SHEET TMP-02E PHASE I DETAIL FOR PLACEMENT OF TEMPORARY PAVEMENT, GUARDRAIL, SHORING, SLOPES, AND PORTABLE CONCRETE BARRIER.

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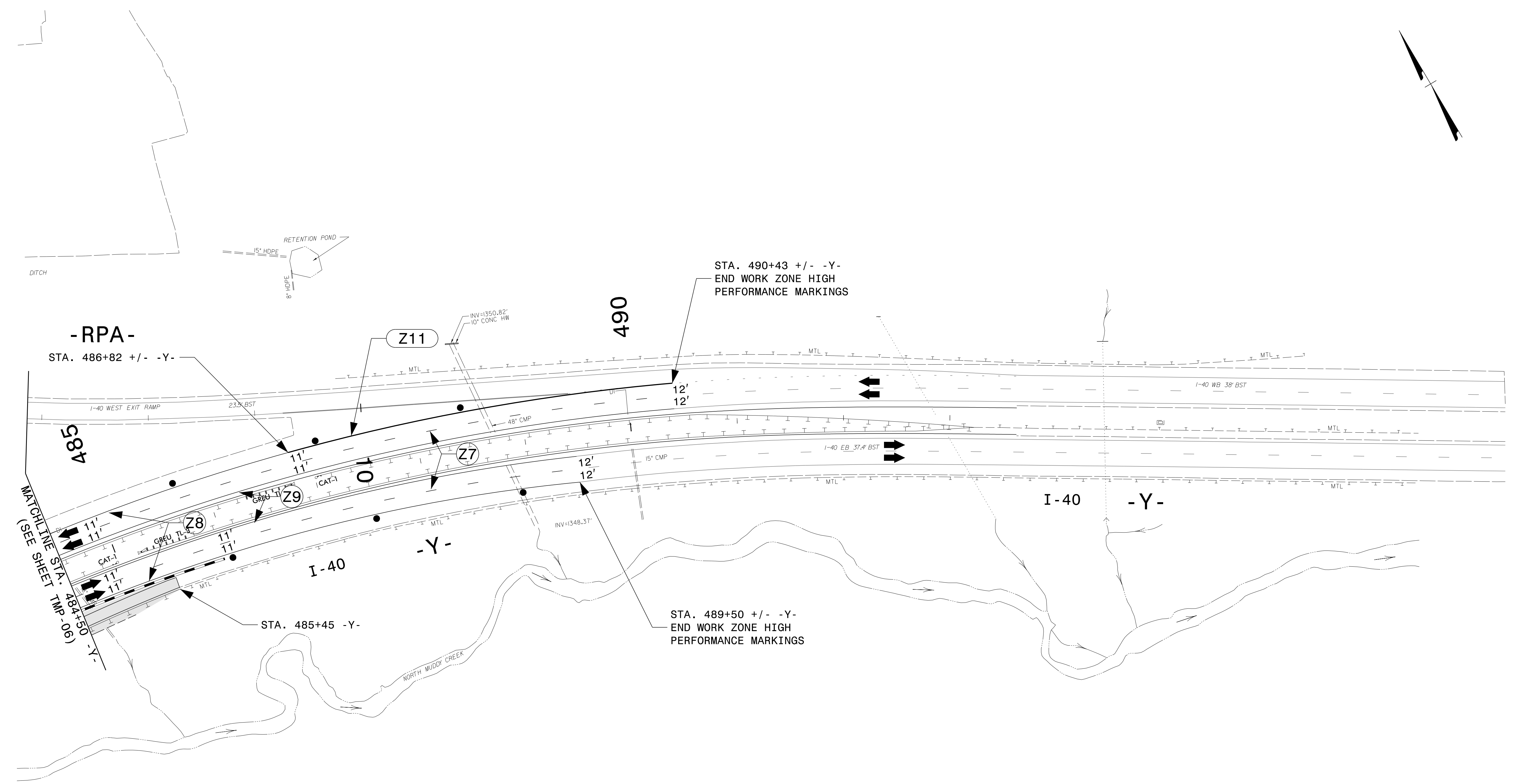
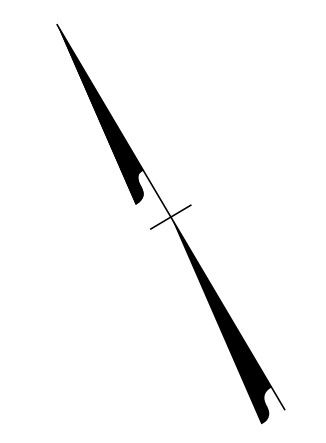
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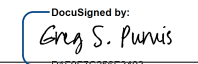


PHASE I DETAIL




NOTE: SEE SHEET TMP-02F PHASE I DETAIL FOR PLACEMENT OF TEMPORARY PAVEMENT, GUARDRAIL, SHORING, SLOPES, AND PORTABLE CONCRETE BARRIER.

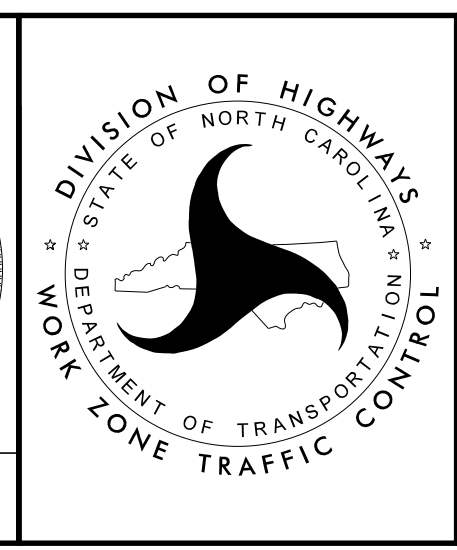
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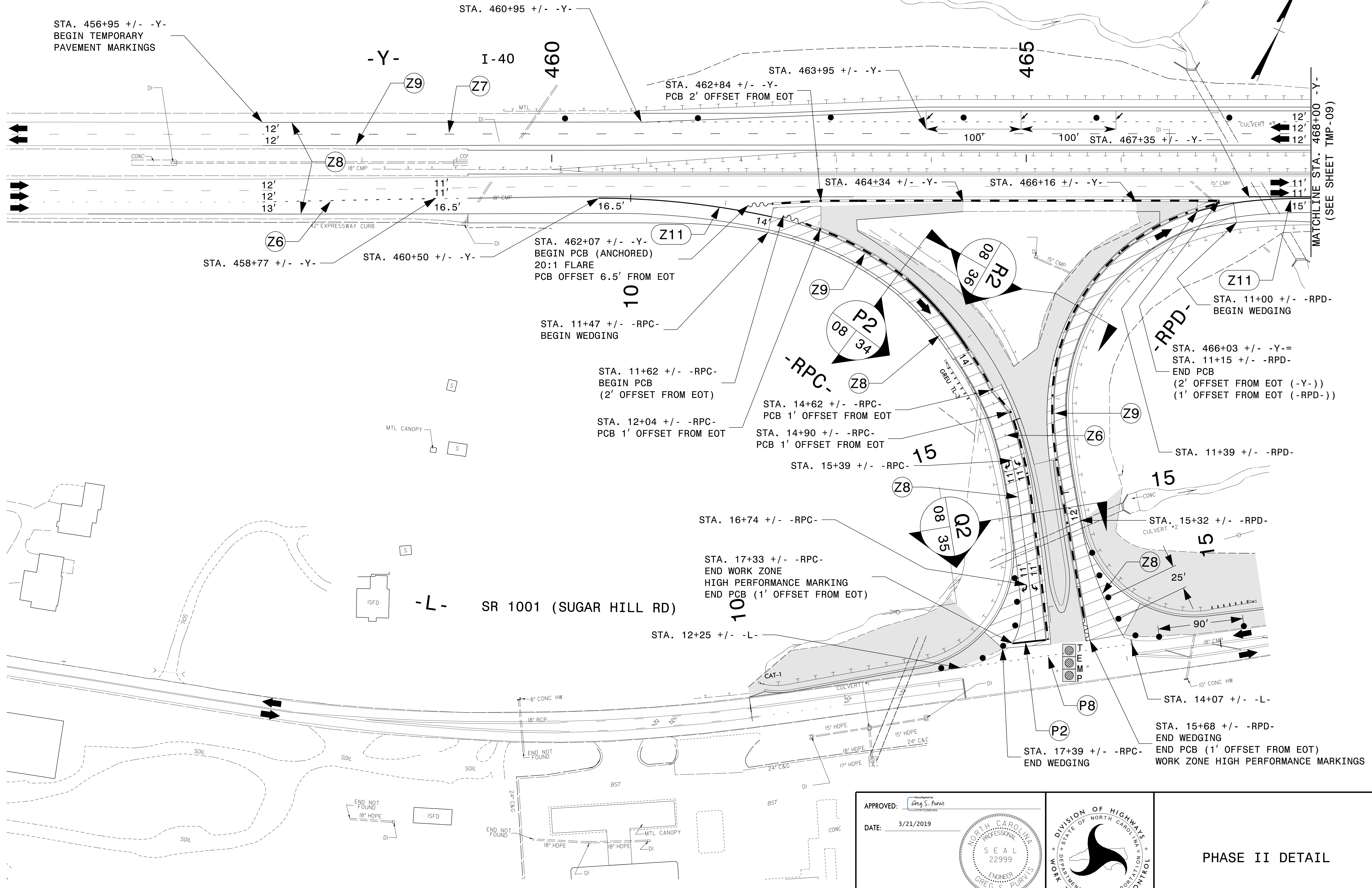
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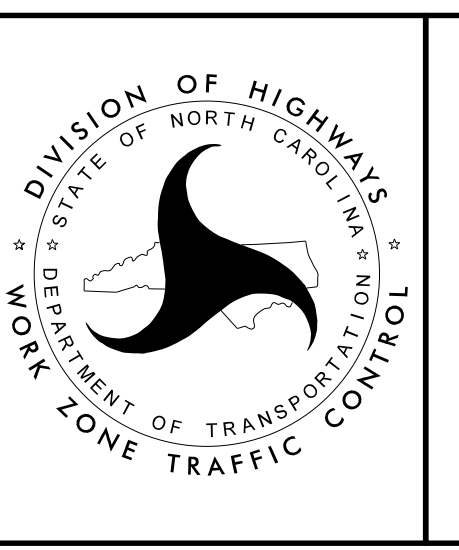
PHASE I DETAIL



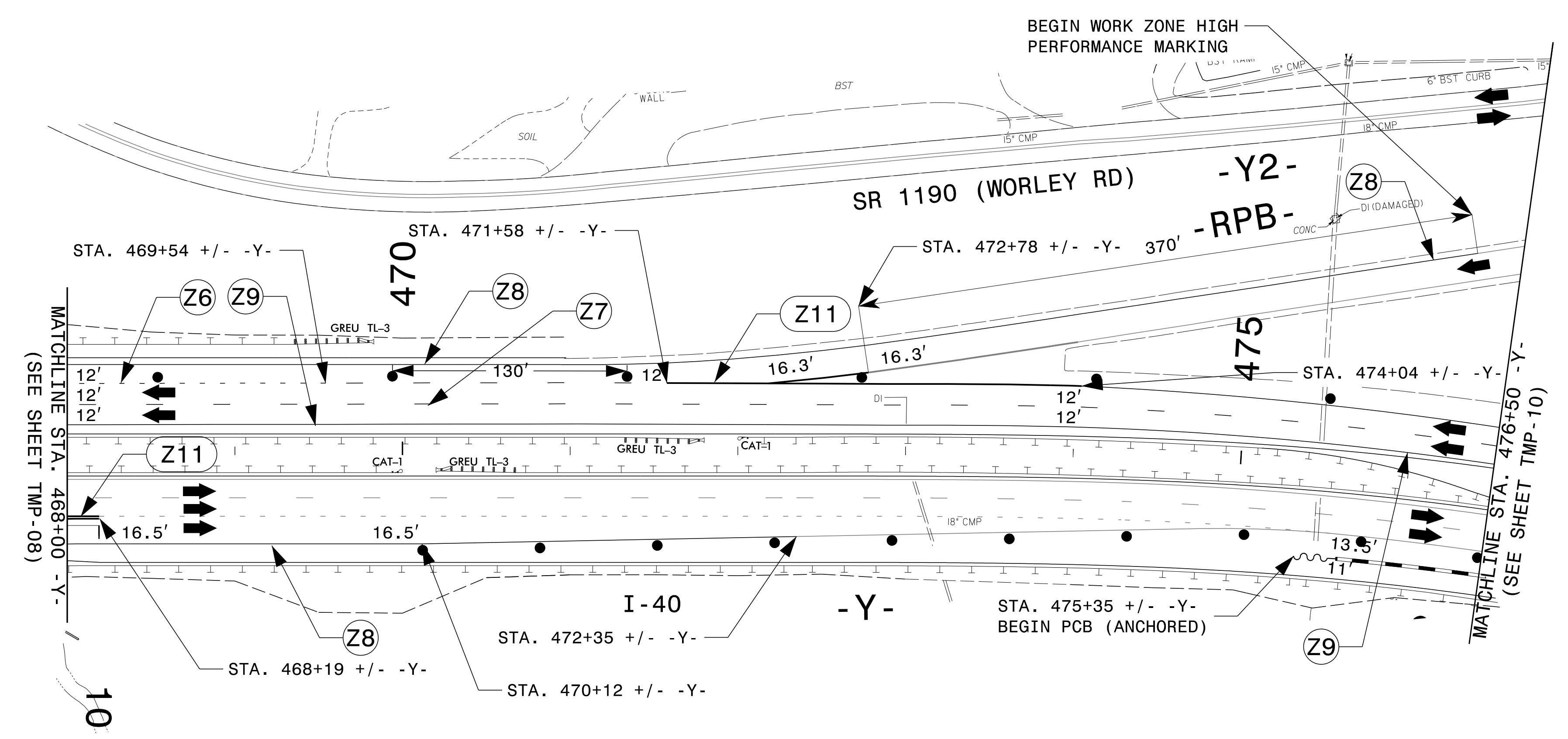
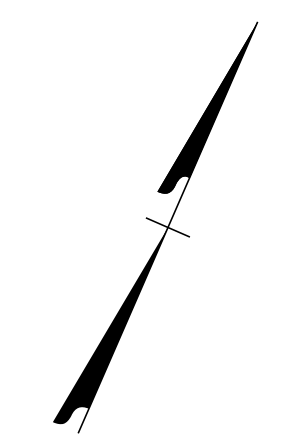
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APPROVED: *Greg S. Purvis*
 DATE: 3/21/2019

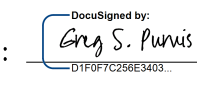
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PHASE II DETAIL



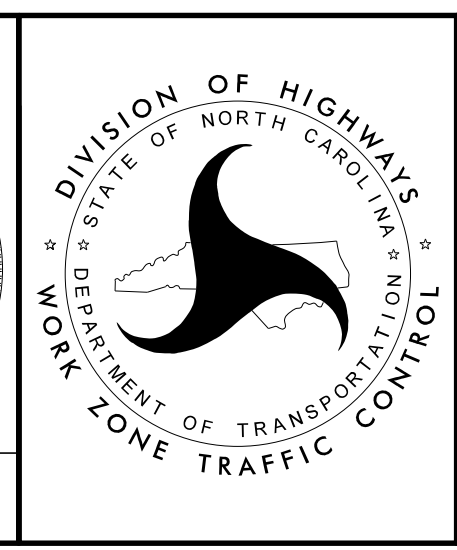
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APPROVED: 

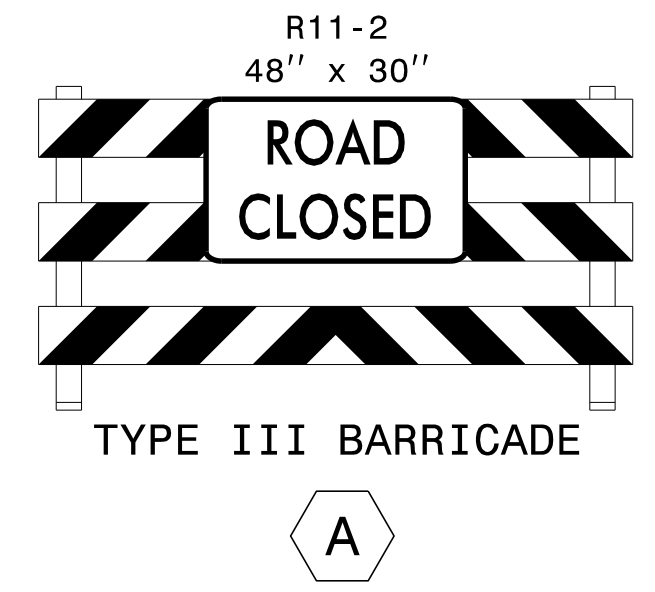
DATE: 3/21/2019

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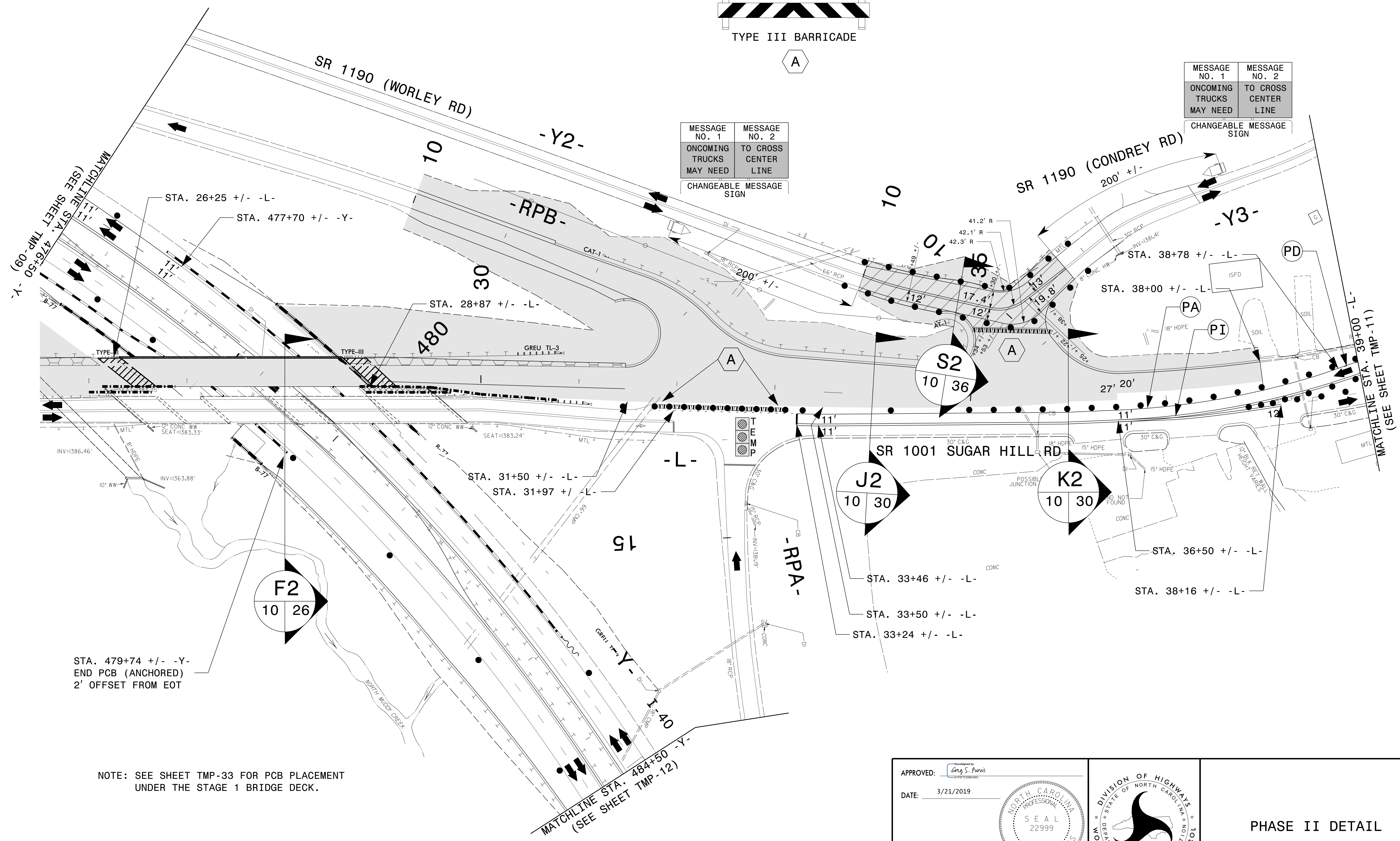
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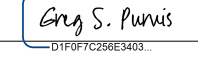
NOTE: ADJUST CMS LOCATIONS AS NEEDED PER THE ENGINEER.


MESSAGE NO. 1	MESSAGE NO. 2
ONCOMING TRUCKS MAY NEED	TO CROSS CENTER LINE
CHANGEABLE MESSAGE SIGN	

MESSAGE NO. 1	MESSAGE NO. 2
ONCOMING TRUCKS MAY NEED	TO CROSS CENTER LINE
CHANGEABLE MESSAGE SIGN	




NOTE: SEE SHEET TMP-33 FOR PCB PLACEMENT UNDER THE STAGE 1 BRIDGE DECK.

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DATE: 3/21/2019



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UNLESS ALL SIGNATURES COMPLETED**

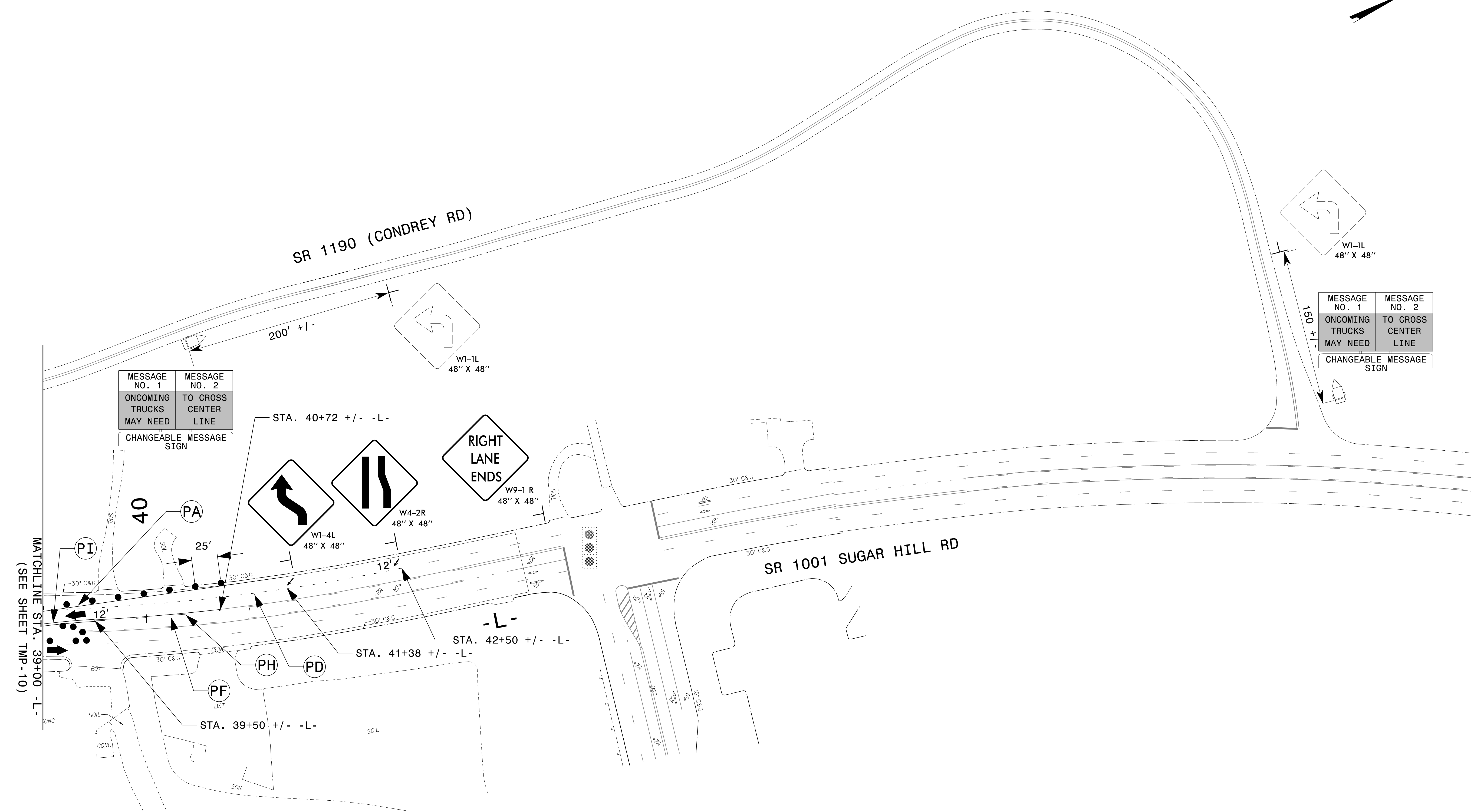
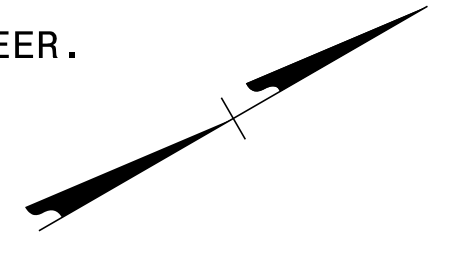


DIVISION OF HIGHWAYS
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

PHASE II DETAIL

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NOTE: ADJUST CMS LOCATIONS AS NEEDED PER THE ENGINEER.



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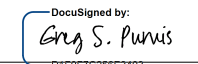
CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
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CHANGEABLE MESSAGE SIGN

MATCHLINE STA. 39+00 -L- (SEE SHEET TMP-10)

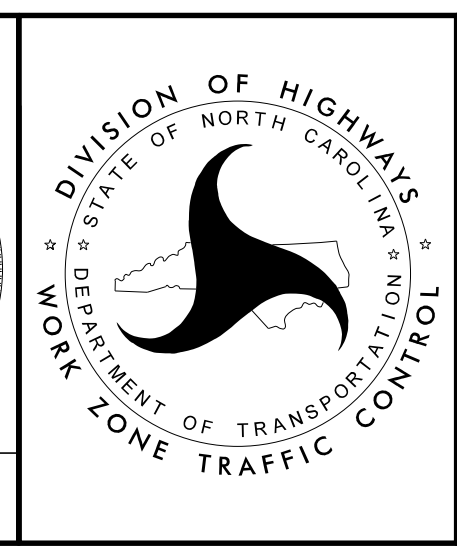
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User:AHayes

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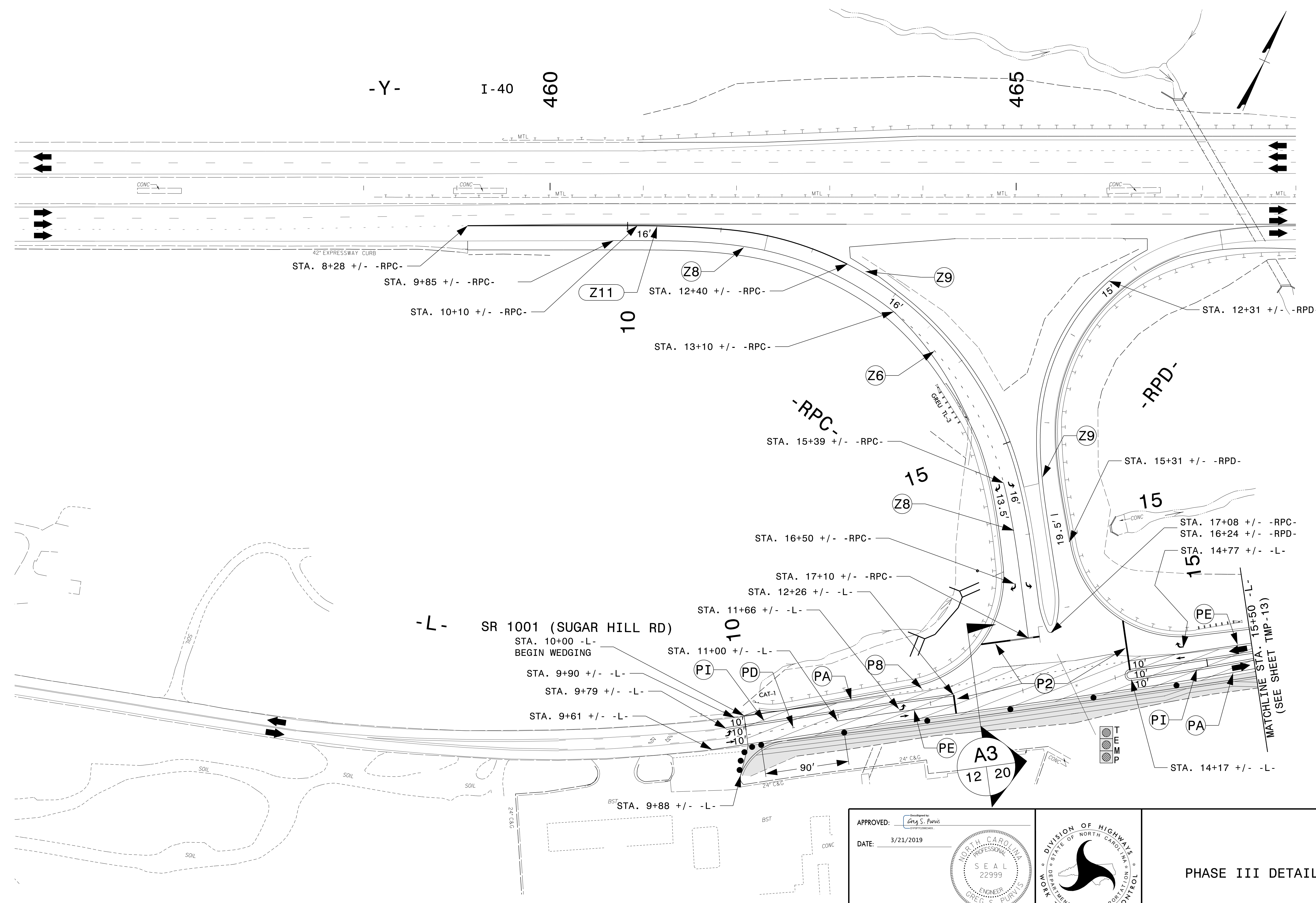
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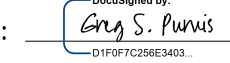
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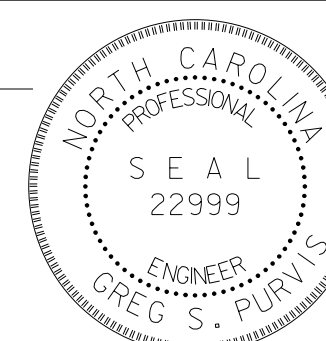


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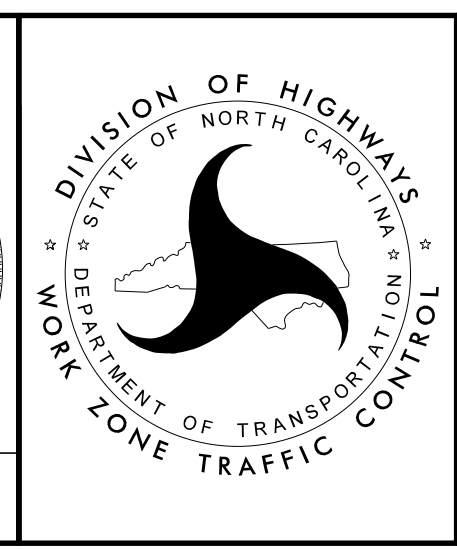


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APPROVED: 
 DATE: 3/21/2019

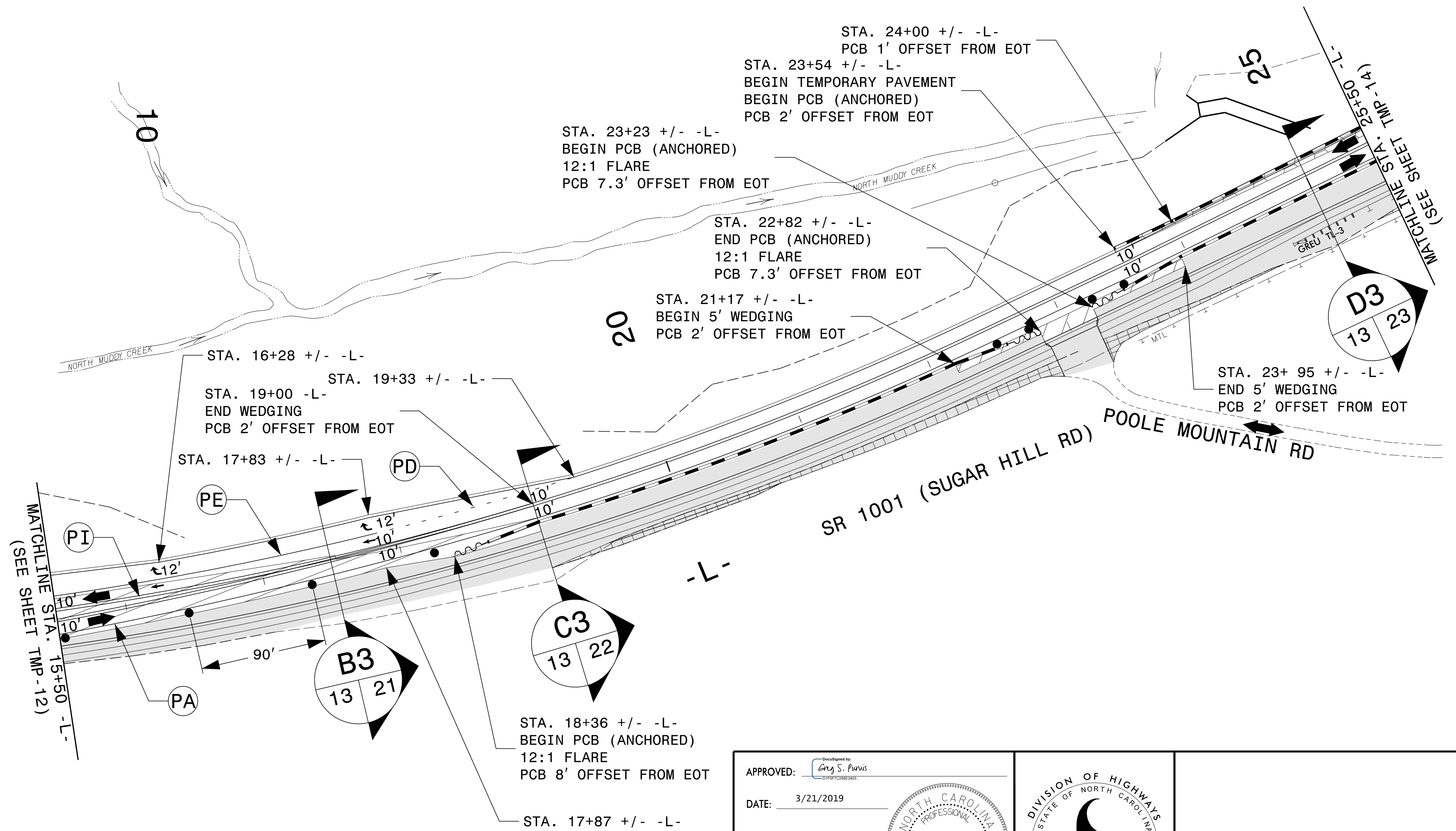
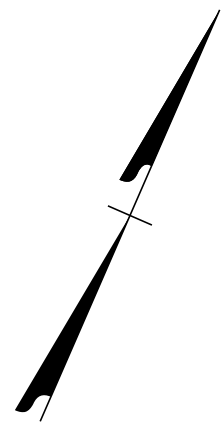


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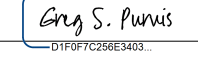


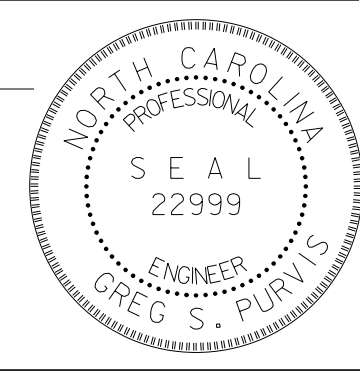
PHASE III DETAIL

PROJ. REFERENCE NO.	SHEET NO.
U-5818	TMP-13

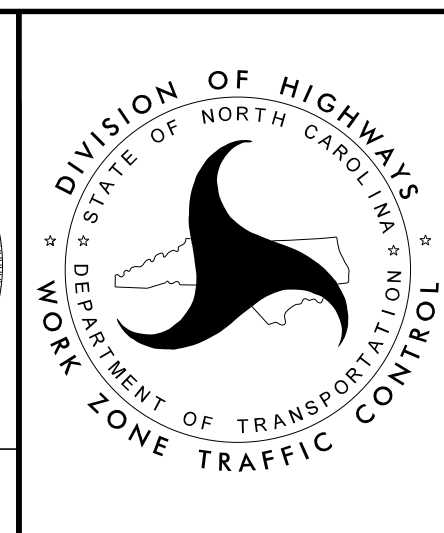


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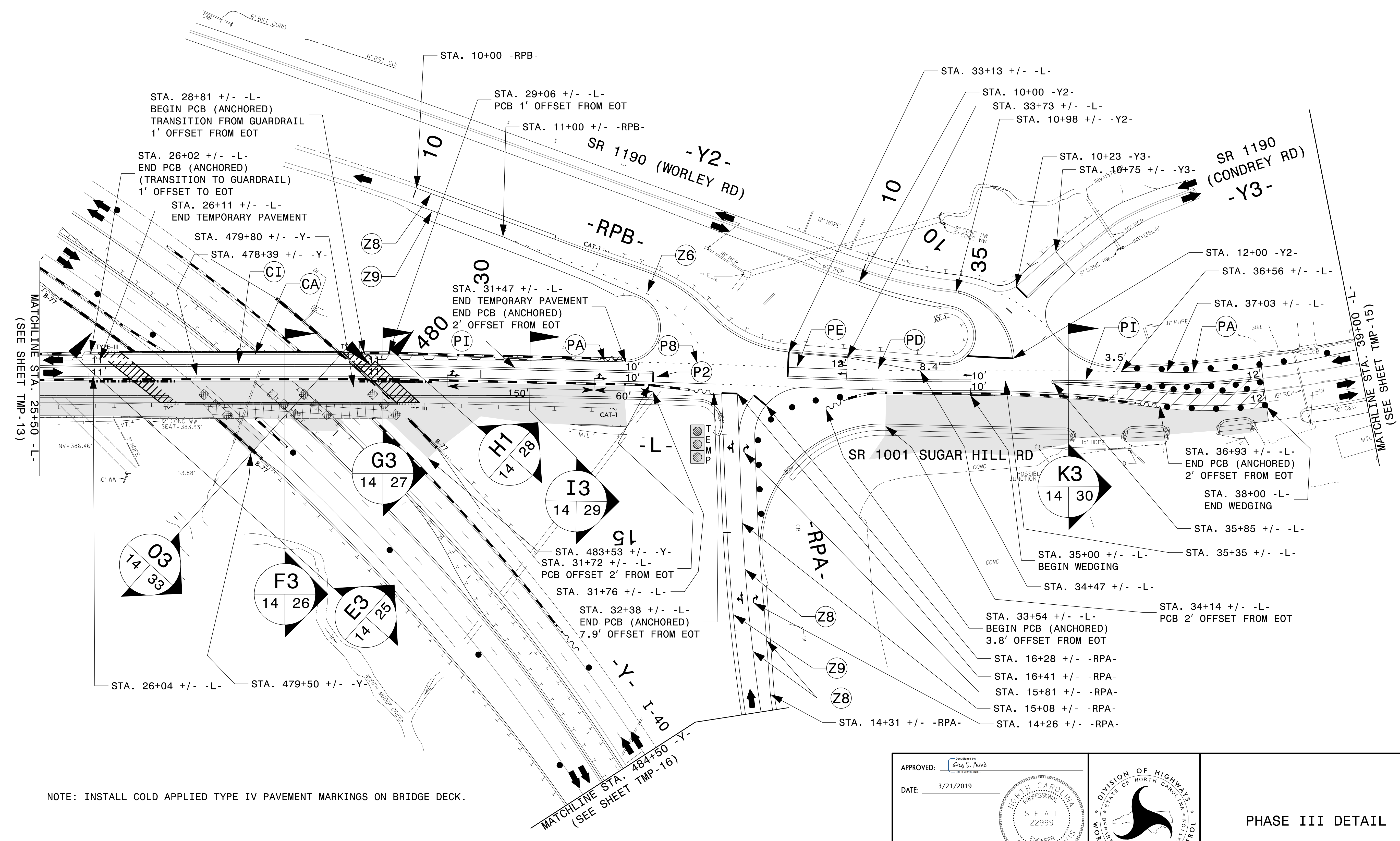
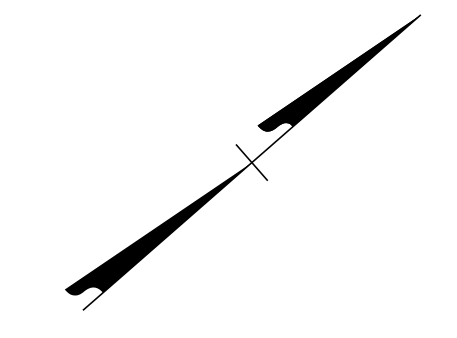
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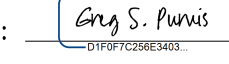


PHASE III DETAIL



NOTE: INSTALL COLD APPLIED TYPE IV PAVEMENT MARKINGS ON BRIDGE DECK.

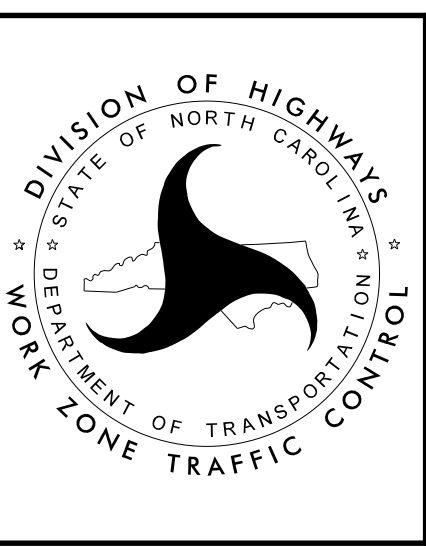
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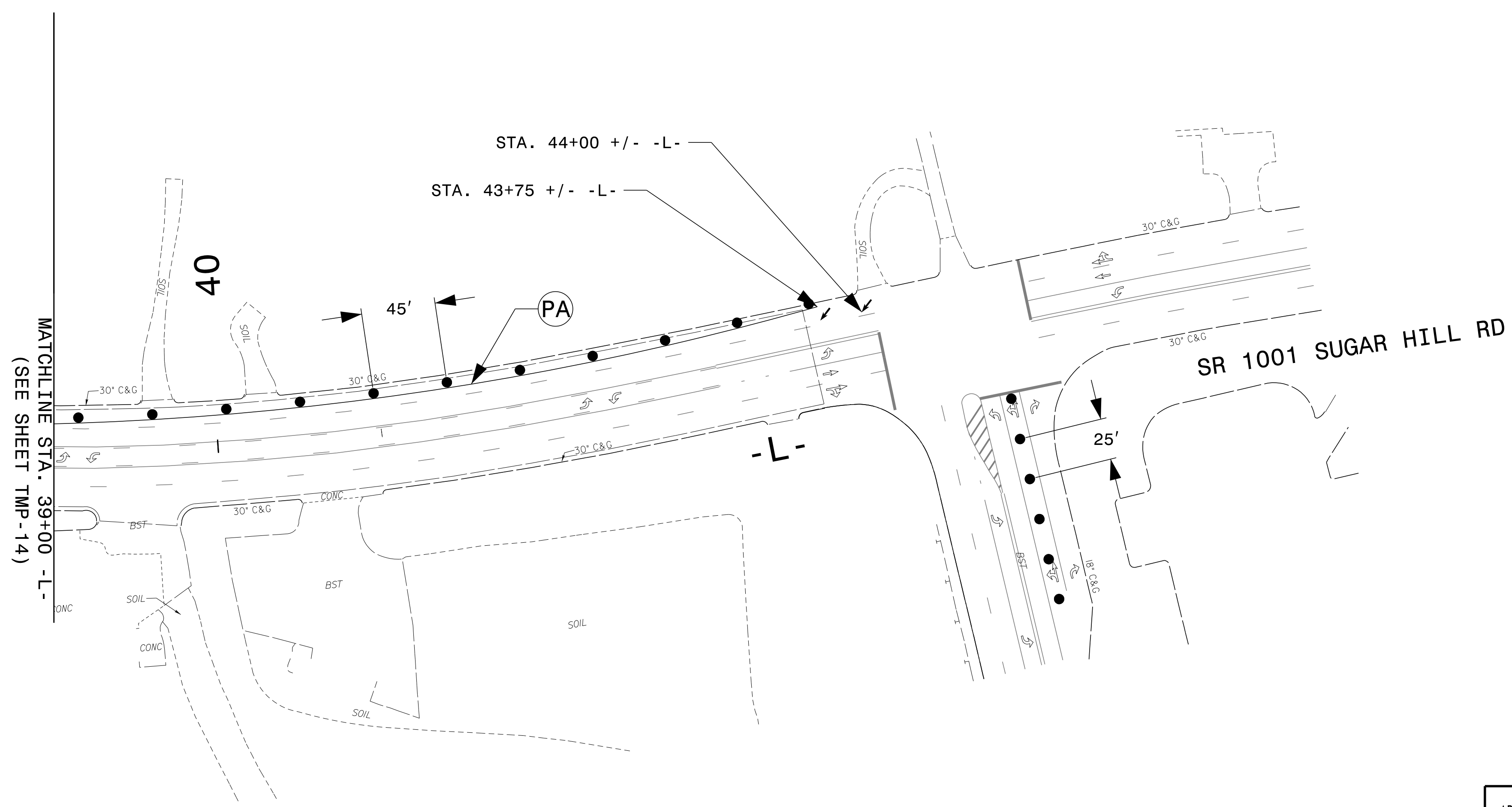
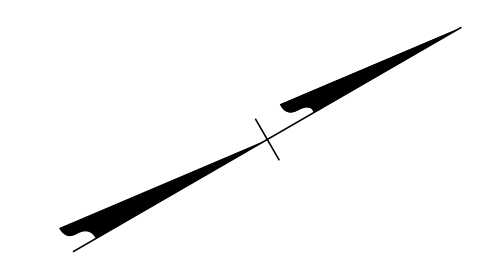
DATE: 3/21/2019

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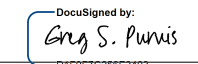
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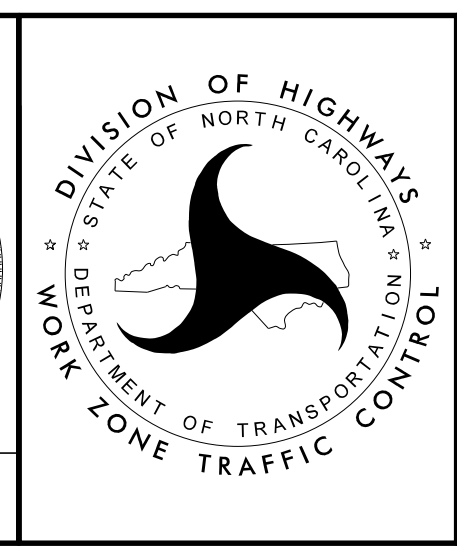


PHASE III DETAIL



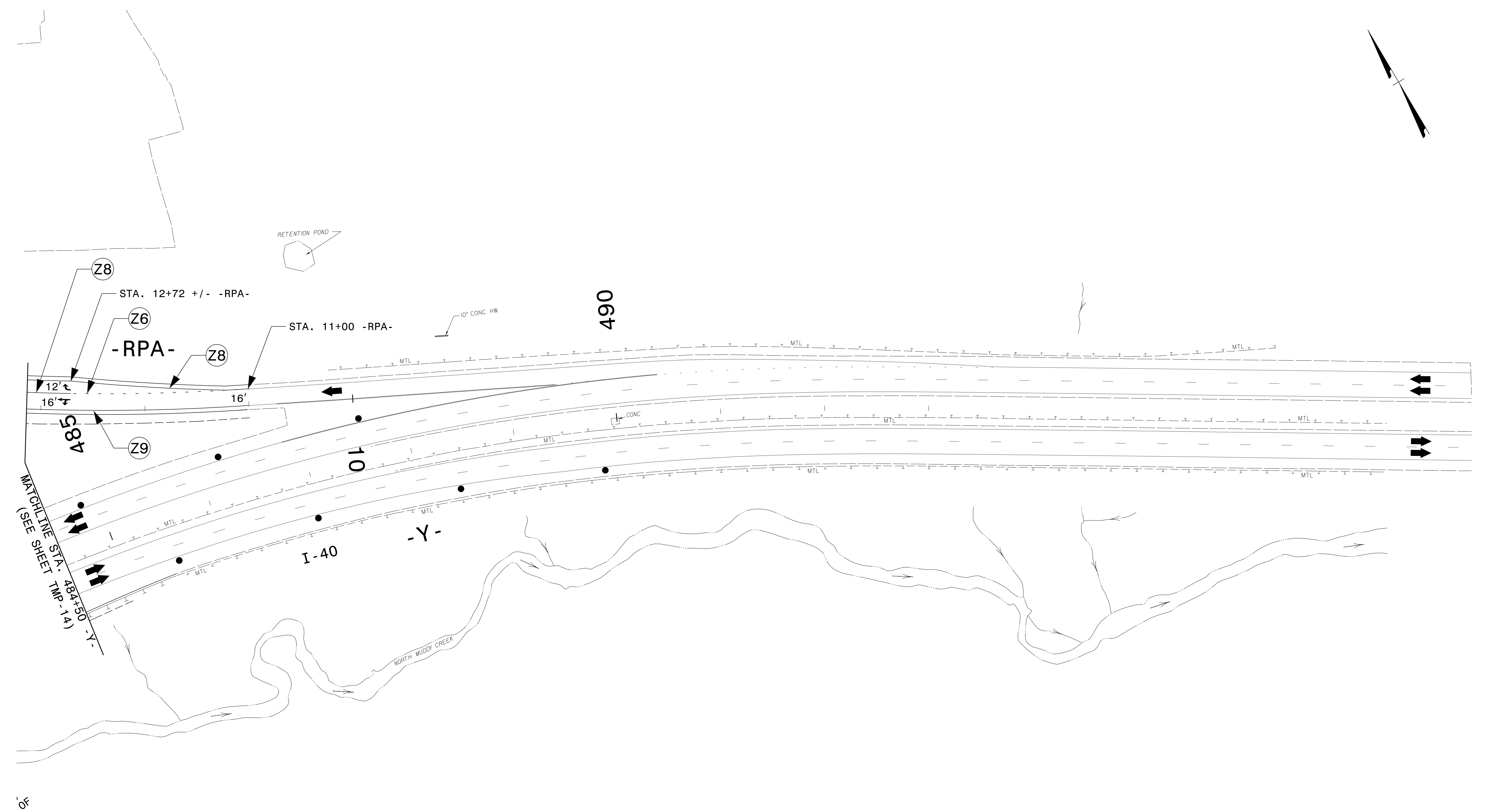
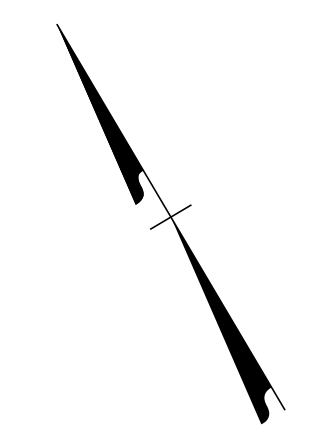
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APPROVED: 
 DATE: 3/21/2019

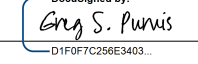



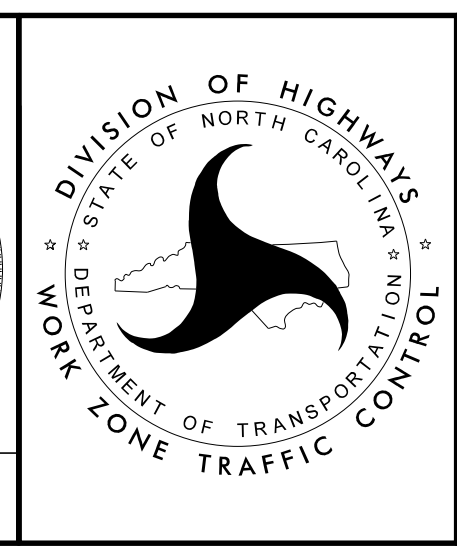
PHASE III DETAIL

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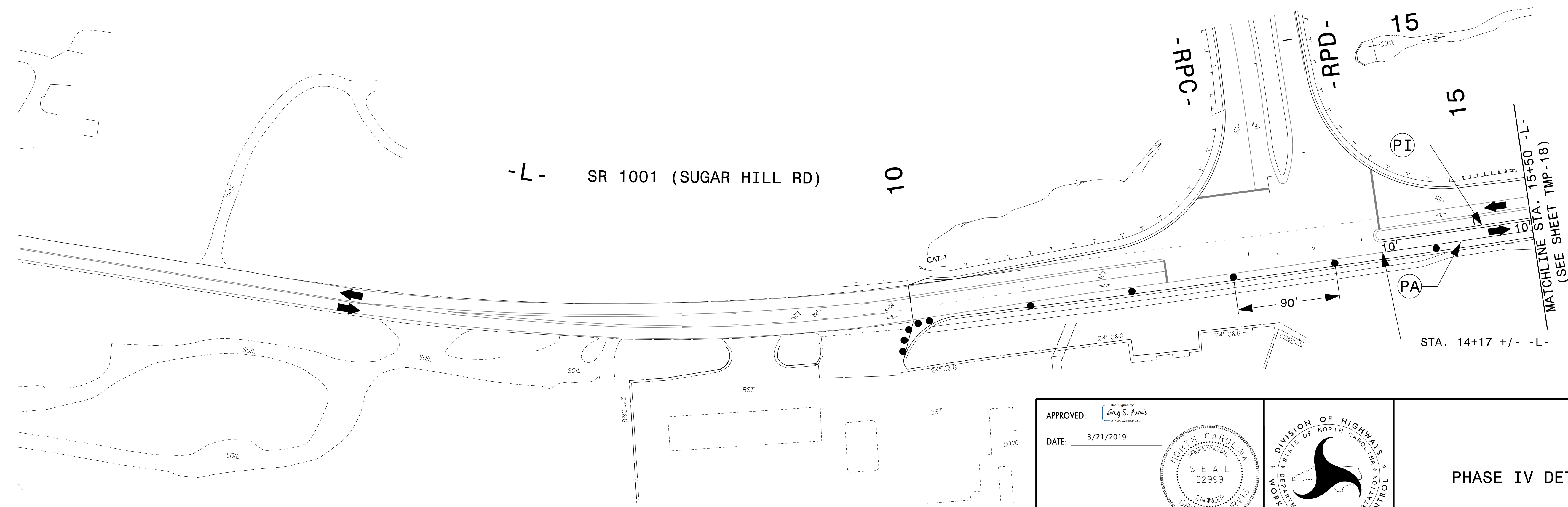
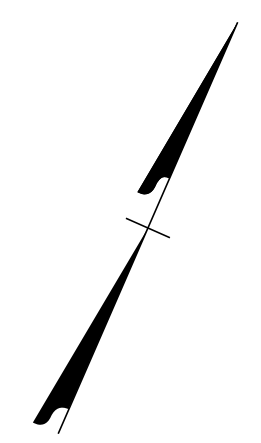
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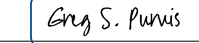
PHASE III DETAIL

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PROJ. REFERENCE NO.	SHEET NO.
U-5818	TMP-17



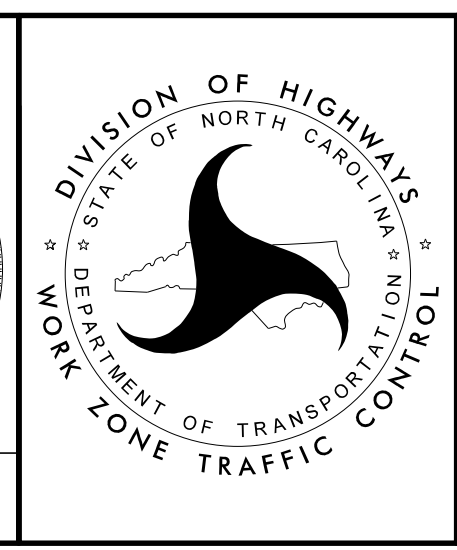
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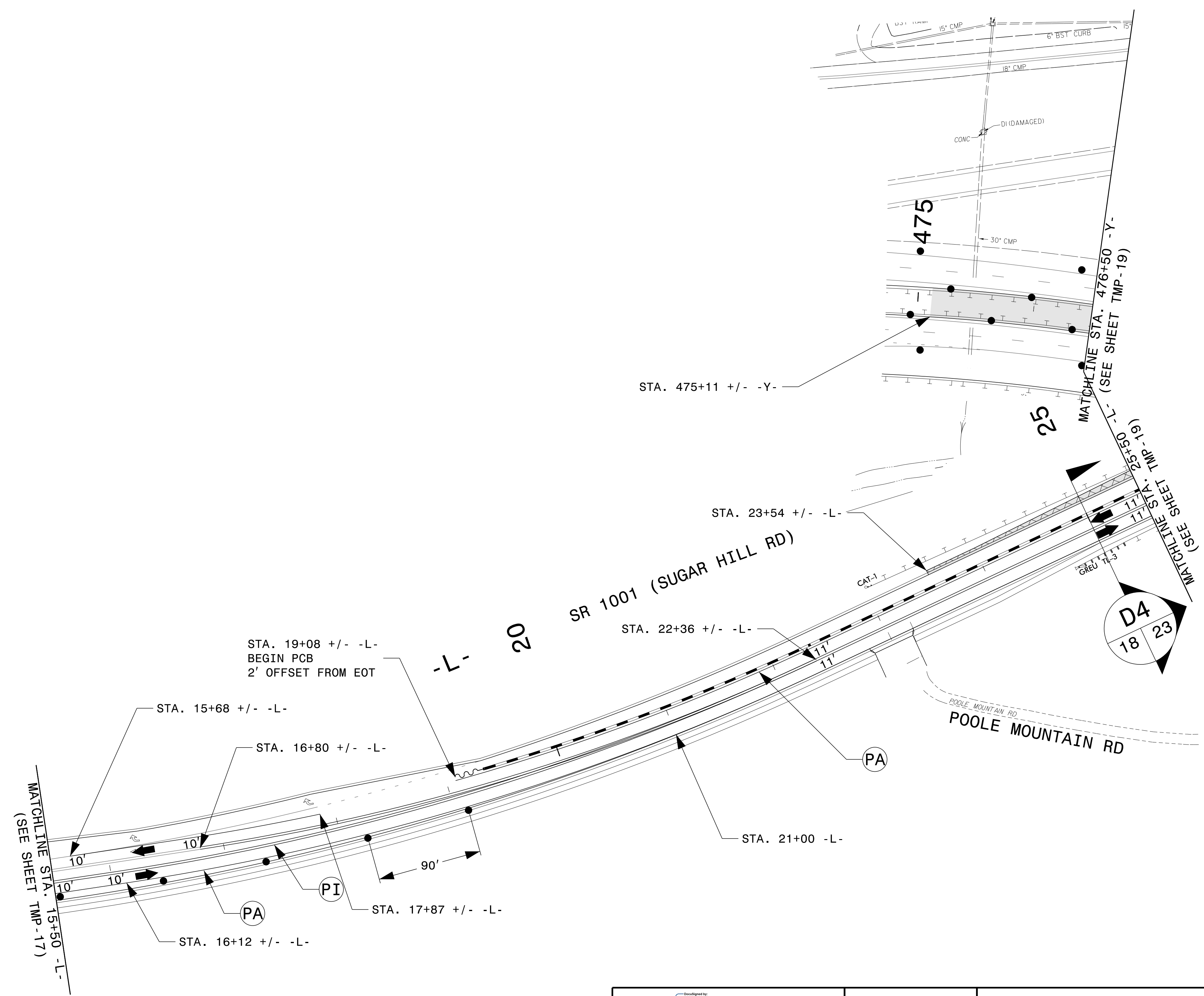
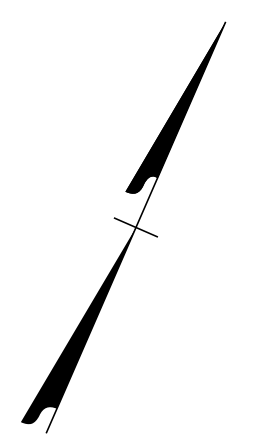
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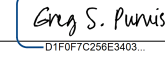
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PHASE IV DETAIL



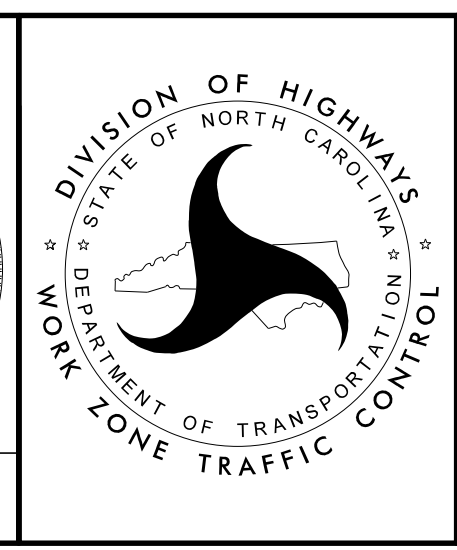
2/26/2019
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 User:AHayes

APPROVED: 

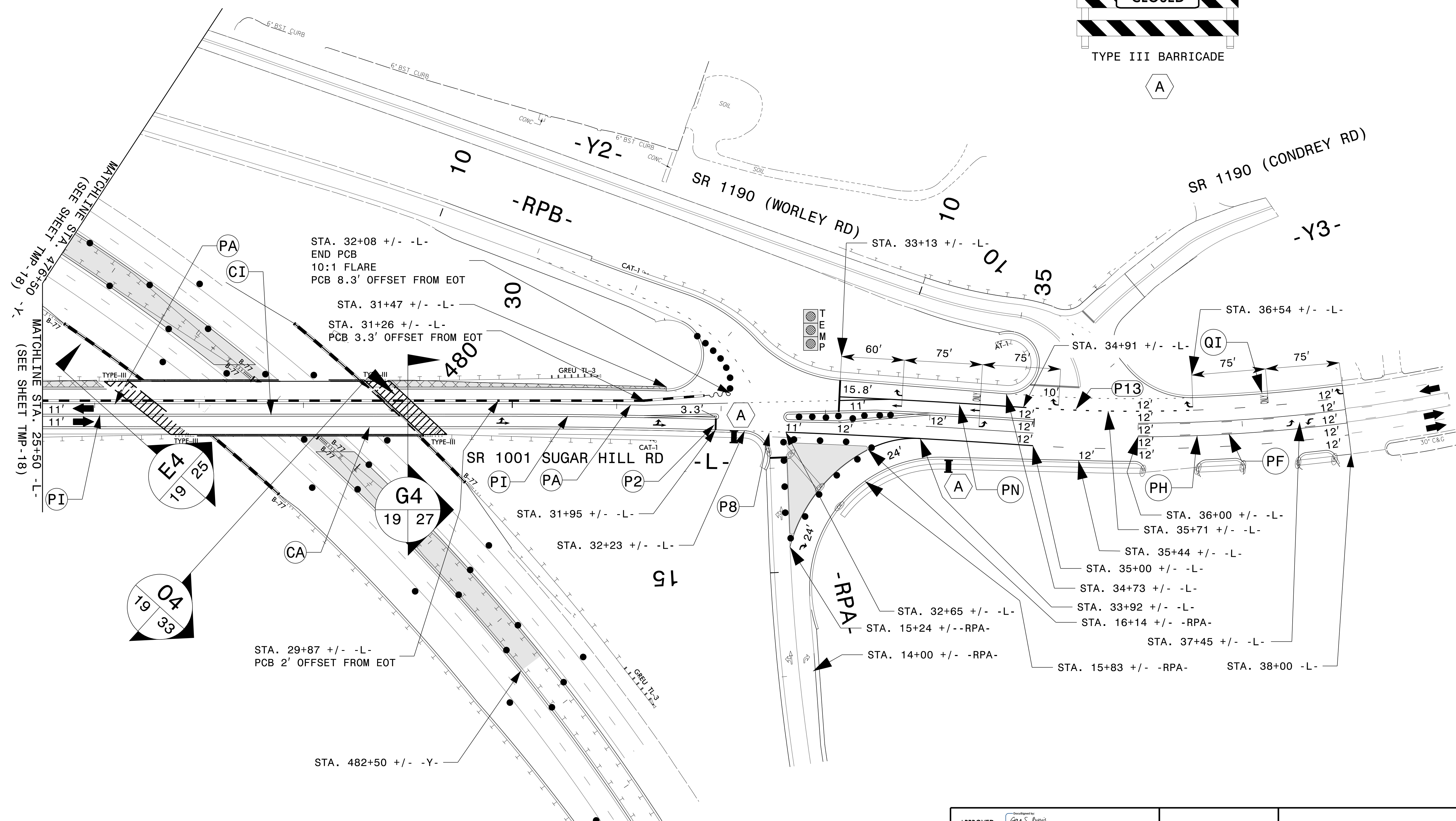
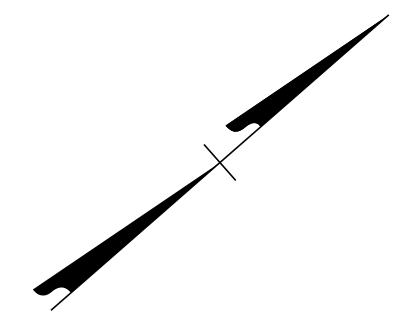
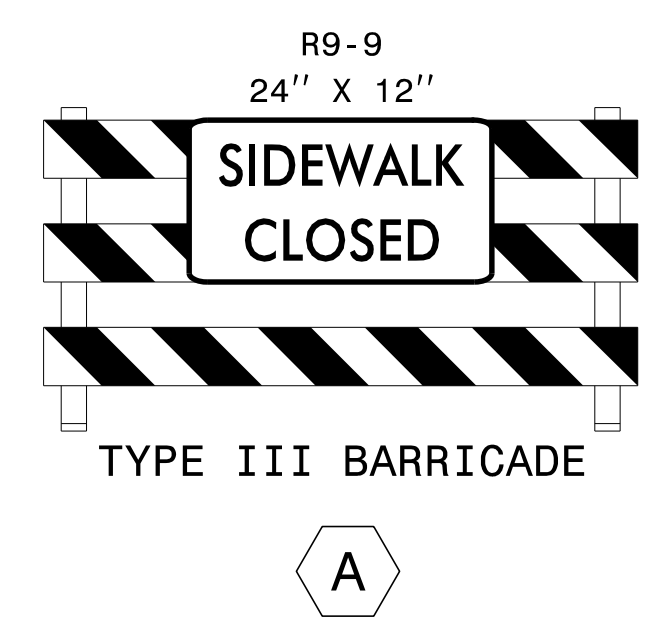
DATE: 3/21/2019

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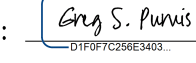


PHASE IV DETAIL

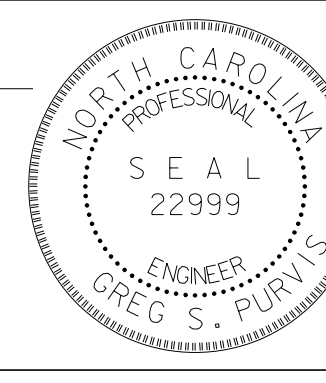


NOTE: INSTALL COLD APPLIED TYPE IV PAVEMENT MARKINGS ON BRIDGE DECK.


3/20/2019
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 User:AHayes

APPROVED: 

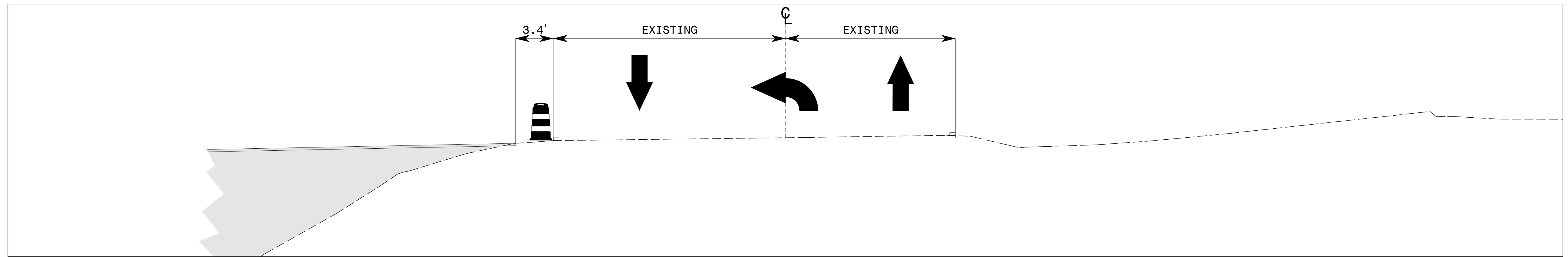
DATE: 3/21/2019



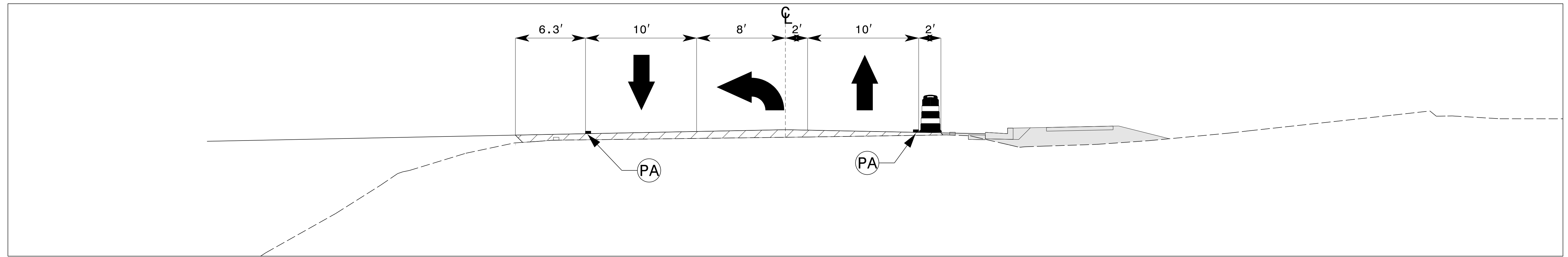
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PHASE IV DETAIL

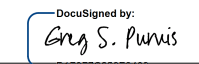


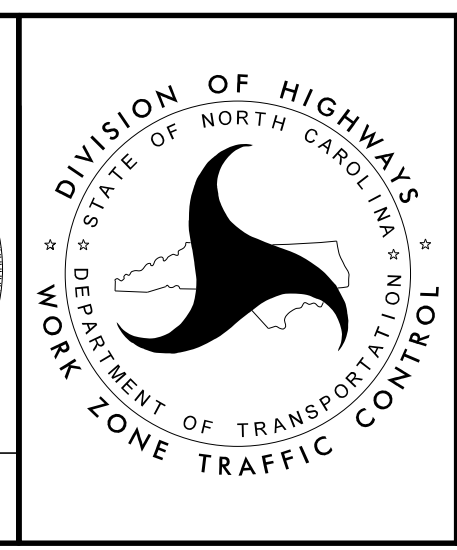
A1
04 | 20 STA. 12+50 -L-
CUT SECTION



A3
12 | 20 STA. 12+50 -L-
CUT SECTION

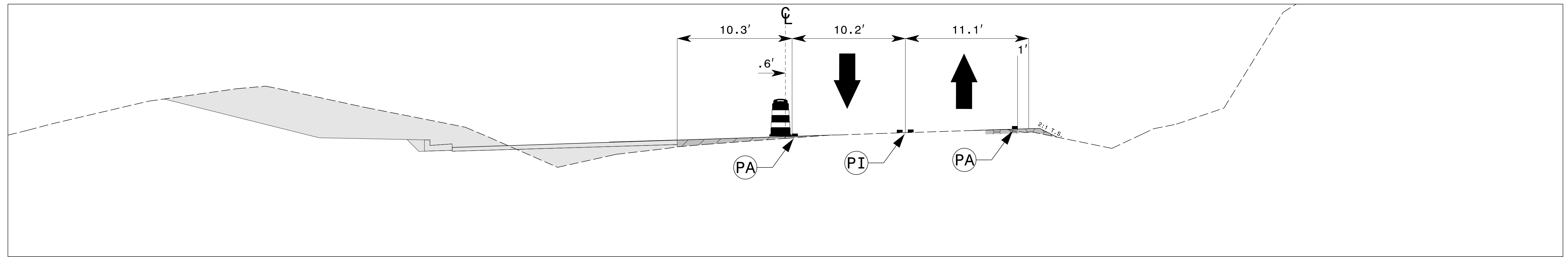
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 User:AHayes

APPROVED: 
 DATE: 3/21/2019

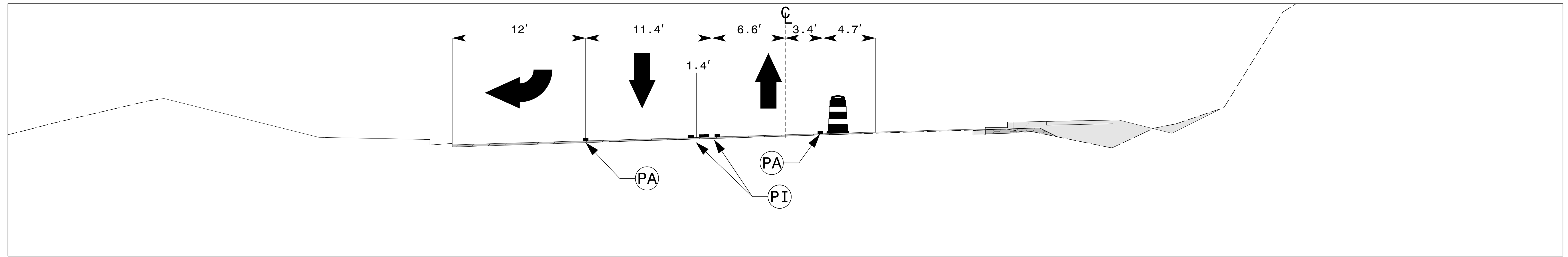


TEMPORARY CUT SECTION A

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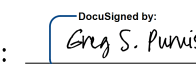


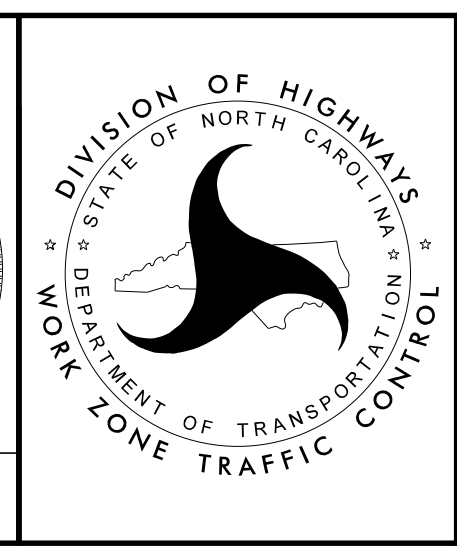
B1
05 | 21
STA. 17+50 -L-
CUT SECTION



B3
13 | 21
STA. 17+50 -L-
CUT SECTION

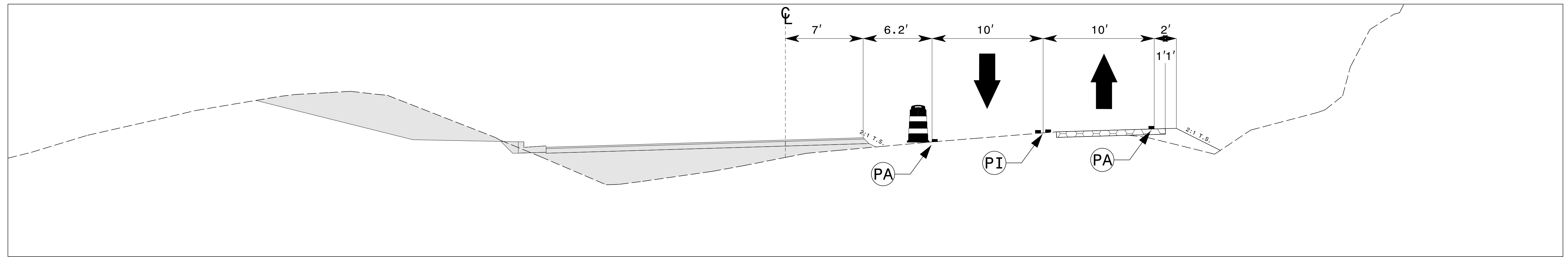
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 User:AHayes

APPROVED: 
 DATE: 3/21/2019

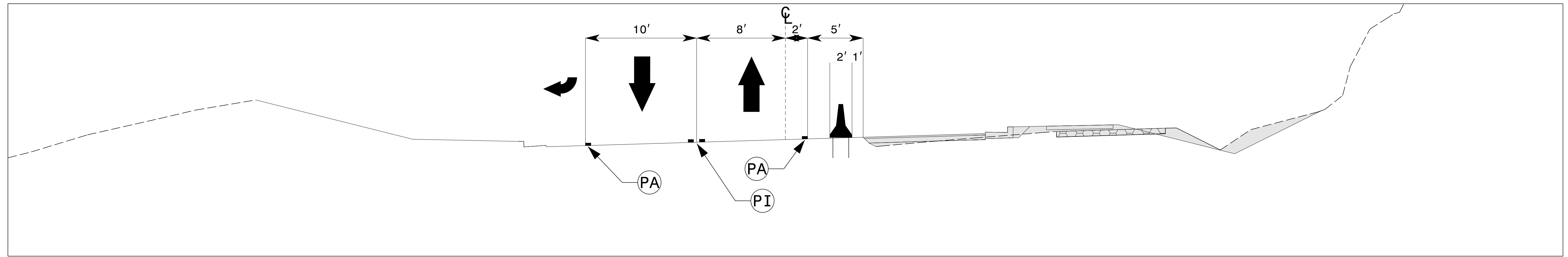


TEMPORARY CUT SECTION B

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C1
05 | 22
STA. 19+00 -L-
CUT SECTION

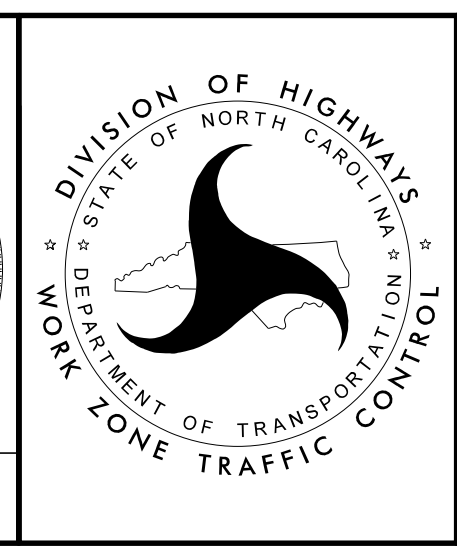


C3
13 | 22
STA. 19+00 -L-
CUT SECTION

2/26/2019
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User:AHayes

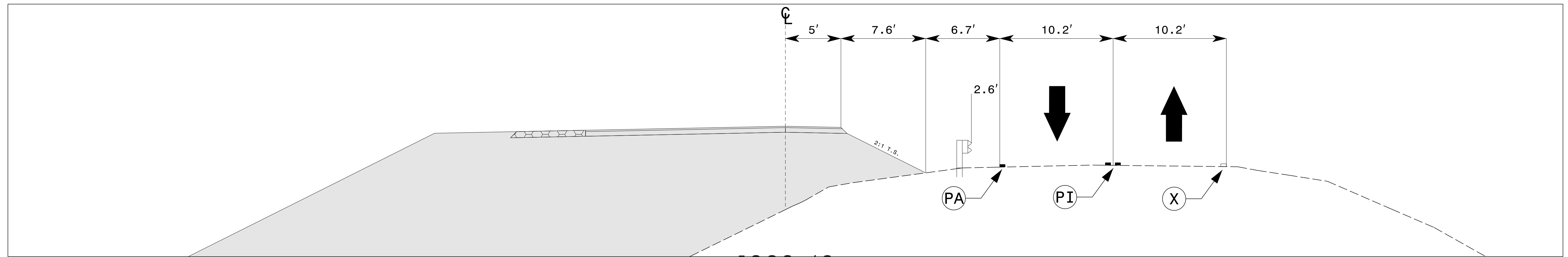
APPROVED: 
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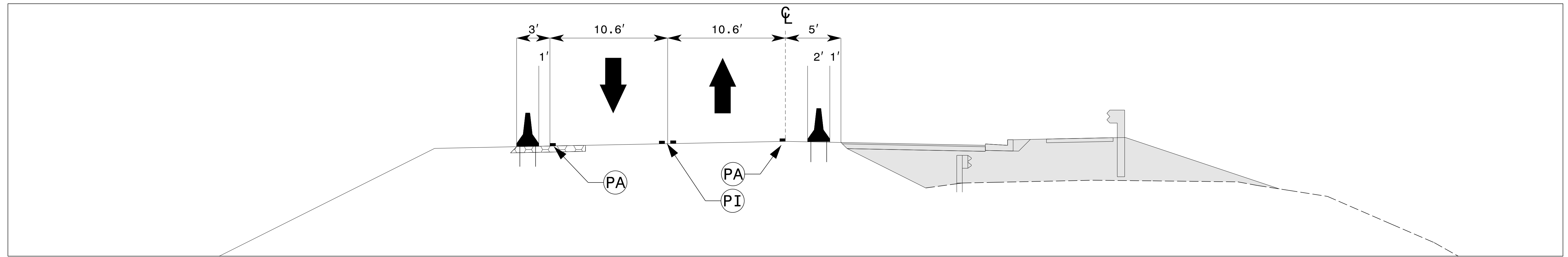


TEMPORARY CUT SECTION C

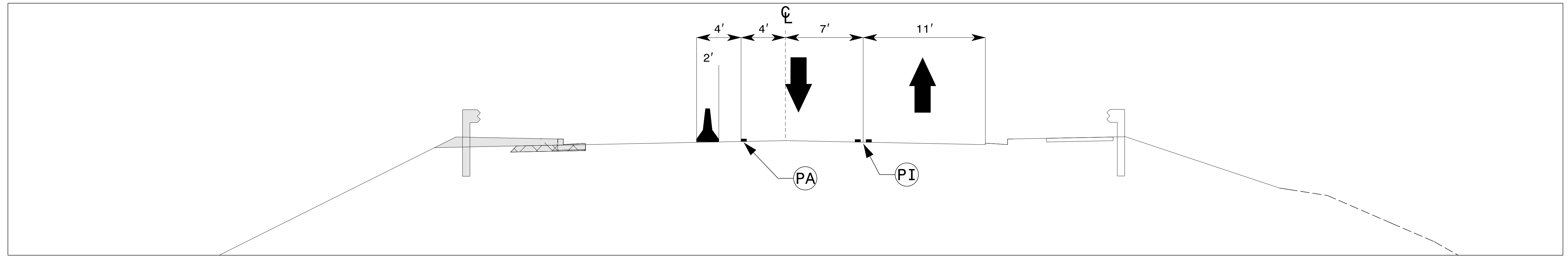
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D1
05 23 STA. 25+00 -L-
CUT SECTION



D3
13 23 STA. 25+00 -L-
CUT SECTION



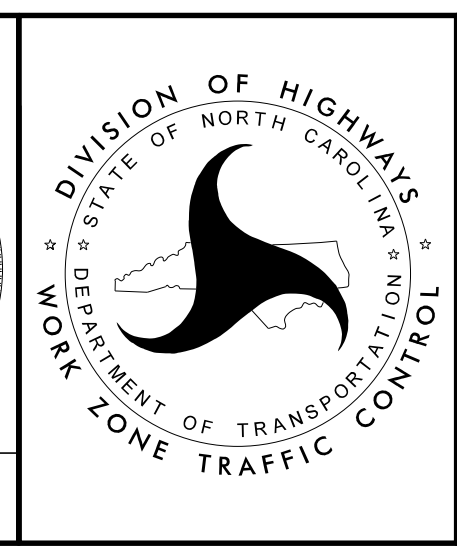
D4
18 23 STA. 25+00 -L-
CUT SECTION

3/20/2019
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 User:AHayes

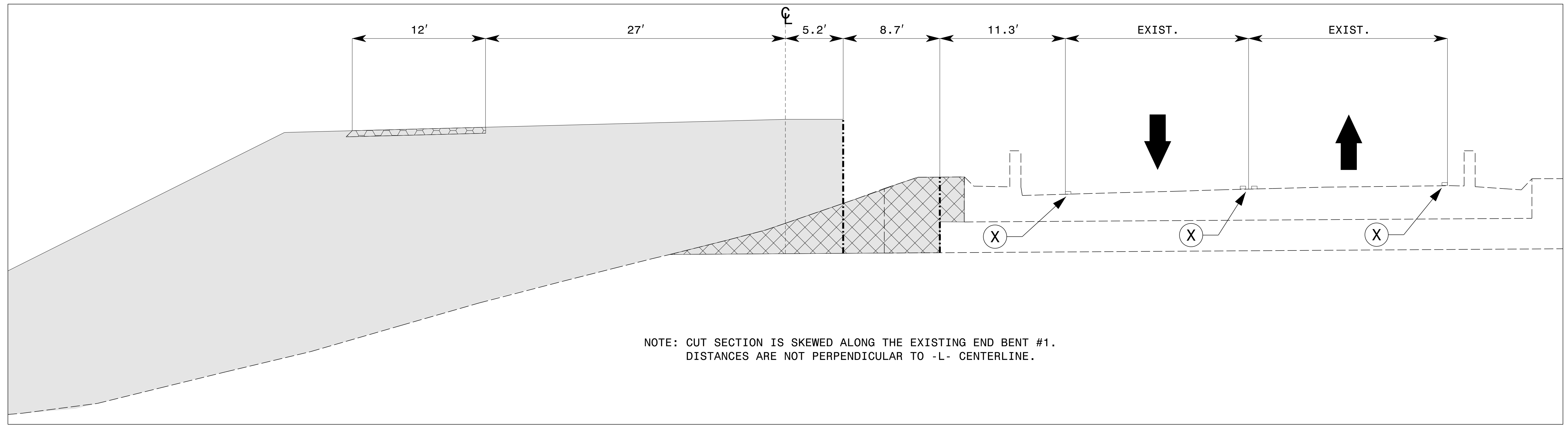
APPROVED: *Greg S. Purvis*
 DATE: 3/21/2019

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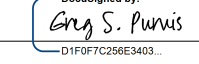




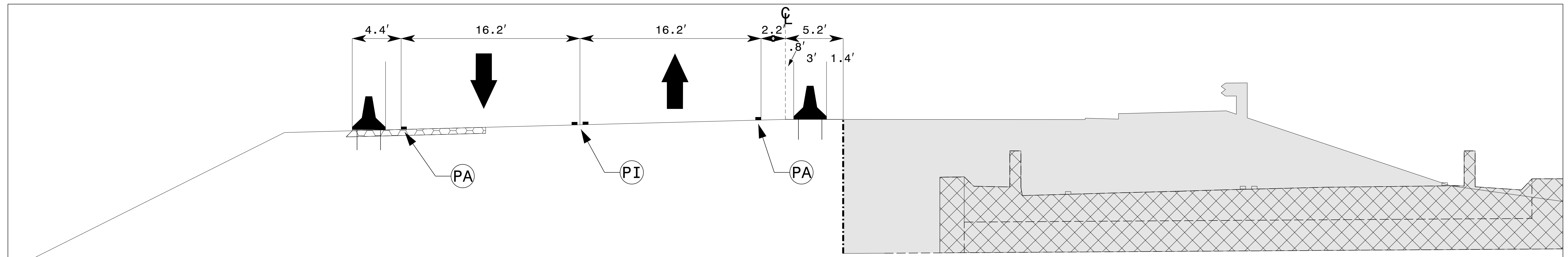
TEMPORARY CUT SECTION D



E1
06 | 24 | STA. 26+09.71 -L-
CUT SECTION

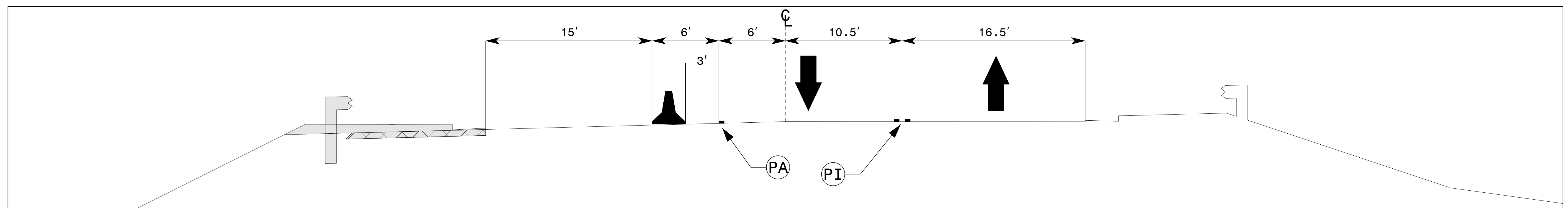
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User:AHayes

<p>APPROVED: </p> <p>DATE: 3/21/2019</p> 		<p>TEMPORARY CUT SECTION E</p>
<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>		



NOTE: CUT SECTION IS SKEWED ALONG THE EXISTING END BENT #1.
DISTANCES ARE NOT PERPENDICULAR TO -L- CENTERLINE.

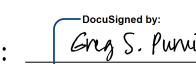
E3
14 | 25 STA. 26+09.71 -L-
CUT SECTION

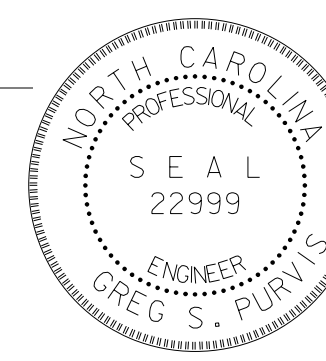


NOTE: CUT SECTION IS SKEWED ALONG THE EXISTING END BENT #1.
DISTANCES ARE NOT PERPENDICULAR TO -L- CENTERLINE.

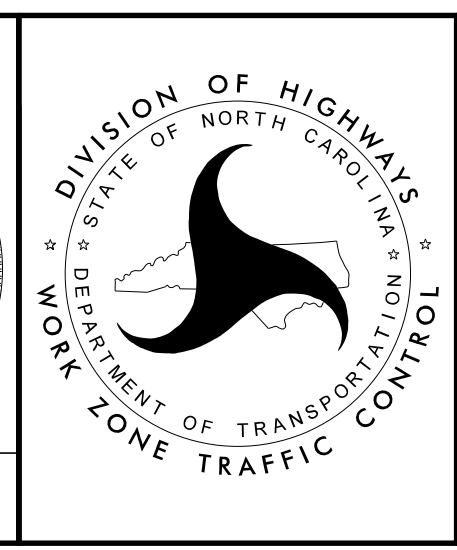
E4
19 | 25 STA. 26+09.71 -L-
CUT SECTION

2/26/2019
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User:AHayes

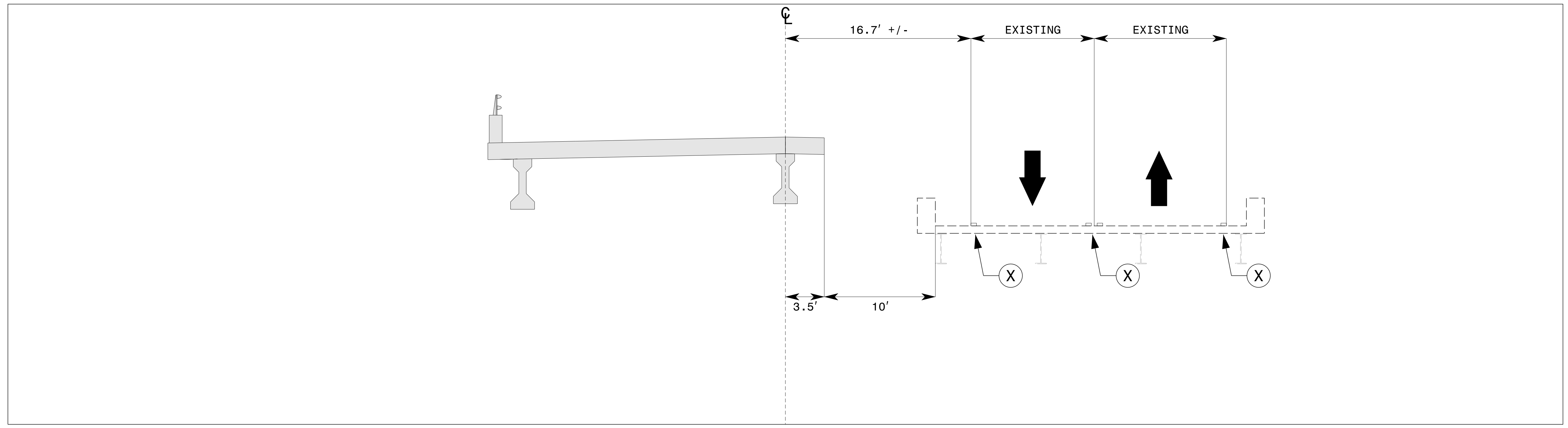
APPROVED: 
DATE: 3/21/2019



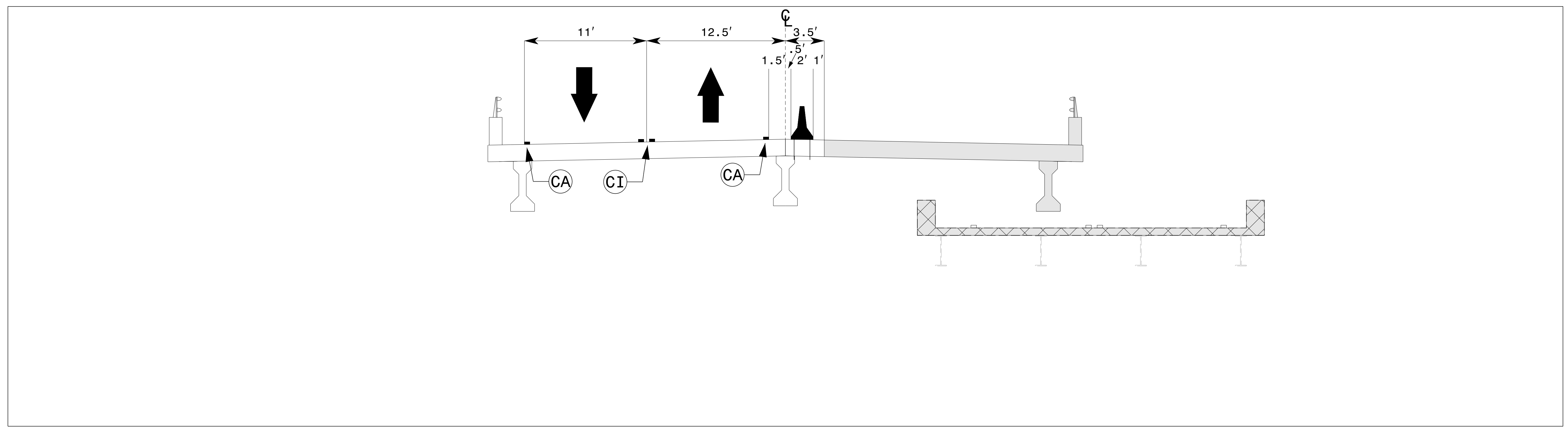
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TEMPORARY CUT SECTION E

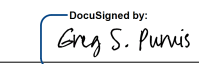


F2
10 | 26
STA. 28+00 -L-
CUT SECTION



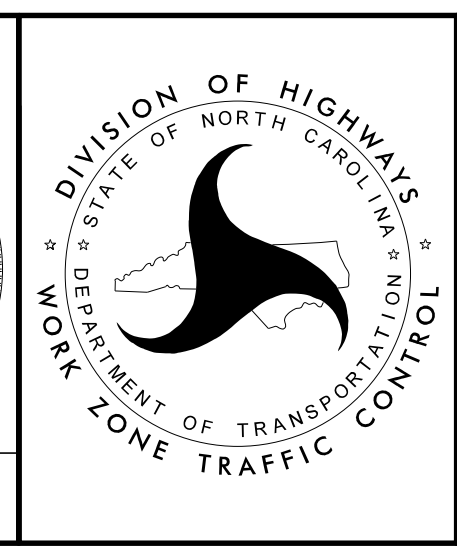
F3
14 | 26
STA. 28+00 -L-
CUT SECTION

3/20/2019
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User:AHayes

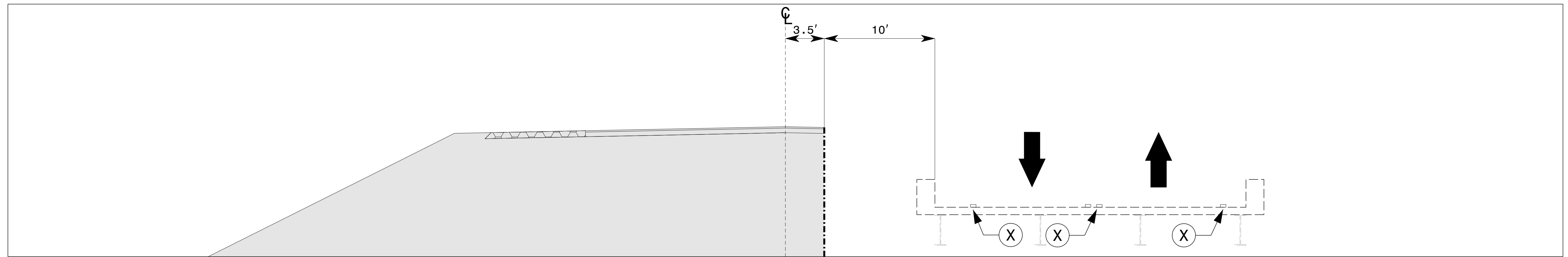
APPROVED: 
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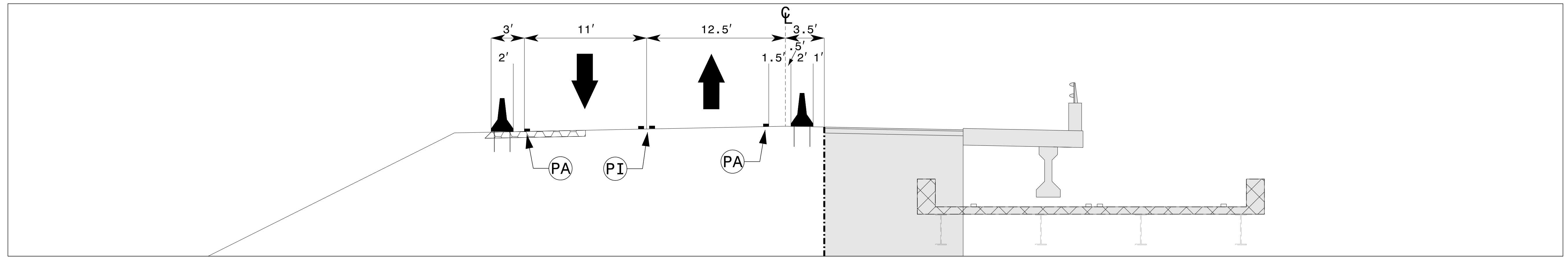
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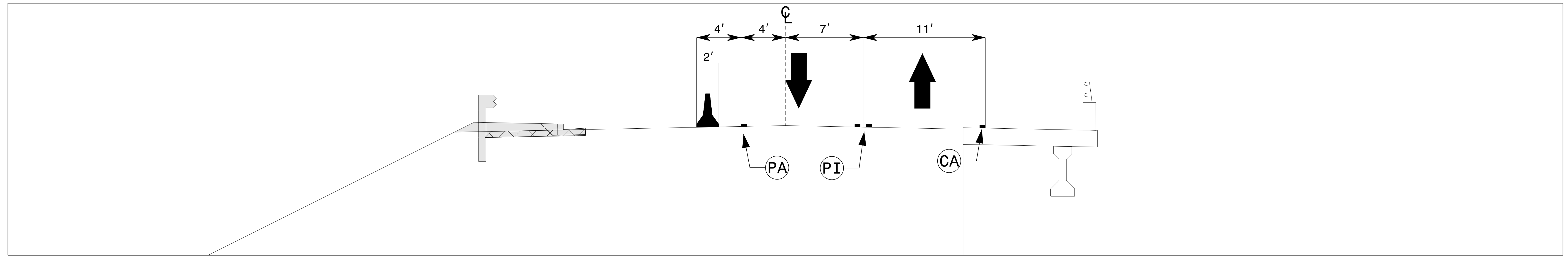
TEMPORARY CUT SECTION F



G1
06 | 27
STA. 29+00 -L-
CUT SECTION



G3
14 | 27
STA. 29+00 -L-
CUT SECTION

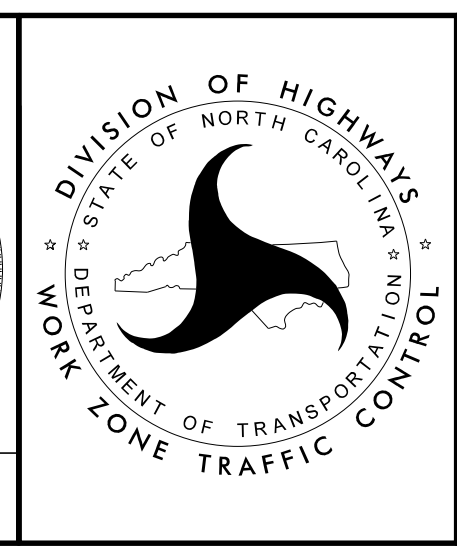


G4
19 | 27
STA. 29+00 -L-
CUT SECTION

3/20/2019
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 User:AHayes

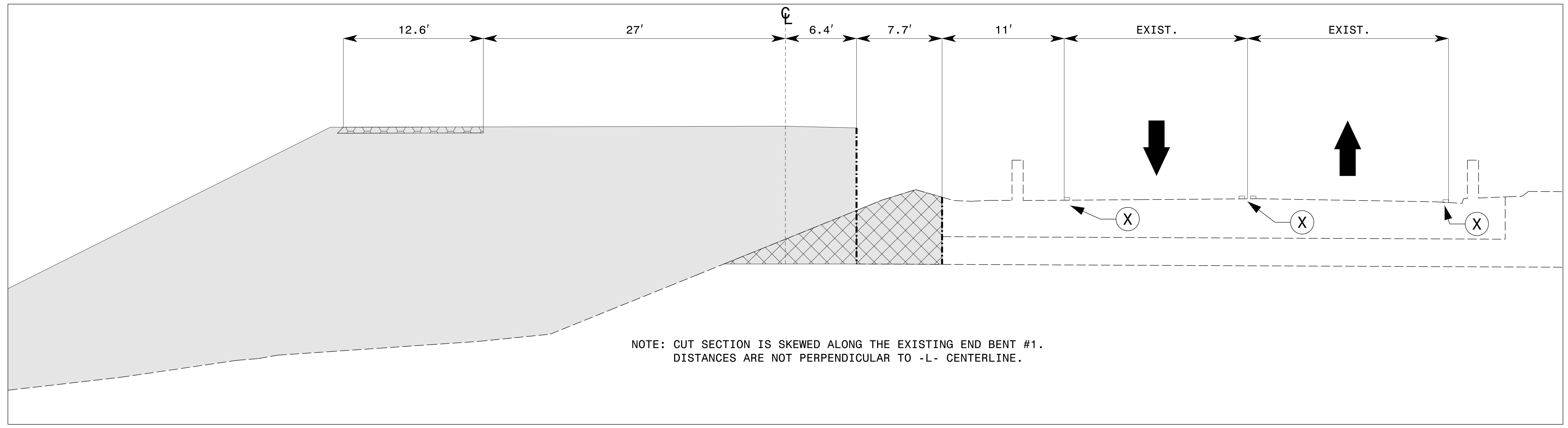
APPROVED: *Greg S. Purvis*
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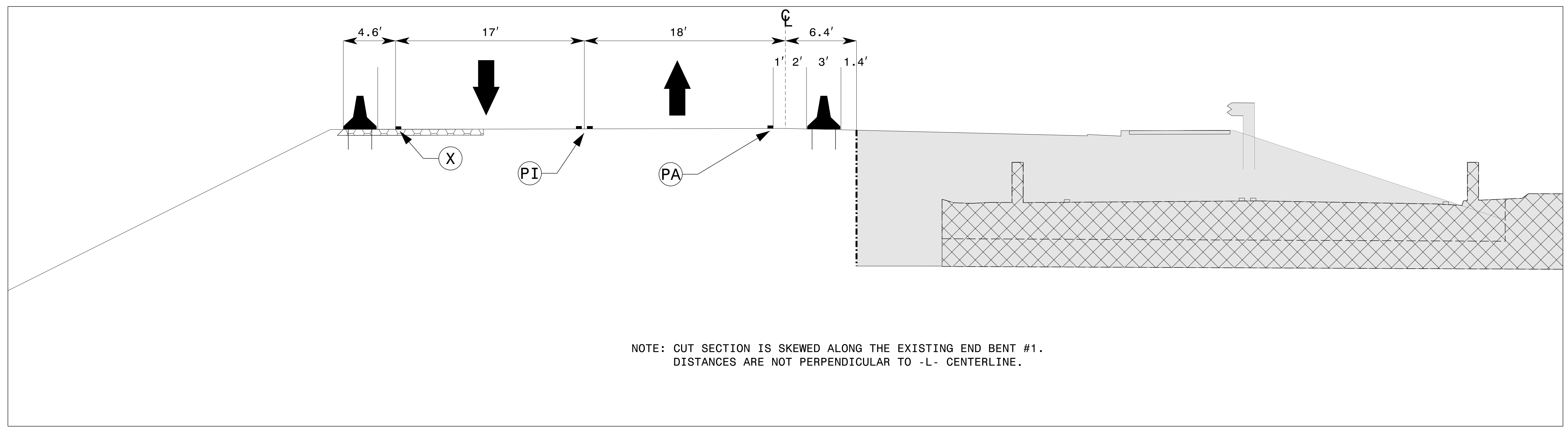
TEMPORARY CUT SECTION G

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NOTE: CUT SECTION IS SKEWED ALONG THE EXISTING END BENT #1.
DISTANCES ARE NOT PERPENDICULAR TO -L- CENTERLINE.

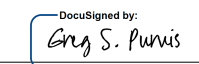
H1
06 | 28 | STA. 29+40.18 -L-
CUT SECTION



NOTE: CUT SECTION IS SKEWED ALONG THE EXISTING END BENT #1.
DISTANCES ARE NOT PERPENDICULAR TO -L- CENTERLINE.

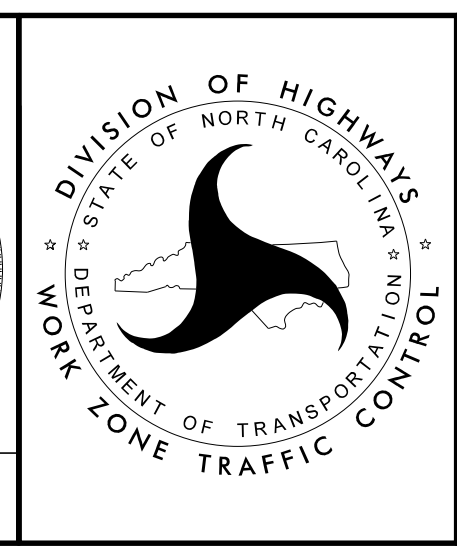
H3
14 | 28 | STA. 29+40.18 -L-
CUT SECTION

3/20/2019
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 User:AHayes

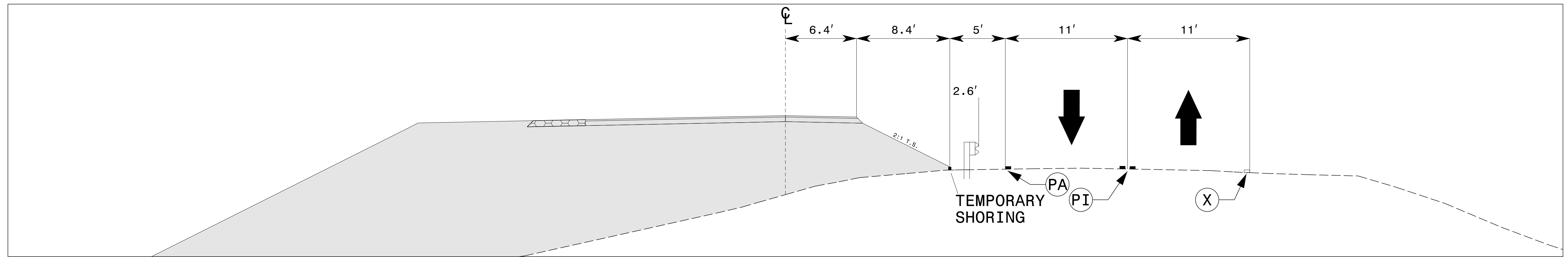
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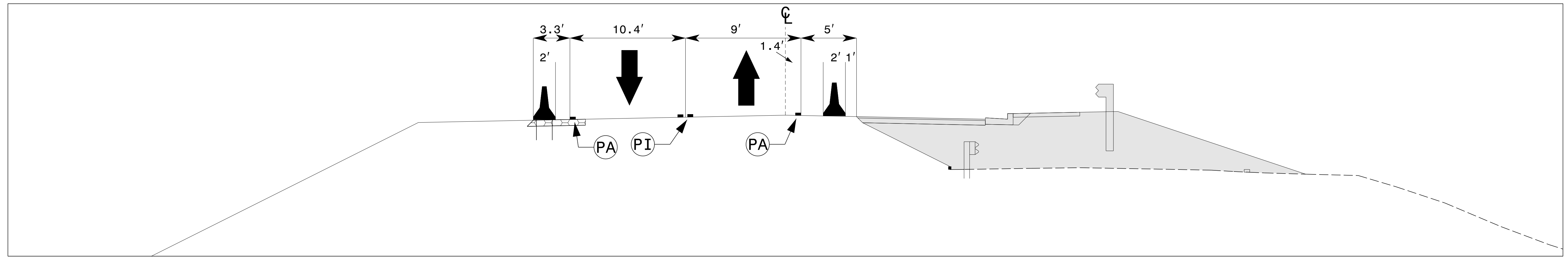
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TEMPORARY CUT SECTION H

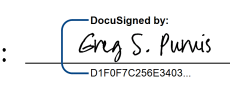


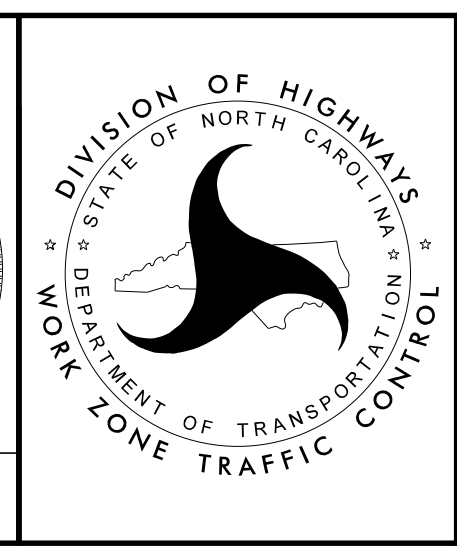
I1
06 | 29
STA. 30+50 -L-
CUT SECTION



I3
14 | 29
STA. 30+50 -L-
CUT SECTION

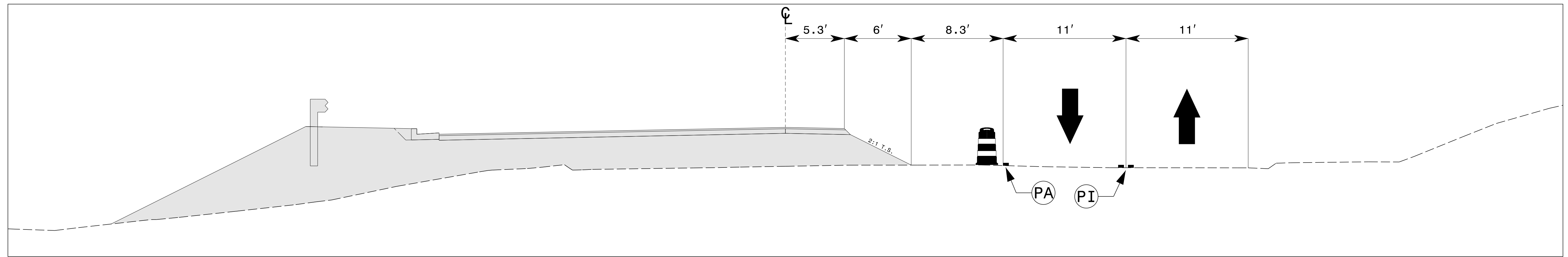
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User:AHayes

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DATE: 3/21/2019

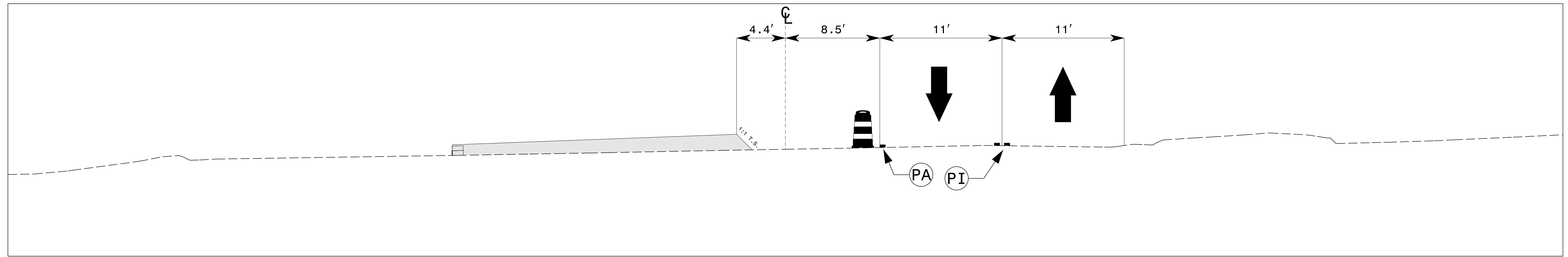


TEMPORARY CUT SECTION I

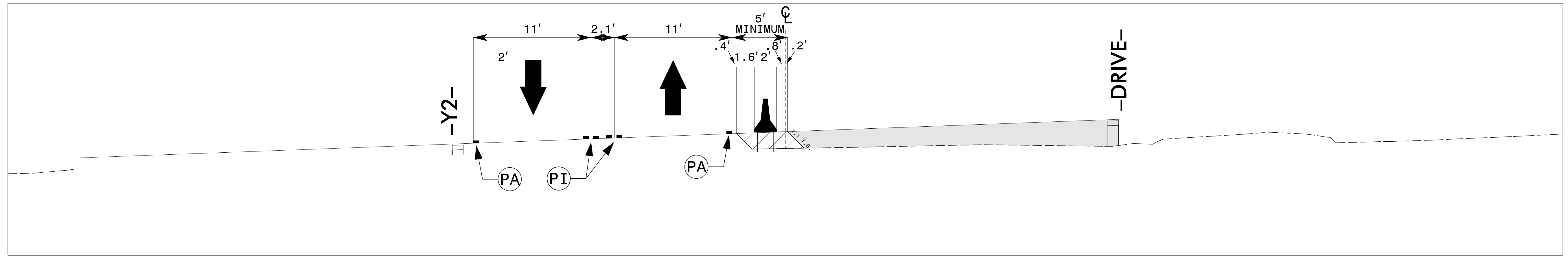
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J2
10 | 30
STA. 34+00 -L-
CUT SECTION



K2
10 | 30
STA. 36+00 -L-
CUT SECTION



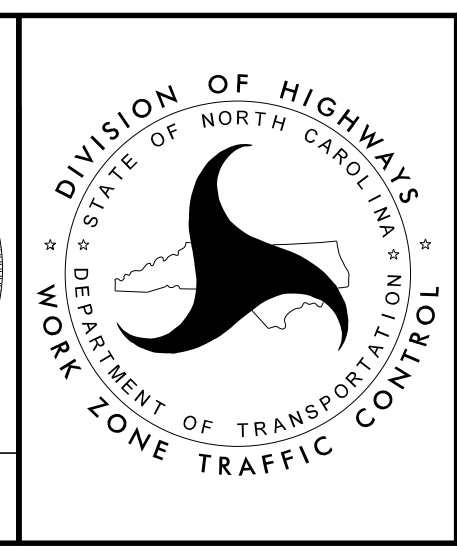
K3
14 | 30
STA. 36+00 -L-
CUT SECTION

2/26/2019
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 User:AHayes

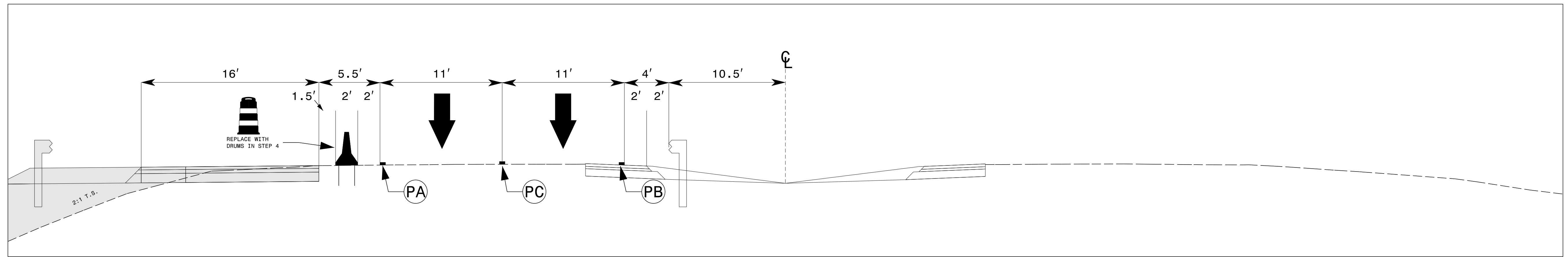
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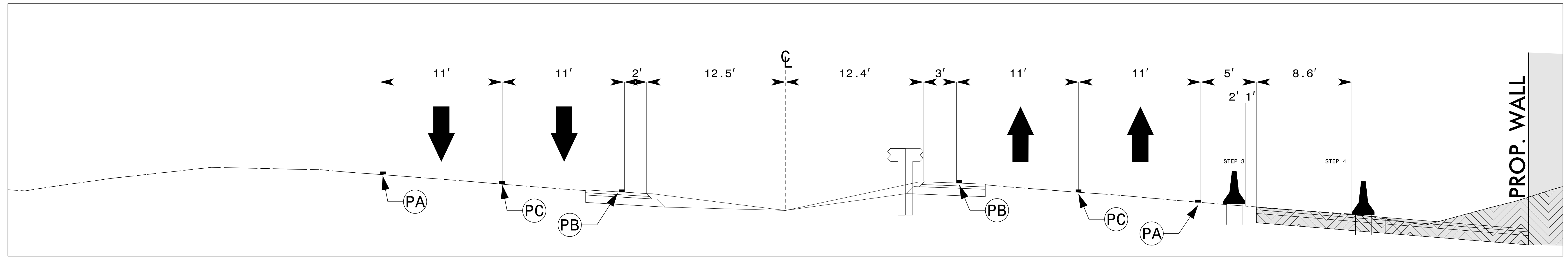
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**TEMPORARY CUT
 SECTIONS J & K**

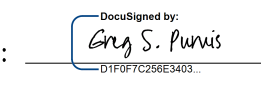


L1
04 31 STA. 465+00 -Y-
CUT SECTION

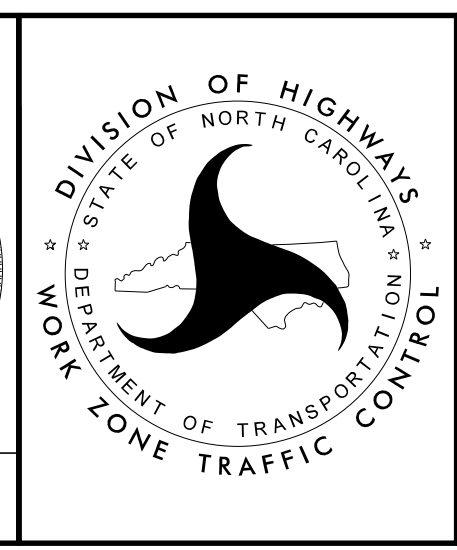


M1
06 31 STA. 477+00 -Y-
CUT SECTION

2/26/2019
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 User:AHayes

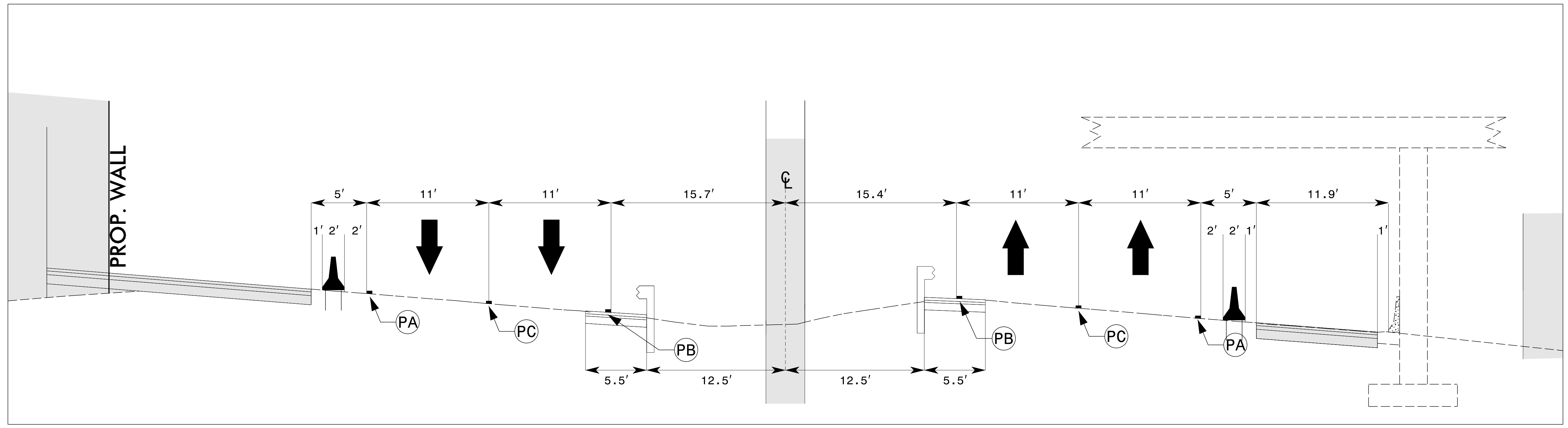
APPROVED: 
 DATE: 3/21/2019

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 22999

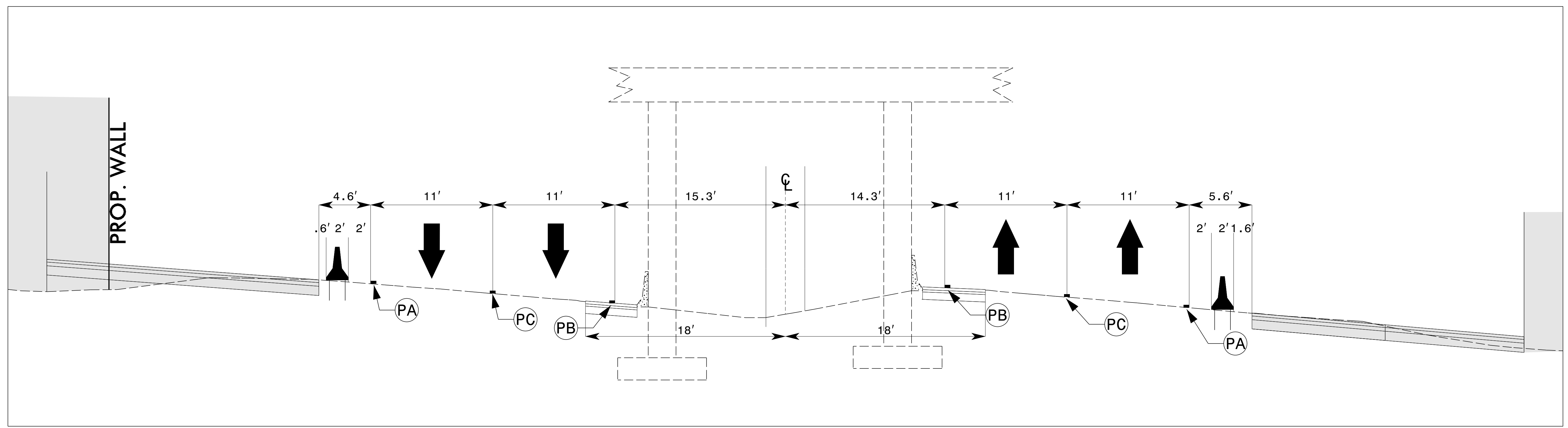


**TEMPORARY CUT
 SECTIONS L & M**

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N1
06 32 STA. 479+00 -Y-
CUT SECTION



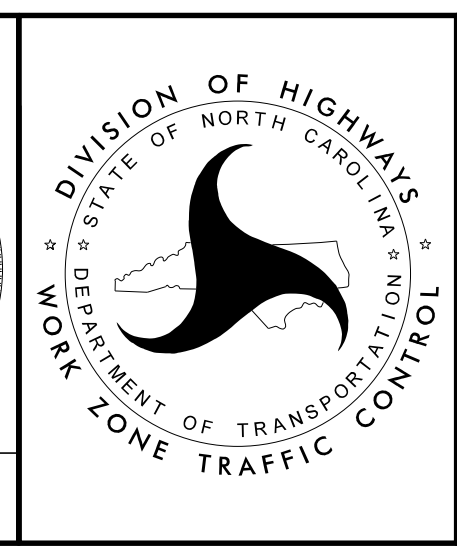
O1
06 32 STA. 479+00 -Y-
CUT SECTION

2/26/2019
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 User:AHayes

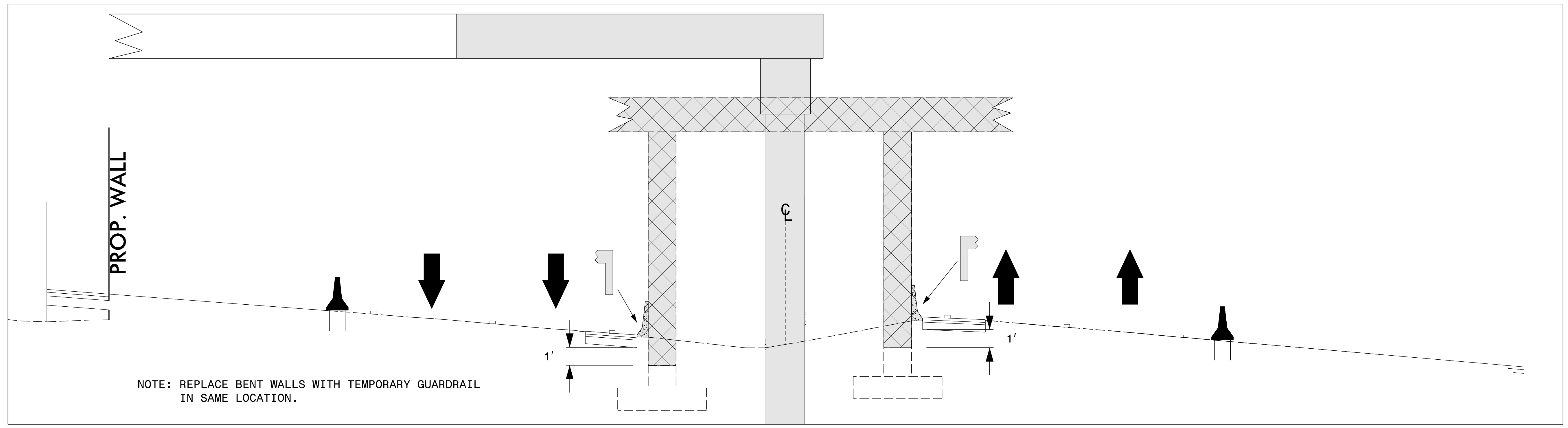
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TEMPORARY CUT SECTION N



03
14 33 STA. 479+50 -Y-
CUT SECTION

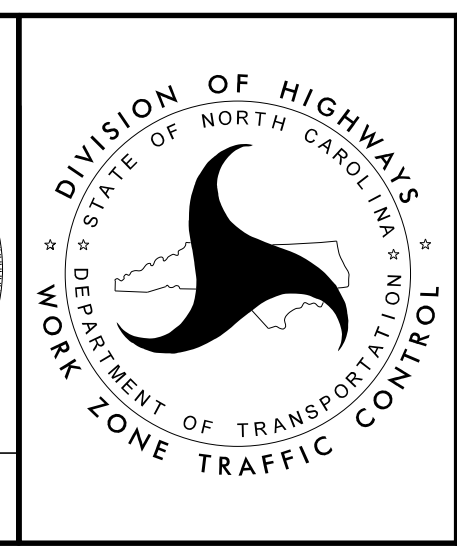


04
19 33 STA. 479+50 -Y-
CUT SECTION

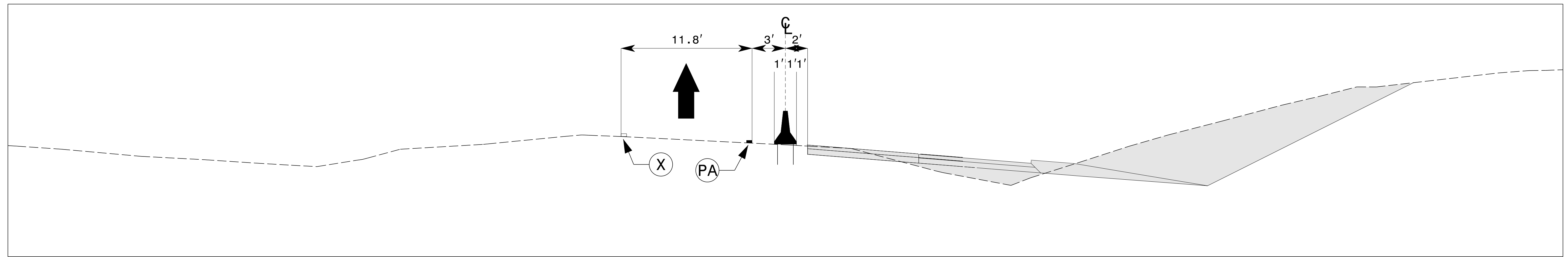
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 User:AHayes

APPROVED: *Greg S. Purvis*
 DATE: 3/21/2019

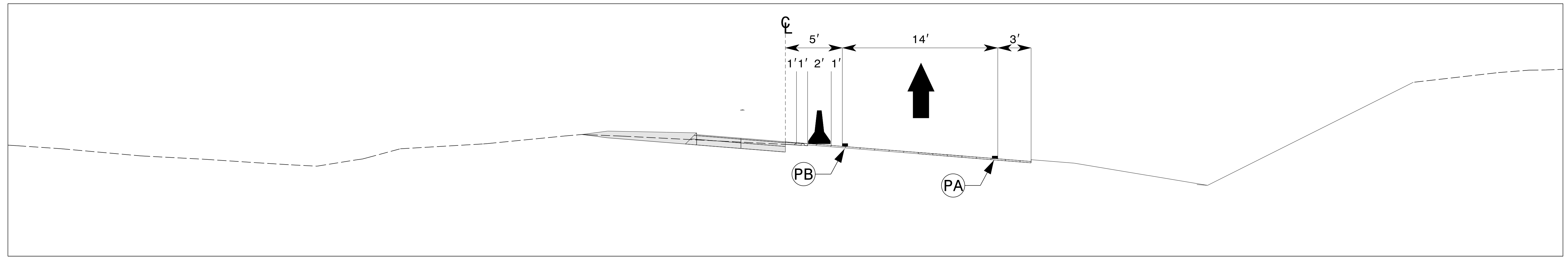
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TEMPORARY CUT SECTION 0

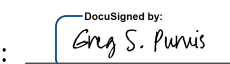



P1
04 | 34 STA. 13+00 -RPC-
CUT SECTION



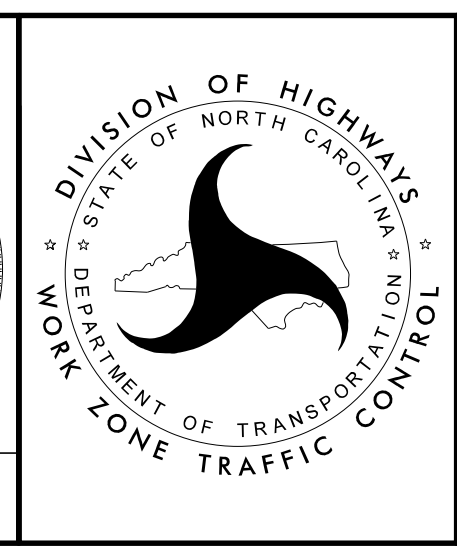
P2
08 | 34 STA. 13+00 -RPC-
CUT SECTION

3/20/2019
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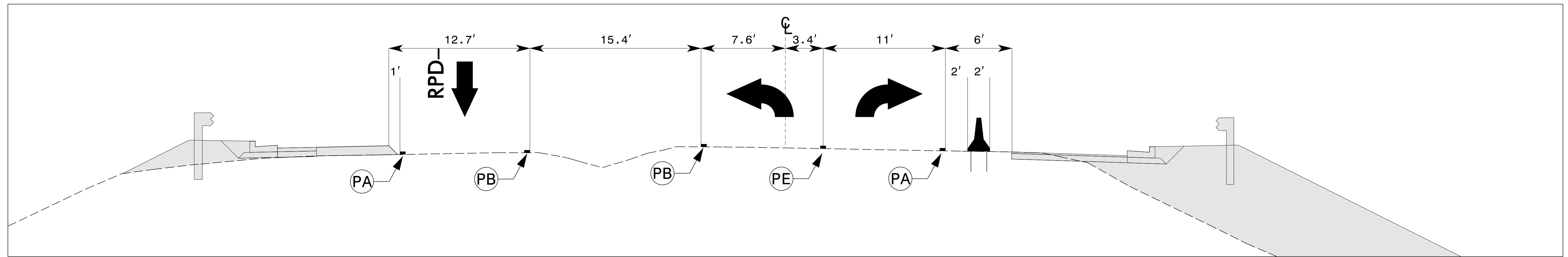
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DATE: 3/21/2019



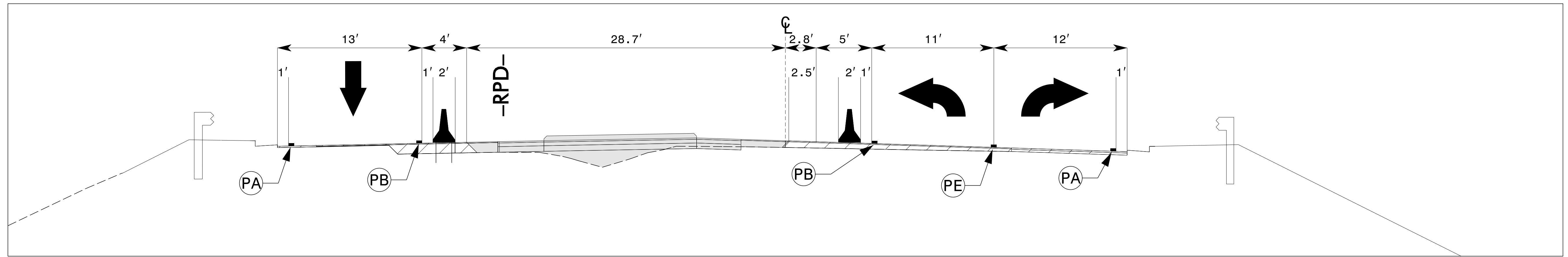
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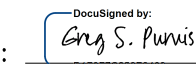


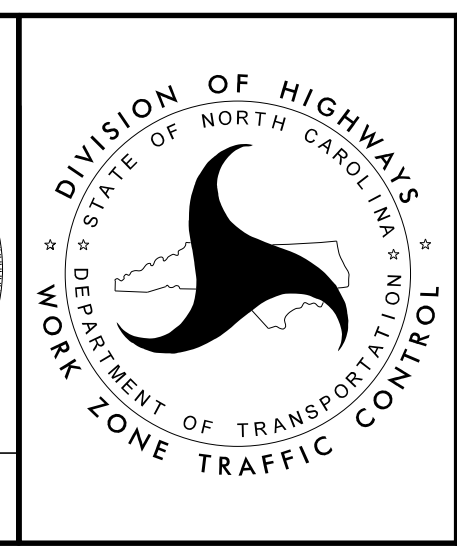
Q1
04 | 35 STA. 16+00 -RPC-
CUT SECTION



Q2
08 | 35 STA. 16+00 -RPC-
CUT SECTION

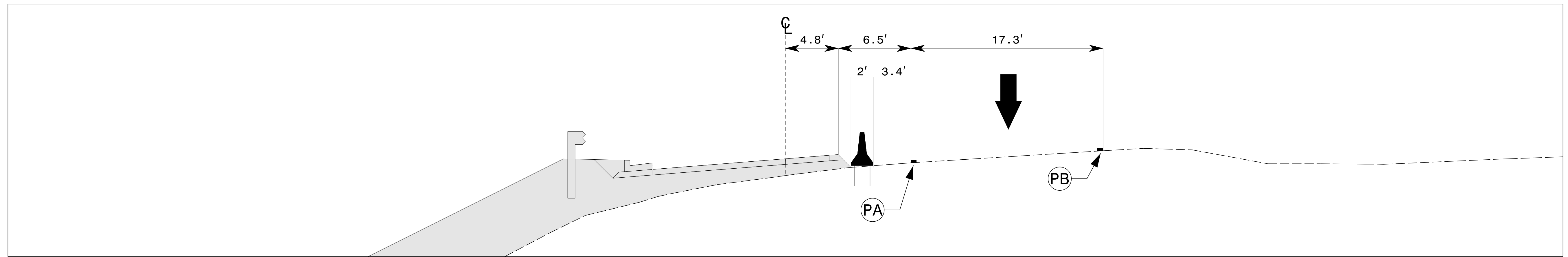
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 User:AHayes

APPROVED: 
 DATE: 3/21/2019

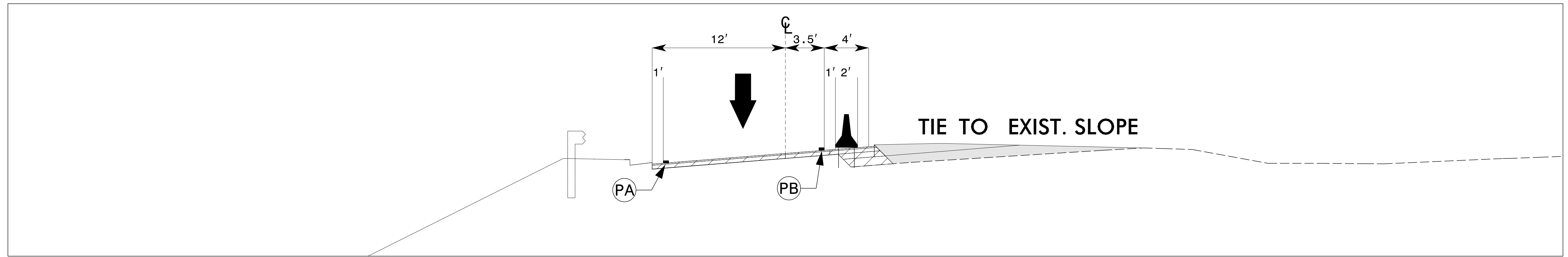


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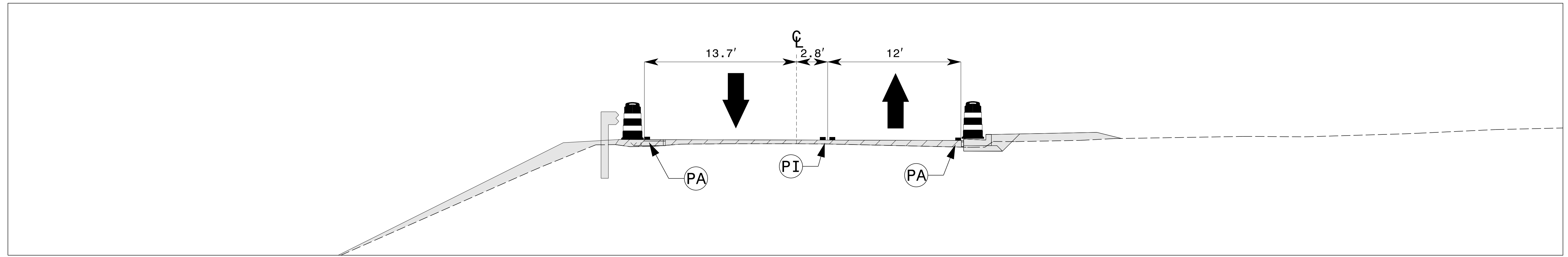
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UNLESS ALL SIGNATURES COMPLETED**



R1
04 | 36
STA. 13+00 -RPD-
CUT SECTION

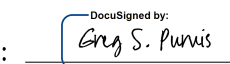


R2
08 | 36
STA. 13+00 -RPD-
CUT SECTION




S2
10 | 36
STA. 11+00 -Y2-
CUT SECTION

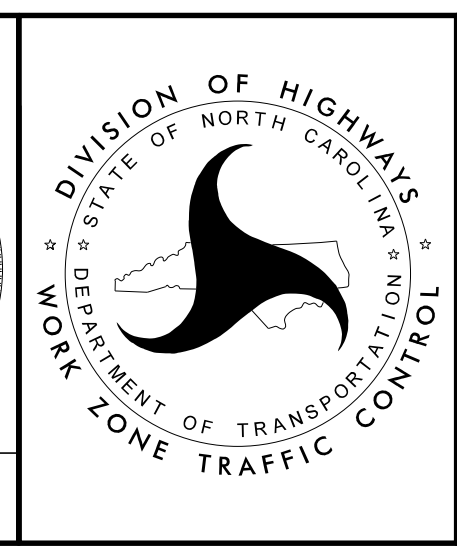
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 User:AHayes

APPROVED: 

DATE: 3/21/2019



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**TEMPORARY CUT
SECTIONS S & T**