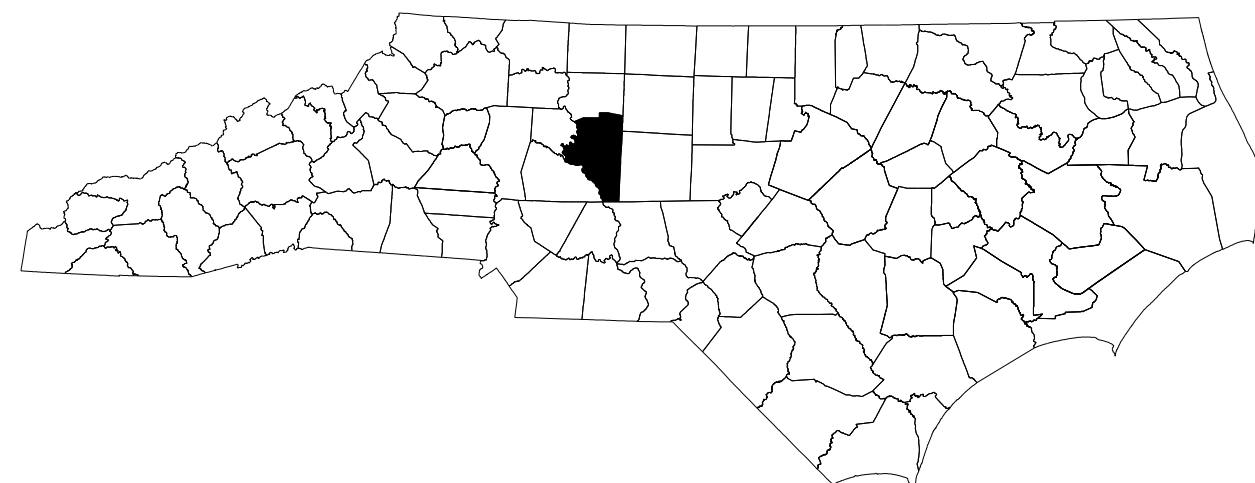


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

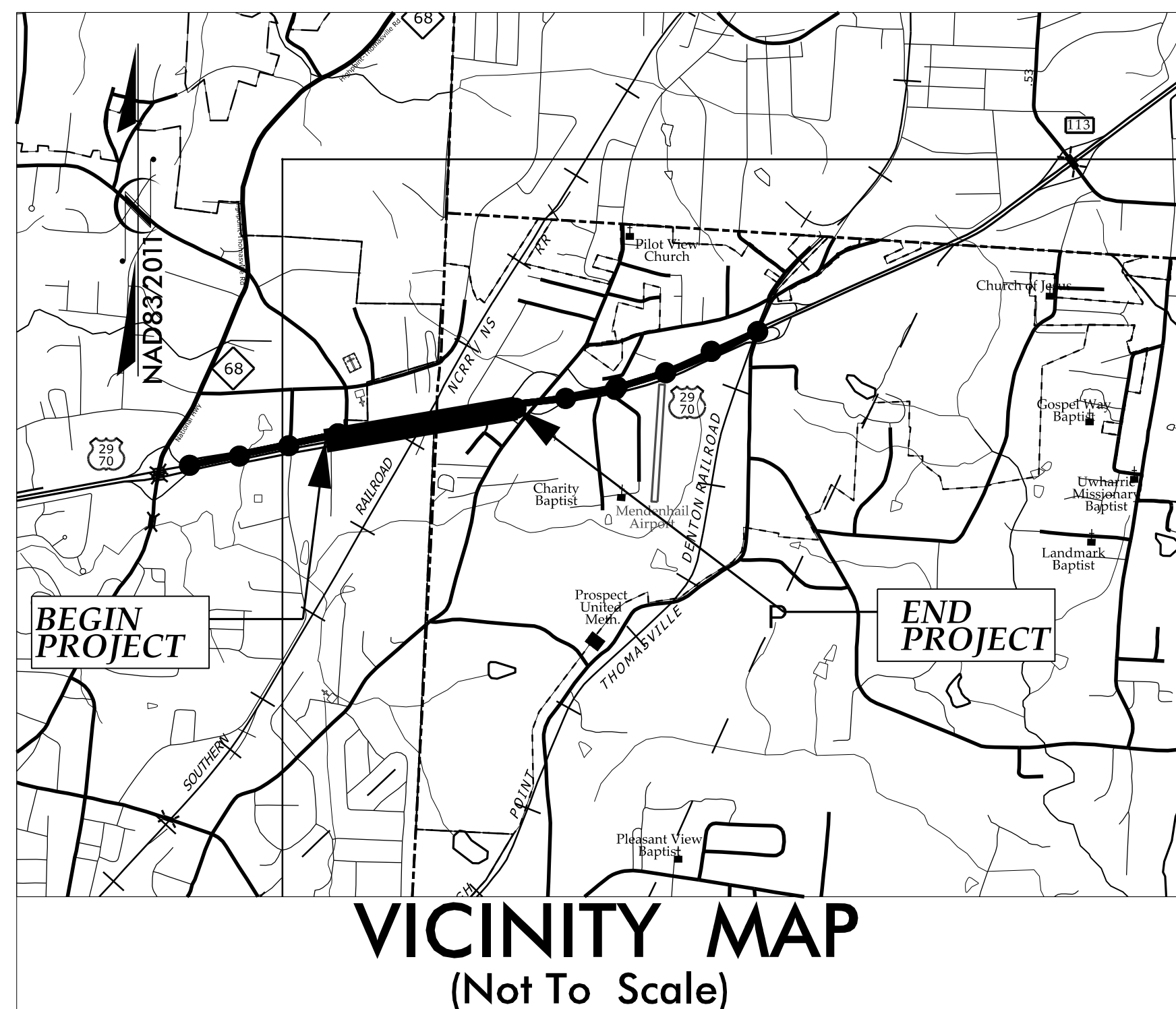
TRANSPORTATION MANAGEMENT PLAN

DAVIDSON COUNTY



INDEX OF SHEETS

SHEET NO.	TITLE
TMP-1	TITLE SHEET, INDEX OF SHEETS, AND LEGEND
TMP-1A - 1B	GENERAL NOTES, MANAGEMENT STRATEGIES, AND LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS
TMP-02	TRAFFIC CONTROL PHASING
TMP-03	OFF-SITE DETOUR PLAN PHASE 1
TMP-04	OFF-SITE DETOUR PLAN PHASE 3
TMP-05	SECTION VIEWS AND DETAILS
TMP-06 - 16	TMP PLAN SHEETS



LEGEND

GENERAL

- DIRECTION OF TRAFFIC FLOW
- DIRECTION OF PEDESTRIAN TRAFFIC FLOW
- EXIST. PVMT.
- NORTH ARROW
- PROPOSED PVMT.
- WORK AREA
- TEMPORARY PAVEMENT
- AGGREGATE BASE COURSE

TRAFFIC CONTROL DEVICES

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

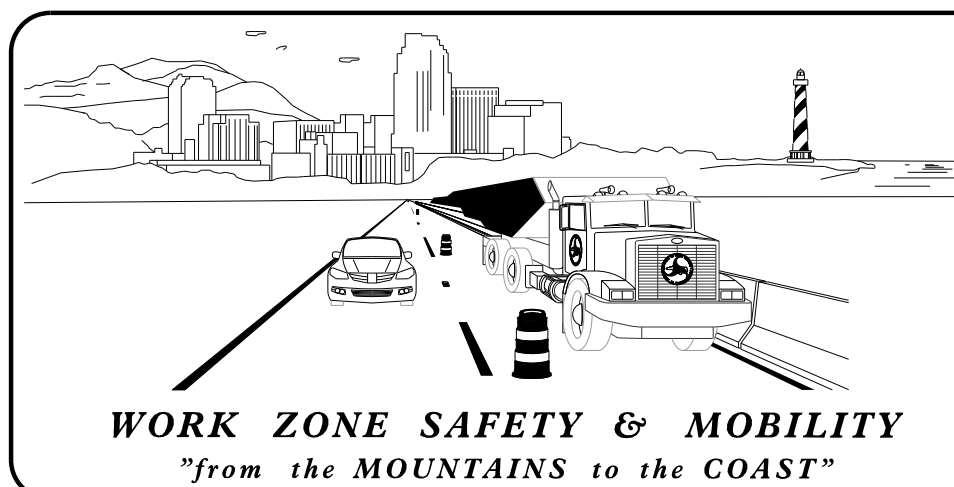
TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

TEMPORARY PAVEMENT MARKINGS

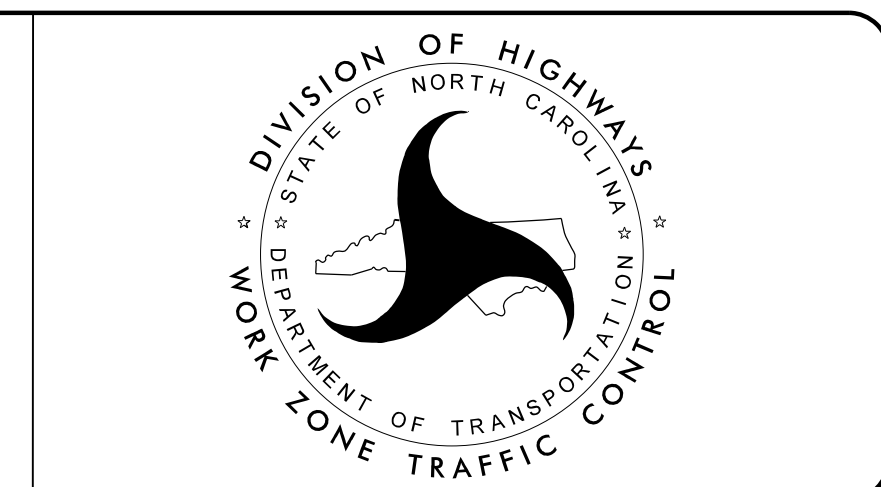
- P1 WHITE EDGELINE 4"
- P10 YELLOW EDGELINE 4"

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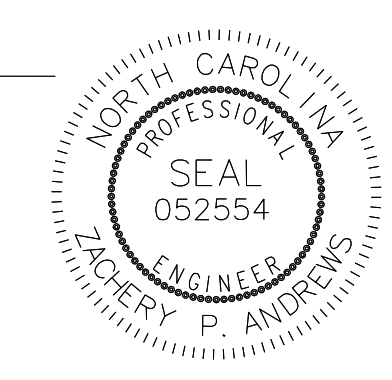
PLANS PREPARED BY:
ZACHERY P. ANDREWS, PE
PROJECT ENGINEER
EVAN T. BRIGHAM, PE
PROJECT DESIGN ENGINEER

NCDOT CONTACTS:
KENNETH C. THRONWELL, PE
PROJECT ENGINEER
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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 UNDESIRE 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
US 29/US 70	MONDAY-FRIDAY 7A.M. TO 9:00 A.M.

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

ROAD NAME
US 29/US 70

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 7:00 A.M. DECEMBER 31st TO 9:00 A.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 9:00 A.M. THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 7:00 A.M. THURSDAY AND 9:00 A.M. MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 7:00 A.M. FRIDAY TO 9:00 A.M. TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 7:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 9:00 A.M. THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 7:00 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 9:00 A.M. THE TUESDAY AFTER INDEPENDENCE DAY.
- FOR LABOR DAY, BETWEEN THE HOURS OF 7:00 A.M. FRIDAY AND 9:00 A.M. TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 7:00 A.M. TUESDAY TO 9:00 A.M. MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 7:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 9:00 A.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

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

LANE AND SHOULDER CLOSURE REQUIREMENTS

- 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 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.

GENERAL NOTES CONT.

TRAFFIC PATTERN ALTERATIONS

H) 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.

K) 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.

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

TRAFFIC BARRIER

M) 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.

N) 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.

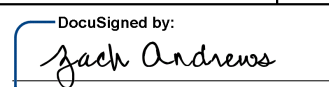
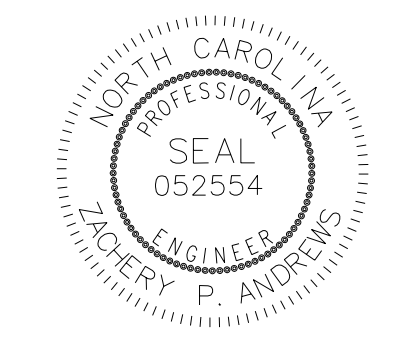

PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER FROM ONCOMING TRAFFIC AT ALL TIMES BY A TEMPORARY CRASH CUSHION UNLESS THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER IS OFFSET FROM ONCOMING TRAFFIC AS FOLLOWS OR AS SHOWN IN THE PLANS: (SEE ALSO 1101.05)

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

O) 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.

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

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GENERAL NOTES CONT.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
US 29/US 70	PAINT	TEMPORARY RAISED

R) 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.

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

T) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

NOTES AND STD. DRAWINGS

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MANAGEMENT STRATEGIES

THE FOLLOWING LISTED WORK ZONE STRATEGIES ARE RECOMMENDED FOR INCLUSION WITHIN THIS TRANSPORTATION MANAGEMENT PLAN (TMP).

RECOMMENDED STRATEGIES:

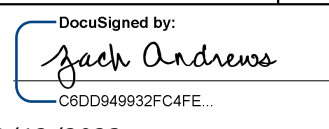
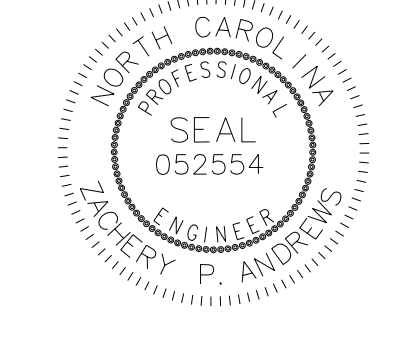

- TRAFFIC MANAGEMENT STRATEGIES:**
 FULL ROADWAY CLOSURES
 LANE SHIFTS OR CLOSURES
 SHOULDER CLOSURES
 TWO-WAY TRAFFIC ON ONE SIDE OF DIVIDED FACILITY (CROSSOVER)
 RAMP CLOSURES / RELOCATION
 NIGHT WORK
 WORK HOUR RESTRICTIONS FOR PEAK TRAVEL
 OFF-SITE DETOURS / USE OF ALTERNATIVE ROUTES

- WORK ZONE SAFETY & MOBILITY STRATEGIES:**
 SPEED LIMIT REDUCTION

ROADWAY STANDARD DRAWINGS

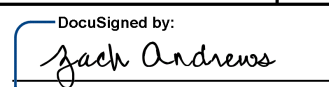
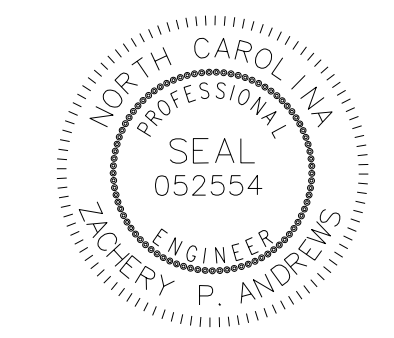

THE FOLLOWING ROADWAY STANDARDS AS APPEAR IN "ROADWAY STANDARD DRAWINGS" - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2018 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD.NO.	TITLE
862.03	STRUCTURE ANCHOR UNIT
862.04	ANCHORING END OF GUARDRAIL
1101.01	WORK ZONE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
1130.01	DRUMS
1145.01	BARRICADES
1165.01	TRUCK MOUNTED ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.03	PAVEMENT MARKINGS - EXITS AND ENTRANCE RAMPS
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION
1264.02	OBJECT MARKERS - INSTALLATION

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NOTES AND STD.DRAWINGS

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PHASE 1

STEP 1:

-INSTALL ADVANCE WARNING SIGNS WITH SIGNING ALONG US 29/US 70, SR 1772 (HASTY SCHOOL RD), SR 1875 (E TRIAD BLVD), AND SR 2140 (BASSET DR) AS SHOWN ON NCDOT RSD NO. 1101.01. MAINTAIN ALL DRIVEWAY ACCESSSES THROUGHOUT CONSTRUCTION.

-ESTABLISH DETOUR ROUTE FOR THE NORTHBOUND US 29/US 70 EXIT RAMP TO OLD THOMASVILLE ROAD AS SHOWN ON DETOUR PLAN SHEET TMP-03. COVER DETOUR SIGNS UNTIL DETOUR IS NEEDED.

STEP 2:

-CONSTRUCT STORM DRAINAGE IMPROVEMENTS ALONG THE CENTER OF US 29/US 70 FROM -NBL-/-SBL- STA 5+25.17 TO STA 28+28+/- (STRUCTURES 0401, 0402, 0404, 0515, and 612)AS SHOWN ON ROADWAY PLAN SHEETS 4 AND 5, USING LEFT LANE CLOSURES USING NCDOT RSD 1101.02 SHEET 4.

-USING NCDOT RSD 1101.03 SHEET 2, CLOSE BASSET DRIVE WITHIN THE PROPOSED WORKZONE AS SHOWN ON TMP-06, TO CONSTRUCT PROPOSED DRAINAGE IMPROVEMENTS (STRUCTURES 405, 406, AND 407) AS SHOWN ON ROADWAY PLAN SHEETS 4 TO 6. MAINTAIN ACCESS TO THE NORTHBOUND US 29/US 70 EXIT RAMP TO OLD THOMASVILLE ROAD DURING CONSTRUCTION OF PROPOSED DRAINAGE.

PHASE 2

STEP 1:

-CONSTRUCT US 29/US 70 CROSS OVER DETOURS FROM -EL- STA 3+85.95 TO STA 8+67.06 AND -EL- STA 27+13.57 TO STA 32+00+/-, AS SHOWN ON ROADWAY PLAN SHEETS 2B-1 AND 2B-2, USING LEFT LANE CLOSURES FOLLOWING NCDOT RSD 1101.02 SHEET 4.

-INSTALL DETOUR SIGNAGE FOR NORTHBOUND CROSS OVER DETOUR TO LEFT SIDE OF US 29/US 70 AS SHOWN ON TMP-07 TO TMP-11.

STEP 2:

-UNCOVER THE DETOUR SIGNS AND CLOSE THE NORTHBOUND US 29/US 70 EXIT RAMP TO OLD THOMASVILLE ROAD.

-USING NCDOT RSD 1101.03 SHEET 2, CLOSE ALL SIDE STREET ENTRANCES ONTO US 29/US 70 NORTHBOUND WITHIN THE PROPOSED WORKZONE AS SHOWN ON TMP-07 TO TMP-11.

-USING NCDOT RSD 1101.03 SHEET 4, SHIFT US 29/US 70 NORTHBOUND TRAFFIC TO THE LEFT SIDE OF US 29/US 70 USING THE CROSS OVER DETOUR AS SHOWN ON TMP-07 TO TMP-11.

-DEMOLISH BRIDGE NO. 164 OVER NORFOLK SOUTHERN RAILROAD.

-CONSTRUCT GRADING, DRAINAGE, PAVING, PROPOSED BRIDGE OVER NORFOLK SOUTHERN RAILROAD, PAVEMENT MARKING, AND SIGNING FROM -NBL- STA 10+00+/- TO STA 32+84.39 ALONG THE NORTHBOUND SIDE OF US 29/US 70 AS SHOWN ON ROADWAY PLAN SHEETS 4 TO 6 AND, PMP-02 TO PMP-04, AND SIGN-04 TO SIGN-06 SHEETS.

-CONSTRUCT THE TIE IN FOR THE US 29/US 70 NORTHBOUND EXIT RAMP TO OLD THOMASVILLE ROAD FROM -RPC- STA 10+00 TO STA 14+15.00 AS SHOWN ON ROADWAY PLAN SHEET 6.

PHASE 3

STEP 1:

-CLOSE THE CROSSOVER DETOUR AND REOPEN THE NORTHBOUND LANES FOR ALL US 29/70 NORTHBOUND TRAFFIC.

-REMOVE THE DETOUR ROUTE FOR THE NORTHBOUND US 29/US 70 EXIT RAMP TO OLD THOMASVILLE ROAD AND OPEN THE EXIT RAMP TO TRAFFIC.

-INSTALL DETOUR SIGNAGE FOR SOUTHBOUND CROSS OVER DETOUR TO RIGHT SIDE OF US 29/US 70 AD SHOWN ON TMP-12 TO TMP-16. INSTALL DETOUR SIGNAGE FOR HASTY SCHOOL ROAD AND ALBERTSON ROAD AS SHOWN ON TMP-04.

STEP 2:

-SHIFT US 29/US 70 SOUTHBOUND TRAFFIC TO THE RIGHT SIDE OF US 29/US 70 USING THE CROSS OVER DETOUR. CLOSE HASTY SCHOOL ROAD AND ALBERTSON ROAD AT THE ENTRANCES TO US 29/US 70.

-DEMOLISH BRIDGE NO. 168 OVER NORFOLK SOUTHERN RAILROAD.

-CONSTRUCT GRADING, DRAINAGE, PAVING, PROPOSED BRIDGE OVER NORFOLK SOUTHERN RAILROAD, PAVEMENT MARKING, AND SIGNING FROM -SBL- STA 10+00+/- TO STA 32+84.39 ALONG THE NORTHBOUND SIDE OF US 29/US 70 AS SHOWN ON ROADWAY PLAN SHEETS 4 TO 6 AND PMP-02 THRU PMP-04, AND SIGN-04 THRU SIGN-06 SHEETS.

-CONTRACTOR TO COORDINATE WITH PROPERTY OWNERS ALONG TRIAD BLVD TO MAINTAIN ACCESS WHILE TYING INTO EXISTING STORM DRAINAGE SYSTEM NEAR

-EL- STA. 10+00+/- LT.

STEP 3:

-CLOSE THE CROSSOVER DETOUR AND REOPEN THE SOUTHBOUND LANES FOR ALL US 29/70 SOUTHBOUND TRAFFIC.

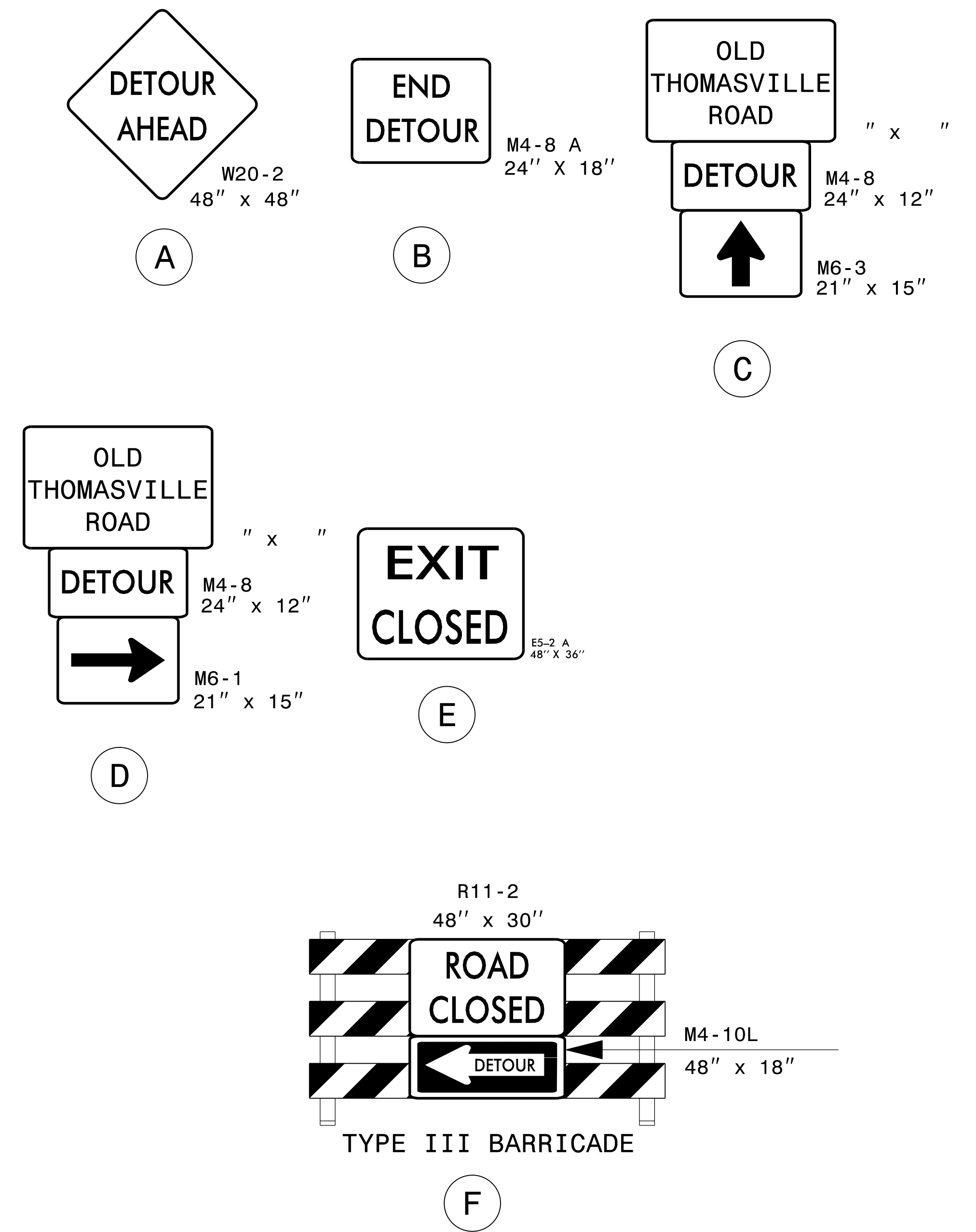
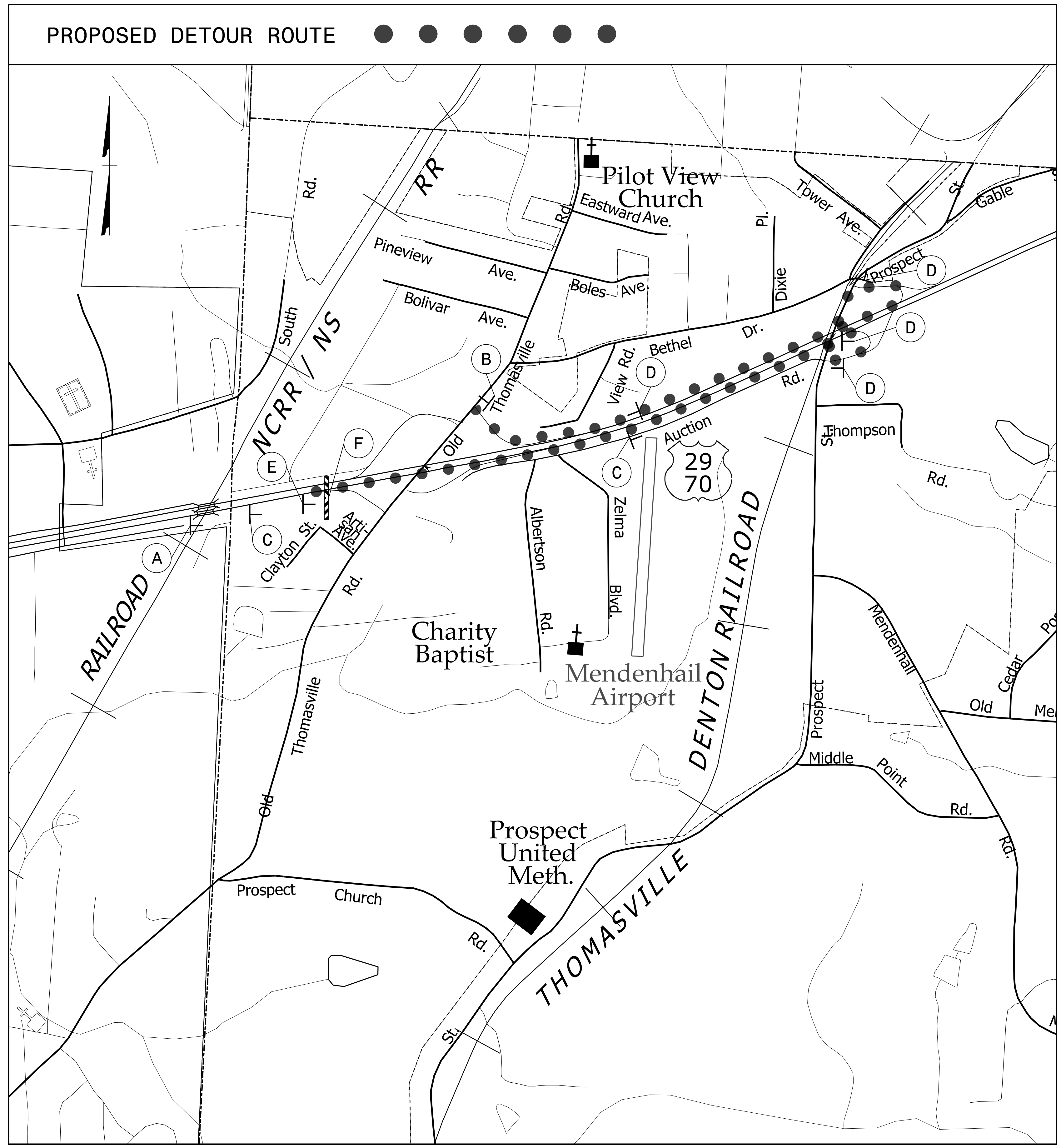
-REMOVE THE CROSS OVER DETOURS, AND COMPLETE REMAINING MEDIAN AND DRAINAGE WORK FROM -EL- STA 3+85.95 TO STA 8+67.06 AND -EL- STA 27+13.57 TO STA 32+00+/-, AS SHOWN ON PLAN SHEETS 4 TO 6, PMP-02 TO PMP-04, AND SIGN-04 TO SIGN-06.

-REMOVE ALL TEMPORARY MARKINGS AND INSTALL FINAL PAVEMENT MARKINGS.

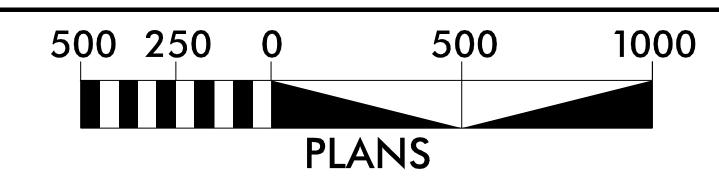
-REMOVE ALL TRAFFIC CONTROL DEVICES AND OPEN TO FINAL PATTERN.

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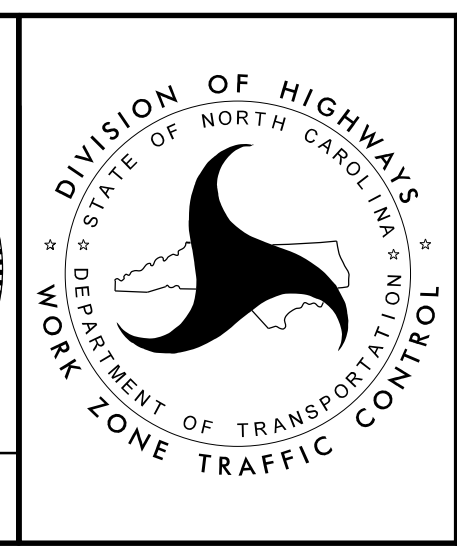
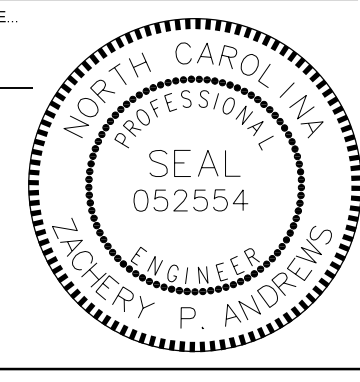
TRAFFIC CONTROL PHASING



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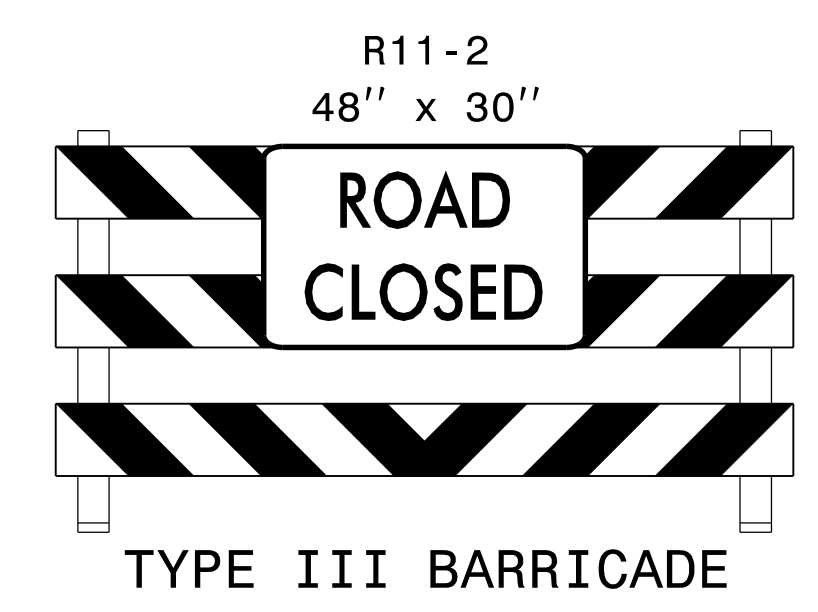
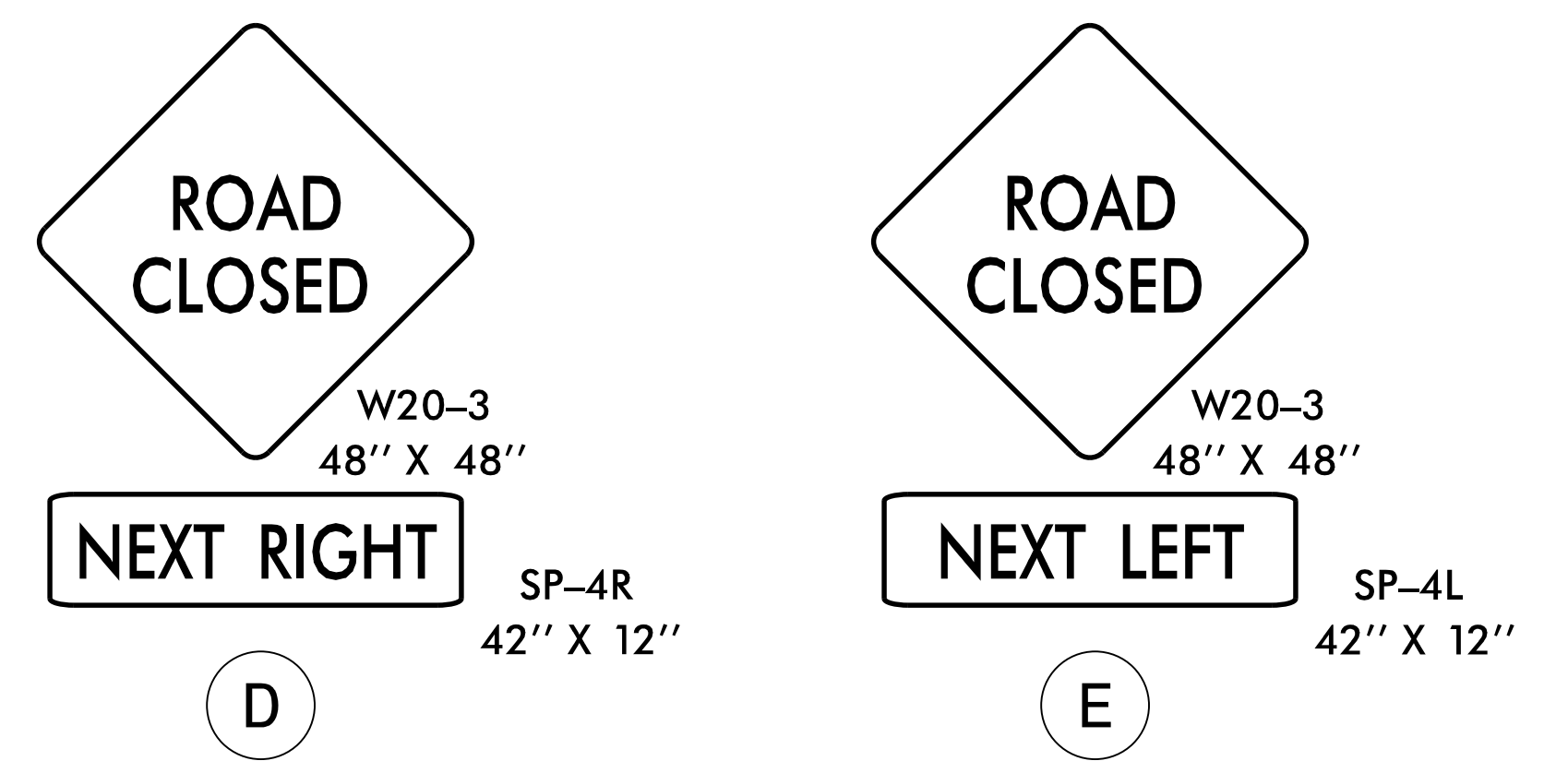
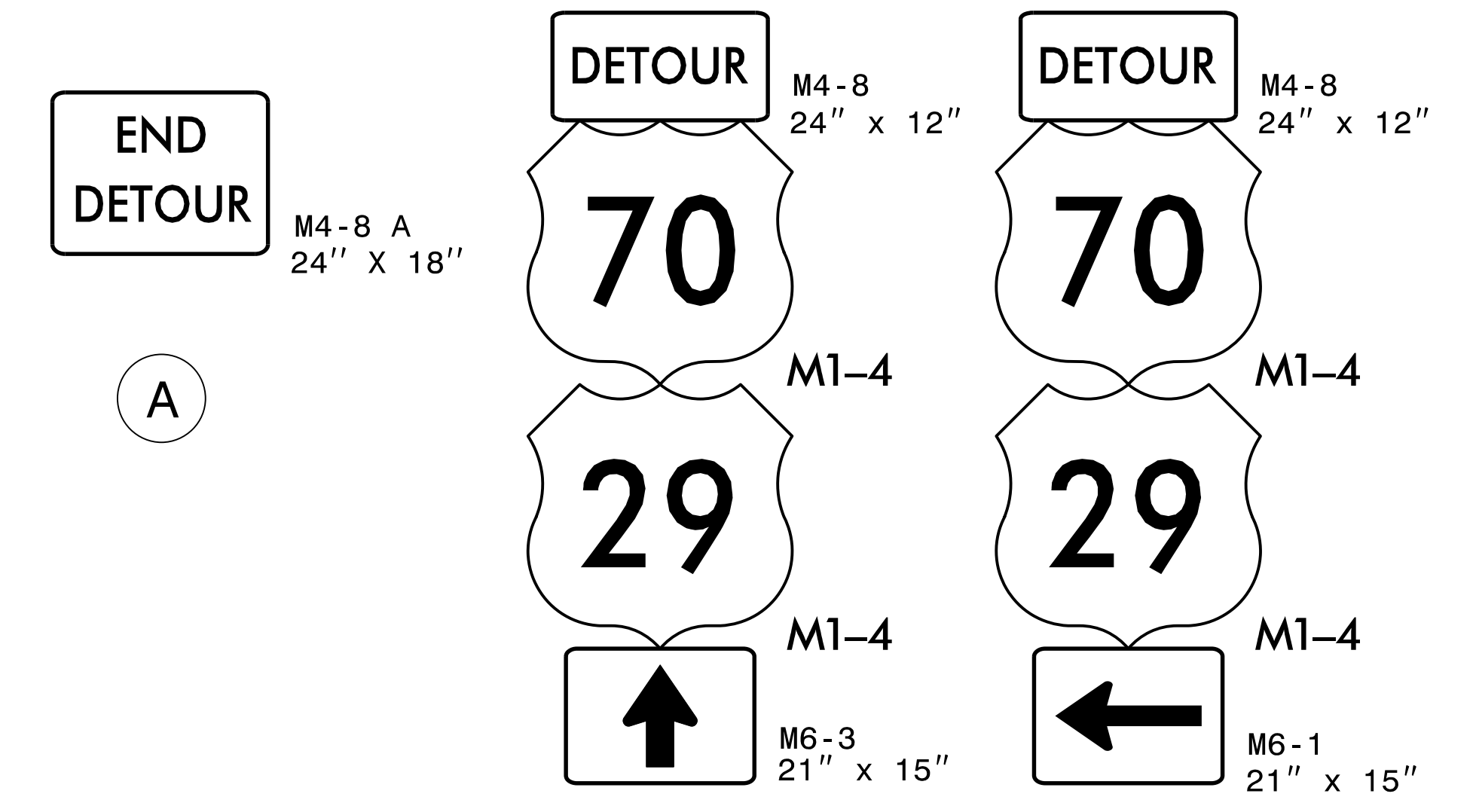
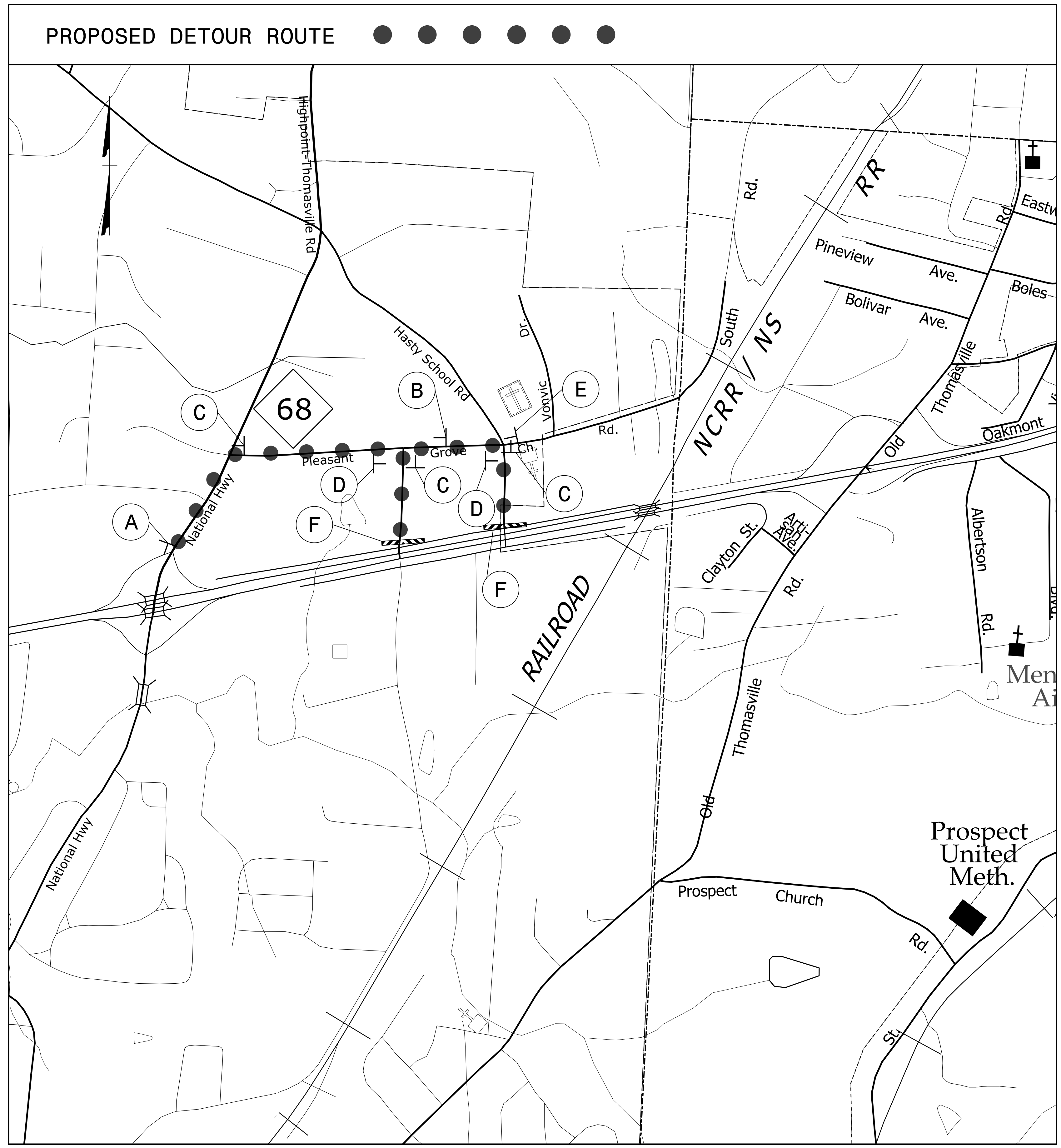


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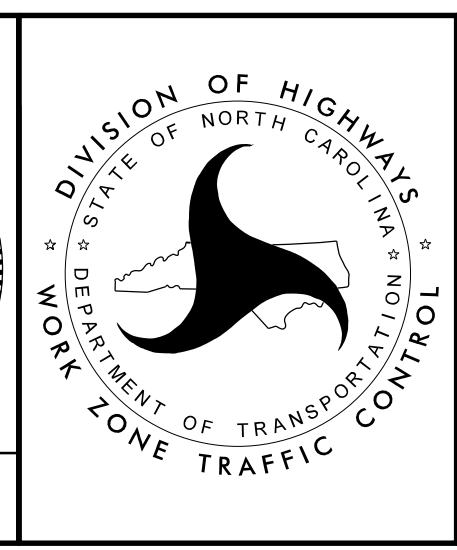
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 DATE: 04/12/2023

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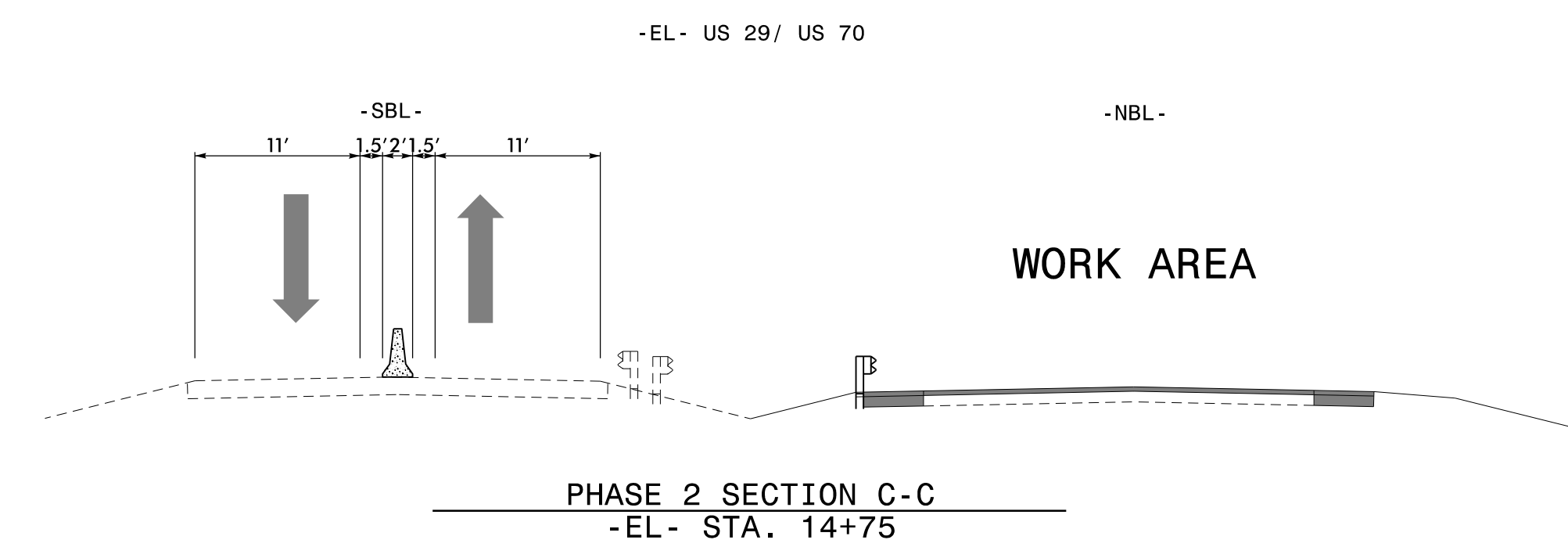
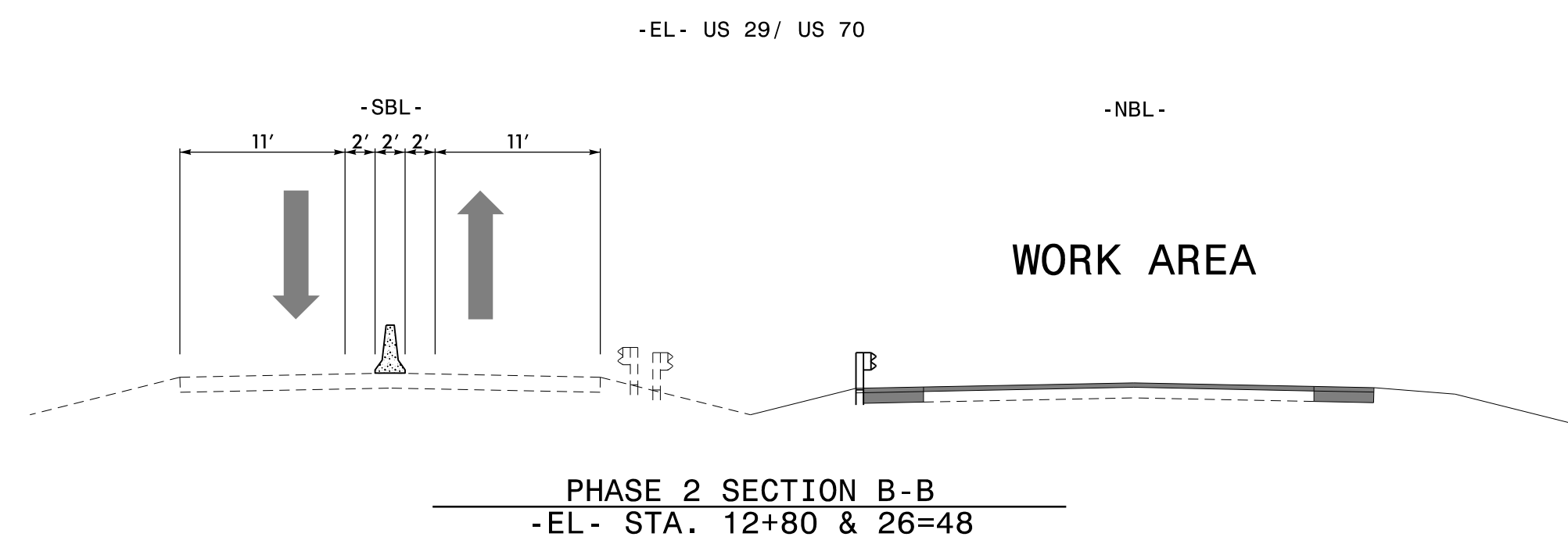
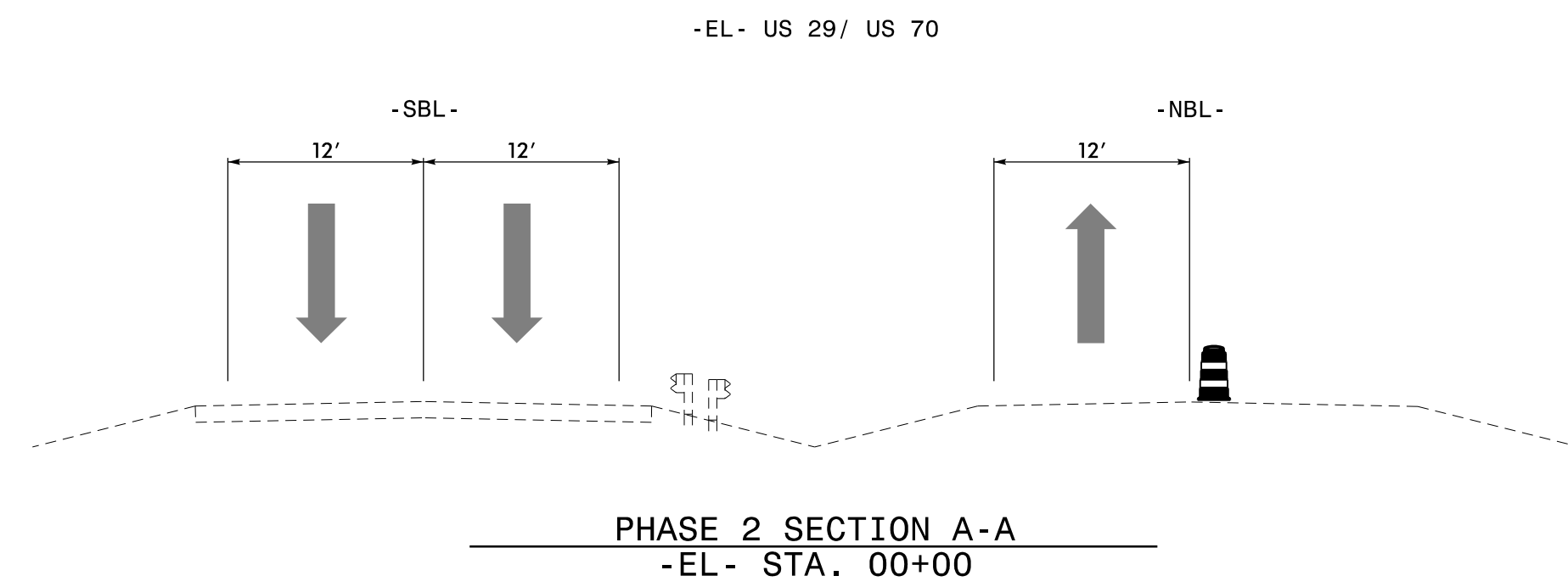
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UNLESS ALL SIGNATURES COMPLETED



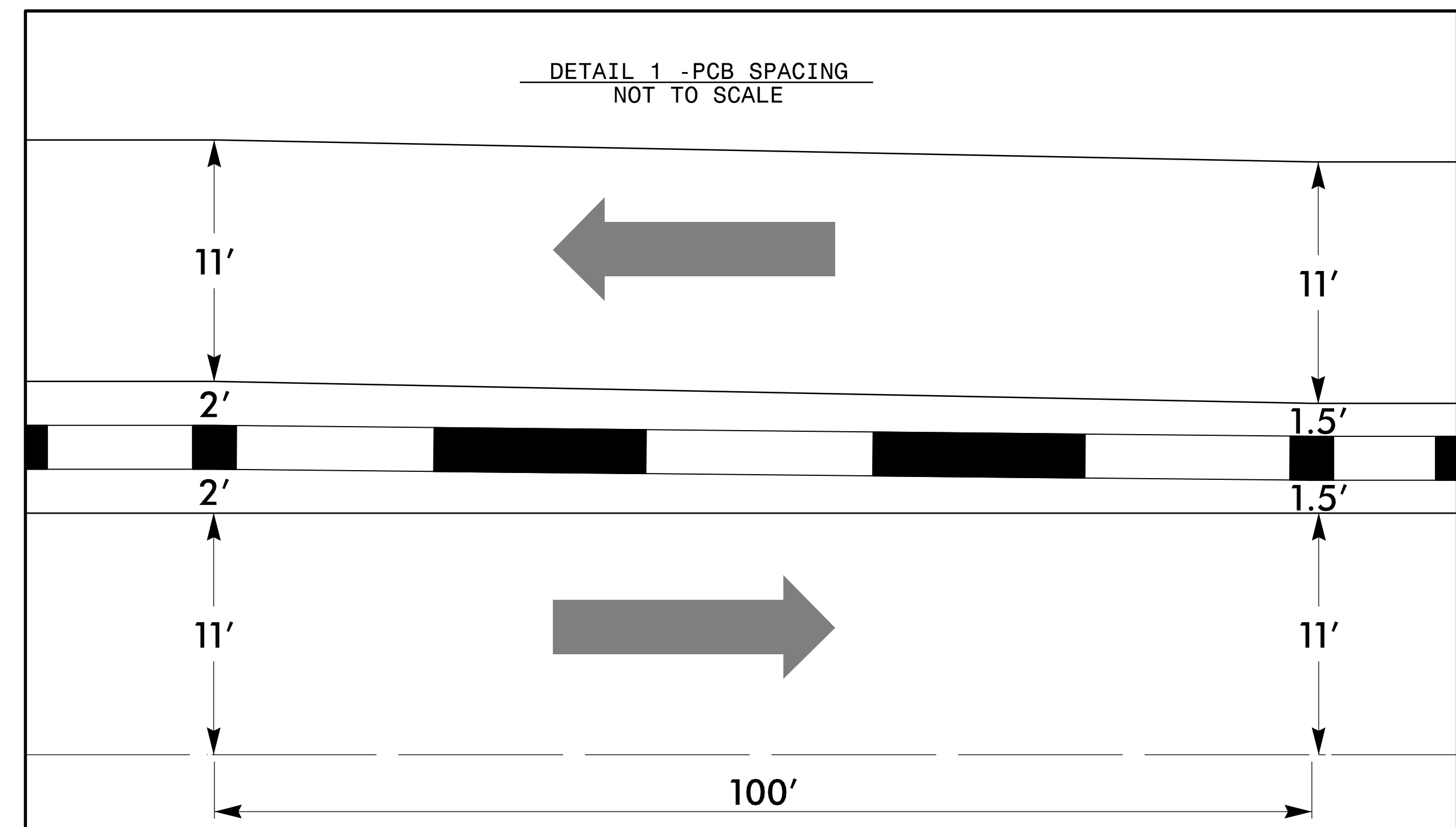
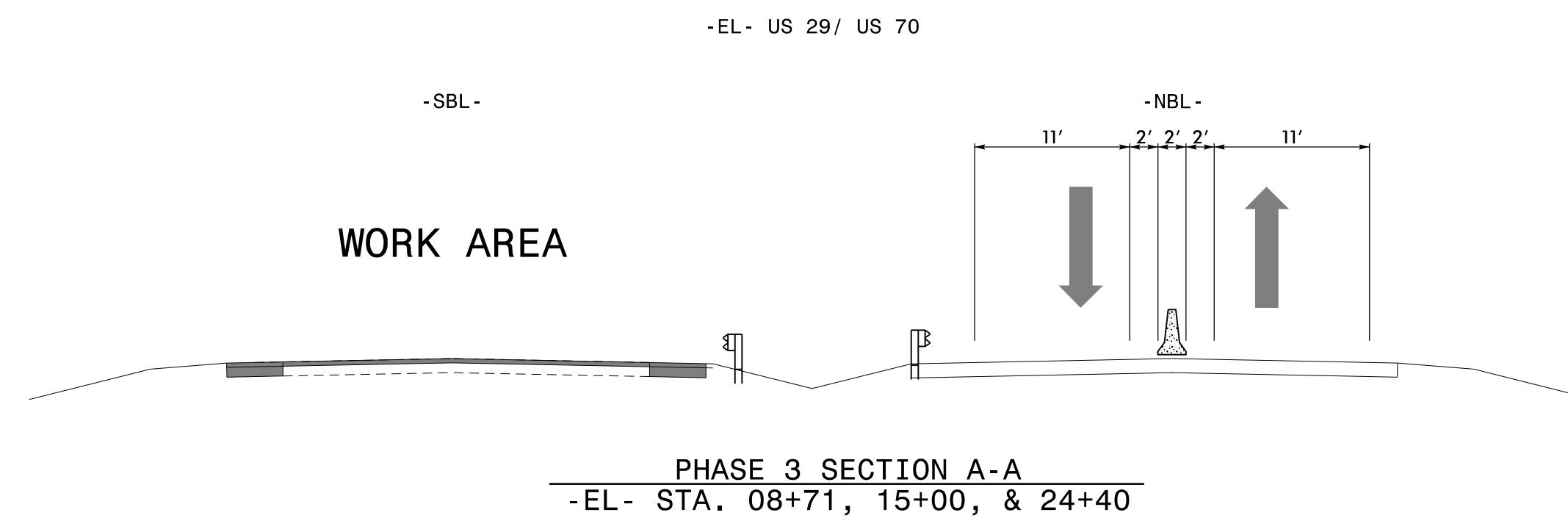
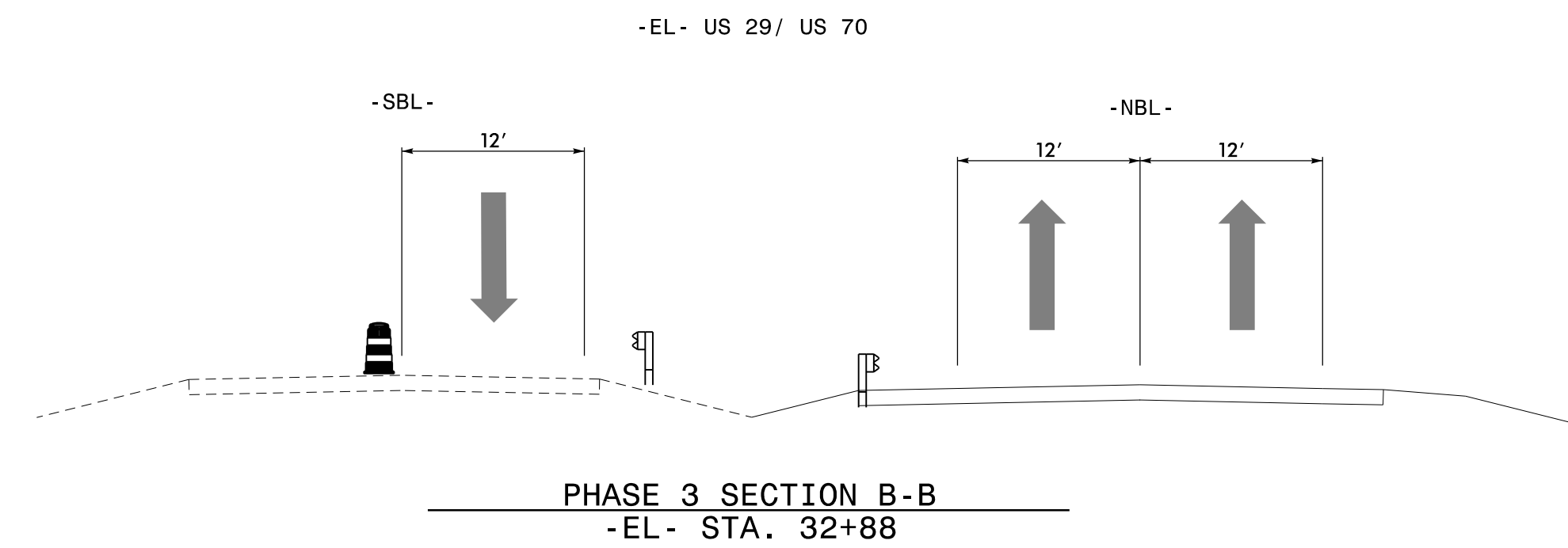
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 DETOUR PLAN
 PHASE 3**



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 USER: zandrews

PHASE 2 SECTION VIEWS





PHASE 3 SECTION VIEWS

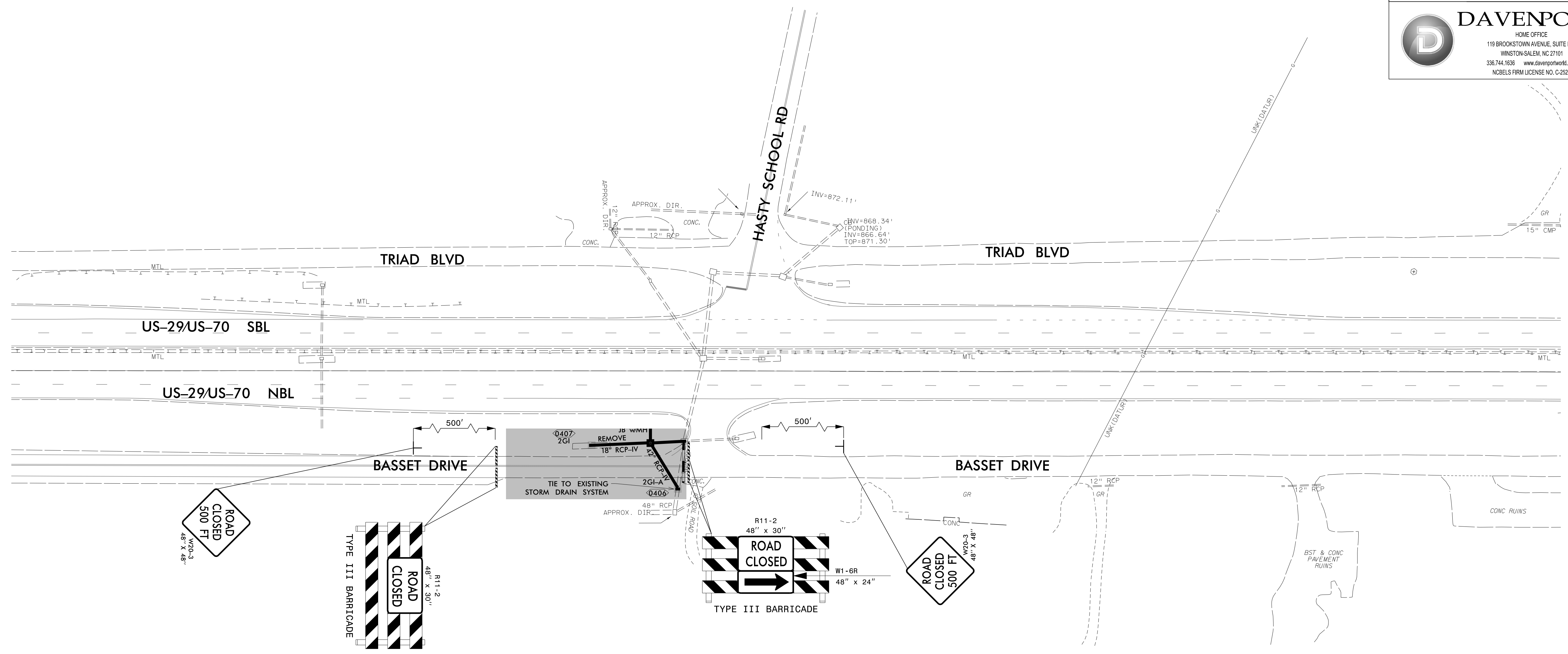
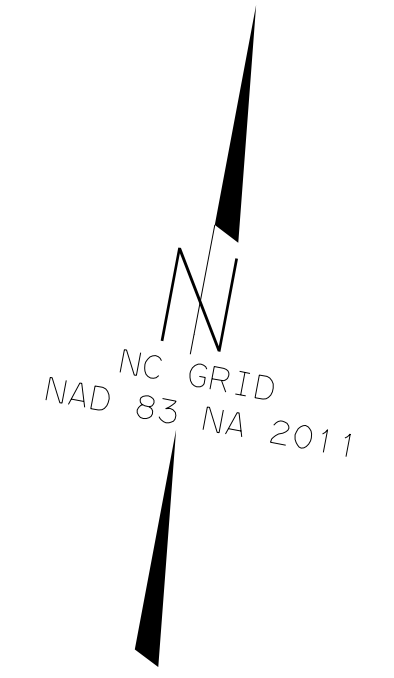


TIP NO. B-5783	SHEET NO. TMP-05
APPROVED: <i>Jack Andrews</i> <small>CH0048932FCAFE</small>	
DATE: 04/12/2023	
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DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
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SECTION VIEWS & DETAILS

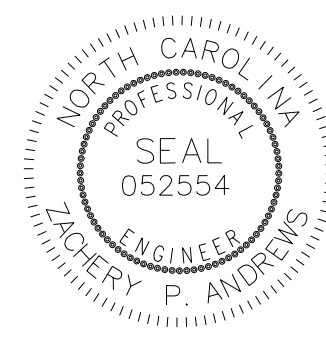

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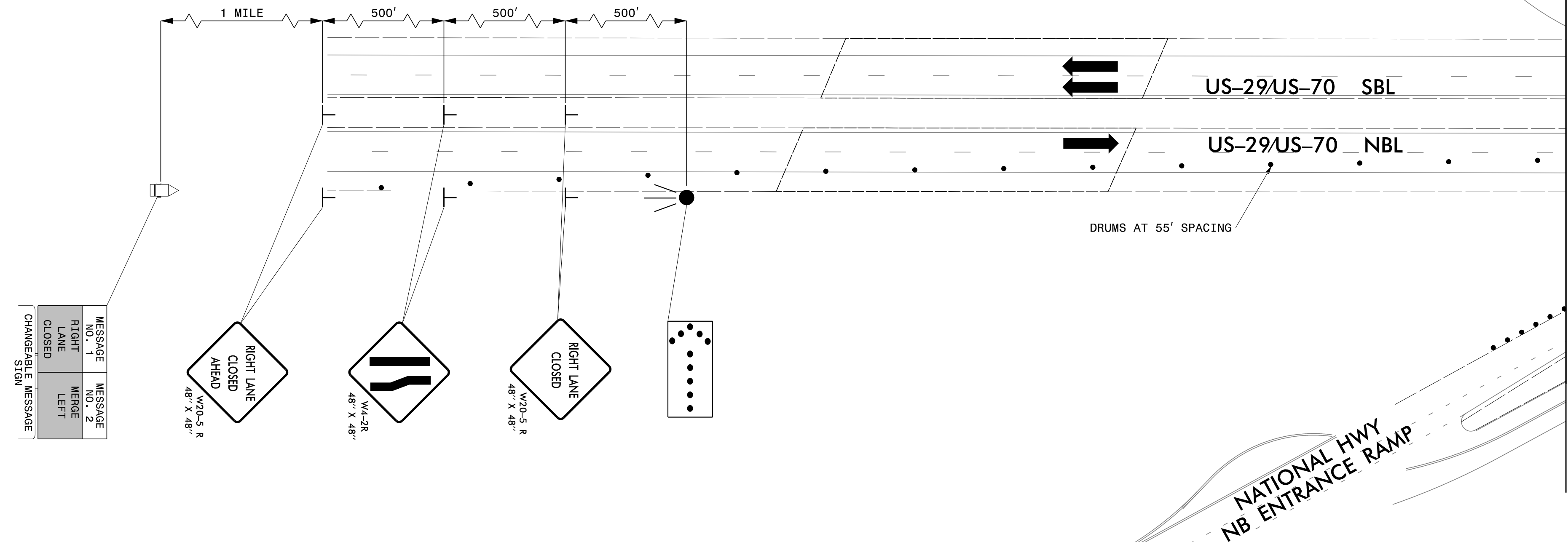
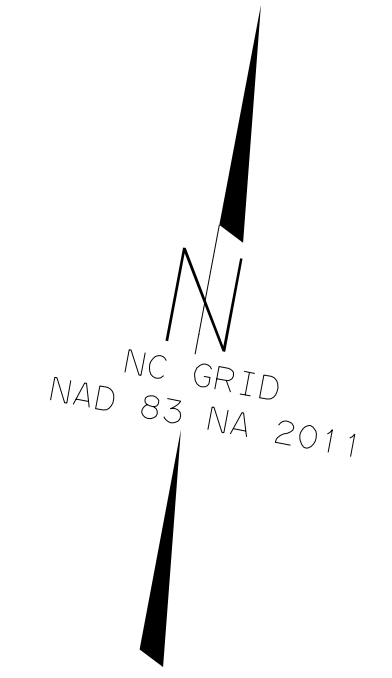
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DATE: 04/12/2023	
SEAL 	
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 DAVENPORT HOME OFFICE 119 BROOKSTOWN AVENUE, SUITE PH1 WINSTON-SALEM, NC 27101 336.744.1636 www.davenportfd.com NCBELS FIRM LICENSE NO. C-2522	



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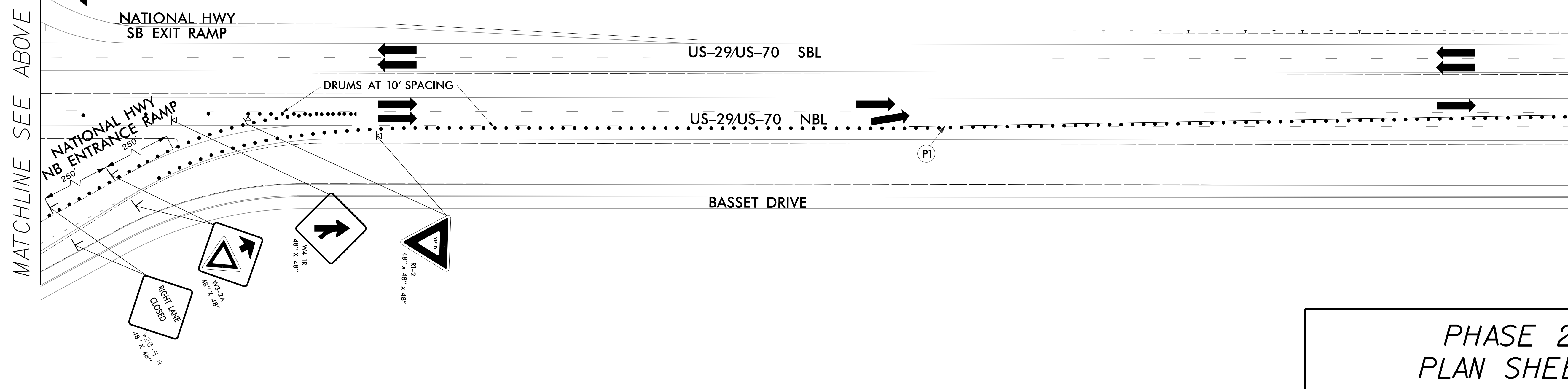
**PHASE I
PLAN SHEET**

TIP NO. B-5783	SHEET NO. TMP-07
Approved by: <i>Jack Andrews</i> <small>CE00048932FC4FE..</small>	
DATE: 04/12/2023	
SEAL 	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
 DAVENPORT <small>HOME OFFICE 119 BROOKSTOWN AVENUE, SUITE PH1 WINSTON-SALEM, NC 27101 336.744.1636 www.davenportfd.com NCBELS FIRM LICENSE NO. C-2522</small>	



CHANGEABLE MESSAGE SIGN	MESSAGE NO. 1	MESSAGE NO. 2
	RIGHT LANE CLOSED	MERGE LEFT
	RIGHT LANE CLOSED AHEAD	
	48" X 48"	48" X 48"

MATCHLINE SEE BELOW

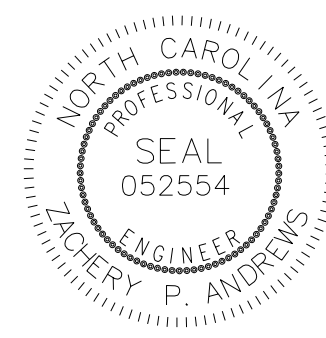



MATCHLINE SEE ABOVE

MATCHLINE SEE SHEET TMP-08

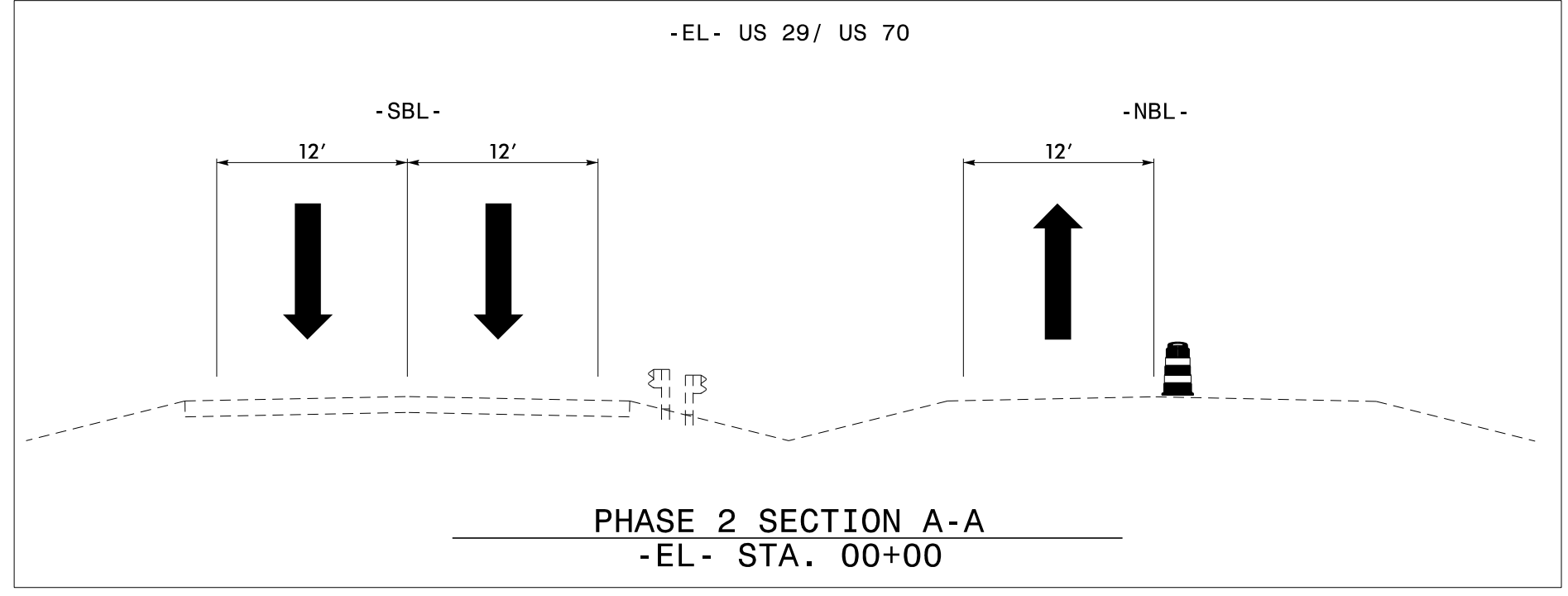
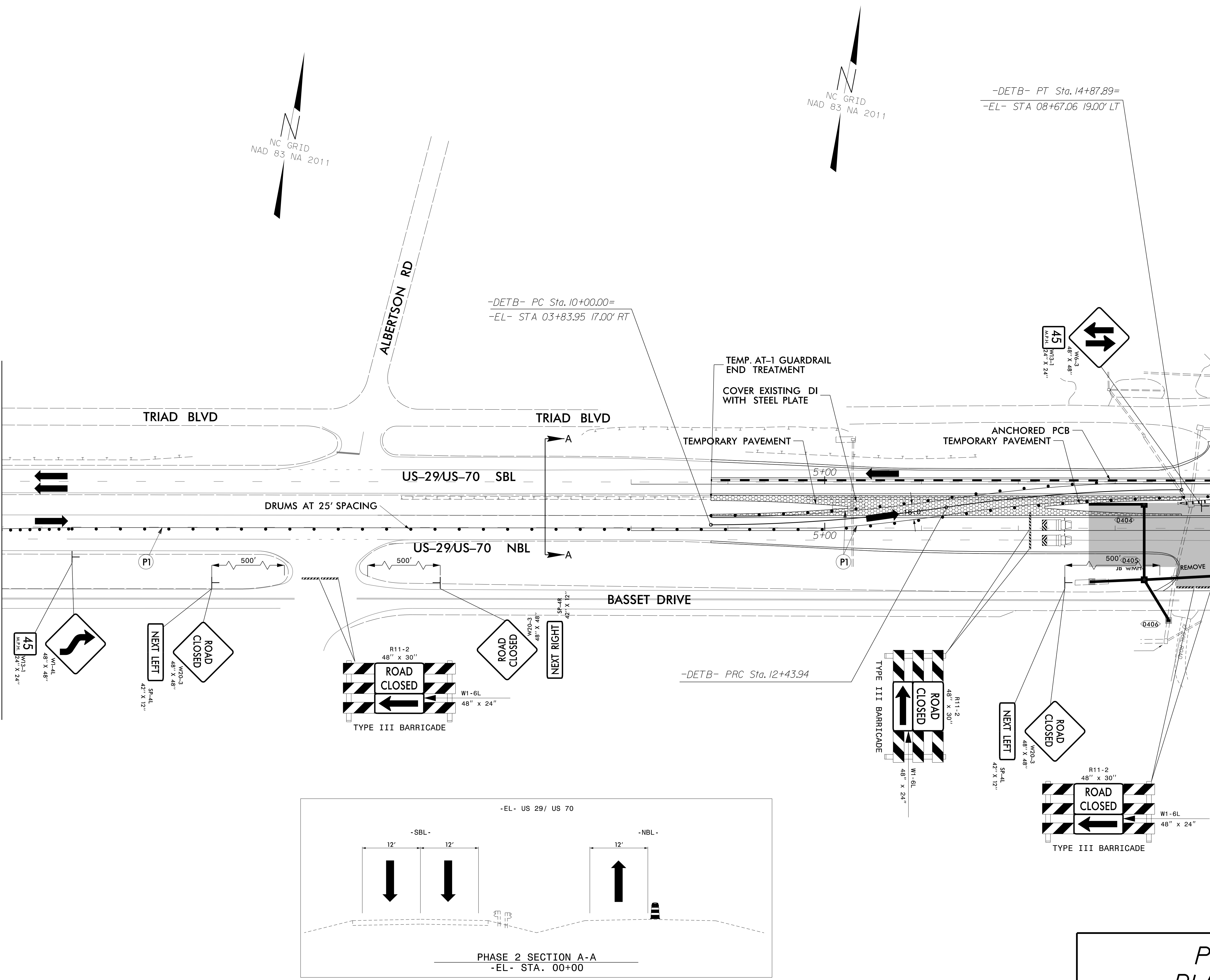
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TIP NO. B-5783	SHEET NO. TMP-08
APPROVED: <i>Jack Andrews</i> CDD048932FC4FE	
DATE: 04/12/2023	
SEAL 	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
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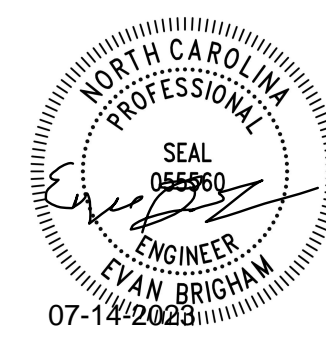

MATCHLINE SEE SHEET TMP-07

MATCHLINE SEE SHEET TMP-09



PHASE 2
PLAN SHEET

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TIP NO. B-5783	SHEET NO. TMP-09
APPROVED: _____	
DATE: _____	
SEAL	
	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
 DAVENPORT <small>HOME OFFICE 119 BROOKSTOWN AVENUE, SUITE PH1 WINSTON-SALEM, NC 27101 336.744.1636 www.davenportnc.com NCBELS FIRM LICENSE NO. C-2522</small>	

TEMPORARY SHORING NO. 1

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

TEMPORARY SHORING IS REQUIRED FOR THE END BENT CONSTRUCTION FROM STATION 20+14.75 ±-SBL-, 21' RT, TO STATION 20+58.50 ±-SBL-, 21' RT.

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

DESIGN TEMPORARY SHORING FROM STATION 20+14.75 ±-SBL-, 21' RT, TO STATION 20+58.50 ±-SBL-, 21' RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT = 120 LB/CF
- FRICTION ANGLE = 30 DEGREES
- COHESION = 0 LBSF
- GROUNDWATER ELEVATION = 885 FT

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION 20+14.75 ±-SBL-, 21' RT, TO STATION 20+58.50 ±-SBL-, 21' RT MAY NOT PENETRATE BELOW ELEVATION 873 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 20+14.75 ±-SBL-, 21' RT, TO STATION 20+58.50 ±-SBL-, 21' RT.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION 20+14.75 ±-SBL-, 21' RT, TO STATION 20+58.50 ±-SBL-, 21' RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

TEMPORARY SHORING NO. 2

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

TEMPORARY SHORING IS REQUIRED FOR THE END BENT CONSTRUCTION FROM STATION 22+21.25 ±-SBL-, 21' RT, TO STATION 22+65.00 ±-SBL-, 21' RT.

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

DESIGN TEMPORARY SHORING FROM STATION 22+21.25 ±-SBL-, 21' RT, TO STATION 22+65.00 ±-SBL-, 21' RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT = 120 LB/CF
- FRICTION ANGLE = 30 DEGREES
- COHESION = 0 LB/SF
- GROUNDWATER ELEVATION = 885 FT

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION 22+21.25 ±-SBL-, 21' RT, TO STATION 22+65.00 ±-SBL-, 21' RT MAY NOT PENETRATE BELOW ELEVATION 890 FT DUE TO OBSTRUCTIONS, VERY DENSE OR HARD SOIL, BOULDERS OR WEATHERED OR HARD ROCK.

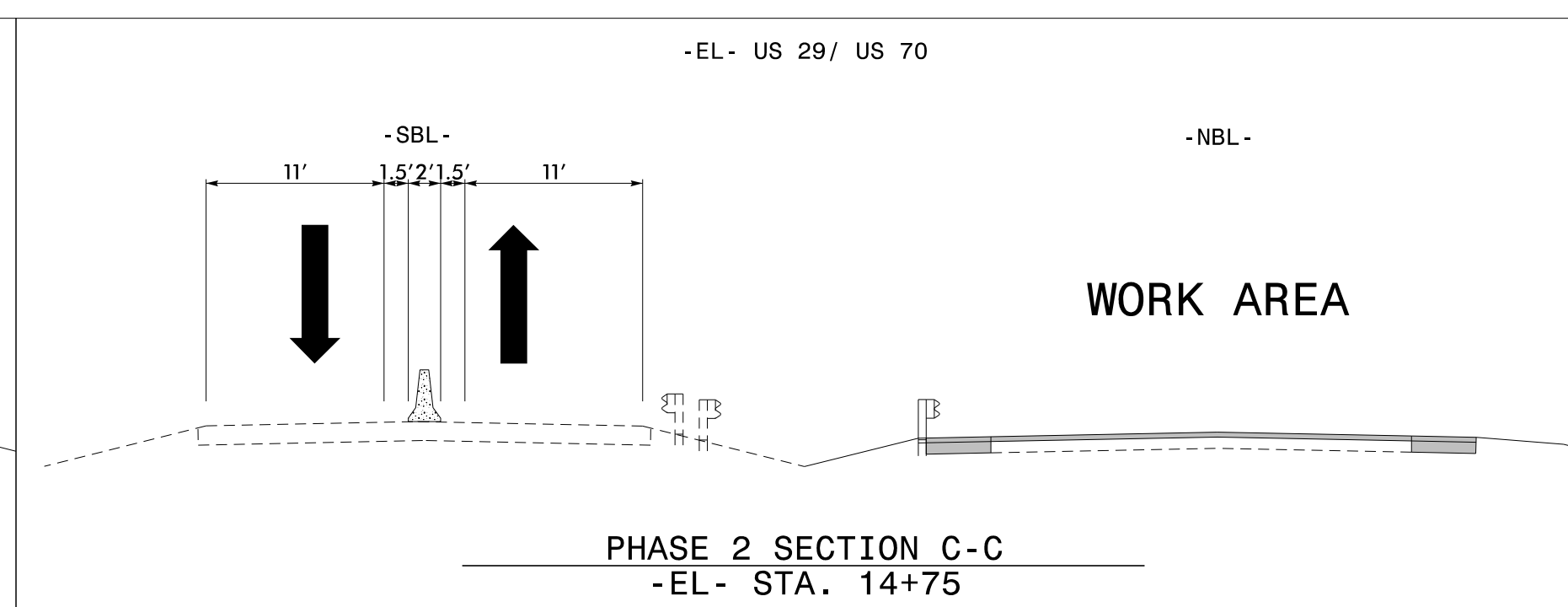
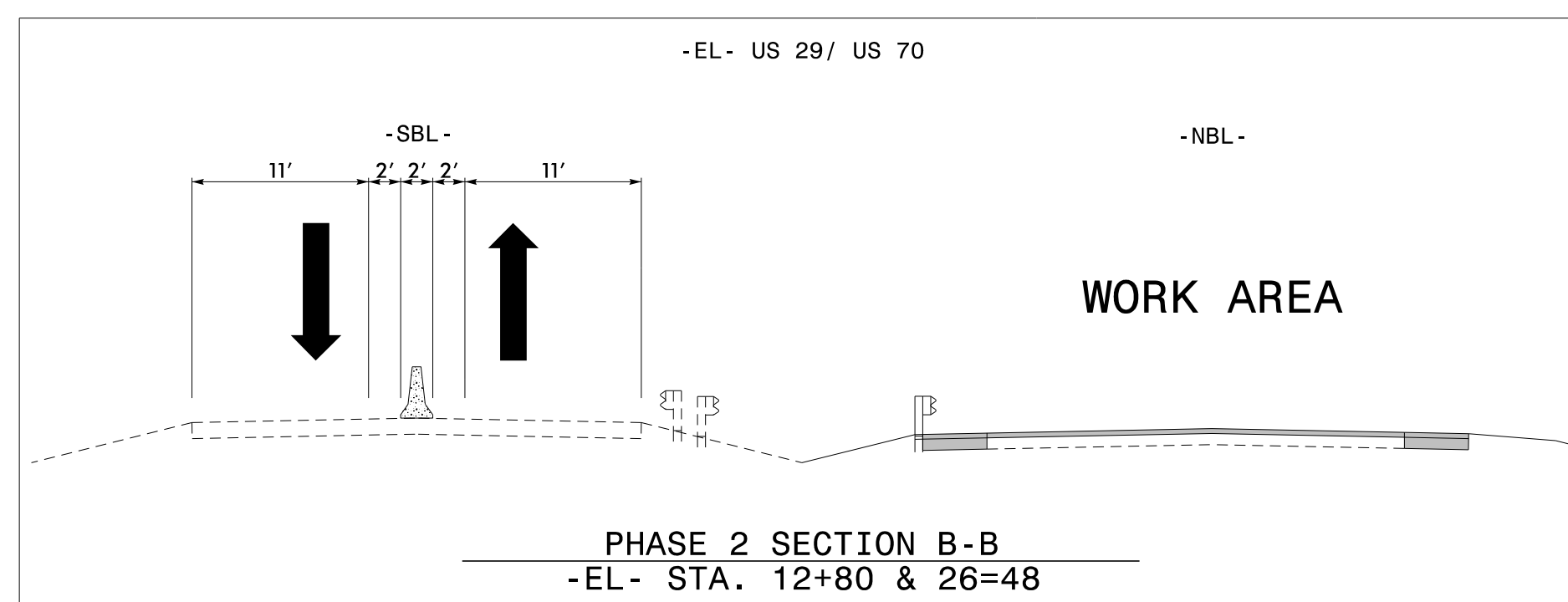
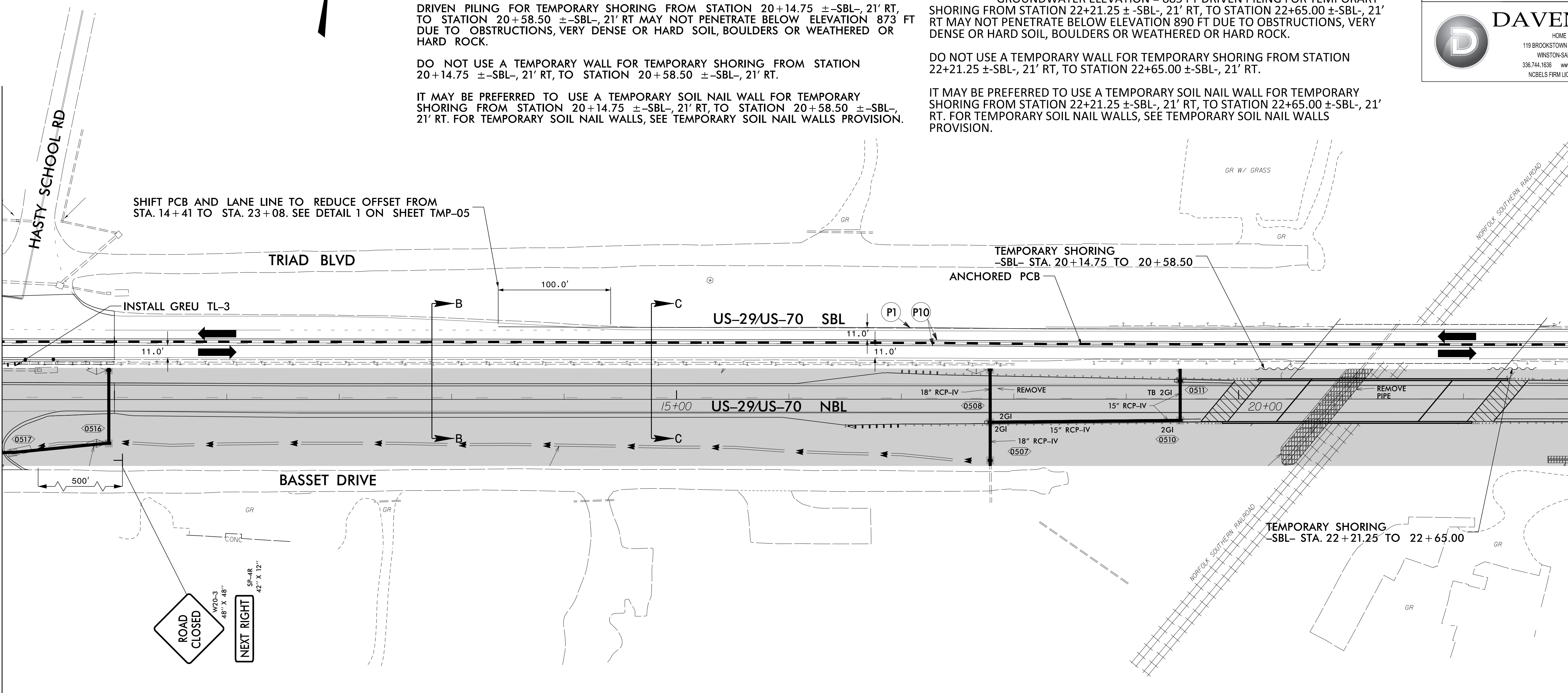
DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 22+21.25 ±-SBL-, 21' RT, TO STATION 22+65.00 ±-SBL-, 21' RT.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION 22+21.25 ±-SBL-, 21' RT, TO STATION 22+65.00 ±-SBL-, 21' RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

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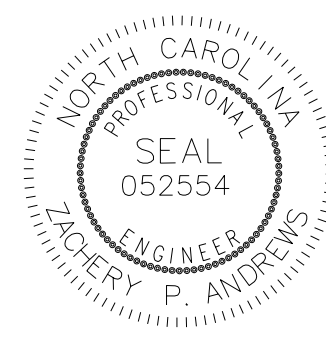

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MATCHLINE SEE SHEET TMP-10



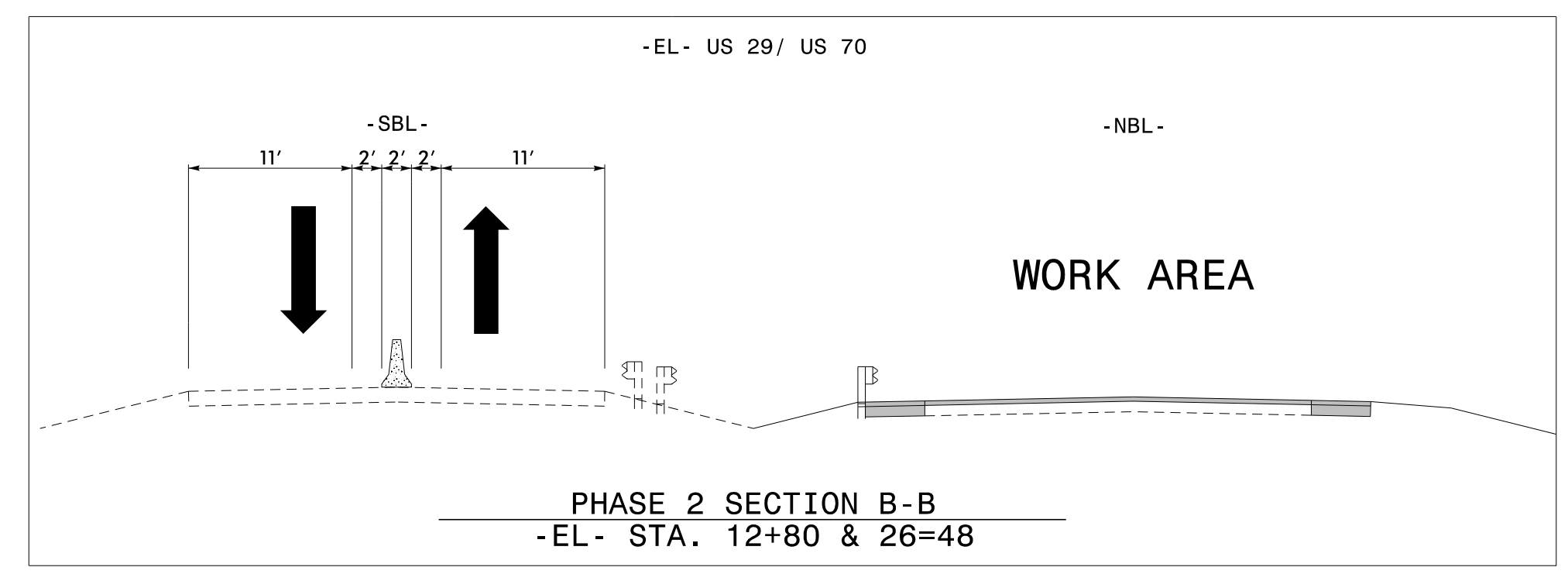
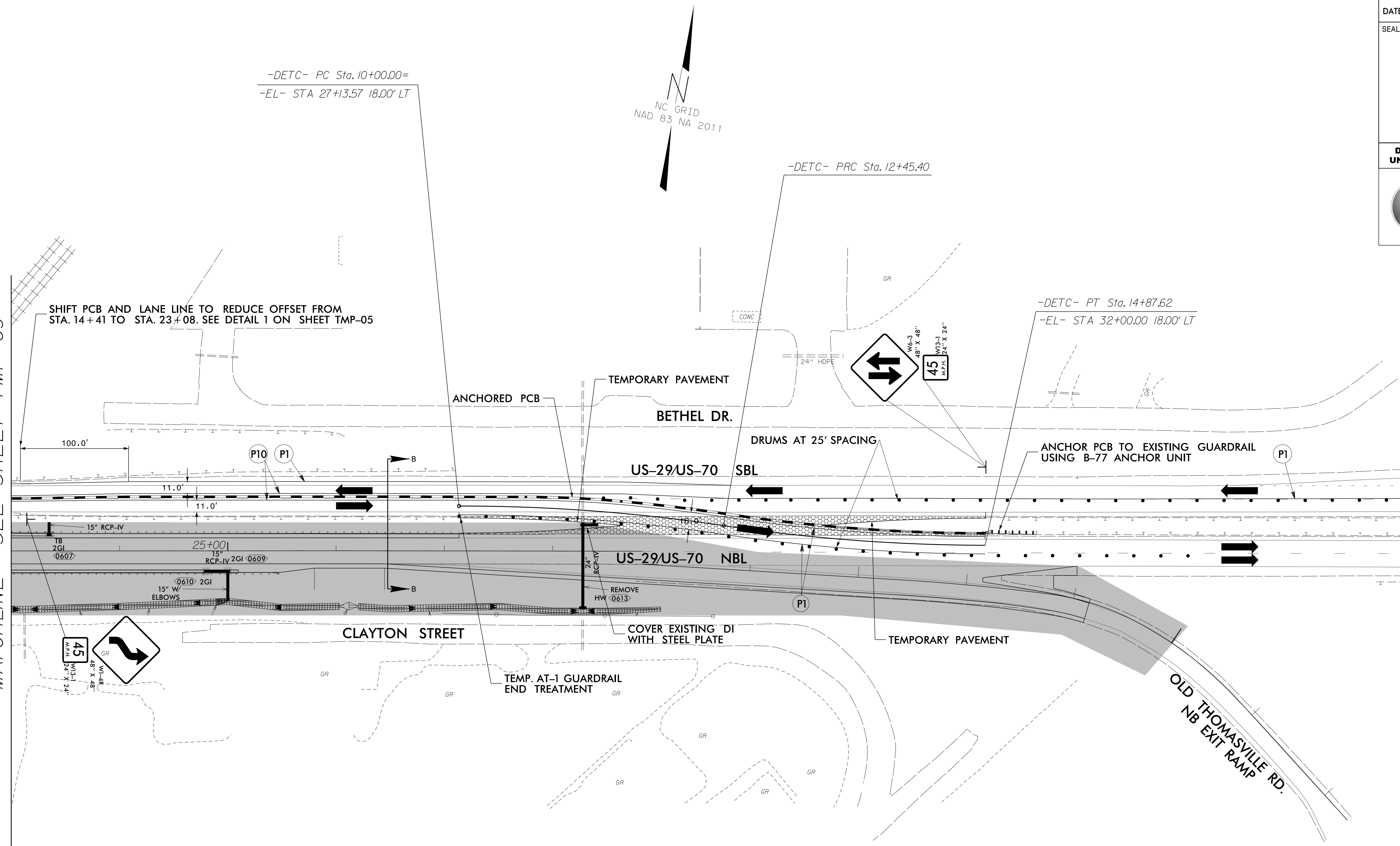
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TIP NO. B-5783	SHEET NO. TMP-10
APPROVED: <i>Jack Andrews</i> CDD048932FC4FE	
DATE: 04/12/2023	
SEAL 	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
 DAVENPORT HOME OFFICE 119 BROOKSTOWN AVENUE, SUITE PH1 WINSTON-SALEM, NC 27101 336.744.1636 www.davenportfd.com NCBELS FIRM LICENSE NO. C-2522	



MATCHLINE SEE SHEET TMP-09

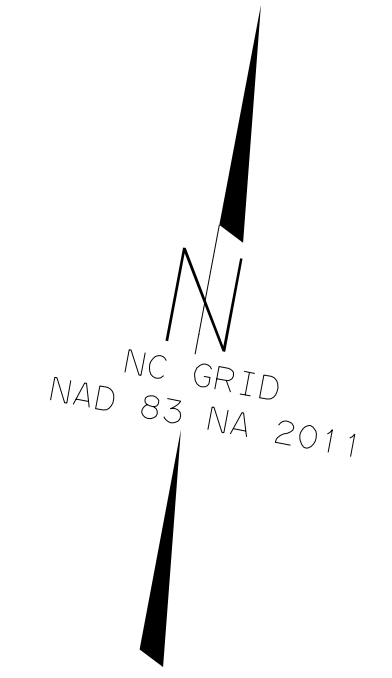
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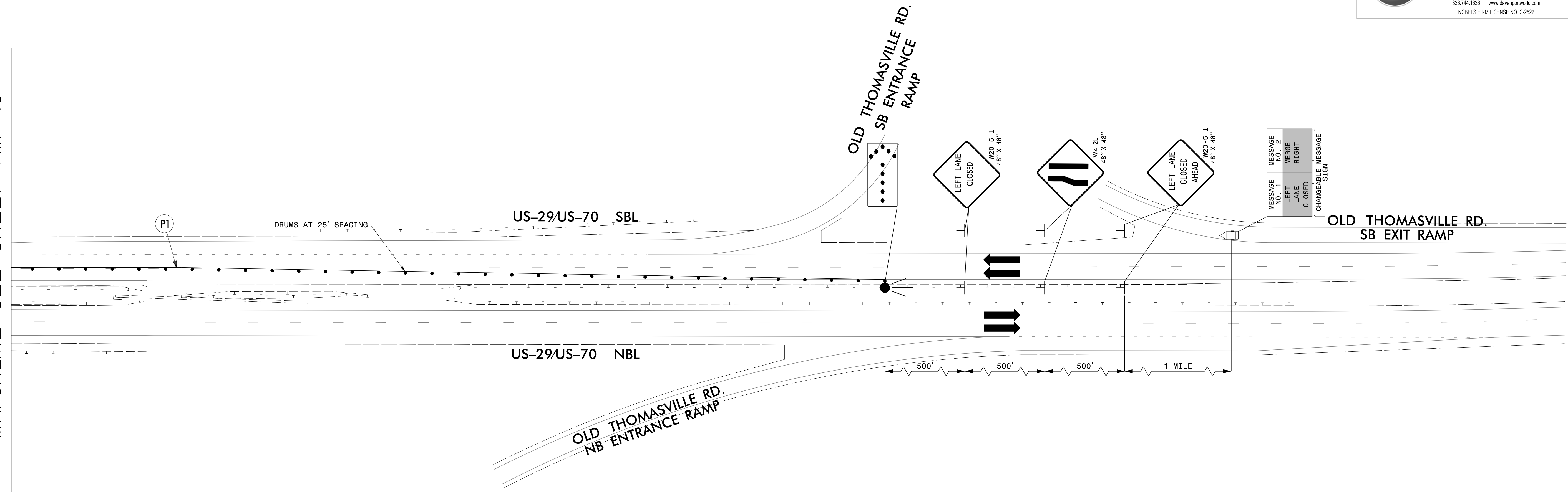
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TIP NO. B-5783	SHEET NO. TMP-11
APPROVED: <i>Zach Andrews</i> CDD048932FC4FE..	
DATE: 04/12/2023	
SEAL 	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
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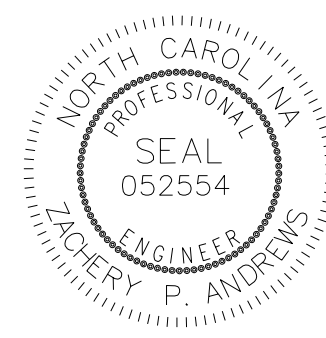



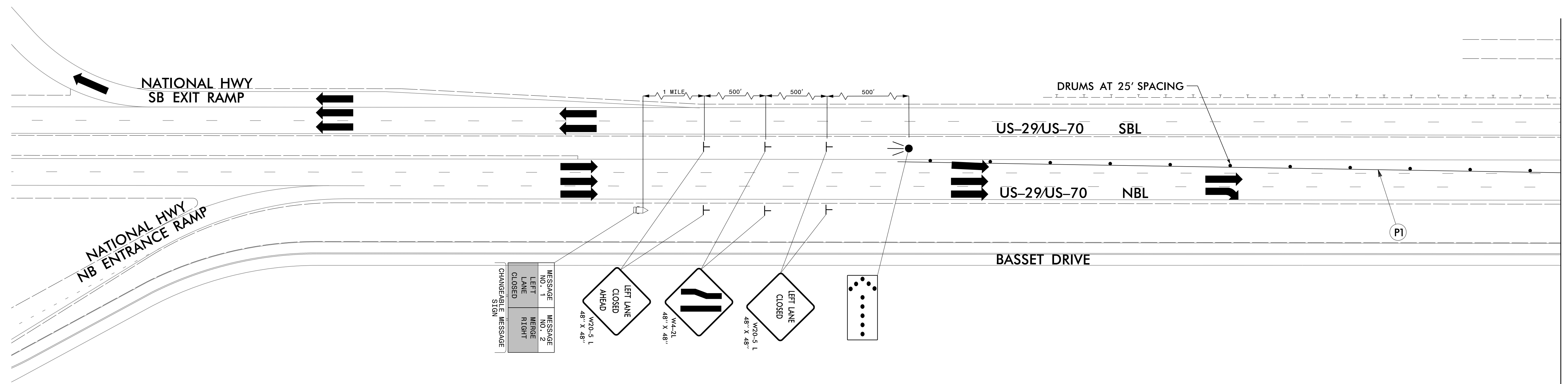
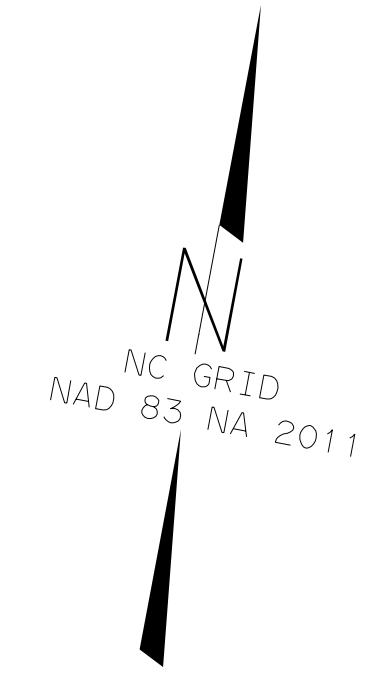
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**PHASE 2
PLAN SHEET**



TIP NO. B-5783	SHEET NO. TMP-12
APPROVED: <i>Zach Andrews</i> <small>DocuSigned by: Zach Andrews C8DD948932FC4FE..</small>	
DATE: 04/12/2023	
SEAL 	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
 DAVENPORT <small>HOME OFFICE 119 BROCKSTOWN AVENUE, SUITE PH1 WINSTON-SALEM, NC 27101 336.744.1636 www.davenportfd.com NCBELS FIRM LICENSE NO. C-2522</small>	

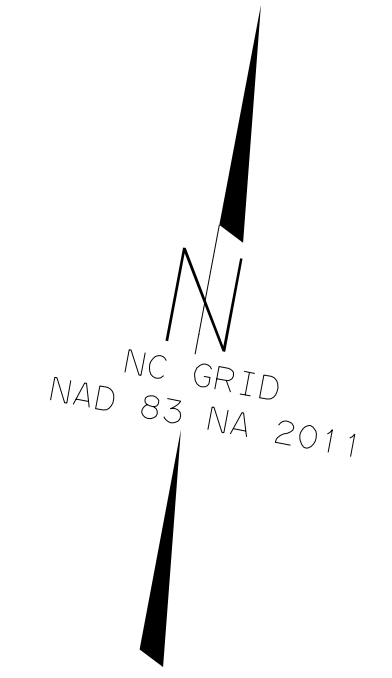


MATCHLINE SEE SHEET TMP-13

**PHASE 3
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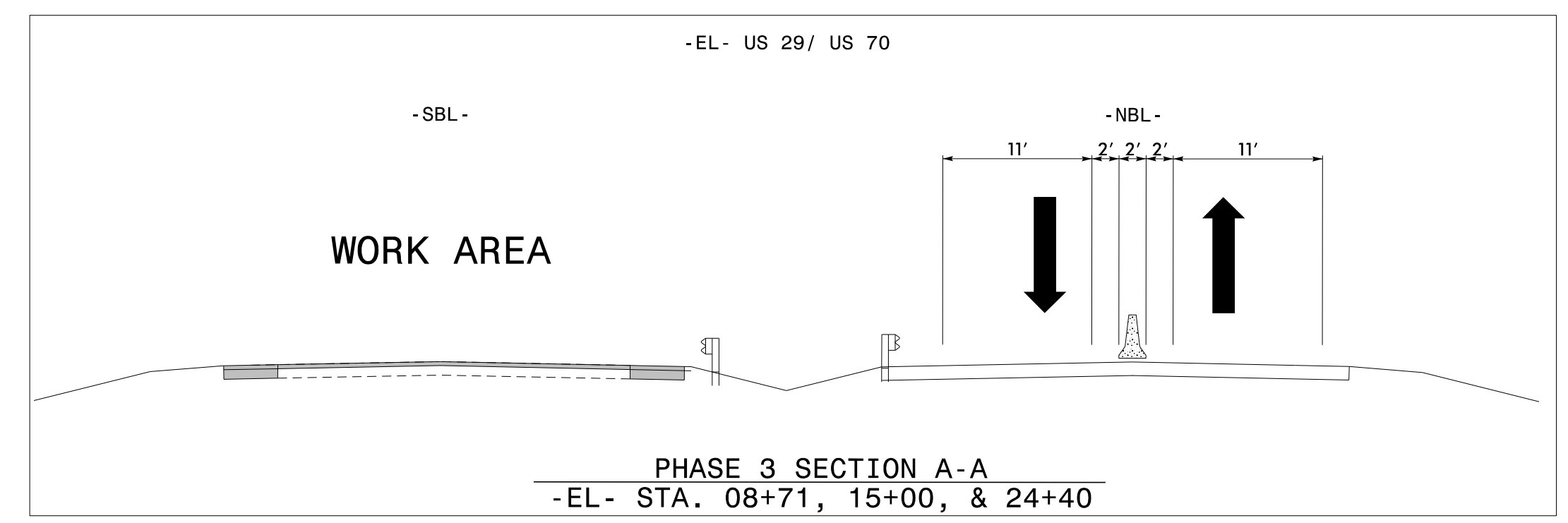
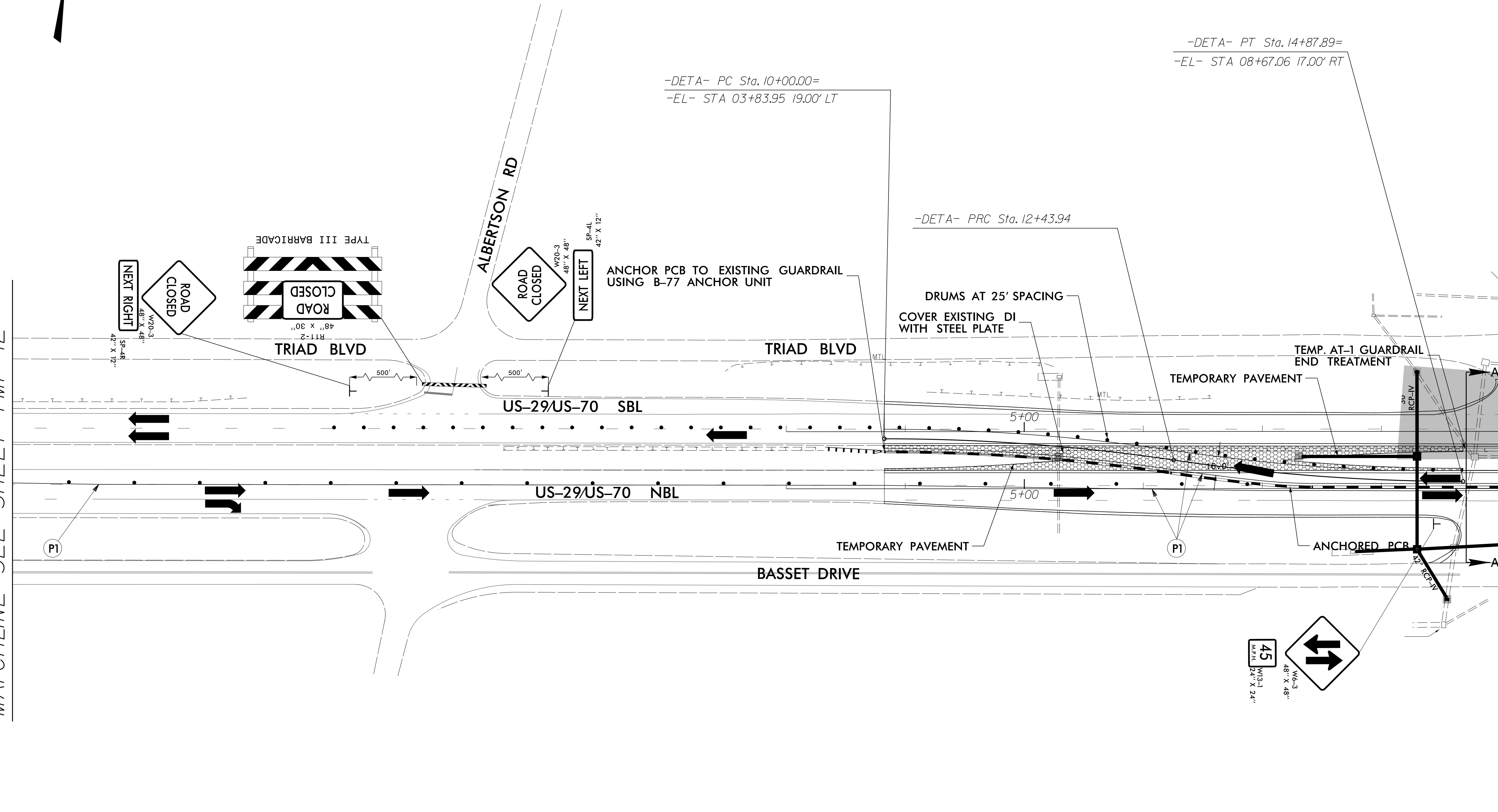
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TIP NO. B-5783	SHEET NO. TMP-13
APPROVED: <i>Jack Andrews</i> CDD048932FC4FE..	
DATE: 04/12/2023	
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DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
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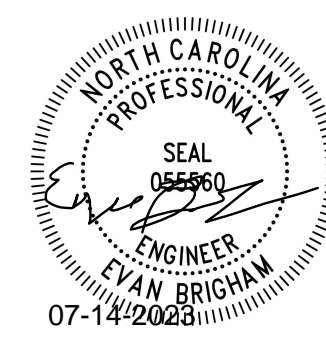

MATCHLINE SEE SHEET TMP-12

MATCHLINE SEE SHEET TMP-14



**PHASE 3
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APPROVED: _____	
DATE: _____	
SEAL	
	
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TEMPORARY SHORING NO. 1

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

TEMPORARY SHORING IS REQUIRED FOR THE END BENT CONSTRUCTION FROM STATION 20+14.75 ±-SBL-, 21' RT, TO STATION 20+58.50 ±-SBL-, 21' RT.

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

DESIGN TEMPORARY SHORING FROM STATION 20+14.75 ±-SBL-, 21' RT, TO STATION 20+58.50 ±-SBL-, 21' RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT = 120 LB/CF
- FRICTION ANGLE = 30 DEGREES
- COHESION = 0 LBSF
- GROUNDWATER ELEVATION = 885 FT

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION 20+14.75 ±-SBL-, 21' RT, TO STATION 20+58.50 ±-SBL-, 21' RT MAY NOT PENETRATE BELOW ELEVATION 873 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 20+14.75 ±-SBL-, 21' RT, TO STATION 20+58.50 ±-SBL-, 21' RT.

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TEMPORARY SHORING NO. 2

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

TEMPORARY SHORING IS REQUIRED FOR THE END BENT CONSTRUCTION FROM STATION 22+21.25 ±-SBL-, 21' RT, TO STATION 22+65.00 ±-SBL-, 21' RT.

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

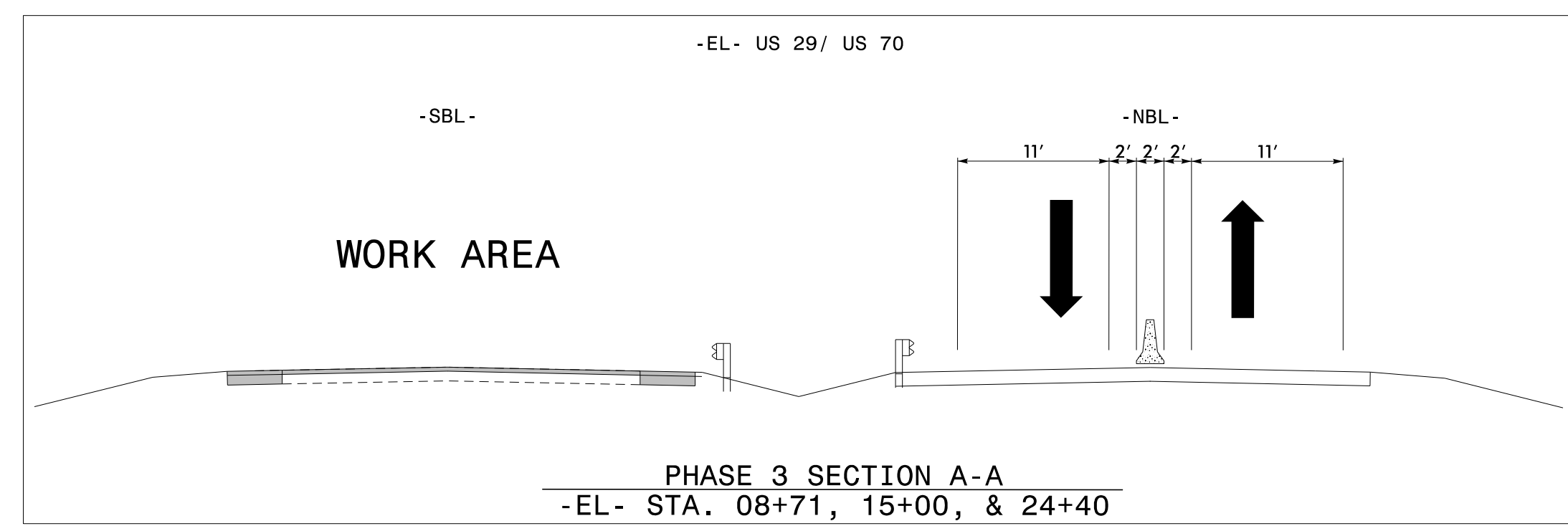
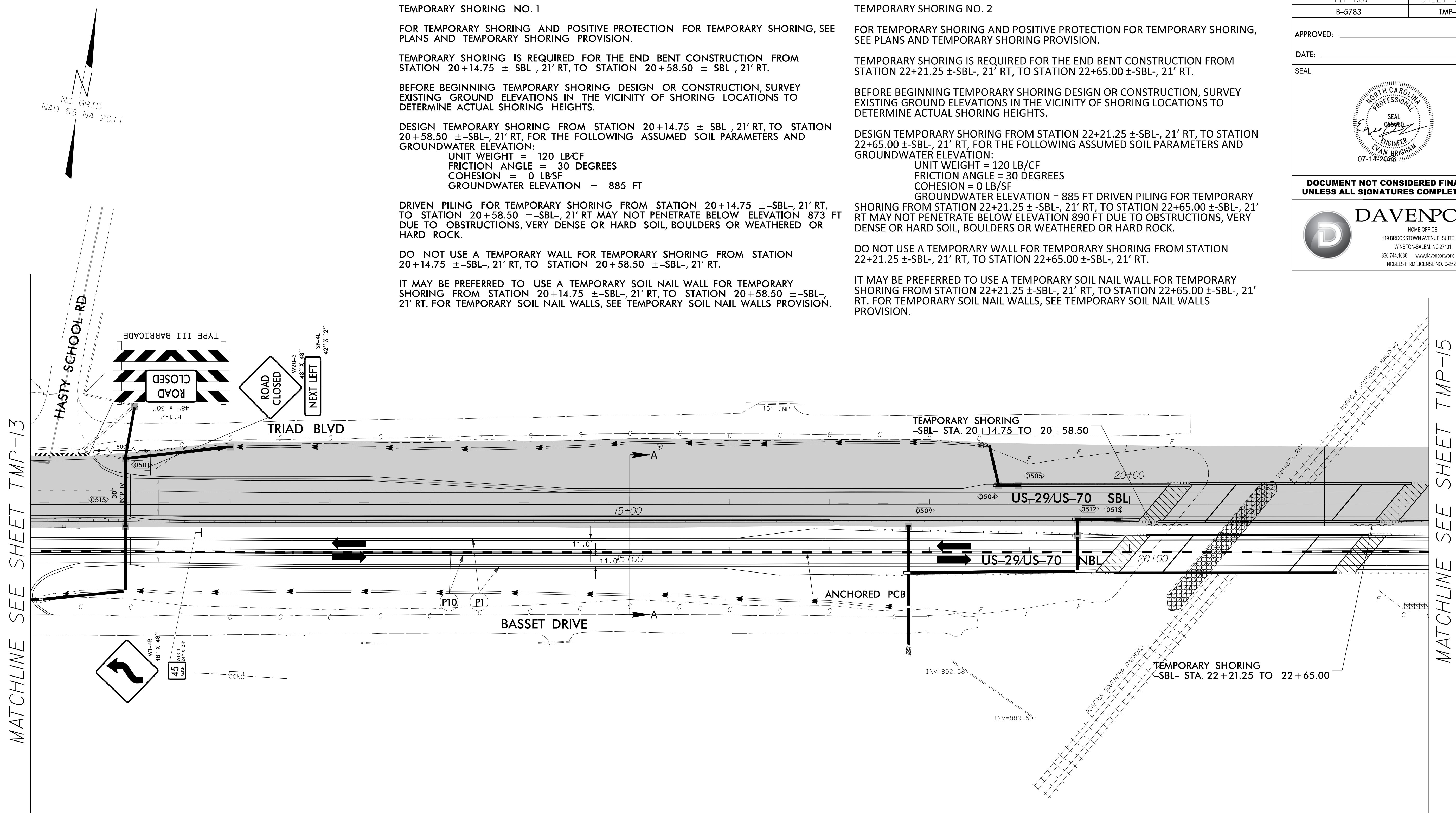
DESIGN TEMPORARY SHORING FROM STATION 22+21.25 ±-SBL-, 21' RT, TO STATION 22+65.00 ±-SBL-, 21' RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

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DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 22+21.25 ±-SBL-, 21' RT, TO STATION 22+65.00 ±-SBL-, 21' RT.

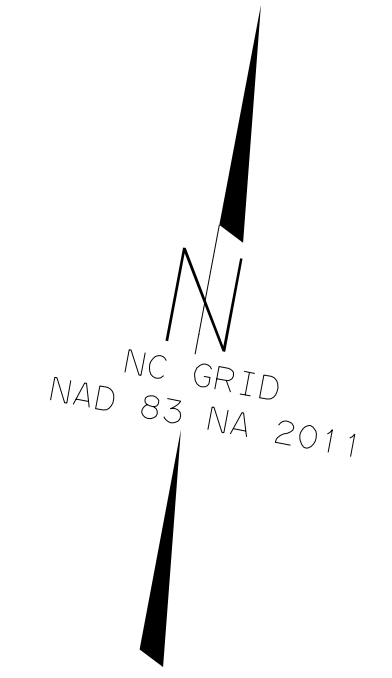
IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION 22+21.25 ±-SBL-, 21' RT, TO STATION 22+65.00 ±-SBL-, 21' RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.



**PHASE 3
PLAN SHEET**

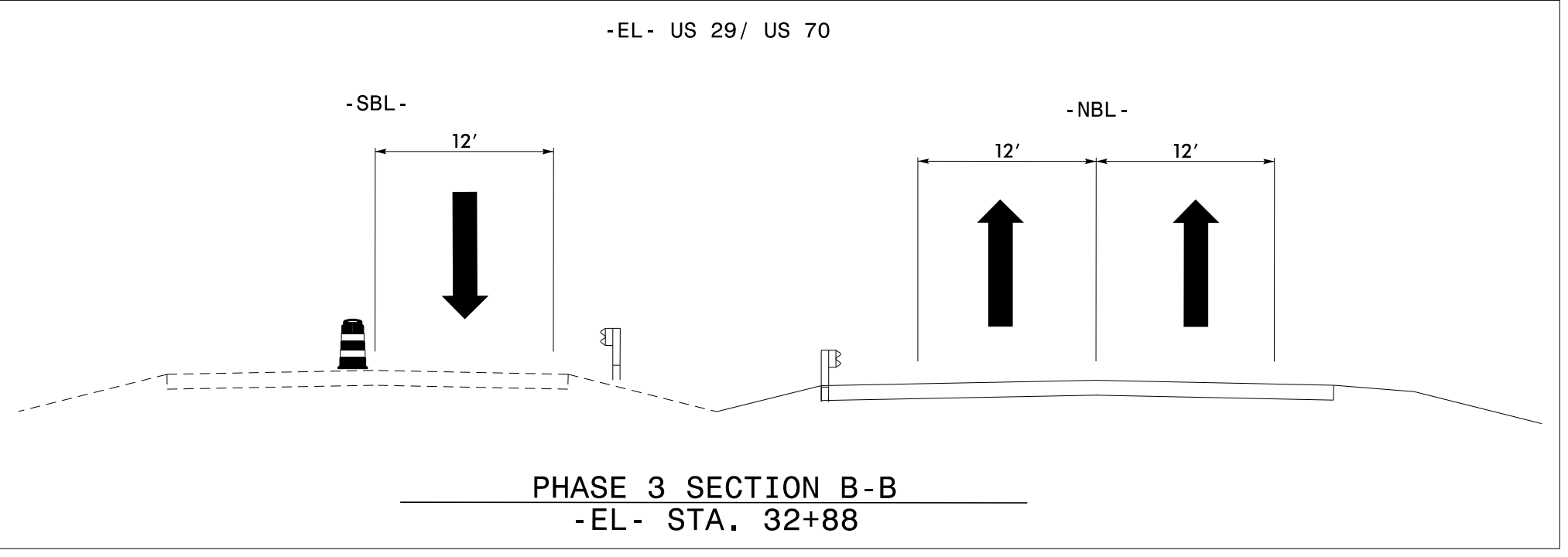
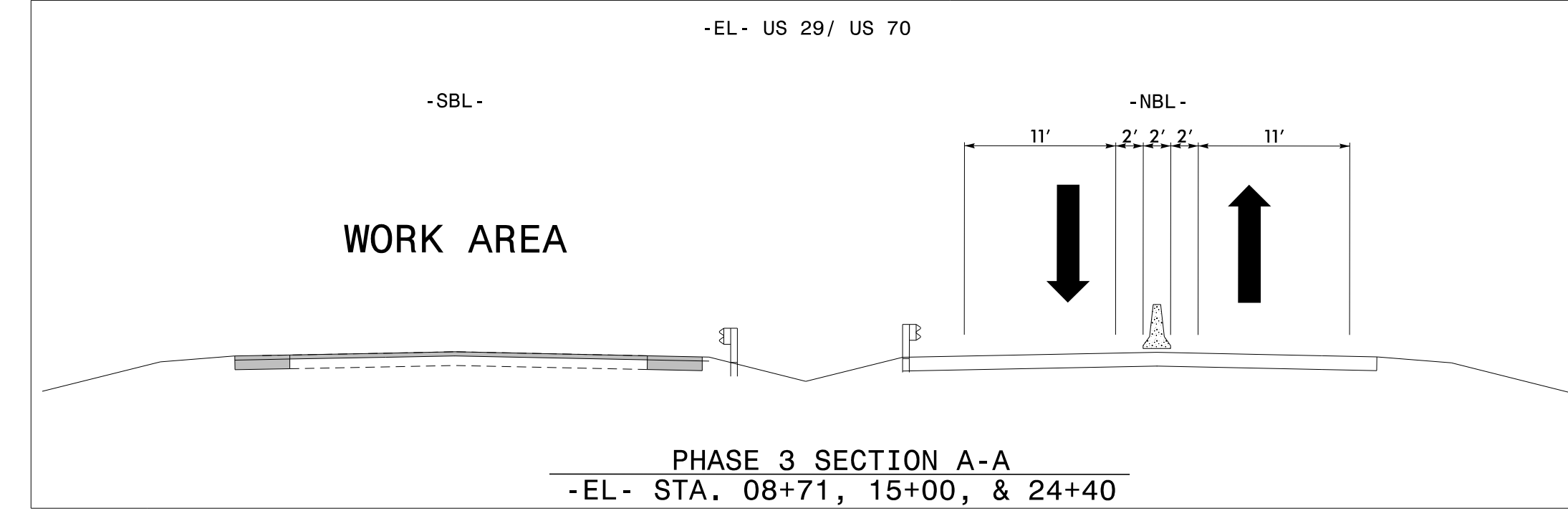
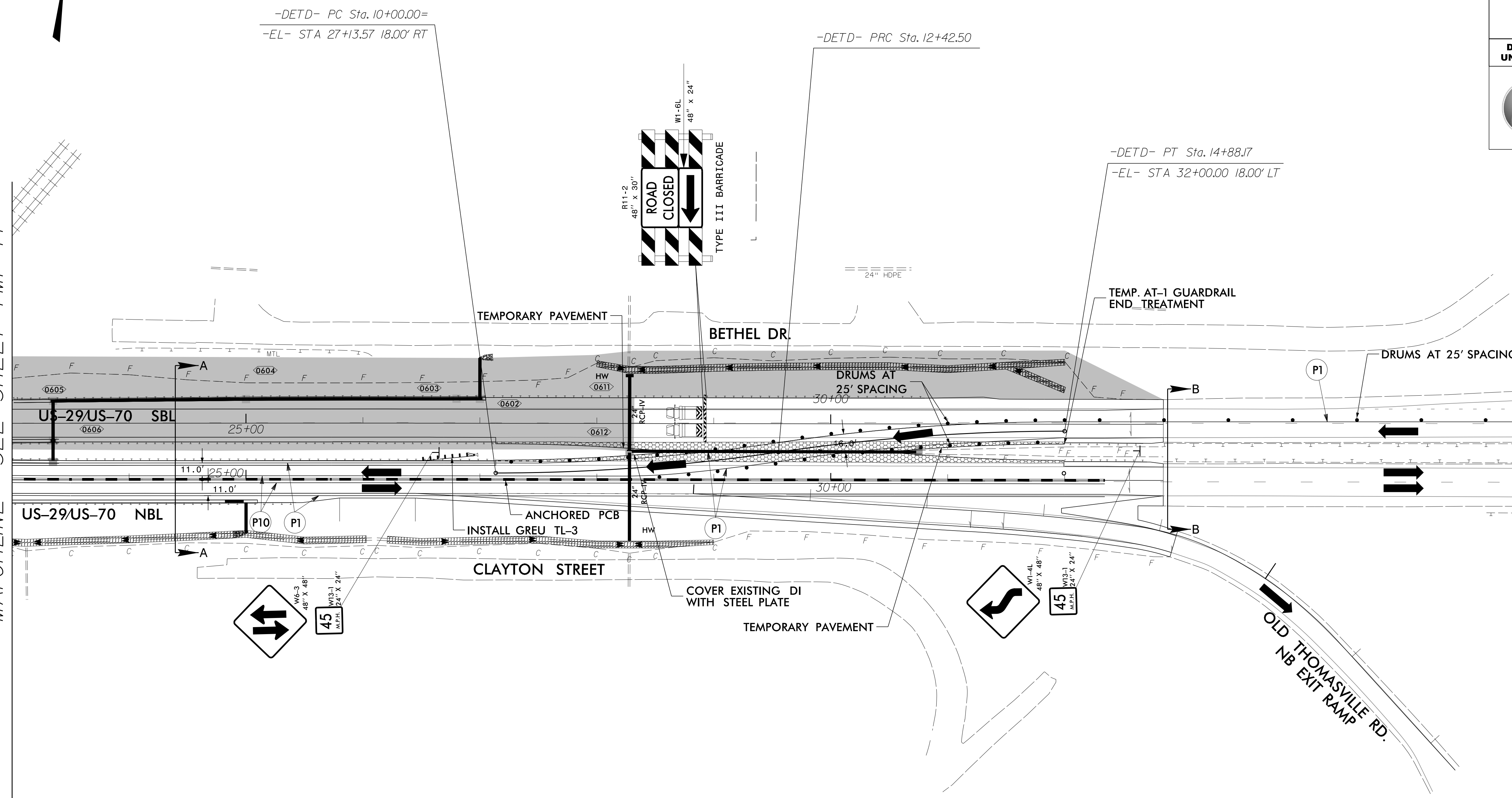
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 DAVENPORT\DAVENPORT\WORLD

TIP NO. B-5783	SHEET NO. TMP-15
APPROVED: <i>Jack Andrews</i> CDD048932FC4FE	
DATE: 04/12/2023	
SEAL 	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
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MATCHLINE SEE SHEET TMP-14

MATCHLINE SEE SHEET TMP-16



PHASE 3
PLAN SHEET

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