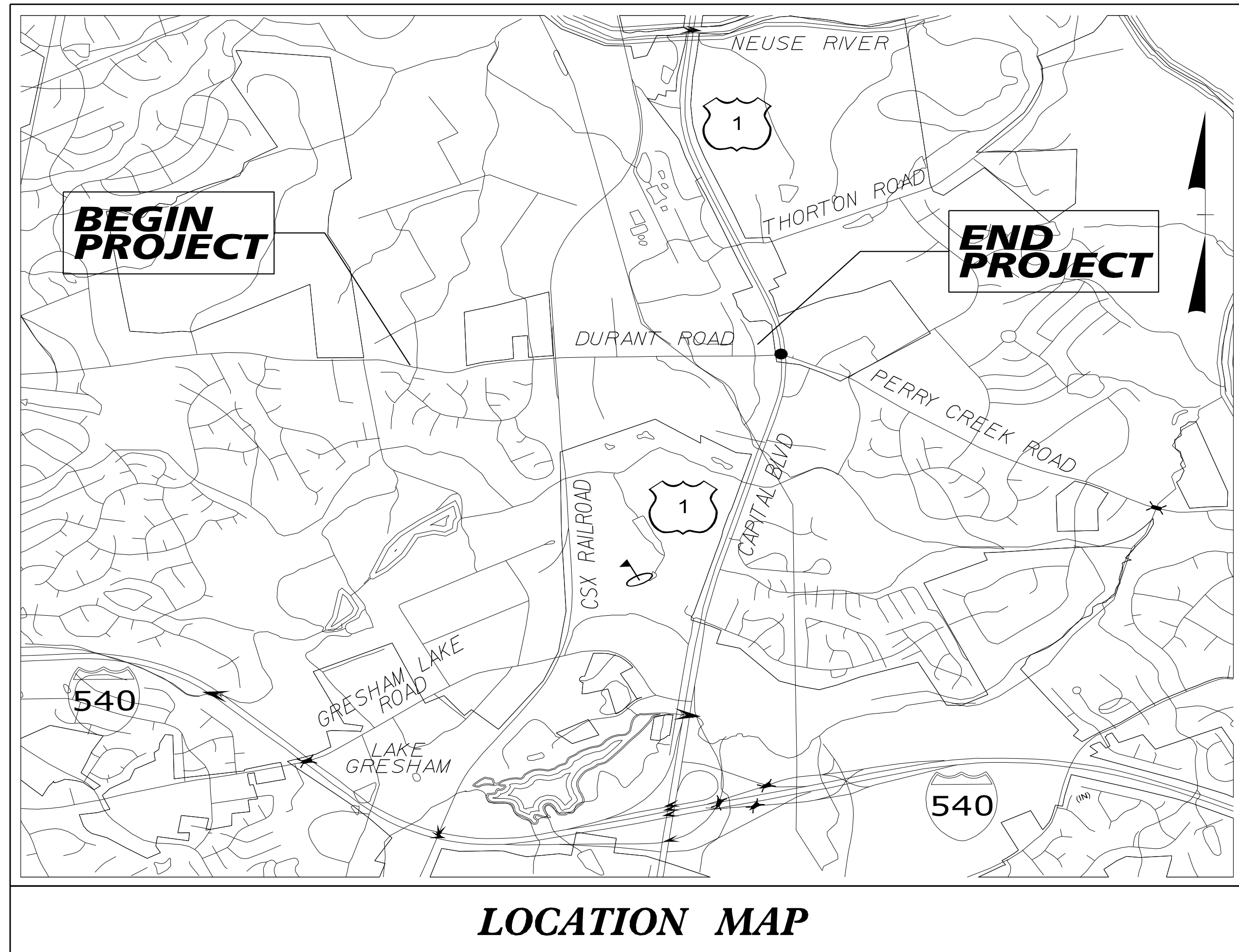
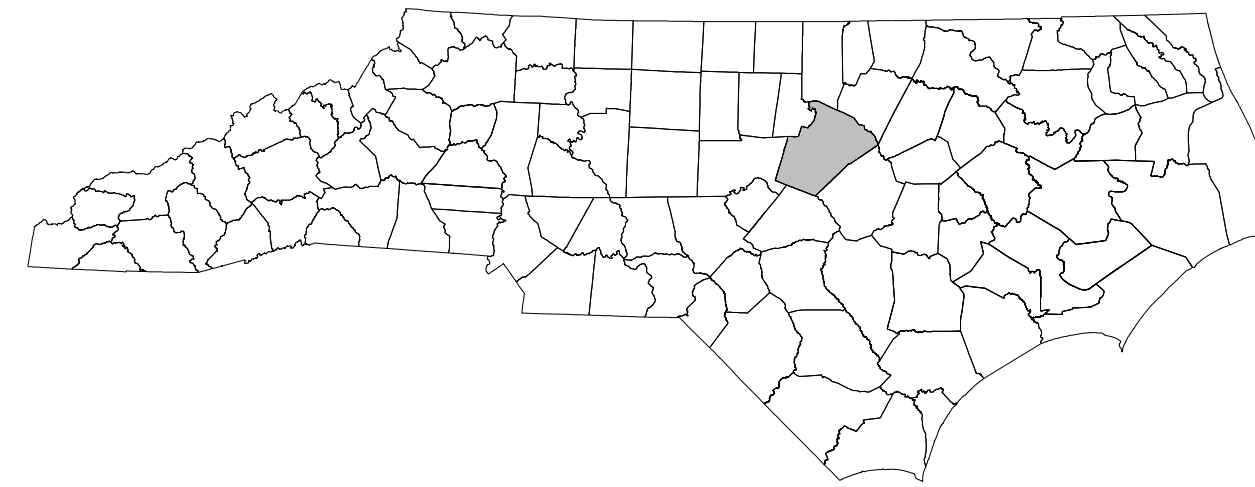


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

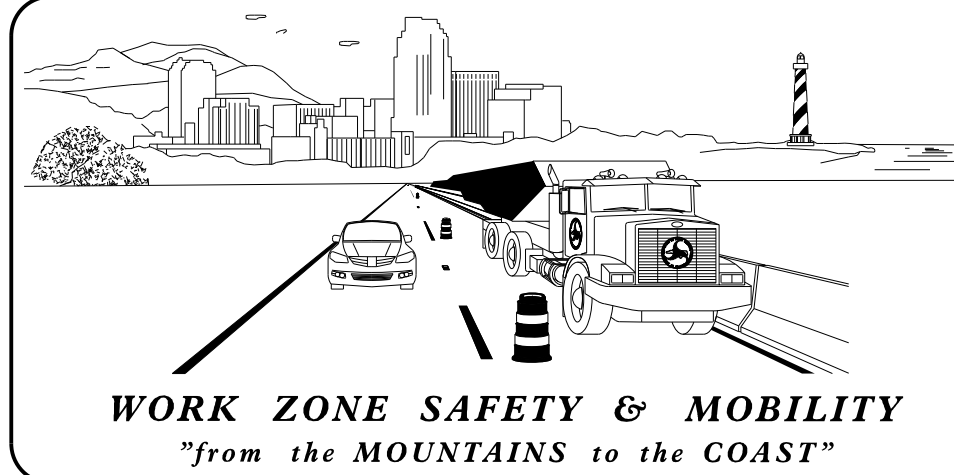
TRANSPORTATION MANAGEMENT PLAN

WAKE COUNTY



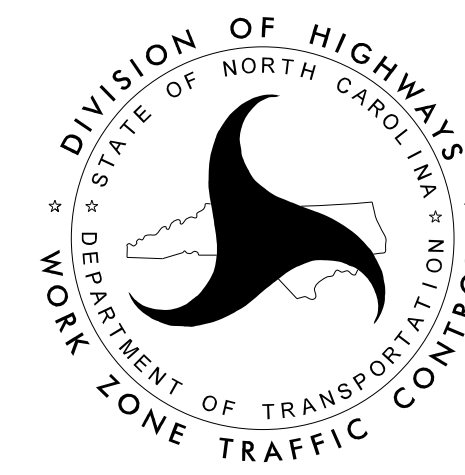
LOCATION MAP

LOCATION: PROPOSED GRADE-SEPARATION OF DURANT ROAD (SR 2006) **TYPE OF WORK:** GRADING, DRAINAGE, PAVING, AND STRUCTURES
OVER CSX S LINE RAILROAD IN RALEIGH



N.C.D.O.T. WORK ZONE TRAFFIC CONTROL
1561 MAIL SERVICE CENTER (MSC) RALEIGH, NC 27699-1561
750 N. GREENFIELD PARKWAY, GARNER, NC 27529 (DELIVERY)
PHONE: (919) 773-2800 FAX: (919) 771-2745

J. E. HUMMER, P.E. STATE TRAFFIC MANAGEMENT ENGINEER
DON PARKER, P.E. STATE WORK ZONE ENGINEER
MIKE H. STEELMAN TRAFFIC CONTROL PROJECT DESIGN ENGINEER
TRAFFIC CONTROL DESIGN ENGINEER



PLAN PREPARED FOR NCDOT BY:

BOB A. MAY, P.E. PROJECT ENGINEER
JESSE W. GILSTRAP TRAFFIC CONTROL ENGINEER
SCOTT L. KENNEDY TRAFFIC CONTROL ENGINEER

APPROVED: Bob A. May
DATE: 9/13/2021

SEAL

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INDEX OF SHEETS

SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, TEMPORARY PAVEMENT MARKING SCHEDULE AND LEGEND
TMP-1B THRU TMP-1E	MANAGEMENT STRATEGIES AND GENERAL NOTES
TMP-2	SPECIAL SIGN DESIGN(S)
TMP-2A	OFF-SITE DETOURS
TMP-2B	TEMPORARY SHORING NOTES
TMP-2C	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-2D	SEQUENTIAL FLASHING WARNING LIGHTS
TMP-3 THRU TMP-3B	PHASING
TMP-4 THRU TMP-6	PHASE I
TMP-7 THRU TMP-12	PHASE II

SHEET NO.
TMP-1

TIP PROJECT: P-5720

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ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" - PROJECT SERVICES UNIT - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2024 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
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
1130.01	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGERS
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY DRUMS
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.02	PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.07	PAVEMENT MARKINGS - PEDESTRIAN CROSSWALKS
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.11	PAVEMENT MARKINGS - RAILROAD CROSSINGS
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
- DIRECTION OF PEDESTRIAN TRAFFIC FLOW
- EXIST. PVMT.
- NORTH ARROW
- PROPOSED PVMT.
- TEMP. SHORING (LOCATION PURPOSES ONLY)

- WORK AREA
- WORK AREA
- ON GOING CONSTRUCTION
- REMOVAL

SIGNALS

- EXISTING
- PROPOSED
- TEMPORARY

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

TRAFFIC CONTROL DEVICES

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

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

PAVEMENT MARKERS

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

PAVEMENT MARKING SYMBOLS

- PAVEMENT MARKING SYMBOLS

TEMPORARY PAVEMENT MARKING

- PAINT (4")**
- PA WHITE EDGELINE
 - PC 10' WHITE SKIP
 - PD 3FT.-9FT./SP WHITE MINI-SKIP
 - PE WHITE SOLID LANE LINE
 - PF 10' YELLOW SKIP
 - PH YELLOW SINGLE CENTER
 - PI YELLOW DOUBLE CENTER
 - P8 2FT.-6FT./SP WHITE MINI-SKIP
 - P9 2FT.-6FT./SP YELLOW MINI-SKIP
- PAINT (8")**
- PP YELLOW DIAGONAL
 - PQ WHITE CROSSWALK LINE
- PAINT (12")**
- PV YELLOW DIAGONAL
- PAINT (16")**
- P1 WHITE LINE, RR

- PAINT (24")**
- P2 WHITE STOP-BAR
- PAINT SYMBOLS**
- QA LEFT TURN ARROW
 - QB RIGHT TURN ARROW
 - QC STRAIGHT ARROW
 - QE COMBO. STRAIGHT/RIGHT ARROW
 - QI ALPHANUMERIC CHAR.
- COLD APPLIED PLASTIC 4" (TYPE 4)-REM. TAPE**
- CC 10' WHITE SKIP
 - CE WHITE SOLID LANE LINE
 - CF 10' YELLOW SKIP
 - CH YELLOW SINGLE CENTER
- TEMPORARY RAISED MARKERS**
- MH YELLOW & YELLOW
 - MI CRYSTAL & RED

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12/11/2023
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MANAGEMENT STRATEGIES

GENERAL NOTES / LOCAL NOTES

CONSTRUCTION

CONSTRUCT PROPOSED DURANT ROAD OVERPASS OVER CSX RAILROAD ON NEW ALIGNMENT.

TMP DESIGN PARAMETERS

THIS PROJECT CONTAINS DAILY LANE, HOLIDAYS AND SPECIAL EVENTS RESTRICTIONS (SEE SHEETS TMP-1B).

GENERAL SEQUENCE OF CONSTRUCTION

PHASE I:

- CONSTRUCT WESTERN SECTION OF PROPOSED SIDEWALK ON NORTH SIDE OF DURANT ROAD (-L-).
- PLACE EXISTING DURANT ROAD INTO A TEMPORARY FOUR/FIVE-LANE, TWO-WAY TRAFFIC PATTERN AND CONSTRUCT PROPOSED DURANT ROAD, INCLUDING PROPOSED BRIDGE, UTILIZING TEMPORARY 2:1 SLOPES & TEMPORARY SHORING.

CSX RAILROAD PROCEDURES WILL BE ADHERED TO FOR BRIDGE CONSTRUCTION OVER RAILROAD.

USE EXISTING SIDEWALKS ON THE SOUTH SIDE OF DURANT ROAD TO MAINTAIN PEDESTRIAN TRAFFIC.
- CONSTRUCT PROPOSED ACCESS ROAD (-Y2-) AND DRIVEWAYS (-DRW1-/-DRW2-) WHILE MAINTAINING ACCESS DURING CONSTRUCTION.

PHASE II:

- UNDER ICTS:
 - CONSTRUCT TIE-IN OF PROPOSED DURANT ROAD TO EXISTING AND OPEN TO A TEMPORARY FOUR/FIVE-LANE, TWO-WAY TRAFFIC PATTERN. USE PROPOSED SIDEWALKS ON THE NORTH SIDE OF PROPOSED DURANT ROAD TO MAINTAIN PEDESTRIAN TRAFFIC.
 - UTILIZING AN OFF-SITE DETOUR CONSTRUCT PROPOSED LESLIESHIRE DRIVE (-Y3-) AND OPEN TO TRAFFIC.
 - CONSTRUCT PROPOSED GARVEY DRIVE (-Y4-) WHILE MAINTAINING ACCESS AND OPEN TO TRAFFIC.
- CONSTRUCT REMAINDER OF PROPOSED DURANT ROAD AND HAWKSMOOR DRIVE (-Y1-).

PHASE III:

- PAVE THE FINAL LAYER OF SURFACE COURSE, PLACE FINAL PAVEMENT MARKINGS/MARKERS AND OPEN TO FINAL TRAFFIC PATTERN.

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

THE FOLLOWING GENERAL NOTES APPLY AT ALL TIMES FOR THE DURATION OF THE CONSTRUCTION PROJECT EXCEPT WHEN OTHERWISE NOTED IN THE PLAN OR DIRECTED BY THE ENGINEER.

TIME RESTRICTIONS

A) DO NOT CLOSE OR NARROW TRAVEL LANES AS FOLLOWS:

<u>ROAD NAME</u>	<u>DAY AND TIME RESTRICTIONS</u>
1. DURANT ROAD	6:00 AM TO 9:00 AM & 4:00 PM TO 7:00 PM MONDAY THROUGH FRIDAY,

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

- | <u>ROAD NAME</u> | <u>HOLIDAY</u> |
|------------------|--|
| 1. DURANT ROAD | 1. FOR ANY UNEXPECTED OCCURRENCE THAT CREATE UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.

2. FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00 AM DECEMBER 31st TO 7:00 PM JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 7:00 PM THE FOLLOWING TUESDAY.

3. FOR EASTER, BETWEEN THE HOURS OF 6:00 AM THURSDAY AND 7:00 PM MONDAY.

4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 AM FRIDAY TO 7:00 PM TUESDAY.

5. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 AM THE DAY BEFORE INDEPENDENCE DAY AND 7:00 PM THE DAY AFTER INDEPENDENCE DAY.

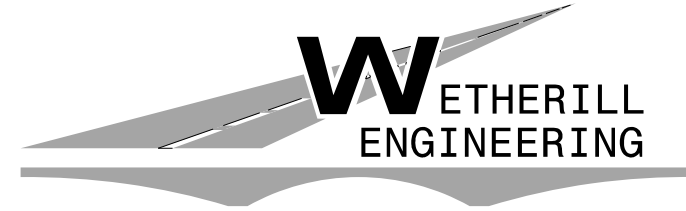


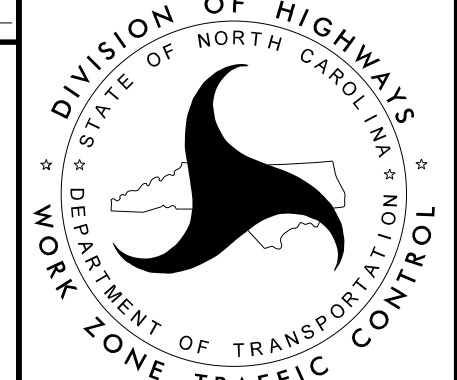
IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN BETWEEN THE HOURS OF 6:00 AM THE THURSDAY BEFORE INDEPENDENCE DAY AND 7:00 PM THE TUESDAY AFTER INDEPENDENCE DAY.

6. FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 AM FRIDAY AND 7:00 PM TUESDAY.

7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 AM TUESDAY TO 7:00 PM MONDAY.

8. FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 AM THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 7:00 PM THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS. |

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GENERAL NOTES / LOCAL NOTES (CONT)

C) DO NOT STOP TRAFFIC AS FOLLOWS:

<u>ROAD NAME</u>	<u>DAY AND TIME RESTRICTIONS</u>	<u>DURATION AND OPERATION</u>
1. DURANT ROAD	6:00 AM TO 9:30 PM MONDAY THROUGH FRIDAY,	15 MINUTES, TRAFFIC OPERATIONS

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

<u>ROAD NAME</u>	<u>DAY AND TIME RESTRICTIONS</u>
1. DURANT ROAD	6:00 AM TO 9:00 AM & 4:00 PM TO 7:00 PM MONDAY THROUGH FRIDAY,

E) 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

F) REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED, OR AS DIRECTED BY THE ENGINEER.

G) 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.

H) 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.

I) 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.

J) 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.

K) PROVIDE TRAFFIC CONTROL FOR APPROPRIATE LANE CLOSURES FOR SURVEYING DONE BY THE DEPARTMENT.

PAVEMENT EDGE DROP OFF REQUIREMENTS

L) 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 A DROP-OFF AS FOLLOWS:

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

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

BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.

M) 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) 350 FT IN ADVANCE AND A MINIMUM OF ONCE EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

O) 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.

P) 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.

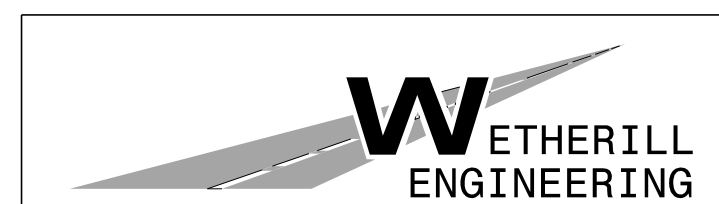
Q) COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROAD WHEN ROAD CLOSURE IS NOT IN OPERATION.

COVER OR REMOVE ALL SIGNS REQUIRED FOR THE OFF-SITE DETOUR WHEN THE DETOUR IS NOT IN OPERATION.

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

S) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 350 FT IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

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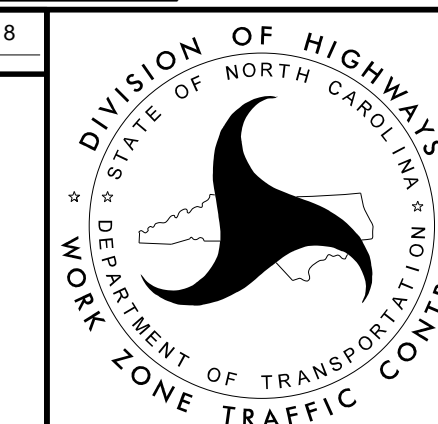
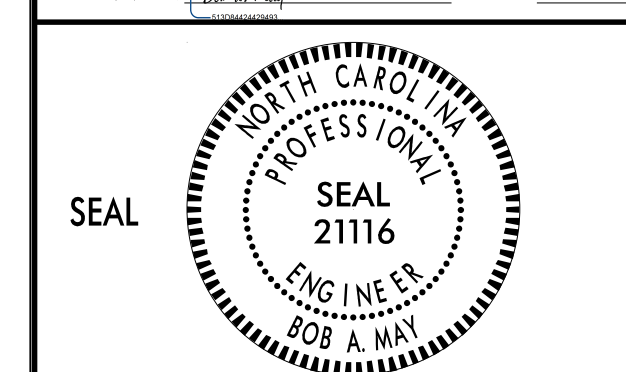


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GENERAL NOTES

GENERAL NOTES / LOCAL NOTES (CONT)

TRAFFIC BARRIER

T) INSTALL TEMPORARY BARRIER ACCORDING TO THE TRAFFIC CONTROL 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 TRAFFIC CONTROL 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 TRAFFIC CONTROL 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.

U) 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 IMPACT 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:

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

V) 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.

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

X) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES DRUMS, PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 350 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
1. ALL ASPHALT PAVEMENT	PAINT	TEMPORARY RAISED
2. PROPOSED BRIDGE DECKS	COLD APPLIED PLASTIC TYPE IV (REMOVABLE TAPE)	TEMPORARY RAISED

Z) 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.

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

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

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

MISCELLANEOUS

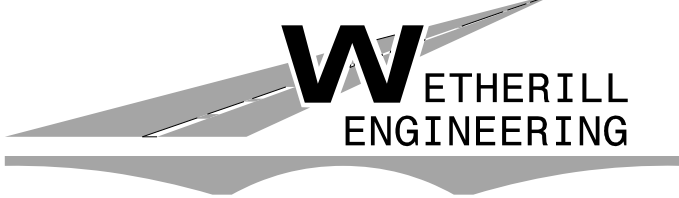
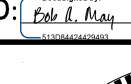
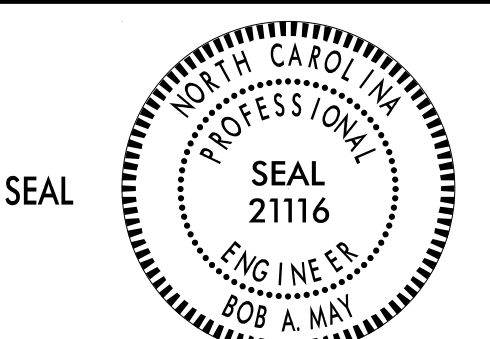

DD) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS, AS DIRECTED BY THE ENGINEER.

EE) 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.

FF) CONTRACTOR SHALL MAINTAIN SIDEWALK ACCESS AT ALL TIME AS STATED IN THE PHASING. CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE TEMPORARY SIDEWALKS (CONCRETE, ASPHALT, OR OTHER SUITABLE MATERIAL AS APPROVED BY THE ENGINEER) AT ALL LOCATIONS WHERE THE OPEN PEDESTRIAN TRAVELWAY HAS BEEN REMOVED FOR CONSTRUCTION OPERATIONS (UTILITIES, DRAINAGE, ETC.).

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 <p>TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION</p>	1223 Jones Franklin Rd. Raleigh, N.C. 27606 License No. F-0377 Bus: 919 851 8077 Fax: 919 851 8107	APPROVED:  DATE: 10/16/2018			<h2>GENERAL NOTES</h2>
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GENERAL NOTES / LOCAL NOTES (CONT)

- GG) WHEN CONSTRUCTING DRAINAGE STRUCTURES ADJACENT TO TRAFFIC, INSTALL TEMPORARY STEEL PLATES, AS DIRECTED BY THE ENGINEER. MAY WORK EACH LOCATION INDEPENDENTLY OR CONCURRENTLY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. WORK IN A CONTINUOUS MANNER TO PERFORM THE WORK IN THE FOLLOWING SEQUENCE, IN STEPS '1' THRU '5'.
 - 1: CLOSE THE APPROPRIATE TRAVEL LANE TO TRAFFIC USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEETS 1, 2, 3, 7 & 8 OF 14.
 - 2: CONSTRUCT PROPOSED STRUCTURE OR INSTALL PRE-CAST DRAINAGE STRUCTURE AS SHOWN IN THE CONSTRUCTION PLANS AND COVER WITH STEEL PLATES TO PROTECT STRUCTURE DURING CURING.
 - 3: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF EACH WORK PERIOD.
 - 4: WHEN PROPERLY CURED, CLOSE THE APPROPRIATE TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEETS 1, 2, 3, 7 & 8 OF 14 BACKFILL & PAVE, IF REQUIRED, UP TO THE EDGE AND ELEVATION OF OF EXISTING PAVEMENT (SEE CONSTRUCTION PLANS).
 - 5: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF THE WORK PERIOD.

- HH) CONSTRUCT ALL PAVEMENT (TEMPORARY AND/OR PROPOSED) TO MAINTAIN DRAINAGE AND NOT POND WATER IN THE TRAFFIC LANES.

- II) TEMPORARY PAVEMENT MAY BE UTILIZED IN THE CONSTRUCTION OF THE PROPOSED AS DIRECTED BY THE ENGINEER.

- JJ) PLACE TRAFFIC BACK INTO EXISTING PATTERN AT THE END OF EACH WORK PERIOD.

- KK) PLACE TYPE III BARRICADES & DRUMS AT ALL -Y- LINES AND DRUMS AT ALL DRIVEWAYS TO KEEP PROPOSED/TEMPORARY WIDENING CLOSED TO TRAFFIC.

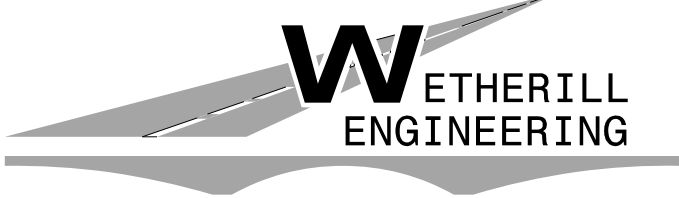
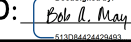


- LL) TEMPORARY SHORING MAY BE ADJUSTED SO AS NOT TO CONFLICT WITH EXISTING UTILITIES.

- MM) INSTALL TWO (2) CHANGEABLE MESSAGE SIGNS (CMS) DURANT ROAD (-L-) AS DIRECTED BY THE ENGINEER. THESE CHANGEABLE MESSAGES SIGNS ARE TO BE UTILIZED TO INFORM & ALERT THE TRAVELING PUBLIC TO TRAFFIC CONDITIONS AND MAY BE UTILIZED FOR TRAFFIC CONTROL OPERATIONS DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER.

- NN) USE "SEQUENTIAL FLASHING WARNING LIGHTS" (SEE SHEET TMP-2D) AT NIGHT WHEN UTILIZING LANE CLOSURES ON DURANT ROAD (-L-).

10/15/2018
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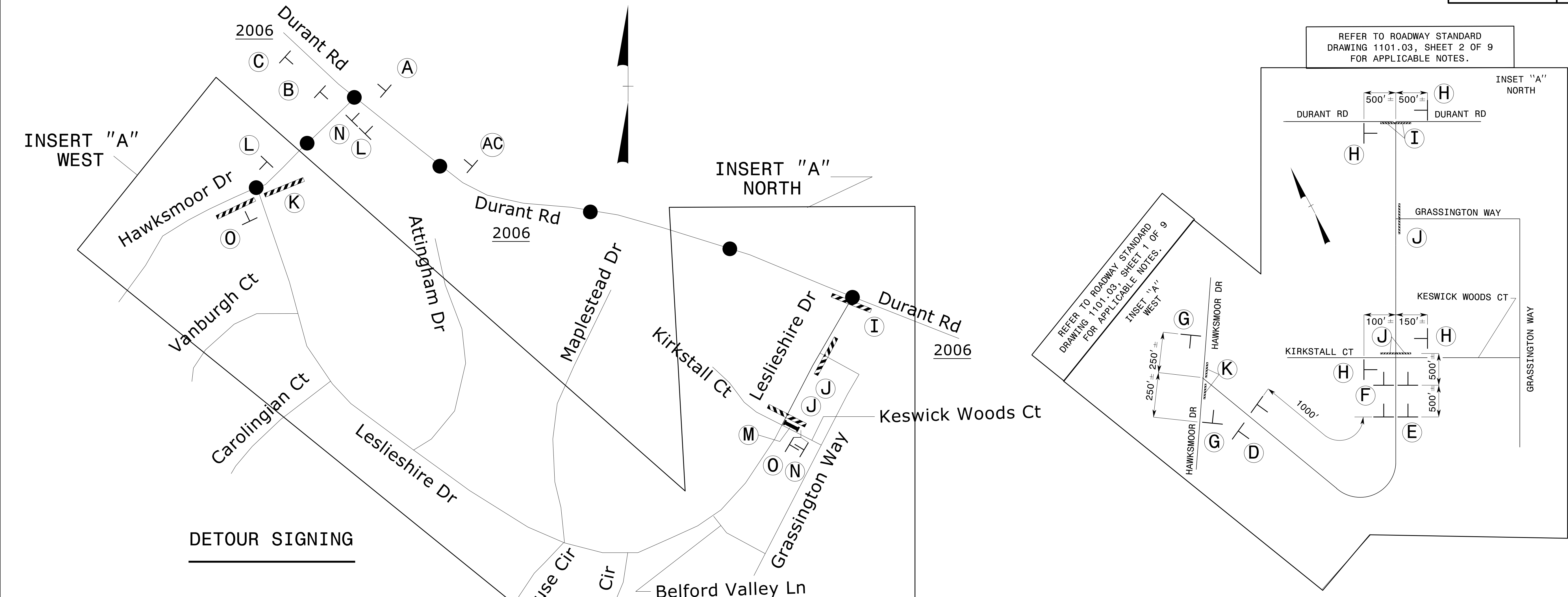
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 <p>WETHERILL ENGINEERING</p> <p>TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION</p>	1223 Jones Franklin Rd. Raleigh, N.C. 27606 License No. F-0377 Bus: 919 851 8077 Fax: 919 851 8107	APPROVED:  DATE: 10/16/2018			GENERAL NOTES
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<p>SIGN NUMBER: name TYPE: STATIONARY QUANTITY: SEE PLANS SIGN WIDTH: 3'-0" HEIGHT: 2'-0" TOTAL AREA: 6.0 Sq.Ft. BORDER TYPE: INSET RECESS: 0.38" WIDTH: 0.63" RADII: 1.5" NO. Z BARS: LENGTH:</p>	<p>BACKG COLOR: Fluorescent Orange COPY COLOR: Black <table border="1" style="width: 100%; border-collapse: collapse;"> <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</p>	SYMBOL	X	Y	WID	HT																																				<p>DESIGN BY: SLK PROJECT ID: P-5720 CHECKED BY: JWG DIVISION: 5 DATE: Aug 06, 2018</p>																																																																																																																															
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<p>USE NOTES: 1,2</p> <p>1. Legend and border shall be direct applied black non-reflective sheeting. 2. Background shall be NC GRADE B fluorescent orange retroreflective sheeting.</p>																																																																																																																																																																									
<p>Spacing Factor is 1 unless specified otherwise</p>																																																																																																																																																																									
<p>LETTER POSITIONS</p> <p style="text-align: center;">Letter locations are panel edge to lower left corner</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="12">Letter locations are panel edge to lower left corner</th> <th>Series/Size</th> </tr> <tr> <th>L</th><th>e</th><th>s</th><th>l</th><th>i</th><th>e</th><th>s</th><th>h</th><th>i</th><th>r</th><th>e</th><th></th><th></th><th>Text Length</th> </tr> </thead> <tbody> <tr> <td>2.7</td><td>6.3</td><td>9.6</td><td>12.6</td><td>14.4</td><td>16</td><td>19.4</td><td>22.4</td><td>26.3</td><td>28.1</td><td>30.4</td><td></td><td></td><td>D 2000 30.6</td> </tr> <tr> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>D 2000 15.2</td> </tr> <tr> <td>10.4</td><td>14.8</td><td>17.3</td><td>18.7</td><td>22.7</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table> <p>FILENAME: Guidesign6_020816 NORTH CAROLINA D.O.T. SIGN DETAIL</p>			Letter locations are panel edge to lower left corner												Series/Size	L	e	s	l	i	e	s	h	i	r	e			Text Length	2.7	6.3	9.6	12.6	14.4	16	19.4	22.4	26.3	28.1	30.4			D 2000 30.6														D 2000 15.2	10.4	14.8	17.3	18.7	22.7																																																																																																											
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REFER TO ROADWAY STANDARD
DRAWING 1101.03, SHEET 2 OF 9
FOR APPLICABLE NOTES.

DETOUR SIGNING

NOTES: SEE TMP-2 FOR "LESLIESHIRE DRIVE" SPECIAL SIGN DESIGN.
ALL DETOUR SIGN LOCATIONS ARE APPROXIMATE.



WETHERILL ENGINEERING

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APPROVED: DATE: 12/11/2022

SEAL:

WORK ZONE TRAFFIC CONTROL

**DETOUR
LESLIESHIRE DRIVE
(-Y3-)**

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- 25+00+/-, 49' to 53' RIGHT, TO STATION -L- 31+11+/-, 49' to 53' RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (y) = 120 LB/CF
 FRICTION ANGLE (φ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 259 FT+/-

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 25+00+/-, 49' to 53' RIGHT, TO STATION -L- 31+11+/-, 49' to 53' RIGHT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 25+00+/-, 49' to 53' RIGHT, TO STATION -L- 31+11+/-, 49' to 53' RIGHT, . SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

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- 31+11+/-, 49' to 53' RIGHT, TO STATION -L- 31+11+/-, 43' RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (y) = 120 LB/CF
 FRICTION ANGLE (φ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 259 FT+/-

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 31+11+/-, 49' to 53' RIGHT, TO STATION -L- 31+11+/-, 43' RIGHT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 31+11+/-, 49' to 53' RIGHT, TO STATION -L- 31+11+/-, 43' RIGHT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

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- 33+45+/-, 49' to 53' RIGHT, TO STATION -L- 33+45+/-, 43' RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (y) = 120 LB/CF
 FRICTION ANGLE (φ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 273 FT+/-

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 33+45+/-, 49' to 53' RIGHT, TO STATION -L- 33+45+/-, 43' RIGHT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 33+45+/-, 49' to 53' RIGHT, TO STATION -L- 33+45+/-, 43' RIGHT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD 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- 33+45+/-, 49' to 53' RIGHT, TO STATION -L- 36+00+/-, 49' to 53' RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (y) = 120 LB/CF
 FRICTION ANGLE (φ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 273 FT+/-

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 33+45+/-, 49' to 53' RIGHT, TO STATION -L- 36+00+/-, 49' to 53' RIGHT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 33+45+/-, 49' to 53' RIGHT, TO STATION -L- 36+00+/-, 49' to 53' RIGHT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD 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.

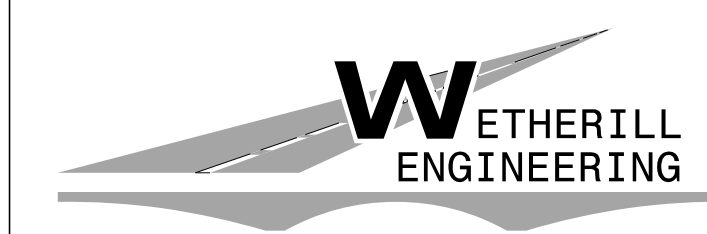
DESIGN TEMPORARY SHORING FROM STATION -L- 36+00+/-, 49' to 53' RIGHT, TO STATION -L- 38+50+/-, 31' RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (y) = 120 LB/CF
 FRICTION ANGLE (φ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 273 FT+/-

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 36+00+/-, 49' to 53' RIGHT, TO STATION -L- 38+50+/-, 31' RIGHT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 36+00+/-, 49' to 53' RIGHT, TO STATION -L- 38+50+/-, 31' RIGHT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE NCDOT GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENT WAS SUBMITTED TO NCDOT/WZTC ON AUGUST 29, 2018 AND SEALED BY A PROFESSIONAL ENGINEER, JINYOUNG PARK, P.E., LICENSE NO. 032171.

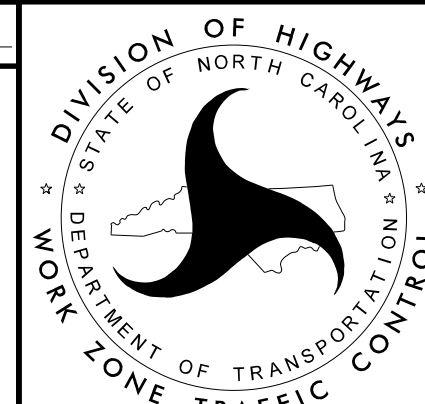
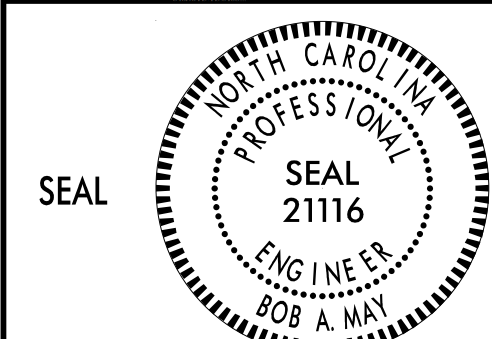


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**TEMPORARY
 SHORING
 NOTES**

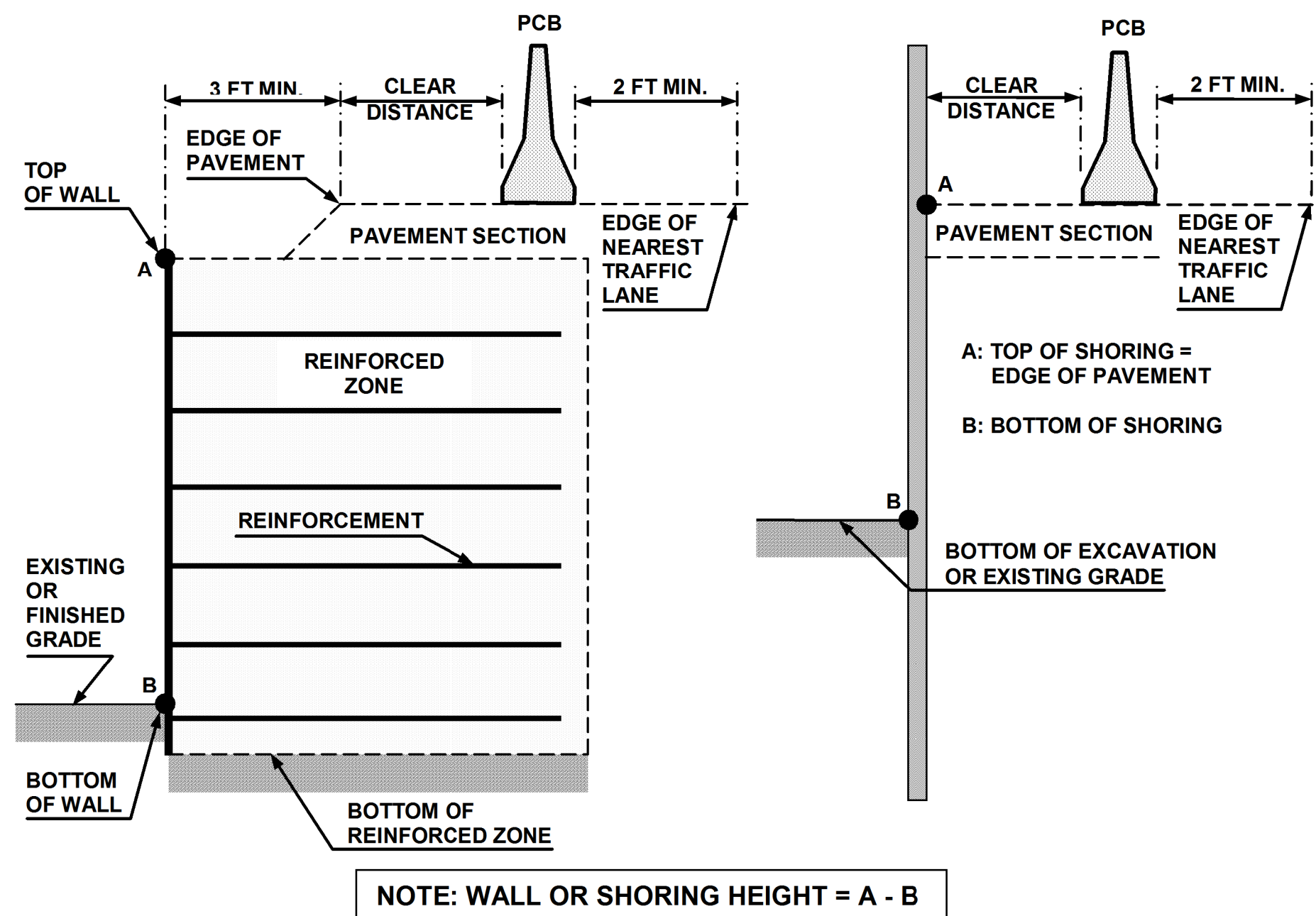


FIGURE A

NOTES

- REFER TO THE TRAFFIC CONTROL PLANS FOR TEMPORARY SHORING LOCATIONS AND NOTES.
- REFER TO THE "TEMPORARY SHORING" PROJECT SPECIAL PROVISION FOR INFORMATION ABOUT TEMPORARY SHORING AND PORTABLE CONCRETE BARRIER (PCB).
- 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).
- 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.
- 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.
- USE NCDOT PORTABLE CONCRETE BARRIER (PCB) IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1170.01 AND SECTION 1170 OF THE STANDARD SPECIFICATIONS.
- PCB REQUIREMENTS FOR TEMPORARY WALLS APPLY TO TEMPORARY MECHANICALLY STABILIZED EARTH (MSE) WALLS AND TEMPORARY SOIL NAIL WALLS.
- 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.
- 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.
- 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

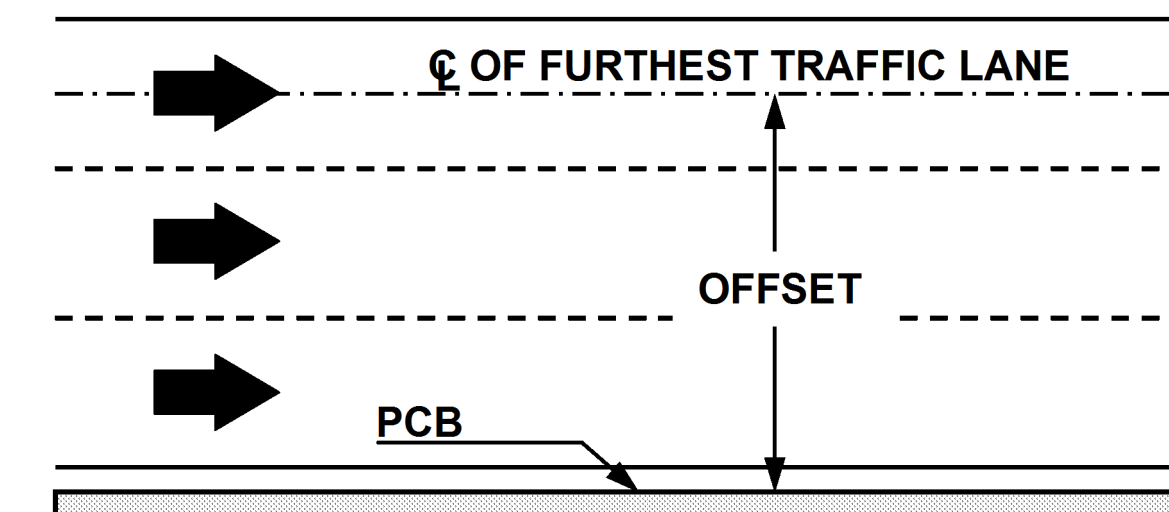


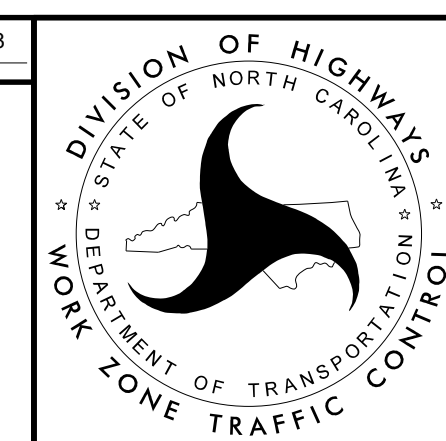
FIGURE B

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APPROVED: *Bob A. May* DATE: 10/16/2018

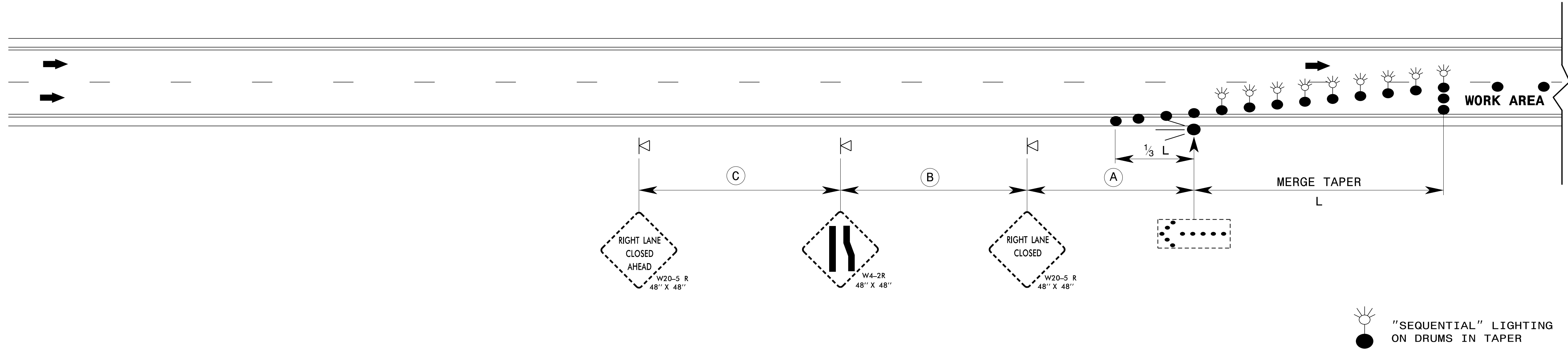
SEAL

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 21116 BOB A. MAY



PORTABLE CONCRETE BARRIER
AT
TEMPORARY SHORING LOCATIONS

ADVANCE WARNING AREA



NOTES

- 1) REFER RSD 1101.02, SHEET 3 FOR GENERAL NOTES AND LAYOUT INFORMATION.
- 2) REFER RSD 1101.11, SHEETS 1 & 4 FOR "L" DISTANCE AND SIGN SPACING.

10/15/2018
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 User: JGilsTrap

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<p>1223 Jones Franklin Rd. Raleigh, N.C. 27606 License No. F-0377 Bus: 919 851 8077 Fax: 919 851 8107</p> <p>TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION</p>	APPROVED: DATE: 10/16/2018 		<p>SEQUENTIAL FLASHING WARNING LIGHTS</p>

PHASING

NOTE: BEFORE BEGINNING CONSTRUCTION THE CONTRACTOR SHALL:

- PLACE ADVANCE WORK ZONE WARNING SIGNS ALONG DURANT ROAD (-L-) AND ALL -Y- LINES (SEE ROADWAY STANDARD DRAWINGS NO. 1101.01, SHEET 3 OF 3).
- INSTALL ONE (1) CHANGEABLE MESSAGE SIGNS (CMS) IN EACH DIRECTION OF DURANT ROAD (-L-) AS DIRECTED BY THE ENGINEER. THESE CHANGEABLE MESSAGES SIGNS ARE TO BE UTILIZED TO INFORM & ALERT THE TRAVELING PUBLIC TO TRAFFIC CONDITIONS AND MAY BE UTILIZED FOR TRAFFIC CONTROL OPERATIONS DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER.

NOTE: AS APPROVED BY THE ENGINEER THE CONTRACTOR MAY BEGIN CONSTRUCTION OF PROPOSED ACCESS ROAD (-Y2REV-) SO AS NOT TO INTERFERE WITH PEDESTRIAN TRAFFIC ON THE EXISTING SIDEWALK ON THE NORTH SIDE OF DURANT ROAD (-L-).

PHASE I

STEP 1: - USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEETS 1, 2, 3, 7, 8, 14 & 15 OF 19:

- MAY BEGIN CLEARING/GRUBBING & GRADING OPERATIONS AND CONSTRUCTION OF PROPOSED DRAINAGE ALONG & ACROSS EXISTING DURANT ROAD (-L-), AND ALL -Y- LINES/DRIVEWAYS, AS DIRECTED BY THE ENGINEER (SEE ROADWAY PLANS).
- CITY OF RALEIGH SHALL RELOCATE/REMOVE TWO (2) EXISTING CAT/BUS STOPS ALONG DURANT ROAD (-L-).
- PEDESTRIAN SIDEWALK & DETOUR.
 - A. MAY BEGIN CONSTRUCTION OF PROPOSED SIDEWALK (AWAY FROM EXISTING SIDEWALK) ALONG THE NORTH SIDE OF DURANT ROAD (-L-) FROM STA. 14+00+/- -L- TO STA. 21+30+/- -L- [EXISTING SIDEWALK/DRIVEWAY TO PARCEL #2 (LIFEPOINTE CHURCH)] (SEE ROADWAY PLANS).
 - B. REMOVE & REPLACE EXISTING STOP BAR ON WB DURANT ROAD (-L-) AT THE SIGNALIZED INTERSECTION WITH CAPITAL HILLS DRIVE AND PLACE PERMANENT PEDESTRIAN CROSS-WALK AS SHOWN ON SHEET TMP-6. INSTALL PERMANENT PEDESTRIAN HEADS AS SHOWN IN SIGNAL PLANS.
 - C. INSTALL PEDESTRIAN CHANNELIZING DEVICES & DETOUR SIGNAGE TO CLOSE THE EXISTING SIDEWALK ALONG THE NORTH SIDE OF DURANT ROAD (-L-) FROM STA. 11+00.00 -L- TO STA. 21+00+/- -L- AND DIRECT PEDESTRIANS TO UTILIZE THE EXISTING SIDEWALK ALONG THE SOUTH SIDE OF DURANT ROAD (-L-) AS SHOWN ON SHEETS TMP-4A & TMP-4B.
 - D. CONSTRUCT PROPOSED SIDEWALK ALONG THE NORTH SIDE OF DURANT ROAD (-L-) FROM STA. 11+00.00 -L- TO STA. 21+30+/- -L- [EXISTING SIDEWALK/DRIVEWAY TO PARCEL #2 (LIFEPOINTE CHURCH)] AND INSTALL WATER FILLED BARRIER ALONG NEWLY COMPLETED SIDEWALK (SEE ROADWAY PLANS AND SHEET TMP-4A).
 - E. ADJUST/INSTALL ADDITIONAL PEDESTRIAN CHANNELIZING DEVICES & DETOUR SIGNAGE TO CLOSE THE EXISTING SIDEWALK ALONG THE NORTH SIDE OF DURANT ROAD (-L-) FROM STA. 21+10+/- -L- TO THE INTERSECTION OF DURANT ROAD & CAPITAL HILLS DRIVE, OPEN NEWLY COMPLETED PROPOSED SIDEWALK FROM STA. 11+00.00 -L- TO STA. 21+10+/- -L- AND DIRECT PEDESTRIANS TO UTILIZE THE EXISTING SIDEWALK ALONG THE SOUTH SIDE OF DURANT ROAD (-L-) AS SHOWN ON SHEETS TMP-4 TO TMP-6.

-- CONSTRUCTION OF PROPOSED ACCESS ROAD (-Y2REV-).

A. CONSTRUCT PROPOSED ACCESS ROAD (-Y2REV-) FROM STA. 10+32+/- -Y2REV- TO STA. 16+84+/- -Y2REV- UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE, UTILIZE DRUMS TO DELINEATE TRAVEL WAY AND OPEN TO TRAFFIC (SEE ROADWAY PLANS AND SHEET TMP-5).

NOTE: DURING CONSTRUCTION MAINTAIN ACCESS TO PARCELS NO. 1, 6 & 7 TO/FROM DURANT ROAD (-L-) AS APPROVED BY THE ENGINEER. THE TEMPORARY ACCESS SHOWN ON SHEET TMP-5 IS ONLY A SUGGESTED POSSIBLE TEMPORARY TRAFFIC PATTERN.

NOTE: AS APPROVED BY THE ENGINEER THE CONTRACTOR MAY BEGIN CONSTRUCTION OF PROPOSED DURANT ROAD (-L-) & PROPOSED BRIDGE SO AS NOT TO INTERFERE WITH PEDESTRIAN TRAFFIC ON THE EXISTING SIDEWALK ON THE NORTH SIDE OF DURANT ROAD (-L-).

-- CONSTRUCTION OF PROPOSED DURANT ROAD (-L-).

A. REMOVE EXISTING PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKINGS/MARKERS AND SHIFT DURANT ROAD (-L-) TO THE RIGHT TO A TEMPORARY FOUR/FIVE-LANE (11' LANES), TWO-WAY TRAFFIC PATTERN FROM STA. 9+50+/- -L- TO STA. 49+40+/- -L- (SEE SHEETS TMP-4 TO TMP-6).

B. CONSTRUCT PROPOSED DURANT ROAD (-L-) AND PROPOSED BRIDGE (INCLUDING PROPOSED RETAINING WALL, DRAINAGE, CURB & GUTTER AND SIDEWALKS) FROM STA. 11+00.00 -L- TO STA. 46+75.00 -L-, UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE ROADWAY PLANS, STRUCTURE PLANS AND SHEETS TMP-4 TO TMP-6).

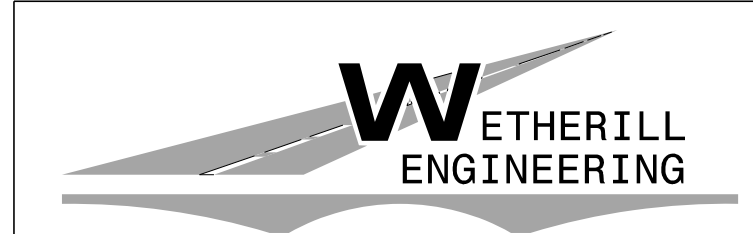
NOTE: UTILIZE TEMPORARY SHORING WITH PORTABLE CONCRETE BARRIER AND TEMPORARY 2:1 SLOPES AS REQUIRED DURING CONSTRUCTION.

NOTE: CSX RAILROAD PROCEDURES SHALL BE ADHERED TO FOR ROADWAY & BRIDGE CONSTRUCTION NEAR & OVER RAILROAD.

NOTE: UNDER TRAFFIC CONSTRUCT PROPOSED DRIVEWAY (-DRW1-) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AND UTILIZING DRUMS TO DELINEATE TRAFFIC PATTERN THROUGH WORK AREA DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER (SEE SHEETS TMP-4 & TMP-5).

C. AWAY FROM TRAFFIC, PLACE TEMPORARY PAVEMENT MARKINGS/MARKERS AND INSTALL PORTABLE CONCRETE BARRIER FOR TEMPORARY FOUR/FIVE-LANE (11' LANES), TWO-WAY TEMPORARY TRAFFIC PATTERN IN PHASE II (SEE SHEETS TMP-9 TO TMP-11).

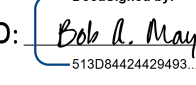
NOTE: PEDESTRIAN DETOUR MUST BE OPEN TO TRAFFIC PRIOR TO BEGINNING CONSTRUCTION OF PROPOSED ACCESS ROAD (-Y2-), PROPOSED DURANT ROAD (-L-) AND PROPOSED BRIDGE OR AS APPROVED BY THE ENGINEER.



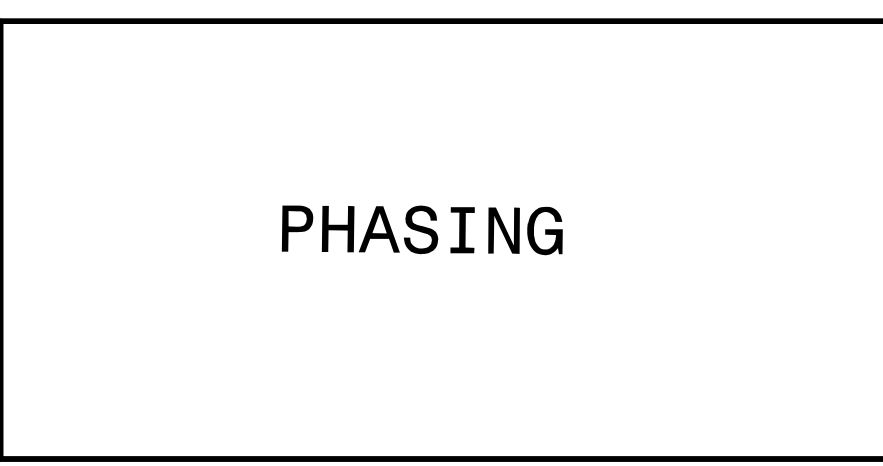
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APPROVED: 
DATE: 12/11/2023

SEAL



PHASING

9/8/2023 P:\2017\1738\1_P-5720\TrafficControl\TCP\N-P-5720_TC_TMP_PSH_03.dgn User:AHayes

CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK IN PHASE II, STEP 1 FROM FRIDAY AT 7:00 PM TO MONDAY AT 6:00 AM. REPEAT WEEKEND LANE CLOSURES AS APPROVED/DIRECTED BY THE ENGINEER TO COMPLETE PHASE II, STEP 1 (SEE INTERMEDIATE CONTRACT TIME AND SPECIAL PROVISIONS).

CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK IN PHASE II, STEPS 1, 2 AND 3 WITHOUT A DELAY BETWEEN STEPS.

PHASE II

- STEP 1: - USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEETS 1, 2, 3, 7, 8 14 & 15 OF 19:
- USING ALTERNATING TEMPORARY TWO-LANE, TWO-WAY TRAFFIC PATTERNS CONDUCT PAVING/WEDGING OPERATIONS TO CONSTRUCT PROPOSED TIE-INS OF DURANT ROAD (-L-) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM STA. 11+00.00 -L- TO STA. 22+20+/- -L- AND FROM STA. 39+50+/- -L- TO STA. 46+75.00 -L- (SEE ROADWAY PLANS AND SHEETS TMP-7 & TMP-8).
 - PLACE REMAINDER OF TEMPORARY PAVEMENT MARKINGS/MARKERS FOR TEMPORARY FOUR/FIVE-LANE, TWO WAY TRAFFIC PATTERN AND OPEN TO TRAFFIC (SEE SHEETS TMP-9 TO TMP-11). SIMULTANEOUSLY BEGIN CONSTRUCTION OF PROPOSED GARVEY DRIVE (-Y4-), SEE PHASE II, STEP 2 BELOW AND CLOSE LESLIESHIRE DRIVE (-Y3-), SEE PHASE II, STEP 3 BELOW.
- NOTE: DRUM OFF LEFT TURN LANES FROM DURANT ROAD (-L-) TO LESLIESHIRE DRIVER (-Y3-) AND GARVEY DRIVE (-Y4-) UNTIL OPEN TO TRAFFIC.
- NOTE: INSTALL PEDESTRIAN CHANNELIZING DEVICES & DETOUR SIGNAGE TO CLOSE THE EXISTING SIDEWALK ALONG THE SOUTH SIDE OF DURANT ROAD (-L-) AND DIRECT PEDESTRIANS TO UTILIZE THE PROPOSED SIDEWALK ALONG THE NORTH SIDE OF DURANT ROAD (-L-) AS SHOWN ON SHEETS TMP-9 TO TMP-11.

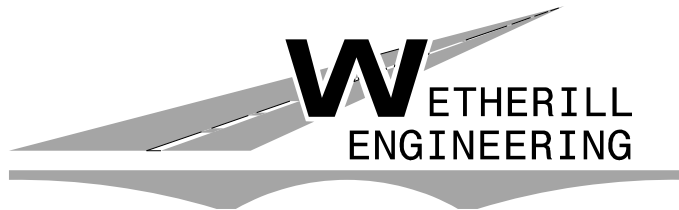
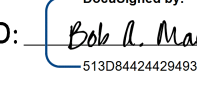

CONTRACTOR SHALL WORK PHASE II, STEPS 2 AND 3 SIMULTANEOUSLY.

CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK IN PHASE II, STEP 2 IN 45 CONSECUTIVE DAYS (SEE INTERMEDIATE CONTRACT TIME AND SPECIAL PROVISIONS).

STEP 2: - USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEETS 1, 2, 3, 7 & 8 OF 19:

- UNDER TRAFFIC CONSTRUCT PROPOSED GARVEY DRIVE (-Y4-) (INCLUDING PROPOSED DRAINAGE, CURB & GUTTER AND SIDEWALKS) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. UTILIZING DRUMS AND/OR TEMPORARY PAVEMENT MARKINGS/MARKERS TO DELINEATE TRAFFIC PATTERN THROUGH WORK AREA DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER (SEE ROADWAY PLANS AND SHEET TMP-11).
- NOTE: THE TEMPORARY ACCESS SHOWN ON SHEET TMP-11 IS ONLY A SUGGESTED POSSIBLE TEMPORARY TRAFFIC PATTERN.
- NOTE: MAINTAIN PEDESTRIAN TRAFFIC FROM GARVEY DRIVE (-Y4-) TO END OF PROJECT WHEN CONSTRUCTING PROPOSED SIDEWALK, AS APPROVED BY THE ENGINEER.
- PLACE TEMPORARY PAVEMENT MARKINGS/MARKERS IN THE TEMPORARY TRAFFIC PATTERN AND OPEN TO TRAFFIC (SEE TEMPORARY PAVEMENT MARKINGS AS SHOWN ON SHEET TMP-11).
- NOTE: REMOVE PORTABLE CONCRETE BARRIER ALONG PROPOSED EB DURANT ROAD (-L-) FROM STA. 37+00+/- -L- TO STA. 39+50+/- -L- AND DRUMS IN LEFT TURN LANE.
- NOTE: AS DIRECTED BY THE ENGINEER THE REMAINDER OF THE PORTABLE CONCRETE BARRIER ALONG PROPOSED EB DURANT ROAD (-L-) MAY BE REMOVED AND REPLACED WITH DRUMS ONCE THE PROPOSED GUARDRAIL HAS BEEN INSTALLED.

9/8/2023
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CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK IN PHASE II, STEP 3A THRU 3C IN 120 CONSECUTIVE DAYS (SEE INTERMEDIATE CONTRACT TIME AND SPECIAL PROVISIONS).

NOTE: TEN (10) CALENDAR DAYS PRIOR TO CLOSING LESLIESHIRE DRIVE (-Y3-) PLACE ONE (1) CHANGEABLE MESSAGE SIGNS AT EACH END OF THE GRASS MEDIAN ON EXISTING LESLIESHIRE DRIVE (-Y3-) OR AS DIRECTED BY THE ENGINEER AND DISPLAY THE FOLLOWING MESSAGE. MAY UTILIZE/DEVELOP OTHER MESSAGES AS APPROVED BY THE ENGINEER.

<u>PANEL/PHASE 1</u>	<u>PANEL/PHASE 2:</u>
LESLIESH	(DAY)
DR. TO	(MONTH)
CLOSE	(DATE)
OR	
<u>PANEL/PHASE 1</u>	<u>PANEL/PHASE 2:</u>
LESLIESH	(MONTH) (DATE)
DR. TO	TO
CLOSE	(MONTH) (DATE)

STEP 3: A. - USING ROADWAY STANDARD DRAWING NO. NO. 1101.03, SHEETS 1 & 2 OF 9 AND SHEETS TMP-2A & TMP-10:

- CLOSE LESLIESHIRE DRIVE (-Y3-) AND DETOUR TRAFFIC.

NOTE: INSTALL TYPE III BARRICADES TO CLOSE EXISTING GRASSINGTON WAY.

B. - CONSTRUCT PROPOSED LESLIESHIRE DRIVE (-Y3-)(INCLUDING PROPOSED PROPOSED RETAINING WALL, DRAINAGE, CURB & GUTTER, SIDEWALKS AND MEDIAN) UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE ROADWAY PLANS AND SHEET TMP-10).

- USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEETS 1, 2, 3, 7 & 8 OF 19:

- BEGIN CONSTRUCTION OF THE REMAINDER OF PROPOSED DURANT ROAD (-L-) (INCLUDING PROPOSED DRAINAGE, CURB & GUTTER AND SIDEWALKS) FROM STA. 11+00.00 -L- TO STA. 46+75.00 -L- AND PROPOSED HAWKSMOOR DRIVE (-Y1-), UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE ROADWAY PLANS AND SHEETS TMP-9 TO TMP-11).

NOTE: MAINTAIN PEDESTRIAN TRAFFIC FROM HAWKSMOOR DRIVE (-Y1-) TO BEGINNING OF PROJECT WHEN CONSTRUCTING PROPOSED SIDEWALK, AS APPROVED BY THE ENGINEER.

C. - PLACE TEMPORARY PAVEMENT MARKINGS/MARKERS IN THE TEMPORARY TRAFFIC PATTERN ON LESLIESHIRE DRIVE (-Y3-) AND OPEN TO TRAFFIC (SEE TEMPORARY PAVEMENT MARKINGS AS SHOWN ON SHEET TMP-10).

NOTE: REMOVE PORTABLE CONCRETE BARRIER ALONG PROPOSED EB DURANT ROAD (-L-) FROM STA. 27+65+/- -L- TO STA. 29+00+/- -L- AND DRUMS IN TEMPORARY LEFT TURN LANE. INSTALL TEMPORARY CRASH CUSHION AT STA. 29+00+/- -L-.

NOTE: AS DIRECTED BY THE ENGINEER THE REMAINDER OF THE PORTABLE CONCRETE BARRIER ALONG PROPOSED EB DURANT ROAD (-L-) MAY BE REMOVED AND REPLACED WITH DRUMS ONCE THE PROPOSED GUARDRAIL HAS BEEN INSTALLED.

STEP 4: - USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEETS 1, 2, 3, 7, 8, 14 & 15 OF 19:

- COMPLETE CONSTRUCTION OF THE REMAINDER OF PROPOSED DURANT ROAD (-L-) AND PROPOSED HAWKSMOOR DRIVE (-Y1-) BEGIN IN PHASE II, STEP 3B (SEE ROADWAY PLANS).
- ONCE ALL PROPOSED GUARDRAIL HAS BEEN INSTALLED ALONG EB DURANT ROAD (-L-) REMOVE PORTABLE CONCRETE BARRIER AND REPLACE WITH DRUMS.
- REMOVE & REPLACE TEMPORARY PAVEMENT MARKINGS FOR A TEMPORARY FIVE-LANE (11' LANES), TWO-WAY TRAFFIC PATTERN FROM STA. 38+50+/- -L- TO STA. 49+40+/- -L- AND OPEN TO TRAFFIC (SEE SHEET TMP-12).

NOTE: OPEN BOTH SIDES OF PROPOSED SIDEWALKS TO TRAFFIC.

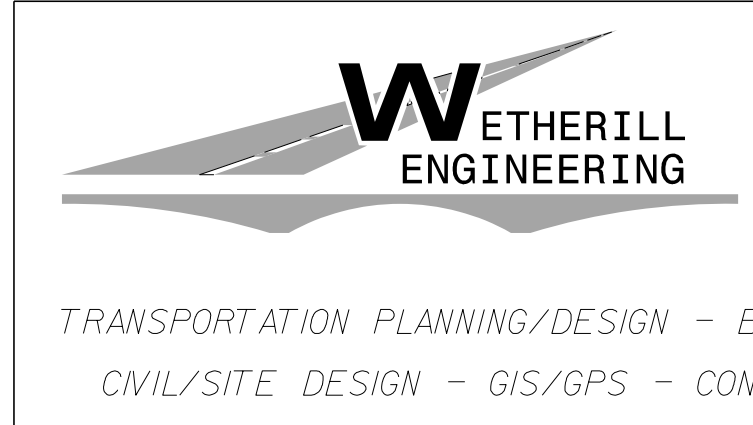
PHASE III

STEP 1: - USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEETS 1, 2, 3, 7, 8 14 & 15 OF 19:

- PAVE THE FINAL LAYER OF SURFACE COURSE, PLACE THE FINAL PAVEMENT MARKINGS AND INSTALL THE FINAL PAVEMENT MARKERS ON THE ENTIRE PROJECT (SEE ROADWAY PLANS AND FINAL PAVEMENT MARKING PLANS).
- OPEN ENTIRE PROJECT TO FINAL TRAFFIC PATTERN.

STEP 2: - REMOVE ALL TRAFFIC CONTROL DEVICES FROM THE PROJECT.

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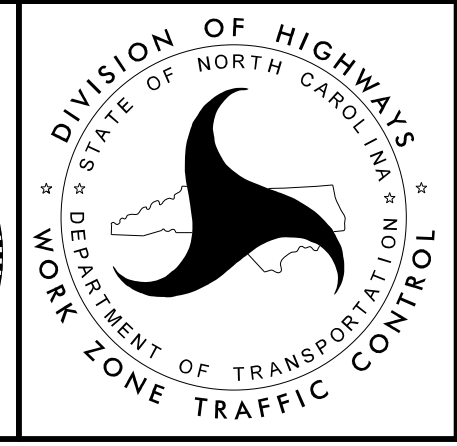


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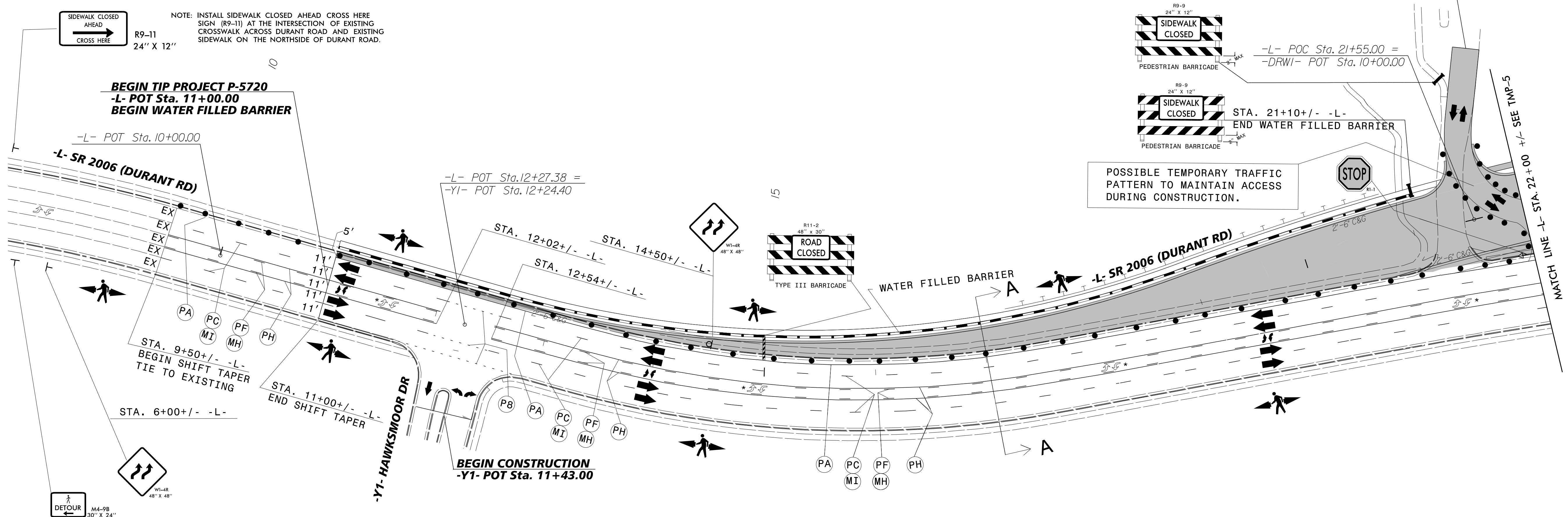
APPROVED: *Bob A. May*
DATE: 12/11/2023

SEAL



PHASING

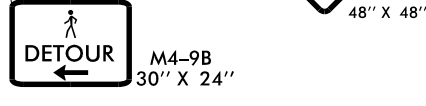
PEDESTRIAN CROSSING AT THE INTERSECTION OF DURANT ROAD & CAMP DURANT ROAD.



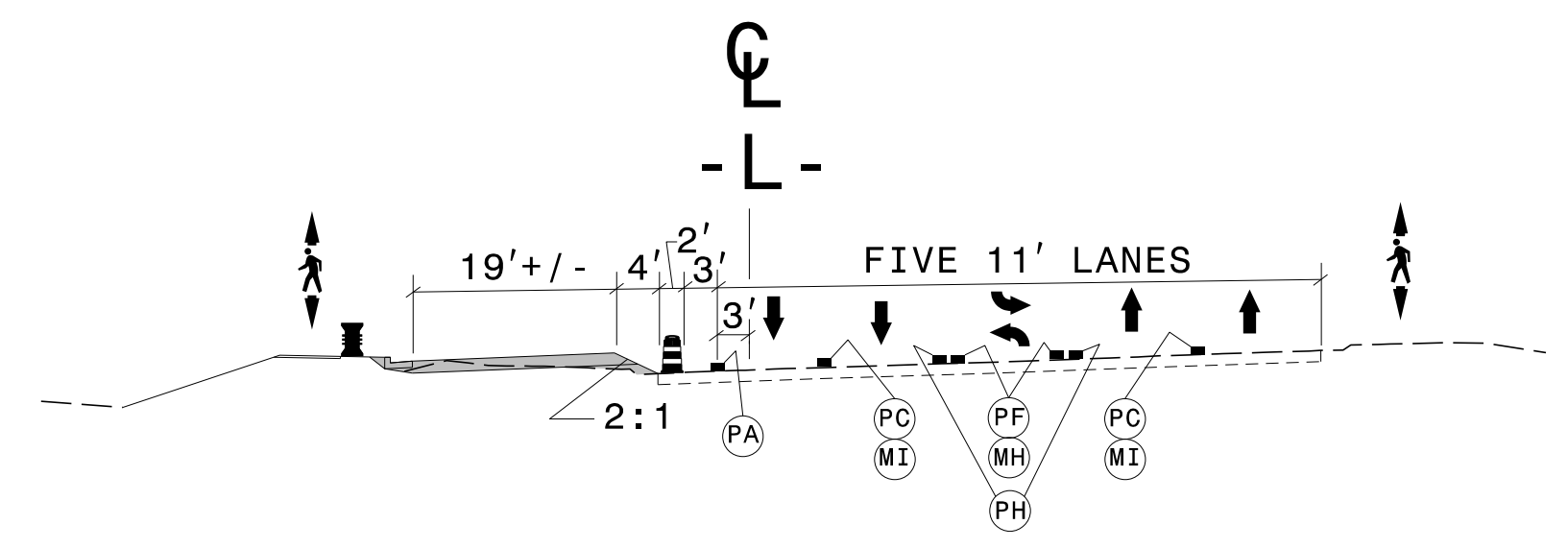
NOTE: INSTALL SIDEWALK CLOSED AHEAD CROSS HERE SIGN (R9-11) AT THE INTERSECTION OF EXISTING CROSSWALK ACROSS DURANT ROAD AND EXISTING SIDEWALK ON THE NORTHSIDE OF DURANT ROAD.



NOTE: INSTALL PEDESTRIAN DETOUR SIGN (M4-9B) AT THE INTERSECTION OF EXISTING CROSSWALK ACROSS DURANT ROAD AND EXISTING SIDEWALK ON THE SOUTHSIDE OF DURANT ROAD.



POSSIBLE TEMPORARY TRAFFIC PATTERN TO MAINTAIN ACCESS DURING CONSTRUCTION.



TYPICAL SECTION A-A
STA. 17+00+/-


NOTES: PAVEMENT MARKINGS SHOW ARE EXISTING UNLESS OTHERWISE NOTED. SEE TMP-1A FOR PAVEMENT MARKING SCHEDULE.
* REPLACE EXISTING ARROWS SYMBOLS AS REQUIRED OR AS DIRECTED BY THE ENGINEER.

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WETHERILL ENGINEERING


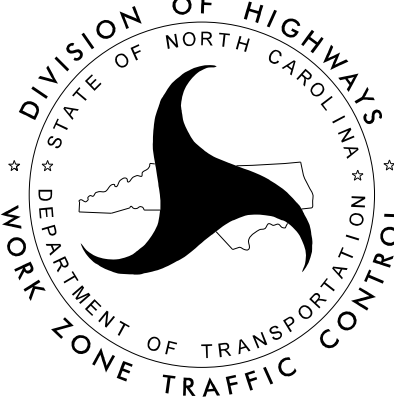
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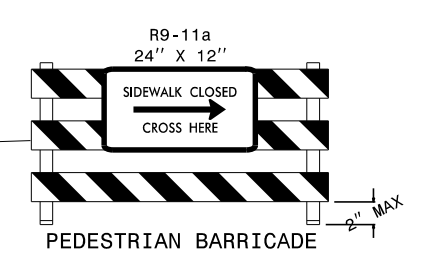
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PHASE I

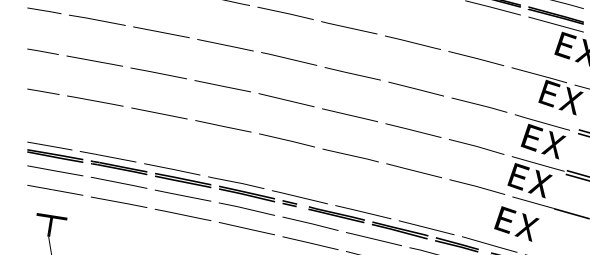
PEDESTRIAN CROSSING AT THE INTERSECTION OF DURANT ROAD & CAMP DURANT ROAD.



NOTE: INSTALL PEDESTRIAN BARRICADE AT THE INTERSECTION OF DURANT ROAD & CAMP DURANT ROAD TO CLOSE SIDEWALK ON NORTHSIDE.

BEGIN TIP PROJECT P-5720
-L- POT Sta. 11+00.00

-L- SR 2006 (DURANT RD)



-L- POT Sta. 12+27.38 =
-Y1- POT Sta. 12+24.40

STA. 14+00+/- -L-

-Y1- HAWKSMOOR DR

BEGIN CONSTRUCTION
-Y1- POT Sta. 11+43.00

WATER FILLED BARRIER

-L- SR 2006 (DURANT RD)

END CONSTRUCTION
-DRW1- POT Sta. 11+55.00

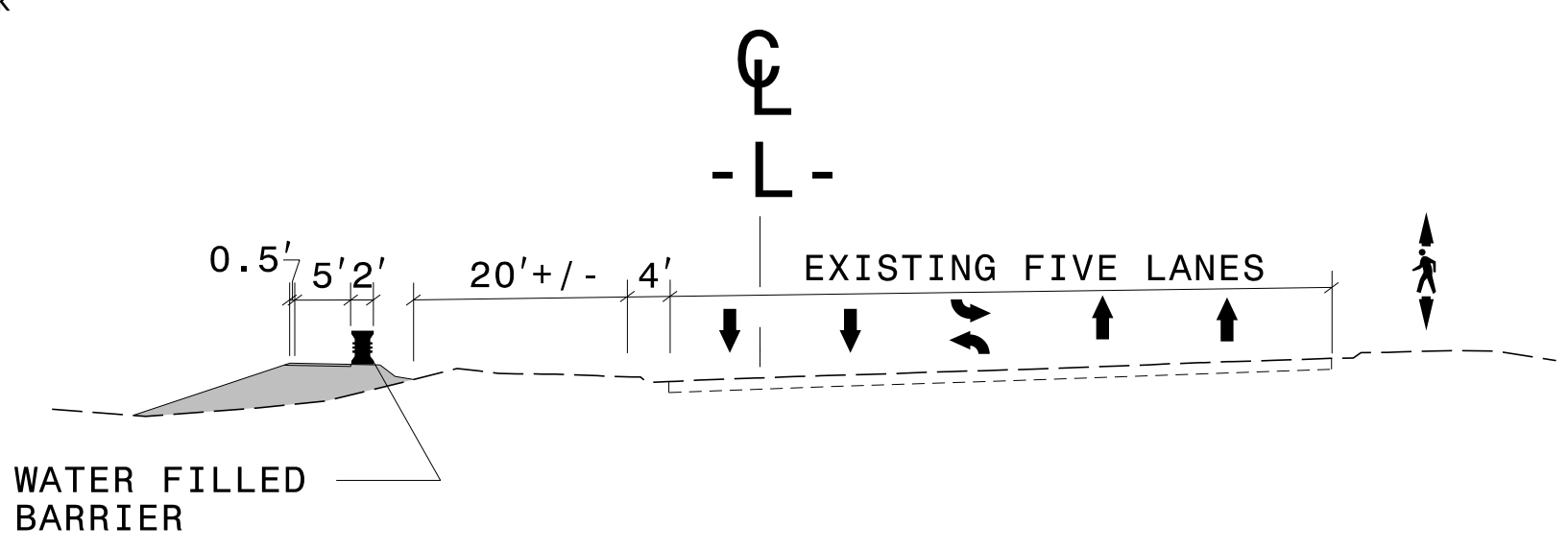
-L- POC Sta. 21+55.00 =
-DRW1- POT Sta. 10+00.00

STA. 21+30+/- -L-

STA. 21+00+/- -L-



NOTE: INSTALL PEDESTRIAN DETOUR SIGN (M4-9B) AT THE INTERSECTION OF EXISTING CROSSWALK ACROSS DURANT ROAD AND EXISTING SIDEWALK ON THE SOUTHSIDE OF DURANT ROAD.



TYPICAL SECTION A-A

STA. 17+00+/-

NOTES: PAVEMENT MARKINGS SHOW ARE EXISTING UNLESS OTHERWISE NOTED. SEE TMP-1A FOR PAVEMENT MARKING SCHEDULE.

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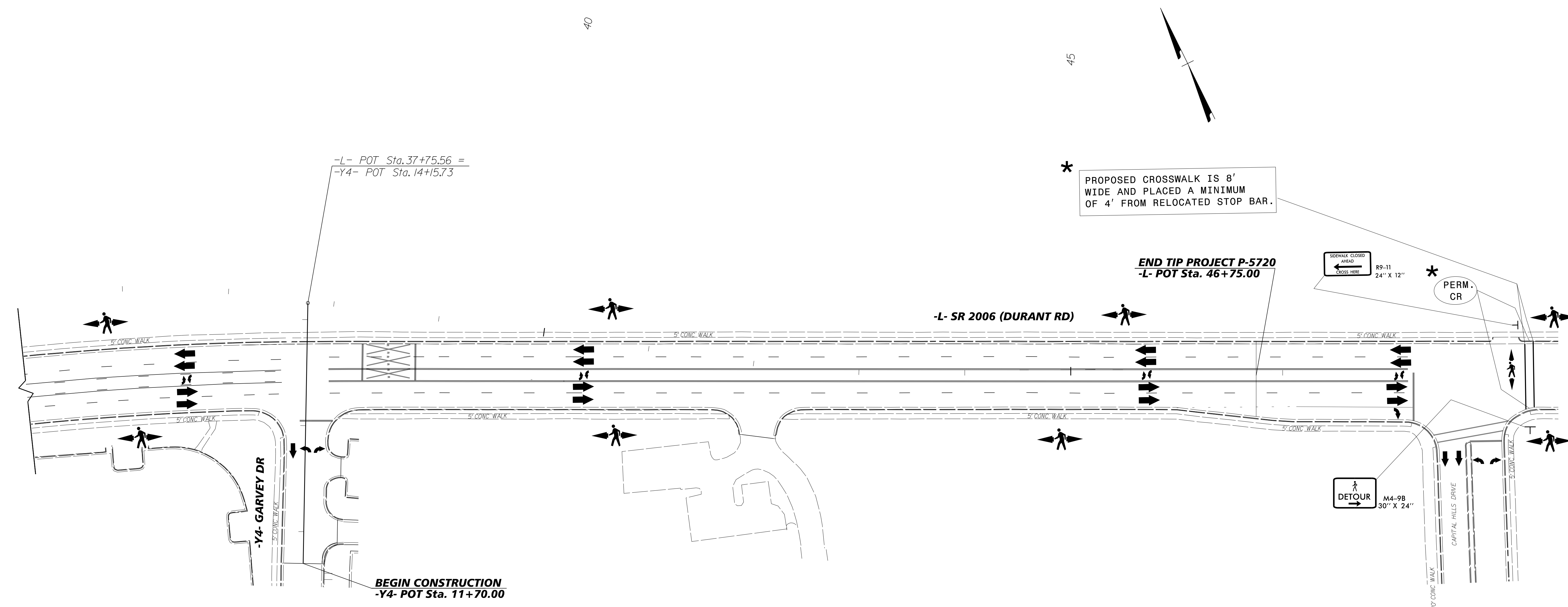
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PHASE I



* PROPOSED CROSSWALK IS 8' WIDE AND PLACED A MINIMUM OF 4' FROM RELOCATED STOP BAR.

END TIP PROJECT P-5720
-L- POT Sta. 46+75.00

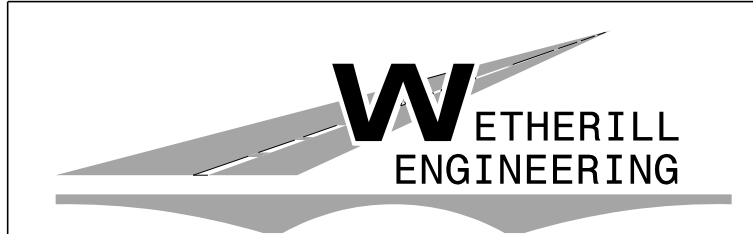
-L- SR 2006 (DURANT RD)

BEGIN CONSTRUCTION
-Y4- POT Sta. 11+70.00

NOTES: PAVEMENT MARKINGS SHOW ARE EXISTING UNLESS OTHERWISE NOTED. SEE TMP-1A FOR PAVEMENT MARKING SCHEDULE.

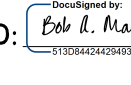
* SEE SHEET TMP-6.

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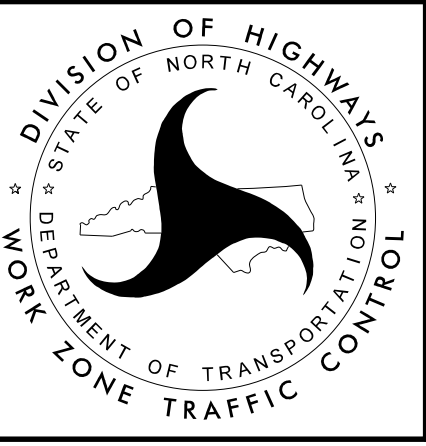


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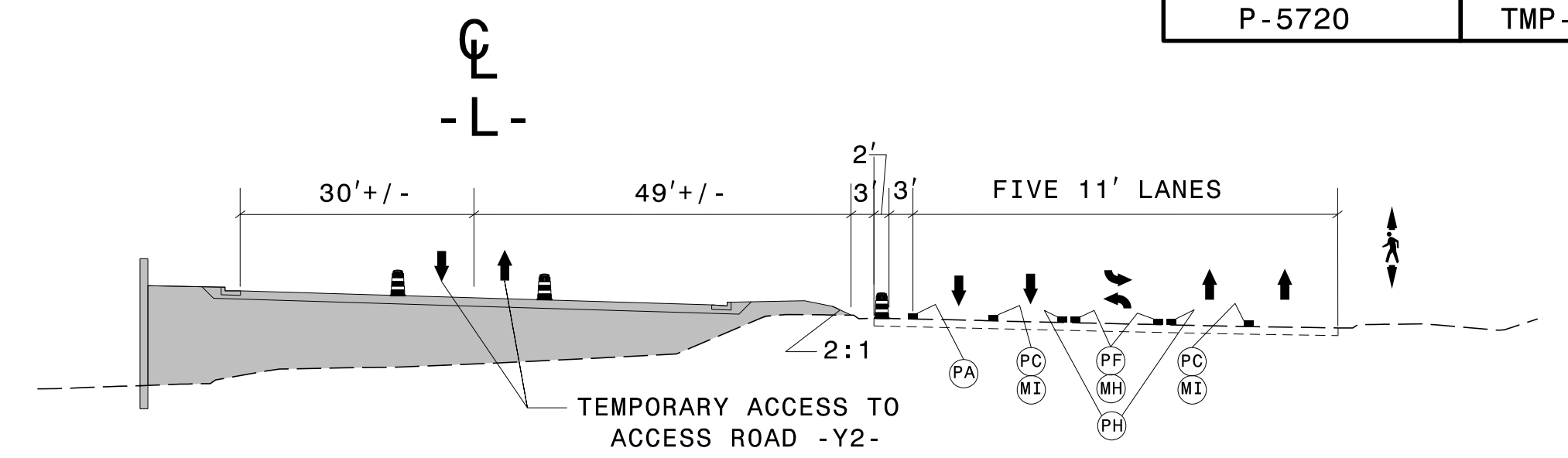
PHASE I

1 QUANTITY = 10,260 SF TEMPORARY SHORING
 -L- STA. 25+00+/-, 49' to 53'+/- RIGHT
 TO -L- STA. 31+11+/-, 49' to 53'+/- RIGHT
 (SEE SHEET TMP-2B FOR TEMPORARY SHORING NOTES)

2 QUANTITY = 265 SF TEMPORARY SHORING
 -L- STA. 31+11+/-, 49' to 53'+/- RIGHT
 TO -L- STA. 31+11+/-, 43'+/- RIGHT
 (SEE SHEET TMP-2B FOR TEMPORARY SHORING NOTES)

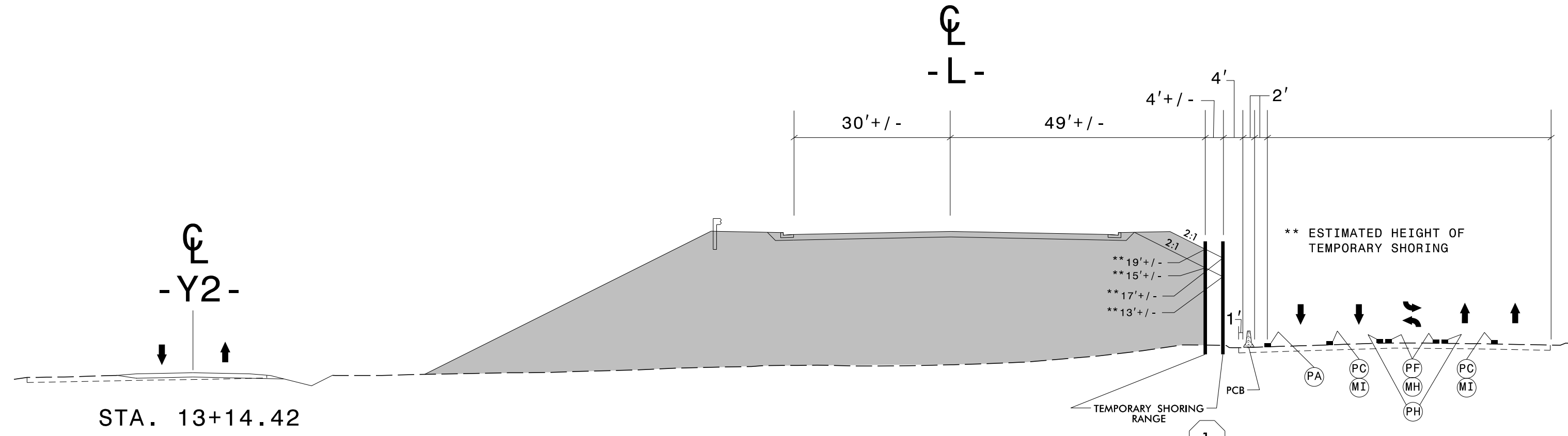
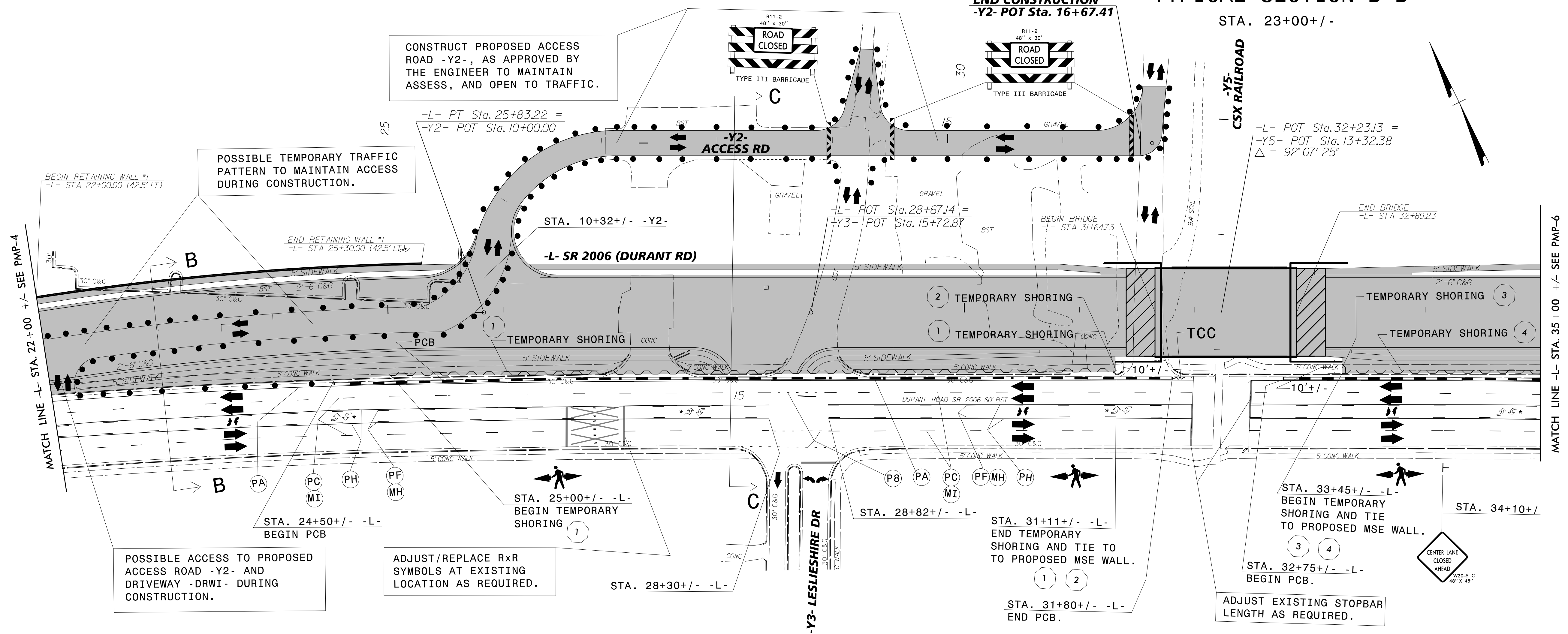
3 QUANTITY = 270 SF TEMPORARY SHORING
 -L- STA. 33+45+/-, 49' to 53'+/- RIGHT
 TO -L- STA. 33+45+/-, 43'+/- RIGHT
 (SEE SHEET TMP-2B FOR TEMPORARY SHORING NOTES)

4 QUANTITY = 5,772 SF TEMPORARY SHORING
 -L- STA. 33+45+/-, 49' to 53'+/- RIGHT
 TO -L- STA. 36+00+/-, 49' to 53'+/- RIGHT
 (SEE SHEET TMP-2B FOR TEMPORARY SHORING NOTES)



TYPICAL SECTION B-B

STA. 23+00+/-



TYPICAL SECTION C-C

STA. 28+00+/-

NOTES: PAVEMENT MARKINGS SHOW ARE EXISTING UNLESS OTHERWISE NOTED. SEE TMP-1A FOR PAVEMENT MARKING SCHEDULE.

* REPLACE EXISTING ARROWS SYMBOLS AS REQUIRED OR AS DIRECTED BY THE ENGINEER.

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 CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION

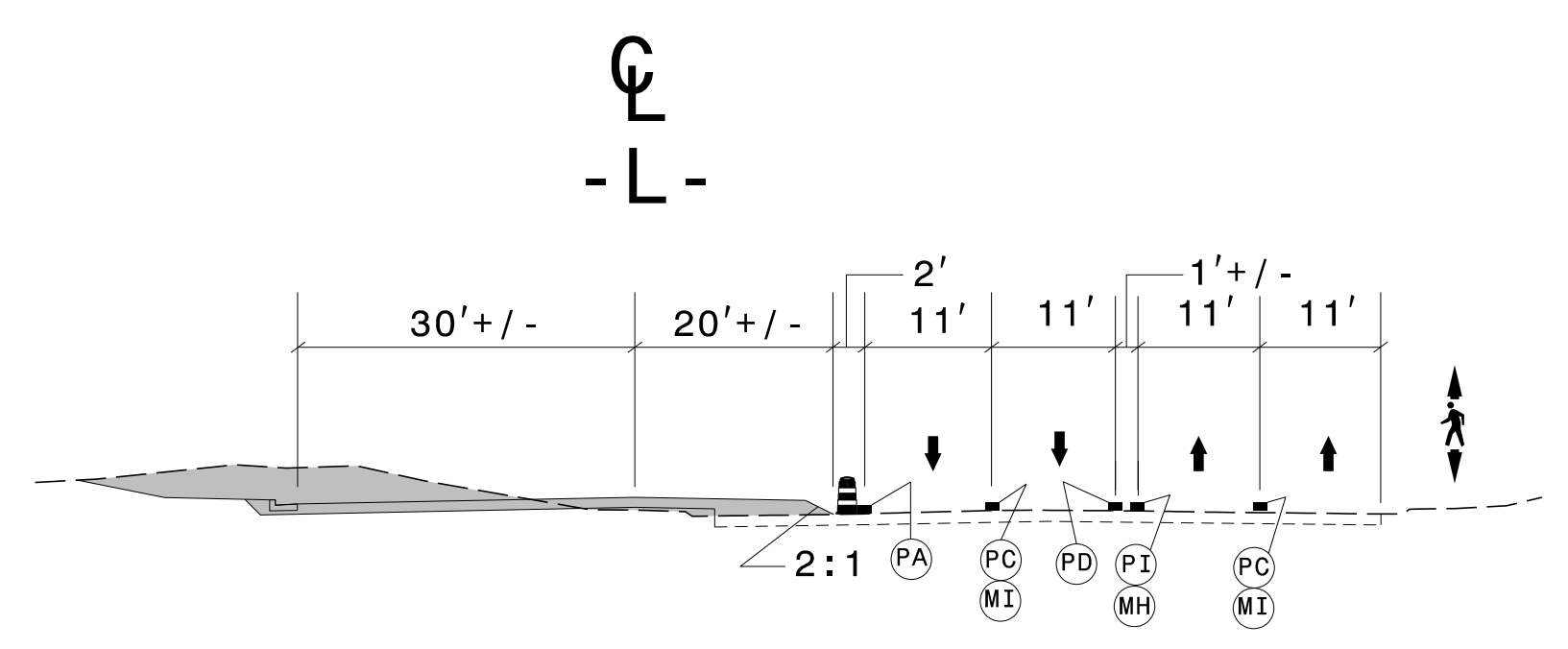
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

APPROVED: *End H. Ray*
 DATE: 10/16/2018
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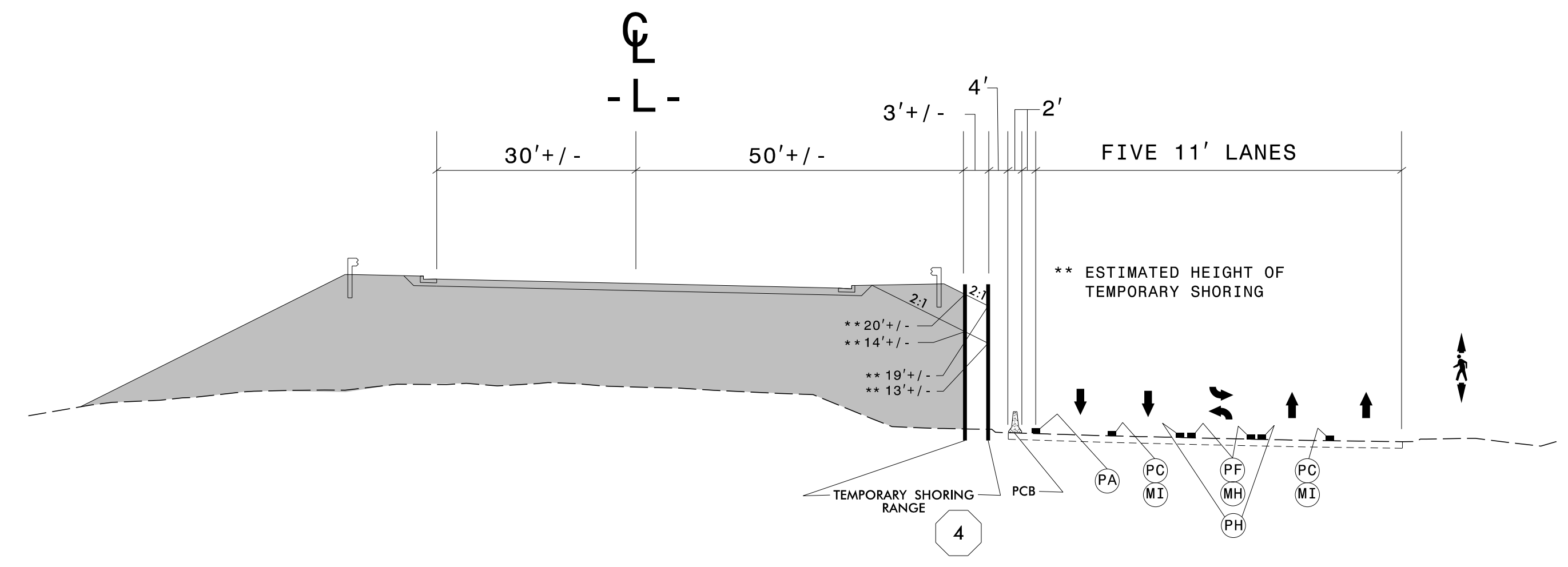
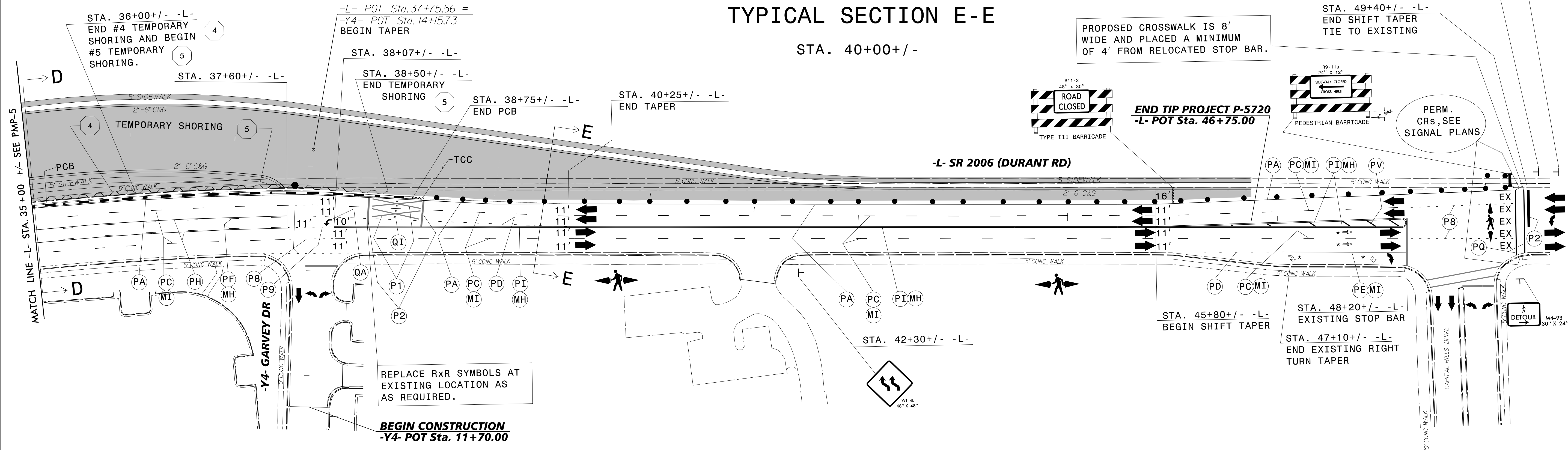
DIVISION OF HIGHWAYS
 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 WORK ZONE TRAFFIC CONTROL

PHASE I

- 4 QUANTITY = 5,772 SF TEMPORARY SHORING
-L- STA. 33+45 +/-, 49' to 53' +/- RIGHT
TO -L- STA. 36+00 +/-, 49' to 53' +/- RIGHT
(SEE SHEET TMP-2B FOR TEMPORARY SHORING NOTES)
- 5 QUANTITY = 2,250 SF TEMPORARY SHORING
-L- STA. 36+00 +/-, 49' to 53' +/- RIGHT
TO -L- STA. 38+50 +/-, 31' +/- RIGHT
(SEE SHEET TMP-2B FOR TEMPORARY SHORING NOTES)



TYPICAL SECTION E-E
STA. 40+00 +/-



TYPICAL SECTION D-D
STA. 35+00 +/-

PROPOSED CROSSWALK IS 8' WIDE AND PLACED A MINIMUM OF 4' FROM RELOCATED STOP BAR.

END TIP PROJECT P-5720
-L- POT Sta. 46+75.00

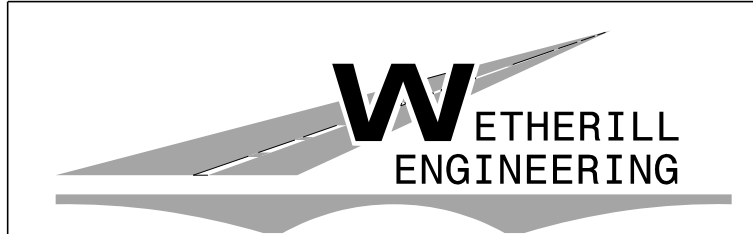
PERM. CRS. SEE SIGNAL PLANS

REPLACE R x R SYMBOLS AT EXISTING LOCATION AS REQUIRED.

BEGIN CONSTRUCTION
-Y4- POT Sta. 11+70.00

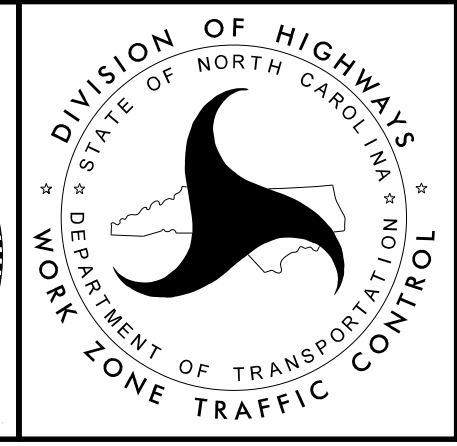
NOTES: PAVEMENT MARKINGS SHOW ARE EXISTING UNLESS OTHERWISE NOTED. SEE TMP-1A FOR PAVEMENT MARKING SCHEDULE.
* REPLACE EXISTING ARROWS SYMBOLS AS REQUIRED OR AS DIRECTED BY THE ENGINEER.

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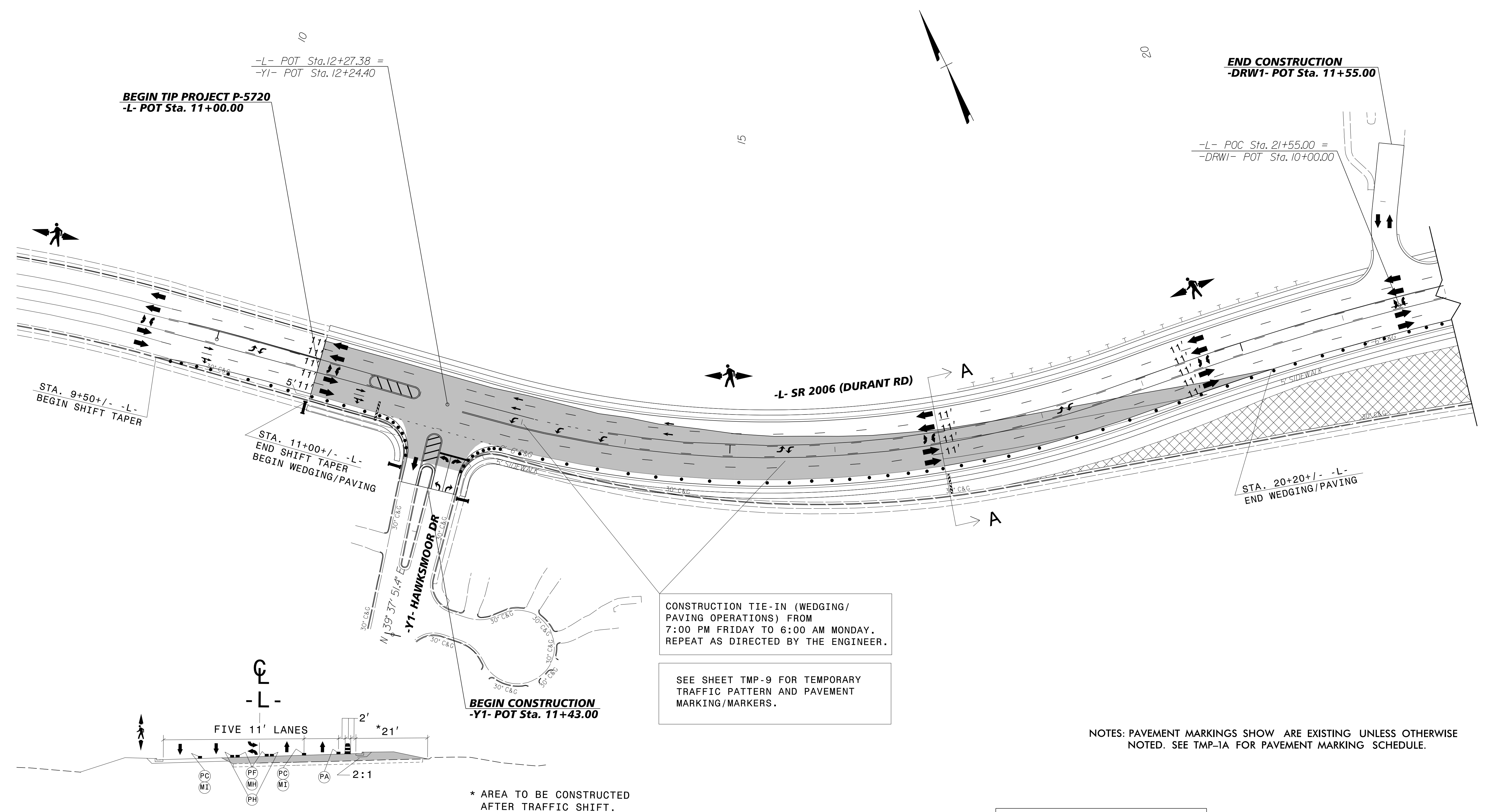
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Bus: 919 851 8077
Fax: 919 851 8107

APPROVED: *Bob A. May*
DATE: 11/7/2018
SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 21116
BOB A. MAY



PHASE I

TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN
CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION



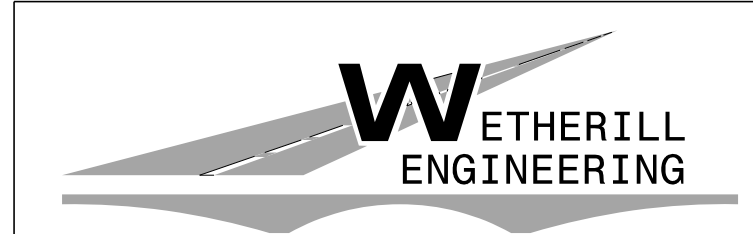
CONSTRUCTION TIE-IN (WEDGING/PAVING OPERATIONS) FROM 7:00 PM FRIDAY TO 6:00 AM MONDAY. REPEAT AS DIRECTED BY THE ENGINEER.

SEE SHEET TMP-9 FOR TEMPORARY TRAFFIC PATTERN AND PAVEMENT MARKING/MARKERS.

NOTES: PAVEMENT MARKINGS SHOW ARE EXISTING UNLESS OTHERWISE NOTED. SEE TMP-1A FOR PAVEMENT MARKING SCHEDULE.

TYPICAL SECTION A-A
STA. 17+00+/-

* AREA TO BE CONSTRUCTED AFTER TRAFFIC SHIFT.



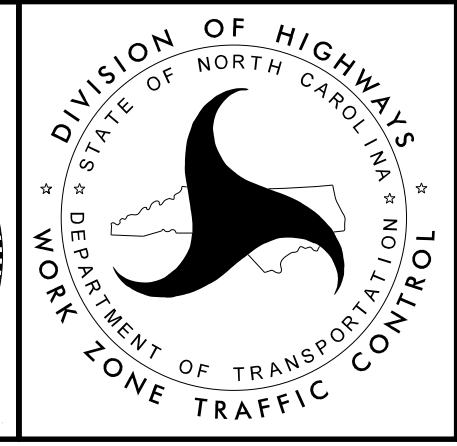
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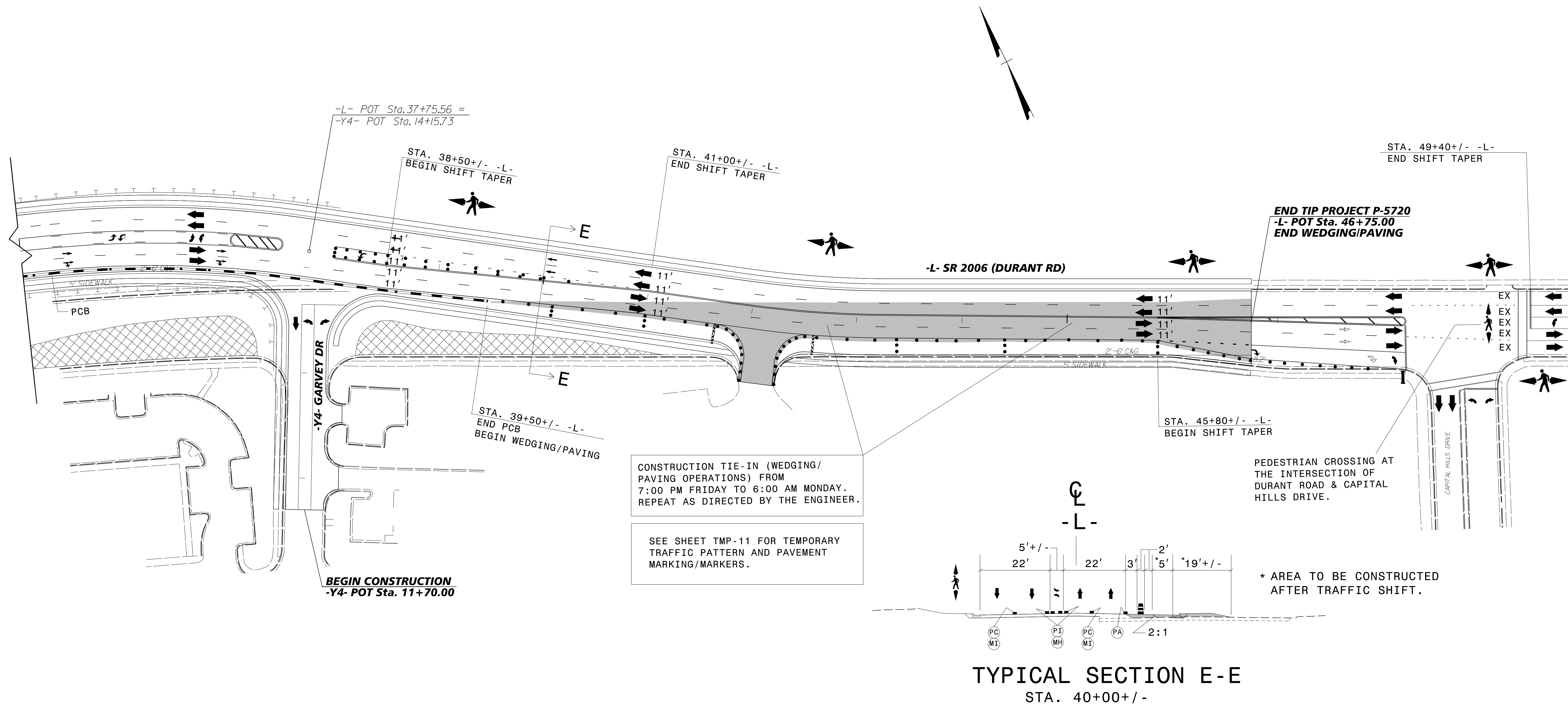
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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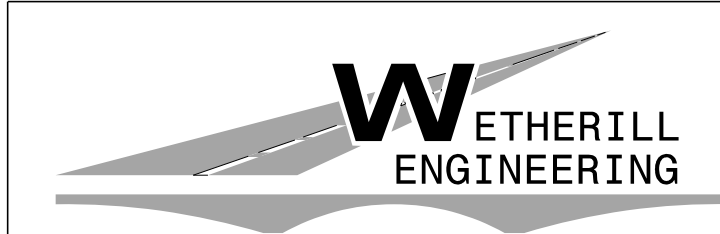


PHASE II



NOTES: PAVEMENT MARKINGS SHOW ARE EXISTING UNLESS OTHERWISE NOTED. SEE TMP-1A FOR PAVEMENT MARKING SCHEDULE.

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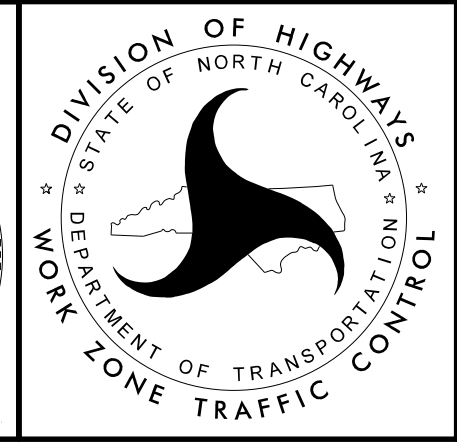


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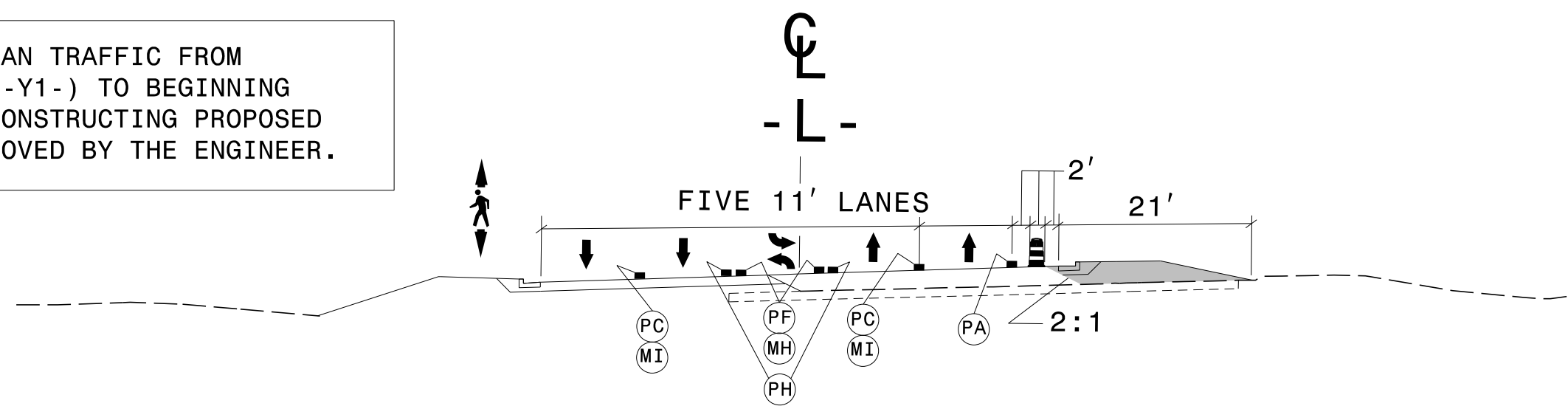
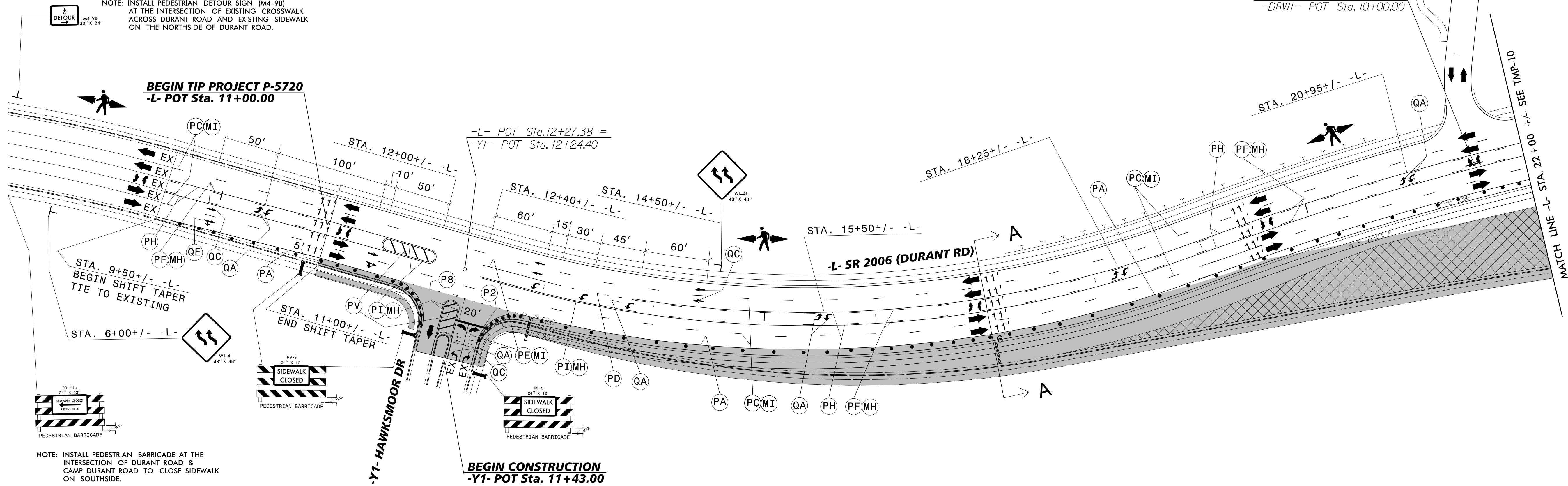


PHASE II

TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN
CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION

PEDESTRIAN CROSSING AT THE INTERSECTION OF DURANT ROAD & CAMP DURANT ROAD.

NOTE: INSTALL PEDESTRIAN DETOUR SIGN (M4-98) AT THE INTERSECTION OF EXISTING CROSSWALK ACROSS DURANT ROAD AND EXISTING SIDEWALK ON THE NORTHSIDE OF DURANT ROAD.



NOTES: PAVEMENT MARKINGS SHOW ARE EXISTING UNLESS OTHERWISE NOTED. SEE TMP-1A FOR PAVEMENT MARKING SCHEDULE.

TYPICAL SECTION A-A
 STA. 17+00+/-

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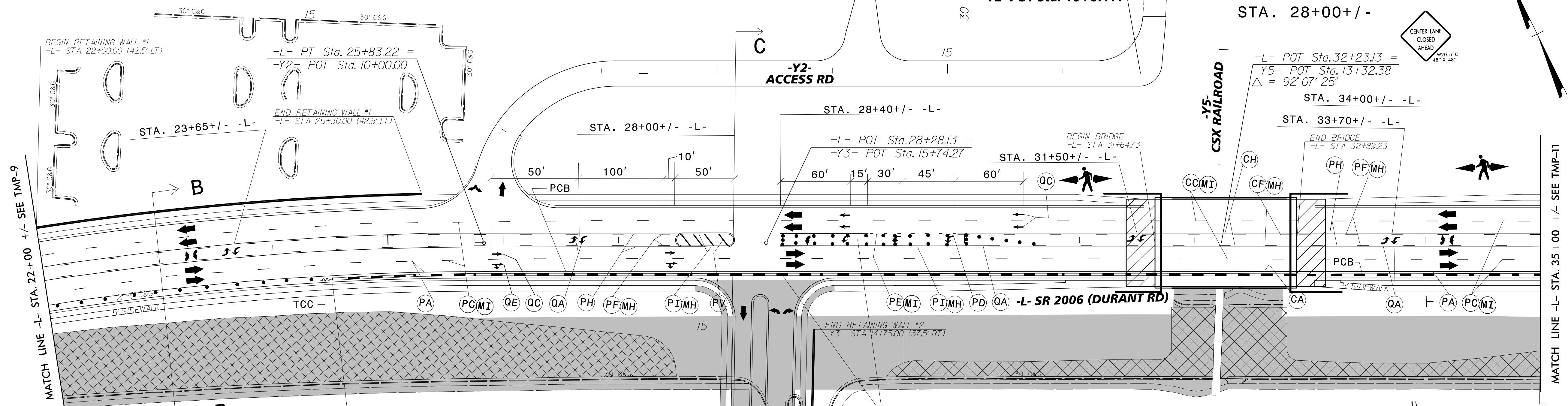
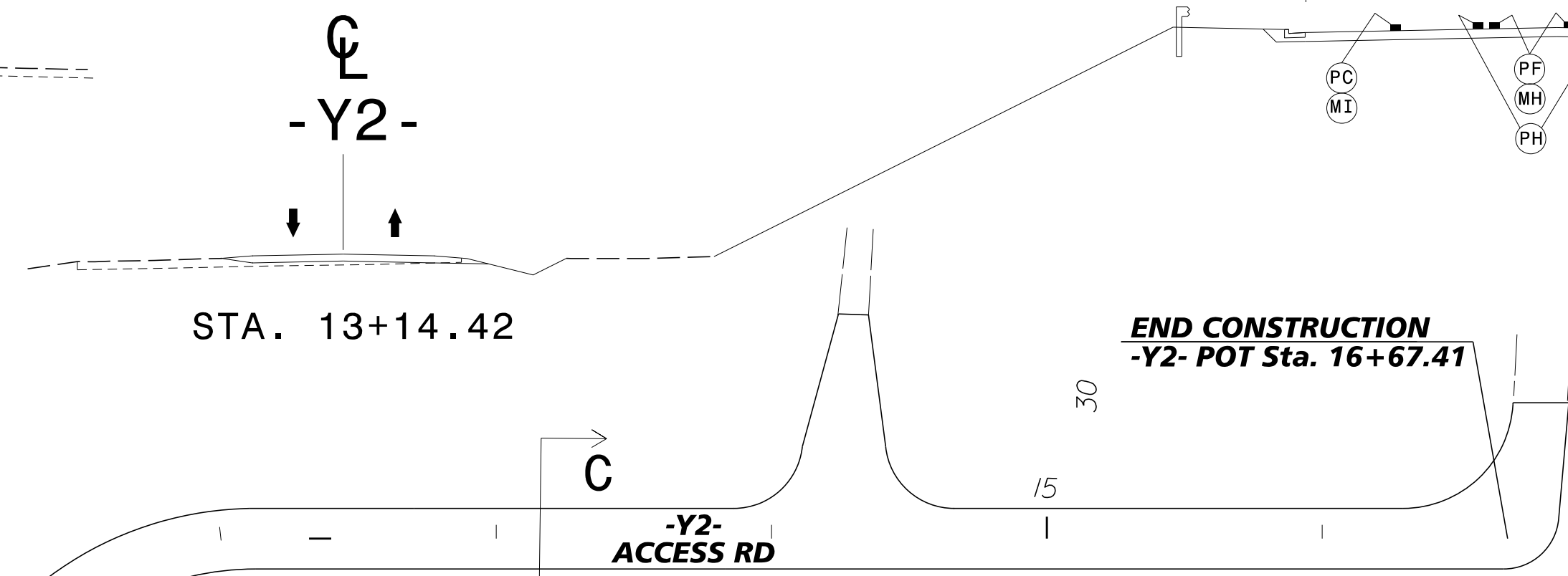
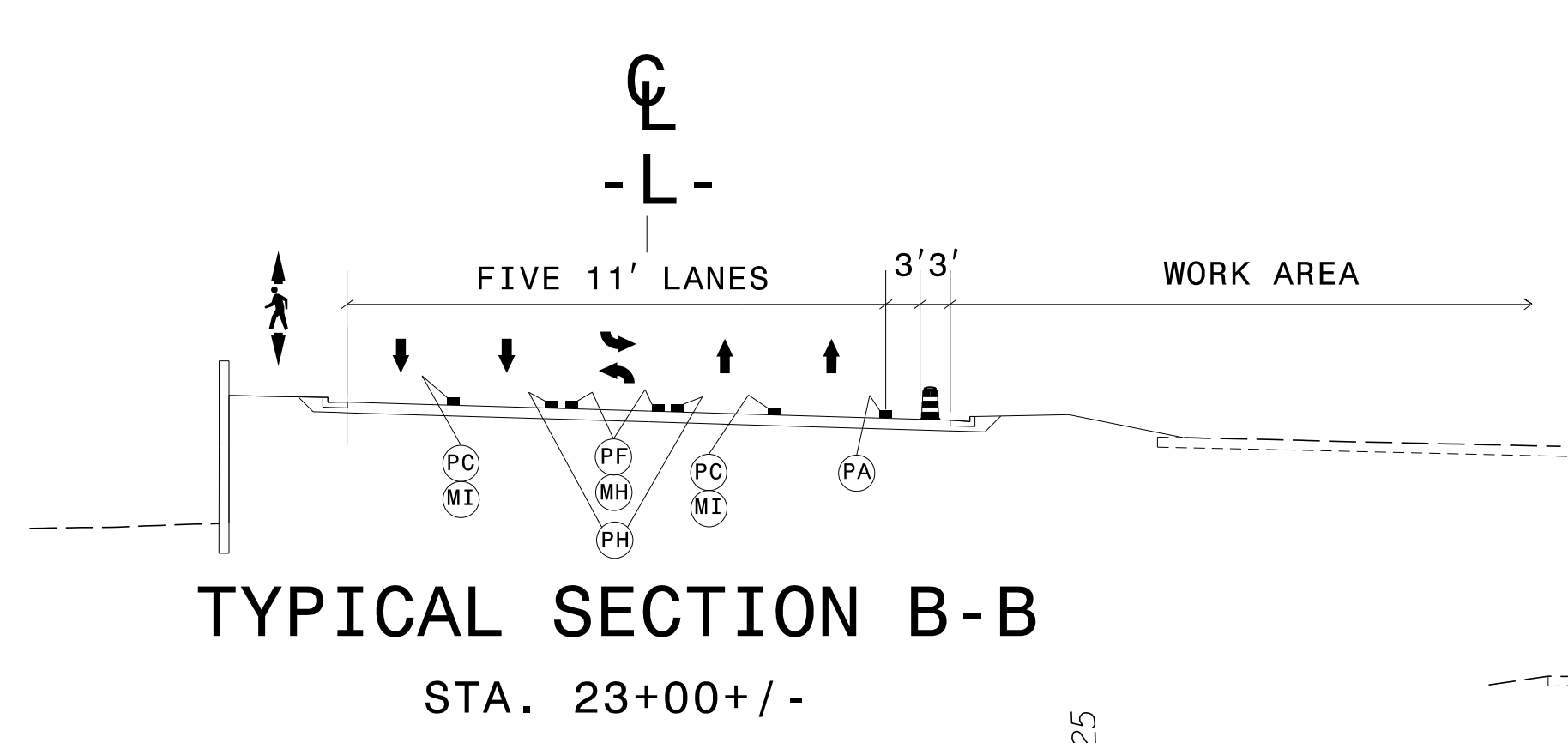
DATE: 10/16/2018

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 SEAL 21116
 BOB A. MAY

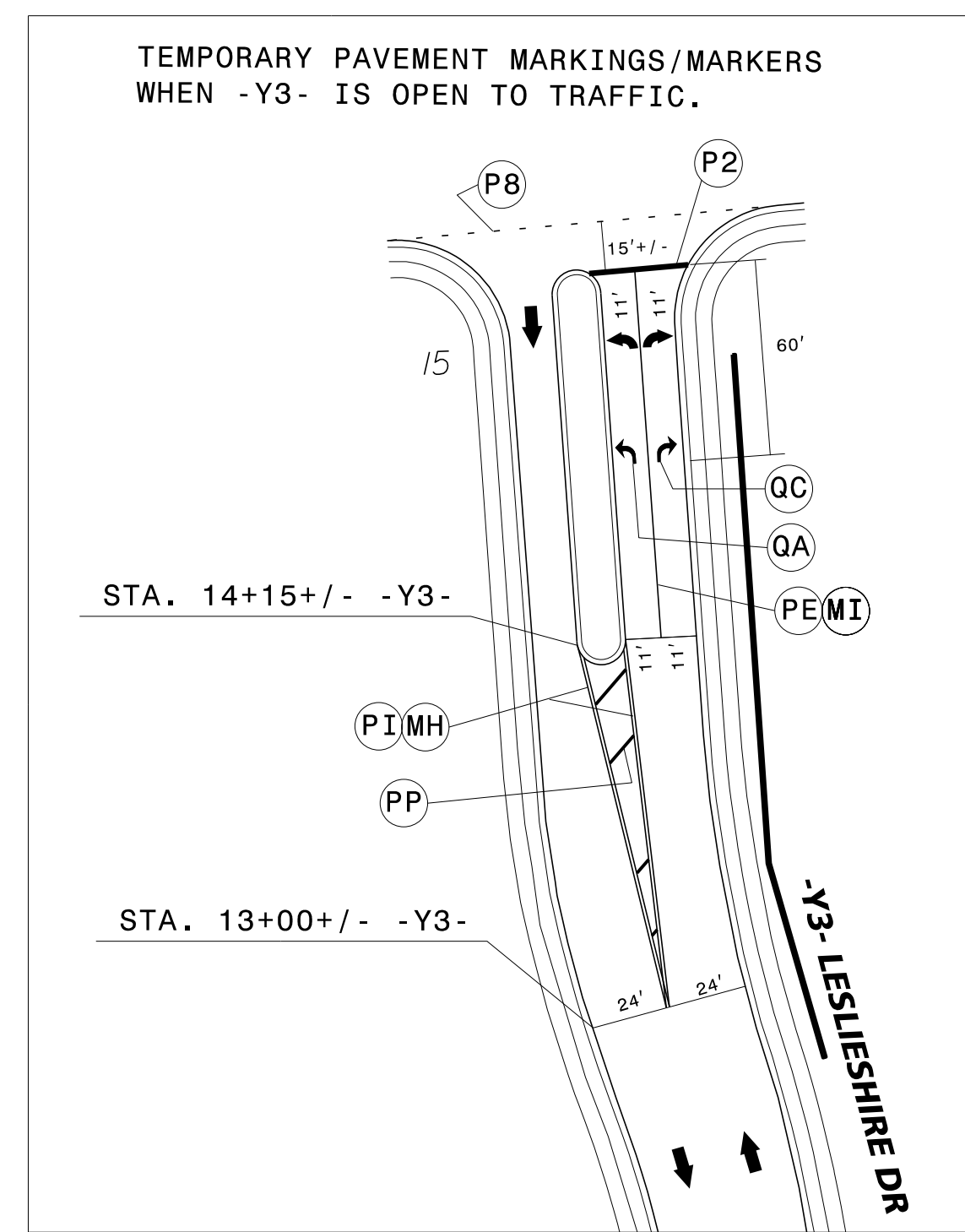
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PHASE II



MATCH LINE -L- STA. 22+00 +/- SEE TMP-9

MATCH LINE -L- STA. 35+00 +/- SEE TMP-11



ICT OF 120 CALENDAR DAYS CONSTRUCT PROPOSED -Y3- AND OPEN TO TRAFFIC.
SEE SHEET TMP-2A FOR CLOSURE OF LESLIESHIRE DR. (-Y3-) AND OFF-SITE DETOUR.

REMOVE DRUMS FROM LEFT TURN LANE AND PCB FROM STA. 27+65+/- -L- TO STA. 29+00+/- -L- WHEN -Y3- IS OPEN TO TRAFFIC. NOTE: INSTALL TCC ON END OF PCB AT STA. 29+00+/- -L-.

NOTES: PAVEMENT MARKINGS SHOW ARE EXISTING UNLESS OTHERWISE NOTED. SEE TMP-1A FOR PAVEMENT MARKING SCHEDULE.

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PHASE II

35

REMOVE DRUMS FROM LEFT TURN LANE AND PCB FROM STA. 37+00 +/- -L- TO STA. 39+50 +/- -L- WHEN -Y4- IS OPEN TO TRAFFIC.

-L- POT Sta. 37+75.56 =
-Y4- POT Sta. 14+15.73

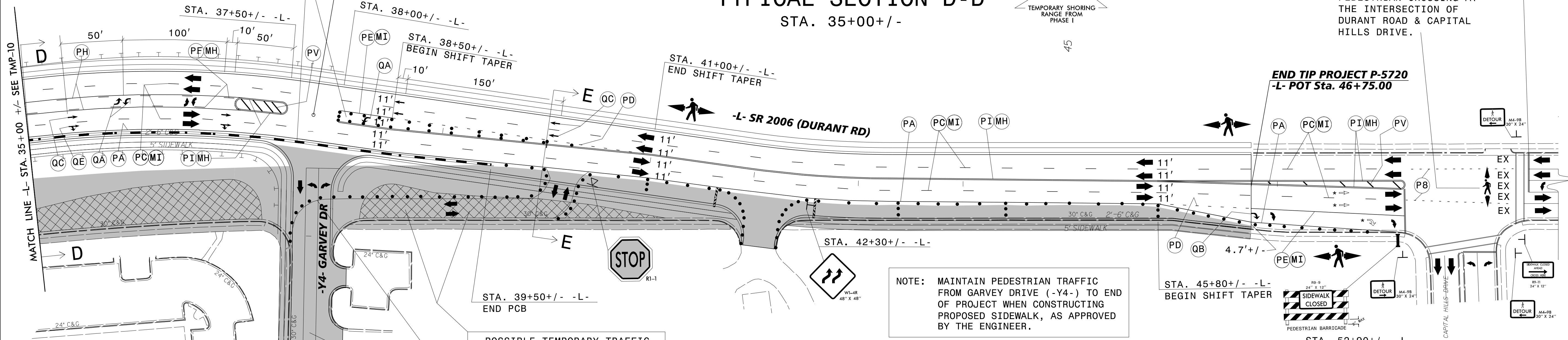
TYPICAL SECTION D-D

STA. 35+00 +/-

STA. 49+40 +/- -L-
END SHIFT TAPER
TIE TO EXISTING

PEDESTRIAN CROSSING AT
THE INTERSECTION OF
DURANT ROAD & CAPITAL
HILLS DRIVE.

END TIP PROJECT P-5720
-L- POT Sta. 46+75.00



MATCH LINE -L- STA. 35+00 +/- SEE TMP-10

STA. 39+50 +/- -L-
END PCB

POSSIBLE TEMPORARY TRAFFIC
PATTERN TO MAINTAIN ACCESS
DURING CONSTRUCTION.

ICT OF 45 CALENDAR DAYS
CONSTRUCT PROPOSED -Y4-
UNDER TRAFFIC AND OPEN
TO TRAFFIC.

BEGIN CONSTRUCTION
-Y4- POT Sta. 11+70.00

NOTE: MAINTAIN PEDESTRIAN TRAFFIC
FROM GARVEY DRIVE (-Y4-) TO END
OF PROJECT WHEN CONSTRUCTING
PROPOSED SIDEWALK, AS APPROVED
BY THE ENGINEER.

STA. 45+80 +/- -L-
BEGIN SHIFT TAPER

STA. 52+90 +/- -L-

STA. 51+72 +/- -L-

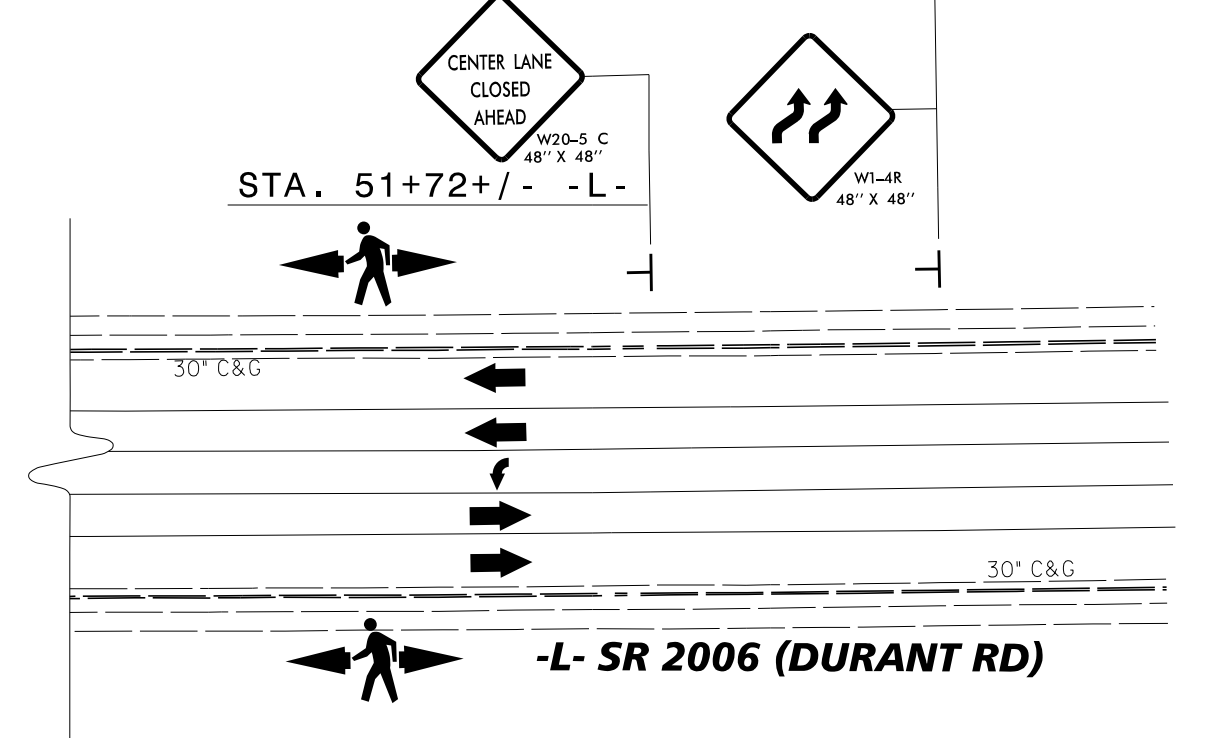
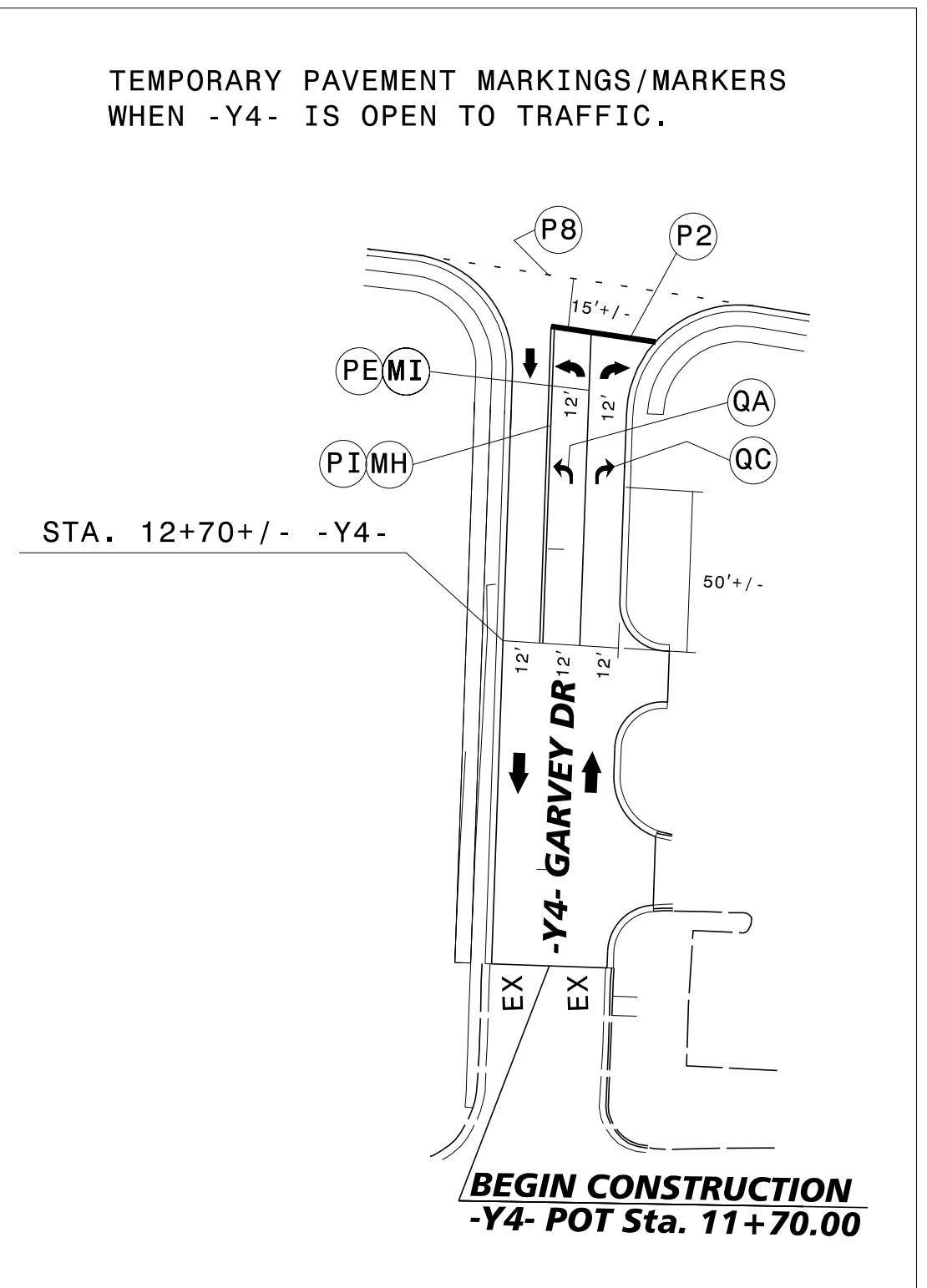
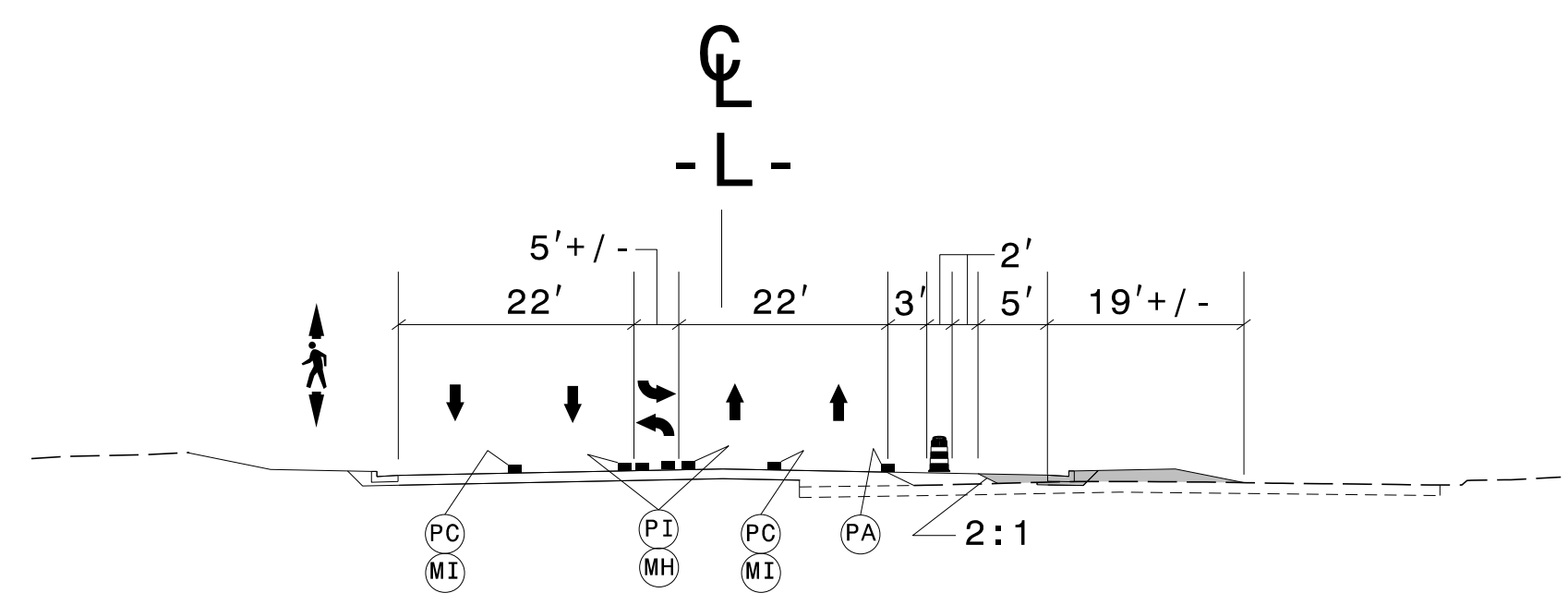
-L- SR 2006 (DURANT RD)

01

TYPICAL SECTION E-E

STA. 40+00 +/-

NOTES: PAVEMENT MARKINGS SHOW ARE EXISTING UNLESS OTHERWISE NOTED. SEE TMP-1A FOR PAVEMENT MARKING SCHEDULE.



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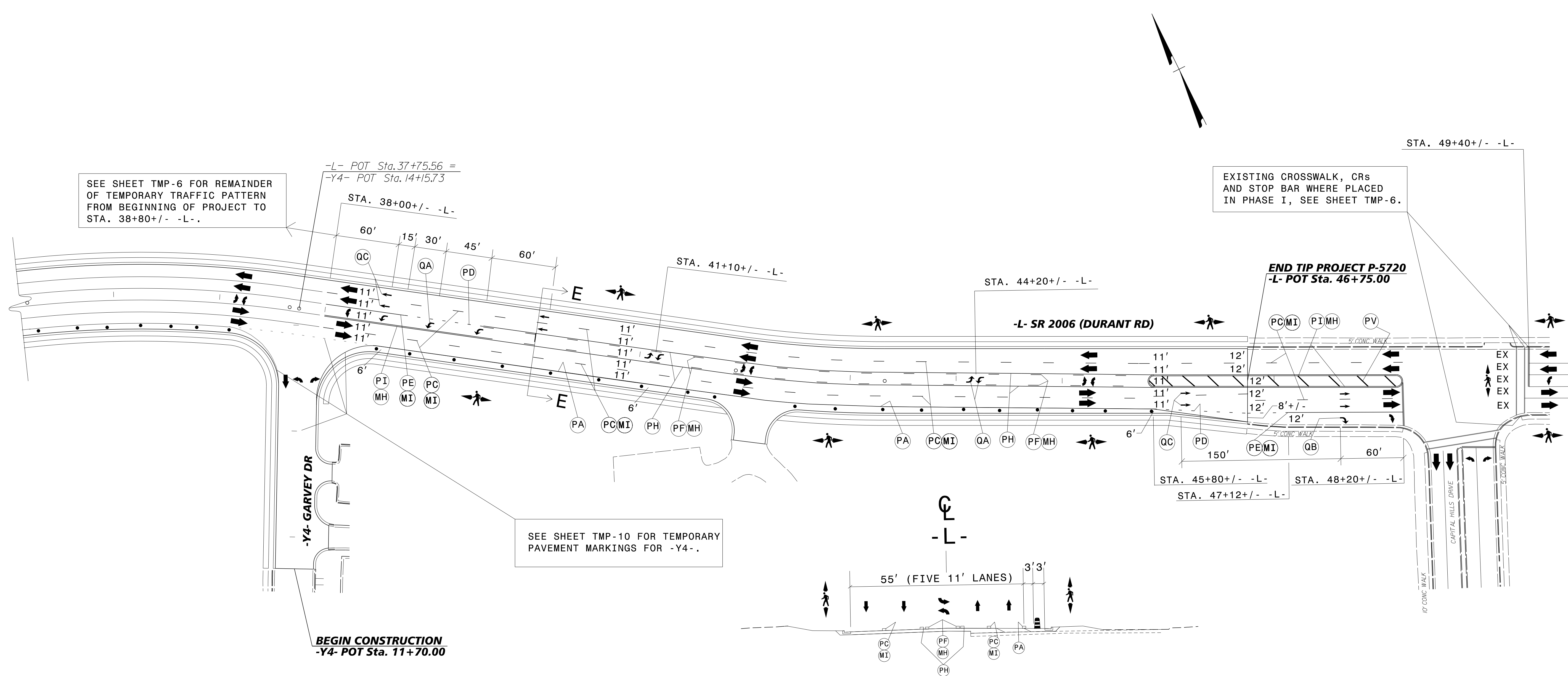
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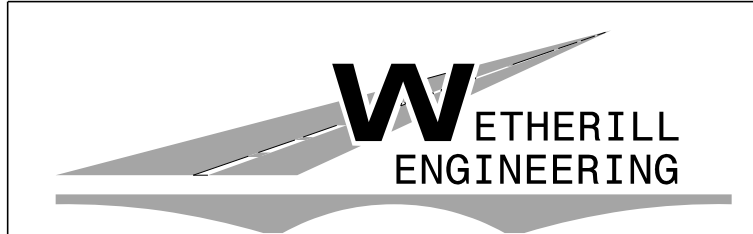
PHASE II



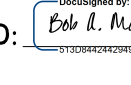
TYPICAL SECTION E-E
STA. 40+00+/-

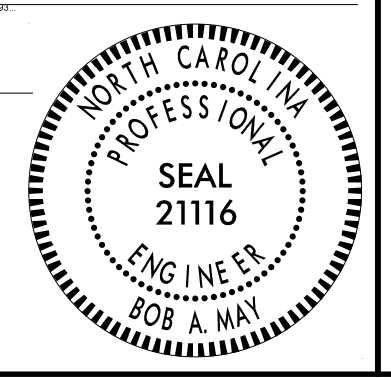
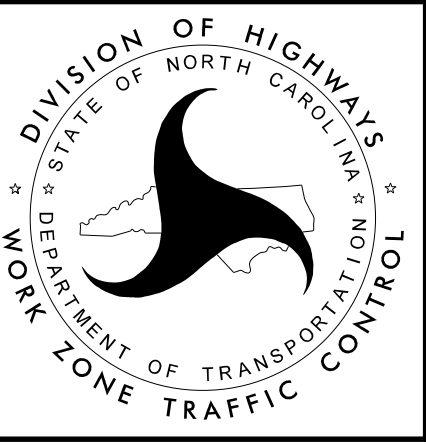
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PHASE II

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