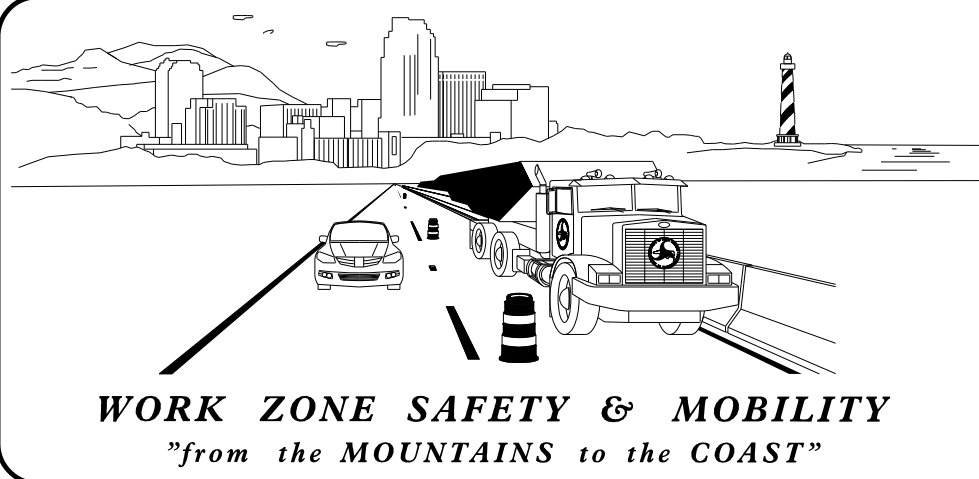
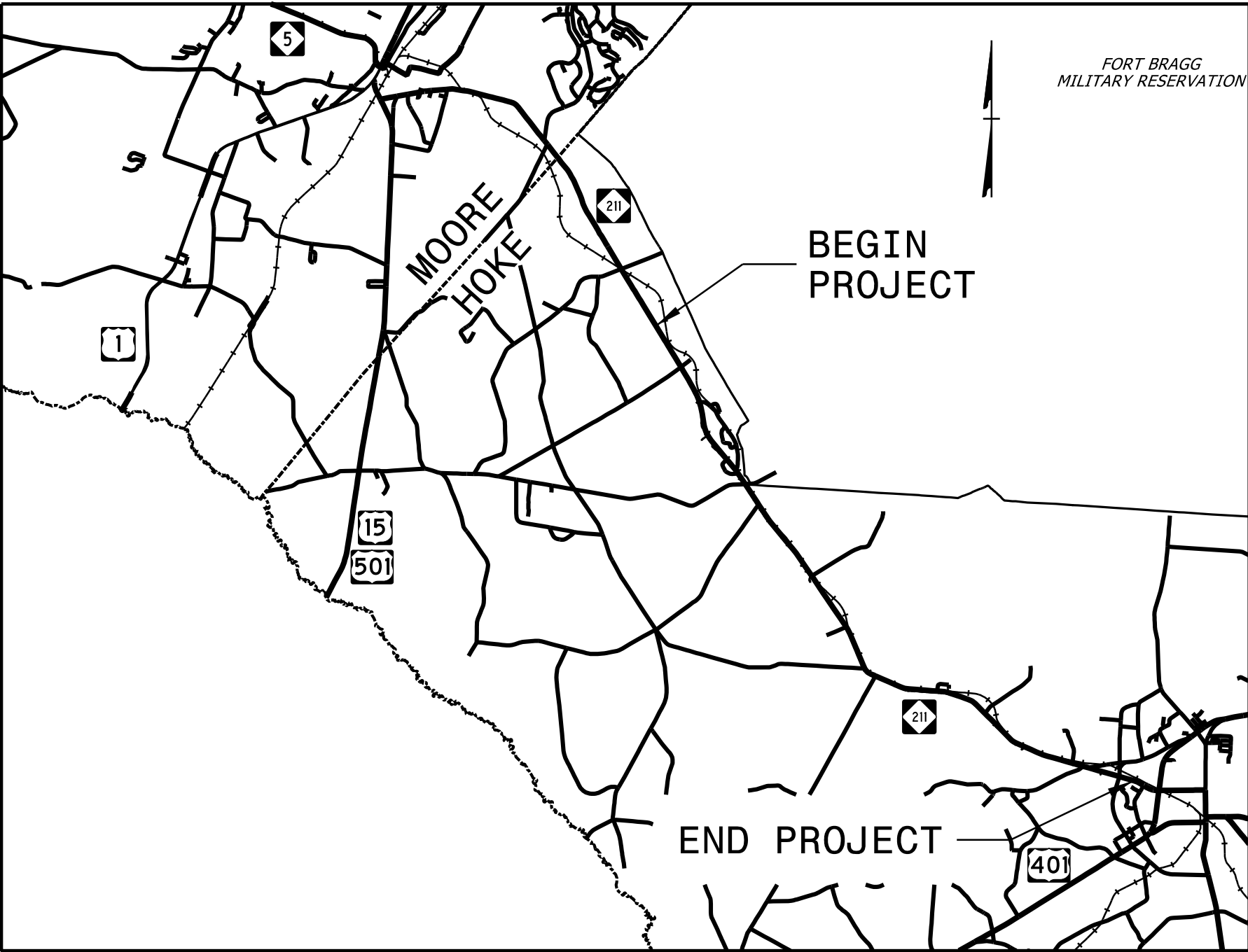
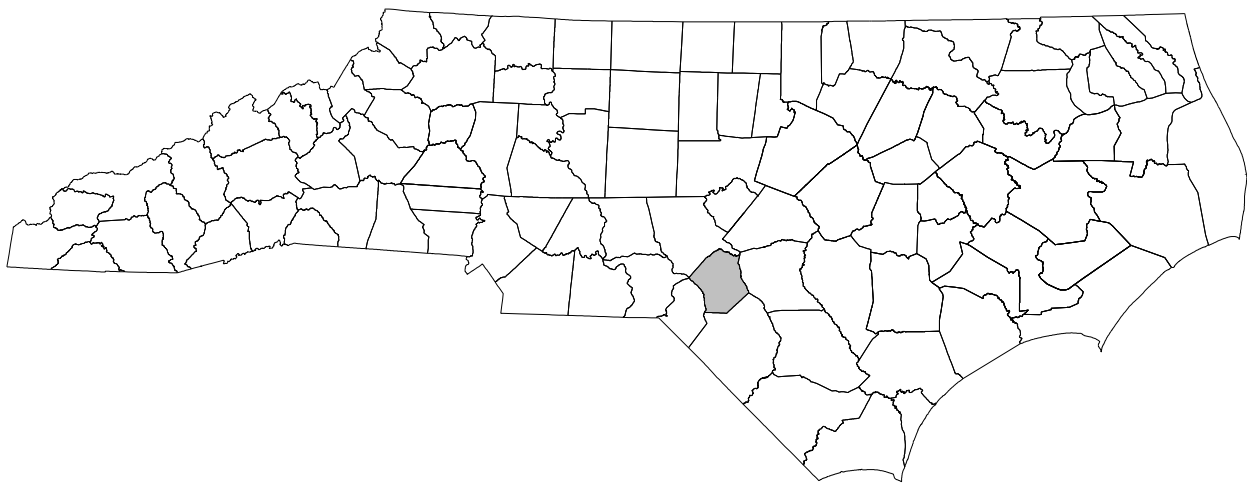


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN
HOKE COUNTY



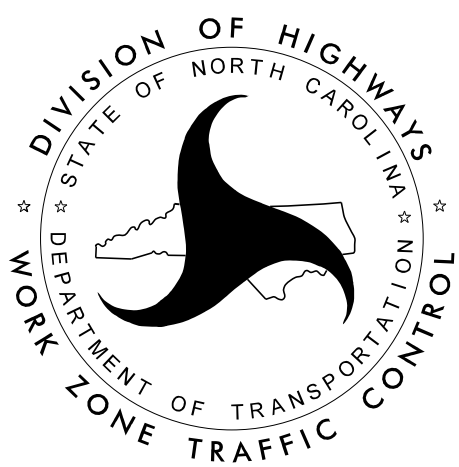
PLANS PREPARED BY:

BYRON HOLDEN, PE

KEVIN BISBY, PE

NCDOT CONTACTS:

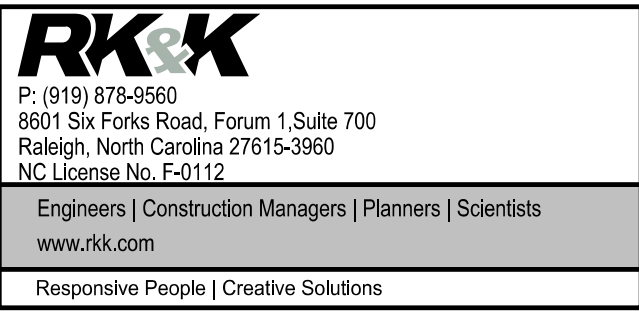
TERRY FARR, PE
PROJECT MANAGER

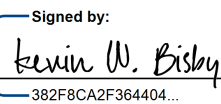


INDEX OF SHEETS

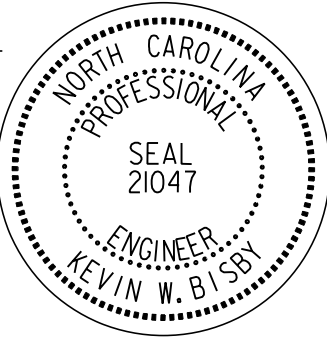
SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP, AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, AND LEGEND
TMP-1B AND 1BA	TRANSPORTATION OPERATIONS PLAN: (GENERAL NOTES)
TMP-1C THRU 1J	OFFSITE DETOUR DETAILS
TMP-2	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-2A THRU 2AA	TEMPORARY SHORING DATA
TMP-2B THRU 2BA	SPECIAL SIGN DESIGNS
TMP-2C	TEMPORARY DRIVEWAY ACCESS DETAIL
TMP-2D	ADVANCE WARNING SIGN DETAIL AND \$250 SPEEDING FINE SIGNAGE
TMP-3 THRU 3B	TRAFFIC CONTROL PHASING
TMP-4 THRU 22	TEMPORARY TRAFFIC CONTROL PHASE I STEP 2 DETAILS
TMP-23 THRU 35A	TEMPORARY TRAFFIC CONTROL PHASE I STEP 3 DETAILS
TMP-36 THRU 66	TEMPORARY TRAFFIC CONTROL PHASE II STEPS 1 AND 2 DETAILS
TMP-67 THRU 73	TEMPORARY TRAFFIC CONTROL PHASE II STEP 3 DETAILS
TMP-74 THRU 94	TEMPORARY TRAFFIC CONTROL PHASE III STEP 1 DETAILS
TMP-95 THRU 109	TEMPORARY TRAFFIC CONTROL PHASE III STEP 2 DETAILS

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DATE: 10/15/2024

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SHEET NO.

TMP-1

R-5709C

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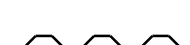
ROADWAY STANDARD DRAWINGS

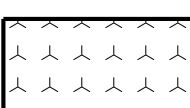
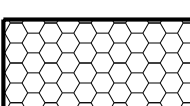
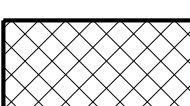
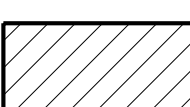
THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2024 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
1101.01	WORK ZONE ADVANCE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
1130.01	DRUM
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	WORK VEHICLE LIGHTING SYSTEMS AND TMA DELINEATION
1170.01	POSITIVE PROTECTION
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.10	PAVEMENT MARKINGS - SCHOOL AREAS
1205.11	PAVEMENT MARKINGS - RAILROAD CROSSINGS
1205.12	PAVEMENT MARKINGS - BRIDGES
1205.14	PAVEMENT MARKINGS - ROUNDABOUTS
1205.15	PAVEMENT MARKINGS - SUPERSTREETS
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

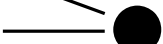
-  DIRECTION OF TRAFFIC FLOW
-  DIRECTION OF PEDESTRIAN TRAFFIC FLOW
-  TEMP. SHORING (LOCATION PURPOSES ONLY)

-  WORK AREA
-  ONGOING CONSTRUCTION
-  TEMPORARY PAVEMENT
-  PAVEMENT REMOVAL
-  WEDGING
-  INCIDENTAL STONE
-  MONOLITHIC ISLAND

SIGNALS

-  EXISTING
-  PROPOSED
-  TEMPORARY

TRAFFIC CONTROL DEVICES

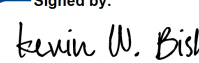
-  BARRICADE (TYPE III)
-  PEDESTRIAN BARRICADE
-  CONE
-  DRUM
-  SKINNY DRUM
-  TUBULAR MARKER
-  TEMPORARY CRASH CUSHION
-  FLASHING ARROW BOARD
-  FLAGGER
-  LAW ENFORCEMENT
-  TRUCK MOUNTED ATTENUATOR (TMA)
-  CHANGEABLE MESSAGE SIGN
-  PORTABLE CONCRETE BARRIER
-  PORTABLE CONCRETE BARRIER (EXISTING)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

TEMPORARY SIGNING

-  PORTABLE SIGN
-  STATIONARY SIGN
-  STATIONARY SIGN (TWO SUPPORTS)
-  STATIONARY OR PORTABLE SIGN

PAVEMENT MARKING SCHEDULE

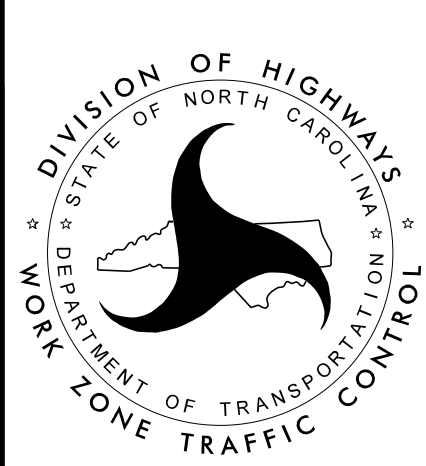
PAINT				TEMPORARY RAISED PAVEMENT MARKERS	
Symbol	Description	Symbol	Description	Symbol	Description
P1	WHITE EDGELINE (4")	P51	WHITE DIAGONAL (12")	MH	YELLOW/YELLOW
P2	WHITE SOLID LANE LINE (4")	P52	YELLOW DIAGONAL (12")	MI	CRYSTAL RED
P3	10 FT. WHITE SKIP (4")	P60	WHITE LINE, RR X (16")		
P4	3 FT. - 9 FT./SP WHITE MINISKIP (4")	P61	WHITE STOPBAR (24")		
P5	2 FT. - 6 FT./SP WHITE MINISKIP (4")	P70	LEFT TURN ARROW		
P10	YELLOW EDGELINE (4")	P71	RIGHT TURN ARROW		
P11	YELLOW SINGLE CENTER (4")	P72	STRAIGHT ARROW		
P12	10 FT. YELLOW SKIP (4")	P74	COMBO. RIGHT/STRAIGHT ARROW		
P13	YELLOW DOUBLE CENTER (4")	P77	U-TURN ARROW		
P14	2 FT. - 6 FT./SP YELLOW MINISKIP (4")	P100	ALPHANUMERIC CHARACTER		
P40	WHITE GORELINE (8")	P103	24" YIELD LINE TRIANGLE		
P45	3 FT. - 3 FT./SP WHITE MINISKIP (8")	P117	FISH-HOOK W/CIRCLE LEFT/STRAIGHT ARROW		

APPROVED: 
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DATE: 10/15/2024

SEAL





ROADWAY STANDARD
DRAWINGS & LEGEND

8/28/2024
RST03_TMP_PSH01A.dgn
Kotibdy

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

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	TIME RESTRICTIONS
NC 211 from the western end of the project to -L- STA 745+00	MONDAY THROUGH FRIDAY	6:00 A.M. TO 8:00 A.M. 4:00 P.M. TO 6:00 P.M.
NC 211 FROM -L- STA 745+00 TO THE EASTERN END OF THE PROJECT	MONDAY THROUGH FRIDAY WHEN SCHOOL IS NOT IN SESSION	6:00 A.M. TO 8:00 A.M. 4:00 P.M. TO 6:00 P.M.
	MONDAY THROUGH FRIDAY WHEN SCHOOL IS IN SESSION	6:00 A.M. TO 8:00 A.M. 2:00 P.M. to 6:00 P.M.
-Y22- SR 1260 (COLONIAL ST) -Y23- SR 1314 (LAKE ELIZABETH RD) -Y24- SR 1203 (TURNPIKE RD) -Y25- GABLE DR -Y26- SR 1203 (TURNPIKE RD) -Y26A- SR 1311 (MOCKINGBIRD HILL RD) -Y27- W. PALMER ST	MONDAY THROUGH FRIDAY WHEN SCHOOL IS NOT IN SESSION	6:00 A.M. TO 8:00 A.M. 4:00 P.M. TO 6:00 P.M.
	MONDAY THROUGH FRIDAY WHEN SCHOOL IS IN SESSION	6:00 A.M. TO 8:00 A.M. 2:00 P.M. TO 6:00 P.M.
ANY OTHER ROAD	MONDAY THROUGH FRIDAY	6:00 A.M. TO 8:00 A.M. 4:00 P.M. TO 6:00 P.M.

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

NC 211

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00 AM DECEMBER 31st TO 6:00 PM JANUARY 2nd. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY, THEN UNTIL 6:00 PM THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 6:00 AM THURSDAY AND 6:00 PM MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 AM FRIDAY TO 6:00 PM TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 AM THE DAY BEFORE INDEPENDENCE DAY AND 6:00 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 6:00 PM THE TUESDAY AFTER INDEPENDENCE DAY.
- FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 AM FRIDAY TO 6:00 PM TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 AM TUESDAY AND 6:00 PM MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 AM THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 6:00 PM THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

C) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	DURATION AND OPERATION
NC 211	MONDAY THROUGH FRIDAY 6:00 AM TO 8:00 AM 4:00 PM TO 6:00 PM	15 MINUTES FOR TRAFFIC SHIFTS

LANE AND SHOULDER CLOSURE REQUIREMENTS

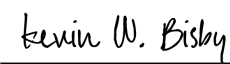
- D) REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED, OR AS DIRECTED BY THE ENGINEER.
- E) WHEN PERSONNEL OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO AN UNDIVIDED FACILITY AND WITHIN 5 FT. OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING RDWY. STD. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.
- WHEN PERSONNEL 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 RDWY. STD. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.
- F) WHEN PERSONNEL OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED 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 EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.
- G) DO NOT WORK SIMULTANEOUSLY WITHIN 15 FT. ON BOTH SIDES OF AN OPEN TRAVEL WAY WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.

PAVEMENT EDGE DROP-OFF REQUIREMENTS

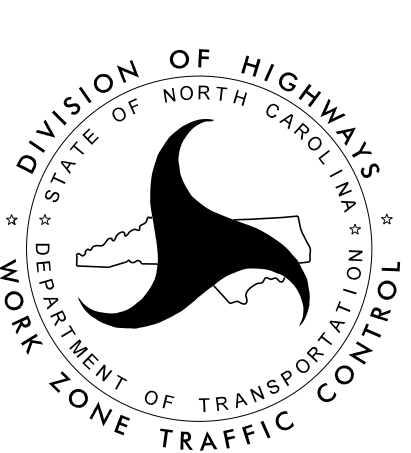
- H) BACKFILL AT A 6:1 SLOPE UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN AREAS ADJACENT TO AN OPENED TRAVEL LANE THAT HAS AN EDGE OF PAVEMENT DROP-OFF AS FOLLOWS:
- BACKFILL DROP-OFFS THAT EXCEED 2 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS OF 45 MPH OR GREATER.
- BACKFILL DROP-OFFS THAT EXCEED 3 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS LESS THAN 45 MPH.
- BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER AT NO EXPENSE TO THE DEPARTMENT.
- I) DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) (500 FT) IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

APPROVED: 
DATE: 10/15/2024

SEAL

TRANSPORTATION OPERATIONS
PLAN:
GENERAL NOTES

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GENERAL NOTES, CONTINUED

SIGNING

K) 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.

L) 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.

M) 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.

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

O) INSTALL BLACK ON ORANGE “DIP” SIGNS (W8-2) OR “BUMP” SIGNS (W8-1) (500 FT) IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC BARRIER

P) 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.

Q) 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 (mph)	MINIMUM OFFSET (ft.)
< 40	15
45 - 50	20
55	25
> 60	30

TRAFFIC CONTROL DEVICES

R) WHEN LANE CLOSURES ARE NOT IN EFFECT SPACE CHANNELIZING DEVICES IN WORK AREA 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 TRAVEL WAY. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTION 1130 (DRUMS), 1135 (CONES) AND 1180 (SKINNY DRUMS) FOR ADDITIONAL REQUIREMENTS.

S) PLACE TYPE III BARRICADES WITH “ROAD CLOSED” SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE THE ENTIRE ROADWAY.

PAVEMENT MARKINGS AND MARKERS

T) INSTALL PAVEMENT MARKINGS AND PAVEMENT MARKERS AS FOLLOWS:

ROAD NAME	MARKING	MARKER
NC 211, US 15-501, W PALMER ST, TURNPIKE RD	PAINT	TEMPORARY RAISED
Y LINES	PAINT	NONE

U) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS AS DIRECTED BY THE ENGINEER.

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

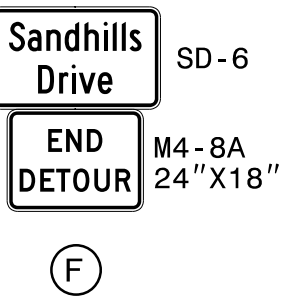
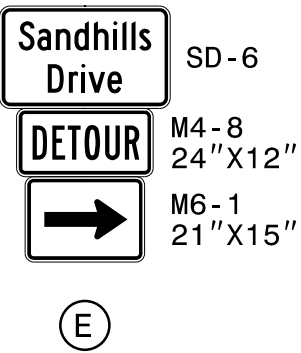
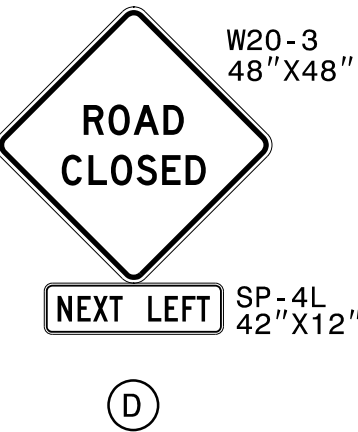
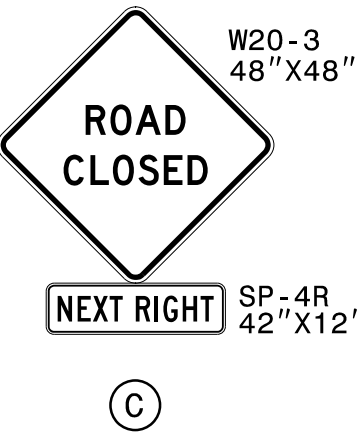
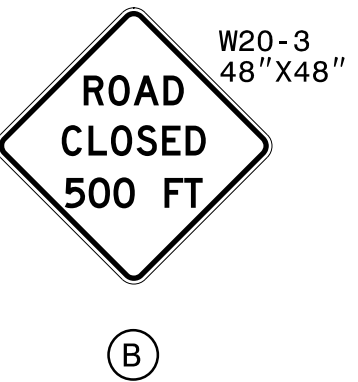
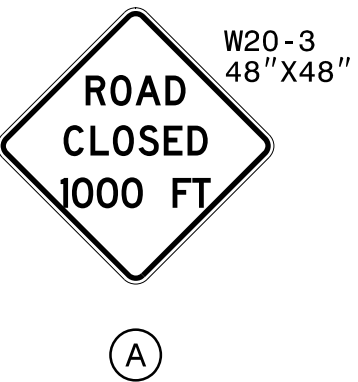
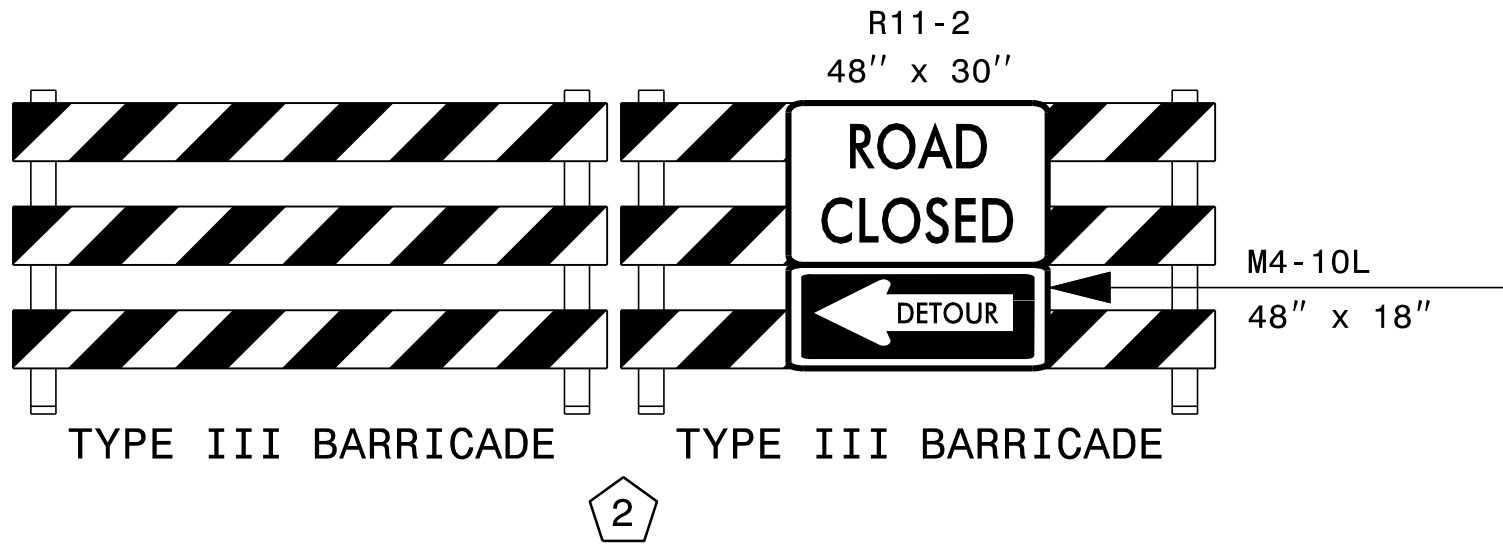
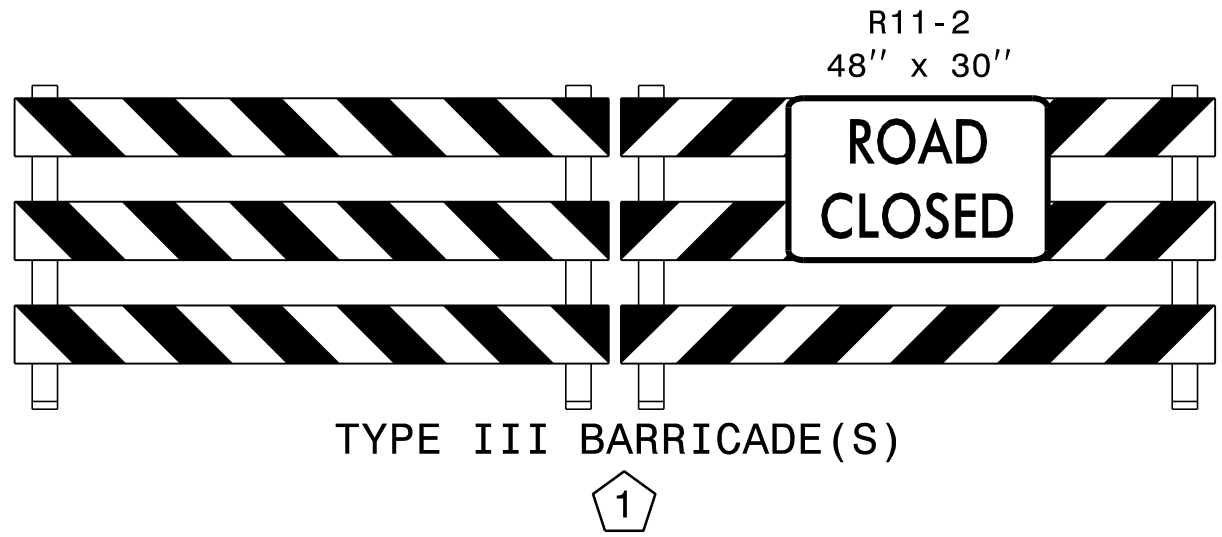
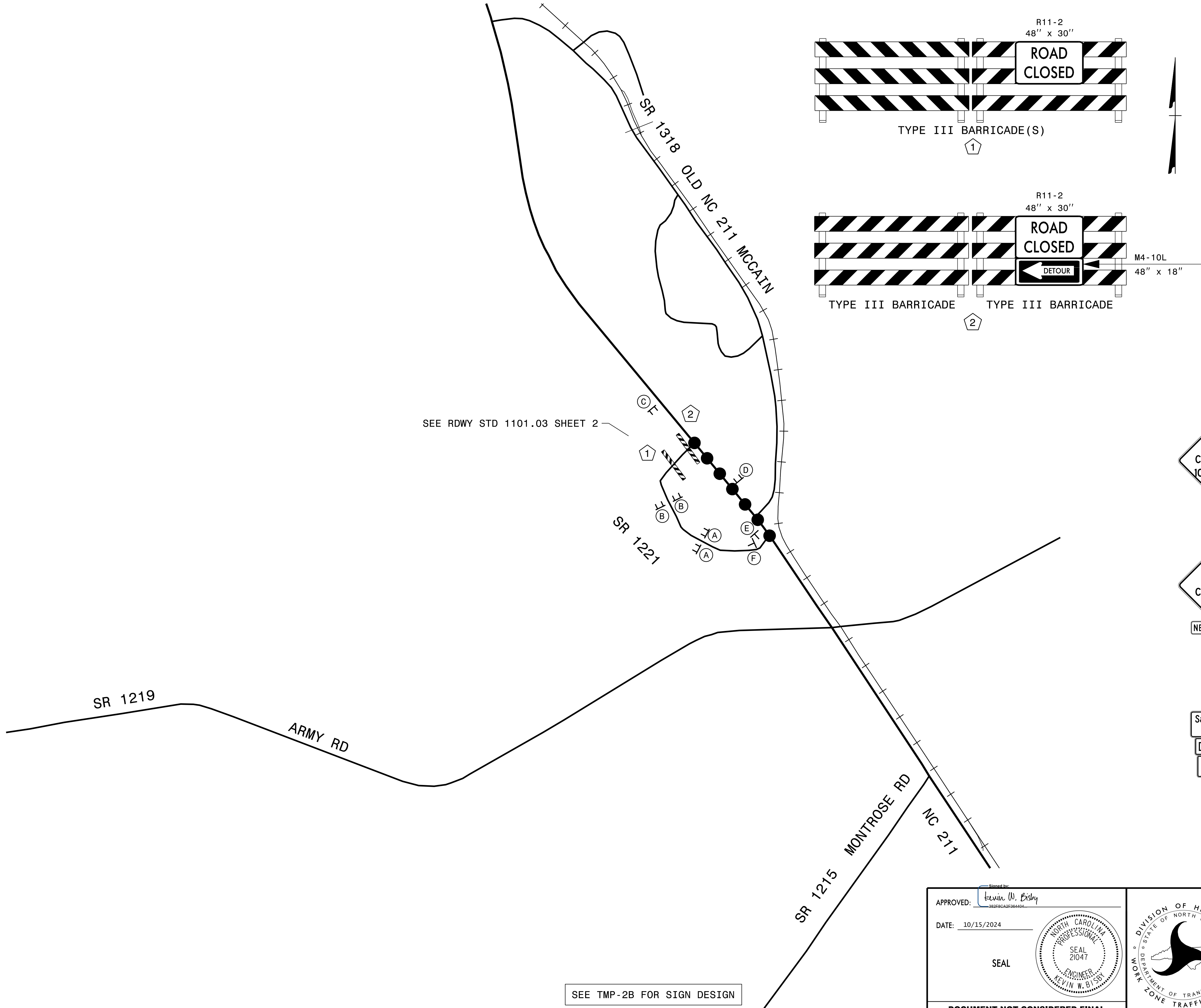
W) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY’S OPERATION.

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

MISCELLANEOUS

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

APPROVED: Signed By: Kevin W. Bisby 300790407304404 DATE: 10/15/2024 SEAL NORTH CAROLINA PROFESSIONAL SEAL 21047 ENGINEER KEVIN W. BISBY	DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	TRANSPORTATION OPERATIONS PLAN: GENERAL NOTES
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		



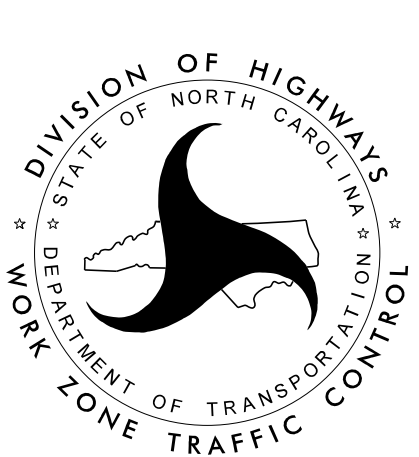
APPROVED: Kevin W. Bisby
REGISTERED PROFESSIONAL ENGINEER

DATE: 10/15/2024

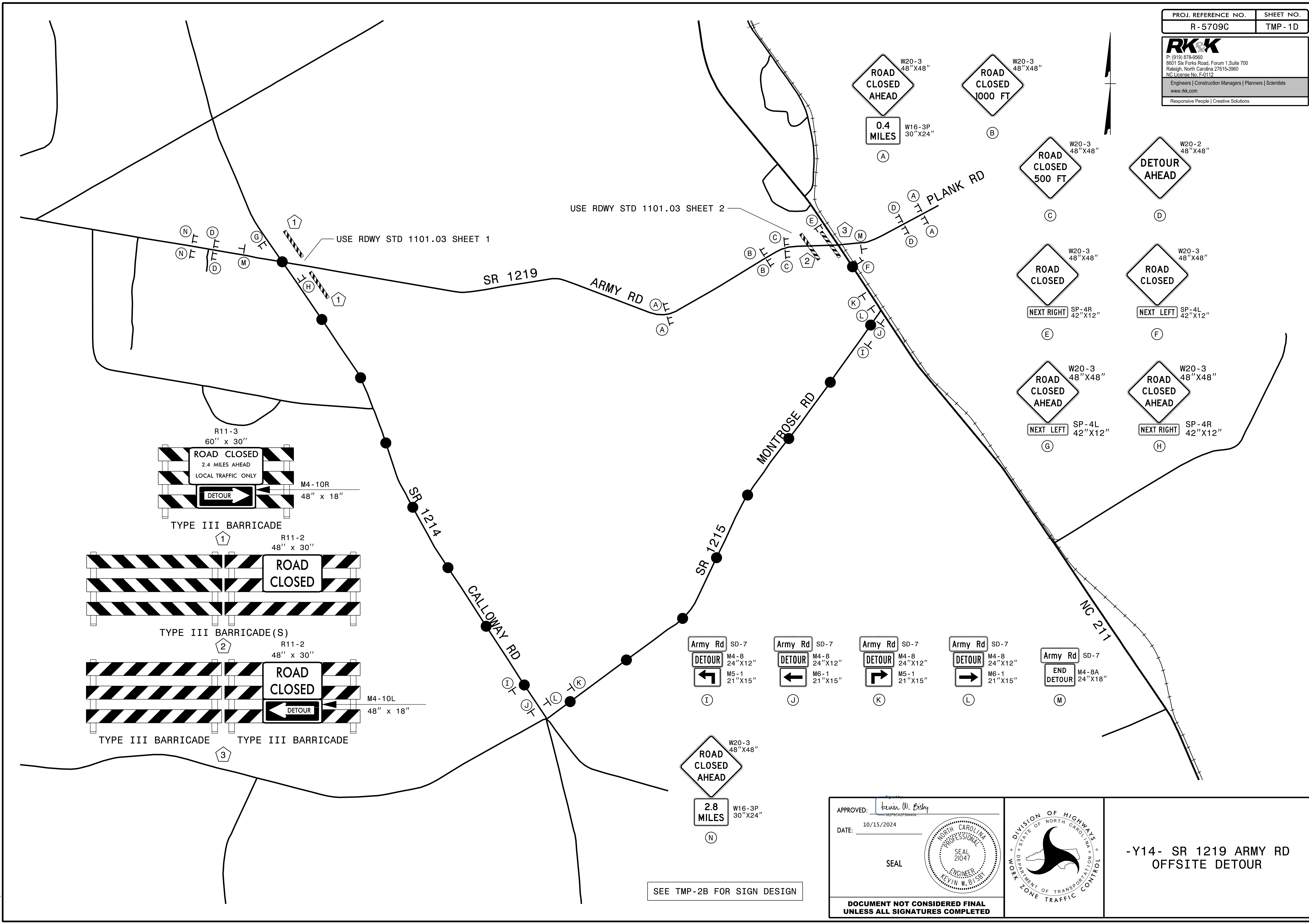
SEAL

NORTH CAROLINA
PROFESSIONAL
SEAL
21047
ENGINEER
KEVIN W. BISBY

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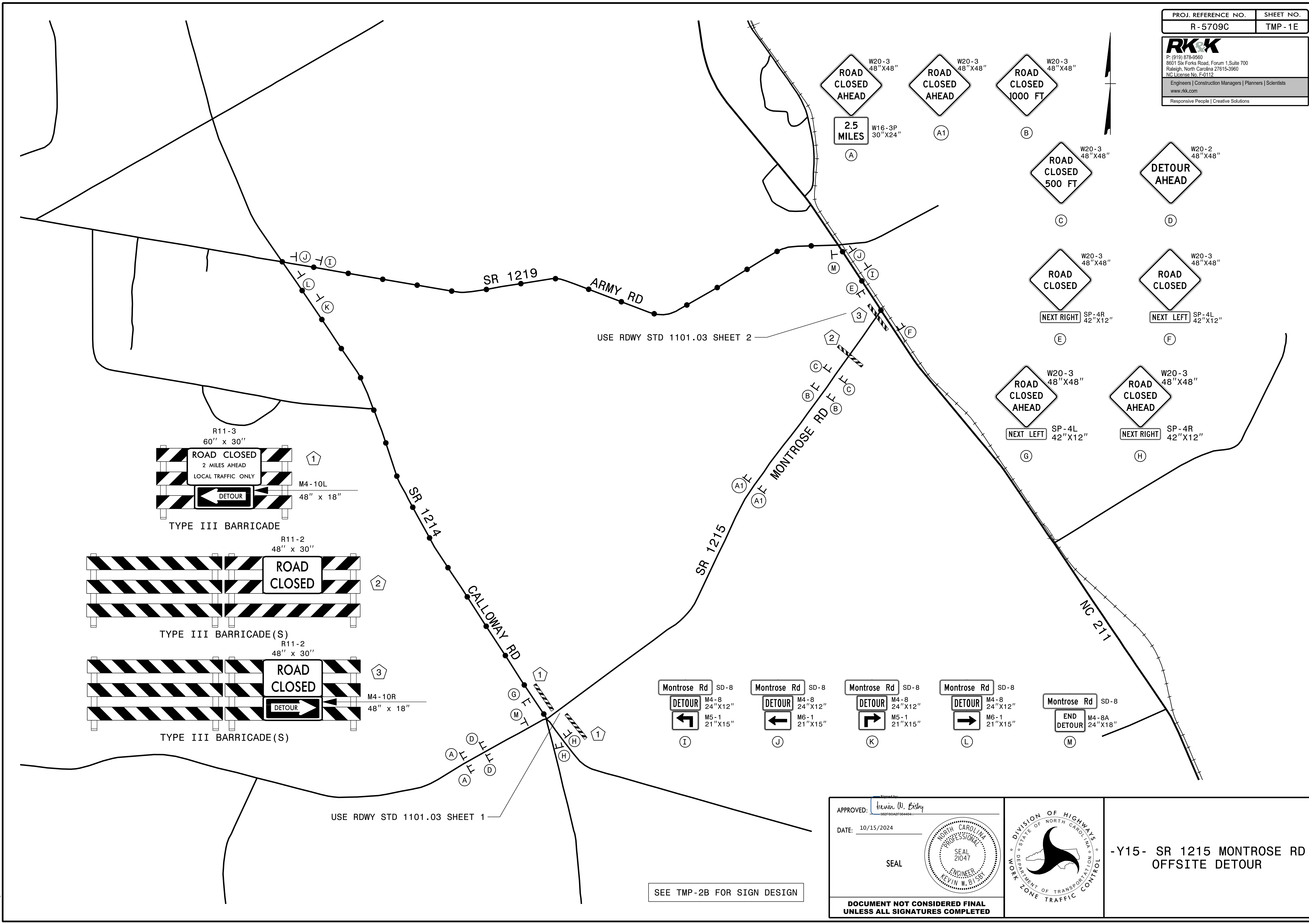


-Y11C-SR 1221 SANDHILLS DR
OFFSITE DETOUR



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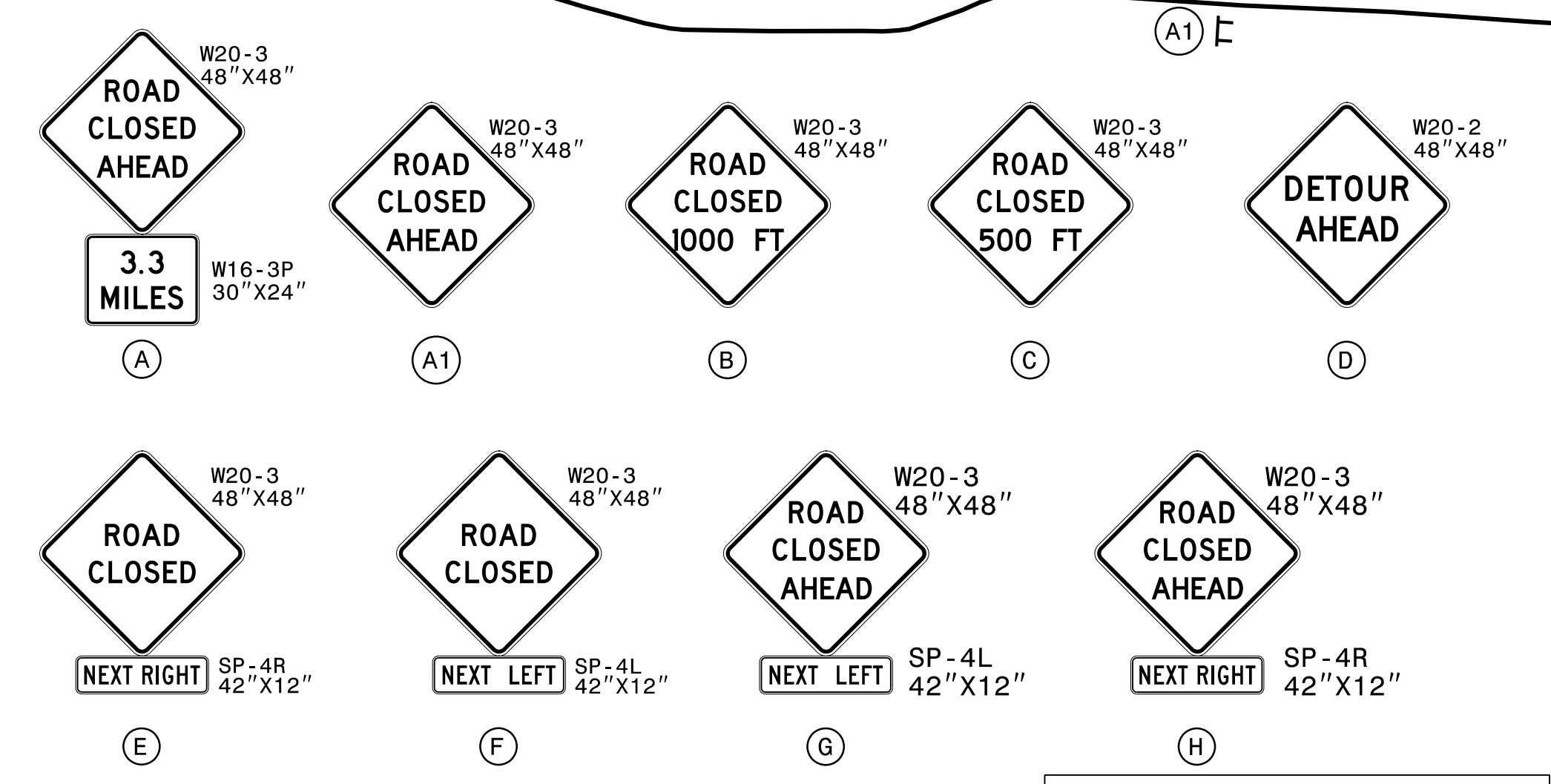
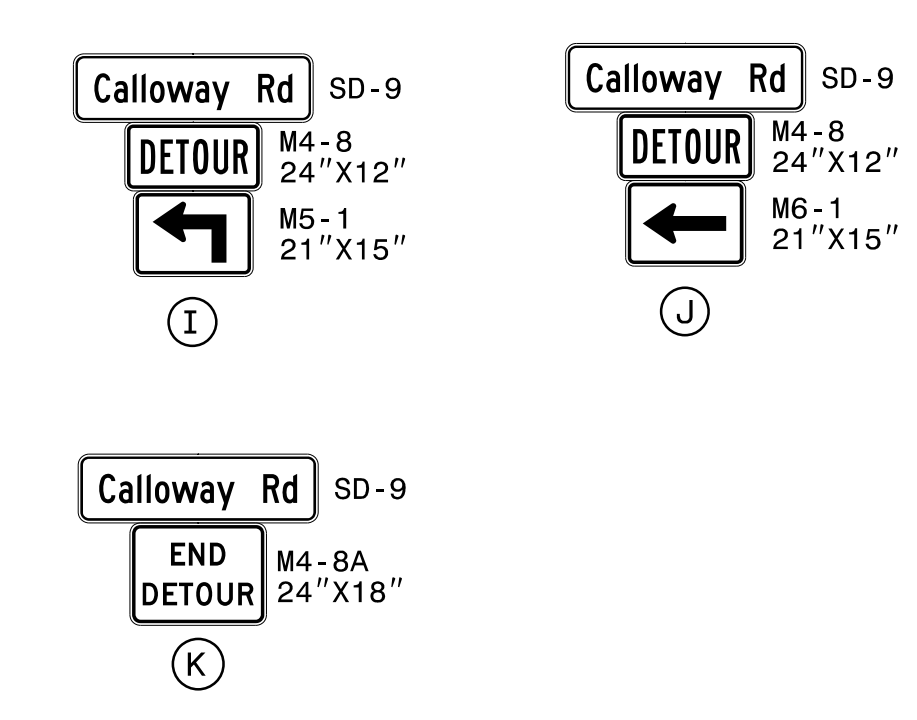
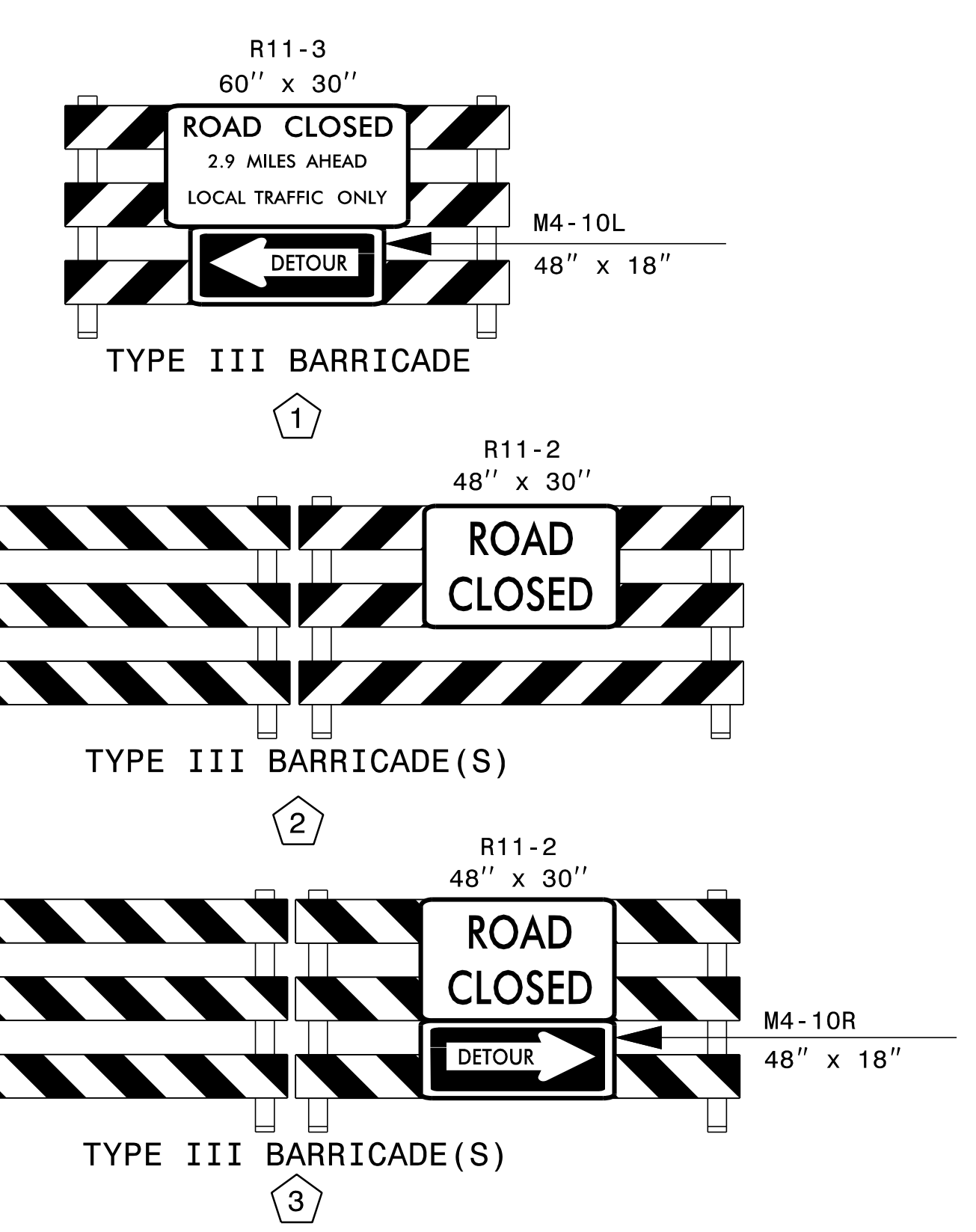
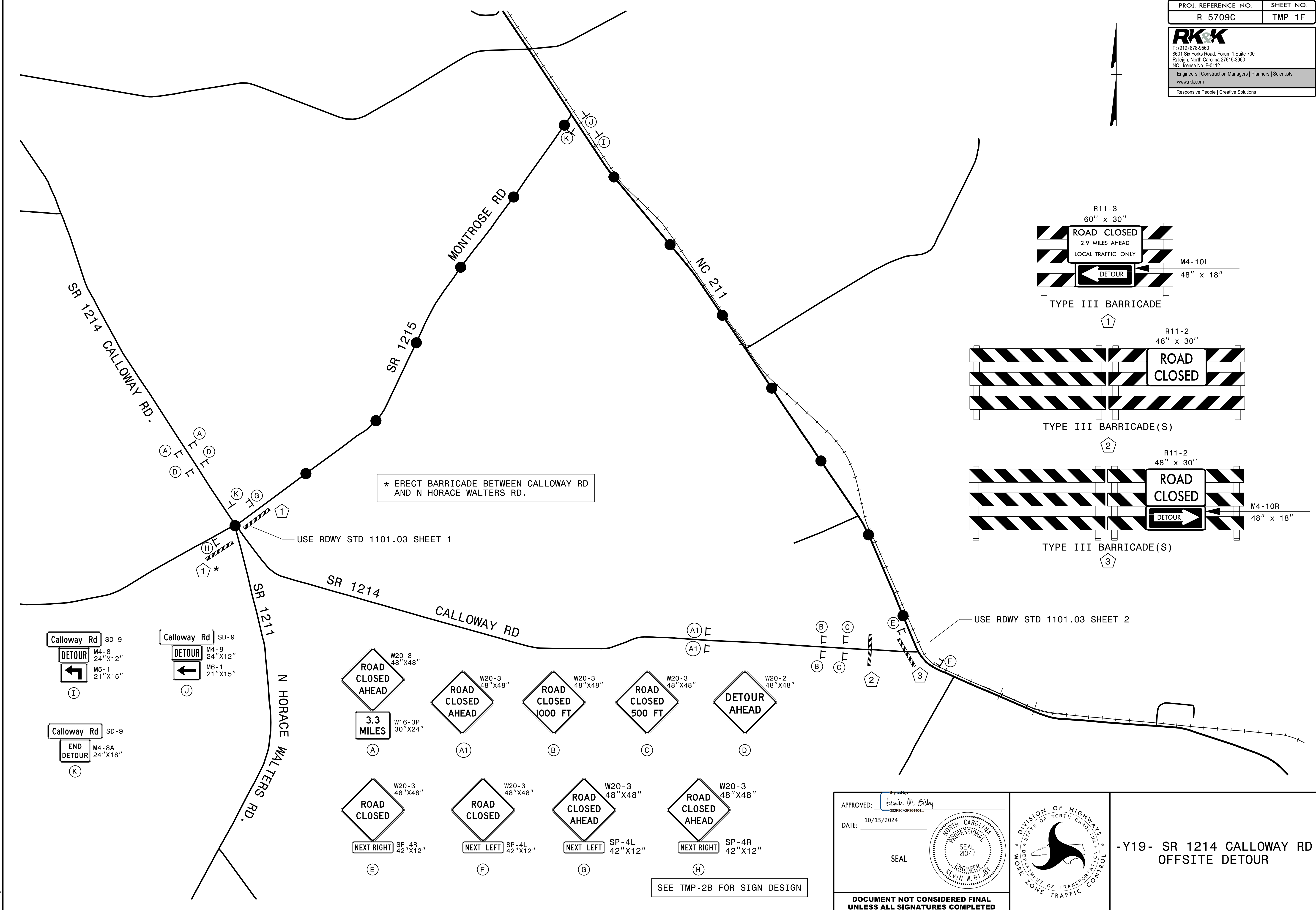
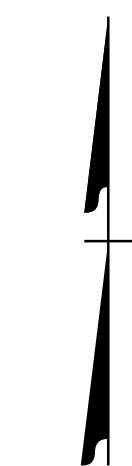


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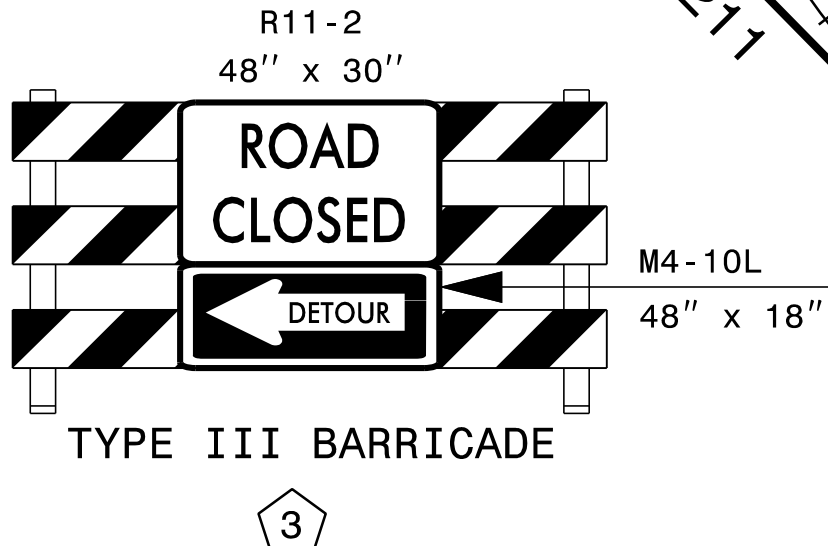
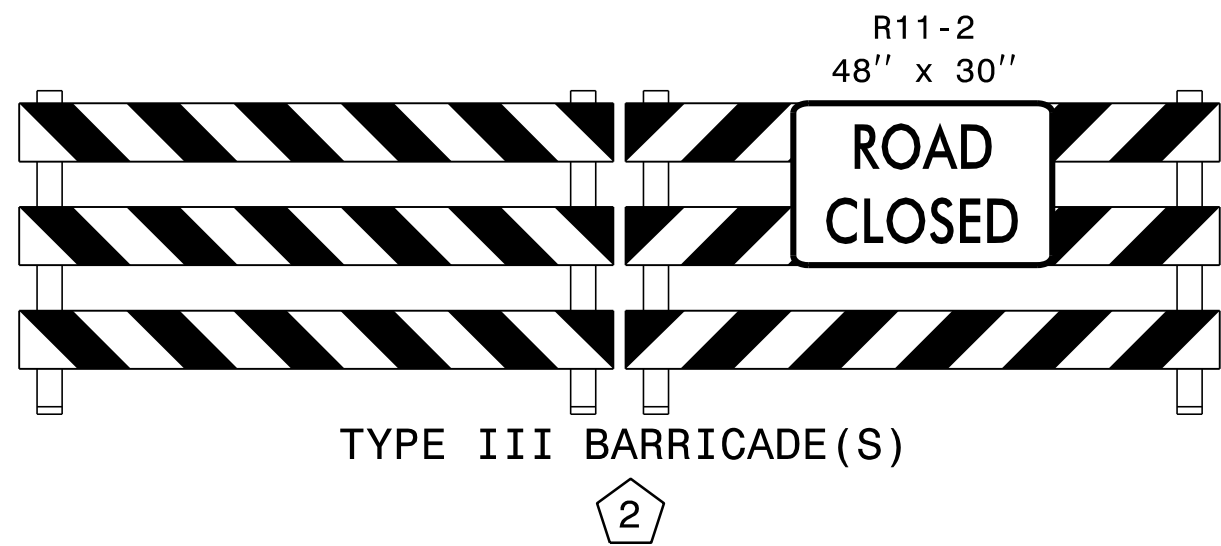
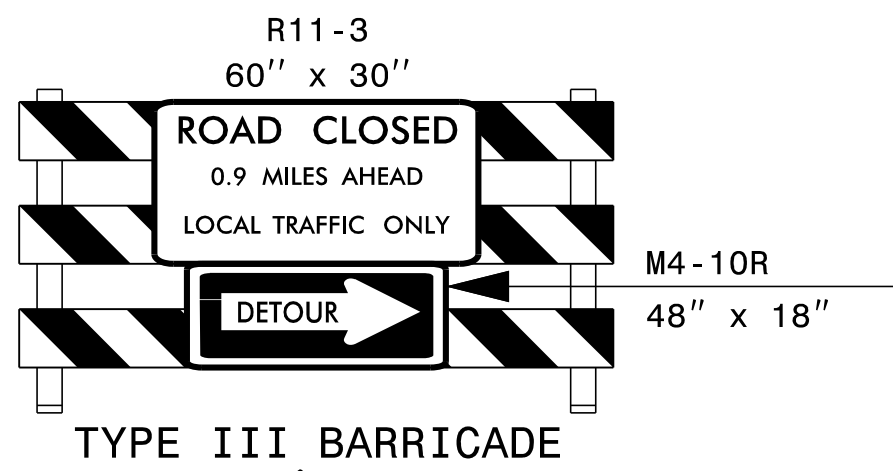
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DATE: 10/15/2024
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PROFESSIONAL
ENGINEER
SEAL 21047
KEVIN W. BISBY

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

-Y15- SR 1215 MONTROSE RD
OFFSITE DETOUR

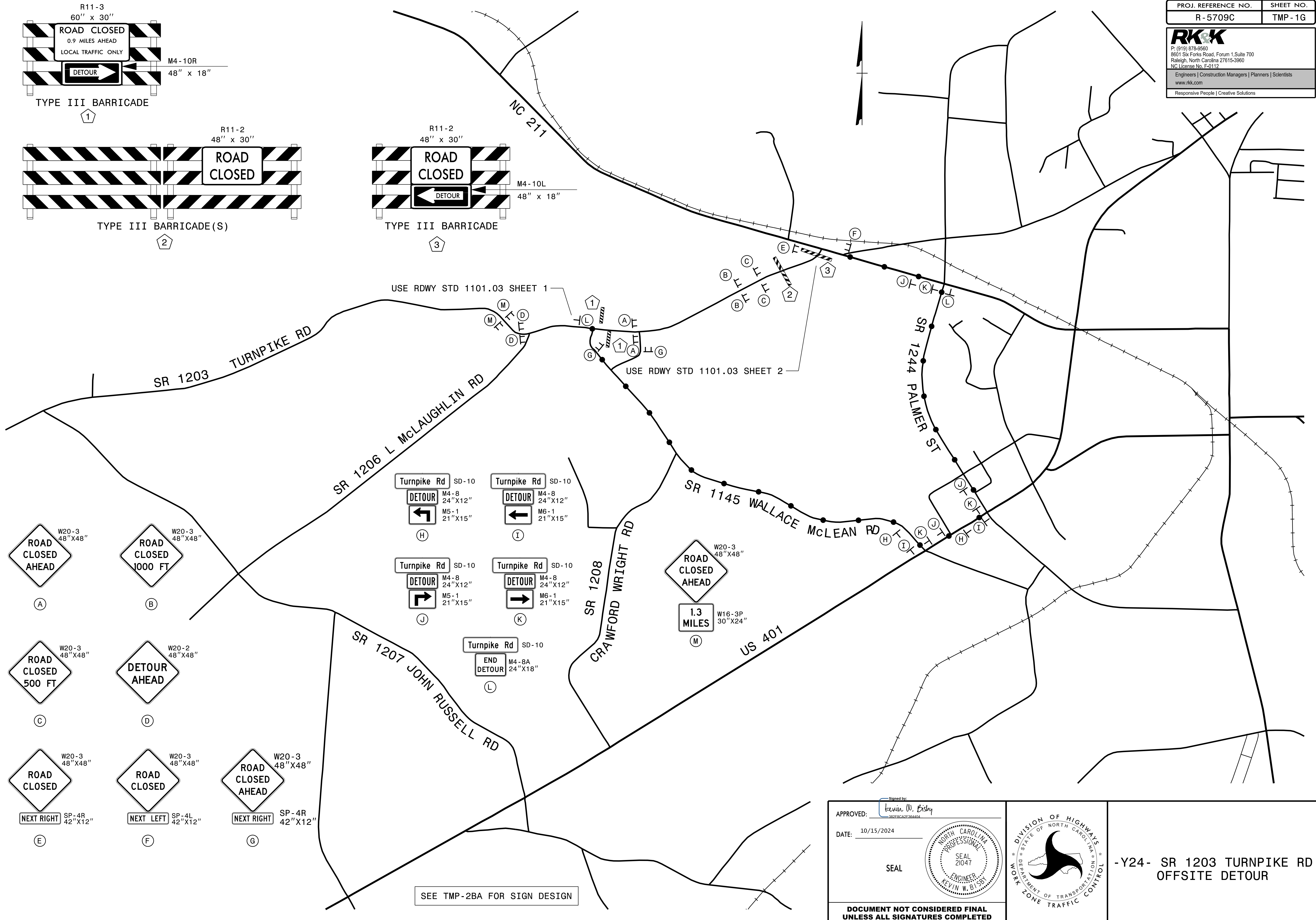


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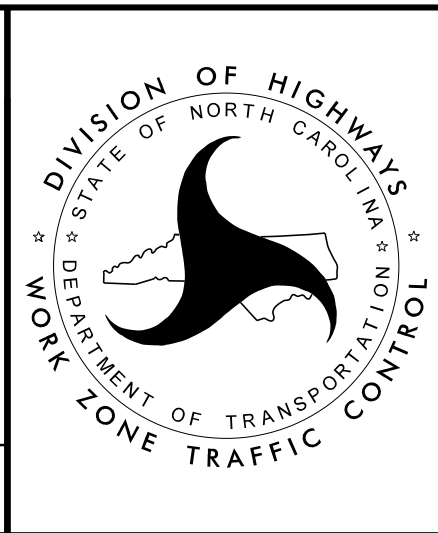
SEE TMP-2BA FOR SIGN DESIGN

APPROVED: Kevin W. Esby
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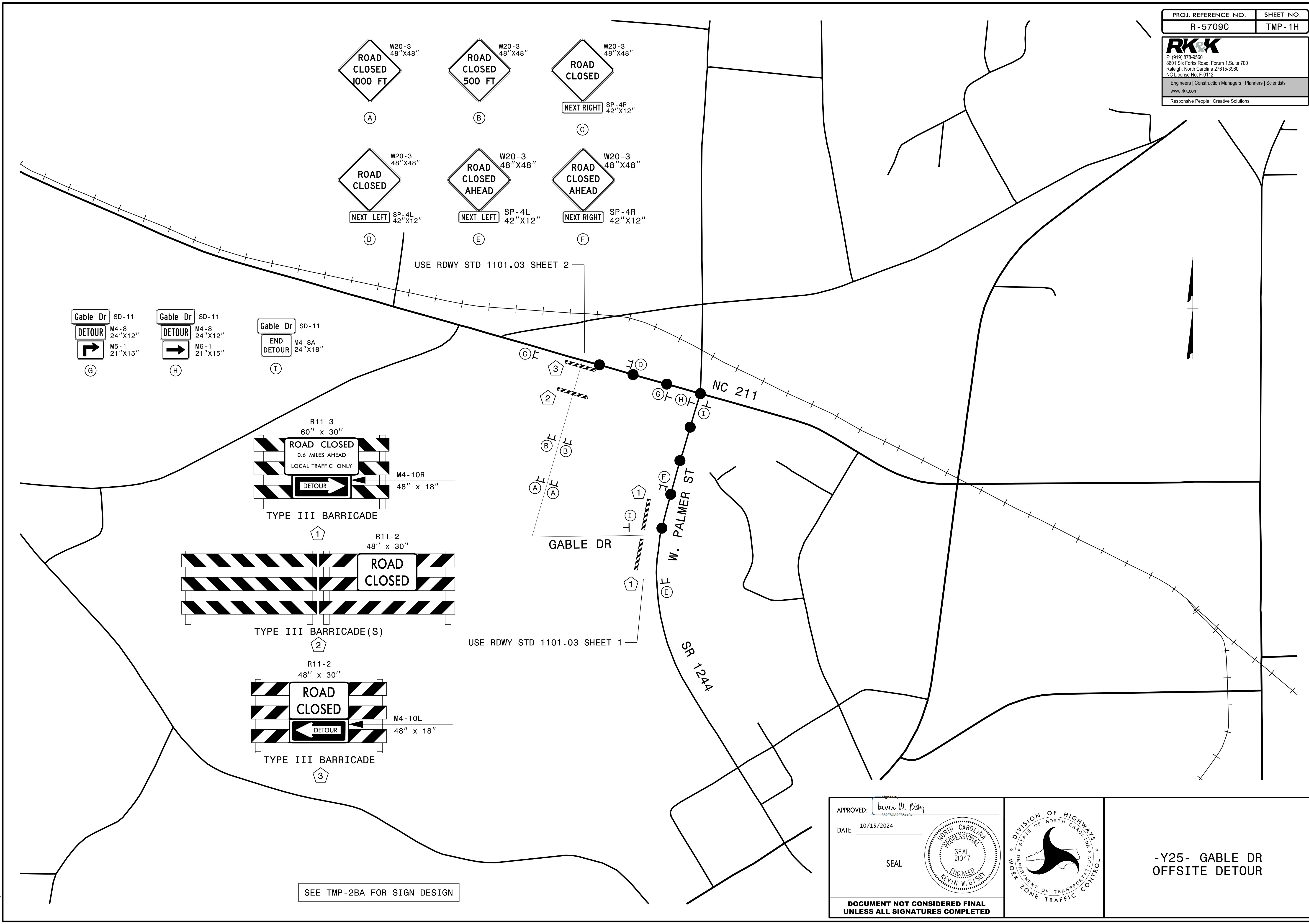
DATE: 10/15/2024

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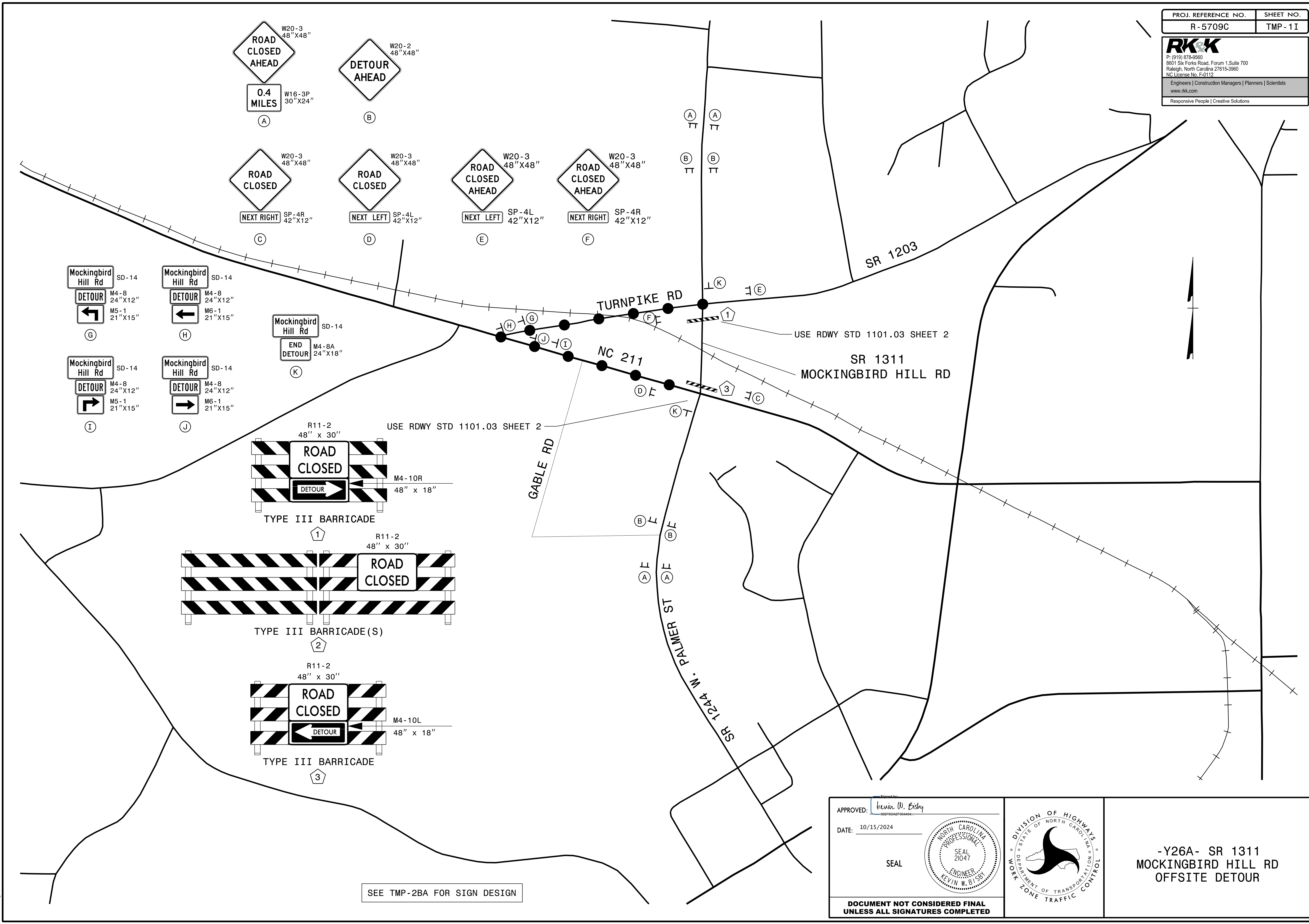
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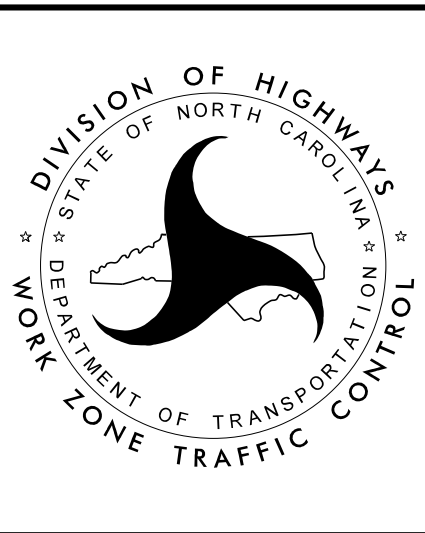
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OFFSITE DETOUR



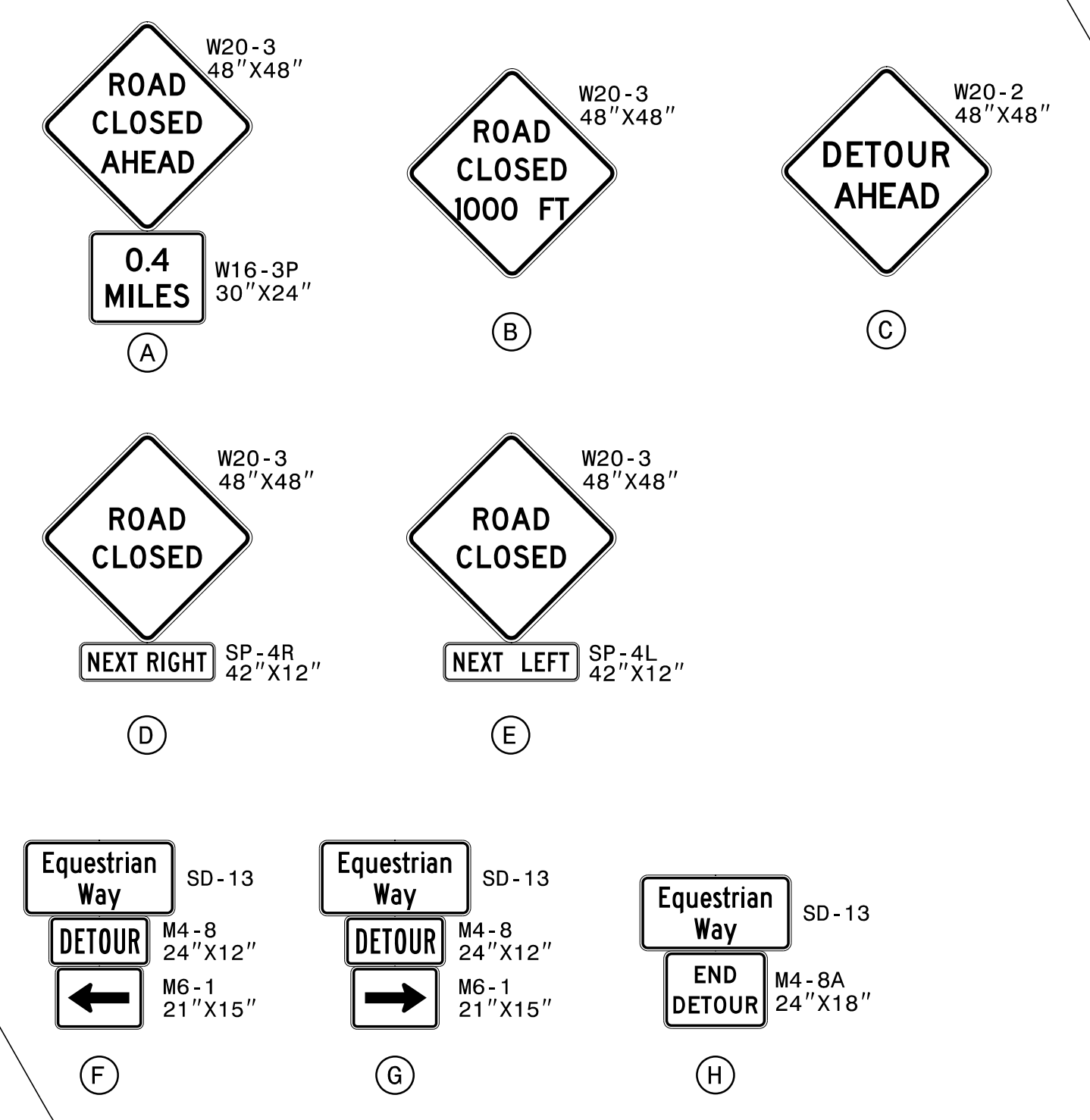
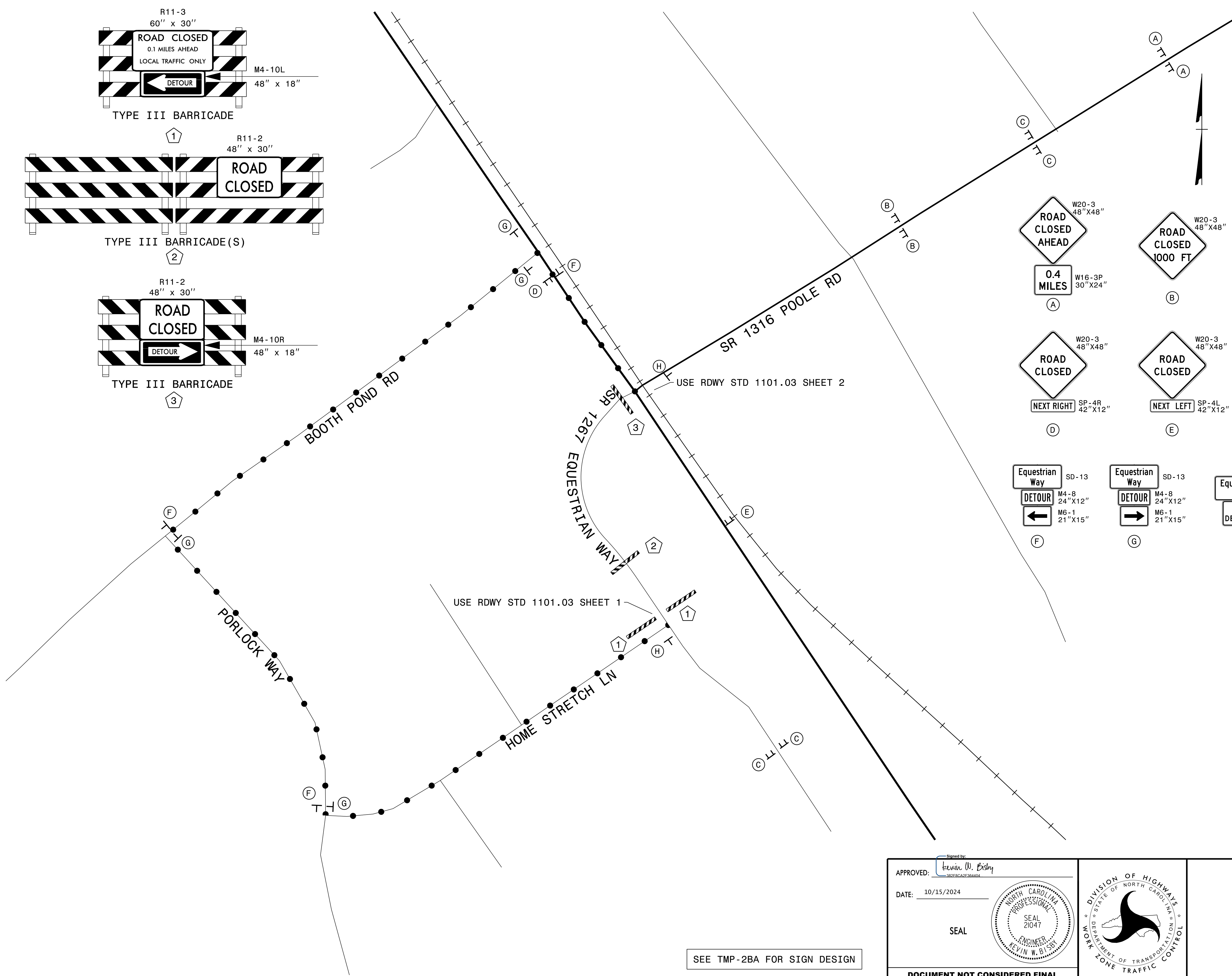
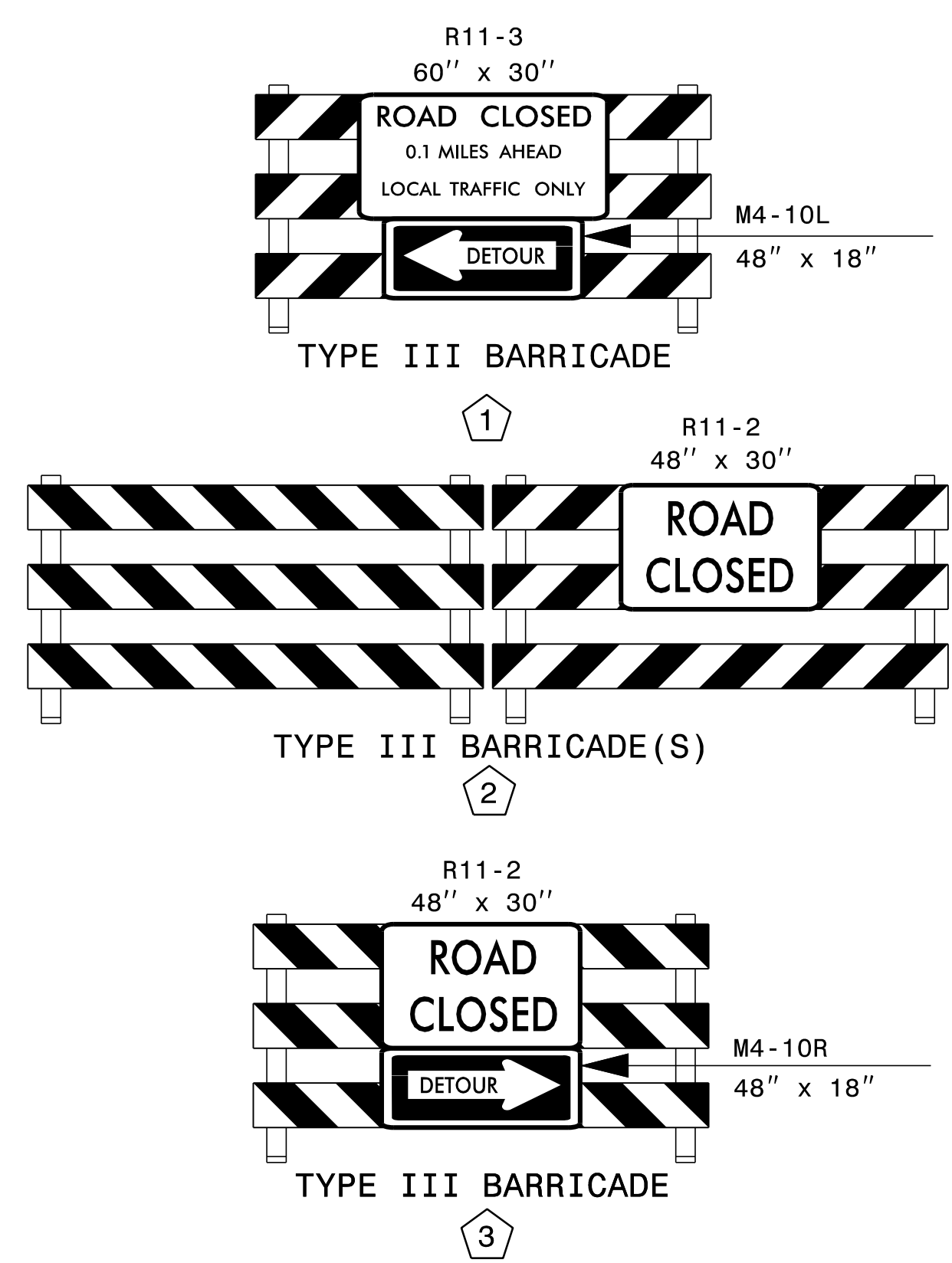
APPROVED: <u>Kevin W. Bisby</u> DATE: 10/15/2024 SEAL 	 DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	-Y25- GABLE DR OFFSITE DETOUR
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ENGINEER
SEAL 21047
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-Y26A- SR 1311
MOCKINGBIRD HILL RD
OFFSITE DETOUR



SEE TMP-2BA FOR SIGN DESIGN

APPROVED: <u>Kevin W. Bisley</u> DATE: 10/15/2024 SEAL DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	SEAL ENGINEER KEVIN W. BISLEY	DIVISION OF HIGHWAYS NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	-Y16- SR 1267 EQUESTRIAN WAY OFFSITE DETOUR
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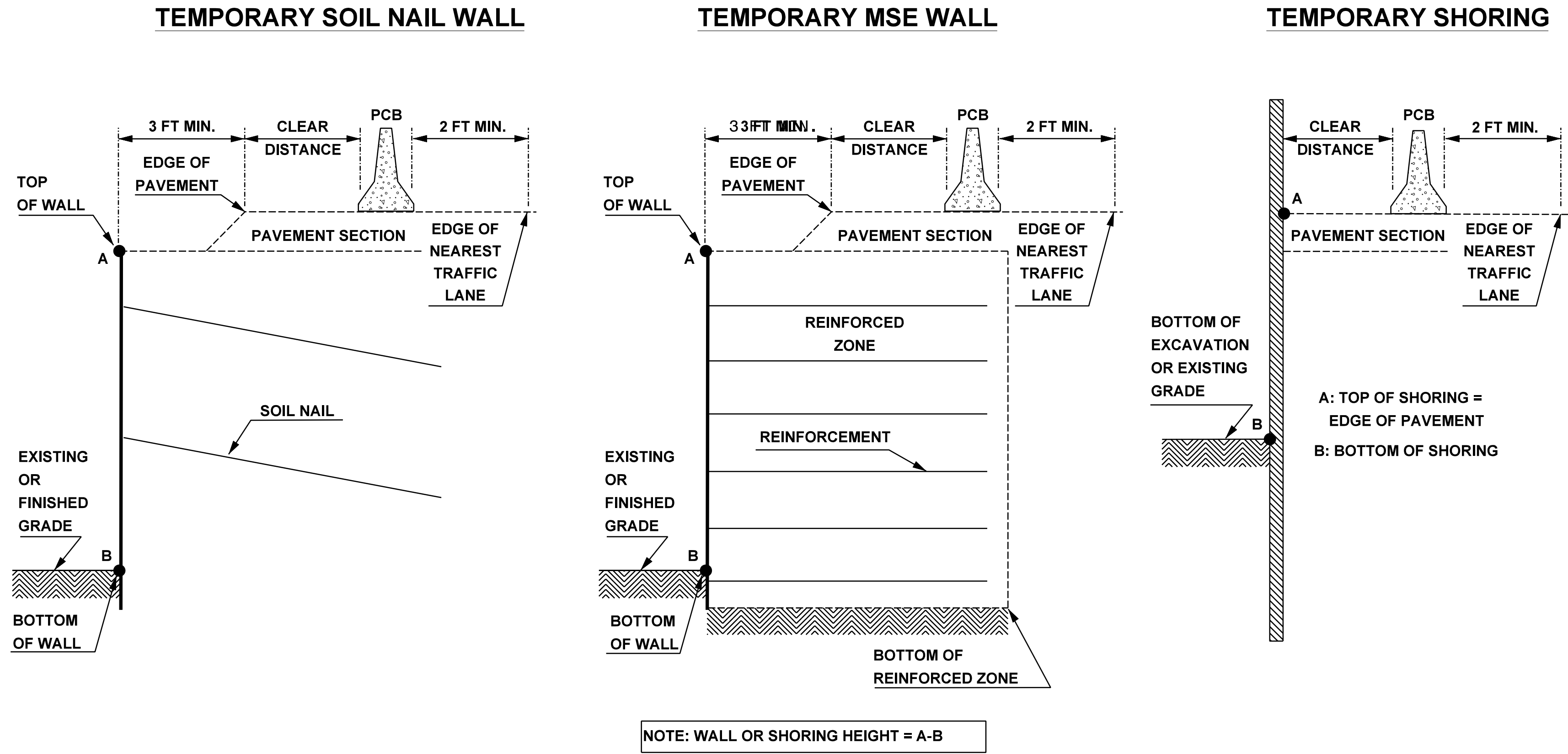


FIGURE A

NOTES

- 1- REFER TO THE TRAFFIC CONTROL PLANS FOR TEMPORARY SHORING LOCATIONS AND NOTES.
- 2- REFER TO THE "TEMPORARY SHORING" STANDARD PROVISION FOR INFORMATION ABOUT TEMPORARY SHORING AND PORTABLE CONCRETE BARRIER (PCB).
- 3- PCB IS REQUIRED IF TEMPORARY SHORING/WALL 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 FOR APPLICABLE PAVEMENT DESIGN).
- 4- BASED ON THE CLEAR DISTANCE, OFFSET, DESIGN SPEED AND PAVEMENT TYPE, CHOOSE AN UNANCHORED OR ANCHORED PCB FROM THE TABLE SHOWN IN FIGURE B. CLEAR DISTANCE IS DEFINED AS SHOWN IN FIGURE A AND OFFSET IS DEFINED AS SHOWN IN FIGURE B.
- 5- AT THE CONTRACTOR'S OPTION OR IF THE MINIMUM REQUIRED CLEAR DISTANCE IS NOT AVAILABLE, SET PCB NEXT TO AND UP AGAINST THE TRAFFIC SIDE OF THE TEMPORARY SHORING/WALLS EXCEPT FOR BARRIER ABOVE TEMPORARY WALLS. PCB WITH THE MINIMUM REQUIRED CLEAR DISTANCE IS REQUIRED ABOVE TEMPORARY WALLS.
- 6- USE NCDOT PORTABLE CONCRETE BARRIER (PCB) IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1170.01 AND SECTION 1170 OF THE STANDARD SPECIFICATIONS.
- 7- 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 OR APPROVED BY THE ENGINEER.
- 8- 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 THIS MINIMUM REQUIRED DISTANCE IS NOT AVAILABLE, CONTACT THE ENGINEER.
- 9- TABLE SHOWN IN FIGURE B IS BASED ON NCDOT RESEARCH PROJECT NO. 2005-010 WITH VEHICLE TYPE USED FOR NCHRP 350 CRASH TESTS.

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
	Concrete	50-56	32	36	42	44	47	50
		>56	32	36	42	45	47	51
		<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
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

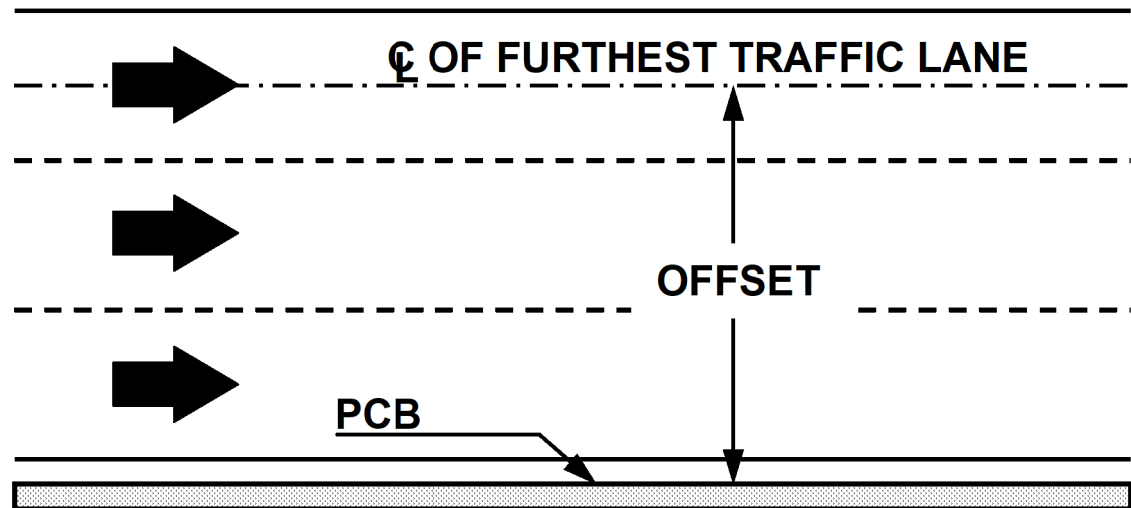
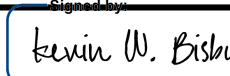


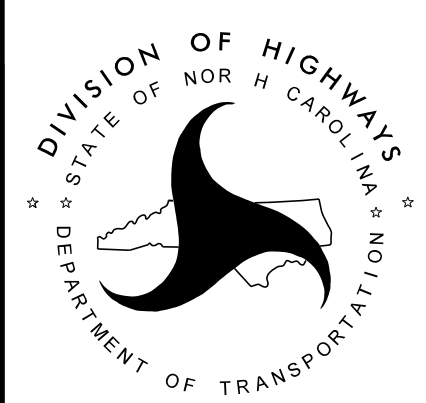
FIGURE B

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PORTABLE CONCRETE BARRIER
AT
TEMPORARY SHORING LOCATIONS

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Shoring Location No.	Begin Station & Offset	End Station & Offset	Estimated Average Height (ft)	Estimated Maximum Height (ft)	Shoring Location, Type, Traffic Control Plan
8	-L- STA 338+12± 3.0 ft RT	-L- STA 339+22± 3.0 ft RT	8.8	11.0	Roadway Embankment Construction (Fill, TC Phase I, Step 1, TMP-18)
9	-L- STA 338+13± 10.7 ft RT	-L- STA 339+22± 11.3 ft RT	8.3	10.0	Roadway Embankment Construction (Cut, TC Phase I, Step 1, TMP-18)
10	-L- STA 377+66± 3.7 ft RT	-L- STA 378+10± 3.7 ft RT	5.2	8.5	Roadway Embankment Construction (Fill, TC Phase I, Step 2, TMP-43)
11	-L- STA 377+66± 4.0 ft LT	-L- STA 378+10± 4.0 ft LT	5.2	8.5	Roadway Embankment Construction (Cut, TC Phase I, Step 2, TMP-43)

THE FOLLOWING NOTES ON PLANS ARE RECOMMENDED FOR THE PROPOSED SHORING LOCATIONS:

Shoring Location No. 8:
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- 338+12±, 3.0 FT RT TO STATION -L- 339+22±, 3.0 FT RT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:
UNIT WEIGHT (γ): 120 PCF
FRICTION ANGLE (φ): 30 DEGREES
COHESION (c): 0 PSF
GROUNDWATER ELEVATION: VARIES, USE ELEVATION ±440 FT

AT THE CONTRACTOR’S OPTION AND AS APPLICABLE, USE A STANDARD TEMPORARY WALL FOR THE TEMPORARY SHORING FROM STATION -L- 338+12±, 3.0 FT RT TO STATION -L- 339+22±, 3.0 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L- 338+12±, 3.0 FT RT TO STATION -L- 339+22±, 3.0 FT RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN

WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION. THE SUBSURFACE INFORMATION THAT IS AVAILABLE CAN BE FOUND IN THE ROADWAY SUBSURFACE INVENTORY REPORT.

Shoring Location No. 9:
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.

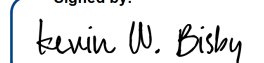
DESIGN TEMPORARY SHORING FROM STATION -L- 338+13±, 10.7 FT RT TO STATION -L- 339+22±, 11.3 FT RT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:
UNIT WEIGHT (γ): 120 PCF
FRICTION ANGLE (φ): 30 DEGREES
COHESION (c): 0 PSF
GROUNDWATER ELEVATION: VARIES, USE ELEVATION ±440 FT

AT THE CONTRACTOR’S OPTION AND AS APPLICABLE, USE STANDARD TEMPORARY SHORING FOR THE TEMPORARY SHORING FROM STATION -L- 338+13±, 10.7 FT RT TO STATION -L- 339+22±, 11.3 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L- 338+13±, 10.7 FT RT TO STATION -L- 339+22±, 11.3 FT RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION. THE SUBSURFACE INFORMATION THAT IS AVAILABLE CAN BE FOUND IN THE ROADWAY SUBSURFACE INVENTORY REPORT.

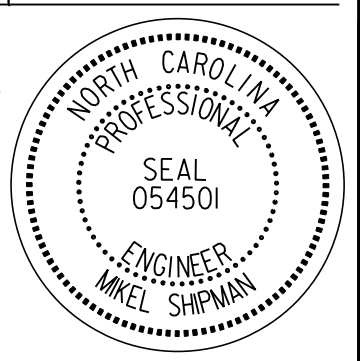
IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 338+13±, 10.7 FT RT TO STATION -L- 339+22±, 11.3 FT RT FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

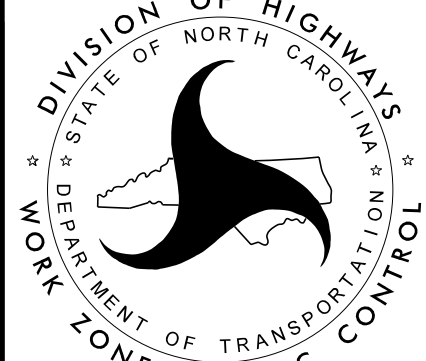
SHORING LOCATIONS 1 THROUGH 7 ARE NOT USED.

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TEMPORARY SHORING DATA

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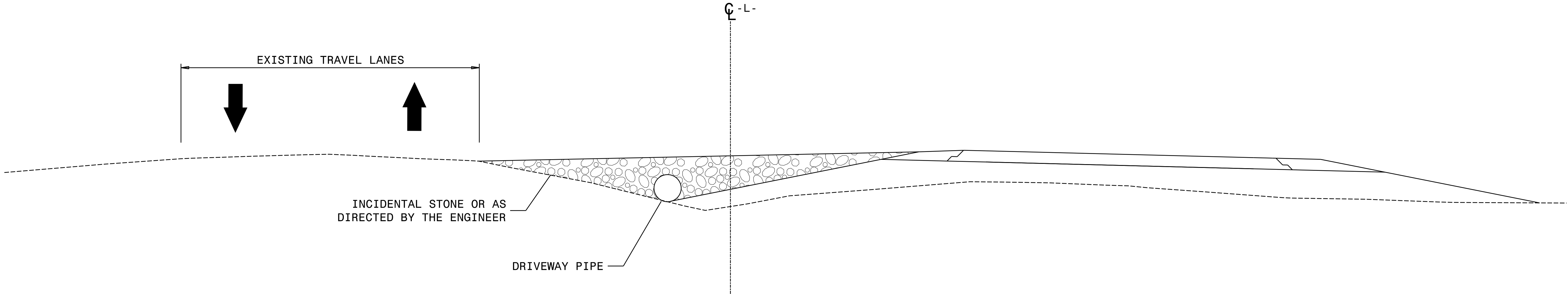
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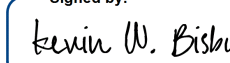
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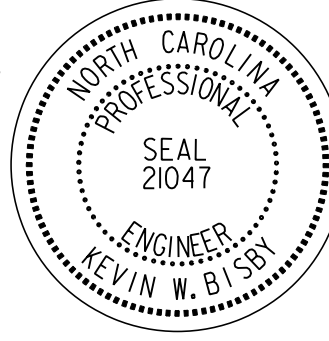
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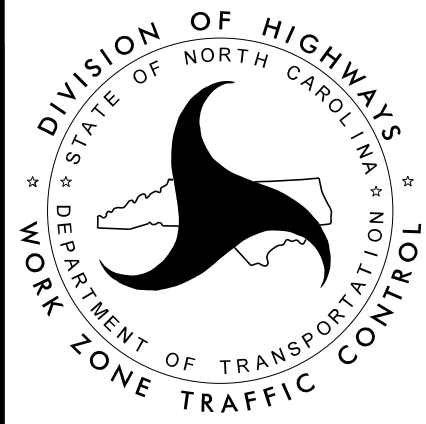


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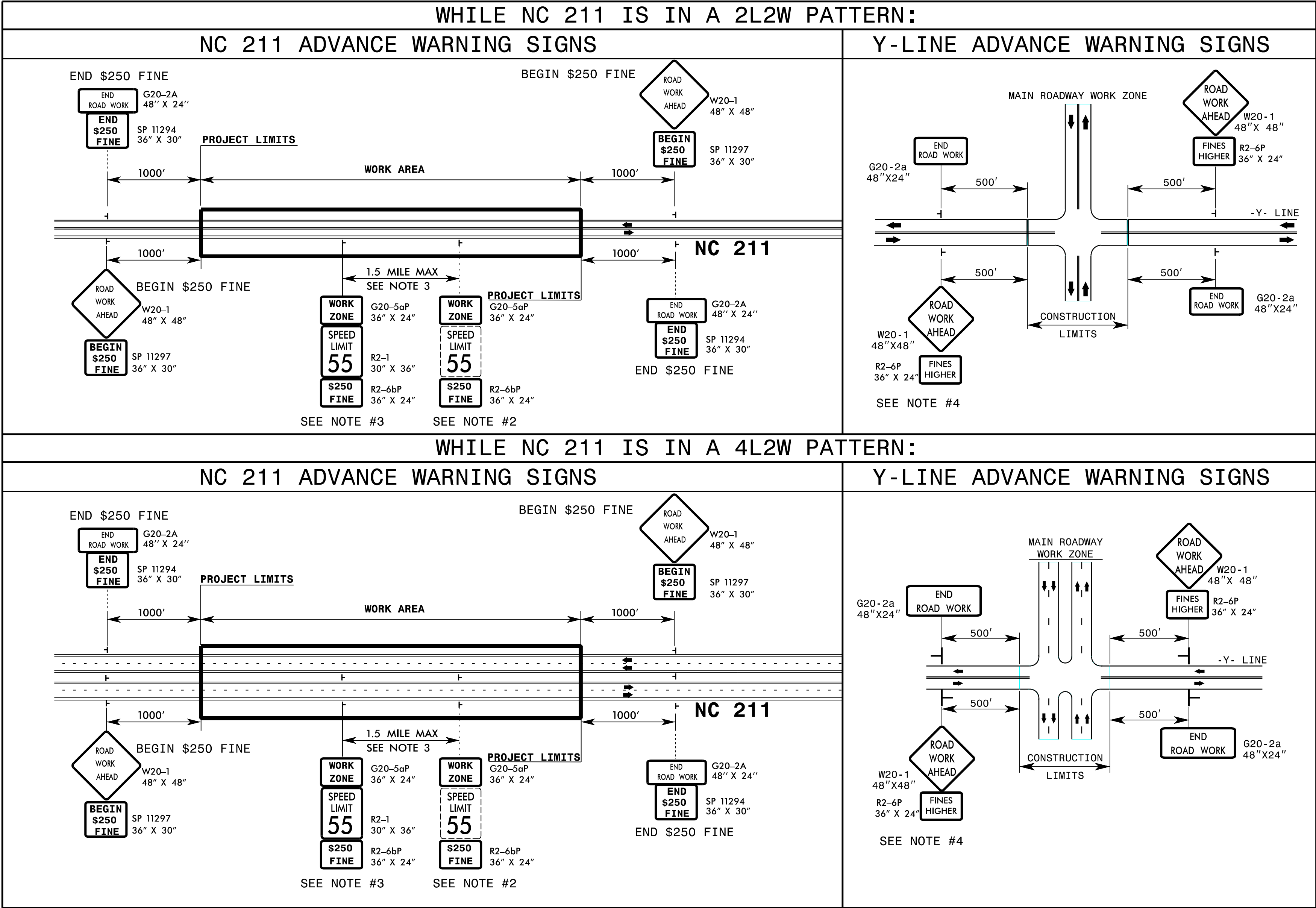
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TEMPORARY DRIVEWAY
ACCESS TYPICAL

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- ### \$250 SPEEDING FINE NOTES
- 1) THE \$250 SPEEDING FINE WILL BE DETERMINED BY THE ESTABLISHED CRITERIA AND COLLABORATION BETWEEN THE REGIONAL TRAFFIC ENGINEER, THE DIVISION AND THE WORK ZONE TRAFFIC CONTROL SECTION.
 - 2) ONCE THE PROJECT HAS BEEN ORDINANCED FOR THE \$250 SPEEDING FINE, EACH EXISTING SPEED LIMIT SIGN WITHIN THE WORK AREA SHALL HAVE THE R2-6BP SIGN MOUNTED BELOW AND THE G20-5aP SIGN MOUNTED ABOVE. WHEN THE EXISTING SPEED LIMIT SIGNS ARE REPLACED, THE NEW R2-1 SIGNS SHALL HAVE THE R2-6bp SIGN MOUNTED BELOW AND THE G20-5aP SIGN MOUNTED ABOVE.
 - 3) ONCE THE PROJECT HAS BEEN ORDINANCED FOR THE \$250 SPEEDING FINE, INSTALL ADDITIONAL R2-1, R2-6bp & G20-5aP SIGN ASSEMBLIES SO THAT THERE IS AT LEAST ONE EVERY 1.5 MILES WITHIN THE PROJECT LIMITS IN EACH DIRECTION OF NC 211.
 - 4) ONCE THE PROJECT HAS BEEN ORDINANCED FOR THE \$250 SPEEDING FINE, EACH "ROAD WORK AHEAD" SIGN INSTALLED ALONG Y-LINES SHALL HAVE THE R2-6P SIGN MOUNTED BELOW.
 - 5) THE STATE TRAFFIC ENGINEER HAS TO ORDINANCE THE \$250 SPEEDING FINE IN ORDER FOR IT BE VALID AND ENFORCEABLE. NO "\$250 SPEEDING FINE" SIGNS SHALL BE INSTALLED PRIOR TO RECEIVING A SIGNED ORDINANCE.
 - 6) ALL "\$250 SPEEDING FINE" SIGNAGE SHALL BE REMOVED WHEN THE CONDITION/S THAT WARRANTED THE FINE IS REMOVED. THE REGIONAL TRAFFIC ENGINEER WILL BE NOTIFIED BY THE RESIDENT ENGINEER AT THIS TIME TO RESCIND THE ORDINANCE. THIS SHOULD TAKE PLACE BEFORE THE PROJECT IS 100% COMPLETE AND ACCEPTED FOR MAINTENANCE.

ADVANCE WARNING SIGN NOTES

- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK UNLESS COVERED.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- ERECT SIGNS PER RSD. 1110.01. PAYMENT FOR WOOD POSTS, 3LB STEEL U-CHANNEL AND SQUARE STEEL TUBING POSTS WITH SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATIONS FOR WORK ZONE SIGNS.
- WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH RSD. 1110.01.
- DO NOT BACK BRACE SIGN SUPPORTS.
- WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER, THE SIGN ON THE LEFT SHOULDER MAY BE OMITTED.

LEGEND

└ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW

APPROVED: Kevin W. Bisby

DATE: 10/15/2024

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ADVANCE WARNING
SIGN DETAIL &
\$250 SPEEDING
FINE SIGNAGE

TRAFFIC CONTROL PHASING

GENERAL TRAFFIC CONTROL REQUIREMENTS

CONSTRUCT WIDENING SUCH THAT POSITIVE DRAINAGE IS MAINTAINED.

TEMPORARY DRIVES USING INCIDENTAL STONE WILL BE REQUIRED TO MAINTAIN DRIVEWAY ACCESS. (SEE TMP-2C)

SET ALL TEMPORARY BARRIER USED FOR TRAFFIC CONTROL DIRECTLY ON AN ASPHALT OR CONCRETE SURFACE. CONSTRUCTION OF TEMPORARY PAVEMENT MAY BE NECESSARY TO COMPLY WITH THIS REQUIREMENT.

STAGGER TYPE III BARRICADES TO ALLOW ACCESS TO BUSINESSES AND RESIDENCES DURING ROAD CLOSURES.

PHASE I

STEP 1:
ERECT SIGNING ON NC 211 AND ALL -Y- LINES WITHIN THE PROJECT LIMITS IN ACCORDANCE WITH TMP-2D. ANY TIME TRAFFIC IS SHIFTED TO A NEW PATTERN, REMOVE/COVER SIGNS INSTALLED PER TMP-2D THAT ARE NO LONGER APPLICABLE AND INSTALL/UNCOVER SIGNS FOR THE NEW TRAFFIC PATTERN PER TMP-2D.

STEP 2:
USING RDWY STD 1101.02, **BEGIN** CONSTRUCTION EXCLUDING THE FINAL LAYER OF SURFACE COURSE AS FOLLOWS: (SEE TMP-6 THROUGH 22)

- L- STA 383+50± TO STA 400+50± RT
- L- STA 402+00± TO STA 424+50± RT
- L- STA 426+00± TO STA 442+00± RT
- L- STA 444+50± TO STA 446+50± RT
- L- STA 449+00± TO STA 466+00± RT
- L- STA 468+00± TO STA 525+50± RT
- L- STA 534+50± TO STA 610+50± RT
- L- STA 612+70± TO STA 749+35± RT
- L- STA 751+00± TO STA 794+00± RT
- L- STA 796+15± TO STA 809+00± RT
- L- STA 811+50± TO STA 818+00± RT
- DR10-
- WIDEN EXISTING -Y17- FROM -Y17- STA 10+59 TO STA 13+25±
- Y26- STA 16+00± TO STA 21+50±
- Y26A- STA 10+00 TO STA 12+00±

USING RDWY STD 1101.02, CONSTRUCT EXCLUDING THE FINAL LAYER OF SURFACE COURSE AS FOLLOWS: (SEE TMP-4 THROUGH 7B, 13, 13B, 15 AND 22)

- LX1- STA 10+00± TO -L- STA 386+10± LT
- Y10- STA 16+54± TO STA 19+75±
- Y11- STA 10+29± TO STA 12+45±
- Y11D- STA 10+00 TO STA 15+73±
- Y18- STA 12+25± TO STA 15+77±
- Y20- STA 12+85± TO STA 15+89±
- DET_RAB- STA 12+81± TO STA 24+58±
- DET_Y27- STA 10+70± TO STA 16+45± (AND TEMPORARY SIGNAL)

USING RDWY STD 1101.02 CONSTRUCT PROPOSED -Y12A- EXCLUDING THE FINAL LAYER OF SURFACE COURSE FROM -Y12A- STA 16+15± TO 18+31± AND -L- STA 436+50± TO STA 438+50±, APPLY PAVEMENT MARKINGS AND OPEN TO TRAFFIC. (SEE TMP-8)

USING RDWY STD 1101.02, CONSTRUCT BOOTH POND RD TEMPORARY CONNECTOR FLUSH WITH THE EXISTING PAVEMENT. (SEE TMP-11)

USING RDWY STD 1101.02, CONSTRUCT TEMPORARY PAVEMENT ADJACENT TO THE EXISTING NORTHBOUND LANE OF -Y22-, SHIFT TRAFFIC, AND CONSTRUCT PROPOSED -L- FROM -L- STA 748+00± TO STA 749+28 AND -Y22- STA 10+15± TO STA 12+58± EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-19 AND 19A)

STEP 3:
USING RDWY STD 1101.02, PAVE -LX1- STA 10+00± TO STA 18+40 EXCLUDING THE FINAL LAYER OF SURFACE COURSE, APPLY PAVEMENT MARKINGS AND DIRECT NC 211 TRAFFIC ONTO THE PROPOSED WESTBOUND LANES IN A TWO-LANE, TWO-WAY PATTERN AS SHOWN. (SEE TMP-23 THROUGH 26)

RDWY STD 1101.02, CONSTRUCT -L- STA 400+50± TO STA 402+00± AND TEMPORARY PAVEMENT EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-27 AND 27A)

USING RDWY STD 1101.02, COMPLETE CONSTRUCTION AS BEGUN IN PHASE I STEP 1 AND SHIFT TRAFFIC ONTO THE NEWLY CONSTRUCTED PORTION OF -Y22- AND CONSTRUCT THE FOLLOWING EXCLUDING THE FINAL LAYER OF SURFACE COURSE: (SEE TMP-33 AND 33A)

- Y22- FROM STA 10+50 TO STA 12+10±
- L- STA 749+35± TO STA 751+00±

IN A CONTINUOUS OPERATION, USING RDWY STD 1101.02, PAVE, APPLY PAVEMENT MARKINGS, ACTIVATE TEMPORARY SIGNAL AND DIRECT TRAFFIC ONTO -DET_RAB- AND -DET_Y27-. (SEE TMP-35 AND 35A)

STEP 3A: (MAY BE CONSTRUCTED CONCURRENTLY WITH STEP 3 CONSTRUCTION)

COMPLETE THE WORK REQUIRED FOR CLOSURE AND CONSTRUCTION OF -Y11C- SANDHILLS DR SOUTH OF NC 211, TEMPORARY PAVEMENT AND NC 211 (RT) AS FOLLOWS WITHIN 30 CALENDAR DAYS. SEE SPECIAL PROVISIONS FOR INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

USING RDWY STD 1101.02 AND 1101.03, CLOSE -Y11C- SANDHILLS DR. SOUTH OF NC 211 AND CONSTRUCT THE FOLLOWING EXCLUDING THE FINAL LAYER OF SURFACE COURSE: (SEE TMP-28 AND 28A)

- Y11C- STA 10+15± TO STA 11+85± AND TEMPORARY PAVEMENT
- L- STA 424+50± TO STA 426+00±

STEP 3B: (MAY BE CONSTRUCTED CONCURRENTLY WITH STEP 3 CONSTRUCTION)

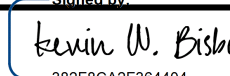
COMPLETE THE WORK REQUIRED FOR CLOSURE AND CONSTRUCTION OF -Y14- ARMY RD SOUTH OF NC 211 AND -L- STA 446+50± TO STA 449+00± AS FOLLOWS WITHIN 60 CALENDAR DAYS. SEE SPECIAL PROVISIONS FOR INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

USING RDWY STD 1101.02 AND 1101.03, CLOSE -Y14- ARMY RD. SOUTH OF NC 211 AND CONSTRUCT THE FOLLOWING EXCLUDING THE FINAL LAYER OF SURFACE COURSE: (SEE TMP-29 AND 29A)

- Y14- STA 10+95± TO STA 15+63±
- L- STA 446+50± TO STA 449+00±

MONTROSE RD SHALL NOT BE CLOSED CONCURRENTLY WITH ARMY RD.

APPROVED:

Signed by: 

DATE: 10/15/2024

SEAL

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NORTH CAROLINA
PROFESSIONAL
SEAL
21047
ENGINEER
KEVIN W. BISBY

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

TRAFFIC CONTROL PHASING

8/28/2024
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Kotoby

TRAFFIC CONTROL PHASING, CONTINUED

STEP 3C: (MAY BE CONSTRUCTED CONCURRENTLY WITH STEP 3 CONSTRUCTION)

COMPLETE THE WORK REQUIRED FOR CLOSURE AND CONSTRUCTION OF -Y15- MONTROSE RD AND -L- STA 466+00± TO STA 468+00± AS FOLLOWS WITHIN 60 CALENDAR DAYS. SEE SPECIAL PROVISIONS FOR INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

UPON COMPLETION OF -Y14- CONSTRUCTION, USE ROADWAY STANDARD DETAIL 1101.03 TO CLOSE -Y15- MONTROSE RD. AND CONSTRUCT THE FOLLOWING EXCLUDING THE FINAL LAYER OF SURFACE COURSE: (SEE TMP-30 AND 30A)

- Y15- STA 11+75± TO STA 15+09±
- L- STA 466+00± TO STA 468+00±

ARMY RD SHALL NOT BE CLOSED CONCURRENTLY WITH MONTROSE RD.

STEP 3D: (MAY BE CONSTRUCTED CONCURRENTLY WITH STEP 3 CONSTRUCTION)

COMPLETE THE WORK REQUIRED FOR CLOSURE AND CONSTRUCTION OF -Y19- CALLOWAY RD AND -L- STA 610+50± TO STA 612+70± AS FOLLOWS WITHIN 60 CALENDAR DAYS. SEE SPECIAL PROVISIONS FOR INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

UPON COMPLETION OF -Y15- CONSTRUCTION, USE ROADWAY STANDARD DETAIL 1101.03 TO CLOSE -Y19- CALLOWAY RD. AND CONSTRUCT THE FOLLOWING EXCLUDING THE FINAL LAYER OF SURFACE COURSE: (SEE TMP-32 AND 32A)

- Y19- STA 10+75± TO STA 15+01±
- L- STA 610+50± TO STA 612+70±

MONTROSE RD SHALL NOT BE CLOSED CONCURRENTLY WITH CALLOWAY RD.

STEP 3E: (MAY BE CONSTRUCTED CONCURRENTLY WITH STEP 3 CONSTRUCTION)

COMPLETE THE WORK REQUIRED FOR CLOSURE AND CONSTRUCTION OF -Y24- TURNPIKE RD SOUTH OF NC 211 RD AND -L- STA 794+00± TO STA 796+15± AS FOLLOWS WITHIN 45 CALENDAR DAYS. SEE SPECIAL PROVISIONS FOR INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

USING RDWY STD 1101.02 AND 1101.03, CLOSE -Y24- TURNPIKE RD. SOUTH OF NC 211 AND CONSTRUCT THE FOLLOWING EXCLUDING THE FINAL LAYER OF SURFACE COURSE: (SEE TMP-34 AND 34A)

- Y24- STA 11+65± TO STA 15+36±
- L- STA 794+00± TO STA 796+15±

STEP 3F: (MAY BE CONSTRUCTED CONCURRENTLY WITH STEP 3 CONSTRUCTION)

COMPLETE THE WORK REQUIRED FOR CLOSURE AND CONSTRUCTION OF -Y25- GABLE DR AND -L- STA 809+00± TO STA 811+50± AS FOLLOWS WITHIN 45 CALENDAR DAYS. SEE SPECIAL PROVISIONS FOR INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

USING RDWY STD 1101.02 AND 1101.03, CLOSE -Y25- GABLE DR AND CONSTRUCT THE FOLLOWING EXCLUDING THE FINAL LAYER OF SURFACE COURSE: (SEE TMP-34, 34A AND 35)

- Y25- STA 14+25± TO STA 15+51±
- L- STA 809+00± TO STA 811+50±

STEP 3G: (MAY BE CONSTRUCTED CONCURRENTLY WITH STEP 3 CONSTRUCTION)

COMPLETE THE WORK REQUIRED FOR CLOSURE AND CONSTRUCTION OF -Y16- EQUESTRIAN WAY SOUTH OF NC 211 RD AND -L- STA 532+00± TO STA 534+50± AS FOLLOWS WITHIN 60 CALENDAR DAYS. SEE SPECIAL PROVISIONS FOR INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

USING RDWY STD 1101.02 AND 1101.03, CLOSE -Y16- EQUESTRIAN WAY SOUTH OF NC 211 AND CONSTRUCT THE FOLLOWING EXCLUDING THE FINAL LAYER OF SURFACE COURSE: (SEE TMP-31 AND 31A)

- Y16- STA 14+25± TO STA 18+71±
- L- STA 532+00± TO STA 534+50±

STEP 4:

AWAY FROM TRAFFIC AND USING RDWY STD 1101.02 AS REQUIRED, CONSTRUCT EXCLUDING THE FINAL LAYER OF SURFACE COURSE AT THE FOLLOWING LOCATIONS: (SEE TMP-23 THROUGH 26)

- LX1- STA 18+40± TO STA 383+50± RT
- Y10- STA 13+75± TO STA 16+54±
- Y11A- STA 10+25± TO STA 12+66±

CLOSE -Y12A- AND USING RDWY STD 1101.02, CONSTRUCT EXCLUDING THE FINAL LAYER OF SURFACE COURSE: (SEE TMP-29 AND 29A)

- Y12A- STA 9+98± TO -Y12A- STA 12+25±
- L- STA 442+00± TO STA 444+50±

USING RDWY STD 1101.02, CONSTRUCT -L- STA 525+50± TO STA 532+00± EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (NOT ILLUSTRATED)

USING RDWY STD 1101.02 AS REQUIRED, CONSTRUCT EXCLUDING THE FINAL LAYER OF SURFACE COURSE: (SEE TMP-35)

- L- STA 818+00± TO -LB- STA 835+30±

PHASE II

STEP 1:

COMPLETE CONSTRUCTION AS BEGUN IN PHASE I STEP 2

USING RDWY STD 1101.02, CONSTRUCT CUL-DE-SAC ON BOOTH POND RD EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-46)

USING RDWY STD 1101.02, APPLY PAVEMENT MARKINGS AND DIRECT TRAFFIC ONTO THE PROPOSED EASTBOUND LANES OF NC 211 IN A TWO-LANE, TWO-WAY PATTERN. (SEE TMP-36 THROUGH 65)

STEP 2:

USING RDWY STD 1101.02 BEGIN CONSTRUCTION EXCLUDING THE FINAL LAYER OF SURFACE COURSE AS FOLLOWS: (SEE TMP-39 THROUGH 66)

- L- STA 384+00± TO -L- STA 448+10± LT
- L- STA 449+60± TO -L- STA 532+85± LT
- L- STA 533+68± TO -L- STA 552+00± LT
- L- STA 562+00± TO -L- STA 799+00± LT
- L- STA 802+00± LT TO W. PALMER ST

APPROVED: <u>Kevin W. Bisby</u> DATE: <u>10/15/2024</u> SEAL 2024-09-02 09:44:04 SEAL 21047 ENGINEER KEVIN W. BISBY 2024-09-02 09:44:04	DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	TRAFFIC CONTROL PHASING
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TRAFFIC CONTROL PHASING, CONTINUED

USING RDWY STD 1101.02 CONSTRUCT EXCLUDING THE FINAL LAYER OF SURFACE COURSE AS FOLLOWS: (SEE TMP-39 THROUGH 66) COMPLETE NC 211 CONSTRUCTION IN -Y- LINE AREAS.

- Y11B- STA 10+47 TO -Y11B- STA 13+25±
- Y11E- STA 10+47 TO -Y11E- STA 13+00±
- Y12- STA 10+59 TO -Y12- STA 12+00±
- Y13- STA 10+49 TO -Y13- STA 19+13±
- TEMPORARY MEDIAN CROSSOVERS AT -L- STA 563+00±
- Y20A- STA 10+47 TO -Y20- STA 11+25±
- Y21- STA 10+47 TO -Y21- STA12+75±
- Y23- STA 10+47 TO -Y23- STA12+25±
- Y26- STA 21+50± TO -Y26- STA 26+00±

USING RDWY STD 1101.02 APPLY PAVEMENT MARKINGS AND DIRECT TRAFFIC ONTO -Y17- TEMPORARY PAVEMENT. CONSTRUCT -Y17- STA 10+59 TO -Y17- STA 13+25± LT EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-47 AND 47A)

STEP 2A: (MAY BE CONSTRUCTED CONCURRENTLY WITH STEP 2 CONSTRUCTION)

COMPLETE THE WORK REQUIRED FOR CLOSURE AND CONSTRUCTION OF MOCKINGBIRD HILL RD AS FOLLOWS WITHIN 60 CALENDAR DAYS. SEE SPECIAL PROVISIONS FOR INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

USING RDWY STD 1101.03 CLOSE MOCKINGBIRD HILL RD IN CONJUNCTION WITH OPENING ROUNDABOUT. USING RDWY STD 1101.02 CONSTRUCT MOCKINGBIRD HILL RD FROM -SR1- TO -Y26A- STA 15+50± AND -Y26- FROM NC 211 TO -Y26- STA 16+00± EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-65 AND 66)

UPON COMPLETION USING RDWY STD 1101.02 TIE IN -Y26-, APPLY PAVEMENT MARKINGS AND OPEN TO TRAFFIC. (SEE TMP-72 AND 73)

STEP 3:
COMPLETE CONSTRUCTION AS BEGIN IN PHASE II STEP 2.

USING RDWY STD 1101.02 PAVE, APPLY PAVEMENT MARKINGS, AND SHIFT PLANK RD TRAFFIC ONTO THE NEW ALIGNMENT. COMPLETE CONSTRUCTION OF -Y13- EXCLUDING THE FINAL LAYER OF SURFACE COURSE INCLUDING -L- STA 448+10± TO -L- STA 449+60± LT. (SEE TMP-67 AND 67A)

USING RDWY STD 1101.02 PAVE, APPLY PAVEMENT MARKINGS, AND SHIFT POOLE RD TRAFFIC ONTO THE NEW ALIGNMENT. COMPLETE CONSTRUCTION OF -Y17- EXCLUDING THE FINAL LAYER OF SURFACE COURSE INCLUDING -L- TO STA 533+68± LT. (SEE TMP-68 AND 68A)

USING RDWY STD 1101.02 CONSTRUCT TURNPIKE RD FROM -SR1- STA 10+75± TO -Y26A- EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-73)

USING RDWY STD 1101.02 CONSTRUCT TEMPORARY SIGNALS AT NC 211/ARMY RD.

PHASE III

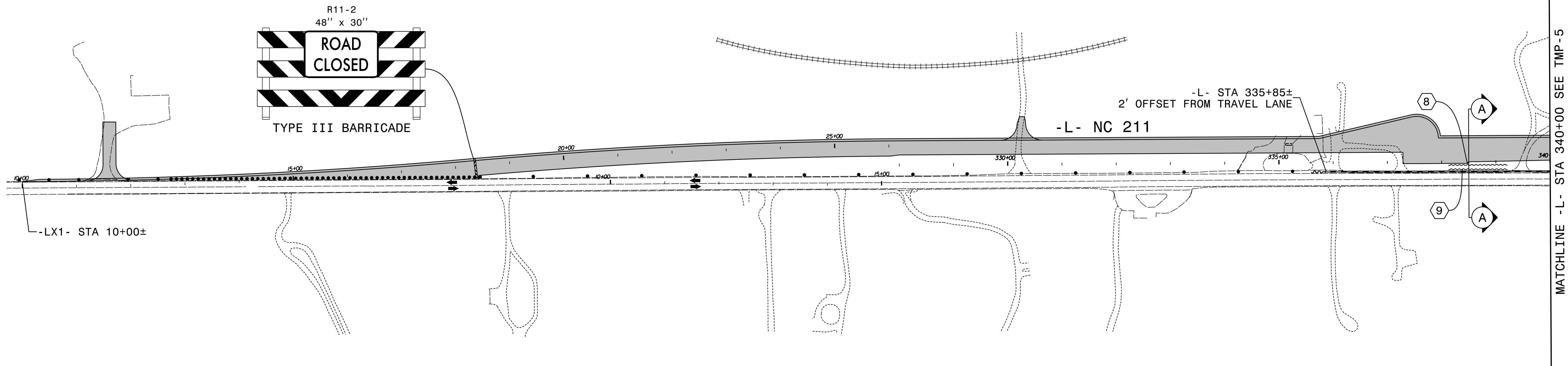
STEP 1:
USING RDWY STD 1101.02, APPLY PAVEMENT MARKINGS AND DIRECT NC 211 WESTBOUND TRAFFIC ONTO THE PROPOSED OUTSIDE WESTBOUND LANE AND OPEN U-TURN LANES AS SHOWN. CONCURRENTLY CLOSE EXISTING MEDIAN OPENINGS AT -Y- LINES AND CONSTRUCT MONOLITHIC ISLANDS. (SEE TMP-74 THROUGH 94)

STEP 2:
USING RDWY STD 1101.02, APPLY PAVEMENT MARKINGS, ACTIVATE TEMPORARY SIGNALS AND OPEN INTERSECTION TURNING MOVEMENTS. (SEE TMP-95 THROUGH 109)

PHASE IV (NOT ILLUSTRATED)

USING LANE CLOSURES, PAVE THE FINAL LAYER OF SURFACE COURSE PAVEMENT, FINAL PAVEMENT MARKINGS, AND MARKERS ON THE NC 211 AND -Y- LINES (SEE PAVEMENT MARKING PLAN). REMOVE ALL TRAFFIC CONTROL DEVICES FROM THE PROJECT.

APPROVED: Signature Kevin W. Bisby 360P8C42P368104	DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL 	TRAFFIC CONTROL PHASING
DATE: 10/15/2024 SEAL NORTH CAROLINA PROFESSIONAL SEAL 21047 ENGINEER KEVIN W. BISBY		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		



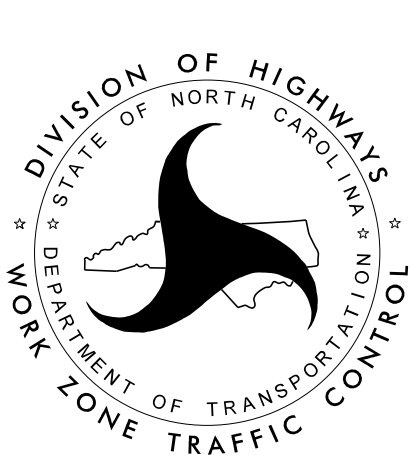
SEE TMP-5A FOR SECTION VIEW

8 9 SEE TMP-2A FOR TEMPORARY SHORING INFORMATION

APPROVED: *Kevin W. Bisby*
10/15/2024

SEAL

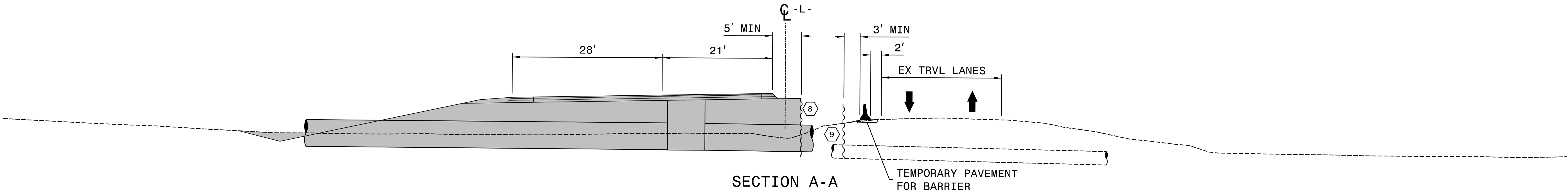
NORTH CAROLINA
PROFESSIONAL
SEAL
21047
ENGINEER
KEVIN W. BISBY



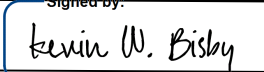
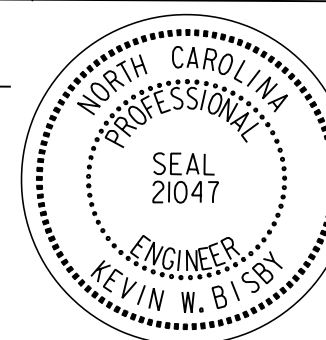
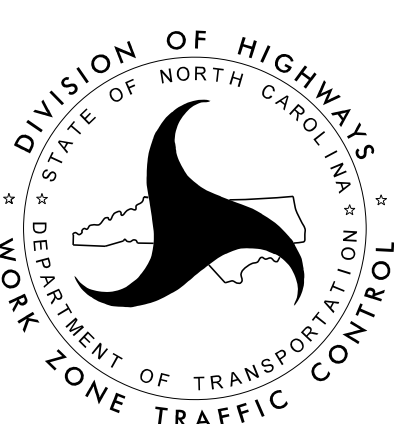
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STEP 2 DETAILS

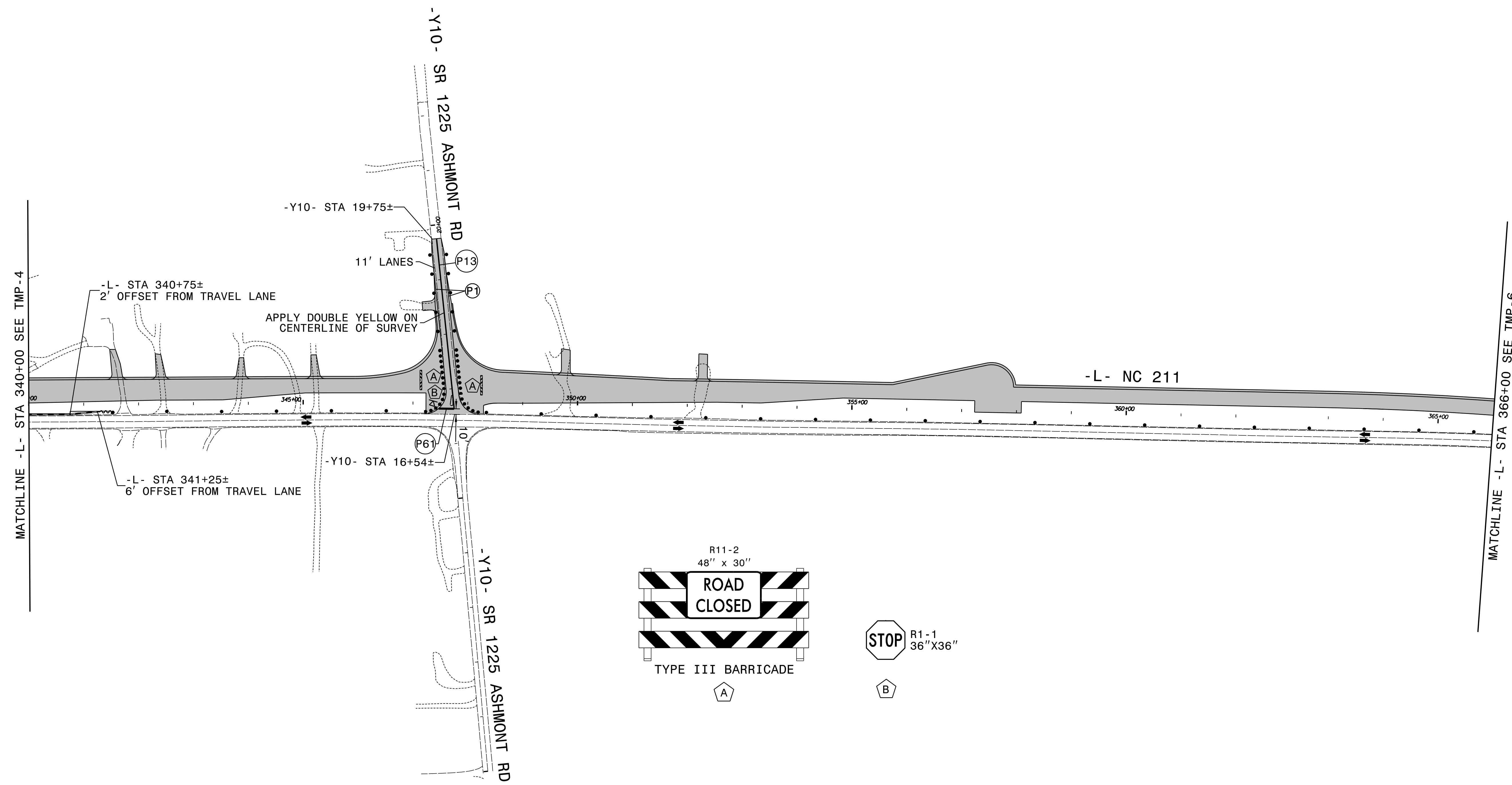
PROJ. REFERENCE NO.	SHEET NO.
R-5709C	TMP-4A

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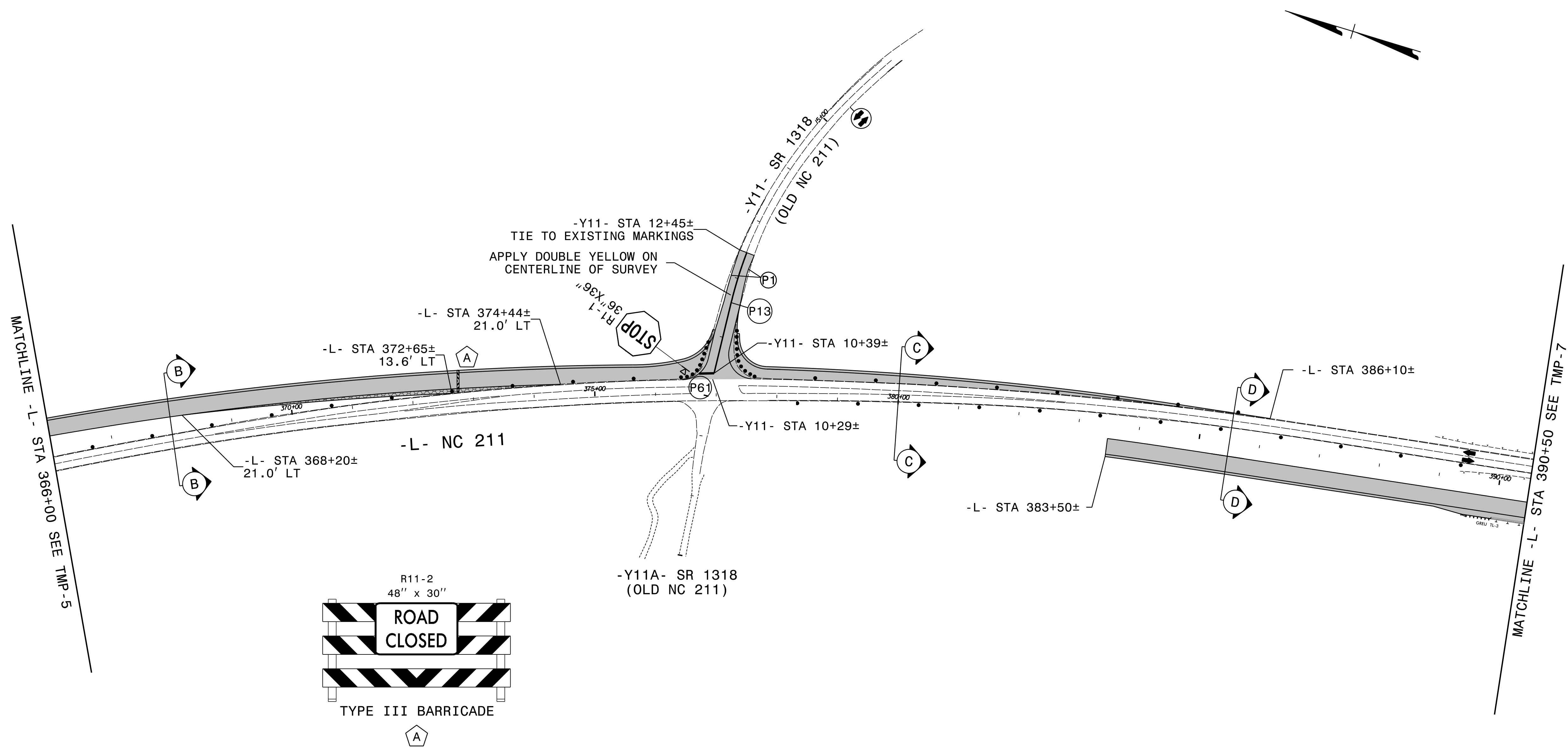
8 9 SEE TMP-2A FOR TEMPORARY SHORING INFORMATION

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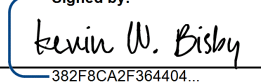
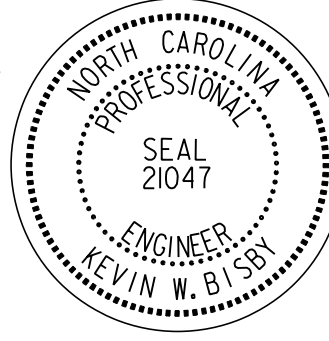
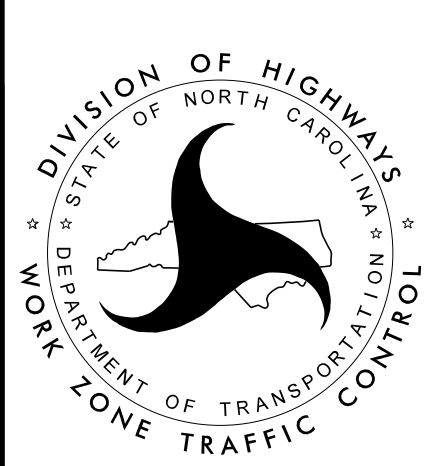
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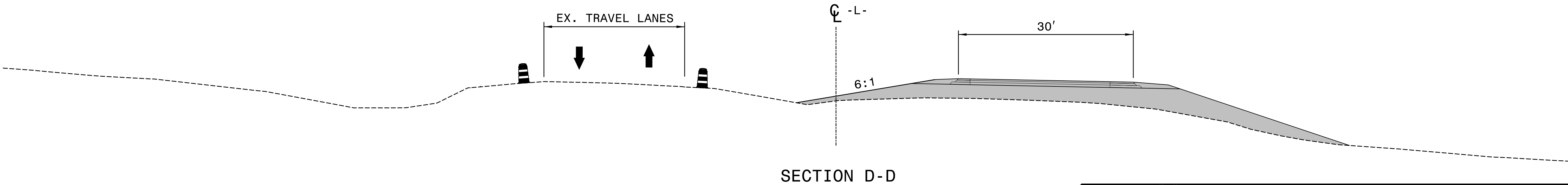
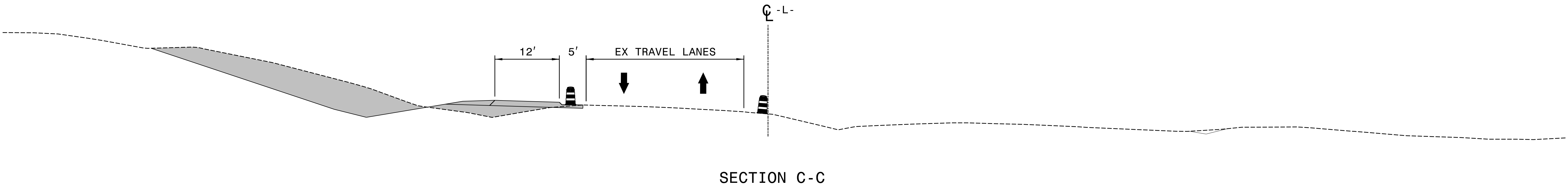
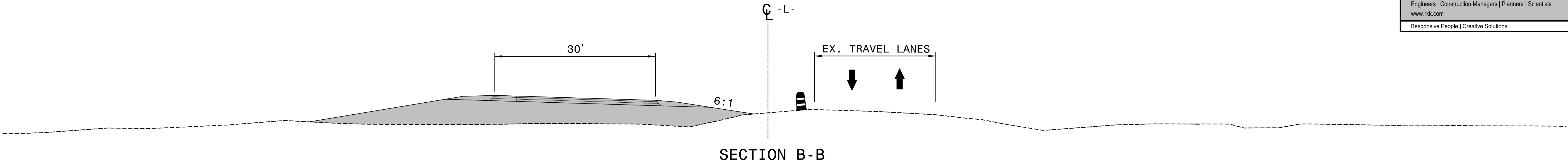
APPROVED: <u>Kevin W. Bisby</u> DATE: 10/15/2024 SEAL NORTH CAROLINA PROFESSIONAL SEAL 21047 ENGINEER KEVIN W. BISBY	DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	PHASE I STEP 2 DETAILS
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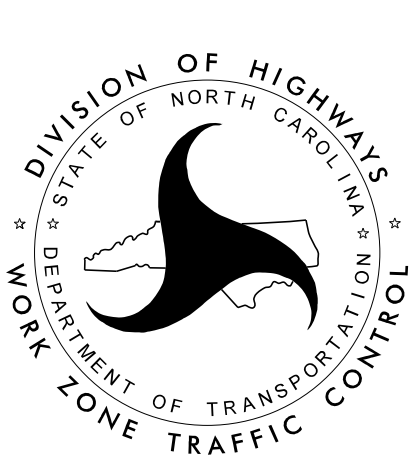
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SEE TMP-6A FOR SECTION VIEWS

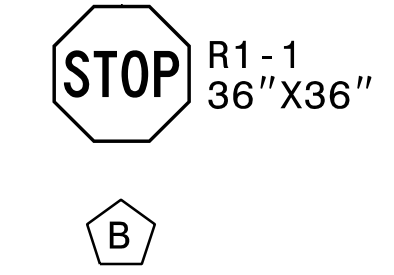
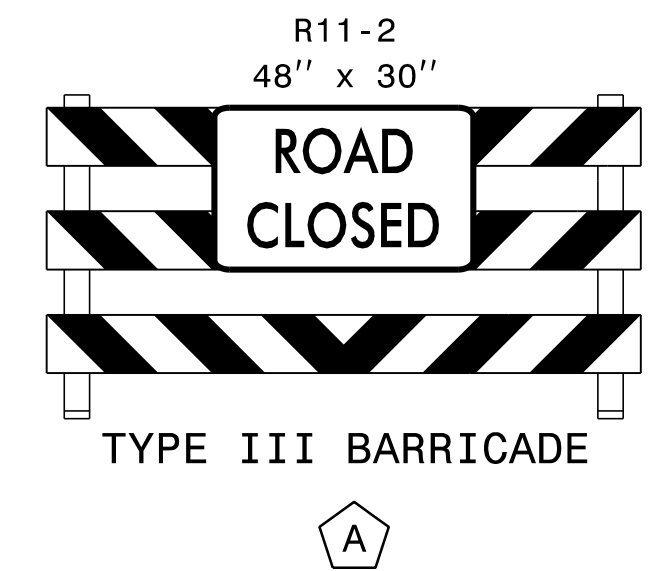
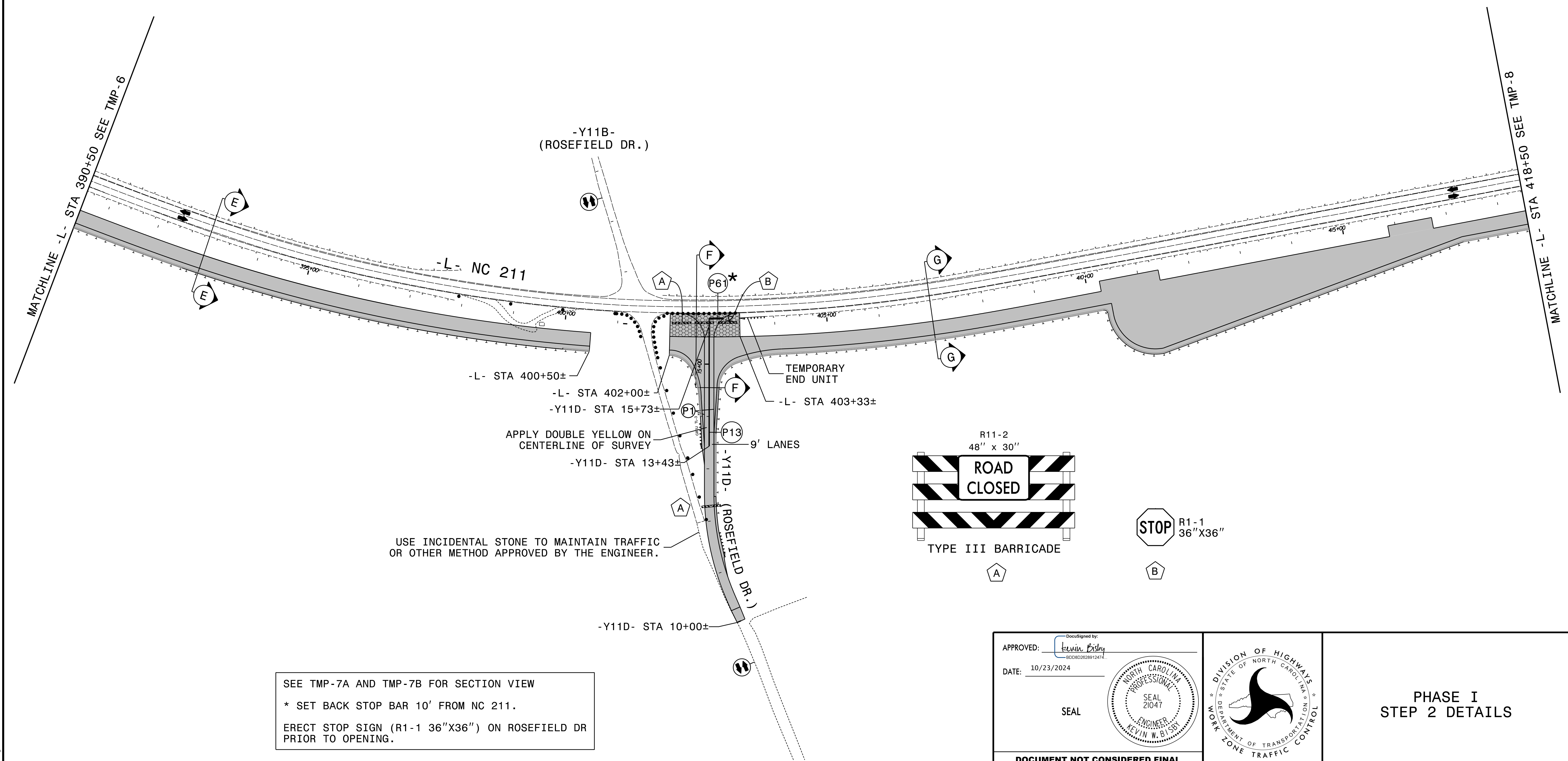
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APPROVED: Kevin W. Bisby
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SEAL
21047
ENGINEER
KEVIN W. BISBY



PHASE I
STEP 2 DETAILS



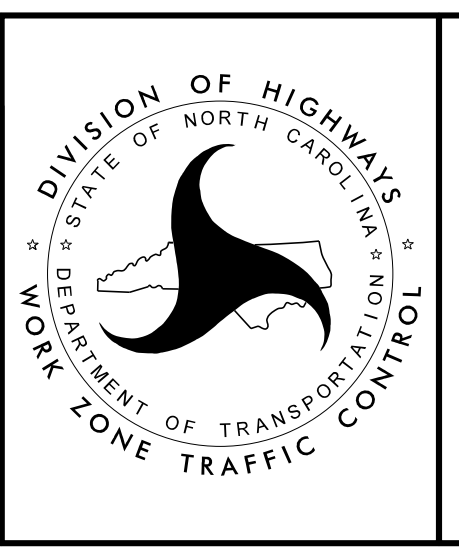
USE INCIDENTAL STONE TO MAINTAIN TRAFFIC
OR OTHER METHOD APPROVED BY THE ENGINEER.

SEE TMP-7A AND TMP-7B FOR SECTION VIEW
* SET BACK STOP BAR 10' FROM NC 211.
ERECT STOP SIGN (R1-1 36"X36") ON ROSEFIELD DR
PRIOR TO OPENING.

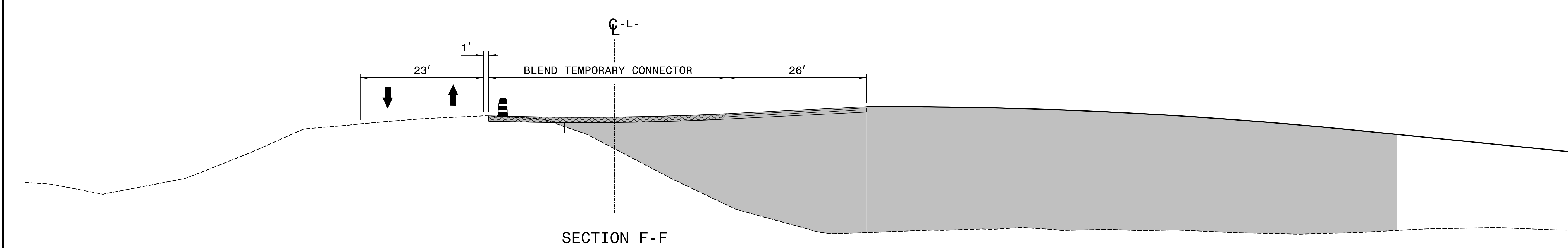
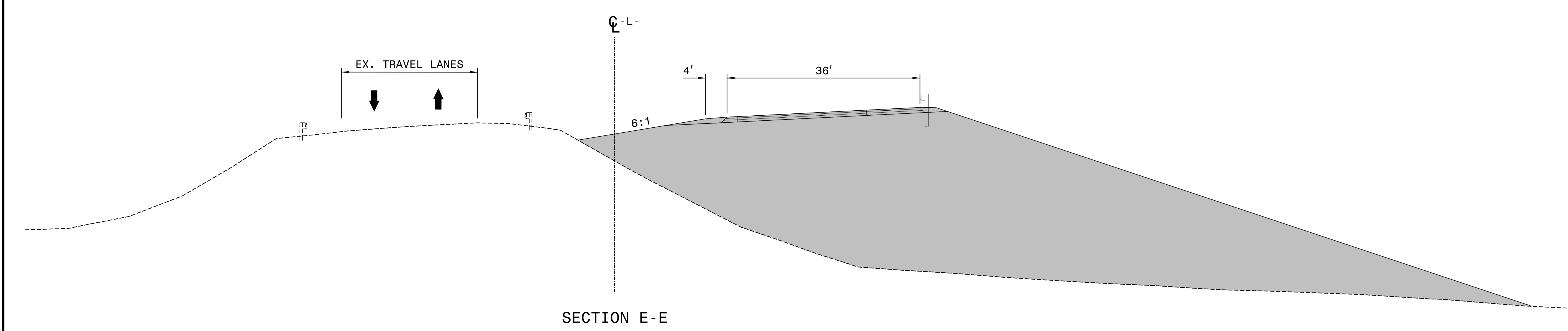
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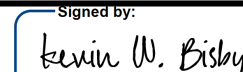
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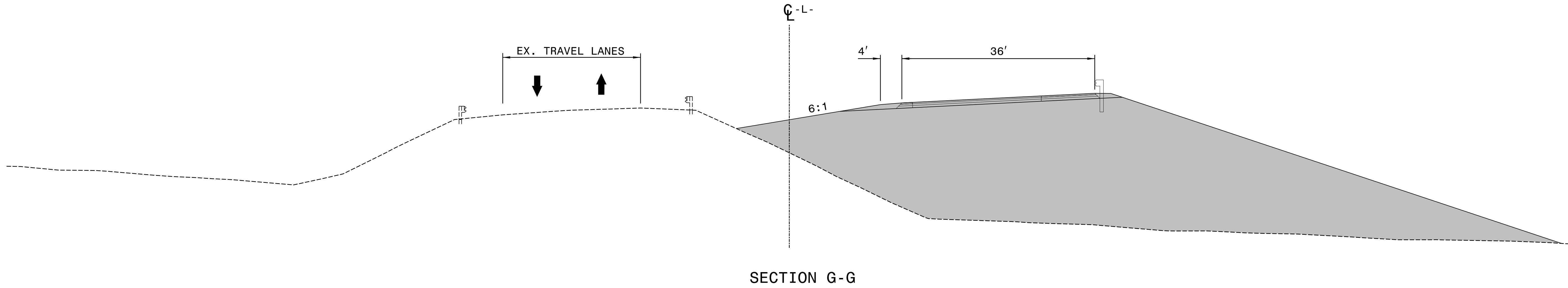


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STEP 2 DETAILS

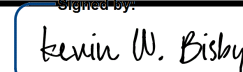
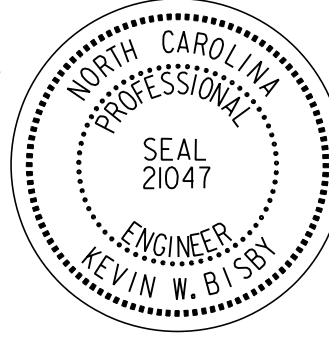
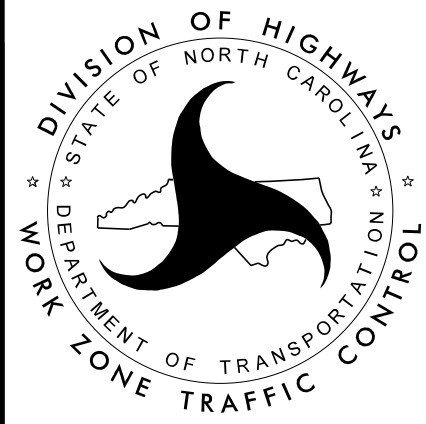


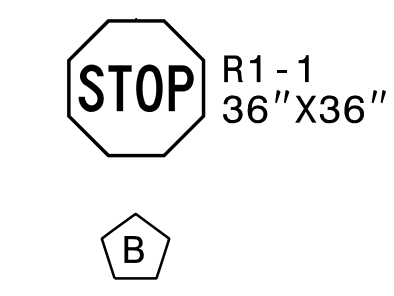
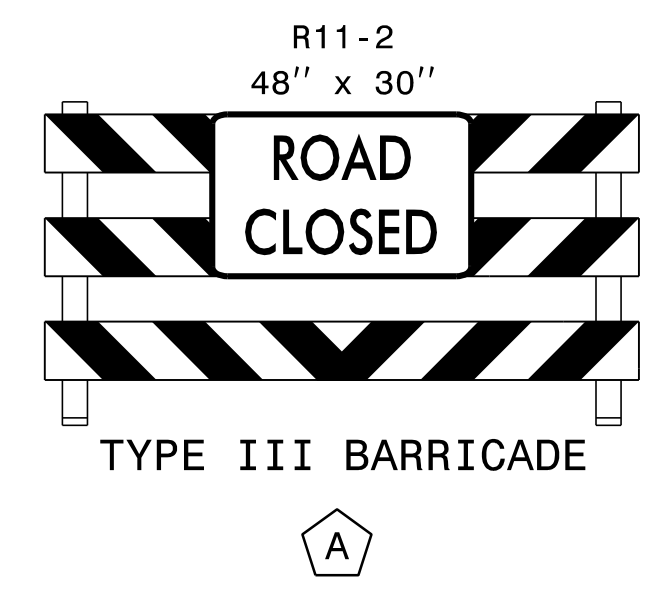
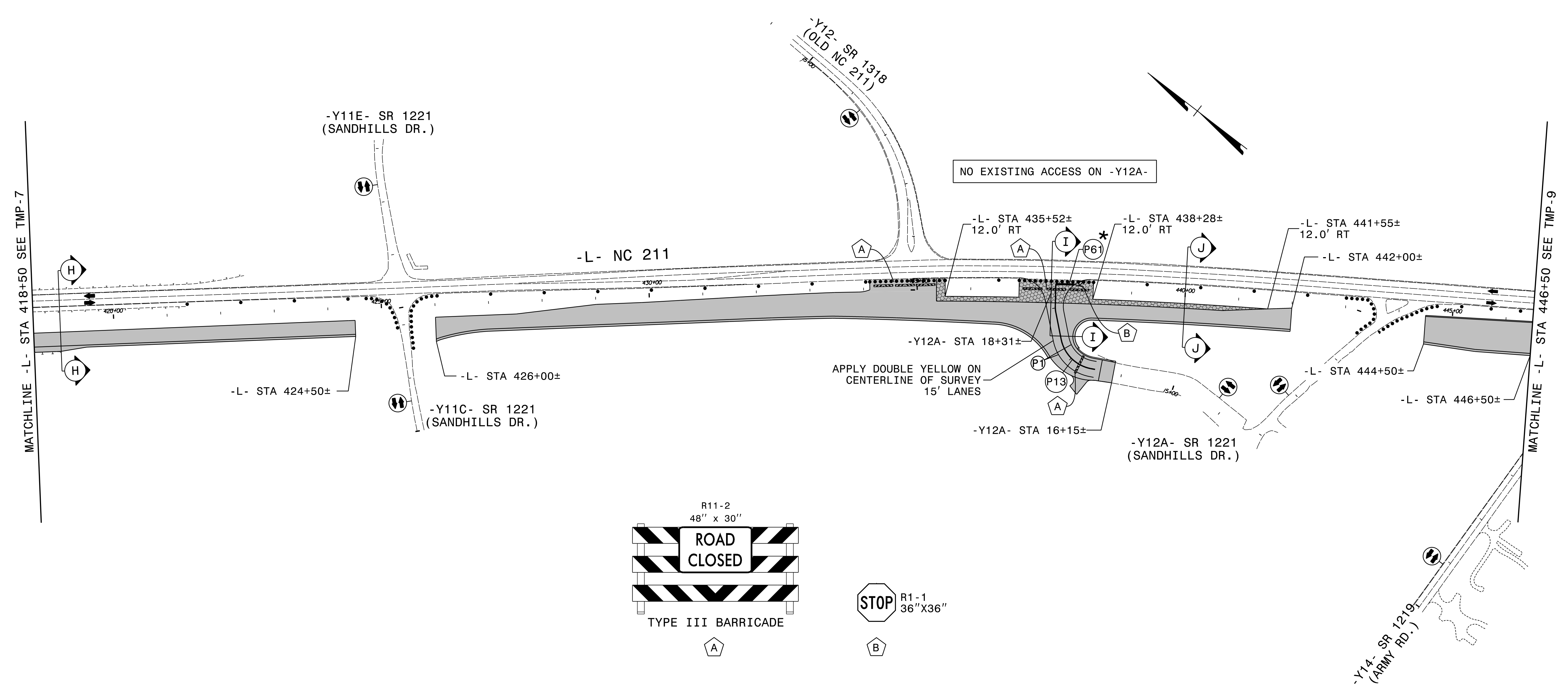
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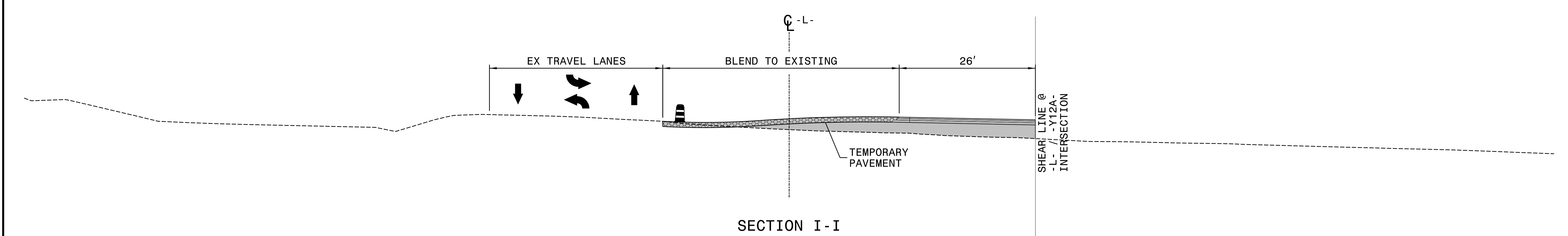
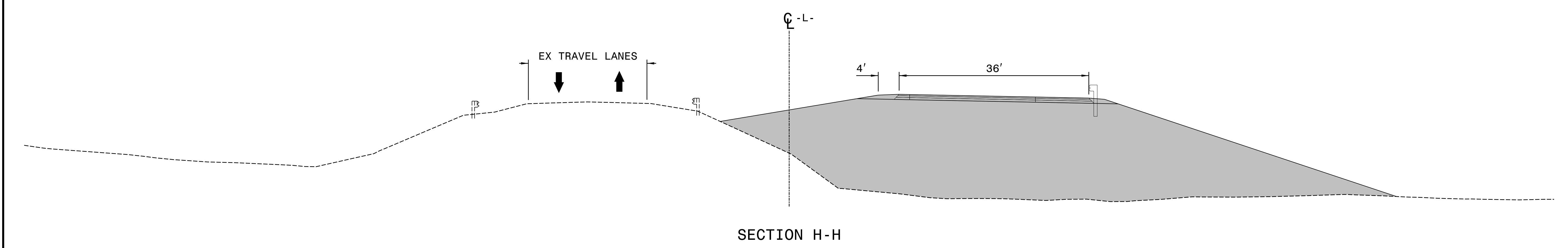
SEE TMP-8A AND 8B FOR SECTION VIEWS

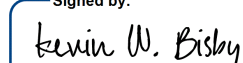
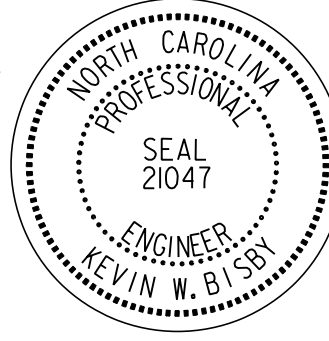
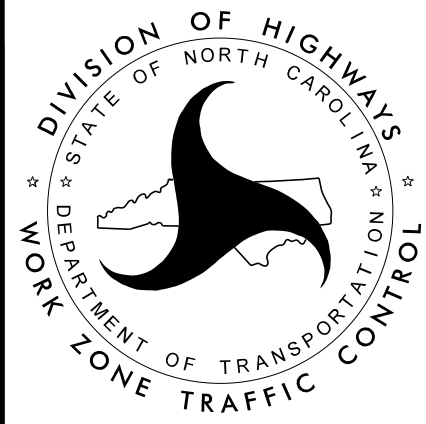
* SET BACK STOP BAR 10' FROM NC 211.

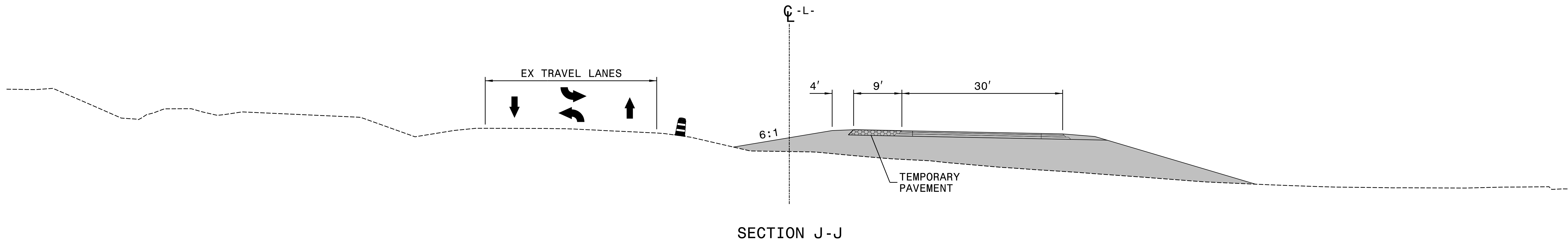
ERECT STOP SIGN (R1-1 36"X36") ON SANDHILLS DR PRIOR TO OPENING.

APPROVED: <u>Kevin W. Bisby</u> DATE: 10/15/2024 SEAL 		PHASE I STEP 2 DETAILS
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

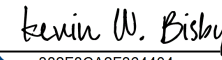
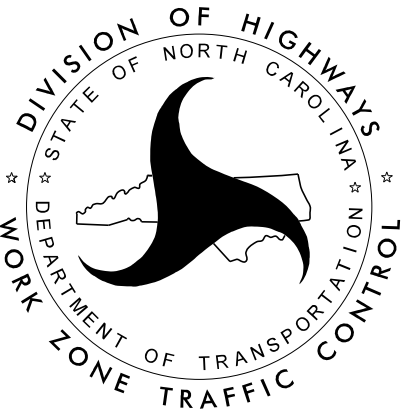
8/28/2024
RST03_TMP_pst08.dgn
Kotibby

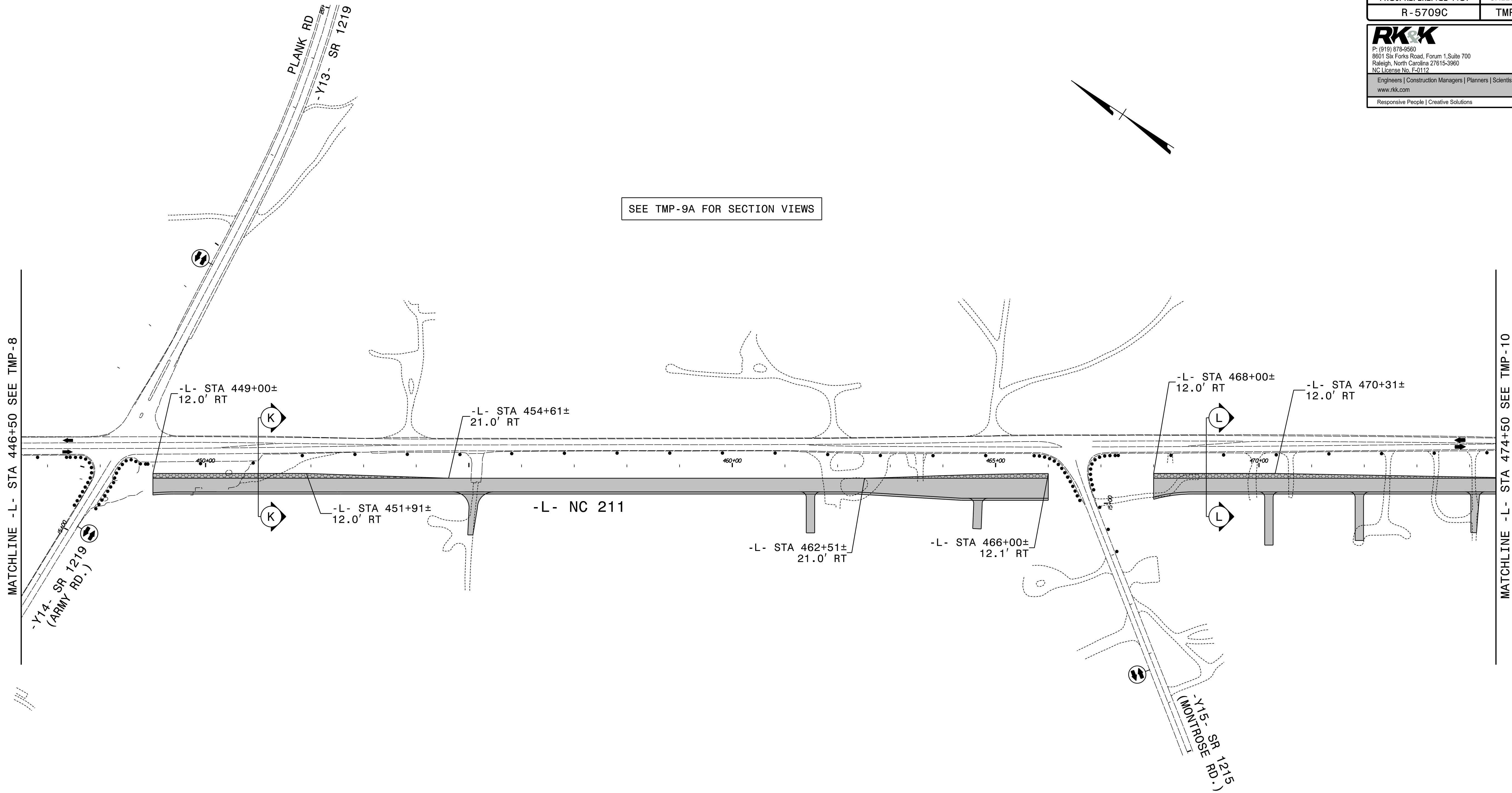


APPROVED:  DATE: 10/15/2024 SEAL DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	 	PHASE I STEP 2 DETAILS
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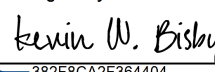
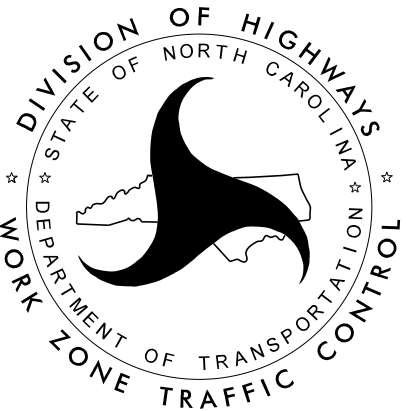


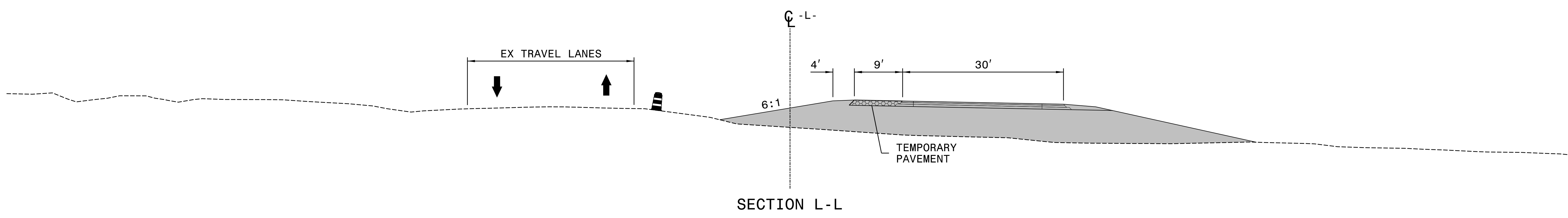
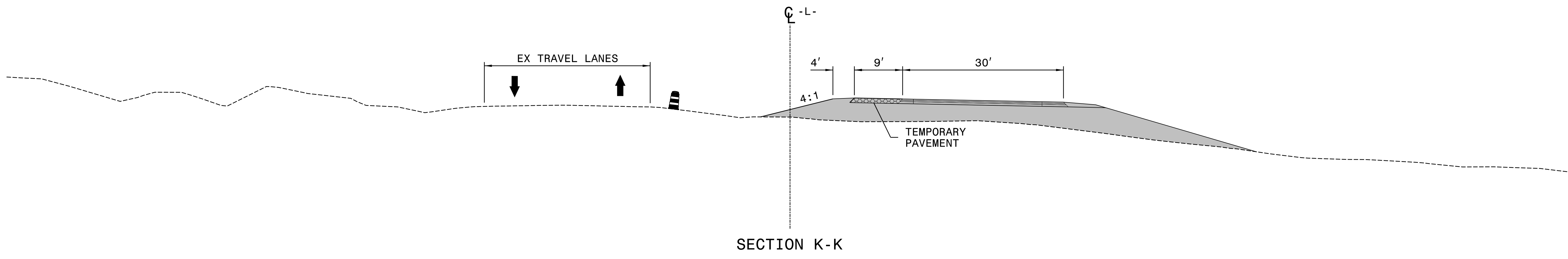
8/28/2024
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R01sby

APPROVED:  362F8CA2F384404 DATE: 10/15/2024 SEAL   PHASE I STEP 2 DETAILS				
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED				

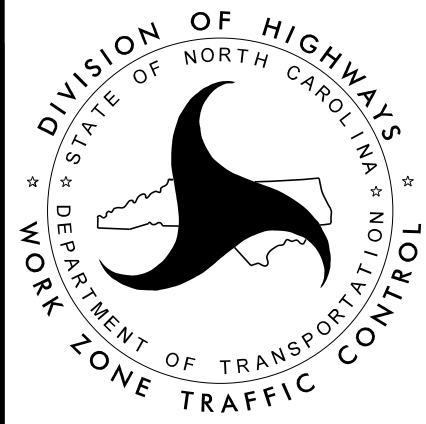


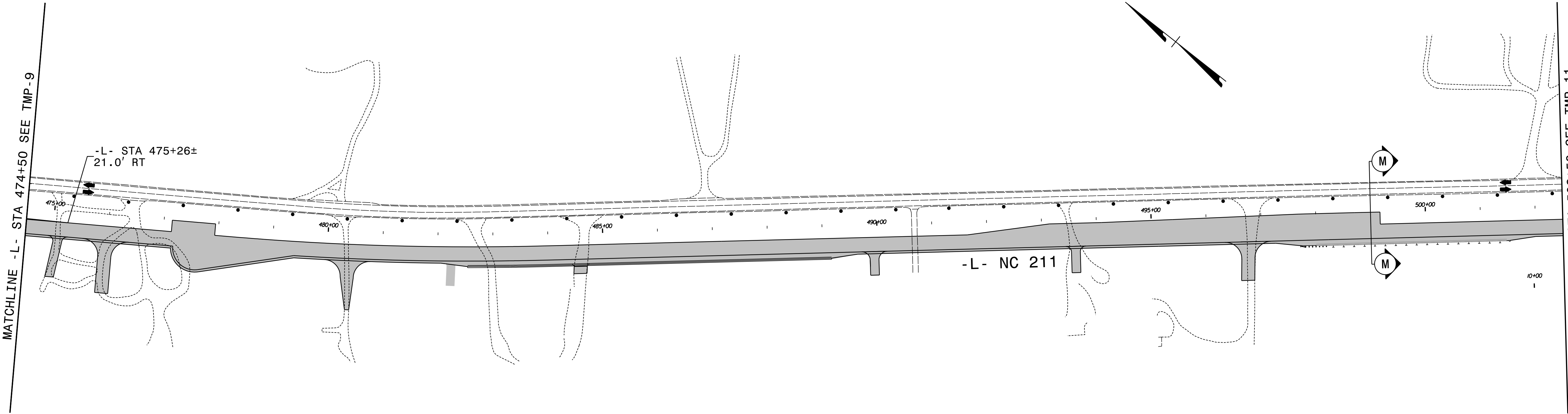
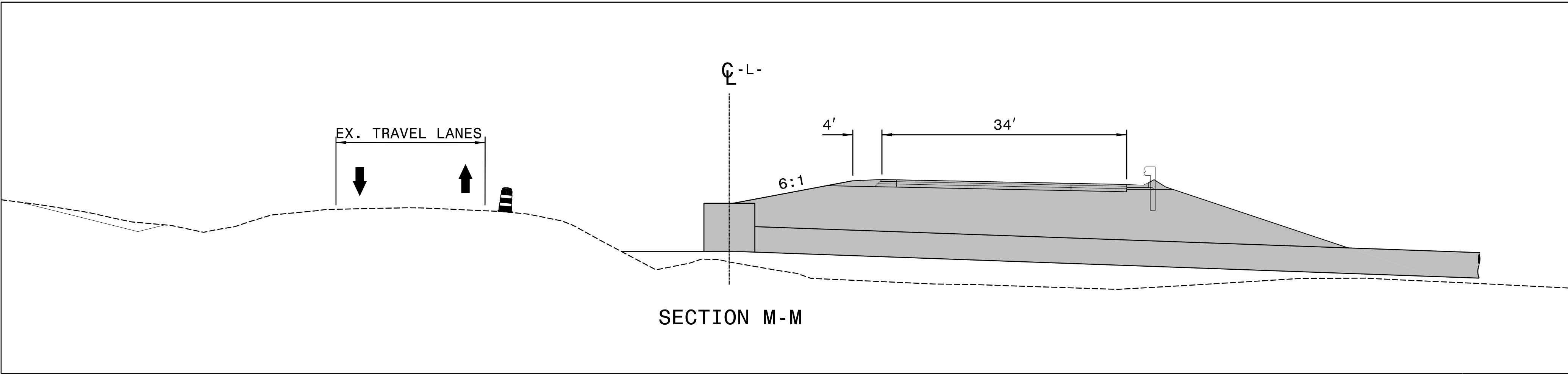
8/28/2024
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Kobaby

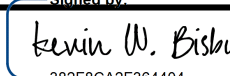
APPROVED:  DATE: 10/15/2024 SEAL  DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		PHASE I STEP 2 DETAILS
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8/28/2024
RST09_TMP_psh09A.dgn
Kobaby

APPROVED: <u>Kevin W. Bisby</u> DATE: 10/15/2024 SEAL 		PHASE I STEP 2 DETAILS
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

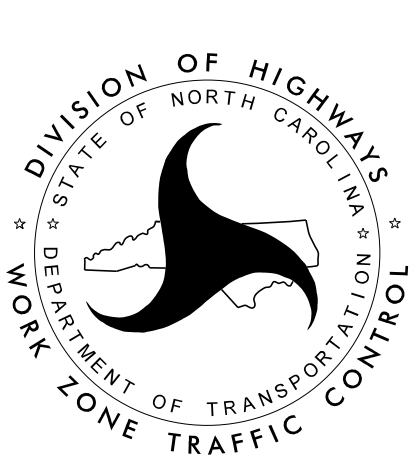


APPROVED: 
DATE: 10/15/2024

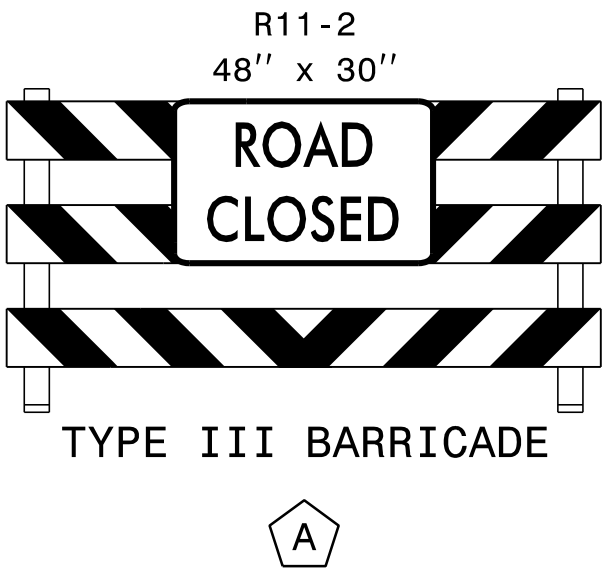
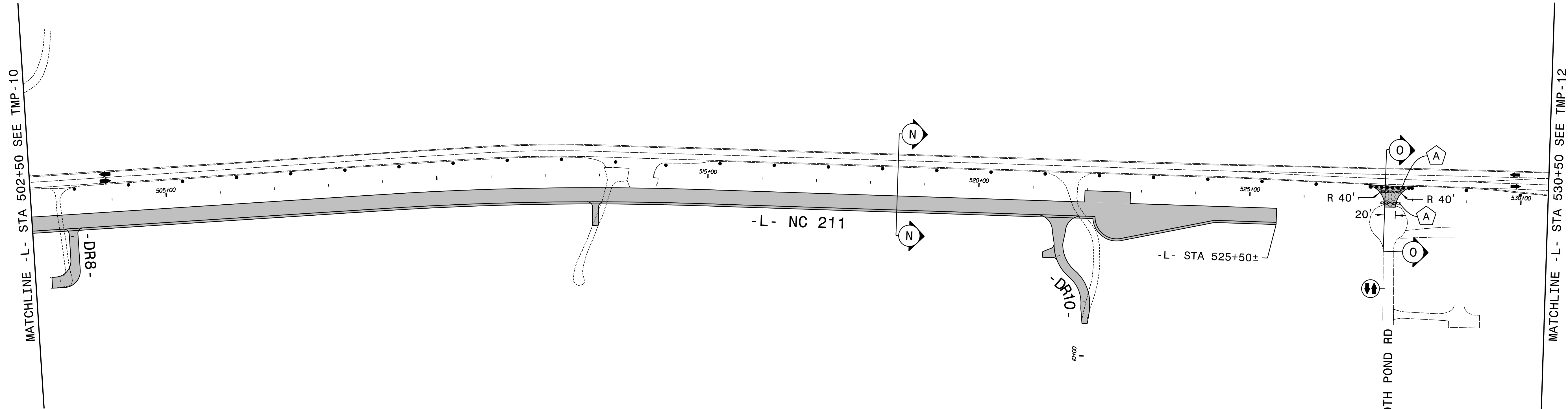
SEAL



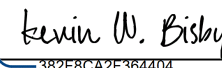
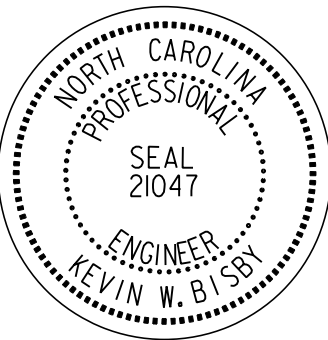
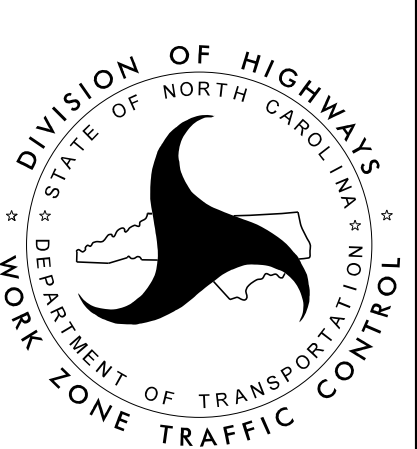
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

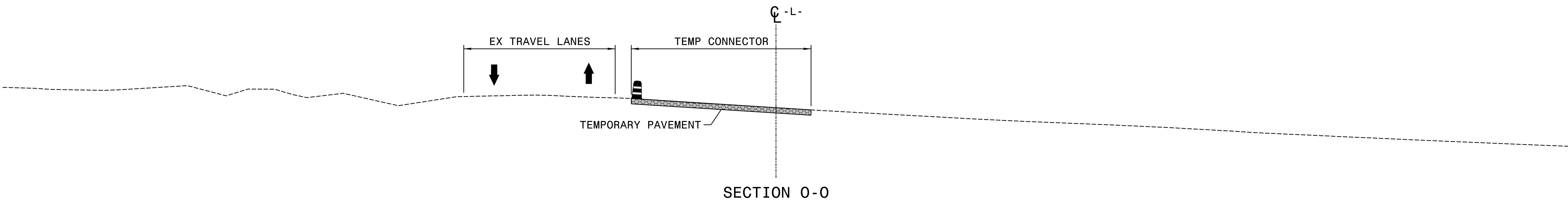
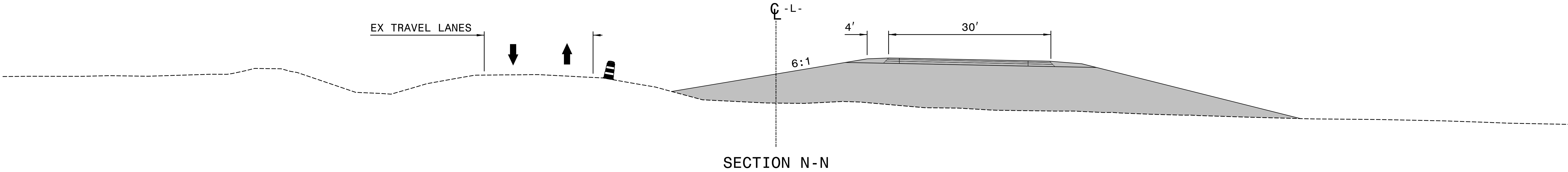


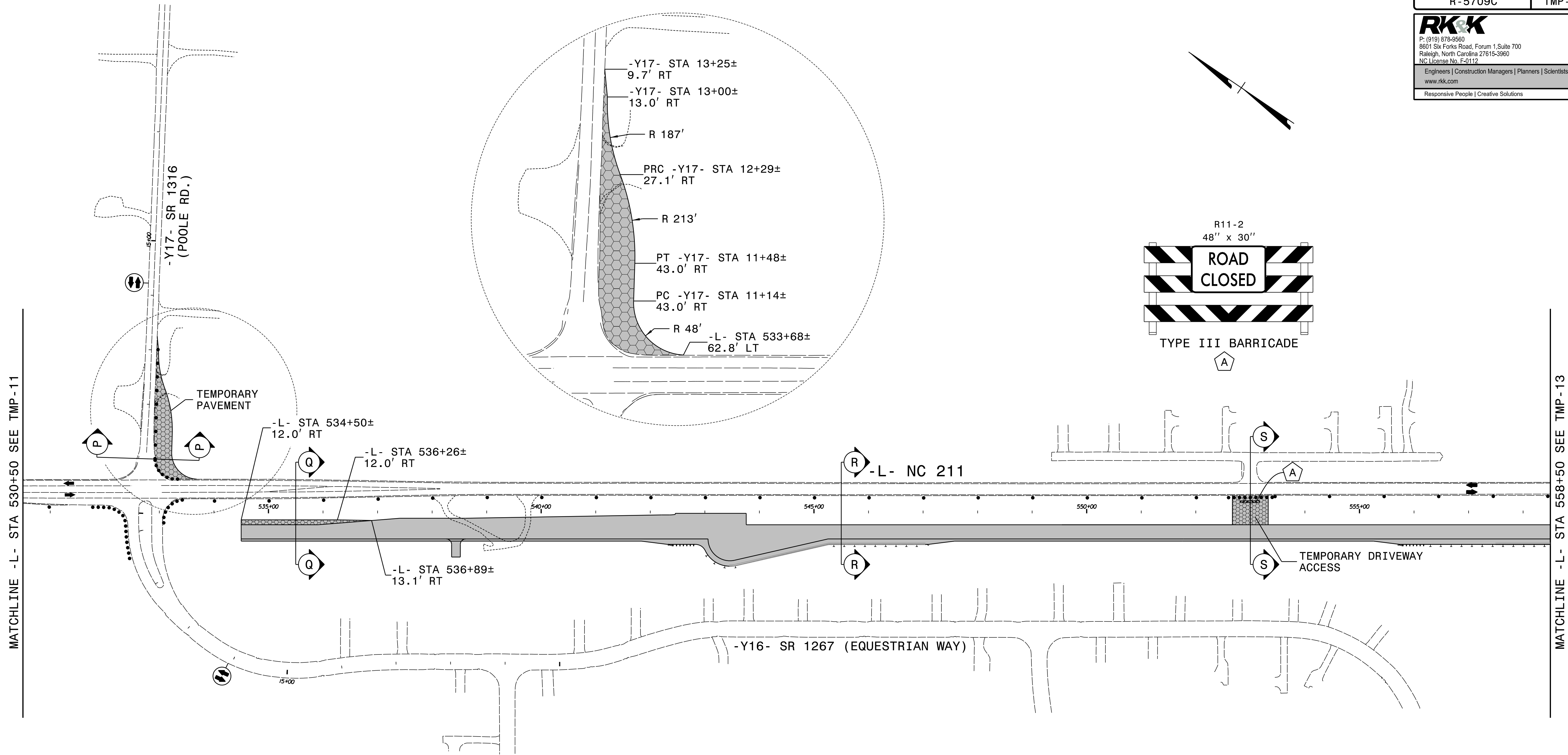
PHASE I
STEP 2 DETAILS



SEE TMP-11A FOR SECTION VIEWS

APPROVED:  DATE: 10/15/2024 SEAL  DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		PHASE I STEP 2 DETAILS
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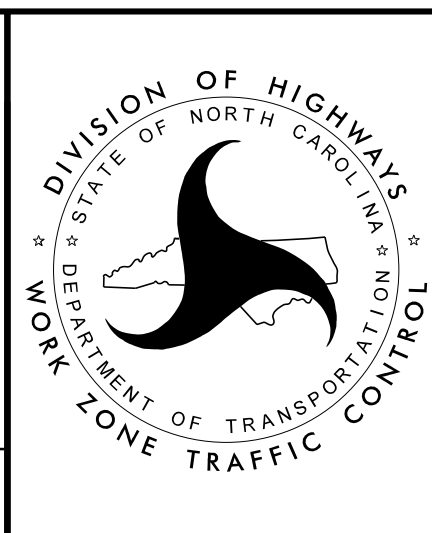




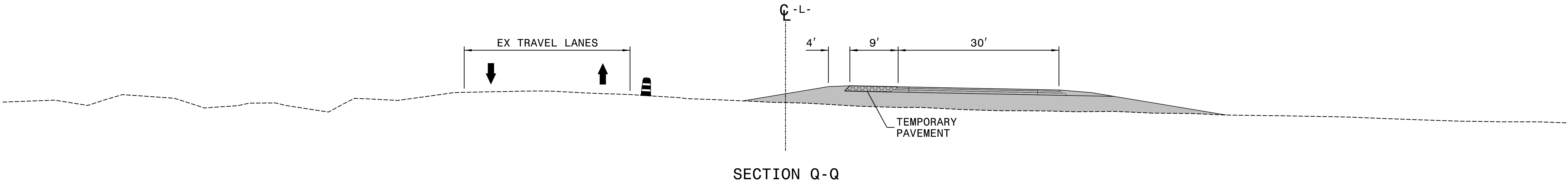
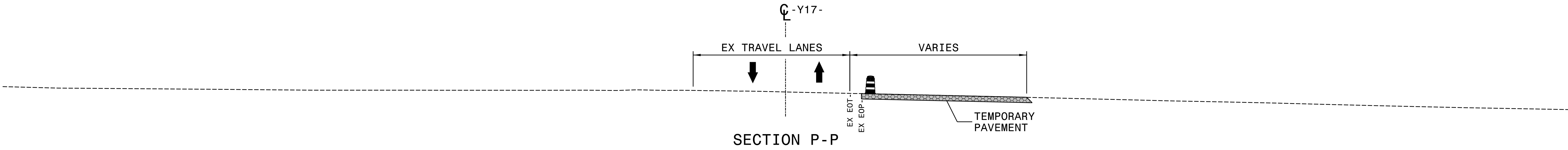
8/28/2024
RST03_TMP_psh12.dgn
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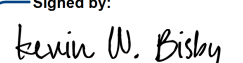
SEE TMP-12A AND TMP-12B FOR SECTION VIEWS

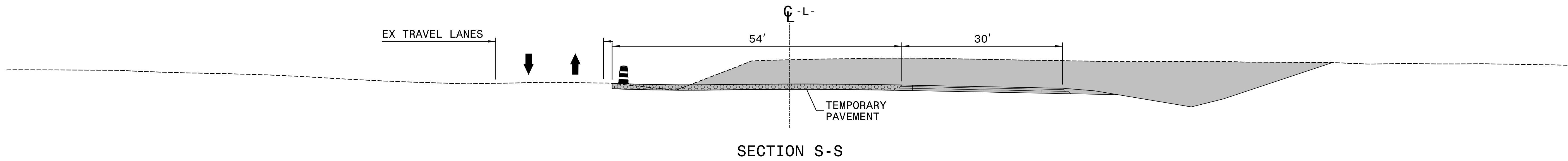
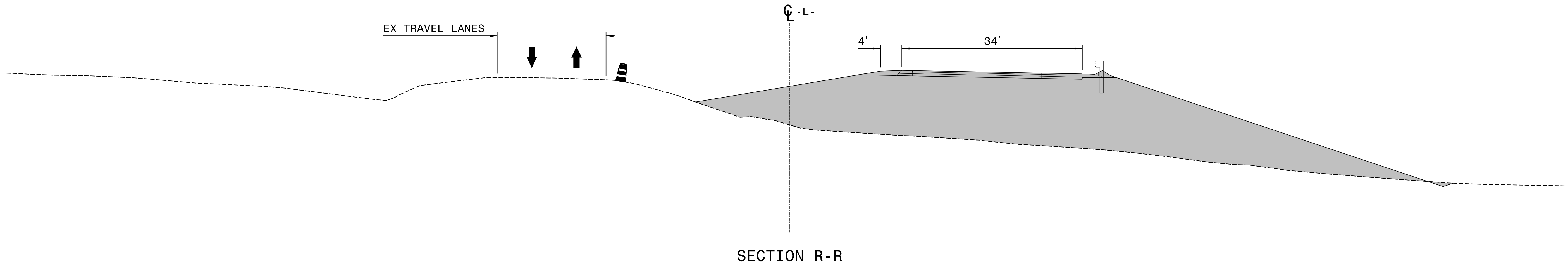
APPROVED: <u>Kevin W. Bisby</u>	Signed by:
DATE: 10/15/2024	382FBCA2F364404
SEAL	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

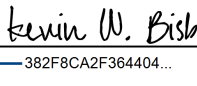
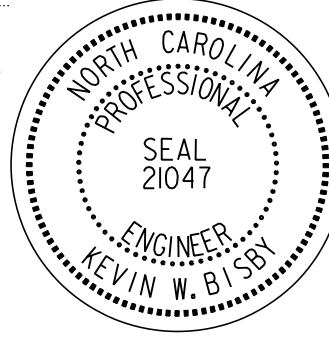
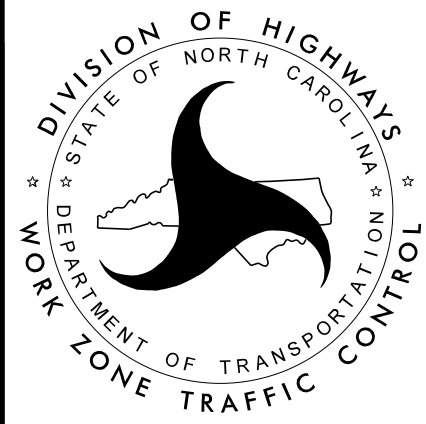


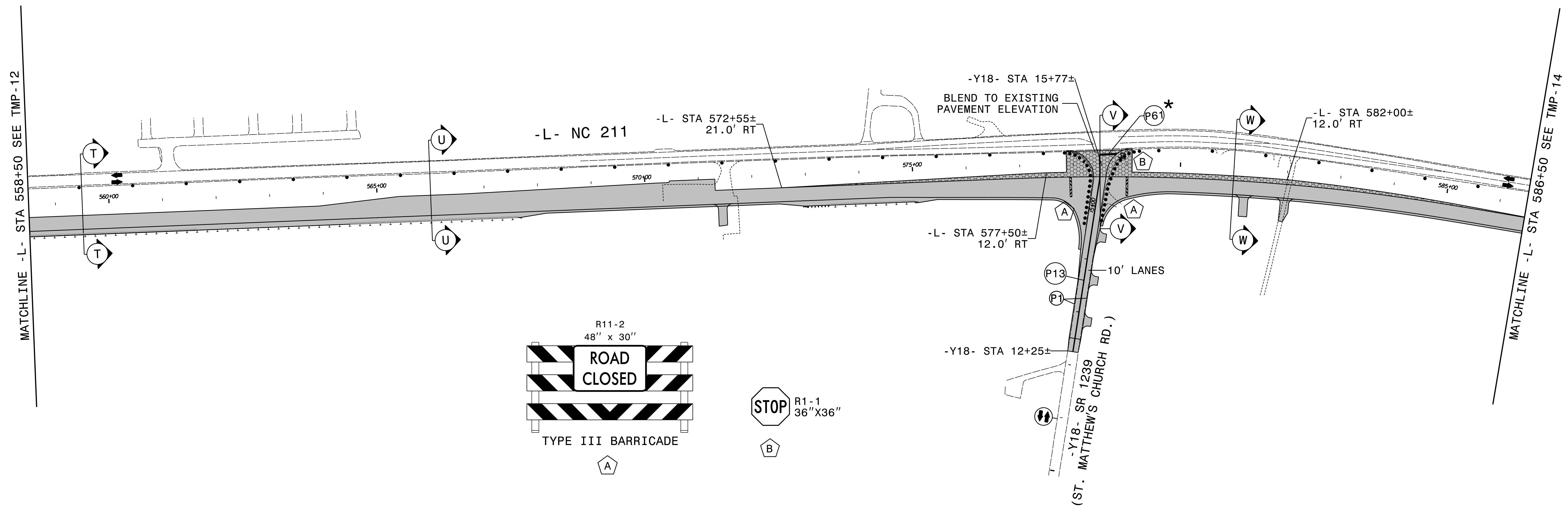
PHASE I
STEP 2 DETAILS



APPROVED:  382F8CA2F364404			PHASE I STEP 2 DETAILS
DATE: 10/15/2024			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



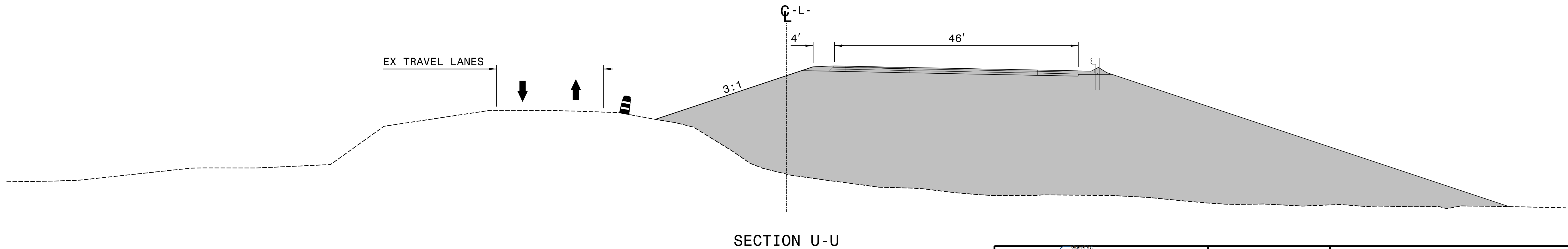
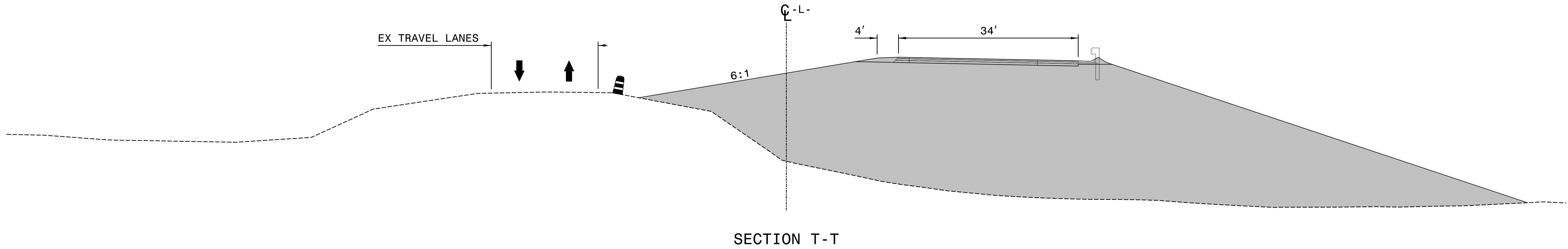
APPROVED:  DATE: 10/15/2024 SEAL  DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		PHASE I STEP 2 DETAILS
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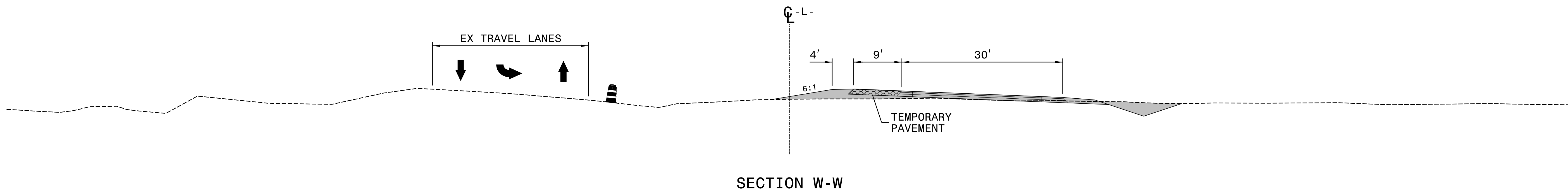
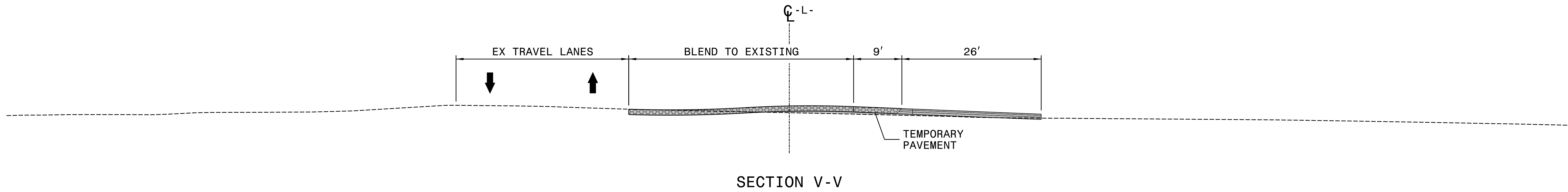
8/28/2024
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R01sby

SEE TMP-13A AND 13B FOR SECTION VIEWS
* SET BACK STOP BAR 10' FROM NC 211.

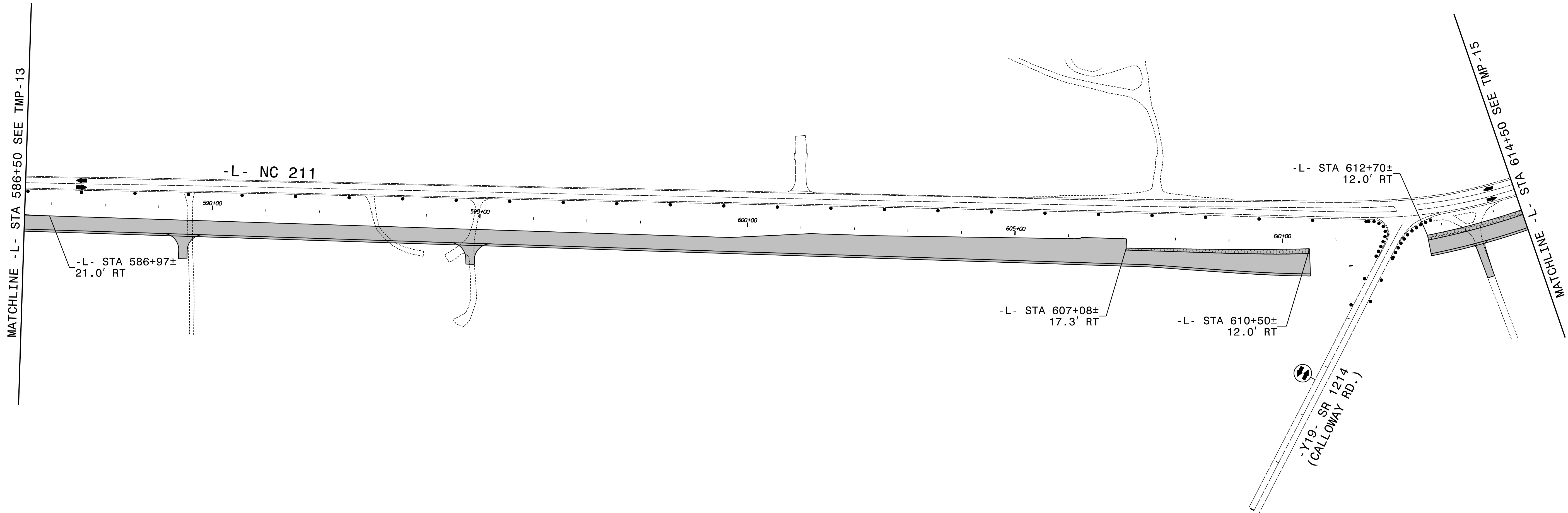
APPROVED: <u>Kevin W. Bishop</u> DATE: 10/15/2024 SEAL DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		PHASE I STEP 2 DETAILS
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APPROVED: <u>Kevin W. Bisby</u> 382PBCA2P364404			PHASE I STEP 2 DETAILS
DATE: 10/15/2024			
SEAL			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

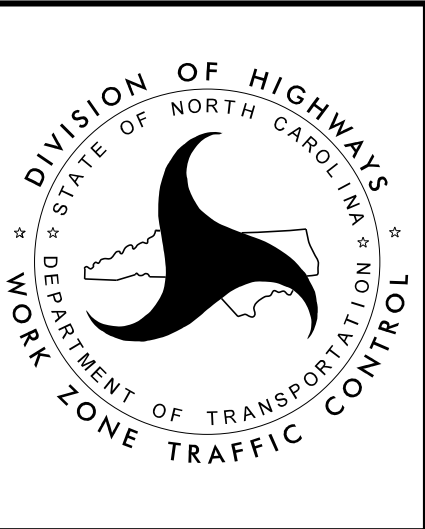


APPROVED: <u>Kevin W. Bisby</u> DATE: 10/15/2024 SEAL DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		PHASE I STEP 2 DETAILS
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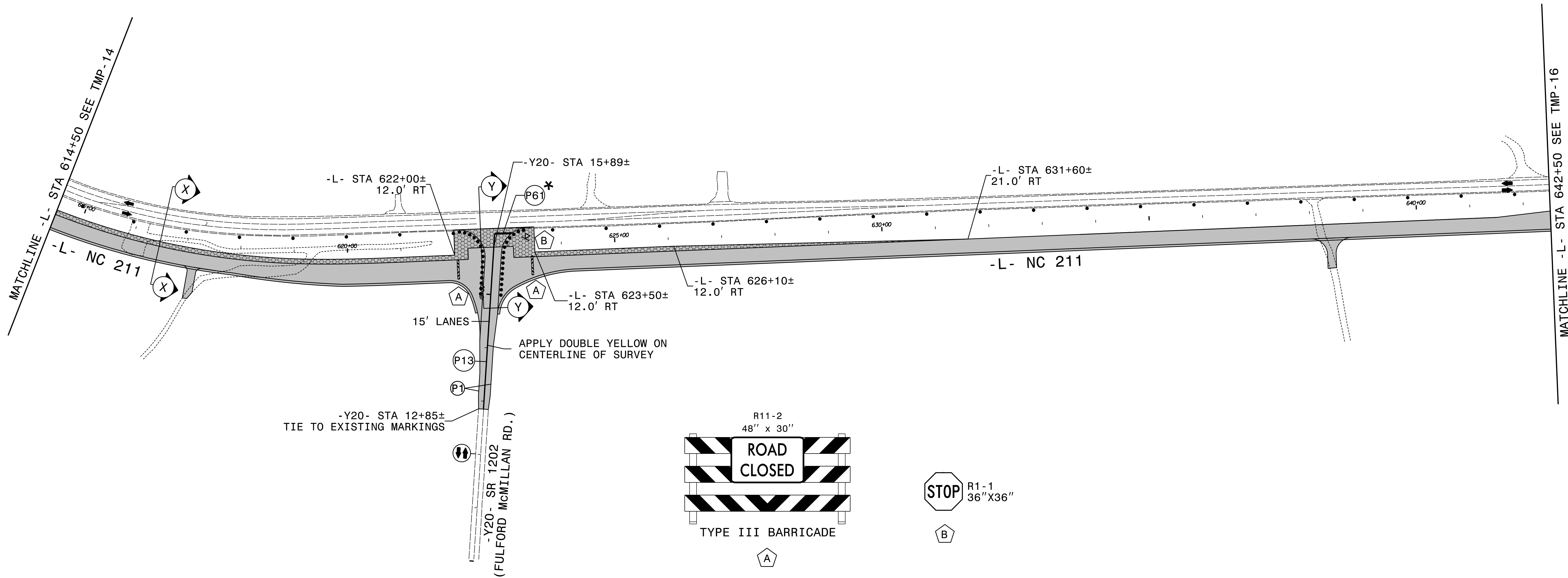


8/28/2024
RST03_TMP_psh14.dgn
R01sby

APPROVED: <u>Kevin W. Bisby</u> 382F8CA2F381404
DATE: <u>10/15/2024</u>
SEAL
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

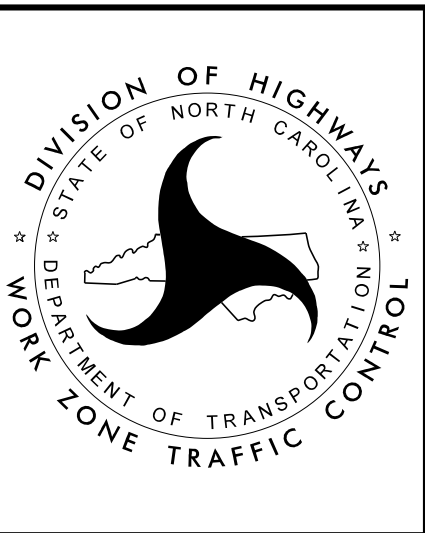


PHASE I
STEP 2 DETAILS

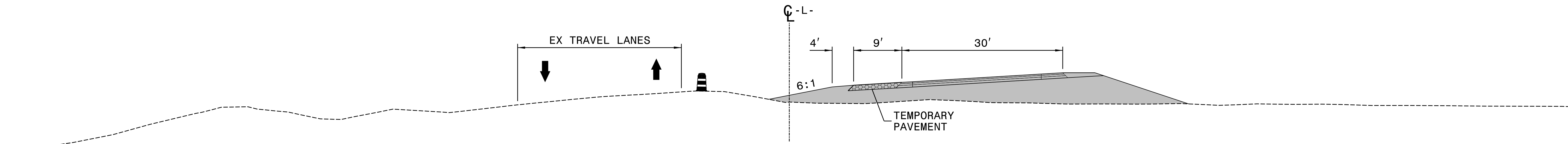


SEE TMP-15A FOR SECTION VIEW
* SET BACK STOP BAR 10' FROM NC 211.

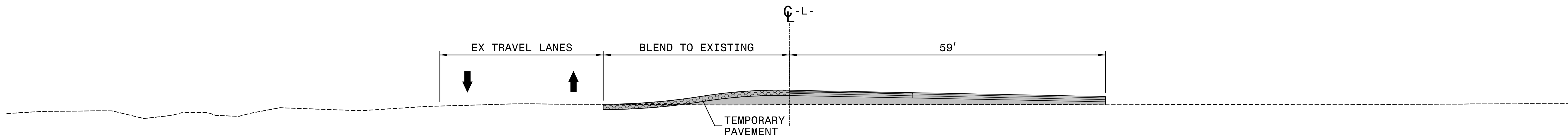
APPROVED: <u>Kevin W. Bishop</u> 36583CA0936404	
DATE: 10/15/2024	
SEAL	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



PHASE I
STEP 2 DETAILS



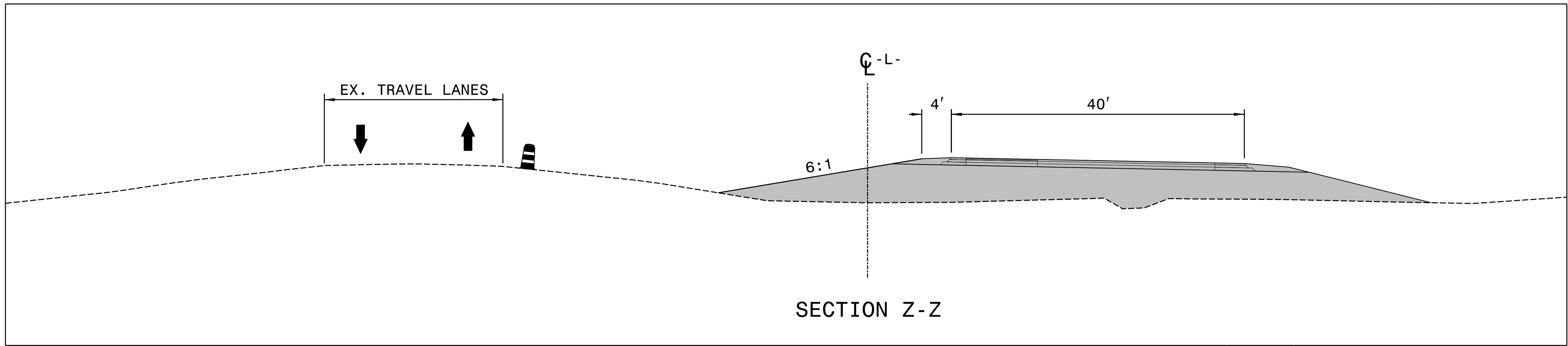
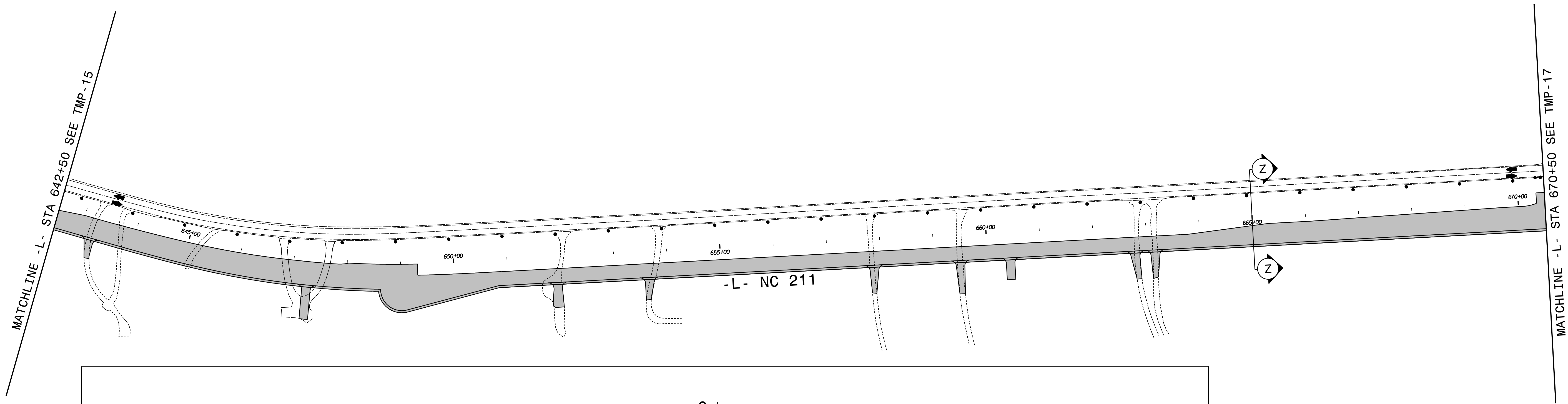
SECTION X-X



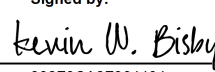
SECTION Y-Y

8/28/2024
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R015by

APPROVED: <u>Kevin W. Bisby</u> 38225CA2E3646A DATE: 10/15/2024 SEAL		PHASE I STEP 2 DETAILS
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		



8/28/2024
RST03_TMP_psh16.dgn
R01sby

APPROVED: 
DATE: 10/15/2024

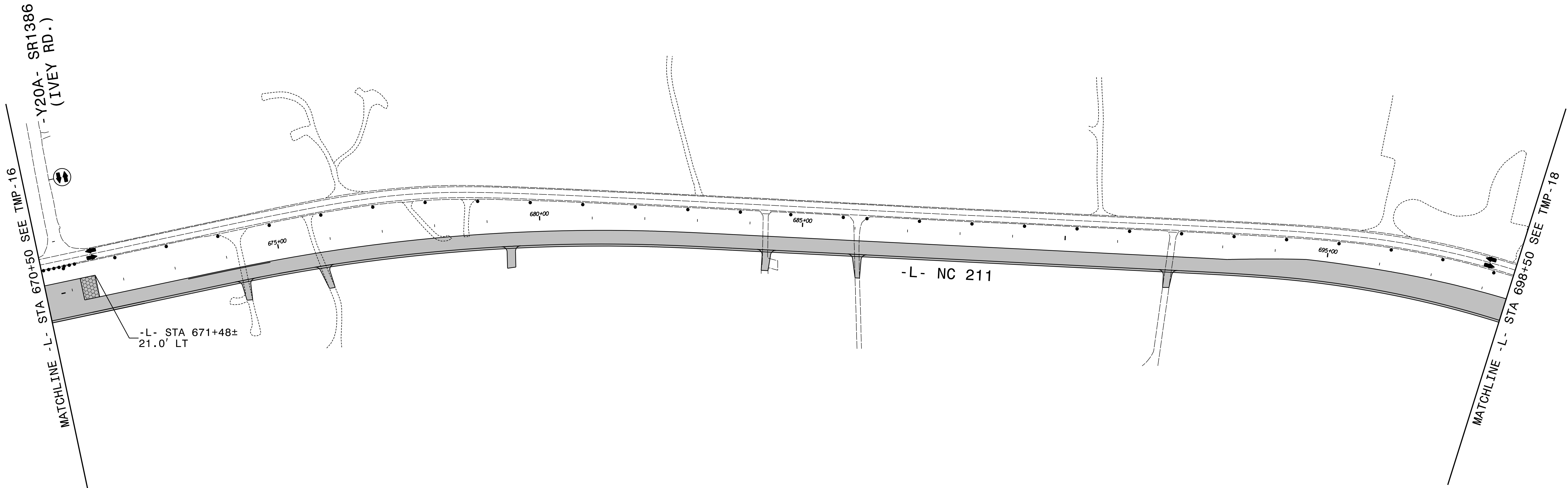
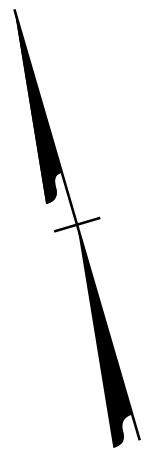
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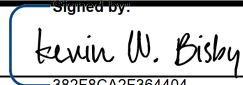
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UNLESS ALL SIGNATURES COMPLETED

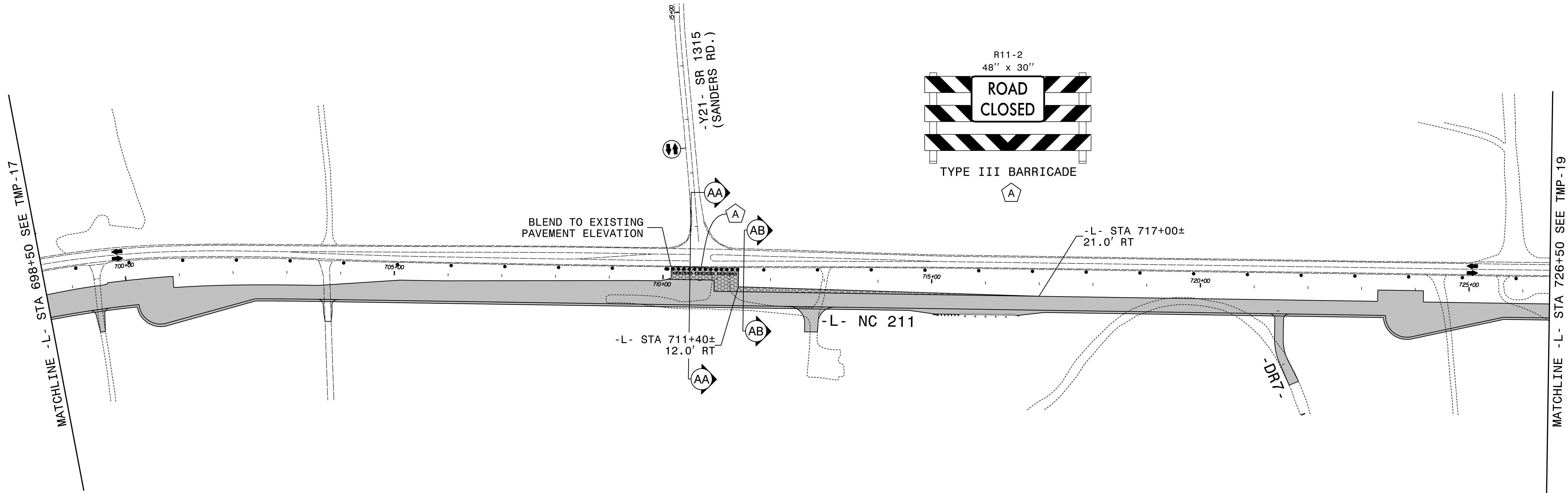


PHASE I
STEP 2 DETAILS



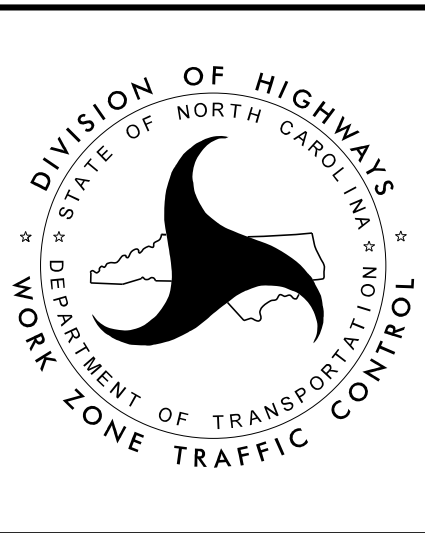
8/28/2024
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R01sbby

APPROVED:  DATE: 10/15/2024 SEAL  DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		PHASE I STEP 2 DETAILS
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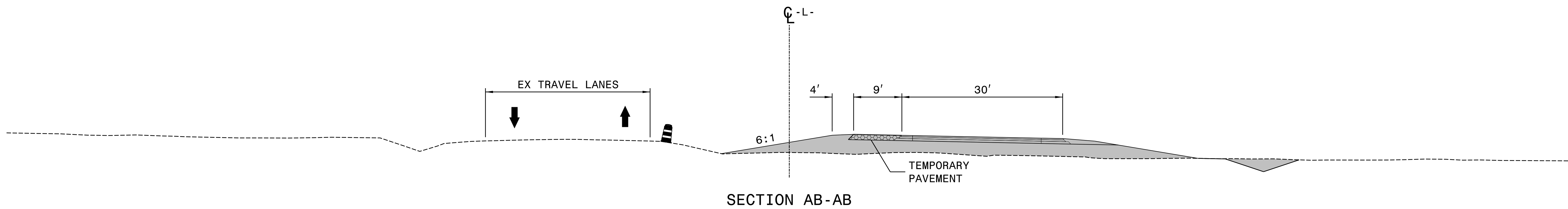
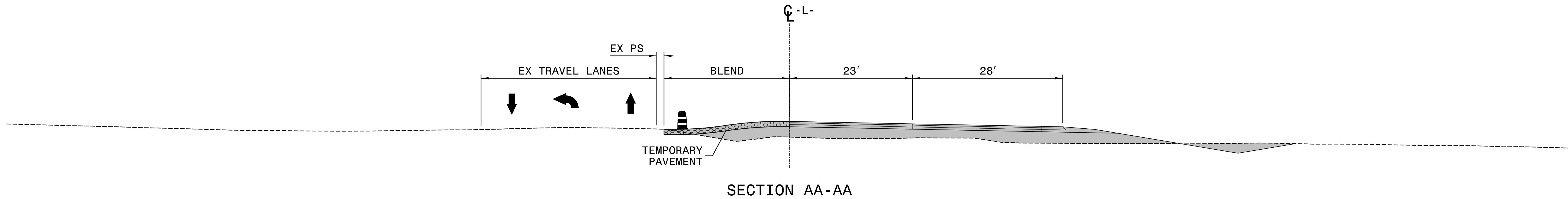


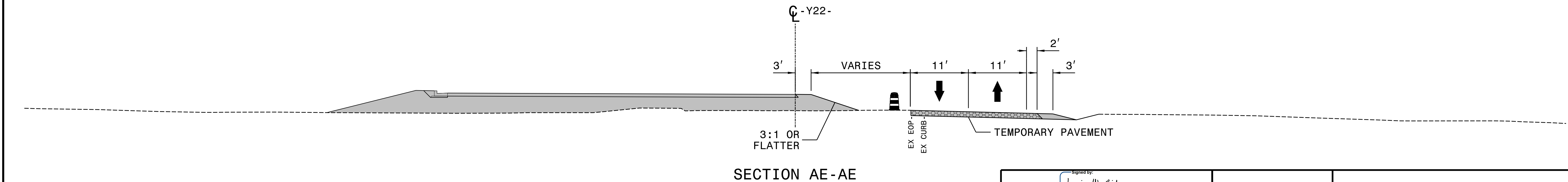
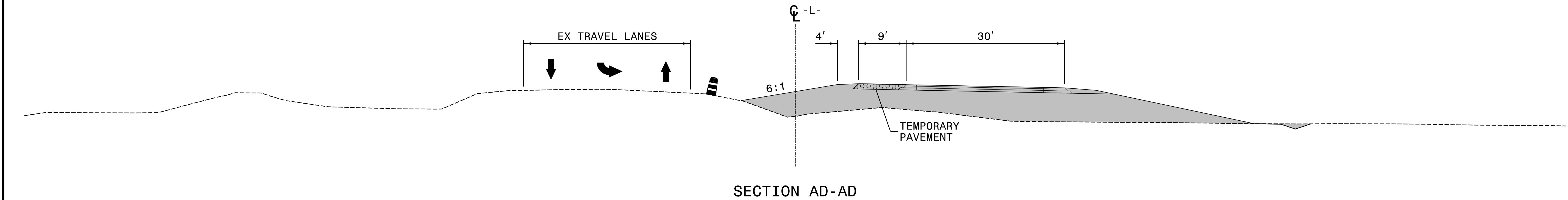
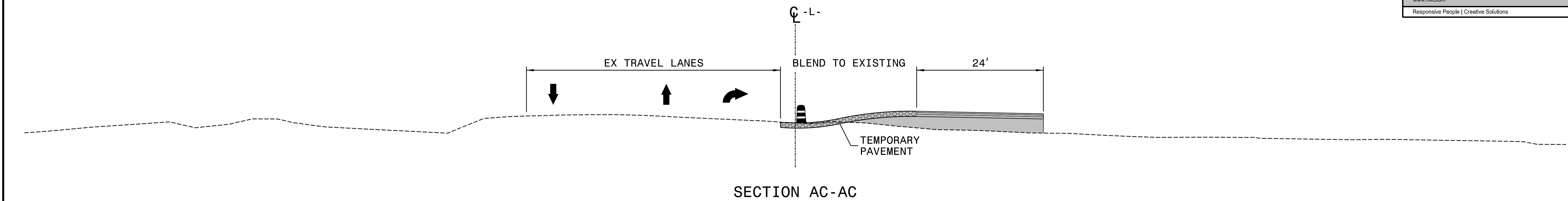
SEE TMP-18A FOR SECTION VIEWS

APPROVED: <u>Kevin W. Bisby</u>
DATE: <u>10/15/2024</u>
SEAL
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

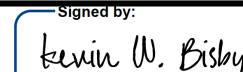


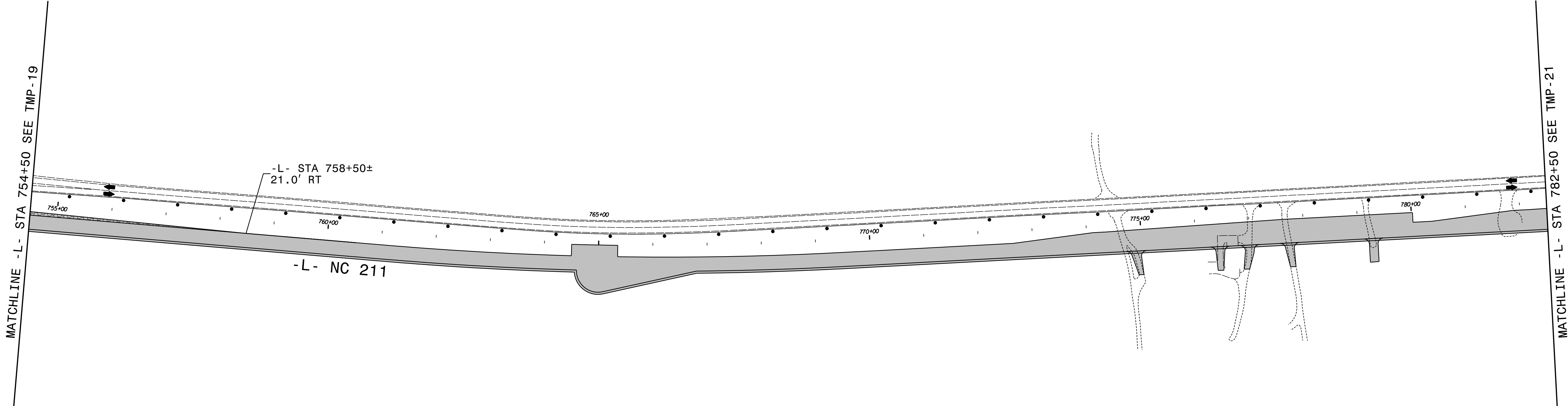
PHASE I
STEP 2 DETAILS





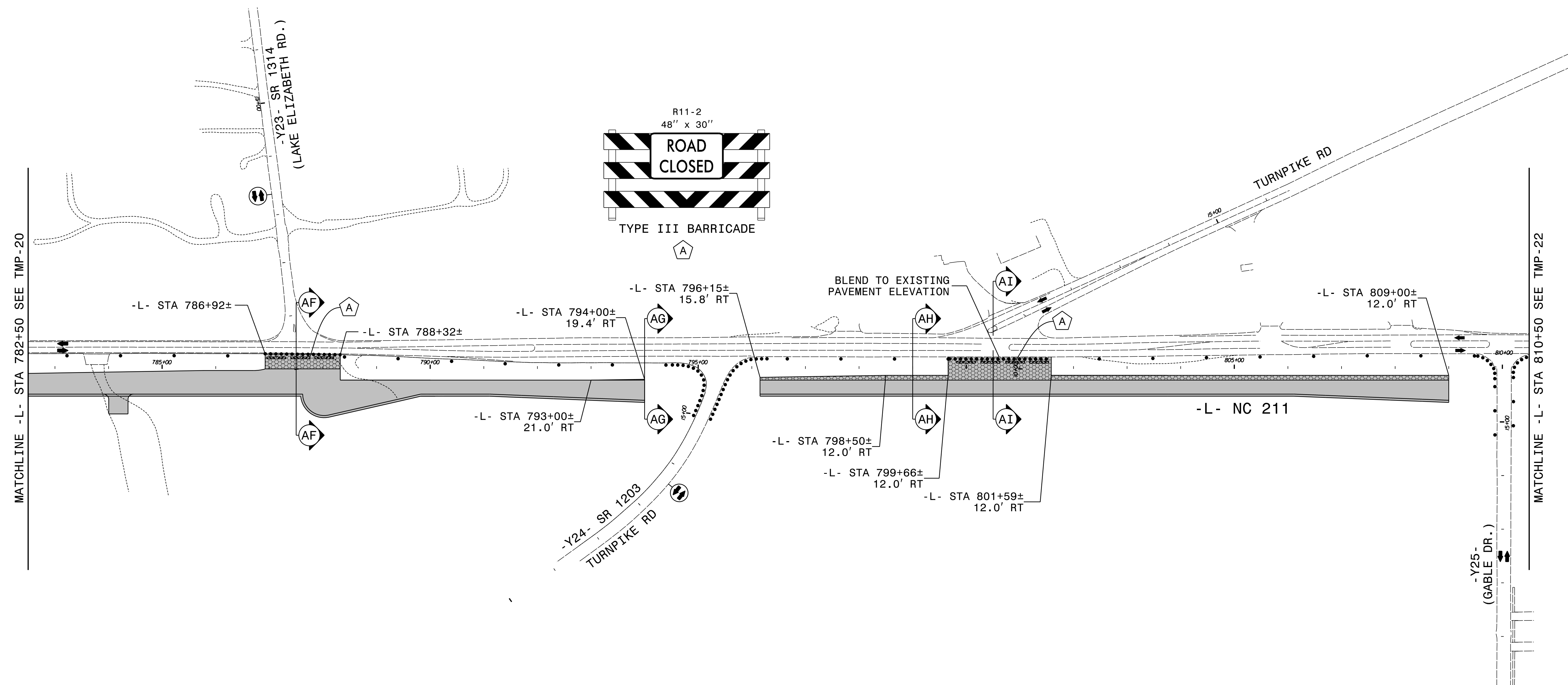
8/28/2024
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R01sby

APPROVED:  DATE: 10/15/2024 SEAL  DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		PHASE I STEP 2 DETAILS
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8/28/2024
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Kotibby

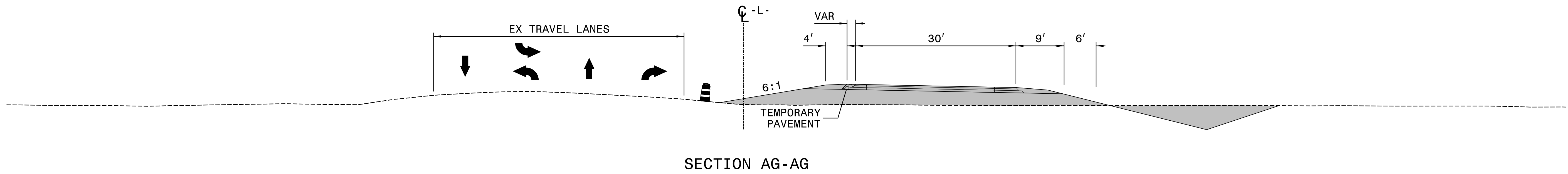
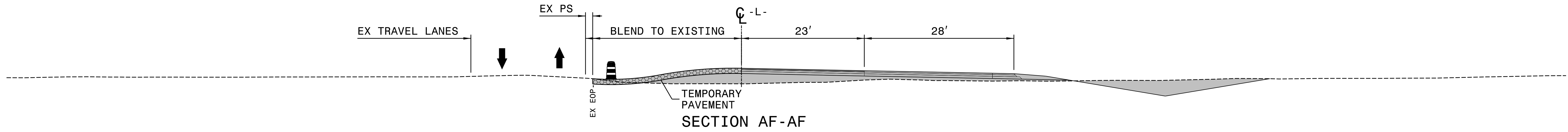
APPROVED: <u>Kevin W. Bisby</u> DATE: 10/15/2024 SEAL		PHASE I STEP 2 DETAILS
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		



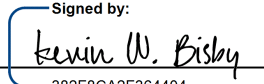
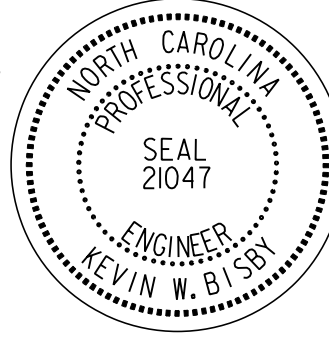
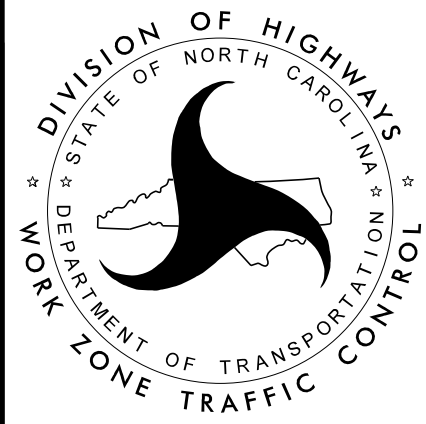
8/28/2024
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Kotibby

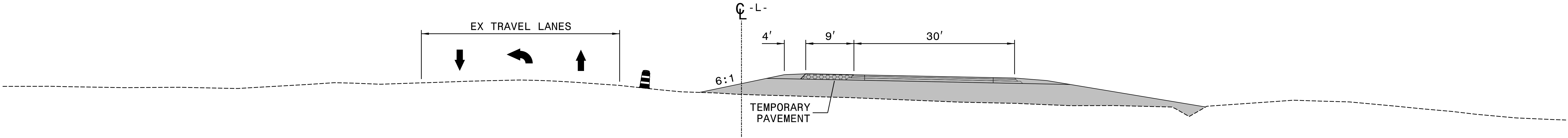
SEE TMP-21A AND 21B FOR SECTION VIEWS

APPROVED: <u>Kevin W. Bisby</u> DATE: 10/15/2024 SEAL 		PHASE I STEP 2 DETAILS
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

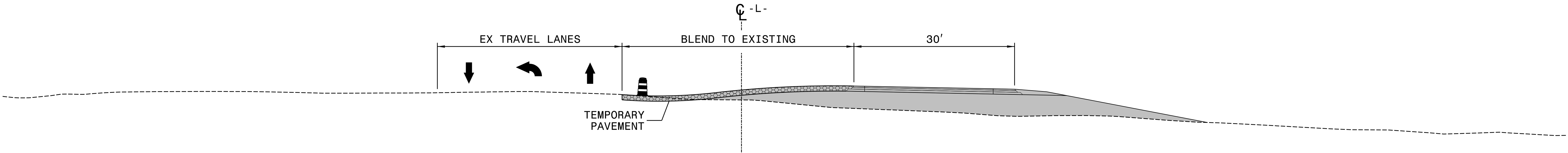


8/28/2024
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R015by

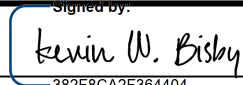
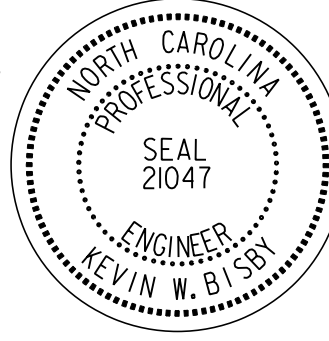
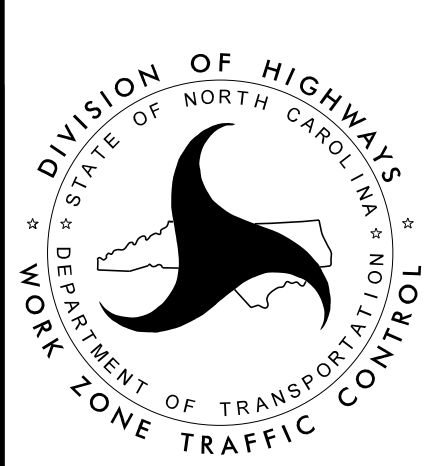
APPROVED:  DATE: 10/15/2024 SEAL 		PHASE I STEP 2 DETAILS
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

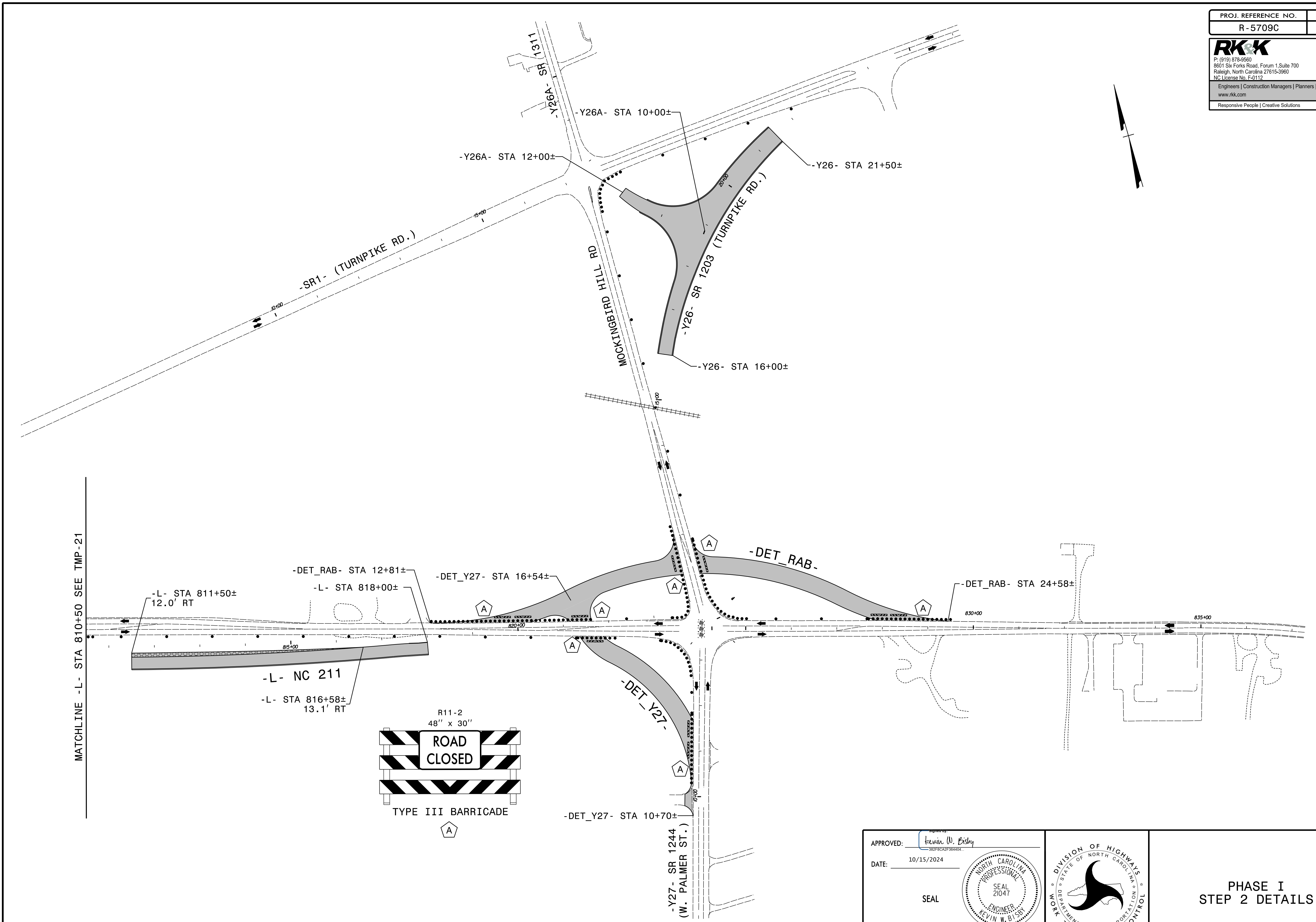


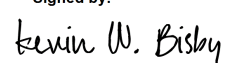
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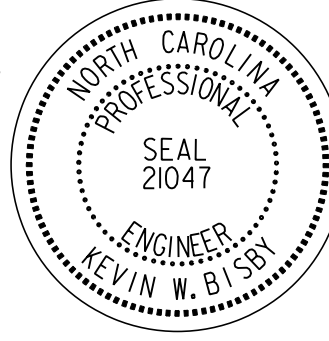


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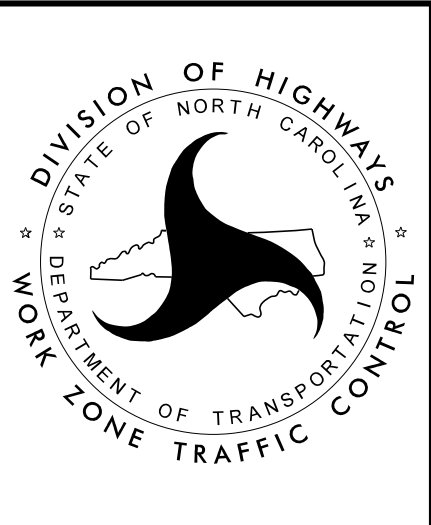
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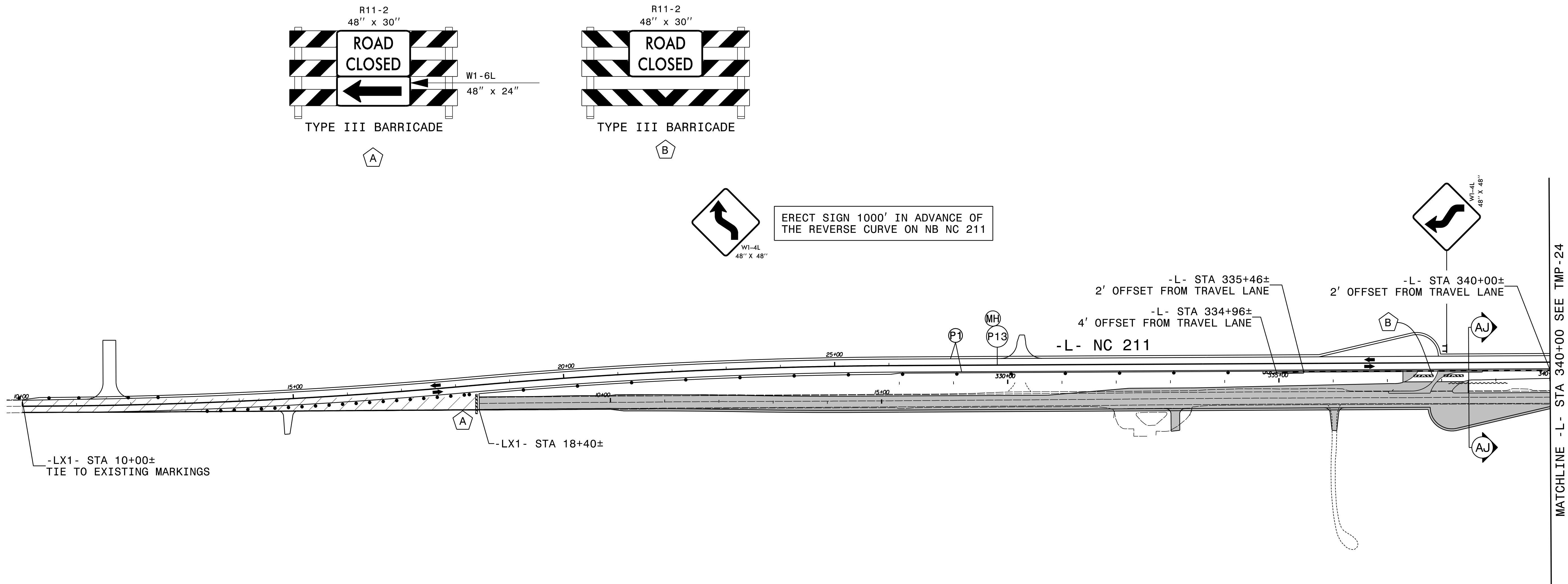
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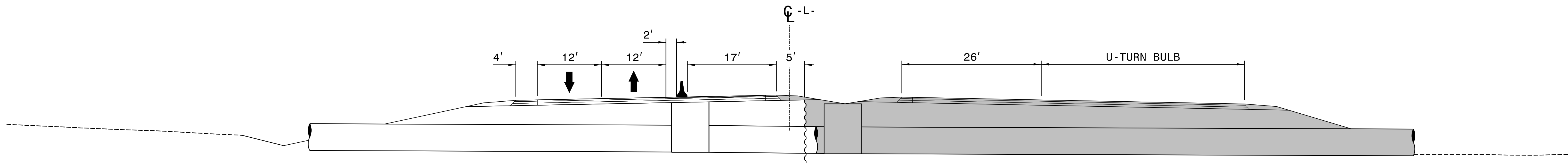
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8/28/2024
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Kobay

12' LANES
SEE TMP-23A FOR SECTION VIEW

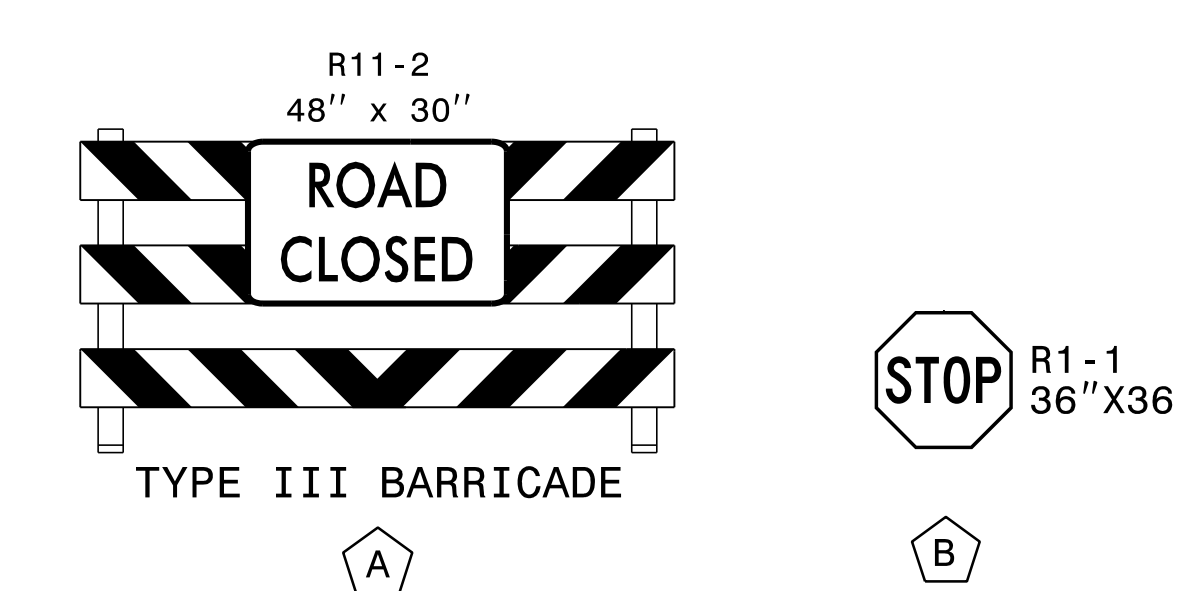
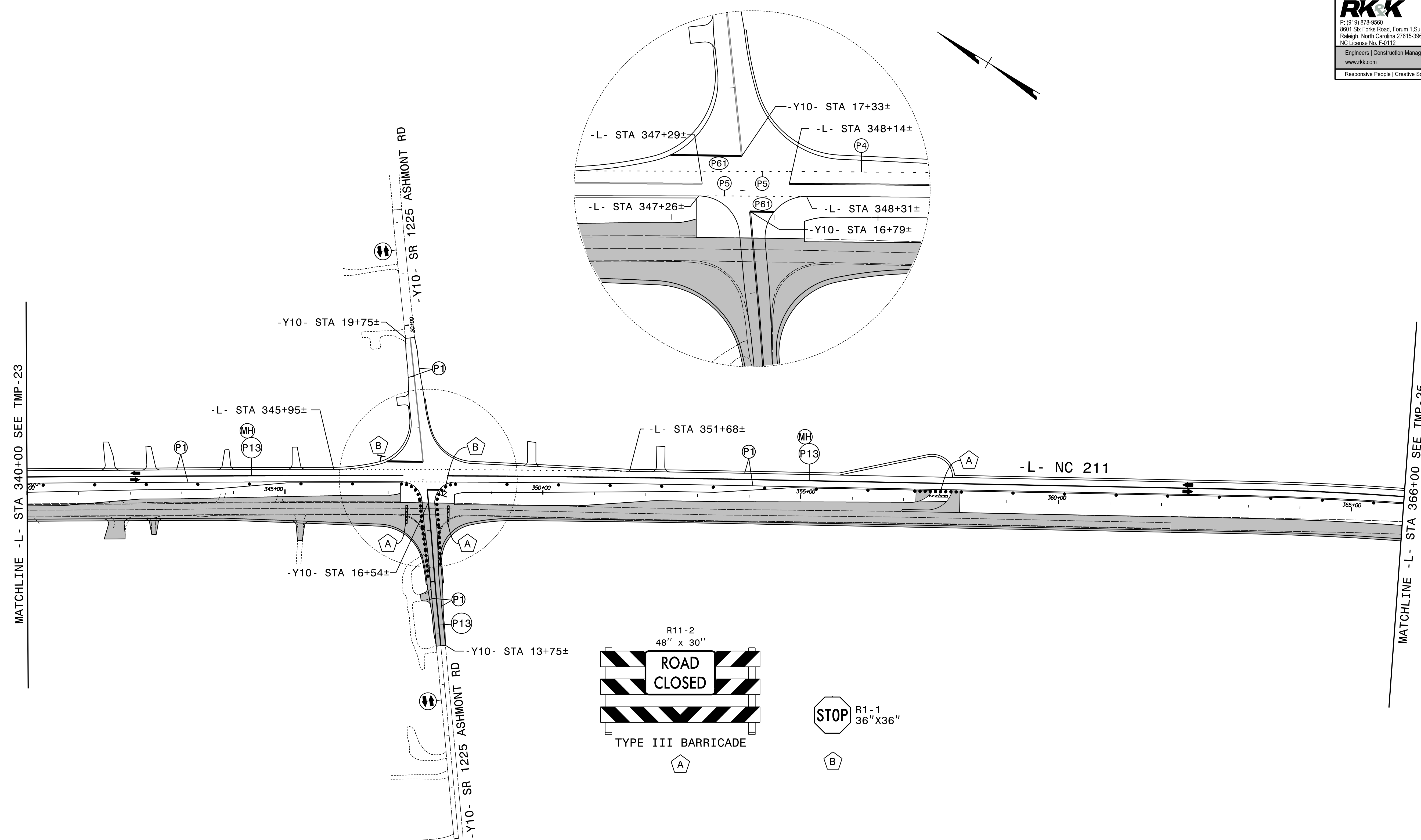
APPROVED: <u>Kevin W. Bishop</u> DATE: 10/15/2024 SEAL NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 21047 ENGINEER KEVIN W. BISHOP	DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	PHASE I STEP 3 DETAILS
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SECTION AJ-AJ

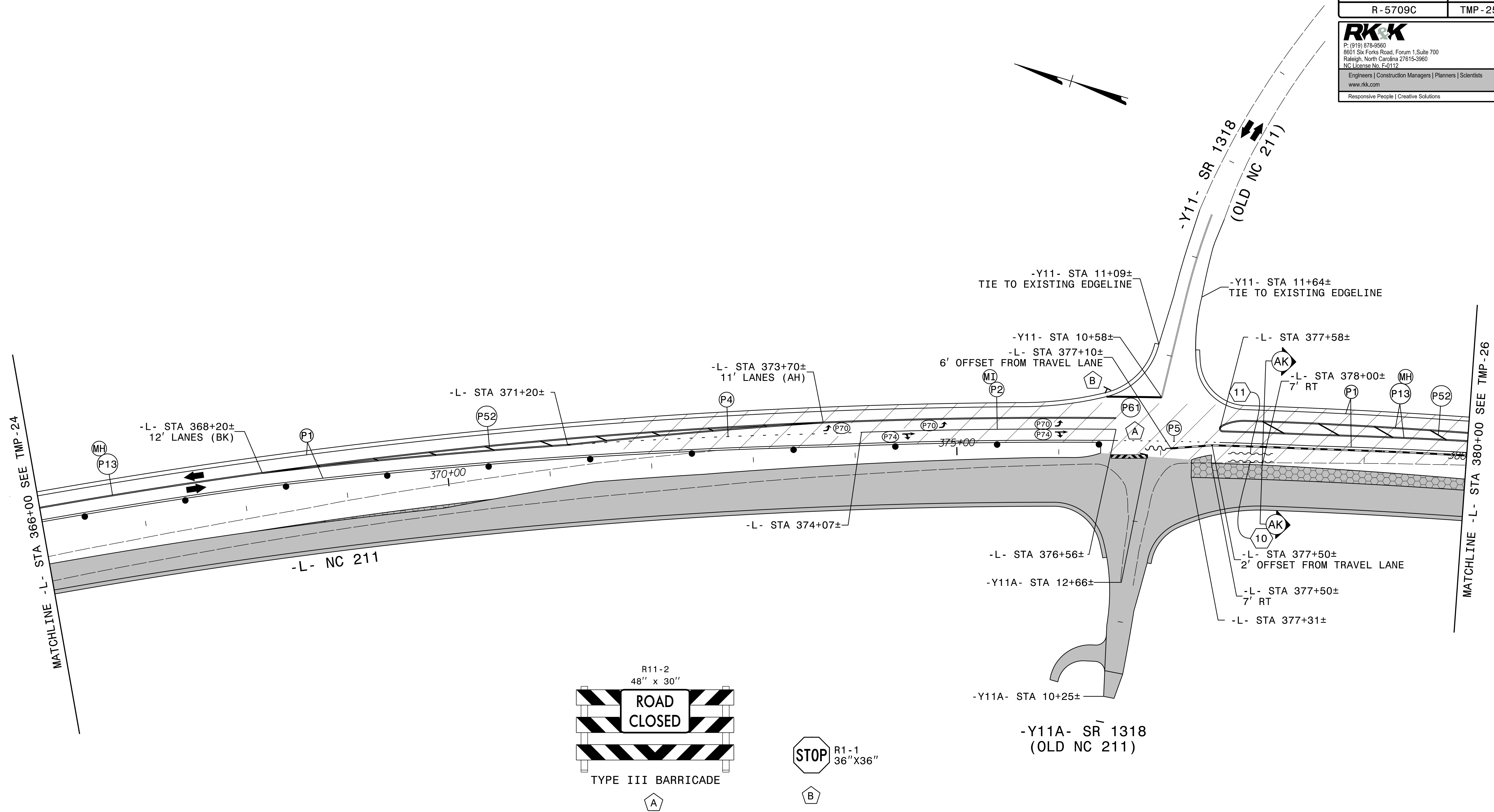
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KRobby

APPROVED: Signed by: Kevin W. Bisby 3825CACAE33646D4 DATE: 10/15/2024 SEAL SEAL 21047 ENGINEER KEVIN W. BISBY	DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	PHASE I STEP 3 DETAILS
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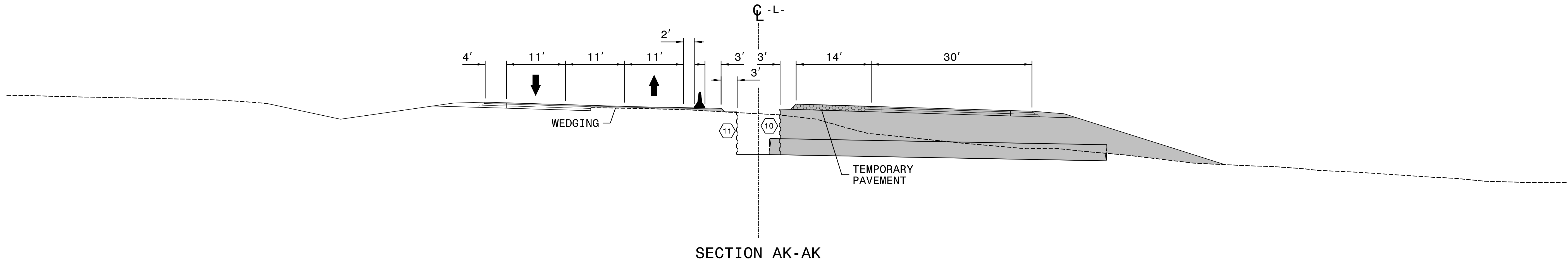
APPROVED: <u>Kevin W. Bisby</u> DATE: 10/15/2024 SEAL NORTH CAROLINA PROFESSIONAL SEAL 21047 ENGINEER KEVIN W. BISBY	DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	PHASE I STEP 3 DETAILS
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SEE TMP-25A FOR SECTION VIEW

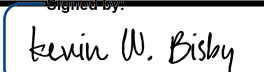
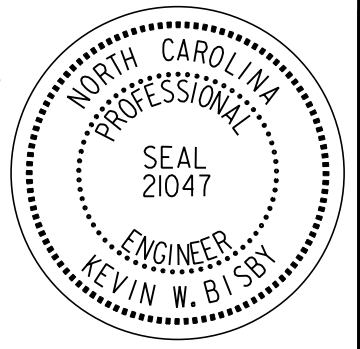
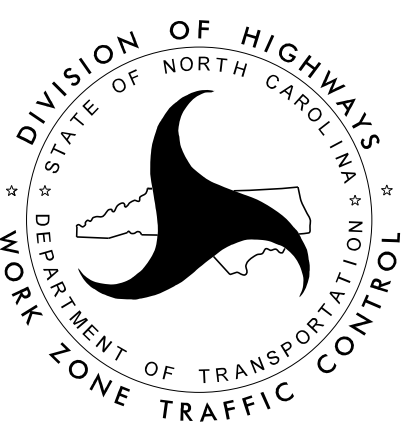
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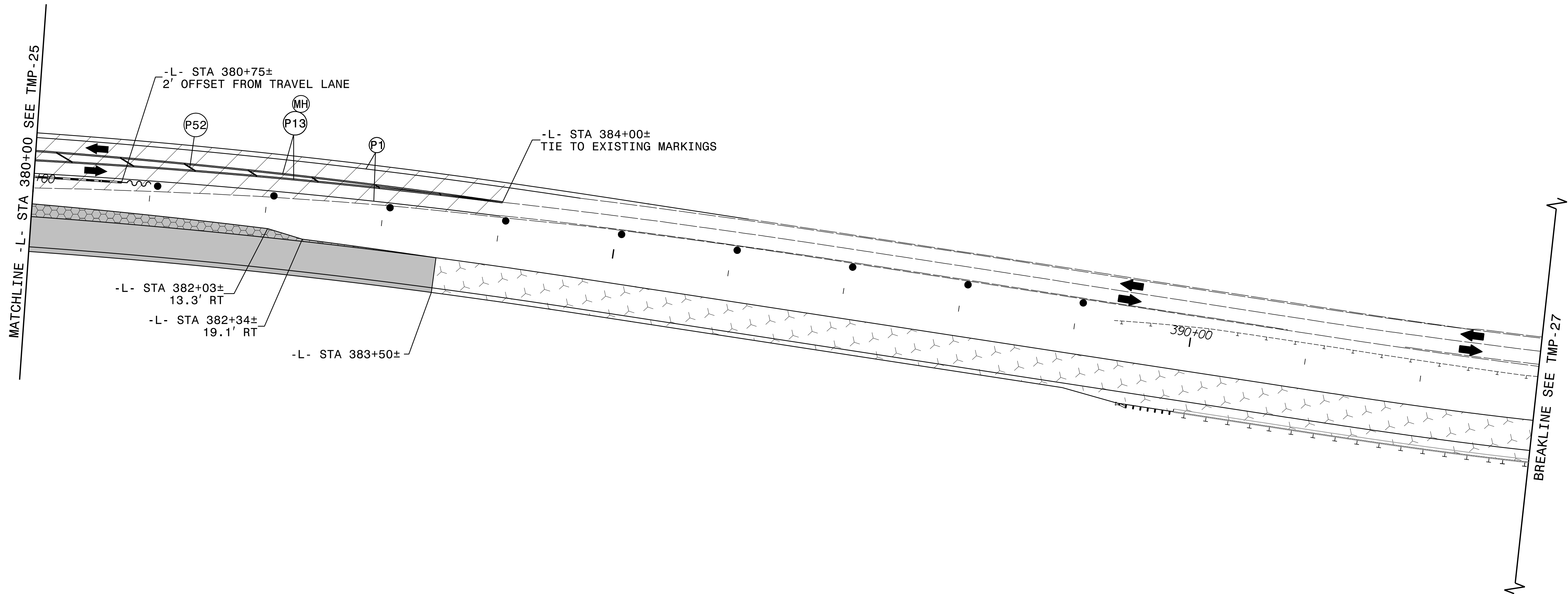
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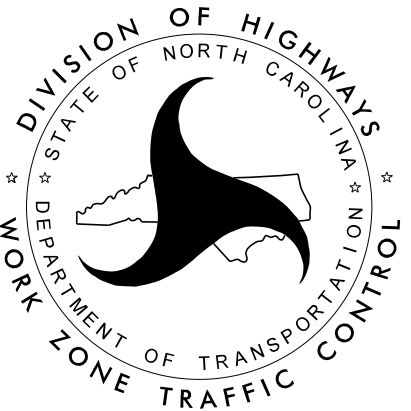
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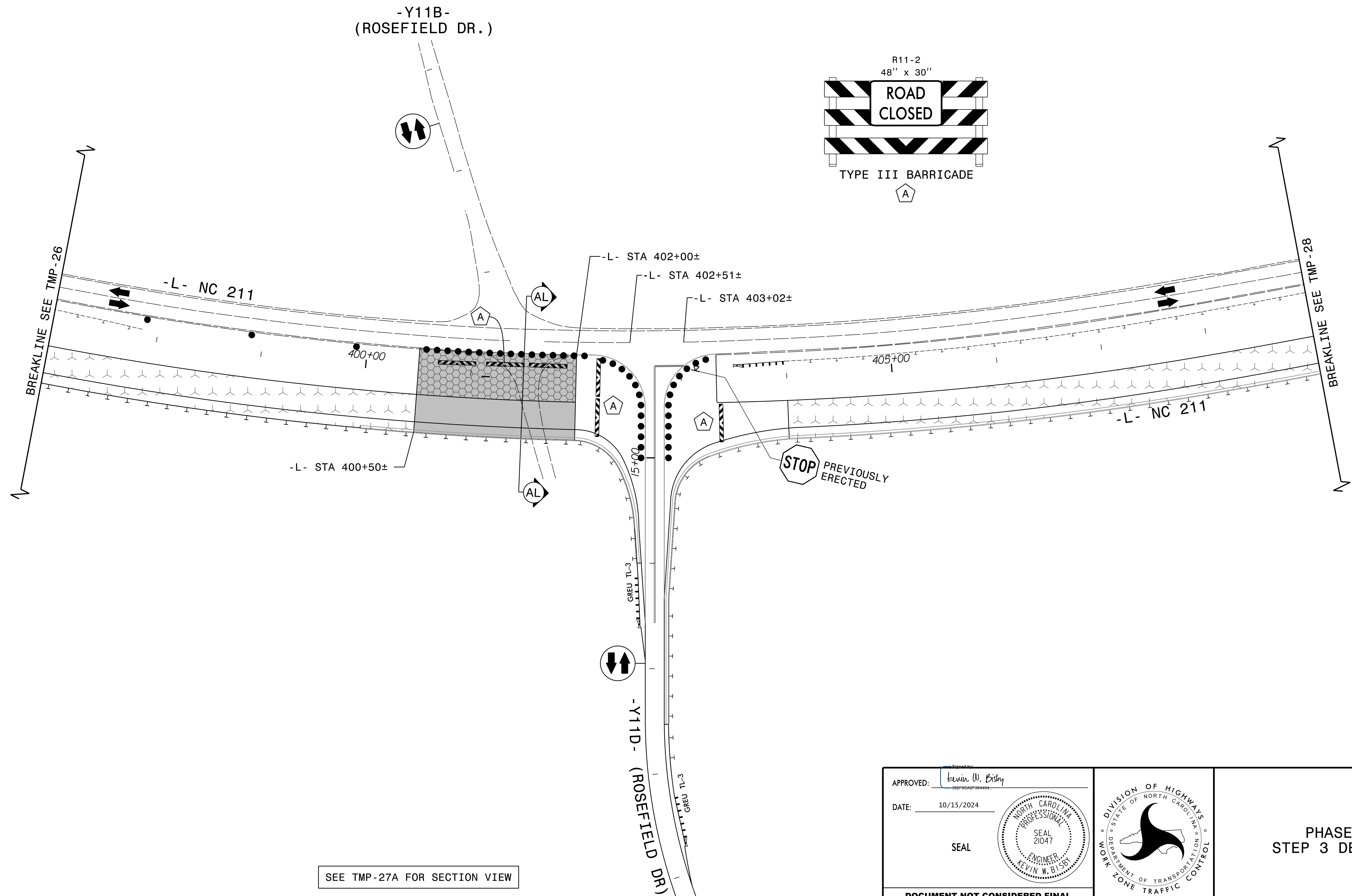
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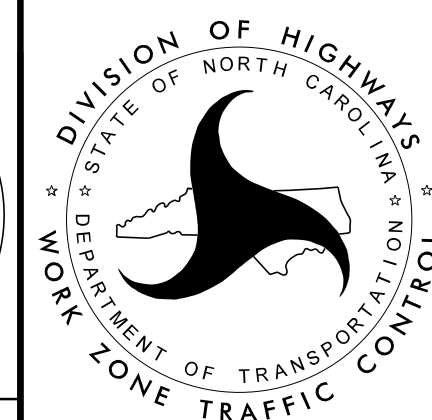
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SEAL

SEAL 21047

ENGINEER KEVIN W. BISBY

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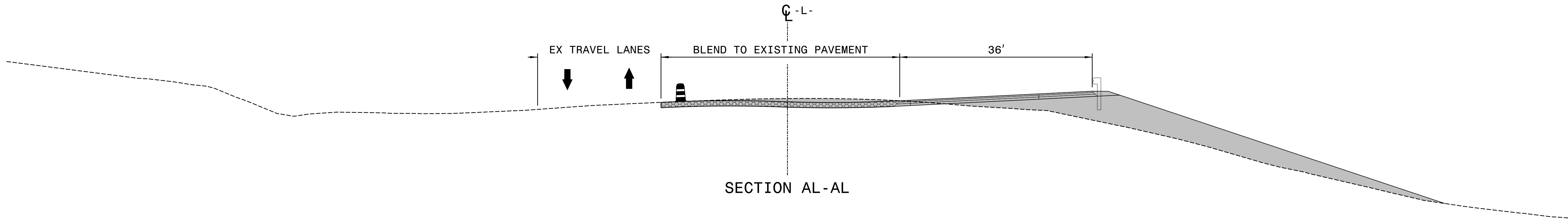


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