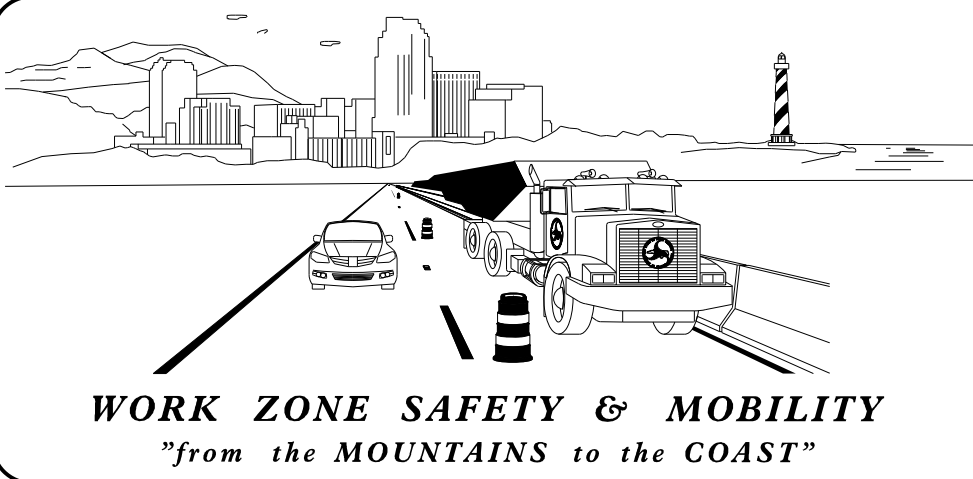
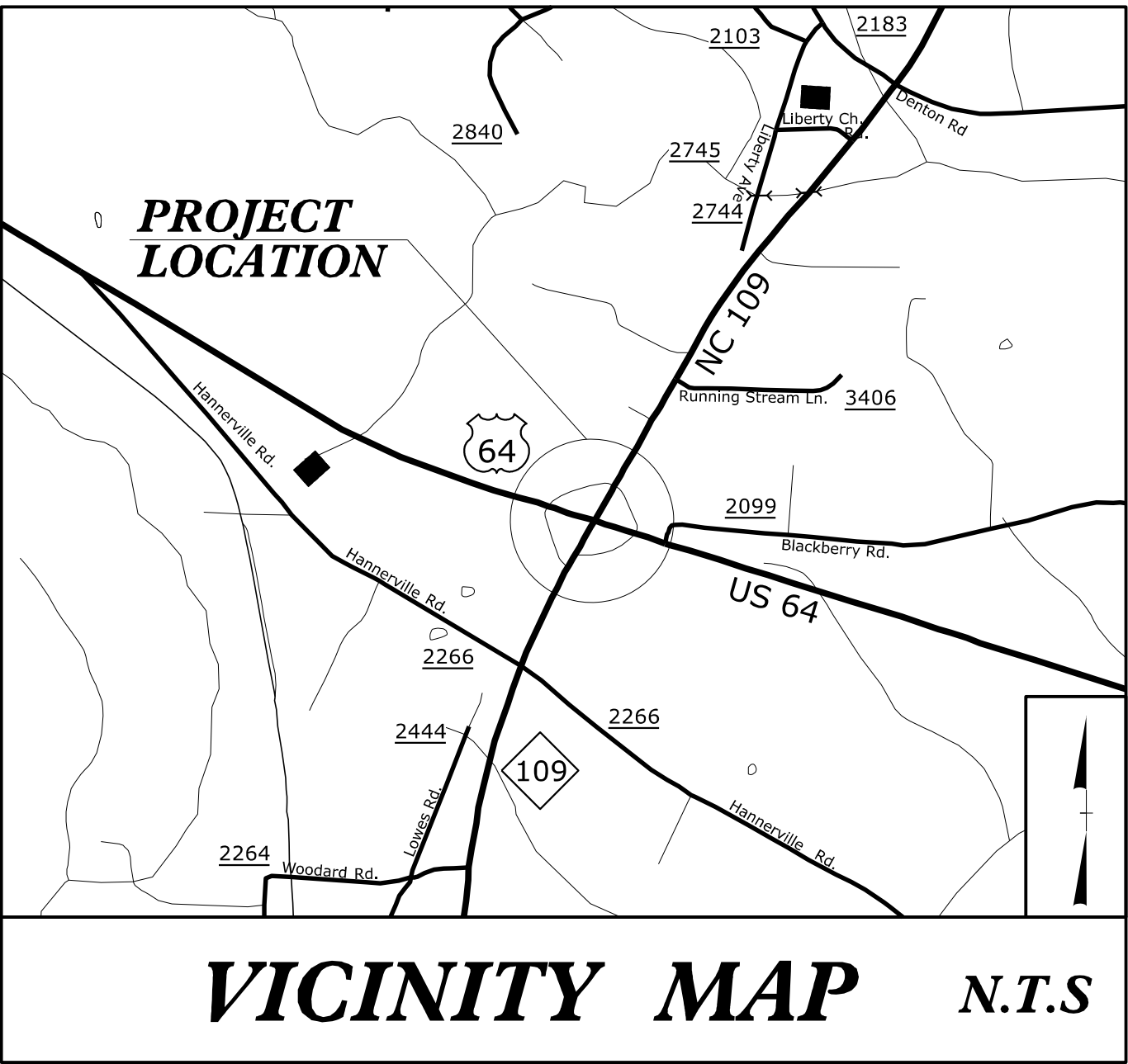
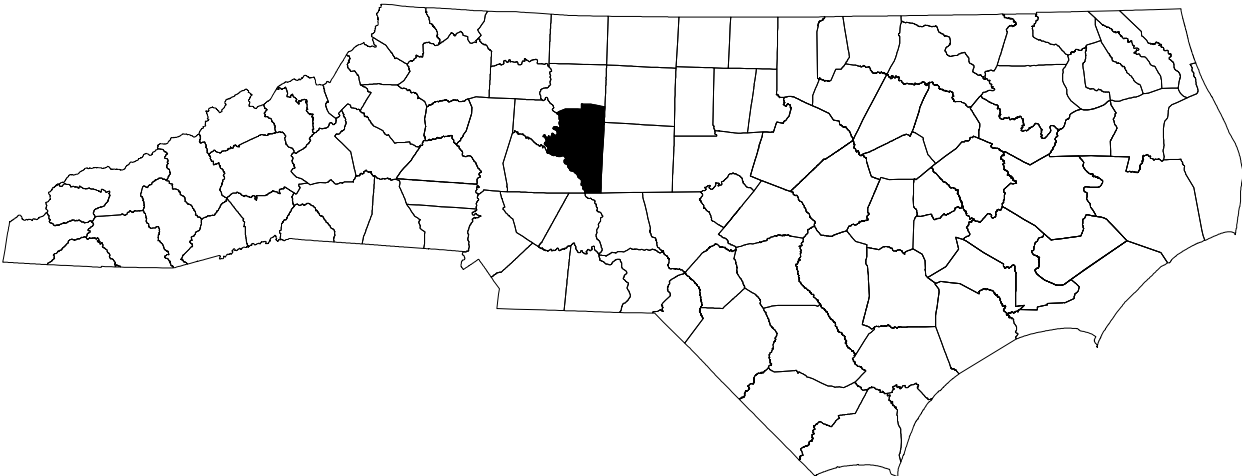


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

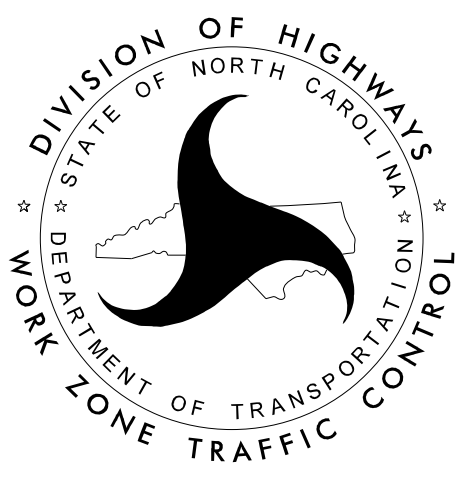
DAVIDSON COUNTY

LOCATION: REPLACE BRIDGE 58 OVER US 64 ON NC 109
TYPE OF WORK: GRADING, PAVING, DRAINAGE, AND STRUCTURE (BRIDGE)



PLANS PREPARED BY:
SEAN KORTOVICH, P.E.
PROJECT ENGINEER
NIKI AVGERINOS, P.E.
PROJECT DESIGN ENGINEER

NCDOT CONTACTS:
RYAN NEWCOMB, P.E.
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 THRU TMP-1C	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, AND GENERAL NOTES)
TMP-2	US 64 ON-SITE DETOUR
TMP-2A	RAMP B ON-SITE DETOUR
TMP-2B	RAMP C ON-SITE DETOUR
TMP-2C	RAMP D ON-SITE DETOUR
TMP-2D	RAMP A ON-SITE DETOUR
TMP-2E	OFF-SITE DETOUR
TMP-2F	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-2G	TEMPORARY SHORING NOTES
TMP-3 THRU TMP-3A	TEMPORARY TRAFFIC CONTROL PHASING
TMP-4	TEMPORARY TRAFFIC CONTROL PHASE I DETAIL
TMP-5 THRU TMP-6	TEMPORARY TRAFFIC CONTROL PHASE II DETAIL
TMP-7 THRU TMP-8	TEMPORARY TRAFFIC CONTROL PHASE III DETAIL
TMP-9 THRU TMP-10	TEMPORARY TRAFFIC CONTROL PHASE IV DETAIL
TMP-11 THRU TMP-12	TEMPORARY TRAFFIC CONTROL PHASE V DETAIL
TMP-13 THRU TMP-14	TEMPORARY TRAFFIC CONTROL PHASE VI DETAIL
TMP-15 THRU TMP-16	TEMPORARY TRAFFIC CONTROL PHASE VII DETAIL
TMP-17 THRU TMP-18	TEMPORARY TRAFFIC CONTROL PHASE VIII DETAIL
TMP-19	TEMPORARY TRAFFIC CONTROL PHASE IX DETAIL

3/11/25 DATE SUBMITTED
SUBMITTAL:
☐ STAGING CONCEPT
☐ MIDPOINT
☐ PRE-FINAL
☒ FINAL
DO NOT USE FOR CONSTRUCTION

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

NC FIRM LICENSE No: F-0493
8521 SIX FORKS ROAD, SUITE 400
RALEIGH, NC 27615

APPROVED: _____
DATE: 3/28/2025

SEAL

Signed by: _____
DTF5C348D5204BA

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
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
1130.01	DRUM
1145.01	BARRICADES
1150.01	FLAGGERS
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS
1205.03	PAVEMENT MARKINGS - EXITS AND ENTRANCE RAMPS
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
1205.12	PAVEMENT MARKINGS - BRIDGES
1205.14	PAVEMENT MARKINGS - ROUNDABOUTS
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

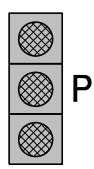
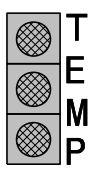
LEGEND

GENERAL

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



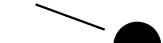
SIGNALS

-  EXISTING
-  PROPOSED
-  TEMPORARY

PAVEMENT MARKINGS

-  EXISTING LINES
-  TEMPORARY LINES

TRAFFIC CONTROL DEVICES

-  BARRICADE (TYPE III)
-  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

TEMPORARY SIGNING

-  PORTABLE SIGN
-  STATIONARY SIGN
-  STATIONARY OR PORTABLE SIGN

PAVEMENT MARKERS

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

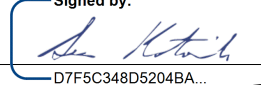
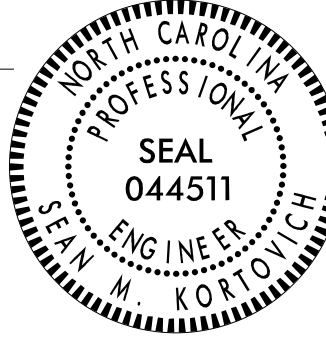
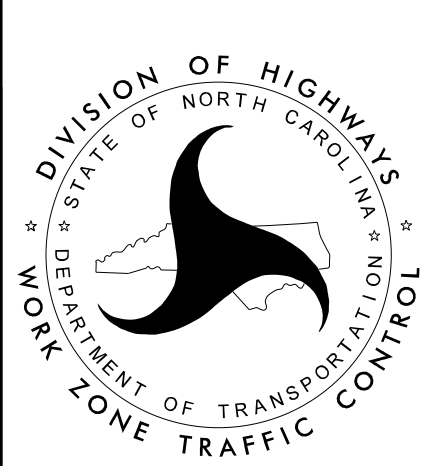
PAVEMENT MARKING SYMBOLS

-  PAVEMENT MARKING SYMBOLS
- 
- 

TEMPORARY PAVEMENT MARKING

- P1 WHITE EDGELINE (PAINT, 4")
- P2 WHITE SOLID LANE LINE (PAINT, 4")
- P4 3FT.-9FT./SP WHITE MINISKIP (PAINT, 4")
- P5 2FT.-6FT./SP WHITE MINISKIP (PAINT, 4")
- P10 YELLOW EDGELINE (PAINT, 4")
- P13 YELLOW DOUBLE CENTER (PAINT, 4")
- P40 WHITE GORELINE (PAINT, 8")
- P42 YELLOW DIAGONAL (PAINT, 8")
- P61 WHITE STOPBAR (PAINT, 24")
- P70 LEFT TURN ARROW (PAINT, 90 MIL)
- P71 RIGHT TURN ARROW (PAINT, 90 MIL)
- P103 24" YIELD LINE TRIANGLE (PAINT, 90 MIL)

RS&H 8521 SIX FORKS ROAD, SUITE 400
RALEIGH, NC 27615
NC FIRM LICENSE No: F-0493

APPROVED:  DATE: 3/28/2025 SEAL			ROADWAY STANDARD DRAWINGS & LEGEND
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

PROJ. REFERENCE NO.	SHEET NO.
B-5777	TMP-1B

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 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:

ROAD NAME	DAY AND TIME RESTRICTIONS
NC 109	MONDAY THRU FRIDAY 6:00AM TO 9:00AM & 4:00PM TO 7:00PM
RAMPS	MONDAY THRU FRIDAY 6:00AM TO 9:00AM & 4:00PM TO 7:00PM
US 64	MONDAY THRU SUNDAY 6:00AM TO 7:00PM

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

ROAD NAME
NC 109, US 64, & RAMPS

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00AM DECEMBER 31st TO 7:00PM JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 7:00PM THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 6:00AM THURSDAY AND 7:00PM MONDAY.

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

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

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

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

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

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

C) DO NOT CLOSE ROADS AS FOLLOWS

ROAD NAME	DAY AND TIME RESTRICTIONS
US 64	MONDAY THRU SUNDAY 5:00AM TO 10:00PM
RAMPS	MONDAY THRU SUNDAY 5:00AM TO 10:00PM

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

LANE AND SHOULDER CLOSURE REQUIREMENTS

E) 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.

F) 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.

G) 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.

H) 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.

I) DO NOT INSTALL MORE THAN ONE LANE CLOSURE IN ANY ONE DIRECTION ON NC 109 OR US 64.

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

PAVEMENT EDGE DROP OFF REQUIREMENTS

K) 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.

L) 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

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

SIGNING

N) 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.

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

PROVIDE SIGNING REQUIRED FOR THE ON-SITE DETOUR ROUTE AS SHOWN IN THE TRAFFIC CONTROL PLANS.

P) 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 ON-SITE DETOUR WHEN THE DETOUR IS NOT IN OPERATION.

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

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

TRAFFIC BARRIER

S) 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.

T) PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER AT ALL TIMES DURING THE INSTALLATION AND REMOVAL OF THE BARRIER BY EITHER A TRUCK MOUNTED ATTENUATOR (MAXIMUM 72 HOURS) OR A TEMPORARY CRASH CUSHION.

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

POSTED SPEED LIMIT	MINIMUM OFFSET
40 OR LESS	15 FT
45 - 50	20 FT
55	25 FT
60 MPH or HIGHER	30 FT

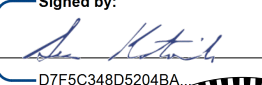
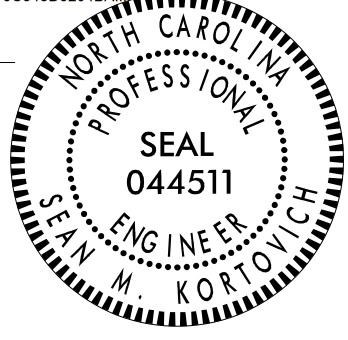
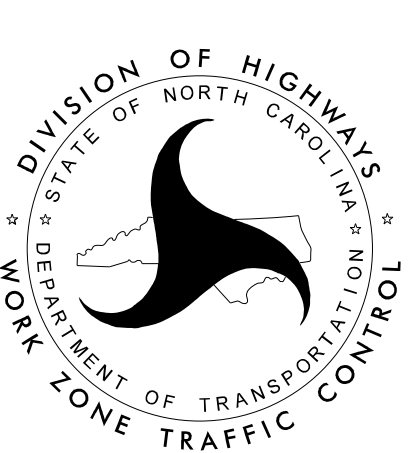
TRAFFIC CONTROL DEVICES

U) 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.

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

W) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES DRUMS PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

RS&H 8521 SIX FORKS ROAD, SUITE 400
RALEIGH, NC 27615
NC FIRM LICENSE No: F-0493

APPROVED: Signed by:  D7FF5C348D5D04BA DATE: 3/28/2025 SEAL DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			GENERAL NOTES
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GENERAL NOTES

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
NC 109	PAINT	TEMPORARY RAISED
RAMPS	PAINT	TEMPORARY RAISED

Y) 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.

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

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

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

MISCELLANEOUS

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

DD) IN THE EVENT A TIE-IN CANNOT BE MADE IN ONE DAY’S TIME, BRING THE TIE-IN AREA TO AN APPROPRIATE ROADWAY ELEVATION AS DETERMINED BY THE ENGINEER. PLACE BLACK ON ORANGE “LOOSE GRAVEL” SIGNS (W8-7) AND BLACK ON ORANGE “PAVEMENT ENDS” SIGNS (W8-3) 500 FT AND 500 FT RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

MANAGEMENT STRATEGY

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

RECOMMENDED STRATEGIES:

TRAFFIC MANAGEMENT STRATEGIES:

- FULL ROADWAY CLOSURES
- LANE SHIFTS OR CLOSURES
- ONE-LANE, TWO WAY OPERATION (FLAGGING)
- RAMP CLOSURES / RELOCATION
- NIGHT WORK
- WORK HOUR RESTRICTIONS FOR PEAK TRAVEL
- OFF-SITE DETOURS / USE OF ALTERNATIVE ROUTES
- ON-SITE DETOURS

CORRIDOR / NETWORK MANAGEMENT STRATEGIES:

- STREET / INTERSECTION IMPROVEMENTS
- TURN RESTRICTIONS

TRAFFIC / INCIDENT MANAGEMENT & SPEED ENFORCEMENT STRATEGIES:

- DEDICATED (PAID) LAW ENFORCEMENT

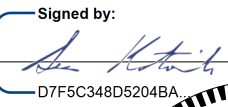
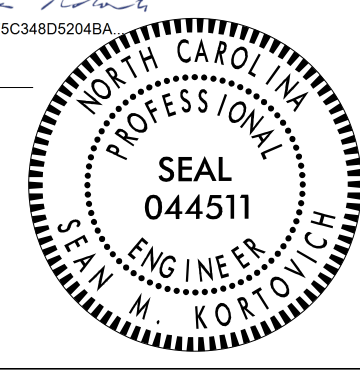
CONTRACTING & INNOVATIVE CONTRUCTION STRATEGIES:

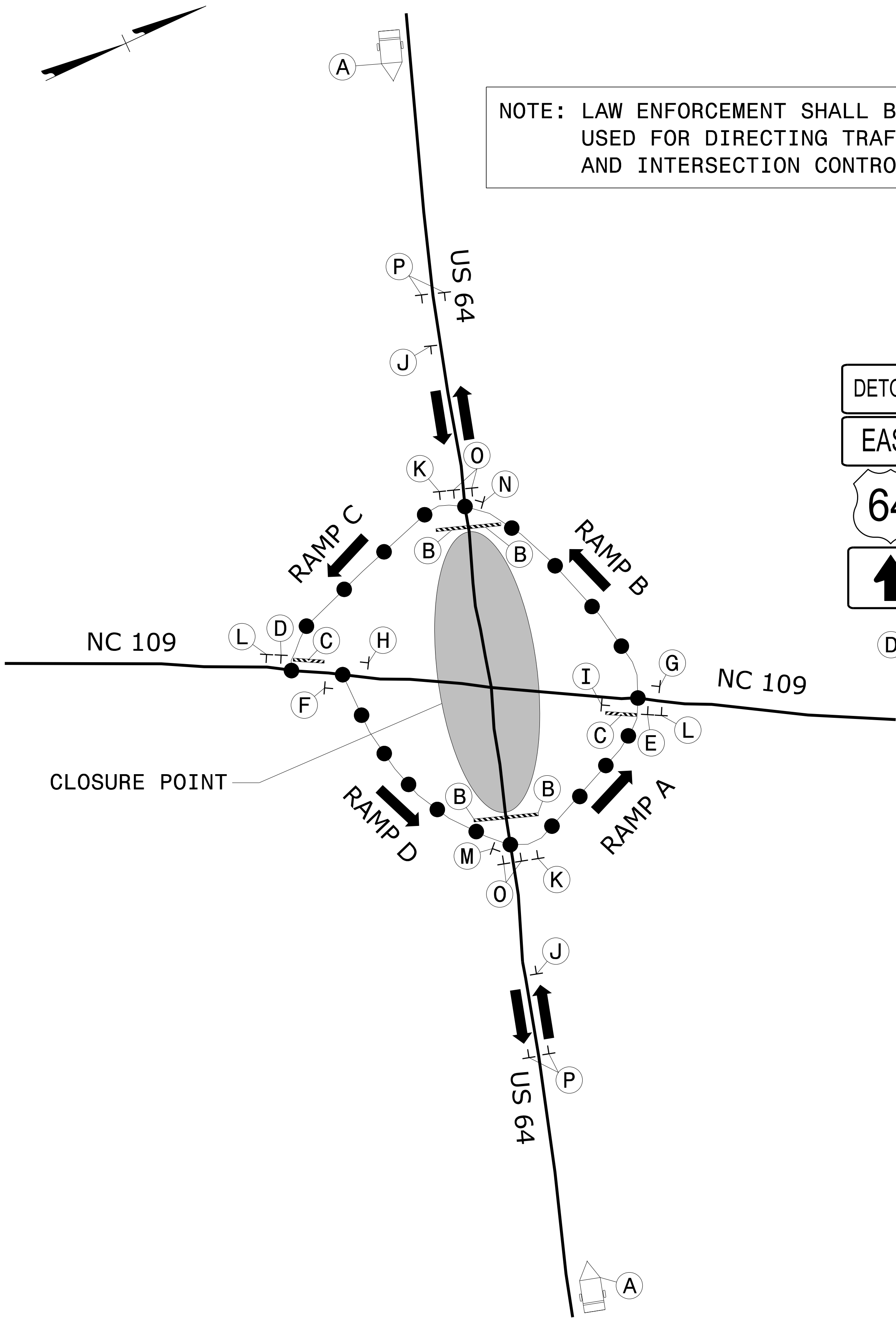
- INTERMEDIATE CONTRACT TIMES / LIQUIDATED DAMAGES

DESIGN EXCEPTIONS

NOTE: THE BARRIER LENGTH PROVIDED IS LESS THAN WHAT IS REQUIRED FOR THE POSTED SPEED LIMIT DUE TO THE CONFLICT WITH THE EXISTING RAMPS

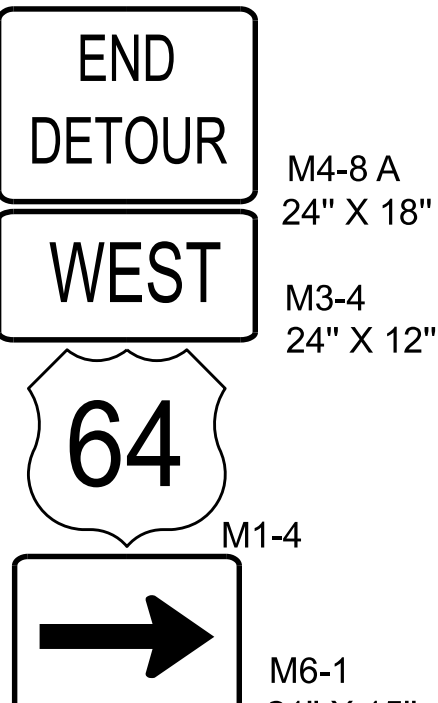
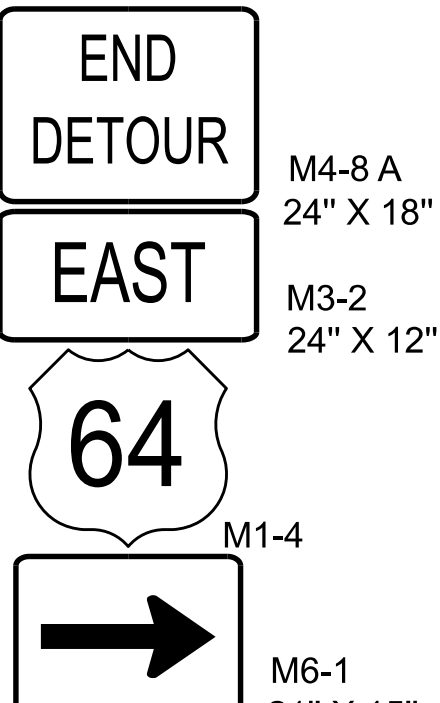
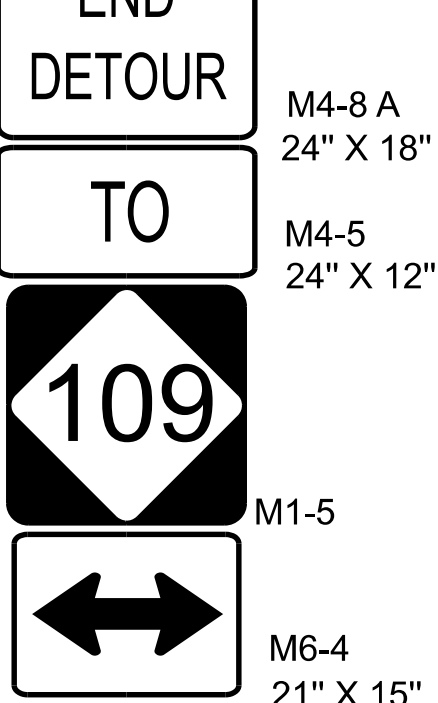
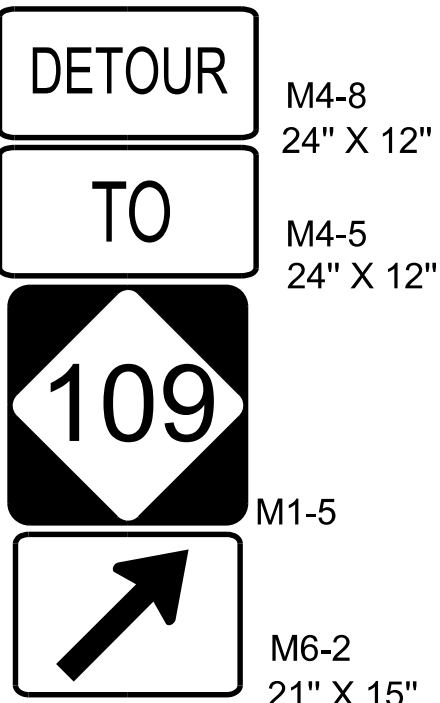
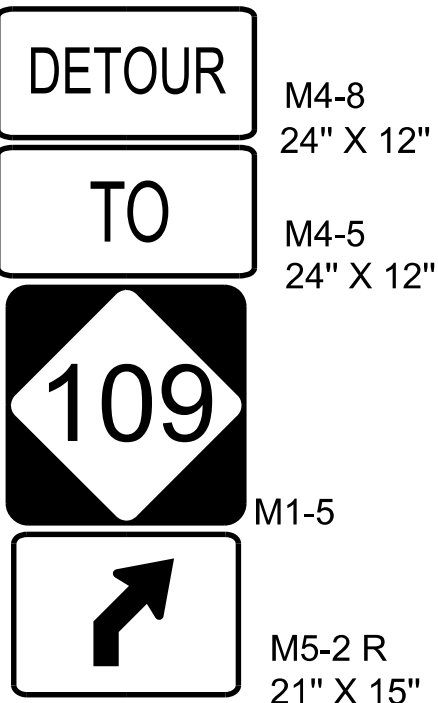
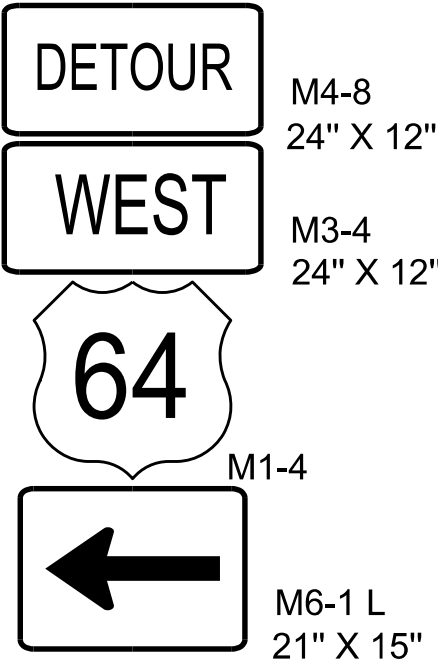
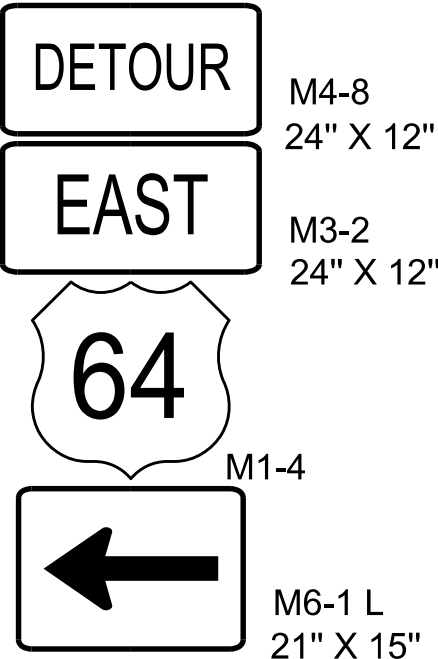
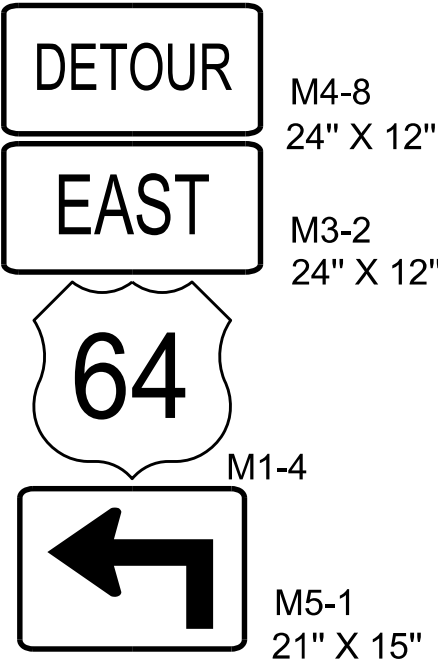
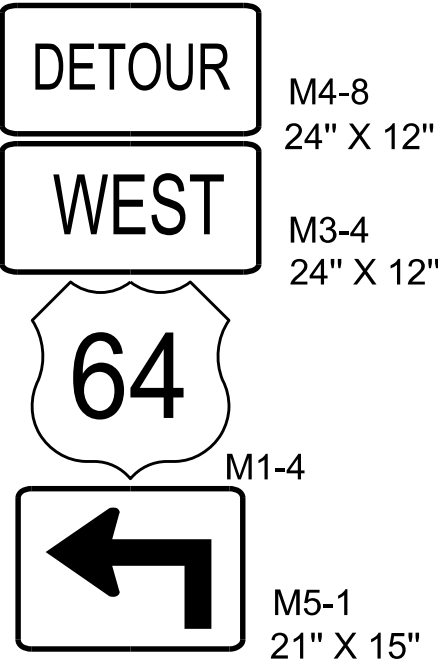
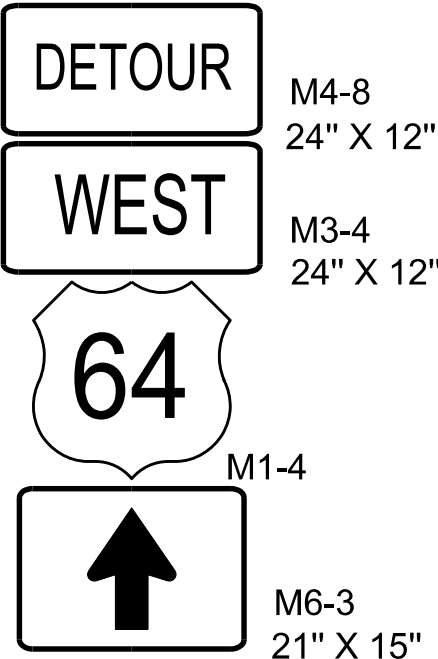
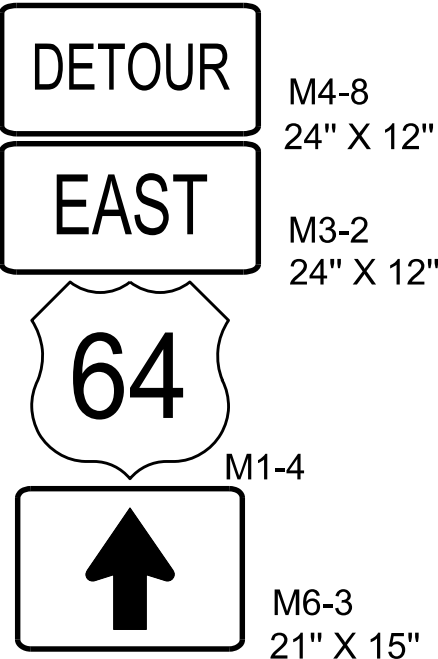
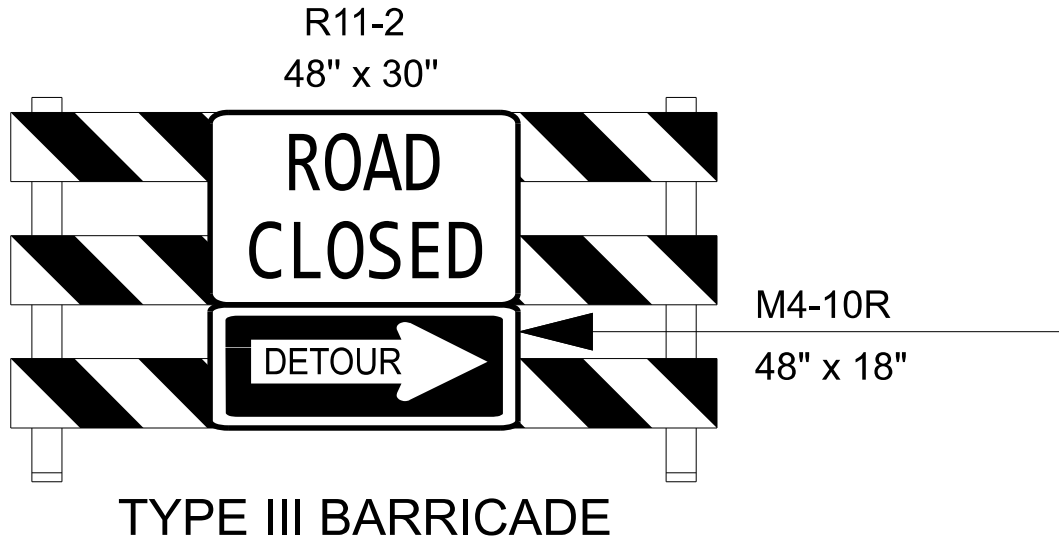
RS&H 8521 SIX FORKS ROAD, SUITE 400
RALEIGH, NC 27615
NC FIRM LICENSE No: F-0493

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NOTE: LAW ENFORCEMENT SHALL BE USED FOR DIRECTING TRAFFIC AND INTERSECTION CONTROL

MESSAGE NO. 1	MESSAGE NO. 2
ROAD CLOSED AHEAD	ALL TRAFFIC EXIT
CHANGEABLE MESSAGE SIGN	

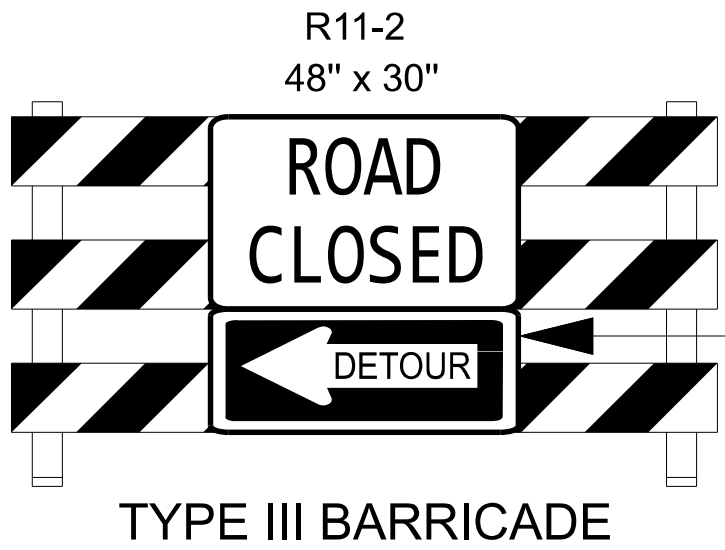
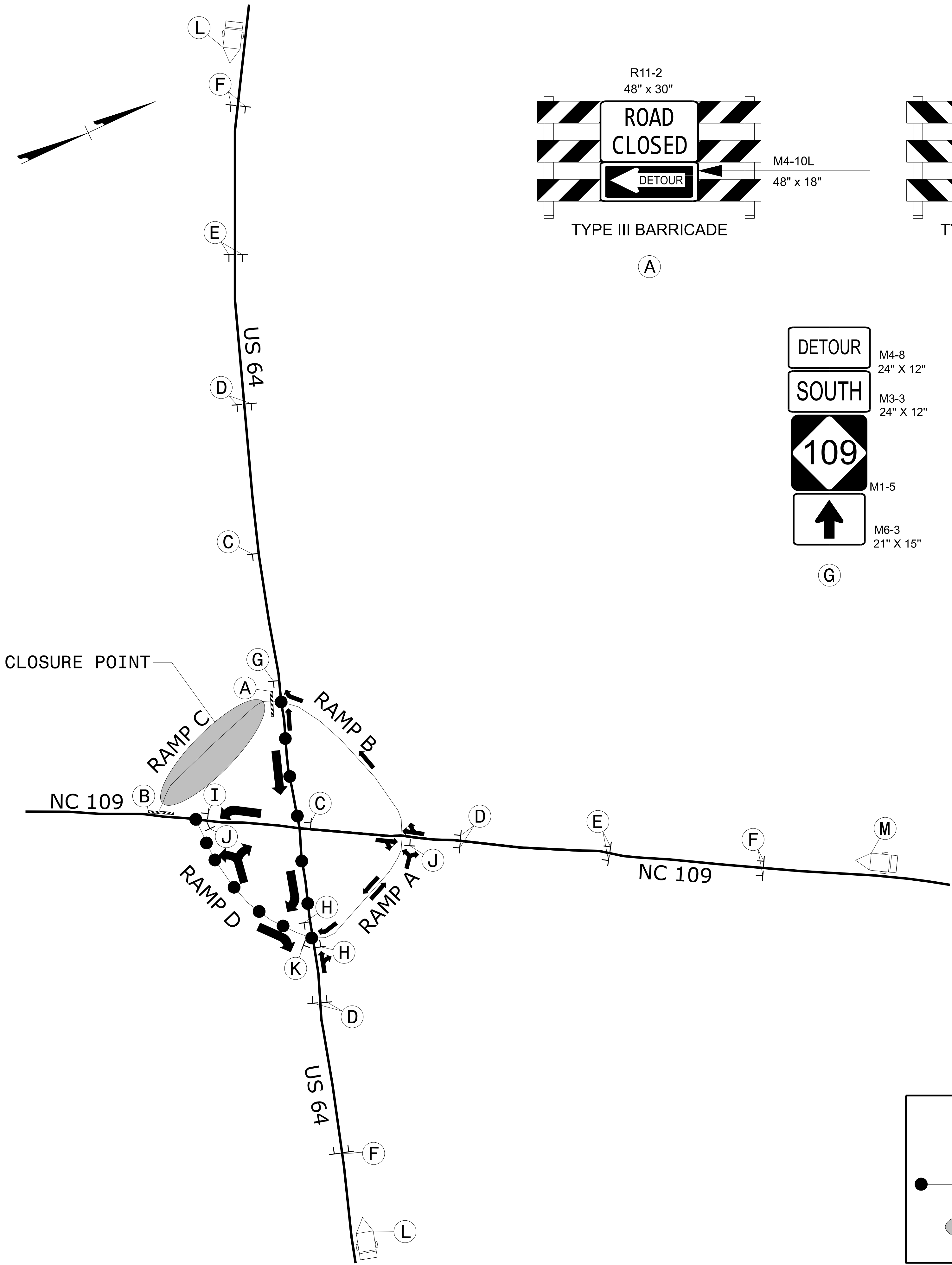


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LEGEND DETOUR ROUTE WORK AREA	APPROVED: DATE: 3/28/2025 SEAL 	 DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	US 64 ON-SITE DETOUR
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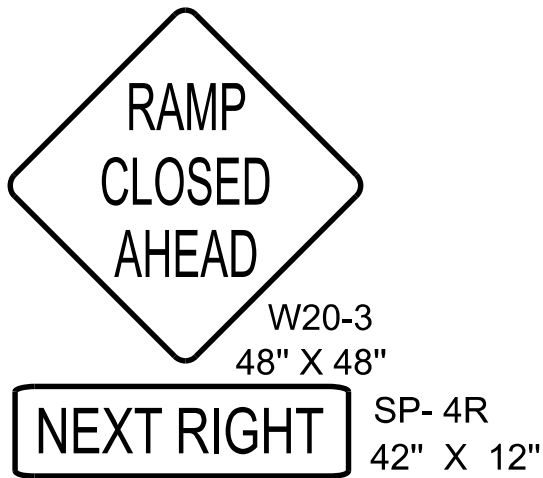
PROJ. REFERENCE NO.	SHEET NO.
B - 5777	TMP - 2B



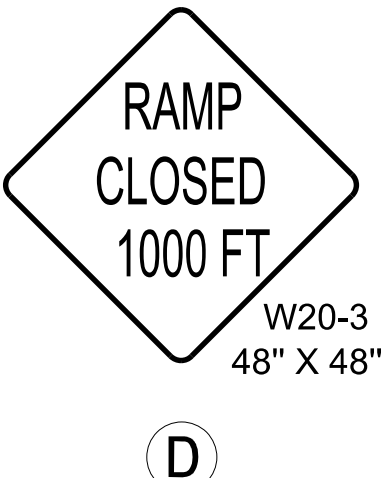
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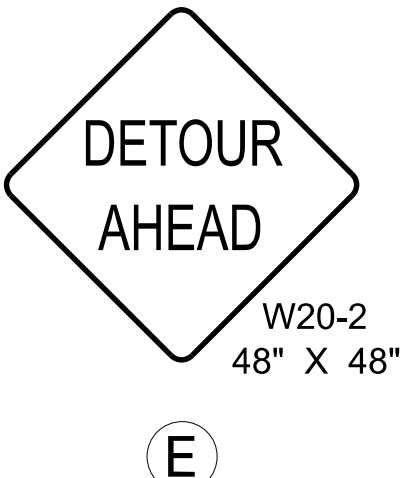
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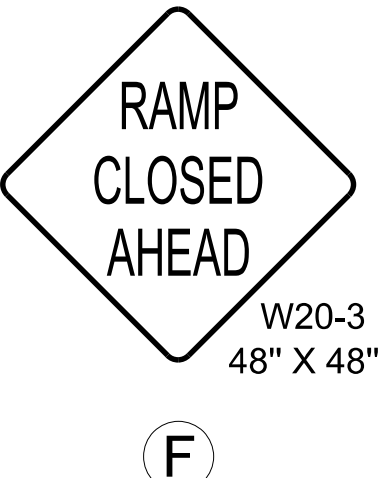
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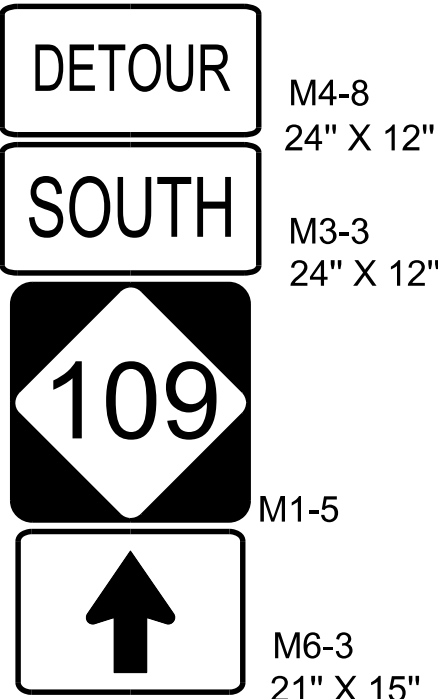
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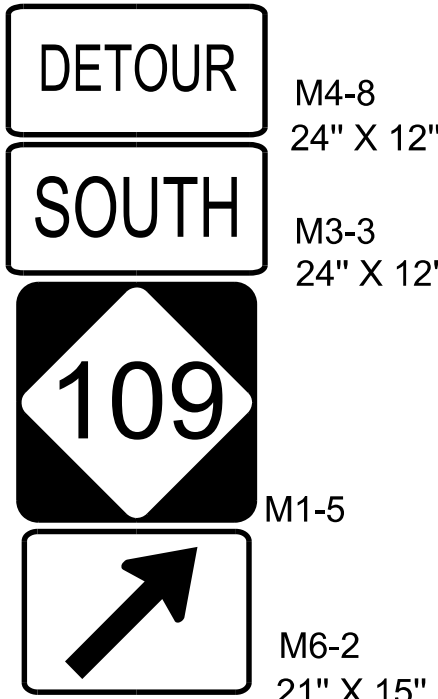
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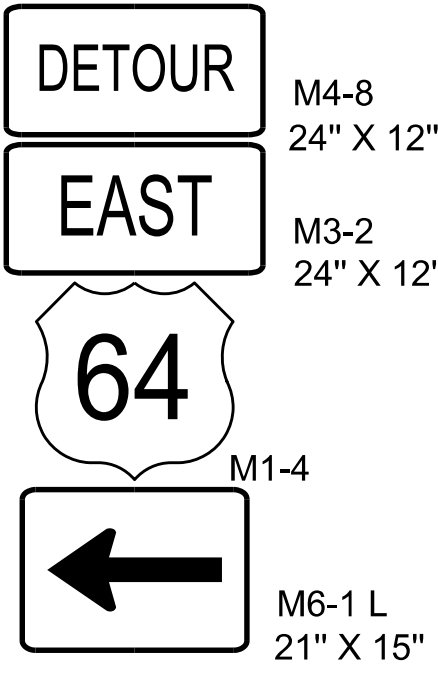
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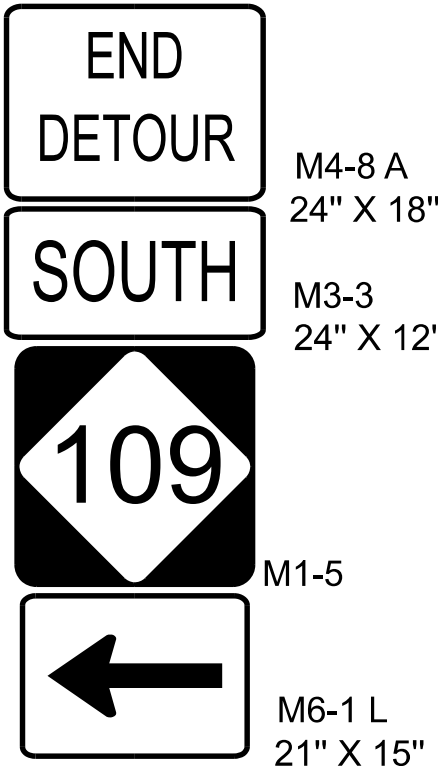
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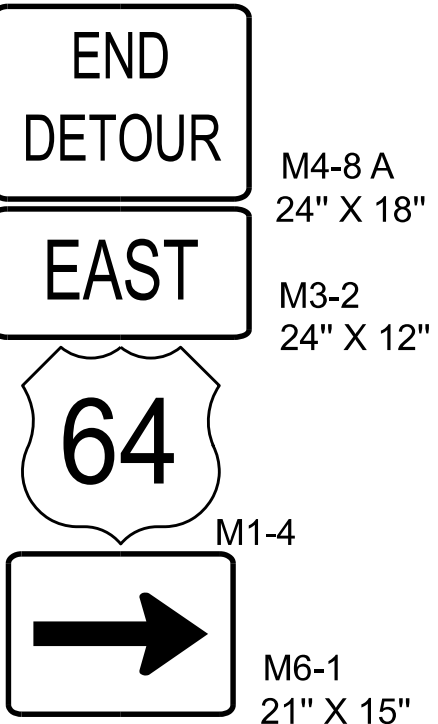
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I



J



K

MESSAGE NO. 1	MESSAGE NO. 2
RAMP TO NC 109 S CLOSED	FOLLOW DETOUR

CHANGEABLE MESSAGE SIGN

L

MESSAGE NO. 1	MESSAGE NO. 2
RAMP TO US 64 E CLOSED	FOLLOW DETOUR

CHANGEABLE MESSAGE SIGN

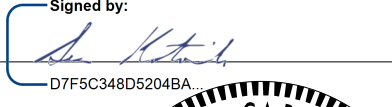
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LEGEND

● — ● — ● — ● DETOUR ROUTE

● WORK AREA

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL



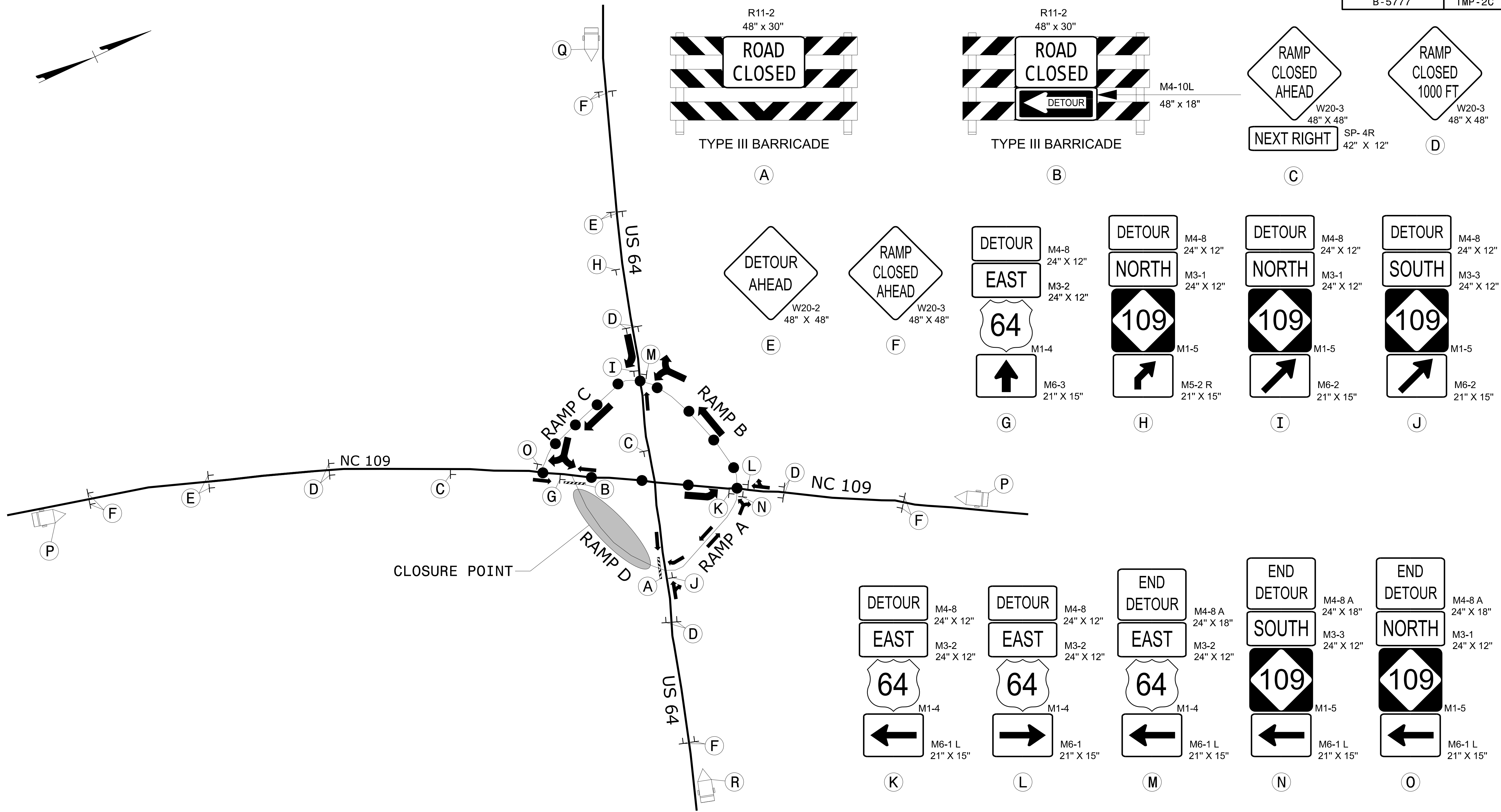
RAMP C ON-SITE
DETOUR

MESSAGE NO. 1	MESSAGE NO. 2
RAMP TO US 64 E CLOSED	FOLLOW DETOUR
CHANGEABLE MESSAGE SIGN	

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RAMP TO NC 109 N CLOSED	FOLLOW DETOUR
CHANGEABLE MESSAGE SIGN	

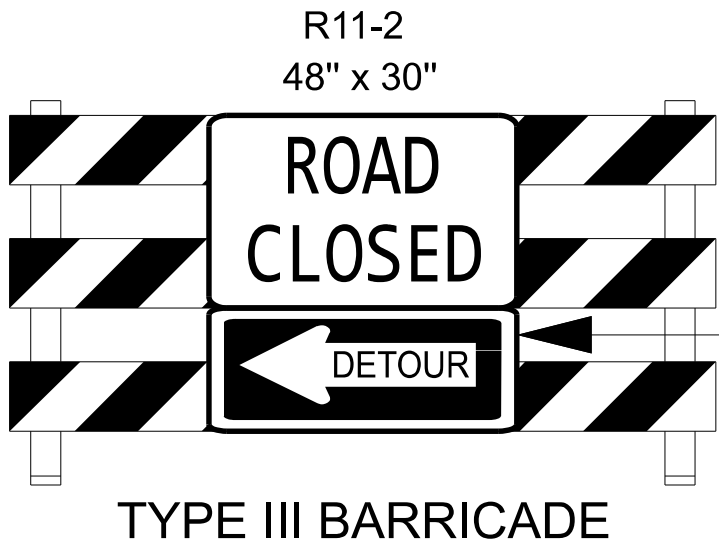
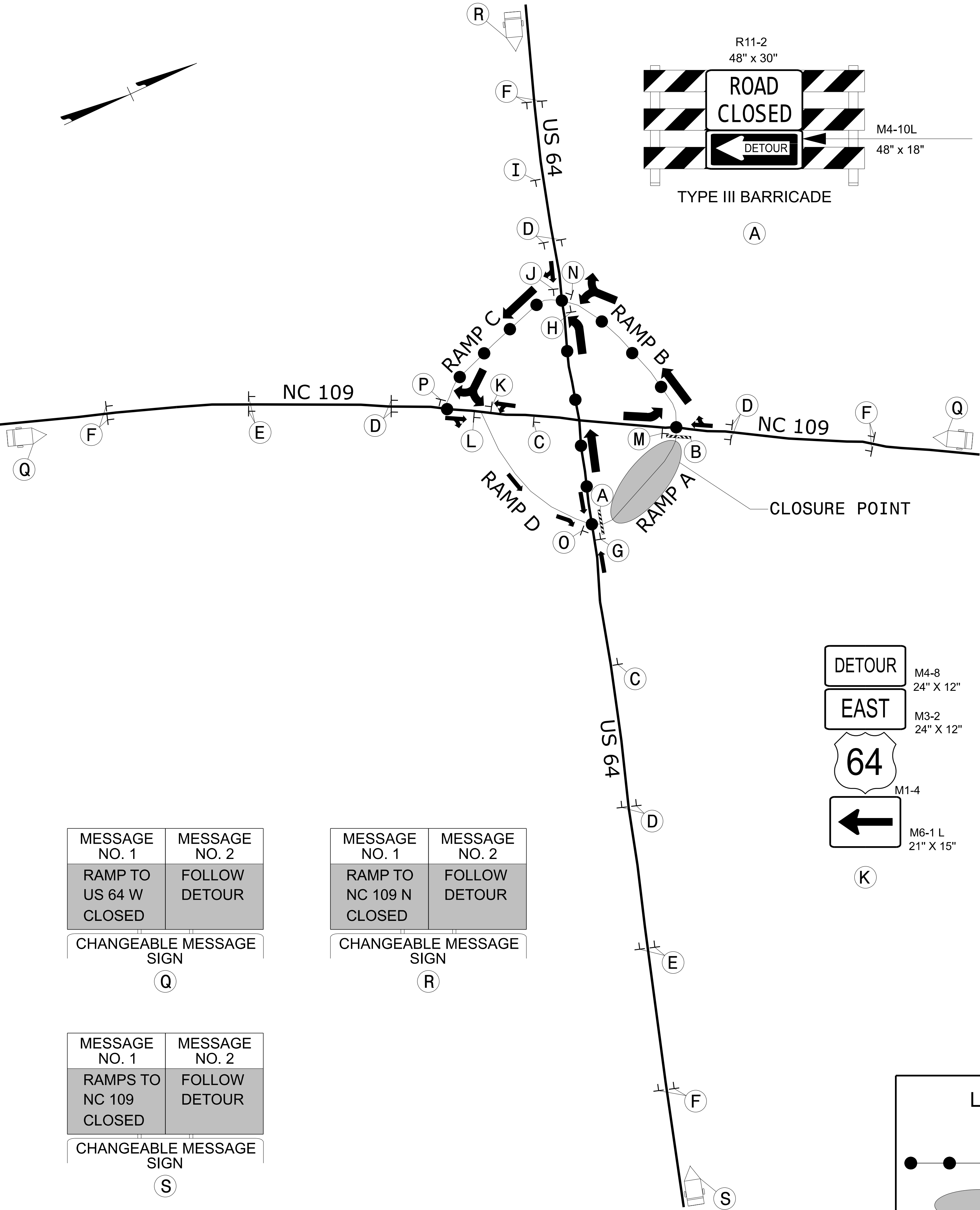
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RAMP TO NC 109 S CLOSED	FOLLOW DETOUR
CHANGEABLE MESSAGE SIGN	

RAMP D ON-SITE DETOUR



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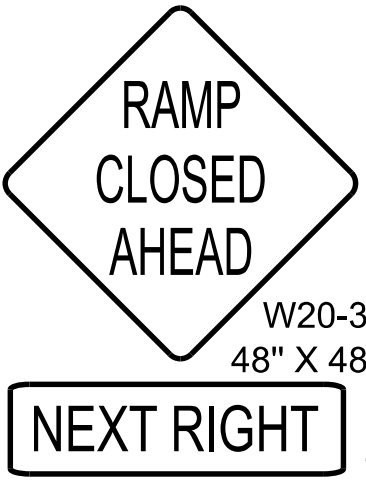
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B - 5777	TMP - 2D



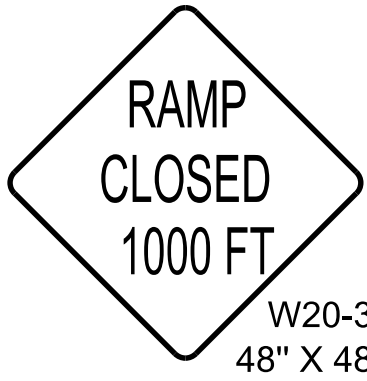
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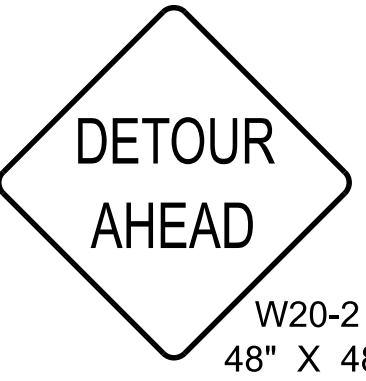
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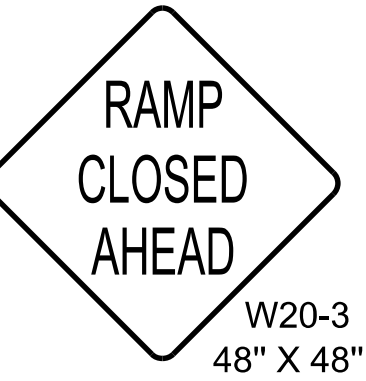
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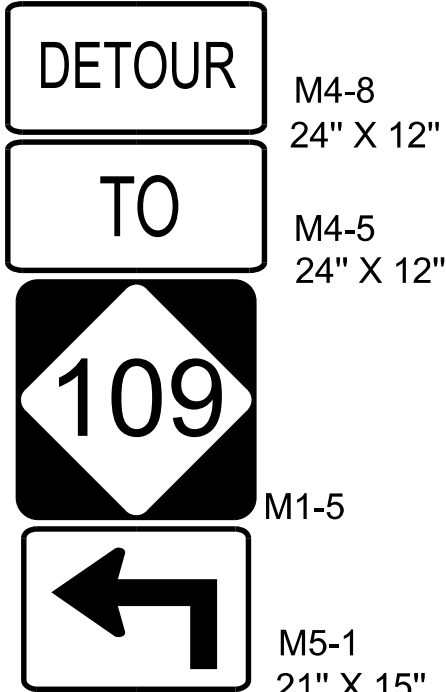
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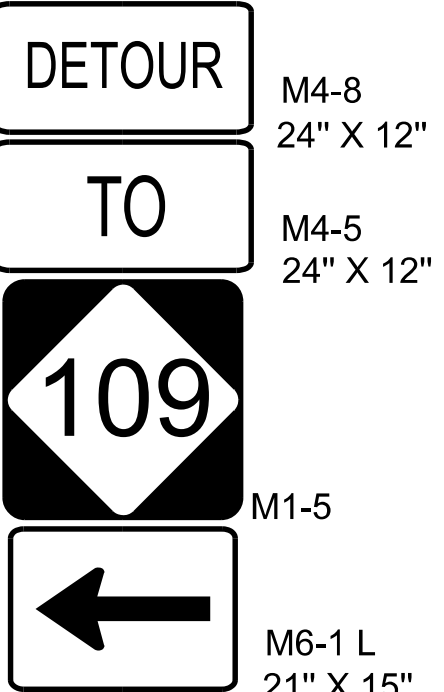
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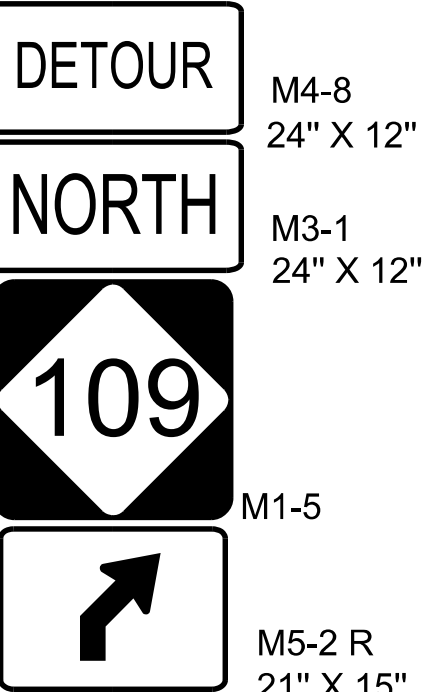
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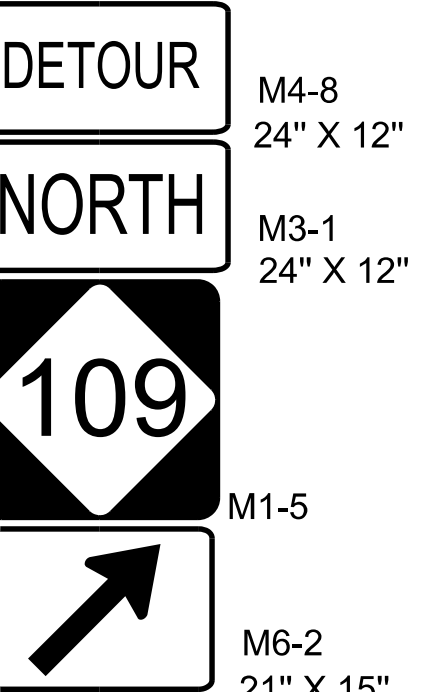
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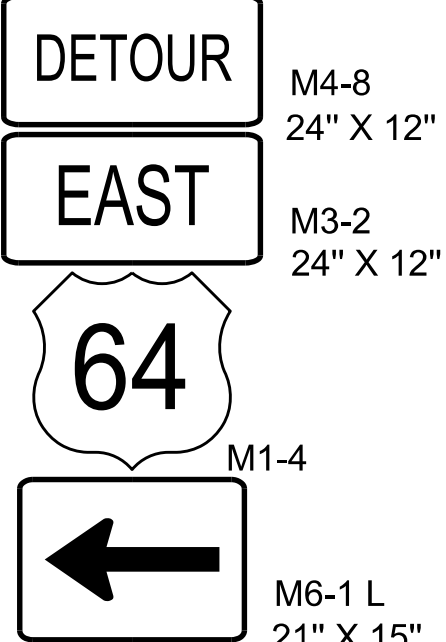
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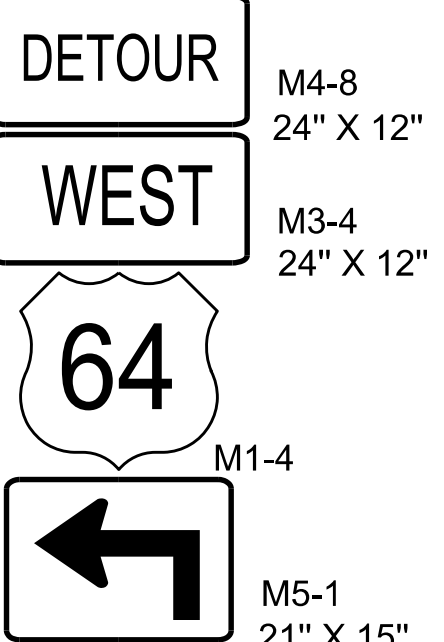
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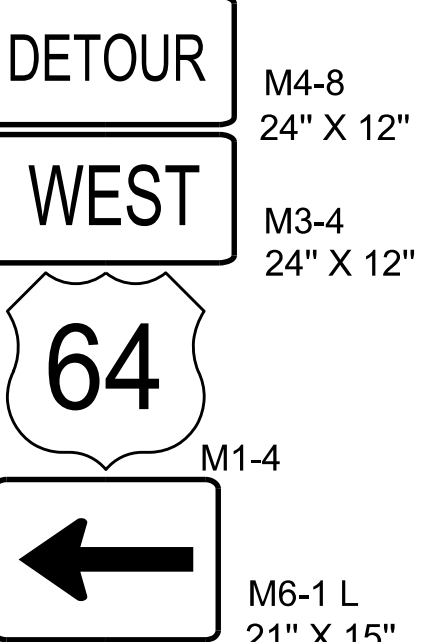
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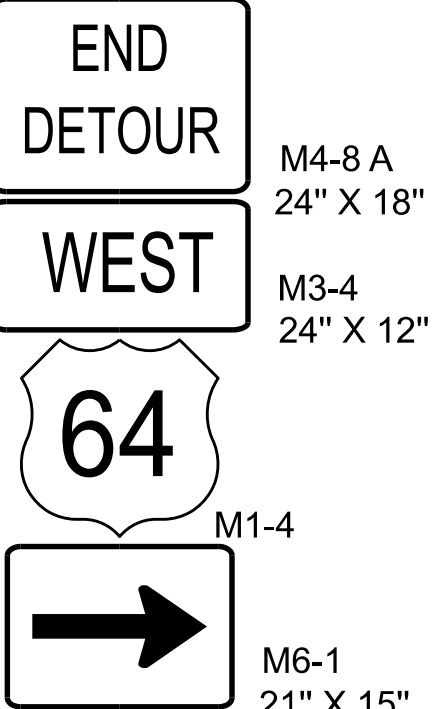
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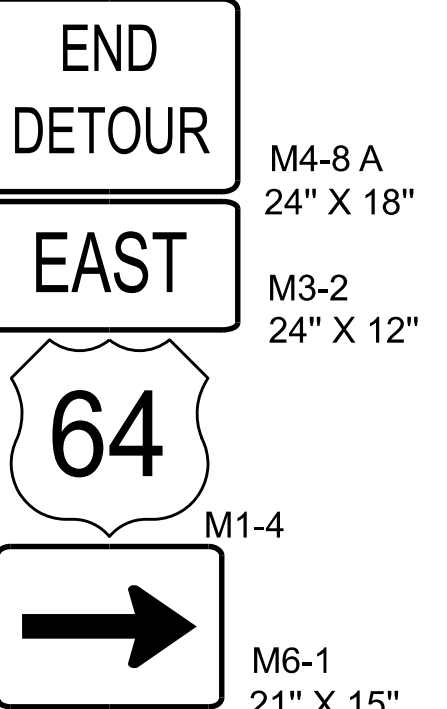
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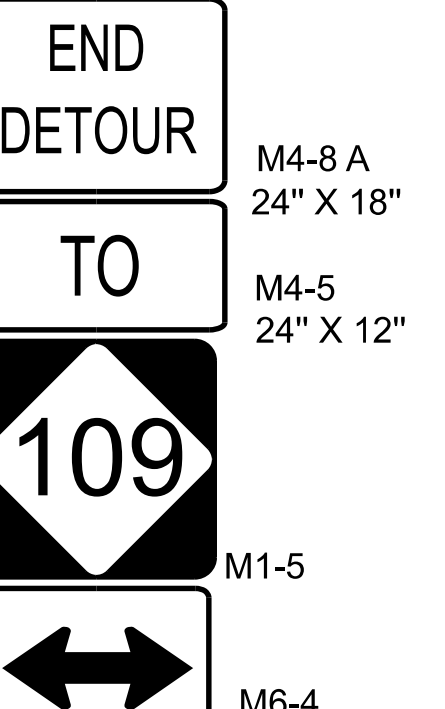
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N



O



P

MESSAGE NO. 1	MESSAGE NO. 2
RAMP TO US 64 W CLOSED	FOLLOW DETOUR

CHANGEABLE MESSAGE SIGN

Q

MESSAGE NO. 1	MESSAGE NO. 2
RAMP TO NC 109 N CLOSED	FOLLOW DETOUR

CHANGEABLE MESSAGE SIGN

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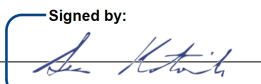
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CHANGEABLE MESSAGE SIGN

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LEGEND

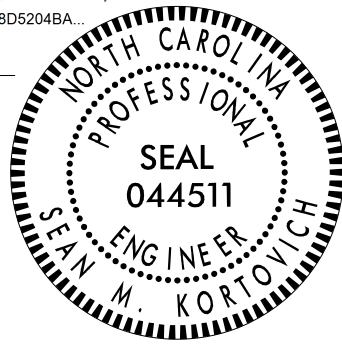
- — ● — ● — ● DETOUR ROUTE
- WORK AREA

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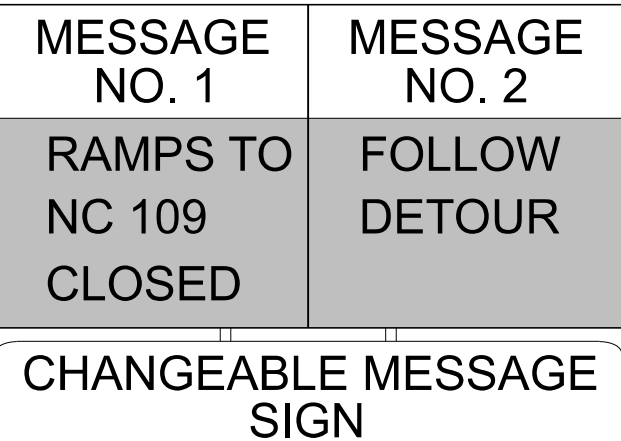
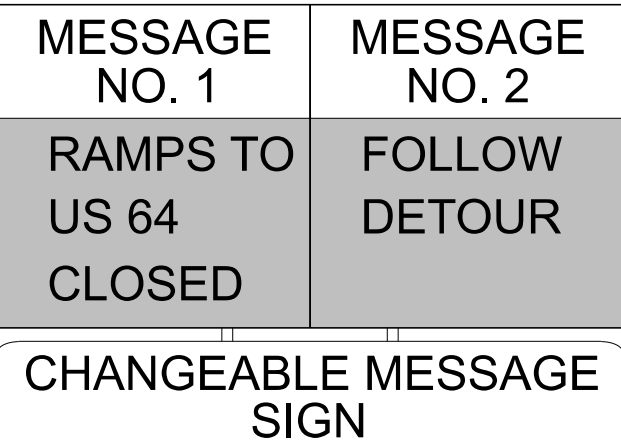
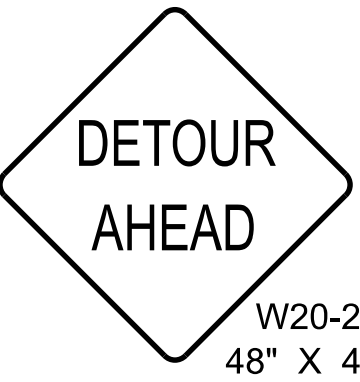
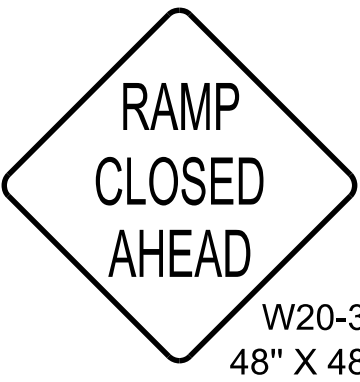
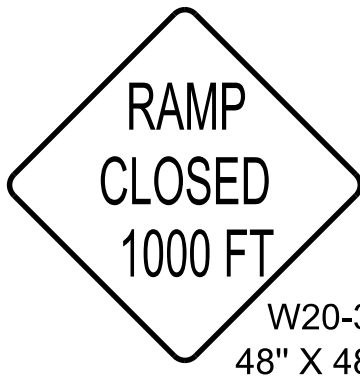
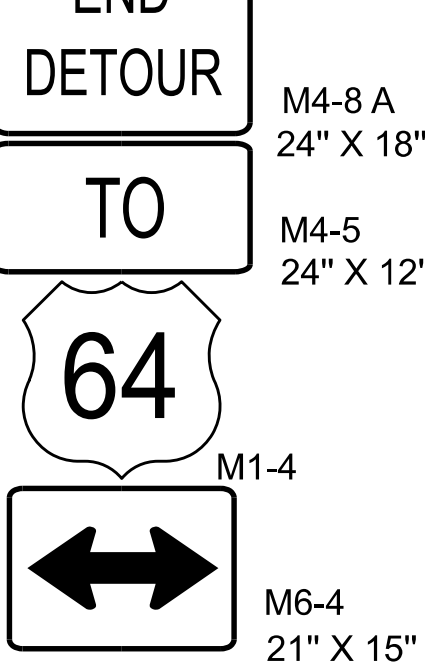
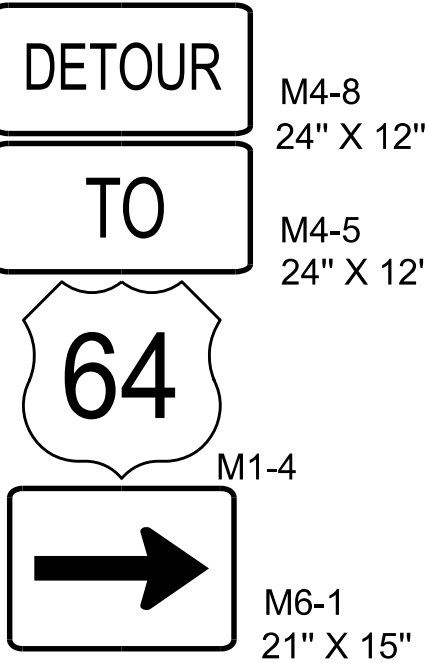
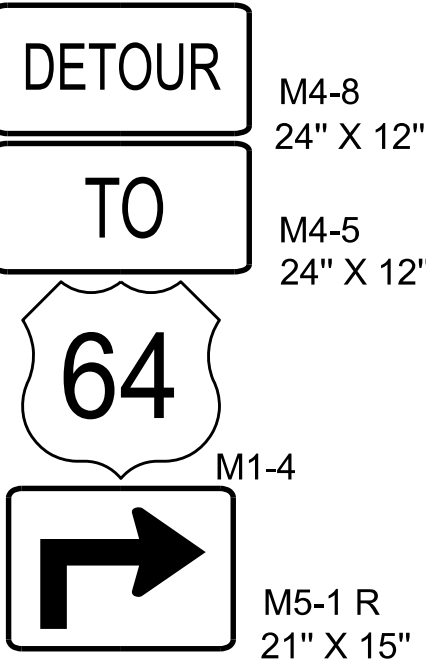
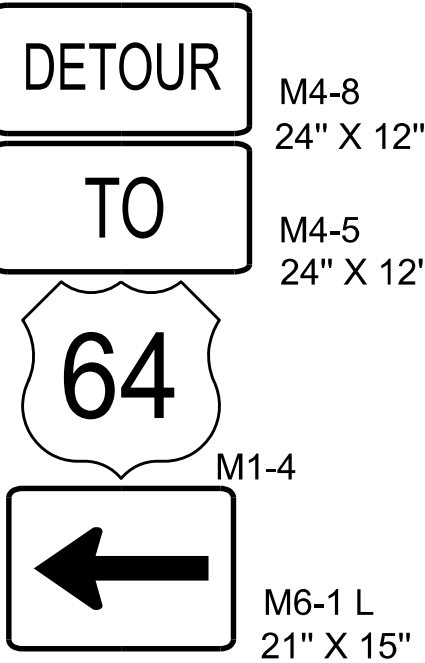
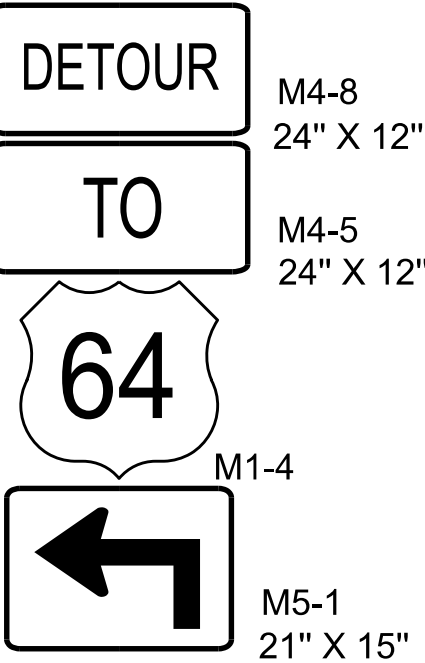
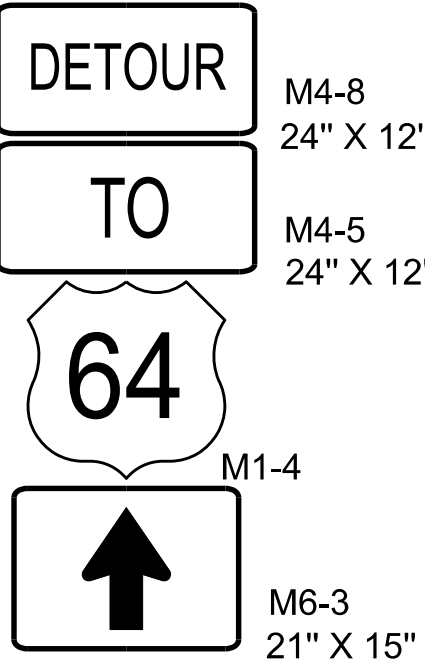
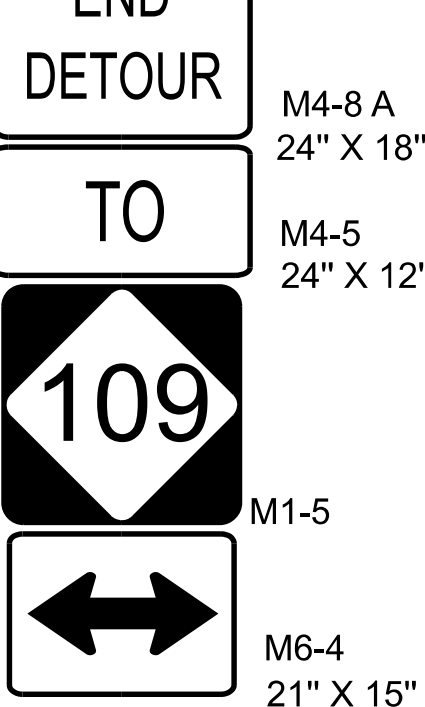
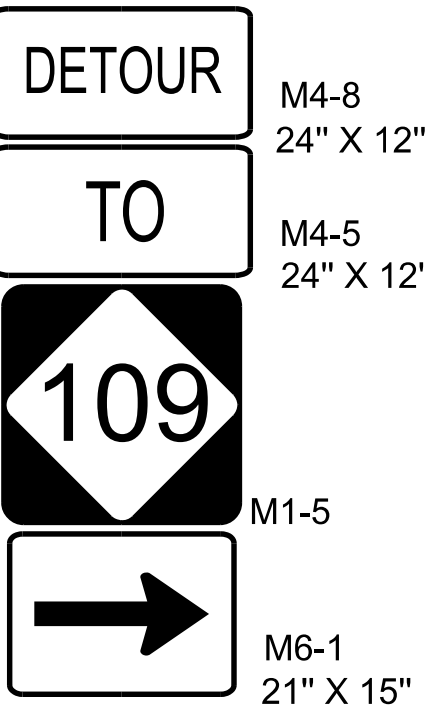
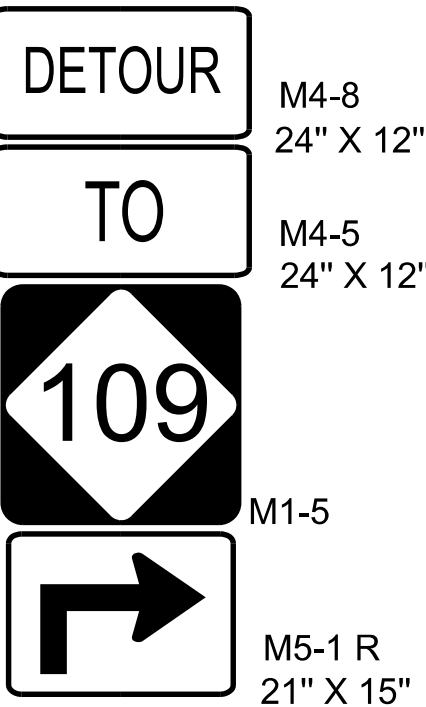
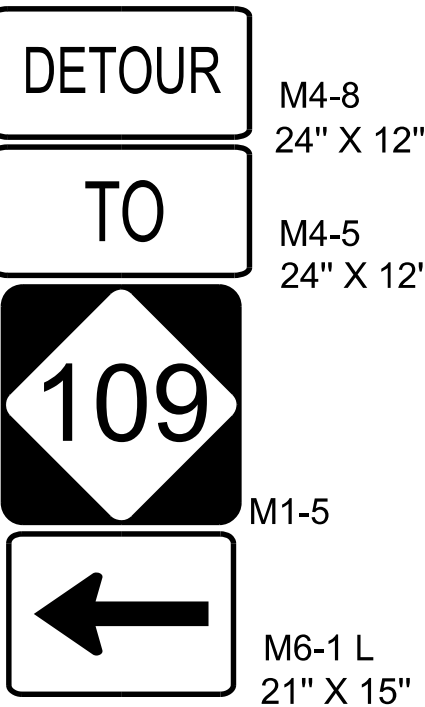
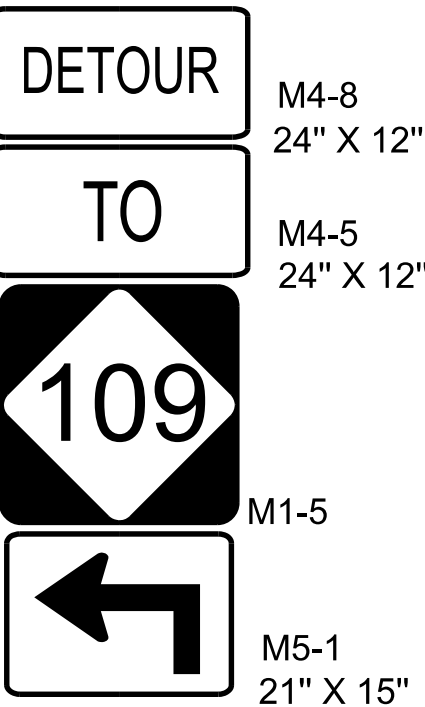
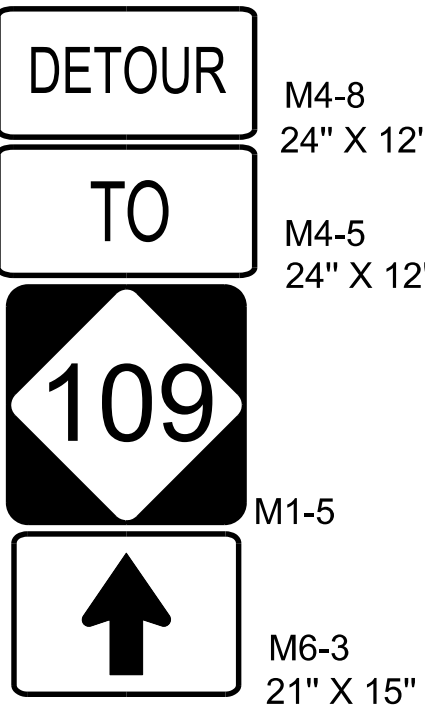
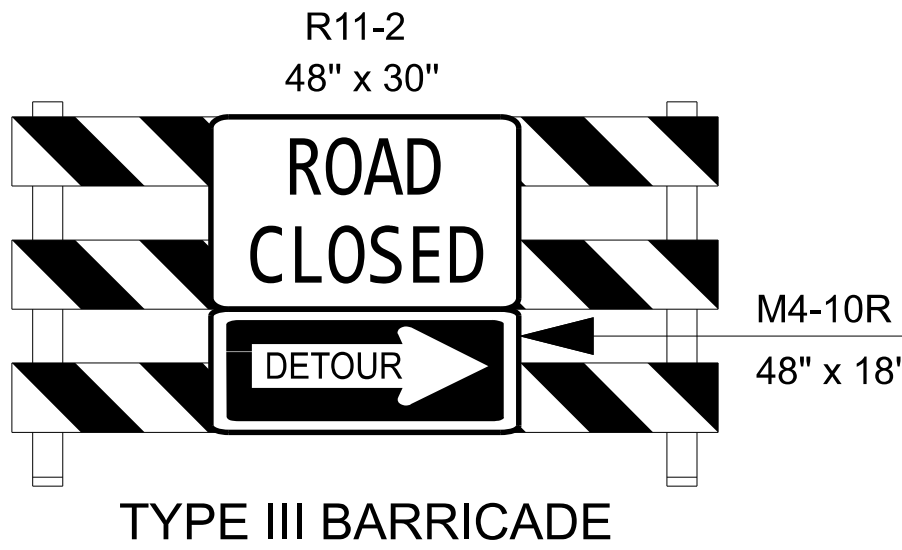
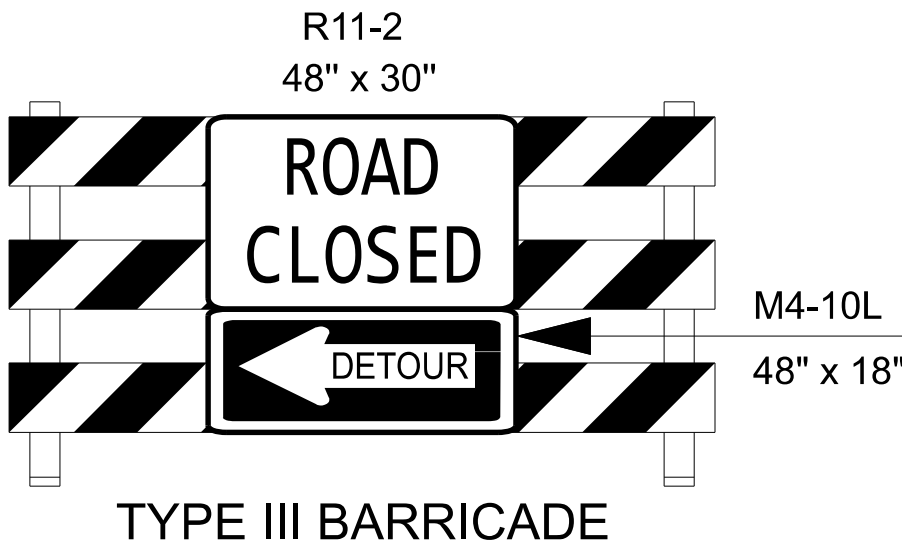
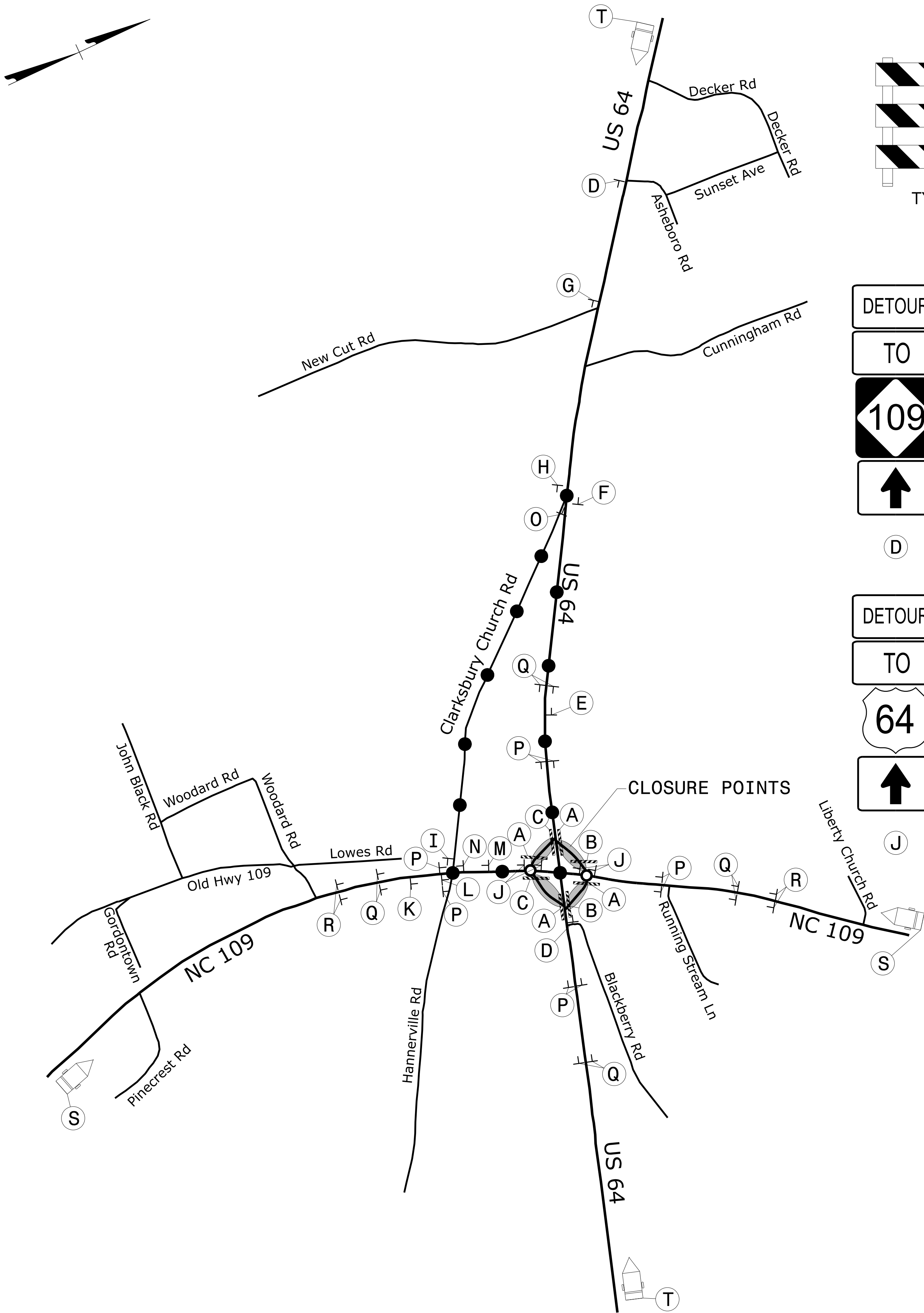
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**RAMP A ON-SITE
DETOUR**

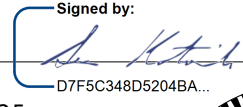
3/14/2025
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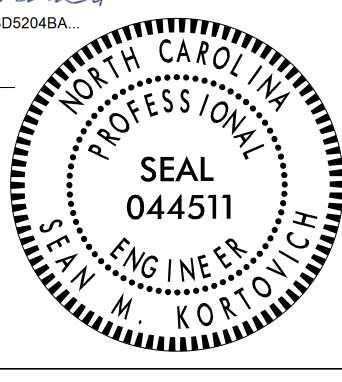
● — ● — ● — ● DETOUR ROUTE

○ WORK AREA

APPROVED:  3/28/2025

DATE: 3/28/2025

SEAL



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OFF-SITE
DETOUR

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8521 SIX FORKS ROAD, SUITE 400
RALEIGH, NC 27615
NC FIRM LICENSE No: F-0493

3/14/2025
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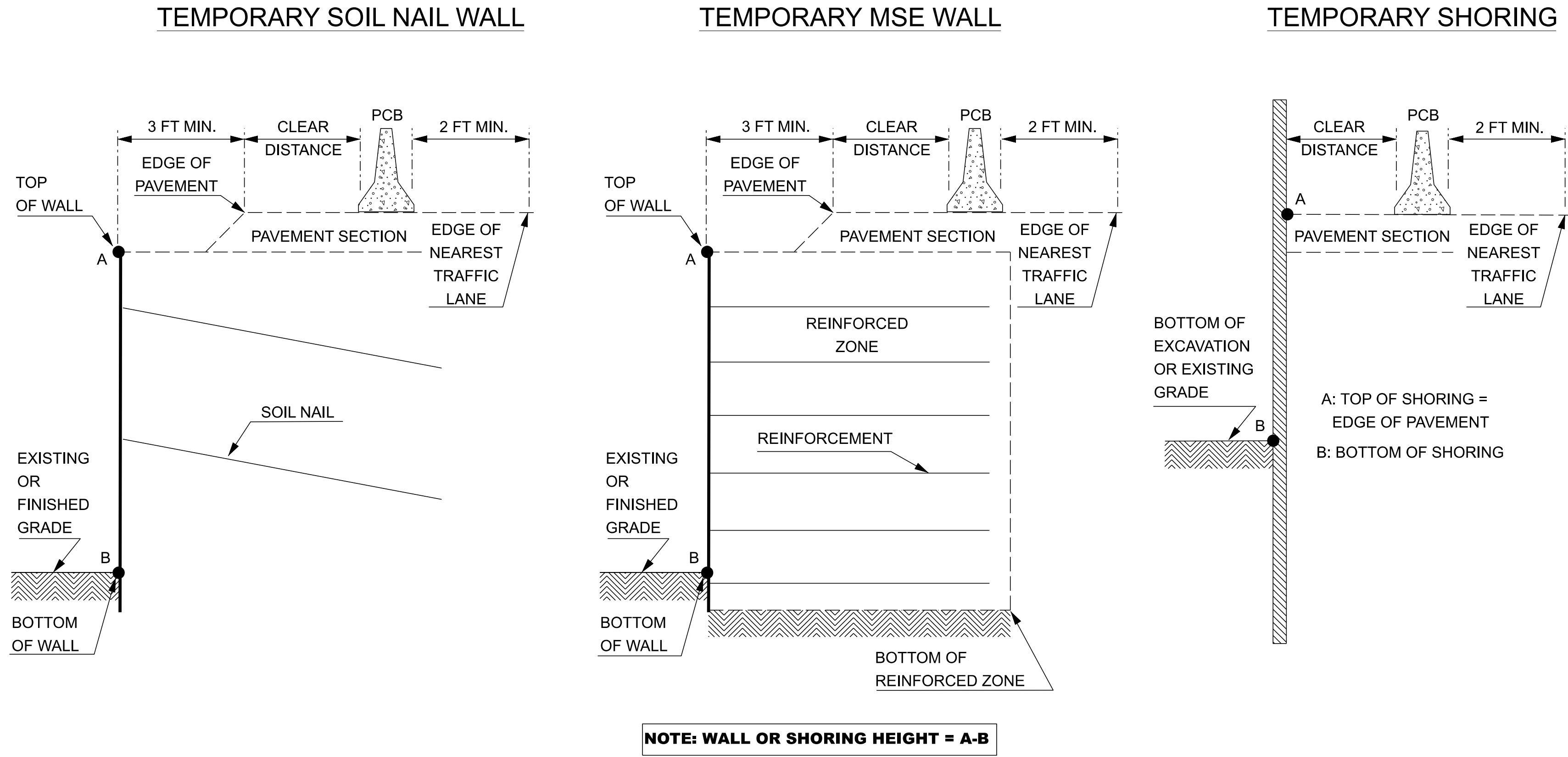


FIGURE A

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.

PROJ. REFERENCE NO.	SHEET NO.
B-5777	TMP -2F

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

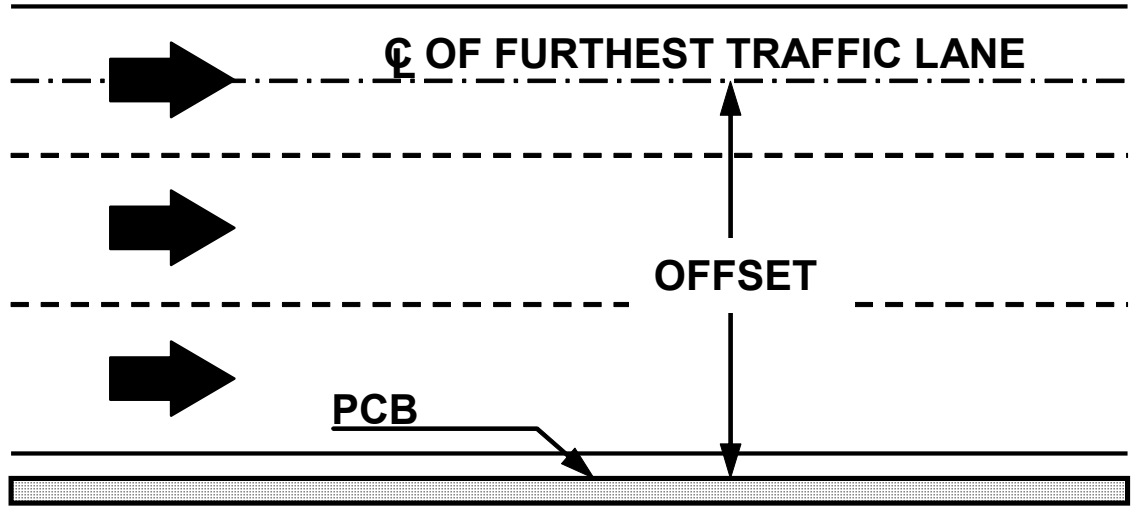


FIGURE B

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PORTABLE CONCRETE
BARRIER
AT
TEMPORARY SHORING
LOCATIONS

PROJ. REFERENCE NO.	SHEET NO.
B-5777	TMP-2G

TEMPORARY SHORING NOTES

SHORING LOCATION NO. 1

A 1.5:1 (H:V) SLOPE OR FLATTER MAY BE USED INSTEAD OF TEMPORARY SHORING FROM STATION -L- STA. 19+98±, 28.1 FT RIGHT TO STATION -L- STA. 20+35±, 29.4 FT RIGHT.

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- STA. 19+98±, 28.1 FT RIGHT TO STATION -L- STA. 20+35±, 29.4 FT RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:
UNIT WEIGHT = 120 PCF
FRICTION ANGLE = 30 DEGREES
COHESION = 0 PSF
GROUNDWATER ELEVATION = N/A FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L- STA. 19+98±, 28.1 FT RIGHT TO STATION -L- STA. 20+35±, 29.4 FT RIGHT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION -L- STA. 19+98±, 28.1 FT RIGHT TO STATION -L- STA. 20+35±, 29.4 FT RIGHT MAY NOT PENETRATE BELOW ELEVATION 770 FT DUE TO OBSTRUCTIONS, VERY DENSE OR HARD SOIL, BOULDERS OR WEATHERED OR HARD ROCK.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- STA. 19+98±, 28.1 FT. RIGHT TO STATION -L- STA. 20+35±, 29.4 FT RIGHT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

SHORING LOCATION NO. 2

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- STA. 21+36±, 28.9 FT RIGHT TO STATION -L- STA. 22+00±, 28 FT RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:
UNIT WEIGHT = 120 PCF
FRICTION ANGLE = 30 DEGREES
COHESION = 0 PSF
GROUNDWATER ELEVATION = N/A FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L- STA. 21+36±, 28.9 FT RIGHT TO STATION -L- STA. 22+00±, 28 FT RIGHT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION -L- STA. 21+36±, 28.9 FT RIGHT TO STATION -L- STA. 22+00±, 28 FT RIGHT MAY NOT PENETRATE BELOW ELEVATION 770 FT DUE TO OBSTRUCTIONS, VERY DENSE OR HARD SOIL, BOULDERS OR WEATHERED OR HARD ROCK.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- STA. 21+36±, 28.9 FT RIGHT, TO STATION -L- STA. 22+00±, 28 FT RIGHT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

SHORING LOCATION NO. 3

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- STA. 21+36±, 25.9 FT RIGHT TO STATION -L- STA. 22+00±, 25 FT RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:
UNIT WEIGHT = 120 PCF
FRICTION ANGLE = 30 DEGREES
COHESION = 0 PSF
GROUNDWATER ELEVATION = N/A FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L- STA. 21+36±, 25.9 FT RIGHT TO STATION -L- STA. 22+00±, 25 FT RIGHT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- STA. 21+36 ±, 25.9 FT RIGHT, TO STATION -L- STA. 22+00±, 25 FT RIGHT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

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



THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENT WAS SUBMITTED TO THE WZTC SECTION ON MARCH 10, 2025 AND SEALED BY A PROFESSIONAL ENGINEER, MICHAEL H. STEPHENS, LICENSE # 028893.

APPROVED:

Signed by:

D7F5C348D5204BA...

DATE: 3/28/2025

SEAL

044511

PROFESSIONAL ENGINEER

STATE OF NORTH CAROLINA

SEAN M. KOITOVICH

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

DIVISION OF HIGHWAYS

STATE OF NORTH CAROLINA

DEPARTMENT OF TRANSPORTATION

WORK ZONE TRAFFIC CONTROL

TEMPORARY SHORING NOTES

PROJ. REFERENCE NO.	SHEET NO.
B-5777	TMP-3

PHASING NOTES

NOTES:

'RSD' REFERS TO NCDOT ROADWAY STANDARD DRAWINGS.

COMPLETE ANY PROPOSED OR TEMPORARY WIDENING IN SUCH A MATTER THAT PONDING OF WATER WILL NOT OCCUR IN THE TRAVEL LANE.

ALL PROPOSED ASPHALT ROADWAY CONSTRUCTION IS UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE UNLESS OTHERWISE NOTED.

POSTED SPEED ALONG -Y1- (US 64) TO BE 45 MPH DURING CONSTRUCTION.

PHASE I STEP 1:

USING RSD 1101.01 (SHEET 3 OF 3) PLACE ALL ADVANCED WARNING SIGNS ALONG -L- (NC 109), -Y1- (US 64), AND ALL RAMPS.

REDIRECT -Y1- (US 64) TRAFFIC ALONG THE RAMPS USING AN ON-SITE DETOUR AND LAW ENFORCEMENT (SEE DETOUR SHEET TMP-2). USE RSD 1101.03 (SHEETS 2 AND 7 OF 9) AND NIGHT-TIME ROAD CLOSURES TO CONSTRUCT THE PROPOSED 18" DRAINAGE PIPE UNDER -Y1- (US 64) AND GRADE THE EXISTING DITCHES ALONG -Y1- (US 64) TO THE PROPOSED PIPE. SEE GENERAL NOTES FOR TIME RESTRICTIONS.

ONCE CONSTRUCTION OF THE DRAINAGE PIPE AND DITCH GRADING HAS BEEN COMPLETED, RETURN -Y1- (US 64) TRAFFIC TO THE EXISTING TRAFFIC PATTERN.

WITH TRAFFIC ALONG -Y1- (US 64) IN THE EXISTING PATTERN, USING RSD 1101.02 (SHEET 1 OF 19) AND NIGHT-TIME LANE CLOSURES, CONSTRUCT PAVEMENT ALONG LT OF -Y1- (US 64). SEE SHEET TMP-4.

-Y1- STA. 15+58± LT TO -Y1- STA. 21+49± LT

PHASE I STEP 2:

WITH TRAFFIC ALONG -Y1- (US 64) IN THE EXISTING PATTERN, USING RSD 1101.02 (SHEET 1 OF 19) AND NIGHT-TIME LANE CLOSURES, CONSTRUCT PAVEMENT ALONG RT OF -Y1- (US 64). SEE SHEET TMP-4.

-Y1- STA. 14+34± RT TO -Y1- STA. 20+07± RT

PHASE II STEP 1:

WITH TRAFFIC ALONG -Y1- (US 64) IN THE EXISTING PATTERN, USE RSD 1101.02 (SHEET 1 OF 19) AND NIGHT-TIME LANE CLOSURES TO INSTALL UNANCHORED PCB ALONG PREVIOUSLY CONSTRUCTED OUTSIDE PAVEMENT ON LT AND RT OF -Y1- (US 64). SEE SHEET TMP-5.

PHASE II STEP 2:

WITH TRAFFIC ALONG -L- (NC 109), ALONG -Y1- (US 64), AND ALONG THE RAMPS IN THE EXISTING PATTERN, USE RSD 1101.02 (SHEET 1 OF 19) AND LANE CLOSURES TO THE BEGIN PROPOSED OFFLINE CONSTRUCTION, AND TEMPORARY PAVEMENT CONSTRUCTION ALONG -L-, -RAB-1-, -RAB-2-, -RPA-, -RPB-, -RPC- AND -RPD-. COORDINATE WITH THE ENGINEER TO ENSURE APPROPRIATE GUIDE SIGNAGE IS IN PLACE TO DIRECT TRAFFIC. USING TEMPORARY SHORING, BEGIN PROPOSED BRIDGE CONSTRUCTION AND GRADING, INCLUDING THE PROPOSED INTERIOR BENT PIERS AND FOOTINGS, AND PARTIAL CONSTRUCTION OF THE PROPOSED SOIL NAIL WALL AND THE PROPOSED MSE WALL AT EACH END BENT. SEE SHEETS TMP-5 & TMP-6.

-L- STA. 16+25± TO -L- STA. 16+73±
-L- STA. 18+00± TO -L- STA. 19+94±
-L- STA. 24+48± TO -L- STA. 25+00±
-RPA- STA. 10+28± TO -RPA- STA. 11+22±
-RPC- STA. 10+31± TO -RPC- STA. 10+86±
-Y1- STA. 16+97± RT TO -Y1- STA. 17+96± RT (PROPOSED SOIL NAIL WALL CONSTRUCTION)
-Y1- STA. 17+27± LT TO -Y1- STA. 18+24± LT (PROPOSED MSE WALL CONSTRUCTION)

WITH TRAFFIC ALONG -L- (NC 109) IN THE EXISTING PATTERN, USE RSD 1101.02 (SHEET 1 OF 19) AND LANE CLOSURES TO JACK AND BORE THE PROPOSED WATER LINE AND FORCE MAIN SEWER LINE. SEE UTILITY CONSTRUCTION PLANS AND SHEET TMP-6 FOR ADDITIONAL INFORMATION.

PHASE III:

REDIRECT -Y1- (US 64) TRAFFIC ALONG THE RAMPS USING AN ON-SITE DETOUR, LAW ENFORCEMENT AND DRUM CONFIGURATION SHOWN ON SHEETS TMP-7 AND TMP-8 (SEE DETOUR SHEET TMP-2 AND TMP-7). USE RSD 1101.03 (SHEETS 2 AND 7 OF 9) AND NIGHT-TIME ROAD CLOSURES TO HANG GIRDERS FOR THE PROPOSED BRIDGE OVER -Y1- (US 64). RETURN TRAFFIC TO THE APPROPRIATE PATTERN AT THE END OF THE WORK PERIOD. SEE GENERAL NOTES FOR TIME RESTRICTIONS. SEE SHEETS TMP-7 & TMP-8.

ONCE THE GIRDERS HAVE BEEN HUNG, RETURN -Y1- (US 64) TRAFFIC TO THE EXISTING TRAFFIC PATTERN. COMPLETE CONSTRUCTION OF THE PROPOSED BRIDGE DECK AWAY FROM TRAFFIC.

INTERMEDIATE CONTRACT TIME (ICT): COMPLETE THE WORK REQUIRED IN PHASE IV IN THIRTY-FOUR (34) CONSECUTIVE CALENDAR DAYS.

PHASE IV:

USING RSD 1101.02 (SHEET 12 OF 19), RSD 1101.03 (SHEET 2 OF 9), RAMP CLOSURES AND AN ON-SITE RAMP DETOUR ALONG -RPA-, CLOSE -RPB- TO TRAFFIC AND CONSTRUCT PROPOSED -RPB- AND RAMP TIE-IN (SEE DETOUR SHEET TMP-2A AND TMP-10).

-RPB- STA. 13+25± TO -RPB- STA. 15+59±

USING RSD 1101.02 (SHEET 1 OF 19), TEMPORARY TRAFFIC PATTERN SHIFTS AND LANE CLOSURES, CONSTRUCT PROPOSED WIDENING ALONG -L- (NC 109) AND BEGIN CONSTRUCTION OF -RAB-2-. SEE SHEETS TMP-9 & TMP-10.

-L- STA. 23+00± TO -L- STA. 29+16± LT
-L- STA. 30+87± LT TO -L- STA. 31+00± LT
-RAB-2- STA. 10+42± TO -RAB-2- STA. 12+99± (PORTION OF -RAB-2- TO BE CONSTRUCTED IN THIS PHASE)

ONCE CONSTRUCTION IN THIS PHASE IS COMPLETED, REOPEN -RPB- TO TRAFFIC AND COVER DETOUR SIGNS USED FOR THE RAMP CLOSURE.

IF THE CONTRACTOR IS NOT IMMEDIATELY GOING TO BEGIN PHASE V CONSTRUCTION, COORDINATE WITH THE ENGINEER TO ENSURE THAT THE APPROPRIATE GUIDE SIGNAGE IS IN PLACE TO OPEN -RPB- AND DIRECT TRAFFIC APPROPRIATELY.

INTERMEDIATE CONTRACT TIME (ICT): COMPLETE THE WORK REQUIRED IN PHASE V IN TWENTY-EIGHT (28) CONSECUTIVE CALENDAR DAYS.

PHASE V:

USING RSD 1101.02 (SHEET 12 OF 19), RSD 1101.03 (SHEET 2 OF 9), RAMP CLOSURES AND AN ON-SITE RAMP DETOUR ALONG -RPD-, CLOSE -RPC- TO TRAFFIC AND CONSTRUCT PROPOSED -RPC- AND RAMP TIE-IN (SEE DETOUR SHEET TMP-2B AND TMP-11).

-RPC- STA. 11+80± TO -RPC- STA. 14+90±

USING RSD 1101.02 (SHEET 1 OF 19), TEMPORARY TRAFFIC PATTERN SHIFTS AND LANE CLOSURES, CONSTRUCT PROPOSED WIDENING AND PAVEMENT RECONSTRUCTION ALONG -L- (NC 109), -DRW1- FULL DEPTH RECONSTRUCTION, AND BEGIN CONSTRUCTION OF -RAB-1-. SEE SHEETS TMP-11 & TMP-12.

-L- STA. 10+00± LT TO -L- STA. 13+66± LT
-RAB-1- STA. 10+37± TO -RAB-1- STA. 13+05± (PORTION OF -RAB-1- TO BE CONSTRUCTED IN THIS PHASE)
-DRW1- STA. 10+95± TO -L- TIE-IN

ONCE CONSTRUCTION IN THIS PHASE IS COMPLETED, REOPEN -RPC- TO TRAFFIC AND COVER DETOUR SIGNS USED FOR THE RAMP CLOSURE.

IF THE CONTRACTOR IS NOT IMMEDIATELY GOING TO BEGIN PHASE VI CONSTRUCTION, COORDINATE WITH THE ENGINEER TO ENSURE THAT THE APPROPRIATE GUIDE SIGNAGE IS IN PLACE TO OPEN -RPC- AND DIRECT TRAFFIC APPROPRIATELY.

INTERMEDIATE CONTRACT TIME (ICT): COMPLETE THE WORK REQUIRED IN PHASE VI IN THIRTY (30) CONSECUTIVE CALENDAR DAYS.

PHASE VI:

SHIFT TRAFFIC INTO TEMPORARY PATTERN ON PROPOSED -L- (NC 109). USING RSD 1101.02 (SHEET 12 OF 19), RSD 1101.03 (SHEET 2 OF 9), RAMP CLOSURES AND AN ON-SITE RAMP DETOUR ALONG -RPB- AND -RPC-, CLOSE -RPD- TO TRAFFIC AND CONSTRUCT PROPOSED -RPD- AND RAMP TIE-IN (SEE DETOUR SHEET TMP-2C AND TMP-13).

-RPD- STA. 14+19± TO -RPD- STA. 15+85±

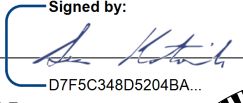
USING RSD 1101.02 (SHEET 1 OF 19), TEMPORARY TRAFFIC PATTERN SHIFTS AND LANE CLOSURES, COMPLETE PROPOSED CONSTRUCTION ALONG -L- (NC 109) AND -RAB-1- INCLUDING PAVEMENT RECONSTRUCTION, PAVEMENT REMOVAL, AND TEMPORARY SHORING REMOVAL. SEE SHEETS TMP-13 & TMP-14.

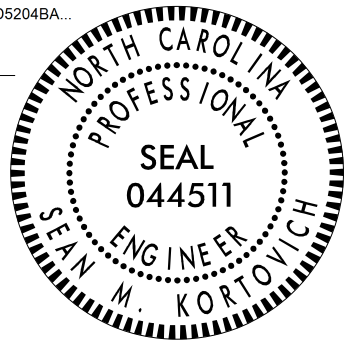
-L- STA. 10+00± RT TO -L- STA. 13+64± RT
-L- STA. 18+48± RT TO -L- STA. 20+41± RT
-RAB-1- STA. 13+07± TO -RAB-1- STA. 10+42± (PORTION OF -RAB-1- TO BE CONSTRUCTED IN THIS PHASE)

ONCE CONSTRUCTION IN THIS PHASE IS COMPLETED, REOPEN -RPD- TO TRAFFIC AND COVER DETOUR SIGNS USED FOR THE RAMP CLOSURE.

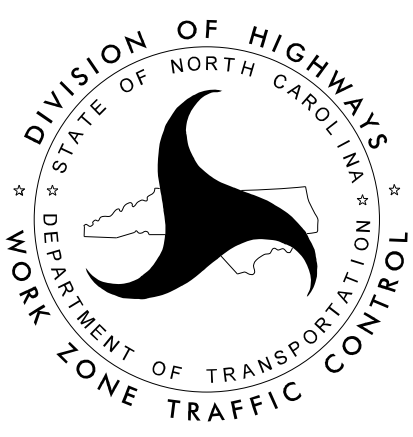
IF THE CONTRACTOR IS NOT IMMEDIATELY GOING TO BEGIN PHASE VII CONSTRUCTION, COORDINATE WITH THE ENGINEER TO ENSURE THAT THE APPROPRIATE GUIDE SIGNAGE IS IN PLACE TO OPEN -RPD- AND DIRECT TRAFFIC APPROPRIATELY.



APPROVED: 
DATE: 3/28/2025



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TEMPORARY
TRAFFIC CONTROL
PHASING

PHASING NOTES

PROJ. REFERENCE NO.	SHEET NO.
B-5777	TMP-3A

INTERMEDIATE CONTRACT TIME (ICT): COMPLETE THE WORK REQUIRED IN PHASE VII IN TWENTY-SEVEN (27) CONSECUTIVE CALENDAR DAYS.

PHASE VII:

WITH TRAFFIC SHIFTED IN TEMPORARY PATTERN ON PROPOSED -L- (NC 109). USING RSD 1101.02 (SHEET 12 OF 19), RSD 1101.03 (SHEET 2 OF 9), RAMP CLOSURES AND AN ON-SITE RAMP DETOUR ALONG -RPB- AND -RPC-, CLOSE -RPA- TO TRAFFIC AND CONSTRUCT PROPOSED -RPA- AND RAMP TIE-IN (SEE DETOUR SHEET TMP-2D AND TMP-16).

-RPA- STA. 12+80± TO -RPA- STA. 14+76±

USING RSD 1101.02 (SHEET 1 OF 19), TEMPORARY TRAFFIC PATTERN SHIFTS AND LANE CLOSURES, COMPLETE PROPOSED CONSTRUCTION ALONG -L- AND -RAB-2- INCLUDING PAVEMENT REMOVAL, TEMPORARY SHORING REMOVAL, AND REMAINING CONSTRUCTION OF PROPOSED SOIL NAIL WALL AWAY FROM TRAFFIC. SEE SHEETS TMP-15 & TMP-16.

-L- STA. 21+75± RT TO -L- STA. 24+16± RT -L- STA. 24+30± RT TO -L- STA. 27+36± RT
-L- STA. 27+83± RT TO -L- STA. 31+45± RT
-RAB-2- STA. 12+93± TO -RAB-2- STA. 10+40± (PORTION OF -RAB-2- TO BE CONSTRUCTED IN THIS PHASE)
-Y1- STA. 17+96± RT TO -Y1- STA. 18+28± RT (PROPOSED SOIL NAIL WALL CONSTRUCTION)

ONCE CONSTRUCTION IN THIS PHASE IS COMPLETED, REOPEN -RPA- TO TRAFFIC AND COVER DETOUR SIGNS USED FOR THE RAMP CLOSURE.

COORDINATE WITH THE ENGINEER TO INSTALL APPROPRIATE GUIDE SIGNAGE TO DIRECT TRAFFIC APPROPRIATELY AS DIRECTED BY THE ENGINEER.

PHASE VIII:

REDIRECT -Y1- (US 64) TRAFFIC ALONG THE RAMPS USING AN ON-SITE DETOUR AND LAW ENFORCEMENT (SEE DETOUR SHEET TMP-2 AND SHEETS TMP-17 & TMP-18). SHIFT TRAFFIC INTO PROPOSED PATTERN ALONG -L- (NC 109) AND RAMPS. USE RSD 1101.03 (SHEETS 2 AND 7 OF 9) AND NIGHT-TIME ROAD CLOSURES TO DECONSTRUCT AND REMOVE THE EXISTING NC 109 BRIDGE OVER -Y1- (US 64), INCLUDING THE REMOVAL OF THE EXISTING BRIDGE SUPPORTS AND FOOTINGS. SEE GENERAL NOTES FOR TIME RESTRICTIONS. SEE SHEETS TMP-17 & TMP-18.

ONCE THE EXISTING BRIDGE HAS BEEN REMOVED, COMPLETE REMAINING CONSTRUCTION OF PROPOSED MSE WALL, INCLUDING COMPLETING THE PROPOSED GRADING, AWAY FROM TRAFFIC, BEHIND PCB.

-Y1- STA. 18+24± LT TO -Y1- STA. 18+67± LT (PROPOSED MSE WALL CONSTRUCTION)

ONCE THE PROPOSED MSE WALL HAS BEEN CONSTRUCTED, SHIFT TRAFFIC INTO THE PROPOSED PATTERN ALONG -L- (NC 109), -RPA-, -RPB-, -RPC-, AND -RPD-. USING RSD 1101.02 (SHEETS 1 AND 18 OF 19) AND LANE CLOSURES, CONSTRUCT PROPOSED MONOLITHIC ISLANDS AND TRUCK APRONS FOR -RAB-1- AND -RAB-2-, INCLUDING PAVEMENT REMOVAL IN THE CENTER OF THE ROUNDABOUTS. ADJUST UNANCHORED PCB ALONG -Y1- (US 64) AND RESET TEMPORARY CRASH CUSHIONS. THEN REMOVE PAVEMENT AT -Y1- (US 64) RAMP TIE-INS. WHEN PROPOSED TRUCK APRONS ARE BEING CONSTRUCTED, RESTRICT TRUCK MOVEMENTS TO ALLOW RIGHT TURNS ONLY. SEE SHEETS TMP-17 & TMP-18.

-L- STA. 15+94± TO -L- STA. 16+48± -L- STA. 16+64± TO -L- STA. 17+61±
-L- STA. 17+78± TO -L- STA. 18+31± -L- STA. 23+29± TO -L- STA. 23+79±
-L- STA. 23+97± TO -L- STA. 24+93± -L- STA. 25+11± TO -L- STA. 25+86±
-RPA- STA. 10+19± TO -RPA- STA. 12+66± -RPB- STA. 10+24± TO -RPB- STA. 11+89±
-RPC- STA. 10+22± TO -RPC- STA. 11+81± -RPD- STA. 10+25± TO -RPD- STA. 13+21±
-Y1- STA. 14+34± RT TO -Y1- STA. 14+91± RT -Y1- STA. 20+81± LT TO -Y1- STA. 21+49± LT

ONCE THE CONSTRUCTION OF THE PROPOSED MONOLITHIC ISLANDS, TRUCK APRONS, AND PAVEMENT REMOVAL IS COMPLETED, RETURN -Y1- (US 64) TRAFFIC TO THE EXISTING PATTERN.

PHASE IX:

WITH TRAFFIC ALONG -Y1- (US 64) IN THE EXISTING PATTERN, CONSTRUCT THE PROPOSED WIDENING AND PAVEMENT REMOVAL ALONG LT AND RT OF -Y1- (US 64), INCLUDING THE BARRIER CONSTRUCTION ALONG THE PROPOSED MSE WALL, AWAY FROM TRAFFIC BEHIND PCB. SEE SHEET TMP-19.

-Y1- STA. 16+08± LT TO -Y1- STA. 21+19± LT -Y1- STA. 15+58± LT TO -Y1- STA. 16+50± LT
-Y1- STA. 14+91± RT TO -Y1- STA. 19+35± RT -Y1- STA. 19+13± RT TO -Y1- STA. 20+07± RT

ONCE THE PROPOSED WIDENING ALONG -Y1- (US 64) HAS BEEN CONSTRUCTED, REMOVE THE UNANCHORED PCB ALONG LT AND RT OF -Y1- (US 64).

PHASE X:

USING RSD 1101.02 (SHEET 12 OF 19), RSD 1101.03 (SHEET 1 OF 9) AND AN OFF-SITE DETOUR (SEE SHEET TMP-2E) AT NIGHT, CLOSE RAMPS TO TRAFFIC AND PLACE THE FINAL LAYER OF SURFACE COURSE, FINAL MARKINGS AND MARKERS ALONG ALL RAMPS. USING RSD 1101.02 (SHEET 1 AND 18 OF 19) PLACE THE FINAL LAYER OF SURFACE COURSE, FINAL MARKINGS AND MARKERS ON -L- (NC 109) AND -Y1- (US 64) AND PLACE ALL TRAFFIC IN THE FINAL TRAFFIC PATTERN. SEE GENERAL NOTES FOR TIME RESTRICTIONS. REMOVE ALL TRAFFIC CONTROL DEVICES FROM THE PROJECT LIMITS.



APPROVED:

Signed by:

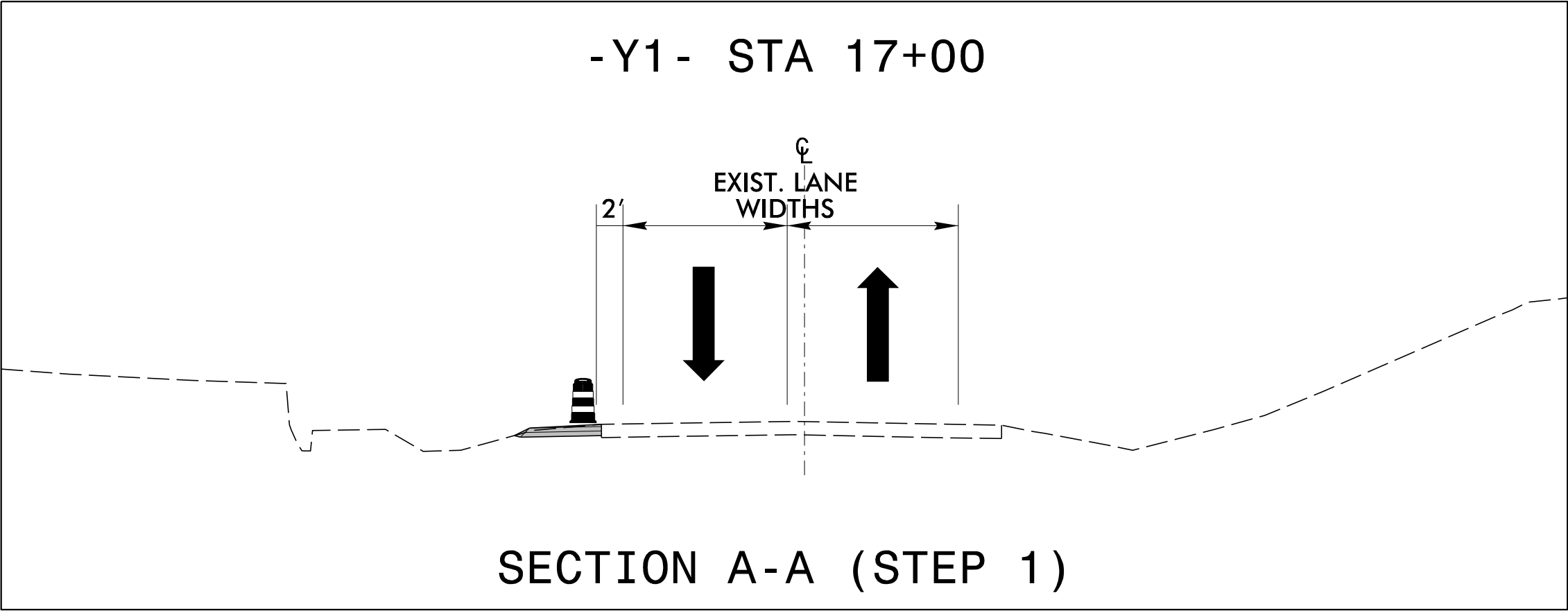
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TEMPORARY
TRAFFIC CONTROL
PHASING

PROJ. REFERENCE NO.	SHEET NO.
B-5777	TMP-4

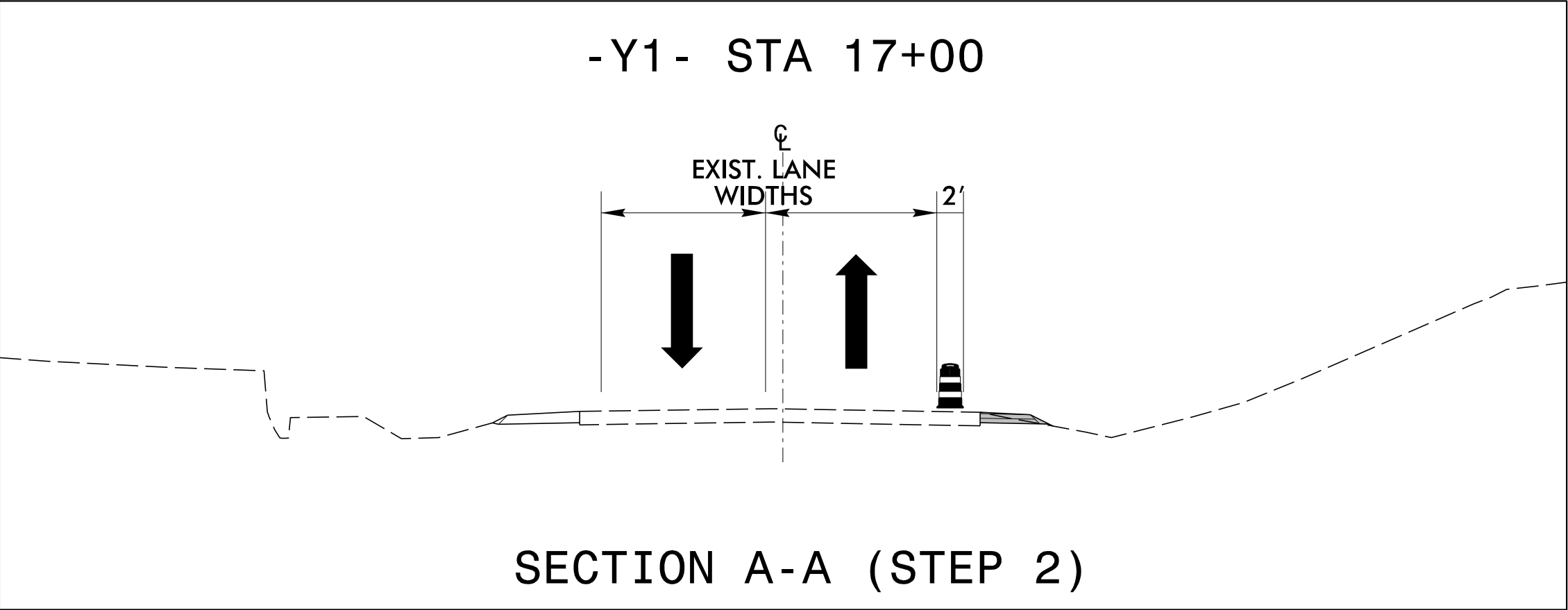


NOTE: SEE US 64 DETOUR ROUTE (SHEET TMP-2)

-L- 10+00

-L- 15+00

-L- NC 109



-RPD- 15+00

-RPD-

-RPC-

-Y1- STA. 14+34±

-L- 20+00

-Y1- (US 64)

18" RCP-IV

-Y1-

(US 64)

-Y1- 20+00

-Y1- STA. 20+07±

-Y1- STA. 21+49±

-Y1- 15+00

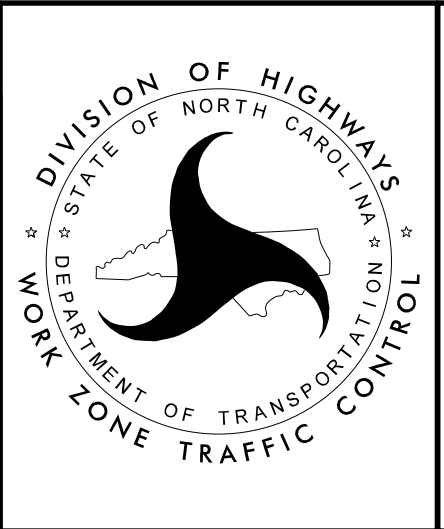
-RPB-

-RPB- 10+00

RS&H

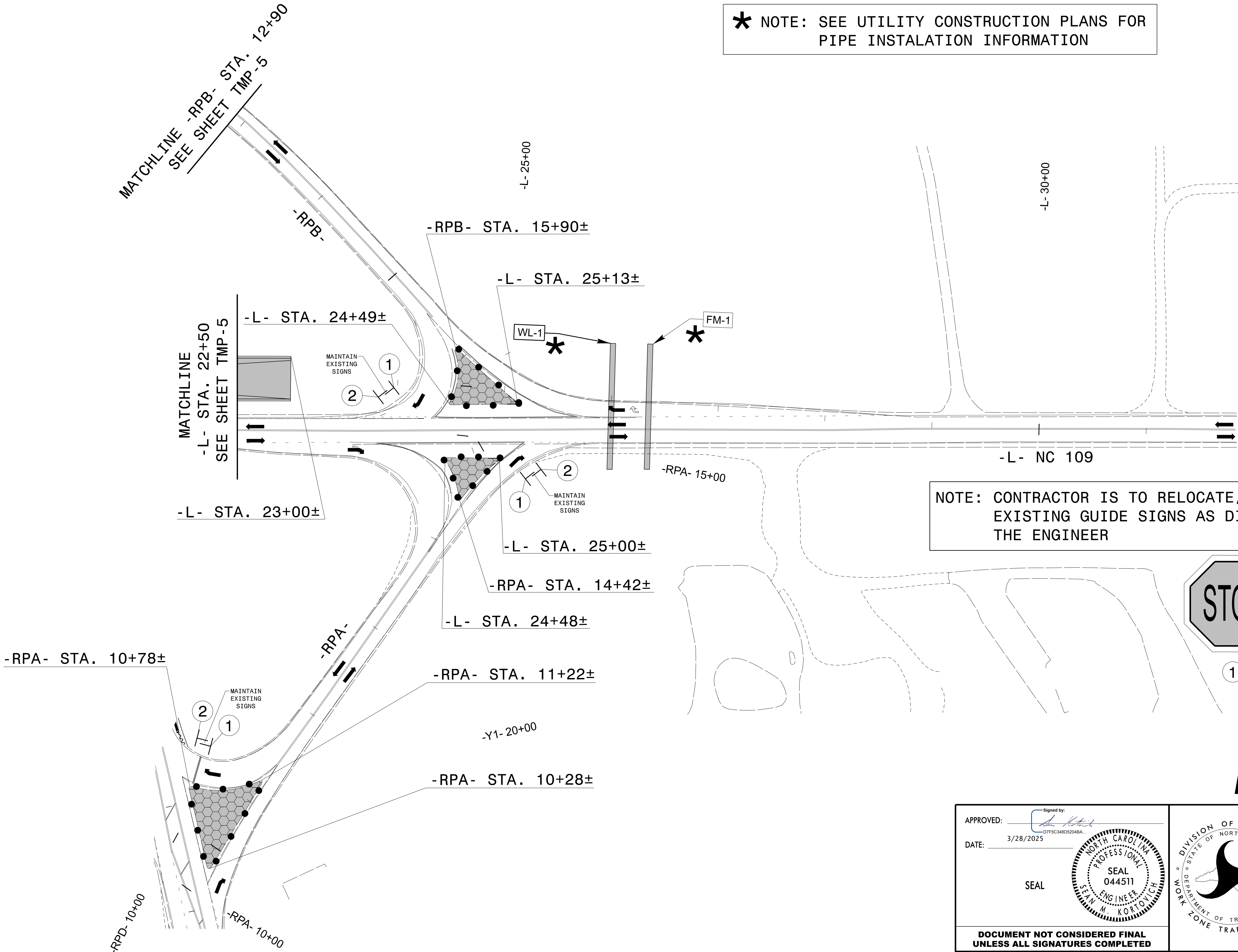
8521 SIX FORKS ROAD, SUITE 400
RALEIGH, NC 27615
NC FIRM LICENSE No: F-0493

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DATE:	3/28/2025
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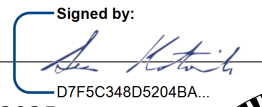
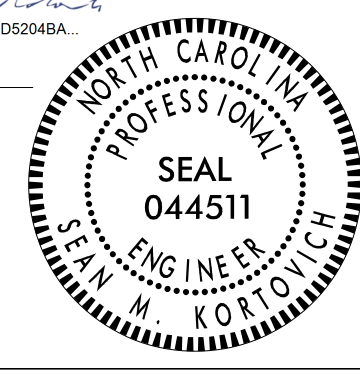


PHASE I
DESIGN

PROJ. REFERENCE NO.	SHEET NO.
B-5777	TMP-6



RS&H
8521 SIX FORKS ROAD, SUITE 400
RALEIGH, NC 27615
NC FIRM LICENSE No: F-0493

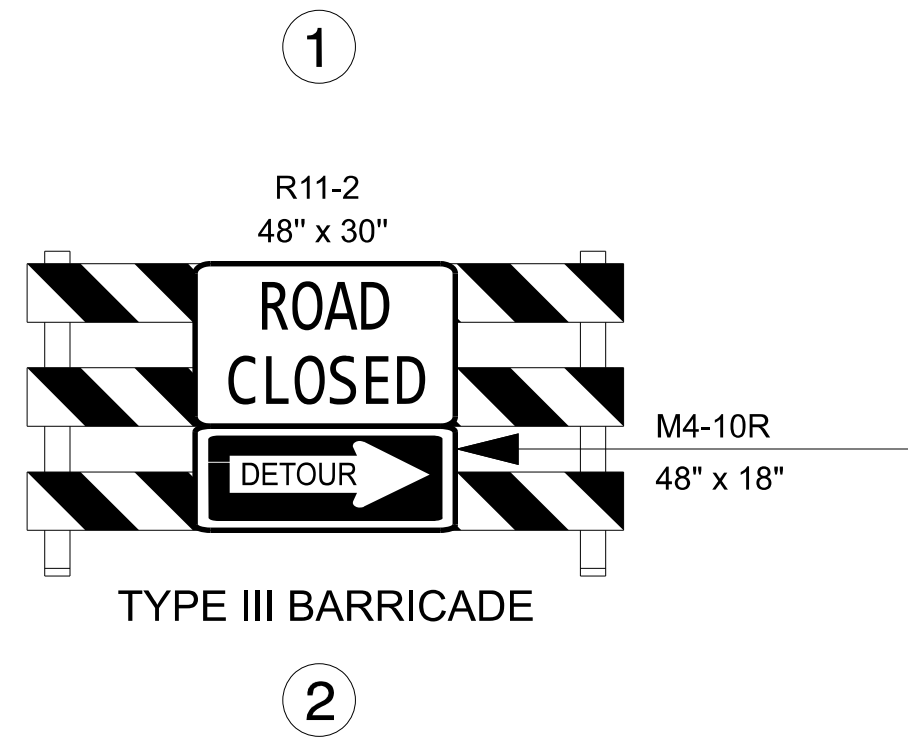
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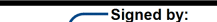


PHASE II
DESIGN

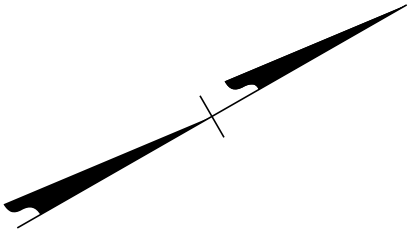
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NOTE: SEE US 64 DETOUR ROUTE (SHEET TMP-2)



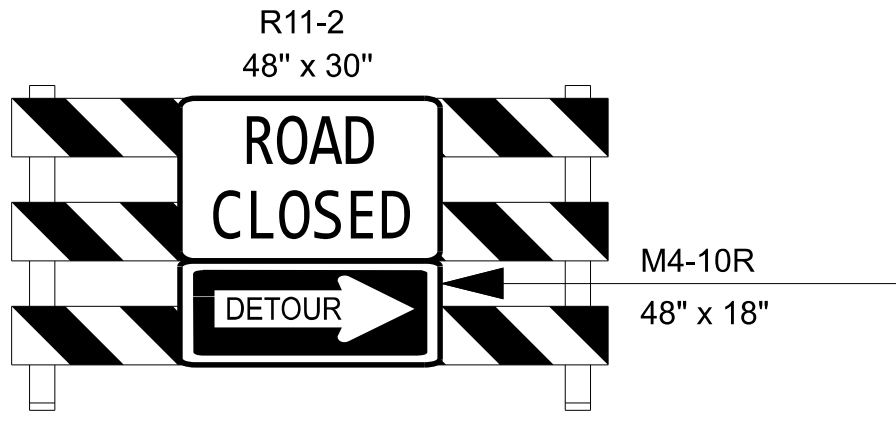
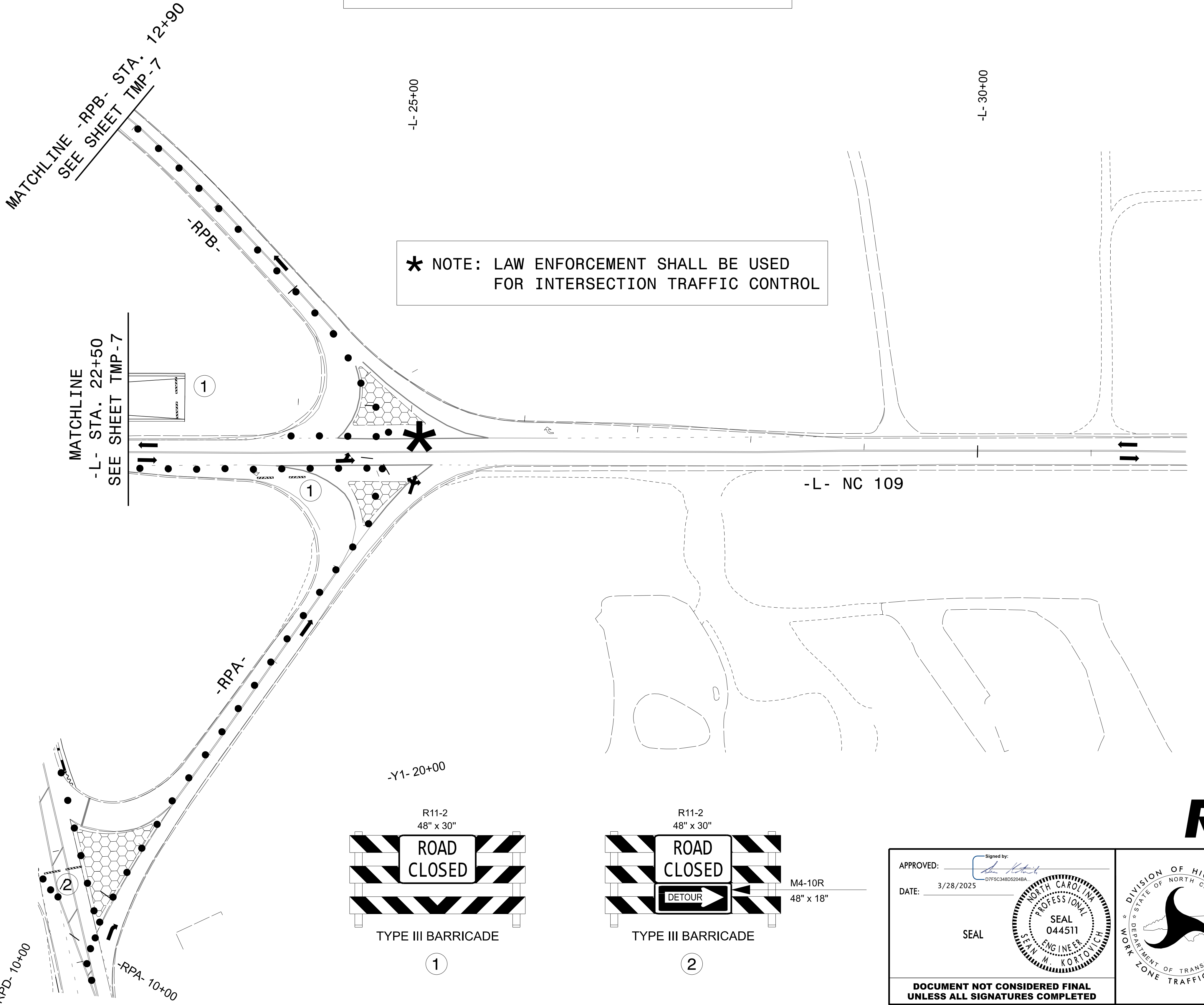
APPROVED: <u>Signed by: </u> DATE: <u>3/28/2025</u> SEAL			PHASE III DESIGN
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

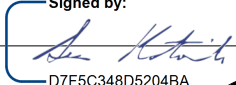
PROJ. REFERENCE NO.	SHEET NO.
B-5777	TMP-8



NOTE: SEE US 64 DETOUR ROUTE (SHEET TMP-2)

* NOTE: LAW ENFORCEMENT SHALL BE USED FOR INTERSECTION TRAFFIC CONTROL



APPROVED: 
DATE: 3/28/2025
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NORTH CAROLINA
PROFESSIONAL
SEAL
044511
SEAN M. KOTTOVICH
ENGINEER

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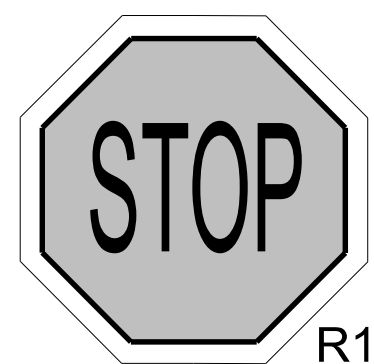
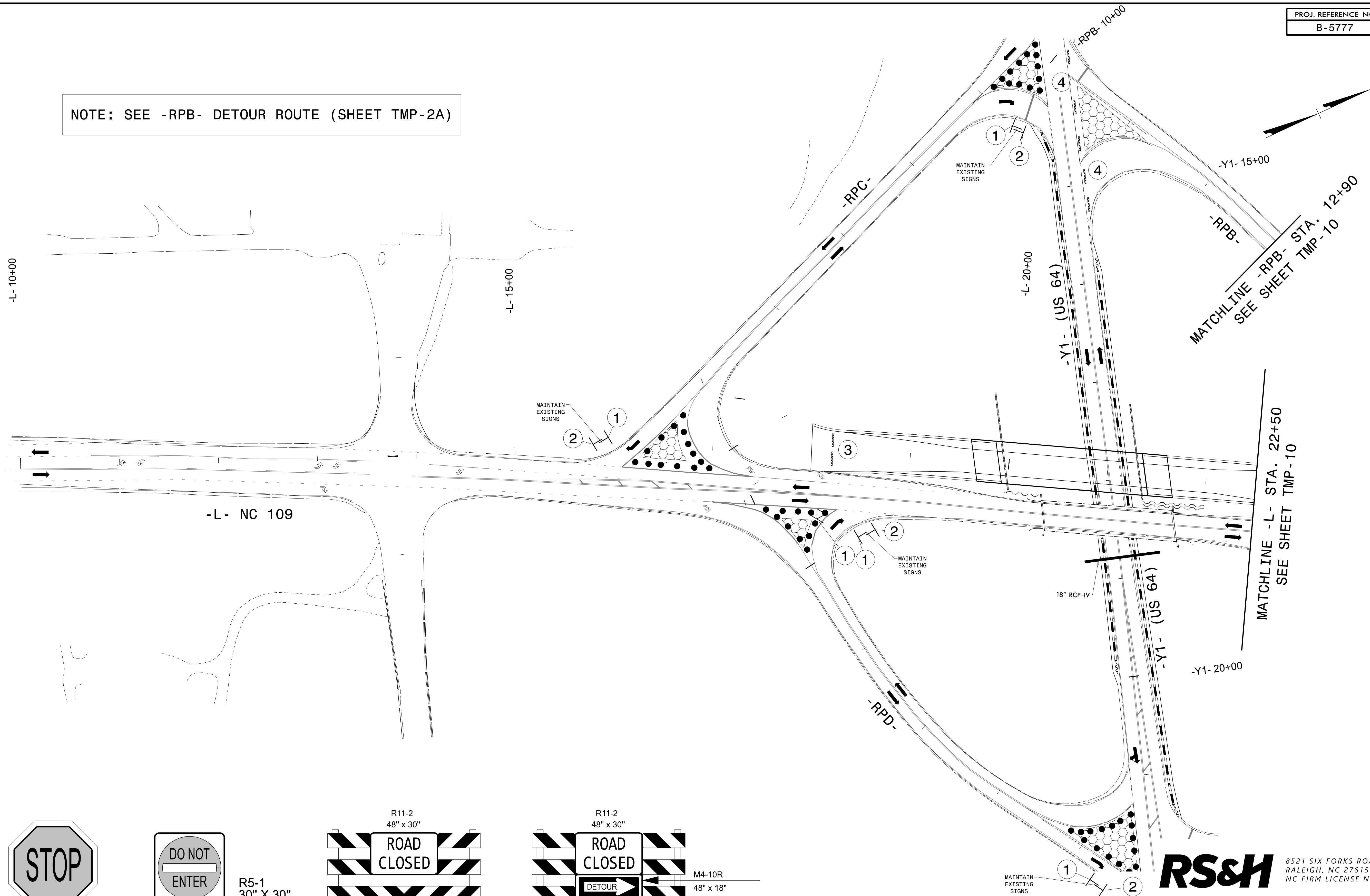


PHASE III
DESIGN

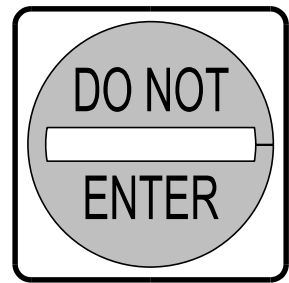
RS&H
8521 SIX FORKS ROAD, SUITE 400
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NC FIRM LICENSE No: F-0493

PROJ. REFERENCE NO.	SHEET NO.
B-5777	TMP-9

NOTE: SEE -RPB- DETOUR ROUTE (SHEET TMP-2A)



1

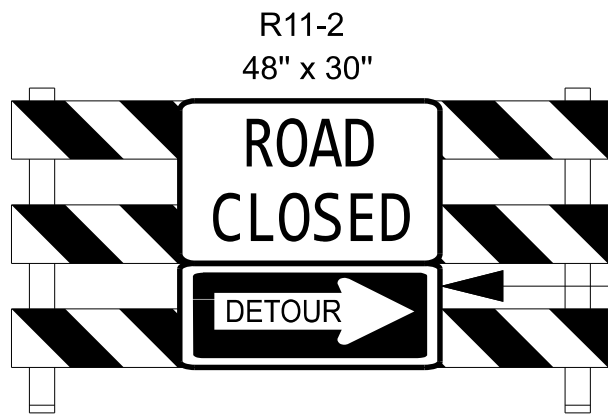


2



TYPE III BARRICADE

3

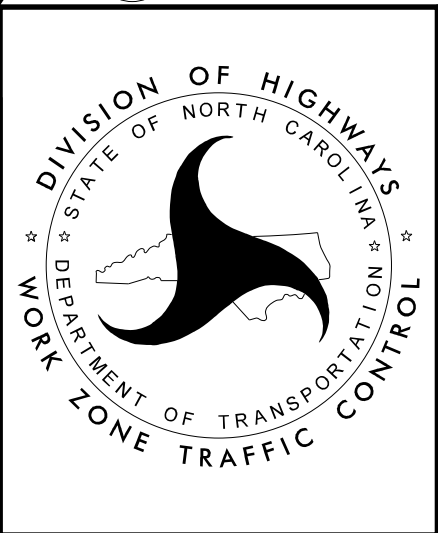


TYPE III BARRICADE

4

M4-10R
48" x 18"

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DATE:	3/28/2025
SEAL	
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PHASE IV
DESIGN

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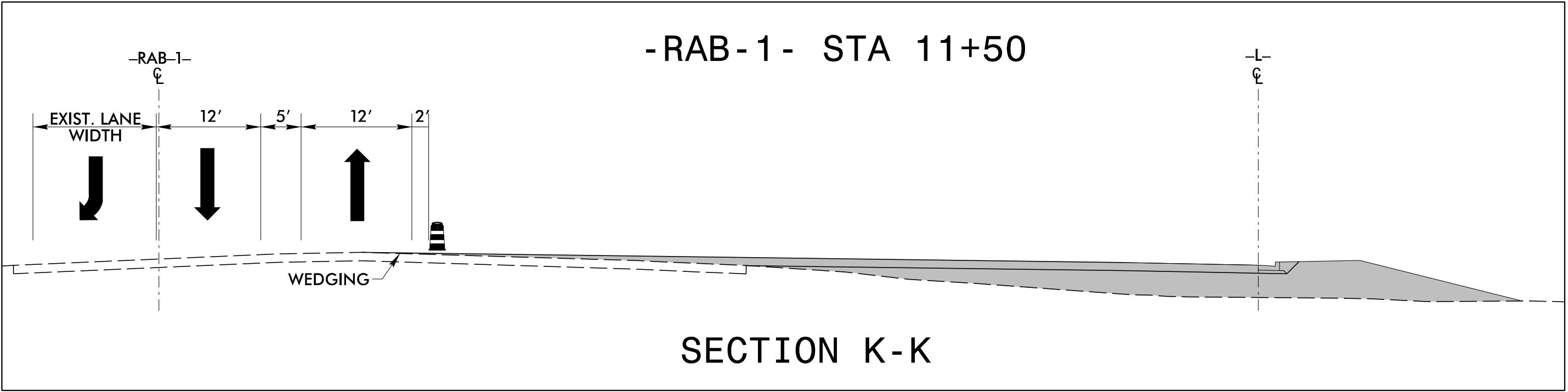
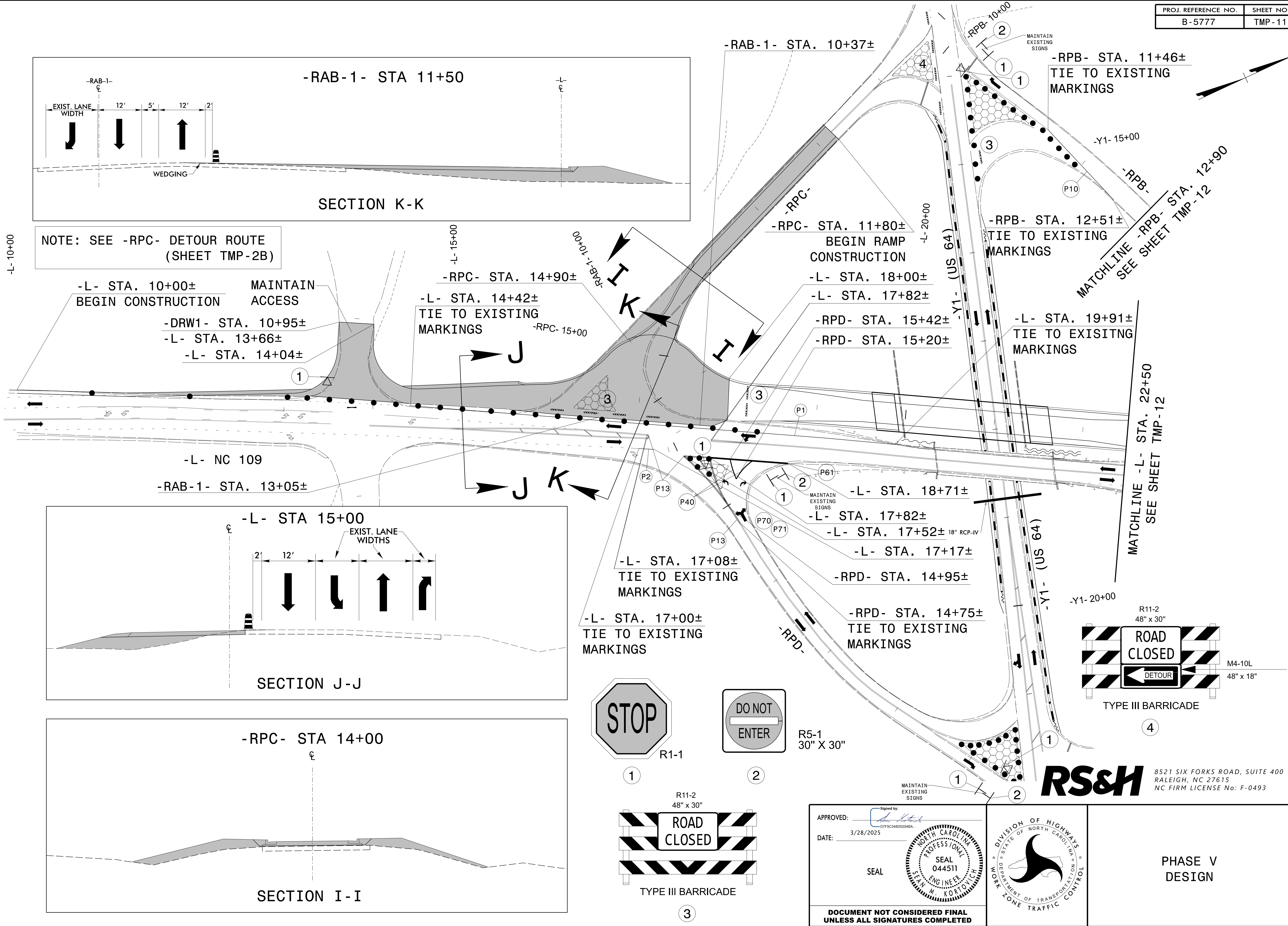
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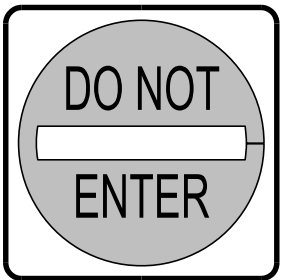
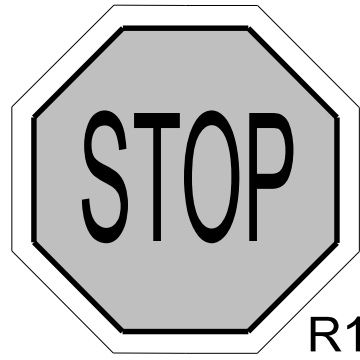
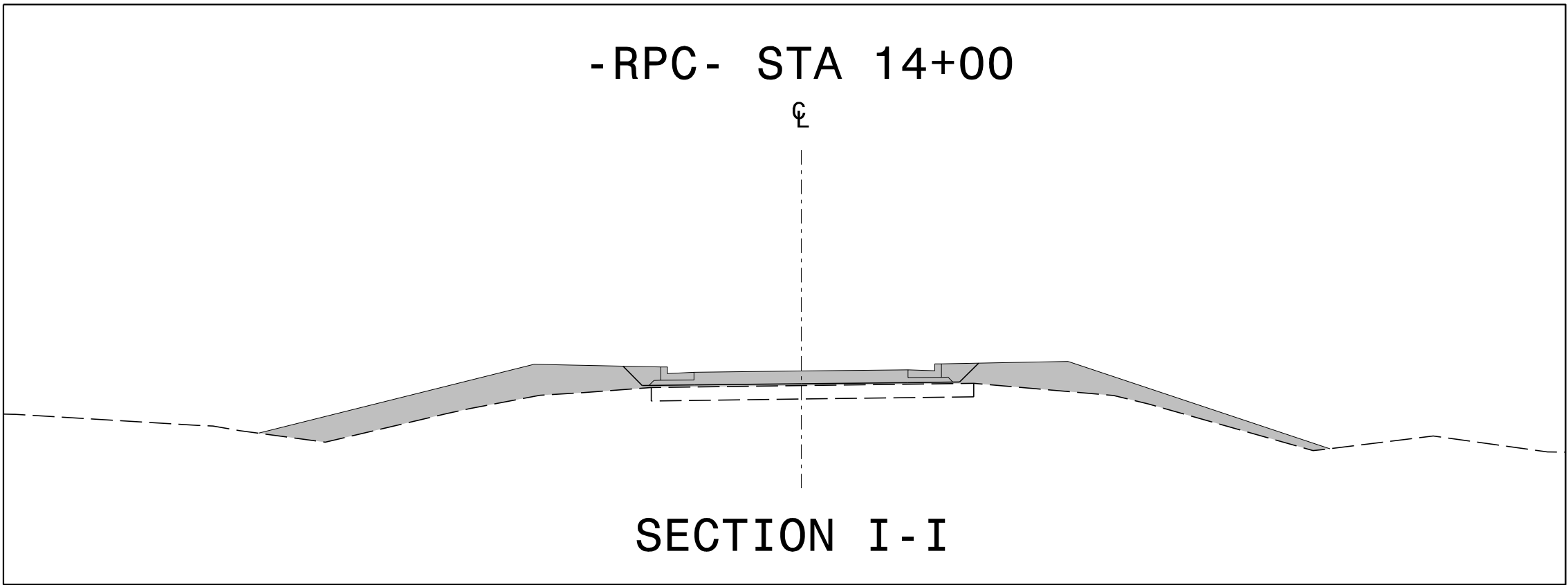
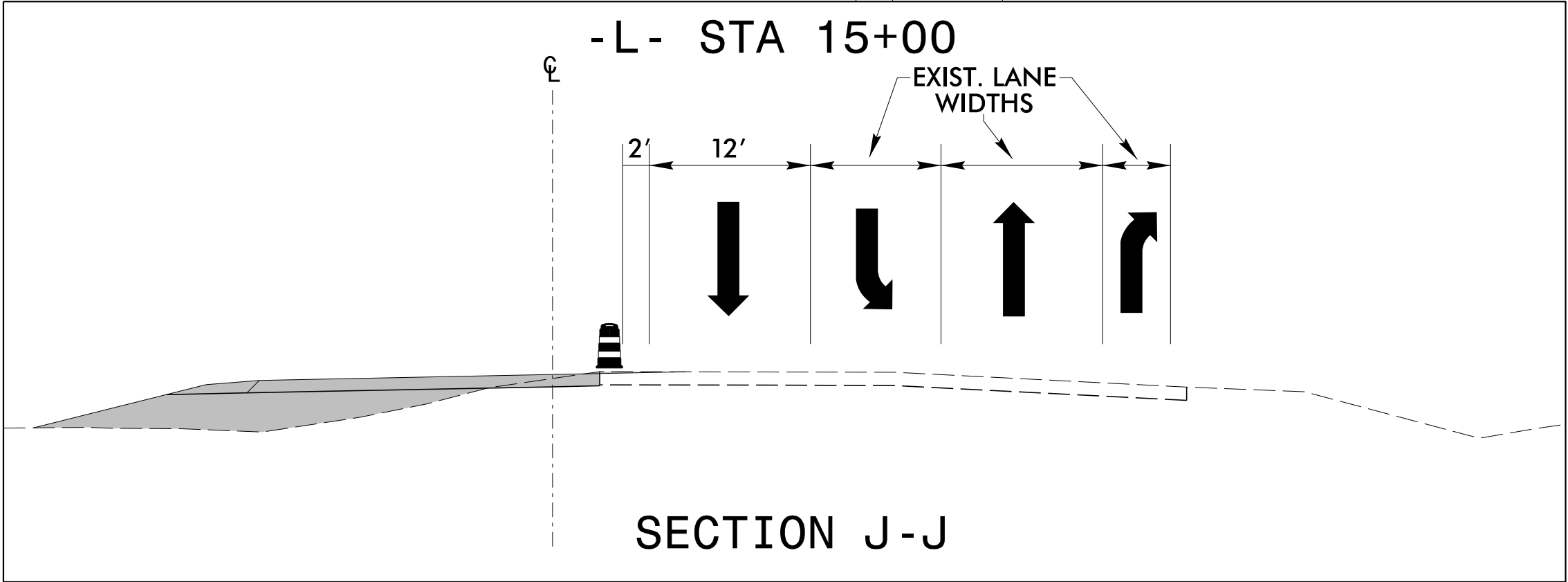
PHASE IV DESIGN

PROJ. REFERENCE NO.	SHEET NO.
B-5777	TMP-11

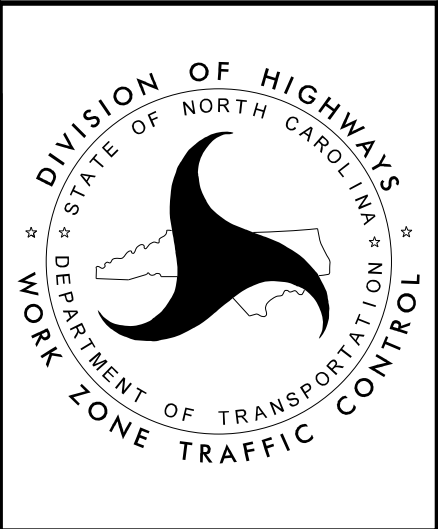


NOTE: SEE -RPC- DETOUR ROUTE (SHEET TMP-2B)

-L- STA. 10+00± BEGIN CONSTRUCTION
-DRW1- STA. 10+95±
-L- STA. 13+66±
-L- STA. 14+04±



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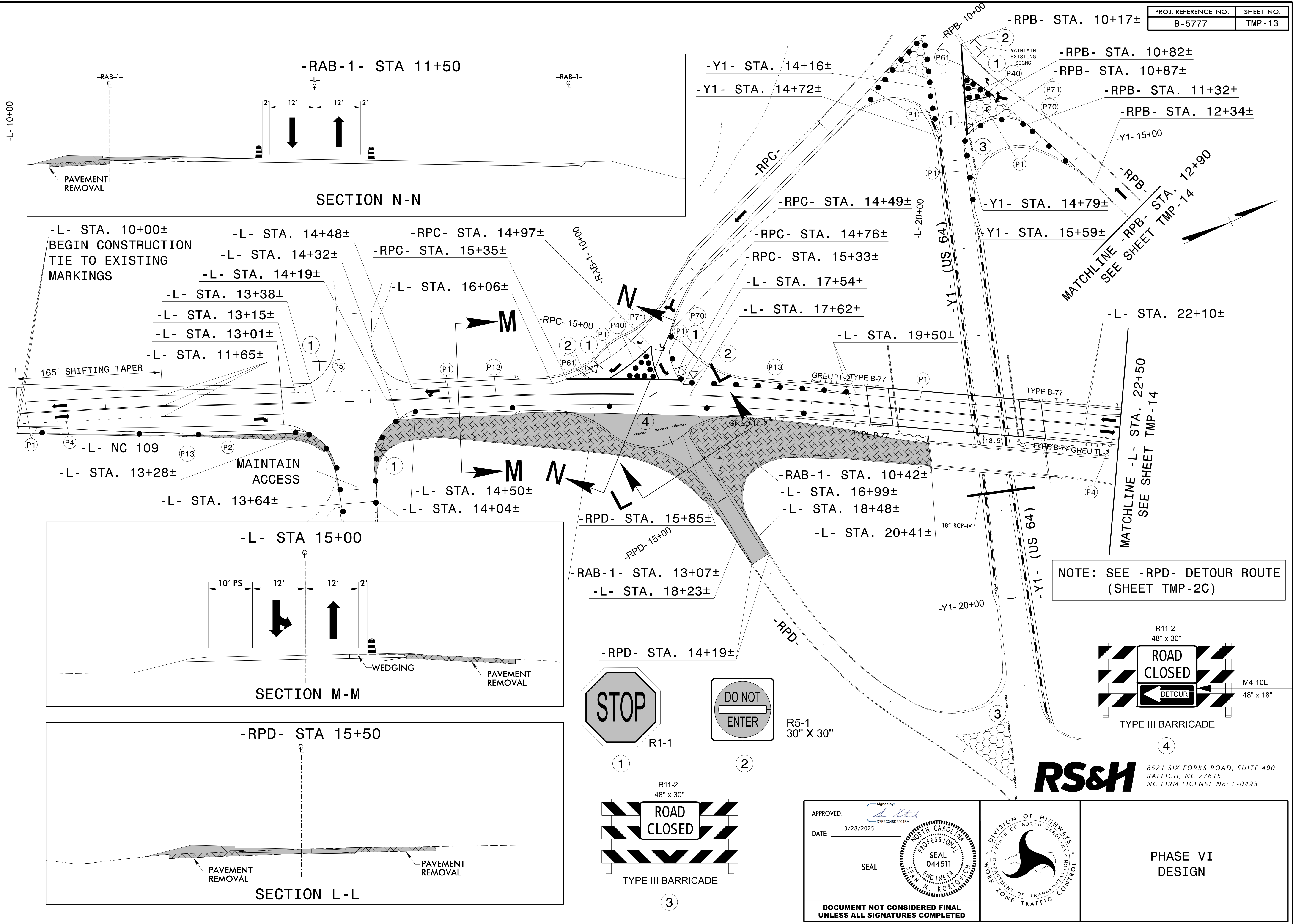


PHASE V DESIGN

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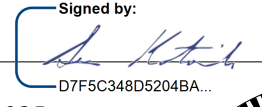


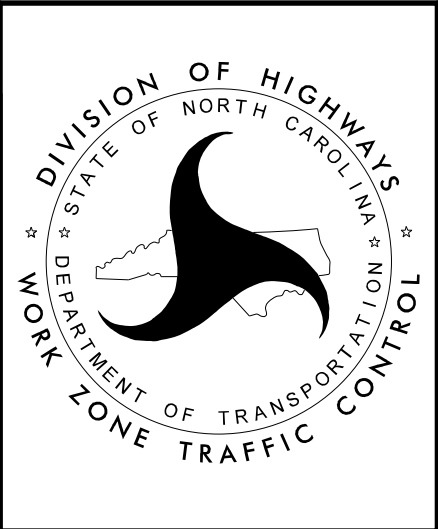
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User:AvgerinN



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B-5777	TMP-13

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SEAL
044511
ENGINEER
S. M. KOTTOUJ

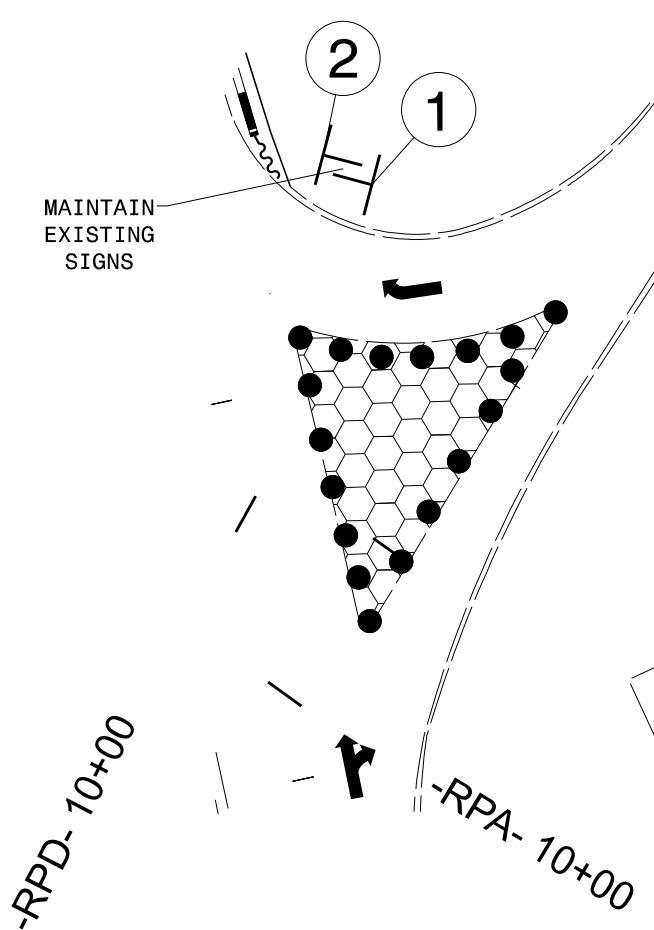
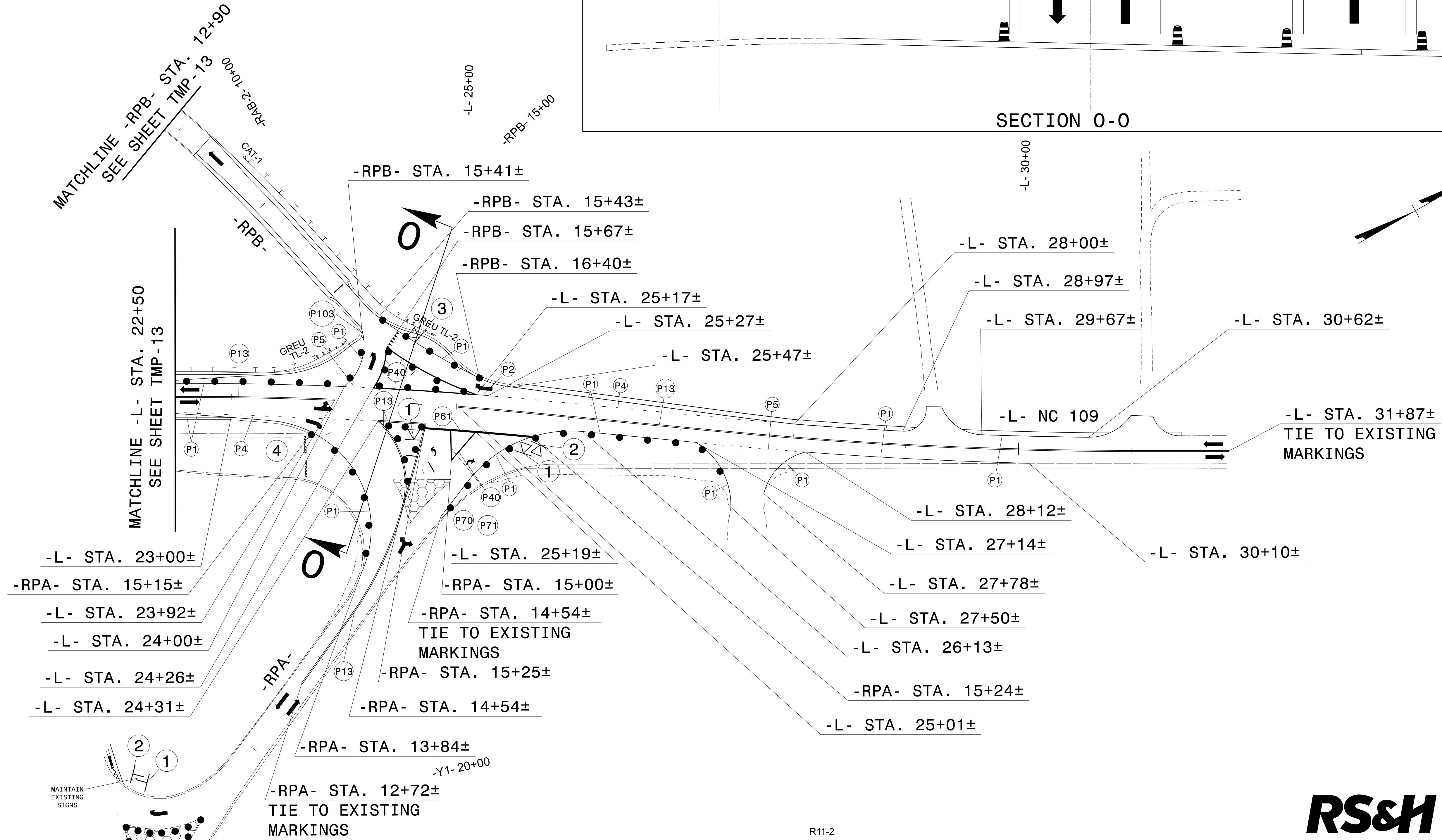
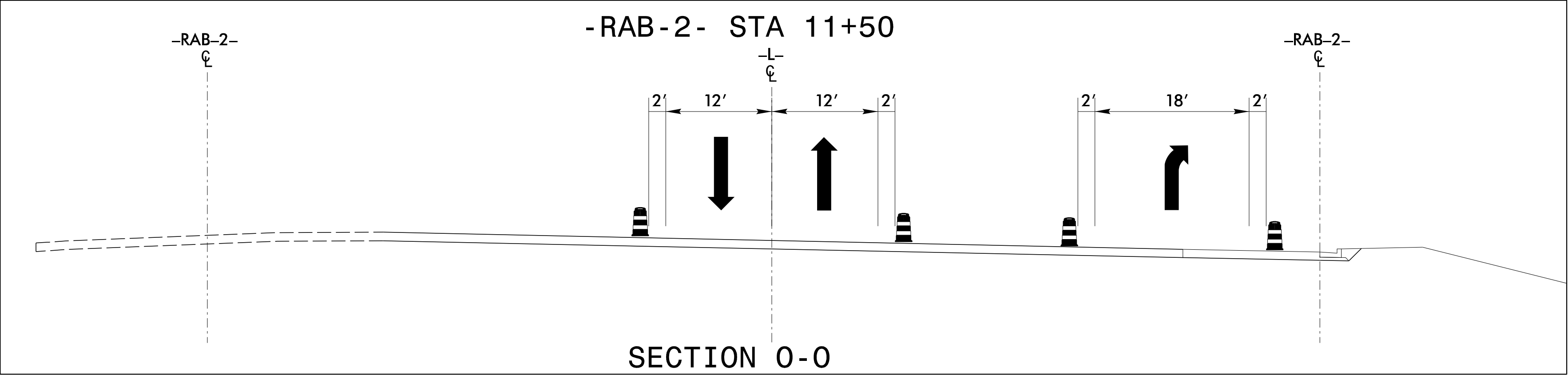


PHASE VI
DESIGN

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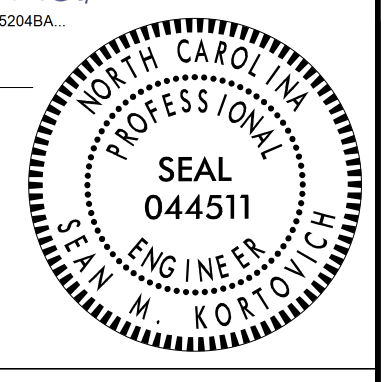
PROJ. REFERENCE NO.	SHEET NO.
B-5777	TMP-14

NOTE: SEE -RPD- DETOUR ROUTE (SHEET TMP-2C)



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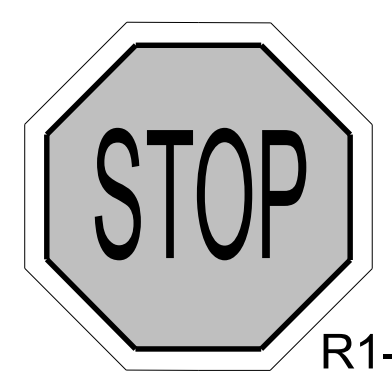
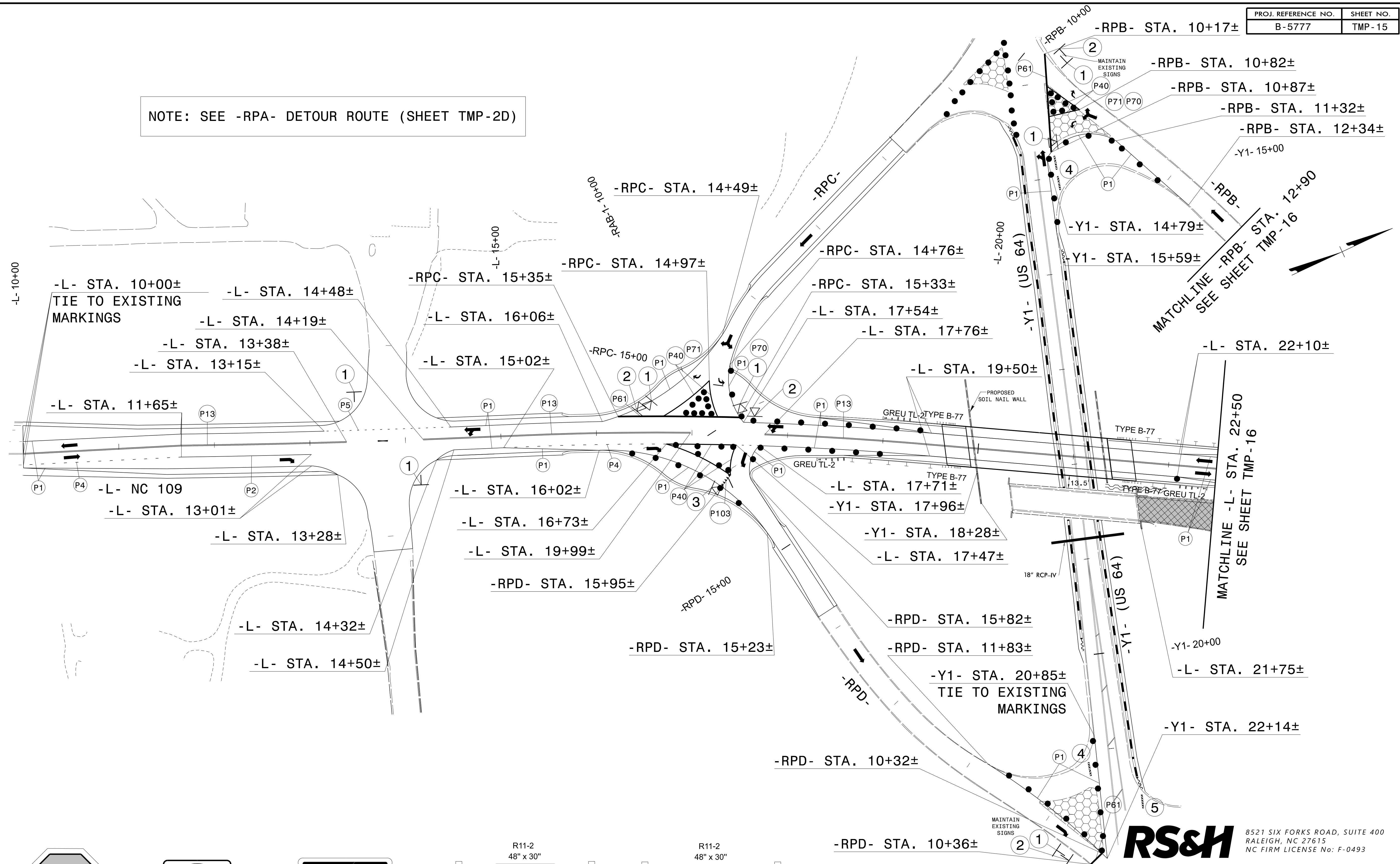
PHASE VI
DESIGN

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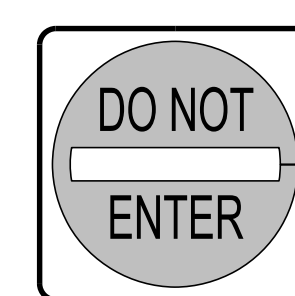
3/14/2025
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User:Avgerin

PROJ. REFERENCE NO.	SHEET NO.
B-5777	TMP-15

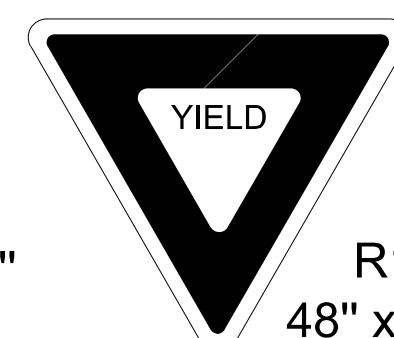
NOTE: SEE -RPA- DETOUR ROUTE (SHEET TMP-2D)



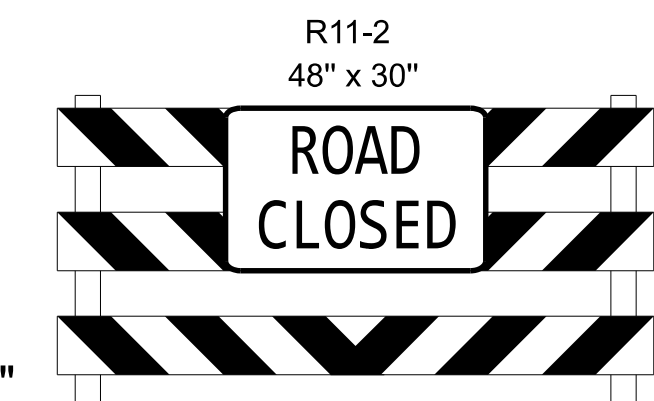
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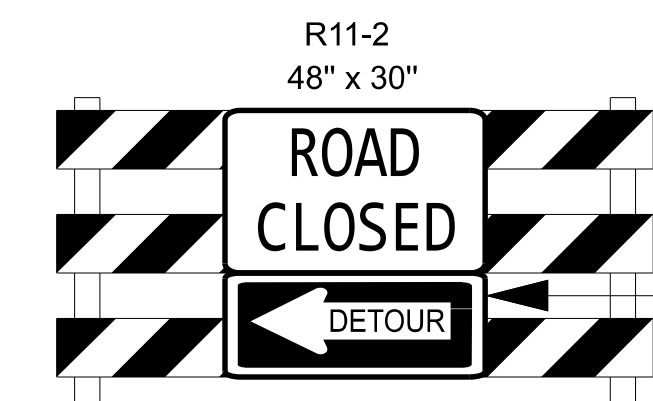
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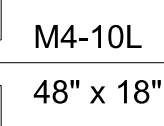
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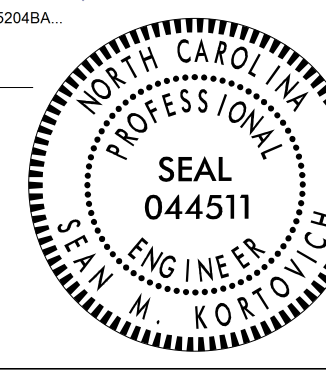


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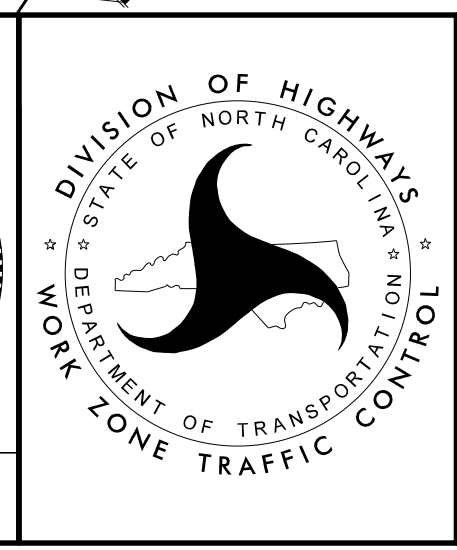


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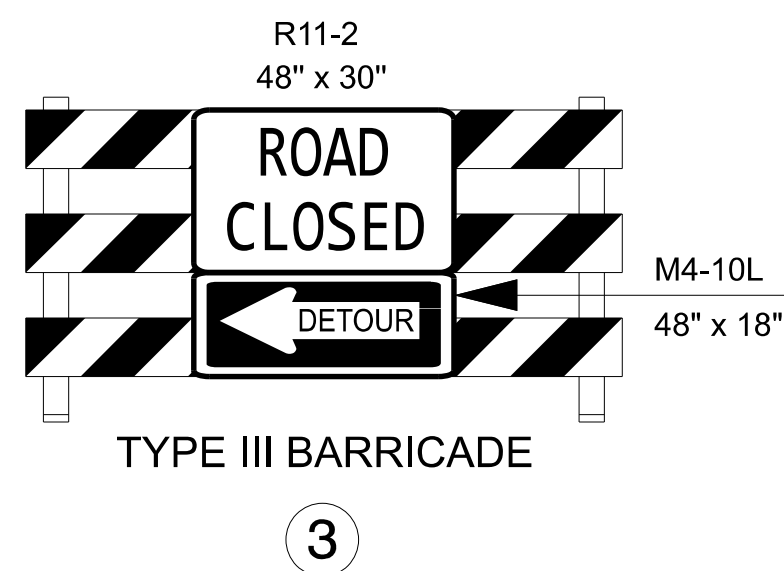
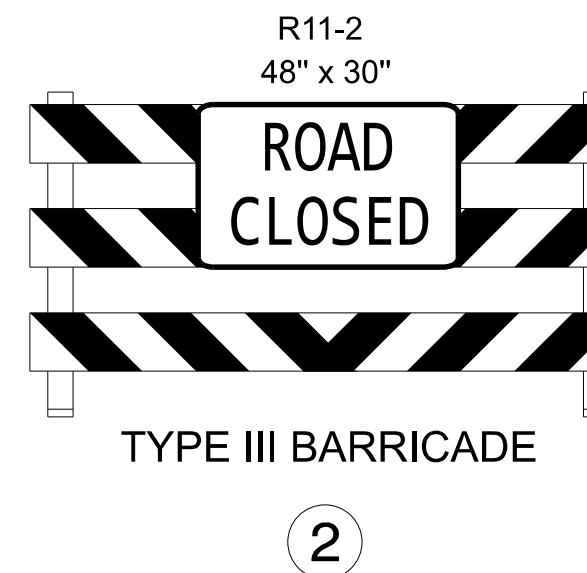
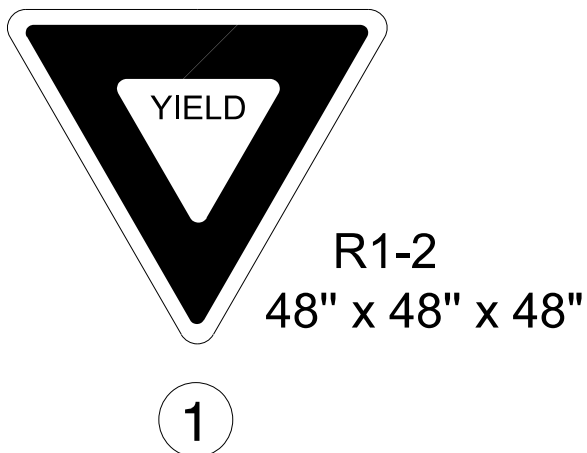
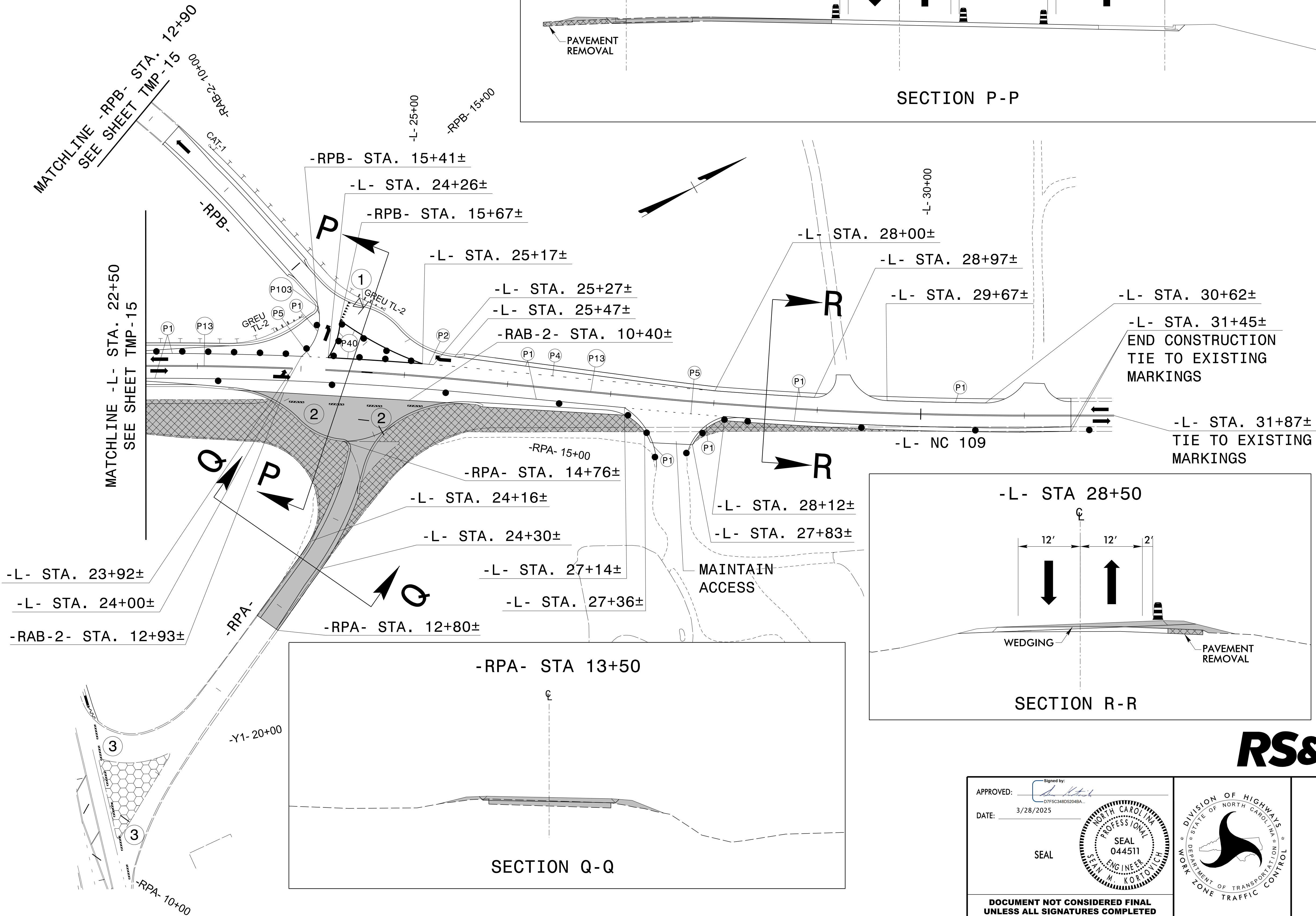


PHASE VII
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User:Avgerin

SECTION P-P

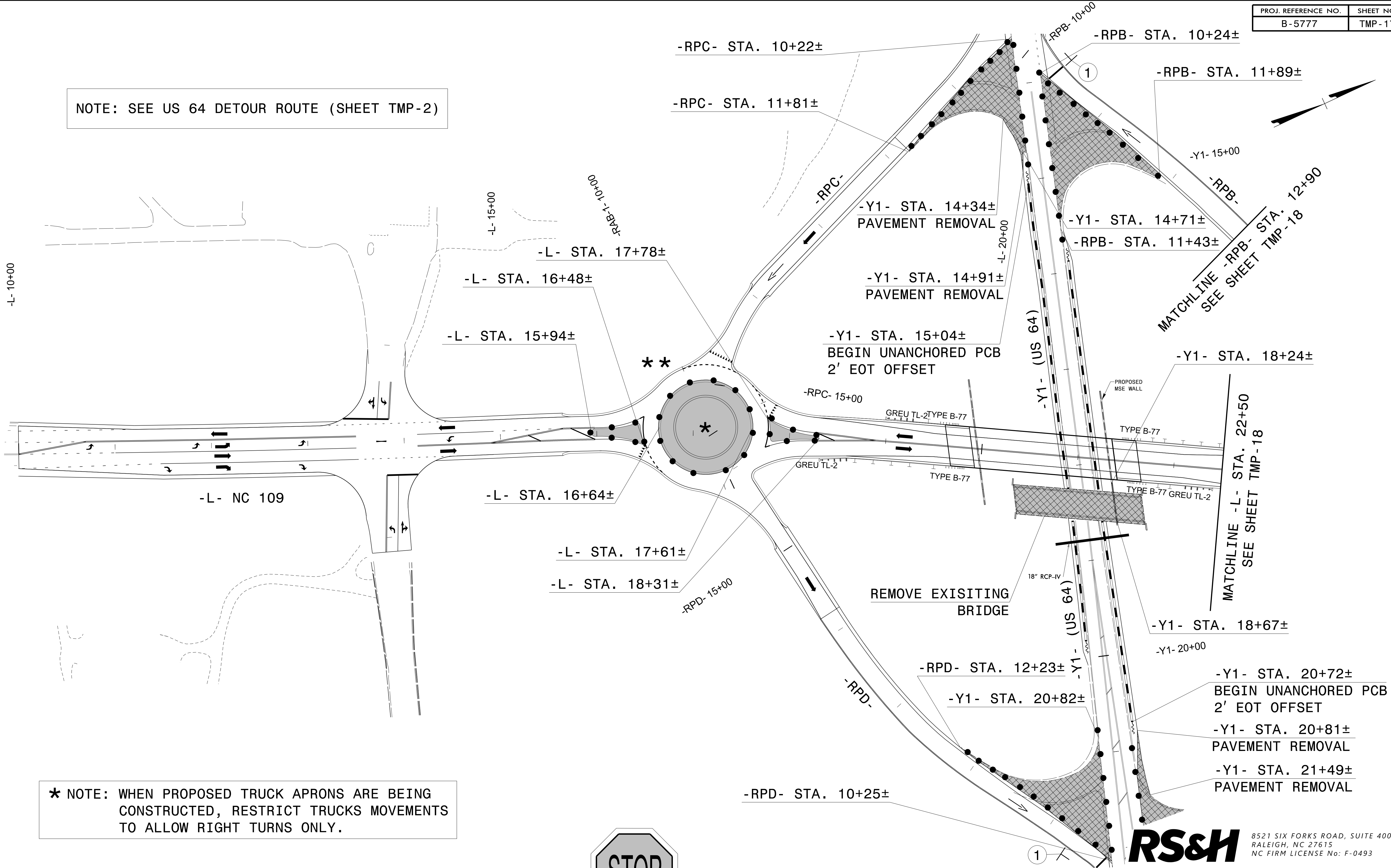


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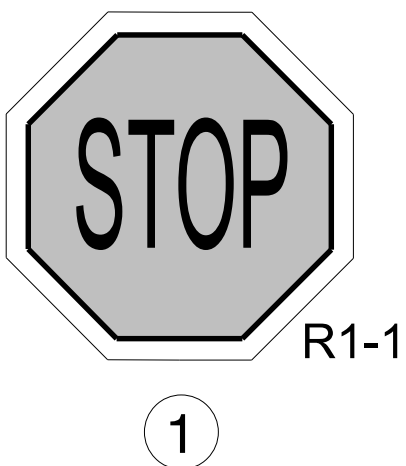
PROJ. REFERENCE NO.	SHEET NO.
B-5777	TMP-17

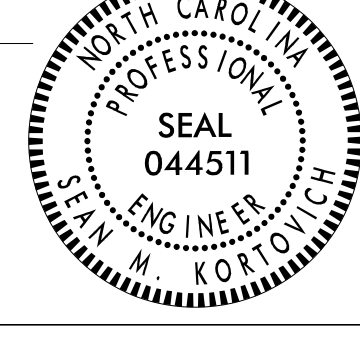
NOTE: SEE US 64 DETOUR ROUTE (SHEET TMP-2)

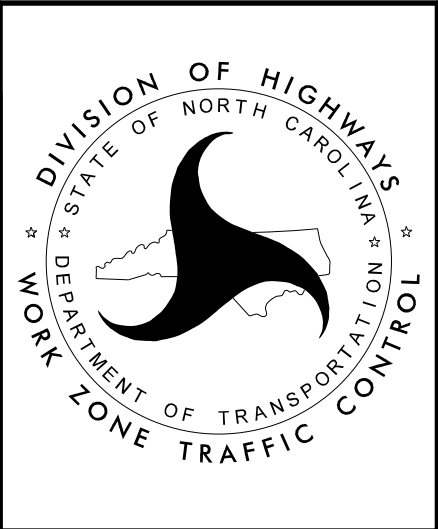


* NOTE: WHEN PROPOSED TRUCK APRONS ARE BEING CONSTRUCTED, RESTRICT TRUCKS MOVEMENTS TO ALLOW RIGHT TURNS ONLY.

** NOTE: INSTALL ALL ROUNDABOUT SIGNING ON TEMPORARY POSTS FOR FULL TRAFFIC CONTROL



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PHASE VIII
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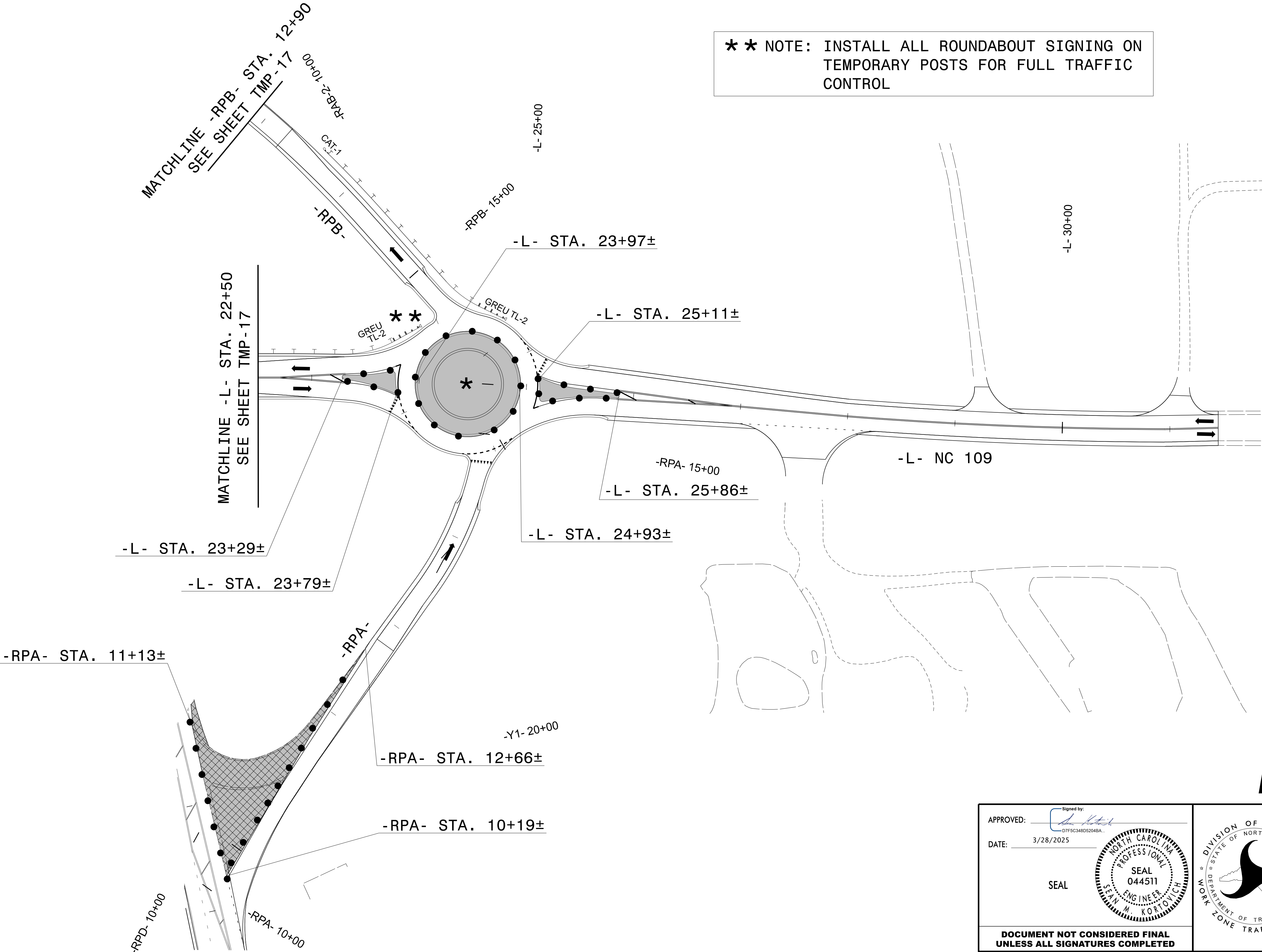
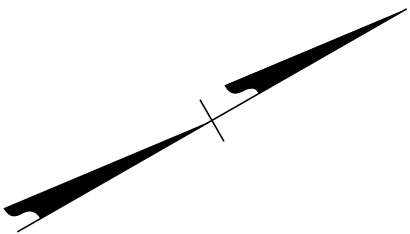
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PROJ. REFERENCE NO.	SHEET NO.
B-5777	TMP-18

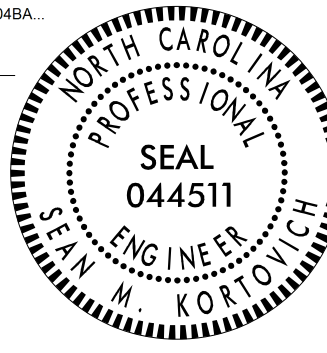
NOTE: SEE US 64 DETOUR ROUTE (SHEET TMP-2)

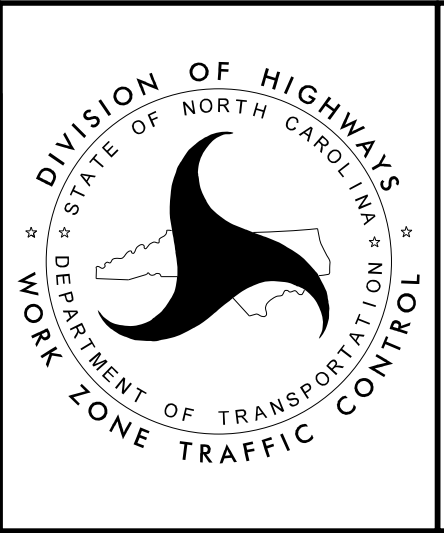
★ NOTE: WHEN PROPOSED TRUCK APRONS ARE BEING CONSTRUCTED, RESTRICT TRUCKS MOVEMENTS TO ALLOW RIGHT TURNS ONLY.

★ ★ NOTE: INSTALL ALL ROUNDABOUT SIGNING ON TEMPORARY POSTS FOR FULL TRAFFIC CONTROL



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PHASE VIII
DESIGN

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