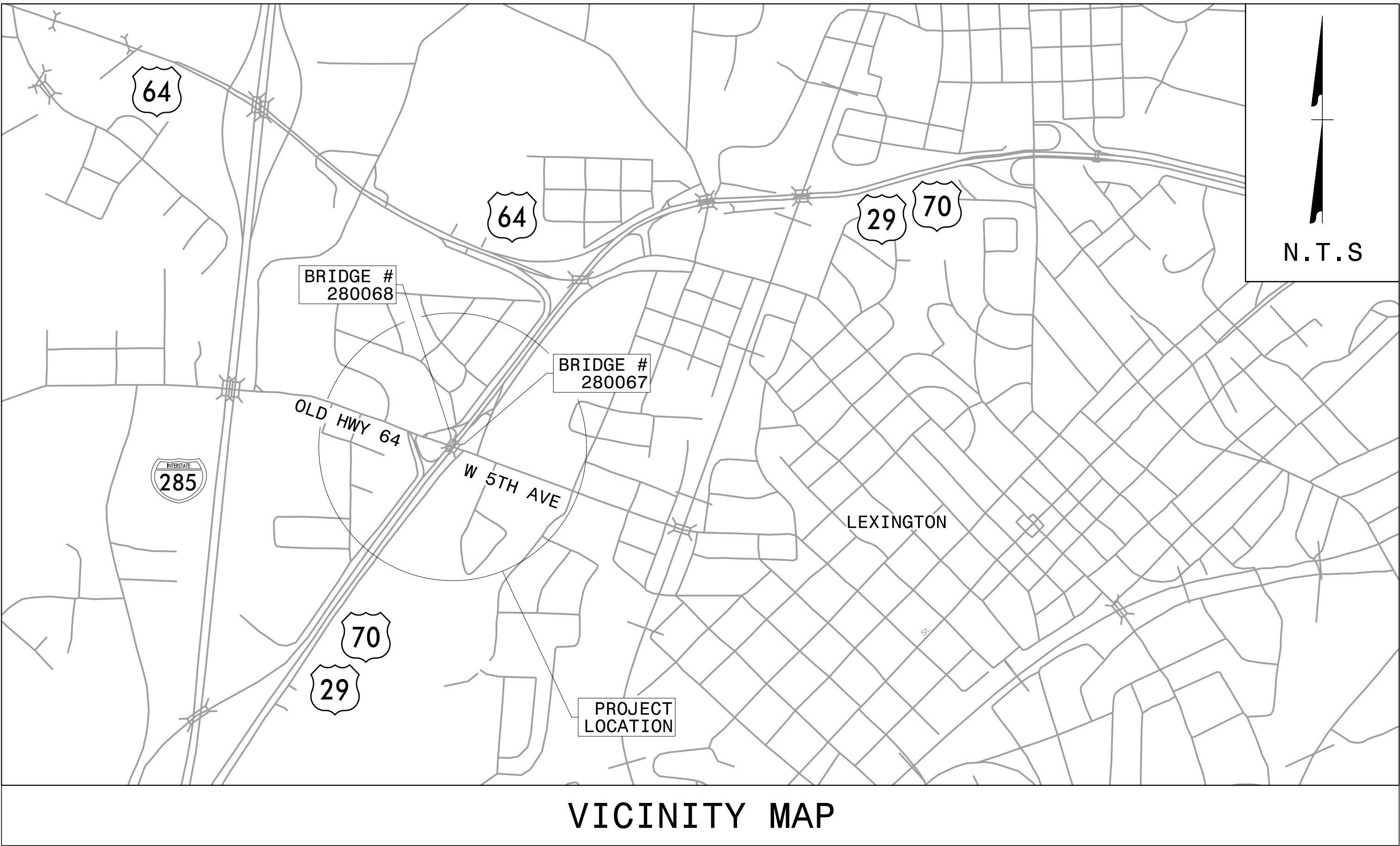
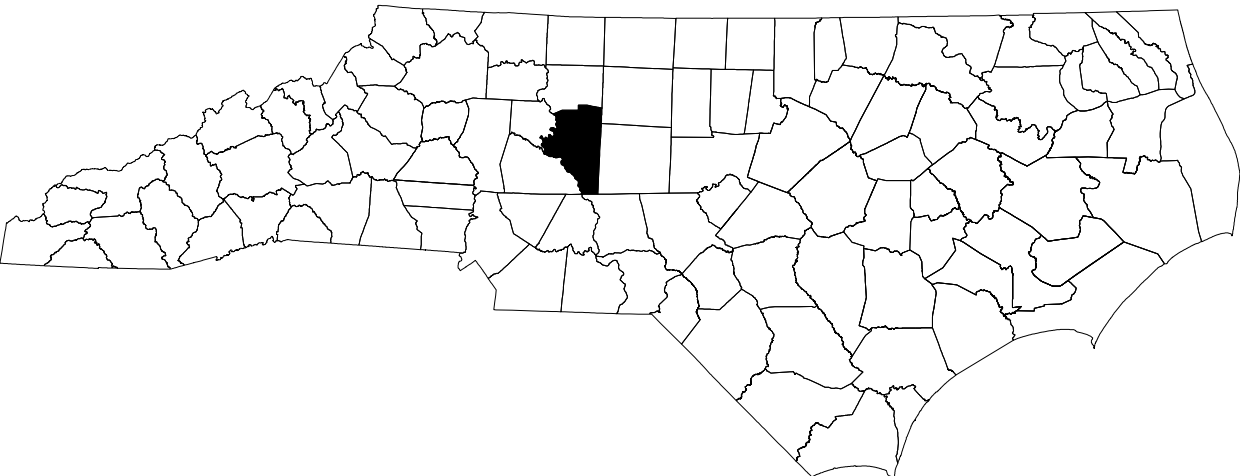


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN
DAVIDSON COUNTY

LOCATION: *BRIDGE 280067 AND 280068 ON US 29/US 70. OVER SR 1192*
TYPE OF WORK: *GRADING, DRAINAGE, PAVING, SIGNALS, AND STRUCTURES*



VICINITY MAP

INDEX OF SHEETS

SHEET NO.	TITLE
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TMP-1B THRU TMP-1C	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES, AND LOCAL NOTES)
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TMP-12	-Y3- NATIONAL BLVD OFFSITE DETOUR (SHEET 1 OF 2)
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TMP-15 THRU TMP-21	TEMPORARY TRAFFIC CONTROL PHASE 1
TMP-22	PHASE 1 CUT SECTIONS
TMP-23 THRU TMP-26	TEMPORARY TRAFFIC CONTROL PHASE 2
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TMP-39 THRU TMP-43	TEMPORARY TRAFFIC CONTROL PHASE 4
TMP-44	PHASE 4 CUT SECTIONS

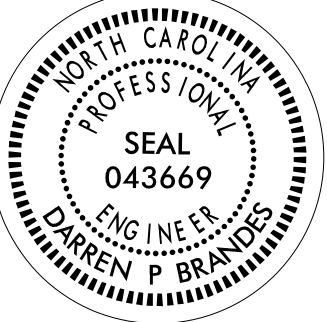
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DATE: 4/2/2025

SEAL

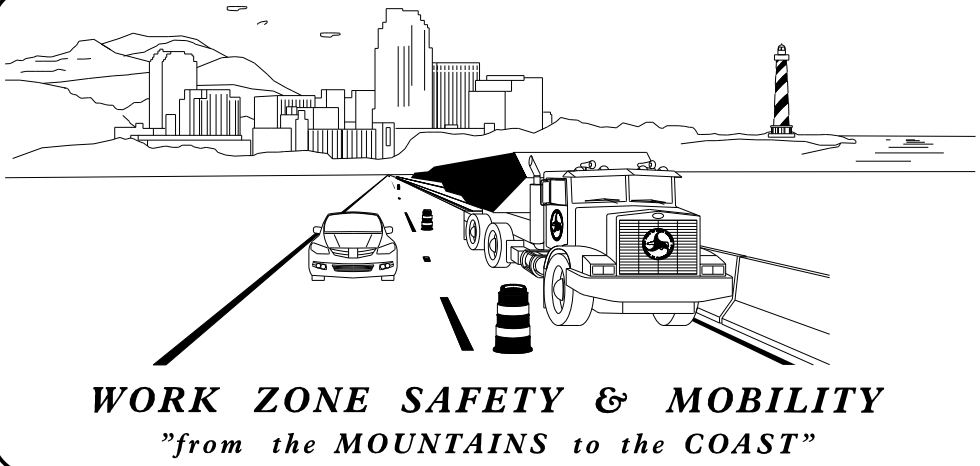


SHEET NO.

TMP-1

BR-0015

TIP PROJECT:



PLANS PREPARED BY:

DARREN P. BRANDES, P.E.
WZTC ENGINEER

JASON M. DEBONE
DESIGN ENGINEER

NCDOT CONTACTS:

GEORGE M. BOULES, P.E.
PROJECT MANAGER



ROADWAY STANDARD DRAWINGS






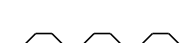
THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2024 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

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
1101.06	WARNING SIGNS FOR BLASTING ZONES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
1130.01	DRUMS
1135.01	CONES
1145.01	BARRICADES - TYPE III
1150.01	FLAGGERS
1160.01	TEMPORARY CRASH CUSHION - REFLECTIVE END TREATMENT
1165.01	TRUCK MOUNTED ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY DRUMS
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS
1205.03	PAVEMENT MARKINGS - EXIT AND ENTRANCE RAMP
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - LANE DROPS
1205.07	PAVEMENT MARKINGS - PEDESTRIAN CROSSWALKS
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
1205.13	PAVEMENT MARKINGS - LANE REDUCTIONS
1205.14	PAVEMENT MARKINGS - ROUNDABOUTS
1205.15	PAVEMENT MARKINGS - REDUCED CONFLICT INTERSECTIONS
1205.16	BICYCLE FACILITIES
1205.17	PAVEMENT MARKINGS - SIDE-BY-SIDE/ADJACAENT ON/OFF RAMPS PVMT. MARKING LANE TREATMENT
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
1264.01	OBJECT MARKERS - TYPES
1264.02	OBJECT MARKERS - INSTALLATION
1266.01	RAISED PAVEMENT MARKERS - TUBULAR MARKERS
1267.01	FLEXIBLE DELINEATORS - INSTALLATION
1267.02	FLEXIBLE DELINEATORS - SPACING TABLES
1267.03	FLEXIBLE DELINEATORS - INTERCHANGE PLACEMENT

** SEE PROJECT SPECIAL PROVISIONS FOR HIGH VISIBILITY DEVICES AND PERFORMANCE PAVEMENT MARKINGS

LEGEND

GENERAL

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

 WORK AREA

 REMOVAL

 TEMPORARY WEDGING

 TEMPORARY PAVEMENT







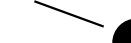

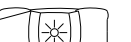


SIGNALS

-  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

TEMPORARY SIGNING

-  PORTABLE SIGN
-  STATIONARY SIGN
-  STATIONARY OR PORTABLE SIGN

PAVEMENT MARKERS

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

PAVEMENT MARKING SYMBOLS

-   
- PAVEMENT MARKING SYMBOLS

ABBREVIATIONS

- SB - SOUTHBOUND
- NB - NORTHBOUND
- WB - WESTBOUND
- EB - EASTBOUND

TEMP. PAVEMENT MARKING SCHEDULE

SYMBOL	DESCRIPTION
PAINT	
P1	WHITE EDGE LINE (4")
P10	YELLOW EDGE LINE (4")
P13	YELLOW DOUBLE CENTER (4")
P42	YELLOW DIAGONAL (8")
P61	WHITE STOP BAR (24")
P70	LEFT TURN ARROW
P71	RIGHT TURN ARROW
P79	MERGE ARROW
P80	WRONG WAY RAMP ARROW
P100	ALPHANUMERIC CHARACTER
P102	12" YIELD LINE TRIANGLE

TEMPORARY PERFORMANCE PAVEMENT MARKINGS	
USE APPROVED PERFORMANCE PAVEMENT MARKING MATERIAL ONLY	
F20	WHITE EDGE LINE (6")
F22	10 FT. WHITE SKIP (6")
F23	3 FT.-9 FT/SP WHITE MINISKIP (6")
F30	YELLOW EDGE LINE (6")
F33	YELLOW DOUBLE CENTER (6")
F50	WHITE GORELINE (12")
F51	WHITE DIAGONAL (12")
F52	YELLOW DIAGONAL (12")

TEMPORARY RAISED PAVEMENT MARKERS	
MA	YELLOW & YELLOW
MB	CRYSTAL & RED

APPROVED:

Signature of Darren P. Brandes

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DATE: 4/2/2025



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ROADWAY STANDARD
DRAWINGS & LEGEND

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) UNLESS OTHERWISE SPECIFIED IN THE TRAFFIC MANAGEMENT PLAN, DO NOT CLOSE OR NARROW TRAVEL LANES AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
ALL ROADS	MONDAY THRU FRIDAY 7AM TO 9AM, 4PM TO 7PM

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

ROAD NAME
ALL ROADS

HOLIDAY

1.

FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
2.

FOR NEW YEAR’S, BETWEEN THE HOURS OF 7:00 A.M. DECEMBER 31st TO 7:00 P.M. JANUARY 2ND. IF NEW YEAR’S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 7:00 P.M. THE FOLLOWING TUESDAY.
3.

FOR EASTER, BETWEEN THE HOURS OF 7:00 A.M. THURSDAY AND 7:00 P.M. MONDAY.
4.

FOR MEMORIAL DAY, BETWEEN THE HOURS OF 7:00 A.M. FRIDAY TO 7:00 P.M. TUESDAY.
5.

FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 7:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 7:00 P.M. THE DAY AFTER INDEPENDENCE DAY.
- IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 7:00 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 7:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.

6.

FOR LABOR DAY, BETWEEN THE HOURS OF 7:00 A.M. FRIDAY AND 7:00 P.M. TUESDAY.

7.

FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 7:00 A.M. TUESDAY TO 7:00 P.M. MONDAY.

8.

FOR CHRISTMAS, BETWEEN THE HOURS OF 7:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 7:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

9.

FOR THE LEXINGTON BARBECUE FESTIVAL, BETWEEN THE HOURS OF 7:00 A.M. THE FRIDAY BEFORE THE WEEK OF THE BARBECUE FESTIVAL AND 7:00 P.M. THE FOLLOWING MONDAY AFTER THE WEEK OF THE BARBECUE FESTIVAL.

C) ROAD AND RAMP CLOSURES SHALL OCCUR AS DIRECTED BY THE ENGINEER AND SHALL OCCUR ONLY BETWEEN THE HOURS OF 10:00 PM AND 6:00 AM, MONDAY THROUGH SUNDAY. CLOSURES ARE ALLOWED ONLY FOR THOSE FACILTIES THAT AN OFFSITE DETOUR IS PROVIDED FOR IN THE TMP. NOTIFY THE ENGINEER IN WRITING AT LEAST 30 DAYS IN ADVANCE OF ANY PLANNED CLOSURE. DO NOT CLOSE ROAD OR RAMPS ON DAYS LISTED FOR HOLIDAYS INDICATED IN GENERAL NOTE B. THE ENGINEER MAY RESTRICT CLOSURES FROM OCCURRING DURING OTHER TIMES AT NO ADDITIONAL COST TO THE DEPARTMENT.

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 WITHIN 15 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR A LANE CLOSURE IS INSTALLED.

G) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 5 FT OF AN OPEN TRAVEL LANE ON AN UNDIVIDED FACILITY, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 10 FT OF AN OPEN TRAVEL LANE ON A DIVIDED FACILITY, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

H) 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.

I) 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.

J) DO NOT INSTALL MORE THAN 2 MILES OF LANE CLOSURE ON US 29/US 70 MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.

K) PROVIDE A MINIMUM OF 1 MILE BETWEEN LANE CLOSURES, MEASURED FROM THE END OF ONE CLOSURE TO THE FIRST SIGN OF THE NEXT LANE CLOSURE.

L) USE SEQUENTIAL FLASHING WARNING LIGHTS ON DRUMS USED FOR THE MERGING TAPERS OF NIGHTTIME LANE CLOSURES IN ACCORDANCE WITH SECTION 1140 IN THE STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES.

M) NOTIFY THE NCDOT STATEWIDE TRANSPORTATION OPERATIONS CENTER (STOC) AT 877-627-7862 APPROXIMATELY 30 MINUTES PRIOR TO INSTALLING AND WITHIN 15 MINUTES AFTER REMOVING LANE CLOSURES ON INTERSTATES, FREEWAYS, CONTROLLED ACCESS FACILTIES, AND US ROUTES.

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

PAVEMENT EDGE DROP OFF REQUIREMENTS

O) 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.

P) 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

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

SIGNING

R) 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.

S) 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.

T) 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.

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

V) 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

W) 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.

PROJ. REFERENCE NO.	SHEET NO.
BR-0015	TMP-1B



APPROVED:

Signed by:

Darren P. Brandes

01EBE30CF3BF4B2

DATE: 4/17/2025

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SEAL

043669

ENGINEER

DARREN P. BRANDES

PROFESSIONAL

NC

01EBE30CF3BF4B2

STATE OF NORTH CAROLINA

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

STATE OF NORTH CAROLINA

DEPARTMENT OF TRANSPORTATION

WORK ZONE TRAFFIC CONTROL

GENERAL NOTES
(SHEET 1 OF 2)

GENERAL NOTES (CONT.)

- X) 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

- Y) 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.

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

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

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
US 29/US 70 (-L-)	PERFORMANCE	RAISED
US 29/US 70 RAMPS AND LOOPS (-RPB- & -RPD-)	PERFORMANCE	RAISED
OLD HWY 64 (-Y1-)	PERFORMANCE	RAISED
W 5TH AVE (SR 1192)	PAINT	RAISED
MURPHY DR (-Y2- SR1239)	PAINT	RAISED
NATIONAL BLVD (-Y3- SR1277)	PAINT	NONE
CENTRAL AVE	PAINT	NONE
PINECROFT BLVD (SR 1276)	PAINT	NONE

- CC) 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.

- DD) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

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

MISCELLANEOUS

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

- GG) 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) 1000 FT AND 500 FT RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

MANAGEMENT STRATEGIES

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

RECOMMENDED STRATEGIES:

TRAFFIC MANAGEMENT STRATEGIES:

- LANE SHIFTS OR CLOSURES
- SHOULDER CLOSURES
- ONE-LANE, TWO WAY OPERATION (FLAGGING)
- ONE-LANE, TWO WAY OPERATION (SIGNALIZED)
- TWO-WAY TRAFFIC ON ONE SIDE OF DIVIDED FACILITY (CROSSOVER)
- RAMP CLOSURES / RELOCATION
- NIGHT WORK
- WEEKEND WORK
- WORK HOUR RESTRICTIONS FOR PEAK TRAVEL
- OFF-SITE DETOURS / USE OF ALTERNATIVE ROUTES
- ON-SITE DETOURS
- DIGITAL SPEED LIMIT SIGNS / VARIABLE SPEED LIMITS
- SEQUENTIAL LIGHTING
- PRESENCE LIGHTING
- WORK ZONE PERFORMANCE PAVEMENT MARKINGS
- COORDINATION WITH ADJACENT CONSTRUCTION SITE(S)

TRAFFIC / INCIDENT MANAGEMENT & SPEED ENFORCEMENT STRATEGIES:

- COORDINATION WITH STATE TRAFFIC OPERATIONS CENTER (STOC)
- COORDINATION WITH MEDIA
- LOCAL DETOUR ROUTES
- DEDICATED (PAID) LAW ENFORCEMENT
- INCREASED PENALTIES FOR WORK ZONE VIOLATIONS

CONTRACTING & INNOVATIVE CONTRUCTION STRATEGIES:

- INTERMEDIATE CONTRACT TIMES / LIQUIDATED DAMAGES

LOCAL NOTES

1. THE EXISTING POSTED SPEED OF US29/US70 IS 55 MPH. FOR PHASES 1, 2, 3, 3A, 4, REDUCE THE SPEED TO 45 MPH WITH \$250 FINE. REMOVE CONFLICTING 55 MPH SPEED LIMIT SIGNS AND REPLACE WITH TEMPORARY 45 MPH SPEED LIMIT SIGNS. FOR PHASE 5, MAINTAIN THE EXISTING POSTED SPEED OF 55 MPH. MAINTAIN THE EXISTING POSTED SPEED OF ALL OTHER ROADWAYS.

<div>APPROVED: <div>Signed by: <div><div>Darren P. Brandes</div><div>01EBE30CF3BF4B2</div></div></div></div> <div>DATE: 4/17/2025</div> <div>SEAL</div> <div>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</div>	<div><div><div>DIVISION OF HIGHWAYS</div><div>STATE OF NORTH CAROLINA</div><div>DEPARTMENT OF TRANSPORTATION</div><div>WORK ZONE TRAFFIC CONTROL</div></div><div><div>SEAL</div><div>043669</div><div>ENGINEER</div><div>DARRIN P. BRANDES</div></div></div>	<div>GENERAL NOTES (SHEET 2 OF 2)</div>
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PROJ. REFERENCE NO.	SHEET NO.
BR-0015	TMP - 1D

KCA

KISINGER CAMPO
& ASSOCIATES

301 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
(919) 882-7839
NC FIRM LICENSE: C-1506

PHASING NOTES

PHASE 1

1. INSTALL WORK ZONE ADVANCE WARNING SIGNS USING 1101.01, SHEETS 2 AND 3 OF 3 ON -Y1- (OLD HWY 64), -Y2- (MURPHY DRIVE), -Y3- (NATIONAL BLVD/SR 1277), CENTRAL AVENUE, SR 1276 (PINECROFT BLVD), FOREST ROSE DRIVE, SMOKEHOUSE LANE, EB US 64 TO SB -L- RAMP.
2. INSTALL WORK ZONE ADVANCE WARNING SIGNS ON -L- AS SHOWN IN TMP-15 AND TMP-21.
3. REDUCE NORTHBOUND AND SOUTHBOUND -L- US 29/70 TRAFFIC TO A SINGLE TRAVEL LANE IN EACH DIRECTION PER RSD 1101.02 AND PER THE PHASE 1 TMP. MAINTAIN EACH DIRECTION OF TRAFFIC IN THE OUTSIDE TRAVEL LANE. MAINTAIN ALL OTHER TRAFFIC MOVEMENTS IN EXISTING LANES.
4. INSTALL CHANNELIZING DEVICES AS SHOWN IN THE PHASE 1 TMP.
5. CONSTRUCT TEMPORARY WEDGING ON THE EXISTING ROADWAY WITHIN THE LIMITS SHOWN IN PHASE I TMP.
6. CONVERT EXISTING DRAINAGE STRUCTURES IN THE EXISTING -L- MEDIAN TO TEMPORARY STRUCTURES AS DESCRIBED IN THE PHASE 1 TMP AND AS SHOWN IN THE CONVERSION DETAILS.
7. REMOVE EXISTING GUARDRAIL AND CONSTRUCT TEMPORARY PAVEMENT IN EXISTING -L- (US 29/70) MEDIAN WITHIN THE STATION LIMITS SHOWN IN THE PHASE 1 TMP.
8. INSTALL TEMPORARY CRASH CUSHION IN MEDIAN AT -L- STA 49+15 AND ATTACH TO END OF EXISTING MEDIAN WALL.
9. INSTALL TEMPORARY PAVEMENT REQUIRED FOR THE PLACEMENT OF THE PCB IN THE EXISTING -L- MEDIAN SHOWN IN THE PHASE 1 TMP.
10. INSTALL THE PCB AND CRASH CUSHIONS IN THE EXISTING -L- MEDIAN SHOWN IN THE PHASE 1 TMP.
11. INSTALL TUBULAR MARKERS AND TEMPORARY PAVEMENT MARKINGS ON SOUTHBOUND -L- FOR PHASE 2 CONFIGURATION AS SHOWN IN THE PHASE 2 TCB.

PHASE 2:

1. INSTALL ADVANCE WARNING SIGNS AND REGULATORY SIGNS ON -L- AS SHOWN ON SHEETS TMP-15 AND TMP-21. CONTINUE TO MAINTAIN WORK ZONE ADVANCE WORNING SIGNS ON ALL OTHER STREETS. INSTALL ALL REMAINING SIGNING SHOWN ON THE PHASE 2 TMP.
2. INSTALL REMAINDER OF TEMPORARY PAVEMENT MARKINGS WITHIN PHASE 2 LIMTS.
3. CONTINUE TO MAINTAIN A SINGLE NORTHBOUND AND SOUTHBOUND -L- US 29/70 TRAVEL LANE IN EACH DIRECTION PER RSD 1101.02, SHEET 9 OF 14 AND THE PHASE 2 TMP. TRANSITION NORTHBOUND TRAFFIC TO THE EXISTING INSIDE SOUTHBOUND LANE FOR 2-LANE, 2-WAY OPERATION, SEPARATED BY FLEXIBLE DELINEATORS.
4. MAINTAIN EXISTING RAMP MOVEMENTS IN QUADRANT B.
5. RELOCATE, REMOVE OR COVER EXISTING SIGNS IN CONFLICT WITH THE PHASE 2 LANE CONFIGURATION AND PHASE 2 WORK. SHIFT SIGNS NOT IN CONFLICT WITH PHASE 2 TO PHASE 2 LANE LOCATIONS.
6. INSTALL CHANNELIZATION.
7. CLOSE THE NORTHBOUND OFF-RAMP -RPD- TO TRAFFIC. EXIT TRAFFIC WILL REQUIRE OFF-SITE DETOUR UTILIZING THE WEST CENTER STREET INTERCHANGE TO THE NORTH FOR THIS PHASE. SEE TMP-3.
8. STRUCTURE WORK ON SOUTH SIDE OF -Y1-:
 - A. REDUCE -Y1- (OLD HWY 64) LANES TO 10’ AND SHIFT TO THE NORTH, AWAY FROM THE ACTIVE STRUCTURE WORK ZONE ON THE SOUTH SIDE OF -Y1- AS SHOWN IN PHASE 2.
 - B. MAINTAIN THE EXISTING SHOULDER ON THE NORTH SIDE OF -Y1- DURING STRUCTURE WORK ON THE SOUTH SIDE OF -Y1-.
 - C. INSTALL PCB BETWEEN THE WORK ZONE AND -Y1- TRAFFIC AS SHOWN IN PHASE 2 WHILE MAINTAINING -Y1- TRAFFIC PER RSD 1101.01, SHT 1 OF 19.
 - D. DEMOLISH SUPERSTRUCTURE. WHENEVER OVERHEAD WORK TAKES PLACE ABOVE -Y1-, CLOSE - Y1- TO TRAFFIC AND DETOUR TRAFFIC PER THE -Y1- DETOURS ON SHEETS TMP-5 AND TMP-6. - Y1- (OLD US 64) NIGHTTIME DETOURS WILL UTILIZE FOREST HILL RD, WEST CENTER STREET, US 64 (MOCKVLE RD) AND SOUTH MAIN STREET FOR OVERHEAD BRIDGE WORK. SEE TMP-5 AND TMP-6.
 - E. WHEN REMOVING BEAMS AND PLACING ON TRANSPORTS, IN ADDITION TO THE CLOSURE OF - Y1-, CLOSE THE APPROPRIATE ON-RAMP OR OFF RAMP AT -Y-1- TO ALLOW THE TRANSPORT TO ARRIVE/DEPART TO/FROM -L-ON THE CLOSED RAMPS AND LOAD/UNLOAD FROM -Y1-.
 - F. INSTALL TEMPORARY SHORING NUMBERS 2 AND 4.
 - G. DEMOLISH ENDBENT 1.
 - H. CONSTRUCT PROPOSED ENDBENT 1.

9. STRUCTURE WORK ON NORTH SIDE OF -Y1-:

- A. REDUCE -Y1- (OLD HWY 64) LANES TO 10’ AND SHIFT TO THE SOUTH, AWAY FROM THE ACTIVE STRUCTURE WORK ZONE ON THE NORTH SIDE OF -Y1- AS SHOWN IN PHASE 3. (ALTHOUGH THIS WORK IS TAKING PLACE IN PHASE 2, FOR THE SOUTHBOUND STRUCTURE, REFER TO THE PHASE 3 -Y1- LANE CONFIGURATION FOR THIS WORK).
- B. MAINTAIN THE SHOULDER ON THE SOUTH SIDE OF -Y1- DURING STRUCTURE WORK ON THE NORTHSIDE OF -Y1-.
- C. DEMOLISH ENDBENT.
- D. CONSTRUCT SUPERSTRUCTURE. WHENEVER OVERHEAD WORK TAKES PLACE ABOVE -Y1-, CLOSE -Y1- TO TRAFFIC AND DETOUR TRAFFIC PER THE -Y1- DETOURS ON SHEETS TMP-5 AND TMP-6.
- E. WHEN PLACING BEAMS, IN ADDITION TO THE CLOSURE OF -Y1-, CLOSE THE APPROPRIATE ON- RAMP OR OFF RAMP AT -Y-1- TO ALLOW THE TRANSPORT TO ARRIVE/DEPART TO/FROM -L-ON THE CLOSED RAMPS AND UNLOAD FROM -Y1-.

10. CONSTRUCT -RPD-.

11. CONSTRUCT DRAINAGE STRUCTURES WITHIN THE PHASE 2 LIMITS AS SHOWN IN THE PHASE 2 TMP. WHEN CONSTRUCTING LATERAL CROSSINGS BENEATH CENTRAL AVENUE, CLOSE CENTRAL AVENUE AND DETOUR TRAFFIC PER THE DETOUR DETAIL SHOWN ON TMP-9.

12. CONSTRUCT NORTHBOUND ROADWAY WITHIN RECONSTRUCTION LIMITS. INSTALL TEMPORARY SHORING NUMBERS 1 AND 3.

13. CONSTRUCT PROPOSED WEDGING ON NORTHBOUND ROADWAY.

14. CONSTRUCT MEDIAN WITHIN PHASE 2 LIMITS UP TO AND INCLUDING BASE. DO NOT CONSTRUCT PERMANENT ASPHALT PAVEMENT WITHIN THE LIMITS OF THE MEDIAN.

PHASE 3:

1. INSTALL TEMPORARY PAVEMENT MARKINGS FOR PHASE 3.
2. INSTALL TEMPORARY SIGNING FOR PHASE 3.
3. INSTALL GUARDRAIL ACROSS AND CLOSE SR 1276 (PINECROFT BLVD).
4. MAINTAIN NORTHBOUND AND SOUTHBOUND -L- US 29/70 TRAFFIC IN A SINGLE LANE EACH DIRECTION. TRANSITION SOUTHBOUND TRAFFIC TO INSIDE NORTHBOUND LANE FOR TWO-LANE, TWO-WAY OPERATION, SEPARATED BY FLEXIBLE DELINEATORS AS SHOWN IN THE PHASE 3 TMP.
5. OPEN NORTHBOUND EXIT RAMP TO TRAFFIC.
6. MAINTAIN EXISTING SOUTHBOUND ON-RAMP.
7. MAINTAIN EXISTING SOUTHBOUND OFF-RAMP TO -Y2- (MURPHY ST) AS SHOWN IN PHASE 3.
8. CLOSE EXISTING SOUTHBOUND LOOP EXIT RAMP. SEE TMP-8.
9. INSTALL PCB AS SHOWN IN THE PHASE 3 PCB.
10. DEMOLISH THE EXISTING SOUTHBOUND BRIDGE AND CONSTRUCT THE PROPOSED SOUTHBOUND BRIDGE. FOR TRAFFIC CONTROL DURING STRUCTURE WORK OVER -Y1-: SEE PHASE 2, STEPS 8 AND 9.
11. CONSTRUCT THE PORTIONS OF RAMPS -RPB- AND -LPB- OUTSIDE OF THE LIMITS OF THE EXISTING SOUTBOUND ON-RAMP.
12. BEGIN EASTBOUND -Y1- WIDENING.
13. CONSTRUCT TEMPORARY PAVEMENT TO CONNECT EXISTING SB OFF-RAMP TO PROPOSED -RPB-.

APPROVED:

Signed by:
Darren P. Brandes
01EBE30CF3BF4B2

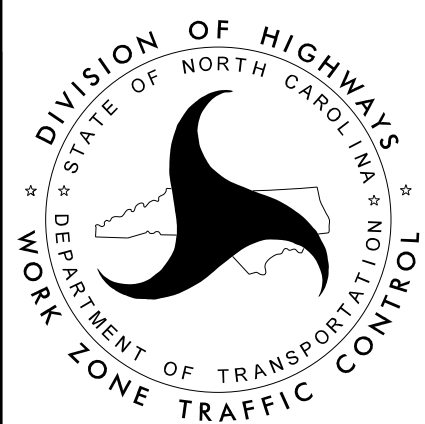
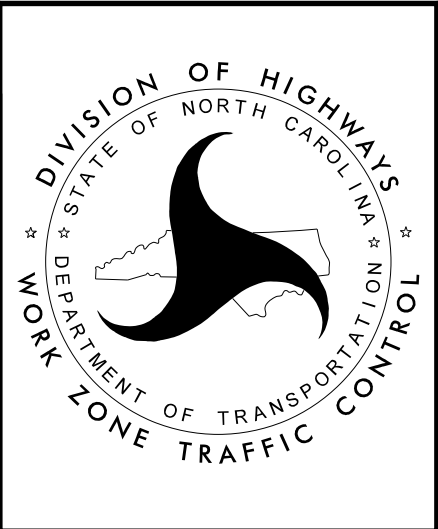
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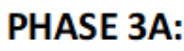
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ENGINEER
DARREN P. BRANDES

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PHASING NOTES

PROJ. REFERENCE NO.	SHEET NO.
BR-0015	TMP - 1E



1. CONTINUE TO MAINTAIN US29/70 TRAFFIC IN PHASE 3 ALIGNMENT AS SHOWN IN PHASE 3A.
2. CONTINUE TO MAINTAIN SOUTHBOUND EXIT TO -Y2- (MURPHY DR).
3. SHIFT SOUTHBOUND ON-RAMP TRAFFIC ONTO PROPOSED RAMP -RPB- AS SHOWN IN PHASE 3A.
4. CONSTRUCT REMAINDER OF -RPB- AND -LPB-.
5. COMPLETE THE SOUTHBOUND STRUCTURE AND ROADWAY CONSTRUCTION. SEE TMP-5 AND TMP-6.
6. COMPLETE WIDENING OF EASTBOUND -Y1- (OLD US 64).
7. BEGIN CONSTRUCTION OF -Y2- (MURPHY DR) WITHIN THE PHASE 3A LIMITS SHOWN.
8. CLOSE FOREST ROSE DRIVE AND DETOUR VIA IDLEWILD DR, WESTERN BLVD, AVONDALE DR AND HOMEWOOD LANE.
9. AS A LAST ITEM OF PHASE 3A PRIOR TO SWITCHING TRAFFIC TO PHASE 4, COMPLETE THE SECTION OF SOUTHBOUND ROADWAY BETWEEN -L- 31+00 AND 32+00 WHILE CLOSING THE EXIT RAMP AND DETOURING TRAFFIC. SEE TMP-8.

PHASE 4:

1. CLOSE SOUTHBOUND OFF-RAMP ACCESS AT -Y2- (MURPHY DRIVE) PERMANENTLY.
2. OPEN ALL PROPOSED RAMPS TO TRAFFIC.
3. PLACE NORTHBOUND TRAFFIC IN A SINGLE OUTSIDE LANE OF NORTHBOUND ROADWAY. PLACE SOUTHBOUND TRAFFIC IN A SINGLE OUTSIDE LANE OF SOUTHBOUND ROADWAY.
4. INSTALL PORTABLE CONCRETE BARRIER ADJACENT TO TRAVEL LANES AS SHOWN IN PHASE 4.
5. PLACE -Y1- (OLD US 64) TRAFFIC IN 10' LANES AND WIDEN WESTBOUND -Y1- (OLD US 64)..
6. CONSTRUCT -L- MEDIAN INCLUDING MEDIAN INLETS, MEDIAN BARRIER, ROADWAY PAVING, SHOULDER, PAVING AND GUARDRAIL REMOVAL/REPLACEMENT.

ICT

COMPLETE THE WORK REQUIRED OF PHASE 4, STEP 7 WITHIN 30 CALENDAR DAYS. SEE ICT FOR LIQUIDATED DAMAGES.

7. CLOSE -Y2- TO TRAFFIC AS SHOWN ON TMP-41 AND DETOUR TRAFFIC PER THE -Y2- OFFSITE DETOUR SHOWN ON TMP-7. COMPLETE CONSTRUCTION OF -Y2- (MURPHY DRIVE) RE-ALIGNMENT INCLUDING EARTHWORK, UTILITY WORK, DRAINAGE WORK, CONCRETE WORK AND PAVING. IMMEDIATELY UPON COMPLETION OF WORK, REMOVE OFFSITE DETOUR AND OPEN MURPHY DRIVE TO TRAFFIC PRIOR TO EXPIRATION OF THE 30 CALENDAR DAY CLOSURE PERIOD.
8. INSTALL PROPOSED SIGNAL ASSEMBLY AT THE -Y1-/-Y2- INTERSECTION. REMOVE EXISTING SIGNAL ASSEMBLIES AND INSTALL PROPOSED ASSEMBLIES AT -Y1-/-Y3- INTERSECTION AND AT -Y1-/CENTRAL AVE INTERSECTION. SEE TMP 41 FOR DETAILS.

PHASE 5:

1. PLACE ALL TRAFFIC IN FINAL CONFIGURATION.
2. COMPLETE RESURFACING AND FINAL PAVEMENT COURSE.
3. COMPLETE ANY INCIDENTAL ITEMS.
4. OPEN TO TRAFFIC.

PROPOSED WATER MAIN AND SANITARY SEWER GRAVITY LINE INSTALLATION

- 1. WHEN WATER MAIN WORK OR SANITARY SEWER WORK REQUIRES A SINGLE LANE CLOSURE, MAINTAIN TRAFFIC PER RSD 1101.02, SHEET 1 OF 19 OR SHEET 3 OF 19.**

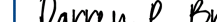
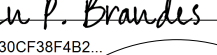

ICT

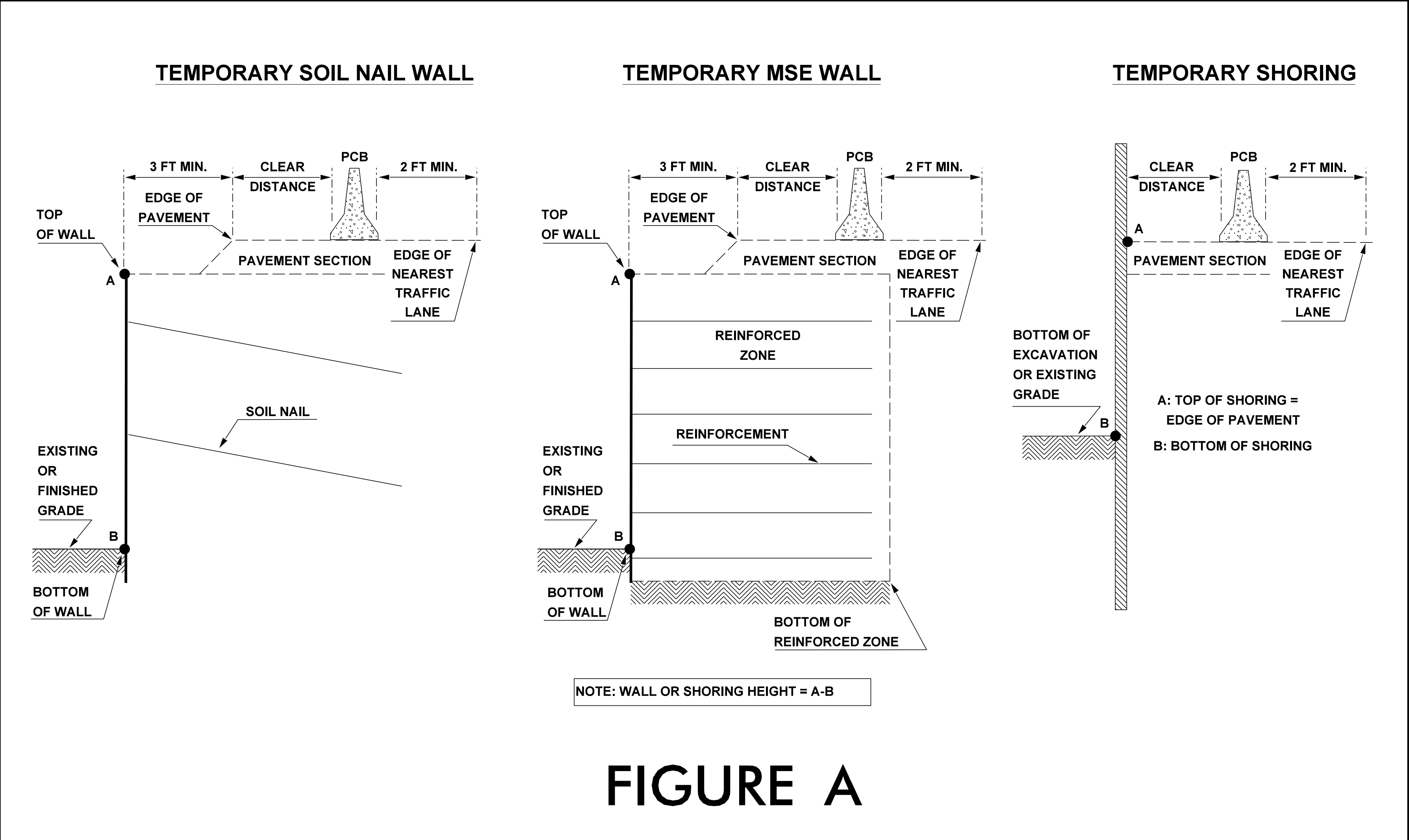
COMPLETE THE PROPOSED WATER MAIN AND SANITARY SEWER GRAVITY LINE INSTALLATION WORK
REQUIRED PER STEP 2A AND STEP 4 WITHIN A CONTINUOUS 56 HOUR PERIOD, BETWEEN 10:00 P.M. FRIDAY
AND 6:00 A.M. MONDAY. SEE ICT FOR LIQUIDATED DAMAGES.

ICT

COMPLETE THE PROPOSED WATER MAIN AND SANITARY SEWER GRAVITY LINE INSTALLATION WORK DESCRIBED IN STEPS 2C, 2D, 6 AND 7 BELOW DURING A CONTINUOUS 56 HOUR WORK PERIOD BEGINNING ON 10:00 P.M. FRIDAY AND ENDING AT 6:00 A.M. MONDAY. SEE ICT FOR LIQUIDATED DAMAGES.

2. WHEN WATER LINE WORK OR SANITARY SEWER WORK REQUIRES THE COMPLETE CLOSURE OF A ROADWAY AS DETERMINED BY THE ENGINEER:
 - A. WHEN CLOSING OLD US 64 (SR 1192), MAINTAIN OLD US 64 (SR 1192) TRAFFIC PER THE OFFSITE DETOUR SHOWN ON TMP-5, TMP-6 AND TMP-6A.
 - B. WHEN CLOSING MURPHY DRIVE (SR 1239), MAINTAIN M, 5 AND 6 MURPHY DRIVE (SR 1239) TRAFFIC PER THE OFFSITE DETOUR SHOWN ON TMP-7.
 - C. WHEN CLOSING CENTRAL AVENUE (SR 1277), MAINTAIN CENTRAL AVENUE (SR 1277) TRAFFIC PER THE OFFSITE DETOUR SHOWN ON TMP-9.
 - D. WHEN CLOSING NATIONAL BOULEVARD (SR 1291), MAINTAIN NATIONAL BOULEVARD (SR 1291) TRAFFIC PER THE OFFSITE DETOUR SHOWN ON TMP-12 AND TMP-13.
3. CONSTRUCT -WL3- FROM -WL3- STA 10+00 TO -WL3- STA 14+57.97 DURING PHASE 4.
4. CONSTRUCT -SS1- FROM -SS1- STA. 5+56.00 TO -SS1- STA. 6+26.86 ACROSS -Y1-, AS SHOWN IN THE UTILITY CONSTRUCTION PLANS, INCLUDING BACKFILLING THE TRENCH, PAVING THE ROADWAY, REMOVING THE OFFSITE DETOUR AND RESTORING TRAFFIC TO THE EXISTING TRAFFIC PATTERN WHILE CLOSING -Y1- (OLD HWY 64) DURING A SINGLE ACTIVE CONTINUOUS WORK PERIOD BEGINNING 10:00 P.M. FRIDAY AND ENDING 56 HOURS LATER AT 6:00 A.M. MONDAY.
5. CONSTRUCT -WL1- AS SHOWN IN THE UTILITY CONSTRUCTION PLANS, INCLUDING BACKFILLING THE TRENCH, PAVING THE ROADWAY, REMOVING THE OFFSITE DETOUR AND RESTORING TRAFFIC TO THE EXISTING TRAFFIC PATTERN WHILE MAINTAINING TRAFFIC PER RSD 1101.02, SHEET 1 OF 19.
6. CONSTRUCT -WL4- AS SHOWN IN THE UTILITY CONSTRUCTION PLANS, INCLUDING BACKFILLING THE TRENCH, PAVING THE ROADWAY, REMOVING THE OFFSITE DETOUR AND RESTORING TRAFFIC TO THE EXISTING TRAFFIC PATTERN WHILE CLOSING NATIONAL BLVD. DURING A SINGLE ACTIVE CONTINUOUS WORK PERIOD BEGINNING 10:00 P.M. FRIDAY AND ENDING 56 HOURS LATER AT 6:00 A.M. MONDAY. COMPLETE ALL WORK OF BOTH -WL4- DURING A SINGLE 56 HOUR CLOSURE.
7. CONSTRUCT -WL5- AS SHOWN IN THE UTILITY CONSTRUCTION PLANS, INCLUDING BACKFILLING THE TRENCH, PAVING THE ROADWAY, REMOVING THE OFFSITE DETOUR AND RESTORING TRAFFIC TO THE EXISTING TRAFFIC PATTERN WHILE CLOSING NATIONAL BLVD. DURING A SINGLE ACTIVE CONTINUOUS WORK PERIOD BEGINNING 10:00 P.M. FRIDAY AND ENDING 56 HOURS LATER AT 6:00 A.M. MONDAY. COMPLETE ALL WORK OF BOTH -WL5- DURING A SINGLE 56 HOUR CLOSURE.
8. NOTIFY THE ENGINEER IN WRITING AT LEAST 30 DAYS IN ADVANCE OF ANY PLANNED CLOSURE FOR APPROVAL FROM THE ENGINEER. THE ENGINEER MAY RESTRICT CLOSURES FROM OCCURRING AT ANY TIME.

APPROVED: _____ DATE: 4/17/2025	Signed by:  <small>01EB930CF38F482</small>			PHASING NOTES
SEAL			DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



- 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.
BR-0015

SHEET NO.
TMP-02

KCA

301 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
(919) 882-7839
NC FIRM LICENSE: C-1506

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

Q OF FURTHEST TRAFFIC LANE

OFFSET

PCB

APPROVED:
DATE:
SEAL

3/4/2025

SEAL

Signed by:
Darren P. Brandes
1F9GB4E8BD13433

SEAL
043669
ENGINEER
DARREN P. BRANDES

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UNLESS ALL SIGNATURES COMPLETED

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

PORTABLE CONCRETE BARRIER
AT
TEMPORARY SHORING LOCATIONS

3/4/2025
BR0015_TC_TMP_PCB_TEMP_SHORING.dgn
User: jidebone

PROJ. REFERENCE NO.	SHEET NO.
BR-0015	TMP-2A



NOTES FOR ROADWAY TEMPORARY SHORING NOS. 1 AND 2

SHORING LOCATION NO. 1 IS LOCATED FROM STATION -L- 25+00± (0' LT/RT) TO STATION -L- 28+98± (0' LT/RT).

SHORING LOCATION NO. 2 IS LOCATED FROM STATION -L- 29+94± (0' LT/RT) TO STATION -L- 33+50± (0' LT/RT).

FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHROING, 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 NOS. 1 AND 2, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 115 PCF
FRICTION ANGLE (ϕ) = 29 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = 720 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING LOCATION NOS. 1 AND 2. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESING WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACUTAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING LOCATION NOS. 1 AND 2. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING LOCATION NOS. 1 AND 2. FOR TEMPORARY SOIL NAILS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

SHORING NOTES

NOTES FOR STRUCTURES TEMPORARY SHORING NOS. 3 AND 4

SHORING LOCATION NO. 3 IS LOCATED FROM STATION -L- 28+40± (3' LT) TO STATION -L- 29+20± (3' LT).

SHORING LOCATION NO. 4 IS LOCATED FROM STATION -L- 29+68± (3' LT) TO STATION -L- 30+50± (3' LT).

FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHROING, 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 NOS. 3 AND 4, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 115 PCF
FRICTION ANGLE (ϕ) = 29 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = 720 FT

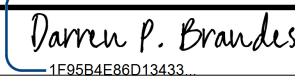

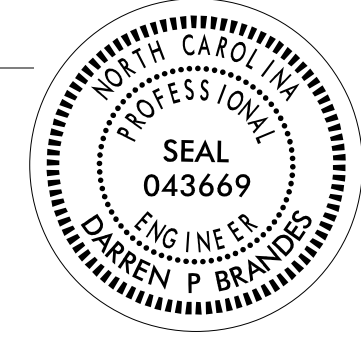
LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING LOCATION NOS. 3 AND 4. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESING WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACUTAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING LOCATION NOS. 3 AND 4. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

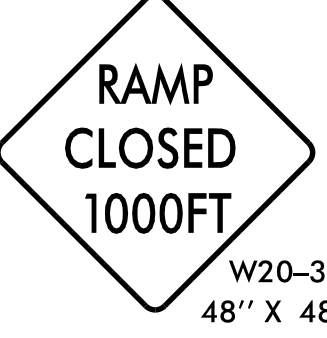
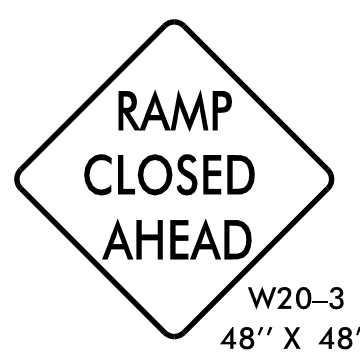
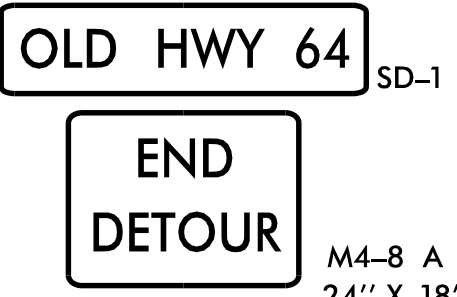
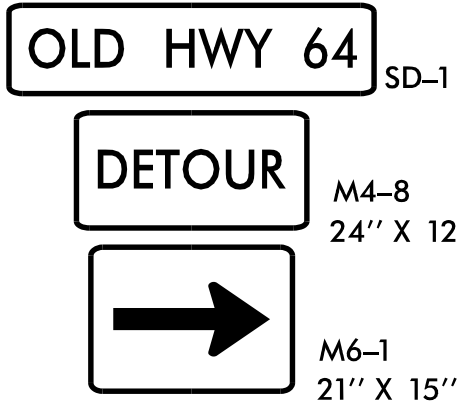
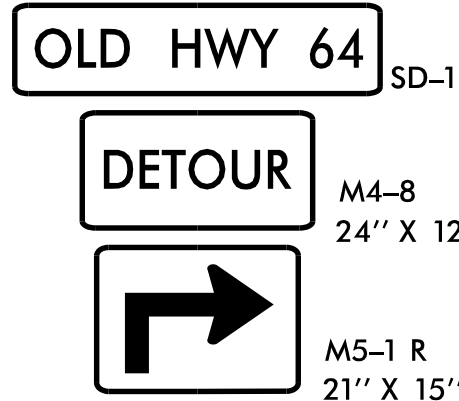
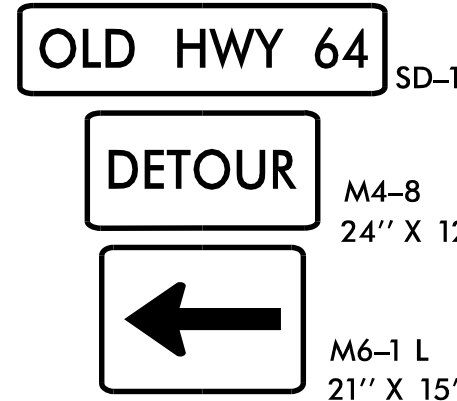
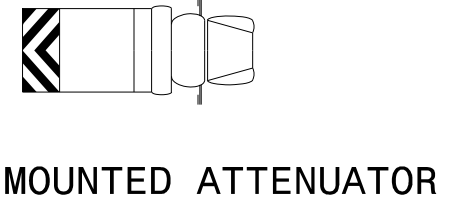
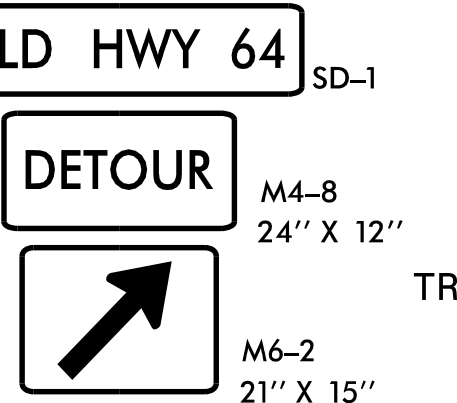
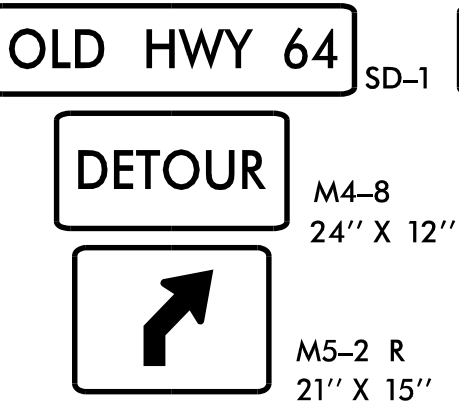
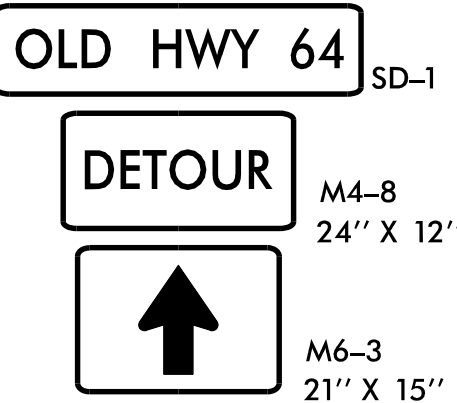
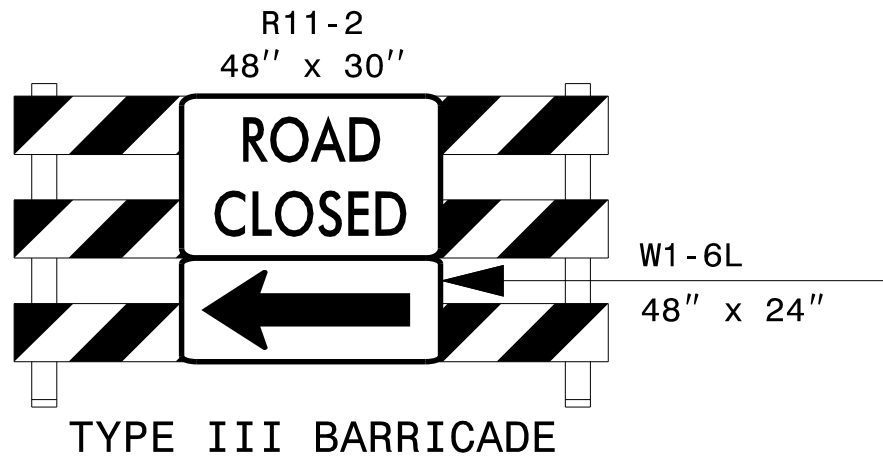
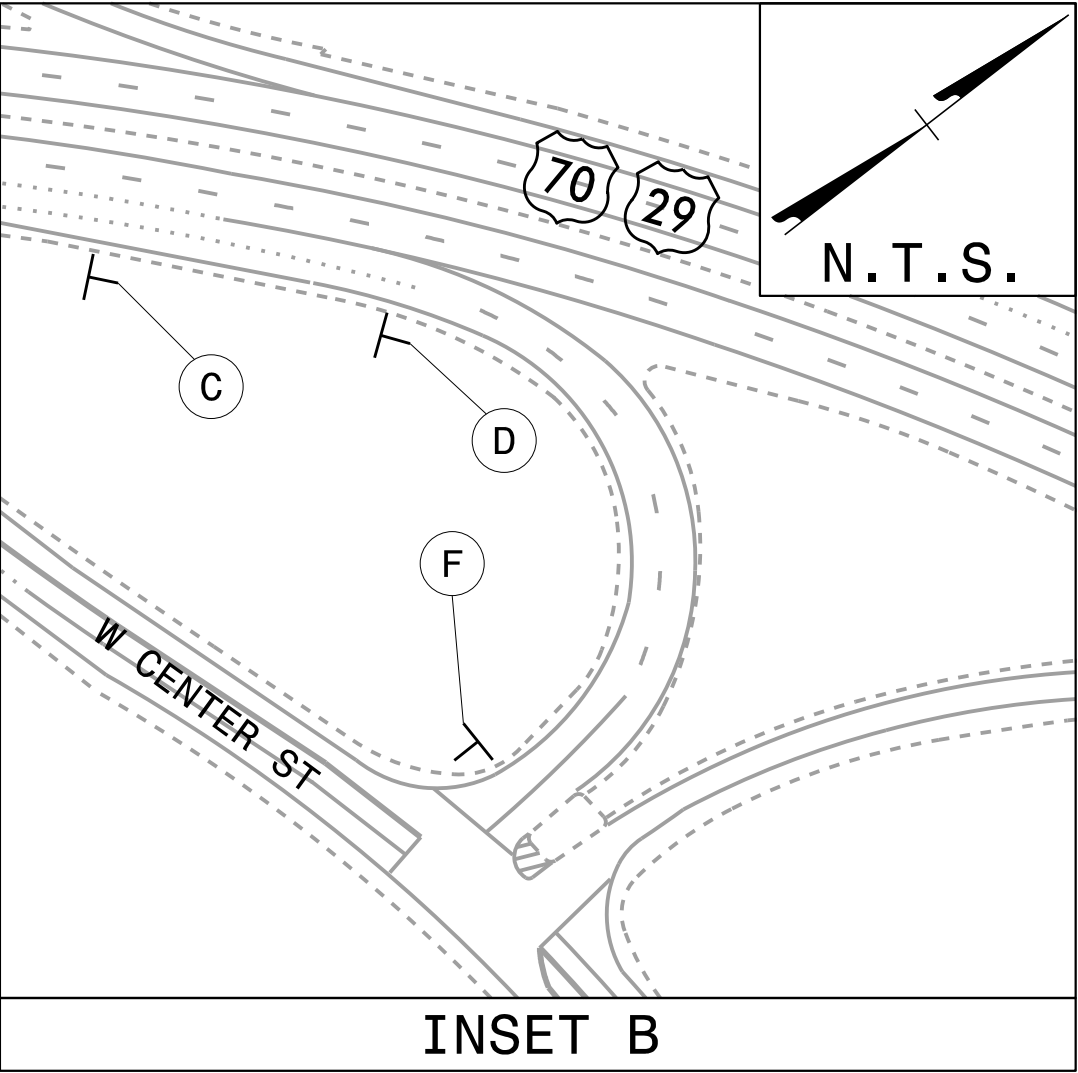
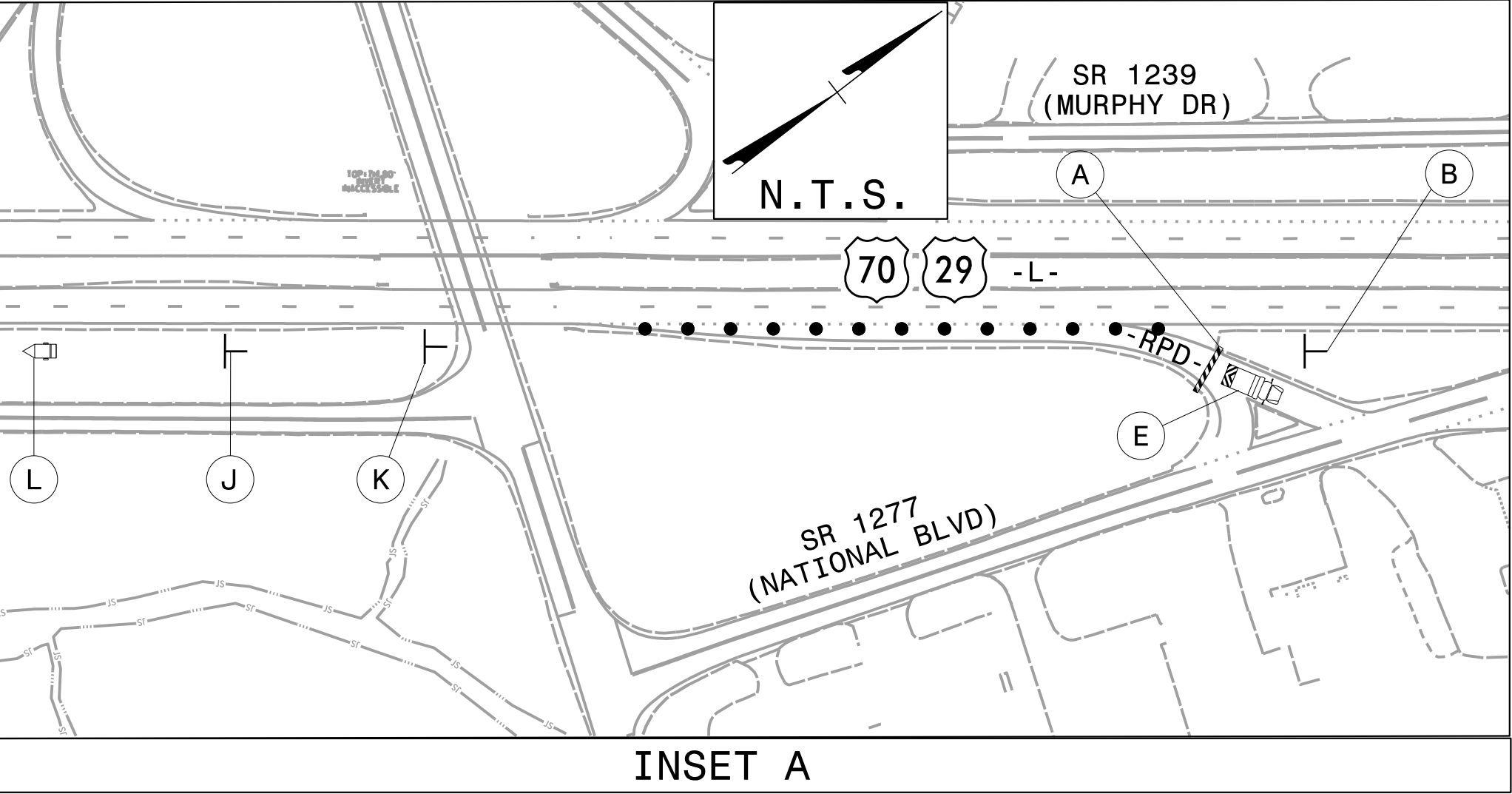
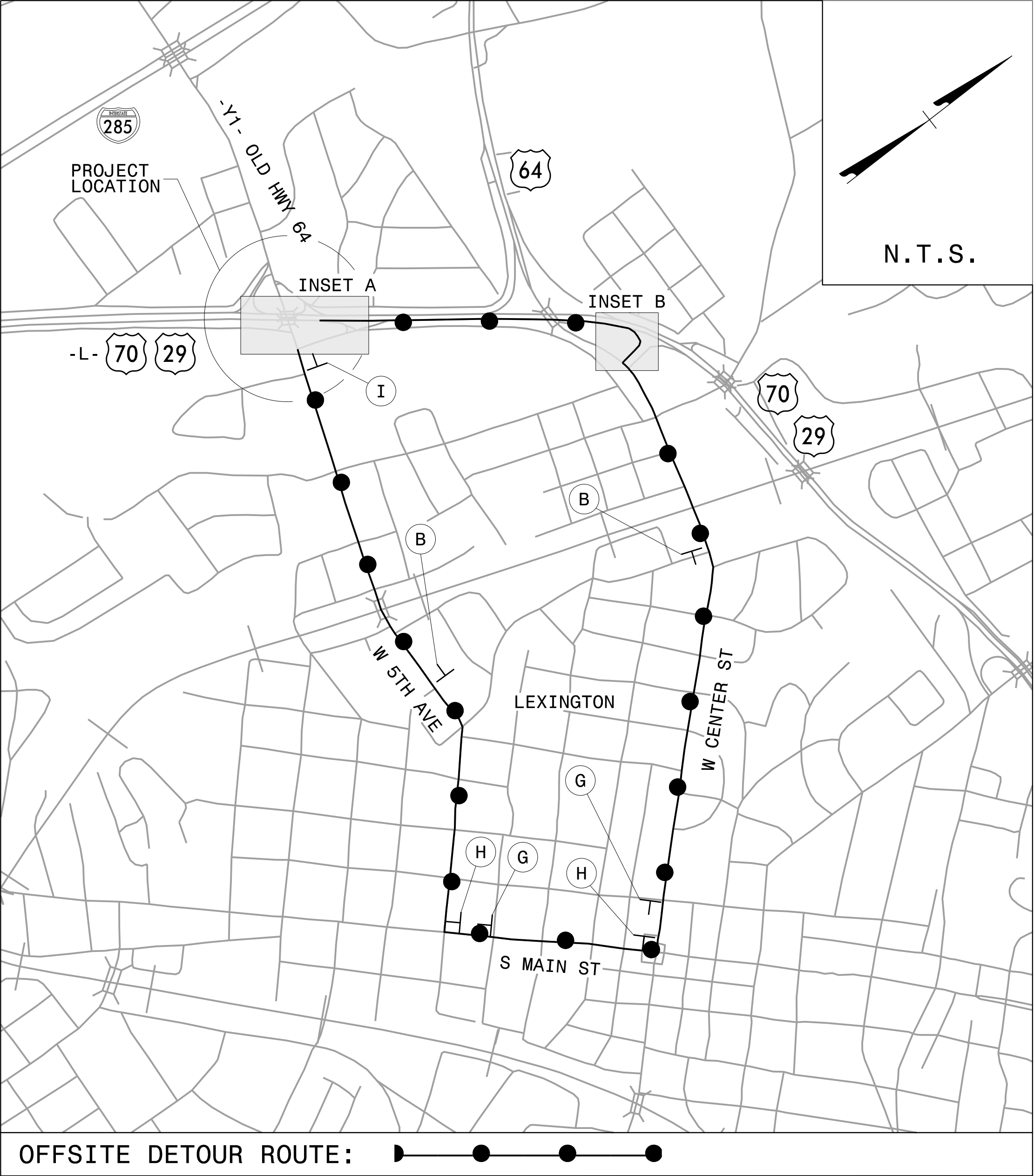
WHEN BACKFILL FOR RETAINING WALLS AND BRIDGE APPROACH FILLS OVERLAPS WITH THE REINFORCED ZONE OF TEMPORARY WALLS, USE SHORING BACKFILL OR BACKFILL MATERIAL REQUIRED FOR RETAINING WALLS AND/OR BRIDGE APPROACH FILLS, WHICHEVER IS BETTER, IN THE REINFORCED ZONE OF TEMPORARY WALLS.

NOTES:

1. THIS SHEET IS INFORMATION FROM SIGNED TEMPORARY SHORING RECOMMENDATIONS MEMO FROM MICHAEL H. STEPHENS, P.E. FROM NCDOT GEOTECHNICAL ENGINEERING UNIT - WESTERN REGION DATED AUGUST 28, 2024

APPROVED: <div>Signed by:  1F9GB4E8BD13433</div>		TEMPORARY SHORING DATA
DATE: 3/4/2025 SEAL 		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

[illegible][illegible][illegible][illegible]



MESSAGE NO. 1	MESSAGE NO. 2
NEXT EXIT CLOSED	FOLLOW DETOUR

CHANGEABLE MESSAGE SIGN

DETOUR DESCRIPTION:

NORTH: US 70 EB/US 29 NB TO WEST CENTER STREET TO SOUTH MAIN STREET TO WEST 5TH AVE (OLD HWY 64).

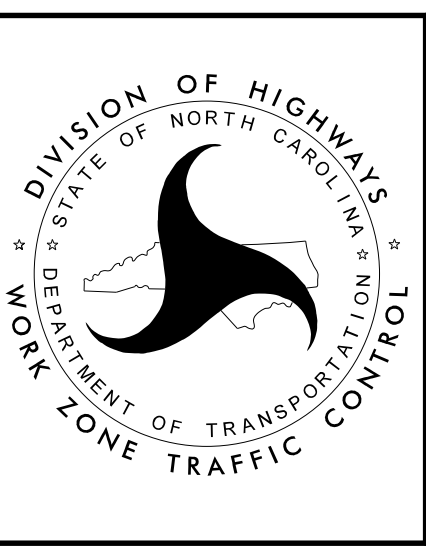
NOTES:

1. TRAFFIC CONTROL DEVICES (A) THRU (L) SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. ALL SIGNAGE AND DEVICES SPACED PER RSD 1101.11 SHEET 4 OF 4.
3. USE THIS SHEET IN CONJUNCTION WITH RSD 1101.01 SHEET 2 OF 3 RSD 1101.02 SHEET 12 OF 19 AND TMP-2B.

APPROVED: *Darren P. Brandes*
DATE: 3/4/2025

SEAL

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

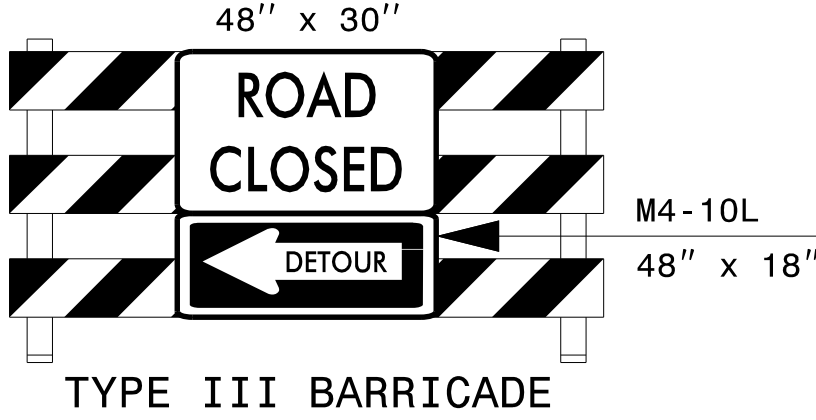


-Y1- OLD HWY 64
OFF-RAMP
OFFSITE DETOUR

PROJ. REFERENCE NO.	SHEET NO.
BR-0015	TMP-4

KCA
KISINGER CAMPO
& ASSOCIATES
301 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
(919) 882-7839
NC FIRM LICENSE: C-1506

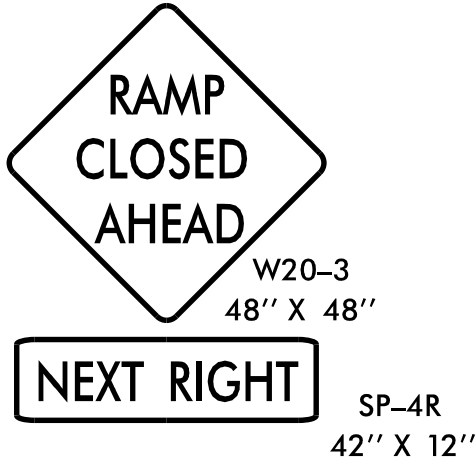
R11-2



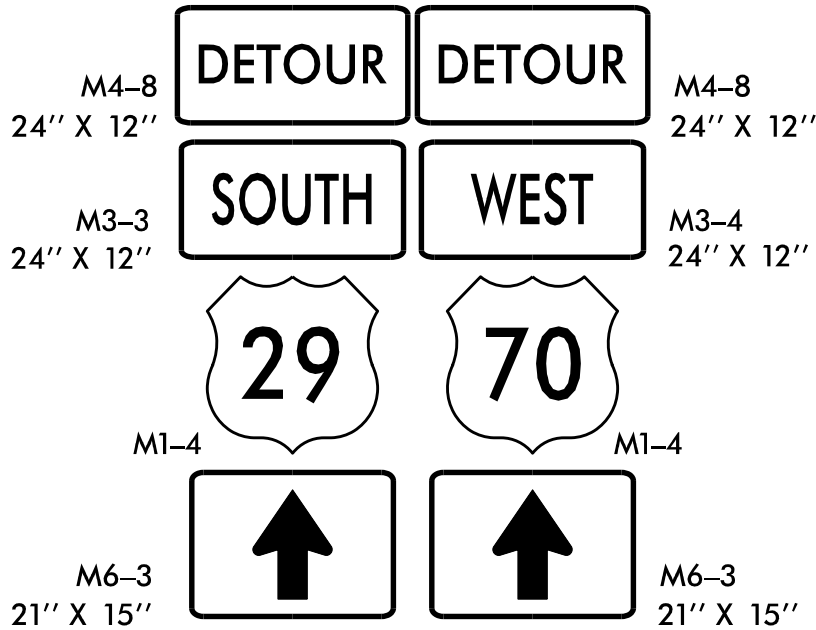
TYPE III BARRICADE

MESSAGE NO. 1 US29/70 SB RAMP CLOSED	MESSAGE NO. 2 FOLLOW DETOUR
CHANGEABLE MESSAGE SIGN	

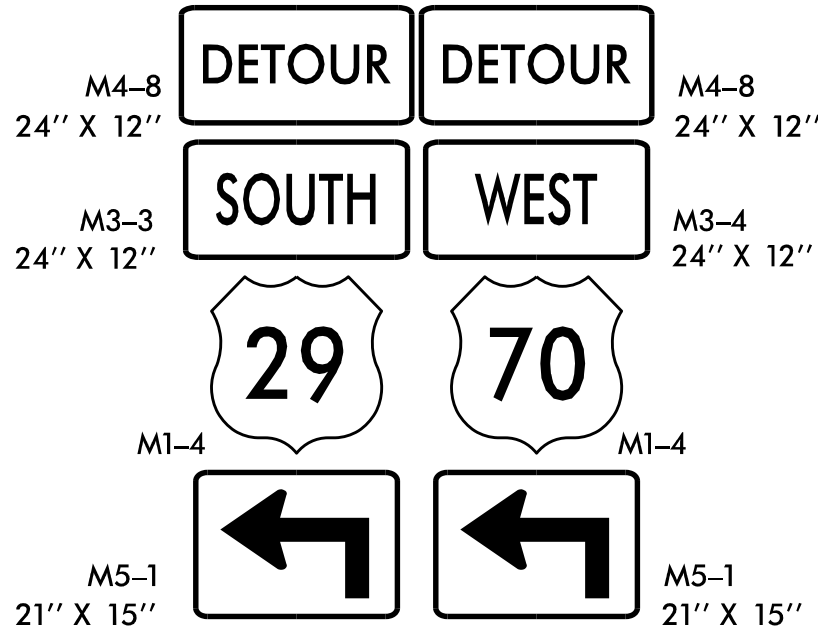
A



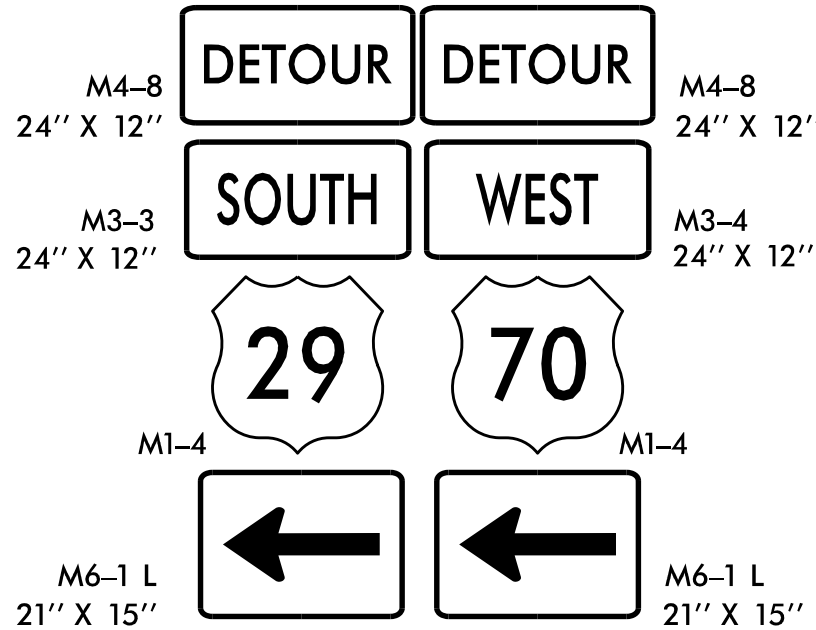
B



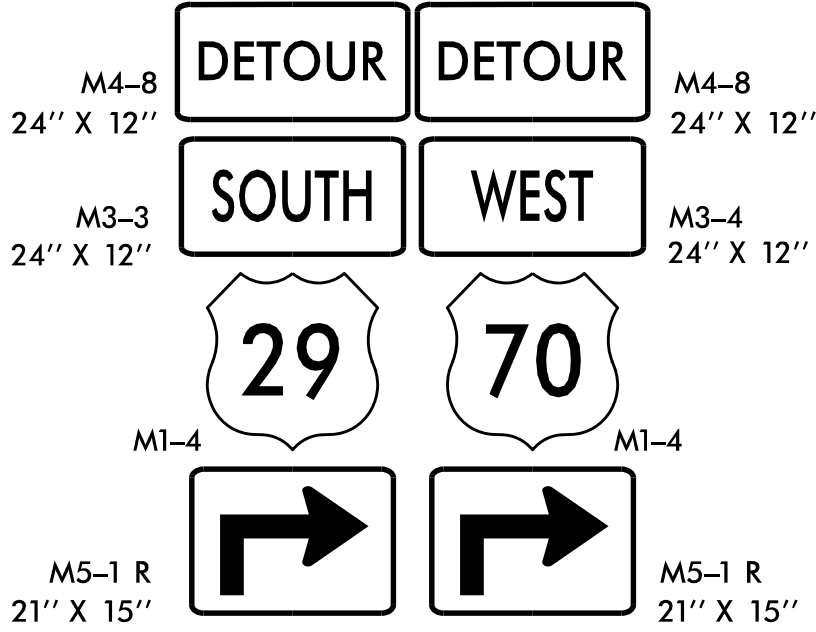
D



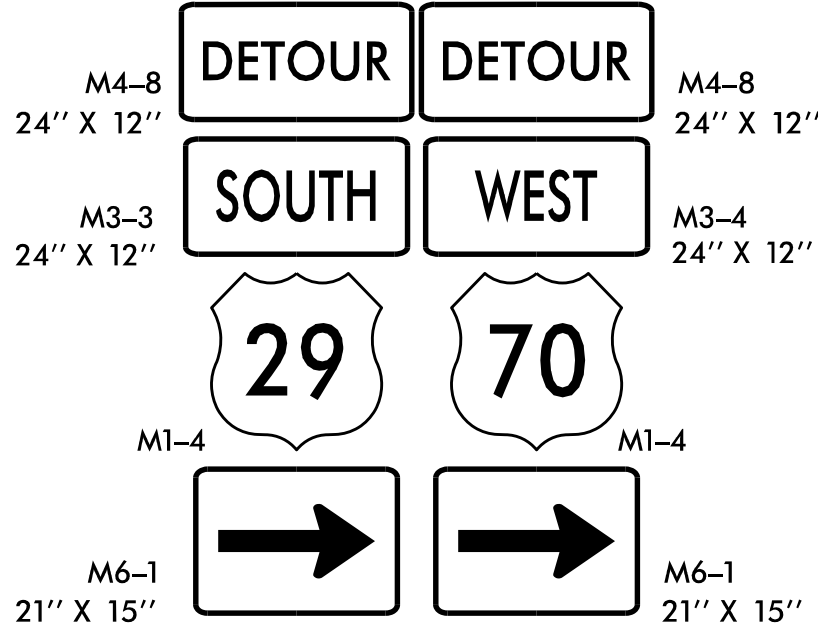
E



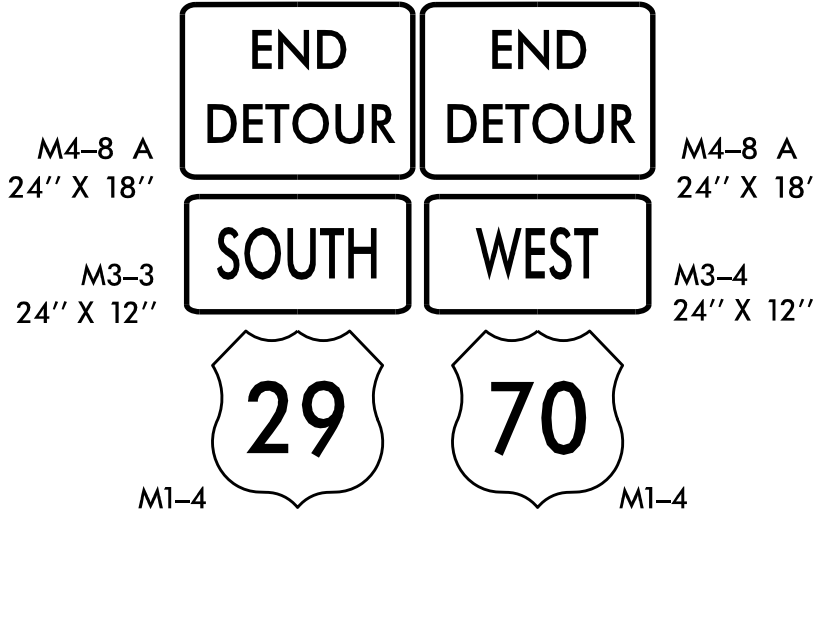
F



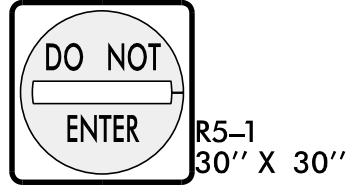
G



H



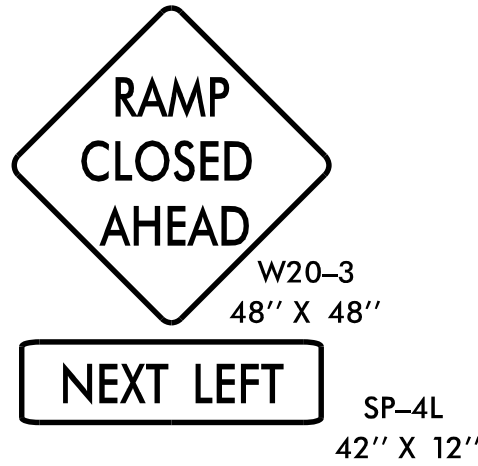
I



J



K



L

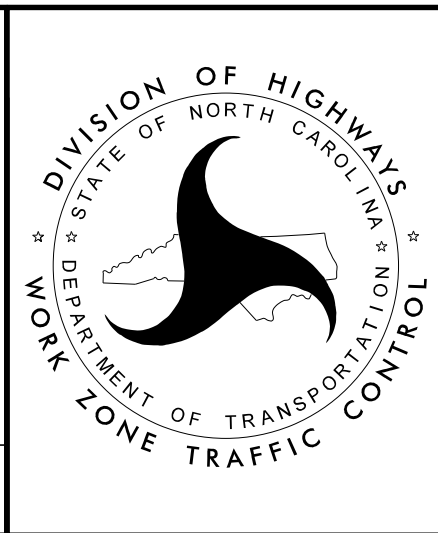
DETOUR DESCRIPTION:

NORTH: WEST 5TH AVE (OLD HWY 64) TO SOUTH MAIN STREET
TO NORTH MAIN STREET TO W M.L.K. JR BLVD TO
NC 8 TO US 70 WEST/US 29 SOUTH.

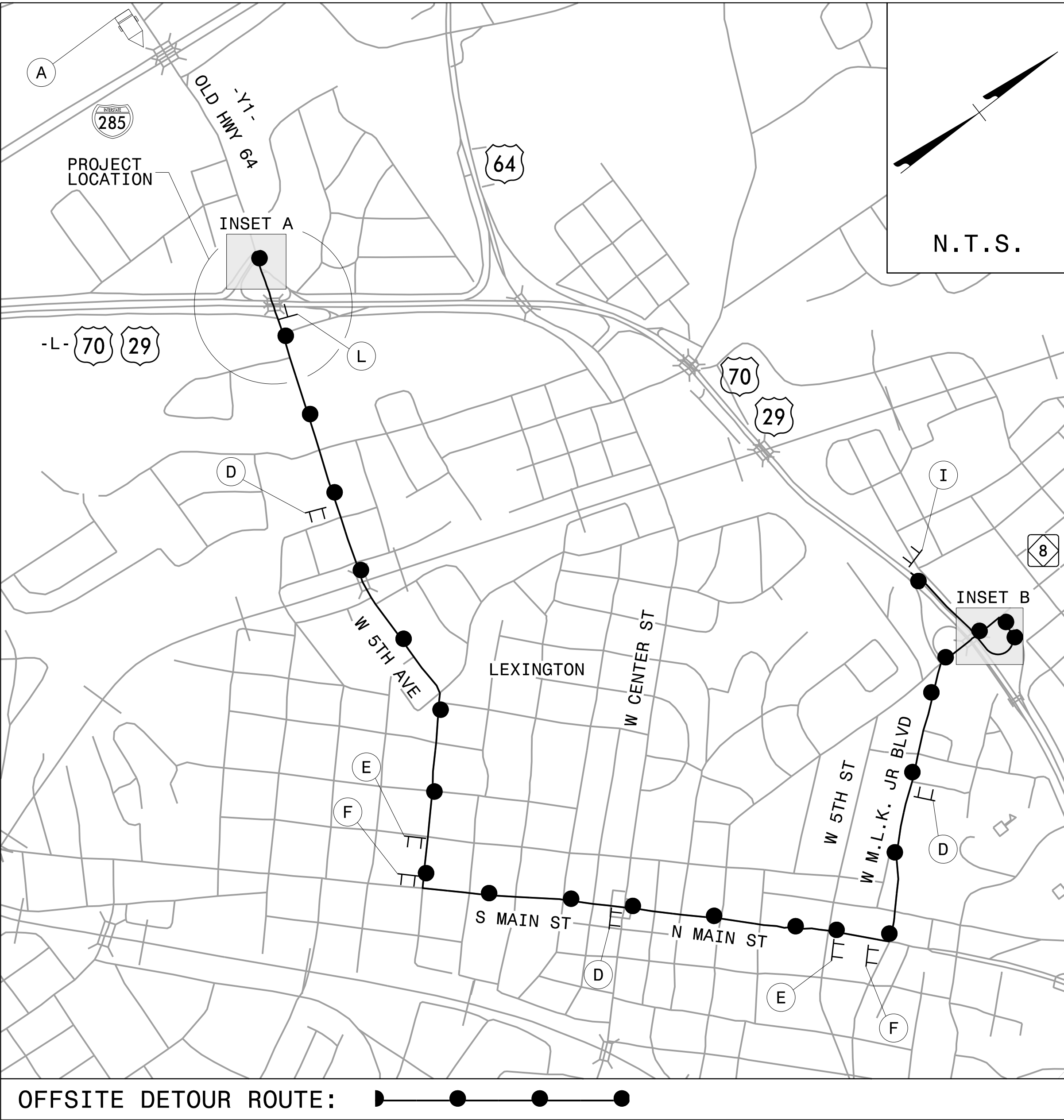
NOTES:

- TRAFFIC CONTROL DEVICES (A) THRU (L) SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
- ALL SIGNAGE IS SPACED PER RSD 1101.11 SHEET 4 OF 4.
- USE THIS SHEET IN CONJUNCTION WITH RSD 1101.01 SHEET 2 OF 3.

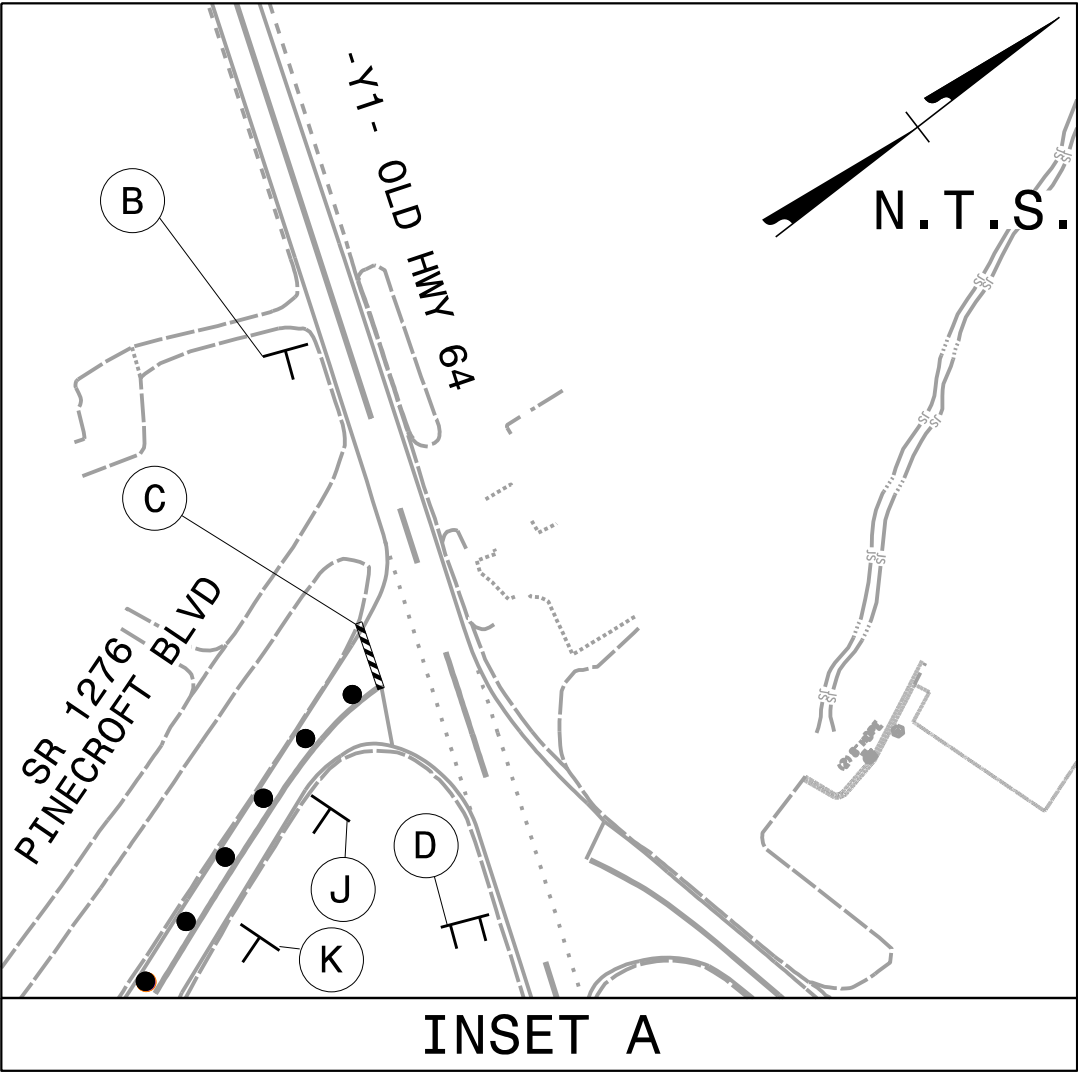
APPROVED:	Signed by: Darren P. Brandes 1F96B4E8BD13433
DATE:	3/4/2025
SEAL	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



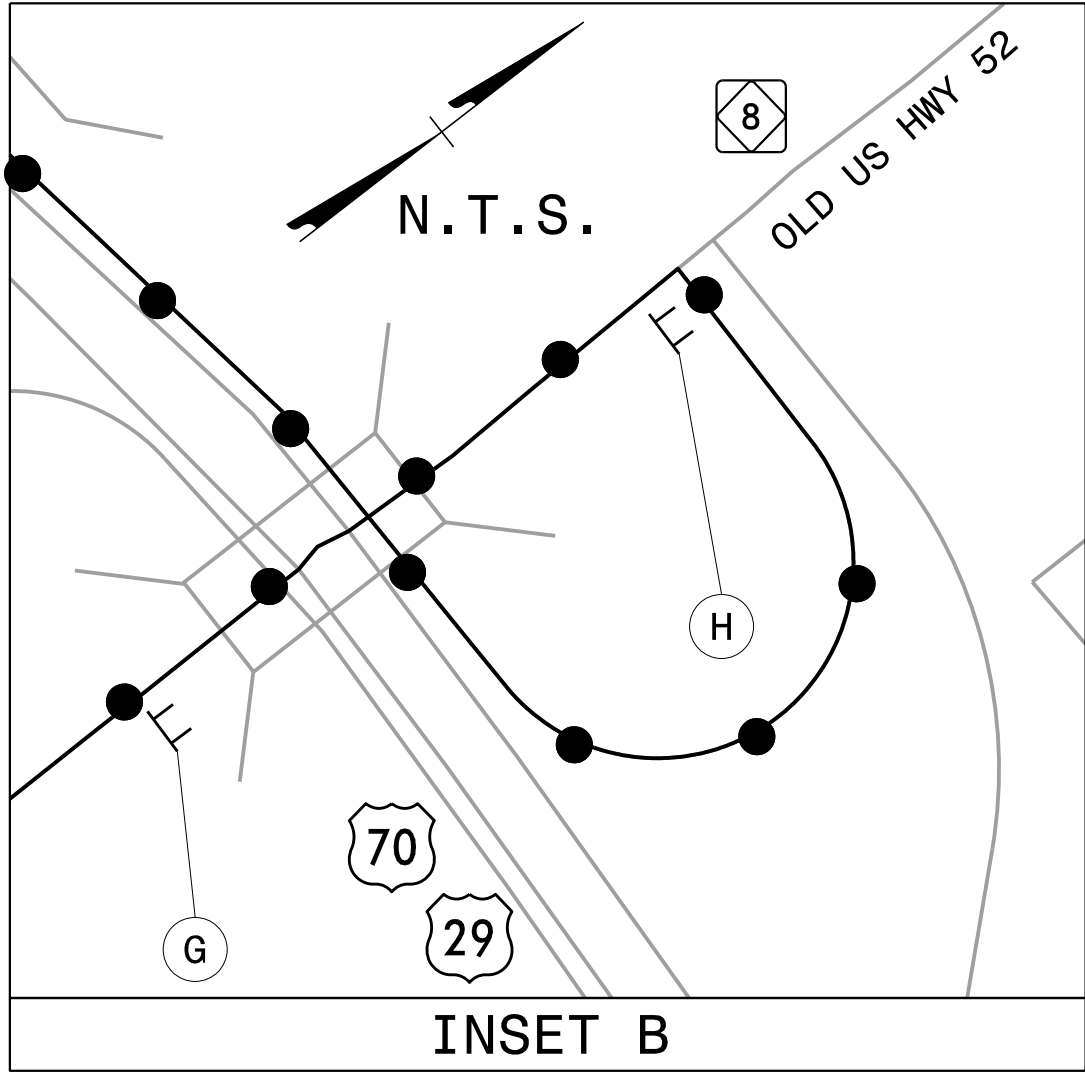
-L- US 29/ US 70
SOUTHBOUND ON-RAMP (-RPB-)
OFFSITE DETOUR



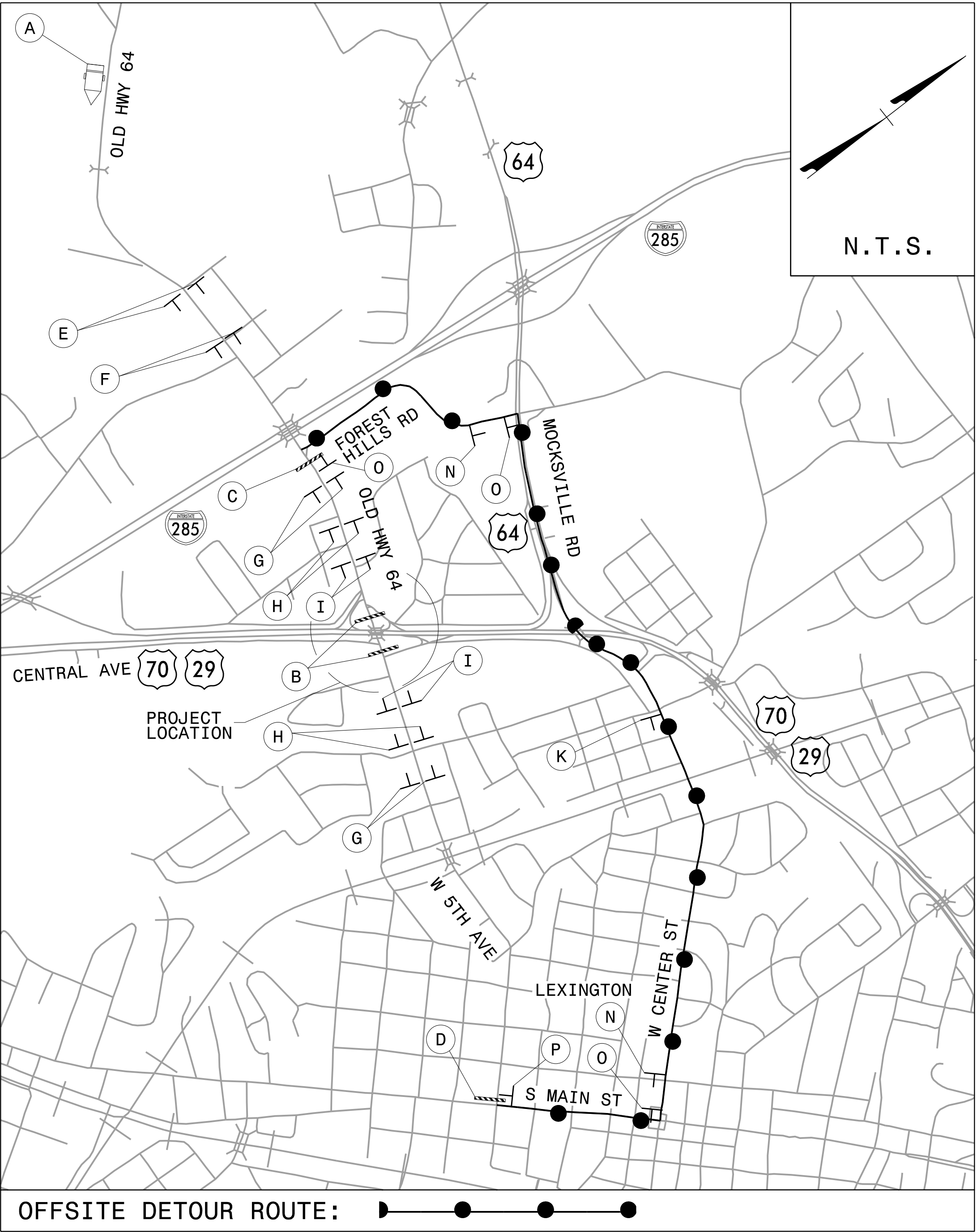
OFFSITE DETOUR ROUTE:



INSET A



INSET B



DETOUR DESCRIPTION:

EAST: FOREST HILL RD TO US 64 MOCKSVILLE RD TO WEST CENTER ST TO SOUTH MAIN STREET

NOTES:

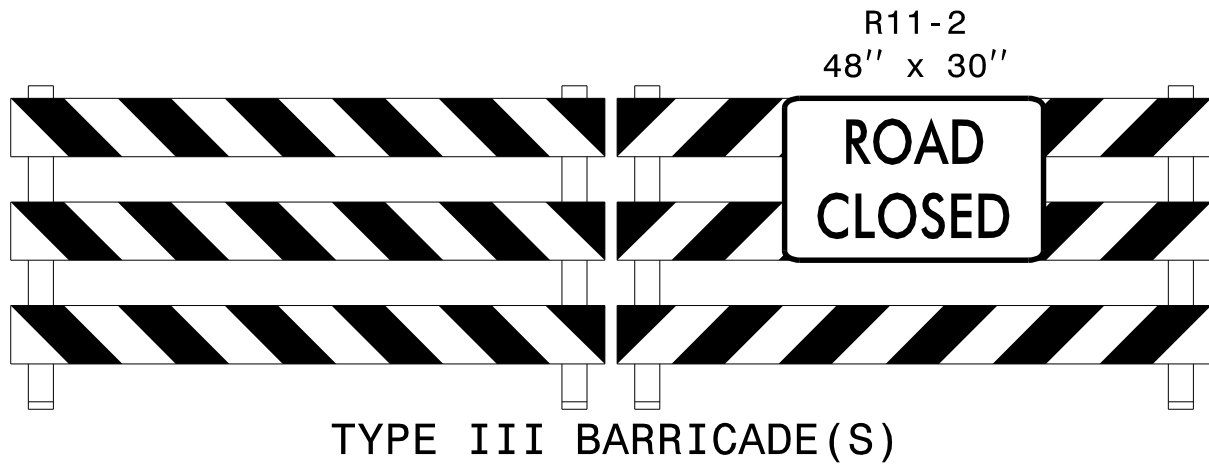
- TRAFFIC CONTROL DEVICES (A) THRU (P) SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
- ALL SIGNAGE IS SPACED PER RSD 1101.11 SHEET 4 OF 4.
- USE THIS SHEET IN CONJUNCTION WITH RSD 1101.01 SHEET 3 OF 3, RSD 1101.03 SHEET 1 OF 9, TMP-2B AND TMP-6.

MESSAGE PRIOR TO CLOSURE:

MESSAGE NO. 1	MESSAGE NO. 2
OLD 64 WILL BE CLOSED	STARTING (DAY) (TIME)
CHANGEABLE MESSAGE SIGN	

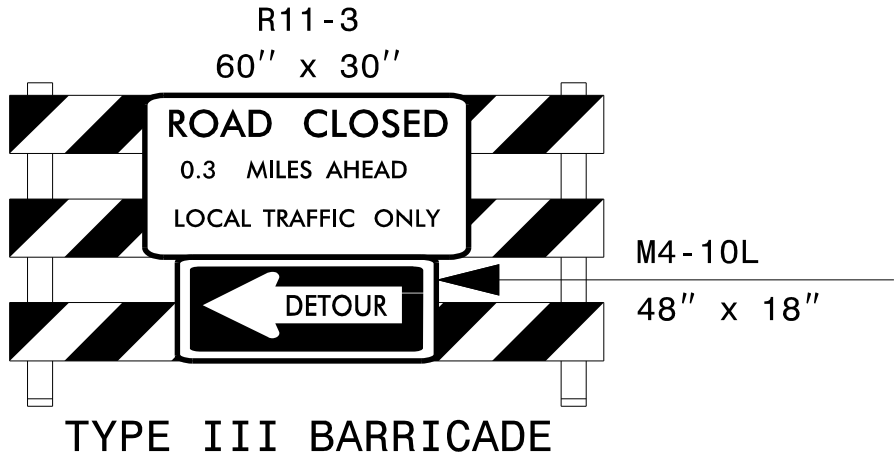
MESSAGE DURING CLOSURE:

MESSAGE NO. 1	MESSAGE NO. 2
OLD 64 CLOSED 1.3 MI	FOLLOW POSTED DETOUR
CHANGEABLE MESSAGE SIGN	

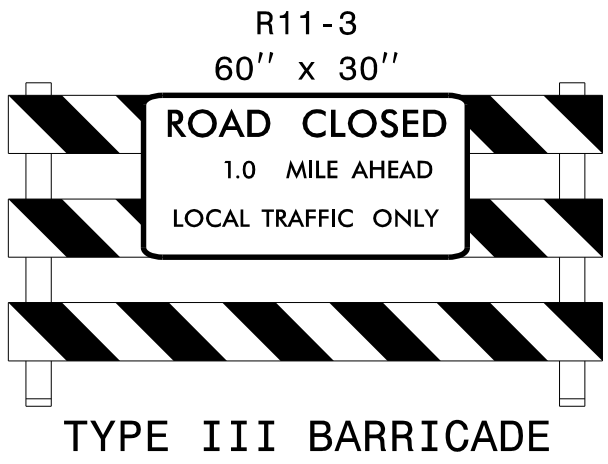


(A)

(B)



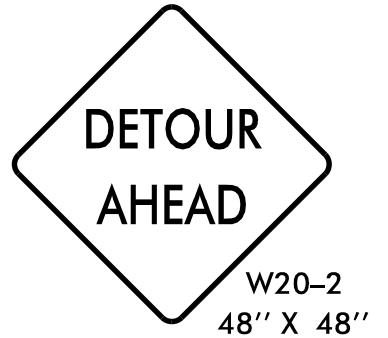
(C)



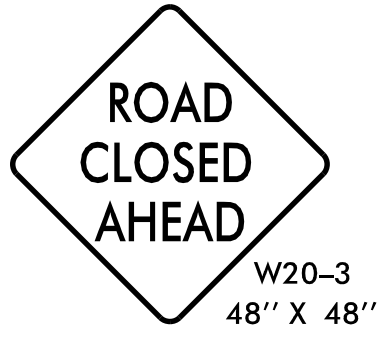
(D)



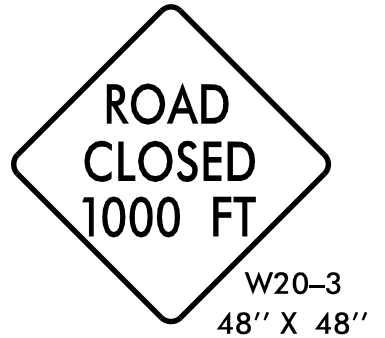
(E)



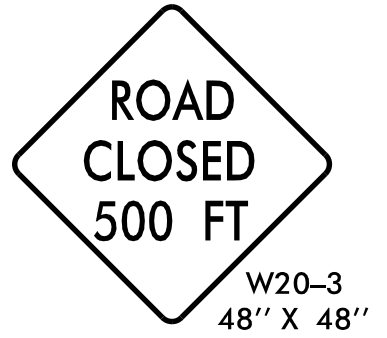
(F)



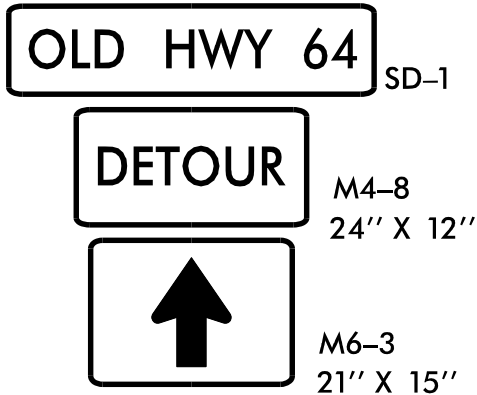
(G)



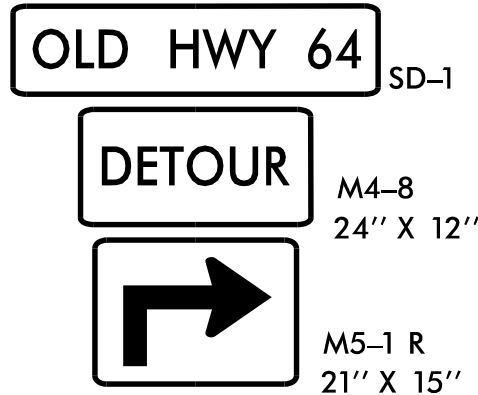
(H)



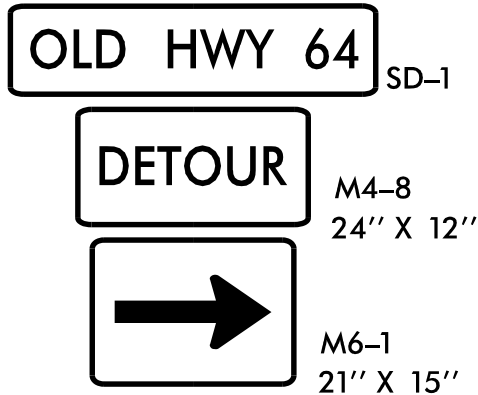
(I)



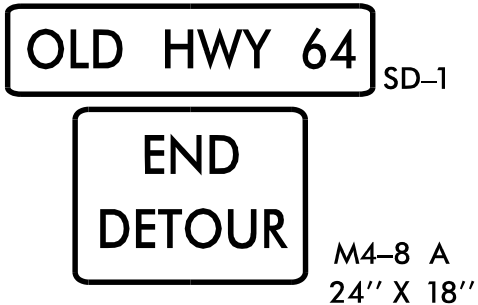
(K)



(N)



(O)



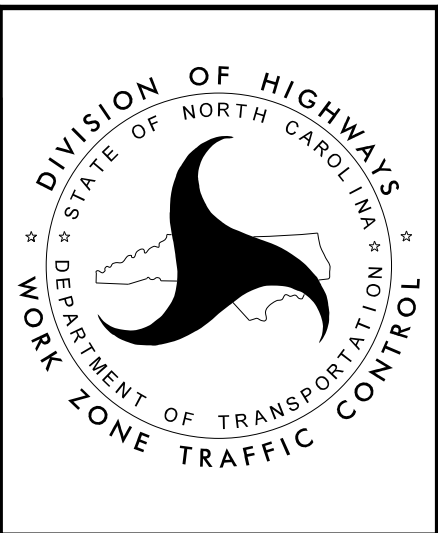
(P)

Signed by:
Darren P. Brandes
1F9GB4E8BD13433

APPROVED:
DATE: 3/4/2025

SEAL

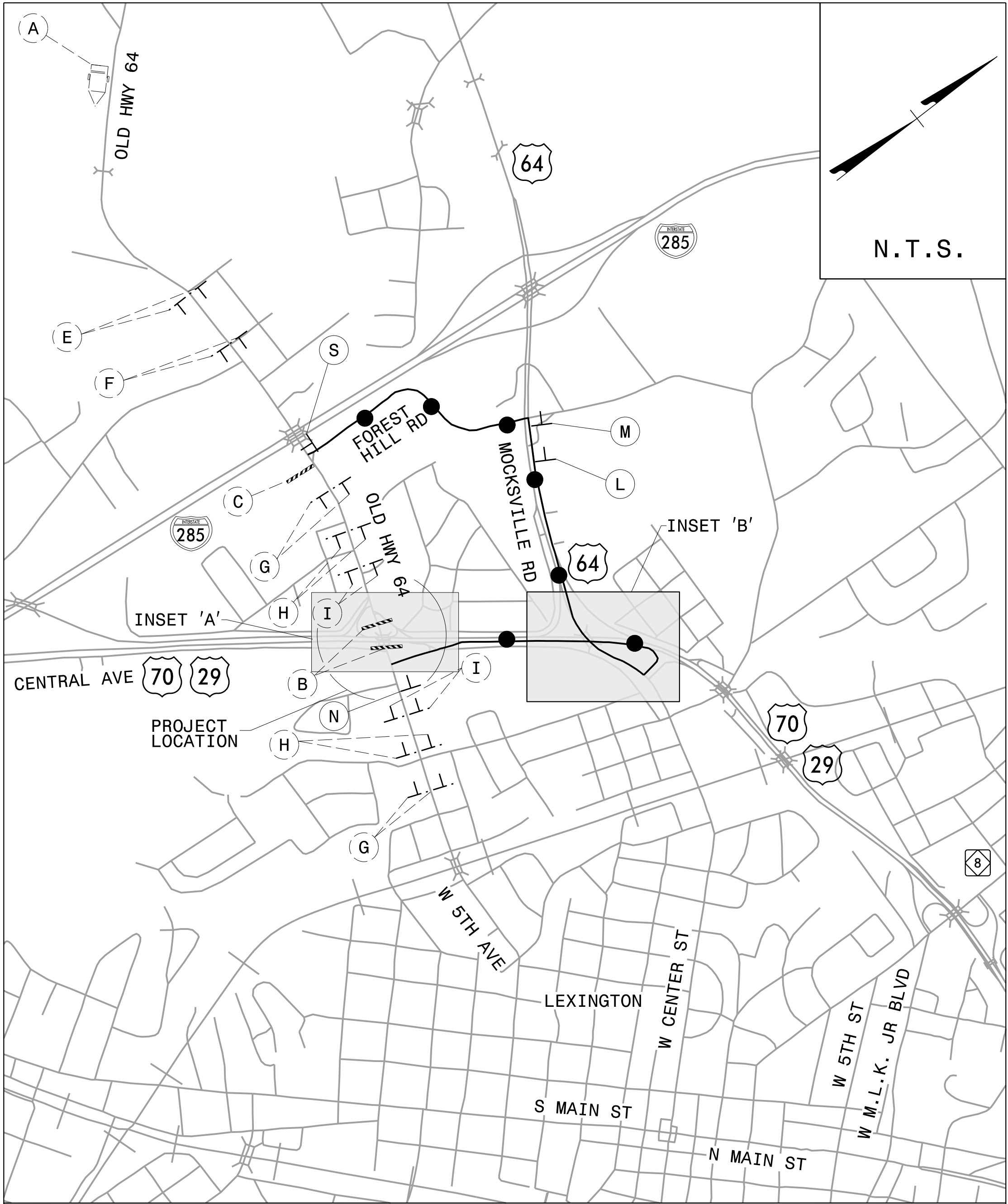
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



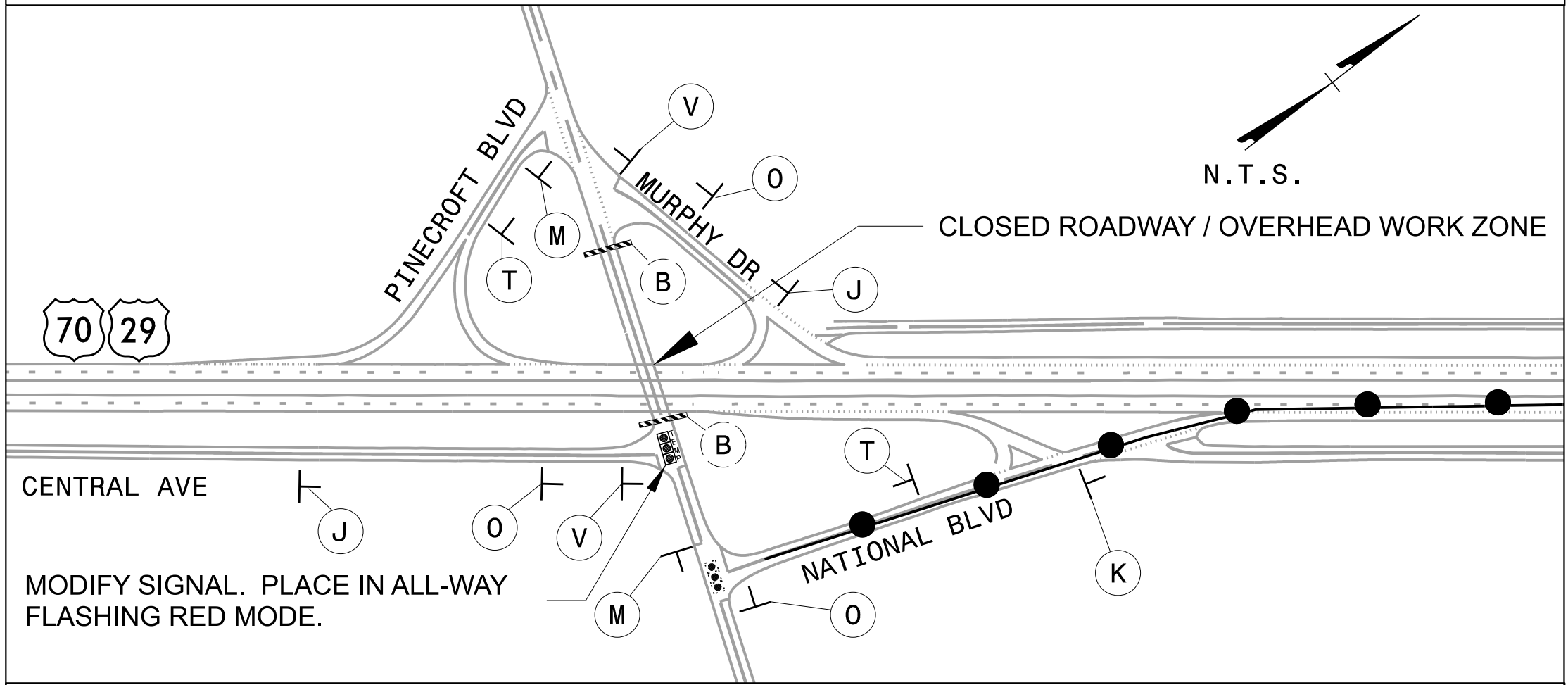
-Y1-
OLD HWY 64 EASTBOUND
OFFSITE DETOUR

PROJ. REFERENCE NO.	SHEET NO.
BR-0015	TMP-6

KCA
KISINGER CAMPO
& ASSOCIATES
301 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
(919) 882-7839
NC FIRM LICENSE: C-1506



OFFSITE DETOUR ROUTE:



INSET 'A'

MESSAGE PRIOR
TO CLOSURE:

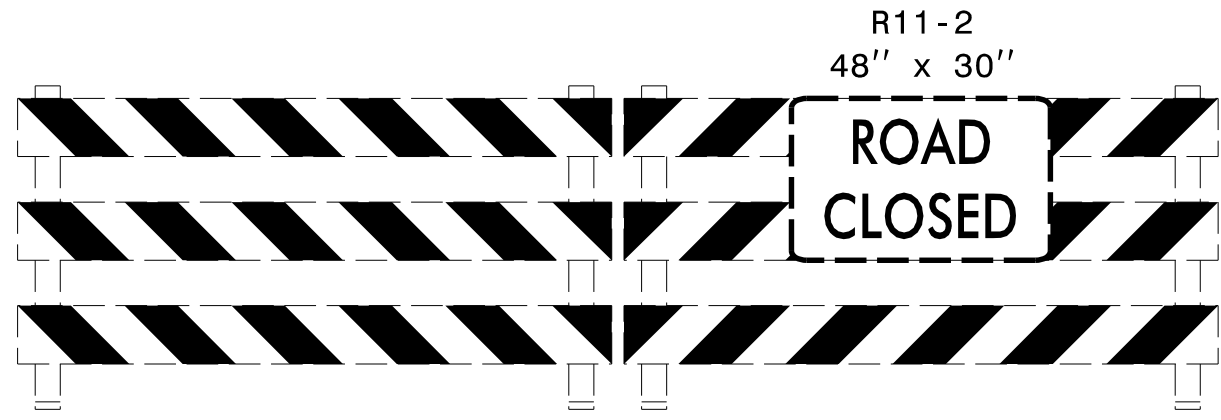
MESSAGE NO. 1	MESSAGE NO. 2
OLD 64 WILL BE CLOSED	STARTING (DAY) (TIME)

CHANGEABLE MESSAGE
SIGN

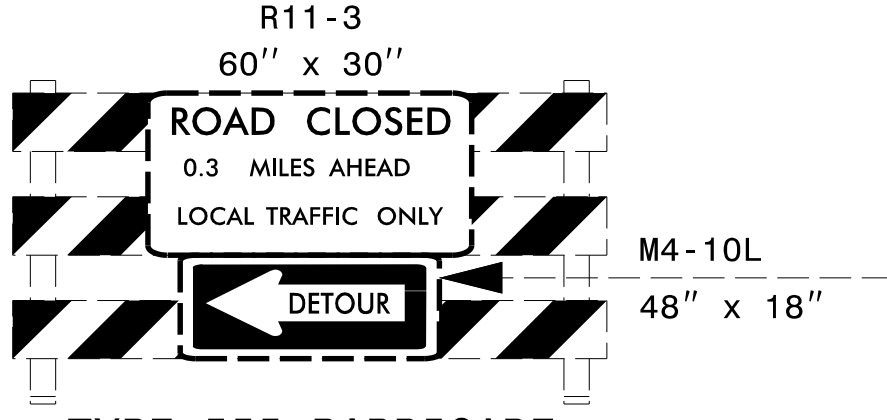
MESSAGE DURING
CLOSURE:

MESSAGE NO. 1	MESSAGE NO. 2
OLD 64 CLOSED 1.3 MI	FOLLOW POSTED DETOUR

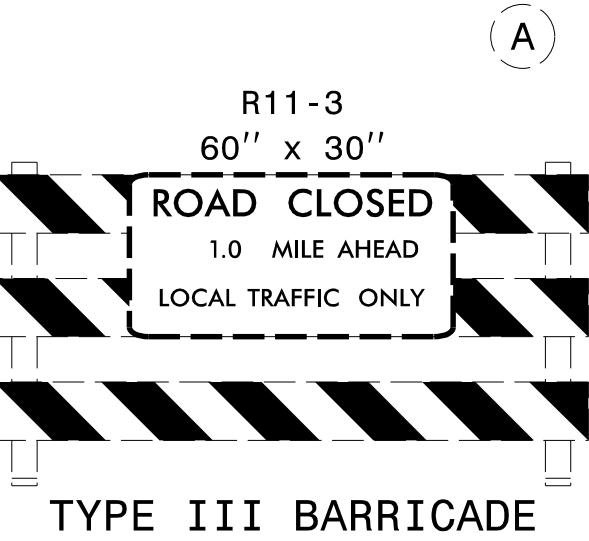
CHANGEABLE MESSAGE
SIGN



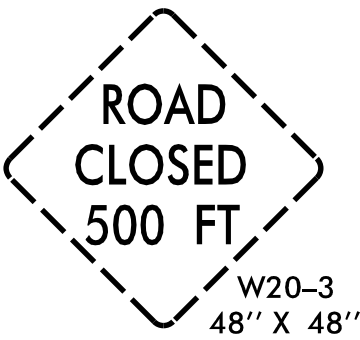
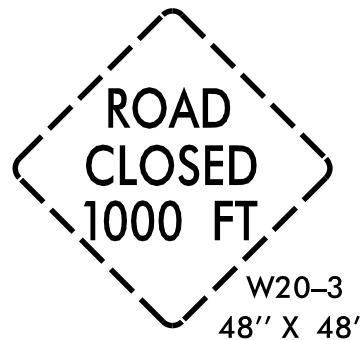
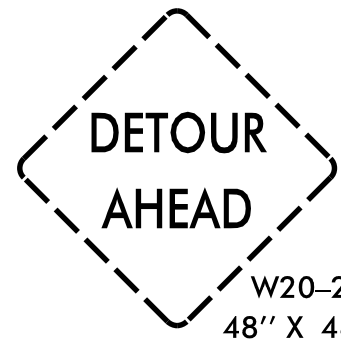
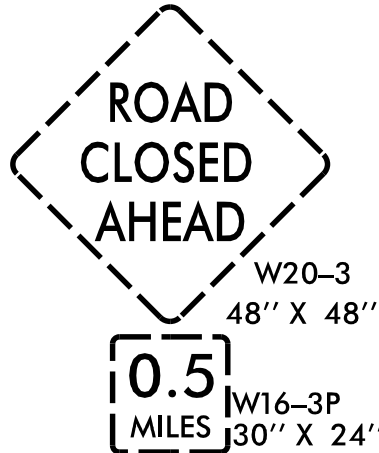
TYPE III BARRICADE (S)



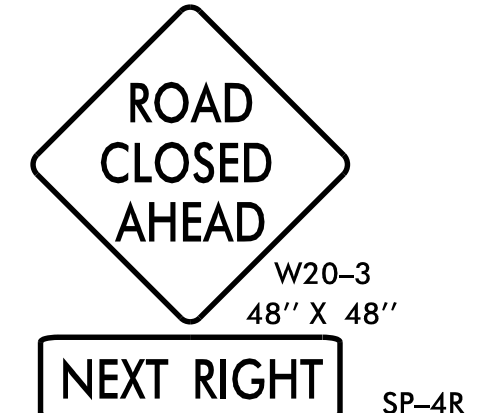
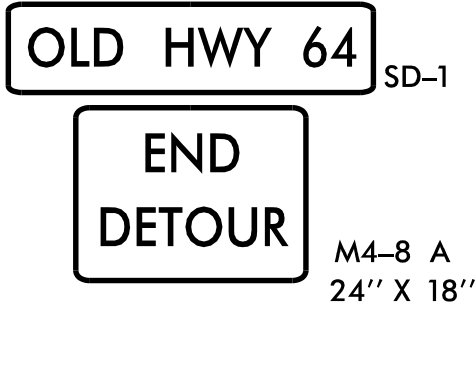
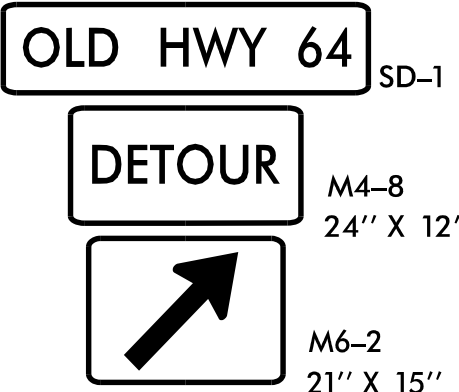
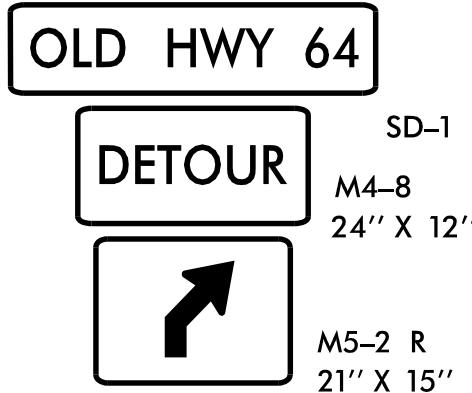
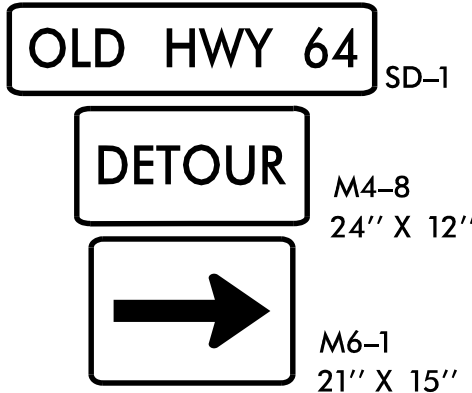
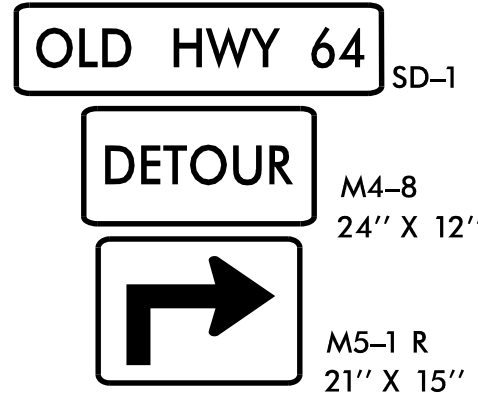
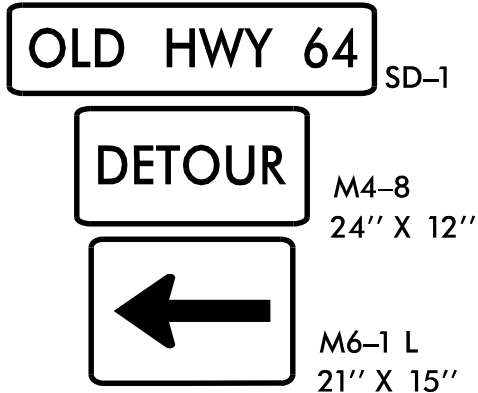
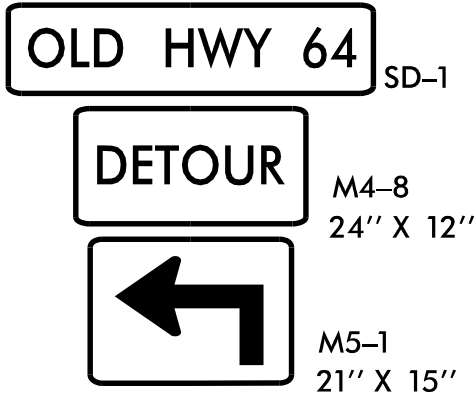
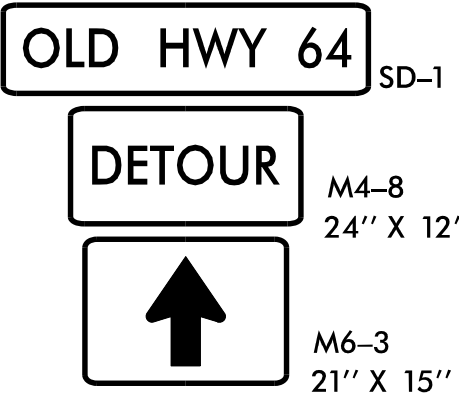
TYPE III BARRICADE



TYPE III BARRICADE



NEXT LEFT

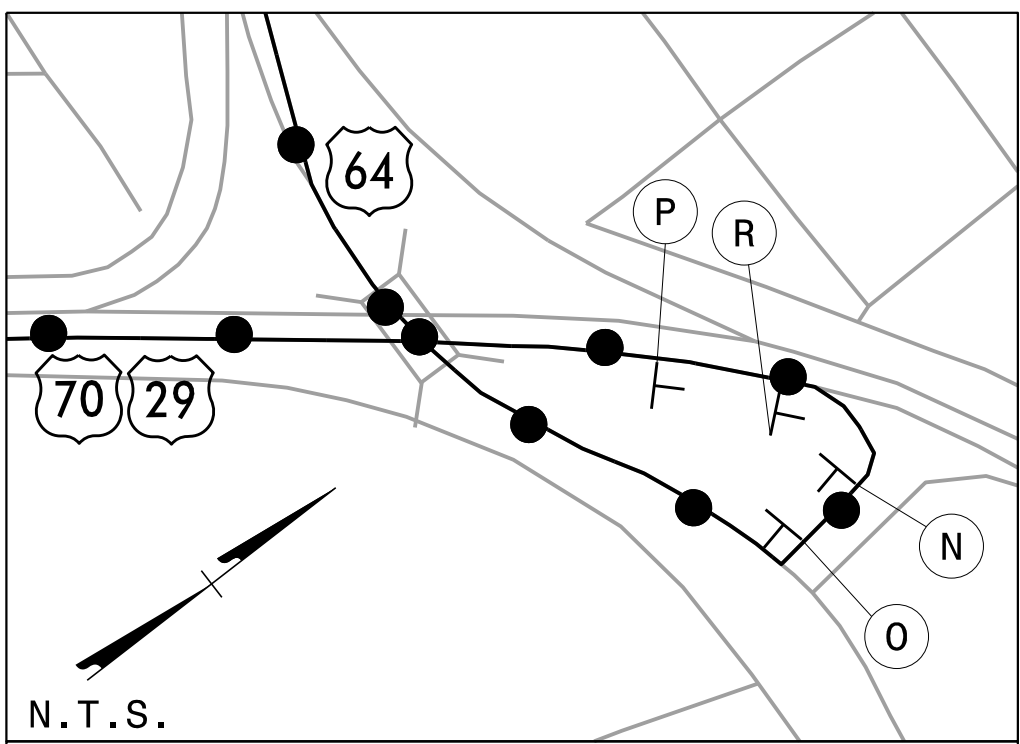


DETOUR DESCRIPTION:

WEST: US 29/US 70 TO US HWY 64 (MOCKSVILLE RD)
TO FOREST HILL RD

NOTES:

- TRAFFIC CONTROL DEVICES (A) THRU (V) SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
- SIGNS (A) THRU (I) WERE PLACED USING TMP-5 AND WILL BE USED IN CONJUNCTION WITH THIS SHEET.
- ALL SIGNAGE IS SPACED PER RSD 1101.11 SHEET 4 OF 4.
- USE THIS SHEET IN CONJUNCTION WITH RSD 1101.01 SHEET 3 OF 3, RSD 1101.03 SHEET 1 OF 9 AND TMP-2B.



INSET 'B'

APPROVED: *Darren P. Brandes*
DATE: 3/4/2025
SEAL
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

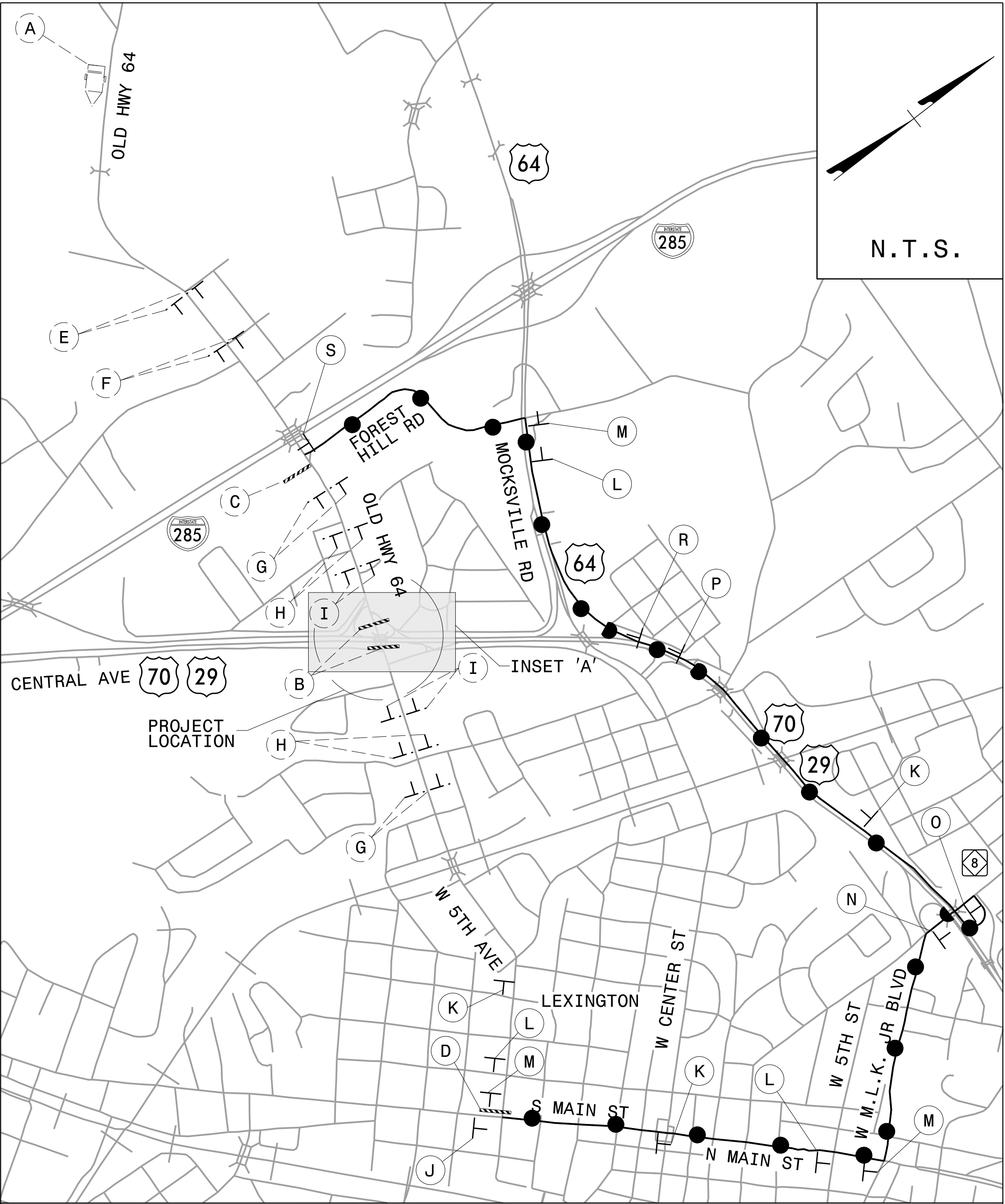


-Y1-
OLD HWY 64 WESTBOUND
OFFSITE DETOUR

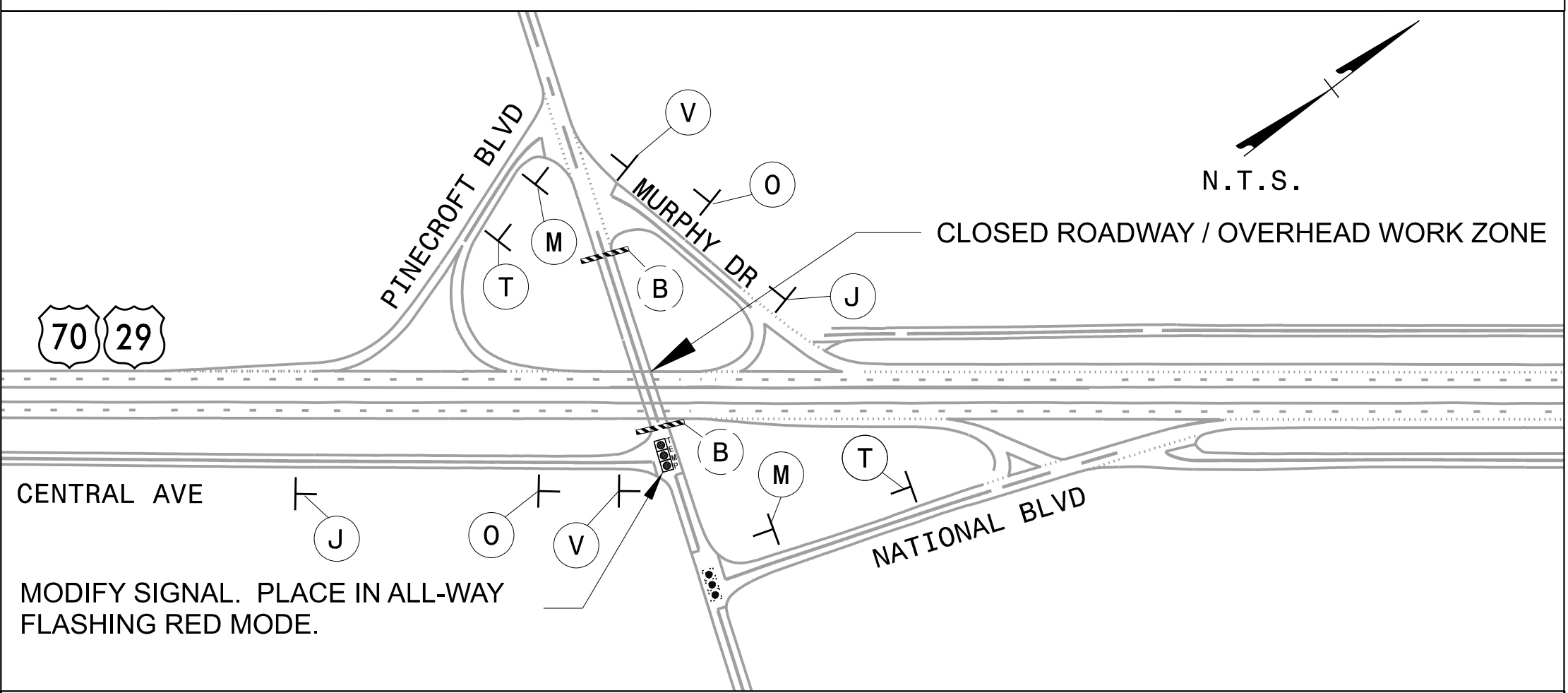
PROJ. REFERENCE NO.	SHEET NO.
BR-0015	TMP-6A

KCA
KISINGER CAMPO
& ASSOCIATES

301 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
(919) 882-7839
NC FIRM LICENSE: C-1506



OFFSITE DETOUR ROUTE:



MODIFY SIGNAL. PLACE IN ALL-WAY FLASHING RED MODE.

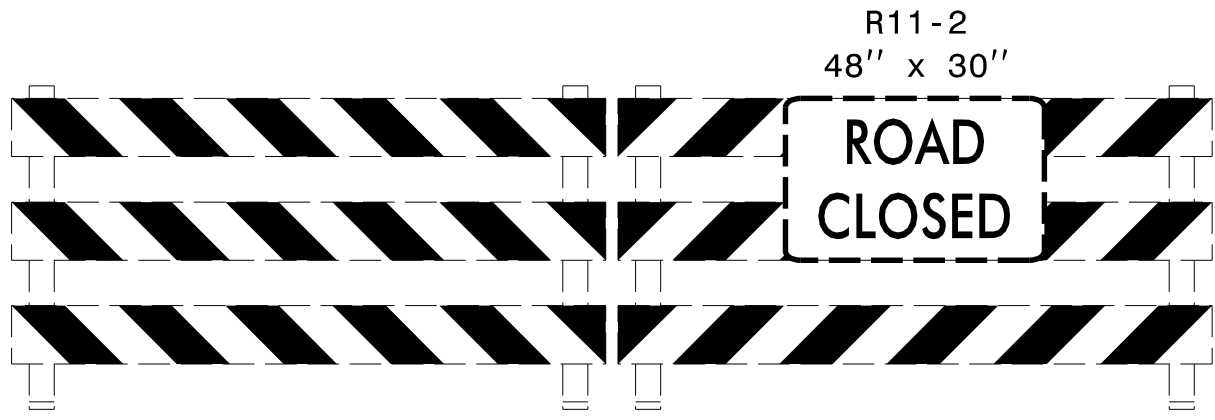
INSET 'A'

MESSAGE PRIOR TO CLOSURE:

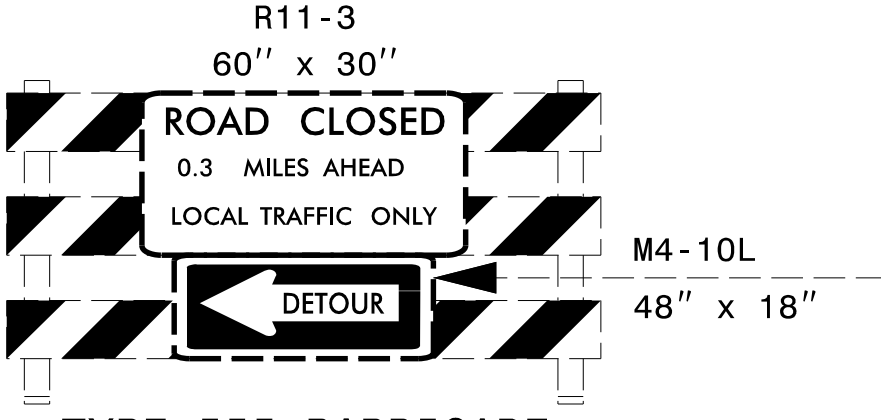
MESSAGE NO. 1	MESSAGE NO. 2
OLD 64 WILL BE CLOSED	STARTING (DAY) (TIME)
CHANGEABLE MESSAGE SIGN	

MESSAGE DURING CLOSURE:

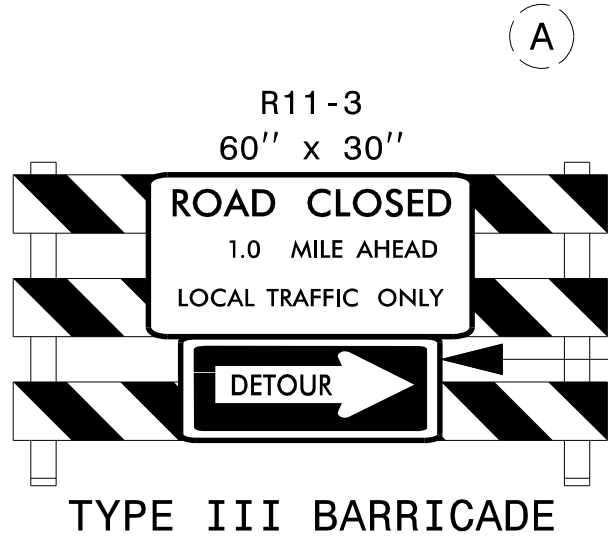
MESSAGE NO. 1	MESSAGE NO. 2
OLD 64 CLOSED 1.3 MI	FOLLOW POSTED DETOUR
CHANGEABLE MESSAGE SIGN	



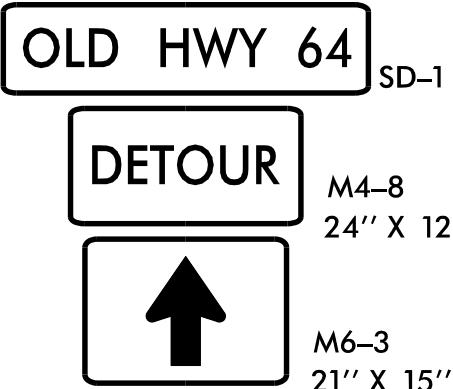
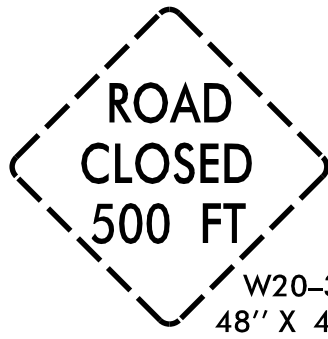
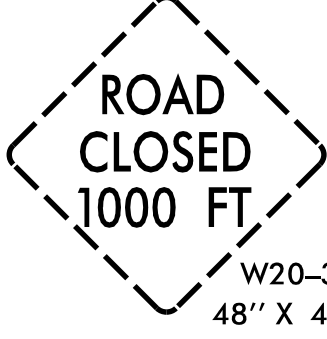
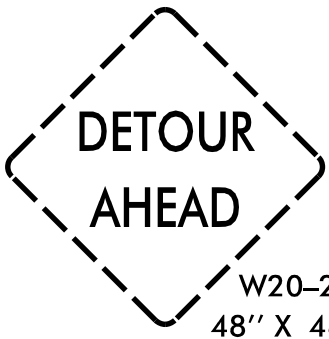
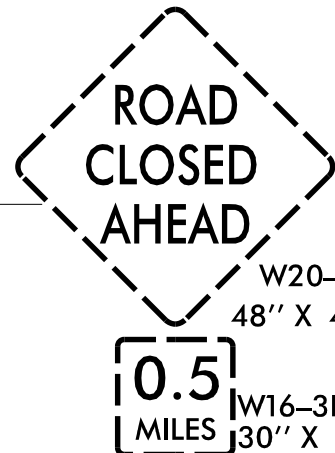
TYPE III BARRICADE (S)



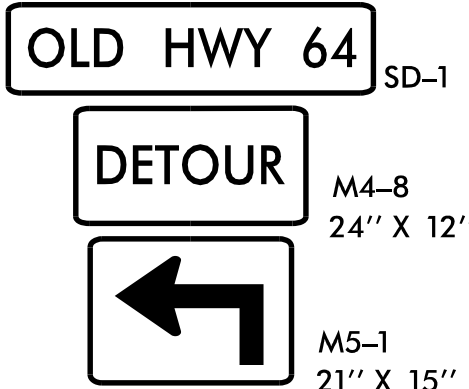
TYPE III BARRICADE



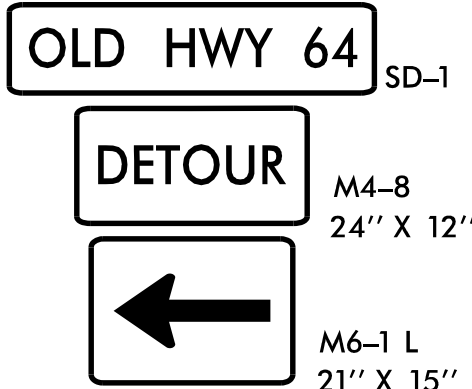
TYPE III BARRICADE



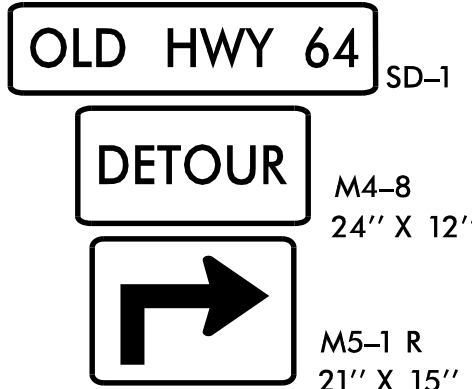
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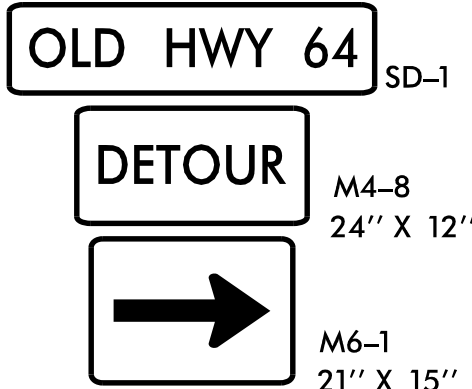
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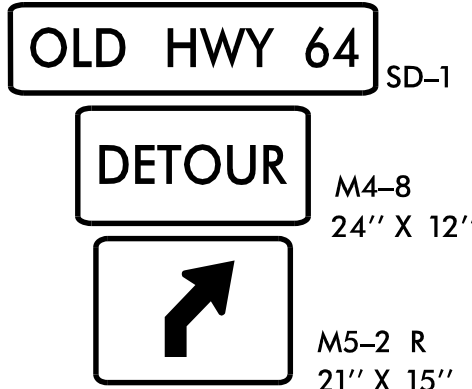
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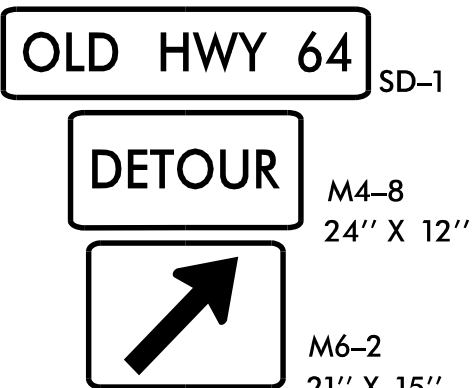
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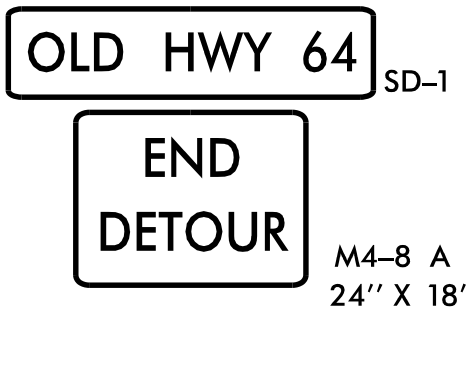
O



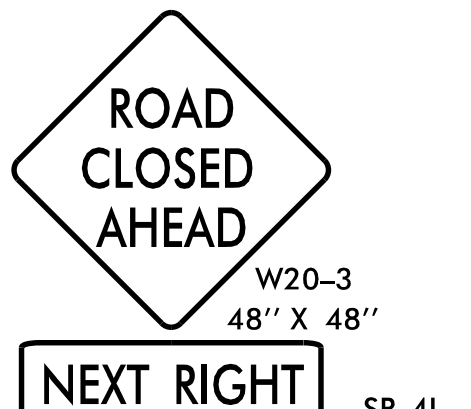
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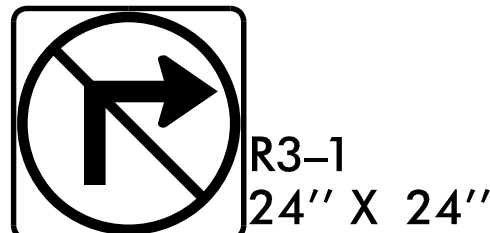
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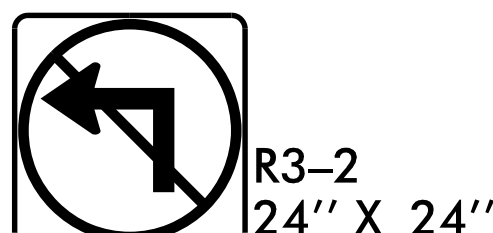
S



T



U



V

DETOUR DESCRIPTION:

WEST: SOUTH MAIN STREET TO NORTH MAIN STREET TO WEST M.L.K. JR BLVD TO NC 8 TO US 29/US 70 TO US 64 MOCKSVILLE RD TO FOREST HILL RD

NOTES:

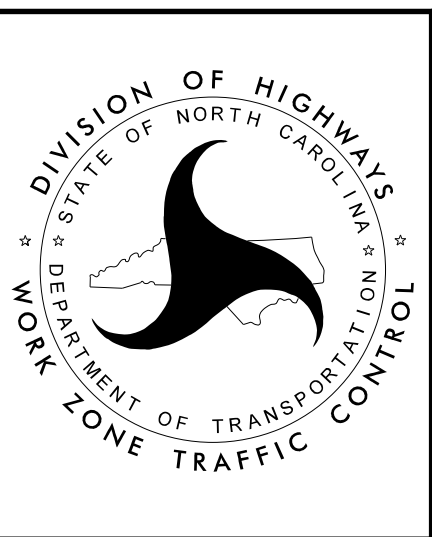
- TRAFFIC CONTROL DEVICES (A) THRU (V) SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
- SIGNS (A) THRU (I) WERE PLACED USING TMP-5 AND WILL BE USED IN CONJUNCTION WITH THIS SHEET.
- ALL SIGNAGE IS SPACED PER RSD 1101.11 SHEET 4 OF 4.
- USE THIS SHEET IN CONJUNCTION WITH RSD 1101.01 SHEET 3 OF 3, RSD 1101.03 SHEET 1 OF 9 AND TMP-2B.
- USE THIS SHEET WHEN THE NATIONAL BLVD/US70/US29 RAMP IS CLOSED.

APPROVED: 3/4/2025

DATE:

SEAL

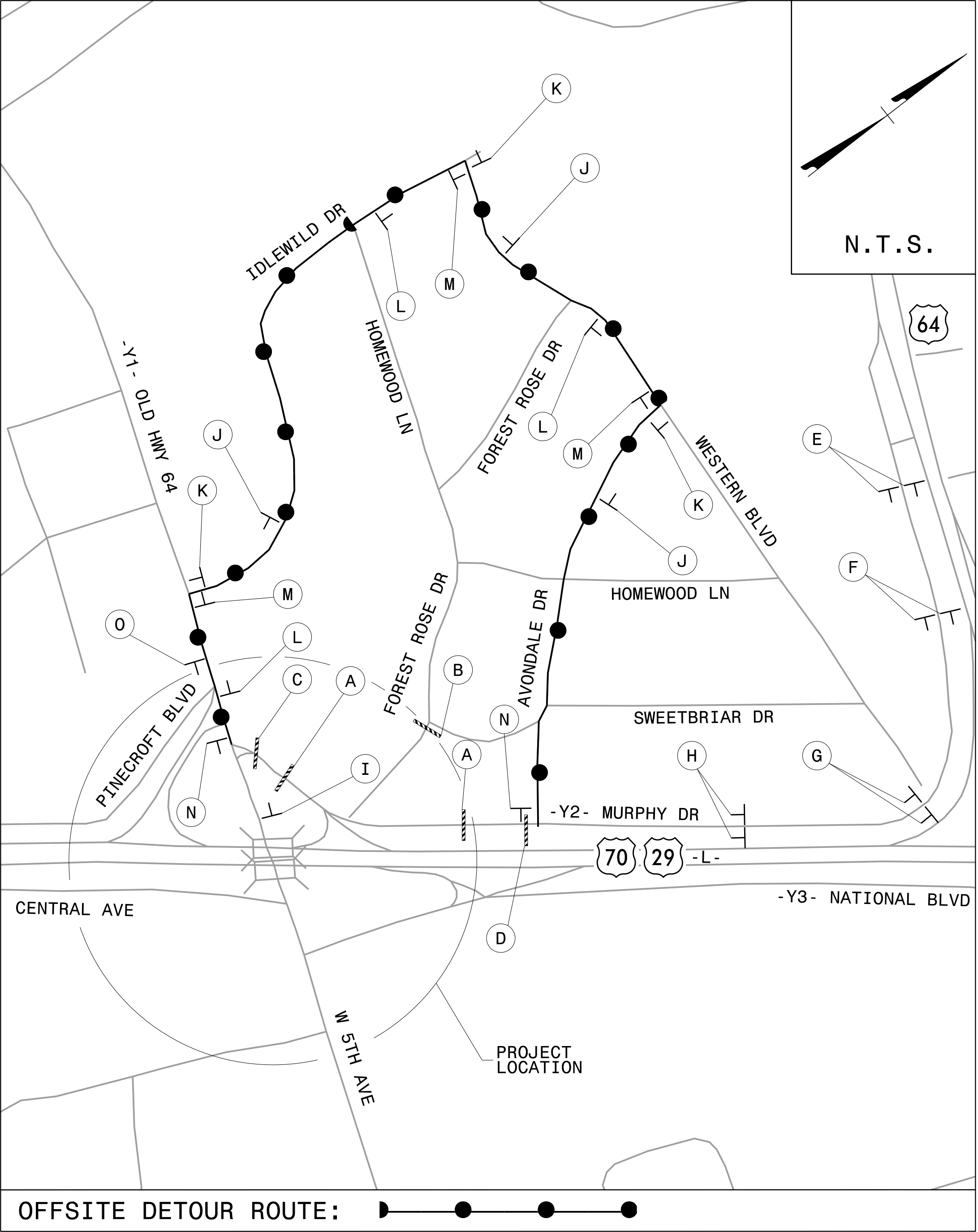
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



-Y1-
OLD HWY 64 WESTBOUND
OFFSITE DETOUR
ALT. ROUTE

PROJ. REFERENCE NO.	SHEET NO.
BR-0015	TMP-7

KCA
KISINGER CAMPO
& ASSOCIATES
301 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
(919) 882-7839
NC FIRM LICENSE: C-1506

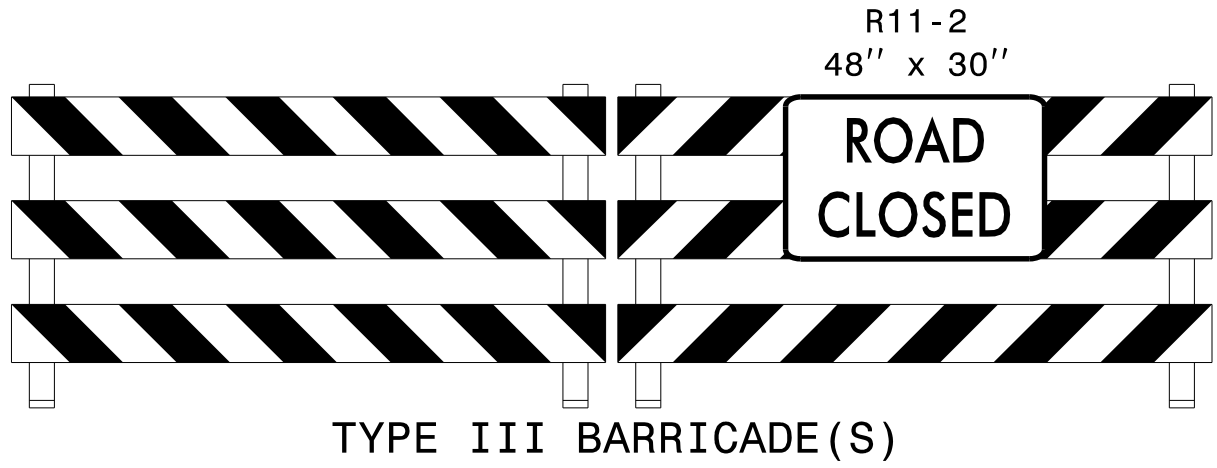


DETOUR DESCRIPTION:

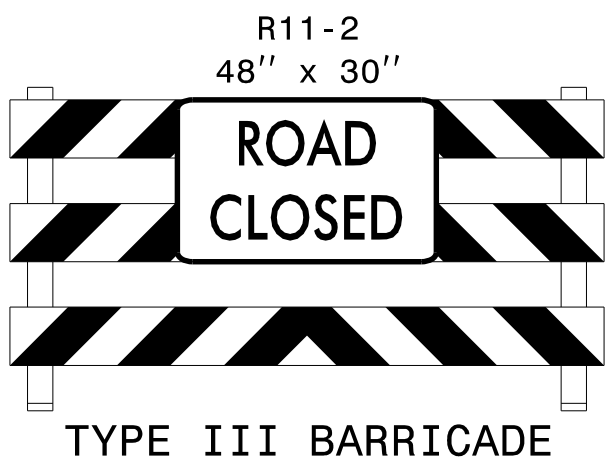
WEST: AVONDALE DR TO WESTERN BLVD TO IDLEWILD DR TO OLD HWY 64
EAST: OLD HWY 64 TO IDLEWILD DR TO WESTERN BLVD TO AVONDALE DR

NOTES:

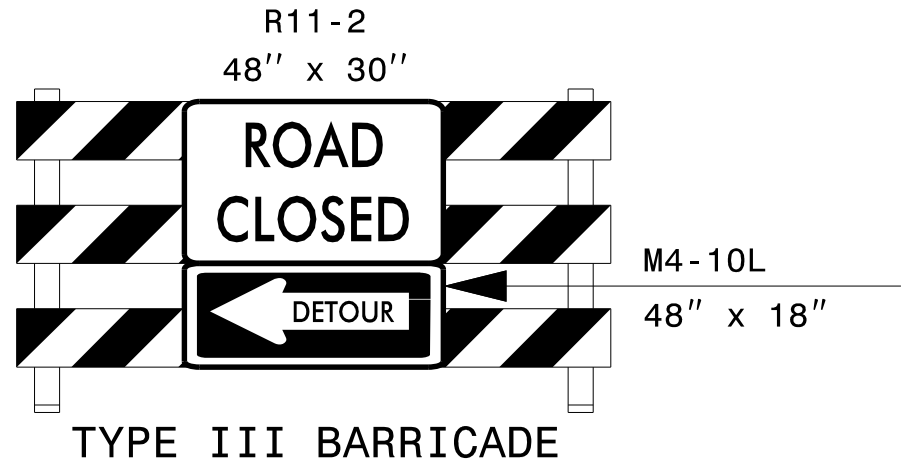
- TRAFFIC CONTROL DEVICES (A) THRU (O) SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
- ALL SIGNAGE IS SPACED PER RSD 1101.11 SHEET 4 OF 4.
- USE THIS SHEET IN CONJUNCTION WITH RSD 1101.01 SHEET 3 OF 3, RSD 1101.03 SHEET 1 OF 9 AND TMP-2B.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRIVEWAY ACCESS AT ALL TIMES.



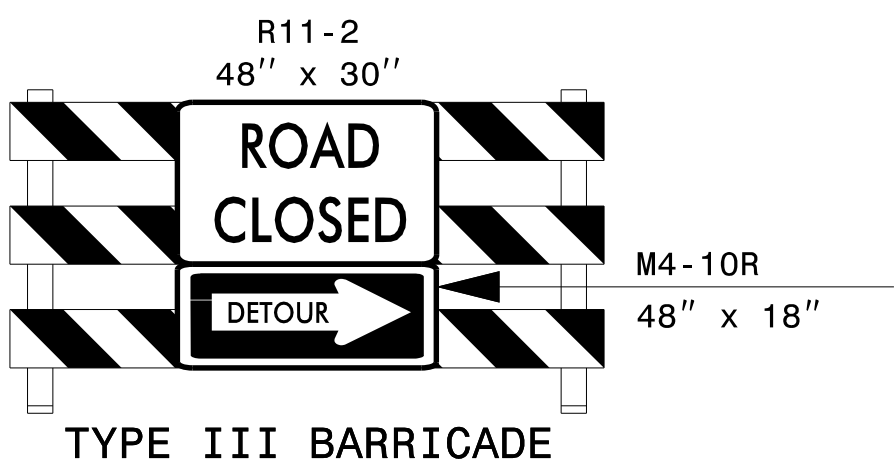
(A)



(B)



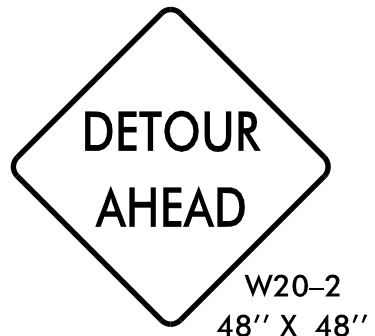
(C)



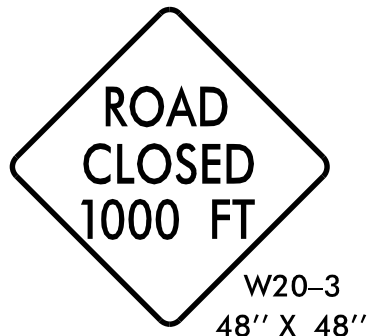
(D)



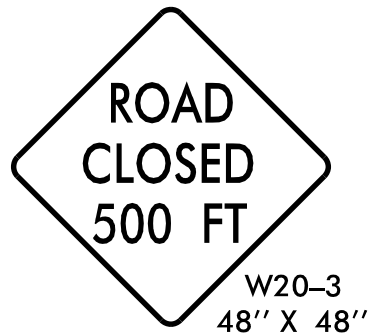
(E)



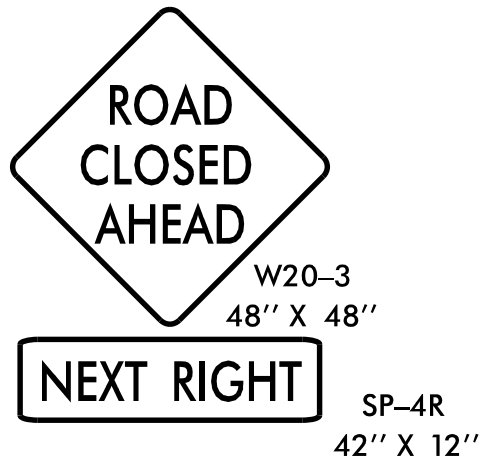
(F)



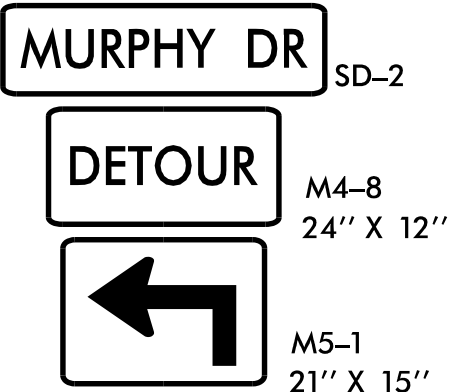
(G)



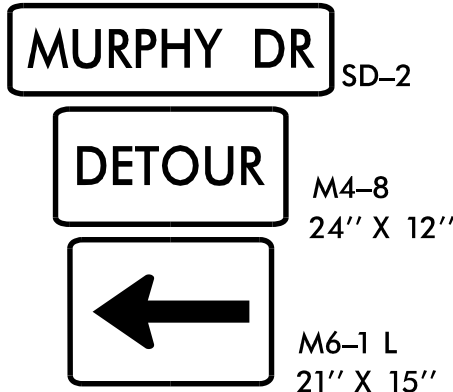
(H)



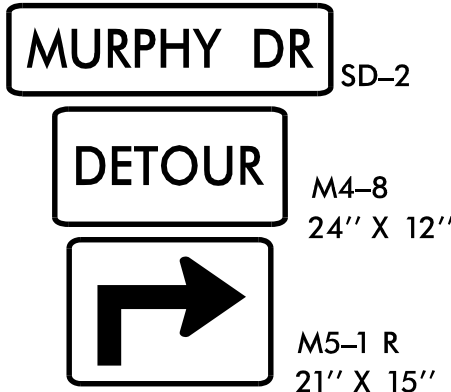
(I)



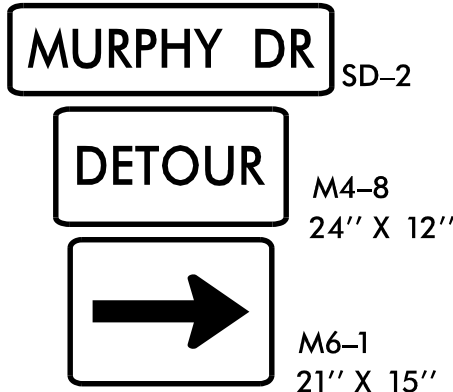
(J)



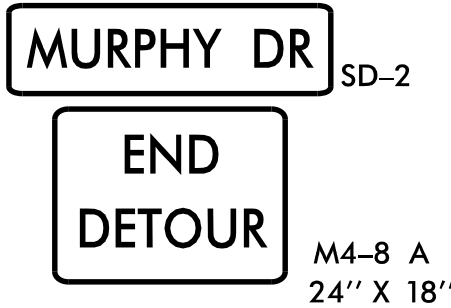
(K)



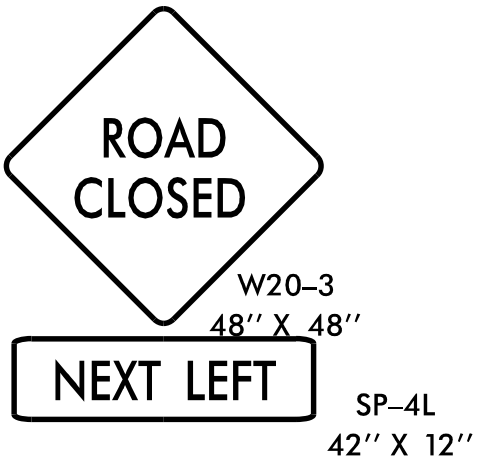
(L)



(M)

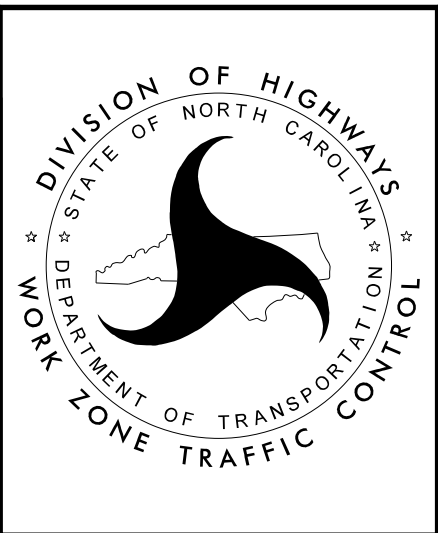


(N)



(O)

APPROVED: 3/4/2025
DATE: 3/4/2025
SEAL
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



-Y2-
MURPHY DR (SR 1239)
OFFSITE DETOUR

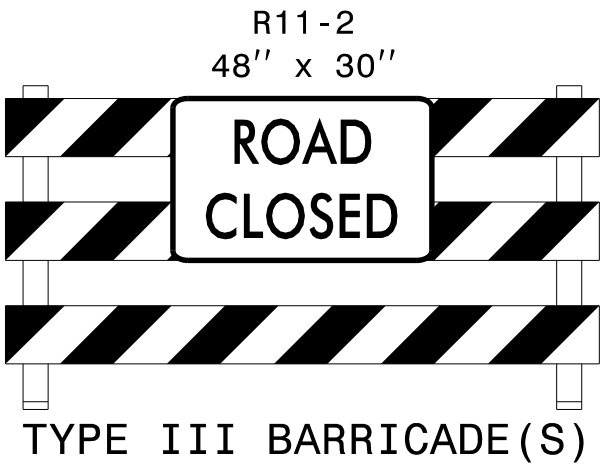
PROJ. REFERENCE NO.	SHEET NO.
BR-0015	TMP-8

KCA
KISINGER CAMPO
& ASSOCIATES
301 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
(919) 882-7839
NC FIRM LICENSE: C-1506

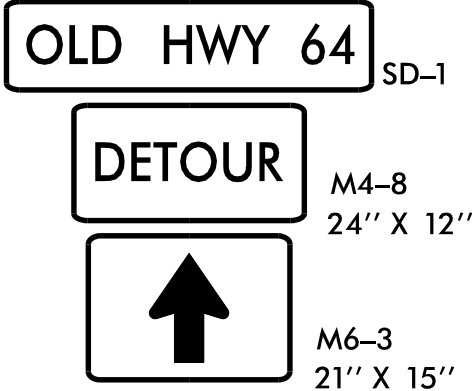
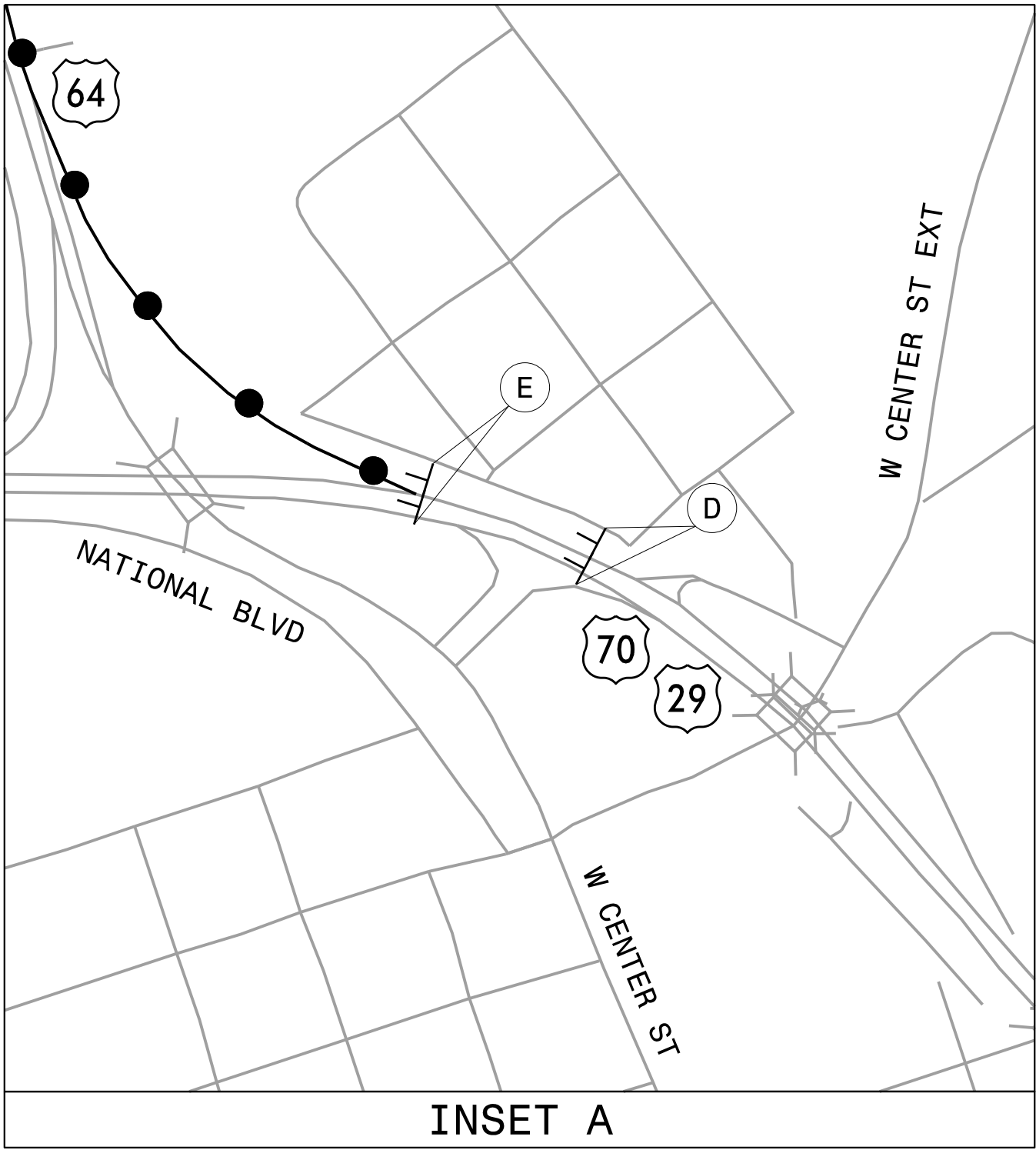
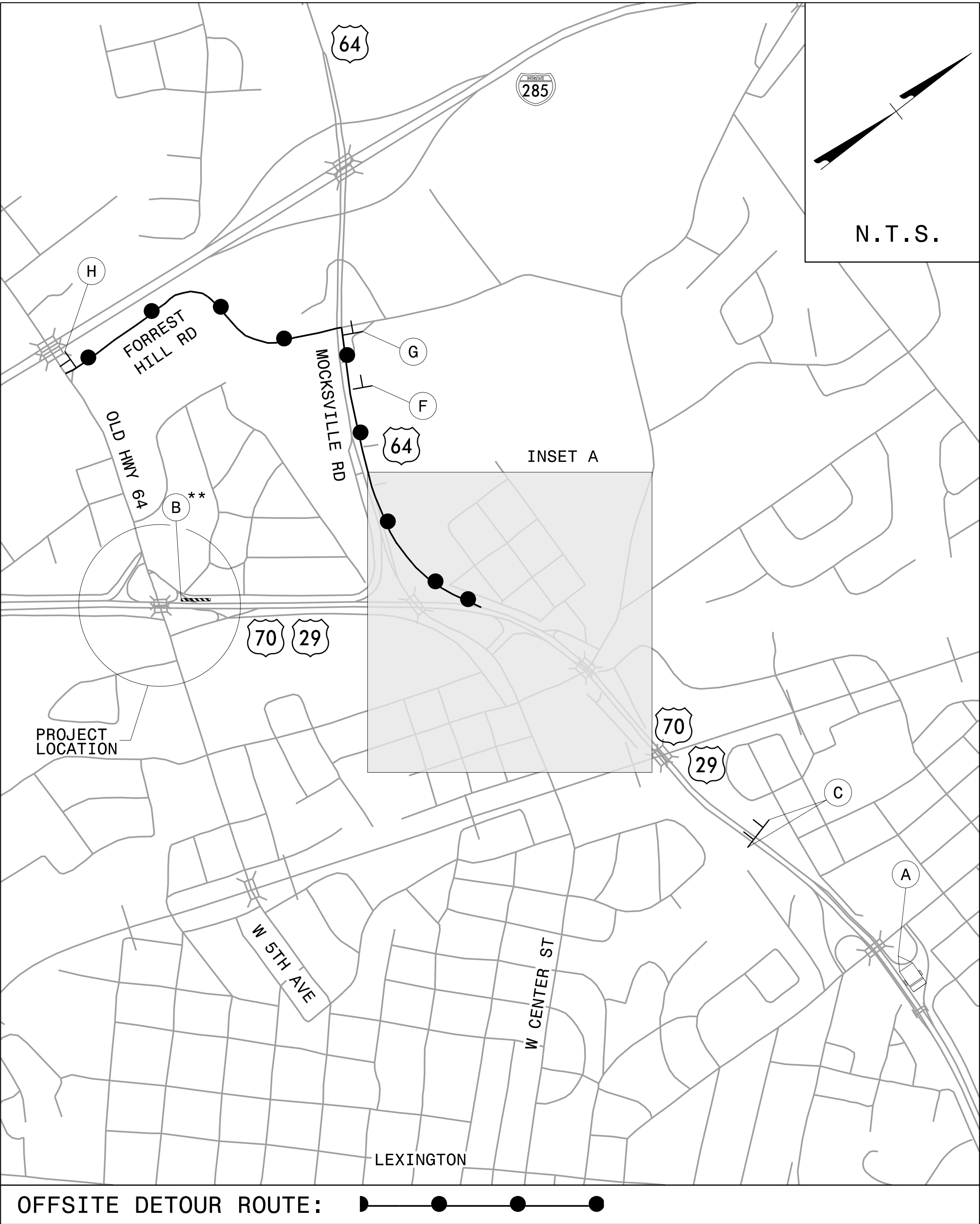
MESSAGE NO. 1	MESSAGE NO. 2
OLD 64 EXIT CLOSED	FOLLOW DETOUR

CHANGEABLE MESSAGE SIGN

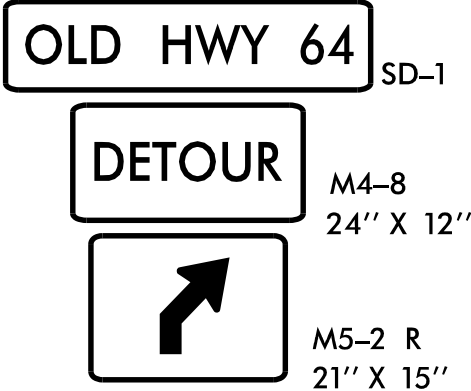
A



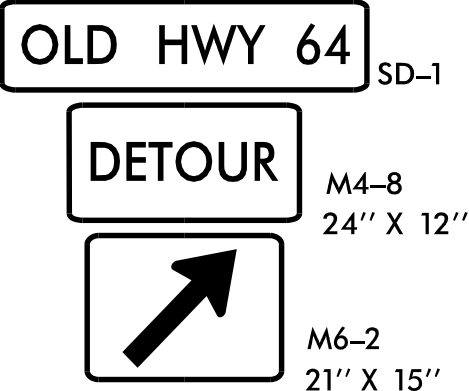
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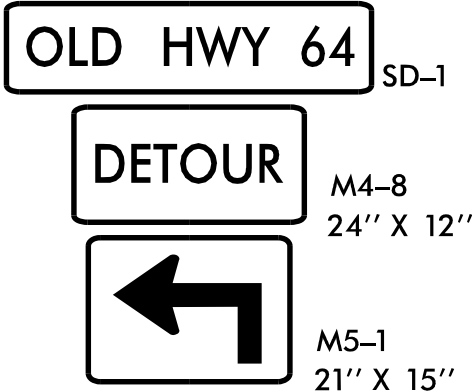
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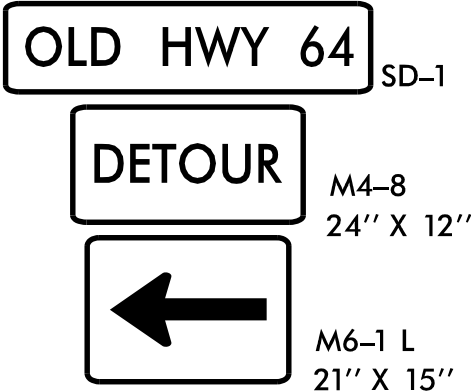
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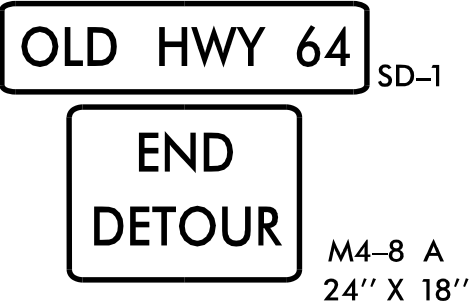
E



F



G



H

DETOUR DESCRIPTION:

WEST: US 64 EXIT MOCKSVILLE RD US 64 TO FOREST HILL RD

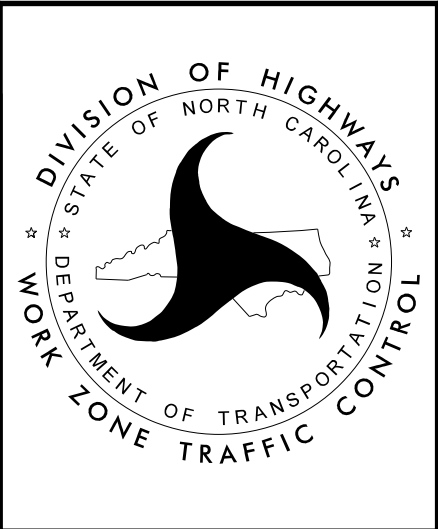
NOTES:

1. TRAFFIC CONTROL DEVICES (A) THRU (H) SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. ALL SIGNAGE IS SPACED PER RSD 1101.11 SHEET 4 OF 4.
3. USE THIS SHEET IN CONJUNCTION WITH RSD 1101.01 SHEET 3 OF 3 AND TMP-2B.
4. ** CLOSE SOUTHBOUND OFF-RAMP PER RSD 1101.02 SHEET 12 OF 19

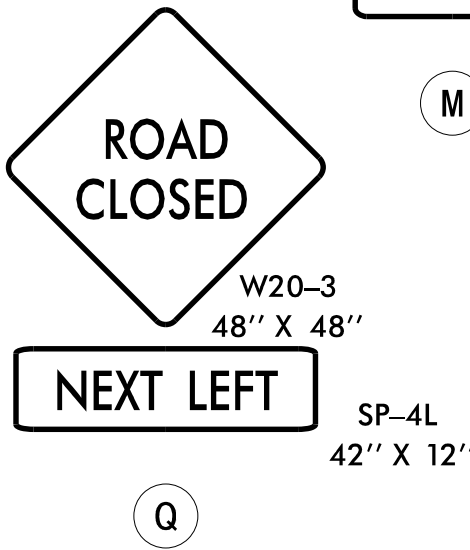
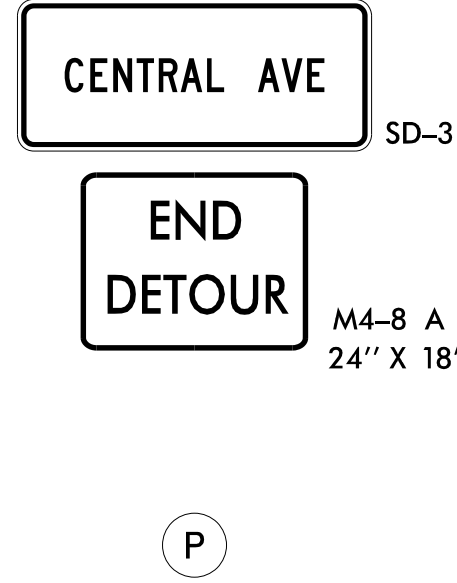
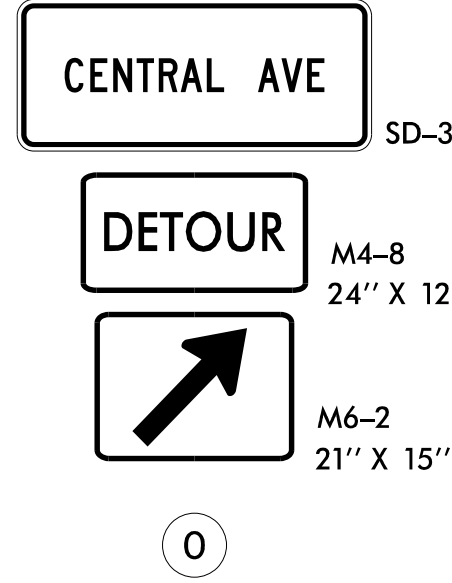
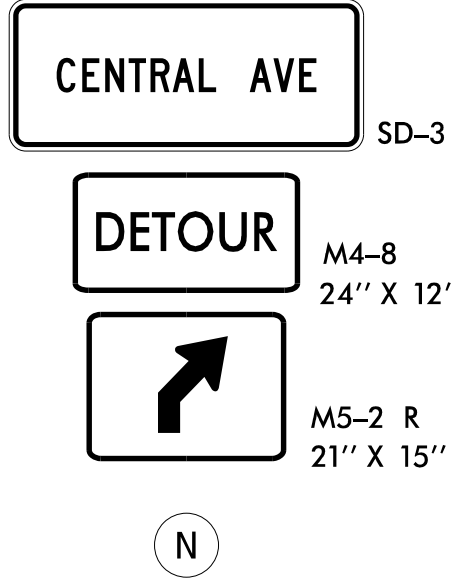
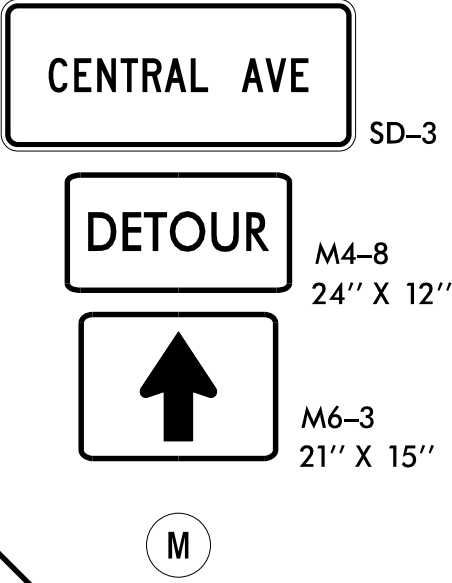
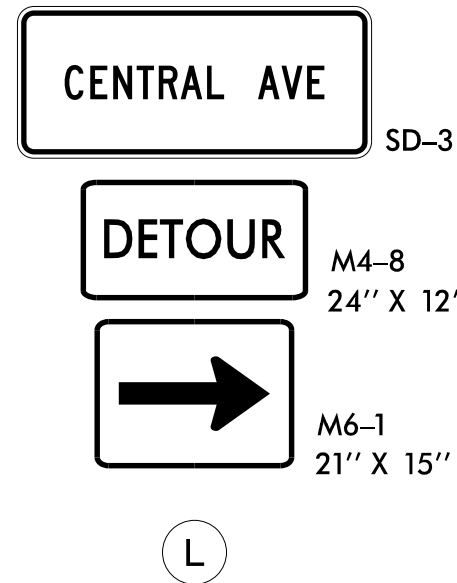
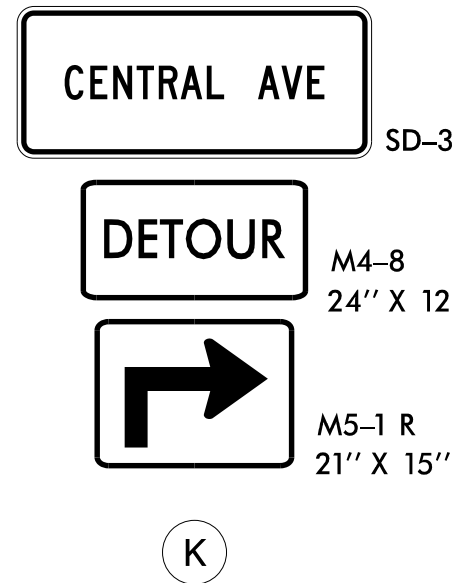
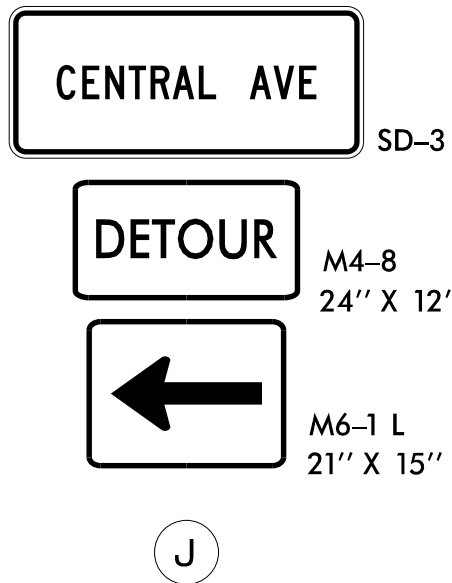
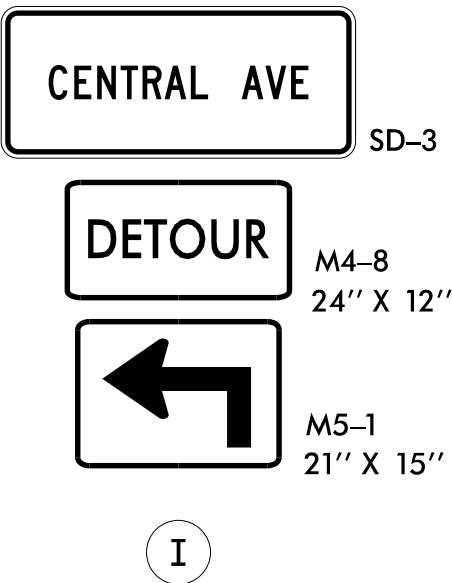
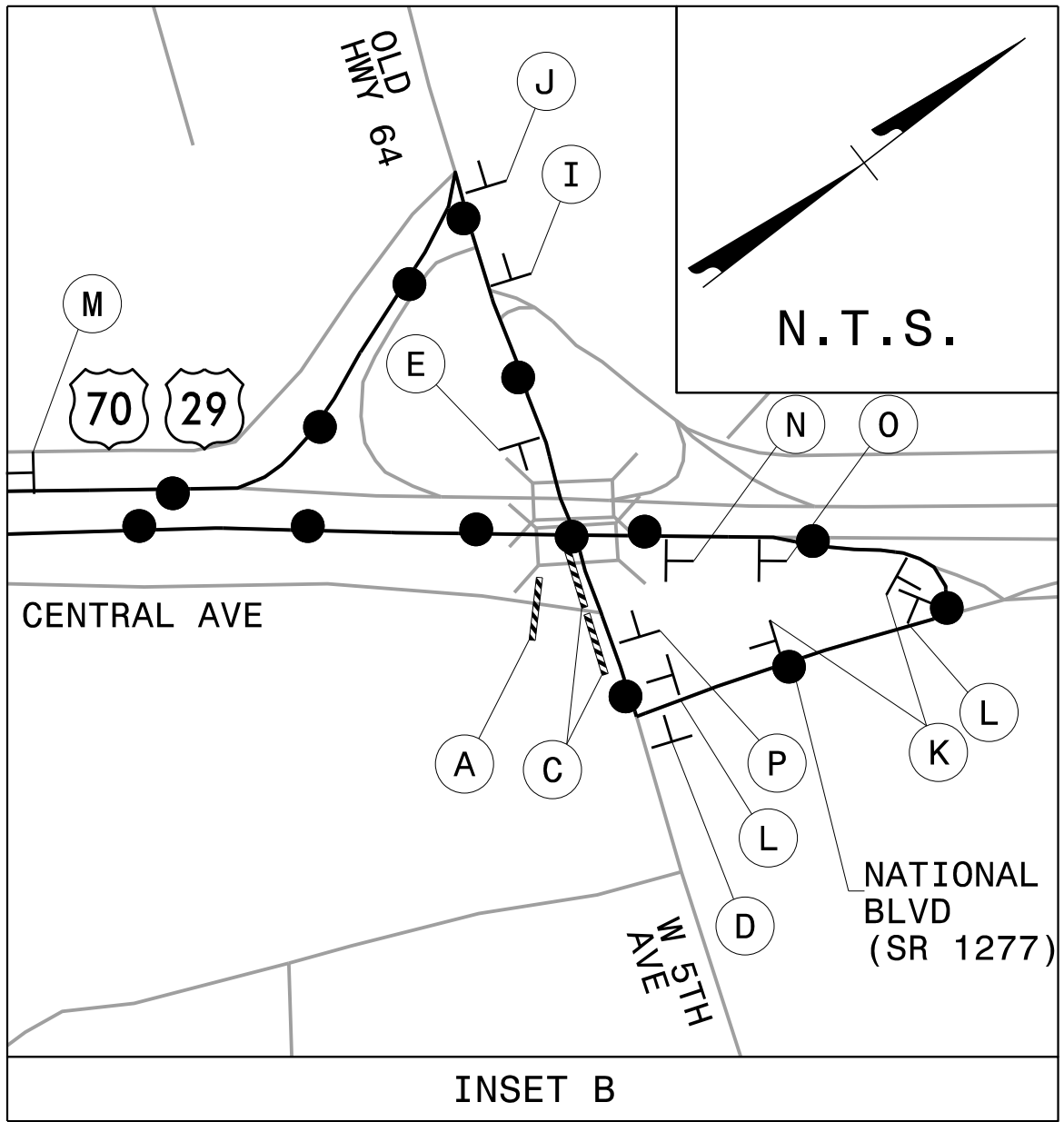
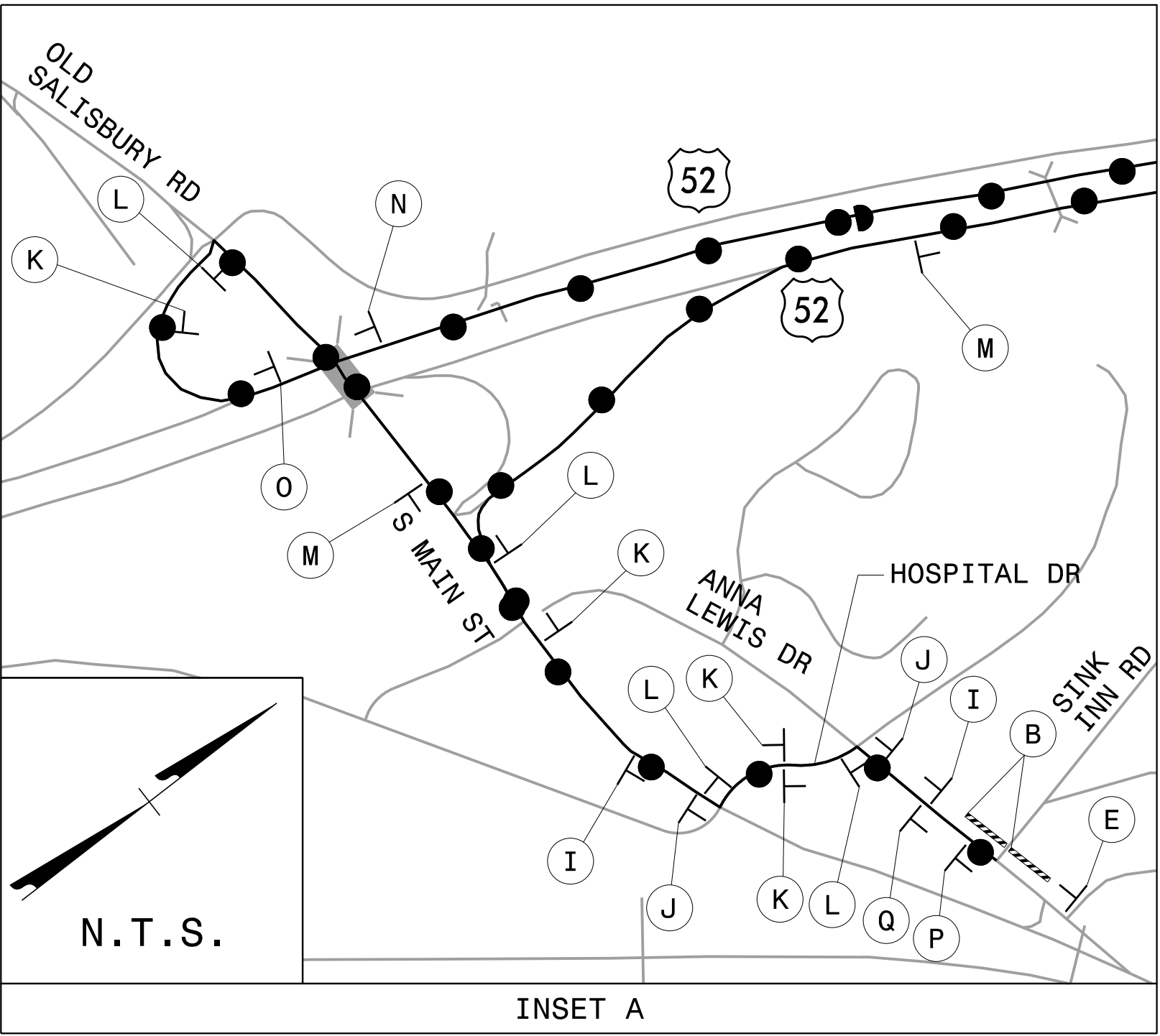
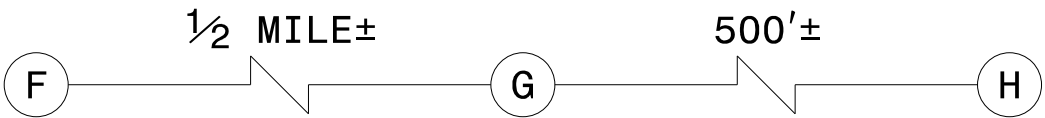
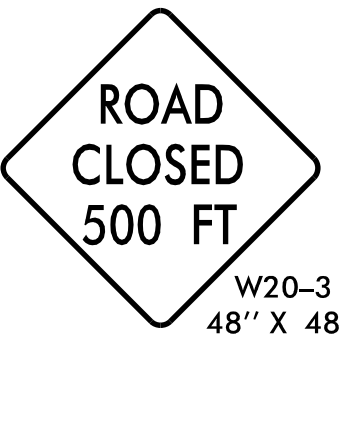
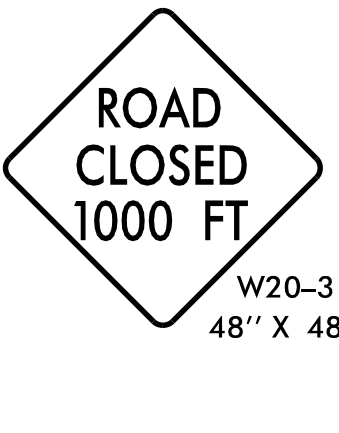
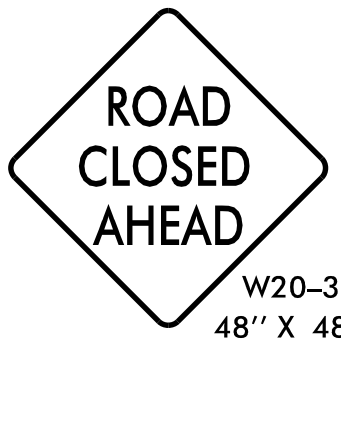
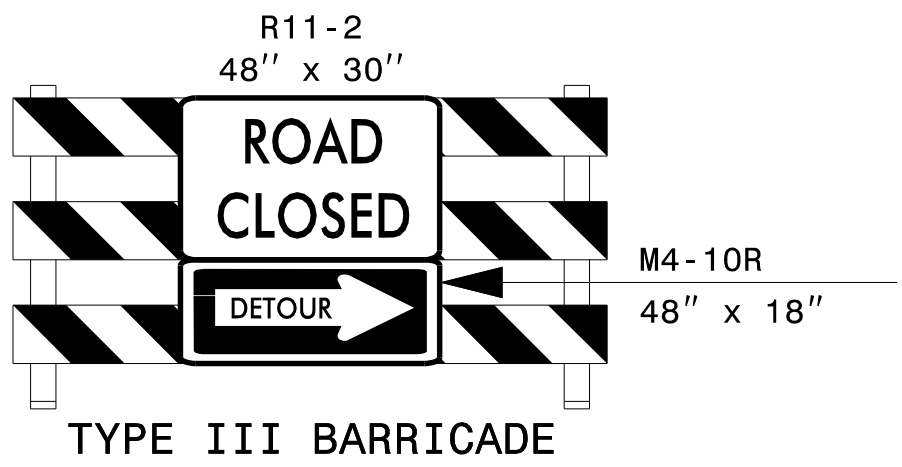
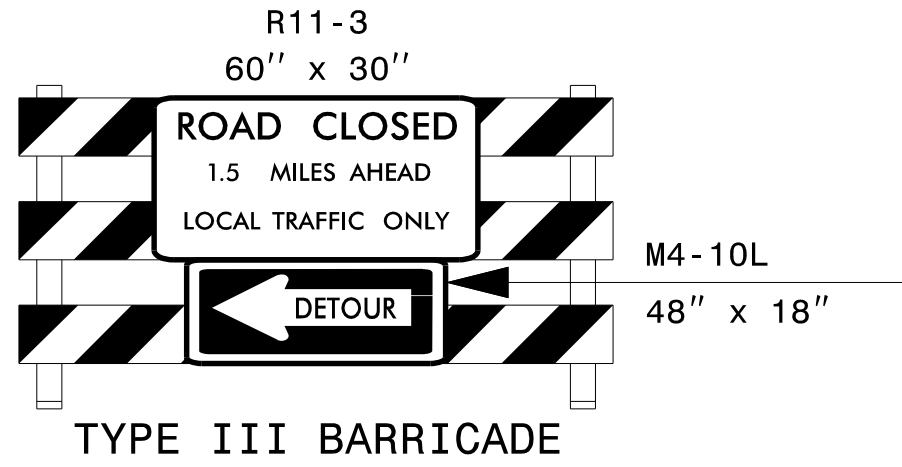
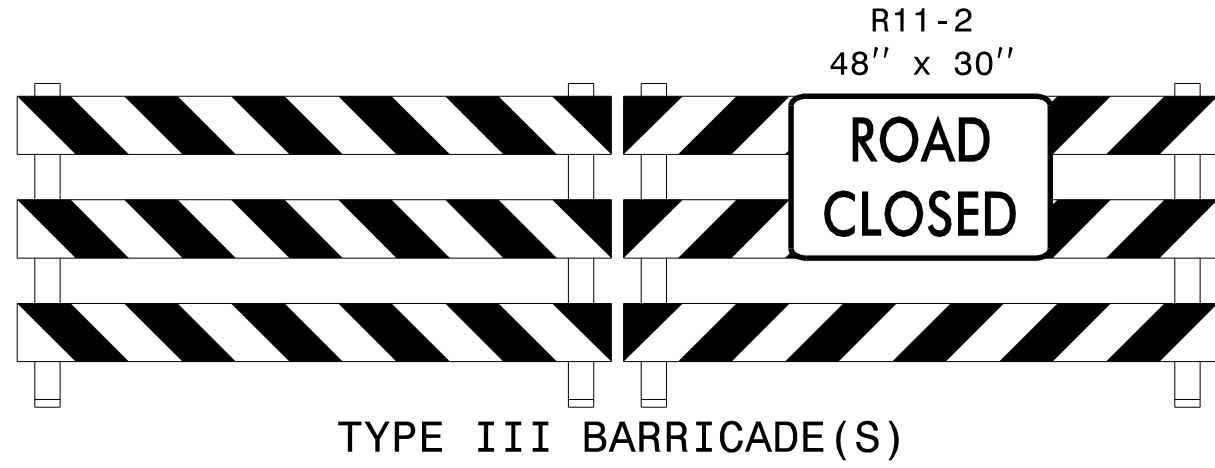
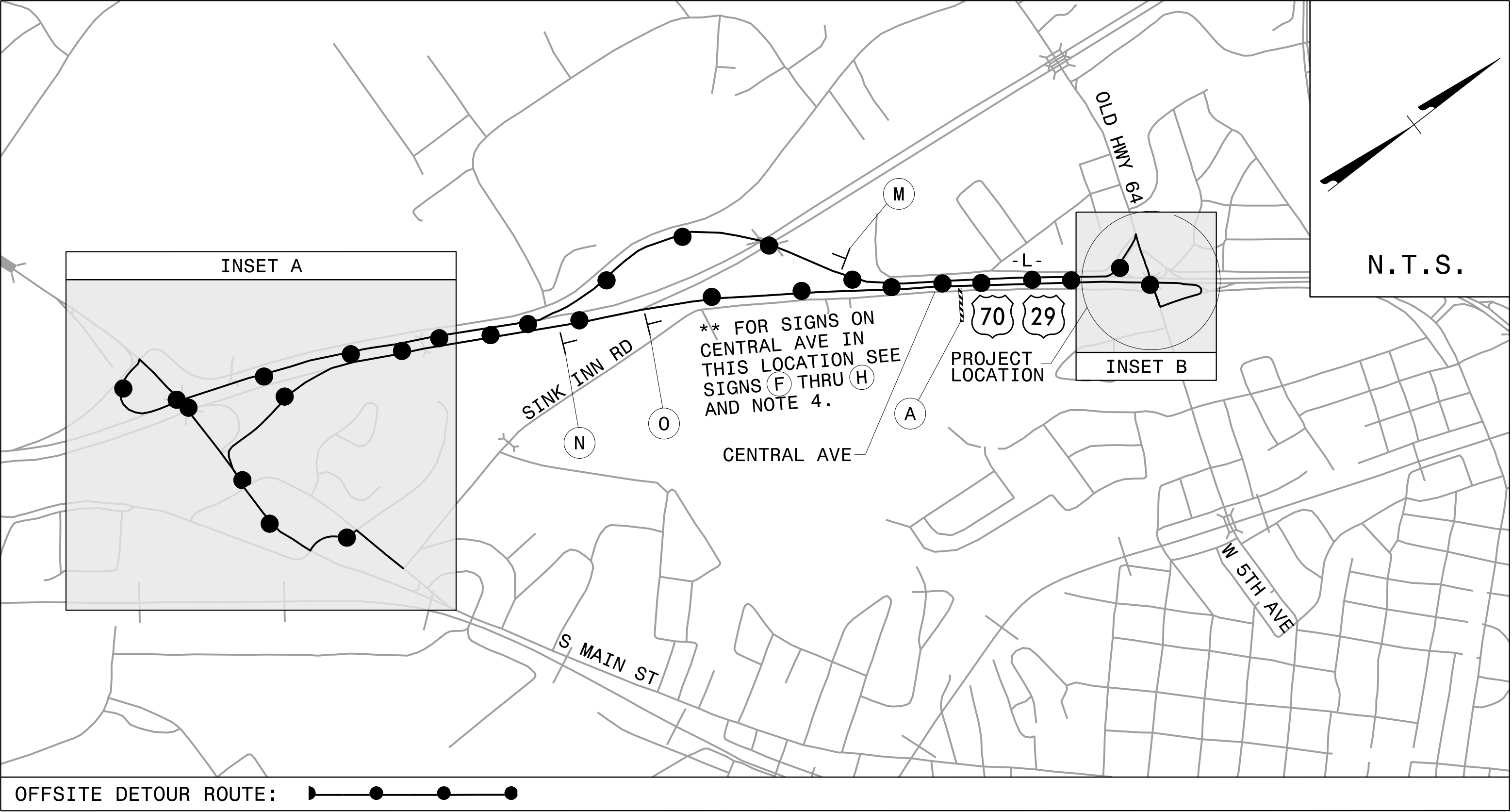
APPROVED: *Darren P. Brandes*
DATE: 3/4/2025

SEAL

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



-L- US 29/US 70
SOUTHBOUND OFF-RAMP
OFFSITE DETOUR



NOTES:

1. TRAFFIC CONTROL DEVICES (A) THRU (Q) SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. ALL SIGNAGE IS SPACED PER RSD 1101.11 SHEET 4 OF 4.
3. USE THIS SHEET IN CONJUNCTION WITH RSD 1101.01 SHEET 3 OF 3, RSD 1101.03 SHEETS 1 AND 2 OF 9, AND SHEET TMP-2B.
4. PLACE SIGN (H) APPROX. 500' FROM BARRICADE (A) ON CENTRAL AVE.

DETOUR DESCRIPTION:

NORTH: ANNA LEWIS DR TO HOSPITAL DR TO SR 1147 (S MAIN ST) TO US 52 NORTH TO US 29 NORTH/US 70 EAST TO SR 1277 (NATIONAL BLVD) TO W 5TH AVE.

SOUTH: W 5TH AVE TO US 29 SOUTH/US 70 WEST TO OLD SALISBURY RD/S MAIN ST TO HOSPITAL DR TO ANNA LEWIS DR TO SINK INN RD/CENTRAL AVE.

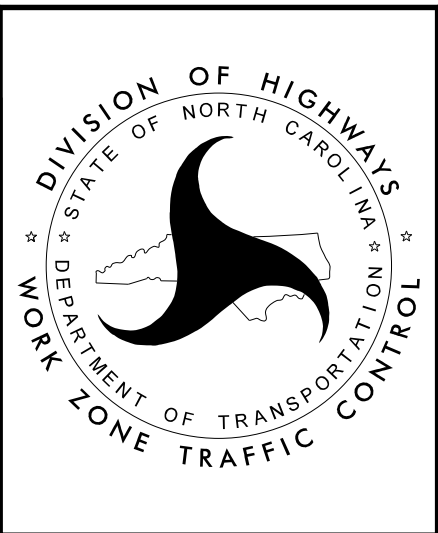
Signed by:
Daren P. Brandes
1F9GB4E8BD13433

APPROVED: 3/4/2025

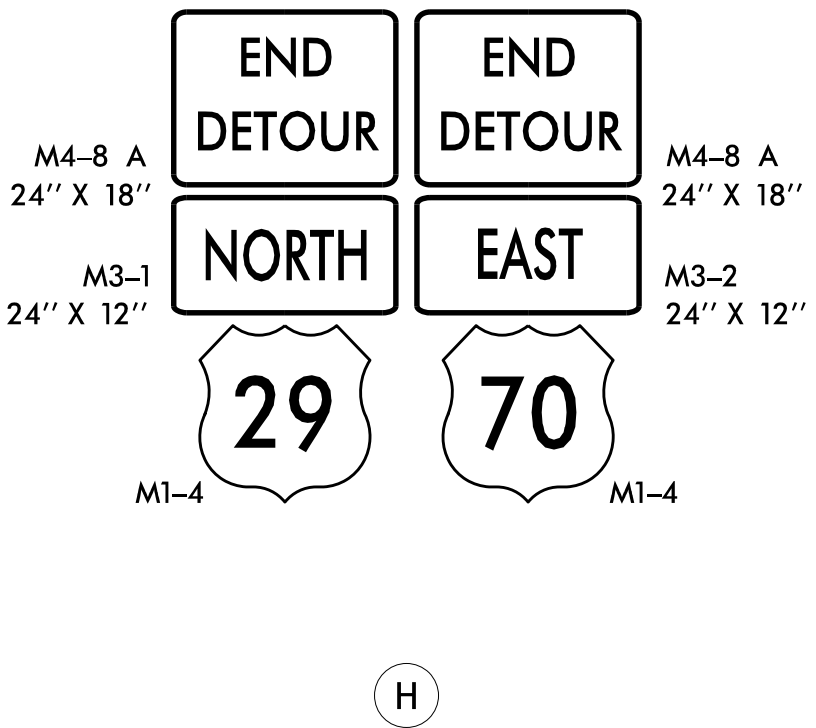
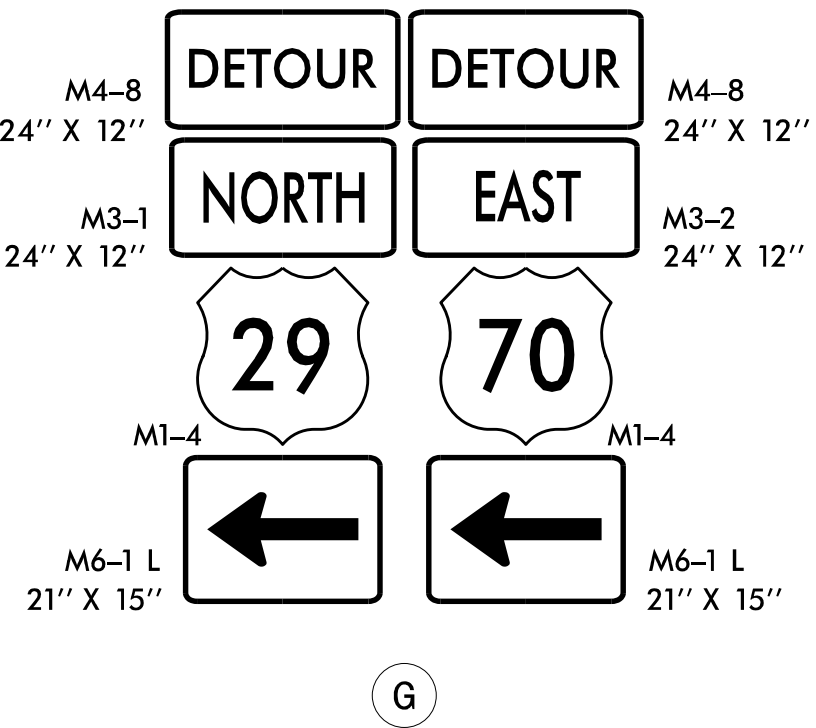
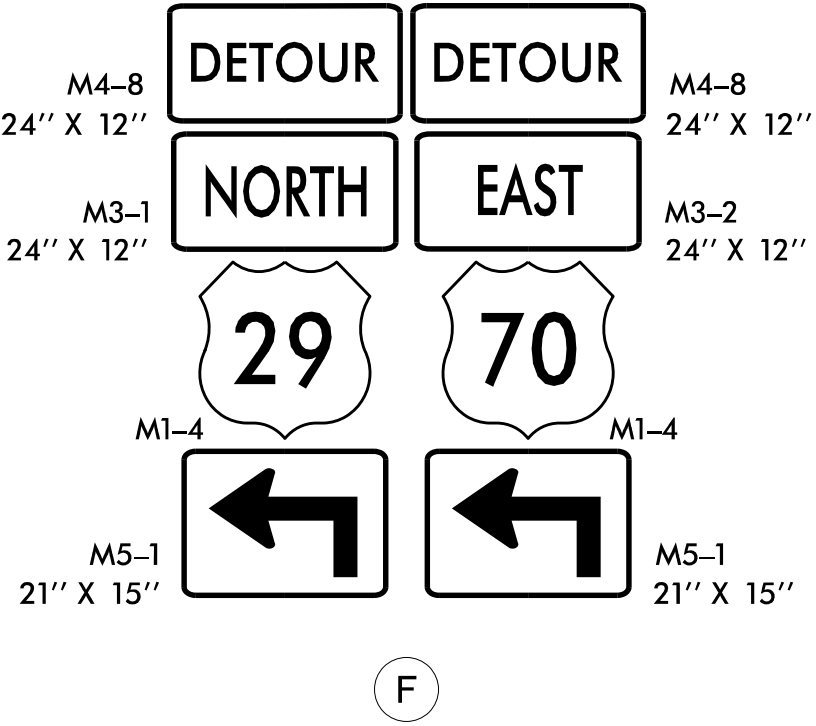
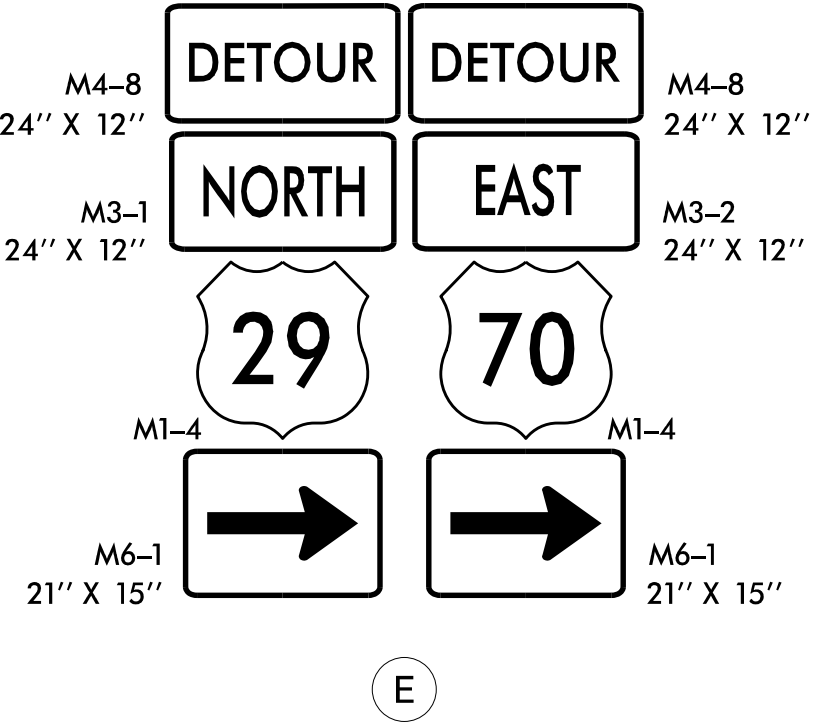
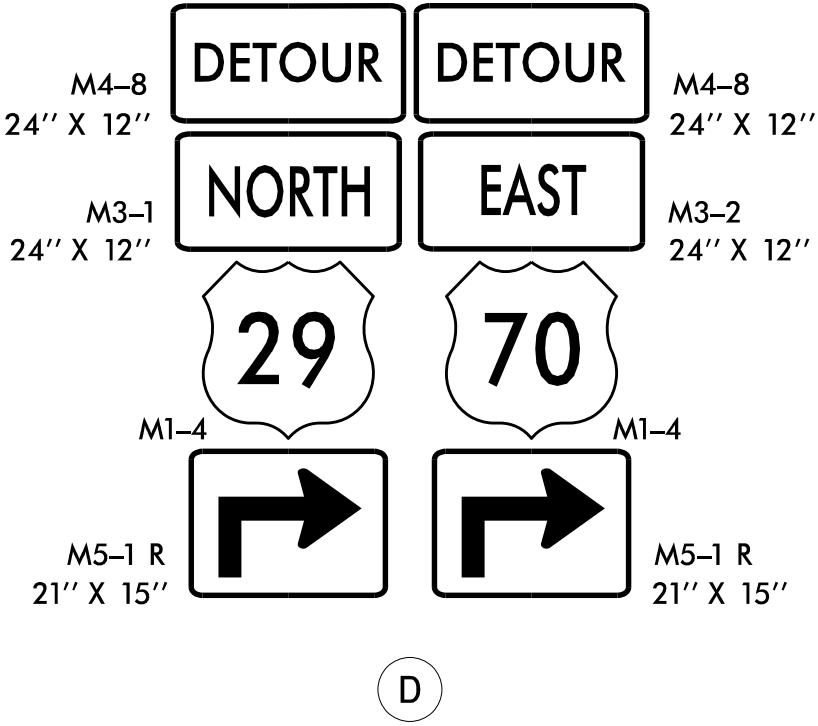
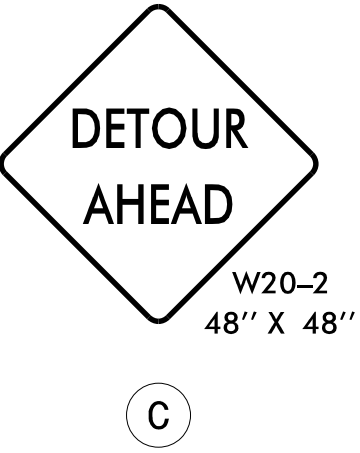
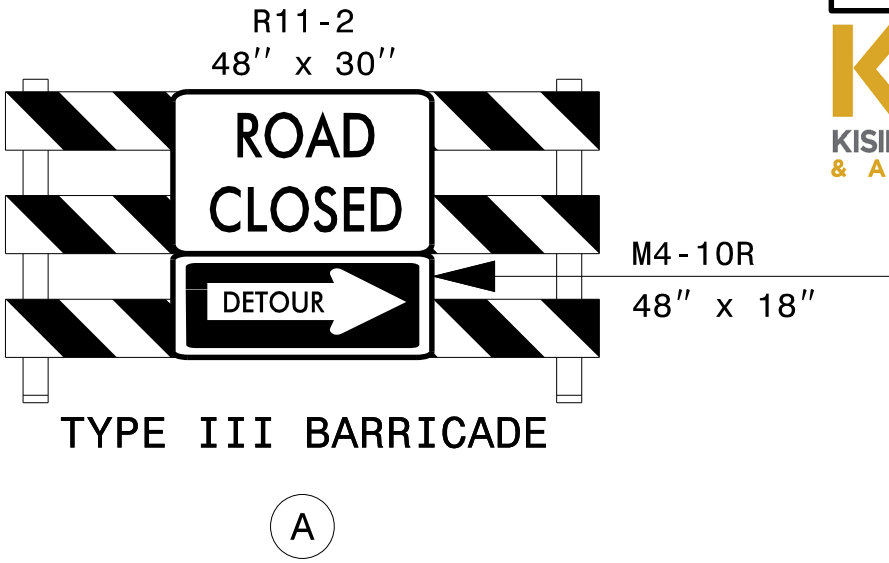
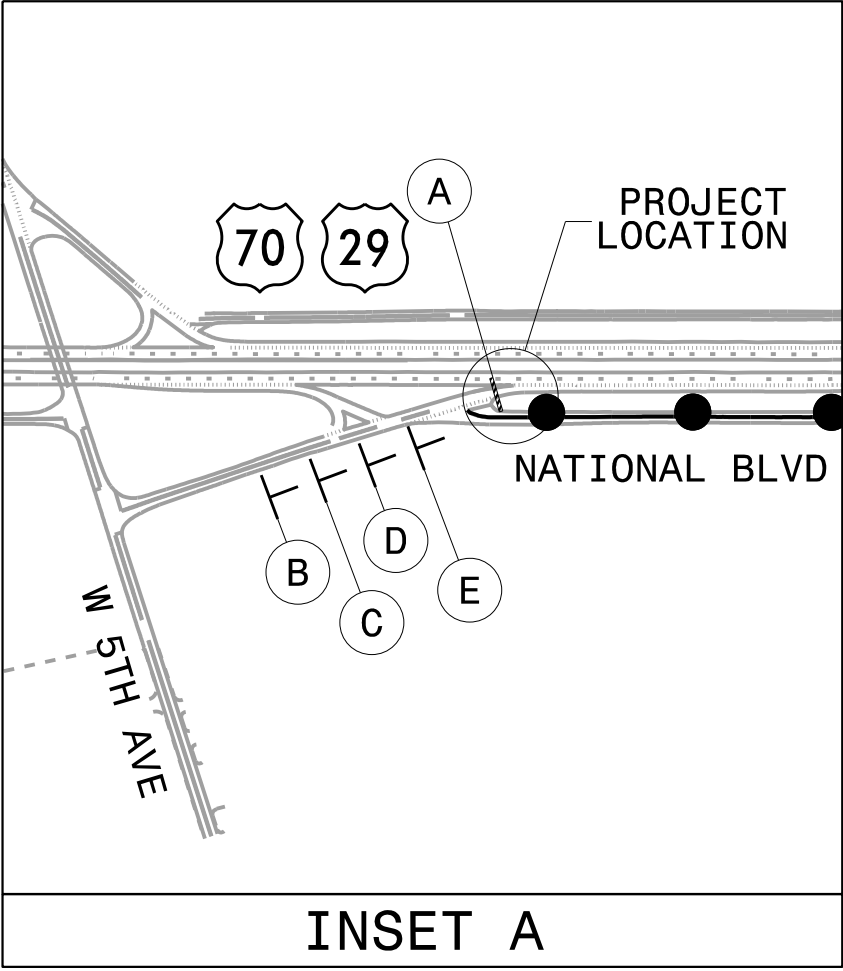
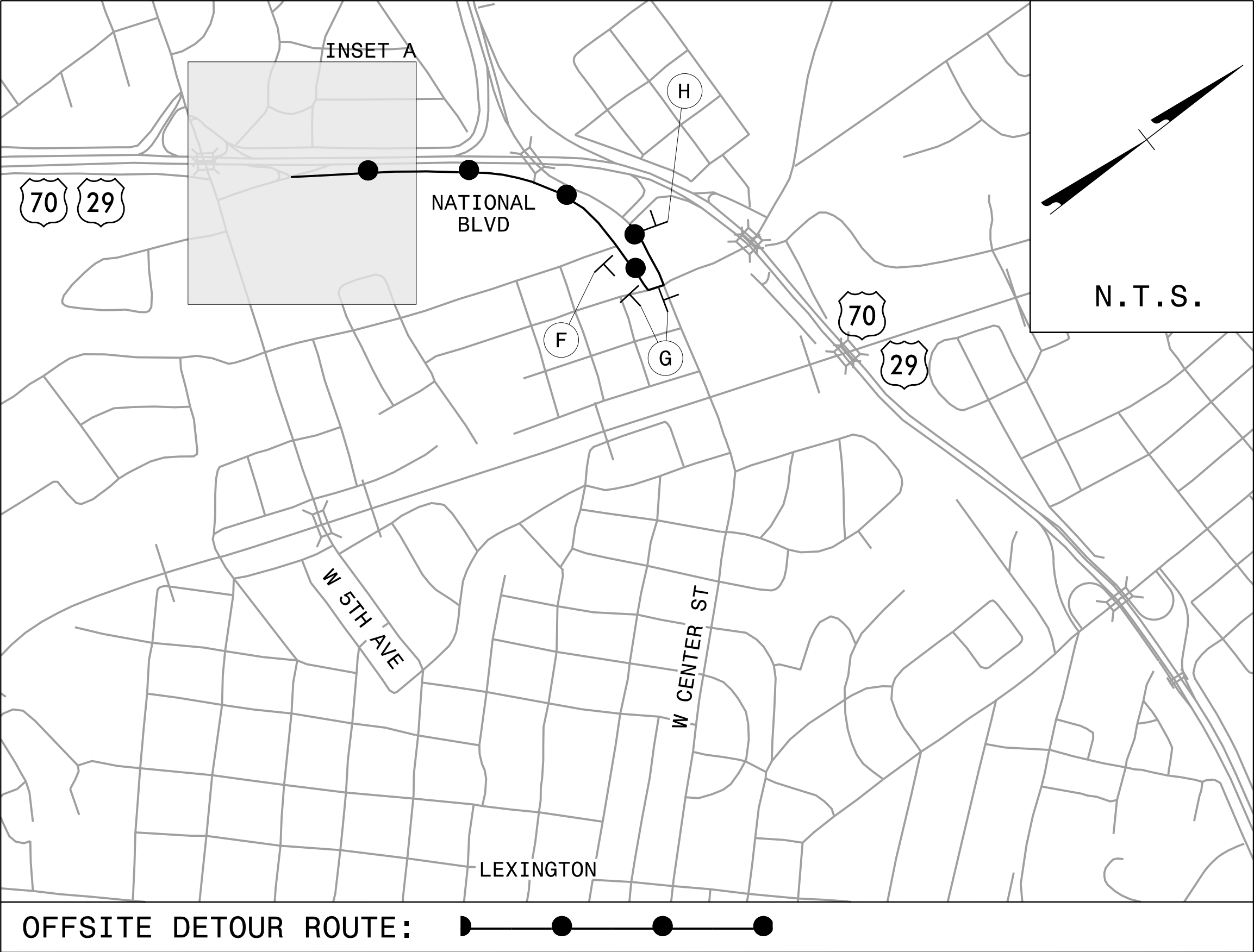
DATE:

SEAL

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



CENTRAL AVE.
OFFSITE DETOUR



DETOUR DESCRIPTION:

NORTH/EAST: NATIONAL BLVD RIGHT TO CONTINUE ON NATIONAL BLVD TO W CENTER ST

NOTES:

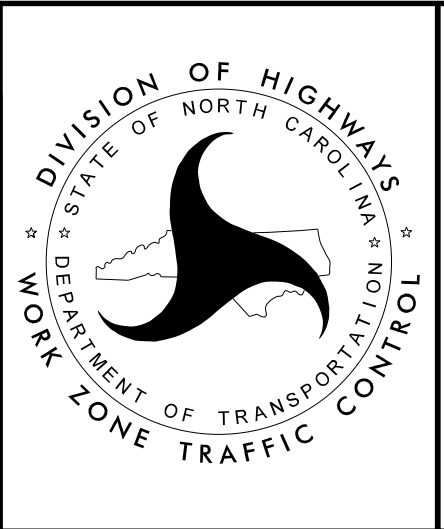
1. TRAFFIC CONTROL DEVICES (A) THRU (H) SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. ALL SIGNAGE IS SPACED PER RSD 1101.11 SHEET 4 OF 4.
3. USE THIS SHEET IN CONJUNCTION WITH RSD 1101.01 SHEET 3 OF 3.
4. USE THIS SHEET IN CONJUNCTION WITH RSD 1101.02 SHEET 1 OF 19

APPROVED: 3/4/2025

DATE: 3/4/2025

SEAL

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

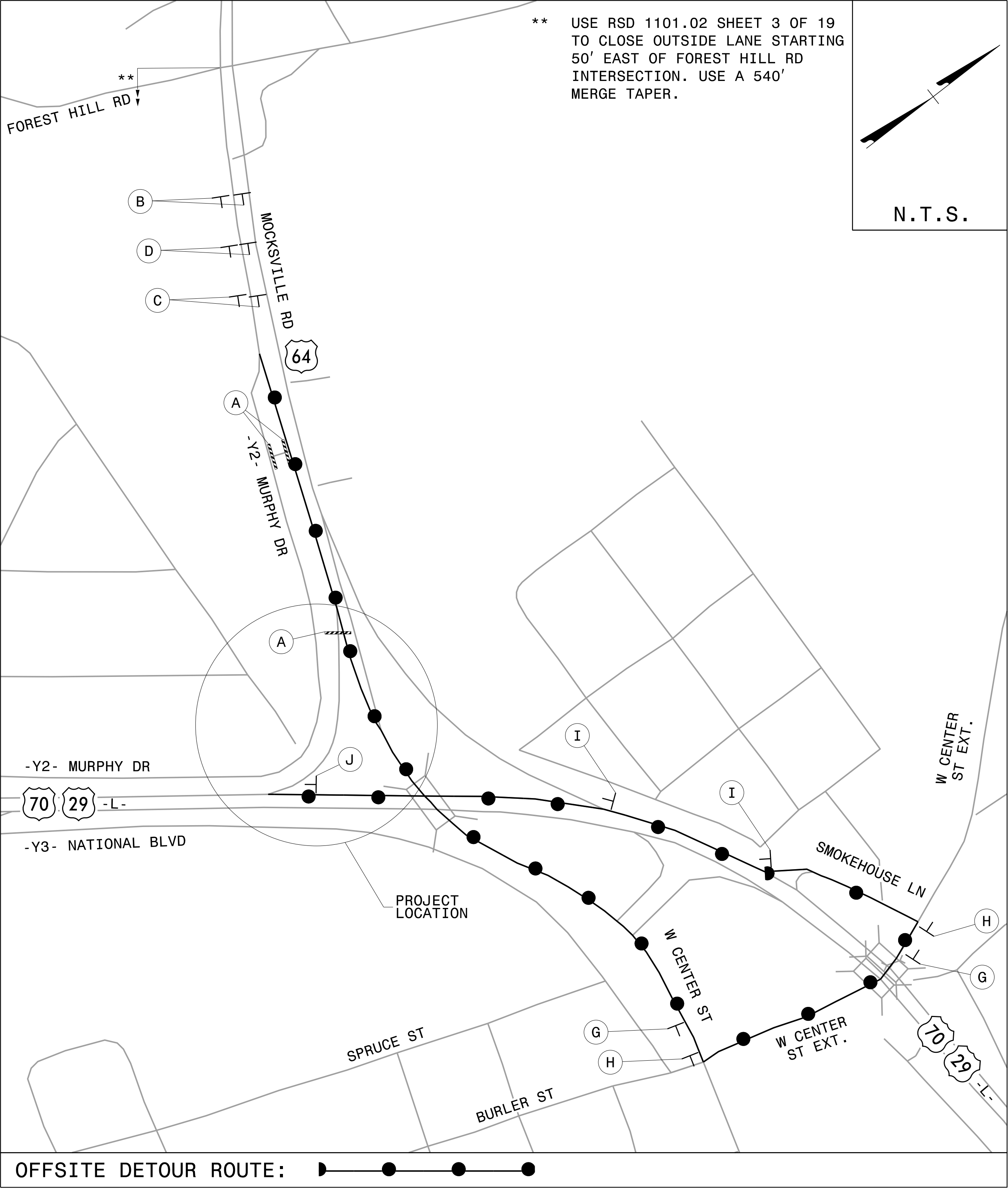


-L- US 29/US 70
NORTHBOUND ON-RAMP
OFFSITE DETOUR

PROJ. REFERENCE NO.	SHEET NO.
BR - 0015	TMP - 11

KCA
KISINGER CAMPO
& ASSOCIATES

301 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
(919) 882-7839
NC FIRM LICENSE: C-1506



R11-2
48" x 30"

ROAD CLOSED
DETOUR

M4-10L
48" x 18"

TYPE III BARRICADE

RAMP CLOSED AHEAD
W20-3
48" x 48"

A

RAMP CLOSED 500 FT
W20-3
48" x 48"

B

DETOUR AHEAD
W20-2
48" x 48"

C

DETOUR AHEAD
W20-2
48" x 48"

D

M4-8
24" x 12"

DETOUR

M4-8
24" x 12"

M3-3
24" x 12"

SOUTH

M3-3
24" x 12"

M1-4

29

M1-4

M5-1
21" x 15"

←

M5-1
21" x 15"

G

M4-8
24" x 12"

DETOUR

M4-8
24" x 12"

M3-3
24" x 12"

WEST

M3-3
24" x 12"

M1-4

70

M1-4

M6-1 L
21" x 15"

←

M6-1 L
21" x 15"

H

M4-8
24" x 12"

DETOUR

M4-8
24" x 12"

M3-3
24" x 12"

SOUTH

M3-3
24" x 12"

M1-4

29

M1-4

M6-3
21" x 15"

↑

M6-3
21" x 15"

I

M4-8 A
24" x 18"

END DETOUR

M4-8 A
24" x 18"

M3-3
24" x 12"

SOUTH

M3-3
24" x 12"

M1-4

29

M1-4

J

M4-8 A
24" x 18"

END DETOUR

M4-8 A
24" x 18"

M3-3
24" x 12"

WEST

M3-3
24" x 12"

M1-4

70

M1-4

NOTES:

- TRAFFIC CONTROL DEVICES (A) THRU (J) SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
- ALL SIGNAGE IS SPACED PER RSD 1101.11 SHEET 4 OF 4.
- USE THIS SHEET IN CONJUNCTION WITH RSD 1101.01 SHEET 3 OF 3, RSD 1101.02 SHEET 3 OF 19.

DETOUR DESCRIPTION:

SOUTH: US 64 (MOCKSVILLE RD) TO W CENTER ST TO W CENTER ST EXT TO SMOKEHOUSE LN TO US 70/US 29

Signed by:
Darren P. Brandes
1F9GB4E8BD13433

APPROVED:
3/4/2025

DATE:

SEAL

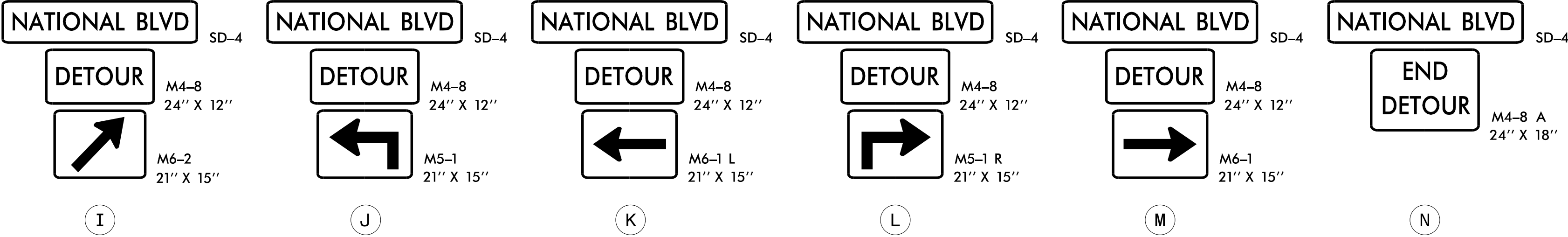
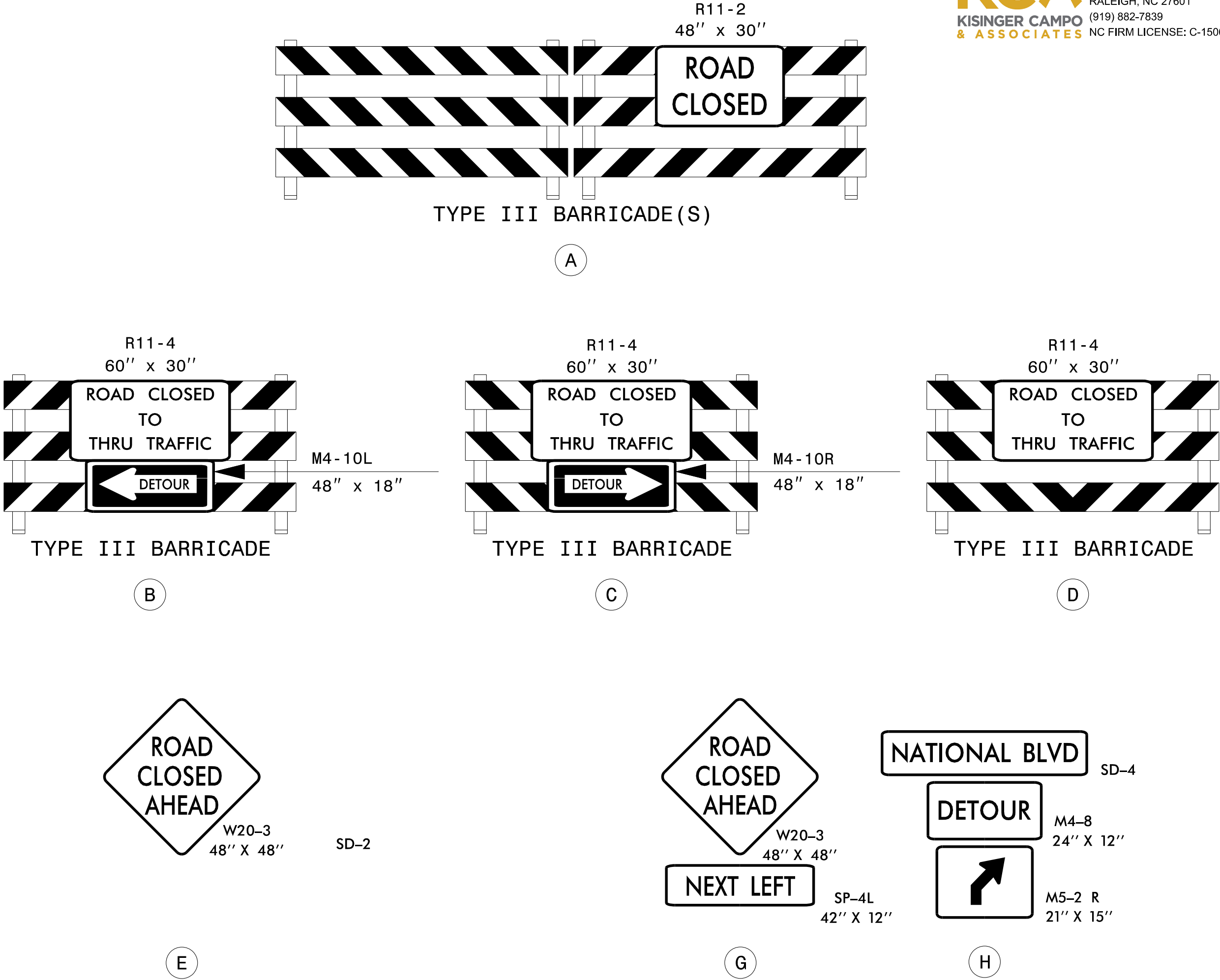
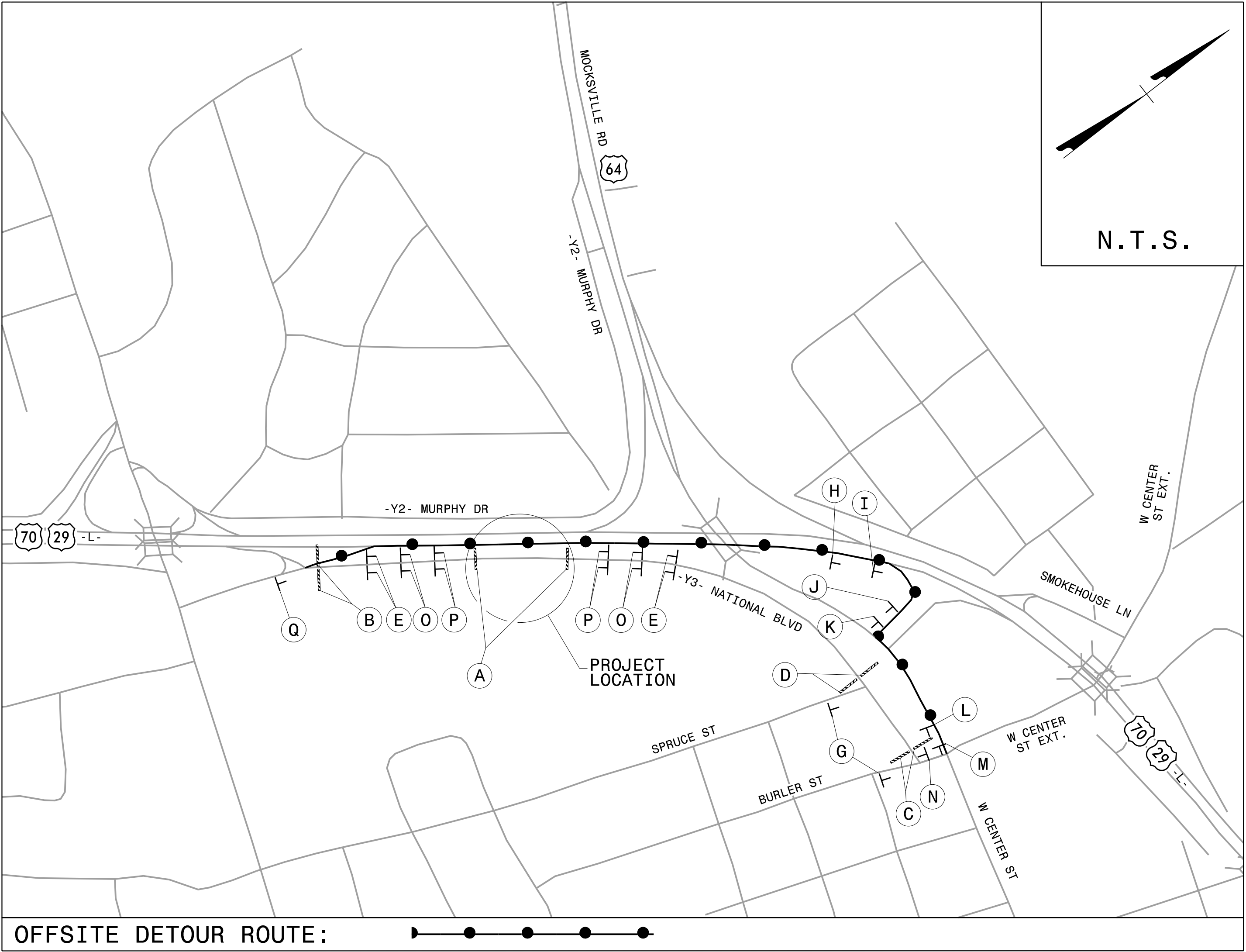
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



US 70/US 29 ON-RAMP
OFFSITE DETOUR

PROJ. REFERENCE NO.	SHEET NO.
BR-0015	TMP-12

KCA
KISINGER CAMPO
& ASSOCIATES
301 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
(919) 882-7839
NC FIRM LICENSE: C-1506

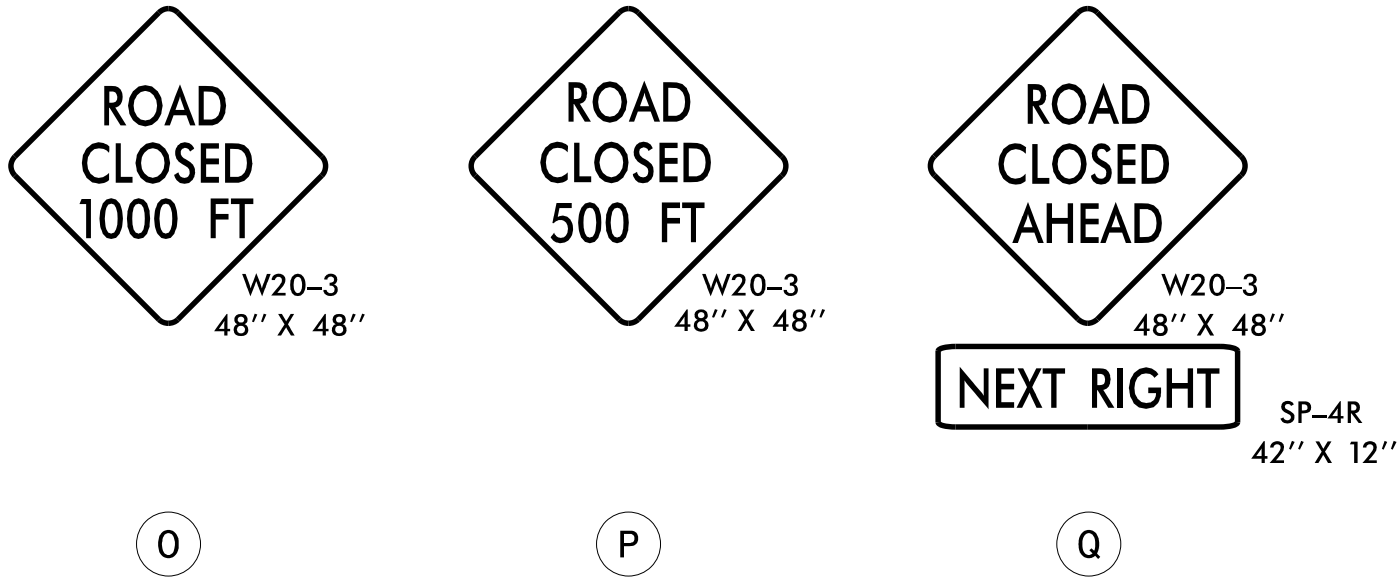


DETOUR DESCRIPTION:

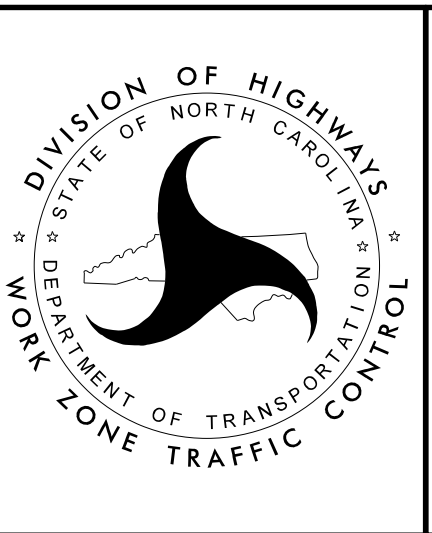
EAST: NATIONAL BLVD TO US 70/US 29 TO MOCKSVILLE RD EXIT TO W CENTER ST TO BURLER ST

NOTES:

1. TRAFFIC CONTROL DEVICES (A) THRU (Q) SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. ALL SIGNAGE IS SPACED PER RSD 1101.11 SHEET 4 OF 4.
3. USE THIS SHEET IN CONJUNCTION WITH RSD 1101.01 SHEET 3 OF 3, RSD 1101.03 SHEET 1 OF 9, TMP-2B, AND TMP-13.



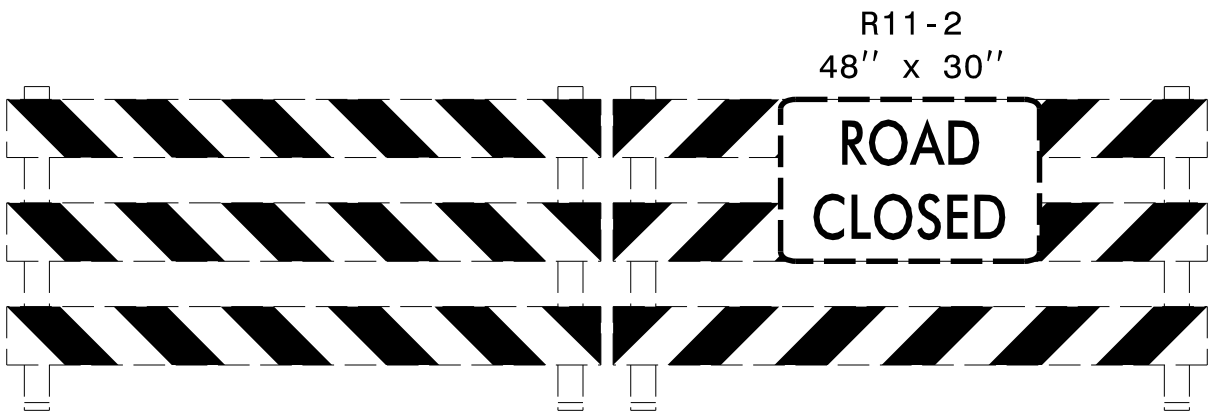
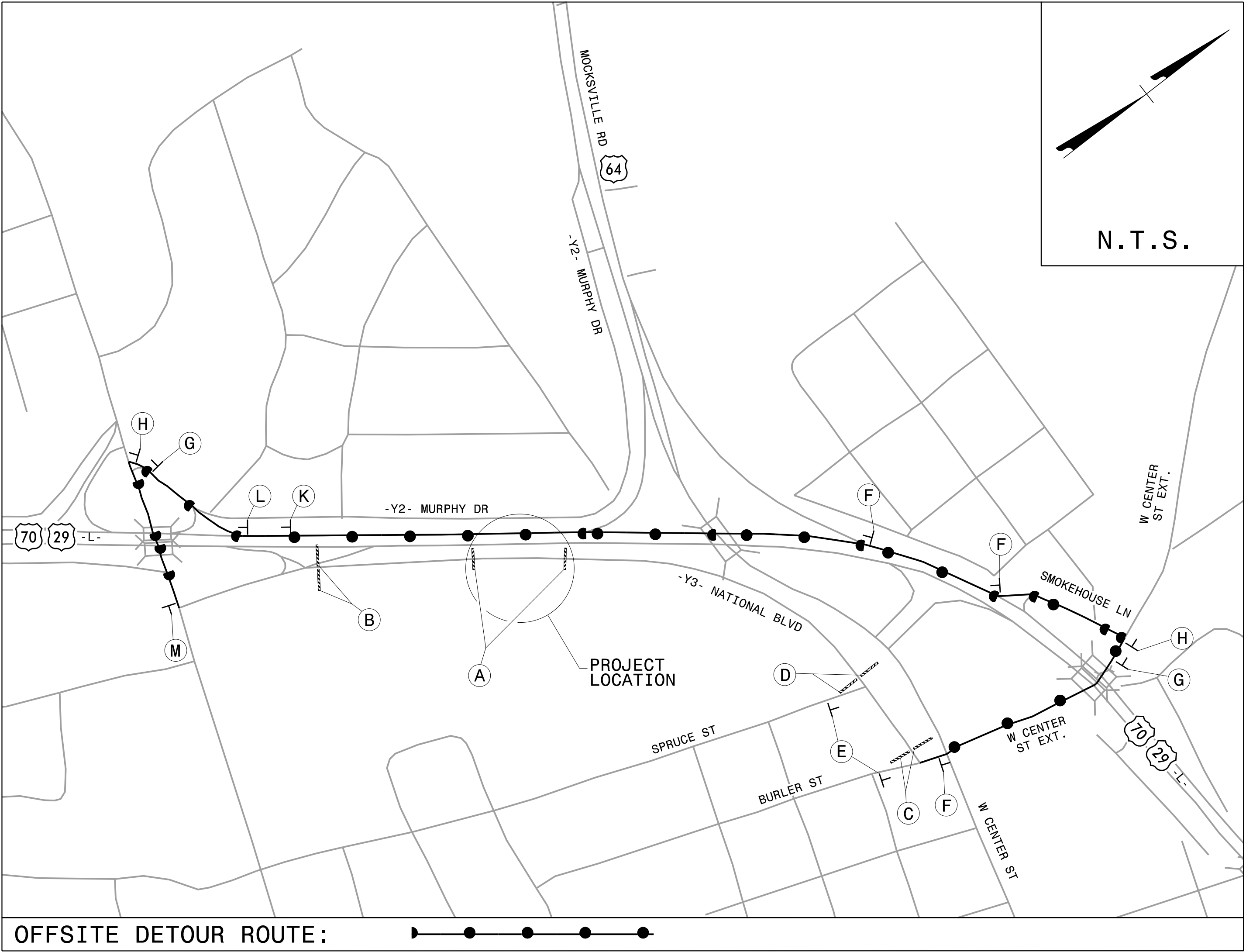
APPROVED: 3/4/2025
DATE: 3/4/2025
SEAL
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



-Y3-
NATIONAL BLVD
OFFSITE DETOUR
(SHEET 1 OF 2)

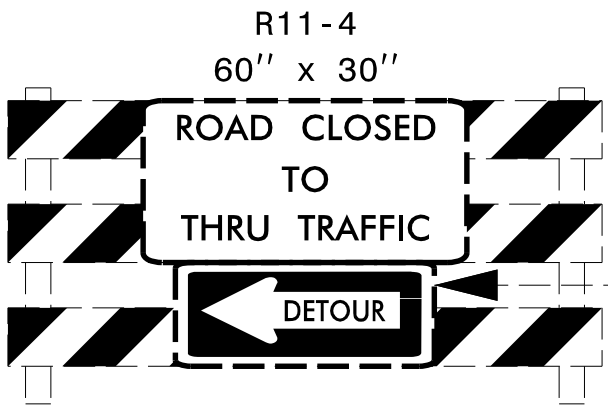
PROJ. REFERENCE NO.	SHEET NO.
BR - 0015	TMP - 13

KCA
KISINGER CAMPO
& ASSOCIATES
301 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
(919) 882-7839
NC FIRM LICENSE: C-1506



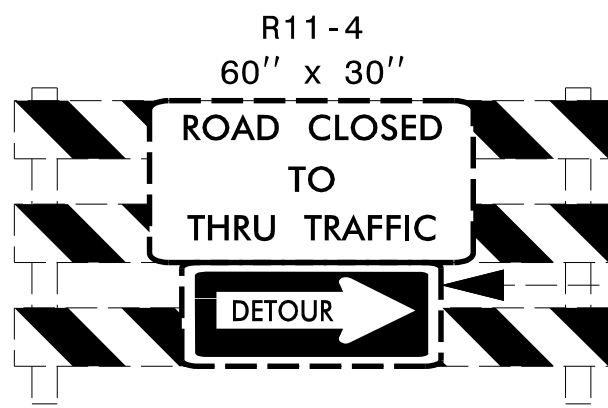
TYPE III BARRICADE(S)

* (A)



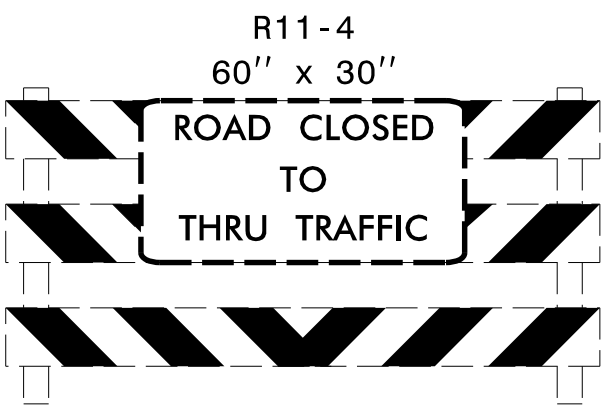
TYPE III BARRICADE

* (B)



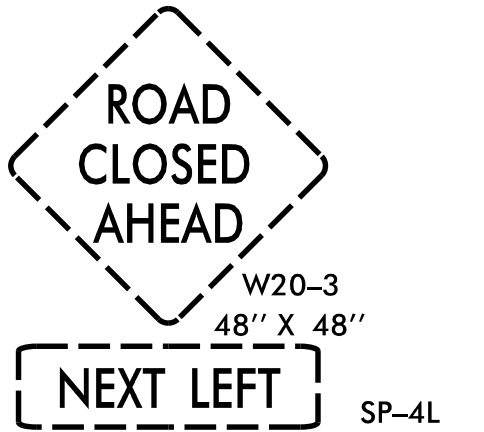
TYPE III BARRICADE

* (C)

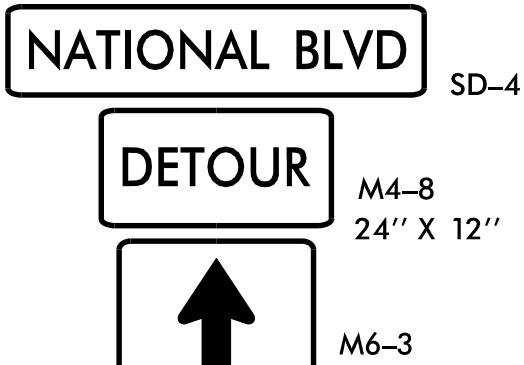


TYPE III BARRICADE

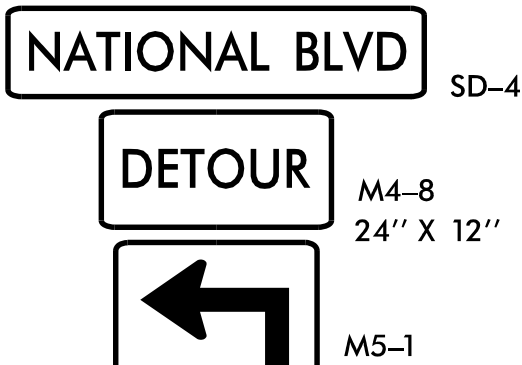
* (D)



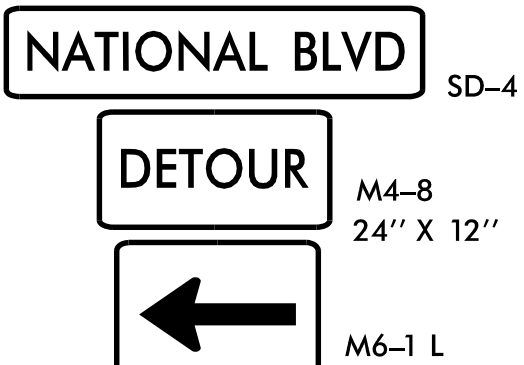
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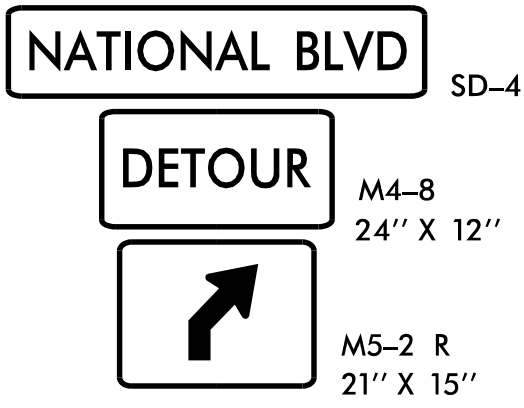
(F)



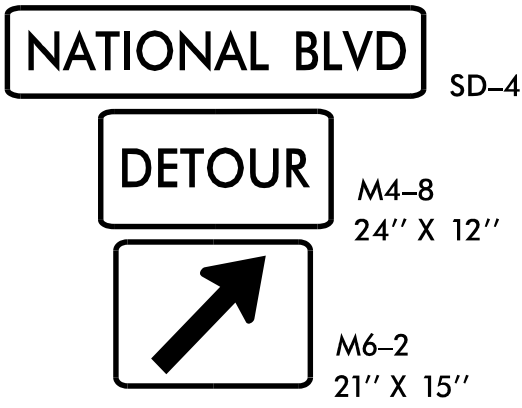
(G)



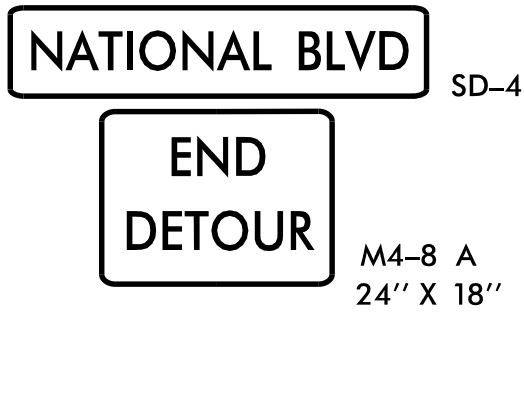
(H)



(K)



(L)



(M)

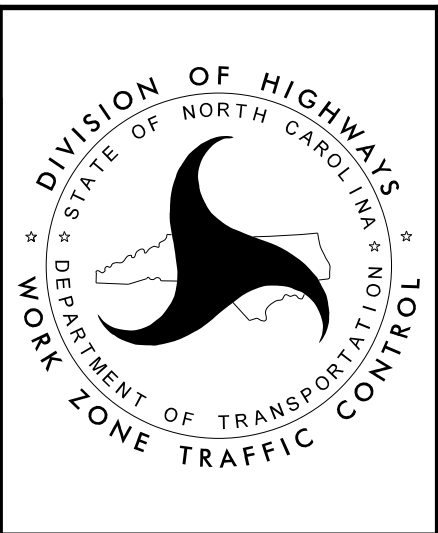
DETOUR DESCRIPTION:

WEST: BURLER ST TO W CENTER ST EXT TO SMOKEHOUSE LN TO US 70/US 29 TO W 5TH AVE EXIT TO W 5TH AVE

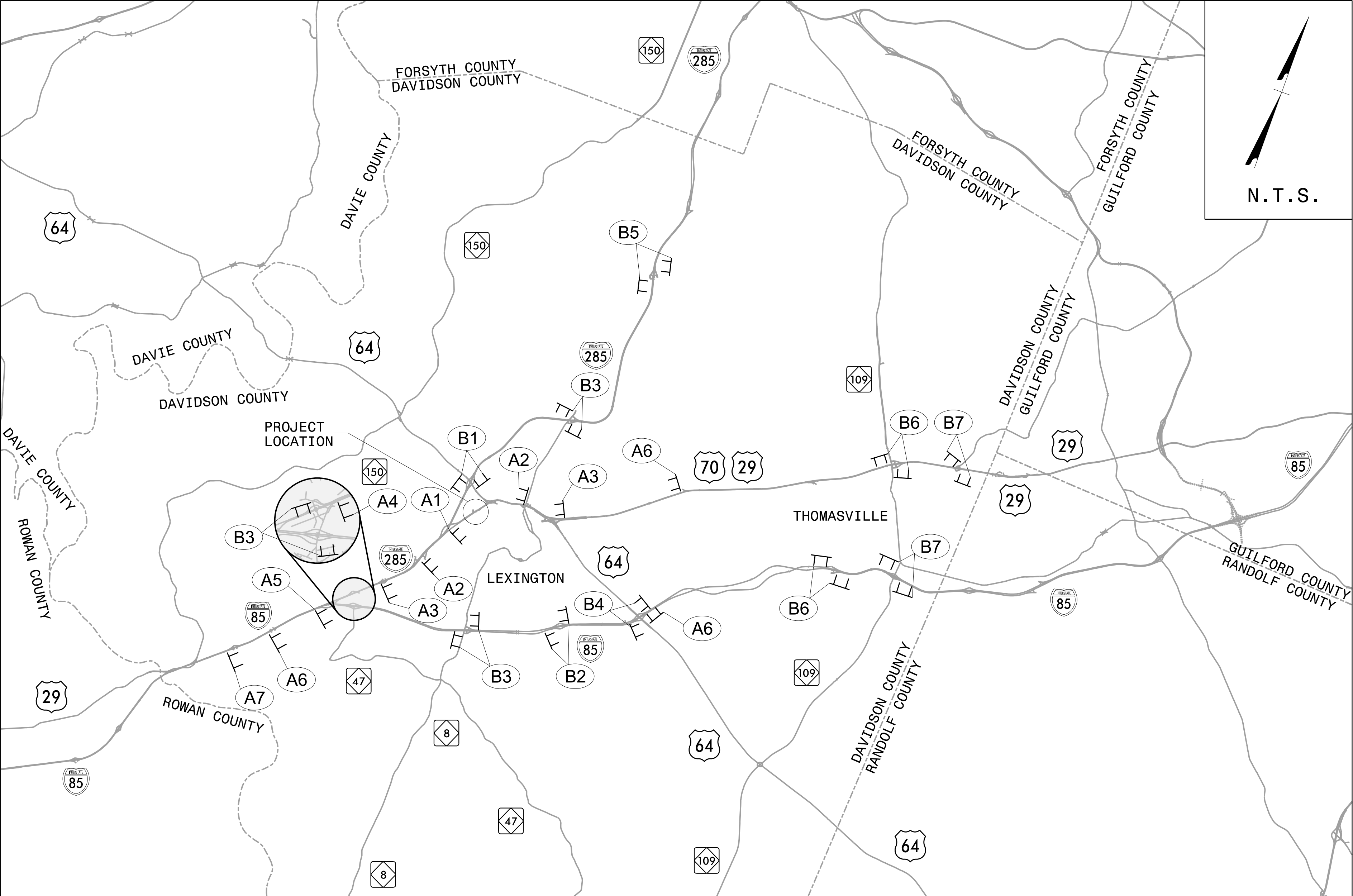
NOTES:

1. TRAFFIC CONTROL DEVICES (A) THRU (M) SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
 2. ALL SIGNAGE IS SPACED PER RSD 1101.11 SHEET 4 OF 4.
 3. USE THIS SHEET IN CONJUNCTION WITH RSD 1101.01 SHEET 3 OF 3, RSD 1101.03 SHEET 1 OF 9, AND TMP-12.
- * TRAFFIC CONTROL DEVICES (A) THRU (E) ARE PLACED USING TMP-12 (SHEET 1 OF 2).

APPROVED:	Signed by: <i>Darren P. Brandes</i> 1F9GB4E8BD13433
DATE:	3/4/2025
SEAL	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



-Y3-
NATIONAL BLVD
OFFSITE DETOUR
(SHEET 2 OF 2)



NOTES:

1. EXCEPT FOR M1-4, M3-1, AND M3-2 SIGNS, ALL SIGNS ON THIS SHEET ARE BLACK-ON-ORANGE. SEE SHEET TMP-2C FOR SIGN DESIGNS.
2. UNLESS OTHERWISE NOTED ON PLANS, THE CONTRACTOR SHALL FIELD MARK THE PROPOSED LOCATION FOR EACH SIGN AND HAVE THEM APPROVED BY THE ENGINEER PRIOR TO INSTALLING SIGN SUPPORTS.
3. INSTALL SIGNS WITH BOTTOM OF SIGN ASSEMBLY AT LEAST 7 FT ABOVE THE EDGE OF THE ADJACENT TRAVEL LANE.
4. UNLESS DIRECTED OTHERWISE BY THE ENGINEER, LOCATE SIGNS A1 THROUGH A7 AS FOLLOWS:

A. BEHIND EXISTING GUARDRAIL WHENEVER FEASIBLE.

B. A MINIMUM OF 500 FT FROM ANY EXISTING TYPE A, B, OR D GUIDE SIGN AND A MINIMUM OF 200 FT FROM ANY EXISTING TYPE E OR F SIGN.

C. WITH LEFT EDGE OF SIGN A MINIMUM OF 6 FT FROM FACE OF GUARDRAIL WHEN INSTALLED BEHIND EXISTING GUARDRAIL.

D. WITH LEFT EDGE OF SIGN A MINIMUM OF 18 FT FROM THE NEAR EDGE OF TRAVEL LANE WHEN NOT BEHIND GUARDRAIL.
5. INSTALL SIGNS B1 THRU B7 A MINIMUM OF 100FT FROM EXISTING SIGNS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
6. SIGNS A1 THRU A7 WILL BE MEASURED AND PAID FOR AS "WORK ZONE SIGNS (STATIONARY)" (SF).
7. INSTALL SIGN ASSEMBLIES A1 THRU A7 ON TWO 6" X 8" WOOD SIGN POSTS SPACED AT LEAST 7 FT APART. INSTALL WOOD SIGN POSTS AND ATTACH SIGNS TO THE POST IN ACCORDANCE WITH RSD NO. 903.20. FIELD DRILL ALL WOOD SIGN POSTS THAT ARE NOT INSTALLED BEHIND GUARDRAIL AS SHOWN IN RSD NO. 903.20, SHEET 1 OF 2. WOOD SIGN POSTS WILL BE MEASURED AND PAID AS "SUPPORTS, WOOD" PER LINEAR FOOT IN ACCORDANCE WITH SECTION 903-4 OF THE STANDARD SPECIFICATIONS.
8. SIGNS B1 THRU B7 WILL BE MEASURED AND PAID AS "WORK ZONE SIGNS (STATIONARY)" (SF) AND SHALL BE MOUNTED ON TWO 2.5", 12 GA PERFORATED SQUARE STEEL TUBE SIGN POSTS IN ACCORDANCE WITH RSD NO. 1110.01 SHEET 3 OF 3.
9. MOUNT SIGN G20-5aP ABOVE SIGN SD-5 IN ACCORDANCE WITH RSD NO. 904.20, ATTACHMENT METHOD 1-L. U-CHANNEL POSTS MAY BE SUBSTITUTED FOR Z-BARS FOR VERTICAL SUPPORTS AND HORIZONTAL STRINGERS FOR SIGN G20-5aP.

A

WORK ZONE

G20-5aP
30" X 24"

RESTRICTED WIDTH ROUTE

12FT 0IN

XX MILES AHEAD

DISTANCE TO USE FOR 'A#':

A1 = 1.0 MILE

A2 = 2.0 MILES

A3 = 3.0 MILES

A4 = 4.0 MILES

A5 = 5.0 MILES

A6 = 6.0 MILES

A7 = 8.0 MILES

SD-5

SD-6

B

M3-1
24" X 12"

NORTH

M3-2
24" X 12"

M1-4
24" X 24"

29

M1-4
24" X 24"

EAST

70

RESTRICTED WIDTH ROUTE

12FT 0IN

XX MILES AHEAD

DISTANCE TO USE FOR 'B#':

B1 = 1.0 MILES

B2 = 4.0 MILES

B3 = 5.0 MILES

B4 = 6.0 MILES

B5 = 10.0 MILES

B6 = 11.0 MILES

B7 = 13.0 MILES

SD-7

SD-8

USE THE TABLES WITH EACH SIGN CONFIGURATION TO SHOW THE CORRESPONDING A# AND B#

APPROVED:

Signed by:
Darren P. Brandes
1F9GB4E8BD13433

DATE: 3/4/2025

SEAL

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

DIVISION OF HIGHWAYS

STATE OF NORTH CAROLINA



DEPARTMENT OF TRANSPORTATION

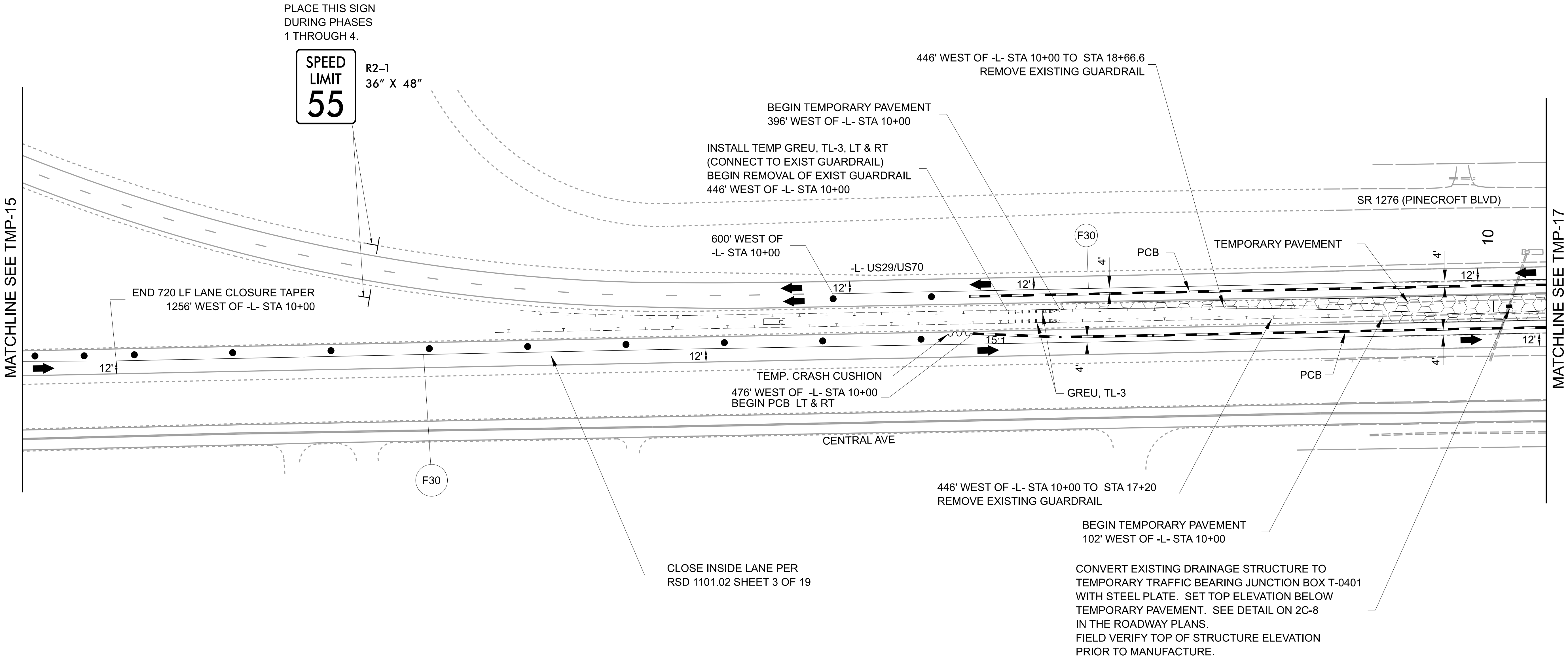
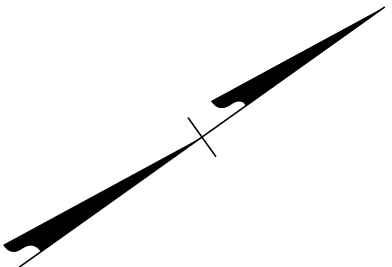
WORK ZONE TRAFFIC CONTROL

OVERSIZE VEHICLE
ADVANCE WARNING
SIGNING



1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. USE THIS DEVICE SET UP THROUGHOUT THE LIFE OF THE PROJECT.
3. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.

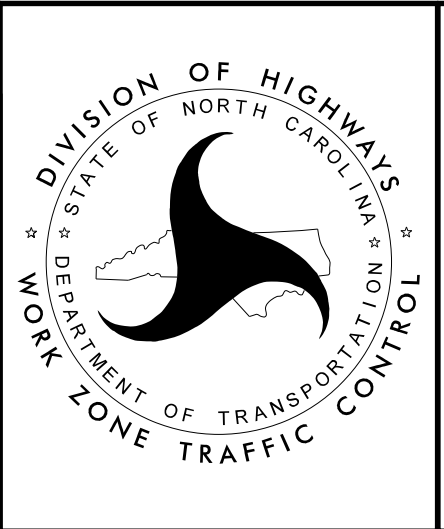
APPROVED: _____ DATE: 4/17/2025	Signed by: <u>Darren P. Brandes</u> <small>01EB90CF38F486</small>		PHASE 1 (SHEET 1 OF 7)
SEAL 			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



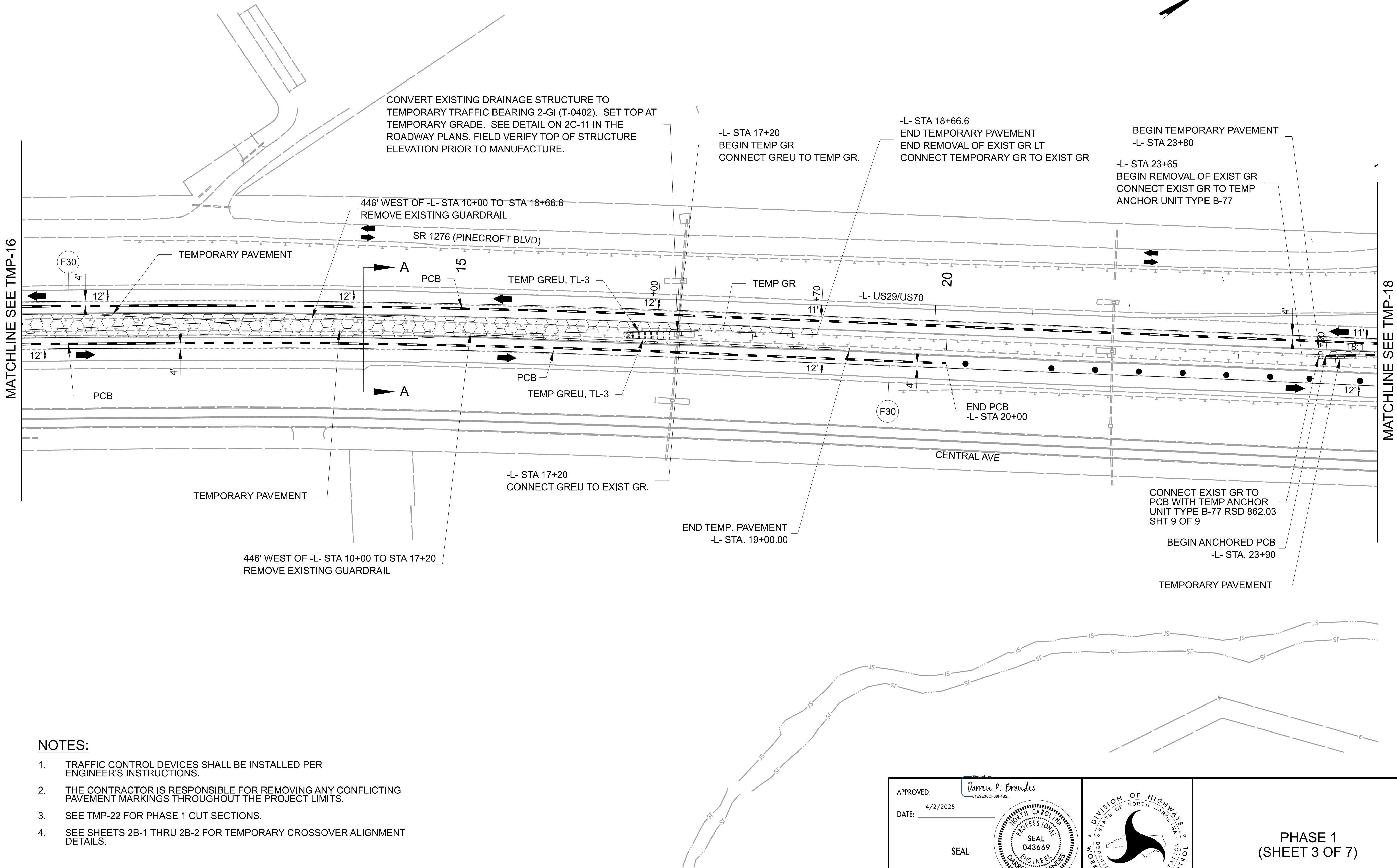
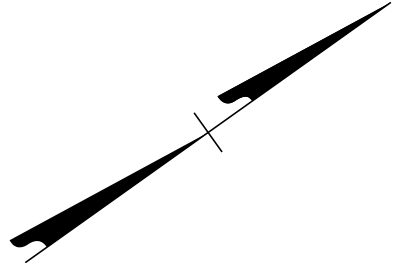
NOTES:

1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.
3. SEE SHEETS 2B-1 THRU 2B-2 FOR TEMPORARY CROSSOVER ALIGNMENT DETAILS.

APPROVED:	<i>Darren P. Brandes</i>
DATE:	4/2/2025
SEAL	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

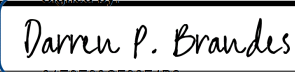
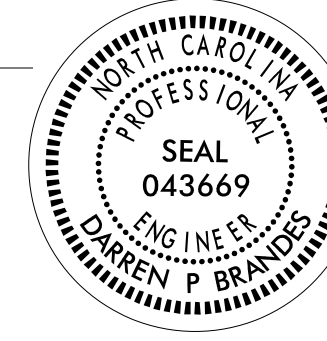


PHASE 1
(SHEET 2 OF 7)



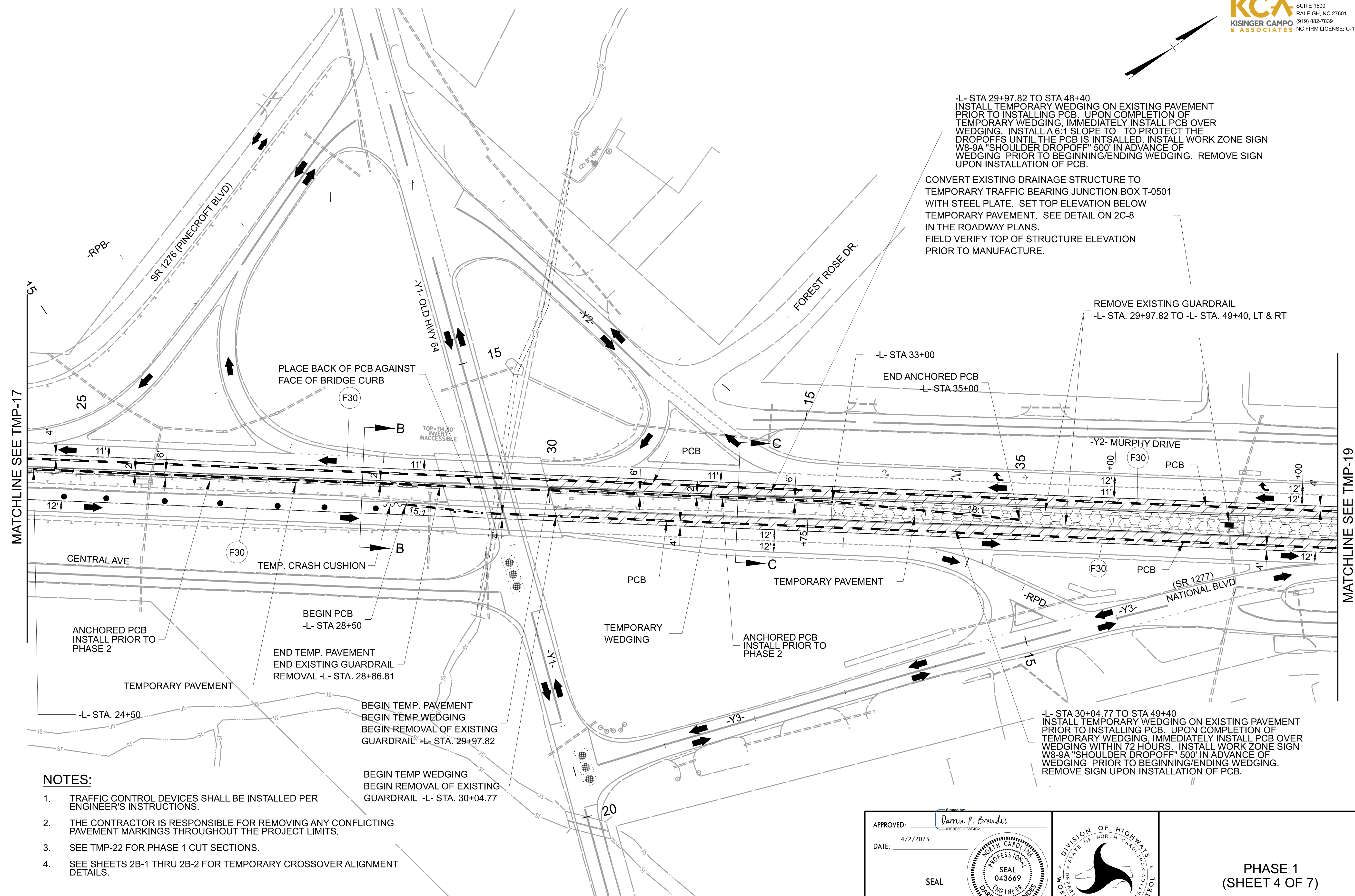
NOTES:

1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.
3. SEE TMP-22 FOR PHASE 1 CUT SECTIONS.
4. SEE SHEETS 2B-1 THRU 2B-2 FOR TEMPORARY CROSSOVER ALIGNMENT DETAILS.

APPROVED:	
DATE:	4/2/2025
SEAL	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



PHASE 1
(SHEET 3 OF 7)



NOTES:

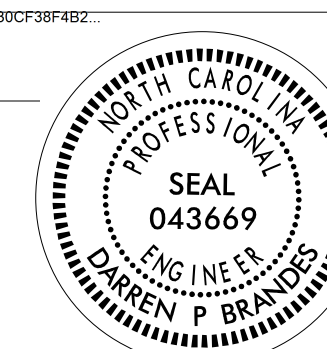
1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.
3. SEE TMP-22 FOR PHASE 1 CUT SECTIONS.
4. SEE SHEETS 2B-1 THRU 2B-2 FOR TEMPORARY CROSSOVER ALIGNMENT DETAILS.

APPROVED: _____
DATE: 4/2/2025

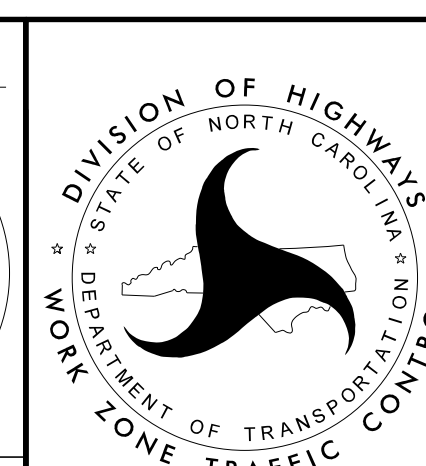
Signed by: Darren P. Brande

DATE: 4/2/2025

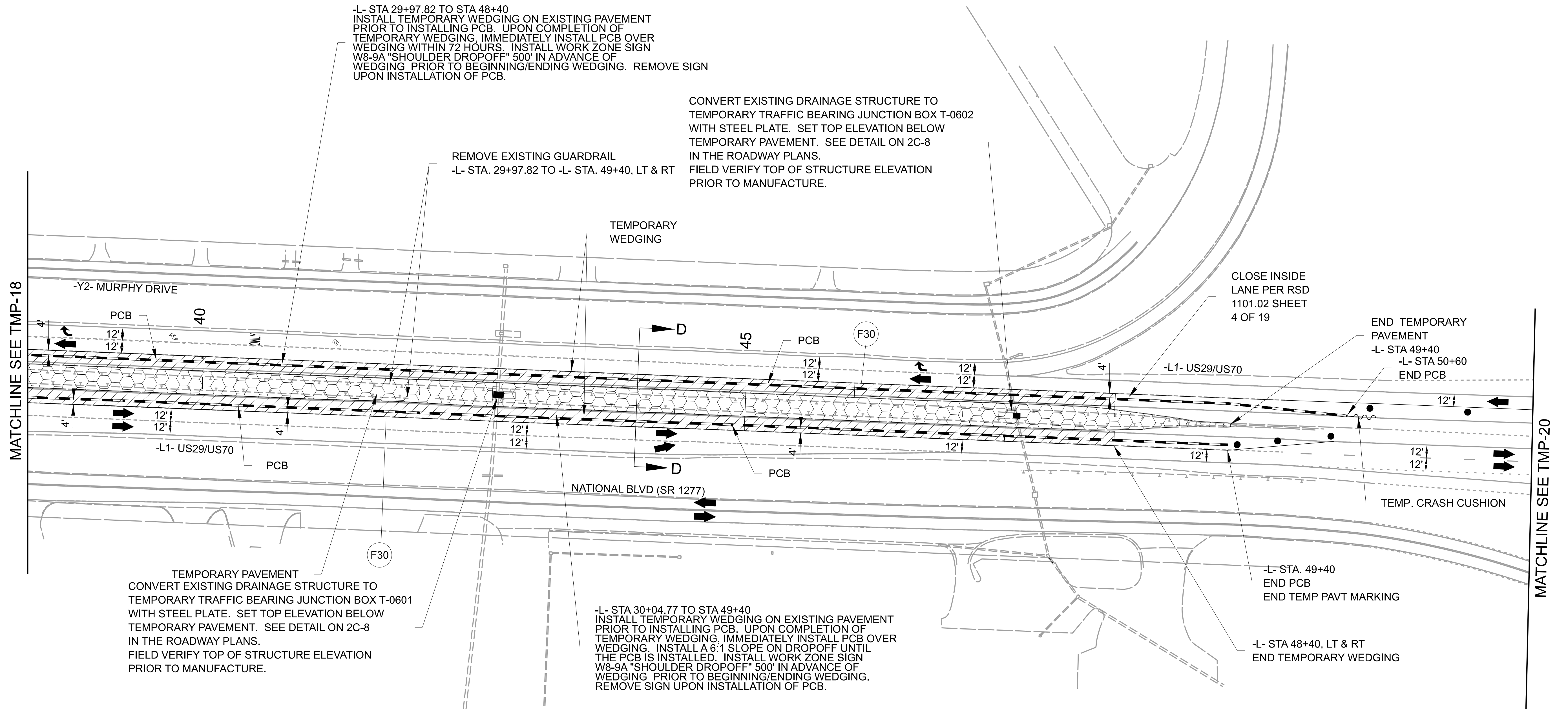
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UNLESS ALL SIGNATURES COMPLETED**



PHASE 1
(SHEET 4 OF 7)



1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.
3. SEE TMP-17 FOR PHASE 1 CUT SECTIONS.
4. SEE SHEETS 2B-1 THRU 2B-2 FOR TEMPORARY CROSSOVER ALIGNMENT DETAILS.

Signed by:

Darren P. Brandes

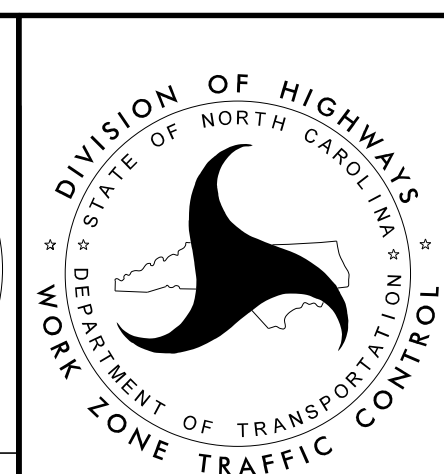
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DATE: 4/2/2025 _____

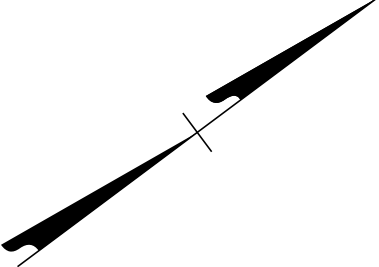
SEAL

NORTH CAROLINA
PROFESSIONAL
SEAL
043669
ENGINEER
DARRIN P BRANDES

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PHASE 1
(SHEET 5 OF 7)



PLACE THIS SIGN
DURING PHASES
1 THROUGH 4.

WORK
ZONE

G20-5aP
36" X 24"

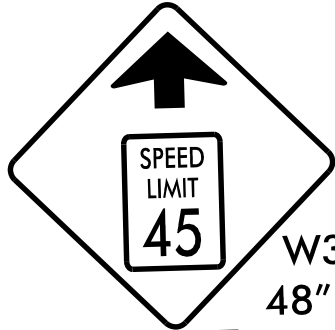
SPEED
LIMIT
45

R2-1
36" X 48"

\$250
FINE

R2-6bP
36" X 24"

PLACE THIS SIGN
DURING PHASES
1 THROUGH 4.



W3-5
48" X 48"

1000
FEET

W16-2P
30" X 24"

SPEED
LIMIT
55

R2-1
36" X 48"

PLACE THIS SIGN
DURING PHASES
1 THROUGH 4.

MATCHLINE SEE TMP-19, TMP-26, TMP-31, TMP-37 AND TMP-42

NATIONAL BLVD (SR 1277)

US64

F30

-L- US29/US70

MATCHLINE SEE TMP-21

NOTES:

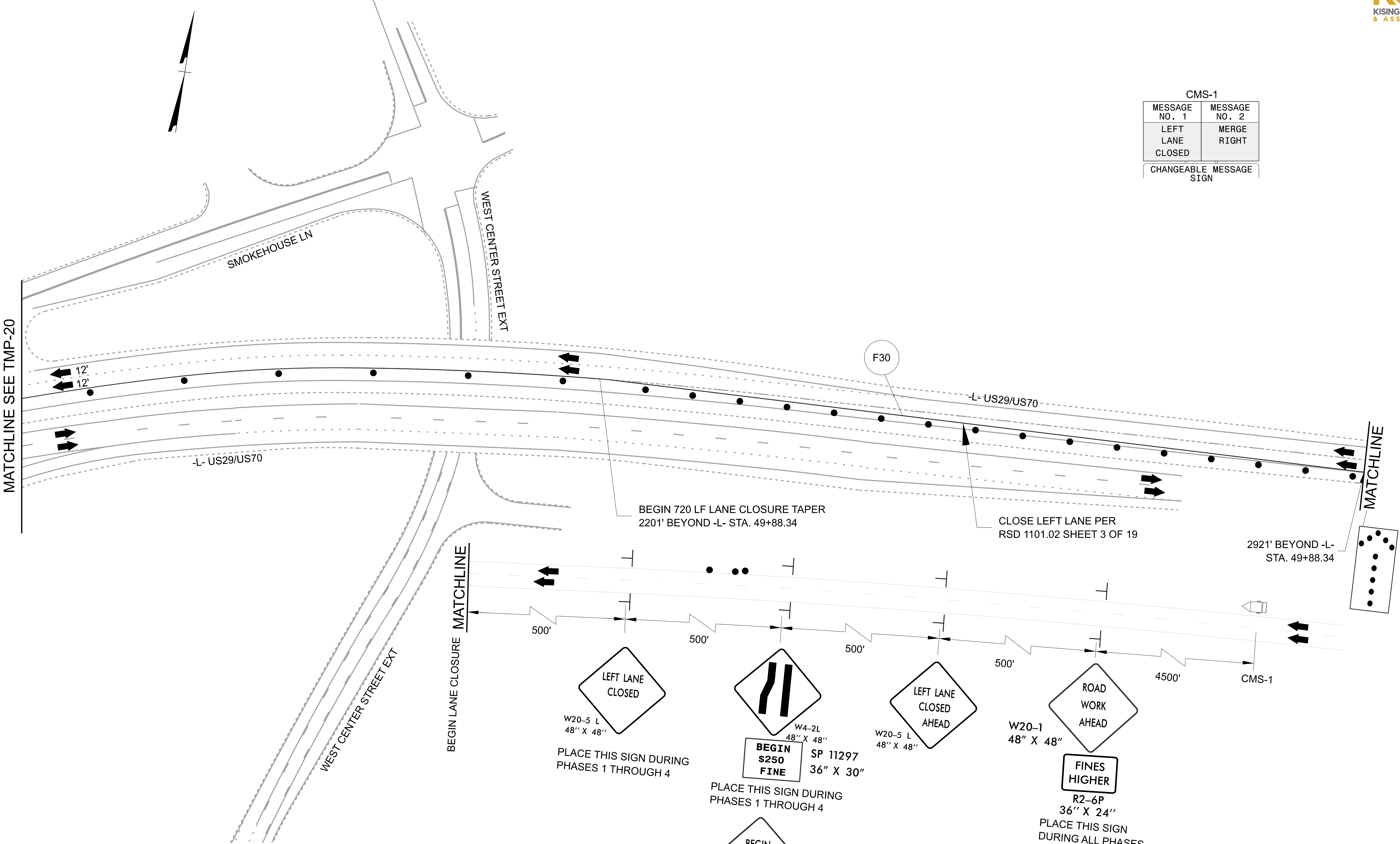
1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. USE THIS DEVICE SET UP THROUGHOUT THE LIFE OF THE PROJECT.
3. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.

APPROVED:	Signed by: <i>Darren P. Brandes</i> 1F9GB4E8BD13433
DATE:	3/4/2025
SEAL	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



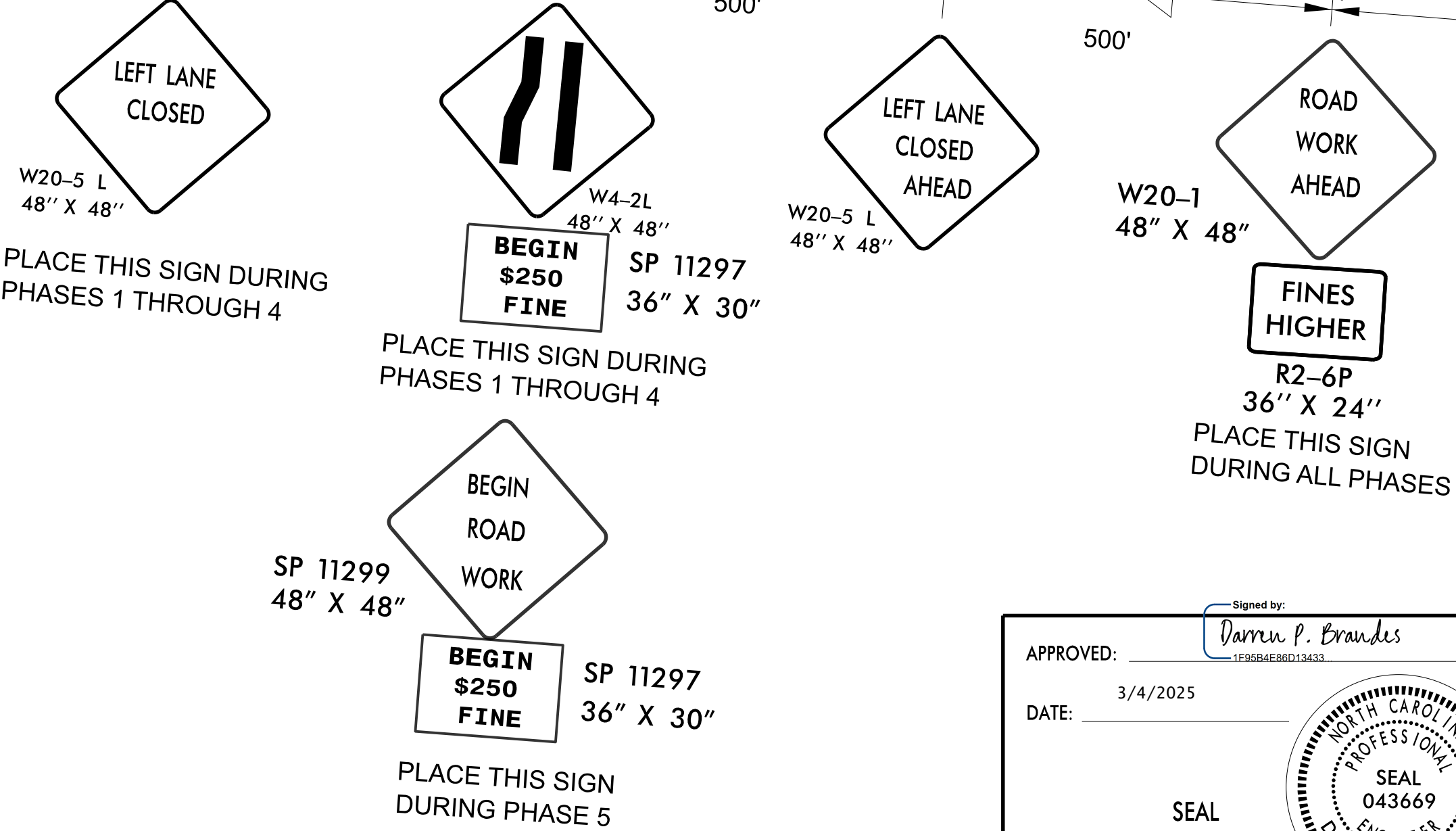
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(SHEET 6 OF 7)

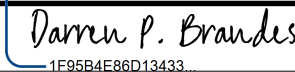
CMS-1	
MESSAGE NO. 1	MESSAGE NO. 2
LEFT LANE CLOSED	MERGE RIGHT
CHANGEABLE MESSAGE SIGN	

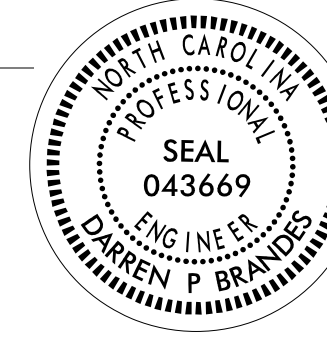


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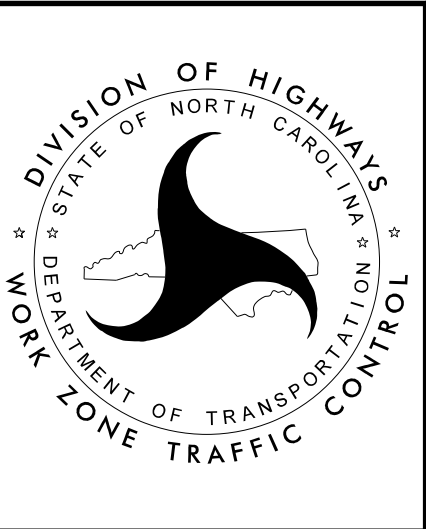
1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. USE THIS DEVICE SET UP THROUGHOUT THE LIFE OF THE PROJECT.
3. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.

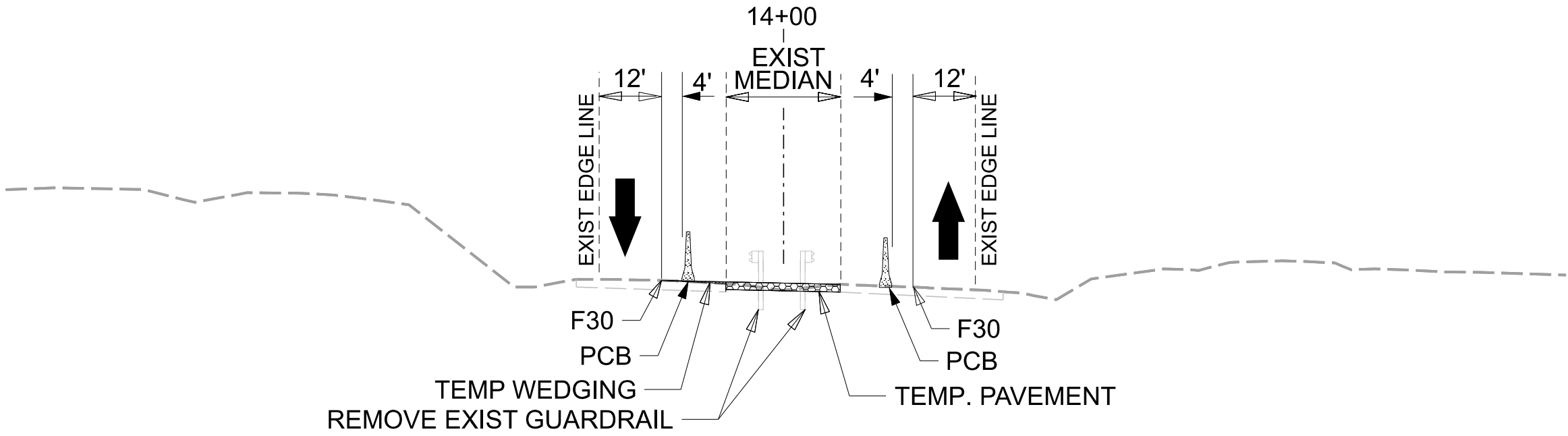


APPROVED: 
DATE: 3/4/2025

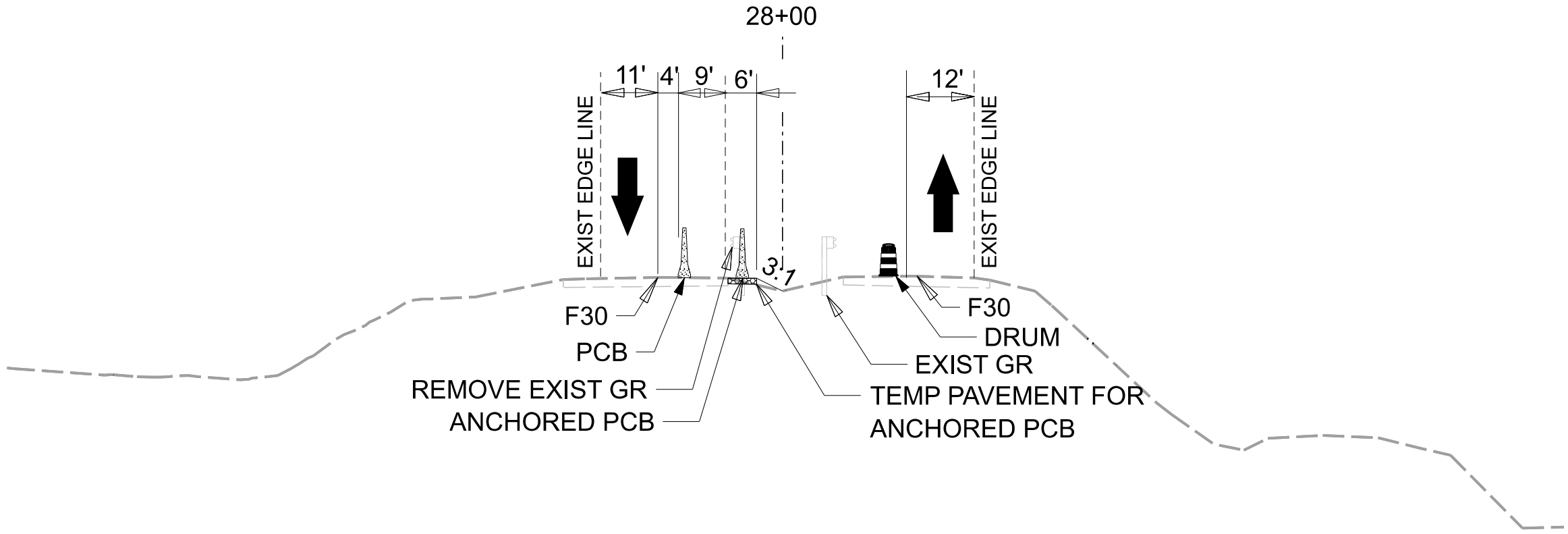
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DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

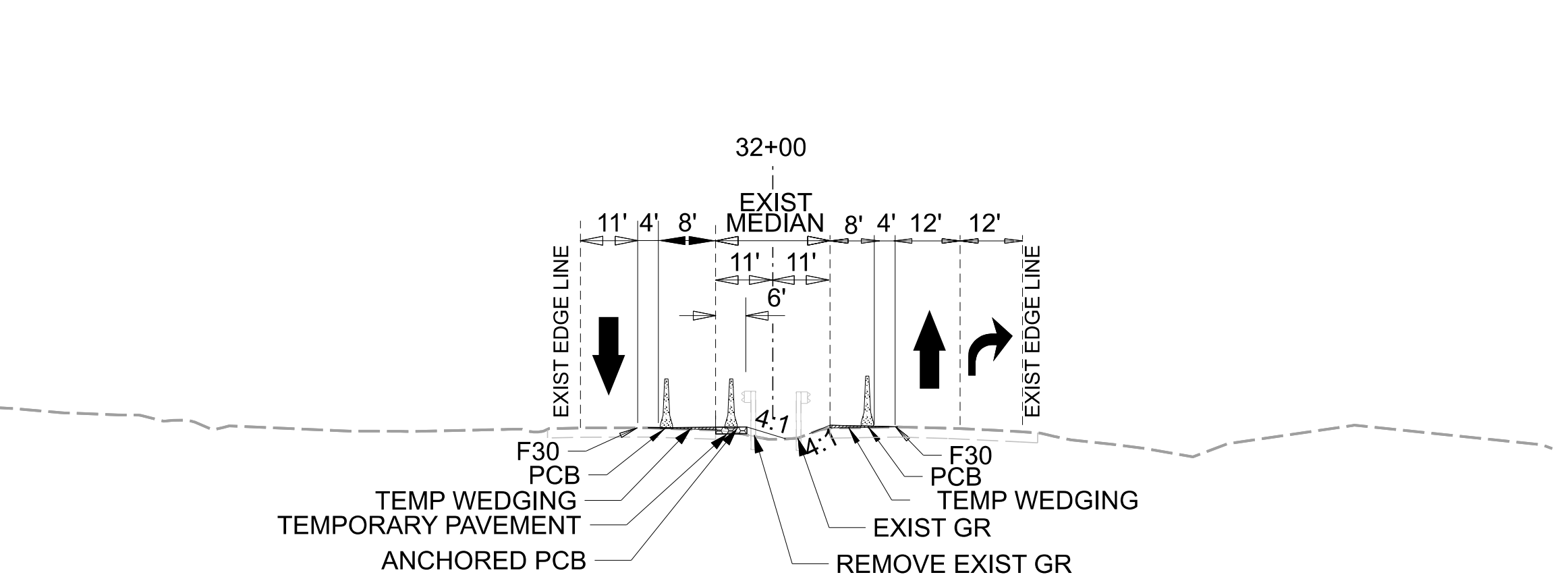




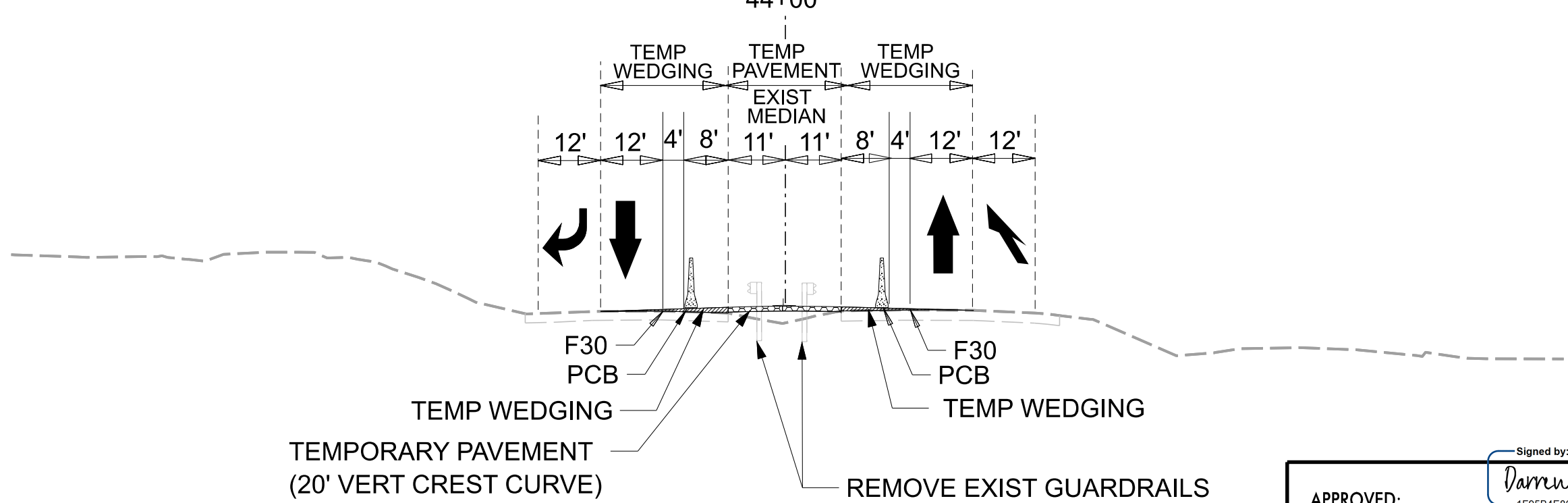
TYPICAL SECTION -L- STA. 14+00.00 A-A



TYPICAL SECTION -L- STA. 28+00.00 B-B



TYPICAL SECTION -L- STA. 32+00.00 C-C



TYPICAL SECTION -L- STA. 44+00.00 D-D

----- EXISTING LANE/EDGE LINES
_____ TEMPORARY LANE/DIMENSION LINES

Signed by:
Darren P. Brandes
1F96B4E88D13433

APPROVED:
DATE: 3/4/2025

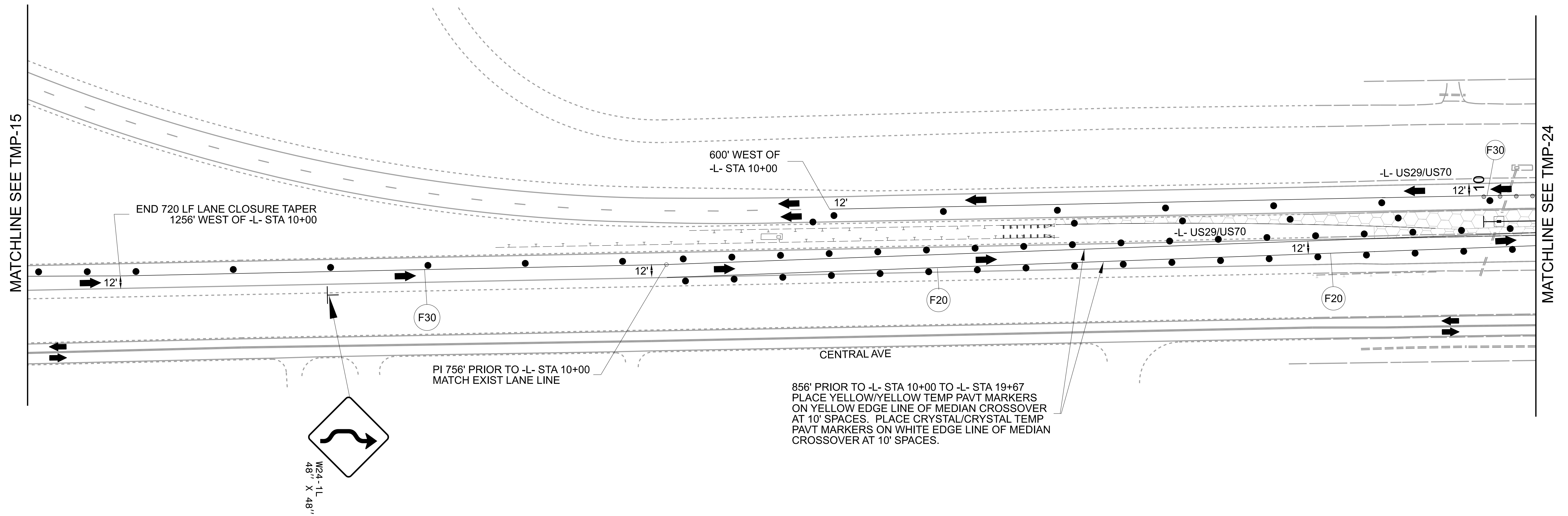
SEAL

SEAL
043669
ENGINEER
DARREN P. BRANDES

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



PHASE 1
CUT SECTIONS



NOTES:

1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.
3. USE THIS SHEET IN CONJUNCTION WITH SHEET TMP-15 AND TMP-9 (CENTRAL AVE. DETOUR).
4. SEE SHEETS 2B-1 THRU 2B-2 FOR TEMPORARY CROSSOVER ALIGNMENT DETAILS.

Signed by: Darren P. Brandes
1F936AE6D013433

APPROVED: _____

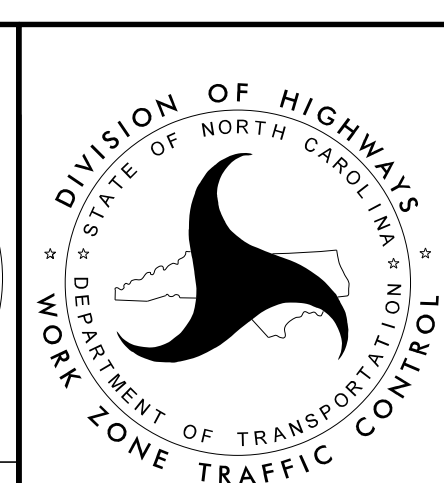
DATE: 3/4/2025 _____

SEAL

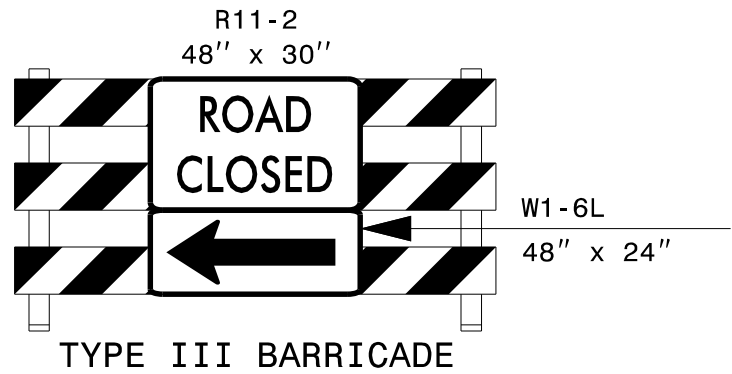
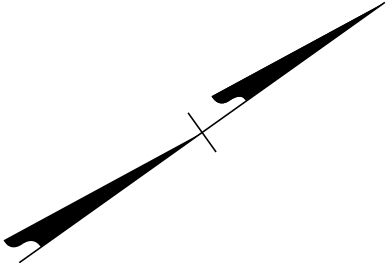
SEAL

NORTH CAROLINA
PROFESSIONAL
SEAL
043669
ENGINEER
DARREN P. BRANDES

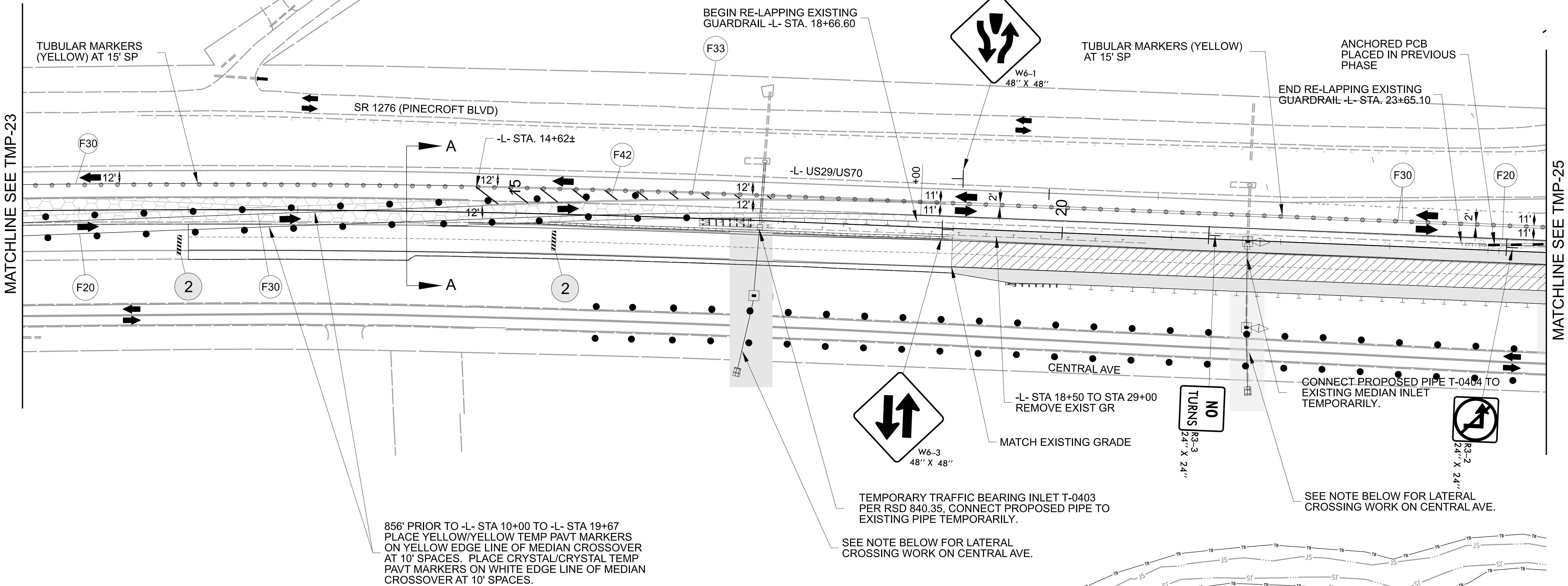
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PHASE 2
(SHEET 1 OF 4)



2



NOTES:

1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.
3. SEE TMP-27 FOR PHASE 2 CUT SECTIONS.
4. USE THIS SHEET IN CONJUNCTION WITH SHEET SHEET TMP-9 (CENTRAL AVE. DETOUR).
5. SEE SHEETS 2B-1 THRU 2B-2 FOR TEMPORARY CROSSOVER ALIGNMENT DETAILS.

3/4/2025
BR0015.TC.TMP_PHASE 2 PLAN SHEETS.dgn
User: jidebone

APPROVED:

DATE:

3/4/2025

SEAL

Signed by:

Darren P. Brandes

1F96B4E8BD13433

SEAL

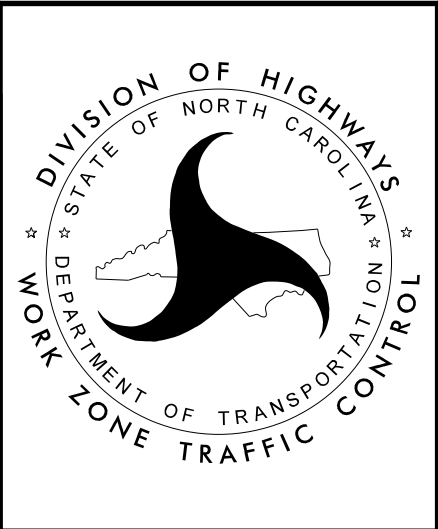
043669

ENGINEER

DARRIN P. BRANDES

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PHASE 2
(SHEET 2 OF 4)

TEMPORARY SHORING

TEMPORARY SHORING #1
-L- STA 25+00+/- (0' LT/RT) TO
-L- STA 28+98+/- (0' LT/RT)
QUANTITY = 2,388 SF

TEMPORARY SHORING #2
-L- STA 29+94+/- (0' LT/RT) TO
-L- STA 33+50+/- (0' LT/RT)
QUANTITY = 2,136 SF

TEMPORARY SHORING #3
-L- STA 28+40+/- (3' LT) TO
-L- STA 29+20+/- (3' LT)
QUANTITY = 1,192 SF

TEMPORARY SHORING #4
-L- STA 29+68 (3' LT) TO
-L- STA 30+50 (3' LT)
QUANTITY = 1,173 SF

WHEN INSTALLING PROPOSED LATERAL CROSSINGS AND REMOVING EXISTING LATERAL CROSSINGS ON CENTRAL AVE, CLOSE CENTRAL AVE AND MAINTAIN CENTRAL AVE TRAFFIC PER THE CENTRAL AVE OFFSITE DETOUR.

TEMPORARY TRAFFIC BEARING JUNCTION BOX T-0502 PER RSD 840.34, CONNECT PROPOSED PIPE TO EXISTING PIPE TEMPORARILY. LOCATE JUNCTION BOX TOP BELOW TEMPORARY PAVEMENT.

-L- STA 35+00 TO -L- STA 44+48
PLACE YELLOW/YELLOW TEMP PAVT MARKERS ON YELLOW EDGE LINE OF MEDIAN CROSSOVER AT 10' SPACES. PLACE CRYSTAL/CRYSTAL TEMP PAVT MARKERS ON WHITE EDGE LINE OF MEDIAN CROSSOVER AT 10' SPACES.

ANCHORED PCB PLACED IN PREVIOUS PHASE

TUBULAR MARKERS (YELLOW) AT 15' SP.

PC -L- STA. 36+19
1' RT OF EXIST LANE LINE

TUBULAR MARKERS (YELLOW) AT 15' SP

1

F30

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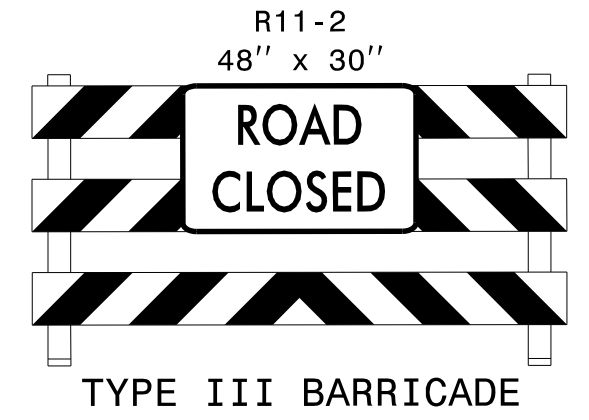
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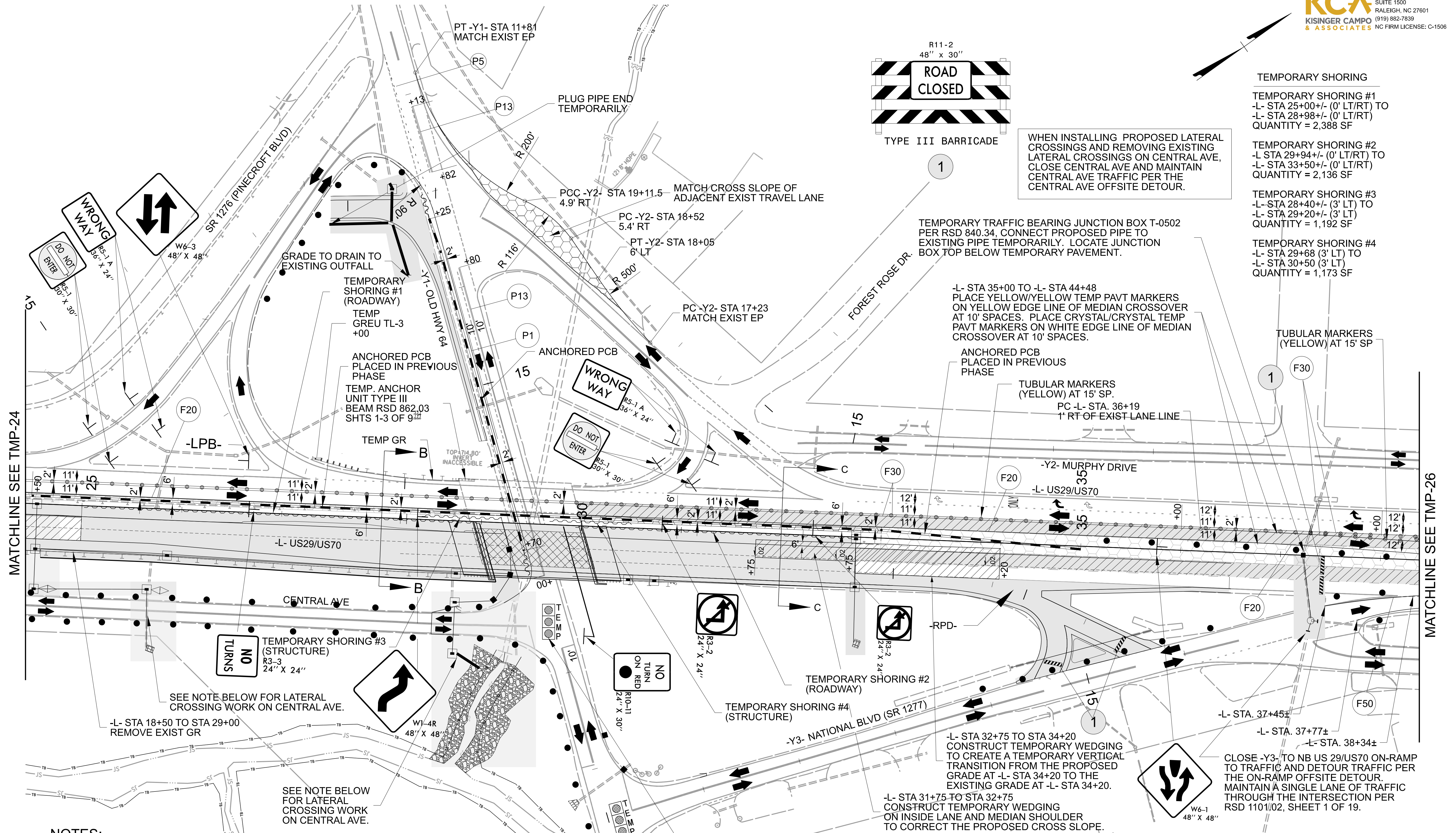
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CLOSE -Y3- TO NB US 29/US70 ON-RAMP TO TRAFFIC AND DETOUR TRAFFIC PER THE ON-RAMP OFFSITE DETOUR. MAINTAIN A SINGLE LANE OF TRAFFIC THROUGH THE INTERSECTION PER RSD 1101/02, SHEET 1 OF 19.



TYPE III BARRICADE

1



NOTES:

1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.
3. SEE TMP-27 FOR PHASE 2 CUT SECTIONS.
4. USE THIS SHEET IN CONJUNCTION WITH SHEET TMP-9 (CENTRAL AVE. DETOUR), TMP-5, TMP-6, TMP-6A (OLD HWY 64 DETOUR), AND TMP-3 (NB US 70 TO -Y3- EXIT) OFFSITE DETOURS.
5. SEE SHEETS 2B-1 THRU 2B-2 FOR TEMPORARY CROSSOVER ALIGNMENT DETAILS.

WHENEVER -Y1- (OLD HWY 64) OR CENTRAL AVENUE IS CLOSED AND TRAFFIC DETOURED PER THE TMP, PLACE SIGNAL IN 4-WAY FLASHING RED MODE.

WHENEVER -Y1- (OLD HWY 64) IS CLOSED AT -Y3-, OR -Y3- (SR 1277) IS CLOSED AND TRAFFIC DETOURED PER THE TMP, PLACE SIGNAL IN 4-WAY FLASHING RED MODE.

-L- STA 31+75 TO STA 32+75
CONSTRUCT TEMPORARY WEDGING ON INSIDE LANE AND MEDIAN SHOULDER TO CORRECT THE PROPOSED CROSS SLOPE.

-L- STA 32+75 TO STA 34+20
CONSTRUCT TEMPORARY WEDGING TO CREATE A TEMPORARY VERTICAL TRANSITION FROM THE PROPOSED GRADE AT -L- STA 34+20 TO THE EXISTING GRADE AT -L- STA 34+20.

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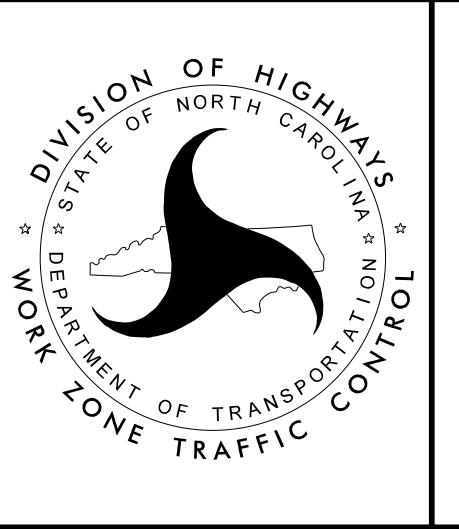
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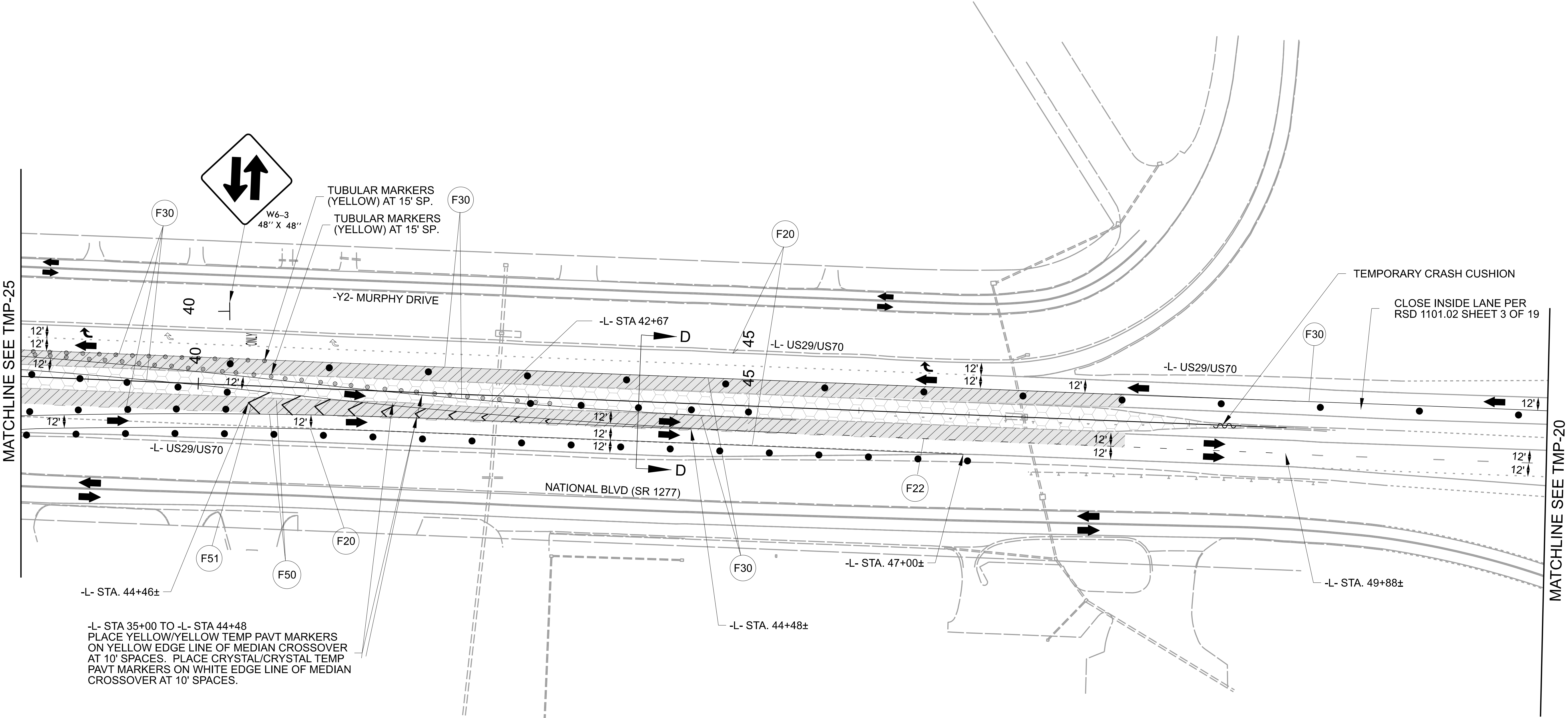
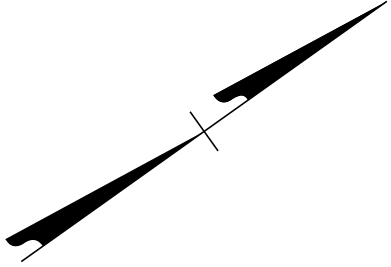
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APPROVED:	<i>Darren P. Brandes</i>
DATE:	4/2/2025
SEAL	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



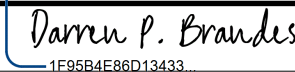
PHASE 2
(SHEET 3 OF 4)



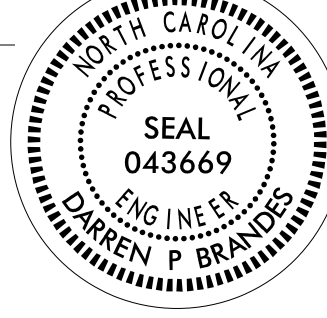
-L- STA 35+00 TO -L- STA 44+48
PLACE YELLOW/YELLOW TEMP PAVT MARKERS
ON YELLOW EDGE LINE OF MEDIAN CROSSOVER
AT 10' SPACES. PLACE CRYSTAL/CRYSTAL TEMP
PAVT MARKERS ON WHITE EDGE LINE OF MEDIAN
CROSSOVER AT 10' SPACES.

NOTES:

1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.
3. SEE TMP-27 FOR PHASE 2 CUT SECTIONS.
4. USE THIS SHEET IN CONJUNCTION WITH SHEET TMP-20, TMP-9 (CENTRAL AVE. DETOUR), TMP-5, TMP-6, TMP-6A (OLD HWY 64 DETOUR), AND TMP-3 (NB US 70 TO -Y3- EXIT) OFFSITE DETOURS.
5. SEE SHEETS 2B-1 THRU 2B-2 FOR TEMPORARY CROSSOVER ALIGNMENT DETAILS.

APPROVED: 
DATE: 3/4/2025

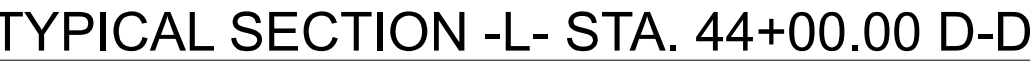
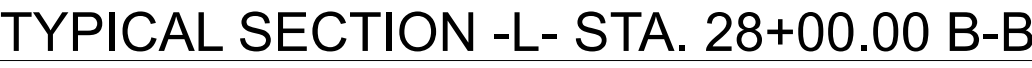
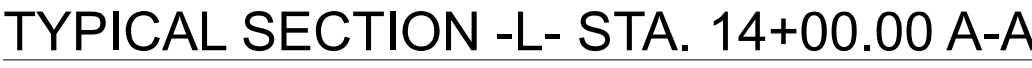
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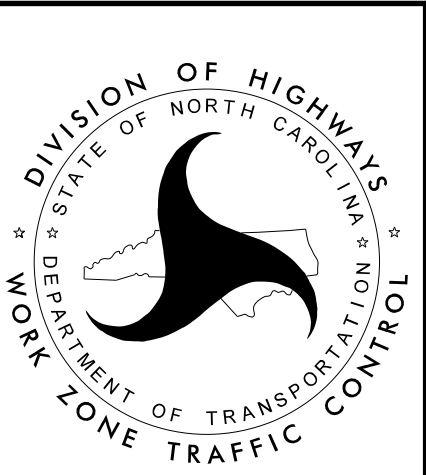
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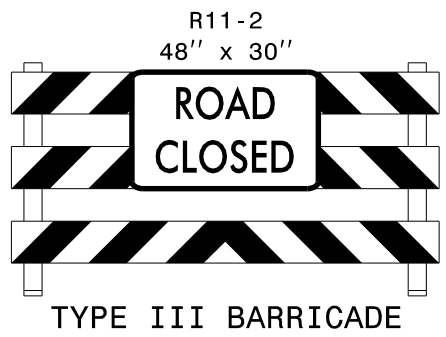
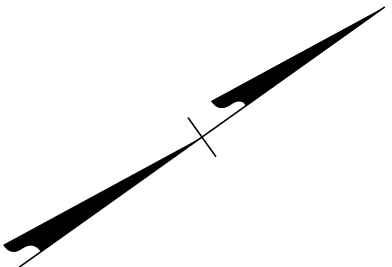
PHASE 2
(SHEET 4 OF 4)



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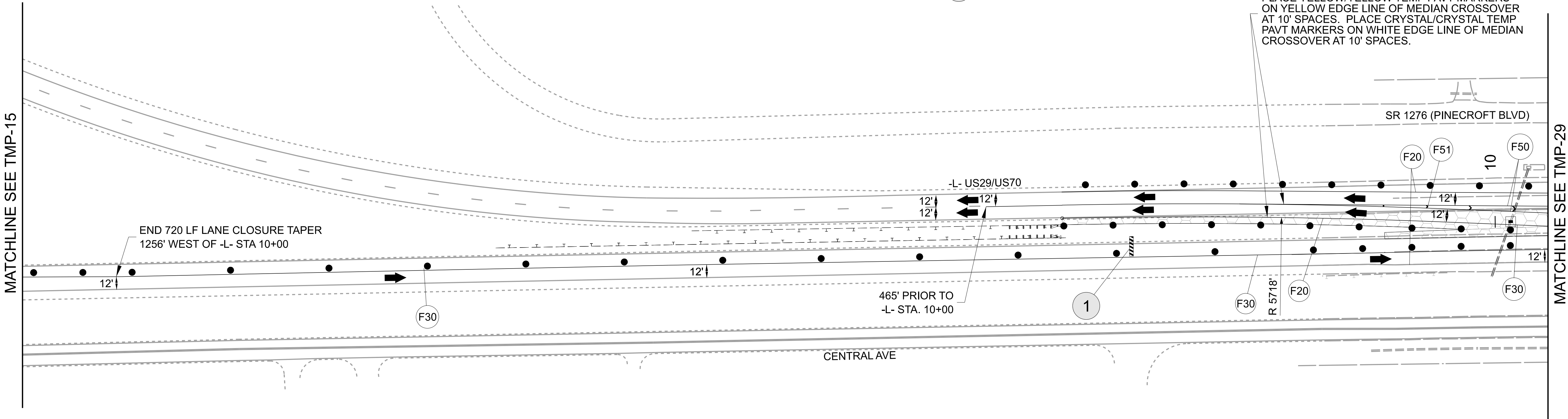


PHASE 2 CUT SECTIONS



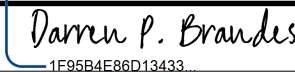
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465' PRIOR TO -L- STA 10+00 TO -L- STA 19+25
PLACE YELLOW/YELLOW TEMP PAVT MARKERS
ON YELLOW EDGE LINE OF MEDIAN CROSSOVER
AT 10' SPACES. PLACE CRYSTAL/CRYSTAL TEMP
PAVT MARKERS ON WHITE EDGE LINE OF MEDIAN
CROSSOVER AT 10' SPACES.



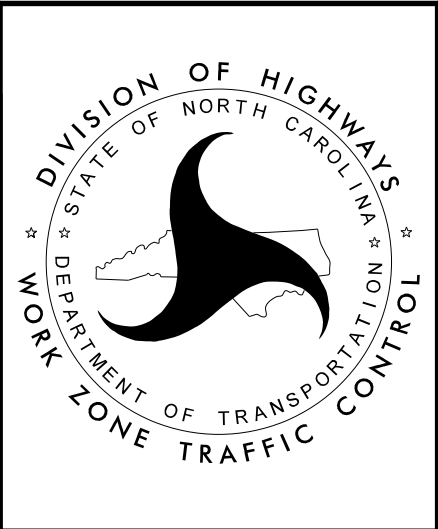
NOTES:

1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.
3. USE THIS SHEET IN CONJUNCTION WITH SHEET TMP-15.
4. SEE SHEETS 2B-1 THRU 2B-2 FOR TEMPORARY CROSSOVER ALIGNMENT DETAILS.

APPROVED: 
DATE: 3/4/2025

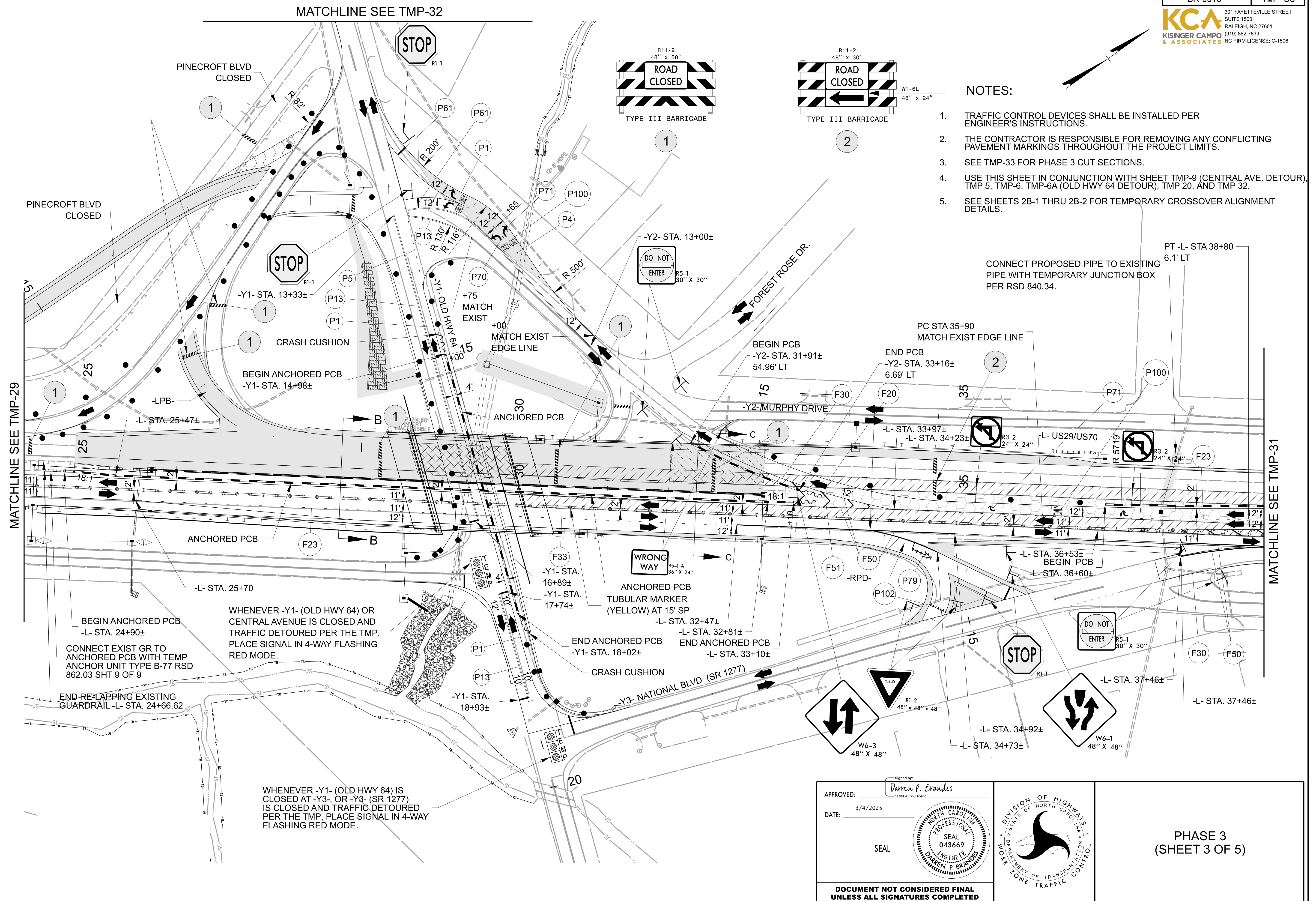
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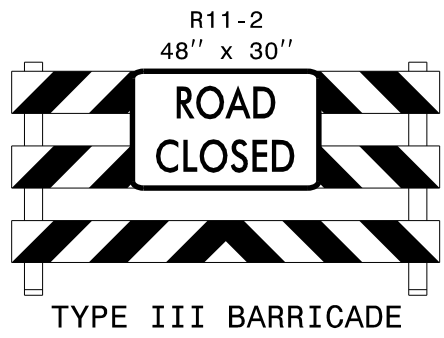
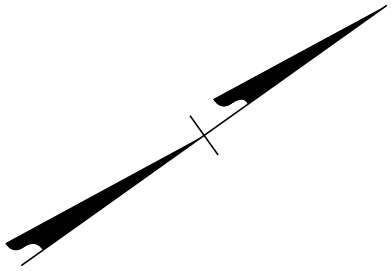
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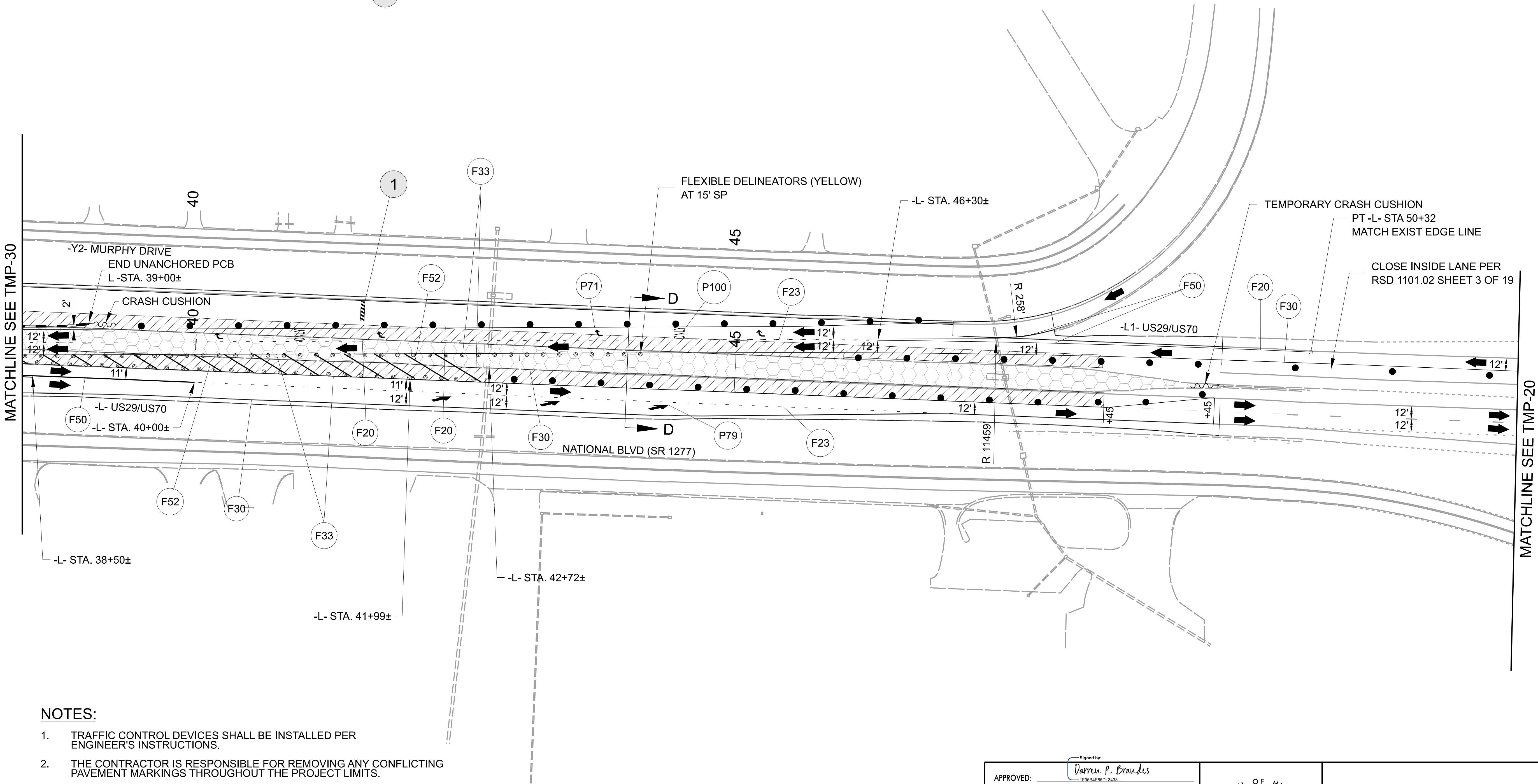
PHASE 3
(SHEET 1 OF 5)







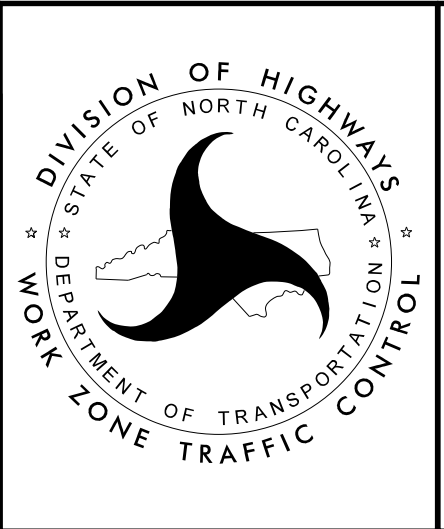
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NOTES:

1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.
3. SEE TMP-28 FOR PHASE 3 CUT SECTIONS.
4. USE THIS SHEET IN CONJUNCTION WITH SHEET TMP-20, TMP-5, TMP-6, TMP-6A (OLD HWY 64 DETOUR), AND TMP-3 (NB US 70 TO -Y3- EXIT) OFFSITE DETOURS.
5. SEE SHEETS 2B-1 THRU 2B-2 FOR TEMPORARY CROSSOVER ALIGNMENT DETAILS.

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DATE:	3/4/2025
SEAL	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

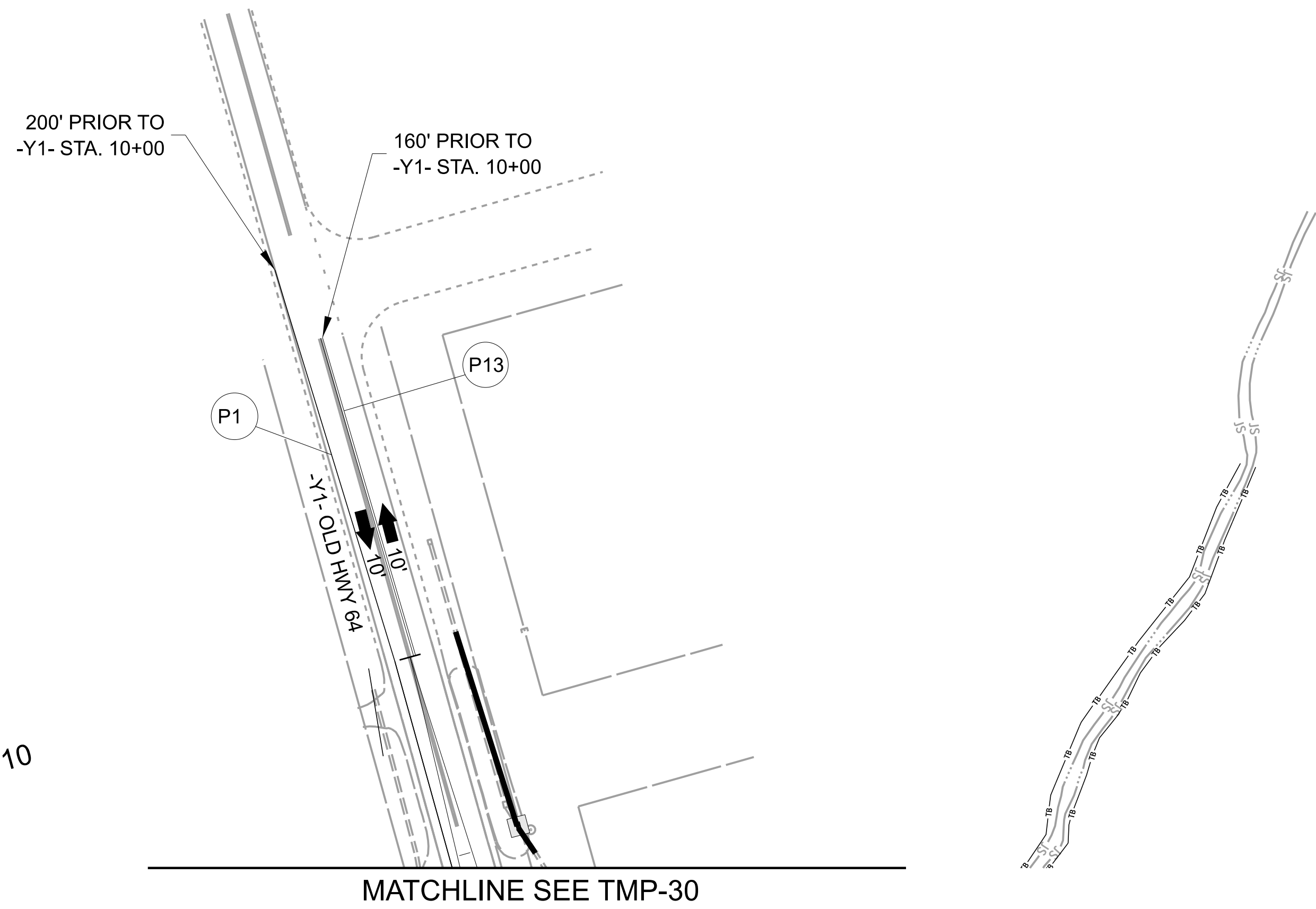
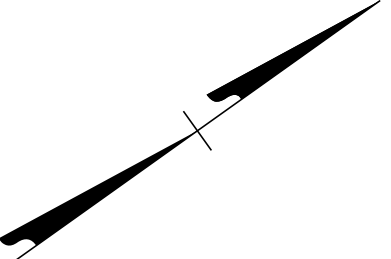


PHASE 3
(SHEET 4 OF 5)

PROJ. REFERENCE NO.	SHEET NO.
BR-0015	TMP - 32

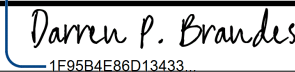


KCA
KISINGER CAMPO
& ASSOCIATES

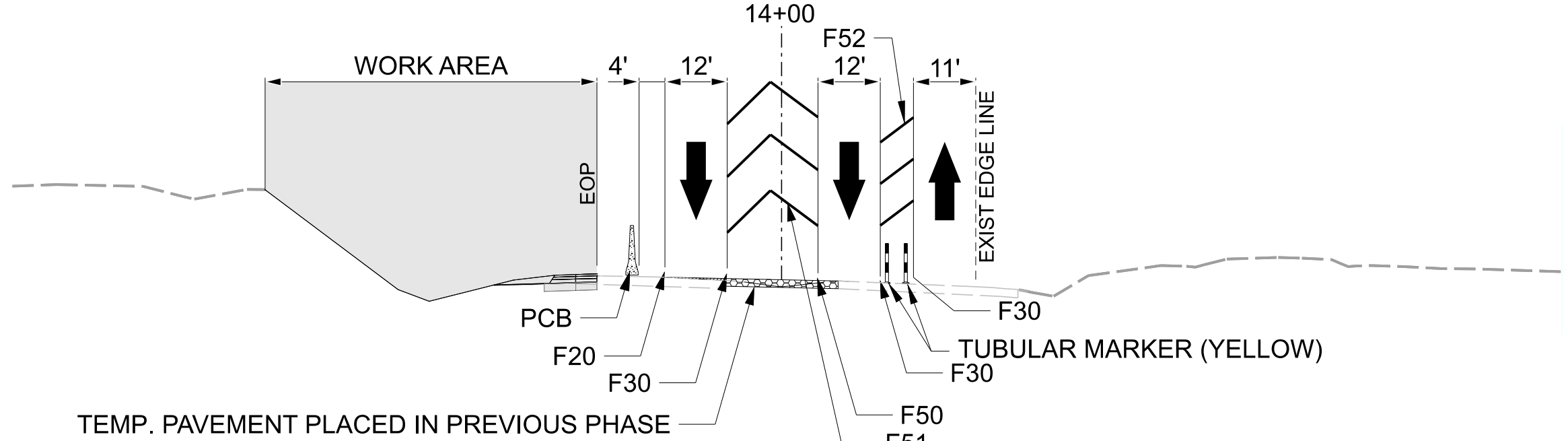
301 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
(919) 882-7839
NC FIRM LICENSE: C-1506



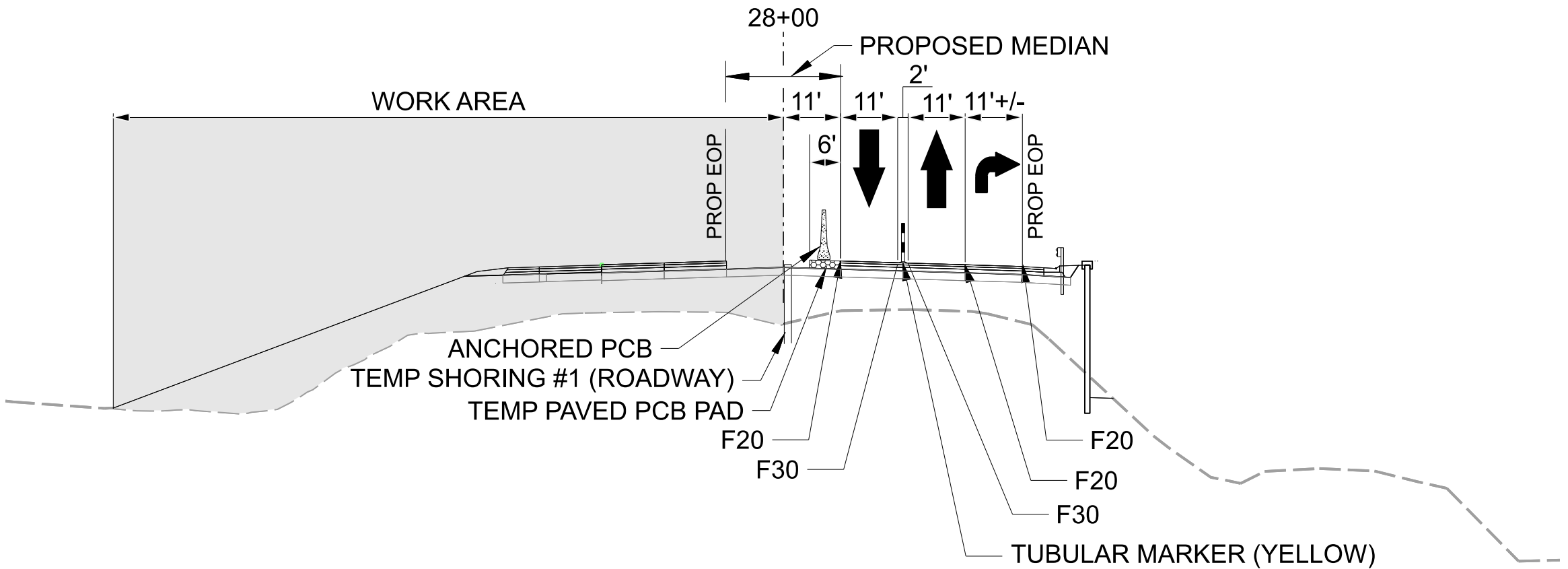
NOTES:

- 1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
- 2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.
- 3. USE THIS SHEET IN CONJUNCTION WITH SHEET TMP-30.

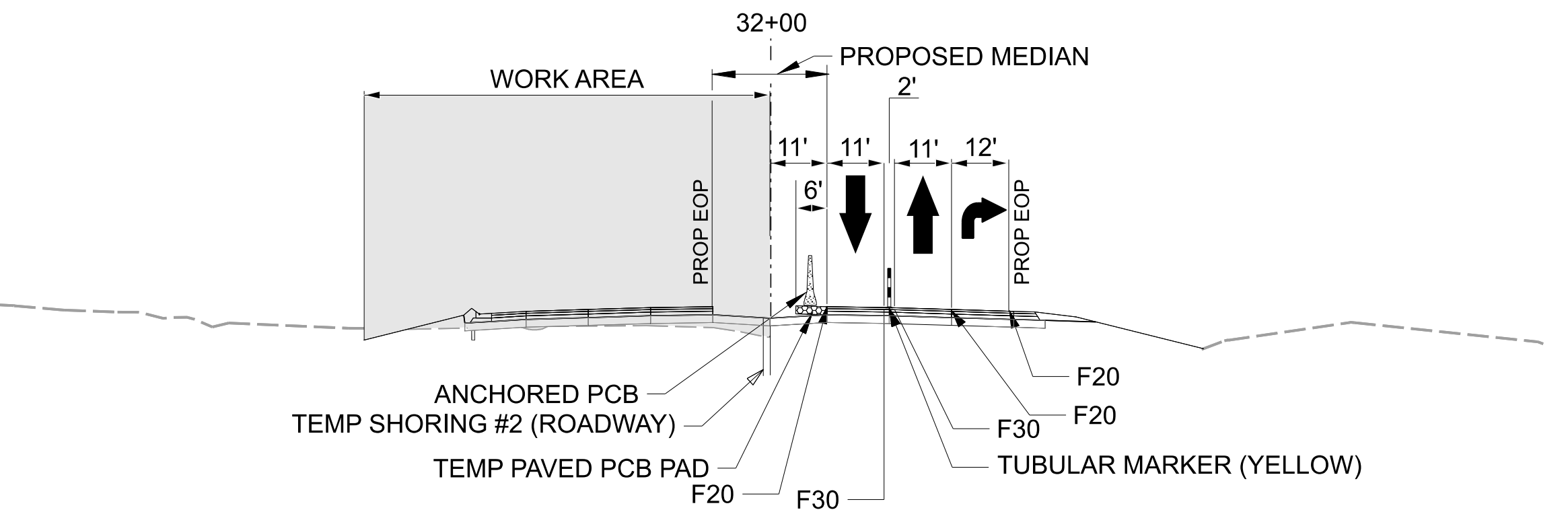
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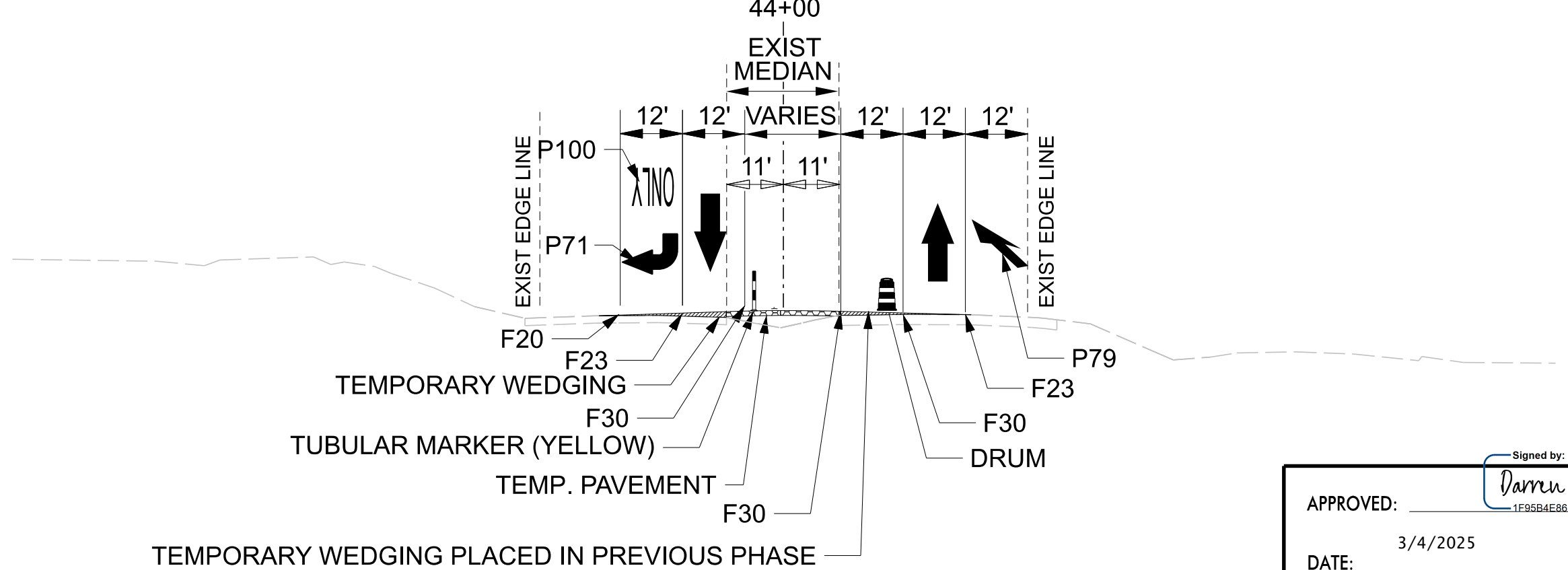
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TYPICAL SECTION -L- STA. 28+00.00 B-B



TYPICAL SECTION -L- STA. 32+00.00 C-C

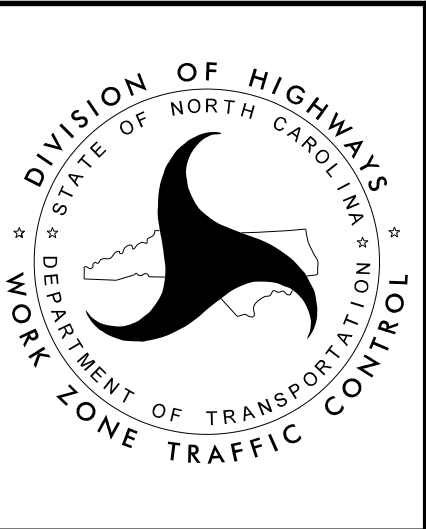


TYPICAL SECTION -L- STA. 44+00.00 D-D

APPROVED: *Darren P. Brandes*
DATE: 3/4/2025

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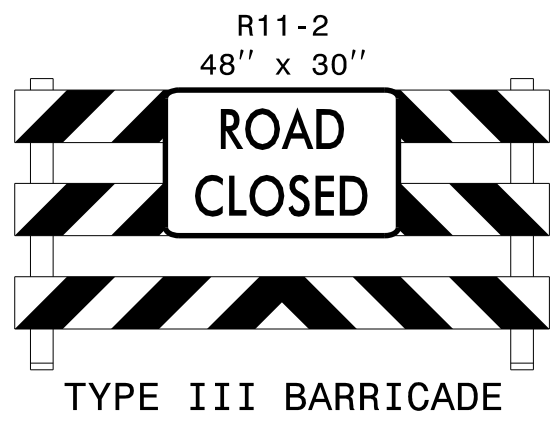
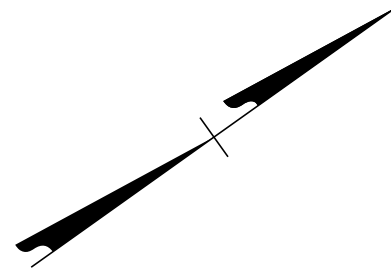
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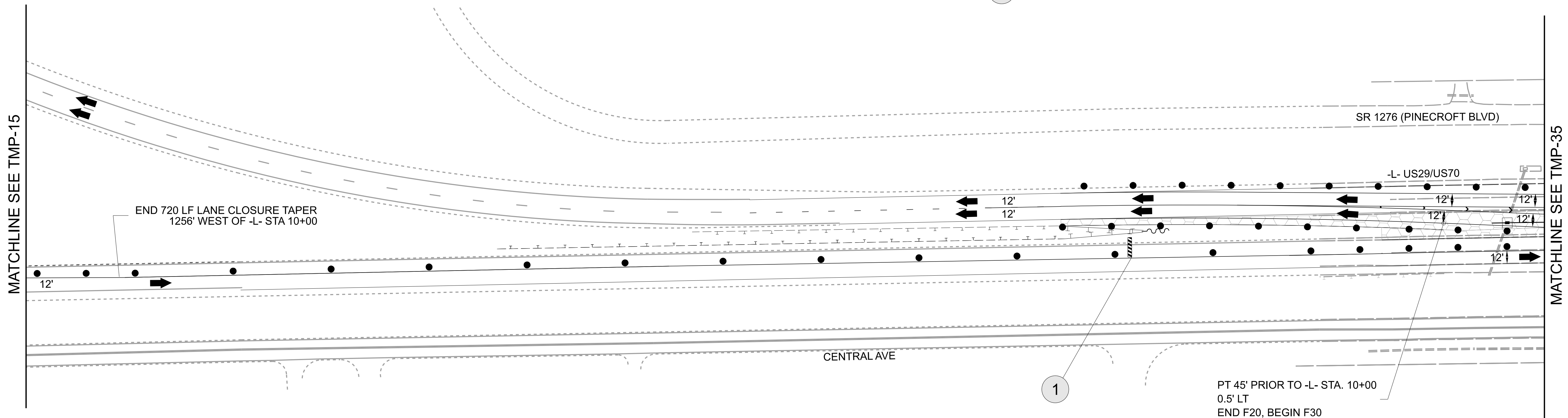
PHASE 3/3A
CUT SECTIONS

KCA
KISINGER CAMPO
& ASSOCIATES

301 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
(919) 882-7839
NC FIRM LICENSE: C-1506

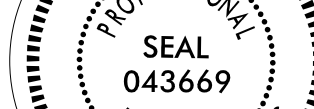



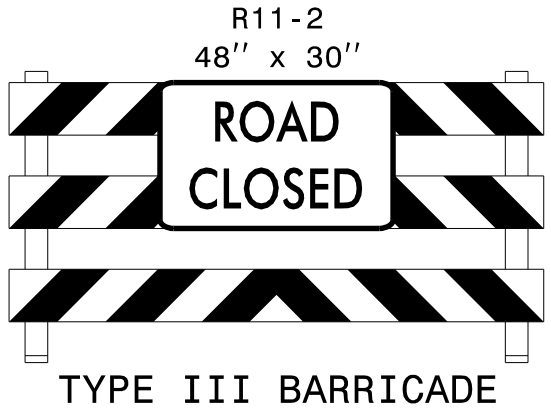
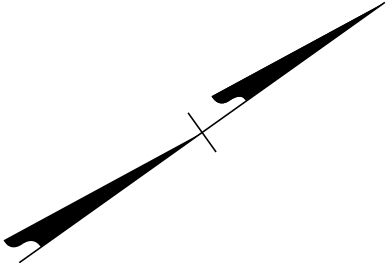
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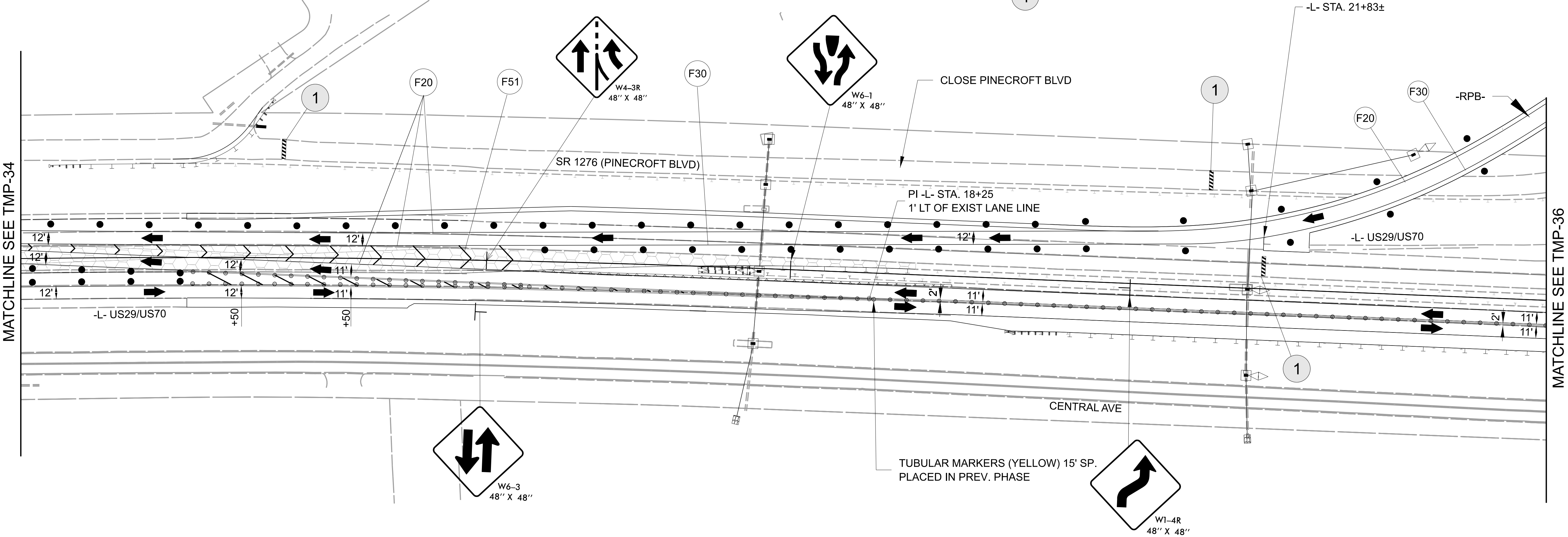
1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. ALL PAVEMENT MARKINGS IN PHASE 3A WERE PLACED IN PHASE 3 UNLESS OTHERWISE NOTED ON PLAN SHEETS.
3. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.
4. USE THIS SHEET IN CONJUNCTION WITH SHEET TMP-15.
5. SEE SHEETS 2B-1 THRU 2B-2 FOR TEMPORARY CROSSOVER ALIGNMENT DETAILS.

3/4/2025
BR0015_TC_TMP_PHASE 3A PLAN SHEETS.dgn
User:jdebone

APPROVED: _____ <div style="border: 1px solid black; padding: 2px; display: inline-block; margin-left: 100px;"> <i>Darren P. Brandes</i> <small>1F95B4E86D13433</small> </div> DATE: _____ 3/4/2025	SEAL 	
PHASE 3A (SHEET 1 OF 5)		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

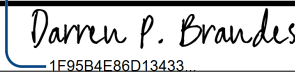


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NOTES:

1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. ALL PAVEMENT MARKINGS IN PHASE 3A WERE PLACED IN PHASE 3 UNLESS OTHERWISE NOTED ON PLAN SHEETS.
3. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.
4. SEE SHEETS 2B-1 THRU 2B-2 FOR TEMPORARY CROSSOVER ALIGNMENT DETAILS.

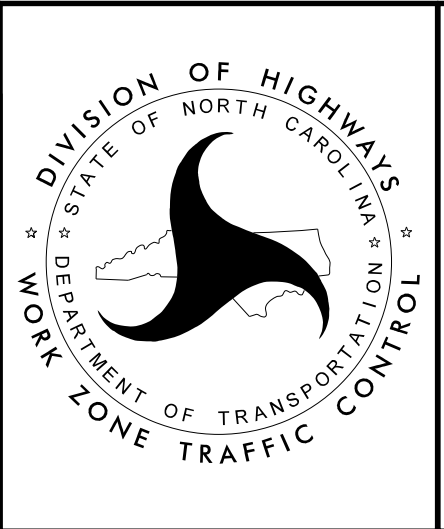
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DATE: 3/4/2025

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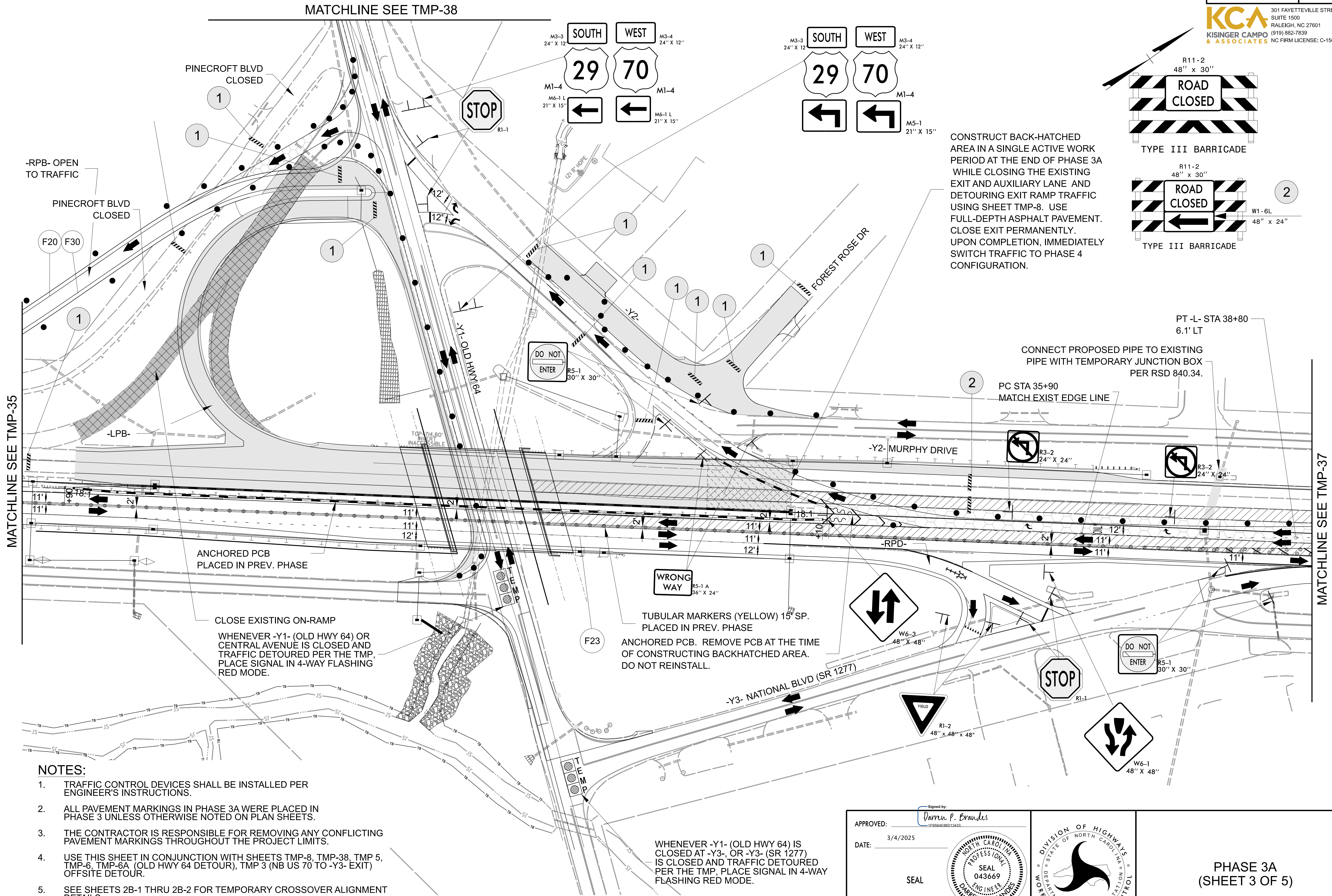
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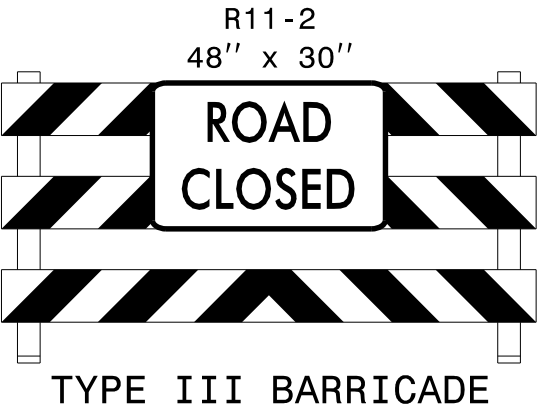
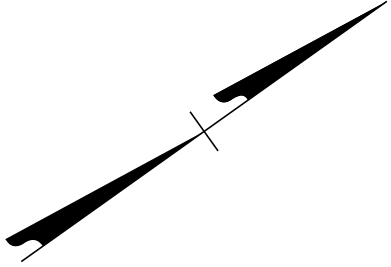
SEAL
043669
ENGINEER
DARREN P. BRANDES

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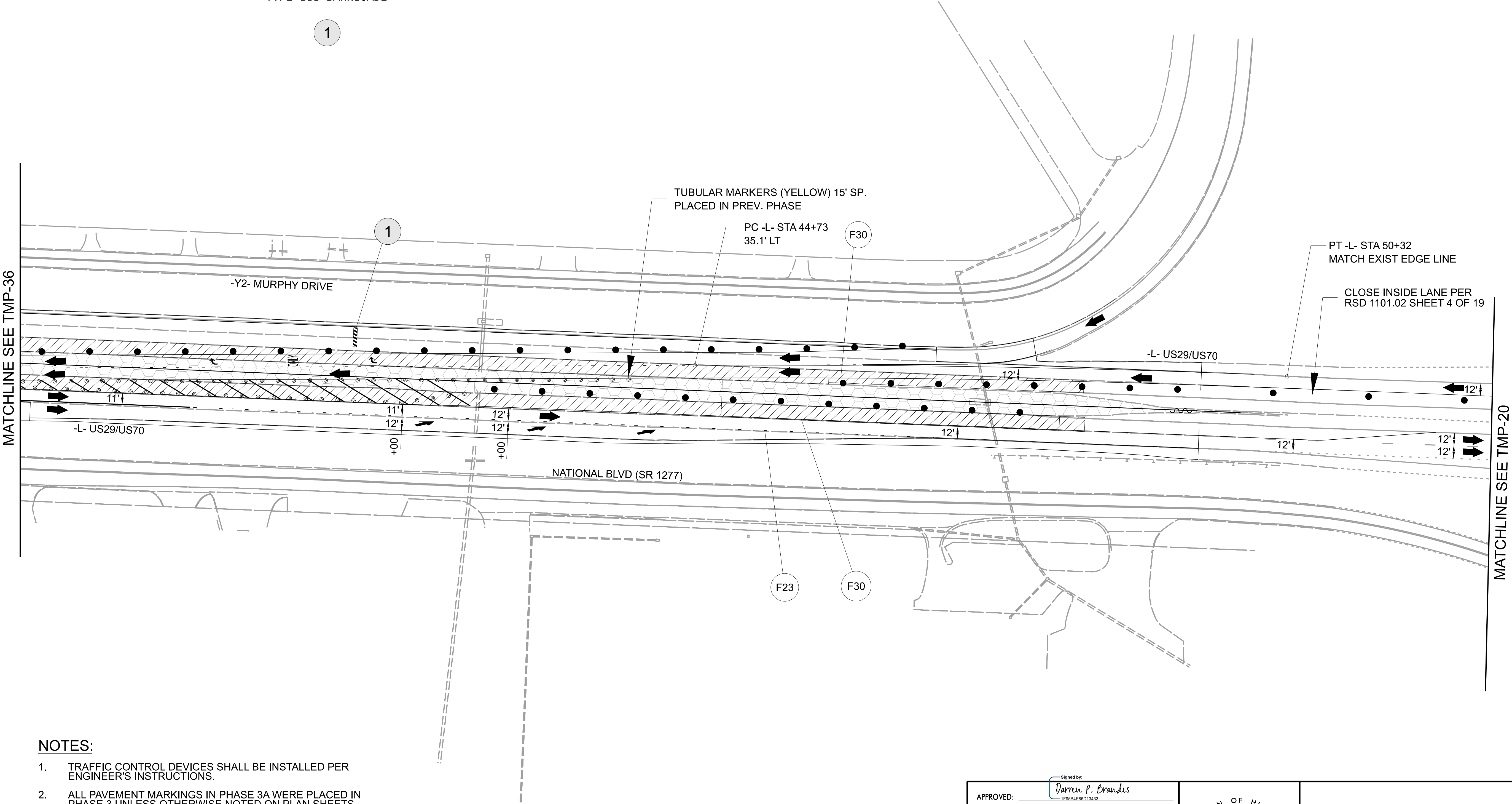


PHASE 3A
(SHEET 2 OF 5)



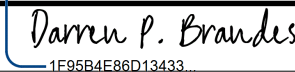


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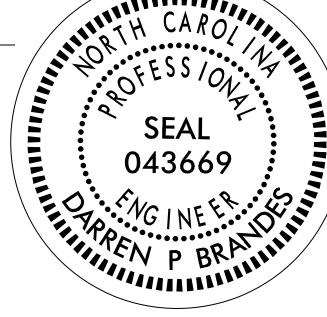


NOTES:

1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. ALL PAVEMENT MARKINGS IN PHASE 3A WERE PLACED IN PHASE 3 UNLESS OTHERWISE NOTED ON PLAN SHEETS.
3. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.
4. USE THIS SHEET IN CONJUNCTION WITH SHEET TMP-20.
5. SEE SHEETS 2B-1 THRU 2B-2 FOR TEMPORARY CROSSOVER ALIGNMENT DETAILS.

APPROVED: 
DATE: 3/4/2025

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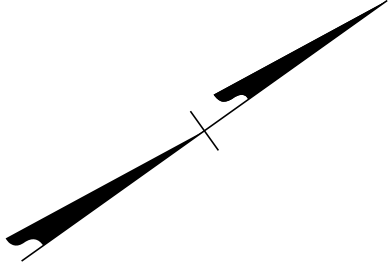


PHASE 3A
(SHEET 4 OF 5)

PROJ. REFERENCE NO.	SHEET NO.
BR-0015	TMP - 38

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KISINGER CAMPO
& ASSOCIATES

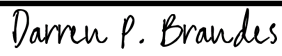
301 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
(919) 882-7839
NC FIRM LICENSE: C-1506

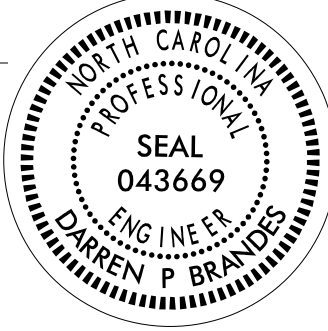


MATCHLINE SEE TMP-36

NOTES:

1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. ALL PAVEMENT MARKINGS IN PHASE 3A WERE PLACED IN PHASE 3 UNLESS OTHERWISE NOTED ON PLAN SHEETS.
3. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.
4. USE THIS SHEET IN CONJUNCTION WITH SHEET TMP-36.

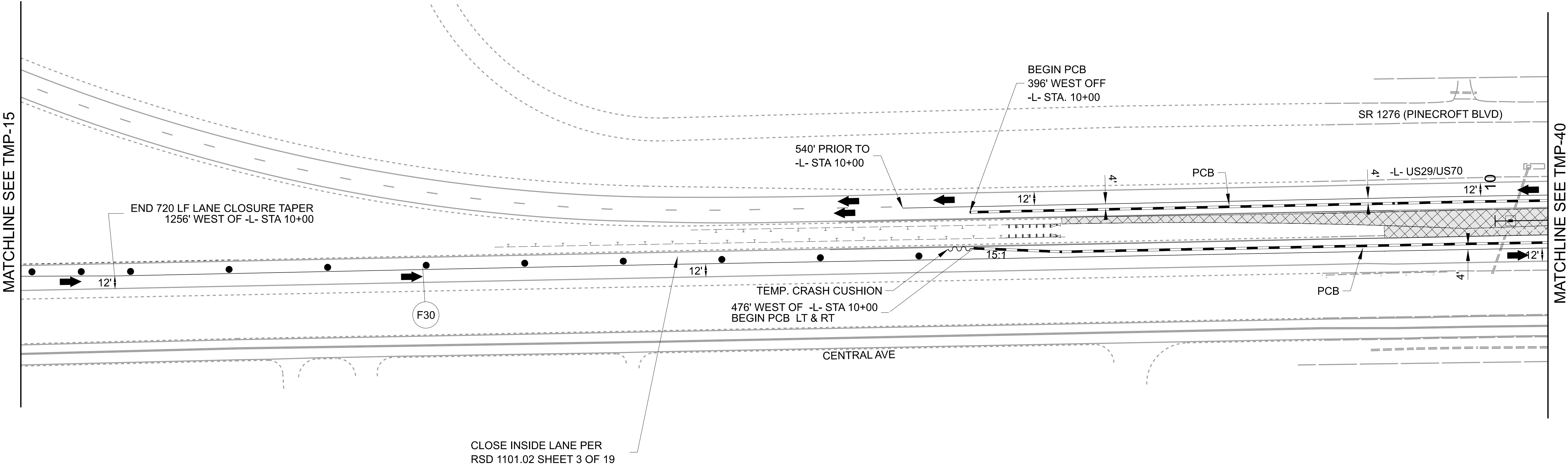
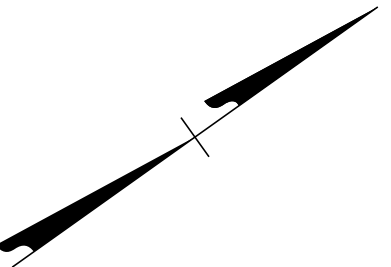
APPROVED: 
DATE: 3/4/2025

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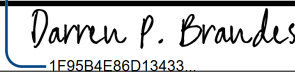



PHASE 3A
(SHEET 5 OF 5)



NOTES:

1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.
3. USE THIS SHEET IN CONJUNCTION WITH SHEET TMP-15.

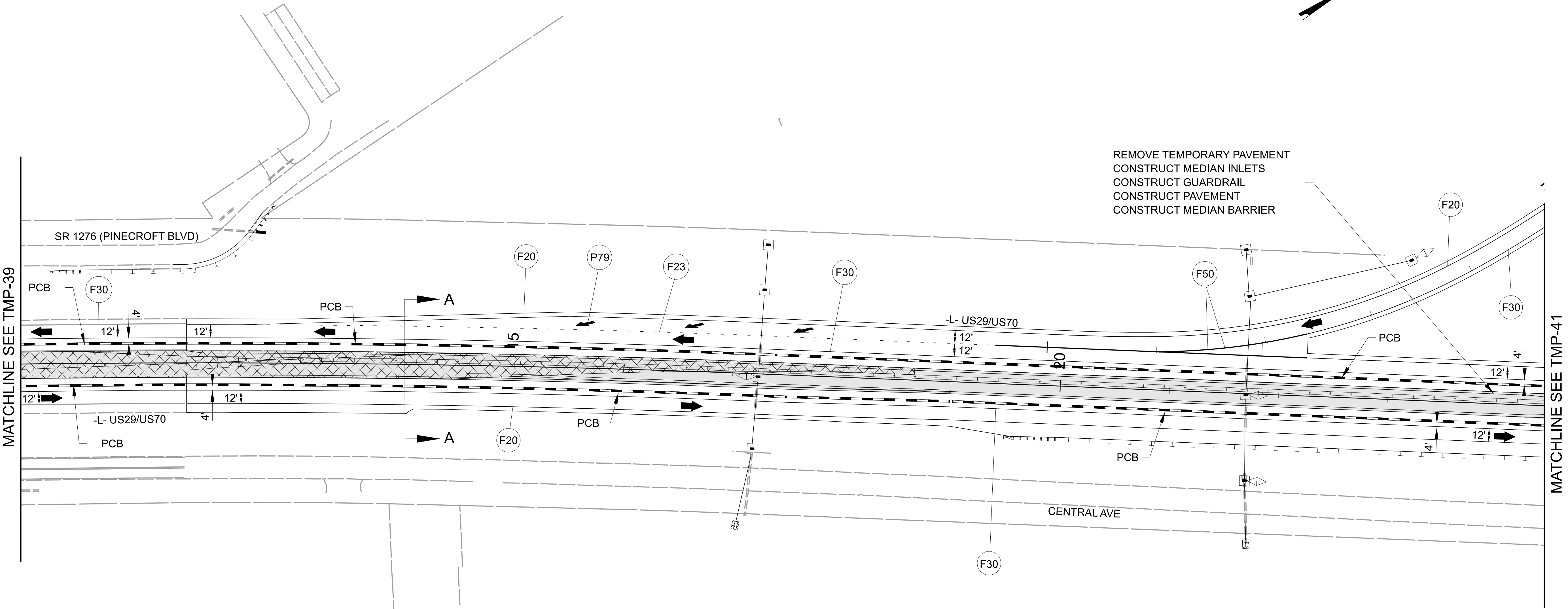
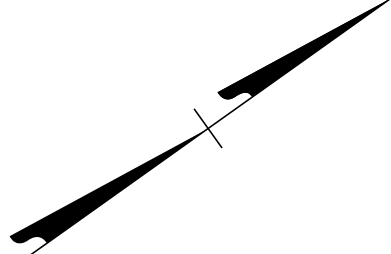
APPROVED: 
DATE: 3/4/2025

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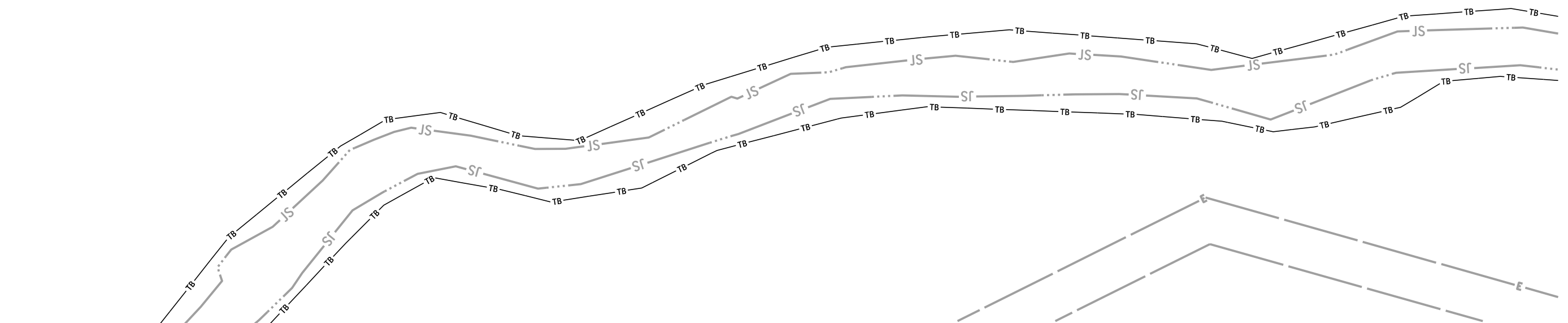


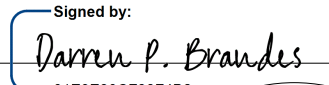
PHASE 4
(SHEET 1 OF 5)



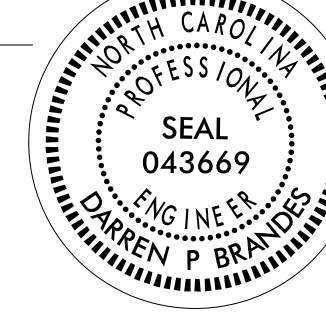
NOTES:

1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.
3. SEE TMP-44 FOR PHASE 4 CUT SECTIONS.

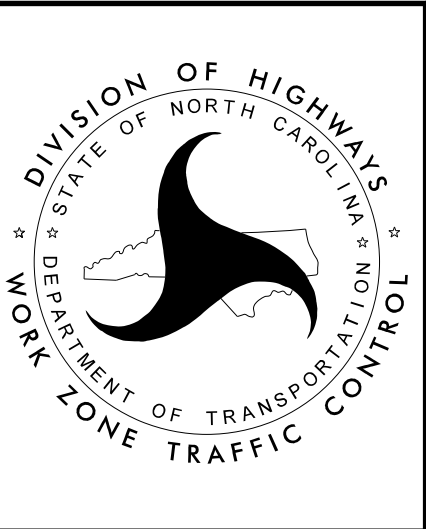


APPROVED: 
DATE: 3/13/2025

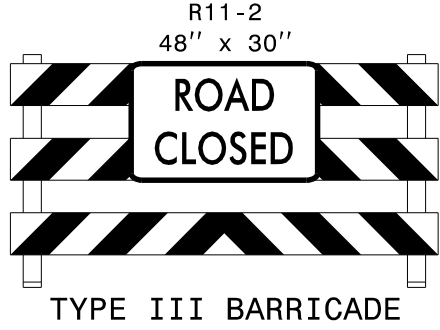
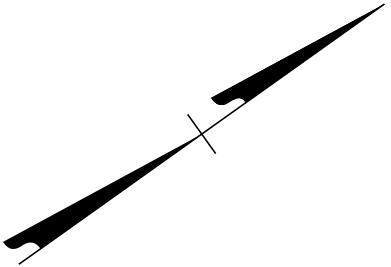
SEAL



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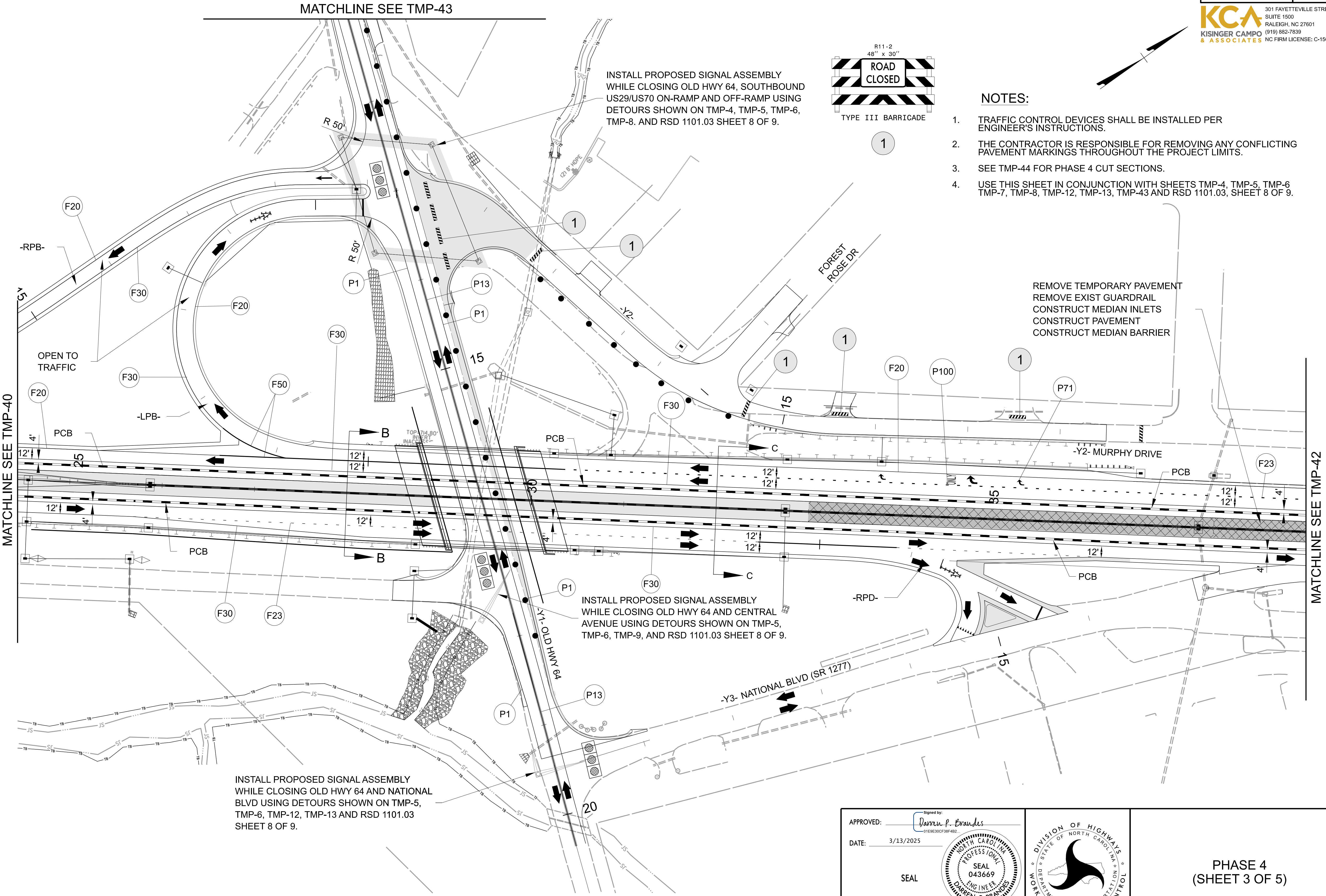


PHASE 4
(SHEET 2 OF 5)



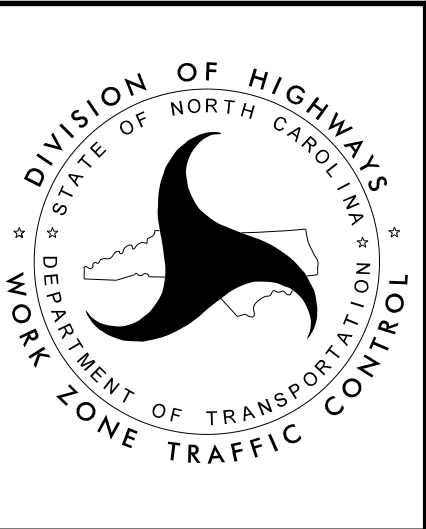
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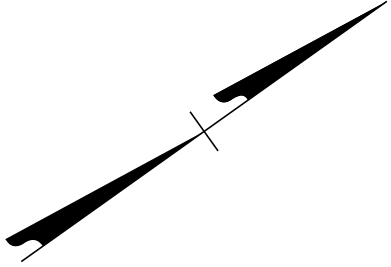
1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.
3. SEE TMP-44 FOR PHASE 4 CUT SECTIONS.
4. USE THIS SHEET IN CONJUNCTION WITH SHEETS TMP-4, TMP-5, TMP-6, TMP-7, TMP-8, TMP-12, TMP-13, TMP-43 AND RSD 1101.03, SHEET 8 OF 9.



INSTALL PROPOSED SIGNAL ASSEMBLY
WHILE CLOSING OLD HWY 64 AND NATIONAL
BLVD USING DETOURS SHOWN ON TMP-5,
TMP-6, TMP-12, TMP-13 AND RSD 1101.03
SHEET 8 OF 9.

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STAGE-CONSTRUCTION OF PROPOSED PIPE CROSSINGS
AT -L- STA 42+72 AND -L- STA 47+50

STEP 1

PRIOR TO INSTALLING PCB:

1. CLOSE EB US 64 TO -L- US 29 / US 70 RAMP. DETOUR RAMP TRAFFIC PER OFFSITE DETOUR FOR RAMP.
2. MAINTAIN SB -L- TRAFFIC PER RSD 1101.02, SHEET 2 OF 19.
3. CONSTRUCT PROPOSED LATERAL PIPE AND REMOVE EXISTING PIPE BELOW SB -L- ROADWAY.
4. CONNECT PROPOSED PIPE TO EXISTING PIPE TEMPORARILY USING TEMPORARY TRAFFIC BEARING JUNCTION BOX PER RSD 840.34.

STEP 2

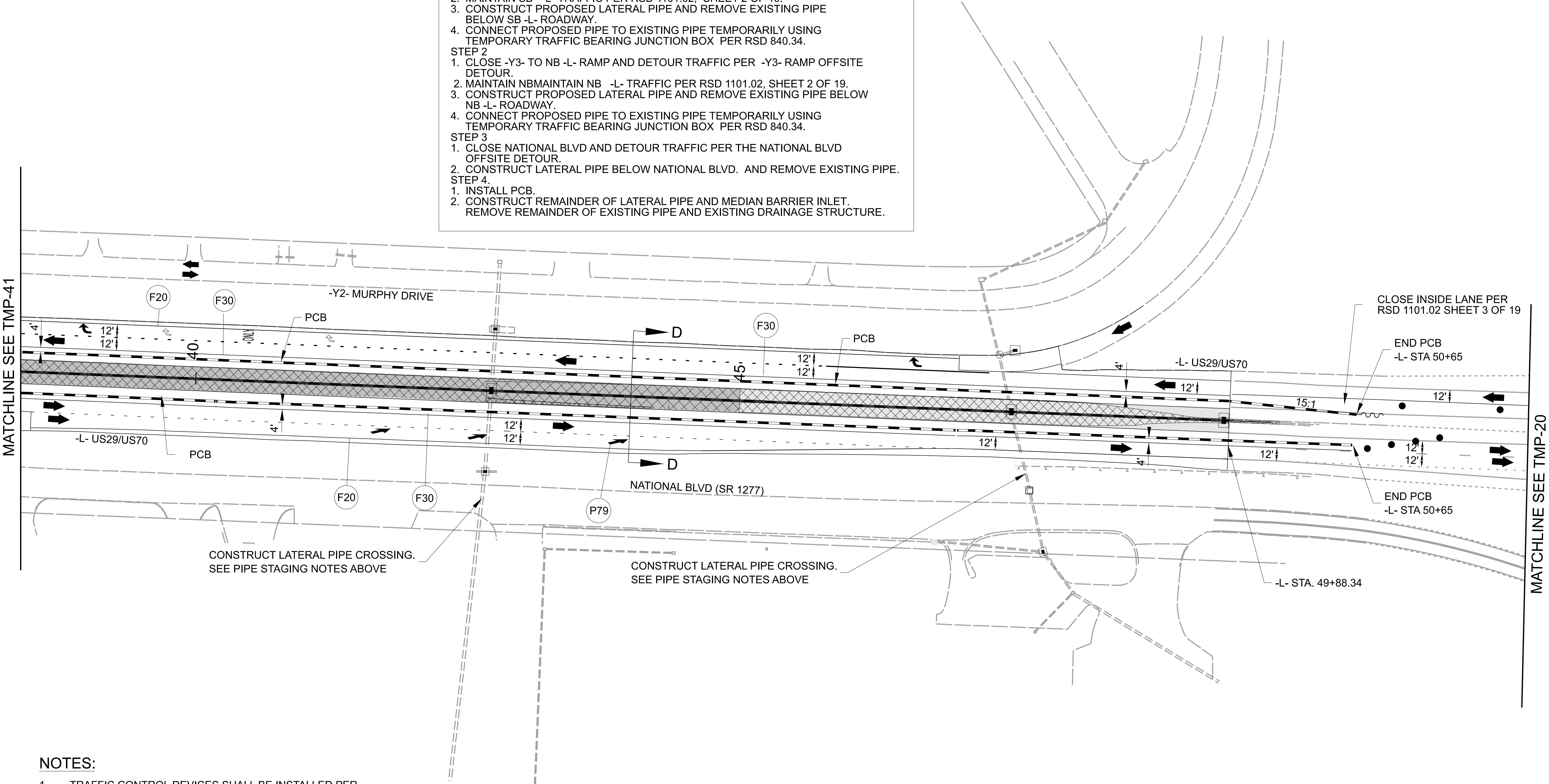
1. CLOSE -Y3- TO NB -L- RAMP AND DETOUR TRAFFIC PER -Y3- RAMP OFFSITE DETOUR.
2. MAINTAIN NBMAINTAIN NB -L- TRAFFIC PER RSD 1101.02, SHEET 2 OF 19.
3. CONSTRUCT PROPOSED LATERAL PIPE AND REMOVE EXISTING PIPE BELOW NB -L- ROADWAY.
4. CONNECT PROPOSED PIPE TO EXISTING PIPE TEMPORARILY USING TEMPORARY TRAFFIC BEARING JUNCTION BOX PER RSD 840.34.

STEP 3

1. CLOSE NATIONAL BLVD AND DETOUR TRAFFIC PER THE NATIONAL BLVD OFFSITE DETOUR.
2. CONSTRUCT LATERAL PIPE BELOW NATIONAL BLVD. AND REMOVE EXISTING PIPE.

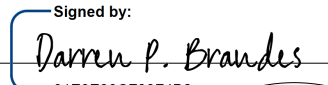
STEP 4.

1. INSTALL PCB.
2. CONSTRUCT REMAINDER OF LATERAL PIPE AND MEDIAN BARRIER INLET. REMOVE REMAINDER OF EXISTING PIPE AND EXISTING DRAINAGE STRUCTURE.

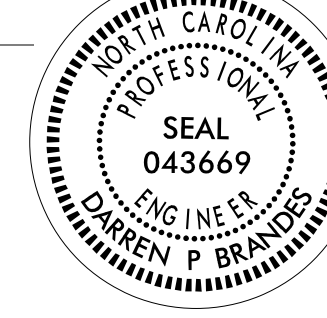


NOTES:

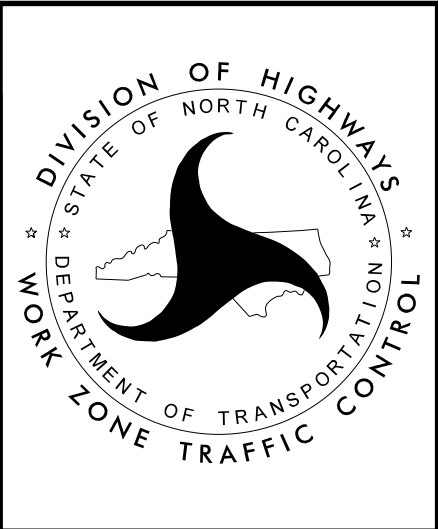
1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.
3. SEE TMP-39 FOR PHASE 4 CUT SECTIONS.
4. USE THIS SHEET IN CONJUNCTION WITH SHEETS TMP-7 AND TMP-20.

APPROVED: 
DATE: 3/13/2025

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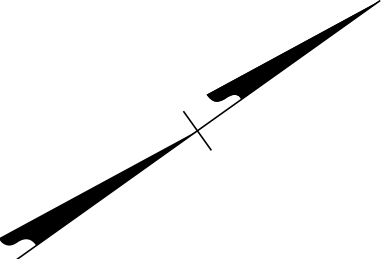
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PHASE 4
(SHEET 4 OF 5)

PROJ. REFERENCE NO.	SHEET NO.
BR-0015	TMP - 43

KCA
KISINGER CAMPO
& ASSOCIATES
301 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
(919) 882-7839
NC FIRM LICENSE: C-1506



- NOTES:**
- 1. TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PER ENGINEER'S INSTRUCTIONS.
 - 2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ANY CONFLICTING PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS.
 - 3. USE THIS SHEET IN CONJUNCTION WITH SHEET TMP-41.

<div>APPROVED: <div>Signed by: <i>Darren P. Brandes</i> 1F9GB4E8BD13433</div></div> <div>DATE: 3/4/2025</div> <div>SEAL</div> <div><div>SEAL</div><div>043669</div><div>ENGINEER</div><div>DARRIN P. BRANDES</div></div>	<div><div>DIVISION OF HIGHWAYS</div><div>STATE OF NORTH CAROLINA</div><div>DEPARTMENT OF TRANSPORTATION</div><div>WORK ZONE TRAFFIC CONTROL</div></div>	<div>PHASE 4</div> <div>(SHEET 5 OF 5)</div>
<div>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</div>		