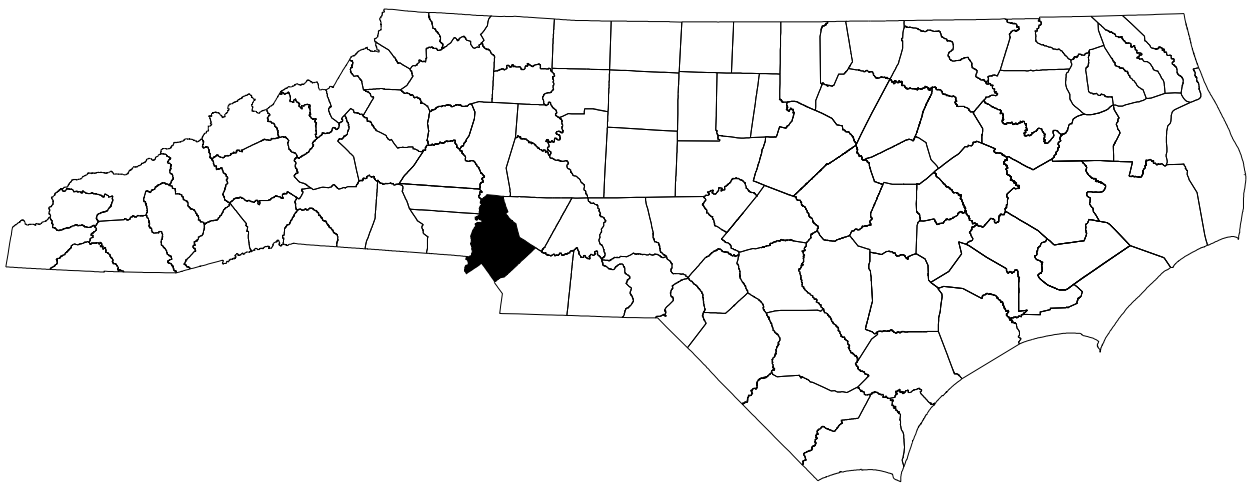


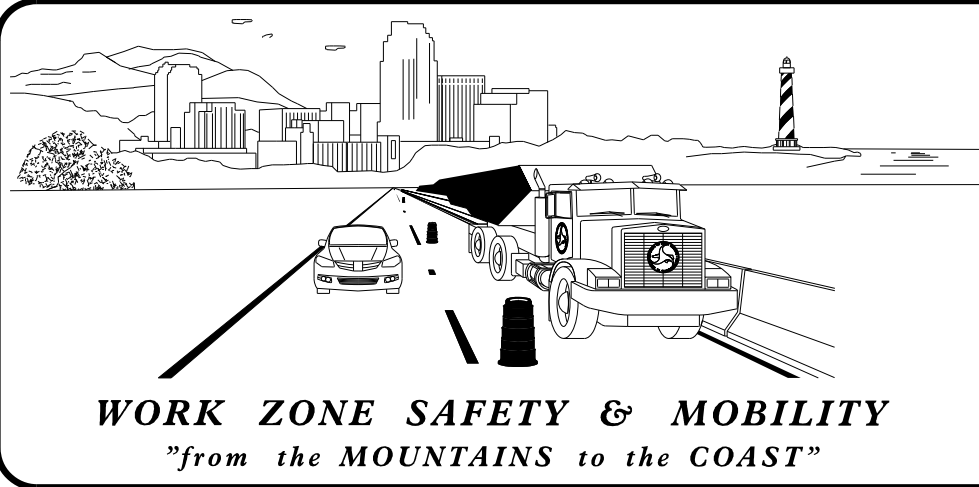
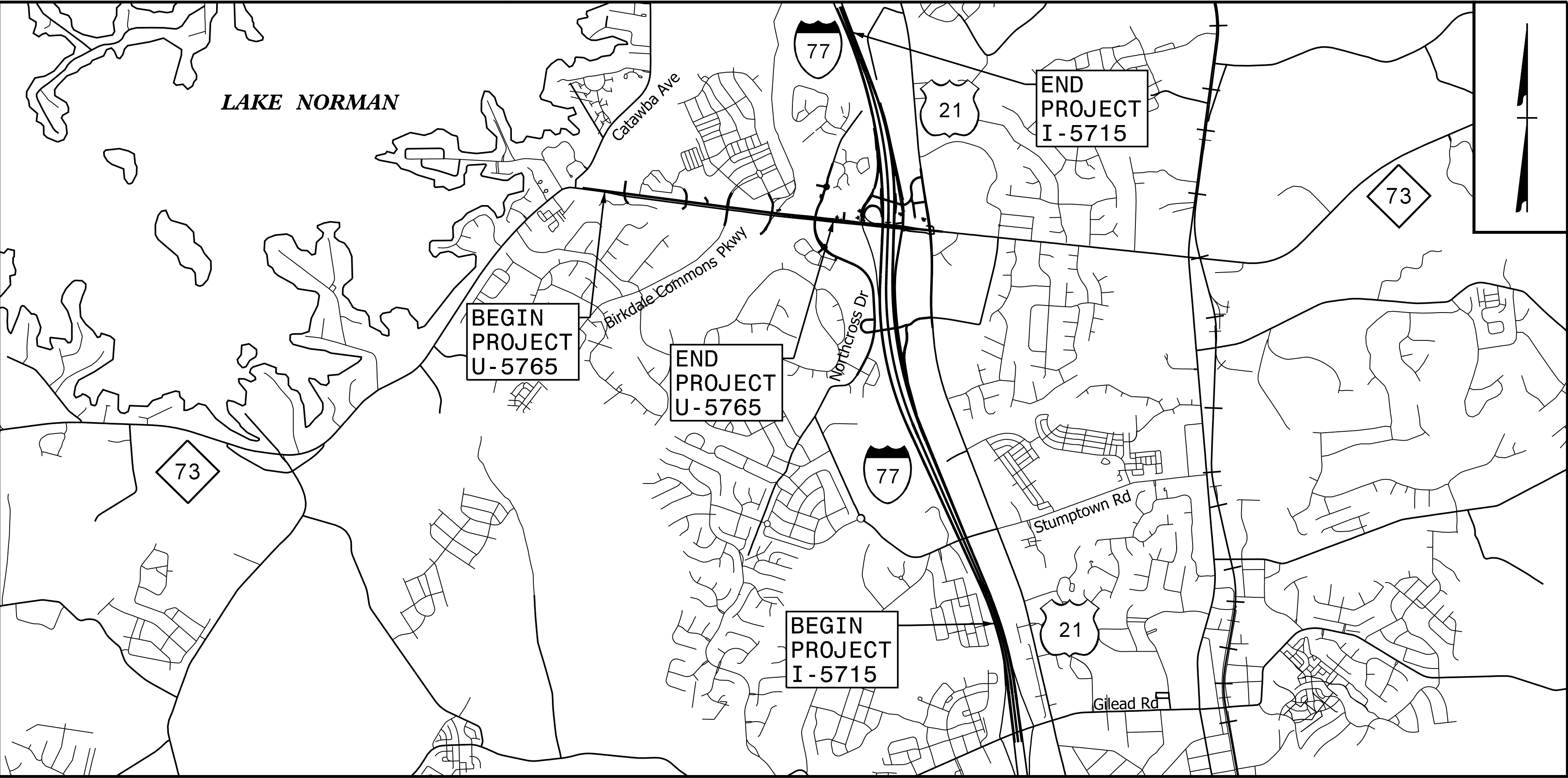
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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN
MECKLENBURG COUNTY



LOCATION: NC 73 – SR 5544 (WEST CATAWBA AVENUE) TO SR 2316 (NORTHCROSS DRIVE)
I-77 AND THE NC 73 INTERCHANGE UPGRADE



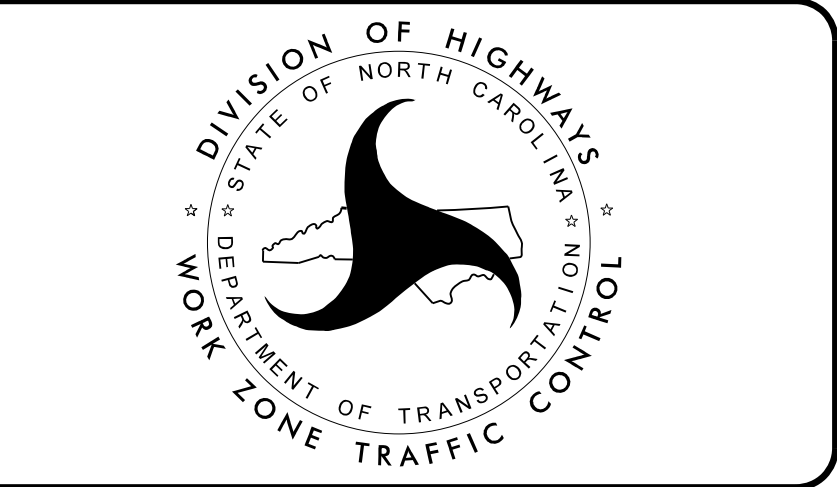
PLANS PREPARED BY:

MIKE RZEPKA, P.E.
U-5765
TRAFFIC CONTROL PROJECT ENGINEER

TONY SPACEK, P.E.
I-5715
TRAFFIC CONTROL PROJECT ENGINEER

NCDOT CONTACTS:

BRYAN KEY, P.E.
TEAM LEAD



INDEX OF SHEETS

SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP, AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, AND LEGEND
TMP-1B & TMP-1C	TRANSPORTATION OPERATIONS PLAN: MANAGEMENT STRATEGIES, GENERAL NOTES, AND LOCAL NOTES)
TMP-2	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-2A	U-5765 TEMPORARY SHORING LOCATIONS & NOTES
TMP-2B & 2C	I-5715 TEMPORARY SHORING LOCATIONS & NOTES
TMP-3	U-5765 TEMPORARY TRAFFIC CONTROL PHASING
TMP-3A THRU TMP-3D	I-5715 TEMPORARY TRAFFIC CONTROL PHASING
TMP-4.1 THRU 4.35	U-5765 TEMPORARY TRAFFIC CONTROL PHASING DETAILS
TMP-5.1 THRU 5.31	I-5715 TEMPORARY TRAFFIC CONTROL PHASING DETAILS

PLANS PREPARED BY:



HDR Engineering, Inc. of the Carolinas
555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

Kimley»Horn

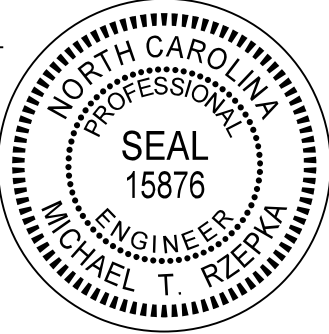
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200 SOUTH TRYON STREET, SUITE 200
CHARLOTTE, NORTH CAROLINA 28202
PHONE: (704) 333-6131

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DATE: 9/3/2026

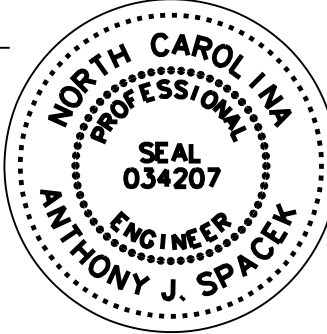
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APPROVED: Tony Spacek

DATE: 9/4/2026

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SHEET NO.
TMP - 1

U-5765 / I-5715

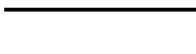
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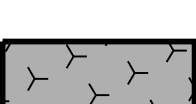
ROADWAY STANDARD DRAWINGS

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

STD. NO.	TITLE
1101.01	WORK ZONE ADVANCE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
1130.01	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY-DRUMS
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS
1205.03	PAVEMENT MARKINGS - EXITS AND ENTRANCE RAMPs
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - LANE DROPS
1205.07	PAVEMENT MARKINGS - PEDESTRIAN CROSSWALKS
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.12	PAVEMENT MARKINGS - BRIDGES
1205.13	PAVEMENT MARKINGS - LANE REDUCTIONS
1205.14	PAVEMENT MARKINGS - ROUNDABOUTS
1205.15	PAVEMENT MARKINGS - SUPERSTREETS
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION

GENERAL

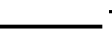
-  DIRECTION OF TRAFFIC FLOW
-  DIRECTION OF PEDESTRIAN TRAFFIC FLOW
-  EXIST. PVMT.
-  NORTH ARROW
-  PROPOSED PVMT.
-  TEMP. SHORING (LOCATION PURPOSES ONLY)

-  WORK AREA
-  CONTINUING CONSTRUCTION
-  REMOVAL
-  WEDGING
-  TEMPORARY PAVEMENT

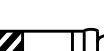
SIGNALS

-  EXISTING
-  PROPOSED
-  TEMPORARY

PAVEMENT MARKINGS

-  EXISTING LINES
-  TEMPORARY LINES

TRAFFIC CONTROL DEVICES

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

TEMPORARY SIGNING

-  PORTABLE SIGN
-  STATIONARY SIGN
-  STATIONARY OR PORTABLE SIGN

PAVEMENT MARKERS

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

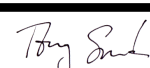
PAVEMENT MARKING SYMBOLS

-  PAVEMENT MARKING SYMBOLS

TEMPORARY PAVEMENT MARKING

P1 PAINT 4" WHITE EDGELINE	P42 PAINT 8" YELLOW DIAGONAL
P2 PAINT 4" WHITE SOLID LANE LINE	P46 PAINT 8" WHITE CROSSWALK LINE
P3 PAINT 4" 10'-30'/SP. WHITE SKIP	P61 PAINT 24" WHITE STOPBAR
P4 PAINT 4" 3'-9'/SP. WHITE MINI-SKIP	P62 PAINT 24" WHITE CROSSWALK LINE
P5 PAINT 4" 2'-6'/SP. WHITE MINI-SKIP	P70 PAINT LEFT TURN ARROW
P10 PAINT 4" YELLOW EDGELINE	P71 PAINT RIGHT TURN ARROW
P11 PAINT 4" YELLOW SINGLE CENTER	P72 PAINT STRAIGHT ARROW
P12 PAINT 4" 10'-30'/SP. YELLOW SKIP	P73 PAINT COMBO LEFT-STRAIGHT ARROW
P13 PAINT 4" YELLOW DOUBLE CENTER	P74 PAINT COMBO RIGHT-STRAIGHT ARROW
P14 PAINT 4" 2'-6'/SP. YELLOW MINI-SKIP	P76 PAINT COMBO LEFT-RIGHT STRAIGHT ARROW
P40 PAINT 8" WHITE GORELINE	P100 PAINT ALPHANUMERIC CHARACTER
P41 PAINT 8" WHITE DIAGONAL	P103 PAINT 24" YIELD LINE TRIANGLE

Z1 PERFORMANCE 4" WHITE EDGELINE	Z21 PERFORMANCE 6" WHITE SOLID LANE LINE	Z51 PERFORMANCE 12" WHITE GORELINE
Z2 PERFORMANCE 4" WHITE SOLID LANE LINE	Z22 PERFORMANCE 6" 10'-30'/SP. WHITE SKIP	Z61 PERFORMANCE 24" WHITE STOPBAR
Z3 PERFORMANCE 4" 10'-30'/SP. WHITE SKIP	Z23 PERFORMANCE 6" 3'-9'/SP. WHITE MINI-SKIP	
Z4 PERFORMANCE 4" 3'-9'/SP. WHITE MINI-SKIP	Z30 PERFORMANCE 6" YELLOW EDGELINE	
Z10 PERFORMANCE 4" YELLOW EDGELINE	Z40 PERFORMANCE 8" WHITE GORELINE	
Z20 PERFORMANCE 6" WHITE EDGELINE	Z46 PERFORMANCE 8" WHITE CROSSWALK LINE	

APPROVED: 

DATE: 9/4/2026

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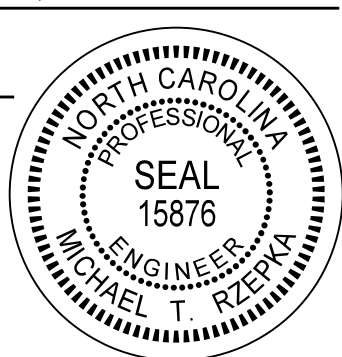


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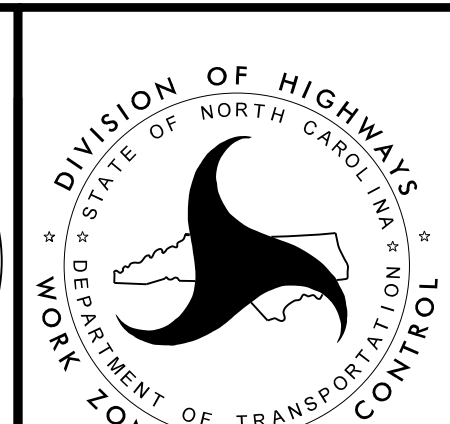
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ROADWAY STANDARD
DRAWINGS & LEGEND

PROJ. REFERENCE NO.
U-5765 / I-5715

SHEET NO.
TMP-1A



HDR Engineering, Inc. of the Carolinas
555 Fayetteville St, Suite 900, Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116



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REVISIONS

MANAGEMENT STRATEGIES

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

RECOMMENDED STRATEGIES:

TRAFFIC MANAGEMENT STRATEGIES:

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

WORK ZONE SAFETY & MOBILITY STRATEGIES:
TEMPORARY TRAFFIC SIGNALS

TRAFFIC / INCIDENT MANAGEMENT & SPEED ENFORCEMENT STRATEGIES:
COORDINATION WITH STATE TRAFFIC OPERATIONS CENTER (STOC)
COORDINATION WITH MEDIA

CONTRACTING & INNOVATIVE CONSTRUCTION STRATEGIES:
INTERMEDIATE CONTRACT TIMES / LIQUIDATED DAMAGES

GENERAL NOTES

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

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

TIME RESTRICTIONS

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

ROAD NAME	DAY AND TIME RESTRICTIONS
I-77 NB & SB & ALL RAMPS/LOOP	MONDAY - FRIDAY 5:00 AM - 10:00 PM SATURDAY & SUNDAY 9:00 AM - 10:00 PM
-L2-/-Y2- NC 73 -Y2-/-Y5- CALDWELL CR. DR -Y8-/-Y49-/-Y50- NORTHCROSS DR -Y9- GLENHURST LN -Y42- KENTON DR -Y43- GLENFURNESS DR -Y44- SEDGEBROOK LN -Y45- BIRKDALE CROSSING -Y46-/-Y47- BIRKDALE COMMONS PKWY -Y48- LINDHOLM DR	MONDAY - SUNDAY 5:00 AM - 9:00 PM

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

ROAD NAME

I-77 NB & SB
& ALL RAMPS/LOOP

-L2-/-Y2- NC 73
-Y2-/-Y5- CALDWELL CR. DR
-Y8-/-Y49-/-Y50- NORTHCROSS DR
-Y9- GLENHURST LN
-Y42- KENTON DR
-Y43- GLENFURNESS DR
-Y44- SEDGEBROOK LN
-Y45- BIRKDALE CROSSING
-Y46-/-Y47- BIRKDALE COMMONS PKWY
-Y48- LINDHOLM DR

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 5:00 AM DECEMBER 31st TO 10:00 PM JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 10:00 PM THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 5:00 AM THURSDAY AND 10:00 PM MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 5:00 AM FRIDAY TO 10:00 PM TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 5:00 AM THE DAY BEFORE INDEPENDENCE DAY AND 10:00 PM THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 5:00 AM THE THURSDAY BEFORE INDEPENDENCE DAY AND 10:00 PM THE TUESDAY AFTER INDEPENDENCE DAY.
- FOR LABOR DAY, BETWEEN THE HOURS OF 5:00 AM FRIDAY AND 10:00 PM TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 5:00 AM TUESDAY TO 10:00 PM MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 5:00 AM THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 10:00 PM THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
- FOR ANY EVENTS AT BANK OF AMERICA, BETWEEN THREE (3) HOURS BEFORE THE START OF THE EVENT AND THREE (3) HOURS AFTER THE END OF THE EVENT.

FOR ANY EVENTS AT CHARLOTTE MOTOR SPEEDWAY, BETWEEN THREE (3) HOURS BEFORE THE START OF THE EVENT AND THREE (3) HOURS AFTER THE END OF THE EVENT.

C) DO NOT CLOSE ROADS AS FOLLOWS:

ROAD NAME

I-77 NB & SB
& ALL RAMPS/LOOP

-L2-/-Y2- NC 73

DAY AND TIME RESTRICTIONS

MONDAY - SUNDAY
5:00 AM - 11:00 PM

MONDAY - SUNDAY
5:00 AM - 9:00 PM

D) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME

-L2-/-Y2- NC 73
-Y2-/-Y5- CALDWELL CR. DR
-Y8-/-Y49-/-Y50- NORTHCROSS DR
-Y9- GLENHURST LN
-Y42- KENTON DR
-Y43- GLENFURNESS DR
-Y44- SEDGEBROOK LN
-Y45- BIRKDALE CROSSING
-Y46-/-Y47- BIRKDALE COMMONS PKWY
-Y48- LINDHOLM DR

DAY AND TIME RESTRICTIONS

MONDAY - SUNDAY
5:00 AM TO 9:00 PM

DURATION AND OPERATION

20 MINUTES
TRAFFIC SHIFTS
OVERHEAD SIGNS

E) DO NOT CONDUCT SINGLE VEHICLE HAULING AS FOLLOWS:

ROAD NAME

I-77 NB & SB
& ALL RAMPS/LOOP
-L2-/-Y2- NC 73

DAY AND TIME RESTRICTIONS

MONDAY - FRIDAY
5:00 AM - 9:00 AM
3:00 PM - 7:00 PM

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

ROAD NAME

I-77 NB & SB
& ALL RAMPS/LOOP
-L2-/-Y2- NC 73

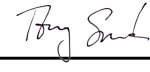
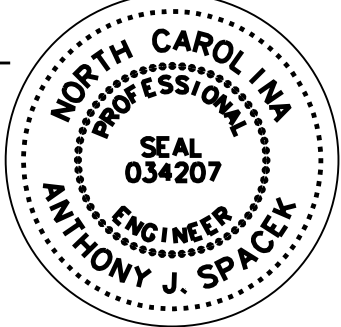
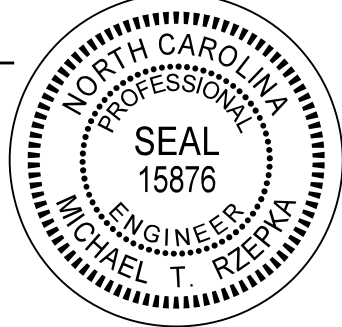
DAY AND TIME RESTRICTIONS

MONDAY - SUNDAY
5:00 AM - 9:00 PM

G) 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

- H) 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.
- I) 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.
- J) 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.
- K) 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.
- L) 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.

APPROVED:  DATE: 9/4/2026 SEAL  DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	APPROVED:  DATE: 9/3/2026 SEAL  DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		TRANSPORTATION OPERATIONS PLAN (SHEET 1 OF 2)
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REVISIONS

GENERAL NOTES (CONT.)

LANE AND SHOULDER CLOSURE REQUIREMENTS (CONT.)

- M) DO NOT INSTALL MORE THAN ONE LANE CLOSURE IN ANY ONE DIRECTION ON I-77 OR NC 73.
- N) 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.
- O) NOTIFY THE NCDOT STATEWIDE TRANSPORTATION OPERATIONS CENTER (STOC) AT 877-627-7832 APPROXIMATELY 30 MINUTES PRIOR TO INSTALLING AND WITHIN 15 MINUTES AFTER REMOVING LANE CLOSURES ON INTERSTATE FREEWAYS, CONTROLLED ACCESS FACILITIES, AND US ROUTES.

PAVEMENT EDGE DROP OFF REQUIREMENTS

- P) 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.

- Q) 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' IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

NOTIFY I-77 MOBILITY PARTNERS FIFTEEN (15) CALENDAR DAYS PRIOR TO ANY TRAFFIC PATTERN ALTERATION.

SIGNING

- S) 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.

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

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

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

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

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

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

TRAFFIC BARRIER

- X) 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.

- Y) 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

- Z) USE NON-GATING CRASH CUSHIONS AS REQUIRED IN THE TMP.

TRAFFIC CONTROL DEVICES

- AA) 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.

TRAFFIC CONTROL DEVICES (CONT.)

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

- CC) 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

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

ROAD NAME	MARKING	MARKER
I-77 NB & SB & ALL RAMPS/LOOP	PERFORMANCE	TEMPORARY
ALL OTHER ROADS	PAINT	TEMPORARY

- EE) 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.

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

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

- HH) TRACE THE EXISTING AND PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO REMOVAL AND INSTALLATION. PLACE DRUMS TO DELINEATE ANY EXISTING ANY PROPOSED MONOLITHIC ISLANDS AFTER REMOVAL AND BEFORE INSTALLATION.

MISCELLANEOUS

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

- JJ) 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) RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

- KK) ALL CURB RAMP LOCATIONS SHALL BE DERIVED FROM STATIONING SHOWN ON PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER IN COORDINATION WITH THE SIGNING AND DELINEATION UNIT.

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

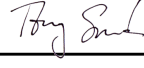
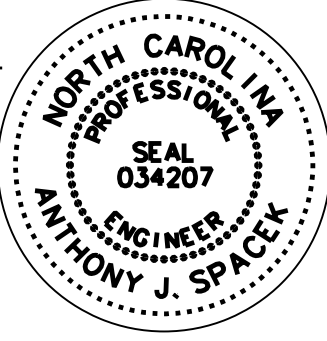
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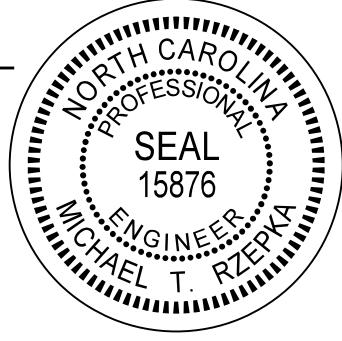
SHEET NO.
TMP-1C



HDR Engineering, Inc. of the Carolinas
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N.C.B.E.L.S. License Number: F-0116



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TRANSPORTATION
OPERATIONS PLAN
(SHEET 2 OF 2)



- 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.

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DATE: 9/4/2026

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*** See Figure Below**

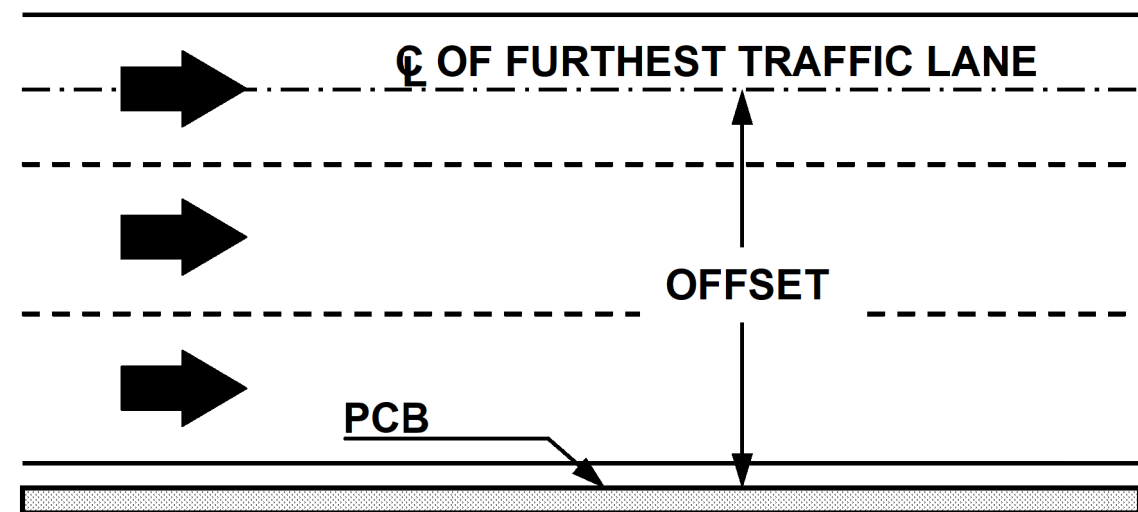
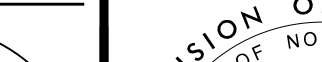


FIGURE B

APPROVED: <u>Ray Seal</u> DATE: <u>9/4/2026</u>  SEAL ANTHONY J. SPACEY	APPROVED: <u>Michael T. Rzepka</u> DATE: <u>9/4/2026</u>  SEAL MICHAEL T. RZEPKA		PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

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USER: BSCOTT
DATE: 9/3/2026
TIME: 9:58:35 AM
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REVISIONS

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

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

SHORING LOCATION NO. 1

DESIGN TEMPORARY SHORING FROM STATION 13+30 -Y49-, 11.5 FT LT, TO STATION 15+05 -Y49-, 7.6 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
FRICTION ANGLE (ϕ) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 702 FT

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING LOCATION NO. 1.

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

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING LOCATION NO. 1. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

SHORING LOCATION NOS. 2, 4, 6, 8, 10, 12, 14, 16, AND 18

DESIGN TEMPORARY SHORING AT THE FOLLOWING LOCATIONS:

2. STATION 15+30 -Y49-, 12.7 FT RT, TO STATION 17+30 -Y49-, 5.3 FT RT
4. STATION 463+26 -L2-, 27.0 FT RT, TO STATION 463+82 -L2-, 27.0 FT RT
6. STATION 467+38 -L2-, 27.1 FT RT, TO STATION 467+95 -L2-, 27.7 FT RT
8. STATION 463+44 -L2-, 4.3 FT LT, TO STATION 463+96 -L2-, 4.3 FT LT
10. STATION 467+65 -L2-, 2.8 FT LT, TO STATION 468+22 -L2-, 2.3 FT LT
12. STATION 462+02 -L2-, 21.8 FT RT, TO STATION 462+12 -L2-, 21.6 FT RT
14. STATION 466+33 -L2-, 20.9 FT LT, TO STATION 466+93 -L2-, 20.9 FT RT
16. STATION 462+01 -L2-, 10.2 FT LT, TO STATION 462+11 -L2-, 10.2 FT LT
18. STATION 466+35 -L2-, 9.9 FT LT, TO STATION 466+95 -L2-, 9.9 FT LT

FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
FRICTION ANGLE (ϕ) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 694 FT

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING LOCATION NOS. 2, 4, 6, 8, 10, 12, 14, 16, AND 18. SEE GEOTECHNICAL STANDARD DETAIL 1801.02 FOR STANDARD TEMPORARY WALLS.

WHEN BACKFILL FOR CULVERT FILL OVERLAPS WITH THE REINFORCED ZONE OF TEMPORARY WALLS, USE SHORING BACKFILL OR BACKFILL MATERIAL REQUIRED FOR CULVERT FILL, WHICHEVER IS BETTER, IN THE REINFORCED ZONE OF TEMPORARY WALLS.

SHORING LOCATION NOS. 3, 5, 7, 9, 13, AND 17

DESIGN TEMPORARY SHORING AT THE FOLLOWING LOCATIONS:

3. STATION 463+31 -L2-, 19.0 FT RT, TO STATION 463+82 -L2-, 19.0 FT RT
5. STATION 467+46 -L2-, 20.1 FT RT, TO STATION 468+03 -L2-, 20.8 FT RT
7. STATION 463+49 -L2-, 12.5 FT LT, TO STATION 464+02 -L2-, 12.5 FT LT
9. STATION 467+74 -L2-, 11.3 FT LT, TO STATION 468+30 -L2-, 11.5 FT LT
13. STATION 466+34 -L2-, 17.5 FT RT, TO STATION 466+94 -L2-, 17.5 FT RT
17. STATION 466+35 -L2-, 12.4 FT LT, TO STATION 466+95 -L2-, 12.4 FT LT

FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
FRICTION ANGLE (ϕ) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 694 FT

TEMPORARY SHORING LOCATION NOS. 3, 5, 7, 9, 13, AND 17 SHALL BE DESIGNED BY A LICENSED PROFESSIONAL ENGINEER USING THE SOIL PARAMETERS PROVIDED. SUBMIT SHORING DESIGN FOR REVIEW.

DO NOT USE A TEMPORARY WALL FOR SHORING LOCATION NOS. 3, 5, 7, 9, 13, AND 17.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING LOCATION NOS. 3, 5, 7, 9, 13, AND 17. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

SHORING LOCATION NOS. 11 AND 15

DESIGN TEMPORARY SHORING AT THE FOLLOWING LOCATIONS:

11. STATION 462+02 -L2-, 19.0 FT RT, TO STATION 462+12 -L2-, 18.8 FT RT
15. STATION 462+01 -L2-, 12.7 FT LT, TO STATION 462+11 -L2-, 12.7 FT LT

FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
FRICTION ANGLE (ϕ) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 694 FT

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING LOCATION NOS. 11 AND 15.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING LOCATION NOS. 11 AND 15. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

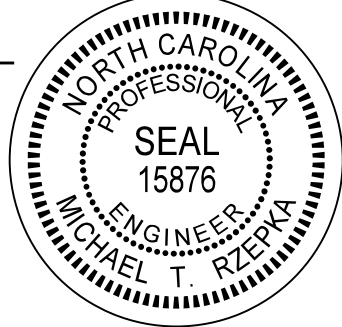
IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING LOCATION NOS. 11 AND 15. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH SEALED DOCUMENTS FROM THE GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENT WAS SUBMITTED TO THE WZTC SECTION ON 5/6/2026 AND SEALED BY A PROFESSIONAL ENGINEER, SHIPING YANG, LICENSE # 031361.

APPROVED: *Michael T. Rzepka*

DATE: 9/3/2026

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U-5765
TEMPORARY SHORING NOTES

TEMPORARY SHORING NOTES

PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-2B

TEMPORARY SHORING RECOMMENDATIONS
DATE FEBRUARY 27, 2026
FROM NCDOT GEOTECHNICAL ENGINEER

TEMPORARY SHORING NO. 1 (SEE TMP-15)

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

TEMPORARY SHORING IS REQUIRED FOR THE WIDENING OF -Y2- BRIDGE FROM -L3SB- STA. 941+22 +/-, 39' LT, TO -L3SB- STA. 945+48 +/-, 42' LT.

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

DESIGN TEMPORARY SHORING FROM -L3SB- STA. 941+22 +/-, 39' LT, TO -L3SB- STA. 945+48 +/-, 42' LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (GAMMA) = 120 LB/CF
FRICTION ANGLE (f) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 710FT

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE (UNANCHORED OR ANCHORED) IN ACCORDANCE WITH TRAFFIC CONTROL PLANS.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING LOCATION NO. 1.

AT CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING LOCATION NO. 1. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING LOCATION NO. 1. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

TEMPORARY SHORING NO. 2 (SEE TMP-15)

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

TEMPORARY SHORING IS REQUIRED FOR THE WIDENING OF -Y2- BRIDGE FROM -L3SB- STA. 946+41 +/-, 39.5' LT, TO -L3SB- STA. 946+80 +/-, 40' LT.

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

DESIGN TEMPORARY SHORING FROM -L3SB- STA. 946+41 +/-, 39.5' LT, TO -L3SB- STA. 946+80 +/-, 40' LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (GAMMA) = 120 LB/CF
FRICTION ANGLE (f) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 710FT

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE (UNANCHORED OR ANCHORED) IN ACCORDANCE WITH TRAFFIC CONTROL PLANS.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING LOCATION NO. 2.

AT CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING LOCATION NO. 2. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING LOCATION NO. 2. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

TEMPORARY SHORING NO. 3 (SEE TMP-15)

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

TEMPORARY SHORING IS REQUIRED FOR THE WIDENING OF -Y2- BRIDGE FROM -L3SB- STA. 944+97 +/-, 34.5' RT, TO -L3SB- STA. 945+23 +/-, 35' RT.

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

DESIGN TEMPORARY SHORING FROM -L3SB- STA. 944+97 +/-, 34.5' RT, TO -L3SB- STA. 945+23 +/-, 35' RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (GAMMA) = 120 LB/CF
FRICTION ANGLE (f) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 710FT

TEMPORARY SHORING NO. 3 (CONT.) (SEE TMP-15)

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE (UNANCHORED OR ANCHORED) IN ACCORDANCE WITH TRAFFIC CONTROL PLANS.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING LOCATION NO. 3.

AT CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING LOCATION NO. 3. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING LOCATION NO. 3. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

TEMPORARY SHORING NO. 4 (SEE TMP-15)

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

TEMPORARY SHORING IS REQUIRED FOR THE WIDENING OF -Y2- BRIDGE FROM -L3SB- STA. 946+12 +/-, 34.5' RT, TO -L3SB- STA. 946+47 +/-, 35' RT.

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

DESIGN TEMPORARY SHORING FROM -L3SB- STA. 946+12 +/-, 34.5' RT, TO -L3SB- STA. 946+47 +/-, 35' RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (GAMMA) = 120 LB/CF
FRICTION ANGLE (f) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 710FT

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE (UNANCHORED OR ANCHORED) IN ACCORDANCE WITH TRAFFIC CONTROL PLANS.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING LOCATION NO. 4.

AT CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING LOCATION NO. 4. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING LOCATION NO. 4. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

TEMPORARY SHORING NO. 5 (SEE TMP-17)

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

TEMPORARY SHORING IS REQUIRED FOR THE WIDENING OF -Y2- BRIDGE FROM -L3SB- STA. 945+16 +/-, 34.5' RT, TO -L3SB- STA. 945+42 +/-, 35' RT.

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

DESIGN TEMPORARY SHORING FROM -L3SB- STA. 945+16 +/-, 34.5' RT, TO -L3SB- STA. 945+42 +/-, 35' RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (GAMMA) = 120 LB/CF
FRICTION ANGLE (f) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 710FT

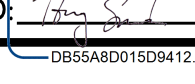
FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE (UNANCHORED OR ANCHORED) IN ACCORDANCE WITH TRAFFIC CONTROL PLANS.

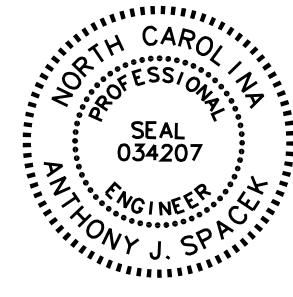
DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING LOCATION NO. 5.

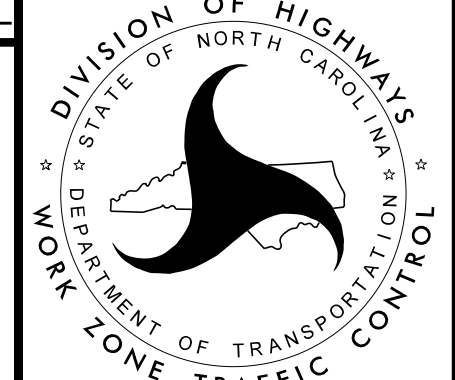
AT CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING LOCATION NO. 5. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING LOCATION NO. 5. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

Kimley»Horn

APPROVED:  DATE: 9/4/2026





I-5715

TEMPORARY SHORING

NOTES

TEMPORARY SHORING NOTES

PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-2C

TEMPORARY SHORING NO. 6 (TMP-17)

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

TEMPORARY SHORING IS REQUIRED FOR THE WIDENING OF -Y2- BRIDGE FROM -L3SB- STA. 946+35 +/-, 34' RT, TO -L3SB- STA. 946+68 +/-, 34' RT.

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

DESIGN TEMPORARY SHORING FROM -L3SB- STA. 946+35 +/-, 34' RT, TO -L3SB- STA. 946+68 +/-, 34' RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (GAMMA) = 120 LB/CF
FRICTION ANGLE (f) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 710FT

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE (UNANCHORED OR ANCHORED) IN ACCORDANCE WITH TRAFFIC CONTROL PLANS.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING LOCATION NO. 6.

AT CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING LOCATION NO. 6. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL, NAIL WALL FOR TEMPORARY SHORING LOCATION NO. 6. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

TEMPORARY SHORING NO. 7 (TMP-17)

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

TEMPORARY SHORING IS REQUIRED FOR THE WIDENING OF -Y2- BRIDGE FROM -L3SB- STA. 944+03 +/-, 34' LT, TO -L3SB- STA. 944+30 +/-, 35' LT.

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

DESIGN TEMPORARY SHORING FROM -L3SB- STA. 944+03 +/-, 34' LT, TO -L3SB- STA. 944+30 +/-, 35' LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (GAMMA) = 120 LB/CF
FRICTION ANGLE (f) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 710FT

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE (UNANCHORED OR ANCHORED) IN ACCORDANCE WITH TRAFFIC CONTROL PLANS.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING LOCATION NO. 7.

AT CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING LOCATION NO. 7. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL, NAIL WALL FOR TEMPORARY SHORING LOCATION NO. 7. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

TEMPORARY SHORING NO. 8 (TMP-17)

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

TEMPORARY SHORING IS REQUIRED FOR THE WIDENING OF -Y2- BRIDGE FROM -L3SB- STA. 945+21 +/-, 34' LT, TO -L3SB- STA. 945+58 +/-, 34.5' LT.

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

DESIGN TEMPORARY SHORING FROM -L3SB- STA. 945+21 +/-, 34' LT, TO -L3SB- STA. 945+58 +/-, 34.5' LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (GAMMA) = 120 LB/CF
FRICTION ANGLE (f) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 710FT

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE (UNANCHORED OR ANCHORED) IN ACCORDANCE WITH TRAFFIC CONTROL PLANS.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING LOCATION NO. 8.

TEMPORARY SHORING NO. 8 (CONT.) (TMP-17)

AT CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING LOCATION NO. 8. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL, NAIL WALL FOR TEMPORARY SHORING LOCATION NO. . FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

TEMPORARY SHORING NO. 9 (TMP-17)

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

TEMPORARY SHORING IS REQUIRED FOR THE CONSTRUCTION OF Y2RPB-RDBT FROM -Y2RPB-DTR- STA. 18+40 +/-, 20' RT, TO -Y2RPB-DTR- STA. 20+30 +/-, 20' RT.

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

DESIGN TEMPORARY SHORING FROM -Y2RPB-DTR- STA. 18+40 +/-, 20' RT, TO -Y2RPB-DTR- STA. 20+30 +/-, 20' RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (GAMMA) = 120 LB/CF
FRICTION ANGLE (f) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 715 FT

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE (UNANCHORED OR ANCHORED) IN ACCORDANCE WITH TRAFFIC CONTROL PLANS.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING LOCATION NO. 9. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

TEMPORARY SHORING NO. 10 (TMP-17)

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

TEMPORARY SHORING IS REQUIRED FOR THE CONSTRUCTION OF Y2RPA-RDBT FROM -Y2RPA-DTR- STA. 23+25 +/-, 20' LT, TO -Y2RPA-DTR- STA. 26+00 +/-, 20' LT.

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

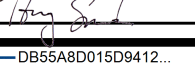
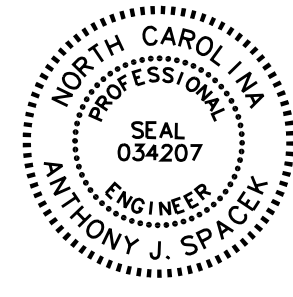
DESIGN TEMPORARY SHORING FROM -Y2RPA-DTR- STA. 23+25 +/-, 20' LT, TO -Y2RPA-DTR- STA. 26+00 +/-, 20' LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

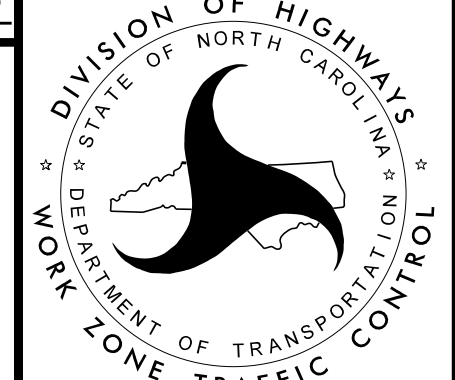
UNIT WEIGHT (GAMMA) = 120 LB/CF
FRICTION ANGLE (f) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 715 FT

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE (UNANCHORED OR ANCHORED) IN ACCORDANCE WITH TRAFFIC CONTROL PLANS.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING LOCATION NO. 10. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

Kimley»Horn

APPROVED:  DATE: 9/4/2026




I-5715
TEMPORARY SHORING
NOTES

NOTES:

BEFORE BEGINNING ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL INSTALL ALL ADVANCE WARNING SIGNS AND TRAFFIC CONTROL DEVICES. FIELD VERIFY LOCATIONS WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.

MAINTAIN VEHICULAR ACCESS TO ALL RESIDENCES AND BUSINESSES DURING THE LIFE OF THE CONTRACT, UNLESS OTHERWISE NOTED IN THE PHASING PLANS OR DIRECTED BY THE RESIDENT ENGINEER.

COMPLETE ANY PROPOSED OR TEMPORARY WIDENING IN SUCH A MANNER THAT NO PONDING OF WATER WILL OCCUR WITHIN THE TRAVEL LANE.

WHEN USING LANE CLOSURES (RSD 1101.02), RETURN TRAFFIC TO EXISTING AND/OR TEMPORARY TRAFFIC PATTERN UPON ACTIVITIES COMPLETION, UNLESS OTHERWISE NOTED IN THE PHASING PLANS.

WHEN PHASING STATES TO USE LANE CLOSURES, REFER TO THE FOLLOWING FOR ALL EXISTING AND PROPOSED ROADS:

- ALL TWO-LANE/TWO-WAY FACILITIES SEE RSD 1101.02 SHEET 1 OF 19
- ALL 3-LANE OR 5-LANE ROADWAYS SEE RSD 1101.02 SHEET 2 OF 19
- ALL MULTI-LANE FACILITIES POSTED < 60 MPH SEE RSD 1101.02 SHEET 3 OF 19

COMPLETE PAVING UP TO, BUT NOT INCLUDING, THE FINAL LAYER OF SURFACE COURSE UNTIL STATED TO PLACE FINAL LAYER IN THE PHASING PLANS.

WHEN WEDGING OVER EXISTING PAVEMENT, WEDGE TO PROPOSED ELEVATION (LESS THE FINAL LAYER OF SURFACE COURSE), OR WEDGE AS NEEDED TO MAINTAIN TRAFFIC. MAINTAIN POSITIVE DRAINAGE AND MAINTAIN A MAXIMUM 0.04 ROLLOVER IN BOTH EXISTING AND/OR TEMPORARY TRAVEL LANES.

REPLACE MARKINGS AND RETURN TRAFFIC TO THE CURRENT TRAFFIC PATTERN AT THE END OF EACH WORK PERIOD UNLESS OTHERWISE NOTED IN THE PHASING OR DIRECTED BY THE ENGINEER.

FOR ALL SHOULDER CLOSURES, SEE RSD 1101.04. WHEN PORTABLE CONCRETE BARRIER (PCB) IS PRESENT ON SHOULDERS, PLACE SHOULDER CLOSURE SIGNS & DEVICES IN ADVANCE OF PCB.

COORDINATE WITH CONTRACTOR ON TIP PROJECTS R-5721B, I-5715, R-2555B & U-5108 AS NEEDED DURING CONSTRUCTION.

ADJUST SIGNAL TIMING IN ALL PHASES/STEPS AS NEEDED PER THE ENGINEER.

PHASE 1

NOTE: COORDINATE PHASE 1, STEP 1 CONSTRUCTION WITH I-5715 PHASE 4 AND PHASE 4A FOR THE AREA BETWEEN NORTHCROSS DR AND END PROJECT LIMIT

STEP 1 (SEE TMP-4.3 THRU TMP-4.9):

NOTE: INSTALL AND ACTIVATE TEMPORARY SIGNALS AND WHEN EXISTING SIGNALS CONFLICT WITH CONSTRUCTION OR TRAFFIC PATTERNS CHANGE AT THE -Y42-/-Y43-, -Y46-/-Y47-, -Y48-/-Y48A- & -Y49-/-Y50- INTERSECTIONS WITH -L2-.

CLOSE EXISTING McDOWELL CREEK GREENWAY BETWEEN LINDHOLM DR. AND PARKING LOT ACCESS AS SHOWN ON TMP-4.1. DETOUR PEDESTRIAN TRAFFIC THROUGH SHOPPING CENTER.

CLOSE EXISTING SIDEWALK RIGHT AND LEFT SIDES OF NORTHCROSS DR. (-Y49-) AND PROVIDE BASIC PEDESTRIAN ACCOMMODATION.

USING LANE CLOSURES, CONSTRUCT TEMPORARY PAVEMENT WIDENING ALONG NORTHCROSS DR. (-Y49-) RT STA 18+14± TO STA 22+50±. SHIFT NORTHCROSS TRAFFIC INTO TEMPORARY PATTERN SHOWN. INSTALL TEMPORARY BARRIER AND SHORING, AND BEGIN CONSTRUCTION OF PROPOSED WIDENING/NEW PAVEMENT ON -Y49- LT FROM STA 13+00± TO -L2-, INCLUDING -RAB1- AND TEMPORARY WIDENING FOR STEP 3 TRAFFIC PATTERN.

USING LANE CLOSURES, BEGIN INSTALLATION OF PROPOSED DRAINAGE, WATERLINES AND SEWER LINES. WHERE NECESSARY INSTALL TEMPORARY SHORING AND TEMPORARY BARRIER ALONG ADJACENT TRAVEL LANES FOR PROTECTION (SEE DETAILS FOR ANTICIPATED LOCATIONS). REMOVE BARRIER AFTER INSTALLING LINES (NON-SHORING LOCATIONS).

USING LANE CLOSURES, CONSTRUCT PAVED SURFACE WIDENING ALONG LEFT SIDE OF NC 73 BETWEEN KENTON DR. AND LINDHOLM DR. FOR PEDESTRIAN USE IN STEP 2.

AWAY FROM TRAFFIC AND USING LANE CLOSURES, BEGIN CONSTRUCTION OF THE FOLLOWING:

- CULVERT EXTENSIONS ON LT & RT SIDES OF -L2- AT STA 463+50± AND 468+50±
- CULVERT EXTENSIONS ON LT & RT SIDES ON -Y49-
- MAIN SPAN END BENTS OF PEDESTRIAN GREENWAY BRIDGE (BL-0119) (-L2- STA 461+50±)
- PEDESTRIAN GREENWAY BRIDGE APPROACHES -GW- (BOARDWALK)

USING LANE CLOSURES, BEGIN CONSTRUCTION WIDENING OF THE FOLLOWING:

- L2- RT FROM STA 432+50± TO 457+15±
- L2- LT & RT FROM NORTHCROSS DR TO PROJECT END LIMIT
- Y50- LT FROM -L2- TO STA 23+50±, INCLUDING -RAB2-
- PROP. GREENWAY/SIDEWALK BETWEEN -Y48- AND EXISTING McDOWELL CREEK GREENWAY)

PHASING

USING LANE CLOSURES, CONSTRUCT THE FOLLOWING:

- LT SIDE WIDENING OF -Y48- (INCL. PROP. CURB & GUTTER AND ADJACENT SIDEWALK)
- REMOVE LINDHOLM DR (-Y48-) CENTER ISLAND AND PAVE
- REMOVE EXISTING MEDIAN ISLAND ON NC 73 FROM -L2- STA 456+00± TO STA 478+00±

USING LANE CLOSURES AS NECESSARY, CONSTRUCT LT SIDE TEMPORARY PAVEMENT WIDENING ALONG -L2- NC 73 AT EXISTING EDGE AND ELEVATION FROM -L2- STA. 466+90± TO STA. 470+75±.

WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK IN PHASE 1, STEP 1A BEGINNING ON FRIDAY AT 9:00 PM AND ENDING ON THE SECOND MONDAY FOLLOWING AT 5:00 AM. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 1A (SEE TMP-4.5)

CLOSE BIRKDALE COMMONS PKWY. BETWEEN NC 73 AND ENTRANCES TO BUSINESSES AT -Y47- STA 14+00±. DETOUR TRAFFIC OFFSITE (SEE SHEET TMP-4.2).

AWAY FROM TRAFFIC REMOVE MEDIAN ISLAND AND INSTALL DRAINAGE AND WATERLINE SYSTEMS AS SHOWN.

UPON COMPLETION, REPAVE AND STRIPE MEDIAN ISLAND AREA AND REOPEN CLOSED BIRKDALE COMMONS PKWY. TO TRAFFIC IN EXISTING PATTERN. REMOVE OFFSITE DETOUR.

NOTE: COORDINATE PHASE 1, STEP 2 CONSTRUCTION WITH I-5715 PHASE 4A FOR THE AREA BETWEEN NORTHCROSS DR AND END PROJECT LIMIT

STEP 2 (SEE TMP-4.10 THRU TMP-4.14):

INSTALL PEDESTRIAN CHANNELIZATION AND TEMPORARY BARRIER AND SHIFT PEDESTRIAN TRAFFIC TO CONSTRUCTED PAVED SURFACE WIDENING FROM STEP 1. AWAY FROM TRAFFIC, CONSTRUCT PROPOSED CURB AND GUTTER AND SIDEWALK ALONG THE FOLLOWING:

- L2- LT FROM KENTON DR. (-Y42-) TO LINDHOLM DR. (-Y48-)
- Y44- LT & RT
- Y46- LT
- Y48- LT

USING LANE CLOSURES, PLACE TEMPORARY MARKINGS AND MARKERS AND SHIFT NC 73 AND LINDHOLM DR. TRAFFIC TO THE TEMPORARY PATTERN SHOWN BETWEEN -L2- STA 456+00± TO STA 478+00±. USING LANE CLOSURES, INSTALL TEMPORARY BARRIER AND SHORING, AND CONSTRUCT THE FOLLOWING ON -L2-:

- PROPOSED WIDENING WITH TEMPORARY PAVEMENT RIGHT FROM -L2- STA 457+15± TO -Y50-
- SEGMENT OF 96" PIPES AT EXISTING CULVERTS
- SEGMENT OF 54" WATERLINE STEEL CASING AT -L2- STA 462+00±
- SEGMENT OF 36" SEWERLINE STEEL CASING AT -L2- STA 466+60±
- REMOVE LINDHOLM DR (-Y48A-) CONCRETE ISLAND AND PAVE

USING LANE CLOSURES, BEGIN CONSTRUCTION WIDENING OF -Y47- LT & RT FROM -L2- TO STA 14+00±.

COMPLETE CONSTRUCTION OF THE FOLLOWING BEGUN IN STEP 1:

- ENOUGH -L2- LEFT & RIGHT SIDE WIDENING FROM NORTHCROSS DR TO PROJECT END LIMIT FOR STEP 3 TRAFFIC PATTERN
- LT SIDE OF -Y49- & -Y50- INCLUDING -RAB1- & -RAB2- AND -Y49- TEMPORARY WIDENING
- MAIN SPAN END BENT OF PEDESTRIAN GREENWAY RIGHT OF -L2-

NOTE: - COORDINATE STEP 3 TRAFFIC SHIFTS ON -Y49- & -Y50- WITH -L2- SHIFT AT NC 73 INTERSECTION.
- COORDINATE PHASE 1, STEP 3 TRAFFIC SHIFT AND CONSTRUCTION WITH I-5715 PHASE 4A FOR THE AREA BETWEEN NORTHCROSS DR AND END PROJECT LIMIT

STEP 3 (SEE TMP-4.15 THRU TMP-4.21):

SHIFT PEDESTRIAN TRAFFIC TO PROPOSED SIDEWALK ALONG LEFT SIDE OF -L2- FROM KENTON DR. TO LINDHOLM DR. USING LANE CLOSURES, REMOVE STEP 2 TEMPORARY BARRIER AND BEGIN CONSTRUCTION OF PROPOSED WIDENING OF -L2- LEFT FROM BEGIN PROJECT LIMIT TO LINDHOLM DR. (-Y48-).

USING LANE CLOSURES, REMOVE TEMPORARY BARRIER, PLACE TEMPORARY MARKINGS AND MARKERS AND SHIFT MAINLINE TRAFFIC TO THE SPLIT PATTERN SHOWN ON TEMPORARY AND PROPOSED PAVEMENT BETWEEN LINDHOLM DR. AND END PROJECT LIMIT. USING LANE CLOSURES INSTALL TEMPORARY BARRIER AND SHORING AND CONSTRUCT THE FOLLOWING:

- SEGMENT OF 96" PIPES AT EXISTING CULVERTS
- SEGMENT OF 54" WATERLINE STEEL CASING AT -L2- STA 462+00±
- SEGMENT OF 36" SEWERLINE STEEL CASING AT -L2- STA 466+60±

USING LANE CLOSURES, REMOVE TEMPORARY BARRIER, PLACE TEMPORARY MARKINGS AND MARKERS AND SHIFT TRAFFIC ON -Y49- AND -Y50- TO THE TEMPORARY PATTERN SHOWN. CLOSE SIDEWALK ALONG SOUTHBOUND NORTHCROSS DR. AND IMPLEMENT PEDESTRIAN TRANSPORT SERVICE WITH PICKUP AND DROPOFF LOCATIONS ON NORTHCROSS DR. AS SHOWN IN THE PLAN. USING LANE CLOSURES, INSTALL TEMPORARY BARRIER AND BEGIN CONSTRUCTION ON THE RT SIDE OF -Y49- & -Y50-, INCLUDING REMAINDER OF -RAB1- & -RAB2-

COMPLETE MAIN SPAN END BENT OF PEDESTRIAN GREENWAY LEFT OF -L2-.

PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-3
HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	

NOTE: BEGIN STEP 3A ICT WORK UPON STEP 3 TRAFFIC SHIFT ON -Y50-.

WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK IN PHASE 1, STEP 3A IN SEVEN (7) CONSECUTIVE DAYS. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 3A

- A)UPON SHIFTING -Y50- TRAFFIC TO THE STEP 3 PATTERN, CLOSE ACCESS TO EXISTING PINNACLE CROSS DRIVE (-Y50A-).
- B)BEHIND BARRIER AND AWAY FROM TRAFFIC, CONSTRUCT -Y50A- AND TIE TO TEMPORARY STEP 3 PATTERN ON -Y50-.
- C)REMOVE BARRIER, PLACE TEMPORARY PAVEMENT MARKINGS AND REOPEN PINNACLE CROSS DRIVE (-Y50A-) WITH TEMPORARY TIE TO -Y50- PATTERN (SEE TMP-4.28).

NOTE: COORDINATE PHASE 1, STEP 4 TRAFFIC SHIFT AND CONSTRUCTION WITH I-5715 PHASES 4 & 4A FOR THE AREA BETWEEN NORTHCROSS DR AND END PROJECT LIMIT

STEP 4 (SEE TMP-4.22 THRU TMP-4.28):

USING LANE CLOSURES, REMOVE TEMPORARY BARRIER, PLACE TEMPORARY MARKINGS AND MARKERS AND SHIFT MAINLINE TRAFFIC TO THE TEMPORARY PATTERN SHOWN BETWEEN -L- STA 455+72± AND U-5765 PROJECT END LIMIT. USING LANE CLOSURES, INSTALL TEMPORARY BARRIER AND SHORING AND CONSTRUCT THE FOLLOWING:

- REMAINING SEGMENT OF 96" PIPES AT EXISTING CULVERTS
- REMAINING SEGMENT OF 54" WATERLINE STEEL CASING AT -L2- STA 462+00±
- REMAINING SEGMENT OF 36" SEWERLINE STEEL CASING AT -L2- STA 466+60±

WITH TRAFFIC IN THE STEP 4 PATTERN, CONSTRUCT LEFT SIDE OF -L2- FROM LINDHOLM DR. (-Y48-) TO NORTHCROSS DR. (-Y49-).

PERFORM THE FOLLOWING SEQUENCE FOR PEDESTRIAN GREENWAY SPAN OVER -L2-:

- A) USE LEFT SIDE OF -L2- BEHIND BARRIER FOR STAGING AND ASSEMBLING PEDESTRIAN BRIDGE.
- B) USING OVERNIGHT ROAD CLOSURE, CLOSE NC 73 BETWEEN LINDHOLM DR. AND NORTHCROSS DR. (SEE SHEET TMP-4.2B).
- C) INSTALL PEDESTRIAN BRIDGE OVER -L2- AND COMPLETE OVERHEAD WORK REQUIRING ROAD CLOSURE.
- D) REOPEN NC 73.

COMPLETE CONSTRUCTION OF THE FOLLOWING BEGUN EARLIER:

- L2- FROM BEGIN PROJECT LIMIT TO -Y48- LINDHOLM DR
- L2- LEFT & RIGHT SIDE WIDENING FROM NORTHCROSS DR TO PROJECT END LIMIT
- Y44- SEDGEBROOK LN
- Y45- BIRKDALE CROSSING
- LEFT SIDE OF -Y46- BIRKDALE COMMONS PKWY
- LEFT & RIGHT SIDE -Y47- BIRKDALE COMMONS PKWY
- RIGHT SIDE OF -Y49- AND -Y50-, INCLUDING -RAB1- & -RAB2-

PHASE 2

NOTE: COORDINATE PHASE 2 TRAFFIC SHIFTS AND CONSTRUCTION WITH I-5715 PHASE 4B FOR THE AREA BETWEEN NORTHCROSS DR AND END PROJECT LIMIT

STEP 1 (SEE TMP-4.29 THRU TMP-4.35):

USING LANE CLOSURES, REMOVE TEMPORARY BARRIER, PLACE TEMPORARY MARKINGS AND MARKERS AND TRAFFIC TO FINAL PATTERN WITHIN THE U-5765 PROJECT LIMITS AS SHOWN KEEPING CLOSED THE MEDIAN LANES ON -L2-, -Y49- & -Y50-. AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NEEDED, CONSTRUCT MEDIAN ISLANDS.

USING LANE CLOSURES, CONSTRUCT CURB AND GUTTER AND SIDEWALK ALONG RIGHT SIDE OF -L2- FROM STA. 457+15± TO THE -Y50- INTERSECTION.

STEP 2:

USING LANE CLOSURES, PLACE FINAL LAYER OF SURFACE COURSE AND FINAL MARKINGS & MARKERS ON ALL ROADS AND OPEN ALL ROADS TO THE FINAL PATTERN. ACTIVATE PROPOSED SIGNALS.

COMPLETE CONSTRUCTION OF PEDESTRIAN GREENWAY BRIDGE AND APPROACHES.

STEP 3:

REMOVE ALL REMAINING TRAFFIC CONTROL DEVICES.

APPROVED: <i>Michael T. Rzepka</i> DATE: 9/3/2026 SEAL DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	U-5765 TEMPORARY TRAFFIC CONTROL PHASING
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SOUTH AREA CONSTRUCTION PHASING

PHASE 1

PRIOR TO BEGINNING WORK, INSTALL ADVANCE WARNING SIGNS IN ACCORDANCE WITH RSD 1101.04 FOR SHOULDER CLOSURES AND RSD 1101.02 FOR LANE CLOSURES. PERFORM THE FOLLOWING AS SHOWN ON SHEETS TMP-5.4 THRU TMP-5.11:

STEP 1:
INSTALL TRAFFIC CONTROL DEVICES AS SHOWN ON SHEETS TMP-5.4 THRU TMP-5.11.

STEP 2:
BUILD TEMPORARY CONSTRUCTION ACCESS ON SOUTH SIDE OF -Y2- TO ACCESS I-77 MEDIAN TO THE SOUTH. INSTALL TRAFFIC CONTROL DEVICES ALONG -Y2- (SAM FURR ROAD) BRIDGE AS SHOWN ON SHEET TMP-5.15. ACCESS SHALL BE RIGHT-IN/RIGHT-OUT AND CLOSED FROM 6:00 AM TO 9:00 AM AND 4:00 PM TO 7:00 PM.

STEP 3:
USING RSD 1101.02 SHEET 4 OF 19 FOR TEMPORARY LANE CLOSURES, INSTALL TEMPORARY PAVEMENT MARKINGS ONE LANE AT A TIME AND TUBULAR MARKERS ALONG -L3NB- (I-77 NORTHBOUND) AND PORTABLE CONCRETE BARRIER ALONG ALL LOCATIONS OF -L3NB- AND -L3SB- AS SHOWN ON THE PLANS. REMOVE CONFLICTING MARKINGS AND SHIFT NORTHBOUND TRAFFIC INTO TEMPORARY PATTERN.

REMOVE EXISTING OVERHEAD SIGN AT STA. 849+25 AND INSTALL OVERHEAD SIGN AT STA. 835+61
USING NIGHTTIME ROAD CLOSURE AND OFF-SITE DETOUR SHOWN ON SHEET TMP-5.1.

PERFORM WORK ASSOCIATED WITH PHASE 1, STEP 4 IN SIXTY (60) CONSECUTIVE DAYS. REFER TO PROJECT SPECIFICATIONS FOR INTERMEDIATE CONTRACT TIMES AND LIQUIDATED DAMAGES.

STEP 4:
BEHIND PORTABLE CONCRETE BARRIER CONSTRUCT FULL DEPTH RECONSTRUCTION BETWEEN -L3NB- STA.
843+81.74 TO STA. 863+00.70 AND ASSOCIATED DRAINAGE. UPON COMPLETION OF THE FULL-DEPTH
WIDENING.

PERFORM WORK ASSOCIATED WITH PHASE 1, STEP 5 BETWEEN THE HOURS OF 11:00 PM THURSDAY AND 5:00 AM MONDAY. REFER TO PROJECT SPECIFICATIONS FOR INTERMEDIATE CONTRACT TIMES AND LIQUIDATED DAMAGES.

STEP 5:
CONSTRUCT FULL DEPTH RECONSTRUCTION BETWEEN -L3NB- STA. 840+78.00 TO STA. 843+81.74 BY
THE FOLLOWING METHOD:

- INSTALL DETOUR SIGNING AS SHOWN ON SHEET TMP-5.1A.
 - CLOSE I-77 NORTHBOUND ON-RAMP AT GILEAD.
 - MAINTAIN EXISTING THRU LANES ON I-77 AND PERFORM WORK OUTSIDE 15' FROM THRU LANE
 - UTILIZE NIGHTTIME LANE CLOSURE TO PERFORM ANY WORK WITHIN 15' FROM THE THRU LANE
 - REMOVE DETOUR SIGNING, REOPEN RAMP AND PLACE TRAFFIC BACK ON ORIGINAL
- ERN BEFORE 5AM MONDAY.

STEP 6:
USING RSD 1101.02 SHEET 4 OF 19 FOR TEMPORARY LANE CLOSURES, RE-INSTALL TEMPORARY
PAVEMENT MARKINGS ONE LANE AT A TIME AND TUBULAR MARKERS IN THEIR ORIGINAL LOCATION.

STEP 7:
AWAY FROM TRAFFIC, CONSTRUCT NEW SEGMENTS OF -Y1-, -Y1RPD-, -Y2RPD- INCLUDING PERMANENT CONCRETE BARRIER ALONG -Y1RPD-/ -Y2RPD-, -Y2RPD- WIDENING, ASSOCIATED DRAINAGE AND ALL BRIDGE END BENTS FOR -Y1- AS SHOWN ON SHEETS TMP-5.9 AND TMP-5.11. AWAY FROM TRAFFIC, INSTALL OVERHEAD SIGN FOUNDATIONS ALONG -L3NB-, -Y1RPD- AND -Y2RPD-. AWAY FROM TRAFFIC, CONSTRUCT WATERLINE -WL4- ON -Y8- (NORTHCROSS DRIVE) UTILIZING RSD 1101.02 FOR TWO-LANE, ONE-WAY FLAGGER CONTROL. MAINTAIN EXISTING AUTOMATIC VEHICLE IDENTIFICATION (AVI) AT -Y2RPD- STA. 47+55 (RIGHT) UNTIL PROPOSED (AVI) AND MVD AT STA. 41+00 INSTALLATION CAN BE PERFORMED. ONCE FINAL GRADE IS ESTABLISHED, INSTALL PROPOSED (AVI) AND (MVD) ON -Y1RPD- AT STA. 14+00, (MVD) ON -Y2RPD- AT STA. 41+05 AND (AVI) AND (MVD) ON -Y2RPD- AT STA. 41+00.

INSTALL OVERHEAD SIGNS ALONG -L3NB-, Y1RPD- AND -Y2RPD-, EXCEPT THE SIGN ON -L3NB- AT STA. 852+00 USING NIGHTTIME ROAD CLOSURE AND OFF-SITE DETOUR AS SHOWN ON SHEET TMP-5.1 AND COVER NEW SIGNS.

COMPLETE INSTALLATION OF GENERATOR PAD AND ASSOCIATED CONDUIT AT -L3NB- STA. 852+00.

PERFORM WORK ASSOCIATED WITH PHASE 1, STEP 8 BETWEEN THE HOURS OF 11:00 PM FRIDAY AND 5:00 AM MONDAY OVER THREE (3) CONSECUTIVE NIGHTS. REFER TO PROJECT SPECIFICATIONS FOR INTERMEDIATE CONTRACT TIMES AND LIQUIDATED DAMAGES.

NOTE: THE CONTRACTOR SHALL COMPLETE THE WORK IN PHASE 1, STEP 8, THE WEEKEND BEFORE PHASE 1, STEP 9 IS SCHEDULED. THE CONTRACTOR SHALL SCHEDULE THE WORK OF PHASE 1, STEP 8 SUCH THAT PHASE 1, STEP 9 DOES NOT CONFLICT WITH HOLIDAY AND SPECIAL EVENT TIME RESTRICTIONS LISTED IN GENERAL NOTE B.

STEP 8:
AT -L3NB- STA. 852+00, INSTALL OVERHEAD SIGN, SIGN SUPPORT, TOLL RATE SIGN (TRS) PANEL PROVIDED BY OTHERS AND RELOCATING THE TRS GENERATOR, TRS CABINET AND ABANDONING THE EXISTING GENERATOR PAD NEAR -L3NB- STA. 865+00. CONTRACTOR TO COORDINATE TRS CONNECTION FROM TRS PANEL TO CABINET TO BE PERFORMED BY OTHERS.

PERFORM WORK ASSOCIATED WITH PHASE 1, STEP 9 THE WEEKEND AFTER PHASE 1, STEP 8 IS COMPLETE AND BETWEEN THE HOURS OF 9:00 PM FRIDAY TO 7:00 AM SATURDAY, 9:00 PM SATURDAY TO 7:00 AM SUNDAY AND 9:00 PM SUNDAY TO 5:00 AM MONDAY. HOLIDAY AND SPECIAL EVENT TIME RESTRICTIONS LISTED IN GENERAL NOTE B APPLY TO THIS INTERMEDIATE CONTRACT TIME. REFER TO PROJECT SPECIFICATIONS FOR INTERMEDIATE CONTRACT TIMES AND LIQUIDATED DAMAGES.

STEP 9:
USING RSD 1101.02 SHEET 4 OF 19 FOR TEMPORARY LANE CLOSURES, REMOVE PORTABLE CONCRETE BARRIER AND TEMPORARY PAVEMENT MARKINGS ALONG -L3NB- BETWEEN STA. 840+78.00 THRU STA. 865+21.77. INSTALL TEMPORARY PAVEMENT MARKINGS IN THEIR FINAL LOCATION, UNCOVER SIGNS INSTALLED IN STEP 7, THEN COVER OR REMOVE EXISTING SIGNS IN CONFLICT WITH NEW SIGNING AND TRAFFIC PATTERN ALONG ALL OF -L3NB- AND SHIFT TRAFFIC TO FINAL PATTERN.

PHASE 1 (CONT.)

STEP 10:
INSTALL GIRDERS AND OVERHEAD SIGN TRUSSES AWAY FROM TRAFFIC DURING NIGHTTIME
HOURS BY THE FOLLOWING METHOD:

INSTALL DETOUR SIGNING AS SHOWN ON SHEETS TMP-5.1 AND TMP-5.2.

CLOSE THE I-77 EXPRESS LANES AS SHOWN ON DETOUR SHEETS.

CLOSE THE I-77 GENERAL PURPOSE LANES PER RSD 1101.03 SHEET 7 OF 9.

PLACE TRAFFIC ON DETOUR.

NOTE: ONLY ONE OF THE I-77 NORTHBOUND OR SOUTHBOUND DETOURS SHOULD BE IMPLEMENTED AT A TIME. DO NOT DETOUR BOTH I-77 NORTHBOUND AND SOUTHBOUND AT THE SAME TIME.

- COVER DETOUR SIGNS WHEN OFF-SITE DETOUR IS NOT ACTIVE.
- COORDINATE WITH THE ENGINEER ABOUT THE NEED FOR ADJUSTING ANY OF EXISTING SIGNALS LOCATED ON DETOUR ROUTE, WHEN DETOUR IS ACTIVE.

STEP 11:
TIE TO PROJECT U-5771 AND EXISTING -Y8- (NORTHCROSS DRIVE). KEEP EASTERN -Y1-
TIE-IN TO U-5771 CLOSED TO TRAFFIC UNTIL U-5771 IS OPEN TO TRAFFIC. COORDINATE
WITH ADJACENT CONTRACTOR AS NECESSARY.

NOTE:

- MAINTAIN ACCESS TO EXISTING I-77 NORTHBOUND OFF-RAMP DURING CONSTRUCTION.
- PROVIDE WEDGING AS NEEDED TO MAINTAIN POSITIVE DRAINAGE.
- STEPS 6 AND 7 CAN BE PERFORMED CONCURRENTLY WITH STEPS 4 AND 5.
- REFER TO ITS PLANS FOR FINAL DEVICE INSTALLATION SEQUENCING

PHASE 2

WHILE MAINTAINING TRAFFIC USING RSD 1101.04 FOR SHOULDER CLOSURES AND RSD 1101.02 FOR LANE CLOSURES, PERFORM THE FOLLOWING AS SHOWN ON SHEETS TMP-5.12 THRU TMP-5.14:

STEP 1:
INSTALL TEMPORARY SIGNAL AT -Y2- (NC 73 SAM FURR ROAD) AND -Y2RPD-

STEP 2:
AWAY FROM TRAFFIC COMPLETE CONSTRUCTION OF -Y1- AS SHOWN ON SHEET TMP-5.13. KEEP
EASTERN -Y1- TIE-IN TO U-5771 CLOSED TO TRAFFIC UNTIL U-5771 IS OPEN TO TRAFFIC.
COORDINATE WITH ADJACENT CONTRACTOR AS NECESSARY. REMOVE GROUND MOUNTED SIGN AT
-L3NB- STA. 925+50 AND INSTALL OVERHEAD SIGN AT -L3NB- STA. 898+95.

STEP 3:
INSTALL PORTABLE CONCRETE BARRIER, TEMPORARY PAVEMENT MARKINGS AND TRAFFIC
CONTROL DEVICES ALONG -Y2PRD-.

STEP 4:
PLACE TRAFFIC INTO NEW TRAFFIC PATTERN AND CONSTRUCT REMAINING WORK ON LEFT SIDE
OF -Y2RPD-, -L3NB-, ASSOCIATED DRAINAGE AND PERMANENT CONCRETE BARRIER ALONG
-Y2RPD- AND AS SHOWN ON SHEET TMP-5.13. ONCE CONSTRUCTION ALONG -Y2RPD- IS
COMPLETE, REMOVE ALL PORTABLE CONCRETE BARRIER.

STEP 5:
ONCE -Y1- CONSTRUCTION IS COMPLETE AND U-5771 PROJECT TIE-IN IS COMPLETE AND CAN
BE OPENED TO TRAFFIC, REMOVE TRAFFIC CONTROL DEVICES ALONG -Y1- AND OPEN TO
TRAFFIC.

STEP 6:
WHILE MAINTAINING TRAFFIC USING RSD 1101.02 FOR TEMPORARY LANE CLOSURES, MILL
-L3NB-. INSTALL FINAL LAYER OF ASPHALT AND FINAL PAVEMENT MARKINGS ALONG ENTIRE
SOUTH AREA. PLACE TRAFFIC IN FINAL PATTERN AND REMOVE ALL TRAFFIC CONTROL
DEVICES.

Kimley»»Horn

I-5715
TEMPORARY TRAFFIC
CONTROL PHASING

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9/14/2026

DocuSigned by:
Anthony J. Spack
APPROVED: _____ DATE: 9/14/2026
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PHASE 1

WHILE MAINTAINING TRAFFIC USING RSD 1101.04 FOR SHOULDER CLOSURES AND RSD 1101.02 FOR LANE CLOSURES, PERFORM THE FOLLOWING AS SHOWN ON SHEETS TMP-5.15 THRU TMP-5.16:

STEP 1:
INSTALL TRAFFIC CONTROL DEVICES AS SHOWN ON SHEETS TMP-5.15 THRU TMP-5.16.

PERFORM TRUNK LINE FIBER RELOCATION SWITCHOVER, SYSTEM TESTING AND VALIDATION WORK ASSOCIATED WITH STEP 2 BETWEEN THE HOURS OF 10:00PM SATURDAY AND 6:00AM SUNDAY. REFER TO PROJECT SPECIFICATIONS FOR INTERMEDIATE CONTRACT TIMES AND LIQUIDATED DAMAGES.

STEP 2:
BUILD TEMPORARY CONSTRUCTION ACCESS ON NORTH SIDE OF -Y2- TO ACCESS I-77 MEDIAN TO THE NORTH. INSTALL TRAFFIC CONTROL DEVICES ALONG -Y2- (SAM FURR ROAD) BRIDGE AS SHOWN ON SHEET TMP-5.15. ACCESS SHALL BE RIGHT-IN/RIGHT-OUT AND CLOSED FROM 6:00 AM TO 9:00 AM AND 4:00 PM TO 7:00 PM. MAINTAIN EXISTING MICROWAVE VEHICLE DETECTION (MVD) AT -Y2RPB- STA. 16+00 UNTIL THE CONTRACTOR CAN ENSURE CONSTRUCTION INSTALLATION OF TEMPORARY MVD AT -Y2RPB- STA. 16+00 IS COMPLETE. CONTRACTOR TO PERFORM TRUNK LINE SWITCHOVER, SYSTEM TESTING AND VALIDATION ONCE CONDUIT AND JUNCTION BOXES ARE INSTALLED.

STEP 3:
USING RSD 1101.02 SHEET 4 OF 19 FOR TEMPORARY LANE CLOSURES, INSTALL TEMPORARY PAVEMENT MARKINGS AND PORTABLE CONCRETE BARRIER AS SHOWN ON THE PLANS. REMOVE CONFLICTING MARKINGS AND SHIFT TRAFFIC INTO TEMPORARY PATTERN.

STEP 4:
BEHIND PORTABLE CONCRETE BARRIER INSTALL TEMPORARY SHORING #1 THRU #4 ALONG -L3NB- AND -L3SB- OUTSIDE SHOULDERS AND THEN CONSTRUCT -Y2- BRIDGE BENTS AS SHOWN ON TMP-5.15.

STEP 5:
AWAY FROM TRAFFIC AND BEHIND PORTABLE CONCRETE BARRIER, CONSTRUCT -Y3- BRIDGE BENTS AND ASSOCIATED FILL WITHIN THE I-77 MEDIAN AS SHOWN ON TMP-5.15. UTILIZE PREVIOUSLY CONSTRUCTED TEMPORARY RAMP FROM -Y2- FOR ACCESS.

STEP 6:
BEHIND PORTABLE CONCRETE BARRIER CONSTRUCT -Y2RPB- AND -Y2RPA- DETOUR RAMPS AND ASSOCIATED TEMPORARY DRAINAGE AS SHOWN ON TMP-5.15 THRU TMP-5.16. REFER TO SHEETS 2B-4 THRU 2B-7 FOR PLAN, SHEETS 34 THRU 36 FOR PROFILES AND SHEETS X-219 THRU X-234.

STEP 7:
ONCE WORK BEHIND PORTABLE CONCRETE BARRIERS ALONG -L3NB-, -Y2RPA- AND -Y2RPB- IS COMPLETE, UTILIZE RSD 1101.02 FOR TEMPORARY LANE CLOSURES TO REMOVE PORTABLE CONCRETE BARRIER AND PERFORM VARIABLE DEPTH MILLING AND WEDGING TO FACILITATE TIE IN OF -Y2RPA- AND -Y2RPB- DETOURS EXCEPT FOR THE FINAL SURFACE COURSE AS SHOWN ON TMP-5.15 THRU TMP5.16.

NOTE:
- PROVIDE WEDGING AS NEEDED TO MAINTAIN POSITIVE DRAINAGE.
- STEPS 5 THRU 7 CAN BE PERFORMED CONCURRENTLY.
- REMOVE TEMPORARY SHORING ONCE GRADE DIFFERENCE DOES NOT REQUIRE IT.
- REFER TO ITS PLANS FOR TEMPORARY DEVICE INSTALLATION SEQUENCING, NECESSARY MOBILITY PARTNERS COORDINATION EFFORTS AND GUIDANCE ON WHICH FIBERS TO PRIORITIZE FOR TRUNK LINE FIBER SWICTHOVER

PHASE 2

WHILE MAINTAINING TRAFFIC USING RSD 1101.04 FOR SHOULDER CLOSURES AND RSD 1101.02 FOR LANE CLOSURES, PERFORM THE FOLLOWING AS SHOWN ON SHEETS TMP-5.17 THRU TMP-5.19.

PERFORM WORK TO RESTORE FULL FUNCTIONALITY AND OPERATION TO ITS DEVICES AVI-07, AVI-08 AND CCTV-06/MVD-12 WITHIN 150 CONSECUTIVE DAYS. REFER TO PROJECT SPECIFICATIONS FOR INTERMEDIATE CONTRACT TIMES AND LIQUIDATED DAMAGES.

STEP 1:
USING RSD 1101.02 SHEET 4 OF 19 FOR TEMPORARY LANE CLOSURES, PERFORM WEDGING, INSTALL TEMPORARY PAVEMENT MARKINGS AND PORTABLE CONCRETE BARRIER AS SHOWN ON THE PLANS. REMOVE CONFLICTING MARKINGS AND SHIFT TRAFFIC INTO TEMPORARY PATTERN INCLUDING ON-SITE -Y2RPA- AND -Y2RPB- DETOURS.

STEP 2:
INSTALL TRAFFIC CONTROL DEVICES AS SHOWN ON SHEETS TMP-5.17 THRU TMP-5.19.

STEP 3:
INSTALL TEMPORARY SIGNAL AT -Y2- (NC 73 SAM FURR ROAD)/-Y2RPB- AND -Y2- (NC 73 SAM FURR ROAD)/-Y2RPA-.

STEP 4:
BEHIND PORTABLE CONCRETE BARRIER INSTALL TEMPORARY SHORING #5 THRU #8 ALONG -L3NB- AND -L3SB- INSIDE SHOULDERS AND THEN CONSTRUCT -Y2- BRIDGE BENTS AS SHOWN ON TMP-5.17. UTILIZE PREVIOUSLY CONSTRUCTED TEMPORARY RAMP FROM -Y2- FOR ACCESS.

NORTH AREA
CONSTRUCTION PHASING

PHASE 2 (CONT.)

STEP 5:
AWAY FROM TRAFFIC AND BEHIND PORTABLE CONCRETE BARRIER, CONTINUE CONSTRUCTING -Y3- BRIDGE BENTS AND ASSOCIATED FILL WITHIN THE I-77 MEDIAN AS SHOWN ON TMP-5.17. UTILIZE PREVIOUSLY CONSTRUCTED TEMPORARY RAMP FROM -Y2- FOR ACCESS.

STEP 6:
BEHIND PORTABLE CONCRETE BARRIER INSTALL TEMPORARY SHORING #9 THRU #10 ALONG -Y2RPA- AND -Y2RPB- DETOURS AND THEN CONSTRUCT -Y2RPB- AND -Y2RPA- RAMPS, ROUNDABOUTS, NOISE WALL AND ASSOCIATED DRAINAGE AS SHOWN ON TMP-5.17 THRU TMP-5.18. ONCE FINAL GRADE IS ESTABLISHED, INSTALL PROPOSED ITS DEVICES AVI-07, AVI-08 AND CCTV-06/MVD-12.

STEP 7:
AWAY FROM TRAFFIC CONSTRUCT -Y4- NEW ALIGNMENT, -Y5- WIDENING AND ASSOCIATED DRAINAGE AS SHOWN ON TMP-5.18 THRU TMP-5.19. AWAY FROM TRAFFIC, CONSTRUCT WATERLINE -WL3- ON -Y5- (CALDWELL CREEK) UTILIZING RSD 1101.02 FOR TWO-LANE, ONE-WAY FLAGGER CONTROL.

STEP 8:
ONCE WORK BEHIND PORTABLE CONCRETE BARRIERS ALONG -L3NB-, -L3SB-, -Y2RPA- AND -Y2RPB- IS COMPLETE, UTILIZE RSD 1101.02 FOR TEMPORARY LANE CLOSURES TO REMOVE PORTABLE CONCRETE BARRIER AND PERFORM VARIABLE DEPTH MILLING AND WEDGING TO FACILITATE TIE IN OF -Y2RPA-, -Y2RPB-, -Y4- AND -Y5- EXCEPT FOR THE FINAL SURFACE COURSE AS SHOWN ON TMP-5.17 THRU TMP5.19.

NOTE:
- PROVIDE WEDGING AS NEEDED TO MAINTAIN POSITIVE DRAINAGE.
- STEPS 4 THRU 7 CAN BE PERFORMED CONCURRENTLY.
- MAINTAIN ACCESS OR PROVIDE TEMPORARY ACCESS TO BUSINESSES ALONG PROJECT CORRIDOR DURING BUSINESS HOURS.
- REFER TO CULVERT CONSTRUCTION SEQUENCING EC-11A THRU EC-11C FOR CONSTRUCTION OF -Y2RPA- AND -Y2RPB- CULVERT EXTENSIONS.
- REMOVE TEMPORARY SHORING ONCE GRADE DIFFERENCE DOES NOT REQUIRE IT.
- REFER TO ITS PLANS FOR FINAL DEVICE INSTALLATION SEQUENCING AND NECESSARY MOBILITY PARTNERS COORDINATION EFFORTS.

PHASE 3

WHILE MAINTAINING TRAFFIC USING RSD 1101.04 FOR SHOULDER CLOSURES AND RSD 1101.02 FOR LANE CLOSURES, PERFORM THE FOLLOWING AS SHOWN ON SHEETS TMP-5.20 THRU TMP-5.22.

STEP 1:
USING RSD 1101.02 SHEET 4 OF 19 FOR TEMPORARY LANE CLOSURES, PERFORM WEDGING ALONG -Y2LPB-, REMOVE PORTION OF EXISTING CONCRETE MEDIANS BETWEEN -Y2- STA. 24+26.23 TO STA. 24+58.01, INSTALL TEMPORARY PAVEMENT MARKINGS AND PORTABLE CONCRETE BARRIER AS SHOWN ON THE PLANS. REMOVE CONFLICTING MARKINGS AND SHIFT TRAFFIC INTO TEMPORARY PATTERN.

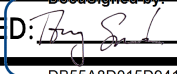
STEP 2:
INSTALL TEMPORARY SIGNAL AT -Y2- (NC 73 SAM FURR ROAD)/-Y2RPB- AND -Y2- (NC 73 SAM FURR ROAD)/-Y2RPA-.

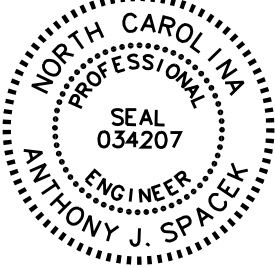
STEP 3:
AWAY FROM TRAFFIC REMOVE ON-SITE -Y2RPA- AND -Y2RPB- DETOURS.

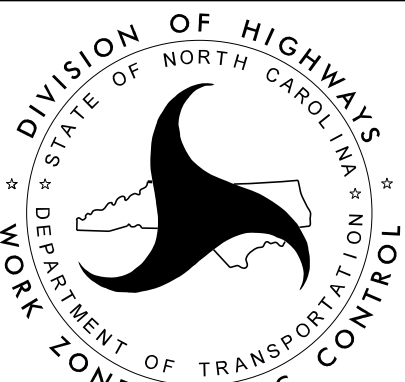
STEP 4:
AWAY FROM TRAFFIC AND BEHIND PORTABLE CONCRETE BARRIER, CONSTRUCT -Y3- BRIDGE BENTS, ASSOCIATED FILL AND ASSOCIATED DRAINAGE ON THE OUTSIDE OF I-77 AS SHOWN ON TMP-5.20. REMOVE TEMPORARY SHORING #9 AND #10 ONCE GRADE DIFFERENCE DOES NOT REQUIRE IT.

STEP 5:
AWAY FROM TRAFFIC, INSTALL OVERHEAD SIGNING FOUNDATIONS ALONG -L3SB-, -Y2RPA- AND -Y2RPB-.

Kimley»Horn

APPROVED:  DATE: 9/4/2026
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TEMPORARY TRAFFIC
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NORTH AREA
CONSTRUCTION PHASING

PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-3C

PHASE 3 (CONT.)

STEP 6:
ONCE -Y3- BRIDGE ABUTMENTS ON THE NORTH SIDE HAVE BEEN COMPLETED, INSTALL GIRDERS AND OVERHEAD SIGN TRUSSES AWAY FROM TRAFFIC DURING NIGHTTIME HOURS BY THE FOLLOWING METHOD:

INSTALL DETOUR SIGNING AS SHOWN ON SHEETS TMP-5.3.

CLOSE THE I-77 EXPRESS LANES AS SHOWN ON DETOUR SHEETS.

CLOSE THE I-77 GENERAL PURPOSE LANES PER RSD 1101.03 SHEET 7 OF 9.

PLACE TRAFFIC ON DETOUR.

NOTE: ONLY ONE OF THE I-77 NORTHBOUND OR SOUTHBOUND DETOURS SHOULD BE IMPLEMENTED AT A TIME. DO NOT DETOUR BOTH I-77 NORTHBOUND AND SOUTHBOUND AT THE SAME TIME.

STEP 7:
AWAY FROM TRAFFIC CONSTRUCT -Y4-, -Y5-, -Y9- WIDENING AND ASSOCIATED DRAINAGE AS SHOWN ON TMP-5.22. AWAY FROM TRAFFIC CONSTRUCT PERMANENT POND ADJACENT TO -L3SB-, -Y3- AND -Y2RPB- AS SHOWN ON TMP-5-23.

STEP 8:
USING RSD 1101.02 FOR TEMPORARY LANE CLOSURES, PERFORM CONCRETE MEDIAN WORK AS SHOWN ON INSET OF TMP-5.22.

STEP 9:
ONCE WORK BEHIND PORTABLE CONCRETE BARRIERS ALONG -L3NB-, -L3SB-, -Y2RPA- AND -Y2RPB- IS COMPLETE, UTILIZE RSD 1101.02 FOR TEMPORARY LANE CLOSURES TO REMOVE PORTABLE CONCRETE BARRIER AND PERFORM VARIABLE DEPTH MILLING AND WEDGING TO FACILITATE TIE IN OF -Y2RPA- AND -Y2RPB- EXCEPT FOR THE FINAL SURFACE COURSE AS SHOWN ON TMP-5.20 THRU TMP-5.21.

STEP 10:
UTILIZE RSD 1101.02 FOR TEMPORARY LANE CLOSURES TO PERFORM VARIABLE DEPTH MILLING AND WEDGING TO FACILITATE TIE IN OF -Y4-, -Y5- AND -Y9- EXCEPT FOR THE FINAL SURFACE COURSE AS SHOWN ON TMP-5.22.

- NOTE:
- PROVIDE WEDGING AS NEEDED TO MAINTAIN POSITIVE DRAINAGE.
 - STEPS 5 AND 6 CAN BE PERFORMED CONCURRENTLY.
 - MAINTAIN ACCESS OR PROVIDE TEMPORARY ACCESS TO BUSINESSES ALONG PROJECT CORRIDOR DURING BUSINESS HOURS.
 - REMOVE TEMPORARY SHORING ONCE GRADE DIFFERENCE DOES NOT REQUIRE IT.

PHASE 4

WHILE MAINTAINING TRAFFIC USING RSD 1101.04 FOR SHOULDER CLOSURES AND RSD 1101.02 FOR LANE CLOSURES, PERFORM THE FOLLOWING AS SHOWN ON SHEETS TMP-5.23 THRU TMP-5.25.

STEP 1:
USING RSD 1101.02 SHEET 4 OF 19 FOR TEMPORARY LANE CLOSURES, PERFORM WEDGING ALONG -Y2LPB-, REMOVE EXISTING CONCRETE MEDIANS ALONG -Y2- AND WEDGE, INSTALL PAINT VERSION OF FINAL PAVEMENT MARKINGS PATTERN ON -Y2RPA-, Y2RPB- AND -Y3-, -Y4-, -Y5- AND -Y9-, PLACE PORTABLE CONCRETE BARRIER AND INSTALL TEMPORARY PAVEMENT MARKINGS ON -Y2- AS SHOWN ON SHEET TMP-5.23. REMOVE CONFLICTING MARKINGS AND SHIFT TRAFFIC INTO TEMPORARY PATTERN. OPEN -Y3- TO TRAFFIC.

STEP 2:
INSTALL TEMPORARY SIGNAL AT -Y2- (NC 73 SAM FURR ROAD)/-Y2RPB- AND -Y2- (NC 73 SAM FURR ROAD)/-Y2RPA-.

STEP 3:
AWAY FROM TRAFFIC REMOVE PORTION OF -Y2LPB- AS SHOWN ON SHEET TMP-5.23.

STEP 4:
AWAY FROM TRAFFIC AND BEHIND PORTABLE CONCRETE BARRIER, CONSTRUCT NORTH SIDE OF -Y2- WIDENING AND ASSOCIATED DRAINAGE AS SHOWN ON TMP-5.23 THRU TMP-5.25. AWAY FROM TRAFFIC AND BEHIND PORTABLE CONCRETE BARRIER, CONSTRUCT 36" WATERLINE JACK AND BORE AT -Y2- (NC 73 SAM FURR ROAD) STA. 23+55. UTILIZE RSD 1101.04 FOR SHOULDER CLOSURES.

STEP 5:
AWAY FROM TRAFFIC INSTALL OVERHEAD SIGN FOUNDATIONS ON NORTH SIDE OF -Y2-.

PHASE 4 (CONT.)

STEP 6:
ONCE -Y2- BRIDGE ABUTMENTS ON THE NORTH SIDE HAVE BEEN COMPLETED, INSTALL GIRDERS AWAY FROM TRAFFIC DURING NIGHTTIME HOURS BY THE FOLLOWING METHOD:

INSTALL DETOUR SIGNING AS SHOWN ON SHEETS TMP-5.3.

CLOSE THE I-77 EXPRESS LANES AS SHOWN ON DETOUR SHEETS.

CLOSE THE I-77 GENERAL PURPOSE LANES PER RSD 1101.03 SHEET 7 OF 9.

PLACE TRAFFIC ON DETOUR.

NOTE: ONLY ONE OF THE I-77 NORTHBOUND OR SOUTHBOUND DETOURS SHOULD BE IMPLEMENTED AT A TIME. DO NOT DETOUR BOTH I-77 NORTHBOUND AND SOUTHBOUND AT THE SAME TIME.

STEP 7:
ONCE -Y2- GIRDER INSTALLATION ON THE NORTH SIDE IS COMPLETE, REMOVE TEMPORARY I-77 MEDIAN ACCESS.

STEP 8:
ONCE WORK BEHIND PORTABLE CONCRETE BARRIERS ALONG -Y2- AND -Y2LPB- IS COMPLETE, UTILIZE RSD 1101.02 FOR TEMPORARY LANE CLOSURES TO REMOVE PORTABLE CONCRETE BARRIER AND PERFORM VARIABLE DEPTH MILLING AND WEDGING ALONG -Y2- AS SHOWN ON TMP-5.23 THRU TMP-5.25.

- NOTE:
- PHASE 4 SHALL BE CONSTRUCTED CONCURRENTLY WITH U-5765 PHASE 1, STEP 1 THRU STEP 4.
 - PROVIDE WEDGING AS NEEDED TO MAINTAIN POSITIVE DRAINAGE.
 - MAINTAIN ACCESS OR PROVIDE TEMPORARY ACCESS TO BUSINESSES ALONG PROJECT CORRIDOR DURING BUSINESS HOURS.

PHASE 4A

WHILE MAINTAINING TRAFFIC USING RSD 1101.04 FOR SHOULDER CLOSURES AND RSD 1101.02 FOR LANE CLOSURES, PERFORM THE FOLLOWING AS SHOWN ON SHEETS TMP-5.26 THRU TMP-5.28.

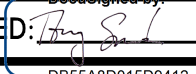
STEP 1:
USING RSD 1101.02 SHEET 4 OF 19 FOR TEMPORARY LANE CLOSURES, PLACE PORTABLE CONCRETE BARRIER AND INSTALL TEMPORARY PAVEMENT MARKINGS ON -Y2- AS SHOWN ON SHEETS TMP-5.26 THRU TMP-5.28. REMOVE CONFLICTING MARKINGS AND SHIFT TRAFFIC INTO TEMPORARY PATTERN.

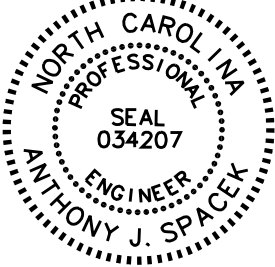
STEP 2:
INSTALL TEMPORARY SIGNAL AT -Y2- (NC 73 SAM FURR ROAD)/-Y2RPB- AND -Y2- (NC 73 SAM FURR ROAD)/-Y2RPA-.

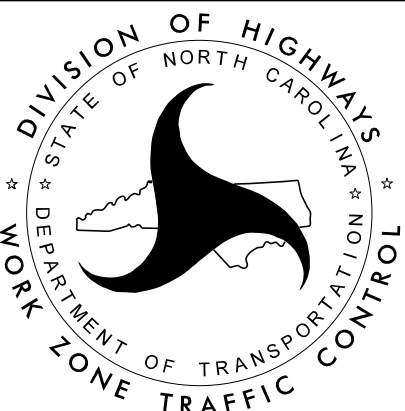
STEP 3:
AWAY FROM TRAFFIC AND BEHIND PORTABLE CONCRETE BARRIER, CONSTRUCT SOUTH SIDE OF -Y2- WIDENING AND ASSOCIATED DRAINAGE AS SHOWN ON TMP-5.26 THRU TMP-5.28.

STEP 4:
AWAY FROM TRAFFIC INSTALL OVERHEAD SIGN FOUNDATIONS ON SOUTH SIDE OF -Y2-.

Kimley»Horn

APPROVED:  DATE: 9/4/2026
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I-5715
TEMPORARY TRAFFIC
CONTROL PHASING

NORTH AREA
CONSTRUCTION PHASING

PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-3D

PHASE 4A (CONT.)

STEP 5:
ONCE -Y2- BRIDGE ABUTMENTS ON THE SOUTH SIDE HAVE BEEN COMPLETED, INSTALL GIRDERS AWAY FROM TRAFFIC DURING NIGHTTIME HOURS BY THE FOLLOWING METHOD:

INSTALL DETOUR SIGNING AS SHOWN ON SHEETS TMP-5.3.

CLOSE THE I-77 EXPRESS LANES AS SHOWN ON DETOUR SHEETS.

CLOSE THE I-77 GENERAL PURPOSE LANES PER RSD 1101.03 SHEET 7 OF 9.

PLACE TRAFFIC ON DETOUR.

NOTE: ONLY ONE OF THE I-77 NORTHBOUND OR SOUTHBOUND DETOURS SHOULD BE IMPLEMENTED AT A TIME. DO NOT DETOUR BOTH I-77 NORTHBOUND AND SOUTHBOUND AT THE SAME TIME.

STEP 6:
ONCE -Y2- GIRDER INSTALLATION ON THE SOUTH SIDE IS COMPLETE, REMOVE TEMPORARY I-77 MEDIAN ACCESS.

STEP 7:
ONCE WORK BEHIND PORTABLE CONCRETE BARRIERS ALONG -Y2- IS COMPLETE, UTILIZE RSD 1101.02 FOR TEMPORARY LANE CLOSURES TO REMOVE PORTABLE CONCRETE BARRIER AND PERFORM VARIABLE DEPTH MILLING AND WEDGING ALONG -Y2- AS SHOWN ON TMP-5.26 THRU TMP-5.28.

NOTE:
- PHASE 4A SHALL BE CONSTRUCTED CONCURRENTLY WITH U-5765 PHASE 1, STEP 1 THRU STEP 4.
- REFER TO CULVERT CONSTRUCTION SEQUENCING EC-13A FOR CONSTRUCTION OF -Y2- CULVERT EXTENSION.
- PROVIDE WEDGING AS NEEDED TO MAINTAIN POSITIVE DRAINAGE.
- MAINTAIN ACCESS OR PROVIDE TEMPORARY ACCESS TO BUSINESSES ALONG PROJECT CORRIDOR DURING BUSINESS HOURS.

PHASE 4B

WHILE MAINTAINING TRAFFIC USING RSD 1101.04 FOR SHOULDER CLOSURES AND RSD 1101.02 FOR LANE CLOSURES, PERFORM THE FOLLOWING AS SHOWN ON SHEETS TMP-5.29 THRU TMP-5.31.

STEP 1:
USING RSD 1101.02 SHEET 4 OF 19 FOR TEMPORARY LANE CLOSURES, INSTALL TEMPORARY PAVEMENT MARKINGS ON -Y2- AS SHOWN ON SHEETS TMP-5.29 THRU TMP-5.31. REMOVE CONFLICTING MARKINGS AND SHIFT TRAFFIC INTO TEMPORARY PATTERN.

STEP 2:
INSTALL TEMPORARY SIGNAL AT -Y2- (NC 73 SAM FURR ROAD)/-Y2RPB- AND -Y2- (NC 73 SAM FURR ROAD)/-Y2RPA-.

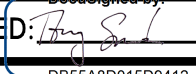
STEP 3:
AWAY FROM TRAFFIC CONSTRUCT -Y2- MEDIANS AS SHOWN ON TMP-5.29 THRU TMP-5.31.

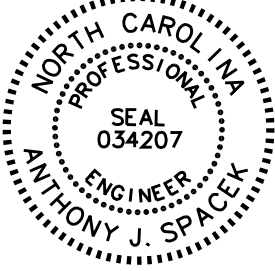
STEP 4:
USING RSD 1101.02 SHEET 4 OF 19 FOR LANE CLOSURES, INSTALL OVERHEAD CANTILEVER SIGNS ALONG -Y2-. USING NIGHTTIME ROAD CLOSURE AND OFF-SITE DETOUR AS SHOWN ON SHEET TMP-5.3A INSTALL OVERHEAD TRUSS SIGN AT STA. 28+50 ALONG -Y2-.

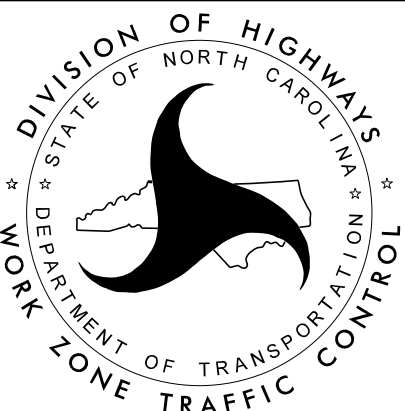
STEP 5:
WHILE MAINTAINING TRAFFIC USING RSD 1101.02 FOR TEMPORARY LANE CLOSURES, INSTALL FINAL LAYER OF ASPHALT AND FINAL PAVEMENT MARKINGS ALONG ENTIRE NORTH AREA. PLACE TRAFFIC IN FINAL PATTERN AND REMOVE ALL TRAFFIC CONTROL DEVICES.

NOTE:
- PHASE 4B SHALL BE CONSTRUCTED CONCURRENTLY WITH U-5765 PHASE 2.
- PROVIDE WEDGING AS NEEDED TO MAINTAIN POSITIVE DRAINAGE.
- MAINTAIN ACCESS OR PROVIDE TEMPORARY ACCESS TO BUSINESSES ALONG PROJECT CORRIDOR DURING BUSINESS HOURS.
- MAINTAIN PEDESTRIAN DETOUR FROM PHASE 4A AS NEEDED DURING CONSTRUCTION OF MONOLITHIC ISLAND ON -Y2RPD- FROM STA. 55+01.13 TO STA. 55+48.64
- -Y1- SHALL BE OPEN TO TRAFFIC PRIOR TO PHASE 4B SO IT CAN BE USED AS A DETOUR IN STEP 4.

Kimley»Horn

APPROVED:  DATE: 9/4/2026
DBSSAS001509412





I-5715
TEMPORARY TRAFFIC
CONTROL PHASING

K:\CHL_PR\NO10036264 - I-5715\TrafficControl\CP\Sheets\I-5715 tmp_psh.03.dgn

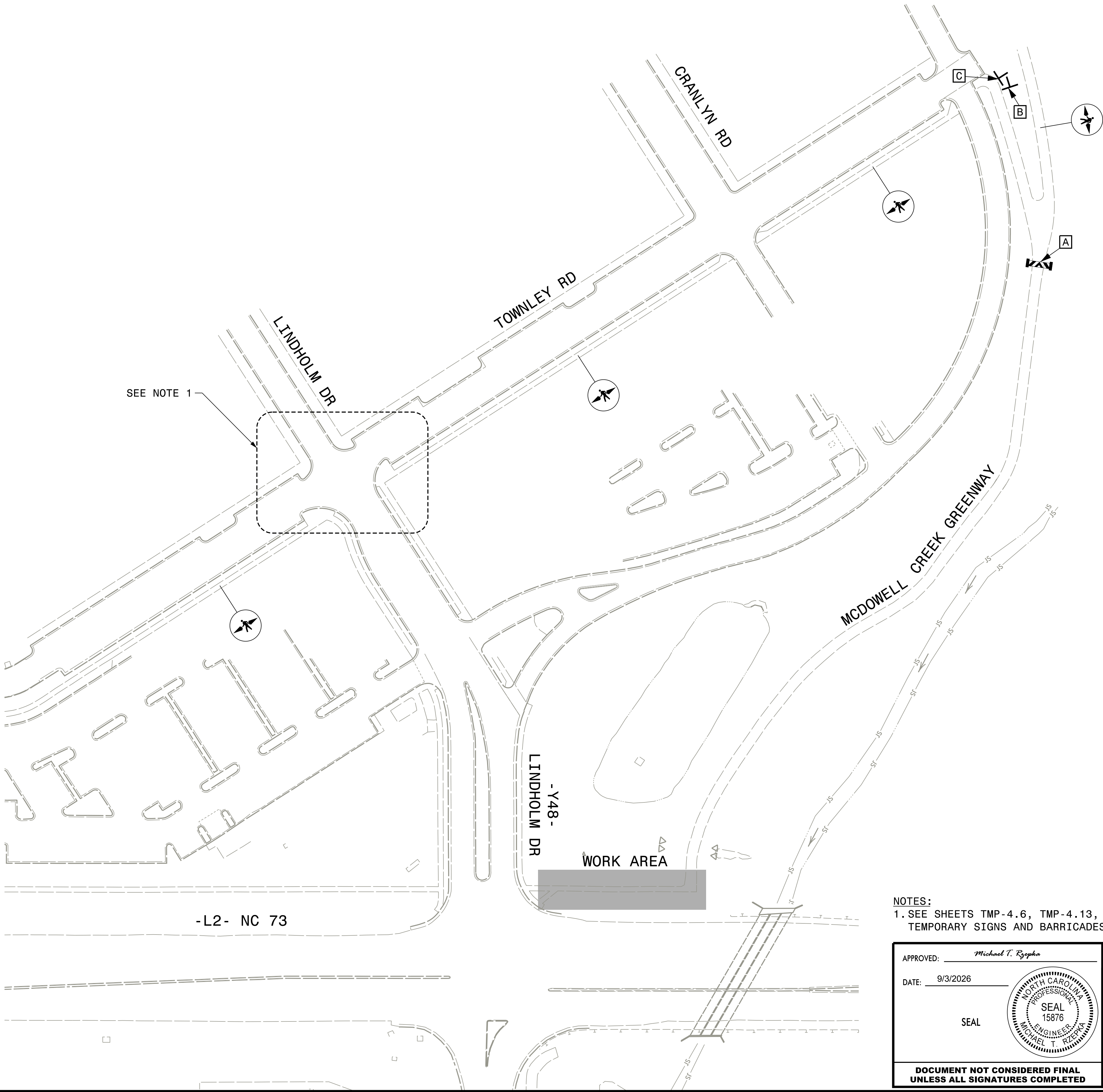
9/4/2026

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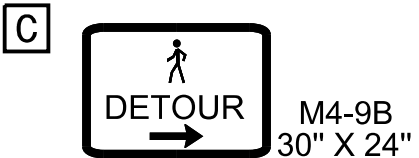
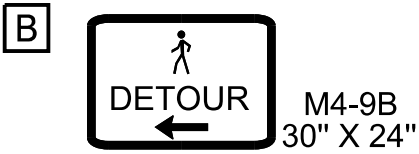
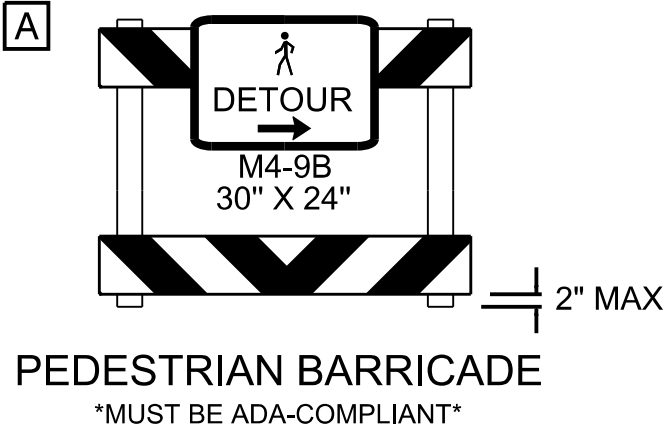
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DATE: 9/3/2026

REVISIONS



PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-4.1
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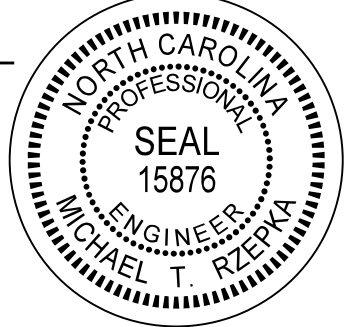


NOTES:
1. SEE SHEETS TMP-4.6, TMP-4.13, TMP-4.18, AND TMP-4.25 FOR STEP SPECIFIC TEMPORARY SIGNS AND BARRICADES ALONG -Y48- LINDHOLM DR AND TOWNLEY RD.

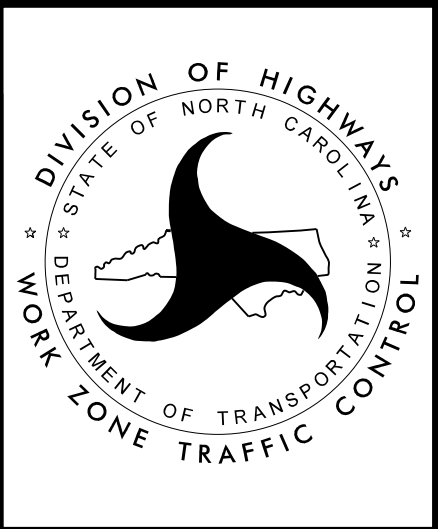
APPROVED: *Michael T. Rzepka*

DATE: 9/3/2026

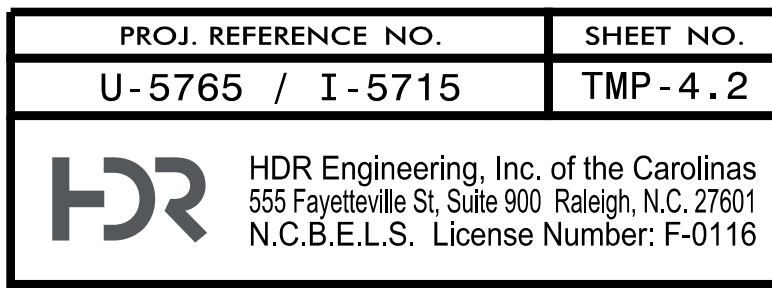
SEAL



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UNLESS ALL SIGNATURES COMPLETED



U-5765
MCDOWELL CREEK
GREENWAY
PEDESTRIAN
DETOUR ROUTE

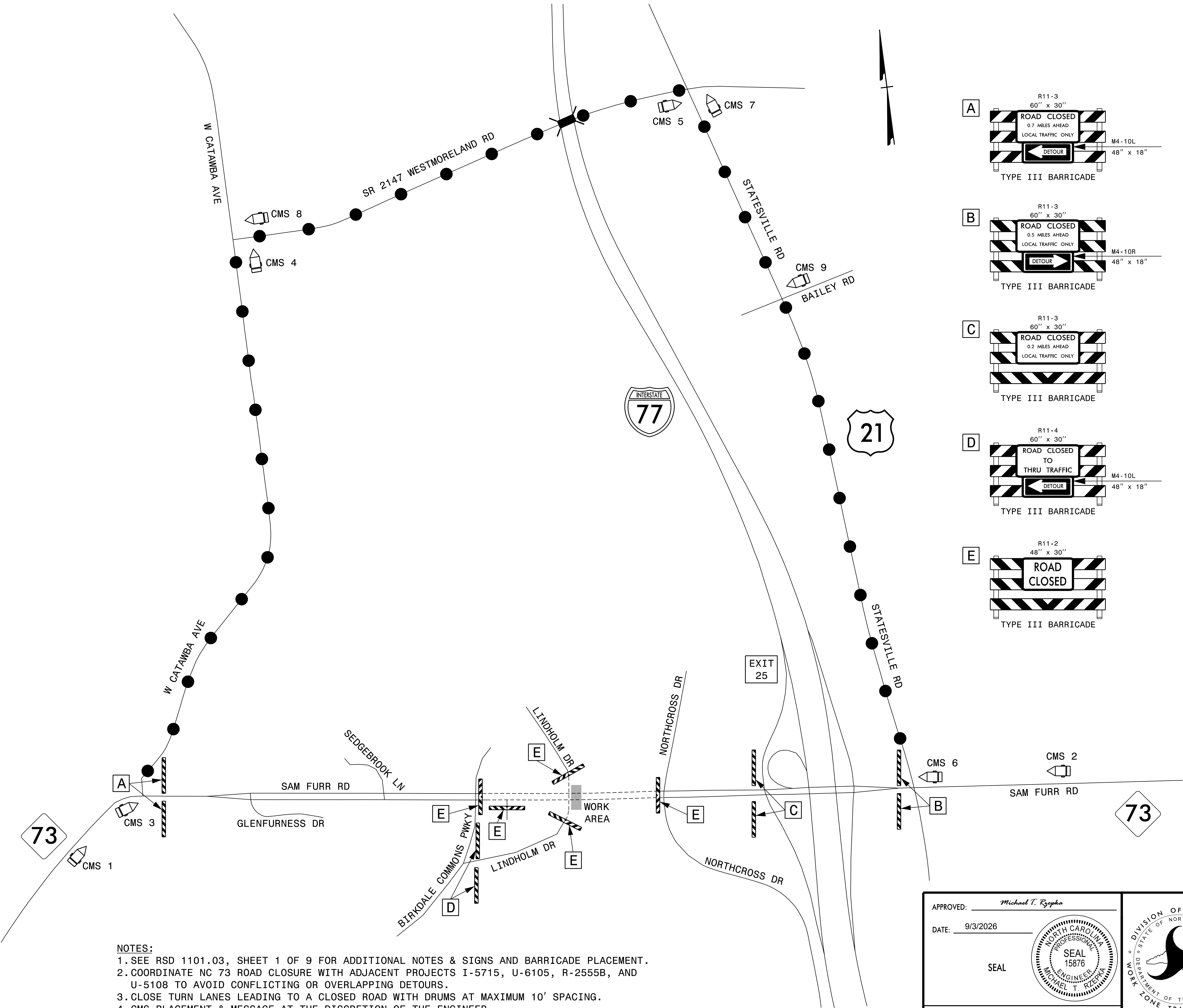


REVISIONS

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U-5765 / I-5715	TMP-4.2A

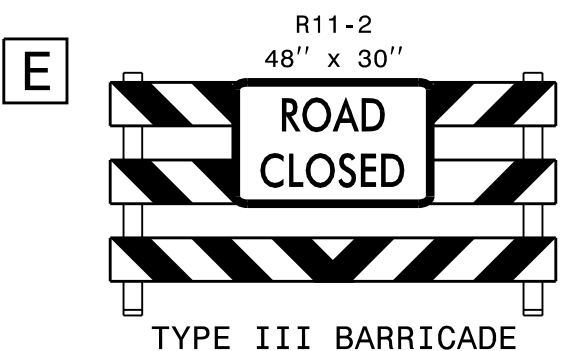
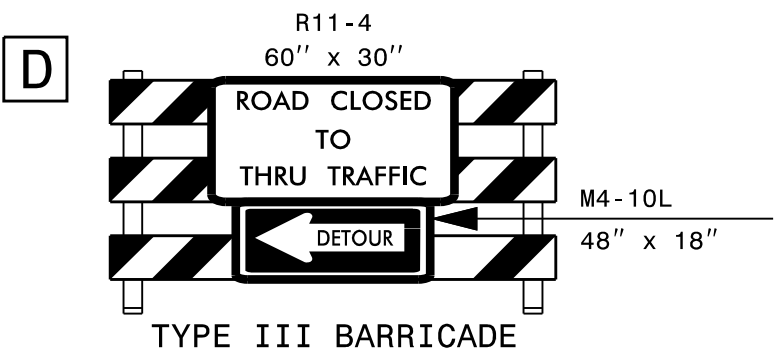
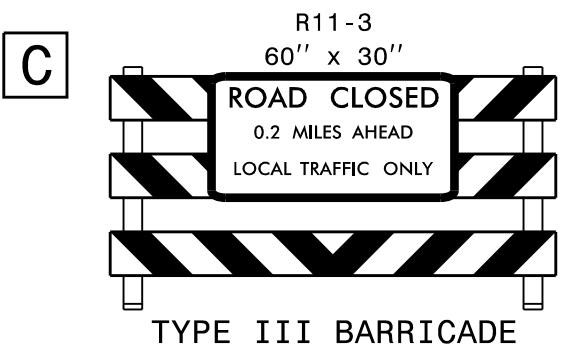
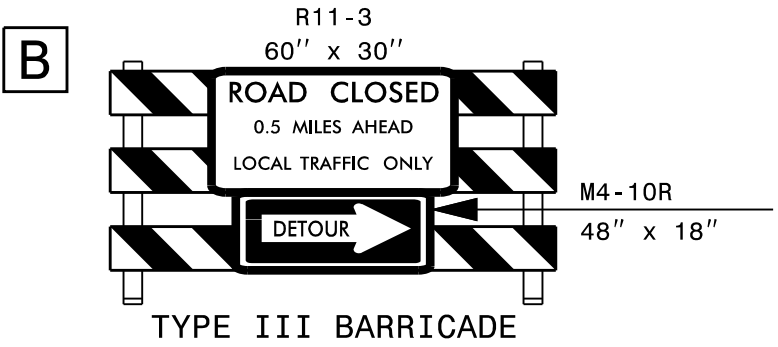
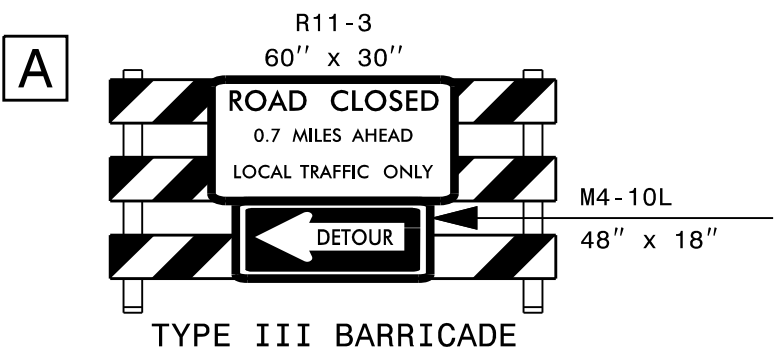
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REVISIONS



- NOTES:
1. SEE RSD 1101.03, SHEET 1 OF 9 FOR ADDITIONAL NOTES & SIGNS AND BARRICADE PLACEMENT.
 2. COORDINATE NC 73 ROAD CLOSURE WITH ADJACENT PROJECTS I-5715, U-6105, R-2555B, AND U-5108 TO AVOID CONFLICTING OR OVERLAPPING DETOURS.
 3. CLOSE TURN LANES LEADING TO A CLOSED ROAD WITH DRUMS AT MAXIMUM 10' SPACING.
 4. CMS PLACEMENT & MESSAGE AT THE DISCRETION OF THE ENGINEER.
 5. DELINEATE CMS WITH DRUMS.

PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-4.2B
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CMS 1

MESSAGE NO. 1	MESSAGE NO. 2
NC 73 CLOSED @ BIRKDALE	FOLLOW DETOUR AHEAD

CHANGEABLE MESSAGE SIGN

CMS 2

MESSAGE NO. 1	MESSAGE NO. 2
NC 73 CLOSED @ NRTHCROS	FOLLOW DETOUR AHEAD

CHANGEABLE MESSAGE SIGN

CMS 3, 7, 8

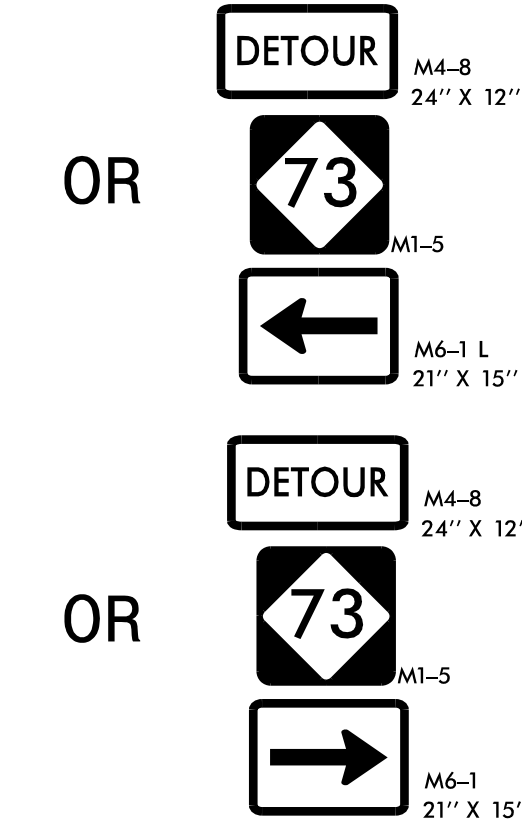
MESSAGE NO. 1	MESSAGE NO. 2
NC 73 DETOUR <-----	NC 73 DETOUR <-----

CHANGEABLE MESSAGE SIGN

CMS 4, 5, 6

MESSAGE NO. 1	MESSAGE NO. 2
NC 73 DETOUR ----->	NC 73 DETOUR ----->

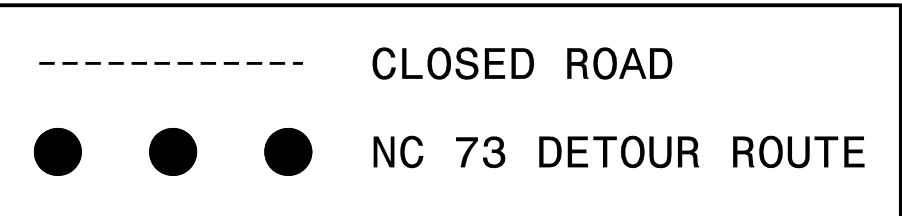
CHANGEABLE MESSAGE SIGN



CMS 9

MESSAGE NO. 1	MESSAGE NO. 2
NC 73 W CLOSED @ NRTHCROS	FOLLOW DETOUR ----->

CHANGEABLE MESSAGE SIGN

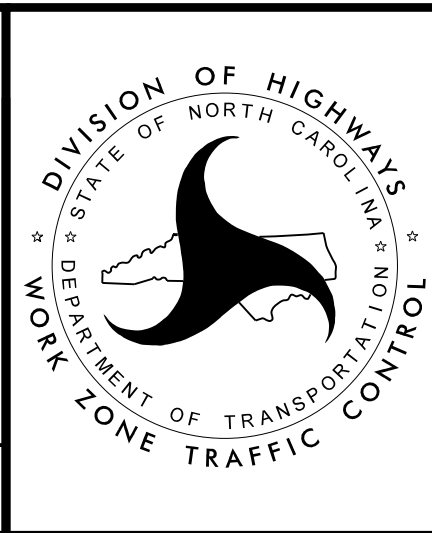


APPROVED: *Michael T. Rzepka*

DATE: 9/3/2026

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UNLESS ALL SIGNATURES COMPLETED

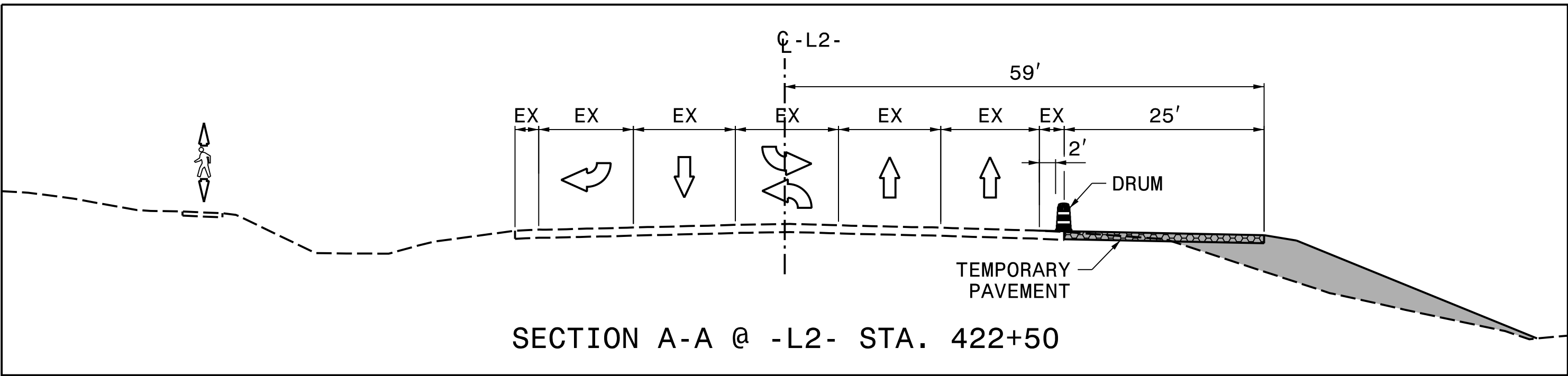


U-5765
NC 73
OVERNIGHT
DETOUR ROUTE

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REVISIONS

- WORK AREA
- CONTINUING CONSTRUCTION
- TEMPORARY PAVEMENT



PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-4.3



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CONSTRUCT TEMPORARY ASPHALT PAVEMENT (2" S9.5B)

-L2- STA 427+82±, 45.7' LT
BEGIN TEMPORARY PAVEMENT

REMOVE EXISTING ISLAND AND PAVE

PLACE TL-3 WFB DURING WATERLINE INSTALLATION

-L2- STA 421+00±, 59.0' RT
BEGIN TEMPORARY PAVEMENT

END TIP PROJECT R-5721B
BEGIN TIP PROJECT U-5765
-L2- POT STA. 421+00.00 (R-5721B) =
-L2- POT STA. 421+00.00 (U-5765)

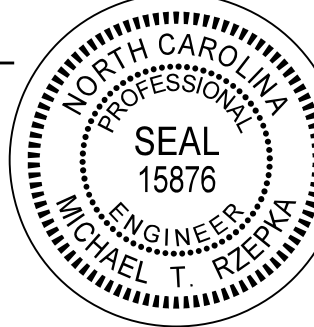
COORDINATE CONSTRUCTION & TEMPORARY TRAFFIC PATTERN WITH ADJACENT PROJECT R-5721B

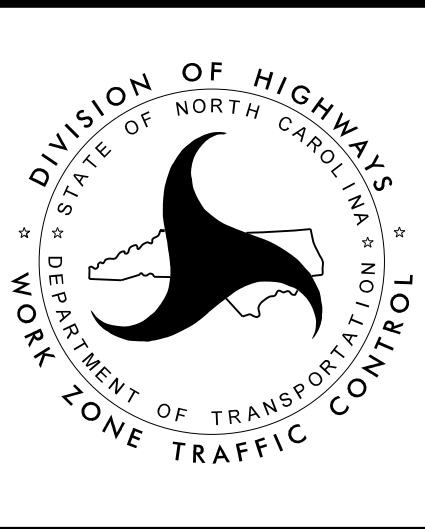
-L2- NC 73

-Y42-
KENTON DR

GLENFURNESS DR

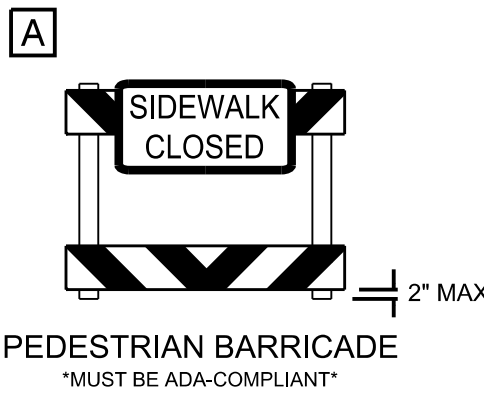
MAXWELTON DR

APPROVED: <i>Michael T. Rzepka</i>
DATE: 9/3/2026
SEAL

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PHASE 1 - STEP 1

MATCHLINE -L2- STA. 429 + 40, SEE SHEET TMP-4.4

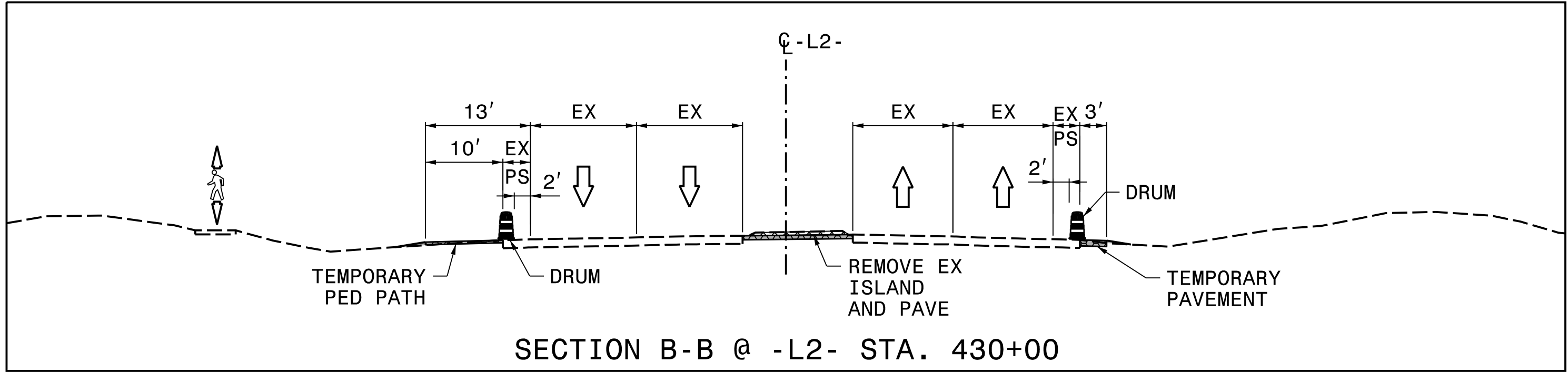
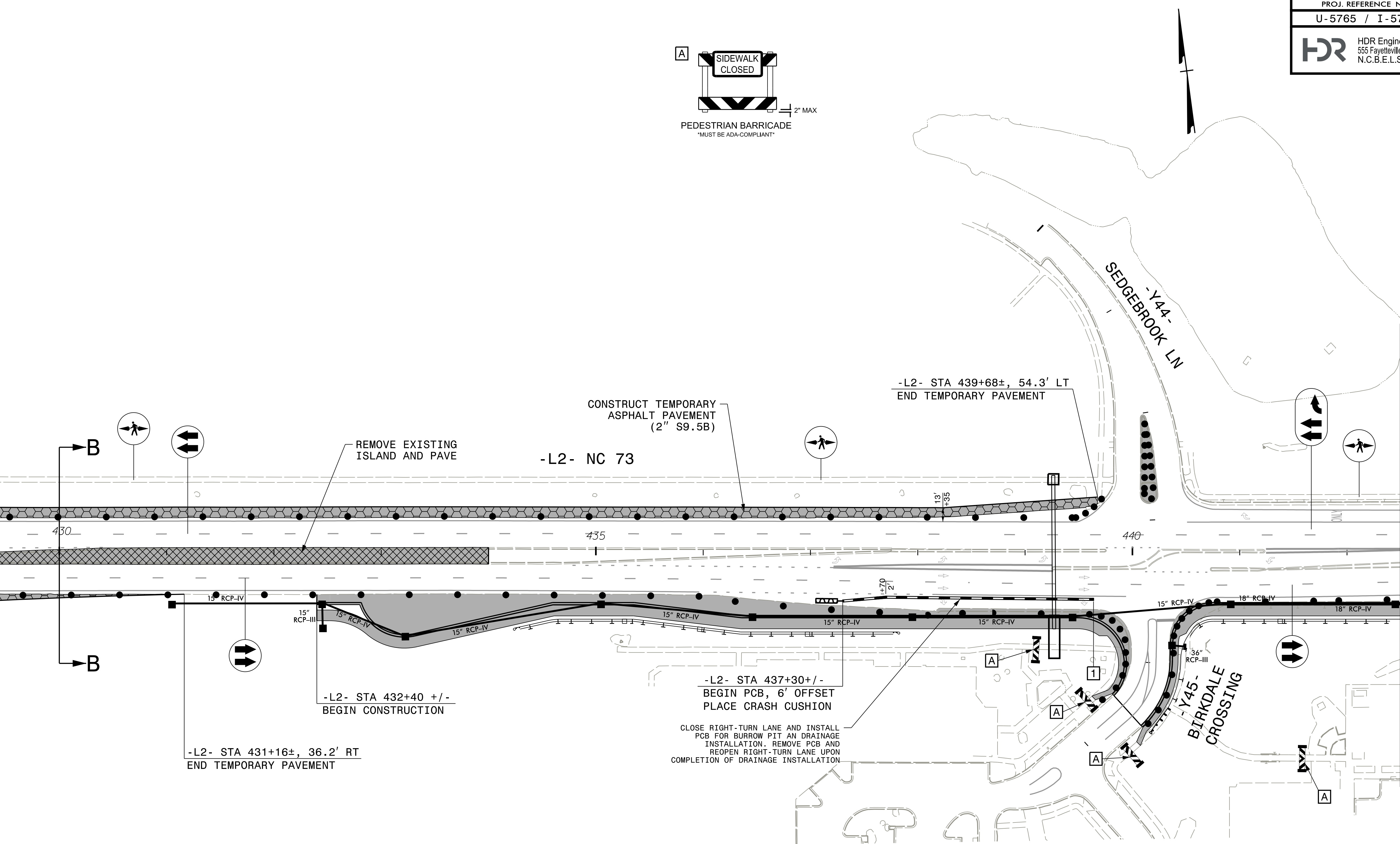


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REVISIONS

MATCHLINE -L2- STA. 429 + 40, SEE SHEET TMP-4.3



PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-4.4

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N.C.B.E.L.S. License Number: F-0116

1 -L2- STA 439+64 +/-
END PCB, 2' OFFSET

- WORK AREA
- CONTINUING CONSTRUCTION
- TEMPORARY PAVEMENT

APPROVED: *Michael T. Rzepka*
DATE: 9/3/2026
SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 15876
MICHAEL T. RZEPKA

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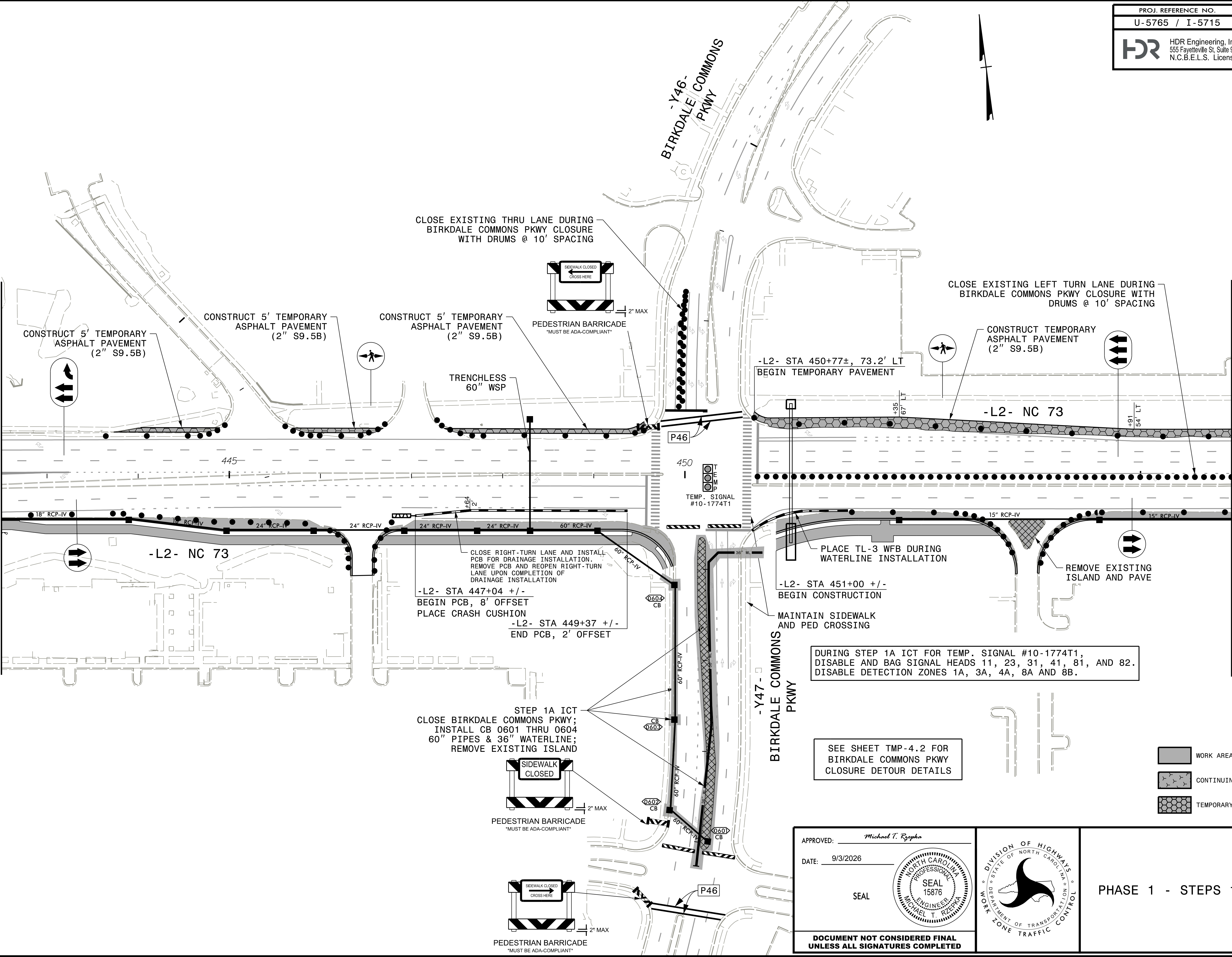
PHASE 1 - STEP 1

MATCHLINE -L2- STA. 442 + 50, SEE SHEET TMP-4.5

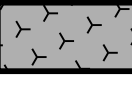
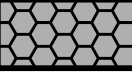
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REVISIONS

MATCHLINE -L2- STA. 442 + 50, SEE SHEET TMP-4.4



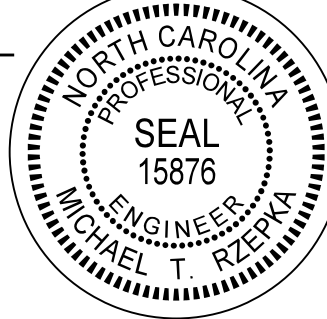
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U-5765 / I-5715	TMP-4.5
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-  WORK AREA
-  CONTINUING CONSTRUCTION
-  TEMPORARY PAVEMENT

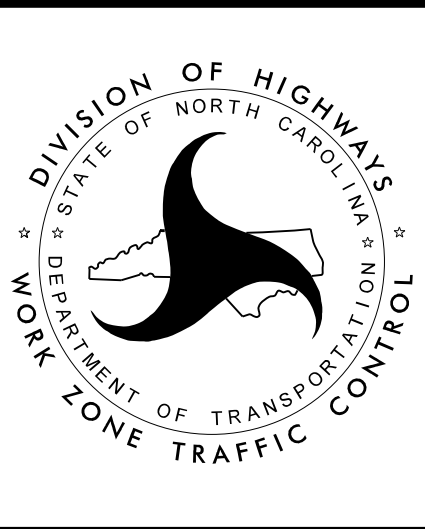
APPROVED: *Michael T. Rzepka*

DATE: 9/3/2026

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UNLESS ALL SIGNATURES COMPLETED



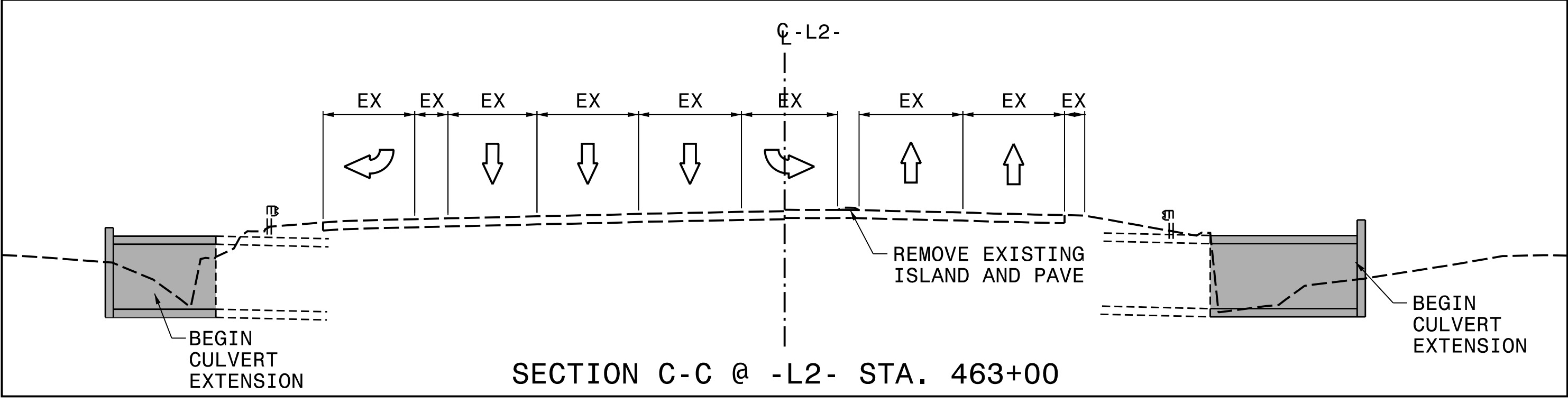
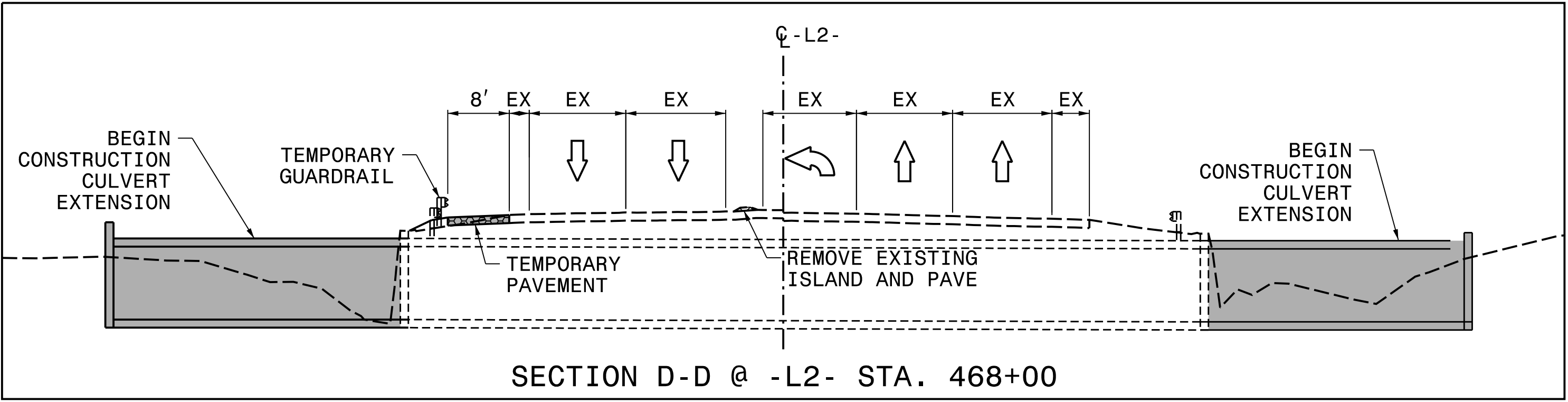
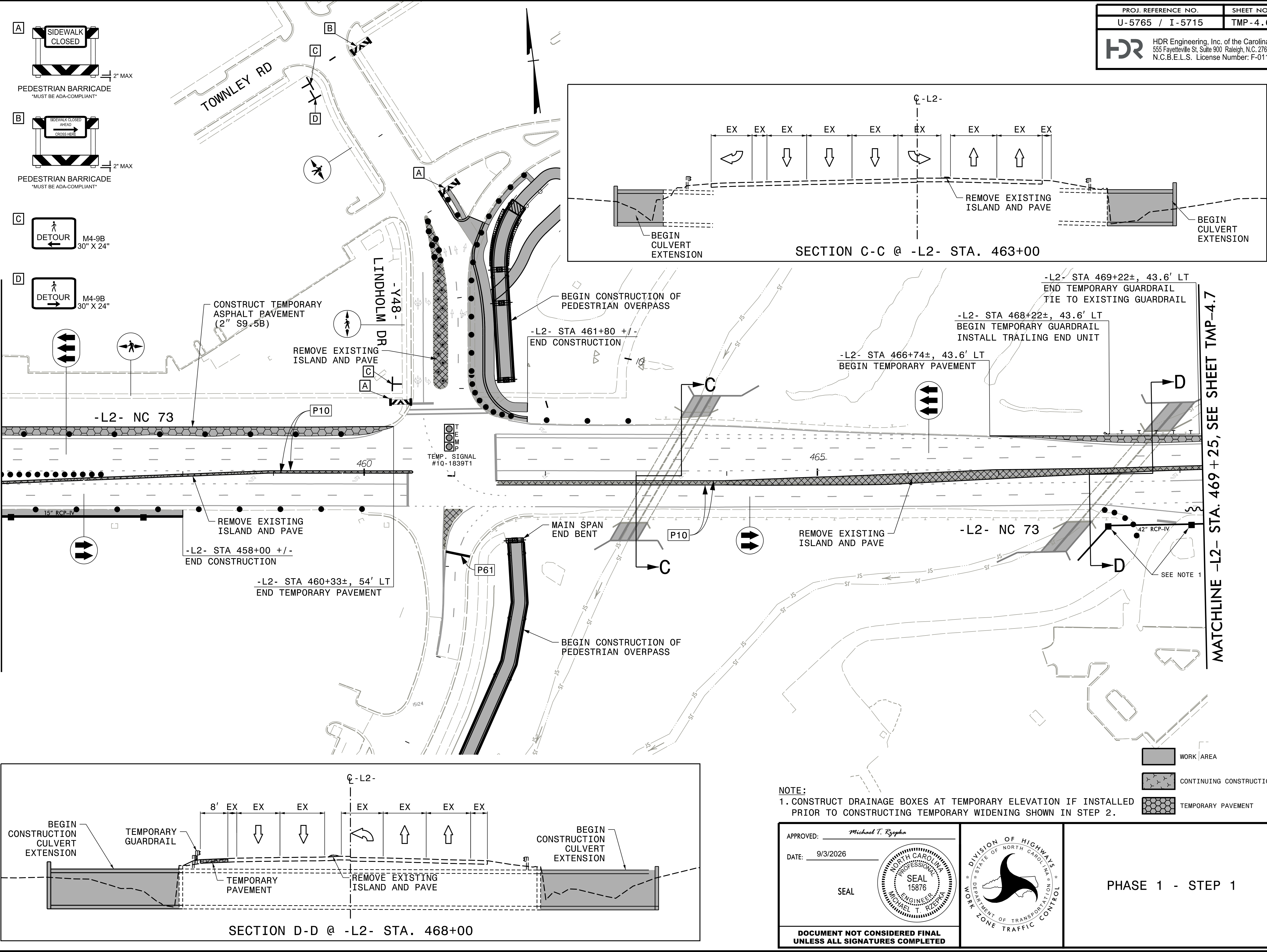
PHASE 1 - STEPS 1 & 1A

MATCHLINE -L2- STA. 456 + 00, SEE SHEET TMP-4.6

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REVISIONS

MATCHLINE -L2- STA. 456 + 00, SEE SHEET TMP-4.5



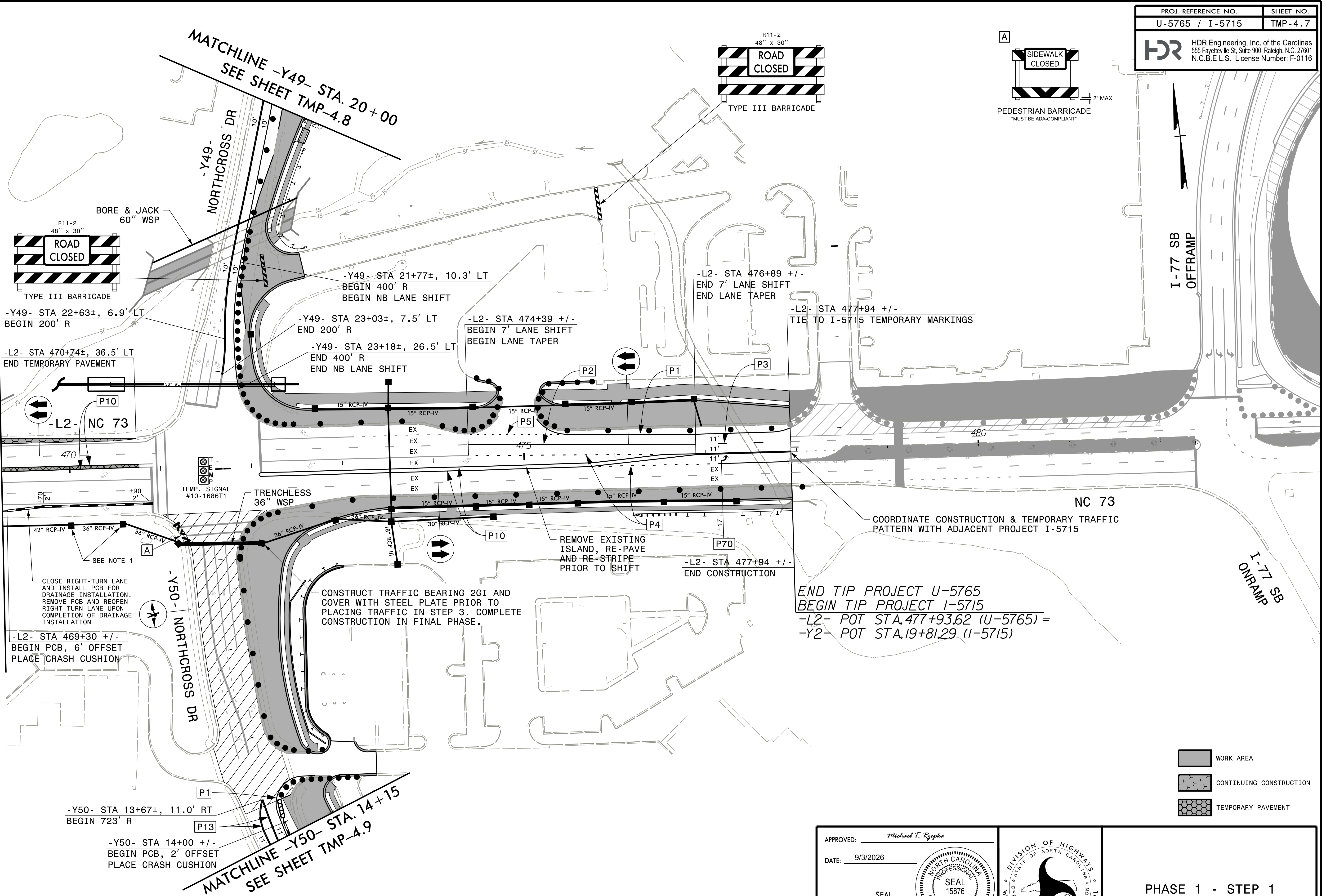
NOTE:
1. CONSTRUCT DRAINAGE BOXES AT TEMPORARY ELEVATION IF INSTALLED PRIOR TO CONSTRUCTING TEMPORARY WIDENING SHOWN IN STEP 2.

APPROVED: <i>Michael T. Rzepka</i>			PHASE 1 - STEP 1
DATE: 9/3/2026			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

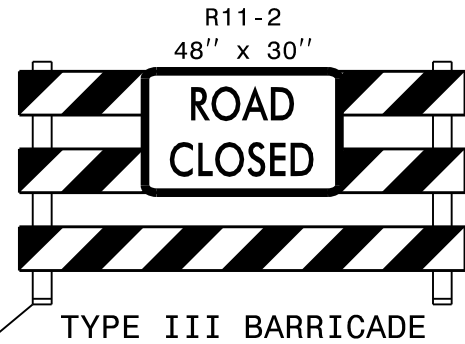
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REVISIONS

MATCHLINE -L2- STA. 469 + 25, SEE SHEET TMP-4.6

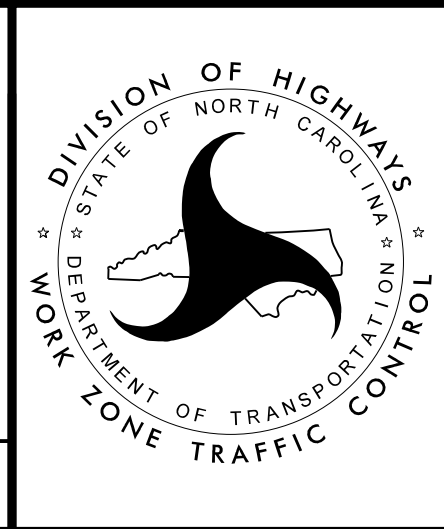


PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-4.7
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END TIP PROJECT U-5765
BEGIN TIP PROJECT I-5715
-L2- POT STA. 477+93.62 (U-5765) =
-Y2- POT STA. 19+81.29 (I-5715)

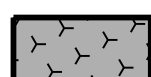
APPROVED: *Michael T. Rzepka*
DATE: 9/3/2026
SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 15876
MICHAEL T. RZEPKA



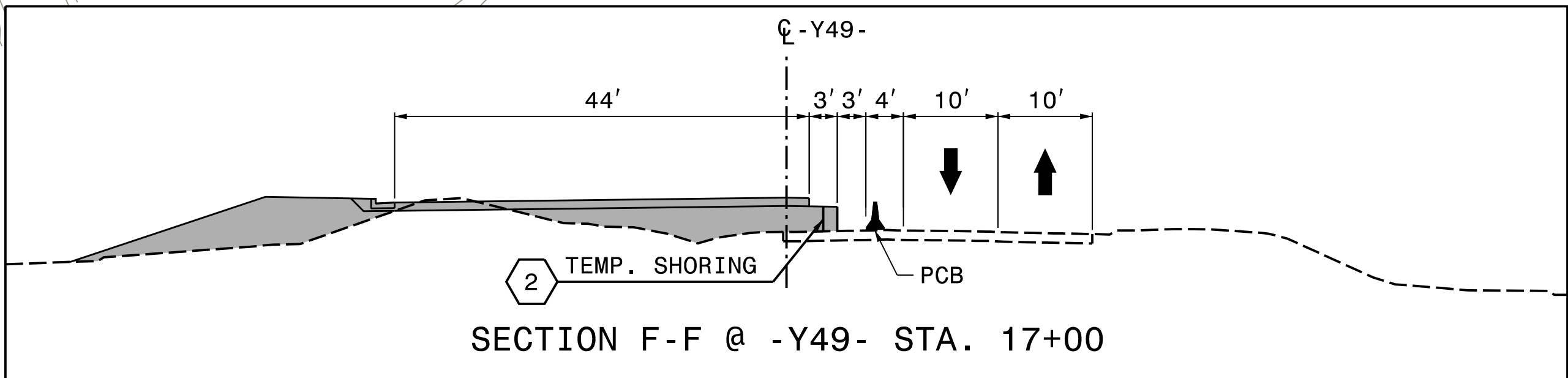
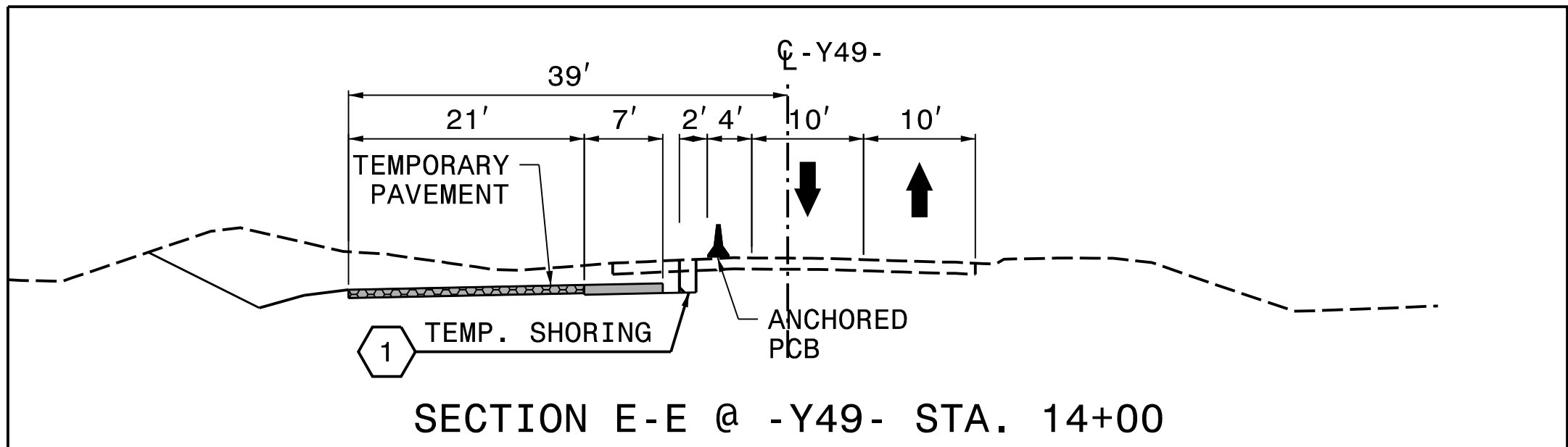
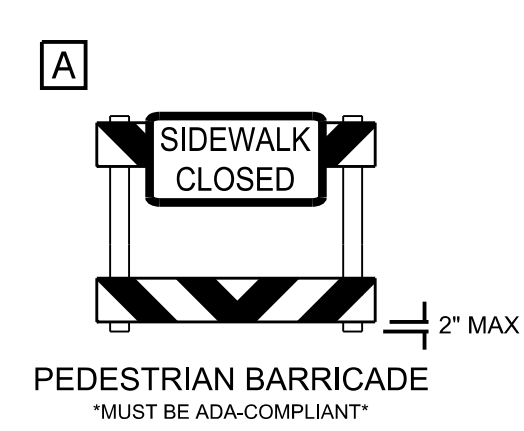
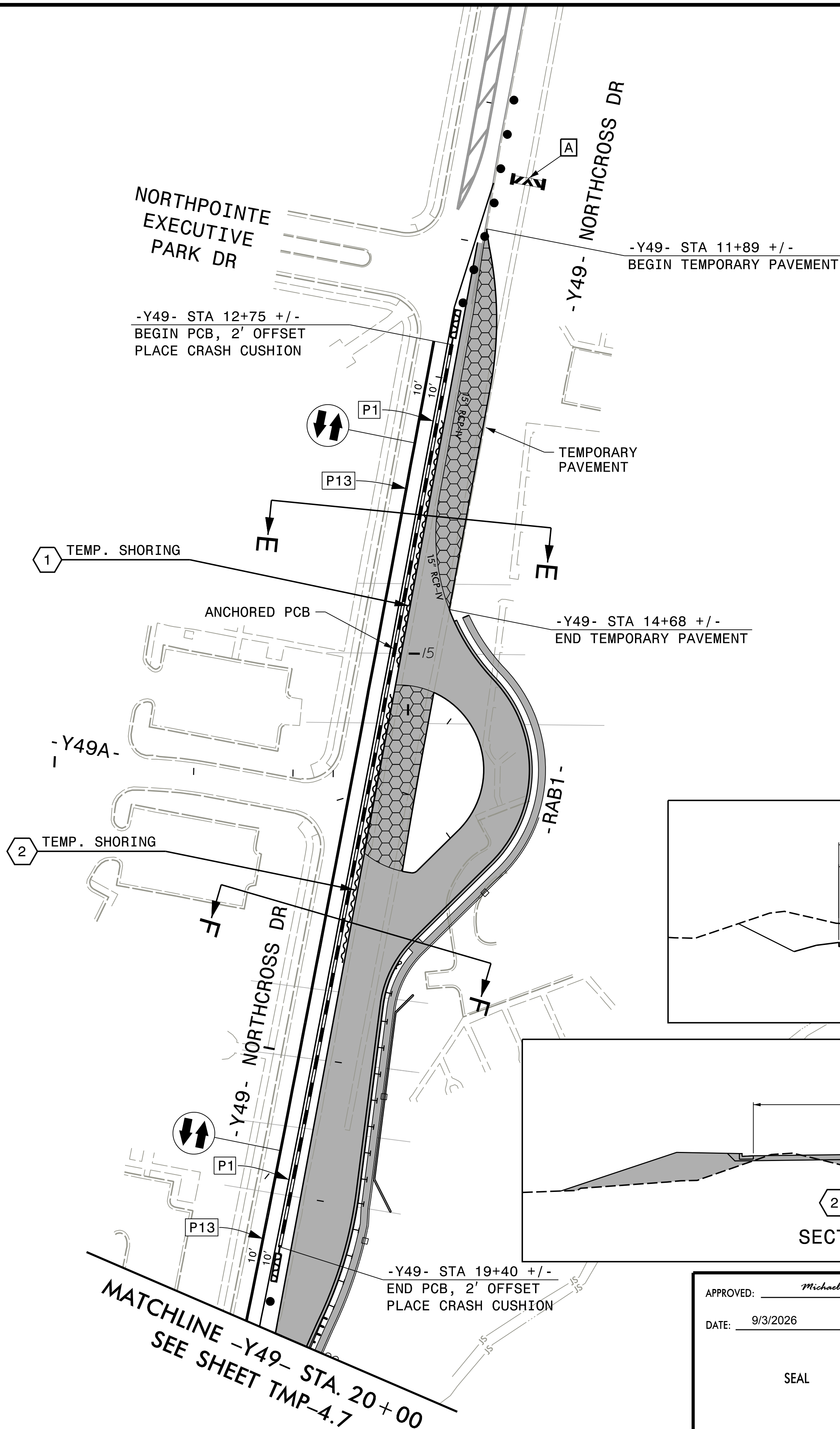
PHASE 1 - STEP 1

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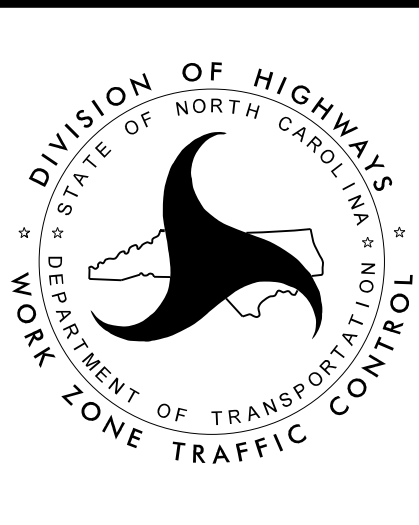
REVISIONS

-  WORK AREA
-  CONTINUING CONSTRUCTION
-  TEMPORARY PAVEMENT

1	TEMPORARY SHORING NO. 1 - CUT FROM: -Y49- STA. 13+30 +/-, 11.5' LT TO: -Y49- STA. 15+05 +/-, 7.6' RT
2	TEMPORARY SHORING NO. 2 - FILL FROM: -Y49- STA. 15+30 +/-, 12.7' RT TO: -Y49- STA. 17+30 +/-, 5.3' RT



APPROVED: *Michael T. Rzepka*
DATE: 9/3/2026
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NORTH CAROLINA
PROFESSIONAL
ENGINEER
SEAL 15876
MICHAEL T. RZEPKA

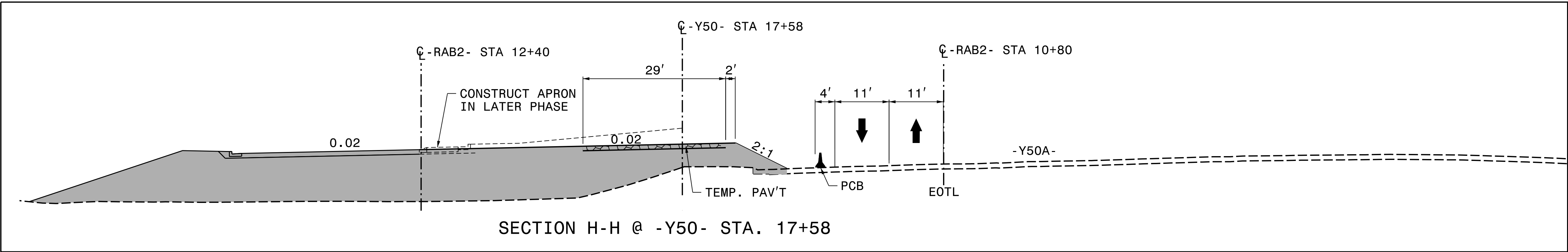


PHASE 1 - STEP 1

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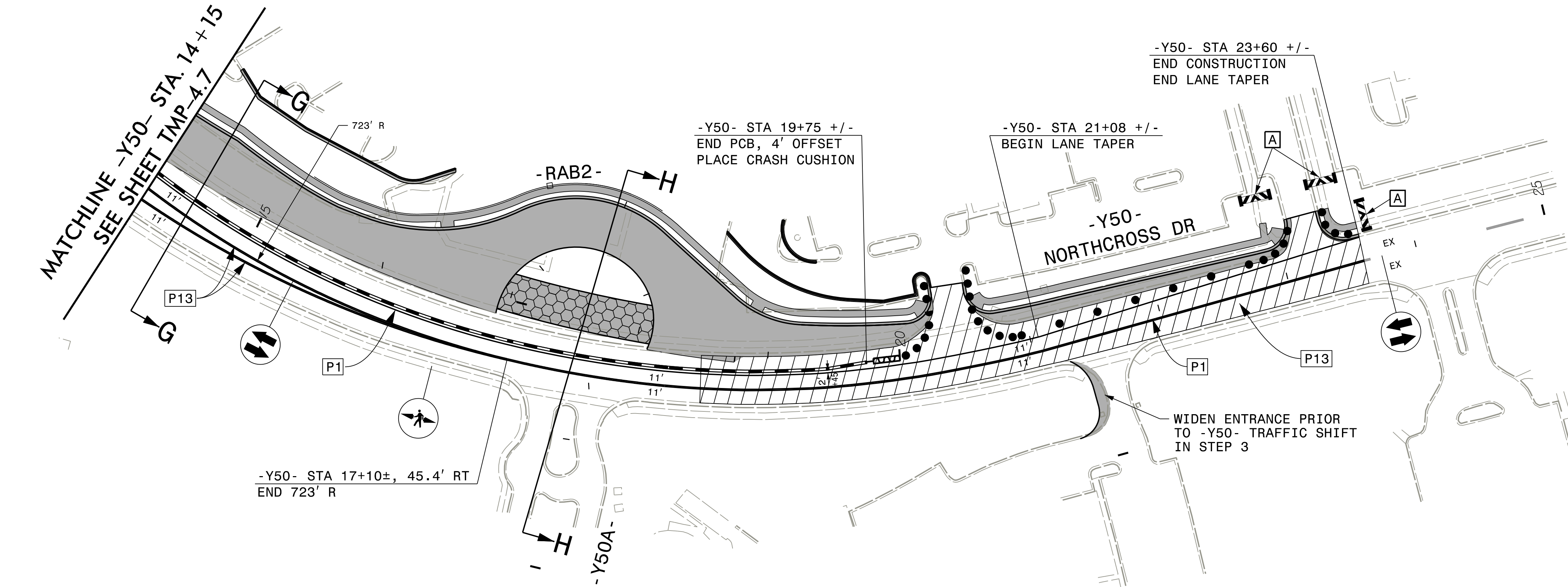
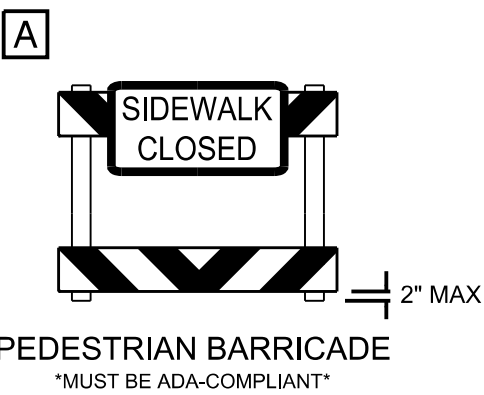
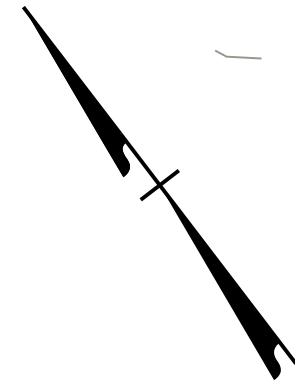
REVISIONS

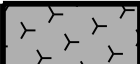


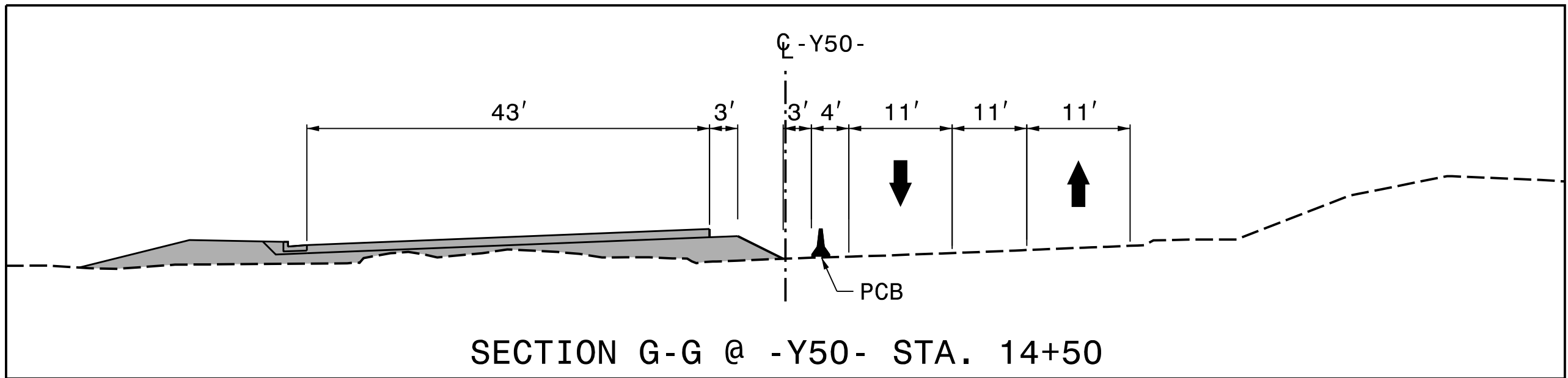
PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-4.9

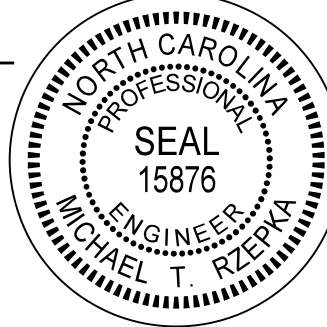


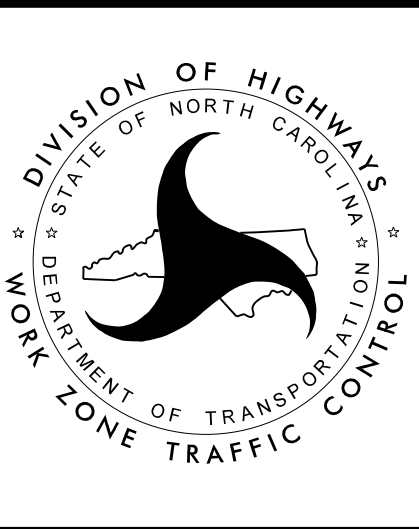
HDR Engineering, Inc. of the Carolinas
555 Fayetteville St, Suite 900, Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116



-  WORK AREA
-  CONTINUING CONSTRUCTION
-  TEMPORARY PAVEMENT



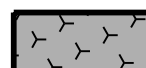
APPROVED: <i>Michael T. Rzepka</i>
DATE: 9/3/2026
SEAL

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



PHASE 1 - STEP 1

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
USER: BSCOTT
DATE: 9/3/2026
PENTABLE: NCDOT_tcp.tbl
TIME: 10:00:58 AM
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REVISIONS

-  WORK AREA
-  CONTINUING CONSTRUCTION
-  TEMPORARY PAVEMENT

COORDINATE CONSTRUCTION & TEMPORARY TRAFFIC
PATTERN WITH ADJACENT PROJECT R-5721B

END TIP PROJECT R-5721B
BEGIN TIP PROJECT U-5765
-L2- POT STA. 421+00.00 (R-5721B) =
-L2- POT STA. 421+00.00 (U-5765)

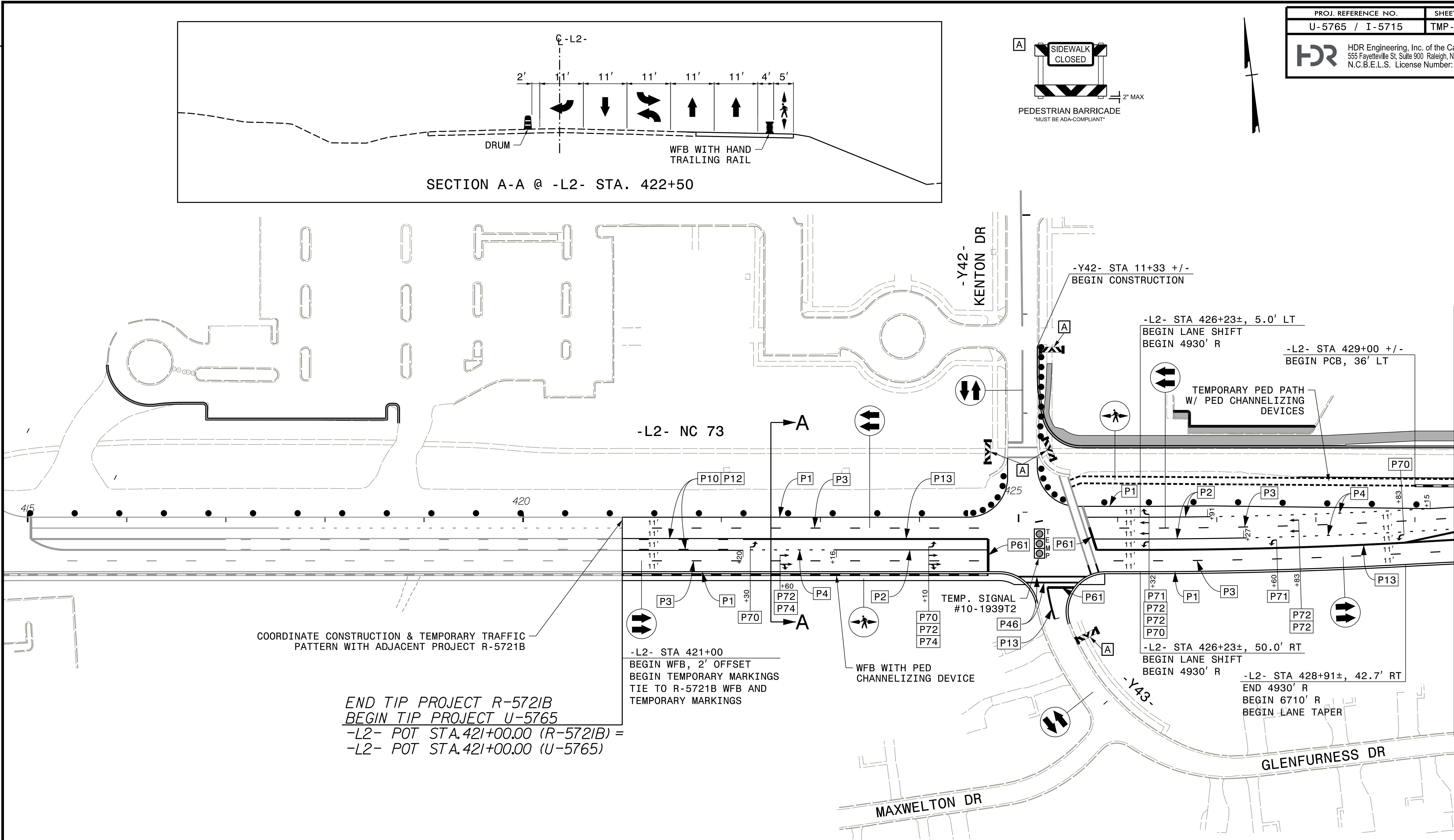
SECTION A-A @ -L2- STA. 422+50



PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-4.10
 HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900, Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	



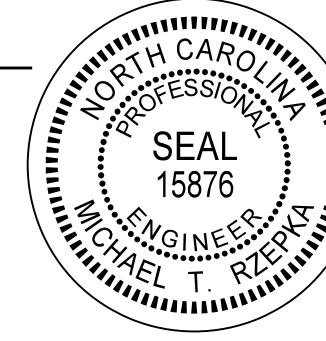
MATCHLINE -L2- STA. 429+40, SEE SHEET TMP-4.11



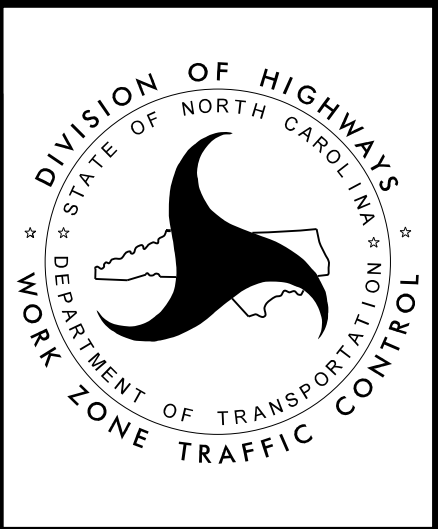
APPROVED: *Michael T. Rzepka*

DATE: 9/3/2026

SEAL

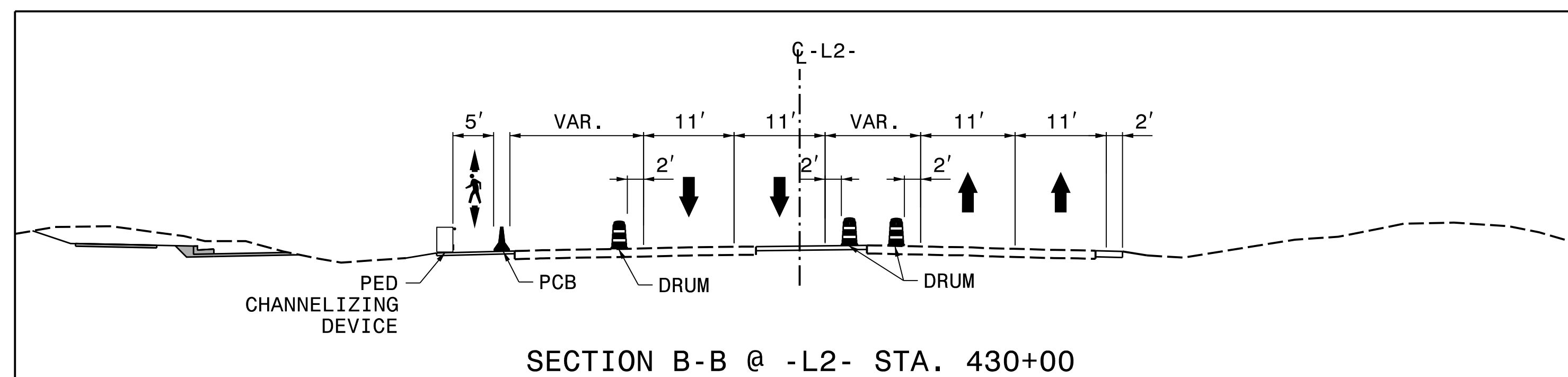


**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



PHASE 1 - STEP 2

 WORK AREA
 CONTINUING CONSTRUCTION
 TEMPORARY PAVEMENT



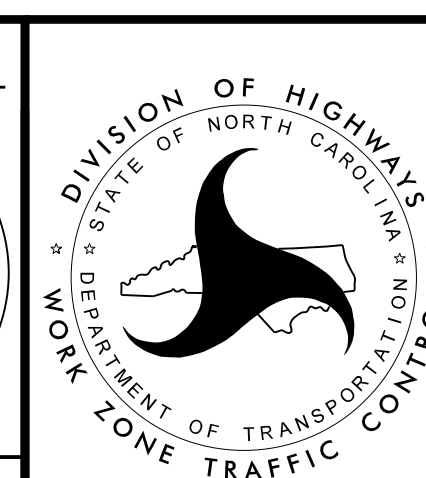
APPROVED: Michael T. Rzepka

DATE: 9/3/2026

SEAL



**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

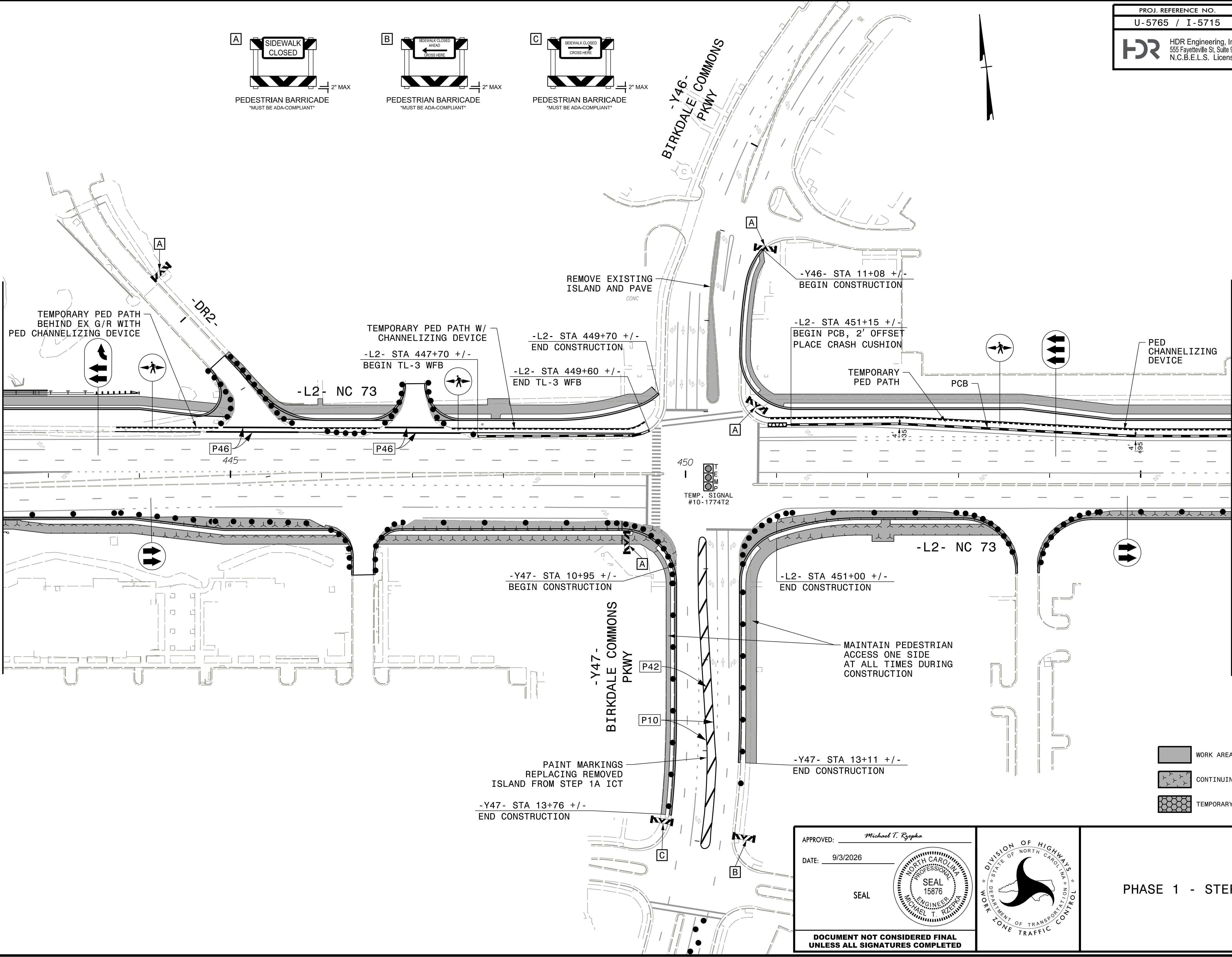


PHASE 1 - STEP 2

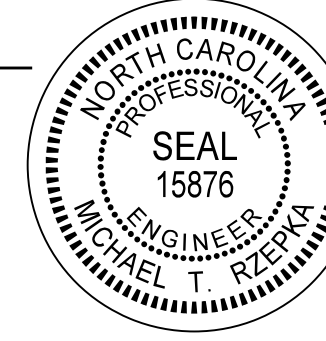
PLOT DRIVER: NCDOT_color_eng-50.plt
PENTABLE: NCDOT_tcp.tbl
USER: BSCOTT
DATE: 9/3/2026
TIME: 10:01:28 AM
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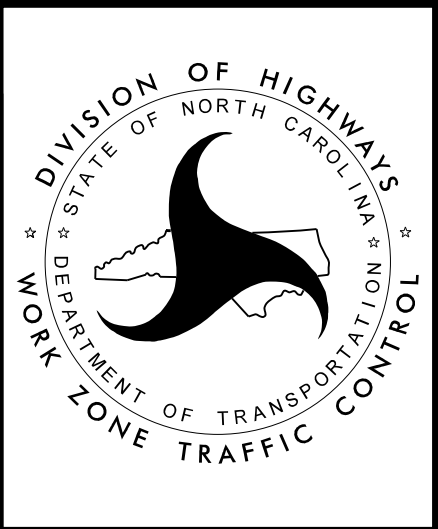
REVISIONS

MATCHLINE -L2- STA. 442 + 50, SEE SHEET TMP-4.11

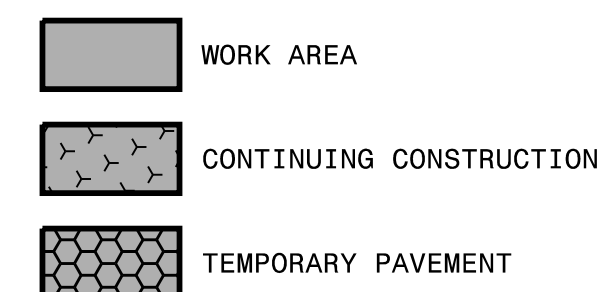
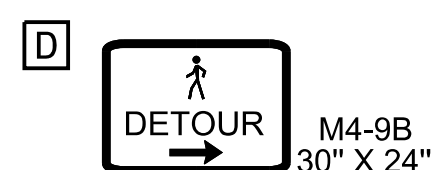


PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-4.12
 HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	

APPROVED: <i>Michael T. Rzepka</i>
DATE: 9/3/2026
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PHASE 1 - STEP 2



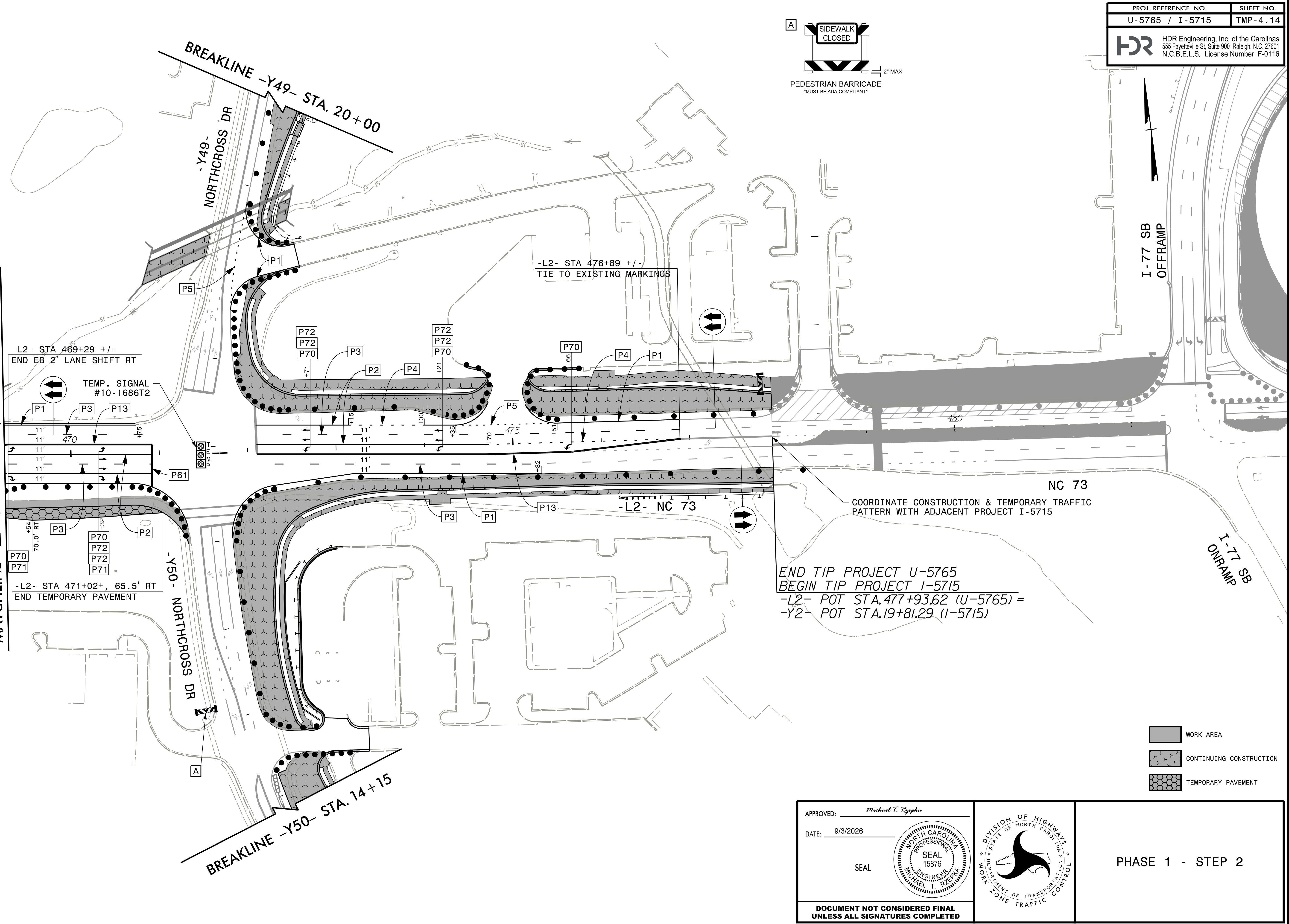
14 TEMPORARY SHORING NO. 14 - FILL
FROM: -L2- STA. 466+33 +/-, 20.9' RT
TO: -L2- STA. 466+93 +/-, 20.9' RT

PHASE 1 - STEP 2

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
PENTABLE: NCDOT_tcp.tbl
USER: BSCOTT
DATE: 9/3/2026
TIME: 10:01:54 AM
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REVISIONS

MATCHLINE -L2- STA. 469 + 25, SEE SHEET TMP-4.13



PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-4.14

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DATE: 9/3/2026

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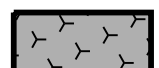
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



PHASE 1 - STEP 2

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
PENTABLE: NCDOT_tcp.tbl
USER: BSCOTT
DATE: 9/3/2026
TIME: 10:02:17 AM
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REVISIONS

-  WORK AREA
-  CONTINUING CONSTRUCTION
-  TEMPORARY PAVEMENT

COORDINATE CONSTRUCTION & TEMPORARY TRAFFIC
PATTERN WITH ADJACENT PROJECT R-5721B

END TIP PROJECT R-5721B
BEGIN TIP PROJECT U-5765
-L2- POT STA. 421+00.00 (R-5721B) =
-L2- POT STA. 421+00.00 (U-5765)

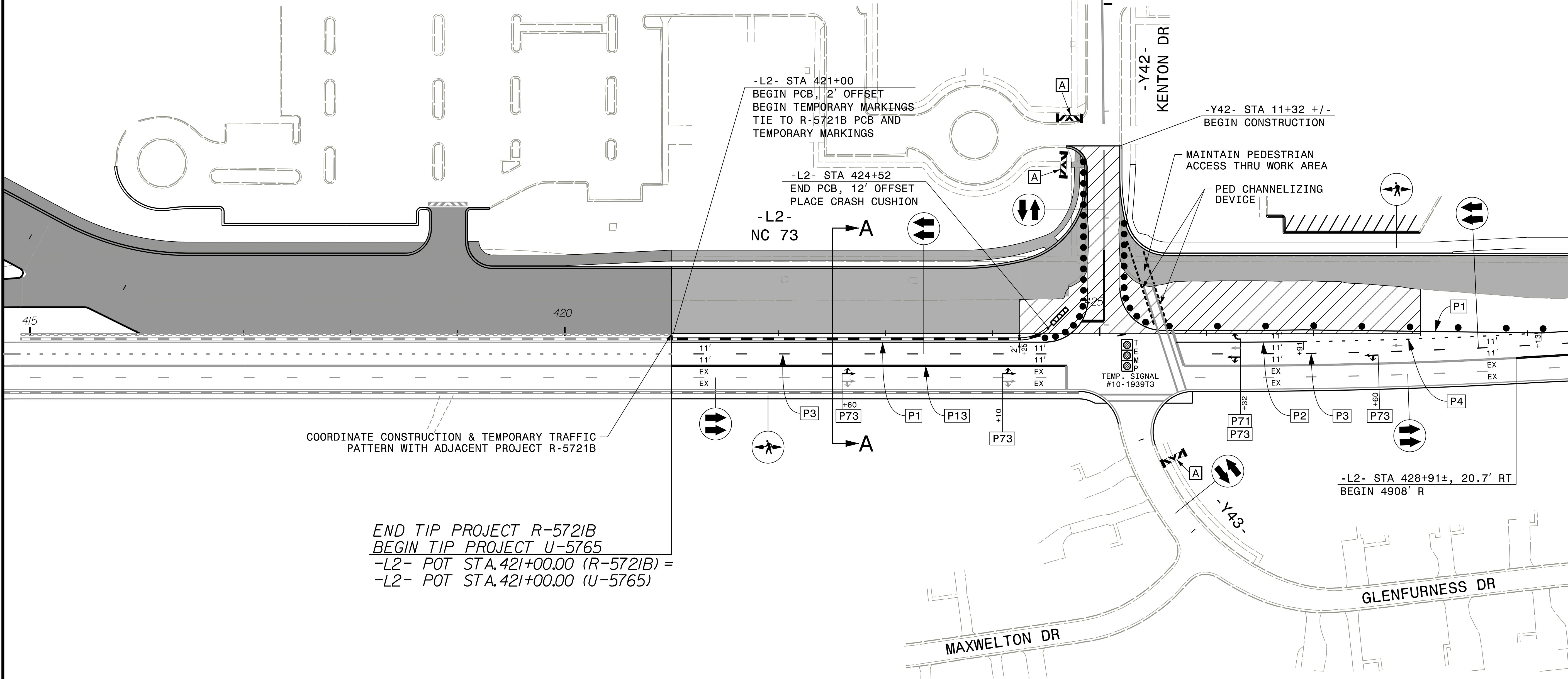
SECTION A-A @ -L2- STA. 422+50



PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-4.15
 HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900, Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	



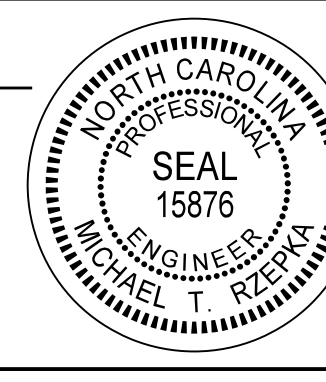
MATCHLINE -L2- STA. 429 + 40, SEE SHEET TMP-4.16



APPROVED: *Michael T. Rzepka*

DATE: 9/3/2026

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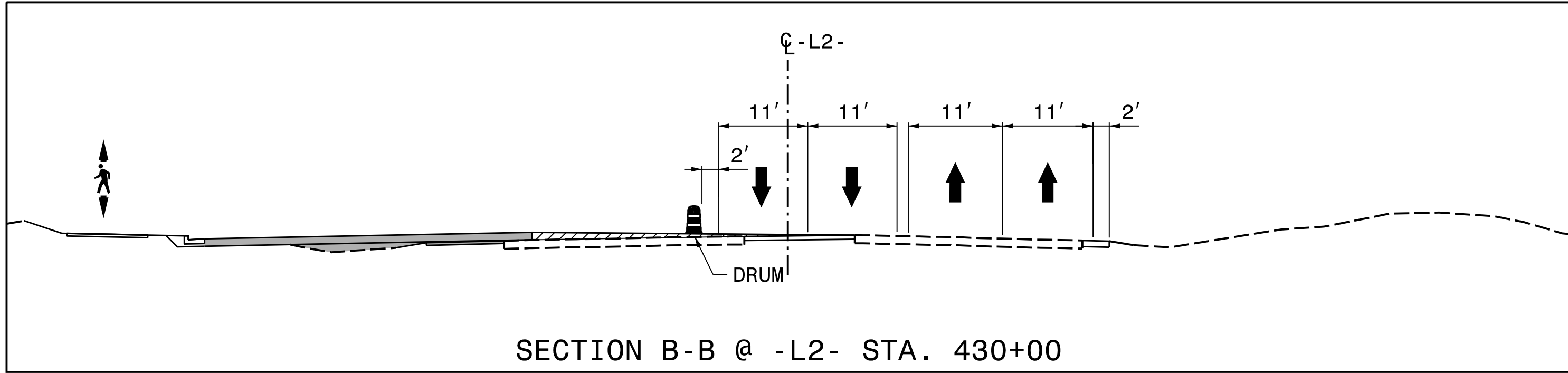
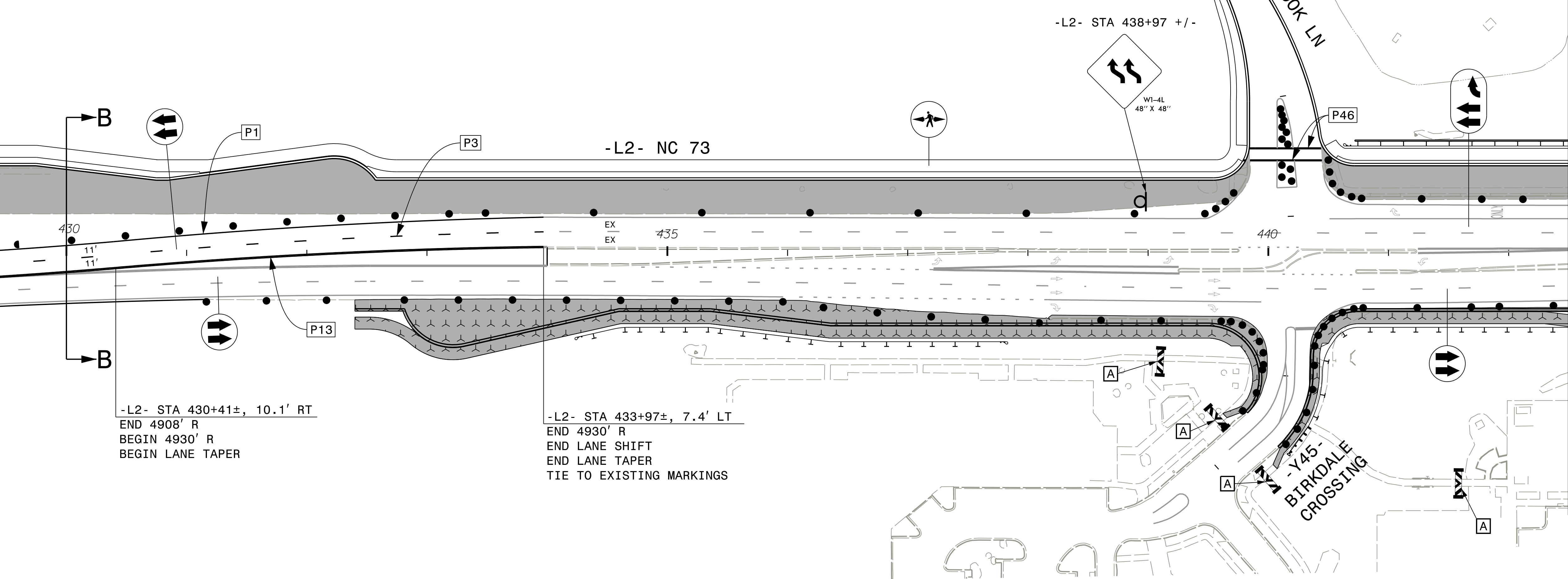
PHASE 1 - STEP 3

PLOT DRIVER: NCDOT_color_eng_50.plt
USER: BSCOTT
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PENTABLE: NCDOT_tcp.tbl
DATE: 9/3/2026
TIME: 10:02:28 AM

REVISIONS

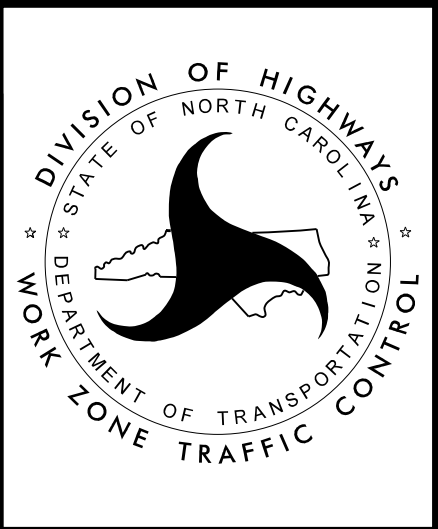
MATCHLINE -L2- STA. 429 + 40, SEE SHEET TMP-4.15



PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-4.16
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- WORK AREA
- CONTINUING CONSTRUCTION
- TEMPORARY PAVEMENT

APPROVED: *Michael T. Rzepka*
DATE: 9/3/2026
SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 15876
MICHAEL T. RZEPKA



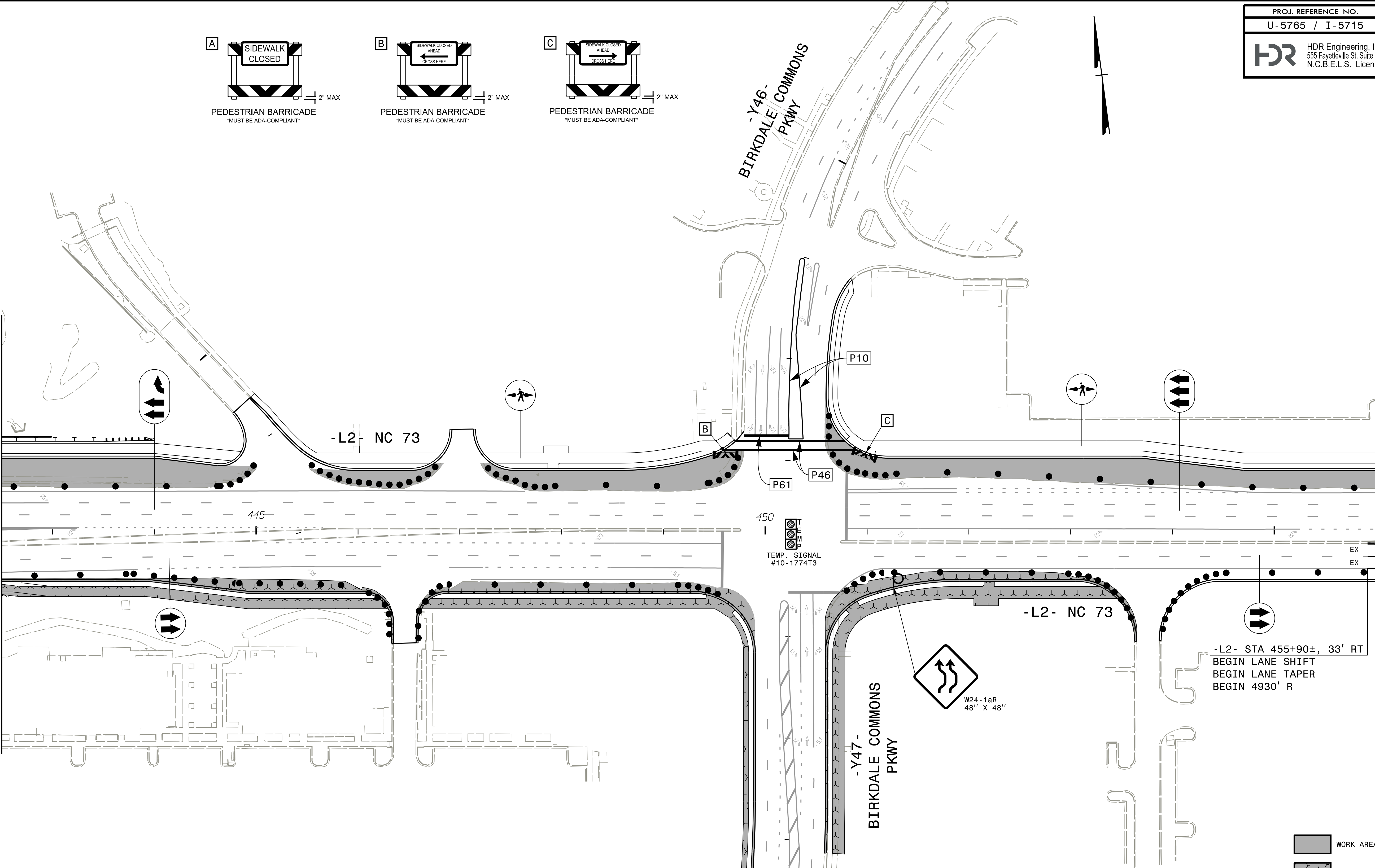
PHASE 1 - STEP 3

MATCHLINE -L2- STA. 442 + 50, SEE SHEET TMP-4.17

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USER: BSCOTT
DATE: 9/3/2026
PENTABLE: NCDOT_tcp.tbl
TIME: 10:02:39 AM
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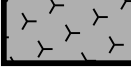
REVISIONS

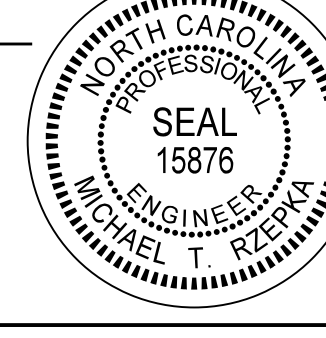
MATCHLINE -L2- STA. 442 + 50, SEE SHEET TMP-4.16

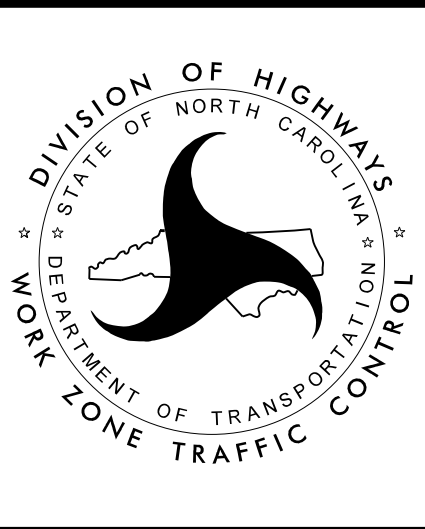


MATCHLINE -L2- STA. 456 + 00, SEE SHEET TMP-4.18

PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-4.17
 HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	

-  WORK AREA
-  CONTINUING CONSTRUCTION
-  TEMPORARY PAVEMENT

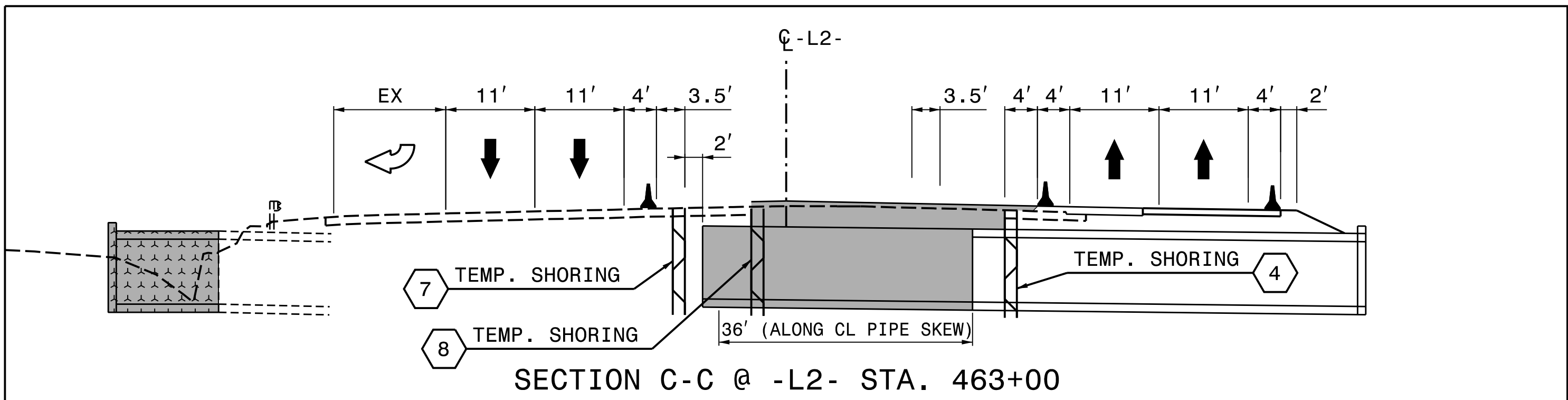
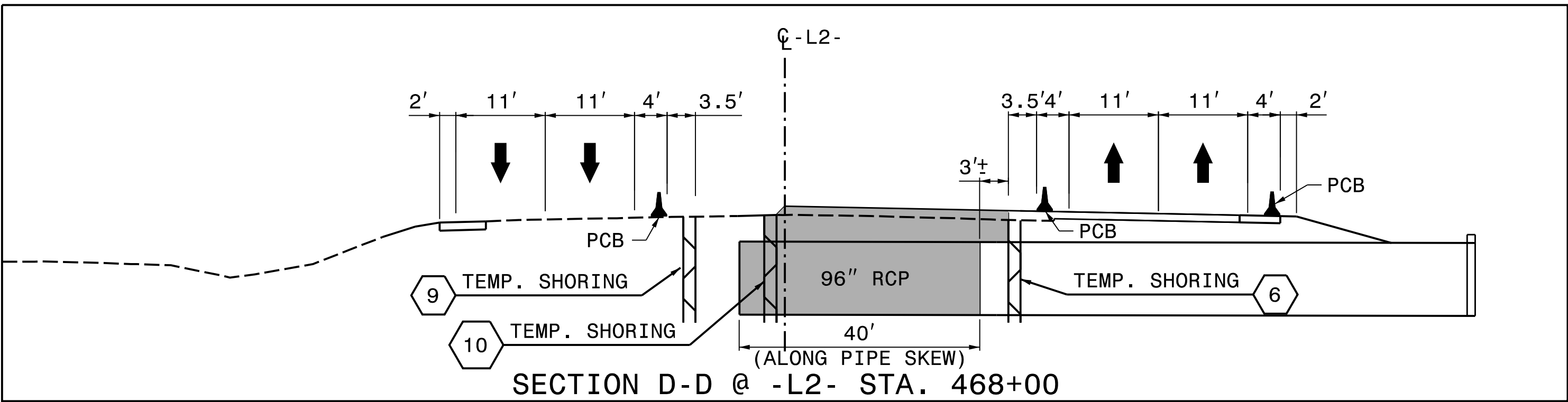
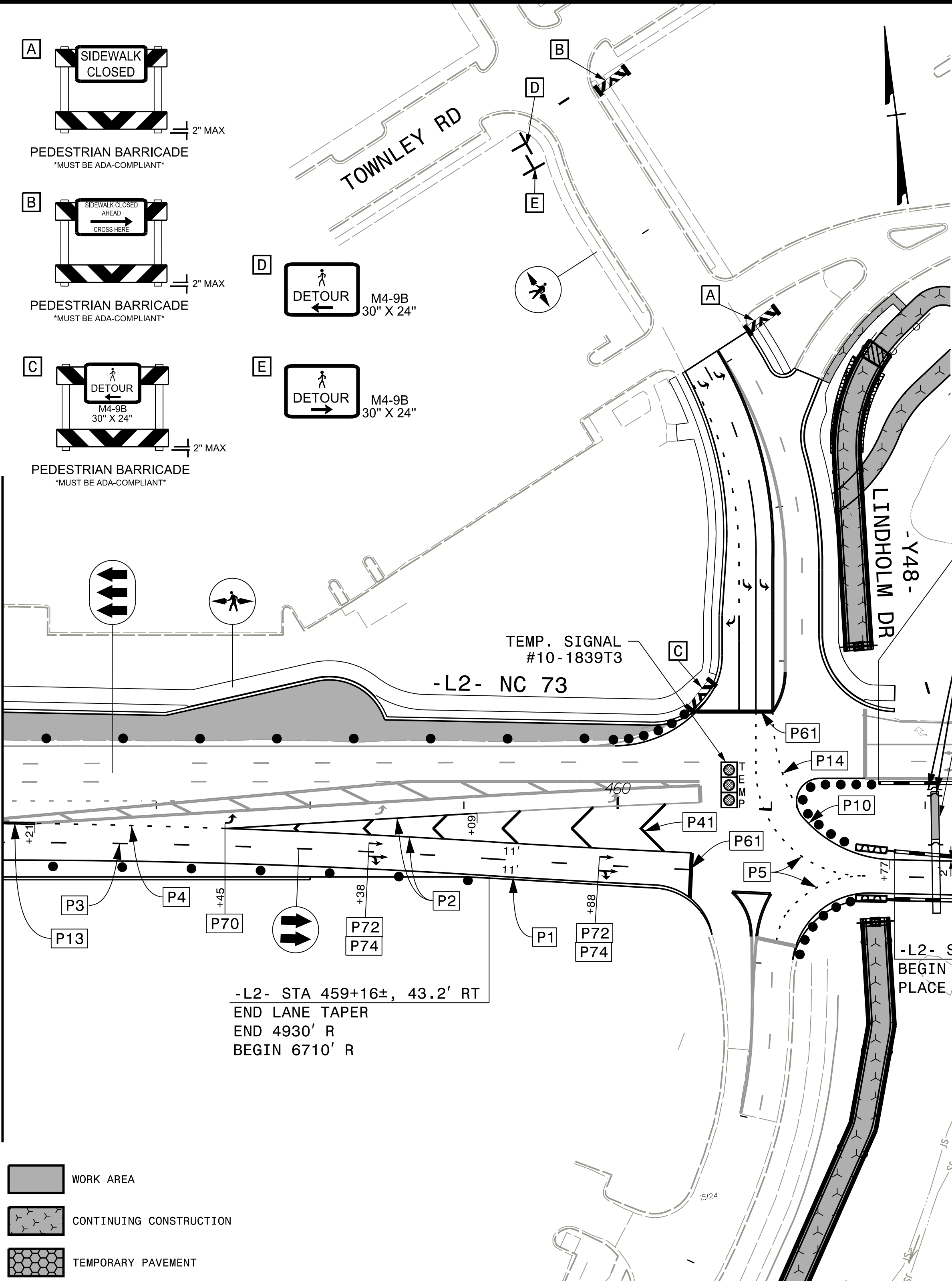
APPROVED: <i>Michael T. Rzepka</i>
DATE: 9/3/2026
SEAL

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PHASE 1 - STEP 3

REVISIONS

MATCHLINE -L2- STA. 456 + 00, SEE SHEET TMP-4.17



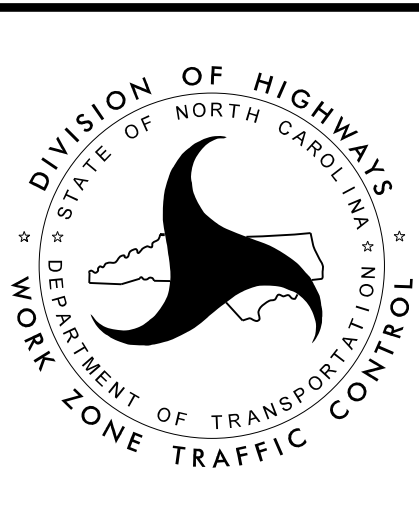
7	TEMPORARY SHORING NO. 7 - CUT FROM: -L2- STA. 463+49 +/-, 12.5' LT TO: -L2- STA. 464+02 +/-, 12.5' LT	15	TEMPORARY SHORING NO. 15 - CUT FROM: -L2- STA. 462+01 +/-, 12.7' LT TO: -L2- STA. 462+11 +/-, 12.7' LT
8	TEMPORARY SHORING NO. 8 - FILL FROM: -L2- STA. 463+44 +/-, 4.3' LT TO: -L2- STA. 463+96 +/-, 4.3' LT	16	TEMPORARY SHORING NO. 16 - FILL FROM: -L2- STA. 462+01 +/-, 10.2' LT TO: -L2- STA. 462+11 +/-, 10.2' LT
9	TEMPORARY SHORING NO. 9 - CUT FROM: -L2- STA. 467+74 +/-, 11.3' LT TO: -L2- STA. 468+30 +/-, 11.5' LT	17	TEMPORARY SHORING NO. 17 - CUT FROM: -L2- STA. 466+35 +/-, 12.4' LT TO: -L2- STA. 466+95 +/-, 12.4' LT
10	TEMPORARY SHORING NO. 10 - FILL FROM: -L2- STA. 467+65 +/-, 2.8' LT TO: -L2- STA. 468+22 +/-, 2.3' LT	18	TEMPORARY SHORING NO. 18 - FILL FROM: -L2- STA. 466+35 +/-, 9.9' LT TO: -L2- STA. 466+95 +/-, 9.9' LT

APPROVED: *Michael T. Rzepka*

DATE: 9/3/2026

SEAL

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UNLESS ALL SIGNATURES COMPLETED

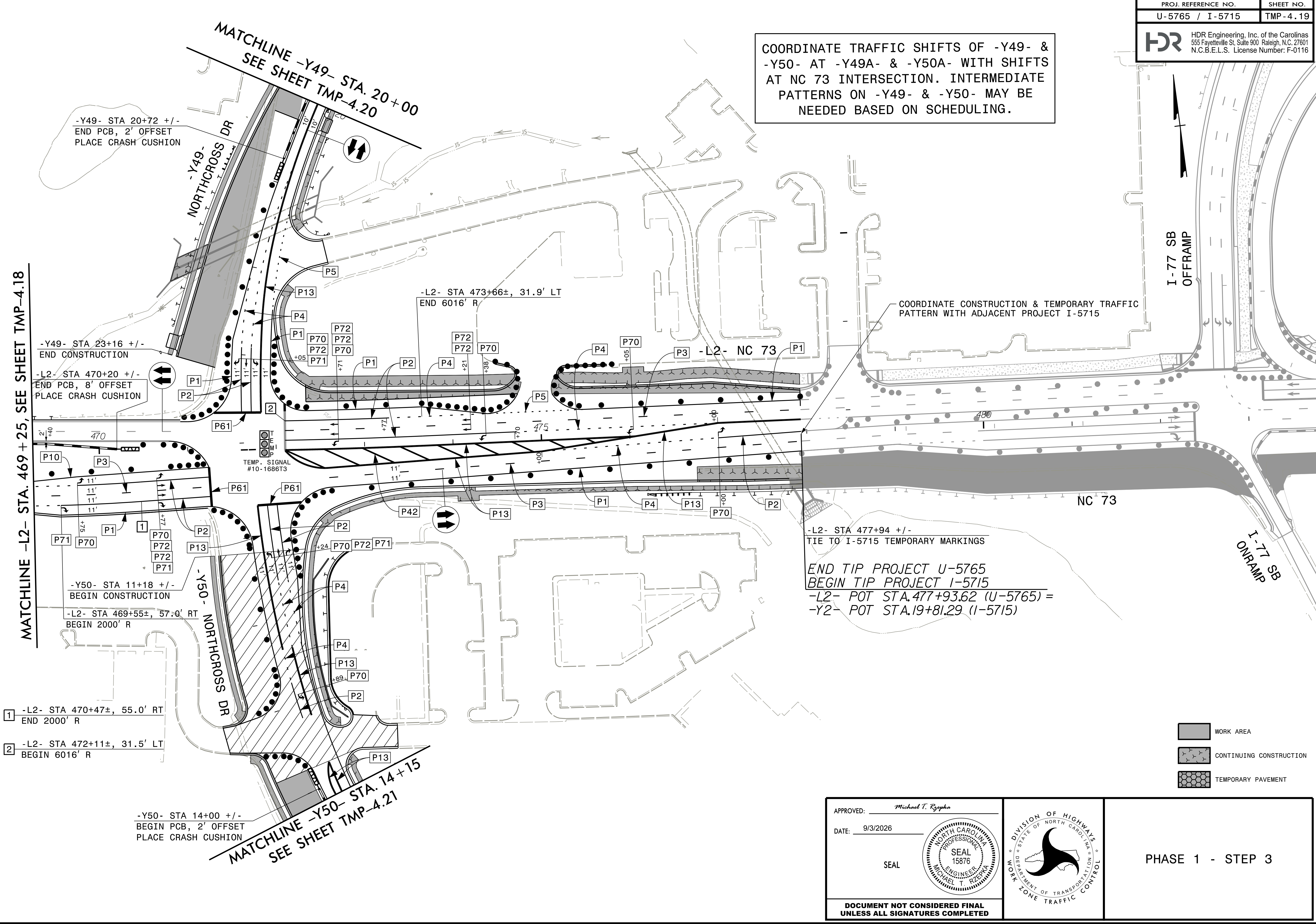


PHASE 1 - STEP 3

MATCHLINE -L2- STA. 469 + 25, SEE SHEET TMP-4.19

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
USER: BSCOTT
DATE: 9/3/2026
PENTABLE: NCDOT_tcp.tbl
TIME: 10:03:13 AM
FILE: pwt\pwhdr\users01\HDR_US_East_01\Documents\3322\10323293\6.0_CAD_BIM\6.2_WIP\Traffic\TrafficControl\TCP\U5765_TMP_TMP04-19.dgn

REVISIONS





-Y49- STA 15+00 +/-

END UNANCHORED PCB, 2' OFFSET
BEGIN ANCHORED PCB, 2' OFFSET

-Y49- STA 17+55±, 17.0' LT
END 3195' R

-Y49- STA 18+00 +/-
END ANCHORED PCB, 2' OFFSET
BEGIN UNANCHORED PCB, 2' OFFSET

-Y49- STA 10+67, 1.0' RT
END 250' R
BEGIN 250' R

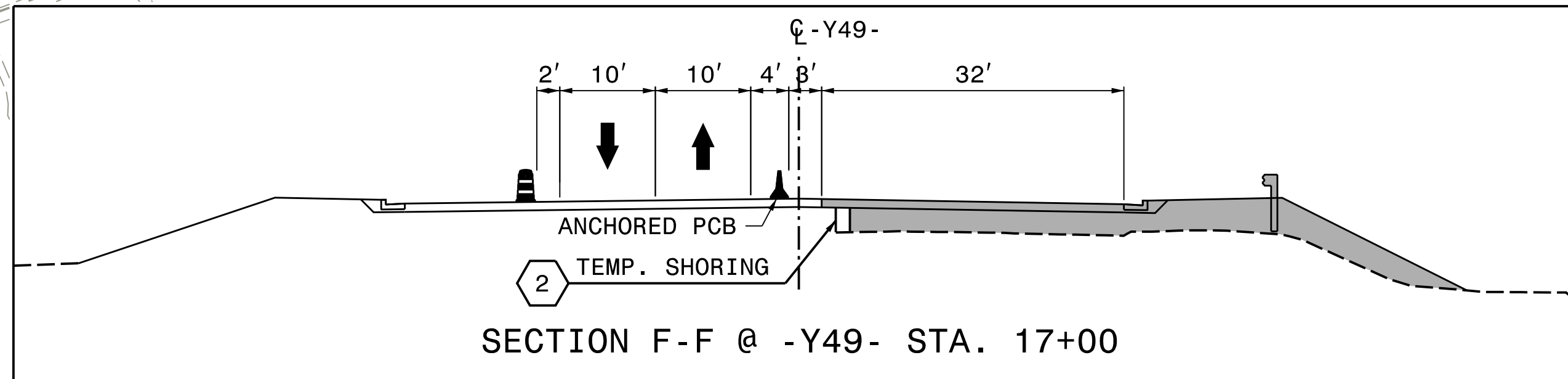
-Y49- STA 10+17, 4.5' LT
BEGIN LANE SHIFT
BEGIN 250' R
TIE TO EXISTING MARKINGS

CLOSE SIDEWALK FROM -Y49- BEGIN CONSTRUCTION
LIMIT TO -Y50- END CONSTRUCTION LIMIT.
DETOUR PEDESTRIANS USING ON-CALL TRANSPORT
SERVICE.

-Y49- STA 12+05±, 11.0' LT
END 250' R
BEGIN 250' R

-Y49- STA 13+00±, 28.0' LT
END 250' R
END LANE SHIFT

-Y49- STA 15+73±, 1.8' RT
BEGIN 3195' R



MATCHLINE -Y49- STA. 20+00
SEE SHEET TMP-4.19

-  WORK AREA
 CONTINUING CONSTRUCTION
 TEMPORARY PAVEMENT

PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-4.20
 HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	

COORDINATE TRAFFIC SHIFTS OF -Y49- & -Y50- AT -Y49A- & -Y50A- WITH SHIFTS AT NC 73 INTERSECTION. INTERMEDIATE PATTERNS ON -Y49- & -Y50- MAY BE NEEDED BASED ON SCHEDULING.

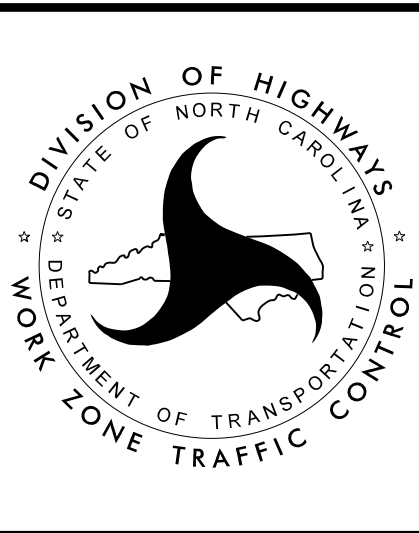
APPROVED: _____ *Michael T. Rzepka*

DATE: 9/3/2026 _____

SEAL



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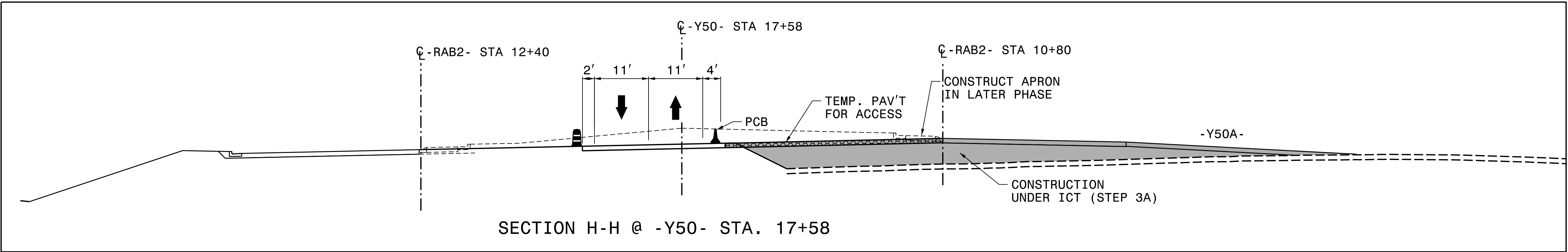
PHASE 1 - STEP 3

PLOT DRIVER: NCDOT_color_eng_50.plt
USER: BSCOTT
FILE: pw:\pwhdr\useas01\HDR_US_East_01\Documents\3322\10323293\6.0_CAD_BIM\6.2_WIP\Traffic\TrafficControl\TCD\U5765_TMP_TMP04-21.dgn

PENTABLE: NCDOT_tcp.tbl
TIME: 10:03:39 AM

DATE: 9/3/2026

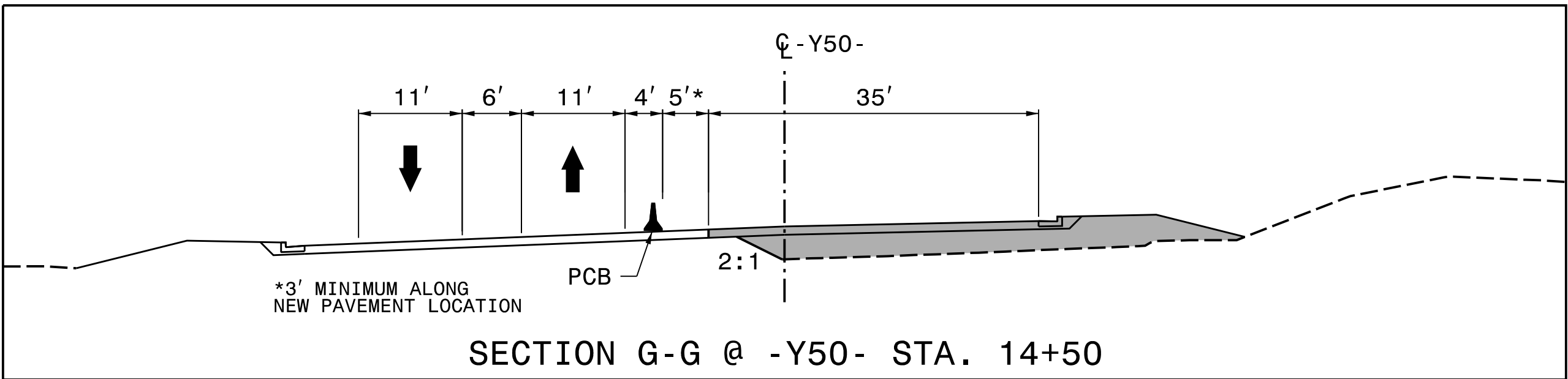
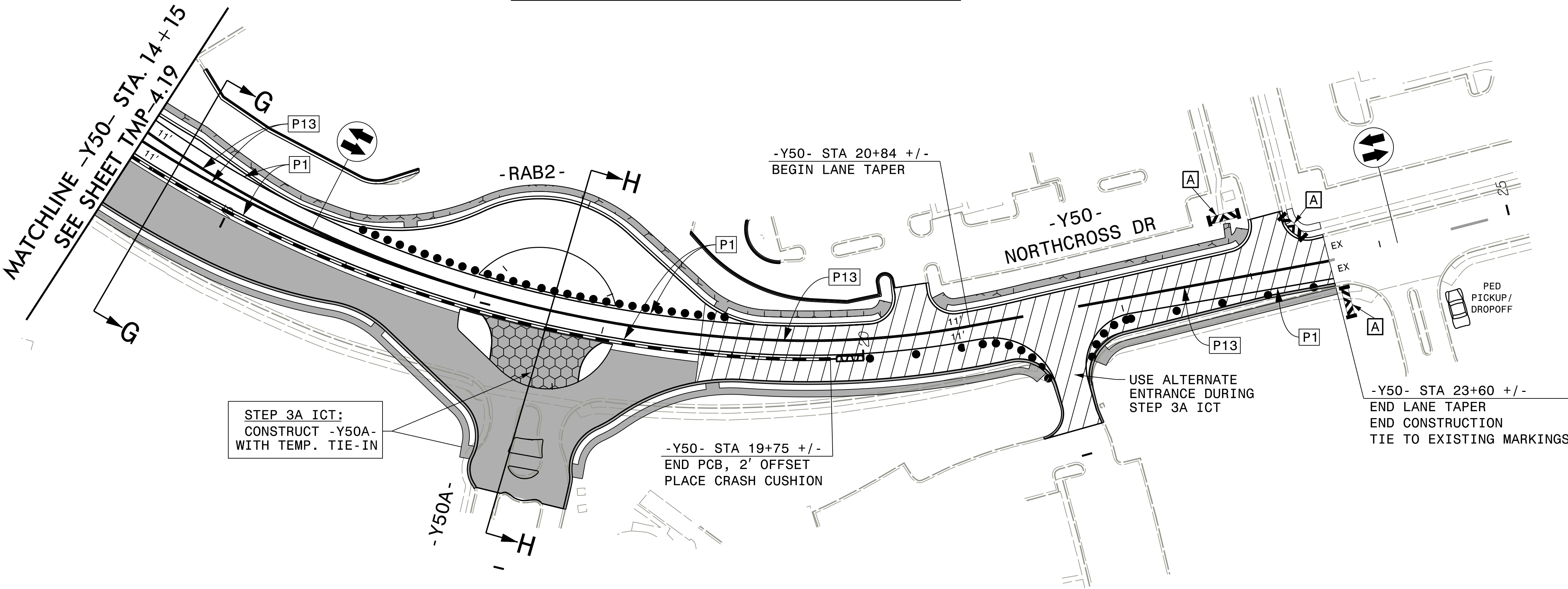
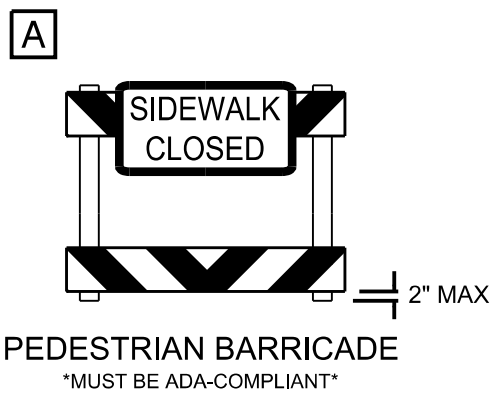
REVISIONS



SECTION H-H @ -Y50- STA. 17+58

COORDINATE TRAFFIC SHIFTS OF -Y49- & -Y50- AT -Y49A- & -Y50A- WITH SHIFTS AT NC 73 INTERSECTION. INTERMEDIATE PATTERNS ON -Y49- & -Y50- MAY BE NEEDED BASED ON SCHEDULING.

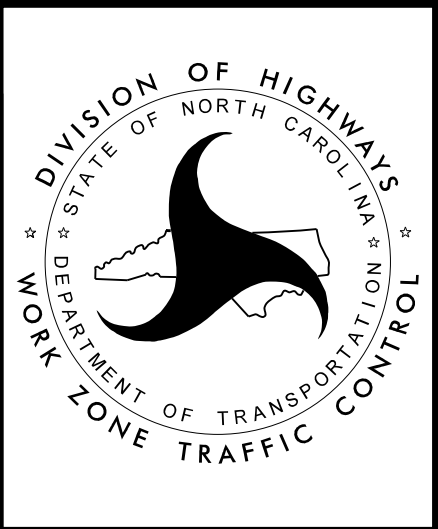
CLOSE SIDEWALK FROM -Y49- BEGIN CONSTRUCTION LIMIT TO -Y50- END CONSTRUCTION LIMIT. DETOUR PEDESTRIANS USING ON-CALL TRANSPORT SERVICE.



SECTION G-G @ -Y50- STA. 14+50

- WORK AREA
- CONTINUING CONSTRUCTION
- TEMPORARY PAVEMENT

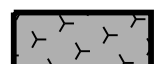
APPROVED: *Michael T. Rzepka*
DATE: 9/3/2026
SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 15876
MICHAEL T. RZEPKA
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UNLESS ALL SIGNATURES COMPLETED



PHASE 1 - STEP 3

PLOT DRIVER: NCDOT_color_eng_50.plt
USER: BSCOTT
DATE: 9/3/2026
PENTABLE: NCDOT_tcp.tbl
TIME: 10:04:01 AM
FILE: pw:\pwhdr\users\01\hdr\US_East_01\Documents\3322\10323293\6.0_CAD_BIM\6.2_WIP\Traffic\TrafficControl\TCP\U5765_TMP_TMP04-22.dgn

REVISIONS

-  WORK AREA
-  CONTINUING CONSTRUCTION
-  TEMPORARY PAVEMENT

COORDINATE CONSTRUCTION & TEMPORARY TRAFFIC
PATTERN WITH ADJACENT PROJECT R-5721B

END TIP PROJECT R-5721B
BEGIN TIP PROJECT U-5765
-L2- POT STA. 421+00.00 (R-5721B) =
-L2- POT STA. 421+00.00 (U-5765)

SECTION A-A @ -L2- STA. 422+50



PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-4.22
 HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900, Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	

MATCHLINE -L2- STA. 429 + 40, SEE SHEET TMP-4.23

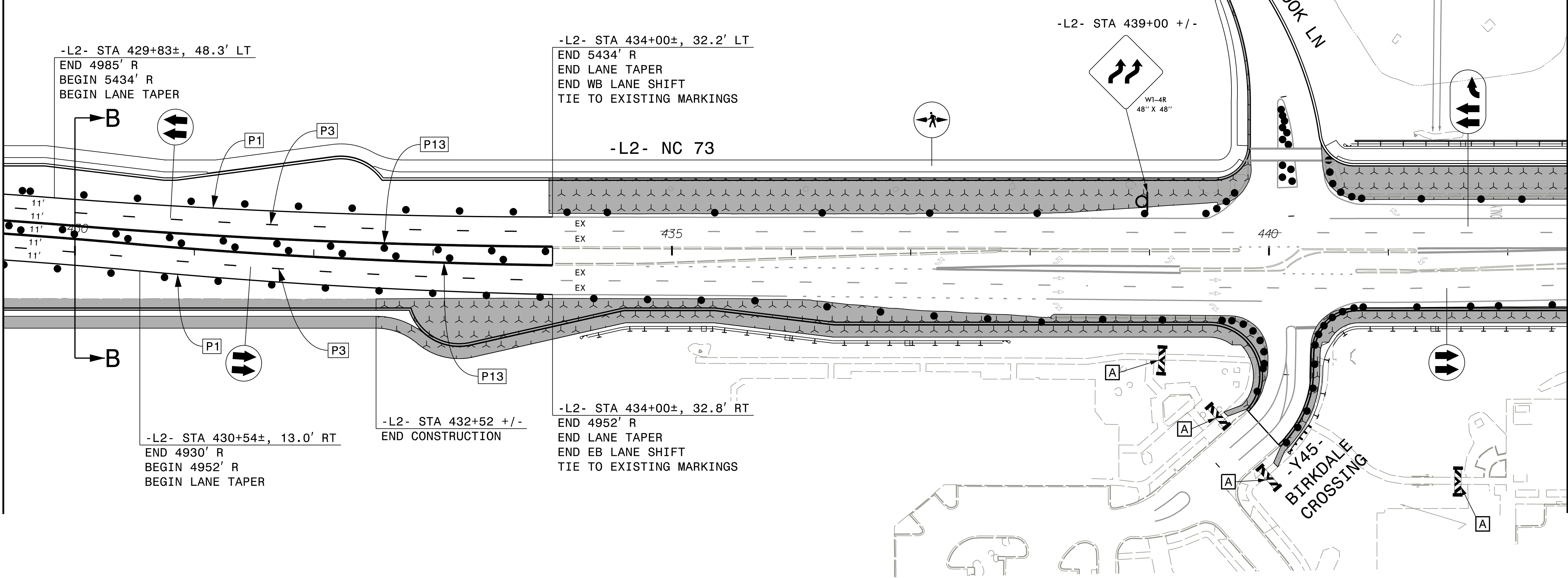
PLOT DRIVER: NCDOT_color_eng-50.plt
USER: BSCOTT
FILE: pw:\pwhdr\uses01\HDR_US_East_01\Documents\3322\10323293\6.0_CAD_BIM\6.2_WIP\Traffic\Control\TCD\U5765.TMP_TMP04-23.dgn

PENTABLE: NCDOT_tcp.tbl
TIME: 10:04:14 AM

DATE: 9/3/2026

REVISIONS

MATCHLINE -L2- STA. 429 + 40, SEE SHEET TMP-4.22



PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-4.23

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555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

- WORK AREA
- CONTINUING CONSTRUCTION
- TEMPORARY PAVEMENT

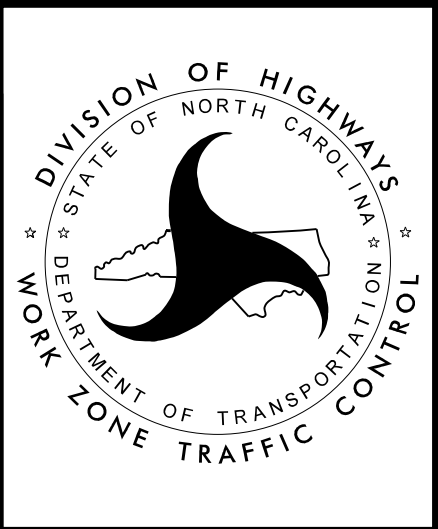
APPROVED: *Michael T. Rzepka*

DATE: 9/3/2026

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PROFESSIONAL
ENGINEER
15876
MICHAEL T. RZEPKA

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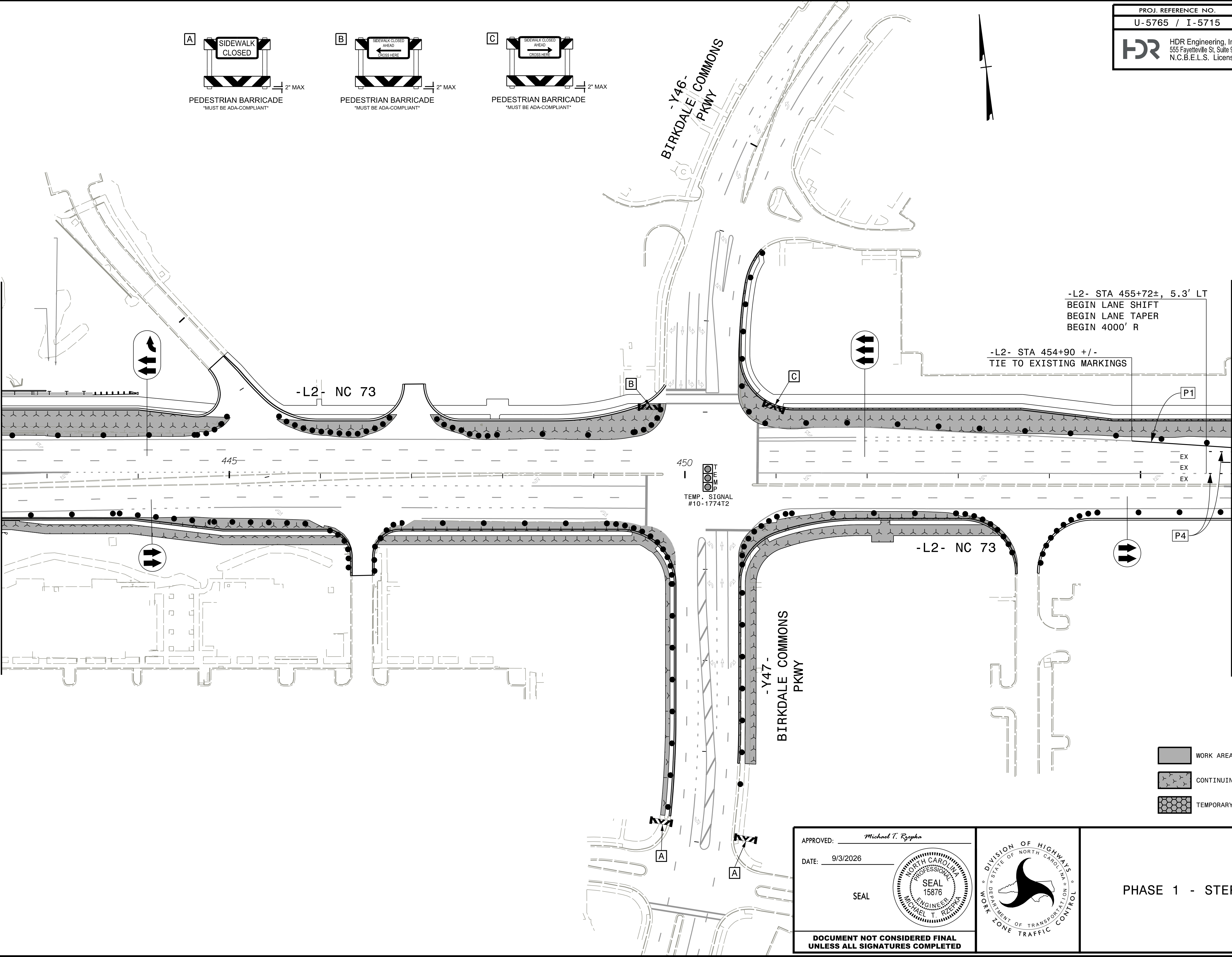


PHASE 1 - STEP 4

PLOT DRIVER: NCDOT_color_eng-50.plt
USER: BSCOTT
DATE: 9/3/2026
PENTABLE: NCDOT_tcp.tbl
TIME: 10:04:27 AM
FILE: pw:\pwhdr\users\01\HDR_US_East_01\Documents\3322\10323293\6.0_CAD_BIM\6.2_WIP\Traffic\TrafficControl\TCP\U5765.TMP_TMP04-24.dgn

REVISIONS

MATCHLINE -L2- STA. 442 + 50, SEE SHEET TMP-4.23



PROJ. REFERENCE NO.	SHEET NO.
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-L2- STA 455+72±, 5.3' LT
BEGIN LANE SHIFT
BEGIN LANE TAPER
BEGIN 4000' R

-L2- STA 454+90 +/-
TIE TO EXISTING MARKINGS

MATCHLINE -L2- STA. 456 + 00, SEE SHEET TMP-4.25

- WORK AREA
- CONTINUING CONSTRUCTION
- TEMPORARY PAVEMENT

APPROVED: *Michael T. Rzepka*

DATE: 9/3/2026

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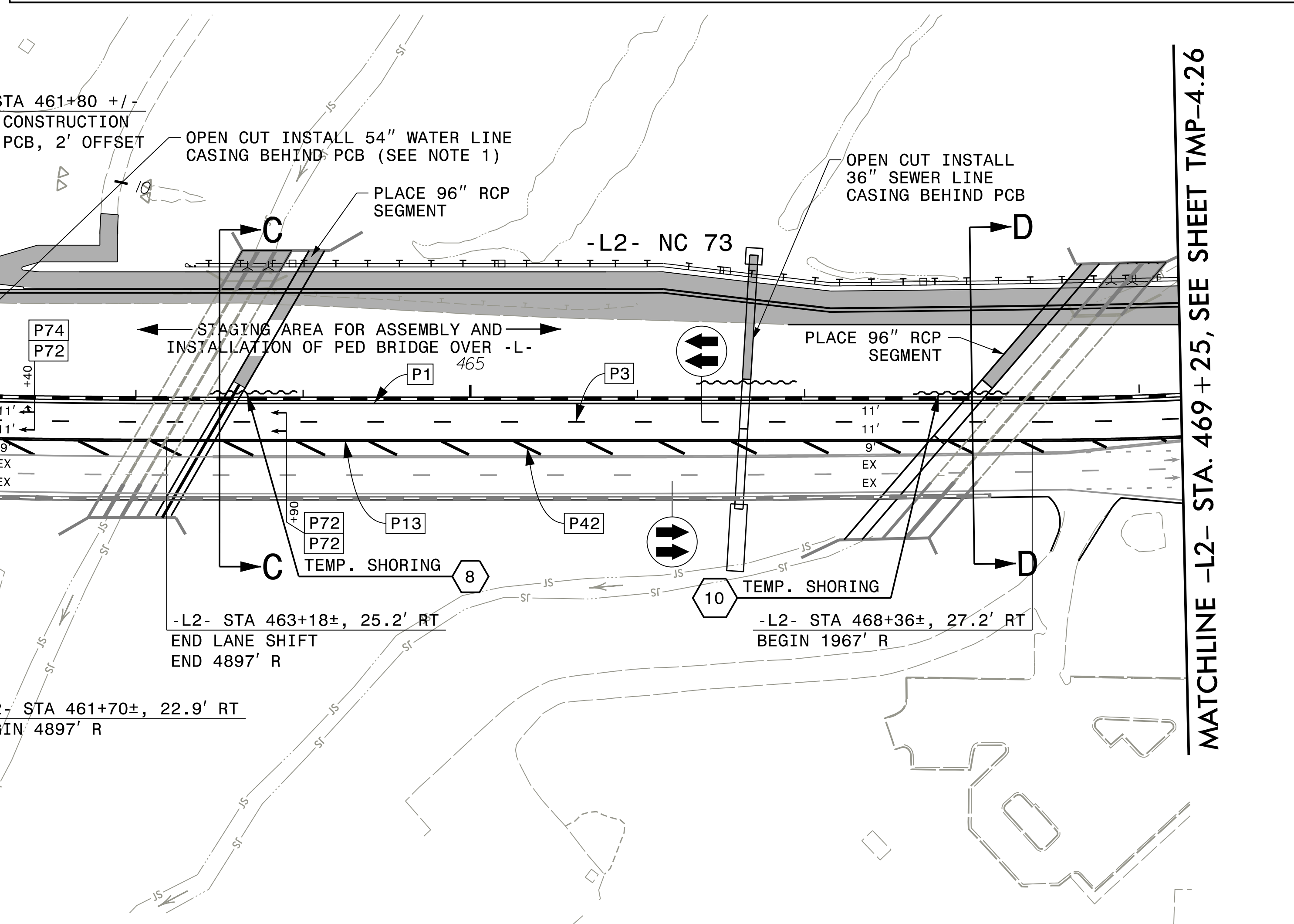
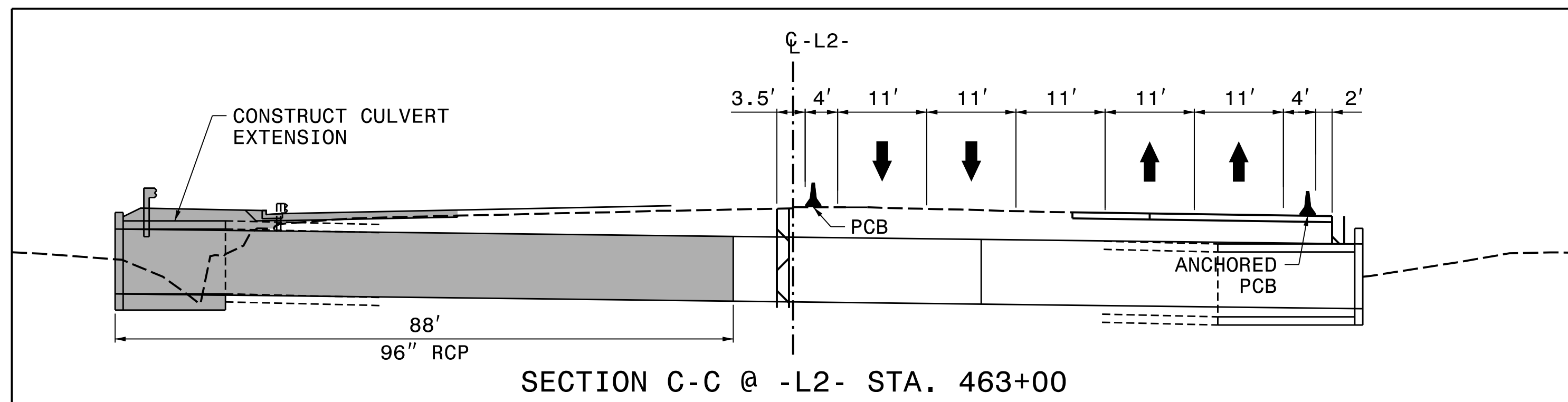
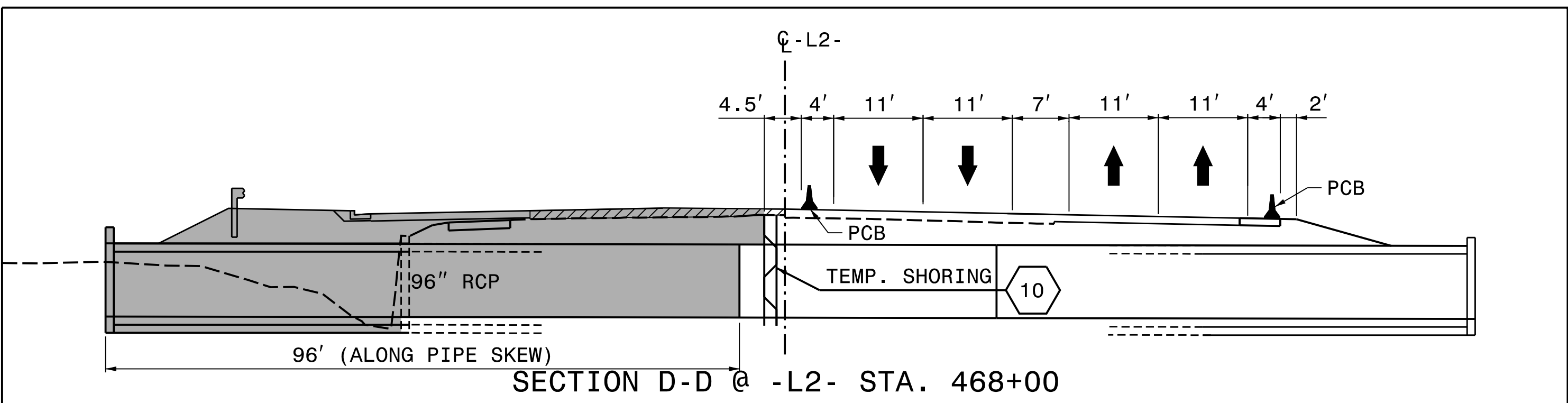
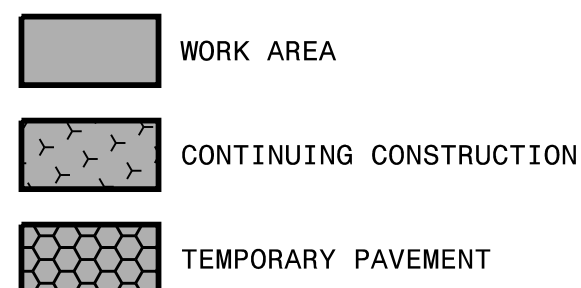
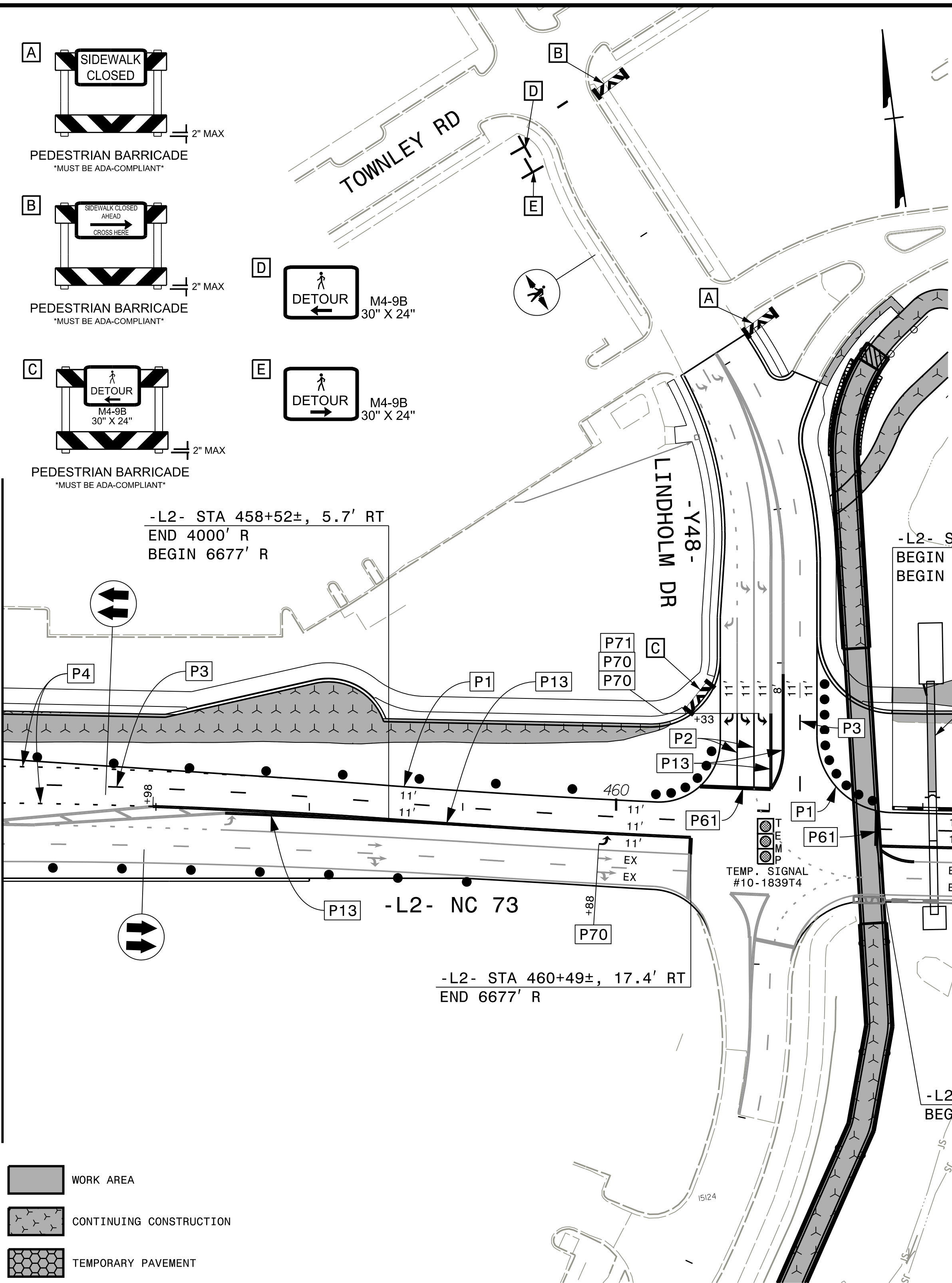


PHASE 1 - STEP 4

PLOT DRIVER: NCDOT_color_eng-50.plt
PENTABLE: NCDOT_tcp.tbl
USER: BSCOTT
DATE: 9/3/2026
TIME: 10:04:40 AM
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REVISIONS

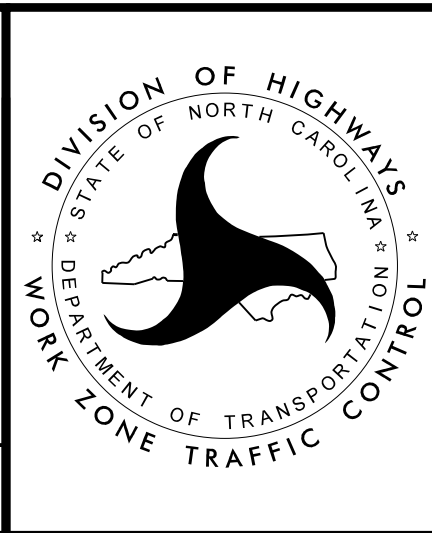
MATCHLINE -L2- STA. 456 + 00, SEE SHEET TMP-4.24



MATCHLINE -L2- STA. 469 + 25, SEE SHEET TMP-4.26

- NOTES:
1. CLOSE RIGHT TURN LANE AND EXTEND PCB TO STOP BAR PRIOR TO INSTALLING 54" WATER LINE CASING.
 2. SEE SHEET TMP-4.2A FOR NC 73 DETOUR ROUTE FOR GIRDER HANGING.

APPROVED: <i>Michael T. Rzepka</i>
DATE: 9/3/2026
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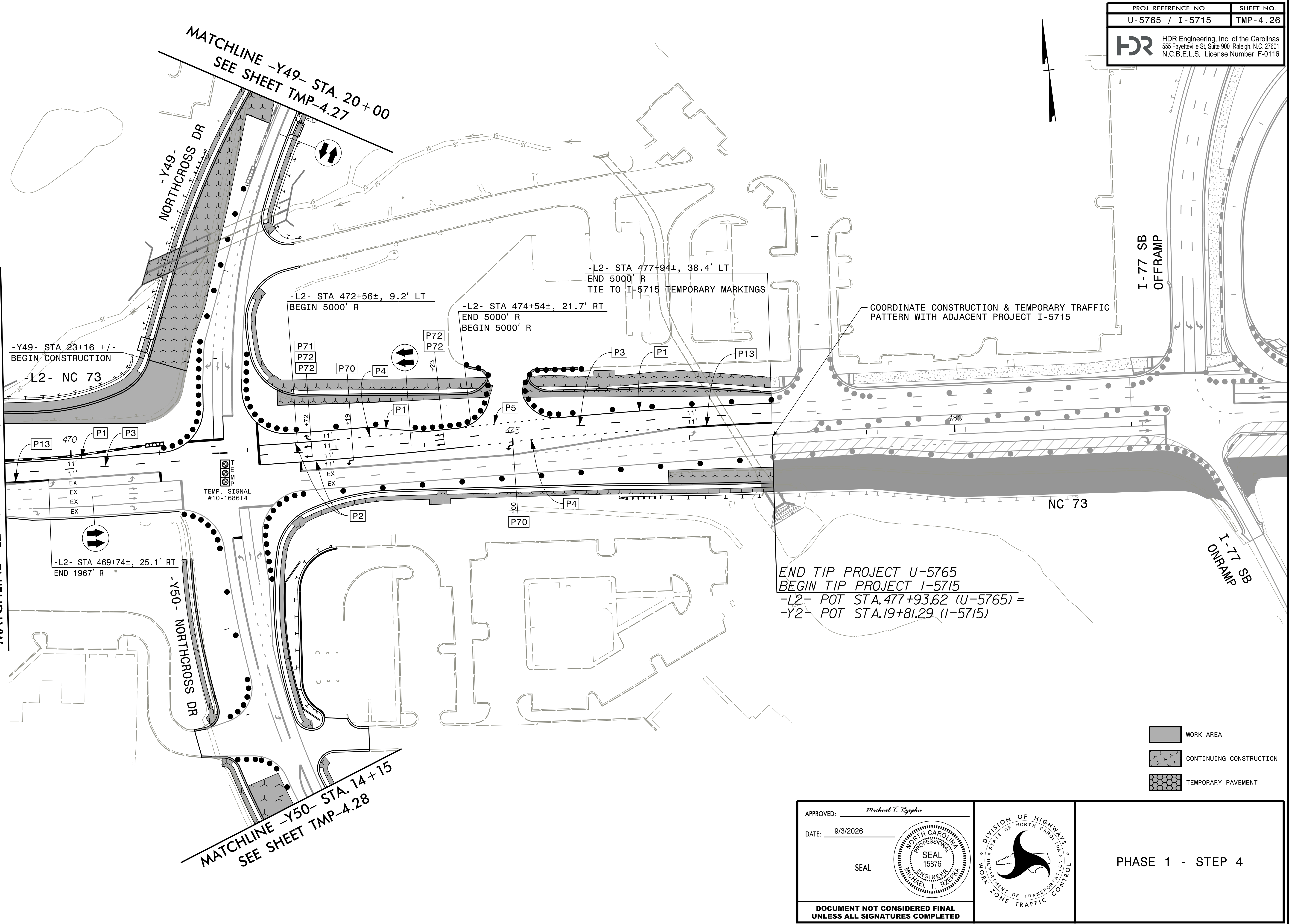


PHASE 1 - STEP 4

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
USER: BSCOTT
DATE: 9/3/2026
PENTABLE: NCDOT_tcp.tbl
TIME: 10:04:57 AM
FILE: pw:\pwhdr\users\01\HDR_US_East_01\Documents\3322\10323293\6.0_CAD_BIM\6.2_WIP\Traffic\TrafficControl\TCP\U5765_TMP_TMP04-26.dgn

REVISIONS

MATCHLINE -L2- STA. 469 + 25, SEE SHEET TMP-4.25



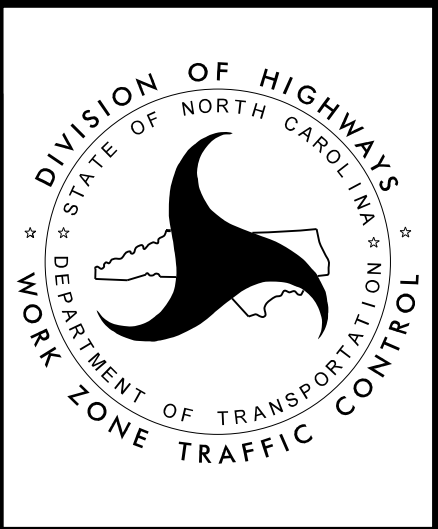
PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-4.26
HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	

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DATE: 9/3/2026

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PHASE 1 - STEP 4

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
USER: BSCOTT
FILE: pw:\pwhdr\uses01\HDR_US_East_01\Documents\3322\10323293\6.0_CAD_BIM\6.2_WIP\Traffic\TrafficControl\TCP\U5765_TMP_TMP04-27.dgn

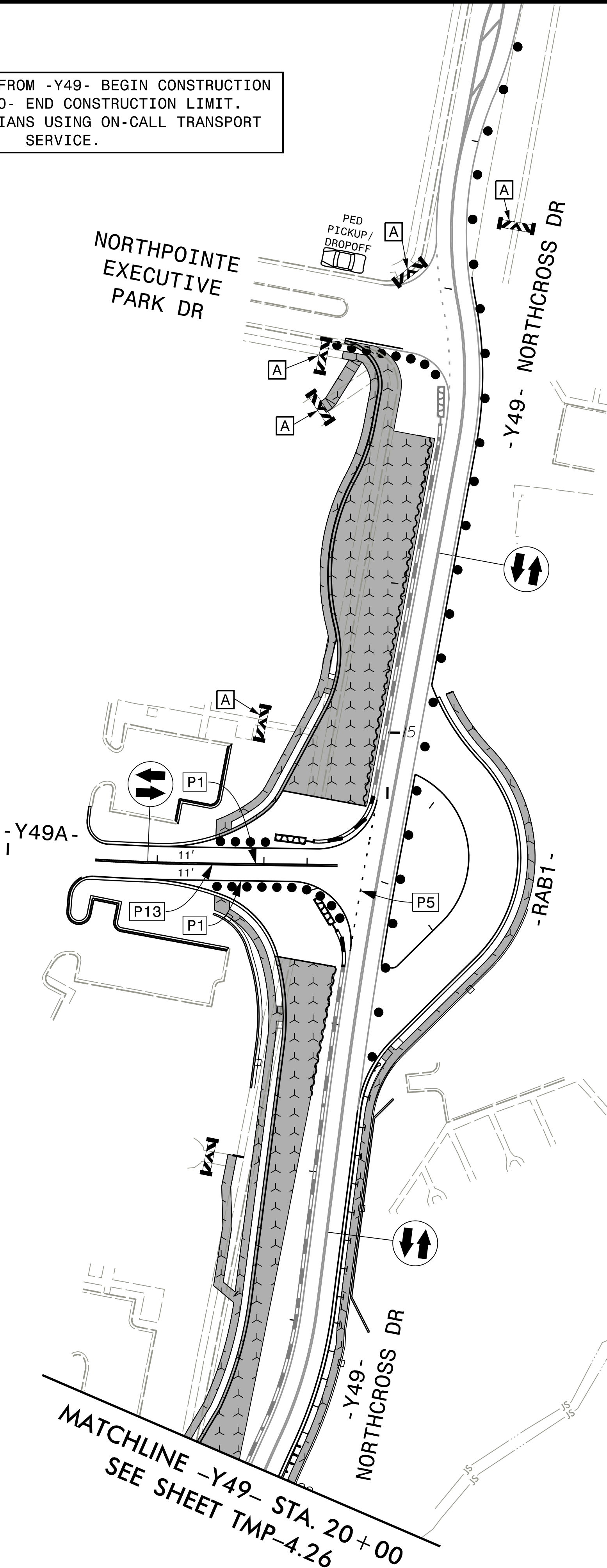
PENTABLE: NCDOT_tcp.tbl
DATE: 9/3/2026
TIME: 10:05:10 AM

REVISIONS

- WORK AREA
- CONTINUING CONSTRUCTION
- TEMPORARY PAVEMENT



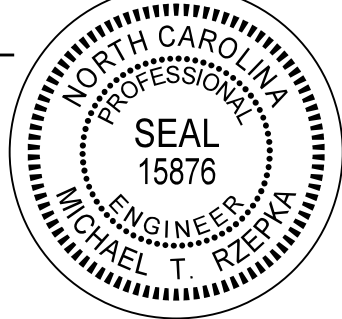
CLOSE SIDEWALK FROM -Y49- BEGIN CONSTRUCTION
LIMIT TO -Y50- END CONSTRUCTION LIMIT.
DETOUR PEDESTRIANS USING ON-CALL TRANSPORT
SERVICE.



APPROVED: *Michael T. Rzepka*

DATE: 9/3/2026

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PHASE 1 - STEP 4

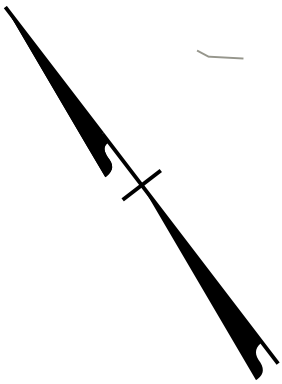
PLOT DRIVER: NCDOT_color_eng_50.plt
USER: BSCOTT
FILE: pw:\pwhdr\users\01\HDR_US_East_01\Documents\3322\10323293\6.0_CAD_BIM\6.2_WIP\Traffic\TrafficControl\TCD\U5765_TMP_TMP04-28.dgn

PENTABLE: NCDOT_tcb.tbl
TIME: 10:05:23 AM

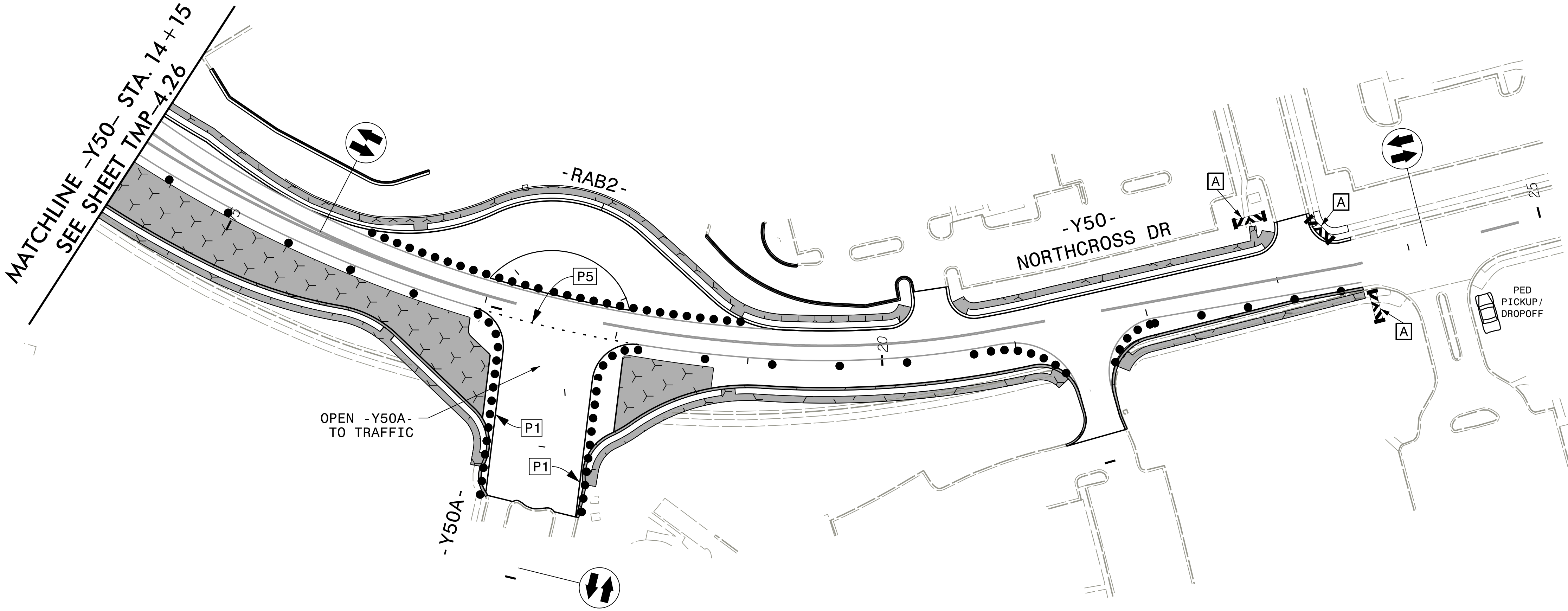
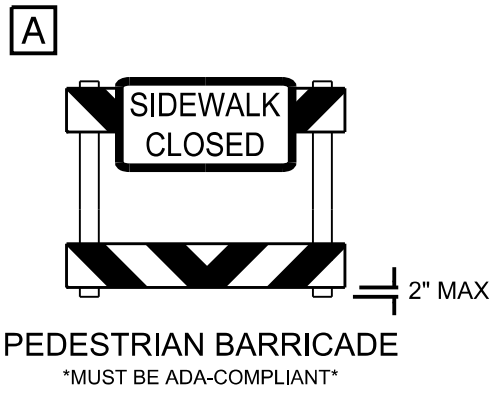
DATE: 9/3/2026

REVISIONS

PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-4.28
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CLOSE SIDEWALK FROM -Y49- BEGIN CONSTRUCTION
LIMIT TO -Y50- END CONSTRUCTION LIMIT.
DETOUR PEDESTRIANS USING ON-CALL TRANSPORT
SERVICE.

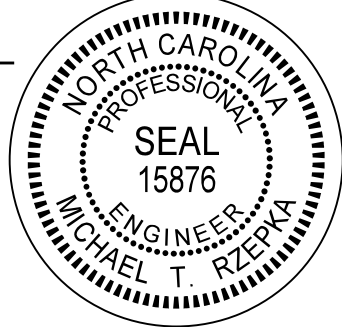


- WORK AREA
- CONTINUING CONSTRUCTION
- TEMPORARY PAVEMENT

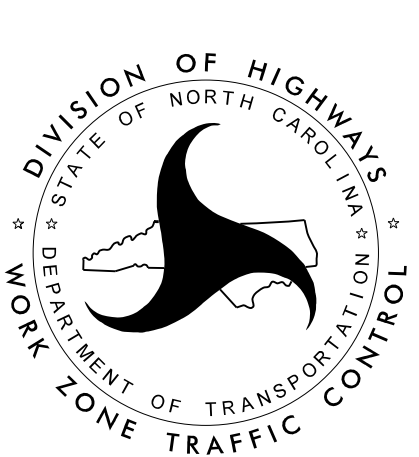
APPROVED: *Michael T. Rzepka*

DATE: 9/3/2026

SEAL



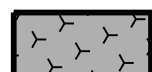
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



PHASE 1 - STEP 4

PLOT DRIVER: NCDOT_color_eng_50.plt
PENTABLE: NCDOT_tcp.tbl
USER: BSCOTT
DATE: 9/3/2026
TIME: 10:05:44 AM
FILE: pw:\pwhdr\users\01\HDR_US_East_01\Documents\3322\10323293\6.0_CAD_BIM\6.2_WIP\Traffic\TrafficControl\TCP\U5765_TMP_TMP04-29.dgn

REVISIONS

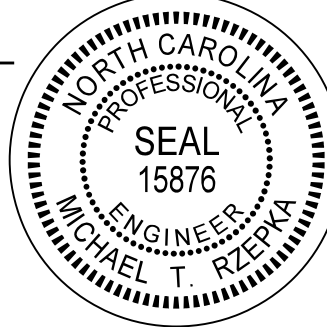
-  WORK AREA
-  CONTINUING CONSTRUCTION
-  TEMPORARY PAVEMENT

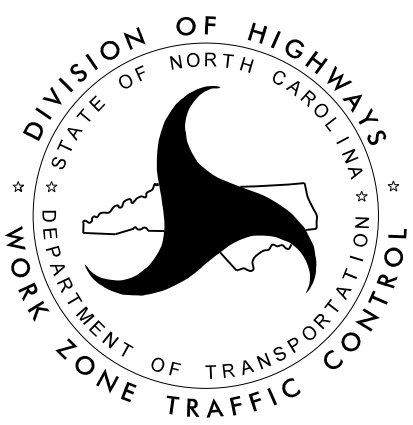
COORDINATE CONSTRUCTION & TEMPORARY TRAFFIC
PATTERN WITH ADJACENT PROJECT R-5721B

END TIP PROJECT R-5721B
BEGIN TIP PROJECT U-5765
-L2- POT STA. 421+00.00 (R-5721B) =
-L2- POT STA. 421+00.00 (U-5765)

PLACE TEMPORARY MARKINGS IN THE FINAL
PATTERN ALONG -L2- & -Y43- EXCEPT AS SHOWN

COORDINATE MEDIAN CONSTRUCTION WITH
ALTERNATING OPENINGS & CLOSURES OF PROPOSED
LEFT-OVERS AND U-TURNS TO MAINTAIN ACCESSES

APPROVED: <i>Michael T. Rzepka</i>	
DATE: 9/3/2026	
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PHASE 2

PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-4.29
 HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900, Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	



MATCHLINE -L2- STA. 429 + 40, SEE SHEET TMP-4.30

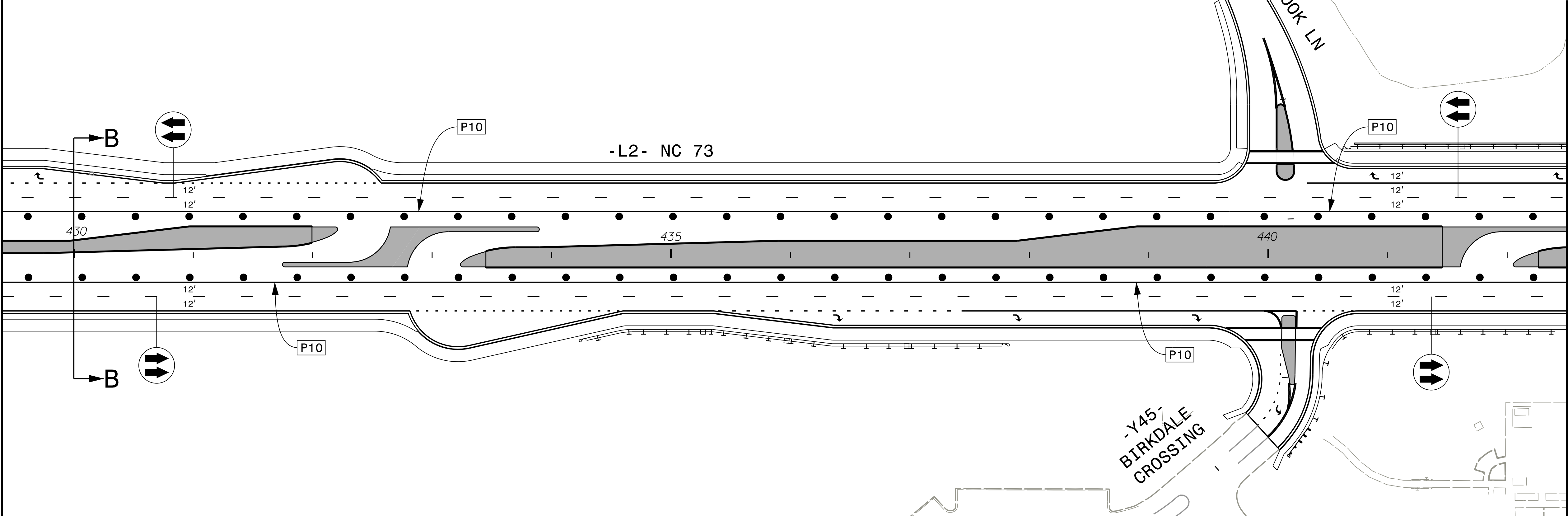
PLOT DRIVER: NCDOT_color_eng-50.plt
USER: BSCOTT
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PENTABLE: NCDOT_tcp.tbl
DATE: 9/3/2026
TIME: 10:05:53 AM

REVISIONS

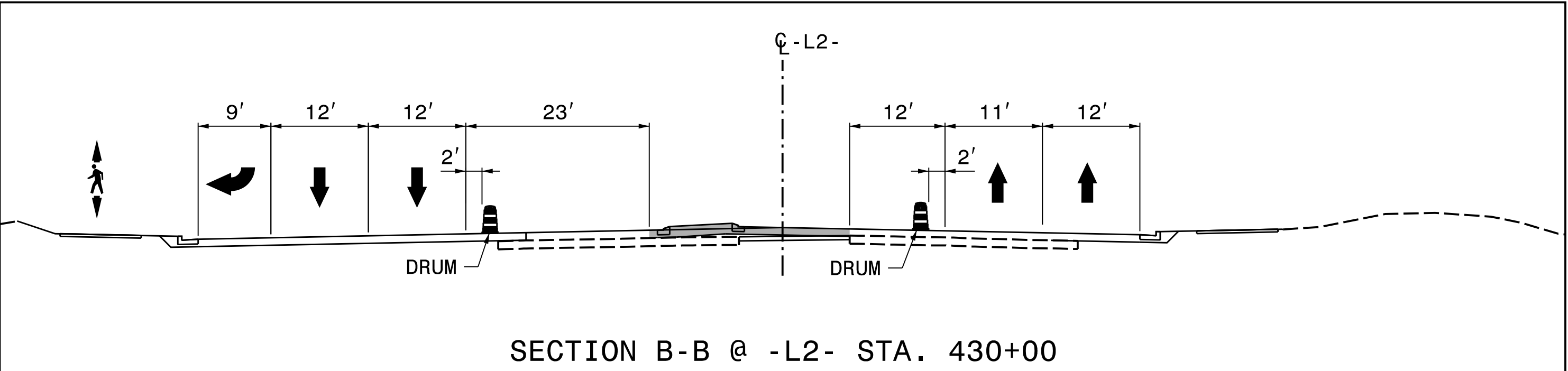
PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-4.30
HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	

MATCHLINE -L2- STA. 429 + 40, SEE SHEET TMP-4.29



MATCHLINE -L2- STA. 442 + 50, SEE SHEET TMP-4.31

PLACE TEMPORARY MARKINGS IN THE FINAL PATTERN
ALONG -L2-, -Y44-, AND -Y45- EXCEPT AS SHOWN



- WORK AREA
- CONTINUING CONSTRUCTION
- TEMPORARY PAVEMENT

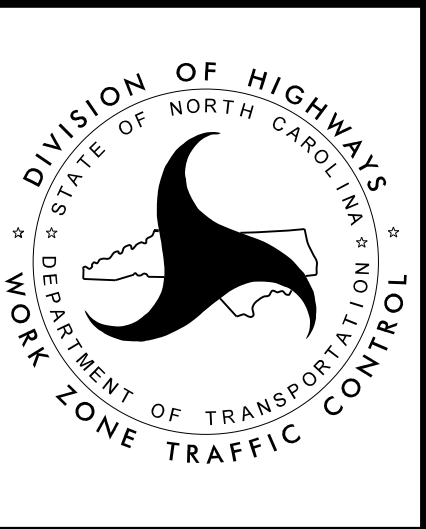
APPROVED: *Michael T. Rzepka*

DATE: 9/3/2026

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PROFESSIONAL
ENGINEER
MICHAEL T. RZEPKA
15876

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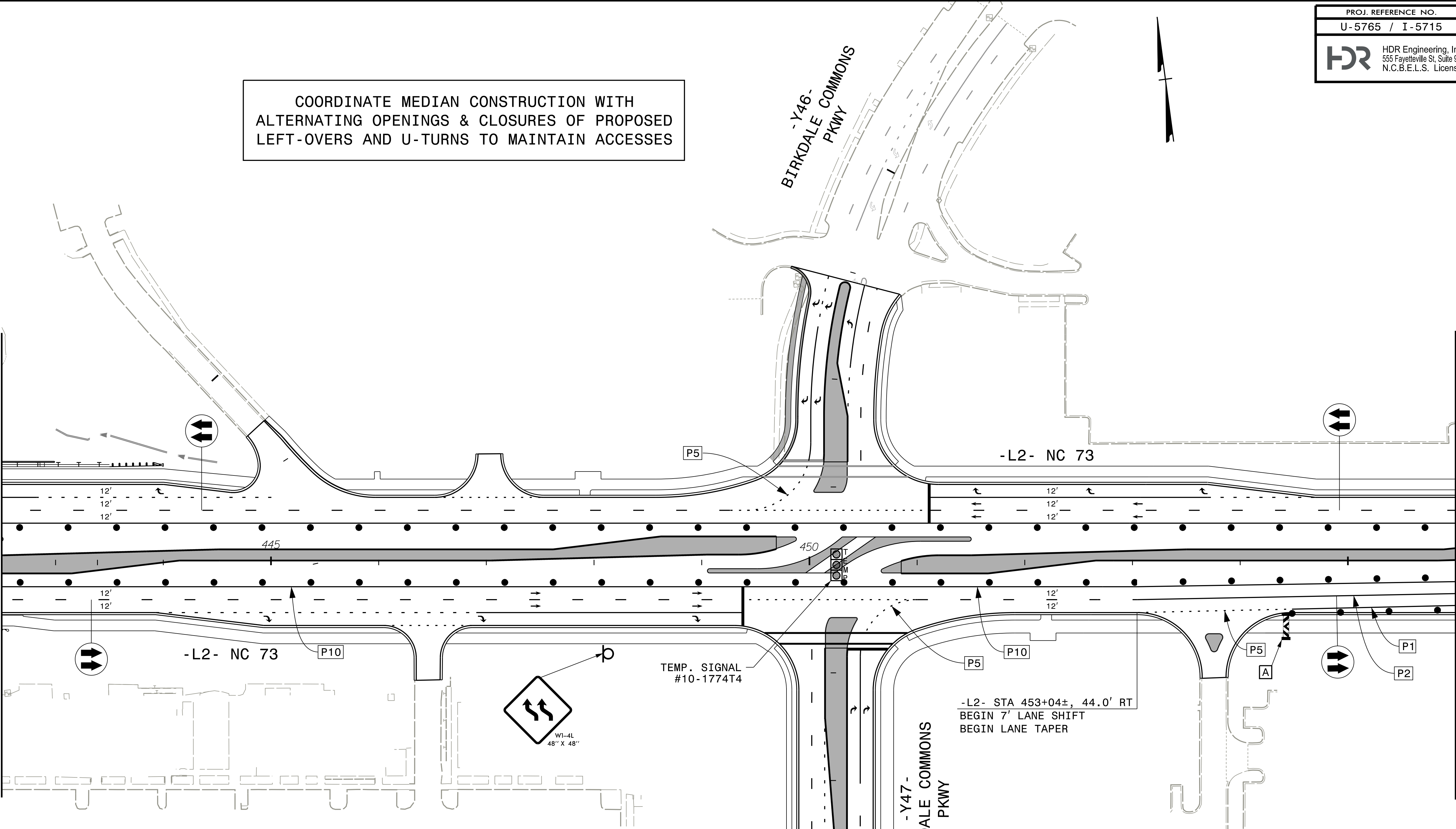


PHASE 2

PLOT DRIVER: NCDOT_color_eng-50.plt
USER: BSCOTT
DATE: 9/3/2026
PENTABLE: NCDOT_tcp.tbl
TIME: 10:06:03 AM
FILE: pw:\pwhdr\users\01\HDR_US_East_01\Documents\3322\10323293\6.0_CAD_BIM\6.2_WIP\Traffic\TrafficControl\TCP\U5765.TMP_TMP04-31.dgn

REVISIONS

MATCHLINE -L2- STA. 442 + 50, SEE SHEET TMP-4.30



COORDINATE MEDIAN CONSTRUCTION WITH
ALTERNATING OPENINGS & CLOSURES OF PROPOSED
LEFT-OVERS AND U-TURNS TO MAINTAIN ACCESSES

PLACE TEMPORARY MARKINGS IN THE FINAL PATTERN
ALONG -L2-, -Y46-, AND -Y47- EXCEPT AS SHOWN

PROJ. REFERENCE NO.	SHEET NO.
U-5765 / I-5715	TMP-4.31
HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	

MATCHLINE -L2- STA. 456 + 00, SEE SHEET TMP-4.32



- WORK AREA
- CONTINUING CONSTRUCTION
- TEMPORARY PAVEMENT

APPROVED: *Michael T. Rzepka*

DATE: 9/3/2026

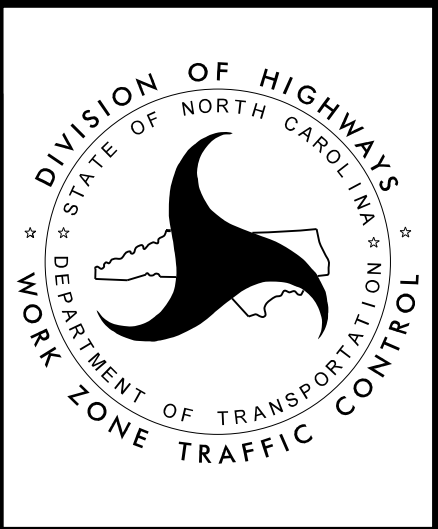
SEAL

SEAL 15876

ENGINEER

MICHAEL T. RZEPKA

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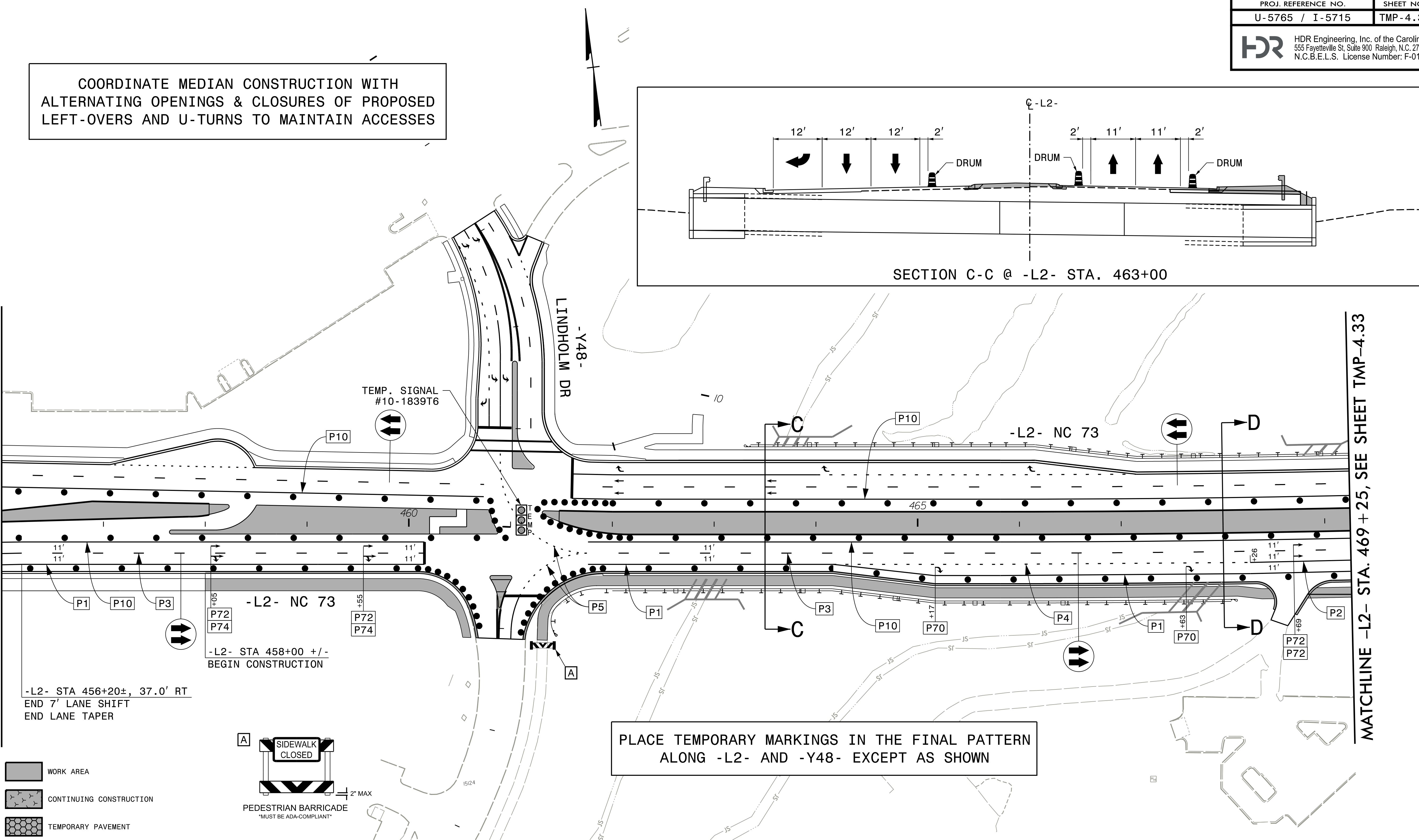
PHASE 2

PLOT DRIVER: NCDOT_color_eng-50.plt
USER: BSCOTT
DATE: 9/3/2026
TIME: 10:06:13 AM
FILE: p:\w\p\h\p\uses\01\h\p\US_East_01\Documents\3322\10323293\6.0_CAD_BIM\6.2_WIP\TrafficControl\TCD\U5765_TMP_TMP04-32.dgn

REVISIONS

MATCHLINE -L2- STA. 456 + 00, SEE SHEET TMP-4.31

COORDINATE MEDIAN CONSTRUCTION WITH
ALTERNATING OPENINGS & CLOSURES OF PROPOSED
LEFT-OVERS AND U-TURNS TO MAINTAIN ACCESSES



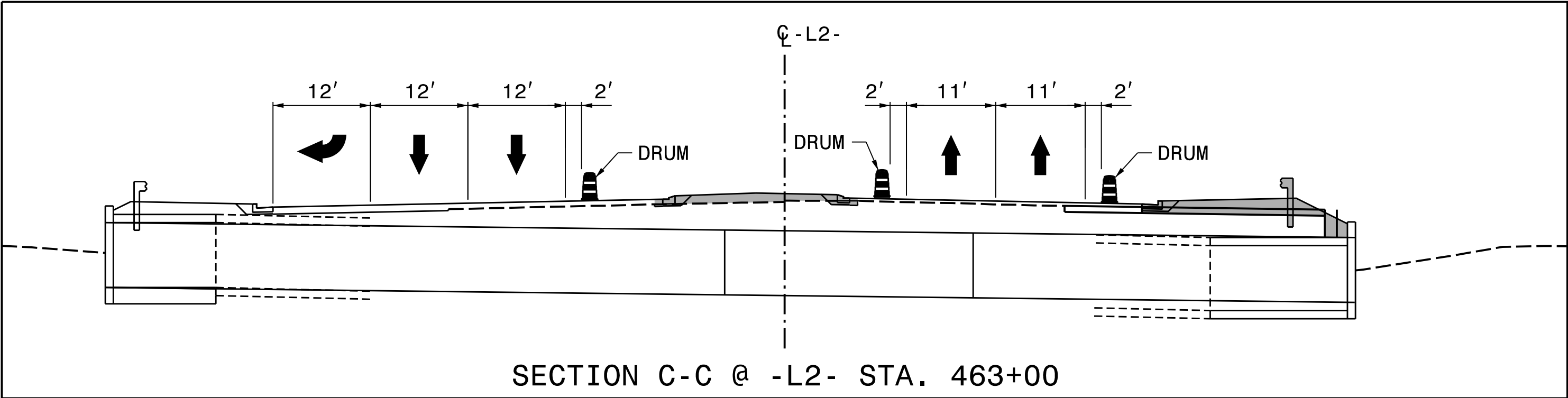
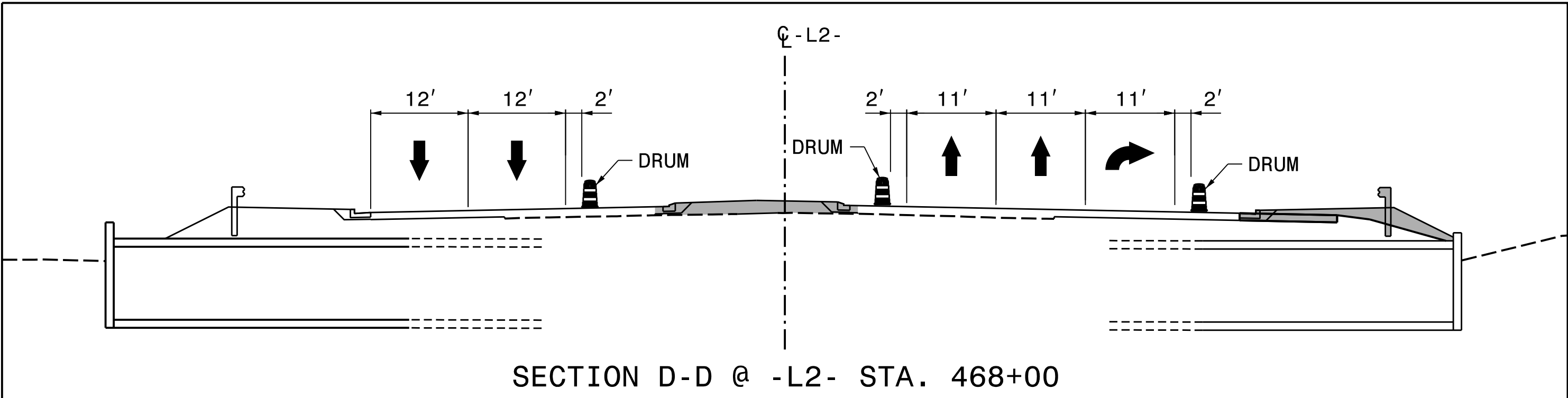
-L2- STA 456+20±, 37.0' RT
END 7' LANE SHIFT
END LANE TAPER

-L2- STA 458+00 +/-
BEGIN CONSTRUCTION

- WORK AREA
- CONTINUING CONSTRUCTION
- TEMPORARY PAVEMENT



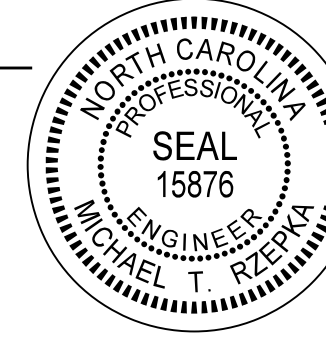
PLACE TEMPORARY MARKINGS IN THE FINAL PATTERN
ALONG -L2- AND -Y48- EXCEPT AS SHOWN



SECTION C-C @ -L2- STA. 463+00

SECTION D-D @ -L2- STA. 468+00

PROJ. REFERENCE NO.	SHEET NO.
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APPROVED: <i>Michael T. Rzepka</i>
DATE: 9/3/2026
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PHASE 2

MATCHLINE -L2- STA. 469 + 25, SEE SHEET TMP-4.33