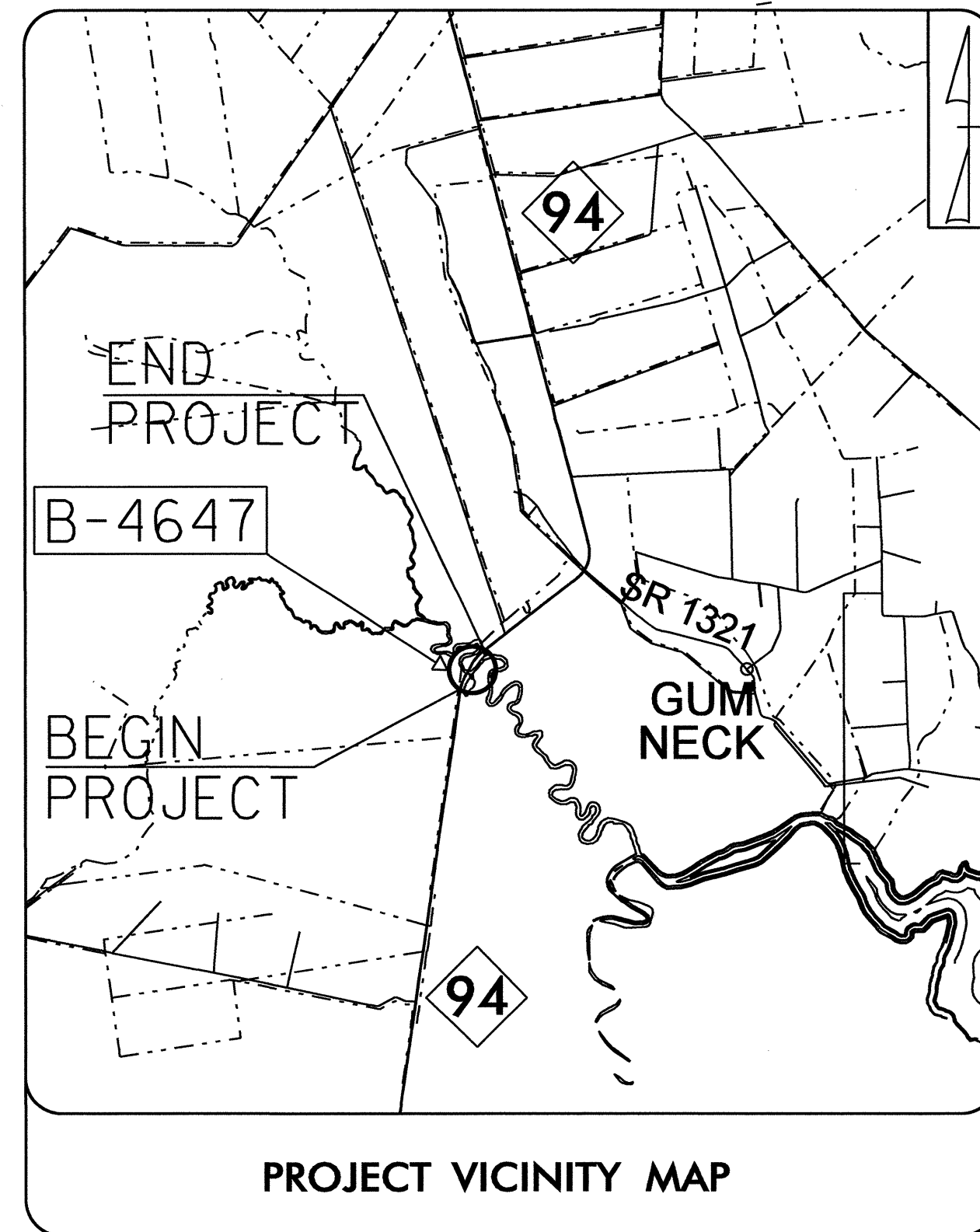
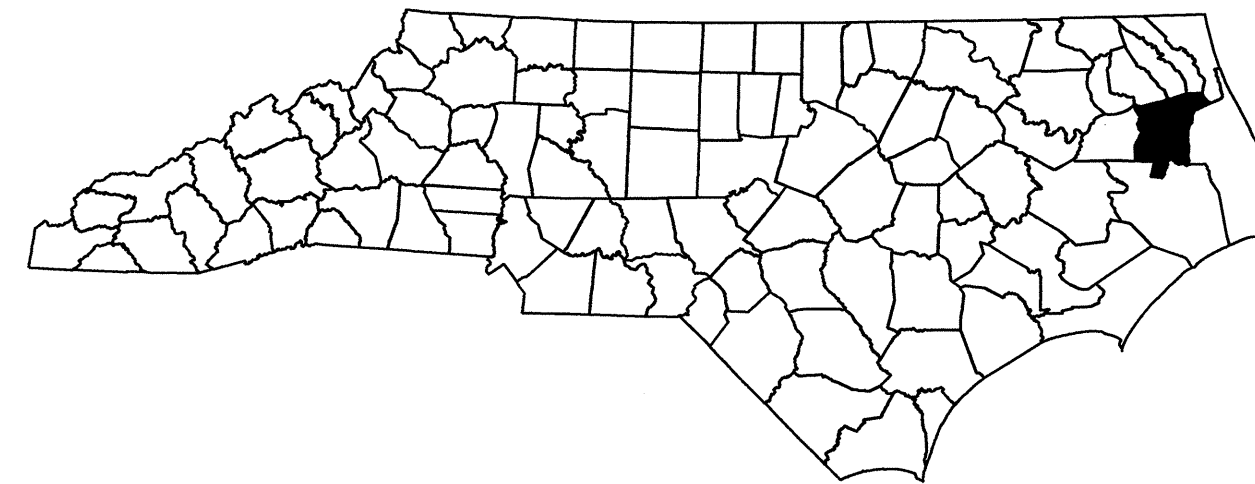


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

TYRRELL COUNTY



PROJECT VICINITY MAP

INDEX OF SHEETS

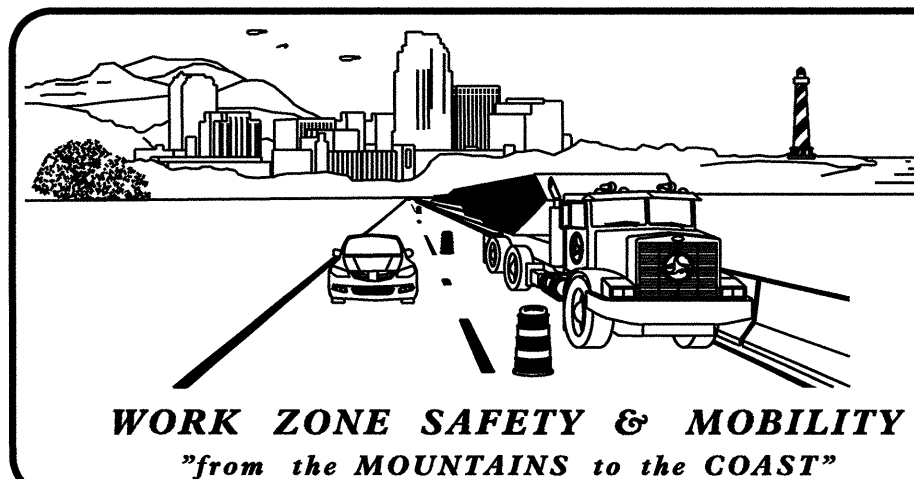
SHEET NO.	TITLE
TMP-1	TITLE SHEET AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWING AND LEGEND
TMP-1B	GENERAL NOTES
TMP-1C	TEMPORARY SHORING DATA
TMP-2	TRAFFIC CONTROL PHASING
TMP-3	TEMPORARY TRAFFIC CONTROL PHASE I
TMP-4	TEMPORARY TRAFFIC CONTROL PHASE I
TMP-5	TEMPORARY TRAFFIC CONTROL PHASE II
TMP-6	TEMPORARY TRAFFIC CONTROL PHASE II

SHEET NO.
TMP-1

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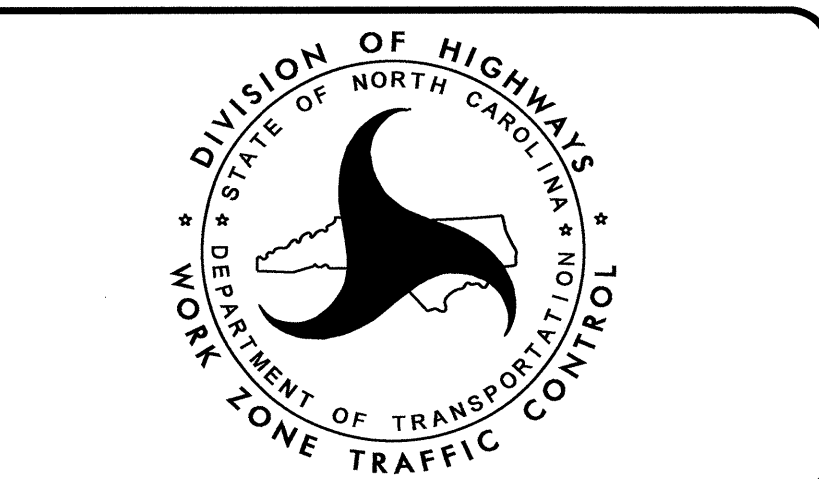
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N.C.D.O.T. WORK ZONE TRAFFIC CONTROL
1561 MAIL SERVICE CENTER (MSC) RALEIGH, NC 27699-1561
750 N. GREENFIELD PARKWAY, GARNER, NC 27529 (DELIVERY)
PHONE: (919) 773-2800 FAX: (919) 771-2145

J. S. BOURNE, P.E. STATE TRAFFIC MANAGEMENT ENGINEER
G. L. GETTIER, P.E. TRAFFIC CONTROL PROJECT ENGINEER
J. W. WOOLARD, P.E. TRAFFIC CONTROL PROJECT DESIGN ENGINEER
M. S. ISHAK TRAFFIC CONTROL DESIGN ENGINEER



APPROVED: _____
DATE: _____

SEAL

ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" - PROJECT SERVICES UNIT - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2012 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

<u>STD. NO.</u>	<u>TITLE</u>
1101.01	WORK ZONE ADVANCE WARNING SIGNS
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
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
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY - DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO LANE AND MULTILANE ROADWAYS
1205.06	PAVEMENT MARKINGS - LANE DROPS
1205.12	PAVEMENT MARKINGS - BRIDGES
1205.13	PAVEMENT MARKINGS - LANE REDUCTIONS
1251.01	RAISED PAVEMENT MARKERS - (PERMANENT AND TEMPORARY)
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION
1264.01	OBJECT MARKERS - TYPES
1264.02	OBJECT MARKERS - INSTALLATION

LEGEND

GENERAL

- DIRECTION OF TRAFFIC FLOW
- EXIST. PVMT.
- NORTH ARROW
- PROPOSED PVMT.
- WORK AREA

TRAFFIC CONTROL DEVICES

- CONE
- DRUM SKINNY DRUM
- TEMPORARY CRASH CUSHION
- FLAGGER

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

SIGNALS

- TEMPORARY

PAVEMENT MARKERS

- YELLOW/YELLOW

PAVEMENT MARKING SYMBOLS

- PAVEMENT MARKING SYMBOLS

TEMPORARY PAVEMENT MARKING

- PAINT 4"
- PA WHITE EDGELINE
- PI YELLOW DOUBLE CENTER
- TEMPORARY MARKERS
- MH YELLOW & YELLOW
- STOPBAR
- P4 24' WHITE STOP BAR

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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.

LANE AND SHOULDER CLOSURE REQUIREMENTS

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

WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO A DIVIDED FACILITY AND WITHIN 10 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.
- C) 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.
- D) 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.
- E) PROVIDE TRAFFIC CONTROL FOR APPROPRIATE LANE CLOSURES FOR SURVEYING DONE BY THE DEPARTMENT.

PAVEMENT EDGE DROP OFF REQUIREMENTS

- F) BACKFILL AT A 6:1 SLOPE UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN AREAS ADJACENT TO AN OPENED TRAVEL LANE THAT HAS A DROP-OFF AS FOLLOWS:

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

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

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

- G) 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) (XXX FT) IN ADVANCE AND A MINIMUM OF ONCE EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

- H) NOTIFY THE ENGINEER TWENTY ONE (21) CALENDAR DAYS PRIOR TO ANY TRAFFIC PATTERN ALTERATION.

SIGNING

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

TRAFFIC BARRIER

- K) INSTALL TEMPORARY BARRIER ACCORDING TO THE TRAFFIC CONTROL PLANS A MAXIMUM OF TWO (2) WEEKS PRIOR TO BEGINNING WORK IN ANY LOCATION. ONCE TEMPORARY BARRIER IS INSTALLED AT ANY LOCATION, PROCEED IN A CONTINUOUS MANNER TO COMPLETE THE PROPOSED WORK IN THAT LOCATION UNLESS OTHERWISE STATED IN THE TRAFFIC CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE.

ONCE TEMPORARY BARRIER IS INSTALLED AT ANY LOCATION AND NO WORK IS PERFORMED BEHIND THE TEMPORARY BARRIER FOR A PERIOD LONGER THAN TWO (2) MONTHS, REMOVE/RESET TEMPORARY BARRIER AT NO COST TO THE DEPARTMENT UNLESS OTHERWISE STATED IN THE TRAFFIC CONTROL PLANS, TEMPORARY BARRIER IS PROTECTING A HAZARD, OR AS DIRECTED BY THE ENGINEER.

INSTALL TEMPORARY BARRIER WITH THE TRAFFIC FLOW, BEGINNING WITH THE UPSTREAM SIDE OF TRAFFIC. REMOVE TEMPORARY BARRIER AGAINST THE TRAFFIC FLOW, BEGINNING WITH THE DOWNSTREAM SIDE OF TRAFFIC.

INSTALL AND SPACE DRUMS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH) TO CLOSE OR KEEP THE SECTION OF THE ROADWAY CLOSED UNTIL THE TEMPORARY BARRIER CAN BE PLACED OR AFTER THE TEMPORARY BARRIER IS REMOVED.

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

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

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

TRAFFIC CONTROL DEVICES

- M) 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, WHEN LANE CLOSURES ARE NOT IN EFFECT. WHEN SKINNY DRUMS ARE ALLOWED REFER TO SECTION 1180 OF STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES OR AS SHOWN IN THE PLANS.
- N) PLACE TYPE III BARRICADES WITH "ROAD CLOSED" SIGN R11-2 ATTACHED OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- O) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES (DRUMS, CONES OR SKINNY DRUMS) PERPENDICULAR TO THE EDGE OF TRAVELWAY ON (500 FT) CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

- P) INSTALL PAVEMENT MARKINGS AND PAVEMENT MARKERS ON THE FINAL SURFACE AS SHOWN IN THE PAVEMENT MARKING PLAN.
- Q) INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON INTERIM LAYERS OF PAVEMENT AS FOLLOWS:

ROAD NAME	MARKING	MARKER
1. NC 94	PAINT	TEMPORARY RAISED

- R) 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.

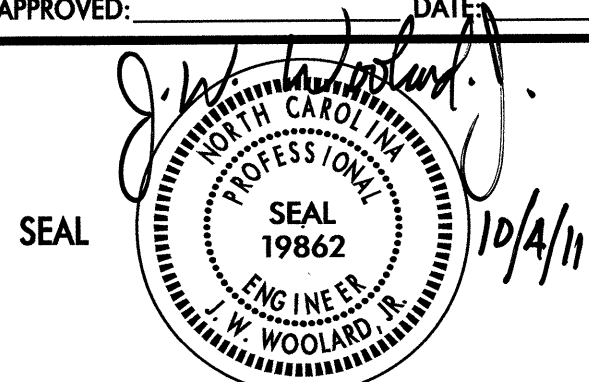
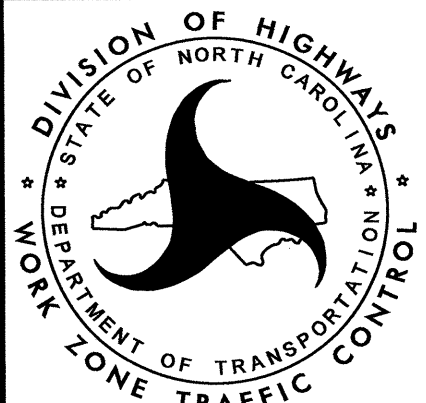
- S) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

- T) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

MISCELLANEOUS

- U) IN THE EVENT A TIE-IN CANNOT BE MADE IN ONE DAYS 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) (350 FT) RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

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APPROVED: 	DATE: 10/4/11		GENERAL NOTES
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The Geotechnical Engineering Unit recommends placing the following notes on Plans for the referenced project.

Temporary Shoring No. 1 (-L- STA 18+25 +/- TO STA 19+75 +/-)

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

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

DESIGN TEMPORARY SHORING FROM STATION 18+25 +/- -L-, 8.3 FT. +/- LEFT, TO STATION 19+75 +/- -L-, 0.2 FT. +/- RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUND ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION, (c) = 0 PSF
 GROUNDWATER ELEVATION = 0.5 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 18+25 +/- -L-, 8.3 FT. +/- LEFT, TO STATION 19+75 +/-, 0.2 FT. +/- RIGHT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STA 18+25 +/- -L-, 8.3 FT. +/- LEFT, TO STATION 19+75 +/- -L-, 0.2 FT. +/- RIGHT.

Temporary Shoring No. 2A (-L- STA 24+91 +/- TO STA 25+21 +/-)

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

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

DESIGN TEMPORARY SHORING FROM STATION 24+91 +/- -L-, 9 FT. +/- RIGHT, TO STATION 25+21 +/- -L-, 9 FT. +/- RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUND ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION, (c) = 0 PSF
 GROUNDWATER ELEVATION = 0.0 FT

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STA 24+91 +/- -L-, 9 FT. +/- RIGHT, TO STATION 25+21 +/- -L-, 9 FT. +/- RIGHT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION 24+91 +/- -L-, 9 FT. +/- RIGHT, TO STATION 25+21 +/-, 9 FT. +/- RIGHT. SEE STANDARD DRAWING NO.1801.01 FOR STANDARD TEMPORARY SHORING.

Temporary Shoring No. 2B (-L- STA 24+91 +/- TO STA 25+05 +/-)

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

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

DESIGN TEMPORARY SHORING FROM STATION 24+91 +/- -L-, 7.8 FT. +/- RIGHT, TO STATION 25+05 +/- -L-, 7.8 FT. +/- RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUND ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION, (c) = 0 PSF
 GROUNDWATER ELEVATION = 0.0 FT

DO NOT USE CANTILEVER, BRACED AND/OR ACHORED SHORING FOR TEMPORARY SHORING FROM STA 24+91 +/- -L-, 7.8 FT. +/- RIGHT, TO STATION 25+05 +/- -L-, 7.8 FT. +/- RIGHT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 24+91 +/- -L-, 7.8 FT. +/- RIGHT, TO STATION 25+05 +/-, 7.8 FT. +/- RIGHT. SEE STANDARD DRAWING NO.1801.02 FOR STANDARD TEMPORARY WALLS.

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

Temporary Shoring No. 3A (-L- STA 28+69 +/- TO STA 28+89 +/-)

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

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

DESIGN TEMPORARY SHORING FROM STATION 28+69 +/- -L-, 9 FT. +/- RIGHT, TO STATION 28+89 +/- -L-, 9 FT. +/- RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUND ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION, (c) = 0 PSF
 GROUNDWATER ELEVATION = 0.0 FT

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STA 28+69 +/- -L-, 9 FT. +/- RIGHT, TO STATION 28+89 +/- -L-, 9 FT. +/- RIGHT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION 28+69 +/- -L-, 9 FT. +/- RIGHT, TO STATION 28+89 +/-, 9 FT. +/- RIGHT. SEE STANDARD DRAWING NO.1801.01 FOR STANDARD TEMPORARY SHORING.

Temporary Shoring No. 3B (-L- STA 28+75 +/- TO STA 28+89 +/-)

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

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

DESIGN TEMPORARY SHORING FROM STATION 28+75 +/- -L-, 7.8 FT. +/- RIGHT, TO STATION 28+89 +/- -L-, 7.8 FT. +/- RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUND ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION, (c) = 0 PSF
 GROUNDWATER ELEVATION = 0.0 FT

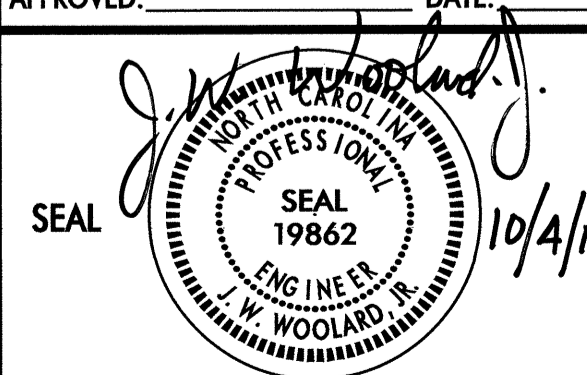
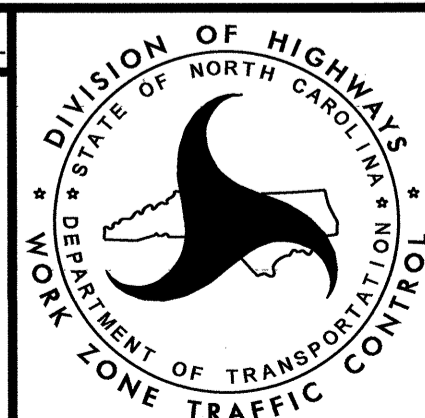
DO NOT USE CANTILEVER, BRACED AND/OR ACHORED SHORING FOR TEMPORARY SHORING FROM STA 28+75 +/- -L-, 7.8 FT. +/- RIGHT, TO STATION 28+89 +/- -L-, 7.8 FT. +/- RIGHT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 28+75 +/- -L-, 7.8 FT. +/- RIGHT, TO STATION 28+89 +/-, 7.8 FT. +/- RIGHT. SEE STANDARD DRAWING NO.1801.02 FOR STANDARD TEMPORARY WALLS.

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

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENT WAS SUBMITTED TO THE WZTC SECTION ON OCT 04, 2011, BY PROFESSIONAL ENGINEER JINYOUNG PARK. (SEAL # 32171)

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PHASE I

STEP 1: - INSTALL ADVANCE WORK ZONE WARNING SIGNS ON NC 94 USING RSD 1101.01, SHEET 1 OF 9.

STEP 2: - USING RDWY STD 1101.02 SHEET 1 OF 15, PERFORM THE FOLLOWING ON NC 94:

- PLACE TEMPORARY MARKINGS FOR NARROWER LANES FROM STA 17+00 +/- TO STA 21+00 +/-.(SEE TMP-3)
- INSTALL PORTABLE CONCRETE BARRIER AND CRASH CUSHIONS FROM -L- STA 18+00 +/- TO STA 20+00 +/-.(SEE TMP-3)
- INSTALL TEMPORARY GUARDRAIL FROM -L- STA 24+00 +/- TO BEGINNING OF EXISTING BRIDGE RAIL AND FROM END OF EXISTING BRIDGE RAIL TO STA 30+00 +/-.(SEE TMP-3 & TMP-4)
- INSTALL TEMPORARY SHORING NO.1 BEHIND PORTABLE CONCRETE BARRIER FROM -L- STA 18+25 +/- TO -L- STA 19+75 +/-.(SEE TMP-3)
- INSTALL TEMPORARY SHORING NO.2A BEHIND TEMPORARY GUARDRAIL FROM -L- STA 24+91 +/- TO -L- STA 25+21 +/-.(SEE TMP-3)
- INSTALL TEMPORARY SHORING NO.3A BEHIND PORTABLE CONCRETE BARRIER FROM -L- STA 28+69 +/- TO -L- STA 28+89 +/-.(SEE TMP-4)
- CONSTRUCT STAGE I OF PROPOSED BRIDGE. (SEE STRUCTURE PLANS)
- CONSTRUCT TEMPORARY SHORING NO.2B & NO.3B. (SEE TMP-3 & TMP-4)
- CONSTRUCT STAGE I OF PROPOSED ROADWAY FROM STA 16+30 +/- TO STA 21+05 +/- AND FROM STA 28+75 +/- TO STA 32+50 +/- UP TO THE THE EDGE AND ELEVATION OF THE EXISTING PAVEMENT, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE

STEP 3: - PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) ON PROPOSED ROADWAY/BRIDGE, AND INSTALL TEMPORARY RAISED PAVEMENT MARKERS ON PROPOSED ROADWAY/BRIDGE FOR A TEMPORARY ONE LANE, TWO WAY TRAFFIC PATTERN PATTERN

PHASE II

STEP 1:- USING RDWY STD 1101.02 SHEET 1 OF 9, PERFORM THE FOLLOWING ON NC 94:

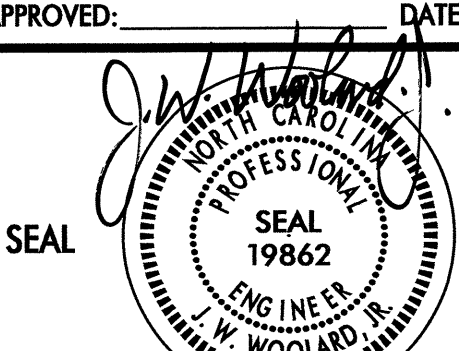
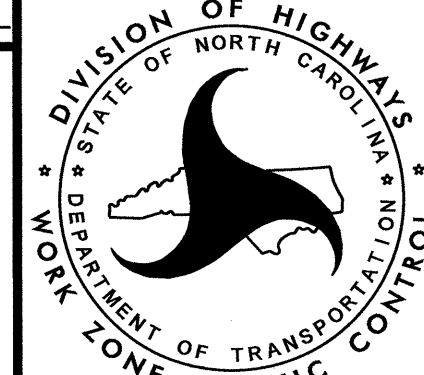
- CONSTRUCT/INSTALL TEMPORARY TRAFFIC SIGNAL (SEE SIGNAL PLANS).
- INSTALL ADDITIONAL SIGNS FOR TEMPORARY TRAFFIC SIGNAL, ACTIVATE THE SIGNAL AND SHIFT TRAFFIC ONTO THE PROPOSED NC 94 IN A ONE LANE, TWO WAY PATTERN.(SEE TMP-5 & TMP-6)
- REMOVE THE EXISTING BRIDGE IN ACCORDANCE WITH THE ROADWAY AND STRUCTURES PLANS.
- CONSTRUCT STAGE II OF PROPOSED BRIDGE (SEE STRUCTURE PLANS).
- CONSTRUCT STAGE II OF PROPOSED ROADWAY FROM STA 16+30 +/- TO STA 21+05 +/- AND FROM STA 28+75 +/- TO STA 32+50 +/- UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-5 & TMP-6)

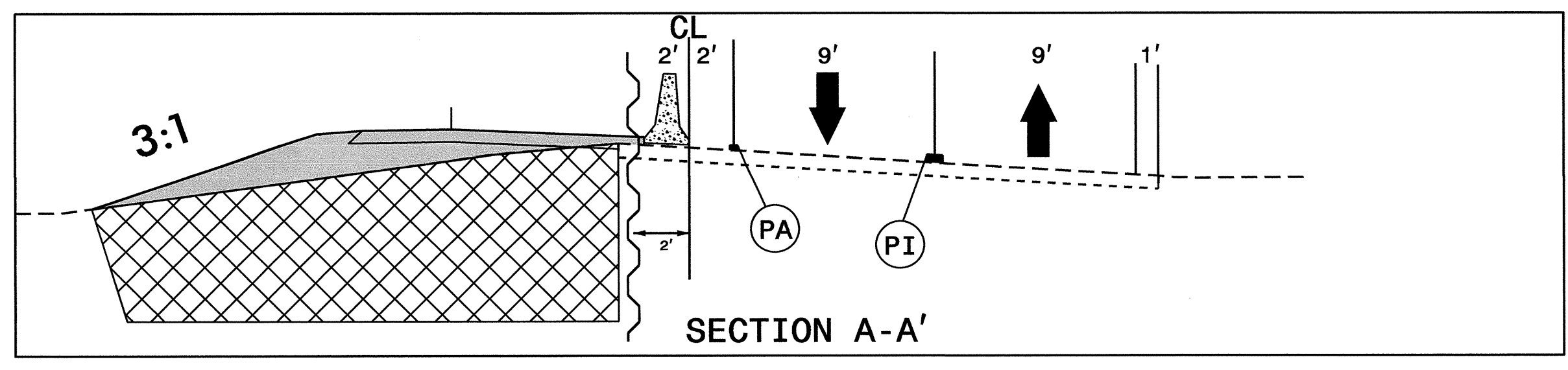
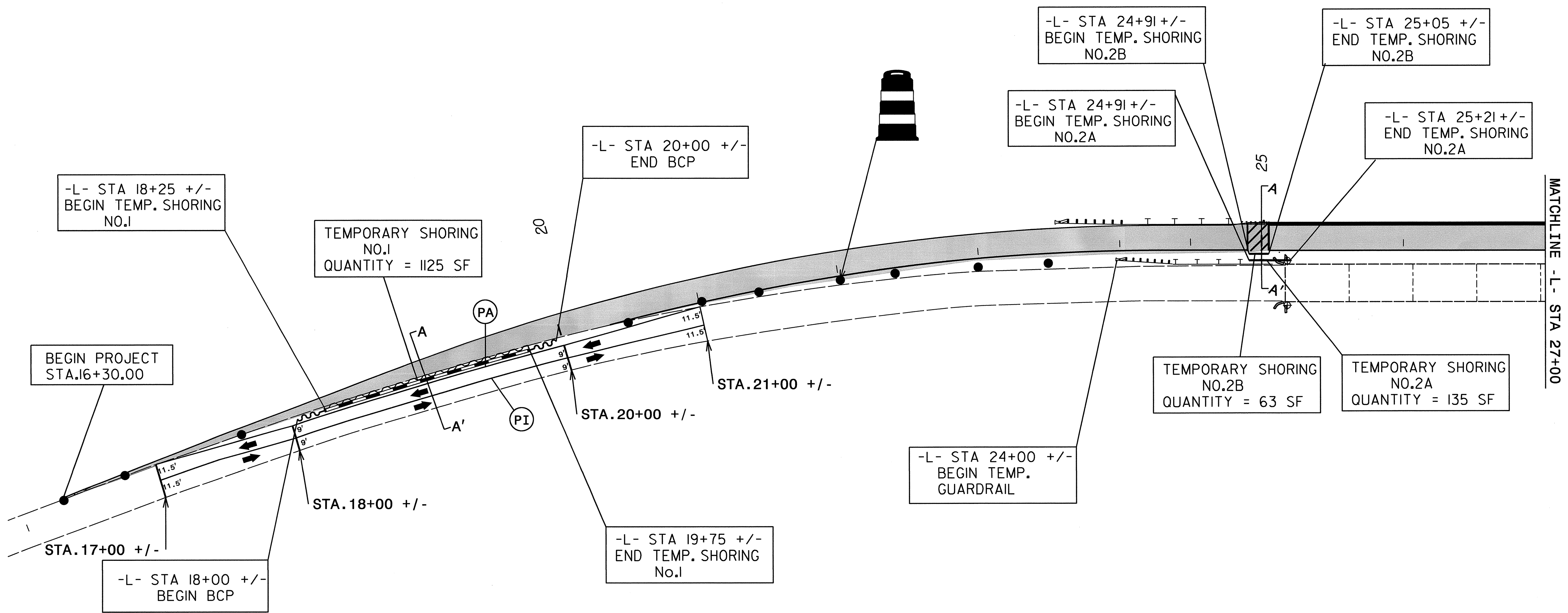
STEP 2:- USING RDWY STD 1101.02 SHEET 1 OF 9, PERFORM THE FOLLOWING ON NC 94 FOLLOW:

- REMOVE PORTABLE CONCRETE BARRIER AND SHORING. PLACE TRAFFIC IN NEW TWO-LANE TWO-WAY PATTERN ON -L-.

STEP 3:- USING RDWY STD 1101.02 SHEET 1 OF 9, PLACE THE FINAL LAYER OF SURFACE COURSE AND FINAL PAVEMENT MARKINGS. REMOVE ALL TRAFFIC CONTROL DEVICES AND OPEN -L- TO THE FINAL PATTERN

04-OCT-2011 15:42 \\dot\dfs\00\proj\TIP\Projects-B\B4647\Traffic\TrafficControl\TCP\Revised-TCP\B-4647_fc.btcp_TMP_02.dgn AT TE244732 msishok

APPROVED:  DATE: 10/4/11		PHASING
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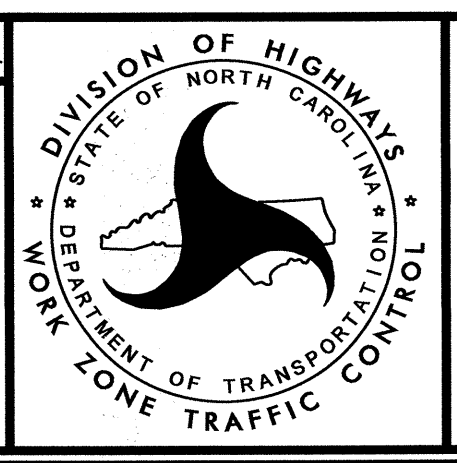


TIE TEMPORARY GUARDRAIL TO EXISTING BRIDGE RAIL AS SHOWN IN THE CONSTRUCTION PLANS

SEE SHEET TMP-1C FOR TEMPORARY SHORING INFORMATION

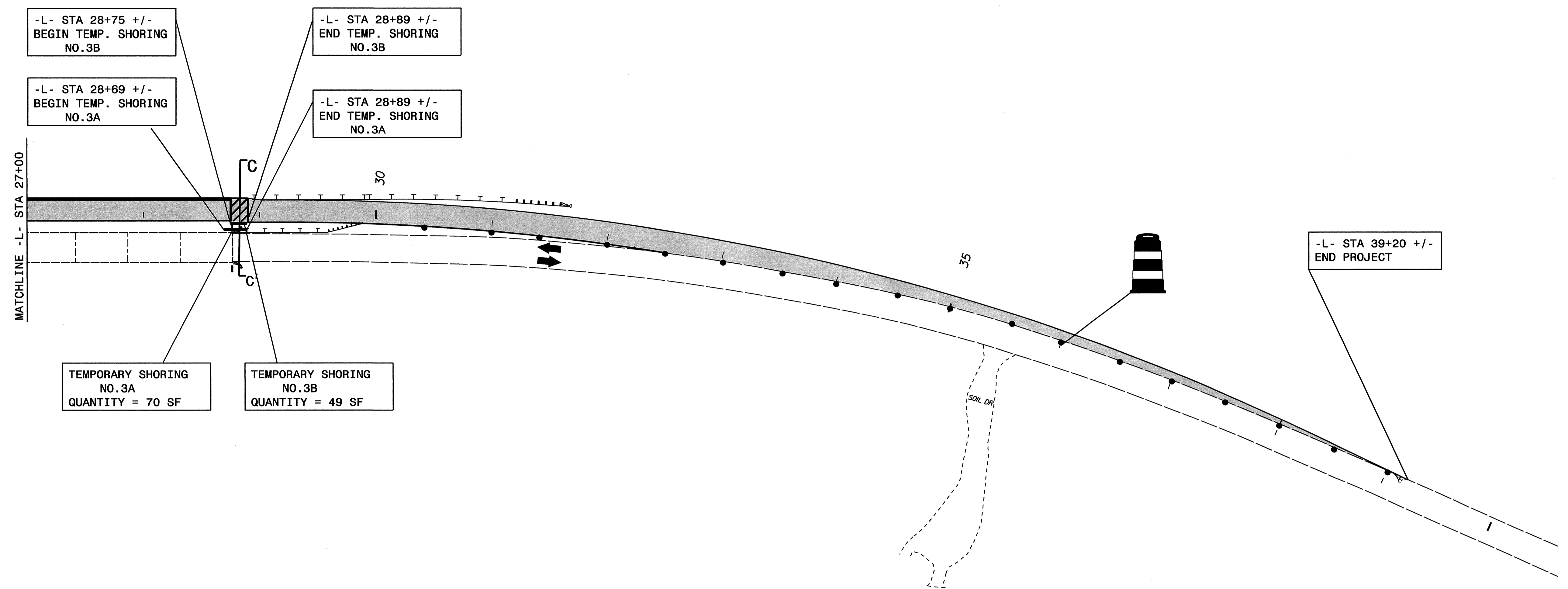
SEE SHEET TMP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE

APPROVED: *[Signature]* DATE: 10/4/11
 SEAL
 PROFESSIONAL SEAL 19862
 ENGINEER
 W. WOOLARD JR.



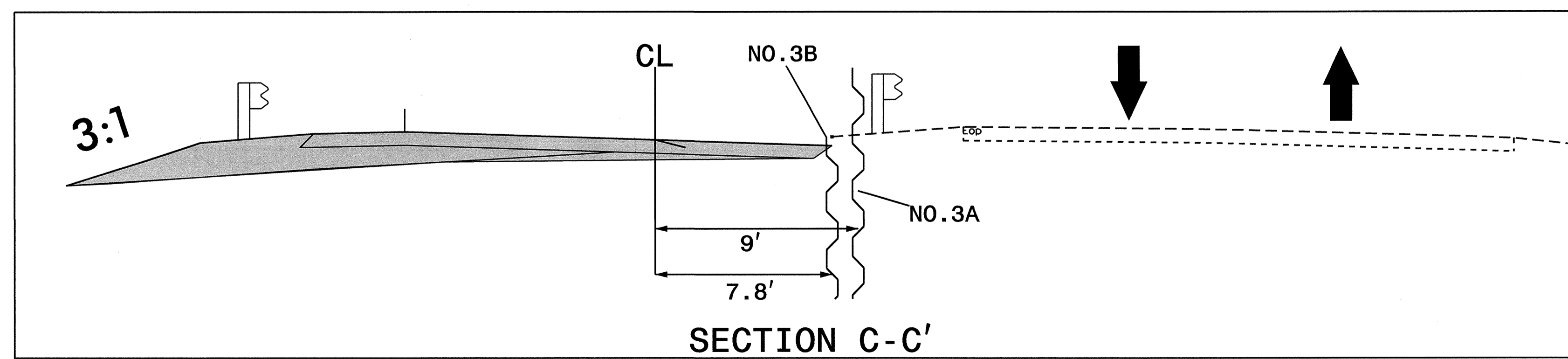
TEMPORARY TRAFFIC CONTROL
 PHASE I

04-OCT-2011 15:41
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 msishak AT TE24732



TEMPORARY SHORING
NO. 3A
QUANTITY = 70 SF

TEMPORARY SHORING
NO. 3B
QUANTITY = 49 SF

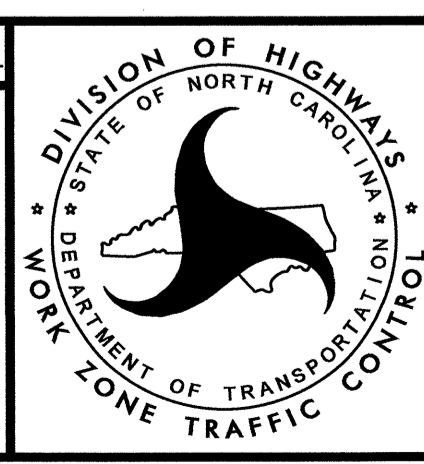


TIE TEMPORARY GUARDRAIL TO EXISTING BRIDGE RAIL
AS SHOWN IN THE CONSTRUCTION PLANS

SEE SHEET TMP-1A FOR TEMPORARY PAVEMENT MARKING
SCHEDULE

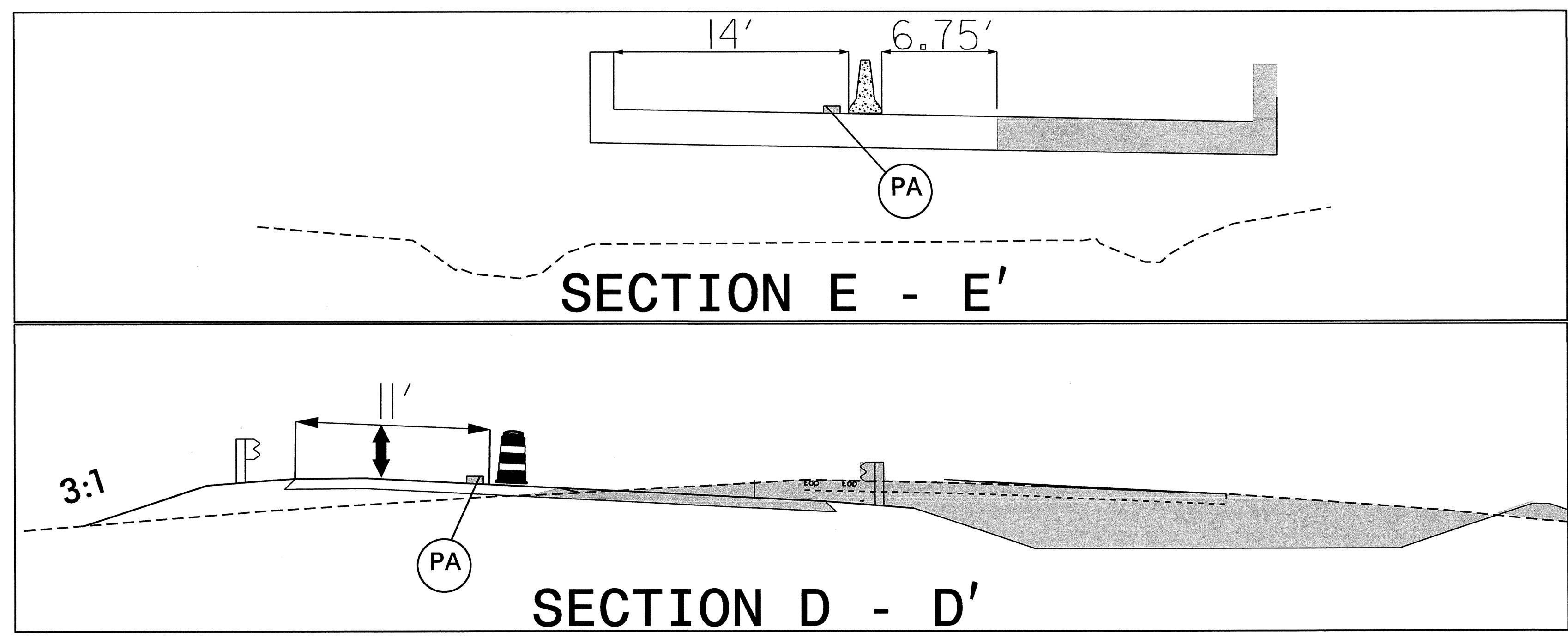
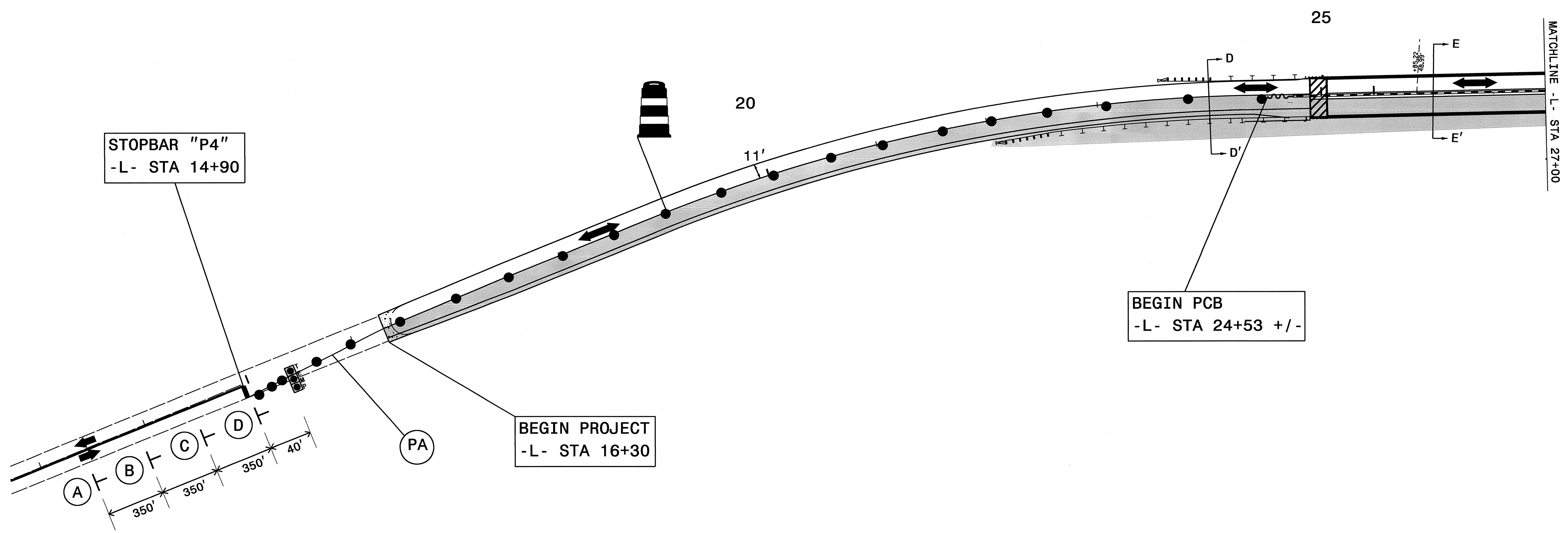
SEE SHEET TMP-1C FOR TEMPORARY SHORING INFORMATION

APPROVED: _____ DATE: 10/4/11
SEAL
PROFESSOR
SEAL
19862
ENGINEER
J.W. WOOLARD, JR.

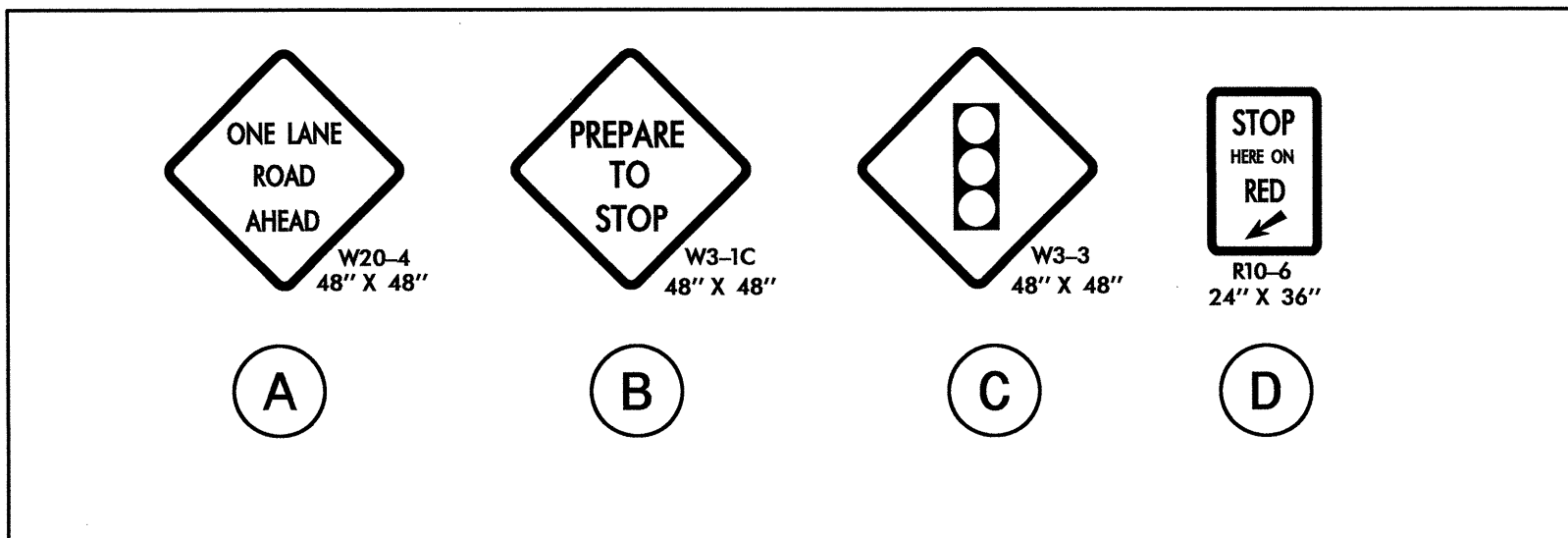


TEMPORARY TRAFFIC CONTROL
PHASE I

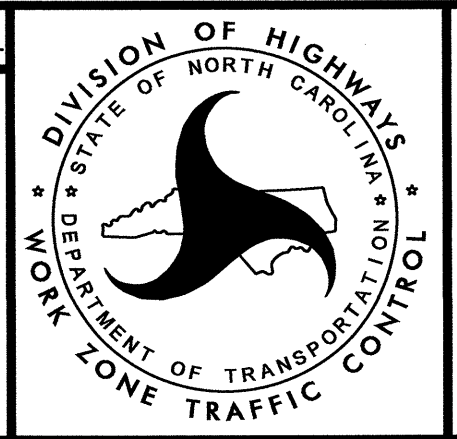
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msishok AT TE244732



SEE SHEET TMP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE

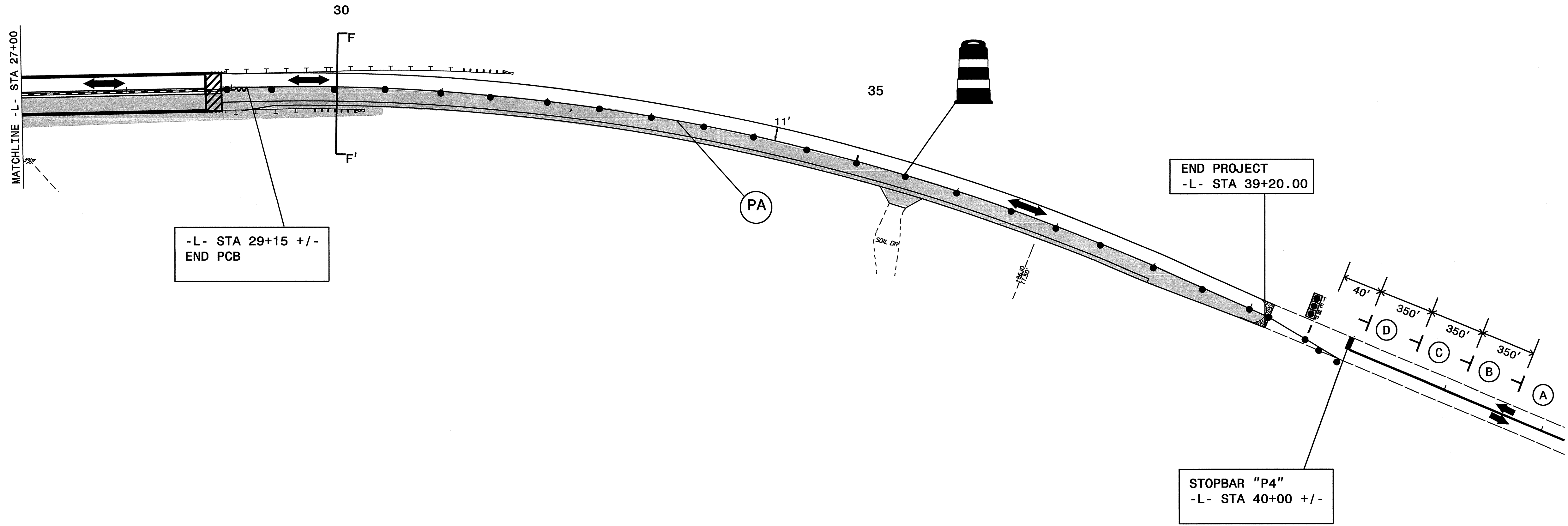


APPROVED: DATE: 10/4/11



TEMPORARY TRAFFIC CONTROL
PHASE II

04-OCT-2011 15:38 \\dot\dfsroot\proj\TIP\Projects-B\4647\TrafficControl\TCP\revised-TCP\B-4647-fc.btcp.TMP-05.dgn msishak AT TE244732

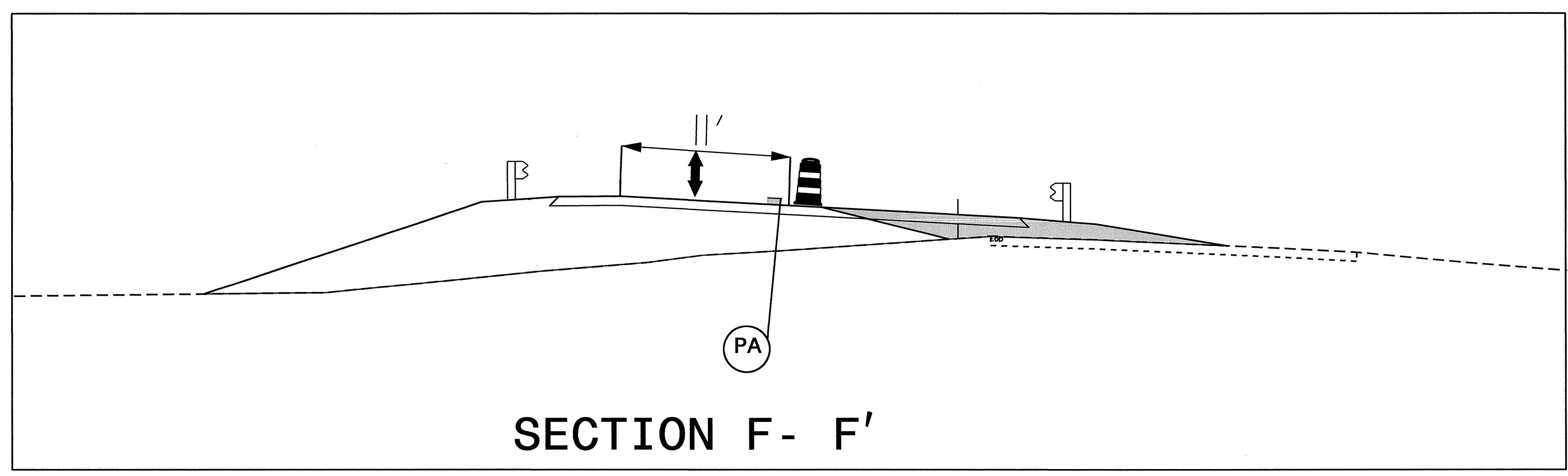
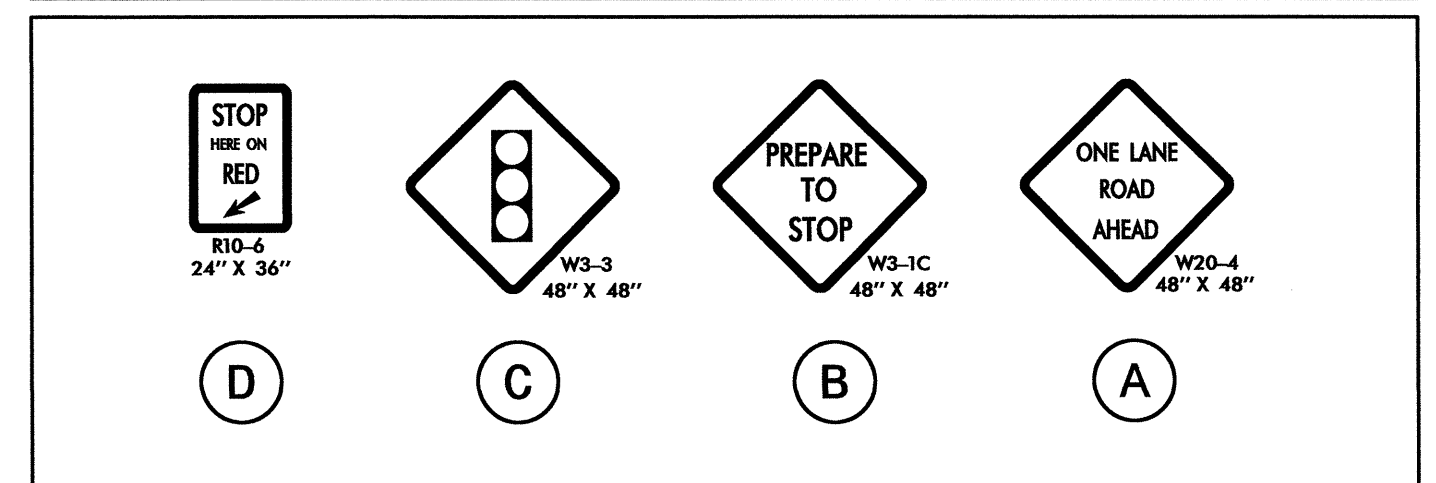


-L- STA 29+15 +/-
END PCB

END PROJECT
-L- STA 39+20.00

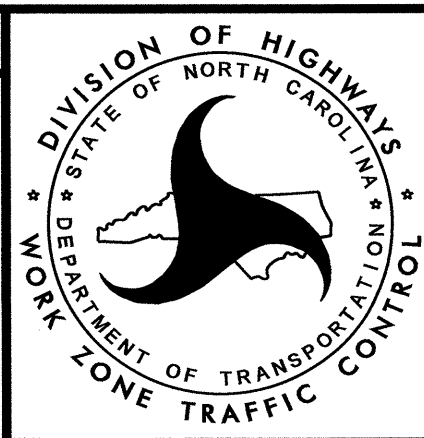
STOPBAR "P4"
-L- STA 40+00 +/-

SEE SHEET TMP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE



SECTION F - F'

APPROVED: DATE: 10/4/11



TEMPORARY TRAFFIC CONTROL
PHASE II

04-OCT-2011 15:36
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