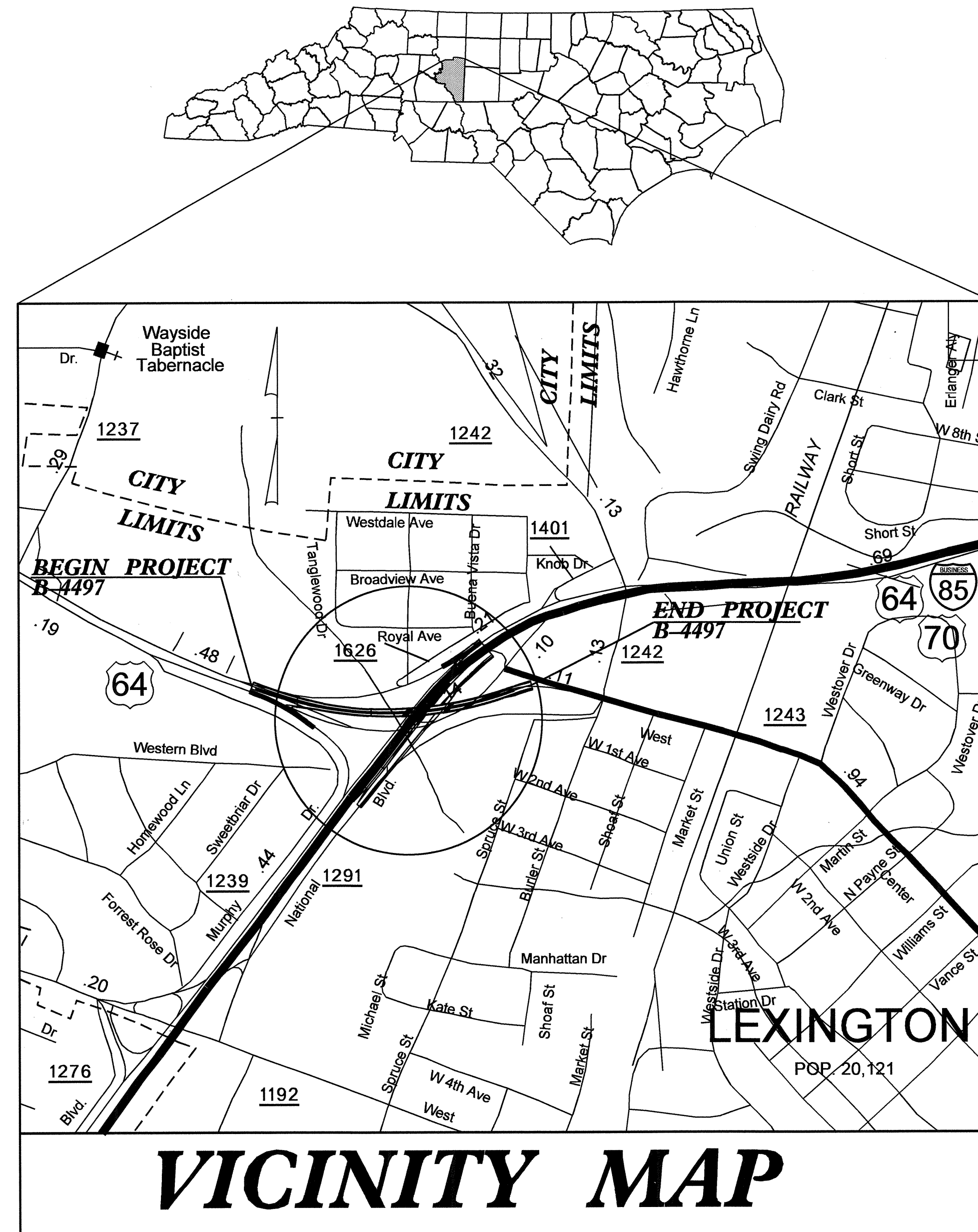


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

DAVIDSON COUNTY



VICINITY MAP

SEE SHEETS TMP-7 & TMP-8 FOR OFF-SITE DETOURS

INDEX OF SHEETS

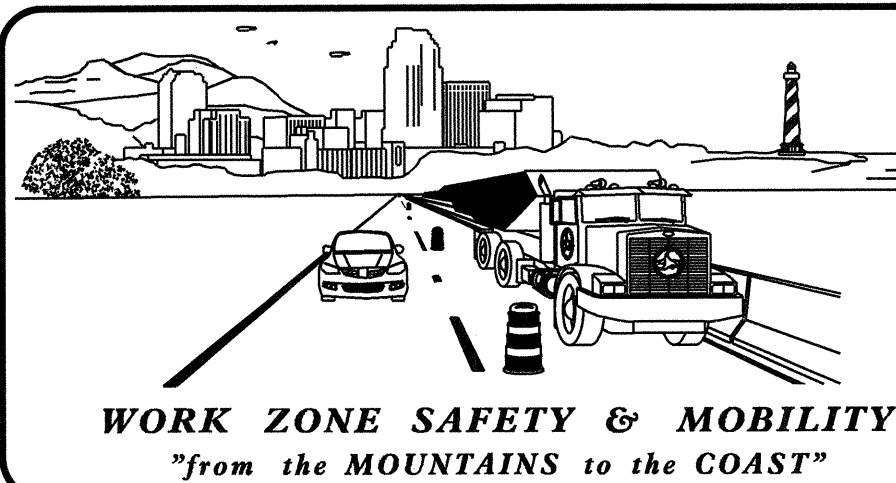
SHEET NO.	TITLE
TMP-1	TITLE SHEET, AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND, AND TEMPORARY PAVEMENT MARKING
TMP-1B	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES AND LOCAL NOTES)
TMP-2A	"WORK ZONE" SPEED LIMIT REDUCTION
TMP-3A - TMP-3B	TEMPORARY TRAFFIC CONTROL PHASING
TMP-4	US 64 E EXIT RAMP DETOUR
TMP-5 - TMP-6	PHASE I STEP 3
TMP-7	US 64 EAST DETOUR
TMP-8	US 64 WEST DETOUR
TMP-9 - TMP-10	-Y1- DETOUR FOR BRIDGE WORK
TMP-11	PHASE I CUT SECTIONS
TMP-12 - TMP-14	PHASE I STEP 8
TMP-15 - TMP-16	PHASE I STEP 10
TMP-17	PHASE II CUT SECTIONS
TMP-18 - TMP-19	PHASE II STEP 2
TMP-20	PHASE II STEPS 3 AND 4
TMP-21 - TMP-22	PHASE III

SHEET NO.
TMP-1

B-4497

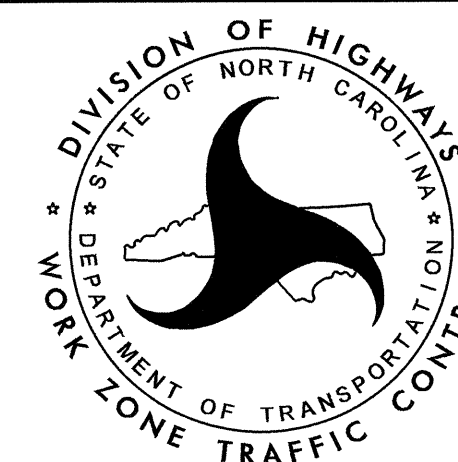
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N.C.D.O.T. WORK ZONE TRAFFIC CONTROL
1561 MAIL SERVICE CENTER (MSC) RALEIGH, NC 27699-1561
750 N. GREENFIELD PARKWAY, GARNER, NC 27529 (DELIVERY)
PHONE: (919) 773-2800 FAX: (919) 771-2145

J. S. BOURNE, P.E. STATE TRAFFIC MANAGEMENT ENGINEER
J. ISHAK, P.E. TRAFFIC CONTROL PROJECT ENGINEER
B.P. SCHOENBAUER, P.E. TRAFFIC CONTROL PROJECT DESIGN ENGINEER
S. B. JENNINGS TRAFFIC CONTROL DESIGN ENGINEER



APPROVED: *Ben Schunk*
DATE: August 3, 2012



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 WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD 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
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
1205.03	PAVEMENT MARKINGS - EXITS AND ENTRANCE RAMPS
1205.12	PAVEMENT MARKINGS - BRIDGES

LEGEND

GENERAL

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

- WORK AREA
- REMOVAL
- WEDGING
- USER DEFINED (IF NEEDED)

TRAFFIC CONTROL DEVICES

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

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

SIGNALS

- EXISTING PROPOSED TEMPORARY

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

PAVEMENT MARKERS

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

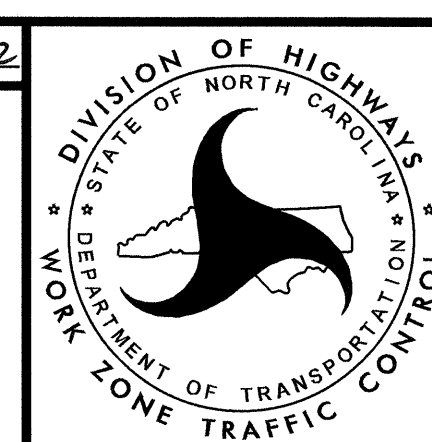
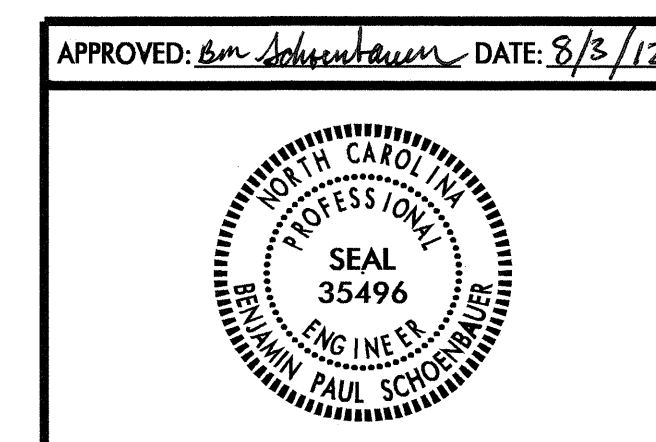
PAVEMENT MARKING SYMBOLS

- PAVEMENT MARKING SYMBOLS

TEMPORARY PAVEMENT MARKING

- PAINT - 4"
- PA WHITE EDGELINE
- PB YELLOW EDGELINE
- PC 10' WHITE SKIP
- PD 3'- 9' SP WHITE MINISKIP
- PAINT - 6"
- P6 WHITE EDGELINE
- P7 YELLOW EDGELINE
- PJ 10' WHITE SKIP
- PK 3'- 9' SP WHITE MINISKIP
- PAINT - 8"
- PN WHITE GORE LINE
- PO WHITE DIAGONAL
- MARKERS
- MX CRYSTAL & RED

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ROADWAY STANDARD
DRAWINGS & LEGEND

MANAGEMENT STRATEGIES

TRAFFIC ON THIS PROJECT WILL BE MAINTAINED USING OFF-SITE DETOURS TO COMPLETE CONSTRUCTION OF THE PROPOSED BRIDGE. LANE CLOSURES AND LANE SHIFTS WILL BE USED THROUGHOUT THE PHASING TO COMPLETE WIDENING AND MEDIAN WORK ON -Y1- (US 29-70/I-85 BUS). PORTABLE CONCRETE BARRIER (PCB) WILL SEPARATE TRAFFIC FROM BRIDGE AND MSE WORK. TEMPORARY ROAD CLOSURES WITH OFF-SITE DETOURS WILL BE USED FOR EXISTING BRIDGE DEMOLITION AND GIRDER INSTALLATION ON THE PROPOSED STRUCTURE.

HEAVY COORDINATION BETWEEN THE DIVISION, THE CITY OF LEXINGTON AND THE BARBEQUE FESTIVAL EVENT COORDINATORS WILL BE NECESSARY TO EFFICIENTLY MAINTAIN THE ADDITIONAL EVENT TRAFFIC AROUND AND THROUGH THE WORK ZONE.

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 DURING HOLIDAYS AND SPECIAL EVENTS AS FOLLOWS:

ROAD NAME

-RPY1C-
- Y1- (US-29-70/I-85 BUS)

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00 A.M. DECEMBER 31st TO 8:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 8:00 P.M. THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 8:00 P.M. MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 8:00 P.M. TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 8:00 P.M. THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 6:00 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 8:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.
- FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 8:00 P.M. TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY TO 8:00 P.M. MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 8:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
- FOR THE LEXINGTON BARBEQUE FESTIVAL AND OTHER EVENTS, AS DIRECTED BY THE ENGINEER, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY BEFORE THE FESTIVAL AND 8:00 P.M. THE SUNDAY FOLLOWING THE FESTIVAL.

B) DO NOT CLOSE ROADS AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	OPERATION
-RPY1C-	MON - SUN 5:00 AM - 11:00 PM	RAMP CLOSURE AND OFF-SITE DETOUR FOR RAMP IMPROVEMENTS
-Y1- (US-29-70/I-85 BUS)	MON - SUN 5:00 AM - 11:00 PM	UNDER OFF-SITE DETOUR FOR BRIDGE DEMOLITION AND GIRDER INSTALLATION

GENERAL NOTES / LOCAL NOTES

PROJ. REFERENCE NO.	SHEET NO.
B-4497	TMP-1B

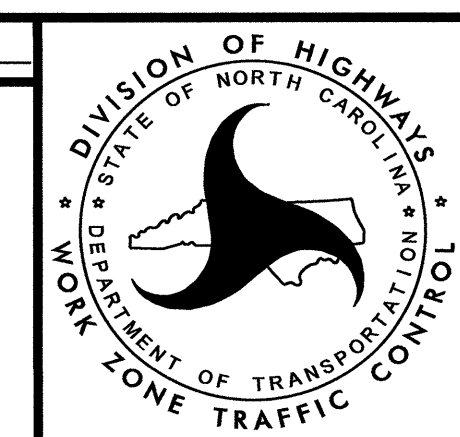
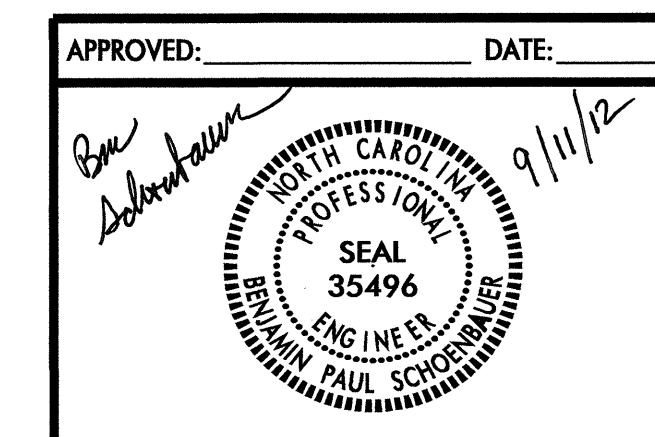
C) DO NOT CONDUCT ANY HAULING OPERATIONS AGAINST THE FLOW OF TRAFFIC OF AN OPEN TRAVELWAY UNLESS THE HAULING OPERATION IS PROTECTED BY BARRIER OR GUARDRAIL OR AS DIRECTED BY THE ENGINEER.

LANE AND SHOULDER CLOSURE REQUIREMENTS

- D) REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED OR AS DIRECTED BY THE ENGINEER.
- E) WHEN PERSONNEL 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.
- F) 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.
- G) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRAFFIC CONTROL PLANS, ROADWAY STANDARD DRAWINGS, OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.
- H) DO NOT WORK SIMULTANEOUSLY WITHIN 15 FT ON BOTH SIDES OF AN OPEN TRAVELWAY, RAMP, OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.
- I) DO NOT INSTALL MORE THAN 2 MILES OF LANE CLOSURE ON I-85 BUS/US 29-70 MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.
- J) DO NOT INSTALL MORE THAN ONE LANE CLOSURE IN ANY ONE DIRECTION ON US 64 AND ON I-85 BUS/US 29-70.
- K) PROVIDE TRAFFIC CONTROL FOR APPROPRIATE LANE CLOSURES FOR SURVEYING DONE BY THE DEPARTMENT.

PAVEMENT EDGE DROP OFF REQUIREMENTS

- L) 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.



TRANSPORTATION OPERATIONS PLAN

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GENERAL NOTES / LOCAL NOTES

- M) 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) 1,000 FT IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- O) 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.
- P) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRAFFIC CONTROL PLANS.
- PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRAFFIC CONTROL PLANS.
- Q) COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROAD WHEN ROAD CLOSURE IS NOT IN OPERATION.
- COVER OR REMOVE ALL SIGNS REQUIRED FOR THE OFF-SITE DETOUR WHEN THE DETOUR IS NOT IN OPERATION.
- R) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

TRAFFIC BARRIER

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

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

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

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

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

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

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

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

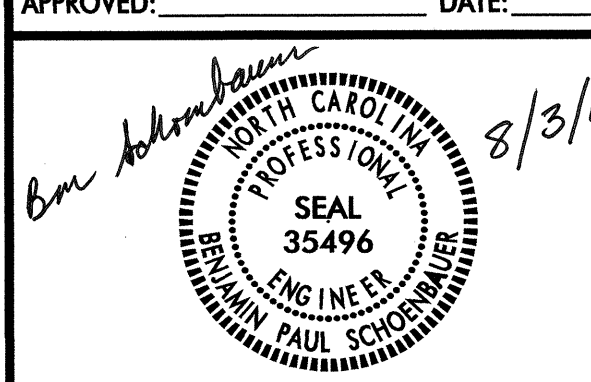
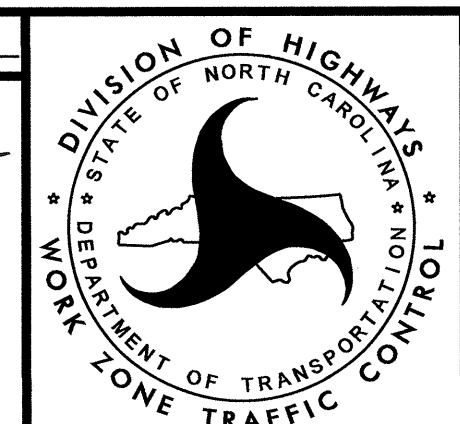
TRAFFIC CONTROL DEVICES

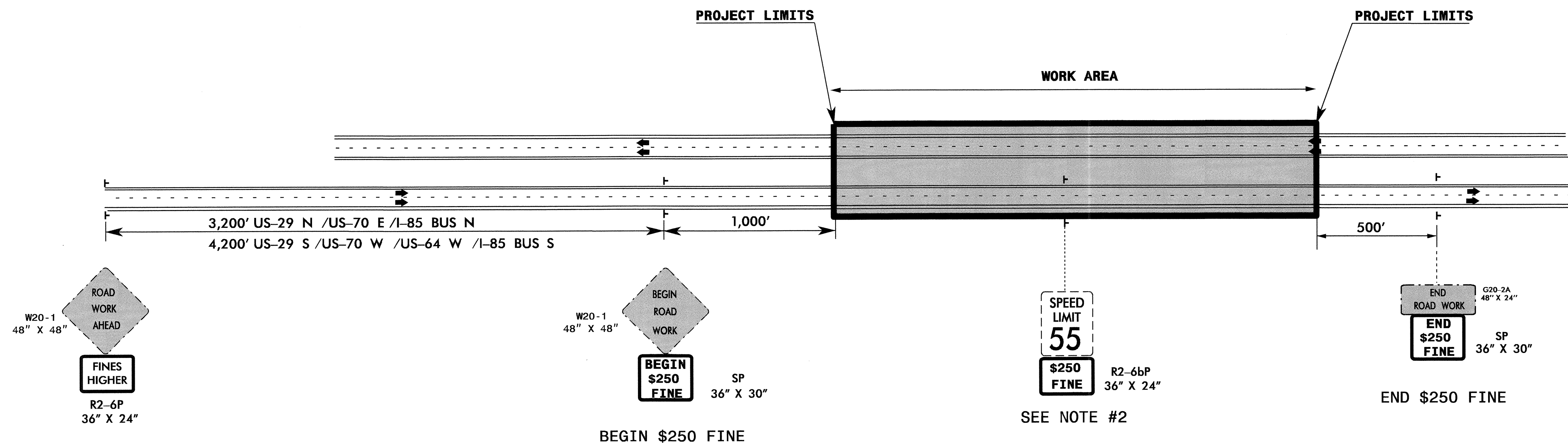
- U) WHEN LANE CLOSURES ARE NOT IN EFFECT SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER IN FEET THAN TWICE THE POSTED SPEED LIMIT (MPH) EXCEPT, 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTIONS 1130 (DRUMS), 1135 (CONES) AND 1180 (SKINNY DRUMS) FOR ADDITIONAL REQUIREMENTS.
- V) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- W) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES DRUMS PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.
- X) INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON INTERIM LAYERS OF PAVEMENT AS FOLLOWS:
- | ROAD NAME | MARKING | MARKER |
|-------------------|---------|-------------|
| US 64 | PAINT | TEMP RAISED |
| I-85 BUS/US 29-70 | PAINT | TEMP RAISED |
- Y) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX (6) MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS AS DIRECTED BY THE ENGINEER.
- Z) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- AA) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

MISCELLANEOUS

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

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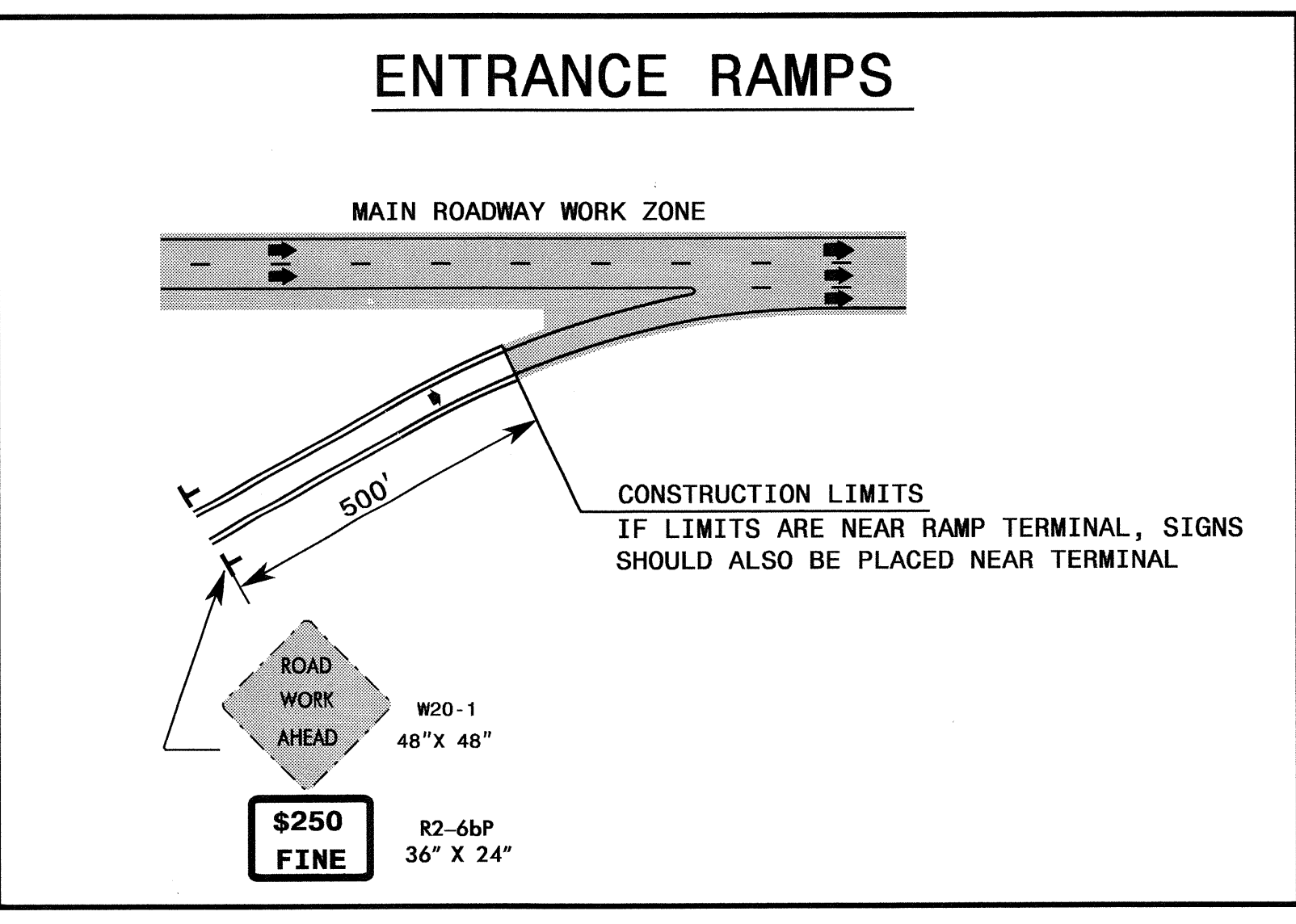
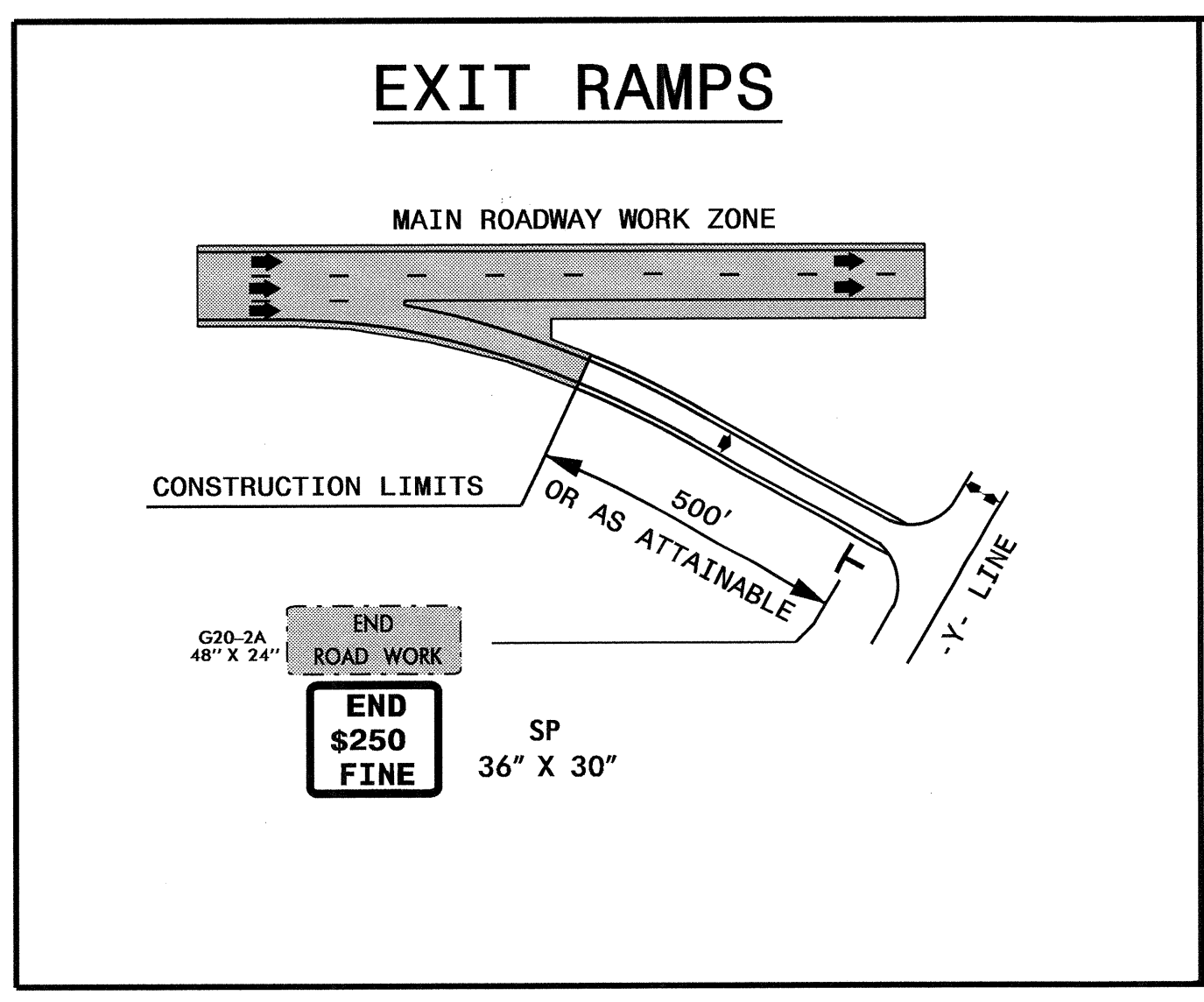


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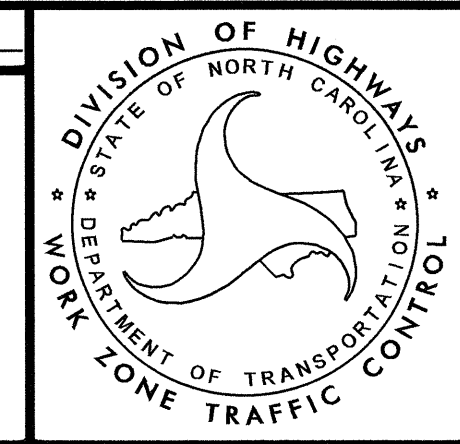
- 1) THE \$250 SPEEDING FINE WILL BE DETERMINED BY THE ESTABLISHED CRITERIA AND COLLABORATION BETWEEN THE REGIONAL TRAFFIC ENGINEER, THE DIVISION AND THE WORK ZONE TRAFFIC CONTROL SECTION.
- 2) ONCE THE PROJECT HAS BEEN ORDINANCED FOR THE \$250 SPEEDING FINE, EACH EXISTING SPEED LIMIT SIGN WITHIN THE WORK AREA SHALL HAVE THE R2-6bP SIGN MOUNTED BELOW.
- 3) ONCE THE PROJECT HAS BEEN ORDINANCED FOR THE \$250 SPEEDING FINE, EACH "ROAD WORK AHEAD" SIGN INSTALLED ALONG ENTRANCE RAMP SHALL HAVE THE R2-6bP SIGN MOUNTED BELOW.

GUIDELINES

- A) THIS DRAWING IS FOR USE ONLY AFTER AN ENGINEERING INVESTIGATION HAS BEEN PERFORMED BY THE REGIONAL TRAFFIC ENGINEER AND THE WORK ZONE TRAFFIC CONTROL SECTION. THE \$250 SPEEDING FINE IS INTENDED FOR USE ON FREEWAYS WITH SPEED LIMITS 60 MPH OR GREATER. SEE \$250 SPEEDING FINE GUIDELINES FOR THE CRITERIA.
- B) THE STATE TRAFFIC ENGINEER HAS TO ORDINANCE THE \$250 SPEEDING FINE IN ORDER FOR IT BE VALID AND ENFORCEABLE. NO "\$250 SPEEDING FINE" SIGNS SHALL BE INSTALLED PRIOR TO RECEIVING A SIGNED ORDINANCE.
- C) EACH DIRECTION OF THE PROJECT IS TO BE EVALUATED FOR THE "\$250 SPEEDING FINE". THIS DRAWING INTENTIONALLY HAS 1 DIRECTION SIGNED AS A REMINDER TO CAREFULLY CONSIDER WHETHER BOTH DIRECTIONS OF THE PROJECT NEED THE \$250 SPEEDING FINE.
- D) ALL "\$250 SPEEDING FINE" SIGNAGE SHALL BE REMOVED WHEN THE CONDITION/S THAT WARRANTED THE FINE IS REMOVED. THE REGIONAL TRAFFIC ENGINEER WILL BE NOTIFIED BY THE RESIDENT ENGINEER AT THIS TIME TO RESCIND THE ORDINANCE. THIS SHOULD TAKE PLACE BEFORE THE PROJECT IS 100% COMPLETE AND ACCEPTED FOR MAINTENANCE.



APPROVED: *Paul Schornhauser* DATE: 8/3/12



\$250 SPEEDING FINE SIGNAGE

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PHASING

PHASING NOTES:

- 1) MAINTAIN POSITIVE DRAINAGE DURING CONSTRUCTION
- 2) REPLACE EXISTING PAVEMENT MARKINGS COVERED OR DAMAGED BY CONSTRUCTION ACTIVITY WITH TEMPORARY PAVEMENT MARKINGS AT END OF EACH WORK DAY.
- 3) CONSTRUCT ALL PAVEMENT UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE UNLESS OTHERWISE STATED IN PHASING, OR AS DIRECTED BY THE ENGINEER.

PHASE I

STEP 1

- INSTALL ADVANCED WORK ZONE WARNING SIGNS ON -L- (US 64) AND ON -Y1- (US 29-70/I-85 BUS) AS REQUIRED IN PROJECT NOTES. INSTALL SPEED ORDINANCE ON -Y1- (US 29-70/I-85 BUS) AS SHOWN ON SHEET TMP-2.

STEP 2

- USING RSD 1101.02, SHEET 3 OF 15, PERFORM THE FOLLOWING:
 - PLACE TEMPORARY PAVEMENT MARKING AND REMOVE CONFLICTING PAVEMENT MARKING ON US 64 EB, SHIFT EB TRAFFIC TO OUTSIDE LANE IN 1 LANE / 1 WAY PATTERN. (SEE SHEETS TMP-5 AND TMP-6)
 - BEGIN CONSTRUCTION OF TEMPORARY PAVEMENT ALONG OUTSIDE LANES OF -Y1-, TO PLACE PCB, AS DESCRIBED IN STEP 7, AS FOLLOWS:
 - Y1- STA. 23+75 +/- RT TO -Y1- STA. 27+80 +/- RT AND
 - Y1- STA. 23+78 +/- LT TO -Y1- STA. 27+75 +/- LT.
- INSTALL AND COVER DETOUR SIGNS AS SHOWN ON SHEET TMP-4.

- PLACE CMS AS SHOWN ON SHEET TMP-4, ACTIVATE MESSAGE 'A' ONE DAY PRIOR TO PHASE I, STEP 3.

- BEGIN DRAINAGE STRUCTURES AND PIPES THAT ARE NOT IN CONFLICT WITH EXISTING STRUCTURES OR TRAFFIC PATTERNS. (SEE ROADWAY PLANS)

NOTE: STEP 3, PARTS A, B AND C, MAY BE REPEATED UNTIL -RPY1C- WORK IS COMPLETE.

STEP 3

- A) AWAY FROM TRAFFIC AND USING SHEET TMP-4, CHANGE CMS TO MESSAGE 'B', INSTALL TRAFFIC CONTROL DEVICES AND UNCOVER DETOUR SIGNS TO CLOSE -RPY1-.
- B) CONSTRUCT -RPY1C-. (SEE TMP-6)
- C) REMOVE TRAFFIC CONTROL DEVICES, CHANGE CMS TO MESSAGE 'A', COVER DETOUR SIGNS AND REOPEN -RPY1C- TO TRAFFIC AT THE END OF EACH WORK PERIOD.

STEP 4

- REMOVE CMS, ROAD CLOSURE AND DETOUR SIGNING PLACED IN PHASE I, STEP 2.
- INSTALL AND COVER ROAD CLOSURE SIGNS AND DETOUR SIGNS FOR US 64. (SEE SHEETS TMP-7 AND TMP-8)
- INSTALL AND COVER DETOUR SIGNS FOR US 29-70/I-85 BUS. (SEE SHEETS TMP-9 AND TMP-10)

NOTE: WORK TO COMPLETE STEP 5 IN A CONTINUOUS MANNER TO CLOSE -L- (US 64) AND PLACE TRAFFIC ON OFFSITE DETOUR.

STEP 5

- USING LAW ENFORCEMENT AS NEEDED, SIMULTANEOUSLY PERFORM THE FOLLOWING:
 - USING RSD 1101.03, SHEET 1 OF 9, SHEETS TMP-7 AND TMP-8, INSTALL TYPE III BARRICADES, UNCOVER ROAD CLOSURE SIGNS AND DETOUR SIGNS, TO CLOSE -L- (US 64) TO THROUGH TRAFFIC.
 - USING RSD 1101.03, SHEET 8 OF 9, AND TMP-12, INSTALL TEMPORARY PAVEMENT MARKING AND DRUMS TO CLOSE THROUGH LANE ON -L- (US 64 EB).
 - USING RSD 1101.02, SHEET 3 OF 15, AND TMP-13, INSTALL TEMPORARY PAVEMENT MARKING AND DRUMS, REMOVE EXISTING RIGHT TURN SYMBOLS, TO CLOSE RIGHT TURN LANE ON -EY1E- TO US 64 WB.
 - USING RSD 1101.02, SHEET 3 OF 15, AND TMP-14, INSTALL TEMPORARY PAVEMENT MARKING AND DRUMS, REMOVE EXISTING CONFLICTING MARKING AND SYMBOLS, TO CLOSE THROUGH LANE ON -L- (US 64 WB).

NOTE: STEP 6 AND STEP 7 MAY BE PERFORMED SIMULTANEOUSLY. STEP 6, PARTS A, B AND C, MAY BE REPEATED UNTIL WORK IS COMPLETE.

STEP 6

- A) AWAY FROM TRAFFIC AND USING RSD 1101.03, SHEET 7 OF 9, AND TMP-9 AND TMP-10, INSTALL TRAFFIC CONTROL DEVICES AND UNCOVER DETOUR SIGNS TO CLOSE -Y1-.
- B) REMOVE EXISTING US 64 SUPERSTRUCTURE.
- C) REMOVE TRAFFIC CONTROL DEVICES, COVER DETOUR SIGNS AND REOPEN -Y1- TO TRAFFIC AT THE END OF EACH WORK PERIOD.

STEP 7

- AWAY FROM TRAFFIC, PERFORM THE FOLLOWING: (SEE SHEETS TMP-12 AND TMP-13)
 - BEGIN CONSTRUCTION ON -L- (US 64).
 - BEGIN REMOVAL OF EXISTING US 64.
- USING RSD 1101.02, SHEET 3 OF 15, PERFORM THE FOLLOWING: (SEE SHEET TMP-13)
 - A) COMPLETE CONSTRUCTION OF TEMPORARY PAVEMENT ALONG OUTSIDE LANES OF -Y1-, TO PLACE PCB AS FOLLOWS:
 - Y1- STA. 23+75 +/- RT TO -Y1- STA. 27+80 +/- RT AND
 - Y1- STA. 23+78 +/- LT TO -Y1- STA. 27+75 +/- LT.
 - B) PLACE PCB ALONG OUTSIDE SHOULDERS OF -Y1- AS FOLLOWS:
 - Y1- STA. 24+00 +/- RT TO -Y1- STA. 27+80 +/- RT AND
 - Y1- STA. 23+78 +/- LT TO -Y1- STA. 27+50 +/- LT.

STEP 8

- BEHIND PCB PERFORM THE FOLLOWING: (SEE SHEETS TMP-11 AND TMP-12)
 - REMOVE END BENTS FOR EXISTING US 64 BRIDGE.
 - CONSTRUCT PROPOSED END BENT 1 ON -L-.
 - CONSTRUCT PROPOSED MSE RETAINING WALL ALONG -Y1- SB.
 - CONSTRUCT PROPOSED CONCRETE BARRIER AND INSTALL PROPOSED GUARDRAIL AND ANCHOR UNIT ALONG -Y1- SB.
 - BEGIN CONSTRUCTION OF PROPOSED END BENT 2 ON -L-.
 - BEGIN CONSTRUCTION OF PROPOSED MSE RETAINING WALL ALONG -Y1- NB.

STEP 9

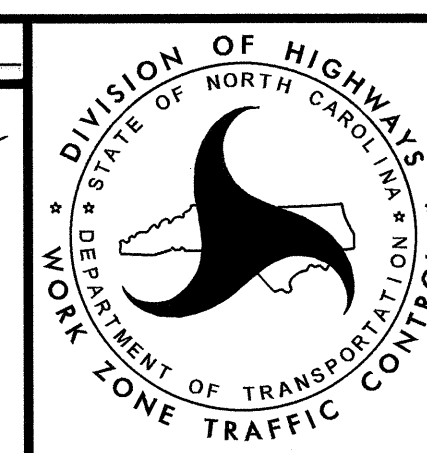
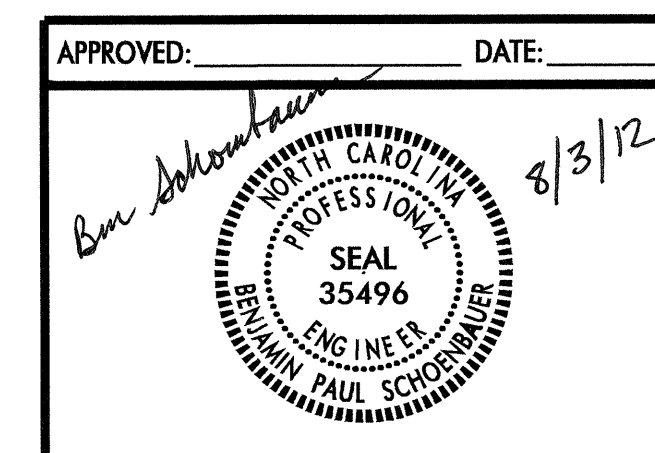
- USING RSD 1101.02, SHEETS 5 AND 10 OF 15, INSTALL TEMPORARY PAVEMENT MARKING ON US 29 S-70 W/I-85 BUS S, TO PERFORM LEFT LANE CLOSURE SWITCH. (SEE SHEETS TMP-15 AND TMP-16)
- USING RSD 1101.02, SHEET 5 OF 15, REMOVE PCB ON OUTSIDE SHOULDER OF -Y1- AS FOLLOWS: (SEE SHEETS TMP-13, TMP-15 AND TMP-16)
 - Y1- STA. 24+00 +/- RT TO -Y1- STA. 27+80 +/- RT.
- BEGIN TRENCHLESS INSTALLATION OF 84" WELDED STEEL PIPE UNDER -Y1-.

STEP 10

- USING RSD 1101.02, SHEETS 5 AND 10 OF 15, PERFORM THE FOLLOWING: (SEE SHEETS TMP-11 AND TMP-15)
 - WEDGE AND WIDEN -Y1- SB, UP TO BUT NOT INCLUDING THE FINAL SURFACE COURSE. AT THE END OF EACH DAY, PLACE TEMPORARY PAVEMENT MARKING ON -Y1- SB, AS SHOWN ON SHEET TMP-15.
 - WEDGE AND WIDEN -RPYD-, UP TO BUT NOT INCLUDING THE FINAL
- IN THE FINAL PATTERN AS SHOWN ON THE FINAL PAVEMENT MARKING PLANS.
- PLACE TEMPORARY PAVEMENT MARKING, AS MUCH AS POSSIBLE, ON -Y1- SB, AS SHOWN ON SHEET TMP-19, IN PREPARATION FOR PHASE II TRAFFIC PATTERN.

STEP 11

- USING RSD 1101.02, SHEETS 5 AND 10 OF 15, COMPLETE TEMPORARY PAVEMENT MARKING AND REMOVE CONFLICTING PAVEMENT MARKING FOR PHASE II TRAFFIC PATTERN. SHIFT -Y1- SB TRAFFIC TO PHASE II TRAFFIC PATTERN. (SEE SHEETS TMP-19)
- USING RSD 1101.02, SHEET 3 OF 15, INSTALL TEMPORARY PAVEMENT MARKING ON -Y1- (US 29 N-70 E/I-85 BUS N), AS SHOWN ON SHEETS TMP-18 AND TMP-19, AND SHIFT -Y1- NB TRAFFIC TO OUTSIDE LANE.



**TEMPORARY
TRAFFIC CONTROL
PHASING**

PHASING

PHASE II

STEP 1

- USING RSD 1101.02, SHEET 3 OF 15, INSTALL PCB ON -Y1- AS FOLLOWS:
(SEE SHEET TMP-19)
 - -Y1- STA. 19+60 +/- RT TO -Y1- STA. 29+00 +/- RT AND
 - -Y1- STA. 20+80 +/- LT TO -Y1- STA. 32+80 +/- LT.

STEP 2

- USING RSD 1101.02, SHEET 3 OF 15, AND BEHIND PCB PERFORM THE FOLLOWING: (SEE SHEETS TMP-17 AND TMP-19)
 - REMOVE INTERIOR BENT FOR EXISTING US 64 BRIDGE.
 - CONSTRUCT PROPOSED INTERIOR BENT FOR -L- (US 64).
 - CONSTRUCT PROPOSED MEDIAN OF -Y1-.
 - COMPLETE CONSTRUCTION OF PROPOSED END BENT 2 ON -L-.
 - COMPLETE CONSTRUCTION OF PROPOSED MSE RETAINING WALL ALONG -Y1- NB.
 - COMPLETE REMOVAL OF EXISTING US 64.

NOTE: STEP 3 AND STEP 4 MAY BE PERFORMED SIMULTANEOUSLY. STEP 3, PARTS A, B AND C, MAY BE REPEATED UNTIL WORK IS COMPLETE.

STEP 3

- A) AWAY FROM TRAFFIC AND USING RSD 1101.03, SHEET 7 OF 9, AND TMP-9 AND TMP-10, INSTALL TRAFFIC CONTROL DEVICES AND UNCOVER DETOUR SIGNS TO CLOSE -Y1-.
- B) INSTALL PROPOSED GIRDERS. (SEE SHEET TMP-20)
- C) REMOVE TRAFFIC CONTROL DEVICES, COVER DETOUR SIGNS AND REOPEN -Y1- TO TRAFFIC AT THE END OF EACH WORK PERIOD.

STEP 4

- USING RSD 1101.02, SHEET 3 OF 15, AND BEHIND PCB COMPLETE PROPOSED MEDIAN OF -Y1-. (SEE TMP-19)

STEP 5

- USING RSD 1101.02, SHEET 3 OF 15, PERFORM THE FOLLOWING: (SEE SHEET TMP-19)
 - REMOVE ALL PCB ON MEDIAN SIDE OF -Y1- NB AS FOLLOWS:
 - -Y1- STA. 20+80 +/- LT TO -Y1- STA. 32+80 +/- LT.

NOTE: DURING CONSTRUCTION OF -Y1- NB WIDENING, ONLY REMOVE GUARDRAIL (NOT PROTECTED BY PCB) THAT CAN BE REPLACED THE SAME DAY, OR AS DIRECTED BY THE ENGINEER.

STEP 6

- USING RSD 1101.02, SHEETS 5 AND 9 OF 15, INSTALL TEMPORARY PAVEMENT MARKING ON -Y1- NB, TO PERFORM LEFT LANE CLOSURE SWITCH TO SHIFT NB TRAFFIC INTO MEDIAN LANE. (SEE SHEETS TMP-21 AND TMP-22)

STEP 7

- WORK IN A CONTINUOUS MANNER TO COMPLETE GUARDRAIL REPLACEMENT AND TIE TO MSE WALL ALONG OUTSIDE SHOULDER OF -Y1- NB AS FOLLOWS: (SEE SHEET TMP-22)
 - -Y1- STA. 25+87 +/- LT TO -Y1- 32+00 +/- LT.

STEP 8

- USING RSD 1101.02, SHEET 3 OF 15, REMOVE ALL REMAINING PCB ALONG -Y1-. (SEE SHEET TMP-19)

STEP 9

- USING RSD 1101.02, SHEET 3 OF 15, INSTALL TEMPORARY PAVEMENT MARKING ON -Y1- SB IN FINAL PATTERN AND REMOVE CONFLICTING PAVEMENT MARKING. OPEN ALL SB LANES TO FINAL TRAFFIC PATTERN. (SEE TMP-22 AND PAVEMENT MARKING PLANS).

PHASE III

STEP 1

- USING RSD 1101.02, SHEETS 5 AND 9 OF 15, WEDGE AND WIDEN -Y1- NB UP TO BUT NOT INCLUDING THE FINAL SURFACE COURSE. AT THE END OF EACH DAY, PLACE TEMPORARY PAVEMENT MARKING ON -Y1- NB AS SHOWN ON SHEETS TMP-21 AND TMP-22.

- AWAY FROM TRAFFIC COMPLETE -L- AND INSTALL FINAL PAVEMENT MARKING IN FINAL PATTERN. (SEE TMP-22 AND PAVEMENT MARKING PLANS)

- COMPLETE ALL REMAINING DRAINAGE STRUCTURES AND PIPES.

STEP 2

- USING RSD 1101.02, SHEET 3 OF 15, PERFORM THE FOLLOWING IN A CONTINUOUS MANNER: (BY THE END OF THE WORK DAY, -L- (US 64) SHALL BE OPENED TO TRAFFIC IN THE FINAL 2 LANE / 2 WAY PATTERN)
 - A) RESTORE PAVEMENT MARKING ON -L- TO FINAL AS MUCH AS POSSIBLE.
 - B) ACTIVATE SIGNAL AT INTERSECTION OF -L- (US 64) AND RAMPS -EY1E- AND -EY1F-.
 - C) REMOVE ROAD CLOSURE DEVICES, COVER DETOUR SIGNS AND OPEN -L- (US 64) TO FINAL 2 LANE / 2 WAY TRAFFIC PATTERN.

STEP 3

- USING RSD 1101.02, SHEETS 3 AND 9 OF 15, COMPLETE -Y1- NB UP TO BUT NOT INCLUDING THE FINAL SURFACE COURSE. PLACE TEMPORARY PAVEMENT MARKING IN FINAL PATTERN AND OPEN -Y1- NB TO FINAL PATTERN. (SEE SHEETS TMP-22 AND PAVEMENT MARKING PLANS)

STEP 4

- USING RSD 1101.02, SHEETS 3 AND 9 OF 15, RESTORE PAVEMENT MARKING TO FINAL ON -Y1- NB (US 29 N-70 E/I-85 BUS N), AND OPEN TO FINAL PATTERN.

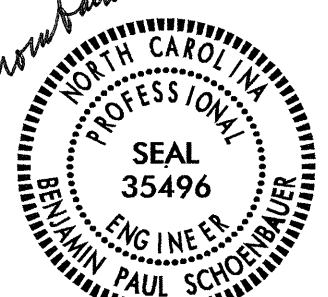
STEP 5

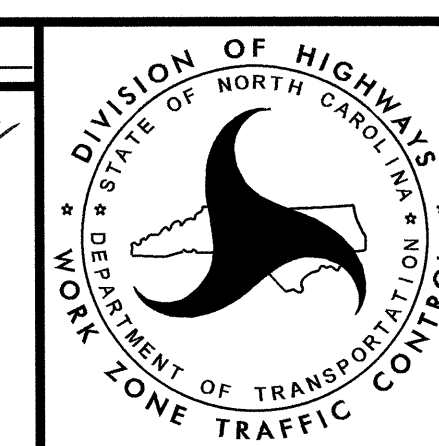
- USING RSD 1101.02, SHEETS 3 AND 9 OF 15, PLACE FINAL LAYER OF SURFACE COURSE AND FINAL PAVEMENT MARKINGS ON PROPOSED NB AND SB -Y1-. (SEE PAVEMENT MARKING PLANS)

STEP 6

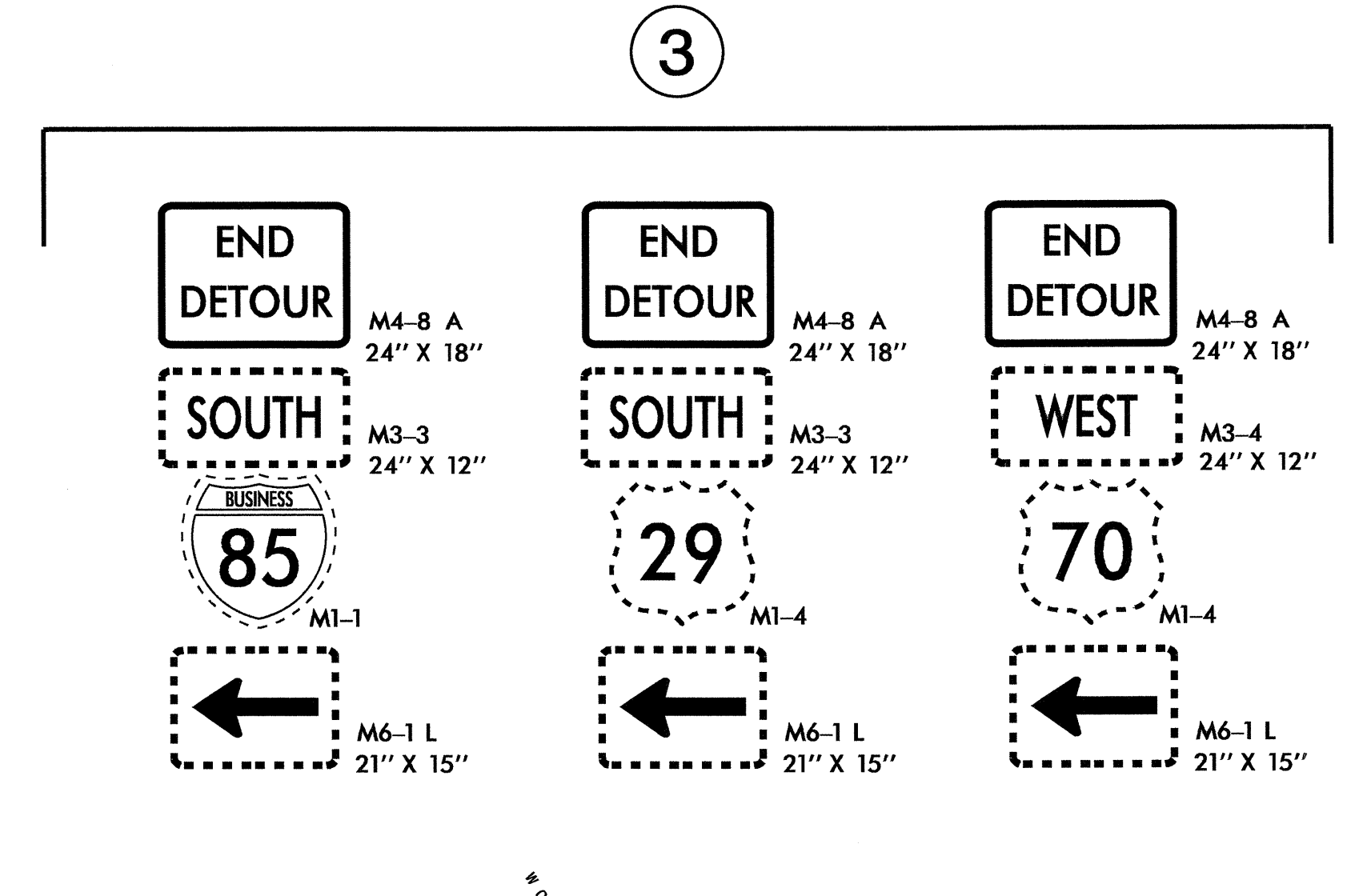
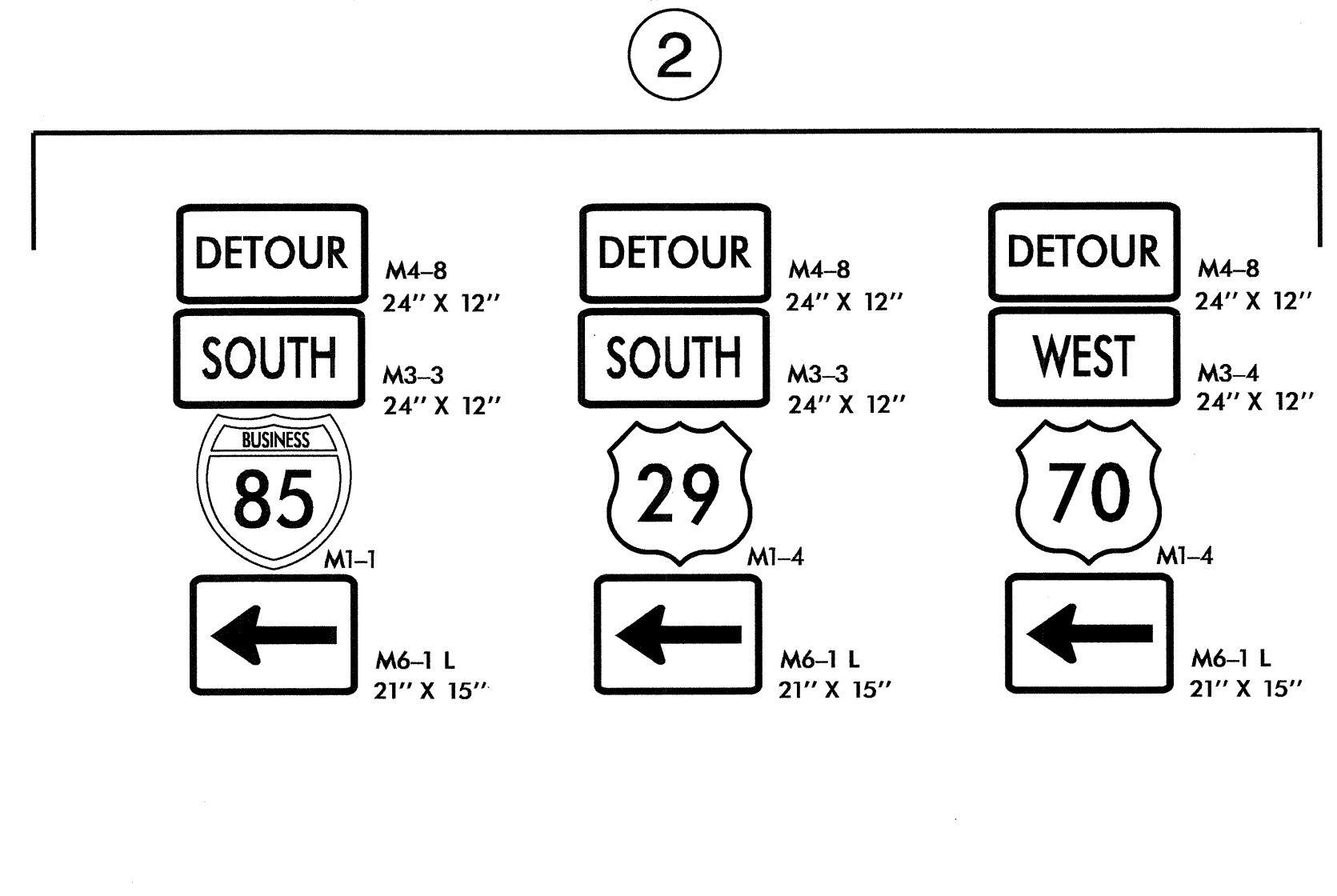
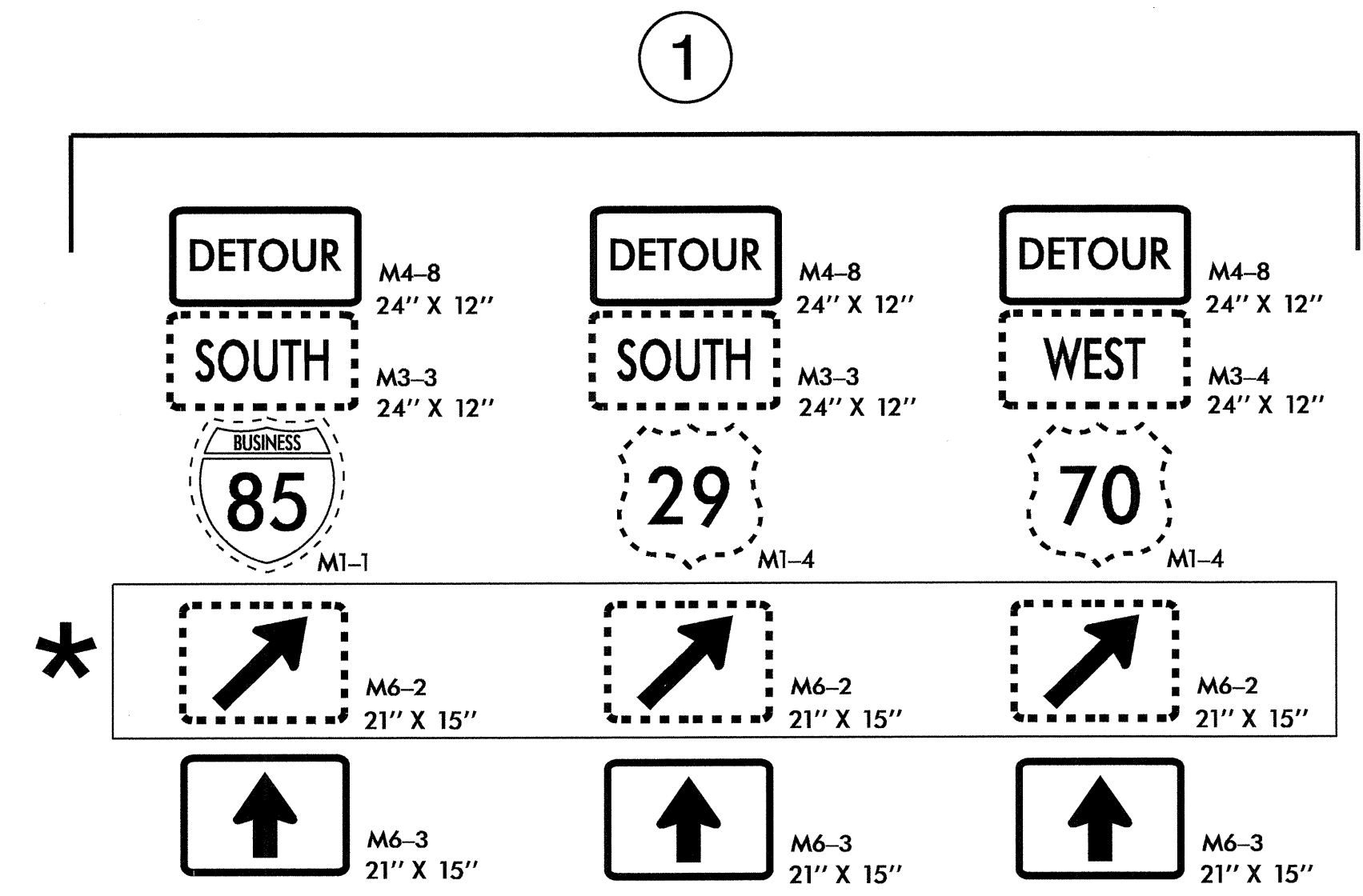
- REMOVE ALL WORK ZONE TRAFFIC CONTROL DEVICES.

03-AUG-2012 09:07 \\D01\DFSR001\PROJECTS\TrafficControl\TCP\B-4497\TC-TMP-3.dgn

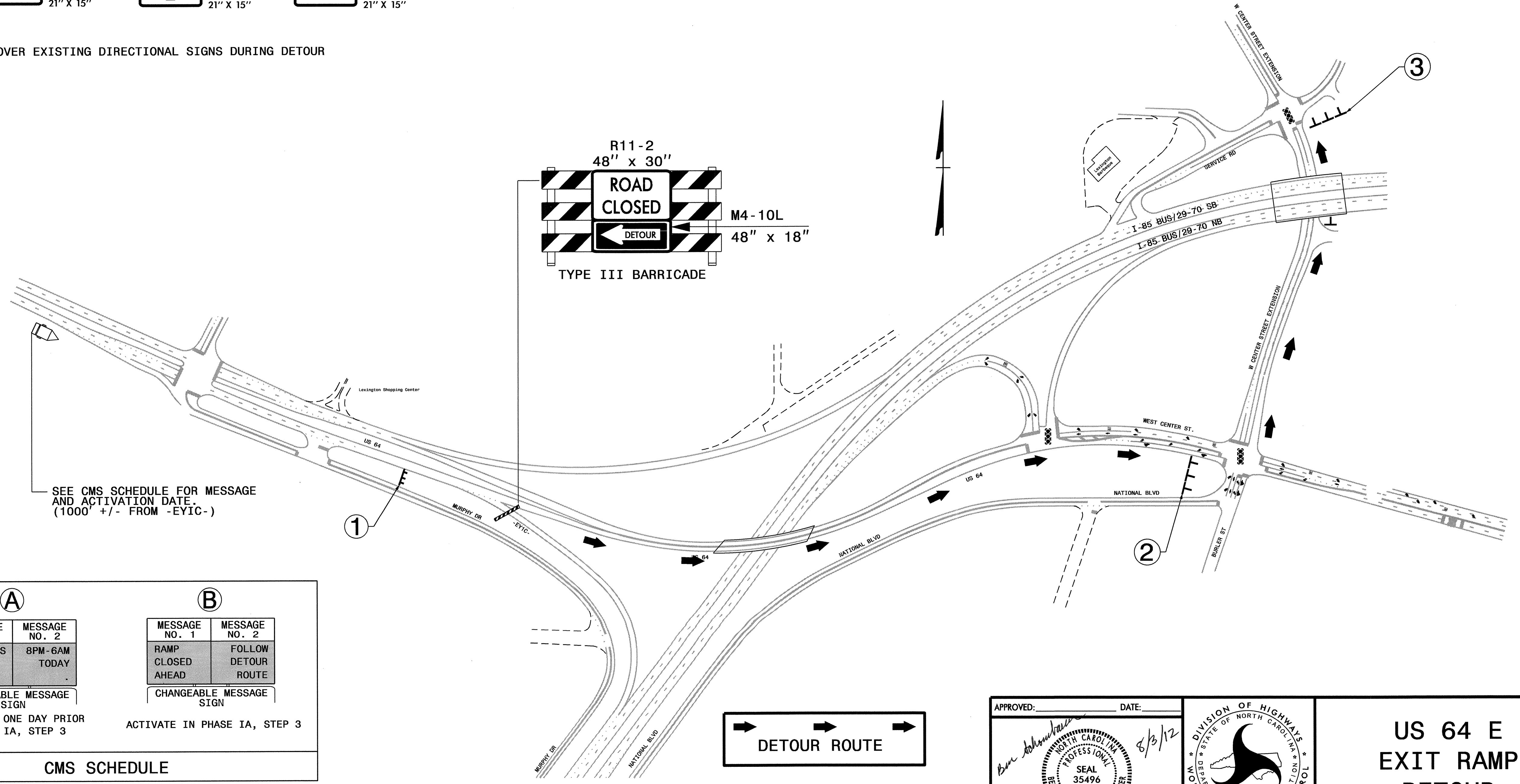
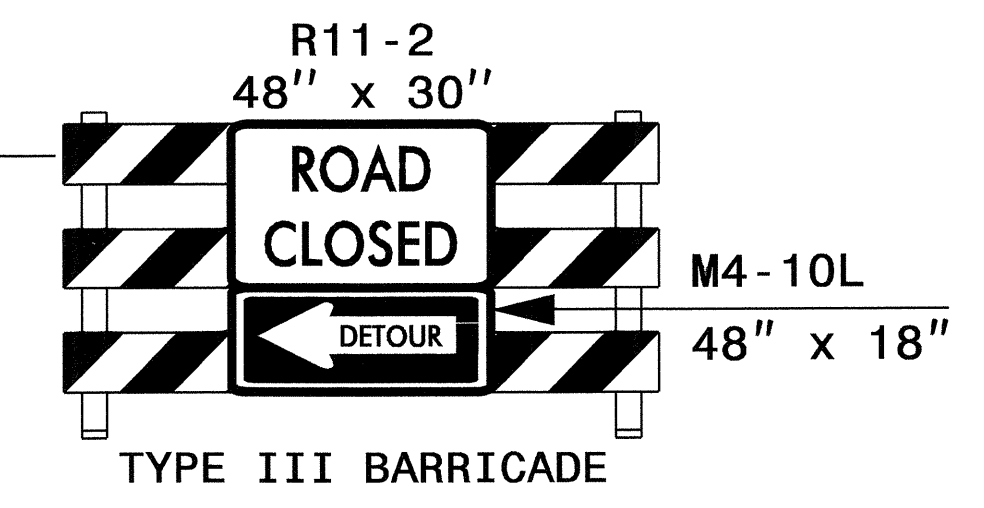
APPROVED:  DATE: 8/3/12



**TEMPORARY
TRAFFIC CONTROL
PHASING**



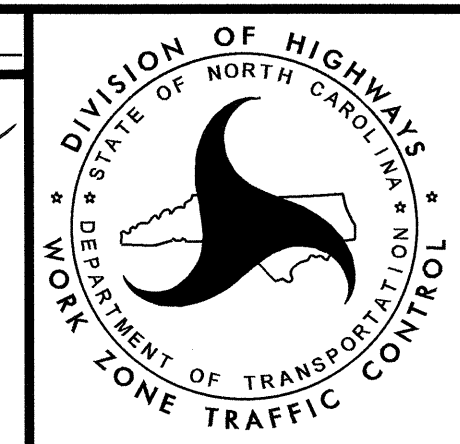
* COVER EXISTING DIRECTIONAL SIGNS DURING DETOUR



A		B	
MESSAGE NO. 1	MESSAGE NO. 2	MESSAGE NO. 1	MESSAGE NO. 2
I-85 BUS RAMP TO CLOSE	8PM-6AM TODAY	RAMP CLOSED AHEAD	FOLLOW DETOUR ROUTE
CHANGEABLE MESSAGE SIGN		CHANGEABLE MESSAGE SIGN	
ACTIVATE ONE DAY PRIOR TO PHASE IA, STEP 3		ACTIVATE IN PHASE IA, STEP 3	

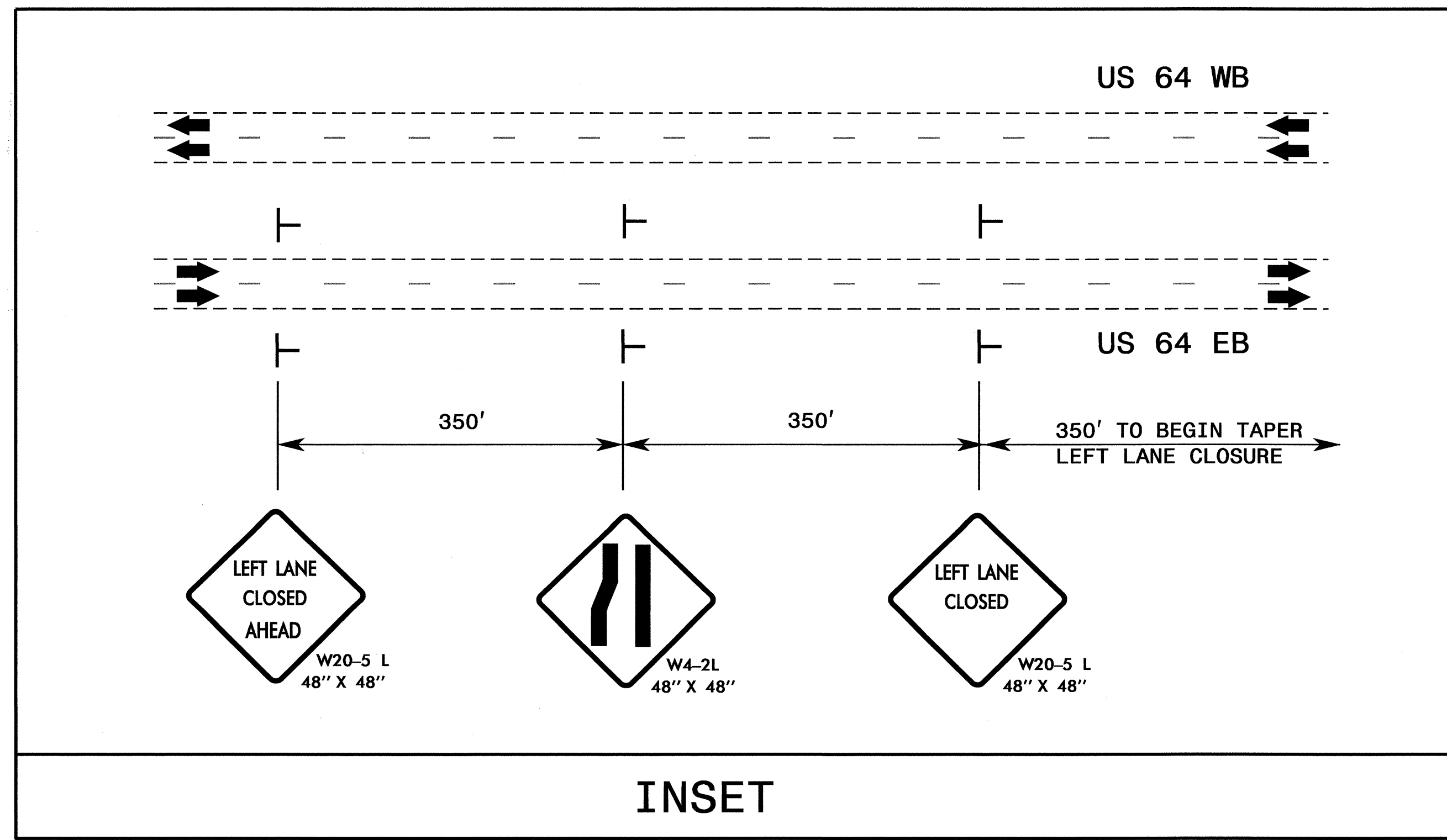
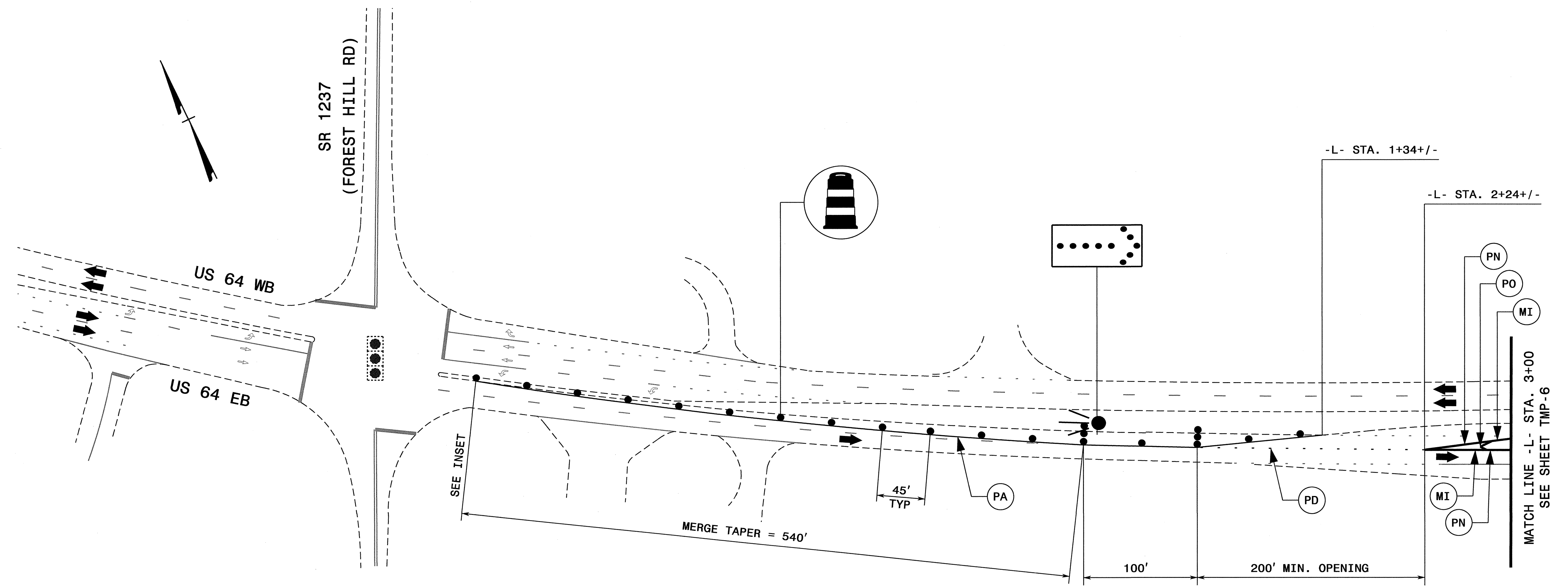
CMS SCHEDULE

APPROVED: *Ben Schumaker* DATE: 8/3/12



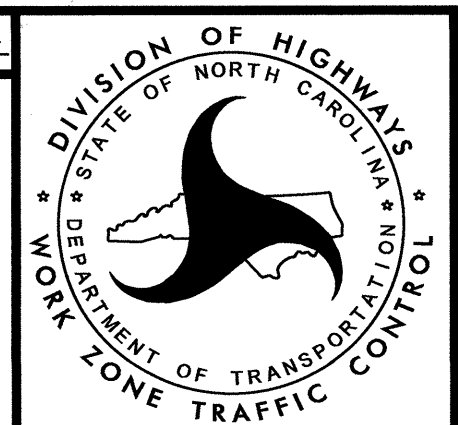
**US 64 E
EXIT RAMP
DETOUR**

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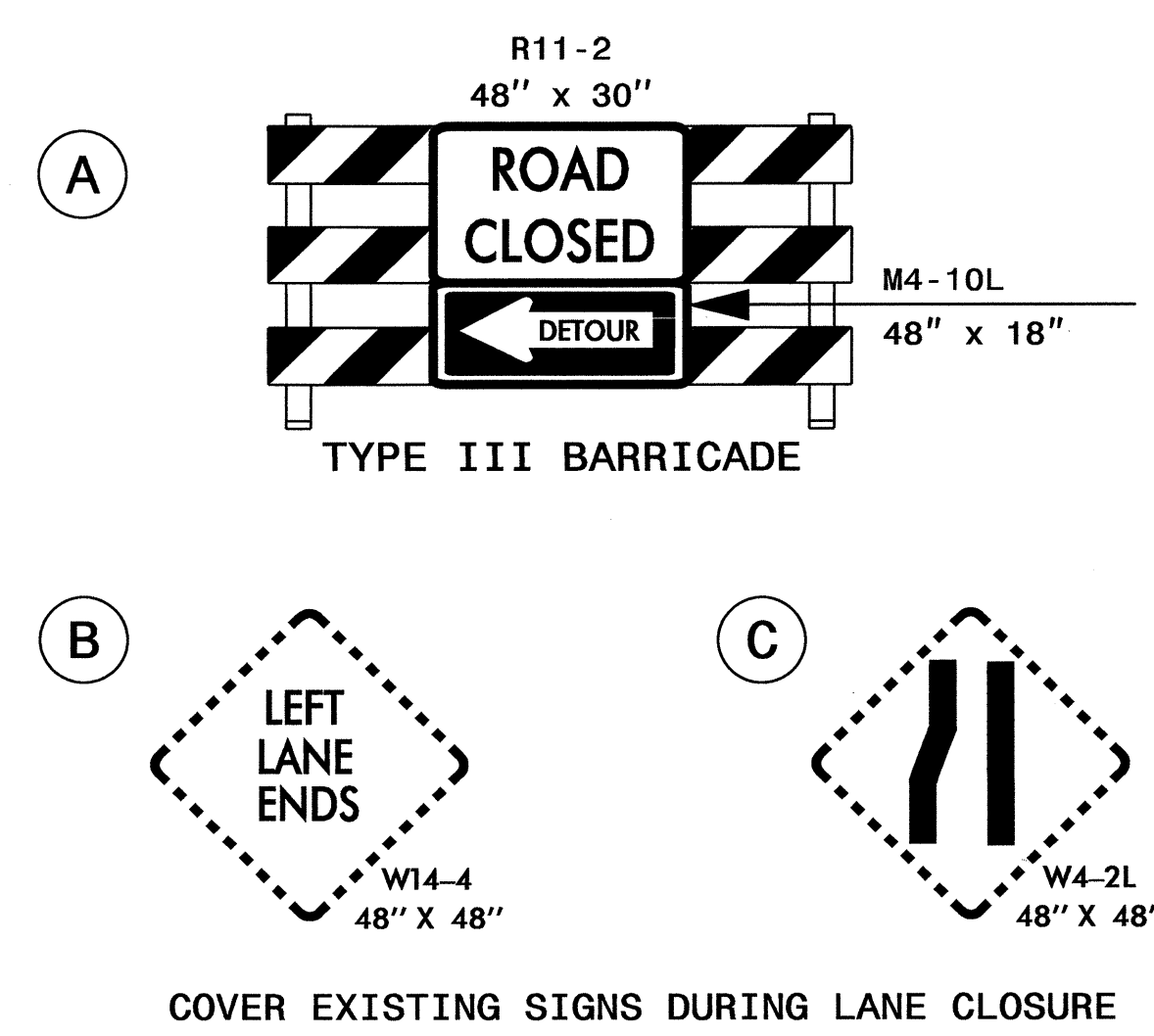
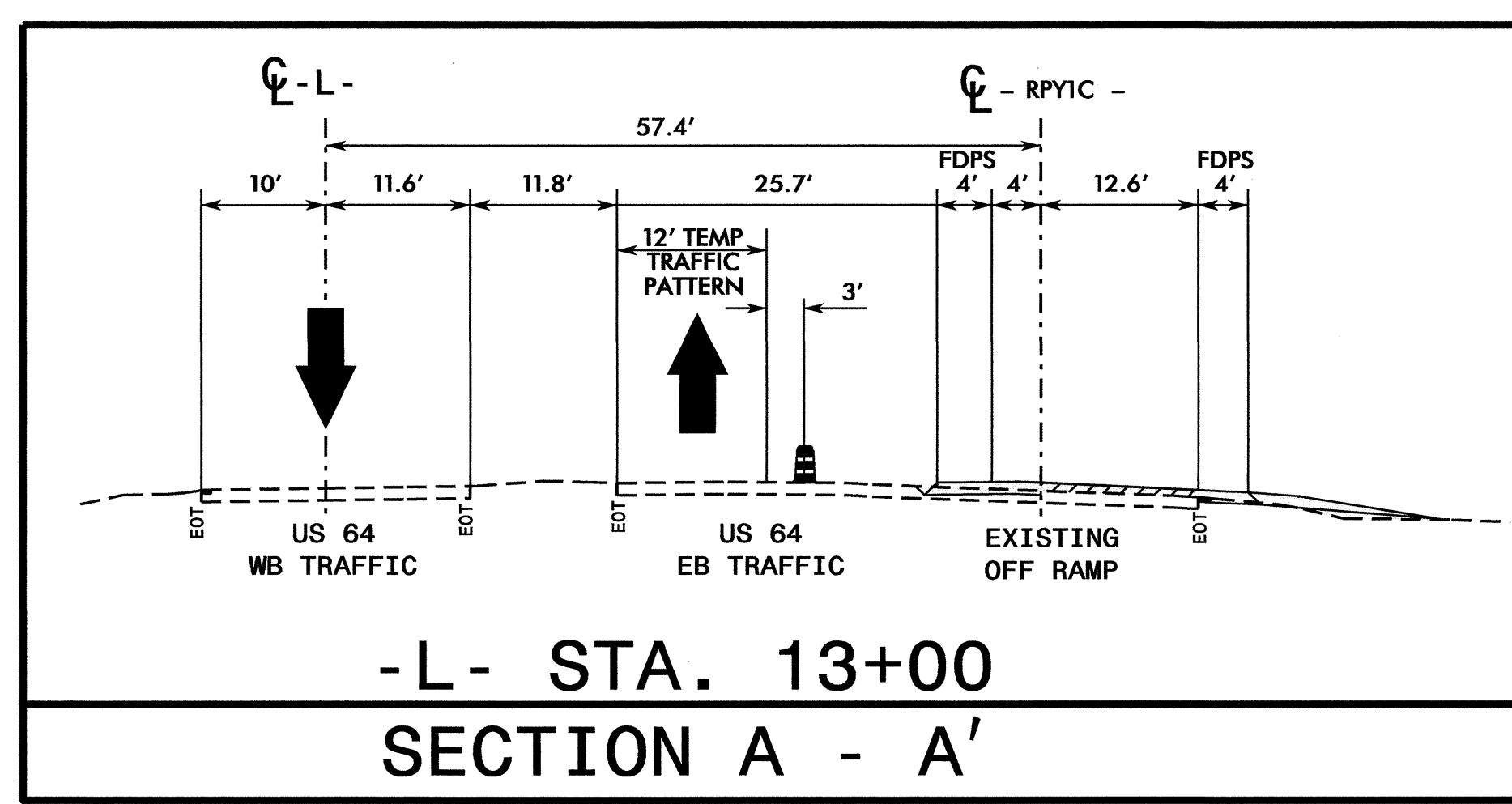
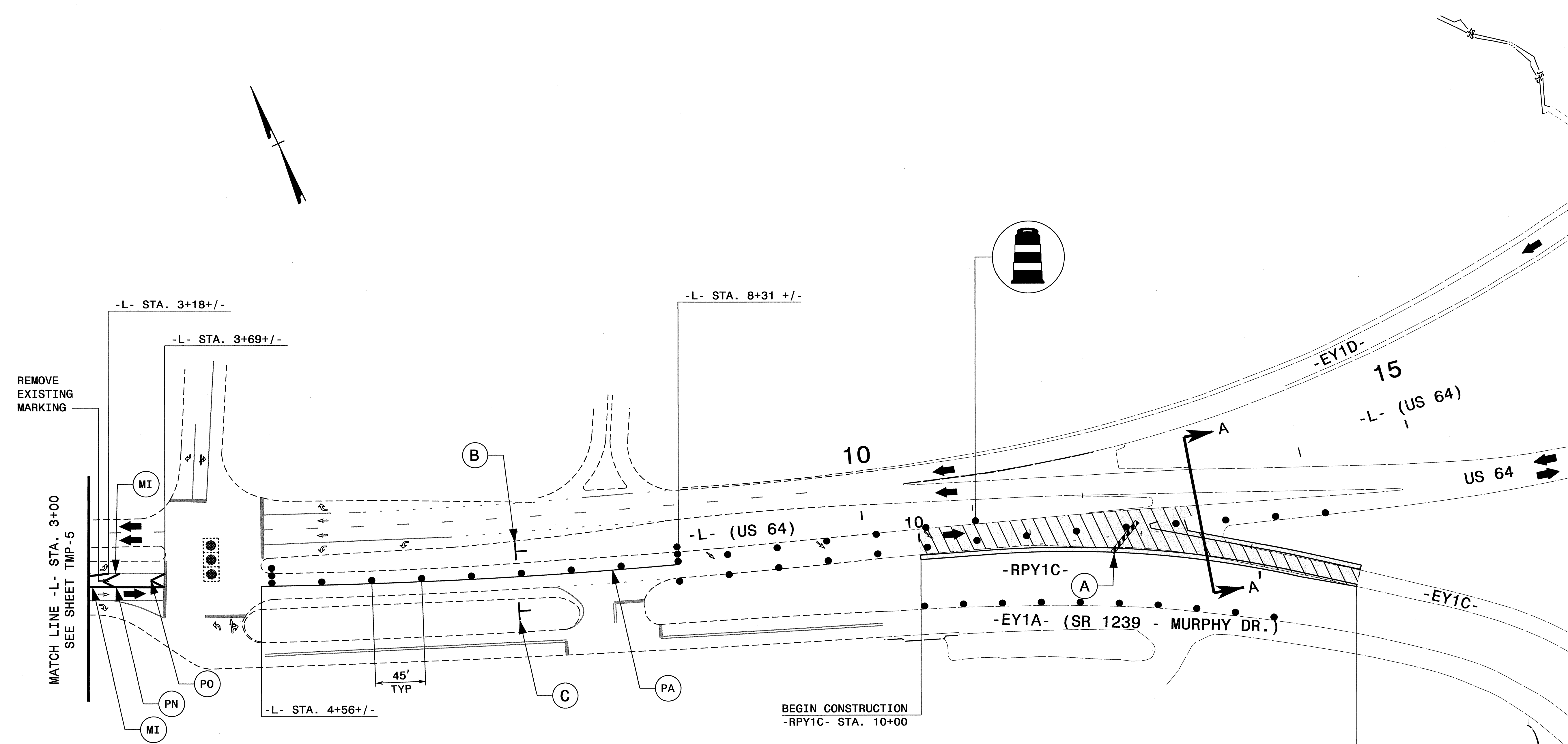


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 sbjennings AT 12265818

APPROVED: *Paul Schor* DATE: 9/13/12



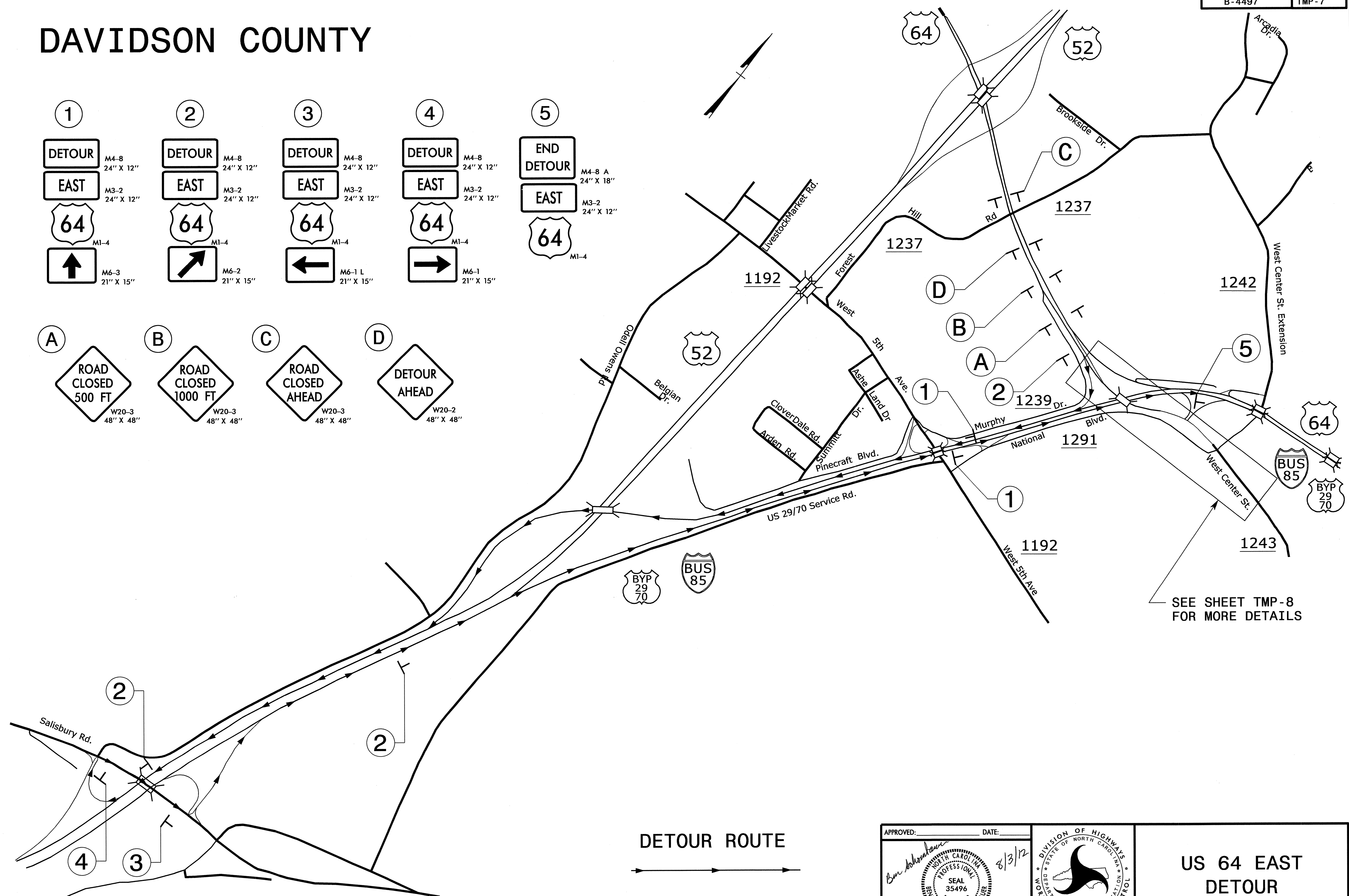
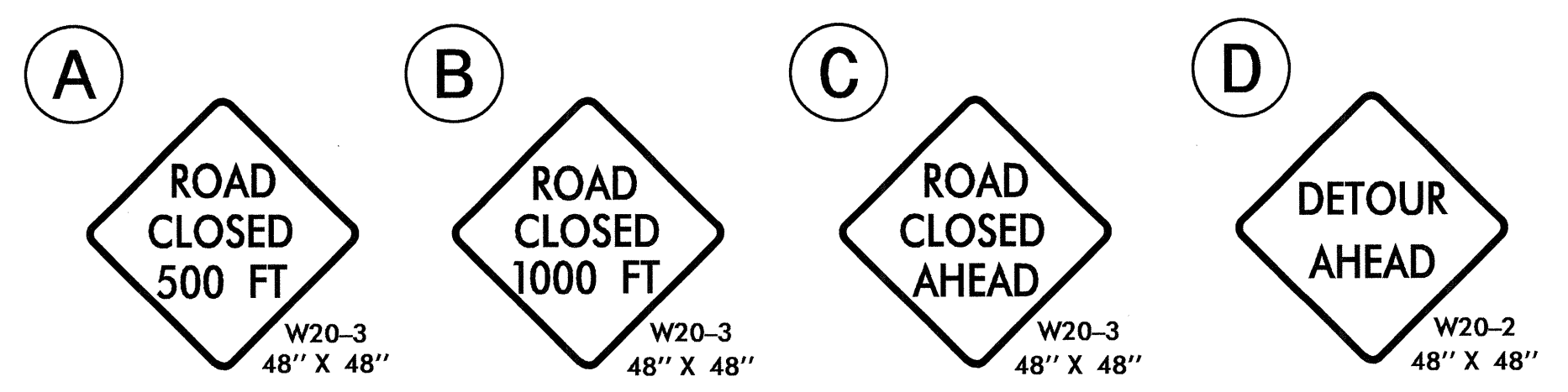
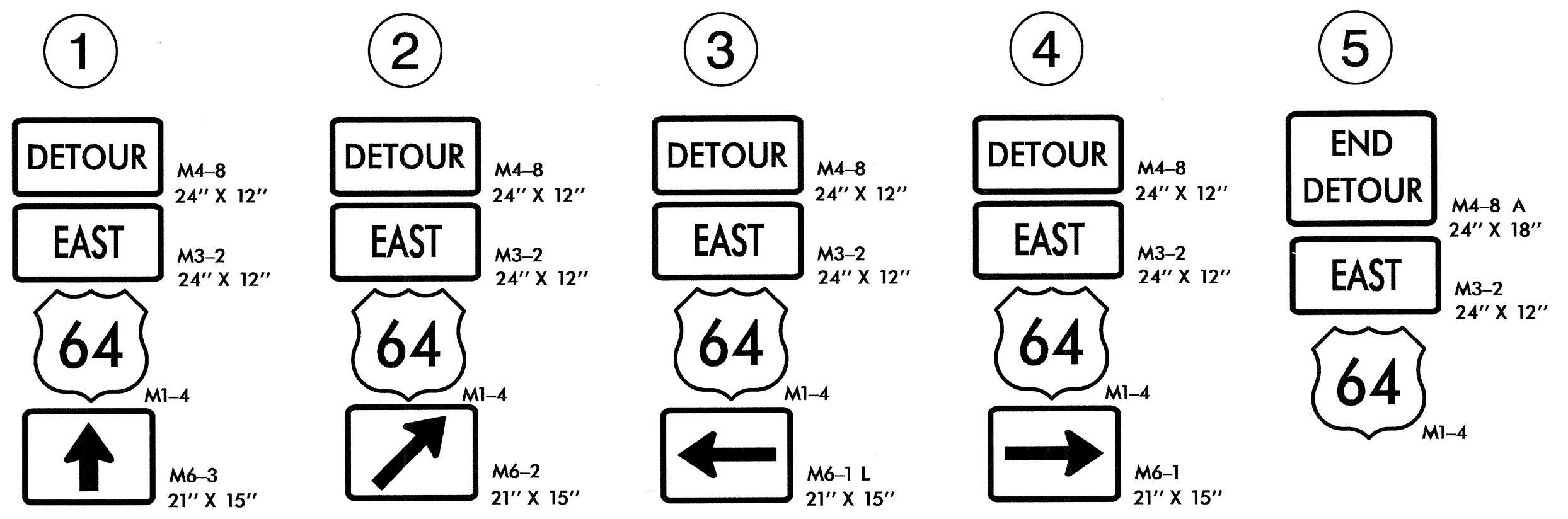
**PHASE I
STEP 3
(Sheet 1 of 2)**



APPROVED: <i>Ken Johnson</i> DATE: 9/13/12			PHASE I STEP 3 (Sheet 2 of 2)
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 sbjennings

DAVIDSON COUNTY

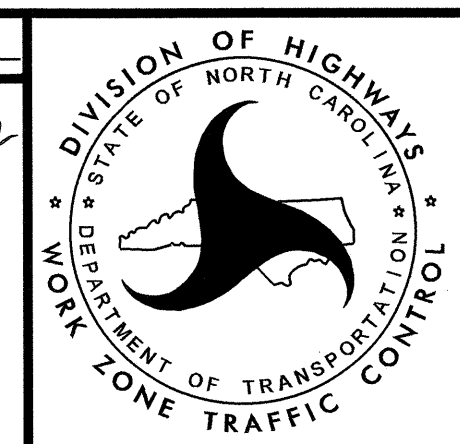


SEE SHEET TMP-8 FOR MORE DETAILS

DETOUR ROUTE



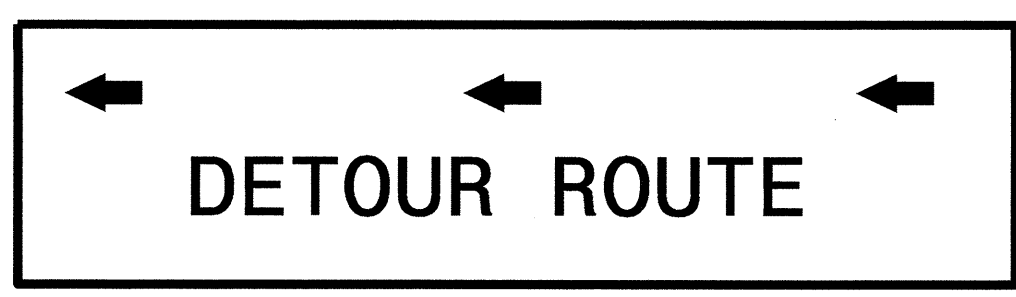
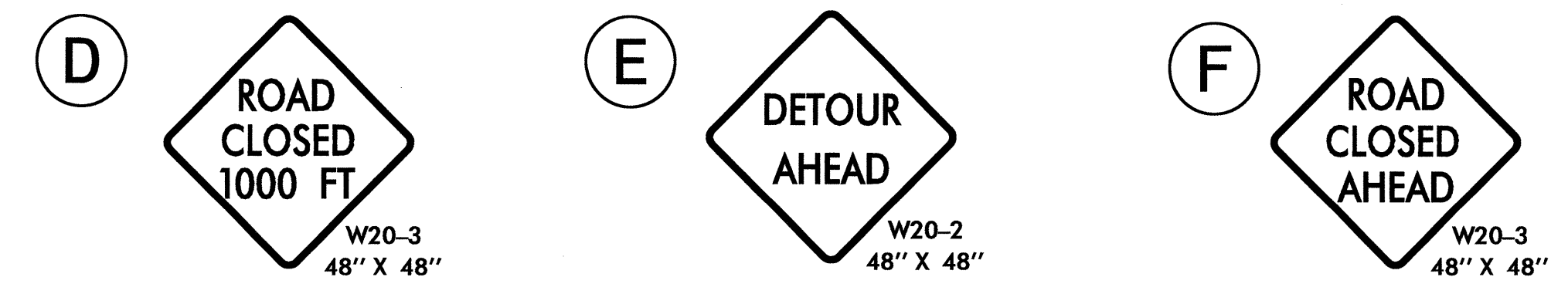
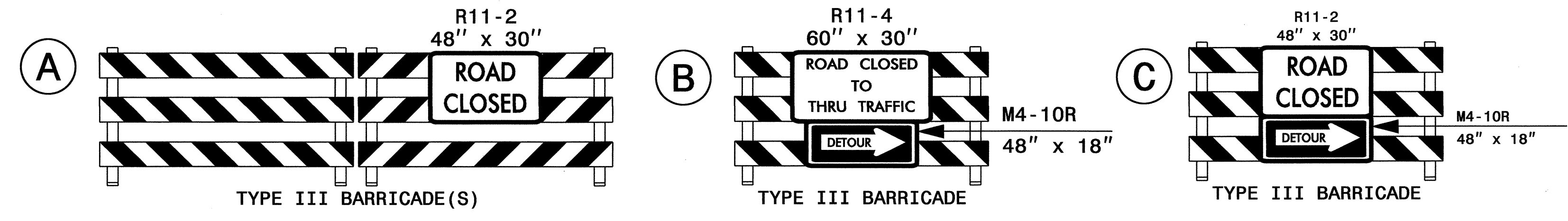
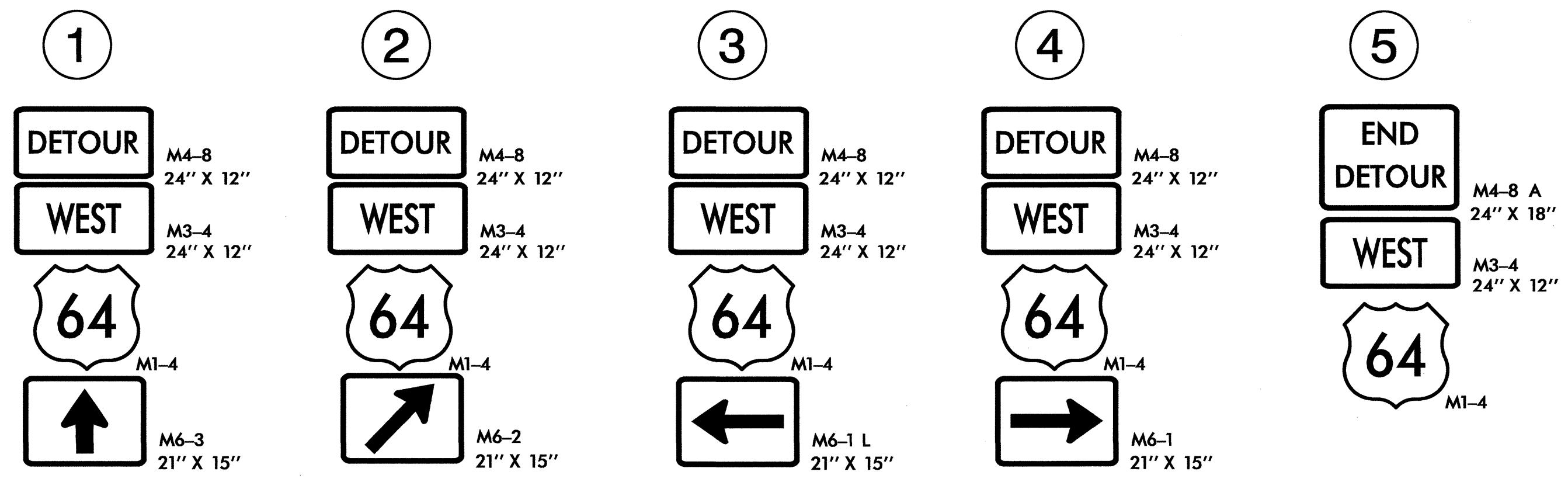
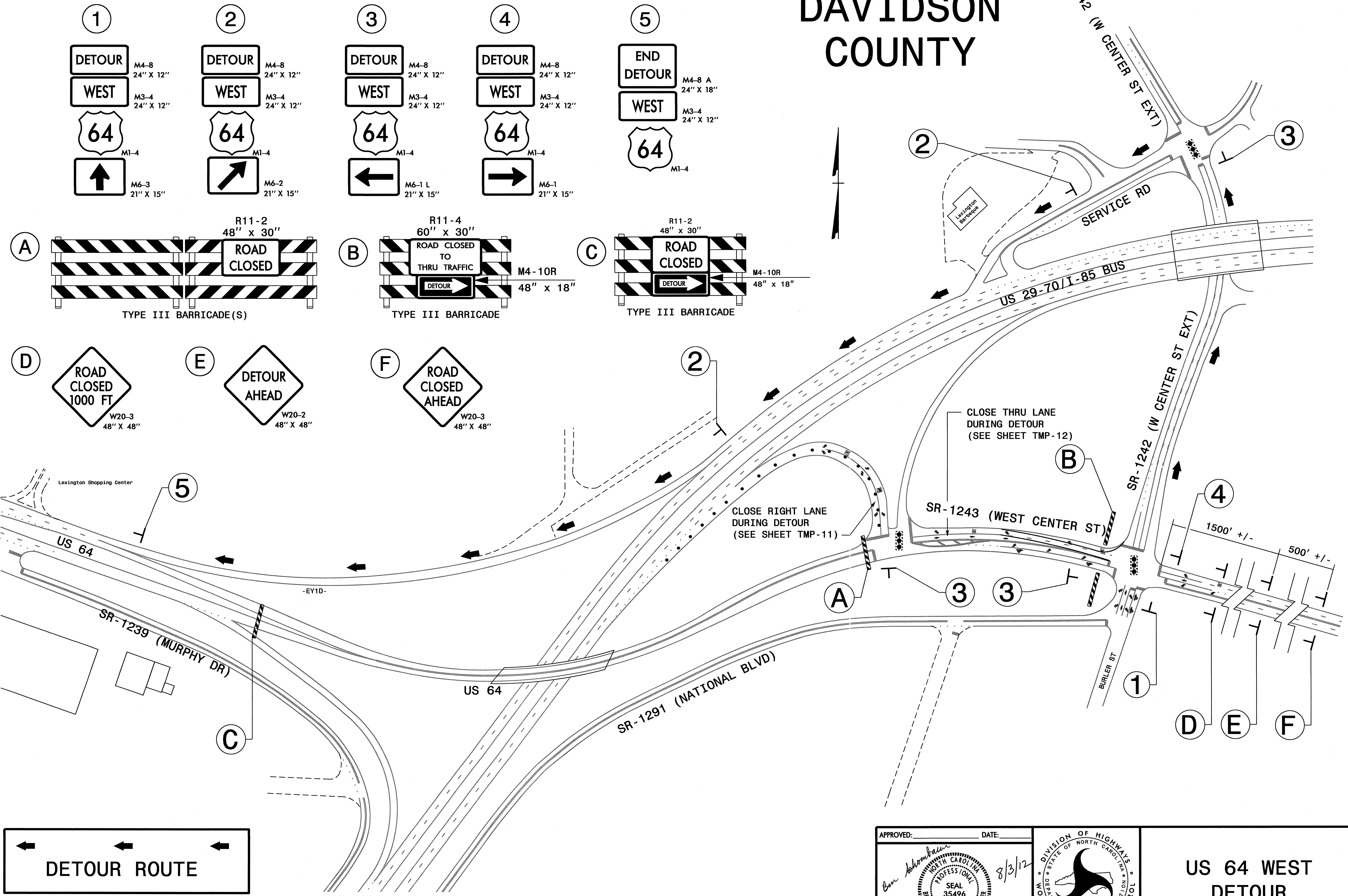
APPROVED: _____ DATE: 8/3/12



**US 64 EAST
DETOUR**

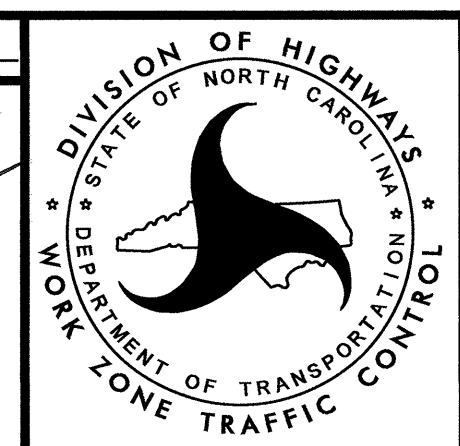
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DAVIDSON COUNTY



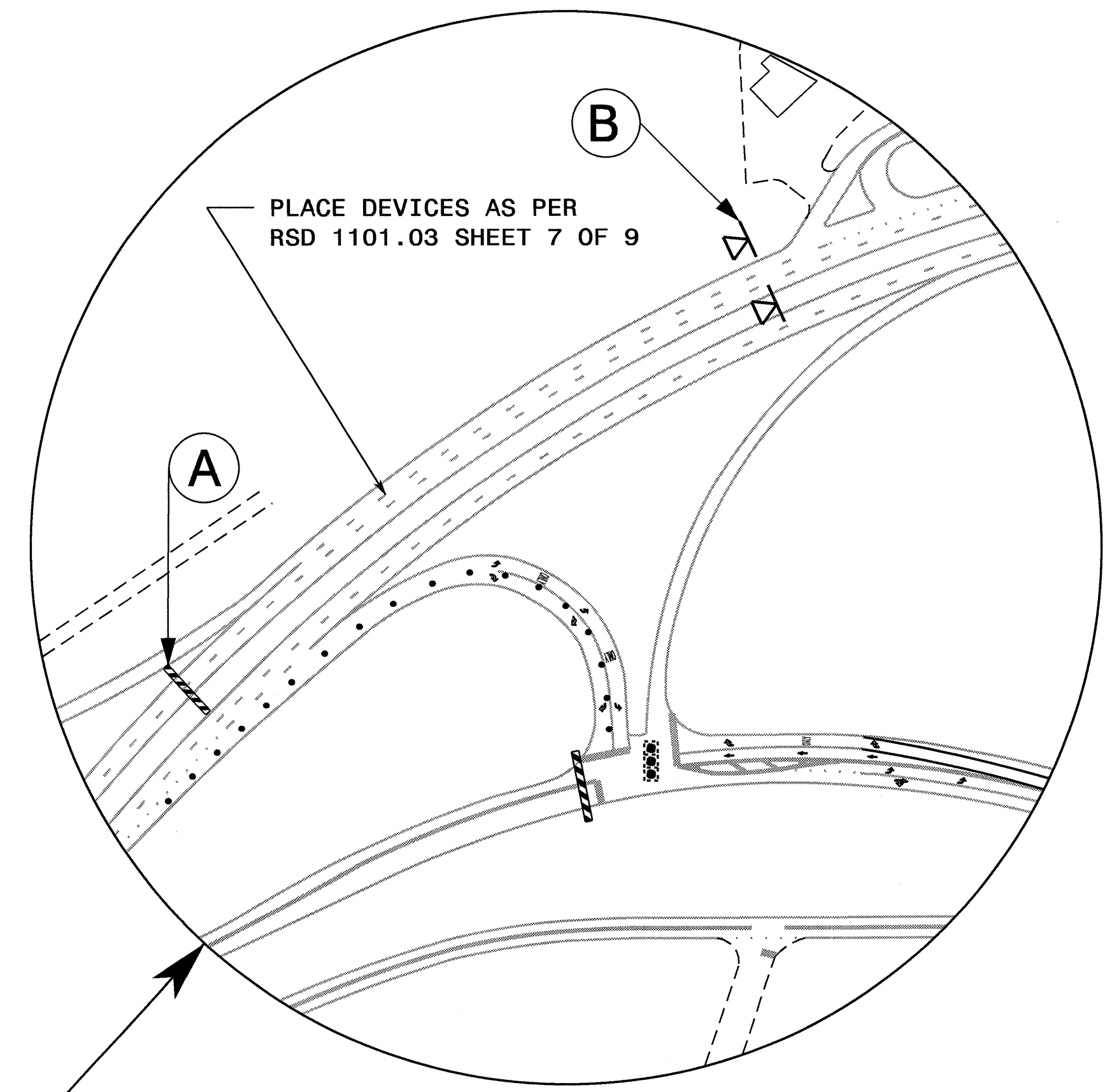
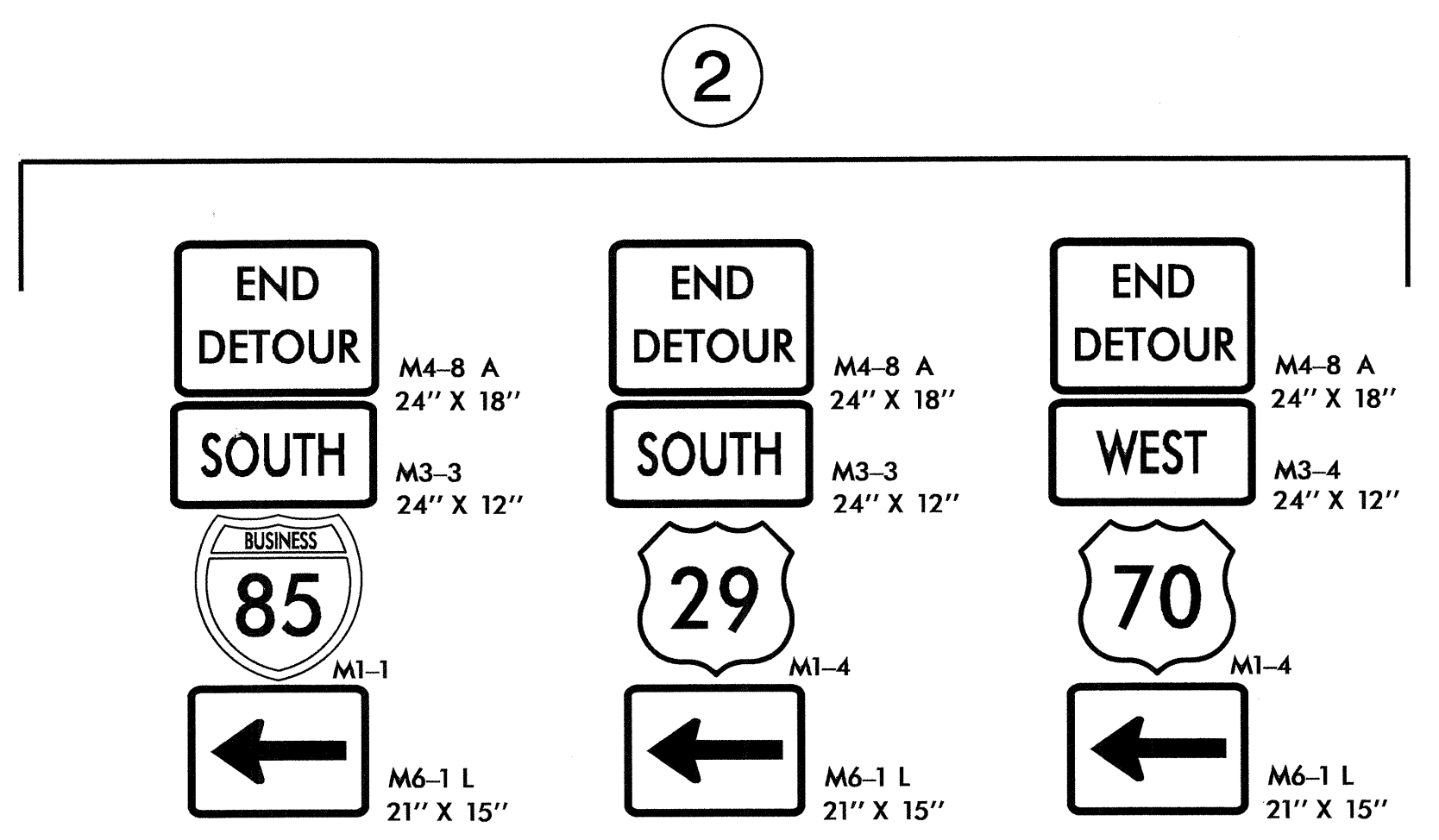
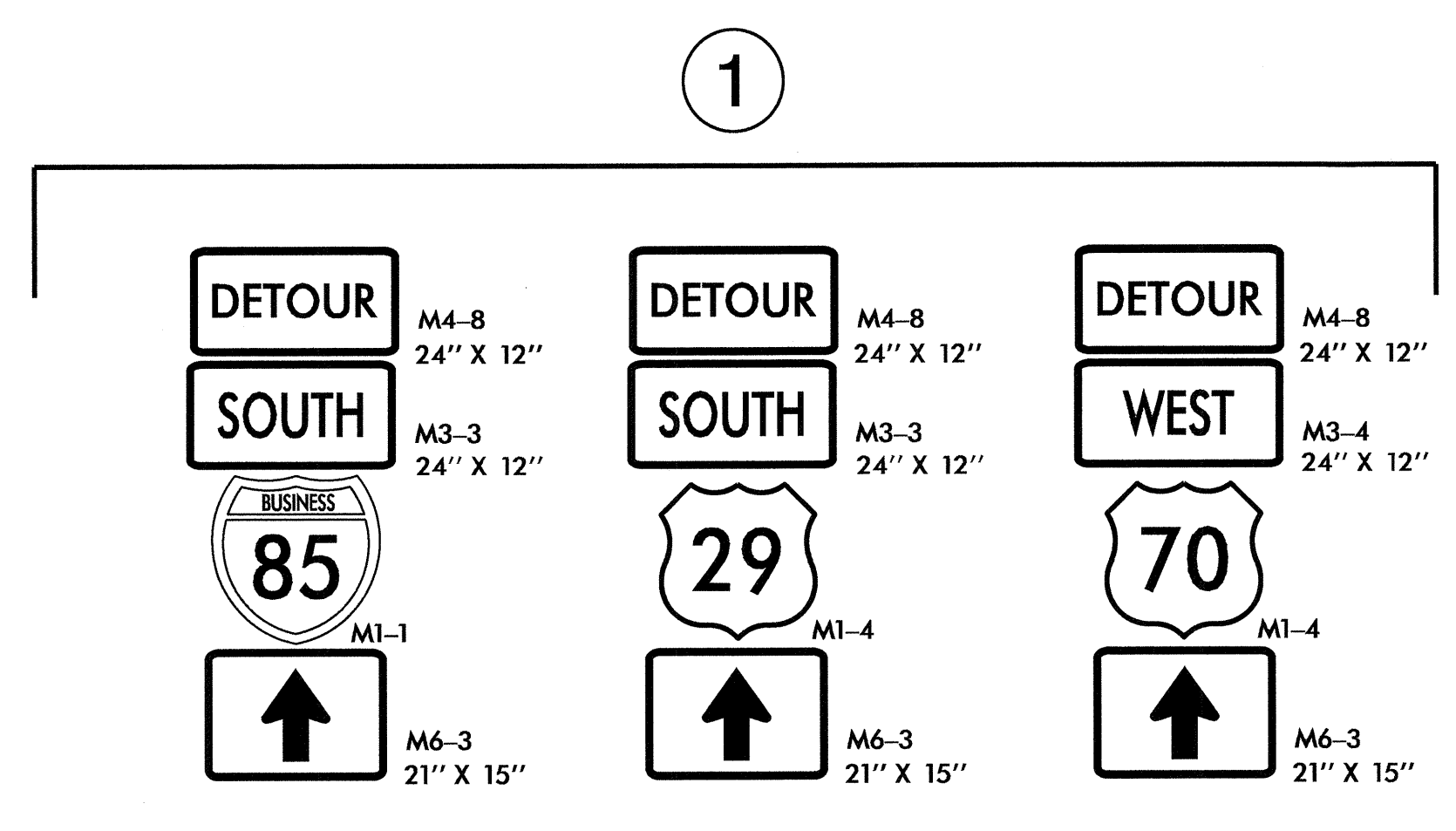
APPROVED: *Ben Johnson* DATE: 8/3/12

PAUL SCHROEDER
 PROFESSIONAL ENGINEER
 SEAL 35496
 NORTH CAROLINA

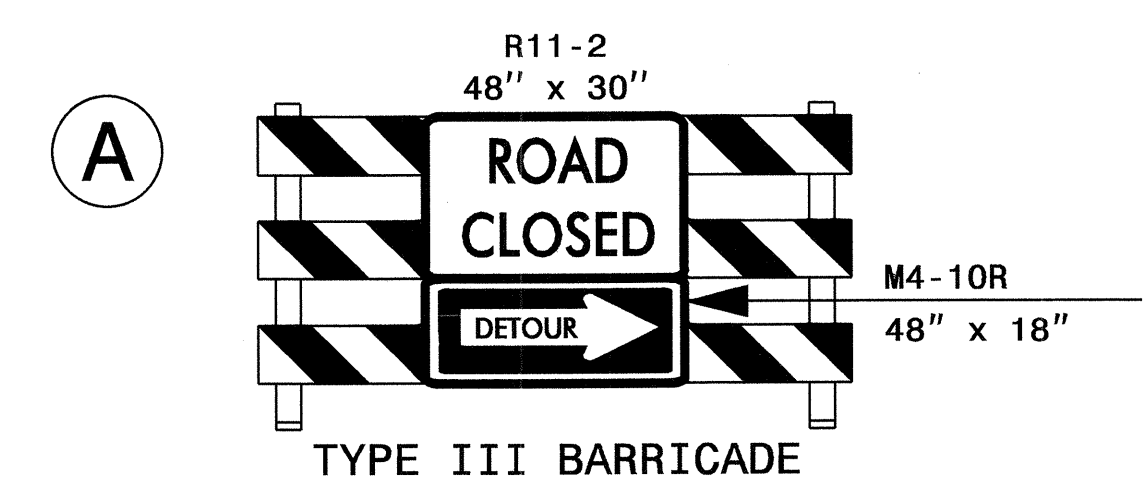
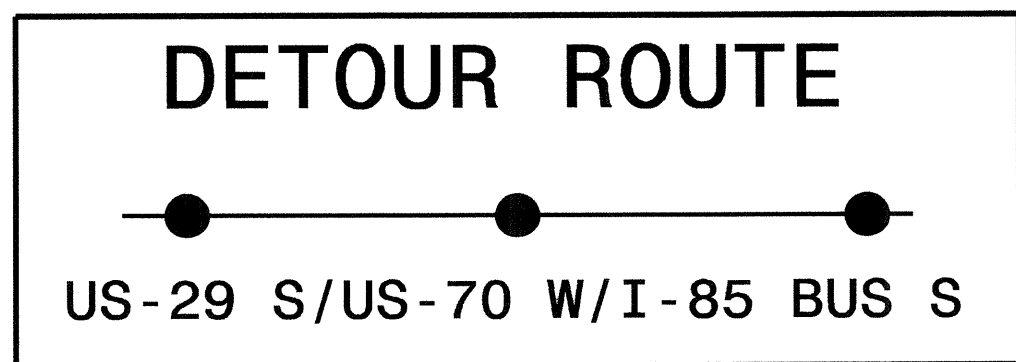
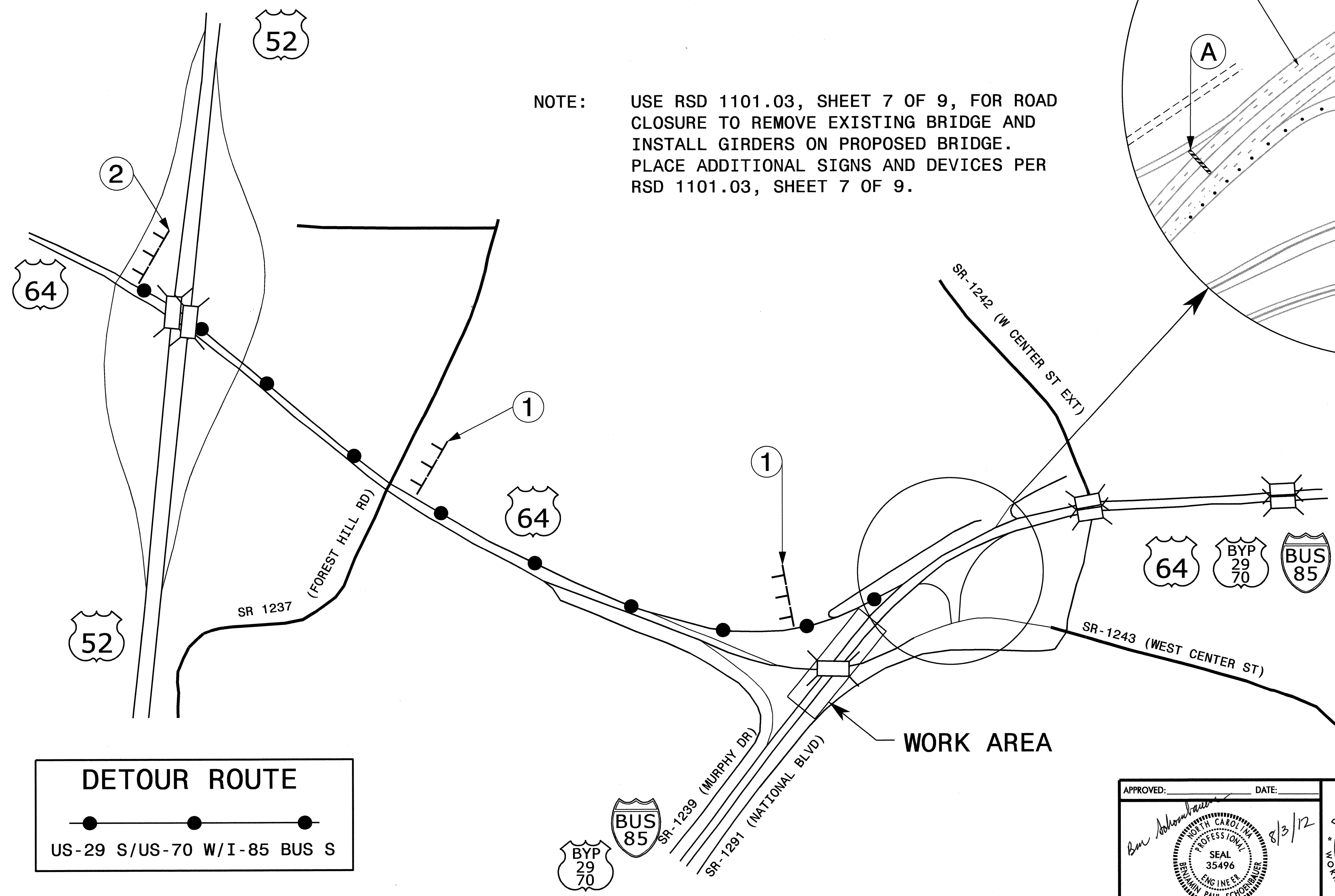


US 64 WEST
 DETOUR

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 sbjennings AT TEL24731

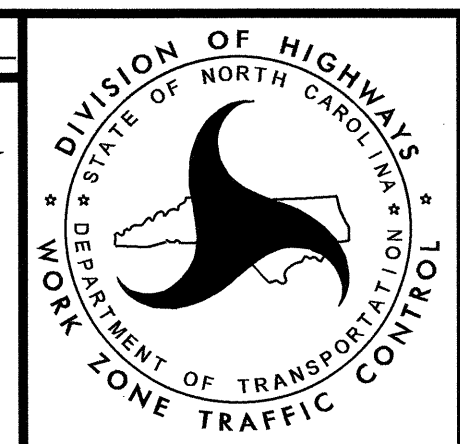


NOTE: USE RSD 1101.03, SHEET 7 OF 9, FOR ROAD CLOSURE TO REMOVE EXISTING BRIDGE AND INSTALL GIRDERS ON PROPOSED BRIDGE. PLACE ADDITIONAL SIGNS AND DEVICES PER RSD 1101.03, SHEET 7 OF 9.



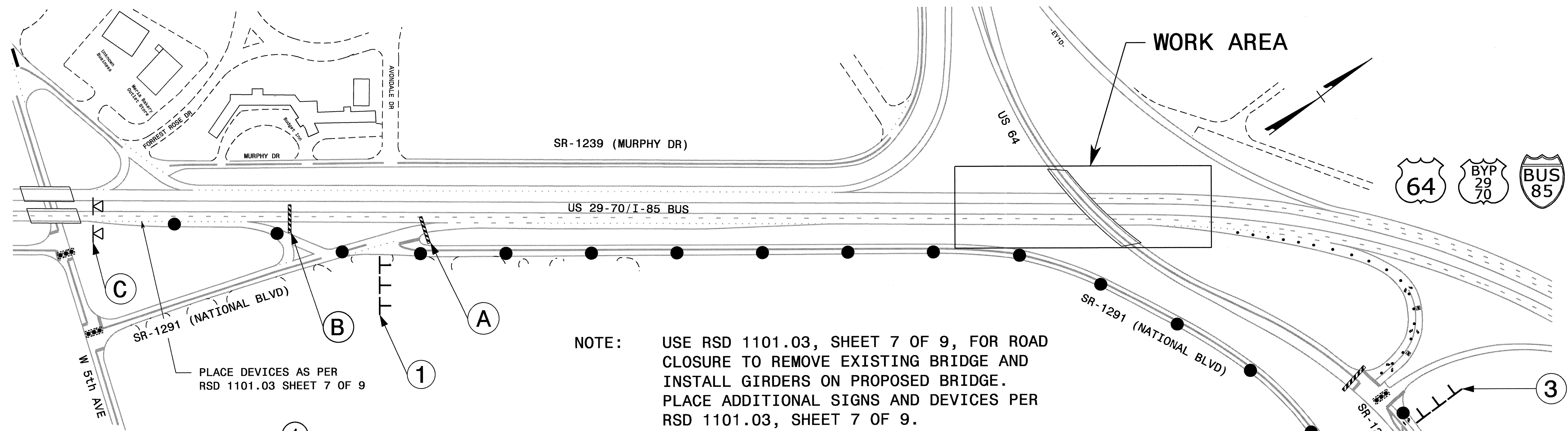
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APPROVED: *Bar Johnson* DATE: 8/3/12



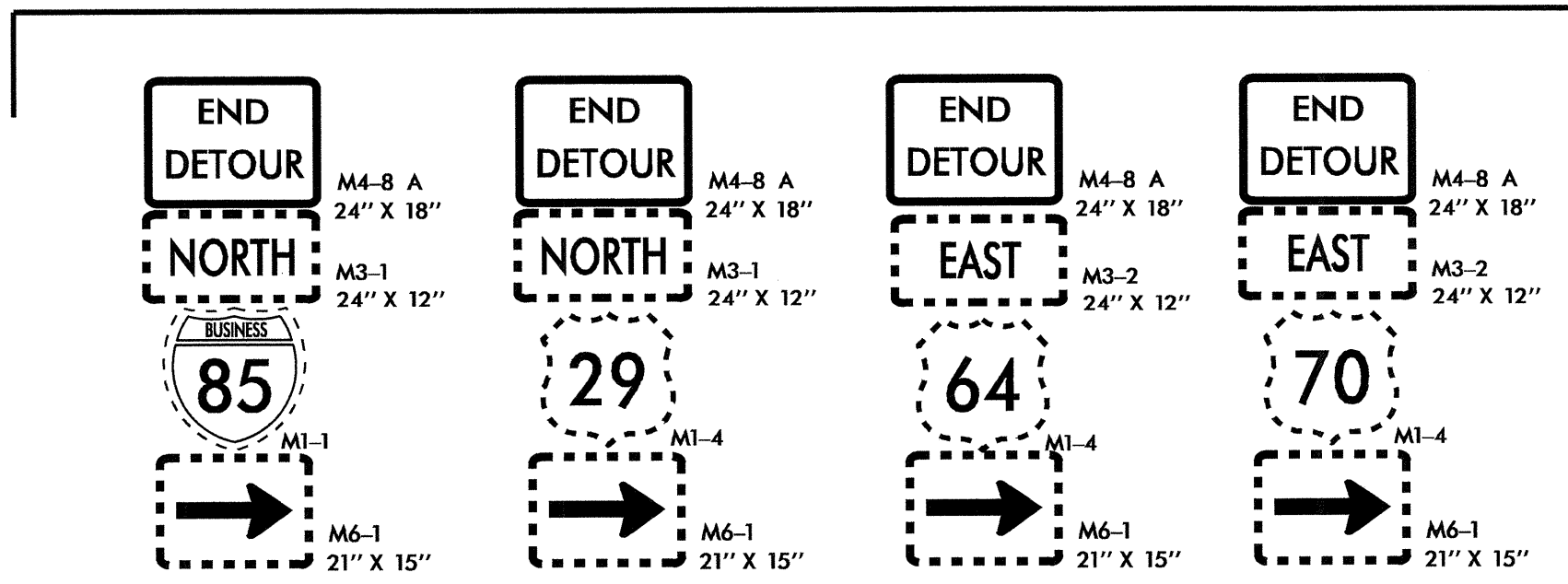
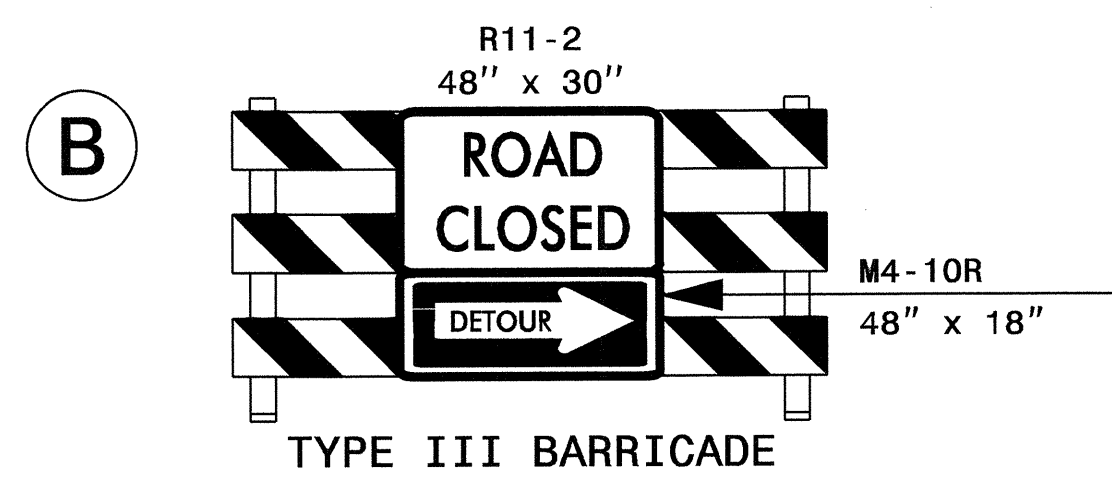
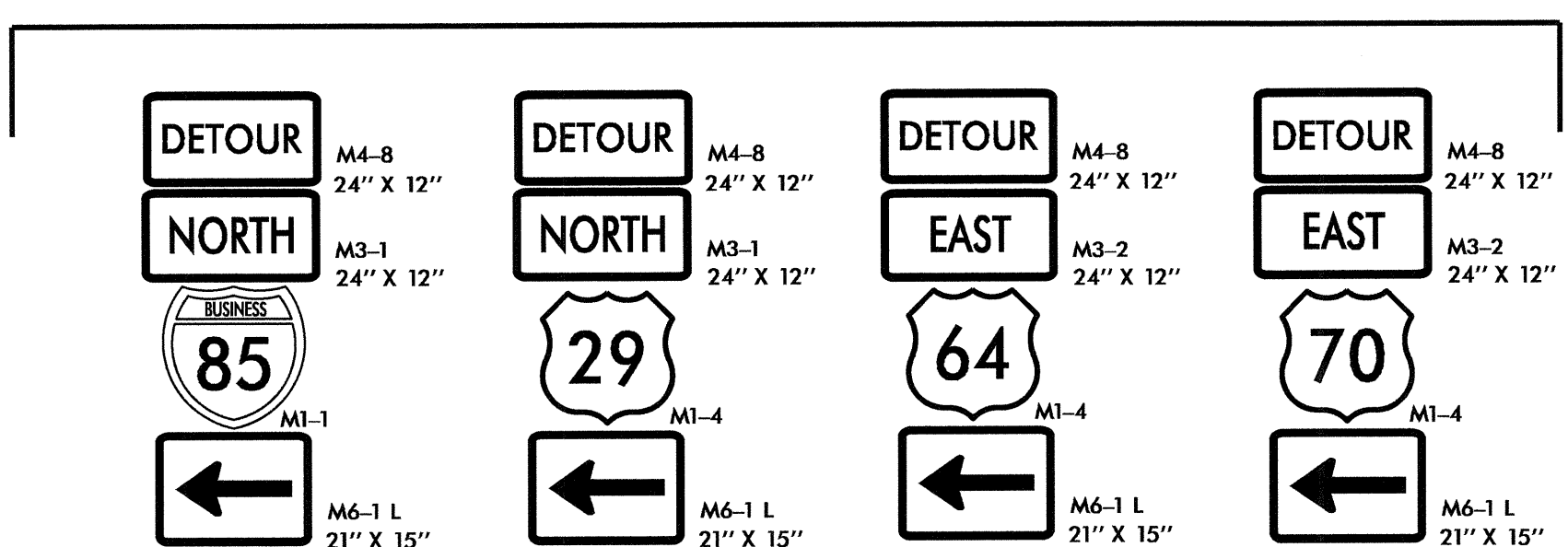
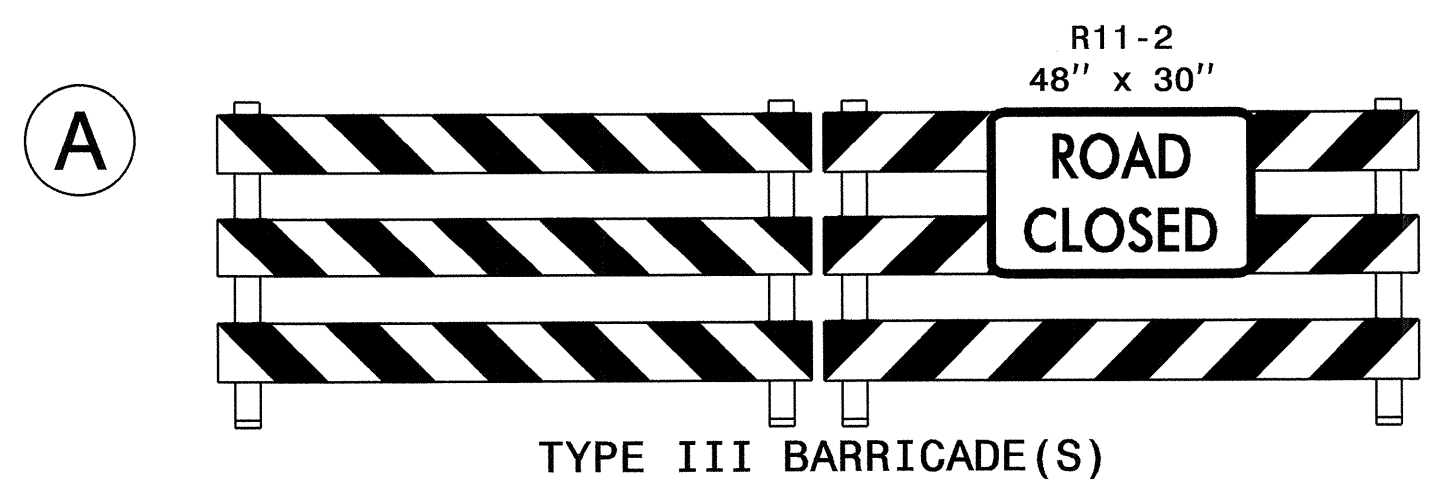
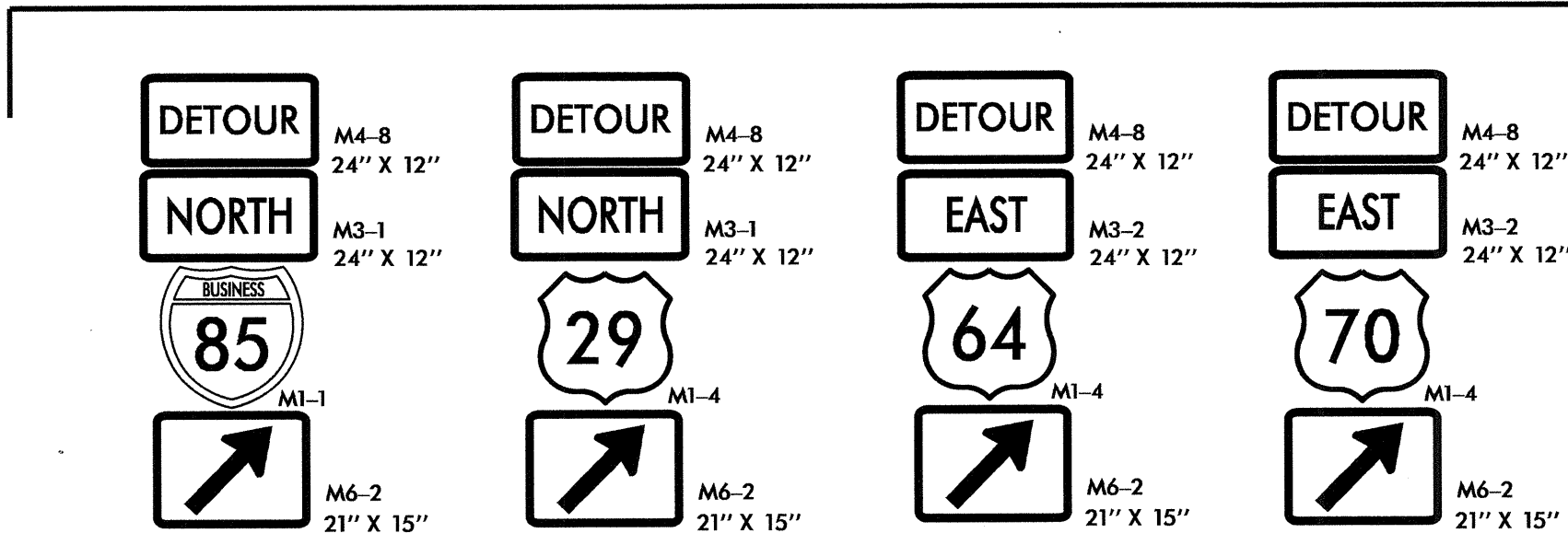
-Y1- DETOUR FOR BRIDGE WORK

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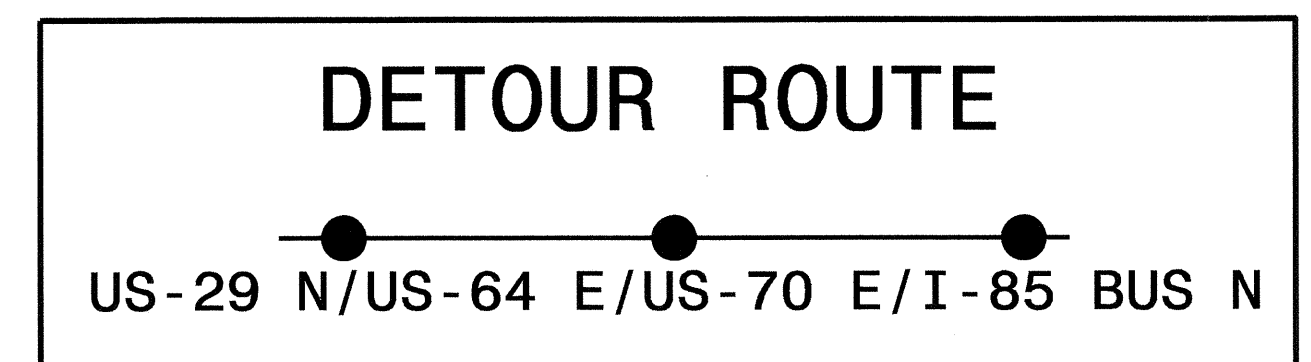


NOTE: USE RSD 1101.03, SHEET 7 OF 9, FOR ROAD CLOSURE TO REMOVE EXISTING BRIDGE AND INSTALL GIRDERS ON PROPOSED BRIDGE. PLACE ADDITIONAL SIGNS AND DEVICES PER RSD 1101.03, SHEET 7 OF 9.

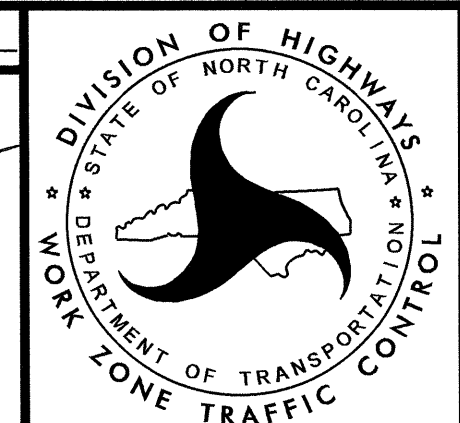
PLACE DEVICES AS PER RSD 1101.03 SHEET 7 OF 9



* AS SHOWN IN RSD 1101.03, SHEET 7 OF 9



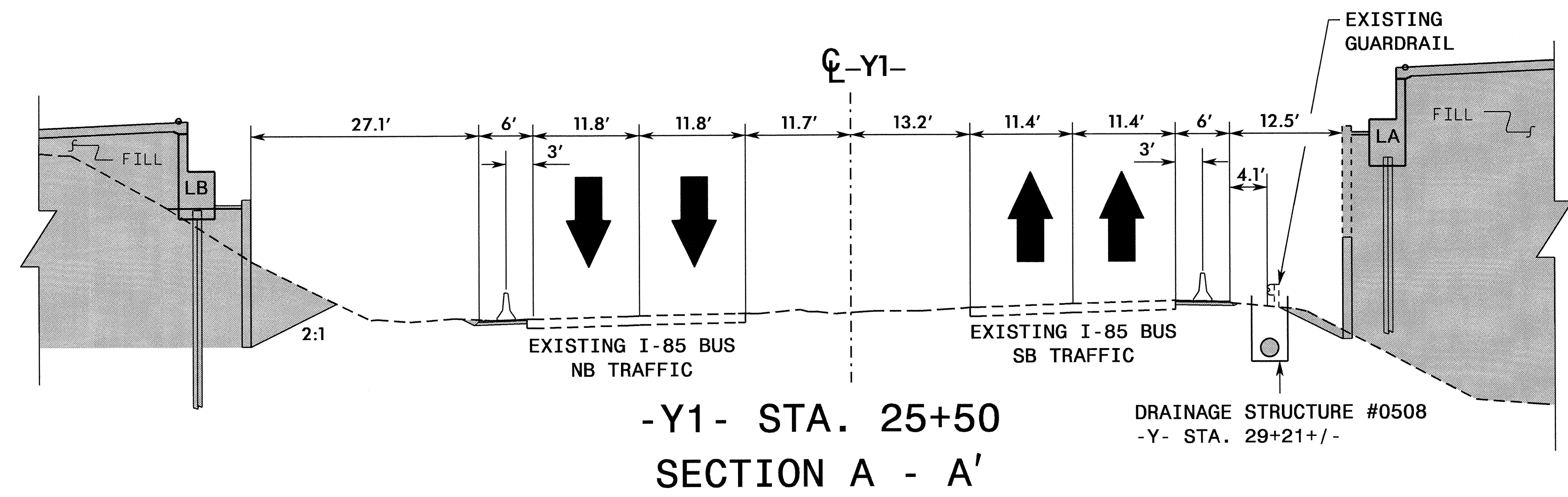
APPROVED: *Ben Adams* DATE: 8/3/12
 PROFESSIONAL SEAL 35496
 ENGINEER
 BENJAMIN PAUL SCHOFERMEIER



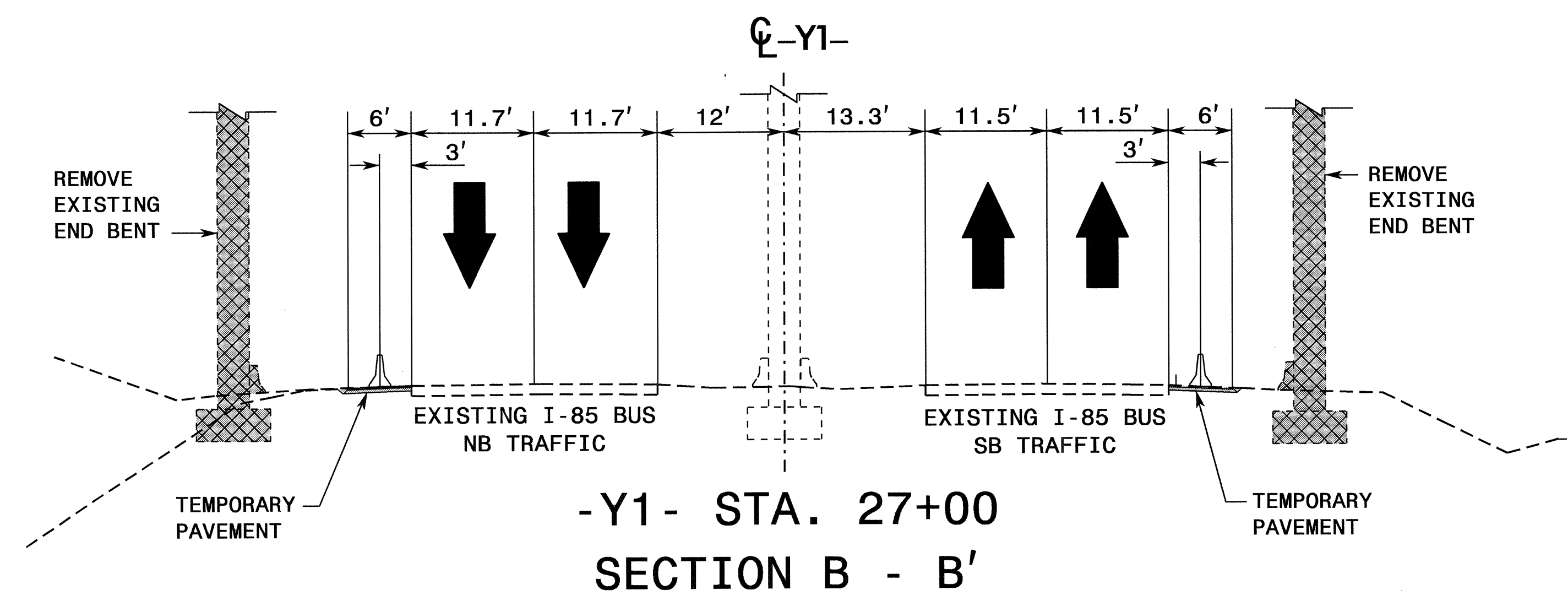
-Y1- DETOUR FOR BRIDGE WORK

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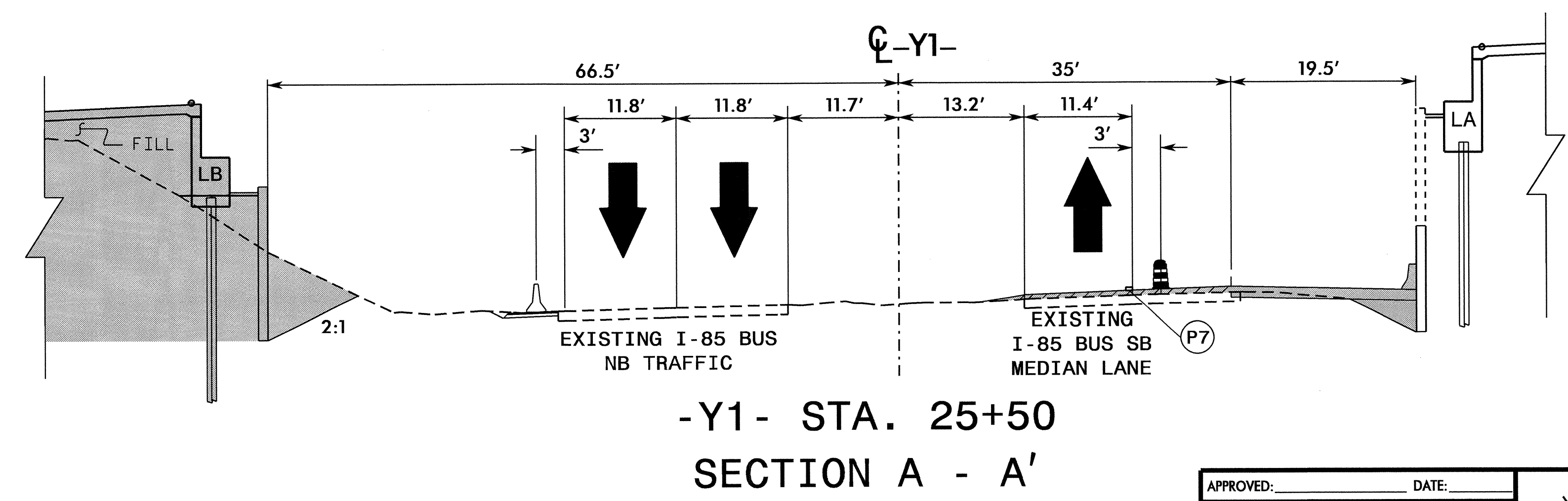
PHASE I, STEP 8
SEE SHEET TMP-13



PHASE I, STEP 8
SEE SHEET TMP-13

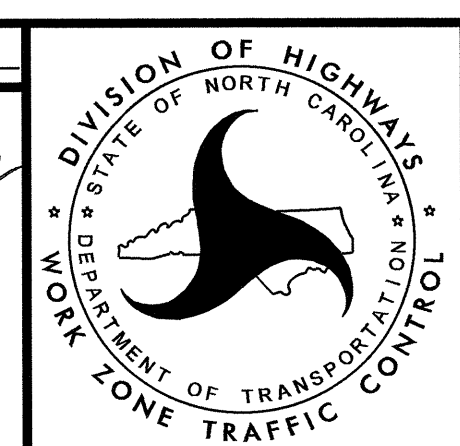


PHASE I, STEP 10
SEE SHEET TMP-15



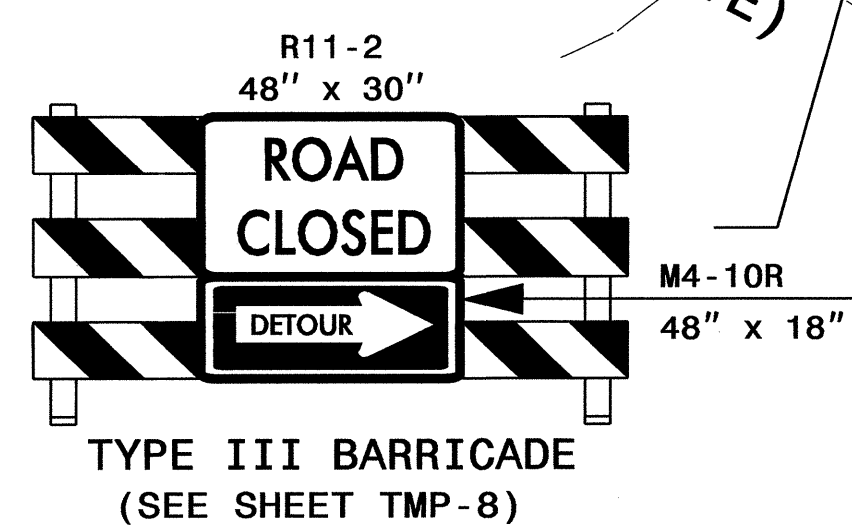
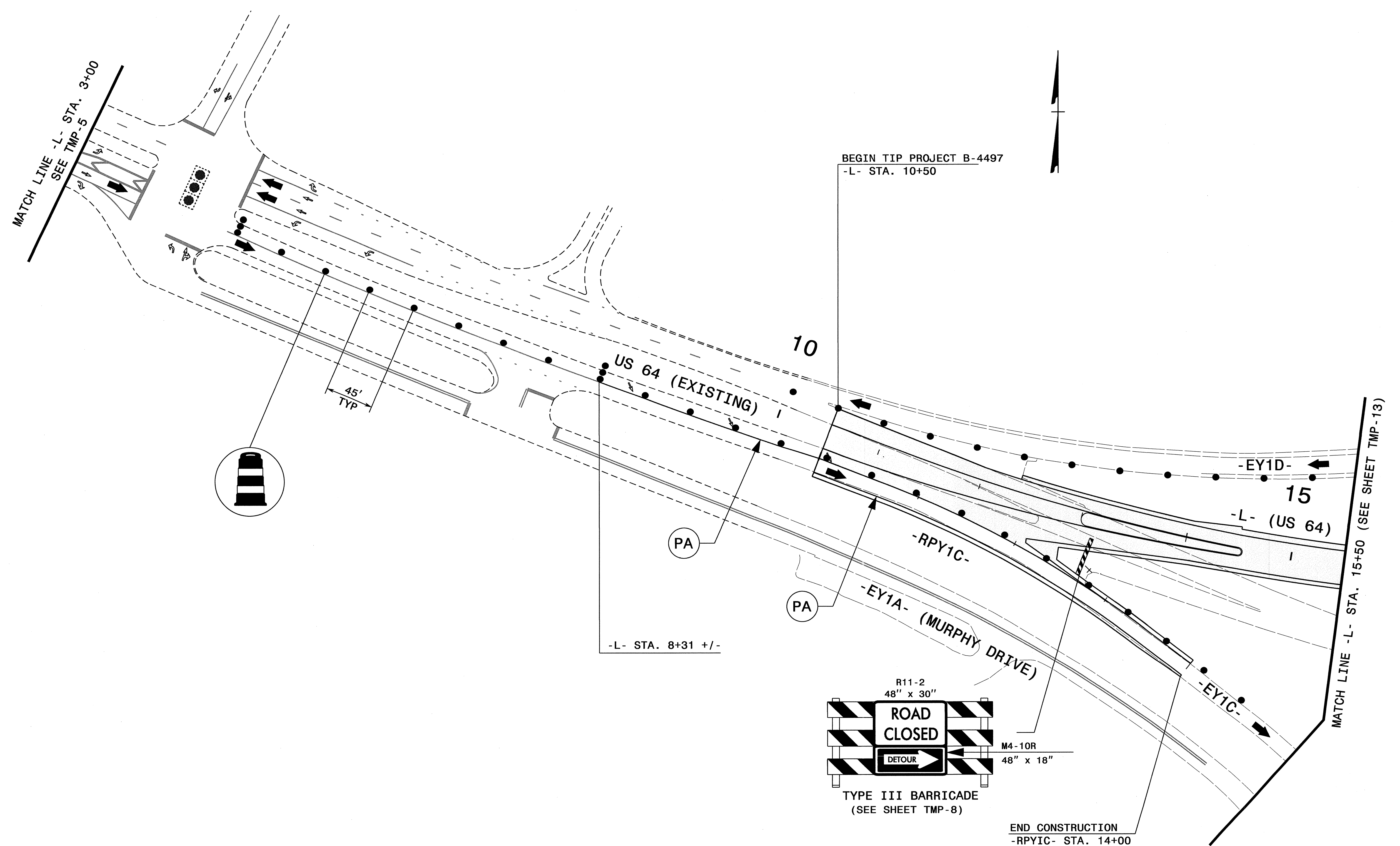
APPROVED: *Paul Schreiber* DATE: 8/3/12

PROFESSIONAL SEAL
35496
ENGINEER
PAUL SCHREIBER



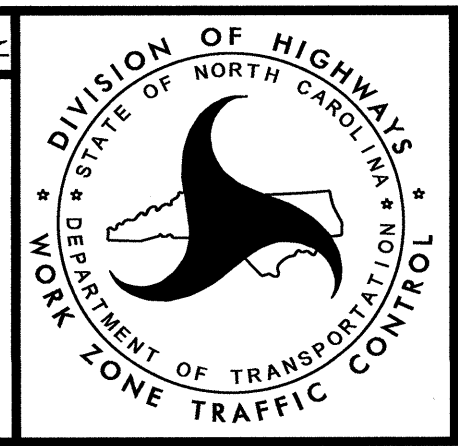
PHASE I
CUT SECTIONS

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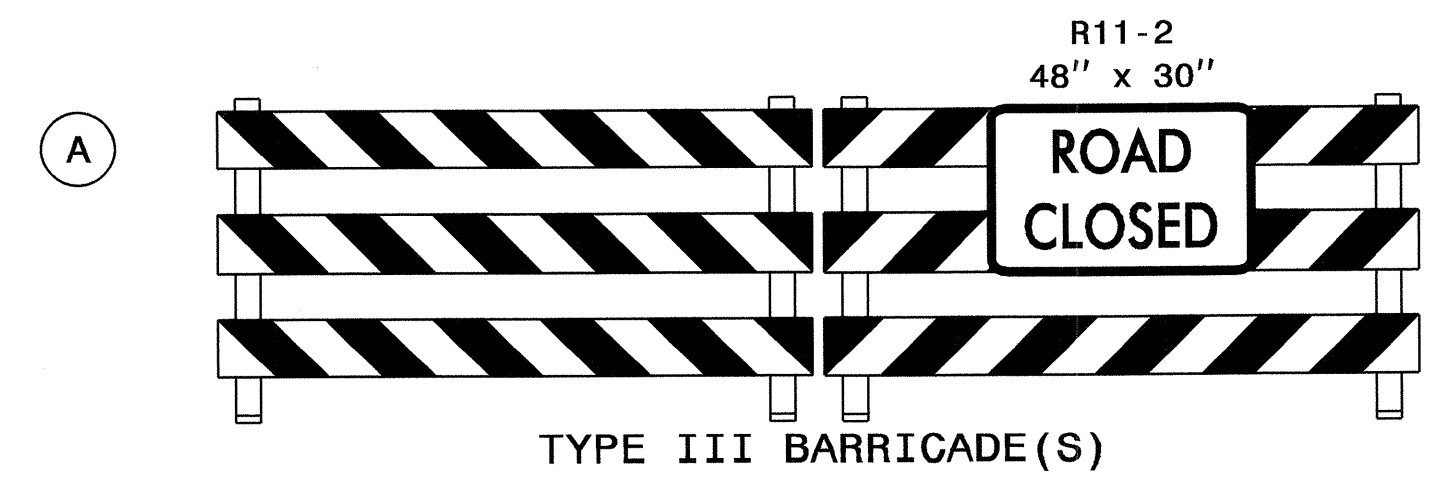
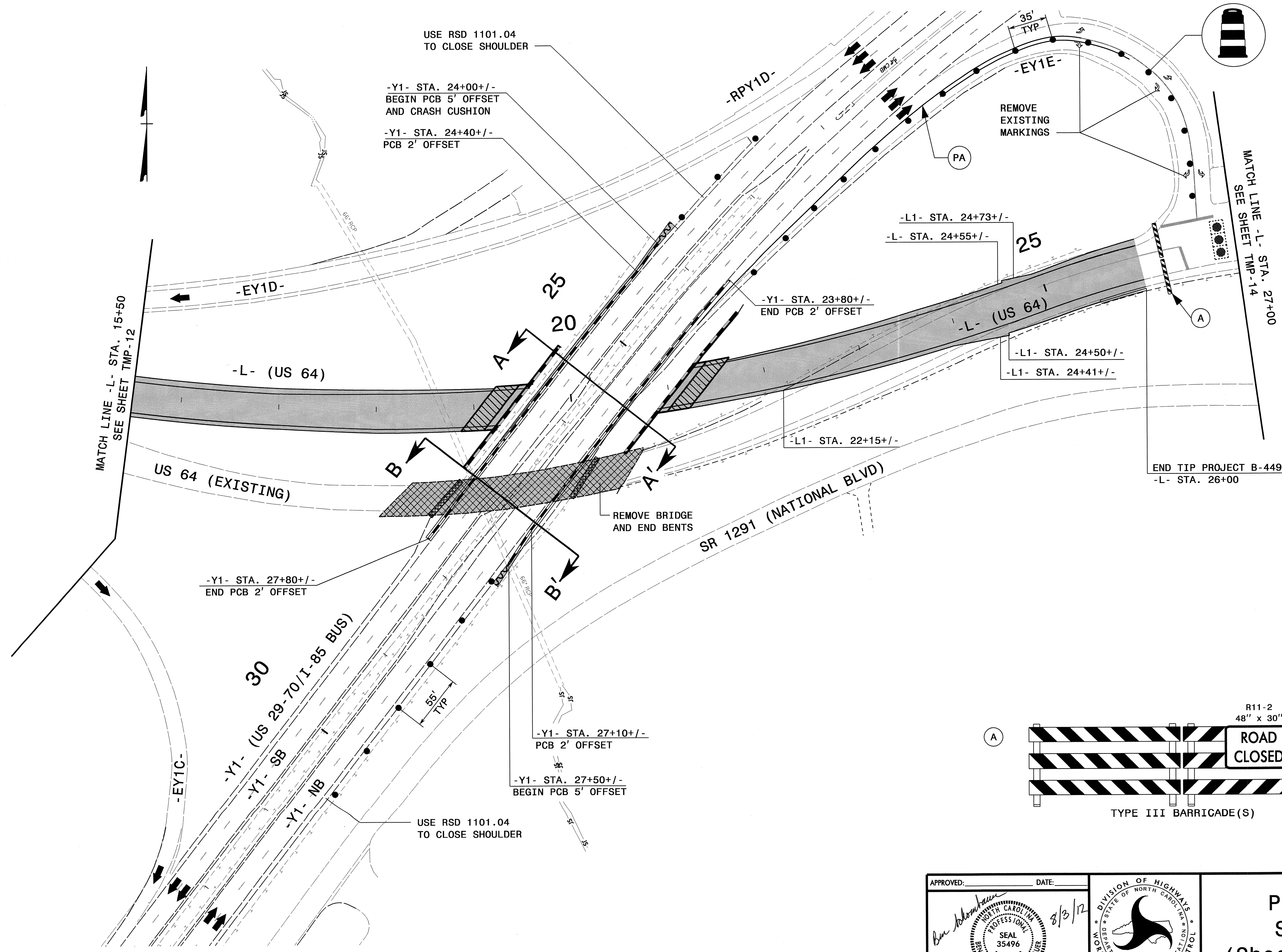


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 sbjennings AT 1E265818

APPROVED: *Ben Schenkman* DATE: 9/12/12

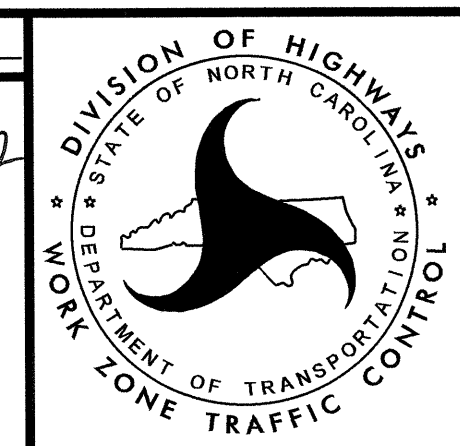


**PHASE I
STEP 8
(Sheet 1 of 3)**

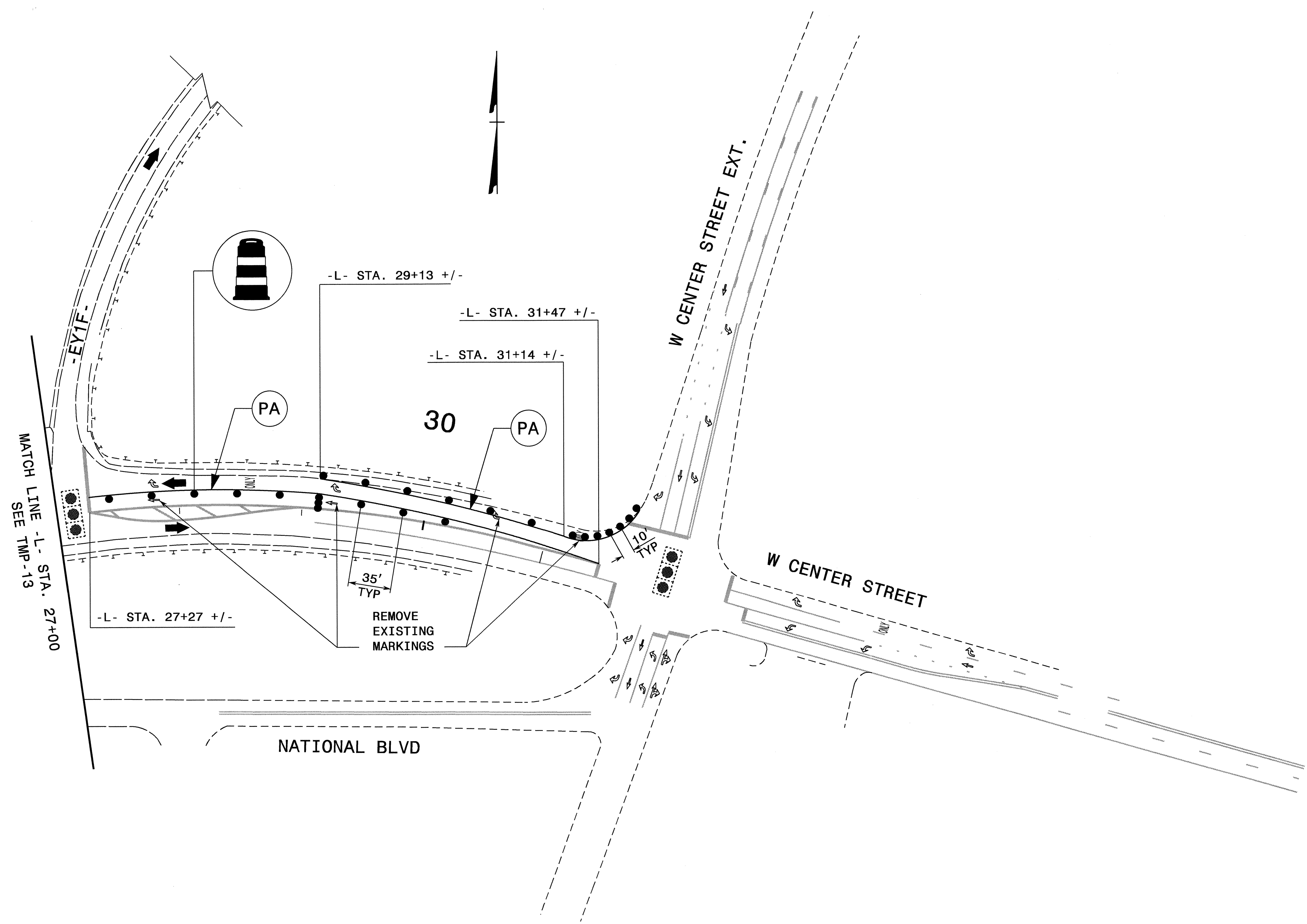


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APPROVED: *Ben Johnson* DATE: 8/3/12



PHASE I
STEP 8
 (Sheet 2 of 3)



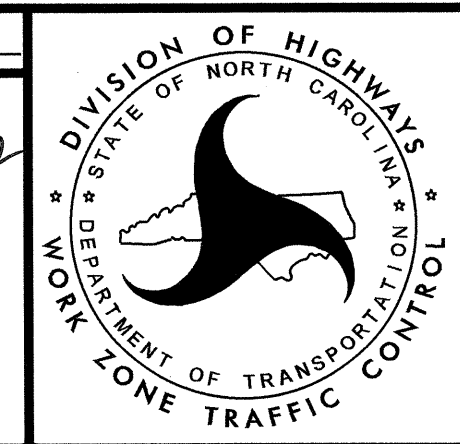
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 sblennings AT 1E2473J

APPROVED: _____ DATE: _____

Ben Schenck

8/3/12

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 35496
 ENGINEER
 PAUL SCHENCK



PHASE I
STEP 8
 (Sheet 3 of 3)

SEE RSD 1101.02, SHEET 5 OF 15
AND RSD 1101.02, SHEET 10 OF 15
FOR LANE CLOSURE

END CONSTRUCTION
-RPY1D- STA. 12+50

BEGIN CONSTRUCTION
-RPY1D- STA. 10+00

-Y1- STA. 20+70 +/-
END SHIFT 12' OFFSET

-Y1- STA. 18+40 +/-
BEGIN SHIFT

BEGIN CONSTRUCTION
-Y1- STA. 21+00

-L1- STA. 24+73 +/-
-L- STA. 24+55 +/-

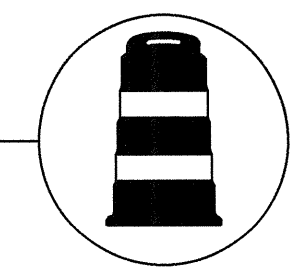
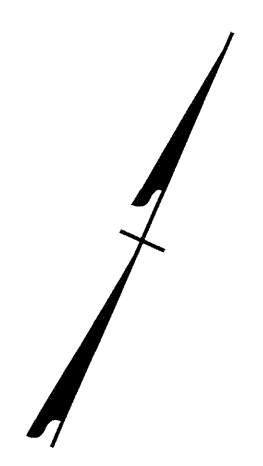
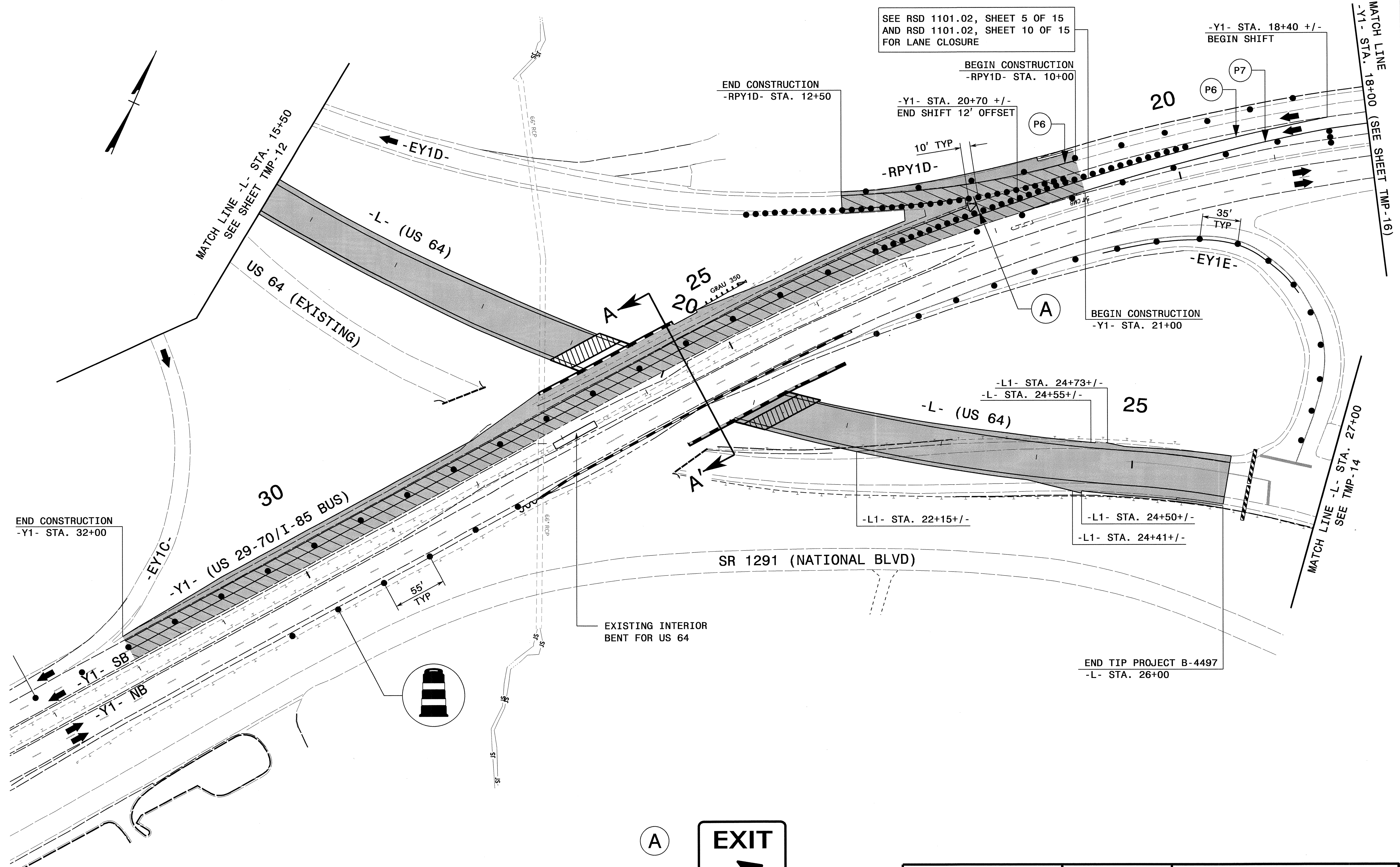
END CONSTRUCTION
-Y1- STA. 32+00

END TIP PROJECT B-4497
-L- STA. 26+00

MATCH LINE -L- STA. 15+50
SEE SHEET TMP-12

MATCH LINE -Y1- STA. 18+00
(SEE SHEET TMP-16)

MATCH LINE -L- STA. 27+00
SEE TMP-14

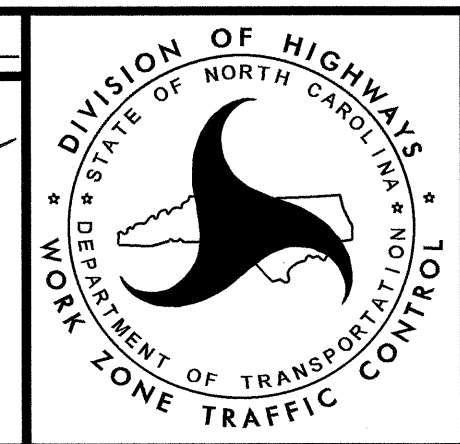


(A)



E5-1
48" X 42"

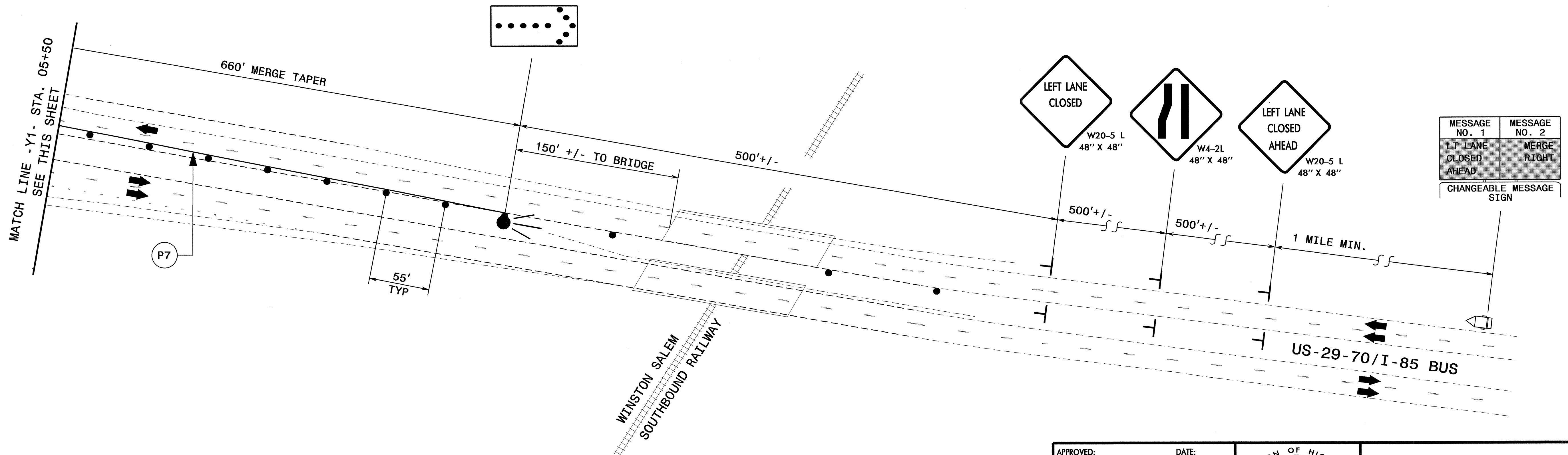
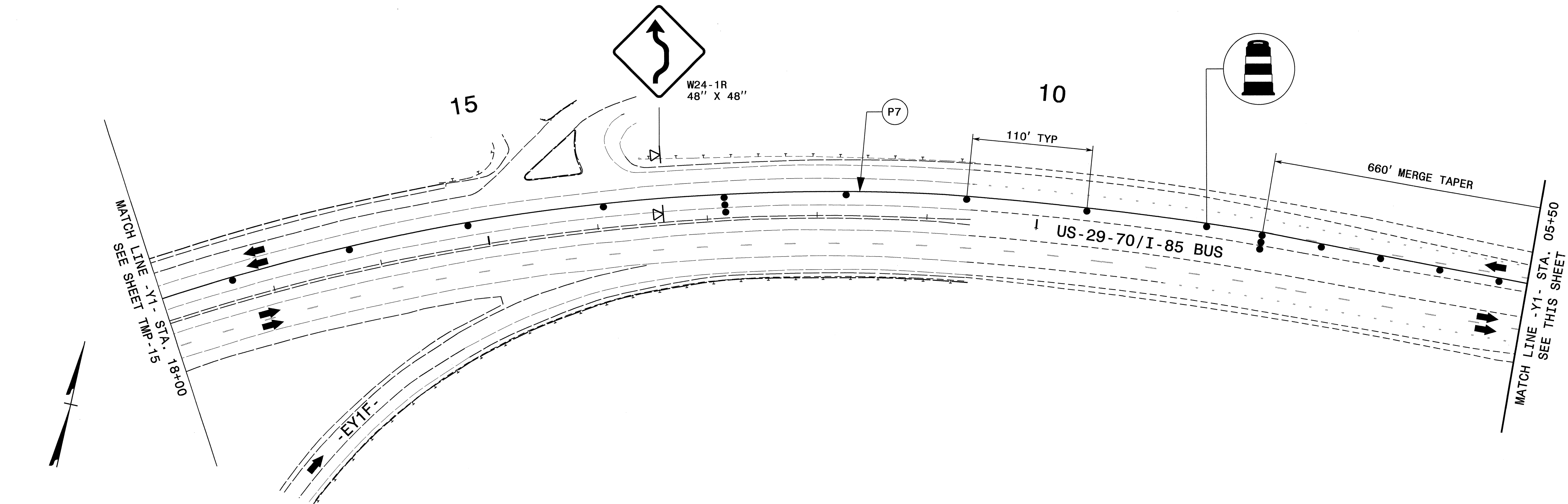
APPROVED: _____ DATE: 8/3/12



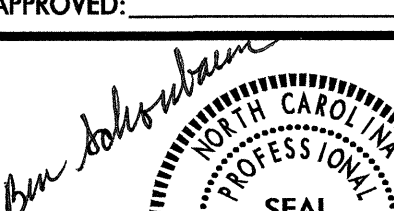
**PHASE I
STEP 10
(Sheet 1 of 2)**

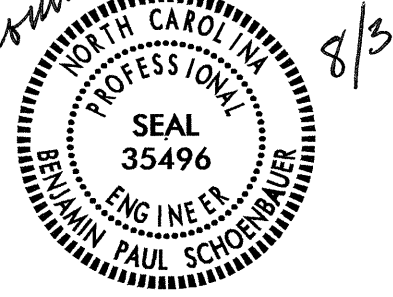
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 S:\jennings AT 1E2473J

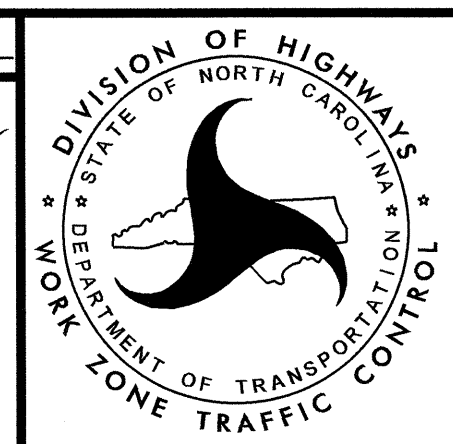
-Y1- STA. 13+40+/-
PHASE I, STEP 10



MESSAGE NO. 1	MESSAGE NO. 2
LT LANE CLOSED AHEAD	MERGE RIGHT
CHANGEABLE MESSAGE SIGN	

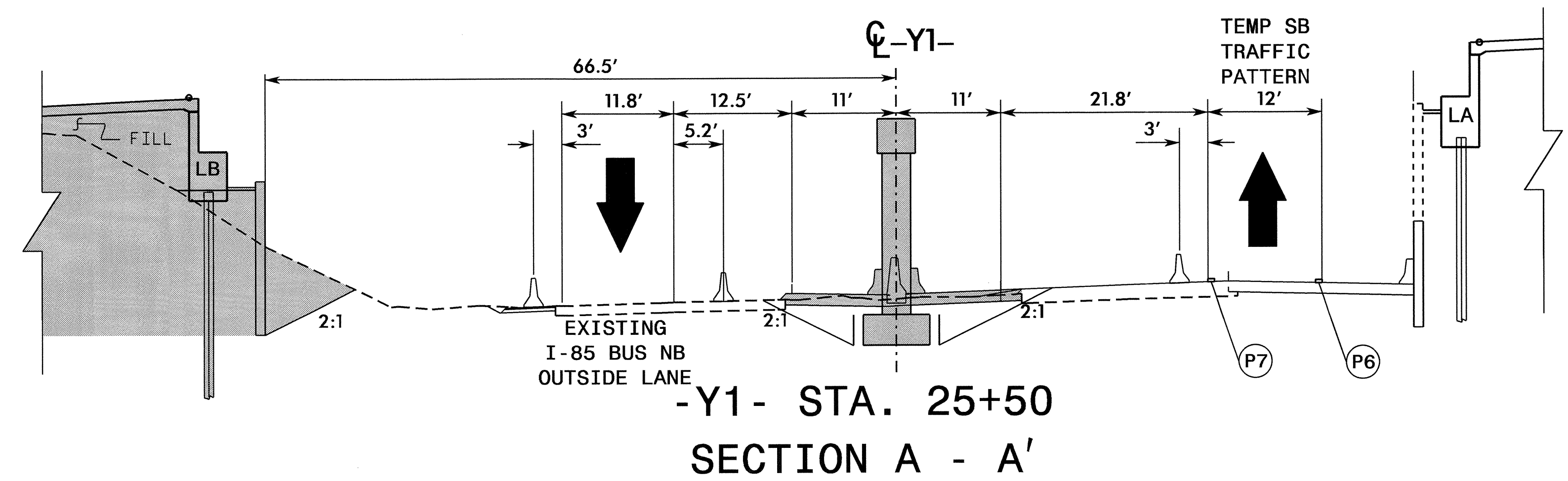
APPROVED:  DATE: 8/3/12





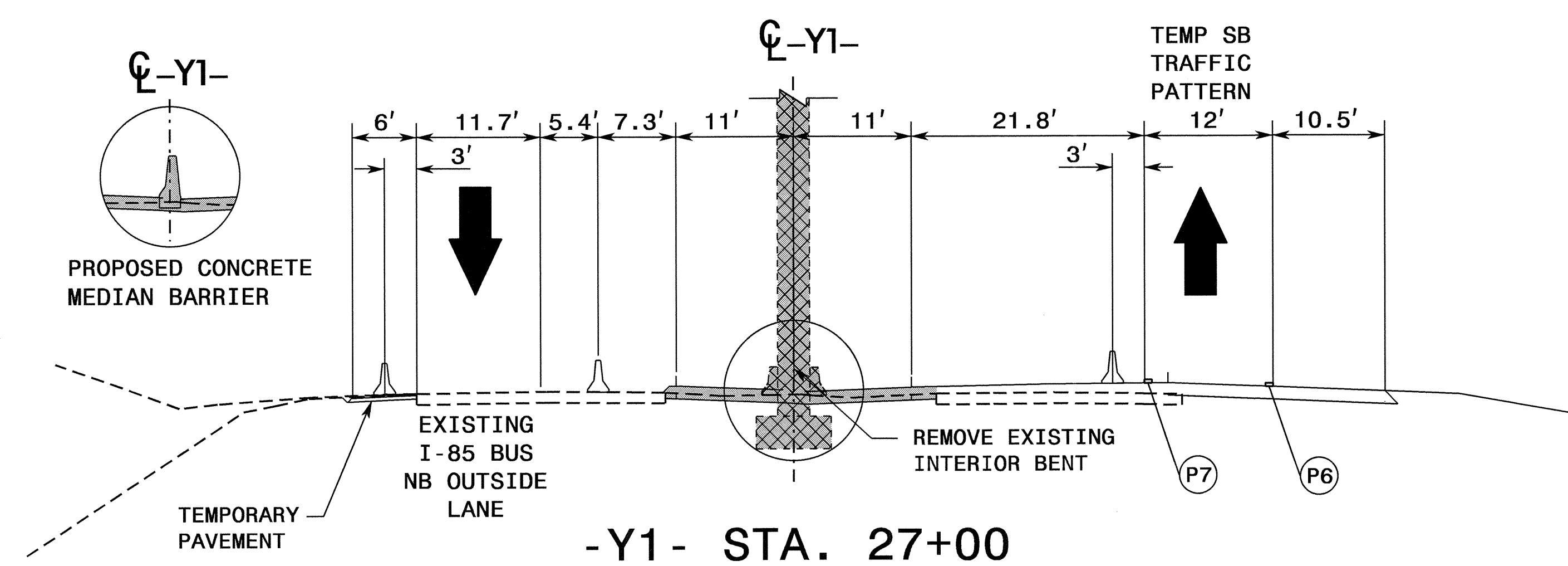
PHASE I
STEP 10
(Sheet 2 of 2)

PHASE II, STEP 2
SEE SHEET TMP-19



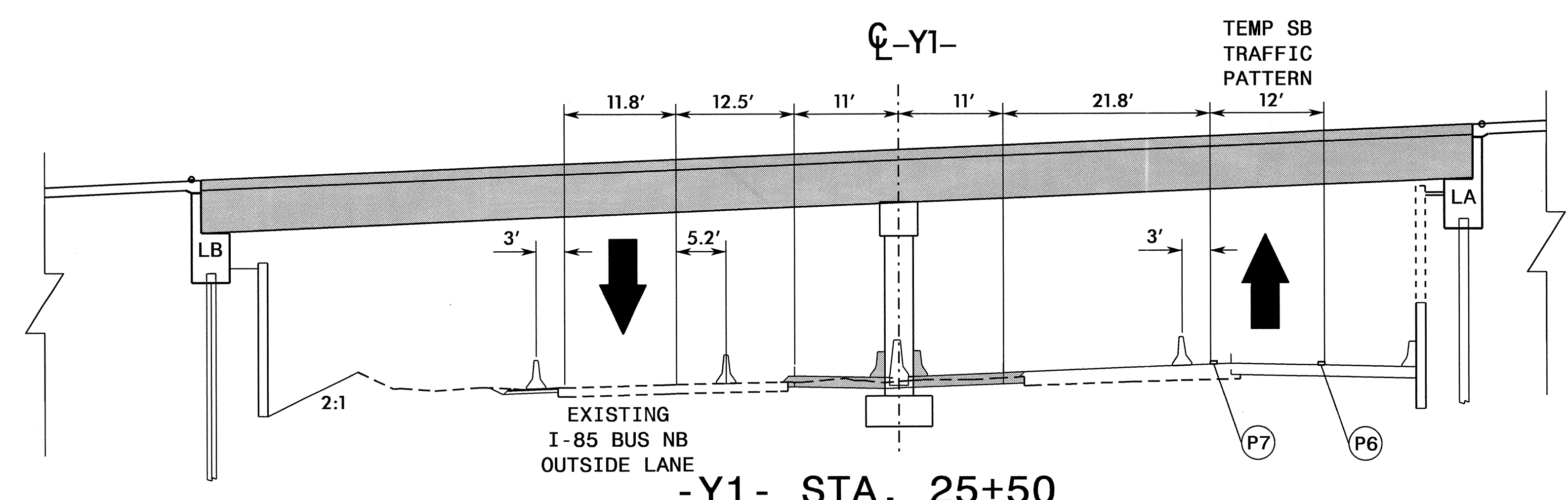
-Y1- STA. 25+50
SECTION A - A'

PHASE II, STEP 2
SEE SHEET TMP-19



-Y1- STA. 27+00
SECTION B - B'

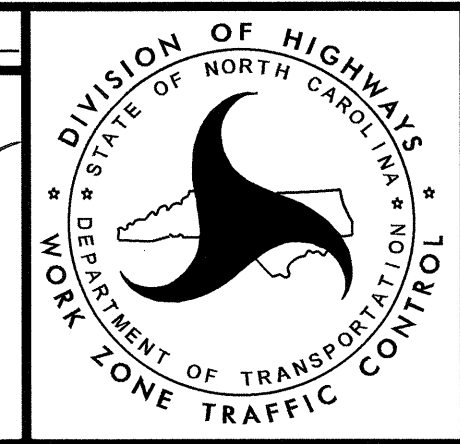
PHASE II, STEP 3 AND 4
SEE SHEET TMP-20



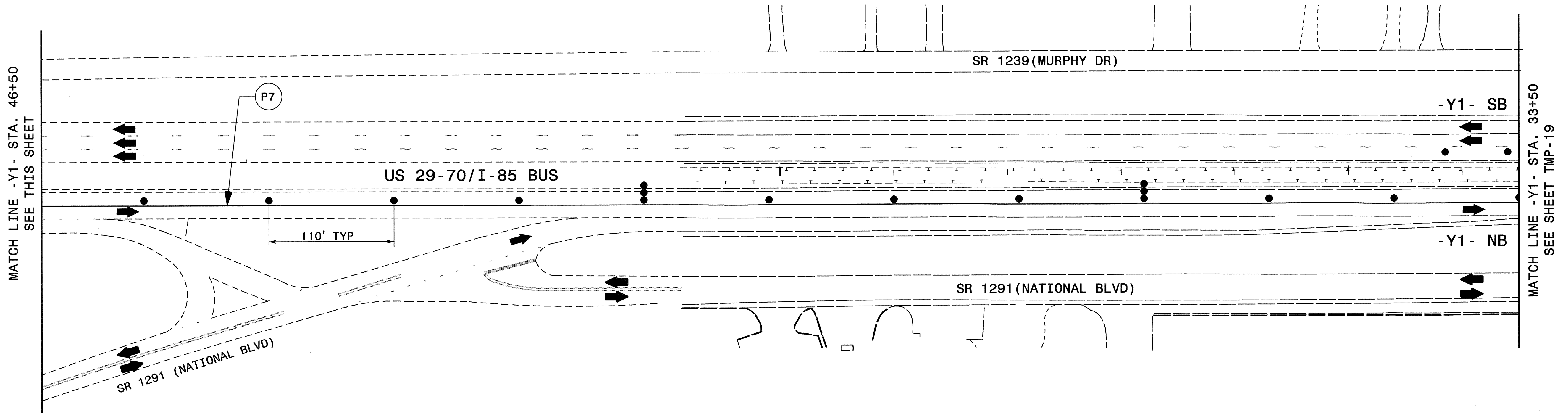
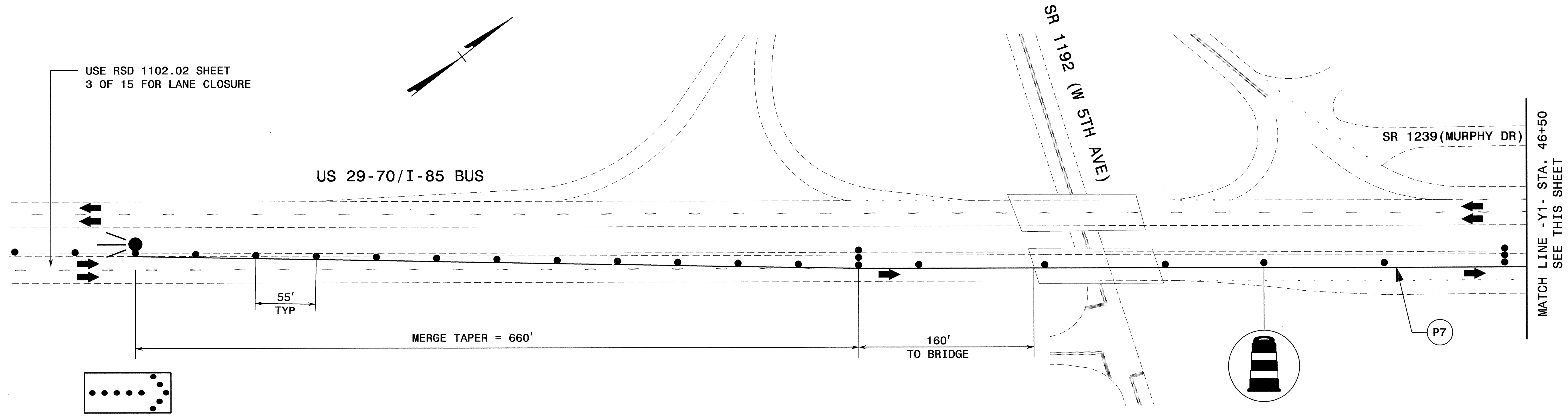
-Y1- STA. 25+50
SECTION A - A'

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S:\jennings AT 1E2471J1

APPROVED: *Paul Schreiber* DATE: 8/3/12



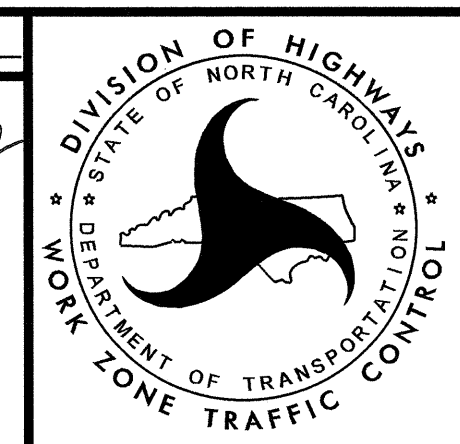
PHASE II
CUT SECTIONS



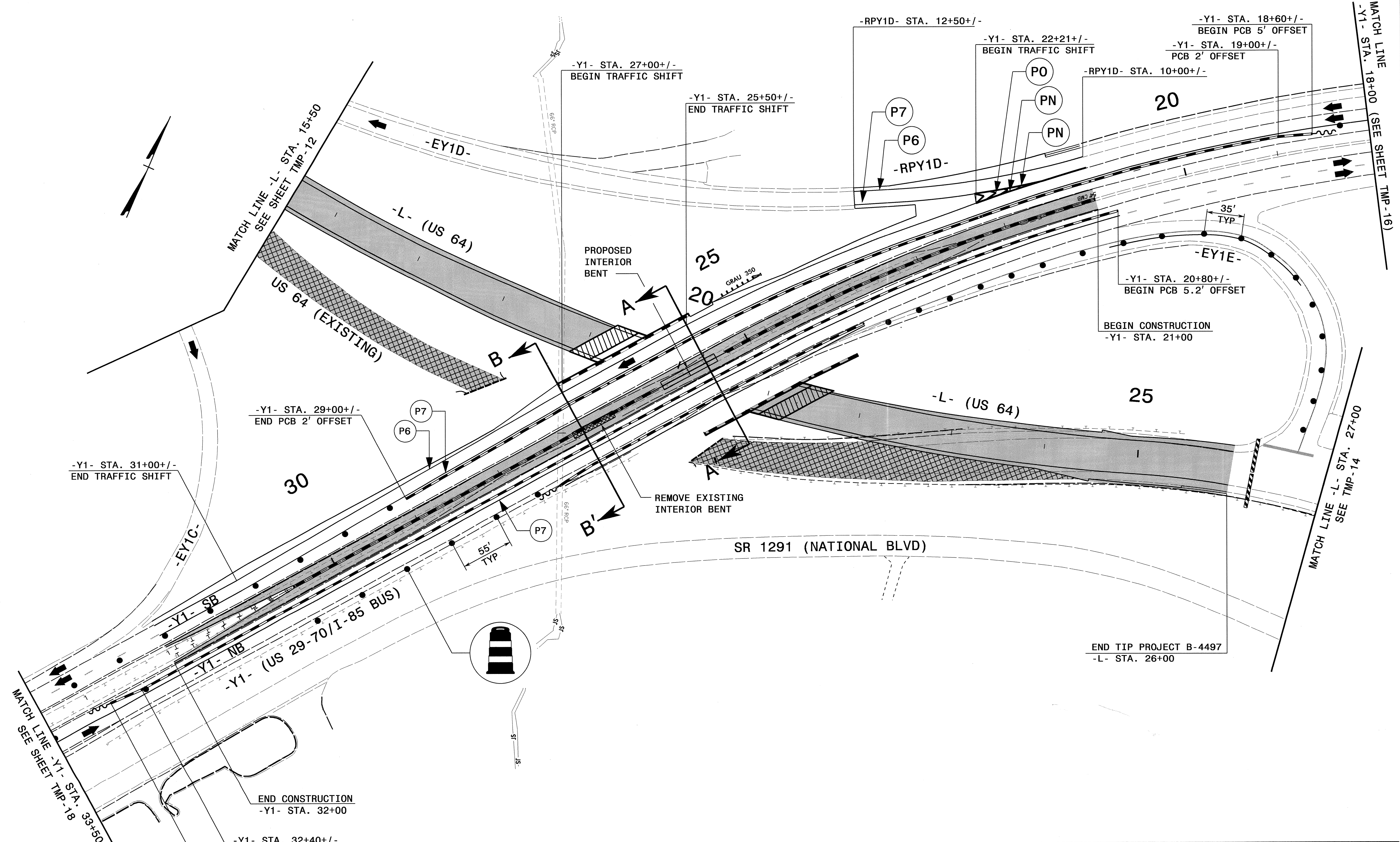
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 SBJennings AT 1E2473J

APPROVED: *Paul Schombert* DATE: 8/3/12

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35496
ENGINEER
PAUL SCHOMBERT



PHASE II
STEP 2
(Sheet 1 of 2)

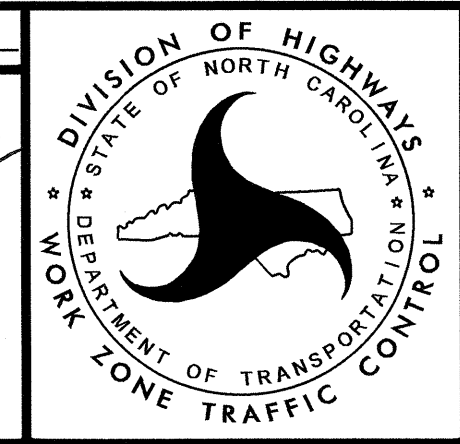


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 SDJennings AT 12247131

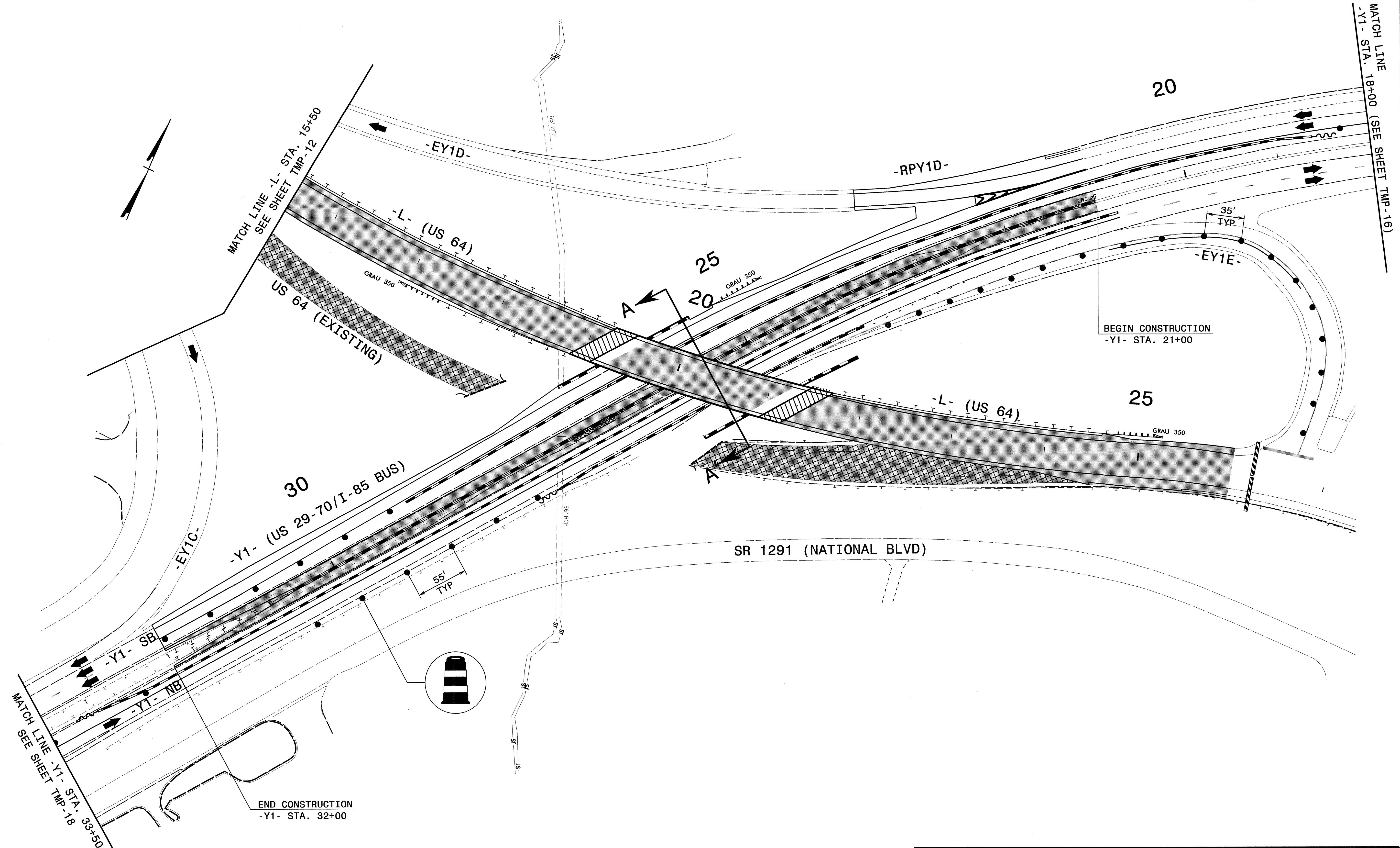
APPROVED: _____ DATE: _____

Ben Johnson

BENJAMIN PAUL SCHORBEN
 PROFESSIONAL ENGINEER
 SEAL 35496
 STATE OF NORTH CAROLINA

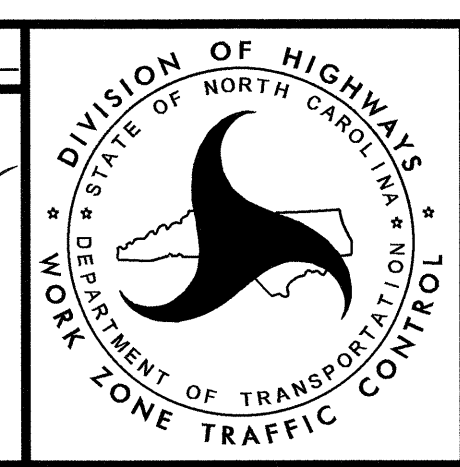


PHASE II
STEP 2
 (Sheet 2 of 2)

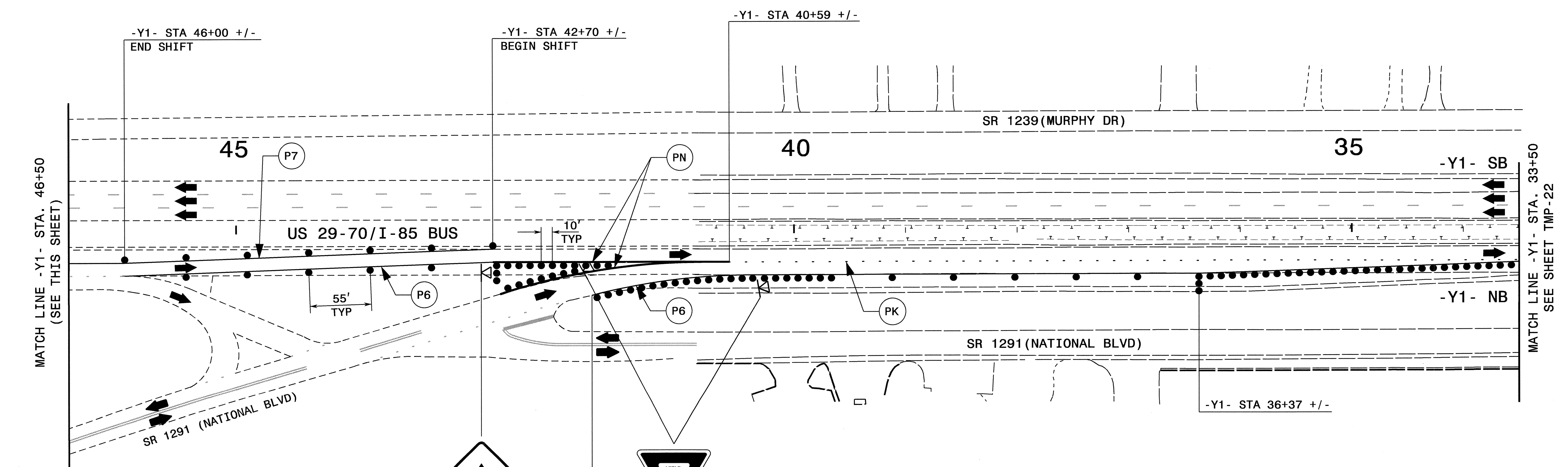
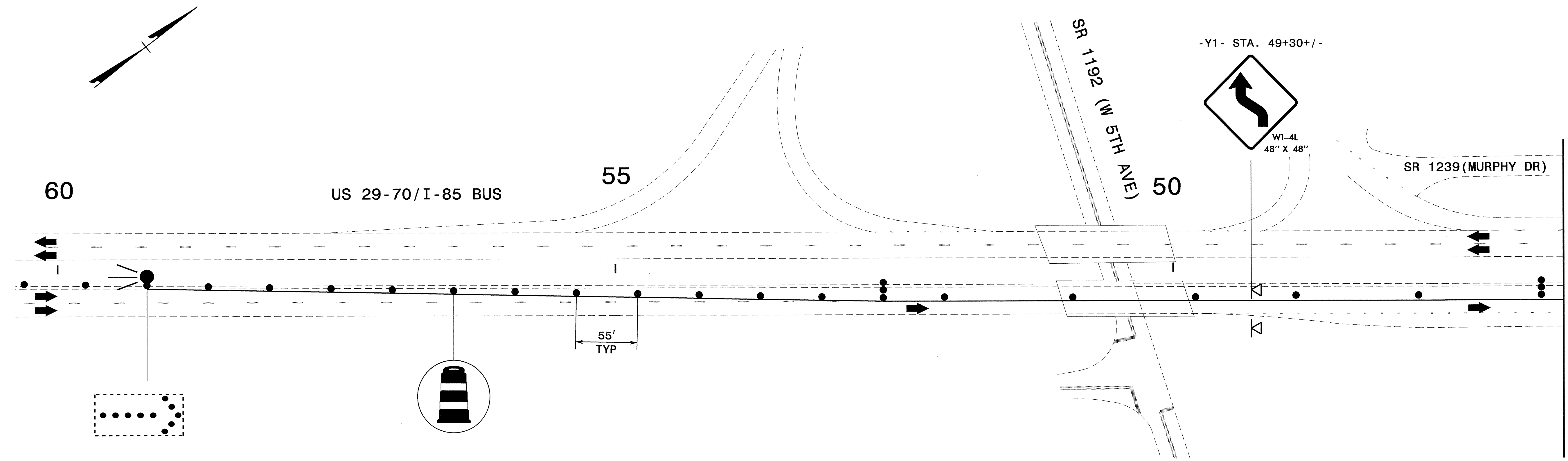


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 s0jennings AT 1E247131

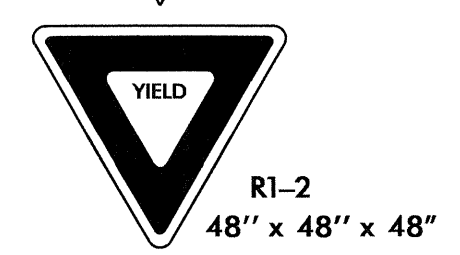
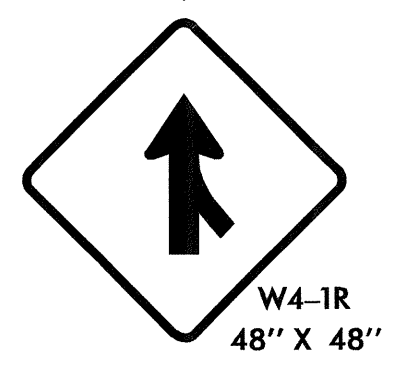
APPROVED: *Ben Schomberg* DATE: 8/3/12



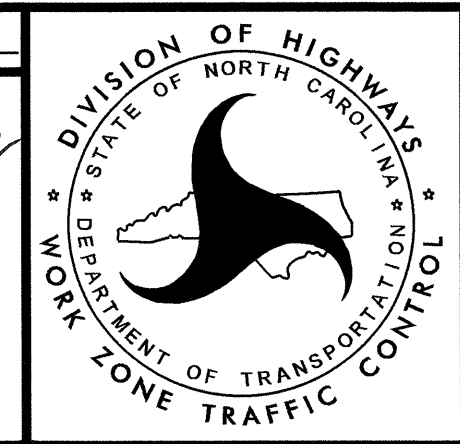
PHASE II
STEPS 3 AND 4
 (Sheet 1 of 1)



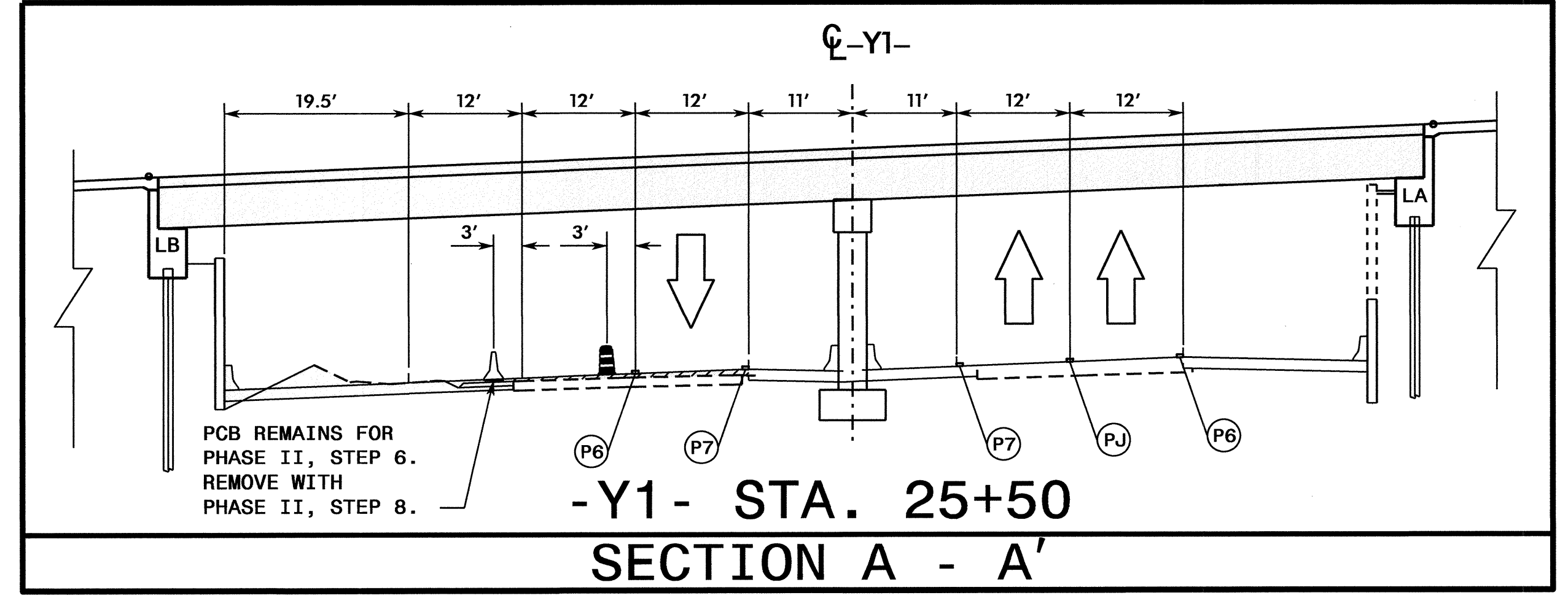
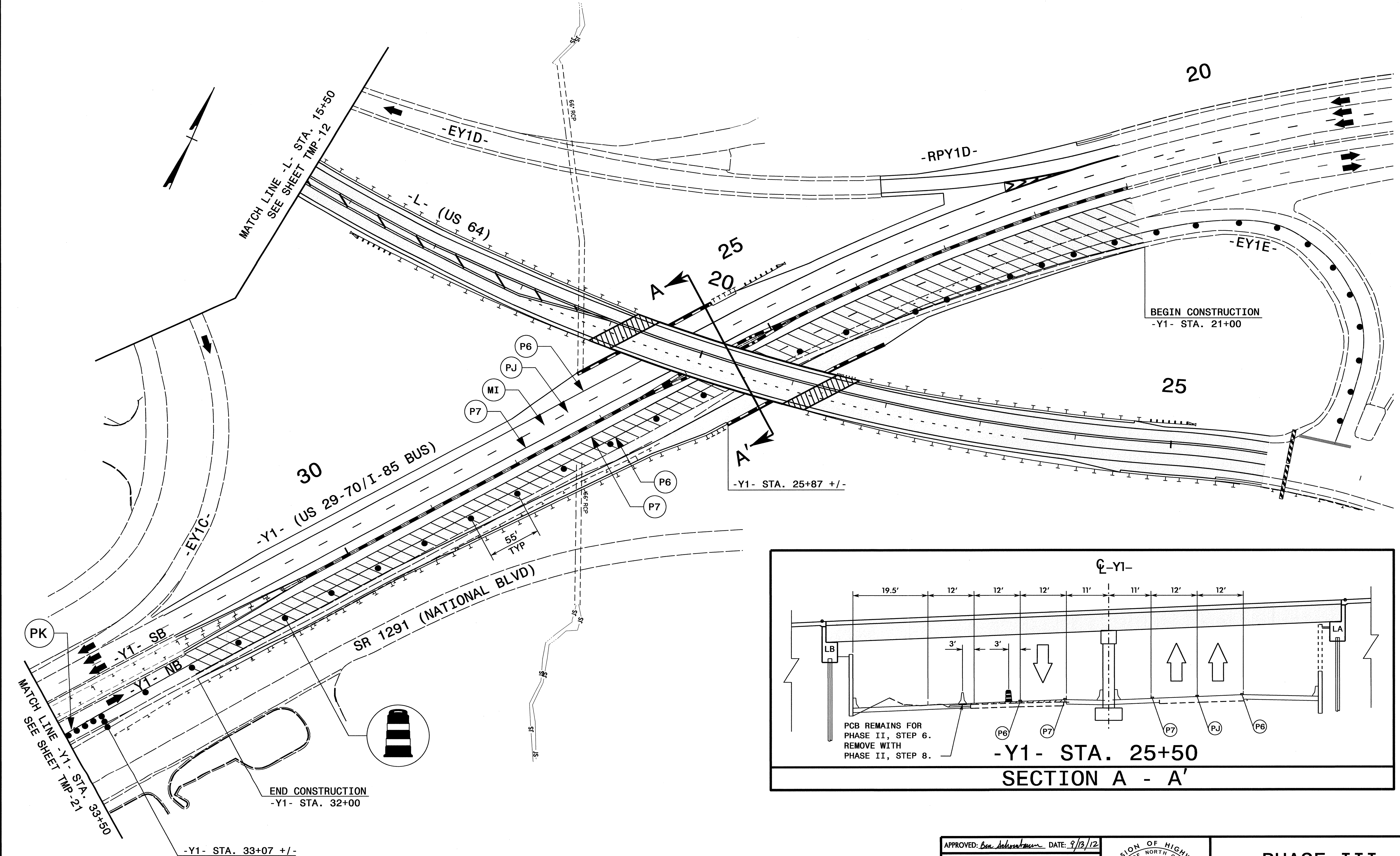
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 S:\jennings AT 1E247131



APPROVED: _____ DATE: 8/3/12



PHASE III
STEP 1
 (Sheet 1 of 2)



13-SEP-2012 12:20
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 sbjennings AT 126588

APPROVED: *Ben Schenck* DATE: 9/13/12



**PHASE III
STEP 1
(Sheet 2 of 2)**