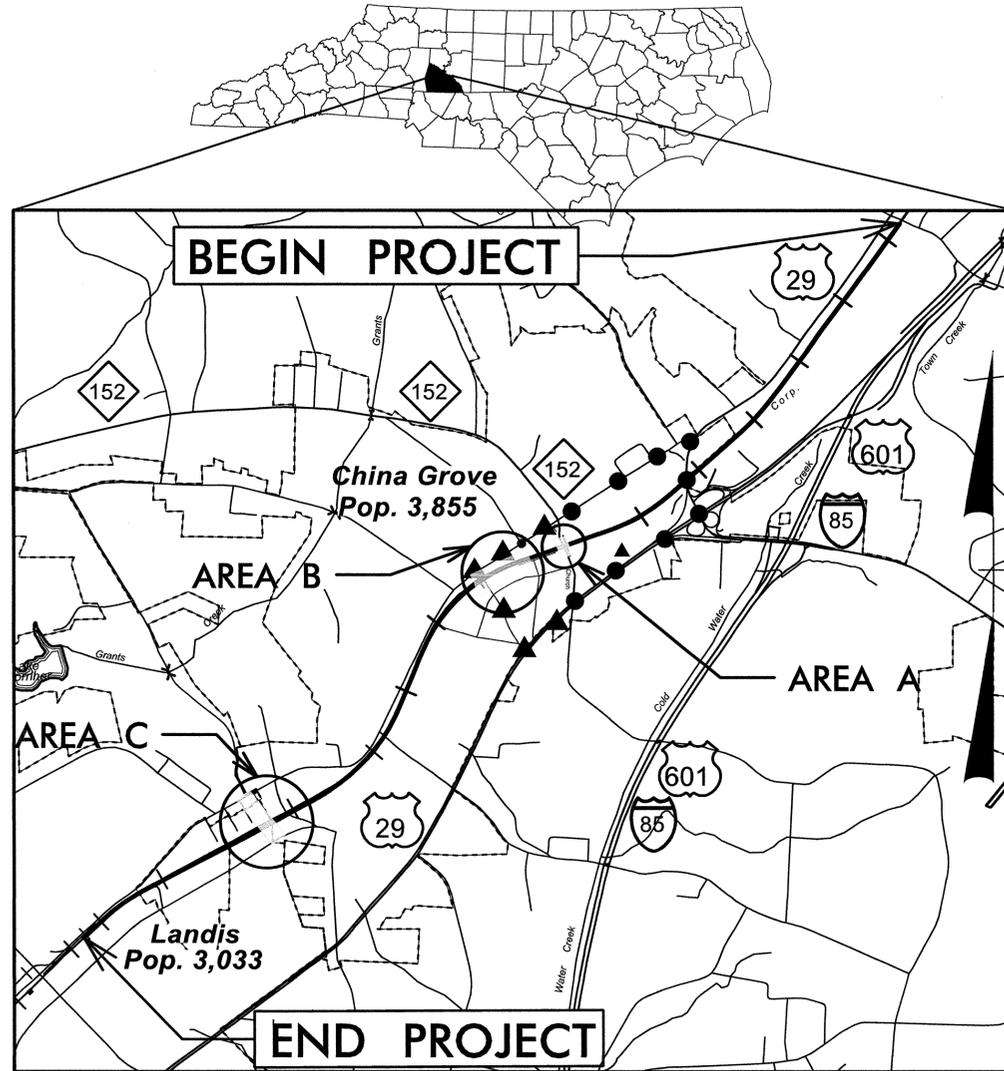


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

ROWAN COUNTY



VICINITY MAP

- OFFSITE DETOUR (CHURCH STREET)
- ▲▲▲ OFFSITE DETOUR (CENTERVIEW STREET)

INDEX OF SHEETS



SHEET NO.	TITLE
TMP-1	TITLE SHEET, AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS AND LEGEND
TMP-1B	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES AND GENERAL NOTES)
TMP-2	TRAFFIC CONTROL PHASING
TMP-3	DETOUR LOCATION
TMP-4	PROJECT OVERVIEW
TMP-5	AREA A - PHASE I
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TMP-9 & 10	AREA C - PHASE I
TMP 11 & 12	PHASE II
SD-1	SPECIAL SIGN DESIGN - DETOUR SIGN FOR -Y6- (CHURCH STREET)
SD-2	SPECIAL SIGN DESIGN - DETOUR SIGN FOR -Y7- (CENTERVIEW STREET)



PLAN PREPARED FOR N.C.D.O.T. BY:

TGS ENGINEERS
804-C N. LAFAYETTE ST.
SHELBY, NC 28150
PH (704) 476-0003
CORP. LICENSE NO.: C-0275

JIMMY L. TERRY, PE PROJECT ENGINEER
SANDRA G. MELVIN DESIGN TECHNICIAN



APPROVED: _____
DATE: _____

SYSTEMTIME\$\$\$\$\$
\$\$\$\$\$DGN\$\$\$\$\$
\$\$\$\$\$USERNAME\$\$\$\$\$

GENERAL NOTES

MANAGEMENT STRATEGIES

PROJ. REFERENCE NO. P5206-C	SHEET NO. TMP-1B
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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 UNDESIRABLE 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

ALL ROADS

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 4:00 P.M. DECEMBER 31st TO 9:00 A.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 9:00 A.M. THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 4:00 P.M. THURSDAY AND 9:00 A.M. MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 4:00 P.M. FRIDAY TO 9:00 A.M. TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 4:00 P.M. THE DAY BEFORE INDEPENDENCE DAY AND 9:00 A.M. THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 4:00 P.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 9:00 A.M. THE TUESDAY AFTER INDEPENDENCE DAY.
- FOR FARMERS DAY FESTIVAL, BETWEEN THE HOURS OF 4:00 P.M. THE DAY BEFORE FARMERS DAY FESTIVAL AND 9:00 A.M. THE DAY AFTER FARMERS DAY FESTIVAL.
- FOR LABOR DAY, BETWEEN THE HOURS OF 4:00 P.M. FRIDAY AND 9:00 A.M. TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 4:00 P.M. TUESDAY TO 9:00 A.M. MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 4:00 P.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 9:00 A.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

B) DO NOT PERFORM ANY WORK ON -YJ- (MAIN ST./US29A) ON THE WEDNESDAY BEFORE THANKSGIVING DAY.

LANE AND SHOULDER CLOSURE REQUIREMENTS

- C) 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.
- D) 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.
- E) 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.
- F) 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.
- G) 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.

PAVEMENT EDGE DROP OFF REQUIREMENTS

H) 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.

I) 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) IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

K) 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.

L) 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.

M) 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.

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

TRAFFIC CONTROL DEVICES

O) 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.

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

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

ROAD NAME	MARKING	MARKER
CHURCH ST	PAINT	NONE
CENTERVIEW ST	PAINT	NONE
KIMBALL RD	PAINT	NONE
S MAIN ST (US29/70)	PAINT	NONE

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.

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

V) ALL WHEELCHAIR 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.

W) 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.).

THE PROPOSED EXTENSION OF KIMBALL RD AND GRADE SEPARATION WITH NORFOLK SOUTHERN CORPORATION WILL BE CONSTRUCTED MAINLY AWAY FROM TRAFFIC. IF ADJACENT TRAFFIC IS IMPACTED, TEMPORARY LANE CLOSURES AND FLAGGERS AS NEEDED ARE USED.

THE PROPOSED NEW RAIL CROSSINGS AT CHURCH ST AND CENTERVIEW ST ARE CONSTRUCTED IN USING A COMBINATION OF TEMPORARY LANE CLOSURES, UTILIZING FLAGGERS AS NEEDED, AND OFFSITE DETOURS.

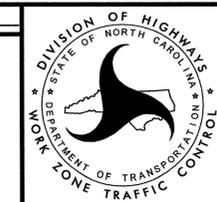
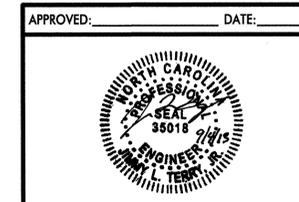
WHILE EXISTING CHURCH STREET IS CLOSED AT THE RAILROAD CROSSING, CHURCH ST TRAFFIC WILL BE MAINTAINED ON THE FOLLOWING OFFSITE DETOUR: FROM US 29 CONNECTOR TO US 29 TO N MAIN ST (SR 2379) TO CHURCH ST.

WHILE EXISTING CENTERVIEW STREET IS CLOSED AT THE RAILROAD CROSSING, CENTERVIEW ST TRAFFIC WILL BE MAINTAINED ON THE FOLLOWING OFFSITE DETOUR: FROM US 29 CONNECTOR TO US 29 TO N MAIN ST (SR 2379) TO CENTERVIEW ST.

ACCESS TO ALL DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES WITHIN THE PROJECT LIMITS.

ALL TRACKWORK, INCLUDING CONSTRUCTION OF THE RAIL CROSSING, IS TO BE PERFORMED BY NORFOLK SOUTHERN OR ITS CONTRACTOR.

SYSTEM TIME: 11/15/2011 10:00:00 AM
 USER: JONAS
 USERNAME: JONAS



APPROVED: _____ DATE: _____

TRANSPORTATION OPERATIONS PLAN

TGS ENGINEERS
 804-C N. LAFAYETTE ST.
 SHELBY, NC 28150
 PH (704) 476 0003
 CORP. LICENSE NO. C-0275

0001ADD_PT10b2
0164DEL_PT10b2

PHASING

PROJ. REFERENCE NO.	SHEET NO.
P-5206C	TMP-2

NOTE: UNLESS OTHERWISE STATED ACCESS TO LOCAL STREETS AND DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES. ALL TRACKWORK IS TO BE PERFORMED BY OTHERS, THEREFORE COORDINATE WITH NORFOLK SOUTHERN AND/OR THEIR CONTRACTOR ABOUT WORK ADJACENT TO THE EXISTING AND/OR PROPOSED TRACKS. WORK INCLUDED, BUT NOT LIMITED TO THE PROPOSED RAILROAD CROSSINGS AT CHURCH ST (-Y6-) AND CENTERVIEW ST (-Y7-); THE RAILROAD CROSSING CLOSURES AT EAST THOM (-Y8-), EUDY ST (-Y9-), AND CENTRAL AVE (-Y11-); AND THE GRADE SEPARATION AT KIMBALL RD (-Y10-).

PHASE I:

STEP 1
PLACE ALL ADVANCED WORK ZONE WARNING SIGNS IN ACCORDANCE TO NCDOT RDWY. STD. 1101.01, SHT 3 OF 3.

STEP 2
CONSTRUCT THE FOLLOWING CUL-DE-SACS AND TURN-A-ROUNDS, UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE:
A. CUL-DE-SAC AT WOODHAVEN DR
B. CUL-DE-SAC AT CHAPEL ST
C. CUL-DE-SAC AT BLACKWELDER DR
D. TURN-A-ROUND AT KELLER ST
E. TURN-A-ROUND AT JOHN ST
F. TURN-A-ROUND AT HANEY ST
(SEE TMP-4 FOR LOCATIONS)

AFTER PLACING THE APPROPRIATE SIGNAGE AND USING GUARDRAIL WITH TWO TERMINAL SECTIONS CLOSE THE FOLLOWING ROADS AND REMOVE EXISTING PAVEMENT AS NEEDED AT THE FOLLOWING LOCATIONS:
A. SOUTH END OF E KETCHIE ST
B. S. HARRIS ST LT OF -M2- STA 9368+00+/- AND LT OF -M2- STA 9371+05+/-
C. ELM ST (SOUTH OF RAILROAD)
D. EUDY ST -Y9- (SEE RAILROAD CROSSING DETAIL SHT 2-J)
(SEE TMP-4 FOR LOCATIONS)

THE MAJORITY OF THE WORK IN THIS PROJECT WILL BE PERFORMED IN THREE DIFFERENT AREAS:
AREA A - CHURCH ST (-Y6) CONSTRUCTION
AREA B - EAST CENTERVIEW ST (-Y7-) CONSTRUCTION AND HARRIS ST (-SVC-) REALIGNMENT
AREA C - KIMBALL ST EXTENSION (-Y10-)
(SEE TMP-4 FOR LOCATIONS)

CONSTRUCTION IN THESE AREAS MAY TAKE PLACE CONCURRENTLY; HOWEVER, ONLY ONE OFFSITE DETOUR MAY BE USED AT A TIME, THEREFORE THE PROPOSED AT-GRADE RAIL CROSSINGS AT CHURCH ST (-Y6-) AND CENTERVIEW ST (-Y7-) MUST BE CONSTRUCTED CONSECUTIVELY.

AREA A - CHURCH STREET (-Y6-) CONSTRUCTION

STEP 3
PRIOR TO THE BEGINNING OF CHURCH ST (-Y6-) CONSTRUCTION PLACE PERMANENT SIGNS TO ALLOW ONLY RIGHT TURN MOVEMENTS BETWEEN HARRIS ST AND CHURCH ST.

USING LANE CLOSURES AND FLAGGERS, CONSTRUCT THE RIGHT SIDE OF CHURCH ST (-Y6-) UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM -Y6- STA. 12+31+/- TO 14+06+/- AND FROM -Y6- STA. 14+46+/- TO 16+20+/- . PLACE THE CONCRETE ISLANDS AS SHOWN N PLANS.
(SEE TMP-5, SEE NCDOT RDWY STD. 1101.02, SHT 1 OF 15).

NOTE: AT THE END OF EACH WORKING DAY OPEN CHURCH ST TO ITS NORMAL TRAFFIC PATTERN.

STEP 4:
USING LANE CLOSURES AND FLAGGERS, CONSTRUCT THE LEFT SIDE OF CHURCH ST (-Y6-) UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM -Y6- STA. 12+31+/- TO 14+06+/- AND FROM -Y6- STA. 14+46+/- TO 16+20+/- .
(SEE TMP-5, SEE NCDOT RDWY STD. 1101.02 SHT 1 OF 15).

NOTE: AT THE END OF EACH WORKING DAY OPEN CHURCH ST TO ITS NORMAL TRAFFIC PATTERN.

STEP 5
AFTER PLACING THE APPROPRIATE DETOUR SIGNAGE AND BARRICADES CLOSE CHURCH ST (-Y6-) TO THRU TRAFFIC. THE THRU TRAFFIC IS TO BE DETOURED USING US 29 CONNECTOR, US 29 AND N MAIN ST (SR 2739). (SEE SHEET TMP-3, SEE NCDOT RDWY. STD. 1101.03, SHT 1 OF 9). THE CONVERSION OF THE EXISTING SINGLE TRACK RAILROAD CROSSING TO A DOUBLE TRACK CROSSING WILL BE PERFORMED BY NORFOLK SOUTHERN OR ITS CONTRACTOR. CONSTRUCT CHURCH ST UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM -Y6- STA. 14+06+/- TO 14+46+/- .
(SEE TMP-5)

COVER THE DETOUR SIGNAGE THAT WILL BE REUSED FOR THE CENTERVIEW DETOUR, REMOVE THE REMAINING SIGNS, REMOVE ALL BARRICADES, AND OPEN CHURCH ST (-Y6-) BACK TO TRAFFIC.

STEP 6:
USING TEMPORARY LANE CLOSURES AND FLAGGERS PLACE TEMPORARY PAVEMENT MARKINGS ACCORDING TO THE FINAL PATTERN AND OPEN CHURCH ST (-Y6-) BACK TO TRAFFIC IN ITS NEW PATTERN. (SEE TMP-5, SEE NCDOT RDWY STD 1101.02, SHT 1 OF 15)

AREA B REALIGNMENT OF HARRIS ST (-SVC-)

STEP 7
WITHOUT DISTURBING THE EXISTING TRAFFIC PATTERN CONSTRUCT NEW REALIGNED HARRIS ST FROM -SVC- STA 10+88+/- TO 15+65+/- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. MAINTAIN ACCESS TO THE DRIVEWAYS AT ALL TIMES. (SEE TMP-6 & TMP-7)

STEP 8
WHILE MAINTAINING ACCESS TO THE DRIVEWAYS CONSTRUCT THE REALIGNED HARRIS ST FROM -SVC- STA. 15+65+/- TO 18+08+/- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. REMOVE THE EXISTING CURB AND GUTTER BETWEEN -SVC- STA 10+88+/- TO 11+73+/- AND TIE THE PROPOSED PAVEMENT TO EXISTING. PLACE TRAFFIC ONTO THE REALIGNED SEGMENT.
(SEE TMP-6 & TMP-7)

STEP 9
USING BARRICADES CLOSE HARRIS ST AT THE HARRIS ST/CENTERVIEW ST INTERSECTION. USING TEMPORARY LANE CLOSURES COMPLETE THE TIE-IN FROM SVC- STA. 10+55+/- TO 11+73+/- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. COMPLETE THE CONSTRUCTION OF THE RIGHT SHOULDER AND DITCH SECTION FROM -SVC- STA 10+55+/- TO 18+08+/- . REMOVE THE OLD HARRIS ST PAVEMENT. (SEE TMP-6 & TMP-7, SEE NCDOT RDWY STD 1102.01, SHT 1 OF 15). USING TEMPORARY LANE CLOSURES PLACE TEMPORARY PAVEMENT MARKINGS.

AREA B CENTERVIEW ST (-Y7-) CONSTRUCTION

STEP 10
TO ASSURE CONTINUED ACCESS, CONSTRUCT A NEW DRIVEWAY AT -Y7- STA. 10+96+/- LT AND OPEN IT TO TRAFFIC. USING TEMPORARY LANE CLOSURES AND FLAGGERS, AS NEEDED, CONSTRUCT THE SOUTH SIDE OF CENTERVIEW ST UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM -Y7- STA. 10+30+/- TO 12+15+/- AND FROM 12+75+/- TO 14+10+/- . ALSO CONSTRUCT THE ADJACENT SIDEWALK. REMOVE THE EXISTING HARRIS ST AS SHOWN ON PLANS.
(SEE TMP-8)

NOTE: AT THE END OF EACH WORKING DAY OPEN CENTERVIEW ST TO ITS NORMAL TRAFFIC PATTERN.

STEP 11
USING THE APPROPRIATE SIGNAGE MOVE THE PEDESTRIAN TRAFFIC FROM THE NORTHSIDE OF CENTERVIEW ST TO THE NEWLY CONSTRUCTED SIDEWALK ALONG THE SOUTHSIDE. (SEE TMP-8). USING TEMPORARY LANE CLOSURES AND FLAGGERS AS NEEDED, CONSTRUCT THE NORTH SIDE OF CENTERVIEW ST UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM -Y7- STA. 10+30+/- TO 12+15+/- AND FROM 12+75+/- TO 14+10+/- . CONSTRUCT THE NORTHSIDE SIDEWALK. PLACE THE MONOLITHIC ISLAND FROM -Y7- STA 11+08+/- TO 12+14+/- AND FROM 12+75+/- TO 13+14+/- . (SEE TMP-8, SEE NCDOT RDWY STD. 1101.02, SHT 1 OF 15).

NOTE: AT THE END OF EACH WORKING DAY OPEN CENTERVIEW ST TO ITS NORMAL TRAFFIC PATTERN.

STEP 12
AFTER UNCOVERING THE EXISTING DETOUR SIGNS, REPLACING THE CHURCH ST SIGN WITH A CENTERVIEW ST SIGN, ADDING ADDITIONAL SIGNS AS NEEDED, AND USING BARRICADES CLOSE THE EXISTING CENTERVIEW RAIL CROSSING TO THRU TRAFFIC AS SHOWN ON PLANS (SEE TMP-8). THE THRU TRAFFIC IS TO BE DETOURED USING US 29 CONNECTOR, US 29 AND N MAIN ST (SR 2739). (SEE SHEET TMP-3, SEE NCDOT RDWY. STD. 1101.03, SHT 1 AND 2 OF 9). THE REMOVAL OF THE EXISTING SINGLE TRACK RAILROAD CROSSING AND CONSTRUCTION OF THE NEW DOUBLE TRACK CROSSING WILL BE PERFORMED BY NORFOLK SOUTHERN OR ITS CONTRACTOR. CONSTRUCT CENTERVIEW ST UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM -Y7- STA. 12+15+/- TO 12+75+/- . PLACE THE REMAINING SECTION OF MONOLITHIC ISLAND FORM 12+75+/- TO 13+14+/- .

REMOVE ALL DETOUR SIGNS AND BARRICADES AND PLACE TRAFFIC ON CENTERVIEW ST

STEP 13:
USING TEMPORARY LANE CLOSURES AND FLAGGERS PLACE TEMPORARY PAVEMENT MARKINGS ACCORDING TO THE FINAL PATTERN AND OPEN CENTERVIEW ST (-Y7-) BACK TO TRAFFIC IN ITS NEW PATTERN. (SEE TMP-8, SEE NCDOT RDWY STD. 1101.02, SHT 1 OF 15)

AREA C KIMBALL RD. EXTENSION (-Y10)

STEP 14
CONSTRUCT THE RAILROAD BRIDGE FROM -M1- STA 9403+90.41 TO 9405+20.69. AWAY FROM TRAFFIC AND THE EXISTING RAILROAD. BEGIN CONSTRUCTION OF KIMBALL RD EXT. (-Y10-) FROM -Y10- STA. 10+08+/- TO 13+68+/- , AND FROM 14+62+/- TO 21+04+/- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AS SHOWN ON PLANS. CONSTRUCT THE ADJACENT SIDEWALK. (SEE TMP-9)

STEP 15
AFTER THE COMPLETION OF THE RAILROAD BRIDGE CONSTRUCTION AND THE RAIL TRACKS HAVE BEEN SHIFTED BY NORFOLK SOUTHERN CONSTRUCT -Y10- FROM STA 13+68/- TO 14+62+/- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-9) USING LANE CLOSURES AND FLAGGERS AS NEEDED CONSTRUCT THE SOUTHSIDE TAPER OF MAIN ST (-YJ-) UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM -YJ- STA 12+21+/- TO 13+13+/- . ALSO USING TEMPORARY LANE CLOSURES AND FLAGGERS MILL AND REPAVE UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE MAIN ST FROM -YJ- STA. 10+97+/- TO 13+13+/- AND KIMBALL RD FROM -Y10- STA. 21+38+/- TO 21+79+/- . (SEE TMP-9, SEE NCDOT RDWY STD. 1101.02, SHT 1 & 2 OF 15)

STEP 16:
OPEN KIMBALL RD EXT (-Y10-) AND THE NEW RIGHT TURN LANE ON S MAIN ST (-YJ-) TO TRAFFIC. USING TEMPORARY LANE CLOSURES AND FLAGGERS AS NEEDED PLACE TEMPORARY PAVEMENT MARKINGS IN THE FINAL PATTERN ONTO KIMBALL RD EXT (-Y10-) AND S. MAIN ST (-YJ-). (SEE TMP-10, SEE NCDOT RDWY STD. 1101.02, SHT 1 & 2 OF 15)

AFTER OPENING KIMBALL RD (-Y10) TO TRAFFIC CONSTRUCT THE FOLLOWING:
TURN-A-ROUND AT EAST THOM ST (-Y8-) AND TURN-A-ROUND AT N. CENTRAL AVE (-Y11-). (SEE TMP-4 FOR LOCATION)
PLACE THE APPROPRIATE SIGNAGE AND CLOSE THE ROADS AND REMOVE EXISTING PAVEMENT.
(SEE RAILROAD CROSSING DETAIL SHEETS 2-I AND 2-K)

PHASE II

STEP 1
WITH TRAFFIC IN ITS FINAL PATTERN CONSTRUCT THE FINAL LAYER OF SURFACE COURSE USING LANE CLOSURES AND FLAGGERS AS NEEDED. (SEE TMP-11 & 12, SEE NCDOT RDWY STD 1101.02, SHT 1 AND 2 OF 15) AS FOLLOWS:

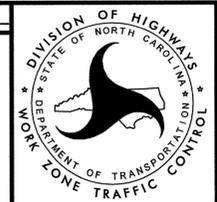
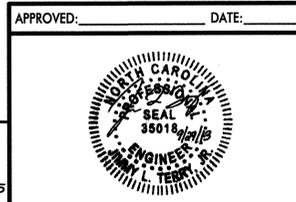
- Y6- FROM STA 12+31+/- TO 16+20+/-
 - SVC- FROM STA 10+55+/- TO 18+08+/-
 - Y7- FROM STA 10+30+/- TO 14+10+/-
 - Y10- FROM 10+08+/- TO 21+79+/-
 - YJ- FROM 10+97+/- TO 13+13+/-
- ALSO PLACE THE FINAL LAYER OF SURFACE COURSE ON THE FOLLOWING CUL-DE-SACS AND TURN-A-ROUNDS:
- I. CUL-DE-SAC AT WOODHAVEN DR
 - J. CUL-DE-SAC AT CHAPEL ST
 - K. CUL-DE-SAC AT BLACKWELDER DR
 - L. TURN-A-ROUND AT KELLER ST
 - M. TURN-A-ROUND AT JOHN ST
 - N. TURN-A-ROUND AT HANEY ST
 - O. TURN-A-ROUND AT EAST THOM ST (-Y8-)
 - P. TURN-A-ROUND AT N CENTRAL AVE (-Y11-)
- (SEE TMP-11 & 12)

STEP 2
INSTALL FINAL PAVEMENT MARKINGS AS SHOWN ON THE PAVEMENT MARKING PLANS (SEE PM-1 THRU PM-5).

STEP 3
REMOVE ALL TRAFFIC CONTROL DEVICES.

\$\$\$SYTIME\$\$\$
\$\$\$ADON\$\$\$
\$\$\$SERNAME\$\$\$

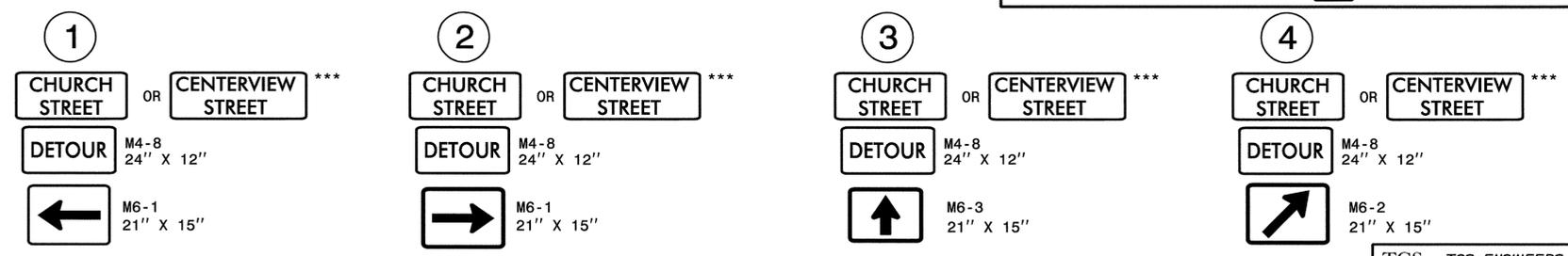
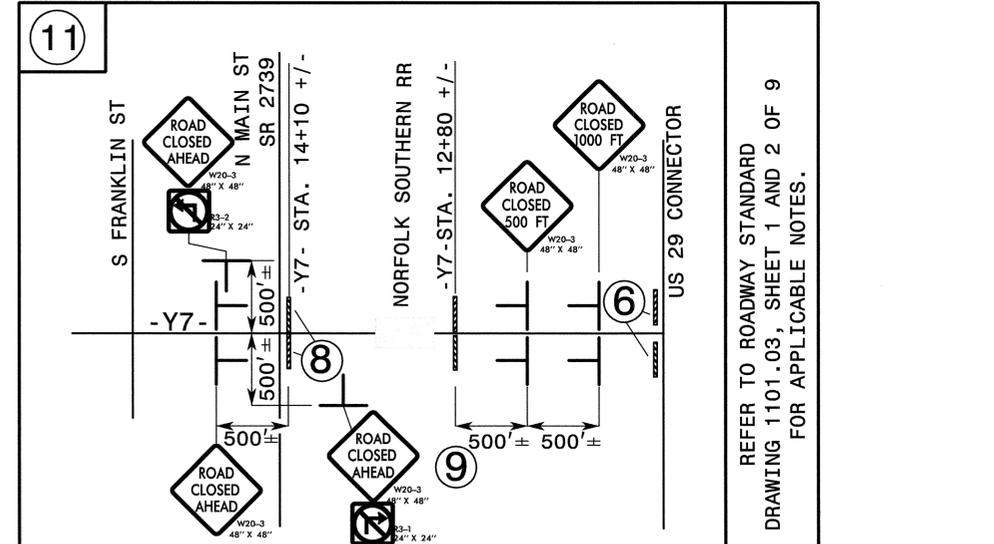
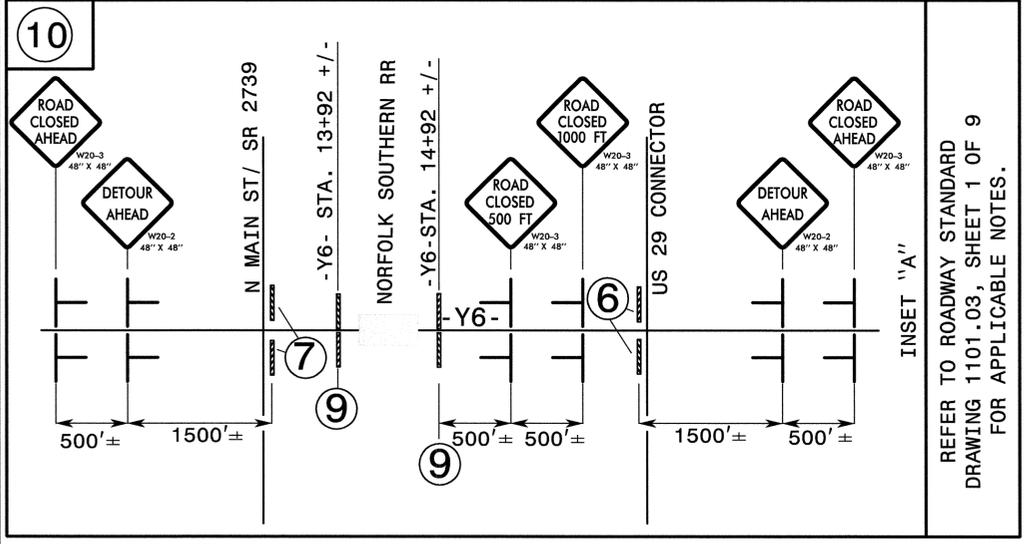
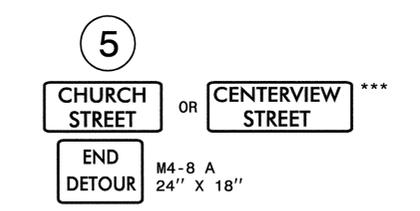
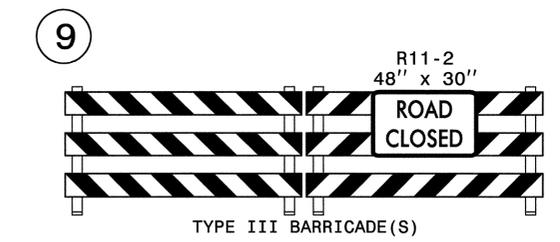
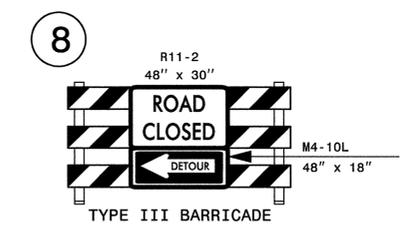
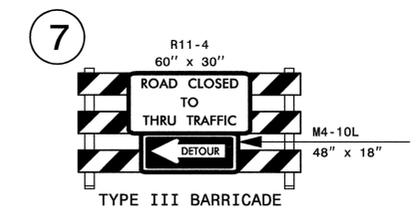
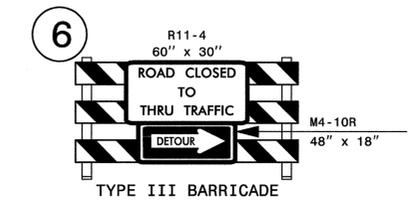
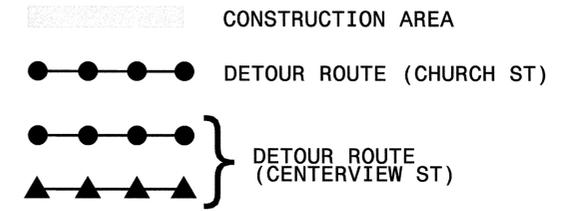
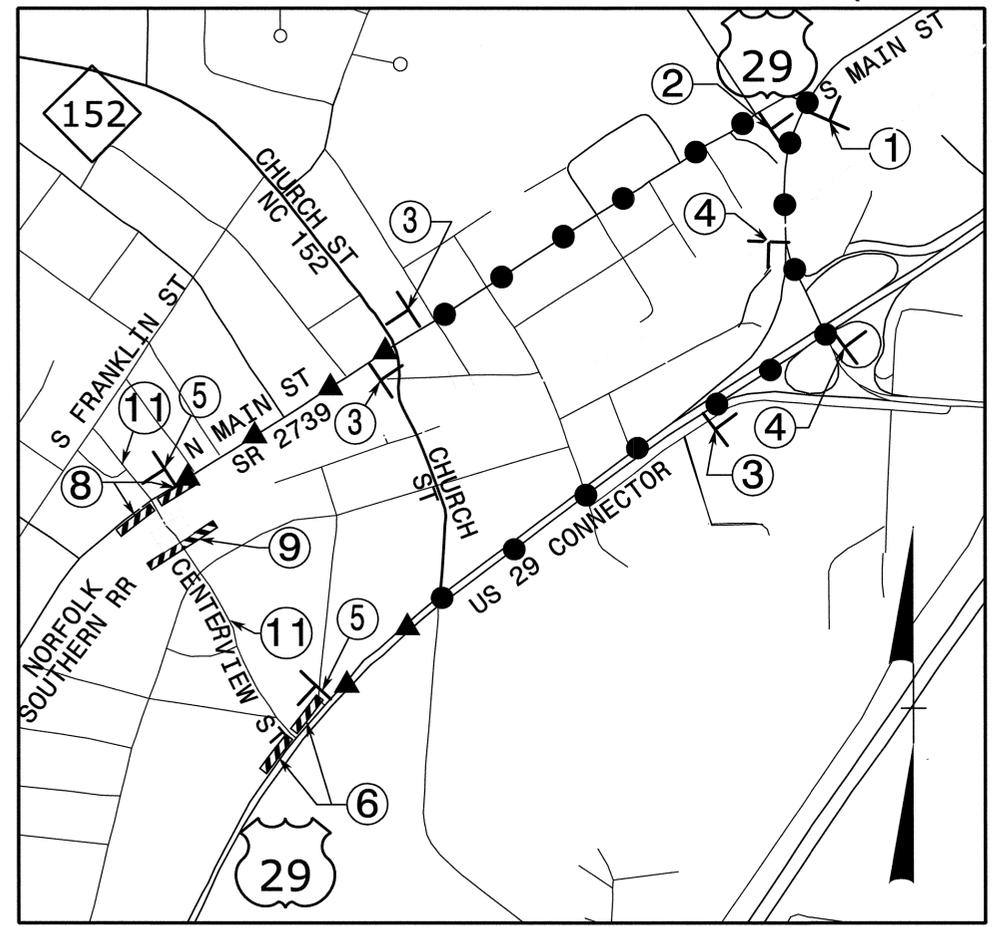
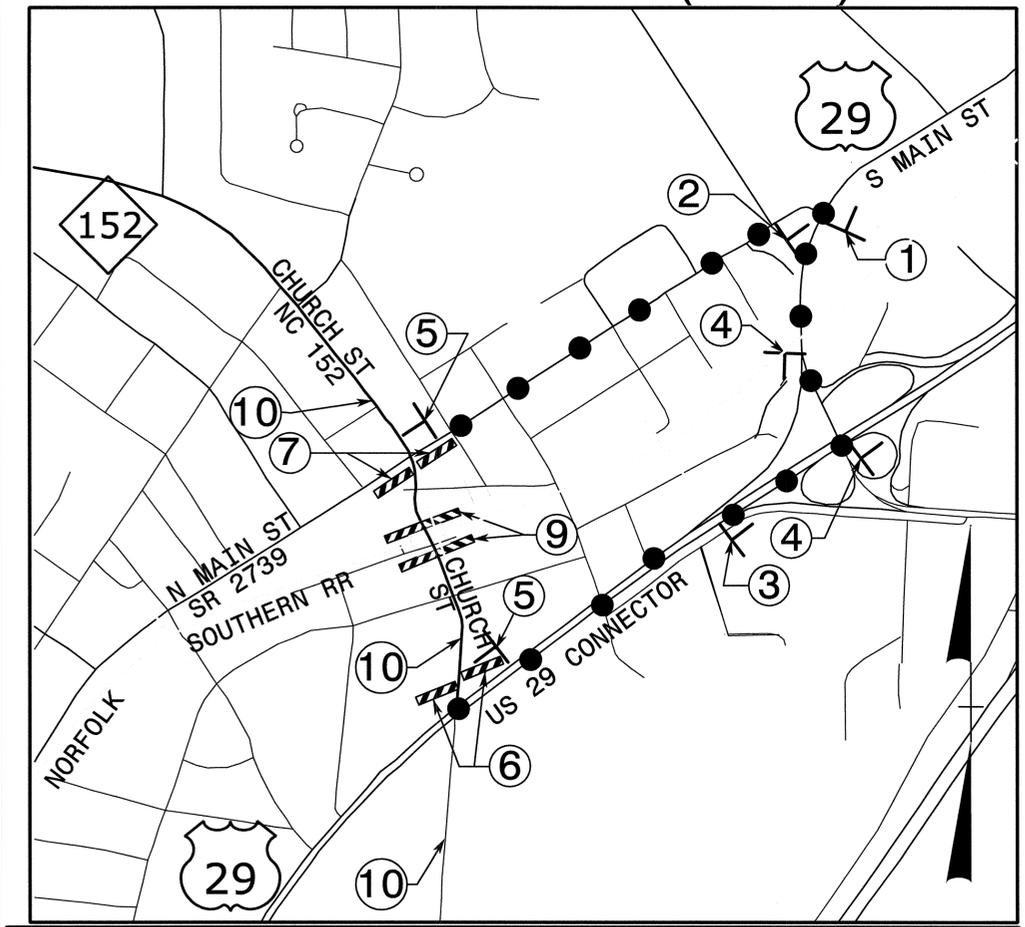
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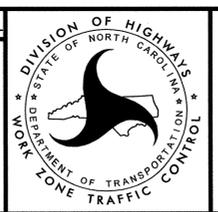
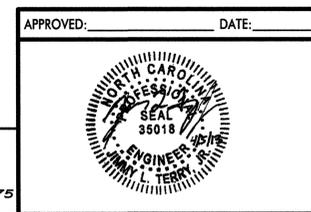
PHASING

DETOUR 1 - CHURCH ST (-Y6-)

DETOUR 1A - CENTERVIEW ST (-Y7-)



*** SEE SHEETS SD-1 & SD-2 FOR SPECIAL SIGN DESIGN



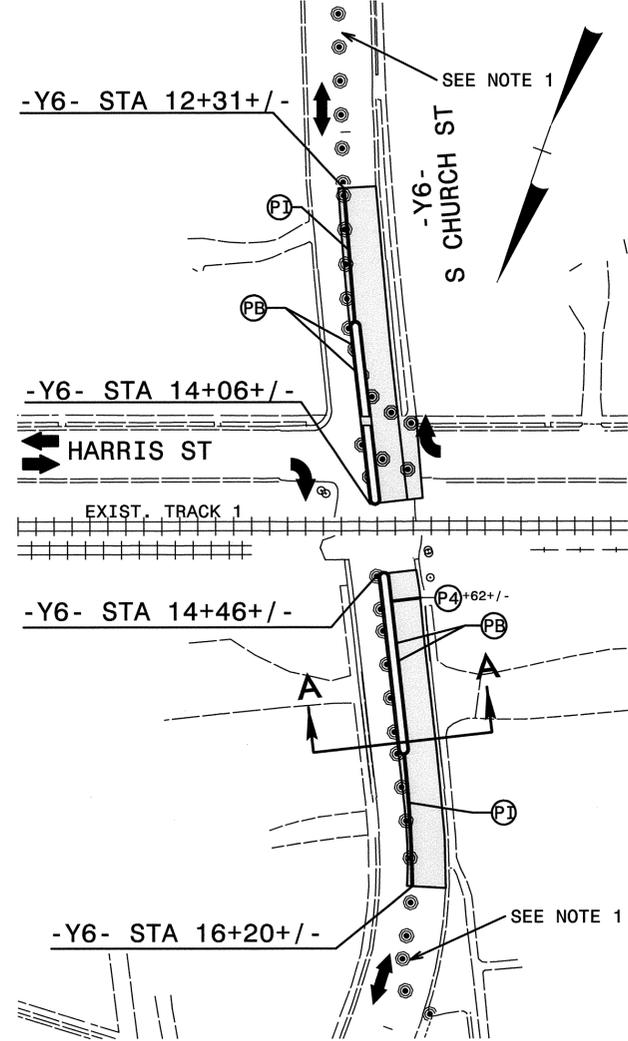
OFFSITE DETOUR ROUTE AND BARRICADE PLACEMENT

0164DEL_P10b2

SYTIME:DCONS:USERNAME:

0001ADD_P10b2
0164DEL_P10b2

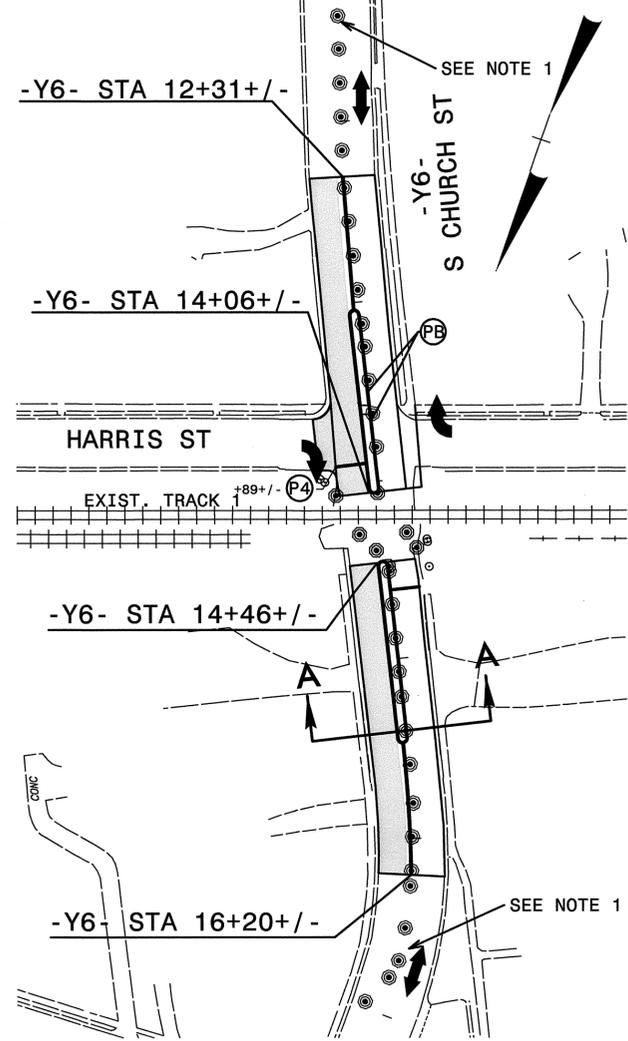
PHASE 1, STEP 3



NOTE 1:
SEE NCDOT RDWY. STD. 1101.02 SHT 1 OF 15

OPEN CHURCH STREET TO NORMAL TRAFFIC PATTERN AT END OF DAY

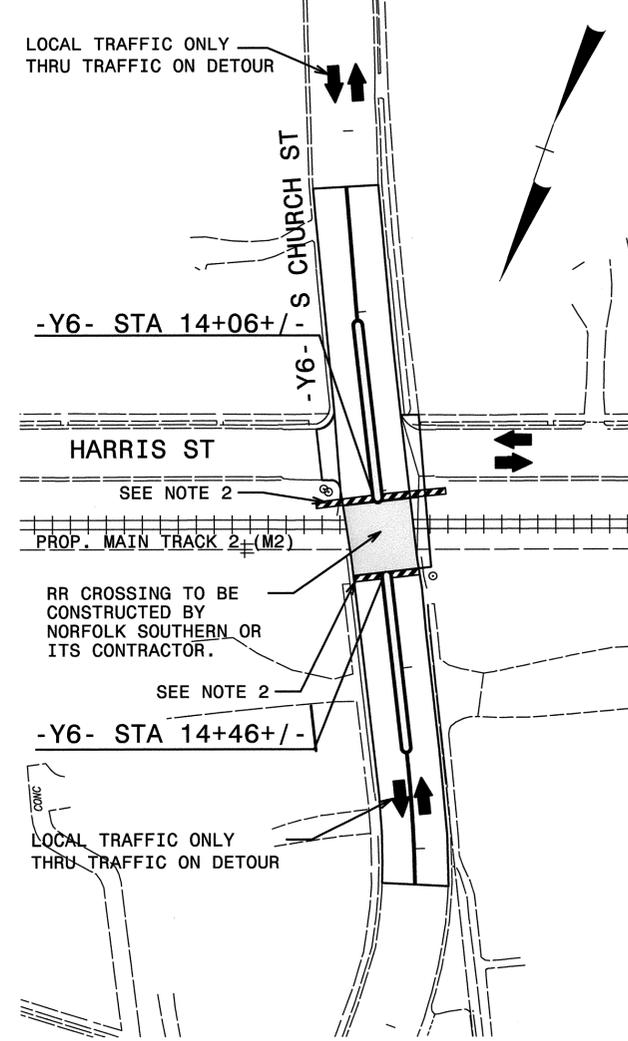
PHASE 1, STEP 4



NOTE 1:
SEE NCDOT RDWY. STD. 1101.02, SHT 1 OF 15

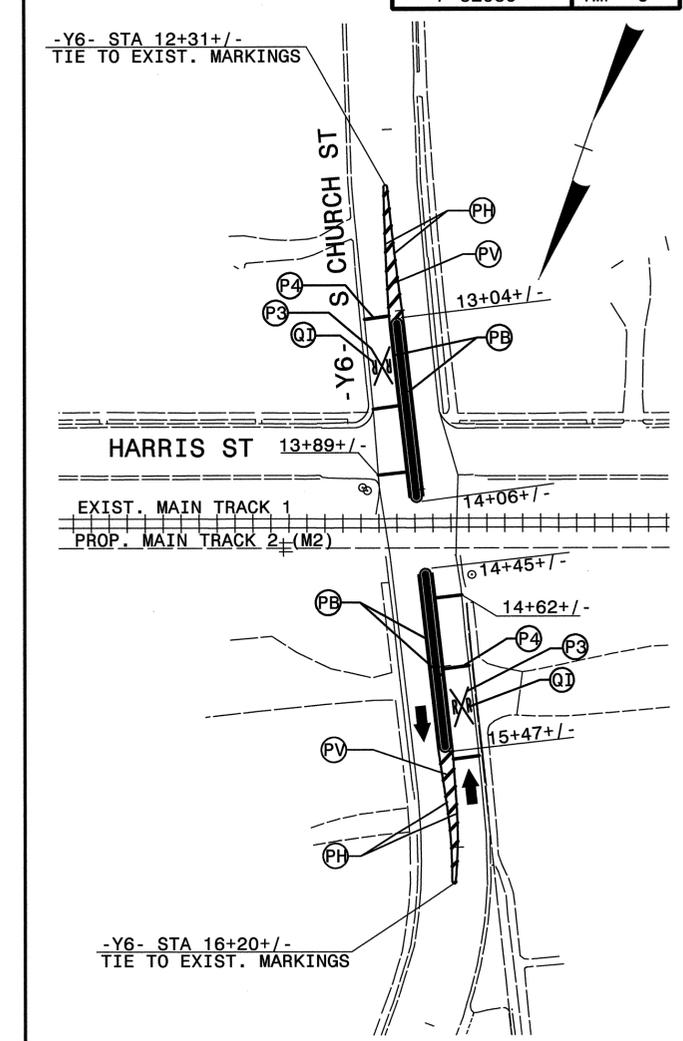
OPEN CHURCH STREET TO NORMAL TRAFFIC PATTERN AT END OF DAY

PHASE 1, STEP 5

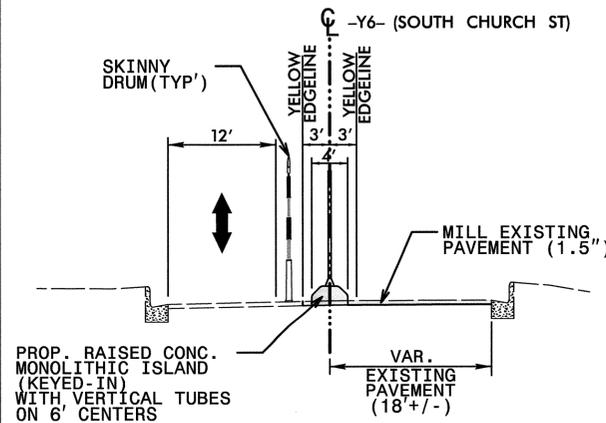


NOTE 2:
SEE SHEET TMP-3 FOR DETOUR LAYOUT, BARRICADE LOCATIONS AND TYPES, AND WORK ZONE SIGNS.

PHASE 1, STEP 6

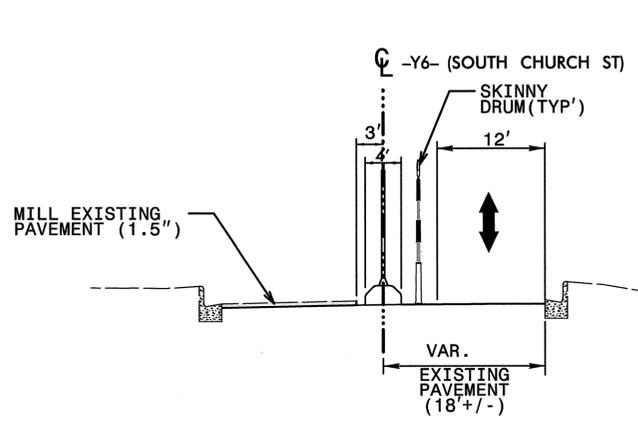


SEE SHEET TMP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE



SECTION A-A

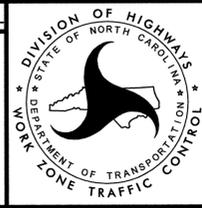
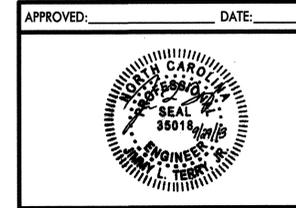
-Y6- STA 15+40+/-
PH 1, STEP 3



SECTION A-A

-Y6- STA 15+40+/-
PH 1, STEP 4

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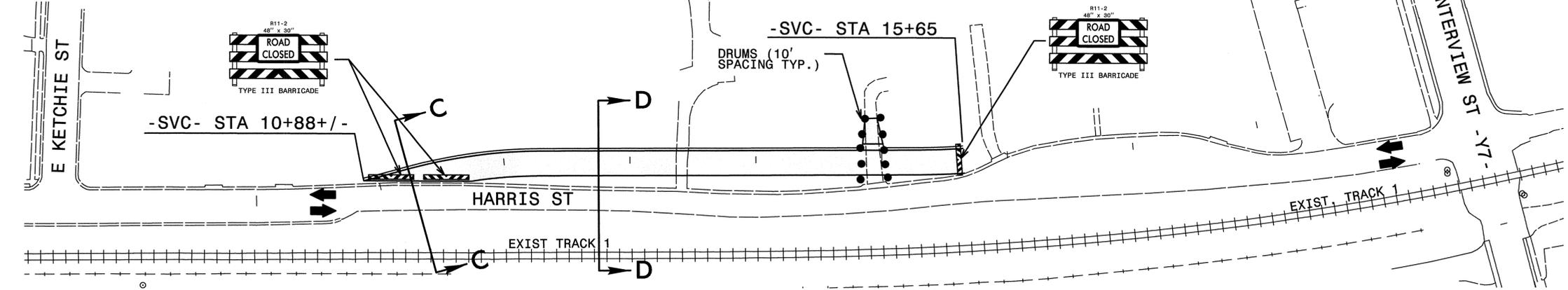
AREA A
Phase I
-Y6- CONSTRUCTION

\$\$\$SYTIME\$\$\$
\$\$\$DDON\$\$\$
\$\$\$USERNAME\$\$\$

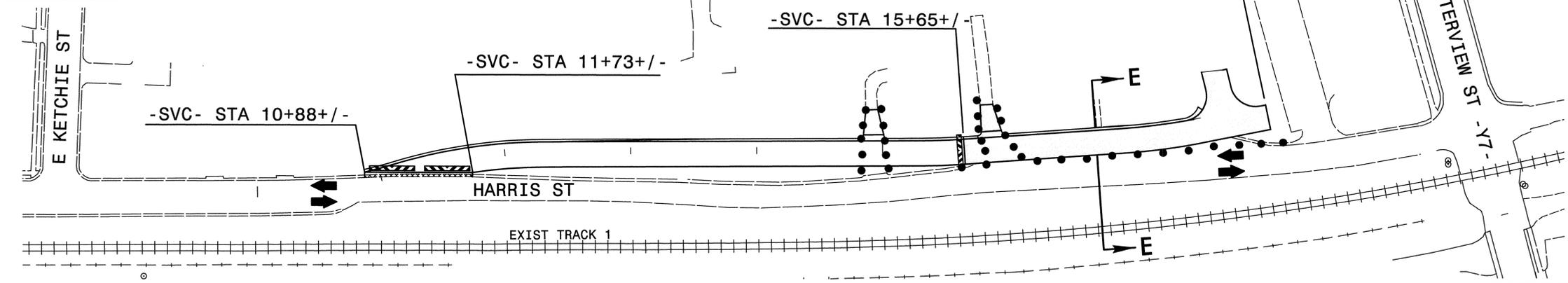
DCN
0164DEL_P10b2

PROJ. REFERENCE NO. P-5206C	SHEET NO. TMP-6
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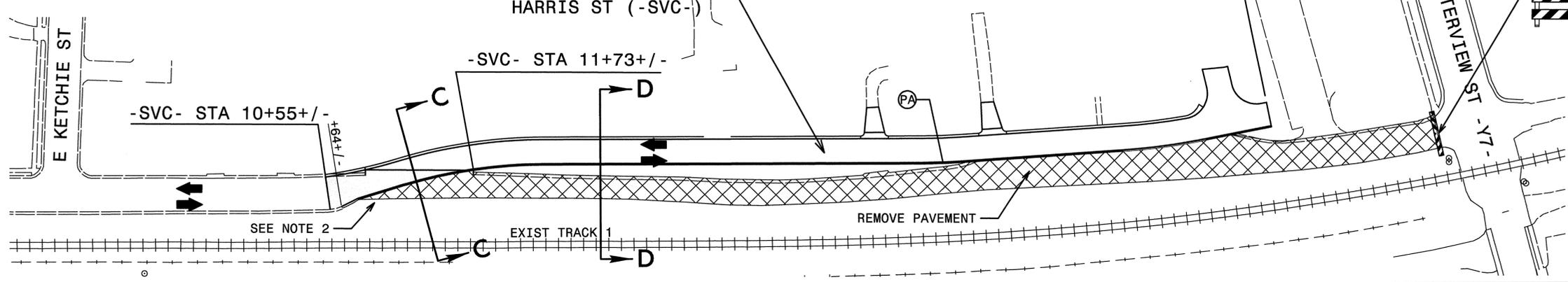
PHASE 1, STEP 7



PHASE 1, STEP 8



PHASE 1, STEP 9

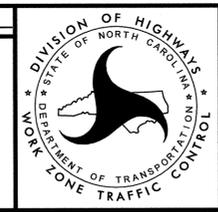
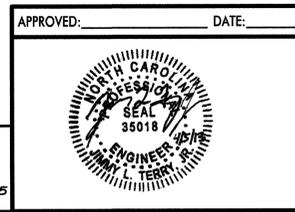


SEE SHEET TMP-7 FOR SECTIONS C, D & E
NOTE 2:
SEE NCDOT RDWY. STD. 1101.02 SHT 1 OF 15

SEE SHEET TMP-1A FOR TEMPORARY PAVEMENT MARKING SCHEDULE

\$\$\$\$\$SYTIME\$\$\$\$\$
\$\$\$\$\$DGN\$\$\$\$\$
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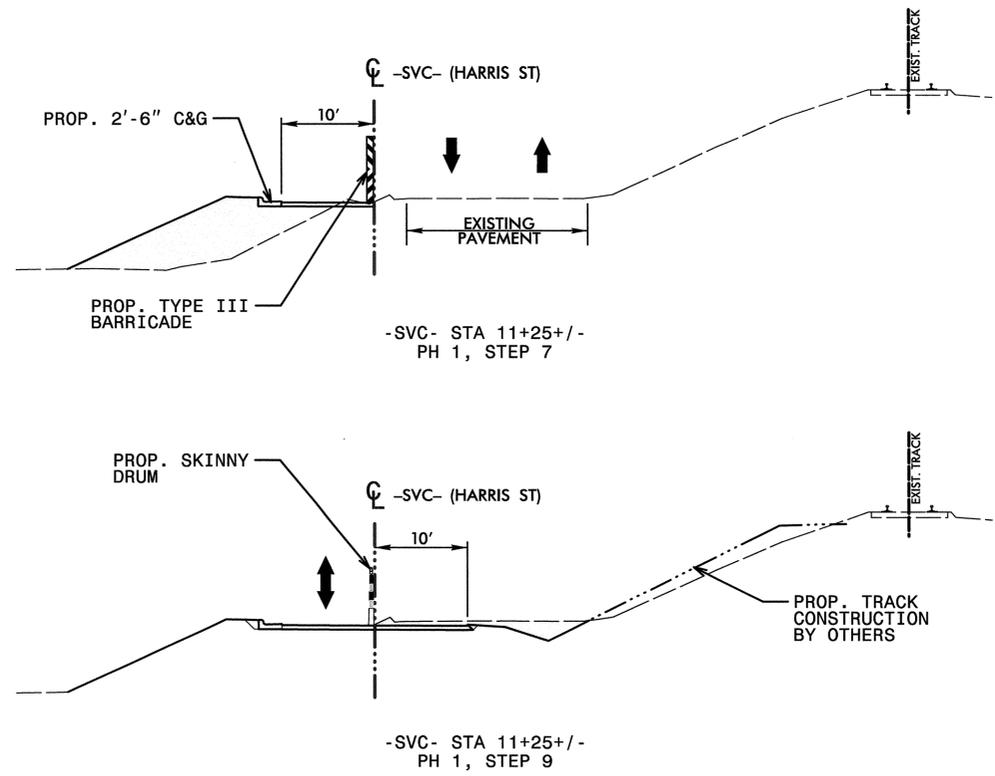
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AREA B
Phase I
-SVC- CONSTRUCTION

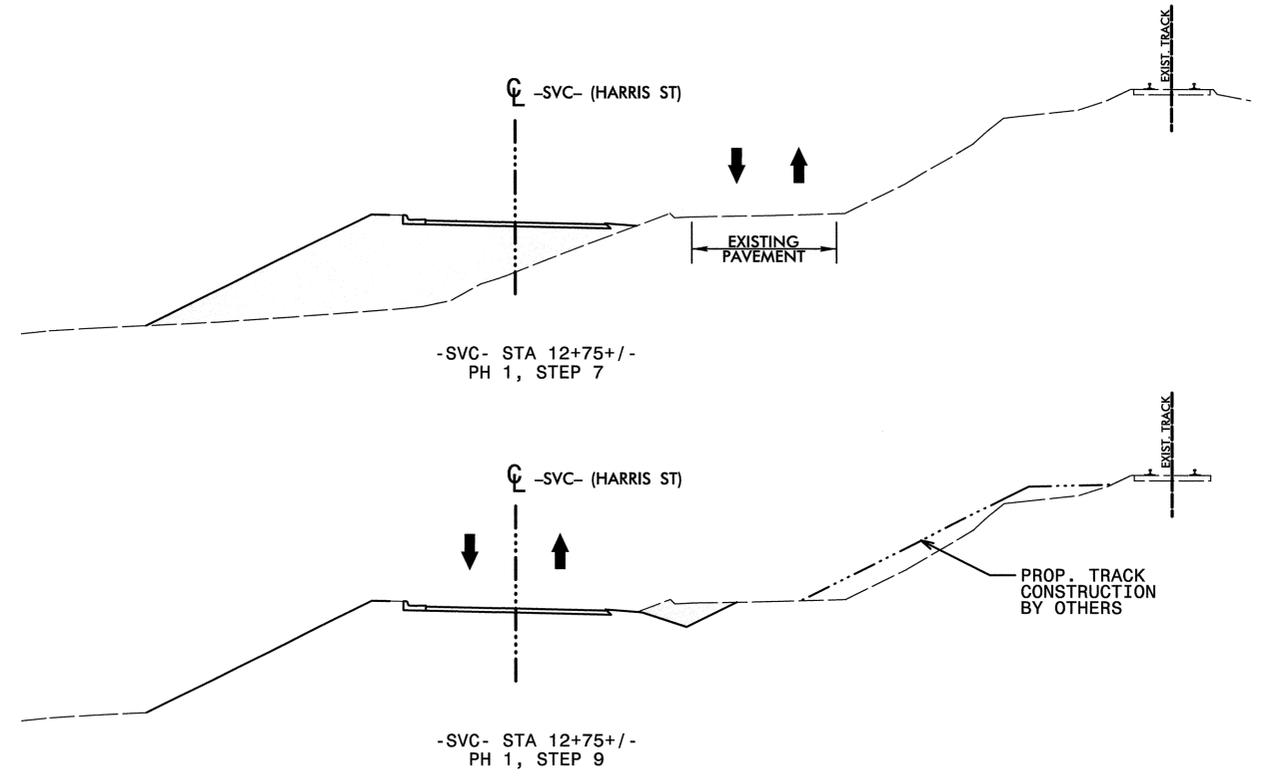
0164DEL_P1052

SECTION C-C



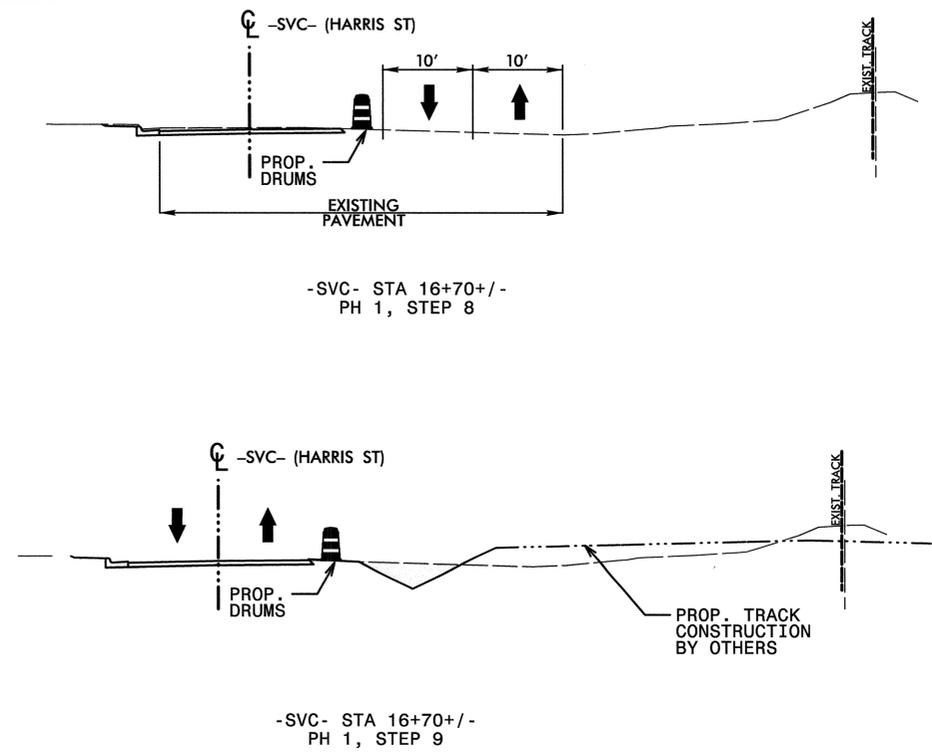
SEE SHEET TMP-6 FOR PLAN VIEW.

SECTION D-D



SEE SHEET TMP-6 FOR PLAN VIEW.

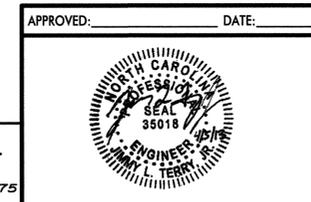
SECTION E-E



SEE SHEET TMP-6 FOR PLAN VIEW.

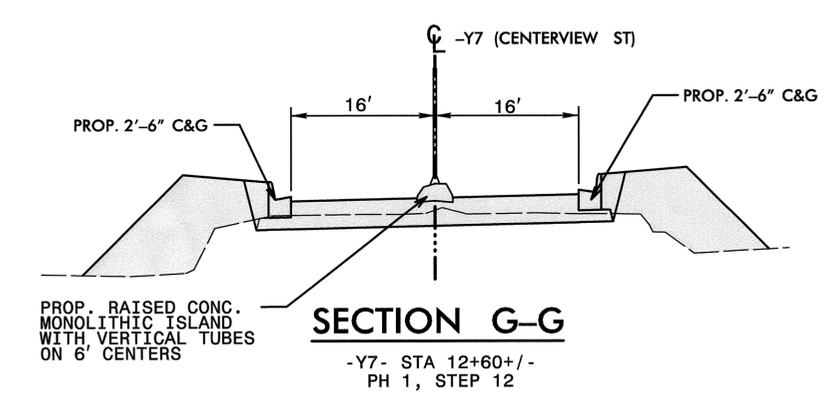
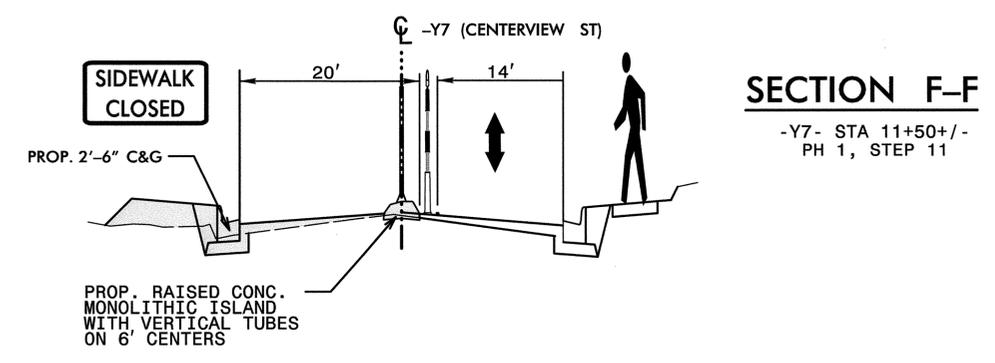
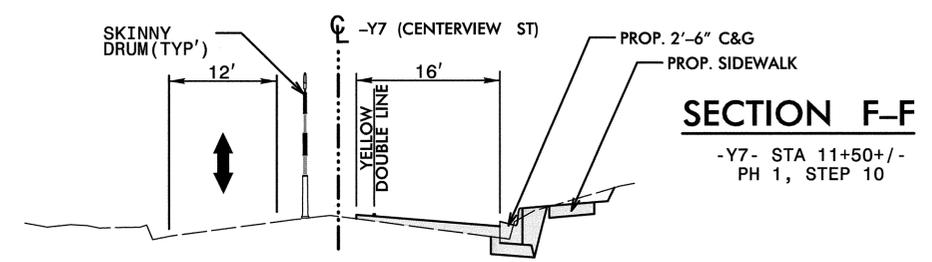
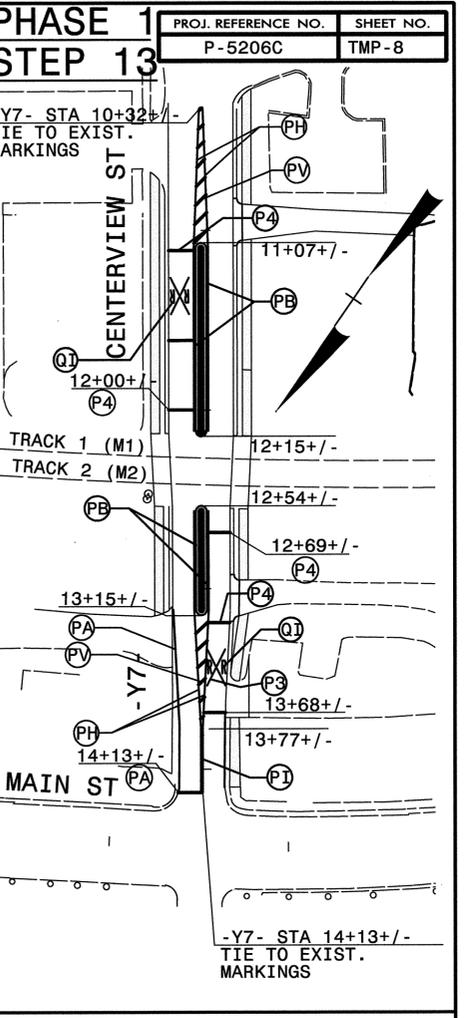
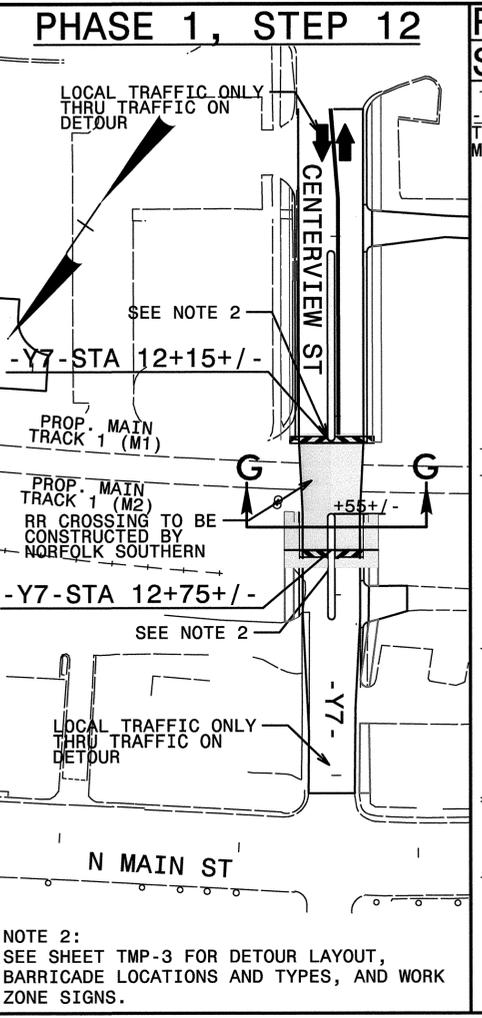
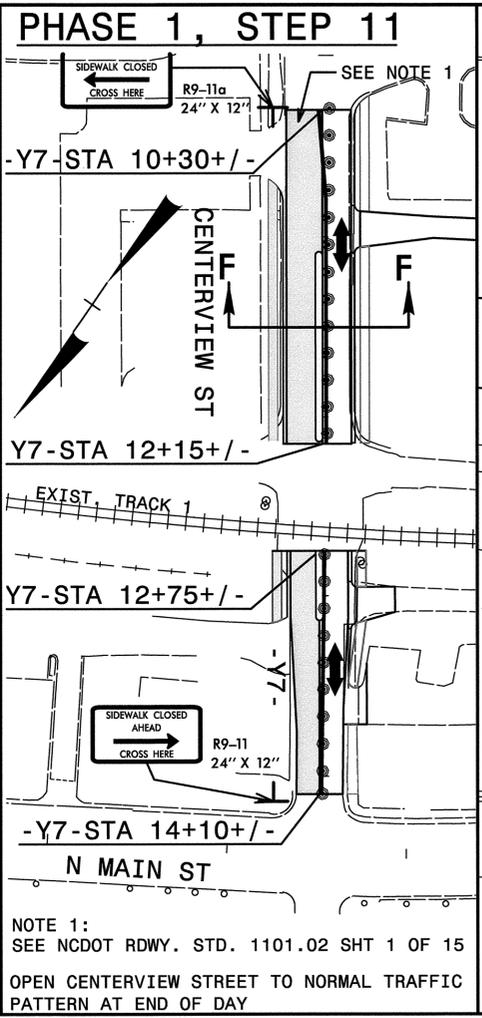
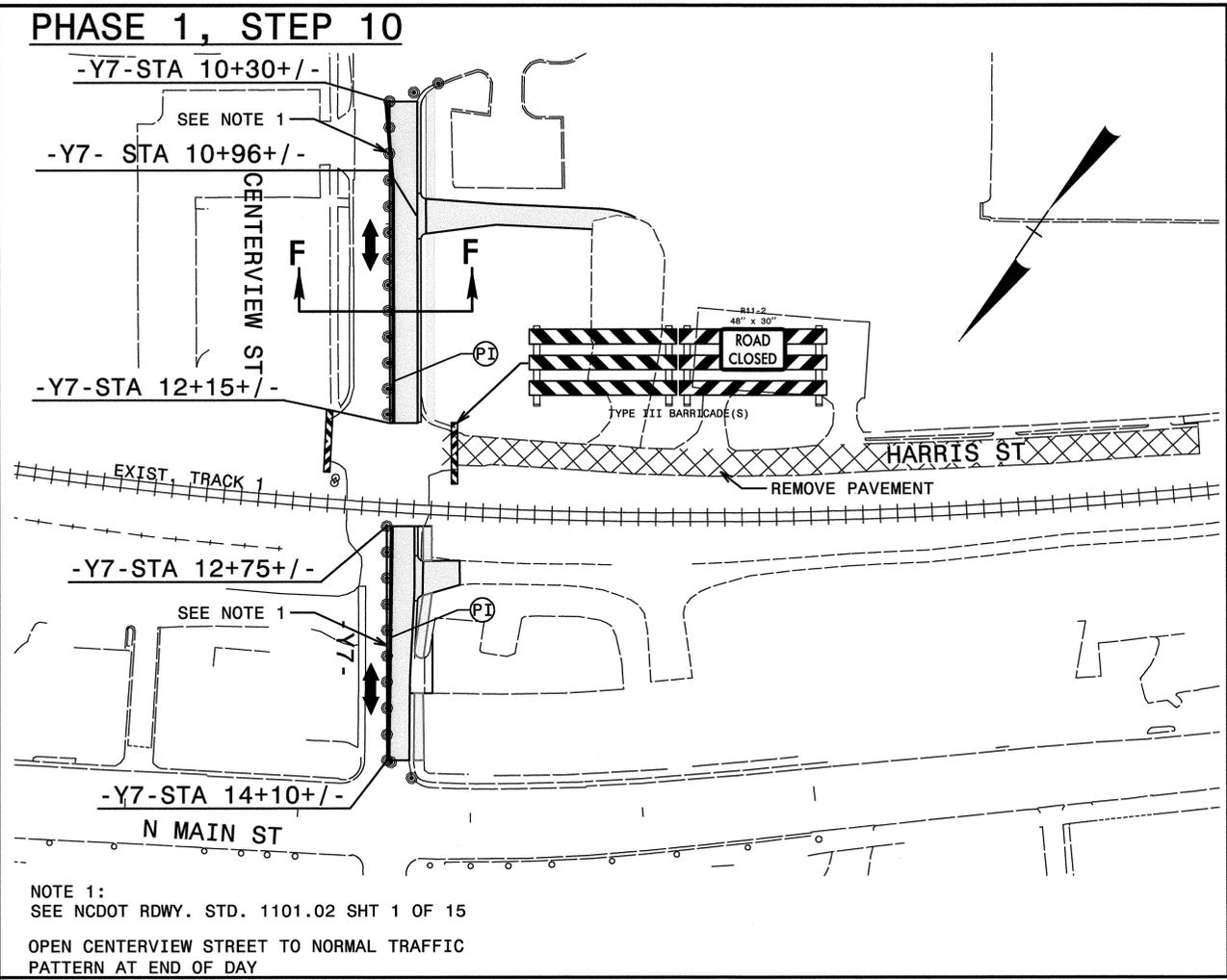
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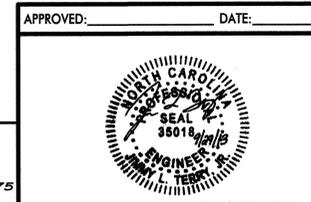
AREA B
Phase I
-SVC- CONSTRUCTION

0001ADD_P10b2
0164DEL_P10b2



SYSTEMS
DCN
USER

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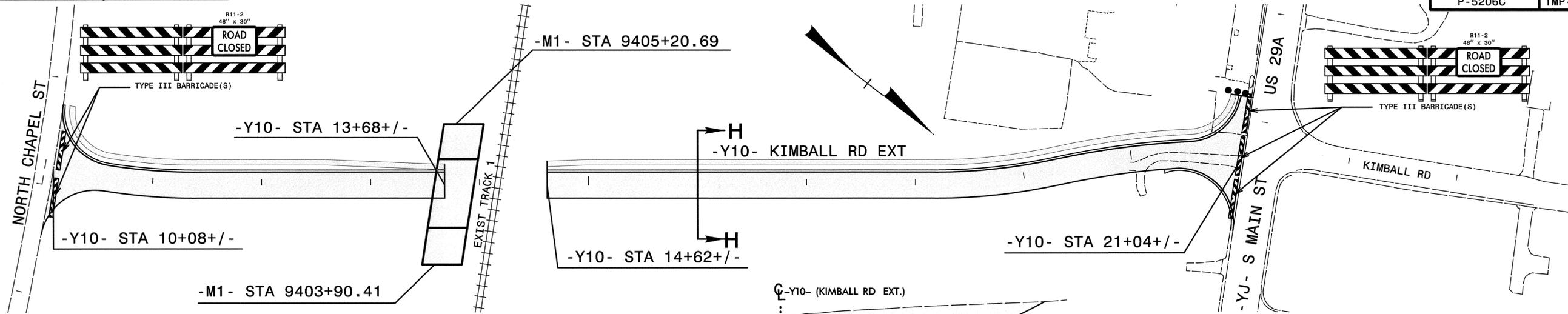
APPROVED: _____ DATE: _____

AREA B Phase I -Y7- CONSTRUCTION

0164DEL_P10b2

PHASE 1, STEP 14

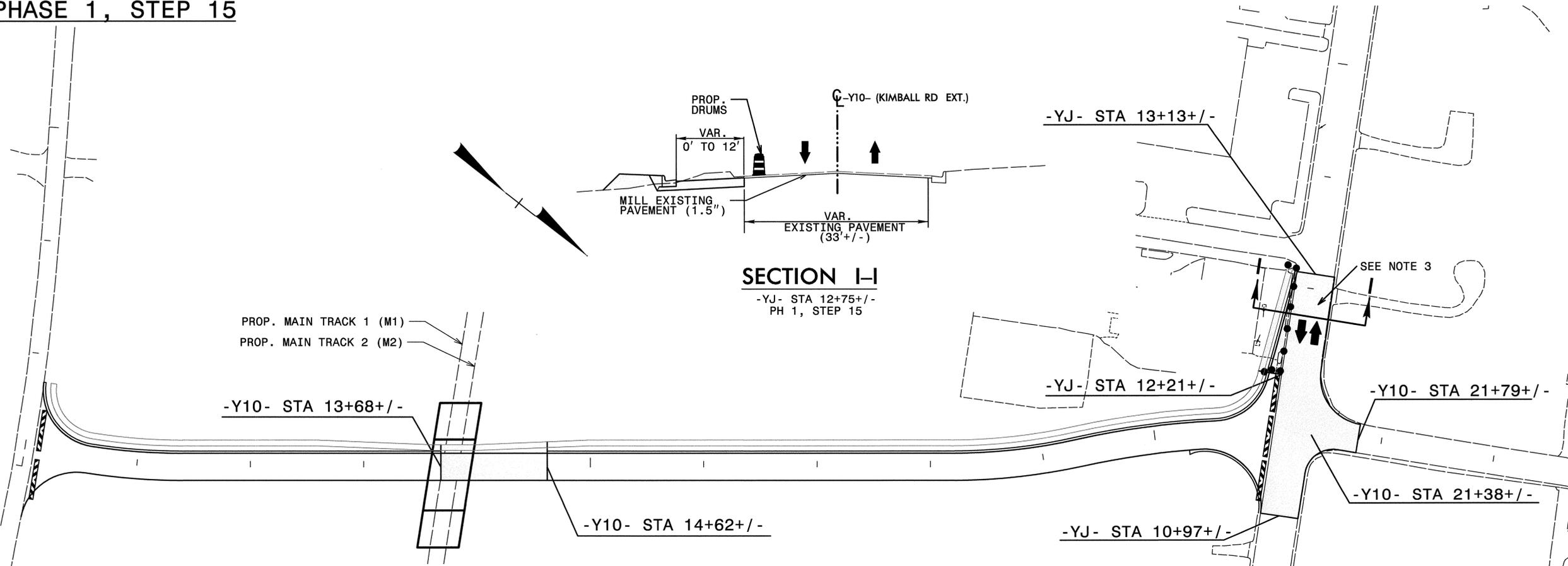
PROJ. REFERENCE NO. P-5206C SHEET NO. TMP-9



SECTION H-H

-Y10- STA 16+00+/-
PH 1, STEP 14

PHASE 1, STEP 15



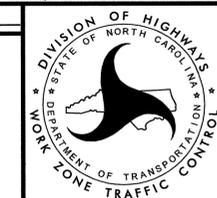
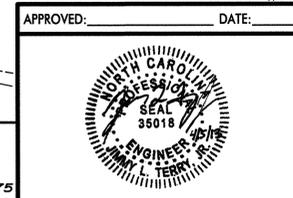
SECTION I-I

-YJ- STA 12+75+/-
PH 1, STEP 15

NOTE 3:
SEE NCDOT RDWY. STD. 1101.02, SHT 2 OF 15

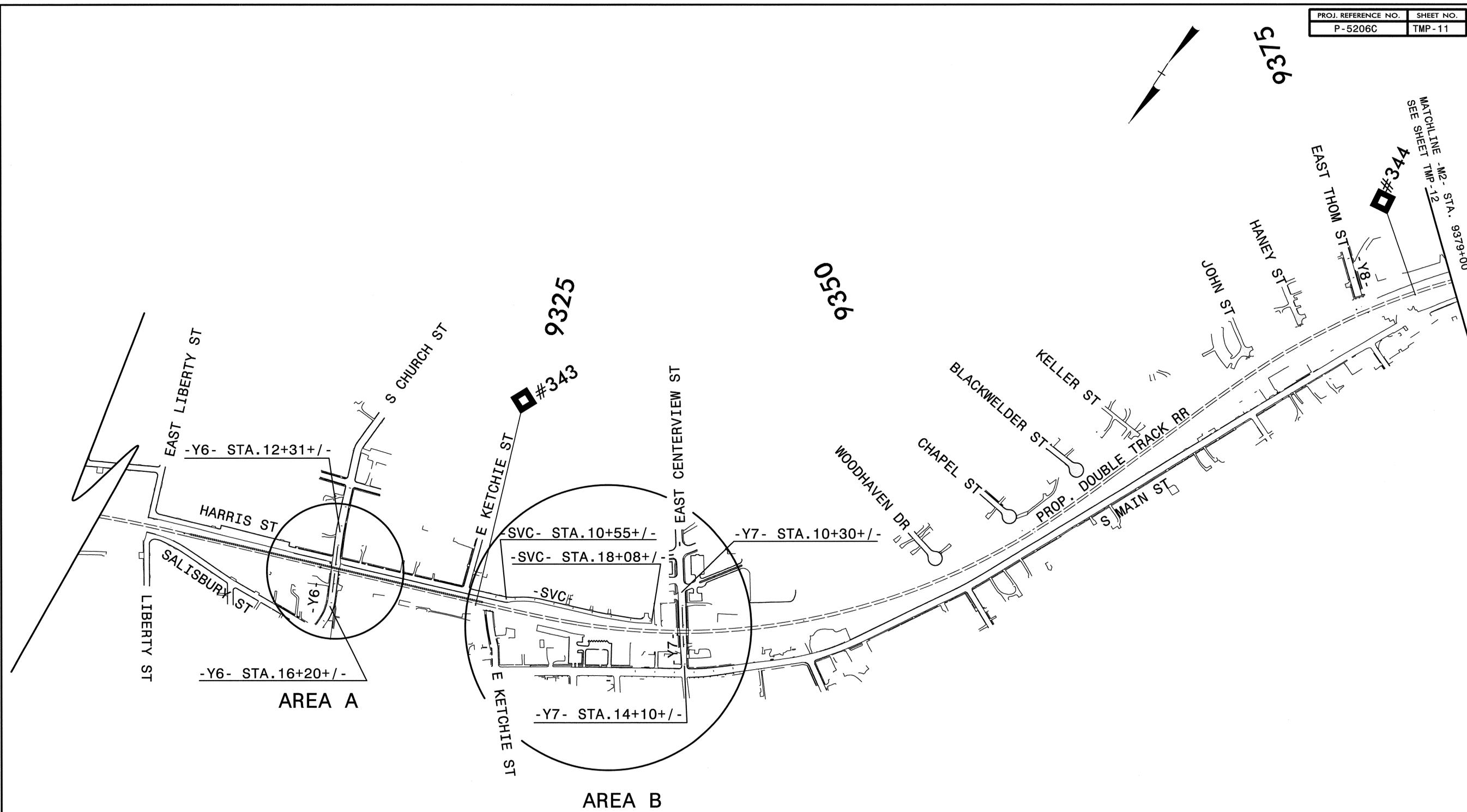
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*****USERNAME*****

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AREA C
Phase I
-Y10- / -YJ-
CONSTRUCTION

0164DEL_P10b2



9375

9350

9325

MATCHLINE -M2- STA. 9379+00
SEE SHEET TMP-12

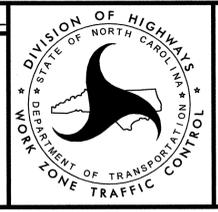
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PHASE II

