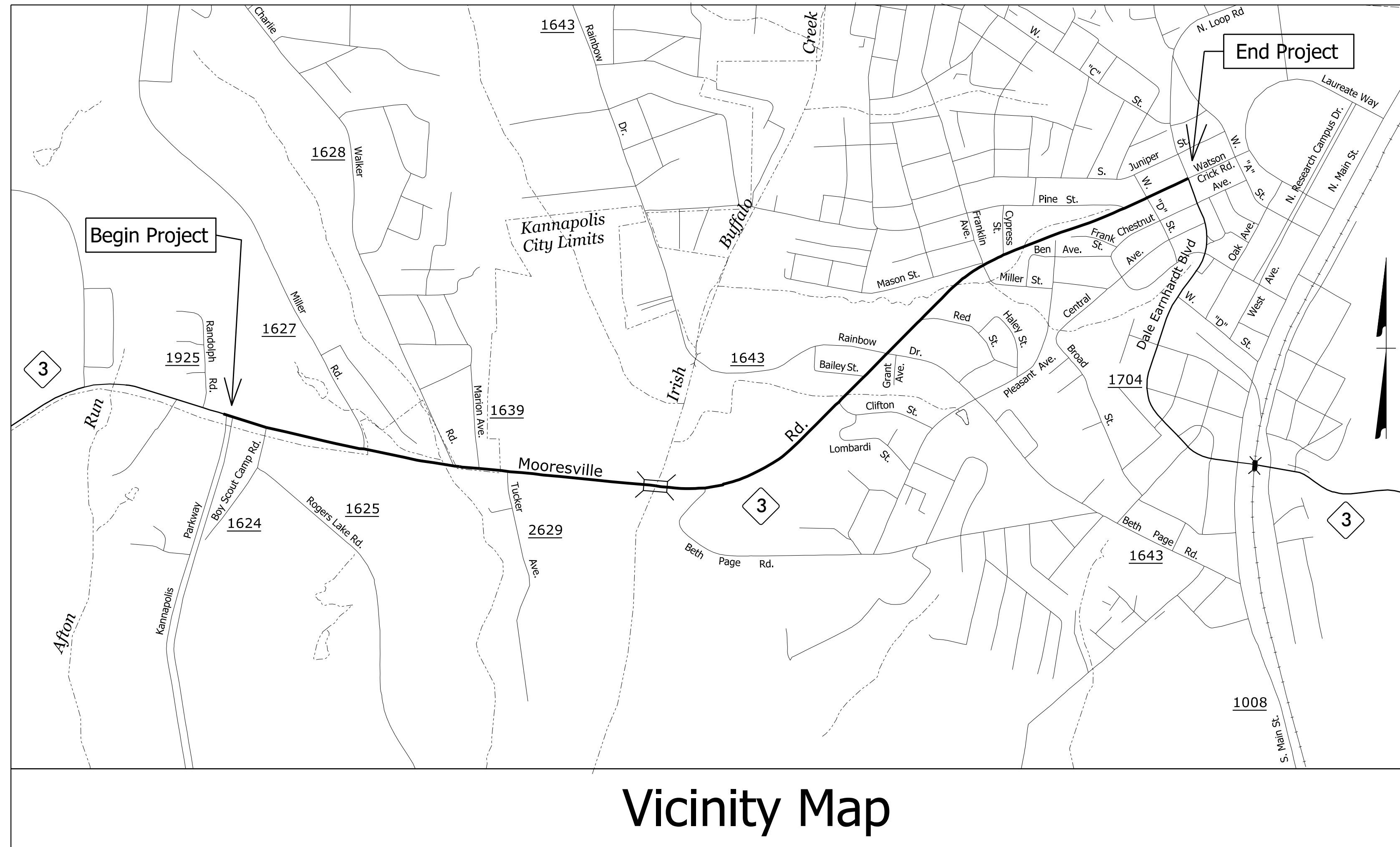
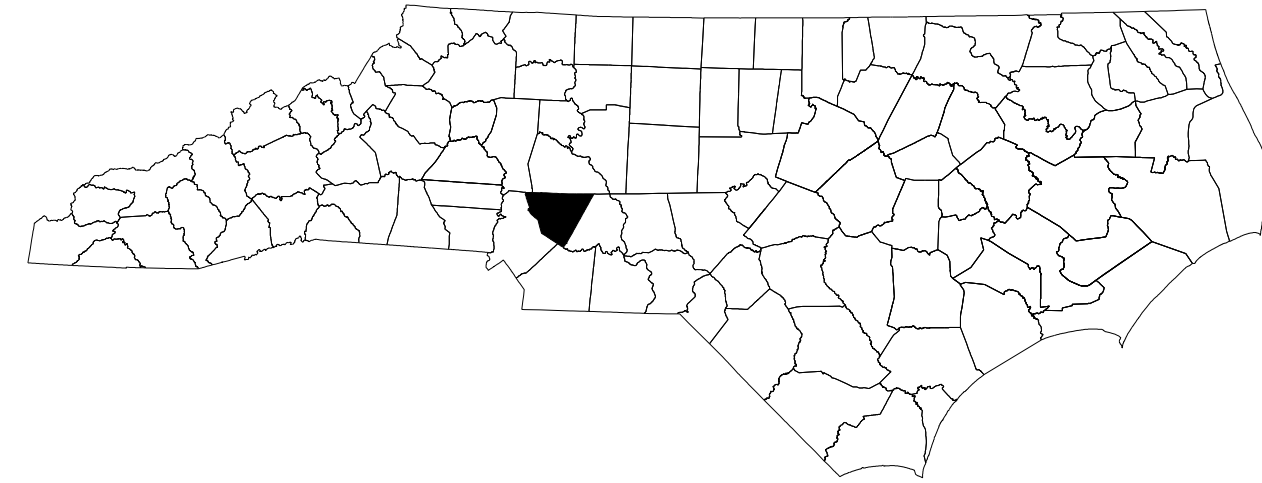


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

CABARRUS COUNTY



Vicinity Map

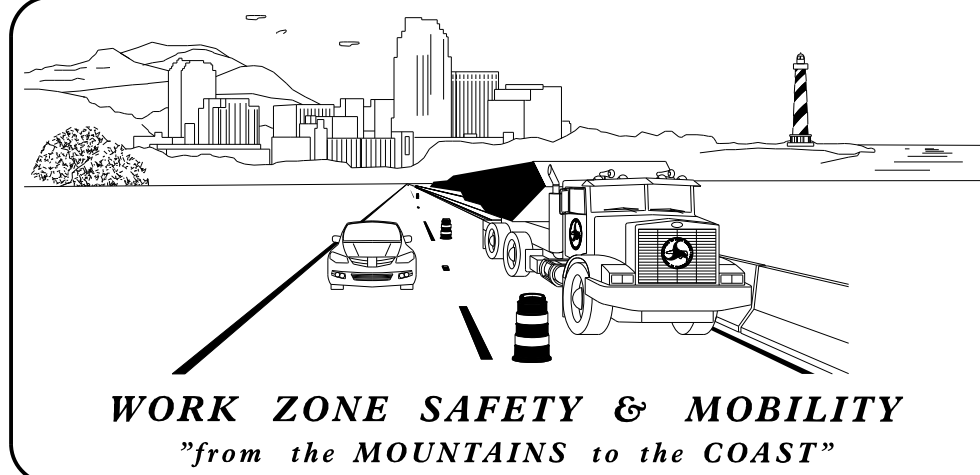
SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, AND LEGEND
TMP-1B, TMP-1C	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES AND LOCAL NOTES)
TMP-1D	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-2	TEMPORARY SHORING NOTES
TMP-2A, TMP-2B	SPECIAL SIGN DESIGNS
TMP-3	TEMPORARY TRAFFIC CONTROL PHASING
TMP-4 THRU TMP-14	TEMPORARY TRAFFIC CONTROL PHASE I DETAILS
TMP-15 THRU TMP-25	TEMPORARY TRAFFIC CONTROL PHASE II DETAILS
TMP-26 THRU TMP-36	TEMPORARY TRAFFIC CONTROL PHASE III DETAILS
TMP-37	PHASE I DETOURS
TMP-37A	PHASE I DETOUR SIGNAGE
TMP-38	PHASE II DETOURS
TMP-38A	PHASE II DETOUR SIGNAGE

SHEET NO.
TMP-1

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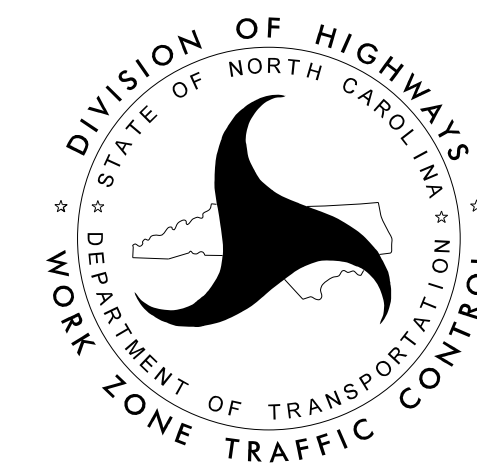
TIP PROJECT:

8/17/2016 P:\TipProjects-U3440\TrafficControl\TCP\TMP-1.dgn User:mgarratt



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) 771-2745

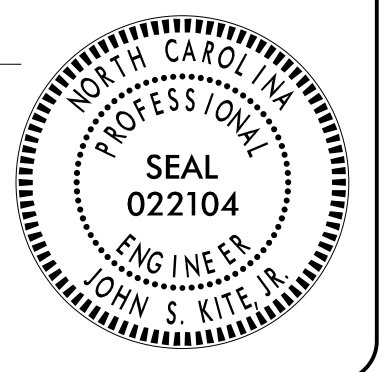
J. S. BOURNE, P.E. STATE TRAFFIC MANAGEMENT ENGINEER
J. S. KITE, JR., P.E. TRAFFIC CONTROL PROJECT ENGINEER
ROGER GARRETT TRAFFIC CONTROL PROJECT DESIGN ENGINEER
KEN BROADWELL TRAFFIC CONTROL DESIGN ENGINEER



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APPROVED: *Steve Kite*
DATE: 8/19/2016

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:

STD. NO.	TITLE
1101.01	WORK ZONE ADVANCE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
1130.01	DRUM
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	WORK VEHICLE LIGHTING SYSTEMS AND TMA DELINEATION
1170.01	POSITIVE PROTECTION
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - LANE DROPS
1205.07	PAVEMENT MARKINGS - PEDESTRIAN CROSSWALKS
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.12	PAVEMENT MARKINGS - BRIDGES
1205.13	PAVEMENT MARKINGS - LANE REDUCTIONS
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION
1264.01	OBJECT MARKERS - TYPES
1264.02	OBJECT MARKERS - INSTALLATION

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

SIGNALS

- EXISTING
- PROPOSED
- TEMPORARY

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

TRAFFIC CONTROL DEVICES

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

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

PAVEMENT MARKING SYMBOLS

- PAVEMENT MARKING SYMBOLS

TEMPORARY PAVEMENT MARKING/MARKER SCHEDULE

PAINT 4"	
PA	WHITE EDGELINE
PB	YELLOW EDGELINE
PC	10 FT. WHITE SKIP
PD	3 FT. - 9 FT. WHITE MINI-SKIP
PE	WHITE SOLID LANE LINE
PI	YELLOW DOUBLE CENTER
P8	2 FT. - 6 FT. WHITE MINI-SKIP

PAINT 8"	
PO	WHITE DIAGONAL
PP	YELLOW DIAGONAL
PS	WHITE GORELINE
PX	WHITE CROSSWALK LINE

PAINT-24"	
P4	WHITE STOP BAR

PAINT MARKING SYMBOLS	
QA	LEFT TURN ARROW
QB	RIGHT TURN ARROW
QC	STRAIGHT ARROW
QD	COMBO STRAIGHT/LEFT
QE	COMBO STRAIGHT/RIGHT
QM	24" YIELD LINE

PAINT MARKING CHARACTERS	
QI	ALPHANUMERIC CHAR.

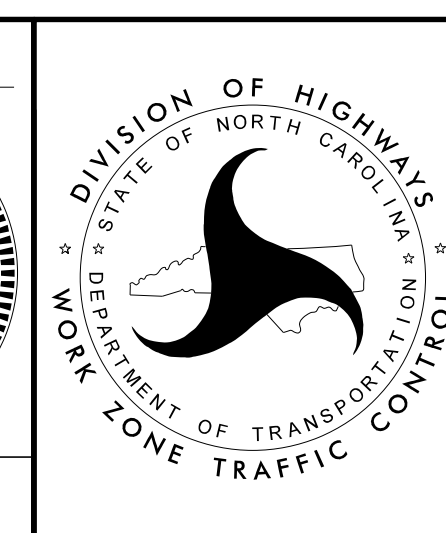
COLD APPLIED PLASTIC (TYPE IV - REMOVEABLE TAPE)	
CA	WHITE EDGELINE
CI	DOUBLE YELLOW CENTER

MARKERS	
MH	YELLOW & YELLOW (TEMPORARY RAISED)
MI	CRYSTAL & RED (TEMPORARY RAISED)

APPROVED: E27CE30E10FC442

DATE: 8/19/2016

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ROADWAY STANDARD
DRAWINGS, LEGEND &
TEMPORARY PAVEMENT
MARKING/MARKER SCHEDULE

MANAGEMENT STRATEGIES

CONSTRUCTION

REPLACE EXISTING TWO-LANE ROADWAY WITH A PROPOSED MULTIPLE LANE/FOUR LANE DIVIDED FACILITY ON NC 3 AT THE WESTERN EDGE OF KANNAPOLIS.

MOST OF THE EXISTING -L- PAVEMENT MUST BE REPLACED WITH NEW PAVEMENT.

ONE EXISTING BRIDGE WILL BE REPLACED WITH TWO NEW BRIDGES.

TEMPORARY SHORING AND PORTABLE CONCRETE BARRIER WILL BE REQUIRED AT TWO NEW BOX CULVERTS LOCATED AT STA. 40+00+/- -L- AND AT AT STA. 117+00+/- -L-.

THIS PROJECT WILL ADD NEW SIDEWALKS ON BOTH SIDES OF THE ROAD FOR THE ENTIRE PROJECT LENGTH, MOST OF WHICH WILL BE CONSTRUCTED AFTER THE FINAL PAVEMENT MARKINGS ARE INSTALLED.

THIS PROJECT INCLUDES ADDING BICYCLE LANES HOWEVER THERE ARE NOT INCLUDED IN THE TEMPORARY PAVEMENT MARKINGS. THESE LANES WILL BE INCLUDED IN THE FINAL PAVEMENT MARKINGS. SIMILARLY, EXCEPT AS NOTED IN THE TRAFFIC CONTROL PLANS, CROSSWALKS ARE NOT INCLUDED IN THE TEMPORARY PAVEMENT MARKINGS. NEW SIDEWALKS WILL BE CONSTRUCTED JUST PRIOR TO THE INSTALLATION OF THE FINAL PAVEMENT MARKINGS. SHORTLY THEREAFTER BOTH WILL BE OPENED AND FINAL SIGNALS ACTIVATED.

SOME OF THE LARGE CROSS DRAIN PIPE CULVERTS WILL BE CONSTRUCTED USING THE BORE AND JACK METHOD.

TMP DESIGN PARAMETERS

CHANGEABLE MESSAGE SIGNS FOR BOTH DIRECTIONS OF NC 3 WILL BE USED FOR PUBLIC INFORMATION, TRAVEL ALERTS AND TRAFFIC CONDITIONS.

DAILY LANE CLOSURE TIME RESTRICTIONS ALONG WITH HOLIDAYS AND SPECIAL EVENTS TIME RESTRICTIONS WILL BE IN EFFECT (SEE SHEET TMP-1B AND THE INTERMEDIATE CONTRACT TIME SPECIAL PROVISIONS).

THIS PROJECT WILL UTILIZE OFF-SITE DETOURS TO CONSTRUCT SELECTED -Y- LINES AND SOME CONSTRUCTION DURATIONS WILL BE LIMITED USING INTERMEDIATE CONTRACT TIME SPECIAL PROVISIONS.

SOME -Y- LINES WILL BE CONSTRUCTED UNDER TRAFFIC USING FLAGGING OPERATIONS.

GENERAL NOTES

PROJ. REFERENCE NO.	SHEET NO.
U-3440	TMP-1B

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

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

TIME RESTRICTIONS

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

ROAD NAME	DAY AND TIME RESTRICTIONS
MOORESVILLE ROAD (NC 3)	MONDAY THRU FRIDAY 5:00 AM - 8:00 AM 3:00 PM - 6:00 PM

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

ROAD NAME
MOORESVILLE ROAD (NC 3)

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 5:00 AM DECEMBER 31st TO 6:00 PM JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 6:00 PM THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 5:00 AM THURSDAY AND 6:00 PM MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 5:00 AM FRIDAY TO 6:00 PM TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 5:00 AM THE DAY BEFORE INDEPENDENCE DAY AND 6:00 PM THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 5:00 AM THE THURSDAY BEFORE INDEPENDENCE DAY AND 6:00 PM THE TUESDAY AFTER INDEPENDENCE DAY.
- FOR LABOR DAY, BETWEEN THE HOURS OF 5:00 AM FRIDAY AND 6:00 PM TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 5:00 AM TUESDAY TO 6:00 PM MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 5:00 AM THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 6:00 PM THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
- FOR NASCAR, NHRA, AND AUTO FAIR EVENTS AT CHARLOTTE MOTOR SPEEDWAY, BETWEEN THE HOURS OF 5:00 AM THE WEDNESDAY BEFORE THE EVENT AND 6:00 PM THE MONDAY AFTER THE EVENT.

C) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	OPERATION/ DURATION
MOORESVILLE ROAD (NC 3)	ANYTIME	15 MINUTES TRAFFIC SHIFTS

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

LANE AND SHOULDER CLOSURE REQUIREMENTS

- E) REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED OR AS DIRECTED BY THE ENGINEER.
- F) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 15 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR A LANE CLOSURE IS INSTALLED.
- G) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING 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.
- H) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRAFFIC CONTROL PLANS, ROADWAY STANDARD DRAWINGS, OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.
- I) DO NOT WORK SIMULTANEOUSLY WITHIN 15 FT ON BOTH SIDES OF AN OPEN TRAVELWAY, RAMP, OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.
- J) PROVIDE TRAFFIC CONTROL FOR APPROPRIATE LANE CLOSURES FOR SURVEYING DONE BY THE DEPARTMENT.

PAVEMENT EDGE DROP OFF REQUIREMENTS

- K) 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.

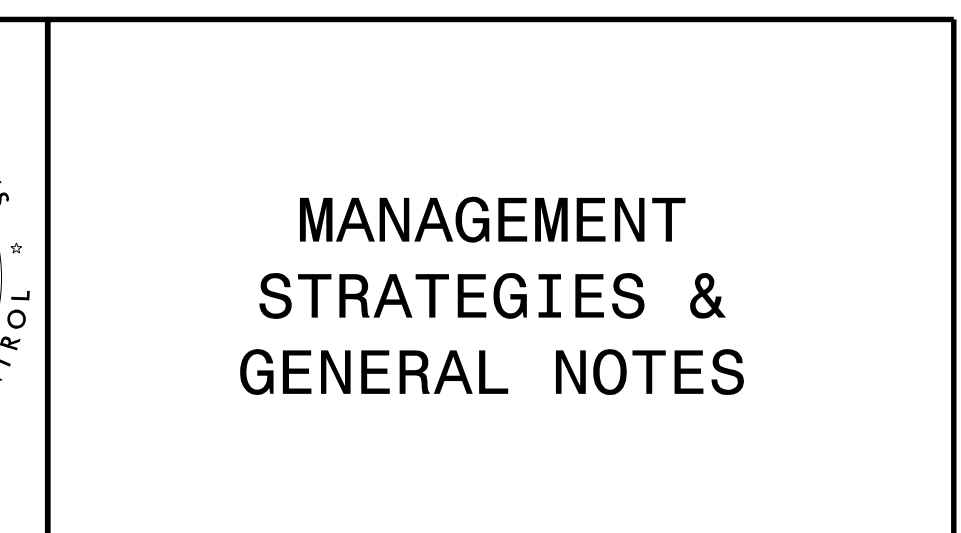
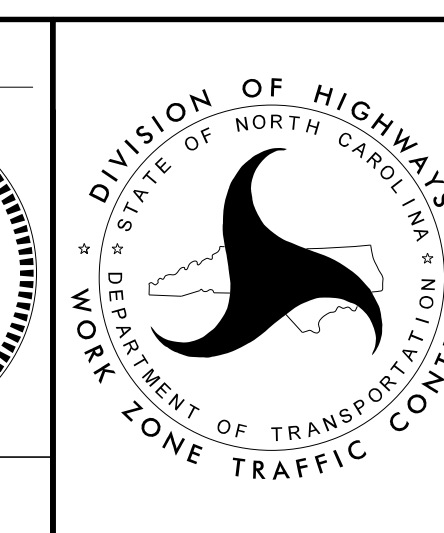
BACKFILL DROP-OFFS THAT EXCEED 3 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS LESS THAN 45 MPH.

BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.
- L) 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 (WB-11) 200' IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

APPROVED: *Steve Kite*
DATE: 8/19/2016

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MANAGEMENT STRATEGIES & GENERAL NOTES

GENERAL NOTES (CONT'D)

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- N) 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.
- O) INSTALL SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRAFFIC CONTROL PLANS.
- INSTALL SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTES AS SHOWN IN THE TRAFFIC CONTROL PLANS.
- P) COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROADS WHEN ROAD CLOSURES ARE NOT IN OPERATION.
- COVER OR REMOVE ALL SIGNS REQUIRED FOR THE OFF-SITE DETOURS WHEN THE DETOURS ARE NOT IN OPERATION.
- Q) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- R) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 200' IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

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 DOWNSTRE AM 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 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 PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

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

LOCATION	MARKING	MARKER
ASPHALT ROADS	PAINT	TEMPORARY RAISED
CONCRETE BRIDGES	COLD APPLIED PLASTIC TYPE IV REM. TAPE	TEMPORARY 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/D AMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

MISCELLANEOUS

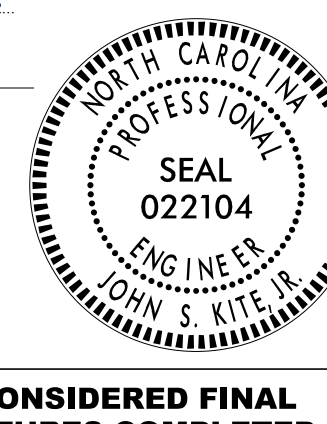
- BB) IN THE EVENT A TIE-IN CANNOT BE MADE IN ONE DAY'S TIME, BRING THE TIE-IN AREA TO AN APPROPRIATE ROADWAY ELEVATION AS DETERMINED BY THE ENGINEER. PLACE BLACK ON ORANGE "LOOSE GRAVEL" SIGNS (W8-7) AND BLACK ON ORANGE "PAVEMENT ENDS" SIGNS (W8-3) AND RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.
- CC) ALL CURB RAMP LOCATIONS SHALL BE DERIVED FROM STATIONING SHOWN ON PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER IN COORDINATION WITH THE SIGNING AND DELINEATION UNIT.
- DD) 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.).

LOCAL NOTES

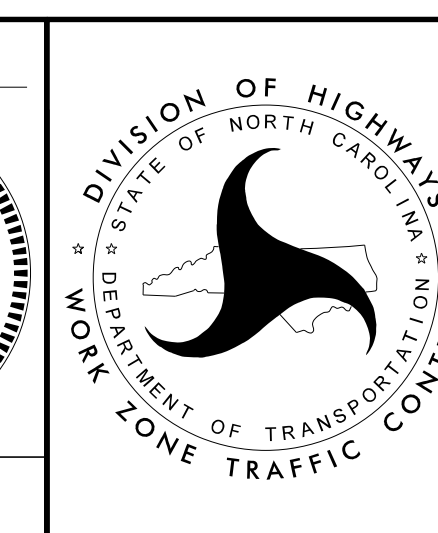
- 1) EACH PROPOSED SIDEWALK SEGMENT IS TO REMAIN CLOSED UTILIZING TYPE III BARRICADES WITH (R9-9) "SIDEWALK CLOSED" SIGNS MOUNTED ONTO SAME. EACH SEGMENT MAY BE OPENED TO PEDESTRIANS ONCE COMPLETED OR AS DIRECTED BY THE ENGINEER.
- 2) WHEN CONSTRUCTING DRAINAGE STRUCTURES ADJACENT TO OR WITHIN EXISTING TRAVEL LANES, FURNISH AND INSTALL TEMPORARY STEEL PLATES, AS DIRECTED BY THE ENGINEER, AND CONSTRUCT THOSE DRAINAGE STRUCTURES IN THE FOLLOWING SEQUENCE. EACH LOCATION MAY BE DONE INDEPENDENTLY OR CONCURRENTLY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. WORK IN A CONTINUOUS MANNER TO PERFORM THE FOLLOWING STEPS A THROUGH E AS NECESSARY:
- A) USING ROADWAY STANDARD DRAWING SERIES 1101.02, CLOSE THE APPROPRIATE TRAVEL LANE TO TRAFFIC.
- B) CONSTRUCT THE PROPOSED DRAINAGE STRUCTURES AS SHOWN IN THE ROADWAY PLANS AND COVER WITH THE METAL PLATES TO PROTECT THE STRUCTURE DURING THE CURING PROCESS.
- C) OPEN THE TRAVEL LANE TO THE EXISTING TRAFFIC PATTERN BY THE END OF EACH WORK PERIOD.
- D) WHEN PROPERLY CURED, USE ROADWAY STANDARD DRAWING SERIES 1101.02, AND CLOSE THE APPROPRIATE TRAVEL LANE TO TRAFFIC AND BACKFILL AND PAVE, IF REQUIRED UP TO THE EXISTING EDGE AND ELEVATION OF EXISTING PAVEMENT.
- E) OPEN THE TRAVEL LANE TO THE EXISTING PATTERN BY THE END OF EACH WORK PERIOD.

APPROVED: 
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DATE: 8/19/2016



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**GENERAL / LOCAL
NOTES CONT'D**

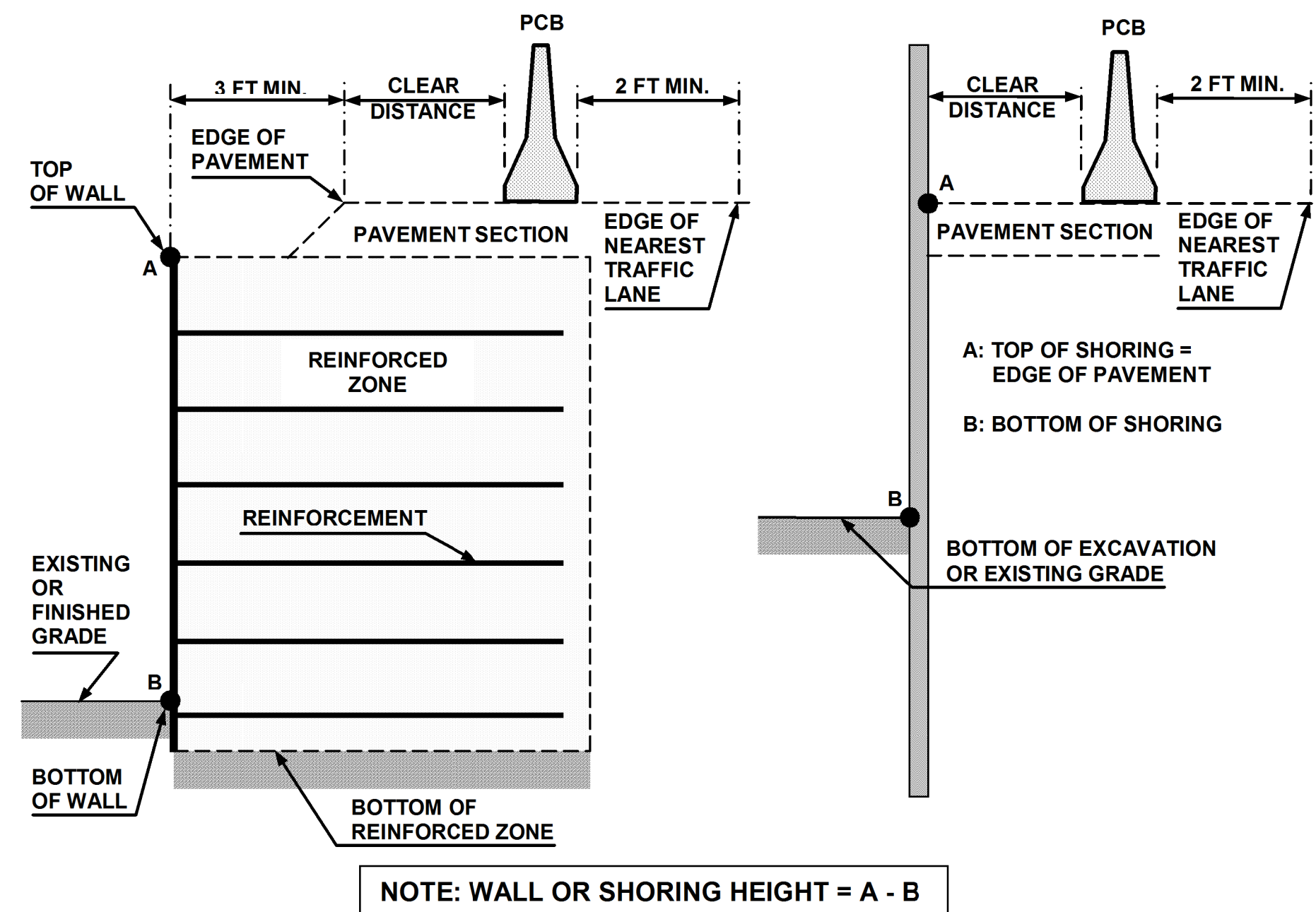


FIGURE A

NOTES

- REFER TO THE TRAFFIC CONTROL PLANS FOR TEMPORARY SHORING LOCATIONS AND NOTES.
- REFER TO THE "TEMPORARY SHORING" PROJECT SPECIAL PROVISION FOR INFORMATION ABOUT TEMPORARY SHORING AND PORTABLE CONCRETE BARRIER (PCB).
- PCB IS REQUIRED IF TEMPORARY SHORING IS LOCATED WITHIN THE CLEAR ZONE IN ACCORDANCE WITH THE AASHTO ROADSIDE DESIGN GUIDE. DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE. (CONTACT NCDOT PAVEMENT MANAGEMENT UNIT FOR APPLICABLE PAVEMENT DESIGN).
- BASED ON THE CLEAR DISTANCE, OFFSET, DESIGN SPEED AND PAVEMENT TYPE, CHOOSE AN UNANCHORED OR ANCHORED PCB FROM THE TABLE SHOWN IN FIGURE B. CLEAR DISTANCE IS DEFINED AS SHOWN IN FIGURE A AND OFFSET IS DEFINED AS SHOWN IN FIGURE B.
- AT THE CONTRACTOR'S OPTION OR IF THE MINIMUM REQUIRED CLEAR DISTANCE IS NOT AVAILABLE, SET PCB NEXT TO AND UP AGAINST THE TRAFFIC SIDE OF THE TEMPORARY SHORING EXCEPT FOR BARRIER ABOVE TEMPORARY WALLS. PCB WITH THE MINIMUM REQUIRED CLEAR DISTANCE IS REQUIRED ABOVE TEMPORARY WALLS.
- USE NCDOT PORTABLE CONCRETE BARRIER (PCB) IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1170.01 AND SECTION 1170 OF THE STANDARD SPECIFICATIONS.
- PCB REQUIREMENTS FOR TEMPORARY WALLS APPLY TO TEMPORARY MECHANICALLY STABILIZED EARTH (MSE) WALLS AND TEMPORARY SOIL NAIL WALLS.
- SET PCB WITH A MINIMUM HORIZONTAL DISTANCE OF 2 FT BETWEEN THE FRONT FACE OF THE BARRIER AND THE EDGE OF THE NEAREST TRAFFIC LANE AS SHOWN IN FIGURE A UNLESS OTHERWISE SHOWN IN THE PLANS AND OR AS APPROVED BY THE ENGINEER.
- FOR PCB ABOVE AND BEHIND TEMPORARY WALLS, PROVIDE A MINIMUM DISTANCE OF 3 FT BETWEEN THE EDGE OF PAVEMENT AND THE WALL FACE AS SHOWN IN FIGURE A. IF THESE MINIMUM REQUIRED DISTANCES ARE NOT AVAILABLE, CONTACT THE ENGINEER.
- TABLE SHOWN IN FIGURE B IS BASED ON NCDOT RESEARCH PROJECT NO. 2005-010 WITH VEHICLE TYPE USED FOR NCHRP 350 CRASH TESTS. BARRIER DEFLECTIONS AND RESULTING MINIMUM REQUIRED CLEAR DISTANCES MIGHT VARY SIGNIFICANTLY FOR LARGER HEAVIER VEHICLES, RUNS OF BARRIER LESS THAN 200 FT IN LENGTH AND WET OR DRY PAVEMENT.

MINIMUM REQUIRED CLEAR DISTANCE, inches

Barrier Type	Pavement Type	Offset * ft	Design Speed, mph					
			<30	31-40	41-50	51-60	61-70	71-80
Unanchored PCB	Asphalt	<8	24	26	29	32	36	40
		8-14	26	28	31	35	38	42
		14-20	27	29	34	36	39	43
		20-26	28	31	35	38	40	44
		26-32	29	32	36	39	42	45
		32-38	30	34	38	41	43	46
		38-44	31	34	41	43	45	48
		44-50	31	35	41	43	46	49
		50-56	32	36	42	44	47	50
	>56	32	36	42	45	47	51	
	Concrete	<8	17	18	21	22	25	26
		8-14	19	20	23	25	26	29
		14-20	22	22	24	26	28	31
		20-26	23	24	26	27	30	34
		26-32	24	25	27	28	32	35
		32-38	24	26	27	30	33	36
		38-44	25	26	28	30	34	37
		44-50	26	26	28	32	35	37
50-56		26	26	28	32	35	38	
>56	26	27	29	32	36	38		
Anchored PCB	Asphalt	All Offsets	24 for All Design Speeds					
Anchored PCB	Concrete (including bridge approach slabs)	All Offsets	12 for All Design Speeds					

* See Figure Below

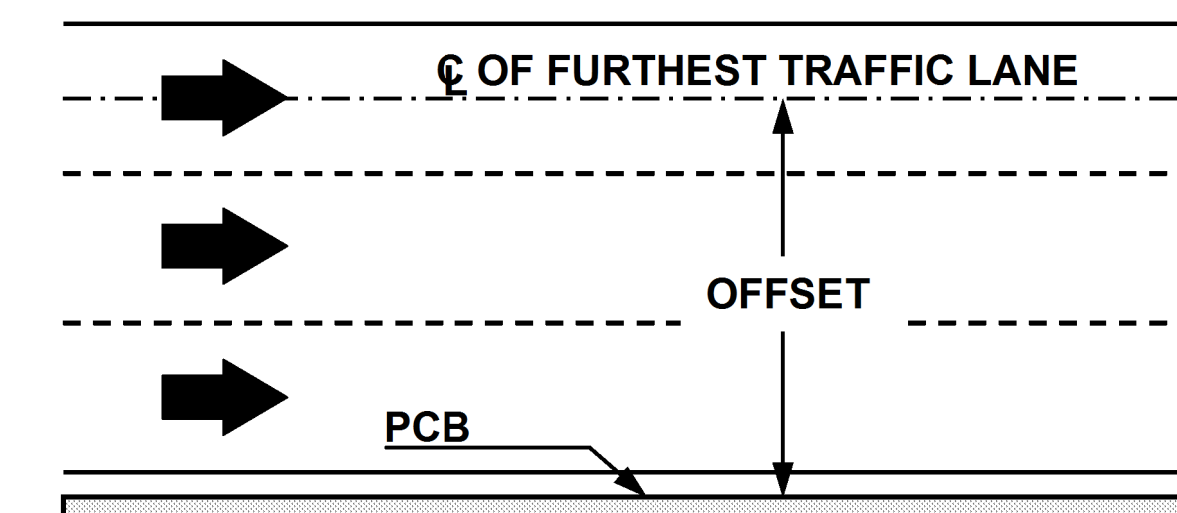


FIGURE B

APPROVED: <i>Steve Kite</i> DATE: 8/19/2016 SEAL 		PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
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TEMPORARY SHORING NOTES

PROJ. REFERENCE NO. U-3440	SHEET NO. TMP-2
-------------------------------	--------------------

Shoring Location No. 1

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

TEMPORARY SHORING IS REQUIRED FOR THE CULVERT INSTALLATION FROM STATION 40+04 -L-, 8 FT (LT), TO STATION 40+85.5 -L-, 8 FT (LT).

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 40+04 -L-, 8 FT (LT), TO STATION 40+85.5 -L-, 8 FT (LT), FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 29 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 700 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION 40+04 -L-, 8 FT (LT), TO STATION 40+85.5 -L-, 8 FT (LT). THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION 40+04 -L-, 8 FT (LT), TO STATION 40+85.5 -L-, 8 FT (LT). FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

Shoring Location No. 2

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

TEMPORARY SHORING IS REQUIRED FOR THE CULVERT INSTALLATION FROM STATION 40+12 -L-, 9.5 FT (RT), TO STATION 40+85 -L-, 9.5 FT (RT).

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 40+12 -L-, 9.5 FT (RT), TO STATION 40+85 -L-, 9.5 FT (RT), FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 29 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 700 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION 40+12 -L-, 9.5 FT (RT), TO STATION 40+85 -L-, 9.5 FT (RT). THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 40+12 -L-, 9.5 FT (RT), TO STATION 40+85 -L-, 9.5 FT (RT). SEE STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

Shoring Location No. 3

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

TEMPORARY SHORING IS REQUIRED FOR THE CULVERT INSTALLATION FROM STATION 116+59 -L-, 19 FT (LT), TO STATION 117+65 -L-, 14 FT (LT).

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 116+59 -L-, 19 FT (LT), TO STATION 117+65 -L-, 14 FT (LT), FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 29 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 690 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION 116+59 -L-, 19 FT (LT), TO STATION 117+65 -L-, 14 FT (LT). THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION 116+59 -L-, 19 FT (LT), TO STATION 117+65 -L-, 14 FT (LT). FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

Shoring Location No. 4

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

TEMPORARY SHORING IS REQUIRED FOR THE CULVERT INSTALLATION FROM STATION 116+85 -L-, 10 FT (RT), TO STATION 118+19 -L-, 19 FT (RT).

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


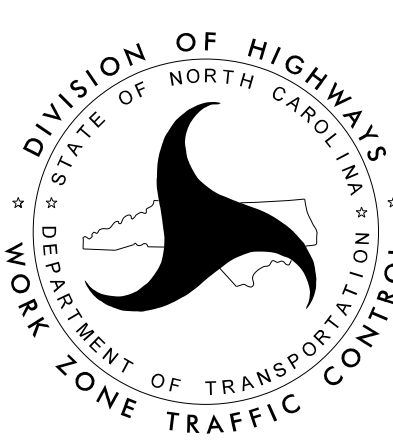
DESIGN TEMPORARY SHORING FROM STATION 116+85 -L-, 10 FT (RT), TO STATION 118+19 -L-, 19 FT (RT), FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 29 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 700 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION 116+85 -L-, 10 FT (RT), TO STATION 118+19 -L-, 19 FT (RT). THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 116+85 -L-, 10 FT (RT), TO STATION 118+19 -L-, 19 FT (RT). SEE STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

8/17/2016 P:\TIP\Projects-U\3440\Traffic\TrafficControl\TCP\TMP-2.dgn User:rmgdrrett

Documented by: APPROVED: <i>Michael Stephens</i> <small>81963158307046C</small> DATE: 8/17/2016			<h2 style="margin: 0;">TEMPORARY SHORING NOTES</h2>
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

SIGN NUMBER: SP16164 BACKG COLOR: Fluorescent Orange
 TYPE: STATIONARY COPY COLOR: Black
 QUANTITY: SEE PLANS

SYMBOL	X	Y	WID	HT

SIGN WIDTH: 4'-0"
 HEIGHT: 1'-6"
 TOTAL AREA: 6.0 Sq.Ft.

BORDER TYPE: INSET
 RECESS: 0.38"
 WIDTH: 0.63"
 RADII: 1.5"

NO. Z BARS:
 LENGTH:

MAT'L: 0.080" (2.0 mm) ALUMINUM

DESIGN BY: W. Johnson CHECKED BY: KLJ Jun 15, 2016
 PROJECT ID: U-3440 LOCATION: KANNAPOLIS DIV: 10

BORDER
 R=1.5"
 TH=0.63"
 IN=0.38"

USE NOTES: 1,2

- Legend and border shall be direct applied black non-reflective sheeting.
- Background shall be NC GRADE B fluorescent orange retroreflective sheeting.

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

Series/Size	Text Length
C 2000	32.4

	C	L	I	F	T	O	N	S	T			
	7.8	3.8	3.3	1.8	2.9	3.1	4	2.8	5	3.3	2.6	7.8

FILENAME: Traffic Control NORTH CAROLINA D.O.T. SIGN DETAIL

SIGN NUMBER: SP16166 BACKG COLOR: Fluorescent Orange
 TYPE: STATIONARY COPY COLOR: Black
 QUANTITY: SEE PLANS

SYMBOL	X	Y	WID	HT

SIGN WIDTH: 3'-6"
 HEIGHT: 1'-6"
 TOTAL AREA: 5.3 Sq.Ft.

BORDER TYPE: INSET
 RECESS: 0.38"
 WIDTH: 0.63"
 RADII: 1.5"

NO. Z BARS:
 LENGTH:

MAT'L: 0.080" (2.0 mm) ALUMINUM

DESIGN BY: W. Johnson CHECKED BY: KLJ Jun 15, 2016
 PROJECT ID: U-3440 LOCATION: KANNAPOLIS DIV: 10

BORDER
 R=1.5"
 TH=0.63"
 IN=0.38"

USE NOTES: 1,2

- Legend and border shall be direct applied black non-reflective sheeting.
- Background shall be NC GRADE B fluorescent orange retroreflective sheeting.

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

Series/Size	Text Length
C 2000	29.7

	M	I	L	L	E	R	S	T			
	6.1	4.4	1.8	3.3	3.3	3.4	2.8	5	3.2	2.6	6.2

FILENAME: Traffic Control NORTH CAROLINA D.O.T. SIGN DETAIL

SIGN NUMBER: SP16165 BACKG COLOR: Fluorescent Orange
 TYPE: STATIONARY COPY COLOR: Black
 QUANTITY: SEE PLANS

SYMBOL	X	Y	WID	HT

SIGN WIDTH: 4'-0"
 HEIGHT: 1'-6"
 TOTAL AREA: 6.0 Sq.Ft.

BORDER TYPE: INSET
 RECESS: 0.38"
 WIDTH: 0.63"
 RADII: 1.5"

NO. Z BARS:
 LENGTH:

MAT'L: 0.080" (2.0 mm) ALUMINUM

DESIGN BY: W. Johnson CHECKED BY: KLJ Jun 15, 2016
 PROJECT ID: U-3440 LOCATION: KANNAPOLIS DIV: 10

BORDER
 R=1.5"
 TH=0.63"
 IN=0.38"

USE NOTES: 1,2

- Legend and border shall be direct applied black non-reflective sheeting.
- Background shall be NC GRADE B fluorescent orange retroreflective sheeting.

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

Series/Size	Text Length
C 2000	35.4

	R	A	I	N	B	O	W	D	R			
	6.3	3.3	3.9	1.8	3.9	3.6	3.5	3.8	5	3.8	2.8	6.3

FILENAME: Belltown Rd NORTH CAROLINA D.O.T. SIGN DETAIL

8/17/2016 P:\TIP\Projects-U\3440\Traffic\TrafficControl\TCP\TMP-2A.dgn User:rmgdrrett

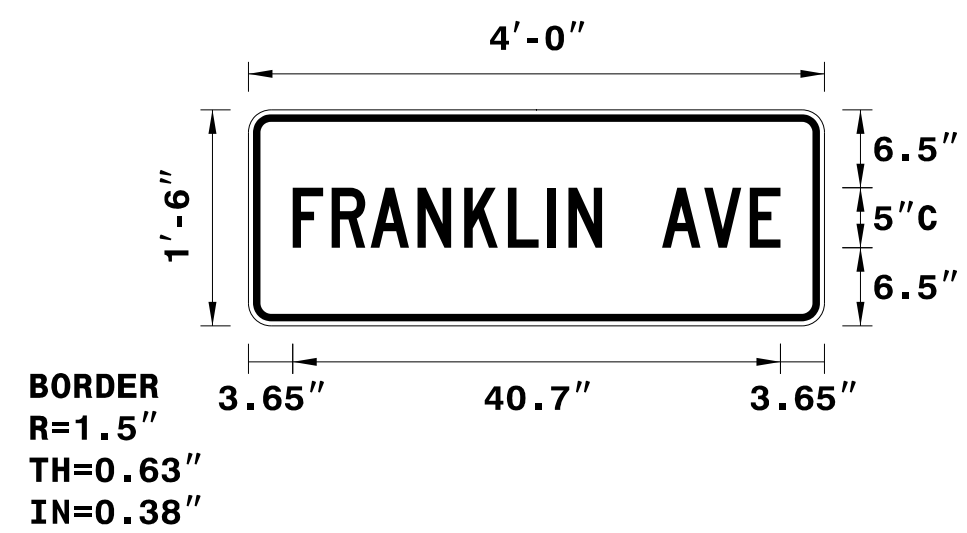
APPROVED: <i>Ron King</i> DATE: 8/17/2016 		DETOUR SIGN DESIGNS
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

SIGN NUMBER: SP16168
 TYPE: STATIONARY
 QUANTITY: SEE PLANS
 SIGN WIDTH: 4'-0"
 HEIGHT: 1'-6"
 TOTAL AREA: 6.0 Sq.Ft.
 BORDER TYPE: INSET
 RECESS: 0.38"
 WIDTH: 0.63"
 RADII: 1.5"
 NO. Z BARS:
 LENGTH:

SYMBOL	X	Y	WID	HT

MAT'L: 0.080" (2.0 mm) ALUMINUM

DESIGN BY: W. Johnson
 PROJECT ID: U-3440
 CHECKED BY: KLJ
 LOCATION: KANNAPOLIS
 Jun 15, 2016
 DIV: 10



Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter													Series/Size	Text Length	
F	R	A	N	K	L	I	N	A	V	E			C 2000	40.7	
3.7	3.3	3.3	3.9	3.9	3.7	3.3	1.8	2.8	5	3.5	3.8	2.6	3.7		

FILENAME: Belltown Rd

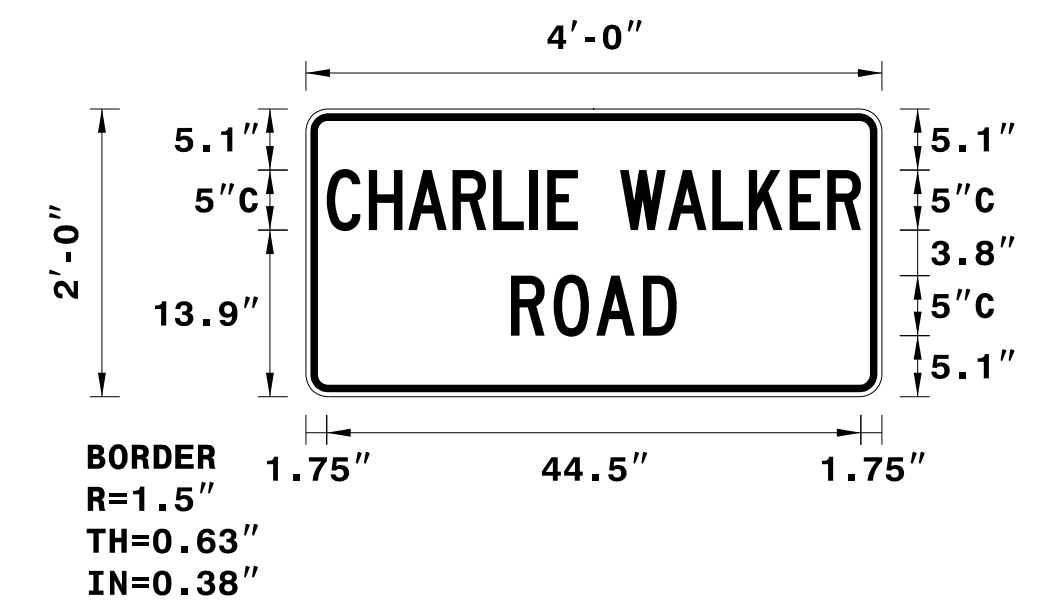
NORTH CAROLINA D.O.T. SIGN DETAIL

SIGN NUMBER: SP16169
 TYPE: STATIONARY
 QUANTITY: SEE PLANS
 SIGN WIDTH: 4'-0"
 HEIGHT: 2'-0"
 TOTAL AREA: 8.0 Sq.Ft.
 BORDER TYPE: INSET
 RECESS: 0.38"
 WIDTH: 0.63"
 RADII: 1.5"
 NO. Z BARS:
 LENGTH:

SYMBOL	X	Y	WID	HT

MAT'L: 0.080" (2.0 mm) ALUMINUM

DESIGN BY: W. Johnson
 PROJECT ID: U-3440
 CHECKED BY: KLJ
 LOCATION: KANNAPOLIS
 Jun 15, 2016
 DIV: 10



Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter													Series/Size	Text Length			
C	H	A	R	L	I	E	W	A	L	K	E	R	C 2000	44.5			
1.7	3.5	3.3	3.7	3.4	3	1.5	2.6	3.5	4	3.7	3	3.4	3.1	2.8	1.7		
	R	O	A	D												C 2000	13.8
	17.1	3.6	3.5	3.9	2.8	17.1											

FILENAME: Belltown Rd

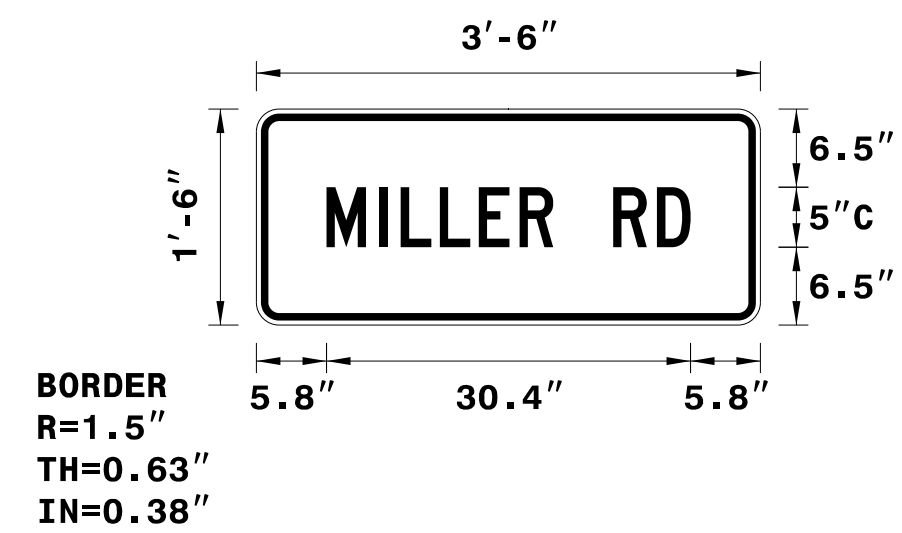
NORTH CAROLINA D.O.T. SIGN DETAIL

SIGN NUMBER: SP16167
 TYPE: STATIONARY
 QUANTITY: SEE PLANS
 SIGN WIDTH: 3'-6"
 HEIGHT: 1'-6"
 TOTAL AREA: 5.3 Sq.Ft.
 BORDER TYPE: INSET
 RECESS: 0.38"
 WIDTH: 0.63"
 RADII: 1.5"
 NO. Z BARS:
 LENGTH:

SYMBOL	X	Y	WID	HT

MAT'L: 0.080" (2.0 mm) ALUMINUM

DESIGN BY: W. Johnson
 PROJECT ID: U-3440
 CHECKED BY: KLJ
 LOCATION: KANNAPOLIS
 Jun 15, 2016
 DIV: 10



Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

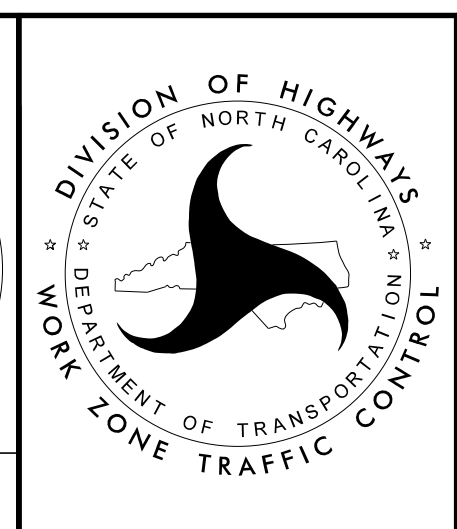
Letter spacings are to start of next letter											Series/Size	Text Length
M	I	L	L	E	R		R	D			C 2000	30.4
5.8	4.4	1.8	3.2	3.3	3.4	2.8	5	3.7	2.8	5.8		

FILENAME: Traffic Control

NORTH CAROLINA D.O.T. SIGN DETAIL

APPROVED: *Ron King*
 DATE: 8/17/2016

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED



DETOUR SIGN DESIGNS

8/17/2016 P:\TIP\Projects-U\3440\TrafficControl\TCP\TMP-2B.dgn User:rmgarratt

PHASING

PHASE I

- STEP 1 - USING ROADWAY STANDARD DRAWING (RSD) NO. 1101.01, SHEETS 2 & 3 OF 3 INSTALL WORK ZONE ADVANCE WARNING SIGNS ON -L-, AND ALL -Y- LINES.
- STEP 2 - AWAY FROM TRAFFIC BEGIN CONSTRUCTION OF THE NORTH SIDE OF THE BRIDGE AND APPROACHES FROM STA. 67+30 +/- -L- TO STA. 69+20 +/- (TMP-8).
- STEP 3 - RECORD THE EXISTING PAVEMENT MARKING GEOMETRY FROM STA. 10+10 -L- TO STA. 25+00 -L-, ON -Y-, -Y1- AND -Y2-.
- STEP 4 - USING RSD NO. 1101.02, SHEET 1 OF 15 AND FLAGGERS AS NECESSARY:
- A. CONSTRUCT TEMPORARY PAVEMENT AT THE FOLLOWING LOCATIONS:
 -L- STA. 38+75 +/- TO STA. 41+75 +/- (TMP-6)
 -L- STA. 115+75 +/- TO STA. 119+25 +/- (TMP-12)
- B. INSTALL PCB (ANCHORED) AND CRASH CUSHIONS ALONG TEMPORARY PAVEMENT DESCRIBED ABOVE AND AS SHOWN ON TMP-6 & TMP-12
 INSTALL TEMPORARY SHORING NUMBER 1 AND 3 AS NECESSARY
- C. CONSTRUCT BOX CULVERTS AT -L- STA 40+50 +/- (TMP-6) AND -L- STA 118+00 +/- (TMP-12)
- STEP 5 - USING RSD NO. 1101.02, SHEETS 1 AND 3 OF 15 CONSTRUCT UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE, ALONG WITH PAVEMENT MARKINGS/MARKERS (PAINT/TEMPORARY RAISED) IN THE FOLLOWING LOCATIONS:
- A. -L- FROM STA.10+10 TO STA. 25+00, -Y-, -Y1-, -Y2- AND DRIVEWAY TIE INS (MATCH THE EXISTING PAVEMENT MARKING GEOMETRY RECORDED IN PHASE 1, STEP 3).
- B. CONSTRUCT RIGHT SIDE -L- FROM STA. 25+00 +/- TO STA. 55+00 +/-, AND -Y6- UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE (SEE SHEETS TMP-5, TMP-6 AND TMP-7).
- C. CONSTRUCT LEFT SIDE -L- FROM STA. 46+30 +/- TO STA. 85+00 +/- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE SHEETS TMP-6, TMP-7, TMP-8 AND TMP-9).
- STEP 6 - CONSTRUCT RIGHT SIDE -L- FROM STA. 77+00 +/- TO STA. 136+80 +/-, -Y11-, -Y15- AND -Y20- (SEE SHEETS TMP-9 THRU TMP-13).
- A. CONSTRUCT TEMPORARY SIGNAL AT -L-, -Y10-, AND -Y11- INTERSECTION AND ACTIVATE (SEE SIGNAL PLANS)

COMPLETE THE WORK FOR PHASE I, STEP 7A, 7B IN 30 CONSECUTIVE CALENDAR DAYS (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES)

COMPLETE THE WORK FOR PHASE I, STEP 7C IN 60 CONSECUTIVE CALENDAR DAYS (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES)

- STEP 7 - USING TEMPORARY ROAD CLOSURES WITH OFFSITE DETOURS CONSTRUCT THE FOLLOWING UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE:
- A. -Y8- (SEE SHEETS TMP-10 AND TMP-37)
 B. -Y8A- (SEE SHEET TMP-10 AND TMP-37)
 C. -Y11- (SEE SHEET TMP-11 AND TMP-37), ADJUST SIGNAL TIMING AS NECESSARY (SEE SIGNAL PLANS)
- STEP 8 - USING RSD 1101.02, SHEET 1 OF 15 AND FLAGGERS AS NECESSARY:
- A. CONSTRUCT TEMPORARY SIGNAL AT -L- AND -Y22- INTERSECTION AND ACTIVATE
- B. CONSTRUCT LEFT SIDE FROM -L- STA. 132+50 +/- TO -Y21- STA. 12+67 +/- TOGETHER WITH -Y17- AND -Y18- (SEE SHEETS TMP-13 AND TMP-14).
- C. CONSTRUCT RIGHT SIDE FROM -L- STA. 143+25 TO -Y21- STA. 12+52 +/- TOGETHER WITH -Y19- (SEE SHEET TMP-14).
- D. COMPLETE CONSTRUCTION OF THE NORTH SIDE NEW BRIDGE AND APPROACHES FROM -L- STA. 67+30 +/- TO STA. 69+20 +/-.
- E. CONSTRUCT RETAINING WALLS 1 THRU 5 AS SHOWN ON TMP SHEETS 13 & 14 AND ROADWAY PLANS.
- STEP 9 - INSTALL PCB (ANCHORED) AND CRASH CUSHIONS FROM -L- STA 39+25 +/- TO STA 41+75 +/- AND -L- STA 116+00 +/- TO STA 119+00 +/- AS SHOWN ON TMP-17 AND TMP-23.
- INSTALL TEMPORARY SHORING 2 & 4 AS SHOWN ON TMP-6, TMP-12, TMP-17, AND TMP-23, AND ROADWAY PLANS.

PHASE II

- STEP 1 - USING RSD 1101.02, SHEET 1 OF 15 AND FLAGGERS AS NECESSARY CONSTRUCT TEMPORARY CROSS OVERS UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE IN THE FOLLOWING LOCATIONS: (SEE SHEETS TMP-17, TMP-18, TMP-20, TMP-24 AND TMP-25).
- FROM -L- STA. 46+25 TO STA. 52+00 +/-
 FROM -L- STA. 78+00 +/- TO STA. 83+00 +/-
 FROM -L- STA. 133+00 +/- TO STA. 138+00 +/-
 FROM -L- STA. 142+75 +/- TO STA. 145+00 +/-
- STEP 2 - REMOVE EXISTING PAVEMENT MARKINGS AND INSTALL TEMPORARY PAVEMENT MARKINGS/MARKERS (PAINT ON ROADWAY, COLD APPLIED TYPE IV REMOVEABLE TAPE ON BRIDGES/TEMPORARY RAISED PAVEMENT MARKERS) AND INSTALL TRAFFIC CONTROL DEVICES AND SIGNS AS SHOWN ON SHEETS TMP-15 THRU TMP-25. ADJUST SIGNALS AS NECESSARY AND SHIFT TRAFFIC TO THE PHASE II PATTERN (SEE SHEETS TMP-15 THRU TMP-25).
- A. MAY BEGIN CONSTRUCTION OF SOUTH SIDE NEW BRIDGE AND APPROACHES FROM -L- STA 67+15 +/- TO STA. 69+05 +/-.
- STEP 3 - AWAY FROM TRAFFIC AND/OR USING FLAGGING OPERATIONS PER RSD 1101.02, SHEET 1 OF 15:
- A. - CONSTRUCT LEFT SIDE OF -L- FROM STA. 25+00 +/- TO STA. 46+25 +/- (INCLUDING -Y3-, -Y5- AND THE LEFT SIDE OF THE BOX CULVERT ON SHEET TMP-17) UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE SHEETS TMP-16, TMP-17, AND TMP-37).
- B - CONSTRUCT RIGHT SIDE OF -L- FROM STA. 52+00 +/- TO STA. 78+00 +/- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. (TMP-18, TMP-19, AND TMP-20)

COMPLETE THE WORK FOR PHASE II, STEP 4 IN 30 CONSECUTIVE CALENDAR DAYS (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES)

- STEP 4 - USING TEMPORARY ROAD CLOSURES WITH OFFSITE DETOURS CONSTRUCT -Y4- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE: (SEE TMP-17, TMP-38, AND TMP-38A)

COMPLETE THE WORK FOR PHASE II, STEP 5 IN 60 CONSECUTIVE CALENDAR DAYS (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES)

- STEP 5 - USING TEMPORARY ROAD CLOSURES WITH OFFSITE DETOURS CONSTRUCT -Y10- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE: (SEE TMP-22, TMP-38, AND TMP-38A). ADJUST SIGNAL HEADS AS NECESSARY (SEE SIGNAL PLANS)
- STEP 6 - CONSTRUCT LEFT SIDE OF -L- FROM STA. 83+00 +/- TO STA. 128+00 +/- INCLUDING -Y9-, -Y13-, -Y14-, -Y16-, THEN LEFT SIDE OF THE BOX CULVERT, AND THE REMAINDER OF THE ROUNDABOUT AT -Y14- (DETOUR REQUIRED). (SEE TMP-21, TMP-23, TMP-38, AND TMP-38A)
- A. - CONSTRUCT MASON STREET TIE INS (TMP-23).
- B. - INSTALL TEMPORARY SIGNALS AS SHOWN ON TMP-25 AND SIGNAL PLANS AND ACTIVATE
- C. - CONSTRUCT CENTER MEDIAN AREAS OF -L- FROM STA. 145+00 +/- TO -Y21- STA. 14+08 +/-, AND STA. -Y22- STA. 10+00 +/- TO STA. 18+50 +/-.
- D. - COMPLETE CONSTRUCTION OF THE SOUTH SIDE NEW BRIDGE AND APPROACHES.


PHASE III

- STEP 1 - USING RSD 1101.02, SHEET 1 OF 15 AND FLAGGERS AS NECESSARY:
- A. - INSTALL TEMPORARY PAVEMENT MARKINGS/MARKERS (PAINT ON ROADWAY, COLD APPLIED PLASTIC TYPE IV REMOVEABLE TAPE ON BRIDGE), OTHER TRAFFIC CONTROL DEVICES, SIGNS AND ADJUST OR INSTALL ALL TEMPORARY SIGNALS AS NECESSARY AND SHIFT TRAFFIC TO THE PHASE III PATTERN AS SHOWN ON SHEETS TMP-26 THRU TMP-36 AND SIGNAL PLANS.
- STEP 2 - CONSTRUCT THE CONCRETE AND GRASS MEDIANS AS SHOWN ON SHEETS TMP-26 THRU TMP-36.
- STEP 3 - USING RSD 1101.02, SHEET 1 OF 15 AND FLAGGERS AS NECESSARY INSTALL THE FINAL LAYER OF SURFACE COURSE, FINAL SIGNING, PAVEMENT MARKINGS/MARKERS, AND FINAL SIGNALS. (SEE SIGNING, SIGNALS AND FINAL PAVEMENT PLANS).
- STEP 4 - REMOVE ANY REMAINING TRAFFIC CONTROL DEVICES, ACTIVATE THE FINAL SIGNALIZATION AND SHIFT TRAFFIC INTO THE FINAL TRAFFIC PATTERN.

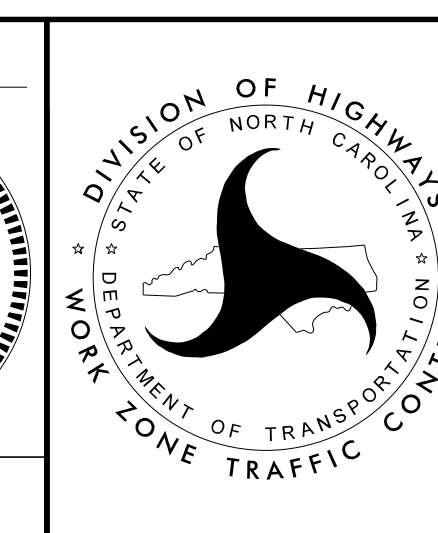
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APPROVED: Steve Kite
E27C8E10FC42

DATE: 8/25/2016



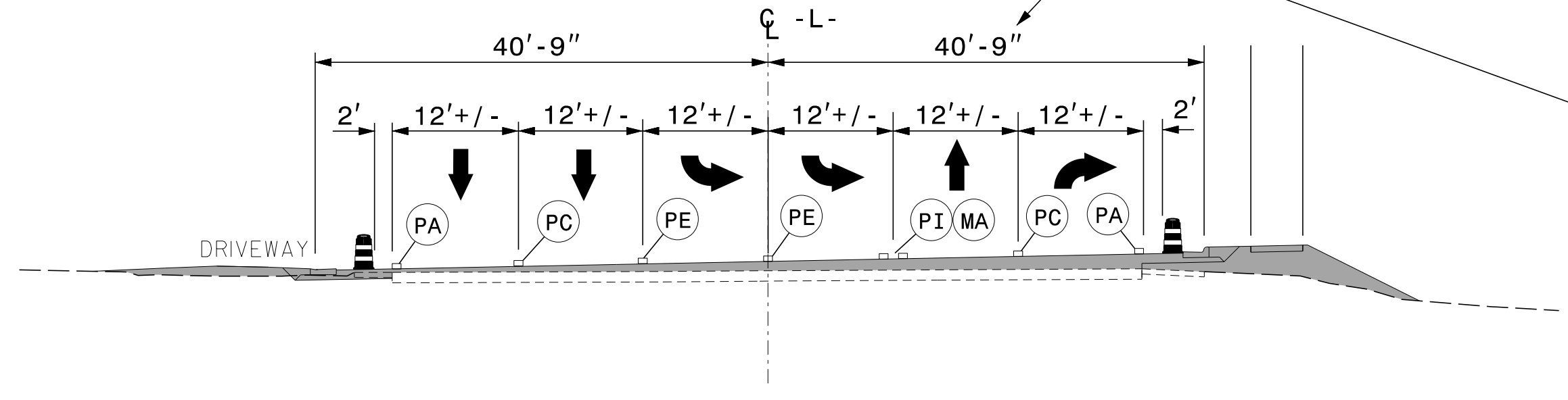
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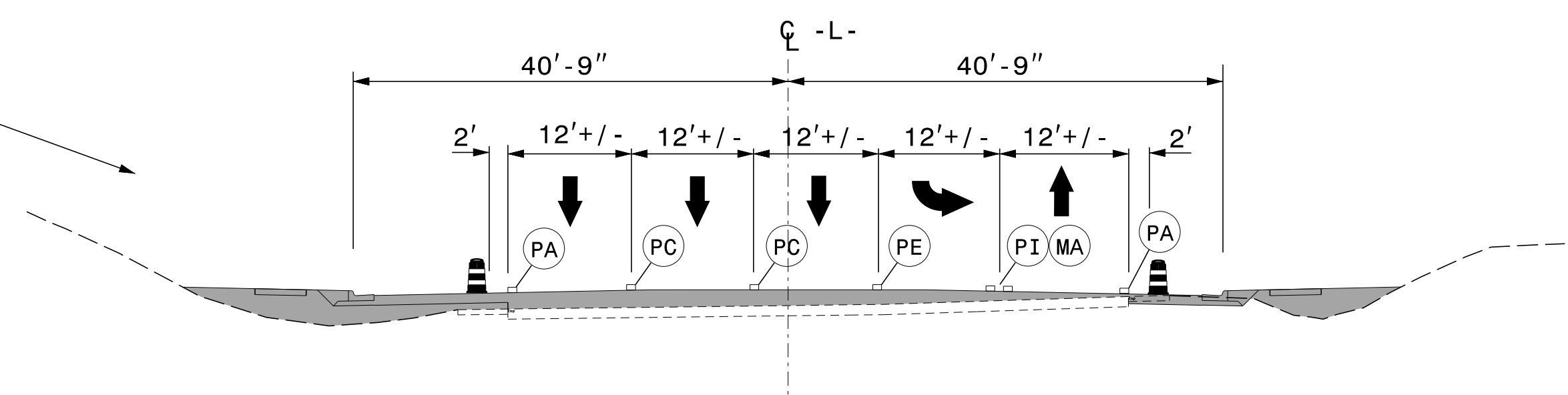
PHASING

NOTES

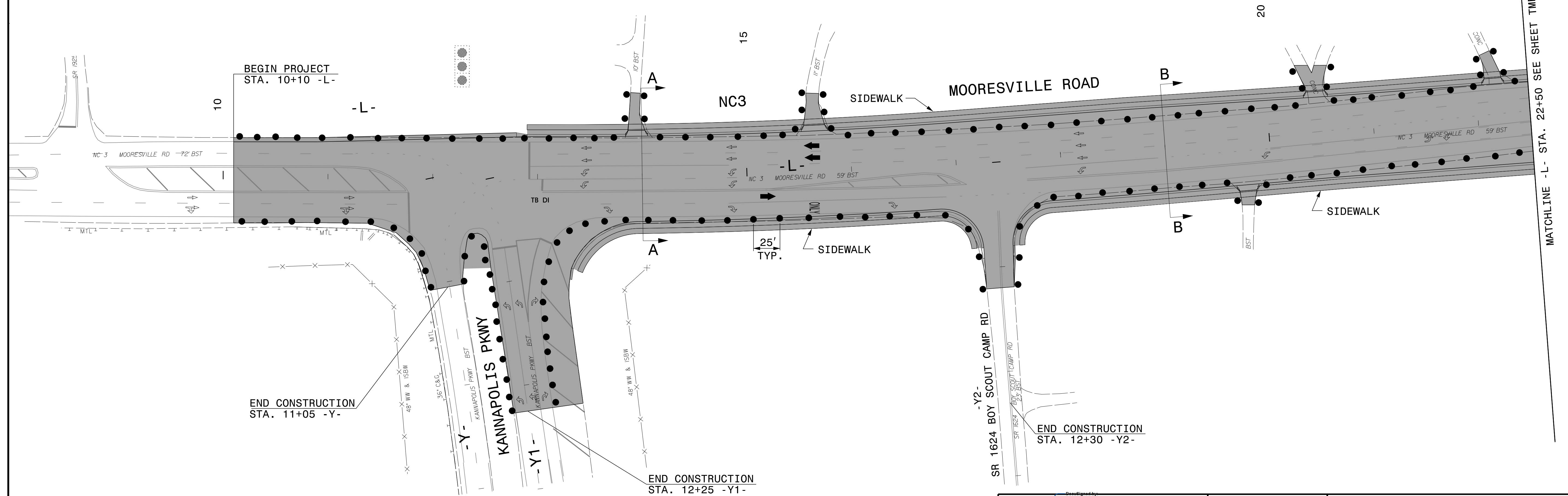
- FROM STA. 10+10.11 -L- TO STA. 25+00 -L- MATCH EXISTING PAVEMENT MARKINGS GEOMETRY (PAINT AS SHOWN BELOW) AT WEDGING LIFTS AS DIRECTED BY THE ENGINEER. AFTER INSTALLATION OF THE FIRST LAYER OF SURFACE COURSE INSTALL TEMPORARY PAVEMENT MARKINGS (PAINT) AND TEMPORARY RAISED PAVEMENT MARKERS AS SHOWN ON SHEET TMP-15.



SECTION A-A
STA. 14+00



SECTION B-B
STA. 19+00

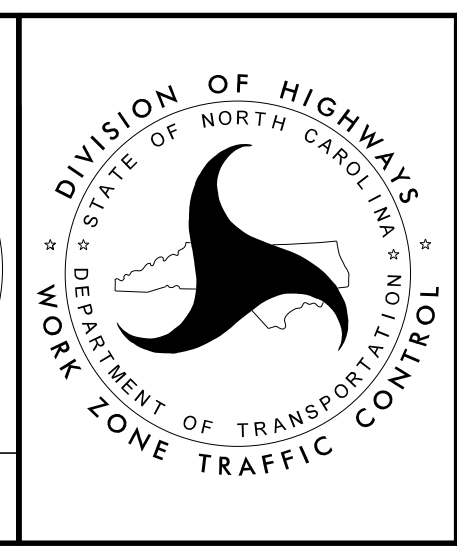


MATCHLINE -L- STA. 22+50 SEE SHEET TMP-5

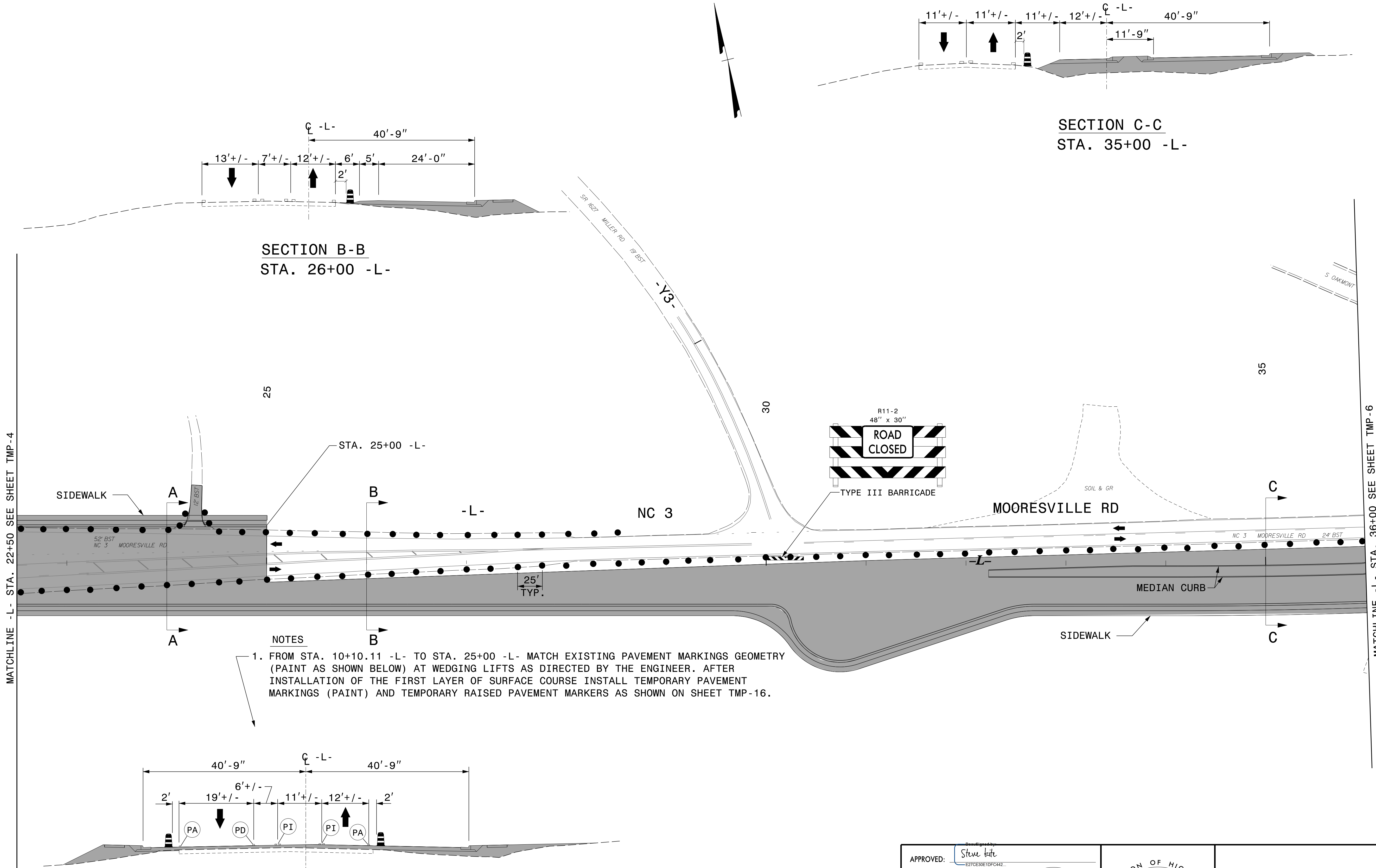
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User:rmgarratt

APPROVED: *Steve Kite*
DATE: 8/19/2016

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PHASE I DETAILS



SECTION B-B
STA. 26+00 -L-

SECTION C-C
STA. 35+00 -L-

SECTION A-A
STA. 24+00 -L-

NOTES

1. FROM STA. 10+10.11 -L- TO STA. 25+00 -L- MATCH EXISTING PAVEMENT MARKINGS GEOMETRY (PAINT AS SHOWN BELOW) AT WEDGING LIFTS AS DIRECTED BY THE ENGINEER. AFTER INSTALLATION OF THE FIRST LAYER OF SURFACE COURSE INSTALL TEMPORARY PAVEMENT MARKINGS (PAINT) AND TEMPORARY RAISED PAVEMENT MARKERS AS SHOWN ON SHEET TMP-16.

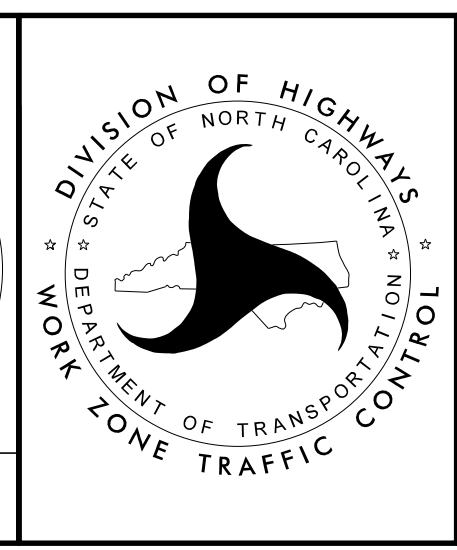
MATCHLINE -L- STA. 22+50 SEE SHEET TMP-4

MATCHLINE -L- STA. 36+00 SEE SHEET TMP-6

APPROVED: *Stew Kite*
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DATE: 8/19/2016

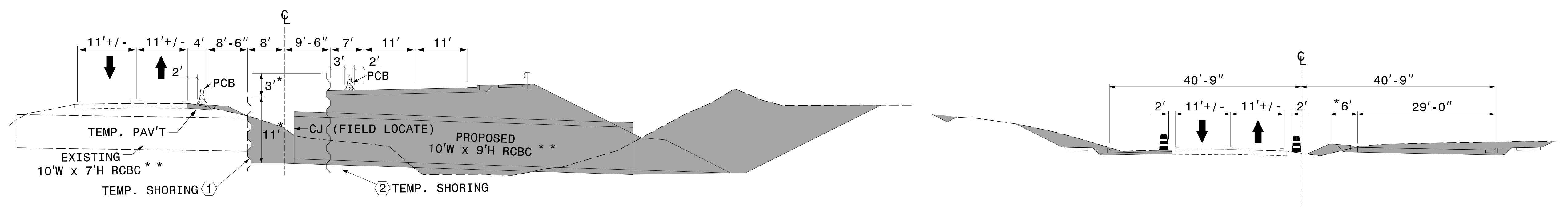
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PHASE I DETAILS

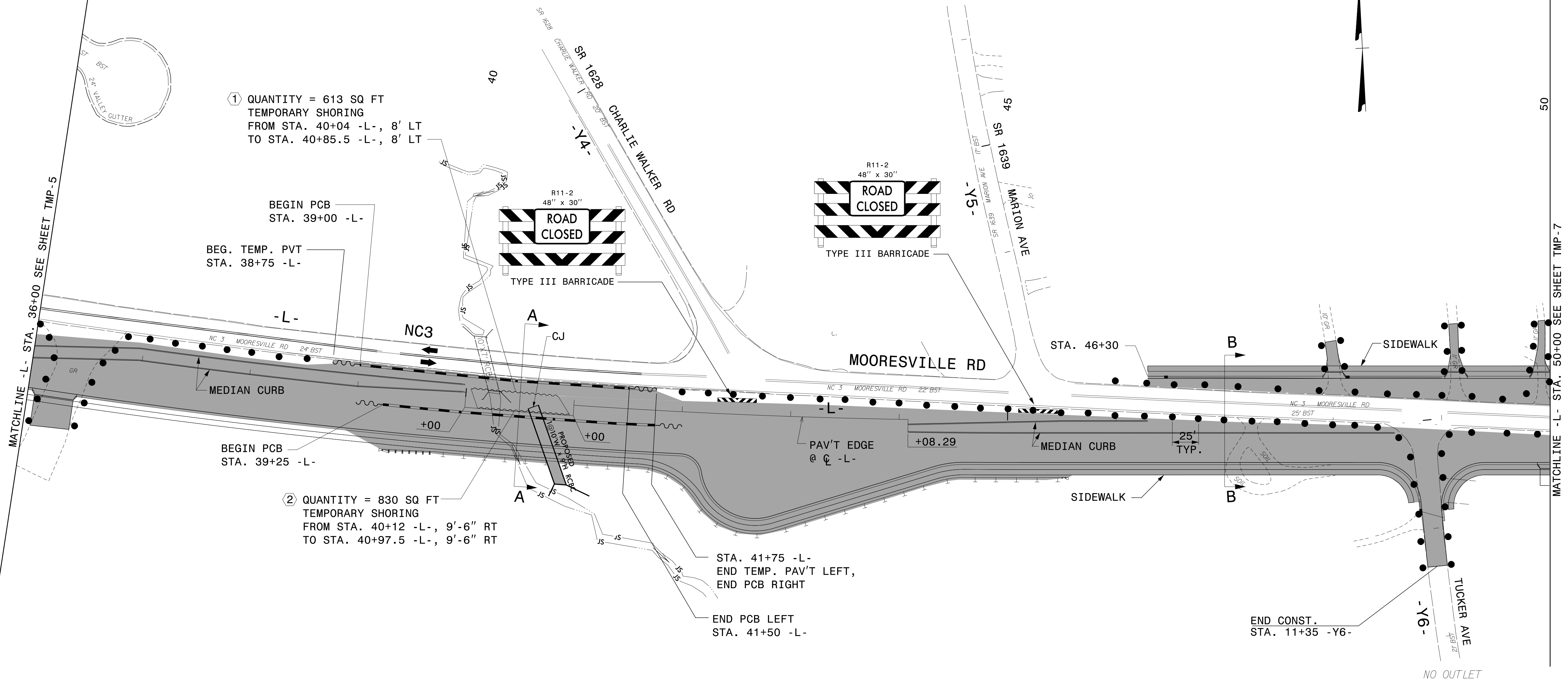
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SECTION A-A

SECTION B-B
STA. 47+00



① QUANTITY = 613 SQ FT
TEMPORARY SHORING
FROM STA. 40+04 -L-, 8' LT
TO STA. 40+85.5 -L-, 8' LT

BEGIN PCB
STA. 39+00 -L-
BEG. TEMP. PVT
STA. 38+75 -L-

BEGIN PCB
STA. 39+25 -L-

② QUANTITY = 830 SQ FT
TEMPORARY SHORING
FROM STA. 40+12 -L-, 9'-6" RT
TO STA. 40+97.5 -L-, 9'-6" RT

STA. 41+75 -L-
END TEMP. PAV'T LEFT,
END PCB RIGHT

END PCB LEFT
STA. 41+50 -L-

END CONST.
STA. 41+35 -Y6-

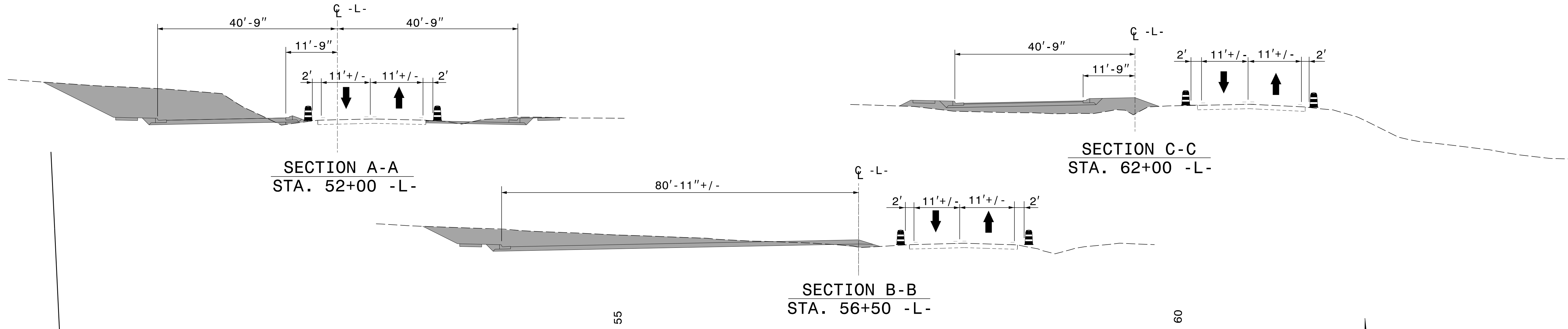
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APPROVED: *Stew Kite*
DATE: 8/19/2016

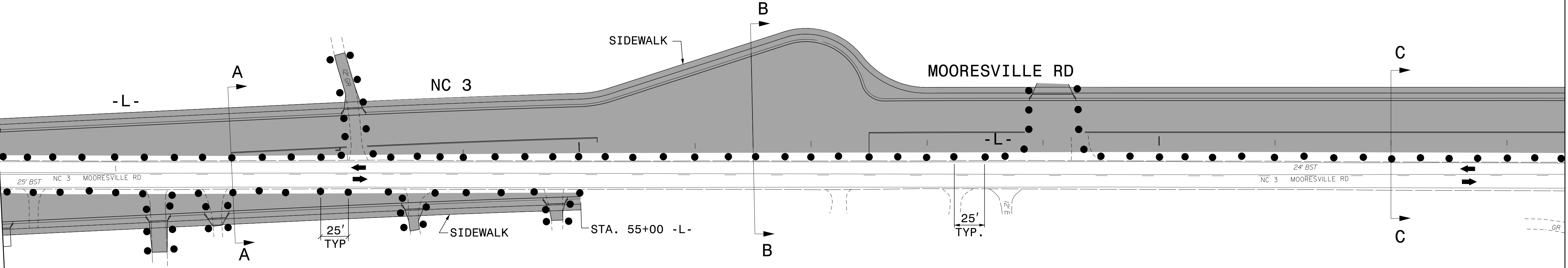
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PHASE I DETAILS



MATCHLINE -L- STA. 50+00 SEE SHEET TMP-6

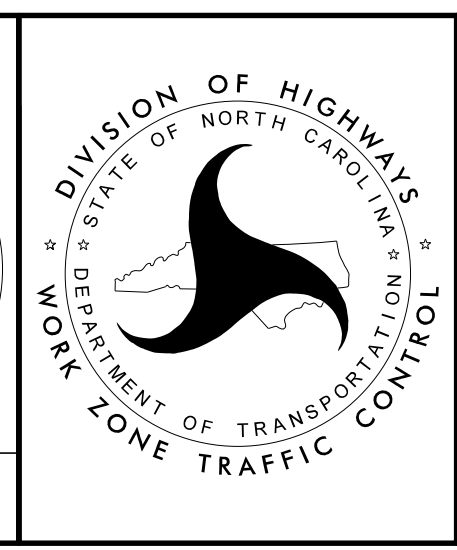


MATCHLINE -L- STA. 63+50 SEE SHEET TMP-8

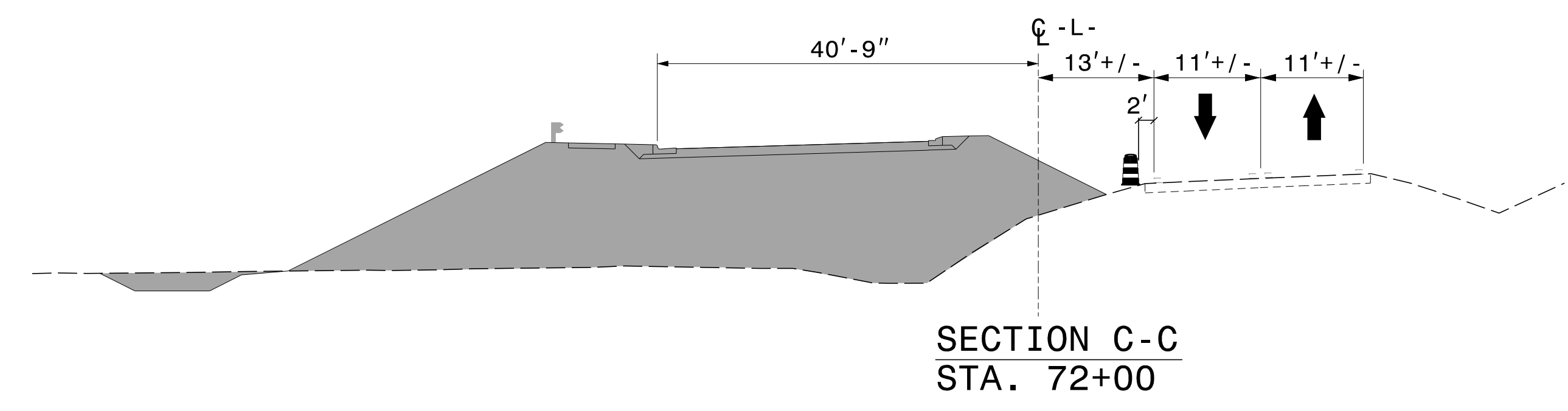
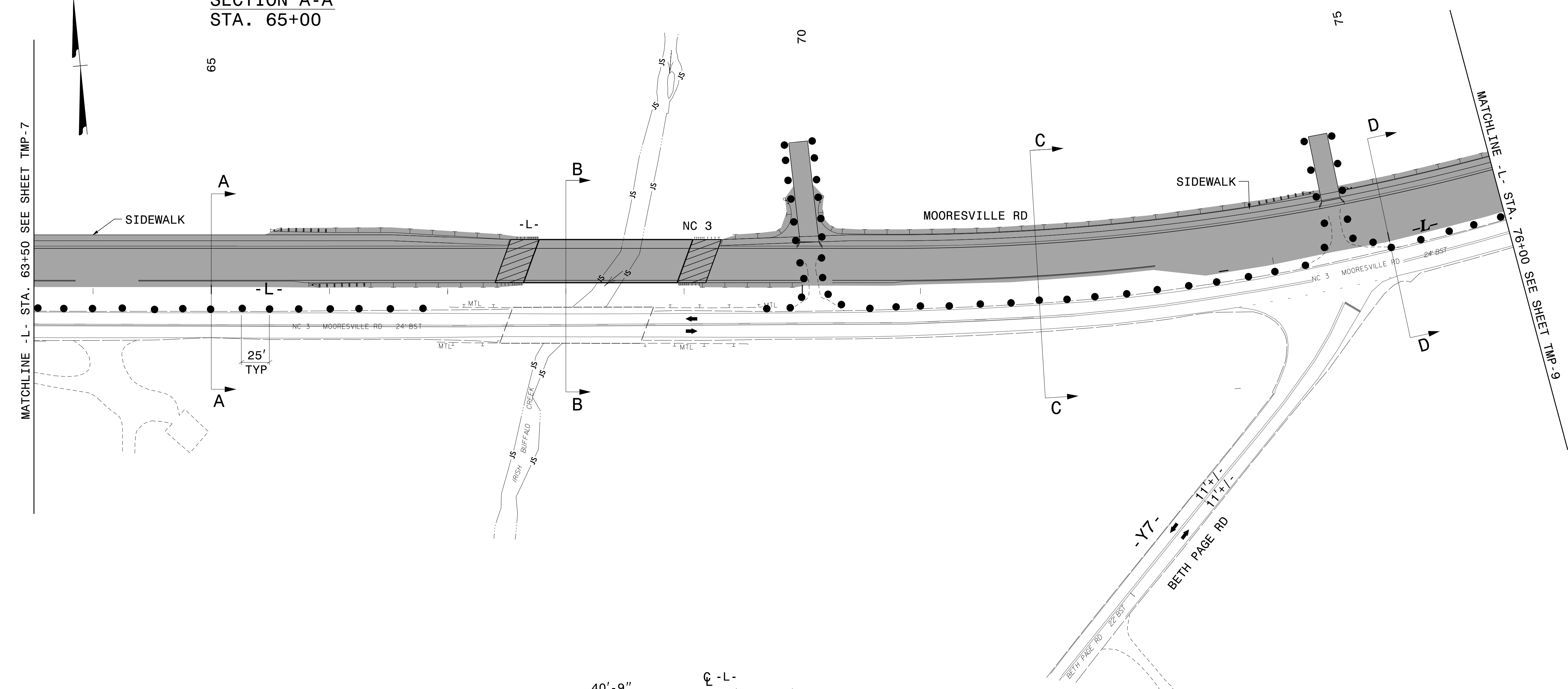
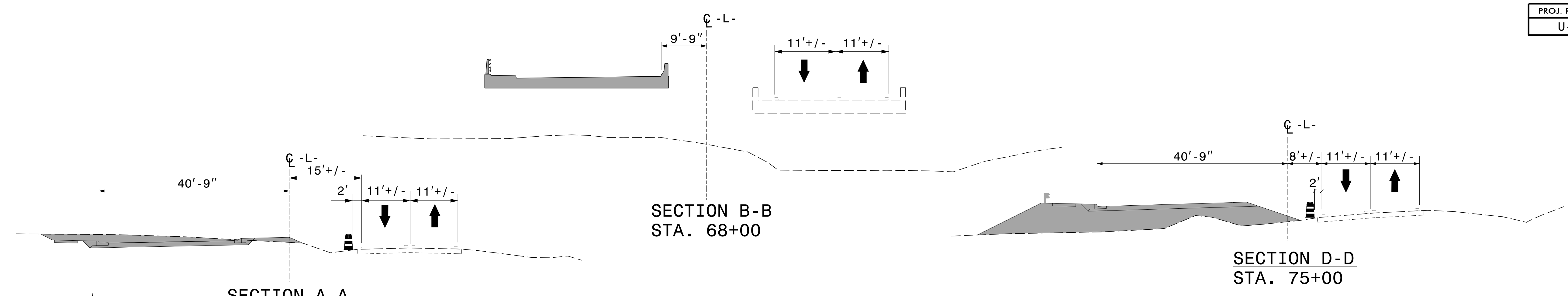
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User:rmgarratt

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DATE: 8/19/2016

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PHASE I DETAILS



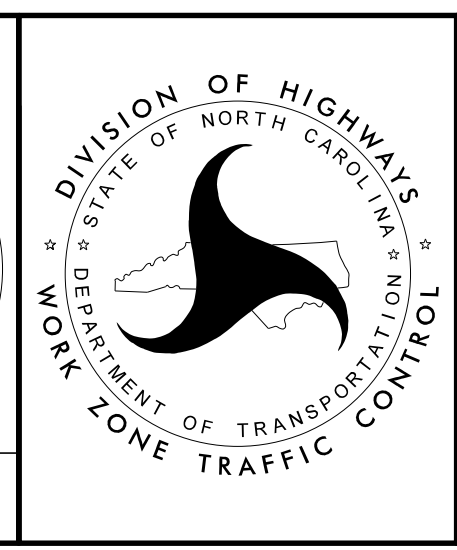
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APPROVED: *Stew Kite*
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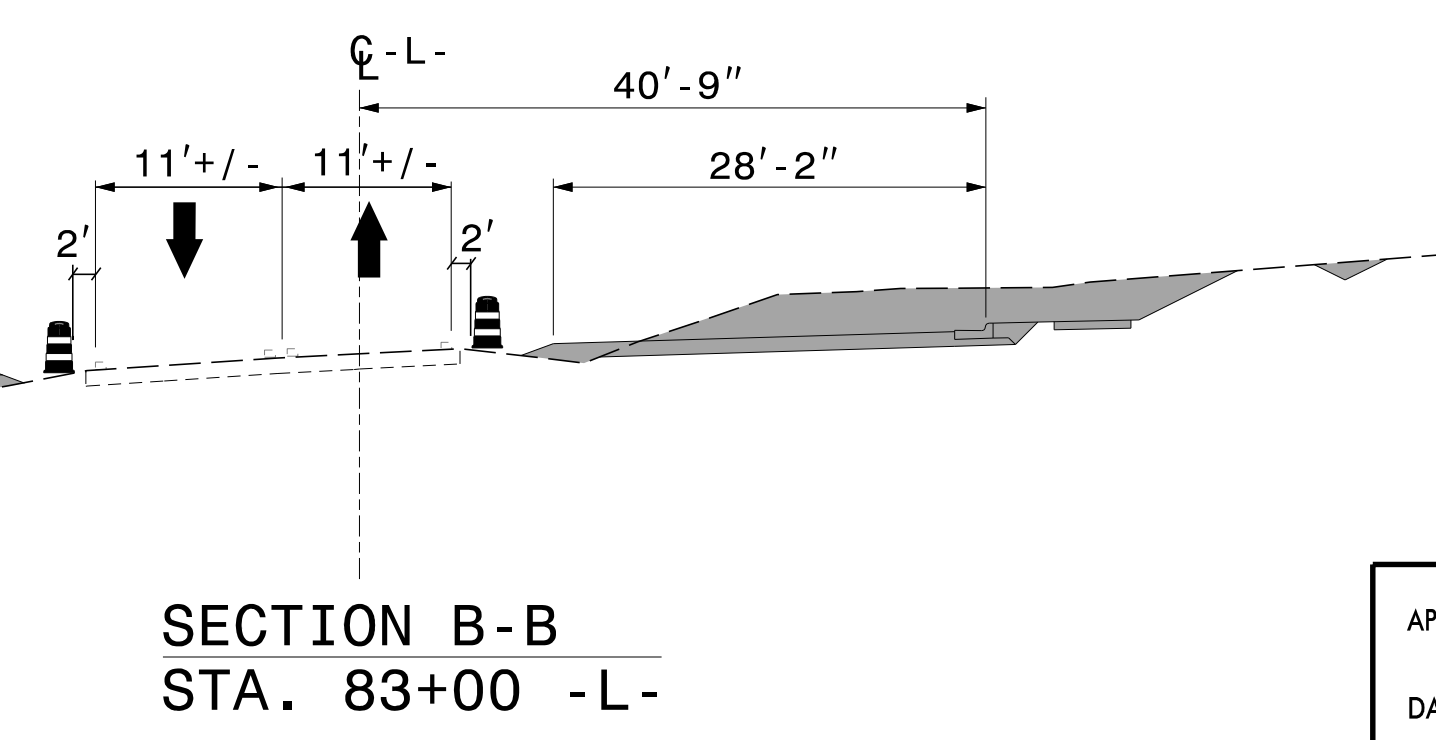
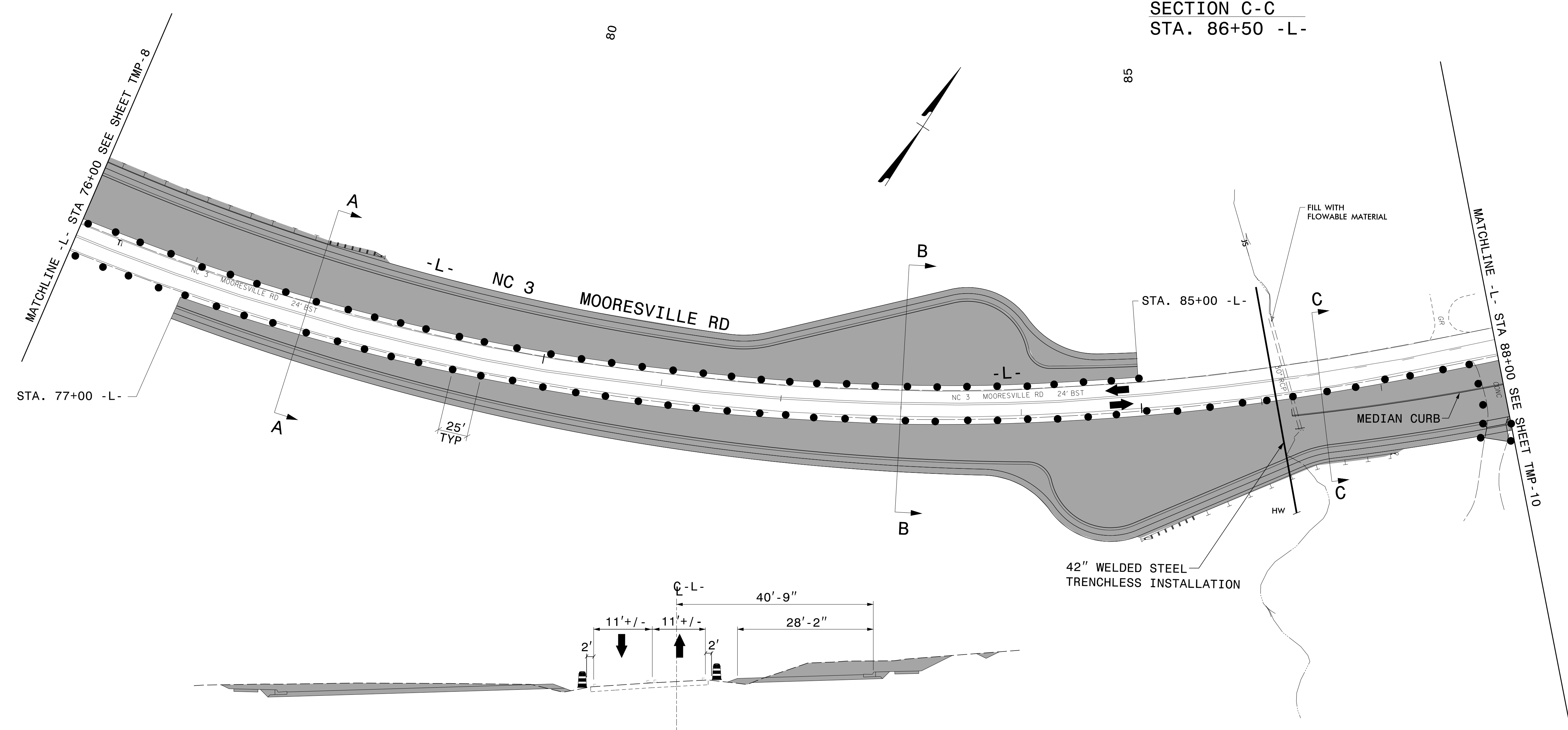
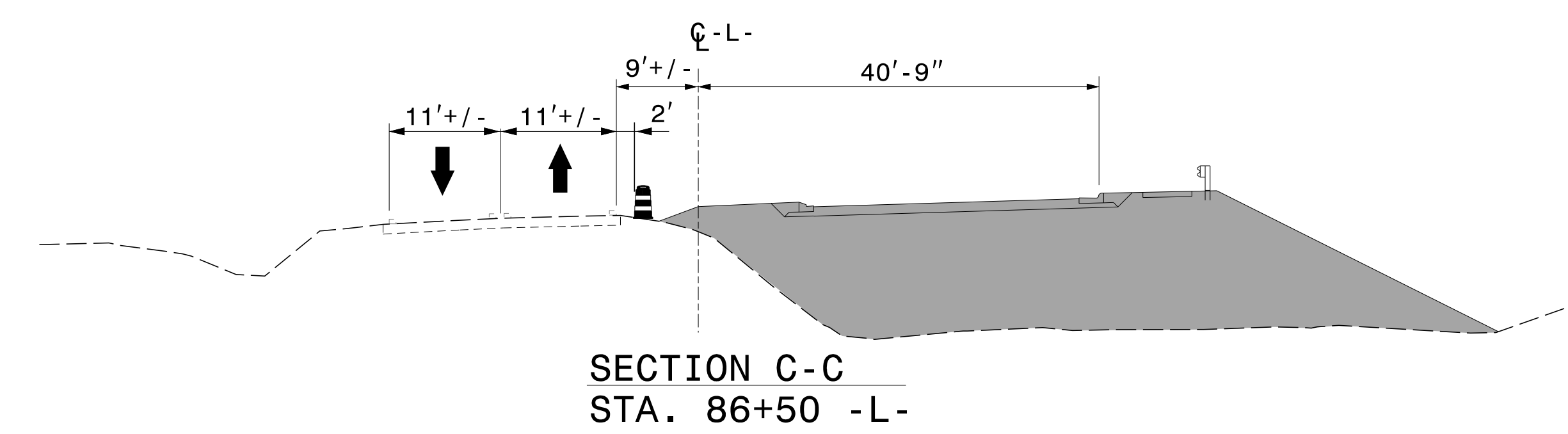
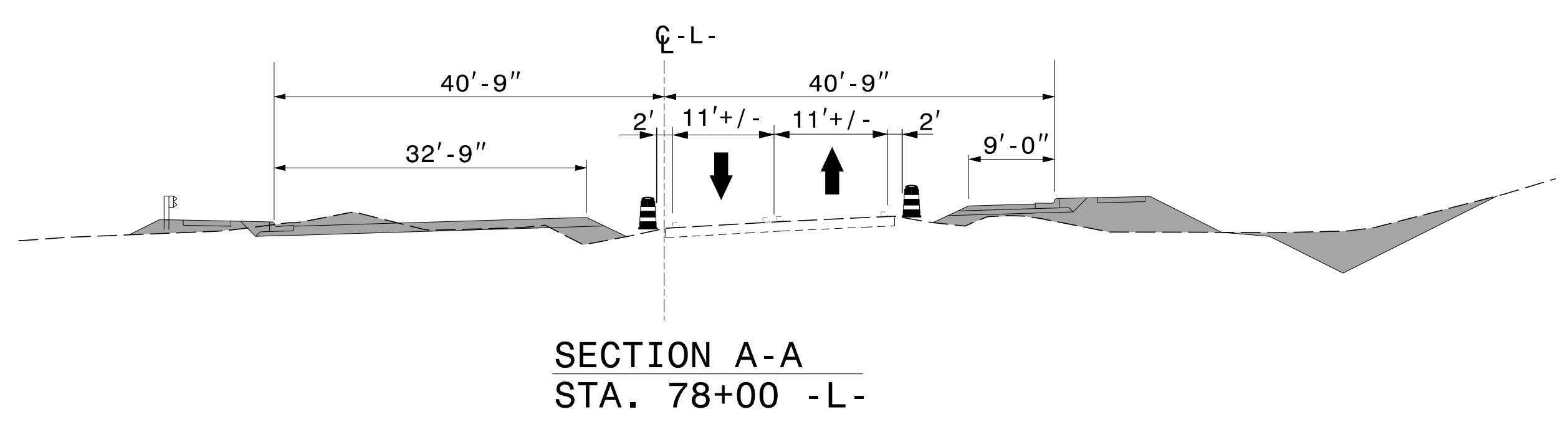
DATE: 8/19/2016

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PHASE I DETAILS

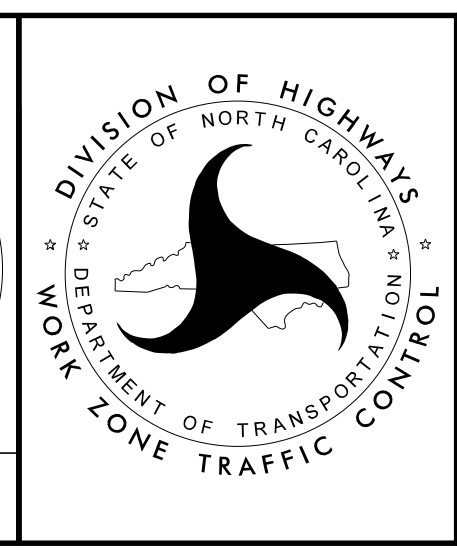


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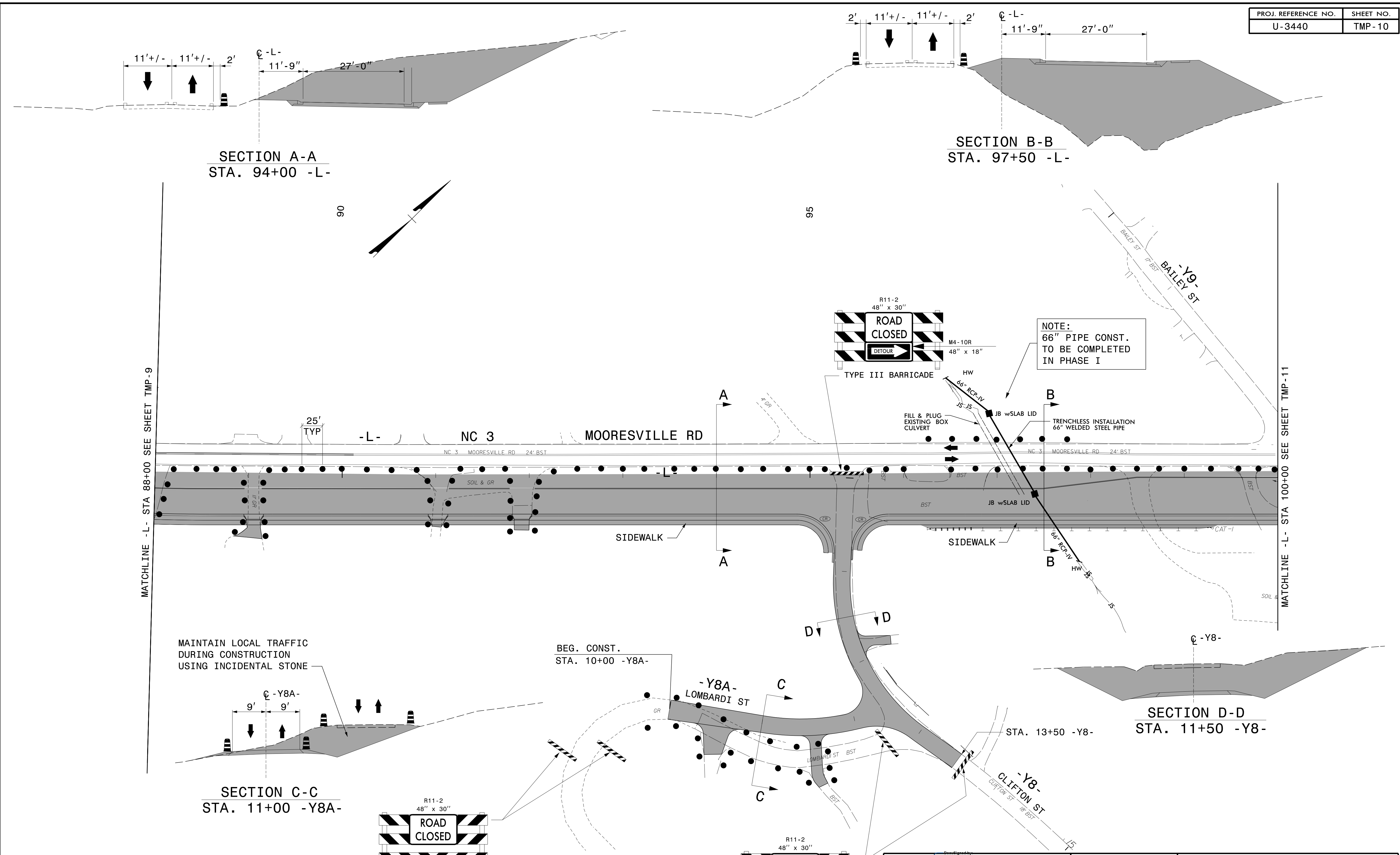
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DATE: 8/19/2016

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PHASE I DETAILS



MATCHLINE -L- STA 88+00 SEE SHEET TMP-9

MATCHLINE -L- STA 100+00 SEE SHEET TMP-11

NOTE:
66" PIPE CONST.
TO BE COMPLETED
IN PHASE I

MAINTAIN LOCAL TRAFFIC
DURING CONSTRUCTION
USING INCIDENTAL STONE

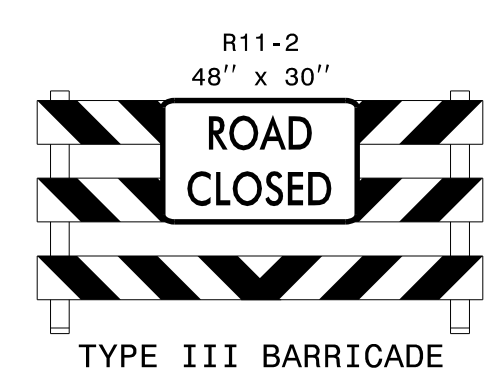
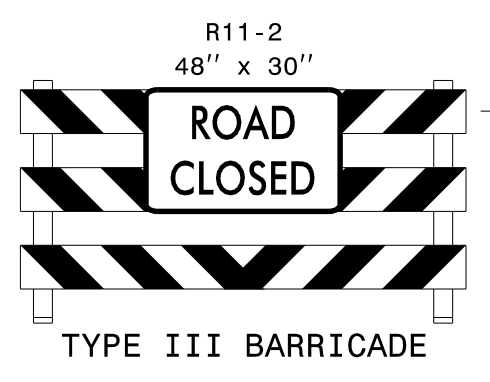
BEG. CONST.
STA. 10+00 -Y8A-

SECTION C-C
STA. 11+00 -Y8A-

SECTION B-B
STA. 97+50 -L-

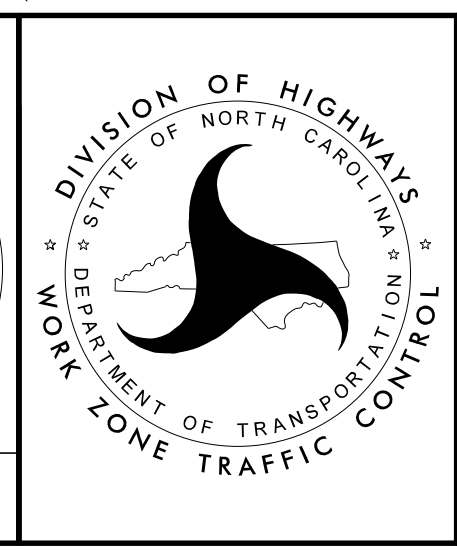
SECTION A-A
STA. 94+00 -L-

SECTION D-D
STA. 11+50 -Y8-

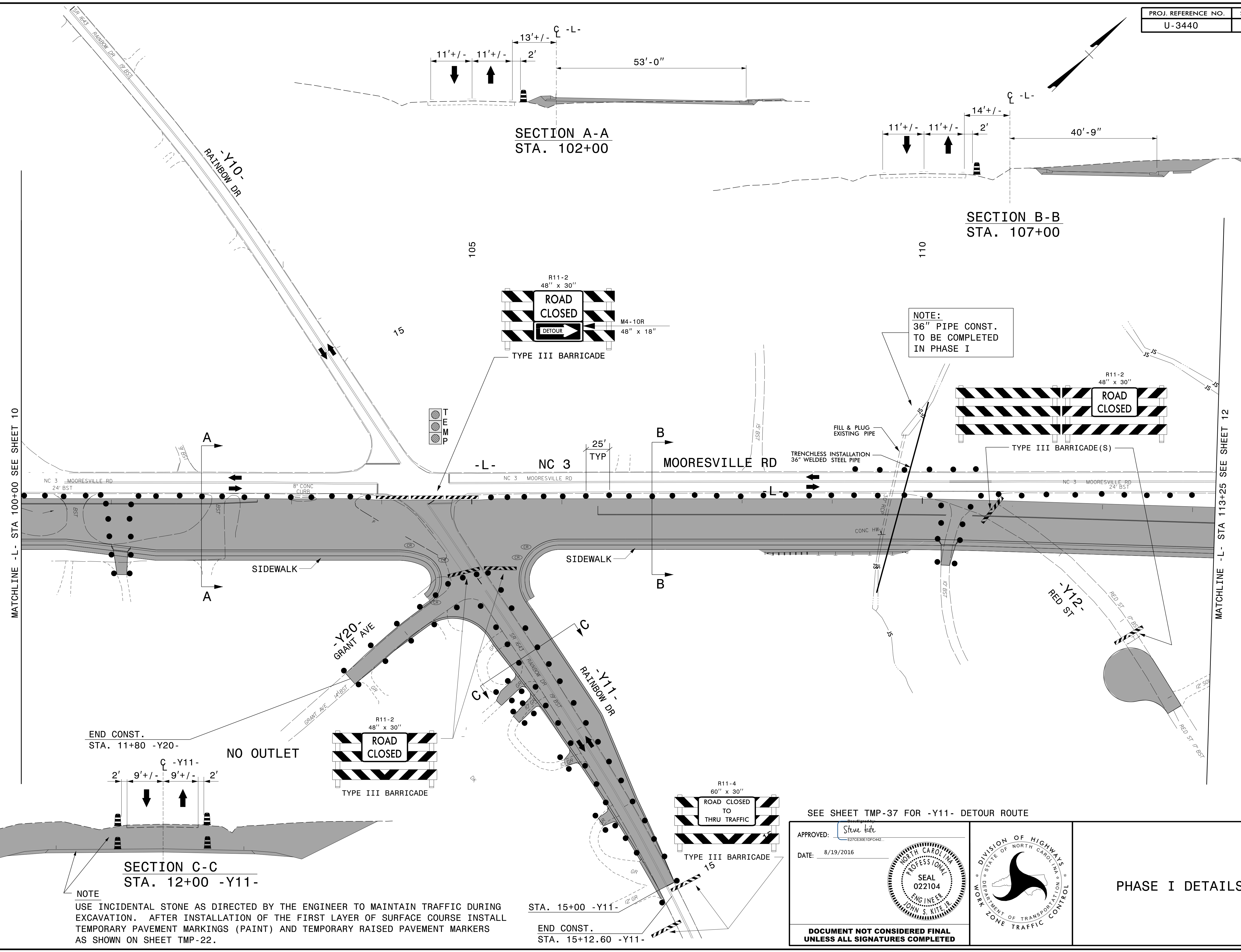


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DATE: 8/19/2016

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PHASE I DETAILS



NOTE:
36" PIPE CONST.
TO BE COMPLETED
IN PHASE I

END CONST.
STA. 11+80 -Y20-

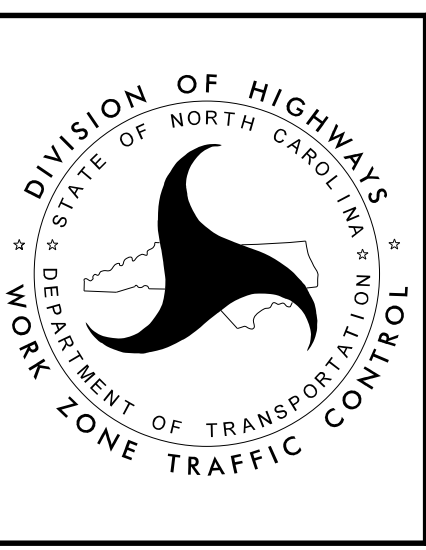
NOTE
USE INCIDENTAL STONE AS DIRECTED BY THE ENGINEER TO MAINTAIN TRAFFIC DURING EXCAVATION. AFTER INSTALLATION OF THE FIRST LAYER OF SURFACE COURSE INSTALL TEMPORARY PAVEMENT MARKINGS (PAINT) AND TEMPORARY RAISED PAVEMENT MARKERS AS SHOWN ON SHEET TMP-22.

SEE SHEET TMP-37 FOR -Y11- DETOUR ROUTE

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DATE: 8/19/2016

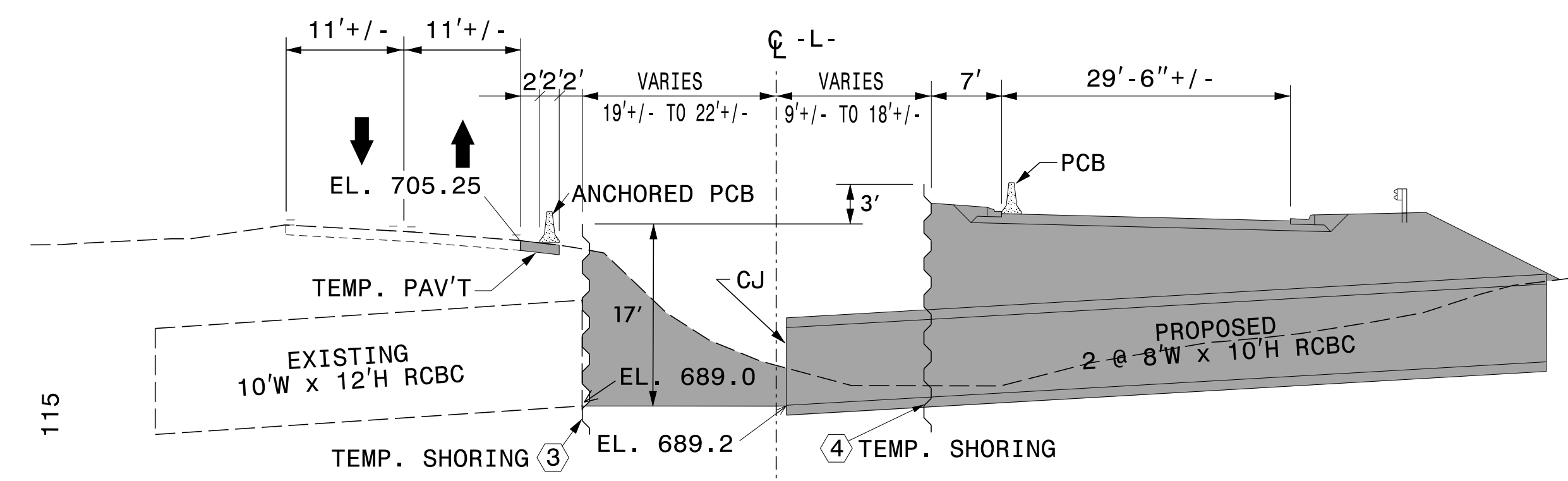
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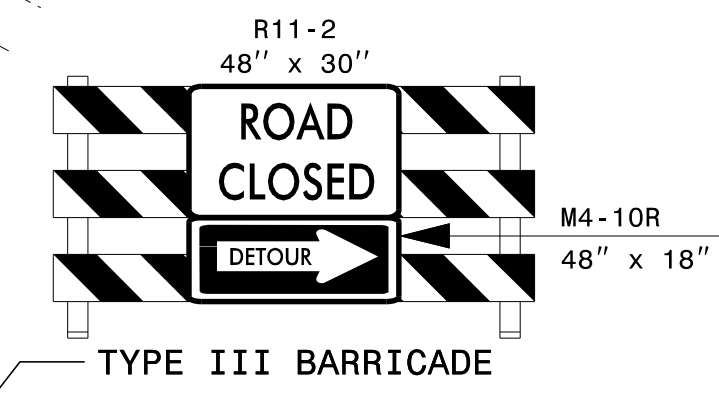


PHASE I DETAILS

8/17/2016 P:\TIP\Projects-U\3440\TrafficControl\TCP\tmp-11-phase1.dgn User:mgarratt



SECTION A-A
STA. 117+50 -L-



③ QUANTITY = 1316 SQ FT
TEMPORARY SHORING
FROM STA. 116+59 -L-, 22' LT
TO STA. 117+65 -L-, 19' LT

STA. 115+75 -L-
BEG. TEMP. PVT
BEG PCB CRASH
CUSHION

STA. 119+25 -L-
END TEMP. PVT
END PCB CRASH
CUSHION

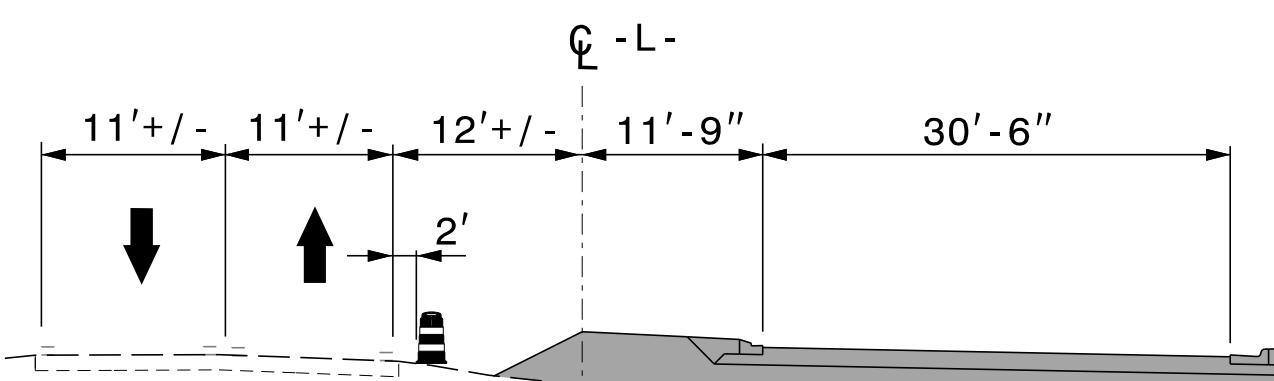
④ QUANTITY = 1973 SQ FT
TEMPORARY SHORING
FROM STA. 116+85 -L-, 9' RT
TO STA. 118+19 -L-, 18' RT

STA. 119+00 -L-
END PCB RIGHT

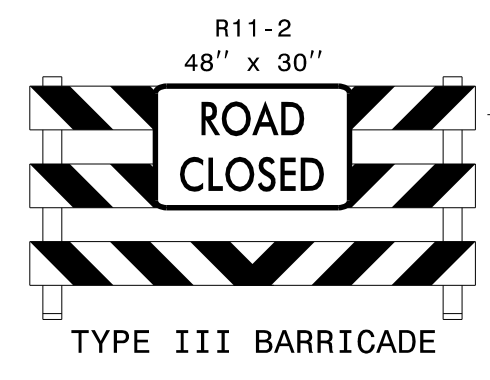
BEGIN PCB
STA. 116+00 -L-

MATCHLINE -L- STA 113+25 SEE SHEET 11

MATCHLINE -L- STA 126+50.00 SEE SHEET 13



SECTION B-B
STA. 125+00 -L-

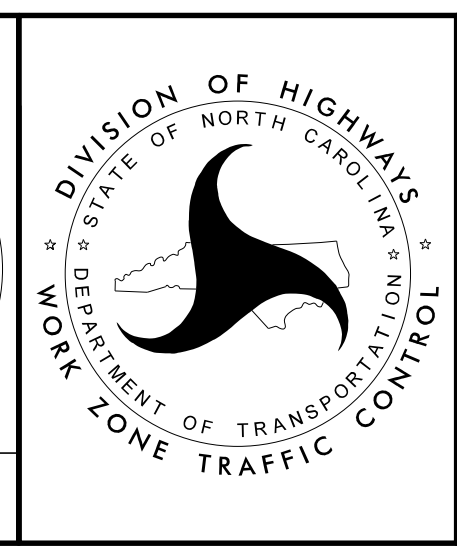


SEE SHEET TMP-37 FOR -Y15- DETOUR ROUTE.

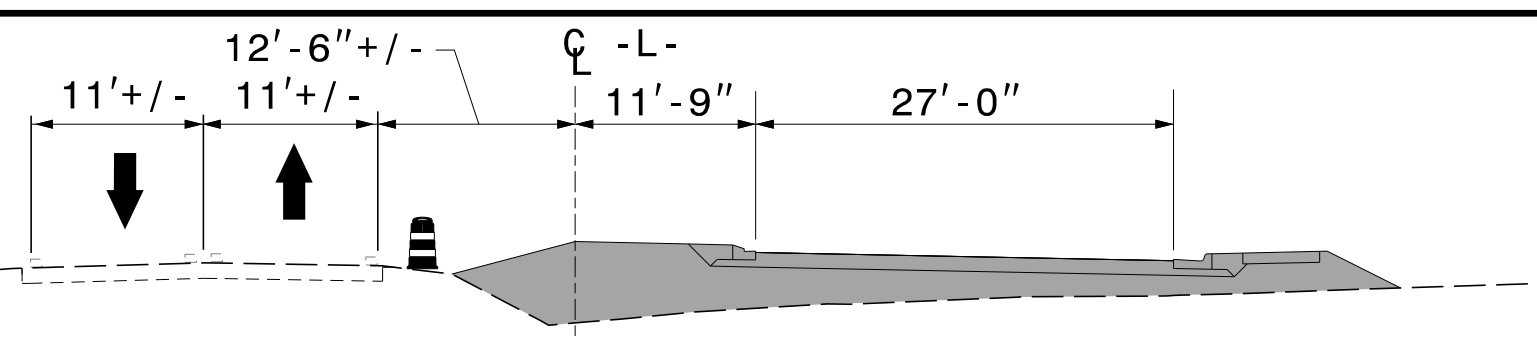
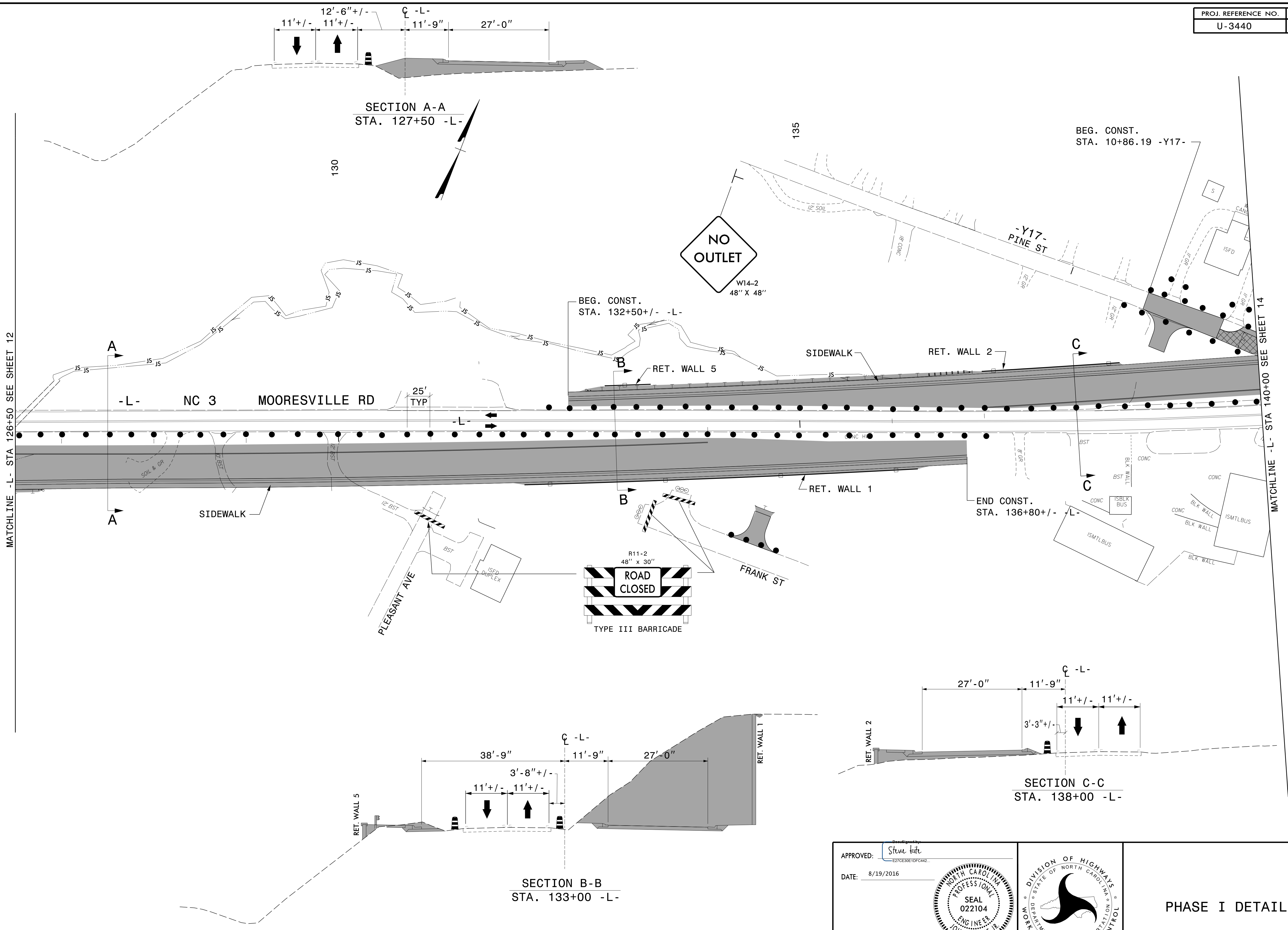
APPROVED: *Stew Kite*
DATE: 8/19/2016

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PHASE I DETAILS

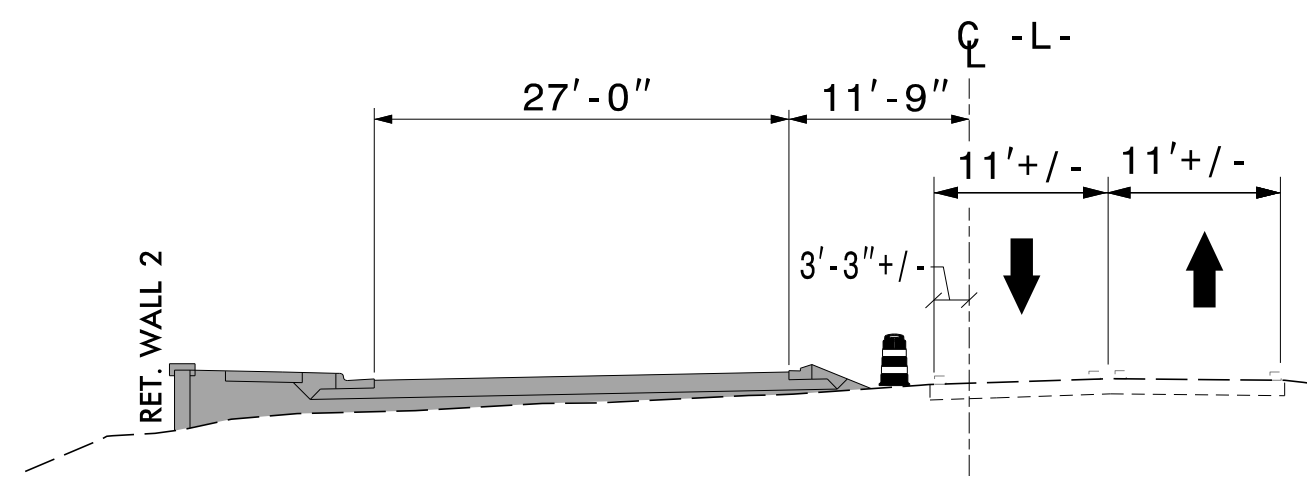


SECTION A-A
STA. 127+50 -L-

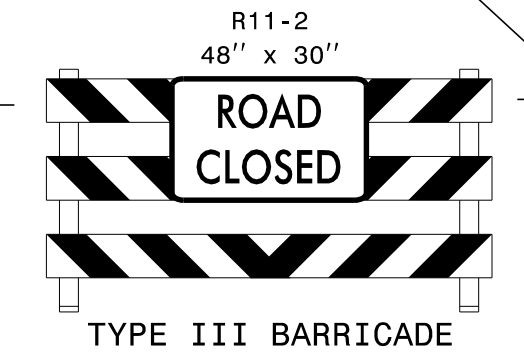
BEG. CONST.
STA. 132+50 +/- -L-

END CONST.
STA. 136+80 +/- -L-

SECTION B-B
STA. 133+00 -L-



SECTION C-C
STA. 138+00 -L-

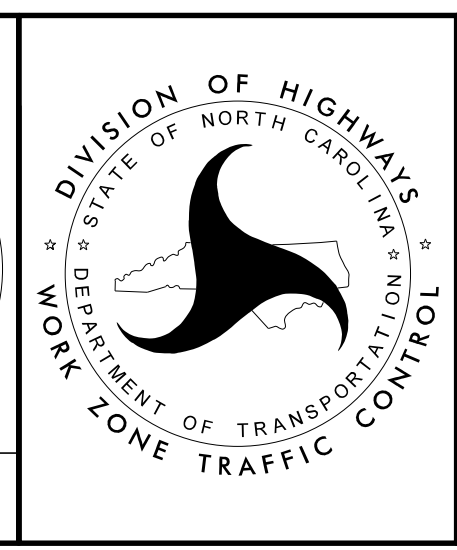


8/17/2016
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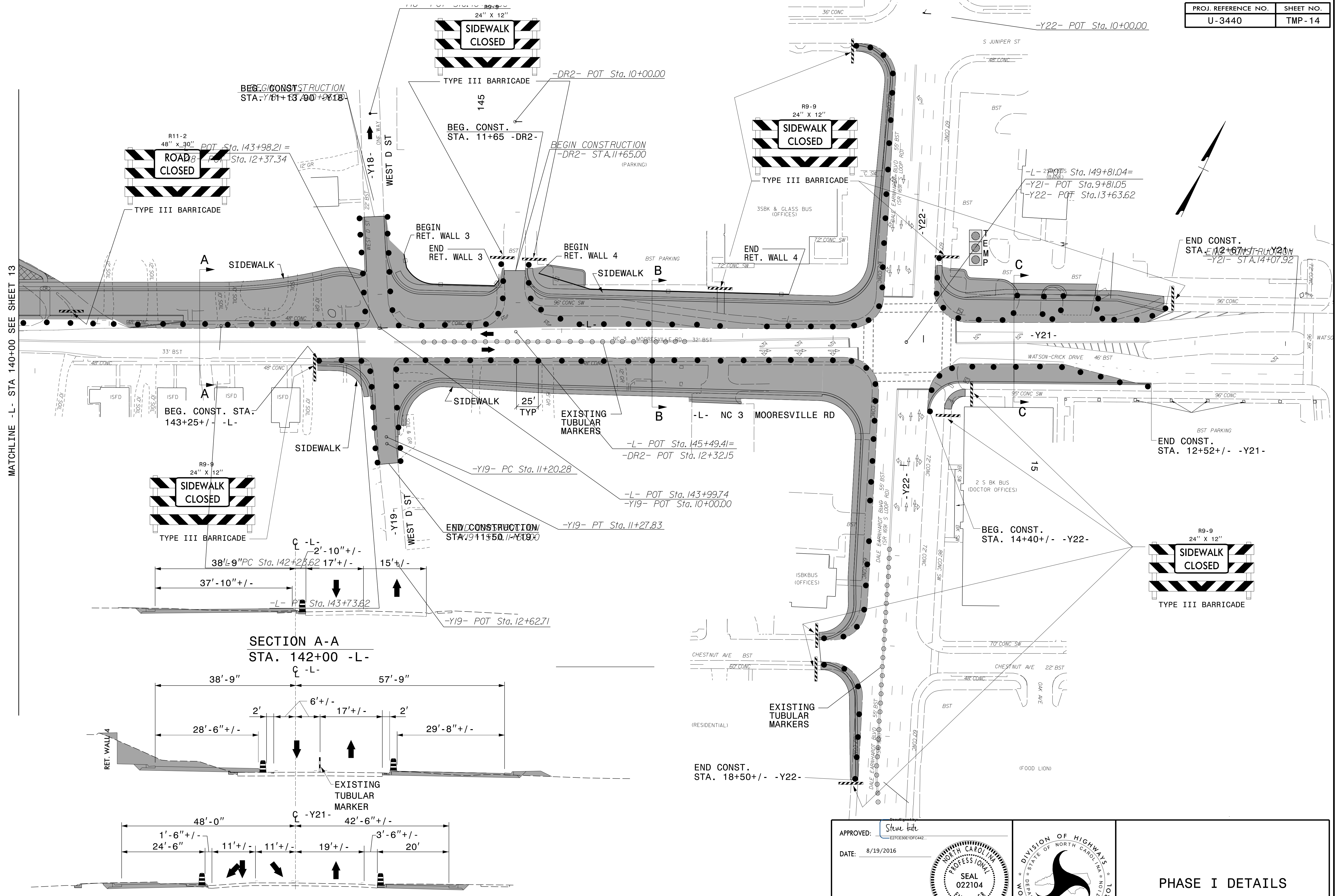
APPROVED: *Steve Kite*
E27CE30E10FC442...

DATE: 8/19/2016

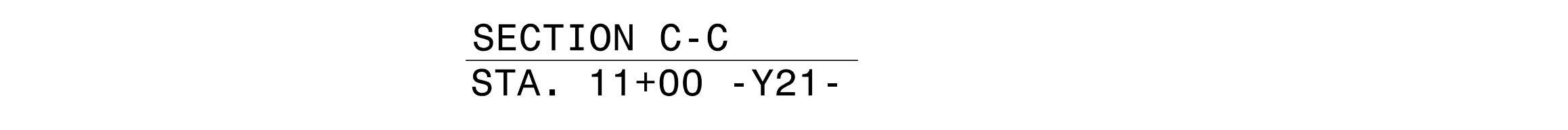
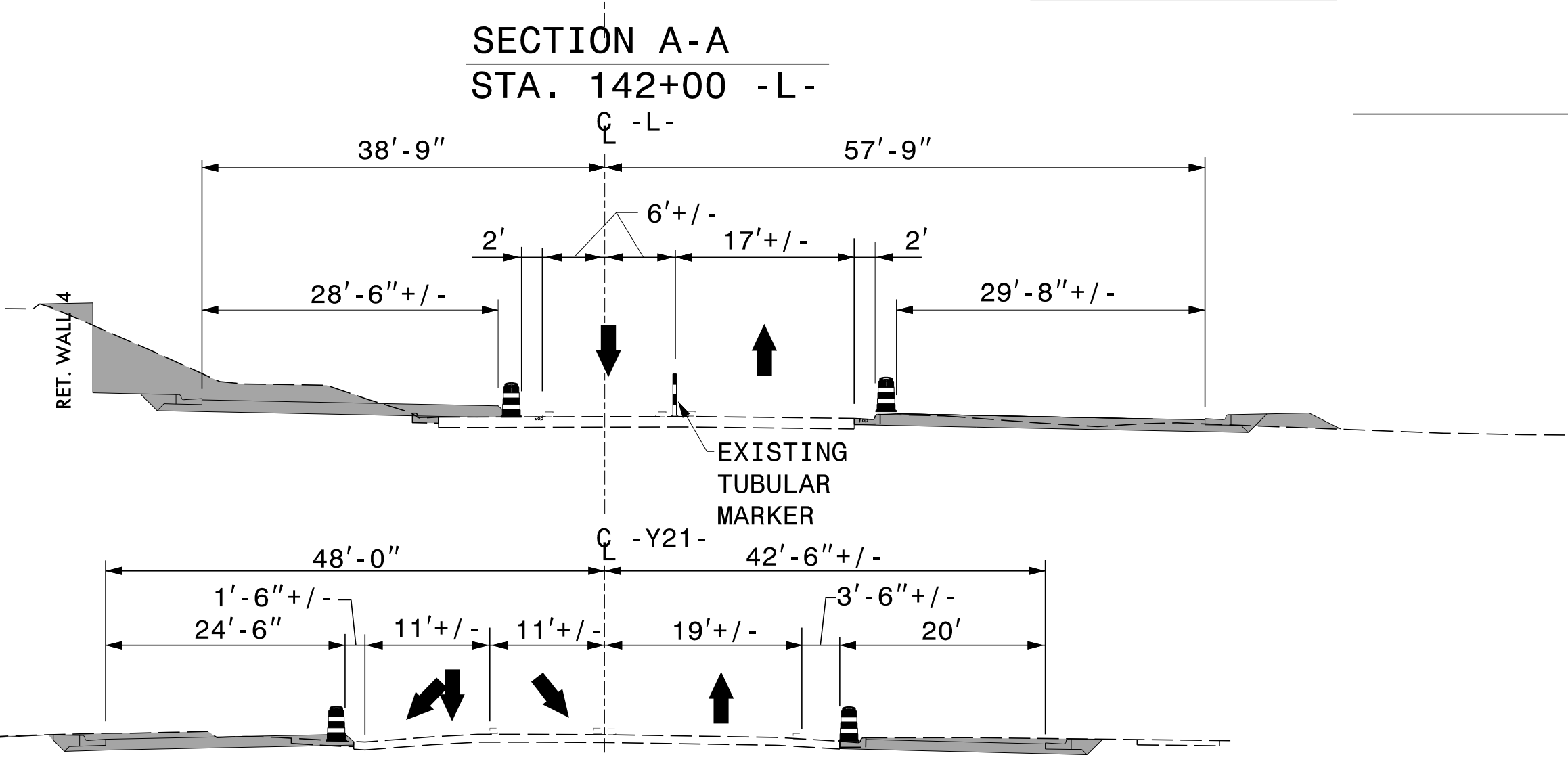
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PHASE I DETAILS



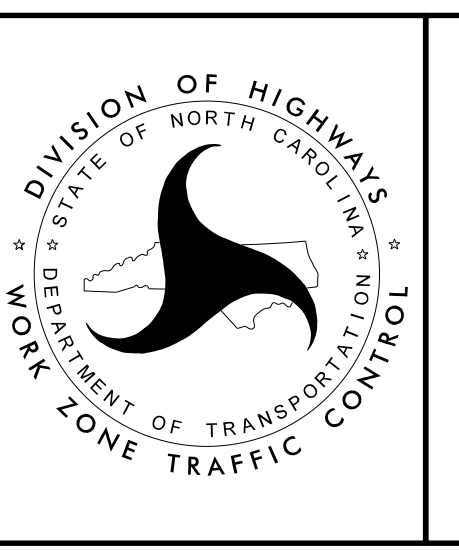
MATCHLINE -L- STA 140+00 SEE SHEET 13



APPROVED: *Stuart Kite*
 DATE: 8/19/2016

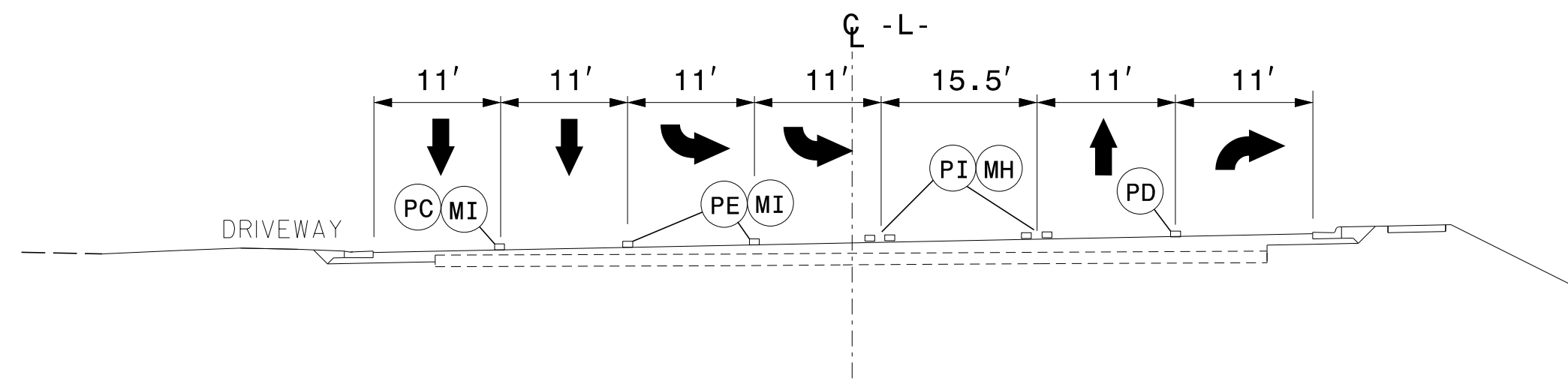
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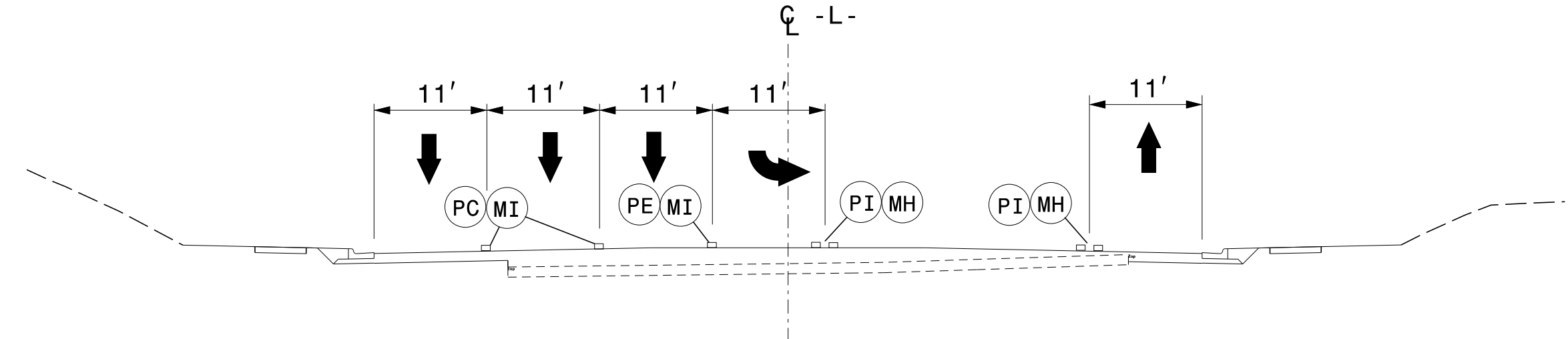


PHASE I DETAILS

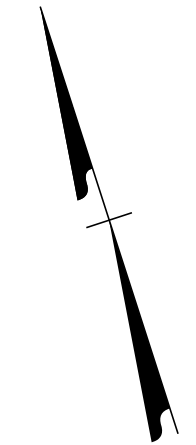
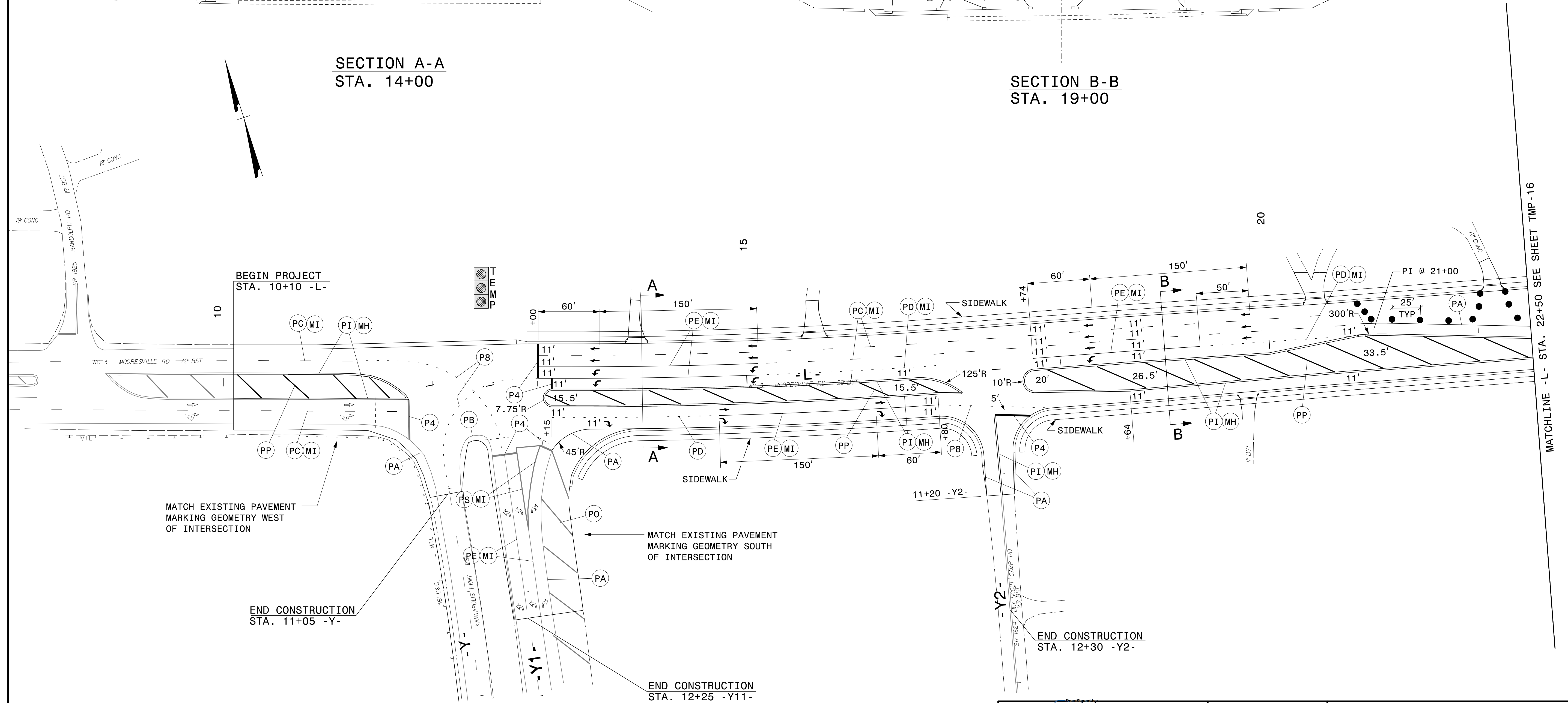
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SECTION A-A
STA. 14+00



SECTION B-B
STA. 19+00

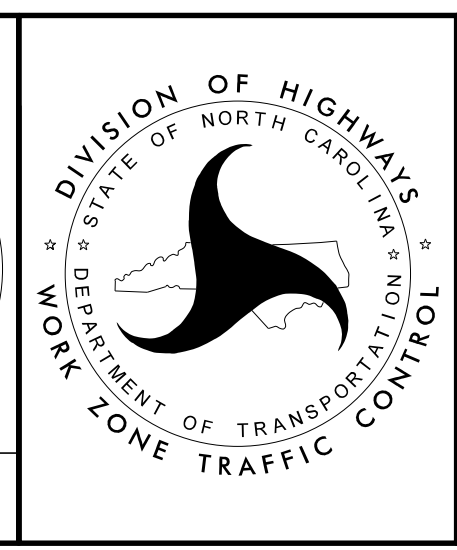


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 User:rmgarratt

APPROVED: *Stew Kite*
E27CE30E10FC442...

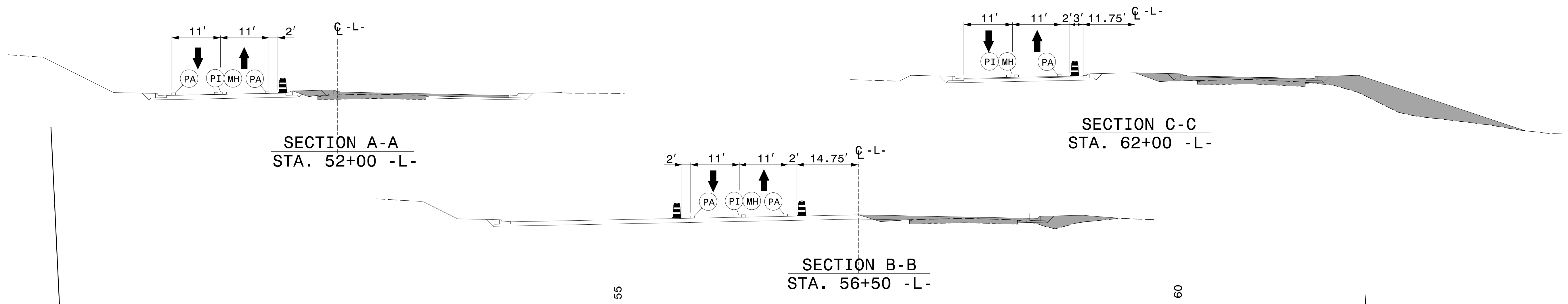
DATE: 8/19/2016

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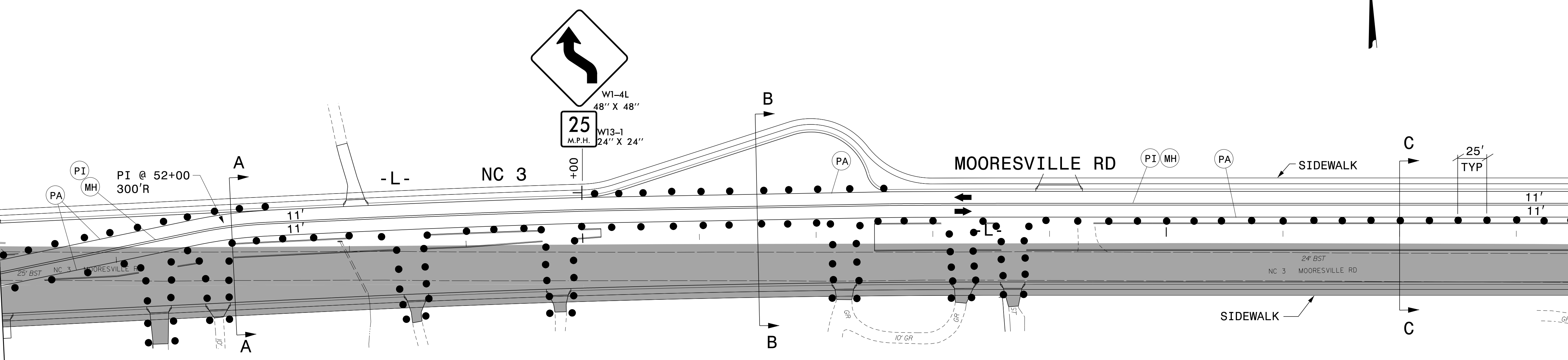
PHASE II DETAILS

MATCHLINE -L- STA. 22+50 SEE SHEET TMP-16



MATCHLINE -L- STA. 50+00 SEE SHEET TMP-17

MATCHLINE -L- STA. 63+50 SEE SHEET TMP-19

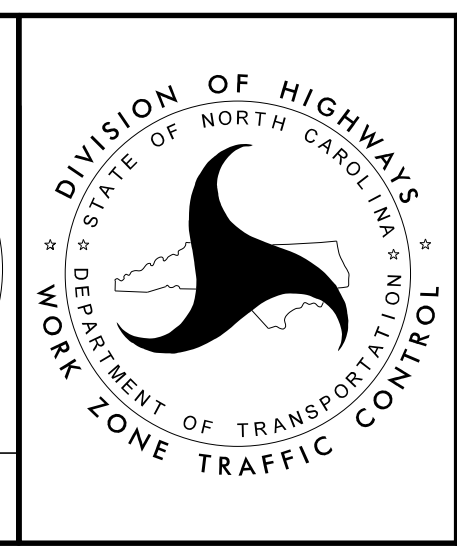


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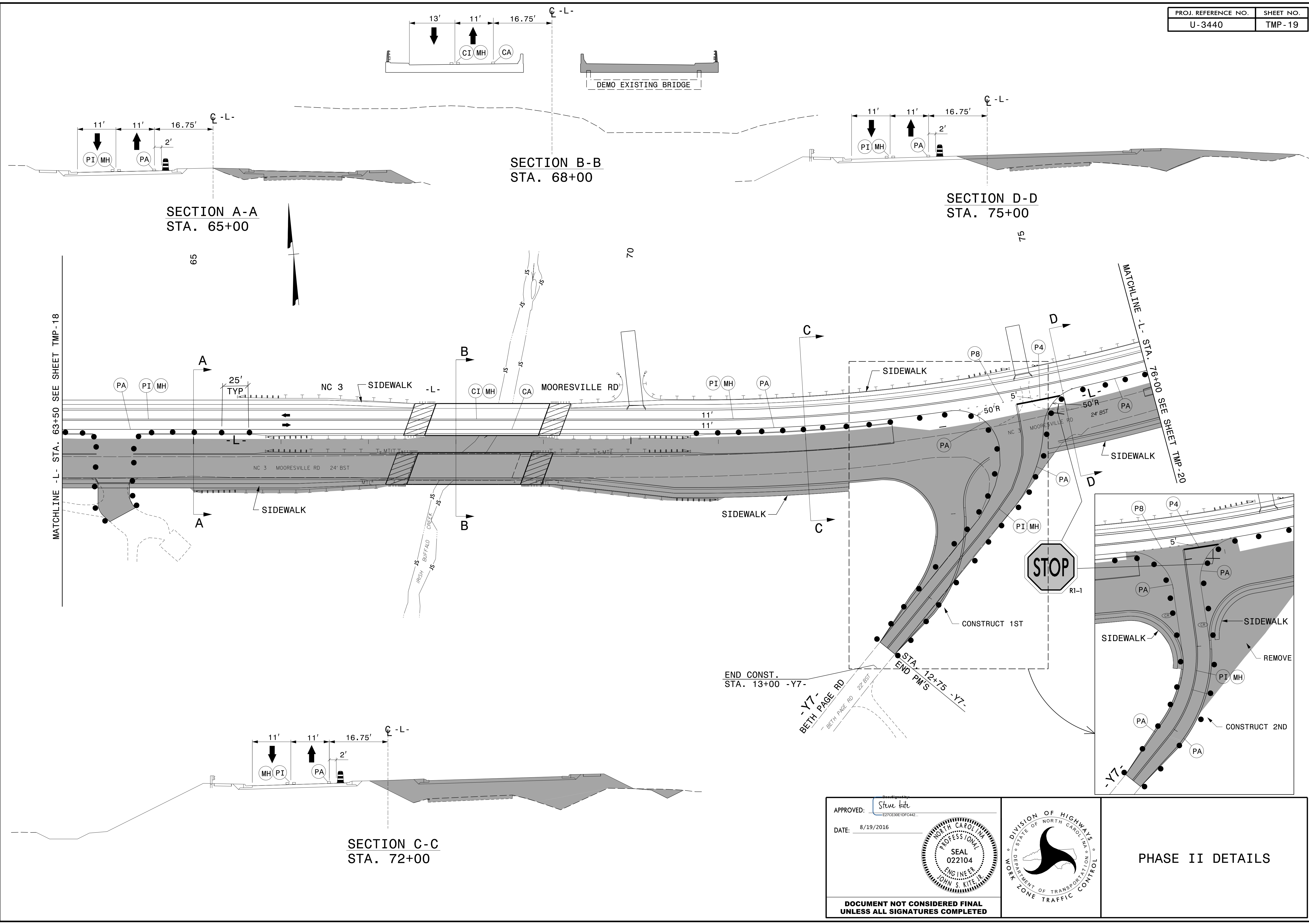
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DATE: 8/19/2016

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PHASE II DETAILS

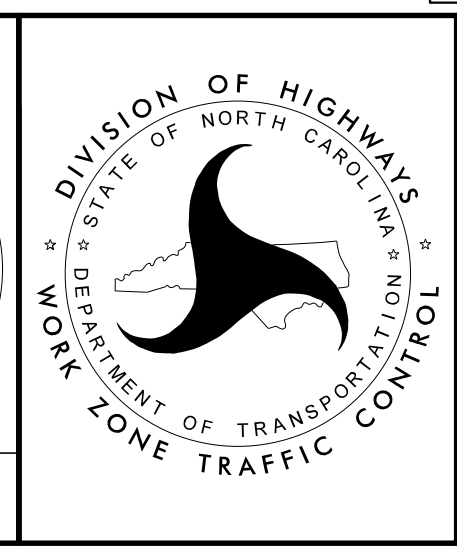


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 User:rmgarratt

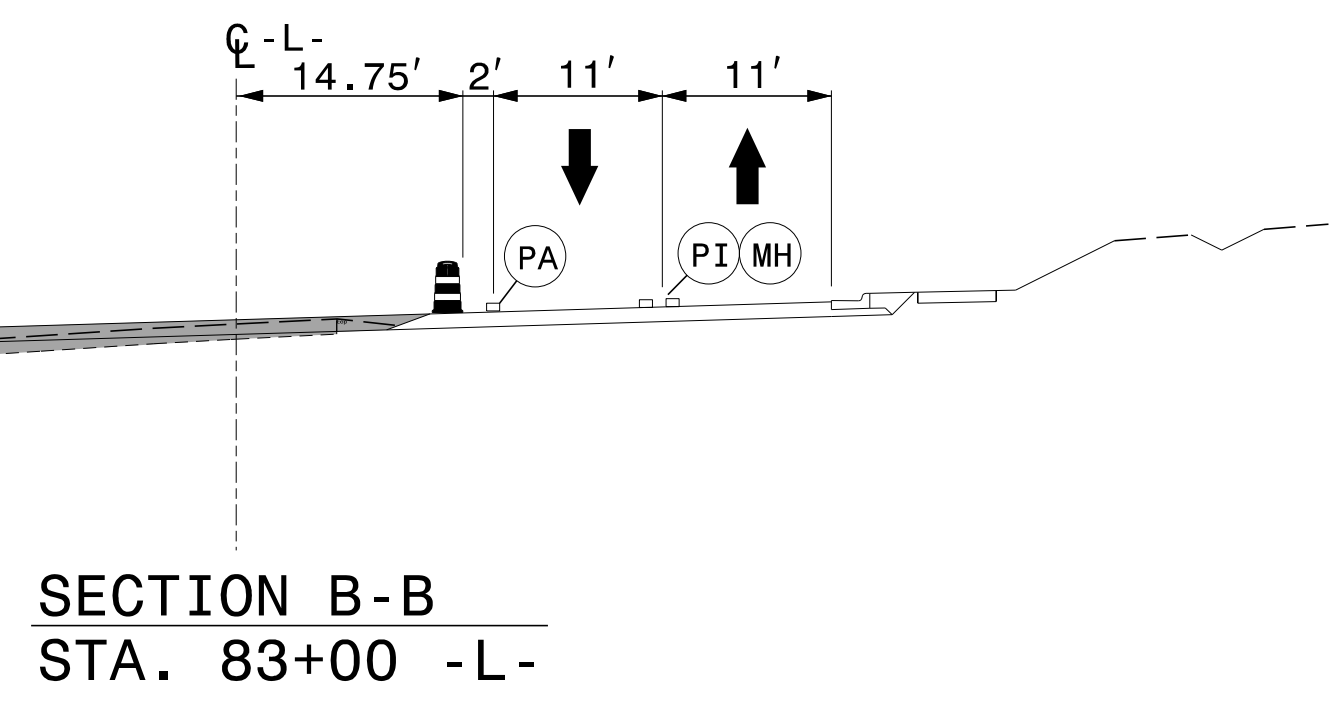
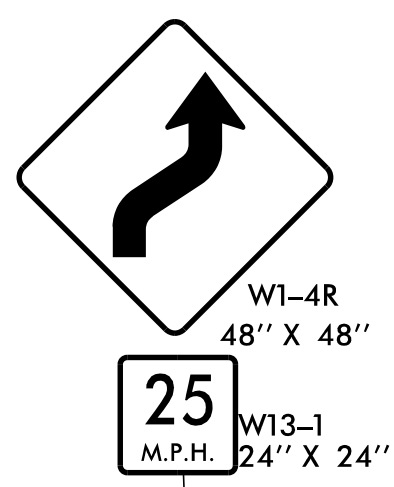
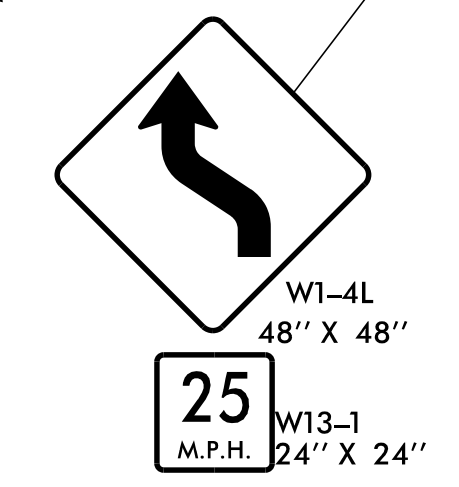
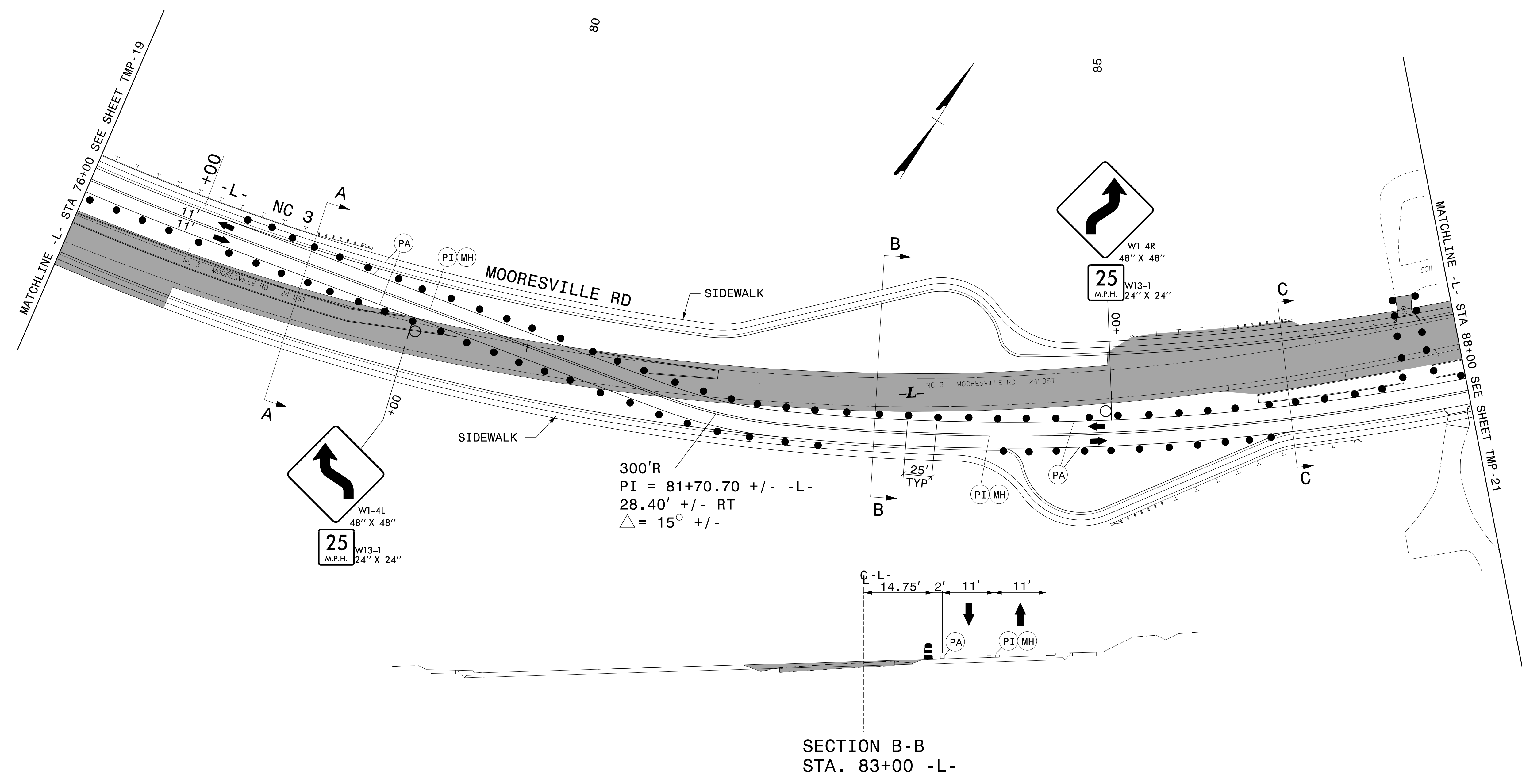
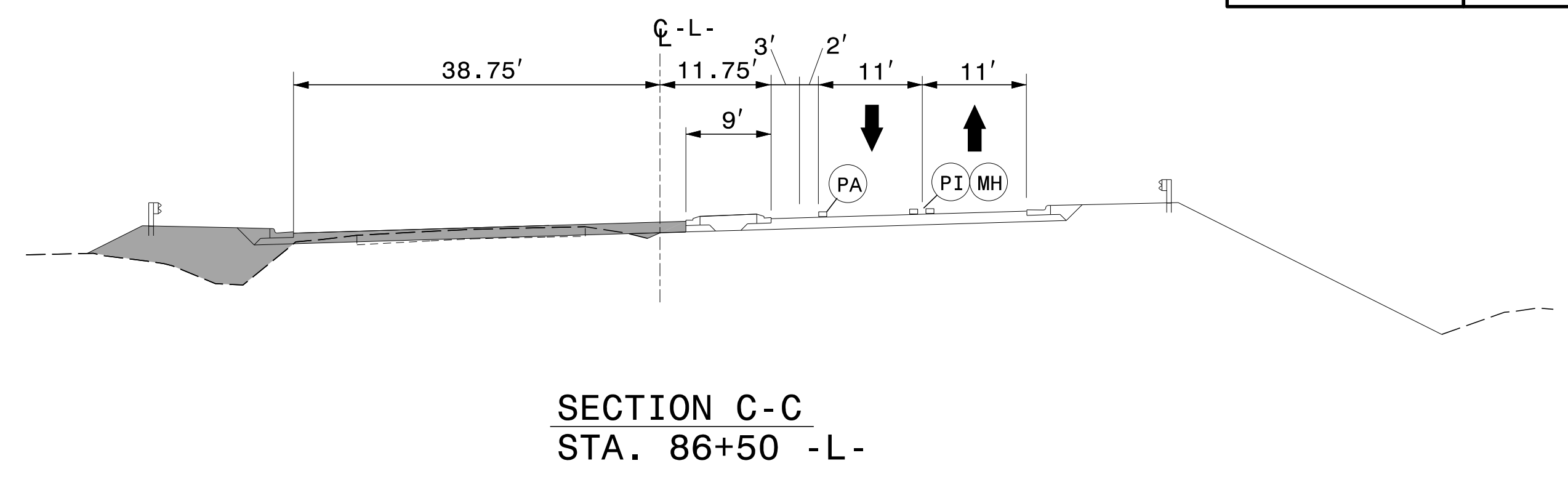
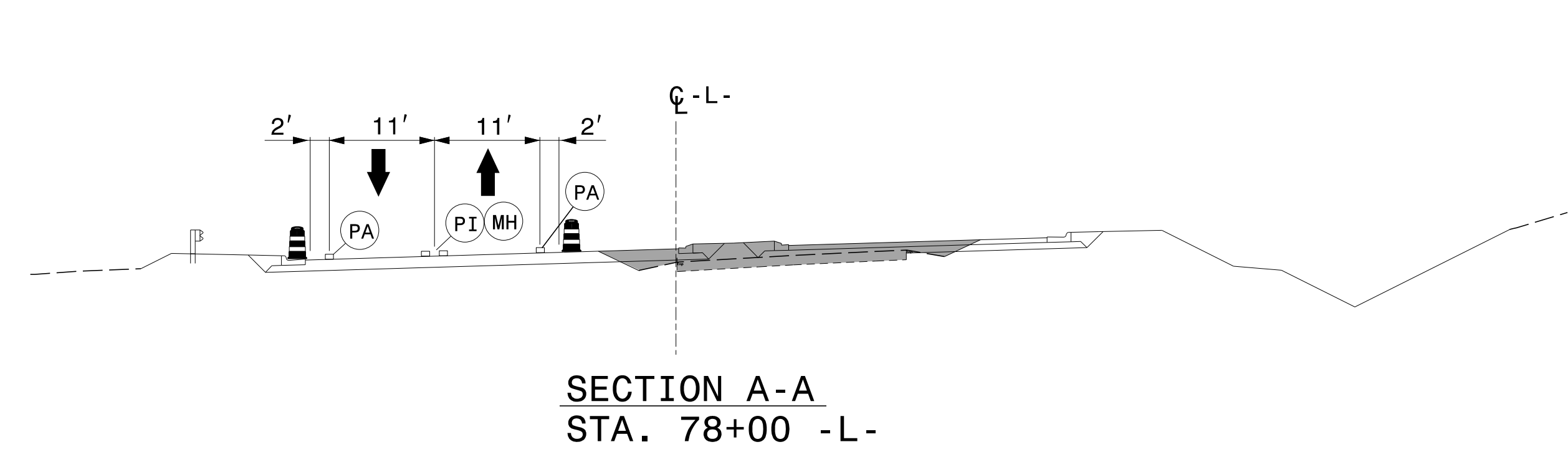
APPROVED: *Stew Kite*
E27C83E10FC442

DATE: 8/19/2016

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UNLESS ALL SIGNATURES COMPLETED**



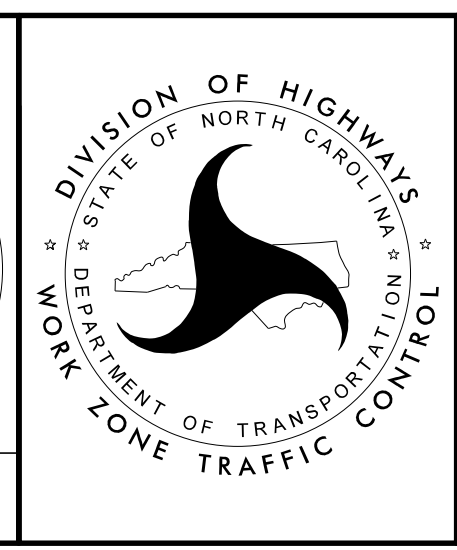
PHASE II DETAILS



8/17/2016
 P:\TIP\Projects-U\3440\TrafficControl\TCP\tmp-9-phase2.dgn
 User:rmgarratt

APPROVED: *Stew Kite*
E27CE30E10FC442...
 DATE: 8/19/2016

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



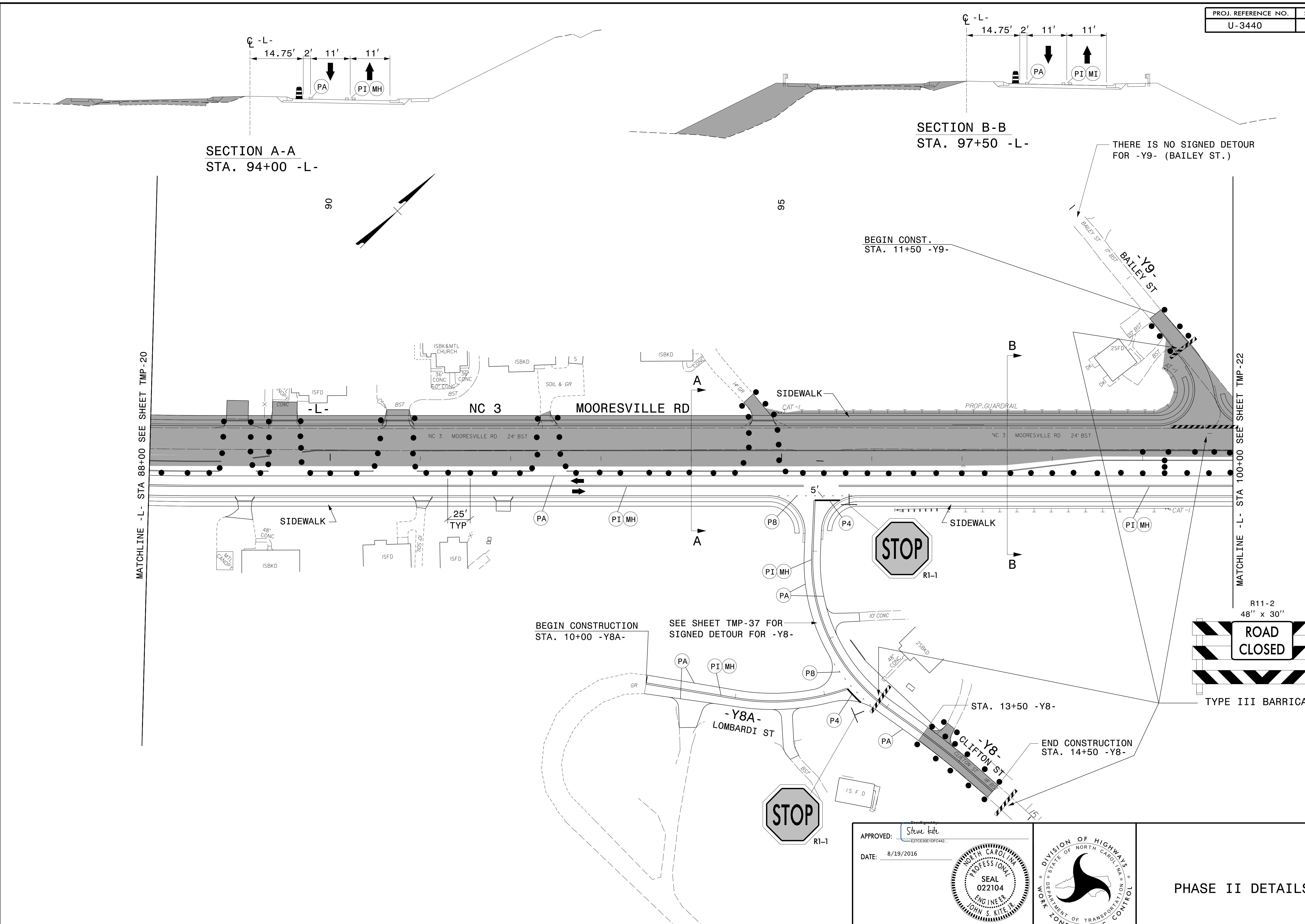
PHASE II DETAILS

SECTION A-A
STA. 94+00 -L-

SECTION B-B
STA. 97+50 -L-

MATCHLINE -L- STA 88+00 SEE SHEET TMP-20

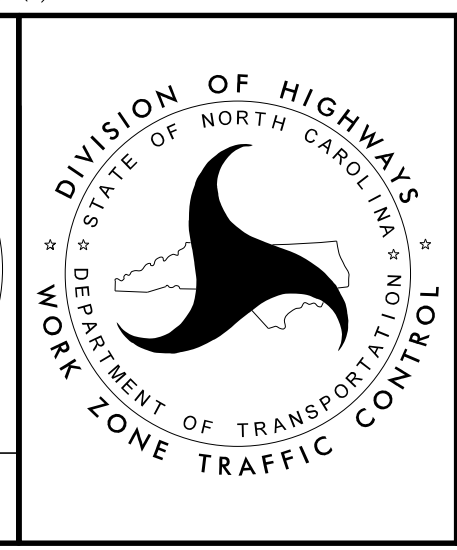
MATCHLINE -L- STA 100+00 SEE SHEET TMP-22



APPROVED: *Stew Kite*
DATE: 8/19/2016

SEAL
022104
ENGINEER
JOHN S. KITE, INC.

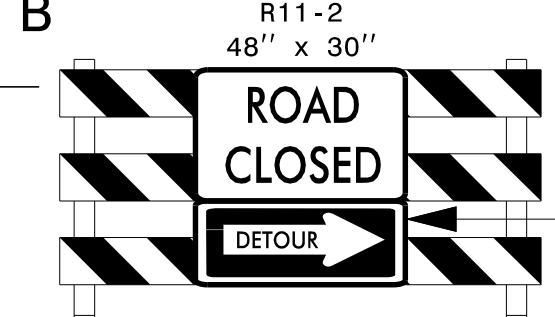
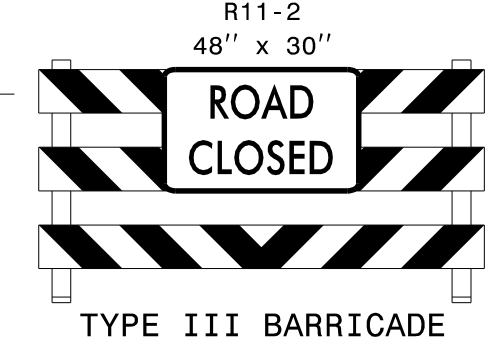
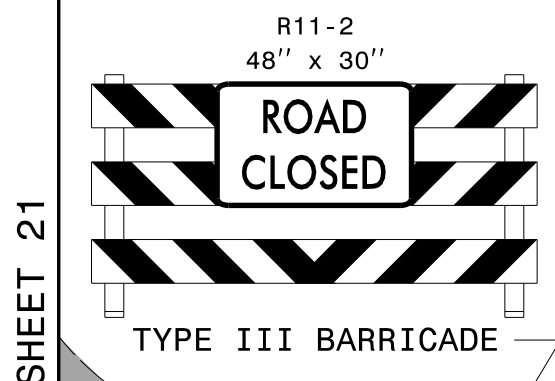
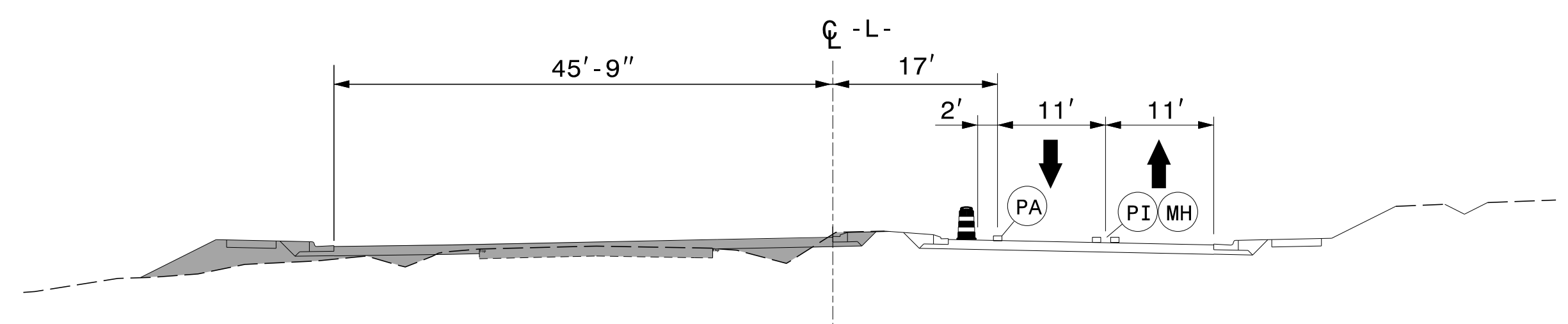
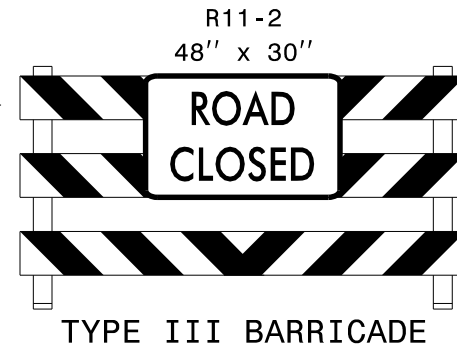
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



PHASE II DETAILS

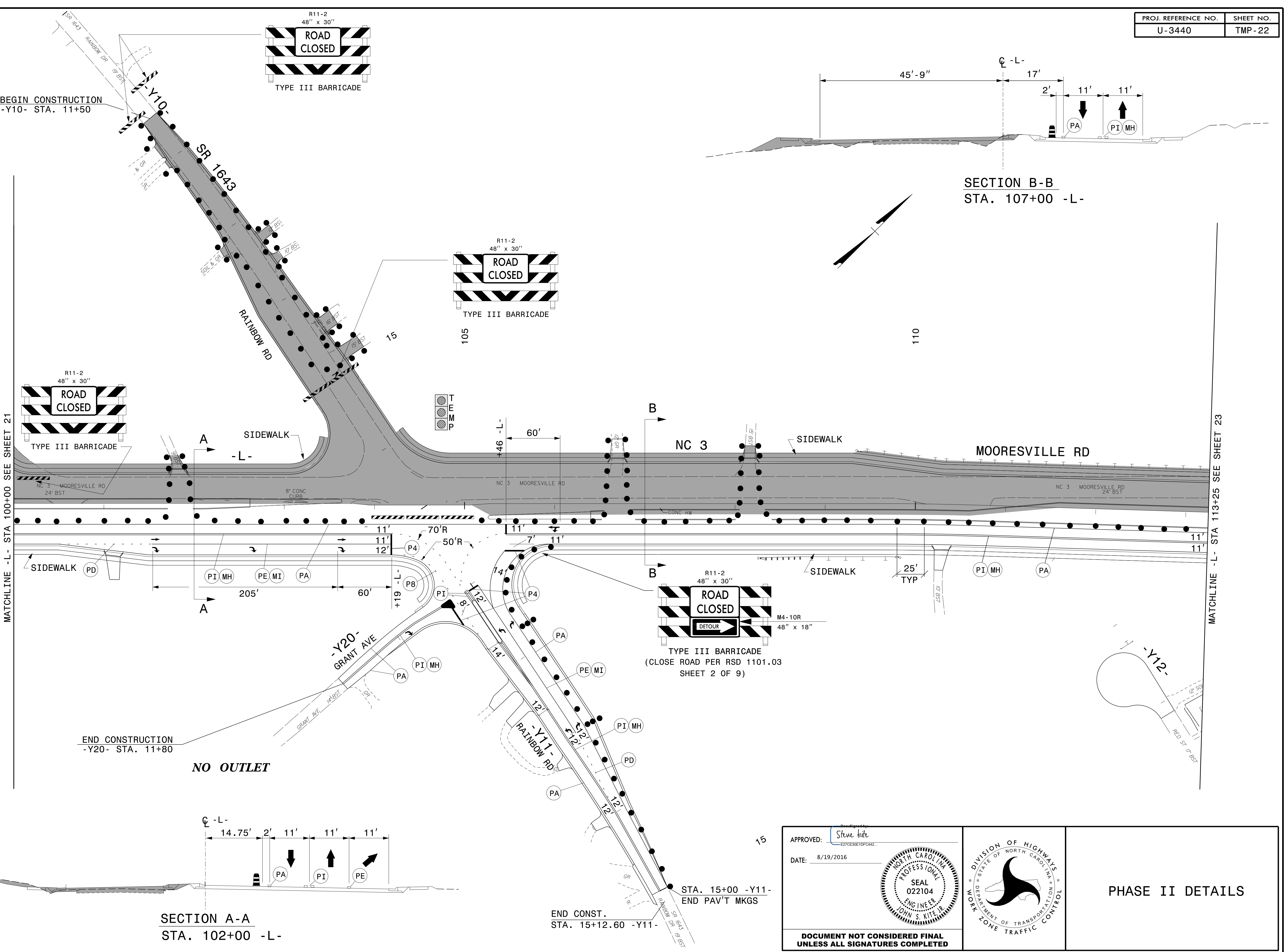
8/17/2016
P:\TIP\Projects-U\3440\TrafficControl\TCP\tmp-10-phase2.dgn
User:rmgarratt

BEGIN CONSTRUCTION
-Y10- STA. 11+50

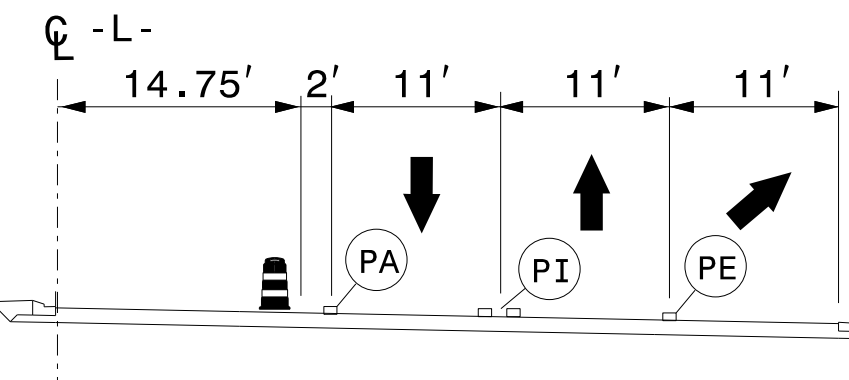


MATCHLINE -L- STA 100+00 SEE SHEET 21

MATCHLINE -L- STA 113+25 SEE SHEET 23



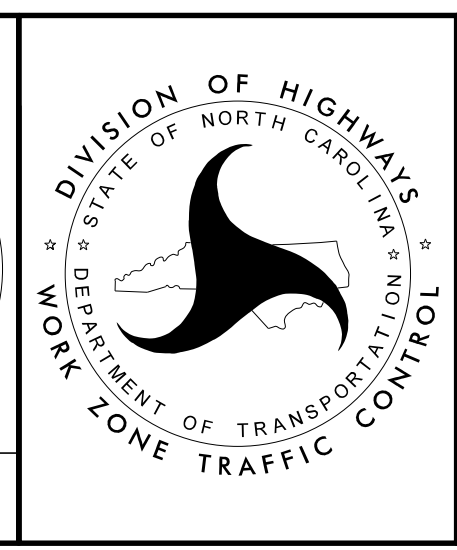
SECTION A-A
STA. 102+00 -L-



APPROVED: *Stew Kite*
DATE: 8/19/2016

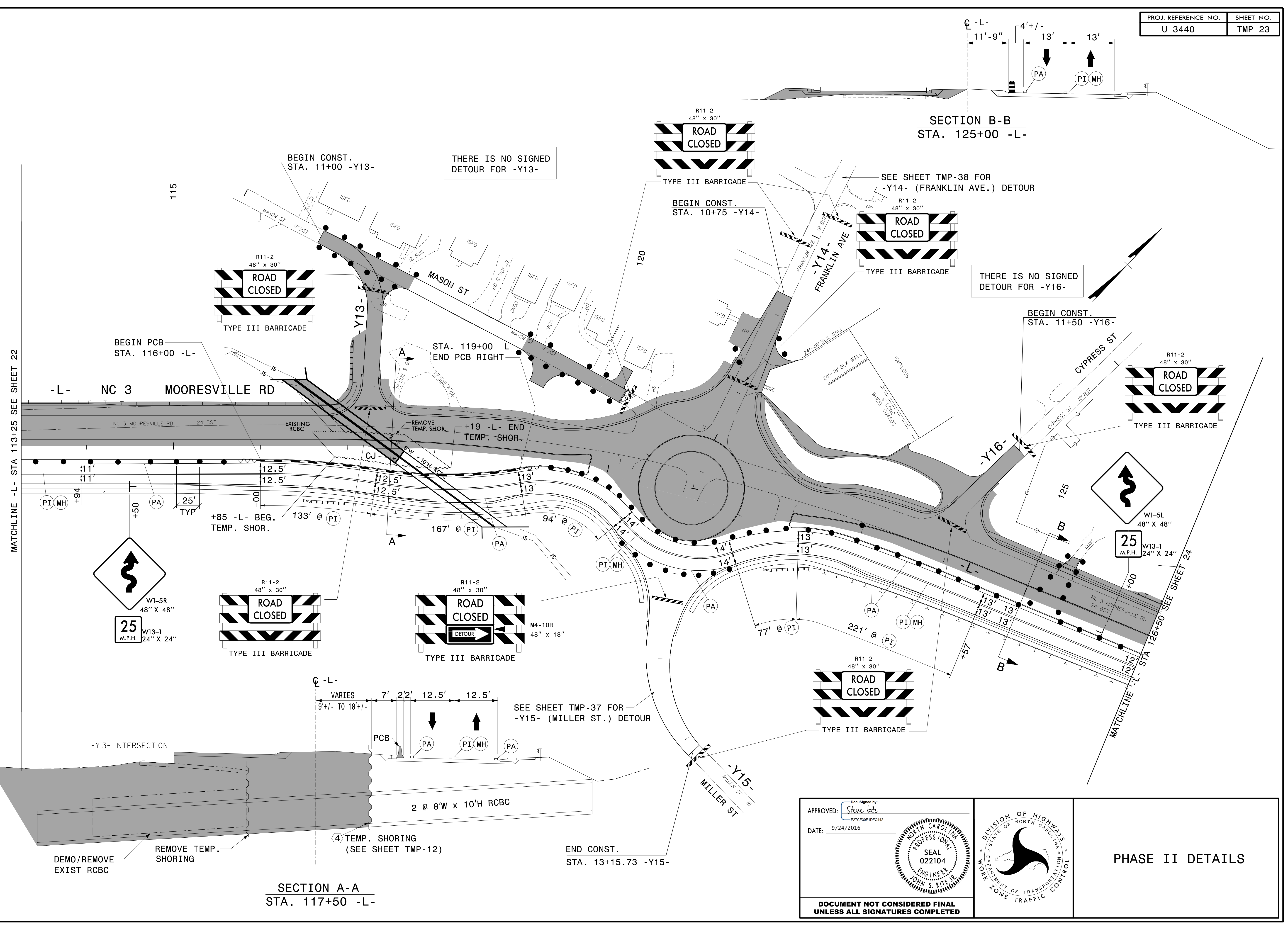
PROFESSIONAL SEAL
022104
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PHASE II DETAILS

8/17/2016
P:\TIP\Projects-U\U3440\TrafficControl\TCP\tmp-11-phase2.dgn
User:rmgarratt



THERE IS NO SIGNED
DETOUR FOR -Y13-

THERE IS NO SIGNED
DETOUR FOR -Y16-

SEE SHEET TMP-37 FOR
-Y15- (MILLER ST.) DETOUR

SEE SHEET TMP-38 FOR
-Y14- (FRANKLIN AVE.) DETOUR

MATCHLINE -L- STA 113+25 SEE SHEET 22

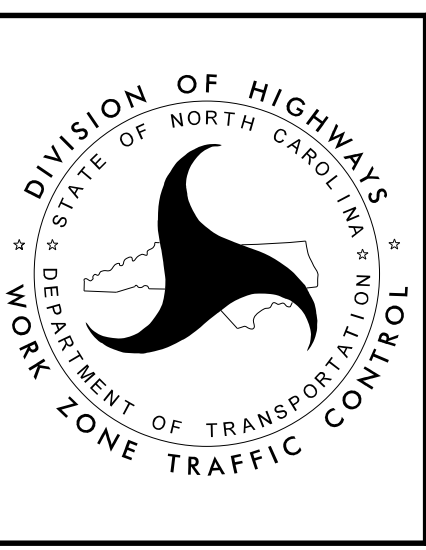
MATCHLINE -L- STA 126+30 SEE SHEET 24

APPROVED: *Steve Kite*
DATE: 9/24/2016

DocuSigned by:
Steve Kite
E27CE30E1DFC42...

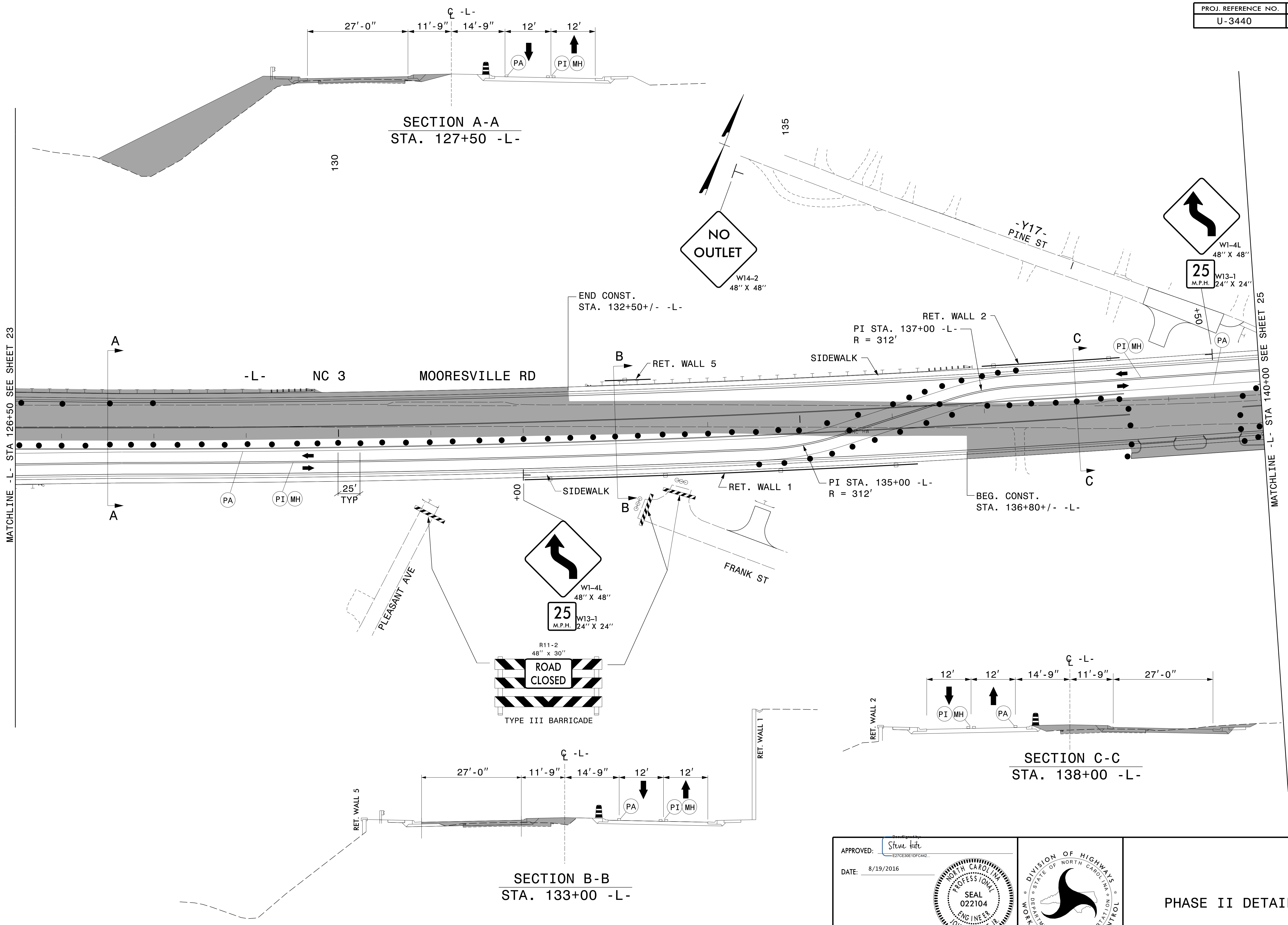
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PROFESSIONAL
SEAL
022104
ENGINEER
JOHN S. KITE, III

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PHASE II DETAILS

9/22/2016
P:\TIP\Projects-U\3440\TrafficControl\TCP\tmp-12-phase2.dgn
User:keddis



SECTION A-A
STA. 127+50 -L-

SECTION C-C
STA. 138+00 -L-

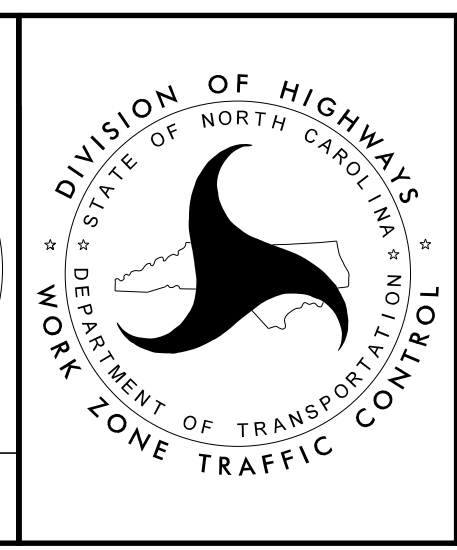
SECTION B-B
STA. 133+00 -L-

8/17/2016
 P:\TIP\Projects-U\3440\TrafficControl\TCP\tmp-13-phase2.dgn
 User:rmgarratt

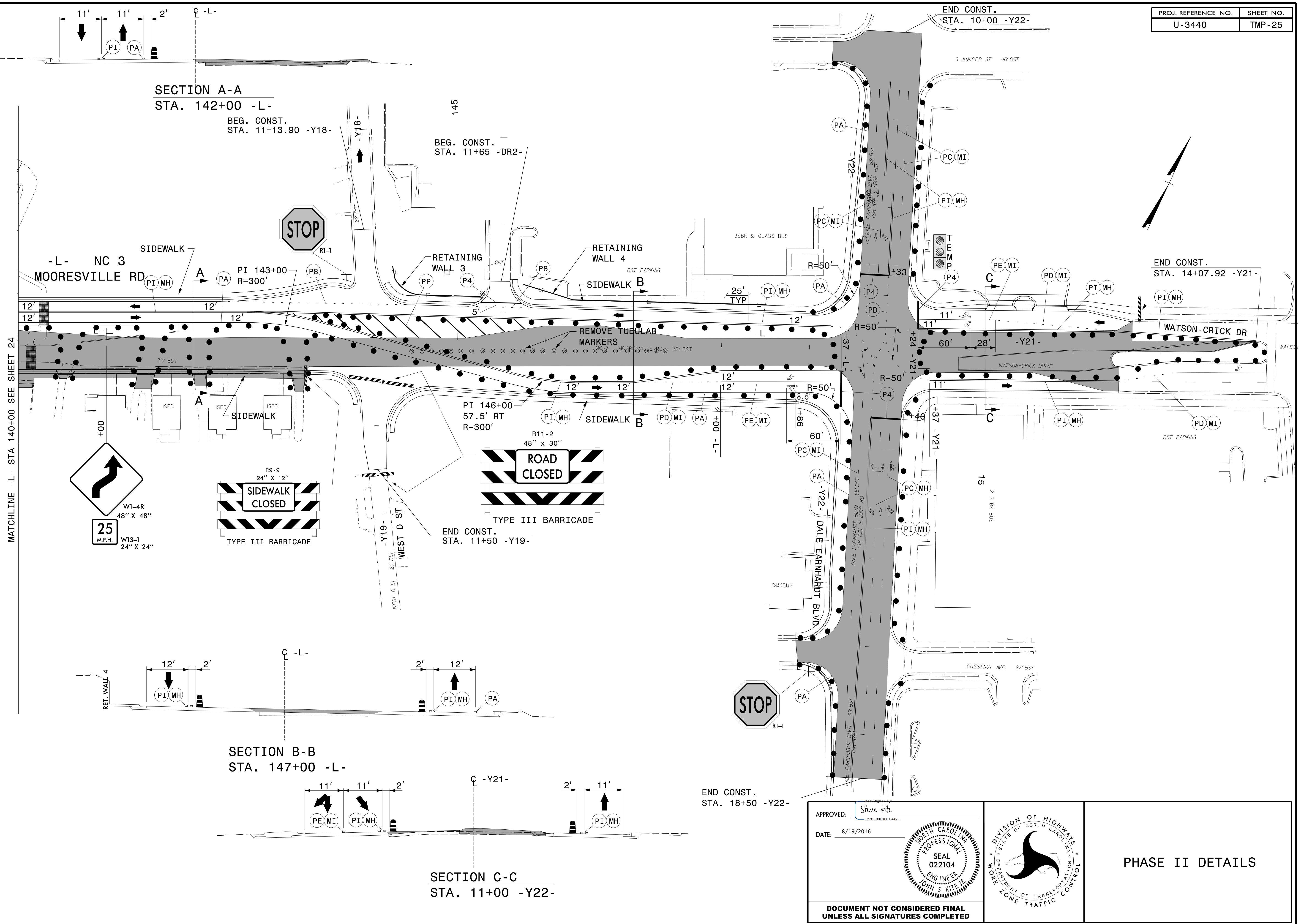
APPROVED: *Stew Kite*
E27CE30E10FC442

DATE: 8/19/2016

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PHASE II DETAILS



SECTION A-A
STA. 142+00 -L-

BEG. CONST.
STA. 11+13.90 -Y18-

BEG. CONST.
STA. 11+65 -DR2-

END CONST.
STA. 10+00 -Y22-

END CONST.
STA. 14+07.92 -Y21-

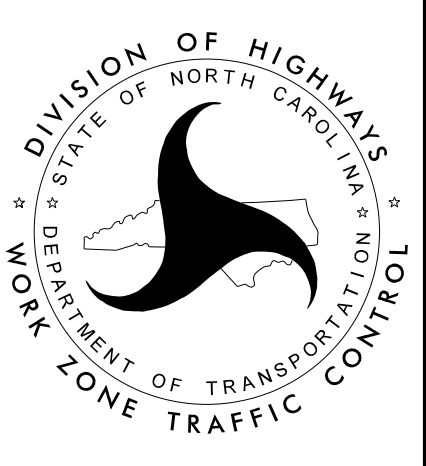
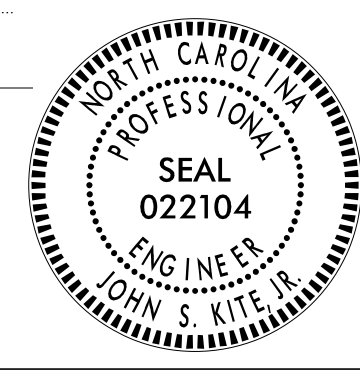
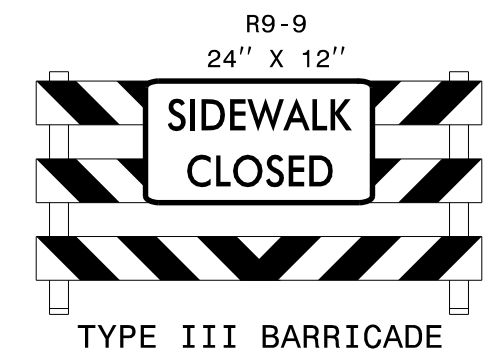
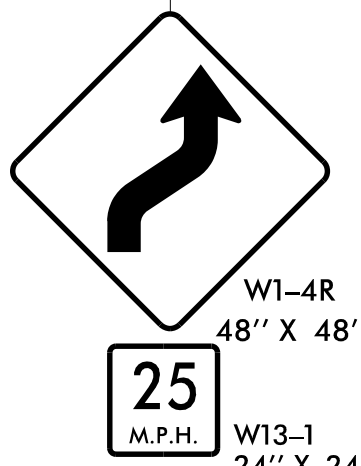
END CONST.
STA. 11+50 -Y19-

END CONST.
STA. 18+50 -Y22-

SECTION B-B
STA. 147+00 -L-

SECTION C-C
STA. 11+00 -Y22-

MATCHLINE -L- STA 140+00 SEE SHEET 24

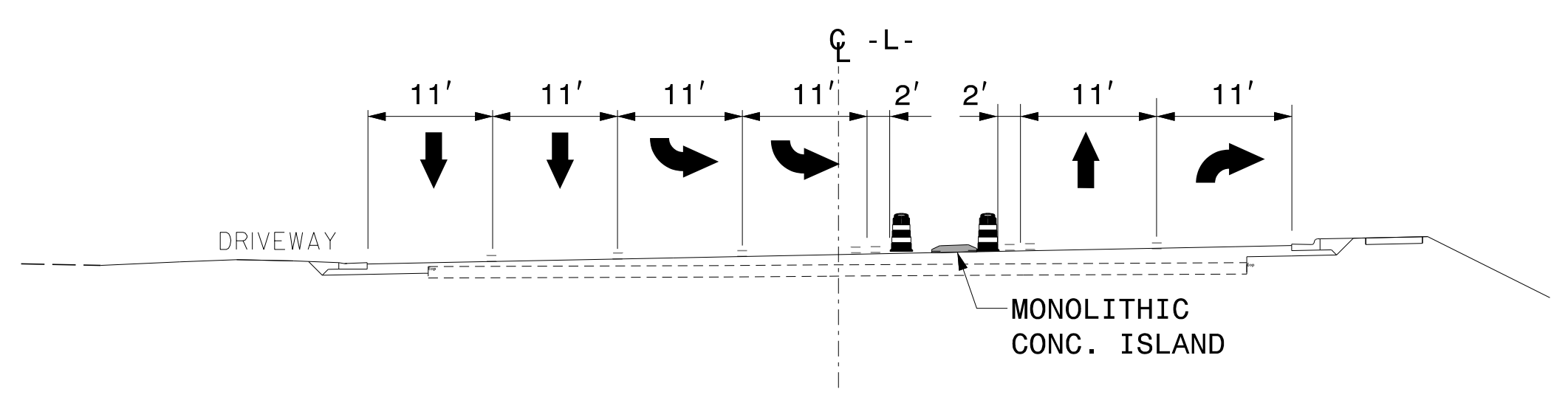


APPROVED: *Stew Kite*
DATE: 8/19/2016

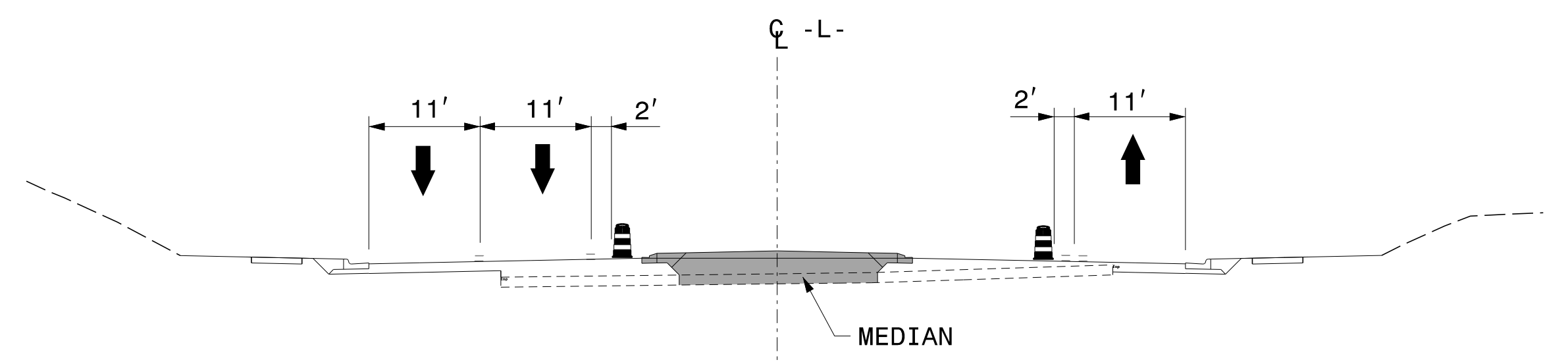
**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

PHASE II DETAILS

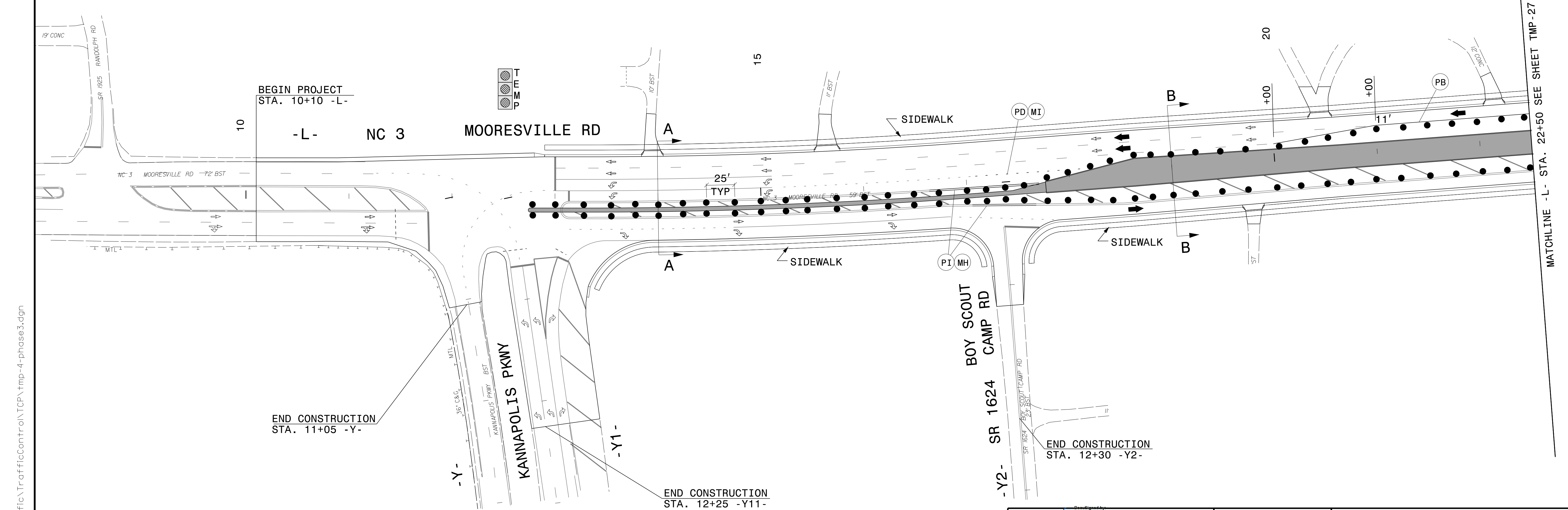
8/17/2016 P:\TIP\Projects-U\3440\TrafficControl\TCP\tmp-14-phase2.dgn User:rmgarratt



SECTION A-A
STA. 14+00



SECTION B-B
STA. 19+00

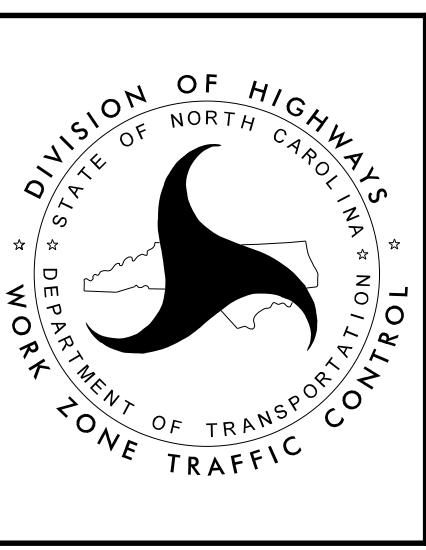


8/17/2016
 P:\TIP\Projects-U\3440\TrafficControl\TCP\tmp-4-phase3.dgn
 User:rmgarratt

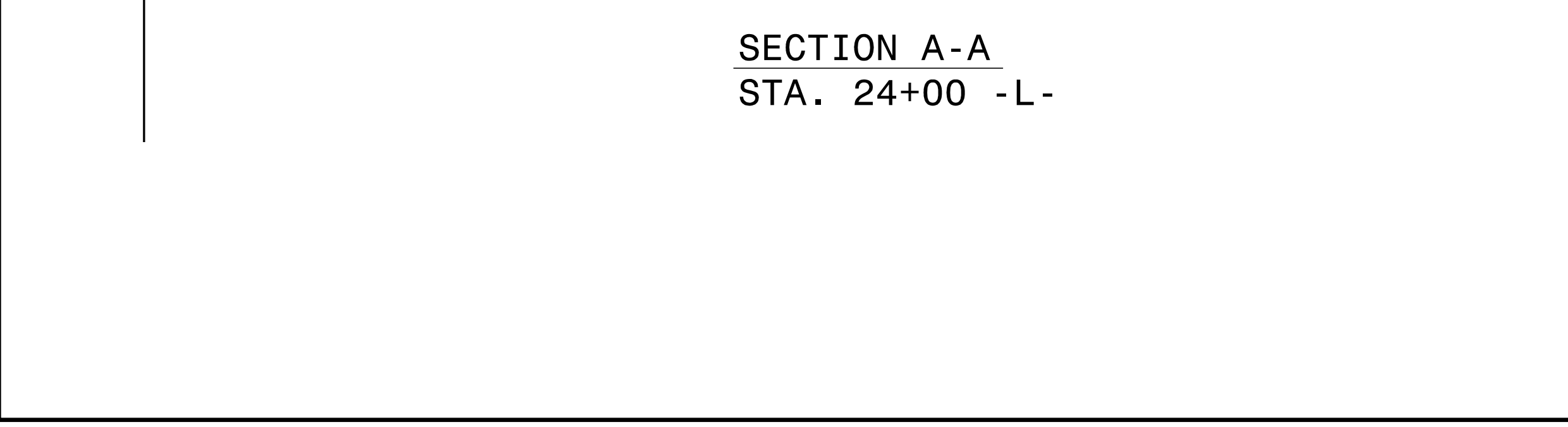
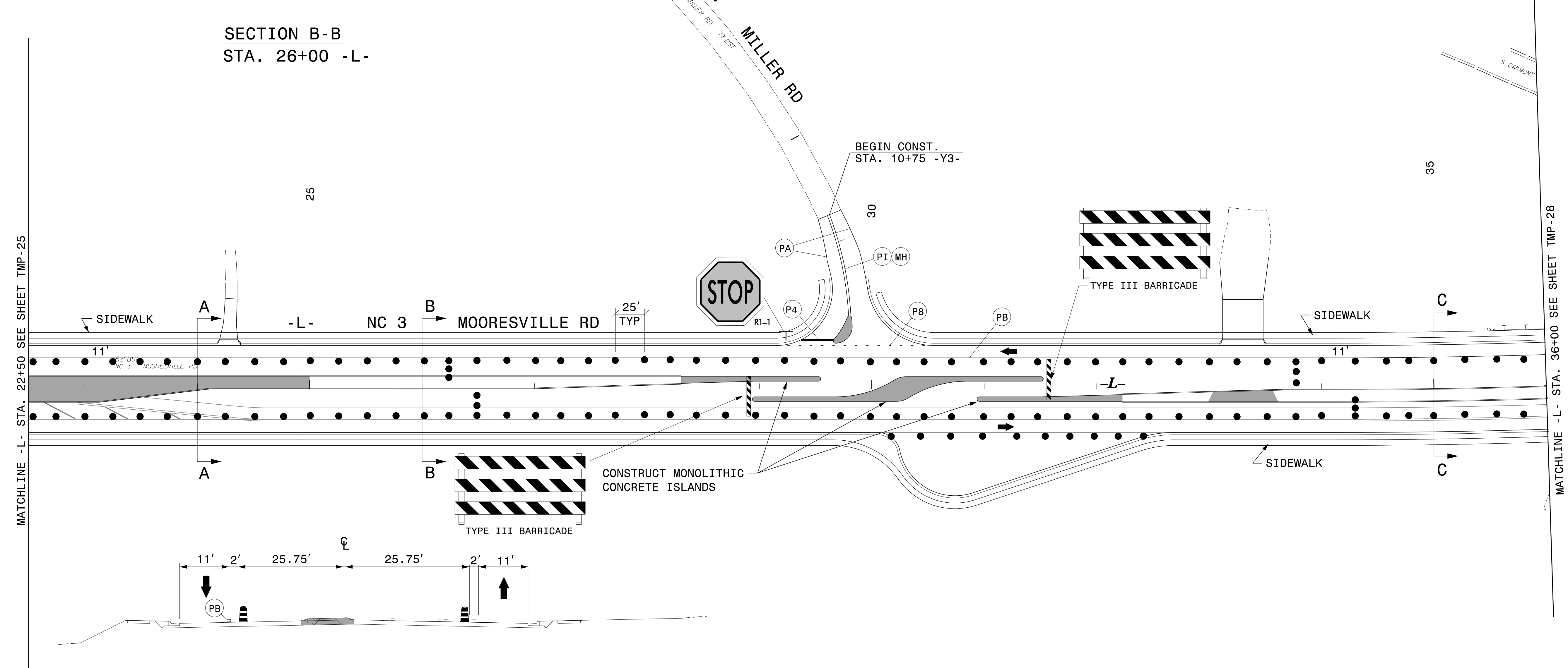
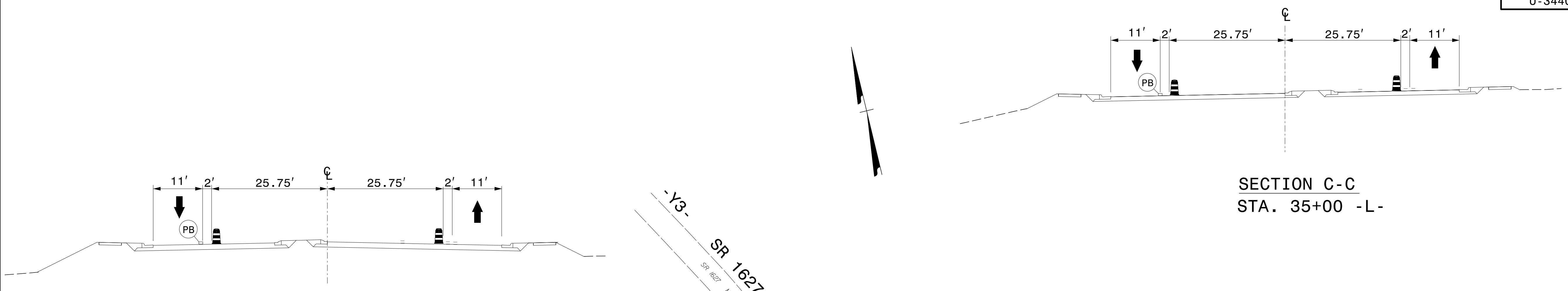
APPROVED: *Stew Kite*
E27CE30E10FC442...

DATE: 8/19/2016

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PHASE III DETAILS



8/17/2016
 P:\TIP\Projects-U\3440\TrafficControl\TCP\tmp-5-phase3.dgn
 User:rmgarratt

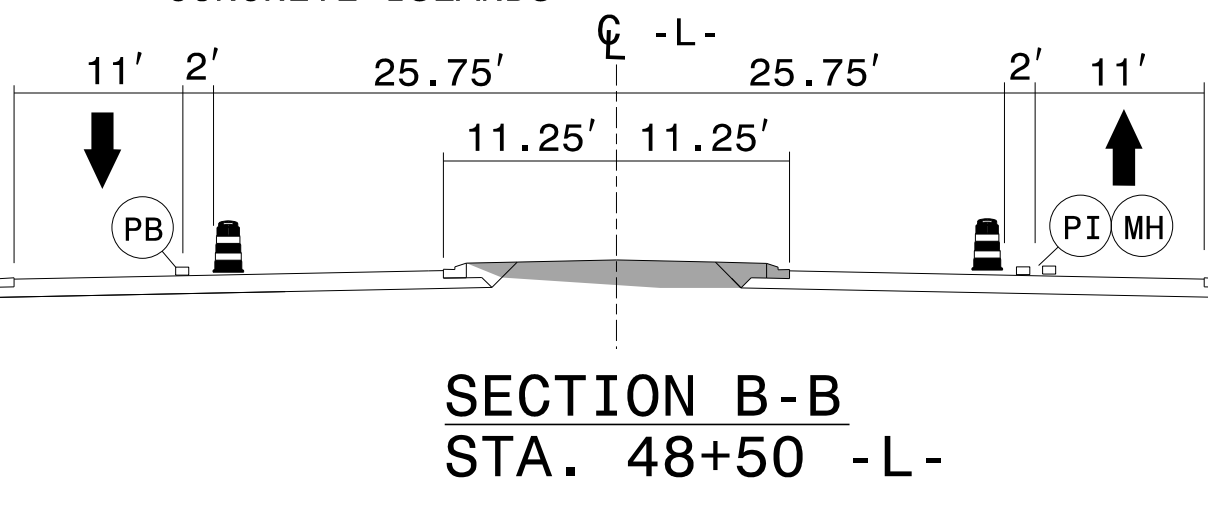
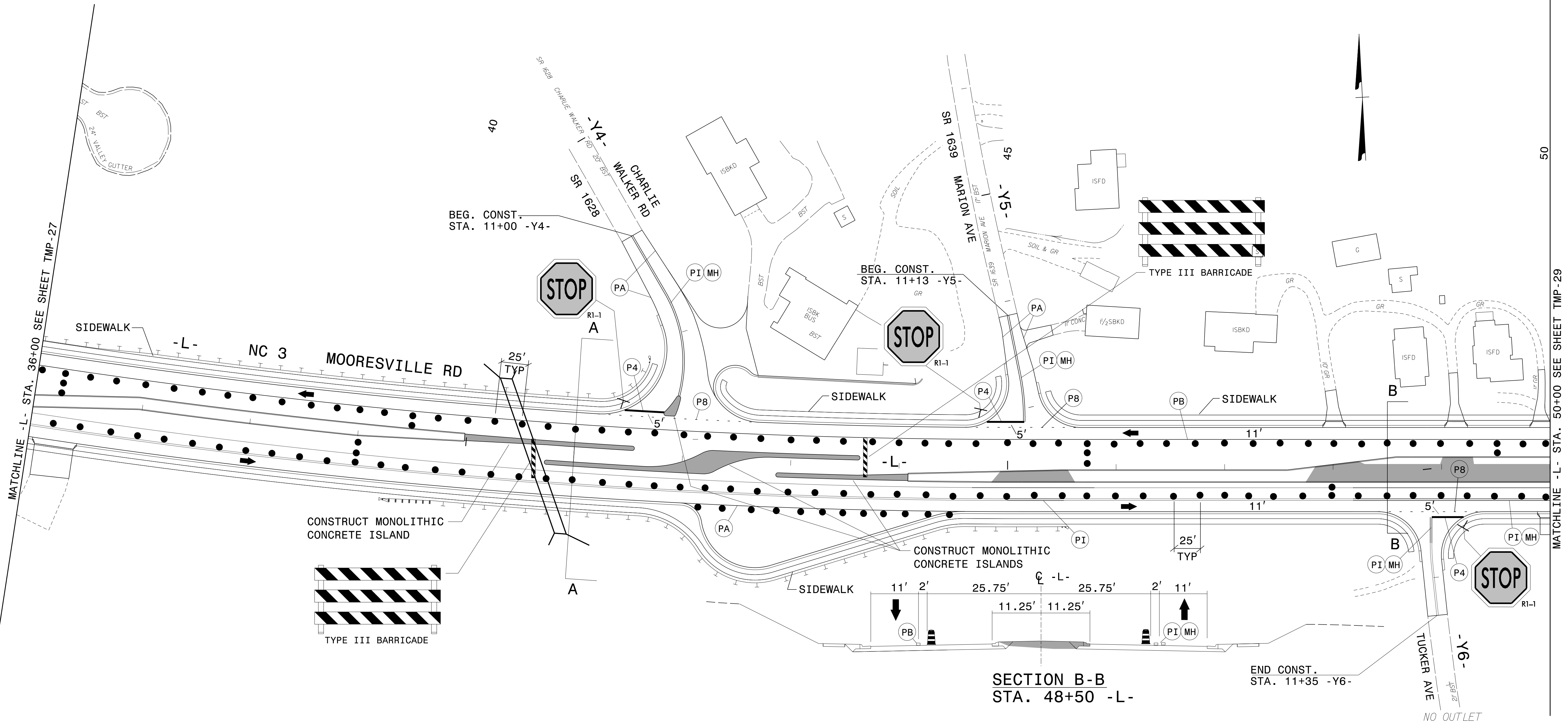
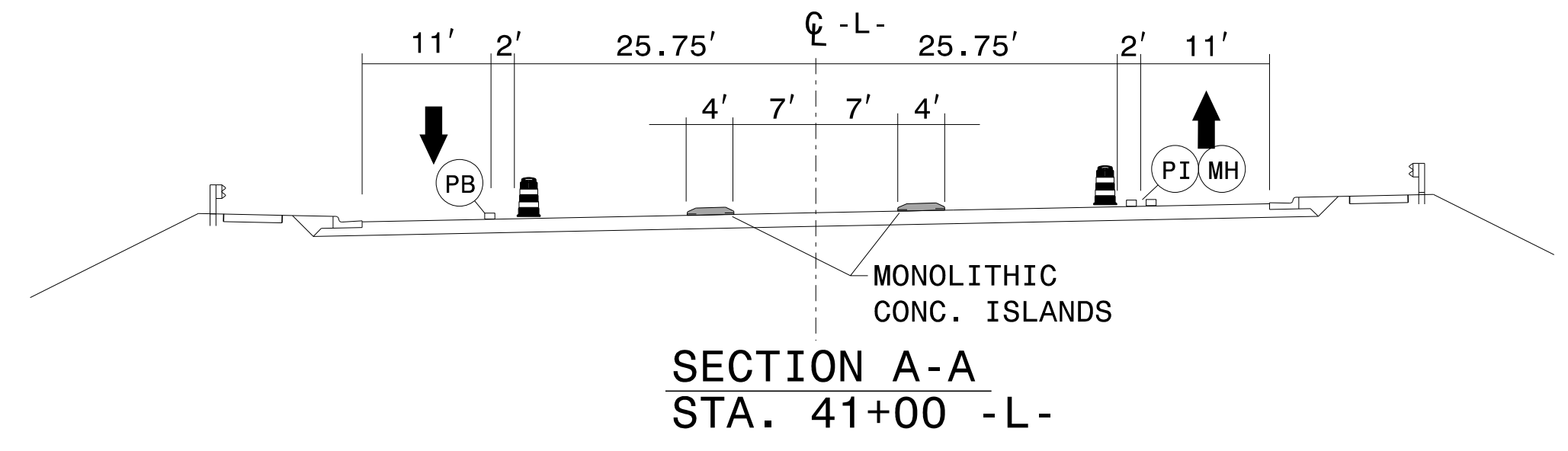
APPROVED: *Stew Kite*
E27CE30E10FC442...

DATE: 8/19/2016

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

PHASE III DETAILS



MATCHLINE -L- STA. 36+00 SEE SHEET TMP-27

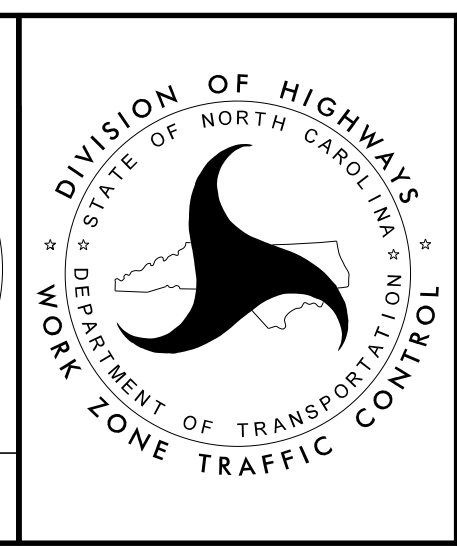
MATCHLINE -L- STA. 50+00 SEE SHEET TMP-29

8/17/2016
 P:\TIP\Projects-U\3440\Traffic\TrafficControl\TCP\tmp-6-phase3.dgn
 User:rmgarratt

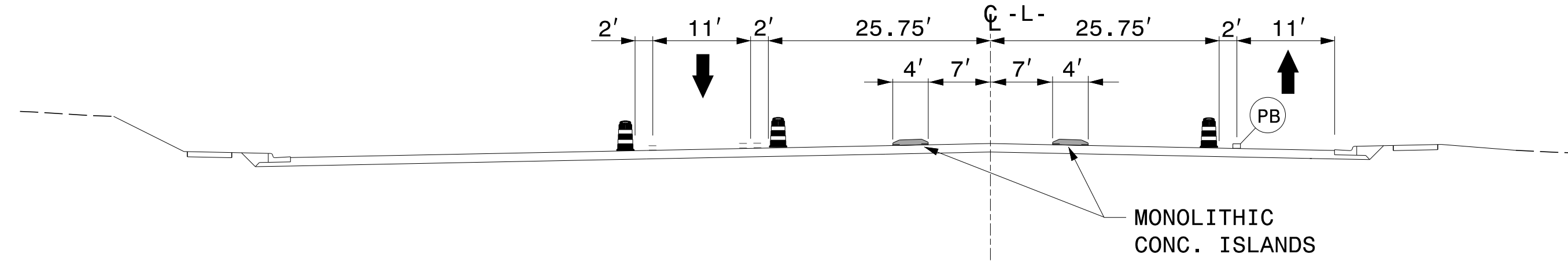
APPROVED: *Stew Kite*
E27CE30E10FC442

DATE: 8/19/2016

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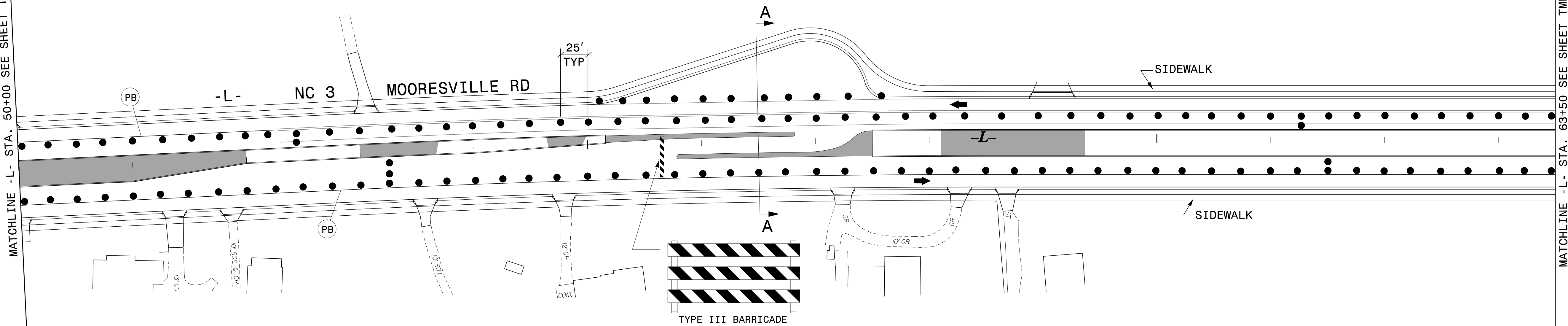


PHASE III DETAILS



SECTION A-A
STA. 56+50 -L-

MATCHLINE -L- STA. 50+00 SEE SHEET TMP-28



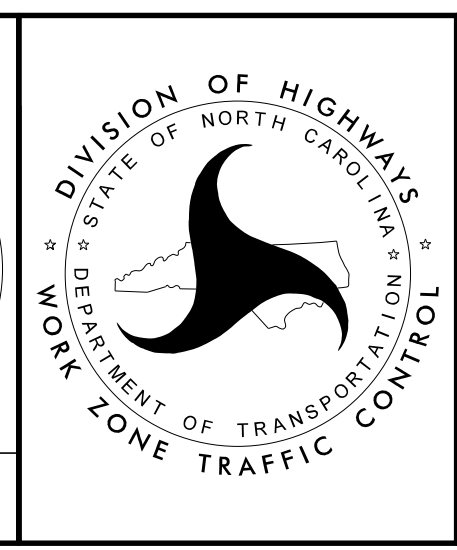
MATCHLINE -L- STA. 63+50 SEE SHEET TMP-30

8/17/2016
P:\TIP\Projects-U\3440\Traffic\TrafficControl\TCP\tmp-7-phase3.dgn
User:rmgarratt

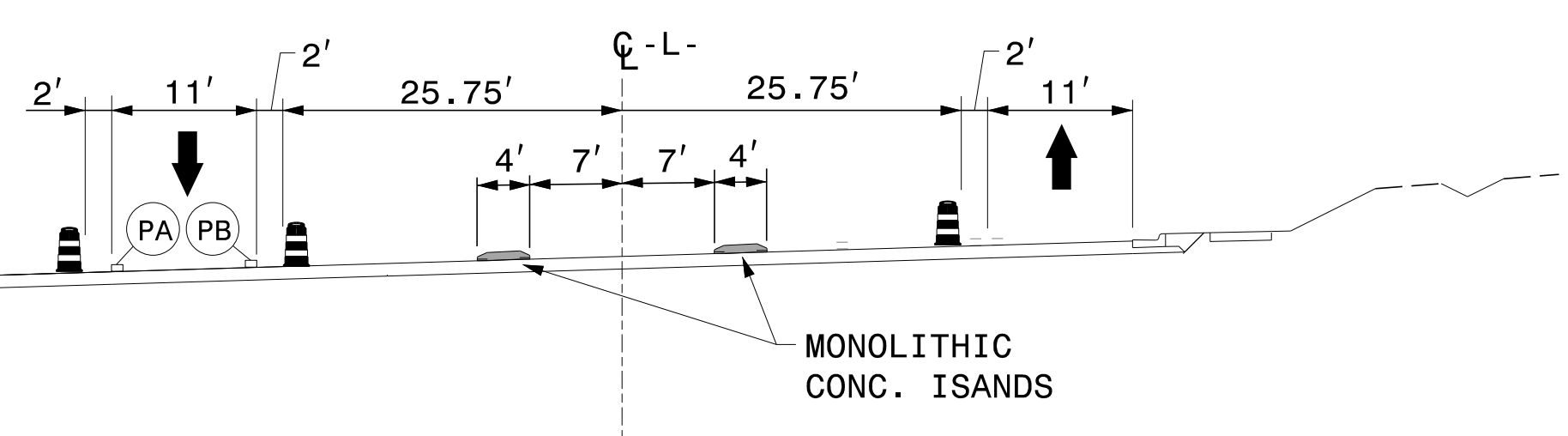
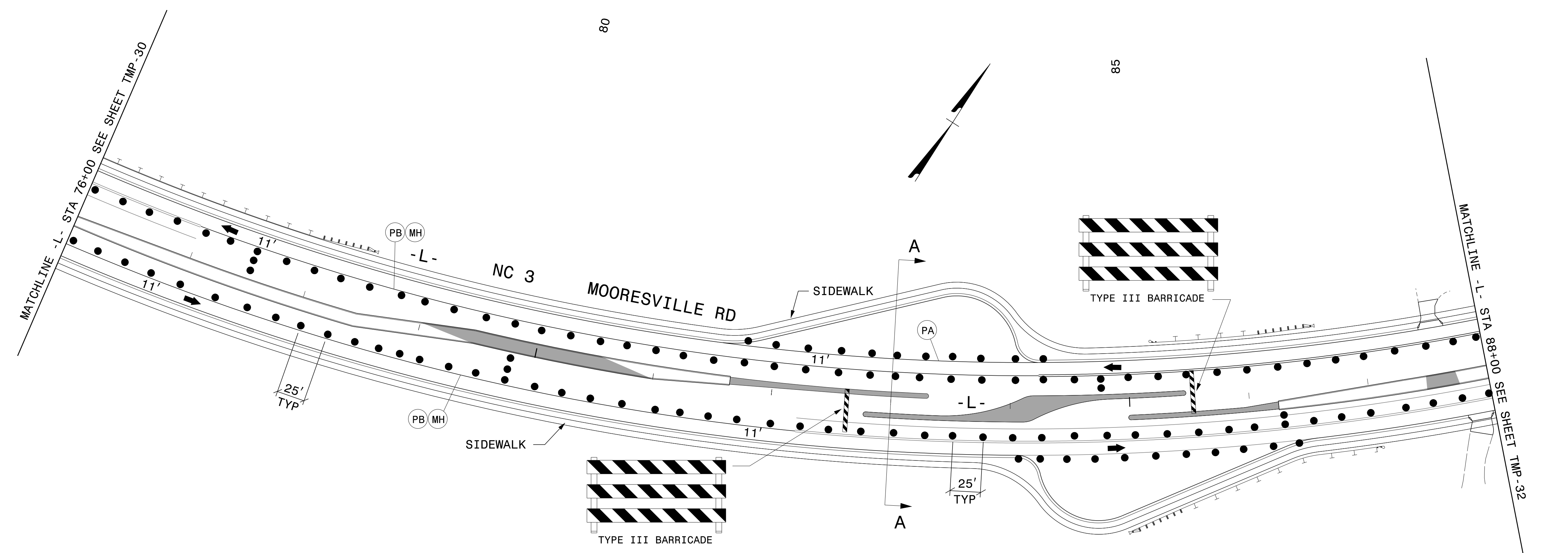
APPROVED: *Stew Kite*
E27CE30E10FC442...

DATE: 8/19/2016

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PHASE III DETAILS



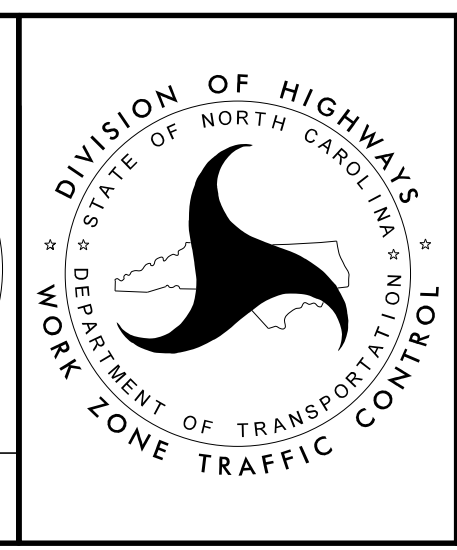
SECTION A-A
STA. 83+00

8/17/2016
 P:\TIP\Projects-U\3440\TrafficControl\TCP\tmp-9-phase3.dgn
 User:rmgarratt

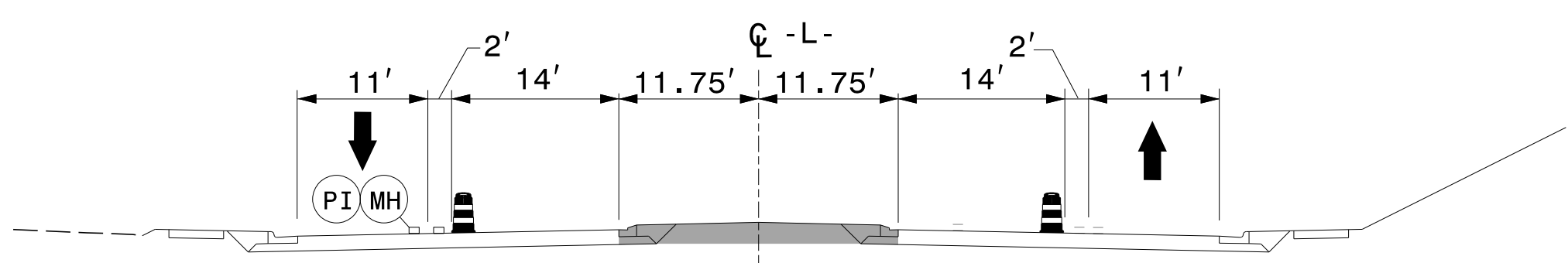
APPROVED: *Stew Kite*
E27CE30E10FC442...

DATE: 8/19/2016

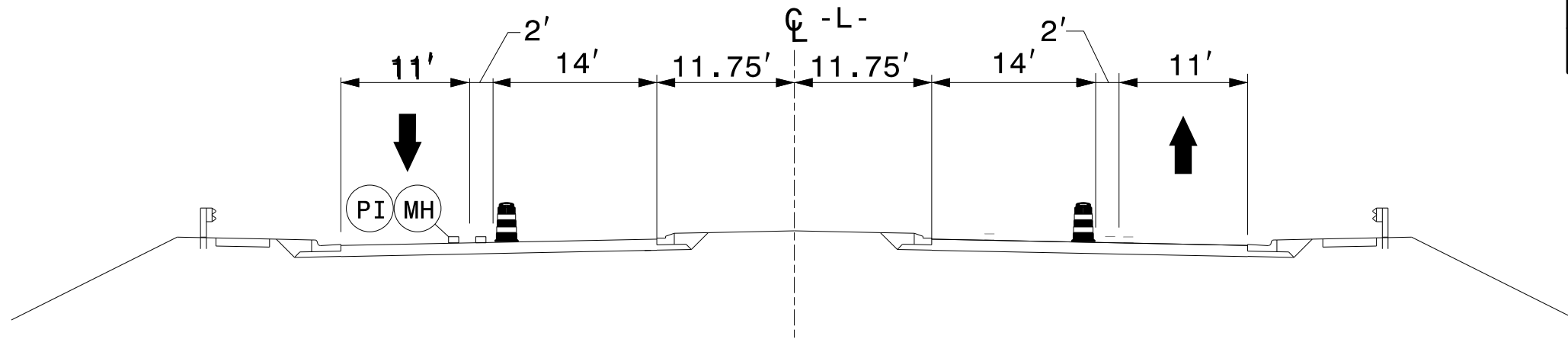
**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



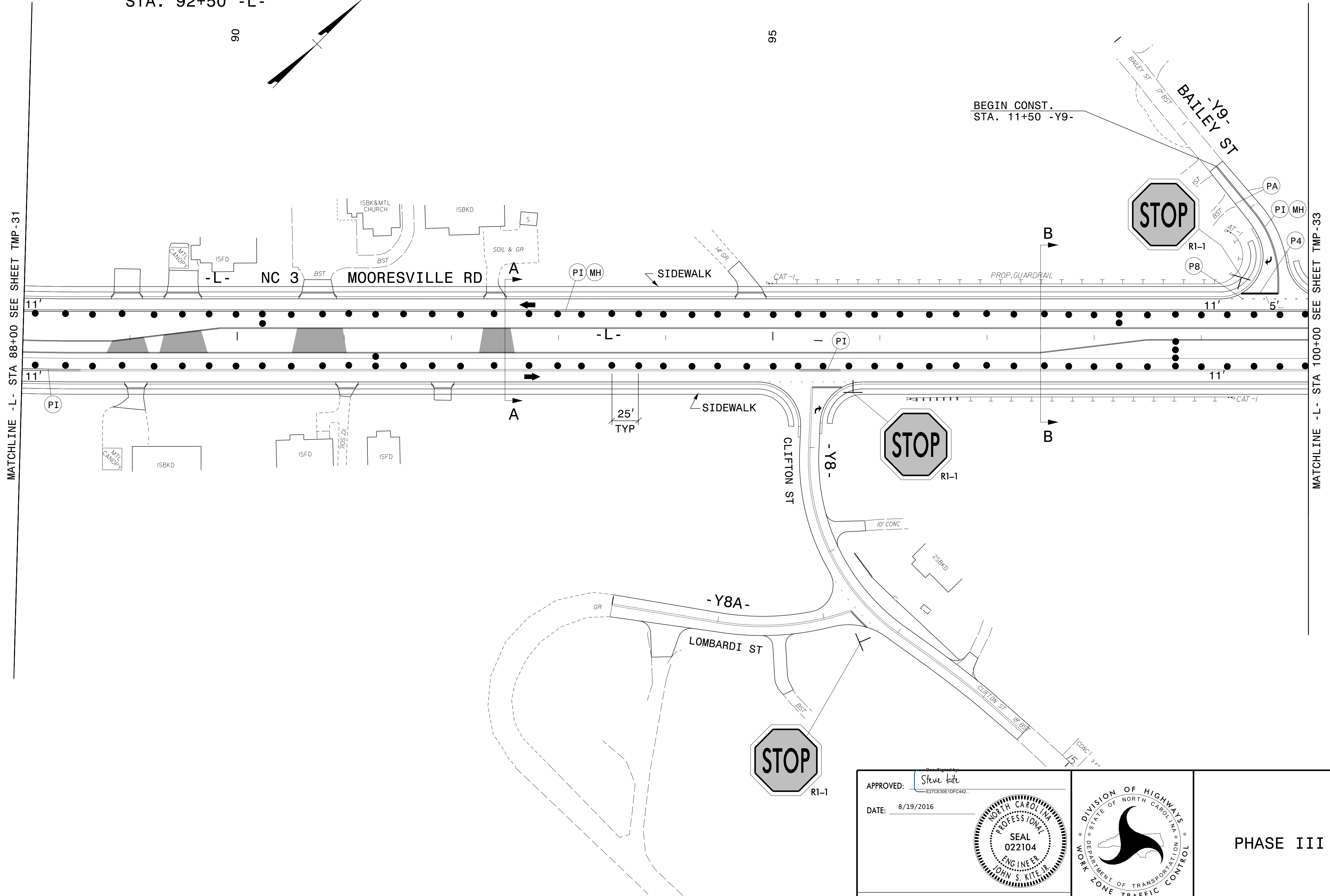
PHASE III DETAILS



SECTION A-A
STA. 92+50 -L-



SECTION B-B
STA. 97+50 -L-



MATCHLINE - L - STA 88+00 SEE SHEET TMP-31

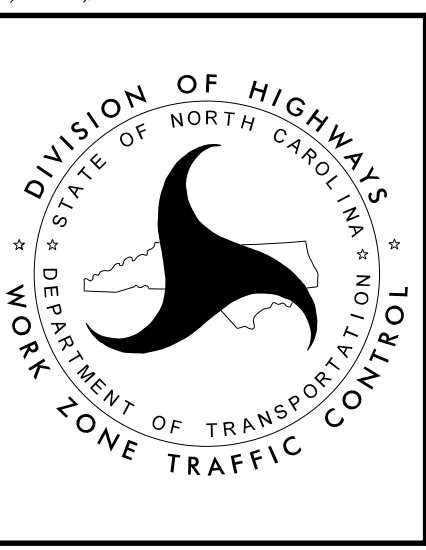
MATCHLINE - L - STA 100+00 SEE SHEET TMP-33

8/17/2016
P:\TIP\Projects-U\3440\Traffic\TrafficControl\TCP\tmp-10-phase3.dgn
User:rmgarratt

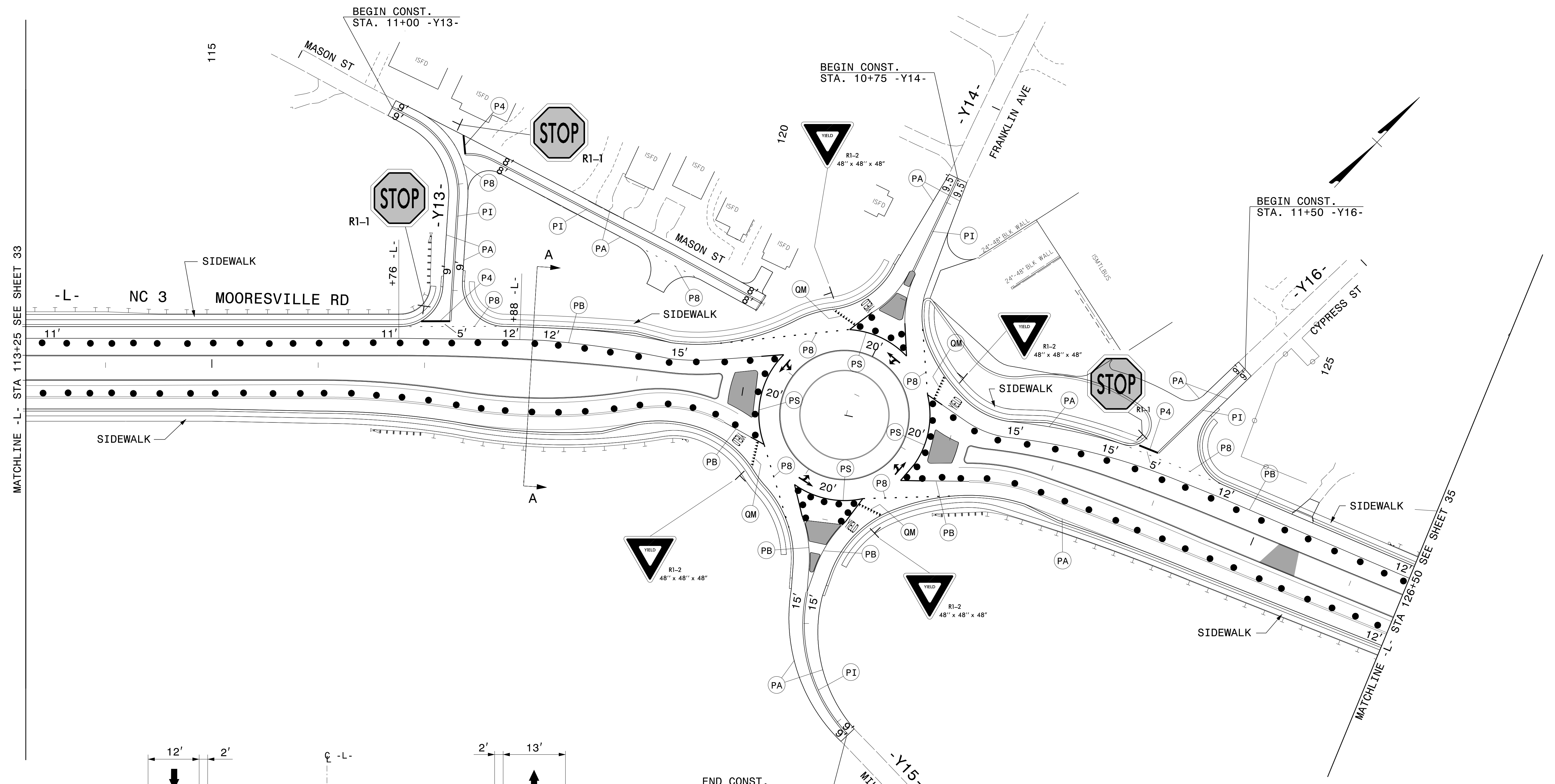
APPROVED: *Stew Kite*
DATE: 8/19/2016

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022104
ENGINEER
JOHN S. KITE, III

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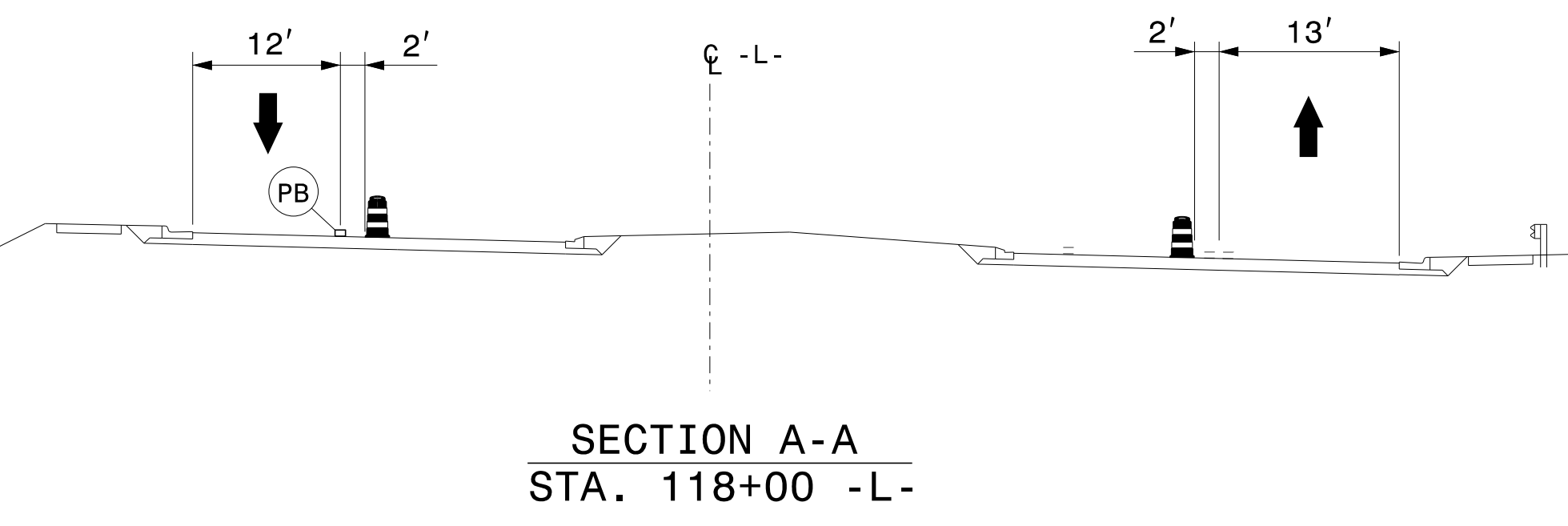


PHASE III DETAILS



MATCHLINE -L- STA 113+25 SEE SHEET 33

MATCHLINE -L- STA 126+50 SEE SHEET 35



SECTION A-A
STA. 118+00 -L-

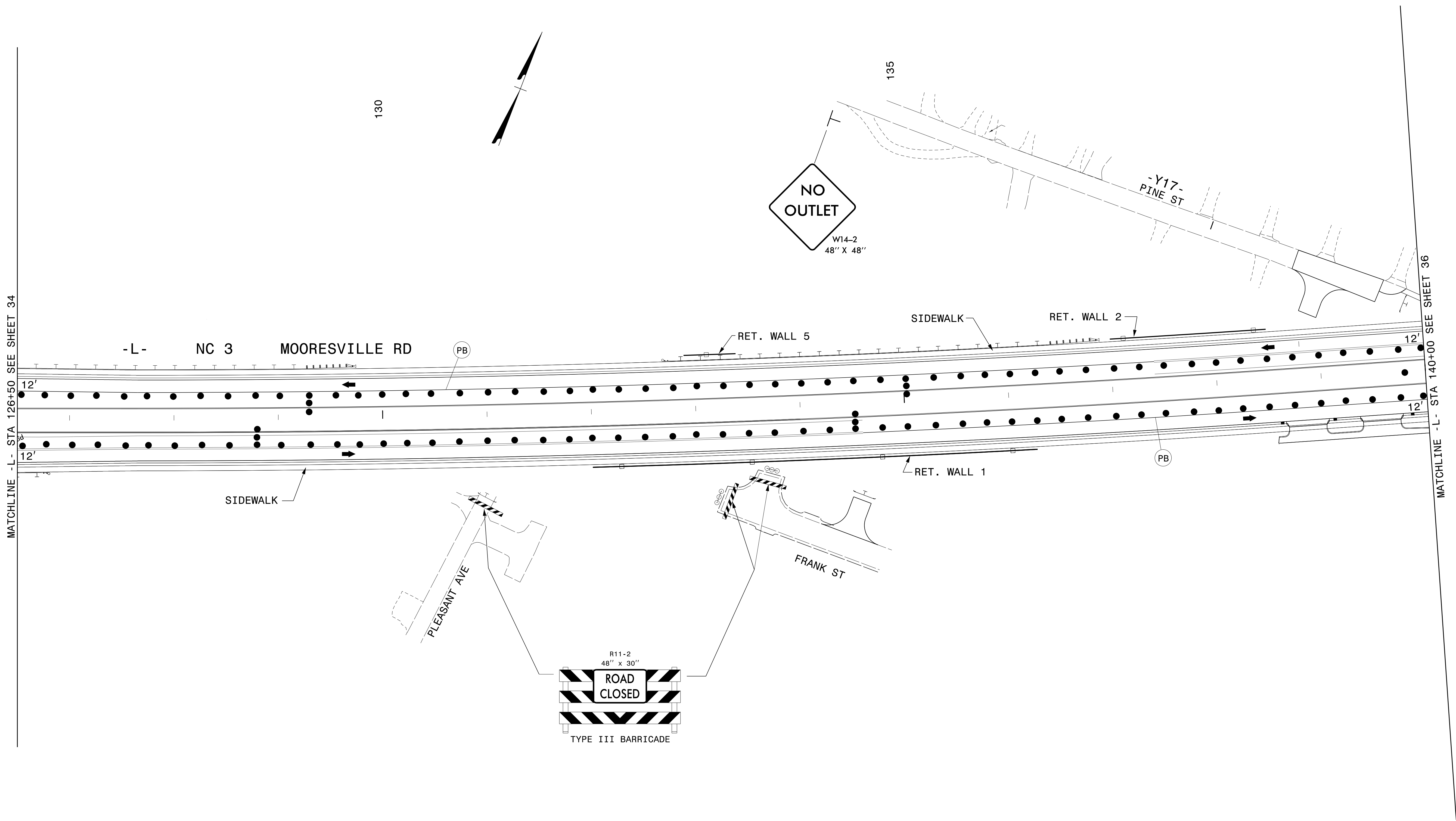
APPROVED: *Steve Kite*
DocuSigned by:
E27CE30E1DFC442
 DATE: 9/24/2016

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PHASE III DETAILS

9/22/2016
 P:\TIP\Projects-U\U3440\TrafficControl\TCP\tmp-12-phase3.dgn
 User:kreddis

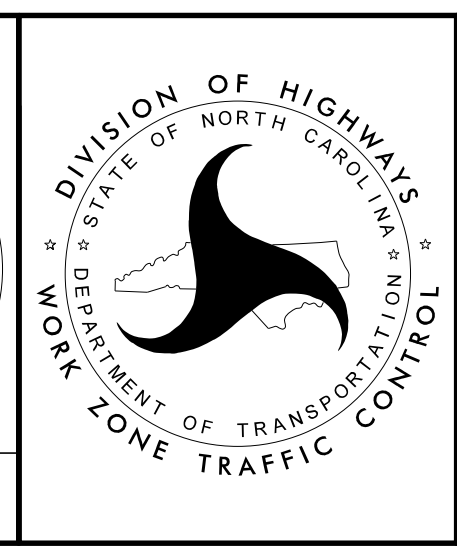


8/17/2016
 P:\TIP\Projects-U\3440\TrafficControl\TCP\tmp-13-phase3.dgn
 User:rmgarratt

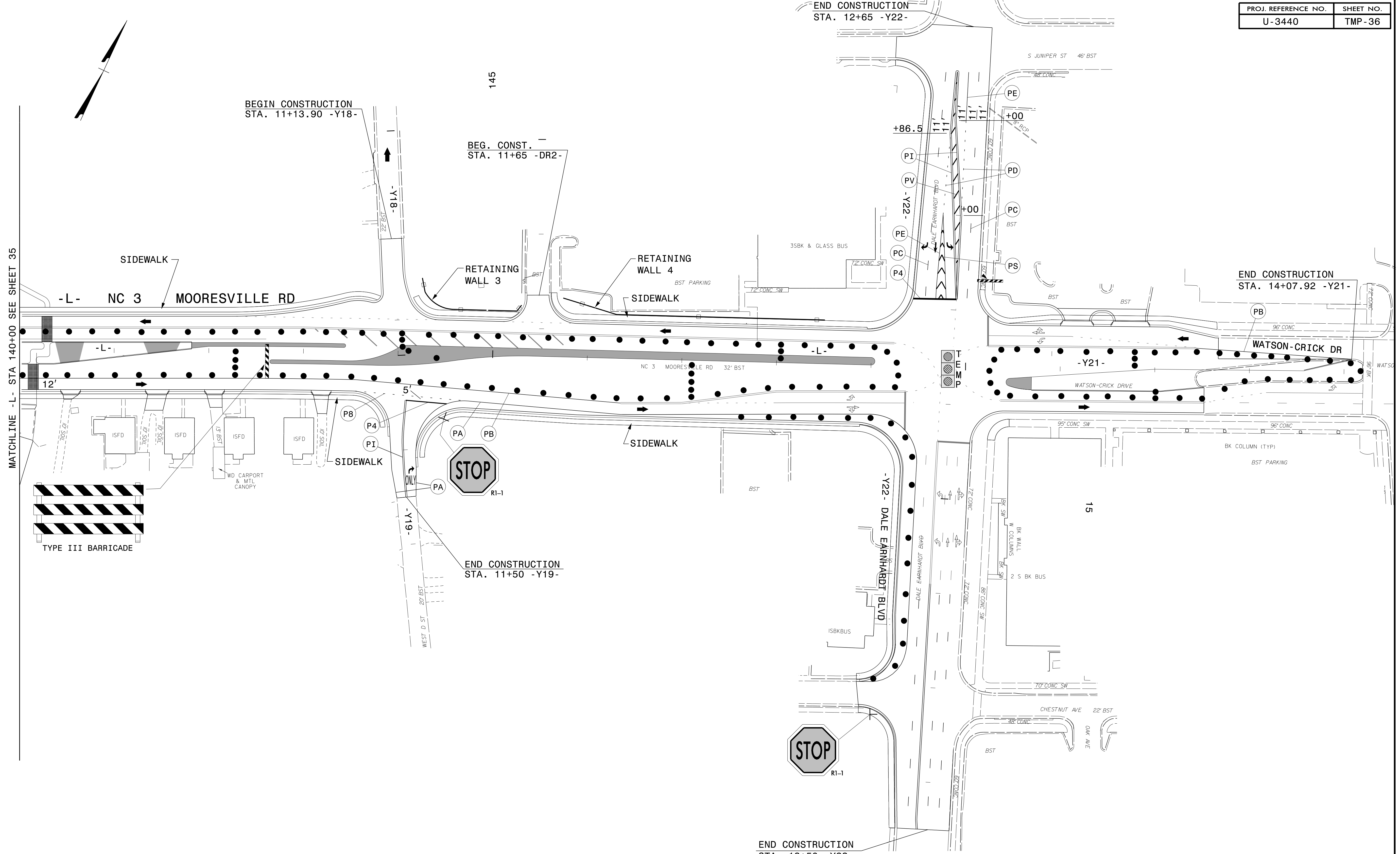
APPROVED: *Stew Kite*
E27CE30E10FC442...

DATE: 8/19/2016

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PHASE III DETAILS

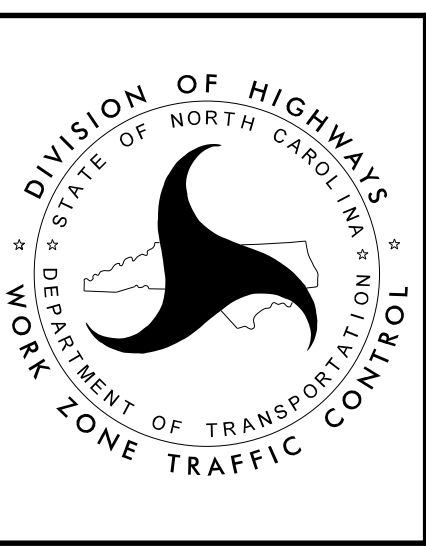


8/17/2016
 P:\TIP\Projects-U\3440\TrafficControl\TCP\tmp-14-phase3.dgn
 User:rmgarratt

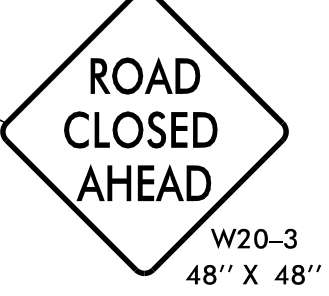
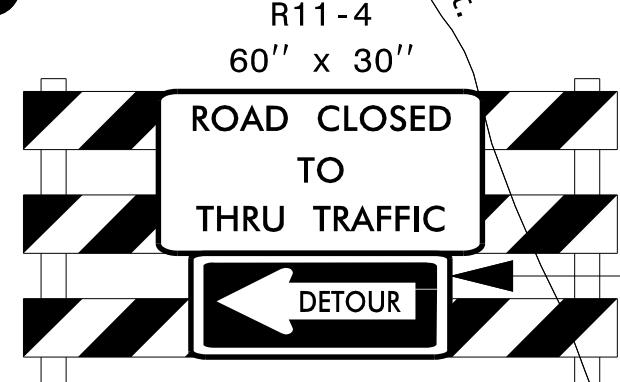
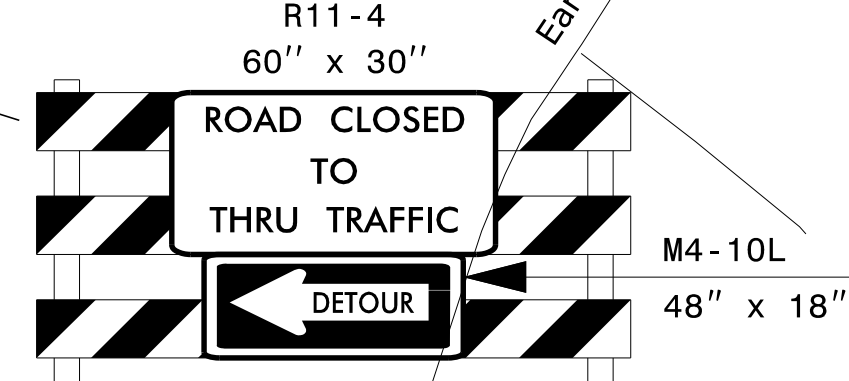
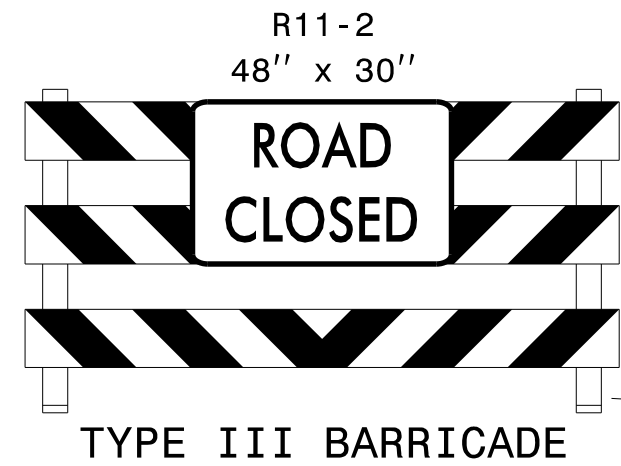
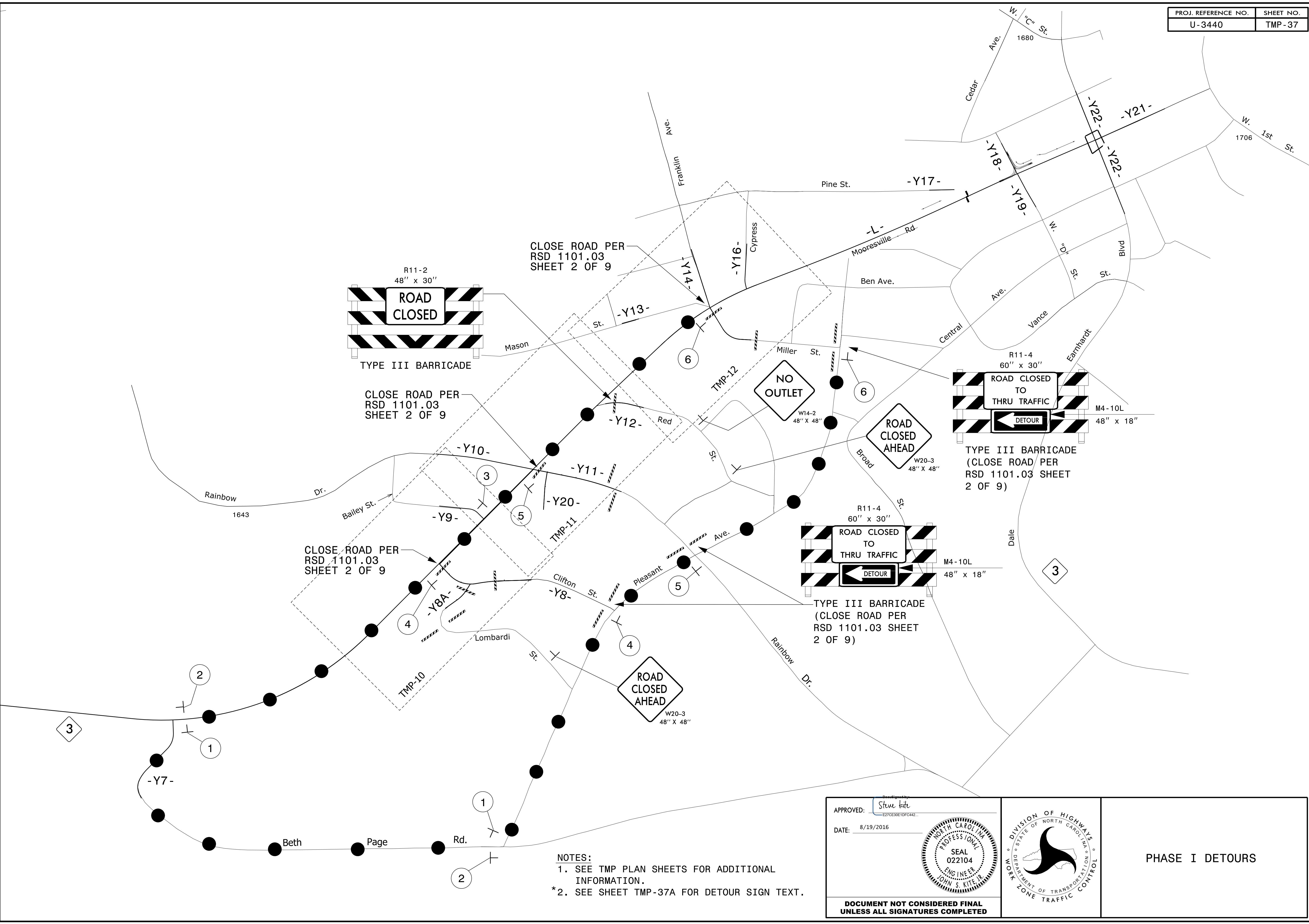
APPROVED: *Steve Kite*
E27CE3810FC442

DATE: 8/19/2016

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PHASE III DETAILS



CLOSE ROAD PER
RSD 1101.03
SHEET 2 OF 9

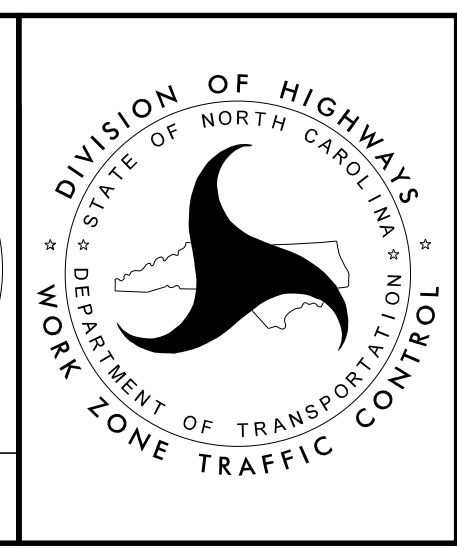
CLOSE ROAD PER
RSD 1101.03
SHEET 2 OF 9

CLOSE ROAD PER
RSD 1101.03
SHEET 2 OF 9

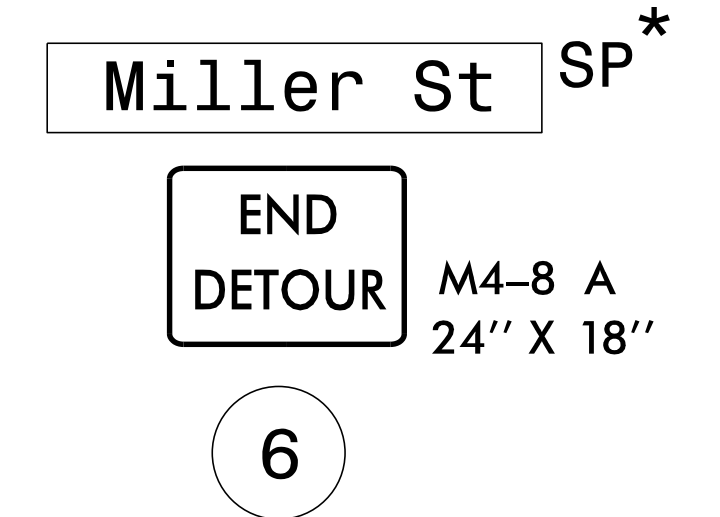
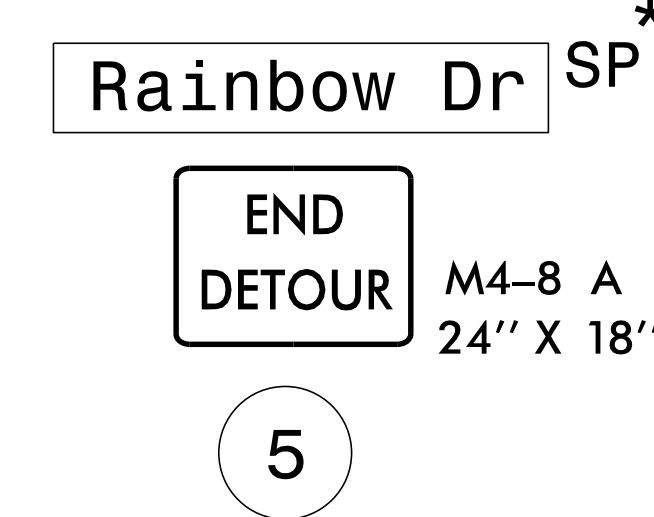
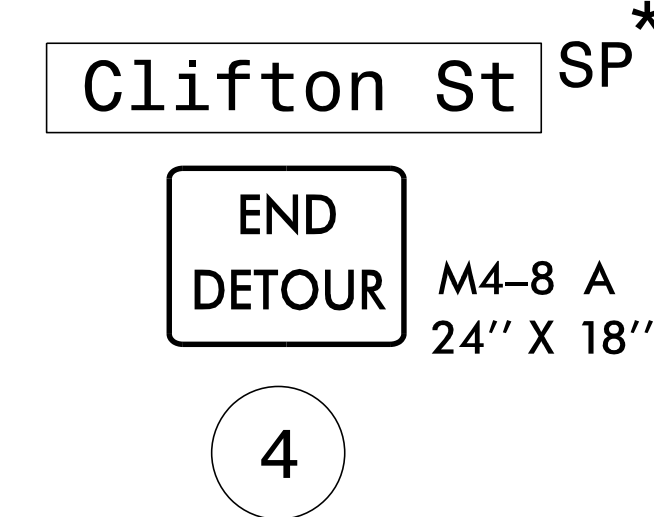
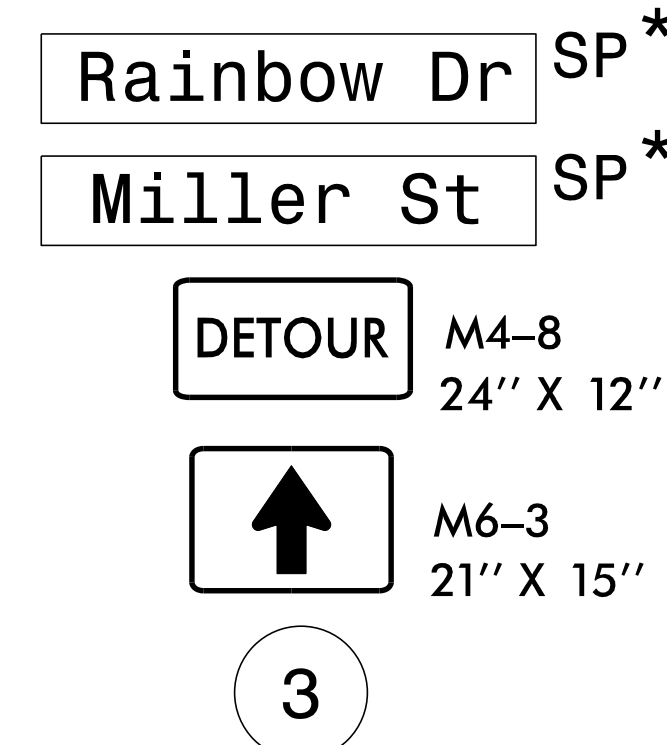
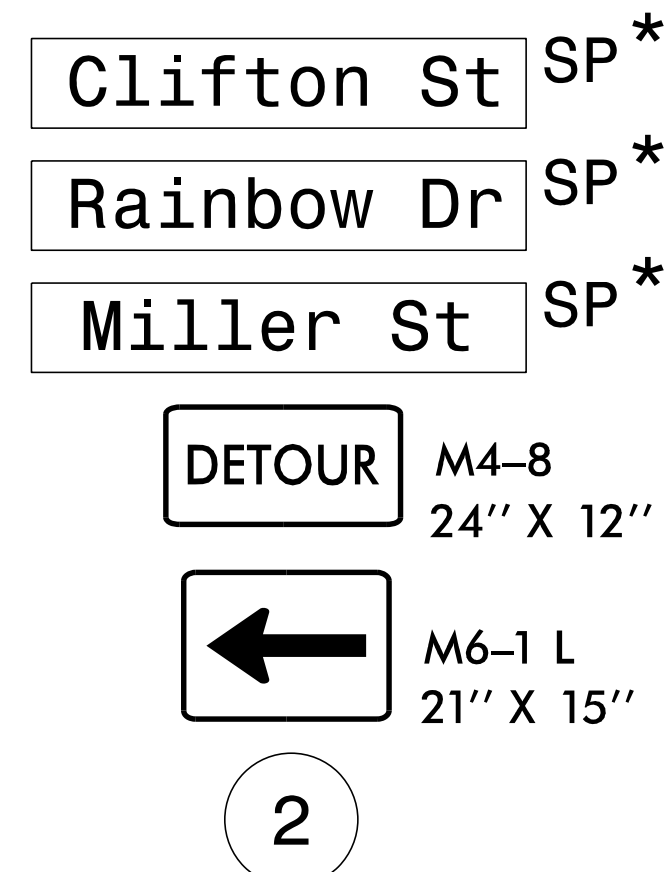
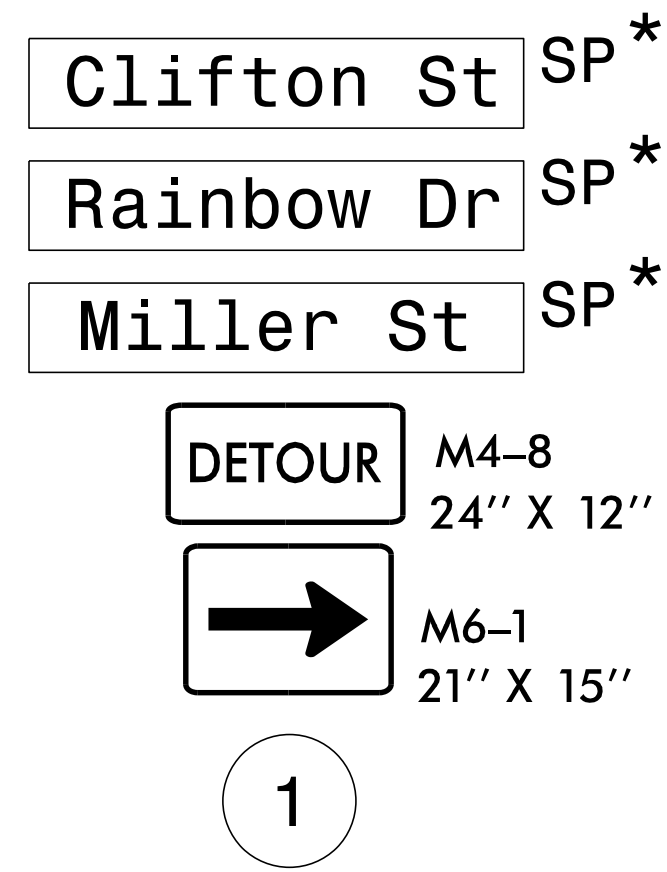
- NOTES:**
 1. SEE TMP PLAN SHEETS FOR ADDITIONAL INFORMATION.
 *2. SEE SHEET TMP-37A FOR DETOUR SIGN TEXT.

APPROVED: *Stew Kite*
E27CE30E10FC442...
 DATE: 8/19/2016

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



PHASE I DETOURS



NOTES:

- SEE SHEET TMP-37A FOR DETOUR SIGN LOCATIONS.
- * SEE SHEET TMP-2A FOR DETOUR SIGN DESIGNS (SPECIAL SIGN "SP").

<p>APPROVED: <i>Stew Kite</i> E27CE30E10FC442...</p> <p>DATE: 8/19/2016</p> <p>SEAL 022104 ENGINEER JOHN S. KITE, JR.</p>		<p>PHASE I DETOUR SIGNAGE</p>
<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>		

CLOSE ROADS
PER RSD 1101.03
SHEET 1 OF 9

CLOSE ROAD
PER RSD 1101.03
SHEET 1 OF 9

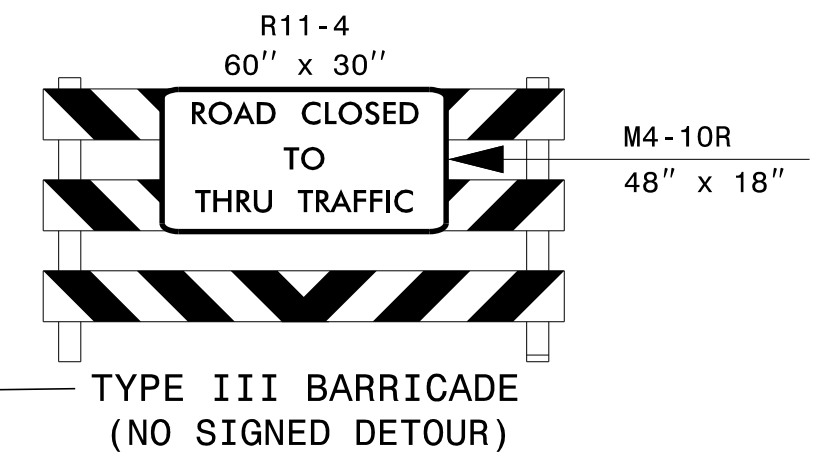
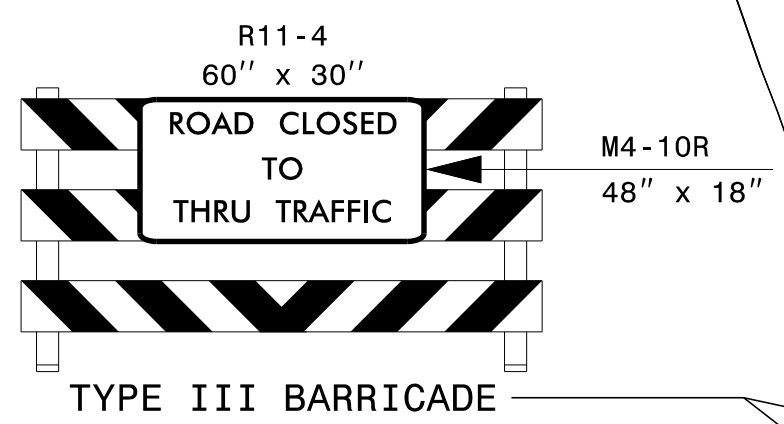
CLOSE ROAD
PER RSD 1101.03
SHEET 1 OF 9

ROWAN COUNTY
CABARRUS COUNTY

CLOSE ROAD
PER RSD 1101.03
SHEET 2 OF 9
AND SHEET TMP-23

CLOSE ROAD
PER RSD 1101.03
SHEET 2 OF 9
AND SHEET TMP-22

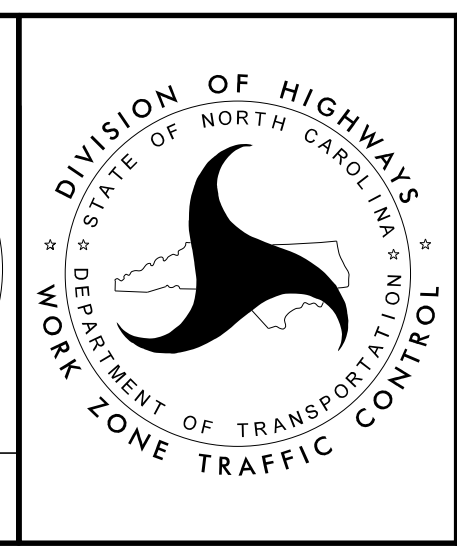
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PER RSD 1101.03
SHEET 2 OF 9
AND SHEETS
TMP-16 & TMP-17



- NOTES:**
1. SEE TMP PLAN SHEETS FOR ADDITIONAL INFORMATION.
 - * 2. SEE SHEET TMP-38A DETOUR SIGN TEXT.

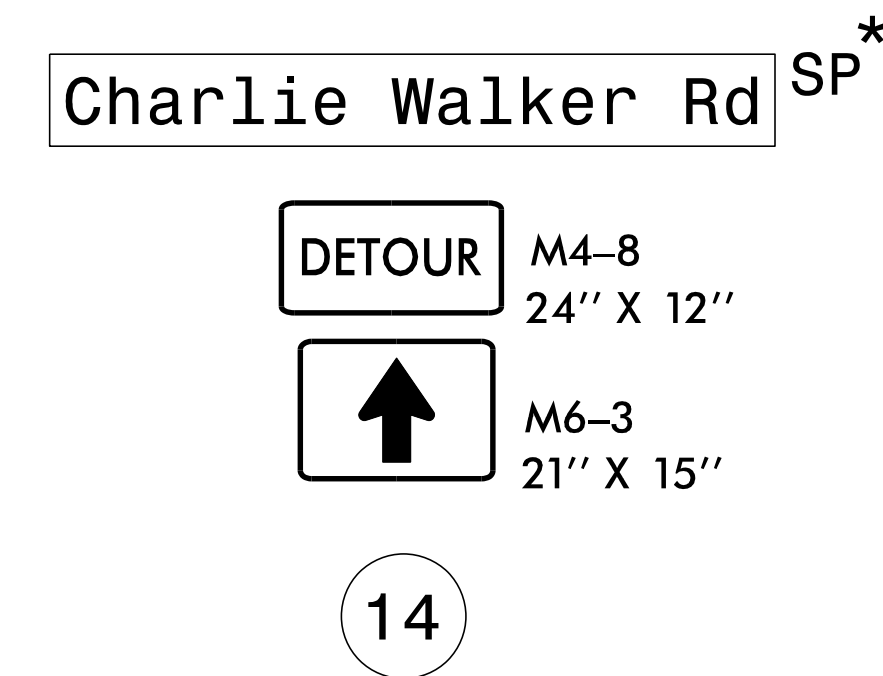
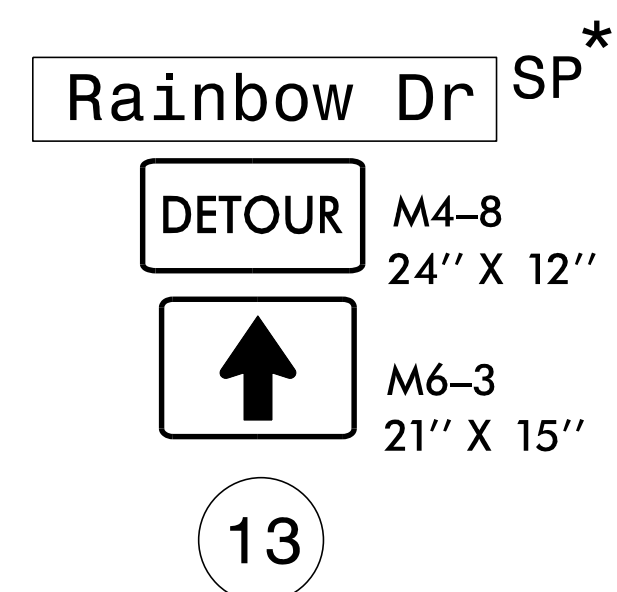
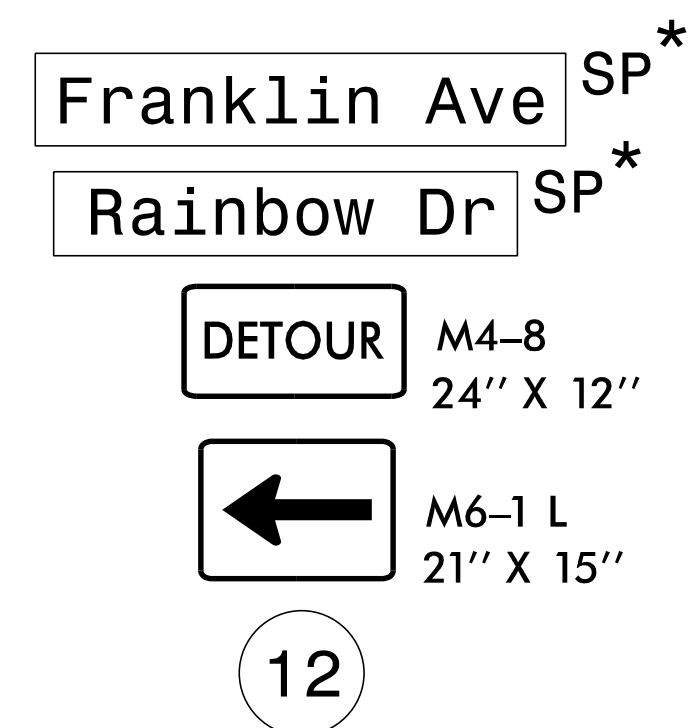
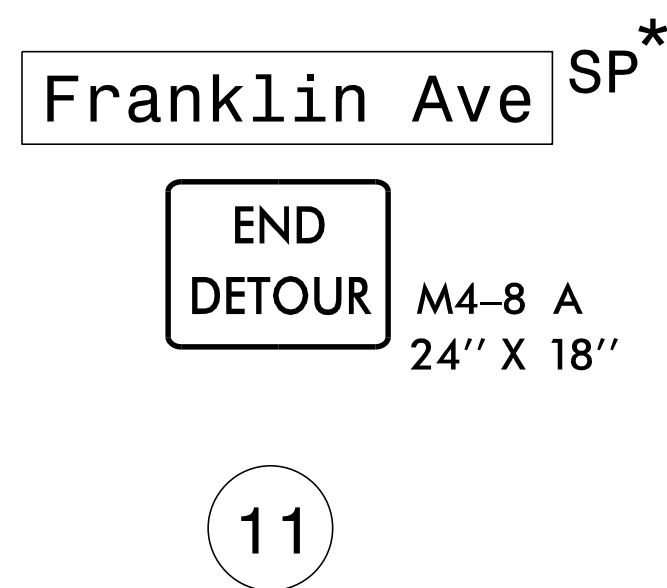
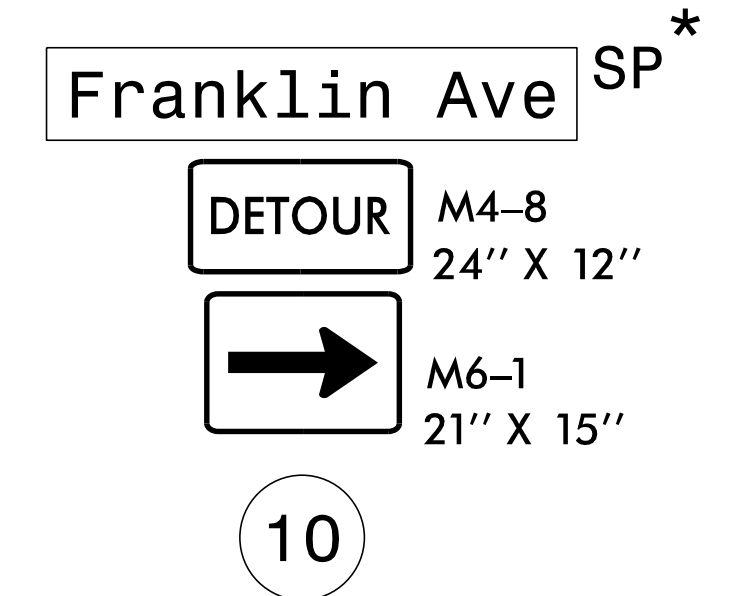
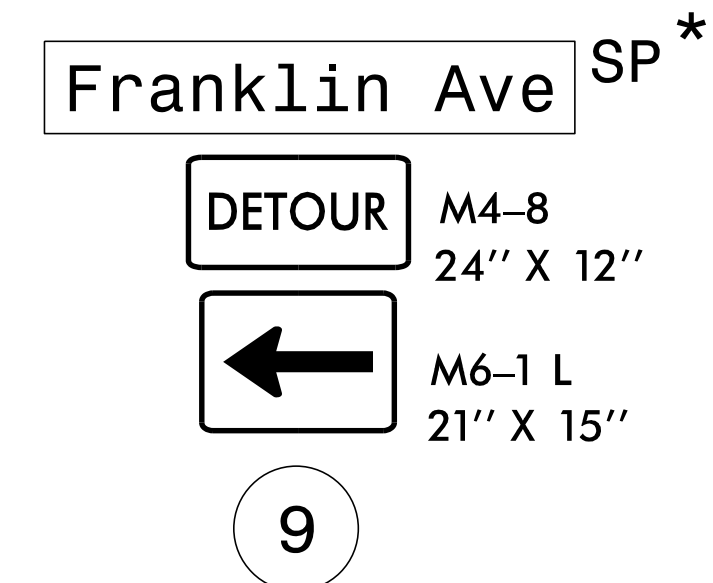
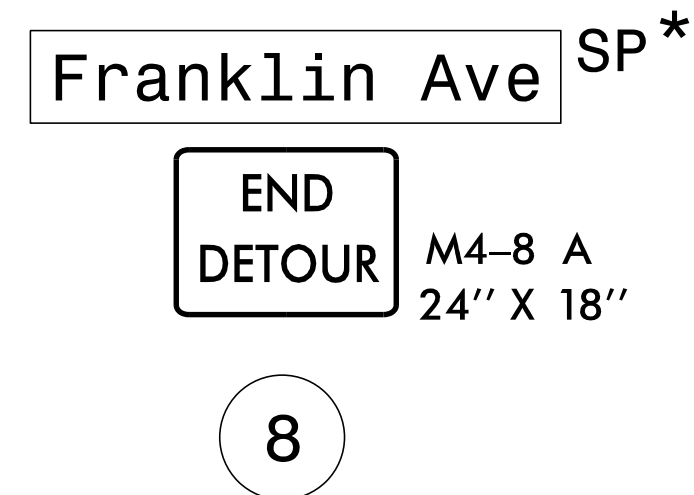
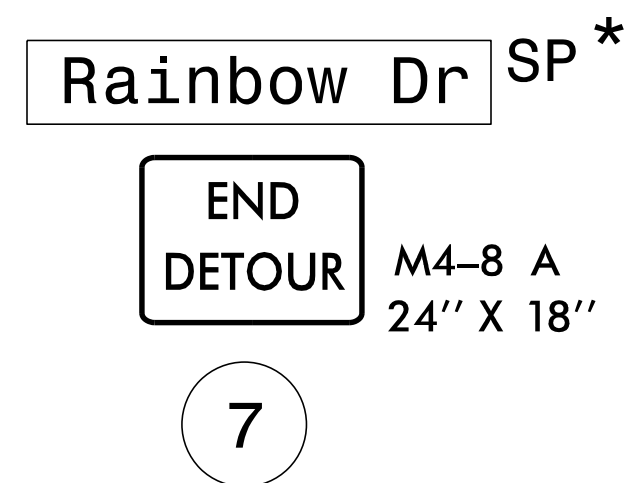
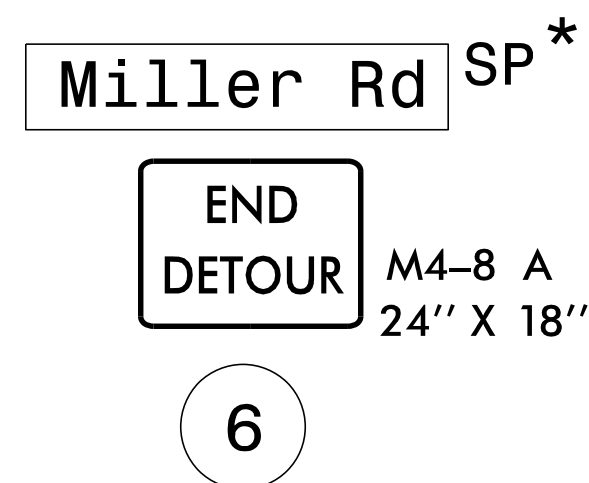
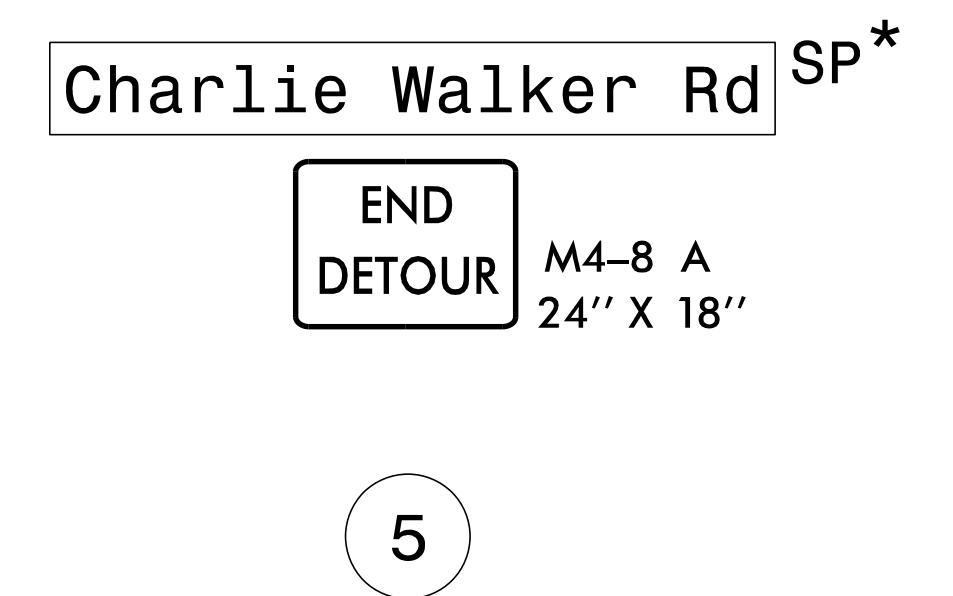
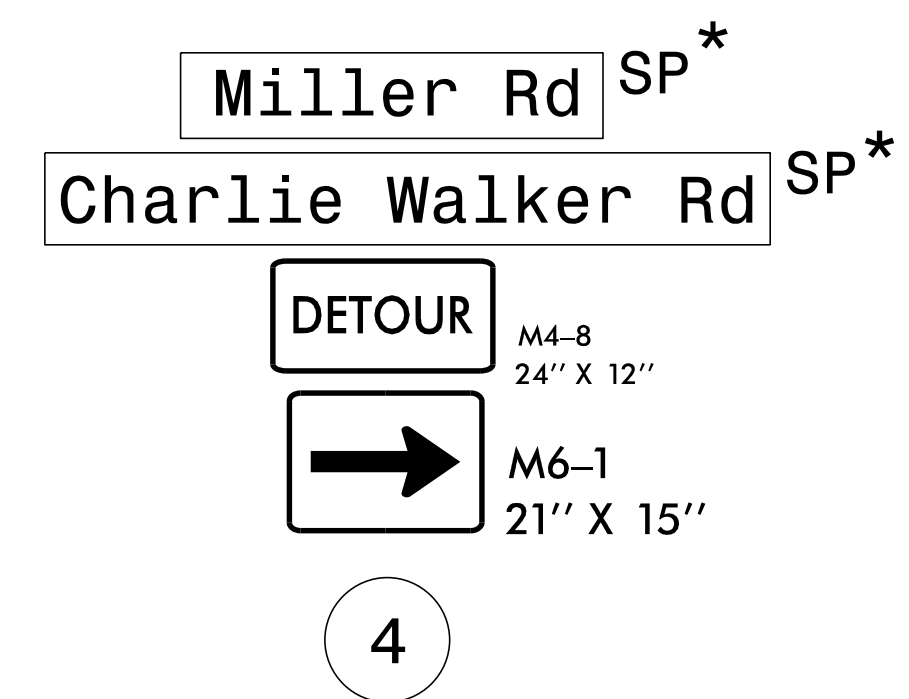
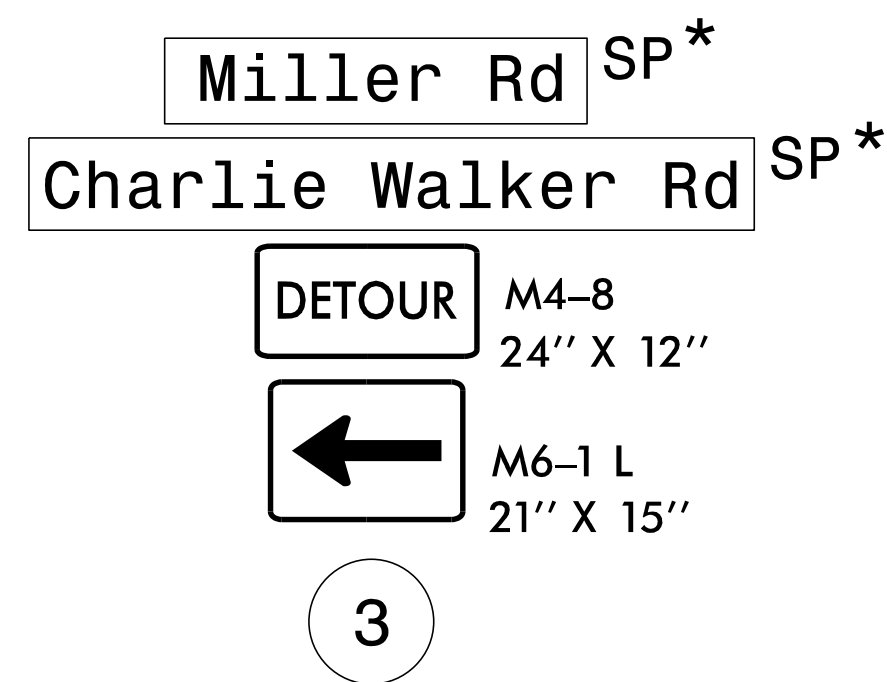
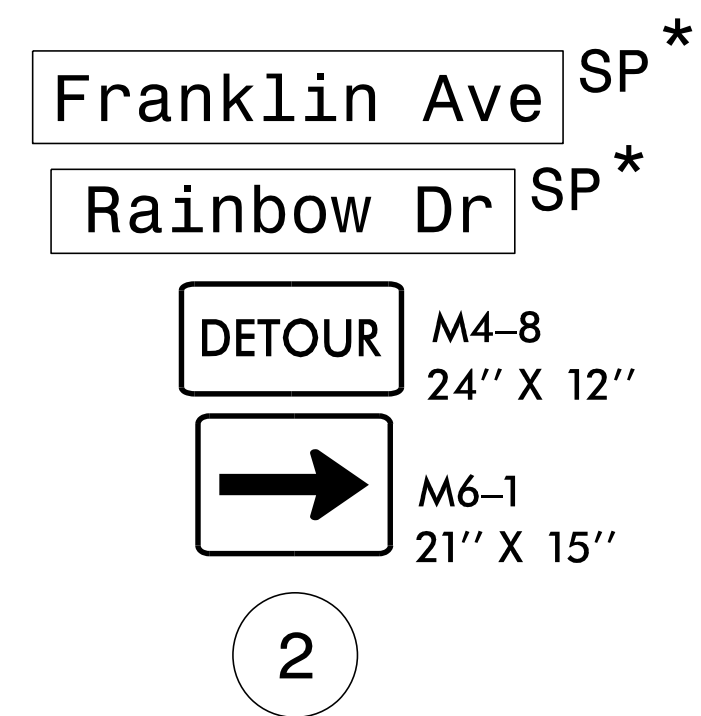
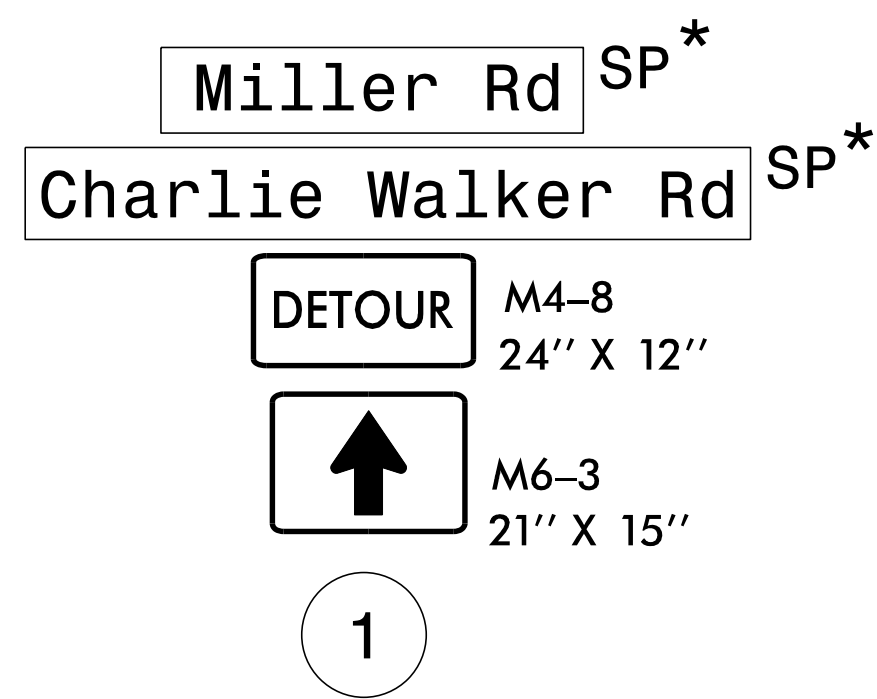
APPROVED: *Steve Kite*
DATE: 8/19/2016

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UNLESS ALL SIGNATURES COMPLETED**



PHASE II DETOURS

8/17/2016 P:\TIP\Projects-U\3440\Traffic\TrafficControl\TCP\TMP-38.dgn User:mgarratt



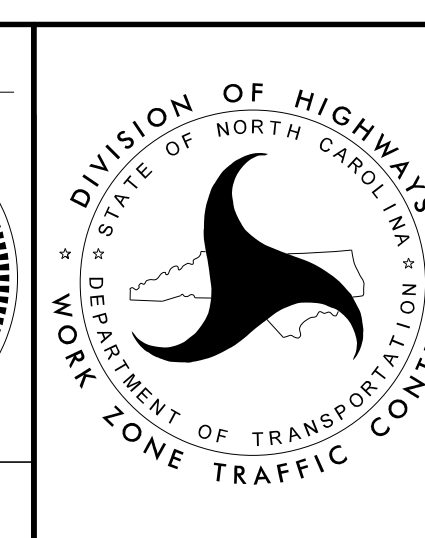
NOTES:

1. SEE SHEET TMP-38 FOR DETOUR SIGN LOCATIONS.
- * 2. SEE SHEET TMP-2B FOR DETOUR SIGN DESIGNS (SPECIAL SIGN "SP").

APPROVED: *Steve Kite*
DATE: 8/19/2016

SEAL
022104
ENGINEER
JOHN S. KITE, INC.

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PHASE II DETOUR SIGNAGE