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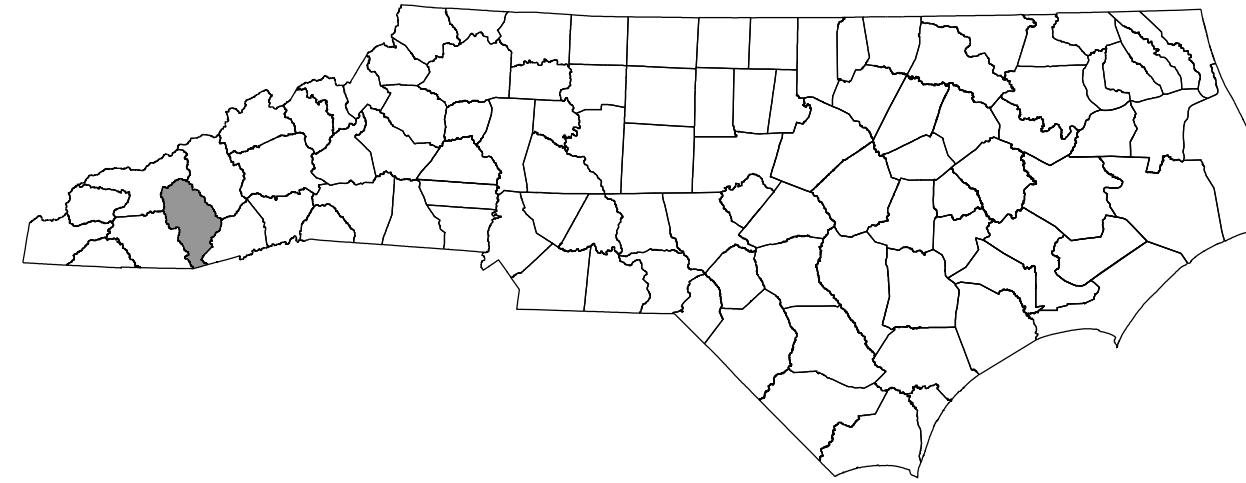
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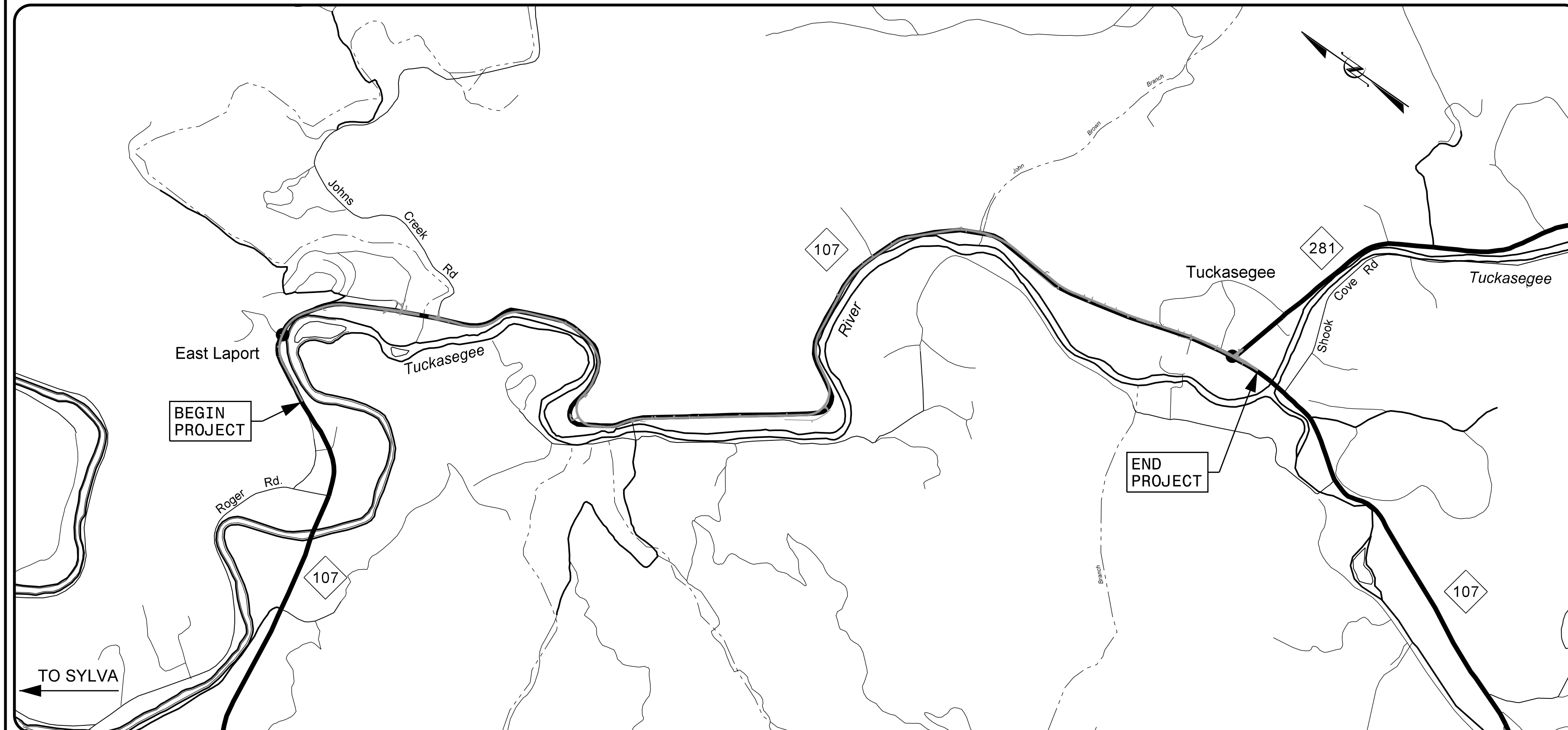
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

JACKSON COUNTY



LOCATION: NC 107 FROM NORTH OF SR 1002 TO NC 281



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 AND TMP-1C	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES, AND LOCAL NOTES)
TMP-2	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-2A AND TMP-2B	TEMPORARY SHORING DATA
TMP-2C	ON-SITE DETOUR FOR OPEN-CUT PIPE INSTALLATION
TMP-3 AND TMP-3A	TEMPORARY TRAFFIC CONTROL PHASING
TMP-4 THRU TMP-18	TEMPORARY TRAFFIC CONTROL DETAILS PHASE 1, STEP 1
TMP-19 THRU TMP-26	TEMPORARY TRAFFIC CONTROL DETAILS PHASE 1, STEPS 2 & 3
TMP-27 THRU TMP-41	TEMPORARY TRAFFIC CONTROL DETAILS PHASE 2
TMP-42 THRU TMP-45	TEMPORARY TRAFFIC CONTROL DETAILS PHASE 3

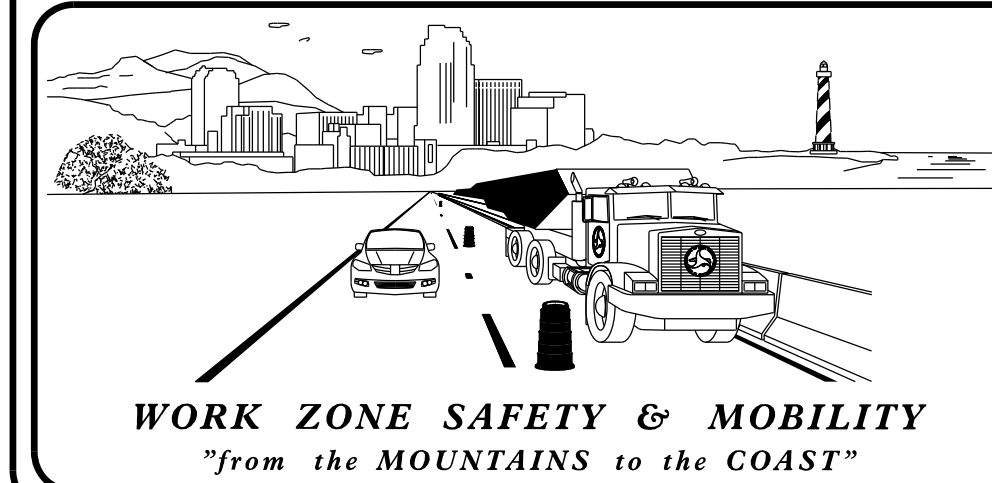
PLAN PREPARED BY:



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

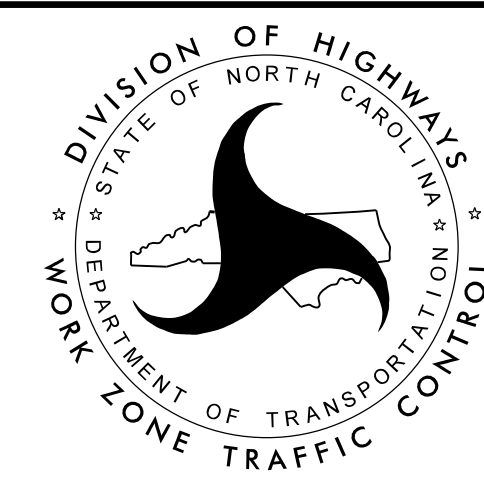
MICHELLE WARD, P.E. TRAFFIC CONTROL PROJECT ENGINEER
BRANDON SCOTT TRAFFIC CONTROL PROJECT DESIGN ENGINEER
CHRIS HARNDEN TRAFFIC CONTROL DESIGN ENGINEER

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N.C.D.O.T. WORK ZONE TRAFFIC CONTROL
1561 MAIL SERVICE CENTER (MSC) RALEIGH, NC 27699-1561
750 N. GREENFIELD PARKWAY, GARNER, NC 27529 (DELIVERY)
PHONE: (919) 773-2800 FAX: (919) 771-2745

J. S. BOURNE, P.E. STATE TRAFFIC MANAGEMENT ENGINEER
DON PARKER, P.E. TRAFFIC CONTROL PROJECT ENGINEER
TRAFFIC CONTROL PROJECT DESIGN ENGINEER
TRAFFIC CONTROL DESIGN ENGINEER



APPROVED: Michelle Ward
DATE: 9/2/2016

SEAL

PLOT DRIVER: NCDOT_pcf_color_eng_50.plt
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MANAGEMENT STRATEGIES

IN PHASE 1, TRAFFIC IS MAINTAINED ON EXISTING TRAVEL LANES AND CONSTRUCTION MAY BEGIN ON THE LEFT, RIGHT, OR BOTH SIDES OF THE ROAD, INCLUDING TEMPORARY PAVEMENT NEEDED FOR INTERIM TRAFFIC SHIFTS IN PHASE 1. ALL RETAINING WALLS ON THE RIGHT SIDE WILL BE CONSTRUCTED IN PHASE 1, EXCEPT RETAINING WALL #6, WHICH WILL BE CONSTRUCTED IN PHASE 2. WEDGING OVER EXISTING PAVEMENT WILL BE REQUIRED ON -L- (NC 107) IN ALL AREAS IN ORDER TO MAINTAIN TRAFFIC. AT THE CULVERT/PIPE AREAS AT -L- STA. 142+78 +/-, STA. 164+75 +/-, AND STA. 168+50 +/-, AN ON-SITE DETOUR OR TEMPORARY PAVEMENT WILL BE CONSTRUCTED, THEN TRAFFIC SHIFTED ONTO THE ON-SITE DETOUR IN ORDER TO CONSTRUCT STAGE 1 OF THE PIPE/CULVERT. ONCE STAGE 1 OF EACH CULVERT IS COMPLETED, TRAFFIC IS SHIFTED TO THE LEFT TO COMPLETE STAGE 2 OF EACH CULVERT

IN PHASE 2, TRAFFIC IS SHIFTED TO NEW PAVEMENT. (SEE PLANS FOR LOCATIONS) DURING THIS PHASE, THE REMAINDER OF THE ROADWAY CAN BE COMPLETED, INCLUDING RETAINING WALL #6, EXCEPT FOR THREE LOCATIONS ON THE LEFT SIDE OF -L- (NC 107).

IN PHASE 3, THE REMAINDER OF THE CONSTRUCTION OMITTED IN PHASE 2 WILL BE CONSTRUCTED.

ONCE ALL WORK IS COMPLETE, THE FINAL LAYER OF SURFACE COURSE AND FINAL MARKINGS & MARKERS WILL BE PLACED.

GENERAL NOTES

GENERAL NOTES

CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS, AND ROADWAY DETAILS ARE NOT ATTAINABLE TO MEET FIELD CONDITIONS OR RESULT IN DUPLICATE OR 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

-L- (NC 107) & -Y4- (NC 281)

HOLIDAY

1. FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
2. FOR NEW YEAR'S, BETWEEN THE HOURS OF 5:00 P.M. DECEMBER 31st TO 8:00 A.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 8:00 A.M. THE FOLLOWING TUESDAY.
3. FOR EASTER, BETWEEN THE HOURS OF 5:00 P.M. THURSDAY AND 8:00 A.M. MONDAY.
4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 5:00 P.M. FRIDAY TO 8:00 A.M. TUESDAY.
5. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 5:00 P.M. THE DAY BEFORE INDEPENDENCE DAY AND 8:00 A.M. THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 5:00 P.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 8:00 A.M. THE TUESDAY AFTER INDEPENDENCE DAY.
6. FOR LABOR DAY, BETWEEN THE HOURS OF 5:00 P.M. FRIDAY AND 8:00 A.M. TUESDAY.
7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 5:00 P.M. TUESDAY TO 8:00 A.M. MONDAY.
8. FOR CHRISTMAS, BETWEEN THE HOURS OF 5:00 P.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 8:00 A.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
9. FOR WEEKENDS DURING THE MONTH OF OCTOBER, BETWEEN THE HOURS OF 6:00 AM FRIDAY TO 6:00 AM MONDAY.

B) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	DURATION AND OPERATION
-L- (NC 107)	MONDAY - FRIDAY: 6:00 AM - 8:00 AM 4:00 PM - 6:00 PM	20 MINUTES FOR BLASTING OPERATIONS OR TRAFFIC SHIFTS


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

LANE AND SHOULDER CLOSURE REQUIREMENTS


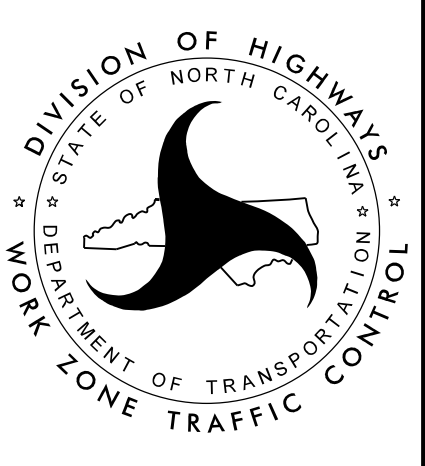
- D) REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED OR AS DIRECTED BY THE ENGINEER.
- E) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 15 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR A LANE CLOSURE IS INSTALLED.
- F) 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.

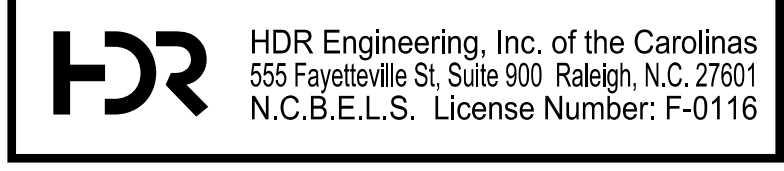
WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO A DIVIDED FACILITY AND WITHIN 10 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

- G) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRAFFIC CONTROL PLANS, ROADWAY STANDARD DRAWINGS, OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.
- H) DO NOT WORK SIMULTANEOUSLY WITHIN 15 FT ON BOTH SIDES OF AN OPEN TRAVELWAY, RAMP, OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.
- I) DO NOT INSTALL MORE THAN ONE MILE OF LANE CLOSURE ON NC 107 MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.
- J) DO NOT INSTALL MORE THAN 2 SIMULTANEOUS LANE CLOSURES IN ANY ONE DIRECTION ON NC 107.
- K) PROVIDE A MINIMUM OF 1 MILE BETWEEN LANE CLOSURES, MEASURED FROM THE END OF ONE CLOSURE TO THE FIRST SIGN OF THE NEXT LANE CLOSURE.
- L) PROVIDE TRAFFIC CONTROL FOR APPROPRIATE LANE CLOSURES FOR SURVEYING DONE BY THE DEPARTMENT.

PROJ. REFERENCE NO.	SHEET NO.
R-4753	TMP-1B
 HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	

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APPROVED: <i>Michelle Ward</i> <small>F83857568926488</small> DATE: 9/28/2016 <div style="text-align: center;">  </div>		<h2 style="margin: 0;">TRANSPORTATION OPERATIONS PLAN</h2>
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LOCAL NOTES

- 1) RECONSTRUCT FULL DEPTH PAVEMENT FROM -L- STA. 122+50 +/- TO STA. 124+50 +/- BY MILLING AND USING A CONTINUOUS FLAGGER OPERATION.
- 2) WEDGE PROPOSED SHOULDER TO MATCH PROPOSED TRAVEL LANE CROSS SLOPE TO USE FOR TEMPORARY THRU LANE IN THE FOLLOWING LOCATIONS:
 - L- STA. 25+50 +/- TO STA. 33+52 +/-
 - L- STA. 80+00 +/- TO STA. 84+00 +/-

TEMPORARILY OMIT EXPRESSWAY GUTTER AND REPLACE WITH TEMPORARY PAVEMENT IN THE FOLLOWING LOCATIONS:

 - L- STA. 30+50 +/- TO STA. 33+52 +/-
 - L- STA. 81+00 +/- TO STA. 84+00 +/-

IN PHASE 2, PROPOSED SHOULDER WILL BE MILLED TO RETURN SHOULDER TO PROPOSED CROSS SLOPE AND EXPRESSWAY GUTTER WILL BE CONSTRUCTED.
- 3) TEMPORARILY OMIT EXPRESSWAY GUTTER FROM -L- STA. 122+50 +/- TO STA. 123+55 +/- IN PHASE 1.

PAVEMENT EDGE DROP OFF REQUIREMENTS

M) 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.

N) DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 500 FT IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

P) 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.

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

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

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

T) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 500 FT IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC BARRIER

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

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

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

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

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

V) 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

W) 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.

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

Y) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES (DRUMS) PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
NC 107, NC 281 (CANADA RD) & SR 1737 (CANEY FORK RD)	PAINT	TEMPORARY RAISED
ALL OTHER ROADS	NONE	NONE

AA) 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.

BB) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

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

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

MISCELLANEOUS

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

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APPROVED: *Michelle Ward*
F83857568926488

DATE: 9/2/2016

SEAL

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TRANSPORTATION
OPERATIONS
PLAN

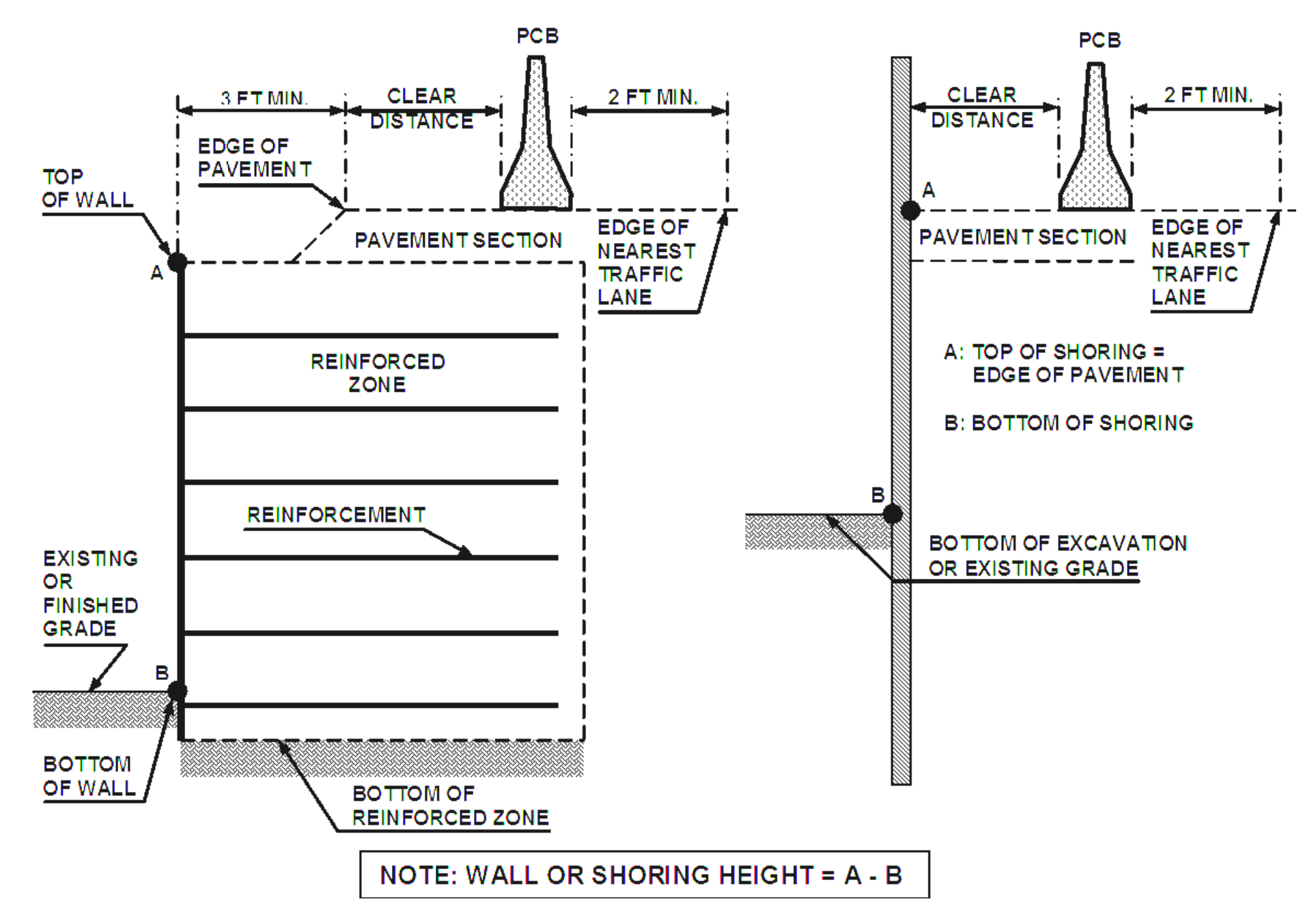


FIGURE A

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

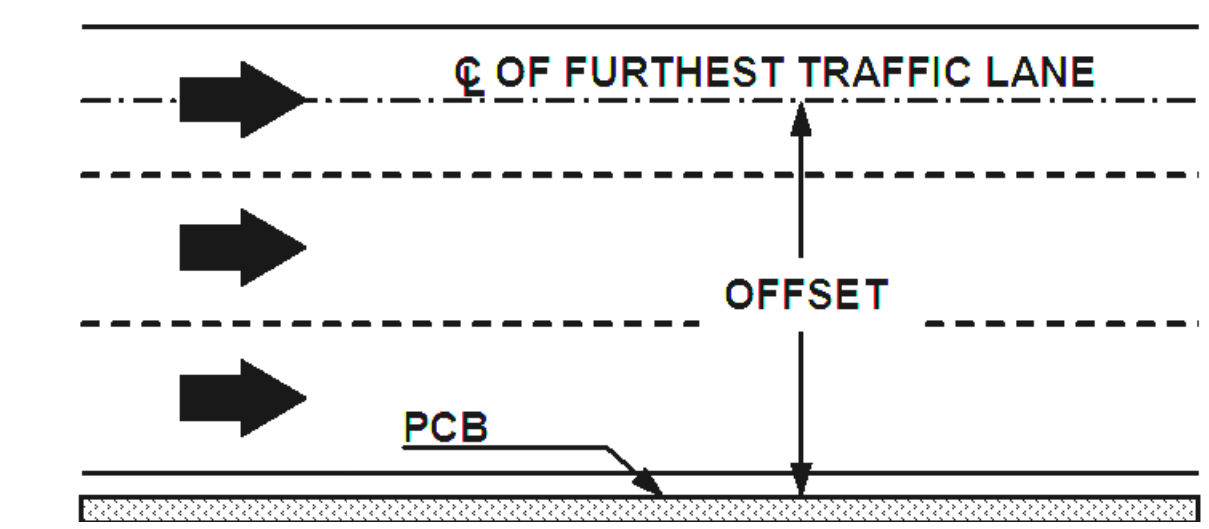
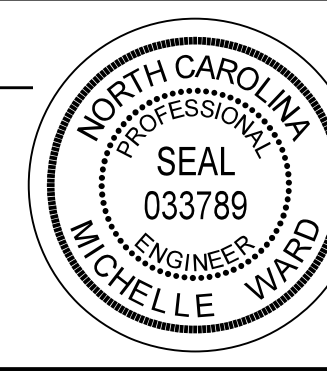



FIGURE B

APPROVED: <i>Michelle Ward</i> DATE: 9/2/2016 SEAL 		PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

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TEMPORARY SHORING DATA

PROJ. REFERENCE NO.	SHEET NO.
R-4753	TMP-2A

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

NOTES FOR ALL TEMPORARY SHORING

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

FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

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

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

DESIGN TEMPORARY SHORING FOR THE ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION. INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

THE ASSUMED SOIL PARAMETERS ARE:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 28 DEGREES
 COHESION (c) = 0 LB/SF

EXCEPT WHERE NOTED OTHERWISE, LIMITED SUBSURFACE INFORMATION IS AVAILABLE.

NOTE THAT BOULDERS MAY BE PRESENT WITHIN THE PROJECT LIMITS. THE PRESENCE OF BOULDERS SHALL NOT BEE CONSIDERED A CHANGED CONDITION.

NOTES FOR TEMPORARY SHORING No. 1

FROM STATION 18+00 -L-, 11.0 FT RT TO STATION 23+25 -L-, 11.0 FT RT:

ASSUMED GROUNDWATER ELEVATION = 2105 FT
 DRIVEN PILING MAY NOT PENETRATE BELOW ELEVATION 2115 FEET, PLUS OR MINUS 5 FEET, DUE TO BOULDERS, WEATHERED OR HARD ROCK.

NOTES FOR TEMPORARY SHORING No. 2

FROM STATION 26+25 -L-, 11.0 FT RT TO STATION 26+60 -L-, 11.0 FT RT:

TEMPORARY SHORING IS REQUIRED FOR PIPE INSTALLATION
 ASSUMED GROUNDWATER ELEVATION = 2106 FT
 DRIVEN PILING MAY NOT PENETRATE BELOW ELEVATION 2115 FEET, PLUS OR MINUS 5 FEET, DUE TO BOULDERS, WEATHERED OR HARD ROCK.

NOTES FOR TEMPORARY SHORING No. 3

FROM STATION 26+60 -L-, 11.0 FT RT TO STATION 31+75 -L-, 11.0 FT RT:

ASSUMED GROUNDWATER ELEVATION = 2107 FT
 DRIVEN PILING MAY NOT PENETRATE BELOW ELEVATION 2115 FEET, PLUS OR MINUS 5 FEET, DUE TO BOULDERS, WEATHERED OR HARD ROCK.

NOTES FOR TEMPORARY SHORING No. 4

FROM STATION 54+77 -L-, 8.0 FT RT TO STATION 57+05 -L-, 8.0 FT RT:

ASSUMED GROUNDWATER ELEVATION = 2113 FT
 DRIVEN PILING MAY NOT PENETRATE BELOW ELEVATION 2120 FEET, PLUS OR MINUS 5 FEET, DUE TO BOULDERS, WEATHERED OR HARD ROCK.

NOTES FOR TEMPORARY SHORING No. 5

FROM STATION 58+00 -L-, 8.0 FT RT TO STATION 62+20 -L-, 8.0 FT RT:

ASSUMED GROUNDWATER ELEVATION = 2114 FT
 DRIVEN PILING MAY NOT PENETRATE BELOW ELEVATION 2120 FEET, PLUS OR MINUS 10 FEET, DUE TO BOULDERS, WEATHERED OR HARD ROCK.

NOTES FOR TEMPORARY SHORING No. 6

FROM STATION 71+58 -L-, 11.0 FT RT TO STATION 81+90 -L-, 11.0 FT RT:

ASSUMED GROUNDWATER ELEVATION = 2116 FT
 DRIVEN PILING MAY NOT PENETRATE BELOW ELEVATION 2120 FEET, PLUS OR MINUS 10 FEET, DUE TO BOULDERS, WEATHERED OR HARD ROCK.

NOTES FOR TEMPORARY SHORING No. 7

FROM STATION 92+00 -L-, 11.0 FT RT TO STATION 95+81 -L-, 11.0 FT RT:

ASSUMED GROUNDWATER ELEVATION = 2120 FT
 DRIVEN PILING MAY NOT PENETRATE BELOW ELEVATION 2125 FEET, PLUS OR MINUS 10 FEET, DUE TO BOULDERS, WEATHERED OR HARD ROCK.

NOTES FOR TEMPORARY SHORING No. 8

FROM STATION 141+70 -L-, 36.4 FT RT TO STATION 143+20 -L-, 38.5 FT RT:

ASSUMED GROUNDWATER ELEVATION = 2127 FT
 DRIVEN PILING MAY NOT PENETRATE BELOW ELEVATION 2115 FEET DUE TO BOULDERS, WEATHERED OR HARD ROCK.

NOTES FOR TEMPORARY SHORING No. 9

FROM STATION 148+20 -L-, 11.0 FT RT TO STATION 153+12 -L-, 11.0 FT RT:

ASSUMED GROUNDWATER ELEVATION = 2131 FT
 DRIVEN PILING MAY NOT PENETRATE BELOW ELEVATION 2105 FEET DUE TO BOULDERS, WEATHERED OR HARD ROCK.

NOTES FOR TEMPORARY SHORING No. 10

FROM STATION 16+59 -DET2-, 19.0 FT RT TO STATION 17+77 -DET2-, 19.0 FT RT:

ASSUMED GROUNDWATER ELEVATION = 2134 FT
 DRIVEN PILING MAY NOT PENETRATE BELOW ELEVATION 2140 FEET, PLUS OR MINUS 10 FEET, DUE TO BOULDERS, WEATHERED OR HARD ROCK.

NOTES FOR TEMPORARY SHORING No. 11

FROM STATION 142+38 -L-, 3.5 FT RT TO STATION 143+19 -L-, 3.5 FT RT:

TEMPORARY SHORING IS REQUIRED FOR THE PIPE INSTALLATION
 ASSUMED GROUNDWATER ELEVATION = 2127 FT
 DRIVEN PILING MAY NOT PENETRATE BELOW ELEVATION 2115 FEET DUE TO BOULDERS, WEATHERED OR HARD ROCK.

NOTES FOR TEMPORARY SHORING No. 12

FROM STATION 142+38 -L-, 9.0 FT RT TO STATION 143+19 -L-, 9.0 FT RT:

TEMPORARY SHORING IS REQUIRED FOR THE PIPE INSTALLATION
 ASSUMED GROUNDWATER ELEVATION = 2127 FT
 DRIVEN PILING MAY NOT PENETRATE BELOW ELEVATION 2115 FEET DUE TO BOULDERS, WEATHERED OR HARD ROCK.

NOTES FOR TEMPORARY SHORING No. 12A

FROM STATION 142+50 -L-, 27.5 FT LT TO STATION 142+90 -L-, 27.5 FT LT:

TEMPORARY SHORING IS REQUIRED FOR THE PIPE INSTALLATION
 ASSUMED GROUNDWATER ELEVATION = 2127 FT
 DRIVEN PILING MAY NOT PENETRATE BELOW ELEVATION 2115 FEET DUE TO BOULDERS, WEATHERED OR HARD ROCK.

NOTES FOR TEMPORARY SHORING No. 13

FROM STATION 164+33 -L-, 13.5 FT RT TO STATION 164+93 -L-, 13.5 FT RT:

TEMPORARY SHORING IS REQUIRED FOR THE PIPE INSTALLATION
 ASSUMED GROUNDWATER ELEVATION = 2133 FT
 DRIVEN PILING MAY NOT PENETRATE BELOW ELEVATION 2140 FEET, PLUS OR MINUS 10 FEET, DUE TO BOULDERS, WEATHERED OR HARD ROCK.
 NO SUBSURFACE INFORMATION IS AVAILABLE.

NOTES FOR TEMPORARY SHORING No. 14

FROM STATION 13+17 -DET2-, 19.0 FT LT TO STATION 13+77 -DET2-, 19.0 FT LT:

TEMPORARY SHORING IS REQUIRED FOR THE PIPE INSTALLATION
 ASSUMED GROUNDWATER ELEVATION = 2133 FT
 DRIVEN PILING MAY NOT PENETRATE BELOW ELEVATION 2140 FEET, PLUS OR MINUS 10 FEET, DUE TO BOULDERS, WEATHERED OR HARD ROCK.
 NO SUBSURFACE INFORMATION IS AVAILABLE.

NOTES FOR TEMPORARY SHORING No. 15

FROM STATION 168+07 -L-, 13.5 FT RT TO STATION 168+72 -L-, 13.5 FT RT:

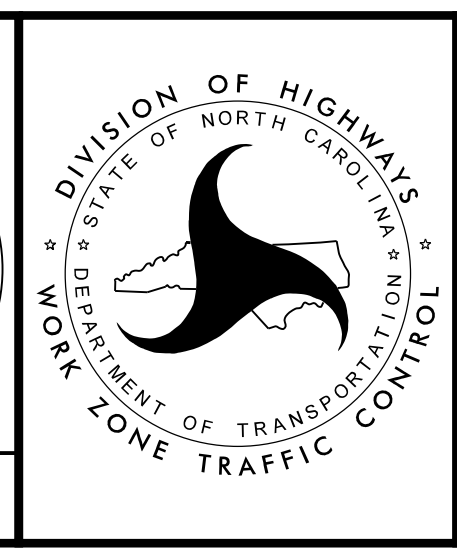
TEMPORARY SHORING IS REQUIRED FOR THE PIPE INSTALLATION
 ASSUMED GROUNDWATER ELEVATION = 2132 FT
 DRIVEN PILING MAY NOT PENETRATE BELOW ELEVATION 2140 FEET DUE TO BOULDERS, WEATHERED OR HARD ROCK.

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH SEALED DOCUMENTS FROM THE GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENT WAS DATED AND SEALED ON 09/19/2016 BY A PROFESSIONAL ENGINEER, RICHARD SCOTT WEBB, LICENSE # 028669.

APPROVED: *Scott Webb*
 DATE: 9/29/2016

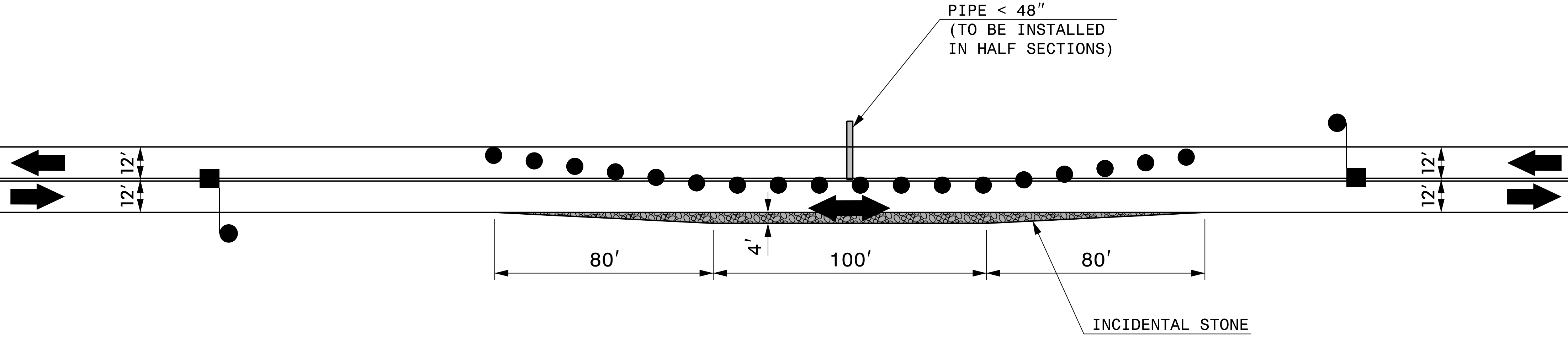
SEAL

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED

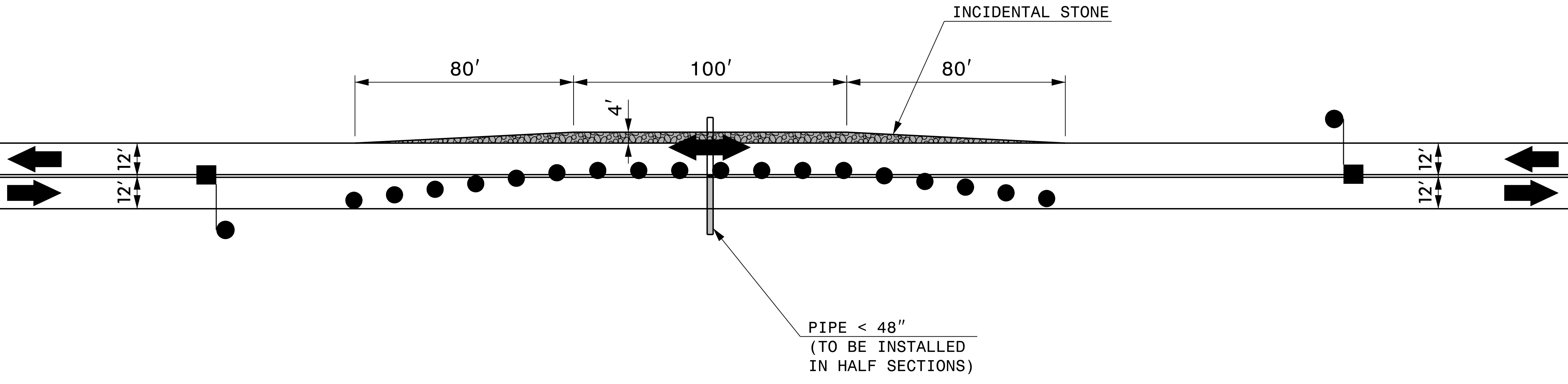


TEMPORARY SHORING DATA

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STEP 1



STEP 2

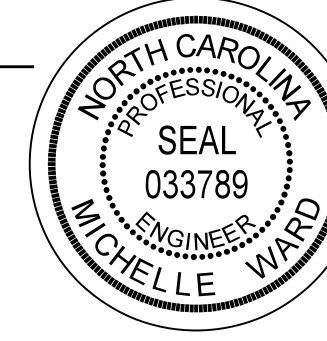
NOTES:

1. SEE RSD 1101.02, SHEET 1 OF 15 FOR FLAGGER AND SIGN SPACING REQUIREMENTS.
2. TRAFFIC SHALL BE RETURNED TO THE EXISTING PATTERN AT THE END OF THE WORK PERIOD.

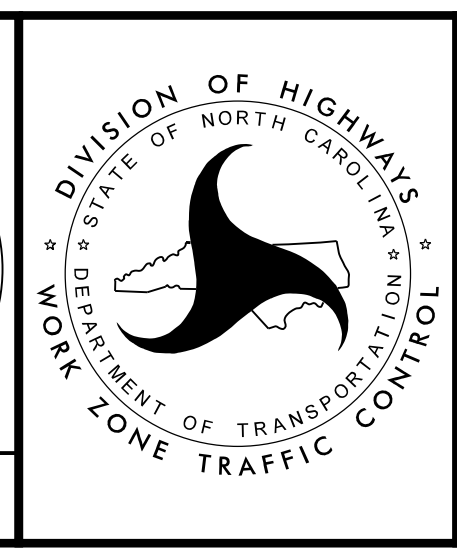
APPROVED: *Michelle Ward*
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DATE: 9/28/2016

SEAL



**DOCUMENT NOT CONSIDERED FINAL
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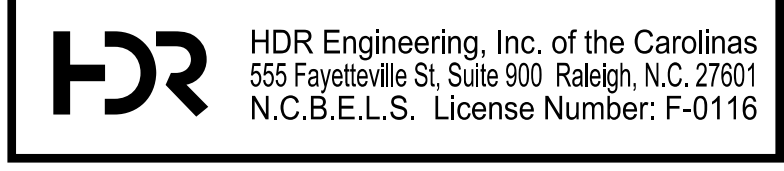


**ON-SITE DETOUR
FOR OPEN-CUT
PIPE INSTALLATION**

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PHASING

PROJ. REFERENCE NO.	SHEET NO.
R-4753	TMP-3



NOTES:

BEFORE BEGINNING ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL INSTALL ALL ADVANCE WARNING SIGNS AND TRAFFIC CONTROL DEVICES ACCORDING TO RSD 1101.01, SHEET 3 OF 3. FIELD VERIFY LOCATIONS WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.

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

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

WHEN WEDGING OVER THE EXISTING PAVEMENT, WEDGE TO PROPOSED ELEVATION (LESS THE FINAL LAYER OF SURFACE COURSE), OR WEDGE AS NEEDED TO MAINTAIN TRAFFIC. MAINTAIN POSITIVE DRAINAGE AND MAINTAIN A MAXIMUM .04 ROLLOVER IN BOTH EXISTING AND/OR TEMPORARY TRAVEL LANES.

INSTALL TEMPORARY DRAINAGE AS SHOWN ON THE ROADWAY PLANS TO MAINTAIN POSITIVE DRAINAGE DURING CONSTRUCTION.

WHEN CONSTRUCTING PIPES AT WALL LOCATIONS, ENSURE THAT ADEQUATE COVER OVER THE PIPES IS PROVIDED TO PROTECT THEM FROM DAMAGE WHEN DRIVING CONSTRUCTION EQUIPMENT OVER THE PIPES.

FOR ADDITIONAL TEMPORARY DRAIN PIPES THAT MAY BE NEEDED, USE ACCEPTABLE PIPE MATERIAL, AS DETERMINED BY THE ENGINEER.

WHEN LANE CLOSURES ARE REFERENCED IN THE PHASING, REFER TO RSD 1101.02, SHEET 1 OF 15.

WHEN USING LANE CLOSURES, RETURN TRAFFIC TO THE CURRENT EXISTING PATTERN AT THE END OF THE ALLOWABLE WORK PERIOD.

PAVE PROPOSED CONSTRUCTION UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE, IN ALL PHASES, UNLESS OTHERWISE NOTED IN THE PHASING, UNTIL STATED TO INSTALL THE FINAL LAYER OF SURFACE COURSE IN PHASE 3, STEP 3.

CONSTRUCTION CAN OCCUR AT A MAXIMUM OF TWO (2) WALL LOCATIONS AT ONE TIME. WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK AT EACH WALL LOCATION. ONCE CONSTRUCTION HAS BEGUN AT ANY TWO (2) WALL LOCATIONS, ONE WALL MUST BE COMPLETED PRIOR TO BEGINNING CONSTRUCTION AT ANOTHER WALL LOCATION. WALL CONSTRUCTION ENCOMPASSES ALL CONSTRUCTION ACTIVITIES INCLUDING EXCAVATION, SOIL NAIL WALL INSTALLATION AND ACTUAL RETAINING WALL CONSTRUCTION.

PHASE 1 (SHEETS TMP-4 THRU TMP-26)

STEP 1:

USING LANE CLOSURES, BEGIN CONSTRUCTION OF THE FOLLOWING ON THE RIGHT SIDE OF -L- (NC 107), WEDGING ACROSS EXISTING NC 107 AS NECESSARY:

- L- STA. 15+50 +/- TO STA. 25+00 +/- (INCLUDING RETAINING WALL #1A) (PLACE TEMPORARY MARKING FROM -L- STA. 16+00 +/- TO STA. 19+09 +/- AND SHIFT TRAFFIC PRIOR TO BEGINNING CONSTRUCTION OF RETAINING WALL #1A) (SEE NOTE BELOW)
- L- STA. 38+00 +/- TO STA. 48+44 +/- (BEGIN BRIDGE)
- L- STA. 49+79 +/- (END BRIDGE) TO STA. 69+50 +/- (INCLUDING RETAINING WALLS #2 & #3) (SEE NOTE BELOW)
- L- STA. 96+82 +/- TO STA. 127+70 +/- (ACCESS WILL NEED TO BE MAINTAINED TO EXISTING DRIVEWAY AROUND -L- STA. 120+00 +/-, UNTIL -Y3A- IS COMPLETE. BEFORE CONTINUING WORK ON -L- IN THE -Y3A- AREA, CONSTRUCT -Y3A- FROM STA. 11+40 +/- TO STA. 17+86 +/- WITH TEMPORARY TIE TO EXISTING NC 107 AROUND -L- STA. 125+50 +/-.) (SEE LOCAL NOTE 1)
- L- STA. 147+30 +/- TO STA. 161+00 +/- (INCLUDING RETAINING WALL #7) (SEE NOTE BELOW)
- L- STA. 173+50 +/- TO STA. 214+50 +/- (ACCESS WILL NEED TO BE MAINTAINED TO EXISTING DRIVEWAY AROUND -L- STA. 182+50 +/- AND STA. 203+50 +/-, UNTIL -Y3B- AND -Y3C- ARE COMPLETE. BEFORE CONTINUING WORK ON -L- IN THE -Y3B- AND -Y3C- AREAS, CONSTRUCT -Y3B- FROM -L- (NC 107) TO STA. 14+43 +/- AND -Y3C- FROM -L- (NC 107) TO STA. 12+30 +/-.)

NOTE: FOR CONSTRUCTION OF ALL RETAINING WALLS, INSTALL TEMPORARY SHORING AND TEMPORARY GUARDRAIL BEFORE BEGINNING CONSTRUCTION IN THESE AREAS. (SEE PLANS FOR LOCATIONS)

USING LANE CLOSURES, BEGIN CONSTRUCTION OF THE FOLLOWING ON THE LEFT SIDE OF -L- (NC 107), WEDGING ACROSS EXISTING NC 107 AS NECESSARY:

- L- STA. 25+50 +/- TO STA. 48+44 +/- (BEGIN BRIDGE) (SEE LOCAL NOTE 2)
- L- STA. 80+00 +/- TO STA. 90+50 +/- (CONSTRUCT RT AND LT SIDE FROM -L- STA. 86+86 +/- TO STA. 89+34 +/-) (SEE LOCAL NOTE 2)
- L- STA. 122+50 +/- TO STA. 128+88 +/- (SEE LOCAL NOTES 1 & 3)
- L- STA. 173+50 +/- TO STA. 202+50 +/-
- L- STA. 206+50 +/- TO STA. 214+50 +/-

USING LANE CLOSURES, BEGIN CONSTRUCTION OF TEMPORARY PAVEMENT IN THE FOLLOWING LOCATIONS: (SEE SHEETS TMP-4, TMP-8, TMP-9, TMP-10, TMP-12 AND TMP-13)

- L- STA. 24+69 +/- (LT) TO STA. 25+50 +/- (LT)
- L- STA. 78+70 +/- (LT) TO STA. 80+00 +/- (LT)
- L- STA. 94+20 +/- (LT) TO STA. 98+01 +/- (LT)
- L- STA. 98+08 +/- (RT) TO STA. 103+89 +/- (RT)
- L- STA. 128+88 +/- (LT) TO STA. 129+54 +/- (LT)
- L- STA. 139+20 +/- (RT) TO STA. 146+66 +/- (RT) (INCLUDING TEMPORARY SHORING, TEMPORARY GUARDRAIL AND TEMPORARY BYPASS PIPE THROUGH THE EXISTING CULVERT)

USING LANE CLOSURES, AS NECESSARY, BEGIN CONSTRUCTION OF -DET2- FROM STA. 10+00 +/- TO STA. 21+65 +/-, INCLUDING EXTENSION OF EXISTING PIPE AT -L- STA. 164+76 FOR INSTALLATION OF PROPOSED PIPE, INSTALLATION OF TEMPORARY PIPE FOR CONSTRUCTION OF CULVERT AT -L- STA. 168+50 +/- AND TEMPORARY SHORING AND TEMPORARY GUARDRAIL. (SEE SHEETS TMP-14 AND TMP-15)

USING LANE CLOSURES, BEGIN CONSTRUCTION OF THE FOLLOWING:

- Y1REV- FROM STA. 11+15 TO -L- (NC 107) (MAINTAIN TRAFFIC WITH INCIDENTAL STONE AS NEEDED)
- Y1A- FROM STA. 10+15 TO -Y1REV- (MAINTAIN TRAFFIC WITH INCIDENTAL STONE AS NEEDED)
- Y2A- TEMPORARY TIE WITH INCIDENTAL STONE FROM EX. NC 107 TO -L- DRV2- TO STA. 11+07 +/-
- DRV3- TO STA. 10+30 +/-
- Y4- TO STA. 11+85 +/-, INCLUDING WEDGING OVER EXISTING

STEP 2:

USING LANE CLOSURES, COMPLETE THE FOLLOWING, PLACE TEMPORARY MARKING AND SHIFT TRAFFIC TO THE PHASE 1, STEP 2, PATTERN:

- TEMPORARY PAVEMENT FROM -L- STA. 24+69 +/- TO STA. 25+50 +/- (LT) AND PROPOSED LT SIDE FROM -L- STA. 25+50 +/- TO STA. 33+52 +/- (SEE SHEETS TMP-19 AND TMP-20) (SEE LOCAL NOTE 2)
- TEMPORARY PAVEMENT FROM -L- STA. 78+70 +/- TO STA. 80+00 +/- (LT) AND PROPOSED LT SIDE FROM -L- STA. 80+00 +/- TO STA. 84+43 +/- (SEE SHEET TMP-23) (SEE LOCAL NOTE 2)
- TEMPORARY PAVEMENT FROM -L- STA. 94+20 +/- TO STA. 98+01 +/- (LT) (SEE SHEET TMP-24)

USING LANE CLOSURES, IN A CONTINUOUS OPERATION, COMPLETE THE FOLLOWING: (SEE SHEETS TMP-25 AND TMP-26)

- A) CONSTRUCTION OF TEMPORARY PAVEMENT FROM -L- STA. 139+20 +/- (RT) TO STA. 146+66 +/- (RT) AND -DET2- FROM -DET2- STA. 10+00 +/- TO STA. 21+65 +/-
- B) PLACE TEMPORARY MARKING AND PCB
- C) SHIFT TRAFFIC TO THE TEMPORARY PAVEMENT AND -DET2-

STEP 3:

USING LANE CLOSURES, BEGIN CONSTRUCTION OF THE FOLLOWING ON THE RIGHT SIDE OF -L- (NC 107), WEDGING ACROSS EXISTING NC 107 AS NECESSARY:

- L- STA. 25+00 +/- TO STA. 34+00 +/- (INCLUDING CULVERT EXTENSION AT -L- STA. 26+43 +/- AND RETAINING WALL #1) (SEE NOTE BELOW)
- L- STA. 69+50 +/- TO STA. 85+00 +/- (INCLUDING RETAINING WALL #4) (SEE NOTE BELOW)
- L- STA. 90+00 +/- TO STA. 96+82 +/- (INCLUDING RETAINING WALL #5) (SEE NOTE BELOW)
- DRV1- TO STA. 10+95 +/-
- Y3- TO STA. 10+48 +/-

NOTE: FOR CONSTRUCTION OF ALL RETAINING WALLS AND CULVERT EXTENSION AT -L- STA. 26+43 +/-, INSTALL TEMPORARY SHORING AND TEMPORARY GUARDRAIL OR PCB BEFORE BEGINNING CONSTRUCTION IN THESE AREAS. (SEE PLANS FOR LOCATIONS)

USING LANE CLOSURES, INSTALL SHORING #12, #14 AND #16, THEN CONSTRUCT THE FOLLOWING: (SEE SHEETS TMP-25 AND TMP-26)

- L- STA. 140+00 +/- (LT) TO -L- STA. 146+20 +/- (LT), INCLUDING WEDGING OVER EXISTING AND TEMPORARY PAVEMENT OFF PROPOSED FROM -L- STA. 141+64 +/- TO STA. 146+20 +/- (ALSO INCLUDES STAGE 1 CONSTRUCTION OF NEW CULVERT AT -L- STA. 142+78 +/- AND FULL DEPTH RECONSTRUCTION OF ROADWAY AT CULVERT AREA) TEMPORARY SHORING #11 WILL BE INSTALLED DURING CULVERT CONSTRUCTION.
- L- STA. 161+00 +/- (LT) TO -L- STA. 168+72 +/- (LT), INCLUDING WEDGING OVER EXISTING (ALSO INCLUDES STAGE 1 CONSTRUCTION OF NEW PIPE AT -L- STA. 164+75 +/- AND NEW CULVERT AT -L- STA. 168+50 +/- AND FULL DEPTH RECONSTRUCTION OF ROADWAY AT PIPE AND CULVERT AREA) TEMPORARY SHORING #13 AND #15 WILL BE INSTALLED DURING CULVERT CONSTRUCTION. INSTALL TEMPORARY BYPASS PIPE THROUGH PROPOSED CULVERT AT -L- STA. 168+50 +/- AFTER STAGE 1 CONSTRUCTION OF CULVERT IS COMPLETE.

NOTE: PROPOSED WEDGING AT TIE-IN LOCATIONS WILL BE COMPLETED DURING THE SHIFT TO THE PHASE 2 TRAFFIC PATTERN. AFTER CULVERT AND PIPE ARE COMPLETED, REMOVE PORTION OF PCB THAT IS ON EXISTING NC 107 PAVEMENT AND RELOCATE CRASH CUSHIONS. (SEE NOTE ON PLAN SHEETS TMP-25 AND TMP-26)

USING LANE CLOSURES, COMPLETE CONSTRUCTION OF THE FOLLOWING ON THE RIGHT SIDE OF -L- (NC 107), INCLUDING WEDGING ACROSS EXISTING NC 107 AS NECESSARY:

- L- STA. 15+50 +/- TO STA. 34+00 +/- (INCLUDING RETAINING WALLS #1 AND #1A AND CULVERT EXTENSION AT -L- STA. 26+43 +/-) (ONCE CULVERT EXTENSION AND RETAINING WALL CONSTRUCTION IS COMPLETE, REMOVE PCB, CRASH CUSHION, TEMPORARY GUARDRAIL AND TEMPORARY SHORING IN THESE AREAS.)
- L- STA. 38+00 +/- TO STA. 48+44 +/- (BEGIN BRIDGE)
- L- STA. 49+79 +/- (END BRIDGE) TO STA. 85+00 +/- (INCLUDING RETAINING WALL #2, #3 & #4) (ONCE RETAINING WALLS ARE COMPLETE, REMOVE TEMPORARY GUARDRAIL IN THESE AREAS.)
- L- STA. 90+00 +/- TO STA. 127+70 +/- (INCLUDING RETAINING WALL #5) (ONCE RETAINING WALL IS COMPLETE, REMOVE TEMPORARY GUARDRAIL IN THIS AREA.) (SEE LOCAL NOTES 1 & 3)
- L- STA. 147+00 +/- TO STA. 161+00 +/- (INCLUDING RETAINING WALL #7) (ONCE RETAINING WALL IS COMPLETE, REMOVE TEMPORARY GUARDRAIL IN THIS AREA.)
- L- STA. 200+50 +/- TO STA. 208+50 +/-

USING LANE CLOSURES, COMPLETE CONSTRUCTION OF THE FOLLOWING ON THE LEFT SIDE OF -L- (NC 107), INCLUDING WEDGING ACROSS EXISTING NC 107 AS NECESSARY:

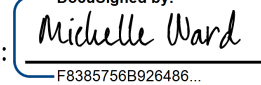

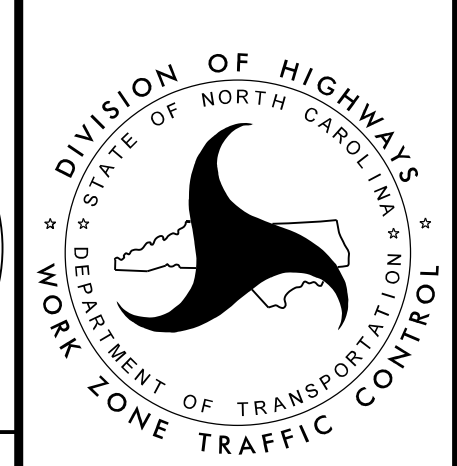
- L- STA. 33+52 +/- TO STA. 48+44 +/- (BEGIN BRIDGE)
- L- STA. 84+43 +/- TO STA. 90+50 +/- (INCLUDING RT AND LT SIDE FROM -L- STA. 86+86 +/- TO STA. 89+34 +/-)
- L- STA. 122+50 +/- TO STA. 128+88 +/-
- L- STA. 200+50 +/- TO STA. 202+50 +/-

USING LANE CLOSURES, COMPLETE CONSTRUCTION OF TEMPORARY PAVEMENT FROM -L- STA. 98+08 +/- (RT) TO STA. 103+89 +/- (RT).

USING LANE CLOSURES, COMPLETE CONSTRUCTION OF THE FOLLOWING:

- DRV1- TO STA. 10+95 +/-
- Y1REV- FROM STA. 11+15 TO -L- (NC 107) (MAINTAIN TRAFFIC WITH INCIDENTAL STONE AS NEEDED) (SHIFT TRAFFIC TO THE NEW ALIGNMENT ONCE COMPLETE)
- Y1A- FROM STA. 10+15 TO -Y1REV- (MAINTAIN TRAFFIC WITH INCIDENTAL STONE AS NEEDED) (SHIFT TRAFFIC TO THE NEW ALIGNMENT ONCE COMPLETE)
- Y2A- TEMPORARY TIE WITH INCIDENTAL STONE FROM EX. NC 107 TO -L- -Y3- TO STA. 10+48 +/-
- DRV2- TO STA. 11+07 +/-

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APPROVED:  DATE: 9/2/2016			<h2 style="margin: 0;">PHASING</h2>
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

PHASING

PROJ. REFERENCE NO.	SHEET NO.
R - 4753	TMP - 3A

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

PHASE 2 (SHEETS TMP-27 THRU TMP-41)

STEP 1:

USING LANE CLOSURES, SHIFT TRAFFIC TO THE TEMPORARY PHASE 2 TRAFFIC PATTERN SHOWN ON SHEETS TMP-27 THRU TMP-41.

NOTE: IN ORDER TO SHIFT TRAFFIC AT THE CULVERT LOCATIONS (-L- STA. 142+78, 164+75 AND 168+50), RELOCATE PCB AS DESCRIBED ON SHEETS TMP-25 AND TMP-26 TO COMPLETE WEDGING OPERATION DURING TRAFFIC SHIFT.

STEP 2:

USING LANE CLOSURES, CONSTRUCT THE FOLLOWING ON THE RIGHT SIDE OF -L- (NC 107), WEDGING ACROSS NC 107 AS NECESSARY TO MAINTAIN TRAFFIC:

- L- STA. 34+00 +/- TO STA. 38+00 +/-
- L- STA. 85+00 +/- TO STA. 86+86 +/-
- L- STA. 89+34 +/- TO STA. 90+00 +/-
- L- STA. 127+70 +/- TO STA. 147+00 +/- (INCLUDING RETAINING WALL #6 AND STAGE 2 CONSTRUCTION OF CULVERT AT -L- STA. 142+78 +/-) (SEE NOTE BELOW)
- L- STA. 161+00 +/- TO STA. 173+50 +/-, INCLUDING STAGE 2 CONSTRUCTION OF PIPE AT -L- STA. 164+75 +/- AND CULVERT AT -L- STA. 168+50 +/- AND CONSTRUCTION OF -DRV4- FROM NC 107 TO STA. 10+83 +/-

NOTE: FOR CONSTRUCTION OF RETAINING WALL, INSTALL SHORING AND TEMPORARY GUARDRAIL BEFORE BEGINNING CONSTRUCTION ON THE WALL. (SEE PLANS FOR LOCATIONS)

USING LANE CLOSURES, CONSTRUCT THE FOLLOWING ON THE LEFT SIDE OF -L- (NC 107), WEDGING ACROSS NC 107 AS NECESSARY TO MAINTAIN TRAFFIC:

- L- STA. 15+50 +/- TO STA. 25+50 +/-
- L- STA. 49+79 +/- TO STA. 80+00 +/- (FULL DEPTH RECONSTRUCTION FROM -L- STA. 74+40 +/- TO STA. 77+40 +/-)
- L- STA. 90+50 +/- TO STA. 123+55 +/- (FULL DEPTH RECONSTRUCTION FROM -L- STA. 98+30 +/- TO STA. 123+55 +/-)
- L- STA. 149+00 +/- TO STA. 161+00 +/-
- L- STA. 202+50 +/- TO STA. 206+50 +/-

USING LANE CLOSURES, MILL PROPOSED SHOULDERS TO PROPOSED CROSS SLOPE IN THE FOLLOWING LOCATIONS:

- L- STA. 25+50 +/- TO STA. 33+52 +/-
- L- STA. 80+00 +/- TO STA. 84+00 +/-

USING LANE CLOSURES, CONSTRUCT PROPOSED EXPRESSWAY GUTTER IN THE FOLLOWING LOCATIONS:

- L- STA. 30+50 +/- TO STA. 33+52 +/-
- L- STA. 81+00 +/- TO STA. 84+00 +/-

USING LANE CLOSURES, CONSTRUCT THE FOLLOWING:

- Y2- FROM NC 107 TO STA. 11+00 +/-
- Y2A- FROM STA. 10+30 +/- TO STA. 12+10 +/-
- Y3A- FROM STA. 10+18 +/- TO STA. 11+40 +/-

USING LANE CLOSURES, COMPLETE ALL WORK PREVIOUSLY BEGUN IN PHASE 1, THAT WAS NOT COMPLETED EARLIER.

PHASE 3 (SHEETS TMP-42 THRU TMP-45)

STEP 1:

USING LANE CLOSURES, PLACE TEMPORARY MARKINGS AND MARKERS IN THE FINAL TRAFFIC PATTERN ON ALL ROADS, EXCEPT AS NOTED BELOW, AND SHIFT TRAFFIC TO THE FINAL PATTERN. AT THE FOLLOWING LOCATIONS, PLACE TEMPORARY MARKINGS AND MARKERS AS SHOWN ON SHEETS TMP-42 THRU TMP-45 AND PLACE TRAFFIC IN THE TEMPORARY PHASE 3 TRAFFIC PATTERN:

- L- STA. 125+00 +/- TO STA. 150+97 +/-
- L- STA. 166+24 +/- TO STA. 175+00 +/-

STEP 2:

USING LANE CLOSURES, CONSTRUCT THE FOLLOWING:

- L- STA. 128+88 +/- TO STA. 140+00 +/- (LT SIDE)
- L- STA. 146+20 +/- TO STA. 149+00 +/- (LT SIDE)
- L- STA. 168+72 +/- TO STA. 173+50 +/- (LT SIDE)

USING LANE CLOSURES, REMOVE TEMPORARY PAVEMENT ON THE RIGHT SIDE, CONSTRUCTED IN PHASE 1, STEP 1, FROM -L- STA. 98+08 +/- TO STA. 103+89 +/- AND COMPLETE PROPOSED SHOULDER WORK. (SEE SHEETS TMP-9 AND TMP-10 FOR LOCATION)

USING LANE CLOSURES, REMOVE TEMPORARY PAVEMENT ON THE LEFT SIDE, CONSTRUCTED IN PHASE 1, STEP 3, FROM -L- STA. 141+64 +/- TO STA. 146+20 +/- AND COMPLETE PROPOSED SHOULDER WORK. (SEE SHEET TMP-25 FOR LOCATION)

STEP 3:

USING LANE CLOSURES, PLACE FINAL LAYER OF SURFACE COURSE AND TEMPORARY MARKINGS IN THE FINAL PATTERN ON ALL ROADS AND OPEN ALL ROADS TO THE FINAL PATTERN.

STEP 4:

USING LANE CLOSURES, PLACE FINAL MARKINGS AND MARKERS ON ALL ROADS AND OPEN TO THE FINAL PATTERN.

STEP 5:

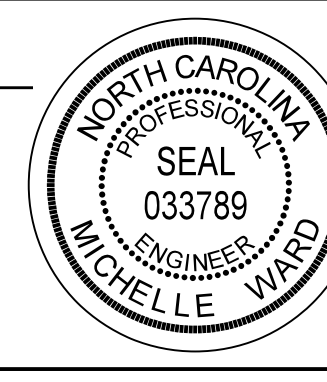
REMOVE ALL REMAINING TRAFFIC CONTROL DEVICES.

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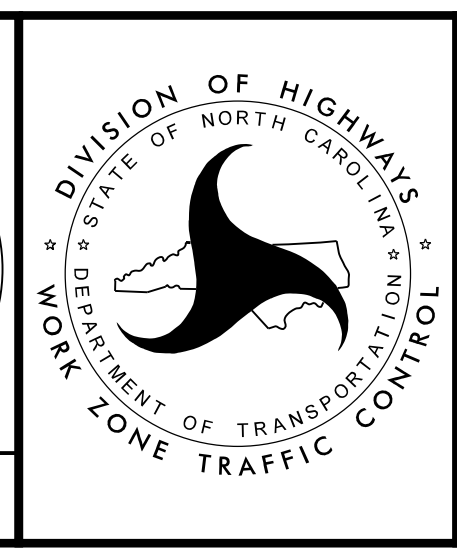
APPROVED: *Michelle Ward*
F8385756826488

DATE: 9/2/2016

SEAL

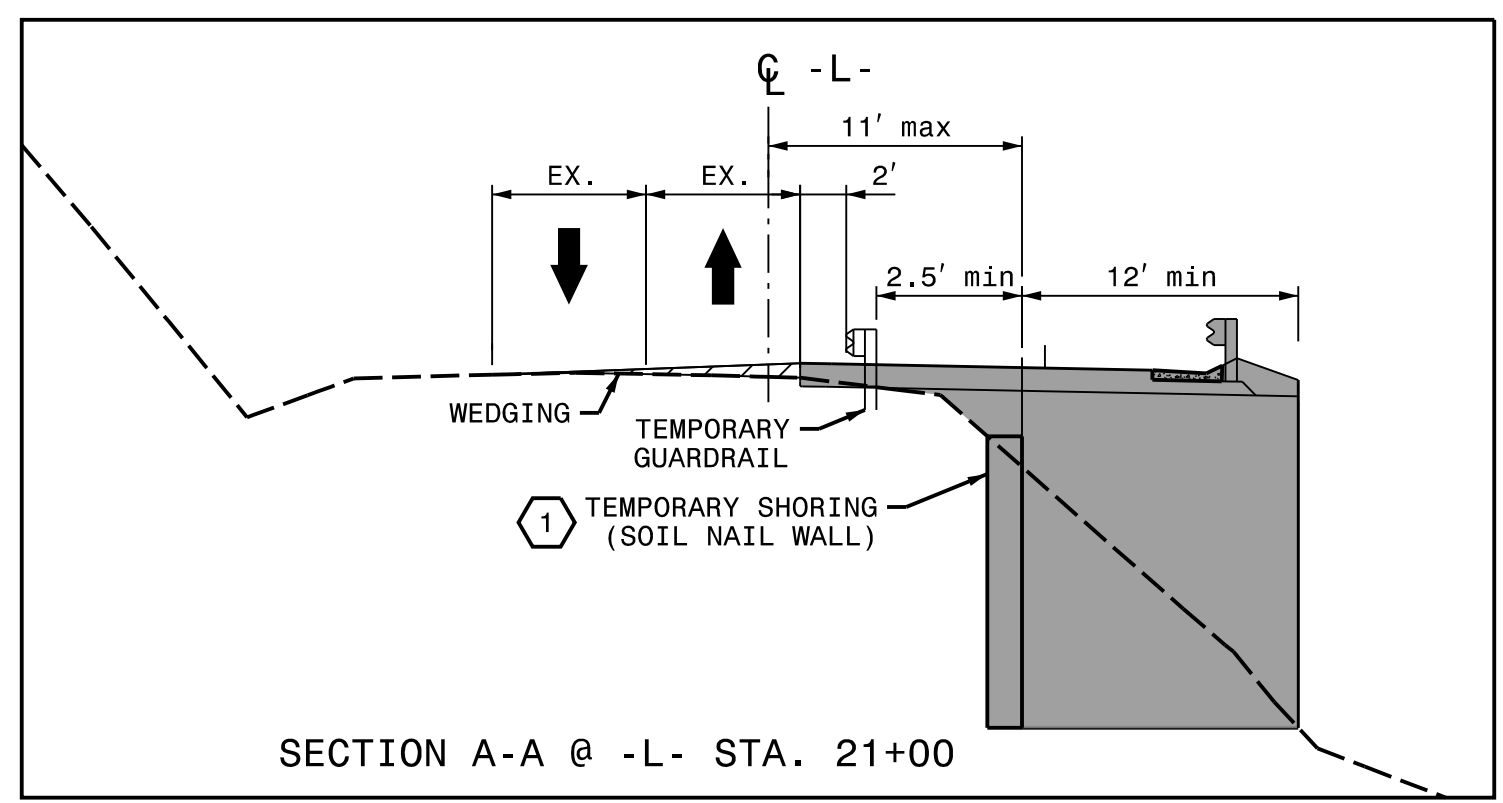


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 UNLESS ALL SIGNATURES COMPLETED



PHASING

TEMPORARY SHORING No.1
 QUANTITY = 3623 SQ. FT.
 FROM -L- STA. 18+00 +/-, 11.0' RT
 TO -L- STA. 23+25 +/-, 11.0' RT



END TEMPORARY PAVEMENT
 BEGIN LEFT SIDE WIDENING
 -L- STA. 25+50 +/-

BEGIN TEMPORARY PAVEMENT
 -L- STA. 24+69 +/-

END TEMPORARY GUARDRAIL
 -L- STA. 24+75 +/-

END RIGHT SIDE WIDENING
 -L- STA. 25+00 +/-

BEGIN TEMPORARY PAVEMENT
 -L- STA. 30+50 +/-

PLACE TEMPORARY PAVEMENT IN
 PLACE OF EXPRESSWAY GUTTER

MATCHLINE STA. -L- 32+00
 SEE TMP-5

RELOCATE 2 BICYCLE SIGNS NORTH
 OF THE DRIVEWAY AT THE BEGINNING
 OF THE PROJECT TO SOUTH OF THE
 DRIVEWAY INTERSECTION.

REMOVE ALL BICYCLE MARKINGS FROM
 THE DRIVEWAY, INCLUDING THE
 DRIVEWAY INTERSECTION, TO THE
 BEGINNING OF THE PROJECT.

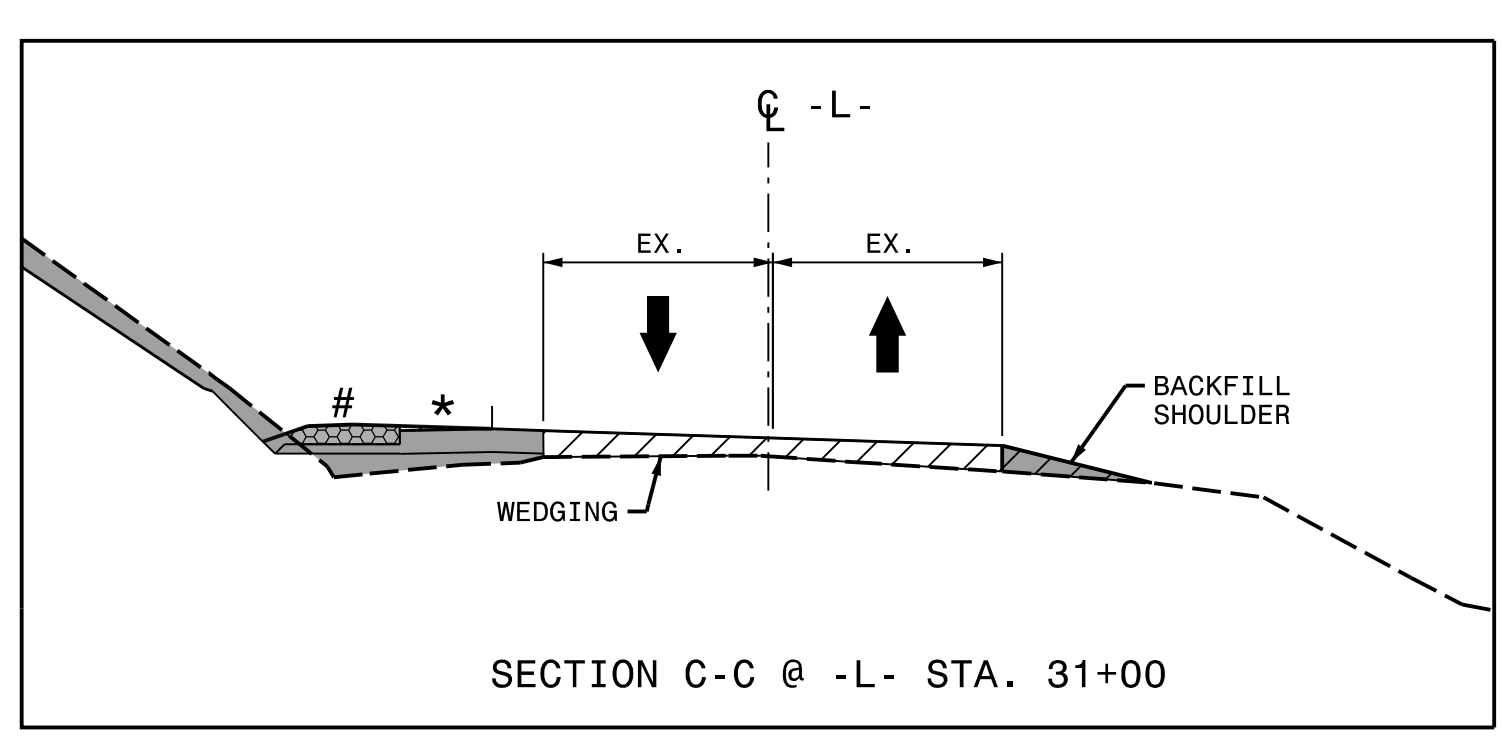
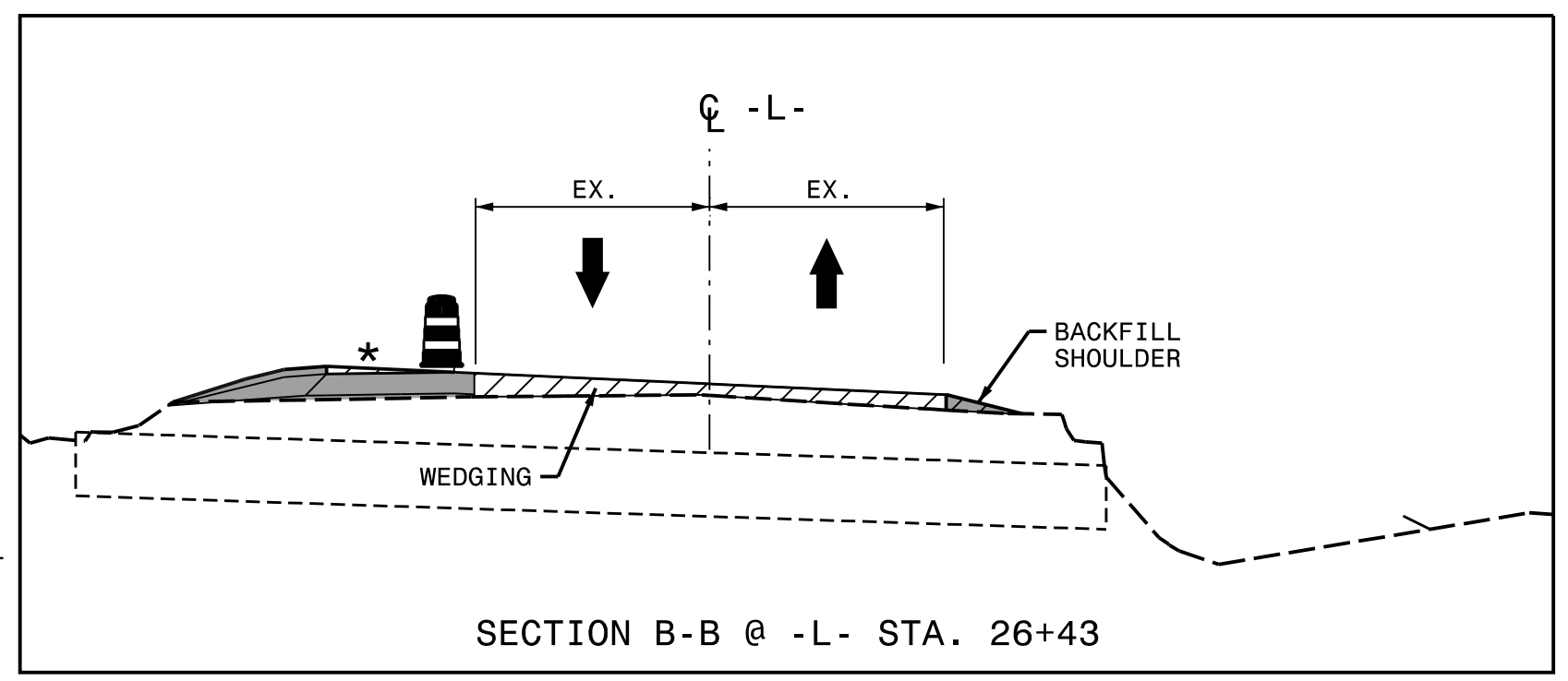
TIE TO EXISTING MARKING
 -L- STA. 19+09 +/-

TIE TO EXISTING MARKING
 -L- STA. 16+00 +/-

BEGIN RIGHT SIDE WIDENING
 BEGIN WEDGING
 TIE TEMPORARY GUARDRAIL TO
 EXISTING GUARDRAIL
 -L- STA. 15+50 +/-

* WEDGE PROPOSED SHOULDER
 TO MATCH PROPOSED TRAVEL
 LANE CROSS SLOPE TO USE
 FOR TEMPORARY THRU LANE
 (TO BE MILLED LATER TO
 FINAL CROSS SLOPE)
 (-L- STA. 25+50 +/- TO
 STA. 33+52 +/-)


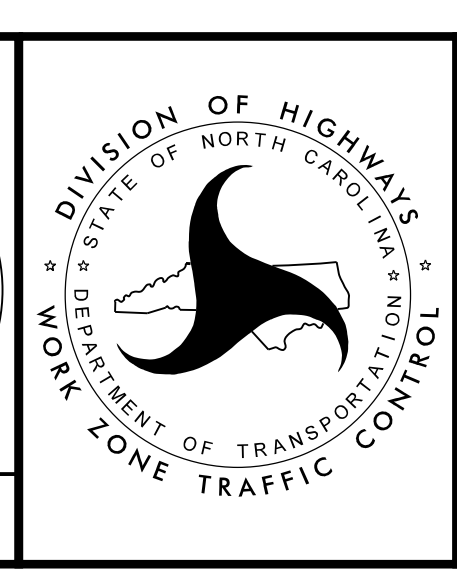
OMIT EXPRESSWAY GUTTER
 FROM -L- STA. 30+50 +/-
 TO STA. 33+52 +/- &
 CONSTRUCT TEMPORARY
 PAVEMENT (TO BE REMOVED
 & EXPRESSWAY GUTTER
 CONSTRUCTED LATER)



PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: dscoff
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 DATE: 9/2/2016


APPROVED: *Michelle Ward*
 DATE: 9/2/2016

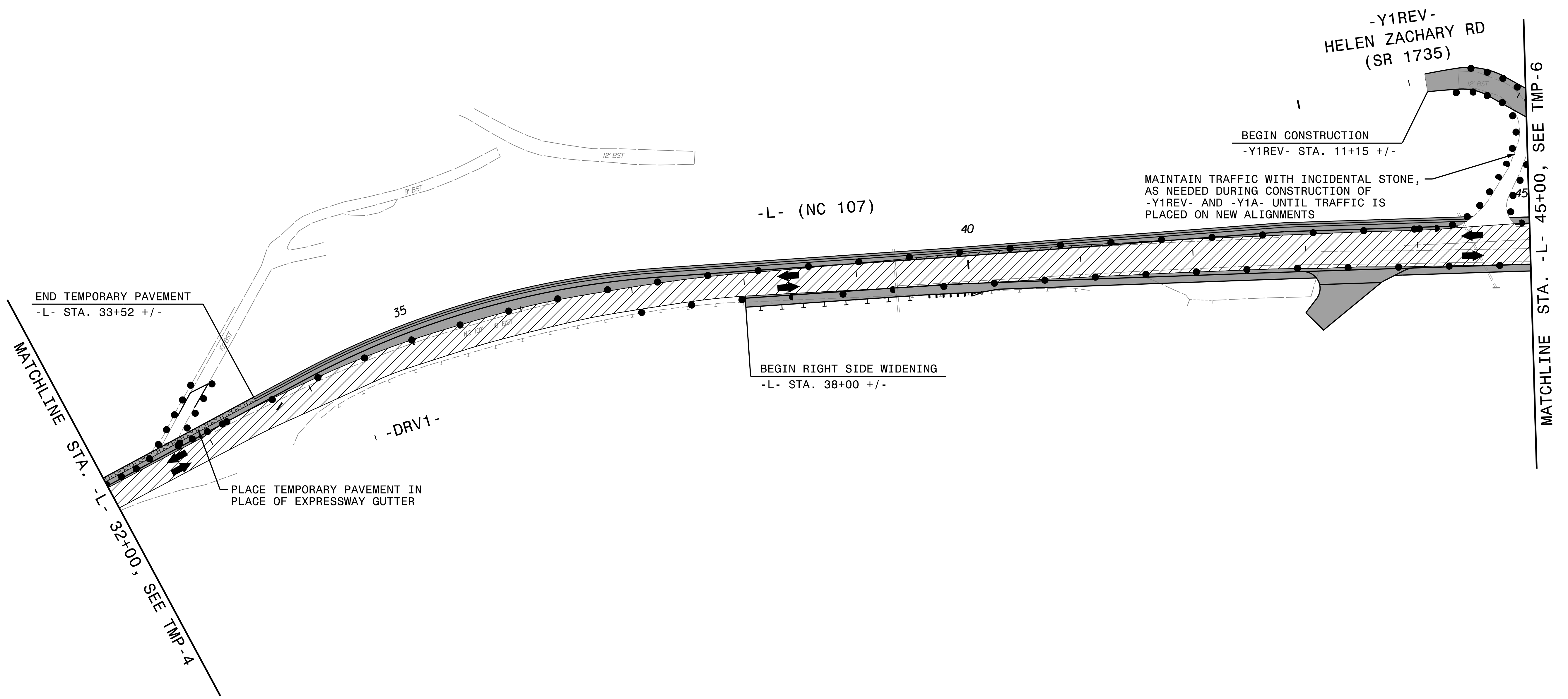
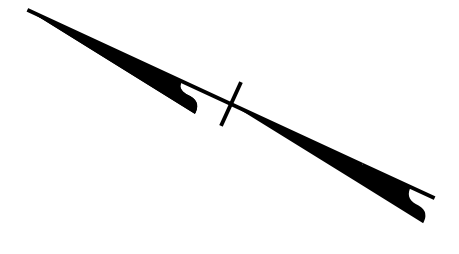
SEAL

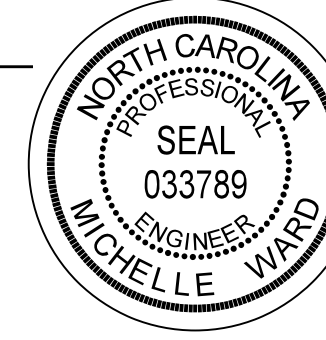

PHASE 1, STEP 1

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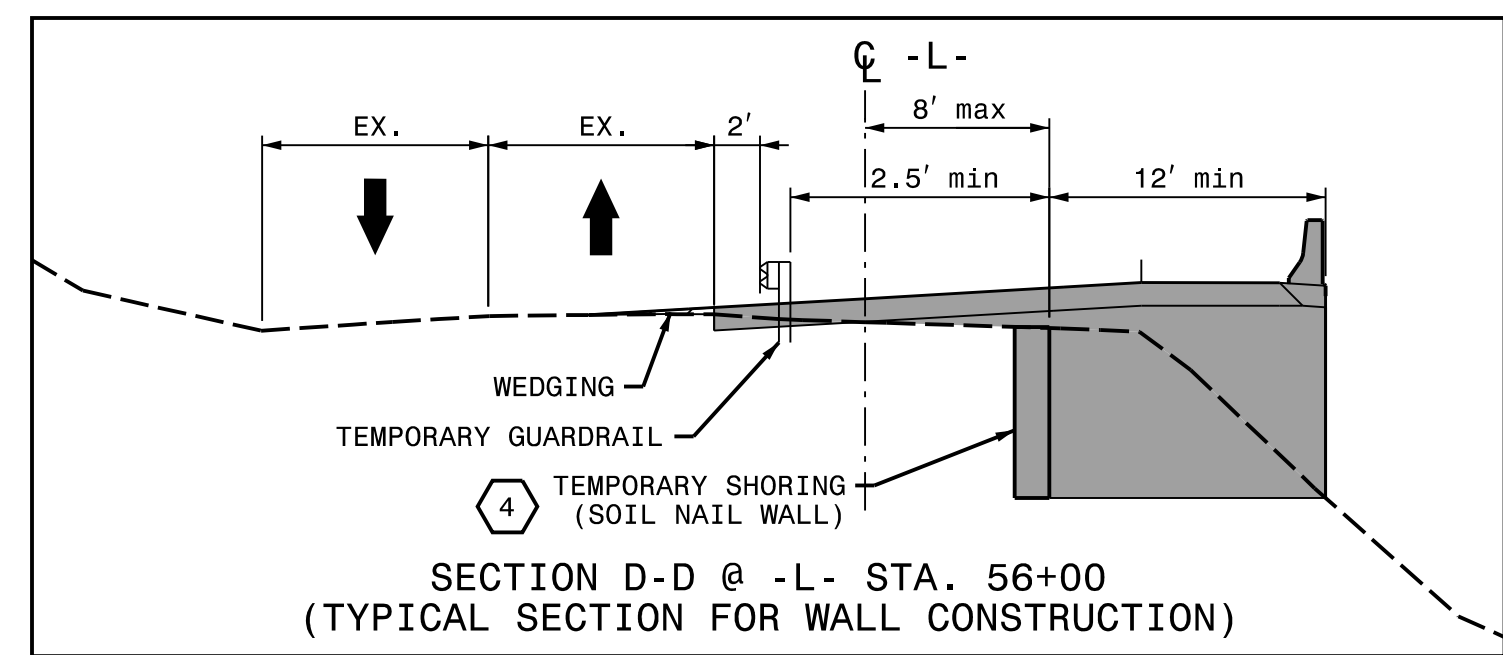
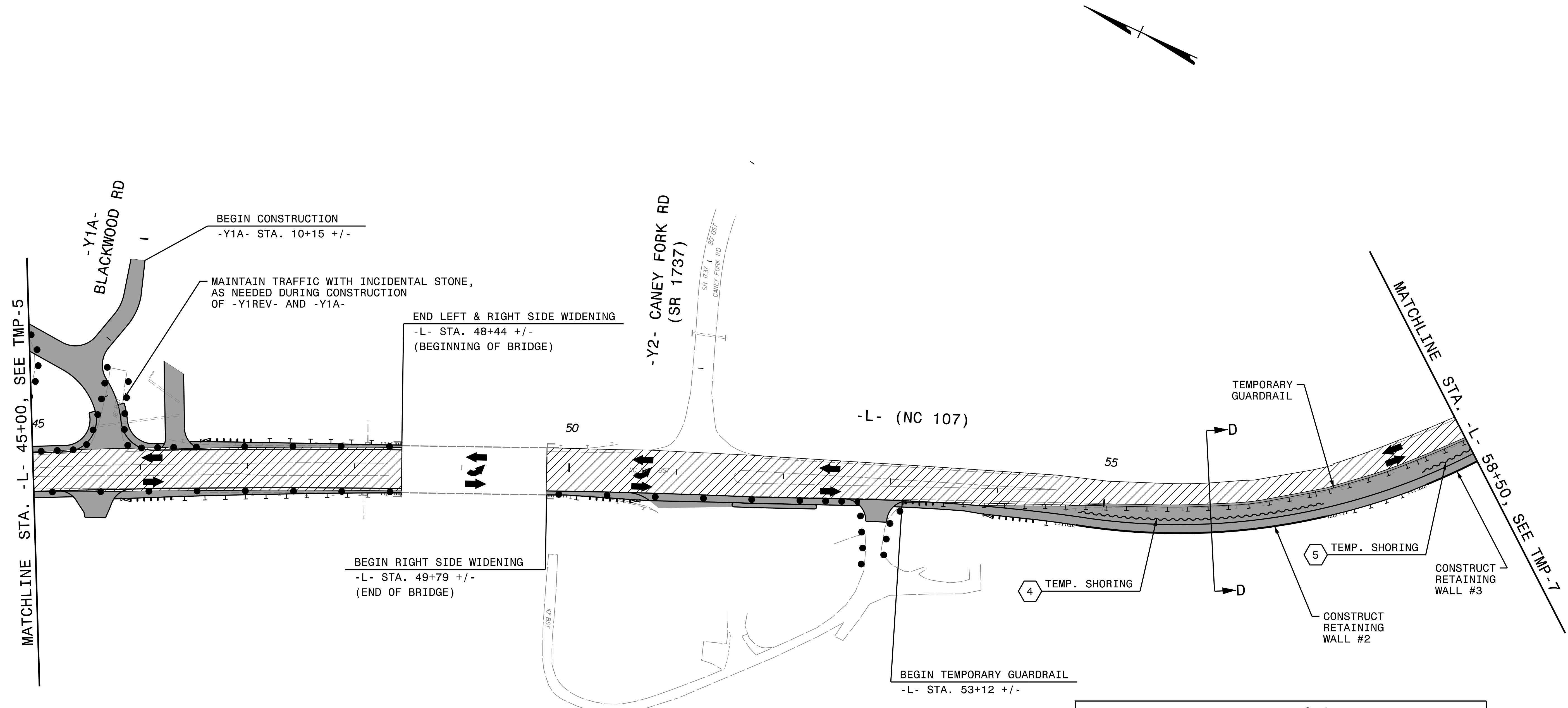
PROJ. REFERENCE NO. R - 4753	SHEET NO. TMP - 5
 HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	



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 DATE: 9/2/2016

APPROVED: <i>Michelle Ward</i> <small>F83857568926488</small> DATE: 9/2/2016 SEAL 		PHASE 1, STEP 1
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

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 USER: bscoff
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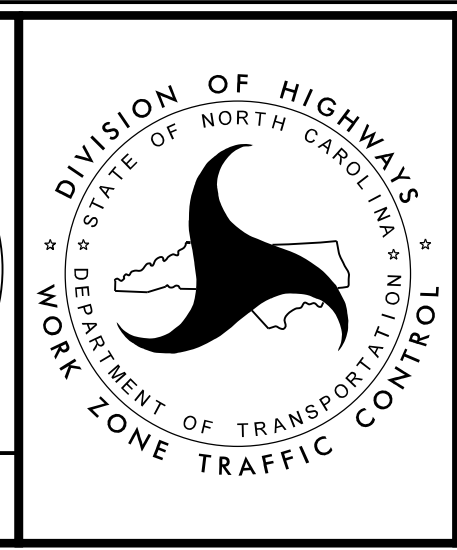


- 4 TEMPORARY SHORING No.4
 QUANTITY = 1003 SQ. FT.
 FROM -L- STA. 54+77 +/-, 8.0' RT
 TO -L- STA. 57+05 +/-, 8.0' RT
- 5 TEMPORARY SHORING No.5
 QUANTITY = 2310 SQ. FT.
 FROM -L- STA. 58+00 +/-, 8.0' RT
 TO -L- STA. 62+20 +/-, 8.0' RT

APPROVED: *Michelle Ward*
F8385756826488

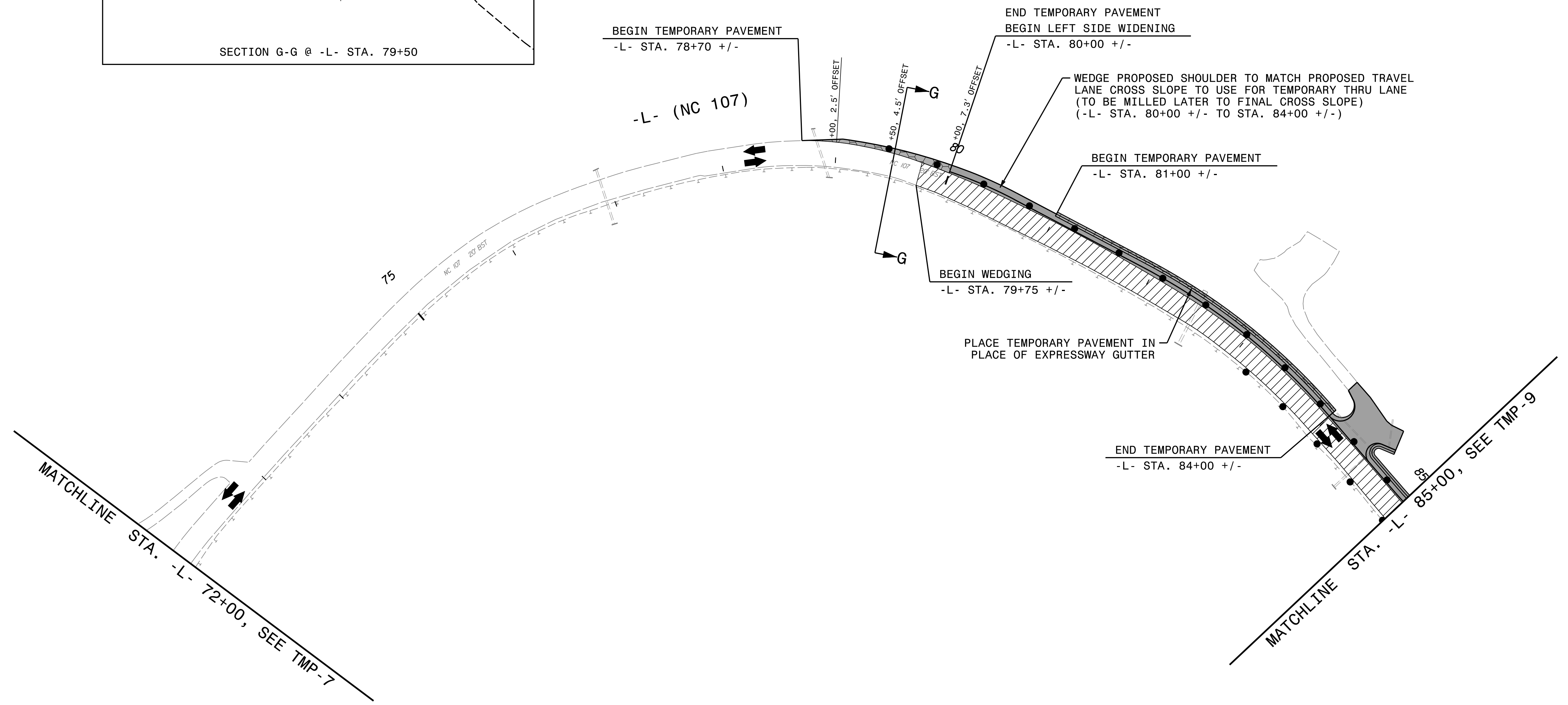
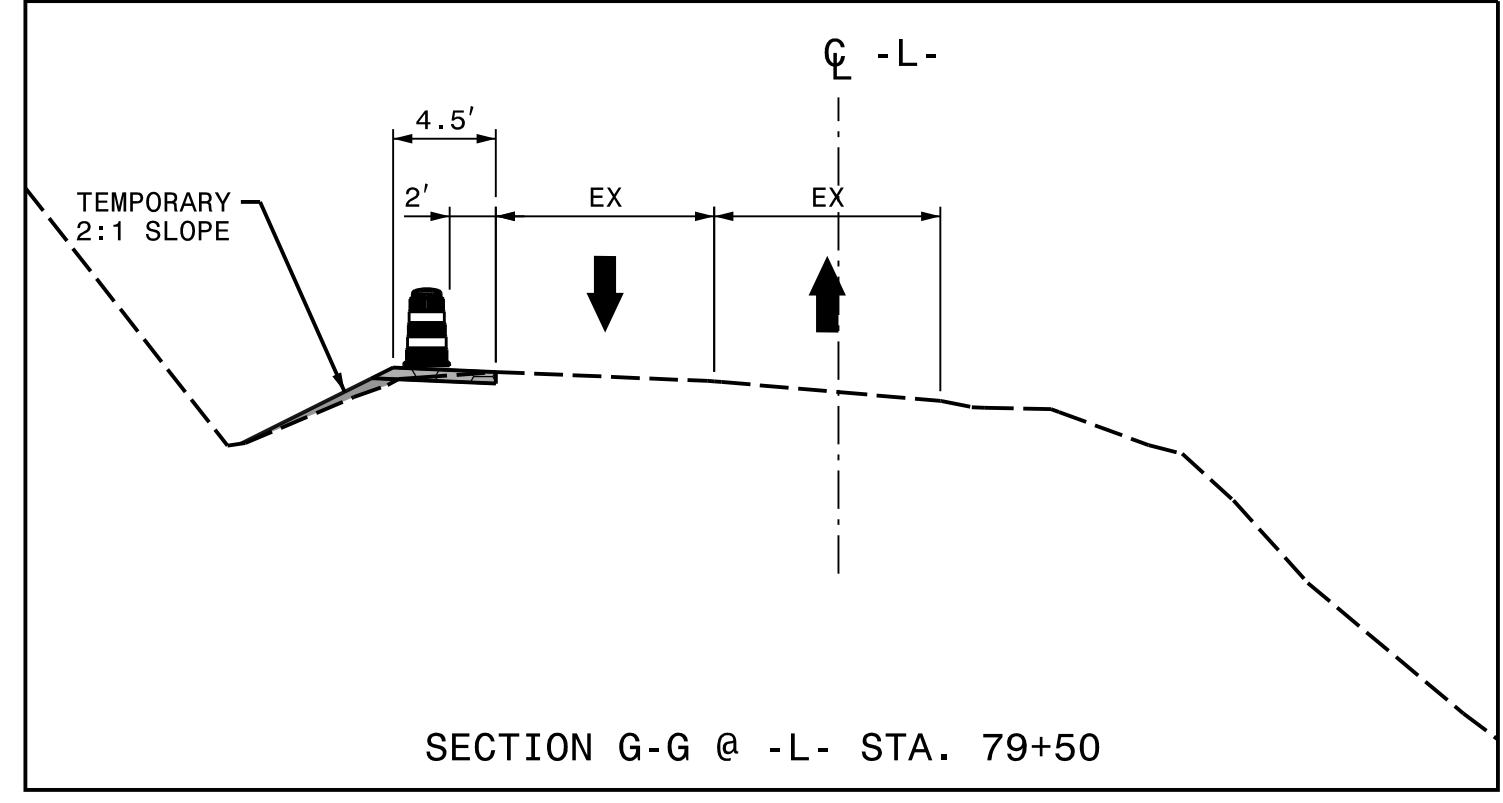
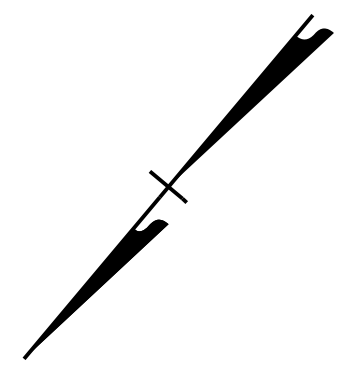
DATE: 9/2/2016

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PHASE 1, STEP 1

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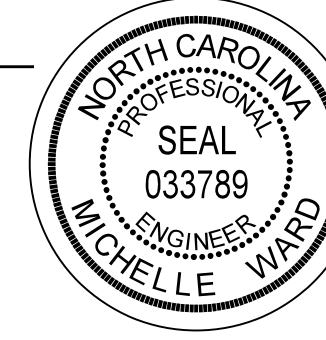
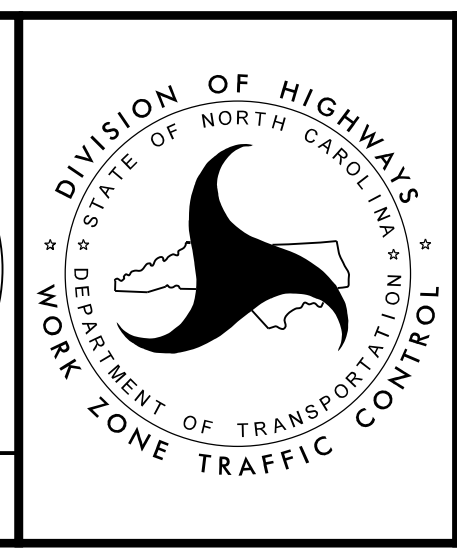


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 DATE: 9/2/2016

APPROVED: *Michelle Ward*
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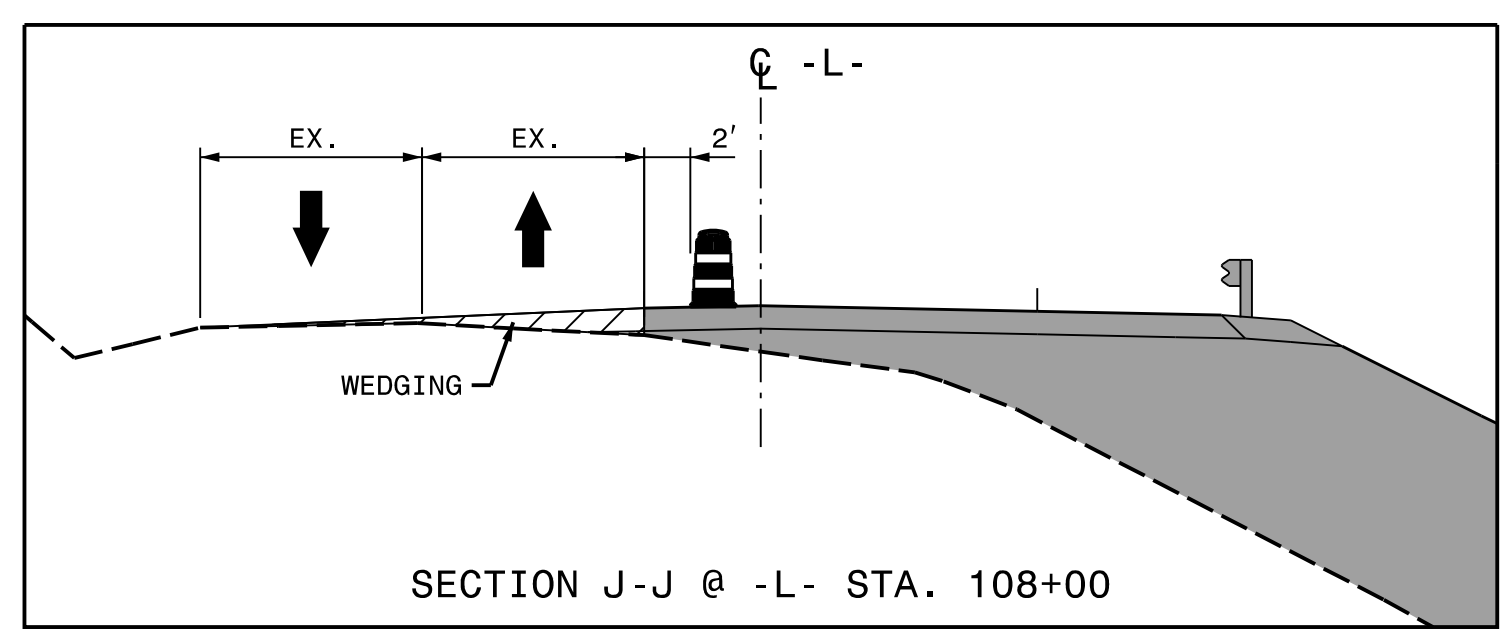
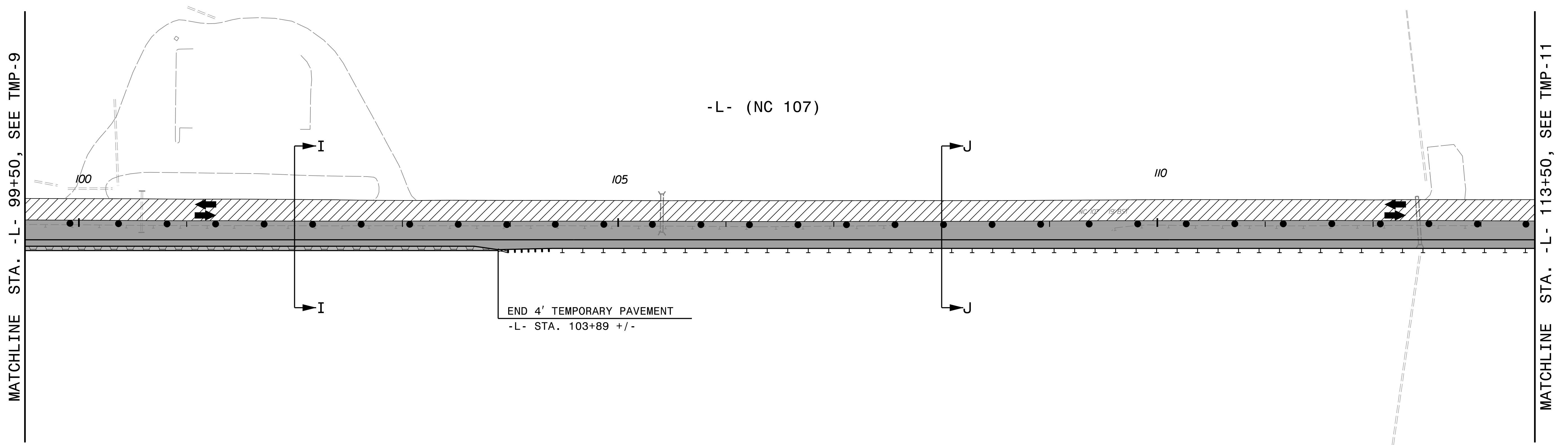
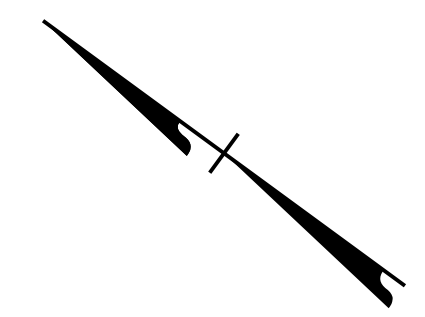
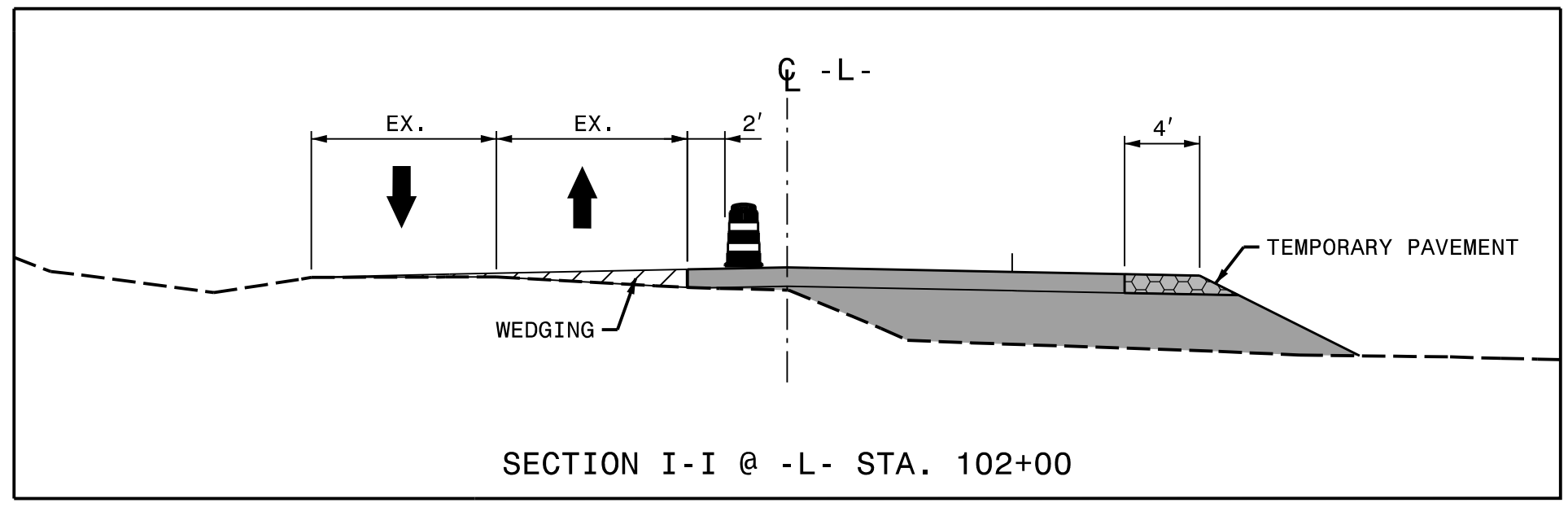
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PHASE 1, STEP 1

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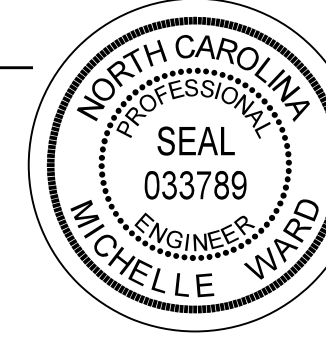


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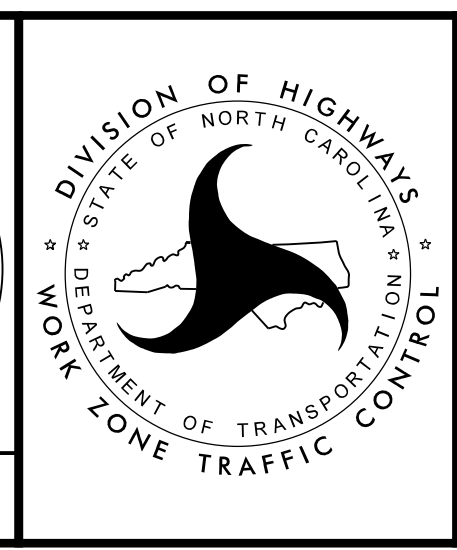
APPROVED: *Michelle Ward*
F8385756826488

DATE: 9/2/2016

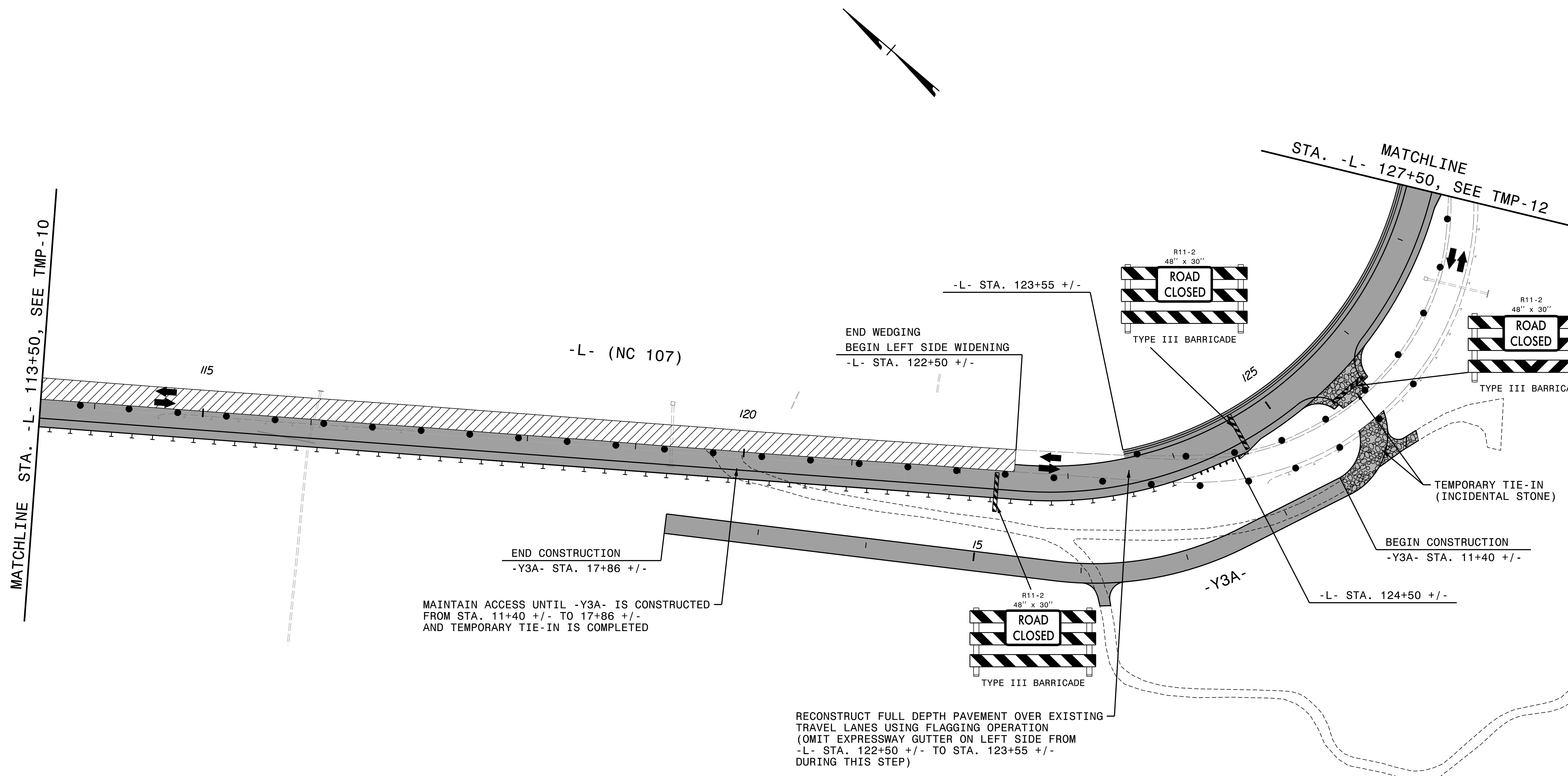
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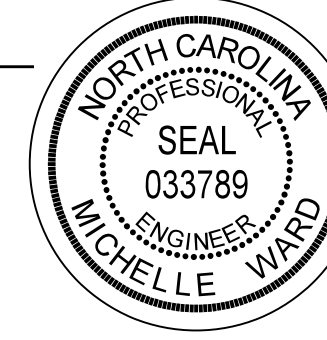
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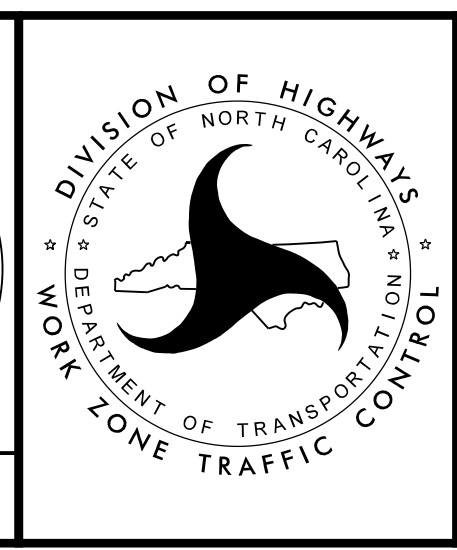


PHASE 1, STEP 1



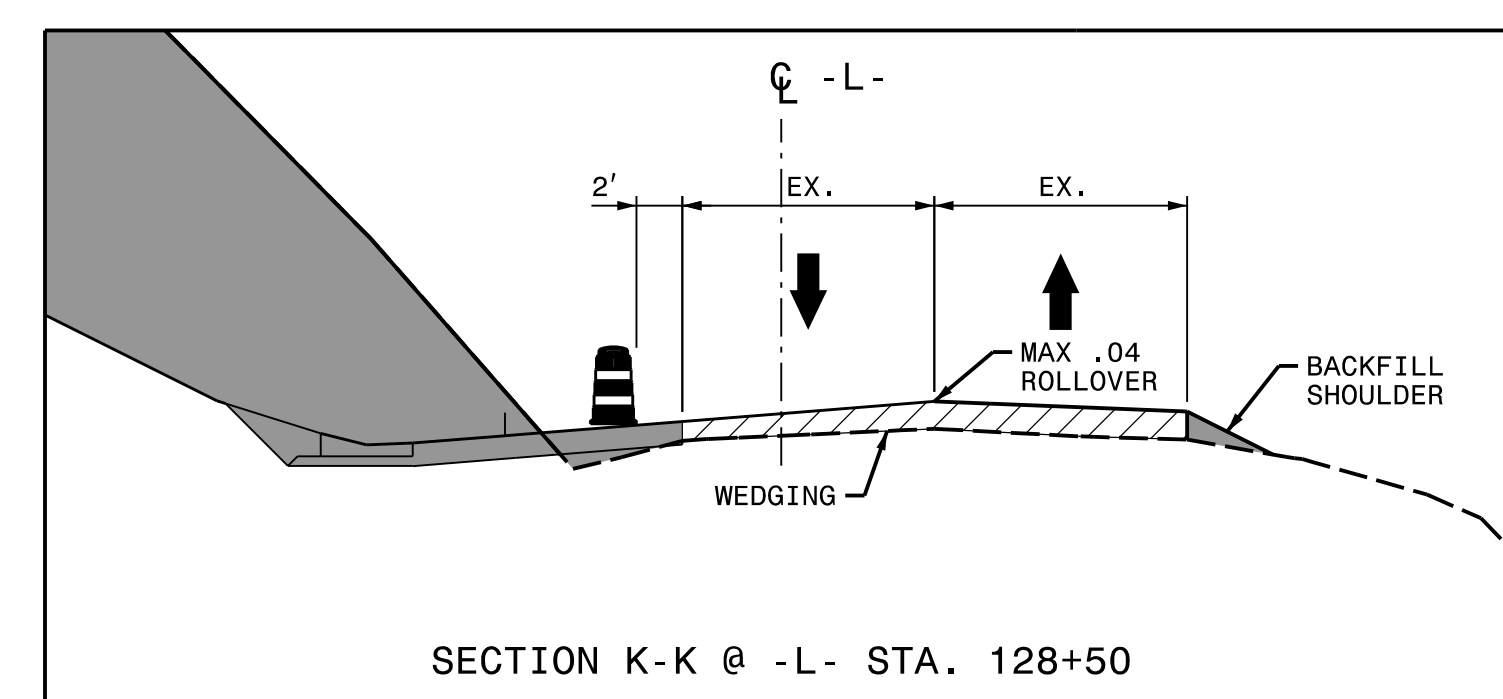
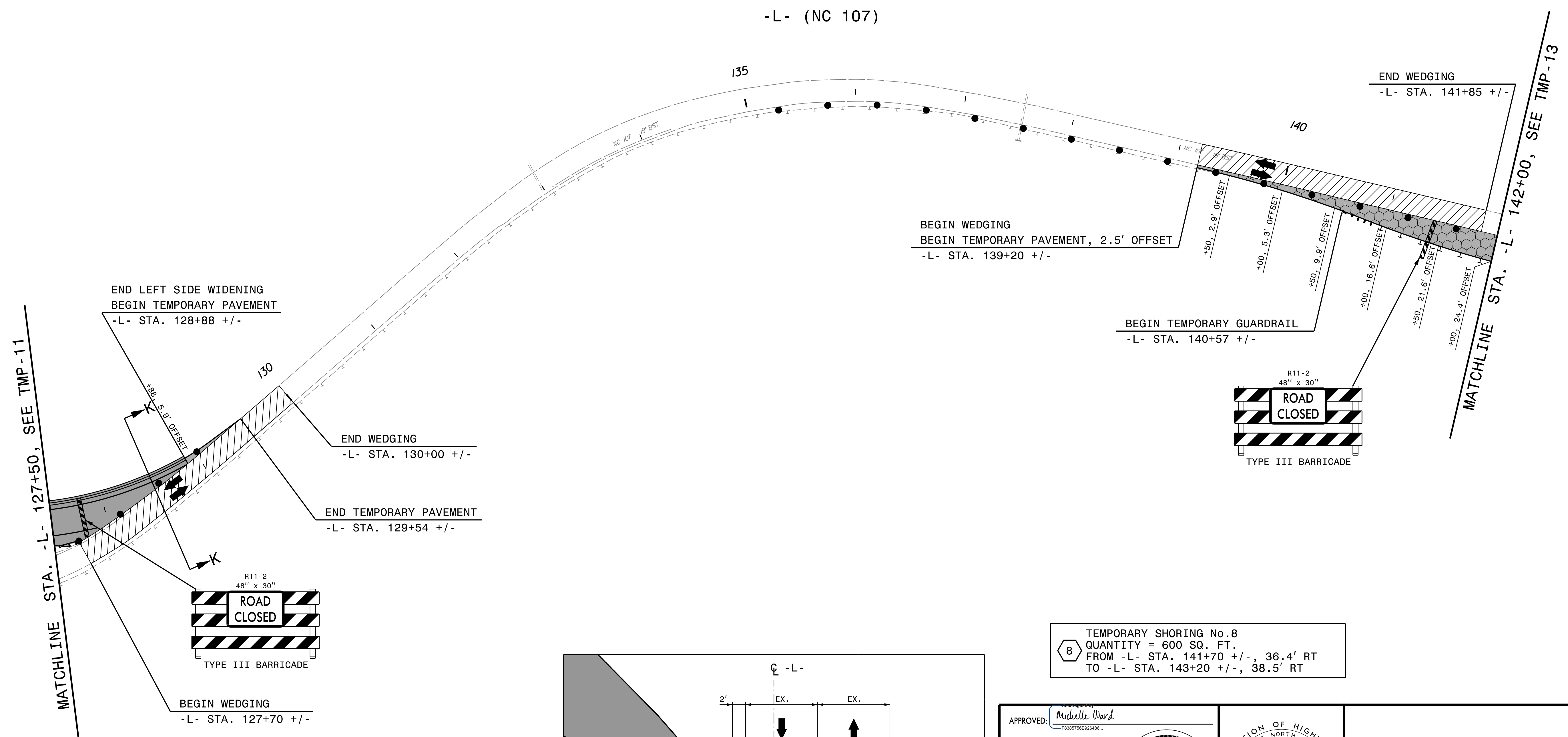
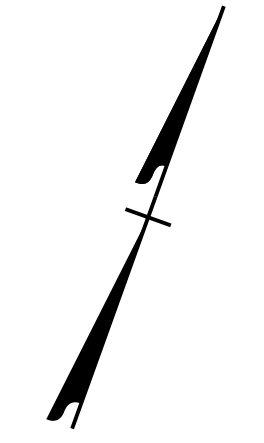
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APPROVED: *Michelle Ward*
F83857568926488
 DATE: 9/2/2016
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PHASE 1, STEP 1

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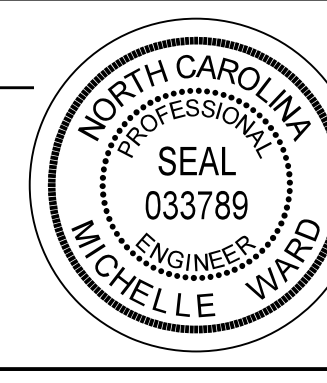
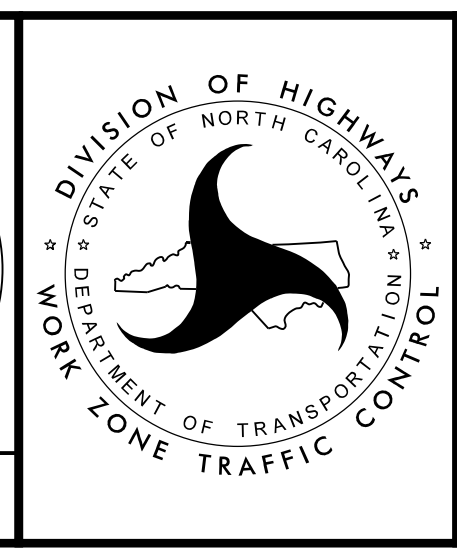
TEMPORARY SHORING No.8
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 FROM -L- STA. 141+70 +/-, 36.4' RT
 TO -L- STA. 143+20 +/-, 38.5' RT

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
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APPROVED: *Michelle Ward*
F8385756826488

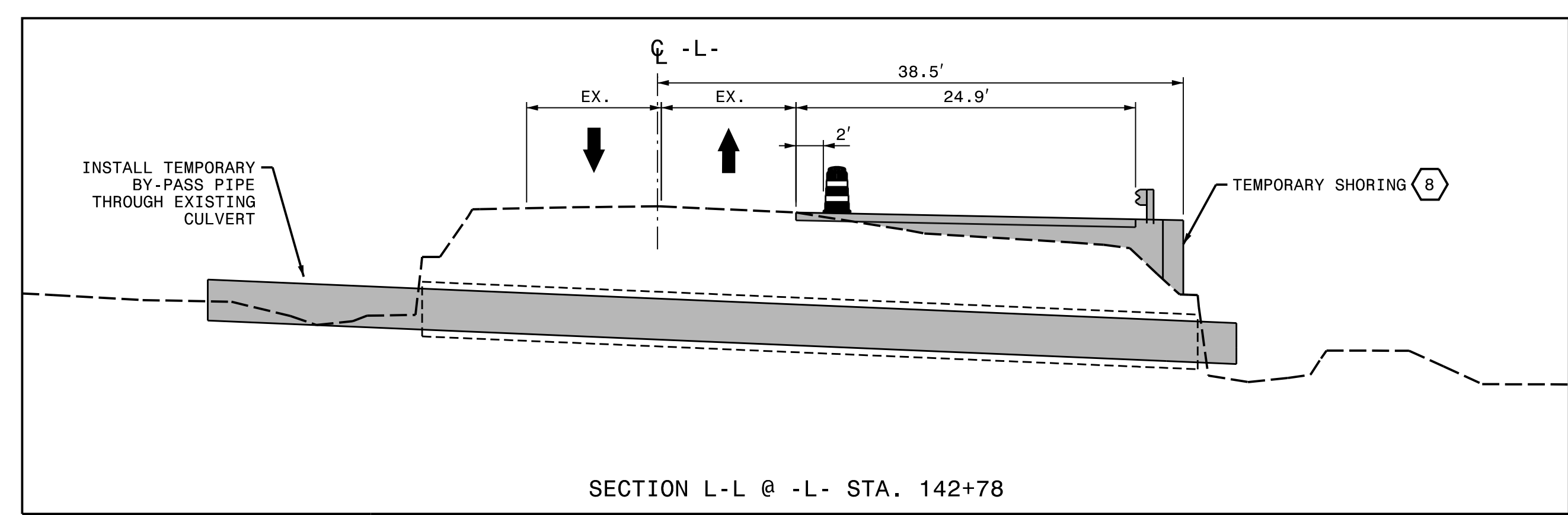
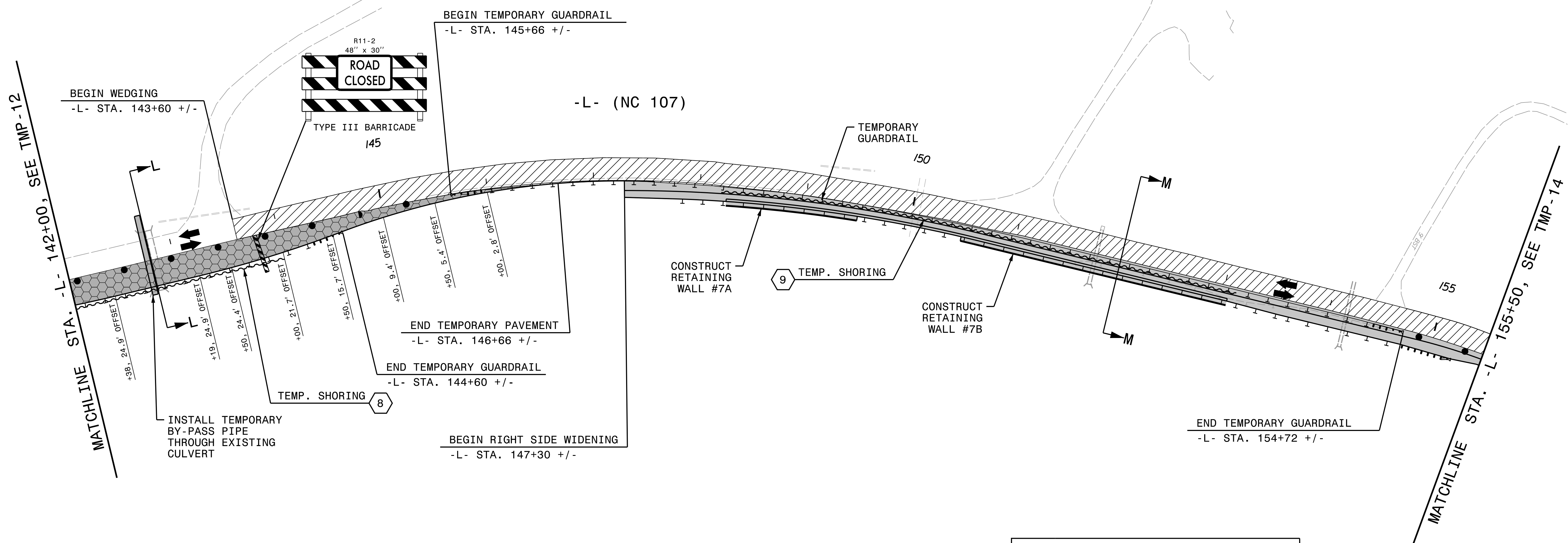
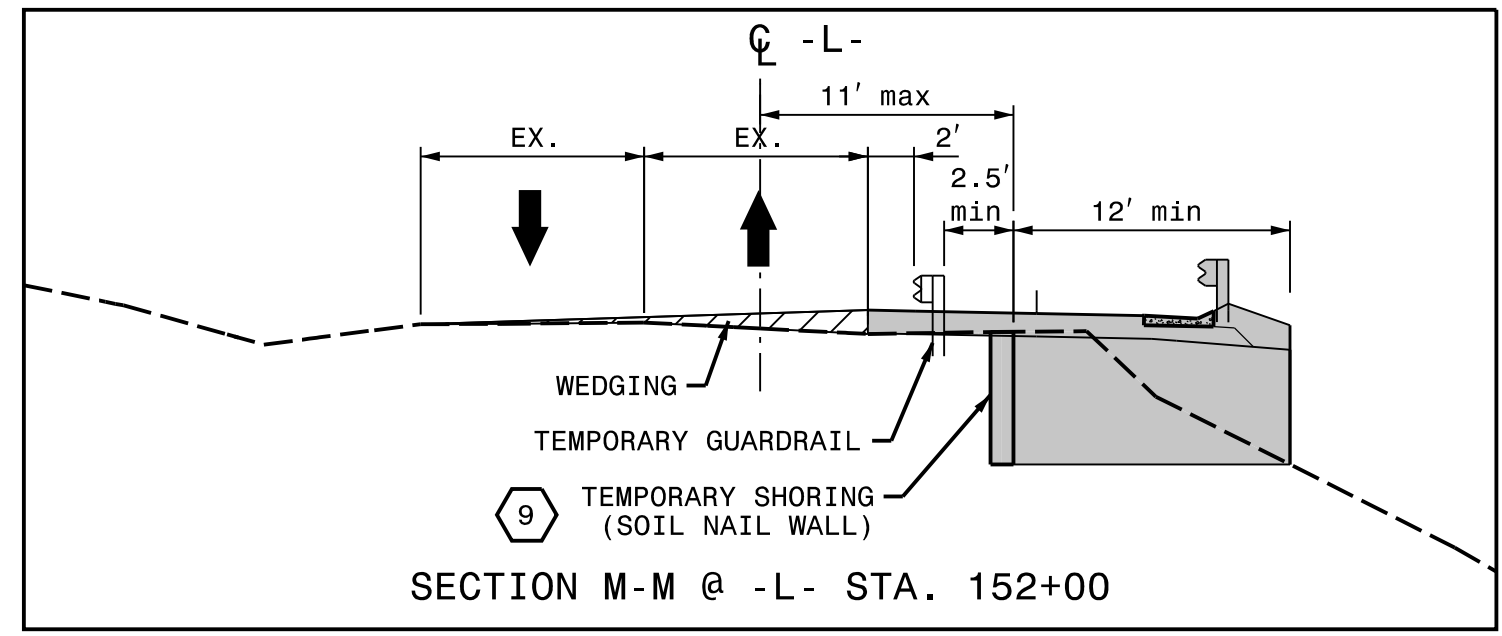
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

SEAL

PHASE 1, STEP 1

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED



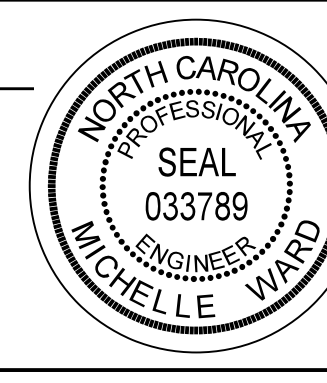

 TEMPORARY SHORING No.8 QUANTITY = 600 SQ. FT. FROM -L- STA. 141+70 +/-, 36.4' RT TO -L- STA. 143+20 +/-, 38.5' RT
 TEMPORARY SHORING No.9 QUANTITY = 1722 SQ. FT. FROM -L- STA. 148+20 +/-, 11.0' RT TO -L- STA. 153+12 +/-, 11.0' RT

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: BSCOTT
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APPROVED: *Michelle Ward*
F83857568926488

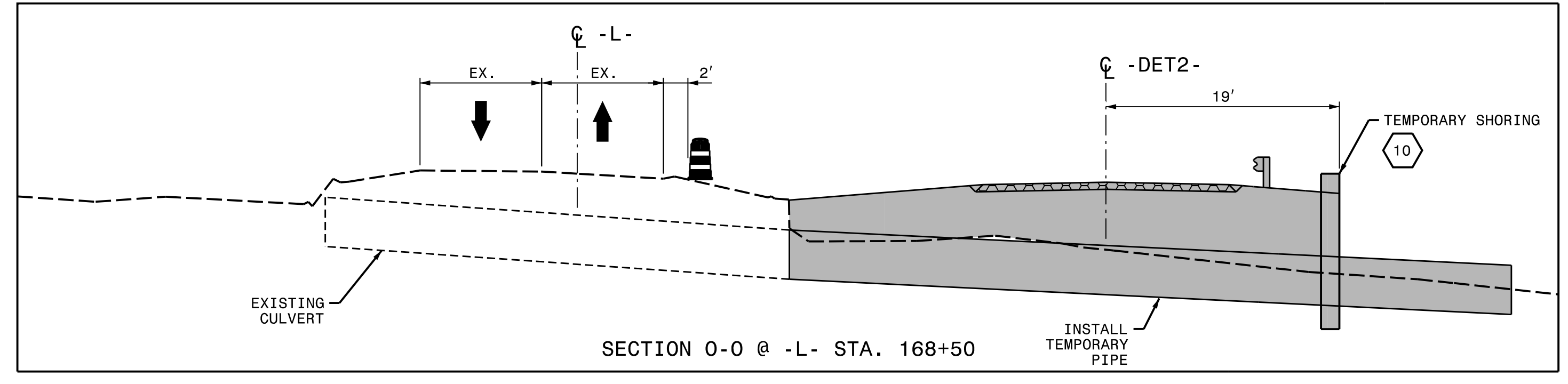
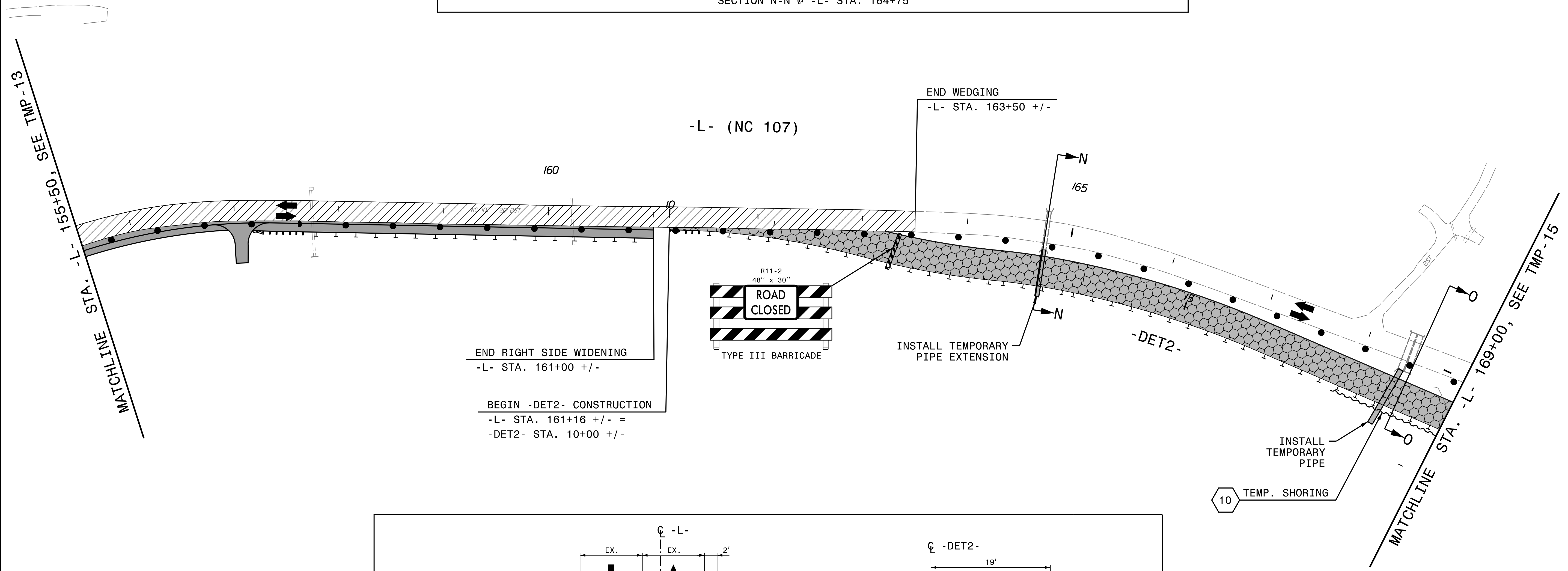
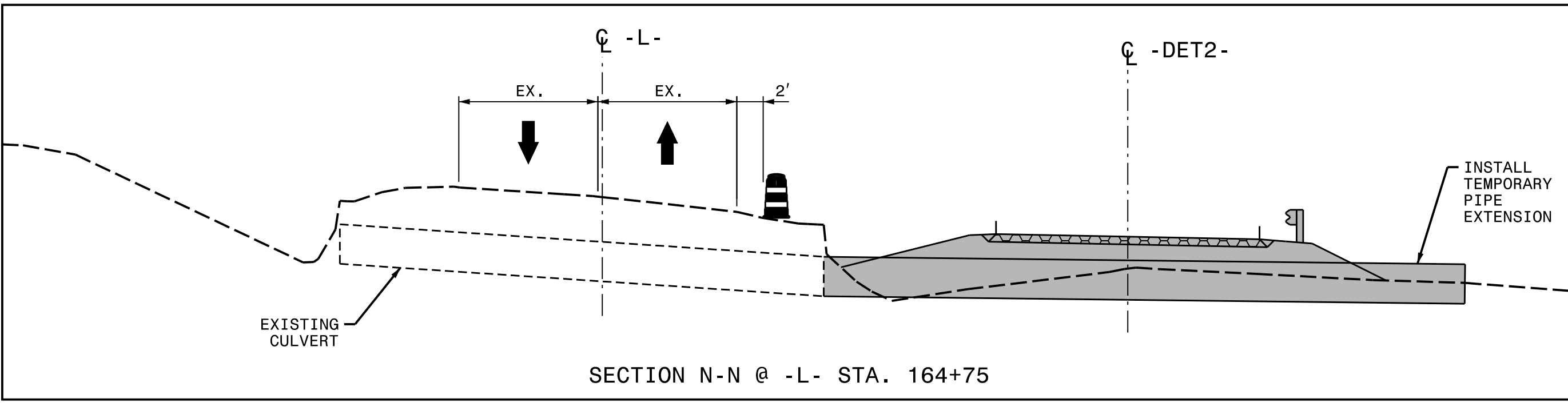
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
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PHASE 1, STEP 1

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

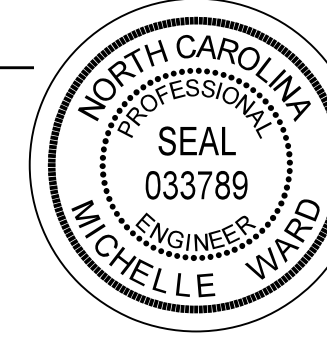



 TEMPORARY SHORING No.10
 QUANTITY = 932 SQ. FT.
 FROM -DET2- STA. 16+59 +/-, 19.0' RT
 TO -DET2- STA. 17+77 +/-, 19.0' RT

APPROVED: *Michelle Ward*

DATE: 9/2/2016

SEAL



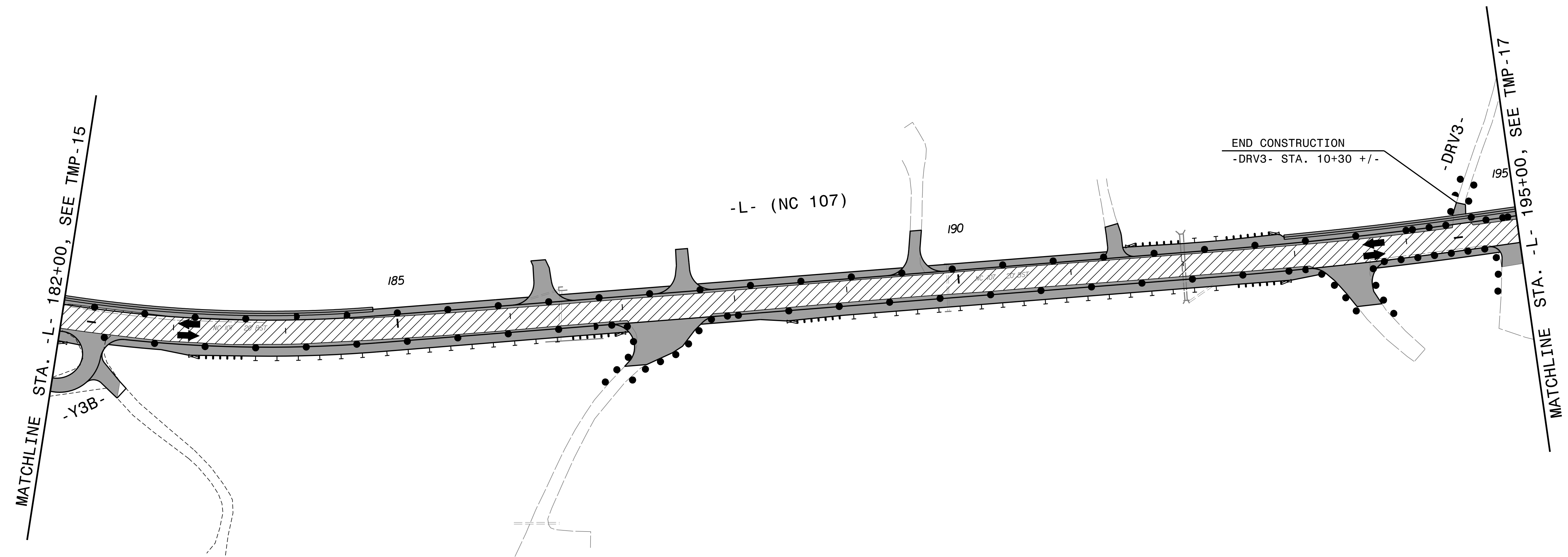
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



PHASE 1, STEP 1

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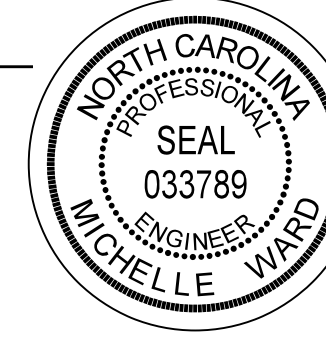
PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: bsco++
 FILE: p:\NP\WAPP\PA01\SouthEast_Tampa\Documents\000166\CON0079759\CON0099518\000000000258994\6.0_CAD_BITMAP\6.2_Work_In_Progress\R-4753\TrafficControl\TCP\R-4753_TMP_TMP-16.dgn
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 TIME: 2:01:03 PM
 DATE: 9/2/2016



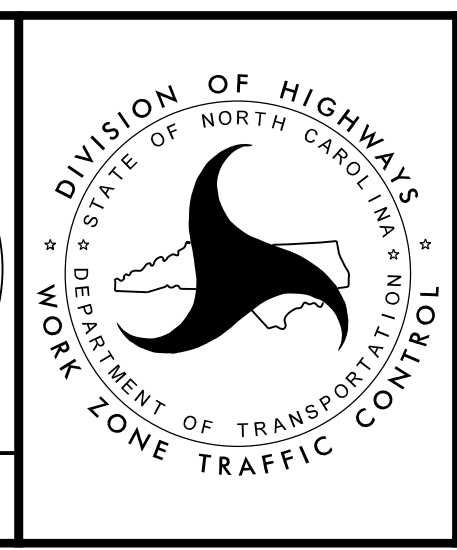
APPROVED: *Michelle Ward*
F83857568926488

DATE: 9/2/2016

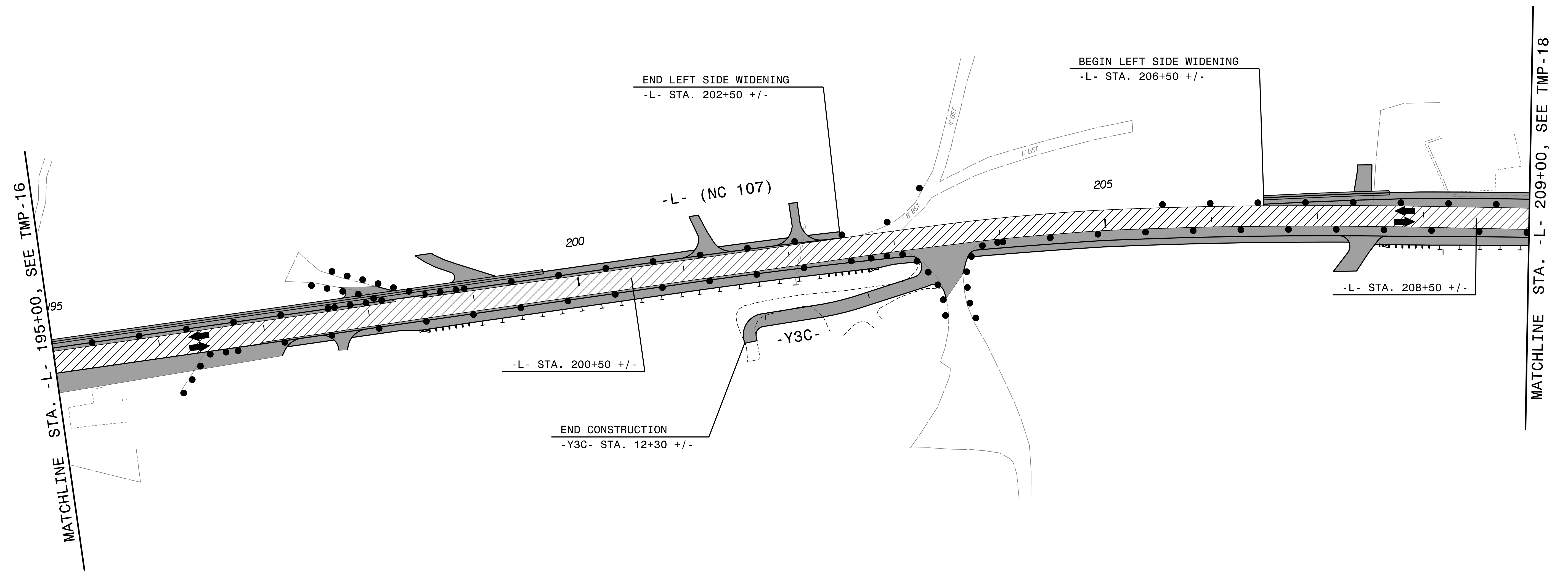
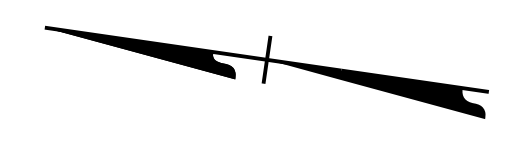
SEAL



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PHASE 1, STEP 1

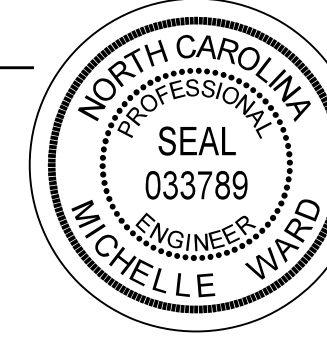


PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: bscott
 FILE: pw:\PWAPP\PA01\SouthEast_Tampa\Documents\000166\CON0079759\CON0099518\00000000258994\6.0_CAD_BITMAP\6.2_Work_In_Progress\R-4753\TrafficControl\TCPAR-4753_TMP_TMP-17.dgn
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 TIME: 2:01:11 PM
 DATE: 9/2/2016

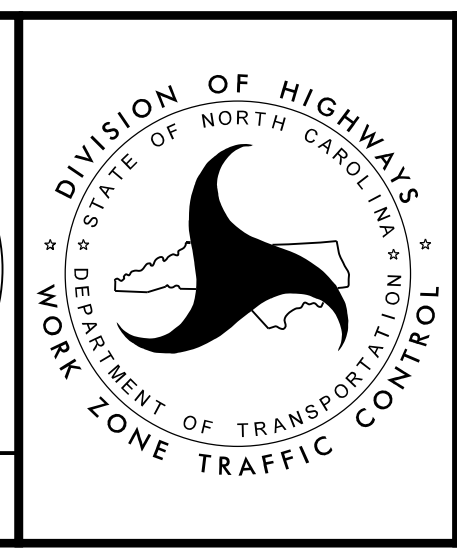
APPROVED: *Michelle Ward*
F83857568926488

DATE: 9/2/2016

SEAL

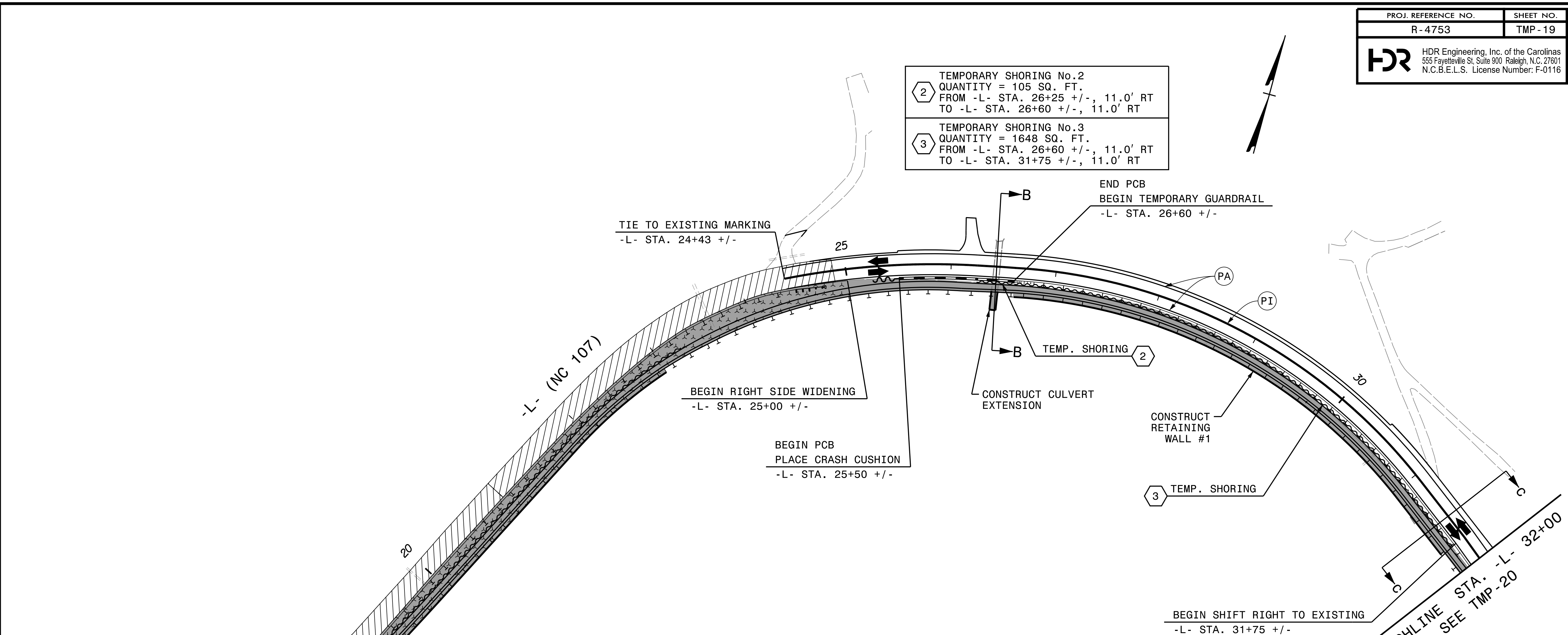


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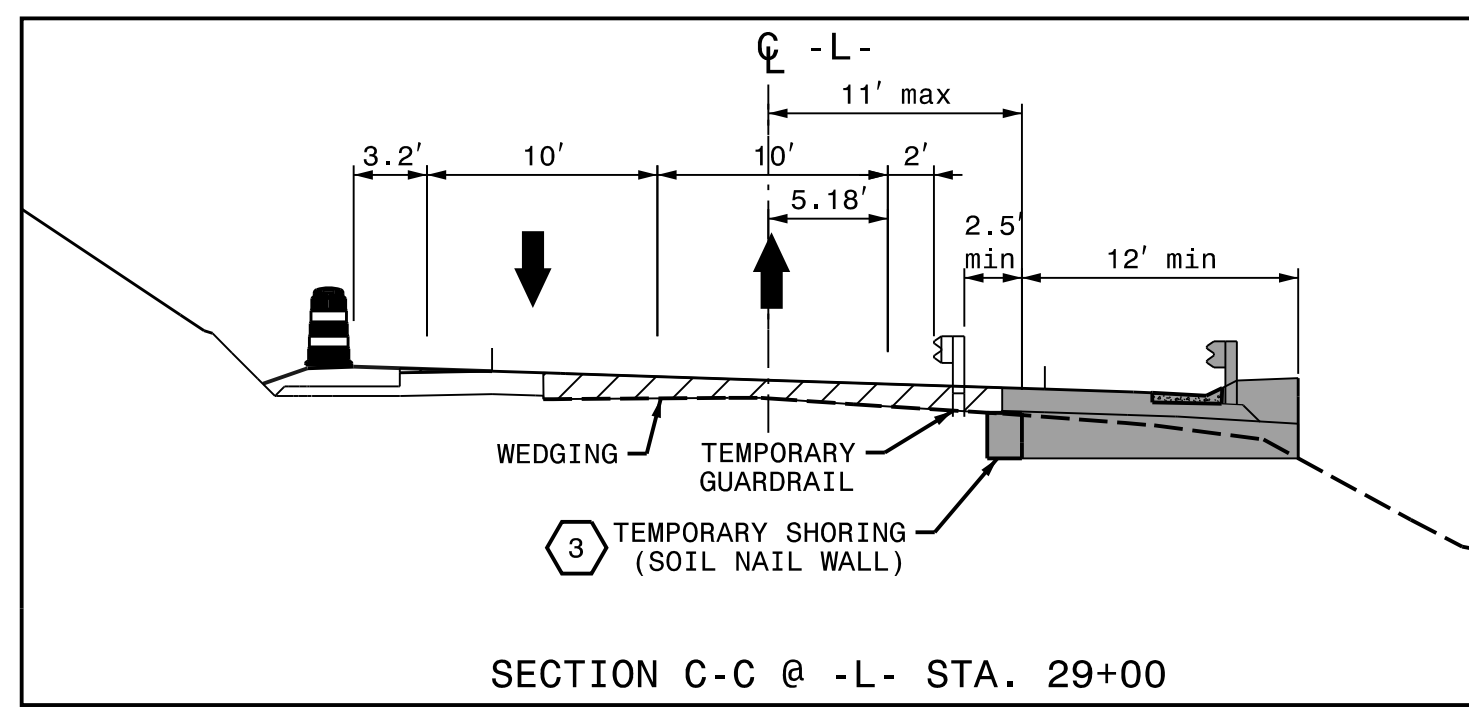
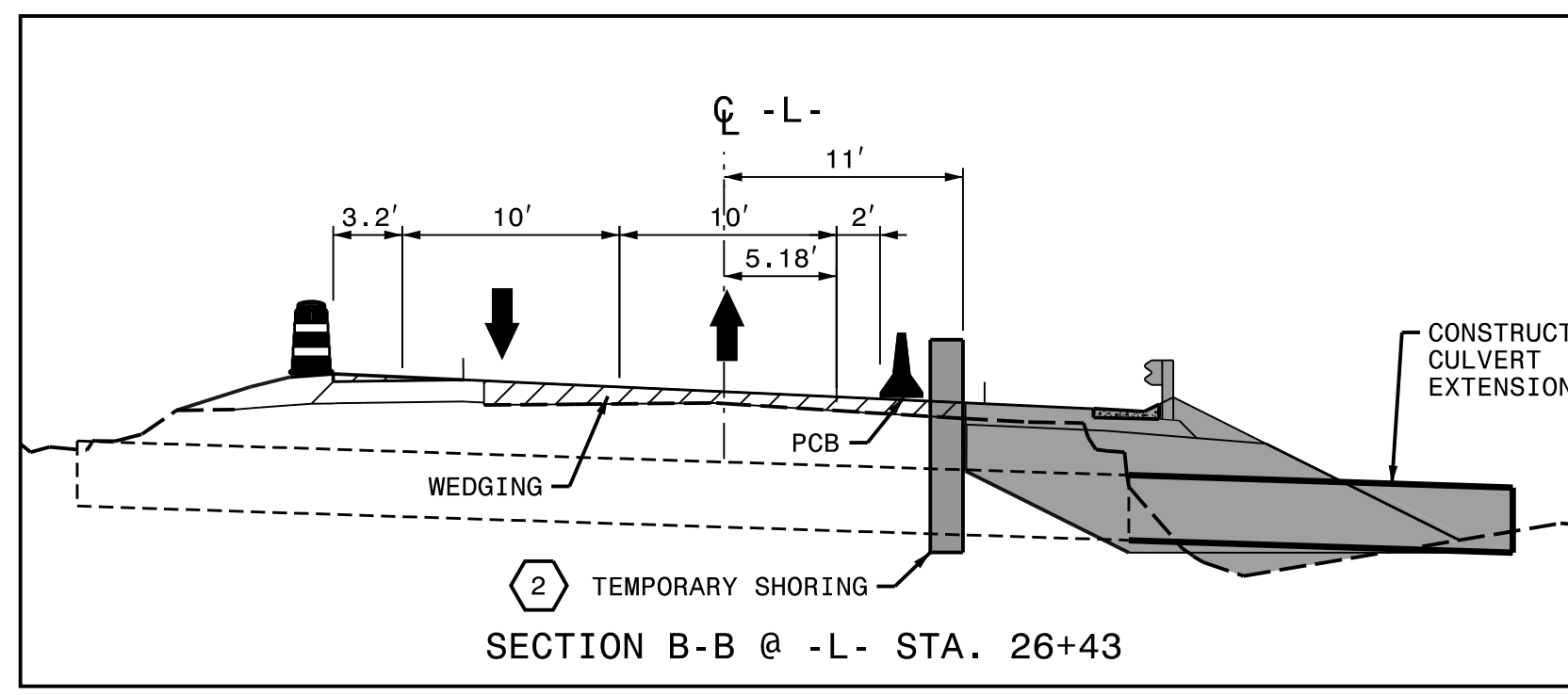
PHASE 1, STEP 1

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: bscott
 FILE: p:\WPAPP\PA01\SouthEast_Tampa\Documents\000166\CON0079759\CON0099518\000000000258994\6.0_CAD_BIM\6.2_Work_In_Progress\R-4753\TrafficControl\TCP\R-4753_TMP-TMP-19.dgn
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 DATE: 9/2/2016
 TIME: 2:01:28 PM

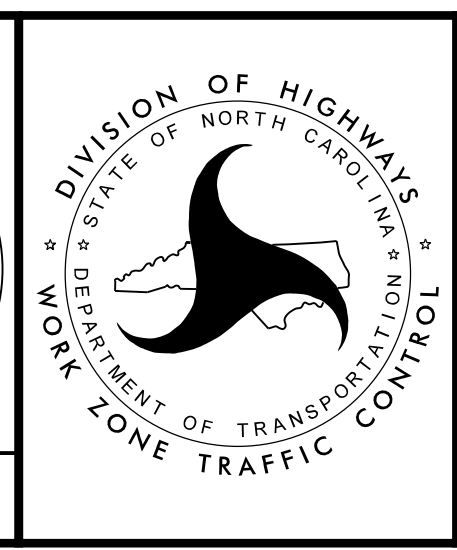


2 TEMPORARY SHORING No.2
 QUANTITY = 105 SQ. FT.
 FROM -L- STA. 26+25 +/-, 11.0' RT
 TO -L- STA. 26+60 +/-, 11.0' RT

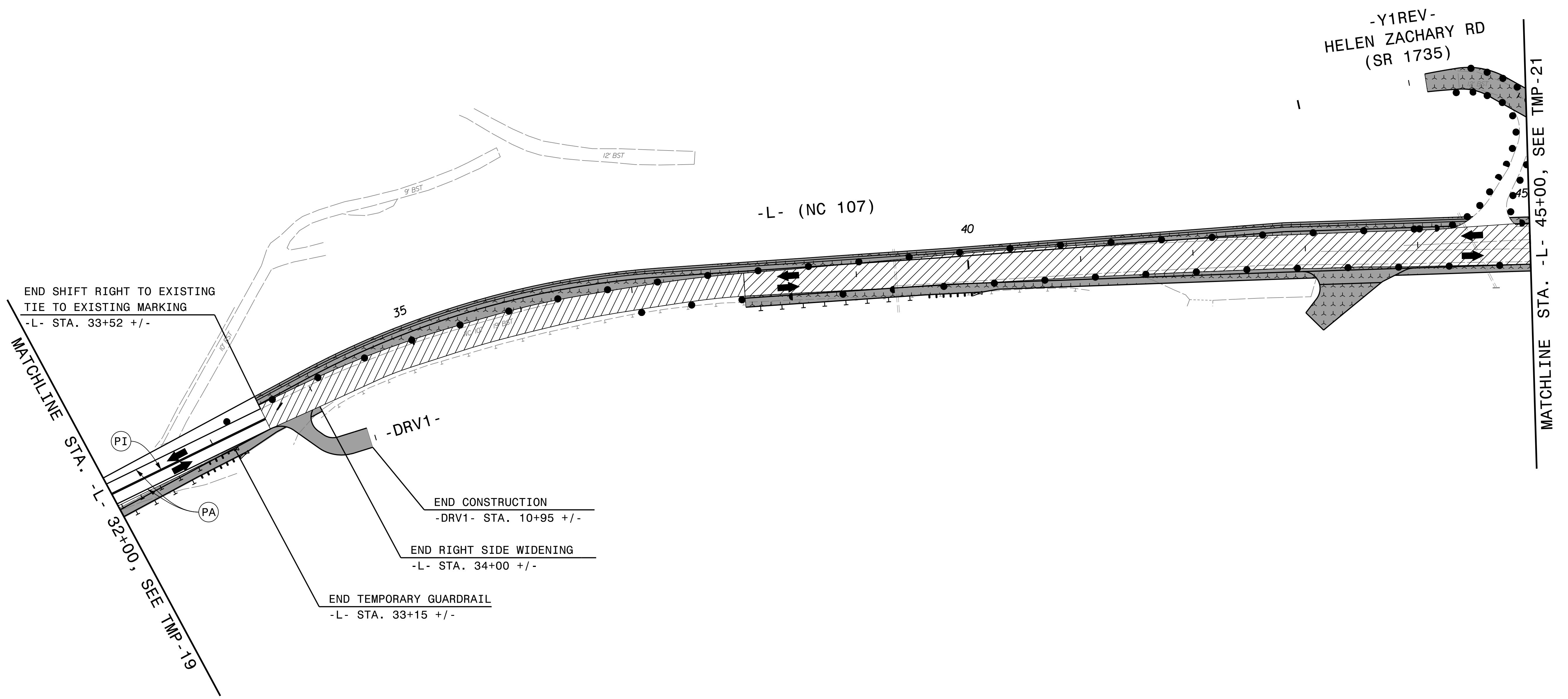
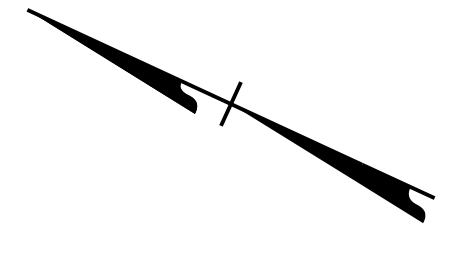
 3 TEMPORARY SHORING No.3
 QUANTITY = 1648 SQ. FT.
 FROM -L- STA. 26+60 +/-, 11.0' RT
 TO -L- STA. 31+75 +/-, 11.0' RT



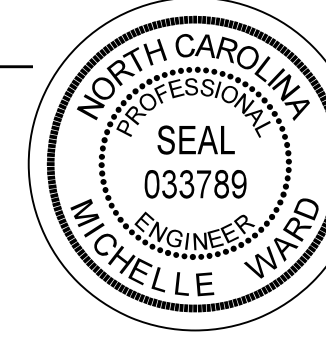

APPROVED: *Michelle Ward*
 DATE: 9/2/2016
 SEAL
 NORTH CAROLINA PROFESSIONAL SEAL
 033789
 MICHELLE WARD




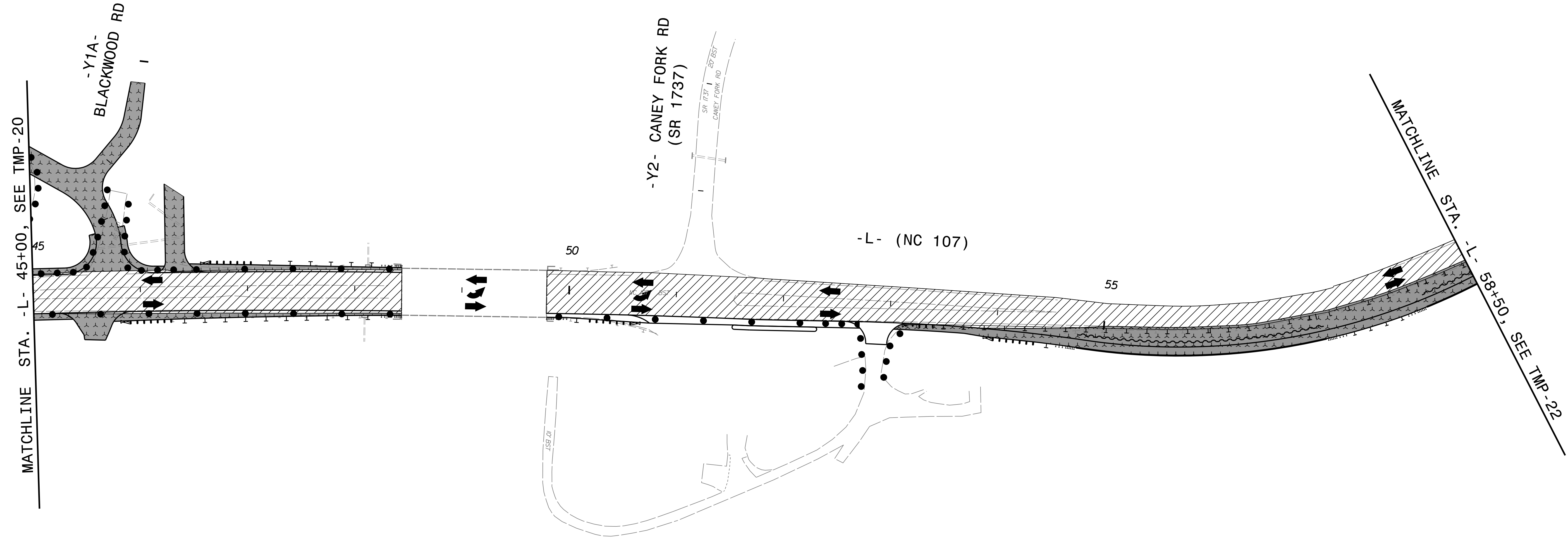
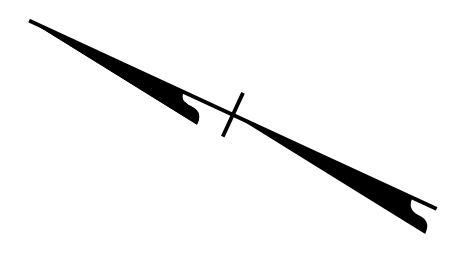
PHASE 1, STEPS 2 & 3
 DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED



PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: bscoff
 FILE: pw:\PWAPP\PA01\SouthEast_Tampa\Documents\000166\CON0079759\CON0099518\00000000258994\6.0_CAD_BIM\6.2_Work_In_Progress\R-4753_TrafficControl\TCP\R-4753_TMP-TMP-20.dgn
 PENTABLE: NCDOT_tcp.tbl
 TIME: 9/2/2016 2:01:37 PM

APPROVED: <i>Michelle Ward</i> <small>F8385756826488</small> DATE: 9/2/2016 SEAL 		PHASE 1, STEPS 2 & 3
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PROJ. REFERENCE NO.	SHEET NO.
R - 4753	TMP - 21
 HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	

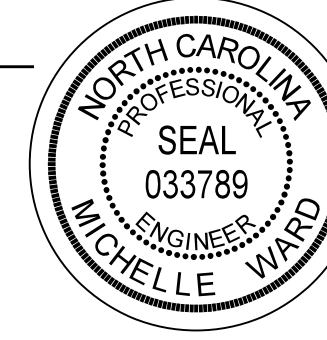


PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: dscoff
 PENTABLE: NCDOT_tcp.tbl
 DATE: 9/2/2016
 TIME: 2:01:46 PM
 FILE: pw:\P\WAPP\PA01\SouthEast_Tampa\Documents\000166\CON0079759\CON0099518\00000000258994\6.0_CAD_BIM\6.2_Work_In_Progress\R-4753\TrafficControl\TCP\R-4753_TMP_TMP-21.dgn

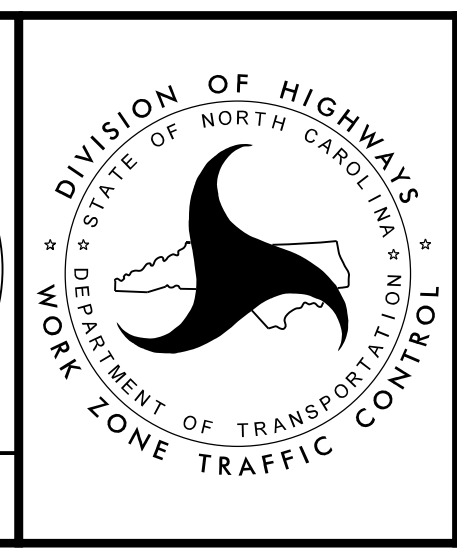
APPROVED: *Michelle Ward*
F8385756826488

DATE: 9/2/2016

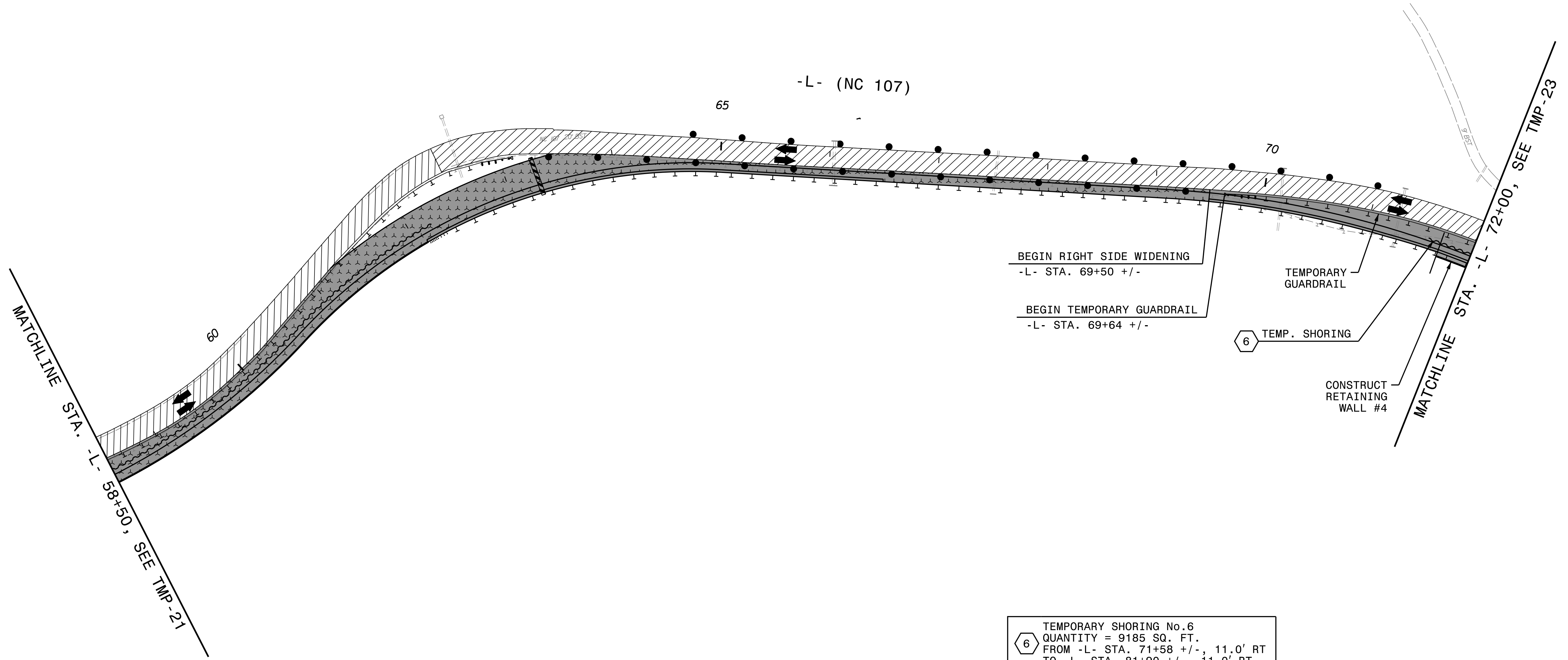
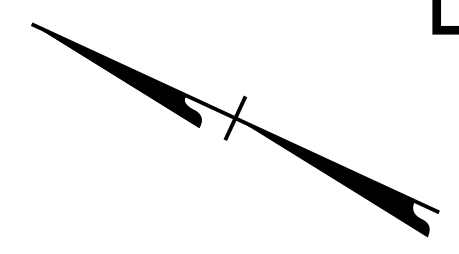
SEAL



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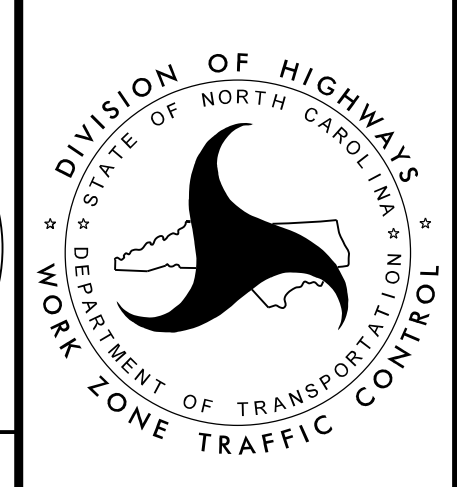
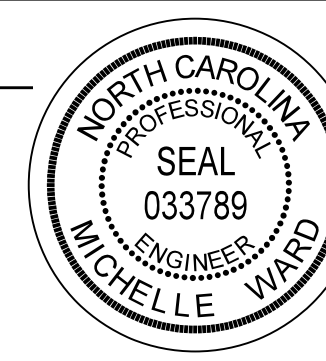
PHASE 1, STEPS 2 & 3



TEMPORARY SHORING No. 6
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 FROM -L- STA. 71+58 +/-, 11.0' RT
 TO -L- STA. 81+90 +/-, 11.0' RT

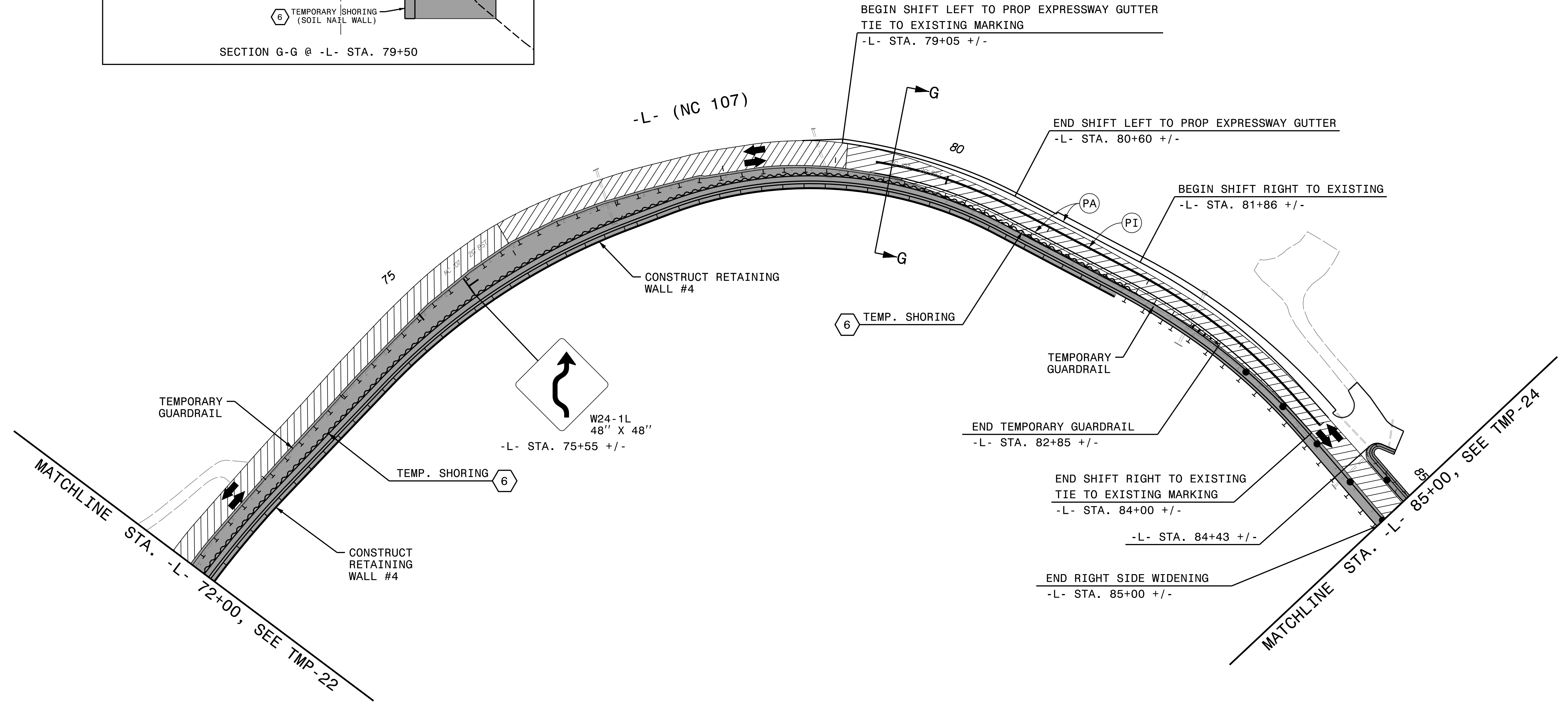
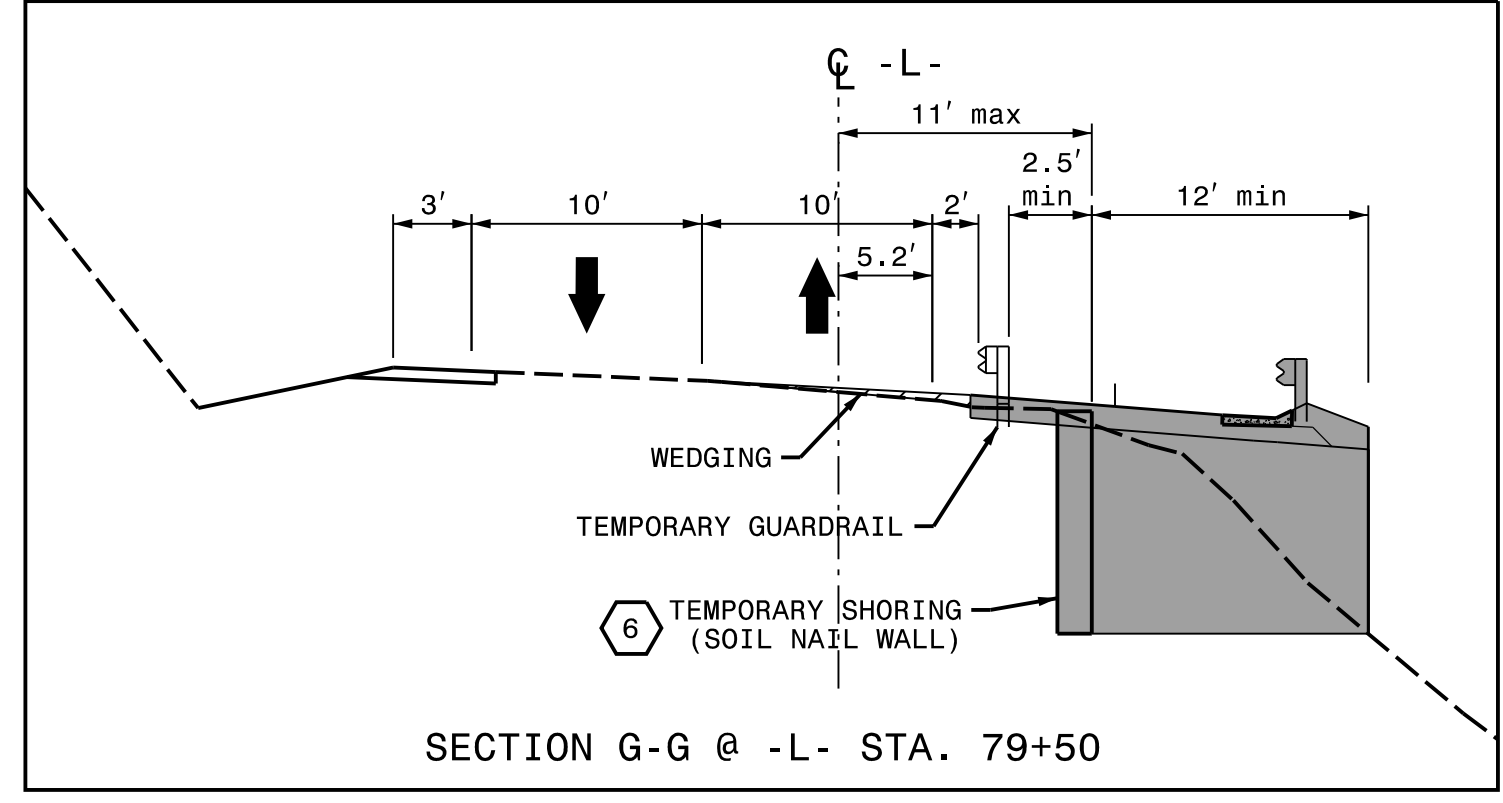
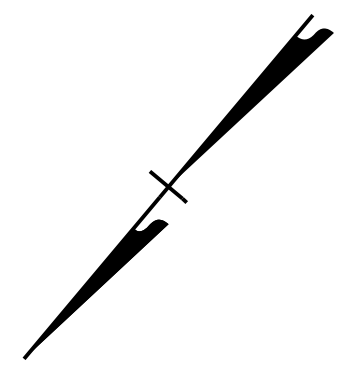
PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: bscott
 FILE: pw:\PW\APPTPA01\SouthEast_Tampa\Documents\000166\CON0079759\CON0099518\00000000258994\6.0_CAD_BITMAP\6.2_Work_In_Progress\R-4753\TrafficControl\TCP\R-4753_TMP_TMP-22.dgn
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 TIME: 2:01:54 PM
 DATE: 9/2/2016

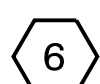
APPROVED: *Michelle Ward*
F3385756826488
 DATE: 9/2/2016
 SEAL

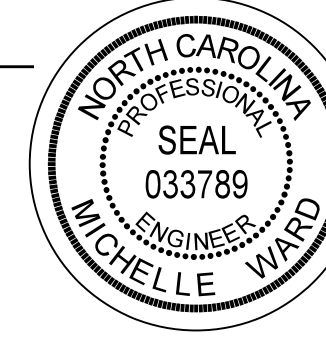


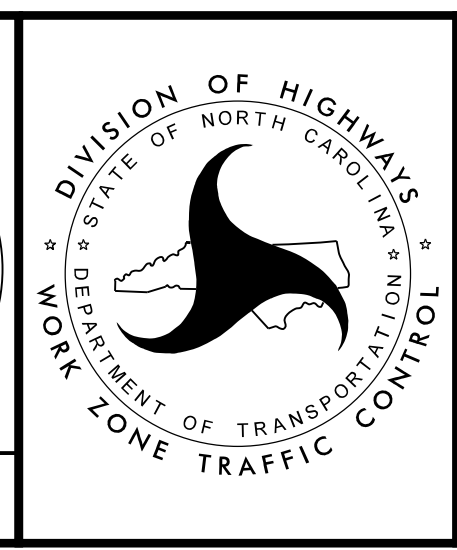
PHASE 1, STEPS 2 & 3

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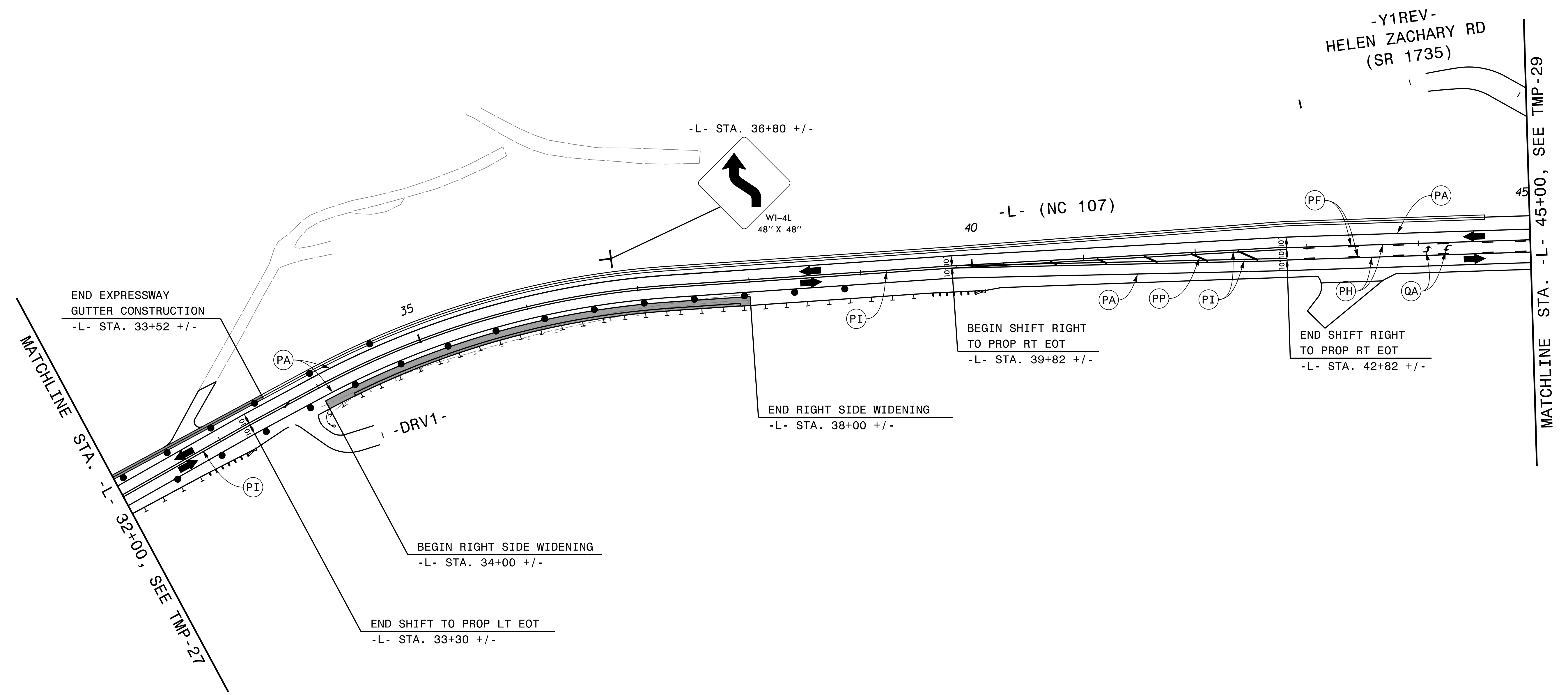
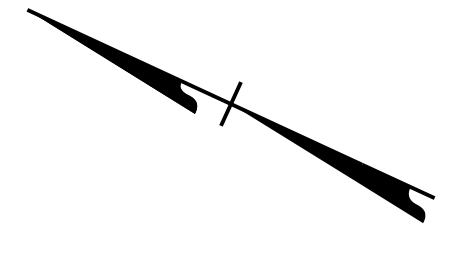
 TEMPORARY SHORING No. 6
 QUANTITY = 9185 SQ. FT.
 FROM -L- STA. 71+58 +/-, 11.0' RT
 TO -L- STA. 81+90 +/-, 11.0' RT

APPROVED: *Michelle Ward*
F83857568926488
 DATE: 9/2/2016
 SEAL




PHASE 1, STEPS 2 & 3

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: bscoff
 FILE: pw:\PWA\PTPA01\SouthEast_Tampa\Documents\000166\CON0079759\CON0099518\00000000258994\6.0_CAD_BITMAP\6.2_Work_In_Progress\R-4753_TrafficControl\TCP\R-4753_TMP_TMP-23.dgn
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 TIME: 2:02:01 PM
 DATE: 9/2/2016

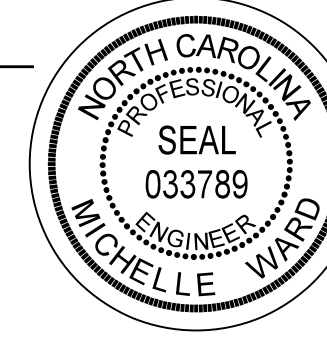


PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: bscoff
 FILE: pw:\PWAPP\PA01\SouthEast_Tampa\Documents\000166\CON0079759\CON0099518\00000000258994\6.0_CAD_BITMAP\6.2_Work_In_Progress\R-4753_TrafficControl\TCP\R-4753_TMP_TMP-28.dgn
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 TIME: 2:02:41 PM
 DATE: 9/2/2016

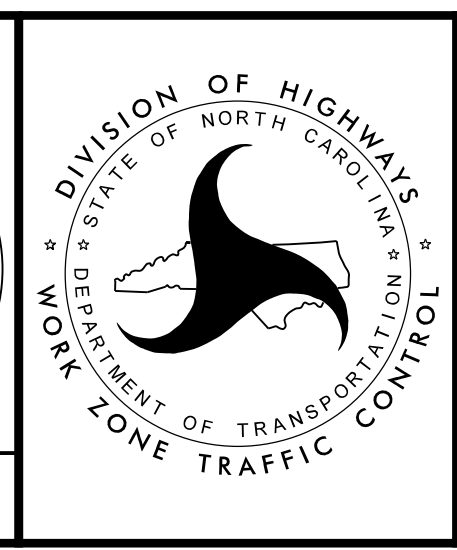
APPROVED: *Michelle Ward*
F8385756826488

DATE: 9/2/2016

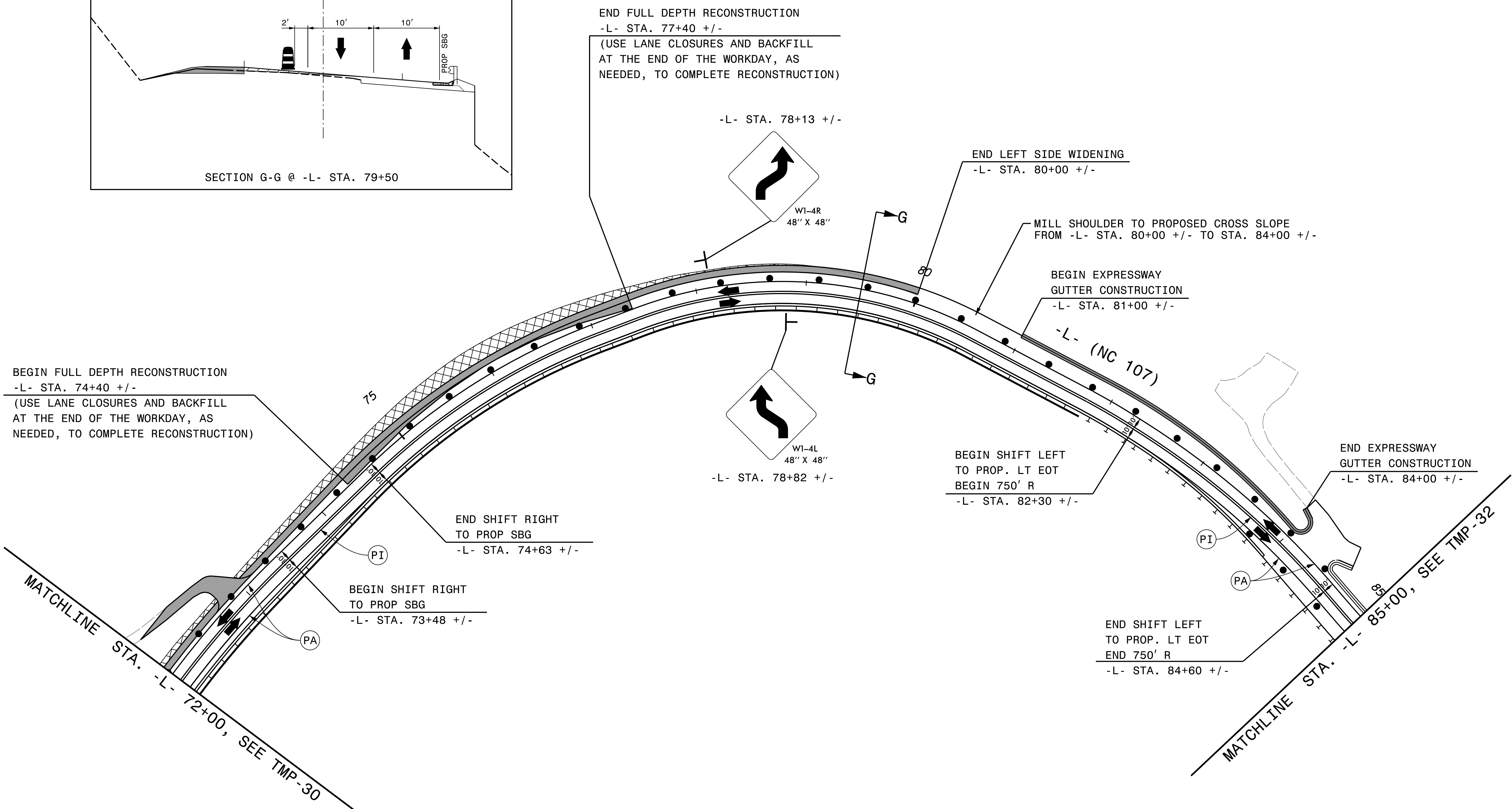
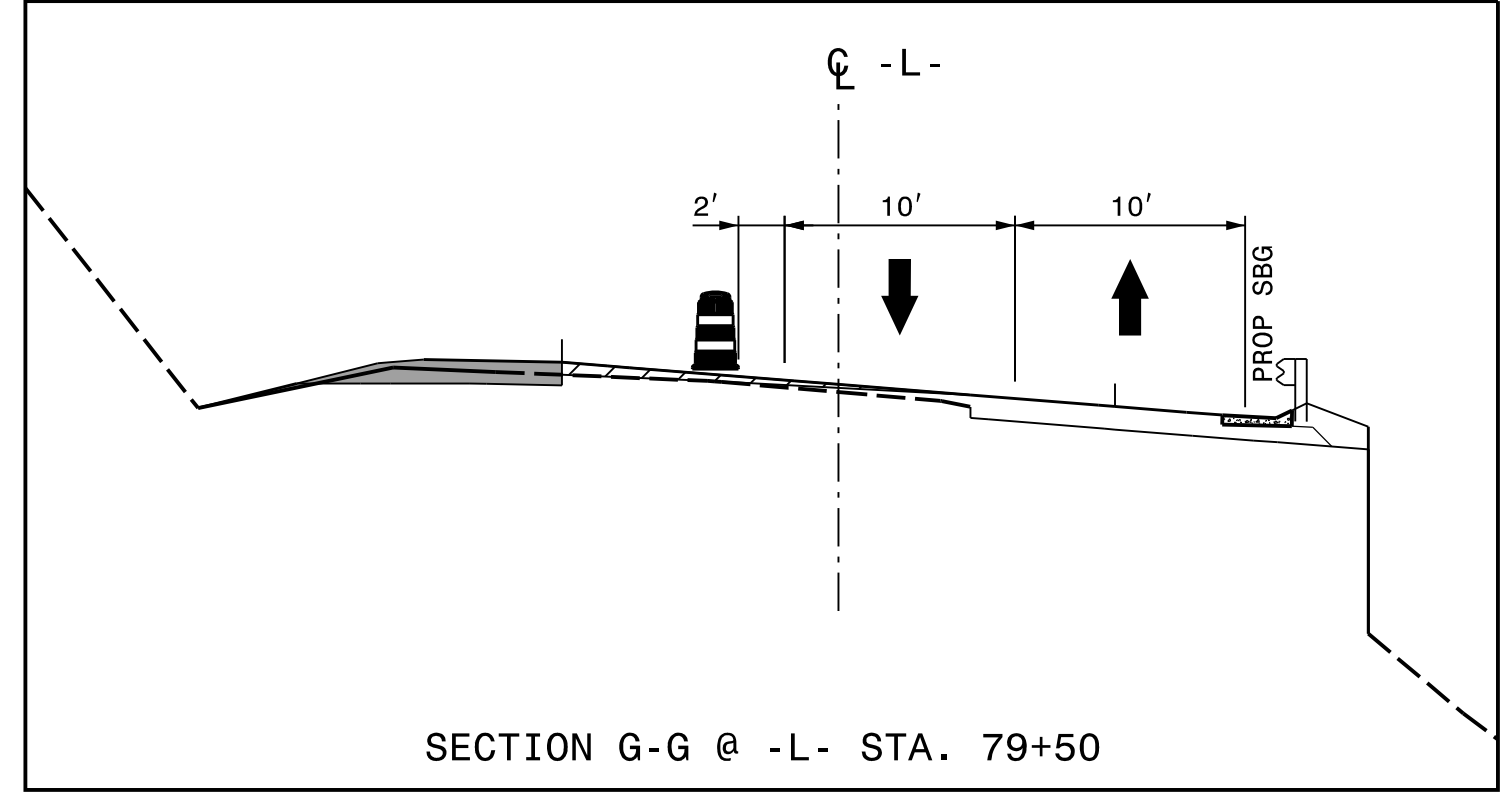
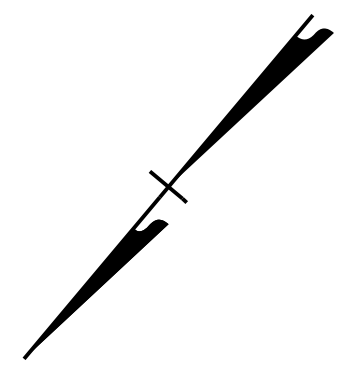
SEAL



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PHASE 2

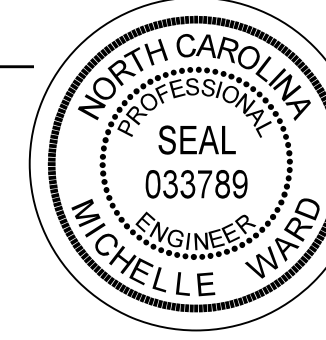


PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: dscoff
 FILE: pw:\PWAPP\PA01\SouthEast_Tampa\Documents\000166\CON0079759\CON0099518\00000000258994\6.0_CAD_BITMAP\6.2_Work_In_Progress\R-4753\TrafficControl\TCP\R-4753_TMP_TMP-31.dgn
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 TIME: 2:03:04 PM
 DATE: 9/2/2016

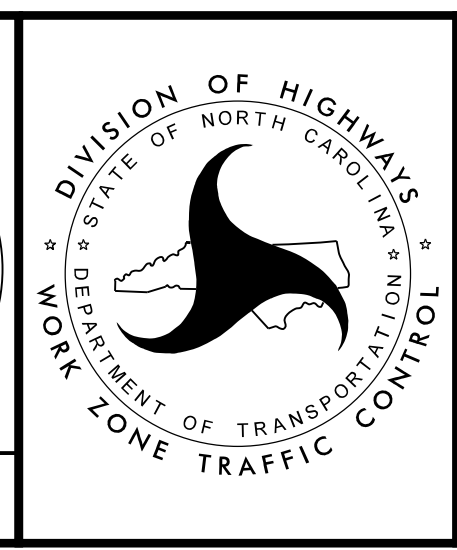
APPROVED: *Michelle Ward*
F8385756826488

DATE: 9/2/2016

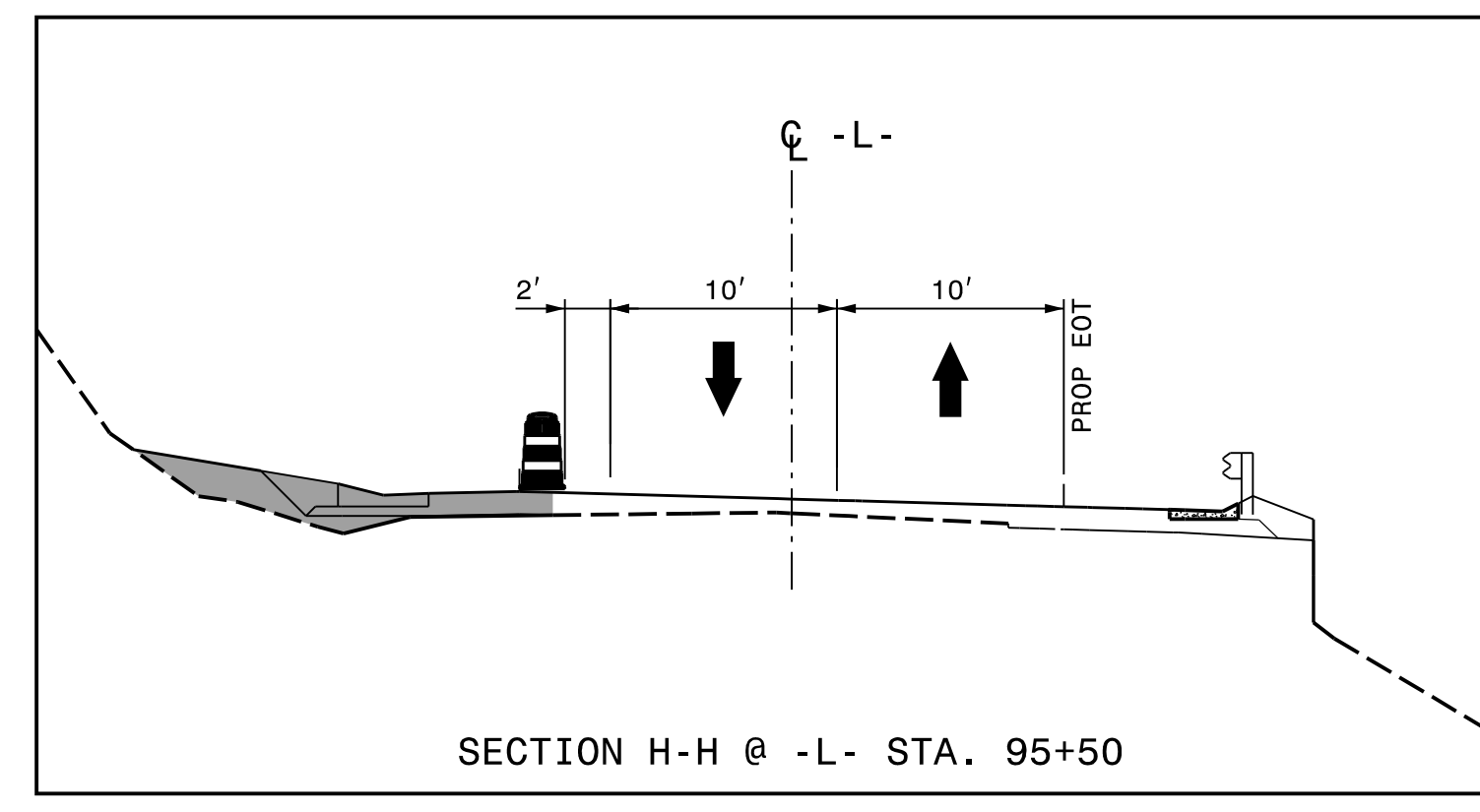
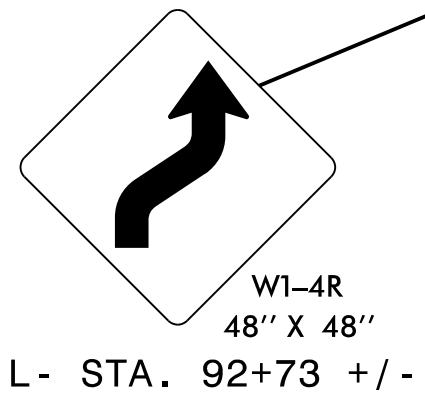
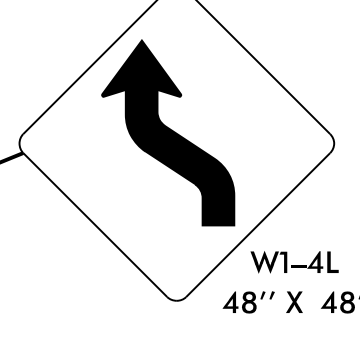
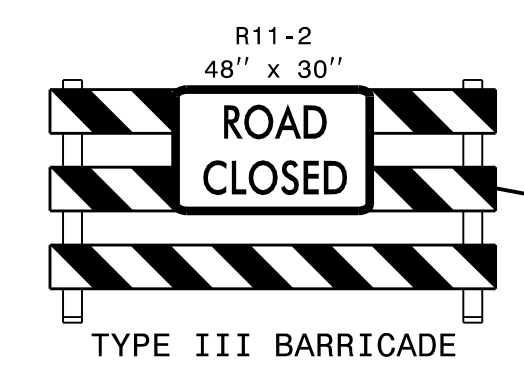
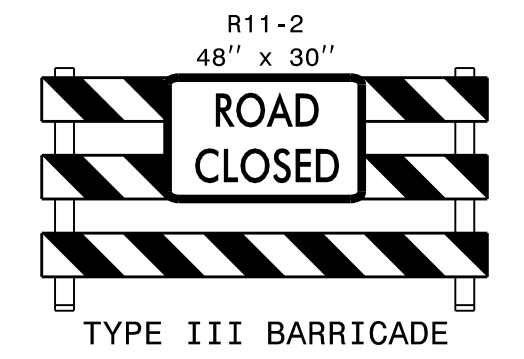
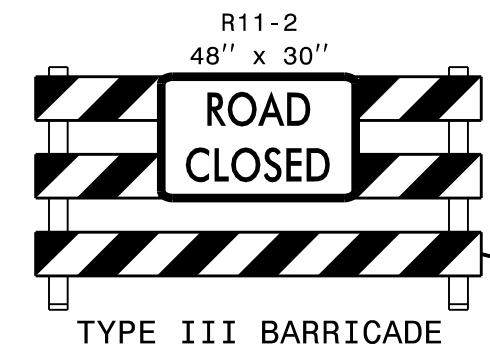
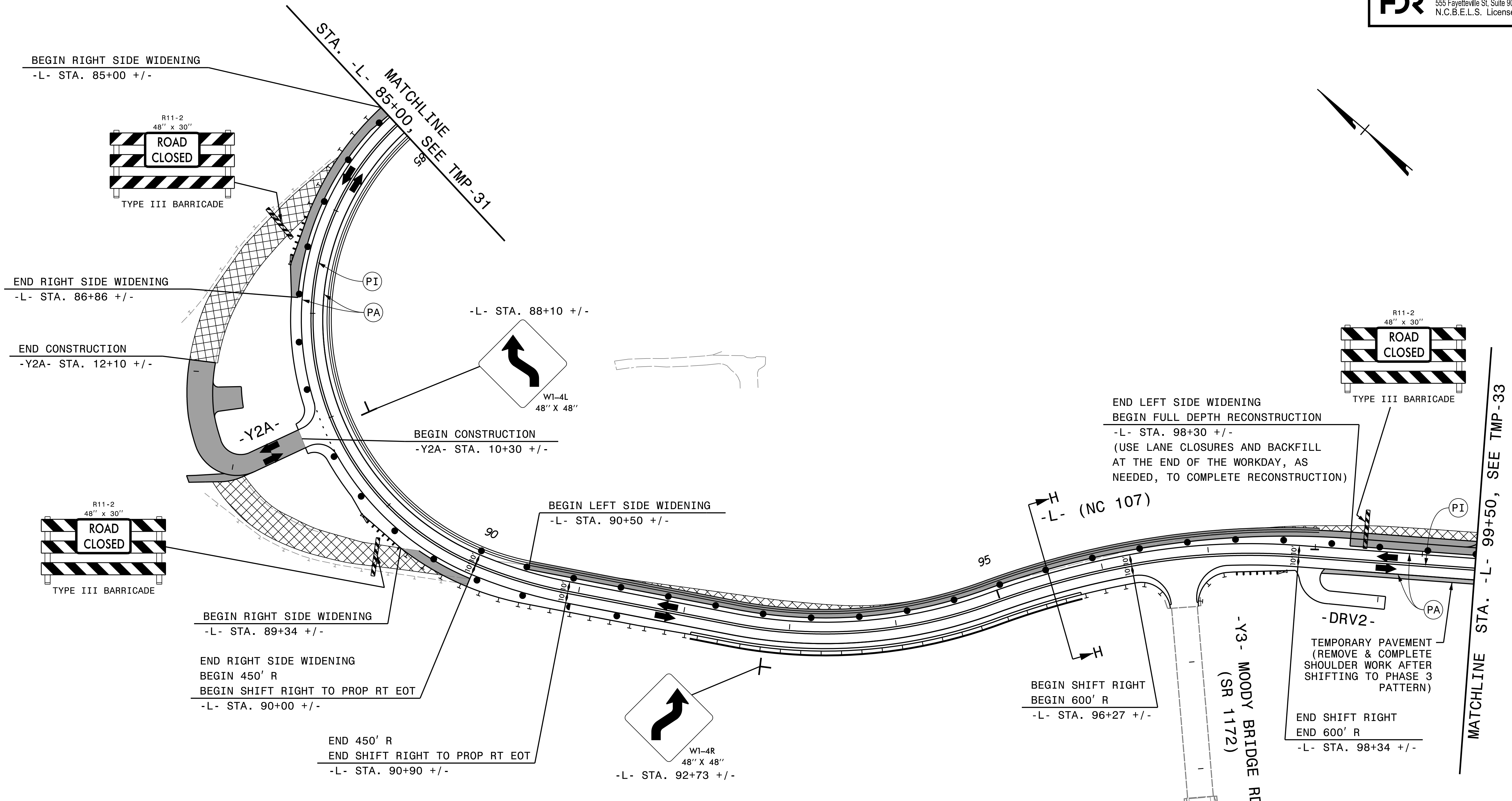
SEAL



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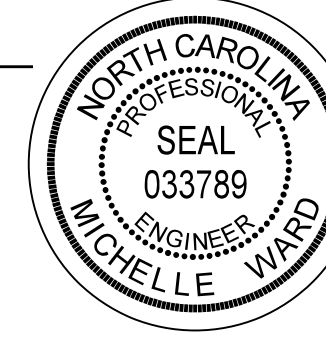
PHASE 2




APPROVED: *Michelle Ward*
F8385756826488

DATE: 9/2/2016

SEAL



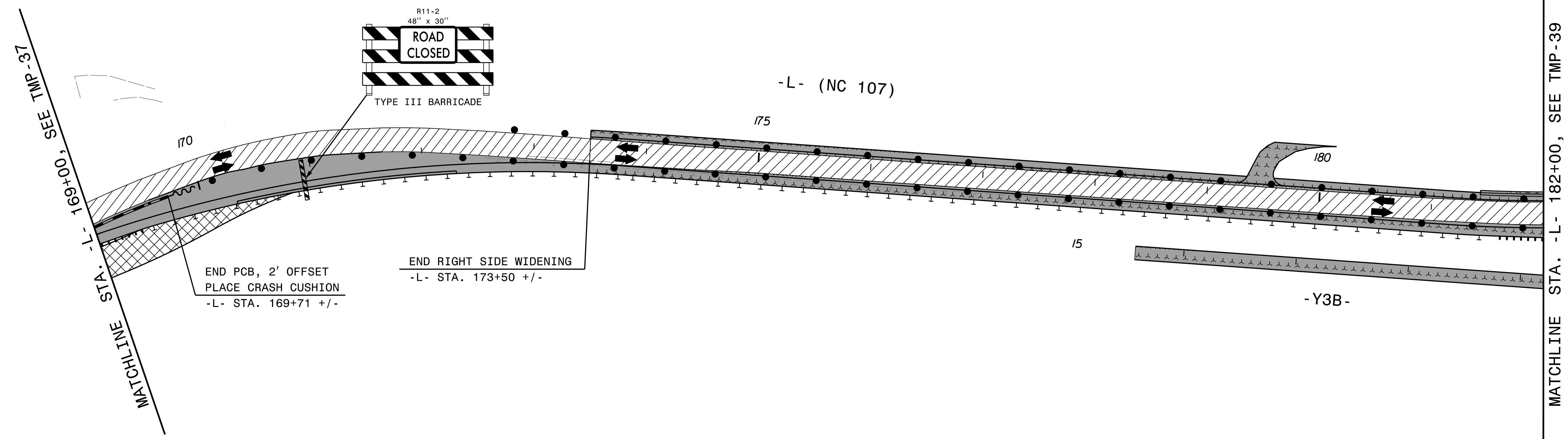
**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

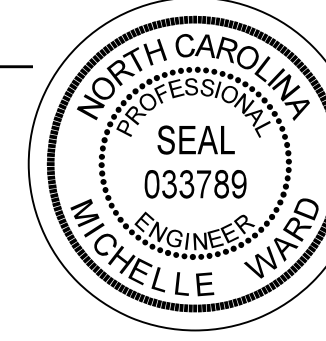



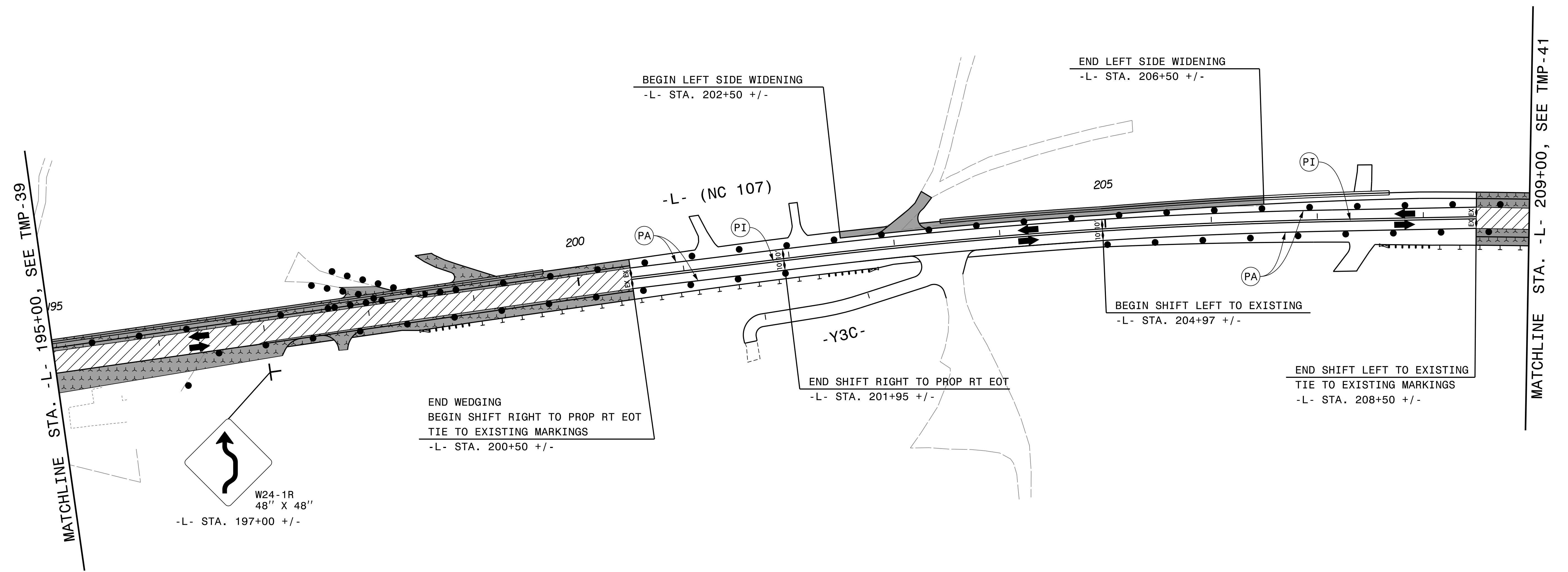
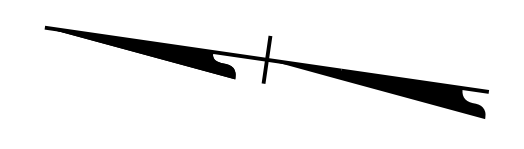
PHASE 2

PLOT DRIVER: NCDOT_pdf_color_eng_50.ppt
 USER: bscoff
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 PENTABLE: NCDOT_tcp.tbl
 TIME: 2:03:12 PM
 DATE: 9/2/2016

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: bscoff
 PENTABLE: NCDOT_tcp.tbl
 DATE: 9/2/2016
 TIME: 2:04:02 PM
 FILE: pw:\PWAPP\PA01\SouthEast_Tampa\Documents\000166\CON0079759\CON0099518\00000000258994\6.0_CAD_BITMAP\6.2_Work_In_Progress\R-4753\TrafficControl\TCP\R-4753_TMP_TMP-38.dgn



APPROVED: <i>Michelle Ward</i> <small>F8385756826488</small> DATE: 9/2/2016 SEAL 		PHASE 2
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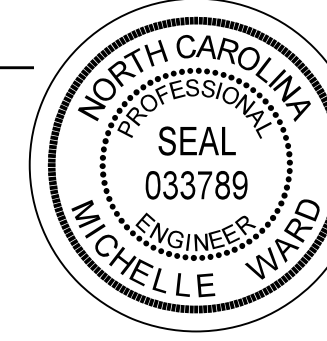


PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: bscott
 FILE: pw:\PWA\PTPA01\SouthEast_Tampa\Documents\000166\CON0079759\Tampa\Documents\000166\CON0099518\00000000258994\6.0_CAD_BIM\6.2_Work_In_Progress\R-4753\TrafficControl\TCP\AR-4753_TMP_TMP-40.dgn
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 TIME: 2:04:18 PM
 DATE: 9/2/2016

APPROVED: *Michelle Ward*
F8385756826488

DATE: 9/2/2016

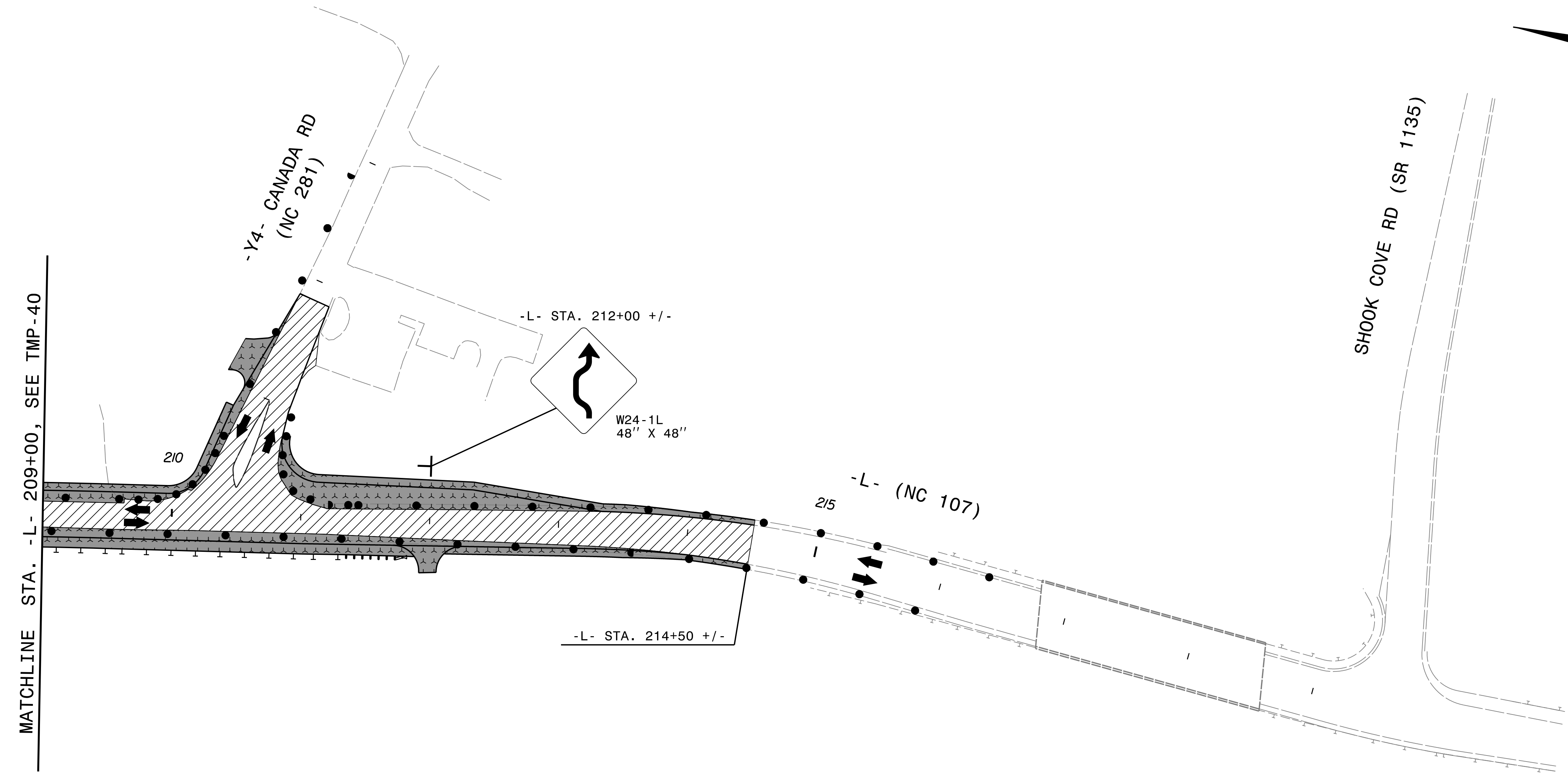
SEAL



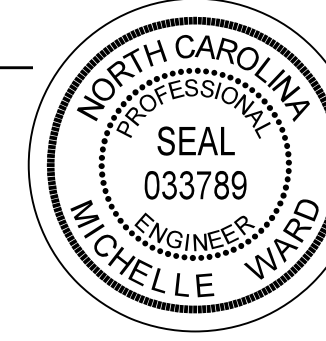

**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

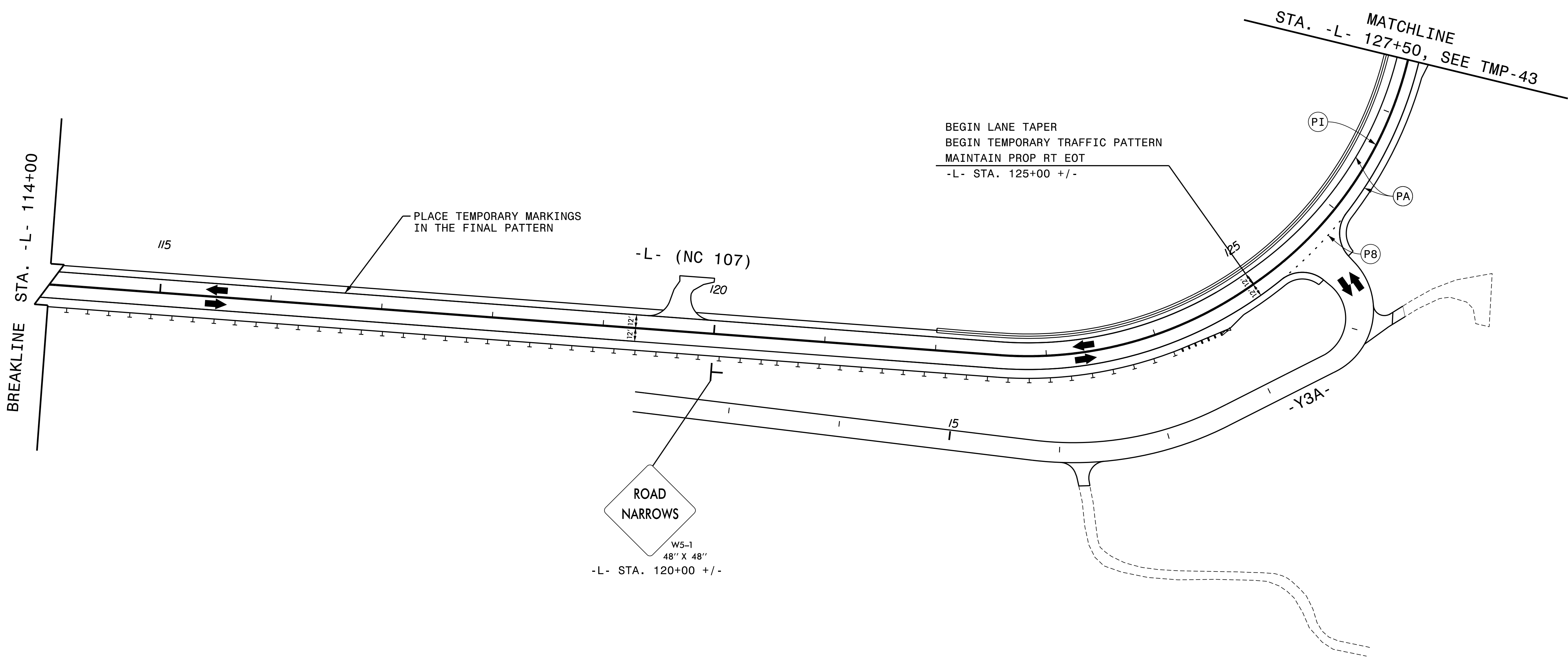


PHASE 2



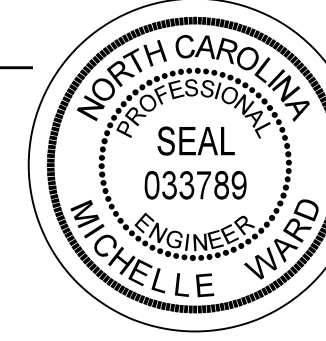

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: bscoff
 FILE: pw:\PWAPP\PA01\SouthEast_Tampa\Documents\000166\CON0079759\CON0099518\000000000258994\6.0_CAD_BIM\6.2_Work_In_Progress\N-4753\TrafficControl\TCP\N-4753_TMP_TMP-41.dgn
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 DATE: 9/2/2016

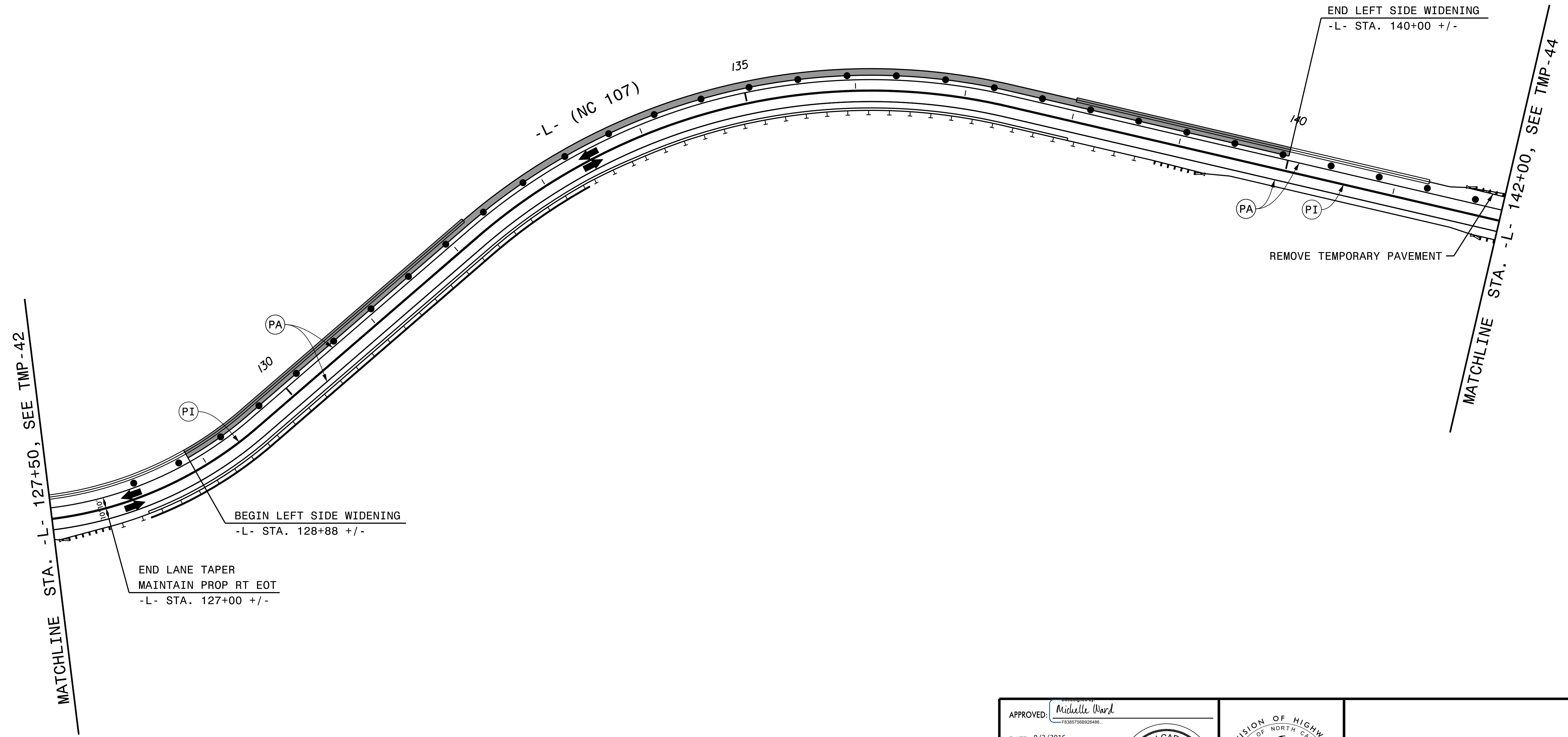
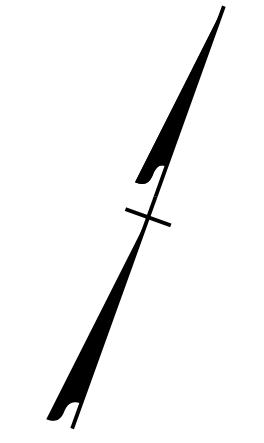
APPROVED: <i>Michelle Ward</i> <small>F83857568926488</small> DATE: 9/2/2016 SEAL 		PHASE 2
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		



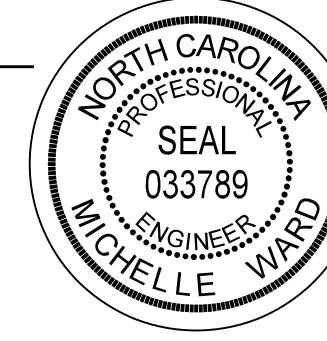
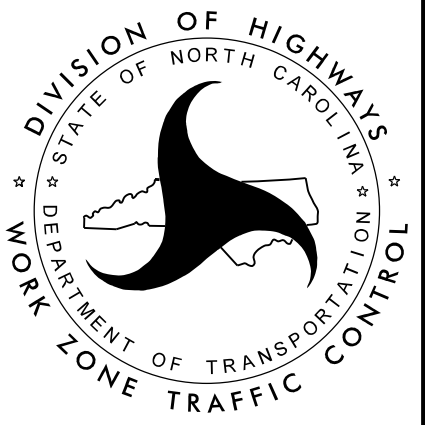
PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: bscoff
 FILE: pw:\PWAPP\PA01\SouthEast_Tampa\Documents\000166\CON0079759\Tampa\Documents\000166\CON0099518\000000000258994\6.0.CAD.BIM\6.2.Work.In.Progress\R-4753\TrafficControl\TCP\R-4753.TMP.TMP-42.dgn

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 TIME: 2:04:35 PM
 DATE: 9/2/2016

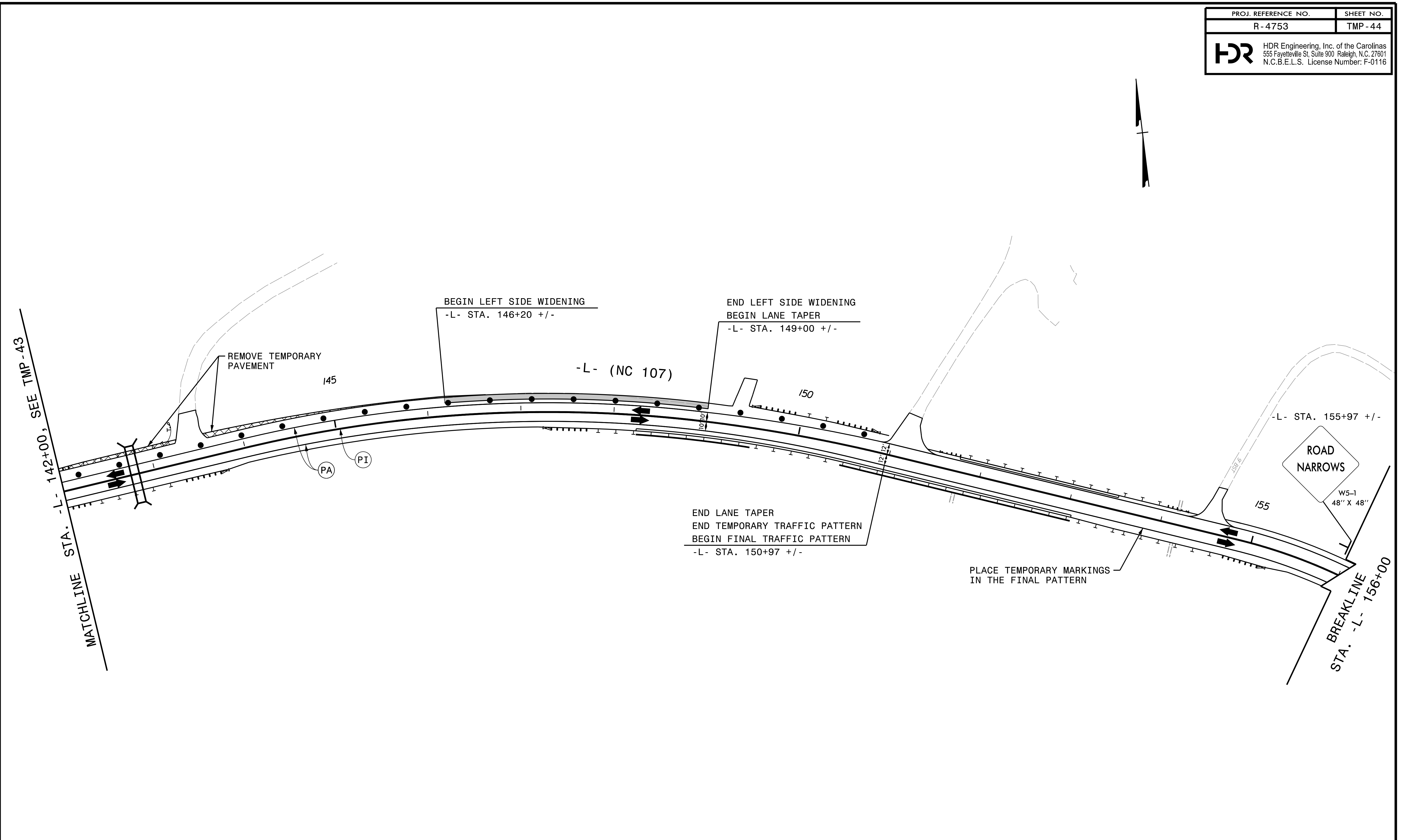
APPROVED: <i>Michelle Ward</i> <small>F83857568926488</small> DATE: 9/2/2016 SEAL 		PHASE 3
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

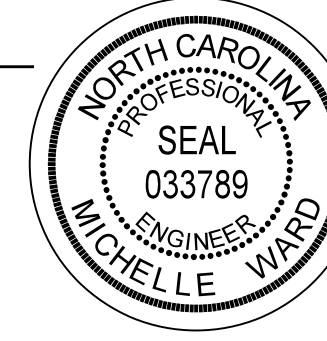



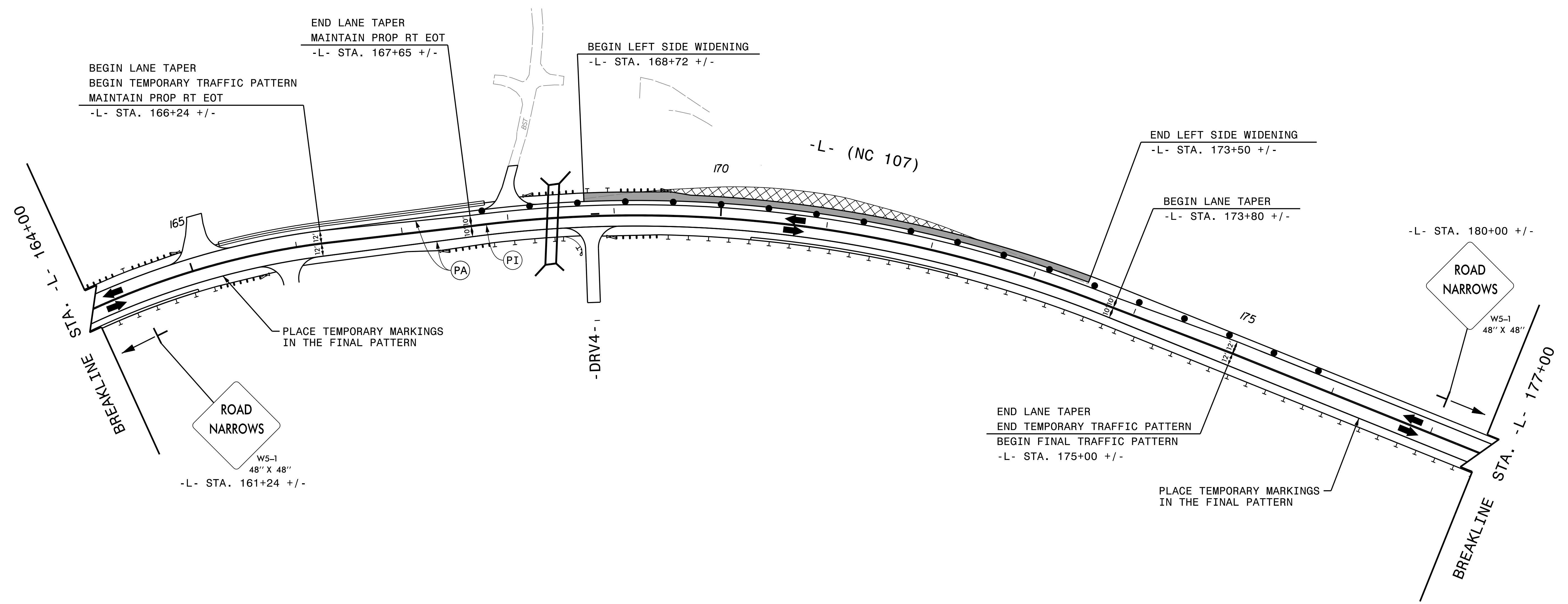
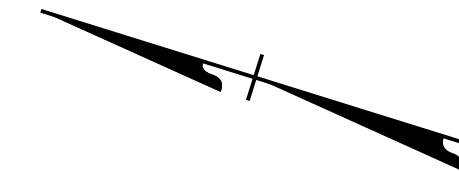
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 TIME: 2:04:45 PM
 DATE: 9/2/2016

APPROVED: <i>Michelle Ward</i> <small>F8385756826488</small> DATE: 9/2/2016 SEAL 		PHASE 3
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PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
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 PENTABLE: NCDOT_tcp.tbl
 DATE: 9/28/2016
 TIME: 3:55:49 PM



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DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

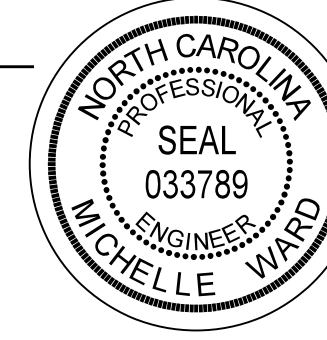


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 DATE: 9/2/2016

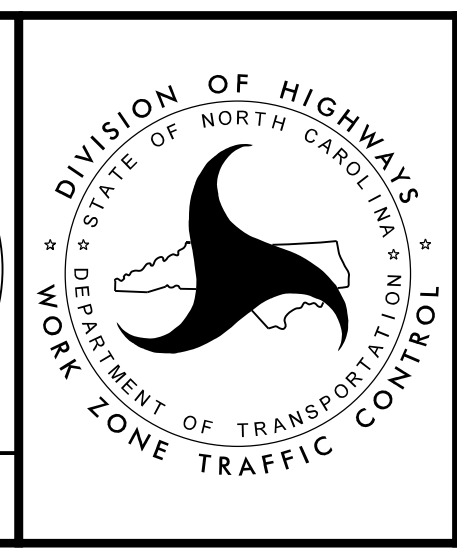
APPROVED: *Michelle Ward*
F83857568926488

DATE: 9/2/2016

SEAL



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PHASE 3