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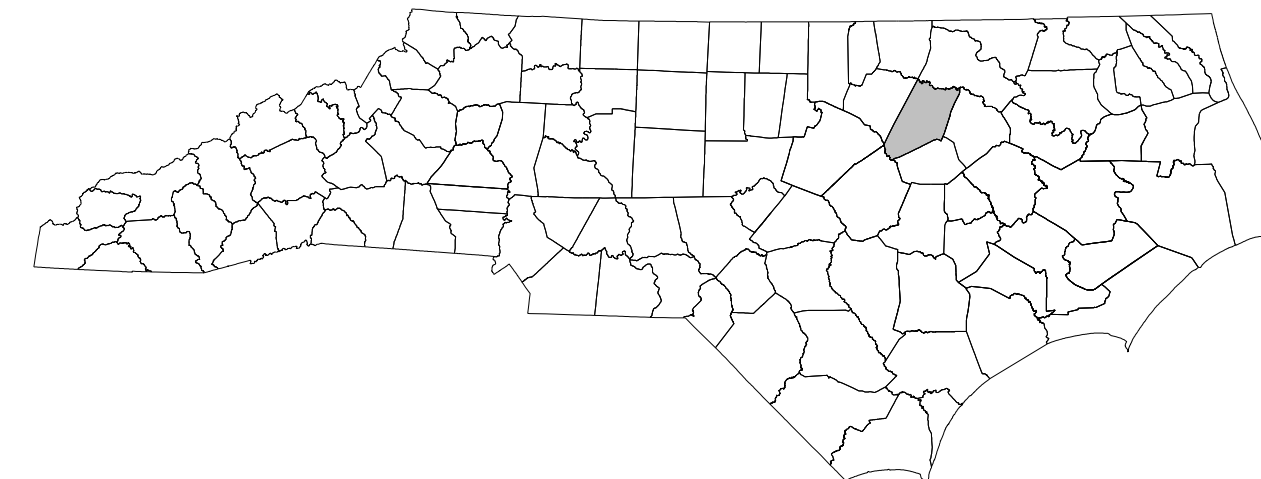
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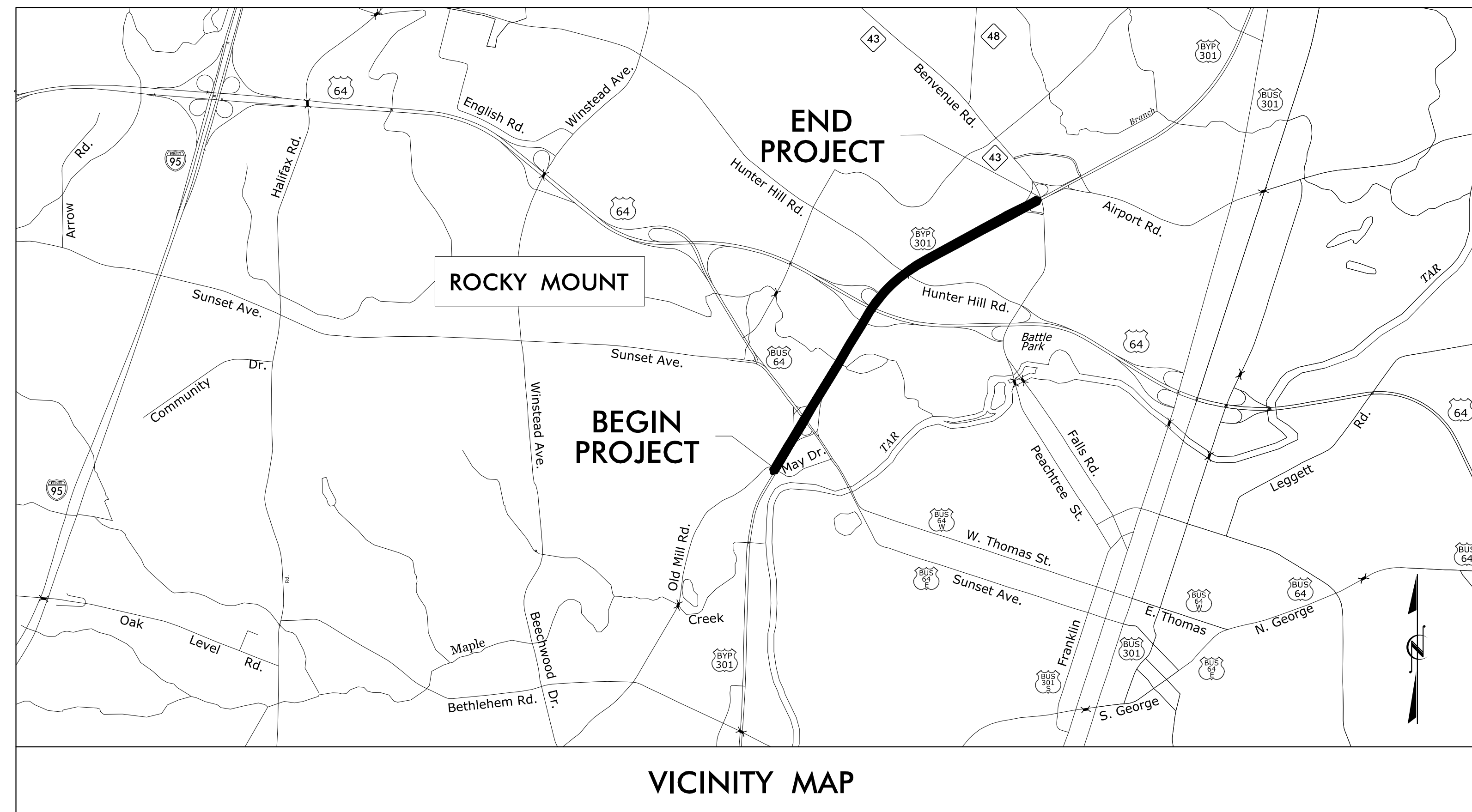
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

**NASH COUNTY
DIVISION 4**



**LOCATION: ROCKY MOUNT – US 301 BYPASS FROM SR 1836 (MAY DRIVE)
TO NC 43-48 (BENVENUE ROAD) INTERCHANGE**

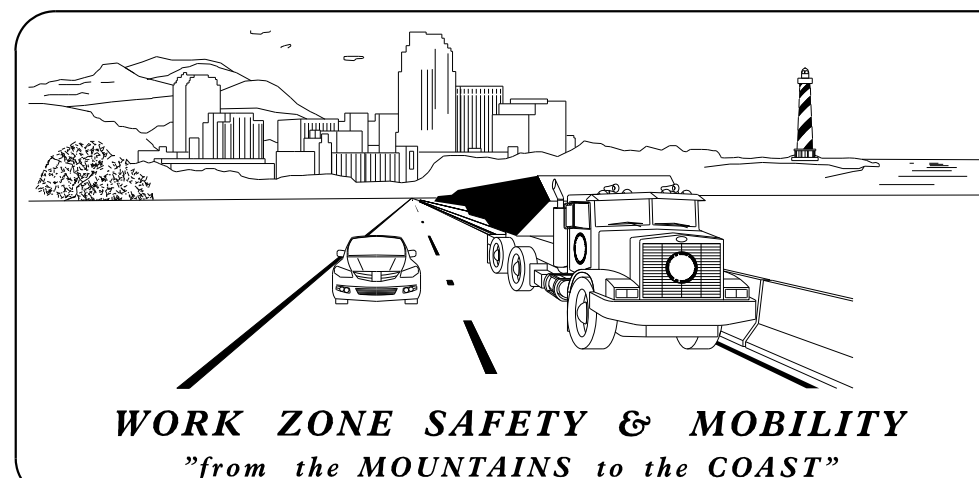


VICINITY MAP

SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP AND INDEX OF SHEETS
TMP-1A	ROADWAY STANDARD DRAWINGS, LEGEND, TEMPORARY PAVEMENT MARKING SCHEDULE
TMP-1B-1C	GENERAL NOTES
TMP-2	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-2A-2B	TEMPORARY SHORING NOTES
TMP-2C	PORTABLE CONCRETE BARRIER APPROACH END TREATMENT
TMP-2D	TEMPORARY ASPHALT ISLAND WITH TUBULAR MARKERS
TMP-3	AREA DESIGNATIONS
TMP-3A	PHASING
TMP-4-4F	AREA 1, PHASE I
TMP-5	US 64 BUS (-Y1-) DETOUR
TMP-6-6A	AREA 1, PHASE II
TMP-7-7A	AREA 1, PHASE III
TMP-8-8A	AREA 2, PHASE I, STEP 1
TMP-9-9A	AREA 2, PHASE I, STEP 2
TMP-10-10B	AREA 2, PHASE II
TMP-11-11A	AREA 2, PHASE III
TMP-12-12A	AREA 2, PHASE IV
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TMP-14-14A	AREA 3, PHASE II
TMP-14B	AREA 3, PHASE II CROSSOVER DETAIL
TMP-15-15D	AREA 3, PHASE III

INDEX OF SHEETS

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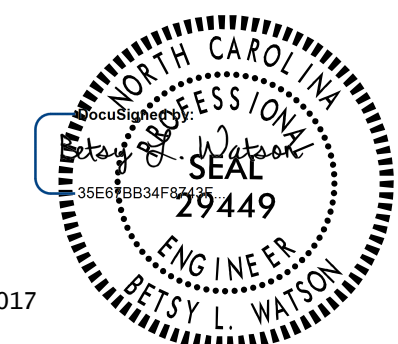
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2/15/2017

TIP PROJECT: U-3330

ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS APPEAR 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
1101.06	WARNING SIGNS FOR BLASTING ZONES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
1130.01	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	WORK VEHICLE LIGHTING SYSTEMS AND TMA DELINEATION
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY - DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO LANE AND MULTILANE ROADWAYS
1205.12	PAVEMENT MARKINGS - BRIDGES
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION

LEGEND

GENERAL

- DIRECTION OF TRAFFIC FLOW
- EXIST. PVMT.
- PROPOSED PVMT.
- NORTH ARROW
- TEMP. SHORING (LOCATION PURPOSES ONLY)
- WORK AREA
- PREVIOUSLY STARTED / CONCURRENT CONSTRUCTION
- PAVEMENT REMOVAL
- TEMPORARY PAVEMENT
- TEMPORARY ASPHALT PAD

PAVEMENT MARKINGS

- EXISTING LINES
- EXISTING LINES
- EXISTING LINES
- EXISTING LINES
- EXISTING LINES
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PAVEMENT MARKING SYMBOLS

- EXISTING PAVEMENT MARKING SYMBOLS (HOLLOW)
- PAVEMENT MARKING SYMBOLS
- PAVEMENT MARKING ALPHANUMERIC CHARACTERS

PAVEMENT MARKERS

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

TRAFFIC CONTROL DEVICES

- | TEMPORARY DEVICES | PREVIOUSLY PLACED | |
|-------------------|-------------------|--------------------------------|
| | | BARRICADE (TYPE III) |
| | | CONE |
| | | DRUM |
| | | GROUND MOUNTED TUBULAR MARKER |
| | | FLASHING ARROW BOARD |
| | | FLAGGER |
| | | LAW ENFORCEMENT |
| | | TRUCK MOUNTED ATTENUATOR (TMA) |
| | | CHANGEABLE MESSAGE SIGN |
| | | TEMPORARY CRASH CUSHION |
| | | PORTABLE CONCRETE BARRIER |

TEMPORARY SIGNING

- | TEMPORARY SIGNS | PREVIOUSLY PLACED | |
|-----------------|-------------------|--------------------------------------|
| | | PORTABLE SIGN |
| | | STATIONARY SIGN |
| | | OPTIONAL PORTABLE OR STATIONARY SIGN |

SIGNALS

- | | | |
|----------|----------|-----------|
| | | |
| EXISTING | PROPOSED | TEMPORARY |

TEMPORARY PAVEMENT MARKING SCHEDULE

SYMBOL	DESCRIPTION
CA	4" WHITE EDGE LINE, COLD APPLIED PLASTIC TYPE 4
CC	4" WHITE 10FT SKIP LINE, COLD APPLIED PLASTIC TYPE 4
CI	4" YELLOW DOUBLE CENTER LINE, COLD APPLIED PLASTIC TYPE 4
PA	4" WHITE EDGE LINE, PAINT
PB	4" YELLOW EDGE LINE, PAINT
PC	4" WHITE 10FT SKIP LINE, PAINT
PD	4" WHITE 3FT-9FT MINISKIP, PAINT
PE	4" WHITE SOLID LANE LINE, PAINT
PI	4" YELLOW DOUBLE CENTER LINE, PAINT
P8	4" WHITE 2FT-6FT MINISKIP, PAINT
PN	8" WHITE GORELINE, PAINT
PP	8" YELLOW DIAGONAL, PAINT
P2	24" WHITE STOP BAR, PAINT

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 Stantec Consulting Services Inc. 801 Jones Franklin Road Suite 300 Raleigh, NC 27606 Tel. 919.851.6866 Fax. 919.851.7024 www.stantec.com License No. F-0672	 2/15/2017 DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		ROADWAY STANDARD DRAWINGS, LEGEND, TEMPORARY PAVEMENT MARKING SCHEDULE
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GENERAL NOTES

CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS, AND ROADWAY DETAILS ARE NOT ATTAINABLE TO MEET FIELD CONDITIONS OR RESULT IN DUPLICATE OR 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
ALL ROADS	6:00 A.M.-9:00 A.M. MONDAY THRU FRIDAY 4:00 P.M.-7:00 P.M. MONDAY THRU FRIDAY

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

ROAD NAME
ALL ROADS

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 6:00 A.M. DECEMBER 31ST TO 7:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 7:00 P.M. THE FOLLOWING TUESDAY.
- 3) FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 7:00 P.M. MONDAY.
- 4) FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 7:00 P.M. TUESDAY.
- 5) FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 7:00 P.M. THE DAY AFTER INDEPENDENCE DAY. IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY; THEN BETWEEN THE HOURS OF 6:00 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 7:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.
- 6) FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 7:00 P.M. TUESDAY.
- 7) FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY TO 7:00 P.M. MONDAY.
- 8) FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 7:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

C) DO NOT CLOSE ANY ROADWAY, EXCEPT WHERE ALLOWED BY THE PLANS OR THE ENGINEER.

D) DO NOT CLOSE ROADS AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	OPERATION
US 301 BYP	5:00 A.M. -11:00 P.M.	US 64 BUS BRIDGE DEMOLITION, GIRDER ERECTION, OR AS OTHERWISE ALLOWED BY ENGINEER

E) 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

- F) 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.
- G) 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.
- H) 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.
- I) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRANSPORTATION MANAGEMENT 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.
- J) DO NOT WORK SIMULTANEOUSLY WITHIN 15 FT ON BOTH SIDES OF AN OPEN TRAVELWAY, RAMP, OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.

PAVEMENT EDGE DROP OFF REQUIREMENTS

- K) BACKFILL AT A 6:1 SLOPE UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN AREAS ADJACENT TO AN OPEN TRAVEL LANE THAT HAS A DROP-OFF AS FOLLOWS:
 - BACKFILL DROP-OFFS THAT EXCEED 2 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS OF 45 MPH OR GREATER.
 - BACKFILL DROP-OFFS THAT EXCEED 3 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS LESS THAN 45 MPH.
 - BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.
- 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 (W8-11) 500 FT IN ADVANCE AND A MINIMUM OF ONCE EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

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) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRANSPORTATION MANAGEMENT PLANS.
 - AND
 - PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRANSPORTATION MANAGEMENT PLANS.
- P) COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROAD WHEN ROAD CLOSURE IS NOT IN OPERATION.
 - AND
 - COVER OR REMOVE ALL SIGNS REQUIRED FOR THE OFF-SITE DETOUR WHEN THE DETOUR IS 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) 500 FT IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

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GENERAL NOTES

TRAFFIC BARRIER

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

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

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

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

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

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

PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER FROM ONCOMING TRAFFIC AT ALL TIMES BY A TEMPORARY CRASH CUSHION.

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.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
ALL ROADS	PAINT	TEMPORARY RAISED
BRIDGES	COLD APPLIED PLASTIC TYPE 4	TEMPORARY RAISED

X) 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.

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

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

AA) TRACE THE PROPOSED MONOLITHIC ISLAND LOCATIONS WITH THE PROPER COLOR PAVEMENT MARKING PRIOR TO INSTALLATION. PLACE DRUMS, CONES, OR TUBULAR MARKERS TO DELINEATE ANY PROPOSED MONOLITHIC ISLANDS BEFORE INSTALLATION.

MISCELLANEOUS

BB) USE LAW ENFORCEMENT TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND OR INTERSECTIONS AS SHOWN IN PLANS OR DIRECTED BY THE ENGINEER.

CC) 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.).

DD) MAINTAIN VEHICULAR ACCESS TO ALL DRIVEWAYS DURING THE LIFE OF THE CONTRACT, UNLESS OTHERWISE NOTED IN THE PHASING OR DIRECTED BY THE ENGINEER. USE INCIDENTAL STONE WHEN NECESSARY.

EE) ALL DIMENSIONS AND STATIONS IN THE TRANSPORTATION MANAGEMENT PLAN AND PHASING ARE APPROXIMATE (+/-); FIELD ADJUST AS NECESSARY OR AS DIRECTED BY THE ENGINEER.

FF) COMPLETE ANY PROPOSED OR TEMPORARY WIDENING IN SUCH A MANNER THAT PONDING OF WATER WILL NOT OCCUR IN THE TRAVEL LANE.

GG) ENSURE THE OVERSIZE/OVERWEIGHT PERMIT UNIT (919) 733-4740 HAS BEEN ADVISED OF THE ONGOING TRAFFIC OPERATIONS THROUGH THE DIVISION OFFICE.

HH) MAINTAIN EXISTING GUARDRAIL UNTIL PROPOSED FILL SLOPES ARE COMPLETED TO THE POINT THAT FIELD CONDITIONS NO LONGER MEET GUARDRAIL WARRANTS AS DIRECTED BY THE ENGINEER.

II) MAINTAIN ALL EXISTING SIGNING ON PROJECT (WARNING, REGULATORY AND GUIDE SIGNS). WHERE CONSTRUCTION AFFECTS THE LOCATION OF A SIGN, RELOCATE AS NECESSARY, OR INSTALL REPLACEMENT SUCH THAT THE FUNCTION OF THE SIGN IS MAINTAINED AT ALL TIMES. DURING RELOCATION OF STOP SIGNS PROVIDE FLAGGERS WITH "FLAGGER AHEAD" (W20-7a) AND "BE PREPARED TO STOP" (W3-4) SIGNS AS NECESSARY TO MAINTAIN INTERSECTION TRAFFIC.

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GENERAL NOTES

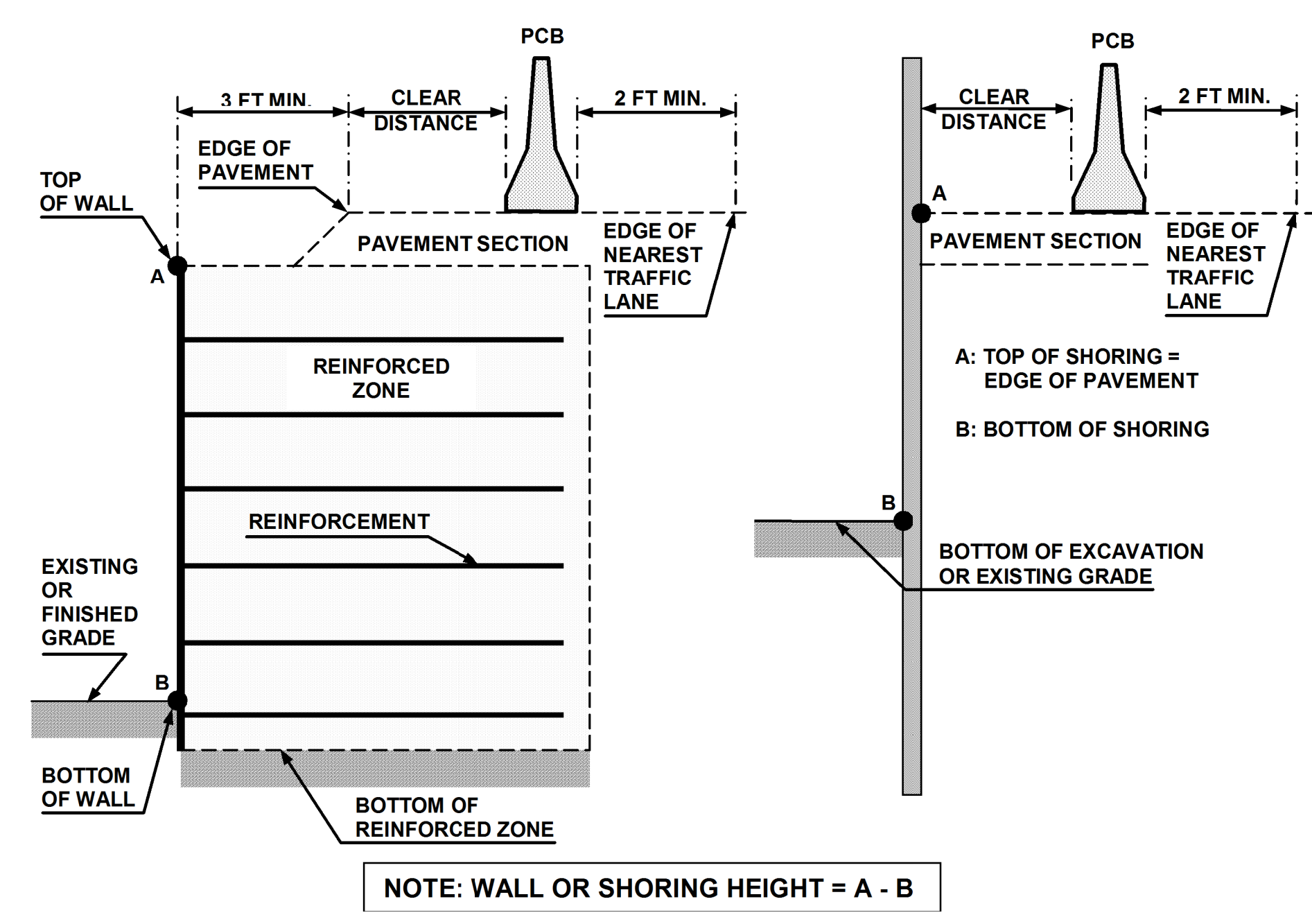


FIGURE A

NOTES

- 1- REFER TO THE TRAFFIC CONTROL PLANS FOR TEMPORARY SHORING LOCATIONS AND NOTES.
- 2- REFER TO THE "TEMPORARY SHORING" PROJECT SPECIAL PROVISION FOR INFORMATION ABOUT TEMPORARY SHORING AND PORTABLE CONCRETE BARRIER (PCB).
- 3- 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).
- 4- 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.
- 5- 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.
- 6- USE NCDOT PORTABLE CONCRETE BARRIER (PCB) IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1170.01 AND SECTION 1170 OF THE STANDARD SPECIFICATIONS.
- 7- PCB REQUIREMENTS FOR TEMPORARY WALLS APPLY TO TEMPORARY MECHANICALLY STABILIZED EARTH (MSE) WALLS AND TEMPORARY SOIL NAIL WALLS.
- 8- 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.
- 9- 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.
- 10- 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.

Barrier Type	Pavement Type	Offset *	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

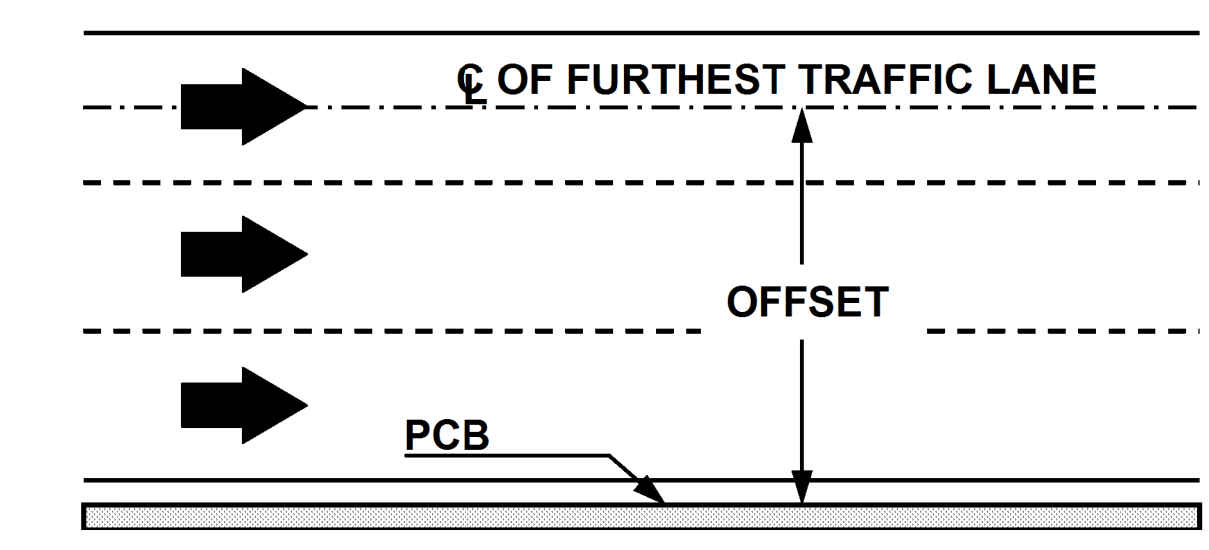


FIGURE B

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PORTABLE CONCRETE
BARRIER
AT
TEMPORARY SHORING
LOCATIONS

TEMPORARY SHORING LOCATION NO. 01
 -L- 59+89± (10.0' RT) TO -L- 60+18± (10.0' RT)

ESTIMATED QUANTITY = 98.6 SF

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

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

DESIGN TEMPORARY SHORING FROM -L- Sta. 59+89 +/- 10.0 ft. Right to -L- Sta. 60+18 +/- 10.0 ft. Right, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEV = 85 FT

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM -L- Sta. 59+89 +/- 10.0 ft. Right to -L- Sta. 60+18 +/- 10.0 ft. Right.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- Sta. 59+89 +/- 10.0 ft. Right to -L- Sta. 60+18 +/- 10.0 ft. Right. SEE STANDARD DRAWING NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

DRIVEN PILING FOR TEMPORARY SHORING FROM -L- Sta. 59+89 +/- 10.0 ft. Right to -L- Sta. 60+18 +/- 10.0 ft. Right WILL NOT PENETRATE BELOW ELEVATION 72.0 FT. DUE TO OBSTRUCTIONS, VERY DENSE OR HARD SOIL, BOULDERS OR WEATHERED HARD ROCK.

SEE SHEET TMP-10A.

TEMPORARY SHORING LOCATION NO. 02
 -L- 61+88±(10.0' RT) TO -L- 62+18± (10.0' RT)

ESTIMATED QUANTITY = 150.0 SF

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

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

DESIGN TEMPORARY SHORING FROM -L- Sta. 61+88 +/- 10.0 ft. Right TO -L- Sta. 62+18 +/- 10.0 ft. Right, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEV = 85 FT

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM -L- Sta. 61+88 +/- 10.0 ft. Right TO -L- Sta. 62+18 +/- 10.0 ft. Right.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- Sta. 61+88 +/- 10.0 ft. Right TO -L- Sta. 62+18 +/- 10.0 ft. Right. SEE STANDARD DRAWING NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

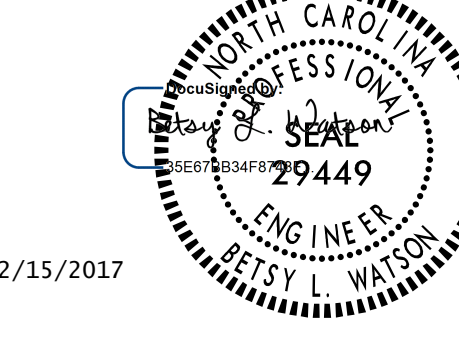
SEE SHEET TMP-10A.

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THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEER. THE DOCUMENT WAS SUBMITTED TO THE WZTC SECTION ON OCT. 18, 2016 AND SEALED BY A PROFESSIONAL ENGINEER, JAMES R. BATTS, JR., LICENSE #018899.

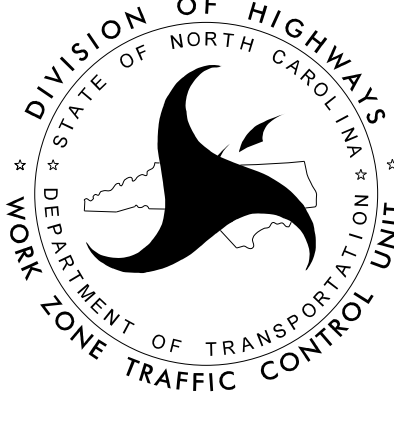


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 DEPARTMENT OF TRANSPORTATION
 WORK ZONE TRAFFIC CONTROL UNIT

TEMPORARY SHORING NOTES

TEMPORARY SHORING LOCATION NO. 03
 -L- 59+89± (5.0' RT) TO -L- 60+18± (5.0' RT)

ESTIMATED QUANTITY = 98.6 SF

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

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

DESIGN TEMPORARY SHORING FROM -L- Sta. 59+89 +/- 5.0 ft. Right to -L- Sta. 60+18 +/- 5.0 ft. Right, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEV = 85 FT

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM -L- Sta. 59+89 +/- 5.0 ft. Right to -L- Sta. 60+18 +/- 5.0 ft. Right.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM -L- Sta. 59+89 +/- 5.0 ft. Right to -L- Sta. 60+18 +/- 5.0 ft. Right. SEE STANDARD DRAWING NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

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

SEE SHEET TMP-10A.

TEMPORARY SHORING LOCATION NO. 04
 -L- 61+88±(5.0' RT) TO -L- 62+18± (5.0' RT)

ESTIMATED QUANTITY = 150.0 SF

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

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

DESIGN TEMPORARY SHORING FROM -L- Sta. 61+88 +/- 5.0 ft. Right to -L- Sta. 62+18 +/- 5.0 ft. Right, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEV = 85 FT

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM -L- Sta. 61+88 +/- 5.0 ft. Right to -L- Sta. 62+18 +/- 5.0 ft. Right.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM -L- Sta. 61+88 +/- 5.0 ft. Right to -L- Sta. 62+18 +/- 5.0 ft. Right. SEE STANDARD DRAWING NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

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

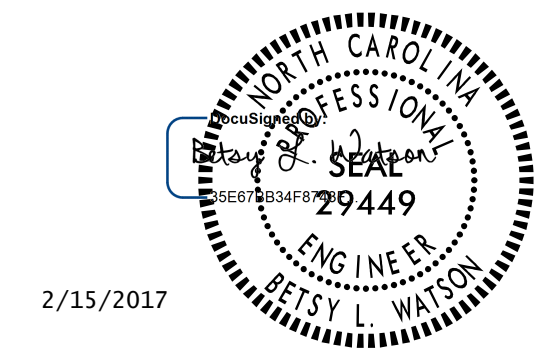
SEE SHEET TMP-10A.

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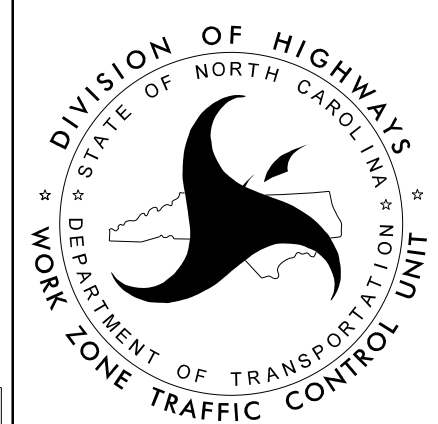
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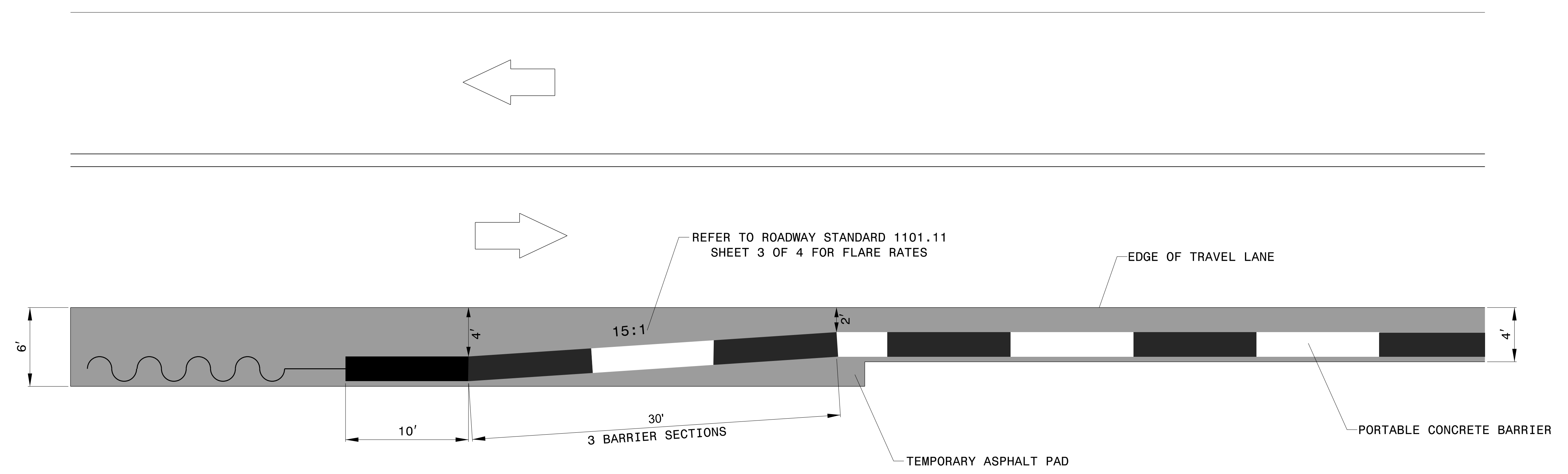


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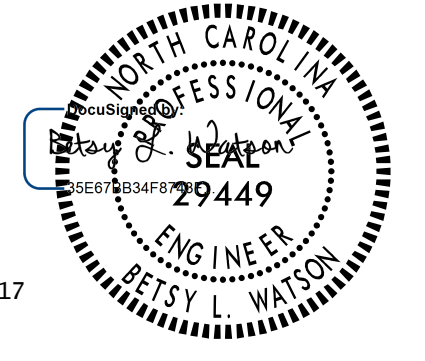



TEMPORARY SHORING
 NOTES

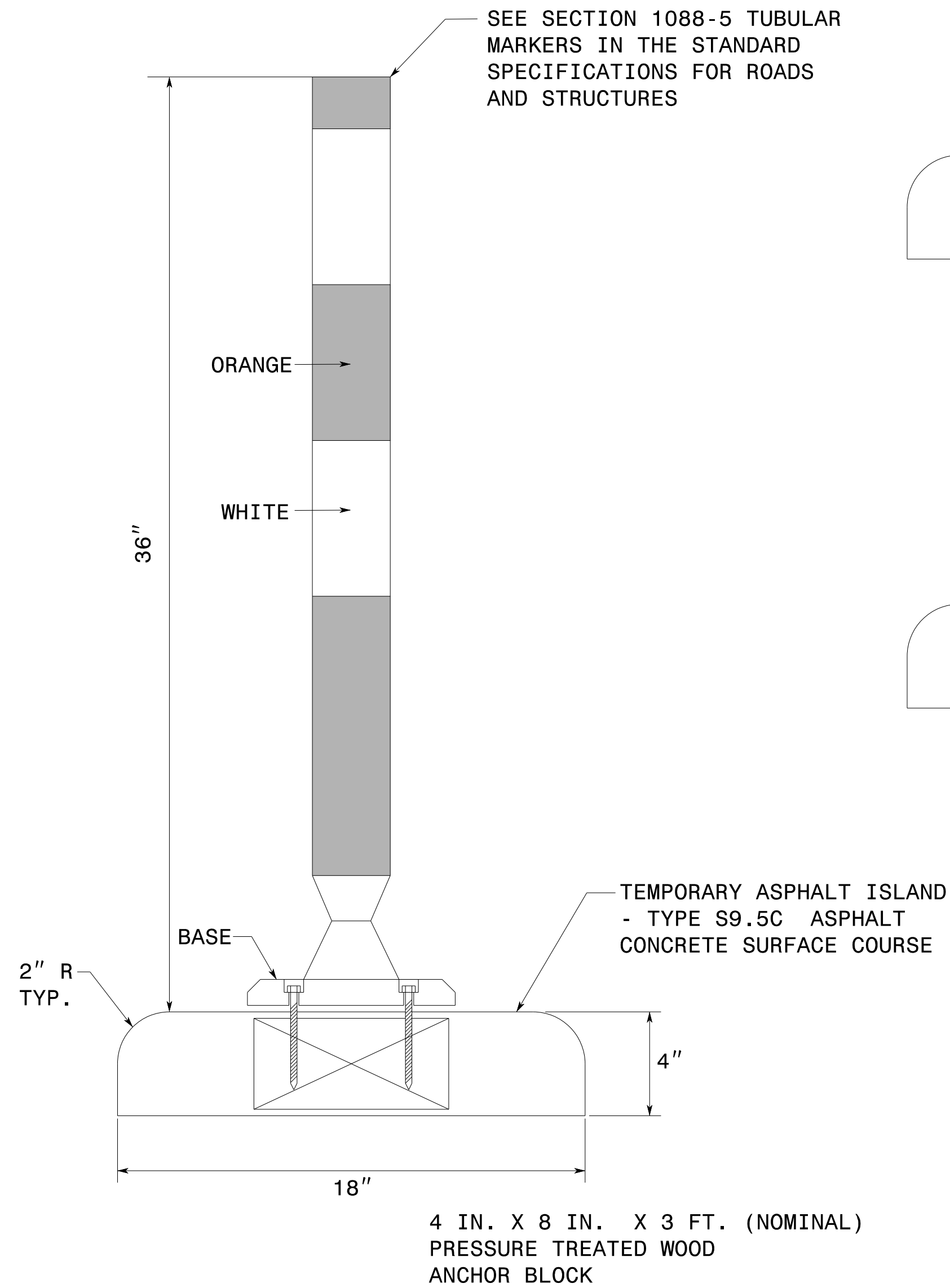
PORTABLE CONCRETE BARRIER APPROACH END TREATMENT



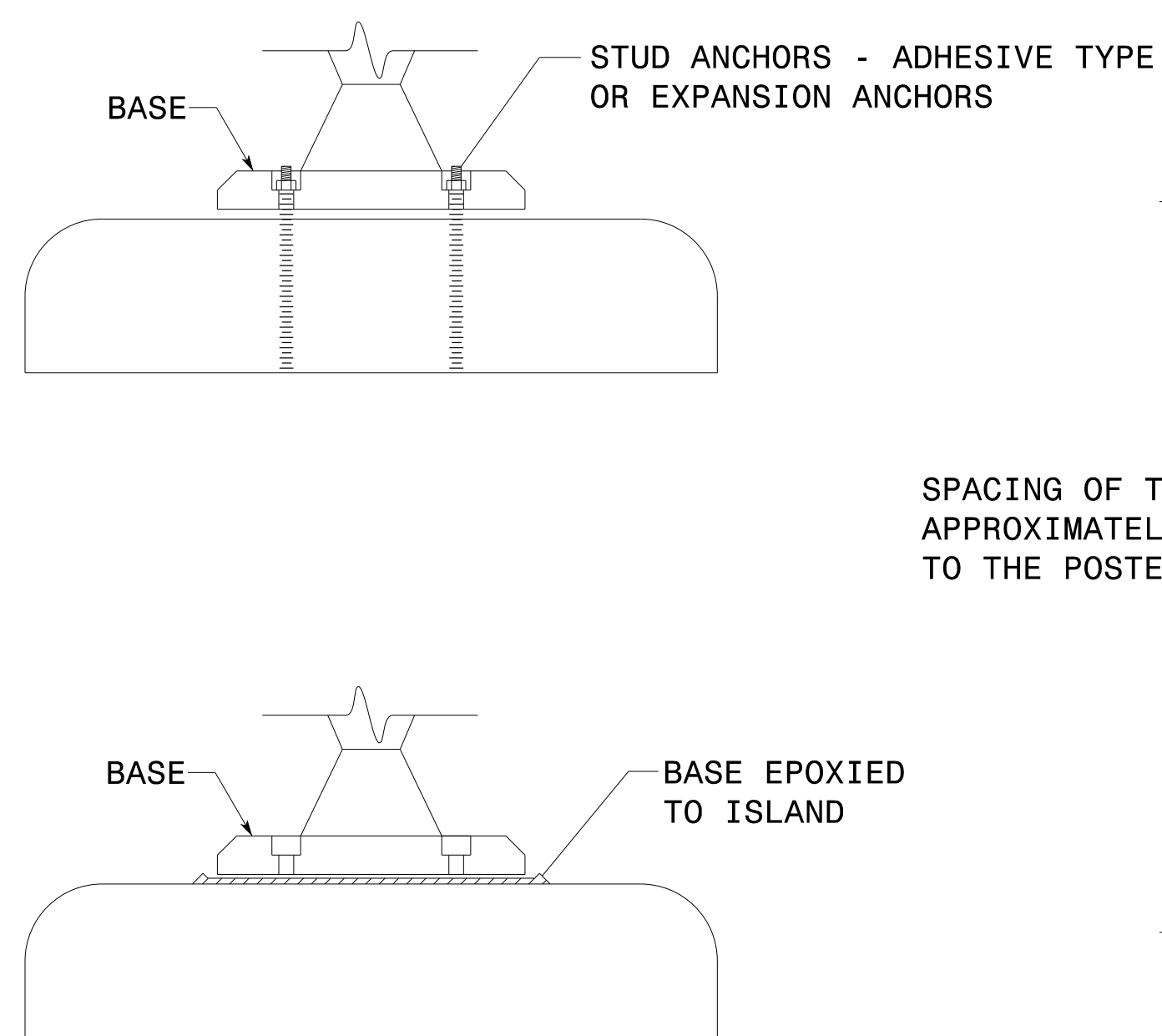
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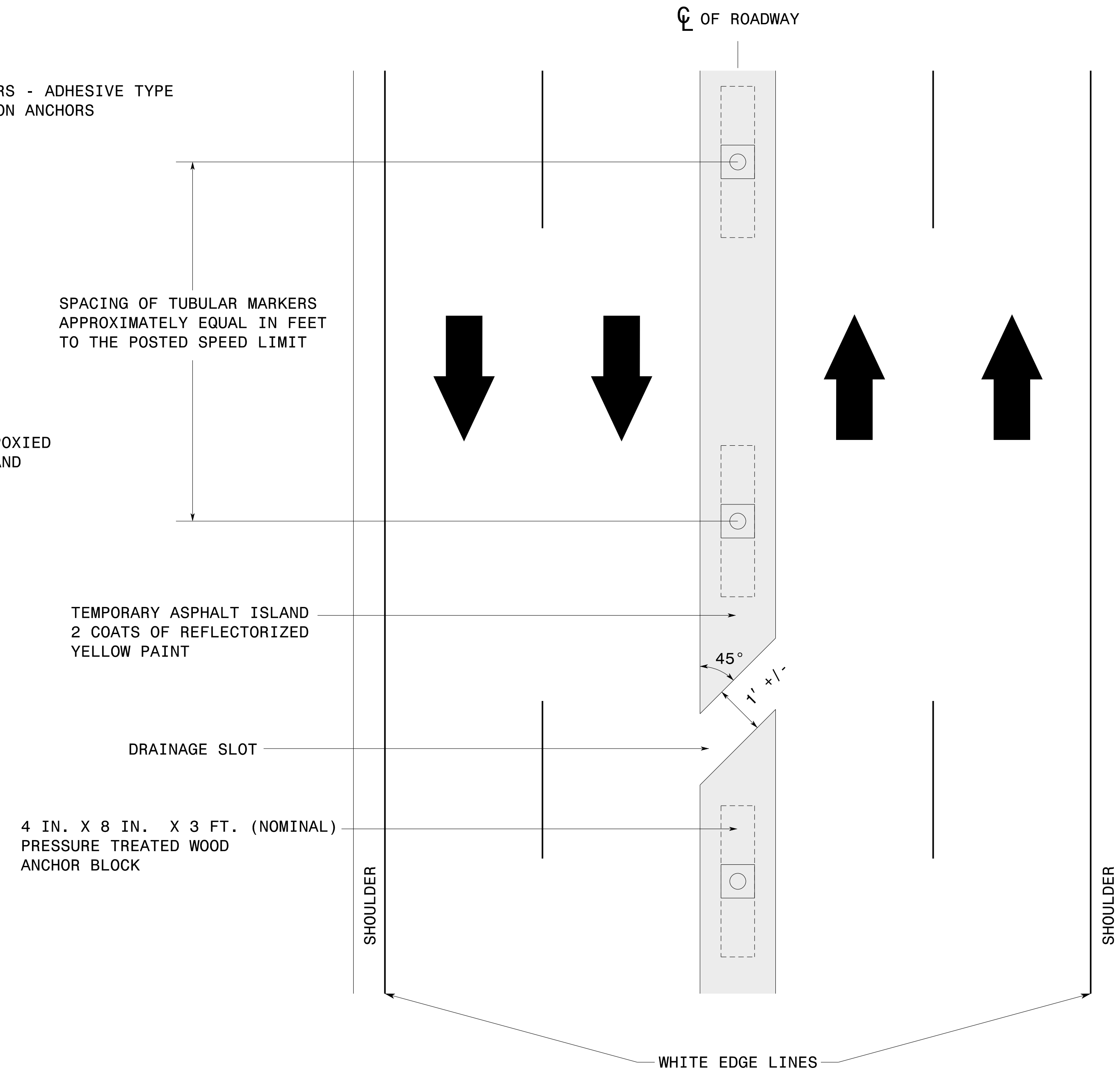
SECTION VIEW



ALTERNATE BASE MOUNTING DETAILS



TOP VIEW



GENERAL NOTES

- DRAINAGE SLOTS SHALL BE LOCATED IN AREAS OF ROADWAY SUPERELEVATION AS DETERMINED ON SITE. THE SLOTS SHALL BE ANGLED IN THE SAME DIRECTION AS THE WATER FLOW, AT APPROXIMATELY A 45 DEGREE ANGLE.
- ISLAND SHALL BE PAINTED WITH 2 COATS OF REFLECTORIZED YELLOW PAINT. PRECAUTIONS SHALL BE TAKEN TO PREVENT OVERSPRAY ONTO THE ADJACENT PAVEMENT.
- ISLAND MAY BE REMOVED BY SCRAPING FROM ROADWAY SURFACE WITH A FRONT-END LOADER.

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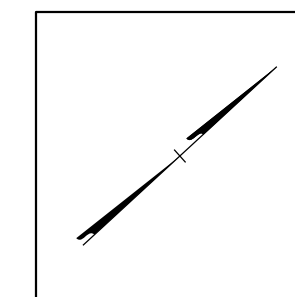
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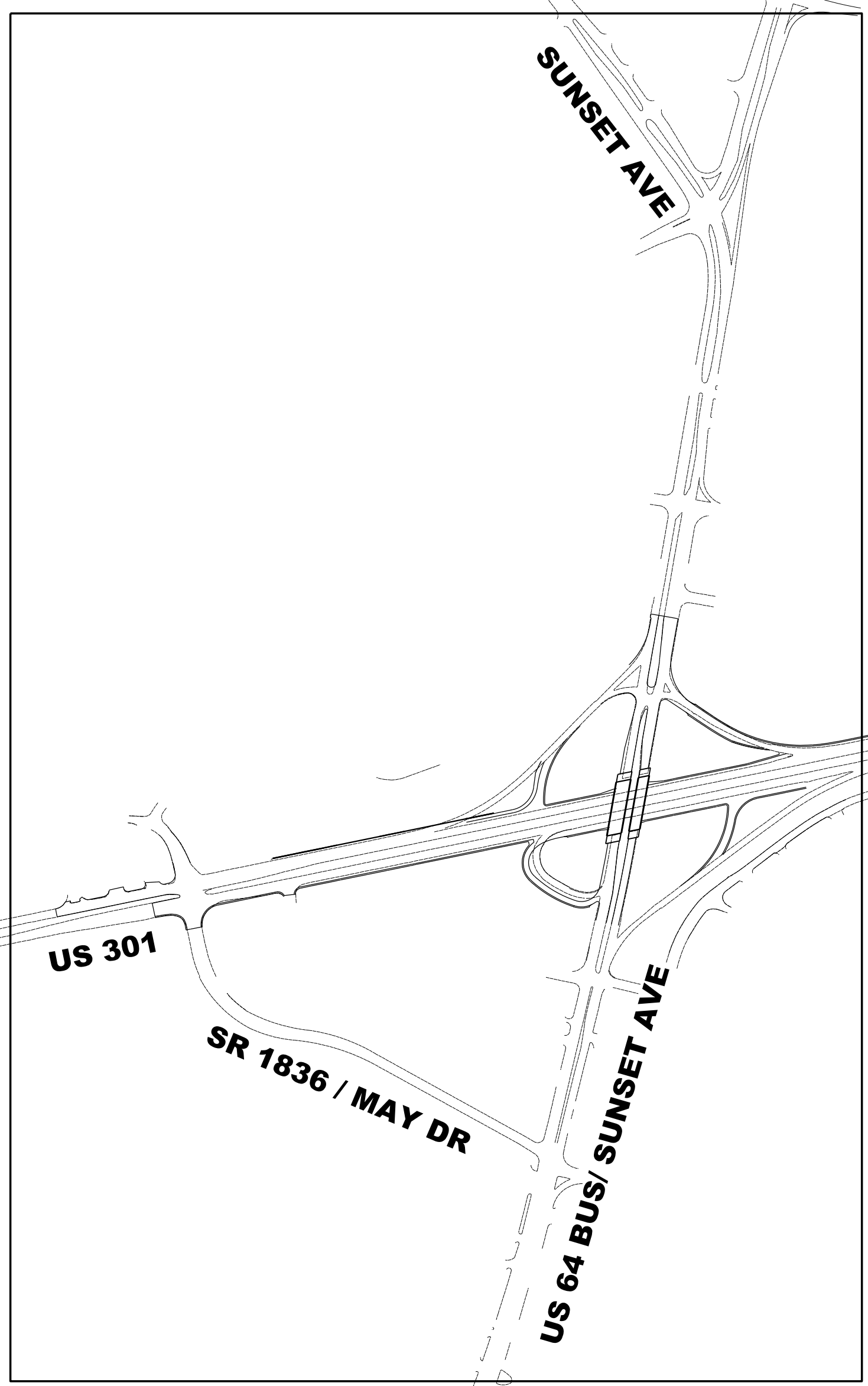
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**TEMPORARY ASPHALT ISLAND
WITH TUBULAR MARKERS**

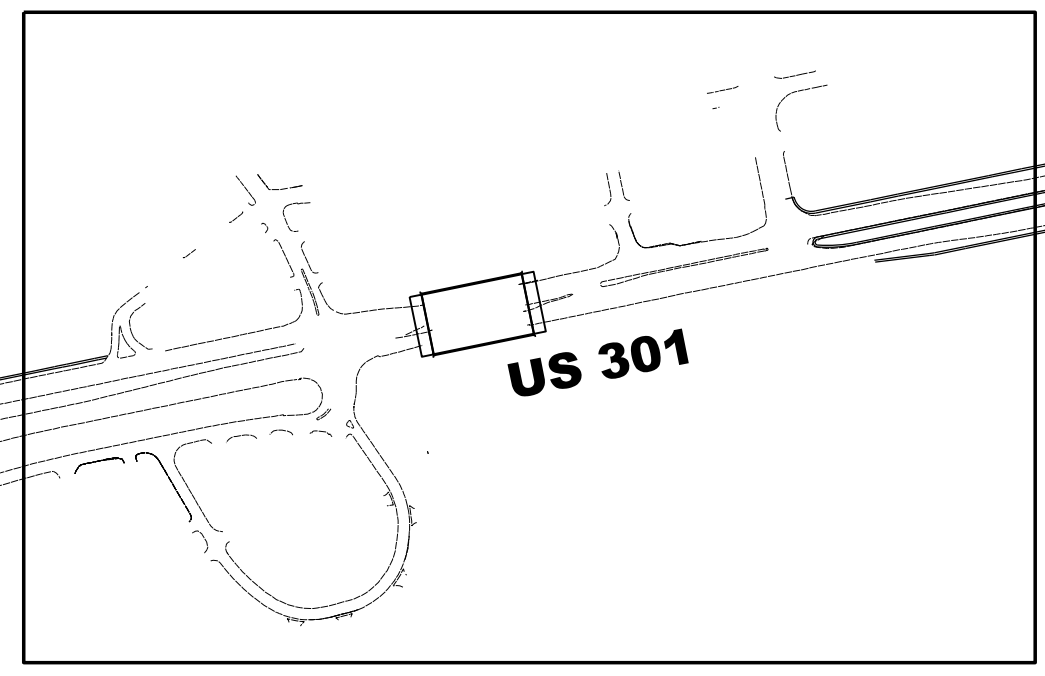


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U-3330	TMP-3

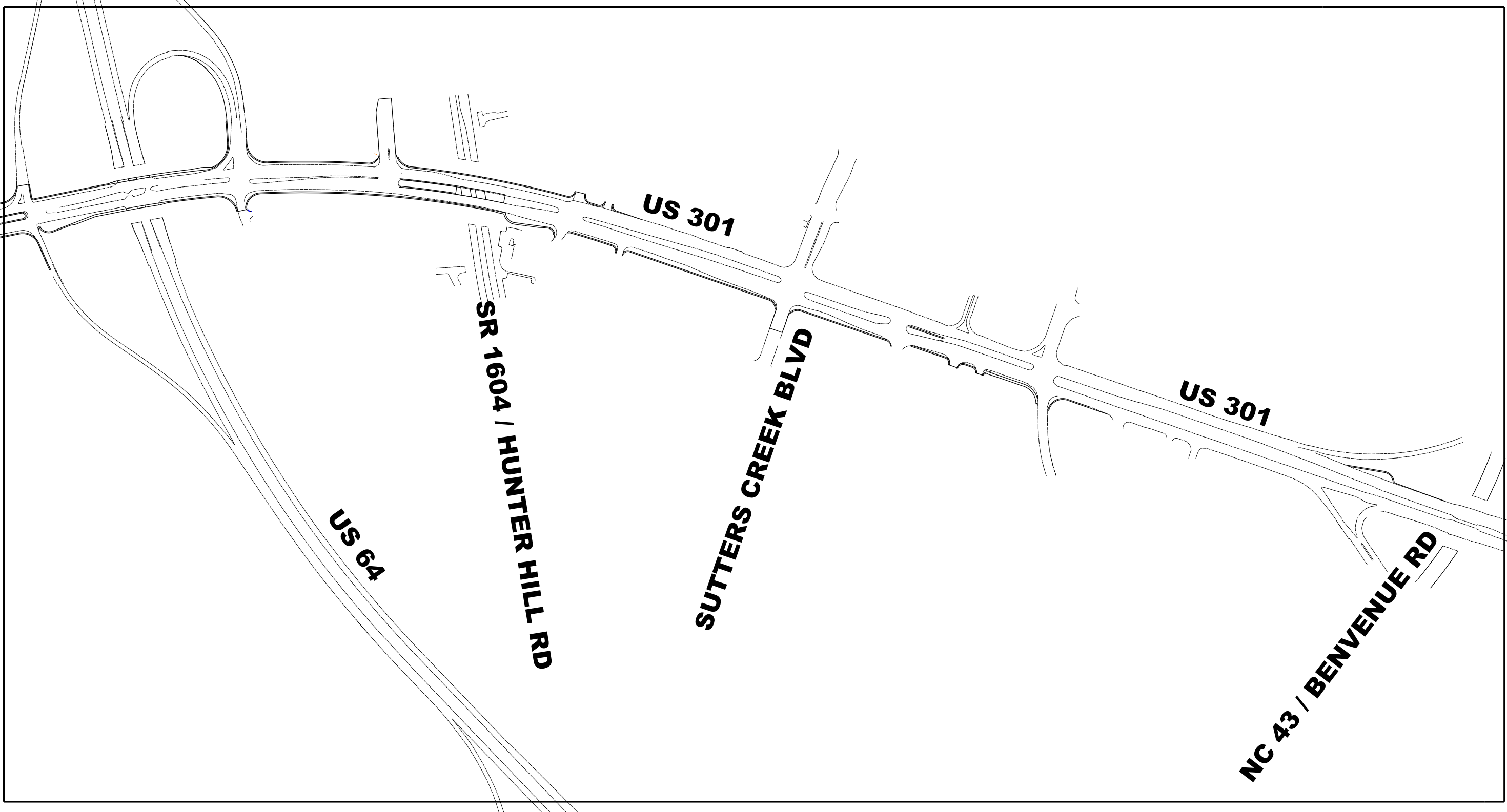
AREA 1



AREA 2



AREA 3



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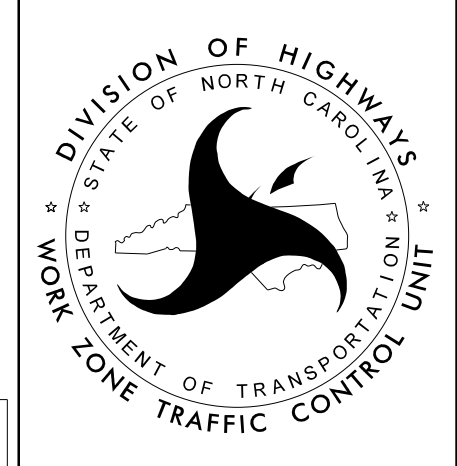


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AREA DESIGNATIONS

CONTRACTOR MAY WORK ON EACH AREA CONCURRENTLY

PROJ. REFERENCE NO.	SHEET NO.
U-3330	TMP-3A

PRIOR TO ANY WORK OPERATIONS, INSTALL WORK ZONE ADVANCE WARNING SIGNS ON US 301 (-L-) AND -Y- LINES PER ROADWAY STANDARD DRAWING 1101.01, SHEET 3 OF 3.

AREA 1

US 64 BUS. SUNSET RD. (-Y1-) INTERCHANGE

PHASE I: (TMP 4-4F)

USING TEMPORARY LANE CLOSURES (RSD 1101.02, SHEET 3 OF 15 AND SHEET 1 OF 15 AT -Y- LINES), PERFORM THE FOLLOWING:

STEP 1:

°BEGIN CONSTRUCTION OF US 301 BYP OUTSIDE WIDENING CONSTRUCTING UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT AS FOLLOWS:

STA. 26+50±-49+00± (RIGHT SIDE)

STA. 23+25±-27+50± (LEFT SIDE)
STA. 38+50±-53+75± (LEFT SIDE)

°BEGIN -Y1RPA- WIDENING

°BEGIN -Y1RPB- AND -Y1RPD-

INTERMEDIATE CONTRACT TIME SPECIAL PROVISION

COMPLETE AREA 1 PHASE I STEP 2, PHASE II STEPS 1-2, AND PHASE III WITHIN A PERIOD OF 430 CONSECUTIVE CALENDAR DAYS.

STEP 2:

IMPLEMENT OFFSITE DETOUR (TMP-5), CLOSE US 64 BUS/SUNSET RD. AND PERFORM THE FOLLOWING:

°BEGIN REMOVAL OF EXISTING US 64 US BRIDGE OUTSIDE BENTS AND DECKS.

°BEGIN -Y1LPC-

PHASE II: (TMP 6-6A)

STEP 1:

UNDER THE US 64 BUS BRIDGES, SHIFT US 301 BYP SB/NB TRAFFIC TO THE OUTSIDE AND PLACE PCB. BEHIND PCB, REMOVE REMAINING EXISTING BENTS AND BEGIN CONSTRUCTION OF PROPOSED BRIDGE.

COMPLETE AND OPEN -Y1RPB- AND -Y1RPD-. CLOSE AND REMOVE EXISTING RAMPS B/D.

STEP 2:

CONSTRUCT PROPOSED -L- OUTSIDE WIDENING WHERE EXISTING RAMP B WAS LOCATED STA. 28+00-38+50.

PHASE III: (TMP 7-7A)

COMPLETE AND OPEN US 64 BUS/SUNSET AVE. BRIDGES TO TRAFFIC.

COMPLETE AND OPEN -Y1LPC-.

COMPLETE -Y1RPA-.

REMOVE ALL TRAFFIC CONTROL DEVICES AND OPEN AREA 1 TO THE FINAL PATTERN.

AREA 2

STONEY CREEK BRIDGE

PHASE I:

STEP 1: (TMP 8-8A)

CONSTRUCT TEMPORARY PAVEMENT ACCESS -Y13DET- FOR EXISTING LAWRENCE CIRCLE -Y4- AND REMOVE EXISTING ISLAND AT ENTRANCE TO TARRYTOWN CENTER NEAR STA. 54+00. BEGIN INSTALLATION OF TEMPORARY SIGNAL AT STA. 54+00± AND MAINTAIN COVERED.

BEGIN TEMPORARY STONEY CREEK BRIDGE AND APPROACHES (-DET1- AND -DET2-).

STEP 2: (TMP 9-9A)

ACTIVATE TEMPORARY SIGNAL AT STA. 54+00 AND OPEN TEMPORARY ACCESS -Y13DET- TO LAWRENCE CIRCLE (-Y4-).

CONSTRUCT TEMPORARY STONEY CREEK BRIDGE AND APPROACHES (-DET1- AND -DET2-).

PLACE TEMPORARY PAVEMENT MARKINGS FOR -DET2- AS SHOWN ON TMP-10A.

PHASE II: (TMP 10-10B)

USING TEMPORARY LANE CLOSURES (RSD 1101.02, SHEET 3 OF 15), PERFORM THE FOLLOWING IN A CONTINUOUS OPERATION:

°SHIFT US 301 BYP NB TRAFFIC TO -DET2- AND NEWLY CONSTRUCTED TEMPORARY BRIDGE.

°PLACE TEMPORARY PAVEMENT MARKINGS ALONG -DET1- AND SHIFT US 301 BYP SB TRAFFIC TO -DET1-. (TMP-10A)

COORDINATE TIME AND DATE OF TRAFFIC SHIFT WITH THE ENGINEER.

BEHIND PORTABLE CONCRETE BARRIER, CONSTRUCT PROPOSED STONEY CREEK BRIDGE STAGE 1 (LEFT SIDE).

CONSTRUCT TEMPORARY ALIGNMENTS -DET3- AND -DET4- AND PLACE TEMPORARY PAVEMENT MARKINGS AS SHOWN ON TMP-11A.

PHASE III: (TMP 11-11A)

SHIFT US 301 BYP (-L-) TRAFFIC TO STAGE 1 OF PROPOSED BRIDGE OVER STONEY CREEK -DET3- AND -DET4-.

COORDINATE TIME AND DATE OF TRAFFIC SHIFT WITH THE ENGINEER.

REMOVE TEMPORARY BRIDGE AND CONSTRUCT REMAINING PORTION OF PROPOSED STONEY CREEK BRIDGE STAGE 2 (RIGHT SIDE).

PHASE IV: (TMP 12-12A)

REMOVE TEMPORARY INTERSECTION, Y13-DET-, AND SIGNAL AT -L- STA. 54+00. ACTIVATE NEW SIGNAL AND OPEN PROPOSED -Y5- TARRYTOWN CENTER AND -Y4- LAWRENCE CIRCLE TO TRAFFIC.

COMPLETE AND OPEN STONEY CREEK BRIDGE TO PROPOSED LANES.

CONSTRUCT PROPOSED -L- OUTSIDE WIDENING WHERE EXISTING RAMP D WAS LOCATED STA. 49+00-56+00.

REMOVE ALL TRAFFIC CONTROL DEVICES AND OPEN AREA 2 TO THE FINAL PATTERN.

AREA 3

US 301 BYPASS (-L-)

PHASE I: (TMP 13-13D)

USING TEMPORARY LANE CLOSURES (RSD 1101.02, SHEET 3 OF 15 AND SHEET 1 OF 15 AT -Y- LINES), PERFORM THE FOLLOWING:

°BEGIN CONSTRUCTION OF US 301 BYP (-L-) CONSTRUCTING UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT AS FOLLOWS:

STA. 69+00±-131+15± (RIGHT SIDE)

STA. 68+00±-95+15± (LEFT SIDE)
STA. 127+00±-131+15± (LEFT SIDE)

STA. 88+00± - END PROJECT LIMITS (MEDIAN)

°PREPARE EXISTING MEDIAN FOR PHASE II TRAFFIC SHIFT STA. 72+50± TO 87+00±. BEGIN INSTALLATION OF TEMPORARY SIGNALS AT STA. 74+00± AND STA. 82+10± AND MAINTAIN COVERED.

°BEGIN MEDIAN GRADING UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT FROM STA. 88+00± TO END PROJECT LIMITS.

°CONSTRUCT CULVERT EXTENSION AT STA. 113+50±.

PHASE II: (TMP 14-14B)

STEP 1: COMPLETE US 301 BYP (-L-) RIGHT OUTSIDE WIDENING STA. 69+00± - 82+00± AND MEDIAN STA. 72+00± - 86+70±.

INTERMEDIATE CONTRACT TIME SPECIAL PROVISION

COMPLETE AREA 3 PHASE II STEPS 2-4 WITHIN A PERIOD OF 14 CONSECUTIVE CALENDAR DAYS.

STEP 2: ACTIVATE TEMPORARY SIGNALS AT STA. 74+00± AND STA. 82+10± AND SHIFT US 301 BYP (-L-) TRAFFIC TO RIGHT SIDE.
COORDINATE TIME AND DATE OF TRAFFIC SHIFT WITH THE ENGINEER.

STEP 3: REVISE GRADE STA. 76+00± TO 81+00± (PAVEMENT REMOVAL ~1'/PAVING) AND COMPLETE OUTSIDE WIDENING STA. 74+00± - 82+00±.

STEP 4: SHIFT US 301 BYP SB LANES BACK TO EXISTING.

STEP 5: COMPLETE PROPOSED -L- OUTSIDE WIDENING.

PHASE III: (TMP 15-15D)

COMPLETE -L- OUTSIDE WIDENING STA. 95+00± - 128+00±, -Y3RPB-, AND KEYED-IN ISLAND CONSTRUCTION.

OPEN US 301 BYP TO SUPERSTREET CONFIGURATION.

REMOVE ALL TRAFFIC CONTROL DEVICES AND OPEN AREA 3 TO THE FINAL PATTERN.

PHASING



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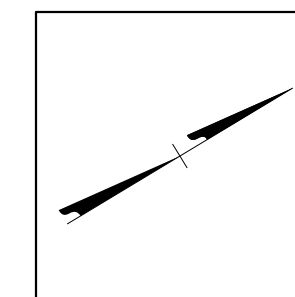


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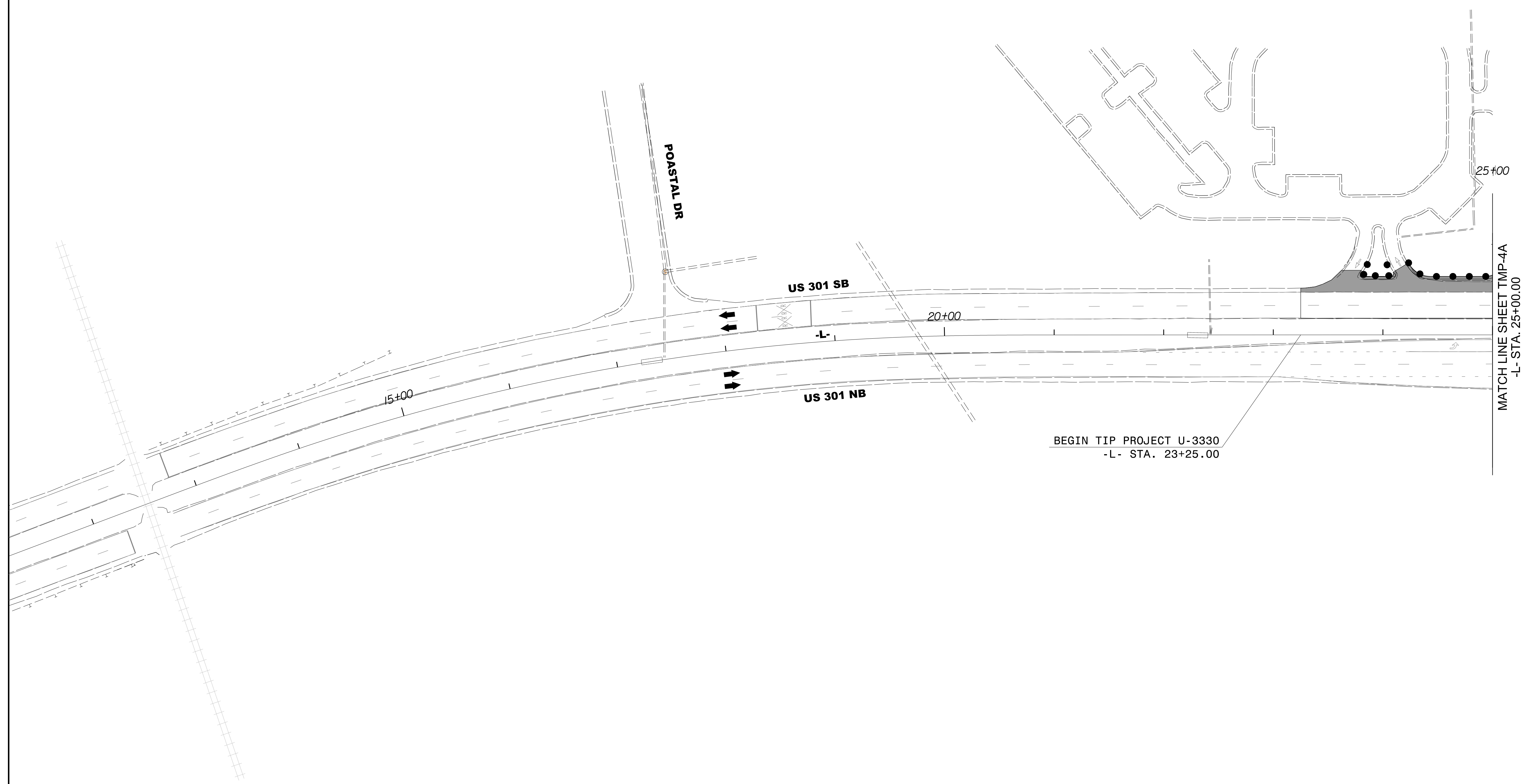
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PROJ. REFERENCE NO.	SHEET NO.
U-3330	TMP-4

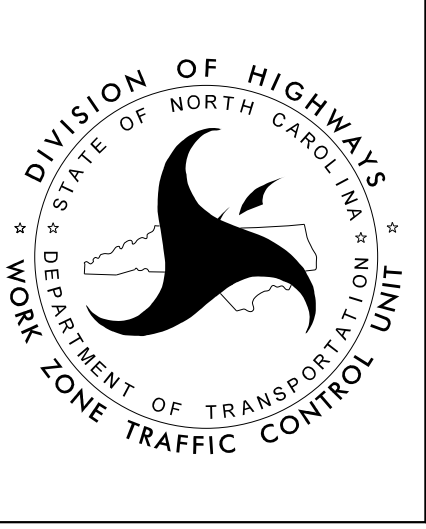
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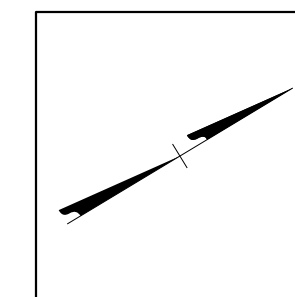
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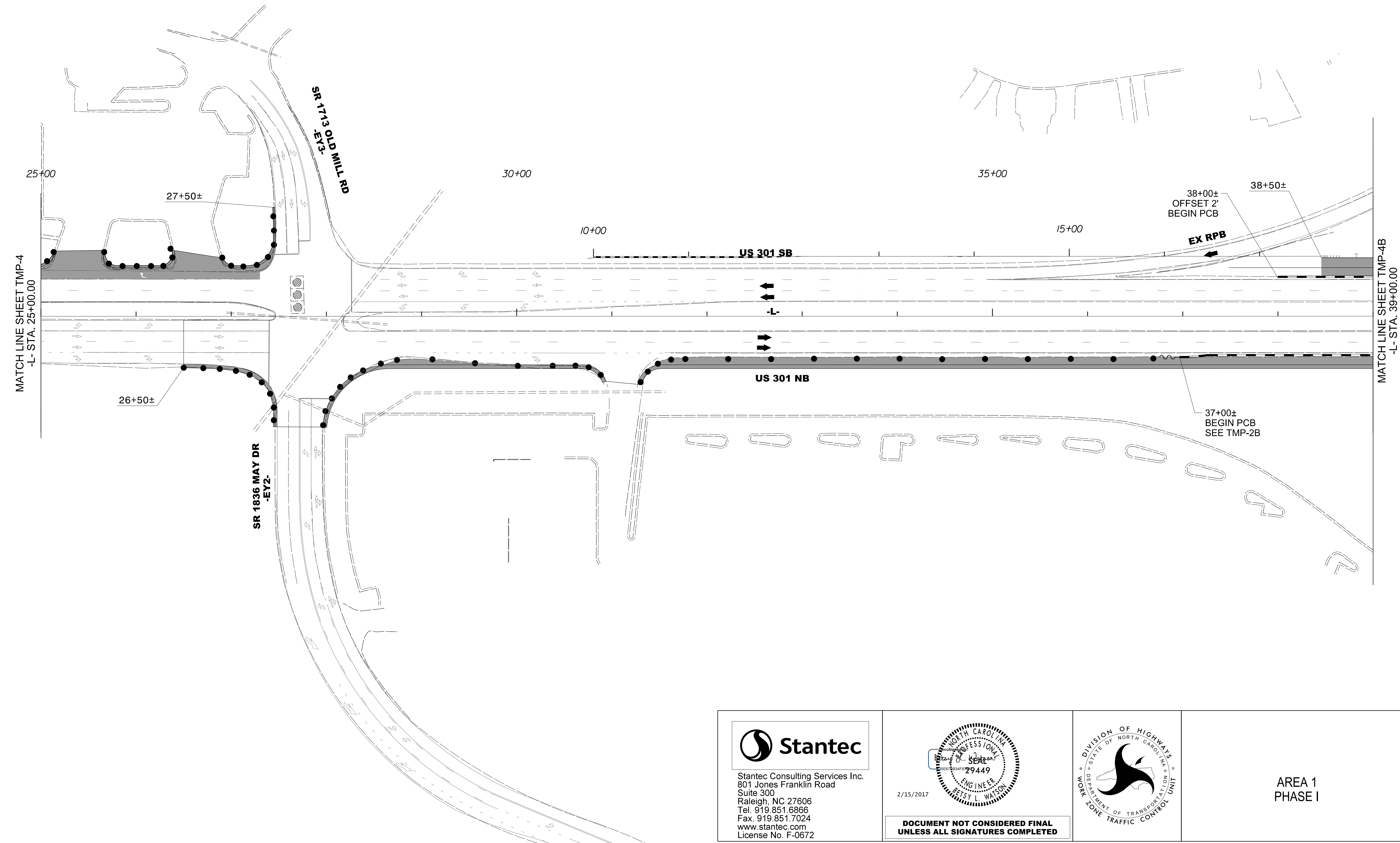
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**AREA 1
PHASE I**



PROJ. REFERENCE NO.	SHEET NO.
U-3330	TMP-4A

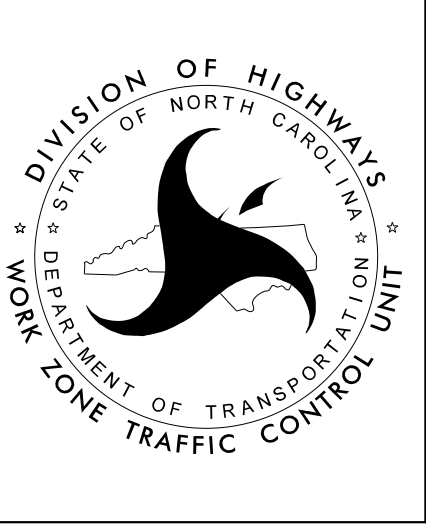


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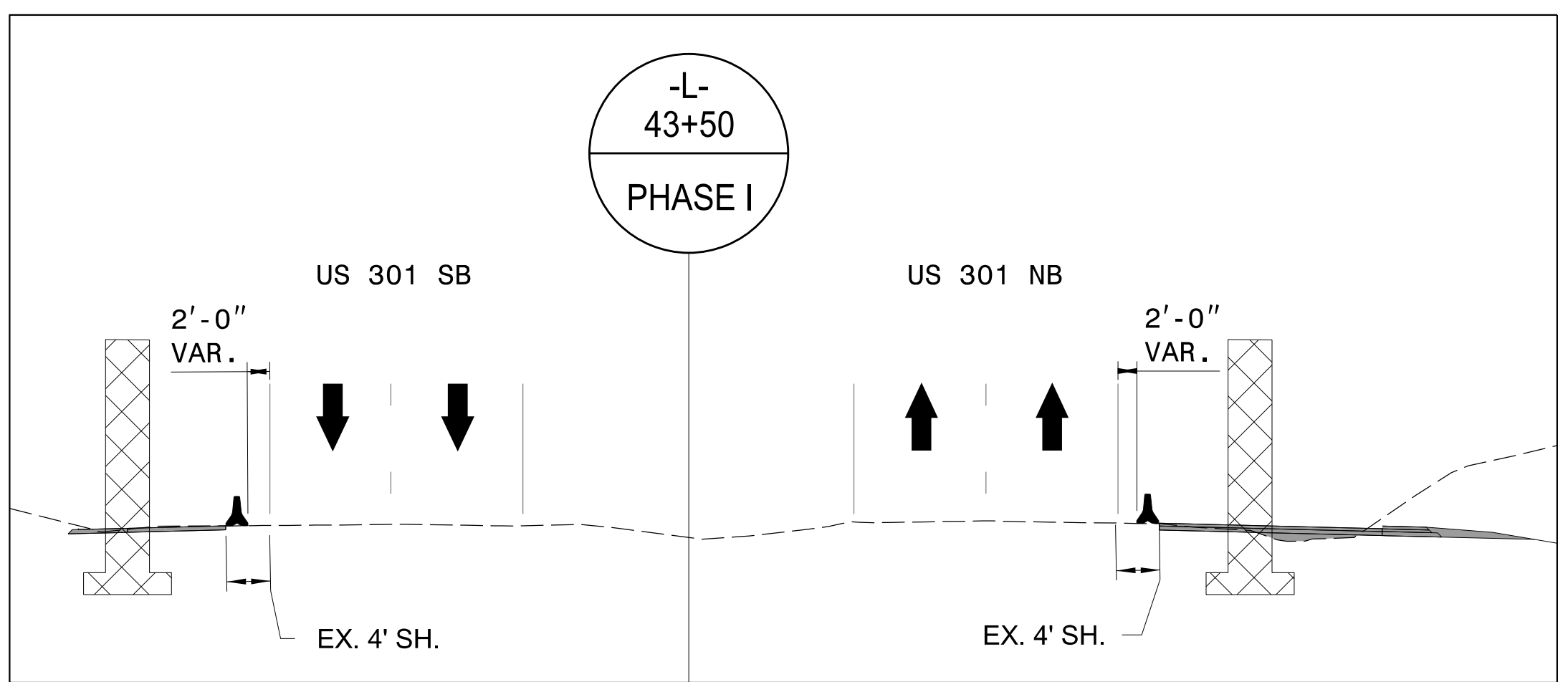
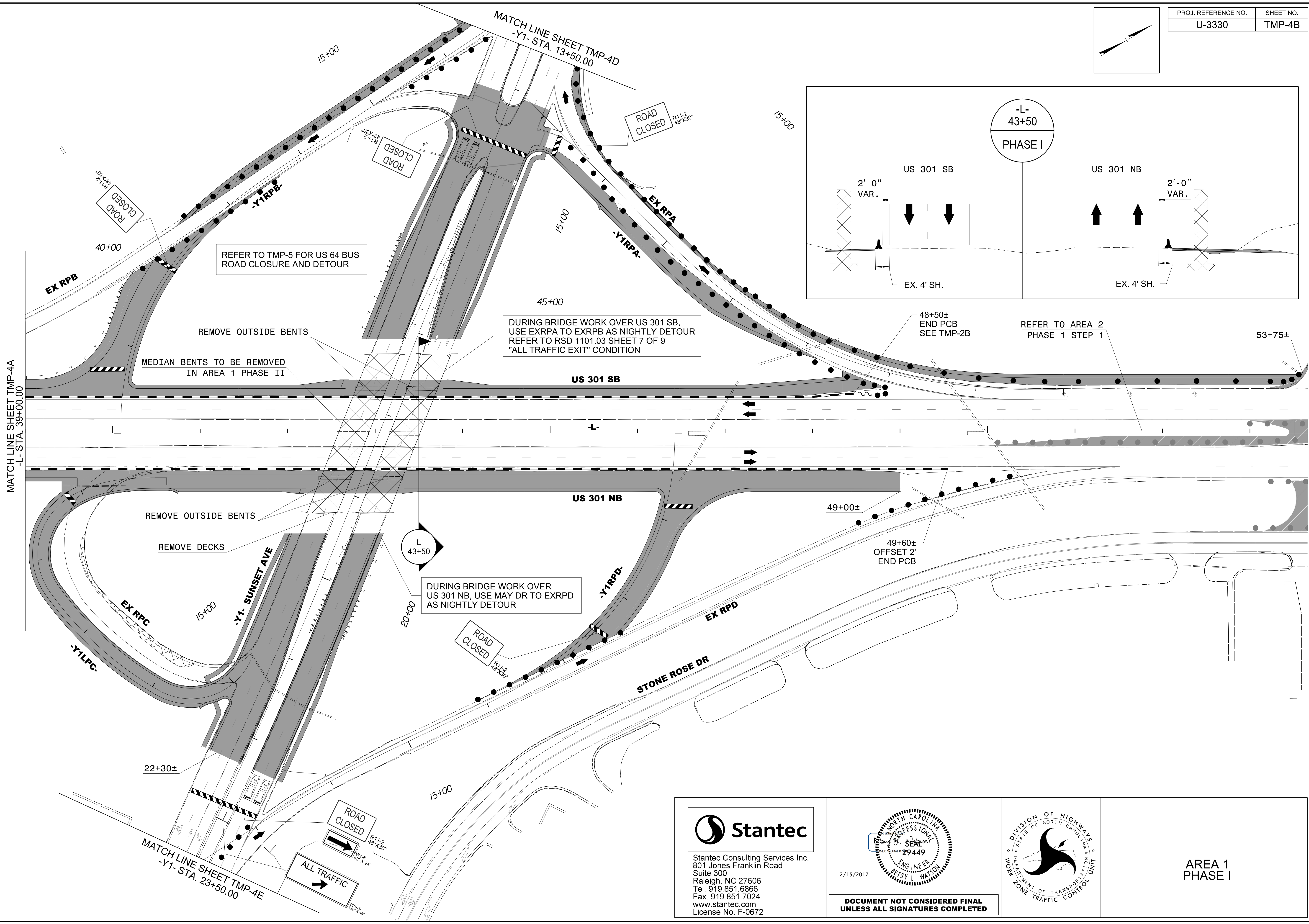
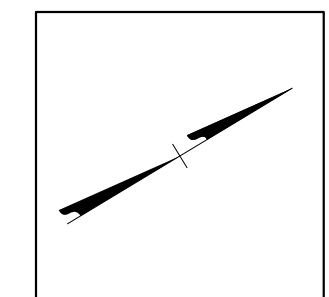
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**AREA 1
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-L- STA. 39+00.00

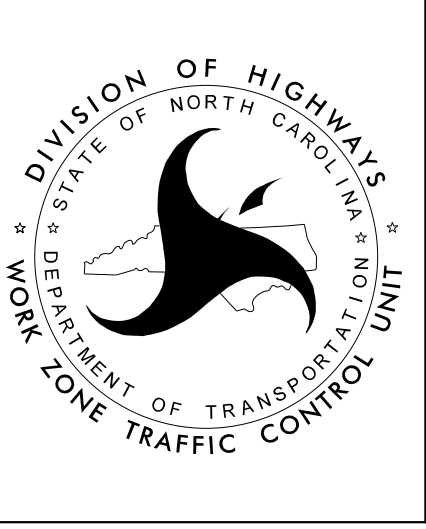
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-Y1- STA. 23+50.00

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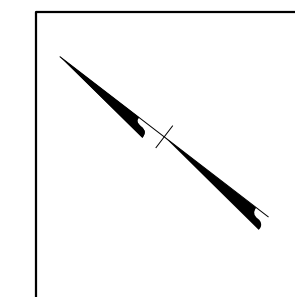
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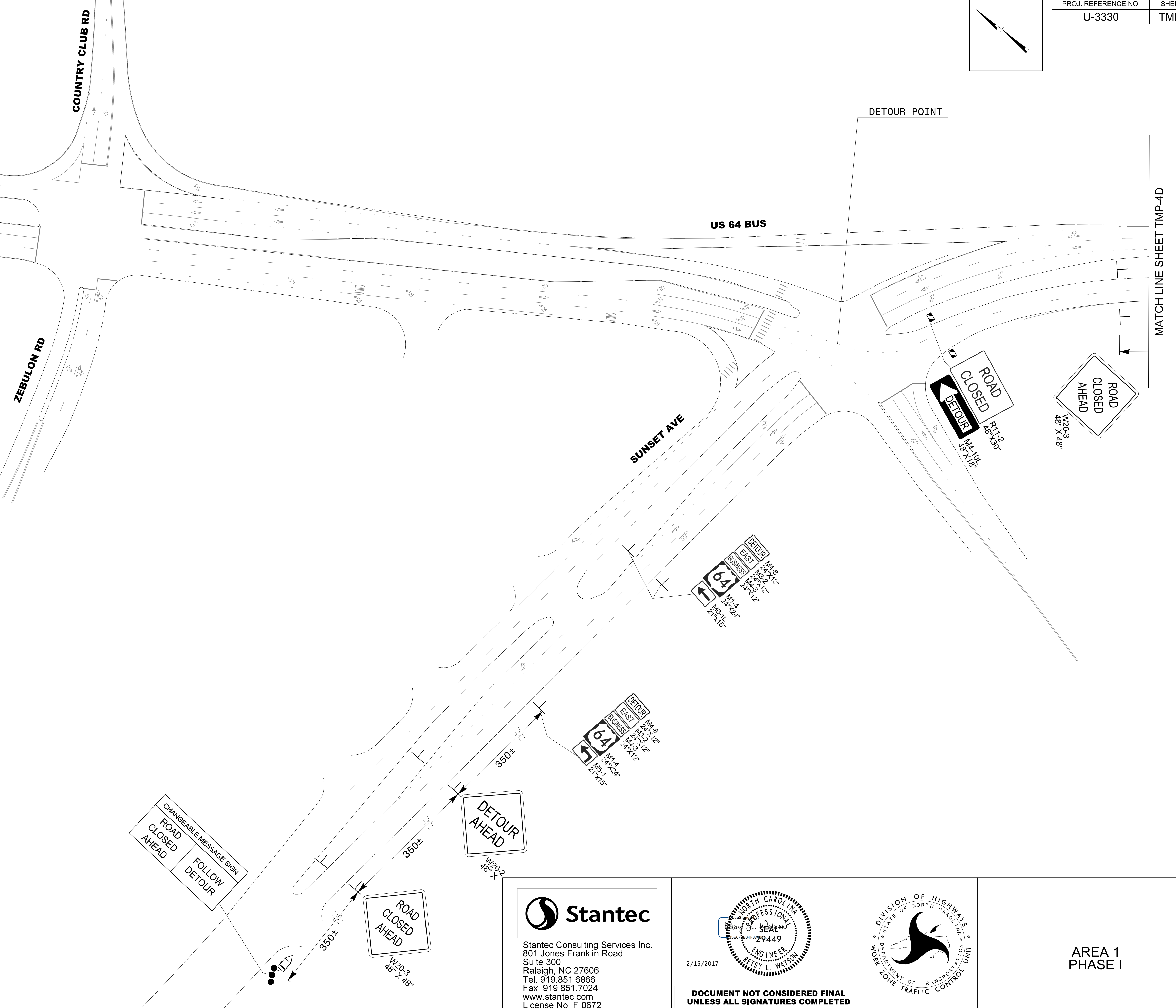
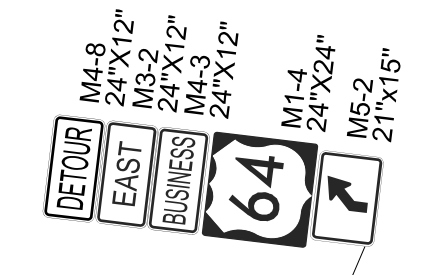
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**AREA 1
PHASE I**



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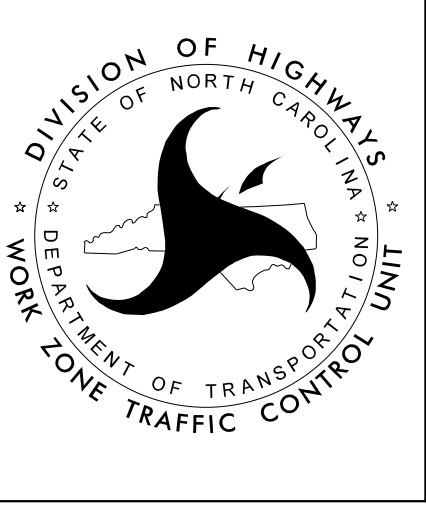


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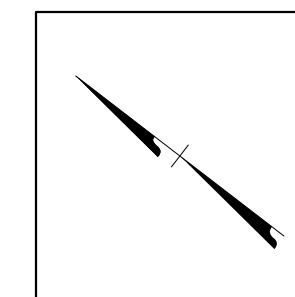
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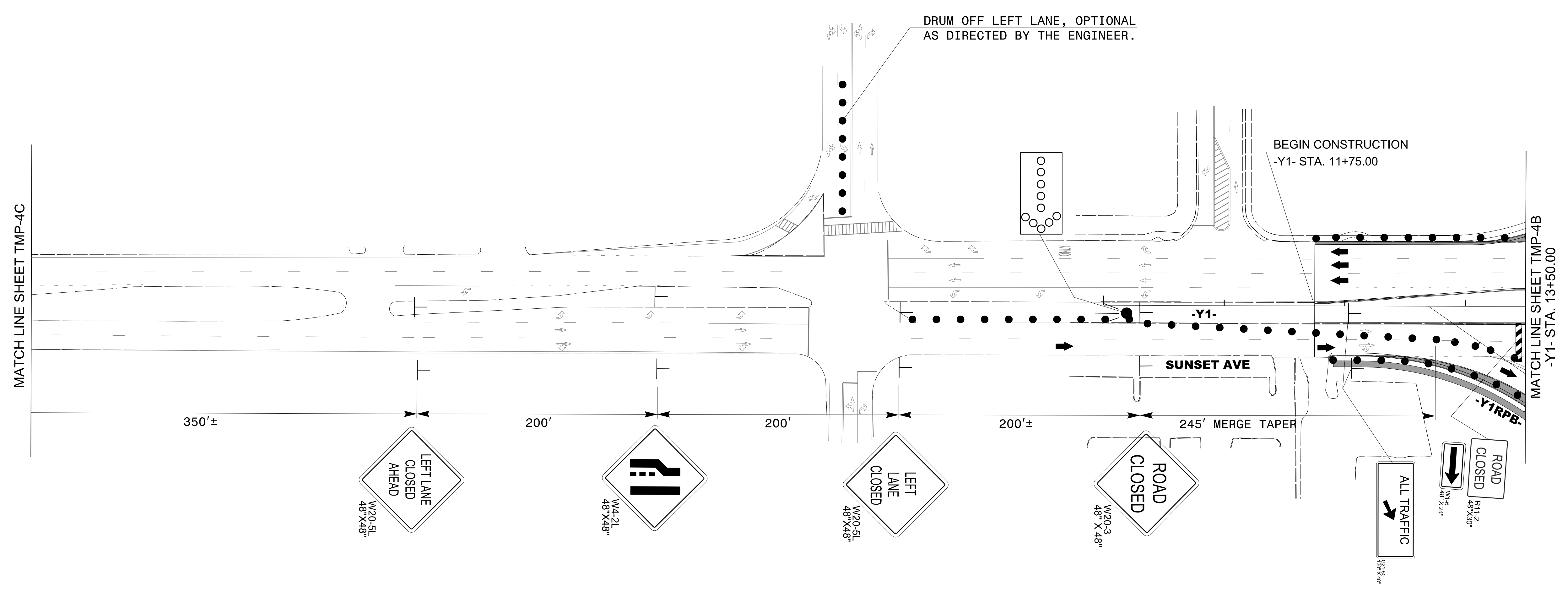
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**AREA 1
 PHASE I**



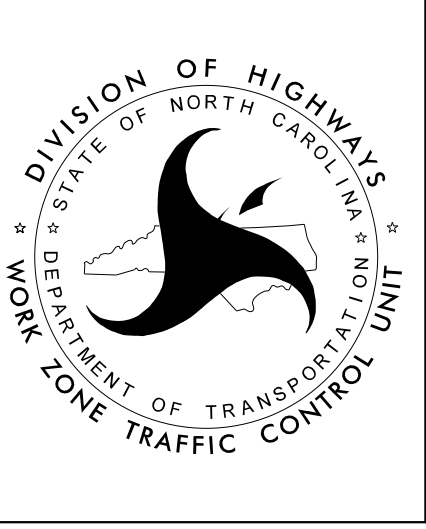
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U-3330	TMP-4D



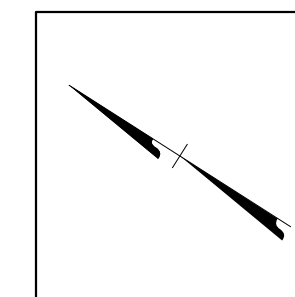
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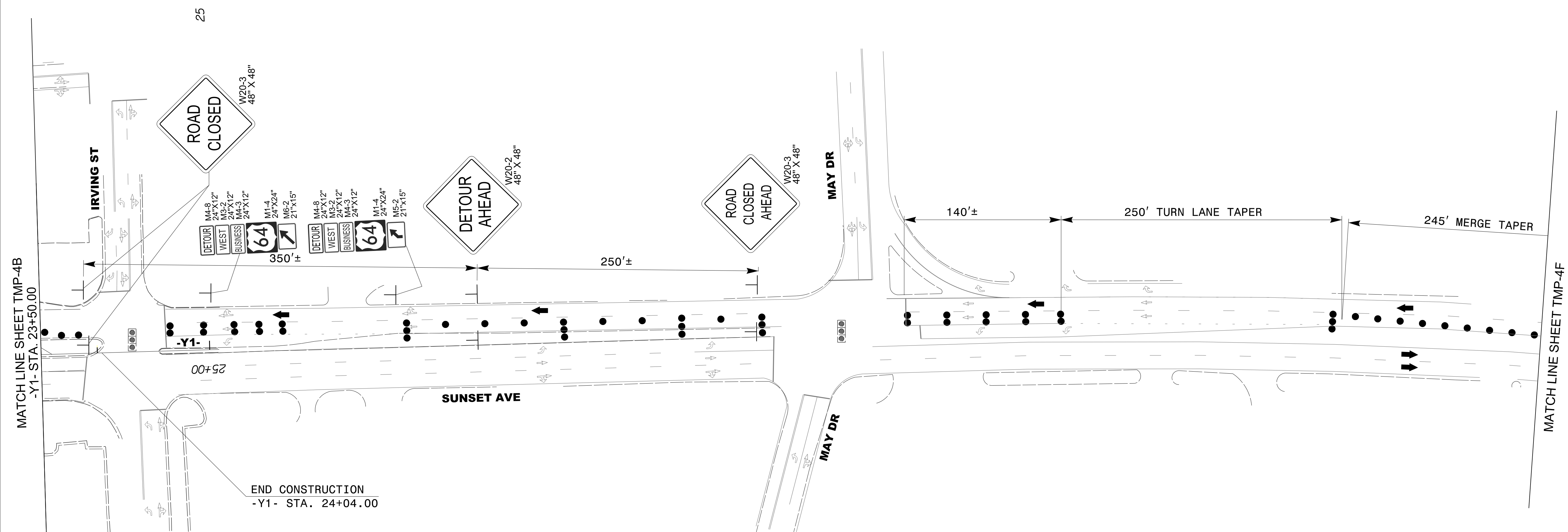
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**AREA 1
 PHASE I**




PROJ. REFERENCE NO.	SHEET NO.
U-3330	TMP-4E



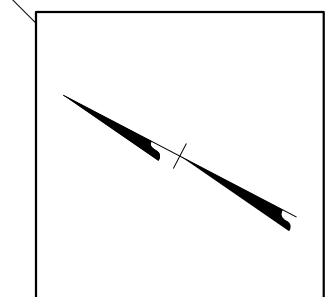
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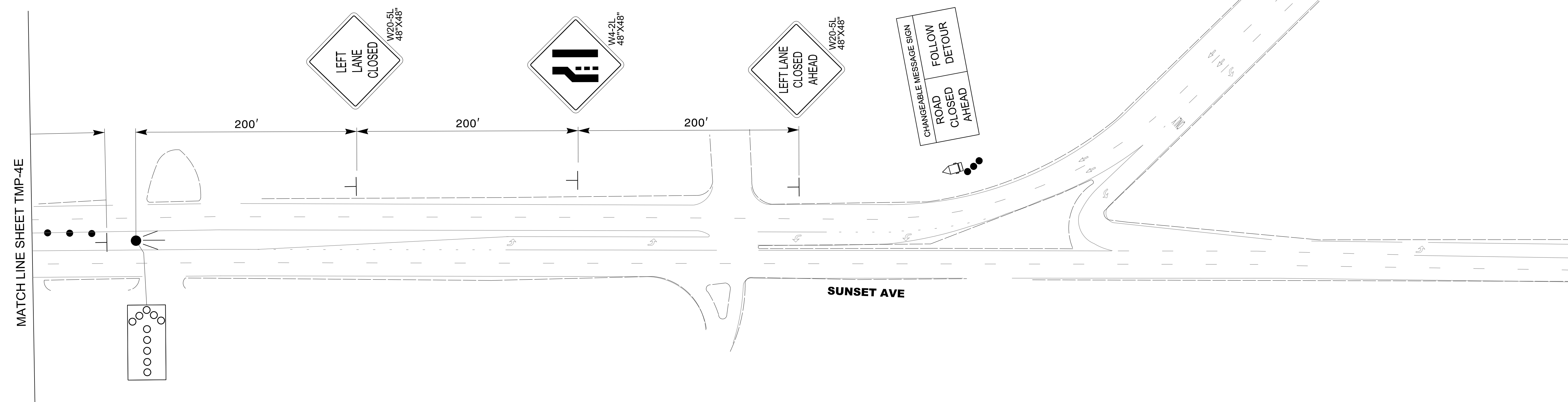

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**AREA 1
 PHASE I**



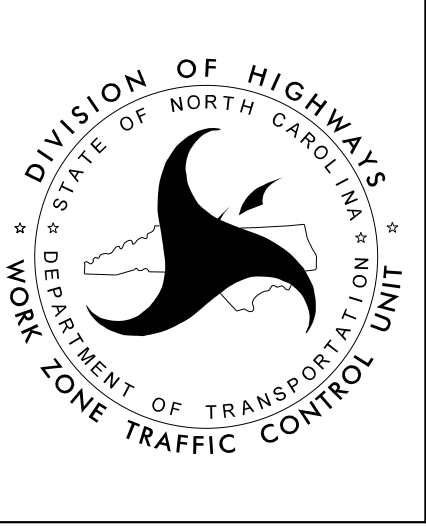
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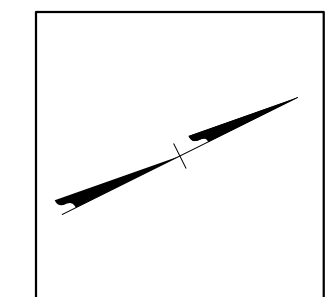
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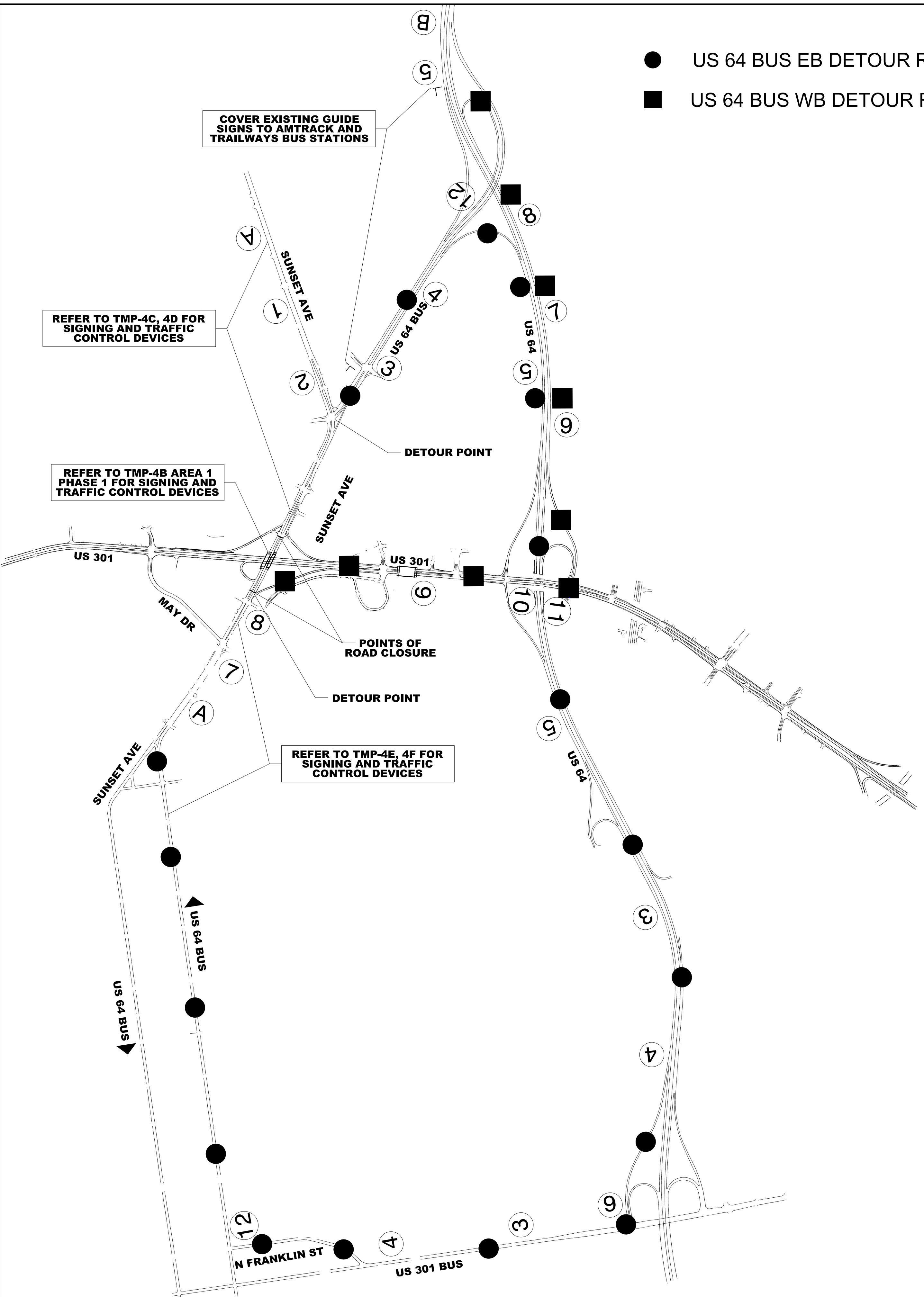
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**AREA 1
 PHASE I**



- US 64 BUS EB DETOUR ROUTE
- US 64 BUS WB DETOUR ROUTE

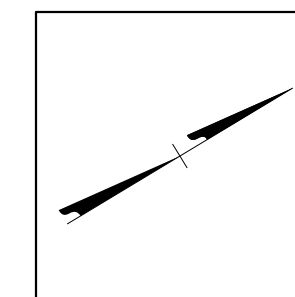


<p>1</p> <p>DETOUR EAST BUSINESS 64</p> <p>M4-8 24"x12" M3-2 24"x12" M4-3 24"x12"</p> <p>M1-4 24"x24" M5-1 21"x15"</p>	<p>2</p> <p>DETOUR EAST BUSINESS 64</p> <p>M4-8 24"x12" M3-2 24"x12" M4-3 24"x12"</p> <p>M1-4 24"x24" M6-1L 21"x15"</p>	<p>3</p> <p>DETOUR EAST BUSINESS 64</p> <p>M4-8 24"x12" M3-2 24"x12" M4-3 24"x12"</p> <p>M1-4 24"x24" M5-2 21"x15"</p>	<p>4</p> <p>DETOUR EAST BUSINESS 64</p> <p>M4-8 24"x12" M3-2 24"x12" M4-3 24"x12"</p> <p>M1-4 24"x24" M6-2 21"x15"</p>
<p>5</p> <p>DETOUR EAST BUSINESS 64</p> <p>M4-8 24"x12" M3-2 24"x12" M4-3 24"x12"</p> <p>M1-4 24"x24" M6-3 21"x15"</p>	<p>6</p> <p>DETOUR EAST BUSINESS 64</p> <p>M4-8 24"x12" M3-2 24"x12" M4-3 24"x12"</p> <p>M1-4 24"x24" M6-1 21"x15"</p>	<p>7</p> <p>DETOUR WEST BUSINESS 64</p> <p>M4-8 24"x12" M3-2 24"x12" M4-3 24"x12"</p> <p>M1-4 24"x24" M5-2 21"x15"</p>	<p>8</p> <p>DETOUR WEST BUSINESS 64</p> <p>M4-8 24"x12" M3-2 24"x12" M4-3 24"x12"</p> <p>M1-4 24"x24" M6-2 21"x15"</p>
<p>9</p> <p>DETOUR WEST BUSINESS 64</p> <p>M4-8 24"x12" M3-2 24"x12" M4-3 24"x12"</p> <p>M1-4 24"x24" M6-3 21"x15"</p>	<p>10</p> <p>DETOUR WEST BUSINESS 64</p> <p>M4-8 24"x12" M3-2 24"x12" M4-3 24"x12"</p> <p>M1-4 24"x24" M5-1 21"x15"</p>	<p>11</p> <p>DETOUR WEST BUSINESS 64</p> <p>M4-8 24"x12" M3-2 24"x12" M4-3 24"x12"</p> <p>M1-4 24"x24" M6-1L 21"x15"</p>	<p>12</p> <p>END DETOUR BUSINESS 64</p> <p>M4-8a 24"x18" M4-3 24"x12"</p> <p>M1-4 24"x24"</p>

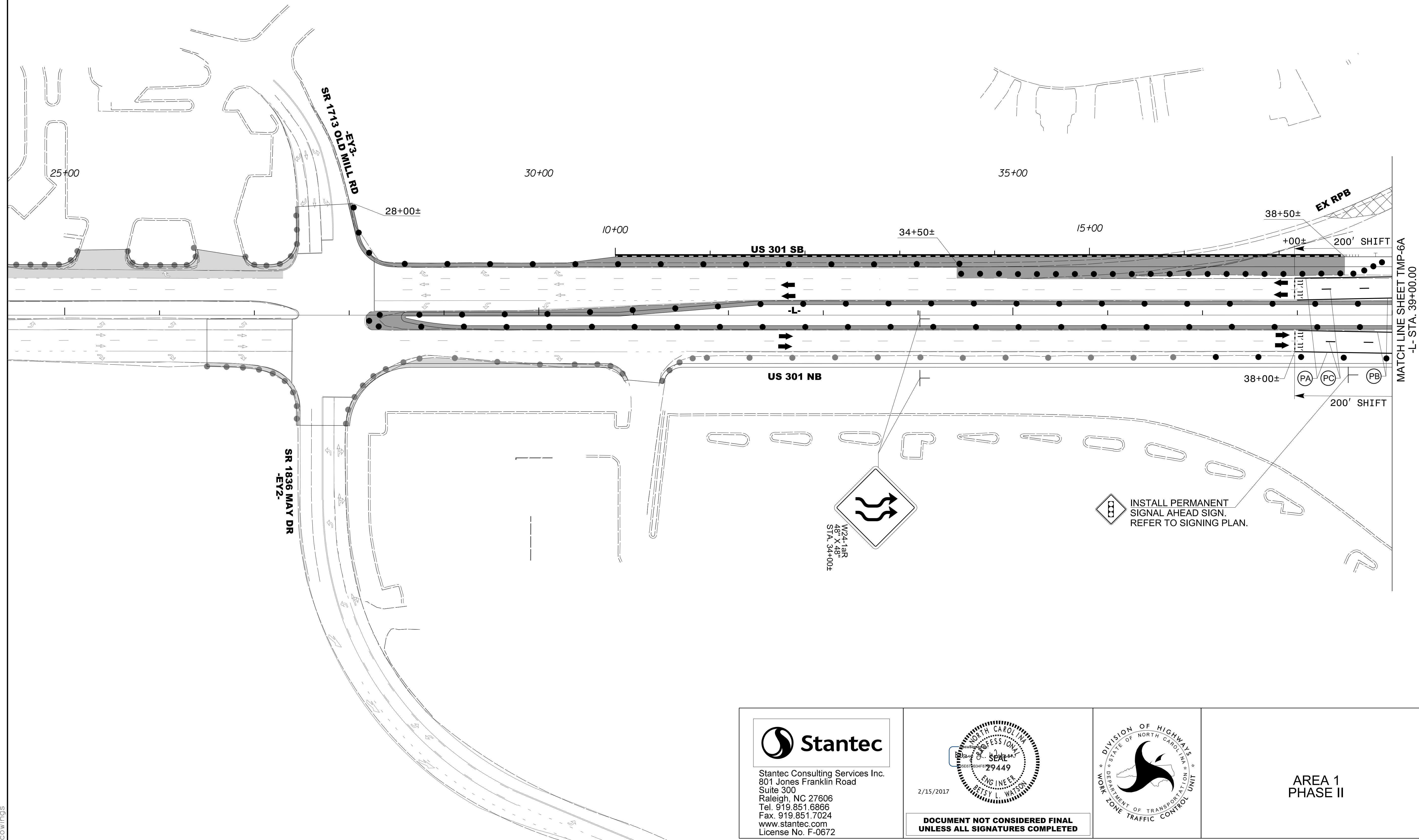
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<p>MESSAGE DURING ROAD CLOSURE</p> <p>CHANGEABLE MESSAGE SIGN</p> <p>ROAD CLOSED AHEAD FOLLOW DETOUR</p>	<p>MESSAGE DURING ROAD CLOSURE</p> <p>CHANGEABLE MESSAGE SIGN</p> <p>US 64 BUS CLOSED AHEAD FOLLOW DETOUR</p>

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PROJ. REFERENCE NO.	SHEET NO.
U-3330	TMP-6

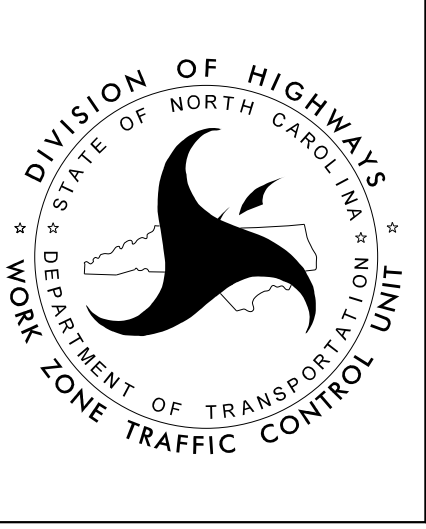


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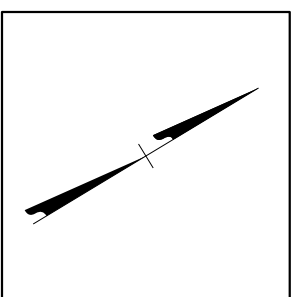
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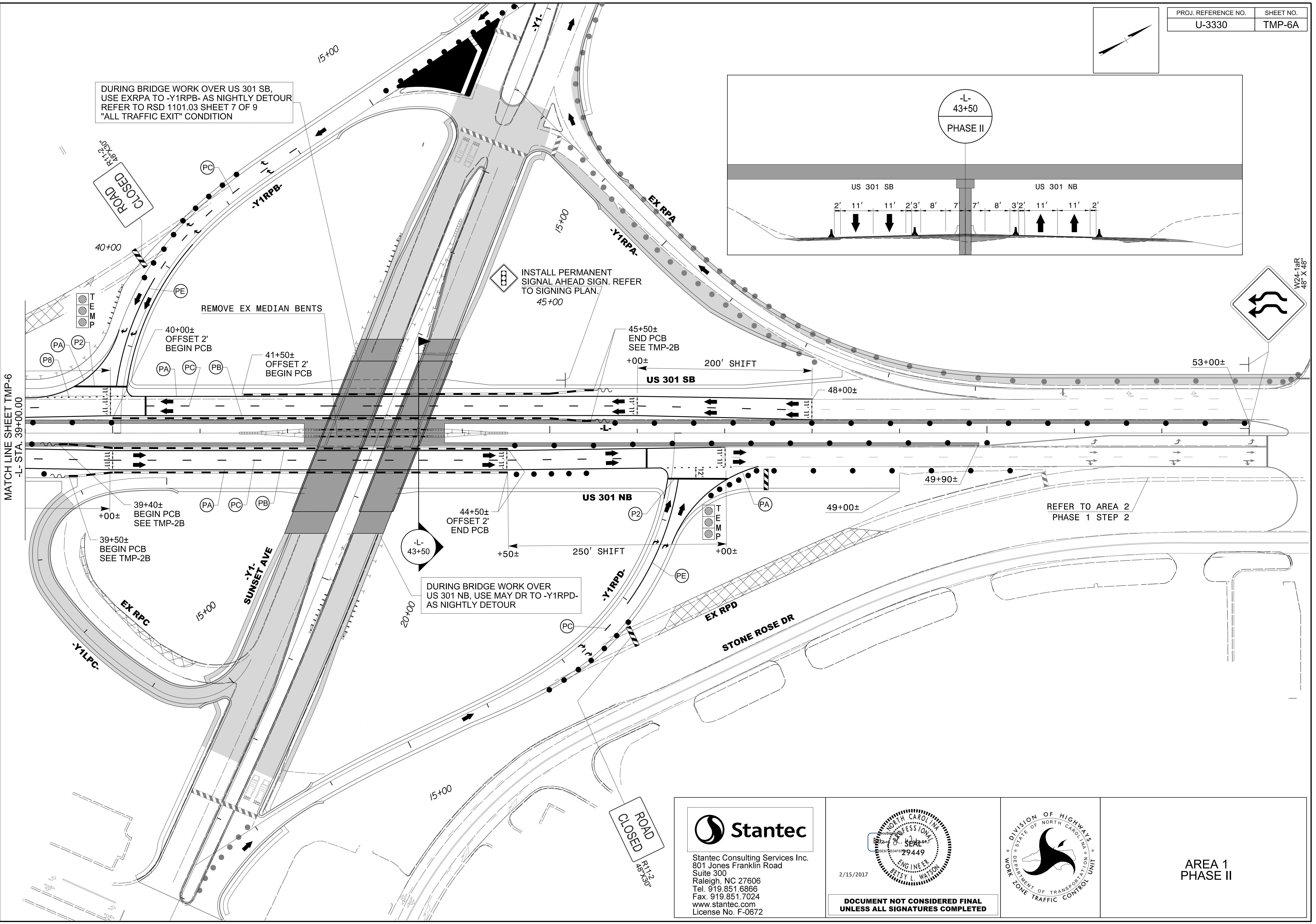
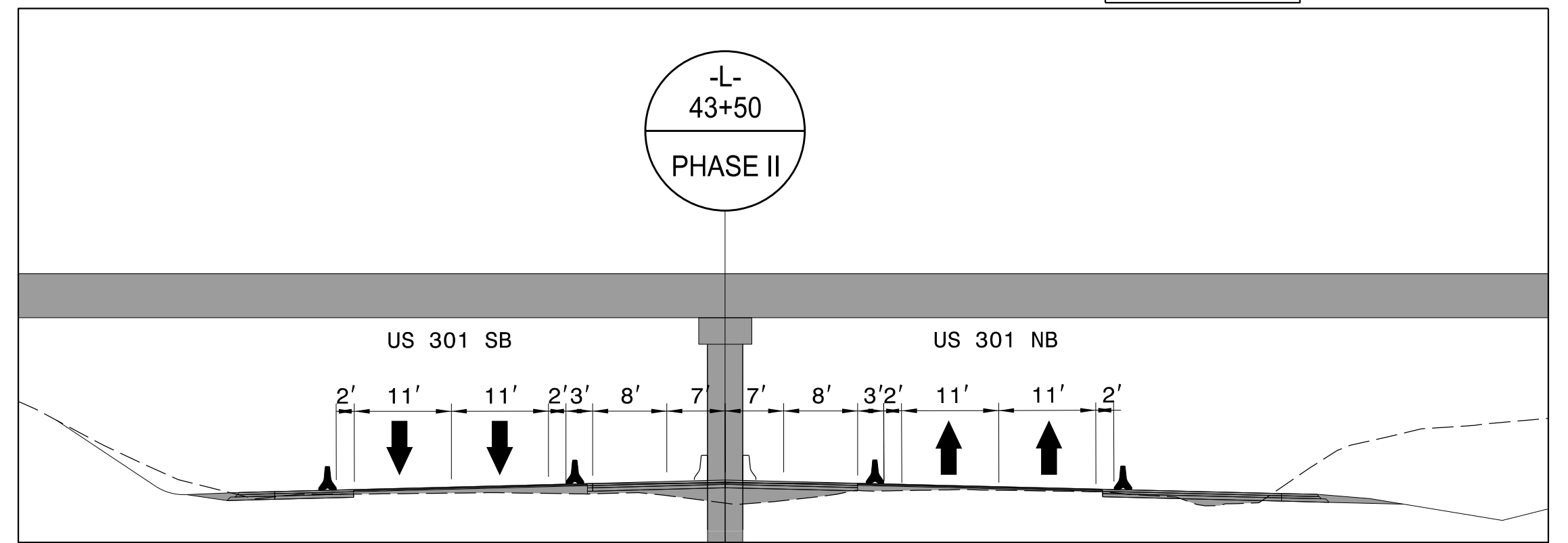


**AREA 1
 PHASE II**

Division of Highways
 State of North Carolina
 Department of Transportation
 Work Zone Traffic Control Unit



DURING BRIDGE WORK OVER US 301 SB, USE EXRPA TO -Y1RPB- AS NIGHTLY DETOUR REFER TO RSD 1101.03 SHEET 7 OF 9 "ALL TRAFFIC EXIT" CONDITION

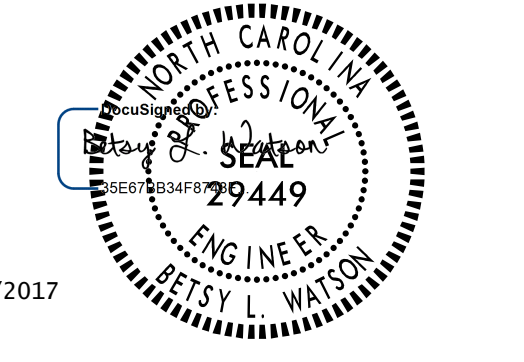


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-L- STA. 39+00.00

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48" X 48"

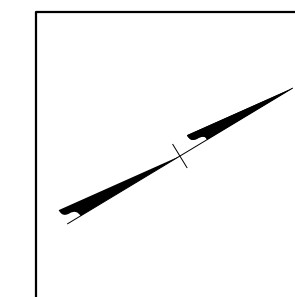
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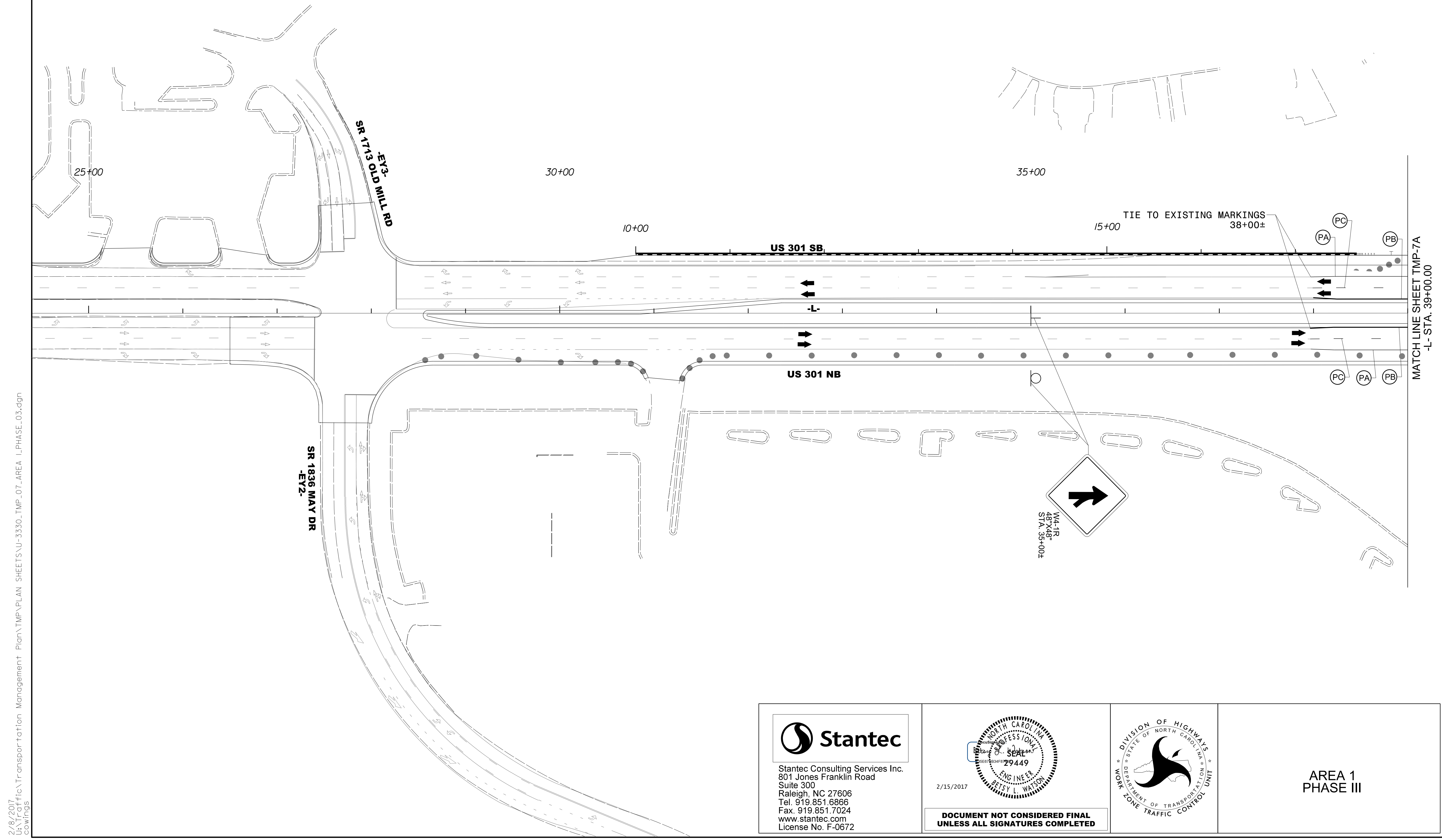

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 WORK ZONE TRAFFIC CONTROL UNIT

AREA 1
PHASE II



PROJ. REFERENCE NO.	SHEET NO.
U-3330	TMP-7



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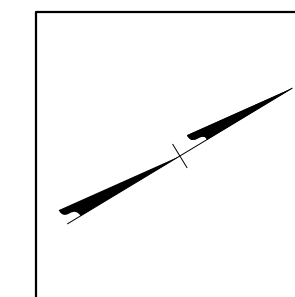
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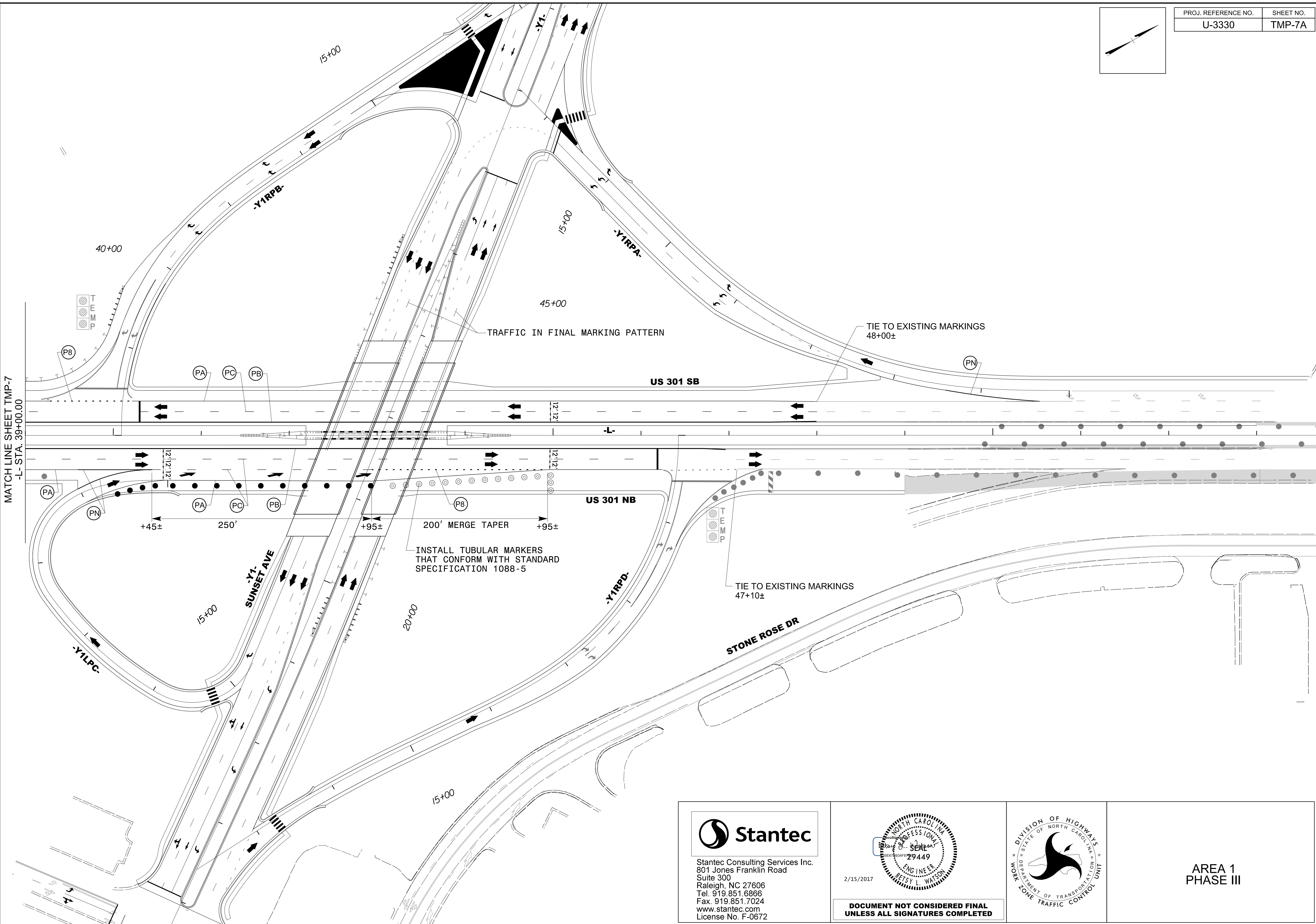
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**AREA 1
 PHASE III**



PROJ. REFERENCE NO.	SHEET NO.
U-3330	TMP-7A



MATCH LINE SHEET TMP-7
L- STA. 39+00.00

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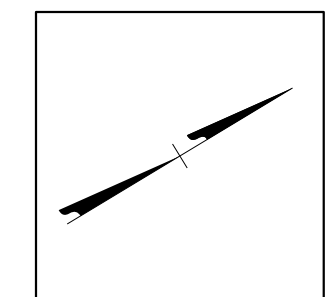
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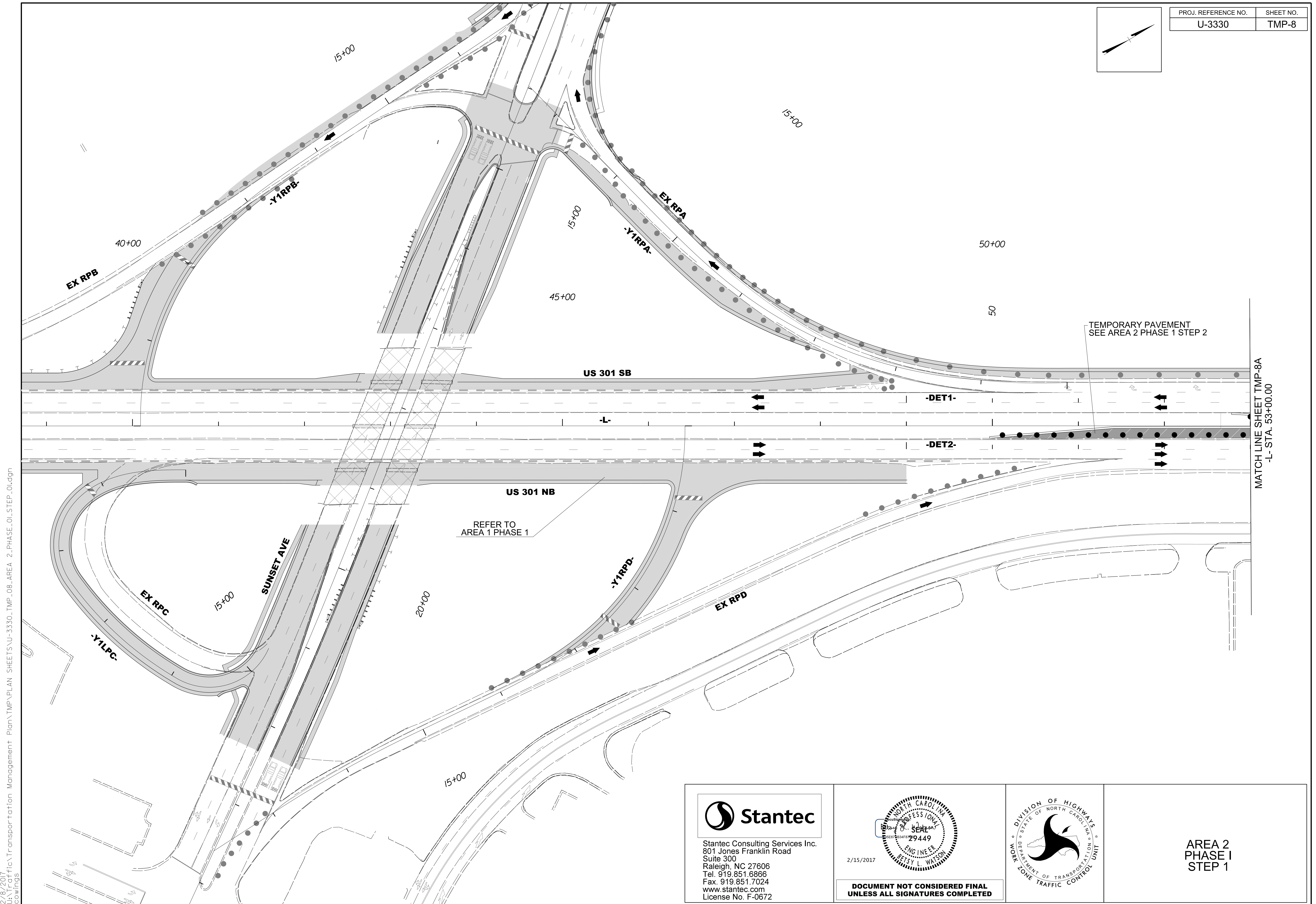
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**AREA 1
 PHASE III**



PROJ. REFERENCE NO.	SHEET NO.
U-3330	TMP-8

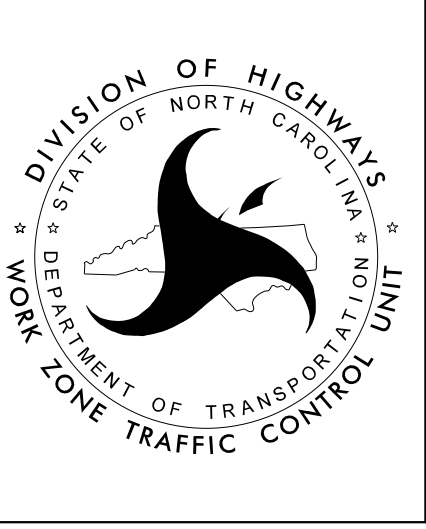


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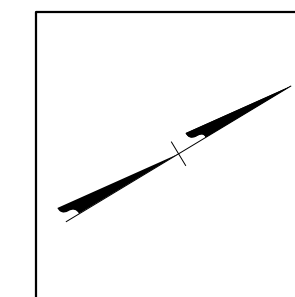
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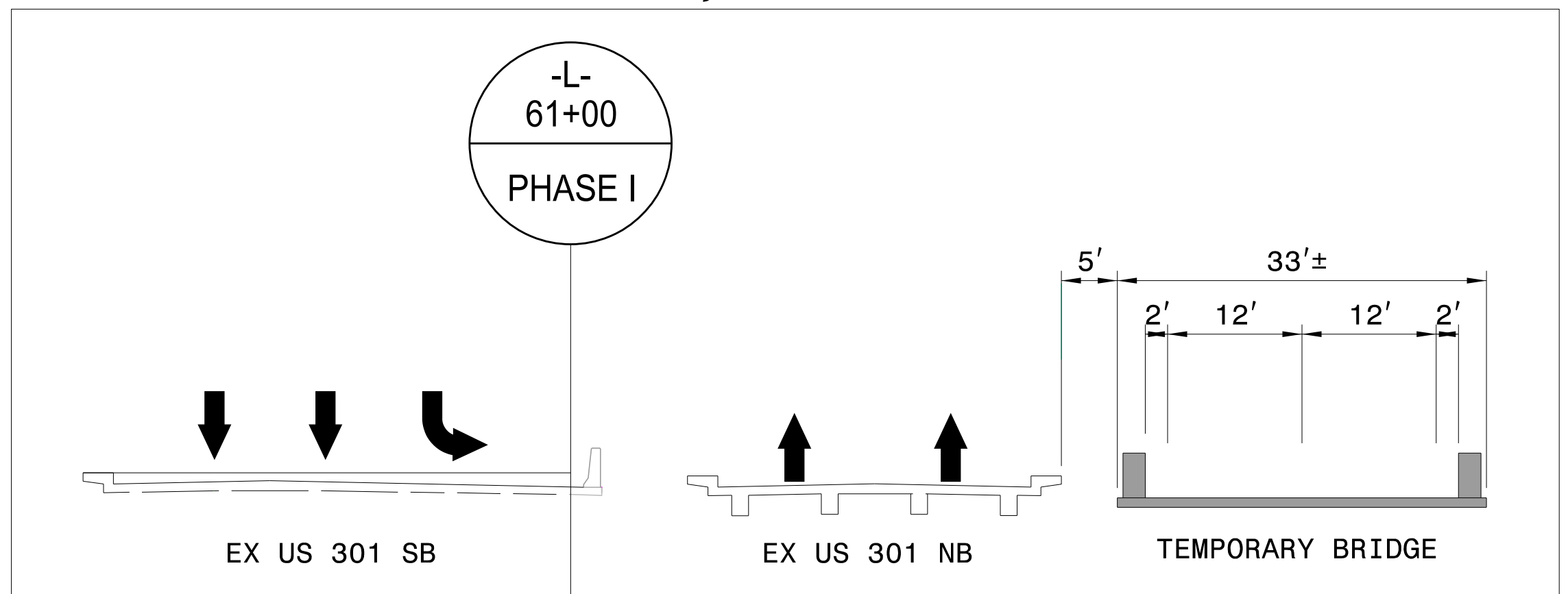
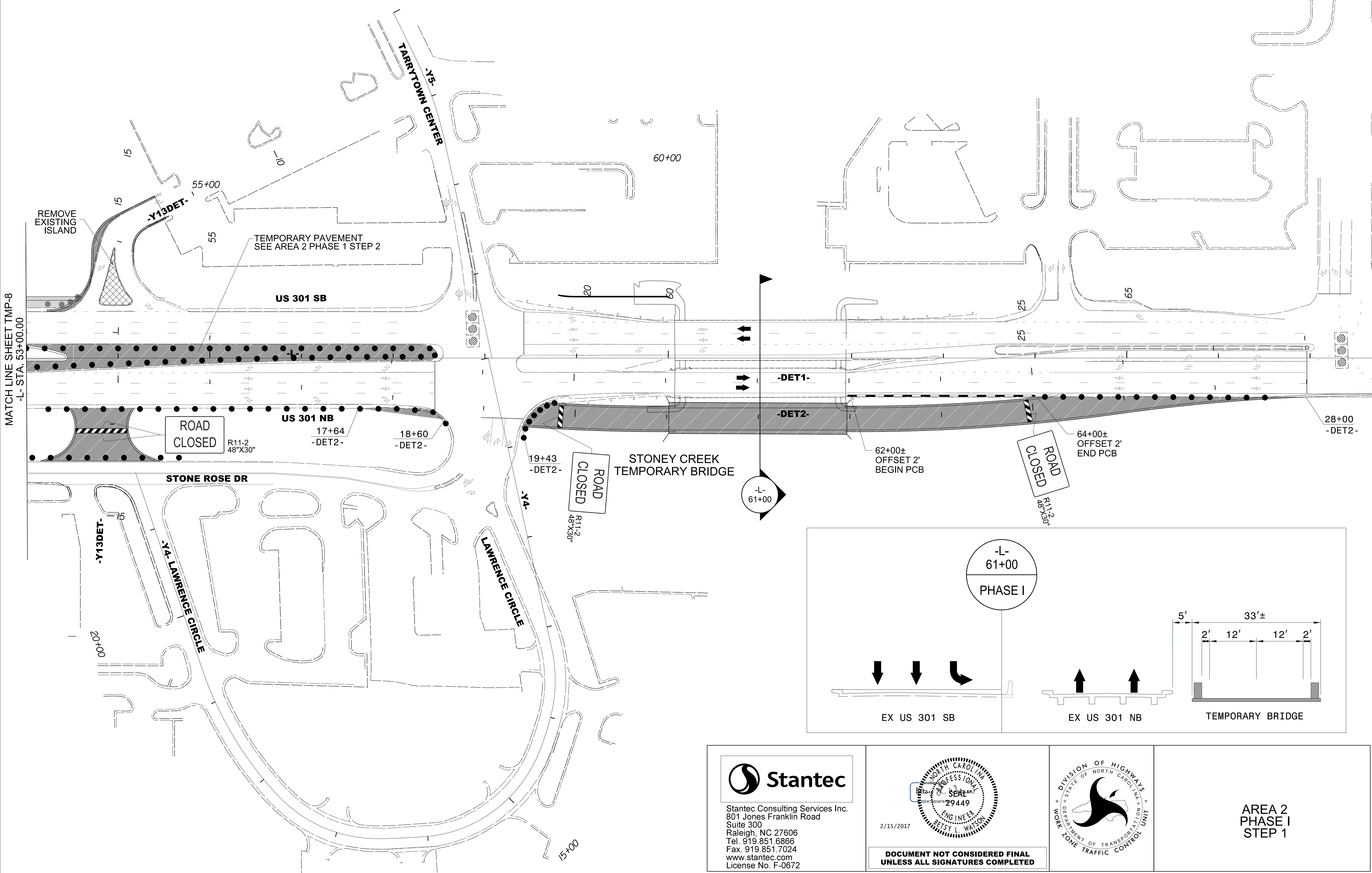
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**AREA 2
 PHASE I
 STEP 1**



PROJ. REFERENCE NO.	SHEET NO.
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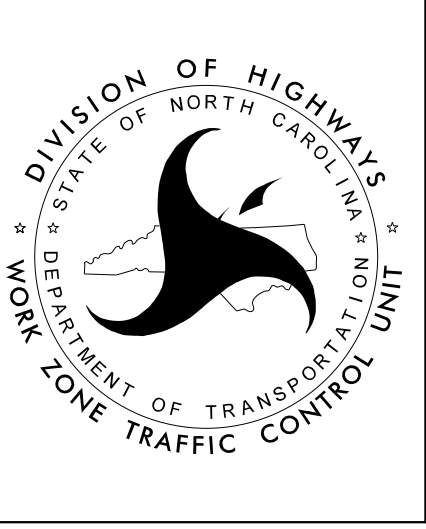
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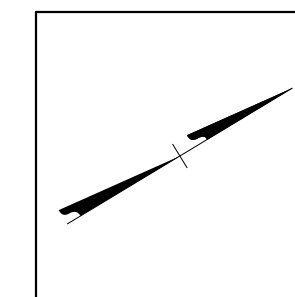
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PROFESSIONAL SEAL
 Betsy L. Watson
 ENGINEER
 29449

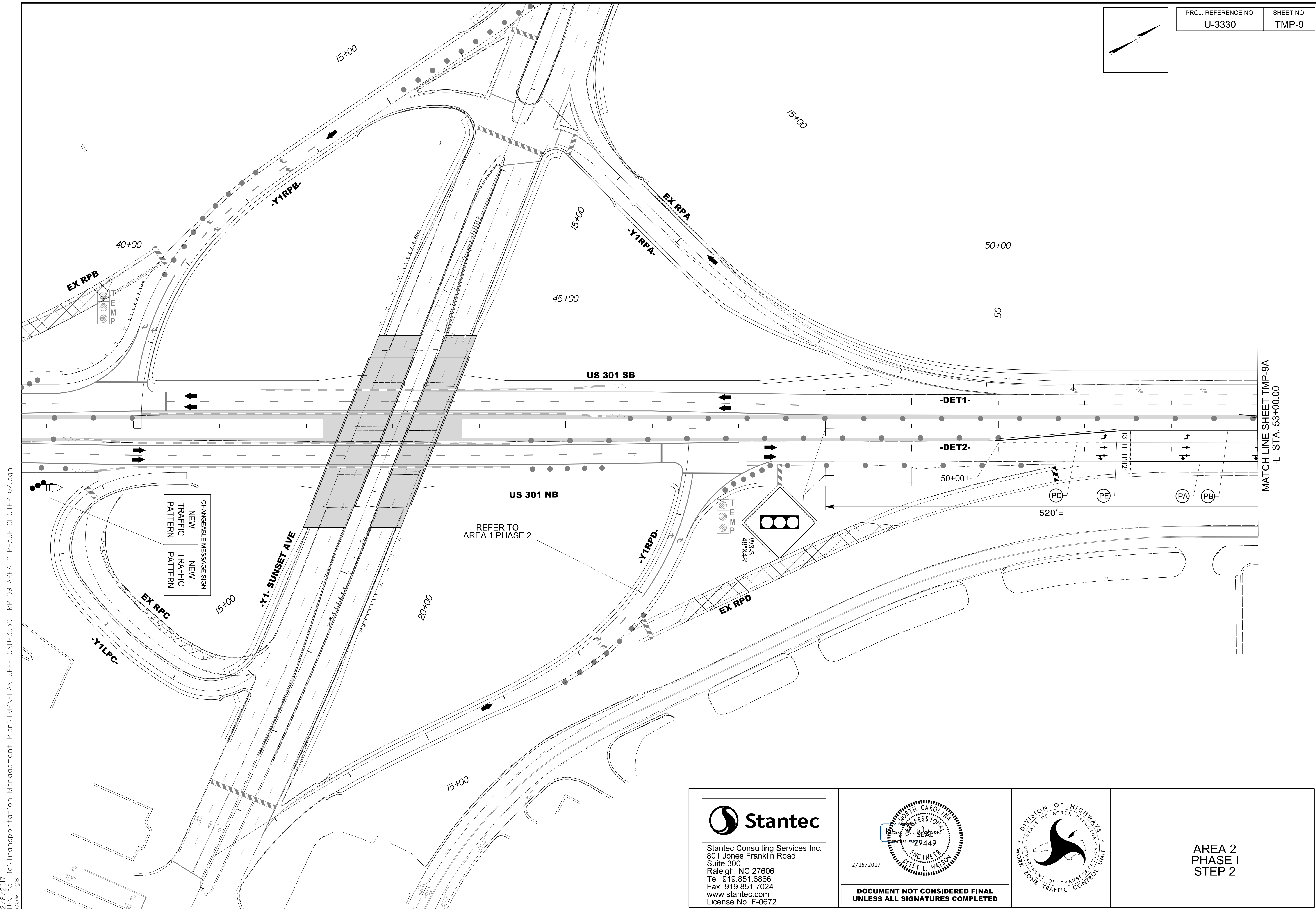
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**AREA 2
 PHASE I
 STEP 1**



PROJ. REFERENCE NO.	SHEET NO.
U-3330	TMP-9



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CHANGEABLE MESSAGE SIGN
 NEW TRAFFIC PATTERN
 NEW TRAFFIC PATTERN


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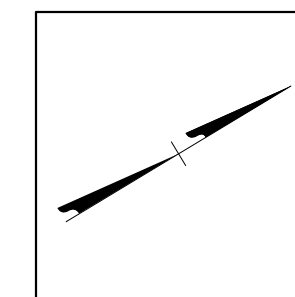
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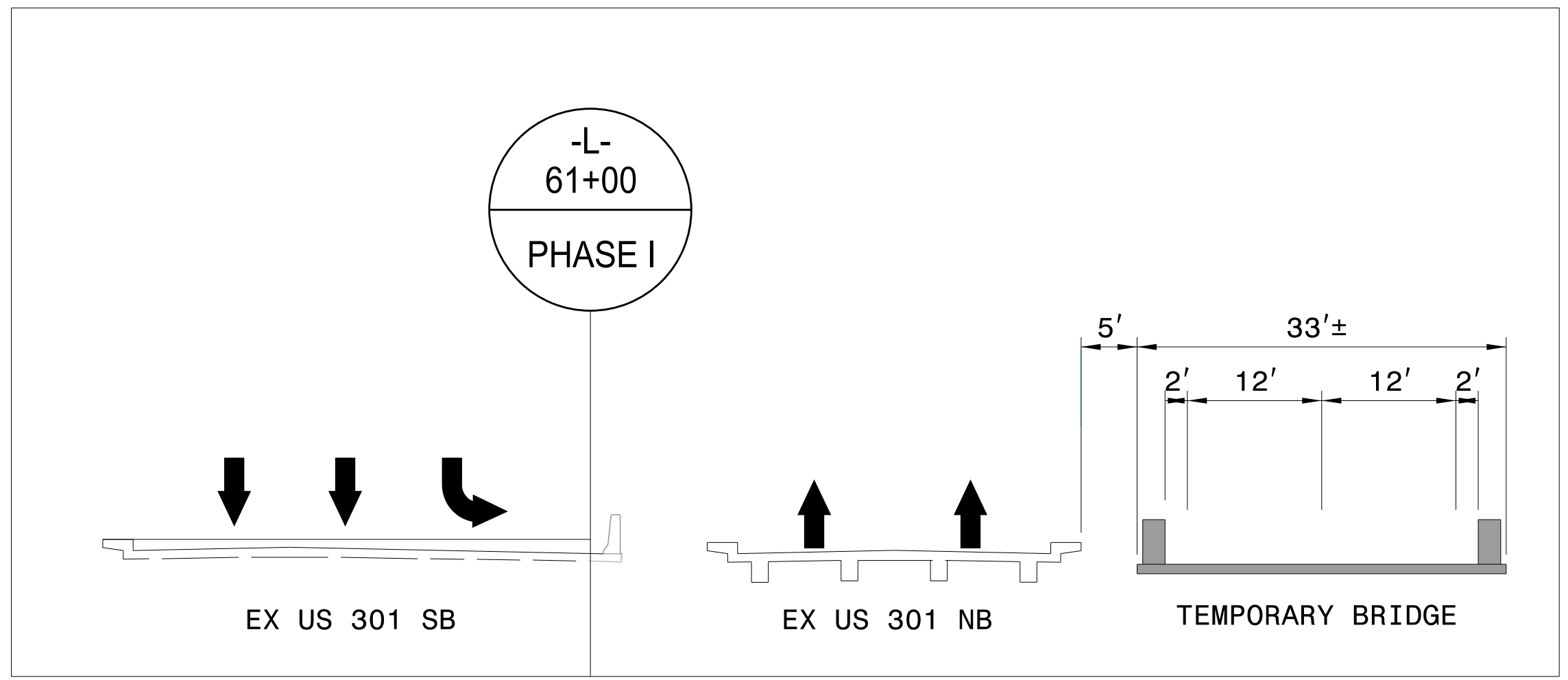
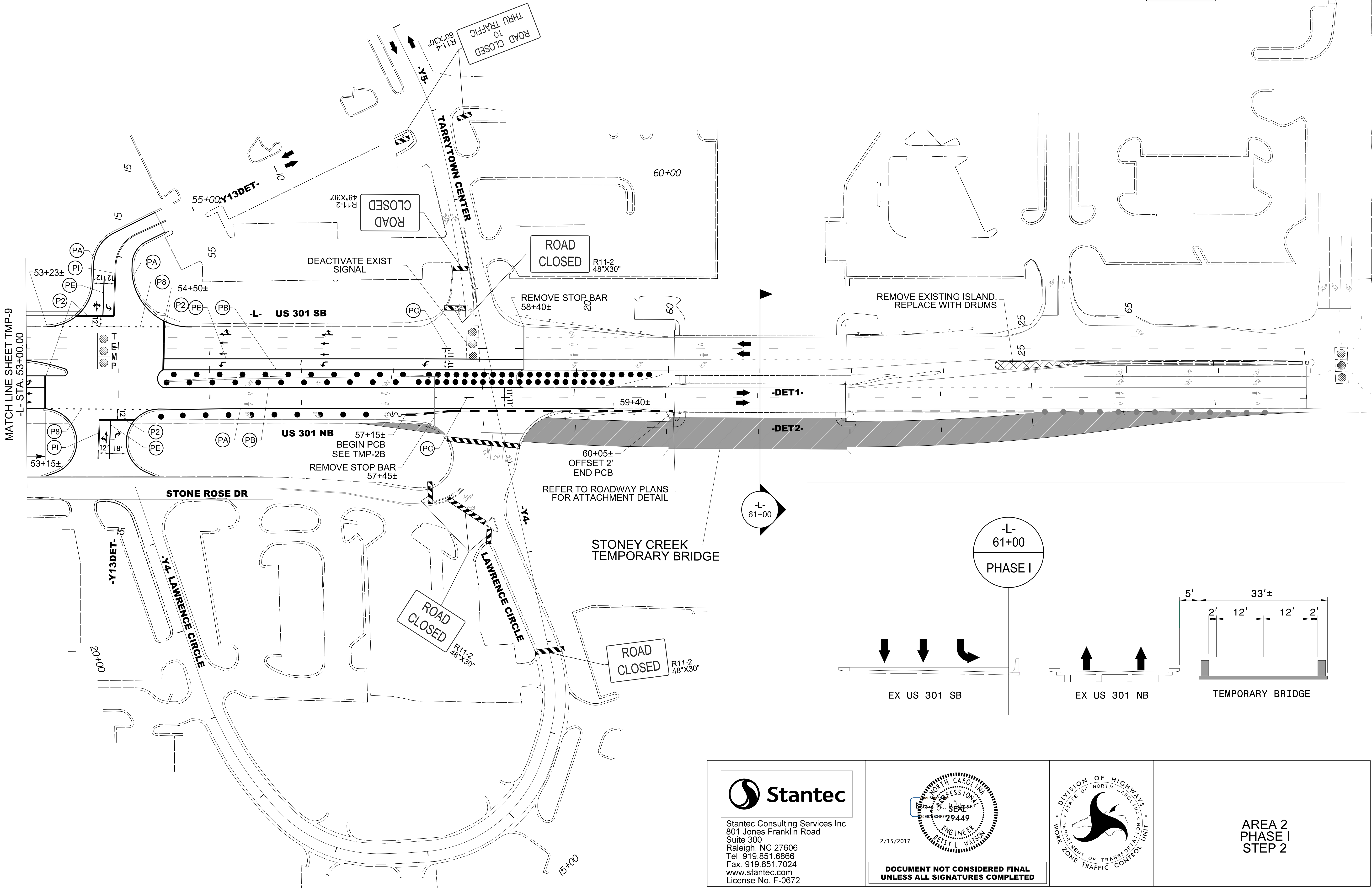


**AREA 2
 PHASE 1
 STEP 2**

MATCH LINE SHEET TMP-9A
 -L- STA. 53+00.00



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U-3330	TMP-9A



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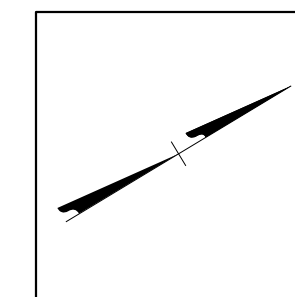
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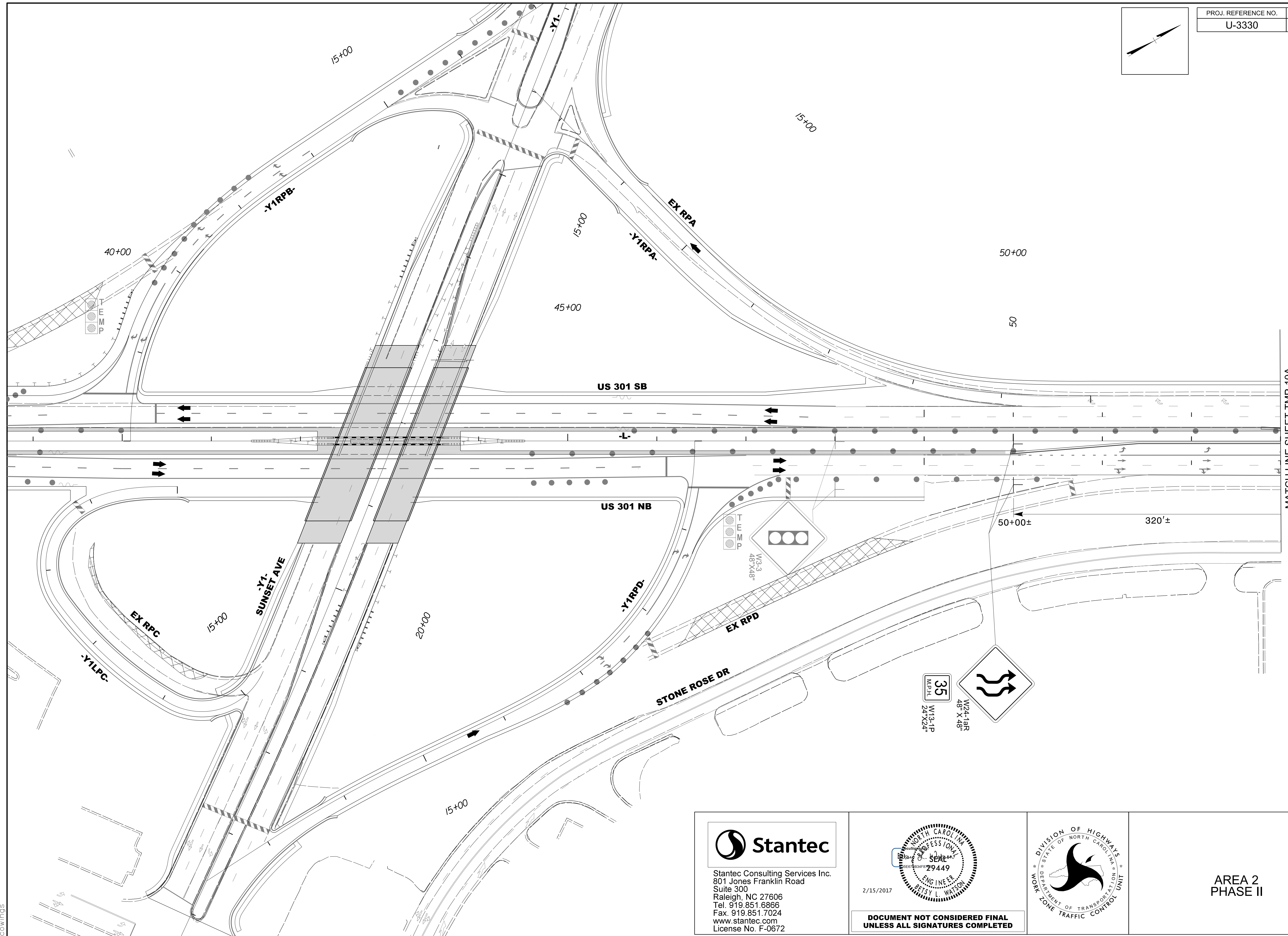
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**AREA 2
 PHASE I
 STEP 2**



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U-3330	TMP-10



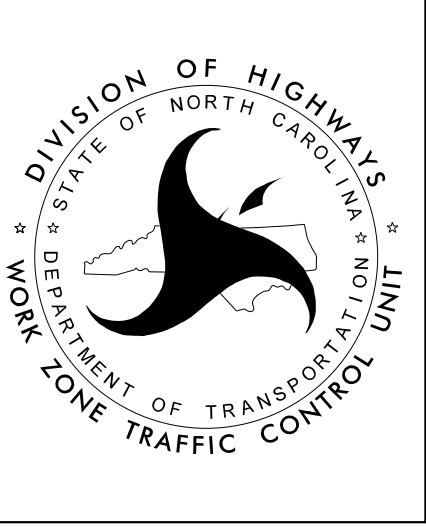
MATCH LINE SHEET TMP-10A
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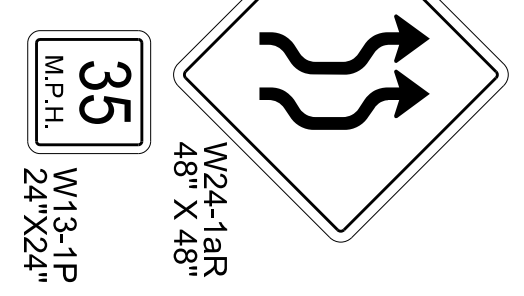
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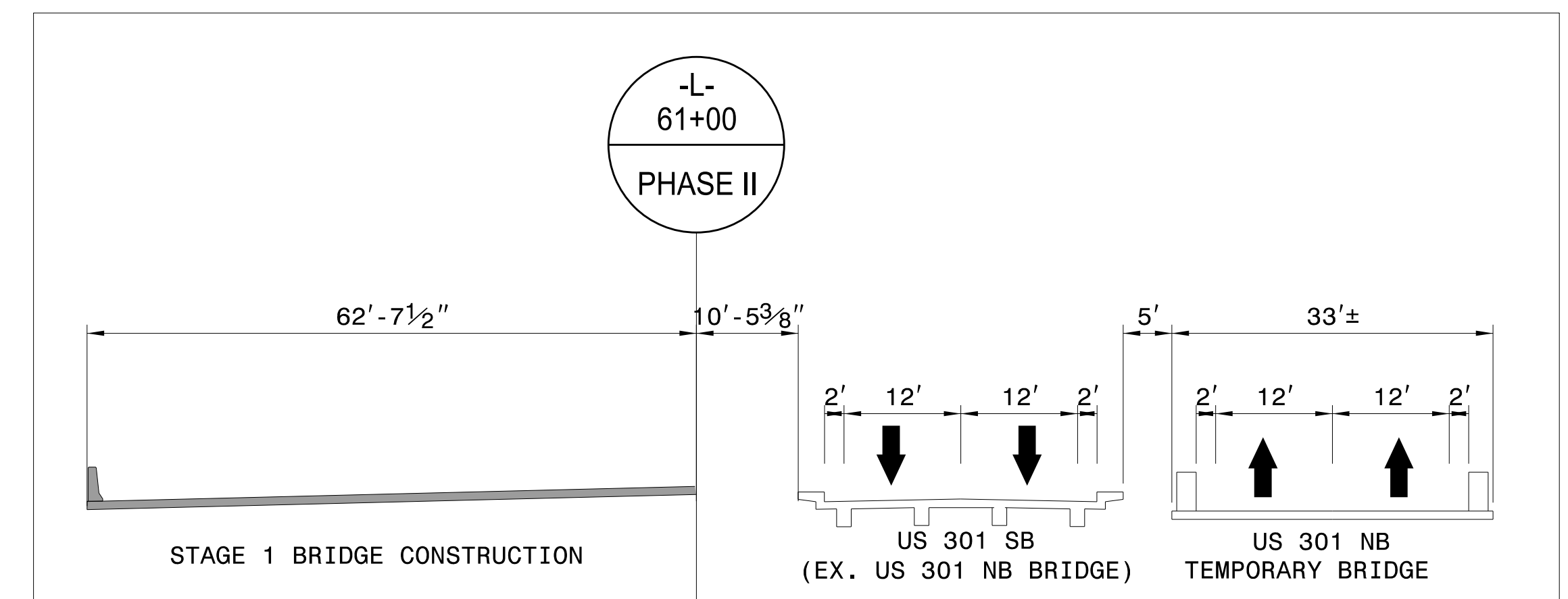
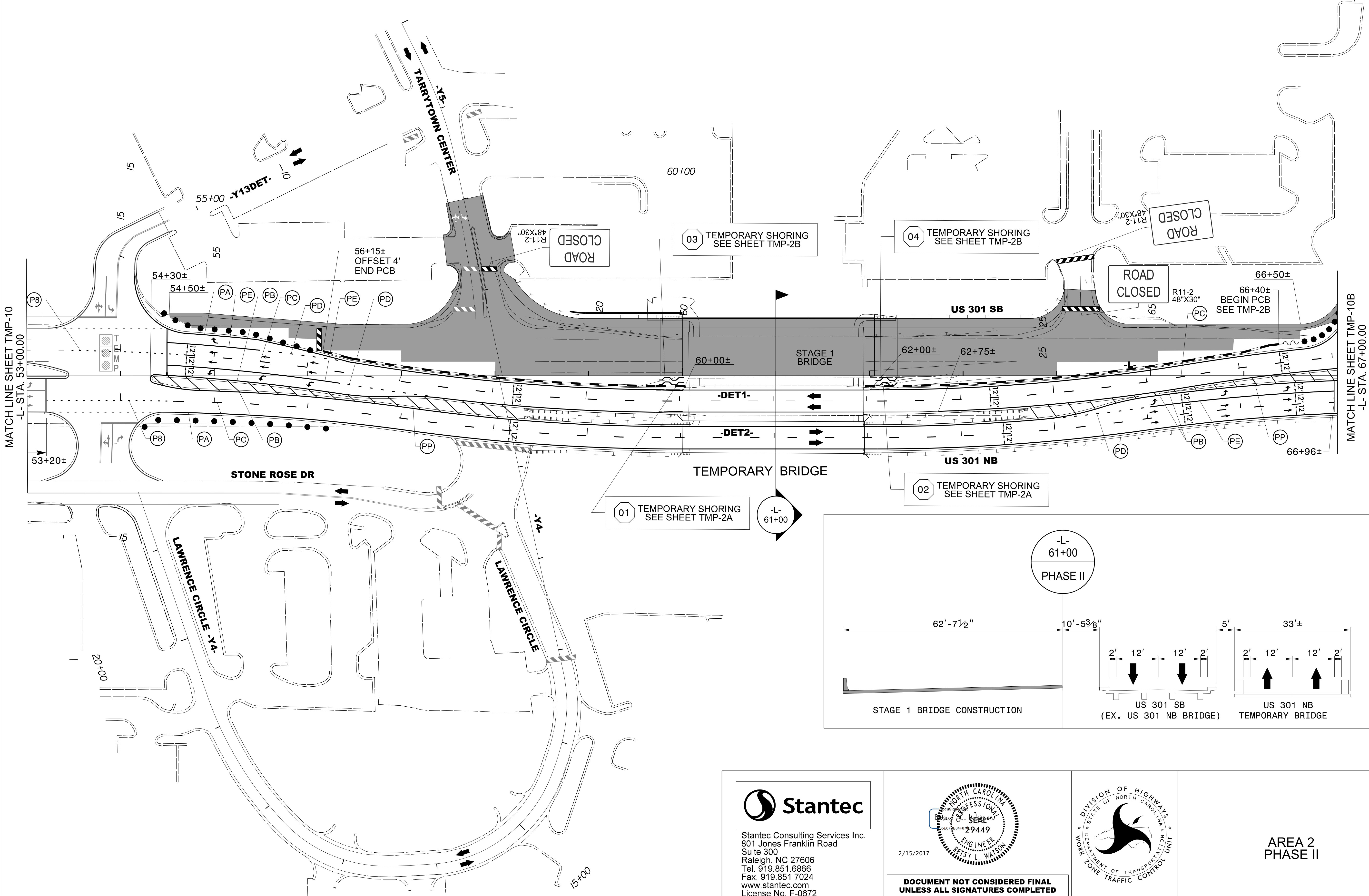
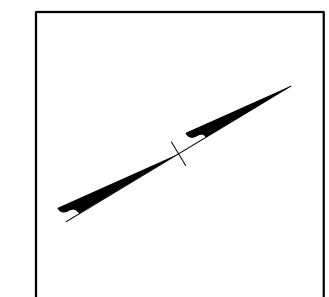
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**AREA 2
PHASE II**

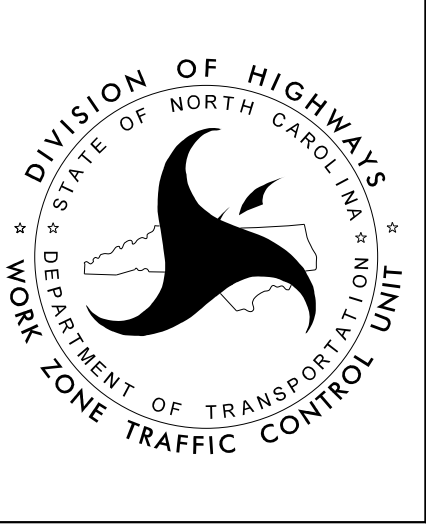




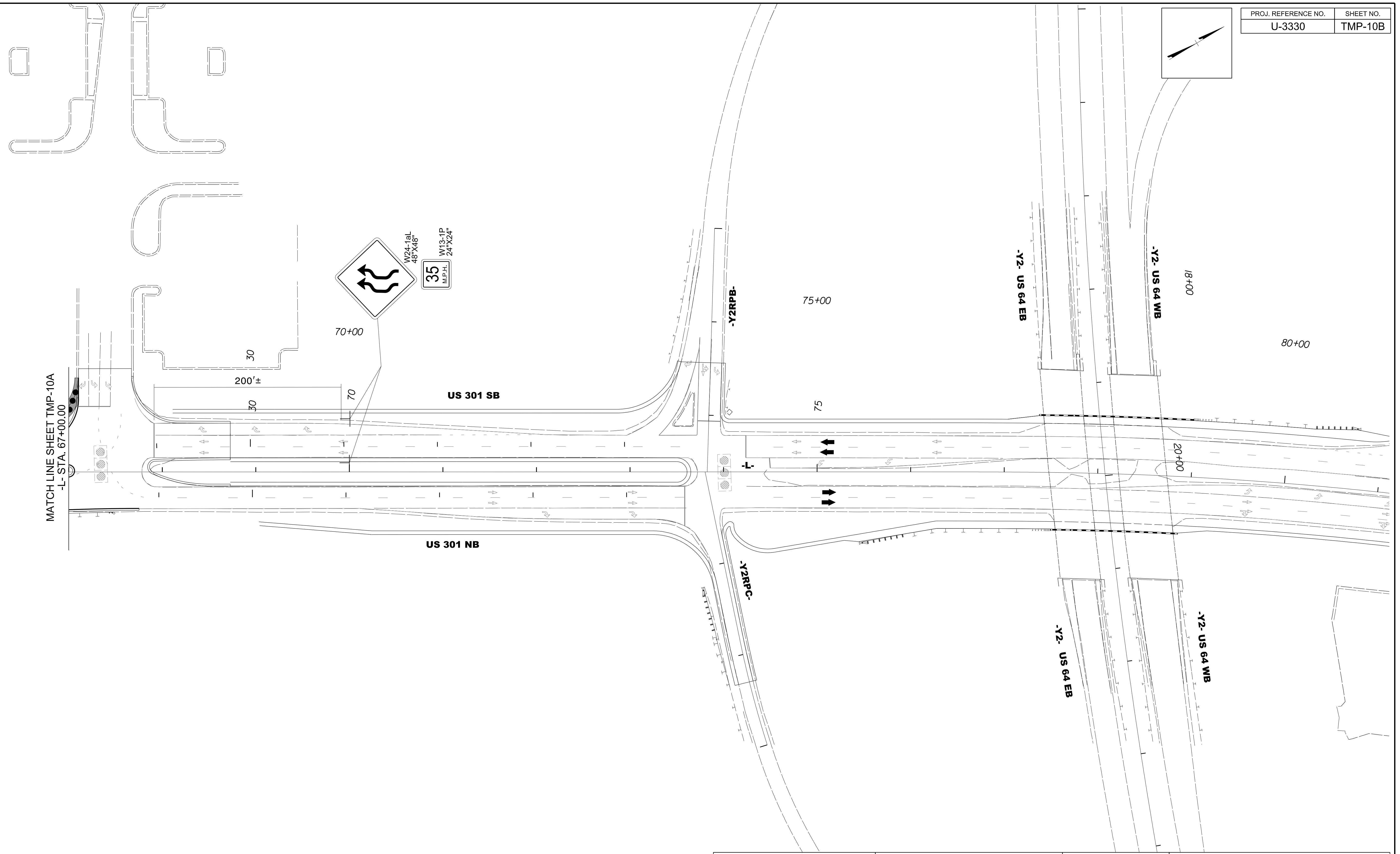
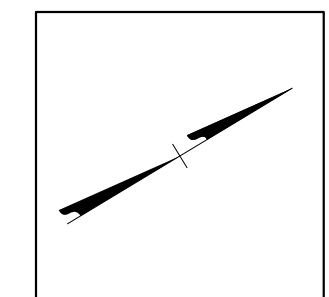
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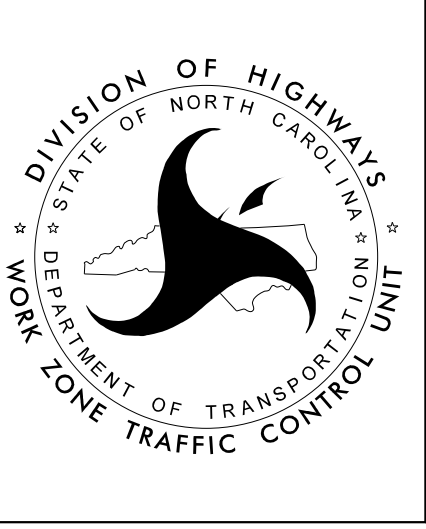
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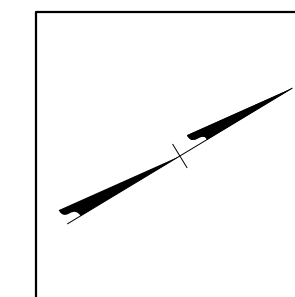
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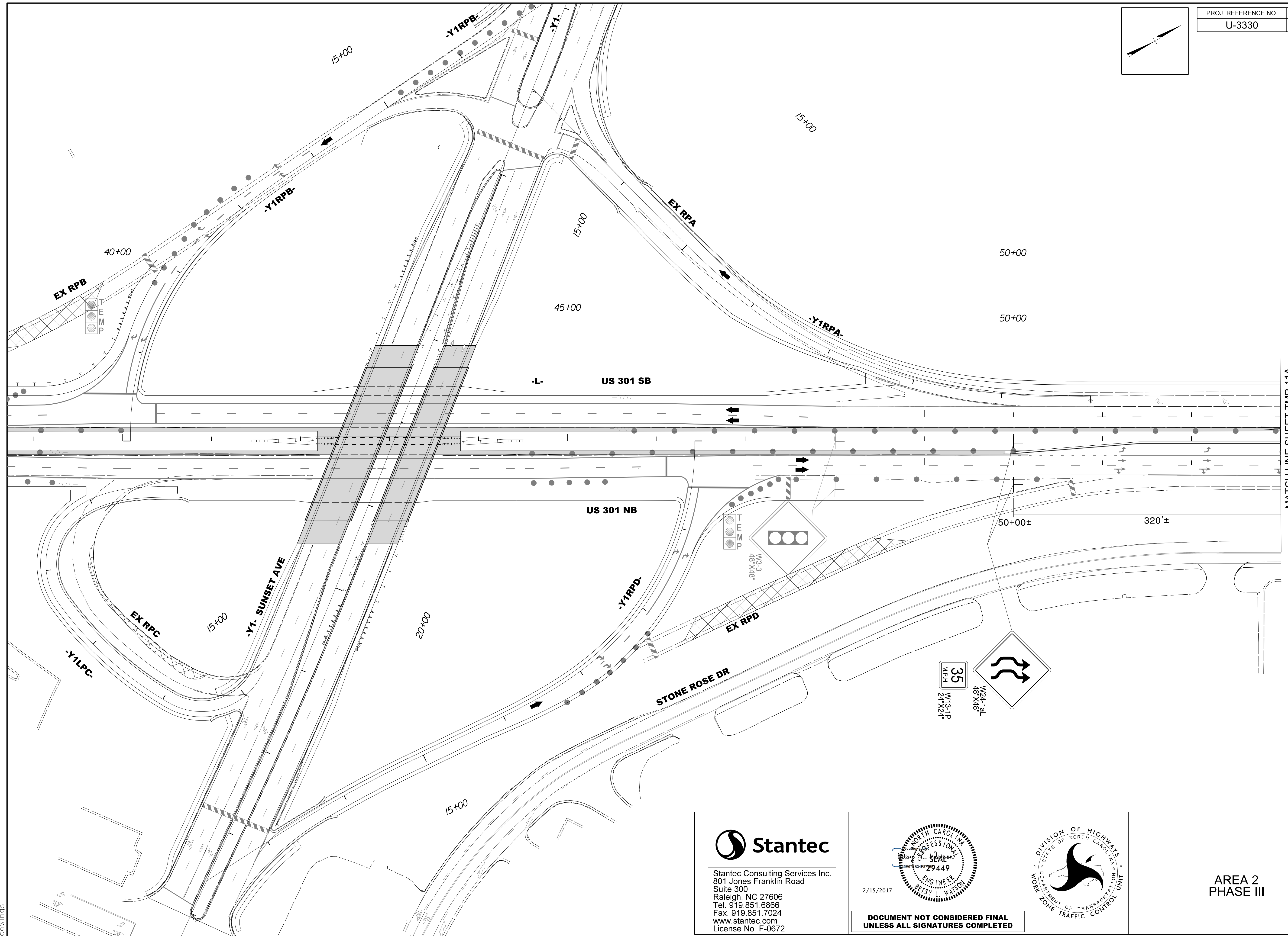
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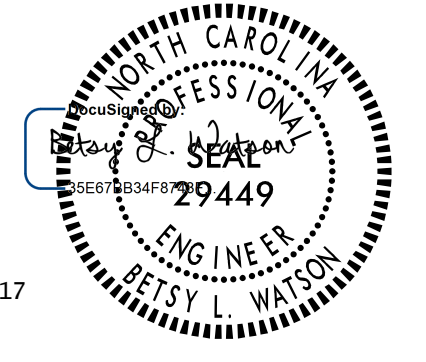



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U-3330	TMP-11



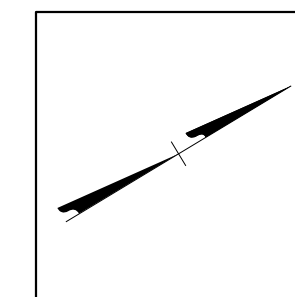
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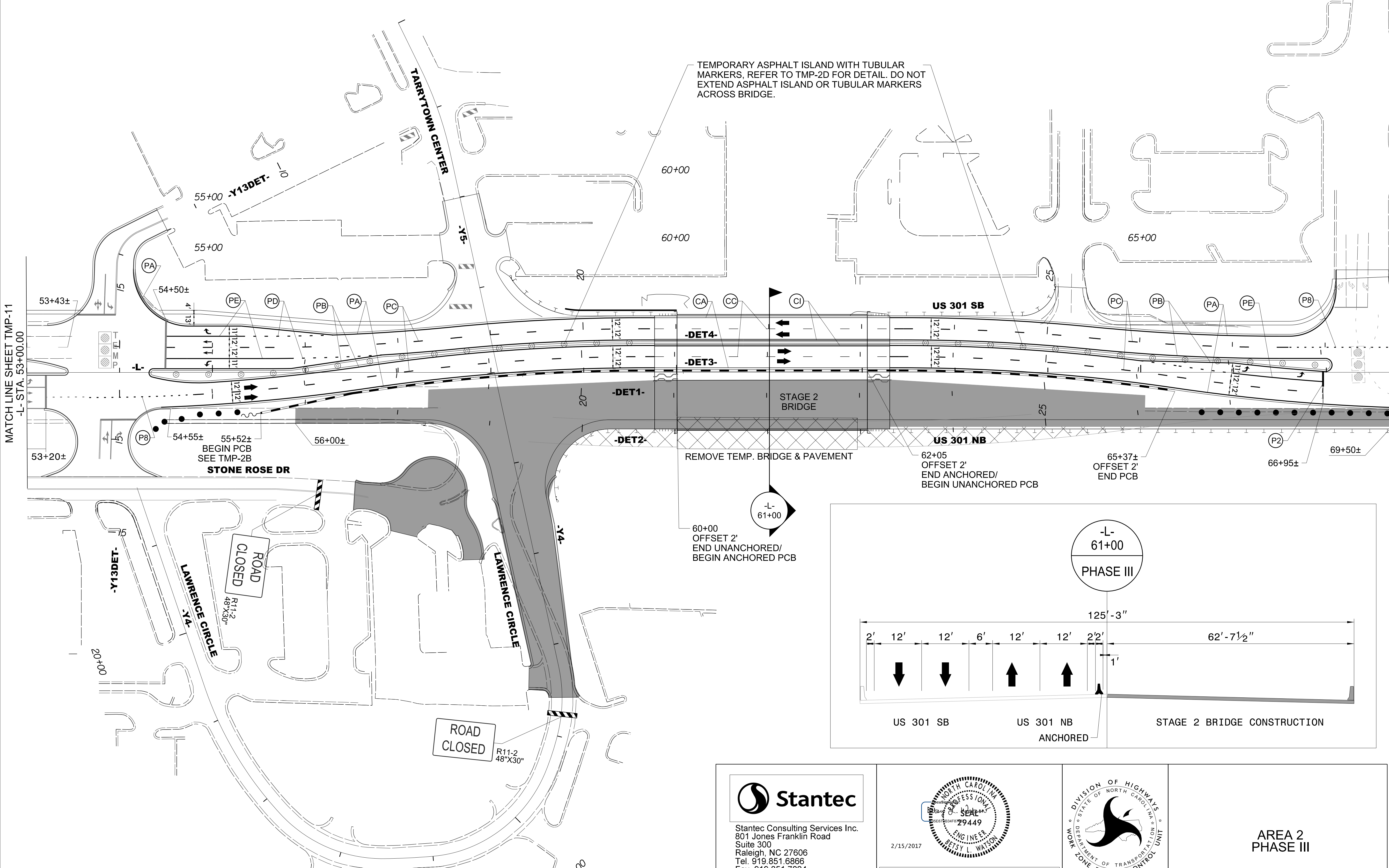

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**AREA 2
 PHASE III**



PROJ. REFERENCE NO.	SHEET NO.
U-3330	TMP-11A



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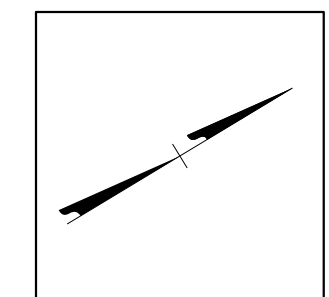
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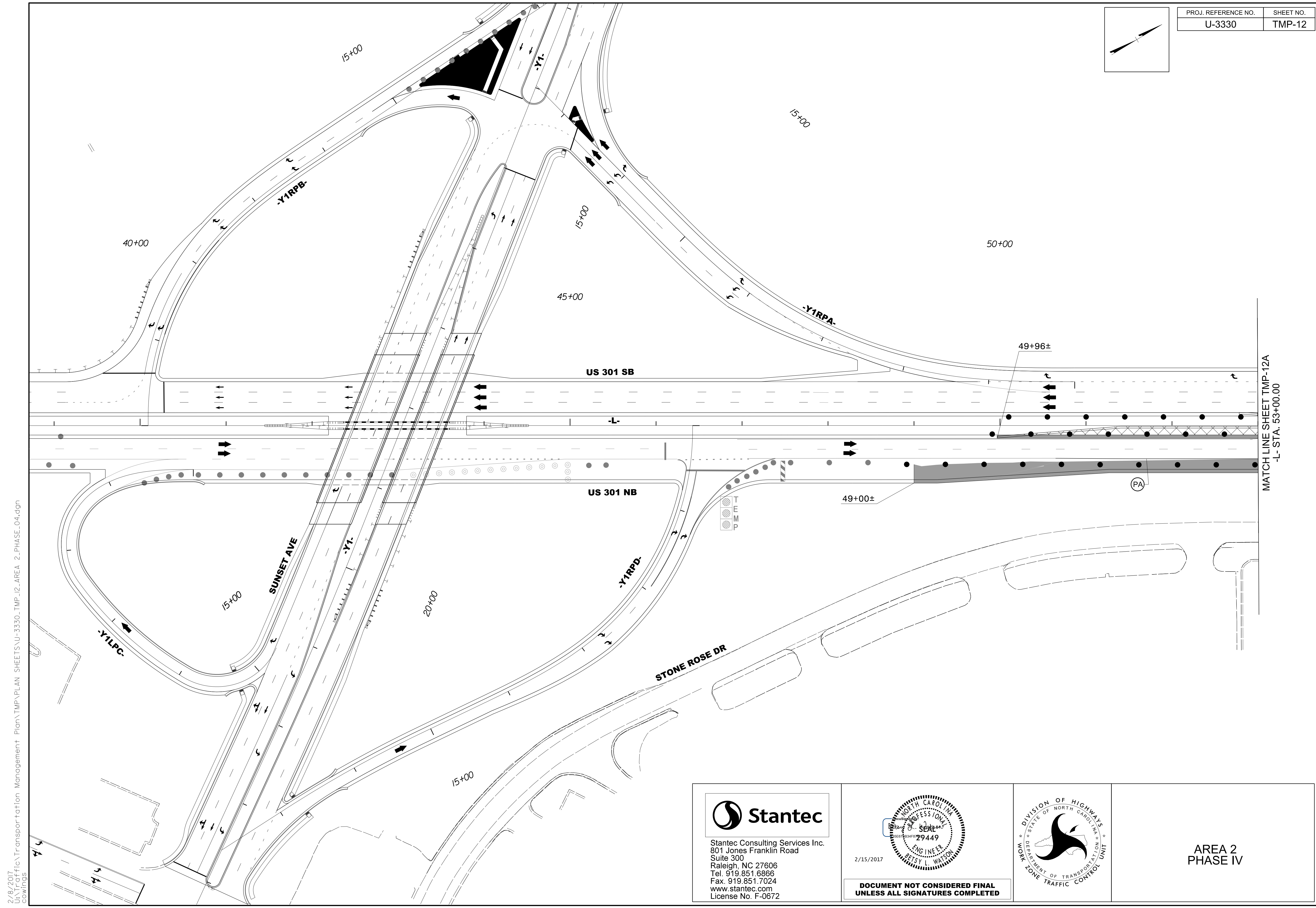
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**AREA 2
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PROJ. REFERENCE NO.	SHEET NO.
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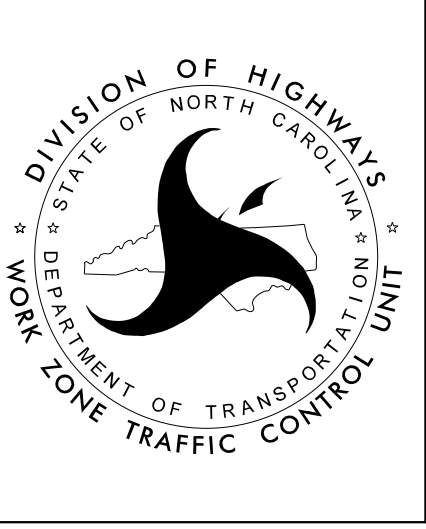
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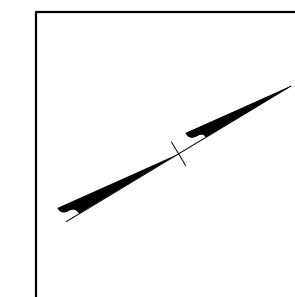
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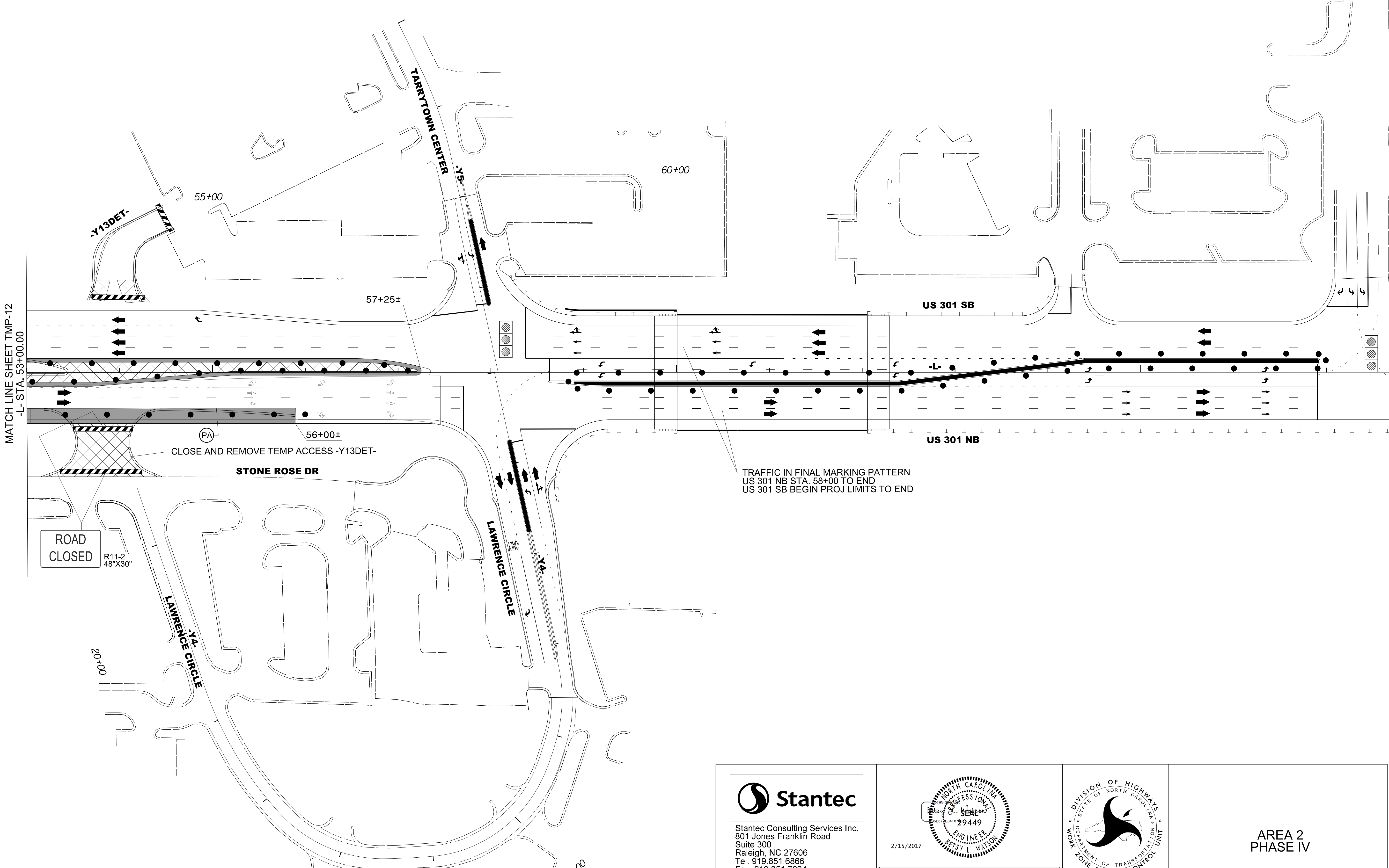
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AREA 2
PHASE IV



PROJ. REFERENCE NO.	SHEET NO.
U-3330	TMP-12A



MATCH LINE SHEET TMP-12
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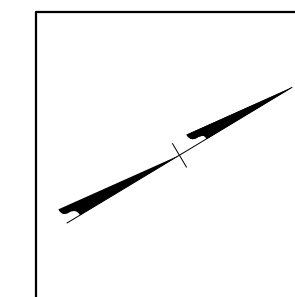
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CLOSED
R11-2
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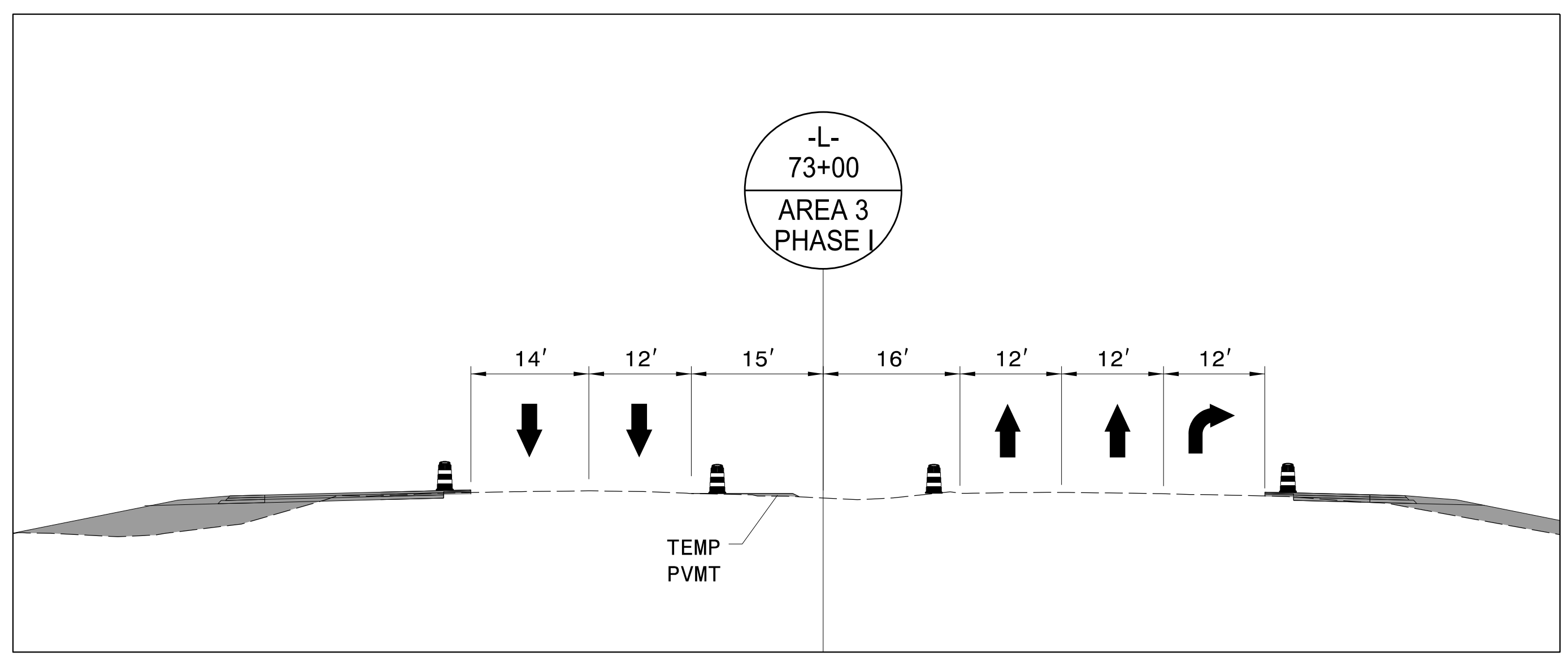
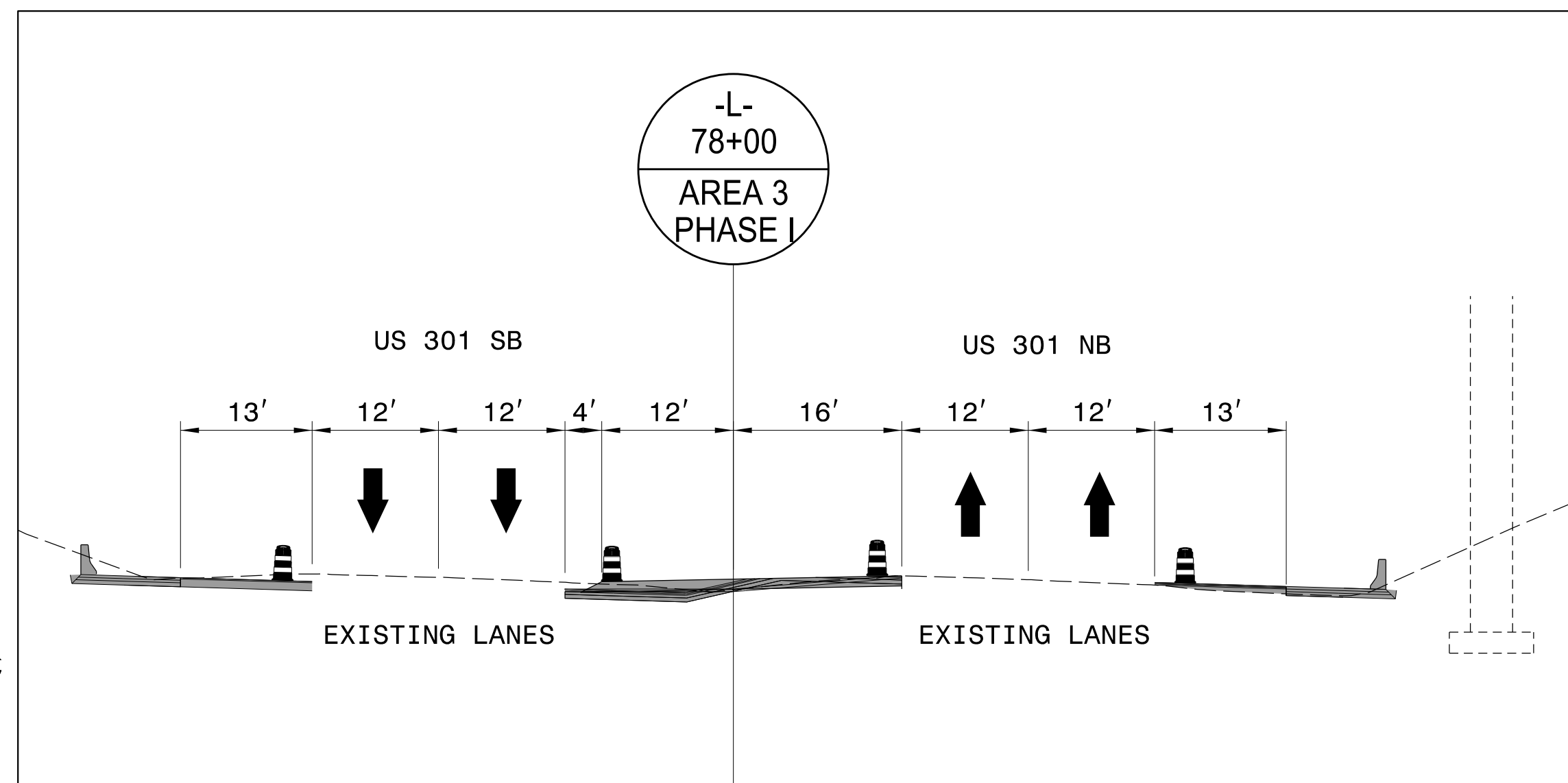
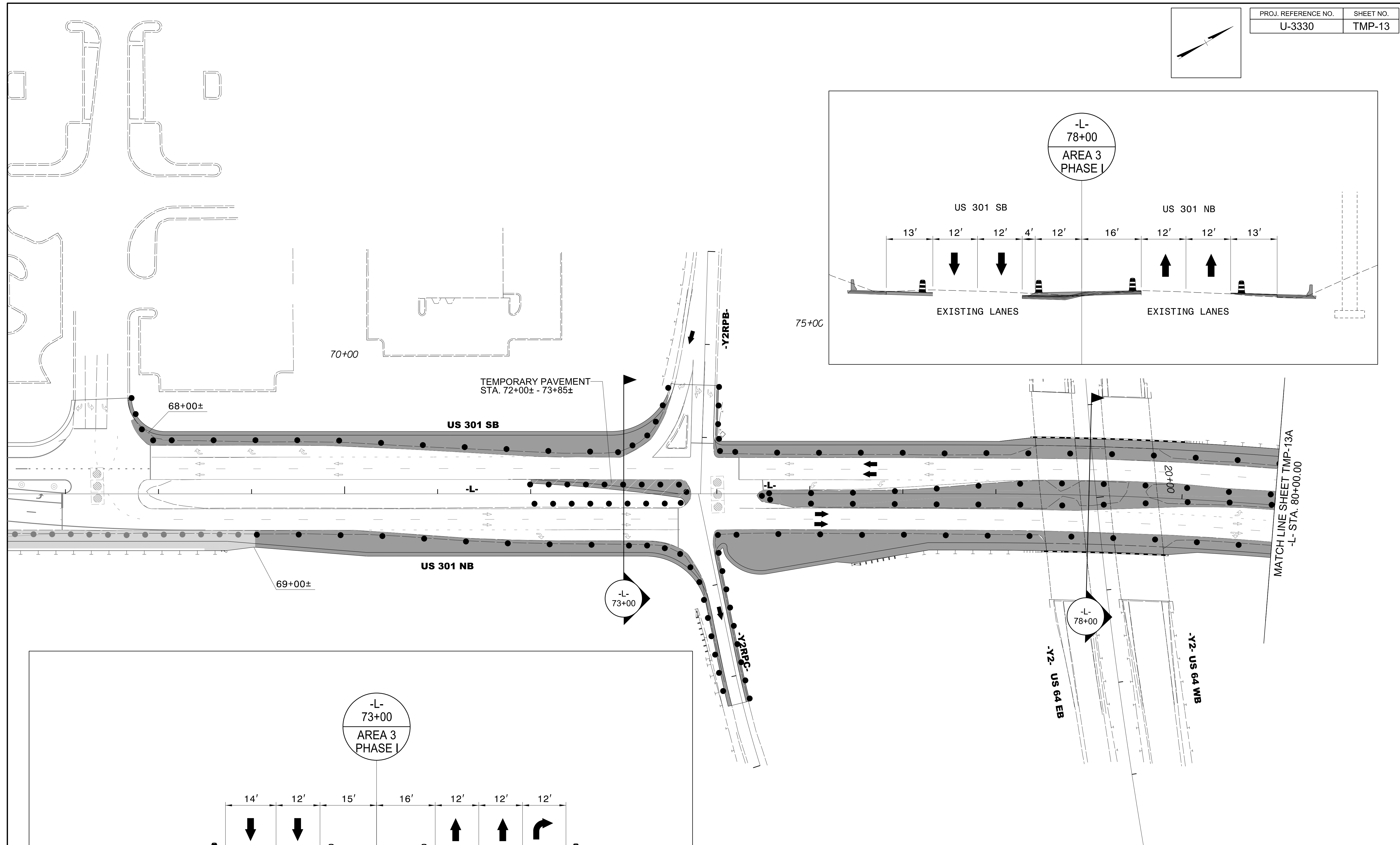
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**AREA 2
PHASE IV**

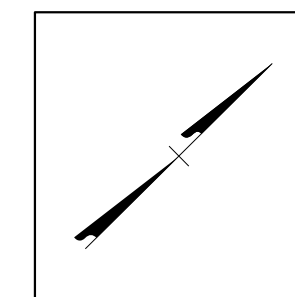


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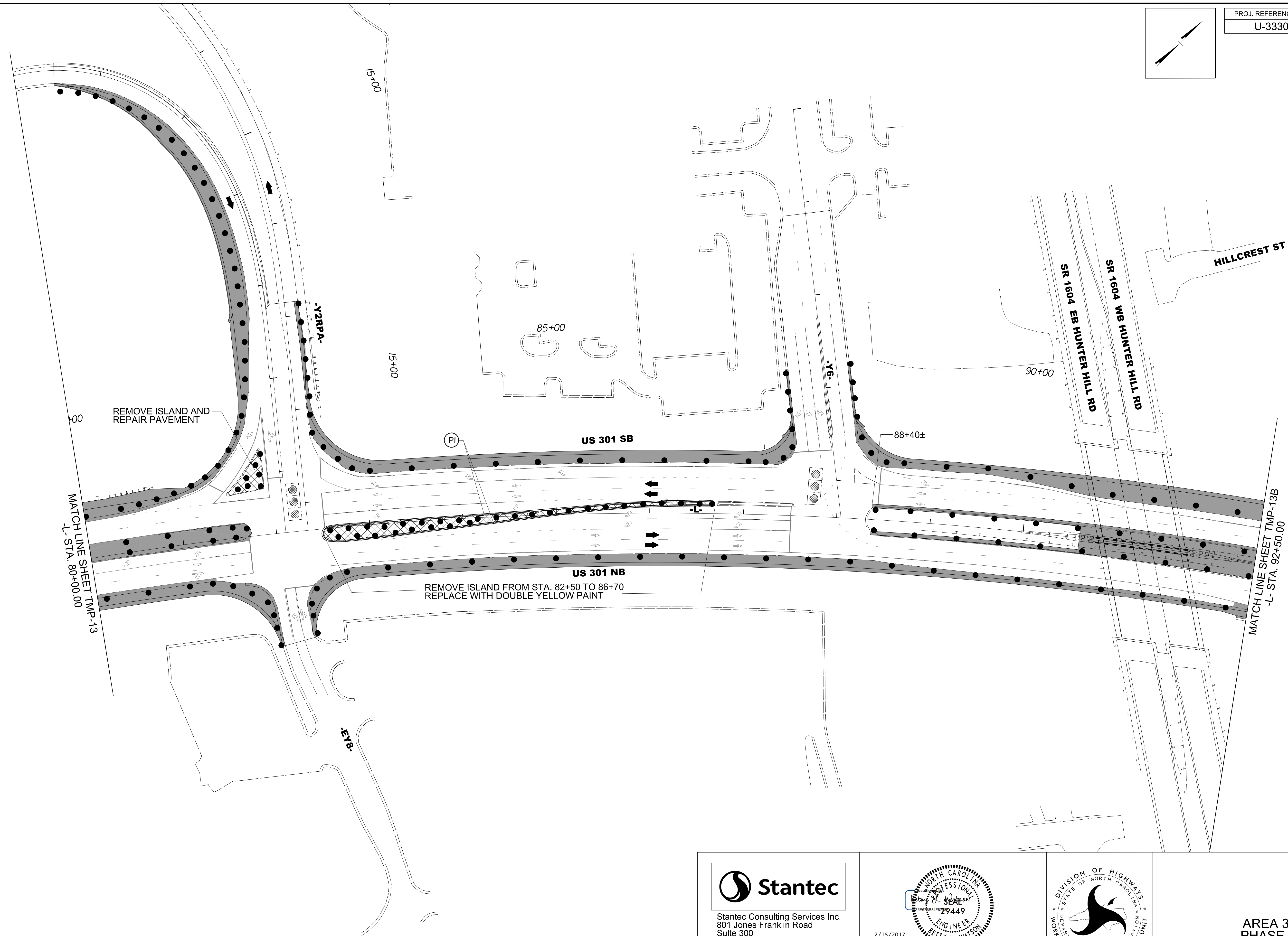


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U-3330	TMP-13A

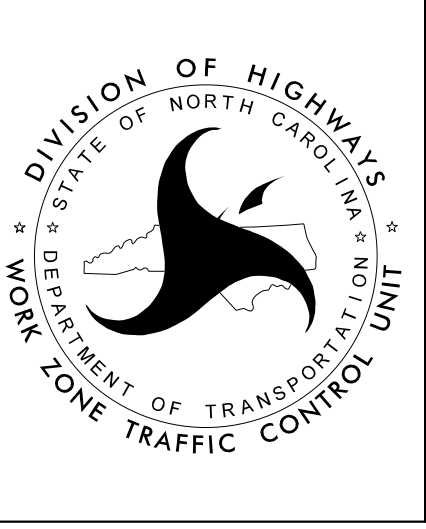


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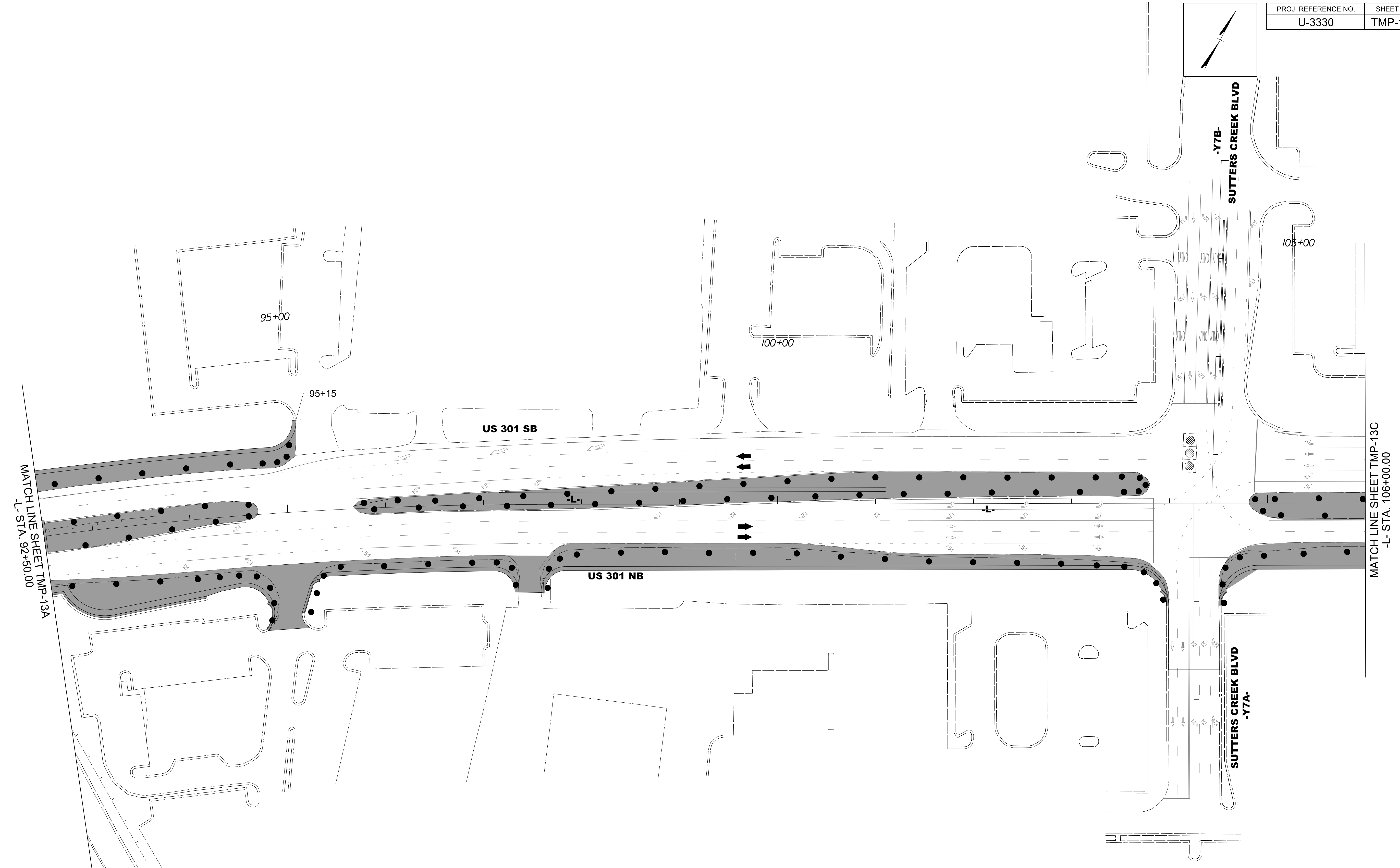
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AREA 3
PHASE I

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U-3330	TMP-13B



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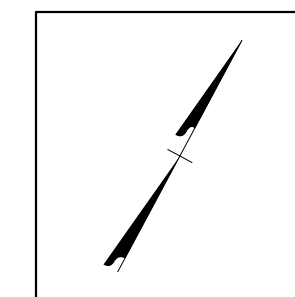
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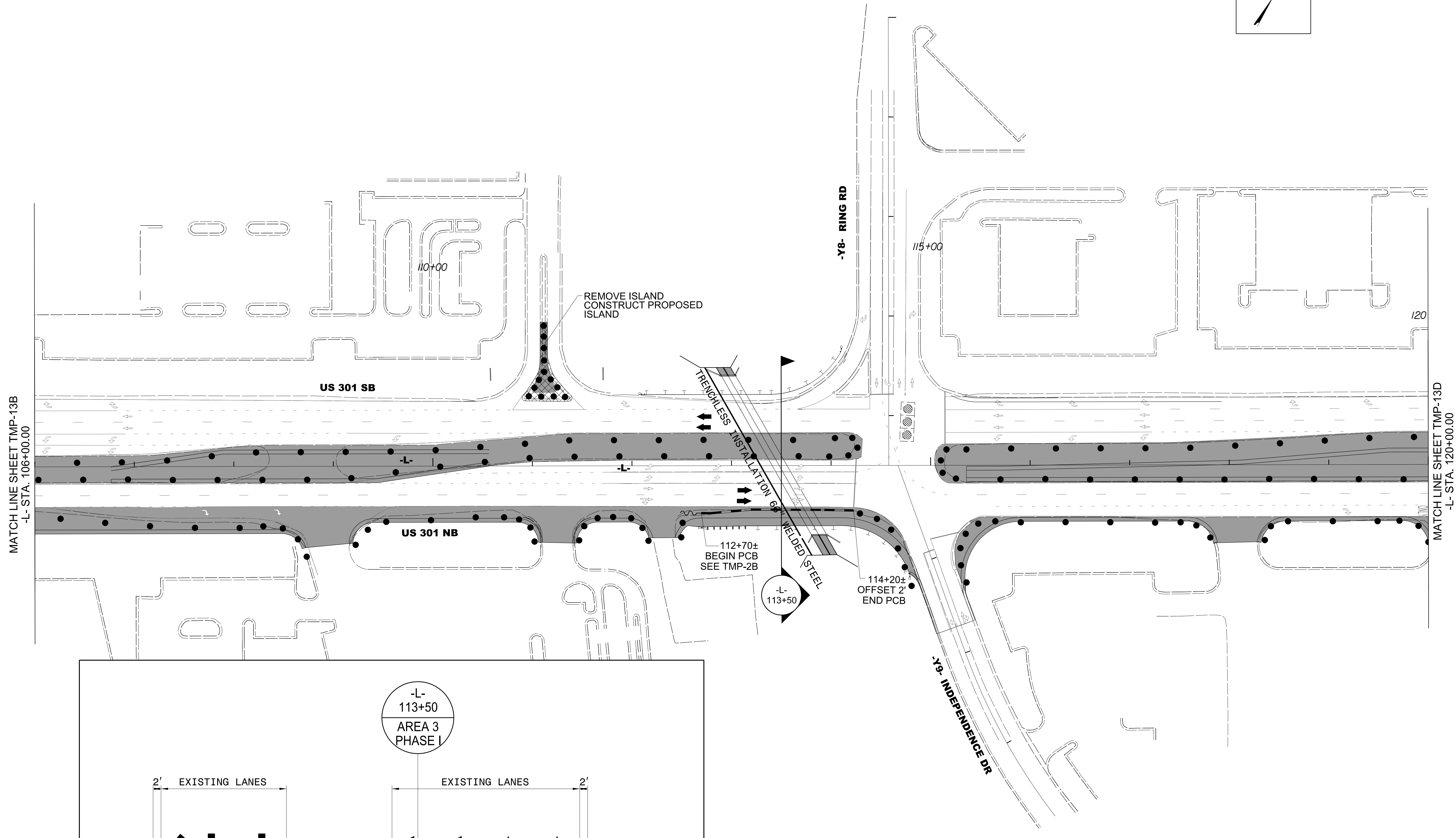
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 WORK ZONE TRAFFIC CONTROL UNIT

**AREA 3
 PHASE I**

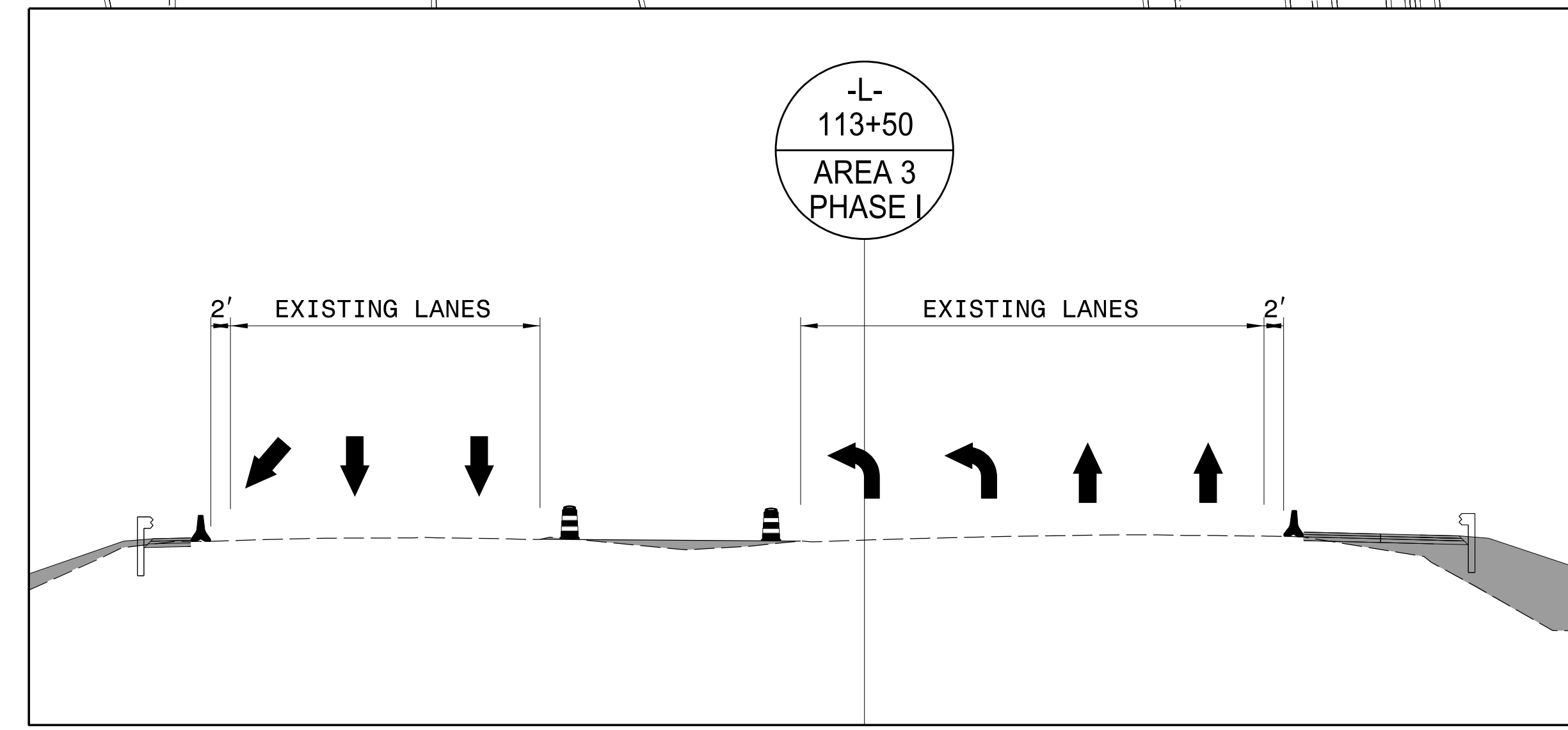


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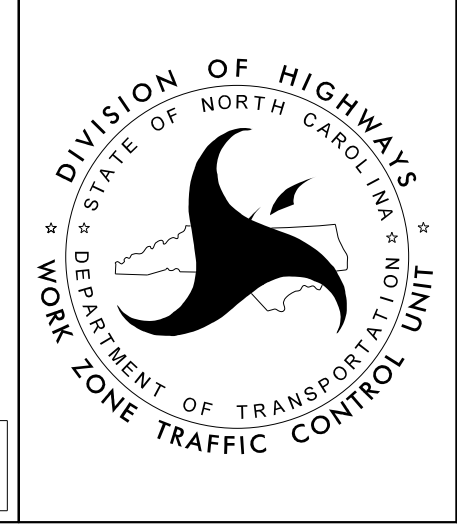


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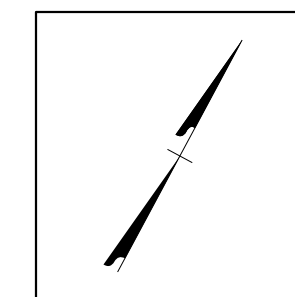
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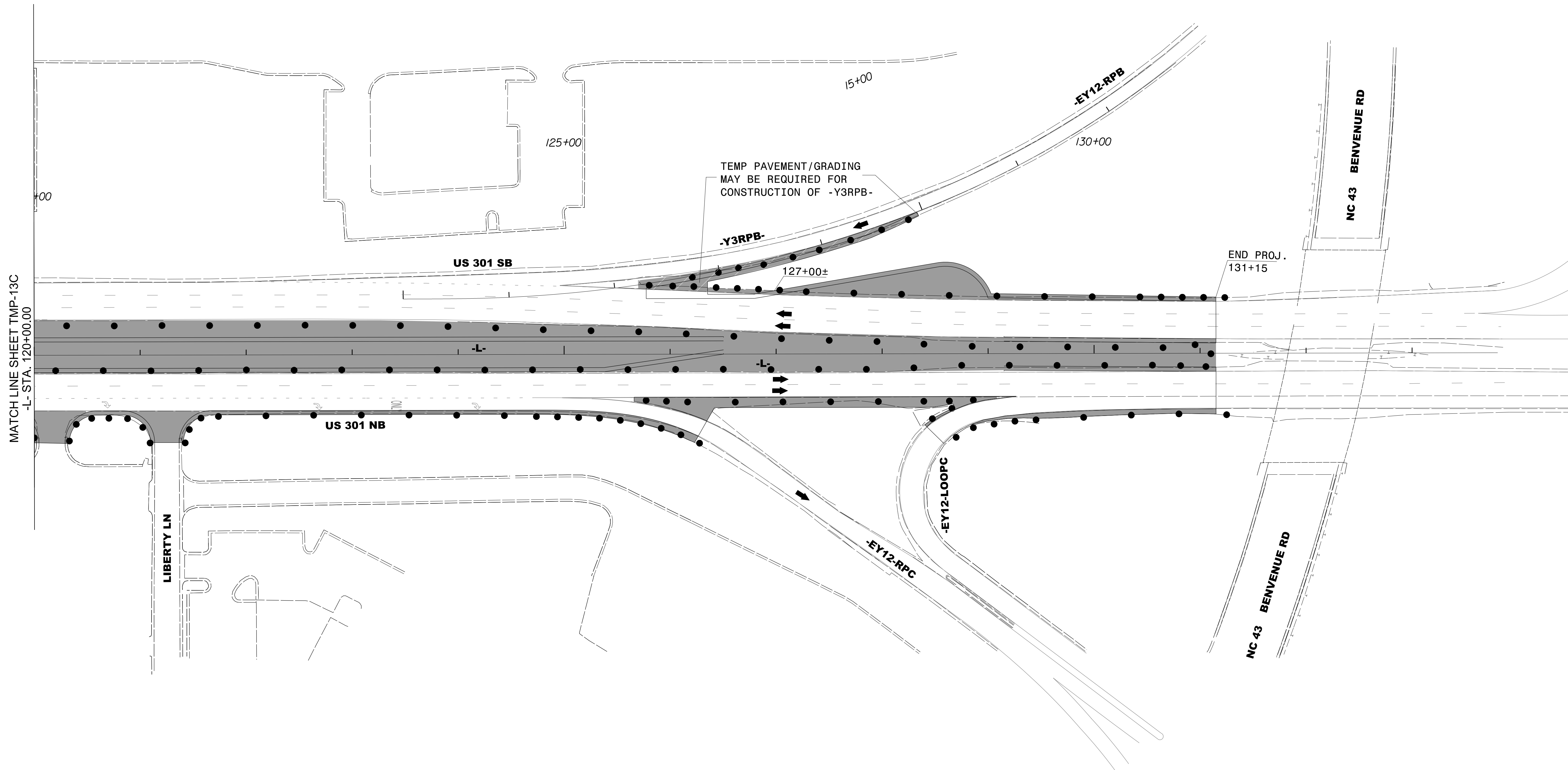
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**AREA 3
PHASE I**



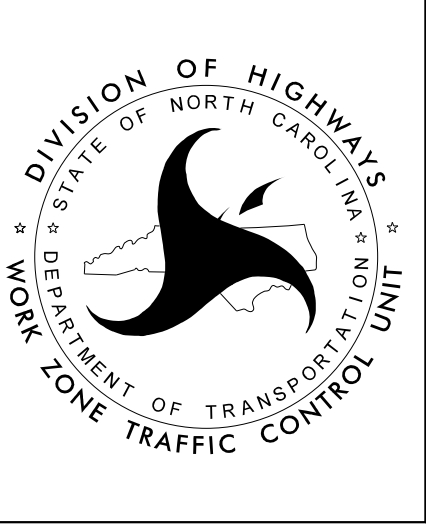
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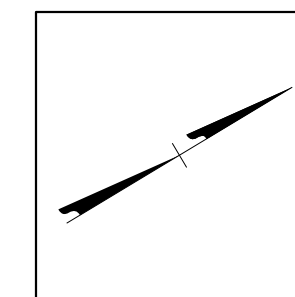
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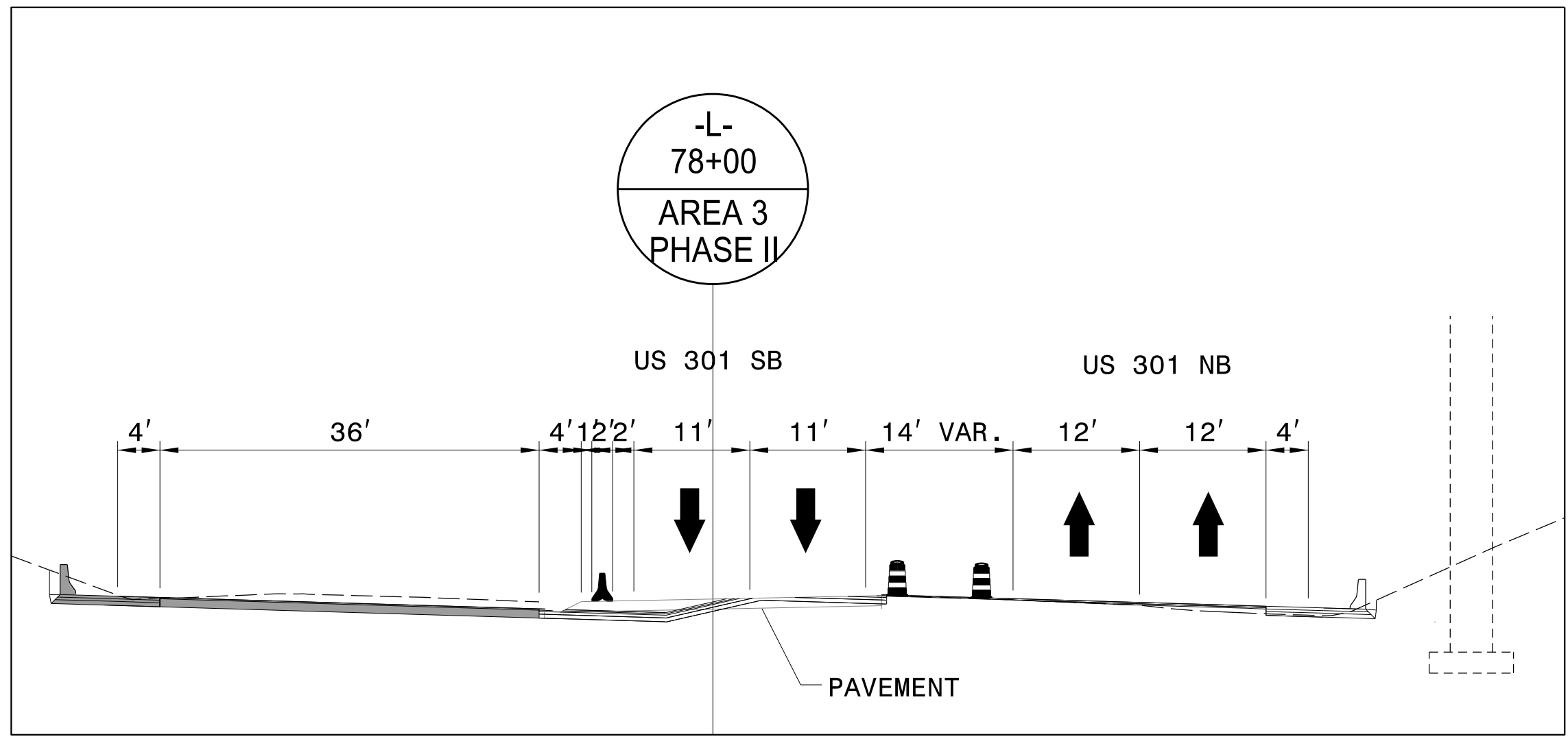
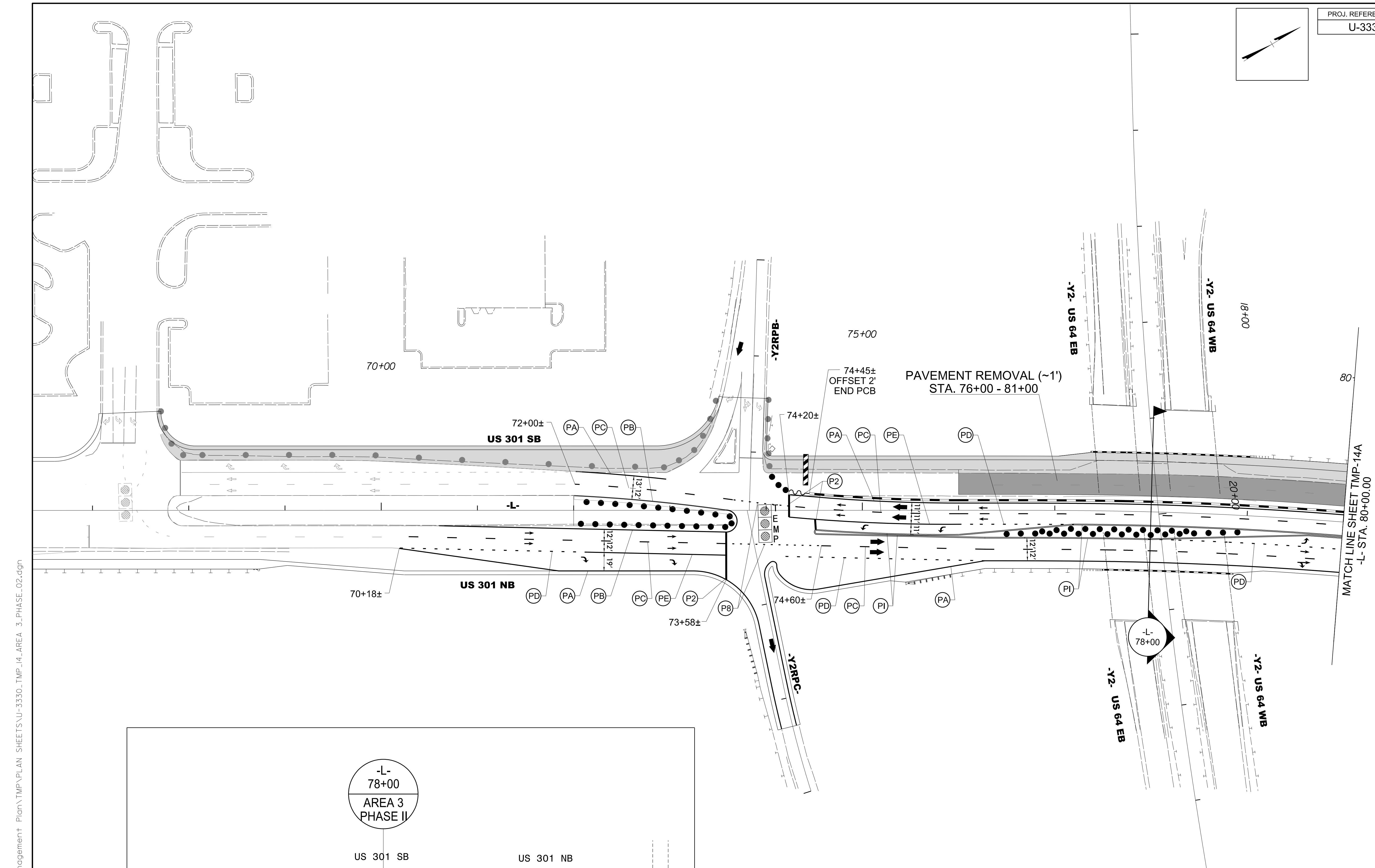
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**AREA 3
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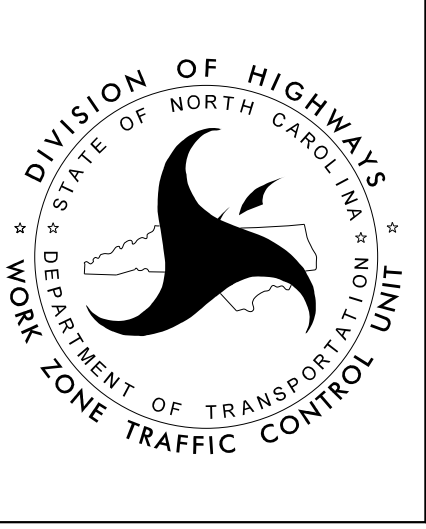


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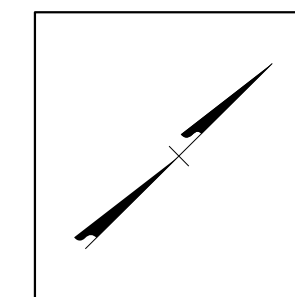
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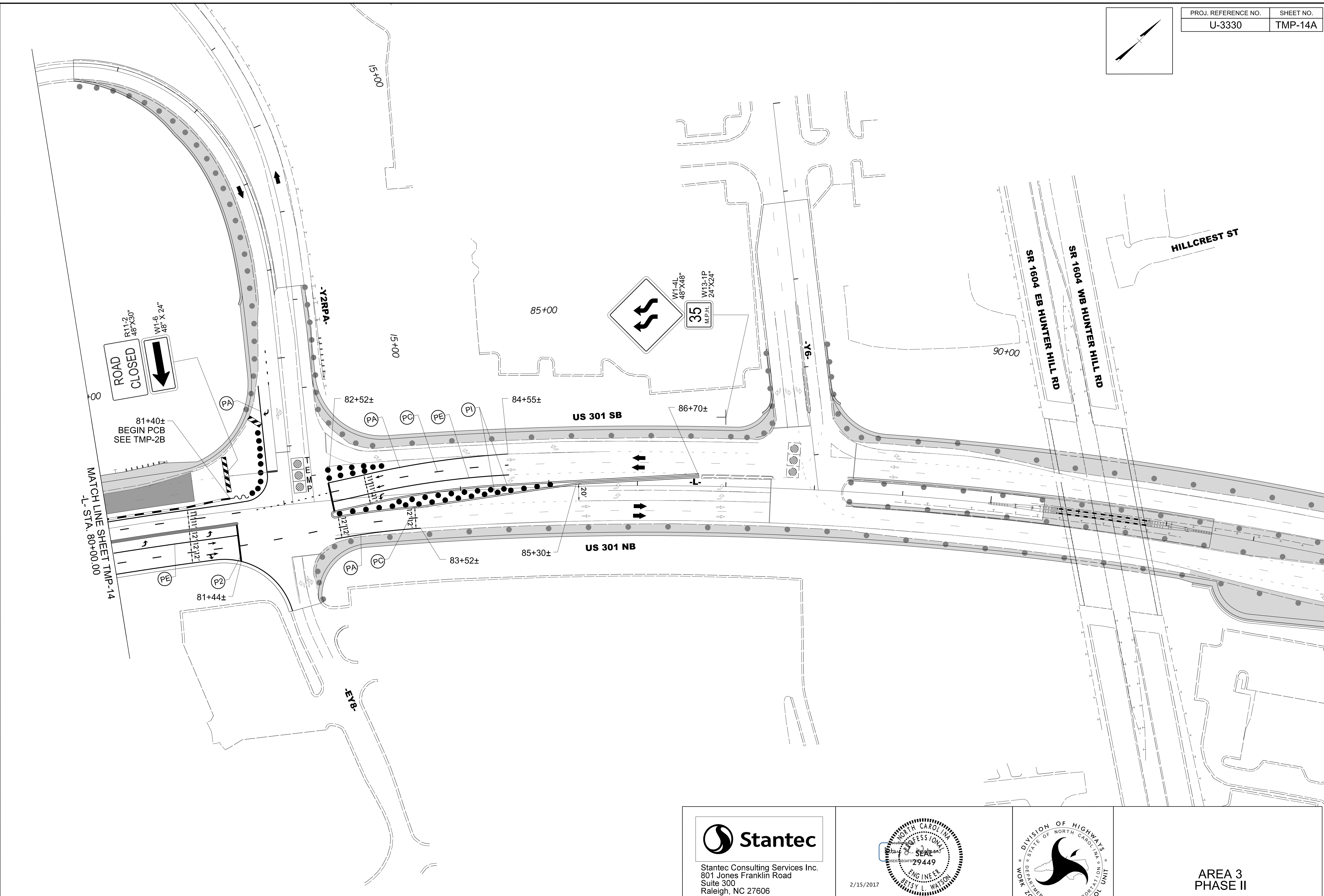
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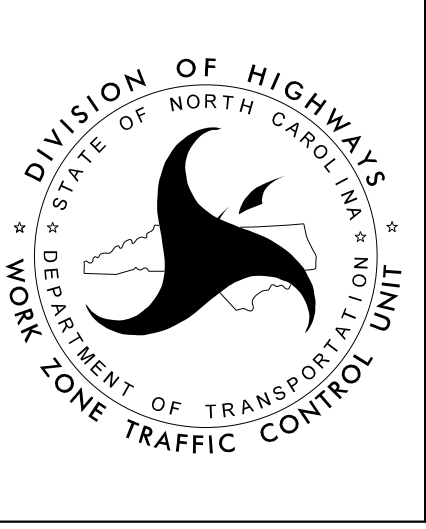
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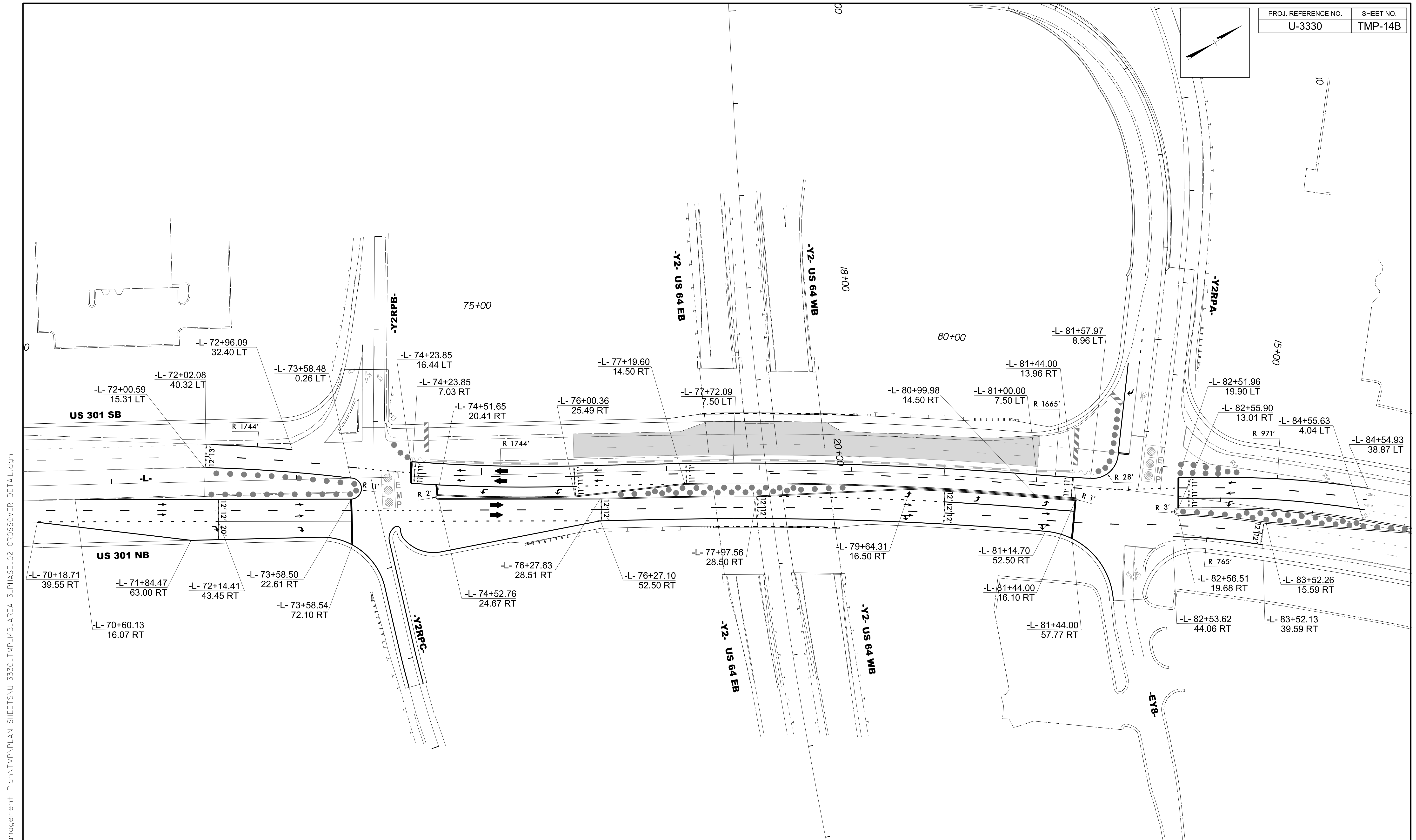
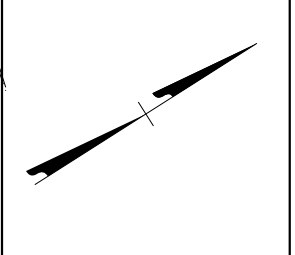
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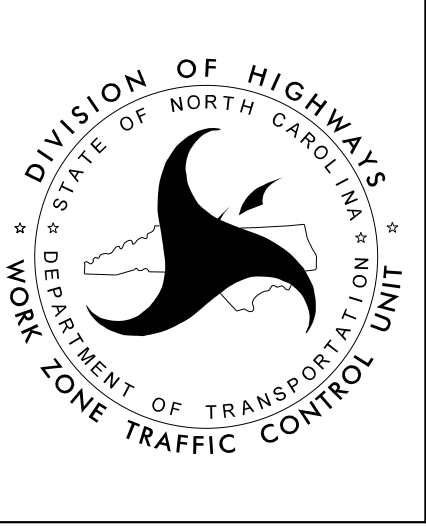
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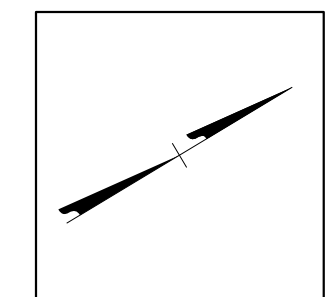
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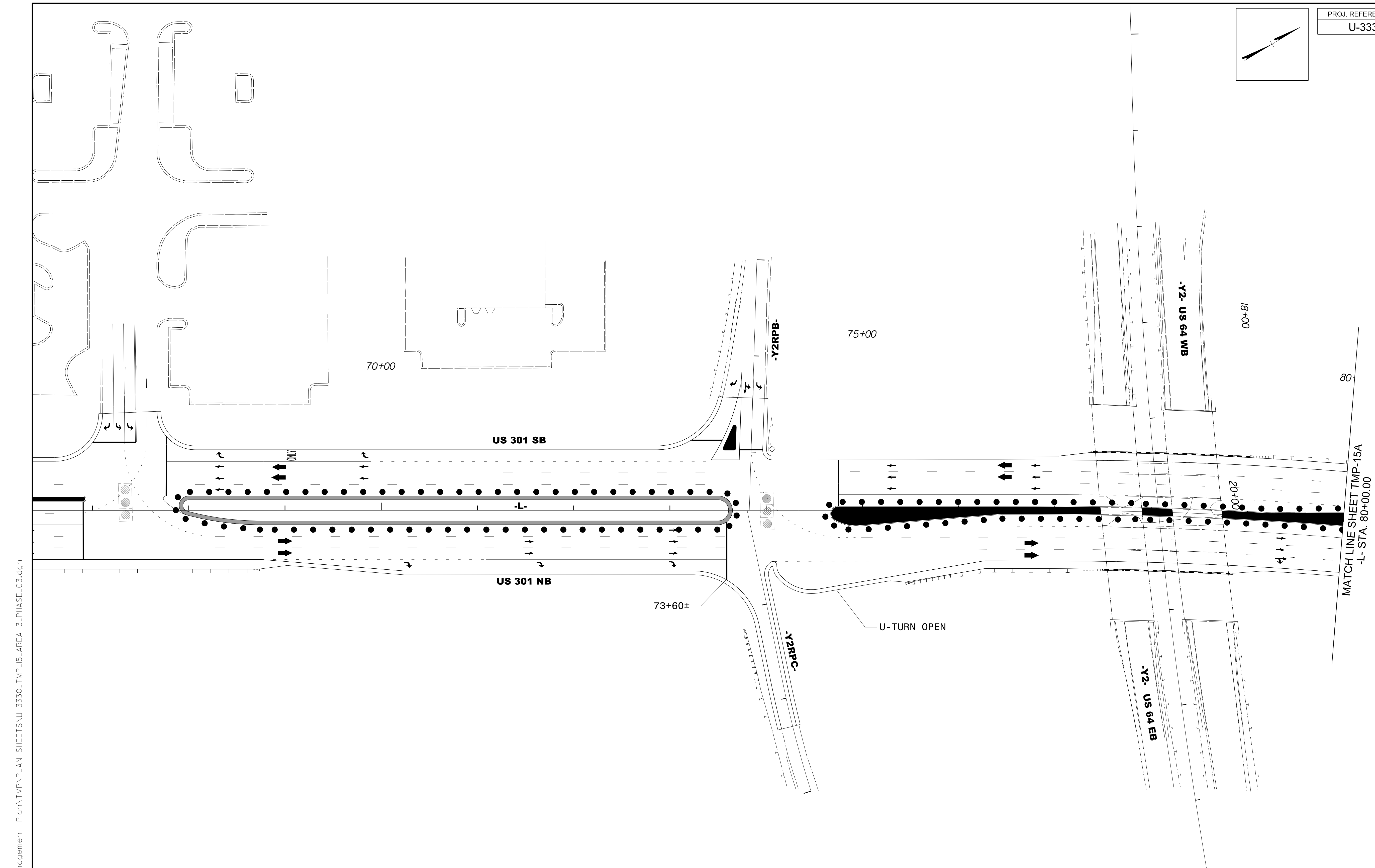

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**AREA 3
 PHASE II
 CROSSOVER DETAIL**



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U-3330	TMP-15

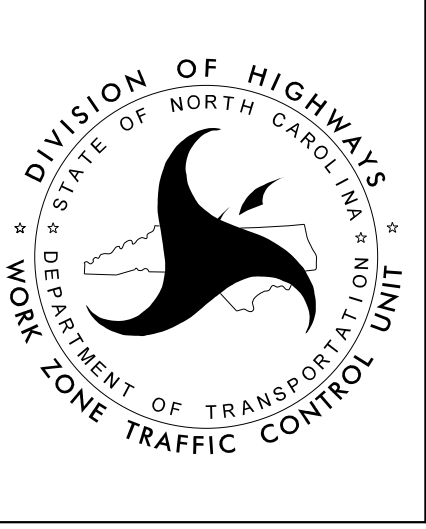


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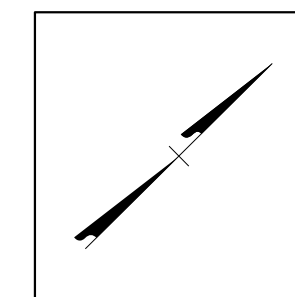
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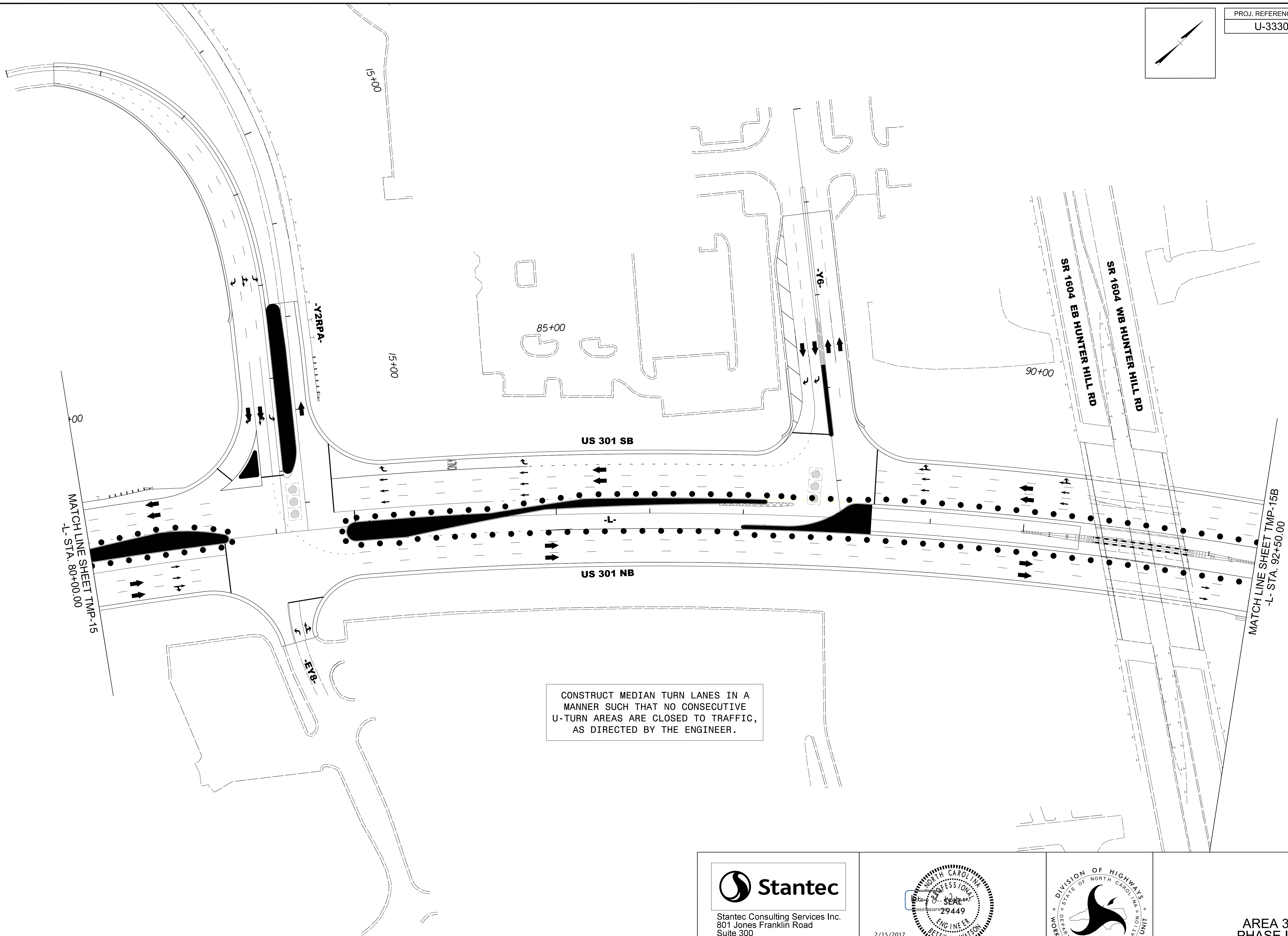
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**AREA 3
PHASE III**



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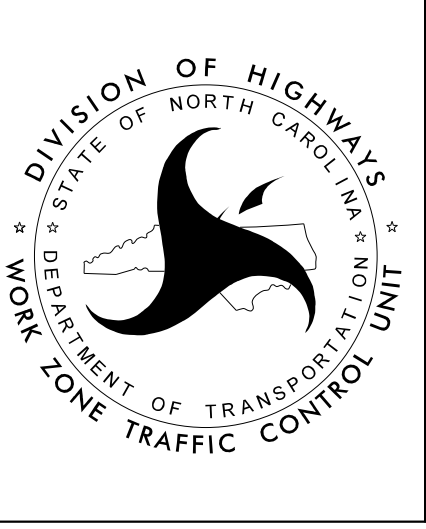
CONSTRUCT MEDIAN TURN LANES IN A MANNER SUCH THAT NO CONSECUTIVE U-TURN AREAS ARE CLOSED TO TRAFFIC, AS DIRECTED BY THE ENGINEER.

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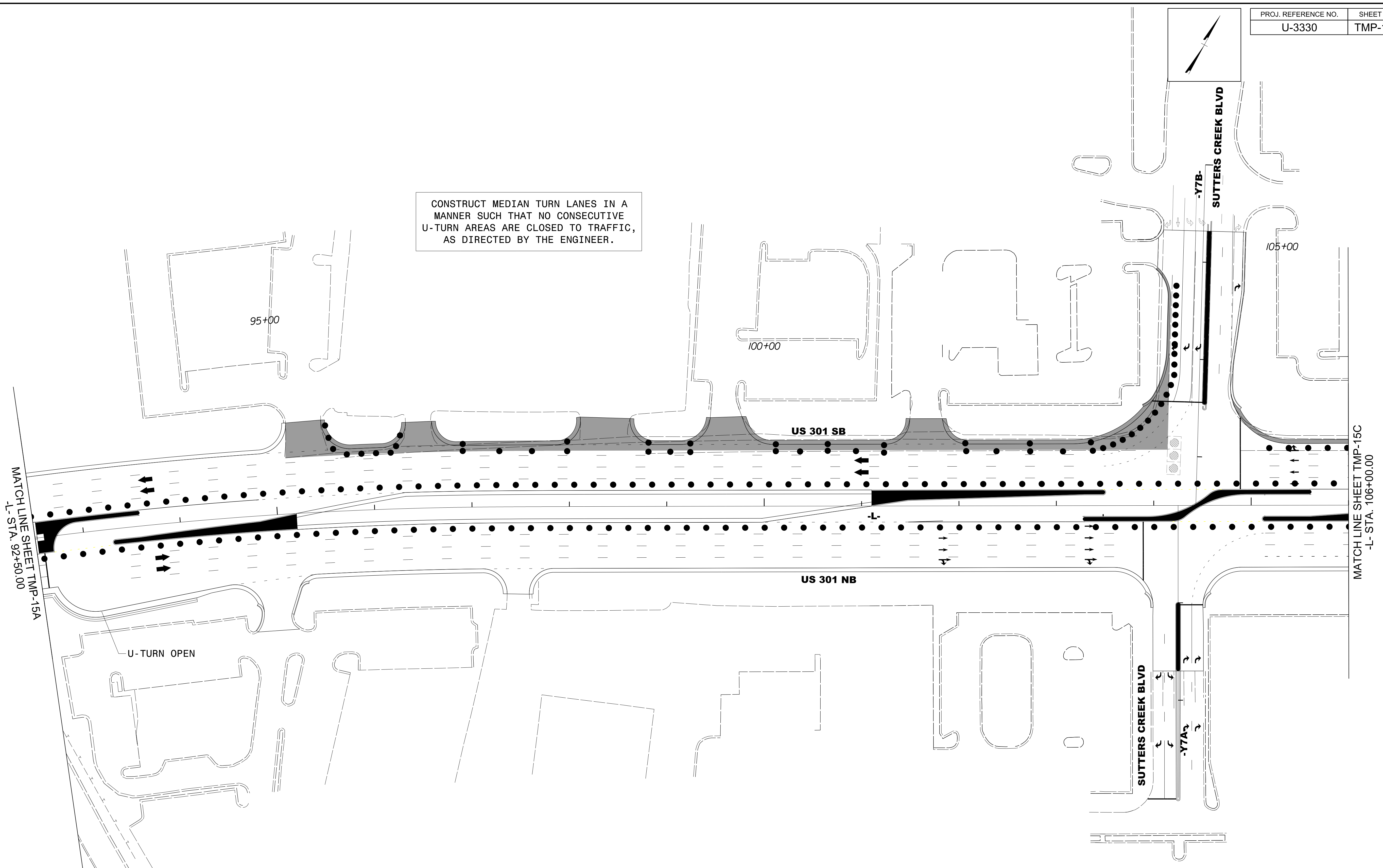
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**AREA 3
 PHASE III**

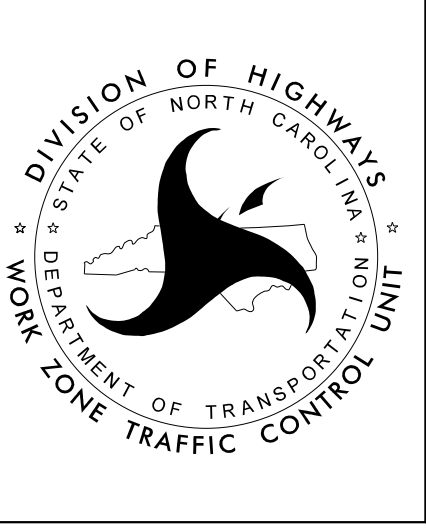


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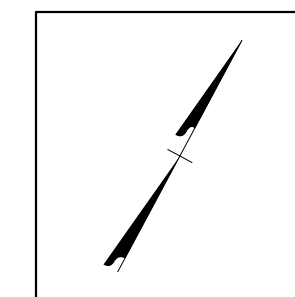
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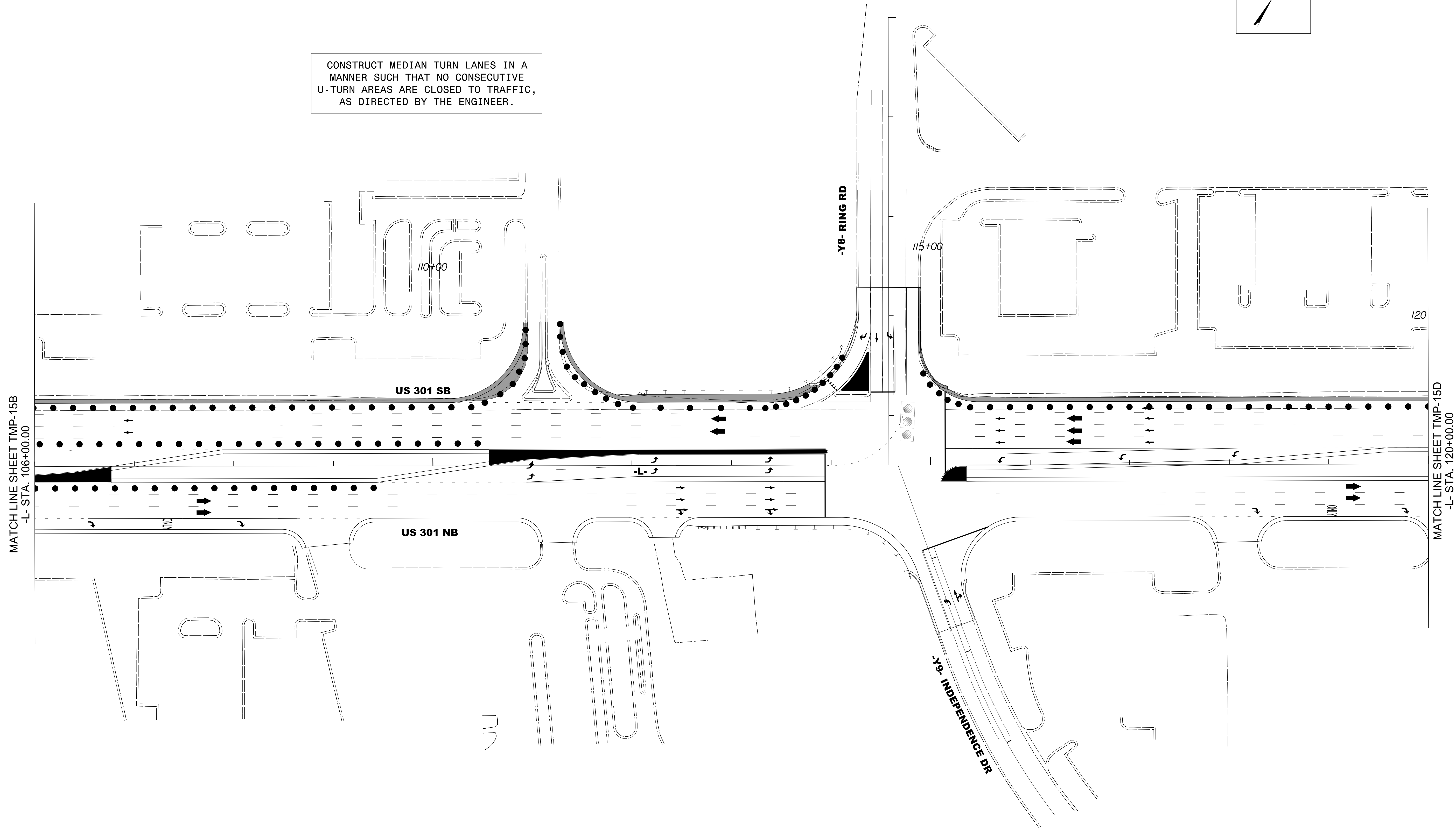


AREA 3
PHASE III



PROJ. REFERENCE NO.	SHEET NO.
U-3330	TMP-15C

CONSTRUCT MEDIAN TURN LANES IN A MANNER SUCH THAT NO CONSECUTIVE U-TURN AREAS ARE CLOSED TO TRAFFIC, AS DIRECTED BY THE ENGINEER.

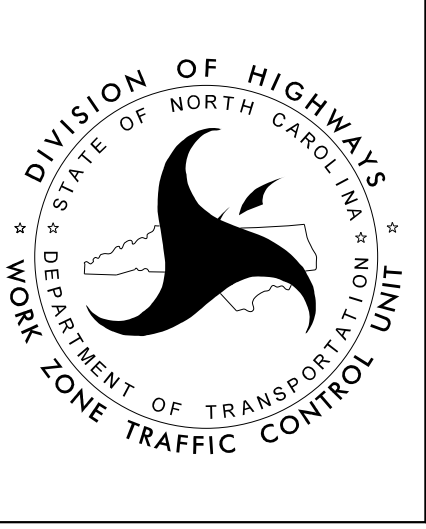


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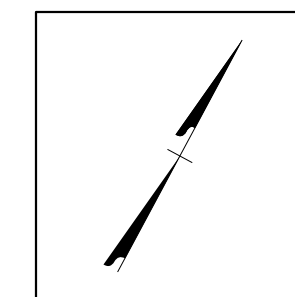
Stantec
 Stantec Consulting Services Inc.
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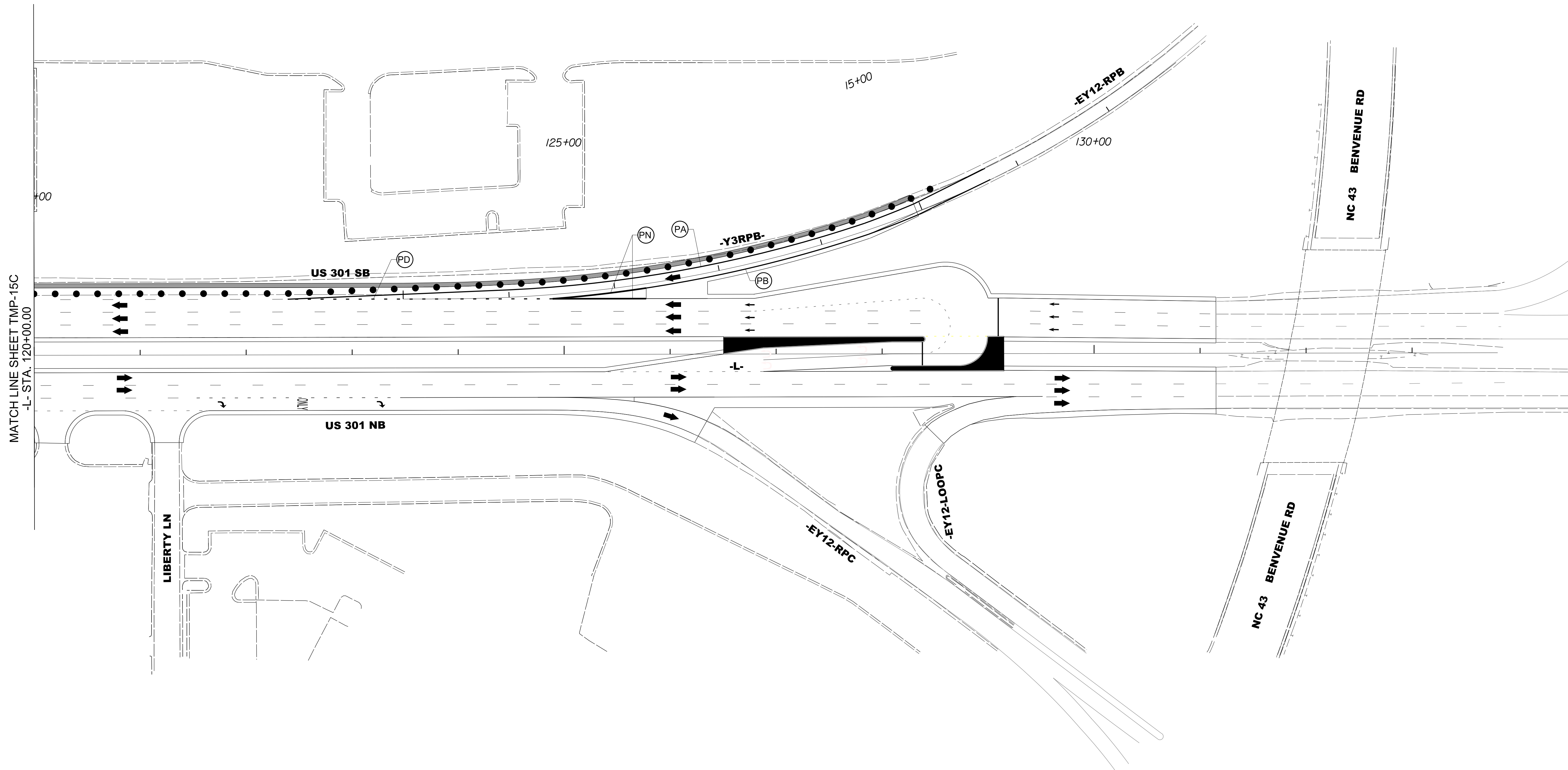
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**AREA 3
 PHASE III**



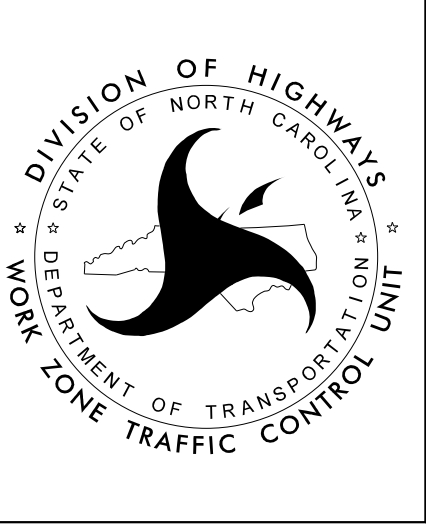
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U-3330	TMP-15D



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**AREA 3
 PHASE III**