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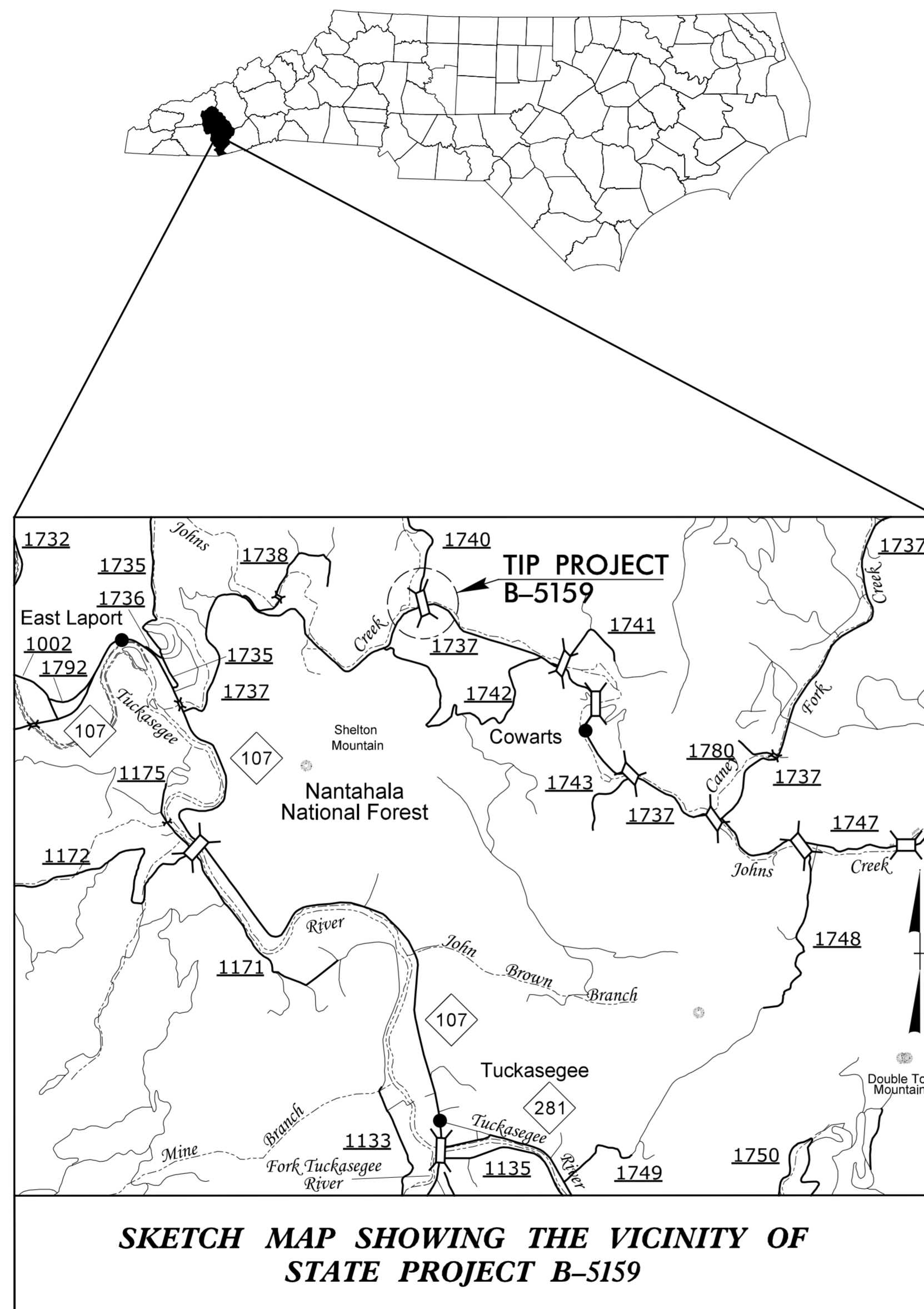
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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

JACKSON COUNTY



LOCATION: BRIDGE NO. 101 ON SR 1740 OVER CANEY FORK
TYPE OF WORK: GRADING, DRAINAGE, PAVING & STRUCTURE

INDEX OF SHEETS

SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND & TEMPORARY PAVEMENT MARKING SCHEDULE
TMP-2	TRANSPORTATION OPERATION PLAN (GENERAL NOTES & MANAGEMENT STRATEGIES)
TMP-3	PHASING
TMP-4 & TMP-5	PHASE I DETAILS
TMP-6 & TMP-7	PHASE II DETAILS
TMP-8	PHASE III DETAIL

SHEET NO.
TMP-1

B-5159

TIP PROJECT:

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APPROVED: Michael T. Rzepka
DATE: 3/18/2017

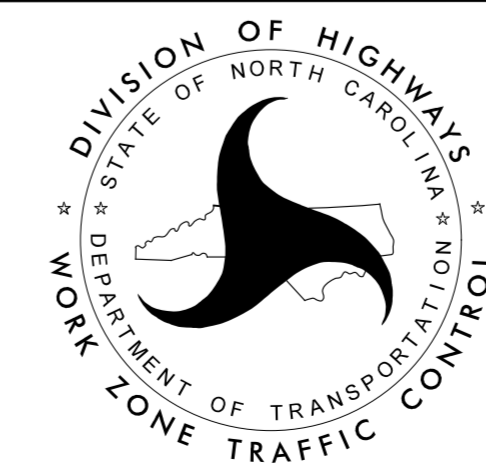


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SEAL



<p>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) 814-5000 FAX: (919) 771-2745</p>	
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ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" - PROJECT SERVICES UNIT - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2012 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
1101.01	WORK ZONE ADVANCE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1130.01	DRUM
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	WORK VEHICLE LIGHTING SYSTEMS AND TMA DELINEATION
1170.01	POSITIVE PROTECTION
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION

LEGEND

GENERAL

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

SIGNALS

- EXISTING
- PROPOSED
- PORTABLE

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

TRAFFIC CONTROL DEVICES

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

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

PAVEMENT MARKERS

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

PAVEMENT MARKING SYMBOLS

- PAVEMENT MARKING SYMBOLS

TEMPORARY PAVEMENT MARKING

SYMBOL	DESCRIPTION
<u>PAINT (4")</u>	
P8	2 FT. -6FT. /SP WHITE MINISKIP
PA	WHITE EDGELINE
PI	DOUBLE YELLOW CENTERLINE
<u>PAINT (24")</u>	
P2	WHITE STOP BAR
<u>COLD APPLIED PLASTIC (24")</u>	
C2	WHITE STOP BAR (TYPE 4 REMOVABLE TAPE)
<u>TEMPORARY RAISED MARKERS</u>	
MH	YELLOW & YELLOW

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APPROVED: *Michael T. Rzepka* DATE: 3/18/2017

ROADWAY STANDARD
DRAWINGS, LEGEND &
TEMPORARY PAVEMENT
MARKING SCHEDULE

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.

- A) 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

- B) 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.
- C) 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.
- D) 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.
- E) 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.
- F) 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.
- G) DO NOT INSTALL MORE THAN ONE LANE CLOSURE IN ANY ONE DIRECTION ON MOSES CREEK ROAD AND CANEY FORK ROAD.

PAVEMENT EDGE DROP OFF REQUIREMENTS

- H) BACKFILL AT A 6:1 SLOPE UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN AREAS ADJACENT TO AN OPENED TRAVEL LANE THAT HAS AN EDGE OF PAVEMENT DROP-OFF AS FOLLOWS:

BACKFILL DROP-OFFS THAT EXCEED 2 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS OF 45 MPH OR GREATER.

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

BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.
- I) DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 350 FT. IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- K) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 40 FT FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- L) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

TRAFFIC BARRIER

- M) 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.

- N) 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

- O) WHEN LANE CLOSURES ARE NOT IN EFFECT SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER IN FEET THAN TWICE THE POSTED SPEED LIMIT (MPH) EXCEPT, 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTIONS 1130 (DRUMS), 1135 (CONES) AND 1180 (SKINNY DRUMS) FOR ADDITIONAL REQUIREMENTS.
- P) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
MOSES CREEK ROAD	PAINT	TEMPORARY RAISED
CANEY FORK ROAD	PAINT	TEMPORARY RAISED
- R) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX (6) MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS AS DIRECTED BY THE ENGINEER.
- S) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- T) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

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MANAGEMENT STRATEGIES

THE PROJECT CONSISTS OF REPLACING BRIDGE NO. 101 ON SR 1740 (MOSES CREEK ROAD). DURING CONSTRUCTION, SR 1740 TRAFFIC WILL REMAIN IN PLACE IN A TWO-LANE, TWO-WAY PATTERN ON EXISTING SR 1740.

WIDENING, TIE-IN CONSTRUCTION, TRAFFIC SHIFTS, AND PLACEMENT OF FINAL SURFACE COURSE AND PAVEMENT MARKINGS WILL BE PERFORMED USING FLAGGER OPERATIONS.

PORTABLE SIGNALS AND ONE-LANE, TWO-WAY PATTERN WILL BE UTILIZED ON SR 1737 (CANEY FORK ROAD) FOR REMOVAL AND REPLACEMENT OF EXISTING PAVEMENT.

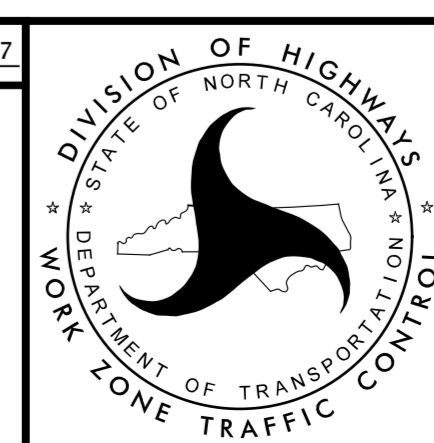
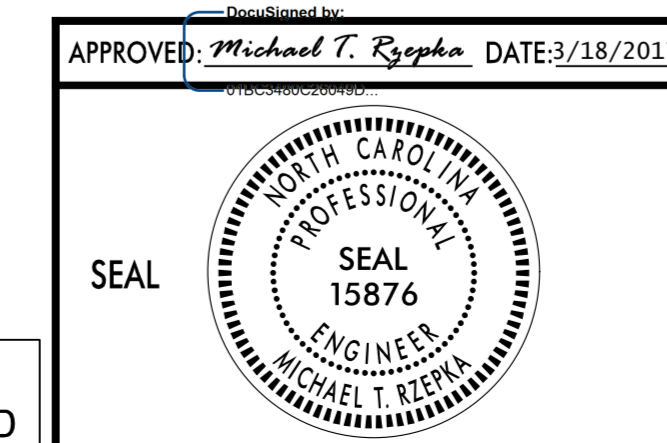
PORTABLE CONCRETE BARRIER WILL BE USED AT THE EXISTING INTERSECTION TO PROVIDE PROTECTION TO THE CONTRACTOR DURING BRIDGE CONSTRUCTION.

ACCESS FOR LOCAL TRAFFIC, INCLUDING DRIVEWAYS, MUST BE PROVIDED AT ALL TIMES WITHIN THE PROJECT LIMITS.

LOCAL NOTES

- 1) BACKFILL ANY PAVEMENT DROP OFF BY THE END OF EACH DAILY WORK PERIOD (SEE GENERAL NOTE 'H').
- 2) FOR REMOVAL AND REPLACEMENT OF EXISTING PAVEMENT BETWEEN -Y1- STA 18+70± AND STA 21+15±, TRAFFIC STOPPAGES MAY BE NECESSARY.

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TRANSPORTATION OPERATIONS PLAN

PHASING

NOTES: - 'RSD' REFERS TO NCDOT ROADWAY STANDARD DRAWINGS

- ASPHALT CONSTRUCTION IN PHASES I, II & III ARE UP TO, BUT NOT INCLUDING, THE FINAL LAYER OF SURFACE COURSE.

PHASE I

STEP 1

INSTALL WORK ZONE ADVANCE WARNING SIGNS ON MOSES CREEK ROAD AND CANEY FORK ROAD (SEE RSD 1101.01, SHEET 3 OF 3).

STEP 2

USING RSD 1101.02 (SHEET 1 OF 15), BEGIN CONSTRUCTION OF THE FOLLOWING (SEE SHEET TMP-4):

- L- STA 11+95± TO STA 14+44±
- L- STA 14+44± TO STA 16+90± (WIDENING UP TO EDGE AND ELEVATION OF EXISTING MOSES CREEK ROAD
- DR1-
- DR2- FROM PROPOSED -L- TO -DR2- STA 10+44±

USING 1101.02 (SHEET 1 OF 15), CONSTRUCT PROPOSED WIDENING OF EXISTING CANEY FORK ROAD UP TO PROPOSED SUBGRADE ONLY FROM -Y1- STA 11+75± TO STA 21+15± (SEE SHEET TMP-4)(SEE LOCAL NOTE 1).

NOTE: COMPLETE CONSTRUCTION OF PHASE I, STEP 3 WITH TRAFFIC IN A ONE-LANE/TWO-WAY PATTERN CONTROLLED BY FLAGGING OR PORTABLE SIGNALS.

STEP 3

USING RSD 1101.02 (SHEET 1 OF 15) AND FLAGGING, INSTALL PORTABLE SIGNALS AND SIGNS, CHANNELIZATION, AND STOP BARS. COVER EXISTING STOP SIGN. PLACE TRAFFIC IN A ONE-LANE/TWO-WAY PATTERN IN THE WESTBOUND LANE AND ACTIVATE PORTABLE SIGNALS (SEE SHEET TMP-5).

BEHIND DRUMS OR USING FLAGGING, PERFORM THE FOLLOWING (SEE SHEET TMP-5):

- REMOVE AND REPLACE PORTION OF EXISTING PAVEMENT WIDTH AS SHOWN ON SHEET TMP-5 AND THE ROADWAY PLANS (SEE LOCAL NOTE 2).
- PAVE PHASE I, STEP 2 PREPARED SUBGRADE UP TO EDGE AND ELEVATION OF EXISTING CANEY FORK ROAD FROM -Y1- STA 11+75± TO STA 21+15±.

USING RSD 1101.02 (SHEET 1 OF 15) AND FLAGGING, REMOVE STOP BARS, SIGNALS AND COVER SIGNS ON CANEY FORK ROAD. PLACE SIGNAL AT MOSES CREEK ROAD INTERSECTION TO FLASH MODE "ALL RED". RETURN TRAFFIC TO EXISTING TWO-LANE/TWO-WAY PATTERN ON CANEY FORK ROAD UPON COMPLETION OF PHASE I, STEP 3 CONSTRUCTION.

STEP 4

USING 1101.02 (SHEET 1 OF 15), PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AND SHIFT TRAFFIC TO TEMPORARY PATTERN ON -Y1- SHOWN ON SHEET TMP-6.

PHASE II

NOTE: PHASE II, STEP 1 & STEP 2 MAY BE COMPLETED IN ANY ORDER OR SIMULTANEOUSLY. WHEN REMOVING AND REPLACING EXISTING PAVEMENT, COORDINATE CONSTRUCTION TO ALLOW SPACE FOR PLACEMENT OF THE PORTABLE SIGNAL AND SIGNAGE FOR TRAFFIC CONTROL ON EXISTING MOSES CREEK ROAD AT CANEY FORK ROAD.

STEP 1

AWAY FROM TRAFFIC AND USING 1101.02 (SHEET 1 OF 15), INSTALL PORTABLE CONCRETE BARRIER (PCB). CONSTRUCT PROPOSED -L- FROM -Y1- TO -L- STA 11+95± (INCLUDING PROPOSED STRUCTURE) AND TIE TO EXISTING CANEY FORK ROAD (SEE SHEET TMP-6).

COMPLETE CONSTRUCTION OF THE FOLLOWING BEGUN IN PHASE I:

- L- STA 11+95± TO STA 14+44±
- L- STA 14+44± TO STA 16+90± (WIDENING UP TO EDGE AND ELEVATION OF EXISTING MOSES CREEK ROAD
- DR1-
- DR2- FROM PROPOSED -L- TO -DR2- STA 10+44±

STEP 2

USING RSD 1101.02 (SHEET 1 OF 15) AND FLAGGING, INSTALL PORTABLE SIGNALS AND SIGNS, CHANNELIZATION, AND STOP BARS ON CANEY FORK ROAD. PLACE TRAFFIC IN A ONE-LANE/TWO-WAY PATTERN IN THE EASTBOUND LANE AND ACTIVATE ALL PORTABLE SIGNALS (SEE SHEET TMP-7).

BEHIND DRUMS OR USING FLAGGING, PERFORM THE FOLLOWING (SEE SHEET TMP-7):

- REMOVE PCB
- REMOVE AND REPLACE REMAINING PORTION OF EXISTING PAVEMENT WIDTH AS SHOWN ON SHEET TMP-7 AND THE ROADWAY PLANS (SEE LOCAL NOTE 2).

USING RSD 1101.02 (SHEET 1 OF 15) AND FLAGGING, REMOVE STOP BARS, SIGNALS AND SIGNS ON CANEY FORK ROAD. PLACE SIGNAL AT MOSES CREEK ROAD INTERSECTION TO FLASH MODE "ALL RED". RETURN TRAFFIC TO EXISTING TWO-LANE/TWO-WAY PATTERN ON CANEY FORK ROAD UPON COMPLETION OF PHASE II, STEP 2 CONSTRUCTION.

PHASE III

STEP 1

USING 1101.02 (SHEET 1 OF 15), PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AND SHIFT TRAFFIC TO -L- WITH A TEMPORARY TIE TO -Y1-. CLOSE EXISTING MOSES CREEK ROAD BETWEEN CANEY FORK ROAD AND -L- STA 16+90±. REMOVE PORTABLE SIGNAL AT MOSES CREEK ROAD AND RELATED SIGNS (SEE SHEET TMP-8).

STEP 2

AWAY FROM TRAFFIC AND USING 1101.02 (SHEET 1 OF 15), PERFORM THE FOLLOWING (SEE SHEET TMP-8):

- CONSTRUCT LEFT SIDE OF -Y1- FROM STA 11+75± TO STA 21+15±, INCLUDING ANY PERMANENT PAVEMENT REMOVAL, FINAL SHOULDER WORK AND GUARDRAIL
- WEDGE -Y1- ALIGNMENT UP TO, BUT NOT INCLUDING, THE FINAL LAYER OF SURFACE COURSE
- REMOVE EXISTING BRIDGE AND EXISTING MOSES CREEK ROAD
- COMPLETE TIE WORK ON -DR2- AT STA 10+44±

PHASE IV

STEP 1



USING 1101.02 (SHEET 1 OF 15), PAVE FINAL LAYER OF SURFACE COURSE ON -L-, -Y1-, -DR1- AND -DR2-, AND PLACE FINAL PAVEMENT MARKINGS AND MARKERS (SEE FINAL PAVEMENT MARKING PLANS).

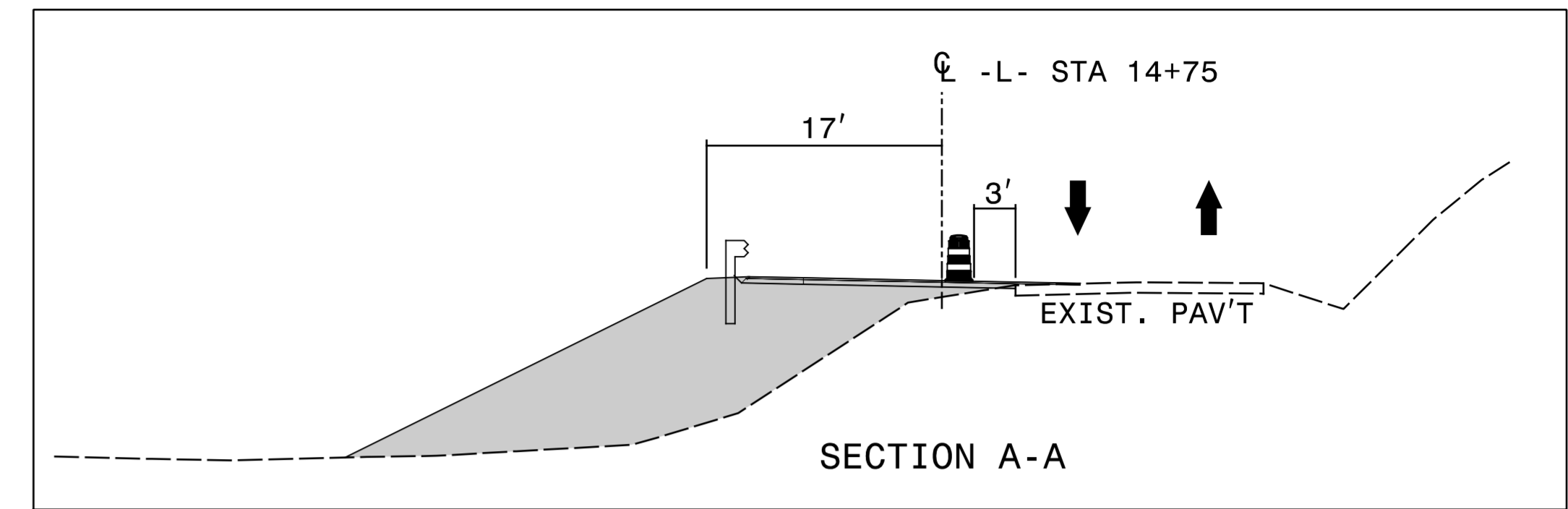
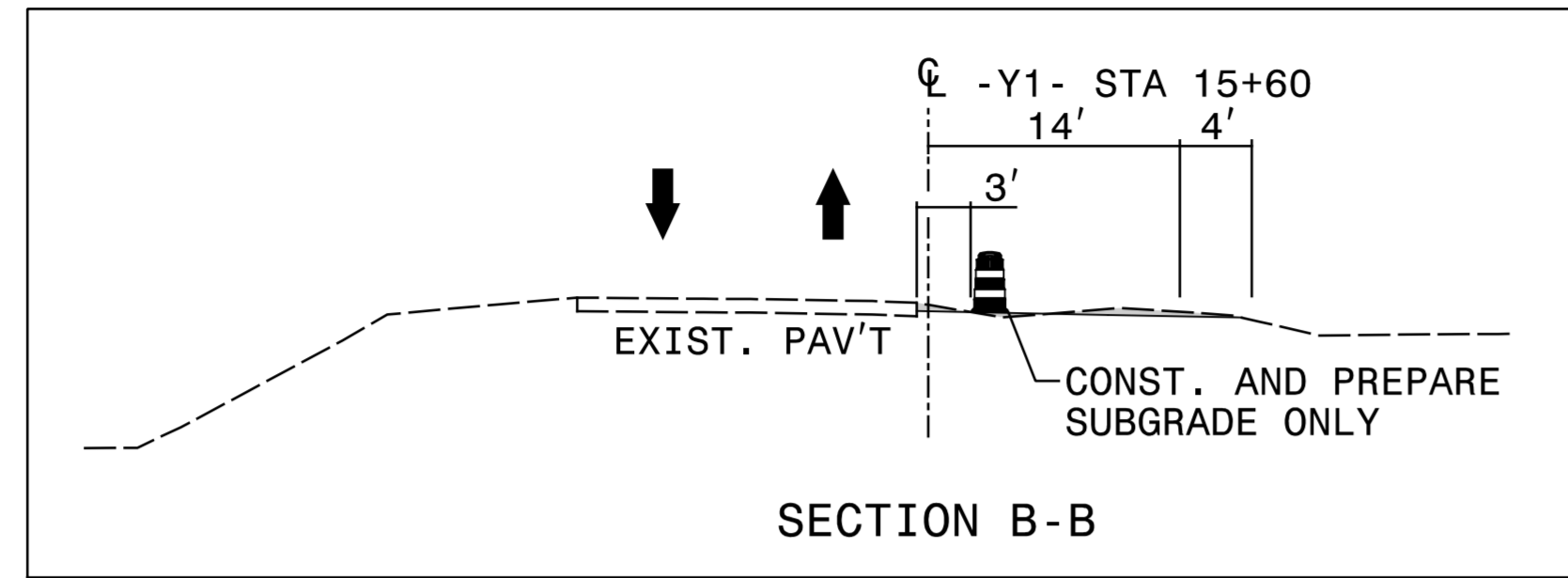
STEP 2

SHIFT TRAFFIC TO FINAL PATTERN ON -L- AND -Y1- AND REMOVE REMAINING TRAFFIC CONTROL DEVICES.

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-Y1- STA 11+75±
BEGIN CONSTRUCTION

-Y1- STA 21+15±
END CONSTRUCTION

15+00

20+00

CANEY FORK ROAD
(SR 1737)

MOSES CREEK

15+00

-L- STA 14+44±

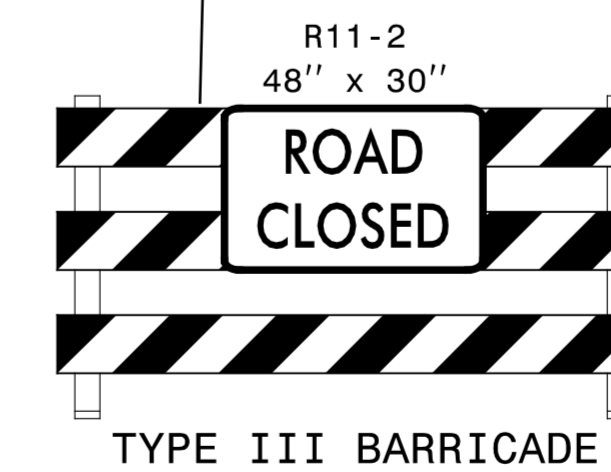
MOSES CREEK ROAD
(SR 1740)

-L- STA 16+90±
END CONSTRUCTION

-DR1- STA 10+25±

-L- STA 11+95±

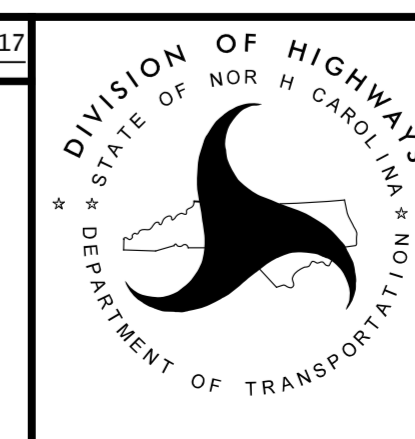
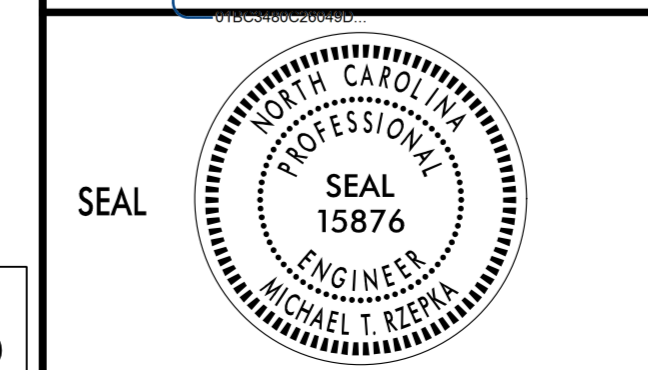
-DR2- STA 10+44±



NOTE: DRIVEWAY ACCESSES MUST BE MAINTAINED AT ALL TIMES.

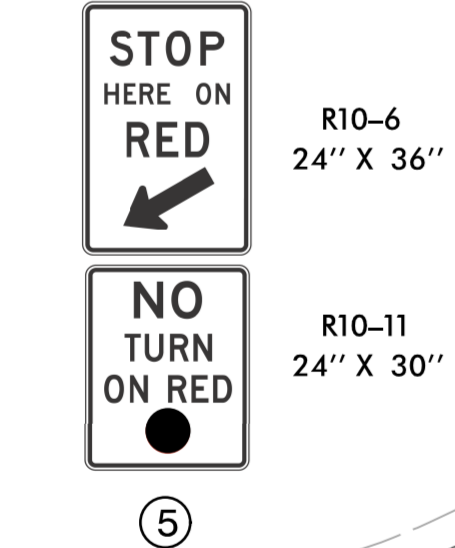
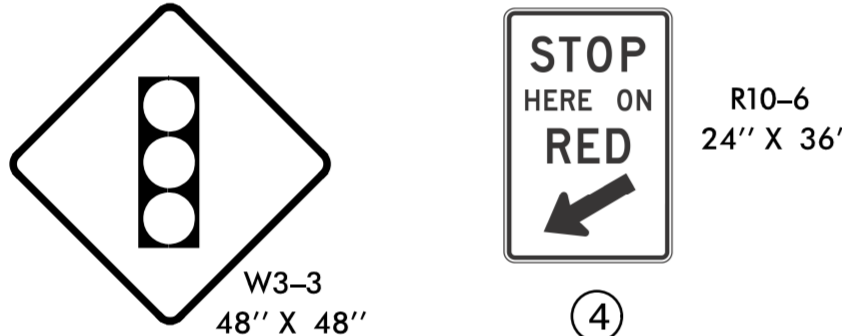
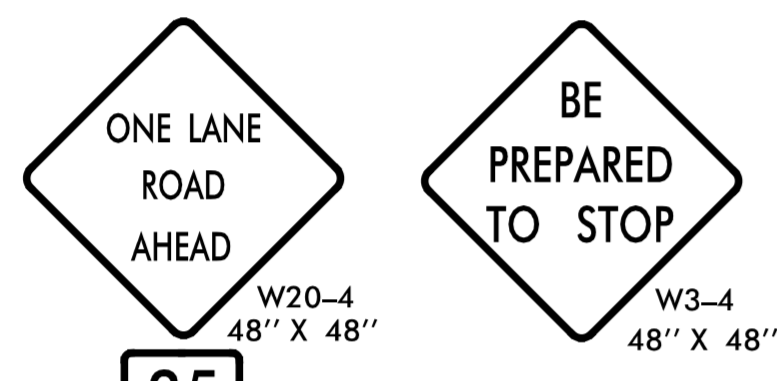
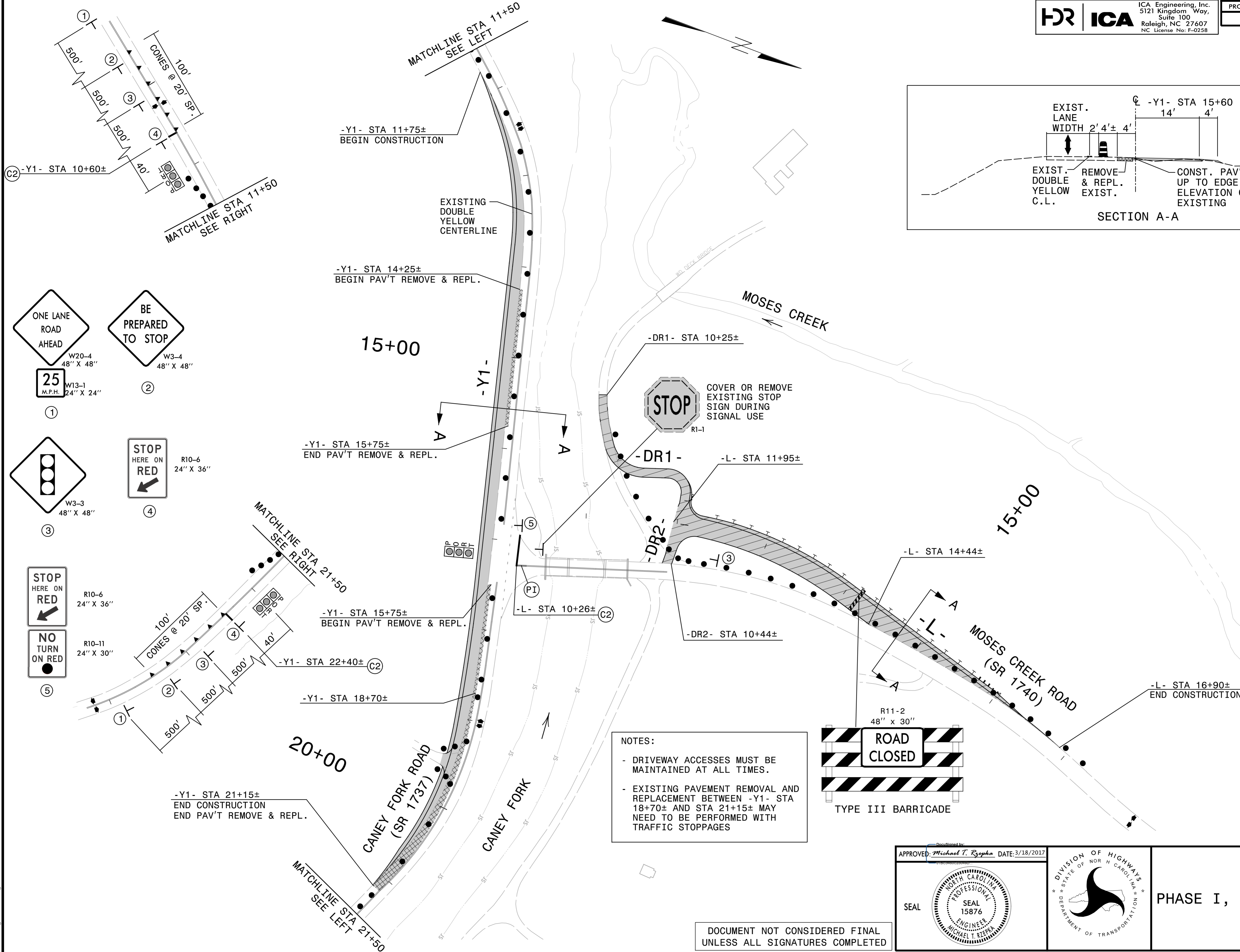
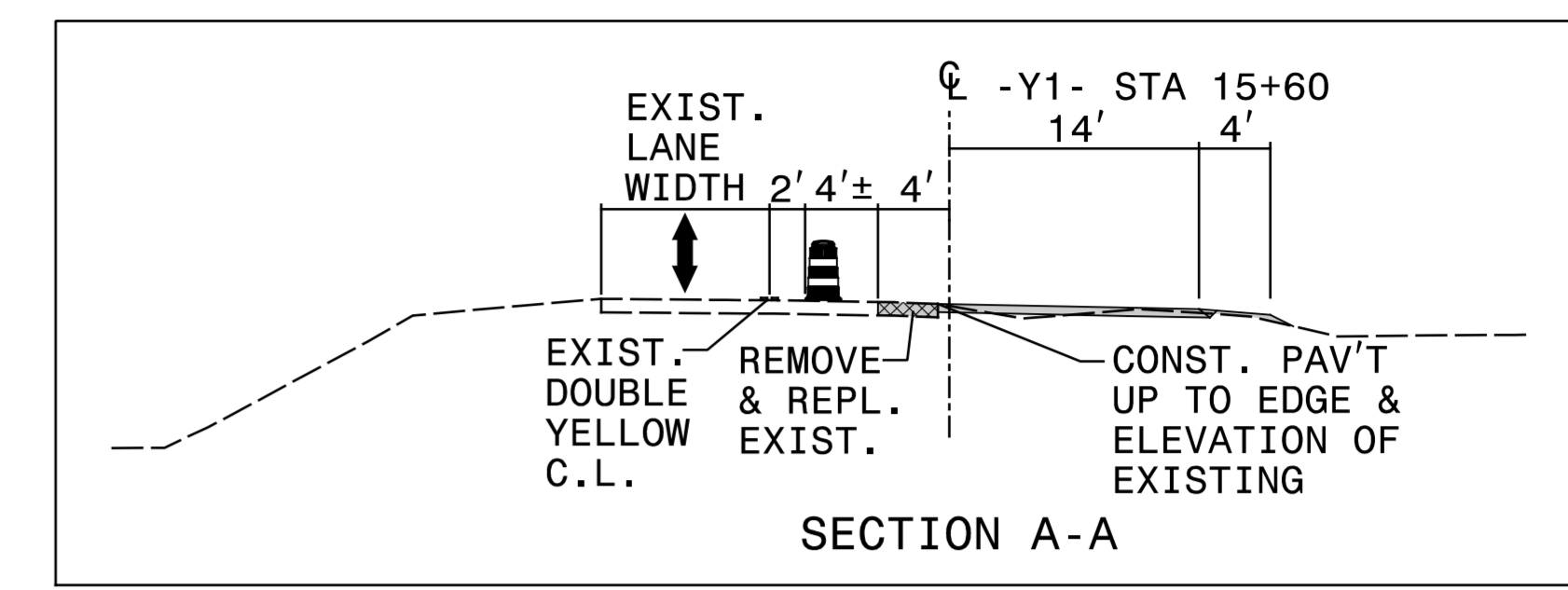
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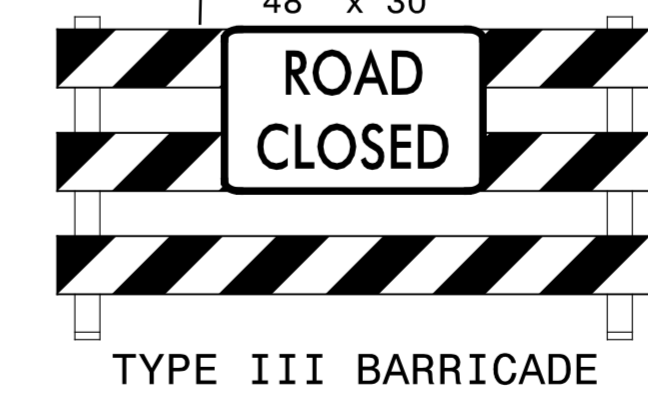
PHASE I, STEP 2 DETAIL

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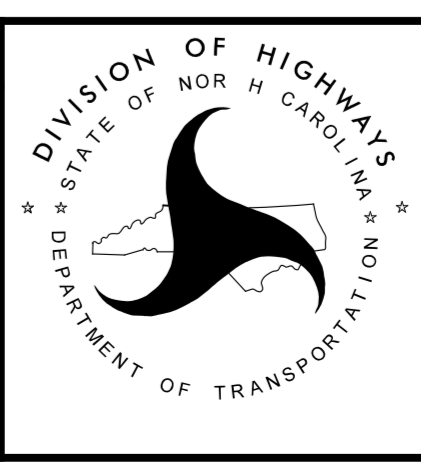
NOTES:

- DRIVEWAY ACCESSES MUST BE MAINTAINED AT ALL TIMES.
- EXISTING PAVEMENT REMOVAL AND REPLACEMENT BETWEEN -Y1- STA 18+70± AND STA 21+15± MAY NEED TO BE PERFORMED WITH TRAFFIC STOPPAGES



APPROVED: *Michael T. Rzepka* DATE: 3/18/2017

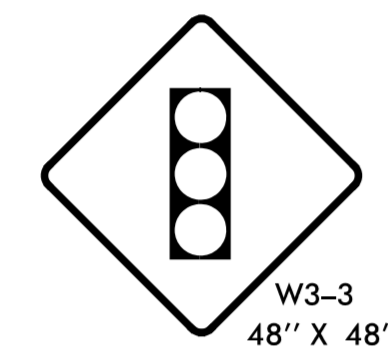
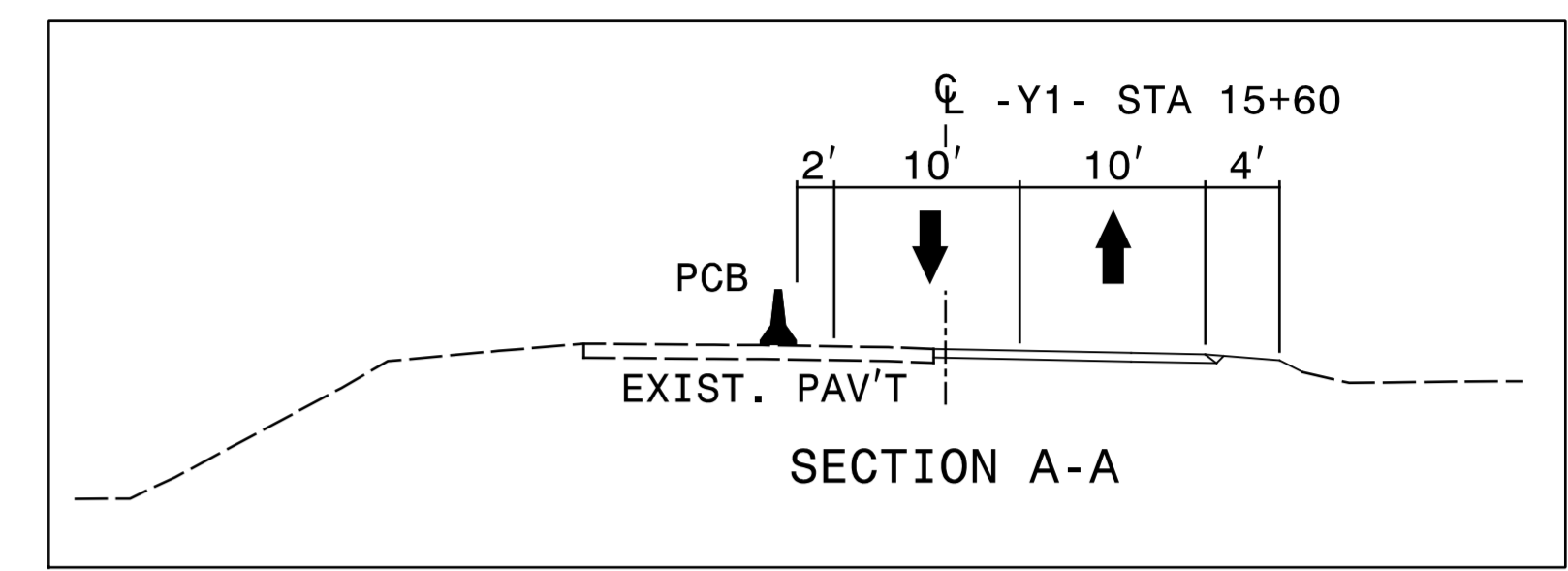
SEAL



PHASE I, STEP 3 DETAIL

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①
SIGN FROM PHASE I
TO REMAIN

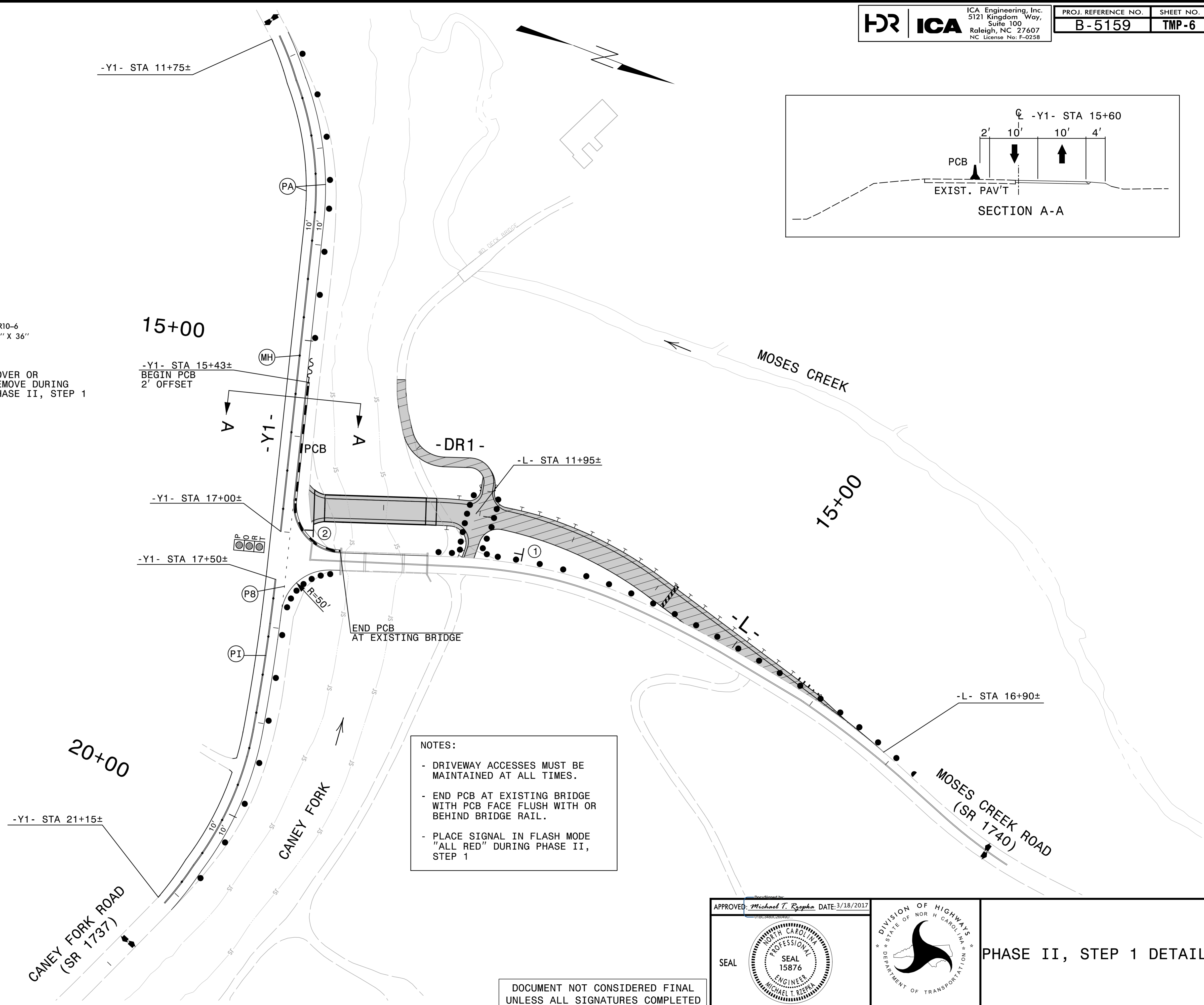


R10-6
24" X 36"



COVER OR
REMOVE DURING
PHASE II, STEP 1

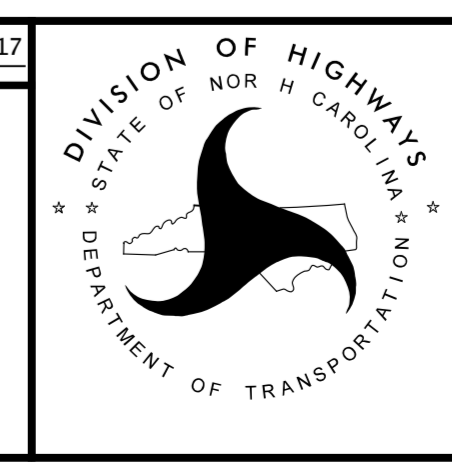
②



- NOTES:
- DRIVEWAY ACCESSES MUST BE MAINTAINED AT ALL TIMES.
 - END PCB AT EXISTING BRIDGE WITH PCB FACE FLUSH WITH OR BEHIND BRIDGE RAIL.
 - PLACE SIGNAL IN FLASH MODE "ALL RED" DURING PHASE II, STEP 1

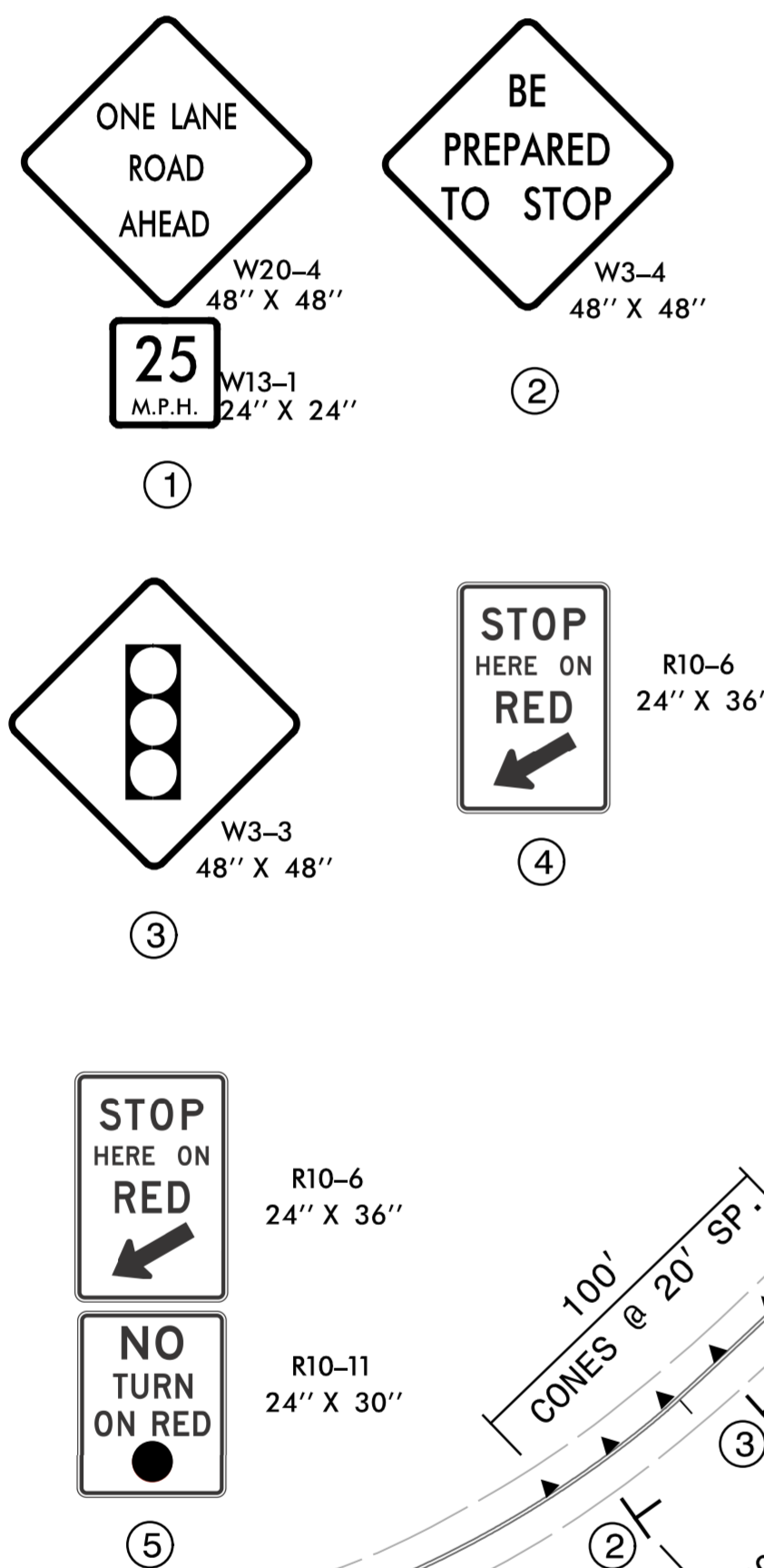
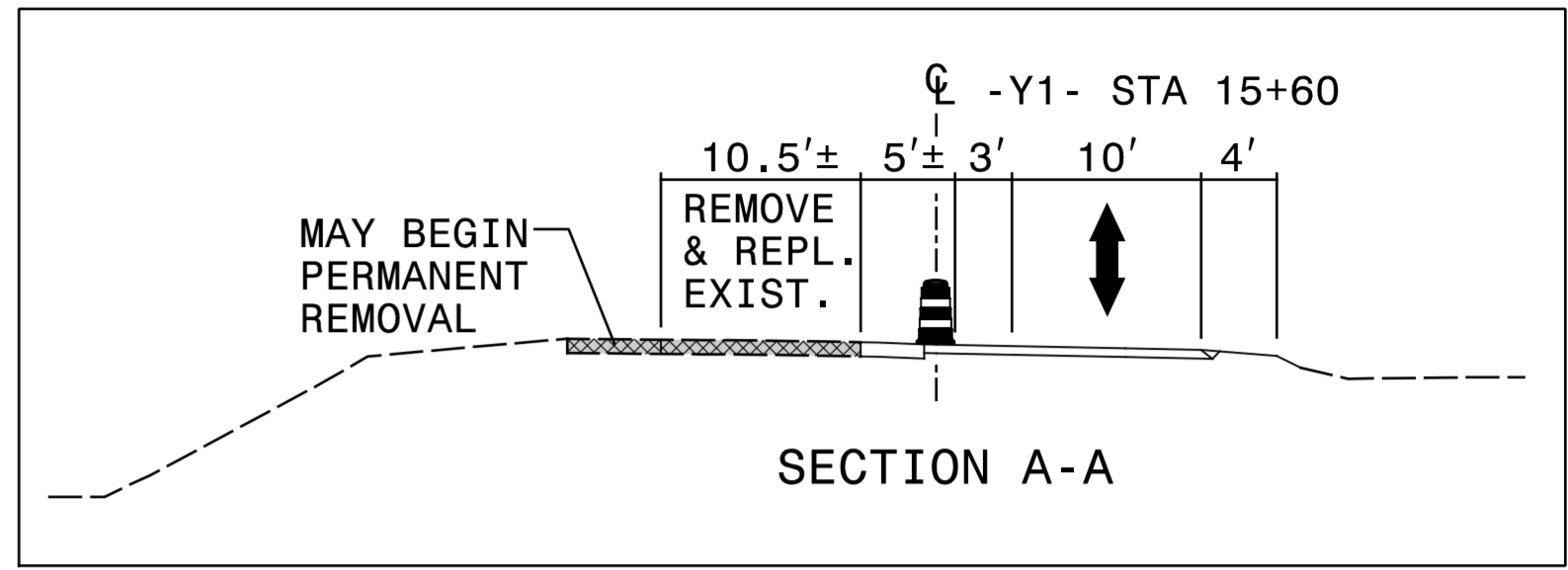
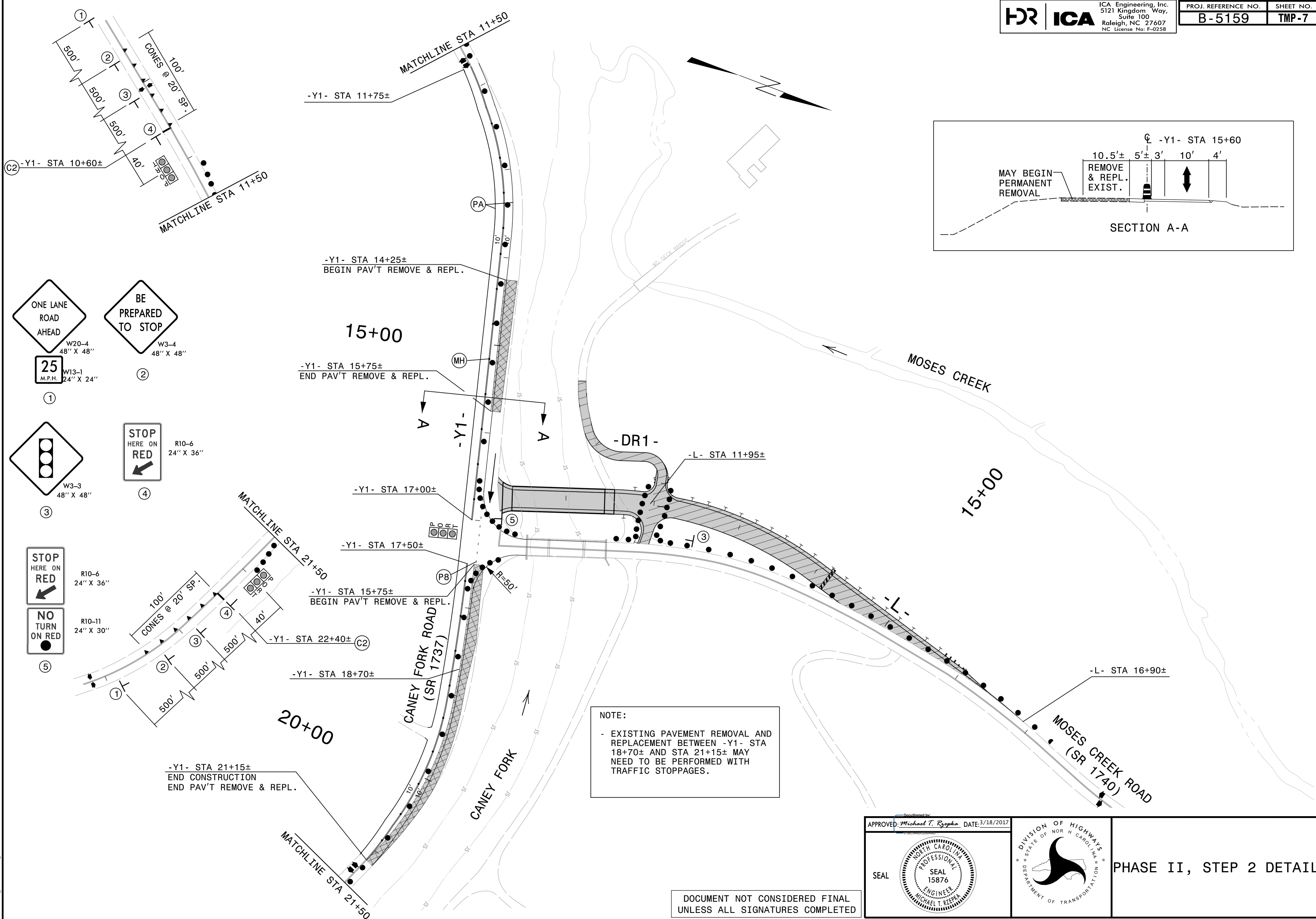
DOCUMENT NOT CONSIDERED FINAL
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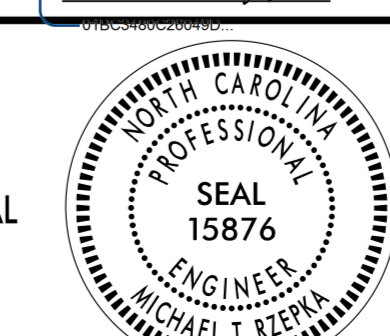
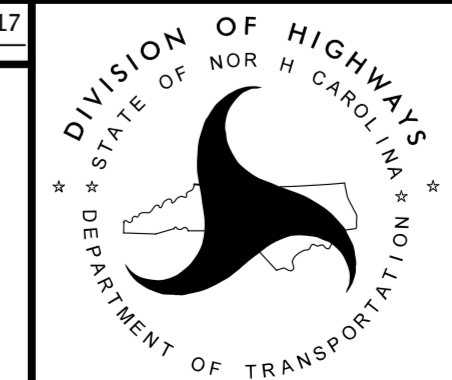


PHASE II, STEP 1 DETAIL

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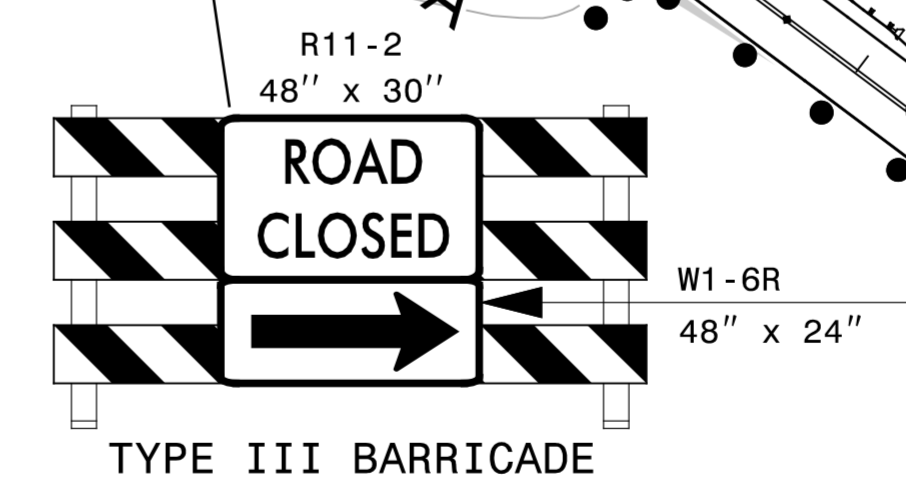
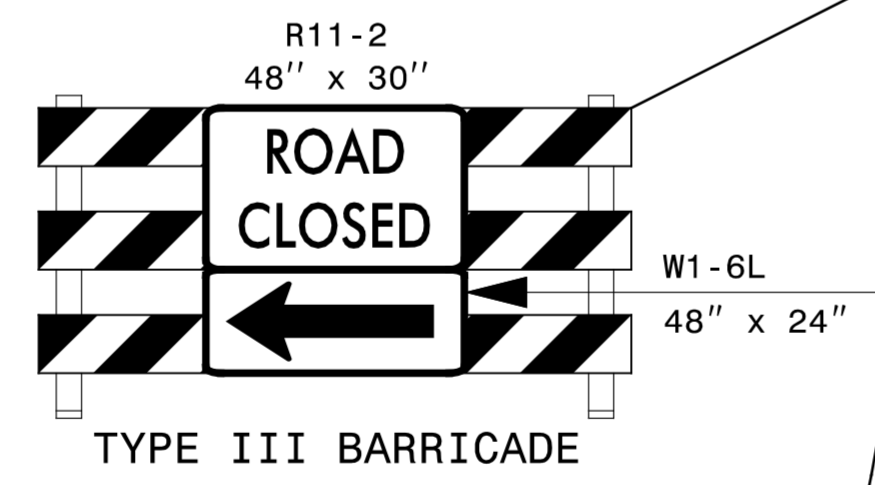
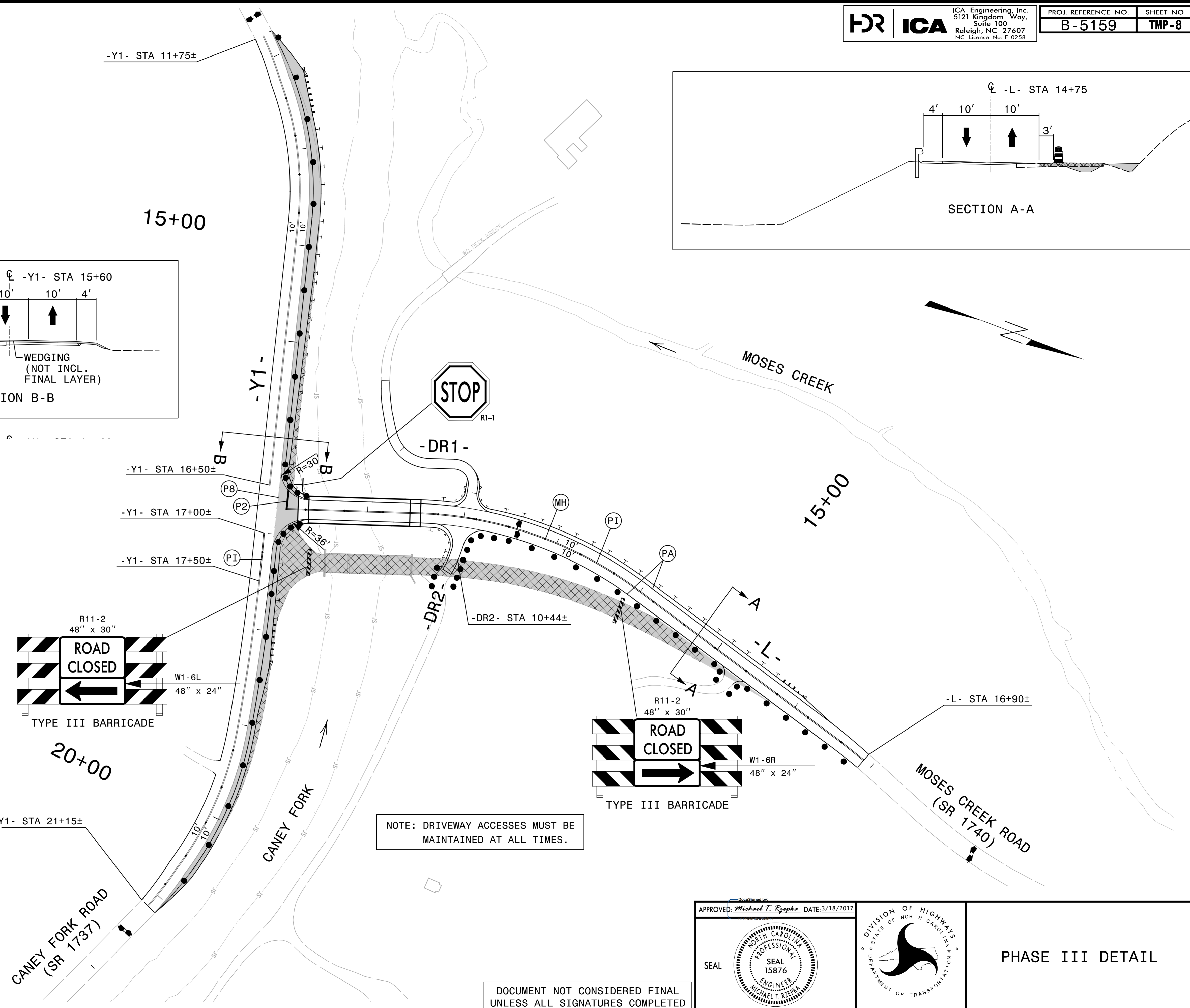
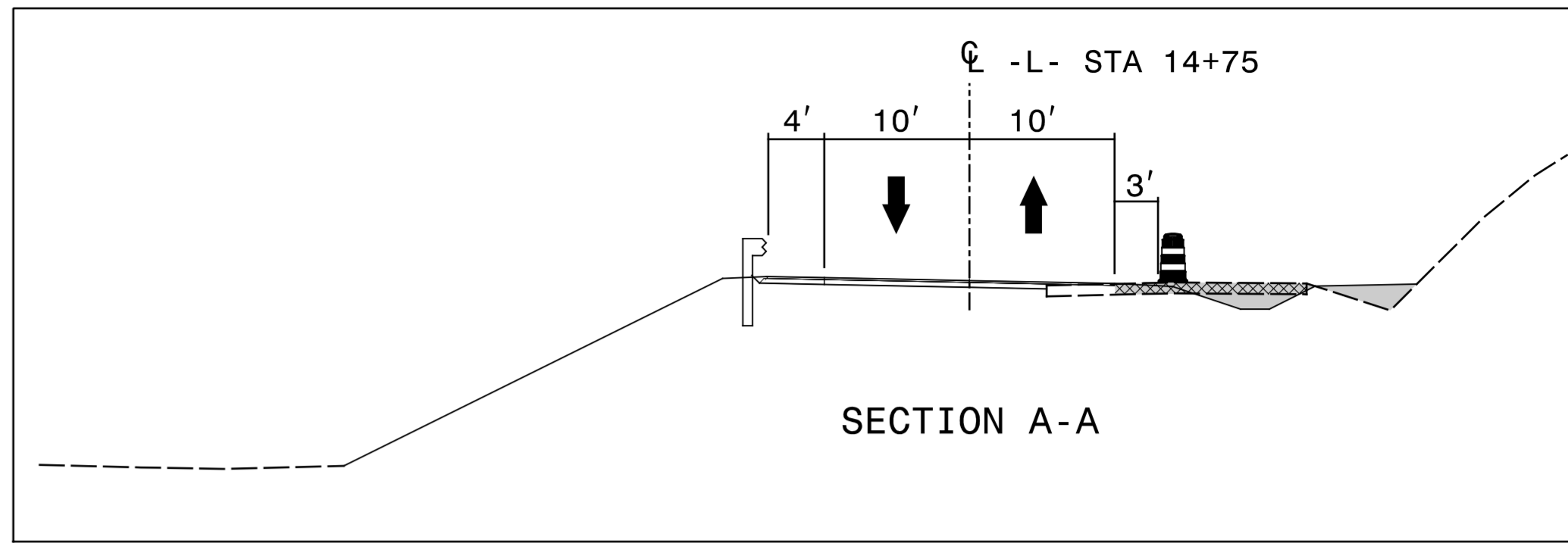
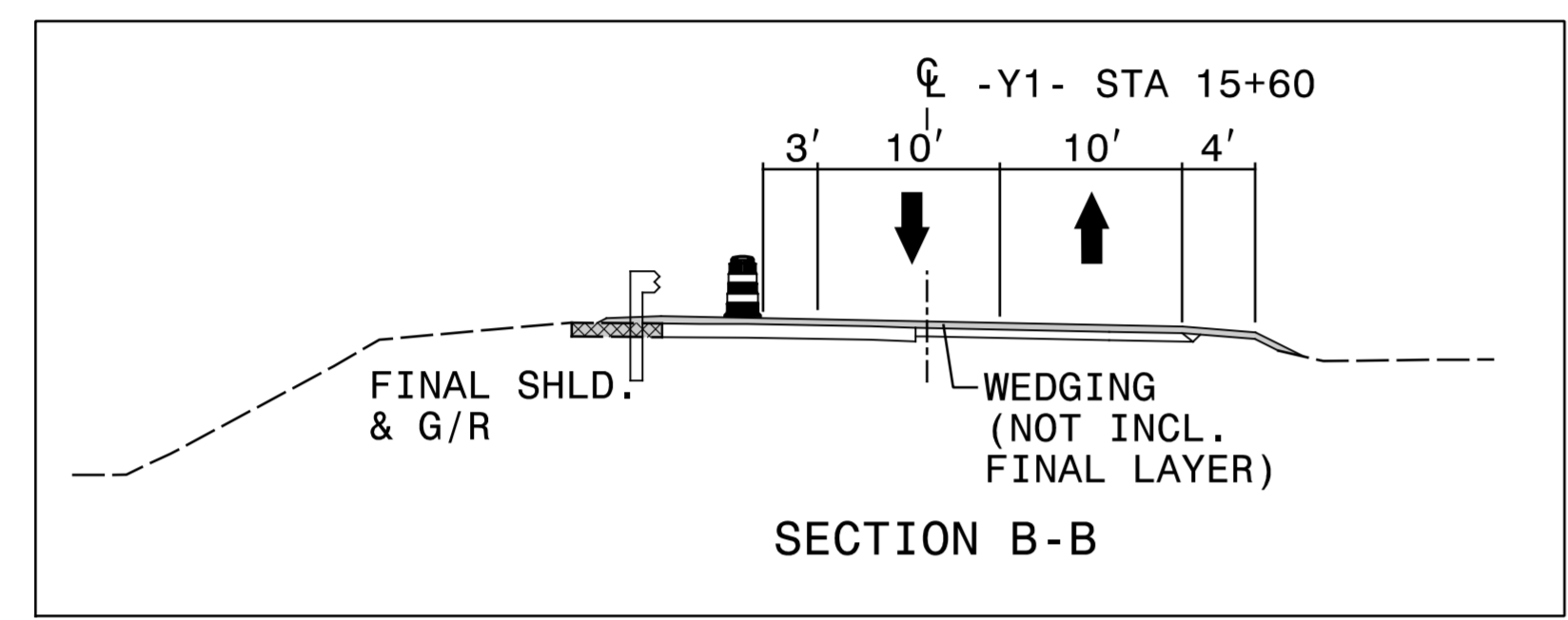


NOTE:
 - EXISTING PAVEMENT REMOVAL AND REPLACEMENT BETWEEN -Y1- STA 18+70± AND STA 21+15± MAY NEED TO BE PERFORMED WITH TRAFFIC STOPPAGES.

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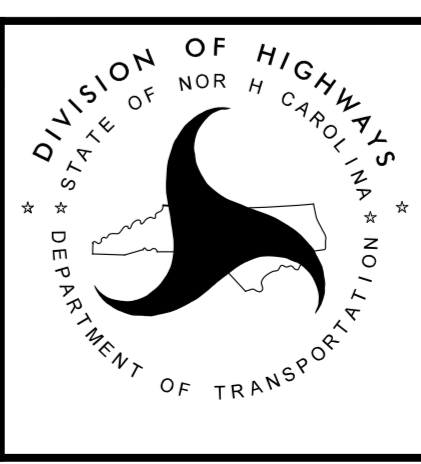
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NOTE: DRIVEWAY ACCESSES MUST BE MAINTAINED AT ALL TIMES.

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PHASE III DETAIL

3/18/2017
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