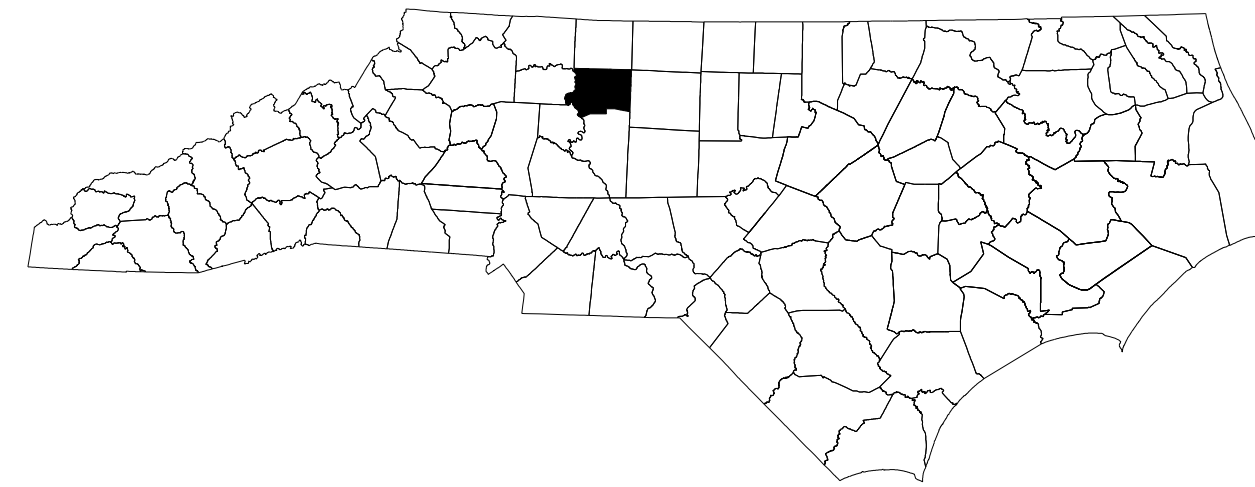


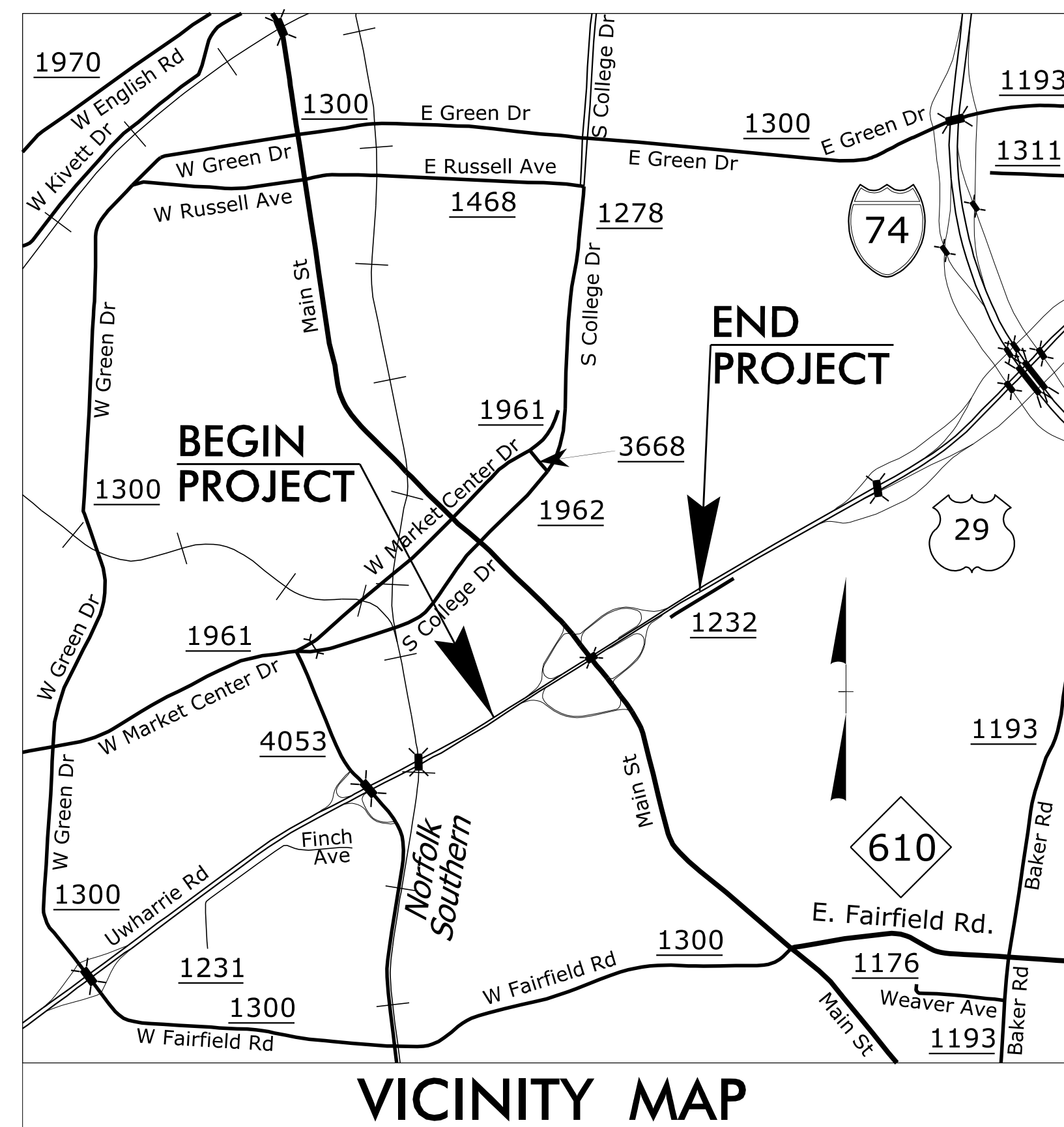
STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**TRANSPORTATION MANAGEMENT PLAN**

**GUILFORD COUNTY**



**LOCATION: INTERCHANGE AT US 29 AND SR 1009 (S MAIN STREET)  
IN HIGH POINT**



VICINITY MAP

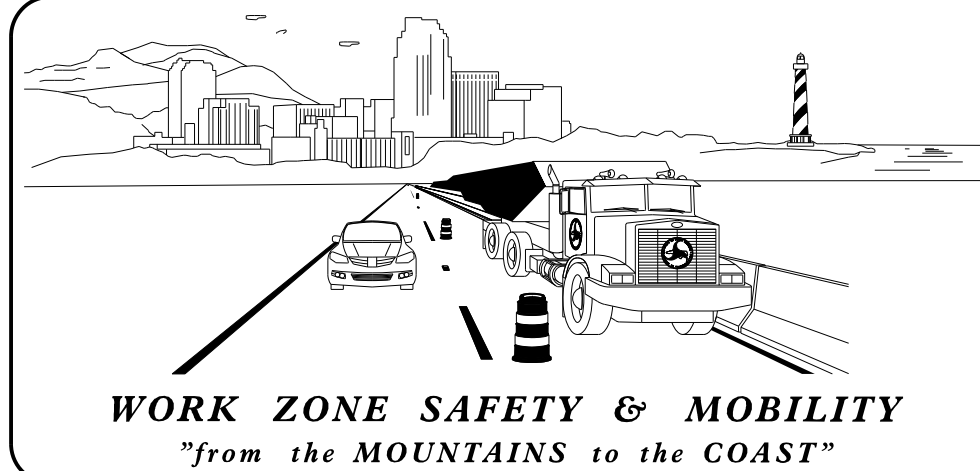
| SHEET NO.   | TITLE   |
|-------------|---|
| TMP-1       | TITLE SHEET, VICINITY MAP, AND INDEX OF SHEETS  |
| TMP-1A      | LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS AND LEGEND                                 |
| TMP-1B - 1D | TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES, AND LOCAL NOTES) |
| TMP-2       | PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS                                |
| TMP-2A, 2B  | TEMPORARY SHORING DATA  |
| TMP-2C - 2M | TEMPORARY TRAFFIC CONTROL PHASE OVERVIEWS   |
| TMP-2N      | TEMPORARY TRAFFIC CONTROL RAMP C DETOUR   |
| TMP-2O      | TEMPORARY TRAFFIC CONTROL RAMP B DETOUR   |
| TMP-2P      | TEMPORARY TRAFFIC CONTROL SPECIAL SIGN DESIGNS  |
| TMP-3 - 3C  | TEMPORARY TRAFFIC CONTROL WRITTEN PHASING   |
| TMP-4 - 10  | TEMPORARY TRAFFIC CONTROL PHASE IA DETAILS  |
| TMP-11 - 17 | TEMPORARY TRAFFIC CONTROL PHASE IB DETAILS  |
| TMP-18 - 24 | TEMPORARY TRAFFIC CONTROL PHASE IIA DETAILS   |
| TMP-25 - 31 | TEMPORARY TRAFFIC CONTROL PHASE IIB DETAILS   |
| TMP-32 - 38 | TEMPORARY TRAFFIC CONTROL PHASE IIC DETAILS   |
| TMP-39 - 43 | TEMPORARY TRAFFIC CONTROL PHASE IIIA DETAILS  |
| TMP-44 - 49 | TEMPORARY TRAFFIC CONTROL PHASE IIIB DETAILS  |
| TMP-50 - 54 | TEMPORARY TRAFFIC CONTROL PHASE IVA DETAILS   |
| TMP-55 - 60 | TEMPORARY TRAFFIC CONTROL PHASE IVB DETAILS   |
| TMP-61 - 66 | TEMPORARY TRAFFIC CONTROL PHASE V DETAILS   |
| TMP-67 - 68 | TEMPORARY TRAFFIC CONTROL PHASE VI DETAILS  |

SHEET NO.  
TMP-1

**U-5896/B-5353**

**TIP PROJECT:**

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UNLESS ALL SIGNATURES COMPLETED



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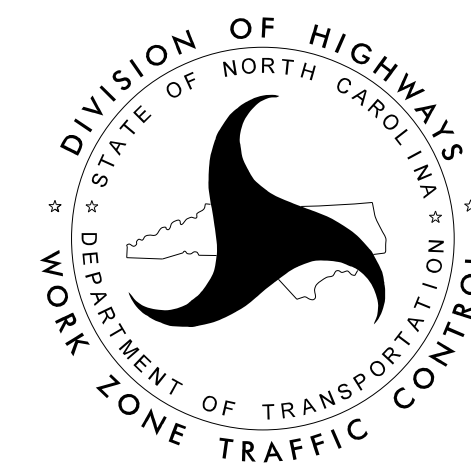
DAVID W BISSETTE, PE  
SENIOR PROJECT MANAGER

LORI D STOUCHEK, PE  
PROJECT ENGINEER

NCDOT CONTACTS:

KENNETH C THORNEWELL, PE  
PROJECT ENGINEER

MIKE STEELMAN  
PROJECT DESIGN ENGINEER

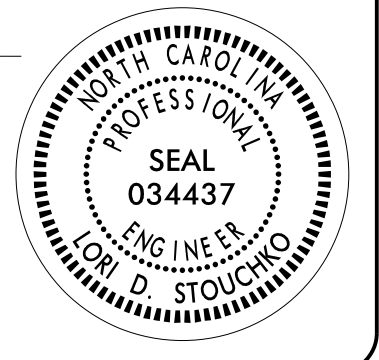


PLANS PREPARED FOR THE NCDOT BY:  
**M** MOTT MACDONALD 1 & E, LLC  
1101 HAYNES STREET, SUITE 101  
RALEIGH, NC 27604  
**M** MOTT MACDONALD NC LICENSE NO. F-0669

APPROVED: \_\_\_\_\_

DATE: \_\_\_\_\_

SEAL



# ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2018 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  | FLAGGERS   |
| 1160.01  | TEMPORARY CRASH CUSHION                                  |
| 1165.01  | TRUCK MOUNTED ATTENUATOR                                 |
| 1170.01  | PORTABLE CONCRETE BARRIER                                |
| 1180.01  | SKINNY DRUMS   |
| 1205.01  | PAVEMENT MARKINGS - LINE TYPES AND OFFSETS               |
| 1205.02  | PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS     |
| 1205.03  | PAVEMENT MARKINGS - EXIT AND ENTRANCE RAMP               |
| 1205.04  | PAVEMENT MARKINGS - INTERSECTIONS                        |
| 1205.05  | PAVEMENT MARKINGS - TURN LANES                           |
| 1205.06  | PAVEMENT MARKINGS - LANE DROPS                           |
| 1205.07  | PAVEMENT MARKINGS - PEDESTRIAN CROSSWALKS                |
| 1205.08  | PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES            |
| 1205.09  | PAVEMENT MARKINGS - PAINTED ISLANDS                      |
| 1205.10  | PAVEMENT MARKINGS - SCHOOL AREAS                         |
| 1205.11  | PAVEMENT MARKINGS - RAILROAD CROSSINGS                   |
| 1205.12  | PAVEMENT MARKINGS - BRIDGES                              |
| 1205.13  | PAVEMENT MARKINGS - LANE REDUCTIONS                      |
| 1205.14  | PAVEMENT MARKINGS - ROUNDABOUTS                          |
| 1205.15  | PAVEMENT MARKINGS - SUPERSTREETS                         |
| 1250.01  | RAISED PAVEMENT MARKERS - INSTALLATION SPACING           |
| 1251.01  | RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY        |
| 1253.01  | RAISED PAVEMENT MARKERS - SNOWPLOWABLE                   |
| 1261.01  | GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING |
| 1261.02  | GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING   |
| 1262.01  | GUARDRAIL END DELINEATION                                |
| 1264.01  | OBJECT MARKERS - TYPES                                   |
| 1264.02  | OBJECT MARKERS - INSTALLATION                            |
| 1266.01  | RAISED PAVEMENT MARKERS - TUBULAR MARKERS                |

# LEGEND

## GENERAL

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



## SIGNALS

- EXISTING
- PROPOSED
- TEMPORARY

## PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

## TRAFFIC CONTROL DEVICES

- BARRICADE (TYPE III)
- CONE
- DRUM
- SKINNY DRUM
- TUBULAR MARKER
- TEMPORARY CRASH CUSHION
- FLASHING ARROW BOARD
- FLAGGER
- 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

### PAVEMENT MARKING LINES

- PAINT (4")
- P1 WHITE EDGELINE
  - P2 WHITE SOLID LANE LINE
  - P3 10 FT WHITE SKIP
  - P4 3FT - 9 FT/SP WHITE MINISKIP
  - P5 2 FT - 6 FT/SP WHITE MINISKIP
  - P10 YELLOW EDGELINE
  - P11 YELLOW SINGLE CENTER
  - P12 10 FT YELLOW SKIP
  - P13 YELLOW DOUBLE CENTER

- PAINT (8")
- P40 SOLID WHITE GORE LINE
  - P42 YELLOW DIAGONAL
  - P46 WHITE CROSSWALK LINE

- PAINT (12")
- P102 YIELD LINE TRIANGLE

- PAINT (24")
- P61 WHITE STOP BAR

- COLD APPLIED, TYPE IV (4")
- C1 WHITE EDGELINE
  - C3 10 FT WHITE SKIP
  - C10 YELLOW EDGELINE

### PAVEMENT MARKING SYMBOLS & CHARACTERS

- PAINT SYMBOL & CHARACTER
- P70 LEFT TURN ARROW
  - P71 RIGHT TURN ARROW
  - P72 STRAIGHT ARROW
  - P73 COMBO STRAIGHT/LEFT
  - P74 COMBO STRAIGHT/RIGHT
  - P76 COMBO LEFT/RIGHT/STRAIGHT
  - P79 MERGE ARROW

|   |  |  |   |
|---|--|--|---|
| APPROVED: _____   |  |  | <p>ROADWAY STANDARD DRAWINGS &amp; LEGEND</p> |
| DATE: _____   |  |  |   |
| <p><b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b></p> |  |  |   |

PLANS PREPARED FOR THE NCDOT BY:

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1101 HAYNES STREET, SUITE 101  
RALEIGH, NC 27604  
**M** MOTT MACDONALD NC LICENSE NO. F-0669

## MANAGEMENT STRATEGIES

- LAW ENFORCEMENT
- TEMPORARY SIGNALS
- MULTI-LANE ROADWAY LANE CLOSURES
- 2-LANE, 2-WAY LANE CLOSURES WITH FLAGGERS
- LANE CLOSURE TIME RESTRICTIONS
- TEMPORARY TRAFFIC SHIFTS
- HOLIDAY RESTRICTIONS
- HAULING AND MULTI-HAULING TIME RESTRICTIONS
- SHORT TERM ROAD CLOSURE RESTRICTIONS ON -Y- FOR GIRDER INSTALLATION
- STAGED BRIDGE CONSTRUCTION
- TEMPORARY -DET- ALIGNMENT FOR US 29N/70E
- TEMPORARY CROSSOVER FOR US 29S/70W
- RAMP CLOSURES
- TEMPORARY RECTANGULAR RAPID FLASHING BEACON (RRFB) AND TEMPORARY PEDESTRIAN SIGNING TO MAINTAIN TEMPORARY CROSSWALK FOR THE MAINTENANCE OF PEDESTRIAN TRAFFIC
- POSITIVE PROTECTION
- TEMPORARY SHORING FOR THE MAINTENANCE OF TRAFFIC
- TEMPORARY HOSPITAL AND ROUTE SIGNING

## GENERAL NOTES

CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS, AND ROADWAY DETAILS ARE ATTAINABLE TO MEET FIELD CONDITIONS OR RESULT IN DUPLICATE OR UNDESIRED OVERLAPPING OF DEVICES. MODIFICATION MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING, OR REMOVAL OF DEVICES AS DIRECTED BY THE ENGINEER.

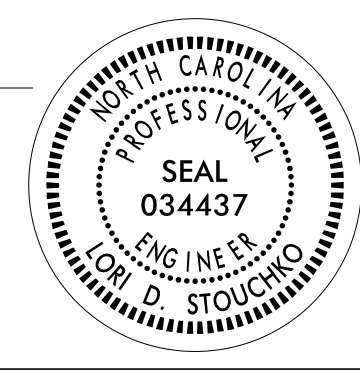
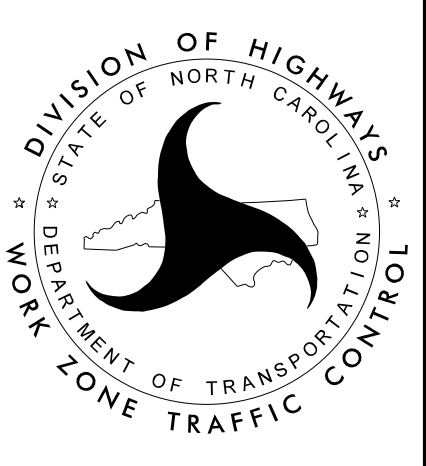
THE FOLLOWING GENERAL NOTES APPLY AT ALL TIMES FOR THE DURATION OF THE CONSTRUCTION PROJECT EXCEPT WHEN OTHERWISE NOTED IN THE PLAN OR DIRECTED BY THE ENGINEER.

- TIME RESTRICTIONS
- A) DO NOT CLOSE OR NARROW TRAVEL LANES AS FOLLOWS:
- | ROAD NAME                            | DAY AND TIME RESTRICTIONS  |
|--------------------------------------|----------------------------|
| S MAIN STREET (-Y-)                  | MONDAY THRU SUNDAY         |
| US 29 (-L-) INCLUDING RAMP AND LOOPS | 6:00 A.M. TO 9:00 A.M.     |
| SW CLOVERLEAF PLACE                  | AND 3:00 P.M. TO 7:00 P.M. |

- B) DO NOT CLOSE OR NARROW TRAVEL LANES DURING HOLIDAYS AND SPECIAL EVENTS AS FOLLOWS:
- | ROAD NAME   | DAY AND TIME RESTRICTIONS |
|---|---------------------------|
| 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.                                       |                           |
| 9. FOR THE FURNITURE MARKETS, BETWEEN THE HOURS OF 7:00 P.M. ONE DAY BEFORE THE FURNITURE MARKETS AND 6:00 A.M. ONE DAY AFTER THE FURNITURE MARKET ENDS.  |                           |
- C) DO NOT CLOSE ROADS AS FOLLOWS:
- | ROAD NAME                        | DAY AND TIME RESTRICTIONS                  |
|----------------------------------|--|
| S MAIN ST (-Y-), -RPB- AND -RPC- | MONDAY THRU SUNDAY 6:00 A.M. TO 11:00 P.M. |
- D) DO NOT STOP TRAFFIC AS FOLLOWS:
- | ROAD NAME   | DAY AND TIME RESTRICTIONS                  | DURATION AND OPERATION                     |
|-------------|--|--|
| US 29 (-L-) | MONDAY THRU SUNDAY 6:00 A.M. TO 11:00 P.M. | 30 MIN FOR OVERHEAD STRUCTURE INSTALLATION |
- E) DO NOT CONDUCT SINGLE VEHICLE HAULING AS FOLLOWS; INGRESS AND EGRESS FROM RAMPS WILL BE ALLOWED:
- | ROAD NAME                      | DAY AND TIME RESTRICTIONS  |
|--------------------------------|----------------------------|
| S MAIN ST (-Y-)                | MONDAY THRU SUNDAY         |
| US 29 (-L-) AND RAMP AND LOOPS | 6:00 A.M. TO 9:00 A.M.     |
| SW CLOVERLEAF PLACE            | AND 3:00 P.M. TO 7:00 P.M. |

- F) DO NOT CONDUCT MULTI-VEHICLE HAULING AS FOLLOWS; INGRESS AND EGRESS FROM RAMPS WILL BE ALLOWED:
- | ROAD NAME                          | DAY AND TIME RESTRICTIONS |
|------------------------------------|---------------------------|
| S MAIN STREET (-Y-)                | MONDAY THRU SUNDAY        |
| US 29 (-L-)                        | 6:00 A.M. TO 7:00 P.M.    |
| RAMP AND LOOPS SW CLOVERLEAF PLACE |                           |
- G) 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
- H) 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.
- I) 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.
- J) 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.
- K) 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.
- L) 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.
- M) DO NOT INSTALL MORE THAN ONE LANE CLOSURE IN ANY ONE DIRECTION ON US 29 (-L-) AND MAIN ST (-Y-).

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|--|---|---|---|
| APPROVED: _____<br><br>DATE: _____                                   |  |  | <h3>TRANSPORTATION OPERATIONS PLAN</h3> |
| <b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b> |   |   |   |

## GENERAL NOTES (CONTINUED)

### PAVEMENT EDGE DROP OFF REQUIREMENTS

- N) 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.
- O) 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

- P) NOTIFY THE ENGINEER THIRTY (30) CALENDAR DAYS PRIOR TO ANY TRAFFIC PATTERN ALTERATION.

### SIGNING

- Q) 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.
- R) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRAFFIC CONTROL PLANS.
- PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRAFFIC CONTROL PLANS.
- S) COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROAD WHEN ROAD CLOSURE IS NOT IN OPERATION.
- COVER OR REMOVE ALL SIGNS REQUIRED FOR THE OFF-SITE DETOUR WHEN THE DETOUR IS NOT IN OPERATION.
- T) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- U) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 350 FT IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

### TRAFFIC BARRIER

- V) 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.

- W) 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          |
| 60 MPH OR HIGHER   | 30 FT          |

### TRAFFIC CONTROL DEVICES

- X) 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.
- Y) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- Z) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

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

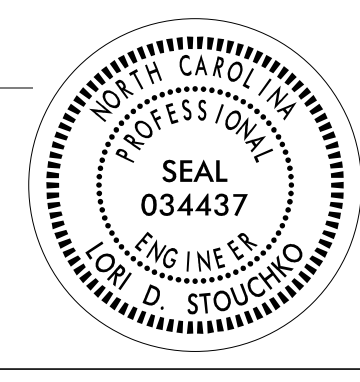
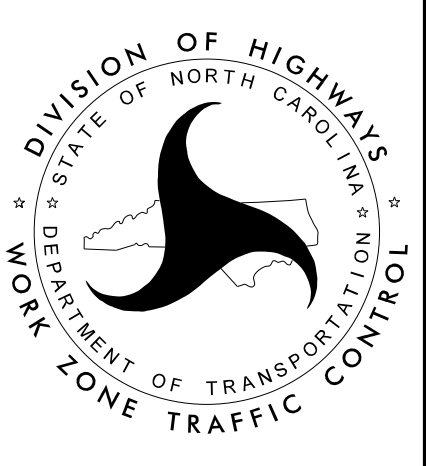
| ROAD NAME             | MARKING               | MARKER           |
|-----------------------|-----------------------|------------------|
| ALL ASPHALT ROADS     | PAINT                 | TEMPORARY RAISED |
| CONCRETE BRIDGE DECKS | COLD APPLIED, TYPE IV |                  |

- BB) 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.
- CC) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- DD) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.
- EE) 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.

### MISCELLANEOUS

- FF) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE ENGINEER.
- GG) IN THE EVENT A TIE-IN CANNOT BE MADE IN ONE DAY'S TIME, BRING THE TIE-IN AREA TO AN APPROPRIATE ROADWAY ELEVATION AS DETERMINED BY THE ENGINEER. PLACE BLACK ON ORANGE "LOOSE GRAVEL" SIGNS (W8-7) AND BLACK ON ORANGE "PAVEMENT ENDS" SIGNS (W8-3) 350 FT AND 700FT RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.
- HH) ALL CURB RAMP LOCATIONS SHALL BE DERIVED FROM STATIONING SHOWN ON PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER IN COORDINATION WITH THE SIGNING AND DELINEATION UNIT.
- II) 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.).

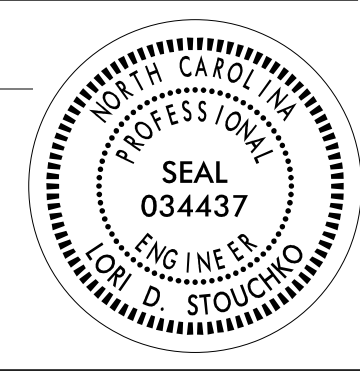
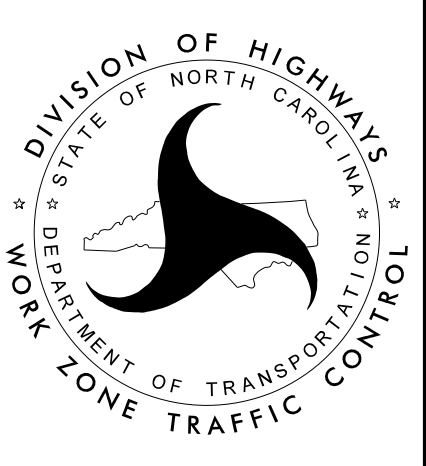
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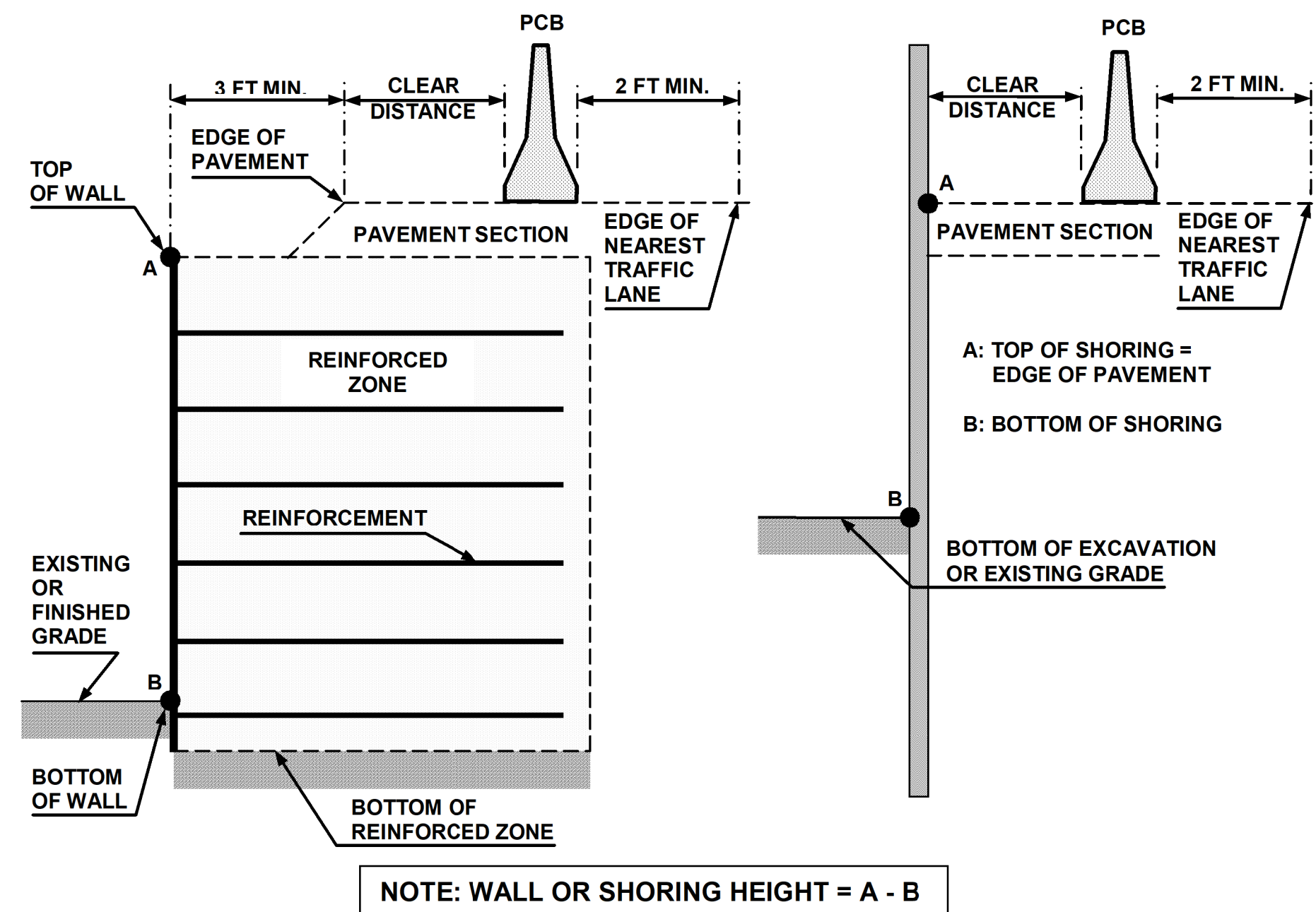
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| APPROVED: _____<br><br>DATE: _____                               |  |  | <h2 style="margin: 0;">TRANSPORTATION<br/>OPERATIONS<br/>PLAN</h2> |
| DOCUMENT NOT CONSIDERED FINAL<br>UNLESS ALL SIGNATURES COMPLETED |   |   |  |

## LOCAL NOTES

- 1) WORK ZONE DIGITAL SPEED LIMIT SIGNS (SEE SPECIAL PROVISIONS)
  - A. THE DIGITAL SPEED LIMITS SIGNS WILL BE INSTALLED (STATIONARY MOUNTED) IN ADVANCE OF THE PROJECT LIMITS AS SHOWN ON SHEET TMP-2C,
  - B. THE DIGITAL SPEED LIMIT SIGNS TAKE PRECEDENCE OVER EXISTING SPEED LIMIT SIGNS AND SHOULD REMAIN UPRIGHT AND VISIBLE AT ALL TIMES. ALL EXISTING SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED FOR THE DURATION OF THE PROJECT.
  - C. NCDOT HAS SOLE AUTHORITY OF THE SPEED LIMITS DISPLAYED ON THE DIGITAL SPEED LIMIT SIGNS.
  - D. THE WORK ZONE VARIABLE SPEED LIMIT AND THE \$250 SPEEDING PENALTY ARE SEPARATE ORDINANCES THAT MUST BE SIGNED BY THE STATE TRAFFIC ENGINEER TO BE VALID AND ENFORCEABLE. WITHOUT SIGNED ORDINANCES, THE SPEED LIMIT ON A FACILITY SHALL REMAIN UNCHANGED AND/OR HIGHER FINES SIGNS SHALL NOT BE USED. NO ORDINANCE FOR THE \$250 SPEEDING PENALTY HAS BEEN AUTHORIZED FOR U-5896/B-5353 AND NO SPEED PENALTY SIGNS SHALL BE DISPLAYED UNLESS OTHERWISE DIRECTED BY ENGINEER AFTER SUCH ORDINANCE IS APPROVED.
  - E. THE REDUCED SPEED SHALL BE DISPLAYED A MINIMUM OF 1/4 MILE IN ADVANCE OF THE PROPOSED -DET- ALIGNMENT ON US 29 NB AND 1/4 MILE IN ADVANCE OF THE PROPOSED -DET-XOVER- ALIGNMENT ON US 29 SB AS SHOWN ON TMP-2C
  - F. THE SPEED DISPLAYED SHALL BE THE LOWER OF THE EXISTING SPEED LIMIT OR THE SPEED LISTED IN THE TRANSPORTATION MANAGEMENT PLAN OVERVIEW SHEETS.
  - G. THE BEACONS ON THE DIGITAL SPEED LIMIT SIGNS SHALL ONLY FLASH DURING TIMES THE SPEED IS REDUCED, AND REMAIN OFF AT ALL OTHER TIMES.

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| APPROVED: _____<br><br>DATE: _____                                       |  |  | <h3>TRANSPORTATION<br/>OPERATIONS<br/>PLAN</h3> |
| <b>DOCUMENT NOT CONSIDERED FINAL<br/>UNLESS ALL SIGNATURES COMPLETED</b> |   |   |   |



**FIGURE A**

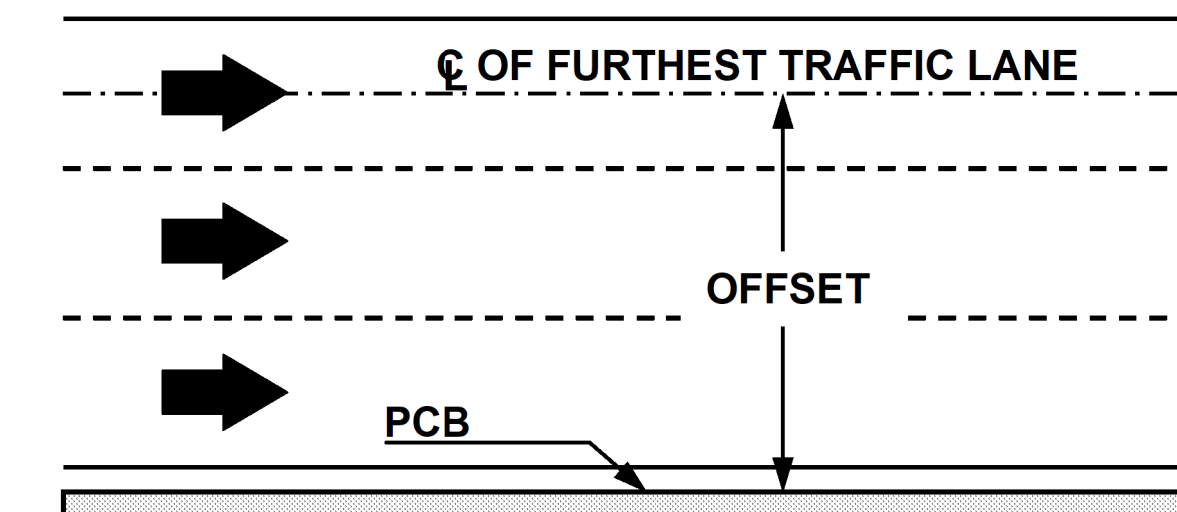
**NOTES**

- 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 *<br>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: _____<br>DATE: _____  |  |  | <p><b>PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS</b></p> |
| <p><b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b></p> |  |  |  |

TEMPORARY SHORING LOCATION 1

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

DESIGN TEMPORARY SHORING FROM STATION 15+76.5 +/- -DET-, 22 FT. LT. TO STATION 16+11 +/- -DET-, 22 FT. LT. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:  
UNIT WEIGHT OF SOIL ABOVE WATER TABLE,  $\gamma = 120$  PCF  
UNIT WEIGHT OF SOIL BELOW WATER TABLE,  $\gamma' = 60$  PCF  
FRICTION ANGLE,  $\phi = 30$   
COHESION,  $c = 0$  PSF  
GROUNDWATER ELEVATION = 824 FT.

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

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION 15+76.5 +/- -DET-, 22 FT. LT. TO STATION 16+11 +/- -DET-, 22 FT. LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 15+76.5 +/- -DET-, 22 FT. LT. TO STATION 16+11 +/- -DET-, 22 FT. LT. SEE GEOTECHNICAL STANDARD DETAIL 1801.02 FOR STANDARD TEMPORARY WALLS.

TEMPORARY SHORING LOCATION 2

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

DESIGN TEMPORARY SHORING FROM STATION 17+16 +/- -DET-, 22 FT. LT. TO STATION 17+76 +/- -DET-, 22 FT. LT. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:  
UNIT WEIGHT OF SOIL ABOVE WATER TABLE,  $\gamma = 120$  PCF  
UNIT WEIGHT OF SOIL BELOW WATER TABLE,  $\gamma' = 60$  PCF  
FRICTION ANGLE,  $\phi = 30$   
COHESION,  $c = 0$  PSF  
GROUNDWATER ELEVATION = 824 FT.

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

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION 17+16 +/- -DET-, 22 FT. LT. TO STATION 17+76 +/- -DET-, 22 FT. LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 17+16 +/- -DET-, 22 FT. LT. TO STATION 17+76 +/- -DET-, 22 FT. LT. SEE GEOTECHNICAL STANDARD DETAIL 1801.02 FOR STANDARD TEMPORARY WALLS.

TEMPORARY SHORING LOCATION 3

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

DESIGN TEMPORARY SHORING FROM STATION 17+43.6 +/- -Y-, 61 FT. RT. TO STATION 18+05.4 +/- -Y-, 61 FT. RT. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:  
UNIT WEIGHT OF SOIL ABOVE WATER TABLE,  $\gamma = 120$  PCF  
UNIT WEIGHT OF SOIL BELOW WATER TABLE,  $\gamma' = 60$  PCF  
FRICTION ANGLE,  $\phi = 30$   
COHESION,  $c = 0$  PSF  
GROUNDWATER ELEVATION = 824 FT.

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

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION 17+43.6 +/- -Y-, 61 FT. RT. TO STATION 18+05.4 +/- -Y-, 61 FT. RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 17+43.6 +/- -Y-, 61 FT. RT. TO STATION 18+05.4 +/- -Y-, 61 FT. RT. SEE GEOTECHNICAL STANDARD DETAIL 1801.02 FOR STANDARD TEMPORARY WALLS.

TEMPORARY SHORING LOCATION 4

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

DESIGN TEMPORARY SHORING FROM STATION 22+57 +/- -L-, 5 FT. LT. TO STATION 23+10 +/- -L-, 5 FT. LT. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:  
UNIT WEIGHT OF SOIL ABOVE WATER TABLE,  $\gamma = 120$  PCF  
UNIT WEIGHT OF SOIL BELOW WATER TABLE,  $\gamma' = 60$  PCF  
FRICTION ANGLE,  $\phi = 30$   
COHESION,  $c = 0$  PSF  
GROUNDWATER ELEVATION = 824 FT.

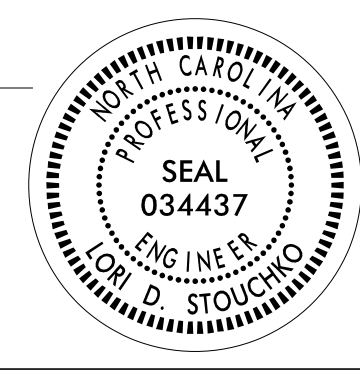
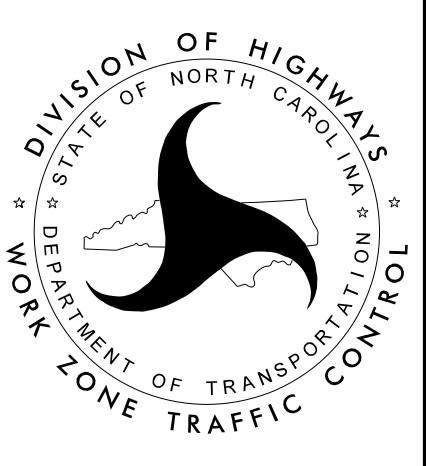
BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION 22+57 +/- -L-, 5 FT. LT. TO STATION 23+10 +/- -L-, 5 FT. LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION 22+57 +/- -L-, 5 FT. LT. TO STATION 23+10 +/- -L-, 5 FT. LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

DRIVEN PILING FOR TEMPORARY SHORING FROM 22+57 +/- -L-, 5 FT. LT. TO STATION 23+10 +/- -L-, 5 FT. LT. MAY NOT PENETRATE BELOW ELEVATION 805 FT. DUE TO OBSTRUCTIONS, VERY DENSE OR HARD SOIL, BOULDERS OR WEATHERED OR HARD ROCK.

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENT WAS SUBMITTED TO THE PROJECT MANAGEMENT TEAM OCTOBER 22, 2021 AND SEALED BY A PROFESSIONAL ENGINEER, DAVID L. TEAGUE, P.E. LICENSE # 027869.

|   |   |   |                                       |
|---|---|---|---------------------------------------|
| APPROVED: _____   |  |  | <p><b>TEMPORARY SHORING NOTES</b></p> |
| DATE: _____   |   |   |                                       |
| <p><b>DOCUMENT NOT CONSIDERED FINAL<br/>UNLESS ALL SIGNATURES COMPLETED</b></p> |   |   |                                       |

|                     |           |
|---------------------|-----------|
| PROJ. REFERENCE NO. | SHEET NO. |
| U-5896              | TMP-2B    |

PLANS PREPARED FOR THE NCDOT BY:

**M** MOTT MACDONALD I & E, LLC  
1101 HAYNES STREET, SUITE 101  
RALEIGH, NC 27604  
**M**  
MOTT MACDONALD NC LICENSE NO. F-0669

TEMPORARY SHORING LOCATION 5

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

DESIGN TEMPORARY SHORING FROM STATION 24+02 +/- -L-, 5 FT. LT. TO STATION 24+77 +/- -L-, 5 FT. LT. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:  
UNIT WEIGHT OF SOIL ABOVE WATER TABLE,  $\gamma = 120$  PCF  
UNIT WEIGHT OF SOIL BELOW WATER TABLE,  $\gamma' = 60$  PCF  
FRICTION ANGLE,  $\phi = 30$   
COHESION,  $c = 0$  PSF  
GROUNDWATER ELEVATION = 824 FT.

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

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION 24+02 +/- -L-, 5 FT. LT. TO STATION 24+77 +/- -L-, 5 FT. LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DRIVEN PILING FOR TEMPORARY SHORING FROM 24+02 +/- -L-, 5 FT. LT. TO STATION 24+77 +/- -L-, 5 FT. LT. MAY NOT PENETRATE BELOW ELEVATION 805 FT DUE TO OBSTRUCTIONS, VERY DENSE OR HARD SOIL, BOULDERS OR WEATHERED OR HARD ROCK

TEMPORARY SHORING LOCATION 6

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

DESIGN TEMPORARY SHORING FROM STATION 20+40 +/- -L-, 6.1 FT. LT. TO STATION 23+10 +/- -L-, 6.1 FT. LT. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:  
UNIT WEIGHT OF SOIL ABOVE WATER TABLE,  $\gamma = 120$  PCF  
UNIT WEIGHT OF SOIL BELOW WATER TABLE,  $\gamma' = 60$  PCF  
FRICTION ANGLE,  $\phi = 30$   
COHESION,  $c = 0$  PSF  
GROUNDWATER ELEVATION = 824 FT.

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

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION 20+40 +/- -L-, 6.1 FT. LT. TO STATION 23+10 +/- -L-, 6.1 FT. LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 20+40 +/- -L-, 6.1 FT. LT. TO STATION 23+10 +/- -L-, 6.1 FT. LT. SEE GEOTECHNICAL STANDARD DETAIL 1801.02 FOR STANDARD TEMPORARY WALLS.

TEMPORARY SHORING LOCATION 7

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

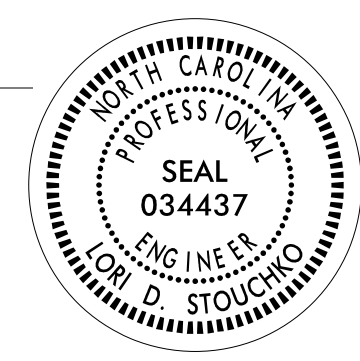

DESIGN TEMPORARY SHORING FROM STATION 24+15 +/- -L-, 5.8 FT. LT. TO STATION 27+00 +/- -L-, 5.8 FT. LT. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:  
UNIT WEIGHT OF SOIL ABOVE WATER TABLE,  $\gamma = 120$  PCF  
UNIT WEIGHT OF SOIL BELOW WATER TABLE,  $\gamma' = 60$  PCF  
FRICTION ANGLE,  $\phi = 30$   
COHESION,  $c = 0$  PSF  
GROUNDWATER ELEVATION = 824 FT.

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

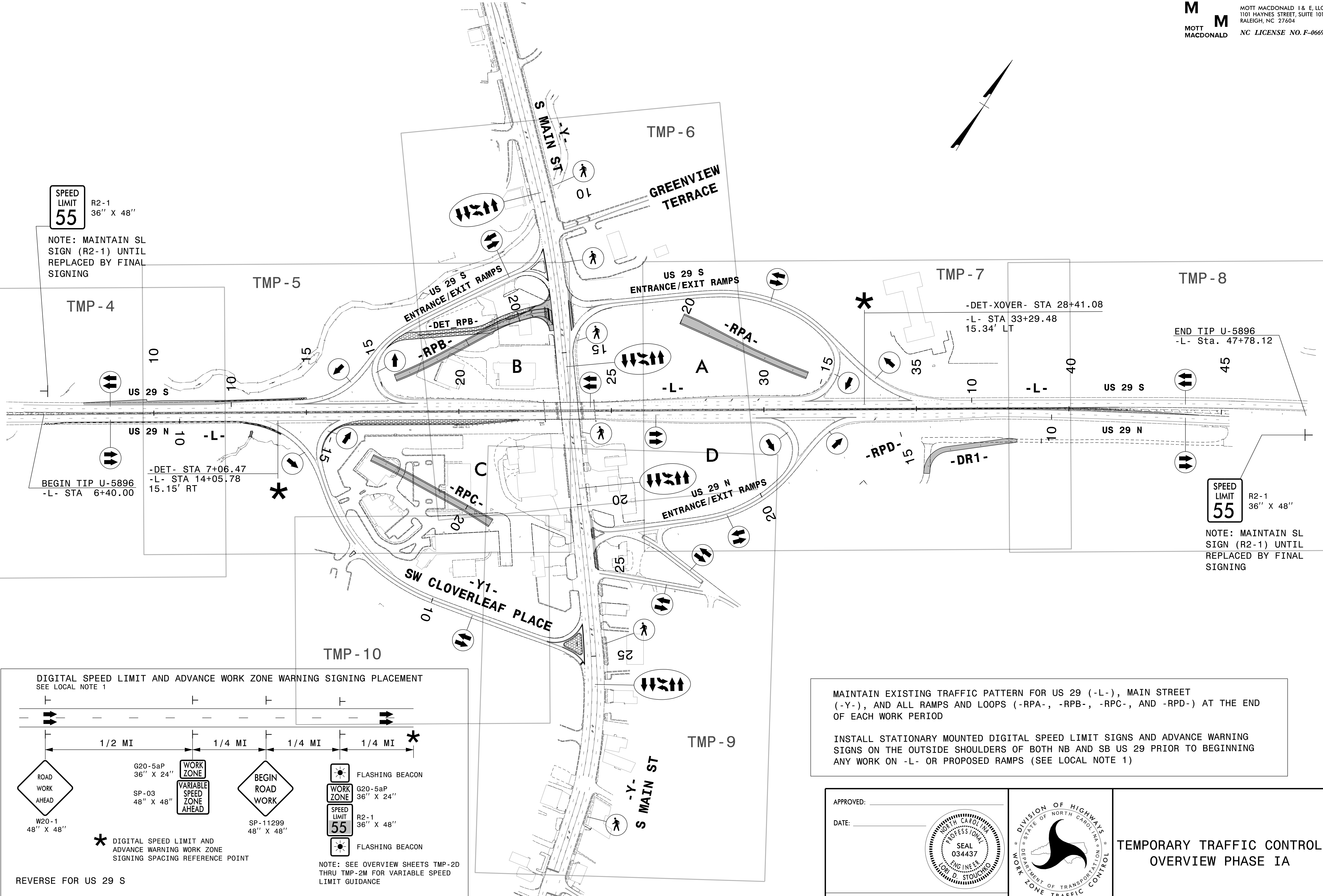
LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION 24+15 +/- -L-, 5.8 FT. LT. TO STATION 27+00 +/- -L-, 5.8 FT. LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 24+15 +/- -L-, 5.8 FT. LT. TO STATION 27+00 +/- -L-, 5.8 FT. LT. SEE GEOTECHNICAL STANDARD DETAIL 1801.02 FOR STANDARD TEMPORARY WALLS.

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENT WAS SUBMITTED TO THE PROJECT MANAGEMENT TEAM OCTOBER 22, 2021 AND SEALED BY A PROFESSIONAL ENGINEER, DAVID L. TEAGUE, P.E. LICENSE # 027869.

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| APPROVED: _____   |  |  | <p><b>TEMPORARY SHORING NOTES</b></p> |
| DATE: _____   |   |   |                                       |
| <p><b>DOCUMENT NOT CONSIDERED FINAL<br/>UNLESS ALL SIGNATURES COMPLETED</b></p> |   |   |                                       |



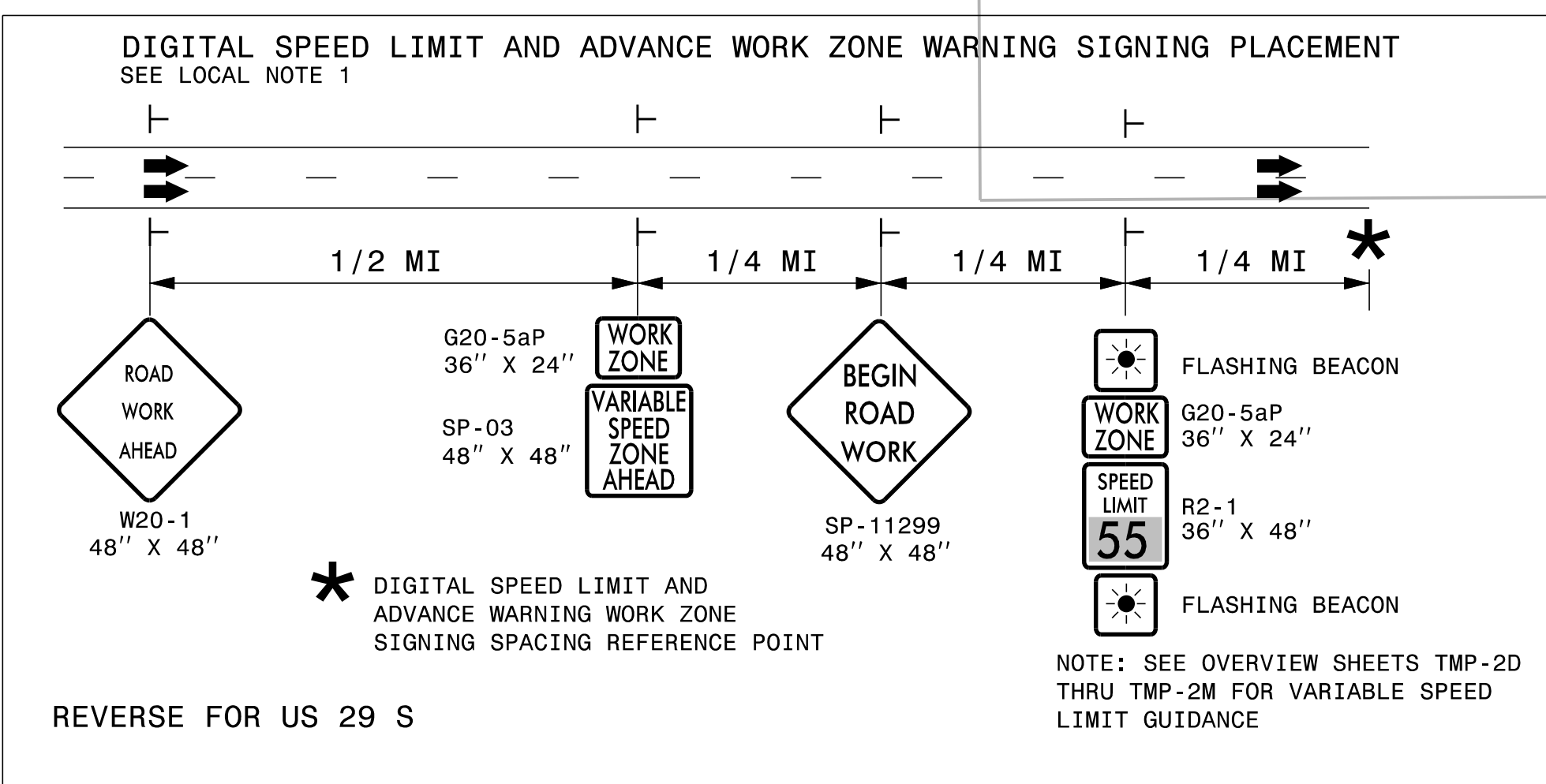


**SPEED LIMIT 55**  
R2-1  
36" X 48"

NOTE: MAINTAIN SL SIGN (R2-1) UNTIL REPLACED BY FINAL SIGNING

**SPEED LIMIT 55**  
R2-1  
36" X 48"

NOTE: MAINTAIN SL SIGN (R2-1) UNTIL REPLACED BY FINAL SIGNING

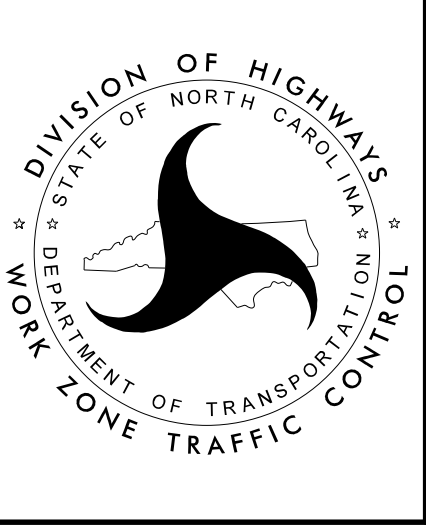


MAINTAIN EXISTING TRAFFIC PATTERN FOR US 29 (-L-), MAIN STREET (-Y-), AND ALL RAMPS AND LOOPS (-RPA-, -RPB-, -RPC-, AND -RPD-) AT THE END OF EACH WORK PERIOD

INSTALL STATIONARY MOUNTED DIGITAL SPEED LIMIT SIGNS AND ADVANCE WARNING SIGNS ON THE OUTSIDE SHOULDERS OF BOTH NB AND SB US 29 PRIOR TO BEGINNING ANY WORK ON -L- OR PROPOSED RAMPS (SEE LOCAL NOTE 1)

APPROVED: \_\_\_\_\_  
DATE: \_\_\_\_\_

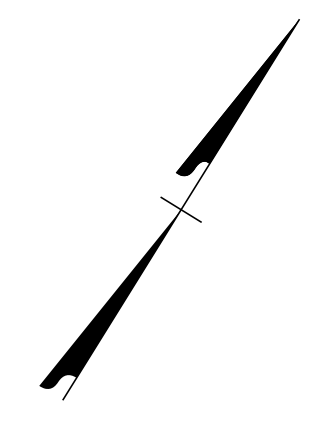
**DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED**



**TEMPORARY TRAFFIC CONTROL OVERVIEW PHASE IA**

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 User:ST086227

PLANS PREPARED FOR THE NCDOT BY:  
**M** MOTT MACDONALD I & E, LLC  
 1101 HAYNES STREET, SUITE 101  
 RALEIGH, NC 27604  
**M** MOTT MACDONALD NC LICENSE NO. F-0669



PLACE CMS 10 DAYS PRIOR TO RAMP CLOSURES/SHIFTS  
 CONFIRM MESSAGE AND LOCATION WITH ENGINEER PRIOR TO PLACEMENT OF CMS

|                       |                 |
|-----------------------|-----------------|
| MESSAGE NO. 1         | MESSAGE NO. 2   |
| MAIN ST RAMP CLOSURES | BEGIN MONTH/DAY |

CHANGEABLE MESSAGE SIGN

CMS DURING RAMP CLOSURES/SHIFTS  
 CONFIRM MESSAGE WITH ENGINEER PRIOR TO RAMP CLOSURES/SHIFTS

|                   |                     |
|-------------------|---------------------|
| MESSAGE NO. 1     | MESSAGE NO. 2       |
| US 29N RIGHT LANE | NEW TRAFFIC PATTERN |

CHANGEABLE MESSAGE SIGN

|                      |                 |
|----------------------|-----------------|
| MESSAGE NO. 1        | MESSAGE NO. 2   |
| MAIN ST RAMP CLOSURE | BEGIN MONTH/DAY |

CHANGEABLE MESSAGE SIGN

PLACE CMS 1/2 MILE PRIOR TO SECOND EXIT OF MAIN ST 10 DAYS PRIOR TO RAMP CLOSURE.  
 CONFIRM MESSAGE AND LOCATION WITH ENGINEER PRIOR TO PLACEMENT OF CMS.

|                     |                |
|---------------------|----------------|
| MESSAGE NO. 1       | MESSAGE NO. 2  |
| ALL MAIN ST TRAFFIC | USE FIRST EXIT |

CHANGEABLE MESSAGE SIGN

CMS DURING RAMP CLOSURE.  
 CONFIRM MESSAGE WITH ENGINEER PRIOR TO RAMP CLOSURE.

PLACE CMS 1/2 MILE PRIOR TO FIRST EXIT OF MAIN ST 10 DAYS PRIOR TO RAMP CLOSURE.  
 CONFIRM MESSAGE AND LOCATION WITH ENGINEER PRIOR TO PLACEMENT OF CMS.

|                      |                 |
|----------------------|-----------------|
| MESSAGE NO. 1        | MESSAGE NO. 2   |
| MAIN ST RAMP CLOSURE | BEGIN MONTH/DAY |

CHANGEABLE MESSAGE SIGN

CMS DURING RAMP CLOSURE. CONFIRM MESSAGE WITH ENGINEER PRIOR TO RAMP CLOSURE.

|                     |                 |
|---------------------|-----------------|
| MESSAGE NO. 1       | MESSAGE NO. 2   |
| ALL MAIN ST TRAFFIC | USE SECOND EXIT |

CHANGEABLE MESSAGE SIGN



FLASHING BEACON



WORK ZONE

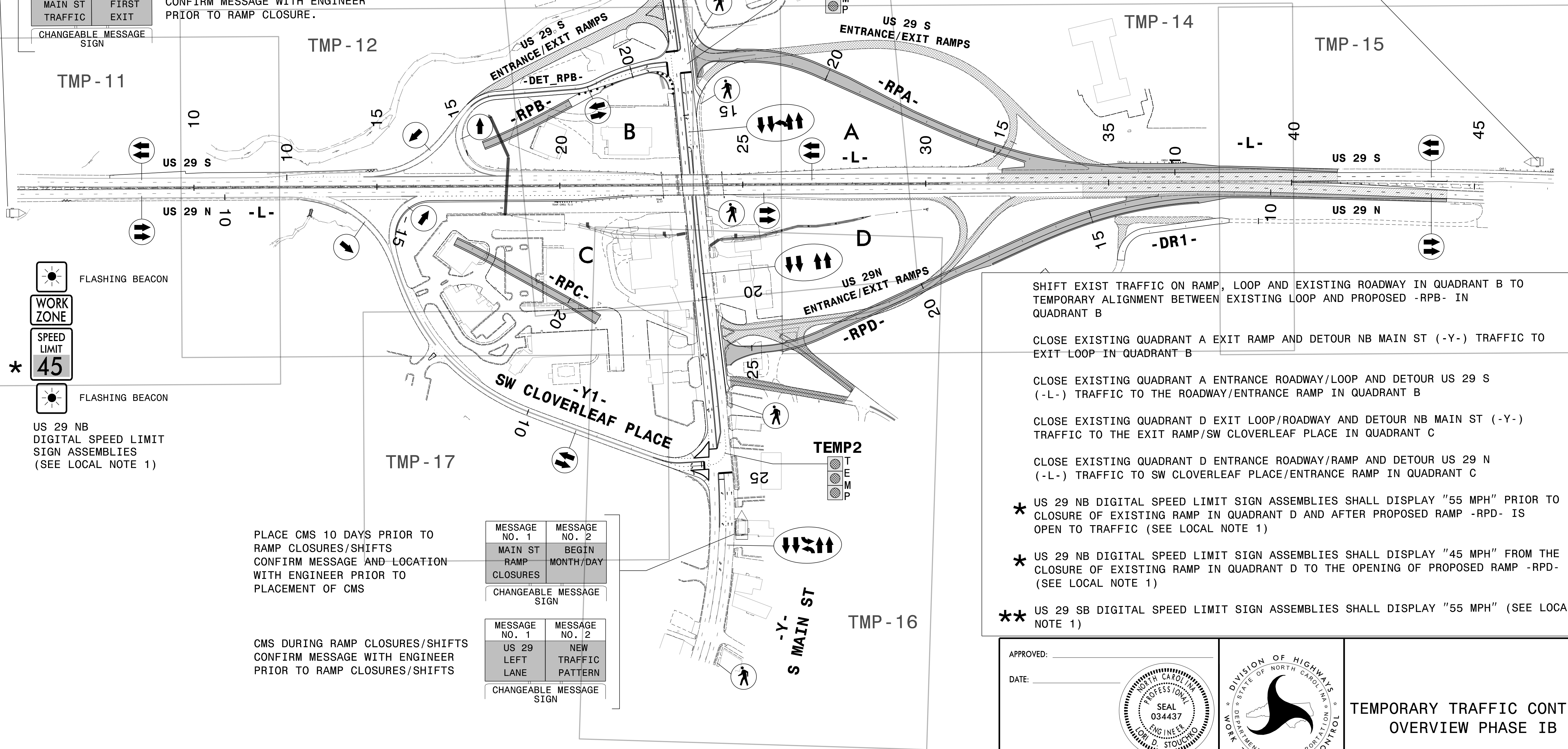


SPEED LIMIT 55

US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES (SEE LOCAL NOTE 1)



FLASHING BEACON



FLASHING BEACON

WORK ZONE

SPEED LIMIT 45

FLASHING BEACON

US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES (SEE LOCAL NOTE 1)

- SHIFT EXIST TRAFFIC ON RAMP, LOOP AND EXISTING ROADWAY IN QUADRANT B TO TEMPORARY ALIGNMENT BETWEEN EXISTING LOOP AND PROPOSED -RPB- IN QUADRANT B
- CLOSE EXISTING QUADRANT A EXIT RAMP AND DETOUR NB MAIN ST (-Y-) TRAFFIC TO EXIT LOOP IN QUADRANT B
- CLOSE EXISTING QUADRANT A ENTRANCE ROADWAY/LOOP AND DETOUR US 29 S (-L-) TRAFFIC TO THE ROADWAY/ENTRANCE RAMP IN QUADRANT B
- CLOSE EXISTING QUADRANT D EXIT LOOP/ROADWAY AND DETOUR NB MAIN ST (-Y-) TRAFFIC TO THE EXIT RAMP/SW CLOVERLEAF PLACE IN QUADRANT C
- CLOSE EXISTING QUADRANT D ENTRANCE ROADWAY/RAMP AND DETOUR US 29 N (-L-) TRAFFIC TO SW CLOVERLEAF PLACE/ENTRANCE RAMP IN QUADRANT C
- \* US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES SHALL DISPLAY "55 MPH" PRIOR TO CLOSURE OF EXISTING RAMP IN QUADRANT D AND AFTER PROPOSED RAMP -RPD- IS OPEN TO TRAFFIC (SEE LOCAL NOTE 1)
- \* US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES SHALL DISPLAY "45 MPH" FROM THE CLOSURE OF EXISTING RAMP IN QUADRANT D TO THE OPENING OF PROPOSED RAMP -RPD- (SEE LOCAL NOTE 1)
- \*\* US 29 SB DIGITAL SPEED LIMIT SIGN ASSEMBLIES SHALL DISPLAY "55 MPH" (SEE LOCAL NOTE 1)

PLACE CMS 10 DAYS PRIOR TO RAMP CLOSURES/SHIFTS  
 CONFIRM MESSAGE AND LOCATION WITH ENGINEER PRIOR TO PLACEMENT OF CMS

|                       |                 |
|-----------------------|-----------------|
| MESSAGE NO. 1         | MESSAGE NO. 2   |
| MAIN ST RAMP CLOSURES | BEGIN MONTH/DAY |

CHANGEABLE MESSAGE SIGN

CMS DURING RAMP CLOSURES/SHIFTS  
 CONFIRM MESSAGE WITH ENGINEER PRIOR TO RAMP CLOSURES/SHIFTS

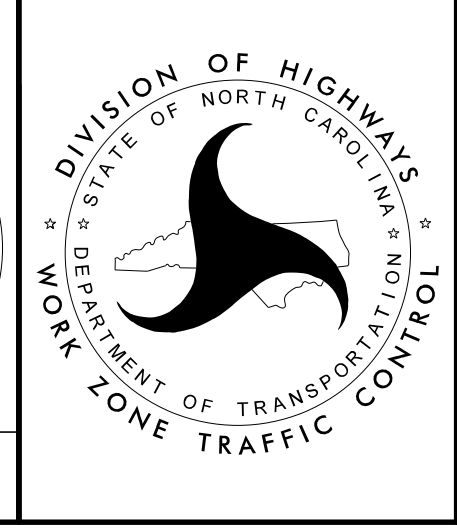
|                 |                     |
|-----------------|---------------------|
| MESSAGE NO. 1   | MESSAGE NO. 2       |
| US 29 LEFT LANE | NEW TRAFFIC PATTERN |

CHANGEABLE MESSAGE SIGN

APPROVED: \_\_\_\_\_

DATE: \_\_\_\_\_

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TEMPORARY TRAFFIC CONTROL OVERVIEW PHASE IB

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 User:ST086227

PLANS PREPARED FOR THE NCDOT BY:  
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 RALEIGH, NC 27604  
**M** MOTT MACDONALD NC LICENSE NO. F-0669

PLACE CMS 10 DAYS PRIOR TO RAMP OPENINGS/SHIFTS  
 CONFIRM MESSAGE AND LOCATION WITH ENGINEER PRIOR TO PLACEMENT OF CMS

|                       |                 |
|-----------------------|-----------------|
| MESSAGE NO. 1         | MESSAGE NO. 2   |
| MAIN ST RAMP CLOSURES | BEGIN MONTH/DAY |

CHANGEABLE MESSAGE SIGN

|                  |                     |
|------------------|---------------------|
| MESSAGE NO. 1    | MESSAGE NO. 2       |
| US 29N LEFT LANE | NEW TRAFFIC PATTERN |

CHANGEABLE MESSAGE SIGN

CMS 15 DAYS AFTER RAMP OPENINGS/SHIFTS CONFIRM MESSAGE WITH ENGINEER PRIOR TO RAMP OPENINGS/SHIFTS

PLACE CMS 1/2 MILE PRIOR TO FIRST EXIT OF MAIN ST 10 DAYS PRIOR TO RAMP CLOSURE. CONFIRM MESSAGE AND LOCATION WITH ENGINEER PRIOR TO PLACEMENT OF CMS.

|                       |                 |
|-----------------------|-----------------|
| MESSAGE NO. 1         | MESSAGE NO. 2   |
| MAIN ST RAMP CLOSURES | BEGIN MONTH/DAY |

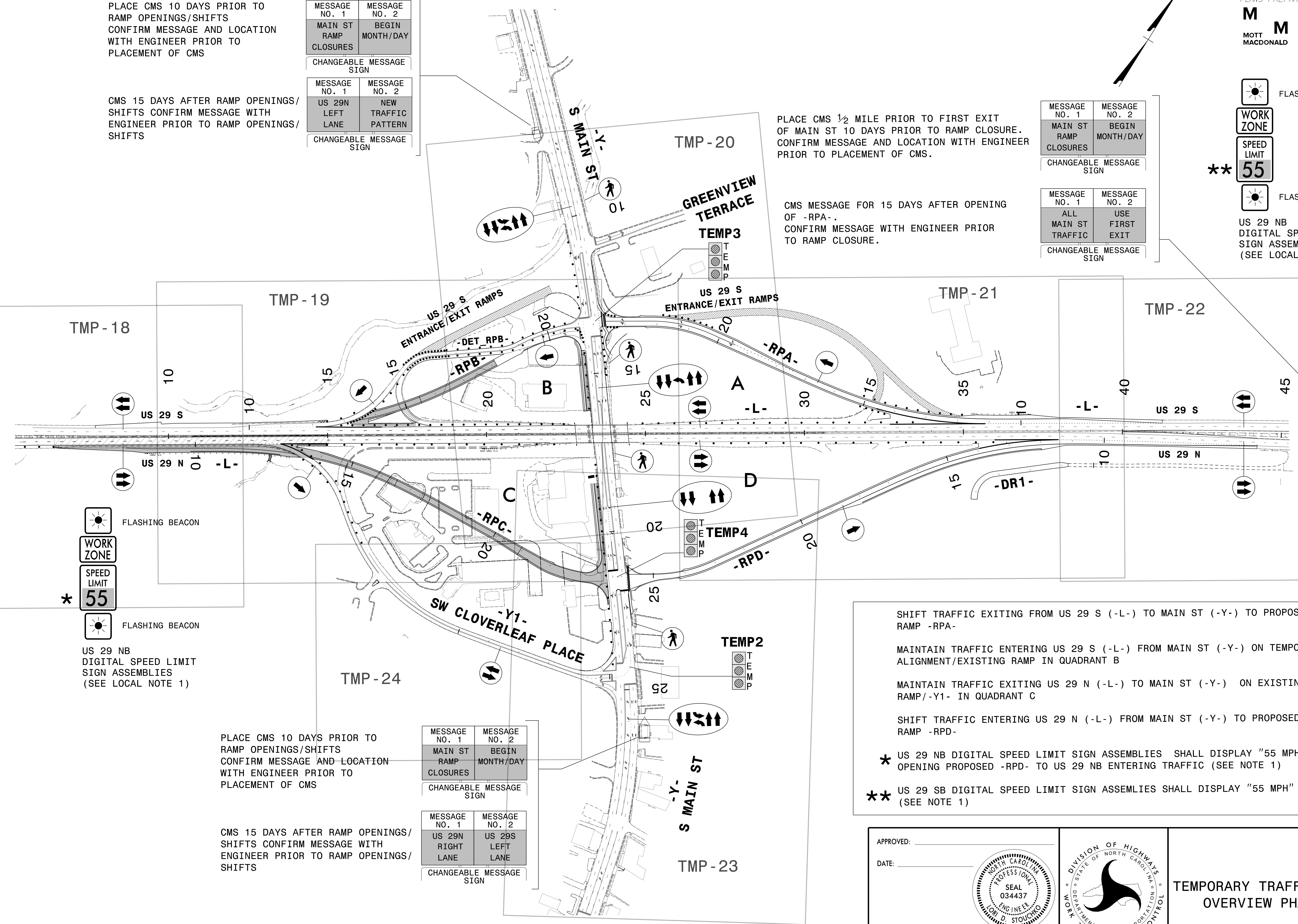
CHANGEABLE MESSAGE SIGN

CMS MESSAGE FOR 15 DAYS AFTER OPENING OF -RPA-. CONFIRM MESSAGE WITH ENGINEER PRIOR TO RAMP CLOSURE.

|                     |                |
|---------------------|----------------|
| MESSAGE NO. 1       | MESSAGE NO. 2  |
| ALL MAIN ST TRAFFIC | USE FIRST EXIT |

CHANGEABLE MESSAGE SIGN

- FLASHING BEACON
- WORK ZONE
- \*\* SPEED LIMIT 55
- FLASHING BEACON
- US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES (SEE LOCAL NOTE 1)



- FLASHING BEACON
- WORK ZONE
- \* SPEED LIMIT 55
- FLASHING BEACON
- US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES (SEE LOCAL NOTE 1)

PLACE CMS 10 DAYS PRIOR TO RAMP OPENINGS/SHIFTS  
 CONFIRM MESSAGE AND LOCATION WITH ENGINEER PRIOR TO PLACEMENT OF CMS

|                       |                 |
|-----------------------|-----------------|
| MESSAGE NO. 1         | MESSAGE NO. 2   |
| MAIN ST RAMP CLOSURES | BEGIN MONTH/DAY |

CHANGEABLE MESSAGE SIGN

CMS 15 DAYS AFTER RAMP OPENINGS/SHIFTS CONFIRM MESSAGE WITH ENGINEER PRIOR TO RAMP OPENINGS/SHIFTS

|                   |                  |
|-------------------|------------------|
| MESSAGE NO. 1     | MESSAGE NO. 2    |
| US 29N RIGHT LANE | US 29S LEFT LANE |

CHANGEABLE MESSAGE SIGN

SHIFT TRAFFIC EXITING FROM US 29 S (-L-) TO MAIN ST (-Y-) TO PROPOSED RAMP -RPA-

MAINTAIN TRAFFIC ENTERING US 29 S (-L-) FROM MAIN ST (-Y-) ON TEMPORARY ALIGNMENT/EXISTING RAMP IN QUADRANT B

MAINTAIN TRAFFIC EXITING US 29 N (-L-) TO MAIN ST (-Y-) ON EXISTING RAMP/-Y1- IN QUADRANT C

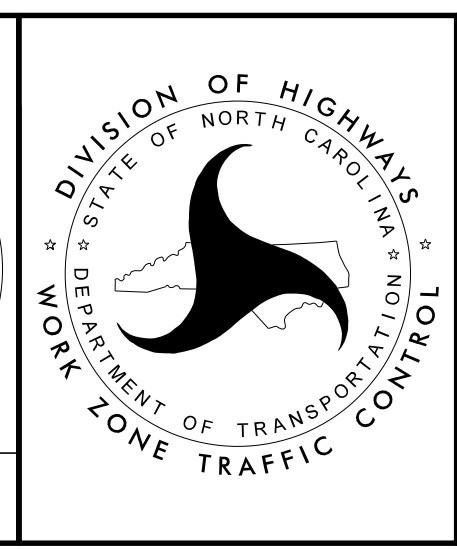
SHIFT TRAFFIC ENTERING US 29 N (-L-) FROM MAIN ST (-Y-) TO PROPOSED RAMP -RPD-

\* US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES SHALL DISPLAY "55 MPH" UPON OPENING PROPOSED -RPD- TO US 29 NB ENTERING TRAFFIC (SEE NOTE 1)

\*\* US 29 SB DIGITAL SPEED LIMIT SIGN ASSEMBLIES SHALL DISPLAY "55 MPH" (SEE NOTE 1)

APPROVED: \_\_\_\_\_  
 DATE: \_\_\_\_\_

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**TEMPORARY TRAFFIC CONTROL OVERVIEW PHASE IIA**

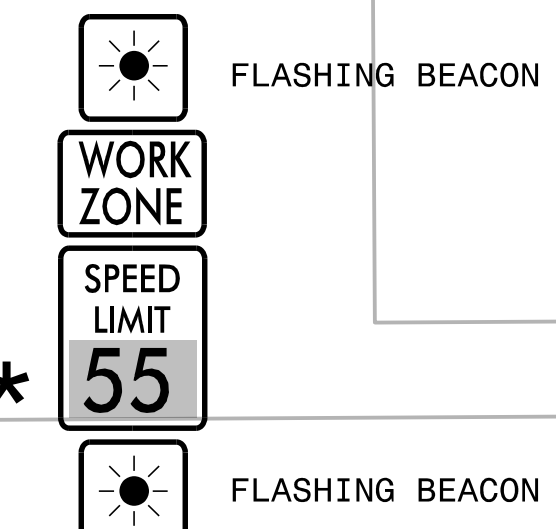
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 User:ST086227

PLANS PREPARED FOR THE NCDOT BY:

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 RALEIGH, NC 27604  
**M** MOTT MACDONALD NC LICENSE NO. F-0669



US 29 NB  
 DIGITAL SPEED LIMIT  
 SIGN ASSEMBLIES  
 (SEE LOCAL NOTE 1)



US 29 NB  
 DIGITAL SPEED LIMIT  
 SIGN ASSEMBLIES  
 (SEE LOCAL NOTE 1)

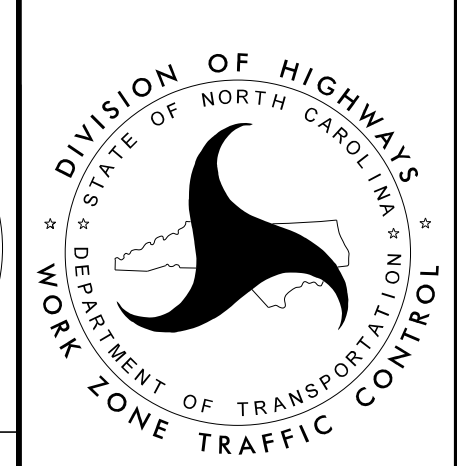
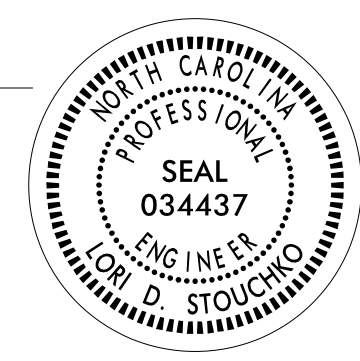
SEE SHEET TMP-2H FOR DETOUR  
 FOR OVERHEAD WORK OVER -Y-

SHIFT TRAFFIC ENTERING US 29 S (-L-) FROM MAIN ST (-Y-) TO PROPOSED RAMP -RPB-

SHIFT TRAFFIC EXITING US 29 N (-L-) TO MAIN ST (-Y-) ON PROPOSED RAMP -RPC-

\* US 29 NB AND SB DIGITAL SPEED LIMIT SIGN ASSEMBLIES SHALL DISPLAY "55 MPH" (SEE LOCAL NOTE 1)

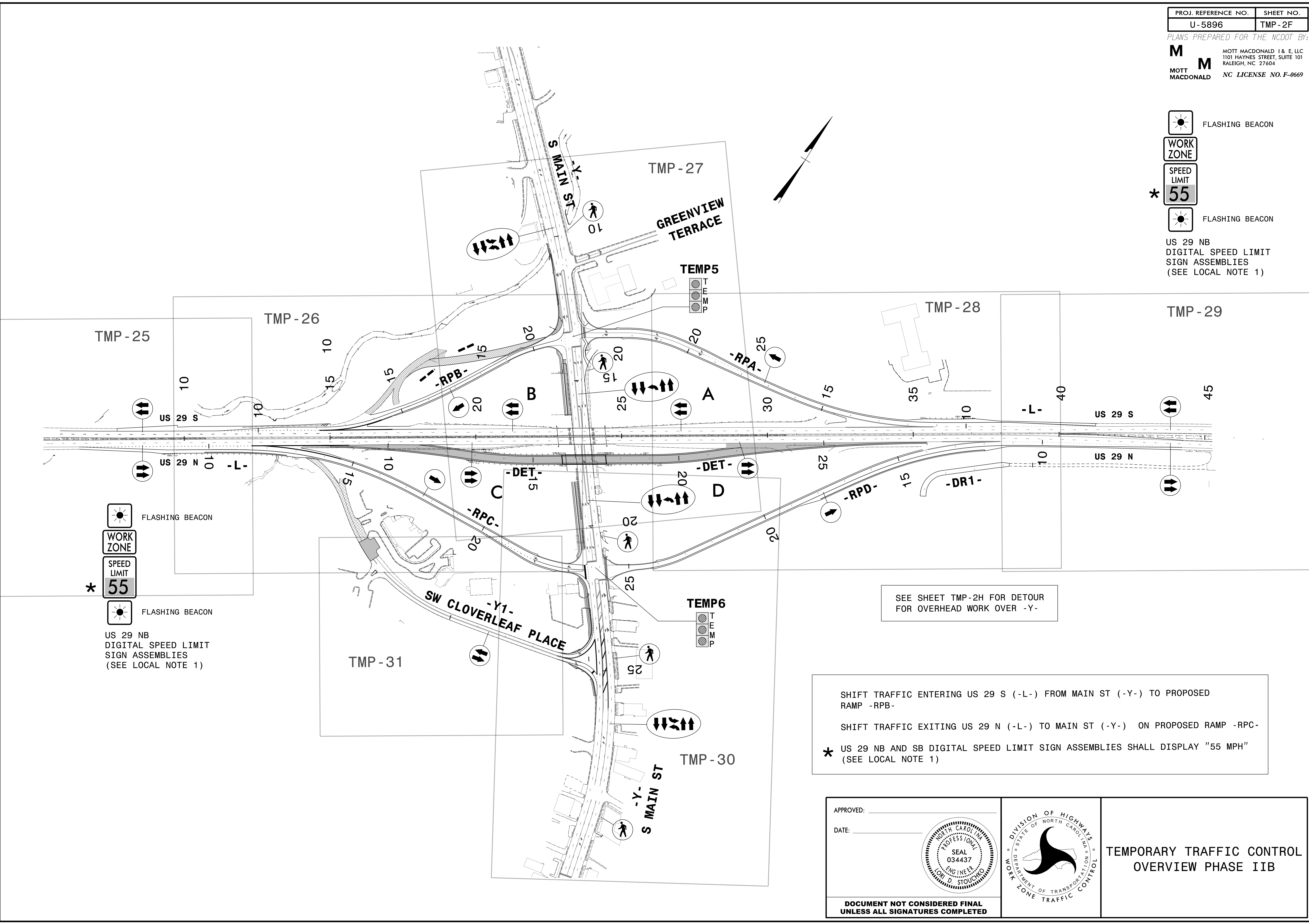
APPROVED: \_\_\_\_\_  
 DATE: \_\_\_\_\_



TEMPORARY TRAFFIC CONTROL  
 OVERVIEW PHASE IIB

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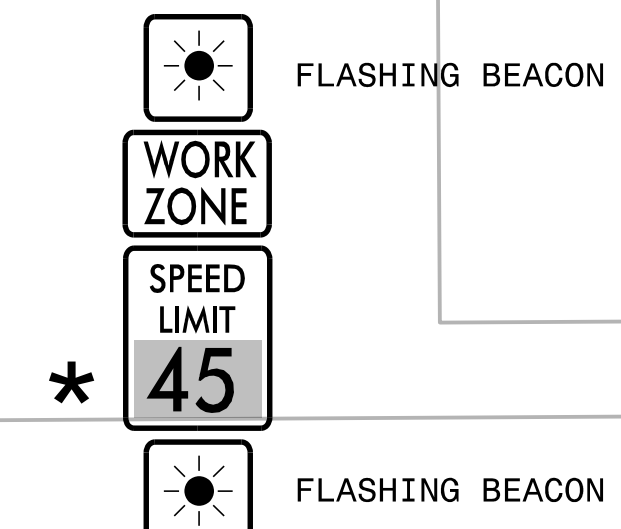


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 RALEIGH, NC 27604  
**M** MOTT MACDONALD NC LICENSE NO. F-0669



US 29 NB  
 DIGITAL SPEED LIMIT  
 SIGN ASSEMBLIES  
 (SEE LOCAL NOTE 1)




\* US 29 NB  
 DIGITAL SPEED LIMIT  
 SIGN ASSEMBLIES  
 (SEE LOCAL NOTE 1)

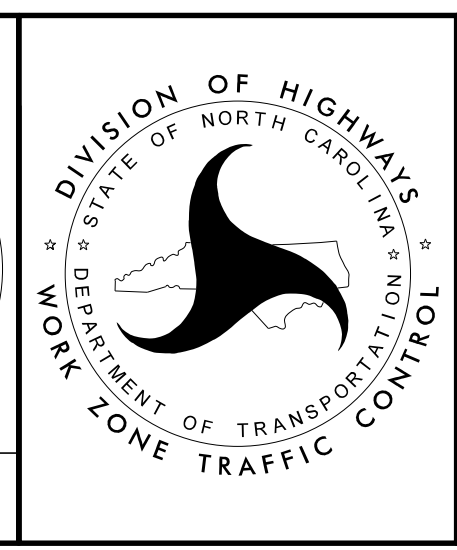
SHIFT US 29 N (-L-) TRAFFIC TO -DET-

- \* US 29 NB DIGITAL SPEED SIGN ASSEMBLIES SHALL DISPLAY "55 MPH" PRIOR TO THE US 29 N TRAFFIC SHIFT TO ON-SITE DETOUR -DET- (SEE NOTE 1)
- \* US 29 NB DIGITAL SPEED SIGN ASSEMBLIES SHALL DISPLAY "45 MPH" UPON TRAFFIC SHIFT OF US 29 N TO ON-SITE DETOUR -DET- (SEE NOTE 1)
- \*\* US 29 SB DIGITAL SPEED SIGN ASSEMBLIES SHALL DISPLAY "55 MPH" (SEE NOTE 1)

APPROVED: \_\_\_\_\_  
 DATE: \_\_\_\_\_

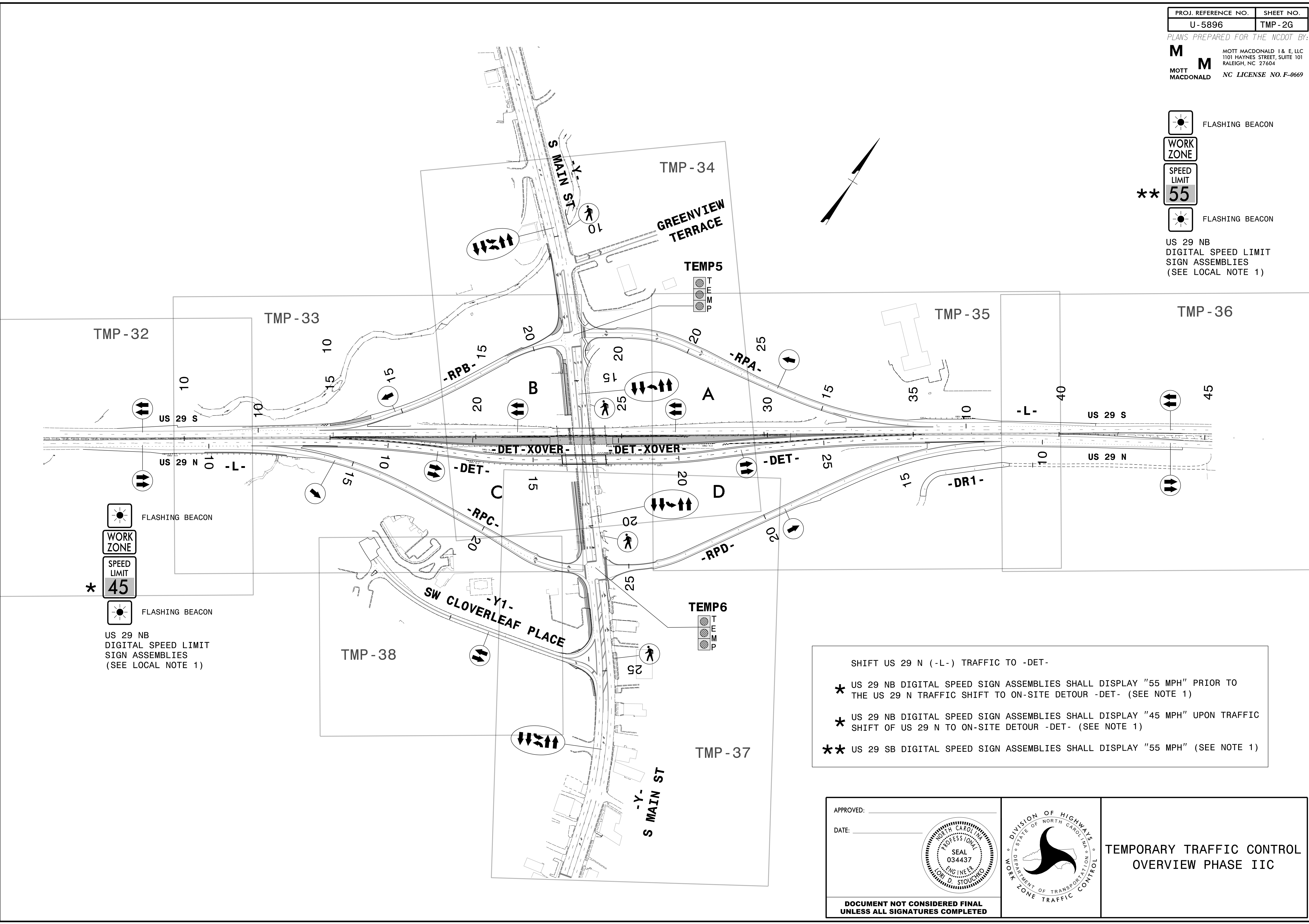


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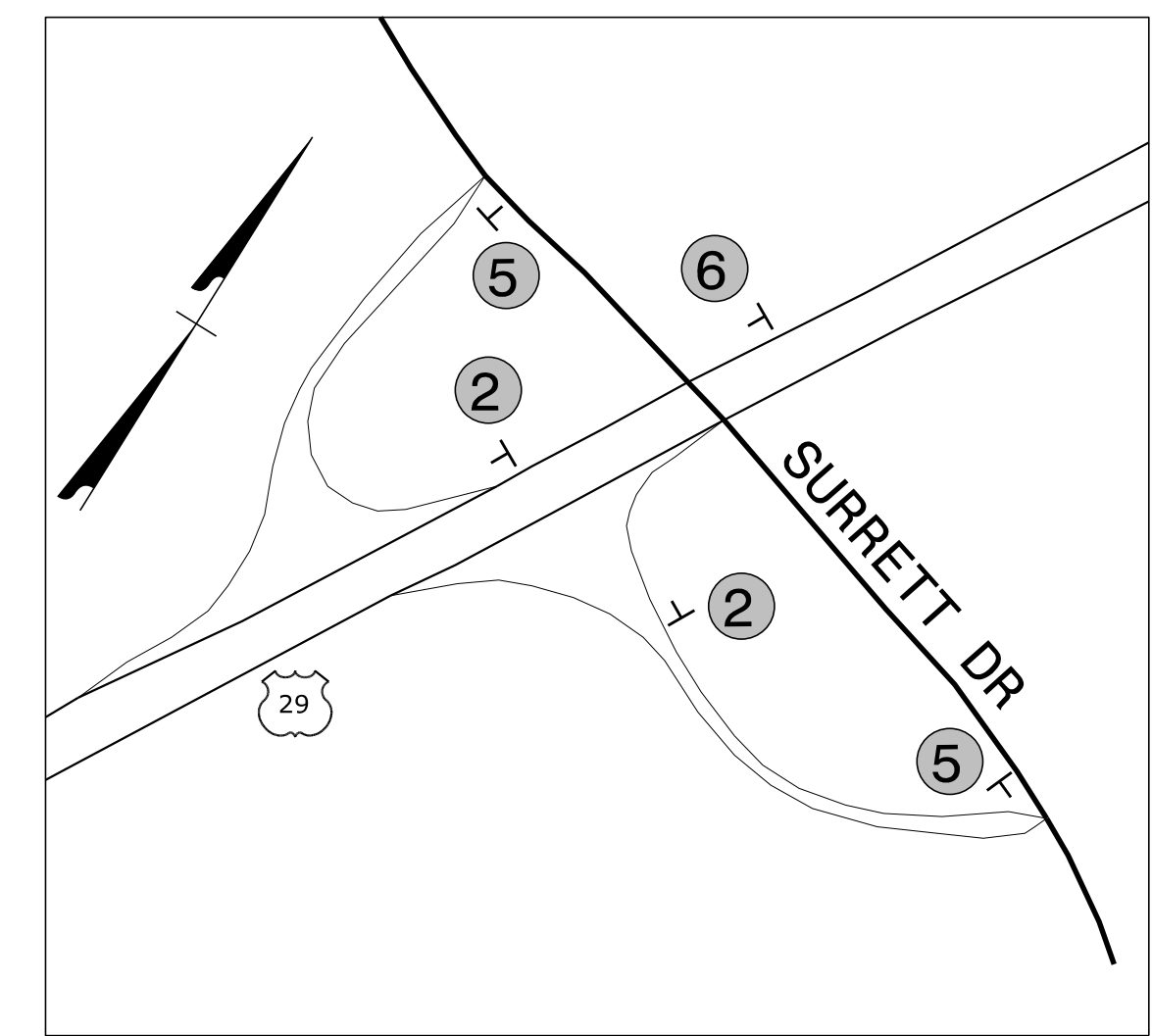


**TEMPORARY TRAFFIC CONTROL  
 OVERVIEW PHASE IIC**

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 NC LICENSE NO. F-0669



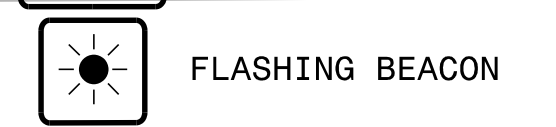
USE RSD 1101.02, SHEET 3 OF 14 TO CLOSE LEFT LANE OF S MAIN ST (-Y-) DURING NIGHT TIME CLOSURE

CONFIRM CMS MESSAGES AND LOCATION WITH ENGINEER PRIOR TO PLACEMENT

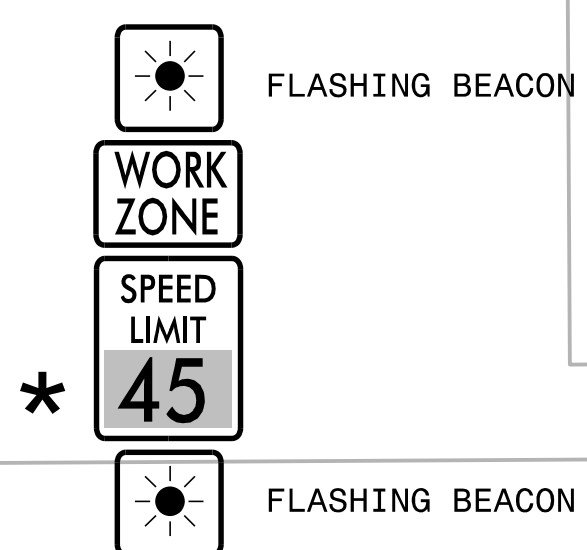
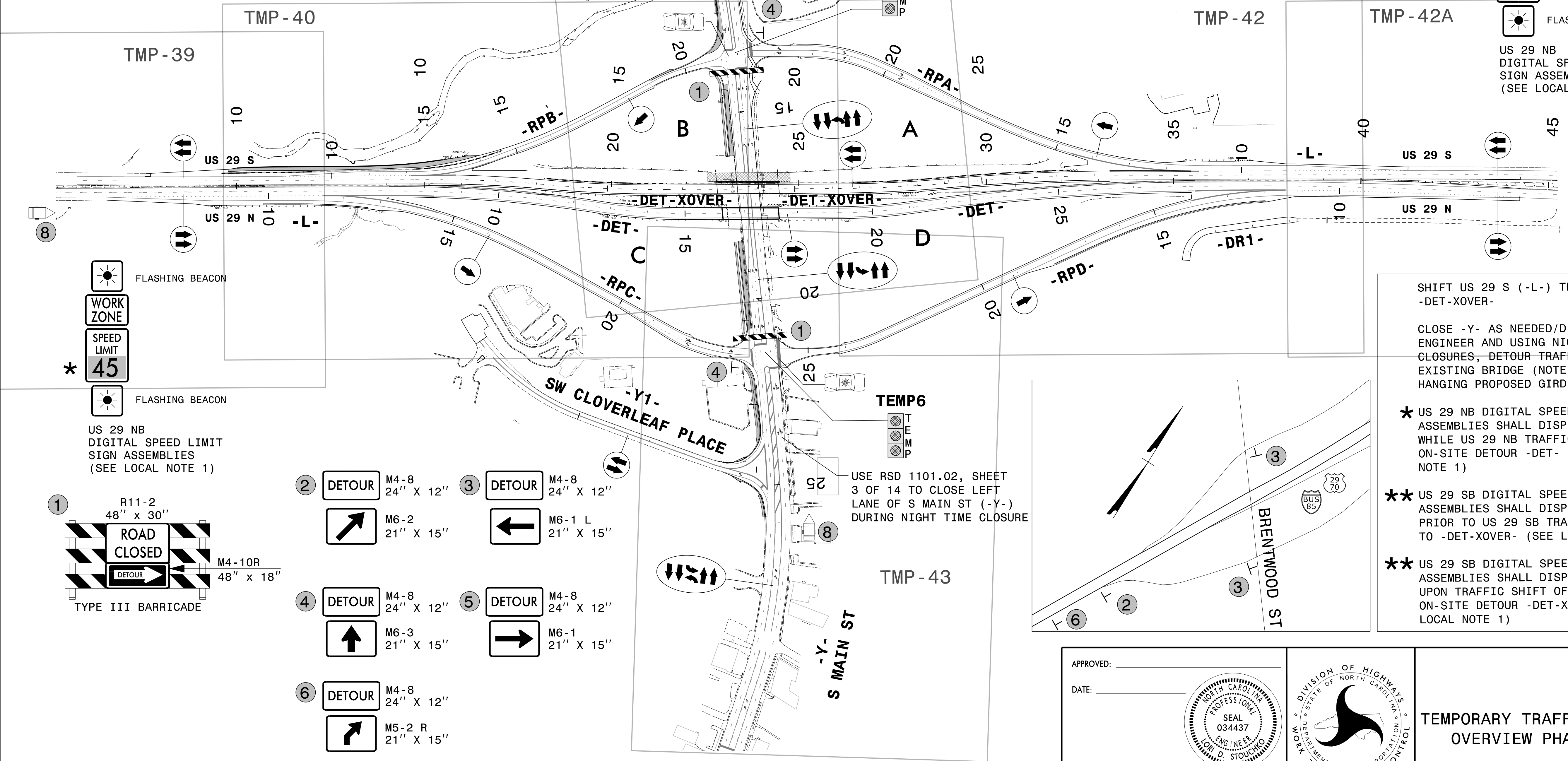
|   |                          |                          |   |                          |                          |
|---|--------------------------|--------------------------|---|--------------------------|--------------------------|
| 7 | MESSAGE NO. 1            | MESSAGE NO. 2            | 8 | MESSAGE NO. 1            | MESSAGE NO. 2            |
|   | SB MAIN NIGHTLY CLOSURES | MONTH/DAY THRU MONTH/DAY |   | NB MAIN NIGHTLY CLOSURES | MONTH/DAY THRU MONTH/DAY |
|   | CHANGEABLE MESSAGE SIGN  |                          |   | CHANGEABLE MESSAGE SIGN  |                          |
|   | MESSAGE NO. 1            | MESSAGE NO. 2            |   | MESSAGE NO. 1            | MESSAGE NO. 2            |
|   | SB MAIN ST CLOSED        | FOLLOW DETOUR SIGNS      |   | NB MAIN ST CLOSED        | FOLLOW DETOUR SIGNS      |
|   | CHANGEABLE MESSAGE SIGN  |                          |   | CHANGEABLE MESSAGE SIGN  |                          |

BEGIN MESSAGES 14 DAYS PRIOR TO NIGHT TIME ROAD CLOSURES

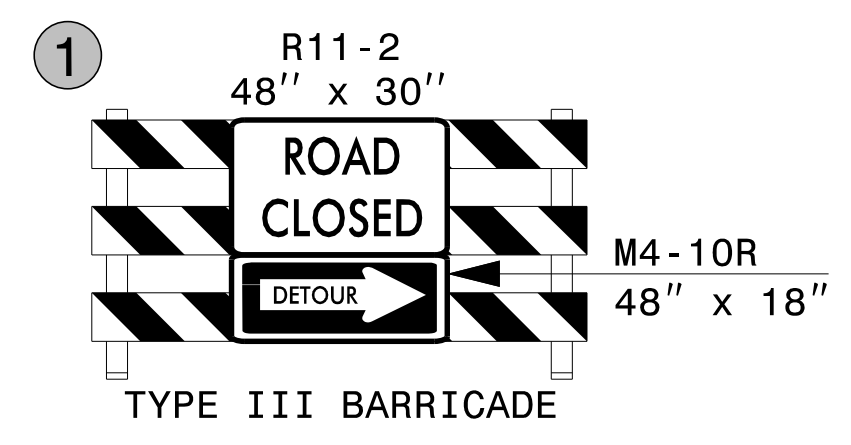
USE MESSAGES DURING NIGHT TIME ROAD CLOSURES



US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES (SEE LOCAL NOTE 1)



US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES (SEE LOCAL NOTE 1)



- 2 DETOUR M4-8 24" X 12" M6-2 21" X 15"
- 3 DETOUR M4-8 24" X 12" M6-1 L 21" X 15"
- 4 DETOUR M4-8 24" X 12" M6-3 21" X 15"
- 5 DETOUR M4-8 24" X 12" M6-1 21" X 15"
- 6 DETOUR M4-8 24" X 12" M5-2 R 21" X 15"

USE RSD 1101.02, SHEET 3 OF 14 TO CLOSE LEFT LANE OF S MAIN ST (-Y-) DURING NIGHT TIME CLOSURE

SHIFT US 29 S (-L-) TRAFFIC TO -DET-XOVER-


CLOSE -Y- AS NEEDED/DIRECTED BY ENGINEER AND USING NIGHT TIME CLOSURES, DETOUR TRAFFIC TO REMOVE EXISTING BRIDGE (NOTE: SIMILAR FOR HANGING PROPOSED GIRDERS OVER -Y-)

\* US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES SHALL DISPLAY "45 MPH" WHILE US 29 NB TRAFFIC REMAINS ON ON-SITE DETOUR -DET- (SEE LOCAL NOTE 1)

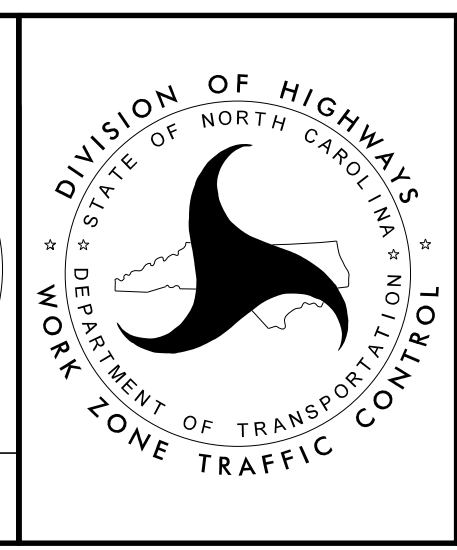
\*\* US 29 SB DIGITAL SPEED LIMIT SIGN ASSEMBLIES SHALL DISPLAY "55 MPH" PRIOR TO US 29 SB TRAFFIC SHIFT TO -DET-XOVER- (SEE LOCAL NOTE 1)

\*\* US 29 SB DIGITAL SPEED LIMIT SIGN ASSEMBLIES SHALL DISPLAY "45 MPH" UPON TRAFFIC SHIFT OF US 29 SB TO ON-SITE DETOUR -DET-XOVER- (SEE LOCAL NOTE 1)

APPROVED: \_\_\_\_\_  
 DATE: \_\_\_\_\_

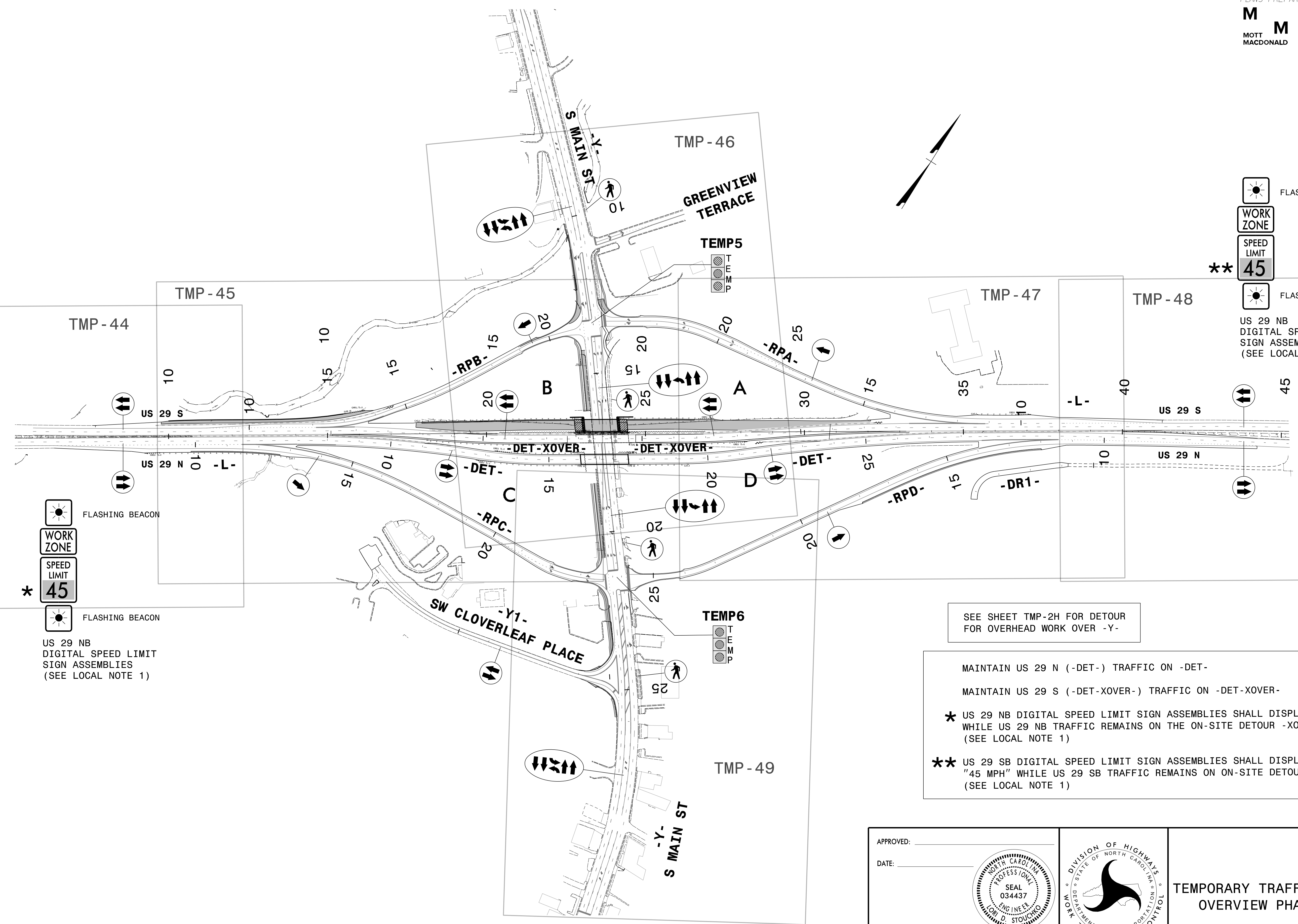


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**TEMPORARY TRAFFIC CONTROL OVERVIEW PHASE IIIA**

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 User:ST086227



FLASHING BEACON

WORK ZONE

SPEED LIMIT 45

FLASHING BEACON

US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES (SEE LOCAL NOTE 1)

FLASHING BEACON

WORK ZONE

SPEED LIMIT 45

FLASHING BEACON

US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES (SEE LOCAL NOTE 1)

SEE SHEET TMP-2H FOR DETOUR FOR OVERHEAD WORK OVER -Y-

MAINTAIN US 29 N (-DET-) TRAFFIC ON -DET-

MAINTAIN US 29 S (-DET-XOVER-) TRAFFIC ON -DET-XOVER-

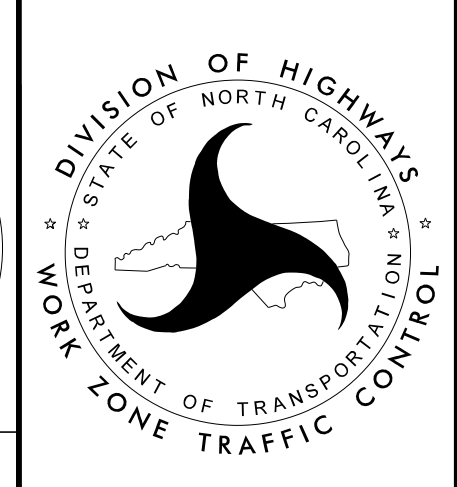
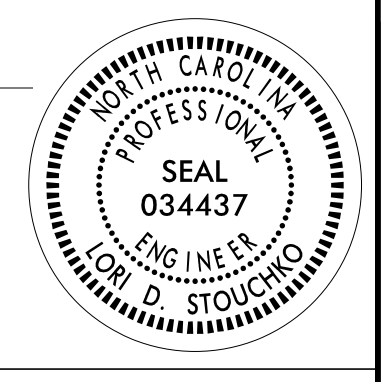
\* US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES SHALL DISPLAY "45 MPH" WHILE US 29 NB TRAFFIC REMAINS ON THE ON-SITE DETOUR -XOVER-DET- (SEE LOCAL NOTE 1)

\*\* US 29 SB DIGITAL SPEED LIMIT SIGN ASSEMBLIES SHALL DISPLAY "45 MPH" WHILE US 29 SB TRAFFIC REMAINS ON ON-SITE DETOUR -DET- (SEE LOCAL NOTE 1)

APPROVED: \_\_\_\_\_

DATE: \_\_\_\_\_

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**TEMPORARY TRAFFIC CONTROL OVERVIEW PHASE III B**

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 User:ST086227

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 RALEIGH, NC 27604  
 NC LICENSE NO. F-0669

BEGIN MESSAGES 14 DAYS PRIOR TO NIGHT TIME ROAD CLOSURES

USE MESSAGES DURING NIGHT TIME ROAD CLOSURES

CONFIRM CMS MESSAGES AND LOCATION WITH ENGINEER PRIOR TO PLACEMENT

| MESSAGE NO. 1            | MESSAGE NO. 2            |
|--------------------------|--------------------------|
| SB MAIN NIGHTLY CLOSURES | MONTH/DAY THRU MONTH/DAY |

CHANGEABLE MESSAGE SIGN

| MESSAGE NO. 1     | MESSAGE NO. 2       |
|-------------------|---------------------|
| SB MAIN ST CLOSED | FOLLOW DETOUR SIGNS |

CHANGEABLE MESSAGE SIGN

| MESSAGE NO. 1            | MESSAGE NO. 2            |
|--------------------------|--------------------------|
| NB MAIN NIGHTLY CLOSURES | MONTH/DAY THRU MONTH/DAY |

CHANGEABLE MESSAGE SIGN

| MESSAGE NO. 1     | MESSAGE NO. 2       |
|-------------------|---------------------|
| NB MAIN ST CLOSED | FOLLOW DETOUR SIGNS |

CHANGEABLE MESSAGE SIGN

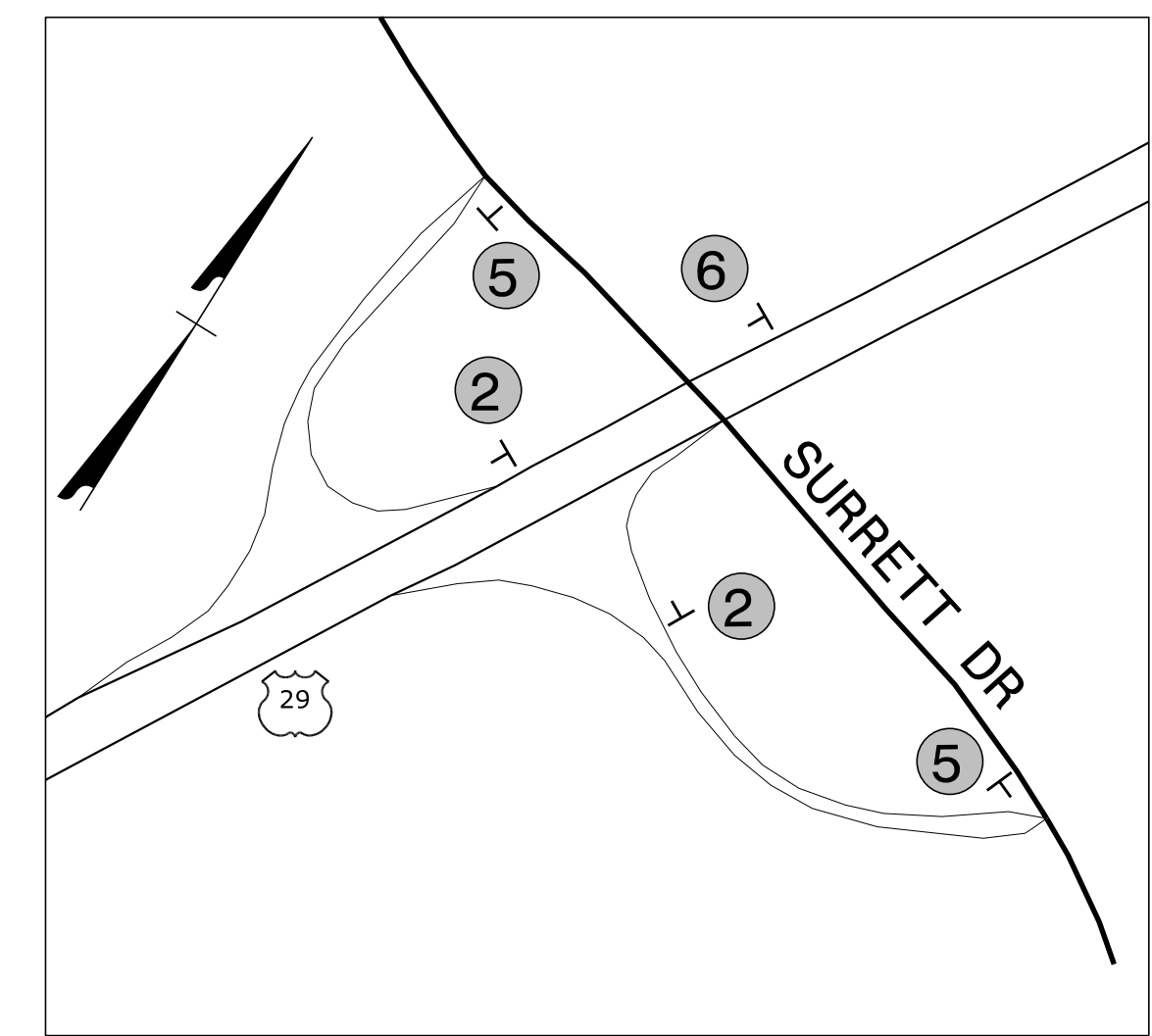
FLASHING BEACON

WORK ZONE

SPEED LIMIT 55

FLASHING BEACON

US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES (SEE LOCAL NOTE 1)



USE RSD 1101.02, SHEET 3 OF 14 TO CLOSE LEFT LANE OF S MAIN ST (-Y-) DURING NIGHT TIME CLOSURE

TMP-52

TEMP5

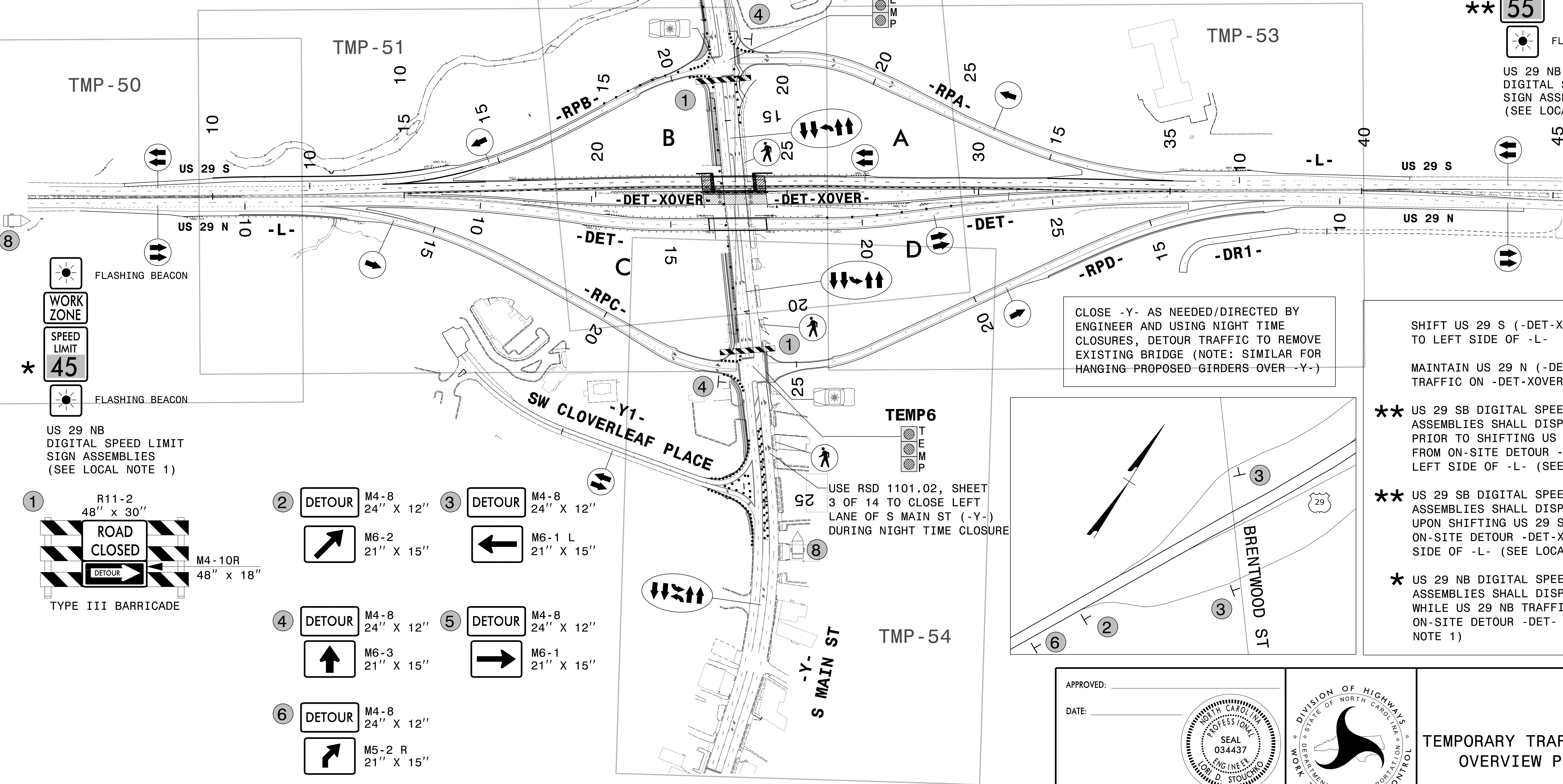
TMP-53

TMP-50

TMP-51

TEMP6

TMP-54



CLOSE -Y- AS NEEDED/DIRECTED BY ENGINEER AND USING NIGHT TIME CLOSURES, DETOUR TRAFFIC TO REMOVE EXISTING BRIDGE (NOTE: SIMILAR FOR HANGING PROPOSED GIRDERS OVER -Y-)

SHIFT US 29 S (-DET-XOVER-) TRAFFIC TO LEFT SIDE OF -L-  
 MAINTAIN US 29 N (-DET-XOVER-) TRAFFIC ON -DET-XOVER-

\*\* US 29 SB DIGITAL SPEED LIMIT SIGN ASSEMBLIES SHALL DISPLAY "45 MPH" PRIOR TO SHIFTING US 29 S TRAFFIC FROM ON-SITE DETOUR -DET-XOVER- TO LEFT SIDE OF -L- (SEE LOCAL NOTE 1)

\*\* US 29 SB DIGITAL SPEED LIMIT SIGN ASSEMBLIES SHALL DISPLAY "55 MPH" UPON SHIFTING US 29 S TRAFFIC FROM ON-SITE DETOUR -DET-XOVER- TO LEFT SIDE OF -L- (SEE LOCAL NOTE 1)

\* US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES SHALL DISPLAY "45 MPH" WHILE US 29 NB TRAFFIC REMAINS ON ON-SITE DETOUR -DET- (SEE LOCAL NOTE 1)

FLASHING BEACON  
 WORK ZONE  
 SPEED LIMIT 45  
 FLASHING BEACON


US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES (SEE LOCAL NOTE 1)

TYPE III BARRICADE  
 R11-2 48" x 30"  
 ROAD CLOSED  
 M4-10R 48" x 18"

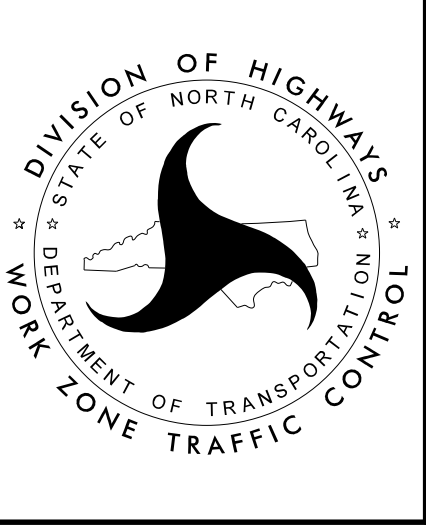
- 1 R11-2 48" x 30"
- 2 DETOUR M4-8 24" x 12"  
M6-2 21" x 15"
- 3 DETOUR M4-8 24" x 12"  
M6-1 L 21" x 15"
- 4 DETOUR M4-8 24" x 12"  
M6-3 21" x 15"
- 5 DETOUR M4-8 24" x 12"  
M6-1 21" x 15"
- 6 DETOUR M4-8 24" x 12"  
M5-2 R 21" x 15"

USE RSD 1101.02, SHEET 3 OF 14 TO CLOSE LEFT LANE OF S MAIN ST (-Y-) DURING NIGHT TIME CLOSURE

APPROVED: \_\_\_\_\_  
 DATE: \_\_\_\_\_



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



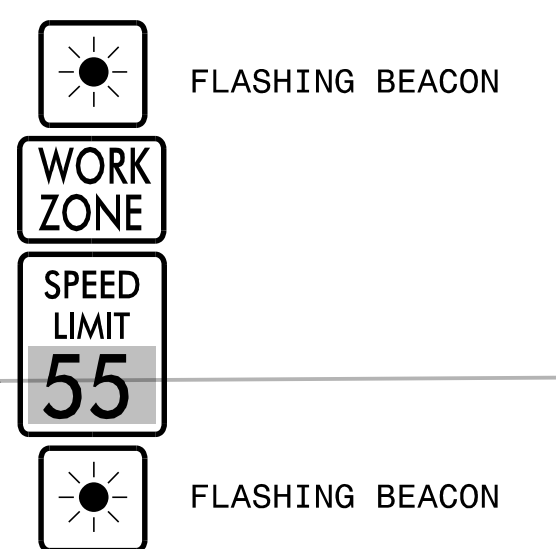
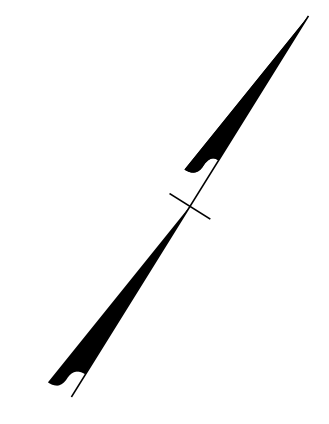
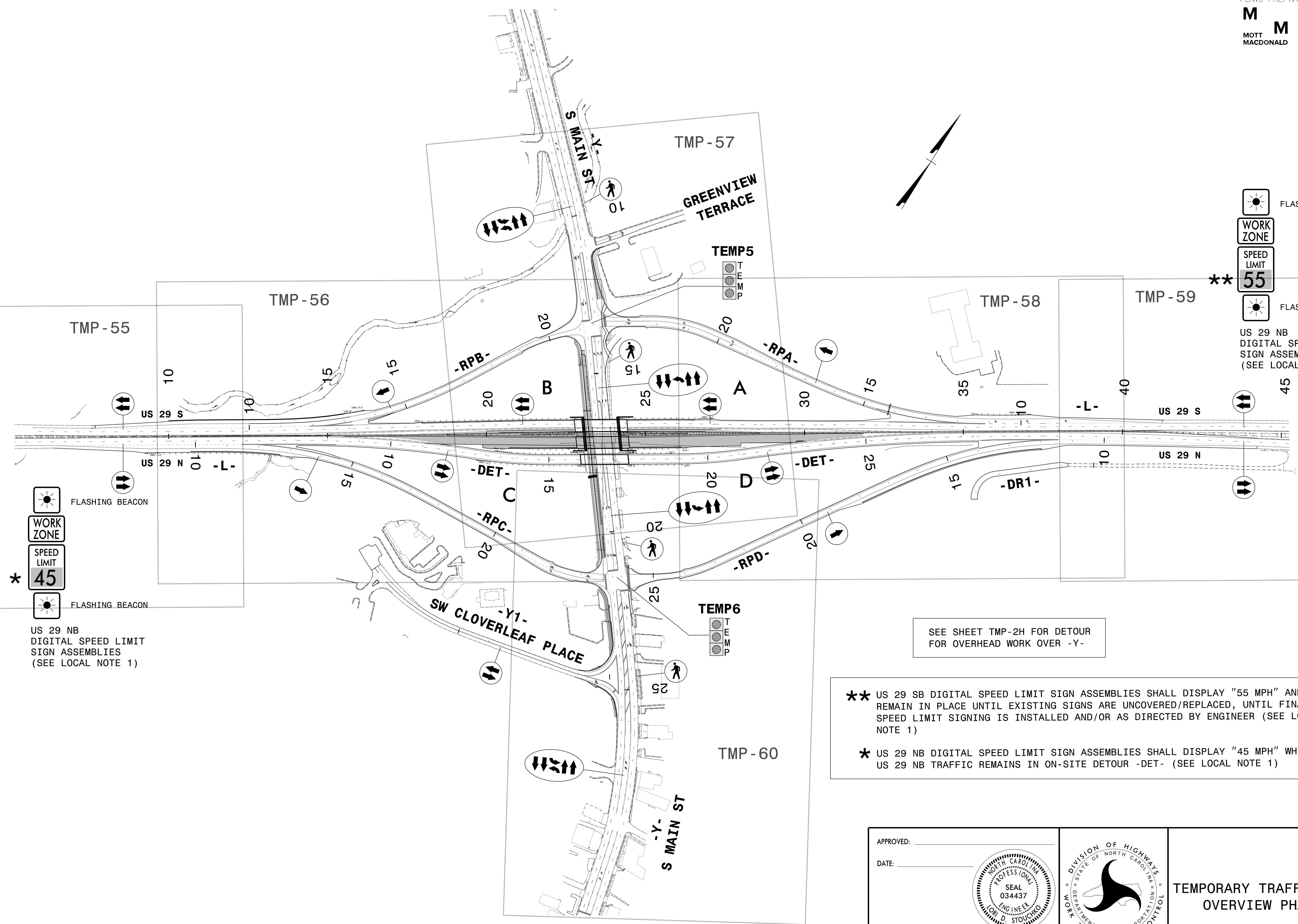
TEMPORARY TRAFFIC CONTROL OVERVIEW PHASE IVA

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 User:ST086227

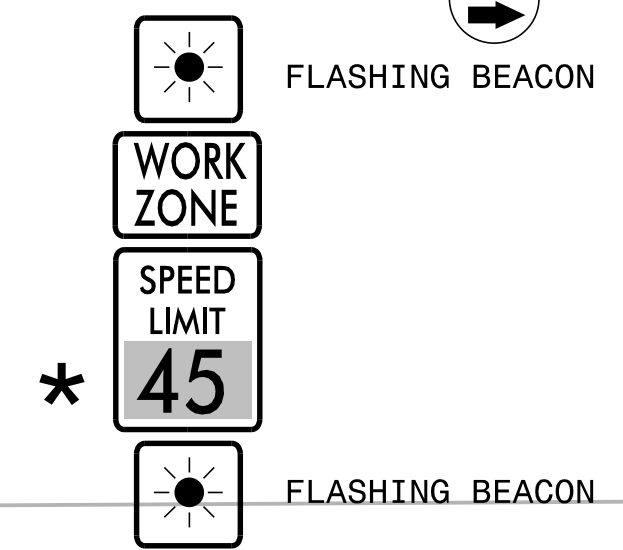


PLANS PREPARED FOR THE NCDOT BY:

**M** MOTT MACDONALD I & E, LLC  
 1101 HAYNES STREET, SUITE 101  
 RALEIGH, NC 27604  
**M** MOTT MACDONALD NC LICENSE NO. F-0669



US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES (SEE LOCAL NOTE 1)



US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES (SEE LOCAL NOTE 1)

SEE SHEET TMP-2H FOR DETOUR FOR OVERHEAD WORK OVER -Y-

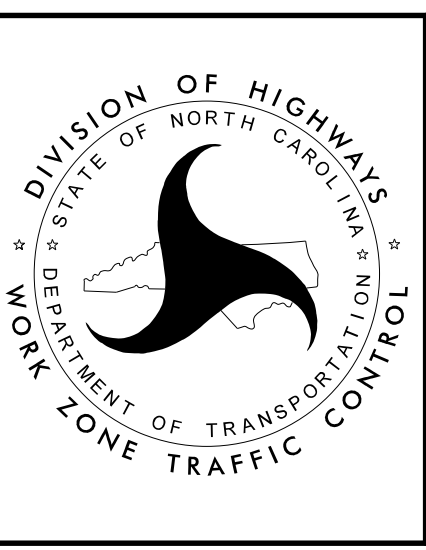
\*\* US 29 SB DIGITAL SPEED LIMIT SIGN ASSEMBLIES SHALL DISPLAY "55 MPH" AND SHALL REMAIN IN PLACE UNTIL EXISTING SIGNS ARE UNCOVERED/REPLACED, UNTIL FINAL SPEED LIMIT SIGNING IS INSTALLED AND/OR AS DIRECTED BY ENGINEER (SEE LOCAL NOTE 1)

\* US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES SHALL DISPLAY "45 MPH" WHILE US 29 NB TRAFFIC REMAINS IN ON-SITE DETOUR -DET- (SEE LOCAL NOTE 1)

APPROVED: \_\_\_\_\_

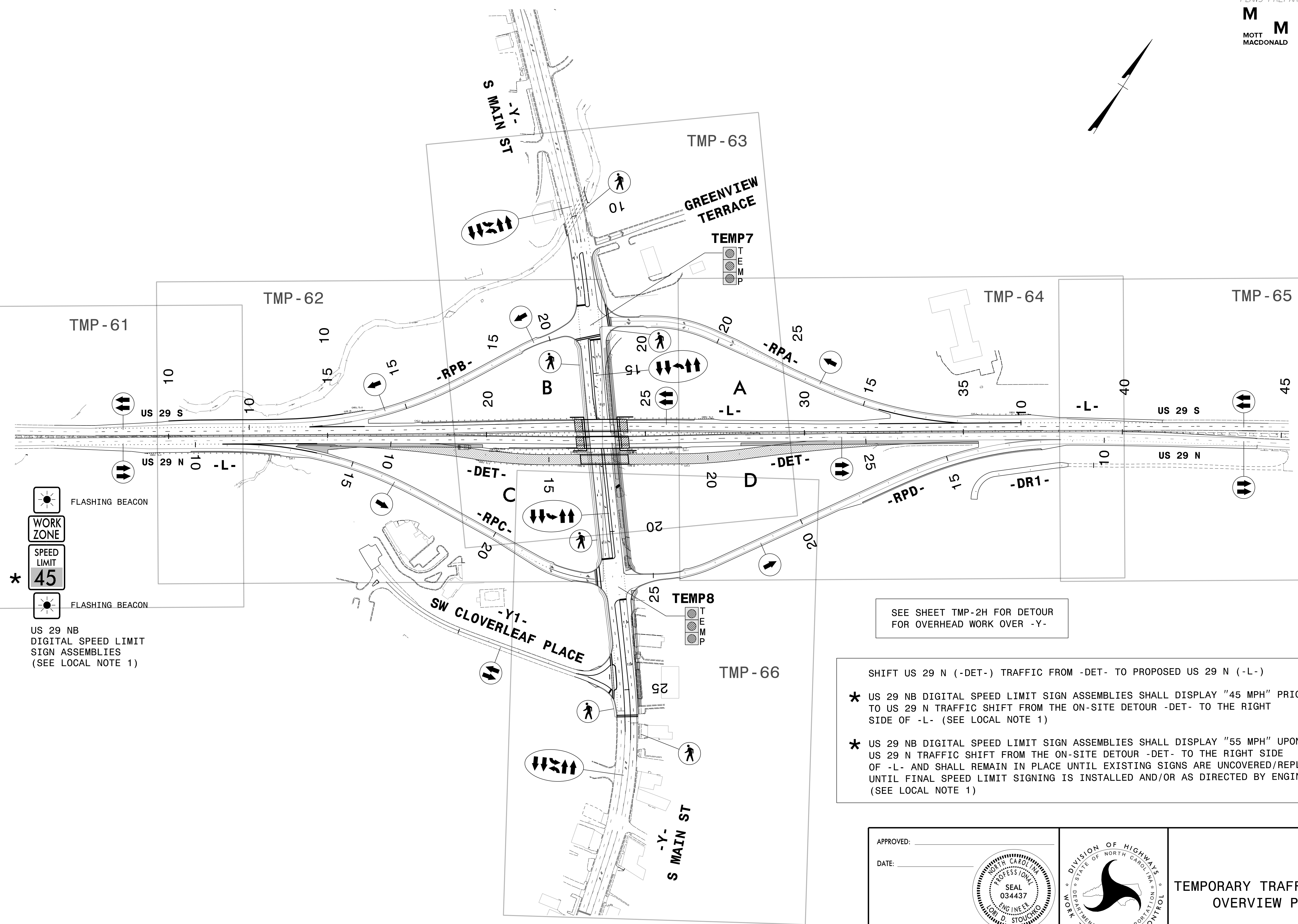
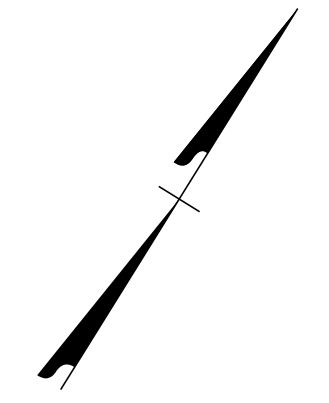
DATE: \_\_\_\_\_

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



**TEMPORARY TRAFFIC CONTROL OVERVIEW PHASE IVB**

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 User: ST086227



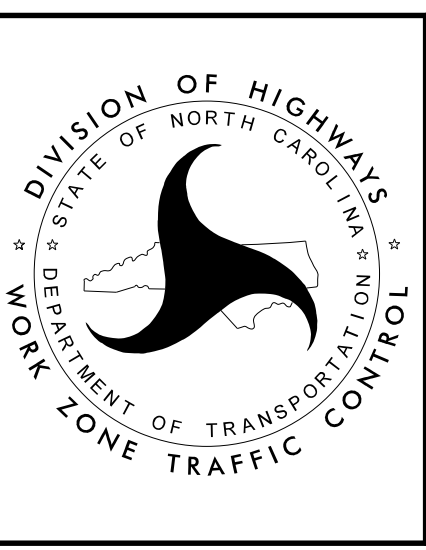
FLASHING BEACON  
 WORK ZONE  
 SPEED LIMIT 45  
 FLASHING BEACON  
 US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES (SEE LOCAL NOTE 1)

SEE SHEET TMP-2H FOR DETOUR FOR OVERHEAD WORK OVER -Y-

- SHIFT US 29 N (-DET-) TRAFFIC FROM -DET- TO PROPOSED US 29 N (-L-)
- \* US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES SHALL DISPLAY "45 MPH" PRIOR TO US 29 N TRAFFIC SHIFT FROM THE ON-SITE DETOUR -DET- TO THE RIGHT SIDE OF -L- (SEE LOCAL NOTE 1)
- \* US 29 NB DIGITAL SPEED LIMIT SIGN ASSEMBLIES SHALL DISPLAY "55 MPH" UPON US 29 N TRAFFIC SHIFT FROM THE ON-SITE DETOUR -DET- TO THE RIGHT SIDE OF -L- AND SHALL REMAIN IN PLACE UNTIL EXISTING SIGNS ARE UNCOVERED/REPLACED, UNTIL FINAL SPEED LIMIT SIGNING IS INSTALLED AND/OR AS DIRECTED BY ENGINEER (SEE LOCAL NOTE 1)

APPROVED: \_\_\_\_\_  
DATE: \_\_\_\_\_

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

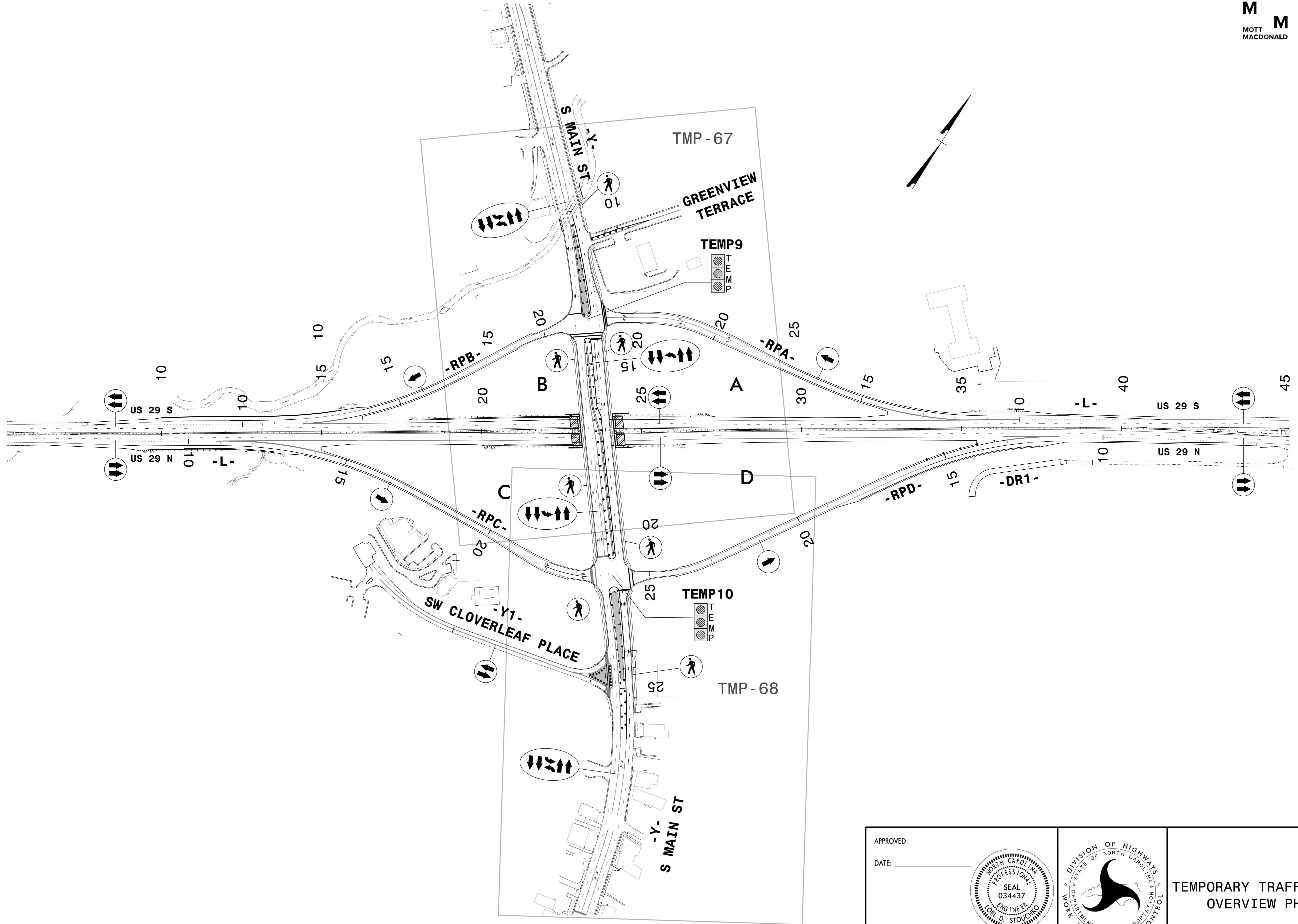


**TEMPORARY TRAFFIC CONTROL OVERVIEW PHASE V**

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 User:ST086227

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 RALEIGH, NC 27604  
**M** MOTT MACDONALD NC LICENSE NO. F-0669

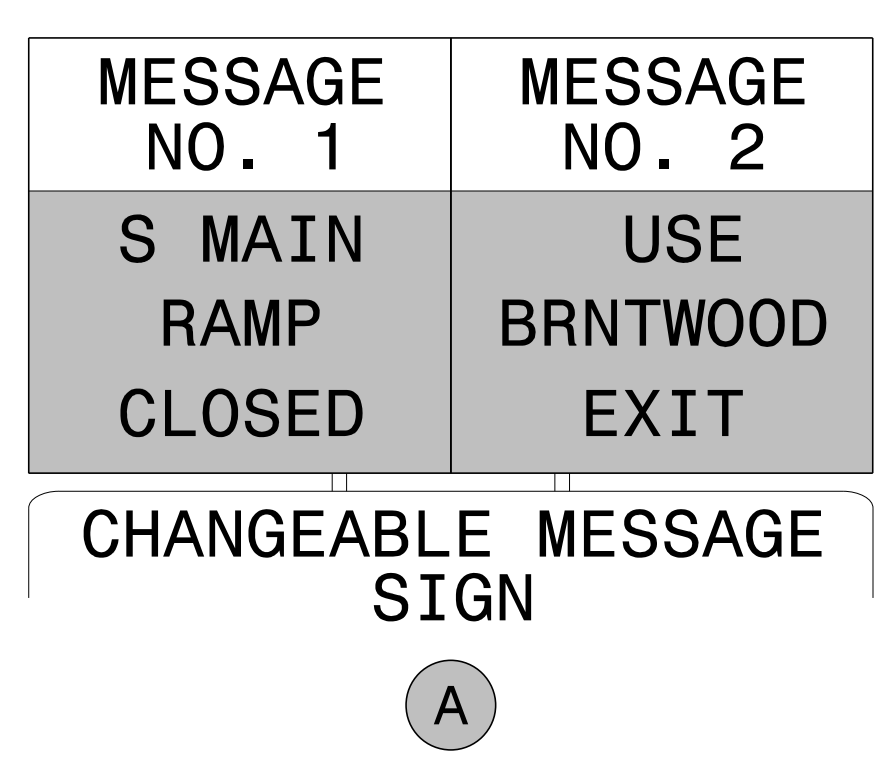
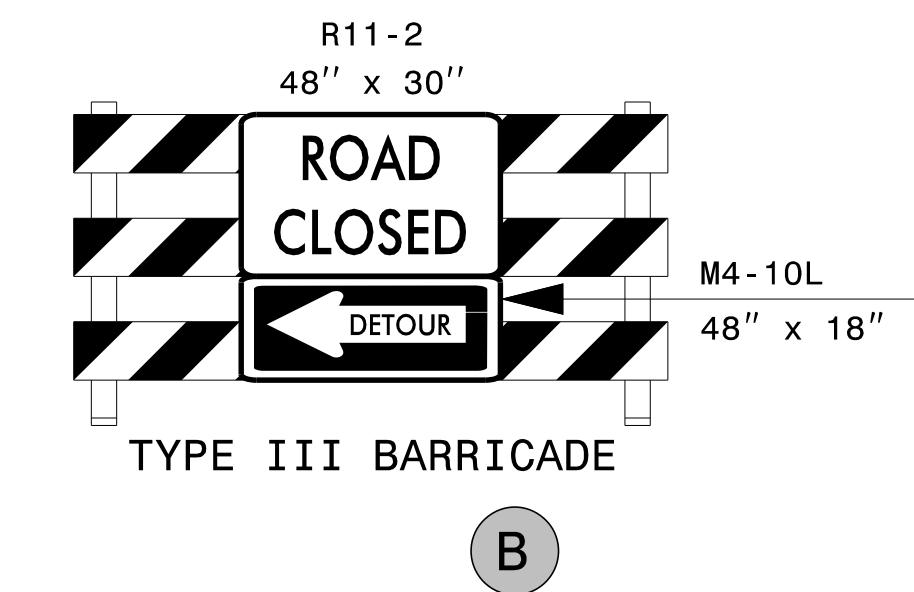
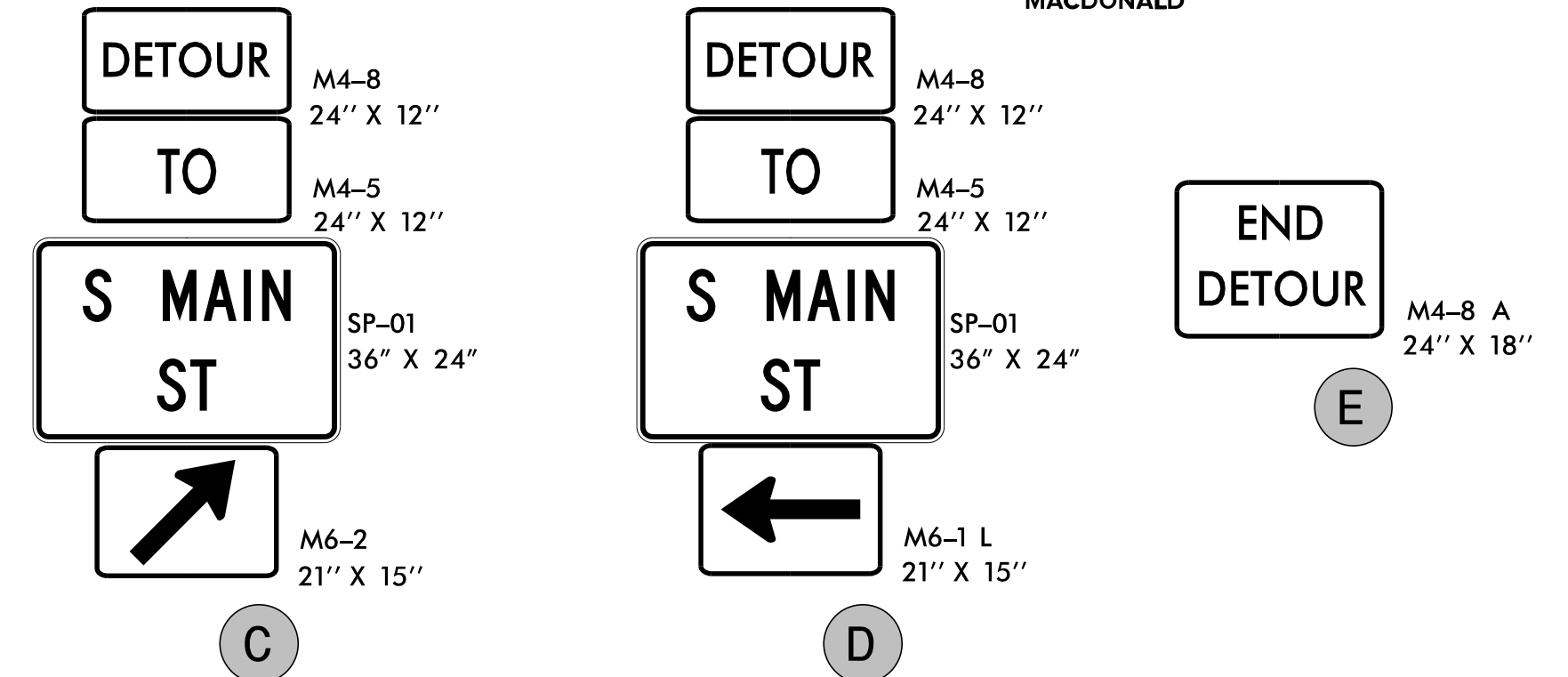
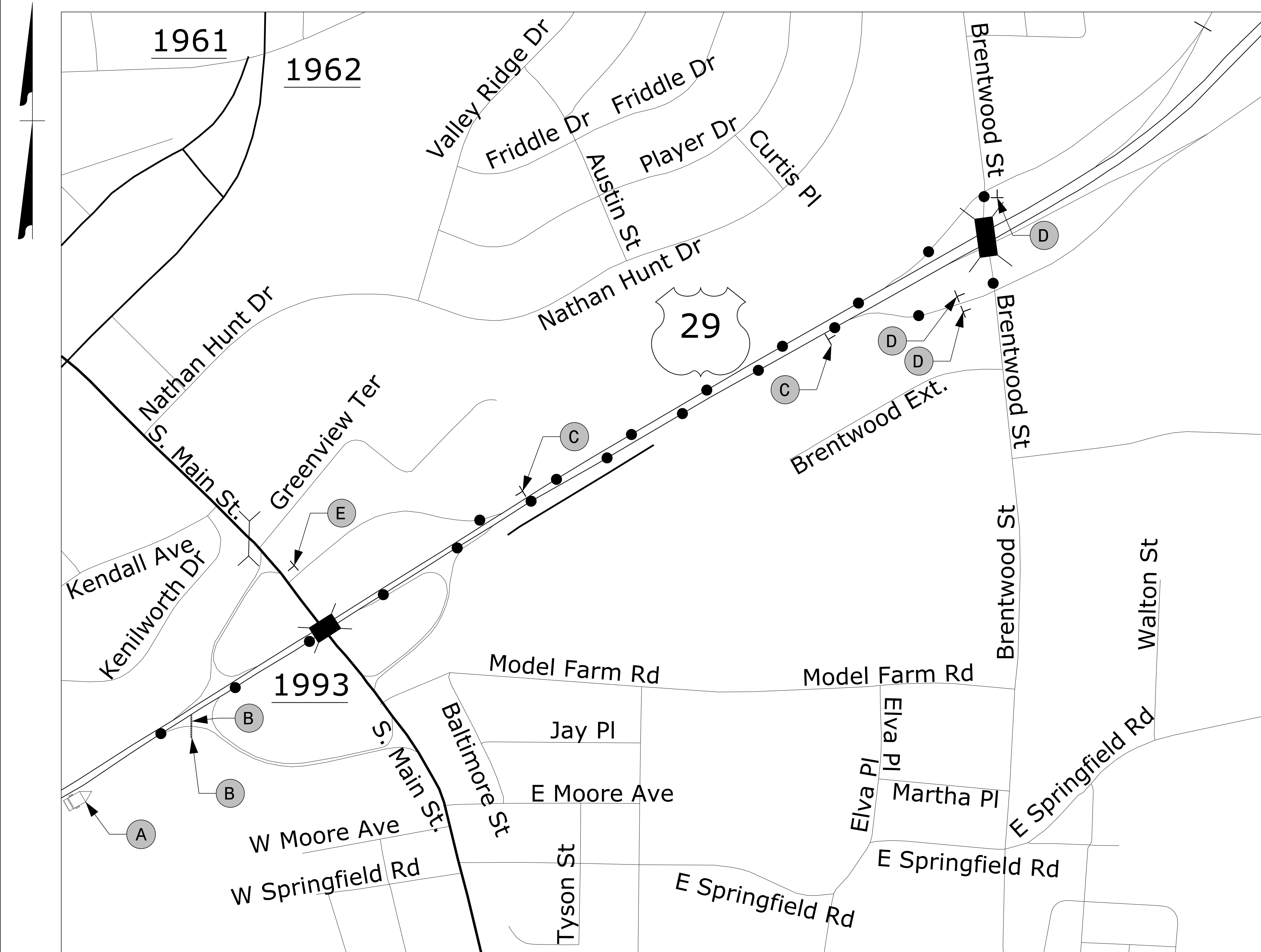


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 User:ST086227

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|---|--|--|---|
| APPROVED: _____<br>DATE: _____  |  |  | <b>TEMPORARY TRAFFIC CONTROL<br/>         OVERVIEW PHASE VI</b> |
| <b>DOCUMENT NOT CONSIDERED FINAL<br/>         UNLESS ALL SIGNATURES COMPLETED</b> |  |  |   |

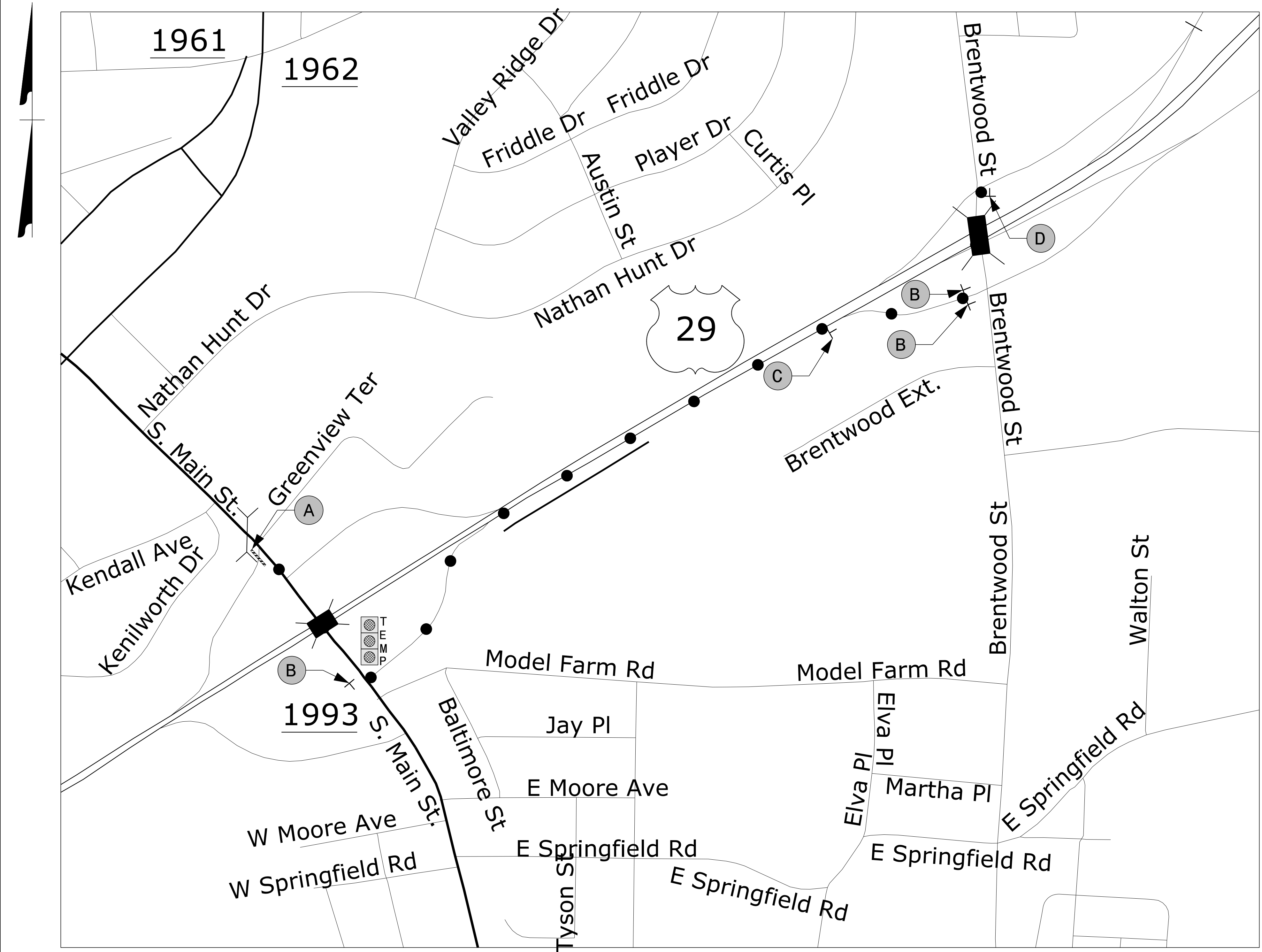
PLANS PREPARED FOR THE NCDOT BY:

**M** MOTT MACDONALD I & E, LLC  
 1101 HAYNES STREET, SUITE 101  
 RALEIGH, NC 27604  
**M** MOTT MACDONALD NC LICENSE NO. F-0669

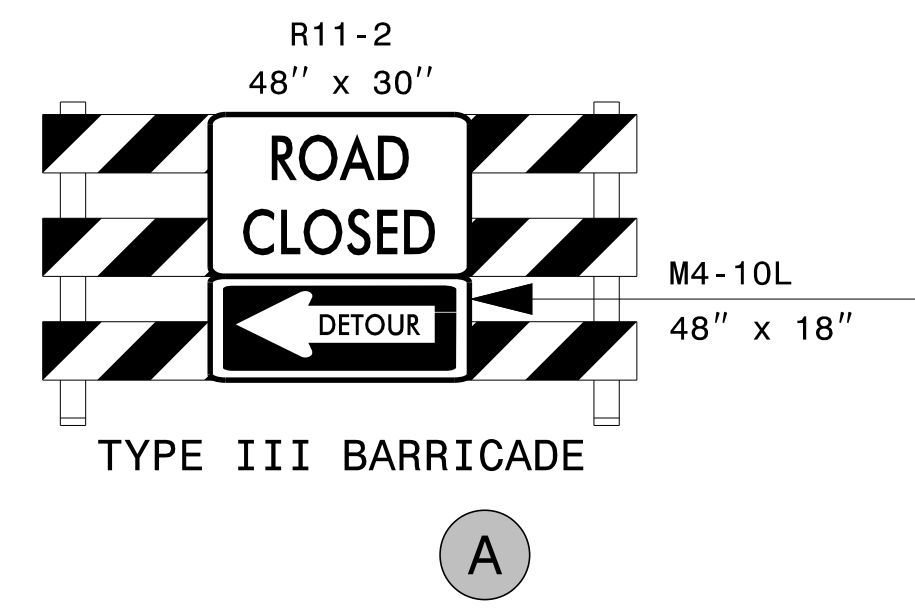
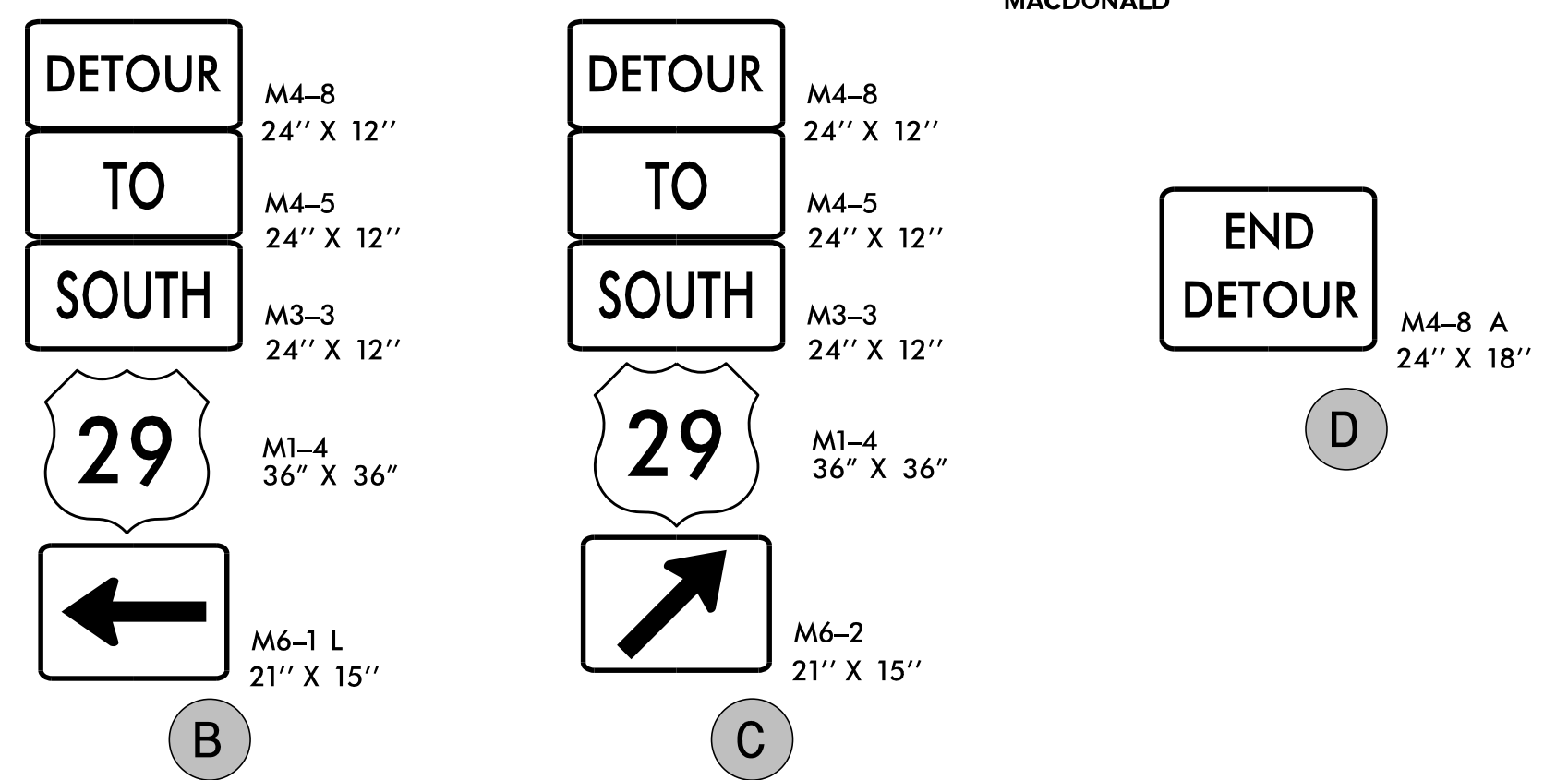


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 User:ST086227

|   |  |  |   |
|---|--|--|---|
| APPROVED: _____   |  |  | <b>TEMPORARY TRAFFIC CONTROL<br/>         DETOUR RAMP C</b> |
| DATE: _____   |  |  |   |
| <b>DOCUMENT NOT CONSIDERED FINAL<br/>         UNLESS ALL SIGNATURES COMPLETED</b> |  |  |   |



OFFSITE DETOUR



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 User:ST086227

|  |  |  |  |
|--|--|--|--|
| APPROVED: _____<br>DATE: _____   |  |  | <b>TEMPORARY TRAFFIC CONTROL<br/>DETOUR RAMP B</b> |
| <b>DOCUMENT NOT CONSIDERED FINAL<br/>UNLESS ALL SIGNATURES COMPLETED</b> |  |  |  |

| <p>SIGN NUMBER: SP-01<br/>TYPE: STATIONARY<br/>QUANTITY: SEE PLANS</p> <p>SIGN WIDTH: 3'-0"<br/>HEIGHT: 2'-0"<br/>TOTAL AREA: 6.0 Sq.Ft.</p> <p>BORDER TYPE: INSET<br/>RECESS: 0.38"<br/>WIDTH: 0.63"<br/>RADII: 1.5"</p> <p>NO. Z BARS:<br/>LENGTH:</p> | <p>BACKG COLOR: Fluorescent Orange<br/>COPY COLOR: Black</p> <table border="1"> <tr><th>SYMBOL</th><th>X</th><th>Y</th><th>WID</th><th>HT</th></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table> <p>MAT'L: 0.080" (2.0 mm) ALUMINUM</p> | SYMBOL | X   | Y  | WID | HT |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | <p>DESIGN BY: S COLEMAN<br/>PROJECT ID: U-5896</p> <p>CHECKED BY:<br/>LOCATION: HIGH POINT, NC</p> <p>Jun 08, 2021<br/>DIV: 7</p> |
|--|---|--------|-----|----|-----|----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|
| SYMBOL   | X   | Y      | WID | HT |     |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |
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BORDER  
R=1.5"  
TH=0.63"  
IN=0.38"

Spacing Factor is 1 unless specified otherwise

| LETTER POSITIONS                            |      |     |     |      |     |     |     |     |             |
|---|------|-----|-----|------|-----|-----|-----|-----|-------------|
| Letter spacings are to start of next letter |      |     |     |      |     |     |     |     |             |
|   | S    |     | M   | A    | I   | N   |     |     | Series/Size |
|   | 5.8  | 3.4 | 6   | 4.8  | 4.7 | 2.2 | 3.4 | 5.8 | C 2000      |
|   |      |     |     |      |     |     |     |     | 24.4        |
|   | S    | T   |     |      |     |     |     |     | C 2000      |
|   | 14.5 | 3.9 | 3.1 | 14.5 |     |     |     |     | 7           |

FILENAME: U-5896 TMP Sign Design NORTH CAROLINA D.O.T. SIGN DETAIL

| <p>SIGN NUMBER: WZTC SP-03<br/>TYPE: STATIONARY<br/>QUANTITY: SEE PLANS</p> <p>SIGN WIDTH: 4'-0"<br/>HEIGHT: 4'-0"<br/>TOTAL AREA: 16.0 Sq.Ft.</p> <p>BORDER TYPE: INSET<br/>RECESS: 0.47"<br/>WIDTH: 0.63"<br/>RADII: 1.5"</p> <p>NO. Z BARS: 2<br/>LENGTH: 40.0</p> | <p>BACKG COLOR: Fluorescent Orange<br/>COPY COLOR: Black</p> <table border="1"> <tr><th>SYMBOL</th><th>X</th><th>Y</th><th>WID</th><th>HT</th></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table> <p>MAT'L: 0.080" (2.0 mm) ALUMINUM</p> | SYMBOL | X   | Y  | WID | HT |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | <p>DESIGN BY: J.Navarrete<br/>PROJECT ID:</p> <p>CHECKED BY:<br/>LOCATION:</p> <p>May 13, 2019<br/>DIV: DIV</p> |
|---|---|--------|-----|----|-----|----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|
| SYMBOL  | X   | Y      | WID | HT |     |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |
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BORDER  
R=1.5"  
TH=0.63"  
IN=0.47"

Spacing Factor is 1 unless specified otherwise

| LETTER POSITIONS                            |      |     |     |     |     |     |      |     |             |
|---|------|-----|-----|-----|-----|-----|------|-----|-------------|
| Letter spacings are to start of next letter |      |     |     |     |     |     |      |     |             |
|   | V    | A   | R   | I   | A   | B   | L    | E   | Series/Size |
|   | 5.4  | 4.9 | 6   | 5.1 | 1.9 | 6   | 5.1  | 4.6 | D 2000      |
|   |      |     |     |     |     |     |      |     | 37.3        |
|   | S    | P   | E   | E   | D   |     |      |     | D 2000      |
|   | 12.2 | 5.1 | 5   | 4.7 | 4.7 | 4.1 | 12.1 |     | 23.6        |
|   | Z    | O   | N   | E   |     |     |      |     | D 2000      |
|   | 14.2 | 5   | 5.6 | 5.5 | 3.7 | 14  |      |     | 19.8        |
|   | A    | H   | E   | A   | D   |     |      |     | D 2000      |
|   | 11.2 | 6   | 5.5 | 4.2 | 6   | 4.1 | 11   |     | 25.8        |

FILENAME: Special Signs 7 NORTH CAROLINA D.O.T. SIGN DETAIL

| <p>SIGN NUMBER: SP-02<br/>TYPE: OVERLAY<br/>QUANTITY: 1</p> <p>SIGN WIDTH: 2'-8"<br/>HEIGHT: 0'-8"<br/>TOTAL AREA: 1.8 Sq.Ft.</p> <p>BORDER TYPE: FLUSH<br/>RECESS: 0"<br/>WIDTH: 0"<br/>RADII: 0"</p> <p>NO. Z BARS:<br/>LENGTH:</p> | <p>BACKG COLOR: Green<br/>COPY COLOR: White</p> <table border="1"> <tr><th>SYMBOL</th><th>X</th><th>Y</th><th>WID</th><th>HT</th></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table> <p>MAT'L: 0.063" (1.588 mm) ALUMINUM</p> | SYMBOL | X   | Y  | WID | HT |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | <p>DESIGN BY: S COLEMAN<br/>PROJECT ID: U-5896</p> <p>CHECKED BY:<br/>LOCATION: HIGH POINT, NC</p> <p>Jun 08, 2021<br/>DIV: 7</p> |
|---|--|--------|-----|----|-----|----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|
| SYMBOL  | X  | Y      | WID | HT |     |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |
|   |  |        |     |    |     |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |   |
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Spacing Factor is 1 unless specified otherwise

| LETTER POSITIONS                            |     |     |     |     |     |  |  |  |             |
|---|-----|-----|-----|-----|-----|--|--|--|-------------|
| Letter spacings are to start of next letter |     |     |     |     |     |  |  |  |             |
|   | N   | E   | X   | T   |     |  |  |  | Series/Size |
|   | 6.9 | 5.5 | 4.3 | 3.7 | 6.9 |  |  |  | D 2000      |
|   |     |     |     |     |     |  |  |  | 18.1        |

FILENAME: U-5896 TMP Sign Design NORTH CAROLINA D.O.T. SIGN DETAIL

|   |  |  |   |
|---|--|--|---|
| <p>APPROVED: _____</p> <p>DATE: _____</p>                                       |  |  | <p>TEMPORARY TRAFFIC CONTROL<br/>SPECIAL SIGN DESIGNS</p> |
| <p><b>DOCUMENT NOT CONSIDERED FINAL<br/>UNLESS ALL SIGNATURES COMPLETED</b></p> |  |  |   |

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 User: ST1086227

NOTES:

INSTALL WORK ZONE ADVANCE WARNING SIGNS USING RSD 1101.01, SHEETS 2, AND 3 OF 3 PRIOR TO BEGINNING ANY WORK ON -L-, -Y-, -Y1-, -DR1-, MODEL FARM ROAD, BALTIMORE STREET, GREENVIEW TERRACE, AND MOORE AVENUE. (NOTE: ADVANCE WARNING SIGN ON -Y1- WILL BE NEEDED AFTER -RPC- IS OPEN TO TRAFFIC)

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

COMPLETE PAVING UP TO, BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE, UNTIL STATED TO PLACE FINAL LAYER IN WRITTEN PHASING OR AS DIRECTED BY ENGINEER.

FOR ALL SHOULDER CLOURES, SEE 1101.04. WHEN PORTABLE CONCRETE BARRIER (PCB) IS PRESENT ON SHOULDER, PLACE SHOULDER CLOSURE SIGNS IN ADVANCE OF PCB.

PROVIDE 4 CMS SIGNS FOR THE DURATION OF THE PROJECT FOR THE USE OF PUBLIC INFORMATION REGARDING NEW TRAFFIC PATTERNS, FUTURE AND PRESENT RAMP CLOSURES AND AS DIRECTED BY ENGINEER. THESE 4 CMS SIGNS ARE IN ADDITION TO THOSE TO BE PROVIDED AS DIRECTED BY ROADWAY STANDARD DRAWINGS (RSD).

COORDINATE WITH ENGINEER FOR INSTALLATION OF PROPOSED GUARDRAIL AS SHOWN AND ROADWAY SHEET 2B-10 AND OVERHEAD GUIDE SIGN ASSEMBLIES A AND D AS SHOWN IN SIGNING PLANS USING RSD 1101.02, SHEETS 3 AND 10 OF 14 FOR LANE CLOSURES AS NEEDED.

INSTALL FINAL WARNING, ROUTE AND STATUTORY SIGNS AS NEEDED OR AS DIRECTED BY ENGINEER.

SEE SHEETS TMP-2C THRU TMP-2L, DIGITAL SPEED LIMIT SIGNS SPECIAL PROVISION, AND LOCAL NOTE 1 FOR PLACEMENT AND IMPLEMENTATION OF VARIABLE SPEED LIMITS. UPON ACTIVATION OF VARIABLE SPEED LIMIT SIGNS, COVER/REMOVE EXISTING SPEED LIMIT SIGNS AS NEEDED IN THE RESPECTIVE DIRECTION. UNCOVER/REPLACE EXISTING SIGN OR INSTALL FINAL SIGNING (AS DIRECTED BY ENGINEER) PRIOR TO DEACTIVATING/REMOVING DIGITAL SPEED LIMIT SIGN ASSEMBLY.

PHASE IA (SEE OVERVIEW SHEET TMP-2C)

STEP 1 INSTALL WORK ZONE ADVANCE WARNING SIGNS USING RSD 1101.01, SHEETS 2 AND 3 OF 3 ON -Y-, -Y1-, -DR1-, GREENVIEW TERRACE, MODEL FARM RD, BALTIMORE ST

INSTALL WORK ZONE ADVANCE WARNING SIGNS, DIGITAL SPEED LIMIT SIGNS AND R2-1 SIGNS ON -L- USING TMP-2C

INSTALL WORK ZONE ADVANCE WARNING SIGN ON MOORE AVE AS SHOWN ON TMP-9

STEP 2 AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF THE FOLLOWING:

- \* -RPA- FROM STA 15+50+/- TO STA 20+00+/- (TMP-6 & TMP-7)
- \* -RPB- FROM STA 15+50+/- TO STA 18+50+/- (TMP-5)
- \* RIGHT SIDE OF -RPB- FROM STA 18+50+/- TO -STA 20+68+/- AS SHOWN ON TMP-6 AND TMP-7
- \* -DET\_RPB- (TMP-5 AND TMP-6)
- \* -RPC- FROM STA 16+50+/- TO STA 20+95+/- (TMP-5 & TMP-10)

USING RSD 1101.02, SHEET 1 OF 14 AND FLAGGERS AS NEEDED, CONSTRUCT -DR1- AS SHOWN ON SHEET TMP-7

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS ON THE FOLLOWING:

- \* EXISTING RAMP IN QUADRANT B AS SHOWN ON SHEET TMP-6
- \* -Y1- AS SHOWN ON SHEET TMP-9

USING RSD 1101.02, SHEETS 3 AND 10 OF 14 AS NEEDED, CONSTRUCT THE LEFT SIDE OF -L- FROM STA 7+70+/- TO STA 9+77+/- AND PROPOSED PAVEMENT ON THE LEFT SIDE OF -L- FROM STA 9+77+/- TO STA 15+00+/- AS SHOWN ON SHEETS TMP-4 AND TMP-5 AND PLACE TEMPORARY ANCHORED PORTABLE CONCRETE BARRIER (PCB) AND CRASH CUSHION ON THE OUTSIDE SHOULDER OF US 29N (-L-) AS SHOWN ON SHEETS TMP-4 AND TMP-5

USING RSD 1101.02, SHEETS 3 AND 9 OF 14 AS NEEDED, PLACE TEMPORARY PAVEMENT ON RIGHT OF -L- FROM STA 15+61+/- TO -L- STA 21+97+/- AND INSTALL TEMPORARY GUARDRAIL AS SHOWN ON TMP-5 AND TMP-6

USING RSD 1101.02, SHEETS 3 AND 10 OF 14 AS NEEDED, PLACE TEMPORARY PAVEMENT (FOR THE PLACEMENT OF TEMPORARY PCB) ON THE OUTSIDE SHOULDER OF US 29N FROM -RPC- STA 12+09+/- TO -RPC- STA 13+37+/- AN PLACE TEMPORARY PCB AND CRASH CUSHION AS SHOWN ON SHEETS TMP-4 AND TMP-5

STEP 3 USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, REMOVE EXISTING MONOLITHIC ISLAND AND GUARDRAIL ON -L- FROM STA 30+65+/- TO STA 42+00+/-, REPAIR PAVEMENT, CONSTRUCT PROPOSED GUARDRAIL FROM STA 40+03+/- TO STA 42+00+/- AND PLACE TEMPORARY ANCHORED PCB ON -L- FROM STA 30+65+/- TO STA 40+03+/- AS SHOWN ON SHEETS TMP-7 AND TMP-8 (NOTE: USE TEMPORARY ATTACHMENT TO EXISTING AND PROPOSED GUARDRAIL)

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, CONSTRUCT MEDIAN WIDENING OF -L- FROM STA 40+03+/- TO STA 44+25+/- (TMP-8)

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, BEGIN CONSTRUCTION OF -RPB- FROM STA 20+68+/- TO -Y- AND RIGHT SIDE OF -Y- FROM STA 12+88+/- TO STA 14+24+/- (TMP-6)

BEHIND BARRIER, BEGIN EXTENSION OF EXISTING 5' X 6' RCBC AS SHOWN ON SHEET TMP-5

USING RSD 1101.02, SHEET 3 OF 14 AND A PEDESTRIAN DETOUR USING MUTCD FIGURE 6H.28 SIDEWALK DETOUR OR DIVERSION WITH ADA COMPLIANT PEDESTRIAN CHANNELIZATION DEVICES AND TEMPORARY CURB RAMP AS NEEDED, CONSTRUCT 10' MIN OF -RPA- AND -RPD- AS SHOWN ON TMP-6 AND TMP-9. PLACE ADA COMPLIANT PEDESTRIAN CHANNELIZATION ON NEWLY CONSTRUCTED ROADWAY AS SHOWN ON TMP-6 AND TMP-9

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, REMOVE THE EXISTING ISLAND ON -Y1- AT -Y-, AND PLACE TEMPORARY PAVEMENT AS NEEDED AT THE EXISTING ISLAND TO PROVIDE A SMOOTH TRAFFIC SURFACE AS SHOWN ON TMP-9

USING TEMPORARY TRAFFIC CONTROL DEVICES, SHIFT TRAFFIC FROM EXISTING -DR1- TO -DR1- (TMP-14)

STEP 4 USING RSD 1101.02, SHEET 1 OF 14 AND FLAGGERS AS NEEDED, COMPLETE CONSTRUCTION OF -DET\_RPB- (TMP-5 & TMP-6) (NOTE: PRIORITIZE TRAFFIC EXITING FROM -L-)

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, COMPLETE CONSTRUCTION OF -RPB- FROM STA 18+13+/- TO STA 18+50+/-, THE RIGHT SIDE OF -RPB- FROM STA 18+50+/- TO -Y-, AND THE RIGHT SIDE OF -Y- FROM STA 12+88+/- TO STA 14+24+/- AS SHOWN ON SHEETS TMP-5 AND TMP-6

USING RSD 1101.02, SHEET 3 OF 14 AND LAW ENFORCEMENT AS NEEDED, INSTALL TEMPORARY SIGNAL TEMP1 AT THE INTERSECTION OF -Y- AND -RPA-/-RPB- (TMP-13) (SEE SIGNAL PLANS 07-1585T1)

USING RSD 1101.02, SHEET 3 OF 14 AND LAW ENFORCEMENT AS NEEDED, INSTALL TEMPORARY SIGNAL TEMP2 AT THE INTERSECTION OF -Y- AND -Y1- (TMP-16) (SEE SIGNAL PLANS 07-1637T1)

AWAY FROM TRAFFIC, BEGIN PLACEMENT OF TEMPORARY PAVEMENT MARKINGS ON -DET\_RPB- AND -RPB- AS SHOWN ON SHEETS TMP-5 AND TMP-6

USING RSD 1101.02, SHEET 1 OF 14 AND FLAGGERS AS NEEDED, BEGIN REMOVAL OF EXISTING -DR1- (TMP-14)


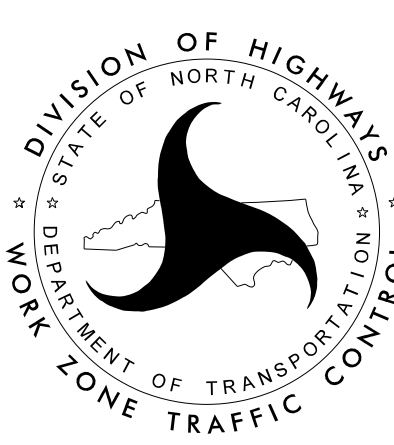
USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, BEGIN CONSTRUCTION OF -RPD- FROM STA 15+00+/- TO STA 10+00+/- AND ON THE RIGHT SIDE OF -L- FROM STA 35+47+/- TO STA 44+25+/- (TMP-14 & TMP-15)

PHASE IB (SEE OVERVIEW SHEET TMP-2D)

STEP 1 USING RSD 1101.02, SHEETS 1 AND 3 OF 14 AND LAW ENFORCEMENT AS NEEDED:

- \* PLACE TEMPORARY DETOUR, HOSPITAL SIGNS AND CMS ON US 29S (-L-) TO EXISTING EXIT RAMP -RPB- AND ON THE EXISTING RAMP -RPB- AS SHOWN ON SHEETS TMP-12, TMP-13, TMP-14 AND TMP-15
- \* PLACE TEMPORARY ROUTE SIGNS ON -Y- TO SB -L- AS SHOWN ON TMP-13 AND TMP-16
- \* COVER/REMOVE EXISTING TEMPORARY ROUTE SIGNS THAT CONFLICT WITH REVISED TRAFFIC PATTERN
- \* ACTIVATE TEMPORARY SIGNAL TEMP1 AT THE INTERSECTION OF -Y- AND -RPA-/-RPB- (TMP-13) (SEE SIGNAL PLANS 07-1585T1)
- \* COMPLETE TEMPORARY PAVEMENT MARKINGS ON -DET\_RPB- AND THE TIE OF PROPOSED -RPB- TO -Y- AS SHOWN ON TMP-12 AND TMP-13
- \* PLACE TEMPORARY PAVEMENT MARKINGS ON -Y- AS SHOWN ON TMP-13
- \* PLACE TEMPORARY PAVEMENT MARKINGS ON -L- AS SHOWN ON TMP-14 AND TMP-15
- \* CLOSE EXISTING RAMP A AND EXISTING RAMP -RPB- TO TRAFFIC USING TYPE III BARRICADES AS SHOWN ON TMP-12, TMP-13, AND TMP-14
- \* SHIFT EXISTING TRAFFIC ON EXISTING RAMP/LOOP -RPB- TO TEMPORARY -RPB- (TMP-12 AND TMP-13)
- \* SHIFT EXISTING TRAFFIC ON EXISTING RAMP/LOOP -RPA- TO TEMPORARY -RPB- (TMP-12 THRU TMP-15)

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PLANS PREPARED FOR THE NCDOT BY:

**M** MOTT MACDONALD 1 & E, LLC  
1101 HAYNES STREET, SUITE 101  
RALEIGH, NC 27604  
**M** MOTT MACDONALD  
NC LICENSE NO. F-0669

USING RSD 1101.02, SHEETS 1 AND 3 OF 14 AND LAW ENFORCEMENT AS NEEDED:

- \* PLACE OVERLAY ON EXISTING GUIDE SIGN INDICATING THAT THE HOSPITAL IS NEXT EXIT (TMP-11)
- \* PLACE TEMPORARY DETOUR, TEMPORARY HOSPITAL SIGNS AND CMS ON -L- TO EXISTING RAMP -RPC- AND ON SW CLOVERLEAF PLACE AS SHOWN ON TMP-11, TMP-12, AND TMP-16
- \* CLOSE EXISTING MODEL FARM ROAD USING TYPE III BARRICADES AS SHOWN ON TMP-16
- \* PLACE TEMPORARY ROUTE SIGNS FOR NB -L- ON -Y- AS SHOWN ON TMP-13 AND TMP-16
- \* PLACE TEMPORARY PAVEMENT MARKINGS ON NB -L- AS SHOWN ON TMP-14
- \* PLACE TEMPORARY PAVEMENT MARKINGS ON -Y- AS SHOWN ON TMP-13 AND TMP-16
- \* ACTIVATE TEMPORARY SIGNAL TEMP2 AT THE INTERSECTION OF -Y- AND -Y1- (TMP-16) (SEE SIGNAL PLANS 07-1637T1)
- \* CLOSE EXISTING RAMP -RPD- TO TRAFFIC USING TYPE III BARRICADES AS SHOWN ON TMP-14 AND TMP-16

STEP 2 AWAY FROM TRAFFIC, COMPLETE CONSTRUCTION OF -RPA- FROM STA 15+50+/- TO STA 20+00+/- (TMP-13 AND TMP-14)

AWAY FROM TRAFFIC, CONSTRUCT -RPA- FROM STA 20+00+/- TO -Y- AS SHOWN ON SHEET TMP-13

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, CONSTRUCT -RPA- FROM -L- TO -RPA- STA 15+50+/- AND OUTSIDE SHOULDER OF -L- FROM STA 32+08+/- TO STA 41+25+/- INCLUDING WEDGING ON -L- AS NEEDED TO MAINTAIN A SMOOTH TRAFFIC SURFACE (TMP-14 & TMP-15)

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, COMPLETE CONSTRUCTION OF -RPD- FROM STA 15+00+/- TO -L- AND -L- FROM STA 35+47+/- TO STA 44+25+/- (TMP-14 & TMP-15) INCLUDING WEDGING ON EXISTING -L- AS NEEDED TO MAINTAIN A SMOOTH TRAFFIC SURFACE (REMOVE AND RESET TEMPORARY PCB AS NEEDED TO WEDGE -L-.)

AWAY FROM TRAFFIC CONSTRUCT -RPD- FROM -Y- TO -RPD- STA 15+00+/- (TMP-14 AND TMP-16)

USING RSD 1101.02, SHEET 1 OF 14 AND FLAGGERS AS NEEDED, BEGIN REMOVAL OF EXISTING RAMP -RPB- AS SHOWN ON SHEETS TMP-12 AND TMP-13

AWAY FROM TRAFFIC, BEGIN REMOVAL OF EXISTING RAMP A AS SHOWN ON SHEETS TMP-13 AND TMP-14

AWAY FROM TRAFFIC, REMOVE EXISTING MODEL FARM ROAD AS SHOWN ON SHEET TMP-16

USING FLAGGERS AS NEEDED, COMPLETE REMOVAL OF EXISTING -DR1- (TMP-14).

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, REMOVE EXISTING RAMPS -RPD- AS SHOWN ON SHEETS TMP-14 AND TMP-16

AWAY FROM TRAFFIC, BEGIN PLACEMENT OF TEMPORARY PAVEMENT MARKINGS ON -RPA- AS SHOWN ON SHEETS TMP-20, TMP-21, AND TMP-23

USING RSD 1101.02, SHEETS 3 AND 10 OF 14, INSTALL OVERHEAD SIGN ASSEMBLIES B AND C AS SHOWN ON TMP-12, TMP-14 AND SIGNING PLANS AND GROUND MOUNTED GUIDE SIGNS 101, 106 AND 107 AS SHOWN IN SIGNING PLANS

USING RSD 1101.02, SHEET 3 OF 14 AND LAW ENFORCEMENT AS NEEDED, INSTALL AND COVER THE FOLLOWING TEMPORARY SIGNALS:

- \* TEMP3 AT THE INTERSECTION OF -Y- AND -RPA-/-RPB- (TMP-20) (SEE SIGNAL PLANS 07-1585T2)
- \* TEMP4 AT THE INTERSECTION OF -Y- AND -RPD- (TMP-23) (SEE SIGNAL PLANS 07-1586T1)

**PHASE IIA** (SEE OVERVIEW SHEET TMP-2E)

STEP 1 USING RSD 1101.02, SHEETS 3 AND 4 OF 14:

- \* COMPLETE PLACING TEMPORARY PAVEMENT MARKINGS ON -RPA-, AND PLACE PAVEMENT MARKINGS ON US 29S -L- AS SHOWN ON TMP-19, TMP-20, TMP-21, AND TMP-22
- \* UNCOVER AND ACTIVATE TEMPORARY SIGNAL TEMP3 (SEE SIGNAL PLANS 07-1585T2) AT THE INTERSECTION OF -Y- AND -RPA-/-RPB- (TMP-20)
- \* CLOSE EXISTING EXIT RAMP -RPB- AND SHIFT EXISTING EXITING TRAFFIC TO -RPA- USING TYPE III BARRICADES AS SHOWN ON SHEETS TMP-19 AND TMP-20
- \* REMOVE CENTER MEDIAN, REPAIR PAVEMENT AND PLACE TEMPORARY ANCHORED BARRIER ON -L- FROM STA 10+75+/- TO STA 15+00+/-

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED:

- \* COMPLETE PLACING TEMPORARY PAVEMENT MARKINGS ON -RPD- AND PLACE TEMPORARY PAVEMENT MARKINGS ON NB -L- AND -Y- AS SHOWN ON SHEETS TMP-21, TMP-22, AND TMP-23
- \* UNCOVER AND ACTIVATE TEMPORARY SIGNAL TEMP4 AT THE INTERSECTION OF -Y- AND -RPD- (TMP-23) (SEE SIGNAL PLANS 07-1586T1)
- \* CLOSE EXISTING ENTRANCE RAMP -RPC- AND SHIFT TRAFFIC TO -RPD- USING TYPE III BARRICADES AND TEMPORARY SIGNING ON -Y1- AS SHOWN ON TMP-19, TMP-23 AND TMP-24

STEP 2 AWAY FROM TRAFFIC, COMPLETE CONSTRUCTION OF -RPC- FROM STA 16+50+/- TO STA 20+95+/- (TMP-19 & TMP-24)

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, CONSTRUCT THE FOLLOWING (TMP-18 & TMP-19):

- \* RIGHT SIDE OF -L- FROM STA 6+40+/- TO STA 14+06+/- INCLUDING WEDGING ON -L- AS NEEDED TO MAINTAIN A SMOOTH TRAFFIC SURFACE
- \* -DET- FROM -L- STA 14+06+/- TO -L- STA 15+00+/-
- \* -RPC- FROM -L- TO STA 13+51+/-
- \* RIGHT SIDE OF -RPC- FROM STA 13+15+/- TO STA 14+17+/-
- \* -RPC- FROM STA 14+17+/- TO STA 16+50+/-

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, CONSTRUCT -RPC- FROM STA 20+95+/- TO -Y- AND -Y- FROM STA 20+80+/- TO STA 22+28+/- (TMP-23 & TMP-24)

AWAY FROM TRAFFIC, COMPLETE CONSTRUCTION OF -RPB- FROM STA 15+50+/- TO STA 18+13+/- (TMP-19)

USING RSD 1101.02, SHEETS 3 AND 9 OF 14 AS NEEDED, CONSTRUCT -RPB- FROM EXISTING EDGE OF RAMP -RPB- TO STA 15+50+/-, THE OUTSIDE SHOULDER OF US 29S (-L-) FROM STA 15+73+/- TO STA 17+80+/-, AND TEMPORARY PAVEMENT IN THE GORE OF -RPB- FROM STA 13+75+/- TO STA 14+65+/- AS SHOWN ON SHEET TMP-19

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, COMPLETE REMOVAL OF EXISTING RAMP -RPA- AND EXISTING RAMP -RPB- AS SHOWN ON SHEETS TMP-19, TMP-20 AND TMP-21

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, BEGIN CONSTRUCTION OF RIGHT SIDE OF -Y-, FROM STA 14+24 TO STA 16+15+/- AND FROM STA 18+41+/- TO STA 20+80+/- (TMP-20 ANT TMP-23)

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, BEGIN CONSTRUCTION OF PROPOSED SIDEWALK FROM -RPB- TO STA 16+15+/- AND FROM STA 18+41+/- TO -RPC- (TMP-20 AND TMP-23)

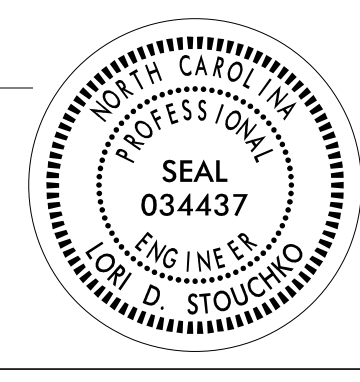

USING RSD 1101.02, SHEET 3 OF 14 AND LAW ENFORCEMENT AS NEEDED, PLACE AND COVER TEMPORARY SIGNAL TEMP6 AT THE INTERSECTION OF -Y- AND -RPC-/-RPD- (TMP-30) (SEE SIGNAL PLANS 07-1586T2)

USING RSD 1101.02, SHEET 3 OF 14 AND LAW ENFORCEMENT AS NEEDED, PLACE AND COVER TEMPORARY SIGNAL TEMP5 AT THE INTERSECTION OF -Y- AND -RPA-/-RPB- (TMP-27) (SEE SIGNAL PLANS 07-1585T3)

AWAY FROM TRAFFIC, BEGIN PLACEMENT OF TEMPORARY PAVEMENT MARKINGS ON -RPC- (TMP-26, TMP-30, & TMP-31) AND -RPB- (TMP-26 AND TMP-27)

BEHIND BARRIER, COMPLETE EXTENSION OF EXISTING 5' X 6' RCBC AS SHOWN ON SHEET TMP-19

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**PHASE IIB (SEE OVERVIEW SHEET TMP-2F)**

STEP 1 USING RSD 1101.02, SHEET 3 AND 4 OF 14 AS NEEDED:

- \* COMPLETE TEMPORARY PAVEMENT MARKINGS ON -RPB- INCLUDING TIES TO -Y- AND -L- AS SHOWN ON SHEETS TMP-25, TMP-26, TMP-30 AND TMP-31
- \* CLOSE EXISTING -RPB- AND SHIFT TRAFFIC TO -RPB- USING TYPE III BARRICADES AS SHOWN ON TMP-26
- \* UNCOVER AND ACTIVATE TEMPORARY SIGNAL TEMP5 AT THE INTERSECTION OF -Y- AND -RPA-/-RPB- (TMP-27) (SEE SIGNAL PLANS 07-1585T3)

USING RSD 1101.02, SHEET 3 AND 4 OF 14 AS NEEDED:

- \* COMPLETE TEMPORARY PAVEMENT MARKINGS ON -RPC- INCLUDING TIES TO -Y- AND -L- AS SHOWN ON TMP-25 AND TMP-26
- \* CLOSE EXISTING EXIT RAMP C AND SHIFT TRAFFIC TO -RPC-, USING TYPE III BARRICADES AS SHOWN ON SHEETS TMP-26, TMP-30, AND TMP-31
- \* UNCOVER AND ACTIVATE TEMPORARY SIGNAL TEMP6 AT -Y- AND -RPC-/-RPD- AS SHOWN ON SHEET TMP-30 (SEE SIGNAL PLANS 07-1586T2)
- \* PLACE TEMPORARY PAVEMENT MARKINGS ON -Y1- AS SHOWN ON SHEET TMP-30
- \* COVER/REMOVE TEMPORARY SIGNAL AT THE INTERSECTION OF -Y- AND -Y1- (TMP-30)
- \* PLACE STOP AND ONE WAY SIGN ON -Y1- (TMP-30)

STEP 2 USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, CONSTRUCT -DET- FROM STA 8+02+/- TO STA 28+55+/- AS SHOWN ON SHEETS TMP-26, TMP-27, AND TMP-28 USING TEMPORARY SHORING AS NEEDED TO CONSTRUCT PROPOSED MSE WALL ABUTMENT (SEE GEOTECHNICAL DETAILS AND SPECIAL PROVISIONS) AND AS NEEDED TO CONSTRUCT PROPOSED RIGHT SIDE OF -Y- INCLUDING PROPOSED SIDEWALK (SEE TMP-57 AND TMP-57C)

AWAY FROM TRAFFIC, BEGIN PLACEMENT OF TEMPORARY PAVEMENT MARKINGS ON -DET- (TMP-33, TMP-34, AND TMP-35)

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, BEGIN CONSTRUCTION OF RIGHT SIDE OF -Y- FROM STA 10+54+/- TO -RPB- (TMP-27)

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, BEGIN CONSTRUCTION OF RIGHT SIDE OF -Y- FROM STA 22+28+/- TO 25+84+/- INCLUDING TIE TO -Y1- AND CONSTRUCTION OF SIDEWALK FROM -RPC- TO -L- STA 25+84+/- (TMP-30)

USING FLAGGERS AS NEEDED, CONSTRUCT TURNAROUND ON SW CLOVERLEAF PLACE AND REMOVE EXISTING PAVEMENT FROM -RPC- TO TURNAROUND AS SHOWN ON SHEETS TMP-26 AND TMP-31

USING FLAGGERS AS NEEDED, BEGIN CONSTRUCTION OF THE LEFT SIDE SHOULDER OF -RPB- FROM STA 18+50+/- TO -Y- (TMP-26 AND TMP-27)

USING FLAGGERS AS NEEDED, REMOVE EXISTING RAMP -RPB- AND -DET\_RPB- (TMP-26 AND TMP-27)

**PHASE IIC (SEE OVERVIEW SHEET TMP-2G)**

STEP 1 USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED:

- \* COMPLETE PLACEMENT OF TEMPORARY PAVEMENT MARKINGS ON -DET-, INCLUDING TIES TO -L- AS SHOWN ON SHEETS TMP-33, TMP-34 AND TMP-35
- \* SHIFT US 39N TRAFFIC TO -DET- AS SHOWN ON SHEETS TMP-33, TMP-34, AND TMP-35.
- \* CLOSE EXISTING NB -L- USING TYPE III BARRICADES AS SHOWN ON SHEET TMP-33

STEP 2 USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, CONSTRUCT -DET-XOVER- AS SHOWN ON SHEETS TMP-33, TMP-34, AND TMP-35

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, REMOVE EXISTING GUARDRAIL IN THE MEDIAN OF -L- FROM -L- STA 15+00+/- TO STA 30+65+/- AND RESET AND PLACE TEMPORARY ANCHORED PCB AND CRASH CUSHIONS AS SHOWN ON SHEETS TMP-33 THRU TMP-35

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, CONSTRUCT OUTSIDE SHOULDER OF US 29S (-L-) AND LEFT SIDE OF -RPB- FROM -RPB- STA 12+48+/- TO -RPB- STA 13+91+/- AS SHOWN ON SHEET TMP-33

**PHASE IIIA (SEE OVERVIEW SHEET TMP-2H)**

STEP 1 USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED:

- \* PLACE TEMPORARY PAVEMENT MARKINGS ON US 29S AND -DET-XOVER-
- \* SHIFT US 29S TRAFFIC TO -DET-XOVER- AS SHOWN ON SHEETS TMP-40 THRU TMP-42
- \* RESET AND PLACE TEMPORARY ANCHORED PCB AND CRASH CUSHION ON -DET-XOVER- AS SHOWN ON SHEETS TMP-40 THRU TMP-42
- \* EXTEND TEMPORARY PCB ON OUTSIDE SHOULDER OF US 29S AND -RPB- AND RESET CRASH CUSHION AS SHOWN ON SHEET TMP-39 AND TMP-40

STEP 2 USING DETOUR SHOWN ON TMP-2H FOR TEMPORARY ROAD CLOSURES AS NEEDED AND/OR AS DIRECTED BY ENGINEER, REMOVE STAGE I OF EXISTING BRIDGE (TMP-41)

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, BEGIN EXCAVATION FOR CONSTRUCTION OF STAGE I OF PROPOSED BRIDGE USING TEMPORARY SHORING AS NEEDED (TMP-41)

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, BEGIN CONSTRUCTION OF -L- FROM STA 9+77+/- TO STA 12+54+/- AND -RPB- FROM STA 10+00+/- TO STA 14+00+/-, INCLUDING RET.WALL 1 (TMP-39 & TMP-40)

**PHASE IIIB (SEE OVERVIEW SHEET TMP-2I)**

STEP 2 AWAY FROM TRAFFIC, CONSTRUCT STAGE I OF PROPOSED BRIDGE USING TEMPORARY SHORING AS NEEDED (TMP-46)

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, CONSTRUCT LEFT SIDE OF -L- FROM STA 17+80+/- TO STA 32+08+/- AS SHOWN ON SHEETS TMP-45 AND TMP-46 USING TEMPORARY SHORING AS NEEDED

IN COORDINATION WITH ENGINEER AND USING RSD 1101.02, SHEET 3 OF 14 AND A PEDESTRIAN DETOUR USING MUTCD FIGURE 6H.28 SIDEWALK DETOUR OR DIVERSION WITH ADA COMPLIANT PEDESTRIAN CHANNELIZATION DEVICES AS NEEDED DURING DAY TIME HOURS, CONSTRUCT PAVEMENT ON LEFT SIDE OF -Y- FROM STA -Y- STA 12+71+/- AND STA 13+08+/- AND SIDEWALK FROM GREENVIEW TERRACE TO -RPA- (TMP-46)

USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, COMPLETE CONSTRUCTION OF -L- FROM STA 9+77+/- TO STA 12+54+/- AND -RPB- FROM STA 10+00+/- TO STA 14+00+/-, INCLUDING RET.WALL 1 (TMP-44 & TMP-45)

**PHASE IVA (SEE OVERVIEW SHEET TMP-2J)**

STEP 1 USING RSD 1101.02, SHEETS 3, 9 AND 10 OF 14, COMPLETE THE FOLLOWING:

- \* PLACE TEMPORARY PAVEMENT MARKINGS ON -L- AS SHOWN ON SHEETS TMP-50 THRU TMP-53
- \* SHIFT US 29S TRAFFIC TO PROPOSED LEFT SIDE OF -L-
- \* WEDGE EXISTING -L- AS NEEDED TO PROVIDE A SMOOTH TRANSITION TO NEW TRAFFIC PATTERN

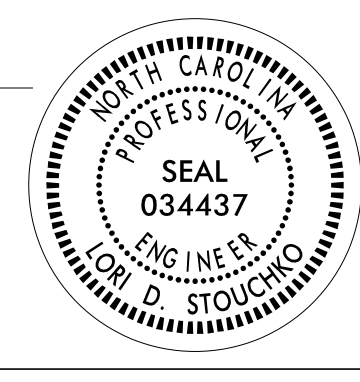

STEP 2 USING RSD 1101.02, SHEET 3 OF 14, PLACE TEMPORARY PCB AS SHOWN ON TMP-51 THRU TMP-53

STEP 3 USING TEMPORARY ROAD CLOSURES AS NEEDED, REMOVE STAGE II OF EXISTING BRIDGE (SEE TMP-2J FOR TEMPORARY DETOUR FOR NIGHT TIME CLOSURES (TMP-52)

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, COMPLETE CONSTRUCTION OF THE RIGHT SIDE OF -Y- FROM STA 10+54+/- TO -RPB- (TMP-52)

USING FLAGGERS AS NEEDED, COMPLETE CONSTRUCTION OF -RPB- FROM STA 18+50+/- TO -Y- (TMP-51 AND TMP-52)

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PHASE IVB (SEE OVERVIEW SHEET TMP-2K)

STEP 1 AWAY FROM TRAFFIC CONSTRUCT STAGE 2 OF PROPOSED BRIDGE (TMP-57)

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED:

- \* CONSTRUCT -L- FROM STA 16+27+/- TO STA 31+82+/- AS SHOWN ON SHEETS TMP-56, TMP-57, AND TMP-58
- \* COMPLETE RIGHT SIDE OF -Y- FROM STA 14+24+/- TO STA 16+15+/-, FROM 18+41+/- TO STA 20+80+/-, AND FROM STA 22+28+/- TO STA 25+77+/- INCLUDING PROPOSED SIDEWALK AS SHOWN ON SHEETS TMP-57 AND TMP-60
- \* CONSTRUCT RIGHT SIDE OF -Y- FROM STA 16+15+/- TO STA 18+41+/- INCLUDING PROPOSED SIDEWALK (TMP-57)
- \* CONSTRUCT LEFT SIDE OF -Y- FROM GREENVIEW TERRACE TO -RPA- AS SHOWN ON SHEET TMP-57

USING RSD 1101.02, SHEET 3 OF 14 AND LAW ENFORCEMENT AS NEEDED, PLACE AND COVER TEMPORARY SIGNAL TEMP7 AT THE INTERSECTION OF -Y- AND -RPA-/-RPB- (TMP-63) (SEE SIGNAL PLANS 07-1585T4)

USING RSD 1101.02, SHEET 3 OF 14 AND LAW ENFORCEMENT AS NEEDED, PLACE AND COVER TEMPORARY SIGNAL TEMP8 AT THE INTERSECTION OF -Y- AND -RPC-/-RPD- (TMP-66) (SEE SIGNAL PLANS 07-1586T3)

STEP 2 USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED:

- A. REMOVE TEMPORARY ANCHORED PCB ON MEDIAN OF -L- FROM -L- STA 15+00+/- TO -DET- STA 11+88+/- AND INSTALL PROPOSED CENTER MEDIAN GUARDRAIL ON -L- FROM STA 15+00/- TO STA 16+27+/- (TMP-56)
- B. REMOVE TEMPORARY ANCHORED PCB ON MEDIAN OF -L- FROM STA 10+75+/- TO STA 15+00+/- AND INSTALL PROPOSED CENTER MEDIAN GUARDRAIL ON -L- FROM STA 10+75+/- TO STA 15+00+/- (TMP-56)
- C. REMOVE TEMPORARY ANCHORED PCB FROM STA 15+00+/- TO STA 13+50+/- ON MEDIAN OF -L- AND INSTALL PROPOSED CENTER MEDIAN GUARDRAIL ON -L- FROM STA 31+82+/- TO STA 33+50+/- (TMP-56 THRU TMP-58)
- D. REMOVE TEMPORARY PCB AND PLACE PROPOSED GUARDRAIL FROM STA 33+50+/- TO STA 40+03+/- (TMP-58 & TMP-59)
- E. REMOVE TEMPORARY PCB ON LEFT SIDE OF -DET- FROM STA 29+67+/- TO STA 34+00+/-

USING RSD 1101.02, SHEETS 3 AND 9 OF 14, REMOVE TEMPORARY PAVEMENT IN GORE OF -RPB- AS SHOWN ON TMP-56

PHASE V (SEE OVERVIEW SHEET TMP-2L)

STEP 1 USING RSD 1101.02, SHEETS 3 AND 10 OF 14 AS NEEDED:

- \* PLACE TEMPORARY PAVEMENT MARKINGS ON -L- AS SHOWN ON SHEETS TMP-61, TMP-62, TMP-63, TMP-64 AND TMP-65
- \* SHIFT NB TRAFFIC TO NB -L- AND CLOSE -DET- TO TRAFFIC USING TYPE III BARRICADES AS SHOWN ON TMP-62
- \* PLACE PROPOSED GUARDRAIL AND GREU TL-3 ON -L- FROM STA 20+00+/- TO STA 21+50+/- USING TMA AS NEEDED DURING STEP 1 (TMP-62)

USING RSD 1101.02, SHEET 3 OF 14 AND LAW ENFORCEMENT AS NEEDED:

- \* PLACE TEMPORARY PAVEMENT MARKINGS ON -Y- AS SHOWN ON TMP-63 AND TMP-66 AND
- \* ACTIVATE TEMPORARY SIGNAL TEMP7 AT THE INTERSECTION OF -Y- AND -RPA-/-RPB- (TMP-63) (SEE SIGNAL PLANS 07-1585T4)
- \* ACTIVATE TEMPORARY SIGNAL TEMP8 AT THE INTERSECTION OF -Y- AND -RPC-/-RPD- (TMP-66) (SEE SIGNAL PLANS 07-1586T3)
- \* SHIFT TRAFFIC TO NEW TEMPORARY TRAFFIC PATTERN

INSTALL TEMPORARY RECTANGULAR RAPID FLASHING BEACONS, TEMPORARY PEDESTRIAN SIGNS AND TEMPORARY CROSSWALK AS SHOWN ON TMP-66 AND SIGNAL PLANS (SEE SIGNAL PLANS)

STEP 2 USING RSD 1101.02, SHEETS 3 AND 10 OF 14 AS NEEDED, REMOVE -DET-

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, CLOSE EXISTING SIDEWALK ON LEFT SIDE OF -Y- USING ADA COMPLIANT BARRICADES AND CONSTRUCT LEFT SIDE OF -Y- FROM -RPA- TO -Y- STA 25+84+/- AS SHOWN ON SHEETS TMP-63 AND TMP-66

USING RSD 110.02, SHEETS 3 9 AND 10, OF 14 AS NEEDED, CONSTRUCT OUTSIDE SHOULDER OF US 29N (-L-) FROM STA 14+06+/- TO STA 19+88+/- AND FROM STA 28+96+/- TO STA 35+57+/-, AND LEFT SIDE OF -RPC- FROM 13+15+/- TO STA 14+17+/- AS SHOWN ON SHEETS TMP-62 AND TMP-64

USING RSD 1101.02, SHEET 3 OF 14 AND LAW ENFORCEMENT AS NEEDED, INSTALL AND COVER TEMPORARY SIGNAL TEMP9 AT THE INTERSECTION OF -Y- AND -RPA-/-RPB- (TMP-67) (SEE SIGNAL PLANS 07-1585T5)

USING RSD 1101.02, SHEET 3 OF 14 AND LAW ENFORCEMENT AS NEEDED, INSTALL AND COVER TEMPORARY SIGNAL TMP10 AT THE INTERSECTION OF -Y- AND -RPC-/-RPD- (TMP-68) (SEE SIGNAL PLANS 07-1586T4)

PHASE VI (SEE OVERVIEW SHEET TMP-2M)

STEP 1 USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED:

- \* PLACE TEMPORARY PAVEMENT MARKINGS AS SHOWN ON SHEETS TMP-67 AND TMP-68
- \* UNCOVER AND ACTIVATE TEMPORARY SIGNAL TEMP9 AT THE INTERSECTION OF -Y- AND -RPA-/-RPB- (TMP-67) (SEE SIGNAL PLANS 07-1585T5)
- \* UNCOVER AND ACTIVATE TEMPORARY SIGNAL TEMP10 AT THE INTERSECTION OF -Y1- AND -RPC-/-RPD- (TMP-68) (SEE SIGNAL PLANS 07-1586T4)
- \* SHIFT TRAFFIC TO NEW TEMPORARY TRAFFIC PATTERN
- \* REMOVE TEMPORARY CROSSWALK AND TEMPORARY RECTANGULAR RAPID FLASHING BEACONS, PEDESTRIAN SIGNS ON -Y- (TMP-66)

STEP 2 USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, CONSTRUCT CENTER MEDIAN ON -Y- AS SHOWN ON SHEETS TMP-67 AND TMP-68

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, CONSTRUCT MONOLITHIC ISLAND ON -Y1- (TMP-68)

USING RSD 1101.02, SHEET 3 OF 14 AND LAW ENFORCEMENT AS NEEDED, INSTALL FINAL SIGNALS AND COVER

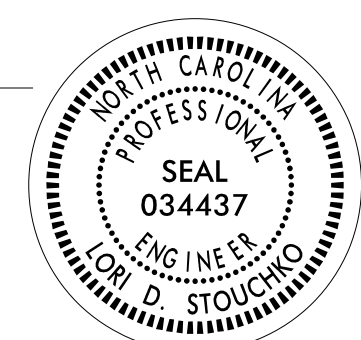

PHASE VII

USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, CONSTRUCT FINAL LAYER OF SURFACE COURSE ON -Y- AND -Y1-, PLACE FINAL PAVEMENT MARKINGS, UNCOVER AND ACTIVATE FINAL SIGNALS, AND SHIFT TRAFFIC TO FINAL PATTERN

USING RSD 1101.02, SHEETS 3, 9, AND 10 OF 14 AS NEEDED, CONSTRUCT FINAL LAYER OF SURFACE COURSE ON -L-, -RPA-, -RPB-, -RPC- AND -RPD-, PLACE FINAL PAVEMENT MARKINGS AND SHIFT TRAFFIC TO FINAL PATTERN

USING RSD 1101.02, SHEET 3 OF 14 AND LAW ENFORCEMENT AS NEEDED, REMOVE TEMPORARY TRAFFIC CONTROL DEVICES

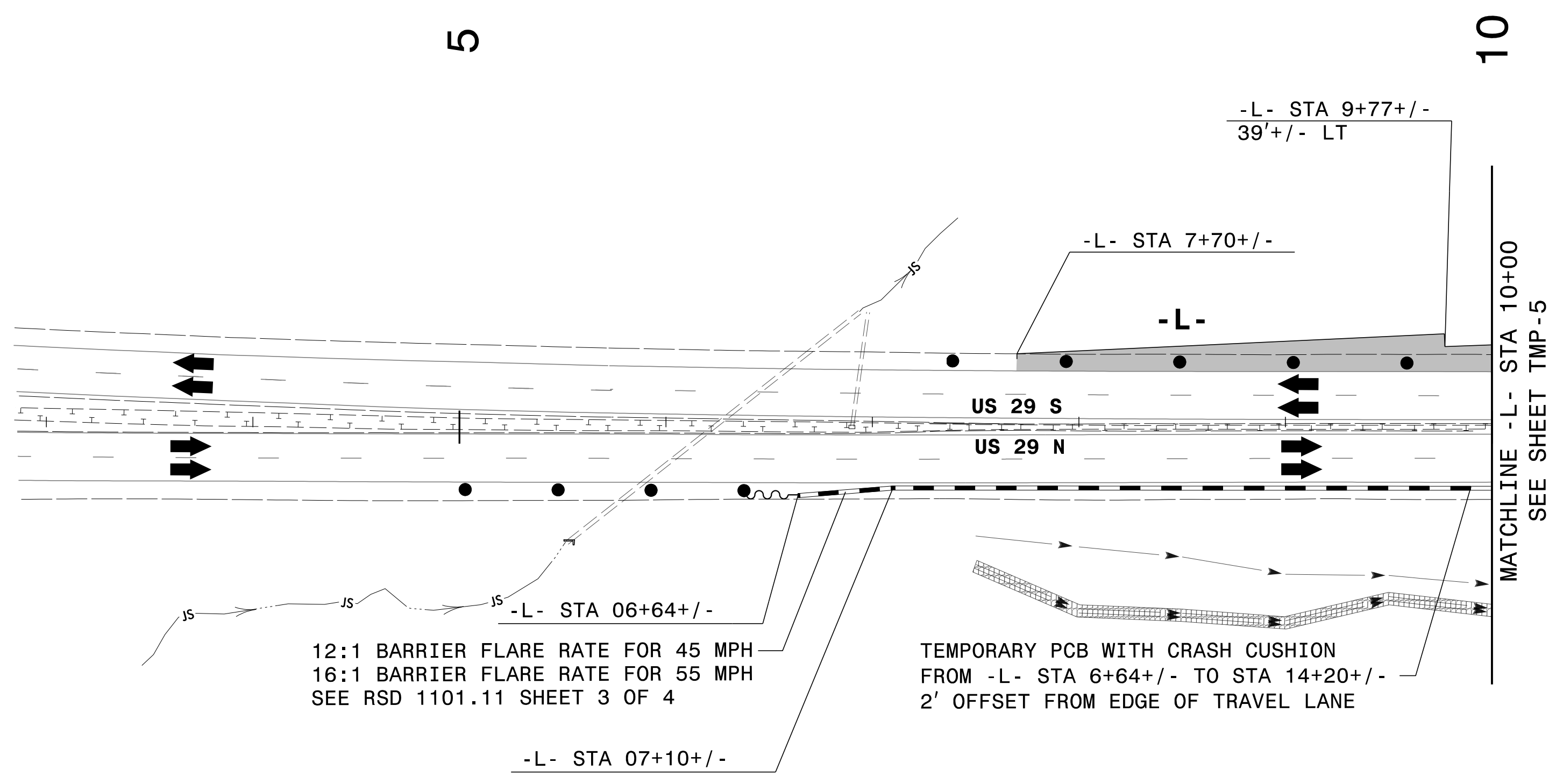
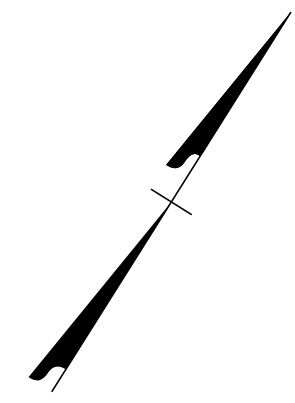
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 User:ST1086227

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| PROJ. REFERENCE NO. | SHEET NO. |
| U-5896              | TMP-4     |

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12:1 BARRIER FLARE RATE FOR 45 MPH  
 16:1 BARRIER FLARE RATE FOR 55 MPH  
 SEE RSD 1101.11 SHEET 3 OF 4

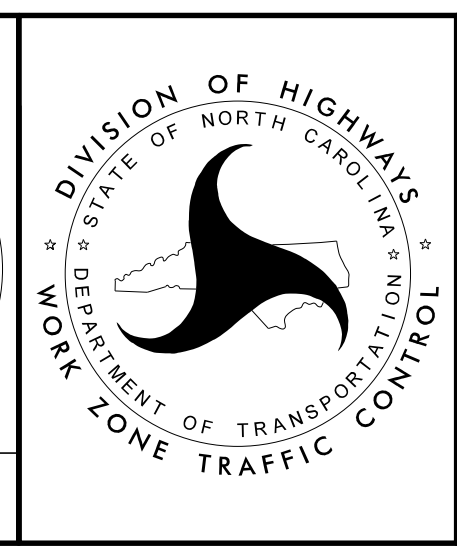
TEMPORARY PCB WITH CRASH CUSHION  
 FROM -L- STA 6+64+/- TO STA 14+20+/-  
 2' OFFSET FROM EDGE OF TRAVEL LANE

MATCHLINE -L- STA 10+00  
 SEE SHEET TMP-5

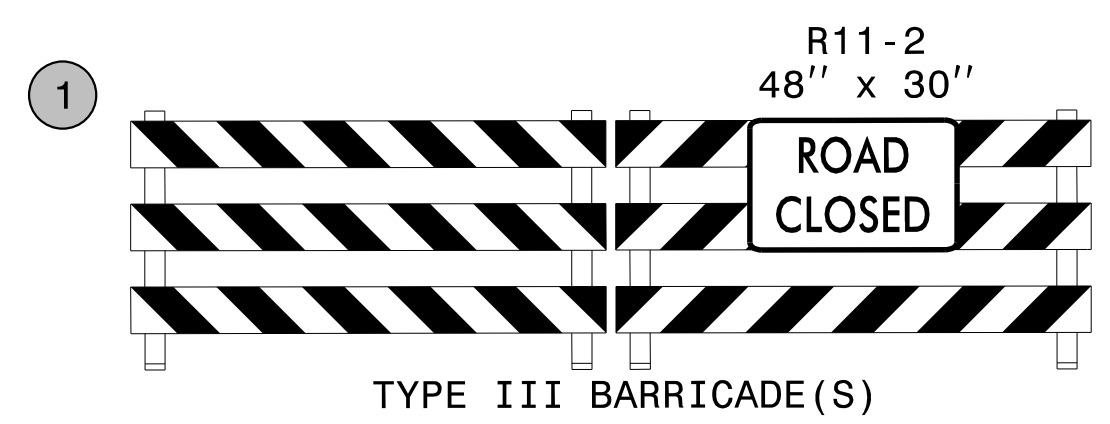
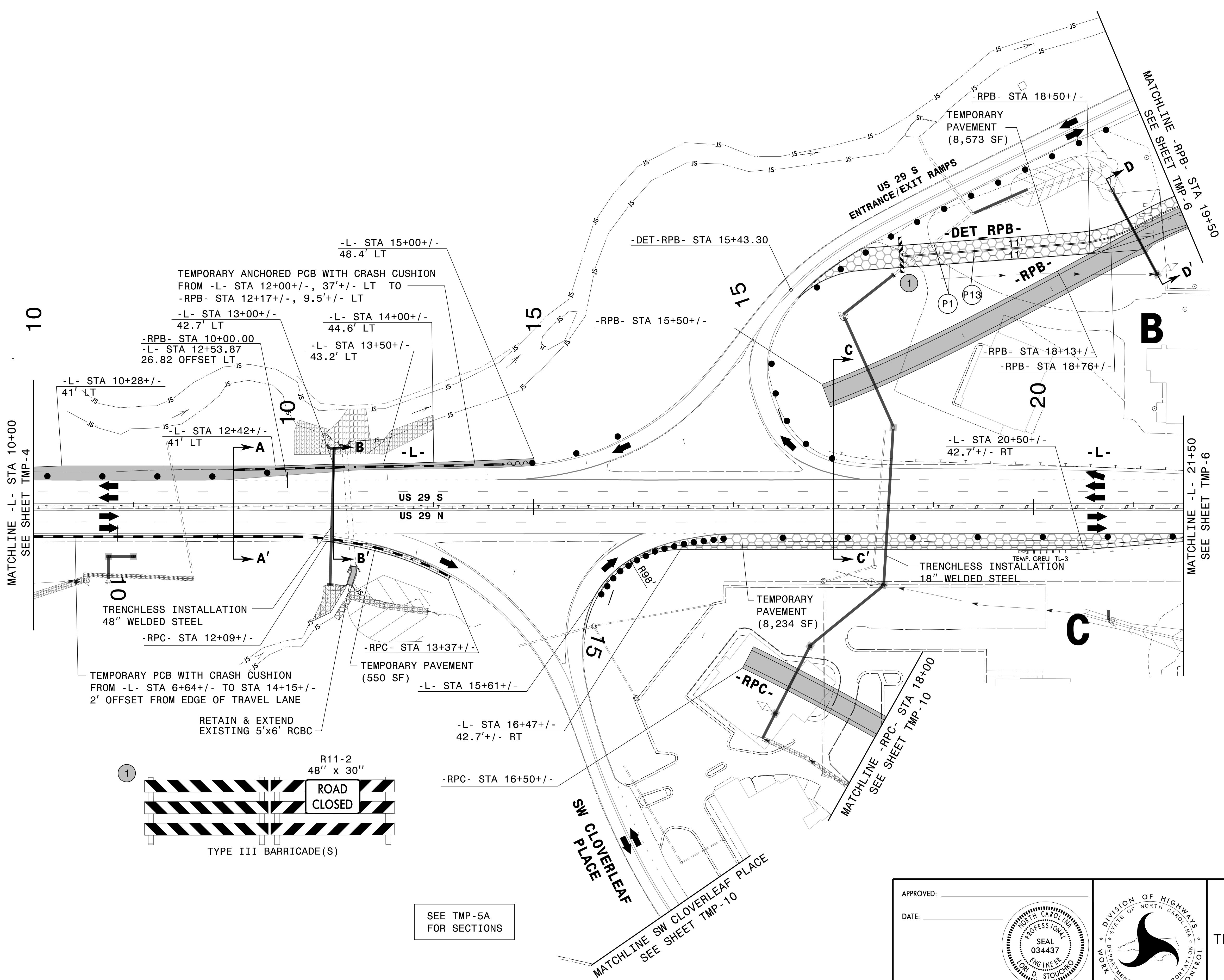
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 PHASE IA DETAIL**

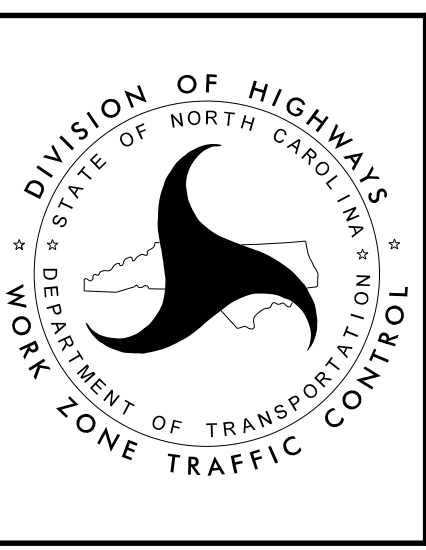


SEE TMP-5A  
FOR SECTIONS

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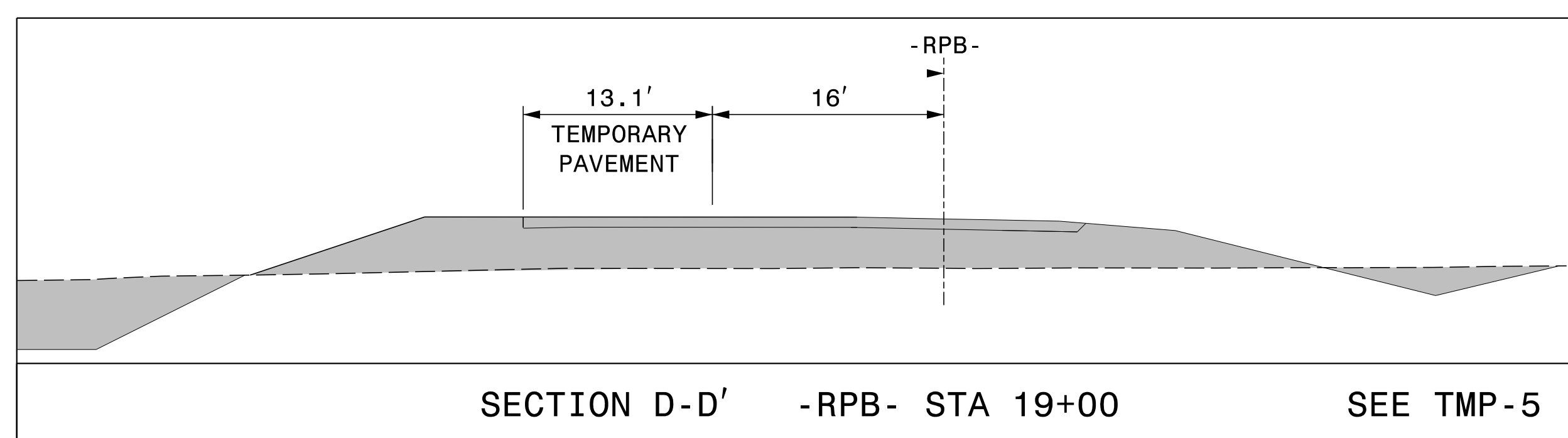
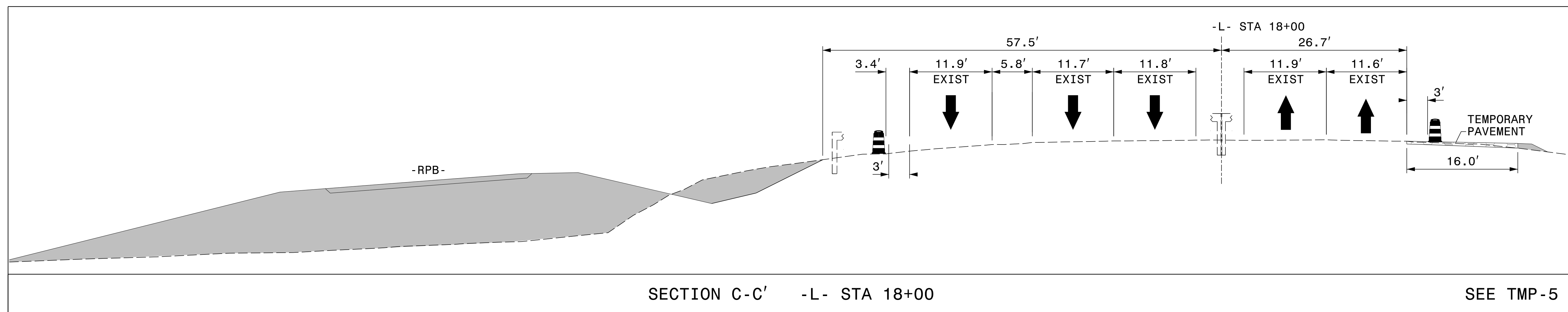
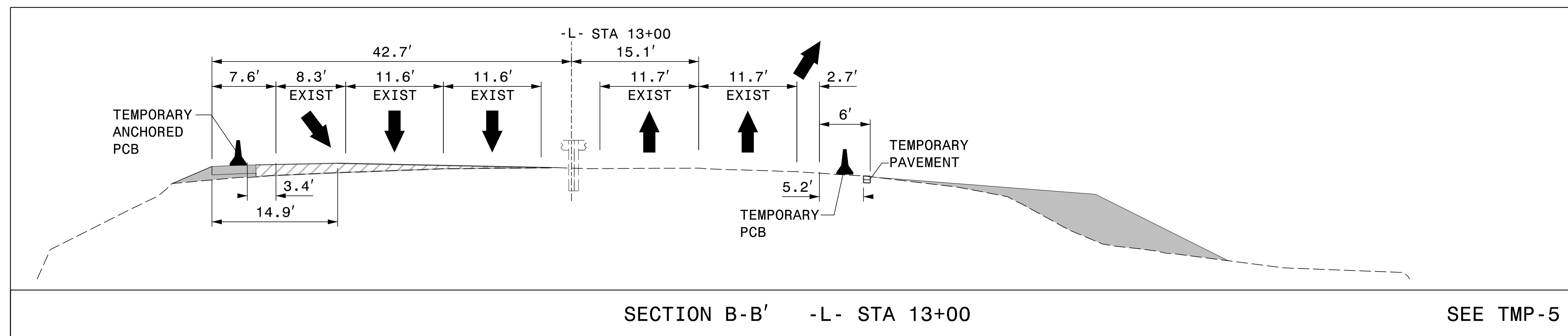
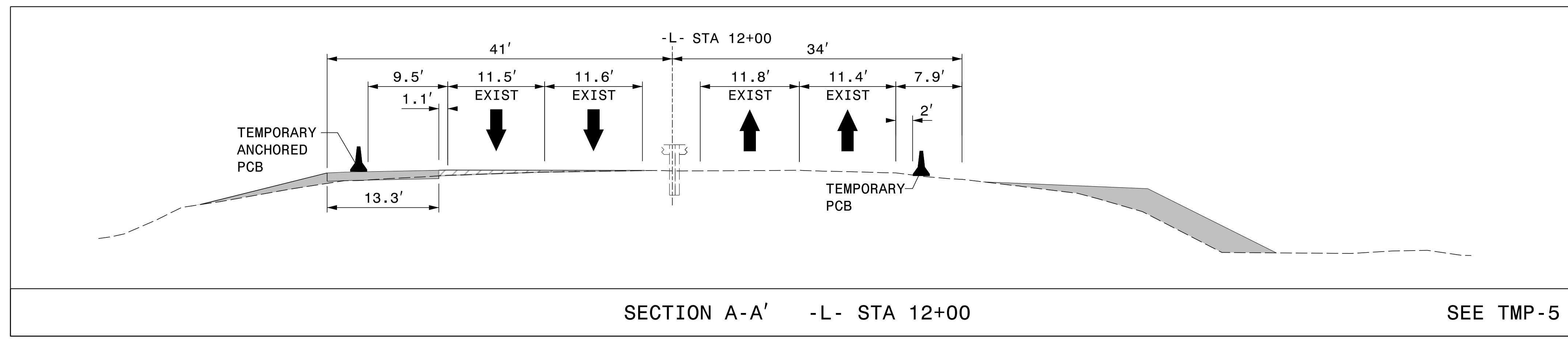
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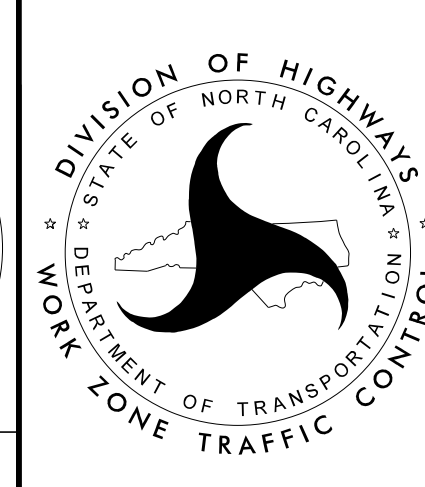
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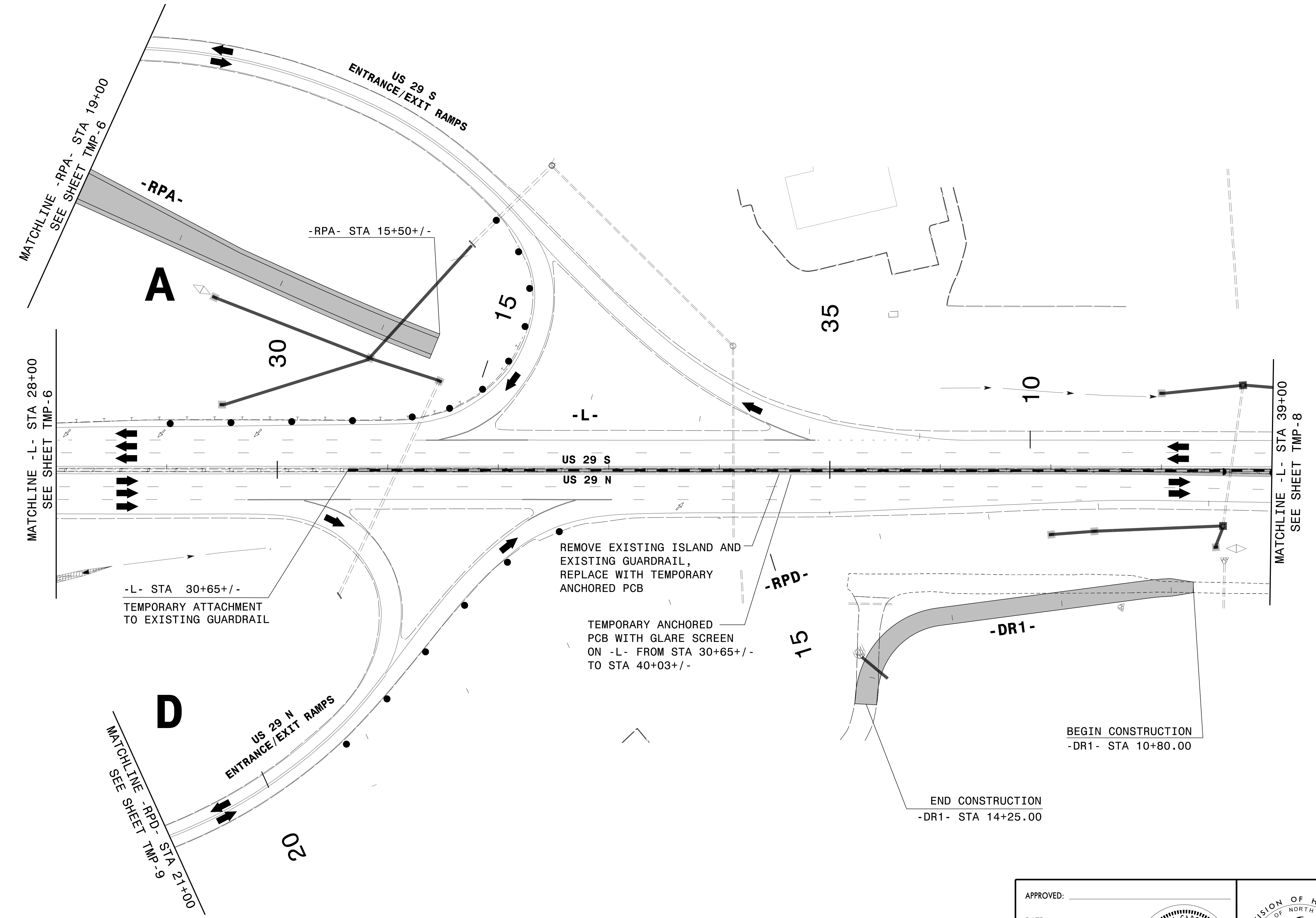


**TEMPORARY TRAFFIC CONTROL  
 PHASE IA DETAIL**



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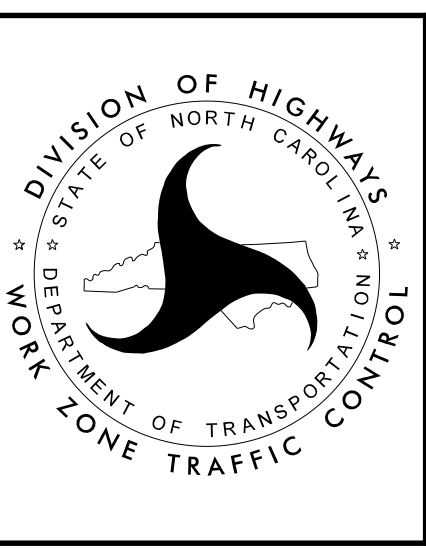
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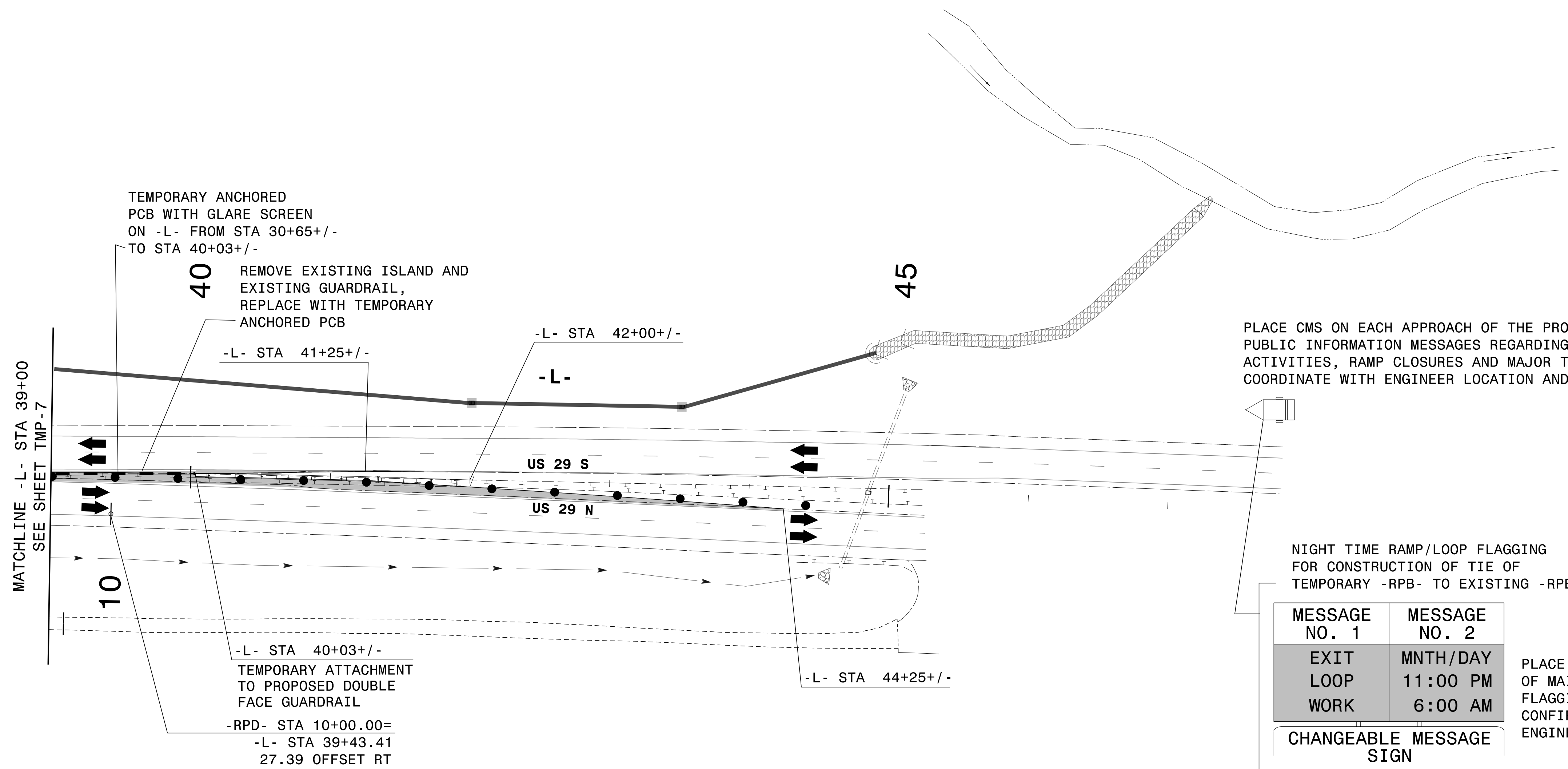
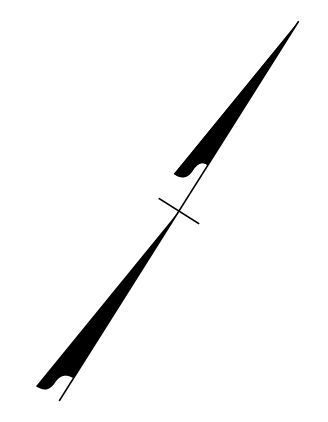
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PLACE CMS ON EACH APPROACH OF THE PROJECT LIMITS FOR PUBLIC INFORMATION MESSAGES REGARDING UPCOMING CONSTRUCTION ACTIVITIES, RAMP CLOSURES AND MAJOR TRAFFIC SHIFTS. COORDINATE WITH ENGINEER LOCATION AND MESSAGES.

NIGHT TIME RAMP/LOOP FLAGGING FOR CONSTRUCTION OF TIE OF TEMPORARY -RPB- TO EXISTING -RPB-

|                |                                 |
|----------------|---------------------------------|
| MESSAGE NO. 1  | MESSAGE NO. 2                   |
| EXIT LOOP WORK | MNTH/DAY<br>11:00 PM<br>6:00 AM |

CHANGEABLE MESSAGE SIGN

PLACE CMS 1/2 MILE PRIOR TO FIRST EXIT OF MAIN ST 10 DAYS PRIOR TO RAMP/LOOP FLAGGING OPERATION. CONFIRM MESSAGE AND LOCATION WITH ENGINEER PRIOR TO PLACEMENT OF CMS.

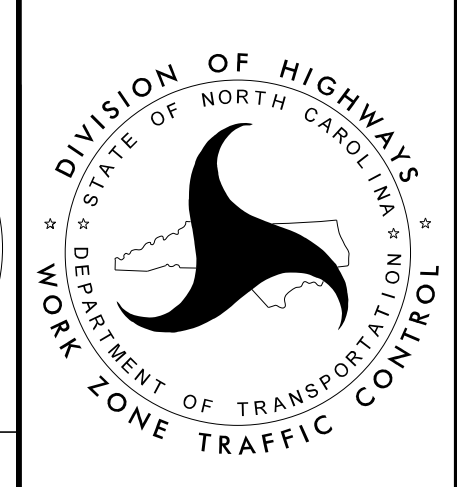
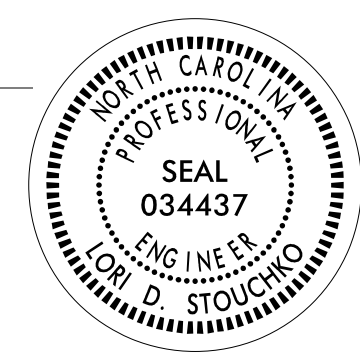
|                   |                 |
|-------------------|-----------------|
| MESSAGE NO. 1     | MESSAGE NO. 2   |
| FLAGGING 2ND EXIT | PREPARE TO STOP |

CHANGEABLE MESSAGE SIGN

CMS DURING RAMP FLAGGING. CONFIRM MESSAGE WITH ENGINEER PRIOR TO RAMP CLOSURE.

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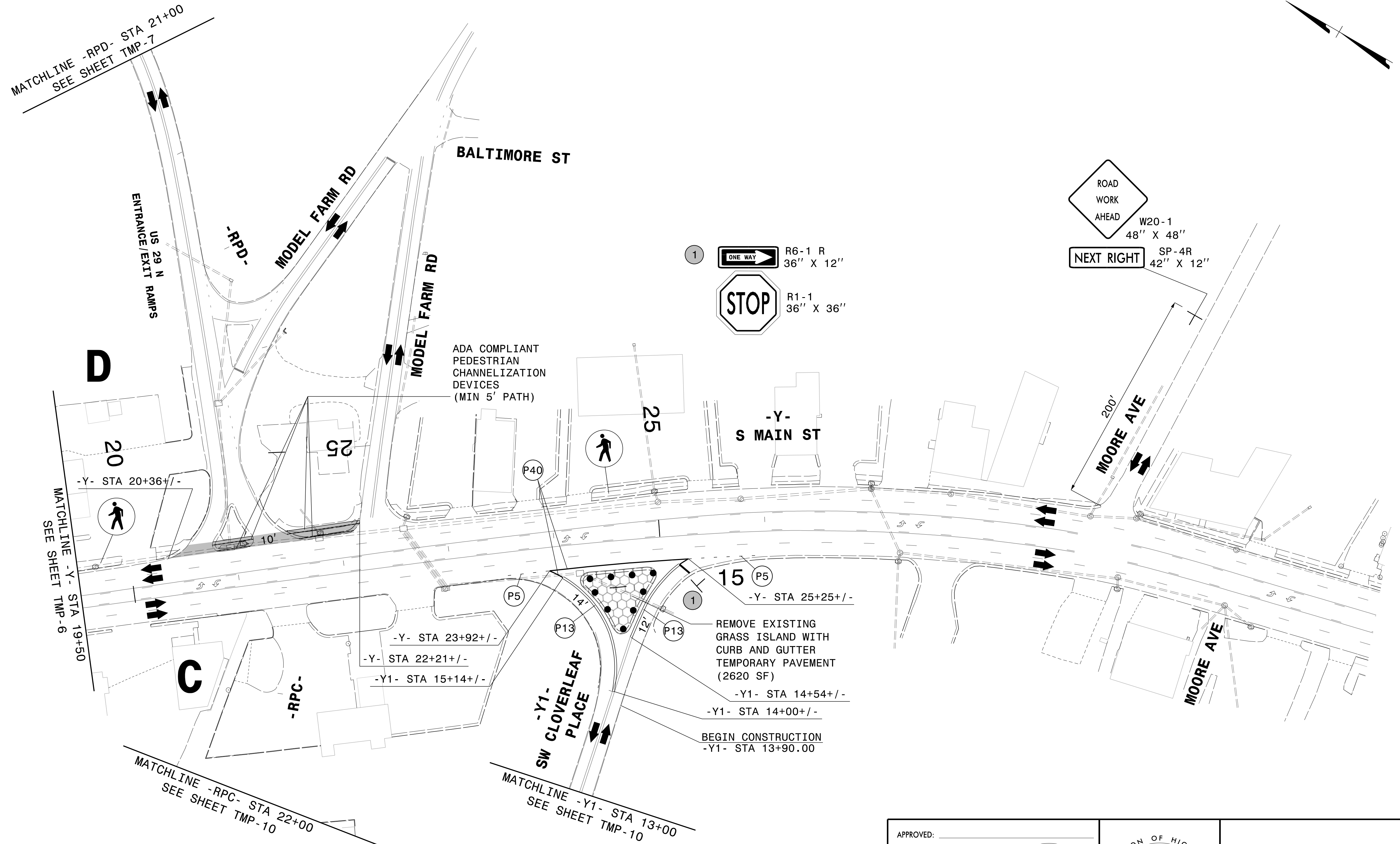
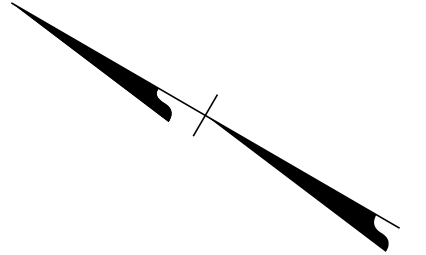
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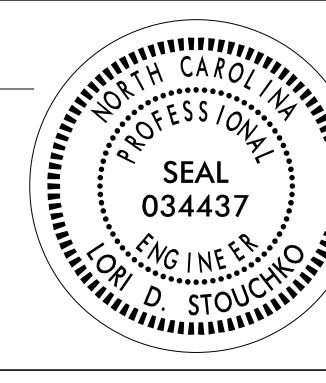

**TEMPORARY TRAFFIC CONTROL  
 PHASE IA DETAIL**

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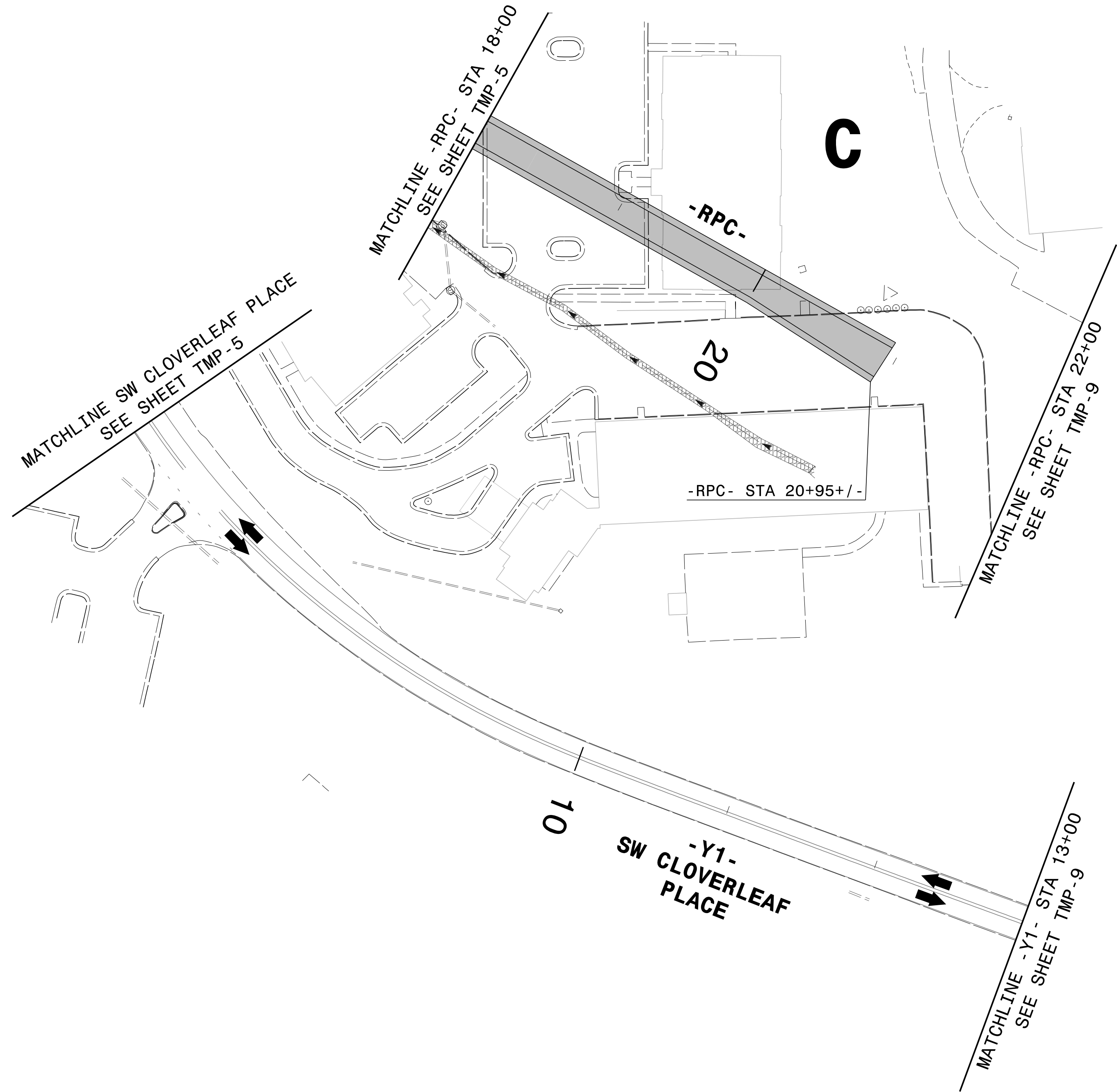
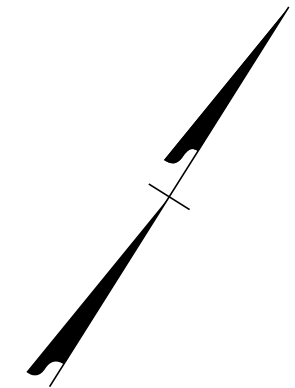
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| PROJ. REFERENCE NO. | SHEET NO. |
| U-5896              | TMP-10    |

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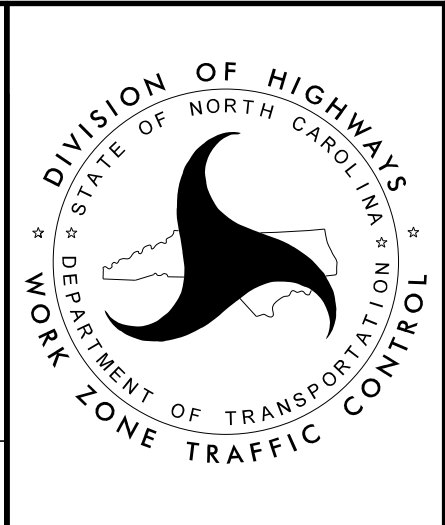
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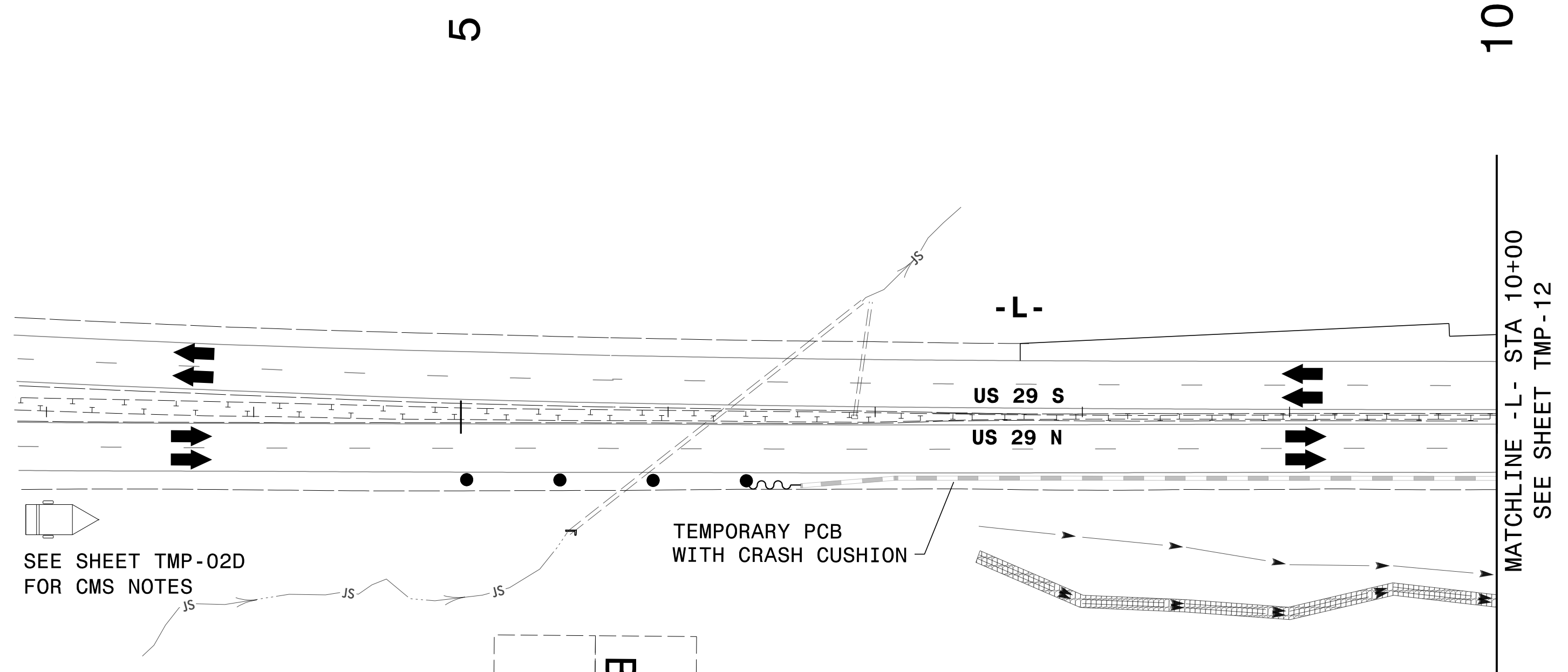
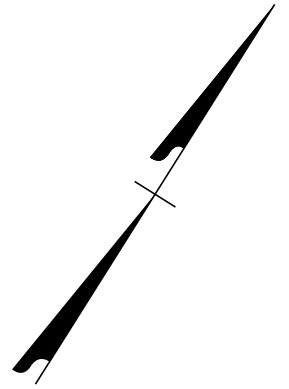


**TEMPORARY TRAFFIC CONTROL  
 PHASE IA DETAIL**

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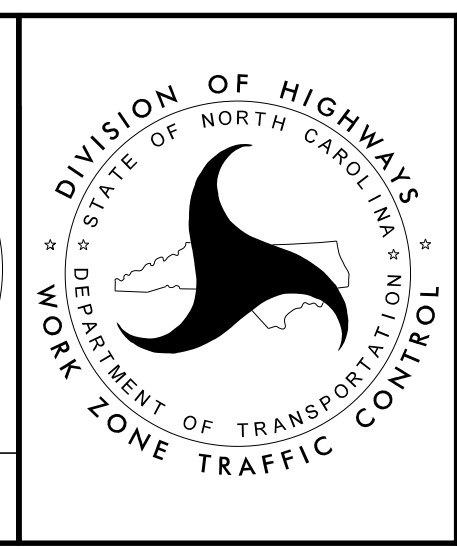
SEE SHEET TMP-02D FOR CMS NOTES

GTCC  
 Bus & Train Stations  
 HOSPITAL  
 NEXT RIGHT

TEMPORARY OVERLAY OF  
 "NEXT" OVER "SECOND"  
 SP-02

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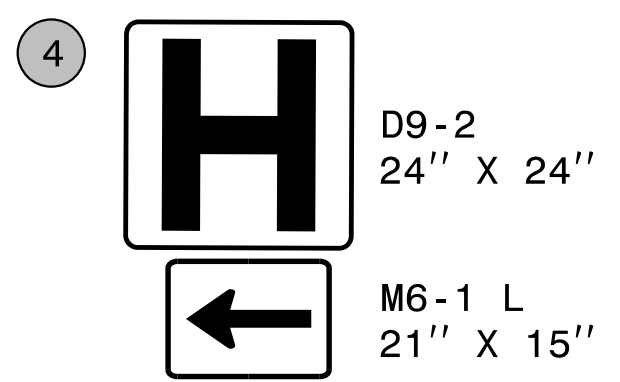
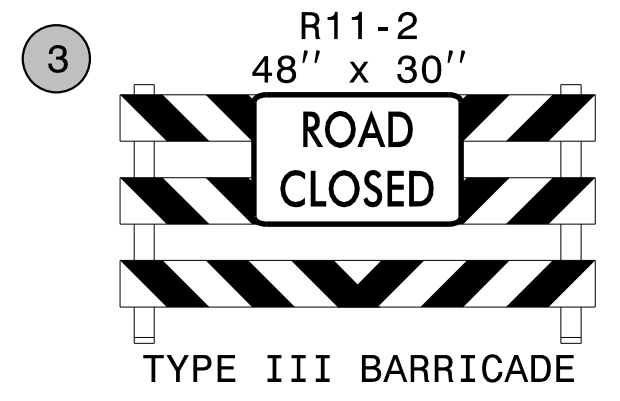


**TEMPORARY TRAFFIC CONTROL  
 PHASE IB DETAIL**

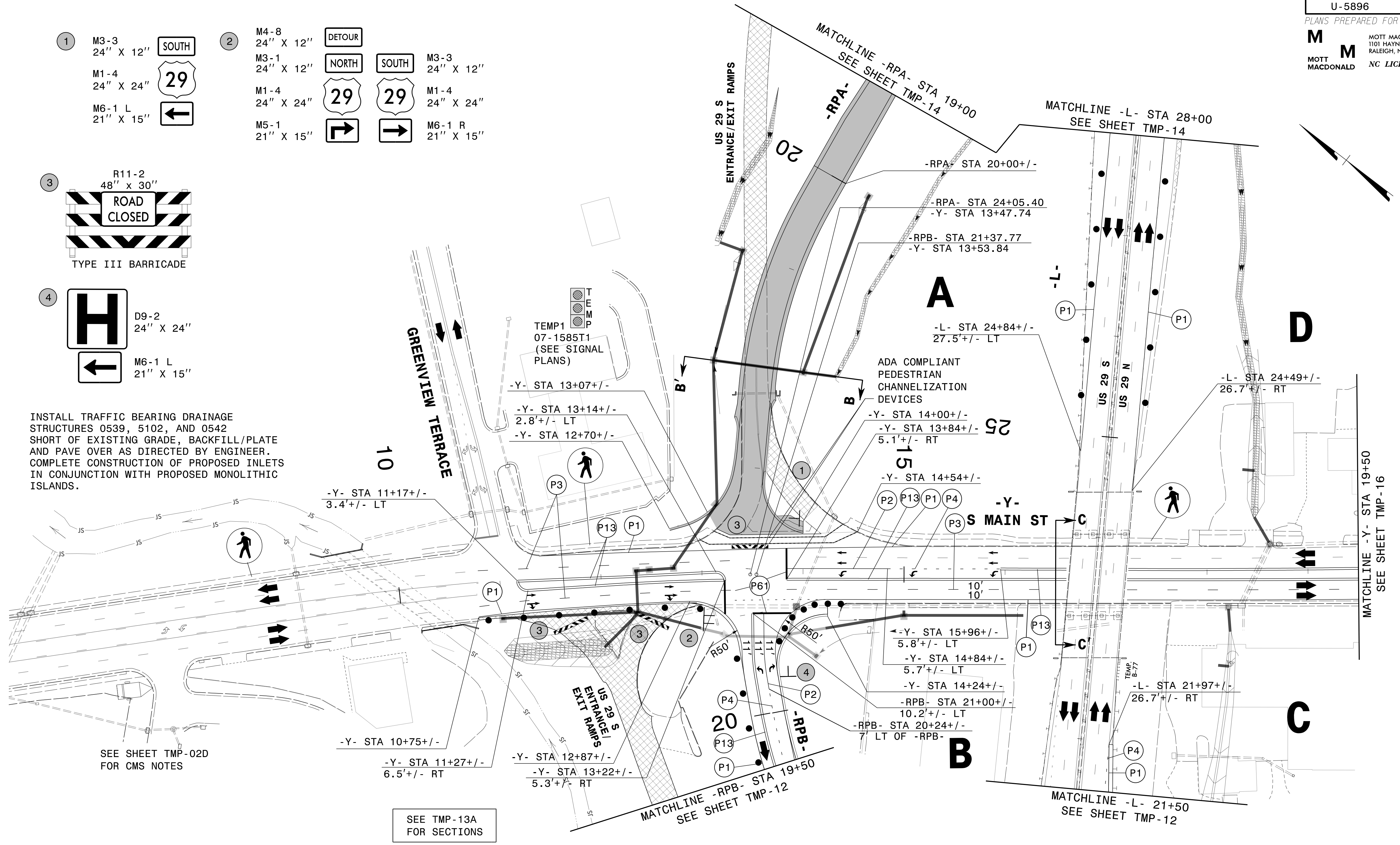
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|---|---------------------|--|---|-------------------|--|---------------------|--|--|---------------------|--|--|
| 1 | M3-3<br>24" X 12"   |  | 2 | M4-8<br>24" X 12" |  | M3-3<br>24" X 12"   |  |  | M1-4<br>24" X 24"   |  |  |
|   | M1-4<br>24" X 24"   |  |   | M3-1<br>24" X 12" |  | M3-3<br>24" X 12"   |  |  | M1-4<br>24" X 24"   |  |  |
|   | M6-1 L<br>21" X 15" |  |   | M1-4<br>24" X 24" |  | M1-4<br>24" X 24"   |  |  | M1-4<br>24" X 24"   |  |  |
|   |                     |  |   | M5-1<br>21" X 15" |  | M6-1 R<br>21" X 15" |  |  | M6-1 R<br>21" X 15" |  |  |



INSTALL TRAFFIC BEARING DRAINAGE STRUCTURES 0539, 5102, AND 0542 SHORT OF EXISTING GRADE, BACKFILL/PLATE AND PAVE OVER AS DIRECTED BY ENGINEER. COMPLETE CONSTRUCTION OF PROPOSED INLETS IN CONJUNCTION WITH PROPOSED MONOLITHIC ISLANDS.



SEE SHEET TMP-02D FOR CMS NOTES

SEE TMP-13A FOR SECTIONS

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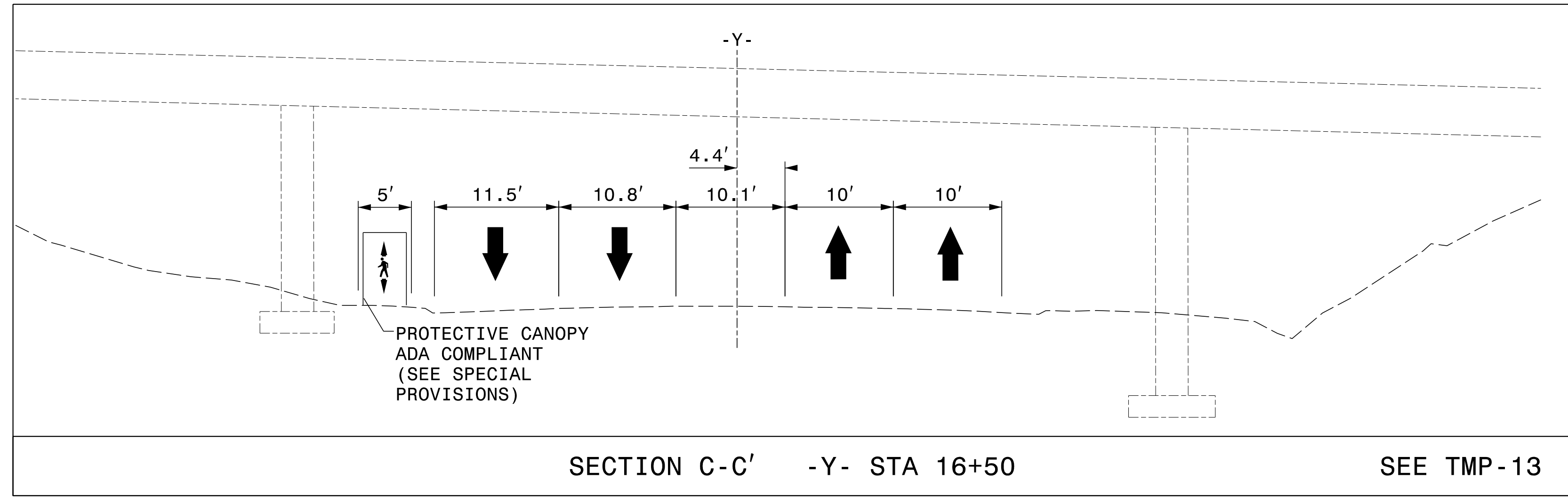
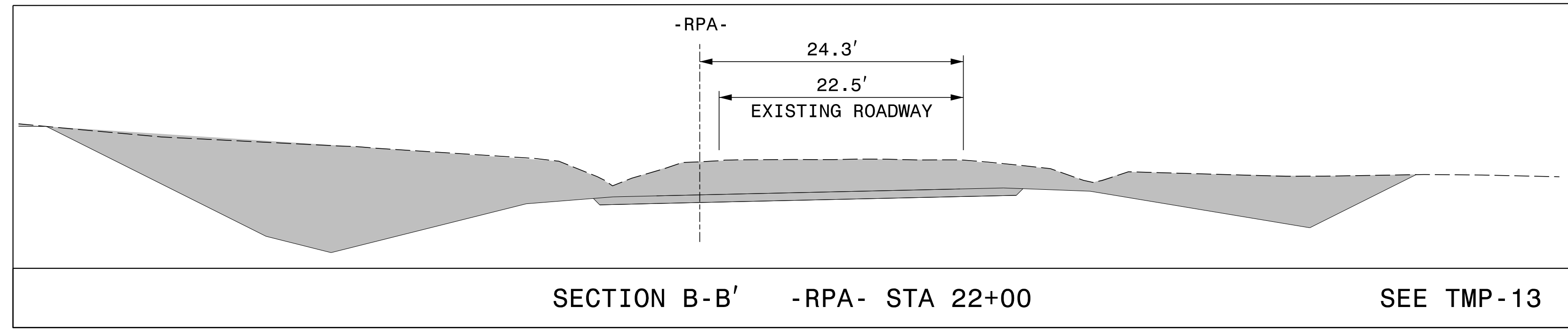
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TEMPORARY TRAFFIC CONTROL PHASE IB DETAIL

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| PROJ. REFERENCE NO. | SHEET NO. |
| U-5896              | TMP-13A   |

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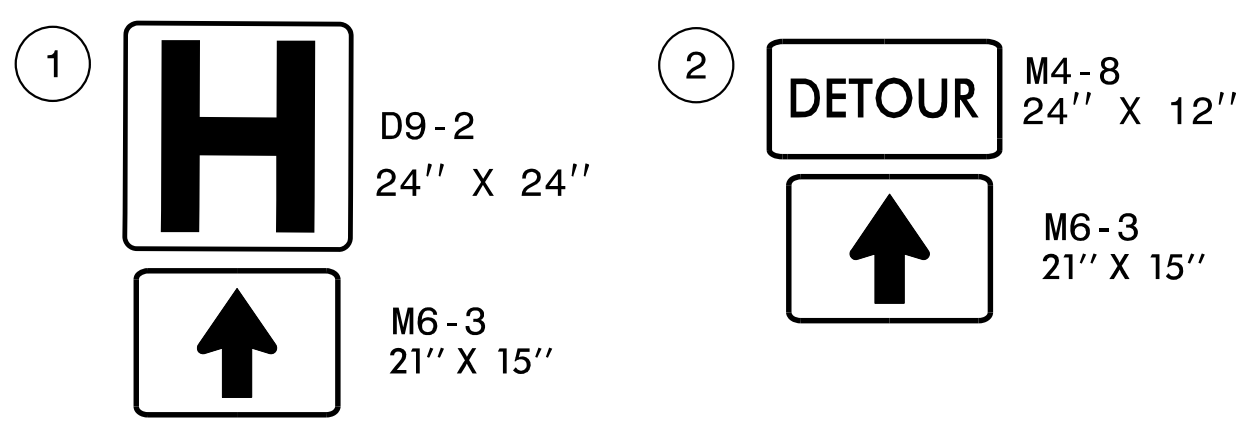
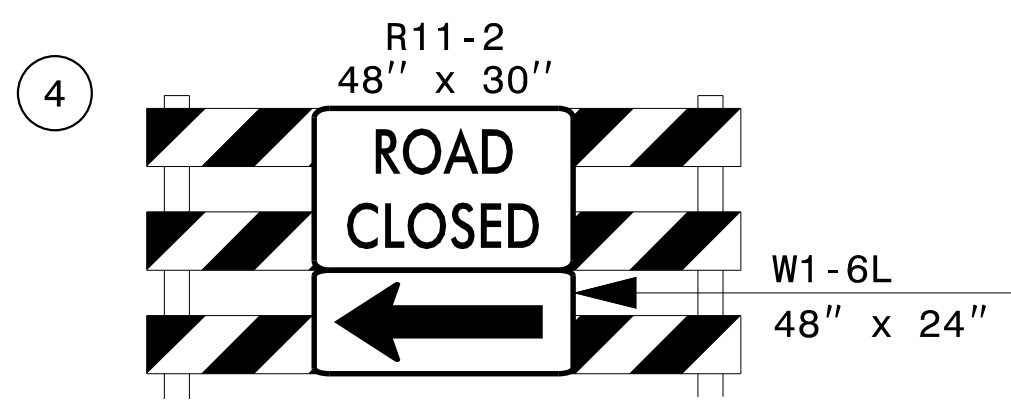
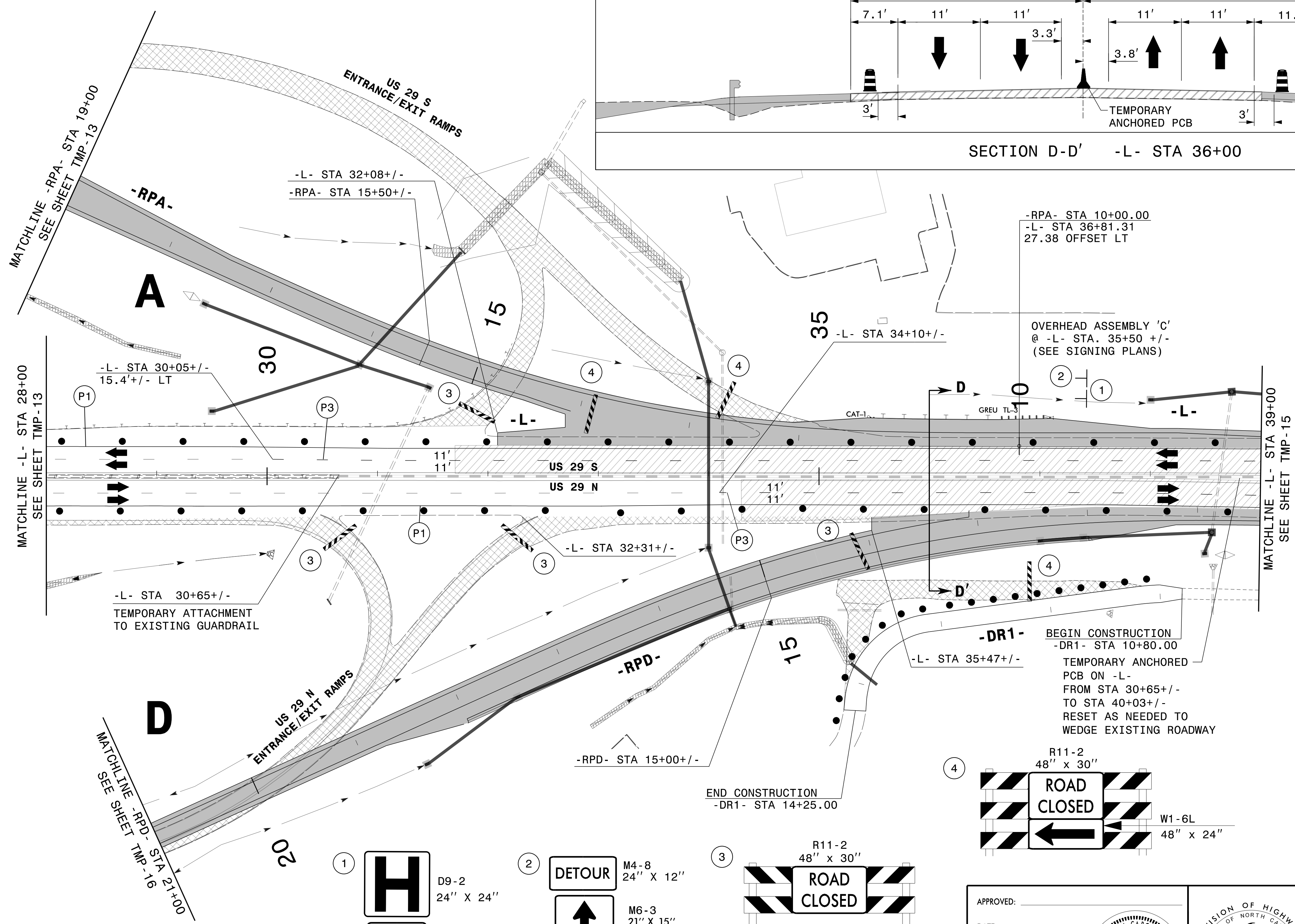
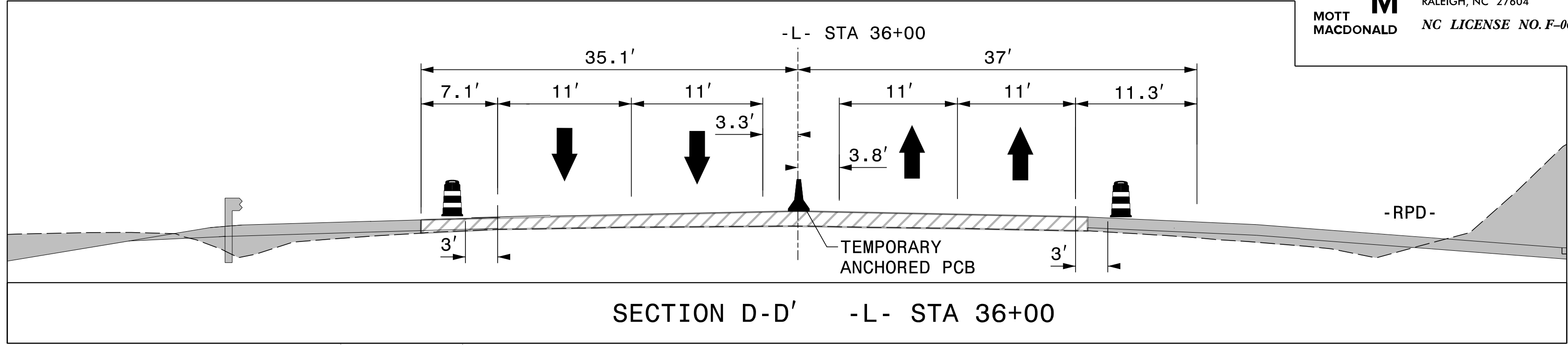
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1/17/2021  
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 User:ST086227

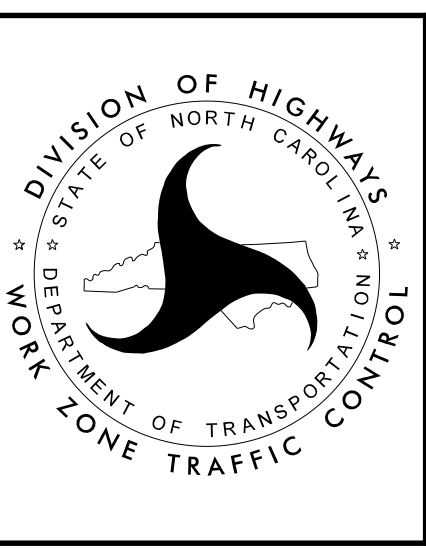
16'

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|---|--|--|---|
| APPROVED: _____   |  |  | <b>TEMPORARY TRAFFIC CONTROL<br/>         PHASE 1B DETAIL</b> |
| DATE: _____   |  |  |   |
| <b>DOCUMENT NOT CONSIDERED FINAL<br/>         UNLESS ALL SIGNATURES COMPLETED</b> |  |  |   |



APPROVED: \_\_\_\_\_  
 DATE: \_\_\_\_\_

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

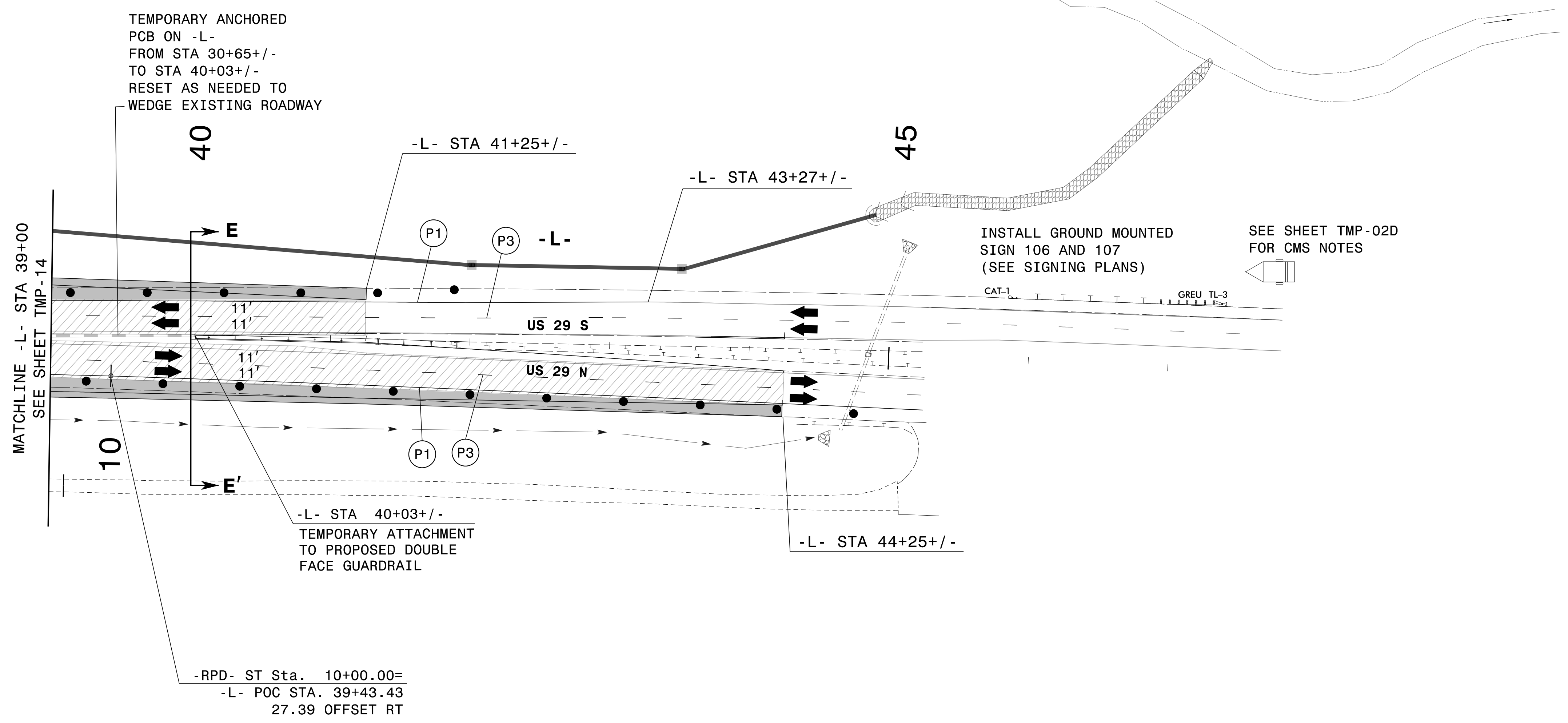
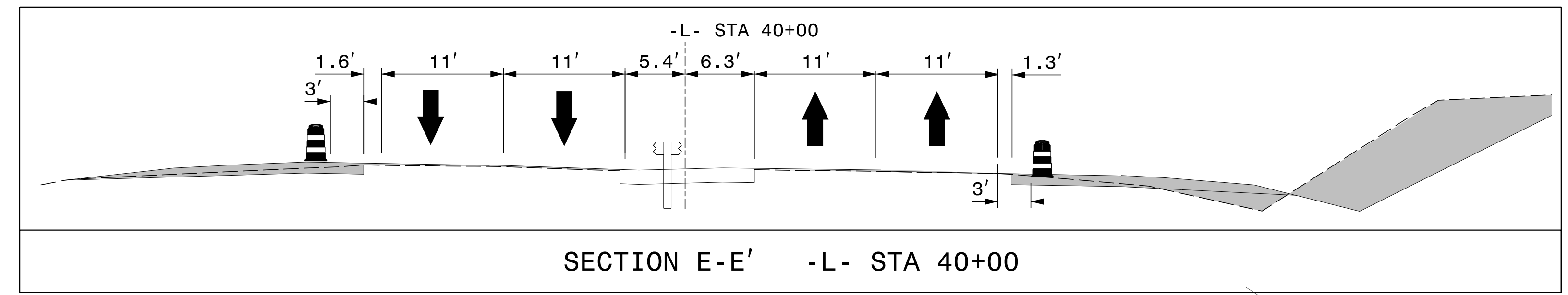


**TEMPORARY TRAFFIC CONTROL  
 PHASE IB DETAIL**

11/17/2021  
 C:\37495\_2016-plan-dsm-LSA\proj\U-5896\TrafficControl\TCP\U-5896\_TC\_TMP-14\_Phase\_1B.dgn  
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PLANS PREPARED FOR THE NCDOT BY:

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 User:ST086227

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|---|--|--|---|
| APPROVED: _____   |  |  | <b>TEMPORARY TRAFFIC CONTROL<br/>         PHASE IB DETAIL</b> |
| DATE: _____   |  |  |   |
| <b>DOCUMENT NOT CONSIDERED FINAL<br/>         UNLESS ALL SIGNATURES COMPLETED</b> |  |  |   |