PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-2TS9

TEMPORARY SHORING LOCATION NO. B2-07

SEE SHEET TMP-158

ESTIMATED QUANTITY = 428 SF

-L- STA. 702+33±, 9.5′ LT TO -L- STA. 703+17±, 9.5′ LT
LENGTH = 84′ AVERAGE HEIGHT = 5.1 FT MAXIMUM HEIGHT = 6.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 702+33±, 9.5 FT LT, TO STATION -L- 703+17±, 9.5 FT LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 162 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 702+33±, 9.5 FT LT, TO STATION -L- 703+17±, 9.5 FT LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 702+33±, 9.5 FT LT, TO STATION -L- 703+17±, 9.5 FT LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. B2-08

SEE SHEET TMP-158

ESTIMATED QUANTITY = 428 SF

-L- STA. 702+33±, 9.5′ RT TO -L- STA. 703+17±, 9.5′ RT
LENGTH = 84′ AVERAGE HEIGHT = 5.1 FT MAXIMUM HEIGHT = 6.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 702+33±, 9.5 FT RT, TO STATION -L- 703+17±, 9.5 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 162 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 702+33±, 9.5 FT RT, TO STATION -L- 703+17±, 9.5 FT RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 702+33±, 9.5 FT RT, TO STATION -L- 703+17±, 9.5 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

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

TEMPORARY SHORING LOCATION NO. B2-09

SEE SHEET TMP-165

ESTIMATED QUANTITY = 139 SF

-Y1BRPD- STA. 17+76±, 16.0′ RT TO -Y1BRPD- STA. 18+10±, 16.0′ RT
LENGTH = 34′ AVERAGE HEIGHT = 4.1 FT MAXIMUM HEIGHT = 7.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -Y1BRPD- 17+76±, 16 FT RT, TO STATION -Y1BRPD- 18+10±, 16 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 162 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -Y1BRPD- 17+76±, 16 FT RT, TO STATION -Y1BRPD- 18+10±, 16 FT RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -Y1BRPD- 17+76±, 16 FT RT, TO STATION -Y1BRPD- 18+10±, 16 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. B2-10

SEE SHEET TMP-165

ESTIMATED QUANTITY = 144 SF

-Y1BRPA- STA. 22+00±, 29.0′ LT TO -Y1BRPA- STA. 22+35±, 29.0′ LT
LENGTH = 35′ AVERAGE HEIGHT = 4.1 FT MAXIMUM HEIGHT = 7.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -Y1BRPA- 22+00±, 29 FT LT, TO STATION -Y1BRPA- 22+35±, 29 FT LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 165 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -Y1BRPA- 22+00±, 29 FT LT, TO STATION -Y1BRPA- 22+35±, 29 FT LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -Y1BRPA- 22+00±, 29 FT LT, TO STATION -Y1BRPA- 22+35±, 29 FT LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. B2-11

SEE SHEET TMP-170

ESTIMATED QUANTITY = 139 SF

-Y1BRPD- STA. 17+76±, 11.0′ RT TO -Y1BRPD- STA. 18+10±, 11.0′ RT
LENGTH = 34′ AVERAGE HEIGHT = 4.1 FT MAXIMUM HEIGHT = 7.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -Y1BRPD- 17+76±, 11 FT RT, TO STATION -Y1BRPD- 18+10±, 11 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 162 FT±

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -Y1BRPD- 17+76±, 11 FT RT, TO STATION -Y1BRPD- 18+10±, 11 FT RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -Y1BRPD- 17+76±, 11 FT RT, TO STATION -Y1BRPD- 18+10±, 11 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO. B2-12

SEE SHEET TMP-170

ESTIMATED QUANTITY = 139 SF

-SR3- STA. 21+29±, 30.0′ LT TO -SR3- STA. 21+63±, 30.0′ LT
LENGTH = 34′ AVERAGE HEIGHT = 4.1 FT MAXIMUM HEIGHT = 7.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -SR3- 21+29±, 30 FT LT, TO STATION -SR3- 21+63±, 30 FT LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 162 FT±

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -SR3- 21+29±, 30 FT LT, TO STATION -SR3- 21+63±, 30 FT LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -SR3- 21+29±, 30 FT LT, TO STATION -SR3- 21+63±, 30 FT LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEER. THE DOCUMENT WAS SUBMITTED TO STANTEC CONSULTING ON (FEB 10, 2022) AND SEALED BY A PROFESSIONAL ENGINEER, (JINYOUNG PARK, Ph.D., P.E.), LICENSE #032171.

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DocuSigned by: J.W. Woolard, Jr. BBC02F49E9E84EC...

NORTH CAROLINA PROFESSIONAL SEAL 19862 ENGINEER J. W. WOOLARD JR.

4/29/2022

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

SECTION 2

TEMPORARY SHORING NOTES
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3/15/2022
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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-2TS10

TEMPORARY SHORING LOCATION NO. B2-13

SEE SHEET TMP-175

ESTIMATED QUANTITY = 144 SF

-Y1BRPA- STA. 22+00±, 24.0′ LT TO -Y1BRPA- STA. 22+35±, 24.0′ LT
LENGTH = 35′ AVERAGE HEIGHT = 4.1 FT MAXIMUM HEIGHT = 7.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -Y1BRPA- 22+00±, 24 FT LT, TO STATION -Y1BRPA- 22+35±, 24 FT LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 165 FT±

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -Y1BRPA- 22+00±, 24 FT LT, TO STATION -Y1BRPA- 22+35±, 24 FT LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -Y1BRPA- 22+00±, 24 FT LT, TO STATION -Y1BRPA- 22+35±, 24 FT LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO. B2-14

SEE SHEET TMP-183

ESTIMATED QUANTITY = 826 SF

-Y6- STA. 28+92±, 31.0′ RT TO -Y6- STA. 29+56±, 31.0′ RT
LENGTH = 64′ AVERAGE HEIGHT = 12.9 FT MAXIMUM HEIGHT = 18.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -Y6- 28+92±, 31 FT RT, TO STATION -Y6- 29+56±, 31 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 157 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -Y6- 28+92±, 31 FT RT, TO STATION -Y6- 29+56±, 31 FT RT.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -Y6- 28+92±, 31 FT RT, TO STATION -Y6- 29+56±, 31 FT RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

TEMPORARY SHORING LOCATION NO. B2-15

SEE SHEET TMP-183

ESTIMATED QUANTITY = 1152 SF

-Y6- STA. 28+92±, 26.0′ RT TO -Y6- STA. 29+56±, 26.0′ RT
LENGTH = 64′ AVERAGE HEIGHT = 18.0 FT MAXIMUM HEIGHT = 25.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -Y6- 28+92±, 26 FT RT, TO STATION -Y6- 29+56±, 26 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 157 FT±

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -Y6- 28+92±, 26 FT RT, TO STATION -Y6- 29+56±, 26 FT RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -Y6- 28+92±, 26 FT RT, TO STATION -Y6- 29+56±, 26 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

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

TEMPORARY SHORING LOCATION NO. B2-16

SEE SHEET TMP-183

ESTIMATED QUANTITY = 826 SF

-Y6- STA. 31+32±, 31.0′ RT TO -Y6- STA. 31+96±, 31.0′ RT
LENGTH = 64′ AVERAGE HEIGHT = 12.9 FT MAXIMUM HEIGHT = 18.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -Y6- 31+32±, 31 FT RT, TO STATION -Y6- 31+96±, 31 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 157 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -Y6- 31+32±, 31 FT RT, TO STATION -Y6- 31+96±, 31 FT RT.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -Y6- 31+32±, 31 FT RT, TO STATION -Y6- 31+96±, 31 FT RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

TEMPORARY SHORING LOCATION NO. B2-17

SEE SHEET TMP-183

ESTIMATED QUANTITY = 1152 SF

-Y6- STA. 31+32±, 26.0′ RT TO -Y6- STA. 31+96±, 26.0′ RT
LENGTH = 64′ AVERAGE HEIGHT = 18.0 FT MAXIMUM HEIGHT = 25.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -Y6- 31+32±, 26 FT RT, TO STATION -Y6- 31+96±, 26 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 157 FT±

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -Y6- 31+32±, 26 FT RT, TO STATION -Y6- 31+96±, 26 FT RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -Y6- 31+32±, 26 FT RT, TO STATION -Y6- 31+96±, 26 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

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

TEMPORARY SHORING LOCATION NO. B2-18

SEE SHEETS TMP-186, 187

ESTIMATED QUANTITY = 6200 SF

-Y6- STA. 33+25±, 33.0′ RT TO -Y6- STA. 43+25±, 14.0′ LT
LENGTH = 1000′ AVERAGE HEIGHT = 6.2 FT MAXIMUM HEIGHT = 11.4 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -Y6- 33+25±, 33 FT RT, TO STATION -Y6- 43+25±, 14 FT LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 158 FT±

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -Y6- 33+25±, 33 FT RT, TO STATION -Y6- 43+25±, 14 FT LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -Y6- 33+25±, 33 FT RT, TO STATION -Y6- 43+25±, 14 FT LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEER. THE DOCUMENT WAS SUBMITTED TO STANTEC CONSULTING ON (FEB 10, 2022) AND SEALED BY A PROFESSIONAL ENGINEER, (JINYOUNG PARK, Ph.D., P.E.), LICENSE #032171.

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DocuSigned by: J.W. Woolard, Jr. BBC02F49E99...

NORTH CAROLINA PROFESSIONAL SEAL 19862 ENGINEER J. W. WOOLARD JR.

4/29/2022

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SECTION 2

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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-2TS11

TEMPORARY SHORING LOCATION NO. B2-19

SEE SHEET TMP-185

ESTIMATED QUANTITY = 358 SF

-Y6- STA. 23+20±, 19.0′ RT TO -Y6- STA. 23+76±, 19.0′ RT
LENGTH = 56′ AVERAGE HEIGHT = 6.4 FT MAXIMUM HEIGHT = 10.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -Y6- 23+20±, 19 FT RT, TO STATION -Y6- 23+76±, 19 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 156 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -Y6- 23+20±, 19 FT RT, TO STATION -Y6- 23+76±, 19 FT RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -Y6- 23+20±, 19 FT RT, TO STATION -Y6- 23+76±, 19 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. B2-20

SEE SHEET TMP-185

ESTIMATED QUANTITY = 319 SF

-Y6- STA. 23+20±, 14.0′ RT TO -Y6- STA. 23+76±, 14.0′ RT
LENGTH = 56′ AVERAGE HEIGHT = 5.7 FT MAXIMUM HEIGHT = 10.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -Y6- 23+20±, 14 FT RT, TO STATION -Y6- 23+76±, 14 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 156 FT±

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -Y6- 23+20±, 14 FT RT, TO STATION -Y6- 23+76±, 14 FT RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -Y6- 23+20±, 14 FT RT, TO STATION -Y6- 23+76±, 14 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO. B2-21

SEE SHEET TMP-190

ESTIMATED QUANTITY = 2100 SF

-Y6- STA. 20+25±, 7.0′ LT TO -Y6- STA. 25+25±, 26.5′ RT
LENGTH = 500′ AVERAGE HEIGHT = 4.2 FT MAXIMUM HEIGHT = 7.2 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -Y6- 20+25±, 7 FT LT, TO STATION -Y6- 25+25±, 26.5 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 158 FT±

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -Y6- 20+25±, 7 FT LT, TO STATION -Y6- 25+25±, 26.5 FT RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -Y6- 20+25±, 7 FT LT, TO STATION -Y6- 25+25±, 26.5 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO. B2-22

SEE SHEET TMP-200

ESTIMATED QUANTITY = 204 SF

-L- STA. 883+11±, 9.5′ LT TO -L- STA. 883+62±, 9.5′ LT
LENGTH = 51′ AVERAGE HEIGHT = 4.0 FT MAXIMUM HEIGHT = 5.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 883+11±, 9.5 FT LT, TO STATION -L- 883+62±, 9.5 FT LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 167 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 883+11±, 9.5 FT LT, TO STATION -L- 883+62±, 9.5 FT LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 883+11±, 9.5 FT LT, TO STATION -L- 883+62±, 9.5 FT LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. B2-23

SEE SHEET TMP-200

ESTIMATED QUANTITY = 204 SF

-L- STA. 883+11±, 9.5′ RT TO -L- STA. 883+62±, 9.5′ RT
LENGTH = 51′ AVERAGE HEIGHT = 4.0 FT MAXIMUM HEIGHT = 5.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 883+11±, 9.5 FT RT, TO STATION -L- 883+62±, 9.5 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 167 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 883+11±, 9.5 FT RT, TO STATION -L- 883+62±, 9.5 FT RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 883+11±, 9.5 FT RT, TO STATION -L- 883+62±, 9.5 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. B2-24

SEE SHEET TMP-200

ESTIMATED QUANTITY = 775 SF

-Y7- STA. 28+24±, 30.0′ LT TO -Y7- STA. 28+87±, 30.0′ LT
LENGTH = 63′ AVERAGE HEIGHT = 12.3 FT MAXIMUM HEIGHT = 18.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -Y7- 28+24±, 30 FT LT, TO STATION -Y7- 28+87±, 30 FT LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 167 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -Y7- 28+24±, 30 FT LT, TO STATION -Y7- 28+87±, 30 FT LT.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -Y7- 28+24±, 30 FT LT, TO STATION -Y7- 28+87±, 30 FT LT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEER. THE DOCUMENT WAS SUBMITTED TO STANTEC CONSULTING ON (FEB 10, 2022) AND SEALED BY A PROFESSIONAL ENGINEER, (JINYOUNG PARK, Ph.D., P.E.), LICENSE #032171.

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NORTH CAROLINA PROFESSIONAL SEAL 19862 ENGINEER J. W. WOOLARD JR.

DocuSigned by: J.W. Woolard Jr.
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4/29/2022

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

SECTION 2

TEMPORARY SHORING NOTES
SECTION 2
LOCATIONS B2-19
THRU B2-24

3/15/2022
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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-2TS12

TEMPORARY SHORING LOCATION NO. B2-25

SEE SHEET TMP-200

ESTIMATED QUANTITY = 1033 SF

-Y7- STA. 28+24±, 25.0′ LT TO -Y7- STA. 28+87±, 25.0′ LT
LENGTH = 63′ AVERAGE HEIGHT = 16.4 FT MAXIMUM HEIGHT = 24.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -Y7- 28+24±, 25 FT LT, TO STATION -Y7- 28+87±, 25 FT LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 167 FT±

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -Y7- 28+24±, 25 FT LT, TO STATION -Y7- 28+87±, 25 FT LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -Y7- 28+24±, 25 FT LT, TO STATION -Y7- 28+87±, 25 FT LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

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

TEMPORARY SHORING LOCATION NO. B2-26

SEE SHEET TMP-200

ESTIMATED QUANTITY = 871 SF

-Y7- STA. 30+44±, 30.0′ LT TO -Y7- STA. 31+09±, 30.0′ LT
LENGTH = 65′ AVERAGE HEIGHT = 13.4 FT MAXIMUM HEIGHT = 19.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -Y7- 30+44±, 30 FT LT, TO STATION -Y7- 31+09±, 30 FT LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 165 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -Y7- 30+44±, 30 FT LT, TO STATION -Y7- 31+09±, 30 FT LT.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -Y7- 30+44±, 30 FT LT, TO STATION -Y7- 31+09±, 30 FT LT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

TEMPORARY SHORING LOCATION NO. B2-27

SEE SHEET TMP-200

ESTIMATED QUANTITY = 1105 SF

-Y7- STA. 30+44±, 25.0′ LT TO -Y7- STA. 31+09±, 25.0′ LT
LENGTH = 65′ AVERAGE HEIGHT = 17.0 FT MAXIMUM HEIGHT = 24.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -Y7- 30+44±, 25 FT LT, TO STATION -Y7- 31+09±, 25 FT LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 165 FT±

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -Y7- 30+44±, 25 FT LT, TO STATION -Y7- 31+09±, 25 FT LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -Y7- 30+44±, 25 FT LT, TO STATION -Y7- 31+09±, 25 FT LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

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

TEMPORARY SHORING LOCATION NO. B2-28

SEE SHEETS TMP-202, 203

ESTIMATED QUANTITY = 1485 SF

-Y7- STA. 21+25±, 9.5′ RT TO -Y7- STA. 25+75±, 32.5′ LT
LENGTH = 450′ AVERAGE HEIGHT = 3.3 FT MAXIMUM HEIGHT = 5.5 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -Y7- 21+25±, 9.5 FT RT, TO STATION -Y7- 25+75±, 32.5 FT LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 165 FT±

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -Y7- 21+25±, 9.5 FT RT, TO STATION -Y7- 25+75±, 32.5 FT LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -Y7- 21+25±, 9.5 FT RT, TO STATION -Y7- 25+75±, 32.5 FT LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

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

TEMPORARY SHORING LOCATION NO. B2-29

SEE SHEETS TMP-203, 204

ESTIMATED QUANTITY = 1668 SF

-Y7- STA. 31+75±, 34.0′ LT TO -Y7- STA. 37+50±, 32.0′ LT
LENGTH = 575′ AVERAGE HEIGHT = 2.9 FT MAXIMUM HEIGHT = 4.9 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -Y7- 31+75±, 34 FT LT, TO STATION -Y7- 37+50±, 32 FT LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 163 FT±

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -Y7- 31+75±, 34 FT LT, TO STATION -Y7- 37+50±, 32 FT LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -Y7- 31+75±, 34 FT LT, TO STATION -Y7- 37+50±, 32 FT LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO. B2-30

SEE SHEET TMP-216

ESTIMATED QUANTITY = 615 SF

-L- STA. 676+47±, 52.5′ RT TO -L- STA. 677+22±, 52.5′ RT
LENGTH = 75′ AVERAGE HEIGHT = 8.2 FT MAXIMUM HEIGHT = 12.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 676+47±, 52.5 FT RT, TO STATION -L- 677+22±, 52.5 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 161 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 676+47±, 52.5 FT RT, TO STATION -L- 677+22±, 52.5 FT RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 676+47±, 52.5 FT RT, TO STATION -L- 677+22±, 52.5 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEER. THE DOCUMENT WAS SUBMITTED TO STANTEC CONSULTING ON (FEB 10, 2022) AND SEALED BY A PROFESSIONAL ENGINEER, (JINYOUNG PARK, Ph.D., P.E.), LICENSE #032171.

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DocuSigned by: J.W. Woolard
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NORTH CAROLINA PROFESSIONAL SEAL 19862 ENGINEER J. W. WOOLARD JR.

4/29/2022

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

SECTION 2

TEMPORARY SHORING NOTES
SECTION 2
LOCATIONS B2-25
THRU B2-30

3/15/2022
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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-2TS13

TEMPORARY SHORING LOCATION NO. B2-31

SEE SHEET TMP-216

ESTIMATED QUANTITY = 772 SF

-L- STA. 676+93±, 40.0′ LT TO -L- STA. 677+76±, 40.0′ LT
LENGTH = 83′ AVERAGE HEIGHT = 9.3 FT MAXIMUM HEIGHT = 14.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 676+93±, 40 FT LT, TO STATION -L- 677+76±, 40 FT LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 161 FT±

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 676+93±, 40 FT LT, TO STATION -L- 677+76±, 40 FT LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 676+93±, 40 FT LT, TO STATION -L- 677+76±, 40 FT LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO. B2-32

SEE SHEET TMP-216

ESTIMATED QUANTITY = 474 SF

-L- STA. 676+52±, 46.5′ RT TO -L- STA. 677+26±, 46.5′ RT
LENGTH = 74′ AVERAGE HEIGHT = 6.4 FT MAXIMUM HEIGHT = 12.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 676+52±, 46.5 FT RT, TO STATION -L- 677+26±, 46.5 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 161 FT±

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 676+52±, 46.5 FT RT, TO STATION -L- 677+26±, 46.5 FT RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 676+52±, 46.5 FT RT, TO STATION -L- 677+26±, 46.5 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO. B2-33

SEE SHEET TMP-218

ESTIMATED QUANTITY = 576 SF

-L- STA. 708+20±, 37.0′ LT TO -L- STA. 708+92±, 37.0′ LT
LENGTH = 72′ AVERAGE HEIGHT = 8.0 FT MAXIMUM HEIGHT = 14.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 708+20±, 37 FT LT, TO STATION -L- 708+92±, 37 FT LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 162 FT±

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 708+20±, 37 FT LT, TO STATION -L- 708+92±, 37 FT LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 708+20±, 37 FT LT, TO STATION -L- 708+92±, 37 FT LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO. B2-34

SEE SHEET TMP-218

ESTIMATED QUANTITY = 576 SF

-L- STA. 708+04±, 37.0′ RT TO -L- STA. 708+76±, 37.0′ RT
LENGTH = 72′ AVERAGE HEIGHT = 8.0 FT MAXIMUM HEIGHT = 14.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 708+04±, 37 FT RT, TO STATION -L- 708+76±, 37 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 162 FT±

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 708+04±, 37 FT RT, TO STATION -L- 708+76±, 37 FT RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 708+04±, 37 FT RT, TO STATION -L- 708+76±, 37 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO. B2-35

SEE SHEET TMP-218

ESTIMATED QUANTITY = 605 SF

-L- STA. 708+20±, 42.0′ LT TO -L- STA. 708+92±, 42.0′ LT
LENGTH = 72′ AVERAGE HEIGHT = 8.4 FT MAXIMUM HEIGHT = 14.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 708+20±, 42 FT LT, TO STATION -L- 708+92±, 42 FT LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 162 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 708+20±, 42 FT LT, TO STATION -L- 708+92±, 42 FT LT.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 708+20±, 42 FT LT, TO STATION -L- 708+92±, 42 FT LT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

TEMPORARY SHORING LOCATION NO. B2-36

SEE SHEET TMP-218

ESTIMATED QUANTITY = 605 SF

-L- STA. 708+04±, 42.0′ RT TO -L- STA. 708+76±, 42.0′ RT
LENGTH = 72′ AVERAGE HEIGHT = 8.4 FT MAXIMUM HEIGHT = 14.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 708+04±, 42 FT RT, TO STATION -L- 708+76±, 42 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 162 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 708+04±, 42 FT RT, TO STATION -L- 708+76±, 42 FT RT.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 708+04±, 42 FT RT, TO STATION -L- 708+76±, 42 FT RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEER. THE DOCUMENT WAS SUBMITTED TO STANTEC CONSULTING ON (FEB 10, 2022) AND SEALED BY A PROFESSIONAL ENGINEER, (JINYOUNG PARK, Ph.D., P.E.), LICENSE #032171.

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DocuSigned by: J.W. Woolard
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NORTH CAROLINA PROFESSIONAL SEAL 19862 ENGINEER J. W. WOOLARD JR.

4/29/2022

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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SECTION 2

TEMPORARY SHORING NOTES
SECTION 2
LOCATIONS B2-31
THRU B2-36

3/15/2022
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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-2TS14

TEMPORARY SHORING LOCATION NO. B2-37

SEE SHEET TMP-226

ESTIMATED QUANTITY = 1450 SF

-L- STA. 792+00±, 33.0′ RT TO -L- STA. 797+00±, 33.0′ RT
LENGTH = 500′ AVERAGE HEIGHT = 2.9 FT MAXIMUM HEIGHT = 4.9 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 792+00±, 33 FT RT, TO STATION -L- 797+00±, 33 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 148 FT±

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 792+00±, 33 FT RT, TO STATION -L- 797+00±, 33 FT RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 792+00±, 33 FT RT, TO STATION -L- 797+00±, 33 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO. B2-38

SEE SHEETS TMP-227, 228

ESTIMATED QUANTITY = 2646 SF

-L- STA. 808+60±, 33.0′ RT TO -L- STA. 814+00±, 33.0′ RT
LENGTH = 540′ AVERAGE HEIGHT = 4.9 FT MAXIMUM HEIGHT = 5.6 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 808+60±, 33 FT RT, TO STATION -L- 814+00±, 33 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 147 FT±

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 808+60±, 33 FT RT, TO STATION -L- 814+00±, 33 FT RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 808+60±, 33 FT RT, TO STATION -L- 814+00±, 33 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO. B2-39

SEE SHEET TMP-235

ESTIMATED QUANTITY = 1019 SF

-L- STA. 901+85±, 33.0′ RT TO -L- STA. 902+83±, 33.0′ RT
LENGTH = 98′ AVERAGE HEIGHT = 10.4 FT MAXIMUM HEIGHT = 14.7 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 901+85±, 33 FT RT, TO STATION -L- 902+83±, 33 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 160 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION L-901+85±, 33 FT RT, TO STATION -L- 902+83±, 33 FT RT.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 901+85±, 33 FT RT, TO STATION -L- 902+83±, 33 FT RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

TEMPORARY SHORING LOCATION NO. B2-40

SEE SHEET TMP-235

ESTIMATED QUANTITY = 794 SF

-L- STA. 901+85±, 38.0′ RT TO -L- STA. 902+83±, 38.0′ RT
LENGTH = 98′ AVERAGE HEIGHT = 8.1 FT MAXIMUM HEIGHT = 15.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 901+85±, 38 FT RT, TO STATION -L- 902+83±, 38 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 160 FT±

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 901+85±, 38 FT RT, TO STATION -L- 902+83±, 38 FT RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 901+85±, 38 FT RT, TO STATION -L- 902+83±, 38 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO. B2-41

SEE SHEET TMP-258

ESTIMATED QUANTITY = 1019 SF

-L- STA. 901+85±, 3.0′ LT TO -L- STA. 902+83±, 3.0′ LT
LENGTH = 98′ AVERAGE HEIGHT = 10.4 FT MAXIMUM HEIGHT = 14.7 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 901+85±, 3 FT LT, TO STATION -L- 902+83±, 3 FT LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 159 FT±

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 901+85±, 3 FT LT, TO STATION -L- 902+83±, 3 FT LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 901+85±, 3 FT LT, TO STATION -L- 902+83±, 3 FT LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO. B2-42

SEE SHEET TMP-258

ESTIMATED QUANTITY = 794 SF

-L- STA. 901+85±, 8.0′ LT TO -L- STA. 902+83±, 8.0′ LT
LENGTH = 98′ AVERAGE HEIGHT = 8.1 FT MAXIMUM HEIGHT = 15.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 901+85±, 8 FT LT, TO STATION -L- 902+83±, 8 FT LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 120 PCF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 159 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L-901+85±, 8 FT LT, TO STATION -L- 902+83±, 8 FT LT.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 901+85±, 8 FT LT, TO STATION -L- 902+83±, 8 FT LT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

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NORTH CAROLINA PROFESSIONAL SEAL 19862 ENGINEER J. W. WOOLARD JR.

4/29/2022

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SECTION 2

TEMPORARY SHORING NOTES
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3/15/2022
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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-2TS15

TEMPORARY SHORING LOCATION NO. UE-01

SEE SHEET TMP-10

ESTIMATED QUANTITY = 245 SF

-L- STA. 576+25±, 78.0′ RT TO -L- STA. 576+75±, 78.0′ RT
LENGTH = 50′ AVERAGE HEIGHT = 4.9 FT MAXIMUM HEIGHT = 4.9 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 576+25±, 78′ RT, TO STATION -L- 576+75±, 78′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 105 PCF (EL.≥139 FT), 120 PCF (EL.<139 FT)
- FRICTION ANGLE (ϕ) = 27 DEGREES (EL.=139 FT), 30 DEGREES (EL. <139 FT)
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 142 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 576+25±, 78′ RT, TO STATION -L- 576+75±, 78′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 576+25±, 78′ RT, TO STATION -L- 576+75±, 78′ RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-02

SEE SHEET TMP-10

ESTIMATED QUANTITY = 175 SF

-L- STA. 576+25±, 120.0′ RT TO -L- STA. 576+75±, 120.0′ RT
LENGTH = 50′ AVERAGE HEIGHT = 3.5 FT MAXIMUM HEIGHT = 3.5 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 576+25±, 120′ RT, TO STATION -L- 576+75±, 120′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 105 PCF (EL.≥139 FT), 120 PCF (EL.<139 FT)
- FRICTION ANGLE (ϕ) = 27 DEGREES (EL.=139 FT), 30 DEGREES (EL. <139 FT)
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 142 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 576+25±, 120′ RT, TO STATION -L- 576+75±, 120′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 576+25±, 120′ RT, TO STATION -L- 576+75±, 120′ RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-03

SEE SHEET TMP-11

ESTIMATED QUANTITY = 5440 SF

-L- STA. 577+25±, 78.0′ RT TO -L- STA. 585+25±, 78.0′ RT
LENGTH = 800′ AVERAGE HEIGHT = 6.8 FT MAXIMUM HEIGHT = 8.8 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 577+25±, 78′ RT, TO STATION -L- 585+25±, 78′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 90 PCF (EL.≥135 FT), 120 PCF (EL.<135 FT)
- FRICTION ANGLE (ϕ) = 25 DEGREES (EL.=135 FT), 30 DEGREES (EL. <135 FT)
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 142 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 577+25±, 78′ RT, TO STATION -L- 585+25±, 78′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 577+25±, 78′ RT, TO STATION -L- 585+25±, 78′ RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-04

SEE SHEET TMP-11

ESTIMATED QUANTITY = 5040 SF

-L- STA. 577+25±, 126.0′ RT TO -L- STA. 585+25±, 120.0′ RT
LENGTH = 800′ AVERAGE HEIGHT = 6.3 FT MAXIMUM HEIGHT = 8.1 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 577+25±, 126′ RT, TO STATION -L- 585+25±, 120′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 90 PCF (EL.≥135 FT), 120 PCF (EL.<135 FT)
- FRICTION ANGLE (ϕ) = 25 DEGREES (EL.=135 FT), 30 DEGREES (EL. <135 FT)
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 142 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 577+25±, 126′ RT, TO STATION -L- 585+25±, 120′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 577+25±, 126′ RT, TO STATION -L- 585+25±, 120′ RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-05

SEE SHEET TMP-11

ESTIMATED QUANTITY = 6406 SF

-L- STA. 578+25±, 90.0′ LT TO -L- STA. 585+53±, 90.0′ LT
LENGTH = 728′ AVERAGE HEIGHT = 8.8 FT MAXIMUM HEIGHT = 11.7 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 578+25±, 90′ LT, TO STATION -L- 585+53±, 90′ LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 90 PCF (EL.≥135 FT), 120 PCF (EL.<135 FT)
- FRICTION ANGLE (ϕ) = 25 DEGREES (EL.=135 FT), 30 DEGREES (EL. <135 FT)
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 142 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 578+25±, 90′ LT, TO STATION -L- 585+53±, 90′ LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 578+25±, 90′ LT, TO STATION -L- 585+53±, 90′ LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-06

SEE SHEET TMP-11

ESTIMATED QUANTITY = 4000 SF

-L- STA. 578+75±, 118.0′ LT TO -L- STA. 585+53±, 132.0′ LT
LENGTH = 678′ AVERAGE HEIGHT = 5.9 FT MAXIMUM HEIGHT = 8.8 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 578+75±, 118′ LT, TO STATION -L- 585+53±, 132′ LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ) = 90 PCF (EL.≥135 FT), 120 PCF (EL.<135 FT)
- FRICTION ANGLE (ϕ) = 25 DEGREES (EL.=135 FT), 30 DEGREES (EL. <135 FT)
- COHESION (C) = 0 PSF
- GROUNDWATER ELEVATION = 142 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 578+75±, 118′ LT, TO STATION -L- 585+53±, 132′ LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 578+75±, 118′ LT, TO STATION -L- 585+53±, 132′ LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

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NORTH CAROLINA PROFESSIONAL SEAL 19862 ENGINEER J. W. WOOLARD JR.

4/29/2022

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SECTION 2

TEMPORARY SHORING NOTES
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THRU UE-06

3/15/2022
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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-2TS16

TEMPORARY SHORING LOCATION NO. UE-07

SEE SHEET TMP-11

ESTIMATED QUANTITY = 1240 SF

-L- STA. 586+75±, 78.0′ RT TO -L- STA. 588+75±, 78.0′ RT
LENGTH = 200′ AVERAGE HEIGHT = 6.2 FT MAXIMUM HEIGHT = 8.8 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 586+75±, 78′ RT, TO STATION -L- 588+75±, 78′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 90 PCF (EL.≥137 FT),
120 PCF (EL.<137 FT)
FRICTION ANGLE (ϕ) = 25 DEGREES (EL.=137 FT),
30 DEGREES (EL. <137 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 143 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 586+75±, 78′ RT, TO STATION -L- 588+75±, 78′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 586+75±, 78′ RT, TO STATION -L- 588+75±, 78′ RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-08

SEE SHEET TMP-11

ESTIMATED QUANTITY = 1280 SF

-L- STA. 586+75±, 120.0′ RT TO -L- STA. 588+75±, 125.0′ RT
LENGTH = 200′ AVERAGE HEIGHT = 6.4 FT MAXIMUM HEIGHT = 8.9 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 586+75±, 120′ RT, TO STATION -L- 588+75±, 125′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 90 PCF (EL.≥137 FT),
120 PCF (EL.<137 FT)
FRICTION ANGLE (ϕ) = 25 DEGREES (EL.=137 FT),
30 DEGREES (EL. <137 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 143 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 586+75±, 120′ RT, TO STATION -L- 588+75±, 125′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 586+75±, 120′ RT, TO STATION -L- 588+75±, 125′ RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-09

SEE SHEET TMP-216

ESTIMATED QUANTITY = 920 SF

-L- STA. 674+75±, 10.0′ LT TO -L- STA. 676+75±, 17.0′ LT
LENGTH = 200′ AVERAGE HEIGHT = 4.6 FT MAXIMUM HEIGHT = 4.9 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 674+75±, 10′ LT, TO STATION -L- 676+75±, 17′ LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 105 PCF (EL.≥157 FT),
120 PCF (EL.<157 FT)
FRICTION ANGLE (ϕ) = 27 DEGREES (EL.=157 FT),
30 DEGREES (EL. <157 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 160 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 674+75±, 10′ LT, TO STATION -L- 676+75±, 17′ LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 674+75±, 10′ LT, TO STATION -L- 676+75±, 17′ LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-10

SEE SHEET TMP-216

ESTIMATED QUANTITY = 140 SF

-L- STA. 674+75±, 15.0′ RT TO -L- STA. 676+75±, 15.0′ RT
LENGTH = 150′ AVERAGE HEIGHT = 4.4 FT MAXIMUM HEIGHT = 4.9 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 674+75±, 15′ RT, TO STATION -L- 676+75±, 15′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 105 PCF (EL.≥157 FT),
120 PCF (EL.<157 FT)
FRICTION ANGLE (ϕ) = 27 DEGREES (EL.=157 FT),
30 DEGREES (EL. <157 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 160 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 674+75±, 15′ RT, TO STATION -L- 676+75±, 15′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 674+75±, 15′ RT, TO STATION -L- 676+75±, 15′ RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-11

SEE SHEET TMP-216

ESTIMATED QUANTITY = 960 SF

-L- STA. 677+25±, 23.0′ LT TO -L- STA. 678+75±, 23.0′ LT
LENGTH = 150′ AVERAGE HEIGHT = 6.4 FT MAXIMUM HEIGHT = 7.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 677+25±, 23′ LT, TO STATION -L- 678+75±, 23′ LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 105 PCF (EL.≥155 FT),
120 PCF (EL.<155 FT)
FRICTION ANGLE (ϕ) = 27 DEGREES (EL.=155 FT),
30 DEGREES (EL. <155 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 160 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 677+25±, 23′ LT, TO STATION -L- 678+75±, 23′ LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 677+25±, 23′ LT, TO STATION -L- 678+75±, 23′ LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-12

SEE SHEET TMP-216

ESTIMATED QUANTITY = 780 SF

-L- STA. 677+25±, 15.0′ RT TO -L- STA. 678+75±, 7.0′ RT
LENGTH = 150′ AVERAGE HEIGHT = 5.2 FT MAXIMUM HEIGHT = 6.7 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 677+25±, 15′ RT, TO STATION -L- 678+75±, 7′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 105 PCF (EL.≥155 FT),
120 PCF (EL.<155 FT)
FRICTION ANGLE (ϕ) = 27 DEGREES (EL.=155 FT),
30 DEGREES (EL. <155 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 160 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 677+25±, 15′ RT, TO STATION -L- 678+75±, 7′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 677+25±, 15′ RT, TO STATION -L- 678+75±, 7′ RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

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NORTH CAROLINA PROFESSIONAL SEAL 19862 ENGINEER J. W. WOOLARD JR.

4/29/2022

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SECTION 2

TEMPORARY SHORING NOTES
SECTION 1, AND 2
LOCATIONS UE-07
THRU UE-12

3/15/2022
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TEMPORARY SHORING LOCATION NO. UE-13

SEE SHEET TMP-226

ESTIMATED QUANTITY = 520 SF

-L- STA. 791+75±, 77.0′ RT TO -L- STA. 792+75±, 77.0′ RT
LENGTH = 100′ AVERAGE HEIGHT = 4.8 FT MAXIMUM HEIGHT = 4.9 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 791+75±, 77′ RT, TO STATION -L- 792+75±, 77′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 105 PCF (EL.≥141 FT),
120 PCF (EL.<141 FT)
FRICTION ANGLE (ϕ) = 27 DEGREES (EL.=141 FT),
30 DEGREES (EL. <141 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 147 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 791+75±, 77′ RT, TO STATION -L- 792+75±, 77′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 791+75±, 77′ RT, TO STATION -L- 792+75±, 77′ RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-14

SEE SHEET TMP-226

ESTIMATED QUANTITY = 400 SF

-L- STA. 791+75±, 112.0′ RT TO -L- STA. 792+75±, 112.0′ RT
LENGTH = 100′ AVERAGE HEIGHT = 4.0 FT MAXIMUM HEIGHT = 4.4 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 791+75±, 112′ RT, TO STATION -L- 792+75±, 112′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 105 PCF (EL.≥141 FT),
120 PCF (EL.<141 FT)
FRICTION ANGLE (ϕ) = 27 DEGREES (EL.=141 FT),
30 DEGREES (EL. <141 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 147 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 791+75±, 112′ RT, TO STATION -L- 792+75±, 112′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 791+75±, 112′ RT, TO STATION -L- 792+75±, 112′ RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-15

ESTIMATED QUANTITY = 4875 SF

-L- STA. 795+25±, 80.0′ RT TO -L- STA. 801+75±, 80.0′ RT
LENGTH = 650′ AVERAGE HEIGHT = 7.5 FT MAXIMUM HEIGHT = 10.5 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 795+25±, 80′ RT, TO STATION -L- 801+75±, 80′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 90 PCF (EL.≥134 FT),
120 PCF (EL.<134 FT)
FRICTION ANGLE (ϕ) = 25 DEGREES (EL.=134 FT),
30 DEGREES (EL. <134 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 143 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 795+25±, 80′ RT, TO STATION -L- 801+75±, 80′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 795+25±, 80′ RT, TO STATION -L- 801+75±, 80′ RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-16

SEE SHEETS TMP-226, 227

ESTIMATED QUANTITY = 4420 SF

-L- STA. 795+25±, 118.0′ RT TO -L- STA. 801+75±, 126.0′ RT
LENGTH = 650′ AVERAGE HEIGHT = 6.8 FT MAXIMUM HEIGHT = 10.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 795+25±, 118′ RT, TO STATION -L- 801+75±, 126′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 90 PCF (EL.≥134 FT),
120 PCF (EL.<134 FT)
FRICTION ANGLE (ϕ) = 25 DEGREES (EL.=134 FT),
30 DEGREES (EL. <134 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 143 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 795+25±, 118′ RT, TO STATION -L- 801+75±, 126′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 795+25±, 118′ RT, TO STATION -L- 801+75±, 126′ RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-17

SEE SHEETS TMP-273, 274

ESTIMATED QUANTITY = 5247 SF

-L- STA. 796+75±, 100.0′ LT TO -L- STA. 802+58±, 100.0′ LT
LENGTH = 583′ AVERAGE HEIGHT = 9.0 FT MAXIMUM HEIGHT = 11.2 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 796+75±, 100′ LT, TO STATION -L- 802+58±, 100′ LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 90 PCF (EL.≥134 FT),
120 PCF (EL.<134 FT)
FRICTION ANGLE (ϕ) = 25 DEGREES (EL.=134 FT),
30 DEGREES (EL. <134 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 143 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 796+75±, 100′ LT, TO STATION -L- 802+58±, 100′ LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 796+75±, 100′ LT, TO STATION -L- 802+58±, 100′ LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-18

SEE SHEETS TMP-273, 274

ESTIMATED QUANTITY = 4489 SF

-L- STA. 796+75±, 115.0′ LT TO -L- STA. 802+58±, 124.0′ LT
LENGTH = 583′ AVERAGE HEIGHT = 7.7 FT MAXIMUM HEIGHT = 9.8 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 796+75±, 115′ LT, TO STATION -L- 802+58±, 124′ LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 90 PCF (EL.≥134 FT),
120 PCF (EL.<134 FT)
FRICTION ANGLE (ϕ) = 25 DEGREES (EL.=134 FT),
30 DEGREES (EL. <134 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 143 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 796+75±, 115′ LT, TO STATION -L- 802+58±, 124′ LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 796+75±, 115′ LT, TO STATION -L- 802+58±, 124′ LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

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4/29/2022

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

SECTION 2

TEMPORARY SHORING NOTES
SECTION 2
LOCATIONS UE-13
THRU UE-18

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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-2TS18

TEMPORARY SHORING LOCATION NO. UE-19

SEE SHEET TMP-227

ESTIMATED QUANTITY = 3792 SF

-L- STA. 803+76±, 80.0′ RT TO -L- STA. 808+75±, 80.0′ RT
LENGTH = 499′ AVERAGE HEIGHT = 7.6 FT MAXIMUM HEIGHT = 10.2 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 803+76±, 80′ RT, TO STATION -L- 808+75±, 80′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 90 PCF (EL.≥133 FT),
120 PCF (EL.<133 FT)
FRICTION ANGLE (ϕ) = 25 DEGREES (EL.=133 FT),
30 DEGREES (EL. <133 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 142 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 803+76±, 80′ RT, TO STATION -L- 808+75±, 80′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 803+76±, 80′ RT, TO STATION -L- 808+75±, 80′ RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-20

SEE SHEET TMP-227

ESTIMATED QUANTITY = 3593 SF

-L- STA. 803+76±, 130.0′ RT TO -L- STA. 808+75±, 125.0′ RT
LENGTH = 499′ AVERAGE HEIGHT = 7.2 FT MAXIMUM HEIGHT = 10.9 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 803+76±, 130′ RT, TO STATION -L- 808+75±, 125′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 90 PCF (EL.≥133 FT),
120 PCF (EL.<133 FT)
FRICTION ANGLE (ϕ) = 25 DEGREES (EL.=133 FT),
30 DEGREES (EL. <133 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 142 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 803+76±, 130′ RT, TO STATION -L- 808+75±, 125′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 803+76±, 130′ RT, TO STATION -L- 808+75±, 125′ RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-21

SEE SHEET TMP-274

ESTIMATED QUANTITY = 4730 SF

-L- STA. 804+25±, 100.0′ LT TO -L- STA. 809+75±, 100.0′ LT
LENGTH = 550′ AVERAGE HEIGHT = 8.6 FT MAXIMUM HEIGHT = 10.5 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 804+25±, 100′ LT, TO STATION -L- 809+75±, 100′ LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 90 PCF (EL.≥133 FT),
120 PCF (EL.<133 FT)
FRICTION ANGLE (ϕ) = 25 DEGREES (EL.=133 FT),
30 DEGREES (EL. <133 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 142 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 804+25±, 100′ LT, TO STATION -L- 809+75±, 100′ LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 804+25±, 100′ LT, TO STATION -L- 809+75±, 100′ LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-22

SEE SHEET TMP-274

ESTIMATED QUANTITY = 4510 SF

-L- STA. 804+25±, 141.0′ LT TO -L- STA. 809+75±, 127.0′ LT
LENGTH = 550′ AVERAGE HEIGHT = 8.2 FT MAXIMUM HEIGHT = 9.8 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 804+25±, 141′ LT, TO STATION -L- 809+75±, 127′ LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 90 PCF (EL.≥133 FT),
120 PCF (EL.<133 FT)
FRICTION ANGLE (ϕ) = 25 DEGREES (EL.=133 FT),
30 DEGREES (EL. <133 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 142 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 804+25±, 141′ LT, TO STATION -L- 809+75±, 127′ LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 804+25±, 141′ LT, TO STATION -L- 809+75±, 127′ LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-23

SEE SHEET TMP-235

ESTIMATED QUANTITY = 2040 SF

-L- STA. 898+25±, 87.0′ RT TO -L- STA. 902+25±, 80.0′ RT
LENGTH = 400′ AVERAGE HEIGHT = 5.1 FT MAXIMUM HEIGHT = 7.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 898+25±, 87′ RT, TO STATION -L- 902+25±, 80′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 105 PCF (EL.≥152 FT),
120 PCF (EL.<152 FT)
FRICTION ANGLE (ϕ) = 27 DEGREES (EL.=152 FT),
30 DEGREES (EL. <152 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 159 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 898+25±, 87′ RT, TO STATION -L- 902+25±, 80′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 898+25±, 87′ RT, TO STATION -L- 902+25±, 80′ RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-24

SEE SHEET TMP-235

ESTIMATED QUANTITY = 1290 SF

-L- STA. 898+25±, 109.0′ RT TO -L- STA. 901+25±, 113.0′ RT
LENGTH = 300′ AVERAGE HEIGHT = 4.3 FT MAXIMUM HEIGHT = 5.1 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 898+25±, 109′ RT, TO STATION -L- 901+25±, 113′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 105 PCF (EL.≥152 FT),
120 PCF (EL.<152 FT)
FRICTION ANGLE (ϕ) = 27 DEGREES (EL.=152 FT),
30 DEGREES (EL. <152 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 159 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 898+25±, 109′ RT, TO STATION -L- 901+25±, 113′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 898+25±, 109′ RT, TO STATION -L- 901+25±, 113′ RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

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DocuSigned by: J.W. Woolard III
BBC02F40E95B4FC...

NORTH CAROLINA PROFESSIONAL SEAL 19862 ENGINEER J. W. WOOLARD JR.

4/29/2022

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SECTION 2

TEMPORARY SHORING NOTES
SECTION 2
LOCATIONS UE-19
THRU UE-24

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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-2TS19

TEMPORARY SHORING LOCATION NO. UE-25

SEE SHEETS TMP-282

ESTIMATED QUANTITY = 720 SF

-L- STA. 899+25±, 90.0′ LT TO -L- STA. 900+25±, 90.0′ LT
LENGTH = 100′ AVERAGE HEIGHT = 7.2 FT MAXIMUM HEIGHT = 7.4 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 899+25±, 90′ LT, TO STATION -L- 900+25±, 90′ LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 105 PCF (EL.≥152 FT),
120 PCF (EL.<152 FT)
FRICTION ANGLE (ϕ) = 27 DEGREES (EL.=152 FT),
30 DEGREES (EL. <152 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 158 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 899+25±, 90′ LT, TO STATION -L- 900+25±, 90′ LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 899+25±, 90′ LT, TO STATION -L- 900+25±, 90′ LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-26

SEE SHEETS TMP-282

ESTIMATED QUANTITY = 740 SF

-L- STA. 900+75±, 90.0′ LT TO -L- STA. 901+75±, 90.0′ LT
LENGTH = 100′ AVERAGE HEIGHT = 7.4 FT MAXIMUM HEIGHT = 8.4 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 900+75±, 90′ LT, TO STATION -L- 901+75±, 90′ LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 105 PCF (EL.≥151 FT),
120 PCF (EL.<151 FT)
FRICTION ANGLE (ϕ) = 27 DEGREES (EL.=151 FT),
30 DEGREES (EL. <151 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 158 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 900+75±, 90′ LT, TO STATION -L- 901+75±, 90′ LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 900+75±, 90′ LT, TO STATION -L- 901+75±, 90′ LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-27

SEE SHEET TMP-282

ESTIMATED QUANTITY = 350 SF

-L- STA. 901+25±, 110.0′ LT TO -L- STA. 901+75±, 110.0′ LT
LENGTH = 50′ AVERAGE HEIGHT = 7.0 FT MAXIMUM HEIGHT = 7.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 901+25±, 110′ LT, TO STATION -L- 901+75±, 110′ LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 105 PCF (EL.≥151 FT),
120 PCF (EL.<151 FT)
FRICTION ANGLE (ϕ) = 27 DEGREES (EL.=151 FT),
30 DEGREES (EL. <151 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 158 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 901+25±, 110′ LT, TO STATION -L- 901+75±, 110′ LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 901+25±, 110′ LT, TO STATION -L- 901+75±, 110′ LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-28

SEE SHEET TMP-235

ESTIMATED QUANTITY = 195 SF

-L- STA. 901+75±, 115.0′ RT TO -L- STA. 902+25±, 115.0′ RT
LENGTH = 50′ AVERAGE HEIGHT = 3.9 FT MAXIMUM HEIGHT = 3.9 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 901+75±, 115′ RT, TO STATION -L- 902+25±, 115′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 105 PCF (EL.≥153 FT),
120 PCF (EL.<153 FT)
FRICTION ANGLE (ϕ) = 27 DEGREES (EL.=153 FT),
30 DEGREES (EL. <153 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 159 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 901+75±, 115′ RT, TO STATION -L- 902+25±, 115′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 901+75±, 115′ RT, TO STATION -L- 902+25±, 115′ RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-29

SEE SHEET TMP-235

ESTIMATED QUANTITY = 1560 SF

-L- STA. 902+75±, 90.0′ RT TO -L- STA. 905+75±, 82.0′ RT
LENGTH = 300′ AVERAGE HEIGHT = 5.2 FT MAXIMUM HEIGHT = 7.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 902+75±, 90′ RT, TO STATION -L- 905+75±, 82′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 105 PCF (EL.≥153 FT),
120 PCF (EL.<153 FT)
FRICTION ANGLE (ϕ) = 27 DEGREES (EL.=153 FT),
30 DEGREES (EL. <153 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 159 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 902+75±, 90′ RT, TO STATION -L- 905+75±, 82′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 902+75±, 90′ RT, TO STATION -L- 905+75±, 82′ RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-30

SEE SHEET TMP-282

ESTIMATED QUANTITY = 405 SF

-L- STA. 903+25±, 90.0′ LT TO -L- STA. 903+75±, 90.0′ LT
LENGTH = 50′ AVERAGE HEIGHT = 8.1 FT MAXIMUM HEIGHT = 8.1 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 903+25±, 90′ LT, TO STATION -L- 903+75±, 90′ LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 105 PCF (EL.≥150 FT),
120 PCF (EL.<150 FT)
FRICTION ANGLE (ϕ) = 27 DEGREES (EL.=150 FT),
30 DEGREES (EL. <150 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 158 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 903+25±, 90′ LT, TO STATION -L- 903+75±, 90′ LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 903+25±, 90′ LT, TO STATION -L- 903+75±, 90′ LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

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NORTH CAROLINA PROFESSIONAL SEAL 19862 ENGINEER J. W. WOOLARD IV

4/29/2022

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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-2TS20

TEMPORARY SHORING LOCATION NO. UE-31

SEE SHEET TMP-282

ESTIMATED QUANTITY = 350 SF

-L- STA. 903+25±, 115.0′ LT TO -L- STA. 903+75±, 115.0′ LT
LENGTH = 50′ AVERAGE HEIGHT = 7.0 FT MAXIMUM HEIGHT = 7.0 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 903+25±, 115′ LT, TO STATION -L- 903+75±, 115′ LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 105 PCF (EL.≥150 FT),
120 PCF (EL.<150 FT)
FRICTION ANGLE (ϕ) = 27 DEGREES (EL.=150 FT),
30 DEGREES (EL. <150 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 158 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 903+25±, 115′ LT, TO STATION -L- 903+75±, 115′ LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 903+25±, 115′ LT, TO STATION -L- 903+75±, 115′ LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-32

SEE SHEET TMP-235

ESTIMATED QUANTITY = 245 SF

-L- STA. 903+25±, 110.0′ RT TO -L- STA. 903+75±, 110.0′ RT
LENGTH = 50′ AVERAGE HEIGHT = 4.9 FT MAXIMUM HEIGHT = 4.9 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 903+25±, 110′ RT, TO STATION -L- 903+75±, 110′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 105 PCF (EL.≥153 FT),
120 PCF (EL.<153 FT)
FRICTION ANGLE (ϕ) = 27 DEGREES (EL.=153 FT),
30 DEGREES (EL. <153 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 159 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 903+25±, 110′ RT, TO STATION -L- 903+75±, 110′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 903+25±, 110′ RT, TO STATION -L- 903+75±, 110′ RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

TEMPORARY SHORING LOCATION NO. UE-33

SEE SHEET TMP-235

ESTIMATED QUANTITY = 460 SF

-L- STA. 904+75±, 110.0′ RT TO -L- STA. 905+75±, 110.0′ RT
LENGTH = 100′ AVERAGE HEIGHT = 4.6 FT MAXIMUM HEIGHT = 4.6 FT

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 904+75±, 110′ RT, TO STATION -L- 905+75±, 110′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 105 PCF (EL.≥154 FT),
120 PCF (EL.<154 FT)
FRICTION ANGLE (ϕ) = 27 DEGREES (EL.=154 FT),
30 DEGREES (EL. <154 FT)
COHESION (C) = 0 PSF
GROUNDWATER ELEVATION = 159 FT±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 904+75±, 110′ RT, TO STATION -L- 905+75±, 110′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 904+75±, 110′ RT, TO STATION -L- 905+75±, 110′ RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

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SECTION 2

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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-3

NOTES:

INSTALL WORK ZONE ADVANCE WARNING SIGNS USING RSD 1101.01 SHEETS 1, 2 AND 3 OF 3 PRIOR TO BEGINNING ANY WORK

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

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

PHASE I

NOTE: COMPLETE WORK DESCRIBED IN PHASE I, SECTION 1 (STEP 1 THRU STEP 3) MAY BE COMPLETED CONCURRENTLY WITH PHASE I, SECTION 2 (STEP 1 THRU STEP 5)

SECTION 1 - -L- STA 465+00 TO STA 650+00, -Y4- AND -Y5

SECTION 1, STEP 1 AND STEP 2 (TMP-4 TO TMP-21)

NOTE: STEPS 1 AND 2 MAY BE COMPLETED CONCURRENTLY

SECTION 1, PHASE 1, STEP 1:

NOTE: STEP 1.A, STEP 1.B AND STEP 1.C MAY BE COMPLETED CONCURRENTLY

A. PERFORM THE FOLLOWING:

1. USING RSD 1101.02, SHEET 1 OF 14 AND FLAGGERS AS NEEDED, BEGIN CONSTRUCTION OF THE FOLLOWING:
   * LEFT SIDE OF -Y4- UP TO THE EDGE OF EXISTING FROM STA 20+00+/- TO STA 22+00+/- AND FROM STA 28+00+/- TO STA 31+37+/- (TMP-10, TMP-18 & TMP-19)
   * FILL AND DRAINAGE ON THE RIGHT SIDE OF -Y4- FROM STA 29+00+/- TO STA 38+02.70 (TMP-19)
   * DRAINAGE ON THE LEFT SIDE OF -Y4- FROM -SR5- TO STA 38+02.7 (TMP-19)

   USING RSD 1101.02, SHEET 1 OF 14 AND FLAGGERS AS NEEDED, PERFORM THE FOLLOWING: (TMP-10 (TMP-18 AND TMP-20)
   * PLACE TEMPORARY PAVEMENT MARKINGS ON -Y4-
   * CONSTRUCT TEMPORARY PAVEMENT LOCATIONS S1-56 AND S1-57

   USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, CONSTRUCT TEMPORARY PAVEMENT:
   (NOTE: REMOVE ONLY AS MUCH OF THE EXISTING SHOULDER AS CAN BE REPLACED IN ONE WORK PERIOD)
   * LOCATION S1-3 (OUTSIDE SHOULDER OF SB -L-) FROM STA 572+00+/- TO STA 585+42+/- (MAINTAIN EXISTING GUARDRAIL) (TMP-10 AND TMP-11)
   * LOCATION S1-6 (OUTSIDE SHOULDER OF NB -L-) FROM STA 570+75+/- TO STA 578+02+/- (TMP-10 AND TMP-11)

2. USING RSD 1101.02, SHEET 1 OF 14 AND FLAGGERS AS NEEDED, PLACE TEMPORARY ANCHORED PCB AND CRASH CUSHIONS ON -Y4- AS SHOWN ON TMP-10 AND TMP-19

   USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, PLACE TEMPORARY PCB AND CRASH CUSHION:
   * ON THE OUTSIDE SHOULDER OF SB -L- (TEMPORARY PAVEMENT LOCATION S1-3) FROM STA 572+00+/- TO STA 583+10+/- (TMP-10 AND TMP-11)
   * ON THE OUTSIDE SHOULDER OF NB -L- (TEMPORARY PAVEMENT LOCATION S1-6) FROM STA 571+12+/- TO STA 578+02+/- (TMP-10 AND TMP-11)

3. BEHIND BARRIAR BEGIN CONSTRUCTION OF THE FOLLOWING:
   * -Y4- FROM STA 22+00+/- TO STA 28+00+/- AS SHOWN ON TMP-10 AND TMP-19 INCLUDING END BENT 1 AND END BENT 2 OF STRUCTURE 770154 USING TEMPORARY SHORING AS NEEDED AS SHOWN ON TMP-10
   * PROPOSED DRAINAGE AT EXISTING BRIDGE USING TEMPORARY SHORING AS NEEDED AS SHOWN ON TMP-10

4. INSTALL TEMPORARY DETOUR SIGNING AS SHOWN ON TMP-2D3, TMP-2D5 AND USING RSD 1101.03 AND COVER SIGNS

PHASE I, SECTION 1, STEP 1 CONTINUED ON TMP-3A

SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

PHASE I (TMP-134 TO TMP-213)

STEP 1: -L- I-95 (TMP-134 TO TMP-156)

A- USING RSD 1101.02, SHEET 4 OF 14, CONSTRUCT AS FOLLOWS:
- I-95 NB REMOVE EXISTING OUTSIDE SHOULDERS AND REPLACE WITH 8′ OF TEMPORARY PAVEMENT FROM STA. 650+00± TO STA. 783+35±. SEE DETAIL ON TMP-134
- I-95 SB REMOVE EXISTING OUTSIDE SHOULDERS AND REPLACE WITH 8′ OF TEMPORARY PAVEMENT FROM STA. 694+33± TO STA. 790+20±. SEE DETAIL ON TMP-134
- I-95 NB REMOVE EXISTING INSIDE SHOULDERS AND REPLACE WITH 8′ OF TEMPORARY PAVEMENT FROM STA. 782+63± TO 797+00± AND STA. 810+00±TO STA. 915+07±. SEE DETAIL ON TMP-134A
- I-95 SB ADD 4′ OF TEMPORARY PAVEMENT TO THE MEDIAN SHOULDER FROM STA. 806+00± TO STA. 915+07±. SEE DETAIL ON TMP-134A.
- BEGIN CONSTRUCTION OF STAGE 1 OF I-95 STRUCTURE OVER LITTLE MARSH SWAMP INCLUDING TEMPORARY SHORING LOCATION NO S2-01 AND S2-02 AND APPROACHES AS SHOWN ON TMP-146 AND TMP-147.
- CONSTRUCT FULL WIDTH OF OUTSIDE TEMPORARY PAVEMENT ON NB -L- FROM STA. 683+00± TO STA. 696+00±AND FROM STA. 710+00± TO STA. 726+00± AS SHOWN ON TMP-134B THRU TMP-134F.
- CONSTRUCT FULL WIDTH OF OUTSIDE TEMPORARY PAVEMENT ON SB -L- FROM STA. 679+00± TO STA. 698+00±AND FROM STA. 710+00± TO STA. 722+00± AS SHOWN ON TMP-134B THRU TMP-134E.

B- USING RSD 1101.02, SHEET 4 OF 14, INSTALL ALL NECESSARY PCB. SEE TMP-134 TO 213. BEHIND PCB, CONSTRUCT AS FOLLOWS:
- I-95 NB BEGIN CONSTRUCTION OF REMAINDER OF TEMPORARY PAVEMENT FROM STA. 650+00± TO STA. 783+35±
- I-95 SB BEGIN CONSTRUCTION OF REMAINDER OF TEMPORARY PAVEMENT FROM STA. 694+33± TO STA. 790+20±
- I-95 NB BEGIN CONSTRUCTION OF REMAINDER OF TEMPORARY PAVEMENT FROM STA. 781+50± TO 797+00± AND STA. 808+60± TO STA. 920+85±

NOTE: STEPS 2-4 MAY BE CONSTRUCTED SIMULTANEOUSLY, EXCEPT US 301 (Y1B)/OAKLAND RD (-SR3-)[STEP 2C-D], MCRAINEY RD (Y6)[STEP 3K-M] AND PARKTON TOBEMORY RD (Y7)[STEP 4D-F] MAY NOT BE CLOSED SIMULTANEOUSLY. ONLY ONE OF THE THREE CAN BE CLOSED AT A TIME.

STEP 2: -Y1B- US 301 (TMP-157 TO TMP-181)

A- AWAY FROM TRAFFIC AND USING RSD 1101.02, SHEET 1 OF 14 WHERE NECESSARY, BEGIN CONSTRUCTION OF THE FOLLOWING:
- Y1B FROM STA. 18+00±TO STA. 23+00±. SEE TMP-157
- Y1B PROPOSED BRIDGE OVER I-95 AND APPROACHES FROM 26+20± TO 33+00± INCLUDING TEMPORARY SHORING. SEE TMP-157 AND 158.
- SR3 FROM 11+00± TO 18+00± AND 25+00± TO 41+00±. SEE TMP-158, 160 AND 161.
- Y1BRPA FROM 16+48± TO 21+00±. SEE TMP-160.
- Y1BRPB FROM 15+42± TO 25+70±. SEE TMP-157 THRU TMP-159.
- Y1BPRC FROM 15+67± TO 22+00±. SEE TMP-159.
- CONSTRUCT TEMP Y1BRPA TEMP PAVEMENT SEE TMP-157 AND TMP-160.
- CONSTRUCT TEMP Y1BRPD SEE TMP-158 AND TMP-160.

- INSTALL AND COVER ALL DETOUR ROUTE SIGNS FOR -L-,-Y1B-,SR3,-Y1BRPA-,-Y1BRPB-,-Y1BRPC-,-Y1BRPD- SEE TMP-2D11 THRU TMP-2D15 AND TMP-2D18.

NOTE- ALL OVERHEAD WORK OVER I-95 SHALL BE CONDUCTED USING NIGHTLY I-95 CLOSURES BETWEEN 11:00PM AND 6:00AM. SEE ICT AND LIQUIDATED DAMAGES. SEE TMP-2D11 FOR I-95 DETOUR ROUTE.

PHASE I, SECTION 2, STEP 2 CONTINUED ON TMP-3A

PLANS PREPARED FOR THE NCDOT BY:

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APPROVED: DocuSigned by: Lori D. Stouchko 5C933CB5742F461...
DATE: 4/29/2022

NORTH CAROLINA PROFESSIONAL SEAL 034437 ENGINEER LORI D. STOUCHKO

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APPROVED: DocuSigned by: D.W. Woolard, Jr. BBC02F49E95C4EC...
DATE: 4/29/2022

NORTH CAROLINA PROFESSIONAL SEAL 19862 ENGINEER D. W. WOOLARD JR.

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

TEMPORARY TRAFFIC CONTROL
PHASING
PHASE I

PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-3A

PHASE I CONTINUED

SECTION 1 - -L- STA 465+00 TO STA 650+00, -Y4- AND -Y5

B. PERFORM THE FOLLOWING:

1. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED: (TMP-11)
   * PLACE TEMPORARY PAVEMENT AT LOCATION S1-11 (OUTSIDE SHOULDER OF NB -L-)
   * PLACE TEMPORARY ANCHORED PCB FROM STA 578+02+/- TO EXISTING BRIDGE RAIL (STA 585+42+/-)
   * PROVIDE TEMPORARY ATTACHMENT TO EXISTING BRIDGE RAIL.

   USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, ON THE OUTSIDE SHOULDER OF NB -L-: (TMP-11 & TMP-12)
   * PLACE TEMPORARY ANCHORED PCB FROM THE EXISTING BRIDGE RAIL (-L- STA 586+92+/-) TO STA 588+12+/- USING A TEMPORARY ATTACHMENT TO THE EXISTING BRIDGE RAIL
   * PLACE TEMPORARY PCB FROM STA 588+12+/- TO STA 590+02+/-

2. BEHIND BARRIER, BEGIN CONSTRUCTION OF RIGHT SIDE OF NB -L- FROM STA 573+35+/- TO STA 589+00+/-, INCLUDING PROPOSED STAGE 1 OF STRUCTURE 770156 AND APPROACH SLABS USING TEMPORARY SHORING AS NEEDED AS SHOWN ON TMP-10 AND TMP-11

   BEHIND BARRIER, COMPLETE UNDERCUT EXCAVATIONS USING TEMPORARY SHORING AS NEEDED (SEE GEOTECHNICAL SPECIAL PROVISIONS): (TMP-10 & TMP-11)
   * UE-01, UE-02, UE-03, UE-04, UE-07, AND UE-08 ON THE RIGHT SIDE OF NB -L-
   * UE-05 AND UE-06 ON THE LEFT SIDE OF SB -L-

C. 1. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, PLACE TEMPORARY PAVEMENT AT THE FOLLOWING:
   (NOTE: REMOVE ONLY AS MUCH OF THE EXISTING SHOULDER AS CAN BE REPLACED IN ONE WORK PERIOD)
   * LOCATION S1-1 AND LOCATION S1-2 (INSIDE SHOULDER OF SB -L-) AS SHOWN ON TMP-4 THRU TMP-8 (NOTE: MAINTAIN EXISTING GUIDE RAIL)
   * LOCATION S1-41 (OUTSIDE SHOULDER OF SB -L-) AS SHOWN ON TMP-4 AND TMP-5
   * LOCATION S1-39 (OUTSIDE SHOULDER OF NB -L-) AS SHOWN ON TMP-4 THRU TMP-8
   * LOCATION S1-3 (OUTSIDE SHOULDER OF SB -L-) FROM STA 538+47+/- TO STA 572+00+/- AS SHOWN ON TMP-7 THRU TMP-10
   * LOCATION S1-6 (OUTSIDE SHOULDER OF NB -L-) FROM STA 548+49+/- TO STA 570+75+/- AS SHOWN ON TMP-8 THRU TMP-10
   * LOCATION S1-10 (INSIDE SHOULDER OF SB -L-), BEGINNING AT -L- STA 585+42+/- AND PLACE TEMPORARY PCB ON TEMPORARY PAVEMENT LOCATION S1-10 AS SHOWN ON TMP-10 AND TMP-11 USING A TEMPORARY ATTACHMENT TO EXISTING BRIDGE RAIL

   2. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED:
   * PLACE TEMPORARY PCB ON THE OUTSIDE SHOULDER OF:
     - SB -L- FROM STA 572+00 TO STA 537+92+/- AS SHOWN ON TMP-7 THRU TMP-10
     - NB -L- FROM STA 546+76+/- TO STA 572+12+/- INCLUDING CRASH CUSHION AS SHOWN ON TMP-8 THRU TMP-10
   * REMOVE TEMPORARY PCB AND CRASH CUSHION FROM NB -L- STA 571+12+/- TO 572+12+/- (TMP-10)

   * a. CONSTRUCT TEMPORARY PAVEMENT AT LOCATION S1-9 (INSIDE SHOULDER OF NB -L-) AS SHOWN ON TMP-10 AND TMP-11 (NOTE: REMOVE ONLY AS MUCH PAVEMENT AS CAN BE REPLACED IN ONE WORK PERIOD)
     b. PLACE TERMPORARY PCB AND CRASH CUSHION ON TEMPORARY PAVEMENT LOCATION S1-19 AS SHOWN ON TMP-10 AND TMP-11

3. BEHIND BARRIER, CONSTRUCT THE FOLLOWING TEMPORARY PAVEMENT:
   * LOCATION S1-4 AND S1-5 (OUTSIDE SHOULDER OF SB -L-) AS SHOWN ON TMP-7 THRU TMP-11 (NOTE: AFTER TEMPORARY PAVEMENT AT LOCATION S1-4 IS COMPLETED FROM STA 538+47+/- TO STA 554+00+/-, REMOVE TEMPORARY PCB FROM STA 537+92+/- TO STA 553+00+/-)
   * LOCATIONS S1-7 AND S1-8 (OUTSIDE SHOULDER OF NB -L-) AS SHOWN ON TMP-8 THRU TMP-11

PHASE I, SECTION 1, STEP 2 CONTINUED ON TMP-3B

PLANS PREPARED FOR THE NCDOT BY:

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NORTH CAROLINA PROFESSIONAL SEAL 034437 ENGINEER LORI D. STOUCHKO

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SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

B- SHIFT TRAFFIC ON TO TEMPORARY PAVEMENT ON RAMP A AND ON TO TEMPORARY RAMP D. (SEE TMP-162, 163, 165)

- USING RSD 1101.02, SHEET 1 OF 14, CONSTRUCT PROPOSED RAMP A AND PROPOSED RAMP D INCLUDING CULVERT AND TEMPORARY SHORING AS SHOWN ON TMP-162, TMP-163, & TMP-165.

- UNCOVER DETOUR ROUTE SIGNS AND USING RSD 1101.03, SHEET 1 OF 9, CLOSE SR3 (OAKLAND ROAD) TO TRAFFIC AND PLACE TRAFFIC ON OFF-SITE DETOUR. (SEE TMP-2D14)

- AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF SR3 INCLUDING CULVERT AS SHOWN ON TMP-163, 165 AND 166.

COMPLETE THE WORK DESCRIBED IN SECTION 2, PHASE I, STEP 2C IN 45 CONSECUTIVE DAYS. SEE ICT AND LIQUIDATED DAMAGES

C- UNCOVER DETOUR ROUTE SIGNS AND USING RSD 1101.03, SHEET 1 OF 9, CLOSE EXISTING RAMPS C AND D AND Y1B UP TO 26+25±. PLACE ALL AFFECTED TRAFFIC ON AN OFF-SITE DETOUR. (SEE TMP-2D13, TMP-2D15 AND TMP-2D18)

- AWAY FROM TRAFFIC, CONSTRUCT Y1B, Y1BRPC AND Y1BRPD INCLUDING CULVERT AND TEMPORARY SHORING AS SHOWN ON TMP-168 THRU TMP-170.

- AWAY FROM TRAFFIC, COMPLETE CONSTRUCTION OF SR3.

- COVER/REMOVE DETOUR SIGNS AND REOPEN PROPOSED RAMPS C AND D AND SR3 TO TRAFFIC. (SEE TMP-173 TO TMP-175)

COMPLETE THE WORK DESCRIBED IN SECTION 2, PHASE I, STEP 2D IN 45 CONSECUTIVE DAYS. SEE ICT AND LIQUIDATED DAMAGES

D- UNCOVER DETOUR ROUTE SIGNS AND USING RSD 1101.03, SHEET 1 OF 9, CLOSE EXISTING RAMPS A AND B AND Y1B UP TO 32+50. PLACE ALL AFFECTED TRAFFIC ON AN OFF-SITE DETOUR. (SEE TMP-2D12, TMP-2D15 AND TMP-2D18)

- CONSTRUCT Y1B, Y1BRPA AND Y1BRPB AS SHOWN ON TMP-172.

- COVER/REMOVE DETOUR SIGNS AND REOPEN Y1B AND PROPOSED RAMPS A AND B TO TRAFFIC. (SEE TMP-177 TO 180)

E- REMOVE EXIST Y1B BRIDGE OVER I-95 USING NIGHTLY DIRECTIONAL CLOSURES OF I-95 USING THE DETOUR SHOWN ON TMP-2D11. SEE ICT FOR I-95 DETOUR.

- AWAY FROM TRAFFIC, CONSTRUCT CULVERT INCLUDING TEMPORARY SHORING AS SHOWN ON TMP-175.

- USING RSD 1101.02, SHEETS 1 AND 3 OF 14, PLACE THE FINAL LAYER OF SURFACE COURSE AND FINAL MARKINGS ON US 301 (-Y1B-) AND -SR3- (SEE FINAL PMP). PLACE TEMPORARY MARKINGS ON RAMP A, RAMP B, RAMP C, RAMP D AS SHOWN ON TMP-179 AND 180.

- REMOVE ALL TRAFFIC CONTROL DEVICES AND OPEN TRAFFIC TO PATTERN SHOWN ON TMP-177 TO 181.

NOTE- ALL OVERHEAD WORK OVER I-95 SHALL BE CONDUCTED USING NIGHTLY DIRECTIONAL I-95 CLOSURES BETWEEN 11:00PM AND 6:00AM. SEE ICT AND LIQUIDATED DAMAGES. SEE TMP-2D11 FOR I-95 DETOUR ROUTE.

STEP 3: -Y6- McRAINEY RD (TMP-182 TO TMP-198)

A- USING RSD 1101.02, SHEET 1 OF 14, CONSTRUCT TEMP PAVEMENT ON EXISTING -Y6- FROM Y6 20+70± TO 25+25± RIGHT AND 33+00± TO 46+50± LEFT. SEE TMP-182 THRU TMP-184.
- USING RSD 1101.02, SHEET 1 OF 14 WHERE NECESSARY, BEGIN CONSTRUCTION OF -Y6- FROM 28+00± TO 33+75± INCLUDING TS LOC S2-14 THRU S2-17. (SEE TMP-183)

NOTE- ALL OVERHEAD WORK OVER I-95 SHALL BE CONDUCTED USING NIGHTLY DIRECTIONAL I-95 CLOSURES BETWEEN 11:00PM AND 6:00AM. SEE ICT AND LIQUIDATED DAMAGES. SEE TMP-TMP-2D11 FOR I-95 DETOUR ROUTE.

PHASE I, SECTION 2, STEP 3 CONTINUED ON TMP-3B

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TEMPORARY TRAFFIC CONTROL
PHASING
PHASE I

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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-3B

PHASE I CONTINUED

SECTION 1 - -L- STA 465+00 TO STA 650+00, -Y4- AND -Y5

SECTION 1, PHASE I, STEP 2:

NOTE: STEP 2.A, STEP 2.B, STEP 2.C, STEP 2.D AND STEP 2.E MAY BE COMPLETED CONCURRENTLY

A. USING RSD 1101.02, SHEET 1 OF 14 AND FLANGERS AS NEED:
* BEGIN CONSTRUCTION OF -SR10- (TMP-13 AND TMP-20)
* CONSTRUCT -Y21- (TMP-12)

USING RSD 1101.04, SHEET 1 OF 1, BEGIN CONSTRUCTION OF DRAINAGE ON LEFT SIDE OF SB -L- AND -Y5RPB- (TMP-12 AND TMP-13)

USING RSD 1101.02, SHEETS 1, 4 AND 9 OF 14, CONSTRUCT TEMPORARY PAVEMENT LOCATION S1-14 (OUTSIDE SHOULDER OF SB -L-) AS SHOWN ON TMP-11 AND TMP-12 (NOTE: REMOVE ONLY AS MUCH PAVEMENT AS CAN BE REPLACED IN ONE WORK PERIOD)

USING RSD 1101.02, SHEETS 4 AND 10 OF 14, BEGIN CONSTRUCTION OF TEMPORARY PAVEMENT AT LOCATION S1-17 (-Y5RPC-) AS SHOWN ON TMP-13 AND TMP-14C

USING RSD 1101.04, SHEET 1 OF 1, BEGIN CONSTRUCTION OF TEMPORARY PAVEMENT AT LOCATION S1-21 (-Y5RPD-) AS SHOWN ON TMP-14C AND TMP-15

USING RSD 1101.02, SHEET 1 OF 14, FLAGGERS AND LAW ENFORCEMENT AS NEEDED, REMOVE THE EXISTING ISLANDS AND REPAIR PAVEMENT AS NEEDED AT THE FOLLOWING LOCATIONS (TMP-14A):
* EXISTING -Y5RPB- ENTRANCE RAMP
* EXISTING MEDIANS AT THE INTERSECTION OF -Y5- AND -Y5RPA-/-Y5RPB- FROM STA 37+69+/- TO STA 39+42+/- AND FROM STA 40+14+/- TO STA 40+78+/-
* EXISTING MEDIAN AT THE INTERSECTION OF -Y5- AND -Y5RPC-/-Y5RPD- FROM STA 42+80+/- TO STA 44+79+/-
* EXISTING -Y5RPD- ENTRANCE RAMP

USING RSD 1101.01, SHEET 3 OF 14 AND LAW ENFORCEMENT AS NECESSARY, PERFORM THE FOLLOWING ON -Y5- (TMP-14A AND TMP-14C):
* CONSTRUCT TEMPORARY PAVEMENT AT LOCATIONS S1-18 AND S1-19 AS SHOWN
* REPLACE EXISTING SIGNING AT THE RAMP INTERSECTIONS AS NEEDED
* MAINTAIN/REPLACE BRIDGE CLEARANCE WARNING SIGNS AS NEEDED FOR TEMPORARY TRAFFIC PATTERN (PER FIELD VERIFICATION AND/OR AS DIRECTED BY ENGINEER)
* PLACE TEMPORARY ANCHORED PCB ON THE OUTSIDE SHOULDERS OF -Y5- AS SHOWN
* BEGIN INSTALLATION OF TEMPORARY TRAFFIC SIGNALS FOR PHASE 1, STEP 3 TRAFFIC PATTERN AT THE INTERSECTION OF -Y5- AND -Y5RPA-/-Y5RPB-

BEHIND GUARDRAIL, RELOCATE EXISTING "EXIT 33", "1 1/2 MILE" SIGN FROM OUTSIDE SHOULDER OF NB -L- TO CENTER MEDIAN ON WOOD SUPPORTS BEHIND GUARDRAIL (TMP-14)

USING RSD 1101.01, SHEET 1 OF 14 AND FLAGGERS AS NECESSARY, CONSTRUCT 2 48" PIPES UNDER SANFORD ST (TMP-21)

B. 1. USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, CONSTRUCT TEMPORARY PAVEMENT AT LOCATION S1-16 (OUTSIDE SHOULDER OF NB -L-) AS SHOWN ON TMP-12 (NOTE: REMOVE ONLY AS MUCH OF THE EXISTING SHOULDER AS CAN BE REPLACED IN ONE WORK PERIOD)

2. USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, EXTEND TEMPORARY PCB ON THE OUTSIDE SHOULDER OF NB -L- FROM STA 590+02+/- TO STA 599+22+/- AS SHOWN ON TMP-12

3. BEHIND BARRIER, BEGIN CONSTRUCTION OF RIGHT SIDE OF -L- FROM STA 589+00+/- TO STA 599+00+/- USING TEMPORARY SHORING AS NEEDED AS SHOWN ON TMP-12

PHASE I, SECTION 1, STEP 2 CONTINUED ON TMP-3C

SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

B- USING RSD 1101.02, SHEET 1 OF 14, SHIFT Y6 TRAFFIC TO TEMPORARY PAVEMENT.
- USING RSD 1101.02, SHEET 1 OF 14 WHERE NECESSARY, INSTALL PCB AS SHOWN AND BEGIN CONSTRUCTION OF Y6 FROM 33+75±TO 43+00± INCLUDING TEMPORARY SHORING AS SHOWN ON TMP-185 THRU TMP-187.

C- USING RSD 1101.02, SHEET 1 OF 14, INSTALL PCB AS SHOWN ON TMP-185.

D- BEHIND BARRIER, REMOVE SHOWN PORTION OF EXIST CULVERT AND CONSTRUCT NEW PORTION INCLUDING TEMPORARY SHORING. CONSTRUCT -XOVER_Y6- AS SHOWN IN RDWY PLANS. (SEE TMP-185 AND TMP-186)

E- SHIFT TRAFFIC TO -XOVER_Y6-. SEE TMP-188 AND TMP-189.

F- USING RSD 1101.02, SHEET 1 OF 14, INSTALL PCB AS SHOWN ON TMP-188 AND TMP-189.

G- BEHIND BARRIER, REMOVE REMAINING PORTION OF EXIST CULVERT AND CONSTRUCT NEW PORTION.

H- SHIFT TRAFFIC TO TEMPORARY PAVEMENT AS SHOWN ON TMP-190 AND TMP-191.

I- USING RSD 1101.02, SHEET 1 OF 14, INSTALL PCB AS SHOWN ON TMP-190 AND TMP-191.

J- BEHIND PCB, CONSTRUCT -Y6- FROM 20+50± TO 28+00± INCLUDING TEMPORARY SHORING AND COMPLETE CONSTRUCTION OF Y6 FROM 33+75± TO 46+30± AS SHOWN ON TMP-190 THRU TMP-192.
- INSTALL AND COVER DETOUR ROUTE SIGNS AS SHOWN ON TMP-2D16 AND TMP-2D18

COMPLETE THE WORK DESCRIBED IN SECTION 2, PHASE I, STEPS 3K THRU 3M IN 30 CONSECUTIVE DAYS. SEE ICT AND LIQUIDATED DAMAGES.

K- UNCOVER DETOUR ROUTE SIGNS AND USING RSD 1101.03, SHEET 1 OF 9, CLOSE Y6 TO TRAFFIC AND PLACE TRAFFIC ON DETOUR ROUTE SHOWN ON TMP-2D17.

L- AWAY FROM TRAFFIC, CONSTRUCT Y6 TIE INS (SEE TMP-193 THRU 195), COMPLETE Y6 PROPOSED BRIDGE OVER I-95 AND APPROACHES FROM 14+50± TO 46+50±(BEGAN IN STEP 3A AND 3B). INSTALL TEMPORARY MARKINGS AND MARKERS.

M- REOPEN Y6 WITH TRAFFIC IN NEW PATTERN. SEE TMP-196 THRU 198. COVER/REMOVE DETOUR SIGNS.

N- REMOVE EXIST Y6 BRIDGE OVER I-95 WITH I-95 TRAFFIC IN DETOUR SHOWN ON TMP-2D11. SEE ICT FOR I-95 DETOUR. USING RSD 1101.02, SHEET 1 OF 14, CONSTRUCT ALL REMAINING McRAINEY ROAD.

NOTE- ALL OVERHEAD WORK OVER I-95 SHALL BE CONDUCTED USING NIGHTLY DIRECTIONAL I-95 CLOSURES BETWEEN 11:00PM AND 6:00AM. SEE ICT AND LIQUIDATED DAMAGES. SEE TMP-2D11 FOR I-95 DETOUR ROUTE.

O- USING RSD 1101.02, SHEET 1 OF 14, PLACE THE FINAL LAYER OF SURFACE COURSE AND FINAL MARKINGS. SEE PM PLANS.

P- REMOVE ALL TRAFFIC CONTROL DEVICES AND OPEN TRAFFIC TO THE FINAL PATTERN.

STEP 4: -Y7- PARKTON TOBEMORY RD (TMP-199 TO TMP-210)

A- USING RSD 1101.02, SHEET 1 OF 14, CONSTRUCT TEMP PAVEMENT FROM Y7 20+50± TO 25+30 ± AND 31+00± TO 48+00±. (SEE TMP-199 THRU TMP-201)
- USING RSD 1101.02, SHEET 1 OF 14 WHERE NECESSARY, BEGIN Y7 FROM 26+00± TO 31+50± INCLUDING TEMPORARY SHORING. (SEE TMP-199 THRU 201)

NOTE- ALL OVERHEAD WORK OVER I-95 SHALL BE CONDUCTED USING NIGHTLY DIRECTIONAL I-95 CLOSURES BETWEEN 11:00PM AND 6:00AM. SEE ICT AND LIQUIDATED DAMAGES. SEE TMP-2D11 FOR I-95 DETOUR ROUTE.

PHASE I, SECTION 2, STEP 4 CONTINUED ON TMP-3C

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TEMPORARY TRAFFIC CONTROL
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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-3C

PHASE I CONTINUED

SECTION 1 - -L- STA 465+00 TO STA 650+00, -Y4- AND -Y5

C. 1. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, ON THE OUTSIDE SHOULDER OF NB -L- PERFORM THE FOLLOWING:
* PLACE TEMPORARY PAVEMENT AT LOCATION S1-20 (TMP-14C)(EXISTING END BENT OF STRUCTURE 770159)
* PLACE TEMPORARY PCB, ANCHORED PCB AND CRASH CUSHION AT EACH APPROACH OF EXISTING STRUCTURE 770159 AS SHOWN ON TMP-13 AND TMP-14 AND PROVIDE TEMPORARY ATTACHMENTS OF TEMPORARY PCB TO EACH END OF EXISTING BRIDGE RAIL

2. BEHIND BARRIER, ON THE RIGHT SIDE OF -L- BEGIN CONSTRUCTION OF THE FOLLOWING: (TMP-14 & TMP-14B):
* FROM STA 611+00+/- TO PROPOSED STRUCTURE 770159 INCLUDING APPROACH SLAB USING TEMPORARY SHORING AS NEEDED
* STAGE 1 OF END BENT 1 OF STRUCTURE 770159 USING TEMPORARY SHORING AS NEEDED
* STAGE 1 OF END BENT 2 OF STRUCTURE 770159 USING TEMPORARY SHORING AS NEEDED
* FROM PROPOSED STRUCTURE 770159 TO STA 619+00+/- INCLUDING APPROACH SLAB USING TEMPORARY SHORING AS NEEDED

D. 1. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, PERFORM THE FOLLOWING:
* CONSTRUCT TEMPORARY PAVEMENT AT LOCATION S1-12 (INSIDE SHOULDER OF SB -L-) (NOTE: REMOVE ONLY AS MUCH EXISTING SHOULDER AS CAN BE REPLACED IN ONE WORK PERIOD (MAINTAIN GUIDE RAIL ON NB SIDE) (TMP-11 THRU TMP-14 AND TMP-14C)
* PLACE TEMPORARY PCB AND CRASH CUSHION ON TEMPORARY PAVEMENT LOCATION S1-12 (INSIDE SHOULDER OF SB -L-) AS SHOWN ON TMP-11 THRU TMP-14 INCLUDING TEMPORARY ATTACHMENT TO EXISTING SB STRUCTURE BRIDGE RAIL

2. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, PERFORM THE FOLLOWING:
* CONSTRUCT TEMPORARY PAVEMENT AT LOCATION S1-15 (INSIDE SHOULDER OF NB -L-) STARTING FROM STA 589+15+/- (TMP-12, TMP-13 AND TMP-14C)(NOTE: REMOVE ONLY AS MUCH SHOULDER AS CAN BE REPLACED IN ONE WORK PERIOD.
* PLACE TEMPORARY PCB AND CRASH CUSHION ON TEMPORARY PAVEMENT LOCATION S1-15 (INSIDE SHOULDER OF NB -L-) AS SHOWN ON TMP-12 THRU TMP-14

3. BEHIND BARRIER, BEGIN CONSTRUCTION OF TEMPORARY PAVEMENT AT LOCATION S1-13 (INSIDE SHOULDER OF SB -L-) AS SHOWN ON TMP-11 THRU TMP-13

E. 1. USING RSD 1101.02, SHEETS 4 OF 14 AS NEEDED, CONSTRUCT TEMPORARY PAVEMENT AT LOCATION S1-28 (OUTSIDE SHOULDER OF SB -L-) AS SHOWN ON TMP-16 AND TMP-17 (NOTE: REMOVE ONLY AS MUCH EXISTING SHOULDER AS CAN BE REPLACED IN ONE WORK PERIOD)

USING RSD 1101.02, SHEETS 4 AND 9 OF 14 AS NEEDED, CONSTRUCT TEMPORARY PAVEMENT AT LOCATION S1-24 (OUTSIDE SHOULDER OF NB -L-) AS SHOWN ON TMP-15 THRU TMP-17 (NOTE: REMOVE ONLY AS MUCH EXISTING SHOULDER AS CAN BE REPLACED IN ONE WORK PERIOD)

2. USING RSD 1101.04, SHEET 4 OF 14 AS NEEDED:

* PLACE TEMPORARY PCB ON THE OUTSIDE SHOULDERS OF THE FOLLOWING:
- SB -L- FROM STA 639+00+/- TO STA 650+00+/- MIN. (USE TEMPORARY CRASH CUSHION ON APPROACH OF TEMPORARY PCB AS NEEDED. COORDINATE WITH SECTION 2) (TMP-16 & TMP-17)
- NB -L- FROM STA 648+50+/- TO STA 650+00+/- (COORDINATE WITH SECTION 2 FOR END OF PCB) (TMP-17)

* CONSTRUCT TEMPORARY PAVEMENT AT THE FOLLOWING: (NOTE: REMOVE ONLY AS MUCH EXISTING SHOULDER AS CAN BE REPLACED IN ONE WORK PERIOD)
- LOCATION S1-23 FROM STA 635+00+/- TO STA 650+00+/- (INSIDE SHOULDER OF SB -L-) AS SHOWN ON TMP-16 AND TMP-17 AND FROM STA 650+00+/- THRU STA 650+48+/- AS SHOWN ON TMP-134G OF SECTION 2 (MAINTAIN EXISTING GUIDERAIL)
- LOCATION S1-26 (INSIDE SHOULDER OF NB -L-) AS SHOWN ON TMP-16 AND TMP-17, AND A MINIMUM OF 6' WIDTH FROM STA 550+00+/- TO STA 654+65+/- AS SHOWN ON TMP-134G (MAINTAIN GUIDE RAIL ON NB SIDE OF I-95)

PHASE I, SECTION 1, STEP 2 CONTINUED ON TMP-3D

SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

B- USING RSD 1101.02, SHEET 1 OF 14, INSTALL PCB AS SHOWN ON TMP-202 THRU TMP-204.

C- BEGIN Y7 CONSTRUCTION FROM 21+50± TO 26+00± AND 31+50± TO 42+50± BEHIND BARRIER INCLUDING TEMPORARY SHORING. SEE TMP-202 THRU 204.
- INSTALL AND COVER DETOUR ROUTE SIGNS AS SHOWN ON TMP-2D17 AND TMP-2D18.

COMPLETE THE WORK DESCRIBED IN SECTION 2, PHASE I, STEPS 4D THRU 4F IN 14 CONSECUTIVE DAYS. SEE ICT AND LIQUIDATED DAMAGES.

D- UNCOVER DETOUR ROUTE SIGNS AND USING RSD 1101.03, SHEET 1 OF 9, CLOSE Y7 TO TRAFFIC AND PLACE TRAFFIC ON DETOUR ROUTE SHOWN ON TMP-2D18.

E- AWAY FROM TRAFFIC, COMPLETE Y7 FROM 21+50± TO 42+50± (BEGAN IN STEP 4A AND 4C)AND CONSTRUCT Y7 FROM 18+00± TO 47+00± (SEE TMP-205 THRU 207) AND INSTALL TEMPORARY MARKINGS AND MARKERS.

F- REOPEN Y7 WITH TRAFFIC IN NEW PATTERN. SEE TMP-208 THRU TMP-210. COVER/REMOVE DETOUR SIGNS.

G- REMOVE EXIST Y7 BRIDGE OVER I-95 WITH I-95 TRAFFIC IN DETOUR SHOWN ON TMP-2D11. SEE ICT FOR I-95 DETOUR.

NOTE- ALL OVERHEAD WORK OVER I-95 SHALL BE CONDUCTED USING NIGHTLY DIRECTIONAL I-95 CLOSURES BETWEEN 11:00PM AND 6:00AM. SEE ICT AND LIQUIDATED DAMAGES. SEE TMP-2D11 FOR I-95 DETOUR ROUTE.

H- USING RSD 1101.02, SHEET 1 OF 14, PLACE THE FINAL LAYER OF SURFACE COURSE AND FINAL MARKINGS. SEE PM PLANS.

I- REMOVE ALL TRAFFIC CONTROL DEVICES AND OPEN TRAFFIC TO THE FINAL PATTERN.

STEP 5: USING RSD 1101.02, SHEET 4 OF 14, COMPLETE I-95 CONSTRUCTION BEGAN IN STEP 1,STEP 1B.

- REMOVE EXISTING I-95 OUTSIDE SHOULDERS AND REPLACE WITH TEMPORARY PAVEMENT FROM STA 700+00± TO STA 705+50±. (SEE TMP-211)

- REMOVE EXISTING I-95 OUTSIDE SHOULDERS AND REPLACE WITH TEMPORARY PAVEMENT FROM STA 759+00± TO STA 763+50±. (SEE TMP-212)

- REMOVE EXISTING NB I-95 INSIDE SHOULDER AND REPLACE WITH TEMPORARY PAVEMENT FROM STA 881+50± TO 885+50±. (SEE TMP-213)

END PHASE I, SECTION 2

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TEMPORARY TRAFFIC CONTROL
PHASING
PHASE I

4/21/2022
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I-5987B	TMP-3D

PHASE I CONTINUED

SECTION 1 - -L- STA 465+00 TO STA 650+00, -Y4- AND -Y5

3. BEHIND BARRIER, BEGIN CONSTRUCTION OF TEMPORARY PAVEMENT AT THE FOLLOWING:
   * LOCATION S1-29 (OUTSIDE SHOULDER OF SB -L-) AS SHOWN ON TMP-16 AND TMP-17
   * LOCATION S1-27 (OUTSIDE SHOULDER OF NB -L-) AS SHOWN ON TMP-17

4. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED:
   * PLACE TEMPORARY PCB AND CRASH CUSHION ON THE INSIDE SHOULDER OF SB -L- (TEMPORARY PAVEMENT LOCATION S1-23) FROM STA 635+00+/- AS SHOWN ON TMP-15 THRU TMP-17, and TMP-134G
   * PLACE TEMPORARY PCB ON INSIDE SHOULDER OF NB -L- (TEMPORARY PAVEMENT LOCATION S1-26) AS SHOWN ON TMP-16, TMP-17 AND TMP-134G
   * BEGIN CONSTRUCTION OF TEMPORARY PAVEMENT (INSIDE SHOULDER OF SB -L-) AT LOCATION S1-23 FROM STA 635+00+/- TO STA 628+36+/- AND AT LOCATION S1-22 AND EXTEND TEMPORARY PCB AS SHOWN ON TMP-13, TMP-14, TMP-14C, TMP-15 AND TMP-16 (NOTE: REMOVE ONLY AS MUCH EXISTING SHOULDER AS CAN BE REPLACED IN ONE WORK PERIOD)

   USING RSD 1101.02, SHEETS 4 AND 9 OF 14 AS NEEDED, PLACE TEMPORARY PCB ON OUTSIDE SHOULDER OF NB -L- AS NEEDED TO INSTALL 36″ PIPES ACROSS I-95 (TMP-16 AND TMP-17) IN A TRENCHLESS MANNER

6. BEHIND BARRIER, CONSTRUCT TRENCHLESS DRAINAGE CONSTRUCTION OF DRAINAGE ACROSS I-95 NEAR STA 642+37+/- (NOTE: ANCHOR TEMPORARY PCB AS NEEDED ALONG THE SHOULDERS OF -L- AT THE TRENCHLESS SITE. SEE TMP-2TS1)

7. USING RSD 1101.02, SHEET 4 AND 9 OF 14 AS NEEDED, REMOVE TEMPORARY PCB FROM THE OUTSIDE SHOULDER OF NB -L- FROM STA 640+52+/- TO STA 644+53+/- (TMP-16 & TMP-17)

8. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, COMPLETE CONSTRUCTION OF TEMPORARY PAVEMENT ON THE INSIDE SHOULDER OF SB -L- AT LOCATION S1-23 FROM STA 635+00+/- TO STA 628+36+/- AND LOCATION S1-22 AND EXTEND TEMPORARY PCB AS SHOWN ON TMP-14C, TMP-15 AND TMP-16 (NOTE: REMOVE ONLY AS MUCH EXISTING SHOULDER AS CAN BE REPLACED IN ONE WORK PERIOD)

   BEHIND BARRIER, COMPLETE CONSTRUCTION OF TEMPORARY PAVEMENT AT THE FOLLOWING:
   * LOCATION S1-29 (OUTSIDE SHOULDER OF SB -L-) AS SHOWN ON TMP-16 AND TMP-17
   * LOCATION S1-27 (OUTSIDE SHOULDER OF NB -L-) AS SHOWN ON TMP-17

   USING RSD 1101.04, SHEETS 4 AND 9 OF 14, CONSTRUCT TEMPORARY PAVEMENT LOCATION S1-25 (OUTSIDE SHOULDER OF SB -L-) AS SHOWN ON TMP-15 THRU TMP-17

PHASE I, SECTION 1, STEP 3 CONTINUED ON TMP-3E

SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

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TEMPORARY TRAFFIC CONTROL
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PHASE I

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PHASE I CONTINUED

SECTION 1 - -L- STA 465+00 TO STA 650+00, -Y4- AND -Y5

SECTION 1, PHASE I, STEP 3: (TMP-22 TO TMP-35)

NOTE: STEPS 3.A, 3.B, AND 3.C MAY BE COMPLETED CONCURRENTLY

A. PERFORM THE FOLLOWING:

1. USING RSD 1101.02, SHEETS 1 AND 3 OF 14, FLAGGERS AND LAW ENFORCEMENT AS NEEDED, PERFORM THE FOLLOWING: (TMP-32 & TMP-32A)
   * PLACE TEMPORARY PAVEMENT MARKINGS ON -Y5- AND -Y5RPB- AS SHOWN ON TMP-32 AND TMP-32A
   * COMPLETE AND ACTIVATE THE TEMPORARY TRAFFIC SIGNALS AT THE INTERSECTION OF -Y5- AND -Y5RPA-/-Y5RPB- AND THE INTERSECTION OF -Y5- AND -Y5RPC-/-Y5RPD- (SEE SIGNAL PLANS)
   * SHIFT TRAFFIC TO NEW TEMPORARY TRAFFIC PATTERN
   * MAINTAIN/REPLACE BRIDGE CLEARANCE WARNING SIGNS AS NEEDED FOR TEMPORARY TRAFFIC PATTERN (PER FIELD VERIFICATION AND/OR AS DIRECTED BY ENGINEER)
   * BEGIN INSTALLATION OF TEMPORARY SIGNALS FOR PHASE 2, STEP 1 AT THE INTERSECTION OF -Y5- AND -Y5RPA-/-Y5RPB- AND THE INTERSECTION OF -Y5- AND -Y5RPC-/-Y5RPD- (TMP-46A AND SIGNAL PLANS)

2. USING RSD 1101.02, SHEETS 1 AND 3 OF 14, FLAGGERS AND LAW ENFORCEMENT AS NEEDED, PLACE TEMPORARY ANCHORED PCB AND CRASH CUSHIONS IN CENTER MEDIAN OF -Y5- AS SHOWN ON TMP-32A (REMOVE EXISTING ISLAND AND REPAIR PAVEMENT AS NEEDED)

   USING RSD 1101.04, SHEET 1 OF 1, PLACE TEMPORARY ANCHORED PCB AND CRASH CUSHION ON -Y5RPB- AS SHOWN ON TMP-32

3. BEHIND BARRIER AND USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, CONSTRUCT STAGE 1 OF BENT 1 OF PROPOSED STRUCTURE 770159 USING TEMPORARY SHORING AS NEEDED AS SHOWN ON TMP-32A AND TMP-32B

   BEGIN CONSTRUCTION OF STAGE 1 OF PROPOSED STRUCTURE 770159 (TMP-32)

   USING RSD 1101.04, SHEET 1 OF 1, AND BEHIND BARRIER, CONSTRUCT PROPOSED PAVEMENT AND TEMPORARY PAVEMENT ON -Y5RPB- AT LOCATION S1-34 AS SHOWN ON TMP-31, TMP-32 AND TMP-32C USING TEMPORARY SHORING AS NEEDED AS SHOWN ON TMP-32B

4. USING RSD 1101.04, SHEET 2 OF 14 AND FLAGGERS AS NEEDED, COMPLETE CONSTRUCTION OF -SR10- (TMP-31)

   USING RSD 1101.04, SHEETS 4 AND 10 OF 14, COMPLETE CONSTRUCTION OF TEMPORARY PAVEMENT ON -Y5RPC- AT LOCATION S1-17 AS SHOWN ON TMP-31 AND TMP-32C

   USING RSD 1101.04, SHEET 1 OF 1, COMPLETE CONSTRUCTION OF TEMPORARY PAVEMENT ON -Y5RPD- AT LOCATION S1-21 AS SHOWN ON TMP-32C AND TMP-33

   USING RSD 1101.04, SHEET 1 OF 1, RELOCATE EXISTING "LODGING", "FOOD", "GAS" AND "ST PAULS/ RAEFORD/PINEHURST" GUIDE SIGN ON -Y5RPC- AS SHOWN ON SHEETS TMP-45 (TMP-31) AND TMP-46 (TMP-32)

B. 1. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, ON THE OUTSIDE SHOULDER OF NB -L- PERFORM THE FOLLOWING:
   a. RESET TEMPORARY PCB FROM STA 550+48+/- TO STA 572+02+/- AND PLACE TEMPORARY CRASH CUSHION AT STA 550+48+/- USING A TEMPORARY CRASH CUSHION/TMA AT STA 572+02+/- AS NEEDED (TMP-26 THRU TMP-28)
   b. * PLACE ANCHORED PCB FROM STA 572+02+/- TO STA 578+02+/- (TMP-28 AND TMP-29)
      * REMOVE TEMPORARY PCB FROM STA 572+02+/- TO STA 578+02+/- (TMP-10 AND TMP-11)
   c. REMOVE TEMPORARY PCB AND CRASH CUSHION FROM STA 546+76+/- TO STA 550+48+/- (TMP-8)

   USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, ON THE OUTSIDE SHOULDER OF SB -L- PERFORM THE FOLLOWING:
   a. REMOVE TEMPORARY PCB FROM STA 553+00+/- TO STA 554+40+/- (TMP-9)
   b. RESET TEMPORARY PCB FROM STA 554+40+/- TO STA 572+00+/- AS SHOWN ON TMP-27 AND TMP-28
   c. * PLACE ANCHORED TEMPORARY PCB FROM STA 572+00+/- TO STA 575+00+/- AS SHOWN ON TMP-28
      * REMOVE TEMPORARY PCB FROM STA 572+00 TO STA 575+00+/- (TMP-10)
   d. * RESET TEMPORARY PCB FROM STA 575+00+/- TO STA 581+00+/- AS SHOWN ON TMP-28 AND TMP-29
      * REMOVE TEMPORARY PCB FROM STA 581+00+/- TO STA 583+10+/- (TMP-11)
      * RESET TEMPORARY CRASH CUSHION AT STA 581+00+/- AS SHOWN ON TMP-29

PHASE I, SECTION 1, STEP 3 CONTINUED ON TMP-3F

SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

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TEMPORARY TRAFFIC CONTROL PHASING PHASE I

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PHASE I CONTINUED

SECTION 2 - -L- FROM STA 650+00 TO STA 918+00, -Y1B-, -Y6- AND -Y7-

USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, RESET THE FOLLOWING EXISTING SIGNS FROM THE EXISTING LOCATION TO A TEMPORARY LOCATION BEHIND BARRIER USING WOOD SUPPORTS:
* EXISTING "LODGING" SIGN FROM THE EXISTING LOCATION (TMP-28) TO -L- STA 519+75+/-(TMP-24)
* EXISTING "FOOD" SIGN FROM THE EXISTING LOCATION (TMP-29) TO -L- STA 542+50+/-(TMP-26)
* EXISTING "GAS" SIGN FROM THE EXISTING LOCATION (TMP-30) TO -L- STA 554+90+/-(TMP-27)

2. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS ON NB -L- FROM STA 548+49+/- TO STA 578+01+/- AS SHOWN ON TMP-26 THRU TMP-29 AND SHIFT TRAFFIC TO NEW TEMPORARY PATTERN ON NB -L-

   USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS ON SB -L- FROM STA 538+00+/- TO STA 585+42+/- AS SHOWN ON TMP-25 THRU TMP-29 AND SHIFT TRAFFIC TO NEW TEMPORARY PATTERN ON SB -L-

3. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, ON THE INSIDE SHOULDER OF SB -L- PLACE THE FOLLOWING:
   a. RESET TEMPORARY PCB FROM STA 585+42+/- TO STA 575+02+/- AS SHOWN ON TMP-28 AND TMP-29
   b. TEMPORARY ANCHORED PCB FROM STA 575+02+/ TO STA 542+87+/- AS SHOWN ON TMP-26 THRU TMP-28
   c. TEMPORARY PCB FROM STA 542+87+/- TO STA 495+00+/- AS SHOWN ON TMP-22 THRU TMP-26

4. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, CONSTRUCT TEMPORARY PAVEMENT AT THE FOLLOWING: (NOTE: REMOVE ONLY AS MUCH OF THE EXISTING SHOULDER AS CAN BE REPLACED IN ONE WORK PERIOD)
   * LOCATION S1-31 (INSIDE SHOULDER OF NB -L-) AS SHOWN ON TMP-22 THRU TMP-26
   * LOCATION S1-30 (INSIDE SHOULDER OF NB -L-) AS SHOWN ON TMP-26 AND TMP-27

5. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, ON THE INSIDE SHOULDER OF NB -L- PLACE THE FOLLOWING:
   * TEMPORARY PCB FROM STA 495+00+/- TO STA 553+40+/- AS SHOWN ON TMP-22 THRU TMP-27 (TEMPORARY PAVEMENT LOCATIONS S1-30 AND S1-31)
   * TEMPORARY ANCHORED PCB FROM STA 553+40+/- TO STA 575+00+/- AS SHOWN ON TMP-27 AND TMP-28
   * TEMPORARY PCB FROM STA 575+00+/- TO STA 582+40+/- AS SHOWN ON TMP-28 AND TMP-29

6. BEHIND BARRIER, BEGIN CONSTRUCTION OF CENTER MEDIAN BENT FOR PROPOSED STRUCTURE 770154 AND BEGIN CONSTRUCTION OF STRUCTURE 770154 USING TEMPORARY NIGHT TIME OFF-SITE DETOUR TO HANG GIRDERS (TMP-28)

   USING RSD 1101.02, SHEET 4 OF 14, PLACE THE FOLLOWING TEMPORARY PCB
   * OUTSIDE SHOULDER OF SB -L- FROM STA 512+20+/- TO STA 546+54+/-, INCLUDING CRASH CUSHION (TMP-23 THRU TMP-26)
   * OUTSIDE SHOULDER OF NB -L- FROM STA 511+44+/- TO STA 519+83+/-, INCLUDING CRASH CUSHION (TMP-23 & TMP-24)
   * OUTSIDE SHOULDER OF NB -L- FROM STA 527+60+/- TO STA 544+91+/-, INCLUDING CRASH CUSHION (TMP-24 & TMP-26)

7. USING RSD 1101.04, SHEET 1 OF 1 AND TMP-22 FOR PLACEMENT OF TEMPORARY PCB AND CRASH CUSHIONS ON THE OUTSIDE SHOULDERS OF -L- (ANCHOR PCB WHERE DEFLECTION DISTANCE CANNOT BE MAINTAINED DURING TRENCHLESS OPERATIONS) DURING TRENCHLESS CONSTRUCTION OF 18" NEAR -L- STA 496+13+/-, 60" NEAR STA 498+00+/-, AND 15" NEAR -L- STA 502+00+/- (ADJUST PLACEMENT OF TEMPORARY PCB AS NEEDED FOR WORK AREA REQUIRED FOR TRENCHLESS OPERATIONS. SET TEMPORARY PCB USING RSD 1101.02, SHEET 4 OF 14. REMOVE TEMPORARY PCB FROM OUTSIDE SHOULDERS OF -L- WHEN TRENCHLESS OPERATIONS ARE COMPLETE UNLESS OTHERWISE DIRECTED BY ENGINEER.)

   BEHIND BARRIER AND/OR AWAY FROM TRAFFIC,
   * INSTALL PROPOSED DRAINAGE ALONG -EY18) (-SR4-) AND TRENCHLESS DRAINAGE ON -L- BETWEEN STA 514+80+/- AND STA 575+00+/- (TMP-23 THRU TMP-28)(COORDINATE WITH ENGINEER, CLOSURE OF -EY18- (-SR4-) TO CONSTRUCT DRAINAGE UNDER -EY18- (-SR4-) IN CONJUNCTION WITH TRENCHLESS INSTALLATIONS UNDER I-95 AS NEEDED. SEE TMP-23 AND TMP-25, AND TMP-26)
   * INSTALL TRENCHLESS DRAINAGE NEAR STA 634+39+/- (TMP-34)
   * CONSTRUCT FILL IN MEDIAN UP TO EDGE OF EXISTING/PROPOSED TEMPORARY PAVEMENT (TMP-22 THRU TMP-35)
   * BEGIN CONSTRUCTION OF FILL ON OUTSIDE SHOULDERS OF -L- UP TO EDGE OF EXISTING, COMPLETING FILL FOR PROPOSED DITCHES/DRAINAGE AS NEEDED

PHASE I, SECTION 1, STEP 3 CONTINUED ON TMP-3G

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I-5987B	TMP-3G

PHASE I CONTINUED

SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

8. BEHIND BARRIER, CONSTRUCT THE FOLLOWING:
   * TEMPORARY PAVEMENT S1-32 (INSIDE SHOULDER OF SB -L-) AS SHOWN ON TMP-23 THRU TMP-29
   * TEMPORARY PAVEMENT S1-33 (INSIDE SHOULDER OF NB -L-) AS SHOWN ON TMP-27 THRU TMP-28

   BEHIND BARRIER, COMPLETE CONSTRUCTION OF CENTER MEDIAN BENT FOR PROPOSED STRUCTURE 770154 (TMP-28)

C. 1. USING RSD 1101.04, SHEET 4 OF 14 AS NEEDED, PLACE TEMPORARY PAVEMENT AT LOCATION S1-35 (INSIDE SHOULDER OF NB -L-) AS SHOWN ON TMP-32C AND TMP-33 (NOTE: REMOVE ONLY AS MUCH EXISTING SHOULDER AS CAN BE REPLACED IN ONE WORK PERIOD)

   USING RSD 1101.04, SHEETS 4 AND 9 OF 14 AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS ON NB -L- FROM STA 626+00+/- TO STA 650+22+/- AS SHOWN ON TMP-33 THRU TMP-35, AND SHIFT TRAFFIC TO NEW TEMPORARY TRAFFIC PATTERN

2. USING RSD 1101.04, SHEET 4 OF 14 AS NEEDED, ON THE INSIDE SHOULDER OF NB -L- PLACE THE FOLLOWING:
   * TEMPORARY PCB AND CRASH CUSHION FROM STA 620+63+/- TO STA 635+74+/- AS SHOWN ON TMP-32 THRU TMP-34
   * RESET TEMPORARY PCB FROM STA 635+74+/- TO STA 650+00+/- AS SHOWN ON TMP-34 AND TMP-35 AND REMOVE CRASH CUSHION (TMP-16 AND TMP-17)

3. BEHIND BARRIER AND AWAY FROM TRAFFIC, INSTALL 30″ TRENCHLESS ON TMP-34

   BEHIND BARRIER, CONSTRUCT THE FOLLOWING:
   * TEMPORARY PAVEMENT AT LOCATIONS S1-36A, S1-36B (SEE DETOUR ALIGNMENT) AND S1-36C (INSIDE SHOULDER OF NB -L-) AS SHOWN ON TMP-32C, TMP-33 AND TMP-34
   * PROPOSED LEFT SIDE OF NB -L- FROM STA 642+00+/- TO STA 645+50+/- (TMP-34 AND TMP-35)
   * TEMPORARY PAVEMENT AT LOCATION S1-38 AND FROM STA 645+50+/- TO STA 652+33+/- (INSIDE SHOULDER OF NB -L-) AS SHOWN ON TMP-35
   * TEMPORARY PAVEMENT AT LOCATION S1-37 (INSIDE SHOULDER OF SB -L-) AS SHOWN ON TMP-33 THRU TMP-35

4. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, REMOVE TEMPORARY ANCHORED PCB ON THE INSIDE SHOULDER OF NB -L- FROM STA 632+00+/- TO STA 652+50+/-

5. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, CONSTRUCT PROPOSED WEDGING OF EXISTING PAVEMENT AND TEMPORARY PAVEMENT TO PROPOSED GRADE MINUS FINAL LAYER OF SURFACE COURSE ON NB -L- FROM STA 634+00+/- TO STA 645+50+/- (NOTE: PROVIDE A TRANSITIONAL WEDGED SURFACE FROM EXISTING ELEVATION TO PROPOSED GRADE TO MAINTAIN A CONTINUOUS SURFACE FOR TRAFFIC)

   BEHIND BARRIER, COMPLETE CONSTRUCTION OF TEMPORARY PAVEMENT LOCATION S1-13 (INSIDE SHOULDER OF SB -L-) AS SHOWN ON TMP-29 THRU TMP-31 (TMP-11 THRU TMP-13)

END PHASE I, SECTION 1

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PHASE II

NOTE: COMPLETE WORK DESCRIBED IN PHASE II, SECTION 1 (STEPS 1 AND STEP 2) MAY BE COMPLETED CONCURRENTLY WITH PHASE II, SECTION 2 (STEP 1 THRU STEP 3)

SECTION 1 - -L- STA 465+00 TO STA 650+00, -Y4- AND -Y5

SECTION 1, PHASE II, STEP 1 (TMP-36 THRU TMP-51)

NOTE: STEPS 1.A, 1.B, 1.C, 1.D, 1.E, AND 1.F MAY BE COMPLETED CONCURRENTLY

A. 1. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, ON THE INSIDE SHOULDER OF NB -L-, PERFORM THE FOLLOWING: (TMP-26 THRU TMP-29 & TMP-40 THRU TMP-43)

a. REMOVE TEMPORARY ANCHORED PCB FROM STA 553+40+/- TO STA 555+00+/- AND PLACE A TEMPORARY CRASH CUSHION/TMA AT THE APPROACH END OF THE ANCHORED PCB

b. RESET TEMPORARY PCB FROM STA 548+37+/- TO STA 553+40+/- AS SHOWN ON TMP-40 AND TMP-41

c. PLACE TEMPORARY PCB FROM STA 553+40+/- TO STA 575+00+/- AS SHOWN ON TMP-41 AND TMP-42

d. RESET TEMPORARY PCB FROM STA 575+00+/- TO STA 582+40+/- AS SHOWN ON TMP-42 AND TMP-43

e. REMOVE TEMPORARY ANCHORED PCB AND TEMPORARY CRASH CUSHION/TMA FROM STA 555+00+/- TO STA 575+00+/- (TMP-27 THRU TMP-28)

2. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS ON NB -L- FROM STA 548+49+/- TO STA 579+43+/- AS SHOWN ON TMP-40 THRU TMP-43 AND SHIFT TRAFFIC TO NEW TEMPORARY PATTERN ON NB -L-

3. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, ON THE OUTSIDE SHOULDER OF NB -L-, PERFORM THE FOLLOWING:

a. * PLACE TEMPORARY PCB FROM STA 495+00 TO STA 512+14+/- AS SHOWN ON TMP-36 AND TMP-37
* REMOVE TEMPORARY PCB AND CRASH CUSHION FROM STA 511+44+/- TO STA 512+14+/- (TMP-23)

b. * PLACE TEMPORARY PCB FROM STA 518+83+/- TO STA 528+43+/- AS SHOWN ON TMP-38 RESETTING TEMPORARY PCB FROM STA 518+83+/- TO STA 519+83+/- SHOWN ON TMP-24
* REMOVE TEMPORARY PCB AND CRASH CUSHION FROM STA 527+60+/- TO STA 528+43+/- (TMP-24)

c. PLACE TEMPORARY PCB FROM STA 543+88+/- TO STA 550+48+/- AS SHOWN ON TMP-40, RESETTING TEMPORARY PCB FROM STA 543+88+/- TO 544+91+/- (TMP-26)

d. RESET TEMPORARY PCB FROM STA 550+48+/- TO STA 561+00+/- AS SHOWN ON TMP-40 AND TMP-41 (REMOVE CRASH CUSHION) (TMP-26 AND TMP-27)

e. PLACE TEMPORARY ANCHORED PCB FROM STA 561+00+/- TO STA 572+00+/- AS SHOWN ON TMP-41 AND TMP-42

f. RESET TEMPORARY ANCHORED PCB FROM STA 572+00 TO STA STA 579+00+/- AS SHOWN ON TMP-42 AND TMP-43 (TMP-29 AND TMP-29)

4. BEHIND BARRIER, BEGIN THE FOLLOWING:
* CONSTRUCTION OF TEMPORARY PAVEMENT LOCATION S1-40 (OUTSIDE SHOULDER OF NB -L-) AS SHOWN ON TMP-36 THRU TMP-41
* REMOVAL OF TEMPORARY PAVEMENT AND CONSTRUCTION OF RIGHT SIDE OF PROPOSED NB -L- FROM STA 561+00+/- TO STA 572+30+/- AS SHOWN ON TMP-41 AND TMP-42
* REMOVAL OF TEMPORARY PAVEMENT AND BEGIN CONSTRUCTION OF THE RIGHT SIDE OF NB -L- FROM STA 573+35+/- TO STA 579+00+/- AS SHOW ON TMP-42 AND TMP-43
* INSTALLATION OF OVERHEAD SIGN ASSEMBLY AT STA 579+50+/- (SEE FINAL SIGNING PLANS)

PHASE II, SECTION 1, STEP 1 ON TMP-3I

SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

PHASE II (TMP-214 TO TMP-236)

STEP 1: USING RSD 1101.02, SHEET 4 OF 14, RESTRIPE I-95 TO THE PHASE II PATTERN AND SHIFT TRAFFIC AS SHOWN.

STEP 2: USING RSD 1101.02, SHEET 4 OF 14, INSTALL PCB AS SHOWN IN PHASE II DETAILS.

STEP 3: BEHIND PCB AND USING RSD 1101.02, SHEET 4 OF 14 WHERE NECESSARY:

- CONSTRUCT MEDIAN FROM 654+56± TO 785+00± AND OUTSIDE NBL 785+00± TO 915+00± INCLUDING ALL NECESSARY DRAINAGE.

- PLACE TEMPORARY PAVEMENT WEDGING ON THE OUTSIDE NBL SHOULDER FROM STA. 785+00±TO STA. 798+50± AS SHOWN ON THE CROSS-SECTION DETAIL ON SHEET TM-226.

- INSTALL TEMPORARY SHORING AND CONSTRUCT STAGE ONE OF CULVERT AT 677+00± (OUTSIDE NBL). (SEE TMP-216)

- INSTALL TEMPORARY SHORING AND CONSTRUCT STAGE ONE OF CULVERT AT 708+50± (MEDIAN). (SEE TMP-218)

- COMPLETE CONSTRUCTION OF STAGE 1 OF I-95 BRIDGE OVER LITTLE MARSH SWAMP AND APPROACHES INCLUDING TEMPORARY SHORING AS STARTED IN PHASE I, STEP 1. SEE TMP-227.

- INSTALL TEMPORARY SHORING AND CONSTRUCT STAGE 1 OF CULVERT AT 902+30± (OUTSIDE NBL). SEE TMP-235.

END PHASE II, SECTION 2

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NORTH CAROLINA PROFESSIONAL SEAL 034437 ENGINEER LORI D STOUCHKO

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APPROVED: DocuSigned by: D.W. Woolard, Jr. BBC02F49E95C4EC...
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TEMPORARY TRAFFIC CONTROL
PHASING
PHASE II

3/28/2022
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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-3I

PHASE II

SECTION 1 - -L- STA 465+00 TO STA 650+00, -Y4- AND -Y5

B. 1. ON THE INSIDE SHOULDER OF SB -L-, PERFORM THE FOLLOWING:

a. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, RESET TEMPORARY PCB FROM STA 510+18+/- TO STA 542+87+/- AS SHOWN ON TMP-37 THRU TMP-40 (TMP-23 THRU TMP-26)

b. BEHIND BARRIER, PLACE TEMPORARY PCB FROM STA 542+87+/- TO STA 575+00+/- AS SHOWN ON TMP-40 THRU TMP-42

c. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, REMOVE TEMPORARY ANCHORED PCB FROM THE INSIDE SHOULDER OF THE PHASE I PATTERN FROM STA 542+95+/- TO STA 575+00+/- (TMP-26 THRU TMP-28)

d. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, RESET TEMPORARY PCB FROM STA 575+00+/- TO STA 585+42+/- AS SHOWN ON TMP-42 AND TMP-43 (TMP-28 AND TMP-29)

2. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS ON SB -L- FROM STA 509+37+/- TO STA 585+42+/- AS SHOWN ON TMP-37 THRU TMP-43 AND SHIFT TRAFFIC TO NEW TEMPORARY PATTERN

3. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, ON THE OUTSIDE SHOULDER OF SB -L-, PERFORM THE FOLLOWING:

a. RESET TEMPORARY PCB AND CRASH CUSHION FROM STA 581+00+/- TO STA 575+00+/- AS SHOWN ON TMP-42 AND TMP-43 (TMP-28 AND TMP-29)

b. PLACE TEMPORARY PCB FROM STA 575+00+/- TO STA 572+00+/- AS SHOWN ON TMP-42

c. RESET TEMPORARY PCB FROM STA 572+00+/- TO STA 567+54+/- AS SHOWN ON TMP-42 (TMP-28)

d. PLACE TEMPORARY ANCHORED PCB FROM STA 567+54+/- TO STA 533+00+/- AS SHOWN ON TMP-39 THRU TMP-42, RESETTING ANCHORED PCB FROM PHASE I PATTERN BETWEEN STA 572+00+/- AND STA 575+00+/- (TMP-28)

e. RESET TEMPORARY PCB FROM STA STA 533+00+/- TO STA 512+20+/- AS SHOWN ON TMP-37 THRU TMP-39

f. PLACE TEMPORARY PCB FROM STA 512+20+/- TO STA 495+00+/- AS SHOWN ON TMP-36 THRU TMP-37

4. BEHIND BARRIER, BEGIN CONSTRUCTION, OF THE FOLLOWING:
* TEMPORARY PAVEMENT LOCATION S1-42 (OUTSIDE SHOULDER OF SB -L-) AS SHOWN ON TMP-36 THRU TMP-38
* THE LEFT SIDE OF PROPOSED SB -L- FROM STA 518+00+/- TO STA 572+90+/- AS SHOWN ON TMP-38 THRU TMP-42 USING TEMPORARY SHORING AS NEEDED. INCLUDE TEMPORARY WEDGING ON TOP OF THE PROPOSED INTERMEDIATE SURFACE COURSE OF OUTSIDE SHOULDER ALONG THE HIGH SIDE OF THE CURVE SO THAT THE SLOPE OF THE TEMPORARY LANE WILL MATCH THE SUPERELEVATION OF THE PROPOSED LANES. (SBG TO BE CONSTRUCTED IN FUTURE PHASE FROM STA 545+23+/- TO STA 547+85+/-)
* TEMPORARY GUARDRAIL ON THE OUTSIDE SHOULDER OF SB -L- AS SHOWN ON TMP-40
* LEFT SIDE OF PROPOSED SB -L- FROM STA 573+35+/- TO STA 574+80+/- AS SHOWN ON TMP-42
* TEMPORARY PAVEMENT AT LOCATION S1-43 (OUTSIDE SHOULDER OF SB -L-) AS SHOWN ON TMP-42 AND TMP-43

C. 1. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, RESET TEMPORARY PCB ON THE INSIDE SHOULDER OF SB -L- FROM STA 586+91+/- TO STA 611+62+/- AS SHOWN ON TMP-43 THRU TMP-46 (TMP-29 THRU TMP-32)

2. BEHIND BARRIER, PLACE TEMPORARY ANCHORED PCB ON TEMPORARY -Y5RPB- FROM STA 23+00+/- TO STA 26+43+/- AS SHOWN ON TMP-46

3. USING RSD 1101.02, SHEETS 4 AND 9 OF 14 AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS ON SB -L- AS SHOWN ON TMP-43 THRU TMP-46 AND -Y5RPB- AT TIE TO SB -L- AS SHOWN ON TMP-44 AND TMP-45, SHIFT TRAFFIC TO NEW TEMPORARY PATTERN ON -L- AND -Y5RPB- AND RESET CRASH CUSHION AT -Y5RPB- STA 26+43+/-

PHASE II, SECTION 1, STEP 1 CONTINUED ON TMP-3J

SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

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TEMPORARY TRAFFIC CONTROL
PHASING
PHASE II

3/28/2022
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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-3J

PHASE II

SECTION 1 - -L- STA 465+00 TO STA 650+00, -Y4- AND -Y5

4. USING RSD 1101.02, SHEETS 1 AND 2, FLAGGERS AND LAW ENFORCEMENT AS NEEDED, PERFORM THE FOLLOWING:
   * PLACE TEMPORARY PAVEMENT MARKINGS ON -Y5- FROM STA 32+44+/- TO -Y5RPB- AS SHOWN ON TMP-46, TMP-46A AND TMP-50
   * PLACE TEMPORARY PAVEMENT MARKINGS ON -Y5RPB- AS SHOWN ON TMP-45 AND TMP-46
   * COMPLETE TEMPORARY SIGNAL AT THE INTERSECTION OF -Y5- AND -Y5RPA-/-Y5RPB- AND ACTIVATE (TMP-46)
   * SHIFT TRAFFIC INTO NEW TEMPORARY TRAFFIC PATTERN ON -Y5- AND -Y5RPB-
   * BEGIN INSTALLATION OF TEMPORARY TRAFFIC SIGNAL FOR PHASE 2, STEP 2 TEMPORARY TRAFFIC PATTERN AT THE INTERSECTION OF -Y5- AND -Y5RPA-/-Y5RPB-

5. USING RSD 1101.02, SHEETS 4 AND 9 OF 14 AS NEEDED, PLACE TEMPORARY ANCHORED PCB AND CRASH CUSHION ON THE OUTSIDE SHOULDER OF SB -L- AND -Y5RPB- FROM -L- STA 596+00+/- TO -Y5RPB- STA 23+00+/- AS SHOWN ON TMP-44 THRU TMP-46

   USING TYPE III BARRICADES AND TEMPORARY BARRICADE MOUNTED SIGNS, CLOSE DRIVEWAY ACCESS WEST OF -Y5RPB- AS SHOWN ON TMP-46 AND TMP-46A

6. BEHIND BARRIER, BEGIN CONSTRUCTION OF THE LEFT SIDE OF SB -L- FROM STA 596+52+/- TO STA 600+00+/- AND LEFT SIDE OF RAMP -Y5RPB- FROM STA 10+00+/- TO STA 26+00+/- AS SHOWN ON TMP-44 THRU TMP-46 USING TEMPORARY SHORING AS NEEDED AS SHOWN ON TMP-45 AND TMP-46

   BEHIND BARRIER, BEGIN CONSTRUCTION OF TEMPORARY PAVEMENT AT LOCATION S1-44 ON -Y5RPB- AS SHOWN ON TMP-44 AND TMP-45

   USING RSD 1101.02, SHEET 3 OF 14 AND FLAGGERS AS NEEDED, BEGIN CONSTRUCTION OF -Y5RPB- FROM STA 26+00+/- TO -Y5RAB- (TMP-46)

   USING RSD 1101.02, SHEET 1 OF 14 AND FLAGGERS AS NEEDED, CONSTRUCT TEMPORARY PAVEMENT LOCATION S1-45 ON -Y5RPA- AS SHOWN ON TMP-46

   USING RSD 1101.02, SHEET 1 OF 14 AND FLAGGERS AS NEEDED, CONSTRUCT THE LEFT SIDE OF -Y5- FROM STA 29+50+/- TO -Y5RPA- INCLUDING -Y5RPA FROM STA 23+82+/- TO -Y5- AS SHOWN ON TMP-46 AND TMP-50

D. 1. USING RSD 1101.02, SHEETS 2, 4 AND 10 OF 14, FLAGGERS AND LAW ENFORCEMENT AS NEEDED, PERFORM THE FOLLOWING:
   * PLACE TEMPORARY PAVEMENT MARKINGS ON -Y5- FROM THE INTERSECTION OF -Y5- AND -Y5RPC-/-Y5RPD- TO STA 49+62+/- AS SHOWN ON TMP-46, TMP-46A AND TMP-51
   * PLACE TEMPORARY PAVEMENT MARKINGS ON -Y5RPC- AND -L- AS SHOWN ON TMP-45 AND TMP-46
   * PLACE TEMPORARY PAVEMENT MARKINGS ON -Y5RPD- FROM STA 17+00+/- TO -Y5- AS SHOWN ON TMP-46 AND TMP-47
   * COMPLETE TEMPORARY SIGNAL AT THE INTERSECTION OF -Y5- AND -Y5RPD-/-Y5RPC- (TMP-46A)
   * SHIFT TRAFFIC INTO NEW TEMPORARY TRAFFIC PATTERN ON -L-, -Y5-, -Y5RPD-, AND -Y5RPC-
   * BEGIN INSTALLATION OF TEMPORARY SIGNAL FOR PHASE 2, STEP 2 TEMPORARY TRAFFIC PATTERN AT THE INTERSECTION OF -Y5- AND -Y5RPC-/-Y5RPD-

   2. USING RSD 1101.04, SHEET 1 OF 1, PLACE TEMPORARY PCB AT THE FOLLOWING:
      * OUTSIDE SHOULDER OF THE TEMPORARY ALIGNMENT ON -Y5RPC- FROM -L- STA 599+25+/- TO -Y5RPC- STA 25+50+/- AS SHOWN ON TMP-44 THRU TMP-46
      * OUTSIDE SHOULDER OF THE TEMPORARY ALIGNMENT ON -Y5RPD- FROM STA 17+00+/- TO STA 25+00+/- AS SHOWN TMP-46 AND TMP-47

   3. BEHIND BARRIER, CONSTRUCT THE FOLLOWING USING TEMPORARY SHORING AS NEEDED:
      * RIGHT SIDE OF NB -L- FROM STA 599+00+/- TO STA 599+81.27 AS SHOWN ON TMP-44
      * RIGHT SIDE OF -Y5RPC- FROM STA 10+00 TO STA 16+33+/- AS SHOWN ON TMP-44 AND TMP-45 USING TEMPORARY SHORING AS NEEDED
      * -Y5RPC- FROM STA 16+33+/- TO STA 20+00+/-, USING TEMPORARY SHORING AS NEEDED AS SHOWN ON TMP-45
      * RIGHT SIDE OF -Y5RPC- FROM STA 20+00+/- TO STA 25+25+/- AS SHOWN ON TMP-45 AND TMP-46
      * -Y5RPD- FROM STA 19+00+/- TO -Y5RAB- USING TEMPORARY SHORING AS NEEDED AS SHOWN ON TMP-46 AND TMP-47

PHASE II, SECTION 1, STEP 1 CONTINUED ON TMP-3K

SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

APPROVED: DocuSigned by: Lori D. Stouchko 6C933CB5742F461... DATE: 4/29/2022

NORTH CAROLINA PROFESSIONAL SEAL 034437 ENGINEER LORI D. STOUCHKO

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TEMPORARY TRAFFIC CONTROL
PHASING
PHASE II

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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-3K

PHASE II

SECTION 1 - -L- STA 465+00 TO STA 650+00, -Y4- AND -Y5

BEHIND BARRIER, INSTALL THE FOLLOWING: (SEE FINAL SIGNING PLANS)
* PROPOSED OVERHEAD SIGN ASSEMBLY NEAR -Y5RPC- STA 11+00+/- (TMP-44)
* PROPOSED "LODGING", "FOOD" AND "GAS" SIGNS ON -Y5RPC- (TMP-45)

USING RSD 1101.02, SHEET 2 OF 14 AND FLAGGERS AS NEEDED, CONSTRUCT THE FOLLOWING:
* WIDENING OF -Y5- FROM THE INTERSECTION OF -Y5- AND -Y5RPC-/-Y5RPD- TO STA 48+54+/- AS SHOWN ON TMP-46 AND TMP-51
* -Y5RPC- FROM STA 25+25+/- TO -Y5- AS SHOWN ON TMP-46
* -Y5RAB- AS SHOWN ON TMP-46.

BEHIND BARRIER, COMPLETE CONSTRUCTION OF RIGHT SIDE OF NB -L- FROM STA 594+00+/- TO STA 599+00+/- (TMP-44)(TMP-12)

4. USING RSD 1101.02, SHEETS 4 AND 10 AS NEEDED, REMOVE TEMPORARY PCB FROM THE OUTSIDE SHOULDER FROM STA 594+00+/- TO STA 599+28+/- AND PLACE A CRASH CUSHION AT APPROACH TO PCB (TMP-54)

5. USING RSD 1101.02, SHEETS 4 AND 10 AS NEEDED, WEDGE EXISTING ROADWAY FROM STA 594+00+/- TO STA 600+00+/- SO AS TO PROVIDE A TRANSITION TO TEMPORARY PHASE 3 PATTERN OF -Y5RPC- (TMP-44)

E. 1. USIGN RSD 1101.02, SHEET 4 OF 14 AS NEEDED, RESET TEMPORARY PCB ON THE INSIDE SHOULDER OF NB -L- FROM STA 620+63+/- TO STA 650+00+/- AS SHOWN ON TMP-46 THRU TMP-49

2. USING RSD 1101.02, SHEET 4 AND 9 OF 14 AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS ON -L- FROM STA 619+76+/- TO STA 650+00 AND -Y5RPD- FROM STA 10+00+/- TO STA 17+00+/- AS SHOWN ON TMP-46 THRU TMP-49 AND SHIFT TRAFFIC TO NEW TEMPORARY PATTERN ON NB -L- AND -Y5RPD-

3. USING RSD 1101.02, SHEETS 4 AND 9 OF 14 AS NEEDED, PLACE THE FOLLOWING:
   * TEMPORARY PCB ON OUTSIDE SHOULDER OF TEMPORARY -Y5RPD- FROM -Y5RPD- STA 17+00+/- TO -L- STA 636+23+/- AS SHOWN ON TMP-47 THRU TMP-48
   * TEMPORARY ANCHORED PCB ON THE OUTSIDE SHOULDER OF NB -L- FROM STA 642+50+/- TO STA 650+00+/- AS SHOWN ON TMP-48 AND TMP-49

4. BEHIND BARRIER, CONSTRUCT THE FOLLOWING:
   * -Y5RPD- FROM STA 10+00+/- TO STA 19+00+/- AS SHOWN ON TMP-47 USING TEMPORARY SHORING AS NEEDED
   * RIGHT SIDE OF NB -L- FROM STA 643+00+/- TO STA 649+50+/- AS SHOWN ON TMP-48 AND TMP-49
   * PROPOSED OVERHEAD SIGN ASSEMBLY ON NB -L- NEAR STA 645+00+/- SEE FINAL SIGNING PLANS)(TMP-49)

   USING RSD 1101.02, SHEETS 4 AND 9 OF 14 AS NEEDED, ON THE RIGHT SIDE OF NB -L- PERFORM THE FOLLOWING:
   a. BEGIN CONSTRUCTION FROM STA 632+01.18 TO STA 643+00+/- (TMP-47 AND TMP-48) USING TEMPORARY SHORING AS NEEDED
   b. COMPLETE CONSTRUCTION OF THE RIGHT SIDE OF -L- FROM STA 636+16+/- TO STA 644+20+/- AS SHOWN ON TMP-48 AND TMP-48B TO ALLOW FOR THE PLACEMENT OF TEMPORARY PCB
   c. PLACE TEMPORARY PCB FROM STA 636+23+/- TO STA 644+15+/- AS SHOWN ON TMP-48B REMOVE TEMPORARY ANCHORED PCB AND CRASH CUSHION FROM STA 642+50+ TO STA 644+15+/-
   d. BEHIND BARRIER, COMPLETE CONSTRUCTION FROM STA 632+01.18 TO STA 643+00+/-

5. USING RSD 1101.02, SHEETS 4 AND 9 OF 14 AS NEEDED, REMOVE TEMPORARY ANCHORED PCB FROM THE OUTSIDE SHOULDER OF NB -L- FROM STA 633+20+/- TO STA 650+50+/- (TMP-48 & TMP-49)

6. USING RSD 1101.02, SHEET 4 AND 9 OF 14 AS NEEDED, WEDGE EXISTING ROADWAY OF NB -L- TO PROPOSED GRADE (MINUS FINAL LAYER OF SURFACE COURSE) FROM STA 645+46+/- TO STA 649+50+/-, WEDGING BACK TO EXISTING GRADE AS NEEDED TO MAINTAIN TRAFFIC. (REMOVE AND RESET TEMPORARY PCB ON THE INSIDE SHOULDER OF NB -L- AS NEEDED)

PHASE II, SECTION 1, STEP 1 CONTINUED ON TMP-3L

SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

PLANS PREPARED FOR THE NCDOT BY:

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TEMPORARY TRAFFIC CONTROL
PHASING
PHASE II

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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-3L

PHASE II

SECTION 1 - -L- STA 465+00 TO STA 650+00, -Y4- AND -Y5

F. 1. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, RESET TEMPORARY PCB ON THE INSIDE SHOULDER OF SB -L- FROM STA 628+36+/- TO STA 650+00+/- AS SHOWN ON TMP-47 THRU TMP-49 (TMP-33 THRU TMP-35)

2. USING RSD 1101.02, SHEETS 4 AND 10 OF 14 AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS ON SB -L- AND -Y5RPA- FROM STA 627+33+/- TO STA 650+00+/- AS SHOWN ON TMP-47 THRU TMP-49

3. USING RSD 1101.02, SHEETS 4 AND 10 OF 14 AS NEEDED, COMPLETE THE FOLLOWING ON THE LEFT SIDE OF SB -L-: (TMP-47 THRU TMP-49)

   a. PLACE TEMPORARY PCB AND CRASH CUSHION FROM STA 633+62+/- TO STA 644+55+/- AS SHOWN

   b. CONSTRUCT TEMPORARY PAVEMENT AT LOCATION S1-46 ON SB -L- AS SHOWN

      BEHIND BARRIER CONSTRUCT LEFT SIDE OF SB -L- FROM STA 634+00+/- TO STA 643+00+/- AS SHOWN

   c. REMOVE TEMPORARY PCB AND CRASH CUSHION ON THE OUTSIDE SHOULDER OF SB -L-

   d. WEDGE EXISTING ROADWAY OF SB -L- FROM STA 634+20+/- TO STA 643+00+/- (REMOVE AND RESET TEMPORARY PCB ON INSIDE SHOULDER OF SB -L- AS NEEDED)

SECTION 1, PHASE II, STEP 2 (TMP-52 THRU TMP-63)

NOTE: STEPS 2.A, 2.B, 2.C AND 2.D MAY BE COMPLETED CONCURRENTLY

A. 1. BEHIND BARRIER, COMPLETE CONSTRUCTION OF -Y4- STRUCTURE 770154 (TMP-52)

2. USING TMP-2D6 AND RSD 1101.03, PLACE AND COVER TEMPORARY DETOUR SIGNING

NOTE: COMPLETE THE WORK DESCRIBED IN PHASE II, STEP 2.A.3 THRU PHASE II, STEP 2.A.5 IN 45 CONSECUTIVE DAYS (SEE INTERMEDIATE CONTRACT TIMES)

3. USING TMP-2D6 AND RSD 1101.03, UNCOVER DETOUR SIGNING AND CLOSE -Y4-, -SR4- AND -SR5-

NOTE: THE WORK DESCRIBED IN STEP 2.A.7 MAY BEGIN CONCURRENTLY WITH STEP 2.A.4 THRU 2.A.6

4. USING FLAGGERS AS NEEDED TO MAINTAIN DRIVEWAYS, COMPLETE CONSTRUCTION OF THE FOLLOWING:
   * -Y4- FROM STA 13+00+/- TO STA 38+03+/-, -Y4DR1-, AND -Y4DR2- AS SHOWN ON TMP-52, TMP-60 AND TMP-61
   * -SR5- AS SHOWN ON TMP-61
   * -SR4- AND -SR4DR1- AS SHOWN ON TMP-60
   * PLACE TEMPORARY PAVEMENT MARKINGS ON -Y4-, -SR4- AND -SR5- AS SHOWN ON TMP-70, TMP-78 AND TMP-79

5. OPEN -Y4-. SR4- AND -SR5- TO TRAFFIC

6. REMOVE TEMPORARY DETOUR SIGNING

7. USING RSD 1101.02, SHEET 2 OF 14 AND FLAGGERS AS NEEDED, REMOVE EXISTING -Y4-

   USING TEMPORARY OFF-SITE NIGHT TIME DETOUR ON -L- AS NEEDED, REMOVE EXISTING -Y4- OVERHEAD STRUCTURE (TMP-52)

   BEHIND BARRIER:
   * BEGIN REMOVAL OF EXISTING BRIDGE CENTER BENT AT STRUCTURE 770154 (TMP-52)
   * REMOVE EXISTING BRIDGE END BENTS AND COMPLETE CONSTRUCTION OF RETAINING WALLS AT STURCTURE 770154 (TMP-52)
   * CONSTRUCT THE FOLLOWING:
     - LEFT SIDE OF SB -L- FROM STA 572+90+/- TO STA 573+35 AS SHOWN ON TMP-52
     - RIGHT SIDE OF NB -L- FROM STA 572+30+/- TO STA 573+35 AS SHOWN ON TMP-52

PHASE II, SECTION 1, STEP 2 CONTINUED ON TMP-3M

SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

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

TEMPORARY TRAFFIC CONTROL
PHASING
PHASE II

PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-3M

PHASE II

SECTION 1 - -L- STA 465+00 TO STA 650+00, -Y4- AND -Y5

B. 1. USING RSD 1101.02, SHEETS 1 AND 2 OF 14, FLAGGERS AND LAW ENFORCEMENT AS NEEDED, PERFORM THE FOLLOWING:
* PLACE TEMPORARY PAVEMENT MARKINGS ON -Y5- FORM STA 29+50+/- TO THE INTERSECTION OF -Y5- AND -Y5RPA-/-Y5RPB- AS SHOWN ON TMP-56 (TMP-56A) AND TMP-62
* COMPLETE AND ACTIVATE TEMPORARY SIGNAL AT THE INTERSECTION OF -Y5- AND -Y5RPA-/-Y5RPB-
* SHIFT TRAFFIC INTO NEW TEMPORARY TRAFFIC PATTERN
* BEGIN INSTALLATION OF THE TEMPORARY SIGNAL AT THE INTERSECTION OF -Y5- AND -Y5RPA-/-Y5RPB- FOR PHASE 3 TEMPORARY TRAFFIC PATTERN
* BEGIN INSTALLATION OF THE TEMPORARY SIGNAL AT THE INTERSECTION OF -Y5- AND -Y5RPC-/-Y5RPD- FOR PHASE 3 TEMPORARY TRAFFIC PATTERN

2. USING RSD 1101.02, SHEETS 1 AND 2 OF 14 AND FLAGGERS AS NEEDED, CONSTRUCT THE RIGHT SIDE OF -Y5- AND -Y5RAB- AS SHOWN ON TMP-56 AND TMP-62

NOTE: STEP 2.C.1 AND STEP 2.C.2 MAY BE COMPLETED CONCURRENTLY

C. 1. a. AWAY FROM TRAFFIC, PLACE TEMPORARY PCB AND CRASH CUSHION ON -Y5RPC- AS SHOWN ON TMP-54 THRU TMP-56

AWAY FROM TRAFFIC, PLACE TEMPORARY PCB AND CRASH CUSHION ON -Y5RPD- AS SHOWN ON TMP-56 THRU TMP-58

AWAY FROM TRAFFIC, PLACE TEMPORARY PAVEMENT MARKINGS ON -Y5RPC- AND -Y5RPD- AS SHOWN ON TMP-54 THRU TMP-58

b. USING RSD 1101.02, SHEETS 1, 2, 3, 4, 9 AND 10 OF 14, FLAGGERS AND LAW ENFORCEMENT AS NEEDED, PERFORM THE FOLLOWING IN ONE WORK PERIOD:

i. USING TMP-2D10 AND TMP-2D9, PLACE TEMPORARY SIGNING FOR TEMPORARY CLOSURES OF -Y5RPC- AND -Y5RPD-

ii. PLACE TEMPORARY PAVEMENT MARKINGS ON NB -L- FROM STA 594+00+/- TO STA 605+67+/- AS SHOWN ON TMP-54 AND TMP-55 AND USING DRUMS AND TYPE III BARRICADES TO MAINTAIN TRAFFIC IN EXISTING RAMP

iii. USING NIGHT TIME RAMP CLOSURES, TMP-2D9, AND LAW ENFORCEMENT AS NEEDED, CLOSE -Y5RPC- TO TRAFFIC AND COMPLETE TIE OF TEMPORARY PAVEMENT MARKINGS OF -Y5RPC- TO -Y5-

iv. USING NIGHT TIME RAMP CLOSURES, RSD 1101.02, SHEET 3 OF 14, TMP-2D10 AND LAW ENFORCEMENT AS NEEDED, CLOSE -Y5RPD- TO TRAFFIC AND COMPLETE PAVEMENT MARKINGS ON -Y5- FROM THE INERSECTION OF -Y5- AND -Y5RPC-/-Y5RPD- TO STA 47+06+/- AND ACTIVATE TEMPORARY SIGNAL AT THE INTERSECTION OF -Y5 AND -Y5RPC-/-Y5RPD-

v. OPEN -Y5RPC- TO TRAFFIC

vi. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS ON NB -L- FROM STA 626+96 TO STA 650+00+/- AND COMPLETE TEMPORARY PAVEMENT MARKINGS ON -Y5RPD-

vii. OPEN -Y5RPD- TO TRAFFIC AND REMOVE/COVER DETOUR SIGNING

PHASE II, SECTION 1, STEP 2 CONTINUED ON TMP-3N

SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

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TEMPORARY TRAFFIC CONTROL
PHASING
PHASE II

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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-3N

PHASE II

SECTION 1 - -L- STA 465+00 TO STA 650+00, -Y4- AND -Y5

c. USING RSD 1101.02, SHEETS 4 AND 10 OF 14 AS NEEDED, RESET TEMPORARY PCB ON THE OUTSIDE SHOULDER OF NB -L- FROM STA 600+52+/- TO STA 609+19+/- AS SHOWN ON TMP-54 AND TMP-55 (TMP-44 AND TMP-45)

USING RSD 1101.02, SHEETS 4 AND 9 OF 14 AS NEEDED, RESET TEMPORARY PCB FROM STA 619+70+/- TO STA 621+50+/- AND PLACE TEMPORARY PCB ON THE OUTSIDE SHOULDER OF NB -L- FROM STA 621+50+/- TO STA 633+28+/- AS SHOWN ON TMP-56 TO TMP-58

USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, RESET TEMPORARY PCB ON THE INSIDE SHOULDER OF NB -L- FROM STA 631+44+/- TO STA 655+35+/- AS SHOWN ON TMP-57 THRU TMP-59

2. a. USING RSD 1101.02, SHEET 4 AND 9 OF 14 AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS ON SB -L- FROM STA 627+24+/- TO STA 655+35+/- AS SHOWN ON TMP-57 THRU TMP-59 AND SHIFT TRAFFIC TO NEW TEMPORARY TRAFFIC PATTERN

b. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, RESET TEMPORARY PCB ON INSIDE SHOULDER OF SB -L- FROM STA 628+17+/- TO STA 655+45+/- AS SHOWN ON TMP-57 THRU TMP-59

3. BEHIND BARRIER, CONSTRUCT THE FOLLOWING:
   * RIGHT SIDE OF NB -L- FROM STA 600+50+/- TO STA 611+00+/- USING TEMPORARY SHORING AS NEEDED AS SHOWN ON TMP-54 AND TMP-55
   * LEFT SIDE OF -Y5RPC- FROM STA 10+68+/- TO STA 16+33+/- AS SHOWN ON TMP-54 AND TMP-55
   * LEFT SIDE OF -Y5RPC- FROM STA 20+00+/- TO -Y5RAB- AS SHOWN ON TMP-55 AND TMP-56
   * RIGHT SIDE OF -Y5RPD- FROM STA 10+00+/- TO STA 14+74.5+/- AS SHOWN ON TMP-57
   * RIGHT SIDE OF NB -L- FROM STA 619+00+/- TO STA 633+00+/- AS SHOWN ON TMP-56 AND TMP-57
   * RIGHT SIDE OF SB -L- FROM STA 634+63+/- TO 645+46+/- AS SHOWN ON TMP-58 AND TMP-59
   * TEMPORARY PAVEMENT AT LOCATION S1-47 IN MEDIAN OF -L- AS SHOWN ON TMP-58
   * TEMPORARY PAVEMENT AT LOCATION S1-48 FOR TEMPORARY CROSSOVER AS SHOWN ON TMP-58 THRU TMP-59
   * TEMPORARY PAVEMENT AT LOCATION S1-48A (INSIDE SHOULDER OF NB -L-) AS SHOWN ON TMP-59 (AS NEEDED FOR PHASE III PATTERN FOR PLACEMENT OF TEMPORARY PCB)
   * PROPOSED MEDIAN AND CENTER LANES OF -L- FROM STA 645+46+/- TO STA 654+56 AS SHOWN ON TMP-59
   * BEGIN CONSTRUCTION OF -Y5RAB- AS SHOWN ON TMP-56

D. BEHIND BARRIER, COMPLETE CONSTRUCTION OF THE FOLLOWING:
   * TEMPORARY PAVEMENT AT LOCATION S1-40 ON NB -L- AS SHOWN ON TMP-36 THRU TMP-41
   * TEMPORARY PAVEMENT AT LOCATION S1-42 ON SB -L- AS SHOWN ON TMP-36 THRU TMP-38
   * LEFT SIDE OF SB -L- FROM STA 518+00+/- TO STA 572+90+/- AS SHOWN ON TMP-38 THRU TMP-42 (TMP-52)
   * LEFT SIDE OF SB -L- FROM STA 573+35+/- TO STA 574+80+/- AS SHOWN ON TMP-52
   * TEMPORARY PAVEMENT LOCATION S1-43 AS SHOWN ON TMP-52 AND TMP-53
   * RIGHT SIDE OF NB -L- FROM STA 561+00+/- TO STA 572+00+/- AS SHOWN ON TMP-41 THRU TMP-42 (TMP-52)
   * RIGHT SIDE OF NB -L- FROM STA 573+35+/- TO STA 594+00+/- AS SHOWN ON TMP-52 TO TMP-54 INCLUDING STAGE 1 OF STRUCTURE 770156
   * PROPOSED OVERHEAD SIGN ASSEMBLY ON NB -L- NEAR STA 579+50+/- (SEE FINAL SIGNING PLANS) (TMP-53)
   * RIGHT SIDE OF NB -L- FROM STA 611+00+/- TO STA 619+00+/- AS SHOWN ON TMP-56 INCLUDING STAGE 1 OF STRUCTURE 770159
   * TEMPORARY PAVEMENT AT LOCATION S1-44 AS SHOWN ON TMP-54 AND TMP-55
   * LEFT SIDE OF SB -L- FROM STA 596+52+/- TO STA 600+00+/- AS SHOWN ON TMP-54
   * LEFT SIDE OF -Y5RPB- FROM STA 10+00+/- TO -Y5RAB- AS SHOWN ON TMP-54 THRU TMP-56

END PHASE II, SECTION 1

SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

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TEMPORARY TRAFFIC CONTROL
PHASING
PHASE II

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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-30

PHASE III

NOTE: COMPLETE WORK DESCRIBED IN PHASE III, SECTION 1 (STEP 1 AND STEP 2) MAY BE COMPLETED CONCURRENLTY WITH PHASE III, SECTION 2 (STEP 1 THRU STEP 4)

SECTION 1 - -L- STA 465+00 TO STA 650+00, -Y4- AND -Y5

PHASE III (TMP-64 TO TMP-80)

SECTION 1, PHASE III, STEP 1

NOTE: STEP 1.A, 1.B, 1.C, 1.D AND 1.E MAY BE COMPLETED CONCURRENTLY

A. 1. BEHIND BARRIER, AND ON THE OUTSIDE SHOULDER OF NB -L- PHASE III PATTERN:
* PLACE TEMPORARY PCB AND CRASH CUSHIONS AT THE FOLLOWING:
  - FROM STA 509+10+/- TO STA 519+75+/- AS SHOWN ON TMP-65 AND TMP-66
  - FROM STA 527+00+/- TO STA 544+00+/- AS SHOWN ON TMP-66 THRU TMP-68
  - FROM STA 553+00+/- TO STA 556+90+/- AS SHOWN ON TMP-68 AND TMP-69
* PLACE TEMPORARY ANCHORED PCB AND CRASH CUSHION FROM STA 618+71+/- TO STA 622+40+/- AS SHOWN ON TMP-74

BEHIND BARRIER, AND ON THE INSIDE SHOULDER OF NB -L- PHASE III PATTERN, PLACE THE FOLLOWING:
* TEMPORARY PCB FROM STA 561+00+/- TO STA 565+00+/- AS SHOWN ON TMP-69
* TEMPORARY ANCHORED PCB FROM STA 565+00+/- TO STA 583+56+/- AS SHOWN ON TMP-70 AND TMP-71
* TEMPORARY ANCHORED PCB W/ GLARE SCREENS
  - FROM STA 583+56+/- TO STA 595+00 AS SHOWN ON TMP-71 AND TMP-72
  - FROM STA 600+30+/- TO STA 633+00+/- AS SHOWN ON TMP-72 THRU TMP-75 USING TEMPORARY CRASH CUSHION/TMA AT STA 600+30+/-

BEHIND BARRIER, PLACE TEMPORARY PAVEMENT MARKINGS ON NB -L- AT THE FOLLOWING:
* FROM STA 561+00+/- TO STA 595+00+/- AS SHOWN ON TMP-69 THRU TMP-72
* FROM STA 605+00+/- TO STA 628+00+/- AS SHOWN ON TMP-73 THRU TMP-75

USING RSD 1101.04, SHEET 1 OF 1 AS NEEDED, REMOVE TEMPORARY PCB FROM -Y5RPC- (TMP-54 THRU TMP-56) AND -Y5RPD- (TMP-56 THRU TMP-58)

2. USING RSD 1101.04, SHEET 4 OF 10 AS NEEDED, REMOVE TEMPORARY PCB FROM THE OUTSIDE SHOULDER OF NB -L- OF PHASE II PATTERN FROM STA 495+00+/- TO STA 553+65+/- (TMP-36 TMP-41) AND PLACE A CRASH CUSHION/TMA AT STA 553+65+/-

USING RSD 1104, SHET 3 OF 10 AS NEEDED, REMOVE TEMPORARY PCB FROM THE OUTSIDE SHOULDER OF NB -L- OF PHASE II PATTERN FROM STA 641+30+/- TO STA 650+00+/- (USE TEMPORARY CRASH CUSHION AS NEEDED), RESETTING TEMPORARY PCB FROM 641+30+/- TO STA 649+00+/- AS SHOWN ON TMP-76 AND TMP-77 (TMP-58 AND TMP-59)

3. USING RSD 1101.02, SHEETS 4, 9 AND 10 AS NEEDED, PERFORM THE FOLLOWING TO TRANSITION TO THE PHASE III PATTERN:
* PLACE TEMPORARY PAVEMENT MARKINGS FOR PHASE III ON THE FOLLOWING:
  - NB -L- FROM STA 495+00+/- TO STA 561+00+/- AS SHOWN ON TMP-64 THRU TMP-69
  - NB -L- FROM STA 595+00+/- TO STA 605+00+/- AS SHOWN ON TMP-72 AND TMP-73
  - NB -L- FROM STA 628+00+/- TO STA 650+00+/- AS SHOWN ON TMP-75 THRU TMP-77
  - -Y5RPC- FROM -L- TO -Y5RAB- AS SHOWN ON TMP-72 AND TMP-73
  - -Y5RPD- FROM -L- TO -Y5- AS SHOWN ON TMP-75 AND TMP-76
* RESET TEMPORARY PCB FROM STA 553+65+/- TO STA 561+00+/- AS SHOWN ON TMP-69 AND PLACE A TEMPORARY CRASH CUSHION/TMA AT STA 561+00+/- AS NEEDED
* SHIFT TRAFFIC ON NB -L- TO NEW TEMPORARY TRAFFIC PATTERN ON NB -L-, -Y5RPC- AND -Y5RPD-

PHASE III, SECTION 1, STEP 1 CONTINUED ON TMP-3P

SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

PHASE III (TMP-237 TO TMP-260)

STEP 1: USING RSD 1101.02, SHEET 4 OF 14, WEDGE EXISTING LANES OF -L- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COUSE AS FOLLOWS:
- SB -L- FROM STA. 777+00±TO STA. 786+86±(SEE TMP-248)
- NB -L- FROM STA. 776+90±TO STA.791+00±(SEE TMP-247 THRU TMP-249)

COMPLETE THE WORK DESCRIBED IN SECTION 2, PHASE III, STEPS 1A THRU 1D IN FOURTEEN (14) DAYS. SEE ICT AND LIQUIDATED DAMAGES

STEP 1A: CLOSE -Y1BRPA- AND -Y1BRPB- AND PLACE TRAFFIC ON OFF-SITE DETOURS (SEE TMP-2D12 FOR DETOUR ROUTE).

STEP 1B: USING RSD 1101.02, SHEET 4 OF 14, PERFORM THE FOLLOWING:

- REMOVE PCB FROM THE PHASE II PATTERN ON SB -L-.
- RESTRIPE SB I-95 TO THE PHASE III PATTERN AND SHIFT TRAFFIC AS SHOWN IN PHASE III DETAILS (USE PATTERN SHOWN ON SHEET TMP-239A FOR THE RAMP A & B AREAS).
- INSTALL PCB ON SB I-95 AS SHOWN ON TMP-237 THRU TMP-260.

STEP 1C: BEHIND BARRIER, CONSTRUCT THE FOLLOWING UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE PHASE 3 INSET ON TMP-239A AND TMP-239B):

- -Y1BRPB- FROM STA. 10+00± TO STA. 15+43±
- -L- FROM STA. 678+00± TO STA. 694+33± AND FROM STA. 714+58± TO STA. 722+58±
- -Y1BRPA- FROM STA. 10+00± TO STA. 16+49±

STEP 1D: REMOVE AND RESET PCB, PLACE TEMPORARY MARKINGS, AND OPEN -Y1RPA- AND -Y1BRPB- TO TRAFFIC AS SHOWN ON TMP-239, 240 AND 242.

COMPLETE THE WORK DESCRIBED IN SECTION 2, PHASE III, STEPS 2A THRU 2D IN FOURTEEN (14) DAYS. SEE ICT AND LIQUIDATED DAMAGES.

STEP 2A: CLOSE -Y1BRPC- AND -Y1BRPD- AND PLACE TRAFFIC ON OFF-SITE DETOURS (SEE TMP-2D13 FOR DETOUR ROUTES).

STEP 2B: USING RSD 1101.02, SHEET 4 OF 14, PERFORM THE FOLLOWING:

- REMOVE PCB FROM THE PHASE II PATTERN ON NB -L-.
- RESTRIPE I-95 TO THE PHASE III PATTERN AND SHIFT TRAFFIC AS SHOWN IN PHASE III DETAILS (USE PATTERN SHOWN ON SHEET TMP-239C FOR THE RAMP C & D AREAS).
- INSTALL PCB ON NB I-95 AS SHOWN ON TMP-237 THRU TMP-260.

STEP 2C: CONSTRUCT THE FOLLOWING UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE PHASE 3 INSET ON TMP-239C):

- -Y1BRPC- FROM STA. 10+00± TO STA. 15+70±
- -L- FROM STA. 678+81± TO STA. 694+00± AND FROM STA. 711+41± TO STA. 725+34±
- -Y1BRPD- FROM STA. 10+00± TO STA. 14+59±

STEP 2D: REMOVE AND RESET PCB, PLACE TEMPORARY MARKINGS, AND OPEN -Y1RPC- AND -Y1BRPD- TO TRAFFIC AS SHOWN ON TMP-239, 240, 242 AND 243.

PHASE III, SECTION 2, CONTINED ON TMP-3P

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TEMPORARY TRAFFIC CONTROL
PHASING
PHASE III

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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-3P

PHASE III

SECTION 1 - -L- STA 465+00 TO STA 650+00, -Y4- AND -Y5

5. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED ON THE INSIDE SHOULDER OF NB -L-, PLACE THE FOLLOWING:
   * TEMPORARY PCB FROM STA 495+00+/- TO STA 553+65+/- AS SHOWN ON TMP-64 THRU TMP-69
   * TEMPORARY ANCHORED PCB WITH GLARE SCREENS:
     - FROM STA 595+00+/- TO STA 600+30+/- AS SHOWN ON TMP-72
     - FROM STA 633+00+/- TO STA 638+07+/- AS SHOWN ON TMP-76
   * TEMPORARY PCB WITH GLARE SCREENS FROM STA 638+07+/- TO STA 641+30+/- AS SHOWN ON TMP-76

   USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, PLACE TEMPORARY PCB ON OUTSIDE SHOULDER OF NB -L- FROM STA 646+50+/- TO STA 650+00+/- AT APPROACH TO PCB IN SECTION 2 AS NEEDED (TMP-77)

B. 1. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, RESET TEMPORARY PCB AND CRASH CUSHION ON THE INSIDE SHOULDER OF SB -L- THE PHASE II TRAFFIC PATTERN TO THE PHASE III TEMPORARY TRAFFIC PATTERN FOR SB -L- FROM 628+17+/- TO STA 641+50+/- AS SHOWN ON TMP-75 AND TMP-76 AND REMOVE TEMPORARY PCB FROM STA 641+50+/- TO STA 650+00+/- (TMP-58 & TMP-59)

   2. USING RSD 1101.02, SHEET 4 AND 10 OF 14 AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS ON SB -L- FROM 627+34+/- TO STA 650+00+/- AS SHOWN ON TMP-75 THRU TMP-77 AND SHIFT TRAFFIC ON SB -L- TO NEW TRAFFIC PATTERN (IN COORDINATION WITH SB -L- OF SECTION 2)

   3. USING RSD 1101.02, SHEET 4 AND 14 AS NEEDED, PLACE TEMPORARY PCB ON THE OUTSIDE SHOULDER OF SB -L- AS SHOWN ON TMP-76 AND TMP-77

C. 1. BEHIND BARRIER PLACE THE FOLLOWING:
   * TEMPORARY BARRIER ON OUTSIDE SHOULDER OF SB -L- FROM STA 513+57+/- TO STA 516+50+/- AS SHOWN ON TMP-65
   * TEMPORARY ANCHORED PCB ON INSIDE SHOULDER OF SB -L- PHASE III PATTERN TRAFFIC PATTERN FROM STA 537+00+/- TO STA 567+50+/- AS SHOWN ON TMP-67 THRU TMP-70
   * TEMPORARY PCB ON THE OUTSIDE SHOULDER OF SB -L- FROM STA 572+80+/- TO STA 577+00+/- AS SHOWN ON TMP-70
   * TEMPORARY PAVEMENT MARKINGS ON SB -L- FROM STA 537+00+/- TO STA 572+00+/- AS SHOWN ON TMP-67 THRU TMP-70

   2. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, REMOVE TEMPORARY PCB ON THE OUTSIDE SHOULDER OF SB -L- OF THE PHASE II PATTERN FROM STA 495+00+/- TO STA 534+50+/- (TMP-36 THRU TMP-39)

   3. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, PERFORM THE FOLLOWING:

      a. REMOVE TEMPORARY PCB ON THE OUTSIDE SHOULDER OF SB -L- FROM STA 569+00+/- TO STA 577+00+/- AND PLACE A CRASH CUSHION/TMA AT 569+00+/-

      b. SHIFT TEMPORARY PCB ON THE OUTSIDE SHOULDER OF THE PHASE II PATTERN OF SB -L- FROM STA 577+00+/- TO STA 581+00+/- TO THE OUTSIDE SHOULDER OF THE PHASE III PATTERN (TMP-71)

      c. PLACE TEMPORARY PAVEMENT MARKINGS ON SB -L AT THE FOLLOWING:
         * FROM STA 495+00+/- TO STA 537+00+/- AS SHOWN ON TMP-64 THRU TMP-67
         * FROM STA 572+00+/- TO STA 585+42+/- AS SHOWN ON TMP-70 AND TMP-71

         SHIFT SB -L- TO NEW TEMPORARY TRAFFIC PATTERN

         RESET TEMPORARY PCB ON THE INSIDE SHOULDER OF (PHASE III) SB -L- FROM STA 567+50+/- TO STA 569+00+/- (TMP-70 & TMP-71)

   4. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, ON THE INSIDE SHOULDER OF SB -L-:
      * PLACE TEMPORARY ANCHORED PC FROM STA 537+00+/- TO STA 495+00+/- AS SHOWN ON TMP-64 THRU TMP-67
      * RESET TEMPORARY PCB FROM STA 569+00+/- TO 585+42+/- AS SHOWN ON TMP-70 THRU TMP-71

PHASE III, SECTION 1, STEP 1 CONTINUED ON TMP-3Q

SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

STEP 3: BEHIND PCB AND USING RSD 1101.02, SHEET 4 OF 14 WHERE NECESSARY,

- CONSTRUCT NBL OUTSIDE FROM 650+00± TO 785+00± AND SBL OUTSIDE FROM 650+00± TO 774+50± AND INSIDE NBL 785+00± TO 905+00± INCLUDING ALL NECESSARY DRAINAGE

- CONSTRUCT STAGE TWO OF CULVERT AT 677+00± (OUTSIDE BOTH DIRECTIONS) (SEE TMP-239)

- CONSTRUCT STAGE ONE OF CULVERT AT 708+50± (OUTSIDE BOTH DIRECTIONS) (SEE TMP-241)

- CONSTRUCT STAGE 2 OF I-95 BRIDGE OVER LITTLE MARSH SWAMP AND APPROACHES AS SHOWN. (SEE TMP-250)

- INSTALL TEMPORARY SHORING AND CONSTRUCT STAGE 2 OF CULVERT AT 902+30± (MEDIAN NBL) (SEE TMP-258)

STEP 4: USING RSD 1101.02, SHEET 4 OF 14, CONSTRUCT CROSS OVER AT THE NORTH END OF THE PROJECT AS SHOWN. (SEE RDWY PLANS)

END PHASE III, SECTION 2

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NORTH CAROLINA PROFESSIONAL SEAL 034437 ENGINEER LORI D. STOUCHKO

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PLANS PREPARED FOR THE NCDOT BY:

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TEMPORARY TRAFFIC CONTROL
PHASING
PHASE III

3/29/2022
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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-3P

PHASE III

SECTION 1 - -L- STA 465+00 TO STA 650+00, -Y4- AND -Y5

4. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED ON THE INSIDE SHOULDER OF NB -L-, PLACE THE FOLLOWING:
   * TEMPORARY PCB FROM STA 495+00+/- TO STA 553+65+/- AS SHOWN ON TMP-64 THRU TMP-69
   * TEMPORARY ANCHORED PCB WITH GLARE SCREENS:
     - FROM STA 595+00+/- TO STA 600+30+/- AS SHOWN ON TMP-72
     - FROM STA 633+00+/- TO STA 638+07+/- AS SHOWN ON TMP-76
   * TEMPORARY PCB WITH GLARE SCREENS FROM STA 638+07+/- TO STA 641+30+/- AS SHOWN ON TMP-76

   USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, PLACE TEMPORARY PCB ON OUTSIDE SHOULDER OF NB -L- FROM STA 646+50+/- TO STA 650+00+/- AT APPROACH TO PCB IN SECTION 2 AS NEEDED (TMP-77)

B. 1. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, RESET TEMPORARY PCB AND CRASH CUSHION ON THE INSIDE SHOULDER OF SB -L- THE PHASE II TRAFFIC PATTERN TO THE PHASE III TEMPORARY TRAFFIC PATTERN FOR SB -L- FROM 628+17+/- TO STA 641+50+/- AS SHOWN ON TMP-75 AND TMP-76 AND REMOVE TEMPORARY PCB FROM STA 641+50+/- TO STA 650+00+/- (TMP-58 & TMP-59)

   2. USING RSD 1101.02, SHEET 4 AND 10 OF 14 AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS ON SB -L- FROM 627+34+/- TO STA 650+00+/- AS SHOWN ON TMP-75 THRU TMP-77 AND SHIFT TRAFFIC ON SB -L- TO NEW TRAFFIC PATTERN (IN COORDINATION WITH SB -L- OF SECTION 2)

   3. USING RSD 1101.02, SHEET 4 AND 14 AS NEEDED, PLACE TEMPORARY PCB ON THE OUTSIDE SHOULDER OF SB -L- AS SHOWN ON TMP-76 AND TMP-77

C. 1. BEHIND BARRIER PLACE THE FOLLOWING:
   * TEMPORARY BARRIER ON OUTSIDE SHOULDER OF SB -L- FROM STA 513+57+/- TO STA 516+50+/- AS SHOWN ON TMP-65
   * TEMPORARY ANCHORED PCB ON INSIDE SHOULDER OF SB -L- PHASE III PATTERN TRAFFIC PATTERN FROM STA 537+00+/- TO STA 567+50+/- AS SHOWN ON TMP-67 THRU TMP-70
   * TEMPORARY PCB ON THE OUTSIDE SHOULDER OF SB -L- FROM STA 572+80+/- TO STA 577+00+/- AS SHOWN ON TMP-70
   * TEMPORARY PAVEMENT MARKINGS ON SB -L- FROM STA 537+00+/- TO STA 572+00+/- AS SHOWN ON TMP-67 THRU TMP-70

   2. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, REMOVE TEMPORARY PCB ON THE OUTSIDE SHOULDER OF SB -L- OF THE PHASE II PATTERN FROM STA 495+00+/- TO STA 534+50+/- (TMP-36 THRU TMP-39)

   3. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, PERFORM THE FOLLOWING:

      a. REMOVE TEMPORARY PCB ON THE OUTSIDE SHOULDER OF SB -L- FROM STA 569+00+/- TO STA 577+00+/- AND PLACE A CRASH CUSHION/TMA AT 569+00+/-

      b. SHIFT TEMPORARY PCB ON THE OUTSIDE SHOULDER OF THE PHASE II PATTERN OF SB -L- FROM STA 577+00+/- TO STA 581+00+/- TO THE OUTSIDE SHOULDER OF THE PHASE III PATTERN (TMP-71)

      c. PLACE TEMPORARY PAVEMENT MARKINGS ON SB -L AT THE FOLLOWING:
         * FROM STA 495+00+/- TO STA 537+00+/- AS SHOWN ON TMP-64 THRU TMP-67
         * FROM STA 572+00+/- TO STA 585+42+/- AS SHOWN ON TMP-70 AND TMP-71

         SHIFT SB -L- TO NEW TEMPORARY TRAFFIC PATTERN

         RESET TEMPORARY PCB ON THE INSIDE SHOULDER OF (PHASE III) SB -L- FROM STA 567+50+/- TO STA 569+00+/- (TMP-70 & TMP-71)

   4. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, ON THE INSIDE SHOULDER OF SB -L-:
      * PLACE TEMPORARY ANCHORED PC FROM STA 537+00+/- TO STA 495+00+/- AS SHOWN ON TMP-64 THRU TMP-67
      * RESET TEMPORARY PCB FROM STA 569+00+/- TO 585+42+/- AS SHOWN ON TMP-70 THRU TMP-71

PHASE III, SECTION 1, STEP 1 CONTINUED ON TMP-3Q

SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

STEP 3: BEHIND PCB AND USING RSD 1101.02, SHEET 4 OF 14 WHERE NECESSARY,

- CONSTRUCT NBL OUTSIDE FROM 650+00± TO 785+00± AND SBL OUTSIDE FROM 650+00± TO 774+50± AND INSIDE NBL 785+00± TO 905+00± INCLUDING ALL NECESSARY DRAINAGE

- CONSTRUCT STAGE TWO OF CULVERT AT 677+00± (OUTSIDE BOTH DIRECTIONS) (SEE TMP-239)

- CONSTRUCT STAGE ONE OF CULVERT AT 708+50± (OUTSIDE BOTH DIRECTIONS) (SEE TMP-241)

- CONSTRUCT STAGE 2 OF I-95 BRIDGE OVER LITTLE MARSH SWAMP AND APPROACHES AS SHOWN. (SEE TMP-250)

- INSTALL TEMPORARY SHORING AND CONSTRUCT STAGE 2 OF CULVERT AT 902+30± (MEDIAN NBL) (SEE TMP-258)

STEP 4: USING RSD 1101.02, SHEET 4 OF 14, CONSTRUCT CROSS OVER AT THE NORTH END OF THE PROJECT AS SHOWN. (SEE RDWY PLANS)

END PHASE III, SECTION 2

APPROVED: _____

DATE: _____

NORTH CAROLINA PROFESSIONAL SEAL 034437 ENGINEER LON D. STOUCHO

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

TEMPORARY TRAFFIC CONTROL PHASING PHASE III

PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-3Q

PHASE III

SECTION 1 - -L- STA 465+00 TO STA 650+00, -Y4- AND -Y5

D. 1. BEHIND BARRIER, PLACE TEMPORARY ANCHORED PCB ON INSIDE SHOULDER OF -Y5RPB- AS SHOWN ON TMP-72 TO TMP-74

2. USING RSD 1101.02, SHEETS 1, 2, 4, 9 AND 10 OF 14, TMP-2D8, NIGHT TIME RAMP CLOSURE, FLAGGERS AND LAW ENFORCEMENT AS NEEDED, PERFORM THE FOLLOWING:
   * PLACE TEMPORARY PAVEMENT MARKINGS ON -Y5- FROM STA 27+88+/- TO STA 40+95+/- AS SHOWN ON TMP-74 AND TMP-80
   * PLACE TEMPORARY PAVEMENT MARKINGS ON -Y5RPB- AS SHOWN ON TMP-72 THRU TMP-74
   * PLACE TEMPORARY PAVEMENT MARKINGS ON -Y5RPA- AS SHOWN ON TMP-74A
   * COMPLETE AND ACTIVATE TEMPORARY SIGNAL AT THE INTERSECTION OF -Y5- AND -Y5RPA-/-Y5RPB-
   * SHIFT TRAFFIC ON -Y5-, -Y5RPA-, AND -Y5RPB- TO NEW TEMPORARY TRAFFIC PATTERN
   * BEGIN INSTALLATION OF TEMPORARY SIGNAL FOR PHASE IV, STEP 2 TEMPORARY TRAFFIC PATTERN AT THE INTERSECTION OF -Y5- AND -Y5RPC- AND -Y5RPD-
   * PLACE TEMPORARY PAVEMENT MARKINGS ON SB -L- FROM STA 586+91+/- TO STA 613+29+/- AS SHOWN ON TMP-71 THRU TMP-74 SHIFTING TRAFFIC TO NEW TEMPORARY PATTERN

3. USING RSD 1101.02, SHEETS 4 AND 10 OF 14 AS NEEDED:
   * RESET TEMPORARY PCB ON INSIDE SHOULDER OF SB -L- FROM STA 586+91+/- TO STA 613+62+/- AS SHOWN ON TMP-71 THRU TMP-74
   * RESET TEMPORARY ANCHORED PCB ON OUTSIDE SHOULDER OF SB -L- FROM STA 602+80+/- TO STA 606+00+/- AS SHOWN ON TMP-73

E. USING RSD 1101.02, SHEETS 1 AND 2 OF 14, FLAGGERS AND LAW ENFORCEMENT AS NEEDED, PERFORM THE FOLLOWING:
   * PLACE TEMPORARY PAVEMENT MARKINGS ON -Y5RPC- AS SHOWN ON TMP-73, TMP-74 AND TMP-74A
   * COMPLETE AND ACTIVATE TEMPORARY TRAFFIC SIGNAL AT THE INTERSECTION OF -Y5- AND -Y5RPC-/-Y5RPD-
   * SHIFT TRAFFIC ON -Y5RPC- TO NEW TEMPORARY TRAFFIC PATTERN ON -Y5RPC-
   * EXTEND TEMPORARY ANCHORED BARRIER AT THE MEDIAN OF -Y5- AS SHOWN ON TMP-74A

SECTION 1, PHASE III, STEP 2

A. BEHIND BARRIER CONSTRUCT THE FOLLOWING:
   * COMPLETE REMOVAL OF CENTER BENT OF EXISTING -Y4- BRIDGE (TMP-70)
   * MEDIAN, LEFT SIDE OF NB -L- AND RIGHT SIDE OF SB -L- FROM STA 495+00+/- TO STA 574+63+/- AS SHOWN ON TMP-64 THRU TMP-70 USING TEMPORARY SHORING AS NEEDED
   * REMOVE EXISTING NB STRUCTURE AT PROPOSED STRUCTURE 770156 (TMP-71)
   * RIGHT SIDE OF SB -L- FROM STA 574+63+/- TO STA 578+88+/- AS SHOWN ON TMP-70 AND TMP-71
   * LEFT SIDE OF NB -L- FROM STA 574+63+/- TO THE PROPOSED APPROACH SLAB AT 585+00+/- AS SHOWN ON TMP-70 AND TMP-71
   * STAGE 2 CONSTRUCTION OF PROPOSED STRUCTURE 770156 INCLUDING APPROACH SLABS
   * TEMPORARY PAVEMENT AT LOCATION S1-49 ON THE INSIDE SHOULDER OF SB -L- FOR TEMPORARY CROSSOVER AS SHOWN ON TMP-70 AND TMP-71
   * LEFT SIDE OF NB -L- FROM THE APPROACH SLAB AT STA 587+28+/- TO THE APPROACH SLAB AT STA 615+91+/- AS SHOWN ON TMP-71 THRU TMP-74 USING TEMPORARY SHORING AS NEEDED
   * TEMPORARY PAVEMENT AT LOCATION S1-50 AS SHOWN ON TMP-71 THRU TMP-73 USING TEMPORARY SHORING AS NEEDED
   * REMOVE EXISTING NB STRUCTURE AT PROPOSED STRUCTURE 770159 (TMP-74)
   * STAGE 2 OF STRUCTURE 770159 USING TEMPORARY SHORING ON -Y5- AND -L- AS NEEDED (TMP-74 AND TMP-74A)
   * LEFT SIDE OF NB -L- FROM THE APPROACH SLAB AT STA 618+40+/- TO STA 625+00+/- AS SHOWN ON TMP-74 AND TMP-75 USING TEMPORARY SHORING AS NEEDED
   * MEDIAN AND LEFT SIDE OF NB -L- FROM STA 625+00+/- TO STA 634+63+/- AS SHOWN ON TMP-75 AND TMP-76
   * LEFT SIDE OF SB -L- FROM STA 643+00+/- TO STA 650+00+/- AS SHOWN ON TMP-76 AND TMP-77 REMOVING TEMPORARY PCB TO COMPLETE PAVING OPERATIONS
   * RIGHT SIDE OF NB -L- FROM STA 649+50+/- AS SHOWN ON TMP-77
   * BEGIN CONSTRUCTION OF -Y5RAB- AS SHOWN ON TMP-74A

PHASE III, SECTION 1, STEP 2 CONTINUED ON TMP-3R

SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

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TEMPORARY TRAFFIC CONTROL
PHASING
PHASE III

END PHASE III, SECTION 2

PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-3R

PHASE III

SECTION 1 - -L- STA 465+00 TO STA 650+00, -Y4- AND -Y5

B. 1. BEHIND BARRIER, PLACE THE FOLLOWING FOR THE PHASE IV TRAFFIC PATTERN:
* FOR THE OUTSIDE SHOULDER OF SB -L-:
  - TEMPORARY ANCHORED PCB FROM STA 495+00+/- TO STA 518+50+/- AS SHOWN ON TMP-81 THRU TMP-83
  - TEMPORARY PCB FROM STA 579+20+/- TO STA 605+00+/- AS SHOWN ON TMP-88 THRU TMP-90
  - TEMPORARY ANCHORED PCB FROM STA 605+00+/- TO STA 627+11+/- AS SHOWN ON TMP-88 THRU TMP-92
  - TEMPORARY ANCHORED PCB FROM STA 634+60+/- TO STA 636+70+/- AS SHOWN ON TMP-93 WITH TEMPORARY ATTACHMENT TO PROPOSED MEDIAN BARRIER
* FOR THE OUTSIDE SHOULDER NB -L-:
  - TEMPORARY ANCHORED PCB FROM STA 495+00+/- TO STA 518+50+/- AS SHOWN ON TMP-81 THRU TMP-83
  - TEMPORARY ANCHORED PCB FROM STA 534+18+/- TO STA 561+35+/- AS SHOWN ON TMP-84 THRU TMP-86
* FOR THE INSIDE SHOULDER OF SB -L-, PLACE TEMPORARY PCB FROM STA 574+63+/- TO STA 581+00+/- USING A TEMPORARY ATTACHMENT TO THE PROPOSED MEDIAN BARRIER AS SHOWN ON TMP-87 AND TMP-88

BEHIND BARRIER BEGIN PLACEMENT OF TEMPORARY PAVEMENT MARKINGS FOR THE PHASE IV NB AND SB TEMPORARY TRAFFIC PATTERN AT THE FOLLOWING LOCATIONS
* NB FROM STA 495+00+/- TO STA 574+00 AS SHOWN ON TMP-81 THRU TMP-87
* SB PATTERN FROM STA 495+00+/- TO STA 639+00+/- AS SHOWN ON TMP-81 THRU TMP-93

2. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, PERFORM THE FOLLOWING:
* AT THE MEDIAN CROSSOVER ON -L- (INSIDE SHOULDER OF NB):
  - PLACE TEMPORARY PCB FROM STA 581+00+/- TO STA 582+60+/- AS SHOWN ON TMP-88
  - RESET TEMPORARY ANCHORED PCB FROM STA 582+60+/- TO STA 583+56+/- AS SHOWN ON TMP-88
* REMOVE TEMPORARY ANCHORED PCB ON THE INSIDE SHOULDER OF NB -L- FROM STA 581+00+/- TO STA 582+60+/- AS SHOWN ON TMP-88
* REMOVE TEMPORARY PCB FROM THE INSIDE SHOULDER OF SB -L- FROM STA 638+00+/- TO STA 645+50+/- TMP-76 AND TMP-77 AND RESET CRASH CUSHION

3. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, PERFORM THE FOLLOWING:
* REMOVE TEMPORARY ANCHORED AND TEMPORARY PCB FROM THE INSIDE SHOULDER OF SB -L- FROM STA 521+41+/- TO STA 579+50+/- AND PLACE DRUMS TO MAINTAIN PHASE II TRAFFIC PATTERN (TMP-66 THRU TMP-71)
* REMOVE TEMPORARY ANCHORED PCB FROM THE INSIDE SHOULDER OF NB -L- FROM STA 561+35+/- TO STA 581+00+/- (TMP-69 THRU TMP-71)
* REMOVE TEMPORARY PCB ON OUTSIDE SHOULDER OF SB -L- FROM STA 642+70+/- TO STA 650+00+/- (TMP-76 AND TMP-77)

END PHASE III, SECTION 1

SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

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TEMPORARY TRAFFIC CONTROL
PHASING
PHASE III

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User:ST086227

PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-3S

PHASE IV

NOTE: COMPLETE WORK DESCRIBED IN PHASE IV, SECTION 1 (STEP 1 THRU STEP 3) MAY BE COMPLETED CONCURRENTLY WITH PHASE IV, SECTION 2 (STEP 1 THRU STEP 3)

SECTION 1 - -L- STA 465+00 TO STA 650+00, -Y4- AND -Y5

SECTION 1, PHASE IV, STEP 1 (TMP-81 TO TMP-94)

NOTE: STEPS 1.A.1 ADEN STEPS 1.A.2 MAY BE COMPLETED CONCURRENTLY

A. 1. IN ONE WORK PERIOD, COMPLETE THE FOLLOWING:

a. USING TMP-2D7 AND TMP-2D8 AND LAW ENFORCEMENT AS NEEDED, CLOSE RAMPS -Y5RPA- AND -Y5RPB-

b. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, PERFORM THE FOLLOWING:
* REMOVE TEMPORARY PCB ON INSIDE SHOULDER OF PHASE III SB -L- TRAFFIC PATTERN FROM STA 517+00+/- TO STA 521+41+/-
* COMPLETE PLACEMENT OF TEMPORARY PAVEMENT MARKINGS ON TEMPORARY SB -L- FROM STA 495+00+/- TO STA 650+00/- AS SHOWN ON TMP-81 THRU TMP-94
* PLACE TEMPORARY PAVEMENT MARKINGS ON -Y5RPB- AND EDGELINE OF SB -L- FROM STA 564+00+/- TO STA 598+00+/- AS SHOWN ON TMP-86 THRU TMP-89
* PLACE TEMPORARY PAVEMENT MARKINGS FOR TEMPORARY -Y5RPA- AS SHOWN ON TMP-91 THRU TMP-94
* SHIFT SB -L- -Y5RPA- AND -Y5RPB- USING TEMPORARY BARRICADES, BARRICADE SIGNS AND TMA'S TO CLOSE EXISTING SB -L TO TRAFFIC
* PLACE TEMPORARY ANCHORED PCB AND CRASH CUSHION FROM STA 518+50+/- TO STA 520+35+/- AS SHOWN ON TMP-83
* SHIFT TRAFFIC ON SB -L- TO PHASE IV TEMPORARY PATTERN

c. OPEN RAMPS -Y5RPA- AND -Y5RPB- TO TRAFFIC

d. USING NIGHT TIME CLOSURES AND TMP-2D8, PLACE TEMPORARY ANCHORED PCB ON -Y5RPA- AS SHOWN ON TMP-91 THRU TMP-93

2. a. USING RSD 1101.02, SHEET 4 OF 14 AS NEEDED, PERFORM THE FOLLOWING:
* REMOVE TEMPORARY PCB FROM THE OUTSIDE SHOULDER OF NB -L- FROM STA 646+50+/- TO STA 650+00+/-
* COMPLETE PLACEMENT OF TEMPORARY TEMPORARY PAVEMENT MARKINGS ON NB -L- FROM STA 495+00+/- TO STA 650+00+/- AS SHOWN ON TMP-81 THRU AND TMP-94
* SHIFT NB -L- TRAFFIC INTO NEW TEMPORARY TRAFFIC PATTERN ON NB -L-

b. BEHIND PCB, PLACE TEMPORARY ANCHORED PCB (FROM NB -L- PHASE III PATTERN) ON NB -L- FROM STA 519+50+/- TO STA 531+50+/- AS SHOWN ON TMP-83 AND TMP-84

c. USING RSD 1101.02, SHEET 4 OF 10 AS NEEDED, PERFORM THE FOLLOWING:
* REMOVE TEMPORARY PCB FROM FROM STA 518+50+/- TO 534+18+/- FROM NB -L- PHASE III PATTERN
* PLACE TEMPORARY ANCHORED PCB ON THE OUTSIDE SHOULDER OF NB -L- FROM STA 518+50+/- TO STA 519+50+/- AS SHOWN ON TMP-83 AND FROM STA 531+50+/ TO STA 534+18+/- AS SHOWN ON TMP-84
* RESET TEMPORARY PCB ON THE OUTSIDE SHOULDER OF NB -L- FROM STA 638+07+/- TO STA 647+00+/- AS SHOWN ON TMP-93 AND TMP-94

PHASE IV, SECTION 1, STEP 1 CONTINUED ON TMP-3T

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SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

PHASE IV (TMP-261 TO TMP-285)

STEP 1: USING RSD 1101.02, SHEET 4 OF 14, PERFORM THE FOLLOWING:

- REMOVE PCB FROM THE PHASE III PATTERN.
- WEDGE MEDIAN CROSS-OVER FROM STA. 903+00± TO STA. 920+07± AS NEEDED. (SEE ROADWAY PLANS)
- RESTRIPE I-95 TO THE PHASE IV PATTERN AND SHIFT TRAFFIC AS SHOWN IN THE PHASE IV DETAILS.

STEP 2: USING RSD 1101.02, SHEET 4 OF 14, INSTALL PCB AS SHOWN IN PHASE IV DETAILS.

STEP 3: BEHIND PCB:

- CONSTRUCT FULL WIDTH OF SBL 785+00± TO 905+00± INCLUDING ALL NECESSARY DRAINAGE.
- CONSTRUCT OUTSIDE 48′ OF SBL FROM STA. 905+00± TO STA. 911+00± AS SHOWN ON TMP-283.
- CONSTRUCT OUTSIDE 36′ OF SBL FROM STA. 911+00± TO STA. 912+50± AS SHOWN ON TMP-283.
- CONSTRUCT OUTSIDE 24′ OF SBL FROM STA. 912+50± TO STA. 915+07± AS SHOWN ON TMP-283.
- CONSTRUCT STAGE 3 OF I-95 BRIDGE OVER LITTLE MARSH SWAMP AND APPROACHES AS SHOWN (SBL) (SEE TMP-274)
- INSTALL TEMPORARY SHORING AND CONSTRUCT STAGE 3 OF CULVERT AT 902+30± (SBL) (SEE TMP-282)

END PHASE IV, SECTION 2

APPROVED: DocuSigned by: D.W. Woolard, Jr. BBC02F49E95C4EC...
DATE: 4/29/2022

NORTH CAROLINA PROFESSIONAL SEAL 19862 ENGINEER J.W. WOOLARD JR.

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

TEMPORARY TRAFFIC CONTROL
PHASING
PHASE IV

4/25/2022
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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-3T

PHASE IV

NOTE: COMPLETE WORK DESCRIBED IN PHASE IV, SECTION 1 STEP 1 AND PHASE I, SECTION 2 STEP 1 CONCURRENTLY

SECTION 1 - -L- STA 465+00 TO STA 650+00, -Y4- AND -Y5

NOTE: STEP 1.B, AND 1.C MAY BE COMPLETED CONCURRENTLY

B. BEHIND BARRIER, BEGIN CONSTRUCTION THE FOLLOWING:
* LEFT SIDE OF SB -L- FROM STA 495+00+/- TO STA 518+00+/- AS SHOWN ON TMP-81 THRU TMP-83
* RIGHT SIDE OF NB -L- FROM STA 495+00+/- TO STA 561+00+/- AS SHOWN ON TMP-81 THRU TMP-86

AWAY FROM TRAFFIC AND USING RSD 1101.02, SHEETS 4 OF 14 AS NEEDED FOR THE FOLLOWING ON THE OUTSIDE SHOULDER OF SB -L-:
* REMOVE/MILL TEMPORARY WEDGING USED TO EXTEND THE PROPOSED SUPER, WHERE THE ROLLOVER OF THE PROPOSED ROADWAY IS GREATER THAN .04 TO THE INTERMEDIATE SURFACE COURSE, AND PAVE UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE FROM STA 537+00+/- TO STA 555+00+/- (TMP-84 THRU TMP-86)
* CONSTRUCT PROPOSED SBG AND PROPOSED SHOULDER, PROPOSED GUARDRAIL FROM STA 545+23+/- TO STA 547+85+/- AS SHOWN ON TMP-85

BEHIND BARRIER, BEGIN CONSTRUCTION OF THE FOLLOWING:
* MEDIAN OF -L- FROM STA 605+30+/- TO STA 608+00+/- AS SHOWN ON TMP-90
* MEDIAN OF -L- AND SB -L-:
  - FROM STA 608+00+/- TO BRIDGE APPROACH SLAB AT STRUCTURE 770159 AS SHOWN ON TMP-90 AND TMP-91
  - FROM BRIDGE APPROACH SLAB AT STRUCTURE 770159 TO STA 625+00+/- AS SHOWN ON TMP-91 AND TMP-92

BEHIND BARRIER, CONSTRUCT THE FOLLOWING:
* SB -L- FROM STA 625+00+/- TO 634+60+/- AS SHOWN ON TMP-92 AND TMP-93
* -Y5RPA- USING TEMPORARY SHORING AS NEEDED AS SHOWN ON TMP-91 AND TMP-92
* TEMPORARY PAVEMENT AT LOCATION S1-55 ON -Y5RPA- AS SHOWN ON TMP-92
* TEMPORARY PAVEMENT AT LOCATION S1-54 ON -Y5RPA- AS SHOWN ON TMP-91

C. 1. BEHIND BARRIER AND USING SHORT TERM ROAD CLOSURES AS NEEDED, REMOVE EXISTING SB STRUCTURE AT -Y5- (TMP-91)

2. USING SHORT TERM CLOSURES AS NEEDED, REMOVE TEMPORARY ANCHORED PCB ON THE LEFT SIDE OF -Y5- (TMP-74A)

3. USING RSD 1101.02, SHEETS 1, 2 AND 3 OF 14 AND FLAGGERS AS NEEDED, CONSTRUCT TEMPORARY PAVEMENT AT LOCATION S1-52 AS SHOWN ON TMP-91A

4. USING RSD 1101.02, SHEETS 1, 3, AND 3 OF 14, FLAGGERS AND LAW ENFORCEMENT AS NEEDED, PERFORM THE FOLLOWING ON -Y5-:
* PLACE TEMPORARY PAVEMENT MARKINGS AS SHOWN ON TMP-91A
* EXTEND AND RESET TEMPORARY ANCHORED PCB AS SHOWN ON TMP-91A
* COMPLETE AND ACTIVATE TEMPORARY SIGNAL AT THE INTERSECTION OF -Y5- AND -Y5RPA-/-Y5RPB-
* SHIFT TRAFFIC TO NEW TEMPORARY PATTERN

5. BEHIND BARRIER AND USING SHORT TERM ROAD CLOSURES AS NEEDED, BEGIN CONSTRUCTION OF STAGE 3 OF PROPOSED STRUCTURE 770159 AND APPROACH SLABS USING TEMPORARY SHORING AS NEEDED ON -Y5- FOR CENTER BENT (TMP-91)

BEHIND BARRIER BEGIN CONSTRUCTION OF RIGHT SIDE OF -Y5RAB- AS SHOWN ON TMP-91A

USING LANE SHIFTS AND RSD 1101.04, SHEET 1 OF 1, BEGIN CONSTRUCTION OF LEFT SIDE OF -Y5RAB-

USING LANE SHIFTS AND RSD 1101.04, SHEET 1 OF 1, CONSTRUCT TEMPORARY PAVEMENT LOCATION S1-53 ON -Y5RPA- ON TMP-91A

PHASE IV, SECTION 1, STEP 2 CONTINUED ON TMP-3U

SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

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TEMPORARY TRAFFIC CONTROL
PHASING
PHASE IV

3/29/2022
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PROJ. REFERENCE NO.	SHEET NO.
I-5987B	TMP-3U

PHASE IV

NOTE: COMPLETE WORK DESCRIBED IN PHASE IV, SECTION 1 STEP 1 AND PHASE I, SECTION 2 STEP 1 CONCURRENTLY

SECTION 1 - -L- STA 465+00 TO STA 650+00, -Y4- AND -Y5

SECTION 1, PHASE IV, STEP 2 (TMP-95 TO TMP-102)

NOTE: STEP 2.A, 2.B AND 2.C MAY BE COMPLETED CONCURRENTLY

A. 1. BEHIND BARRIER, PLACE TEMPORARY PCB ON THE OUTSIDE SHOULDER OF -DET-Y5RPB- AS SHOWN ON TMP-98

2. USING RSD 1101.04, SHEET 4 OF 14 AS NEEDED, RESET TEMPORARY PCB ON THE OUTSIDE SHOULDER OF SB -L- FROM STA 687+75+/- TO -DET-Y5RPC- A SHOWN ON TMP-97 AND TMP-98

3. USING RSD 1101.04, SHEET 4 AND 10 OF 14 AS NEEDED, PERFORM THE FOLLOWING:
   * REMOVE TEMPORARY ANCHORED PCB FROM -Y5RPB- SHOWN ON TMP-90
   * PLACE TEMPORARY PAVEMENT MARKINGS ON -DET-Y5RPB- AND SB -L- AS SHOWN ON TMP-96 THRU TMP-99
   * SHIFT -5RPB- TRAFFIC TO TEMPORARY RAMP -DET-Y5RPB-

4. USING RSD 1101.04, SHEET 4 OF 10 AS NEEDED, PERFORM THE FOLLOWING: (TMP-95 & TMP-96)
   * EXTEND TEMPORARY PCB ON THE OUTSIDE SHOULDER OF SB -L- FROM STA 579+20 TO STA 574+60+/- AS SHOWN
   * PLACE TEMPORARY PAVEMENT MARKING ON SB -L- FROM STA 563+15+/- TO 577+85+/- AS SHOWN

4. BEHIND BARRIER, PERFORM THE FOLLOWING:
   * CONSTRUCT SB -L- FROM STA 574+80+/- TO STA 603+00+/- AS SHOWN ON TMP-95 THRU TMP-97
   * REMOVE EXISTING SB STRUCTURE AT BIG MARSH SWAMP (TMP-96)
   * CONSTRUCT STAGE 3 OF PROPOSED STRUCTURE 770156 INCLUDING PROPOSED MEDIAN BARRIER (TMP-96)
   * REMOVE TEMPORARY PAVEMENT ON THE OUTSIDE SHOULDER OF -Y5RPB- AND SB -L- AS SHOWN ON TMP-97 AND TMP-98

B. 1. BEHIND BARRIER, PLACE TEMPORARY ANCHORED PCB ON THE OUTSIDE SHOULDER OF -Y5RPA- FROM STA 10+00+/- TO STA 23+52+/- AS SHOWN ON TMP-99 AND TMP-100

2. USING TRAFFIC SHIFTS, PERFORM THE FOLLOWING:
   * RESET TEMPORARY ANCHORED PCB FROM STA 632+50+/- TO 635+55+/- AS SHOWN ON TMP-100 AND TMP-101 AT -Y5RPA-
   * PLACE TEMPORARY PAVEMENT MARKINGS FOR TEMPORARY RAMP -Y5RPA- AS SHOWN ON TMP-99 THRU TMP-101
   * SHIFT -Y5RPA- TO NEW TEMPORARY TRAFFIC PATTERN

3. BEHIND BARRIER, CONSTRUCT THE FOLLOWING:
   * RIGHT SIDE OF -Y5RPA- AS SHOWN ON TMP-99 AND TMP-100
   * LEFT SIDE OF SB -L- FROM STA 632+51+/- TO STA 634+00+/-AS SHOWN ON TMP-100 TO TMP-101
   * "GAS", "FOOD" AND "LODGING" SIGNS (TMP-99 AND TMP-100)(SEE FINAL SIGNING PLANS)
   * OVERHEAD SIGN ASSEMBLY "E" (TMP-100)(SEE FINAL SIGNING PLANS)

   BEHIND BARRIER AND USING RSD 1101.02, SHEETS 1 AND 2 AND FLAGGERS AS NEEDED, COMPLETE CONSTRUCTION OF -Y5RAB- (TMP-99)

   AWAY FROM TRAFFIC BEGIN INSTALLATION OF PROPOSED GUIDE SIGNS FOR PROPOSED ROUNDABOUT (TMP-99 AND TMP-113) (SEE FINAL SIGNING PLANS)

C. BEHIND BARRIER, COMPLETE CONSTRUCTION OF THE FOLLOWING:
   * MEDIAN OF -L- FROM STA 605+30+/- TO STA 608+00+/- AS SHOWN ON TMP-98
   * MEDIAN AND SB -L- FROM STA 608+00+/- TO BRIDGE APPROACH SLAB AT STRUCTURE 770159 AS SHOWN ON TMP-98 AND TMP-99
   * MEDIAN AND SB -L- FROM BRIDGE APPROACH SLAB AT STRUCTURE 770159 TO STA 625+00+/- AS SHOWN ON TMP-98 AND TMP-99

PHASE IV, SECTION 1, STEP 3 CONTINUED ON TMP-3V

SECTION 2 - -L- FROM STA 650+00 TO STA 915+07, -Y1B-, -Y6- AND -Y7-

PLANS PREPARED FOR THE NCDOT BY:

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