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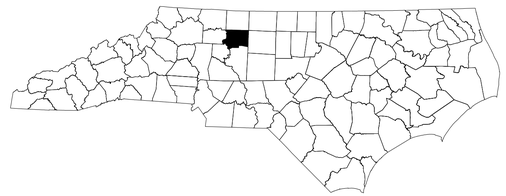
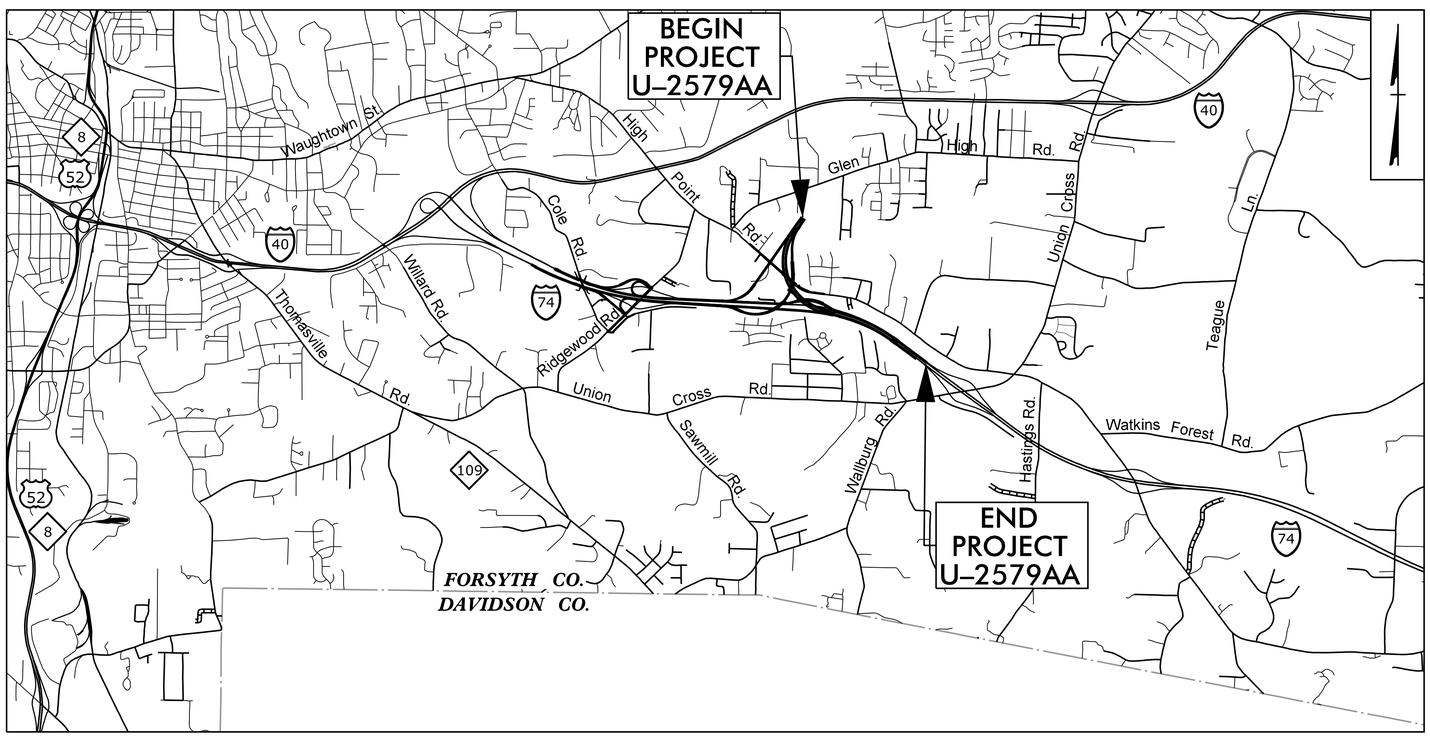
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

FORSYTH COUNTY



LOCATION: WINSTON–SALEM NORTHERN BELTWAY EASTERN SECTION (FUTURE I–74) FROM US 311 TO I–40



WORK ZONE SAFETY & MOBILITY
"from the MOUNTAINS to the COAST"

PLANS PREPARED BY:

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TRAFFIC CONTROL PROJECT ENGINEER

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

INDEX OF SHEETS

SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP, AND INDEX OF SHEETS
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TMP-1B THRU TMP-1C	TRANSPORTATION OPERATIONS PLAN (MANAGEMENT STRATEGIES AND GENERAL NOTES)
TMP-2	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-2A	TEMPORARY SHORING NOTES
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TMP-2C	SHORT TERM CLOSURE AND DETOUR OF INTERSTATE/ FREEWAY RAMPS FOR SIGN INSTALLATION
TMP-3 THRU TMP-3A	TEMPORARY TRAFFIC CONTROL PHASING
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TMP-4	PROJECT LAYOUT
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TMP-6.35 THRU TMP-6.44	AREA 3 CUT SECTIONS
TMP-6.45 THRU TMP-6.46	AREA 3 - BRIDGE #394 BRIDGE PRESERVATION PLANS

PLAN PREPARED BY:

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APPROVED: Michelle Ward

DATE: 7/13/2022

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NORTH CAROLINA PROFESSIONAL SEAL 033789 ENGINEER MICHELLE WARD

SHEET NO.
TMP-1

U–2579AA

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ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2018 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
1101.01	WORK ZONE ADVANCE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
1130.01	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGERS
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY-DRUMS
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS
1205.03	PAVEMENT MARKINGS - EXITS AND ENTRANCE RAMPS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.12	PAVEMENT MARKINGS - BRIDGES
1205.13	PAVEMENT MARKINGS - LANE REDUCTIONS
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION

LEGEND

GENERAL

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

SIGNALS

EXISTING PROPOSED TEMPORARY

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

TRAFFIC CONTROL DEVICES

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

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

PAVEMENT MARKERS

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

PAVEMENT MARKING SYMBOLS

PAVEMENT MARKING SYMBOLS

TEMPORARY PAVEMENT MARKING

P1	PAINT 4" WHITE EDGELINE	Z21	THERMOPLASTIC 6" WHITE SOLID LINE
P2	PAINT 4" WHITE SOLID LANE LINE	Z22	THERMOPLASTIC 6" 10'-30'/SP. WHITE SKIP
P5	PAINT 4" 2'-6'/SP. WHITE MINI-SKIP	Z23	THERMOPLASTIC 6" 3'-9'/SP. WHITE MINI-SKIP
P13	PAINT 4" YELLOW DOUBLE CENTER	Z31	THERMOPLASTIC 6" YELLOW SOLID LINE
P70	PAINT LEFT TURN ARROW	Z50	THERMOPLASTIC 12" WHITE GORELINE
P79	PAINT MERGE ARROW		

APPROVED: Michelle Ward

DATE: 7/13/2022

NORTH CAROLINA PROFESSIONAL SEAL 033789 ENGINEER MICHELLE WARD

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

ROADWAY STANDARD DRAWINGS & LEGEND

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MANAGEMENT STRATEGIES

AREA 1
MAINLINE -L- AND ALL RAMPS AND LOOPS WILL BE CONSTRUCTED AS MUCH AS POSSIBLE AWAY FROM TRAFFIC. WORK ON -L- AND RAMPS WILL BE COORDINATED WITH AREAS 2 AND 3 CONSTRUCTION.

AREA 2
-Y1- (HIGH POINT ROAD/OLD US 311) WILL BE CLOSED TO TRAFFIC AND AN OFF-SITE DETOUR WILL BE UTILIZED TO CONSTRUCT -Y1- (HIGH POINT ROAD/OLD US 311). TEMPORARY DRIVEWAY DETOURS WILL BE USED TO MAINTAIN ACCESS TO SEVERAL PROPERTIES.

ONCE -Y1- (HIGH POINT ROAD/OLD US 311) IS CONSTRUCTED, SHIFT TRAFFIC ONTO NEW -Y1- (HIGH POINT ROAD/OLD US 311).

AREA 3
PHASE 1: -Y2- (I-74) WILL REMAIN IN THE EXISTING PATTERN AND UTILIZE LANE CLOSURES/NARROWING TO CONSTRUCT PERMANENT AND TEMPORARY PAVEMENT TO THE INSIDE NB AND SB LANES. OTHER WORK IN THE INTERCHANGE WITH -Y3- (RIDGEWOOD ROAD) WILL BEGIN IN PHASE 1, STEP 1, AWAY FROM TRAFFIC.

PHASE 2, STEP 1: SHIFT NB AND SB -Y2- (I-74) TRAFFIC TO PREVIOUSLY CONSTRUCTED PERMANENT AND TEMPORARY PAVEMENT AND CONSTRUCT OUTSIDE WIDENING. BEGIN CONSTRUCTION OF -Y2FLYCA- BRIDGE OVER -Y2- (I-74).

PHASE 2, STEPS 2, 2A, 2B & 2C: CLOSE EXISTING -Y2NBL- ENTRANCE RAMP FOR INTERCHANGE WITH -Y3- (RIDGEWOOD ROAD) AND CONSTRUCT -Y3RPB- TIE-IN AND -Y2NBL- RECONSTRUCTION DURING AN ICT. -Y3RPB- IS THEN OPENED AND REMAINDER OF RECONSTRUCTION ON -Y2NBL- IS COMPLETED DURING THE ICT.

PHASE 2, STEP 3: BEHIND BARRIER, RECONSTRUCT -Y2SBL- UNDER -Y3- (RIDGEWOOD ROAD).

PHASE 2, STEPS 4, 4A & 4B: -Y2SBL- IS REDUCED TO A SINGLE LANE AND RECONSTRUCTION ON -Y2SBL- IS COMPLETED DURING AN ICT.

PHASE 3: UTILIZING ON-SITE DETOURS, TEMPORARY PAVEMENT AND PROPOSED PAVEMENT, ALL OTHER WORK IN AREA 3 IS COMPLETE, INCLUDING SEQUENCING OF -Y2FLYCA- BRIDGE OVER -Y2- (I-74-).

GENERAL NOTES

CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS, AND ROADWAY DETAILS ARE NOT ATTAINABLE TO MEET FIELD CONDITIONS OR RESULT IN DUPLICATE OR UNDESIRED OVERLAPPING OF DEVICES. MODIFICATION MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING, OR REMOVAL OF DEVICES AS DIRECTED BY THE ENGINEER.

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

TIME RESTRICTIONS

A) DO NOT CLOSE OR NARROW TRAVEL LANES AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
-Y2- (EX. I-74) I-40 US 421 NC 74 (PROPOSED I-74) US 52 (INCLUDES ALL RAMPS ON THESE ROADS)	MONDAY - FRIDAY 6:00 A.M. - 9:00 P.M. SATURDAY & SUNDAY 11:00 A.M. TO 9:00 P.M.
-Y1- SR 1003 (HIGH POINT RD/OLD US 311) -Y3- SR 2698 (RIDGEWOOD RD) (INCLUDING RAMPS)	ON SCHEDULED SCHOOL DAYS MONDAY - FRIDAY 6:00 A.M. TO 9:00 A.M. AND 2:00 P.M. TO 4:30 P.M.

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

ROAD NAME
-Y2- (EX. I-74)
I-40
US 421
NC 74 (PROPOSED I-74)
US 52
(INCLUDES ALL RAMPS ON THESE ROADS)

HOLIDAY

1. FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.

2. FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00 A.M. DECEMBER 31st TO 9:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY,SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 9:00 P.M. THE FOLLOWING TUESDAY.

3. FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 9:00 P.M. MONDAY.

4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 9:00 P.M. TUESDAY.

5. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 9:00 P.M. THE DAY AFTER INDEPENDENCE DAY.

   IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 6:00 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 9:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.

6. FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 9:00 P.M. TUESDAY.

7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY AND 9:00 P.M. MONDAY.

8. FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 9:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

C) DO NOT CLOSE ROADS AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
US 421 RAMPS FOR SIGN INSTALLATION	MONDAY THRU SUNDAY 6:00 A.M. TO 12:00 A.M. (MIDNIGHT)

D) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	DURATION OF OPERATION
-Y2- (EX. I-74) I-40 US 421 NC 74 (PROPOSED I-74) US 158 US 52 (INCLUDES ALL RAMPS ON THESE ROADS)	MONDAY THRU SUNDAY 6:00 A.M. TO 12:00 A.M. (MIDNIGHT)	30 MINUTES FOR OVERHEAD BRIDGE WORK & SIGN INSTALLATION (IF NEEDED & APPROVED BY THE ENGINEER)

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

LANE AND SHOULDER CLOSURE REQUIREMENTS

F) REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED OR AS DIRECTED BY THE ENGINEER.

G) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 15 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR A LANE CLOSURE IS INSTALLED.

H) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO AN UNDIVIDED FACILITY AND WITHIN 5 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

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

I) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRANSPORTATION MANAGEMENT PLANS, ROADWAY STANDARD DRAWINGS, OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.

J) DO NOT WORK SIMULTANEOUSLY WITHIN 15 FT ON BOTH SIDES OF AN OPEN TRAVELWAY, RAMP, OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.

K) DO NOT INSTALL MORE THAN 1 MILE OF LANE CLOSURE ON EX. I-74 (-Y2-) MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.

L) DO NOT INSTALL MORE THAN TWO SIMULTANEOUS LANE CLOSURE IN ANY ONE DIRECTION ON EX. I-74 (-Y2-).

M) PROVIDE A MINIMUM OF 1 MILE BETWEEN LANE CLOSURES, MEASURED FROM THE END OF ONE CLOSURE TO THE FIRST SIGN OF THE NEXT LANE CLOSURE.

N) PROVIDE TRAFFIC CONTROL FOR APPROPRIATE LANE CLOSURES FOR SURVEYING.

APPROVED: Michelle Ward
DATE: 7/13/2022
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NORTH CAROLINA PROFESSIONAL SEAL 033789 ENGINEER MICHELLE WARD

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

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TRANSPORTATION OPERATIONS PLAN
(MANAGEMENT STRATEGIES AND GENERAL NOTES)

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GENERAL NOTES

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PAVEMENT EDGE DROP OFF REQUIREMENTS

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

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

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

BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.

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

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

R) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 40 FT FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.

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

PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRAFFIC CONTROL PLANS.

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

COVER OR REMOVE ALL SIGNS REQUIRED FOR THE OFF-SITE DETOUR WHEN THE DETOUR IS NOT IN OPERATION.

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

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

TRAFFIC BARRIER

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

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

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

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

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

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

PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER FROM ONCOMING TRAFFIC AT ALL TIMES BY A TEMPORARY CRASH CUSHION UNLESS THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER IS OFFSET FROM ONCOMING TRAFFIC AS FOLLOWS OR AS SHOWN IN THE PLANS: (SEE ALSO 1101.05)

POSTED SPEED LIMIT	MINIMUM OFFSET
40 OR LESS	15 FT
45 - 50	20 FT
55	25 FT
60 MPH or HIGHER	30 FT

TRAFFIC CONTROL DEVICES

Y) WHEN LANE CLOSURES ARE NOT IN EFFECT SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER IN FEET THAN TWICE THE POSTED SPEED LIMIT (MPH) EXCEPT, 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTIONS 1130 (DRUMS), 1135 (CONES) AND 1180 (SKINNY DRUMS) FOR ADDITIONAL REQUIREMENTS.

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

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

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
-Y2- (EX. I-74)	WZ PERF. MARKINGS	TEMPORARY RAISED
ALL OTHER ROADS	PAINT	TEMPORARY RAISED (IF EXIST. MARKERS ARE PRESENT)

CC) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX (6) MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS AS DIRECTED BY THE ENGINEER.

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

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

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

MISCELLANEOUS

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

HH) PLACE DRUMS ALONG ALL DRIVEWAYS TO PREVENT TRAFFIC FROM ENTERING ACTIVE CONSTRUCTION AREAS.

APPROVED: Michelle Ward

DATE: 7/13/2022

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 033789 ENGINEER MICHELLE WARD

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TRANSPORTATION OPERATIONS PLAN (MANAGEMENT STRATEGIES AND GENERAL NOTES)

REVISIONS

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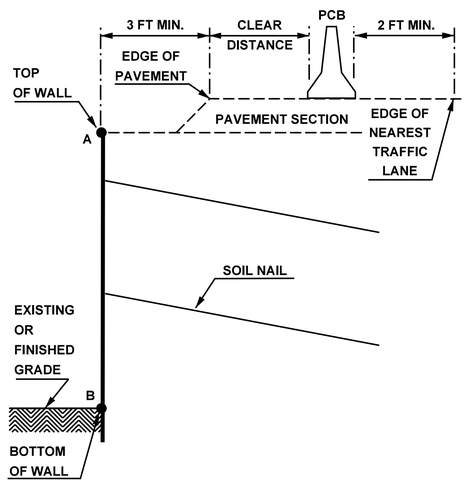
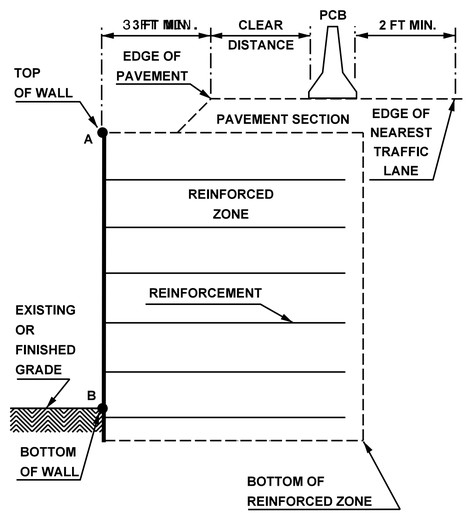
PROJ. REFERENCE NO.	SHEET NO.
U-2579AA	TMP-2

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

TEMPORARY SOIL NAIL WALL



TEMPORARY MSE WALL



NOTE: WALL OR SHORING HEIGHT = A-B

TEMPORARY SHORING

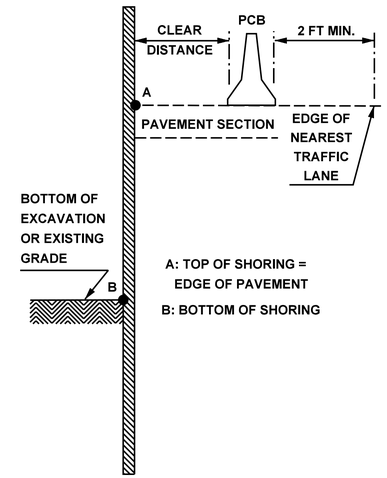


FIGURE A

NOTES

1- REFER TO THE TRAFFIC CONTROL PLANS FOR TEMPORARY SHORING LOCATIONS AND NOTES.

2- REFER TO THE "TEMPORARY SHORING" STANDARD PROVISION FOR INFORMATION ABOUT TEMPORARY SHORING AND PORTABLE CONCRETE BARRIER (PCB).

3- PCB IS REQUIRED IF TEMPORARY SHORING/WALL IS LOCATED WITHIN THE CLEAR ZONE IN ACCORDANCE WITH THE AASHTO ROADSIDE DESIGN GUIDE. DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE. (CONTACT NCDOT PAVEMENT MANAGEMENT FOR APPLICABLE PAVEMENT DESIGN).

4- BASED ON THE CLEAR DISTANCE, OFFSET, DESIGN SPEED AND PAVEMENT TYPE, CHOOSE AN UNANCHORED OR ANCHORED PCB FROM THE TABLE SHOWN IN FIGURE B. CLEAR DISTANCE IS DEFINED AS SHOWN IN FIGURE A AND OFFSET IS DEFINED AS SHOWN IN FIGURE B.

5- AT THE CONTRACTOR'S OPTION OR IF THE MINIMUM REQUIRED CLEAR DISTANCE IS NOT AVAILABLE, SET PCB NEXT TO AND UP AGAINST THE TRAFFIC SIDE OF THE TEMPORARY SHORING/WALLS EXCEPT FOR BARRIER ABOVE TEMPORARY WALLS. PCB WITH THE MINIMUM REQUIRED CLEAR DISTANCE IS REQUIRED ABOVE TEMPORARY WALLS.

6- USE NCDOT PORTABLE CONCRETE BARRIER (PCB) IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1170.01 AND SECTION 1170 OF THE STANDARD SPECIFICATIONS.

7- SET PCB WITH A MINIMUM HORIZONTAL DISTANCE OF 2 FT BETWEEN THE FRONT FACE OF THE BARRIER AND THE EDGE OF THE NEAREST TRAFFIC LANE AS SHOWN IN FIGURE A UNLESS OTHERWISE SHOWN IN THE PLANS OR APPROVED BY THE ENGINEER.

8- FOR PCB ABOVE AND BEHIND TEMPORARY WALLS, PROVIDE A MINIMUM DISTANCE OF 3 FT BETWEEN THE EDGE OF PAVEMENT AND THE WALL FACE AS SHOWN IN FIGURE A. IF THIS MINIMUM REQUIRED DISTANCE IS NOT AVAILABLE, CONTACT THE ENGINEER.

9- TABLE SHOWN IN FIGURE B IS BASED ON NCDOT RESEARCH PROJECT NO. 2005-010 WITH VEHICLE TYPE USED FOR NCHRP 350 CRASH TESTS.

MINIMUM REQUIRED CLEAR DISTANCE, inches

	Pavement Type	Offset * ft	Design Speed, mph <30	31-40	41-50	51-60	61-70	71-80
Unanchored PCB	Asphalt	<8	24	26	29	32	36	40
		8-14	26	28	31	35	38	42
		14-20	27	29	34	36	39	43
		20-26	28	31	35	38	40	44
		26-32	29	32	36	39	42	45
		32-38	30	34	38	41	43	46
		38-44	31	34	41	43	45	48
		44-50	31	35	41	43	46	49
		50-56	32	36	42	44	47	50
		>56	32	36	42	45	47	51
	Concrete	<8	17	18	21	22	25	26
		8-14	19	20	23	25	26	29
		14-20	22	22	24	26	28	31
		20-26	23	24	26	27	30	34
		26-32	24	25	27	28	32	35
		32-38	24	26	27	30	33	36
		38-44	25	26	28	30	34	37
		44-50	26	26	28	32	35	37
		50-56	26	26	28	32	35	38
		>56	26	27	29	32	36	38
Anchored PCB	Asphalt	All Offsets	24 for All Design Speeds					
Anchored PCB	Concrete (including bridge approach slabs)	All Offsets	12 for All Design Speeds					

* See Figure Below

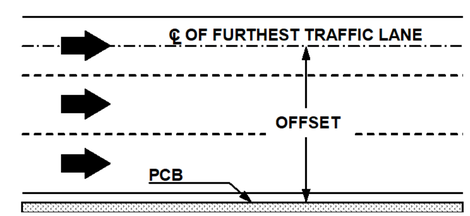


FIGURE B

APPROVED: Michelle Ward

DATE: 7/13/2022

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 033789 ENGINEER MICHELLE WARD

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

PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS

REVISIONS

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PROJ. REFERENCE NO.	SHEET NO.
U-2579AA	TMP-2A

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555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

TEMPORARY SHORING DATA

SHORING LOCATION NO. 1

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

TEMPORARY SHORING IS REQUIRED FOR THE BRIDGE END BENT CONSTRUCTION FROM STATION 19+06± -Y2NBL-, 36.7′ LT, TO STATION 19+44± -Y2NBL-, 36.6′ LT.

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 19+06± -Y2NBL-, 36.7′ LT, TO STATION 19+44± -Y2NBL-, 36.6′ LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
FRICTION ANGLE (ϕ) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 790 FT

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 19+06± -Y2NBL-, 36.7′ LT, TO STATION 19+44± -Y2NBL-, 36.6′ LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION 19+06± -Y2NBL-, 36.7′ LT, TO STATION 19+44± -Y2NBL-, 36.6′ LT. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION 19+06± -Y2NBL-, 36.7′ LT, TO STATION 19+44± -Y2NBL-, 36.6′ LT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

SHORING LOCATION NO. 2

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

TEMPORARY SHORING IS REQUIRED FOR THE BRIDGE END BENT CONSTRUCTION FROM STATION 21+30± -Y2NBL-, 38.7′ LT, TO STATION 21+62± -Y2NBL-, 38.7′ LT.

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 21+30± -Y2NBL-, 38.7′ LT, TO STATION 21+62± -Y2NBL-, 38.7′ LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
FRICTION ANGLE (ϕ) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 790 FT

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 21+30± -Y2NBL-, 38.7′ LT, TO STATION 21+62± -Y2NBL-, 38.7′ LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION 21+30± -Y2NBL-, 38.7′ LT, TO STATION 21+62± -Y2NBL-, 38.7′ LT. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION 21+30± -Y2NBL-, 38.7′ LT, TO STATION 21+62± -Y2NBL-, 38.7′ LT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

SHORING LOCATION NO. 9

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

TEMPORARY SHORING IS REQUIRED FOR THE BRIDGE END BENT CONSTRUCTION FROM STATION 29+00± -Y2SBL-, 34.3′ RT, TO STATION 29+29± -Y2SBL-, 34.4′ RT.

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 29+00± -Y2SBL-, 34.3′ RT, TO STATION 29+29± -Y2SBL-, 34.4′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
FRICTION ANGLE (ϕ) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 790 FT

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 29+00± -Y2SBL-, 34.3′ RT, TO STATION 29+29± -Y2SBL-, 34.4′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION 29+00± -Y2SBL-, 34.3′ RT, TO STATION 29+29± -Y2SBL-, 34.4′ RT. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION 29+00± -Y2SBL-, 34.3′ RT, TO STATION 29+29± -Y2SBL-, 34.4′ RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

SHORING LOCATION NO. 10

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

TEMPORARY SHORING IS REQUIRED FOR THE BRIDGE END BENT CONSTRUCTION FROM STATION 31+04± -Y2SBL-, 34.8′ RT, TO STATION 31+41± -Y2SBL-, 34.9′ RT.

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 31+04± -Y2SBL-, 34.8′ RT, TO STATION 31+41± -Y2SBL-, 34.9′ RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
FRICTION ANGLE (ϕ) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 795 FT

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 31+04± -Y2SBL-, 34.8′ RT, TO STATION 31+41± -Y2SBL-, 34.9′ RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION 31+04± -Y2SBL-, 34.8′ RT, TO STATION 31+41± -Y2SBL-, 34.9′ RT. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION 31+04± -Y2SBL-, 34.8′ RT, TO STATION 31+41± -Y2SBL-, 34.9′ RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

SHORING LOCATION NO. 17

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

TEMPORARY SHORING IS REQUIRED FOR THE BRIDGE END BENT CONSTRUCTION FROM STATION 36+20± -Y2FLYAB-, 12.7′ LT, TO STATION 36+74± -Y2FLYAB-, 11.7′ LT.

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 36+20± -Y2FLYAB-, 12.7′ LT, TO STATION 36+74± -Y2FLYAB-, 11.7′ LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
FRICTION ANGLE (ϕ) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 845 FT

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 36+20± -Y2FLYAB-, 12.7′ LT, TO STATION 36+74± -Y2FLYAB-, 11.7′ LT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION 36+20± -Y2FLYAB-, 12.7′ LT, TO STATION 36+74± -Y2FLYAB-, 11.7′ LT. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION 36+20± -Y2FLYAB-, 12.7′ LT, TO STATION 36+74± -Y2FLYAB-, 11.7′ LT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH SEALED DOCUMENTS FROM THE GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENT WAS SUBMITTED TO THE WZTC SECTION ON 03/30/2022 AND SEALED BY A PROFESSIONAL ENGINEER, SHIPING YANG, LICENSE # 031361.

APPROVED: _____

DATE: _____

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

TEMPORARY SHORING DATA

REVISIONS

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N.C.B.E.L.S. License Number: F-0116

SIGN NUMBER: SP-01
TYPE: STATIONARY
QUANTITY: SEE PLANS

SIGN WIDTH: 3′-0″
HEIGHT: 3′-0″
TOTAL AREA: 9.0 Sq.Ft.

BORDER TYPE: RECESSED
RECESS: 0.63″
WIDTH: 0.88″
RADII: 2.25″

BACKG COLOR: Fluorescent Orange
COPY COLOR: Black

SYMBOL	X	Y	WID	HT

MAT′L: 0.080″ (2.0 mm) ALUMINUM

DESIGN BY: R DRAYTON
PROJECT ID: U-2579AA

CHECKED BY: R KING

Jan 11, 2022
DIV: 9

USE NOTES: 1,2

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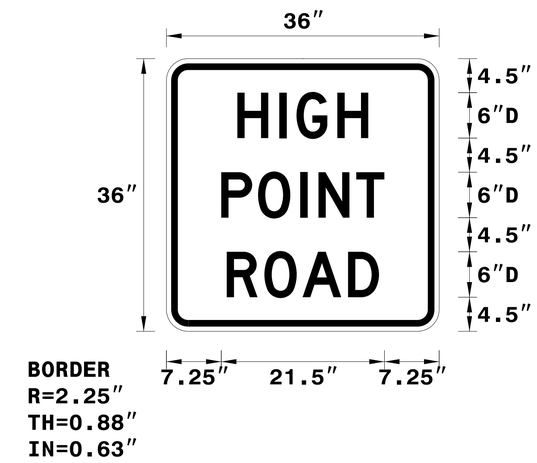
2. Background shall be NC GRADE B fluorescent orange retroreflective sheeting.



Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

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NORTH CAROLINA D.O.T. SIGN DETAIL

REVISIONS

APPROVED: Ron King
DATE: 7/12/2022
SEAL

NORTH CAROLINA PROFESSIONAL SEAL 022959 ENGINEER RONALD W. KING

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SPECIAL SIGN DESIGN

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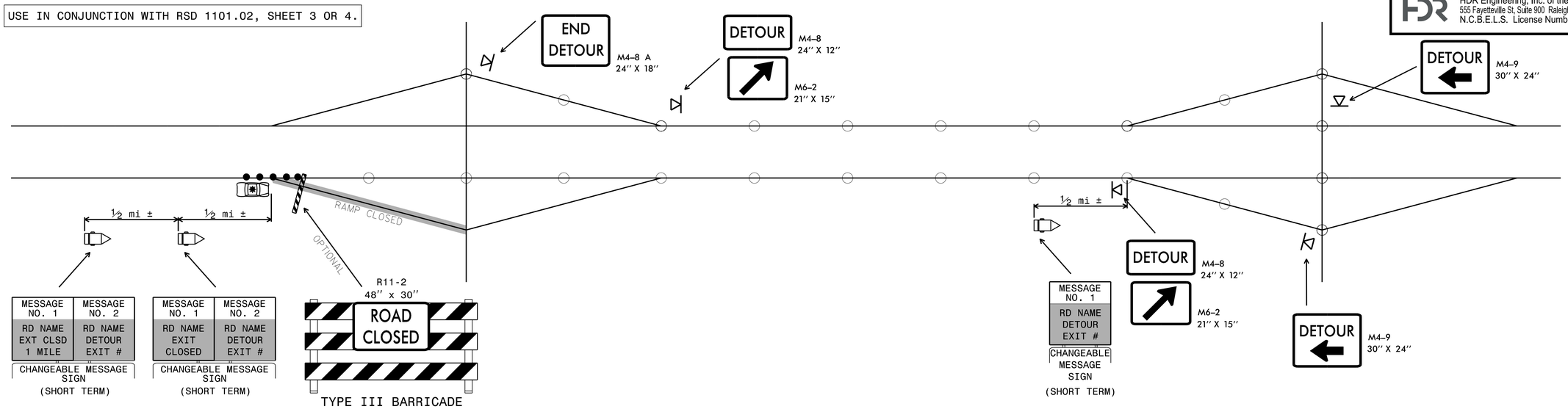
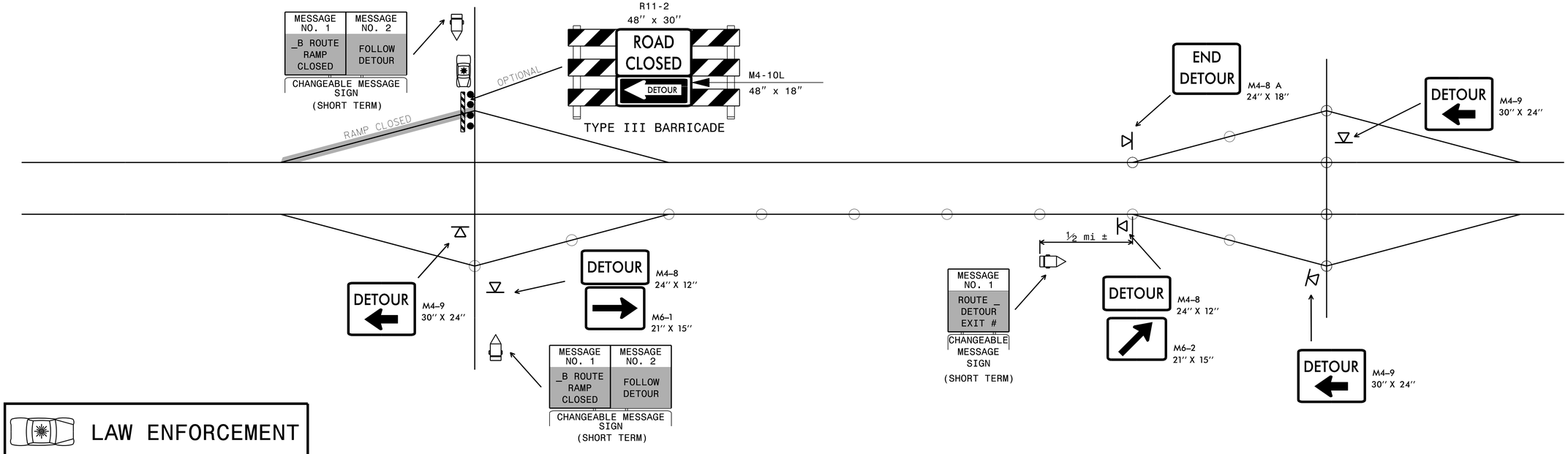
SHORT TERM CLOSURE AND DETOUR OF OFF-RAMP TO ADJACENT INTERCHANGE

USE IN CONJUNCTION WITH RSD 1101.02, SHEET 3 OR 4.



SHORT TERM CLOSURE AND DETOUR OF ON-RAMP TO ADJACENT INTERCHANGE

USE IN CONJUNCTION WITH RSD 1101.02, SHEET 3 OR 4.



LAW ENFORCEMENT

DETOUR ROUTE

GENERAL NOTES:
1. THIS DRAWING IS INTENDED FOR USE DURING SHORT TERM CLOSURES OF INTERSTATE AND FREEWAY RAMPS.
2. RAMP CLOSURES SHALL BE APPROVED BY THE ENGINEER.
3. IF RAMP CLOSURE RESTRICTIONS APPLY, SEE SPECIAL PROVISION, "INTERMEDIATE CONTRACT TIMES AND LIQUIDATED DAMAGES".

APPROVED: Michelle Ward

DATE: 7/13/2022

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 033789 ENGINEER MICHELLE WARD

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

SHORT TERM CLOSURE AND DETOUR OF INTERSTATE/FREEWAY RAMPS FOR SIGN INSTALLATION

REVISIONS

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PROJ. REFERENCE NO.	SHEET NO.
U-2579AA	TMP-3

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

PHASING

NOTES:
BEFORE BEGINNING ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL INSTALL ALL ADVANCE WARNING SIGNS AND TRAFFIC CONTROL DEVICES. FIELD VERIFY LOCATIONS WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.

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

THIS PROJECT HAS BEEN PHASED SUCH THAT WORK IN AREAS 1 THROUGH 3 MAY BE PERFORMED SIMULTANEOUSLY AND/OR INDEPENDENTLY, UNLESS OTHERWISE STATED IN THE PHASING PLANS.

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

WHEN USING LANE CLOSURES (RSD 1101.02), RETURN TRAFFIC TO EXISTING AND/OR TEMPORARY TRAFFIC PATTERN UPON ACTIVITIES COMPLETION, UNLESS OTHERWISE NOTED IN THE PHASING PLANS.

WHEN PHASING STATES TO USE LANE CLOSURES, REFER TO THE FOLLOWING FOR ALL EXISTING AND PROPOSED ROADS:

-ALL TWO-LANE/TWO-WAY FACILITIES SEE RSD 1101.02 SHEET 1 OF 14

-ALL 3-LANE OR 5-LANE ROADWAYS SEE RSD 1101.02 SHEET 2 OF 14

-ALL MULTI-LANE FACILITIES POSTED < 60 MPH SEE RSD 1101.02 SHEET 3 OF 14

-ALL MULTI-LANE FACILITIES POSTED ≥ 60 MPH SEE RSD 1101.02 SHEET 4 OF 14

-ALL ENTRANCE AND EXIT RAMPS SEE RSD 1101.02 SHEETS 9 AND 10 OF 14

COMPLETE PAVING UP TO, BUT NOT INCLUDING, THE FINAL LAYER OF SURFACE COURSE UNTIL STATED TO PLACE FINAL LAYER IN THE PHASING PLANS.

WHEN WEDGING OVER EXISTING PAVEMENT, WEDGE TO PROPOSED ELEVATION (LESS THE FINAL LAYER OF SURFACE COURSE), OR WEDGE AS NEEDED TO MAINTAIN TRAFFIC. MAINTAIN POSITIVE DRAINAGE AND MAINTAIN A MAXIMUM 0.04 ROLLOVER IN BOTH EXISTING AND/OR TEMPORARY TRAVEL LANES.

REPLACE MARKINGS AND RETURN TRAFFIC TO THE CURRENT TRAFFIC PATTERN AT THE END OF EACH WORK PERIOD UNLESS OTHERWISE NOTED IN THE PHASING OR DIRECTED BY THE ENGINEER.

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

AREA 1
MAINLINE -L- FROM STA. 10+00 TO STA. 38+00, RAMP -Y2RPB-, RAMP -Y2FLYCA- (SEE TMP-4)

PHASE 1
AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF -L- FROM STA. 10+00 +/- TO STA. 38+00 +/-, INCLUDING RAMPS -Y2RPB- AND -Y2FLYCA-.

NOTES:
1. OMIT AREAS OF -L-, INCLUDING RAMPS AND LOOPS, WHERE CONSTRUCTION CONFLICTS WITH PROPERTY ACCESS, TEMPORARY ALIGNMENTS AND TRAFFIC PATTERNS IN AREAS 2 AND 3.
2. SEE PHASING AND DETAILS FOR AREAS 2 AND 3 FOR WORK THAT MUST BE CONSTRUCTED PRIOR TO BEGINNING -L- AND RAMPS IN THESE AREAS.
3. SEE AREA 3 (ALL PHASES) FOR COORDINATING CONSTRUCTION OF -Y2FLYCA- BRIDGE WITH AREA 3 CONSTRUCTION.

PHASE 2
AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NEEDED, COMPLETE ALL WORK ON -L- AND RAMPS -Y2RPB- AND -Y2FLYCA-, (INCLUDING FINAL LAYER OF SURFACE COURSE), PLACE FINAL MARKINGS AND MARKERS ON ALL ROADS AND OPEN TO THE FINAL TRAFFIC PATTERN.

NOTE:
THIS STEP WILL COINCIDE WITH PLACEMENT OF FINAL LAYER AND FINAL MARKINGS ON THE ENTIRE PROJECT AND OPENING ALL ROADS TO THE FINAL TRAFFIC PATTERN.

AREA 2
-Y1- SR 1003 (HIGH POINT ROAD/OLD US 311) & -Y1DRV- (SEE TMP-5.01 THRU TMP-5.06)

PHASE 1
STEP 1:
AWAY FROM TRAFFIC AND USING LANE CLOSURES WHEN NECESSARY, CONSTRUCT -Y1DRV- FROM STA. 10+47 +/- TO STA. 13+50 +/- AND TEMPORARY TIE FROM EXISTING HIGH POINT RD TO -Y1DRV- (USING INCIDENTAL STONE) AND OPEN TO TRAFFIC.

STEP 2:
USING RSD 1101.03, SHEET 1 OF 9, CLOSE -Y1- (HIGH POINT ROAD/OLD US 311) AND SHIFT TRAFFIC TO THE OFF-SITE DETOUR. MAINTAIN ACCESS TO DRIVEWAY AT EAST END OF BRIDGE USING INCIDENTAL STONE AND EXISTING HIGH POINT RD. (SEE TMP-5.06 FOR OFF-SITE DETOUR ROUTE).

STEP 3:
AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING:

--Y1- STA. 18+00 +/- TO STA. 41+25 +/-
-REMAINING PORTION OF -Y1DRV-

USING LANE CLOSURES AS NEEDED, CONSTRUCT -Y1-, INCLUDING WEDGING OVER EXISTING, FROM STA. 41+25 +/- TO STA. 46+00 +/-, INCLUDING TRENCHLESS PIPE INSTALLATION.

PHASE 2
STEP 1:
AWAY FROM TRAFFIC AND USING FLAGGERS FOR DRIVEWAYS, WHEN NECESSARY, PLACE TEMPORARY MARKINGS ON -Y1-, RESET BARRICADES FOR -Y1- CLOSURE AS SHOWN ON SHEET TMP-5.03, USING INCIDENTAL STONE TO MAINTAIN DRIVEWAY ACCESS AT WEST END OF -Y1-, AND PLACE TRAFFIC IN THE PHASE 2 PATTERN.

STEP 2:
AWAY FROM TRAFFIC AND USING FLAGGERS FOR DRIVEWAYS, WHEN NECESSARY, CONSTRUCT -Y1- FROM STA. 13+00 +/- TO STA. 18+00 +/-.

USING LANE CLOSURES, COMPLETE REMAINING SHOULDER WORK, EXISTING PAVEMENT REMOVAL AND DRIVEWAYS ON EAST END OF -Y1-.

PHASE 3
STEP 1:
USING LANE CLOSURES, PLACE TEMPORARY MARKINGS ALONG -Y1- IN THE FINAL PATTERN AND SHIFT TRAFFIC TO THE FINAL PATTERN.

STEP 2:
USING LANE CLOSURES, REMOVE INCIDENTAL STONE FOR DRIVEWAY ACCESS AND COMPLETE REMAINING SHOULDER WORK ON WEST END OF -Y1-.

STEP 3:
USING LANE CLOSURES, CONSTRUCT THE FINAL LAYER OF SURFACE COURSE ON ALL ROADS, THEN PLACE FINAL MARKINGS AND MARKERS IN AREA 2 AND OPEN TO THE FINAL TRAFFIC PATTERN. (SEE FINAL MARKING PLAN)

AREA 3
-Y2NBL- (I-74), -Y2SBL- (I-74), -Y2RPC- (I-74), -Y2FLYAB- (I-74), MAINLINE -L- FROM STA. 38+00 TO END (EX. I-74 TIE-IN), -Y2- (UTILITY ACCESS ROAD, -Y3- (SR 2698/RIDGEWOOD ROAD) AND RAMPS, TURN-AROUND ON THAMER LANE, -Y4- (RIDGEWOOD COURT) AND -Y5- (COLE ROAD) (SEE TMP-6.01 THRU 6.46)

PHASE 1
STEP 1: (SEE TMP-6.01 THRU 6.06)
USING LANE CLOSURES, PLACE TEMPORARY MARKINGS AND MARKERS AND SHIFT TRAFFIC TO THE PHASE 1 STEP 1 TRAFFIC PATTERN, THEN CONDUCT THE FOLLOWING.

USING LANE CLOSURES, CONSTRUCT THE FOLLOWING PERMANENT PAVEMENT:

- -Y2SBL- STA. 10+00 +/- TO STA. 28+93 +/- (BEGIN APPR. SLAB)
- -Y2SBL- STA. 31+13+/- (END APPR. SLAB) TO STA. 32+67 +/-
- -Y2SBL- STA. 34+18 +/- TO STA. 47+24 +/-
- -Y2SBL- STA. 54+27 +/- TO STA. 98+98.56 +/-
- -Y2RPC- STA. 10+00.00 TO STA. 16+89 +/-
- -L- STA. 59+34 +/- TO STA. 87+25 +/-
- -Y2NBL- STA. 10+00 +/- TO STA. 16+51 +/-
- -Y2NBL- STA. 21+67 +/- (END APPR. SLAB) TO STA. 90+99.12
- -L- STA. 52+89 +/- LT TO STA. 91+10 +/- LT
- TURN-AROUND ON THAMER LANE

AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF THE FOLLOWING:

- -L- STA. 38+00 +/- TO STA. 42+00 +/- (RT) / 44+00 +/- (LT)
- -Y2FLYAB- STA. 20+50 +/- TO STA. 32+00 +/-

USING LANE CLOSURES, CONSTRUCT THE FOLLOWING TEMPORARY PAVEMENT ALONG THE INSIDE SHOULDER OF -Y2- (I-74):

- -Y2SBL-, 254′ IN ADVANCE OF STA. 10+00 +/- TO STA. 26+47 +/-
- -Y2SBL- STA. 30+95 +/- TO STA. 82+80 +/-
- -SBL DET1-
- -Y2RPC- STA. 26+17 +/- TO STA. 31+02.54
- -L- STA. 53+79.13 TO STA. 91+15 +/-
- ALONG -Y2NBL- FROM -Y2- STA. 7+82+/- TO -Y2NBL- EXISTING BRIDGE APPROACH SLAB OVER -Y5- (COLE RD)
- -Y2NBL- STA. 24+45 +/- TO STA. 90+99.12
- -Y2FLYAB- STA. 34+69 +/- TO STA. 37+31.77
- -NBL DET1-
- -L- STA. 67+50 +/- TO STA. 94+34 +/-

USING LANE CLOSURES, CONSTRUCT TEMPORARY PAVEMENT ALONG -Y5- (COLE RD). (SEE TMP-6.01)

USING LANE CLOSURE/NARROWING, CONSTRUCT TEMPORARY PAVEMENT ALONG INSIDE OF EXISTING EXIT RAMP FROM -Y2SBL- TO -Y3- (SR 2698/RIDGEWOOD RD). (SEE TMP-6.02)

AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NECESSARY, BEGIN CONSTRUCTION OF THE FOLLOWING:

- -Y3RPB- STA. 15+00 +/- TO STA. 31+67 +/-
- -Y3LPB- STA. 16+00 +/- TO STA. 23+30 +/-
- -Y3RPC- STA. 15+00 +/- TO STA. 25+92 +/-
- -Y3LPC- STA. 15+00 +/- TO STA. 19+17 +/-
- -Y4- STA. 10+12 +/- TO STA. 22+00 +/-

STEP 2:
USING LANE CLOSURES, PLACE TEMPORARY MARKINGS AND MARKERS ON INSIDE OF -Y2SBL-, -SBL DET1-, -Y2RPC-, -Y2NBL-, -NBL DET1-, AND -L- IN THE PHASE 2 TRAFFIC PATTERN AND SHIFT TRAFFIC, THEN INSTALL PCB AS SHOWN ON THE PHASE 2, STEP 1 DETAILS.

PHASE 2
STEP 1: (SEE TMP-6.07 THRU 6.12)
BEHIND BARRIER, BEGIN CONSTRUCTION ON THE OUTSIDE IN THE FOLLOWING LOCATIONS:

- -Y2SBL- STA. 10+00 +/- TO STA. 35+93 +/-, INCLUDING WIDENING OF BRIDGE OVER -Y5- (COLE RD)
- -Y3RPC- FROM -Y2SBL- TO STA. 15+00 +/-
- -Y2SBL- STA. 40+00 +/- TO STA. 61+00 +/-
- -Y3LPC- FROM STA. 12+44 +/- TO -Y2SBL-
- -Y2SBL- STA. 80+00 +/- TO STA. 98+98.56, INCLUDING -Y2FLYCA- EB #1
- -Y2RPC- STA. 10+00.00 TO STA. 31+02.54
- -L- STA. 53+79.13 TO STA. 87+25 +/-, INCLUDING NW 7
- -Y2NBL- STA. 10+00 +/- TO -Y3RPB- STA. 11+90 +/-, INCLUDING WIDENING OF BRIDGE OVER -Y5- (COLE RD)
- -Y2NBL- STA. 32+50 +/- TO STA. 54+00 +/-
- -Y3LPB- FROM -Y2NBL- TO STA. 14+00 +/-
- -Y2NBL- STA. 63+50 +/- TO STA. 90+99.12
- -Y2A- (UTILITY ACCESS ROAD)
- -Y2FLYAB- FROM -L- TO STA. 20+50 +/-
- -L- STA. 53+14 +/- TO STA. 91+10 +/-

NOTE:
TEMPORARY SHORING WILL BE NEEDED FOR WIDENING OF BRIDGES OVER -Y5- (COLE RD). (SEE TMP-6.07)

USING LANE CLOSURES, CONSTRUCT TEMPORARY PAVEMENT ALONG THE OUTSIDE FROM -Y2NBL- STA. 90+99 +/- TO -Y2FLYAB- STA. 32+31 +/-. (SEE TMP-6.10)

BEHIND BARRIER, CONSTRUCT LT SIDE ALONG -Y2RPC- FROM STA. 16+89 +/- TO STA. 34+36 +/-. (SEE TMP-6.10 AND 6.11)

APPROVED: Michelle Ward
DATE: 7/13/2022
SEAL

NORTH CAROLINA PROFESSIONAL SEAL 033789 ENGINEER MICHELLE WARD

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

TEMPORARY TRAFFIC CONTROL PHASING

REVISIONS

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt PENTABLE: NCDOT_tcp.tbl
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DocuSign Envelope ID: 9F36EFEE-0E84-466C-96D0-CC1CFD19066F

PHASING

PROJ. REFERENCE NO.	SHEET NO.
U-2579AA	TMP-3A

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

AREA 3
PHASE 2 (CONT.)

AWAY FROM TRAFFIC AND/OR BEHIND BARRIER, CONSTRUCT OR COMPLETE CONSTRUCTION OF THE FOLLOWING:

- -Y3RPB- STA. 15+00 +/- TO STA. 31+67 +/-
- -Y2SBL- STA. 10+00 +/- TO STA. 31+97 +/-
- -Y2SBL- STA. 40+00 +/- TO STA. 61+00 +/-
- WIDENING OF -Y2NBL- AND -Y2SBL- BRIDGE OVER -Y5- (COLE RD)
- -Y3RPC- STA. 13+11 +/- TO STA. 25+92 +/-

TRAFFIC SHIFTS AND SUBSEQUENT WORK ON -Y2NBL- AND -Y2SBL- AND SHOWN ON SHEETS TMP-6.13 THRU 6.20 MAY OCCUR CURRENTLY. PHASE 2, STEPS 2, 2A, 2B AND 2C (ICT) ARE FOR WORK ON -Y2NBL-. PHASE 2, STEP 3 (NO ICT) AND PHASE 2, STEPS 4, 4A AND 4B (ICT) IS FOR WORK ON -Y2SBL-. COMPLETE PHASE 2, STEP 3 PRIOR TO MOVING TO PHASE 2, STEP 4.

ICT

COMPLETE THE WORK REQUIRED IN AREA 3, PHASE 2, STEPS 2, 2A, 2B AND 2C IN FOURTEEN (14) CONSECUTIVE CALENDAR DAYS. (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.)

STEP 2:

INSTALL ROAD CLOSURE SIGNS AS SHOWN ON TMP-6.15A, CLOSE EXISTING RAMP B AT -Y3- (SR 2698/RIDGEWOOD RD) AND PLACE TRAFFIC ON THE OFFSITE DETOUR, THEN RESET/PLACE PCB ALONG -Y2NBL- OUTSIDE THRU LANE AND CONSTRUCT/COMPLETE CONSTRUCTION OF THE FOLLOWING BEHIND BARRIER: (SEE TMP-6.13 AND TMP-6.14)

- -Y2NBL- STA. 10+00 +/- TO BEGIN APPR. SLAB (OUTSIDE LANE AND SHOULDER)
- -Y2NBL- END APPR. SLAB TO STA. 38+64 +/- (OUTSIDE RAMP LANE AND SHOULDER)
- -Y3RPB- FROM -Y2NBL TO STA. 15+00 +/-

STEP 2A:

USING LANE CLOSURES, PLACE TEMPORARY MARKING ON -Y2NBL- AS SHOWN ON TMP-6.16 AND 6.17 TO REDUCE TRAFFIC TO ONE LANE, SHIFT TRAFFIC, RESET PCB, THEN CONSTRUCT THE MIDDLE LANE ON -Y2NBL- FROM STA. 16+51 +/- TO BEGIN APPR. SLAB.

STEP 2B:

USING LANE CLOSURES, PLACE TEMPORARY MARKING ON -Y2NBL- AND -Y3RPB- AS SHOWN ON TMP-6.19 AND 6.20, SHIFT TRAFFIC, RESET PCB, REMOVE OFFSITE DETOUR SIGNS AND OPEN -Y3RPB-, THEN CONSTRUCT REMAINING LANES/SHOULDER OF -Y2NBL- FROM STA. 16+51 +/- TO BEGIN APPR. SLAB.

STEP 2C:

USING LANE CLOSURES, PLACE TEMPORARY MARKING ON -Y2NBL- IN THE AREA 3, PHASE 3, STEP 1 PATTERN FROM -Y2- STA. 7+82 +/- TO -Y2NBL- STA. 48+49 +/- AND SHIFT TRAFFIC. (SEE TMP-6.21 AND 6.22)

STEP 3:

BEHIND BARRIER AND USING LANE CLOSURES AS NEEDED, PLACE TEMPORARY MARKING ON -Y2SBL- AS SHOWN ON TMP-6.14 AND 6.15, SHIFT TRAFFIC, RESET PCB, THEN CONSTRUCT -Y2SBL- FROM STA. 47+24 +/- TO STA. 54+27 +/- AND REMOVE TEMPORARY PAVEMENT AS SHOWN ON TMP-6.14.

ICT

COMPLETE THE WORK REQUIRED IN AREA 3, PHASE 2, STEPS 4, 4A AND 4B IN SEVEN (7) CONSECUTIVE CALENDAR DAYS. (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.)

STEP 4:

USING LANE CLOSURES, PLACE TEMPORARY MARKING ON -Y2SBL- AS SHOWN ON TMP-6.16 THRU 6.18 AND REDUCE TRAFFIC TO ONE LANE -Y2SBL- THRU THE -Y3RPC- AREA, SHIFT TRAFFIC, RESET PCB, THEN CONSTRUCT THE FOLLOWING: (SEE TMP-6.16 THRU TMP-6.18)

- -Y2SBL- STA. 32+67 +/- TO 34+18 +/-

USING LANE CLOSURES, COMPLETE CONSTRUCTION ON -Y2SBL- FROM STA. 31+97 +/- TO -Y3RPC- STA. 13+11 +/-, BEGUN EARLIER.

STEP 4A:

USING LANE CLOSURES, PLACE TEMPORARY MARKING ON -Y2SBL- AND -Y3RPC- AS SHOWN ON TMP-6.19 AND 6.20, SHIFT TRAFFIC ON -Y2SBL- AND OPEN -Y3RPC-, RESET PCB, THEN CONSTRUCT REMAINING LANES ON -Y2SBL- FROM STA. 32+67 +/- TO STA. 34+18 +/-.

STEP 4B:

USING LANE CLOSURES, PLACE TEMPORARY MARKING ON -Y2SBL- IN THE AREA 3, PHASE 3, STEP 1 PATTERN FROM -Y2SBL- STA. 6+00 +/- TO STA. 36+81 +/- AND SHIFT TRAFFIC. (SEE TMP-6.21 AND 6.22)

STEP 5:

AWAY FROM TRAFFIC, BEHIND BARRIER, AND USING LANE CLOSURES AS NEEDED, COMPLETE CONSTRUCTION OF THE FOLLOWING, BEGUN EARLIER:

- -Y4- (RIDGEWOOD COURT)
- -Y2NBL- STA. 77+71 +/- TO STA. 90+99.12
- -Y2A- (UTILITY ACCESS ROAD)
- -Y2FLYCA- FROM -Y2SBL- TO BEGIN BRIDGE
- -Y2FLYCA- BRIDGE EB #1, BENT #1 AND TEMP. BENT #2 AS SHOWN ON TMP-6.24
- -Y2SBL- STA. 80+00 +/- TO STA. 98+99.56
- -Y2RPC- STA. 10+00 +/- TO STA. 31+02.54
- -L- STA. 53+79.13 TO STA. 87+25 +/-

PHASE 3

STEP 1: (SEE TMP-6.21 THRU TMP-6.26)

USING LANE CLOSURES, REMOVE/RESET PCB, PLACE TEMPORARY MARKINGS AND MARKERS AND SHIFT TRAFFIC TO THE PHASE 3, STEP 1 TRAFFIC PATTERN, THEN CONSTRUCT THE FOLLOWING:

- -Y2SBL- STA. 35+93 +/- TO STA. 40+00 +/-
- -Y3LPB- STA. 14+00 +/- TO STA. 16+00 +/-
- -Y3LPC- STA. 12+44 +/- TO STA. 15+00 +/-
- -NBL_DET2-, INCLUDING -Y2FLYCA- BENT #2
- REMOVAL OF EXISTING AND/OR TEMPORARY PAVEMENT AS SHOWN ON THE PHASE 3, STEP 1 DETAILS
- REMOVAL OF TEMPORARY WEDGING ALONG -Y2SBL- FROM -Y2SBL- STA. 40+00 +/- TO STA. 47+24 +/- AND COMPLETION OF C&G ALONG -Y3LPC- OMITTED IN PHASE 2, STEP 1

NOTE:
TEMPORARY SHORING WILL BE NEEDED BEHIND BARRIER ALONG -Y2NBL-/-Y2FLYAB- TO CONSTRUCT BENT #2 ON -Y2FLYCA-. (SEE TMP-6.24)

STEP 2: (SEE TMP-6.27 THRU TMP-6.29)

AWAY FROM TRAFFIC AND USING LANE CLOSURES, AS NEEDED, PLACE TEMPORARY MARKING AND MARKERS ON AS SHOWN ON TMP-6.27 THRU 6.29, OPEN LOOPS TO TRAFFIC, CLOSE EXISTING RAMPS A AND D, AND SHIFT TRAFFIC TO THE PHASE 3, STEP 2 TRAFFIC PATTERN, THEN CONSTRUCT THE FOLLOWING:

- -Y2SBL- STA. 61+00 +/- TO STA. 80+00 +/-
- -Y2NBL- STA. 54+00 +/- TO STA. 63+50 +/-
- -Y2FLYAB- STA. 32+00 +/- TO STA. 37+31.77, INCLUDING -Y2FLYCA- EB #2
- REMOVAL OF EXISTING AND/OR TEMPORARY PAVEMENT AS SHOWN ON THE PHASE 3, STEP 2 DETAILS

AWAY FROM TRAFFIC AND BEHIND BARRIER, COMPLETE ALL WORK PREVIOUSLY BEGUN IN AREA 3.

STEP 3: (SEE TMP-6.30 THRU TMP-6.34)

USING LANE CLOSURES, AS NEEDED, REMOVE/RESET PCB, PLACE TEMPORARY MARKING AND MARKERS AND SHIFT TRAFFIC TO THE PHASE 3, STEP 3 TRAFFIC PATTERN, THEN CONSTRUCT THE FOLLOWING:

- -L- STA. 42+00 +/- (RT) TO STA. 59+34 +/- (RT)
- -L- STA. 44+00 +/- (LT) TO STA. 53+14 +/- (LT)
- REMOVAL OF EXISTING AND/OR TEMPORARY PAVEMENT AS SHOWN ON THE PHASE 3, STEP 3 DETAILS

STEP 4:

BEHIND BARRIER, AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NEEDED, COMPLETE ANY REMAINING WORK PREVIOUSLY BEGUN AND REMOVE ANY REMAINING TEMPORARY PAVEMENT, THEN REMOVE PCB, PLACE TEMPORARY MARKINGS AND MARKERS IN THE FINAL PATTERN AND OPEN AREA 3 TO THE FINAL PATTERN. DRUM OFF RAMPS -Y2RPB- AND -Y2FLYCA- AT THIS TIME UNTIL -L- AND RAMPS ARE COMPLETE AND READY TO OPEN.

NOTE:
COVER ALL RAMP SIGNING ACCESSING -L- UNTIL -L- AND ALL -L- LINE RAMPS ARE COMPLETE AND OPENED.

STEP 5:

USING LANE CLOSURES, PLACE THE FINAL LAYER OF SURFACE COURSE ON ALL ROADS, THEN PLACE THE FINAL MARKINGS AND MARKERS IN AREA 3 AND REOPEN AREA 3 TO THE FINAL TRAFFIC PATTERN, INCLUDING ALL RAMPS. (SEE FINAL PAVEMENT MARKING PLAN)

NOTE:
THIS STEP WILL COINCIDE WITH PLACEMENT OF FINAL LAYER AND FINAL MARKINGS ON THE ENTIRE PROJECT AND OPENING OF -L- (PROPOSED I-74).

AREA 3
BRIDGE #394 PRESERVATION
-Y3- SR 2698 (RIDGEWOOD RD)

DECK PRESERVATION WORK MAY BE PERFORMED SIMULTANEOUSLY AND/OR INDEPENDENTLY WITH ANY WORK IN AREA 3.

DECK PRESERVATION

STAGE 1: (SEE TMP-6.45)

USING LANE CLOSURES (RSD 1101.02 SHEET 1 OF 14), COMPLETE THE FOLLOWING:

- SCARIFICATION, SHOTBLASTING, 1-1/2″ POLYMER CONCRETE OVERLAY, AND JOINT REPAIR ON THE NORTHERN SIDE OF THE EXISTING APPROACH SLABS AND BRIDGE (SEE STRUCTURE PLANS FOR DETAILS).

NOTE:
PRIOR TO DECK REHAB WORK, AND USING LANE CLOSURES AS NEEDED, REMOVE EXISTIN MEDIAN ISLAND ON BRIDGE.

STAGE 2: (SEE TMP-6.46)

USING LANE CLOSURES (RSD 1101.02 SHEET 1 OF 14), COMPLETE THE FOLLOWING:

- SCARIFICATION, SHOTBLASTING, 1-1/2″ POLYMER CONCRETE OVERLAY, AND JOINT REPAIR ON THE SOUTHERN SIDE OF THE EXISTING APPROACH SLABS AND BRIDGE (SEE STRUCTURE PLANS FOR DETAILS).

SUBSTRUCTURE REPAIRS

DURING PHASE 2, STEP 1 (SEE TMP-6.08) BEHIND BARRIER, AND USING LANE CLOSURES AS NEEDED, COMPLETE THE FOLLOWING SUBSTRUCTURE WORK:

- REPAIRS TO END BENT 1, BENT 1, AND SPAN A.
- ACCESSIBLE REPAIRS ON SPAN B AND SPAN C.
- REPAIRS TO BENT 3, END BENT 2, AND SPAN D.

DURING PHASE 3, STEPS 1 AND 2 (TMP-6.22 AND TMP-6.27), USING LANE CLOSURES AS NEEDED, COMPLETE THE FOLLOWING REMAINING SUBSTRUCTURE WORK:

- REPAIRS ON SPAN B, SPAN C, AND BENT 2.

APPROVED: Michelle Ward

DATE: 7/13/2022

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 033789 ENGINEER MICHELLE WARD

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

TEMPORARY TRAFFIC CONTROL PHASING

REVISIONS

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DocuSign Envelope ID: 9F36EFEE-0E84-466C-96D0-CC1CFD19066F

SIGN INSTALLATION

PROJ. REFERENCE NO.	SHEET NO.
U-2579AA	TMP-3B

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

FOR ALL SIGNS NOT LISTED BELOW, INSTALL USING SHOULDER CLOSURES (RSD 1101.04, SHEET 1 OF 1) OR IF NEEDED, TEMPORARY LANE CLOSURES (RSD 1101.02, SHEET 3 OR 4 OF 14).

SEE TMP-2C FOR SHORT TERM CLOSURE AND DETOUR WHEN CLOSING RAMPS/LOOPS.

SIGN# BELOW AS SHOWN ON THE FINAL SIGNING PLAN.

SIGN#	TYPE OF TRAFFIC CONTROL
75A-75B	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
3A-3B	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
76A-76B	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
77A-77B	TEMPORARY LANE CLOSURES, RSD 1101.02 SHEETS 3 & 9 OF 14, PROVIDE APPROPRIATE BUFFER SPACE AND 300′ MERGE TAPER ON APPROACH TO SIGN INSTALLATION.
78A-78B	TEMPORARY LANE CLOSURES, RSD 1101.02 SHEETS 3 & 9 OF 14. PROVIDE YIELD AHEAD SIGN (W3-2A) AND NO MERGE AREA SIGN (W4-5P) AT ENTRANCE RAMP.
1A-1B	TEMPORARY LANE CLOSURES, RSD 1101.02 SHEET 8, 9, AND 10 OF 14.
2A-2B	TEMPORARY LANE CLOSURES, RSD 1101.02 SHEETS 8 & 9 10 OF 14.
4A-4B	CLOSE RAMP AND PROVIDE DETOUR.
	DETOUR ROUTE - I 40 EB, EXIT 201 UNION CROSS RD, I 40 WB
5A-5B	TEMPORARY LANE CLOSURES, RSD 1101.02 SHEETS 4 & 10 OF 14.
7A-7B	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
8A-8B	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.

SIGN#	TYPE OF TRAFFIC CONTROL
BEGIN U-2579AA PROJECT LIMITS	
10	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
11A-11B	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9. OR INSTALL DURING PHASE 2, STEP 3.
12A-12B	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
13A-13B	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9. OR INSTALL DURING PHASE 2, STEP 2 & 3.
14A-14B	INSTALL DURING PHASE 2, STEP 1 & 2.
15A-15B	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
16A-16B	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9. OR INSTALL DURING PHASE 2, STEP 1-4.
20	INSTALL DURING PHASE 2 WITH TEMPORARY LANE CLOSURES, RSD 1101.02 SHEETS 4 & 9 OF 14.
18A-18B	INSTALL DURING PHASE 2.
19A-19B	INSTALL DURING PHASE 2.
23A-23B	INSTALL DURING PHASE 3, STEP 3 WITH TEMPORARY LANE CLOSURES, RSD 1101.02, SHEET 4 OF 14.
24A-24B	INSTALL DURING PHASE 2.
22A-22B	INSTALL DURING PHASE 2 WITH TEMPORARY LANE CLOSURES, RSD 1101.02 SHEETS 4 & 9 OF 14.
26A-26B	INSTALL DURING PHASE 2 WITH TEMPORARY LANE CLOSURES, RSD 1101.02 SHEETS 4 & 9 OF 14.
27A-27B	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
28A-28B	TEMPORARY LANE CLOSURES, RSD 1101.02 SHEETS 4 & 10 OF 14.
29A-29B	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
30A-30B	TEMPORARY LANE CLOSURES, RSD 1101.02 SHEETS 4 & 10 OF 14.
32A-32B	AWAY FROM TRAFFIC, ANY PHASE.
33A-33B	AWAY FROM TRAFFIC, ANY PHASE.
END U-2579AA PROJECT LIMITS	

SIGN#	TYPE OF TRAFFIC CONTROL
50A-50B	AWAY FROM TRAFFIC, ANY PHASE.
51A-51B	AWAY FROM TRAFFIC, ANY PHASE.
52A-52B	AWAY FROM TRAFFIC, ANY PHASE.
53A-53B	AWAY FROM TRAFFIC, ANY PHASE.
40	USE DRUMS TO CHANNELIZE LOOP TRAFFIC AROUND WORK AREA, OR IF NEEDED, ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
41	USE DRUMS TO CHANNELIZE LOOP TRAFFIC AROUND WORK AREA, OR IF NEEDED, ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
46A-46B	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
43A-43B	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
44A-44B	CLOSE RAMP AND PROVIDE DETOUR.
	DETOUR ROUTE - US 421 NB TO EXIT 228 LINVILLE RD, RT ONTO LINVILLE RD, US 421 SB TO EXIT 227B
42A-42B	CLOSE LOOP (EXIT 53A) AND PROVIDE DETOUR. USE TEMPORARY LANE CLOSURES, RSD 1101.02 SHEETS 4 & 10 OF 14 TO MAINTAIN EXIT 227A.
	DETOUR ROUTE - NC 74 (PROPOSED I-74) WB TO EXIT 50, US 158 W, NC 74 (PROPOSED I-74) EB TO EXIT 53
39A-39B	TEMPORARY LANE CLOSURES, RSD 1101.02 SHEETS 4 & 10 OF 14.
37A-37B	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
38A-38B	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9. A RAMP CLOSURE MAY BE NEEDED.
	DETOUR ROUTE - US 421 SB TO EXIT 224, LT ONTO S. MAIN ST., LT ONTO US 421 NB, EXIT 227A
36A-36B	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
35A-35B	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
56	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
55A-55B	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
54A-54B	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
813	TEMPORARY LANE CLOSURES, RSD 1101.02, SHEETS 8 & 9 OF 14.
811	TEMPORARY LANE CLOSURES 1101.02 SHEET 8 OF 14, OR IF NEEDED ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
52	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
812	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
57	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
58	ROLLING ROAD BLOCK, RSD 1101.03 SHEET 9 OF 9.
810	TEMPORARY LANE CLOSURES, RSD 1101.02 SHEET 8 OF 14.
809	TEMPORARY LANE CLOSURES, RSD 1101.02 SHEETS 4 & 10 OF 14.
808	TEMPORARY LANE CLOSURES, RSD 1101.02 SHEETS 4 & 10 OF 14.
807	TEMPORARY LANE CLOSURES, RSD 1101.02 SHEET 8 OF 14.
806	TEMPORARY LANE CLOSURES, RSD 1101.02 SHEET 8 OF 14.

APPROVED: Michelle Ward

DATE: 7/13/2022

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 033789 ENGINEER MICHELLE WARD

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

TEMPORARY TRAFFIC CONTROL FOR SIGN INSTALLATION

REVISIONS

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PROJ. REFERENCE NO.	SHEET NO.
U-2579AA	TMP-4

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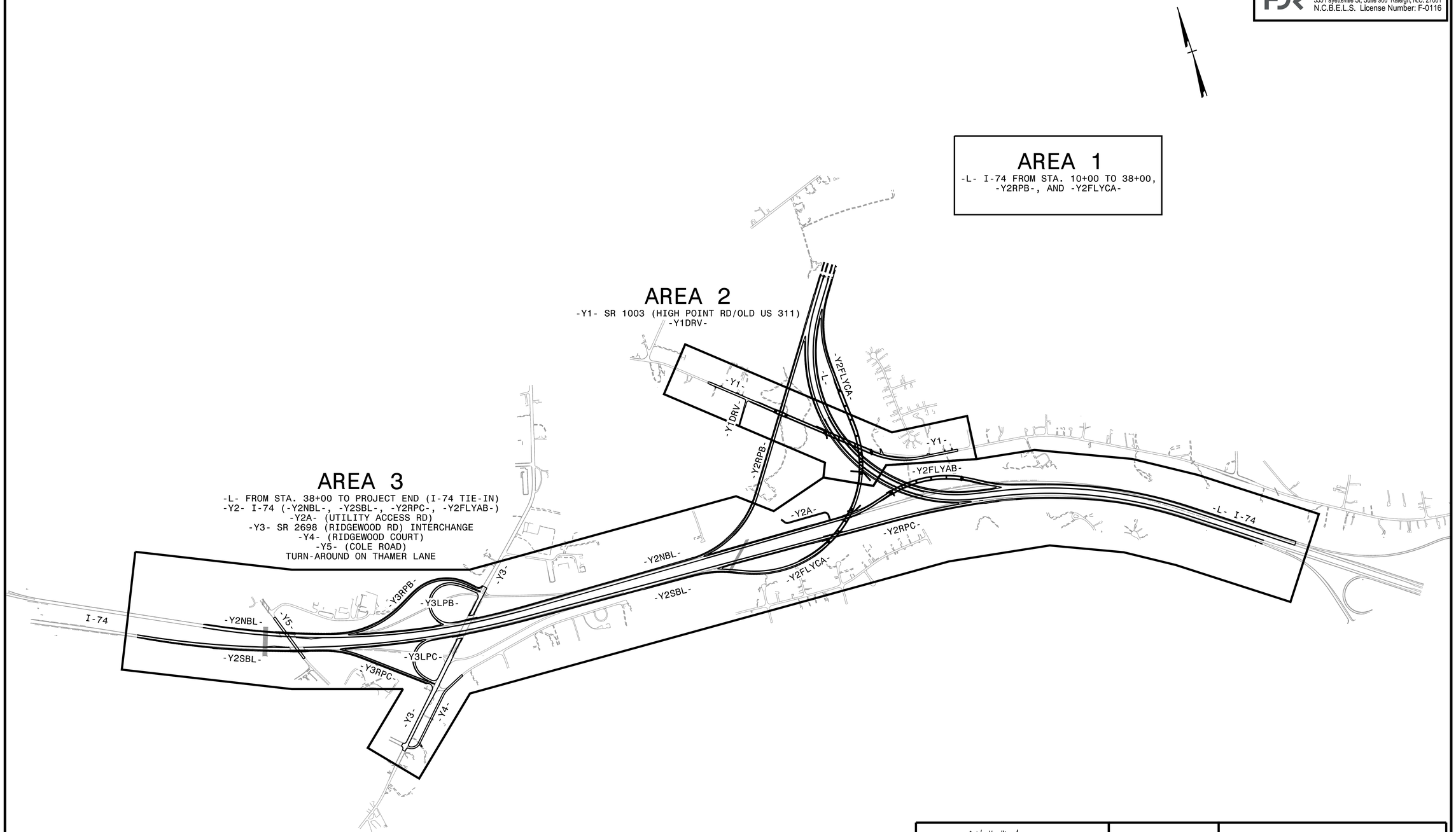

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DATE: 7/13/2022

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PROJECT LAYOUT

REVISIONS

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PROJ. REFERENCE NO.	SHEET NO.
U-2579AA	TMP-5.01

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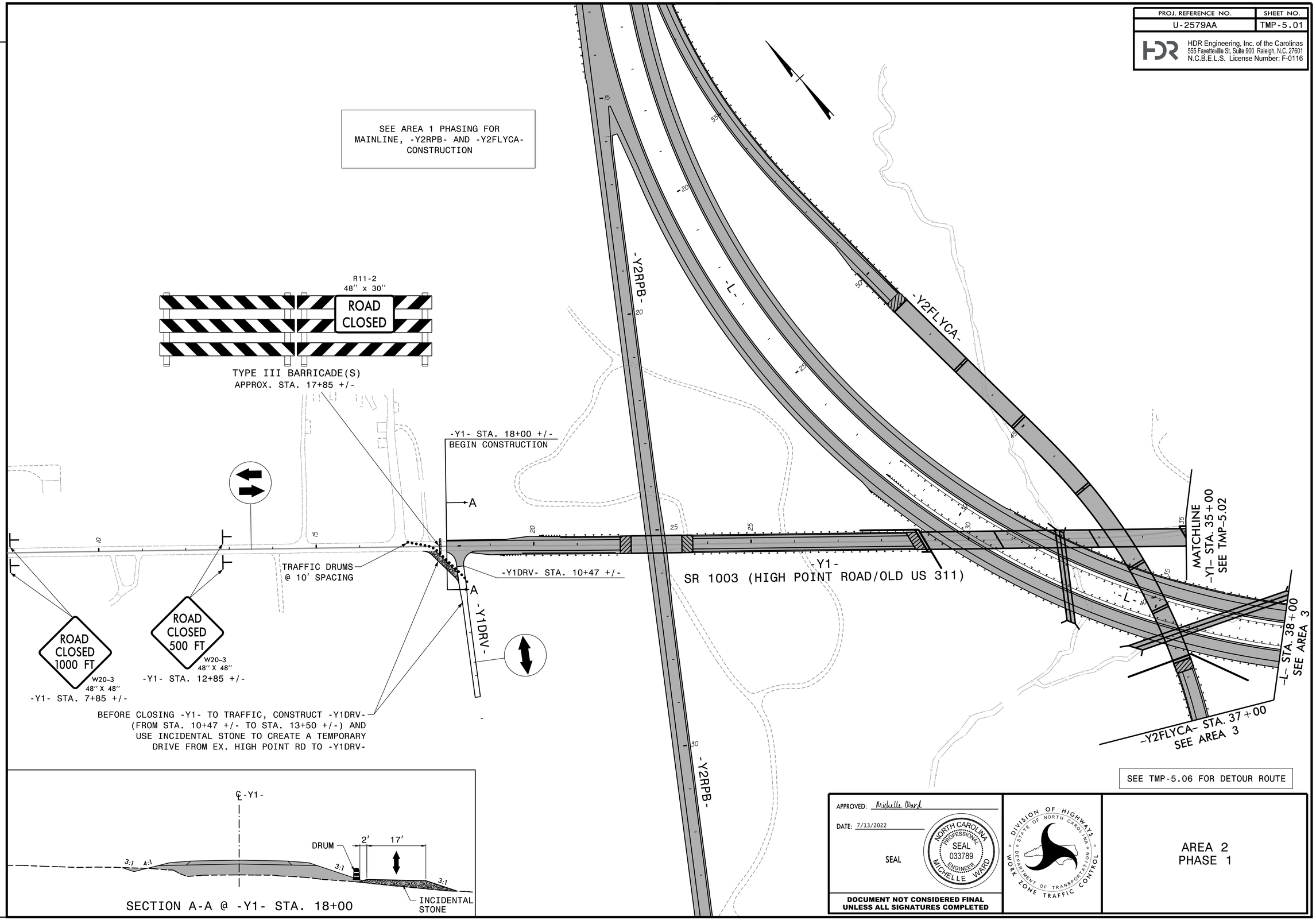
SEE AREA 1 PHASING FOR MAINLINE, -Y2RPB- AND -Y2FLYCA- CONSTRUCTION



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AREA 2
PHASE 1

REVISIONS

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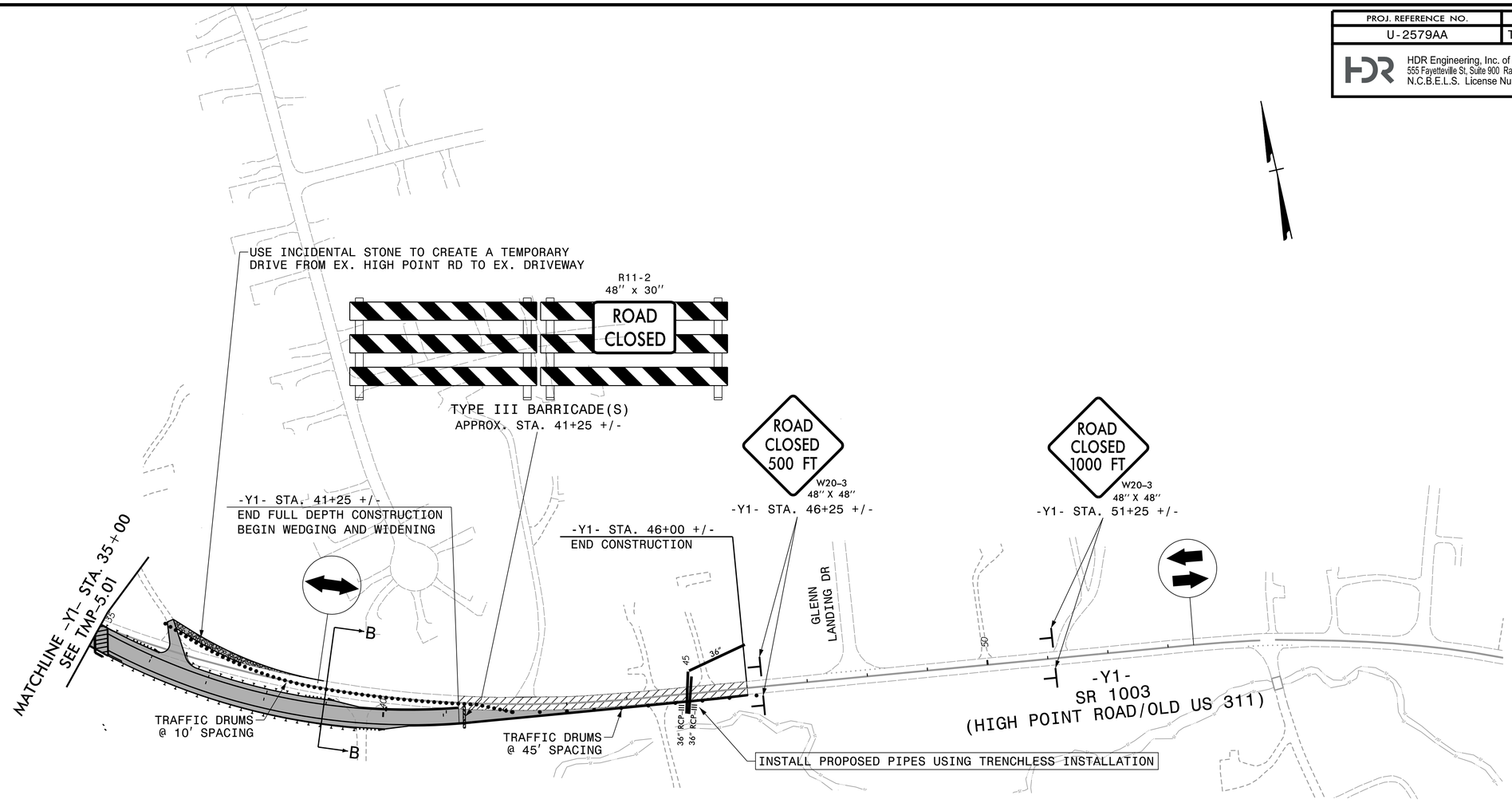

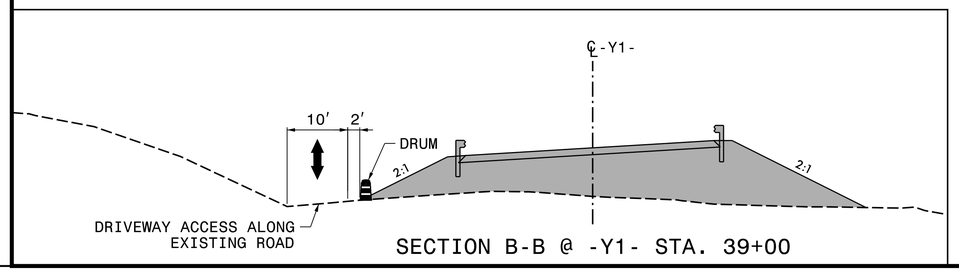

SECTION B-B @ -Y1- STA. 39+00

SEE TMP-5.06 FOR DETOUR ROUTE

APPROVED: Michelle Ward

DATE: 7/13/2022

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AREA 2
PHASE 1

REVISIONS

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt PENTABLE: NCDOT_tcp.tbl
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U-2579AA	TMP-5.03

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SEE AREA 1 PHASING FOR MAINLINE, -Y2RPB- AND -Y2FLYCA- CONSTRUCTION

PLACE TEMPORARY MARKINGS IN THE FINAL PATTERN ON -Y1- FROM STA. 19+50 +/- TO STA. 46+00 +/- (SEE FINAL PAVEMENT MARKING PLAN)

R11-2
48" x 30"
ROAD CLOSED
TYPE III BARRICADE

ROAD CLOSED 500 FT
W20-3
48" X 48"
-Y1- STA. 10+00 +/-

MAINTAIN ACCESS TO EXISTING DRIVEWAYS

-Y1- STA. 13+00 +/-
BEGIN CONSTRUCTION

-Y1- STA. 18+00 +/-
END CONSTRUCTION

R11-2
48" x 30"
ROAD CLOSED
TYPE III BARRICADE(S)
APPROX. STA. 18+25 +/-

USE INCIDENTAL STONE TO CREATE A TEMPORARY DRIVE FROM -Y1- TO EX. DRIVEWAY

-Y1- STA. 19+50 +/-
BEGIN TEMP. MARKINGS IN FINAL PATTERN

TRAFFIC DRUMS @ 10' SPACING

12" RCP-III

-Y1DRV-

-Y2RPB-

-Y2FLYCA-

-L-

GIRDERS ARE IN PLACE. MAY CONTINUE CONSTRUCTION ON REMAINDER OF SPAN ELEMENTS.

-Y1-
SR 1003
(HIGH POINT ROAD/OLD US 311)

R11-2
48" x 30"
ROAD CLOSED
TYPE III BARRICADE(S)
APPROX. STA. 15+00 +/-

INSTALL PROPOSED PIPES

ROAD CLOSED 500 FT
W20-3
48" X 48"
-Y1- STA. 23+25 +/-

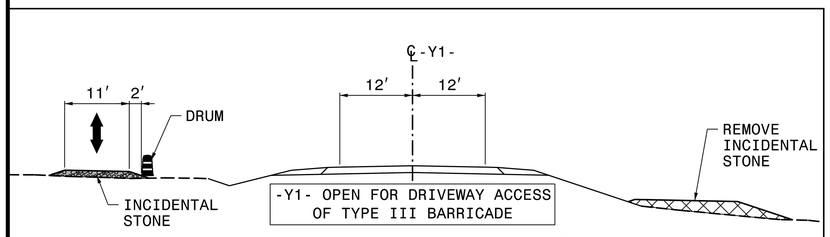
ROAD CLOSED 1000 FT
W20-3
48" X 48"
-Y1- STA. 28+25 +/-

MATCHLINE
-Y1- STA. 35+00
SEE TMP-5.04

-L- STA. 38+00
SEE AREA 3

-Y2FLYCA- STA. 37+00
SEE AREA 3

SEE TMP-5.06 FOR DETOUR ROUTE



SECTION A-A @ -Y1- STA. 18+00

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AREA 2
PHASE 2

REVISIONS

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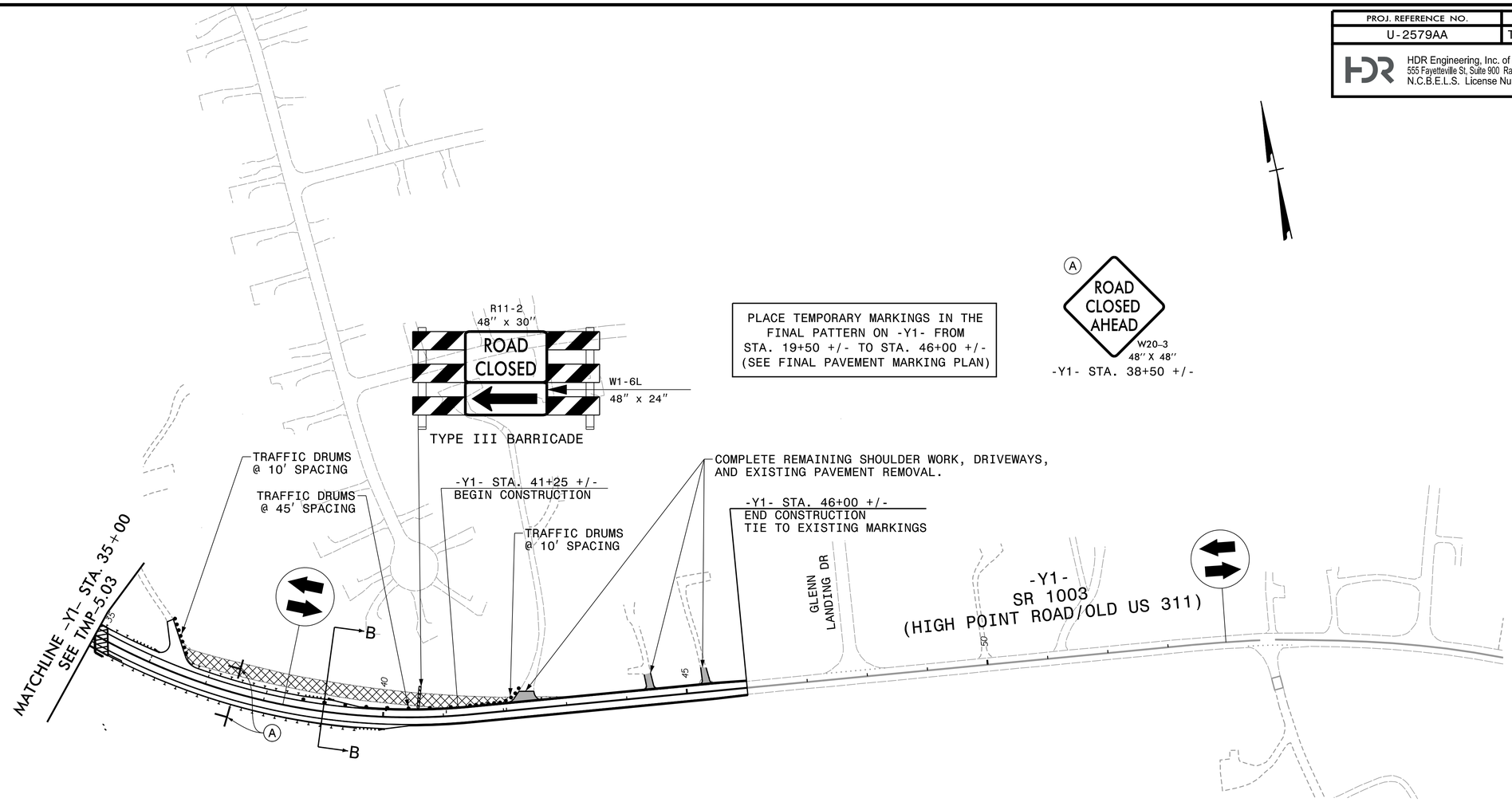

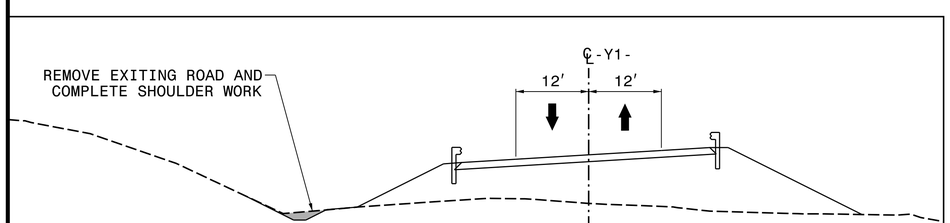

SECTION B-B @ -Y1- STA. 39+00

SEE TMP-5.06 FOR DETOUR ROUTE

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AREA 2
PHASE 2

REVISIONS

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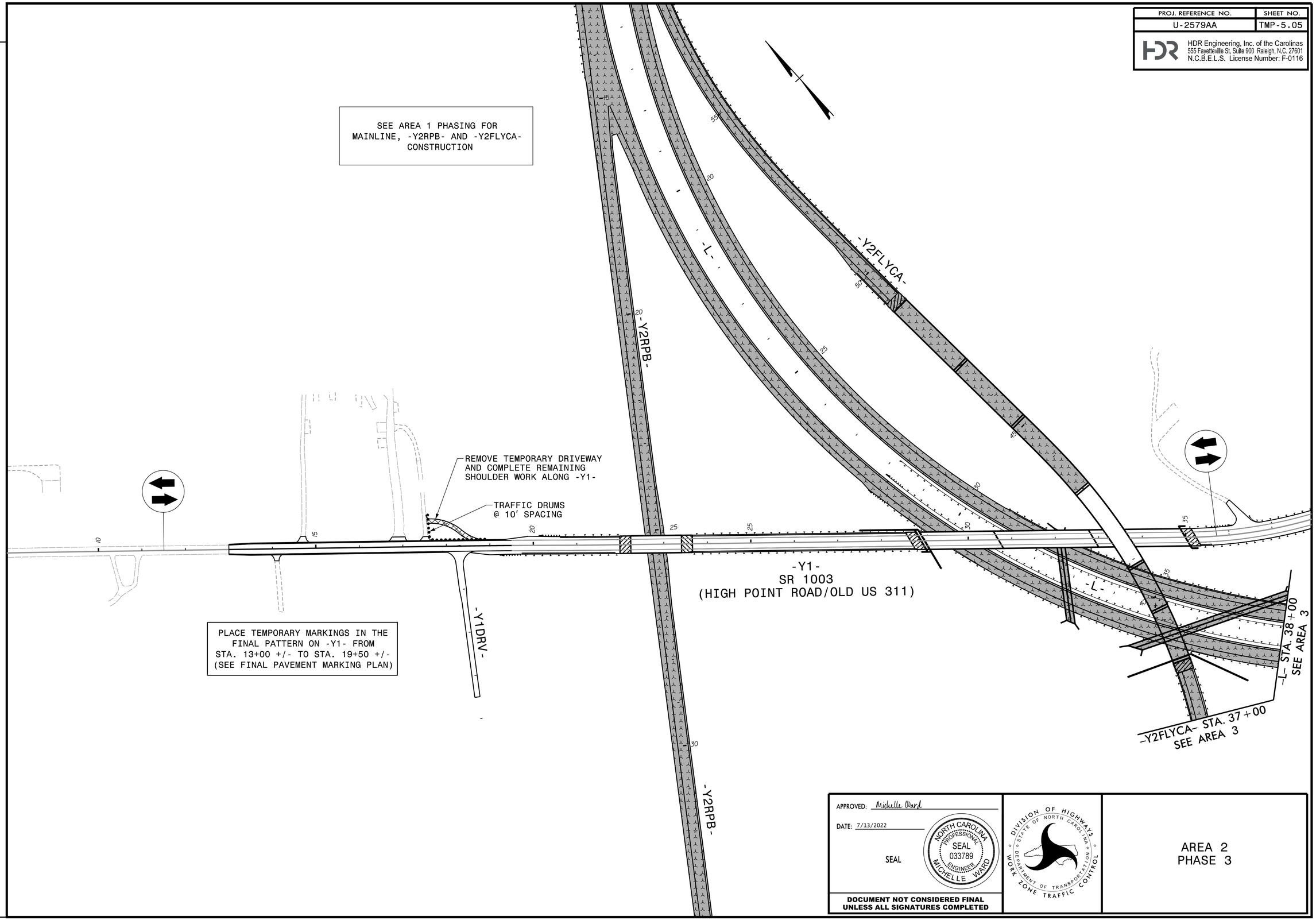
SEE AREA 1 PHASING FOR MAINLINE, -Y2RPB- AND -Y2FLYCA- CONSTRUCTION



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AREA 2
PHASE 3

REVISIONS

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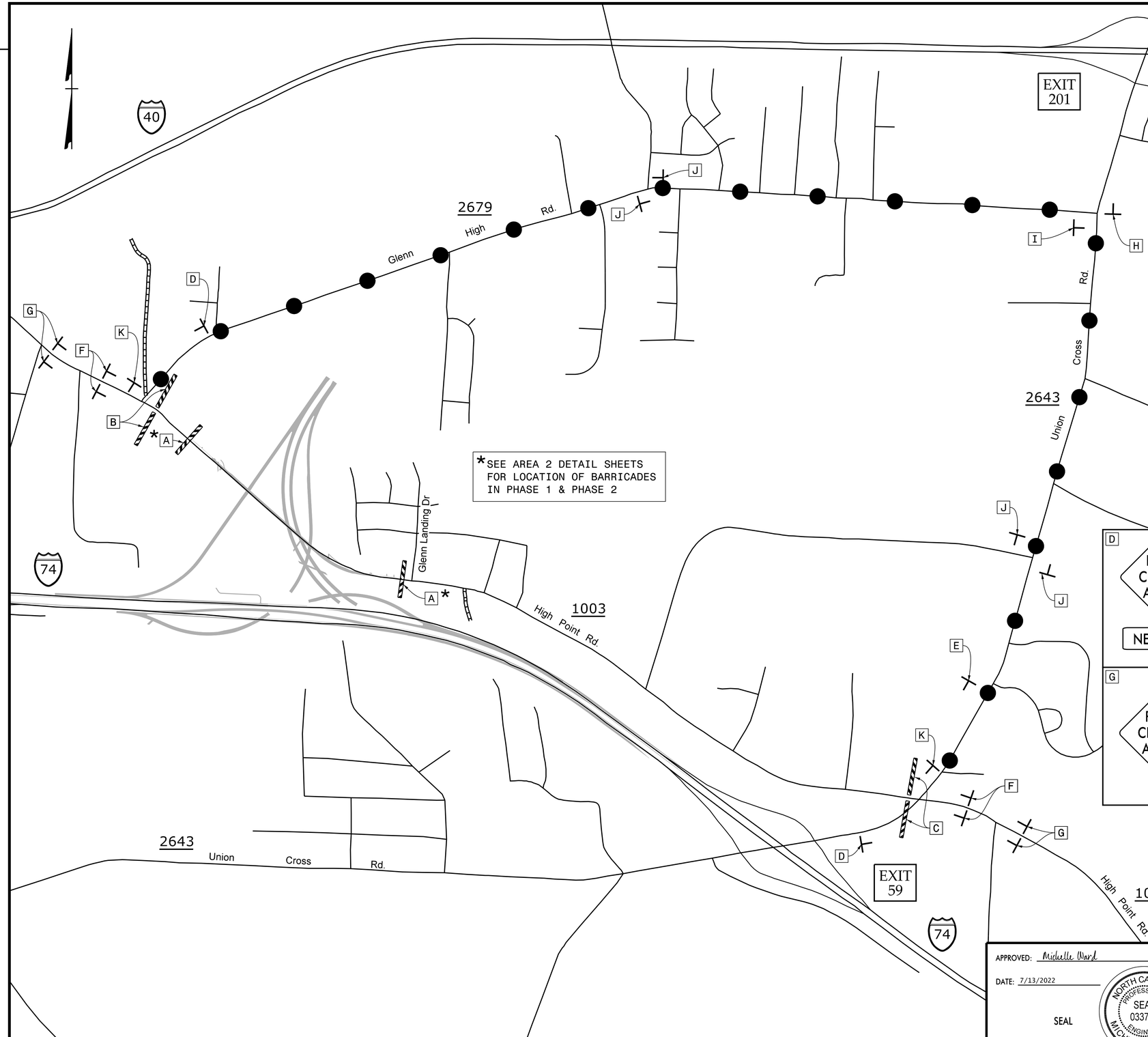

A — R11-2, 48″ x 30″: ROAD CLOSED — TYPE III BARRICADE(S)

B — R11-4, 60″ x 30″: ROAD CLOSED TO THRU TRAFFIC; DETOUR — M4-10L, 48″ x 18″ — TYPE III BARRICADE

C — R11-3, 60″ x 30″: ROAD CLOSED 2 MILES AHEAD LOCAL TRAFFIC ONLY; DETOUR — M4-10R, 48″ x 18″ — TYPE III BARRICADE

D — ROAD CLOSED AHEAD, W20-3, 48″ X 48″; NEXT LEFT, SP-4L, 42″ X 12″

E — ROAD CLOSED AHEAD, W20-3, 48″ X 48″; NEXT RIGHT, SP-4R, 42″ X 12″

F — DETOUR AHEAD, W20-2, 48″ X 48″

G — ROAD CLOSED AHEAD, W20-3, 48″ X 48″

H — HIGH POINT ROAD, SP-01, 36″ X 36″; DETOUR, M4-8, 24″ X 12″; M6-1 L, 21″ X 15″

I — HIGH POINT ROAD, SP-01, 36″ X 36″; DETOUR, M4-8, 24″ X 12″; M6-1, 21″ X 15″

J — HIGH POINT ROAD, SP-01, 36″ X 36″; DETOUR, M4-8, 24″ X 12″; M6-3, 21″ X 15″

K — HIGH POINT ROAD, SP-01, 36″ X 36″; END DETOUR, M4-8 A, 24″ X 18″

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DATE: 7/13/2022

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AREA 2 DETOUR ROUTE FOR -Y1- HIGH POINT RD

NOTE:
1. SEE RSD 1101.03, SHEET 1 OF 9, FOR ADDITIONAL SIGN AND BARRICADE PLACEMENT.
2. SEE TMP-2B FOR SPECIAL SIGN DESIGN

REVISIONS

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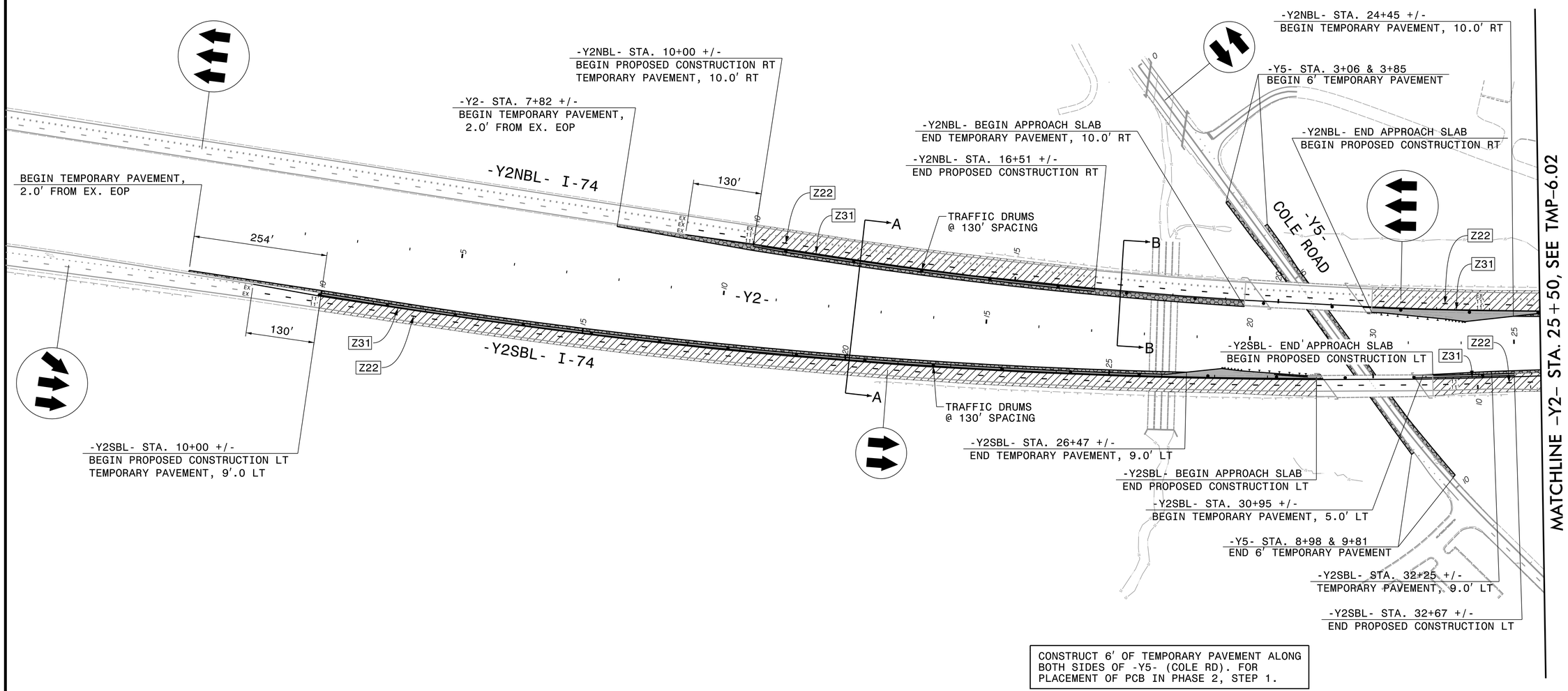

CONSTRUCT 6' OF TEMPORARY PAVEMENT ALONG BOTH SIDES OF -Y5- (COLE RD). FOR PLACEMENT OF PCB IN PHASE 2, STEP 1.

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DATE: 7/13/2022

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AREA 3
PHASE 1 STEP 1

REVISIONS

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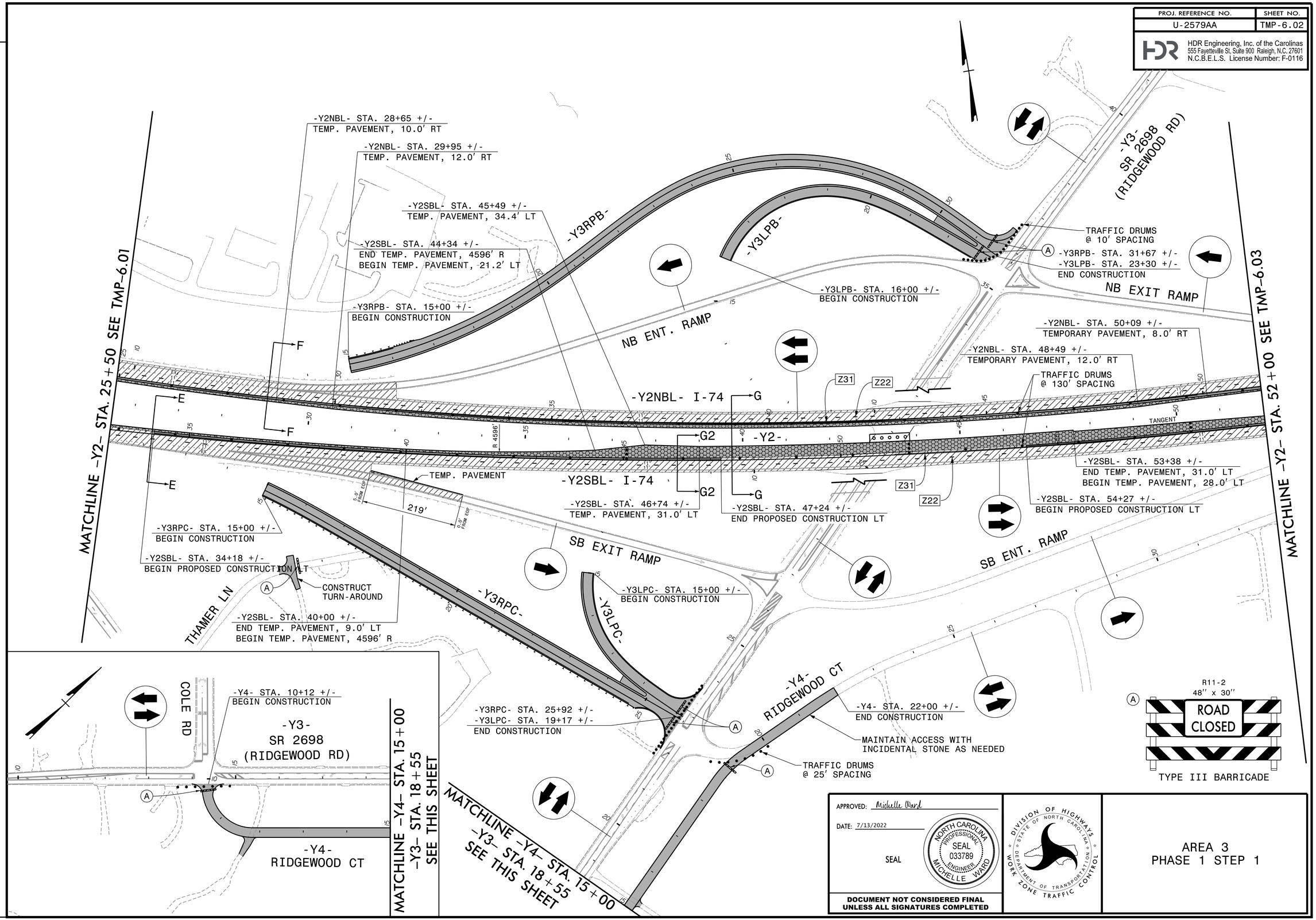

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AREA 3
PHASE 1 STEP 1

REVISIONS

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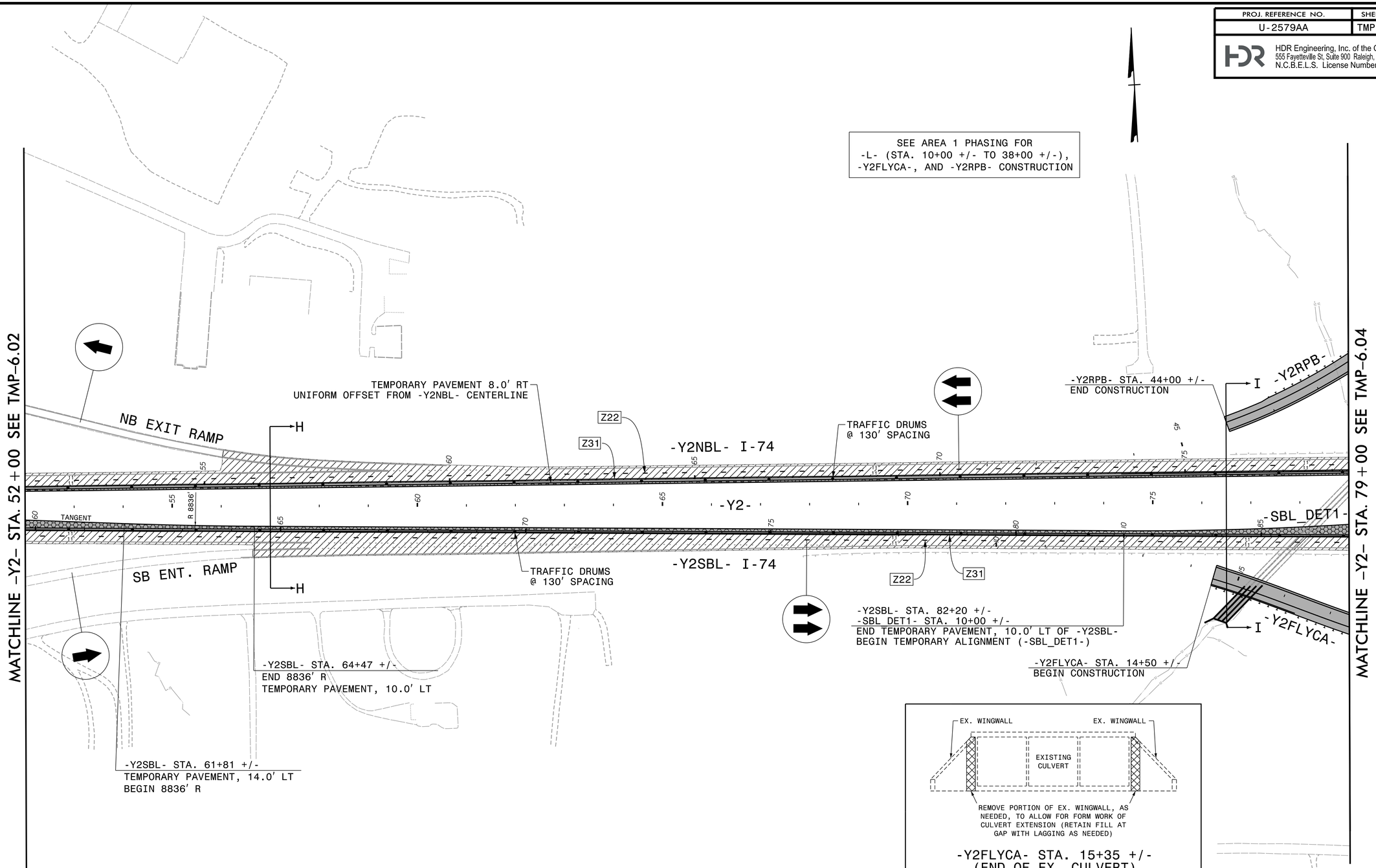

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AREA 3
PHASE 1 STEP 1

REVISIONS

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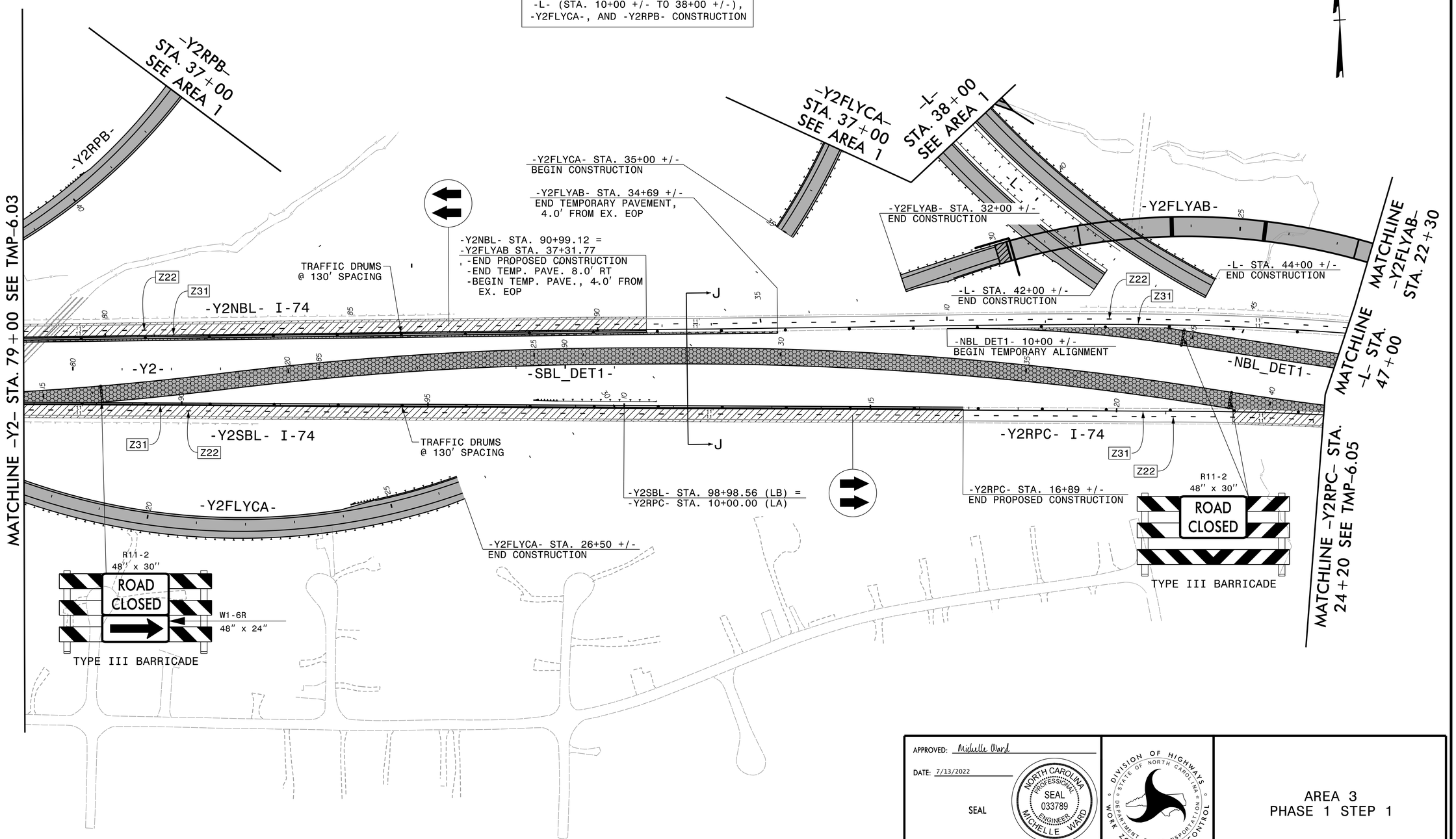
SEE AREA 1 PHASING FOR
-L- (STA. 10+00 +/- TO 38+00 +/-),
-Y2FLYCA-, AND -Y2RPB- CONSTRUCTION



APPROVED: Michelle Ward

DATE: 7/13/2022

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DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

AREA 3
PHASE 1 STEP 1

REVISIONS

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U-2579AA	TMP-6.05

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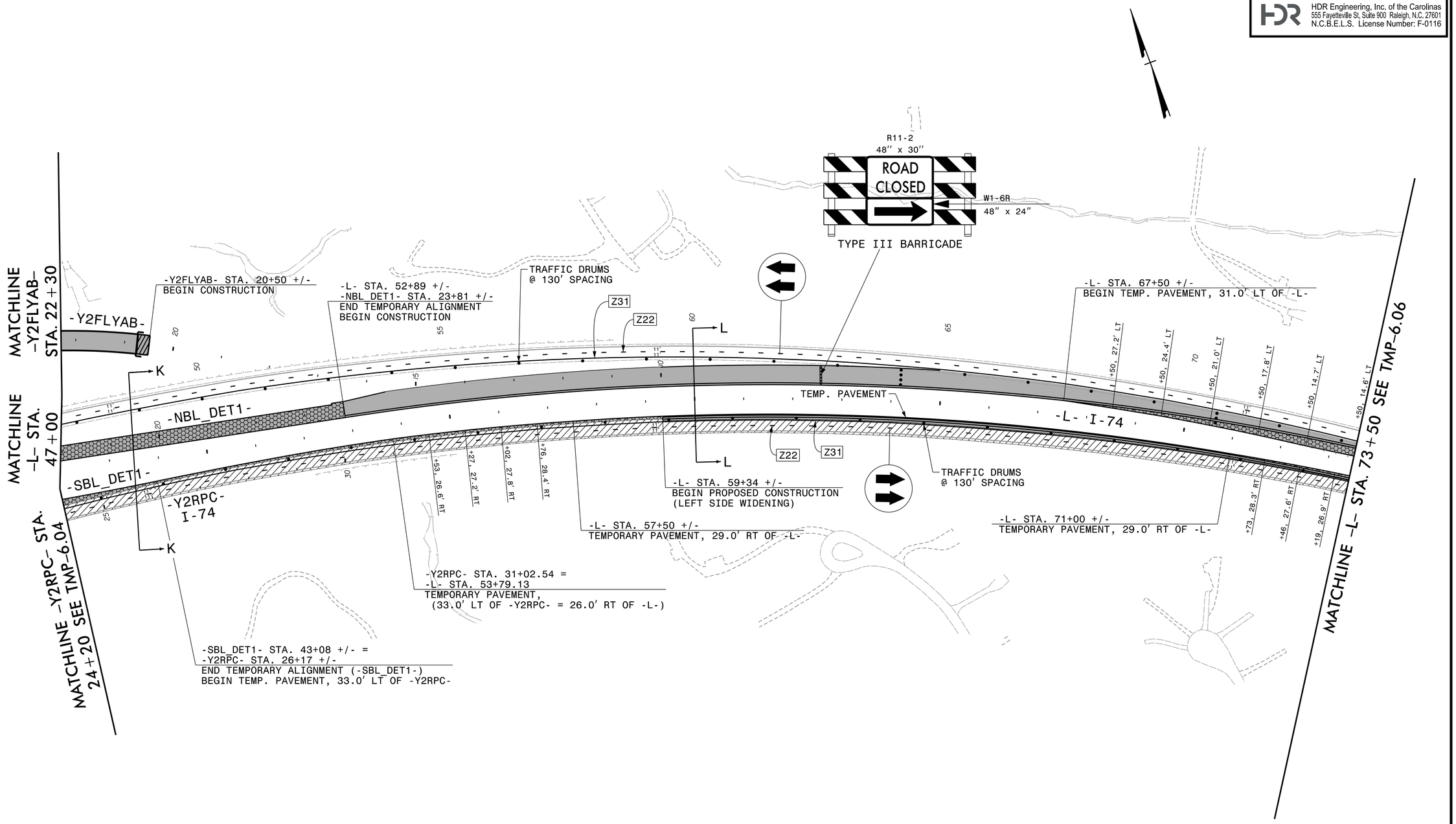

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AREA 3
PHASE 1 STEP 1

REVISIONS

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U-2579AA	TMP-6.06

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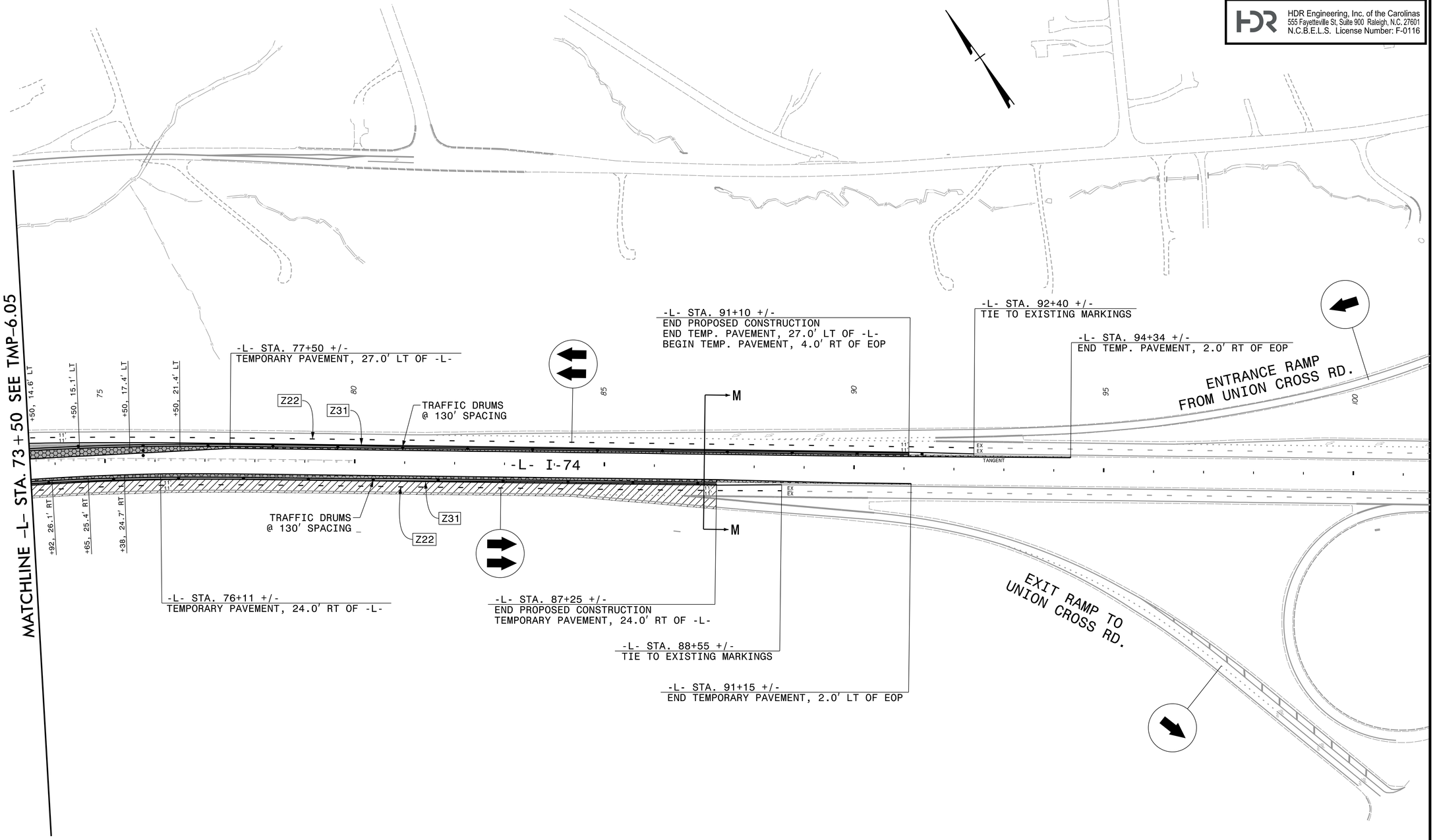

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AREA 3
PHASE 1 STEP 1

REVISIONS

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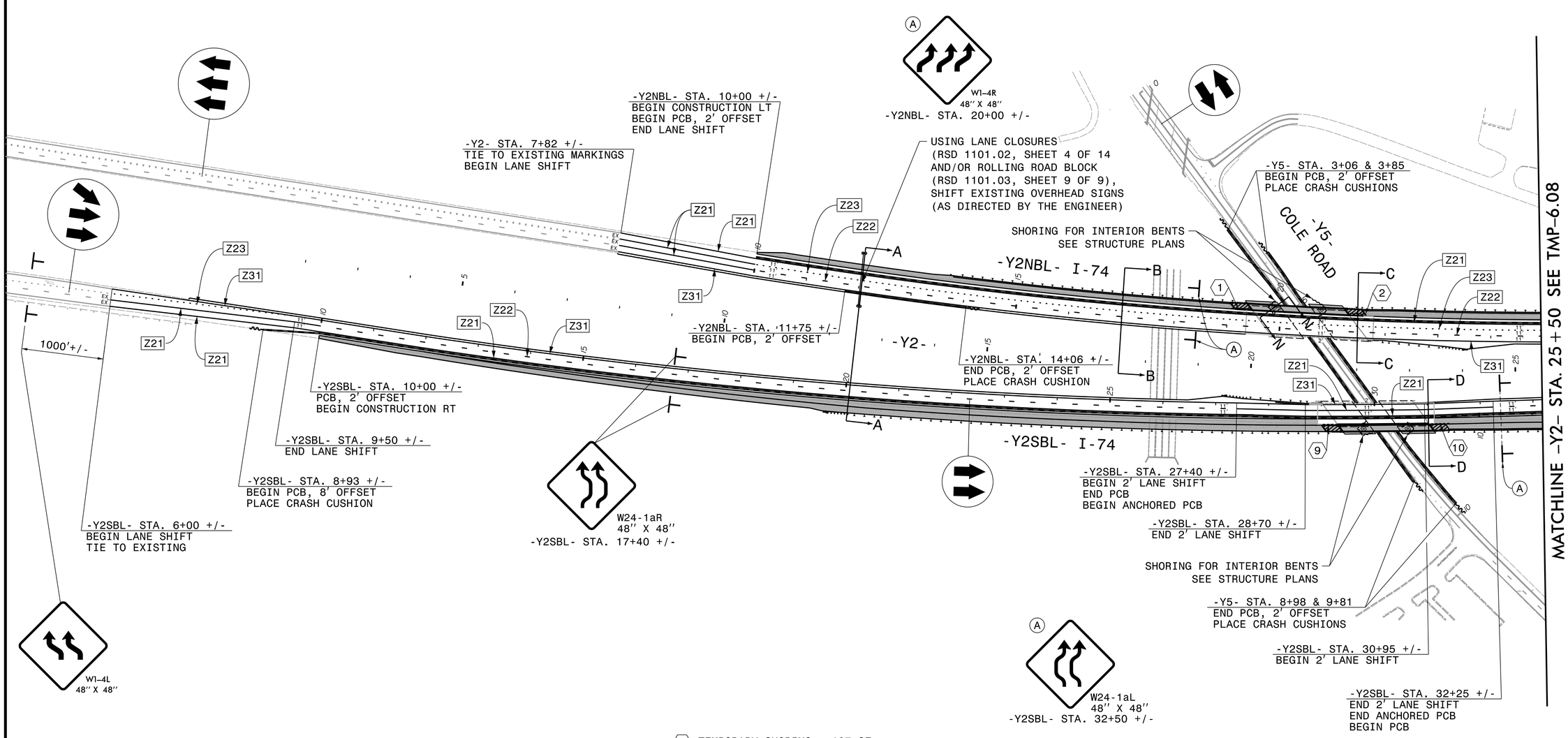
1 TEMPORARY SHORING = 155 SF
FROM -Y2NBL-
STA. 19+06 +/-, 36.7' LT
TO -Y2NBL-
STA. 19+44 +/-, 36.6' LT

2 TEMPORARY SHORING = 166 SF
FROM -Y2NBL-
STA. 21+30 +/-, 38.7' LT
TO -Y2NBL-
STA. 21+62 +/-, 38.7' LT



9 TEMPORARY SHORING = 127 SF
FROM -Y2SBL-
STA. 29+00 +/-, 34.3' RT
TO -Y2SBL-
STA. 29+29 +/-, 34.4' RT

10 TEMPORARY SHORING = 157 SF
FROM -Y2SBL-
STA. 31+04 +/-, 34.8' RT
TO -Y2SBL-
STA. 31+41 +/-, 34.9' RT

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AREA 3
PHASE 2 STEP 1

REVISIONS

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt PENTABLE: NCDOT_tcp.tbl
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PROJ. REFERENCE NO.	SHEET NO.
U-2579AA	TMP-6.08

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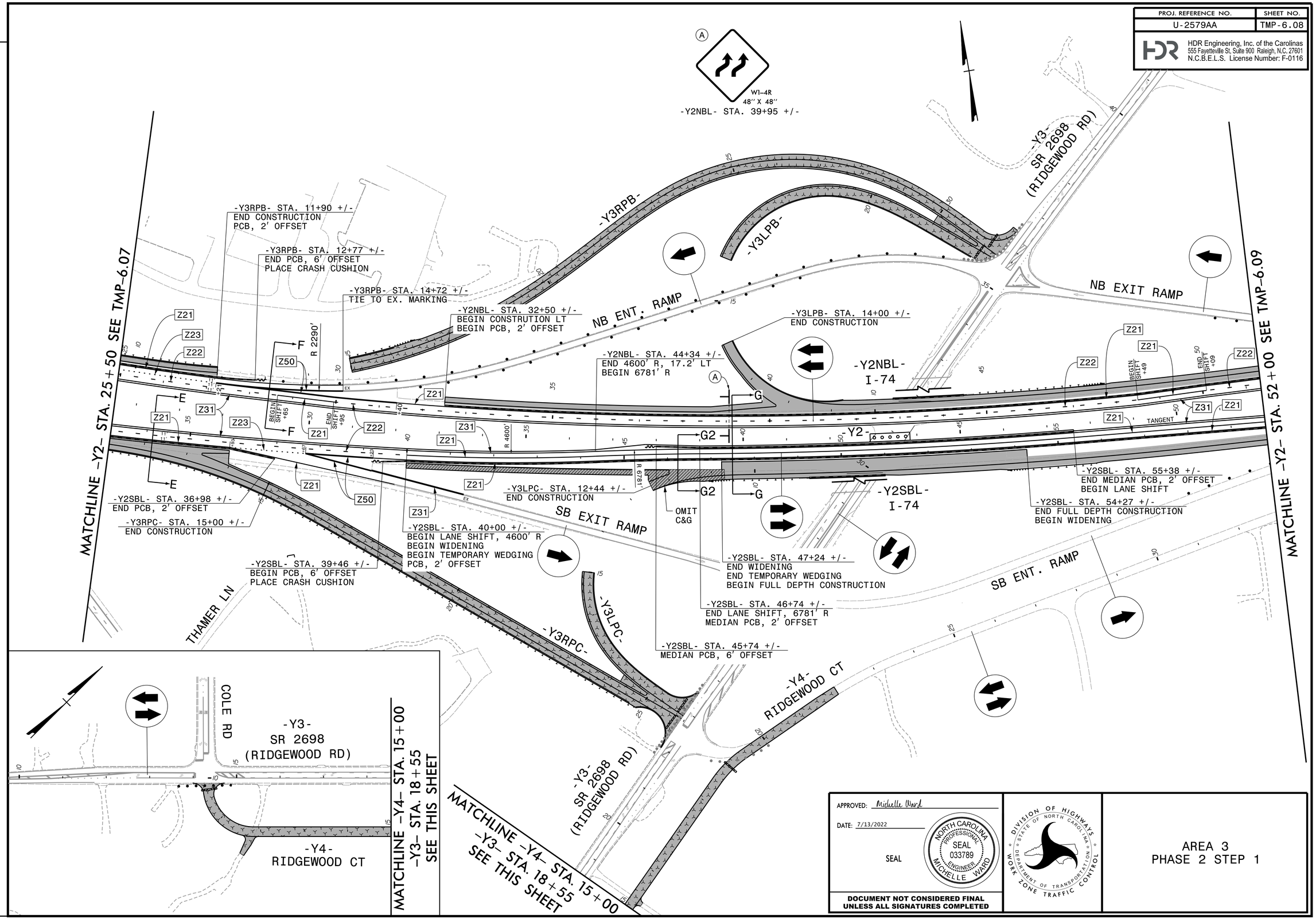

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DATE: 7/13/2022

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AREA 3
PHASE 2 STEP 1

REVISIONS

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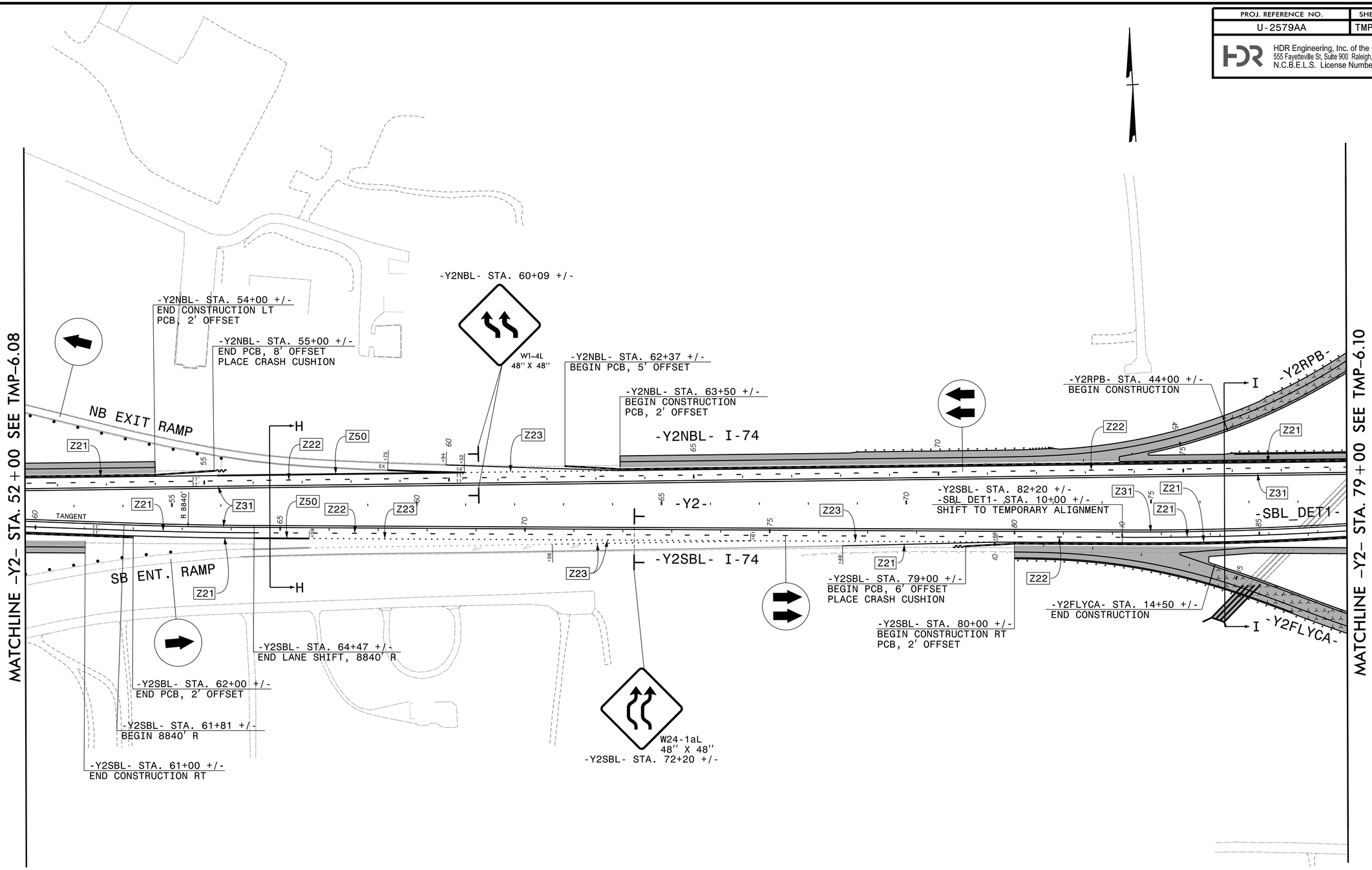

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AREA 3
PHASE 2 STEP 1

REVISIONS

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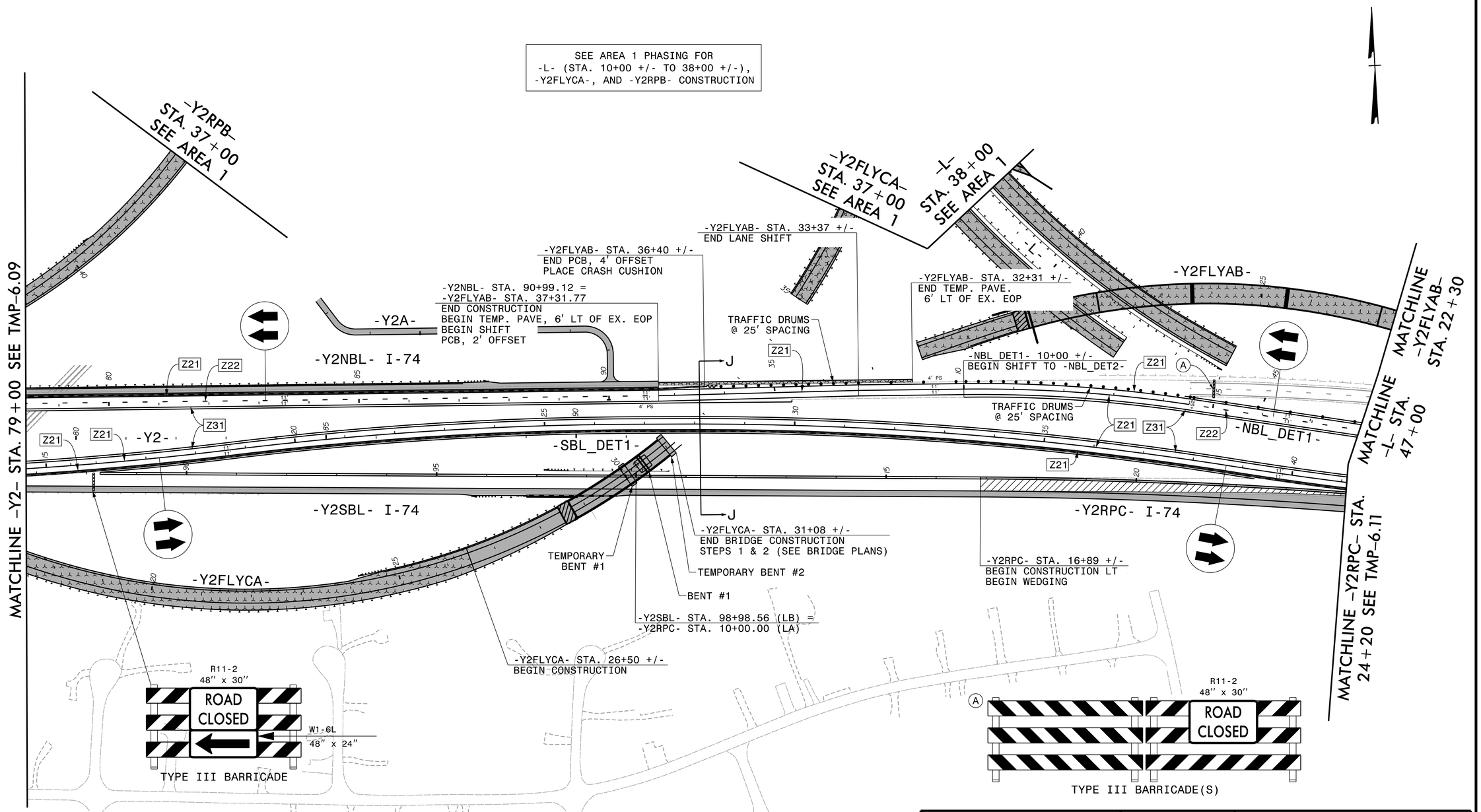

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DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL

AREA 3
PHASE 2 STEP 1

REVISIONS

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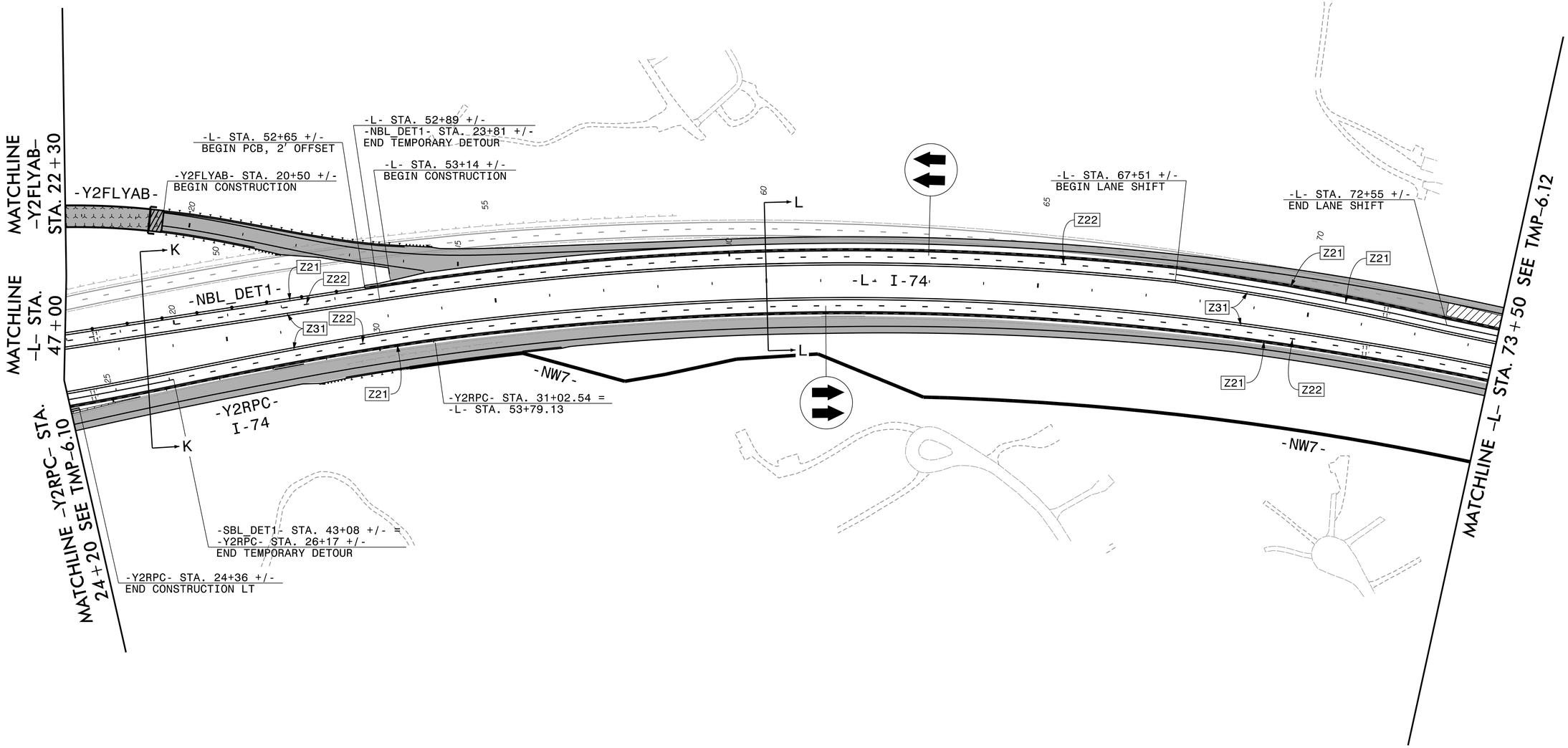

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AREA 3
PHASE 2 STEP 1

REVISIONS

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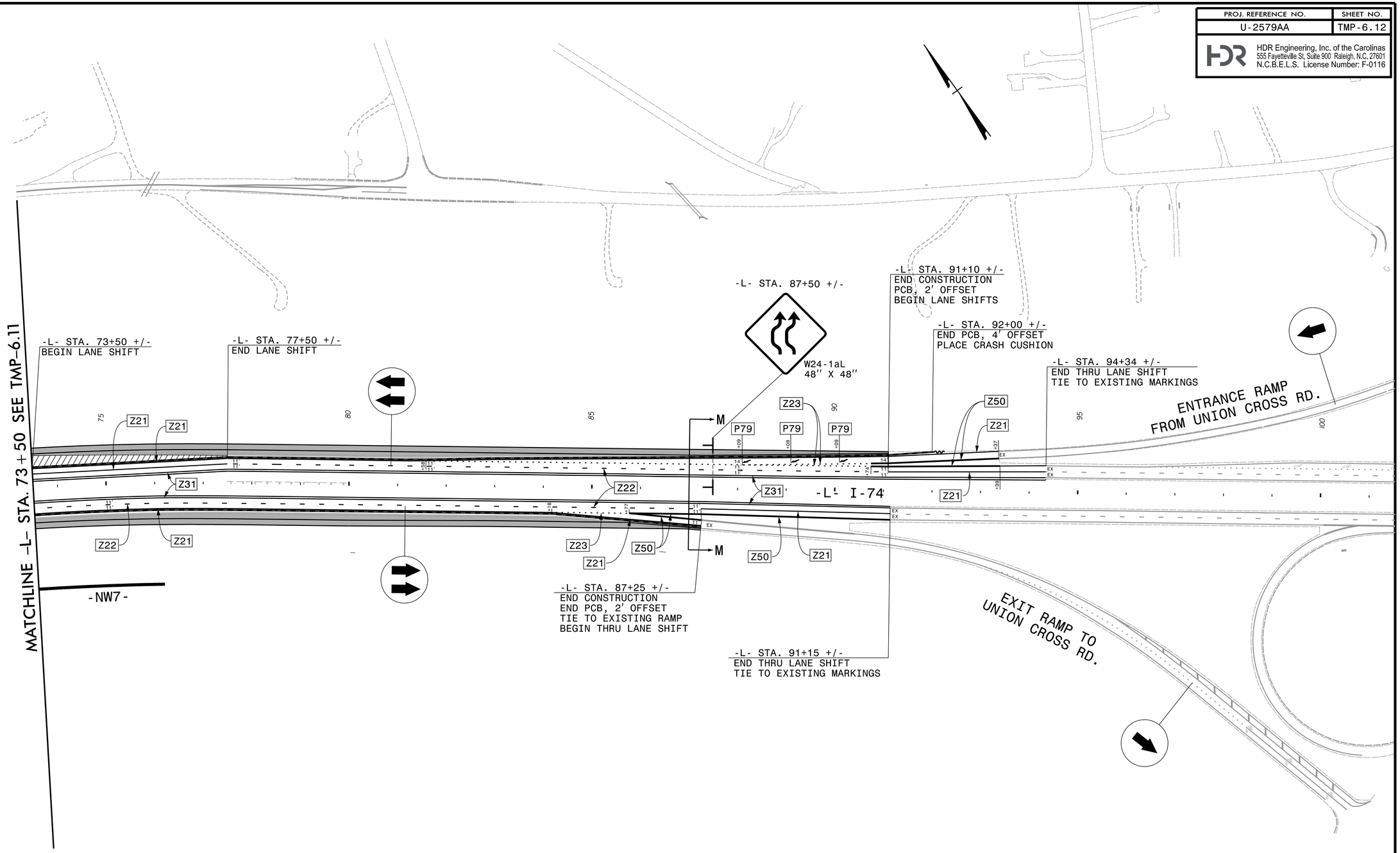

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AREA 3
PHASE 2 STEP 1

REVISIONS

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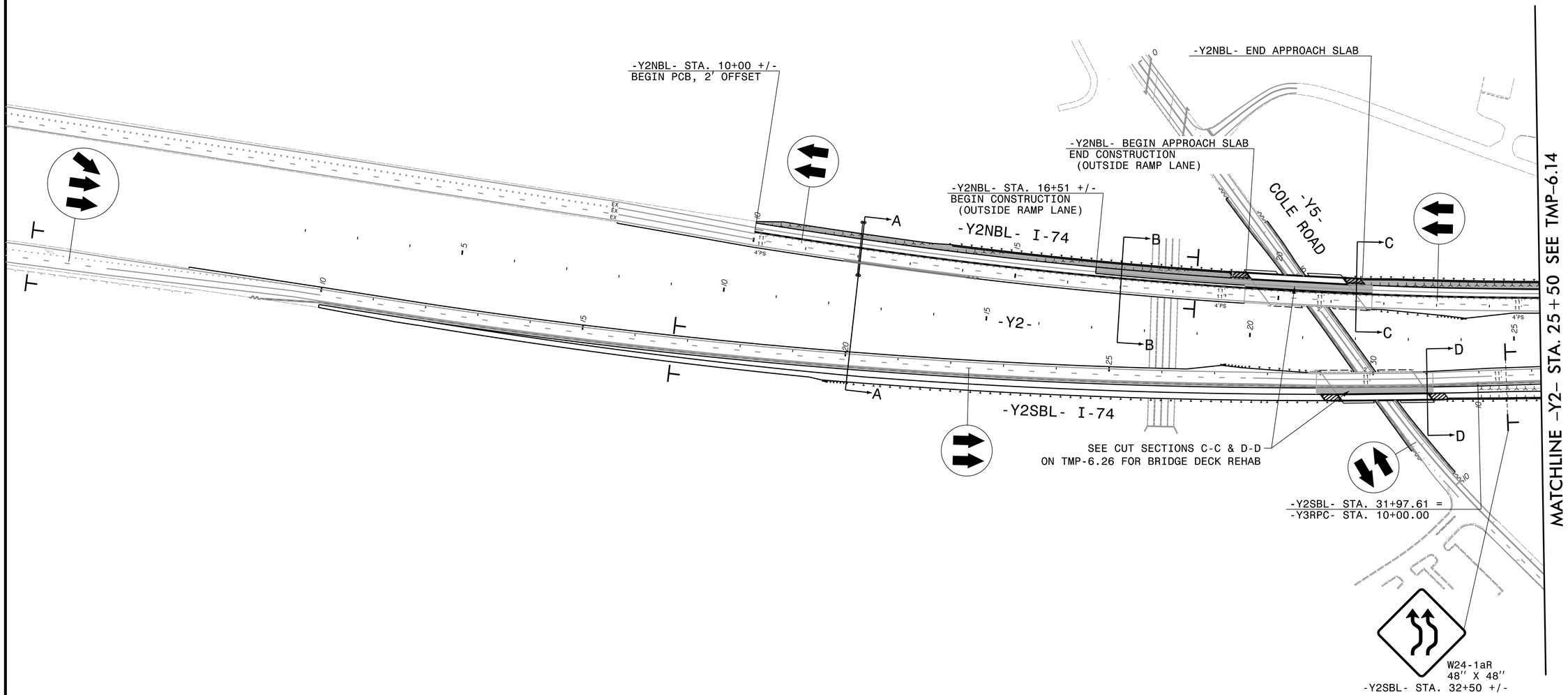
-Y2NBL-	SEE PHASING & ICT FOR WORK TO BE COMPLETED ON -Y2NBL- & -Y3RPB- IN AREA 3 - PHASE 2, STEP 2



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DATE: 7/13/2022

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AREA 3
PHASE 2
-Y2NBL- STEP 2
-Y2SBL- STEP 3

REVISIONS

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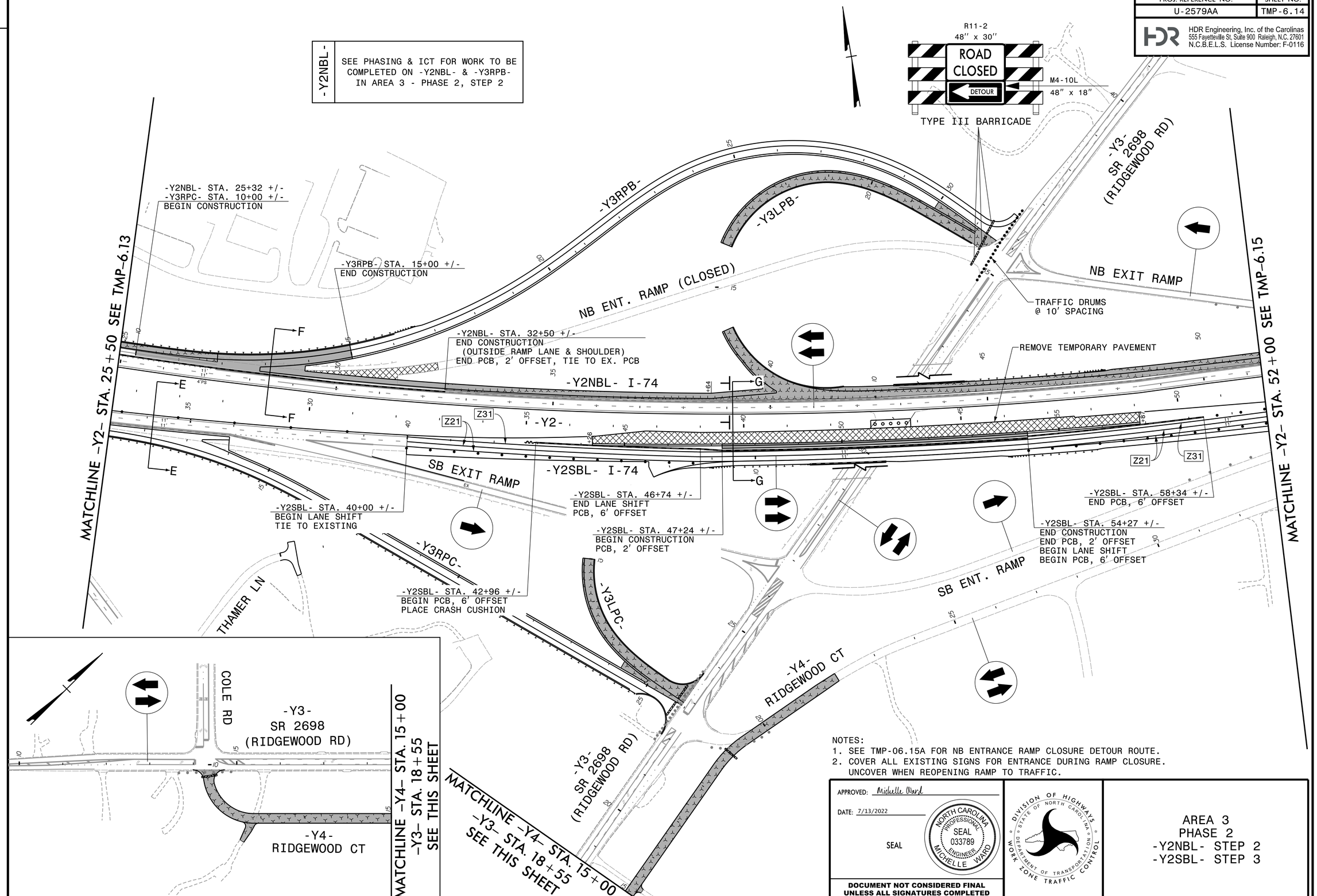

NOTES:
1. SEE TMP-06.15A FOR NB ENTRANCE RAMP CLOSURE DETOUR ROUTE.
2. COVER ALL EXISTING SIGNS FOR ENTRANCE DURING RAMP CLOSURE. UNCOVER WHEN REOPENING RAMP TO TRAFFIC.

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DATE: 7/13/2022

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AREA 3
PHASE 2
-Y2NBL- STEP 2
-Y2SBL- STEP 3

REVISIONS

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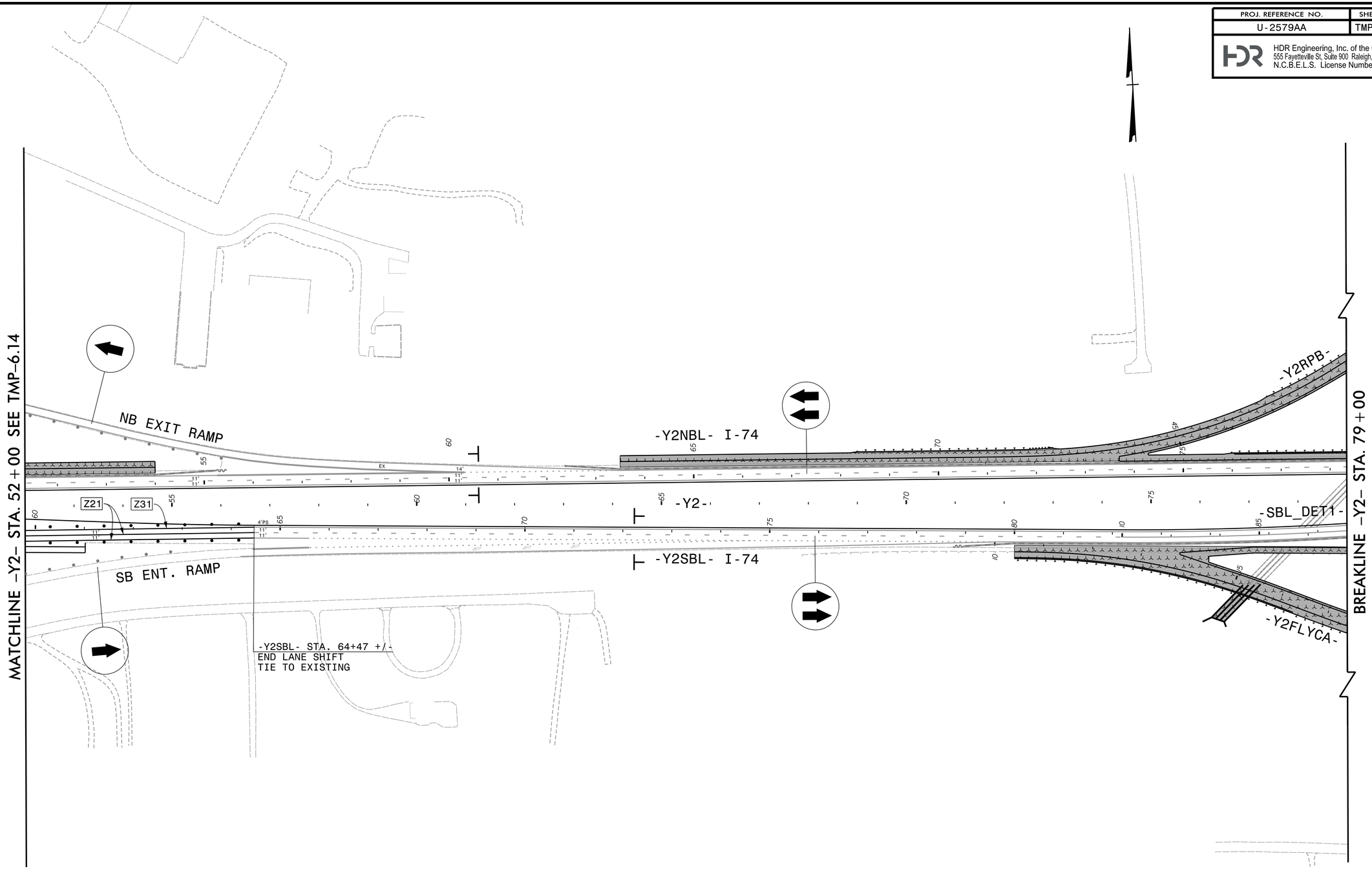

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AREA 3
PHASE 2
-Y2NBL- STEP 2
-Y2SBL- STEP 3

REVISIONS

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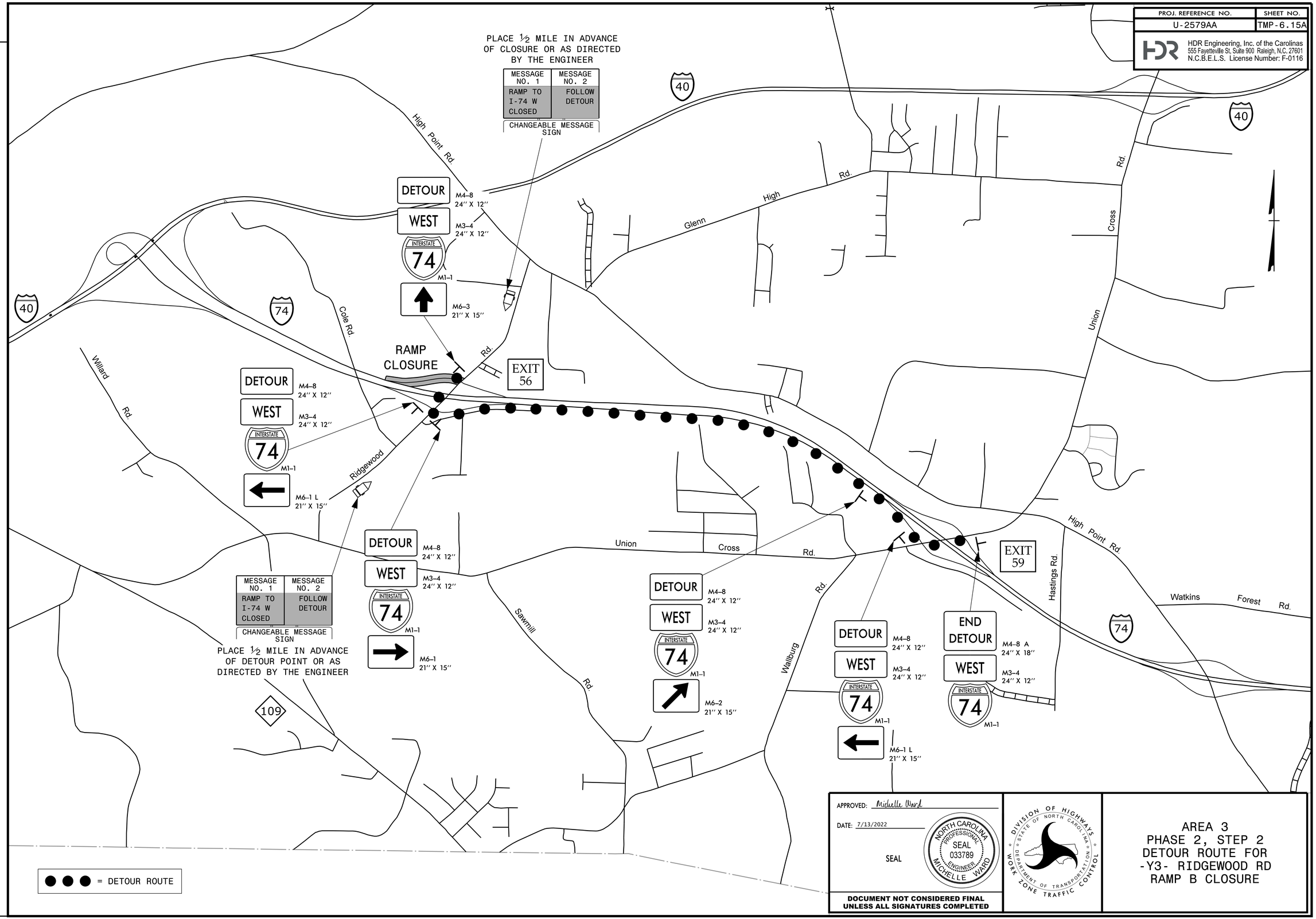

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AREA 3
PHASE 2, STEP 2
DETOUR ROUTE FOR
-Y3- RIDGEWOOD RD
RAMP B CLOSURE

REVISIONS

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt PENTABLE: NCDOT_tcp.tbl
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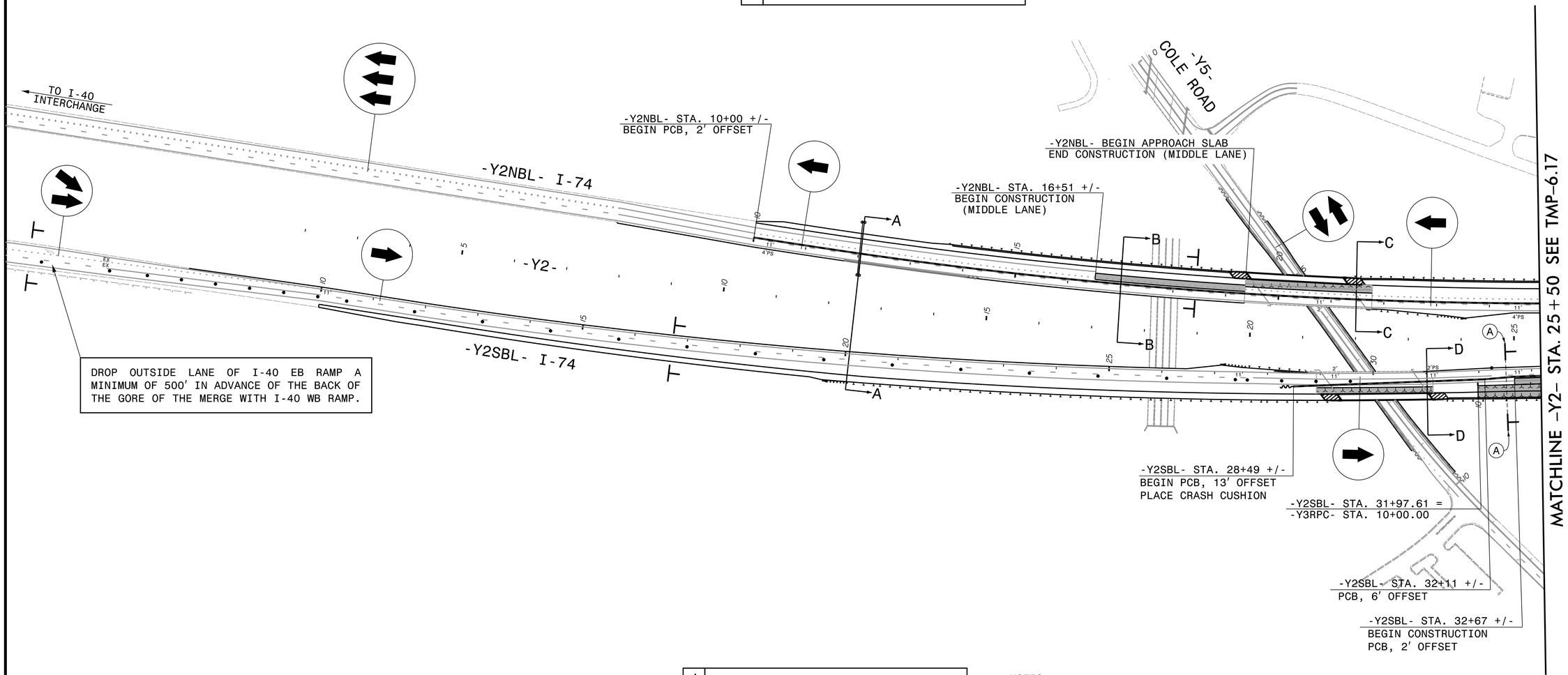
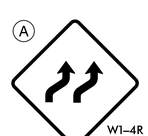
-Y2NBL- SEE PHASING & ICT FOR WORK TO BE COMPLETED ON -Y2NBL- IN AREA 3, PHASE 2, STEP 2A



DROP OUTSIDE LANE OF I-40 EB RAMP A MINIMUM OF 500' IN ADVANCE OF THE BACK OF THE GORE OF THE MERGE WITH I-40 WB RAMP.

-Y2SBL- SEE PHASING & ICT FOR WORK TO BE COMPLETED ON -Y2SBL- IN AREA 3, PHASE 2, STEP 4



-Y2SBL- STA. 35+00 +/-

NOTES:
1. SEE RSD 1101.02, SHEET 4 OF 14 FOR ADDITIONAL SIGN AND DEVICE PLACEMENT FOR -Y2SBL- LANE DROP.

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DATE: 7/13/2022

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AREA 3
PHASE 2
-Y2NBL- STEP 2A
-Y2SBL- STEP 4

REVISIONS

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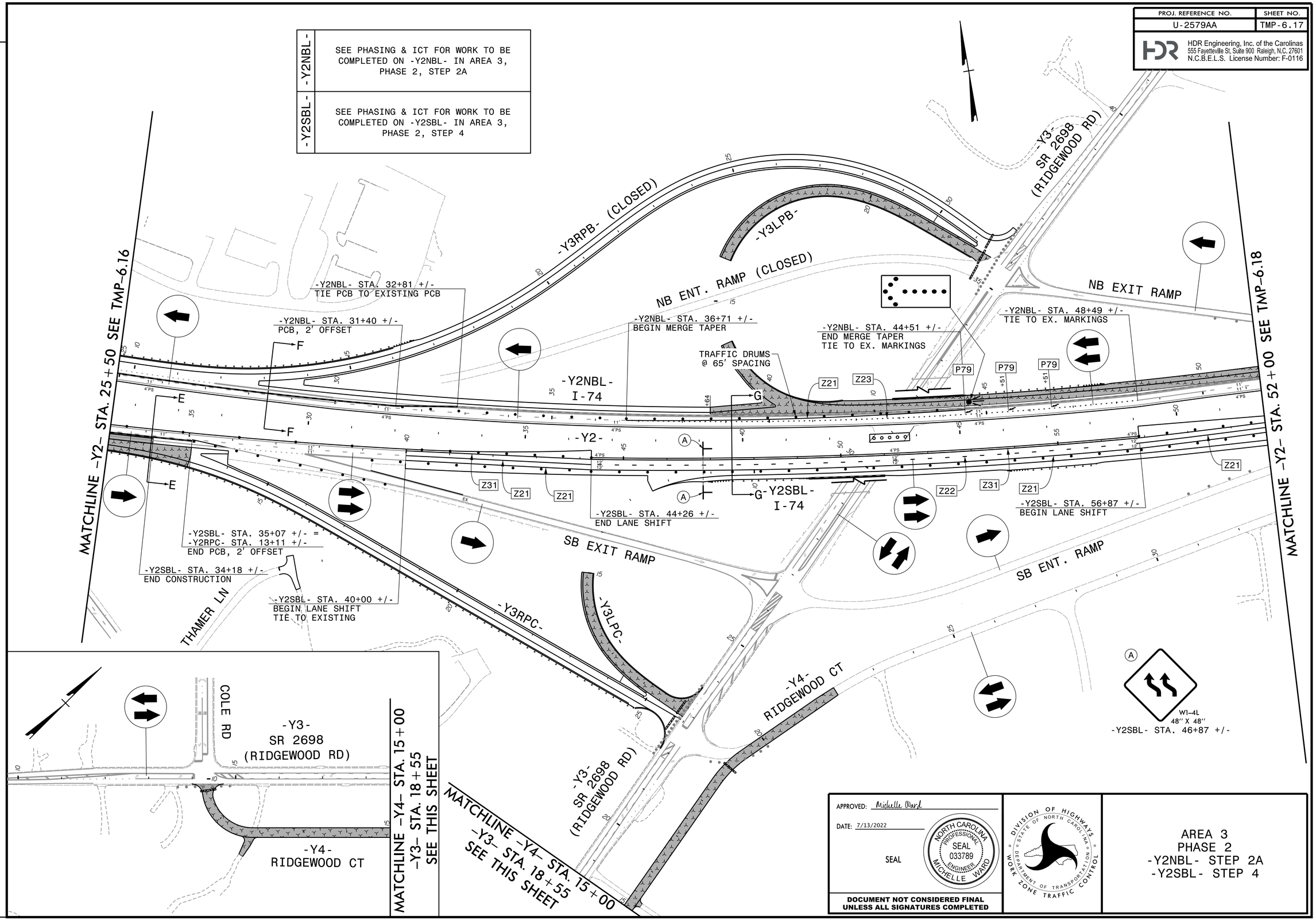
-Y2NBL-	SEE PHASING & ICT FOR WORK TO BE COMPLETED ON -Y2NBL- IN AREA 3, PHASE 2, STEP 2A
-Y2SBL-	SEE PHASING & ICT FOR WORK TO BE COMPLETED ON -Y2SBL- IN AREA 3, PHASE 2, STEP 4



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DATE: 7/13/2022

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AREA 3
PHASE 2
-Y2NBL- STEP 2A
-Y2SBL- STEP 4

REVISIONS

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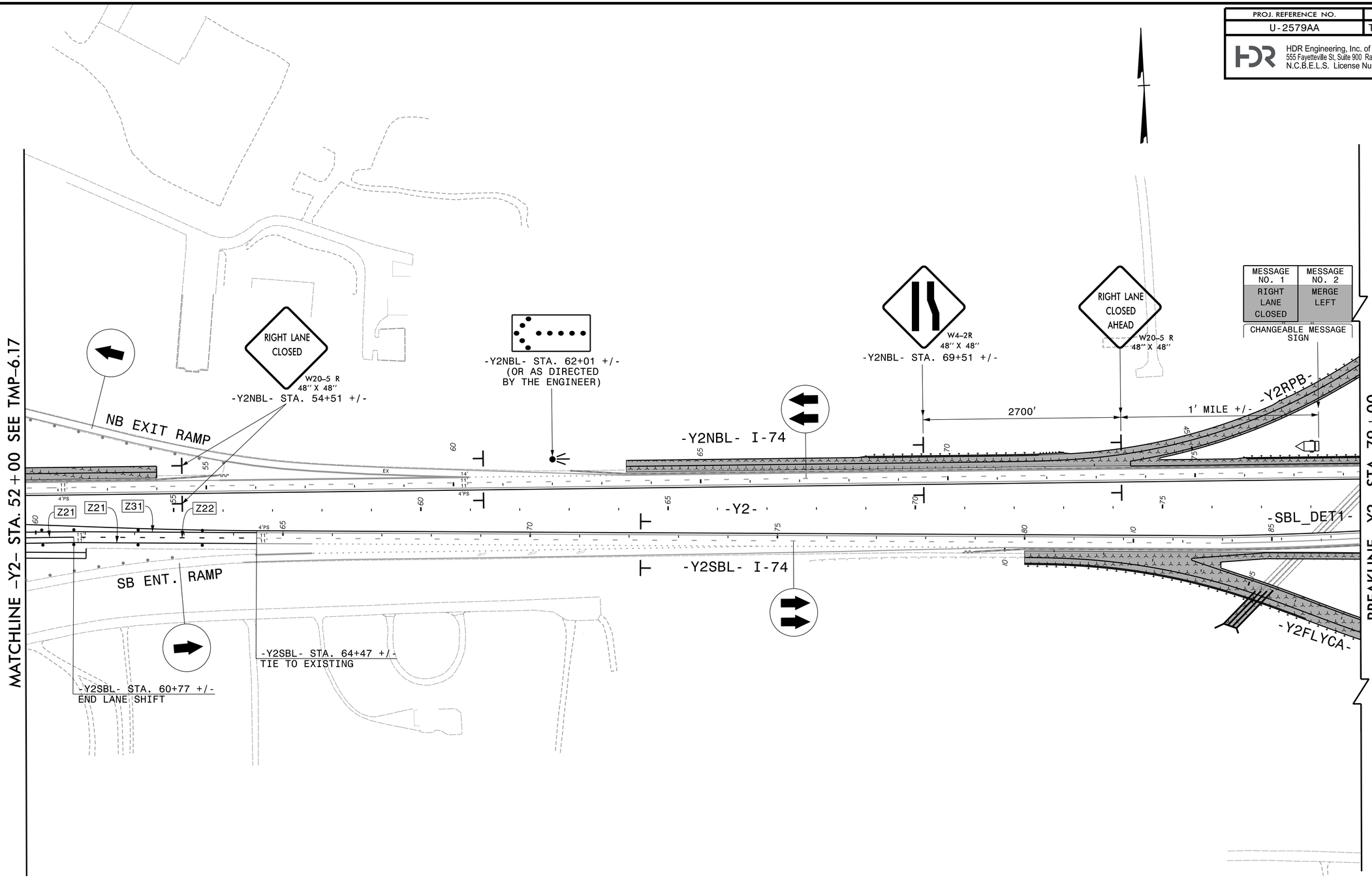

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AREA 3
PHASE 2
-Y2NBL- STEP 2A
-Y2SBL- STEP 4

REVISIONS

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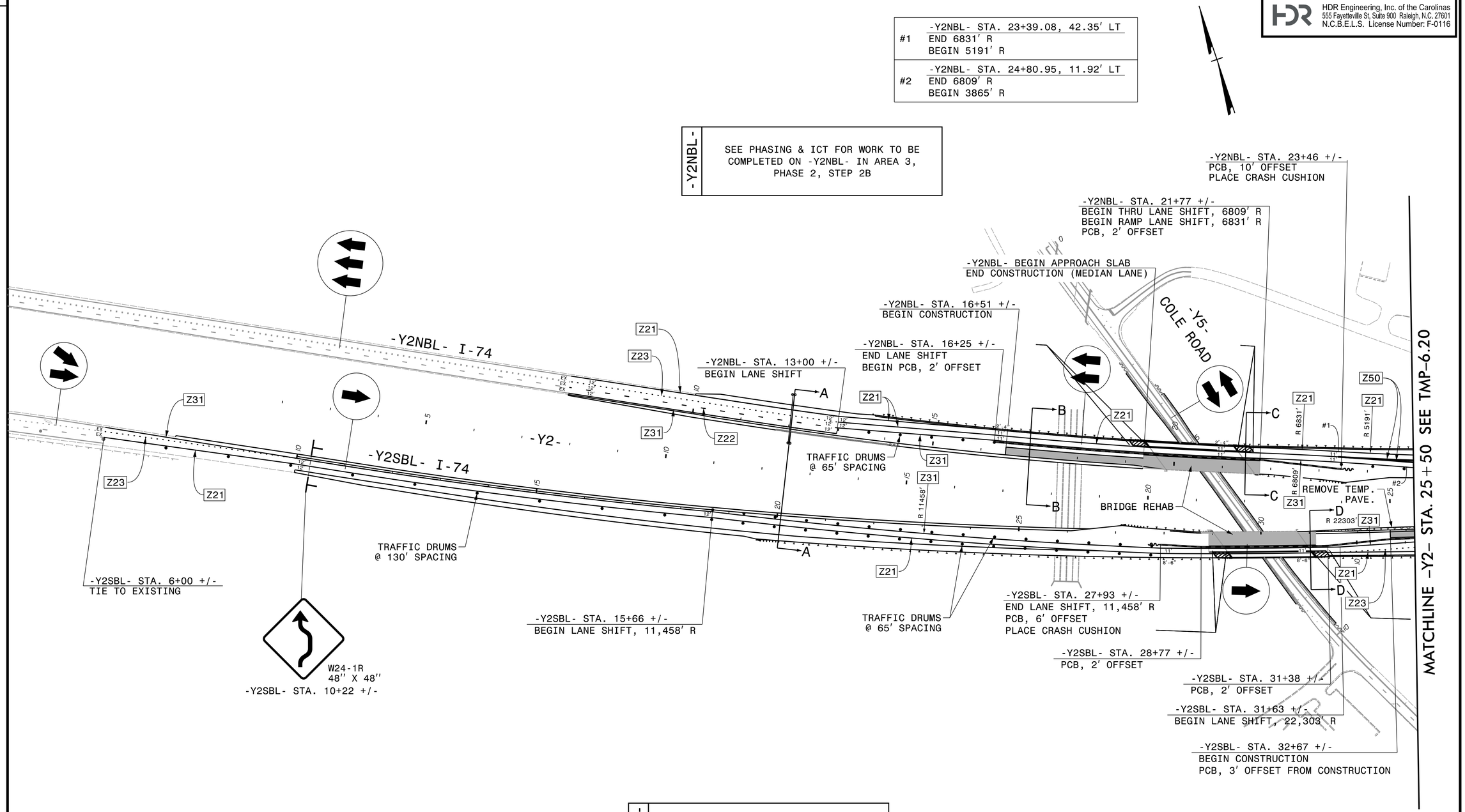
#1	-Y2NBL- STA. 23+39.08, 42.35' LT END 6831' R BEGIN 5191' R
#2	-Y2NBL- STA. 24+80.95, 11.92' LT END 6809' R BEGIN 3865' R

-Y2NBL-	SEE PHASING & ICT FOR WORK TO BE COMPLETED ON -Y2NBL- IN AREA 3, PHASE 2, STEP 2B



-Y2SBL-	SEE PHASING & ICT FOR WORK TO BE COMPLETED ON -Y2SBL- IN AREA 3, PHASE 2, STEP 4A

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AREA 3
PHASE 2
-Y2NBL- STEP 2B
-Y2SBL- STEP 4A

REVISIONS

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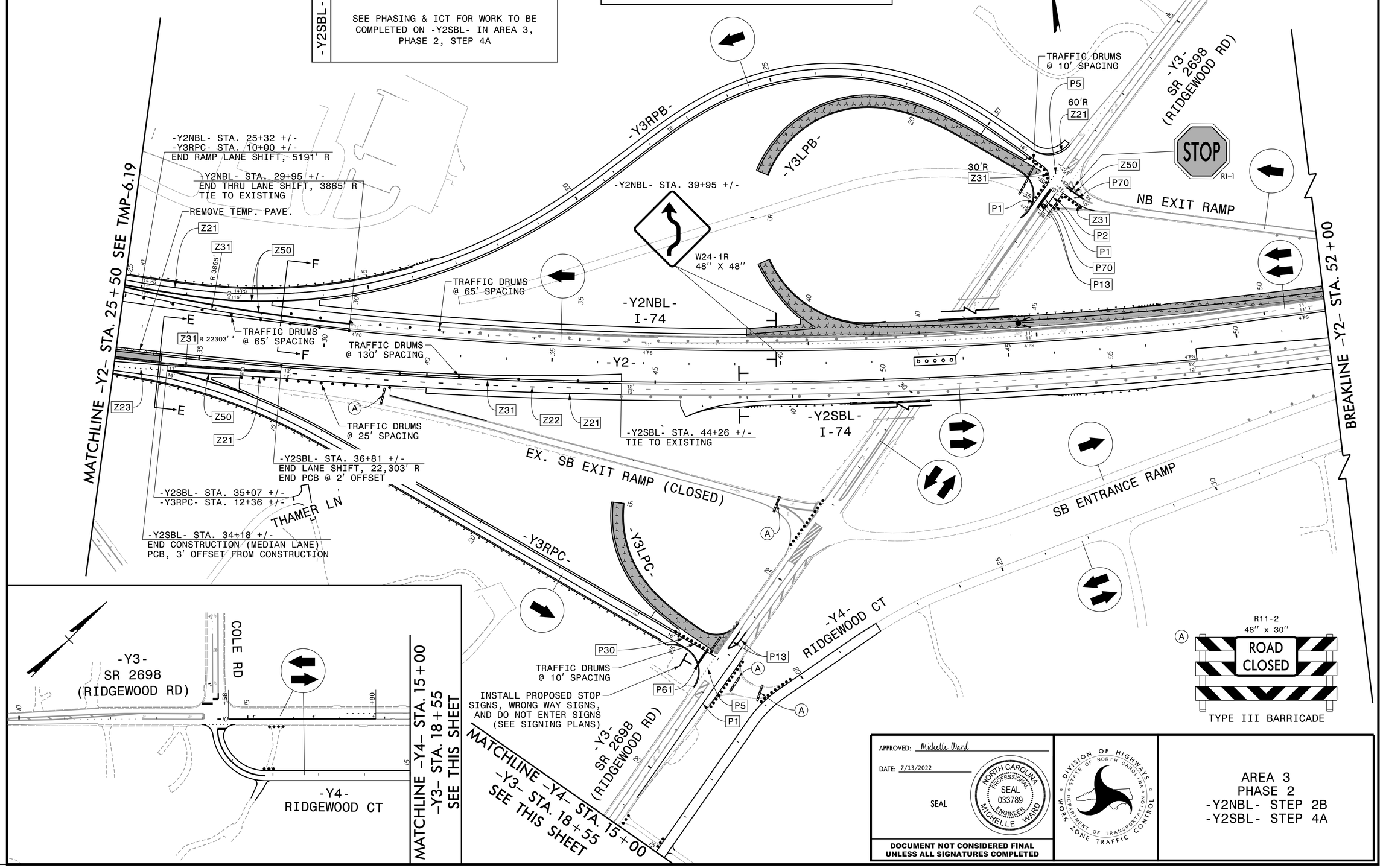
-Y2NBL-	SEE PHASING & ICT FOR WORK TO BE COMPLETED ON -Y2NBL- IN AREA 3, PHASE 2, STEP 2B
-Y2SBL-	SEE PHASING & ICT FOR WORK TO BE COMPLETED ON -Y2SBL- IN AREA 3, PHASE 2, STEP 4A

PLACE TEMPORARY MARKINGS IN THE FINAL PATTERN ON:
1. -Y3RPB- FROM STA. 12+00 +/- TO STA. 31+00 +/-
2. -Y3RPC- FROM STA. 12+36 +/- TO STA. 25+00 +/-
3. -Y3- FROM STA. 14+58 +/- TO STA. 17+80 +/-
4. -Y4-
5. -Y5- (COLE RD) AT THE -Y3-/-Y4- INTERSECTION (SEE FINAL PAVEMENT MARKING PLAN)



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AREA 3
PHASE 2
-Y2NBL- STEP 2B
-Y2SBL- STEP 4A

REVISIONS

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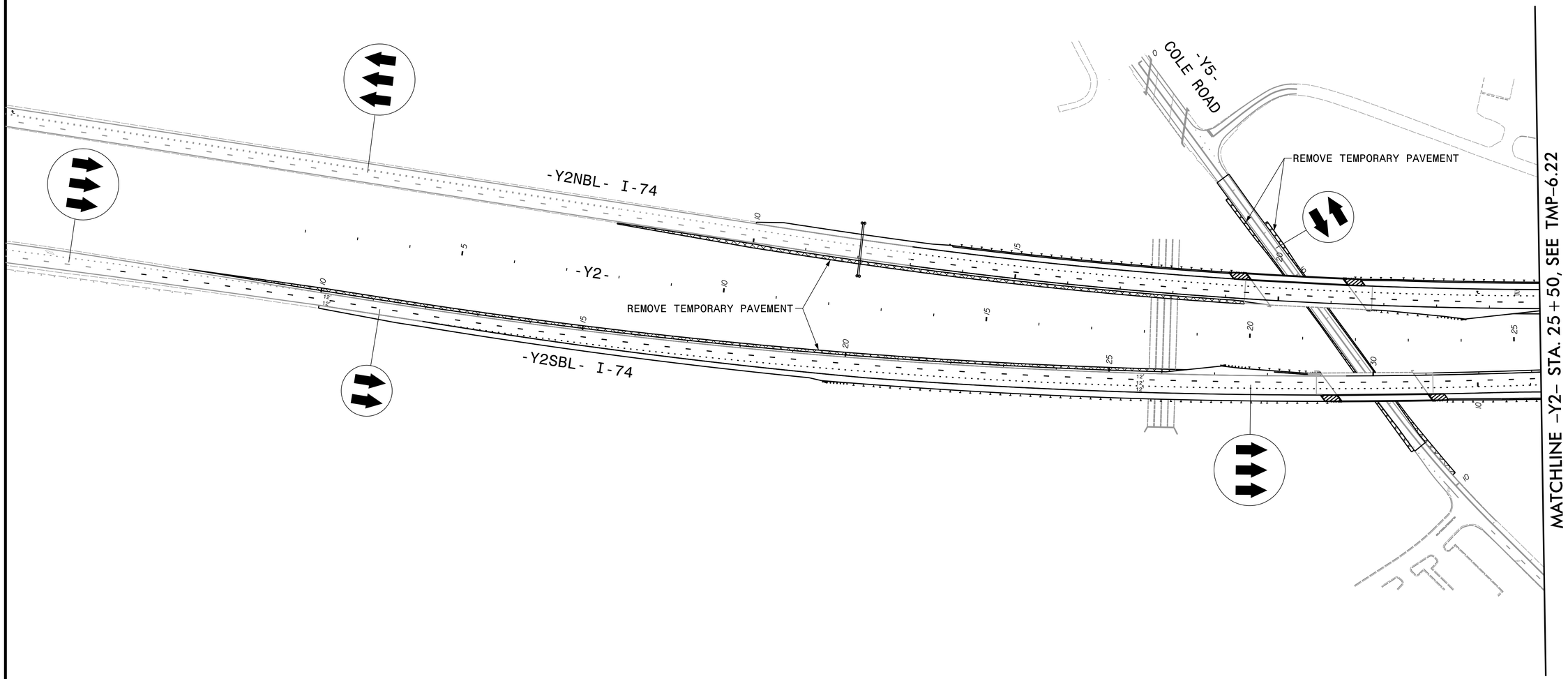
PLACE TEMPORARY MARKINGS IN THE FINAL PATTERN ON:
1. -Y2NBL- STA. 13+00 +/- TO STA. 31+64 +/-
2. -Y2SBL- STA. 6+00 +/- TO STA. 36+81 +/-
(SEE FINAL PAVEMENT MARKING PLAN)



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AREA 3
PHASE 3 STEP 1

REVISIONS

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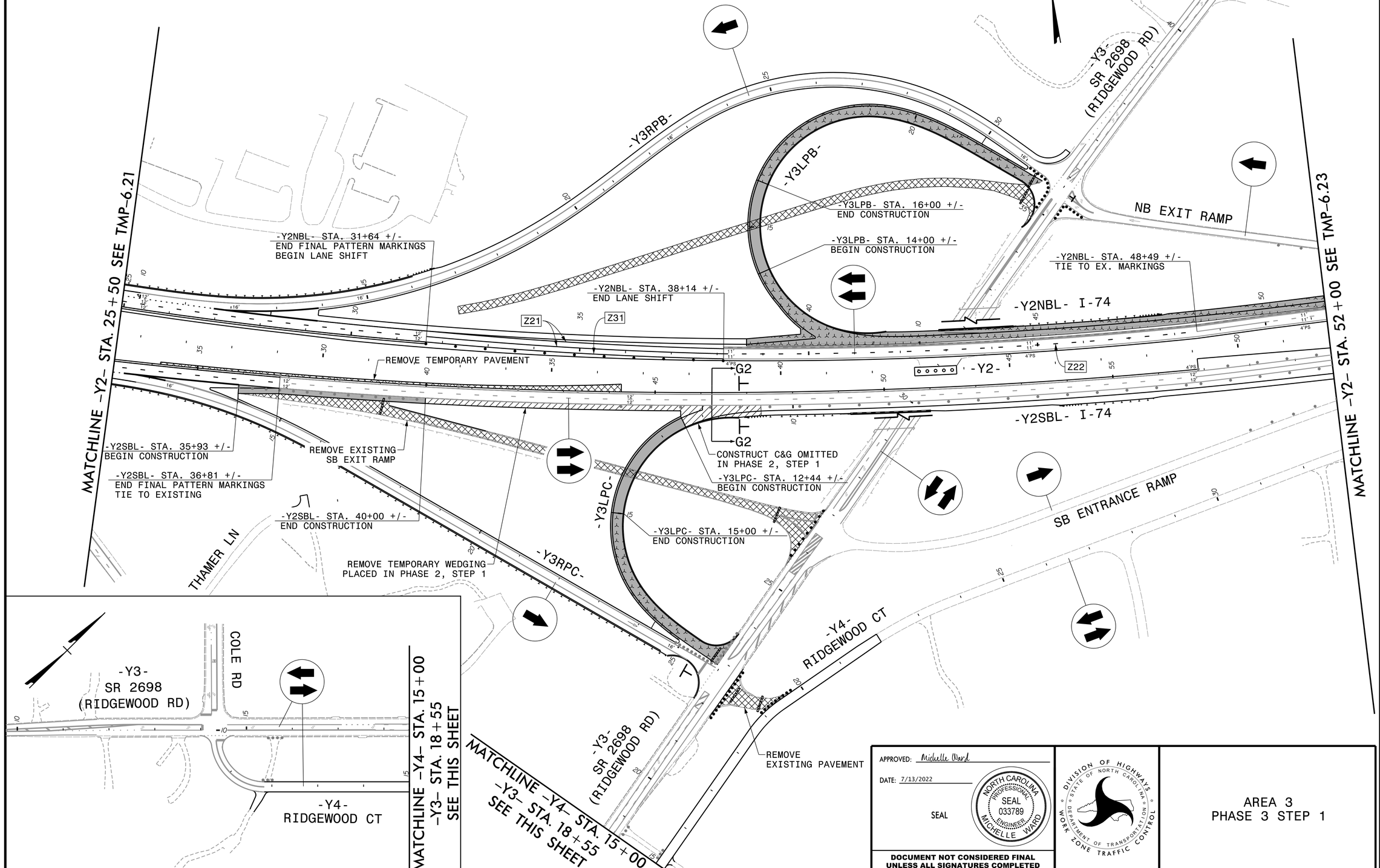
PLACE TEMPORARY MARKINGS IN THE FINAL PATTERN ON:
1. -Y2NBL- STA. 13+00 +/- TO STA. 31+64 +/-
2. -Y2SBL- STA. 6+00 +/- TO STA. 36+81 +/-
(SEE FINAL PAVEMENT MARKING PLAN)



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AREA 3
PHASE 3 STEP 1

REVISIONS

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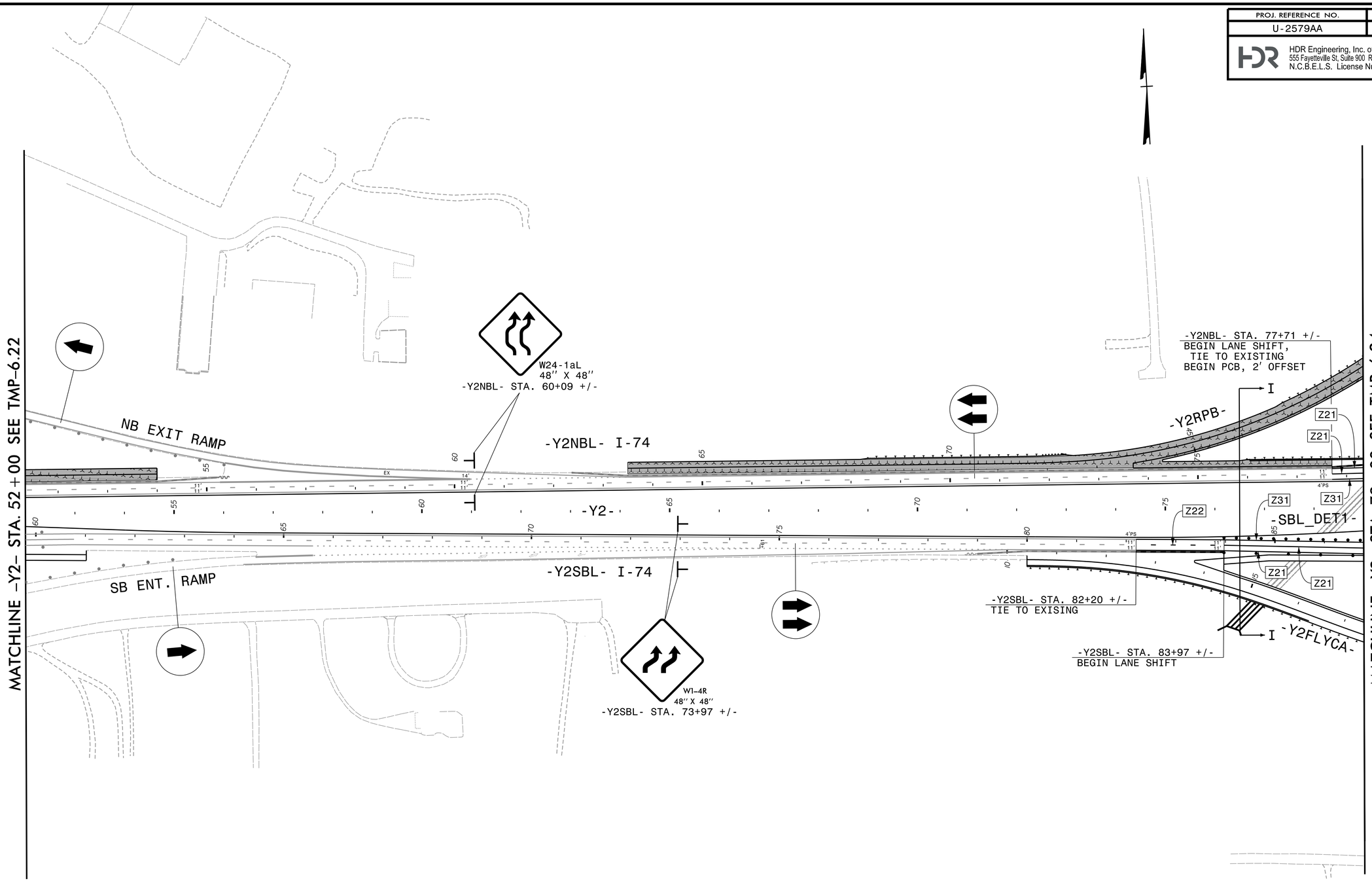

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AREA 3
PHASE 3 STEP 1

REVISIONS

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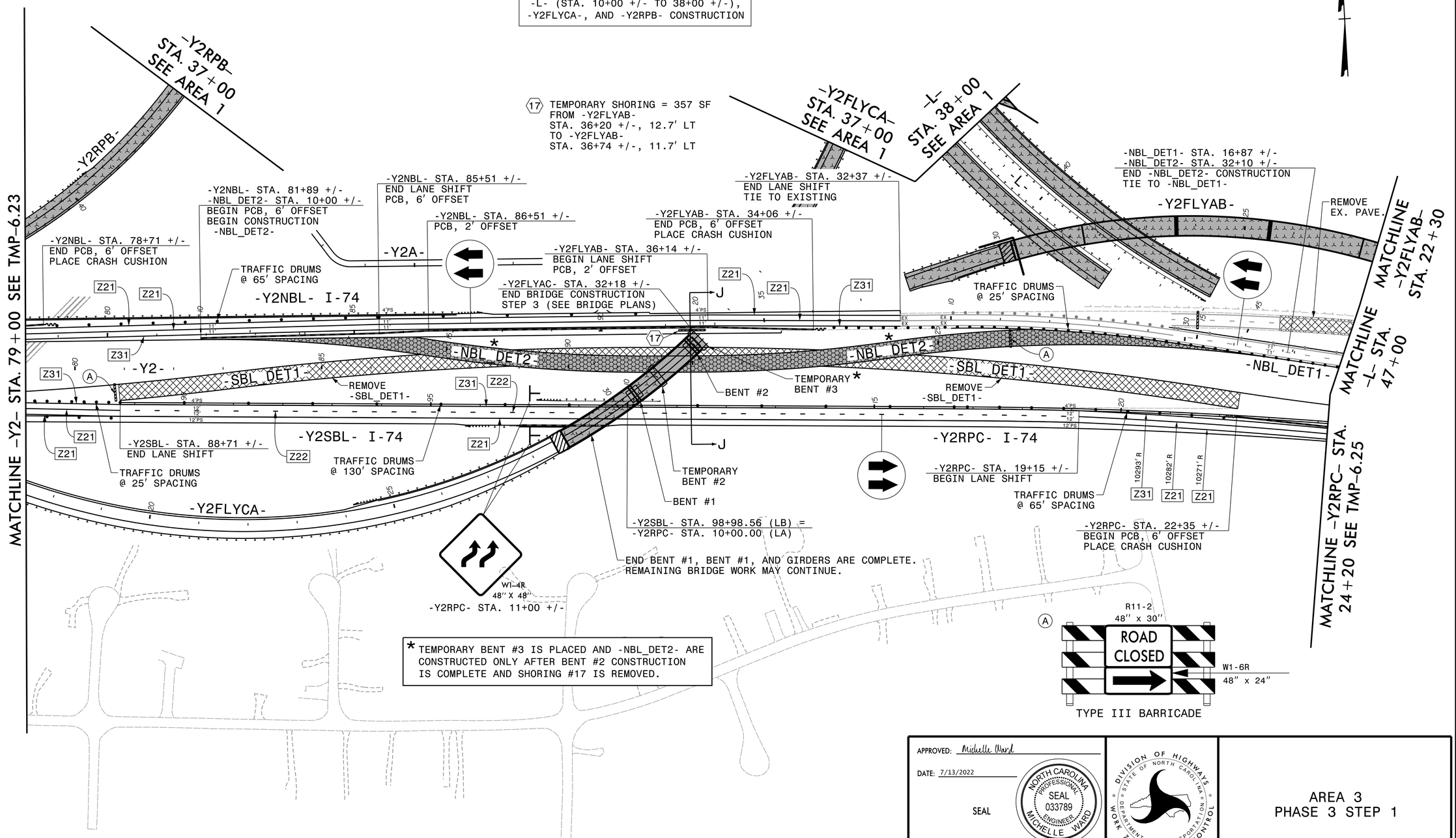
SEE AREA 1 PHASING FOR
-L- (STA. 10+00 +/- TO 38+00 +/-),
-Y2FLYCA-, AND -Y2RPB- CONSTRUCTION



* TEMPORARY BENT #3 IS PLACED AND -NBL_DET2- ARE CONSTRUCTED ONLY AFTER BENT #2 CONSTRUCTION IS COMPLETE AND SHORING #17 IS REMOVED.

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DATE: 7/13/2022

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AREA 3
PHASE 3 STEP 1

REVISIONS

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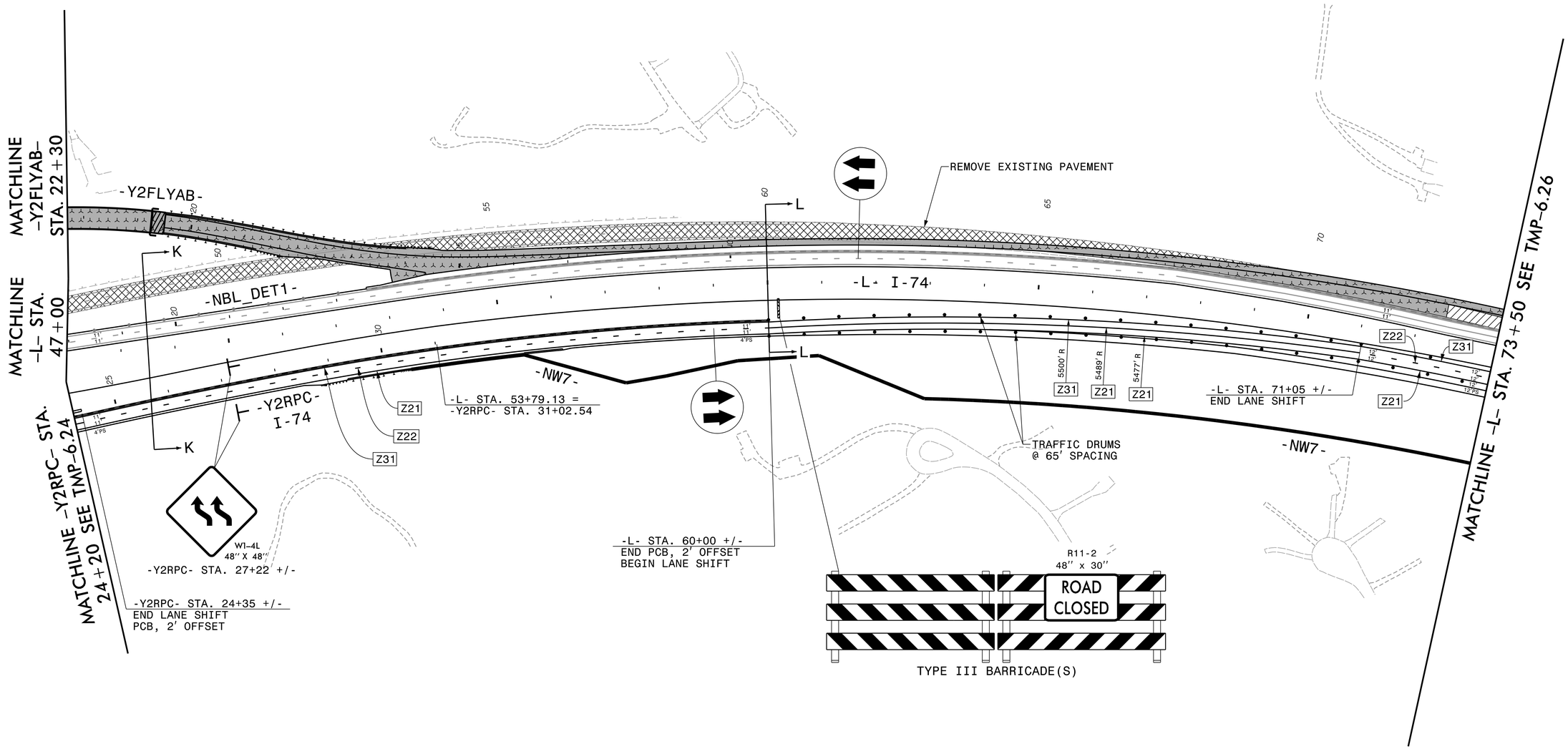

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AREA 3
PHASE 3 STEP 1

REVISIONS

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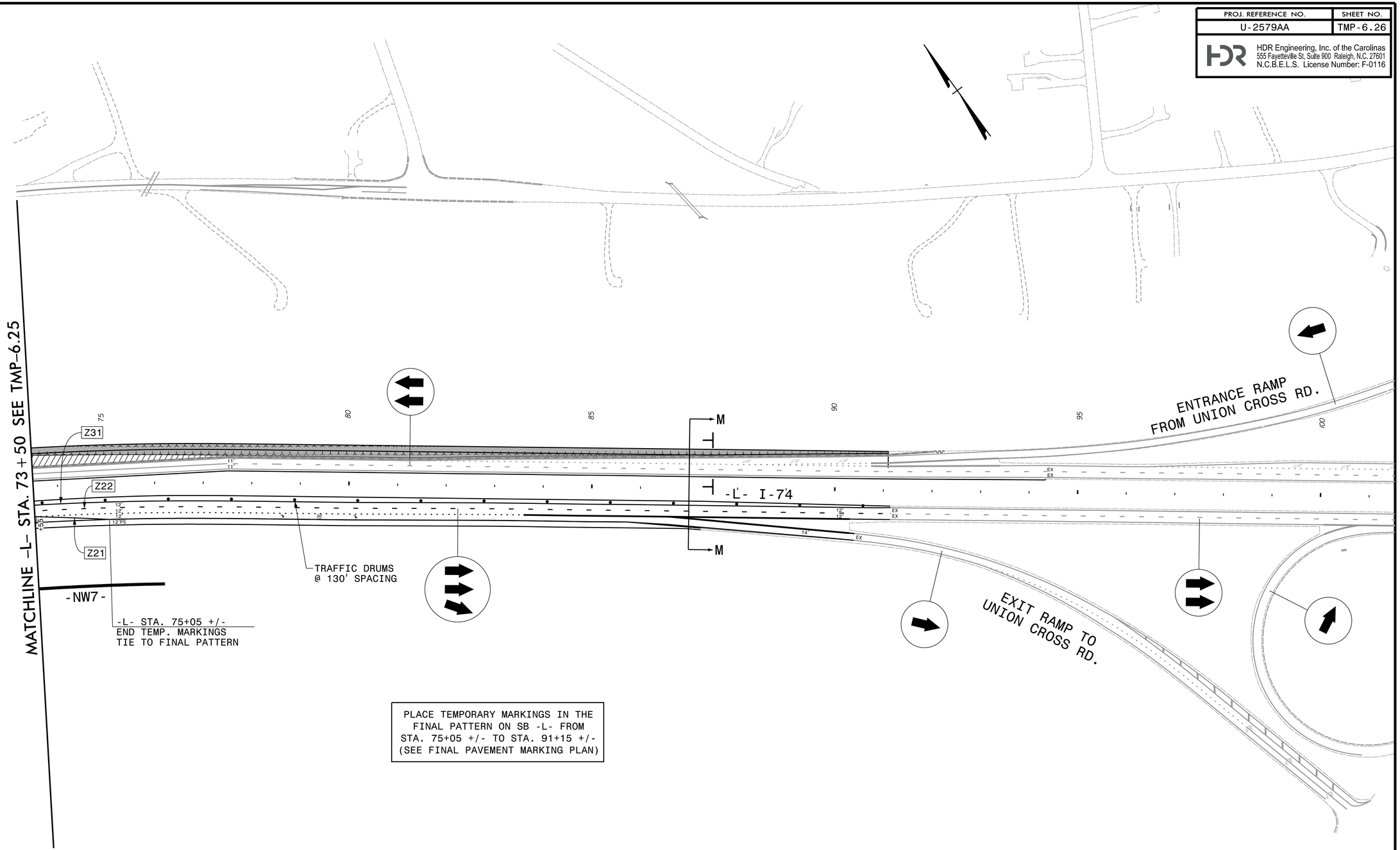

PLACE TEMPORARY MARKINGS IN THE FINAL PATTERN ON SB -L- FROM STA. 75+05 +/- TO STA. 91+15 +/- (SEE FINAL PAVEMENT MARKING PLAN)

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DATE: 7/13/2022

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AREA 3
PHASE 3 STEP 1

REVISIONS

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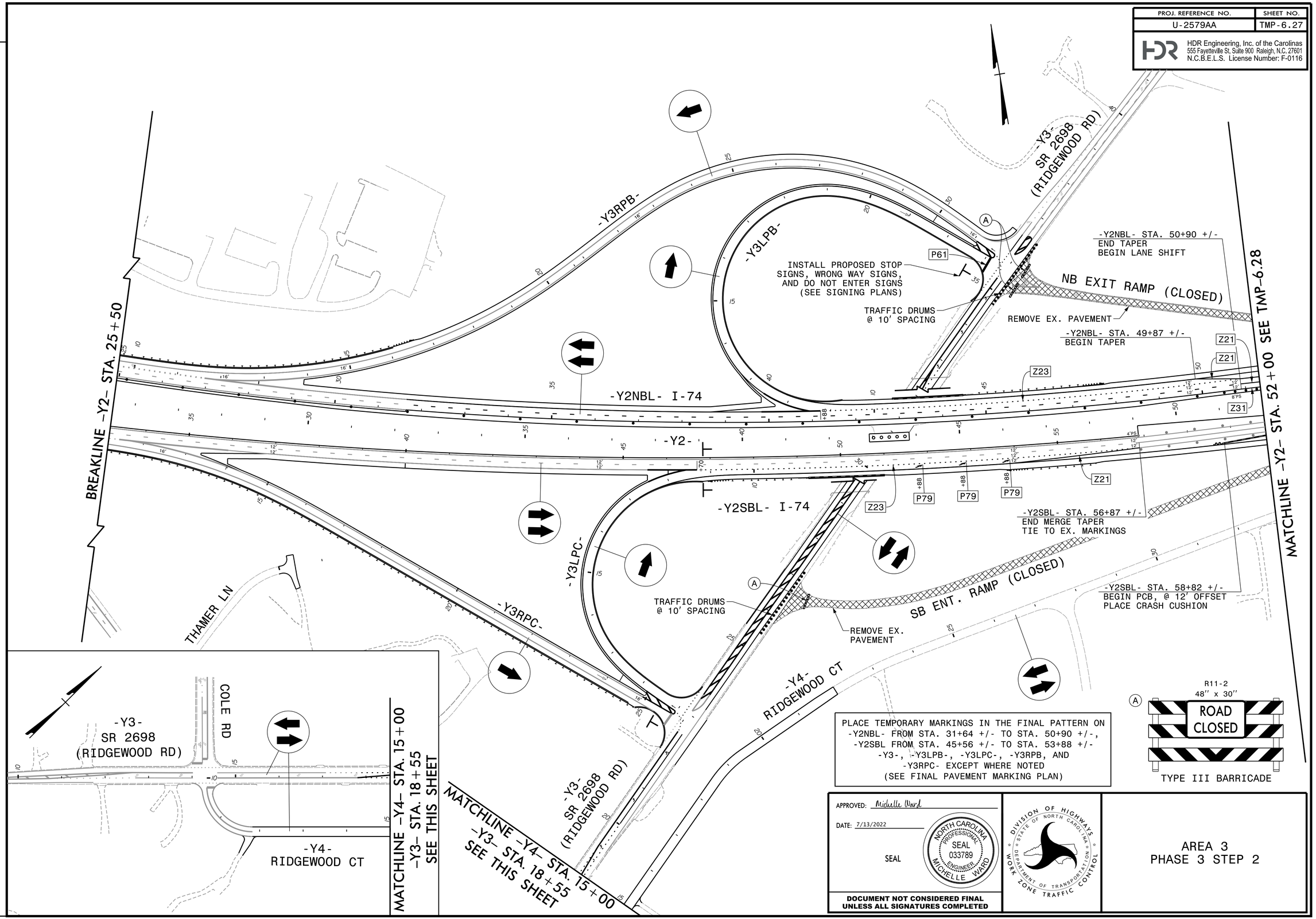
N.C.B.E.L.S. License Number: F-0116



PLACE TEMPORARY MARKINGS IN THE FINAL PATTERN ON -Y2NBL- FROM STA. 31+64 +/- TO STA. 50+90 +/-, -Y2SBL FROM STA. 45+56 +/- TO STA. 53+88 +/- -Y3-, -Y3LPB-, -Y3LPC-, -Y3RPB, AND -Y3RPC- EXCEPT WHERE NOTED (SEE FINAL PAVEMENT MARKING PLAN)

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DATE: 7/13/2022

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AREA 3
PHASE 3 STEP 2

REVISIONS

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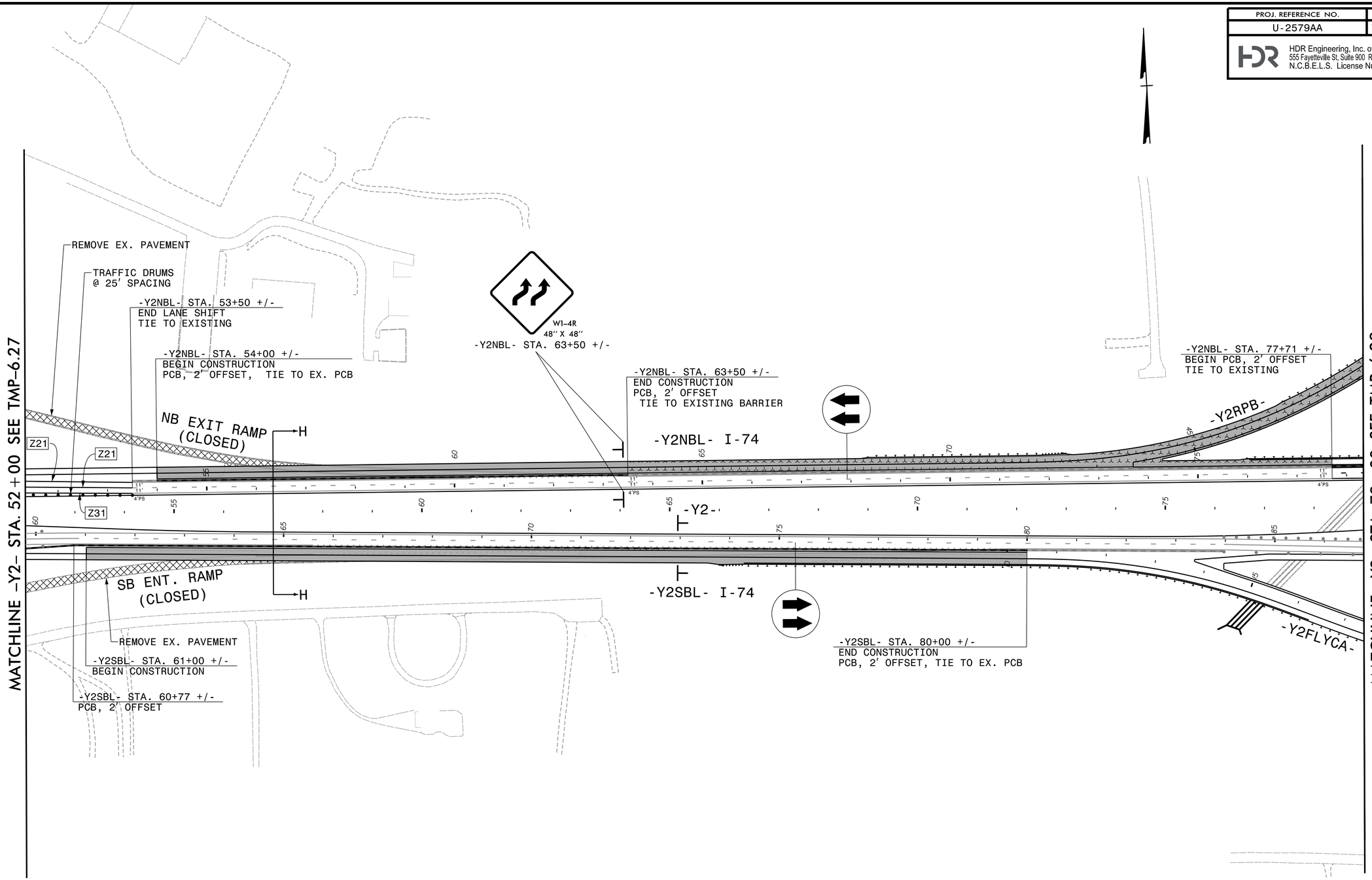

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AREA 3
PHASE 3 STEP 2

REVISIONS

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt PENTABLE: NCDOT_tcp.tbl
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