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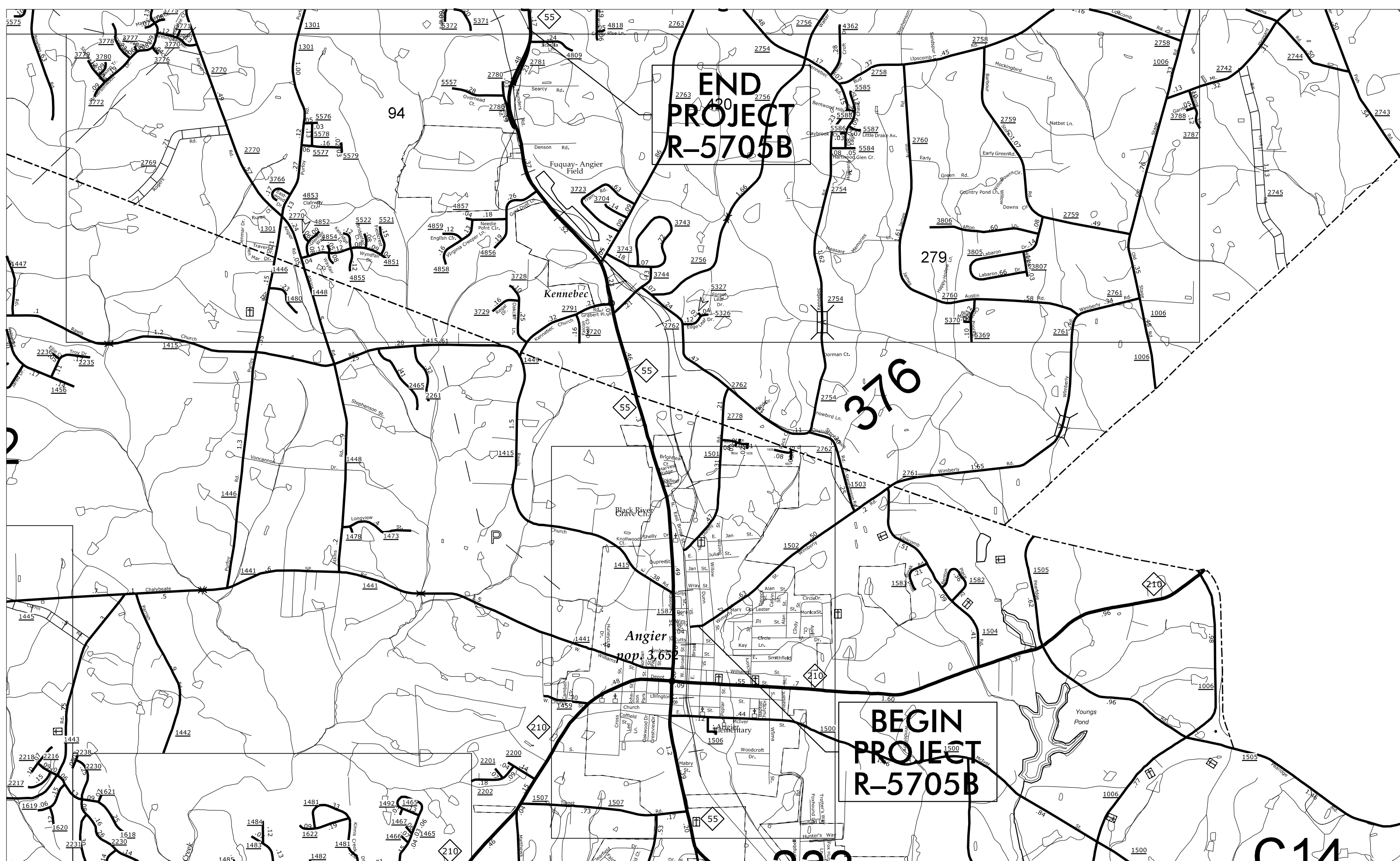
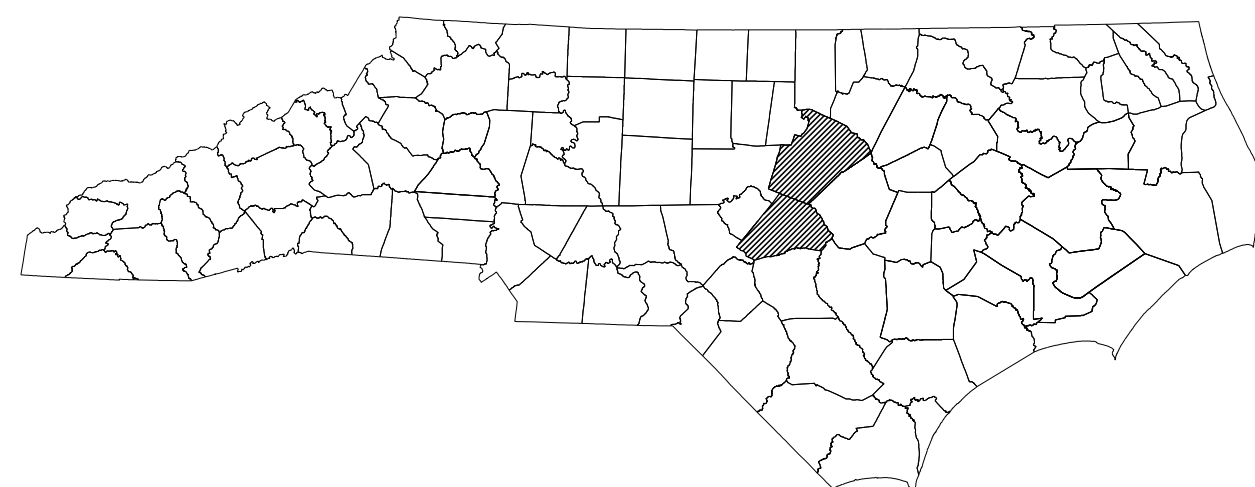
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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

HARNETT & WAKE COUNTY



LOCATION: NC 55 FROM NC 210 TO SR 4809 (JICARILLA LANE)

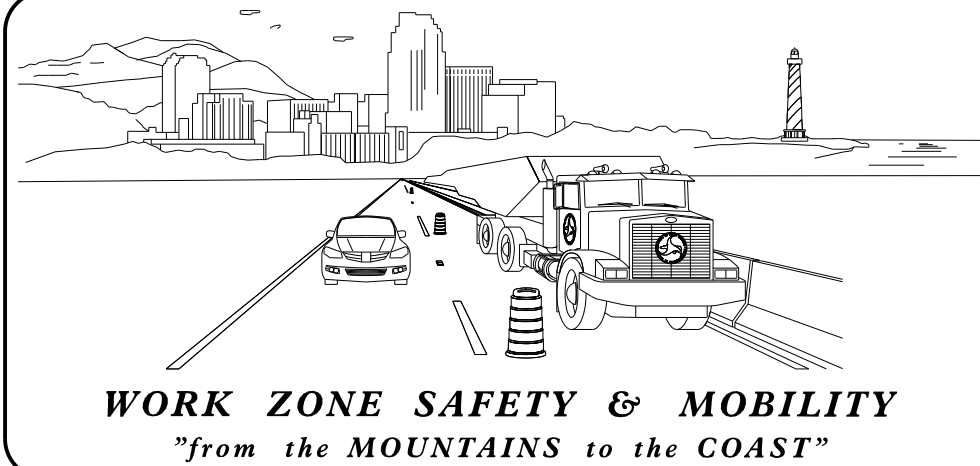
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SHEET NO.
TMP-1

R-5705B

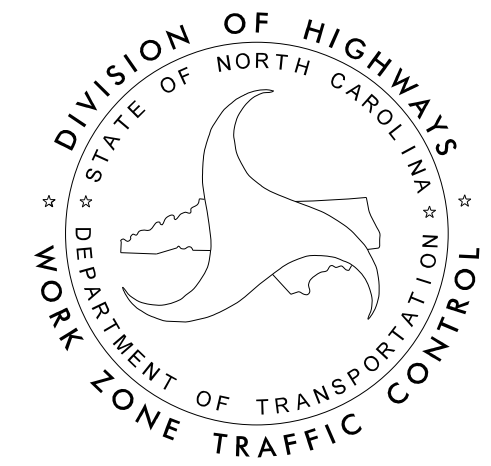
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PLANS PREPARED BY:
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PROJECT DESIGN ENGINEER



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APPROVED: 

DATE: 8/3/2022

SEAL





ROADWAY STANDARD DRAWINGS

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

STD. NO.	TITLE
1101.01	WORK ZONE 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	FLAGGING DEVICES
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 MULTILANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - LANE DROPS
1205.07	PAVEMENT MARKINGS - PEDESTRIAN CROSSWALKS
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.13	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
1264.01	OBJECT MARKERS - TYPES
1264.02	OBJECT MARKERS - INSTALLATION

LEGEND

GENERAL

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



SIGNALS

- EXISTING
- PROPOSED
- TEMPORARY
- PORTABLE

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

TRAFFIC CONTROL DEVICES

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

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

PAVEMENT MARKERS

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

PAVEMENT MARKING SYMBOLS

- PAVEMENT MARKING SYMBOLS

TEMPORARY PAVEMENT MARKING

- P1 WHITE EDGELINE PAINT (4")
- P2 WHITE SOLID LANE LINE PAINT (4")
- P4 3FT. - 9FT./SP WHITE MINISKIP PAINT (4")
- P5 2FT. - 6FT./SP WHITE MINISKIP PAINT (4")
- P13 YELLOW DOUBLE CENTER PAINT (4")
- P42 YELLOW DIAGONAL PAINT (8")
- P43 WHITE SOLID LANE LINE PAINT (8")
- P44 3FT. - 9FT./SP WHITE MINISKIP PAINT (8")
- P61 WHITE STOPBAR PAINT (24")

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GENERAL NOTES

CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS, AND ROADWAY DETAILS ARE NOT ATTAINABLE TO MEET FIELD CONDITIONS OR RESULT IN DUPLICATE OR 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
NC 55	MONDAY THRU FRIDAY 6:00 A.M. TO 9:00 A.M. AND 4:00 P.M. TO 7:00 P.M.

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

ROAD NAME
NC 55

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00 A.M. DECEMBER 31st TO 7:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 6:00 P.M. THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 7:00 P.M. MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 7:00 P.M. TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 7:00 P.M. THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 6:00 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 7:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.
- FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 7:00 P.M. TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY AND 7:00 P.M. MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 7:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

LANE AND SHOULDER CLOSURE REQUIREMENTS

- 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.
- 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.
- 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 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.
- 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.
- DO NOT INSTALL MORE THAN ONE LANE CLOSURE IN ANY ONE DIRECTION ON NC 55.
- PROVIDE TRAFFIC CONTROL FOR APPROPRIATE LANE CLOSURES FOR SURVEYING.

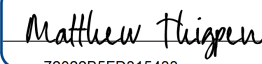
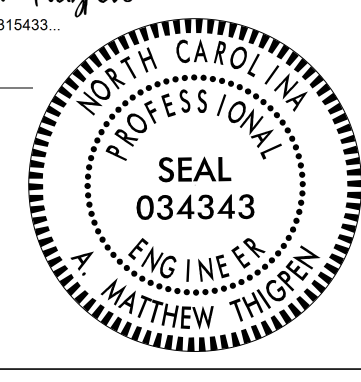

PAVEMENT EDGE DROP OFF REQUIREMENTS

- 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.
- DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 350 FT IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

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GENERAL NOTES CONTINUED



TRAFFIC PATTERN ALTERATIONS

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

SIGNING

M) 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.

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

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

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

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

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

Q) 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

R) 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.

S) 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

T) 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.

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

V) 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

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

ROAD NAME	MARKING	MARKER
NC 55	PAINT	TEMPORARY RAISED

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

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

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

AA) TRACE THE 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 AND BEFORE REMOVAL.

MISCELLANEOUS

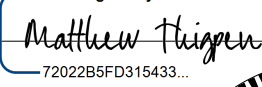
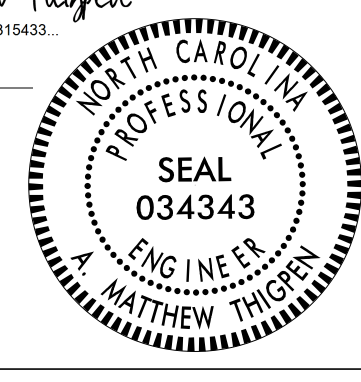

BB) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE ENGINEER.

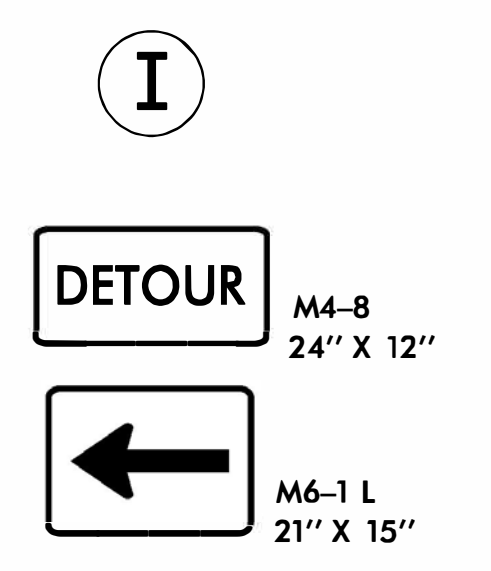
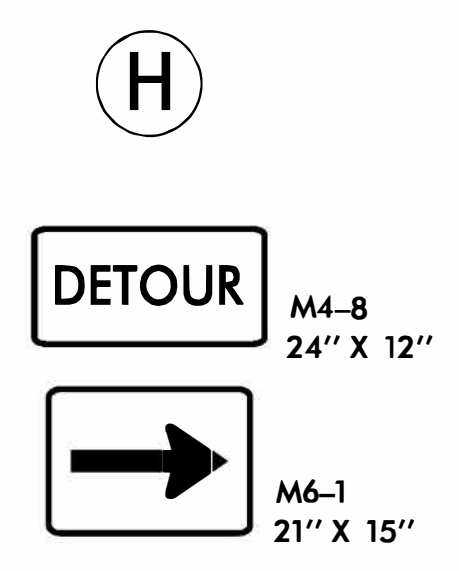
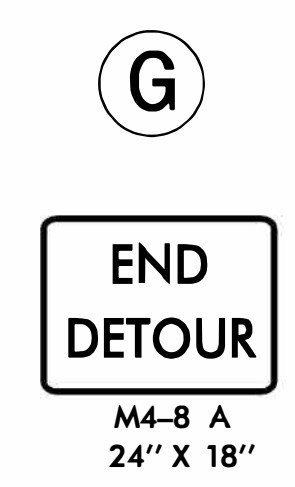
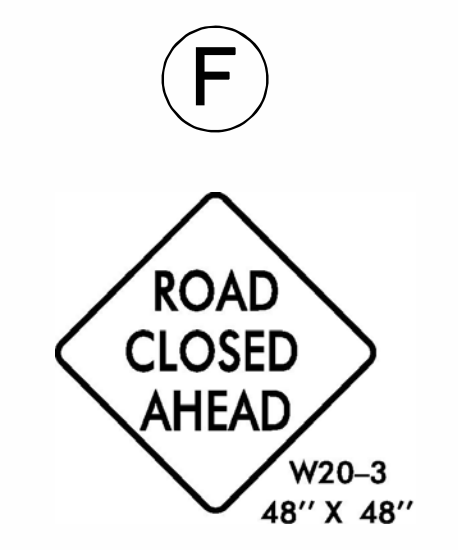
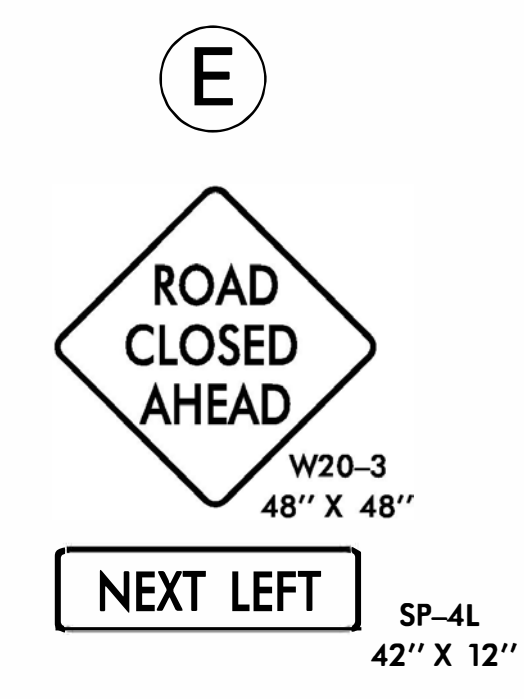
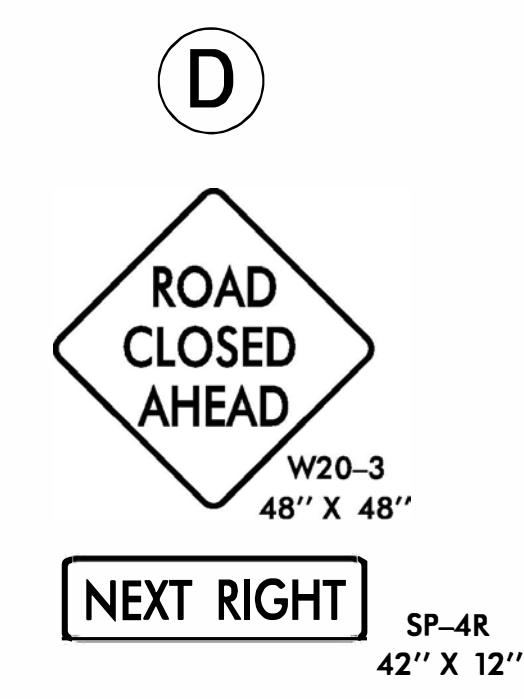
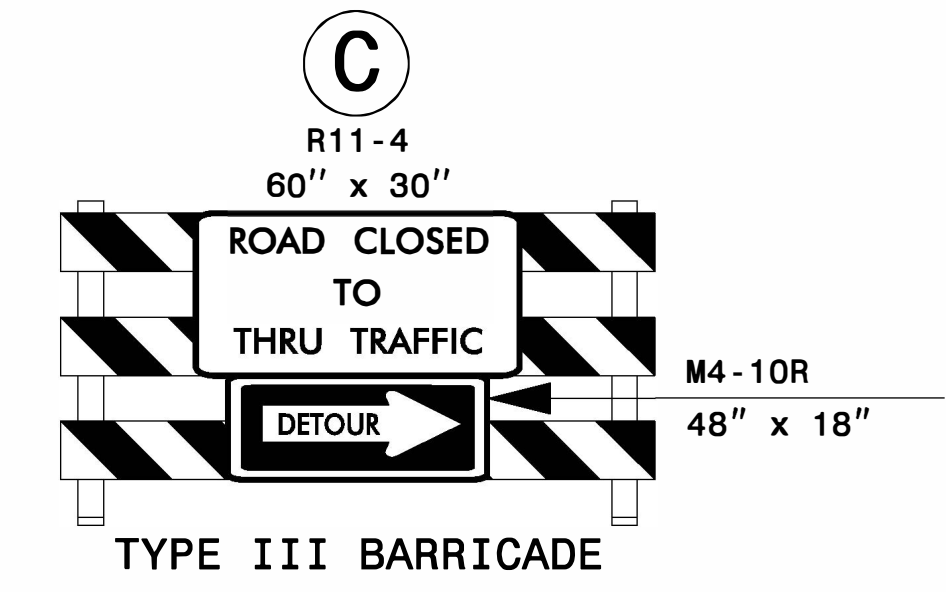
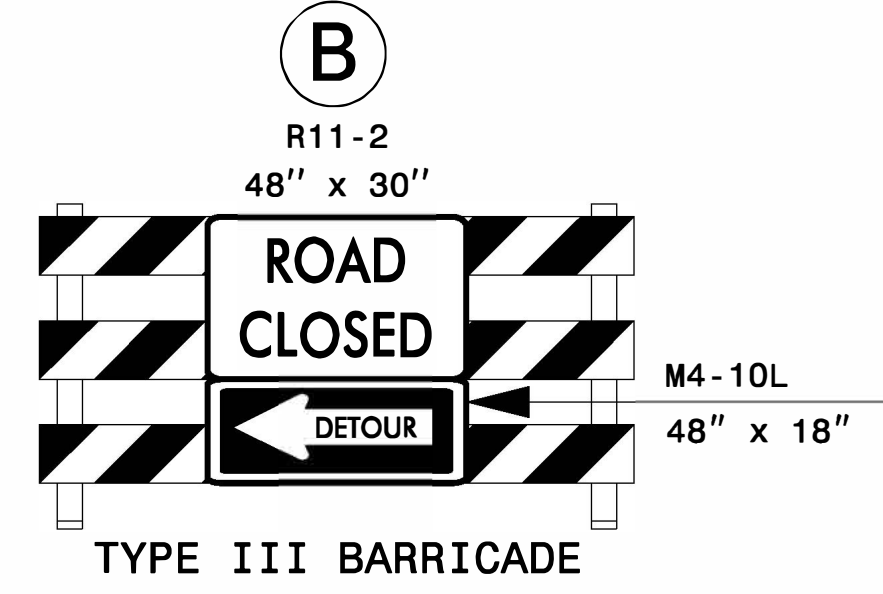
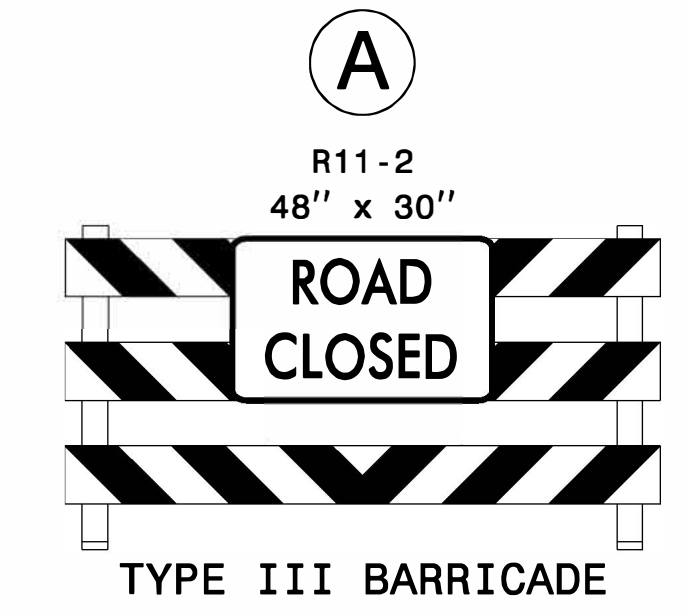
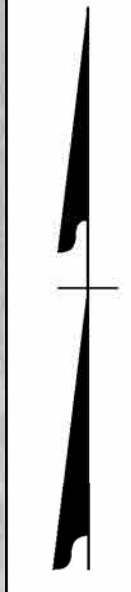
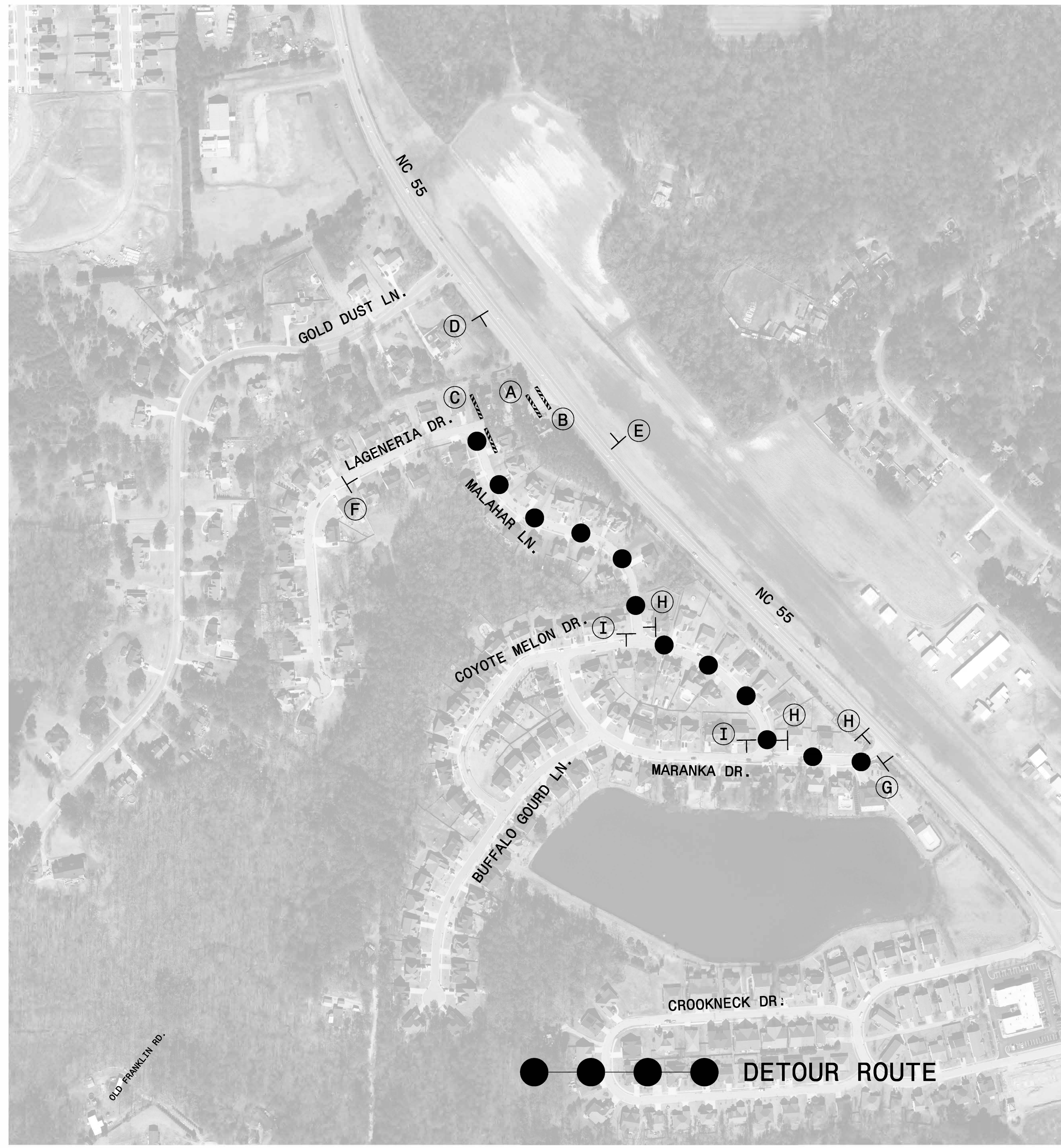
BB) IN THE EVENT A TIE-IN CANNOT BE MADE IN ONE DAY'S TIME, BRING THE TIE-IN AREA TO AN APPROPRIATE ROADWAY ELEVATION AS DETERMINED BY THE ENGINEER. PLACE BLACK ON ORANGE "LOOSE GRAVE" SIGNS (W8-7) AND BLACK ON ORANGE "PAVEMENT ENDS" SIGNS (W8-3) 350 FT AND 700 FT RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

BB) CONTRACTOR SHALL MAINTAIN SIDEWALK ACCESS AT ALL TIMES AS STATED IN THE PHASING. CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE TEMPORARY SIDEWALKS (CONCRETE, ASPHALT, OR OTHER SUITABLE MATERIAL AS APPROVED BY THE ENGINEER) AT ALL LOCATIONS WHERE THE OPEN PEDESTRIAN TRAVELWAY HAS BEEN REMOVED FOR CONSTRUCTION OPERATIONS (UTILITIES, DRAINAGE, ETC.).

LOCAL NOTES

LN-1 PARTIALLY CONSTRUCT DRAINAGE BOX FOR PROPOSED D.I. OR C.B. TO AN INTERIM ELEVATION BELOW GRADE, COVER WITH TEMPORARY TRAFFIC BEARING COVER, BACKFILL AND PATCH PAVEMENT.

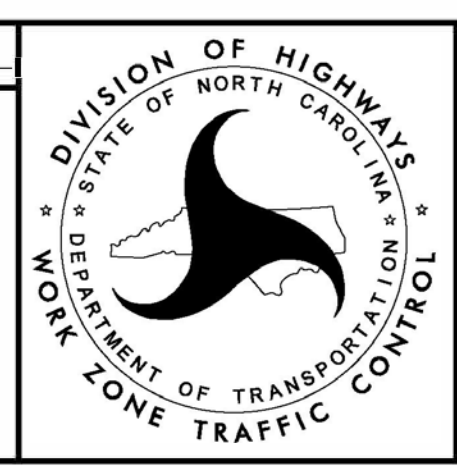
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APPROVED: *Matthew Thigpen* DATE: 7/5/2022

DocuSigned by:

SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 034343
MATTHEW THIGPEN



DETOUR SIGNING

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Shoring Location No. 1

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- 474+00±, 0.5 FT. RIGHT, TO STATION -L- 477+00±, 0.5 FT. RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

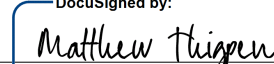
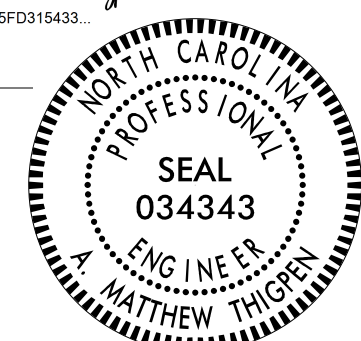

- UNIT WEIGHT (γ) = 120 LB/CF
- FRICTION ANGLE (ϕ) = 30 DEGREES
- COHESION (c) = 0 LB/SF
- GROUNDWATER ELEVATION = 340.0 FT ±

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 474+00±, 0.5 FT. RIGHT, TO STATION -L- 477+00±, 0.5 FT. RIGHT.

AT THE CONTRACTOR'S OPTION AND WHEN APPLICABLE, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 474+00±, 0.5 FT. RIGHT, TO STATION -L- 477+00±, 0.5 FT. RIGHT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH SEALED DOCUMENTS FROM THE GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENTS WERE SUBMITTED TO THE WZTC SECTION ON JUNE 29, 2022 AND SEALED BY PROFESSIONAL ENGINEER, JINYOUNG PARK, P.E., LICENSE # 032171

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<p>APPROVED:  7/5/2022</p> <p>DATE: 7/5/2022</p> 		<p>TEMPORARY SHORING NOTES</p>
<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>		

PHASING



PROJ. REFERENCE NO.	SHEET NO.
R-5705B	TMP-3

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.

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 AND 7 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. 246+00 TO WAKE COUNTY LINE

PHASE 1 (SEE TMP-5.01 THRU TMP-5.02)

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

- -L- STA. 246+00 +/- TO STA. 376+00 +/-
- -Y6- STA. 12+25 +/- TO STA. 18+00 +/-
- -Y7- STA. 11+25 +/- TO STA. 15+00 +/-

PHASE 2

AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NEEDED, COMPLETE ALL WORK BEGUN IN PHASE I, (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.

AREA 2

MAINLINE (-L) FROM STA. WAKE COUNTY LINE TO -L- STA. 485+56

PHASE 1

STEP 1: (SEE TMP-6.01 THRU TMP-6.10)

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

- -L- STA. 376+00 +/- TO STA. 391+40 +/-
- -L- STA. 389+60 +/- TO STA. 424+00 +/- (RIGHT SIDE)
- -L- STA. 436+00 +/- TO -L- STA. 449+41 +/-
- -Y8- STA. 10+00 +/- TO STA. 16+50 +/-
- -Y9- STA. +/- TO STA. 15+25 +/-
- -Y12REV- STA. +/- TO STA. 19+47 +/- (RIGHT SIDE)

AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NEEDED, CONSTRUCT THE FOLLOWING TEMPORARY PAVEMENT UP TO THE EDGE AND ELEVATION OF THE EXISTING PAVEMENT:

- -LDETNB- STA. 12+68 +/- TO STA. 37+34 +/-

THE CONTRACTOR SHALL PERFORM PHASE 1, STEP 2 IN 90 CONSECUTIVE CALENDAR DAYS, SEE INTERMEDIATE CONTRACT TIMES AND LIQUIDATED DAMAGES.

STEP 2: (SEE TMP-6.11 THRU TMP-6.13)

USING LANE CLOSURES AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS, SHIFT TRAFFIC TO PHASE I, STEP 2 TRAFFIC PATTERN AND INSTALL PCB.

AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NEEDED, CONSTRUCT THE FOLLOWING:

- -L- STA. 424+00 +/- TO STA. 436+00 +/- (RIGHT SIDE)

AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NEEDED, COMPLETE CONSTRUCTION OF THE FOLLOWING BEGUN IN STEP 1:

- -L- STA. 389+60 +/- TO STA. 424+00 +/- (RIGHT SIDE)
- -L- STA. 436+00 +/- TO STA. 449+41 +/- (RIGHT SIDE)
- -Y9- STA. +/- TO STA. 15+25 +/-
- -Y12REV- STA. +/- TO STA. 19+47 +/- (RIGHT SIDE)

PHASE 2

STEP 1: (SEE TMP-6.14 THRU TMP-6.20)

AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NEEDED, PLACE TEMPORARY MARKINGS AND MARKERS AND SHIFT TRAFFIC TO THE PHASE 2 TRAFFIC PATTERN:

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

- -L- STA. 391+41 +/- TO STA. 459+96 +/- (LEFT SIDE)
- -Y19- STA. 11+00 +/- TO -L-
- -Y9- STA. 10+20 +/- TO -L-
- -Y10- STA. 14+50 +/- TO -L-
- -Y11- STA. 13+50 +/- TO -L-
- -Y13- STA. 10+40 +/- TO -L-
- -Y12REV- STA. 11+16 +/- TO STA. 17+47 +/- (LEFT SIDE)
- -Y15- STA. 11+50 +/- TO -L-
- -Y21- STA. 10+05 +/- TO -L-
- -Y17- STA. 10+75 +/- TO -L-

STEP 2: (SEE TMP-6.21 AND TMP-6.22)

AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NEEDED, PLACE TEMPORARY MARKINGS AND MARKERS AND SHIFT TRAFFIC TO THE PHASE 2, STEP 2 TRAFFIC PATTERN:

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

- -L- STA. 449+41 +/- TO STA. 472+50 +/-

STEP 3: (SEE TMP-6.23 AND TMP-6.24)

AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NEEDED, PLACE TEMPORARY MARKINGS AND MARKERS AND SHIFT TRAFFIC TO THE PHASE 2, STEP 3 TRAFFIC PATTERN:

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

- -L- STA. 472+50 +/- TO STA. 485+56 +/- (RIGHT SIDE)

STEP 4: (SEE TMP-6.25 THRU TMP-6.27)

AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NEEDED, PLACE TEMPORARY MARKINGS AND MARKERS AND SHIFT TRAFFIC TO THE PHASE 2, STEP 4 TRAFFIC PATTERN:

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

- -L- STA. 472+50 +/- TO STA. 485+56 +/- (LEFT SIDE)

PHASE 3

STEP 1:

USING LANE CLOSURES AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS IN THE FINAL PATTERN AND SHIFT NORTHBOUND TRAFFIC TO THE OUTSIDE LANE OF NORTHBOUND -L- AND THE SOUTHBOUND TRAFFIC TO THE OUTSIDE LANE OF SOUTHBOUND -L- AND COMPLETE INSTALLATION OF DRUMS TO DRUM OFF THE INSIDE LANES OF BOTH NORTHBOUND AND SOUTHBOUND -L-.

WITH ALL TRAFFIC IN OUTSIDE NB AND SB LANES, COMPLETE ALL REMAINING TIE-IN WORK RELATED TO TRAFFIC SHIFT. USE DRUMS TO CHANNELIZE ACCESS TO U-TURNS AND OPEN TO TRAFFIC.

CLOSE MEDIANS AT -Y- LINES AND INSTALL SIGNING FOR RIGHT ONLY MOVEMENTS FROM -Y- LINES. DO NOT CLOSE MEDIAN AND CONSTRUCT LEFTOVER CHANNELIZATION AT -Y- LINE INTERSECTIONS UNTIL ADJACENT U-TURN MEDIAN OPENINGS BOTH NORTH AND SOUTH HAVE BEEN OPENED TO TRAFFIC.

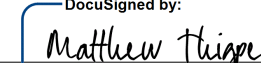
STEP 2:

COMPLETE ALL REMAINING CONSTRUCTION, UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE, INCLUDING ALL MEDIAN ISLANDS, MEDIAN CURB AND RIGHT TURN ISLANDS AT ALL -Y- LINES.


STEP 3:

USING LANE CLOSURES, REMOVE BARRICADES AND OPEN TO THE FINAL TRAFFIC PATTERN.

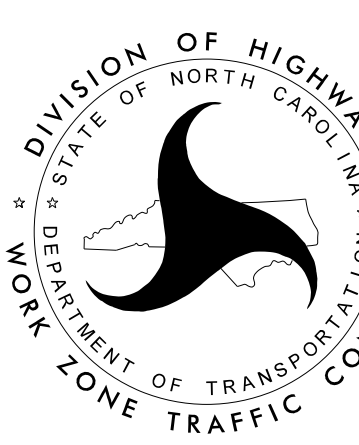
USING LANE CLOSURES, CONSTRUCT THE FINAL LAYER OF SURFACE COURSE, THEN PLACE THE FINAL MARKINGS AND MARKERS AND RE-OPEN TO THE FINAL TRAFFIC PATTERN. (SEE FINAL PAVEMENT MARKING PLAN)

APPROVED: 
DocuSigned by: Matthew Thigpen 7202285F0315433

DATE: 8/3/2022



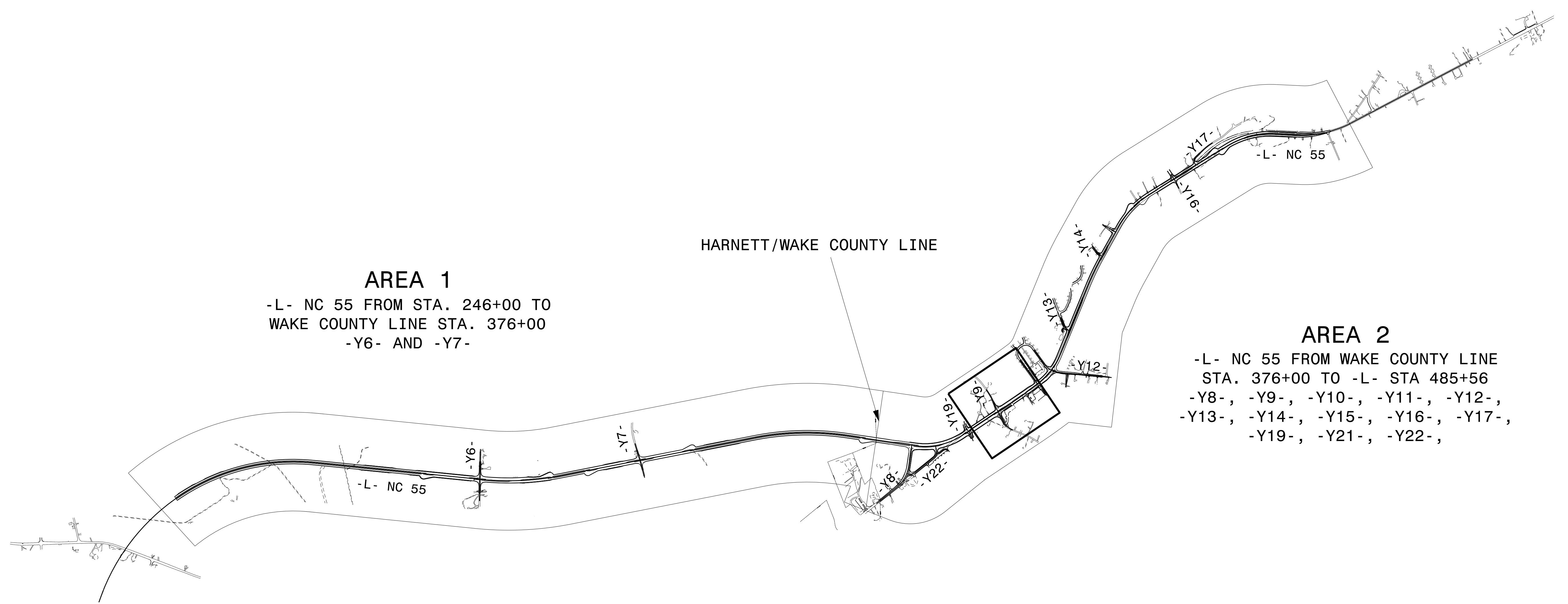
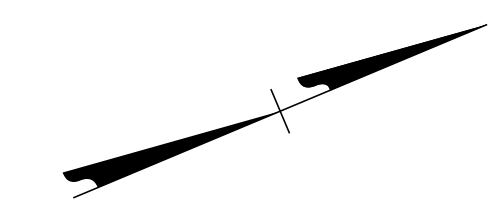
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DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

PHASING

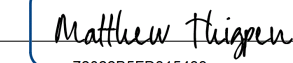
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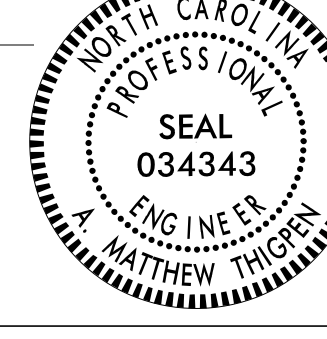
AREA 1
 -L- NC 55 FROM STA. 246+00 TO
 WAKE COUNTY LINE STA. 376+00
 -Y6- AND -Y7-

AREA 2
 -L- NC 55 FROM WAKE COUNTY LINE
 STA. 376+00 TO -L- STA 485+56
 -Y8-, -Y9-, -Y10-, -Y11-, -Y12-,
 -Y13-, -Y14-, -Y15-, -Y16-, -Y17-,
 -Y19-, -Y21-, -Y22-,

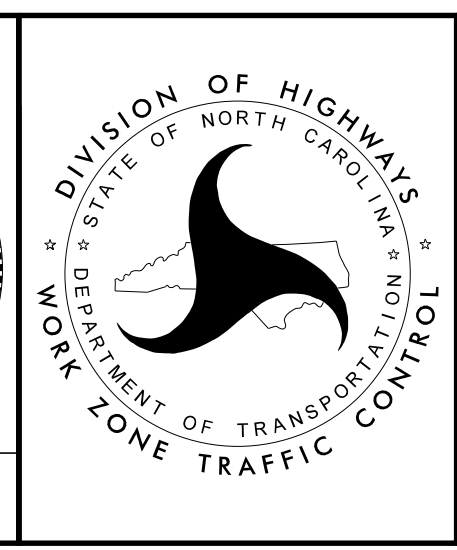
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DocuSigned by: Matthew Thigpen
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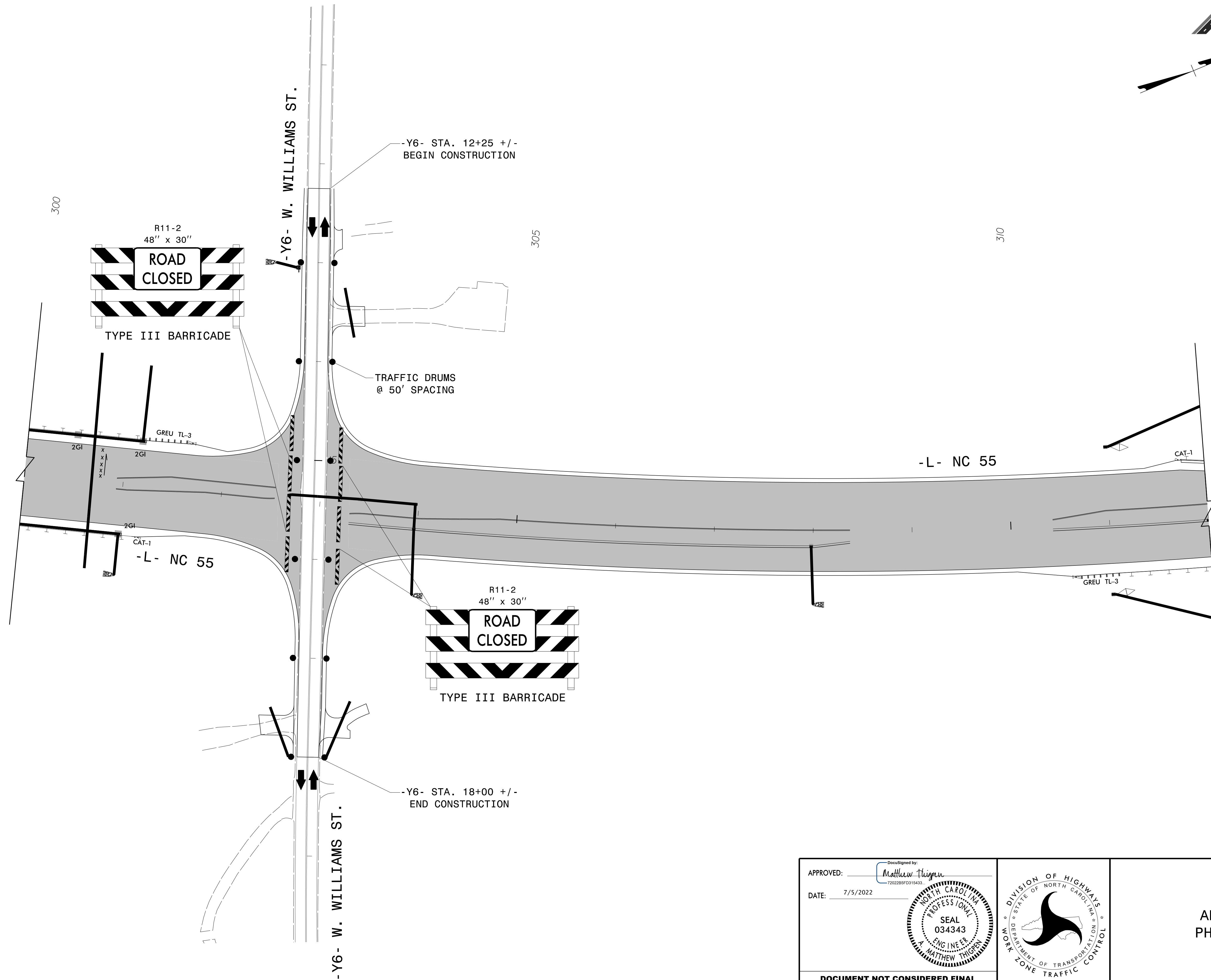
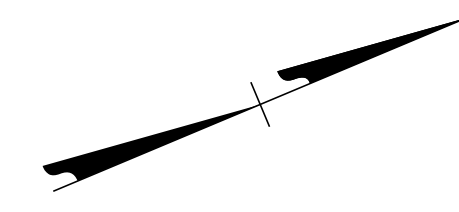
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PROJECT LAYOUT

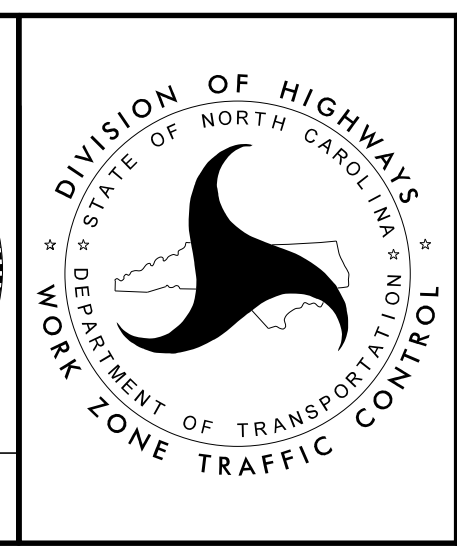


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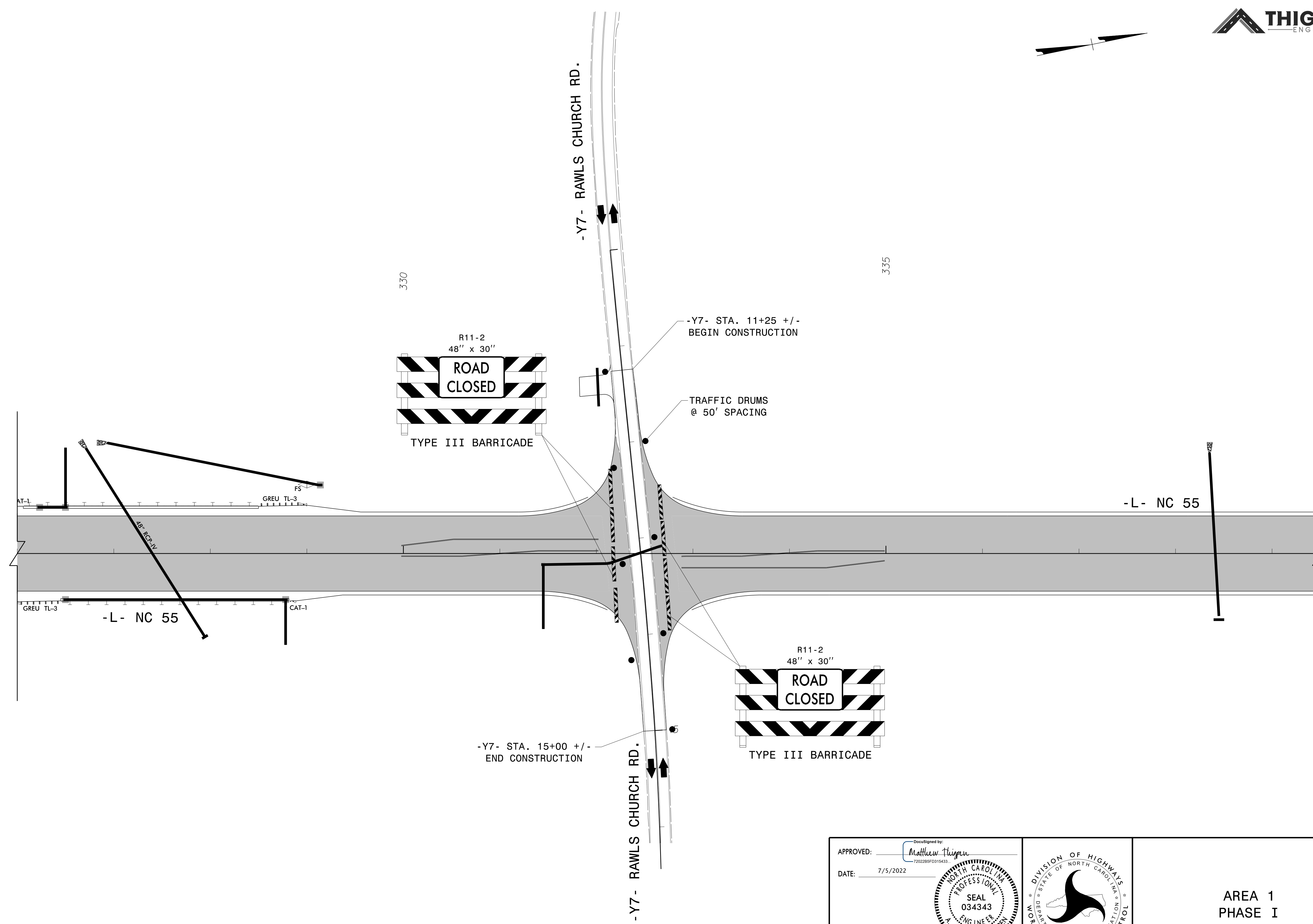
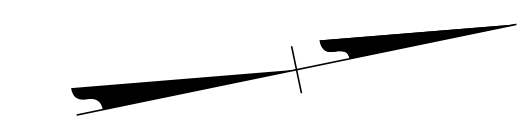
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DATE: 7/5/2022

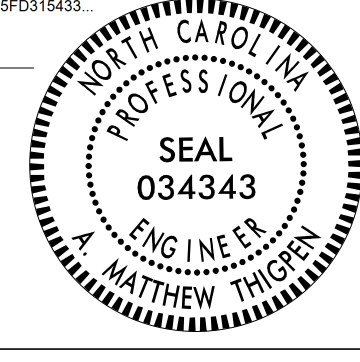
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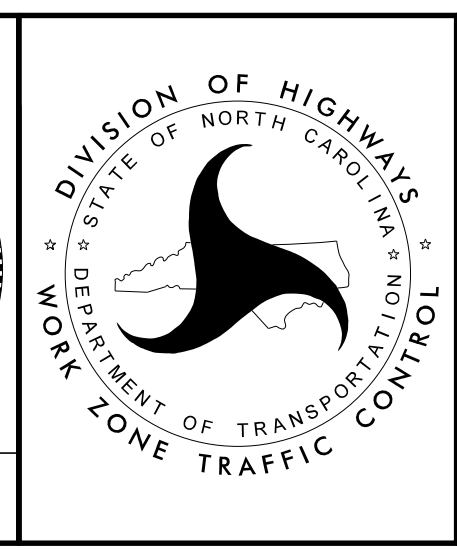


AREA 1
PHASE I

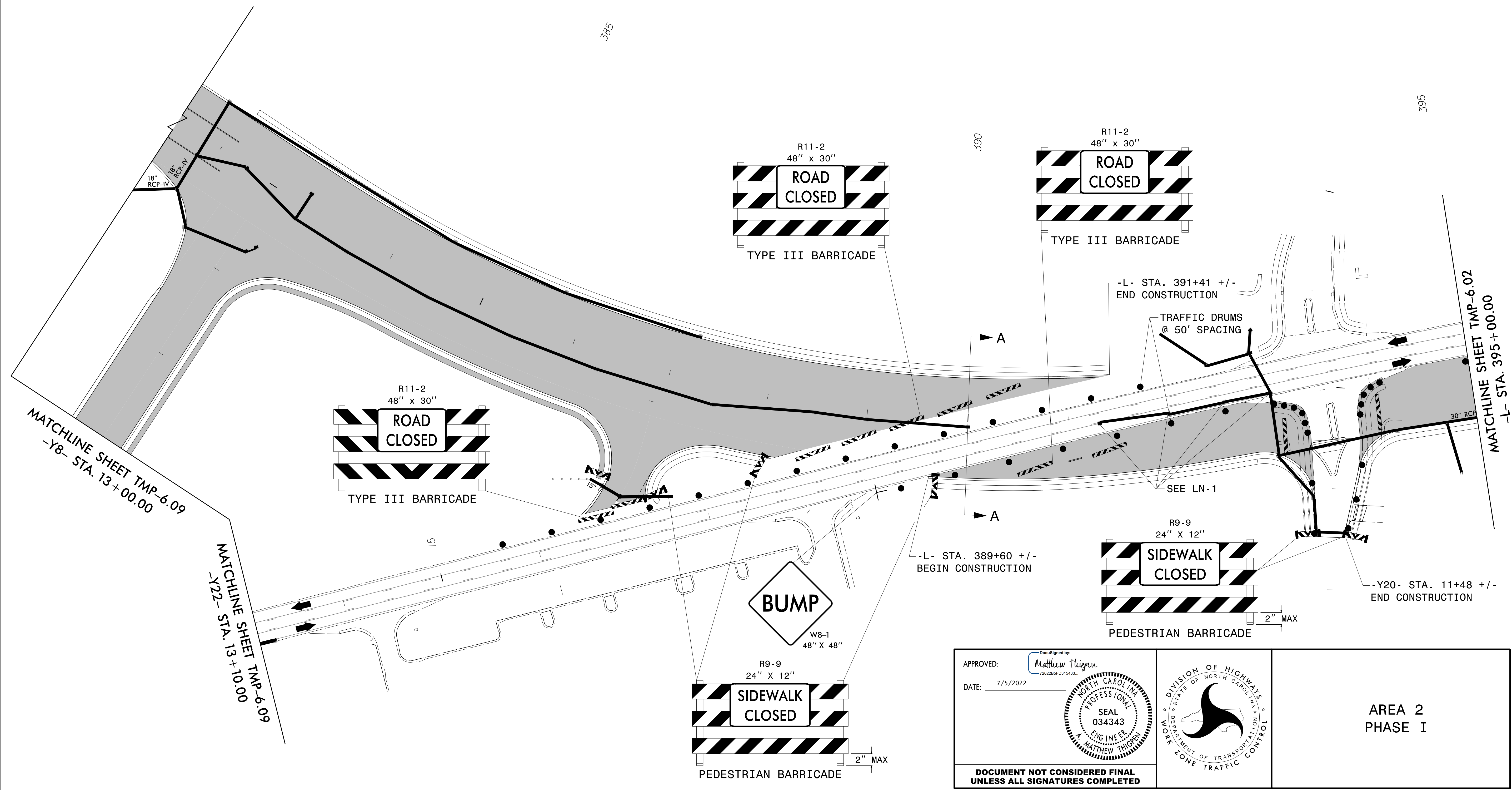
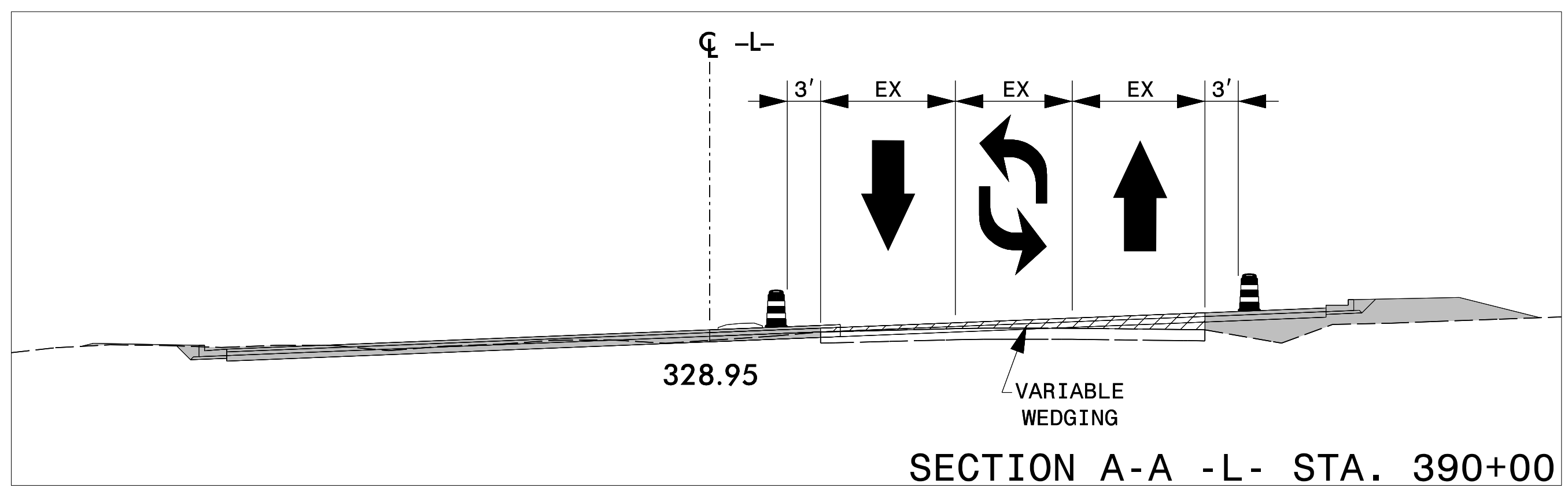


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**AREA 1
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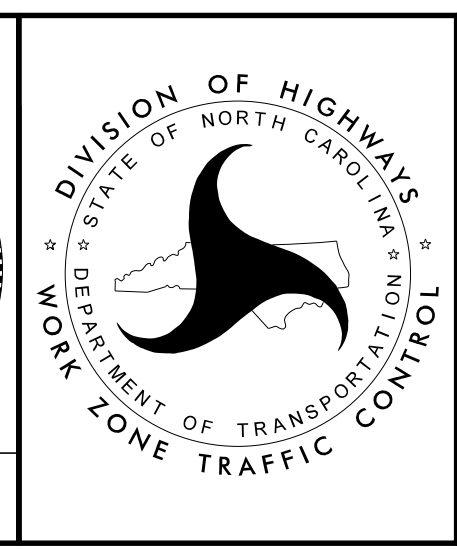


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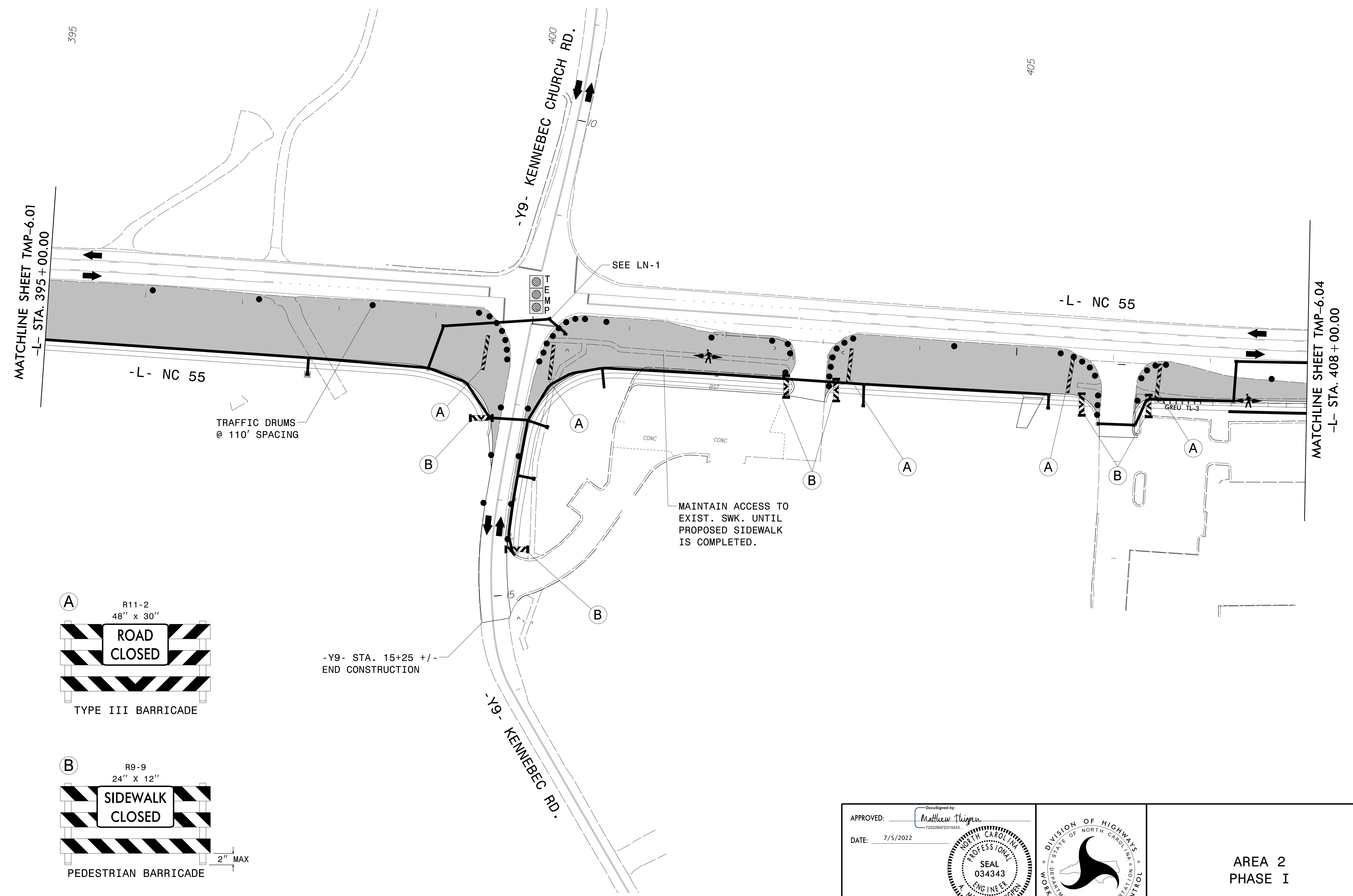
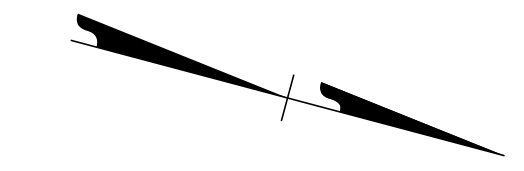
SEAL 034343
 PROFESSIONAL ENGINEER
 MATTHEW THIGPEN

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AREA 2
 PHASE I

7/5/2022
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MATCHLINE SHEET TMP-6.01
-L- STA. 395+00.00

MATCHLINE SHEET TMP-6.04
-L- STA. 408+00.00

-L- NC 55

-L- NC 55

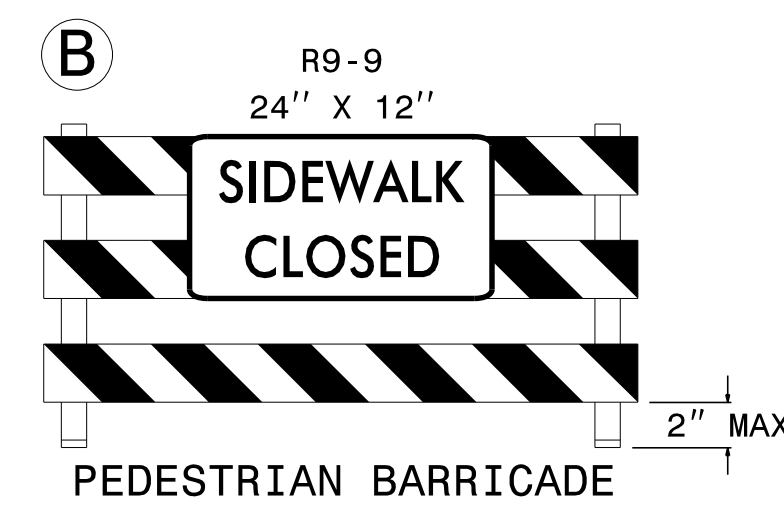
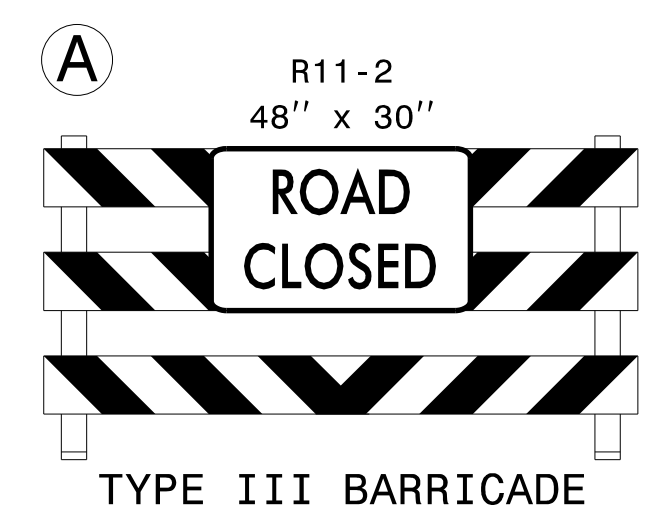
-Y9- KENNEBEC CHURCH RD.

-Y9- KENNEBEC RD.

TRAFFIC DRUMS
@ 110' SPACING

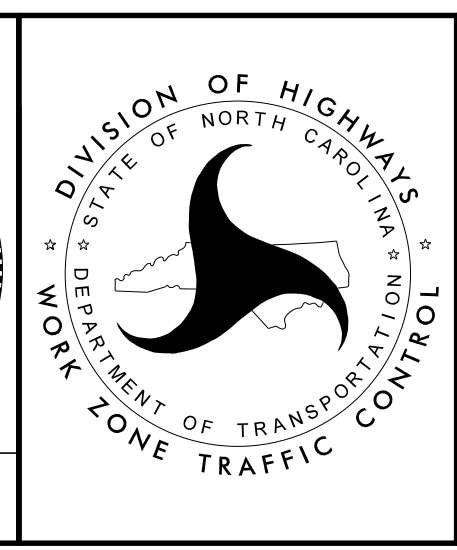
MAINTAIN ACCESS TO
EXIST. SWK. UNTIL
PROPOSED SIDEWALK
IS COMPLETED.

-Y9- STA. 15+25 +/-
END CONSTRUCTION



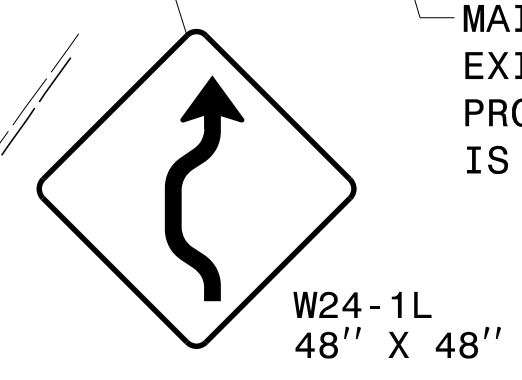
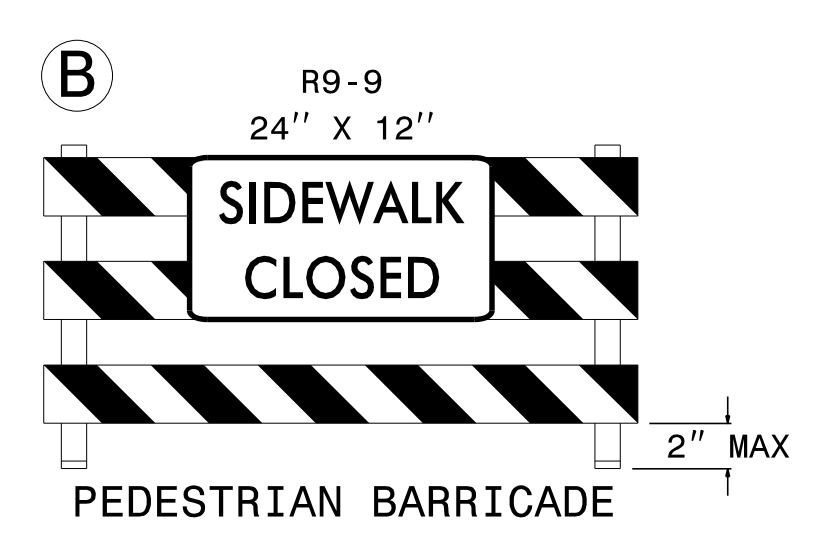
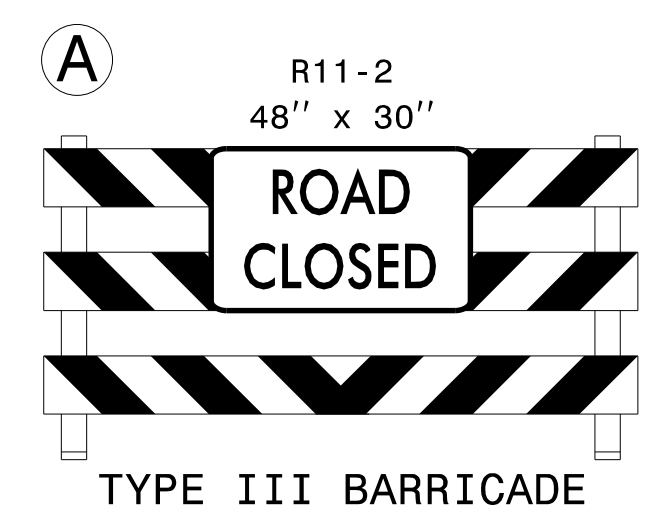
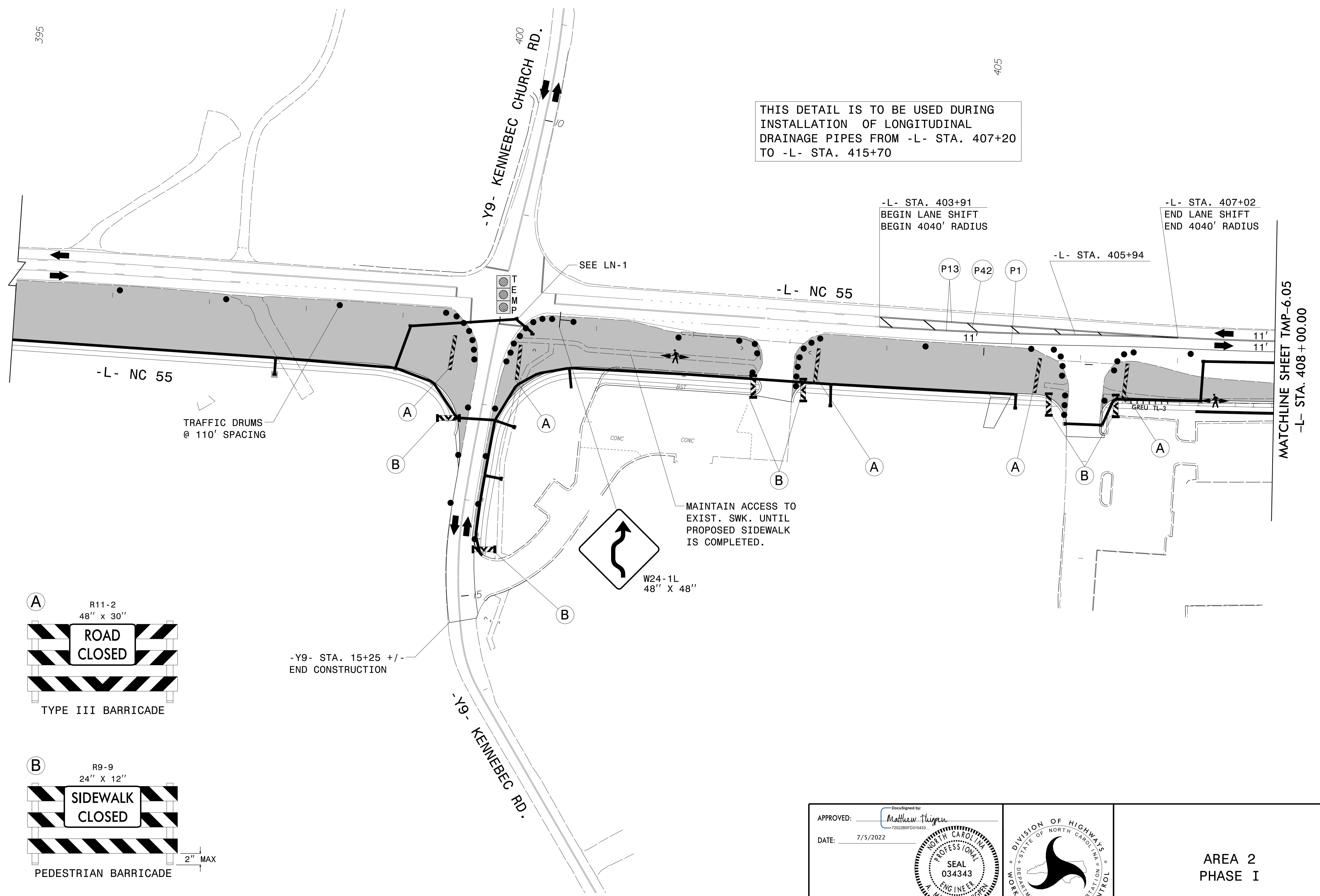
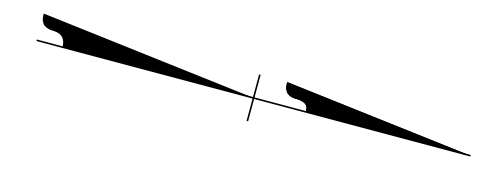
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AREA 2
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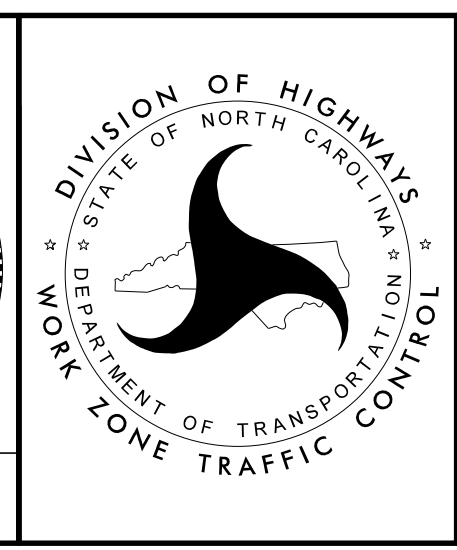


THIS DETAIL IS TO BE USED DURING
INSTALLATION OF LONGITUDINAL
DRAINAGE PIPES FROM -L- STA. 407+20
TO -L- STA. 415+70

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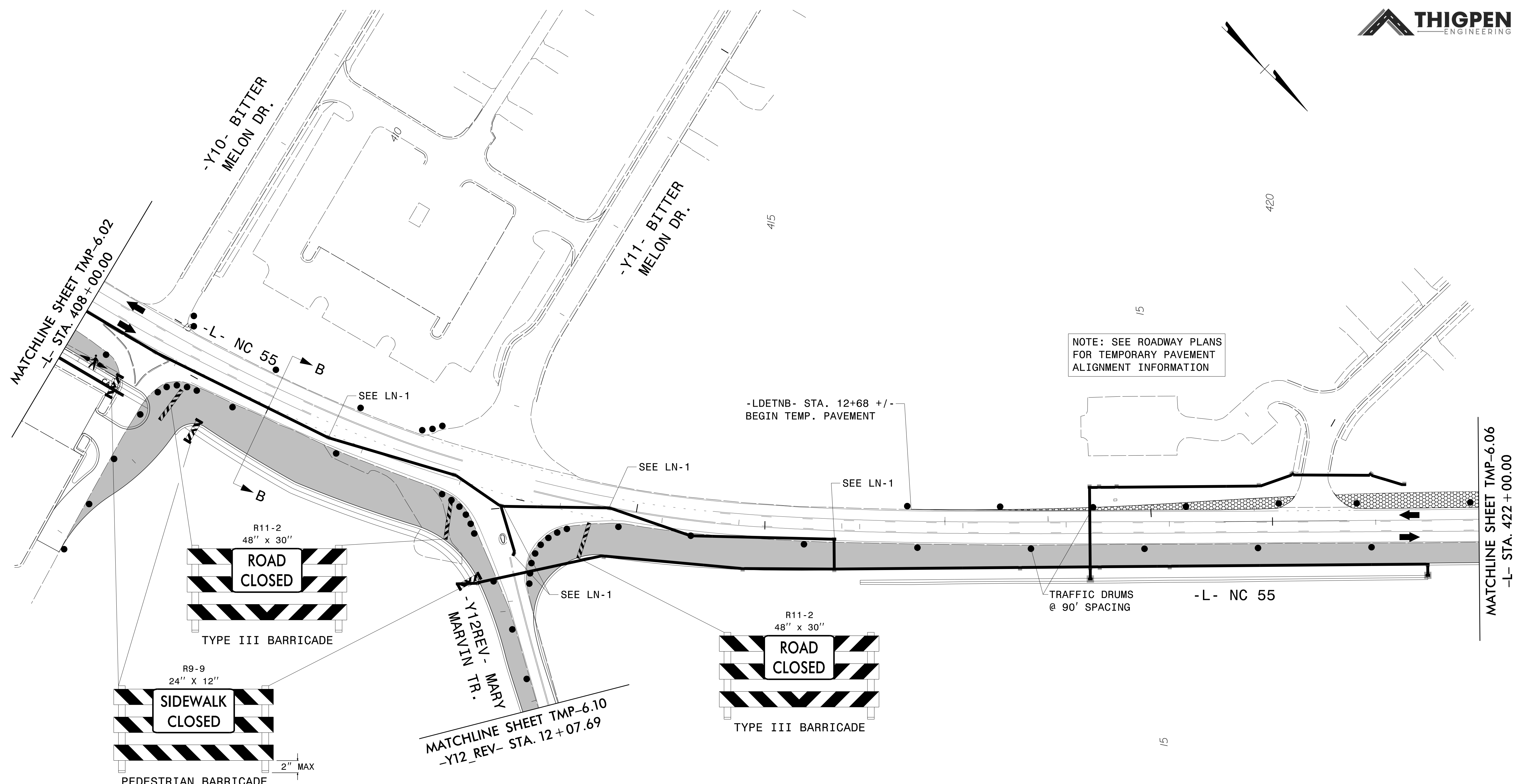
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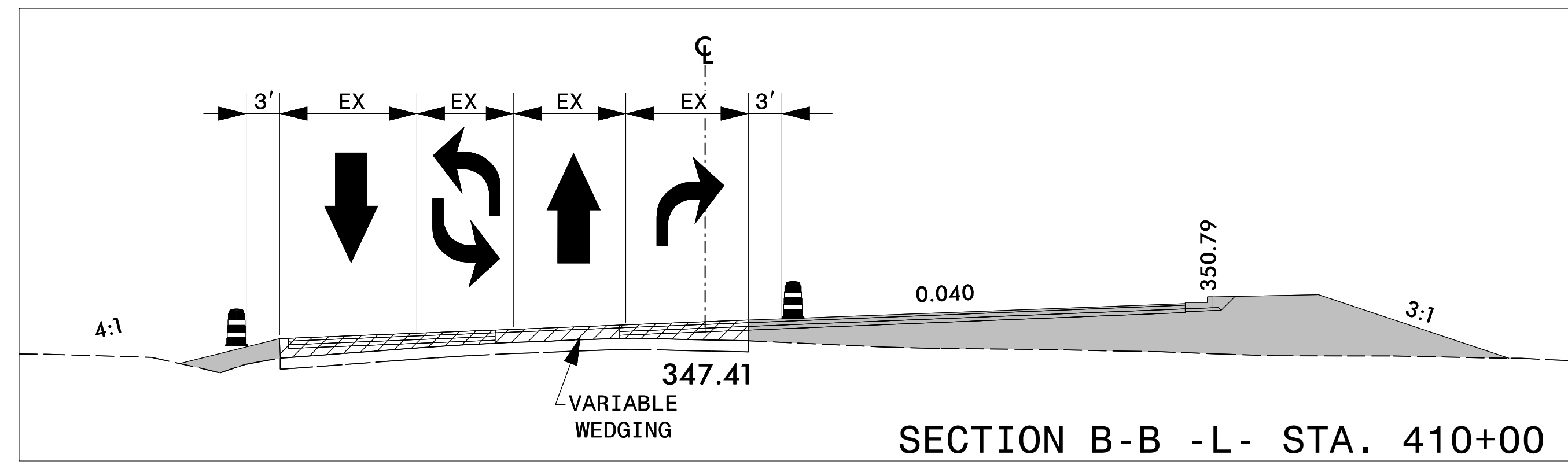


AREA 2
PHASE I

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NOTE: SEE ROADWAY PLANS FOR TEMPORARY PAVEMENT ALIGNMENT INFORMATION

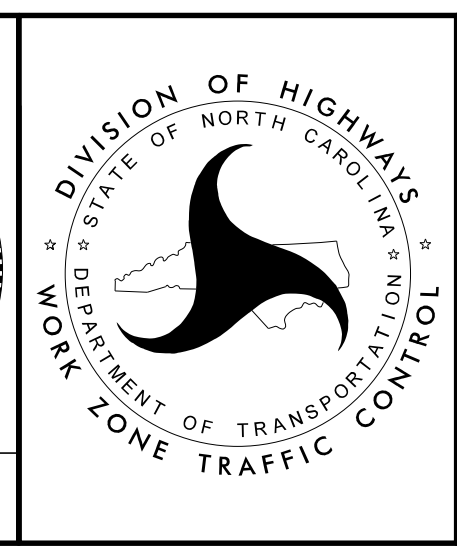


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DATE: 8/3/2022

PROFESSIONAL SEAL 034343 ENGINEER IN CHARGE MATTHEW THIGPEN

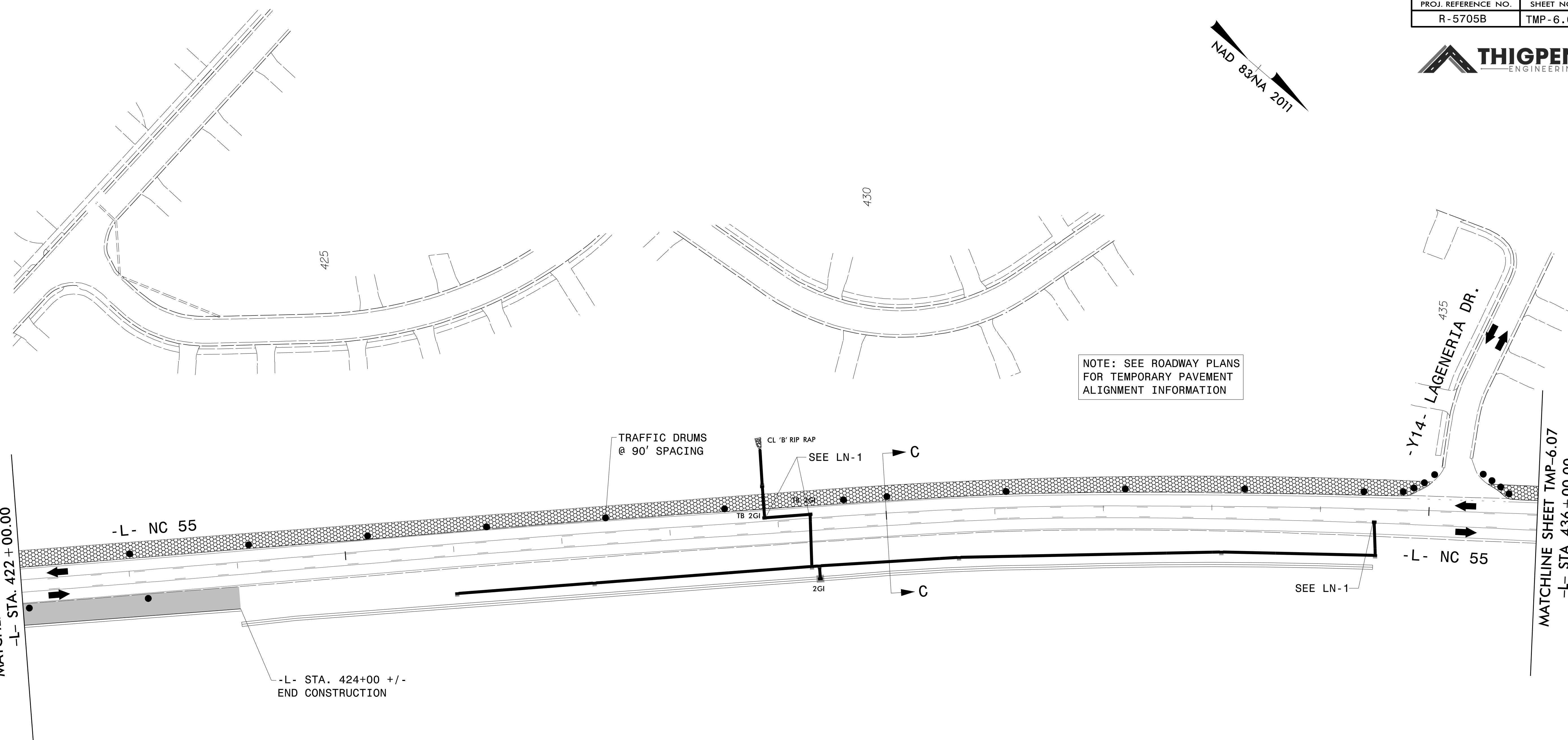
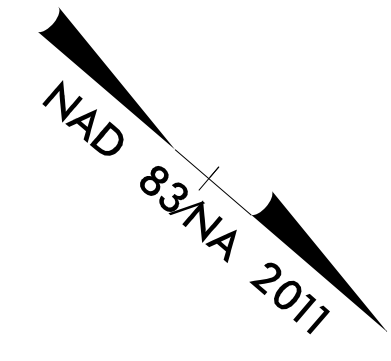
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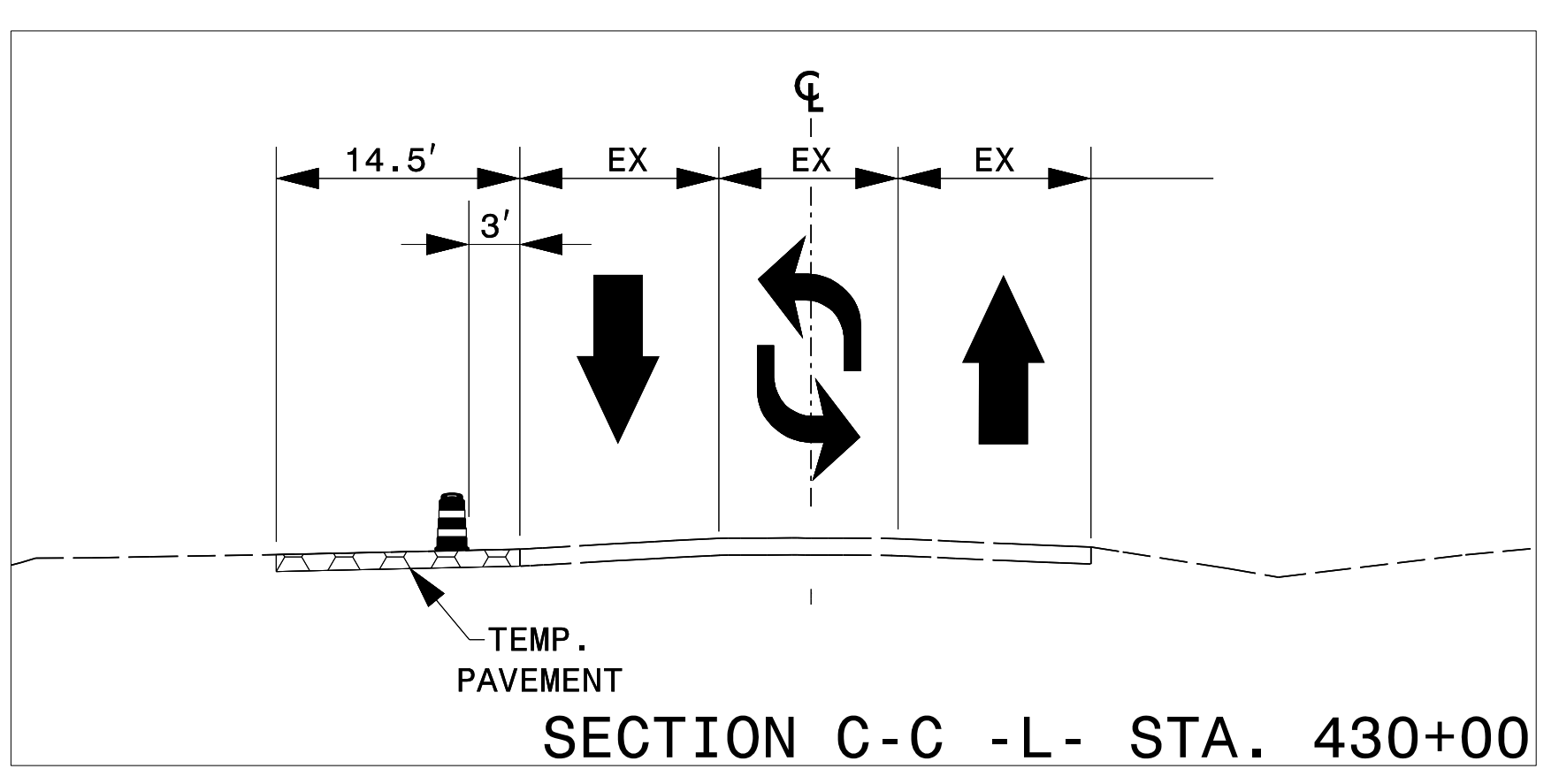
AREA 2
PHASE I

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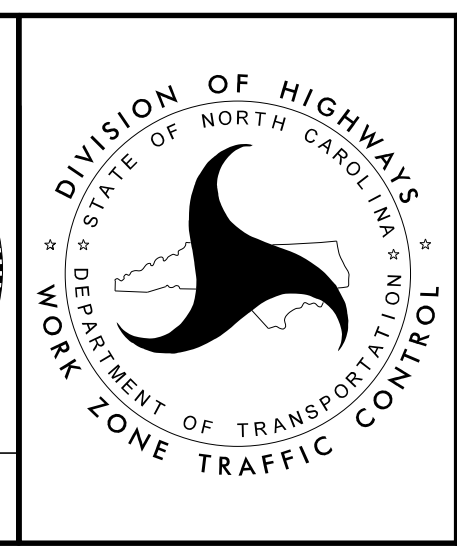
PROJ. REFERENCE NO.	SHEET NO.
R-5705B	TMP-6.06



-L- STA. 424+00 +/-
END CONSTRUCTION



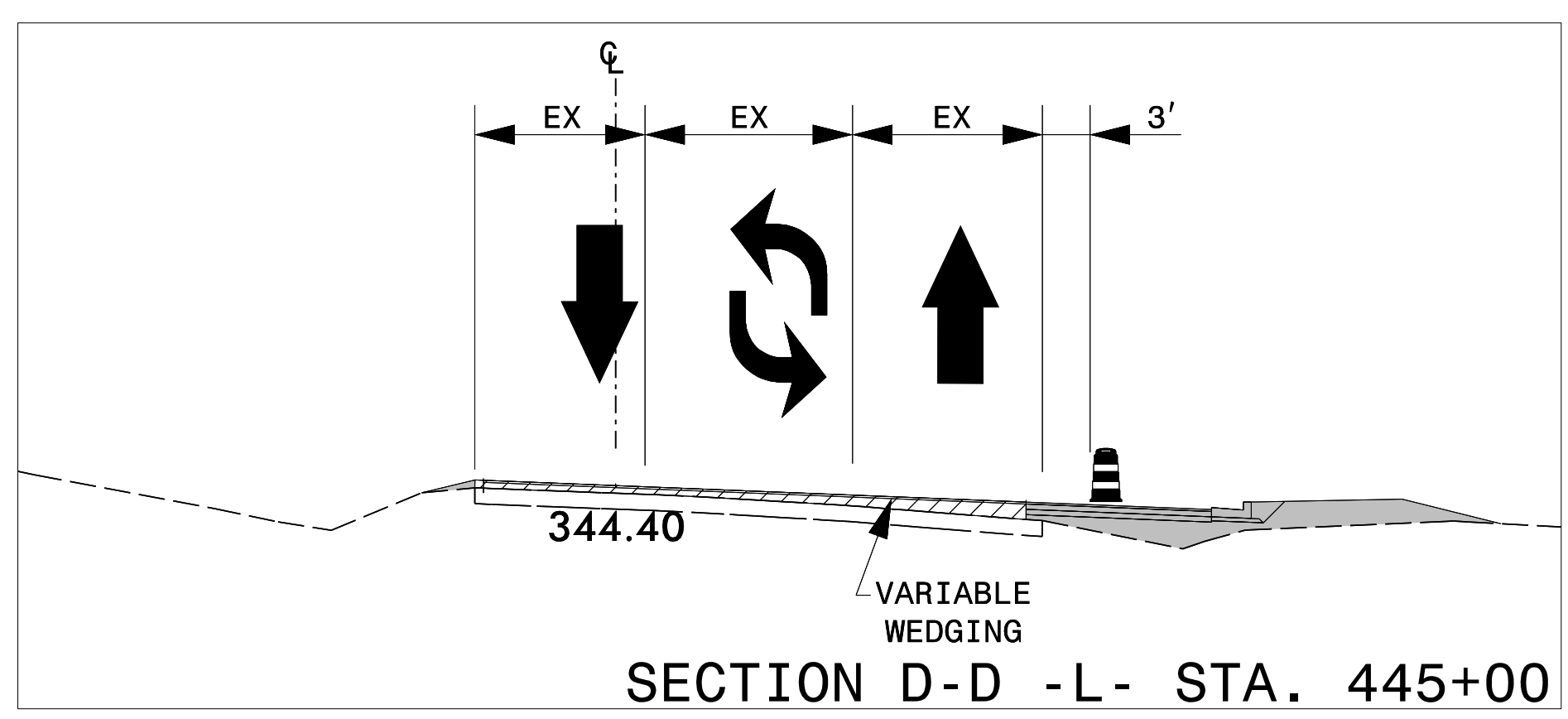
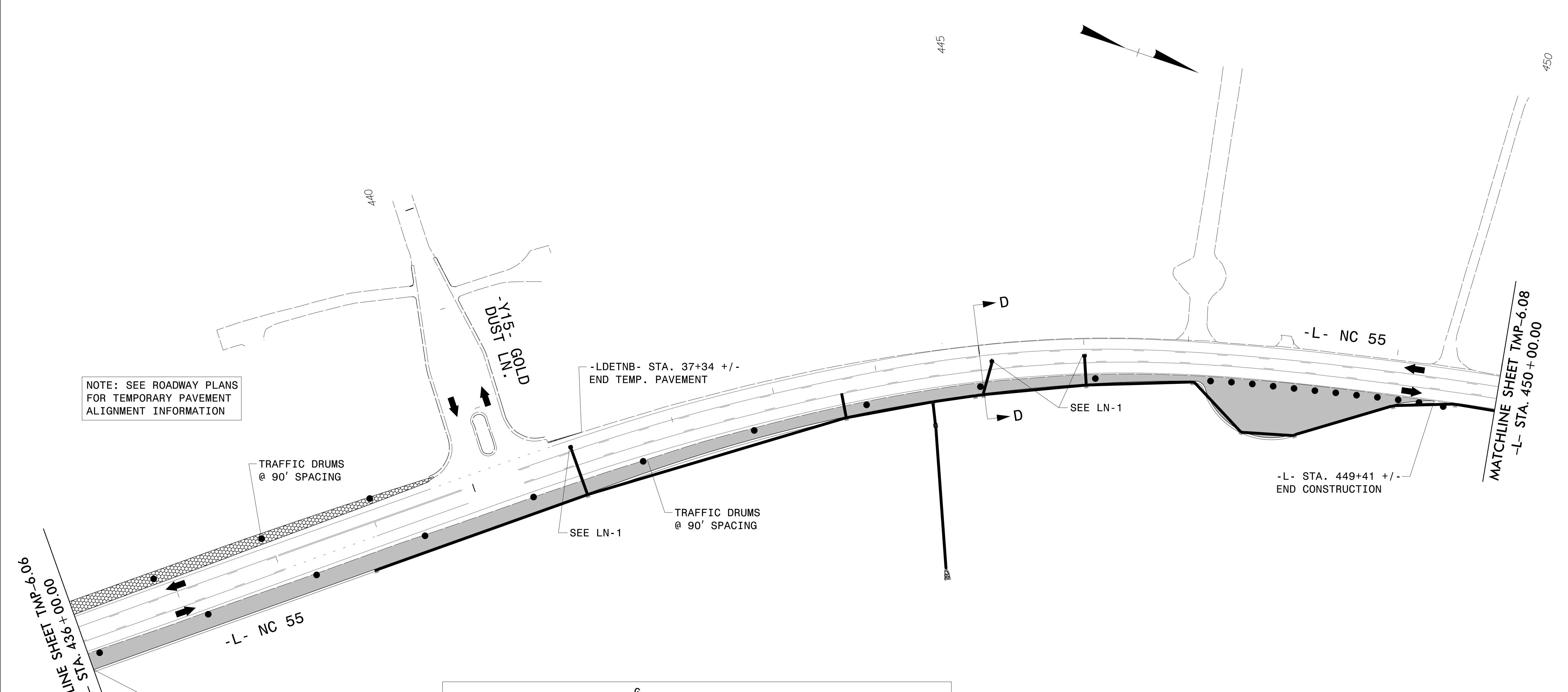
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AREA 2
PHASE I

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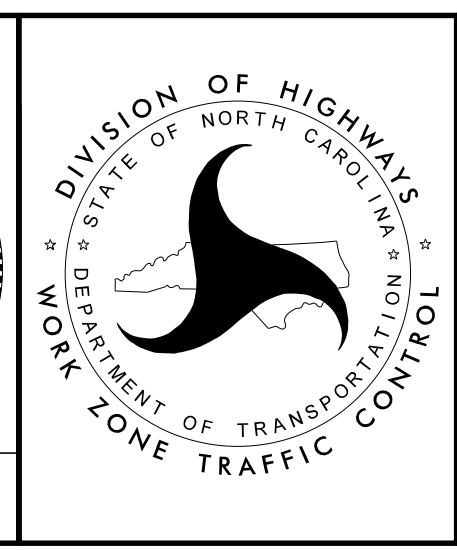


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DocuSigned by:
Matthew Thigpen
7202285FD318433

DATE: 7/5/2022

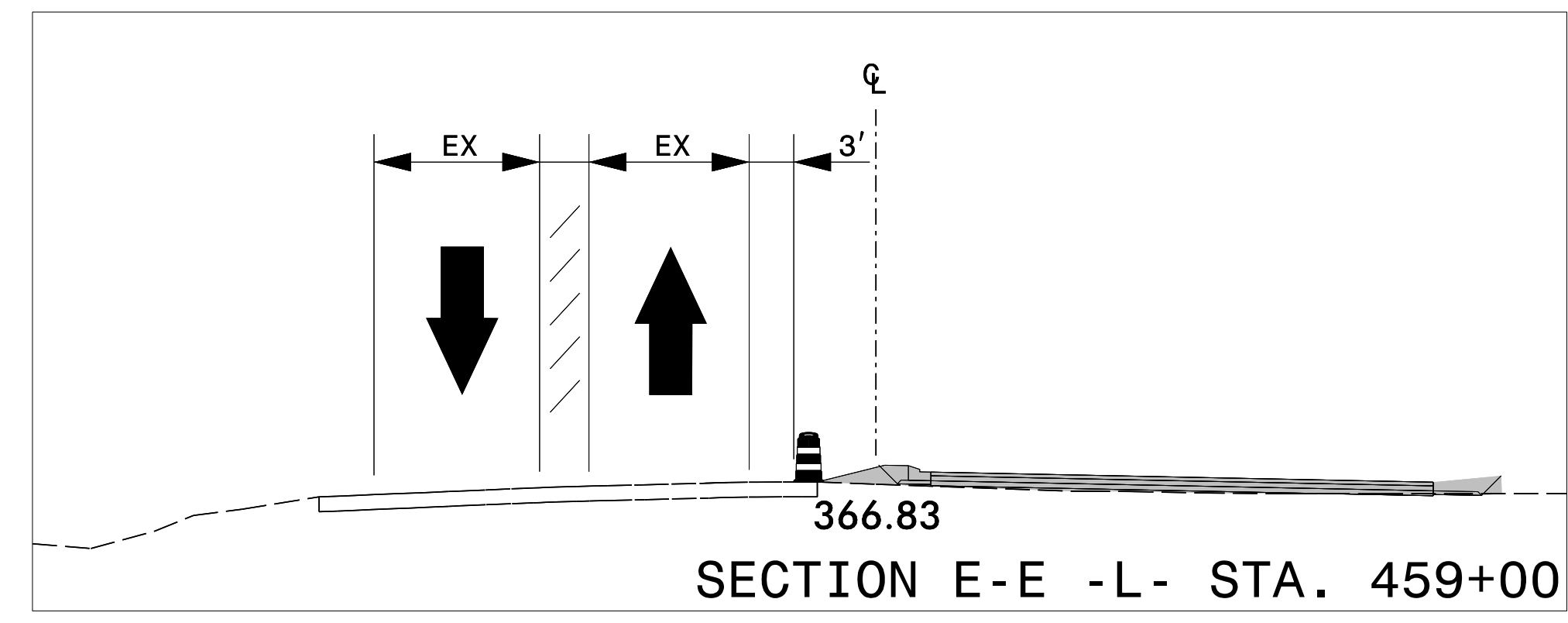
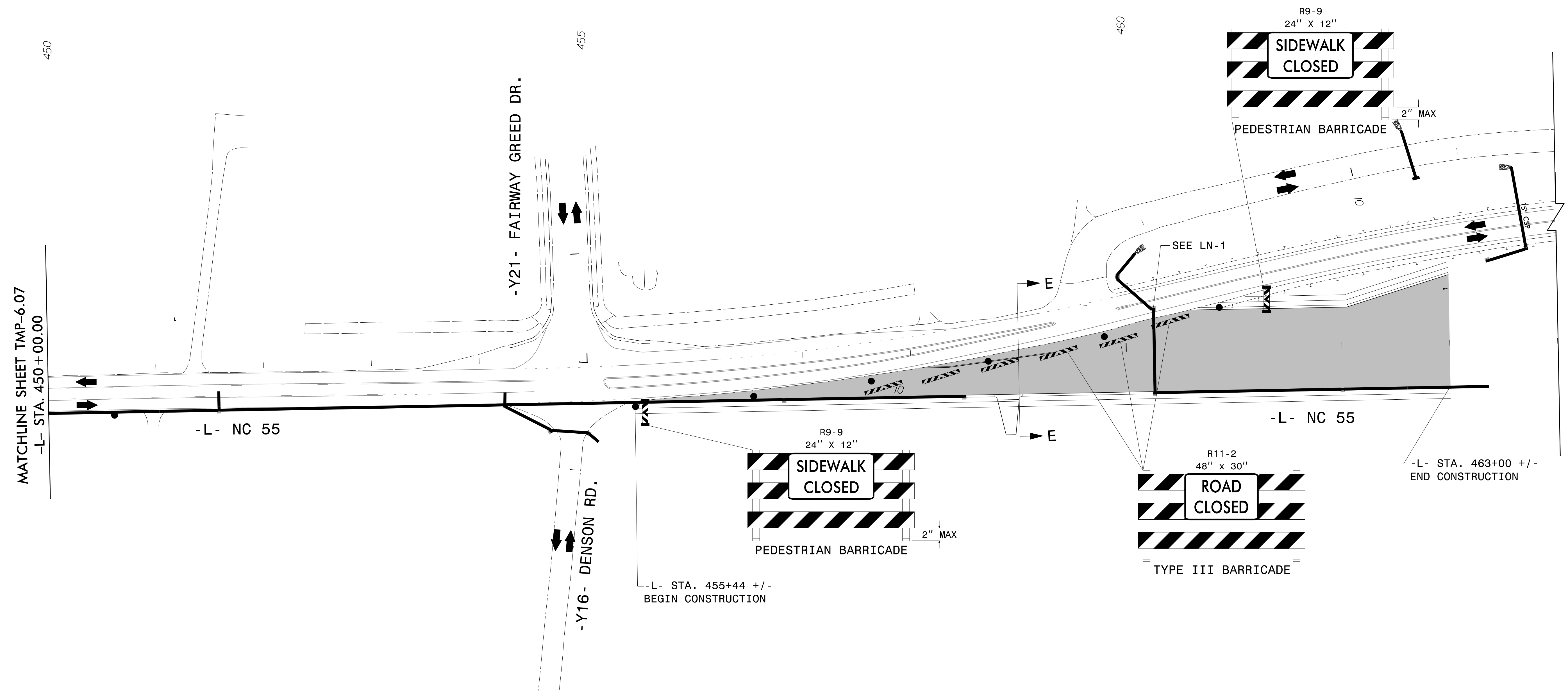
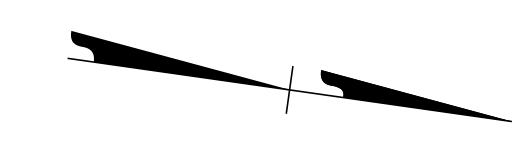
SEAL
034343
ENGINEER
MATTHEW THIGPEN

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AREA 2
PHASE I

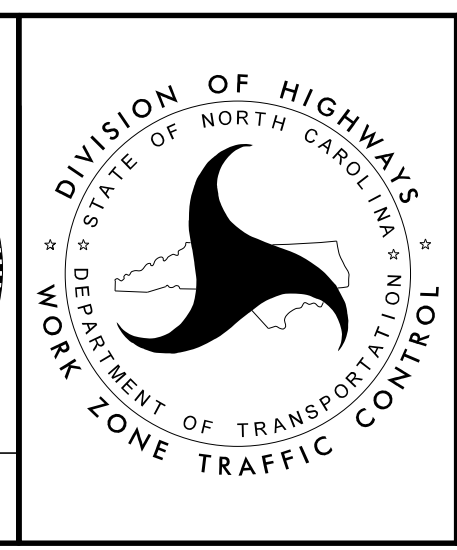
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User:Matt Thigpen



APPROVED: *Matthew Thigpen*
DocuSigned by:
Matthew Thigpen
720228F0315433

DATE: 8/3/2022

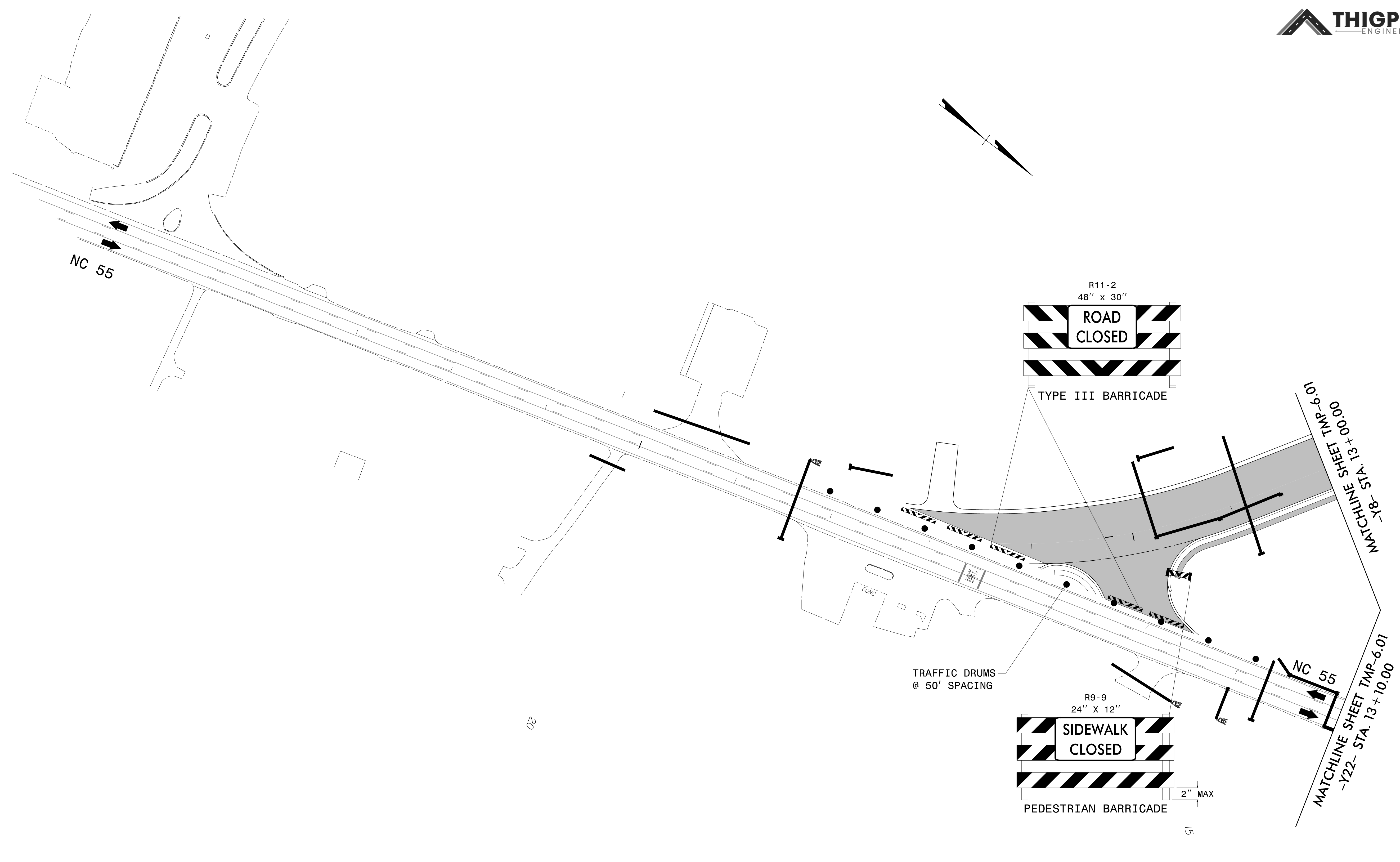
**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



AREA 2
PHASE I

8/3/2022
 C:\Users\Matt\Thigpen\OneDrive\Projects\100051_R5705B\TrafficControl\TCP\R5705B.tc_.tmp\dgn
 User:Matt Thigpen

PROJ. REFERENCE NO.	SHEET NO.
R-5705B	TMP-6.09

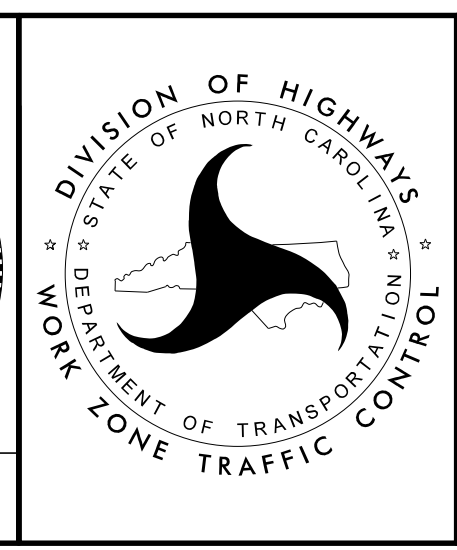


7/5/2022
 C:\Users\Matt\Thigpen\OneDrive\Projects\000051_R5705B\TrafficControl\TCP\R5705B.tc_tmp21.dgn
 User:Matt Thigpen

APPROVED: *Matthew Thigpen*
DocuSigned by:
Matthew Thigpen
7202285FD315433

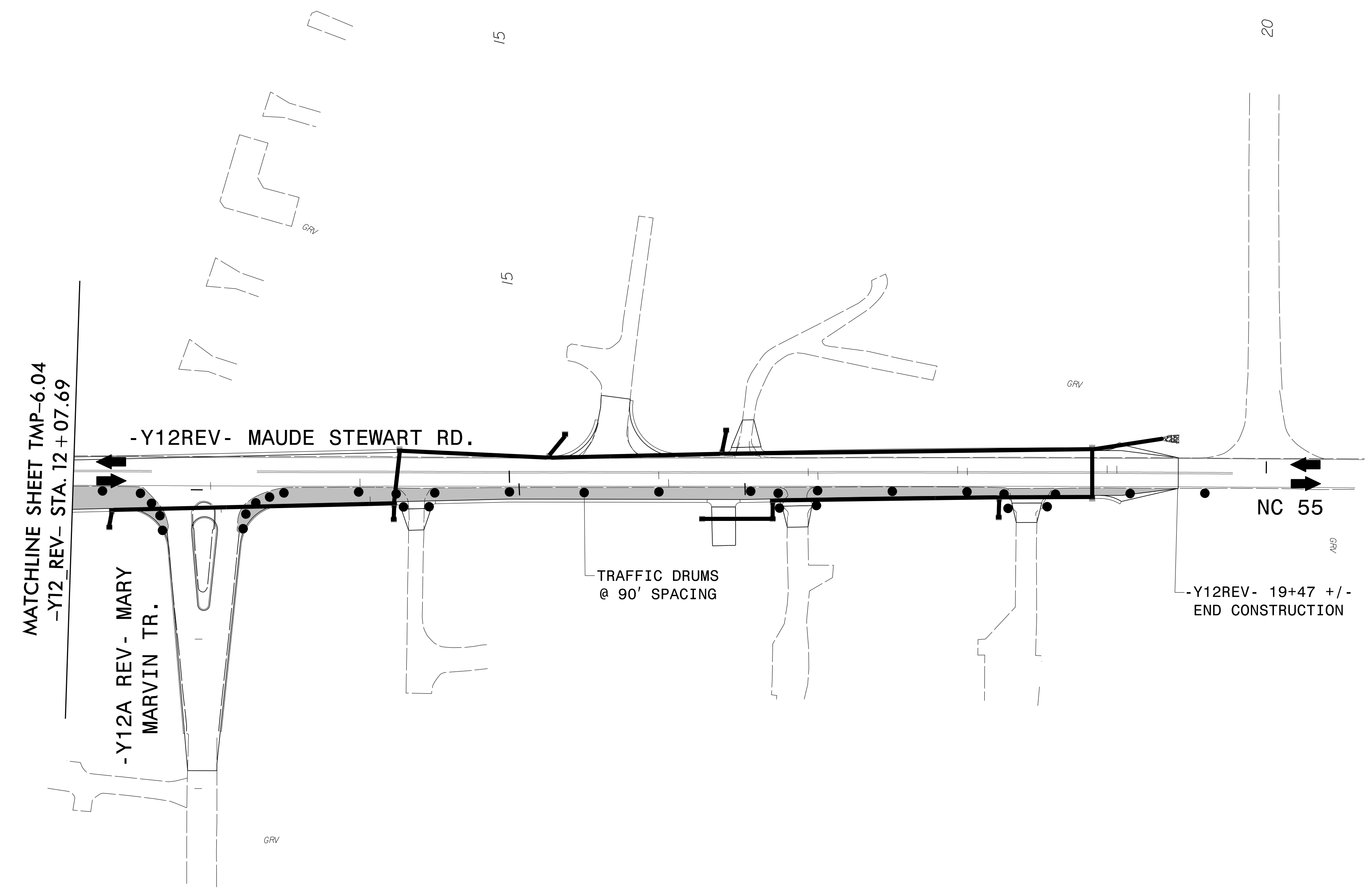
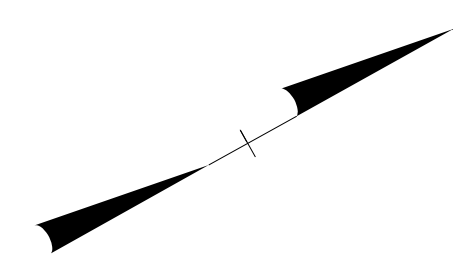
DATE: 7/5/2022

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



**AREA 2
PHASE I**

PROJ. REFERENCE NO.	SHEET NO.
R-5705B	TMP-6.10

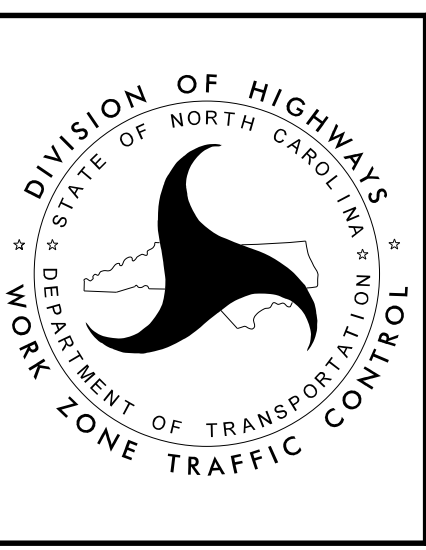


7/5/2022
 C:\Users\Matt\Thigpen\OneDrive\Projects\000051_R5705B\TrafficControl\TCP\R5705B.tc_.tmp22.dgn
 User:Matt Thigpen

APPROVED: *Matthew Thigpen*
DocuSigned by: Matthew Thigpen 7202285FD315433

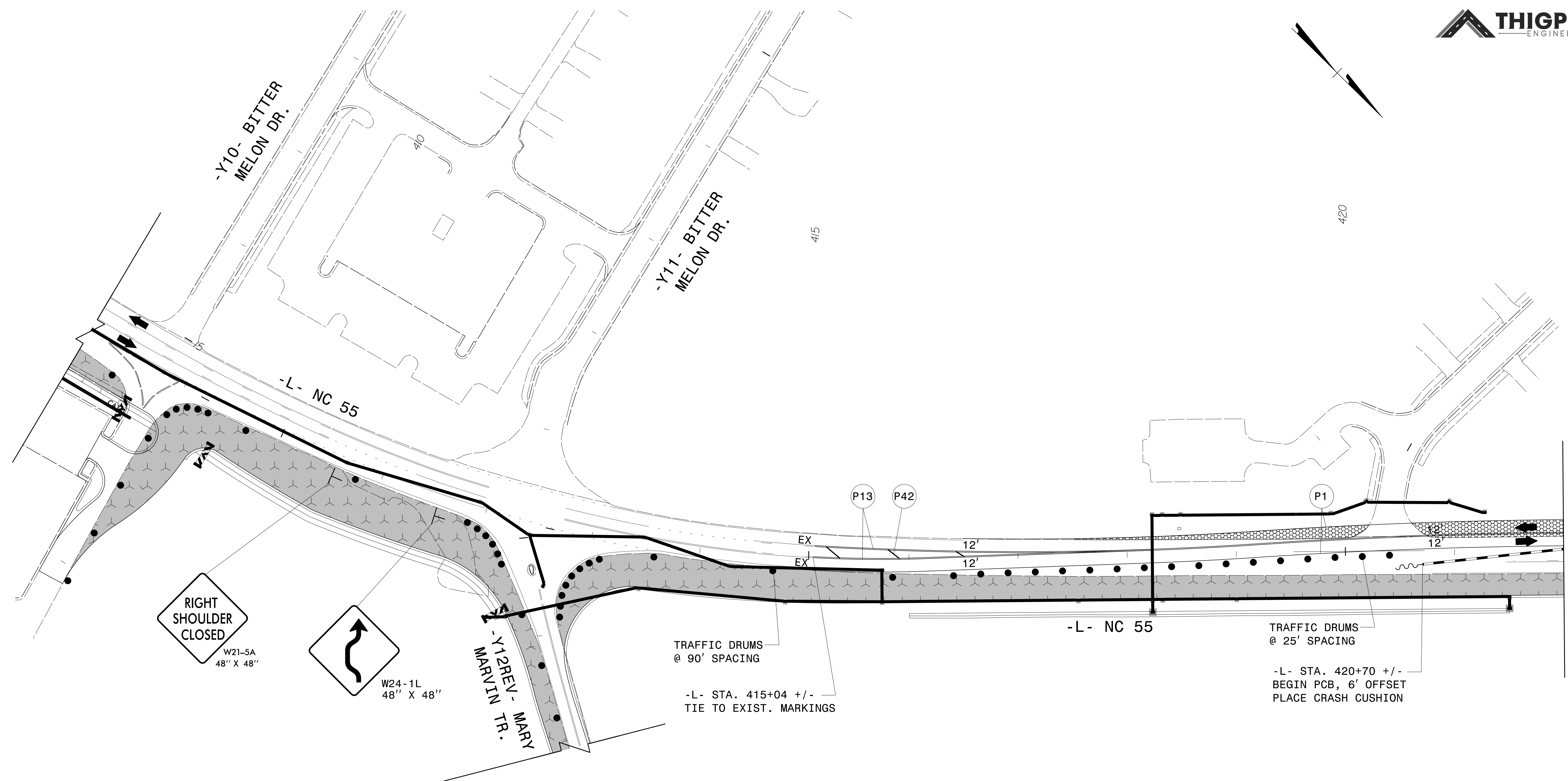
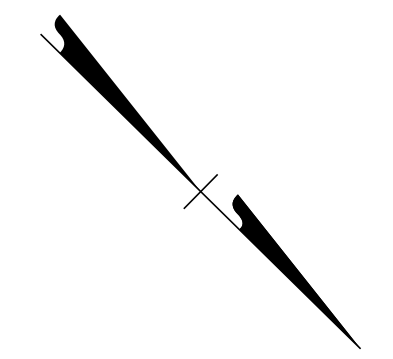
DATE: 7/5/2022

**DOCUMENT NOT CONSIDERED FINAL
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**AREA 1
PHASE I**

PROJ. REFERENCE NO.	SHEET NO.
R-5705B	TMP-6.11



RIGHT SHOULDER CLOSED
W21-5A
48" X 48"

W24-1L
48" X 48"

TRAFFIC DRUMS @ 90' SPACING

-L- STA. 415+04 +/-
TIE TO EXIST. MARKINGS

-L- NC 55

TRAFFIC DRUMS @ 25' SPACING

-L- STA. 420+70 +/-
BEGIN PCB, 6' OFFSET
PLACE CRASH CUSHION

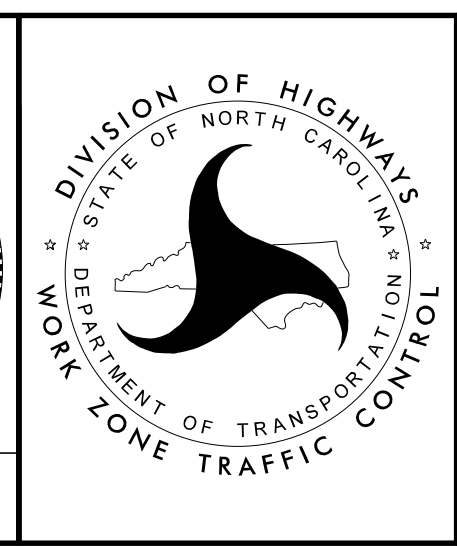
MATCHLINE SHEET TMP-6.12
-L- STA. 422 + 00.00

7/5/2022
C:\Users\Matt\Thigpen\OneDrive\Projects\000051_R5705B\TrafficControl\CP\R5705B.tc_tmp\2.dgn
User:Matt Thigpen

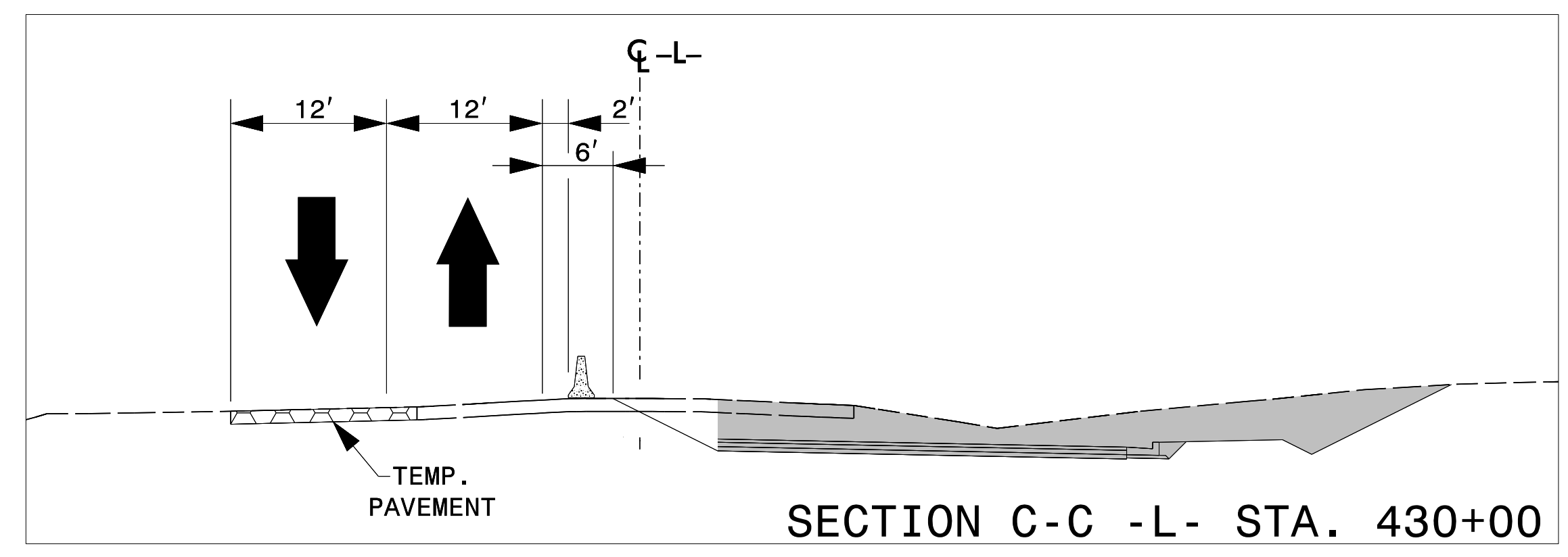
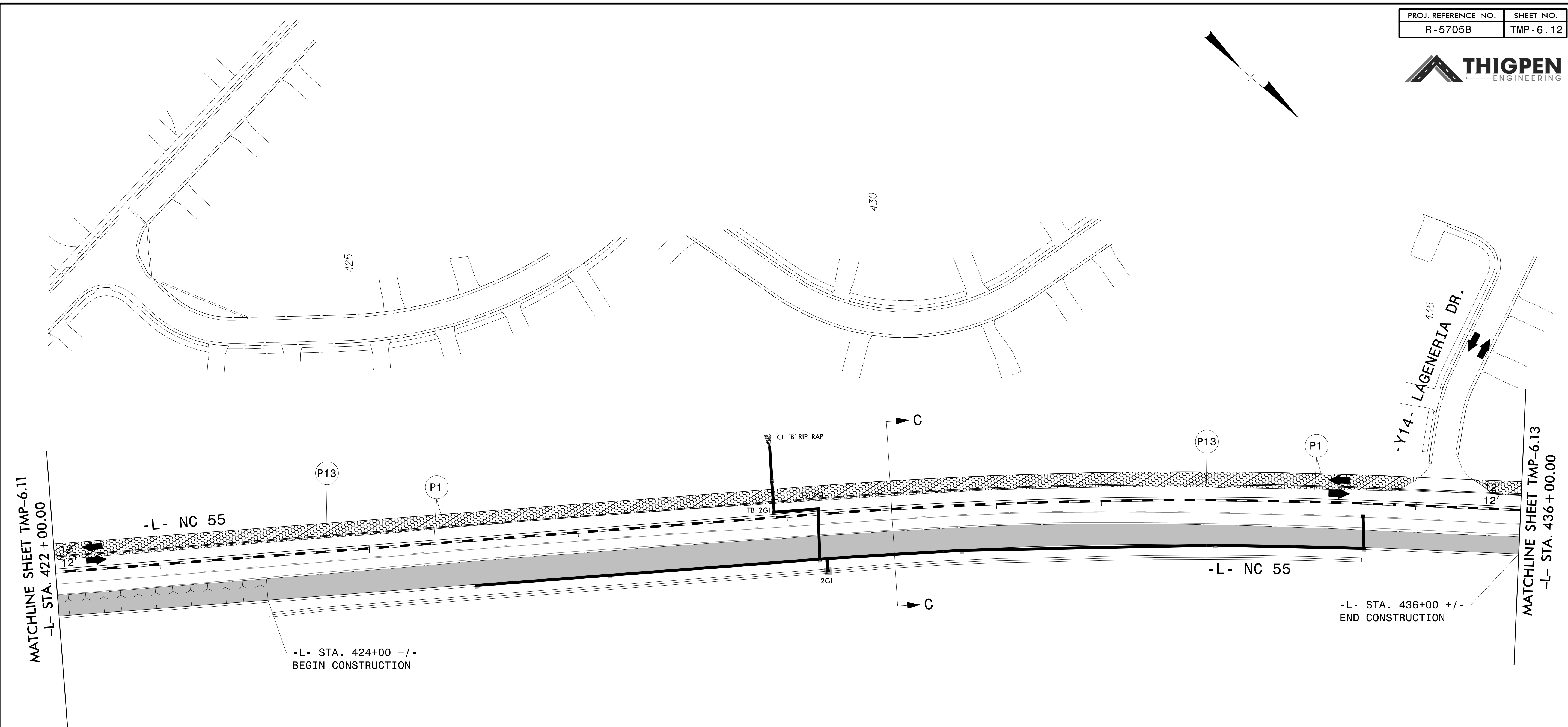
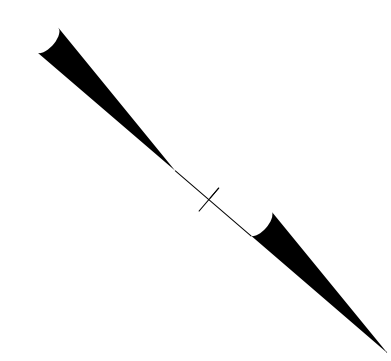
APPROVED: *Matthew Thigpen*
7202285FD315433

DATE: 7/5/2022

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



AREA 2
PHASE I, STEP 2

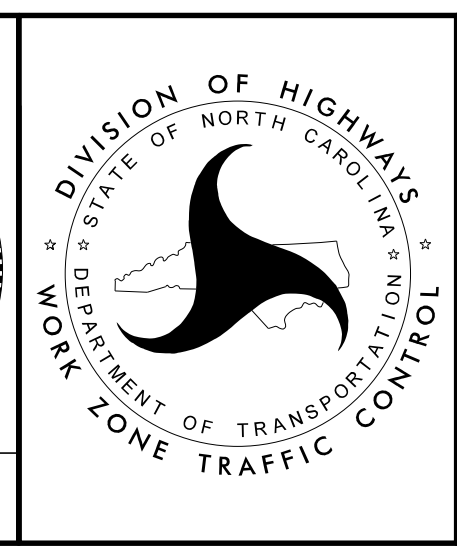


7/5/2022
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 User:Matt Thigpen

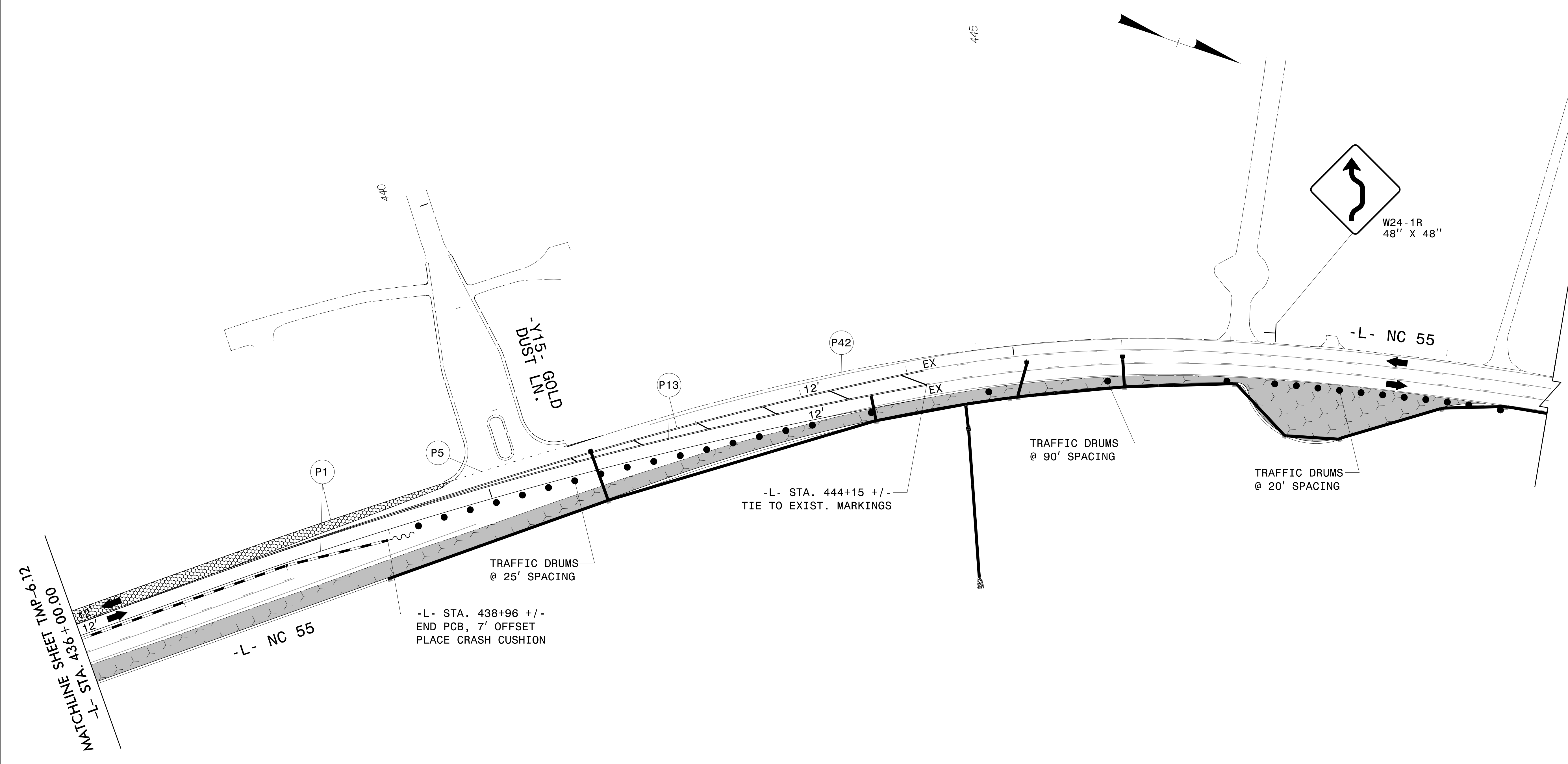
APPROVED: *Matthew Thigpen*
72022BFD015433

DATE: 7/5/2022

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UNLESS ALL SIGNATURES COMPLETED**



AREA 2
PHASE I, STEP 2



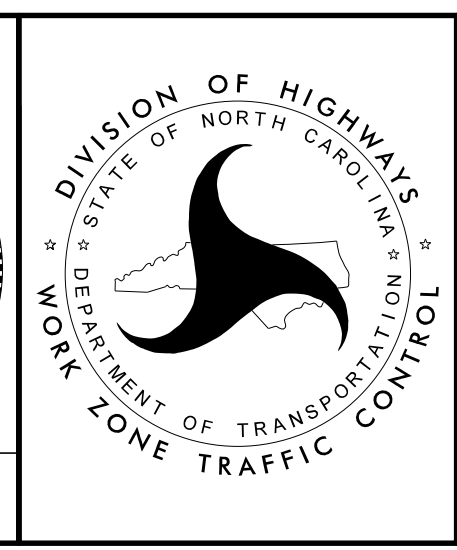
7/5/2022
 C:\Users\Matt\Thigpen\OneDrive\Projects\00051_R5705B\TrafficControl\CP\R5705B.tc_.tmp\4.dgn
 User:Matt Thigpen

MATCHLINE SHEET TMP-6.00
 -L- STA. 436 + 00.00

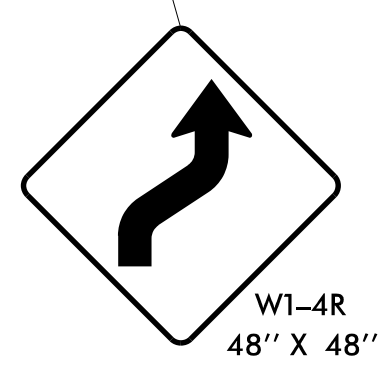
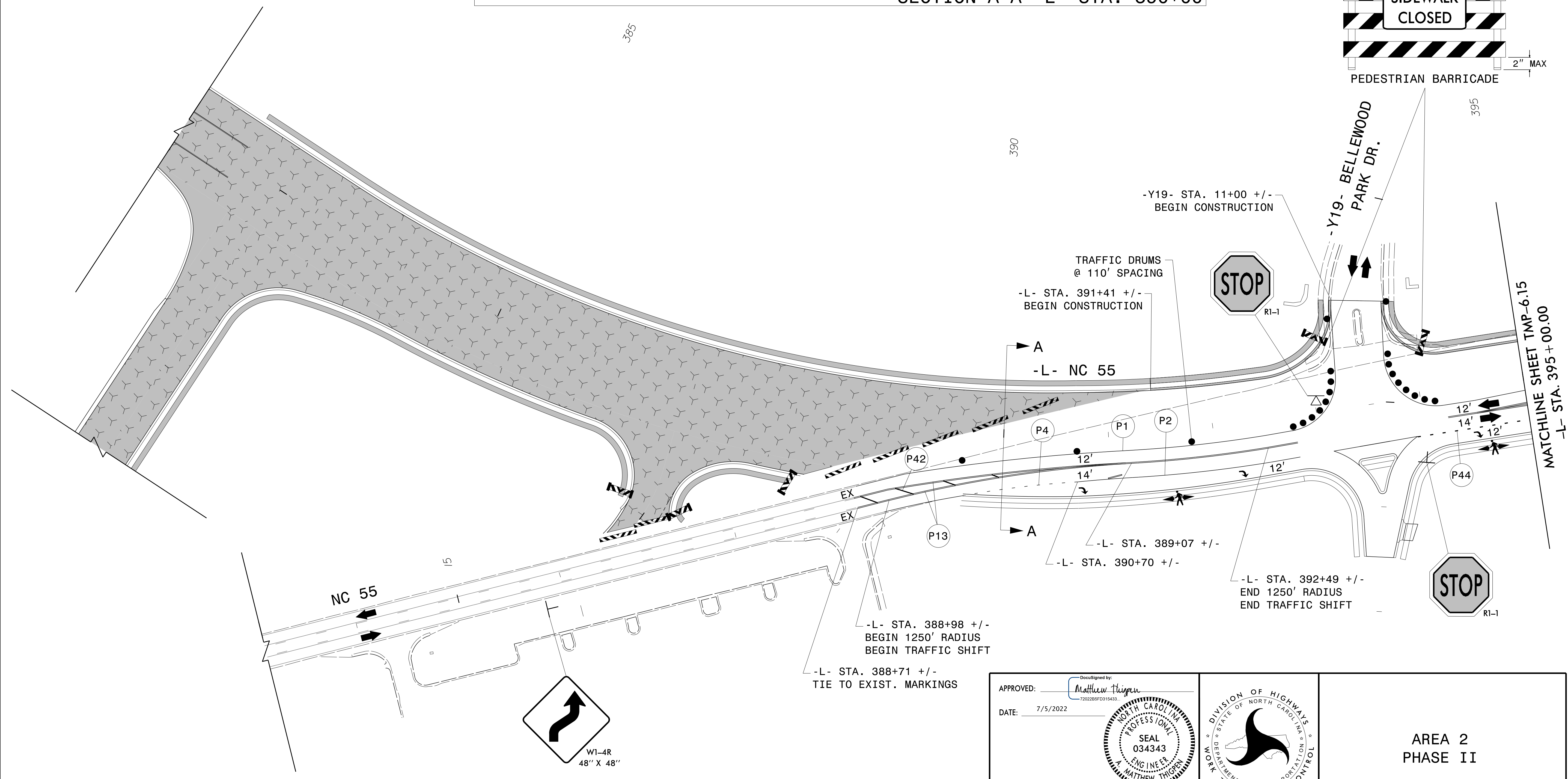
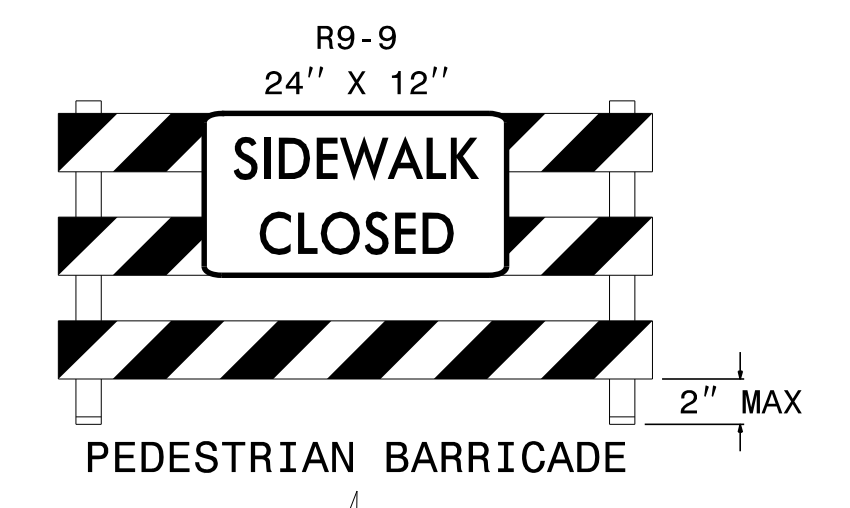
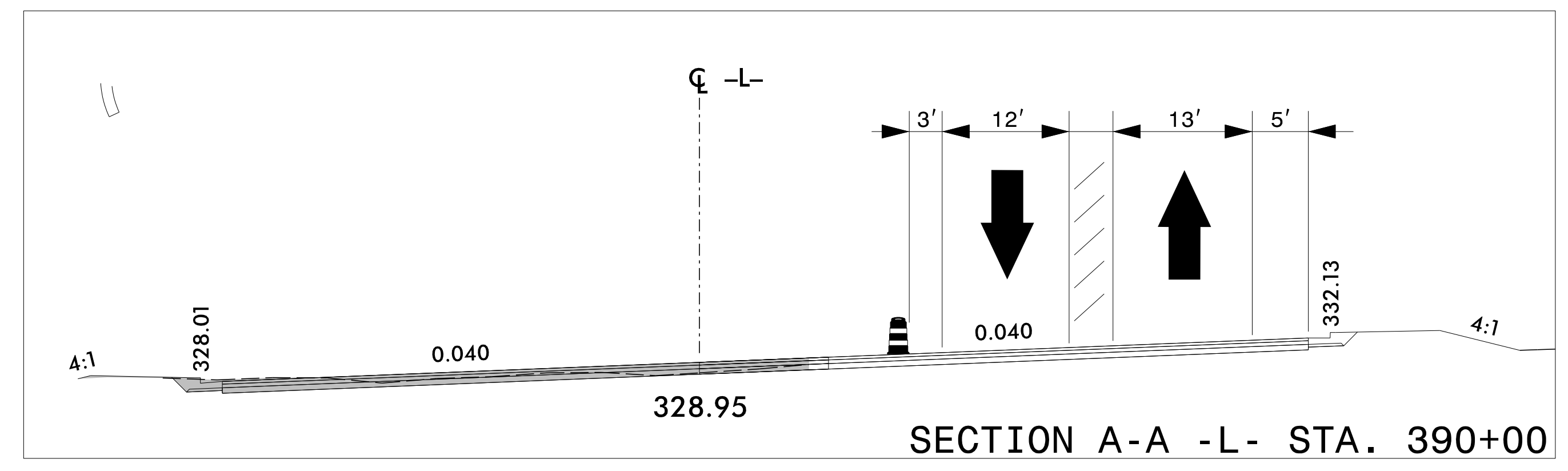
APPROVED: *Matthew Thigpen*
DocuSigned by: Matthew Thigpen 7202285FD315433

DATE: 7/5/2022

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



**AREA 2
 PHASE I, STEP 2**



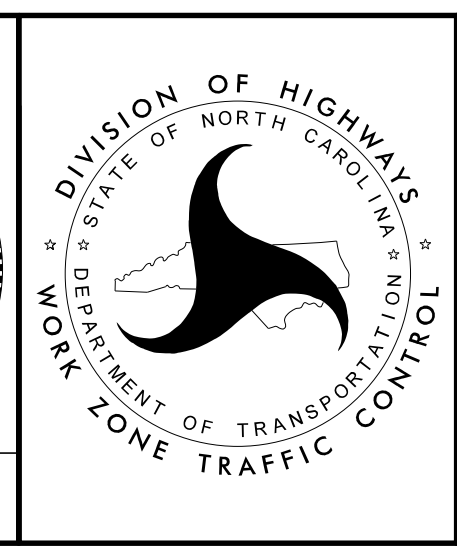
APPROVED: *Matthew Thigpen*
7/5/2022

DATE: 7/5/2022

72022095FD315453

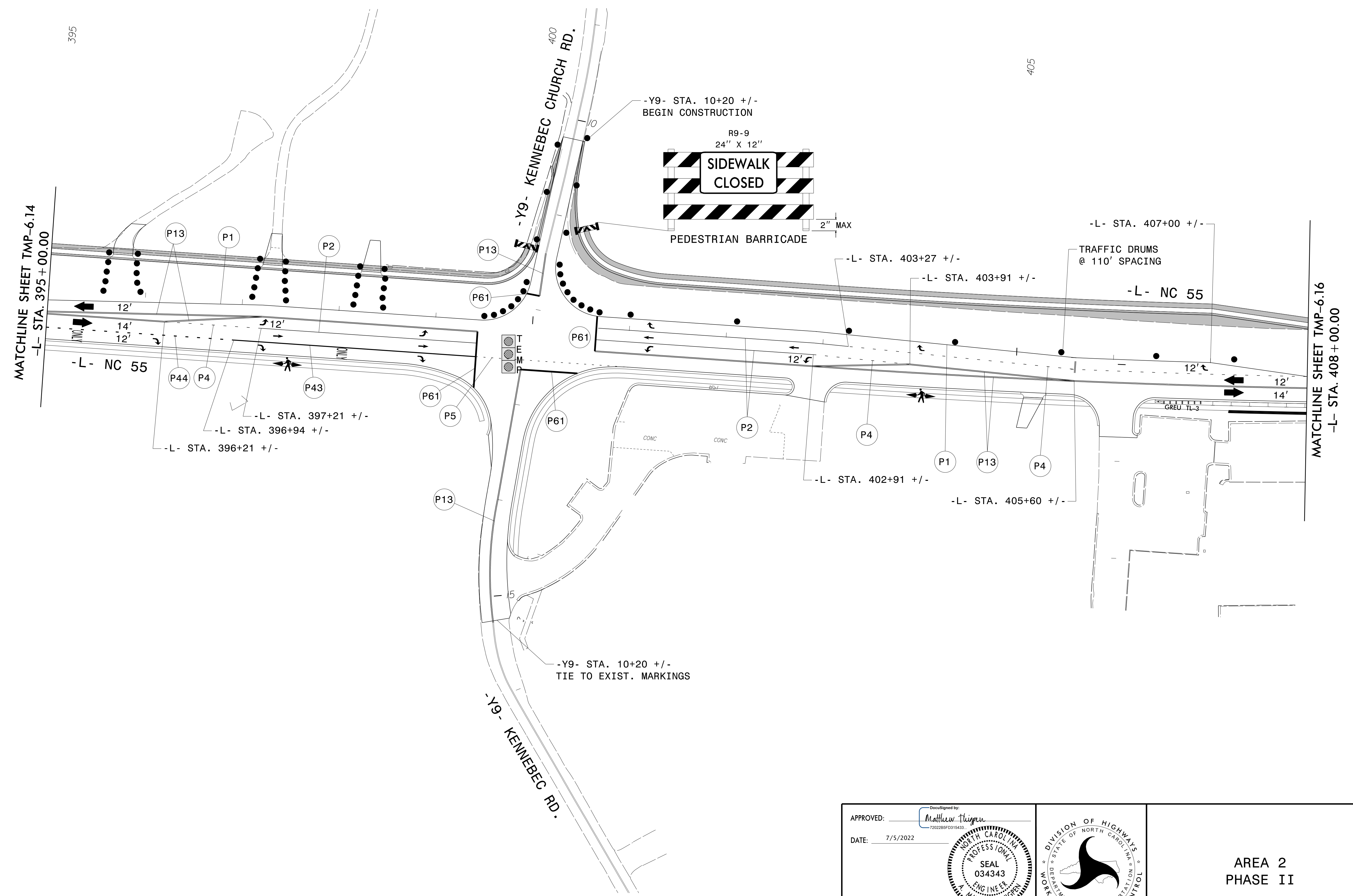
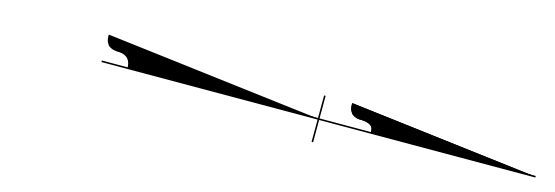
PROFESSIONAL SEAL 034343 ENGINEER MATTHEW THIGPEN

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AREA 2
PHASE II

7/5/2022 C:\Users\Matt\Thigpen\OneDrive\Projects\000051\R5705B\TrafficControl\TCP\R5705B.tc_tmp15.dgn User:Matt Thigpen

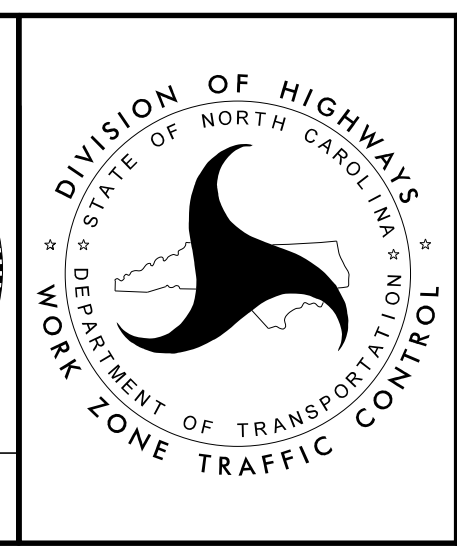


7/5/2022
 C:\Users\Matt\Thigpen\OneDrive\Projects\000051\R5705B\TrafficControl\TCP\R5705B.tc_.tmp6.dgn
 User:Matt Thigpen

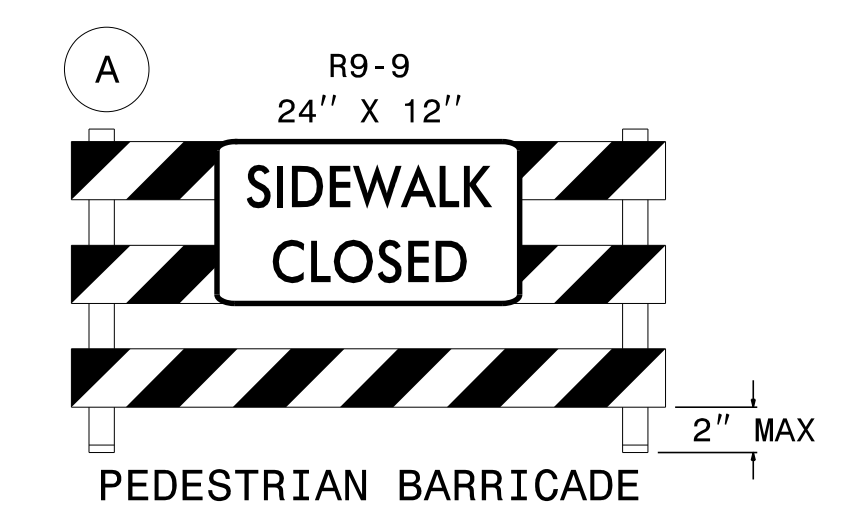
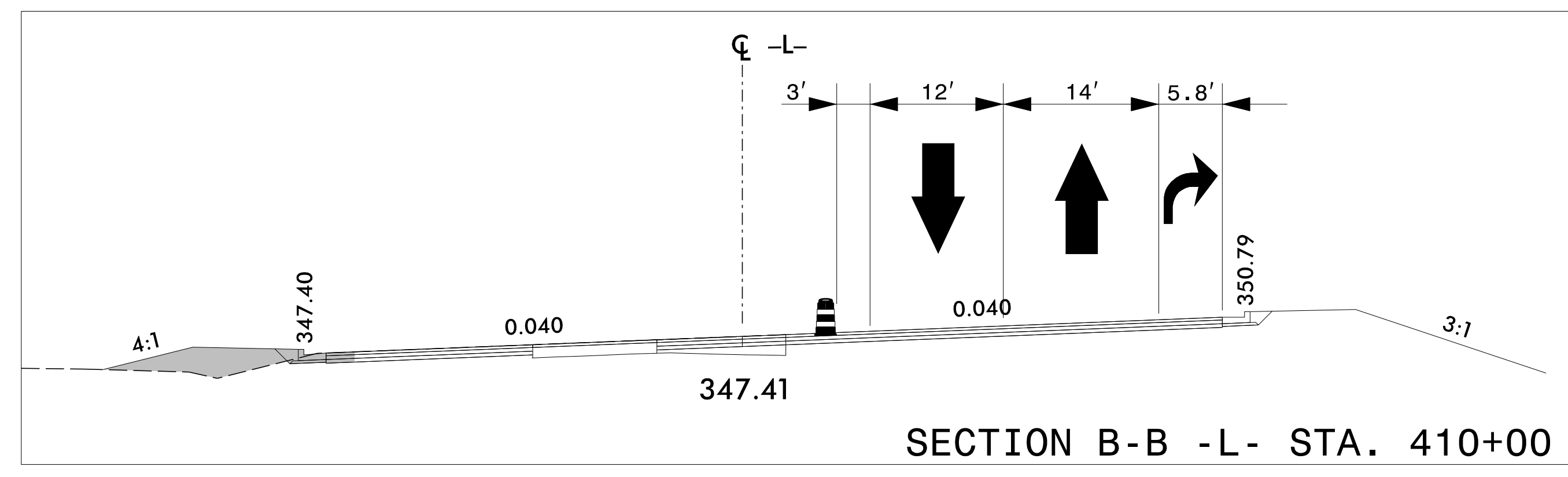
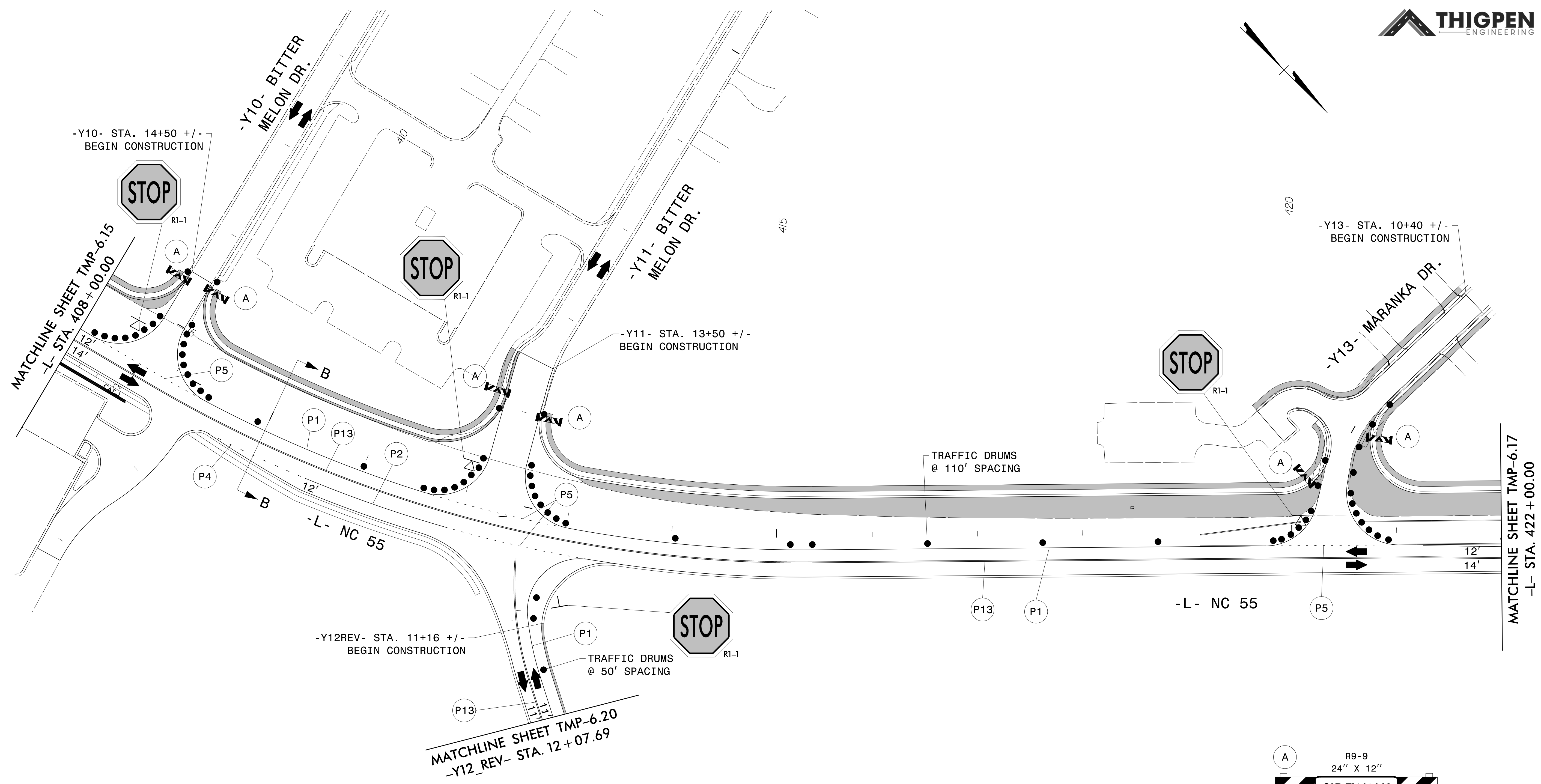
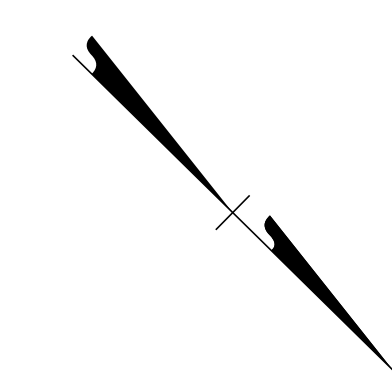
APPROVED: *Matthew Thigpen*
DocuSigned by: Matthew Thigpen 7202285FD315433

DATE: 7/5/2022

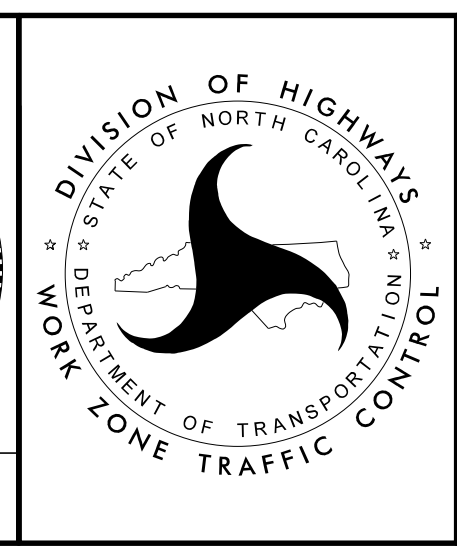
**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



**AREA 2
PHASE II**



APPROVED: *Matthew Thigpen*
DocuSigned by: Matthew Thigpen 7202295FD315433
 DATE: 7/5/2022



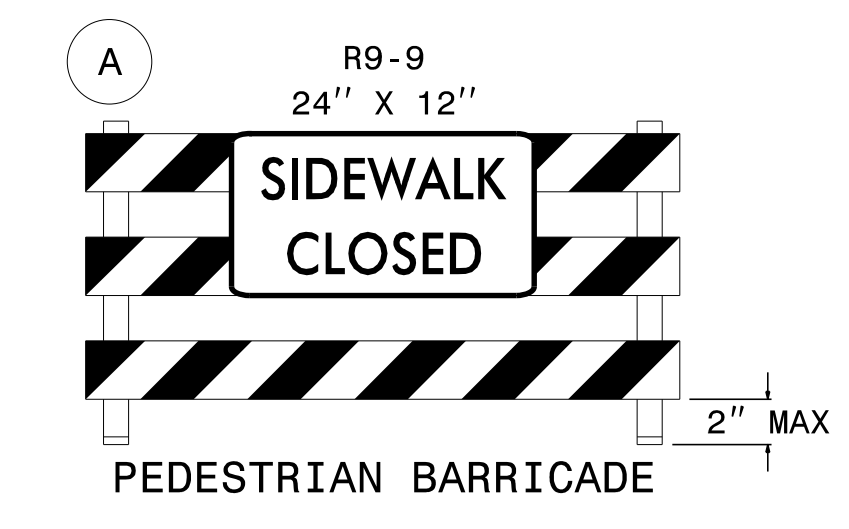
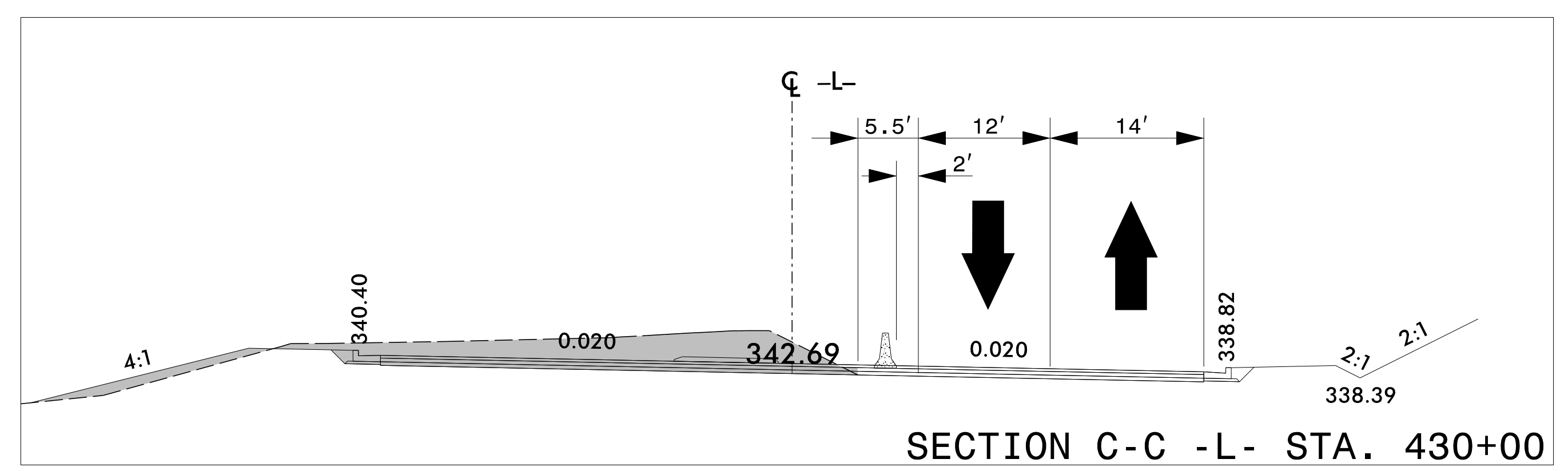
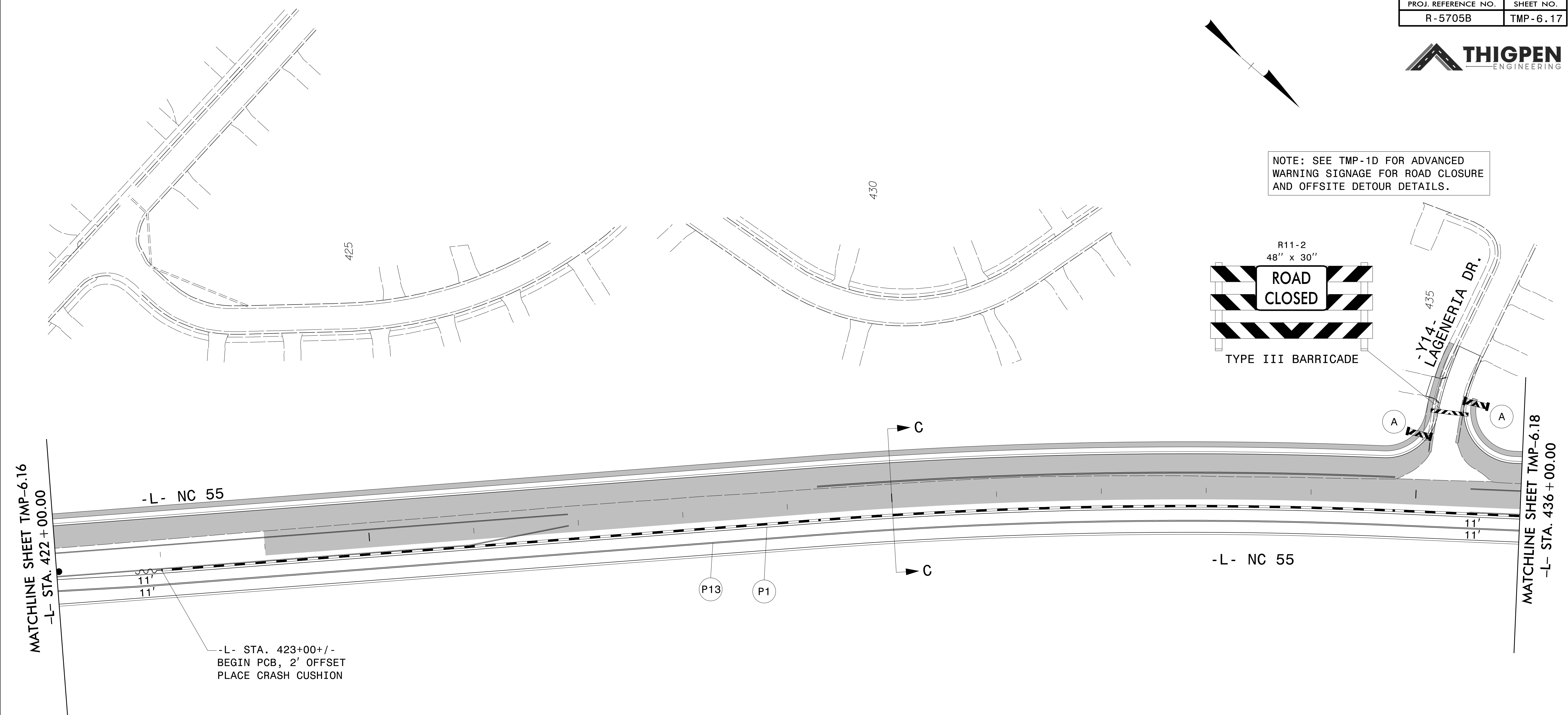
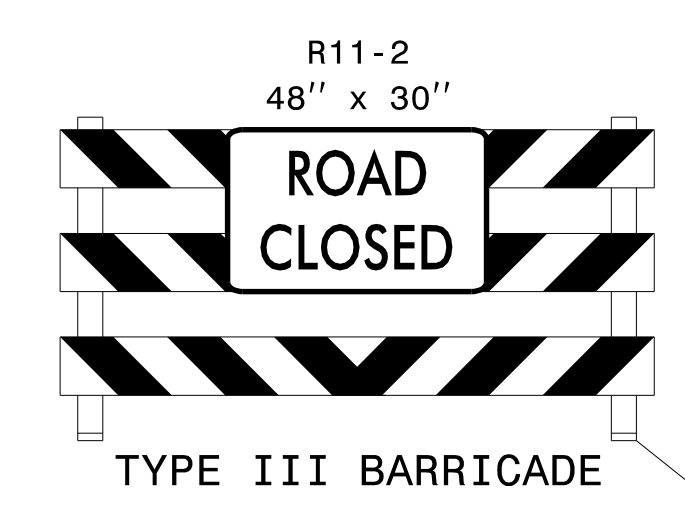
AREA 2
PHASE II

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

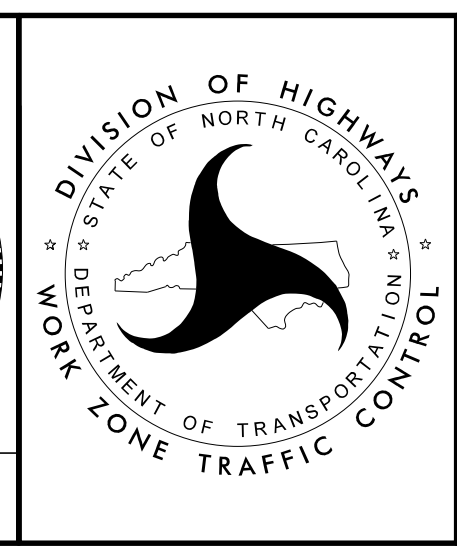
7/5/2022 C:\Users\Matt\Thigpen\OneDrive\Projects\000051\R5705B\TrafficControl\TCP\R5705B.tc_.tmp\7.dgn User:Matt Thigpen



NOTE: SEE TMP-1D FOR ADVANCED WARNING SIGNAGE FOR ROAD CLOSURE AND OFFSITE DETOUR DETAILS.



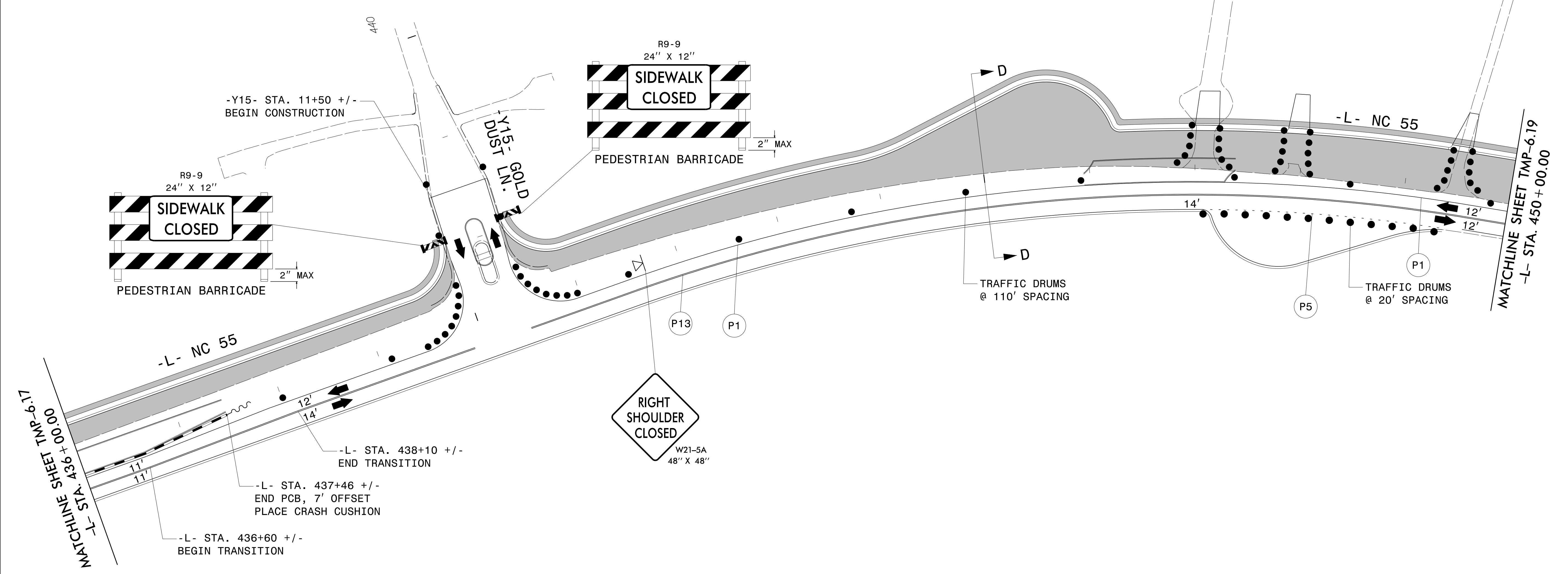
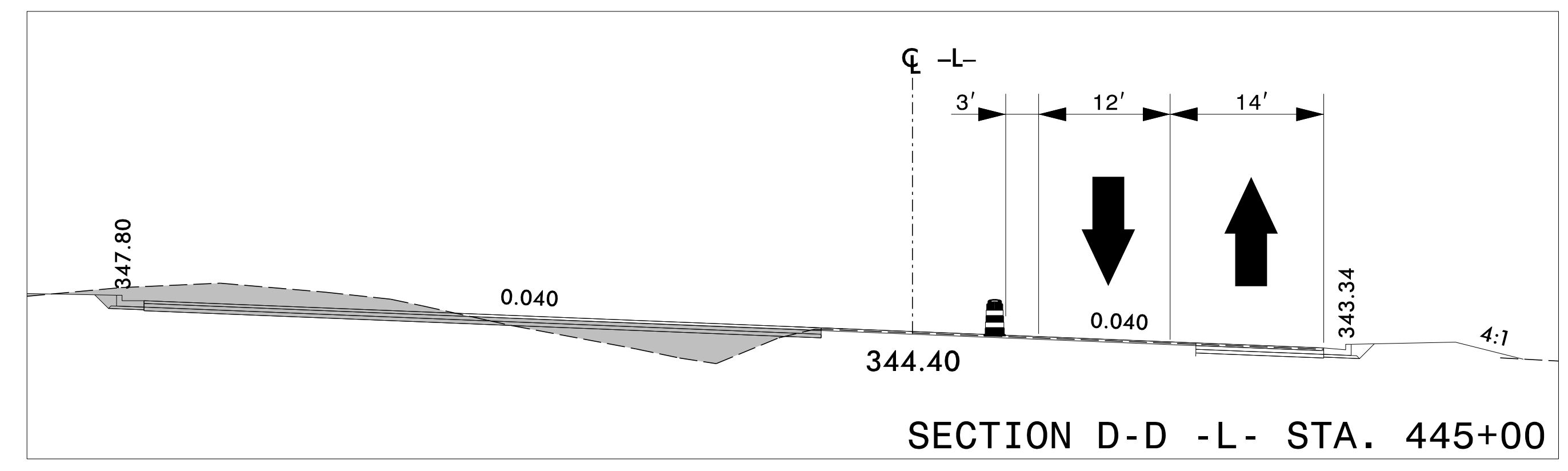
APPROVED: *Matthew Thigpen*
DocuSigned by:
Matthew Thigpen
7202288FD315433
 DATE: 7/5/2022



AREA 2
 PHASE II

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 UNLESS ALL SIGNATURES COMPLETED**

7/5/2022
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 User:Matt Thigpen

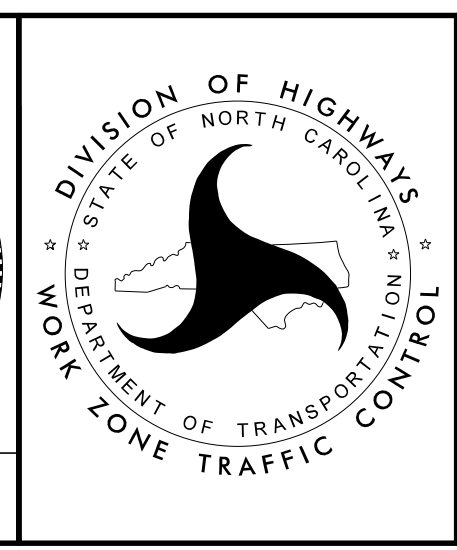


7/5/2022 C:\Users\Matt\Thigpen\OneDrive\Projects\00051_R5705B\TrafficControl\TCP\R5705B.tc_.tmp\9.dgn User:Matt Thigpen

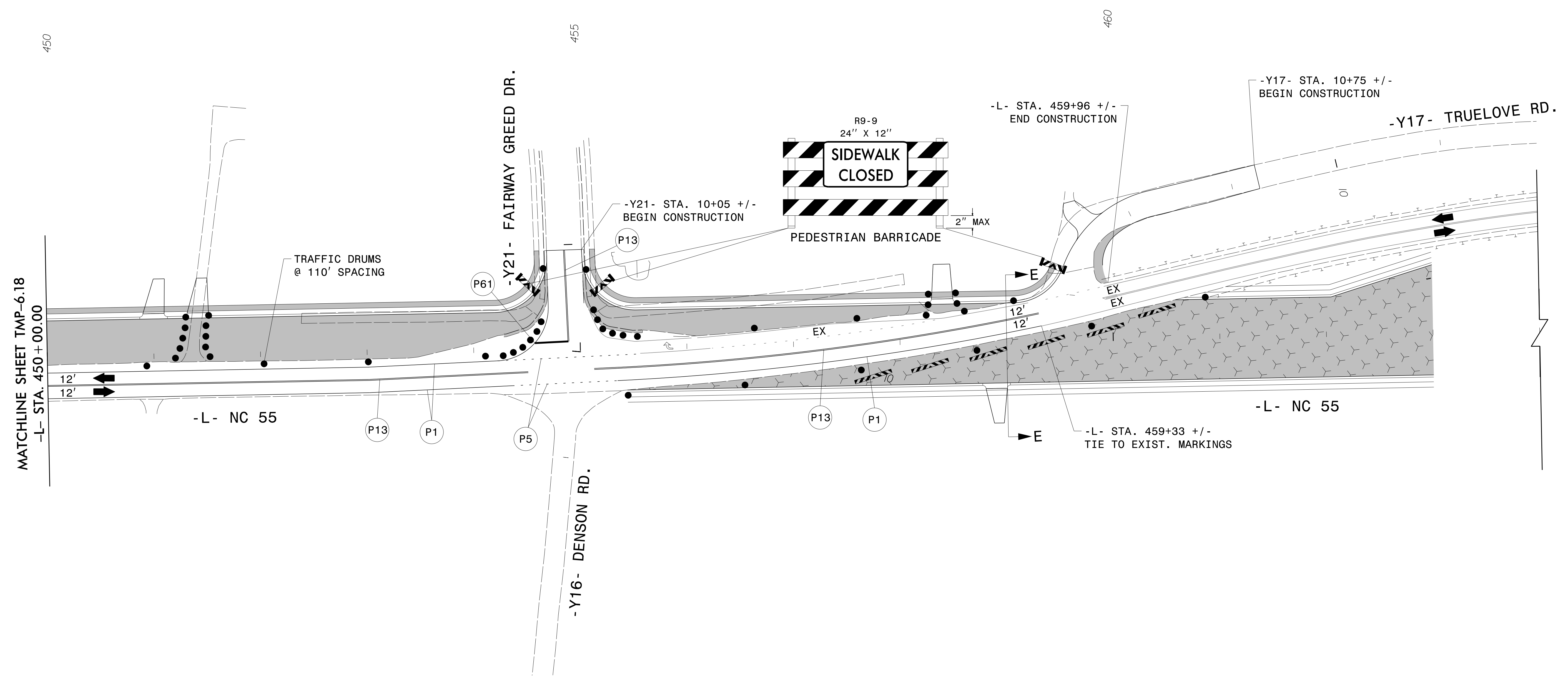
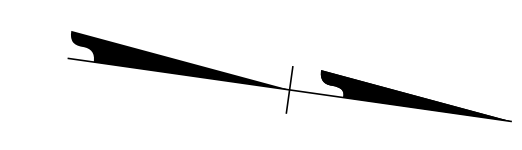
APPROVED: Matthew Thigpen
DocuSigned by:
7202285FD315433

DATE: 7/5/2022

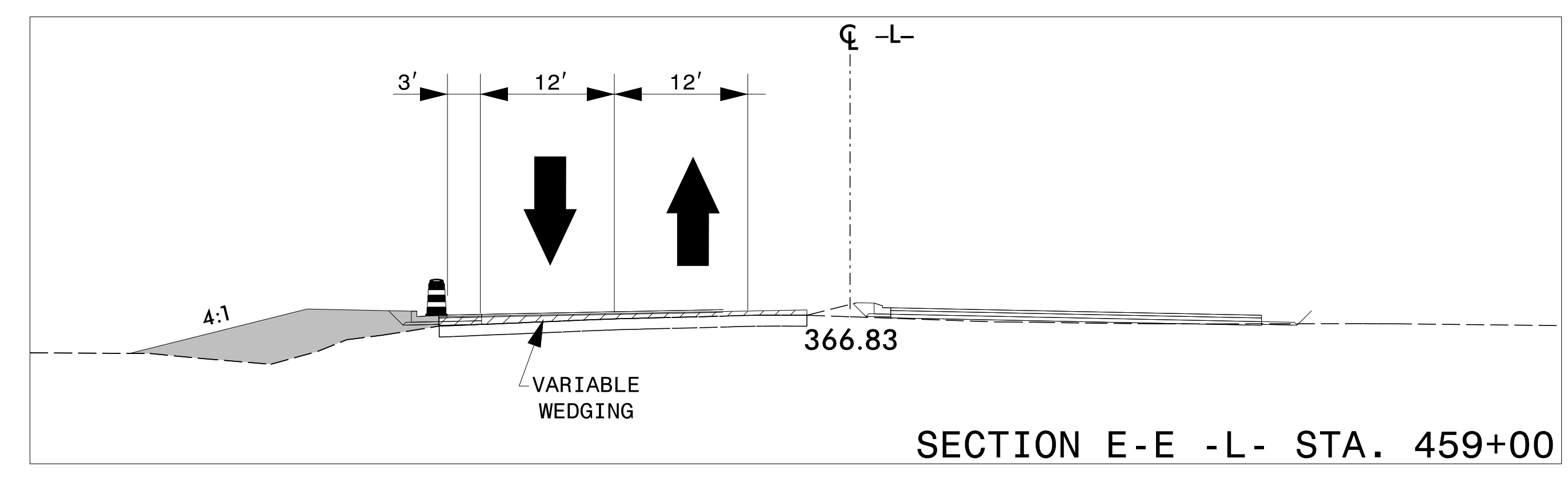
**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



AREA 2
PHASE II



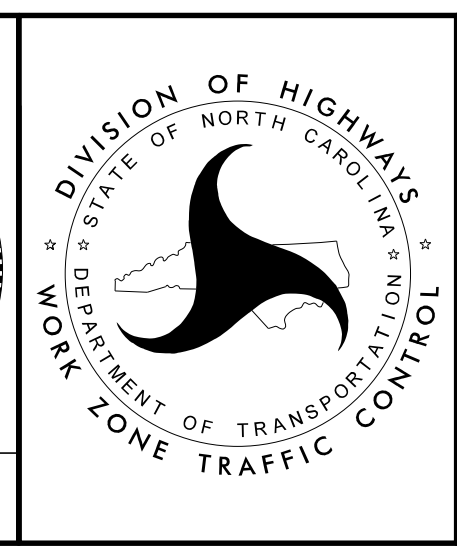
MATCHLINE SHEET TMP-6.18
-L- STA. 450 + 00.00



APPROVED: *Matthew Thigpen*
DATE: 8/3/2022

DocuSigned by:
Matthew Thigpen
7202288FD315433

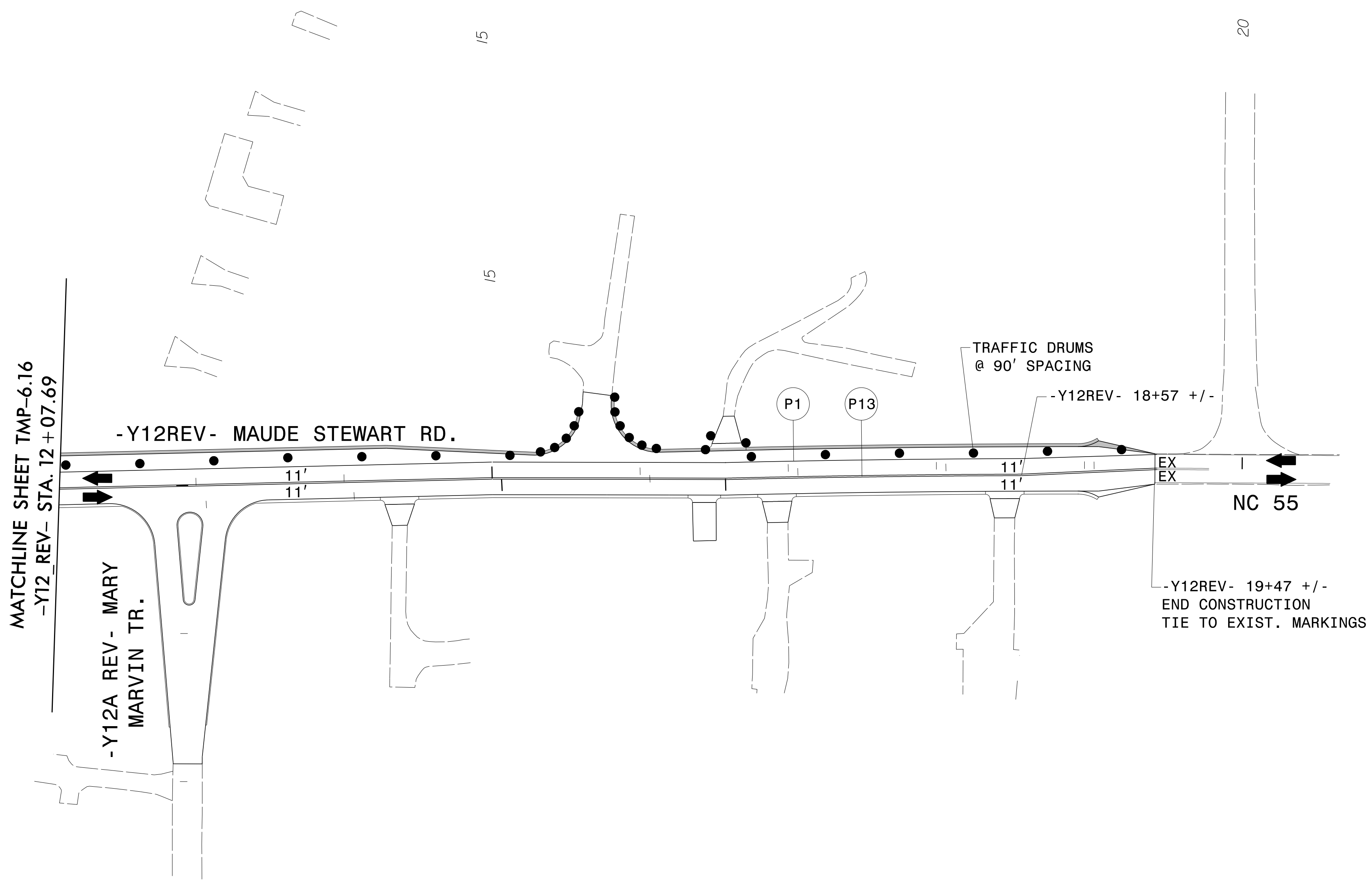
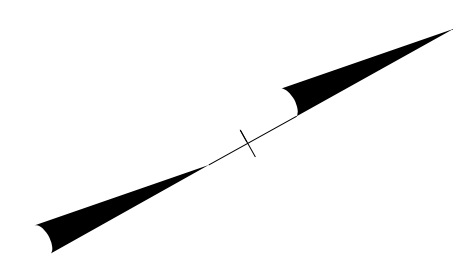
**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



AREA 2
PHASE II

8/3/2022
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User:Matt Thigpen

PROJ. REFERENCE NO.	SHEET NO.
R-5705B	TMP-6.20

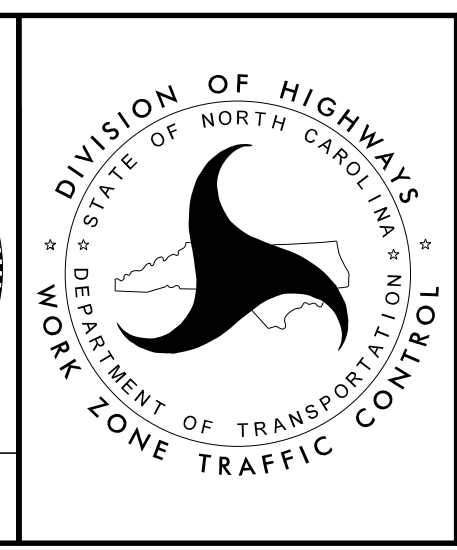


7/5/2022
 C:\Users\Matt\Thigpen\OneDrive\Projects\000051_R5705B\TrafficControl\TCP\R5705B.tc_tmp22A.dgn
 User:Matt Thigpen

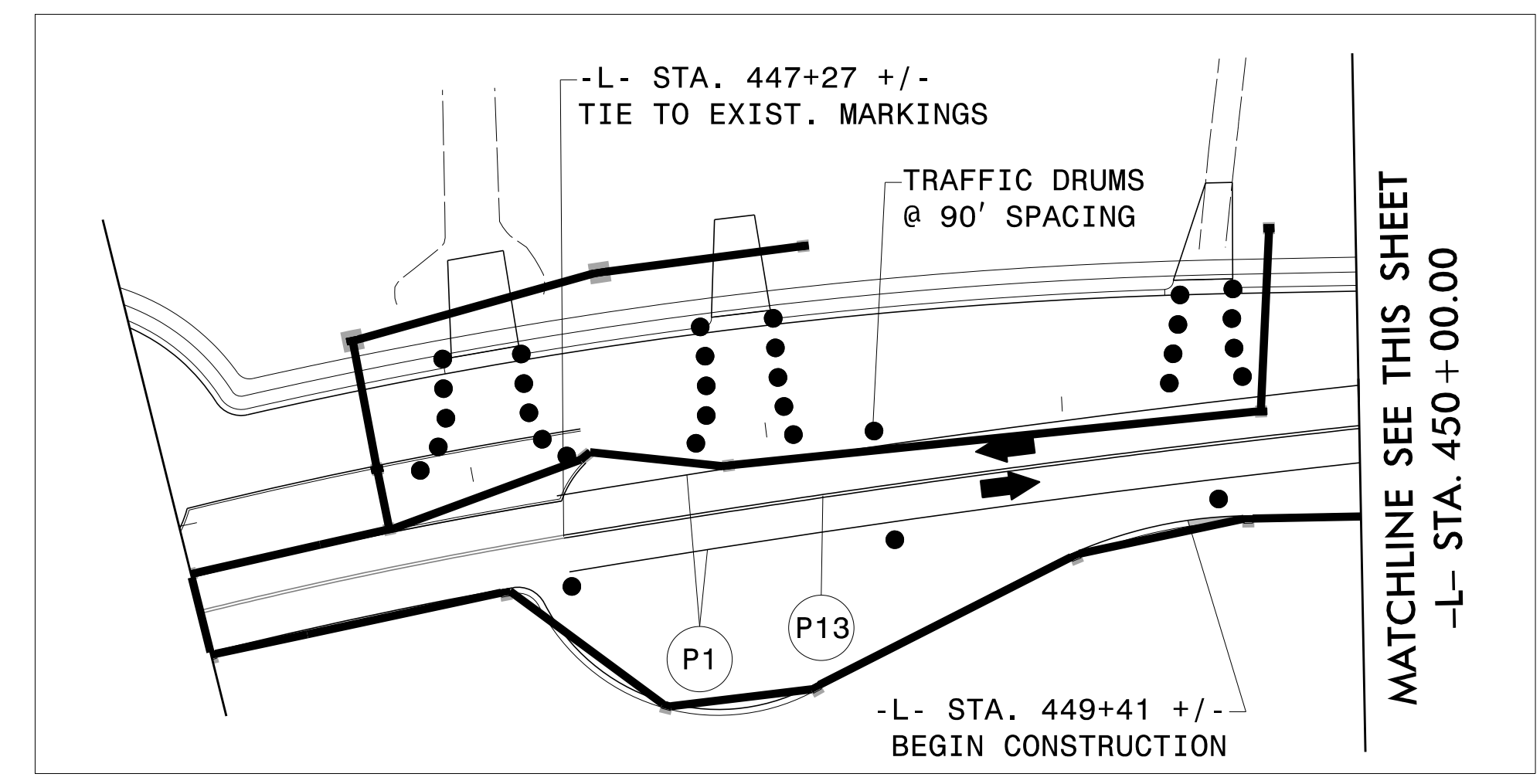
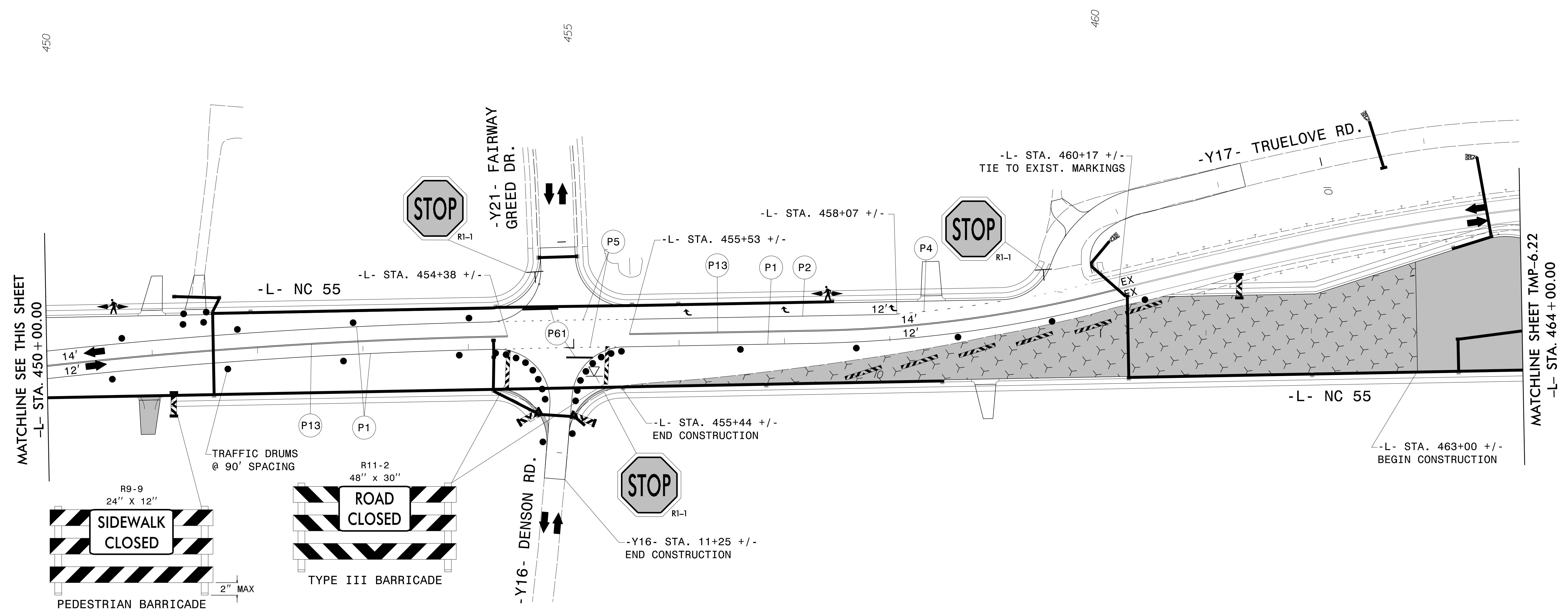
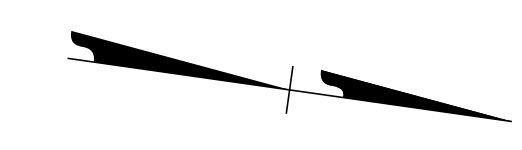
APPROVED: *Matthew Thigpen*
DocuSigned by:
7202285FD318433

DATE: 7/5/2022


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




AREA 2
PHASE II

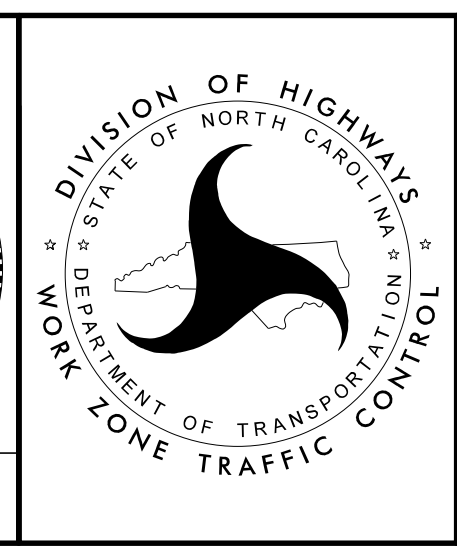


7/5/2022
 C:\Users\Matt\Thigpen\OneDrive\Projects\000051_R5705B\TrafficControl\CP\R5705B.tc_tmp24.dgn
 User:Matt Thigpen

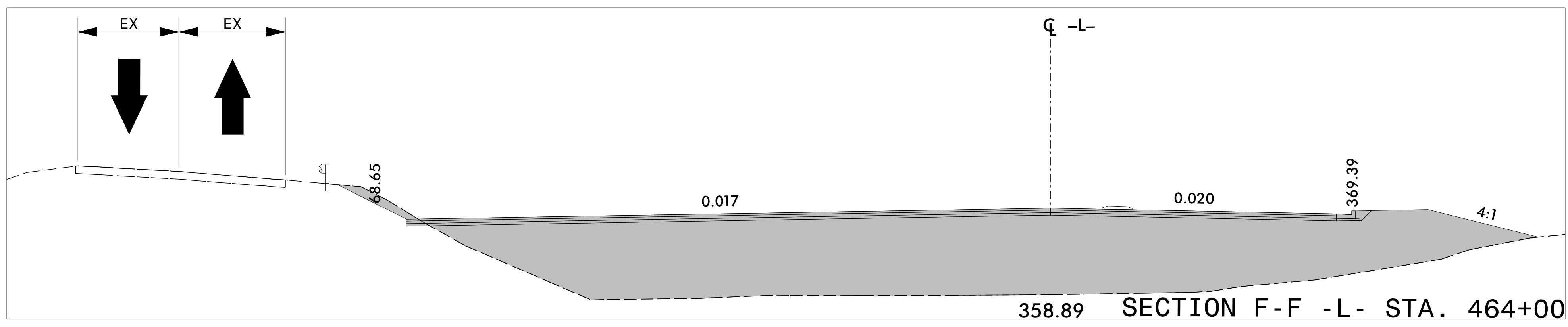
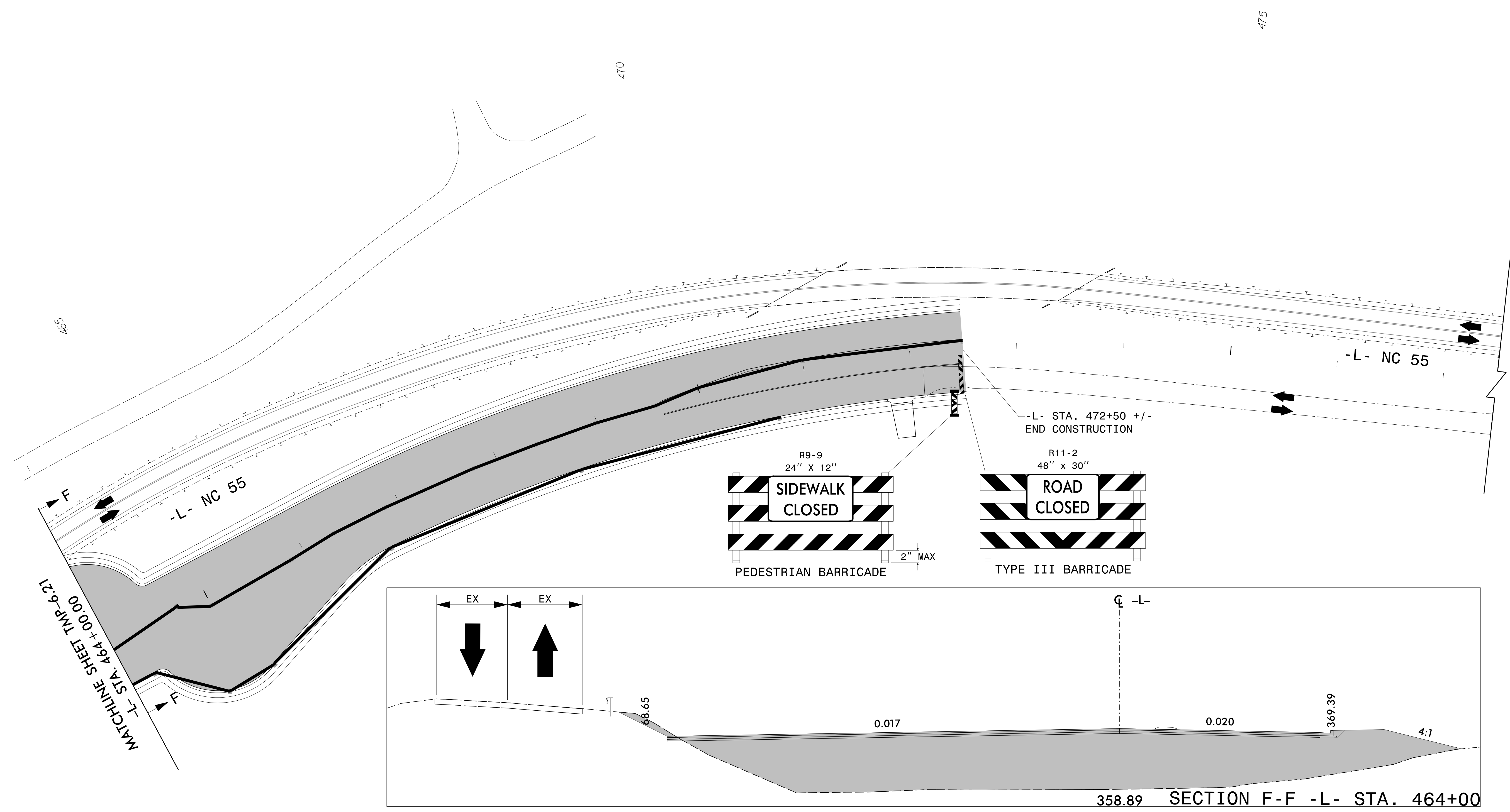
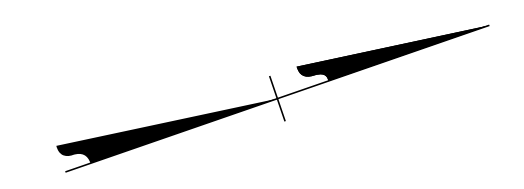
APPROVED: 
 DATE: 7/5/2022

Seal: 

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AREA 2
 PHASE II STEP 2



7/5/2022
 C:\Users\Matt\Thigpen\OneDrive\Projects\100051\R5705B\TrafficControl\TrafficControl\TCP\R5705B.tc_tmp23.dgn
 User:Matt Thigpen

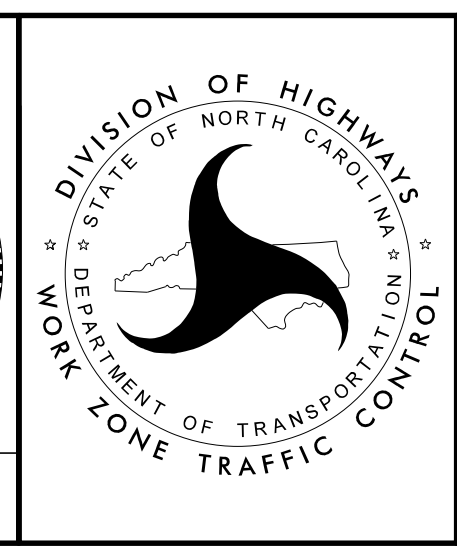
MATCHLINE SHEET TMP-6-21
 -L- STA. 464+00.00

APPROVED: *Matthew Thigpen*
 DATE: 7/5/2022

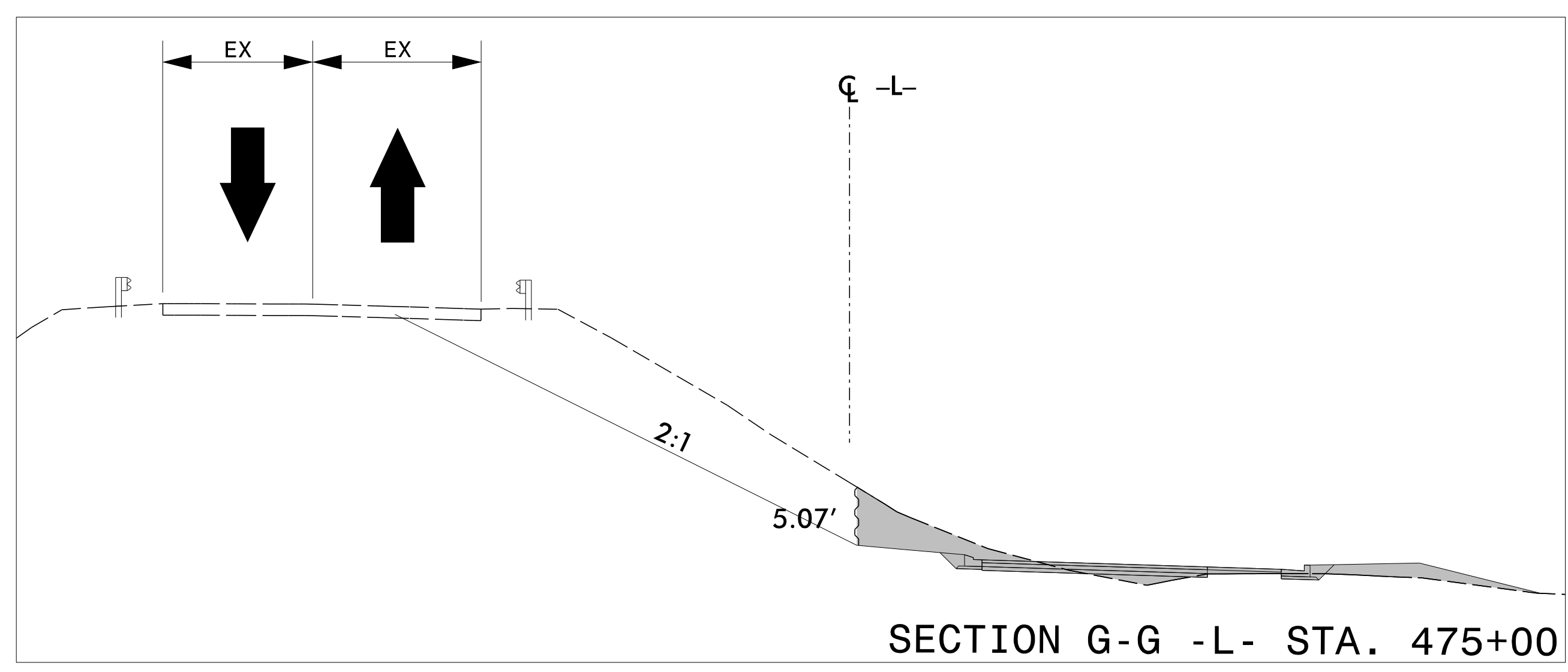
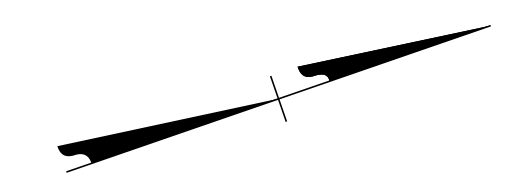
DocuSigned by:
 Matthew Thigpen
 7202285F0315433

PROFESSIONAL
 SEAL
 034343
 ENGINEER
 MATTHEW THIGPEN

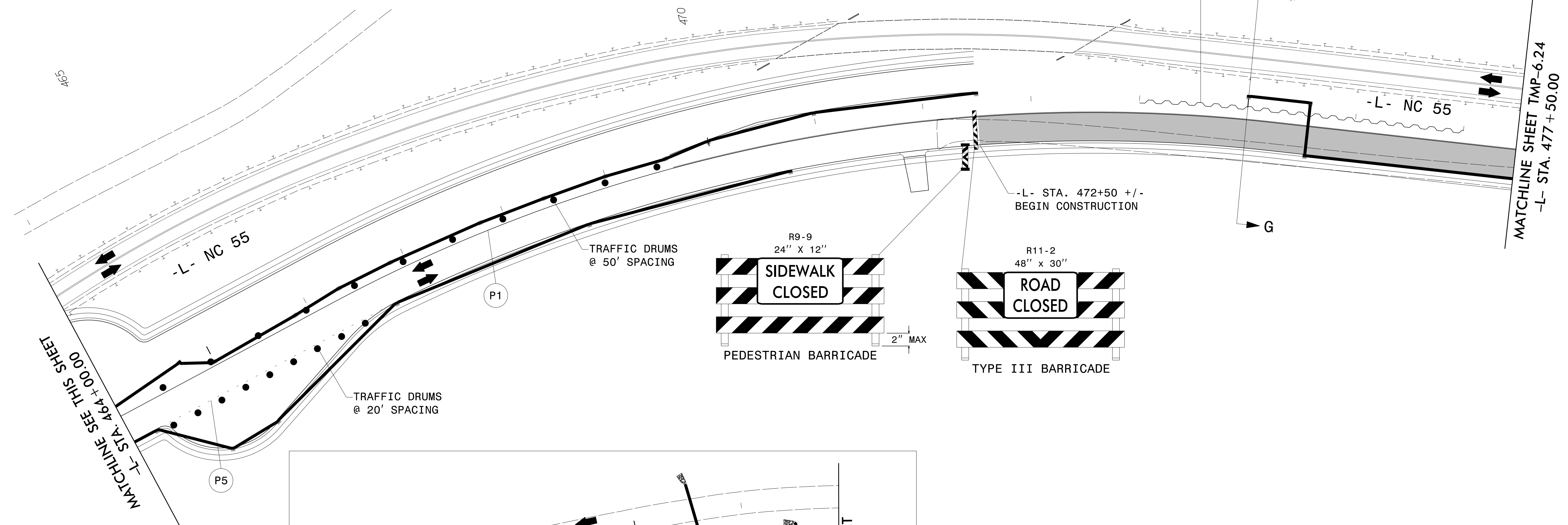
**DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED**



**AREA 2
 PHASE II STEP 2**

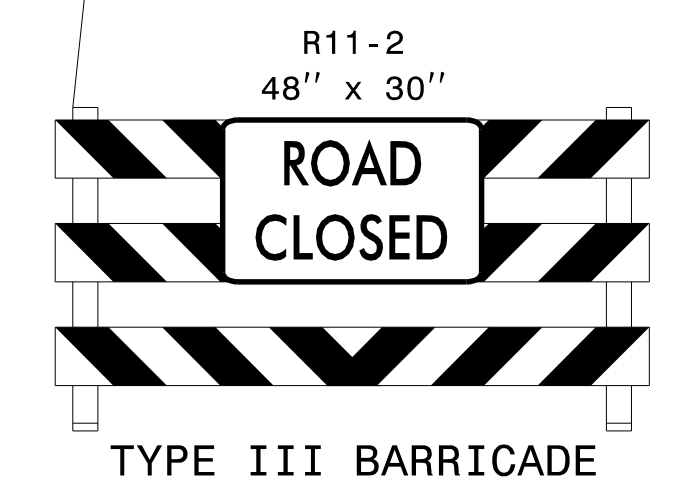
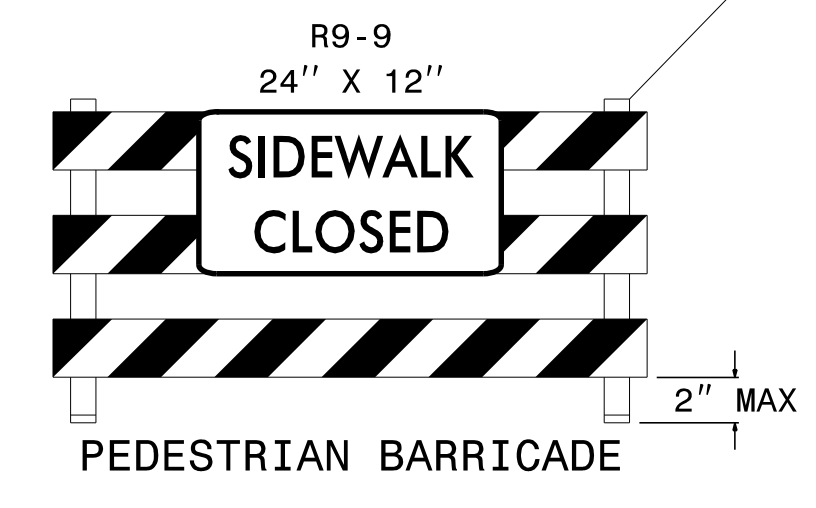
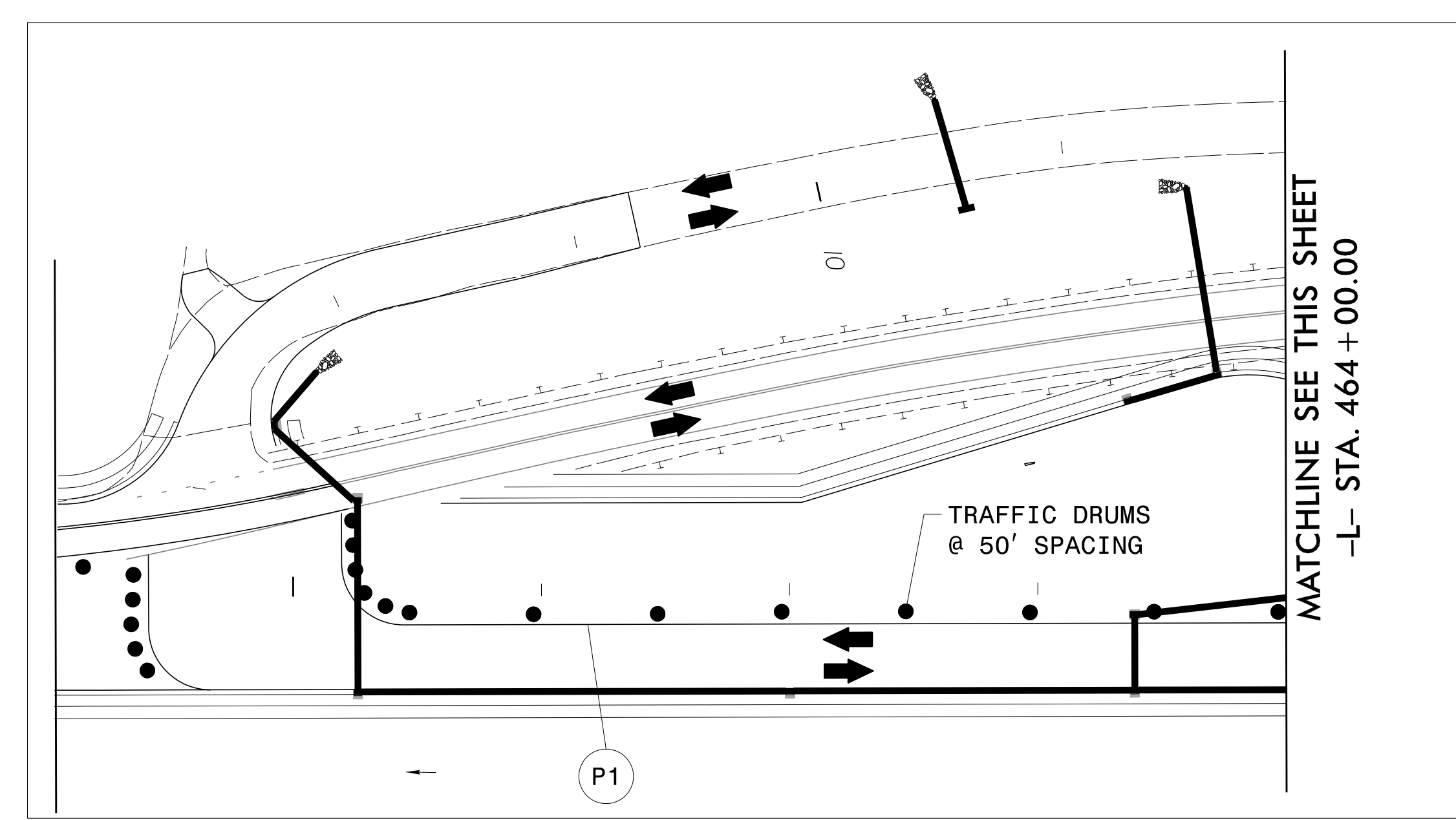


① TEMPORARY SHORING
 QUANTITY = 1,001 SF
 FROM -L- STA. 474+00 +/-,
 0.5' RT
 TO -L- STA. 477+00 +/-,
 0.5' RT



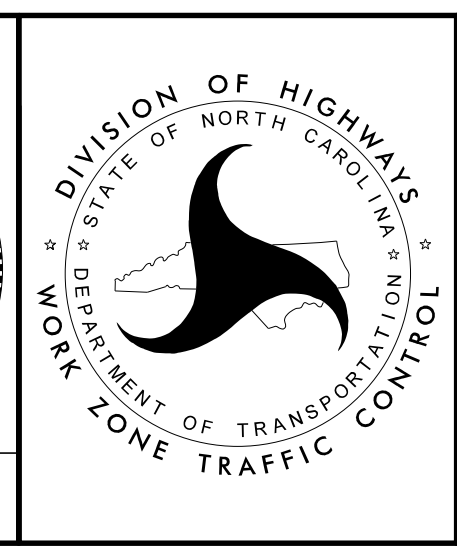
MATCHLINE SEE THIS SHEET
 -L- STA. 464+00.00

MATCHLINE SHEET TMP-6.24
 -L- STA. 477+50.00



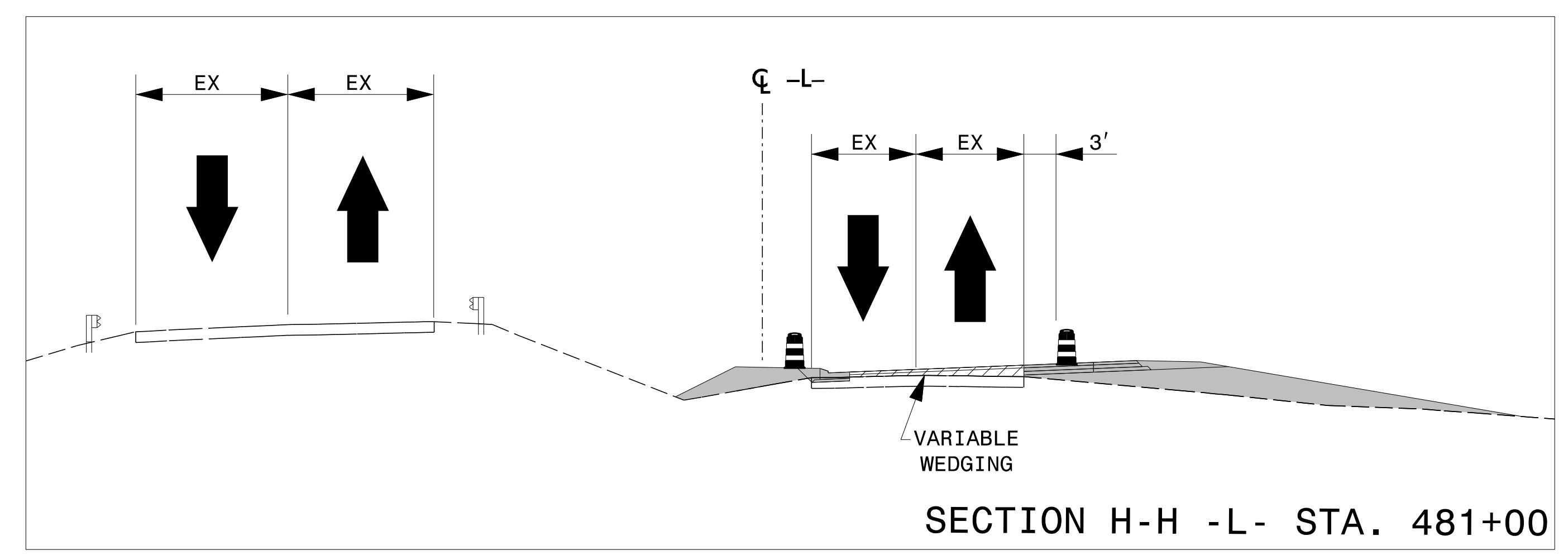
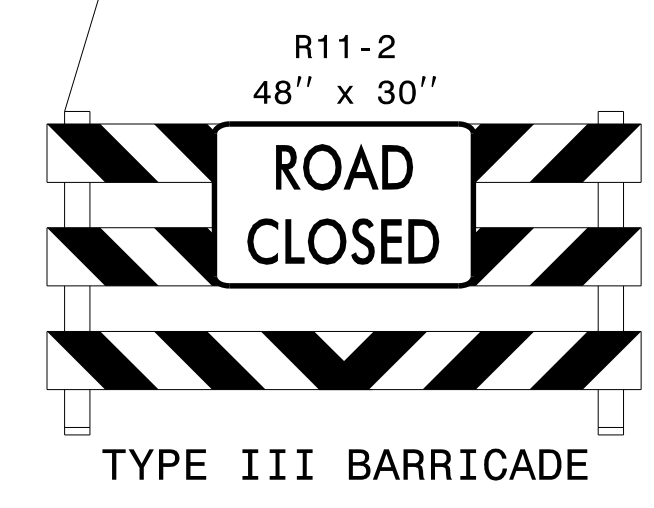
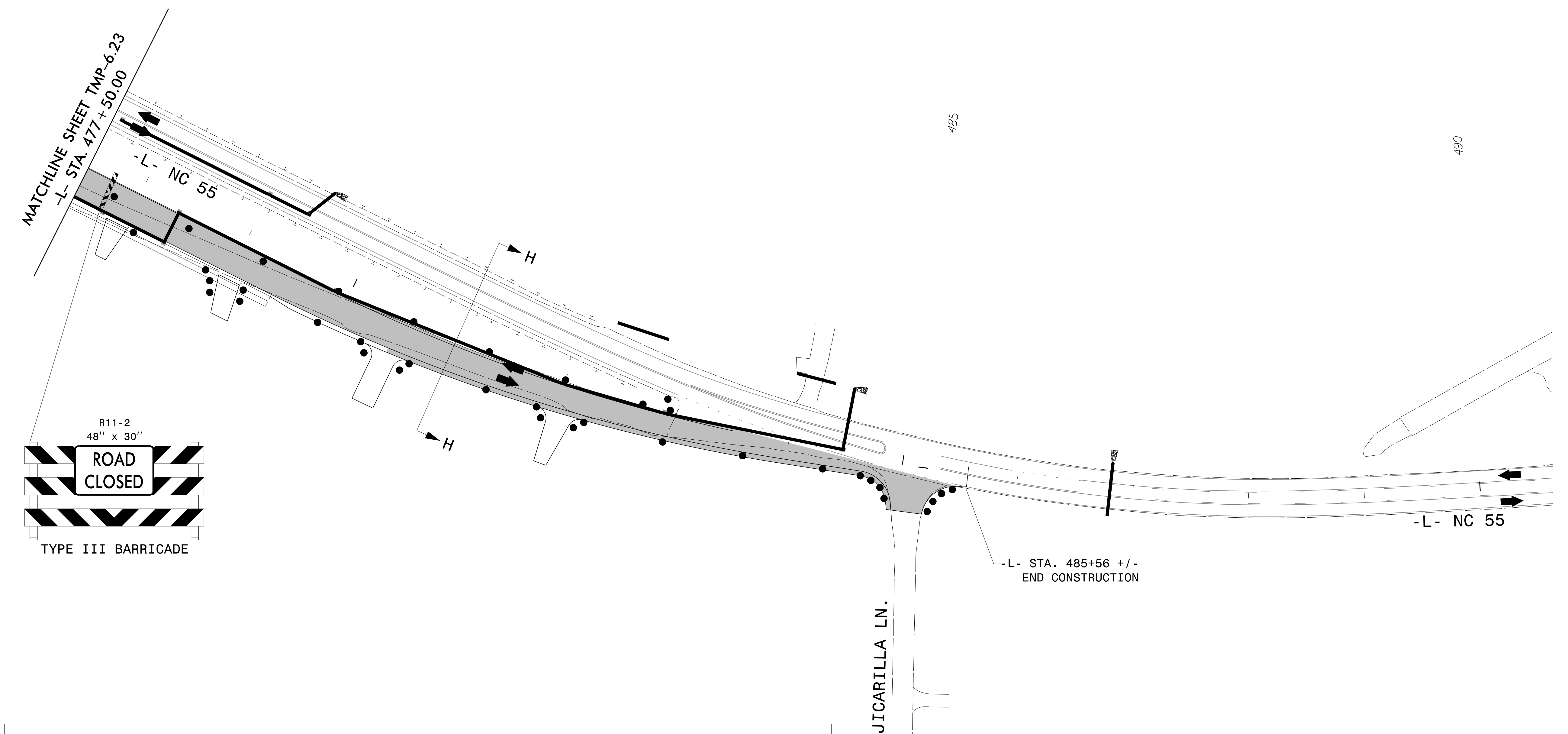
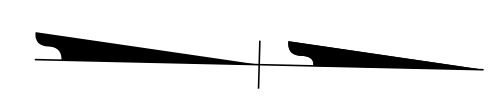
APPROVED: *Matthew Thigpen*
 DATE: 7/5/2022

DocuSigned by:
 Matthew Thigpen
 720285FD315433



AREA 2
 PHASE II STEP 3

7/5/2022
 C:\Users\Matt\Thigpen\OneDrive\Projects\100051\R5705B\TrafficControl\TCP\R5705B.tc_tmp25.dgn
 User:Matt Thigpen

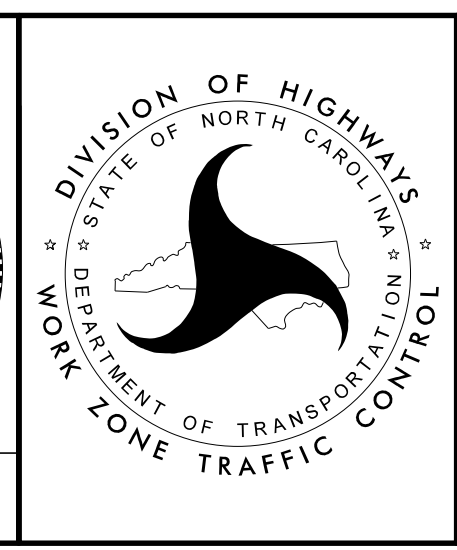


APPROVED: *Matthew Thigpen*
DATE: 8/3/2022

7202285FD315433

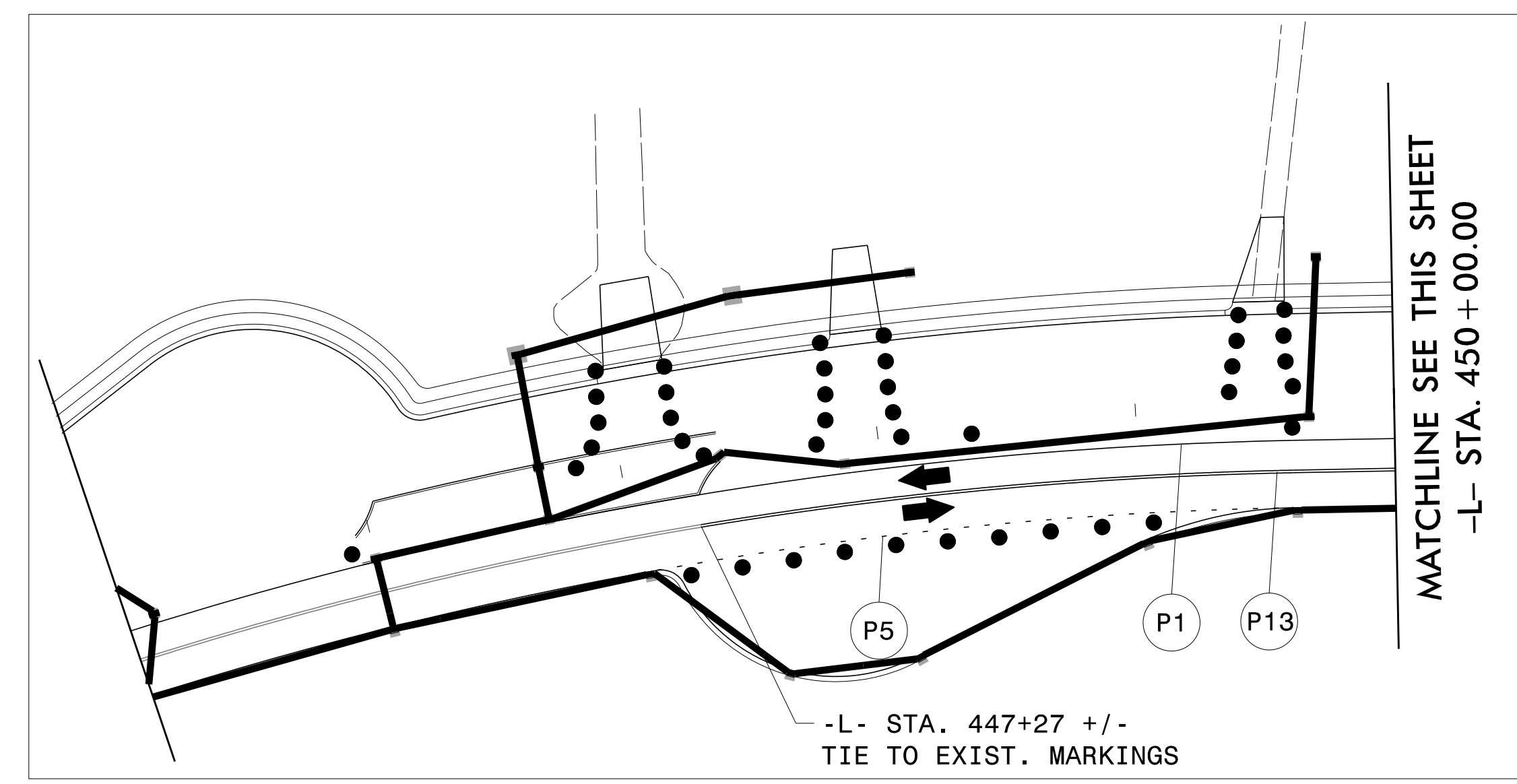
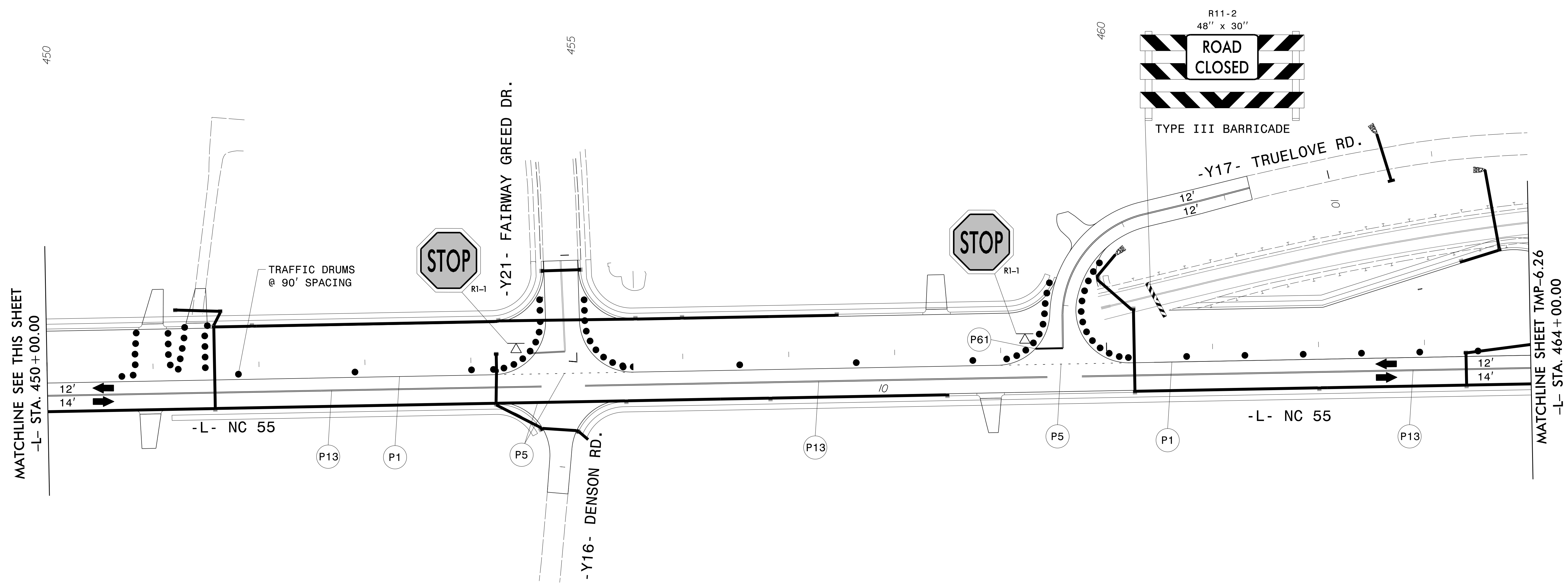
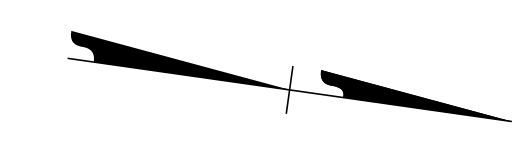
PROFESSIONAL
SEAL
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ENGINEER
MATTHEW THIGPEN

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AREA 2
PHASE II STEP 3

8/3/2022
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User:Matt

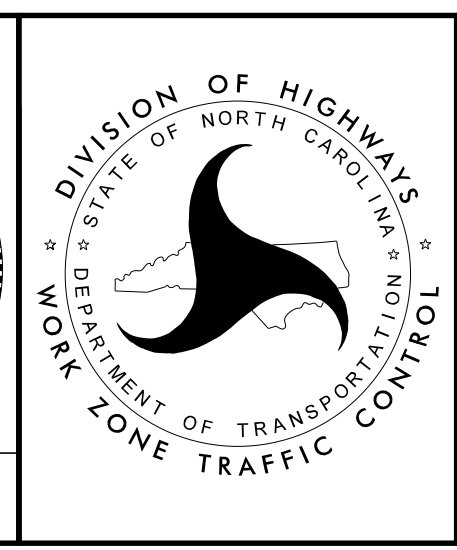


7/5/2022
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 User:Matt Thigpen

APPROVED: *Matthew Thigpen*
 DATE: 7/5/2022

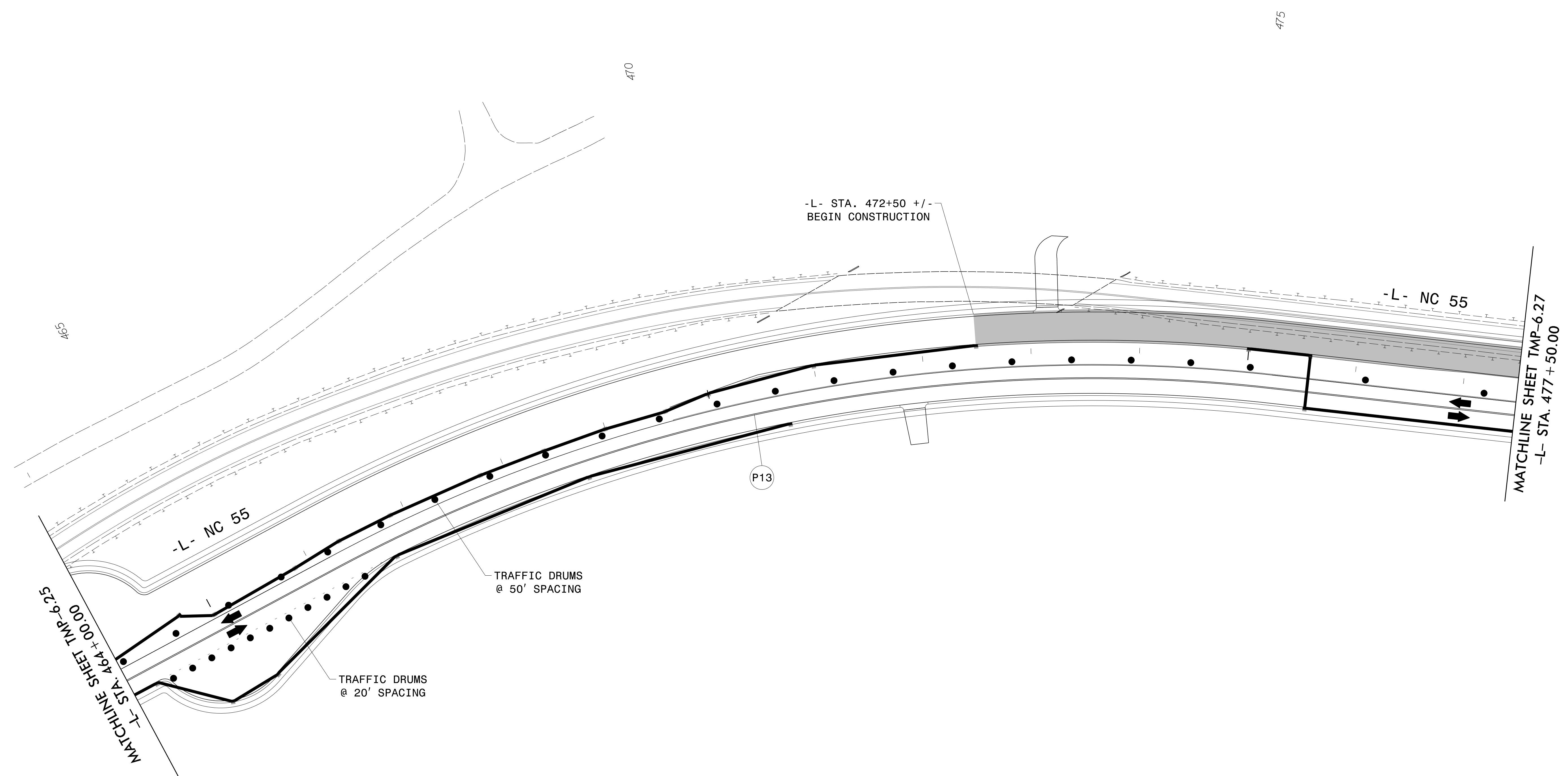
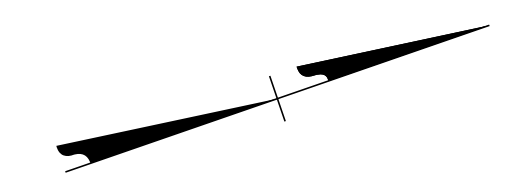
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 Matthew Thigpen
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**AREA 2
 PHASE II STEP 4**

PROJ. REFERENCE NO.	SHEET NO.
R-5705B	TMP-6.26

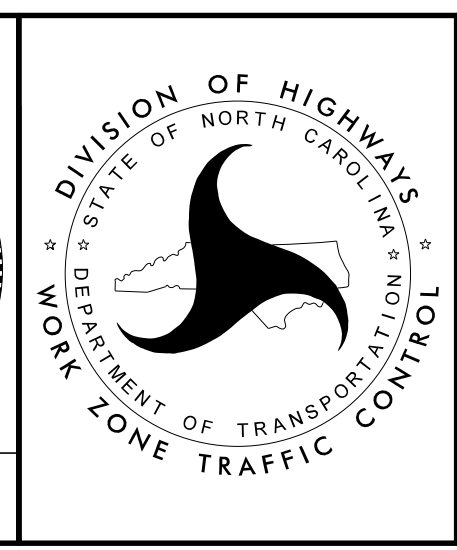


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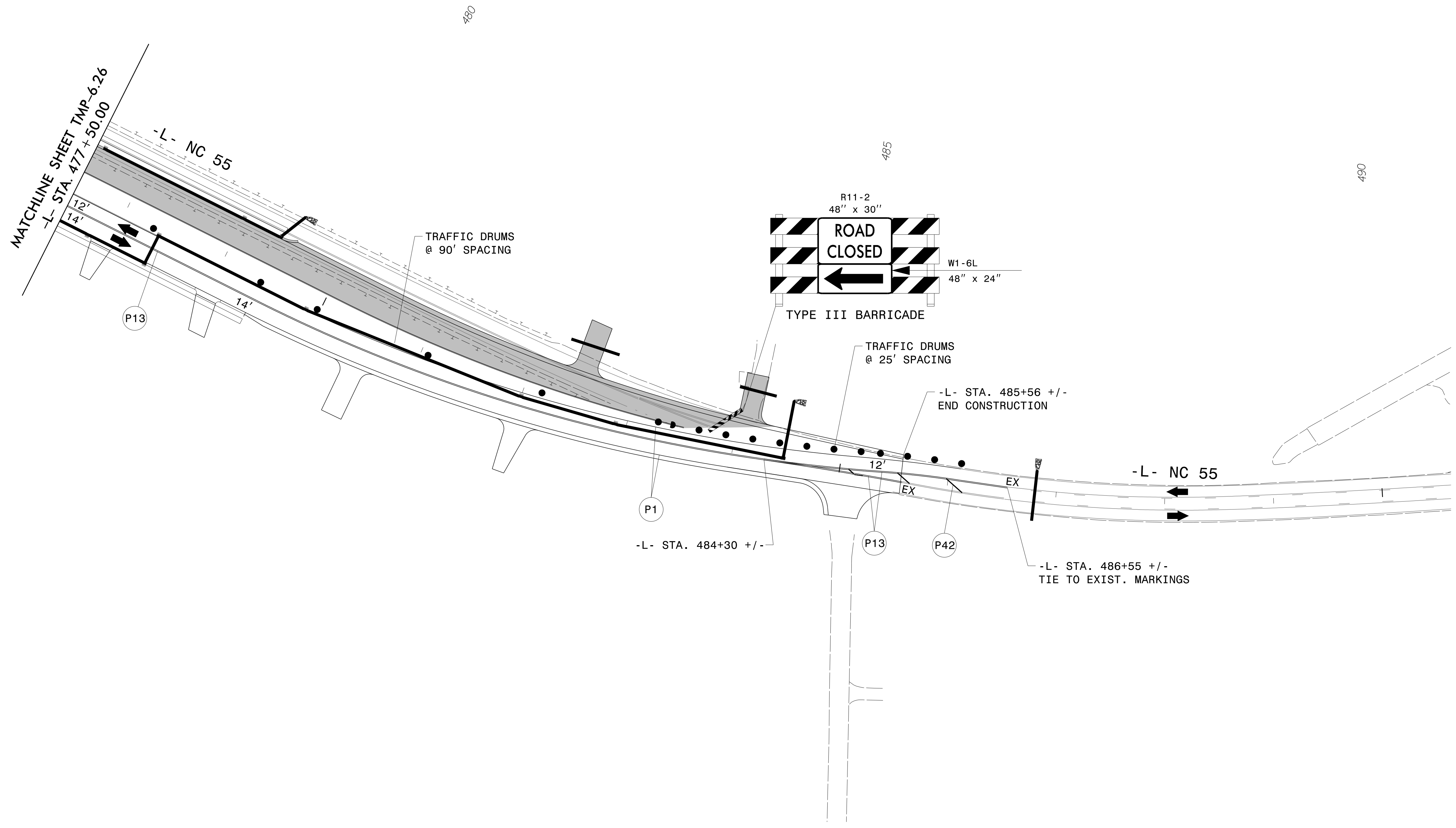
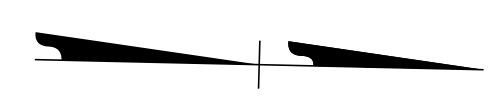
APPROVED: *Matthew Thigpen*
DocuSigned by:
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DATE: 7/5/2022

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**AREA 2
 PHASE II STEP 4**

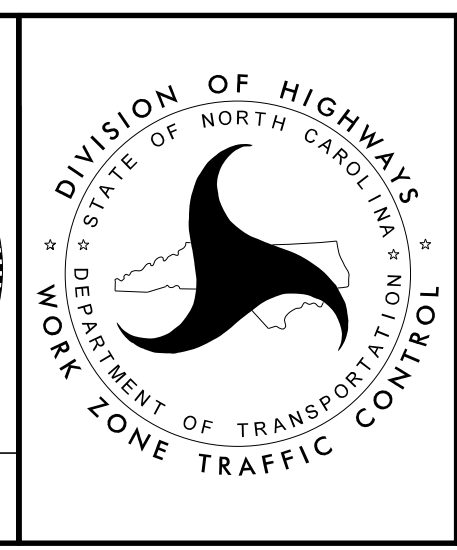


7/5/2022
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 User:Matt Thigpen

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DocuSigned by: Matthew Thigpen 7202285FD315433

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**AREA 2
 PHASE II STEP 4**