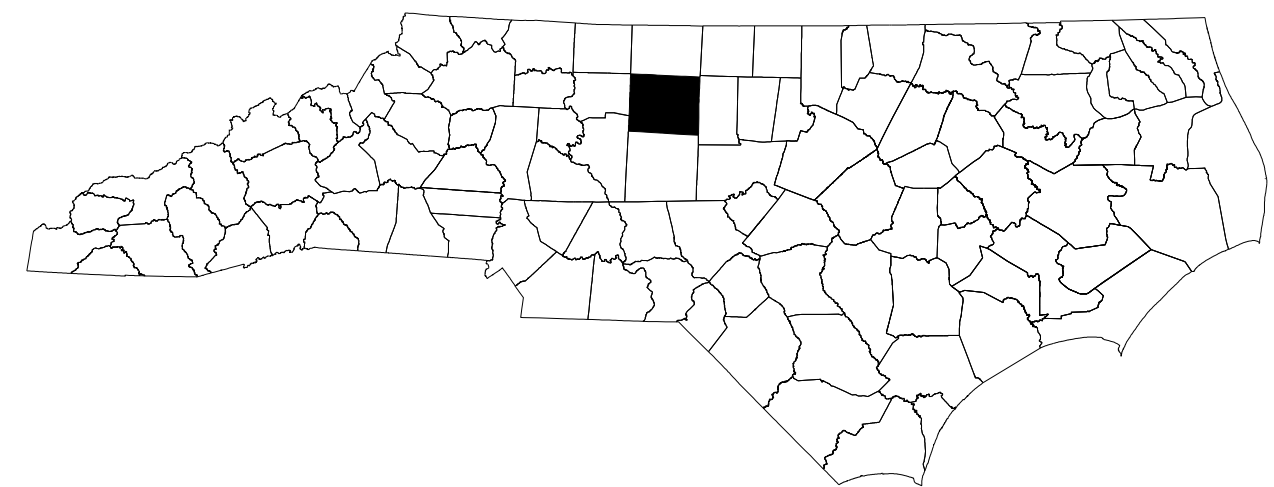


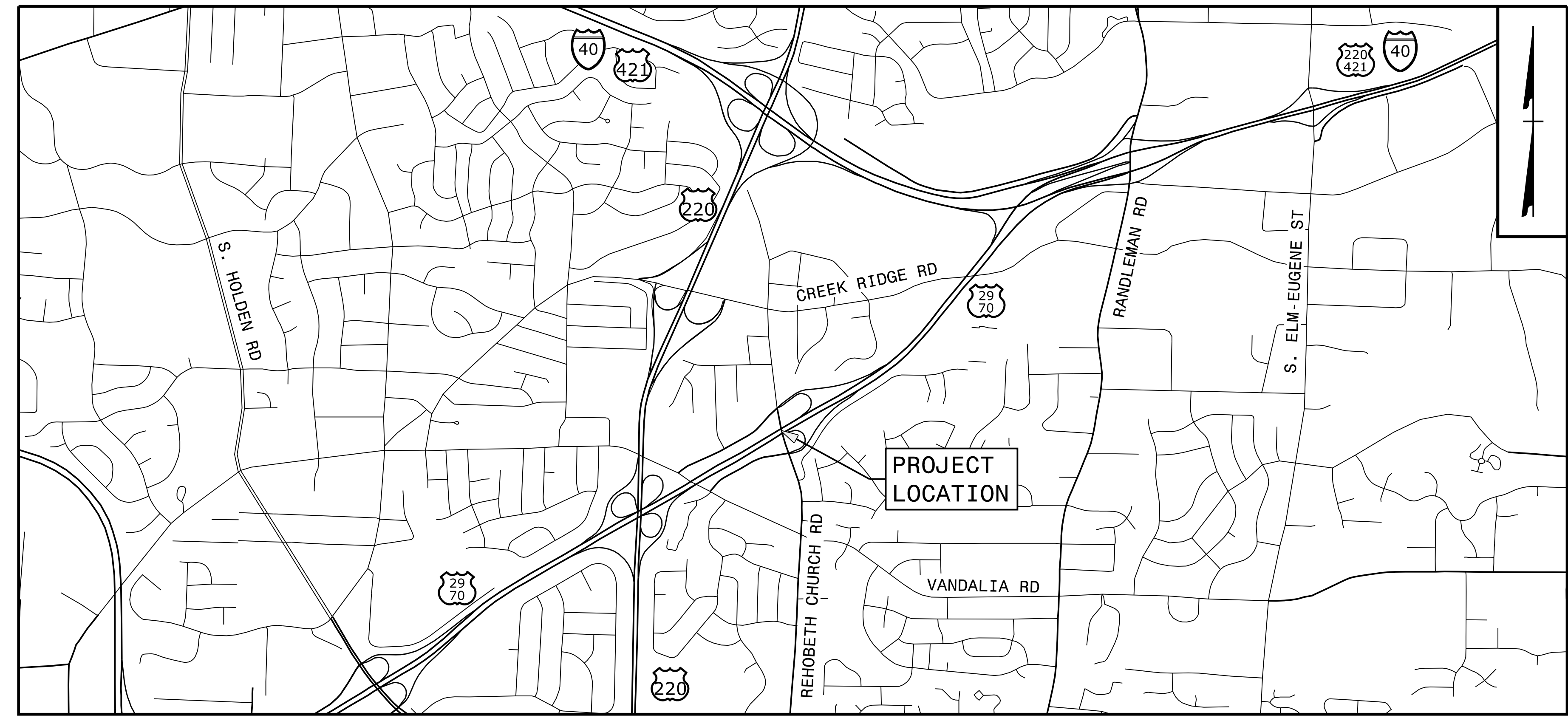
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

GUILFORD COUNTY



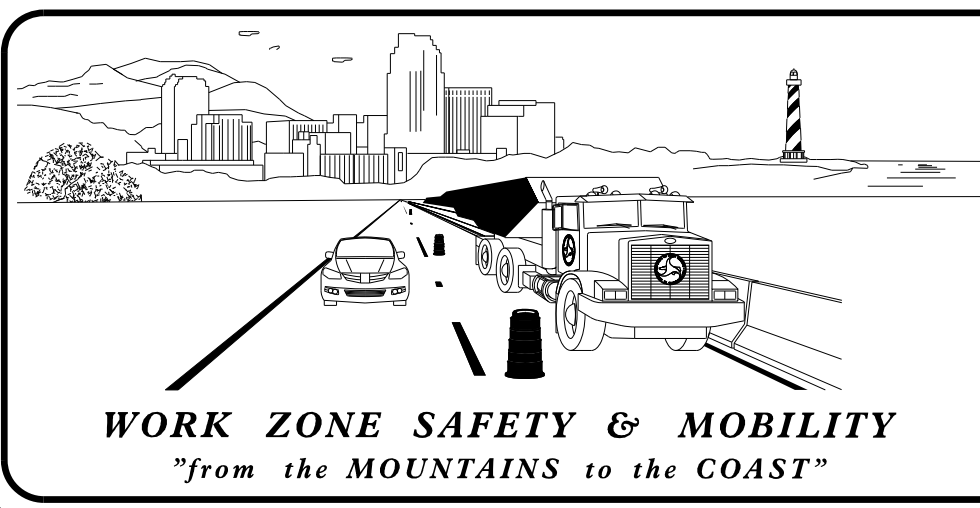
**LOCATION: BRIDGE NO. 225 OVER US 2970
ON SR 1115 (REHOBETH CHURCH ROAD)**



INDEX OF SHEETS

SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP, AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS AND LEGEND
TMP-1B & 1C	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES, AND LOCAL NOTES)
TMP-2	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-2A & TMP-2B	TEMPORARY SHORING DATA
TMP-2C & TMP-2D	DETOUR ROUTES
TMP-3	TEMPORARY TRAFFIC CONTROL PHASING
TMP-4 & TMP-5	TEMPORARY TRAFFIC CONTROL PHASE 1 DETAILS
TMP-6 & TMP-7	TEMPORARY TRAFFIC CONTROL PHASE 2 DETAILS
TMP-8 & TMP-9	TEMPORARY TRAFFIC CONTROL PHASE 3 DETAILS

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: CHARNDEN
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PLANS PREPARED BY:

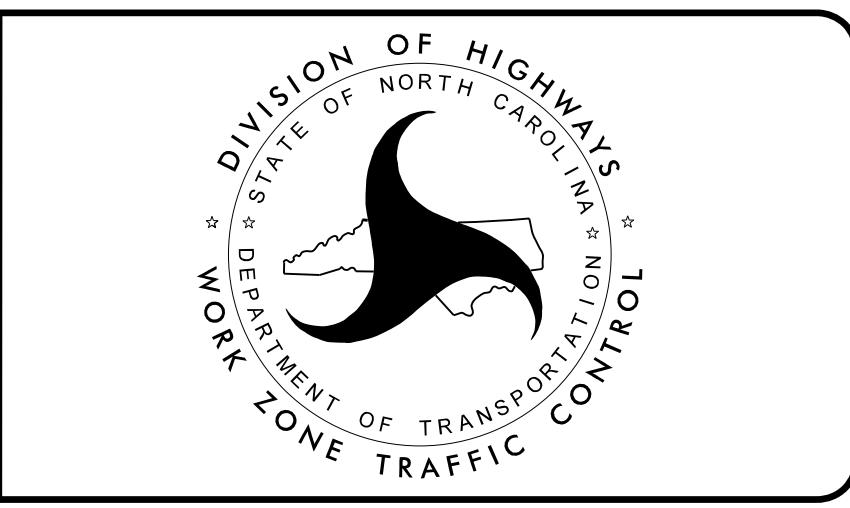
MIKE RZEPKA, P.E.
TRAFFIC CONTROL PROJECT ENGINEER


CHRIS HARNDEN
TRAFFIC CONTROL DESIGN ENGINEER

NCDOT CONTACTS:

T. POWERS, P.E.
PROJECT ENGINEER

PROJECT DESIGN ENGINEER



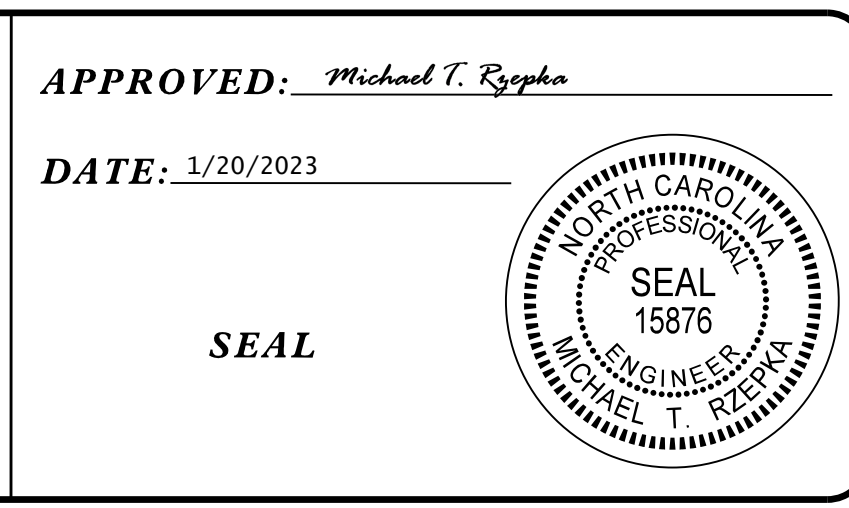
PLAN PREPARED BY:
 HDR Engineering, Inc. of the Carolinas
 555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
 N.C.B.E.L.S. License Number: F-0116

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

APPROVED: Michael T. Rzepka

DATE: 1/20/2023

SEAL



SHEET NO. TMP-1
TIP PROJECT: BP7.R006

TEMPORARY SHORING DATA

PROJ. REFERENCE NO. BP7.R006	SHEET NO. TMP-2A
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	

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 -L- STA. 17+26 +/-, 8.50' LT TO -L- STA. 17+86 +/-, 8.50' LT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
 FRICTION ANGLE (ϕ) = 32 DEGREES
 COHESION (c) = 0 PSF
 GROUNDWATER ELEVATION = 773 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM -L- STA. 17+26 +/-, 8.50' LT TO -L- STA. 17+86 +/-, 8.50' LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

SHORING LOCATION NO. 2

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 -L- STA. 17+26 +/-, 5.00' LT, TO -L- STA. 17+88 +/-, 5.00' LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
 FRICTION ANGLE (ϕ) = 32 DEGREES
 COHESION (c) = 0 PSF
 GROUNDWATER ELEVATION = 773 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM -L- STA. 17+26 +/-, 5.00' LT, TO -L- STA. 17+88 +/-, 5.00' LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DRIVEN PILING FOR TEMPORARY SHORING FROM -L- STA. 17+26 +/-, 5.00' LT, TO -L- STA. 17+88 +/-, 5.00' LT MAY NOT PENETRATE BELOW ELEVATION 775 FT DUE TO OBSTRUCTIONS, VERY DENSE OR HARD SOIL, BOULDERS OR WEATHERED OR HARD ROCK.

SHORING LOCATION NO. 3

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 -Y- STA. 14+70 +/-, 76.49' LT, TO -Y- STA. 15+22 +/-, 76.49' LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
 FRICTION ANGLE (ϕ) = 32 DEGREES
 COHESION (c) = 0 PSF
 GROUNDWATER ELEVATION = 773 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM -Y- STA. 14+70 +/-, 76.49' LT, TO -Y- STA. 15+22 +/-, 76.49' LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DRIVEN PILING FOR TEMPORARY SHORING FROM -Y- STA. 14+70 +/-, 76.49' LT, TO -Y- STA. 15+22 +/-, 76.49' LT MAY NOT PENETRATE BELOW ELEVATION 775 FT DUE TO OBSTRUCTIONS, VERY DENSE OR HARD SOIL, BOULDERS OR WEATHERED OR HARD ROCK.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM -Y- STA. 14+70 +/-, 76.49' LT, TO -Y- STA. 15+22 +/-, 76.49' LT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM -Y- STA. 14+70 +/-, 76.49' LT, TO -Y- STA. 15+22 +/-, 76.49' LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY WALLS.

SHORING LOCATION NO. 4

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 -Y- STA. 14+46 +/-, 12.42' LT, TO -Y- STA. 14+95 +/-, 12.42' LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 PSF
 GROUNDWATER ELEVATION = 773 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM -Y- STA. 14+46 +/-, 12.42' LT, TO -Y- STA. 14+95 +/-, 12.42' LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DRIVEN PILING FOR TEMPORARY SHORING FROM -Y- STA. 14+46 +/-, 12.42' LT, TO -Y- STA. 14+95 +/-, 12.42' LT MAY NOT PENETRATE BELOW ELEVATION 775 FT DUE TO OBSTRUCTIONS, VERY DENSE OR HARD SOIL, BOULDERS OR WEATHERED OR HARD ROCK.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM -Y- STA. 14+46 +/-, 12.42' LT, TO -Y- STA. 14+95 +/-, 12.42' LT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM -Y- STA. 14+46 +/-, 12.42' LT, TO -Y- STA. 14+95 +/-, 12.42' LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY WALLS.

SHORING LOCATION NO. 5

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 -L- STA. 19+72 +/-, 8.50' LT TO -L- STA. 20+32 +/-, 8.50' LT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
 FRICTION ANGLE (ϕ) = 32 DEGREES
 COHESION (c) = 0 PSF
 GROUNDWATER ELEVATION = 773 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM -L- STA. 19+72 +/-, 8.50' LT TO -L- STA. 20+32 +/-, 8.50' LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

SHORING LOCATION NO. 6

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 -L- STA. 19+73 +/-, 5.00' LT, TO -L- STA. 20+32 +/-, 5.00' LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
 FRICTION ANGLE (ϕ) = 32 DEGREES
 COHESION (c) = 0 PSF
 GROUNDWATER ELEVATION = 773 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM -L- STA. 19+73 +/-, 5.00' LT, TO -L- STA. 20+32 +/-, 5.00' LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DRIVEN PILING FOR TEMPORARY SHORING FROM -L- STA. 19+73 +/-, 5.00' LT, TO -L- STA. 20+32 +/-, 5.00' LT MAY NOT PENETRATE BELOW ELEVATION 765 FT DUE TO OBSTRUCTIONS, VERY DENSE OR HARD SOIL, BOULDERS OR WEATHERED OR HARD ROCK.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM -L- STA. 19+73 +/-, 5.00' LT, TO -L- STA. 20+32 +/-, 5.00' LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY WALLS.

APPROVED: <i>Michael T. Rzepka</i> DATE: 1/20/2023 SEAL		
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		
<h2 style="margin: 0;">TEMPORARY SHORING DATA</h2>		

PLOT DRIVER: NCDOT_pdf_color_eng_50.pit
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 TIME: 1:51:17 PM
 REVISIONS

PHASING

PROJ. REFERENCE NO. BP7.R006	SHEET NO. 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	

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 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.

PHASE 1 (SEE TMP-4 & TMP-5)

STEP 1:

USING LANE CLOSURES, CONSTRUCT PROPOSED WIDENING OF EXISTING PAVED SHOULDERS TO 7' MINIMUM WIDTH ALONG THE OUTSIDE OF -Y- (US 29/70) THEN PLACE PCB AS SHOWN.

USING LANE CLOSURES, CONSTRUCT TEMPORARY PAVEMENT ALONG THE RIGHT SIDE SHOULDER OF -L- (REHOBETH CHURCH RD) AS SHOWN.

STEP 2:

USING LANE CLOSURES, PLACE TEMPORARY MARKINGS ALONG -L- (REHOBETH CHURCH RD) AS SHOWN AND SHIFT TRAFFIC TO THE PHASE 1 TRAFFIC PATTERN.

USING LANE CLOSURES, INSTALL TEMPORARY SHORING AND PCB. AWAY FROM TRAFFIC OR BEHIND BARRIER, USING LANE CLOSURES OR ROAD CLOSURES AS NEEDED, COMPLETE CONSTRUCTION OF THE FOLLOWING:

- THE LEFT SIDE OF -L- (REHOBETH CHURCH RD) WITH WEDGING, AS NEEDED, FROM STA. 15+06 +/- TO STA. 26+50 +/-, OMITTING THE PROPOSED SIDEWALK, CURB & GUTTER, AND FINAL GUARDRAIL.
- STAGE 1 OF BRIDGE CONSTRUCTION (SEE BRIDGE PLANS)
- TEMPORARY PAVEMENT AS SHOWN ON THE LEFT SIDE OF -L- INCLUDING TEMPORARY GUARDRAIL.

NOTE:
INSTALL TEMPORARY SIGNAL 07-2026T1 AT THE -L- (REHOBETH CHURCH RD) AND TOLAR DR INTERSECTION IN PHASE 1, STEP 2 TO COMPLETE CONSTRUCTION.

PHASE 2 (SEE TMP-6 & TMP-7)

STEP 1:

USING LANE CLOSURES, PLACE TEMPORARY MARKINGS ALONG -L- (REHOBETH CHURCH RD) AS SHOWN AND SHIFT TRAFFIC TO THE PHASE 2 TRAFFIC PATTERN.

USING LANE CLOSURES, INSTALL TEMPORARY SHORING AND PCB. AWAY FROM TRAFFIC OR BEHIND BARRIER, USING LANE CLOSURES OR ROAD CLOSURES AS NEEDED, COMPLETE CONSTRUCTION OF THE FOLLOWING:

- THE RIGHT SIDE OF -L- (REHOBETH CHURCH RD) WITH WEDGING, AS NEEDED, FROM STA. 13+75 +/- TO STA. 26+50 +/-
- STAGE 2 OF BRIDGE CONSTRUCTION (SEE BRIDGE PLANS)

NOTE:
INSTALL TEMPORARY SIGNAL 07-2026T2 AT THE -L- (REHOBETH CHURCH RD) AND TOLAR DR INTERSECTION IN PHASE 2 TO COMPLETE CONSTRUCTION.

PHASE 3 (SEE TMP-8 & TMP-9)

STEP 1:

USING LANE CLOSURES, PLACE TEMPORARY MARKINGS IN THE FINAL PATTERN ALONG -L- (REHOBETH CHURCH RD) AND SHIFT TRAFFIC TO THE FINAL TRAFFIC PATTERN (SEE FINAL PAVEMENT MARKING PLANS).

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

- REMAINING SIDEWALK, CURB & GUTTER, GUARDRAIL, AND SHOULDER WORK ON THE LEFT SIDE OF -L- (REHOBETH CHURCH RD) FROM STA. 15+06 +/- TO STA. 22+15 +/-
- REMAINING WIDENING, PROPOSED BARRIER & GUARDRAIL, AND SHOULDER WORK ON THE LEFT SIDE OF -Y- (US 29/70) FROM STA. 12+94 +/- TO STA. 17+35 +/-
- REMAINING WIDENING, PROPOSED BARRIER & GUARDRAIL, AND SHOULDER WORK ON THE RIGHT SIDE OF -Y- (US 29/70) FROM STA. 11+75 +/- TO STA. 15+66 +/-
- PROPOSED GUARDRAIL IN -Y- MEDIAN (PRIOR TO PCB REMOVAL).

NOTE:
INSTALL FINAL SIGNAL 07-2026 AT THE -L- (REHOBETH CHURCH RD) AND TOLAR DR INTERSECTION IN PHASE 3 TO COMPLETE CONSTRUCTION.

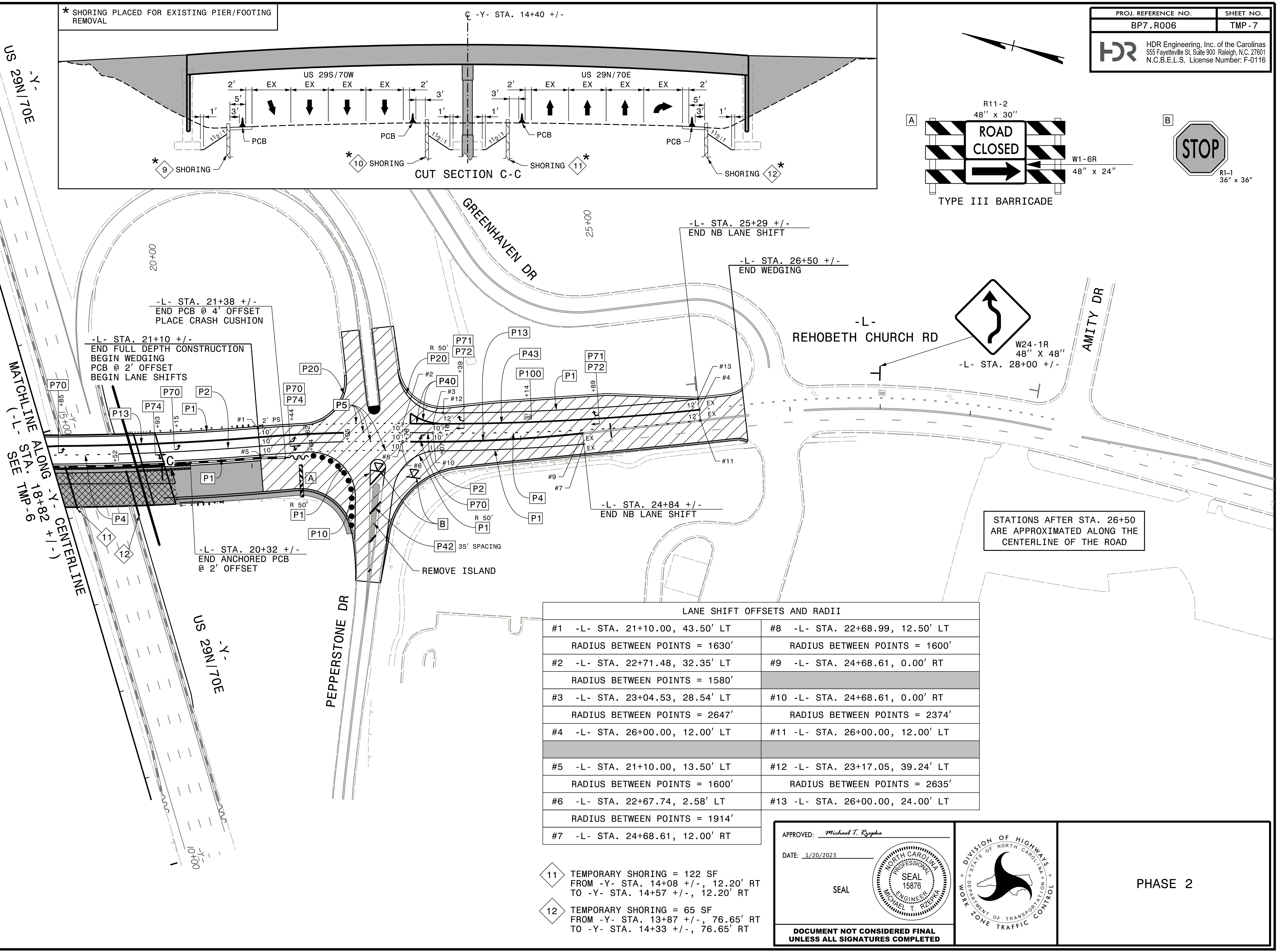
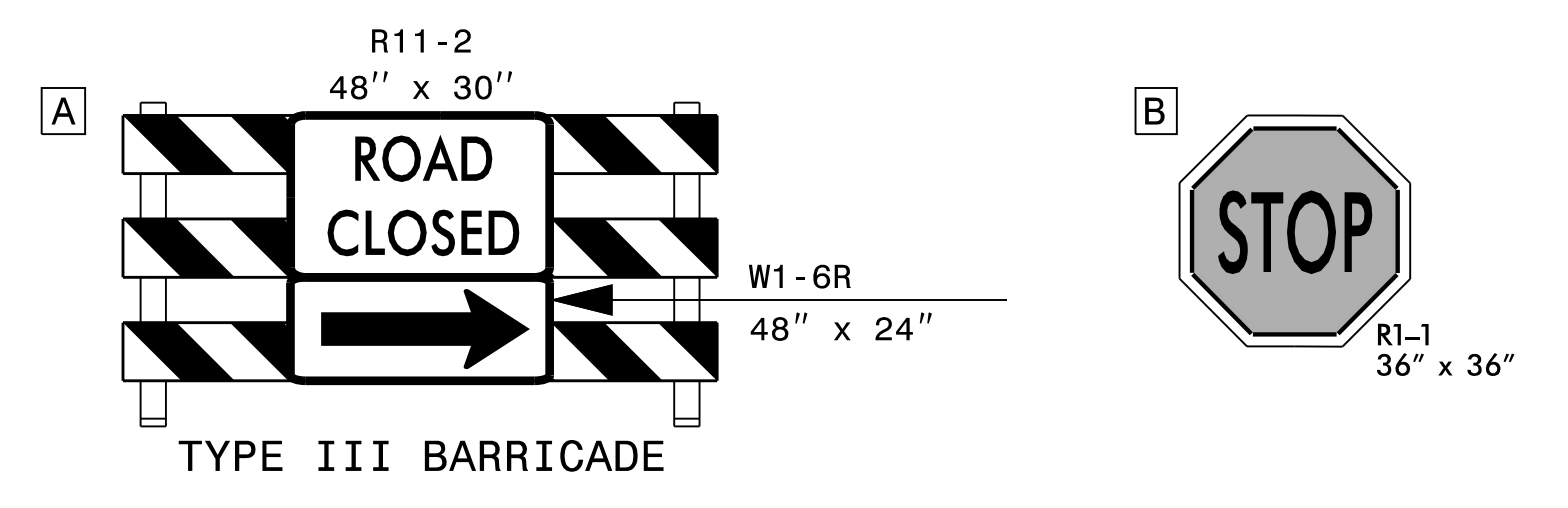
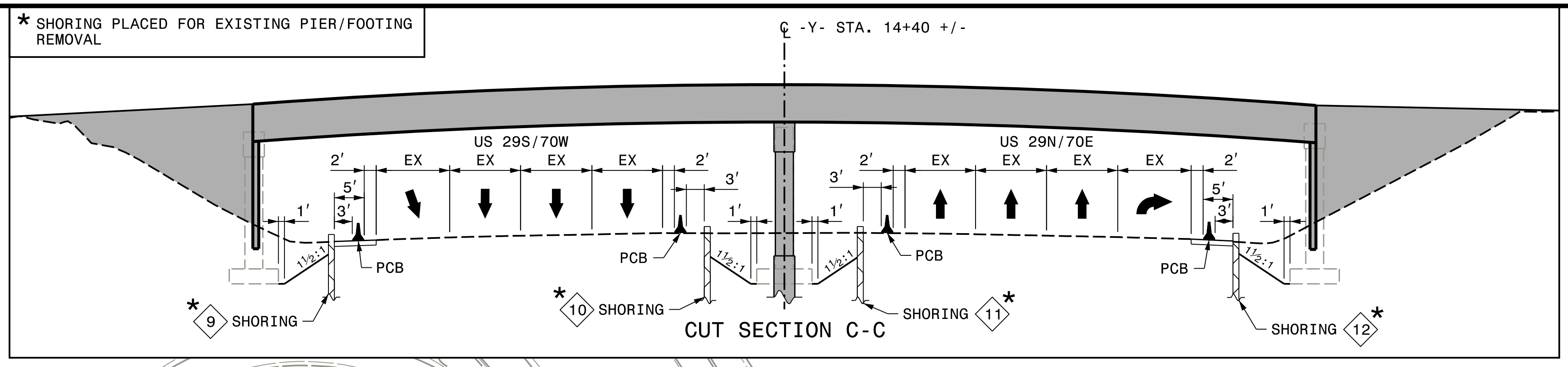
STEP 2:

USING LANE CLOSURES, COMPLETE ALL PROPOSED RESURFACING, PLACE THE FINAL LAYER OF SURFACE COURSE ON ALL ROADS, PLACE FINAL MARKINGS AND MARKERS ON ALL ROADS, AND RE-OPEN TO THE FINAL PATTERN. (SEE FINAL PAVEMENT MARKING PLANS).

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REVISIONS

APPROVED: <i>Michael T. Rzepka</i> DATE: 2/10/2023 SEAL			<h2 style="margin: 0;">TEMPORARY TRAFFIC CONTROL PHASING</h2>
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



* SHORING PLACED FOR EXISTING PIER/FOOTING REMOVAL

-L- STA. 21+38 +/-
END PCB @ 4' OFFSET
PLACE CRASH CUSHION

-L- STA. 21+10 +/-
END FULL DEPTH CONSTRUCTION
BEGIN WEDGING
PCB @ 2' OFFSET
BEGIN LANE SHIFTS

-L- STA. 20+32 +/-
END ANCHORED PCB
@ 2' OFFSET

-L- STA. 25+29 +/-
END NB LANE SHIFT

-L- STA. 26+50 +/-
END WEDGING

-L- STA. 28+00 +/-
REHOBETH CHURCH RD

STATIONS AFTER STA. 26+50
ARE APPROXIMATED ALONG THE
CENTERLINE OF THE ROAD

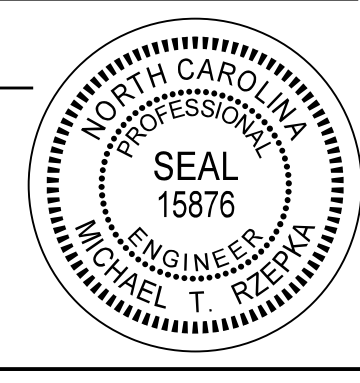
LANE SHIFT OFFSETS AND RADII			
#1	-L- STA. 21+10.00, 43.50' LT	#8	-L- STA. 22+68.99, 12.50' RT
	RADIUS BETWEEN POINTS = 1630'		RADIUS BETWEEN POINTS = 1600'
#2	-L- STA. 22+71.48, 32.35' LT	#9	-L- STA. 24+68.61, 0.00' RT
	RADIUS BETWEEN POINTS = 1580'		
#3	-L- STA. 23+04.53, 28.54' LT	#10	-L- STA. 24+68.61, 0.00' RT
	RADIUS BETWEEN POINTS = 2647'		RADIUS BETWEEN POINTS = 2374'
#4	-L- STA. 26+00.00, 12.00' LT	#11	-L- STA. 26+00.00, 12.00' LT
#5	-L- STA. 21+10.00, 13.50' LT	#12	-L- STA. 23+17.05, 39.24' LT
	RADIUS BETWEEN POINTS = 1600'		RADIUS BETWEEN POINTS = 2635'
#6	-L- STA. 22+67.74, 2.58' LT	#13	-L- STA. 26+00.00, 24.00' RT
	RADIUS BETWEEN POINTS = 1914'		
#7	-L- STA. 24+68.61, 12.00' RT		

- 11 TEMPORARY SHORING = 122 SF
FROM -Y- STA. 14+08 +/-, 12.20' RT
TO -Y- STA. 14+57 +/-, 12.20' RT
- 12 TEMPORARY SHORING = 65 SF
FROM -Y- STA. 13+87 +/-, 76.65' RT
TO -Y- STA. 14+33 +/-, 76.65' RT

APPROVED: *Michael T. Rzepka*

DATE: 1/20/2023

SEAL



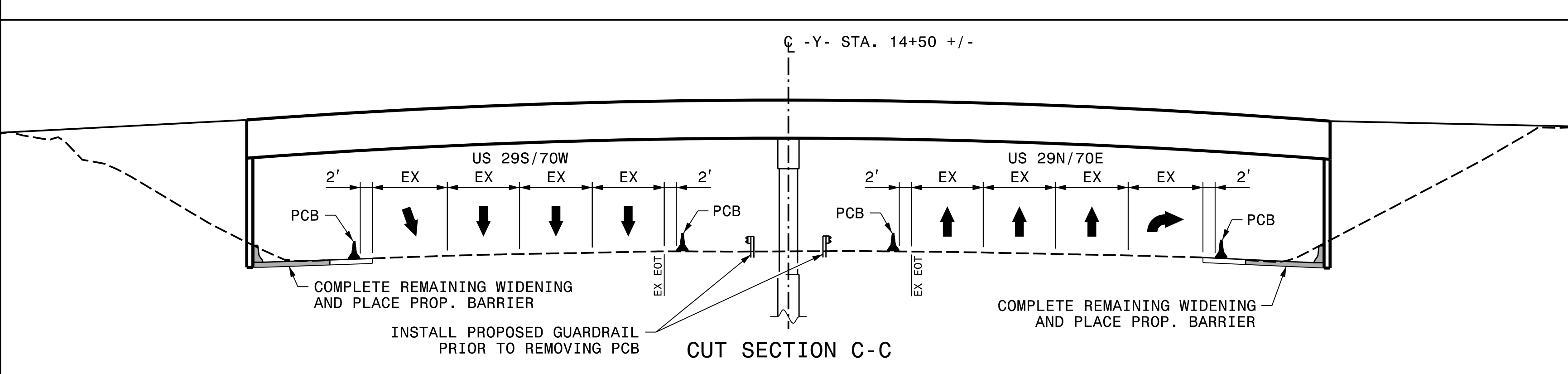
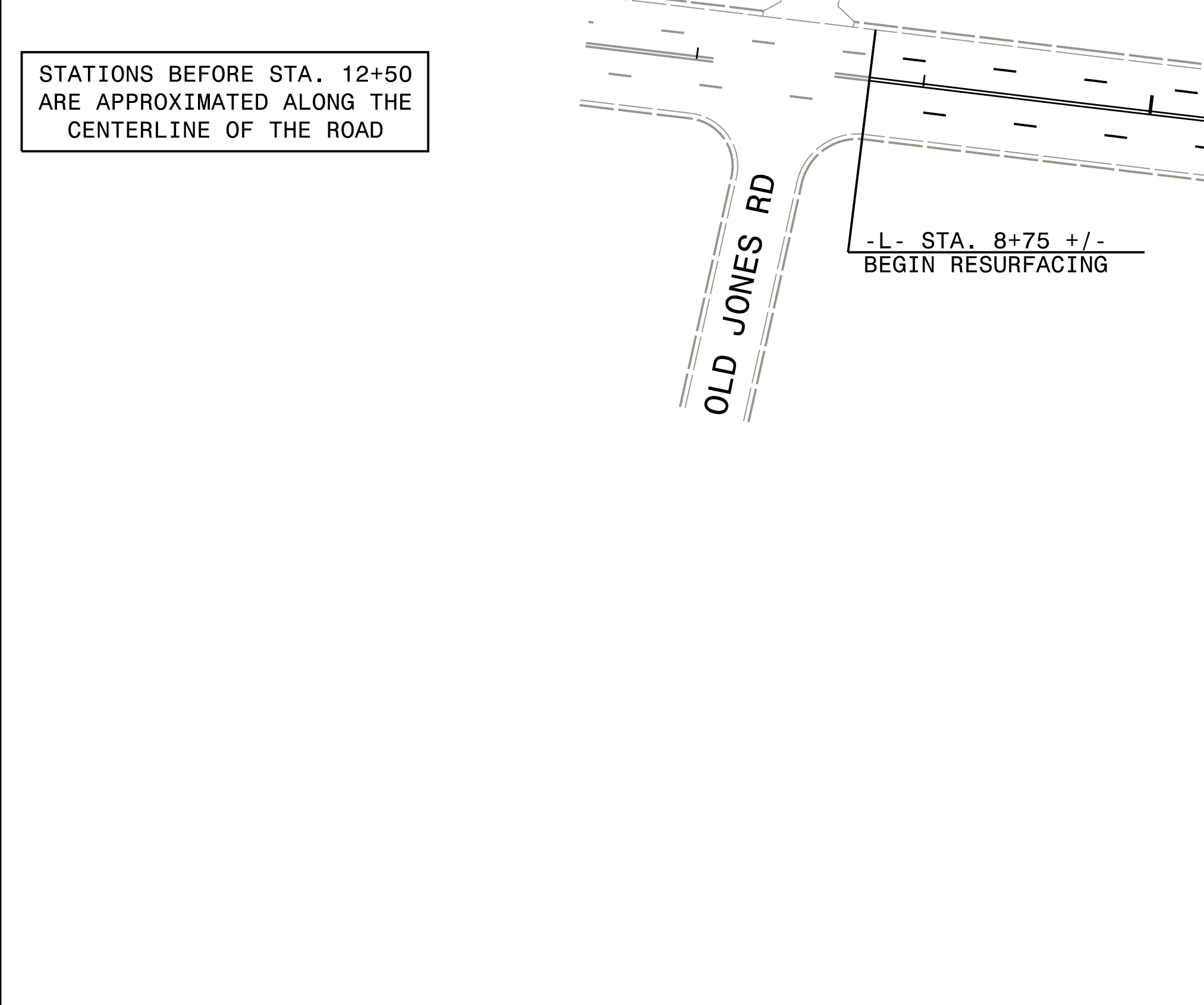
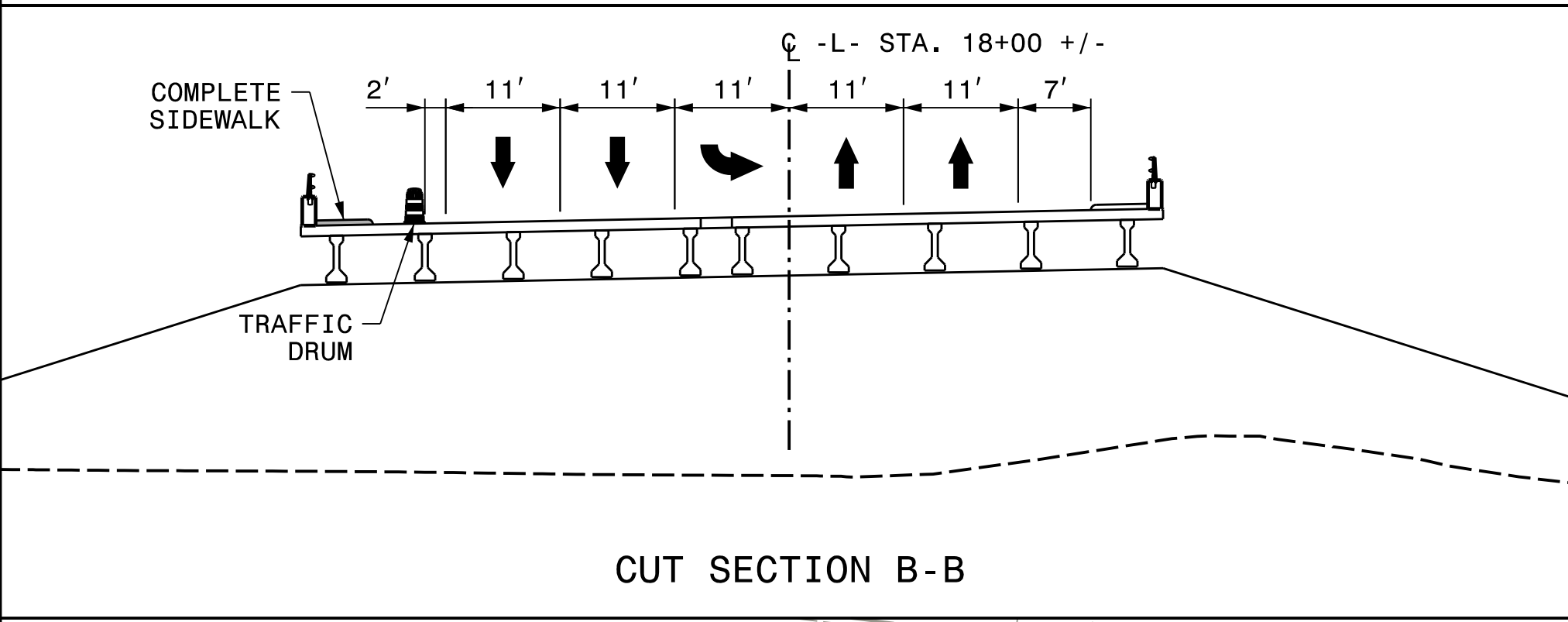
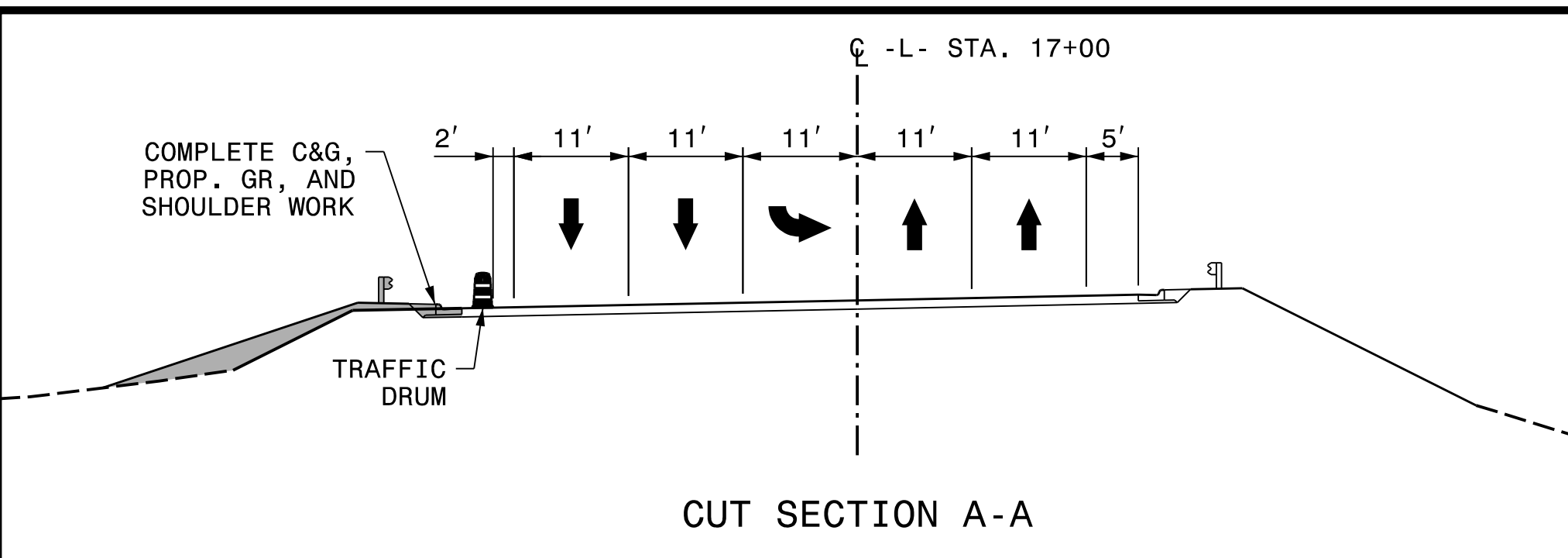
**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



PHASE 2

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REVISIONS



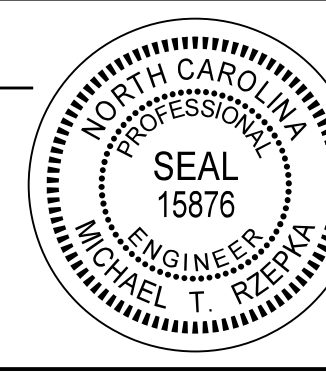
PLACE TEMPORARY MARKINGS IN THE FINAL PATTERN ON -L- (SEE FINAL PAVEMENT MARKING PLANS)

STATIONS BEFORE STA. 12+50 ARE APPROXIMATED ALONG THE CENTERLINE OF THE ROAD

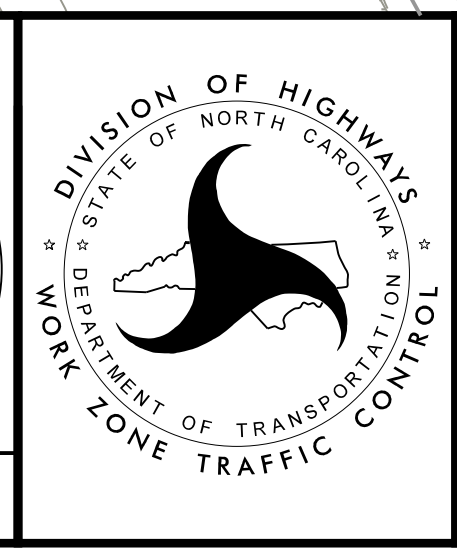
APPROVED: *Michael T. Rzepka*

DATE: 1/20/2023

SEAL



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



PHASE 3

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
 USER: CHARNDEN
 FILE: p:\p\h\p\uses\01\HDR_US_East_01\Documents\5705\10121116\6.0_CAD_BIM\6.2_WIP\Traffic\TrafficControl\TCP\400225-TC_TMP08.dgn
 PENTABLE: NCDOT_tcp.tbl
 DATE: 1/17/2023
 TIME: 10:43:45 AM
 REVISIONS

