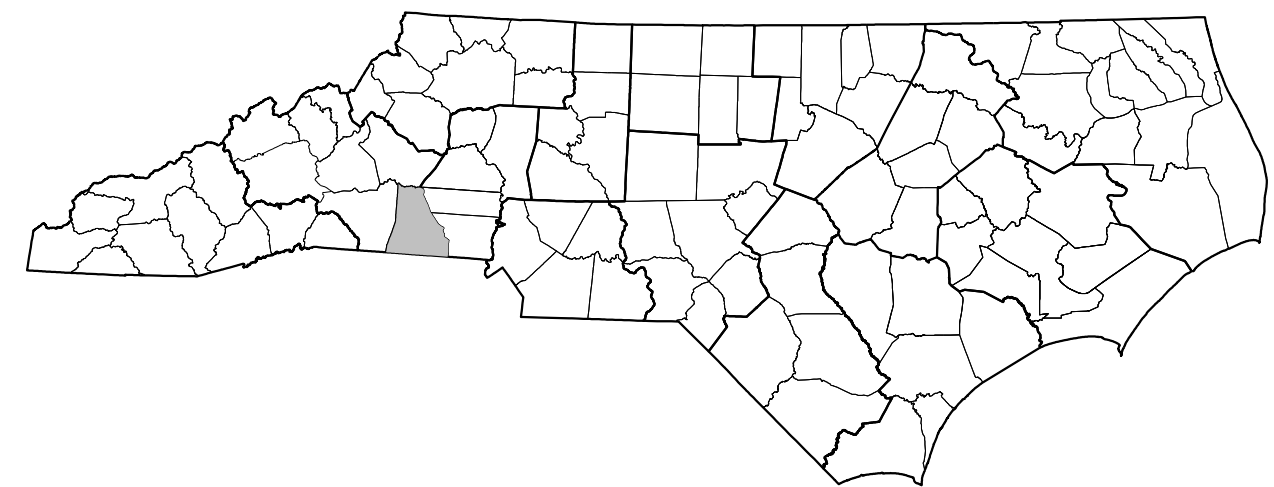


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

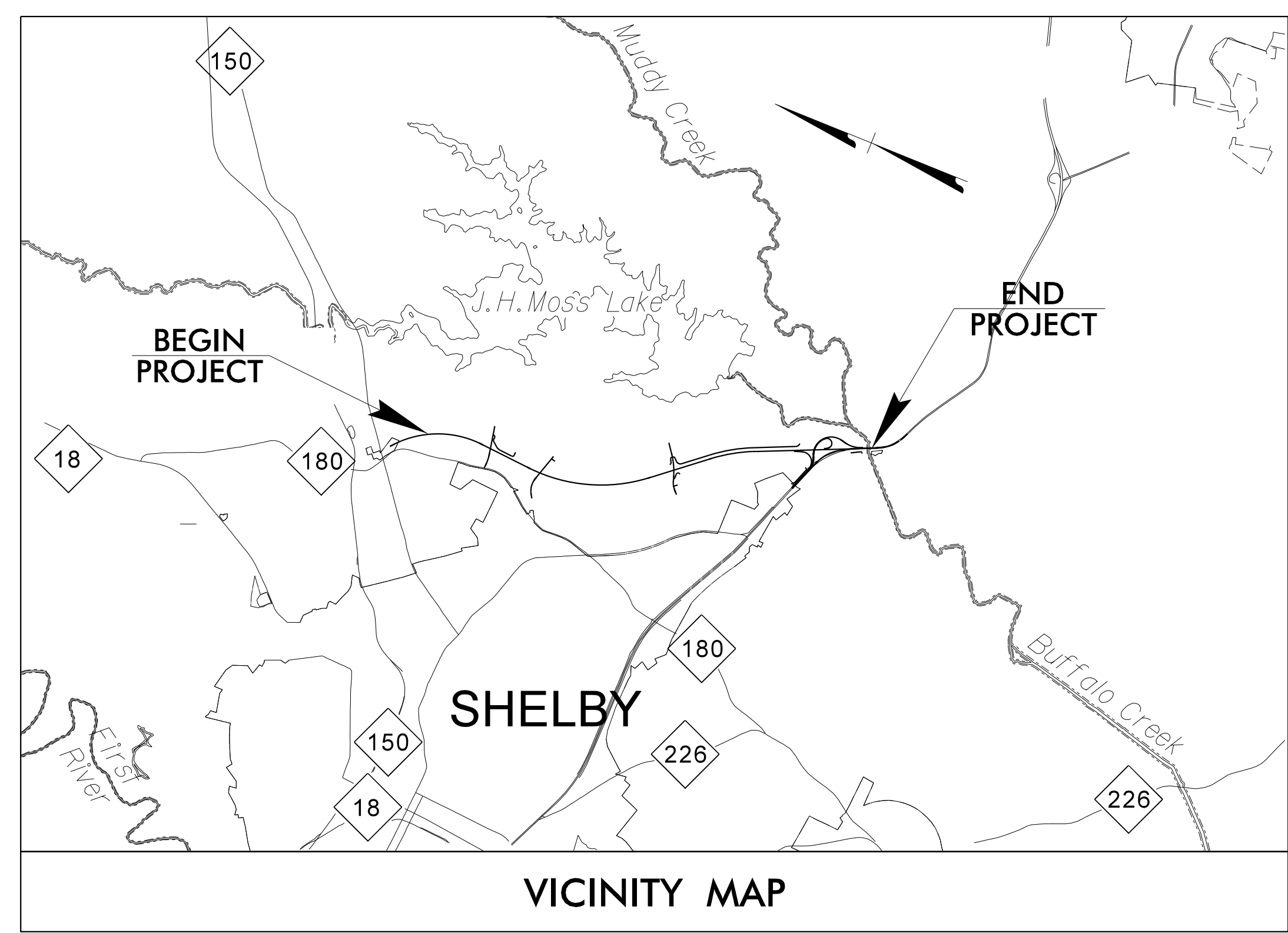
TRANSPORTATION MANAGEMENT PLAN

CLEVELAND COUNTY

DIVISION 12



**US 74, SHELBY BYPASS FROM EAST OF NC 150
TO EXISTING US 74, WEST OF SR 2238
(LONG BRANCH ROAD)**



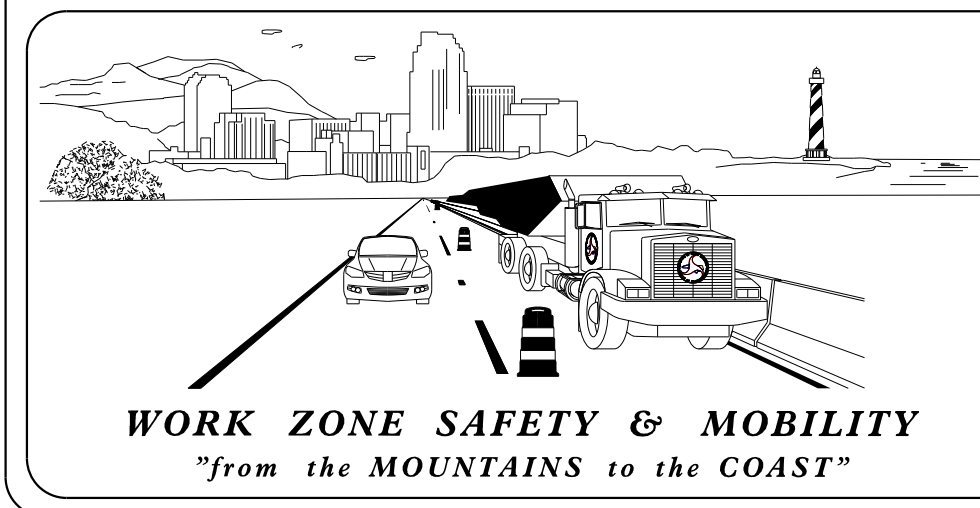
VICINITY MAP

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	GENERAL NOTES
TMP-2	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-2A	TEMPORARY SHORING NOTES
TMP-3	AREA DESIGNATIONS
TMP-3A-3B	TEMPORARY TRAFFIC CONTROL PHASING
TMP-4-6	AREA 2 -Y1- FAIRVIEW RD PHASE I
TMP-7-8	AREA 2 -Y1- FAIRVIEW RD PHASE II
TMP-9-11	AREA 2 -Y1- FAIRVIEW RD PHASE III
TMP-12-13	AREA 3 -Y2- ELIZABETH AVE PHASE I
TMP-14-15	AREA 3 -Y2- ELIZABETH AVE PHASE II
TMP-16-17	AREA 4 -Y3- BORDERS RD PHASE I STEP 1
TMP-18	AREA 4 -Y3- BORDERS RD PHASE I STEP 2
TMP-19-20	AREA 4 -Y3- BORDERS RD PHASE II
TMP-21-28	AREA 5 -L- US 74 PHASE I STEP 1
TMP-29-35	AREA 5 -L- US 74 PHASE I STEP 2
TMP-36	AREA 5 -L- US 74 PHASE I STEP 3
TMP-37	AREA 5 -L- US 74 PHASE I STEP 4
TMP-38	AREA 5 -L- US 74 PHASE II STEP 1
TMP-39-43	AREA 5 -L- US 74 PHASE II STEP 2
TMP-44-45	AREA 5 -L- US 74 PHASE III
TMP-46-47	AREA 5 -L- US 74 PHASE IV
TMP-48-51	AREA 5 -L- US 74 PHASE V

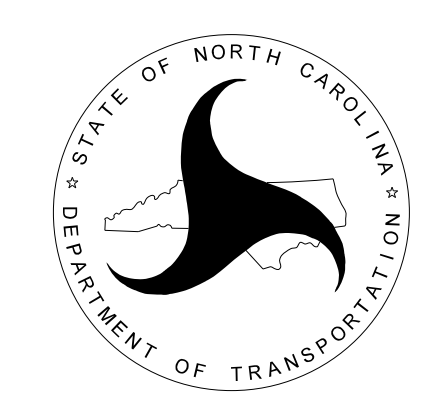
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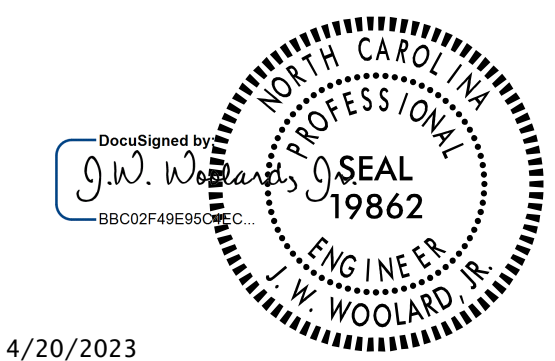


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ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS APPEAR IN "ROADWAY STANDARD DRAWINGS" - PROJECT SERVICES UNIT - 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
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	WORK VEHICLE LIGHTING SYSTEMS AND TMA DELINEATION
1170.01	PORTABLE CONCRETE BARRIER
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO LANE AND MULTILANE ROADWAYS
1205.12	PAVEMENT MARKINGS - BRIDGES
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

TEMPORARY PAVEMENT MARKING SCHEDULE

SYMBOL	DESCRIPTION
<u>PAINT PAVEMENT MARKING LINES (4")</u>	
(P1)	- WHITE EDGELINE
(P3)	- 10 FT. WHITE SKIP
(P5)	- 2 FT. - 6 FT./SP WHITE MINISKIP
(P10)	- YELLOW EDGELINE
(P13)	- YELLOW DOUBLE CENTER
<u>PAINT PAVEMENT MARKING LINES (8")</u>	
(P40)	- WHITE GORELINE
(P41)	- WHITE DIAGONAL
(P43)	- WHITE SOLID LANE LINE
(P44)	- 3 FT. - 3 FT./SP WHITE MINISKIP
<u>PAINT PAVEMENT MARKING LINES (24")</u>	
(P61)	- WHITE STOPBAR
<u>PAINT PAVEMENT MARKING SYMBOLS</u>	
(P71)	- RIGHT TURN ARROW
(P100)	- ALPHANUMERIC CHARACTER
<u>COLD APPLIED PLASTIC (4" TYPE 4)</u>	
(C1)	- WHITE EDGELINE
(C3)	- 10 FT. WHITE SKIP
(C10)	- YELLOW EDGELINE

LEGEND

GENERAL

	DIRECTION OF TRAFFIC FLOW
	EXIST. PVMT.
	PROPOSED PVMT.
	NORTH ARROW
	TEMP. SHORING (LOCATION PURPOSES ONLY)
	WORK AREA
	PREVIOUSLY STARTED / CONCURRENT CONSTRUCTION
	PAVEMENT REMOVAL
	TEMPORARY PAVEMENT

PAVEMENT MARKINGS

TEMPORARY MARKINGS	EXISTING LINES	PREVIOUSLY PLACED
		WHITE EDGE LINE
		YELLOW EDGE LINE
		BROKEN LANE LINES
		MINISKIP LANE LINES
		DOUBLE YELLOW LINES
		GORELINE
		STOP BAR

PAVEMENT MARKING SYMBOLS

	EXISTING PAVEMENT MARKING SYMBOLS (HOLLOW)								
<table border="1"> <thead> <tr> <th>TEMPORARY SYMBOLS</th> <th>PREVIOUSLY PLACED</th> </tr> </thead> <tbody> <tr><td></td><td></td><td>PAVEMENT MARKING SYMBOLS</td></tr> <tr><td></td><td></td><td>PAVEMENT MARKING ALPHANUMERIC CHARACTERS</td></tr> </tbody> </table>	TEMPORARY SYMBOLS	PREVIOUSLY PLACED			PAVEMENT MARKING SYMBOLS			PAVEMENT MARKING ALPHANUMERIC CHARACTERS	
TEMPORARY SYMBOLS	PREVIOUSLY PLACED								
		PAVEMENT MARKING SYMBOLS							
		PAVEMENT MARKING ALPHANUMERIC CHARACTERS							

TRAFFIC CONTROL DEVICES

TEMPORARY DEVICES	PREVIOUSLY PLACED	
		BARRICADE (TYPE III)
		CONE
		DRUM
		FLASHING ARROW BOARD
		FLAGGER
		LAW ENFORCEMENT
		TRUCK MOUNTED ATTENUATOR (TMA)
		CHANGEABLE MESSAGE SIGN
		TEMPORARY CRASH CUSHION
		PORTABLE CONCRETE BARRIER

SIGNALS

	EXISTING		PROPOSED		TEMPORARY
--	----------	--	----------	--	-----------

TEMPORARY SIGNING

TEMPORARY SIGNS	PREVIOUSLY PLACED	
		PORTABLE SIGN
		STATIONARY SIGN
		STATIONARY OR PORTABLE SIGN

PAVEMENT MARKERS

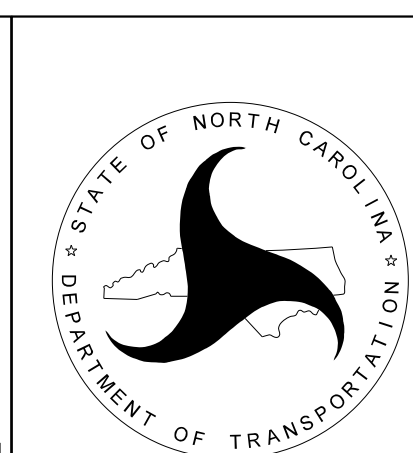
	CRYSTAL/CRYSTAL
	CRYSTAL/RED
	YELLOW/YELLOW

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ROADWAY STANDARD
DRAWINGS,
AND LEGEND

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- (ELIZABETH AVE) & -Y3- (BORDERS RD)	6:00 A.M.-8:00 A.M. MONDAY THRU FRIDAY 4:00 P.M.-6:00 P.M. MONDAY THRU FRIDAY
-Y5- (US 74)	6:00 A.M.-8:00 P.M. MONDAY THRU SUNDAY

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

ROAD NAME
-Y2- (ELIZABETH AVE) & -Y5- (US 74)

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 8:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 8:00 P.M. THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 8:00 P.M. MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 8:00 P.M. TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 8:00 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 8:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.
- FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 8:00 P.M. TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY TO 8:00 P.M. MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 8:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
- FOR THE AMERICAN LEGION BASEBALL WORLD SERIES, BETWEEN THE HOURS 6:00 AM THE WEDNESDAY IN AUGUST BEFORE THE START OF THE AMERICAN LEGION BASEBALL WORLD SERIES AND 8:00 PM THE WEDNESDAY AFTER THE AMERICAN LEGION BASEBALL WORLD SERIES.
- FOR THE CLEVELAND COUNTY FAIR, BETWEEN THE HOURS OF 6:00 AM THE DAY BEFORE THE BEGINNING OF THE CLEVELAND COUNTY FAIR AND 8:00 PM THE DAY AFTER THE END OF THE CLEVELAND COUNTY FAIR.

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 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.
- 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 (2 MILES) OF LANE CLOSURE ON -L- (US 74) MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.
- DO NOT INSTALL MORE THAN ONE LANE CLOSURE IN ANY ONE DIRECTION ON -L- (US 74).

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 OPEN TRAVEL LANE THAT HAS A 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) 500 FT IN ADVANCE AND A MINIMUM OF ONCE EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.


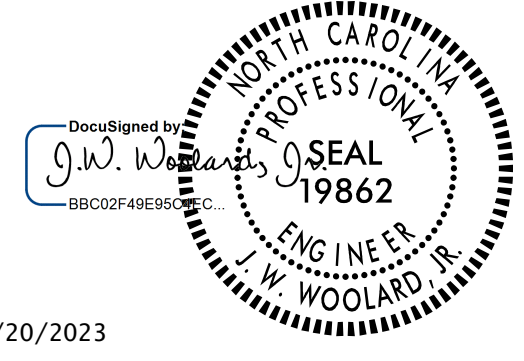
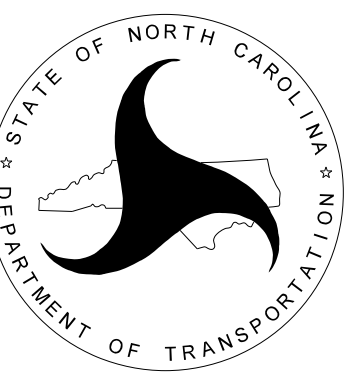
TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- 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.
- PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRANSPORTATION MANAGEMENT PLANS.
 - PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRANSPORTATION MANAGEMENT PLANS.
- 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.
- ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- 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.

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GENERAL NOTES

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 TRUCK MOUNTED ATTENUATOR (MAXIMUM 72 HOURS) OR A TEMPORARY CRASH CUSHION.

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

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) 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
ALL ROADS	PAINT	NONE
BRIDGES	COLD APPLIED PLASTIC TYPE IV	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/OR PROPOSED) MONOLITHIC ISLAND LOCATIONS WITH THE PROPER COLOR PAVEMENT MARKING PRIOR TO (REMOVAL AND/OR INSTALLATION). PLACE DRUMS TO DELINEATE ANY (EXISTING AND/OR PROPOSED) MONOLITHIC ISLANDS (AFTER REMOVAL AND/OR BEFORE INSTALLATION).

MISCELLANEOUS

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 GRAVEL" SIGNS (W8-7) AND BLACK ON ORANGE "PAVEMENT ENDS" SIGNS (W8-3) (500 FT) AND (1000 FT) RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

CC) ALL CURB RAMP LOCATIONS SHALL BE DERIVED FROM STATIONING SHOWN ON PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER IN COORDINATION WITH THE SIGNING AND DELINEATION UNIT.

DD) 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.).

EE) MAINTAIN VEHICULAR ACCESS TO ALL DRIVEWAYS DURING THE LIFE OF THE CONTRACT, UNLESS OTHERWISE NOTED IN THE PHASING OR DIRECTED BY THE ENGINEER. USE INCIDENTAL STONE WHEN NECESSARY.


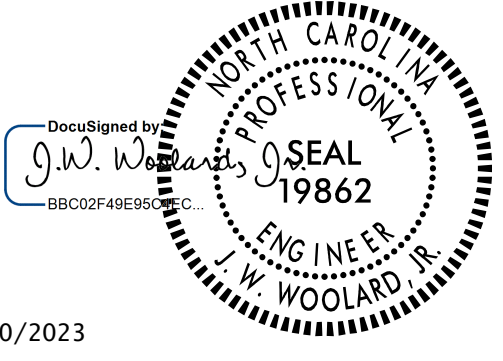
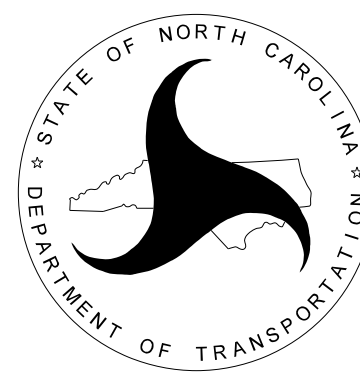
FF) ALL DIMENSIONS AND STATIONS IN THE TRANSPORTATION MANAGEMENT PLAN AND PHASING ARE APPROXIMATE (+/-); FIELD ADJUST AS NECESSARY OR AS DIRECTED BY THE ENGINEER.

GG) COMPLETE ANY PROPOSED OR TEMPORARY WIDENING IN SUCH A MANNER THAT PONDING OF WATER WILL NOT OCCUR IN THE TRAVEL LANE.

HH) ENSURE THE OVERSIZE/OVERWEIGHT PERMIT UNIT (919) 814-3700 HAS BEEN ADVISED OF THE ONGOING TRAFFIC OPERATIONS THROUGH THE DIVISION OFFICE.

II) MAINTAIN EXISTING GUARDRAIL UNTIL PROPOSED FILL SLOPES ARE COMPLETED TO THE POINT THAT FIELD CONDITIONS NO LONGER MEET GUARDRAIL WARRANTS AS DIRECTED BY THE ENGINEER.

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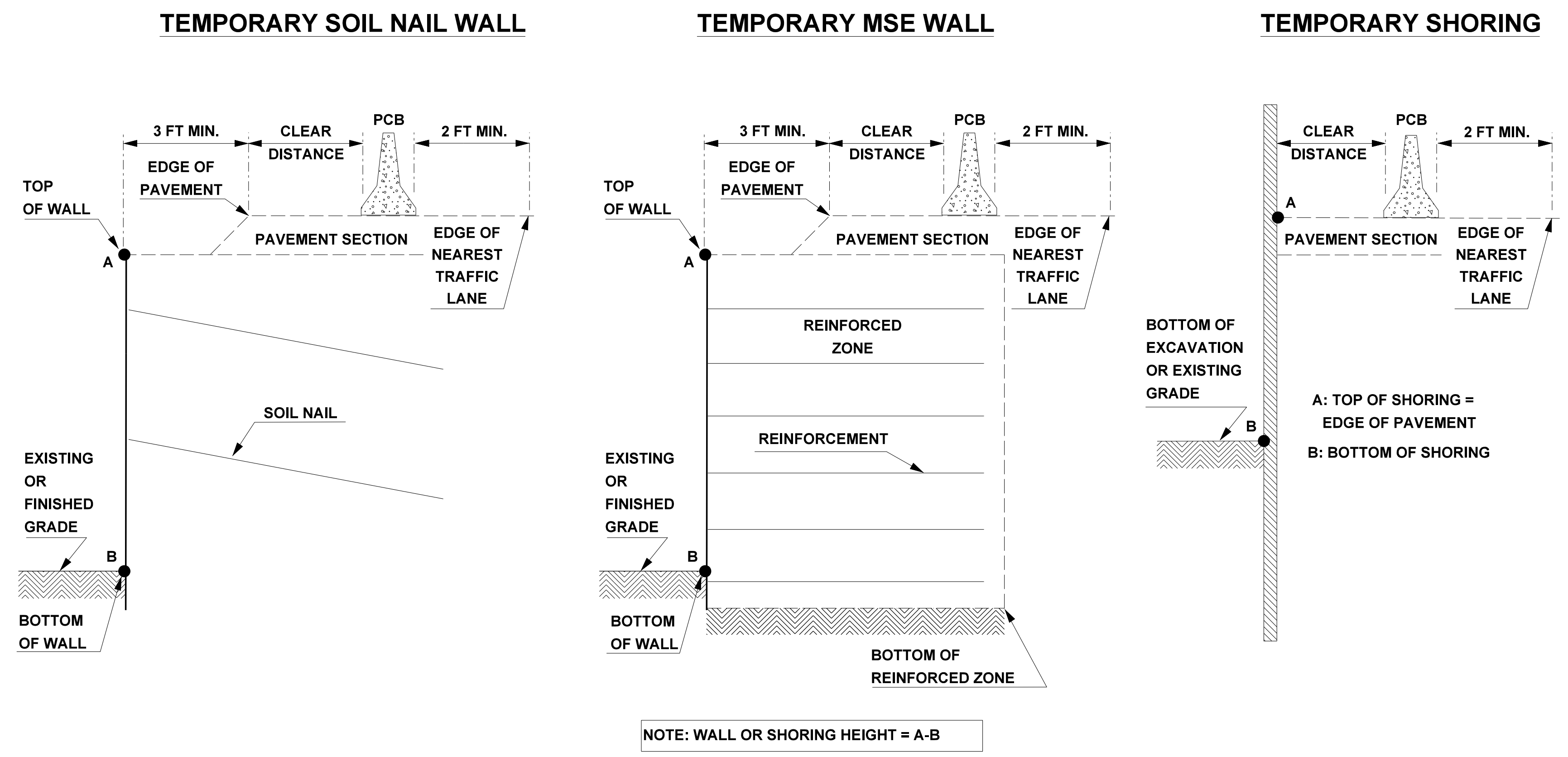


FIGURE A

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

Barrier Type	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	
Anchored PCB	Asphalt	All Offsets	24 for All Design Speeds					
		Concrete (including bridge approach slabs)	All Offsets	12 for All Design Speeds				

* See Figure Below

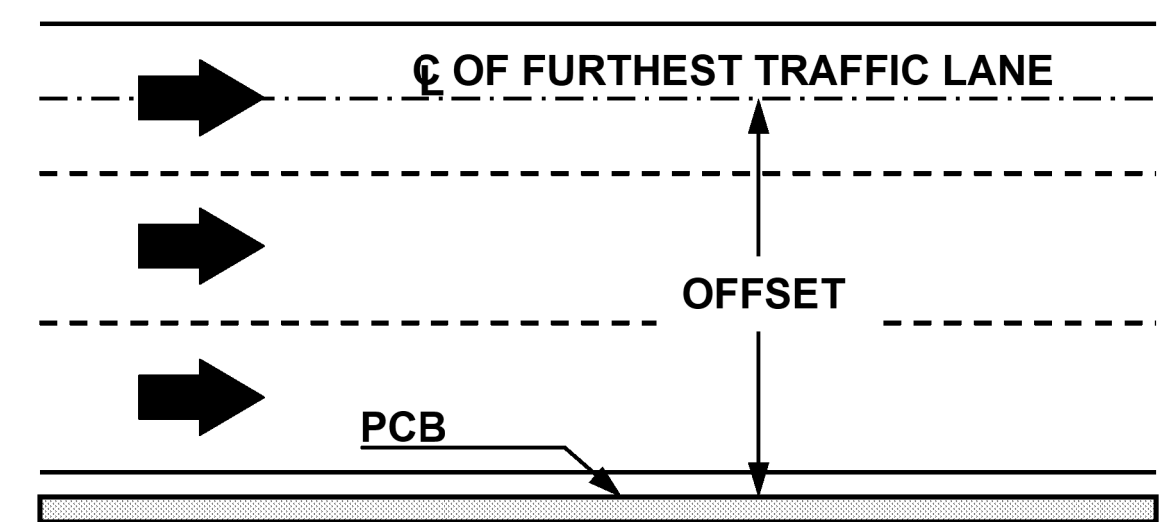
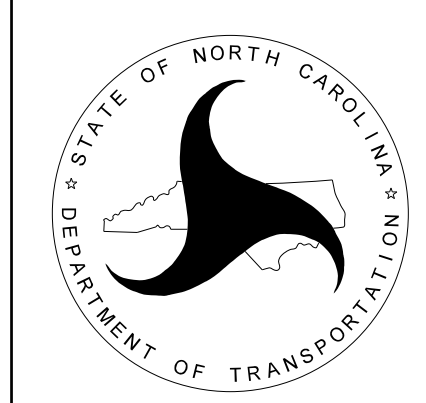


FIGURE B

DETAIL PROVIDED BY NCDOT



PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS

SEE SHEET TMP-24

TEMPORARY SHORING LOCATION NO. 01 ESTIMATED QUANTITY = 2080.0 SF

-L- STA. 843+95, 56.0' LT TO -L- STA. 847+40, 44.5' LT
 LENGTH=345.0' AVERAGE HEIGHT = 6.03 FT MAXIMUM HEIGHT = 6.30 FT

- FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.
- BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.
- DESIGN TEMPORARY SHORING FROM -L- STATION 843+95, 56' LT TO STATION 847+40, 44.5' 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 = N/A
- AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM -L- STATION 843+95, 56' LT TO STATION 847+40, 44.5' LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.
- AT THE CONTRACTORS OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM -L- STATION 843+95, 56' LT TO STATION 847+40, 44.5' LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

SEE SHEET TMP-24

TEMPORARY SHORING LOCATION NO. 02 ESTIMATED QUANTITY = 1021.0 SF

-L- STA. 850+10, 44.5' LT TO -L- STA. 852+25, 43.0' LT
 LENGTH=215.0' AVERAGE HEIGHT = 4.75 FT MAXIMUM HEIGHT = 4.98 FT

- FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.
- BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.
- DESIGN TEMPORARY SHORING FROM -L- STATION 850+10, 44.5' LT TO STATION 852+25, 43' 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 = N/A
- AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM -L- STATION 850+10, 44.5' LT TO STATION 852+25, 43' LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.
- AT THE CONTRACTORS OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM -L- STATION 850+10, 44.5' LT TO STATION 852+25, 43' LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

SEE SHEET TMP-24

TEMPORARY SHORING LOCATION NO. 03 ESTIMATED QUANTITY = 635.0 SF

-L- STA. 850+10, 46.5' RT TO -L- STA. 851+75, 46.5' RT
 LENGTH=165.0' AVERAGE HEIGHT = 3.85 FT MAXIMUM HEIGHT = 4.06 FT

- FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.
- BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.
- DESIGN TEMPORARY SHORING FROM -L- STATION 850+10, 46.5' RT TO STATION 851+75, 46.5' 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 = N/A
- AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM -L- STATION 850+10, 46.5' RT TO STATION 851+75, 46.5' RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.
- AT THE CONTRACTORS OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM -L- STATION 850+10, 46.5' RT TO STATION 851+75, 46.5' RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

SEE SHEET TMP-27

TEMPORARY SHORING LOCATION NO. 04 ESTIMATED QUANTITY = 2191.5 SF

-RAMP_A- STA. 47+50, 28.0' RT TO -Y5_WBL- STA. 38+00, 28.0' RT
 LENGTH=674.3' AVERAGE HEIGHT = 3.25 FT MAXIMUM HEIGHT = 4.04 FT

- FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.
- BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.
- DESIGN TEMPORARY SHORING FROM -RA- STATION 47+50, 28' RT TO -Y5- STATION 38+00, 28' 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 = N/A
- AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM -RA- STATION 47+50, 28' RT TO -Y5- STATION 38+00, 28' RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.
- AT THE CONTRACTORS OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM -RA- STATION 47+50, 28' RT TO -Y5- STATION 38+00, 28' RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

SEE SHEET TMP-37

TEMPORARY SHORING LOCATION NO. 05 ESTIMATED QUANTITY = 2368.0 SF

-L- STA. 843+70, 47.0' RT TO -L- STA. 847+40, 47.0' RT
 LENGTH=370.0' AVERAGE HEIGHT = 6.40 FT MAXIMUM HEIGHT = 6.94 FT

- FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.
- BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.
- DESIGN TEMPORARY SHORING FROM -L- STATION 843+70, 47' RT TO STATION 847+40, 47' 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 = N/A
- AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM -L- STATION 843+70, 47' RT TO STATION 847+40, 47' RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.
- AT THE CONTRACTORS OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM -L- STATION 843+70, 47' RT TO STATION 847+40, 47' RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

SEE SHEET TMP-44

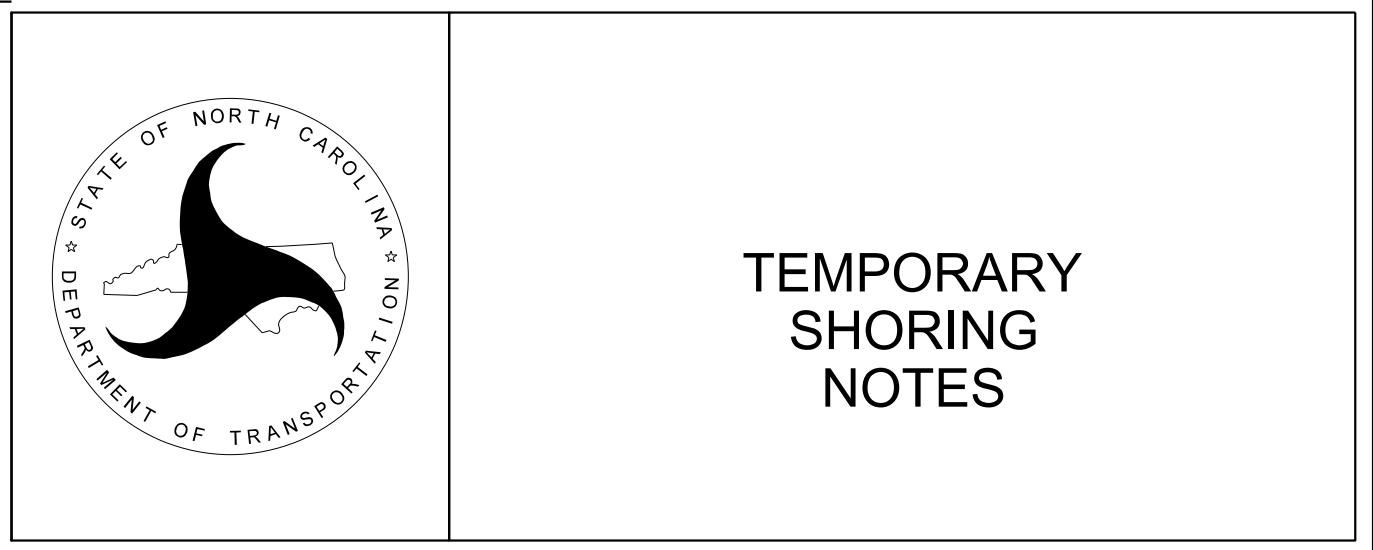
TEMPORARY SHORING LOCATION NO. 06 ESTIMATED QUANTITY = 1417.0 SF

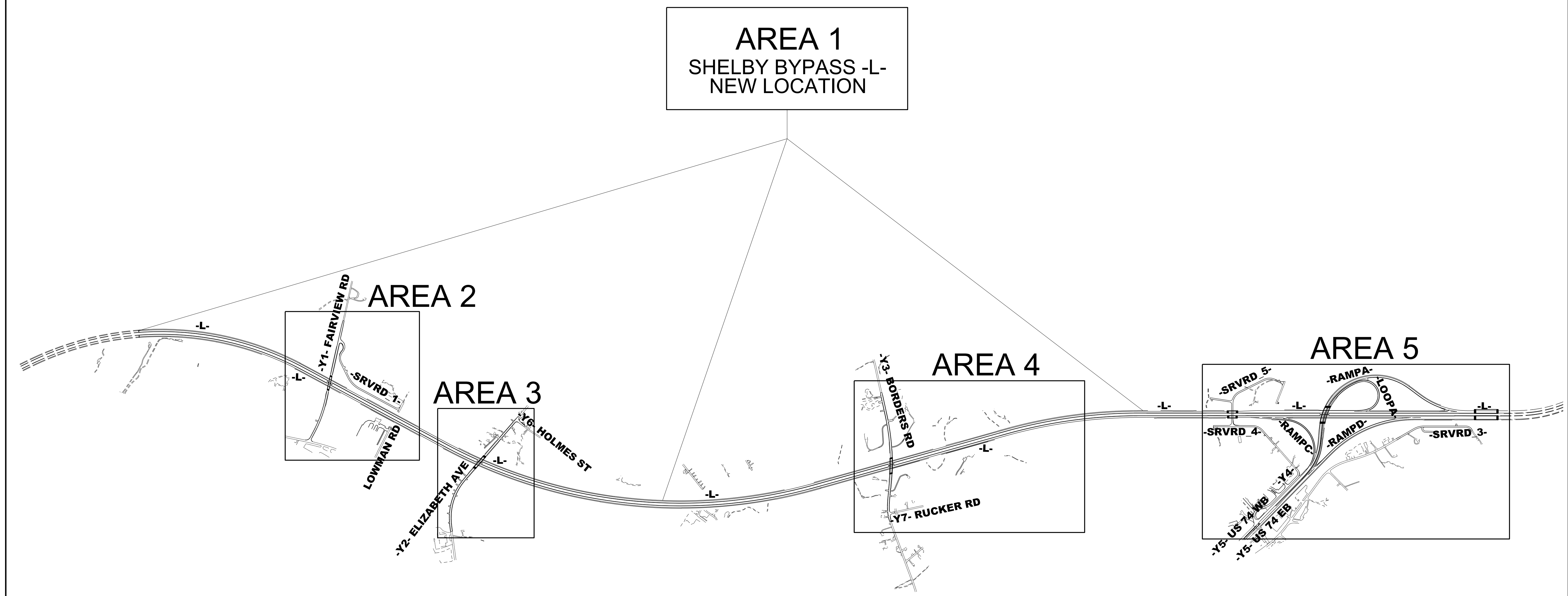
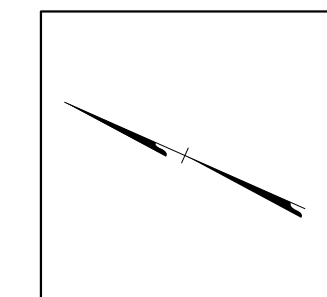
-L- STA. 840+00, 48.0' RT TO -L- STA. 843+70, 47.0' RT
 LENGTH=370.0' AVERAGE HEIGHT = 3.83 FT MAXIMUM HEIGHT = 6.35 FT

- FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.
- BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.
- DESIGN TEMPORARY SHORING FROM -L- STATION 840+00, 48'' RT TO STATION 843+70, 47' 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 = N/A
- AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM -L- STATION 840+00, 48'' RT TO STATION 843+70, 47' RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.
- AT THE CONTRACTORS OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM -L- STATION 840+00, 48'' RT TO STATION 843+70, 47' RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

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THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEER. THE DOCUMENT WAS SUBMITTED TO STANTEC CONSULTING ON (MARCH 6, 2023) AND SEALED BY A PROFESSIONAL ENGINEER, (JEREMY R. HAMM), LICENSE #039779.



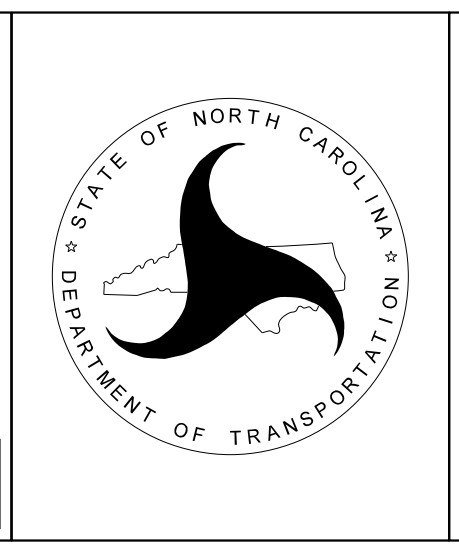


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4/20/2023

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AREA DESIGNATIONS

PHASING

CONTRACTOR MAY WORK ON EACH AREA CONCURRENTLY

PRIOR TO ANY WORK OPERATIONS, INSTALL WORK ZONE ADVANCE WARNING SIGNS ON -L- (US 74) AND -Y- LINES PER ROADWAY STANDARD DRAWING 1101.01, SHEET 3 OF 3.

AREA 1 (NOT SHOWN)

CONSTRUCT -L- NEW LOCATION UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AWAY FROM TRAFFIC AS FOLLOWS:

- L- STA. 635+00± TO STA. 665+00±
- L- STA. 669+00± TO STA. 676+00±
- L- STA. 678+00± TO STA. 690+00±
- L- STA. 693+00± TO STA. 756+20±
- L- STA. 760+00± TO STA. 815+00±

AREA 2

-Y1- FAIRVIEW RD

PHASE I: (TMP-4 - 6)

USING TEMPORARY LANE CLOSURES (RSD 1101.02, SHEET 1 OF 14) AS NEEDED, WITH TRAFFIC IN EXISTING PATTERN, PERFORM THE FOLLOWING:

- BEGIN CONSTRUCTION OF -Y1- STA. 10+00± TO 15+50± UP TO EXISTING EDGE AND ELEVATION.
- BEGIN CONSTRUCTION OF -Y1- STA. 15+50± TO 24+50±, INCLUDING PROPOSED STRUCTURE, UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.
- BEGIN CONSTRUCTION OF -L- STA. 665+00± TO STA. 666+50± UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.
- CONSTRUCT -SRVRD_1- STA. 10+09± TO 13+22± UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.
- CONSTRUCT -SRVRD_1- STA. 18+95± TO STA. 25+80± (LOWMAN RD) UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.
- CONSTRUCT -DET_2- STA. 10+00± TO STA.12+95±.

PHASE II: (TMP-7 - 8)

USING TEMPORARY LANE CLOSURES (RSD 1101.02, SHEET 1 OF 14) AS NEEDED, PERFORM THE FOLLOWING:

- STEP 1: - COMPLETE CONSTRUCTION -Y1- FROM STA. 10+00± TO STA. 15+50± INCLUDING TIE IN TO -SRVRD_1- FROM -Y1- TO STA. 10+50± UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.
- CONSTRUCT -SRVRD_1- FROM STA. 12+80± TO STA. 13+90± INCLUDING TIE IN TO EXISTING FAIRVIEW ROAD UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.
- PLACE TEMPORARY PAVEMENT MARKINGS, AND SWITCH TRAFFIC TO PORTION OF -SRVRD_1.
- STEP 2: - CONSTRUCT -SRVRD_1- FROM STA. 15+50± TO STA. 17+50± UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.
- REMOVE PORTION OF EXISTING FAIRVIEW ROAD AS SHOWN ON TMP-7.
- CLOSE AND REMOVE PORTION OF LOWMAN ROAD AND BEGIN CONSTRUCTION OF -L- STA. 676+00± TO 678+00± UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.
- COMPLETE CONSTRUCTION -Y1- FROM STA. 15+50 ±TO 24+50±.

PHASE III: (TMP-9 - 11)

USING TEMPORARY LANE CLOSURES (RSD 1101.02, SHEET 1 OF 14) AS NEEDED, PERFORM THE FOLLOWING:

- STEP 1: - CONSTRUCT -Y1- TIE IN FROM STA. 24+50± TO STA. 29+30± UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.
- CONSTRUCT -SRVRD_1- TIE IN FROM STA. 13+90± TO STA. 15+50± UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.

AREA 2 CONT.

- CONSTRUCT -SRVRD_1- TIE IN FROM STA. 17+50± TO STA. 18+95± UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.

- PLACE TEMPORARY MARKINGS IN FINAL MARKING PATTERN, SWITCH EXISTING FAIRVIEW ROAD TRAFFIC TO -Y1-, AND SWITCH -DET_2- TRAFFIC TO -SRVRD_1-.

- CLOSE AND REMOVE EX FAIRVIEW RD AND -DET_2- AS SHOWN ON TMP-9, AND TMP-10.

- CONSTRUCT -L- STA. 666+50± TO 669+00± UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.

- COMPLETE CONSTRUCTION OF -L- STA. 665+00± TO STA. 666+50± AND STA. 676+00± TO STA. 678+00± UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.

STEP 2: - PLACE THE FINAL LAYER OF SURFACE COURSE AND FINAL PAVEMENT MARKINGS ON -Y1- AND -SRVRD1-. REMOVE ALL TRAFFIC CONTROL DEVICES.

AREA 3

-Y2- ELIZABETH AVE

PHASE I: (TMP-12 - 13)

USING TEMPORARY LANE CLOSURES (RSD 1101.02, SHEET 1 OF 14) AS NEEDED, WITH TRAFFIC IN EXISTING PATTERN, PERFORM THE FOLLOWING:

- CONSTRUCT -Y2- STA. 15+00± TO STA. 25+50± INCLUDING PROPOSED STRUCTURE UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.
- CONSTRUCT -L- STA. 691+50± TO STA. 693+00± UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.

PHASE II: (TMP-14 - 15)

USING TEMPORARY LANE CLOSURES (RSD 1101.02, SHEET 1 OF 14) AS NEEDED, PERFORM THE FOLLOWING:

- STEP 1: - CONSTRUCT -Y2- TIE-INS FROM STA. 11+00± TO STA. 15+00± AND FROM STA. 25+50± TO STA. 32+23± UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. PLACE TEMPORARY MARKINGS IN FINAL MARKING PATTERN, SWITCH EXISTING ELIZABETH AVE TRAFFIC TO -Y2-.
- CONSTRUCT -Y6- FROM STA. 8+35± TO STA. 9+88± UNDER TRAFFIC UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.
- STEP 2: - CONSTRUCT DRIVEWAY ACCESS -Y2- STA. 15+15± OFFSET 60' RT. TO STA. 18+06 OFFSET 85' RT. UNDER TRAFFIC UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.
- REMOVE PORTION OF EXISTING ELIZABETH AVE AS SHOWN ON TMP-14 AND TMP-15.
- CONSTRUCT -L- STA. 690+00± TO STA. 691+50± UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.
- PLACE THE FINAL LAYER OF SURFACE COURSE AND FINAL PAVEMENT MARKINGS ON -Y2- AND -Y6-. REMOVE ALL TRAFFIC CONTROL DEVICES.

AREA 4

-Y3- BORDERS RD

PHASE I: (TMP-16 - 18)

USING TEMPORARY LANE CLOSURES (RSD 1101.02, SHEET 1 OF 14) AS NEEDED, WITH TRAFFIC IN EXISTING PATTERN, PERFORM THE FOLLOWING:

- STEP 1: - CONSTRUCT -Y3- STA. 16+00± TO 19+25± AND STA. 20+50± TO 27+00±. CONSTRUCT THE RIGHT SIDE OF -Y3- FROM STA. 27+00± TO STA. 29+00±.
- CONSTRUCT TEMPORARY DRIVEWAY CONNECTION TO EX BORDERS RD AND -PVTENT1- UP TO STA. 6+50±.
- CONSTRUCT -PVTENT2- STA. 10+81± TO 13+72±.

- BEGIN CONSTRUCTION OF -L- STA. 756+20± TO STA. 757+50.

STEP 2: - SWITCH DRIVEWAY TRAFFIC TO -PVTENT1- AND TEMPORARY CONNECTION TO BORDERS RD. (SEE TMP-18).

- CLOSE EX DRIVEWAY AND CONSTRUCT -Y3- STA. 19+25± TO 20+50±.

PHASE II: (TMP-19 - 20)

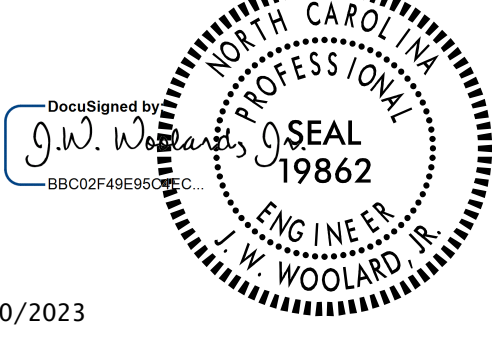
USING TEMPORARY LANE CLOSURES (RSD 1101.02, SHEET 1 OF 14) PERFORM THE FOLLOWING:

- STEP 1: - CONSTRUCT THE FOLLOWING UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE:
- -Y3- FROM STA. 12+00± TO STA. 16+00± AND FROM STA. 29+00± TO STA. 32+00±.
 - LEFT SIDE OF -Y3- FROM STA. 27+00± TO STA. 29+00±.
 - -PVENT2- FROM STA. 10+00± TO STA. 10+77± AND STA. 13+72 TO STA 14+20.
 - -Y7-
- PLACE TEMPORARY MARKINGS IN THE FINAL PATTERN AND SHIFT TRAFFIC ON TO -Y3-, -PVENT2-, AND -Y7-.
- STEP 2: - CLOSE AND REMOVE EX BORDERS RD AND CONSTRUCT -L- STA. 757+50± TO 760+00±. COMPLETE CONSTRUCTION OF -L- STA. 756+20± TO STA. 757+50.
- PLACE THE FINAL LAYER OF SURFACE COURSE AND FINAL PAVEMENT MARKINGS ON -Y3-, -Y7-, AND - PVENT2- AND PLACE TRAFFIC IN THE FINAL TRAFFIC PATTERN.

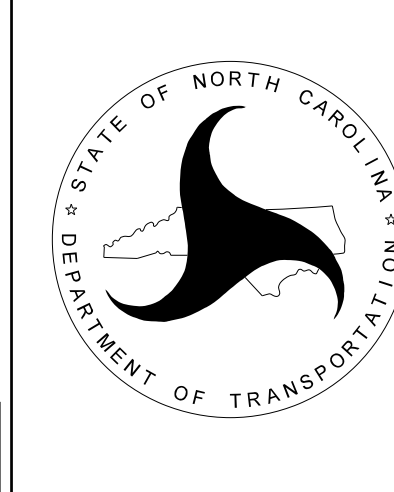
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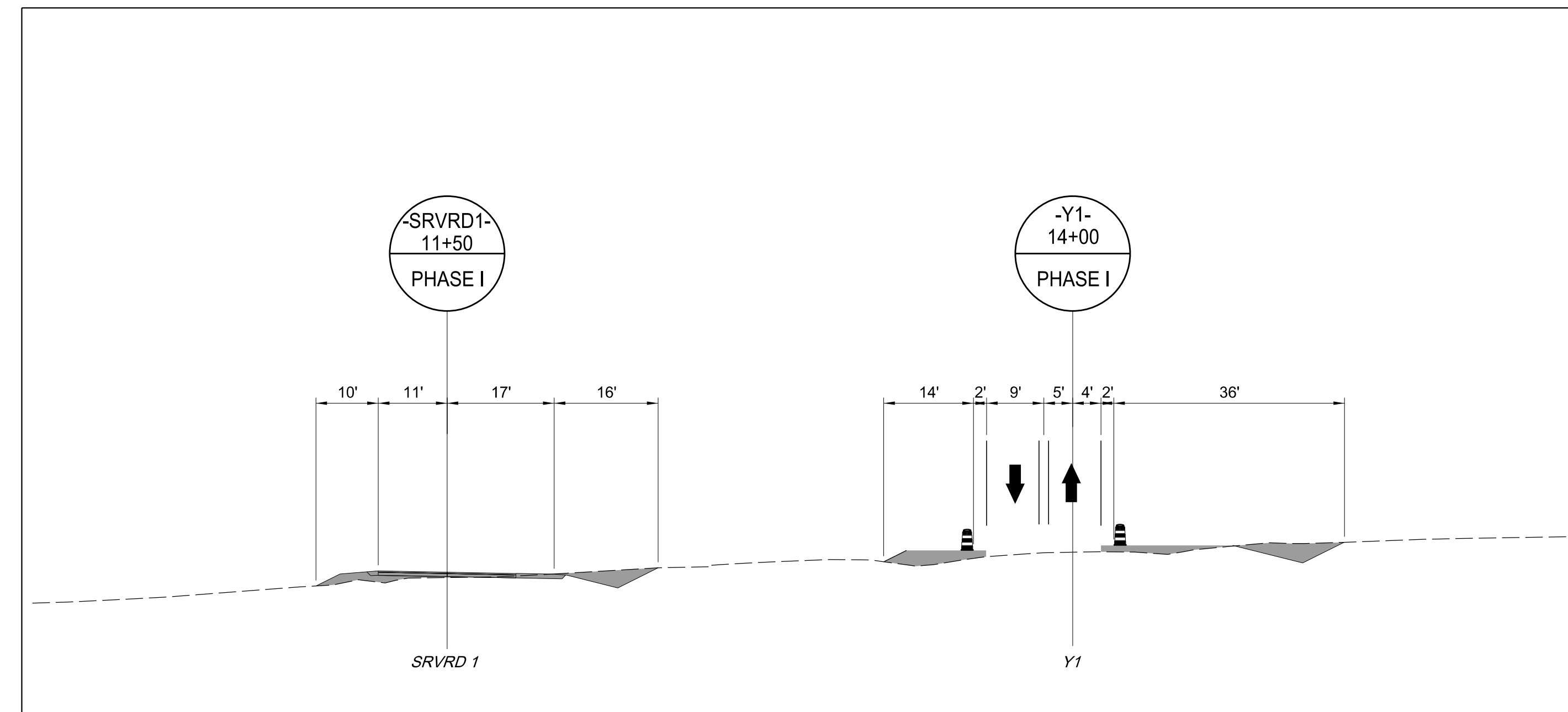
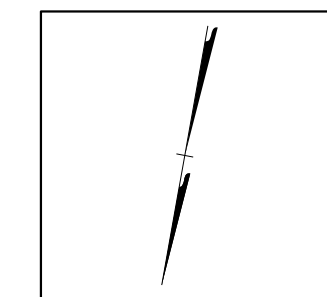
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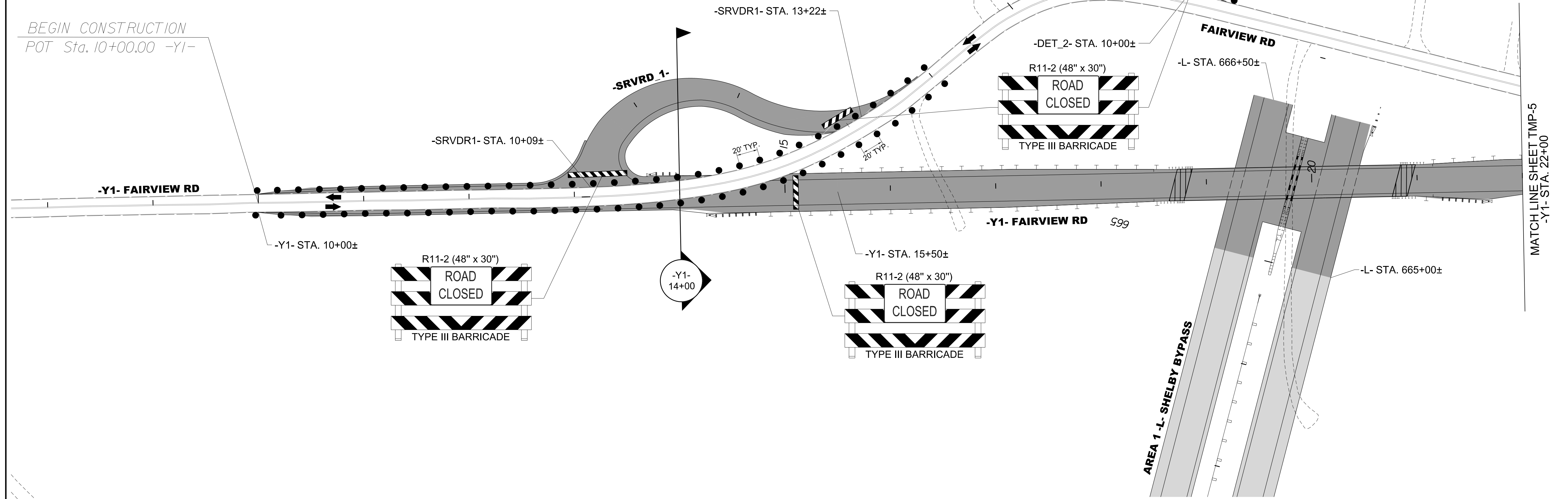
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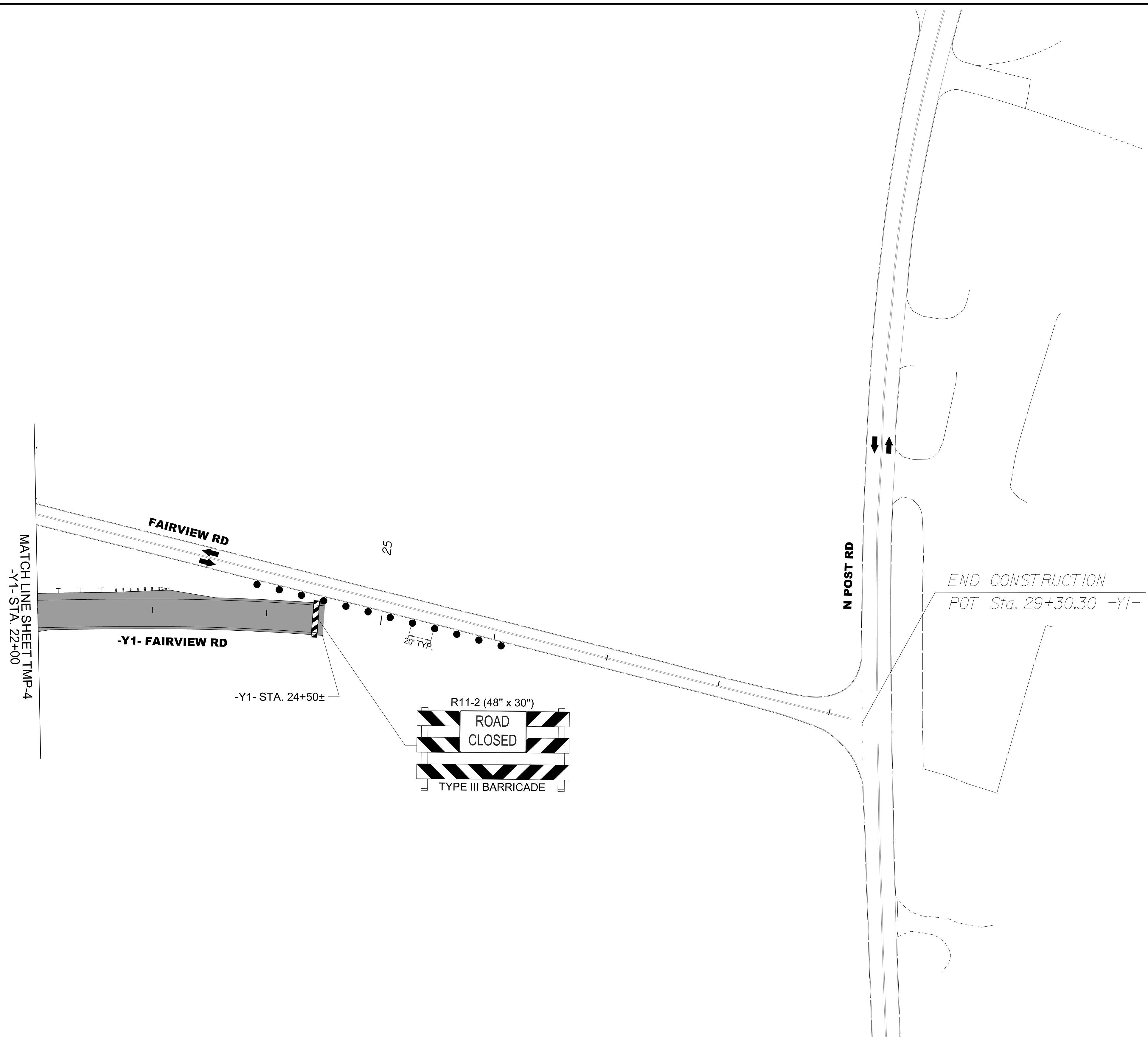
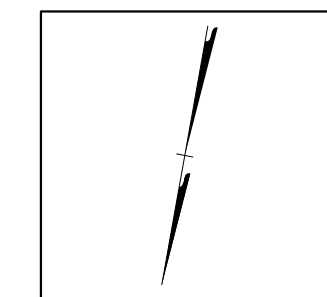
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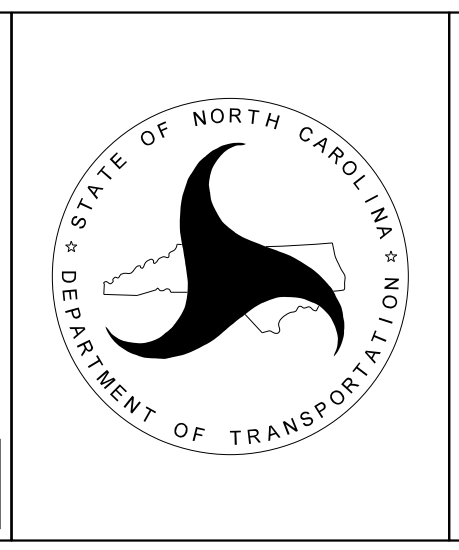


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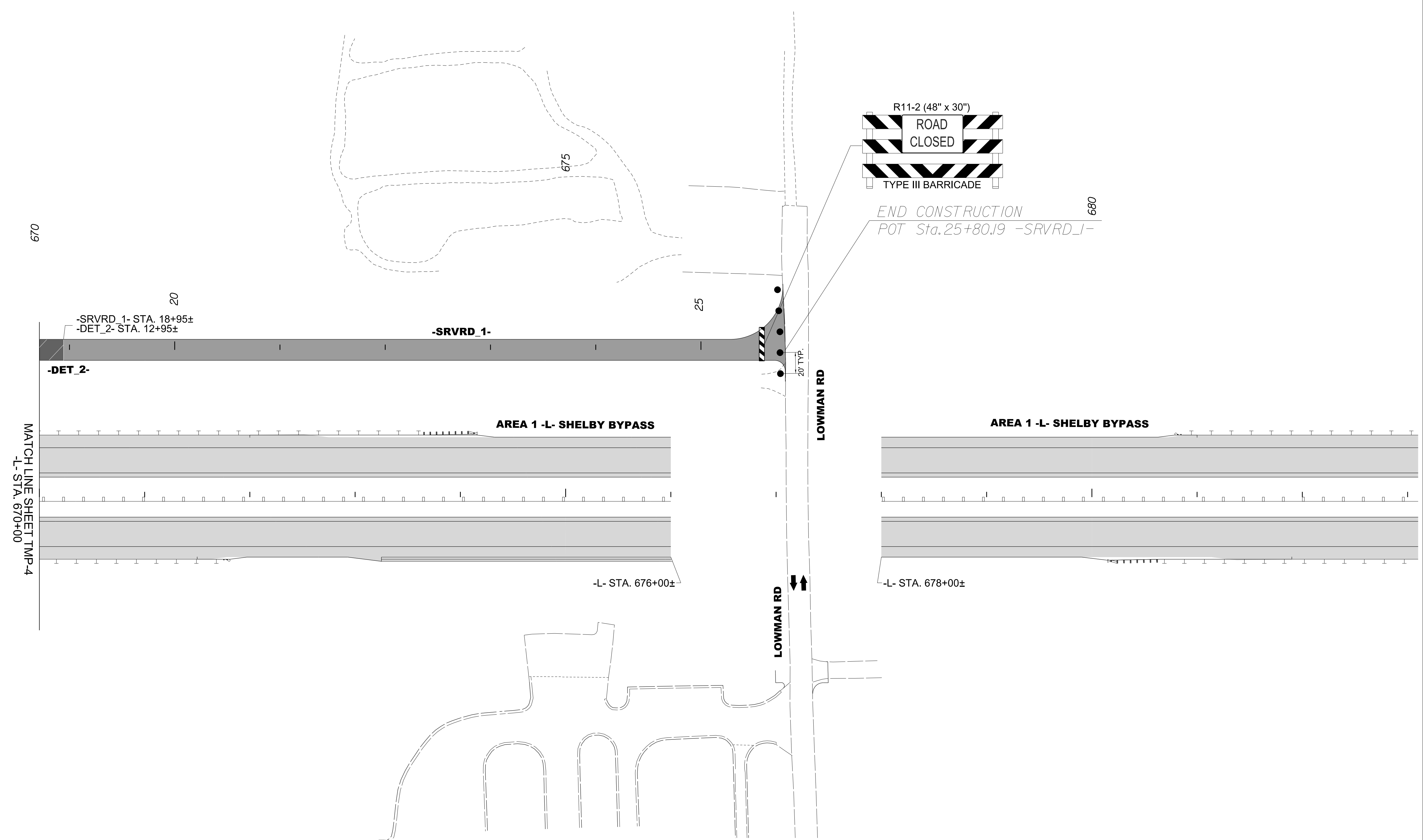
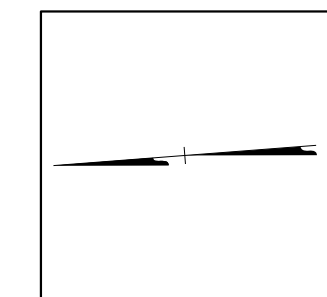
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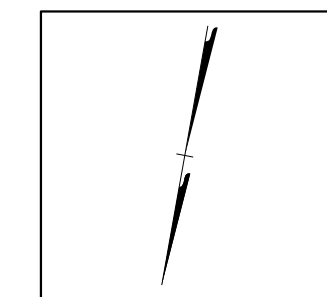
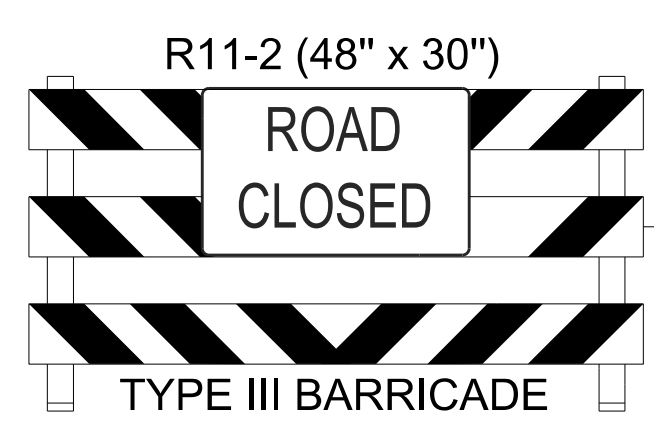
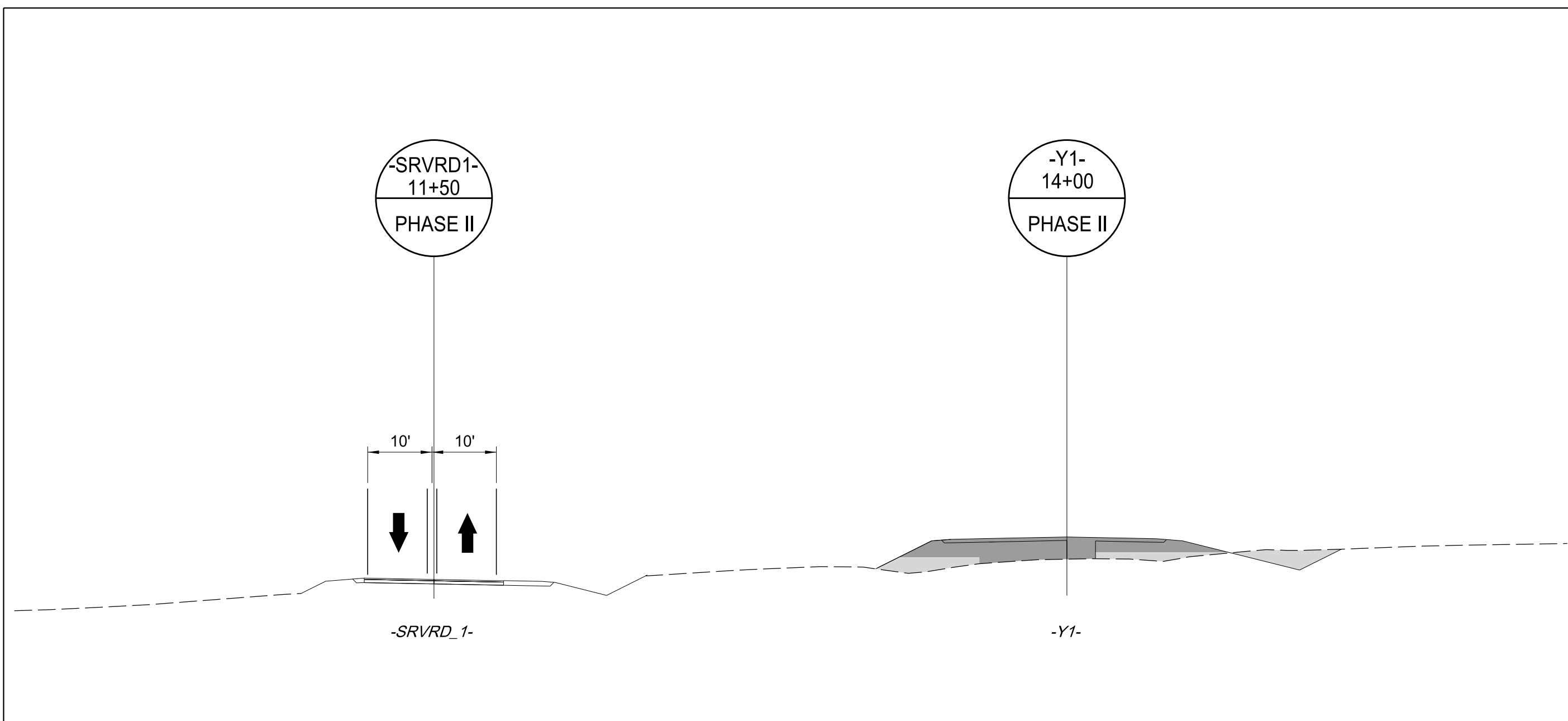
**AREA 2
 -Y1- FAIRVIEW RD
 PHASE I**

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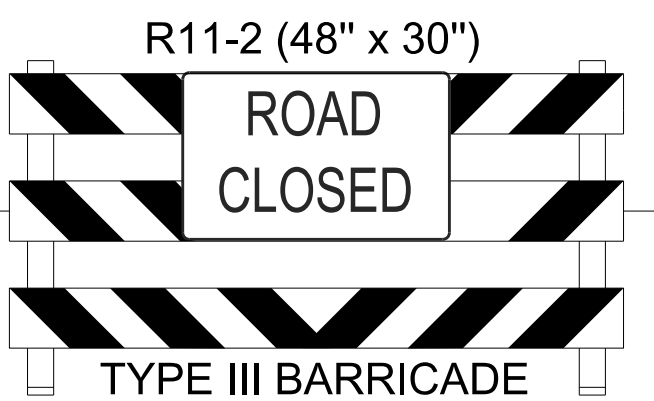
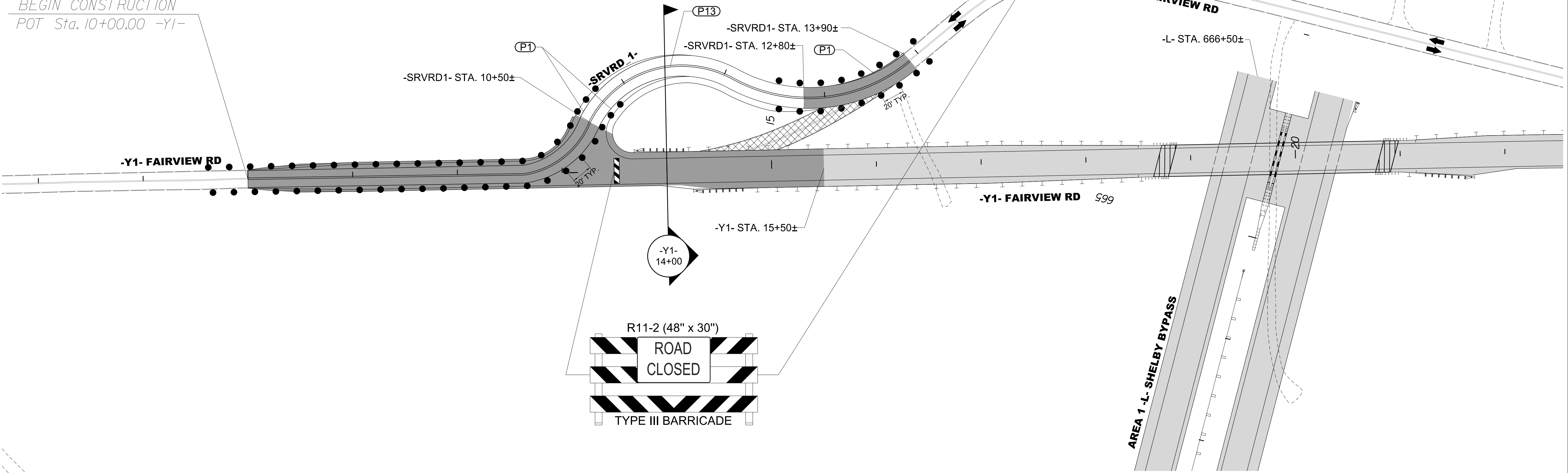


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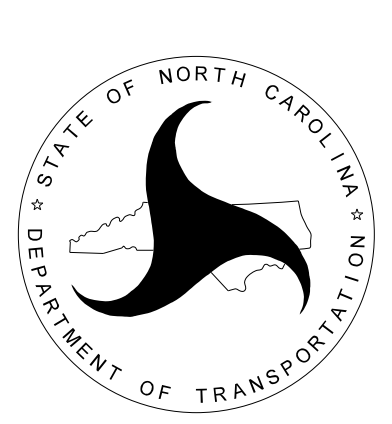


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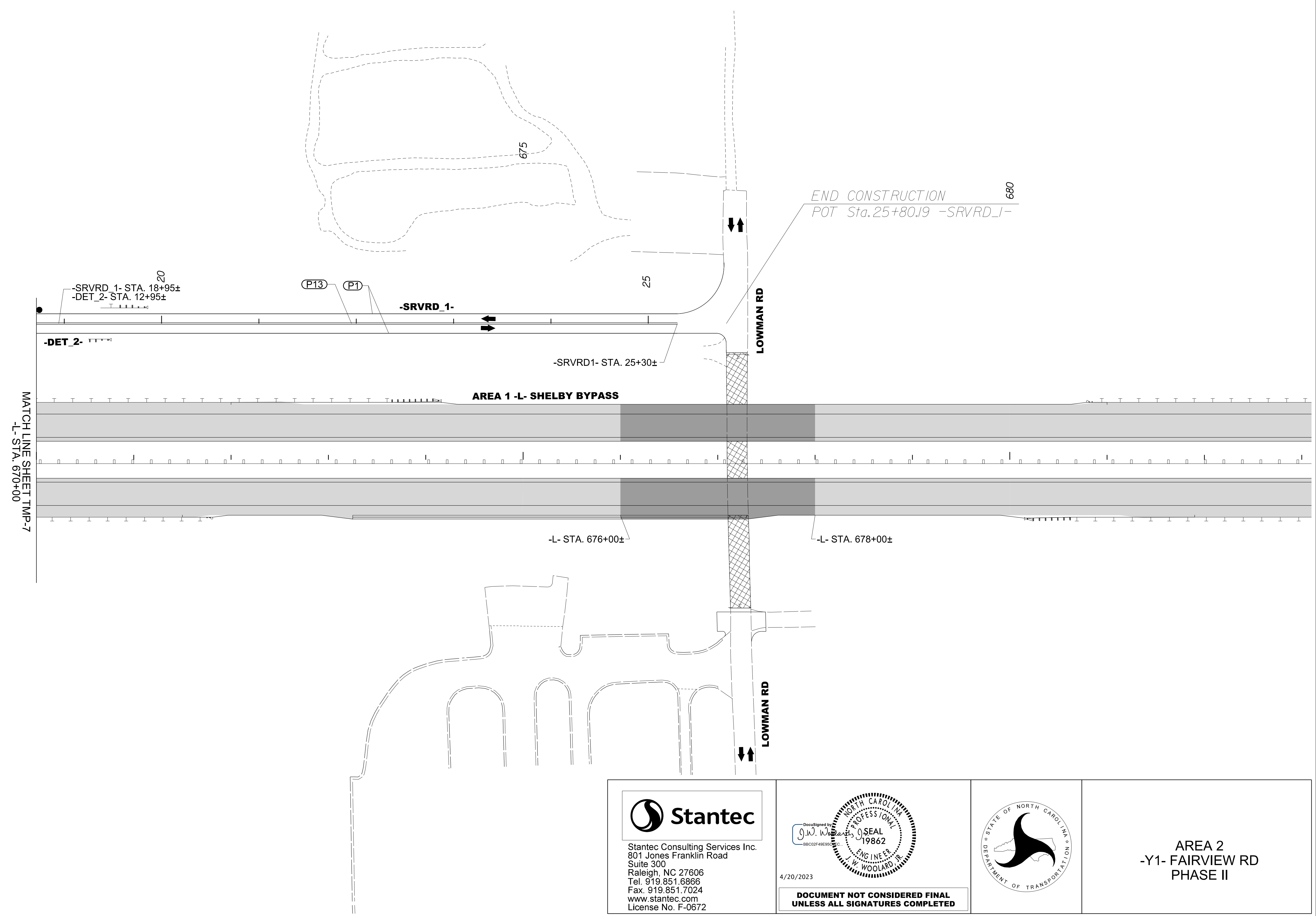
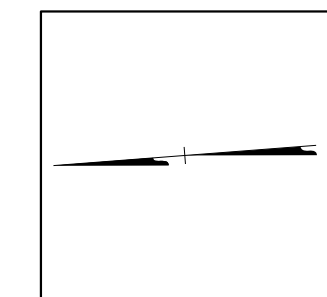
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**AREA 2
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PHASE II**

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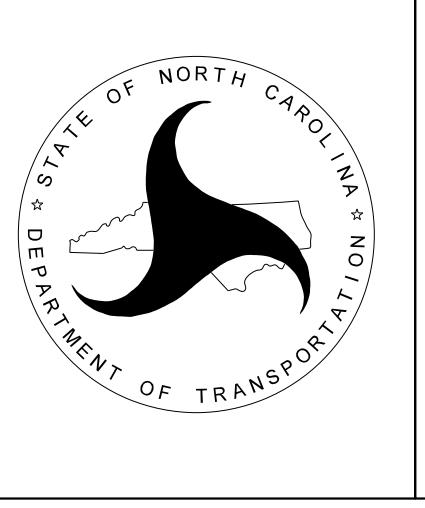


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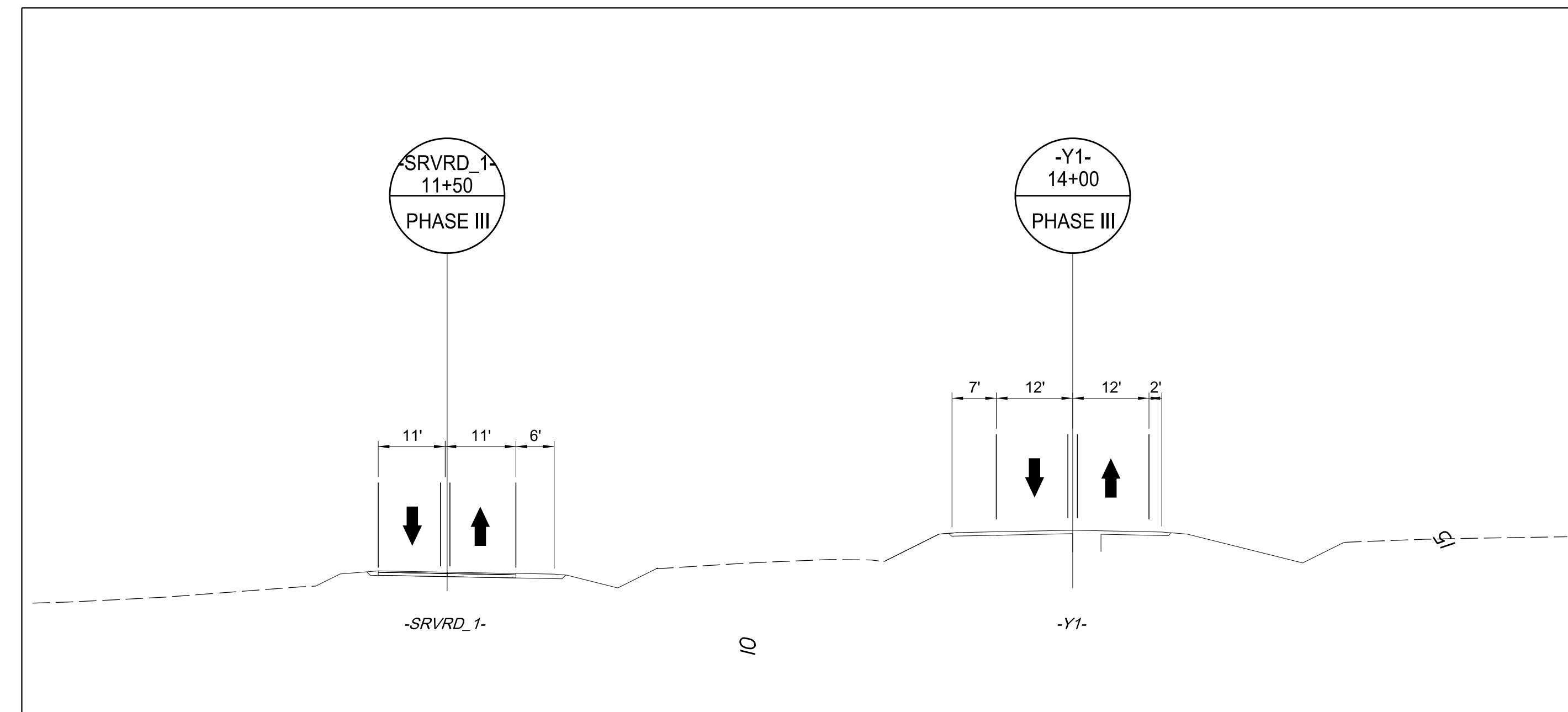
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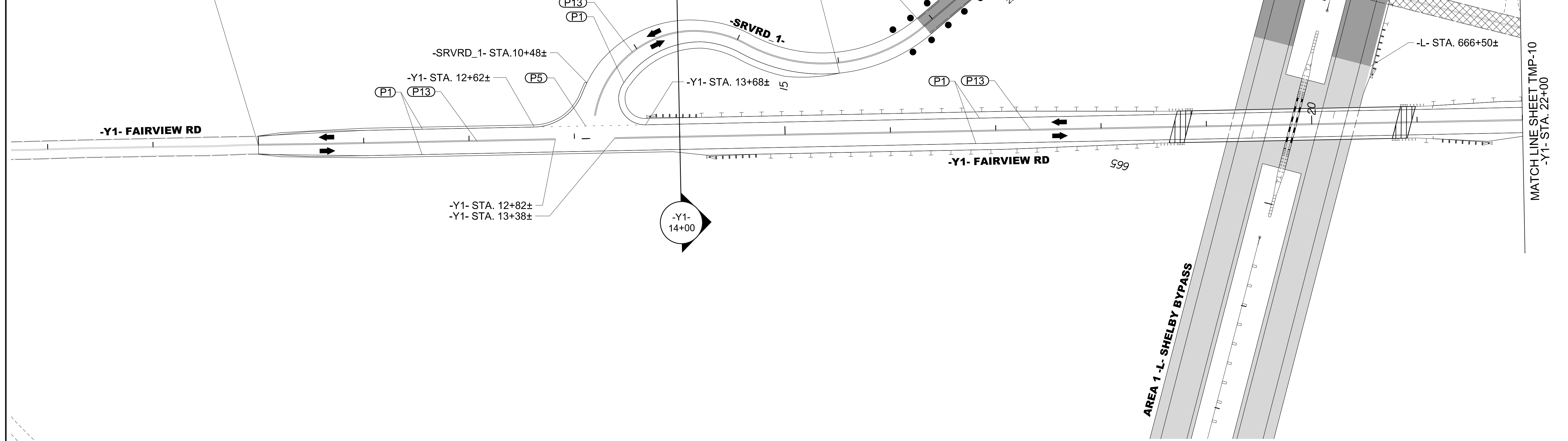
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**AREA 2
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 PHASE II**

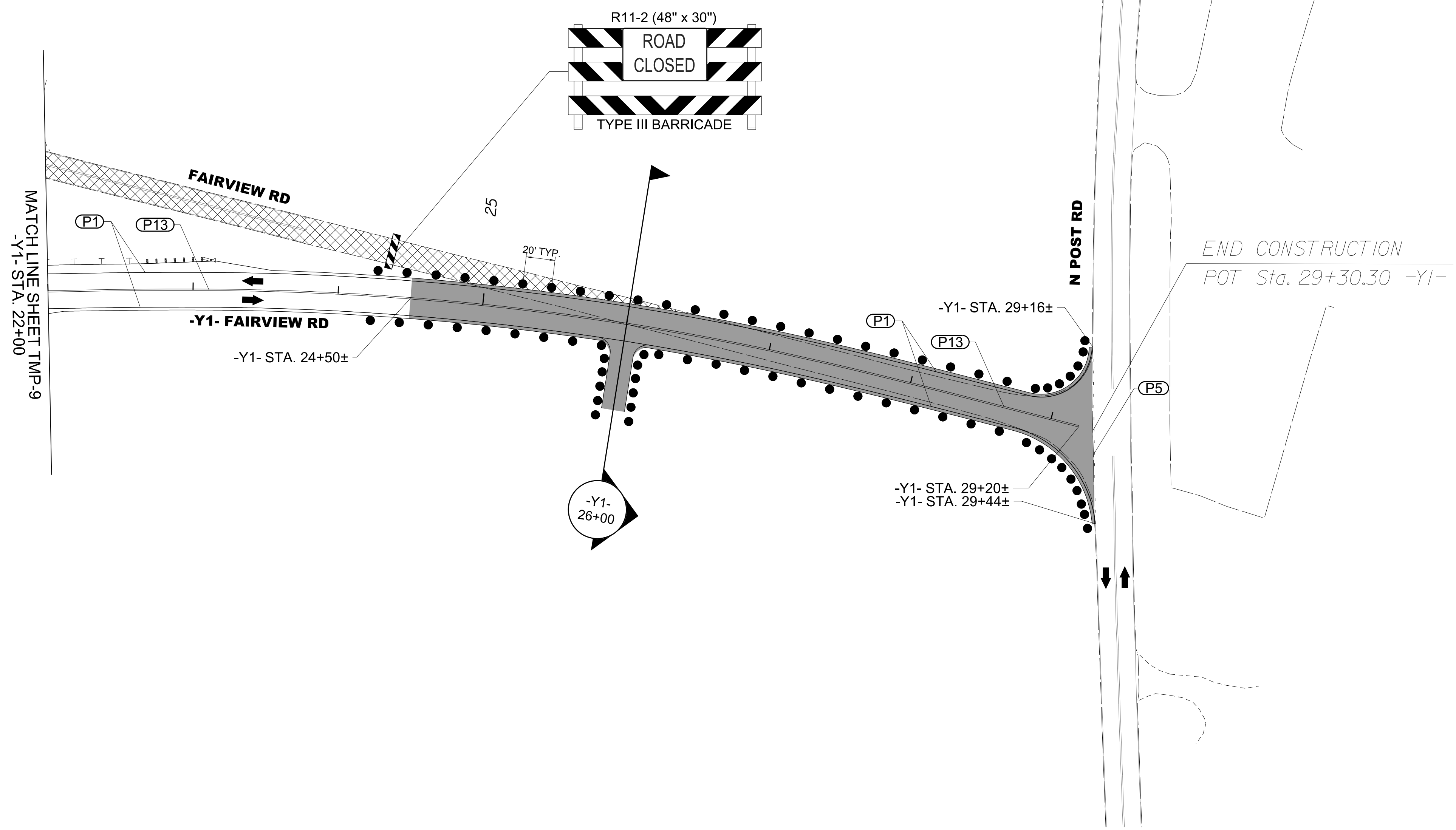
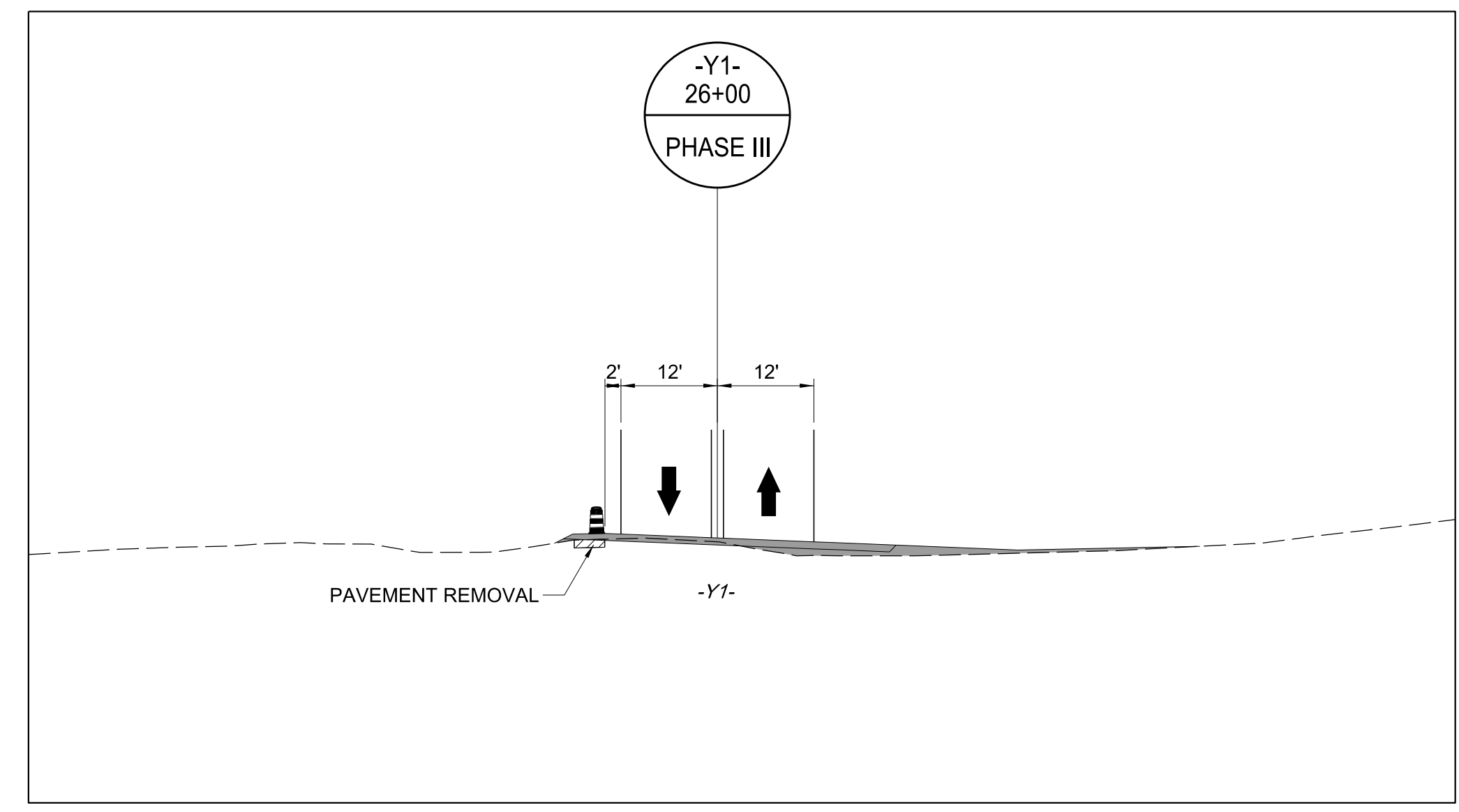
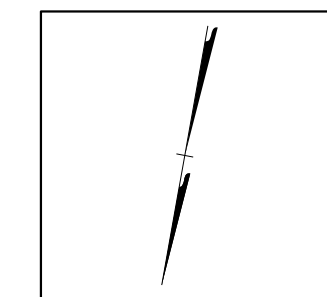


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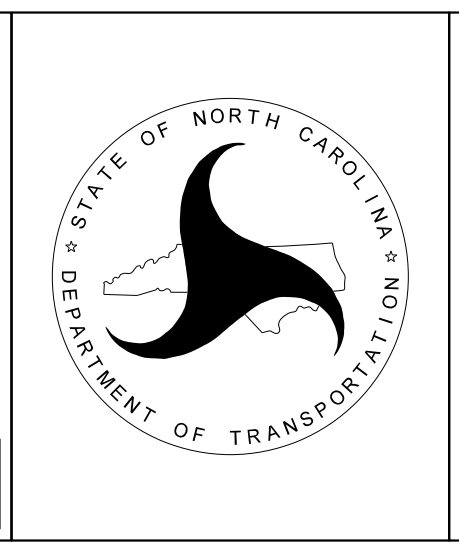


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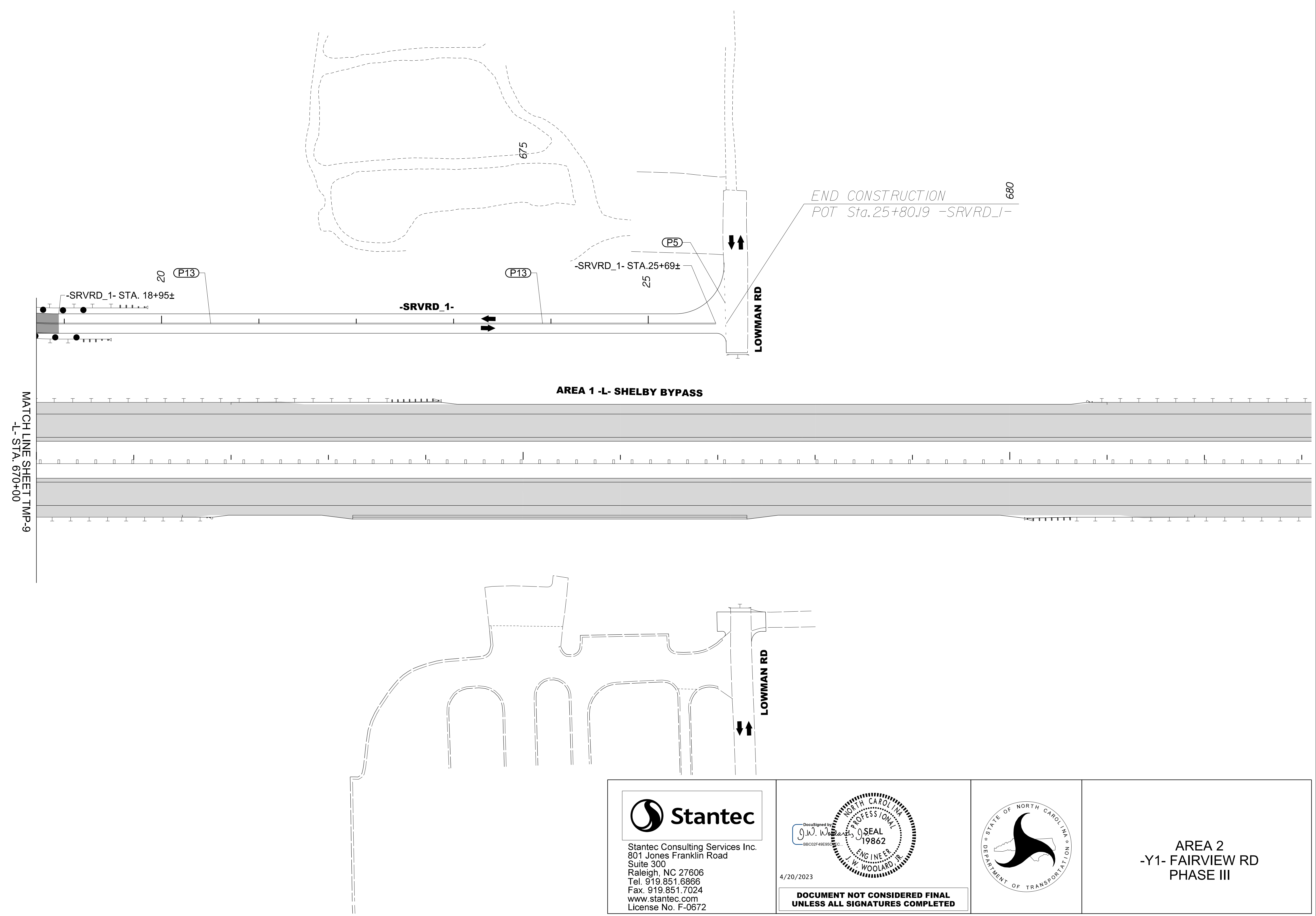
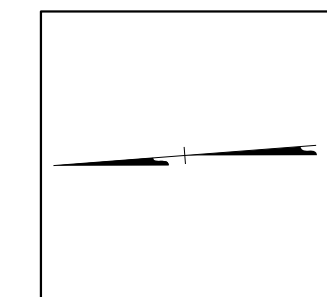
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**AREA 2
 -Y1- FAIRVIEW RD
 PHASE III**

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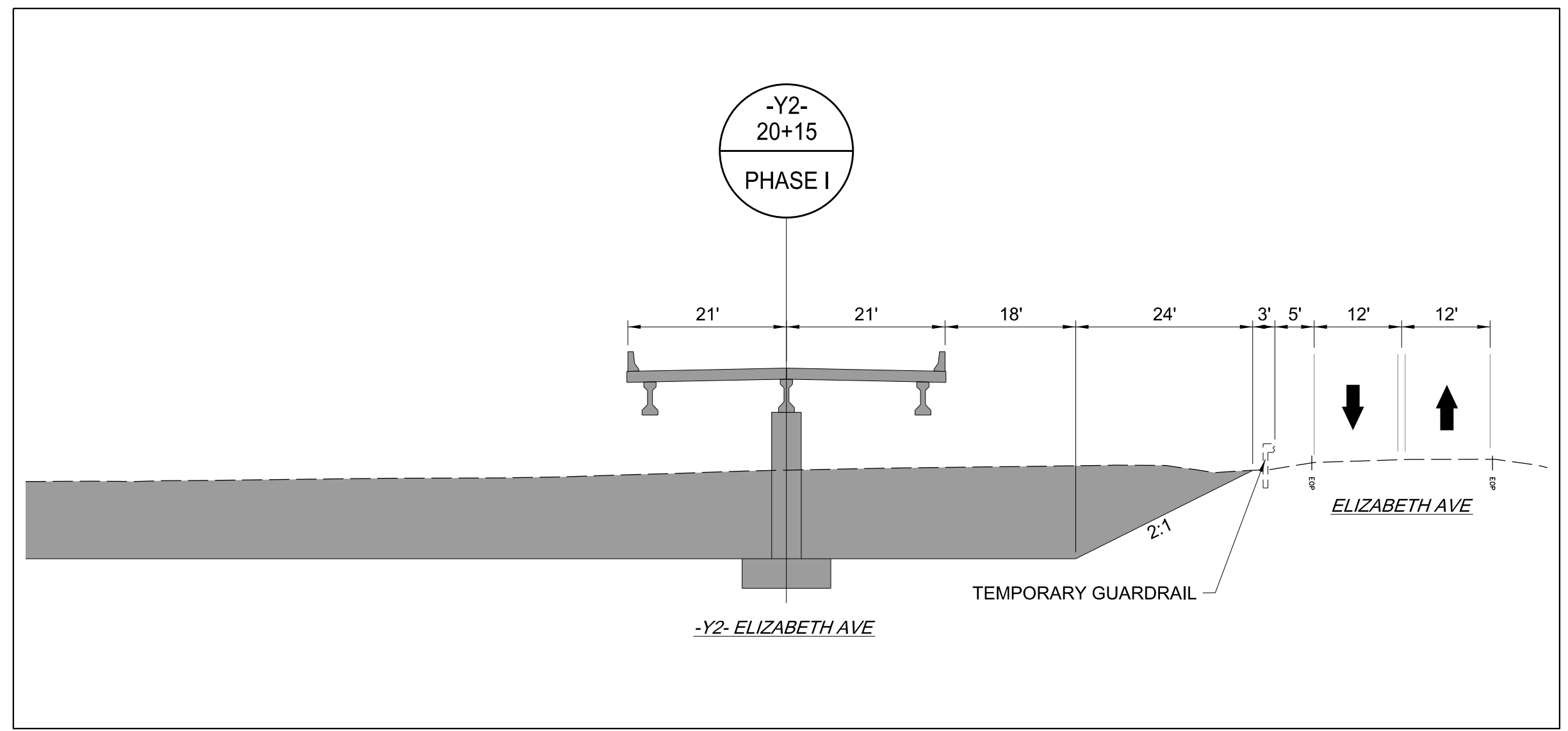
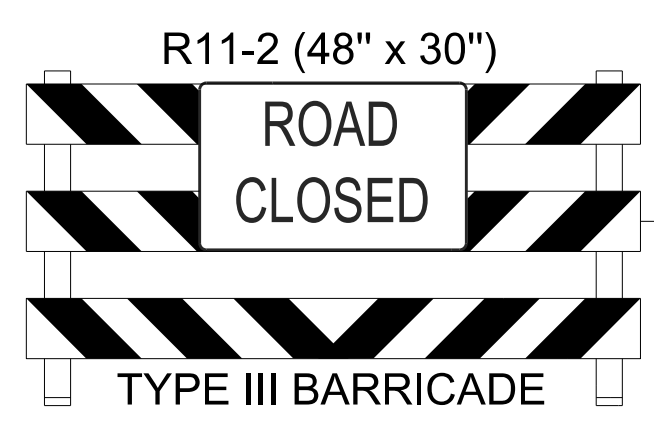
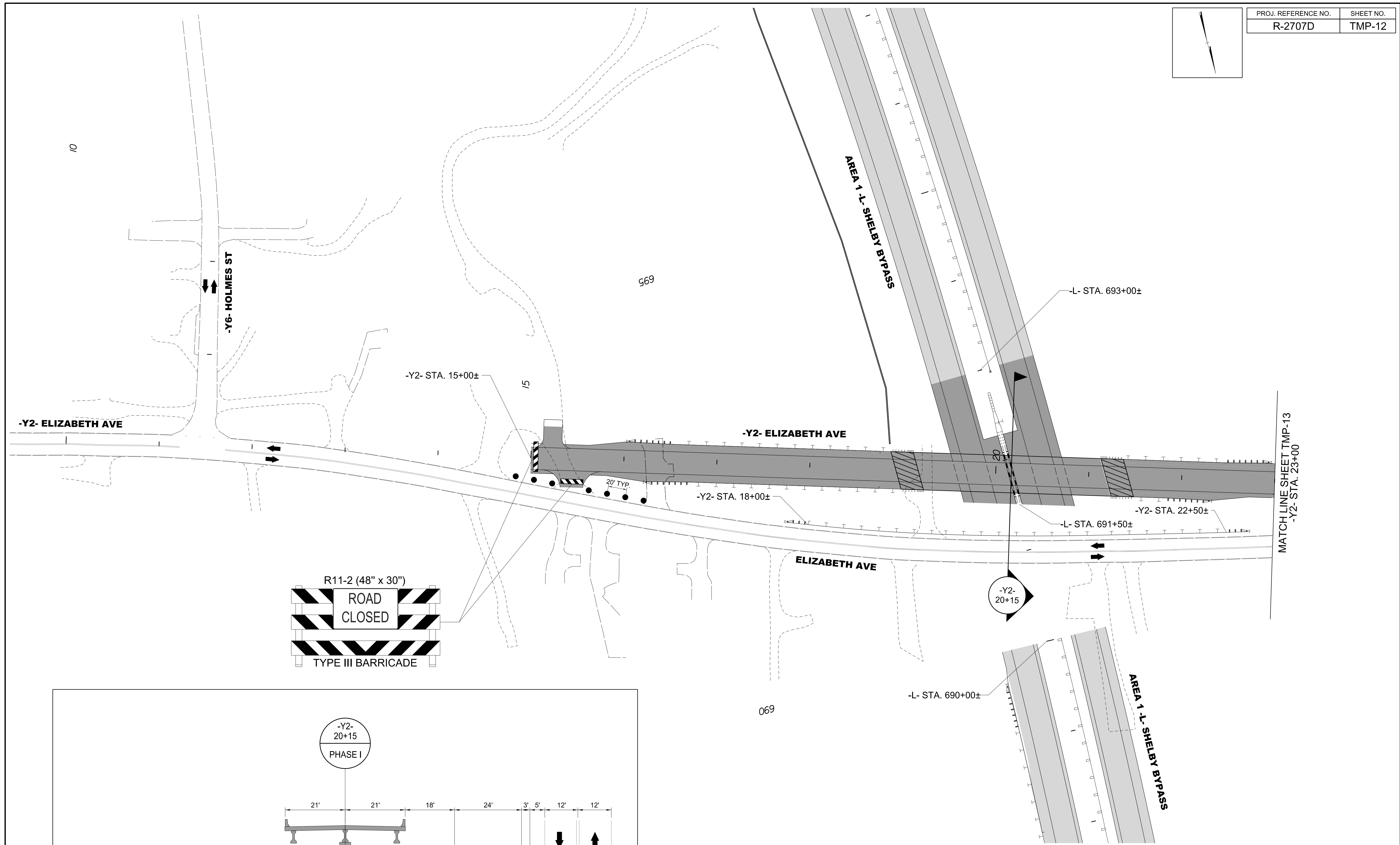
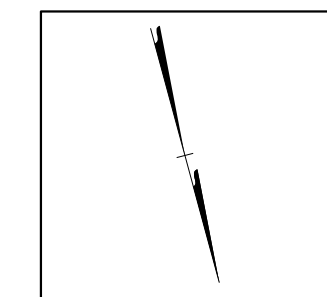
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AREA 2
 -Y1- FAIRVIEW RD
 PHASE III

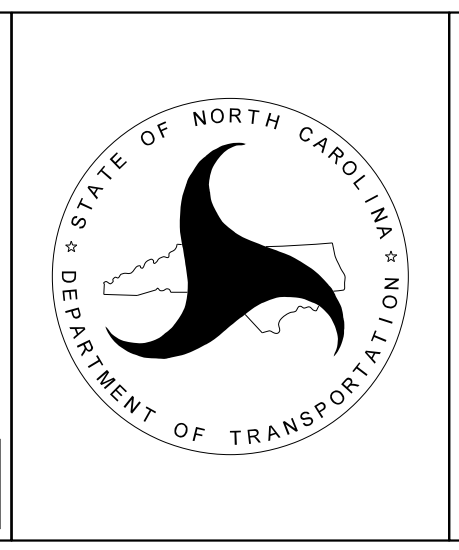


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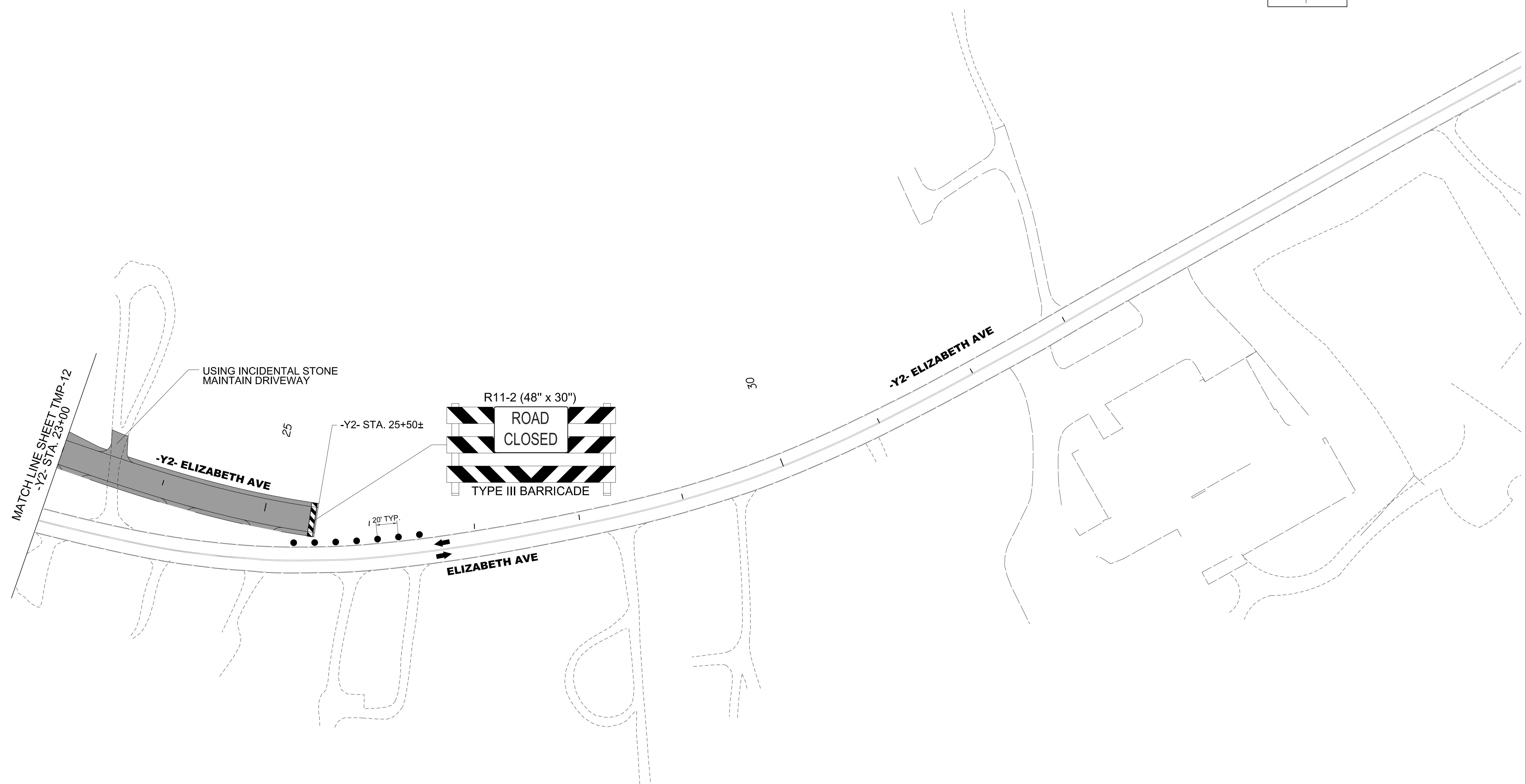
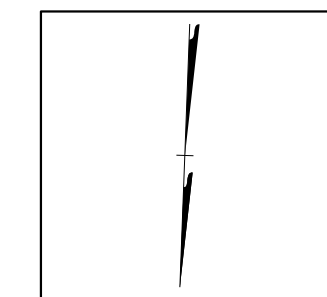
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AREA 3
-Y2- ELIZABETH AVE
PHASE I

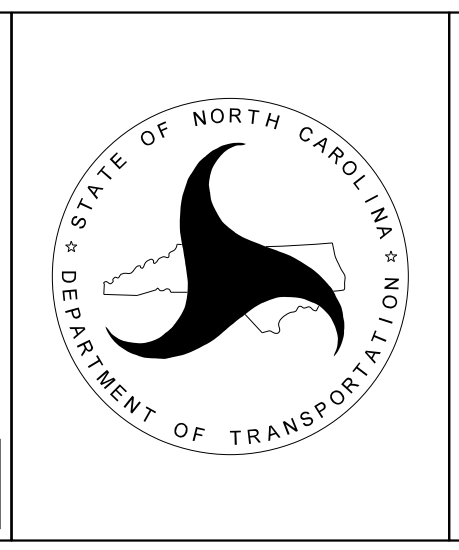


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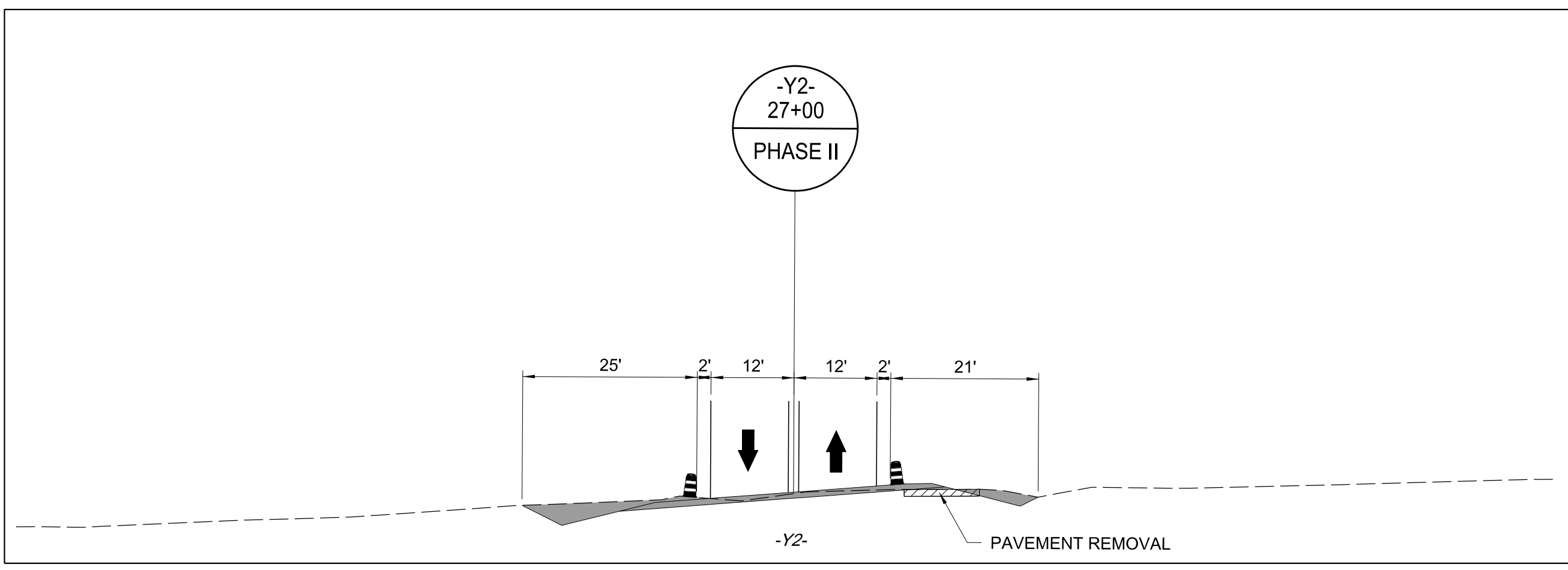
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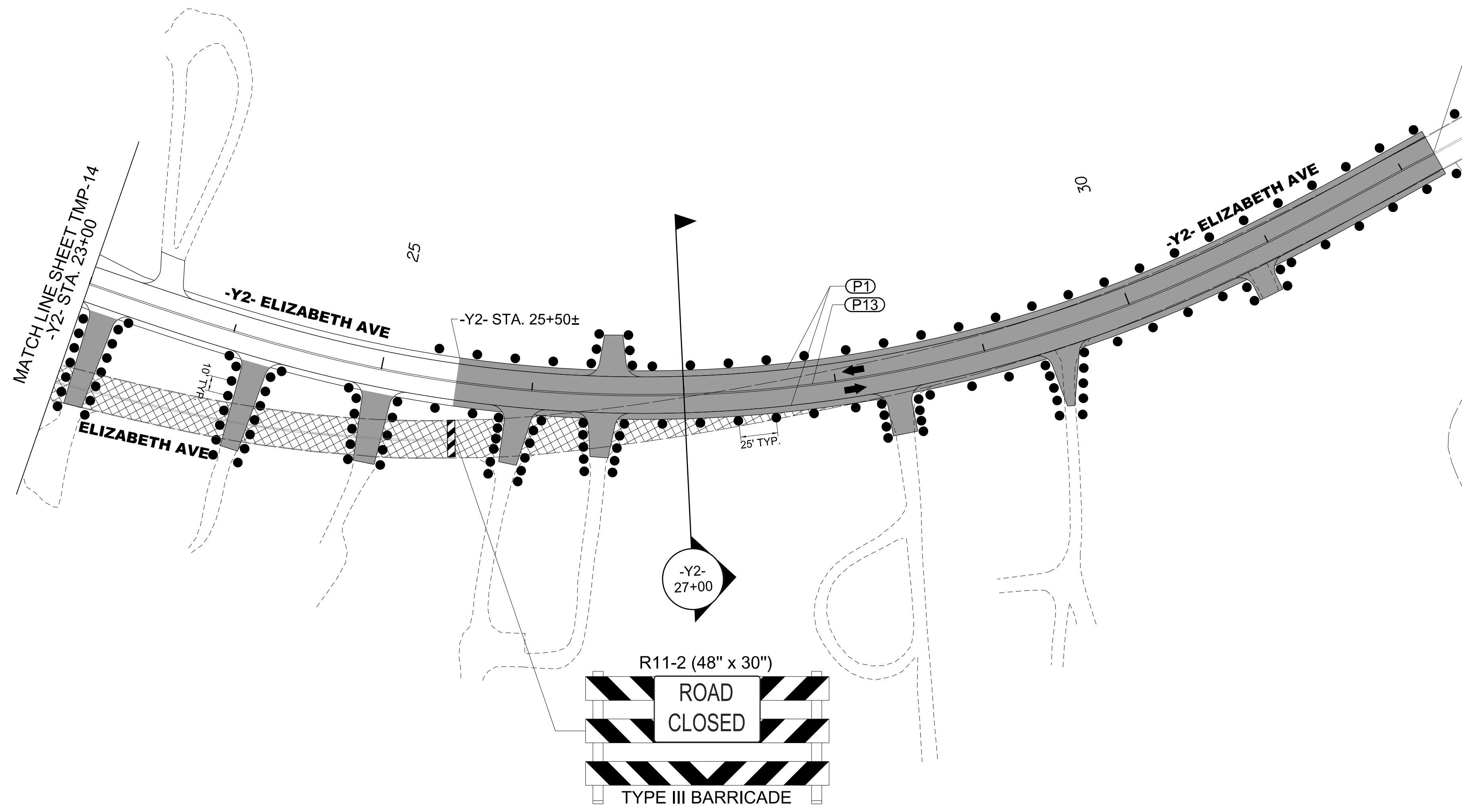
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**AREA 3
 -Y2- ELIZABETH AVE
 PHASE I**



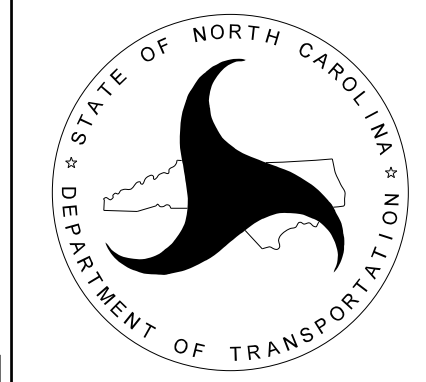
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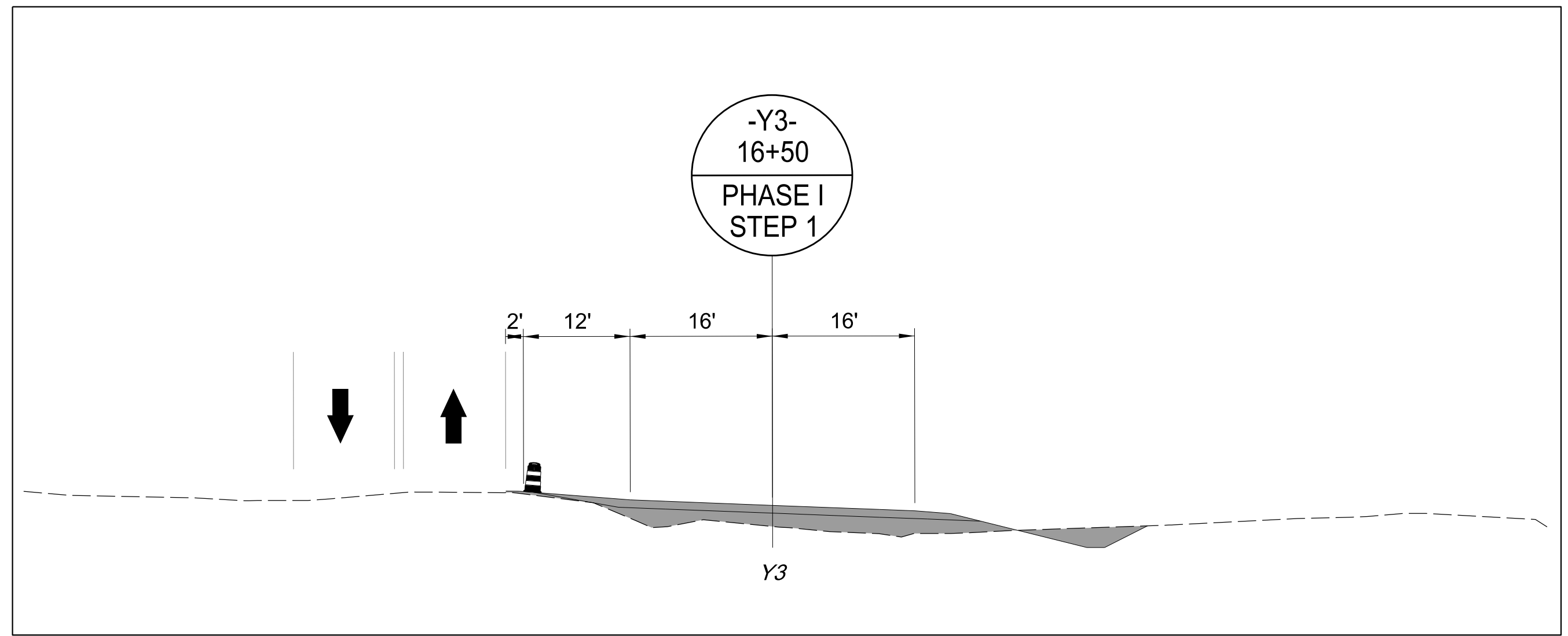
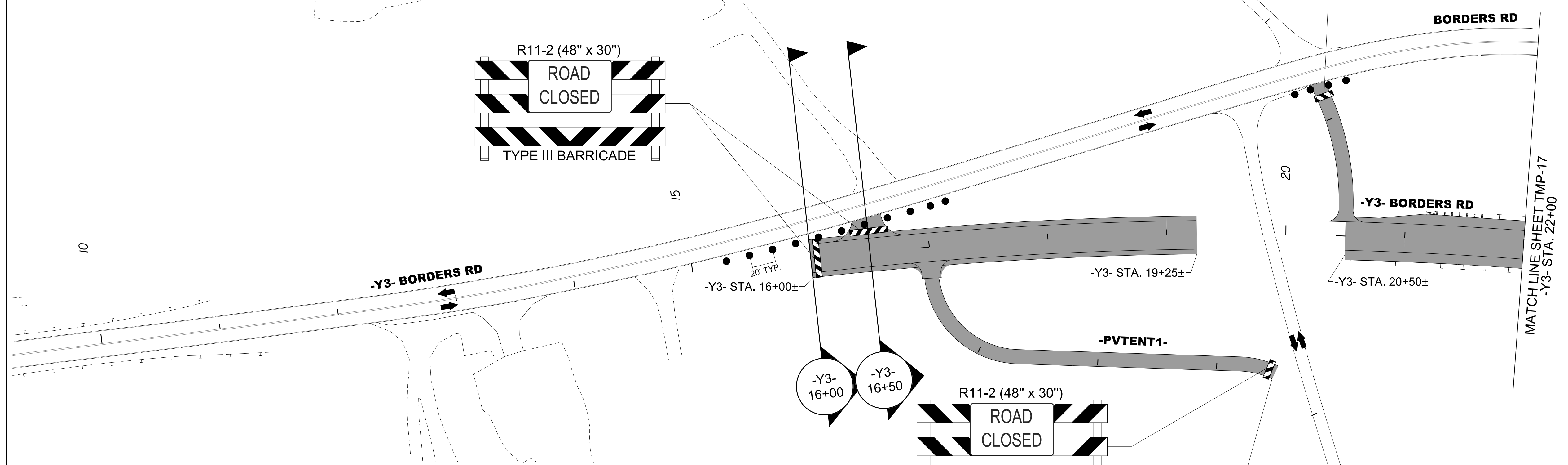
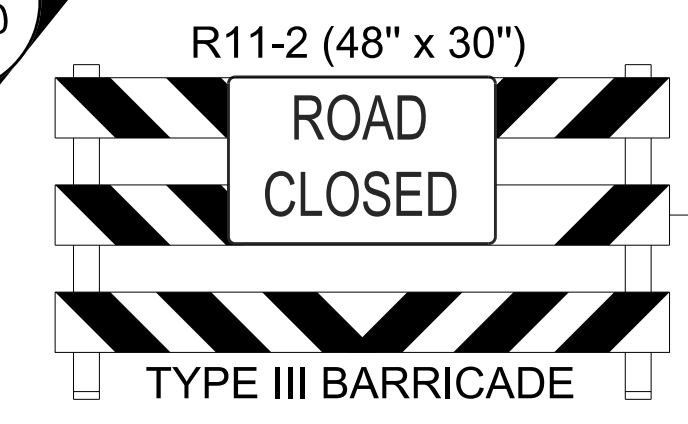
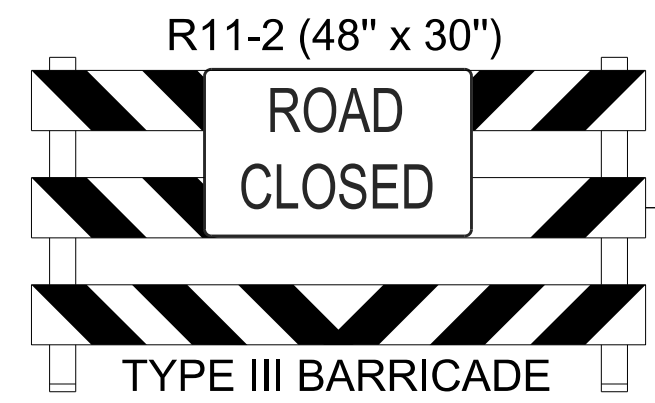
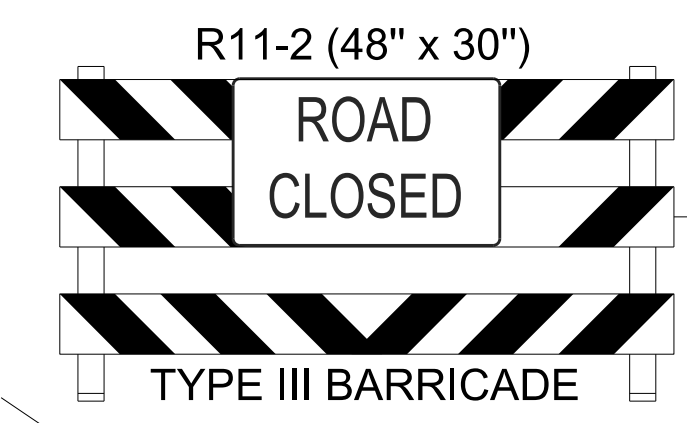
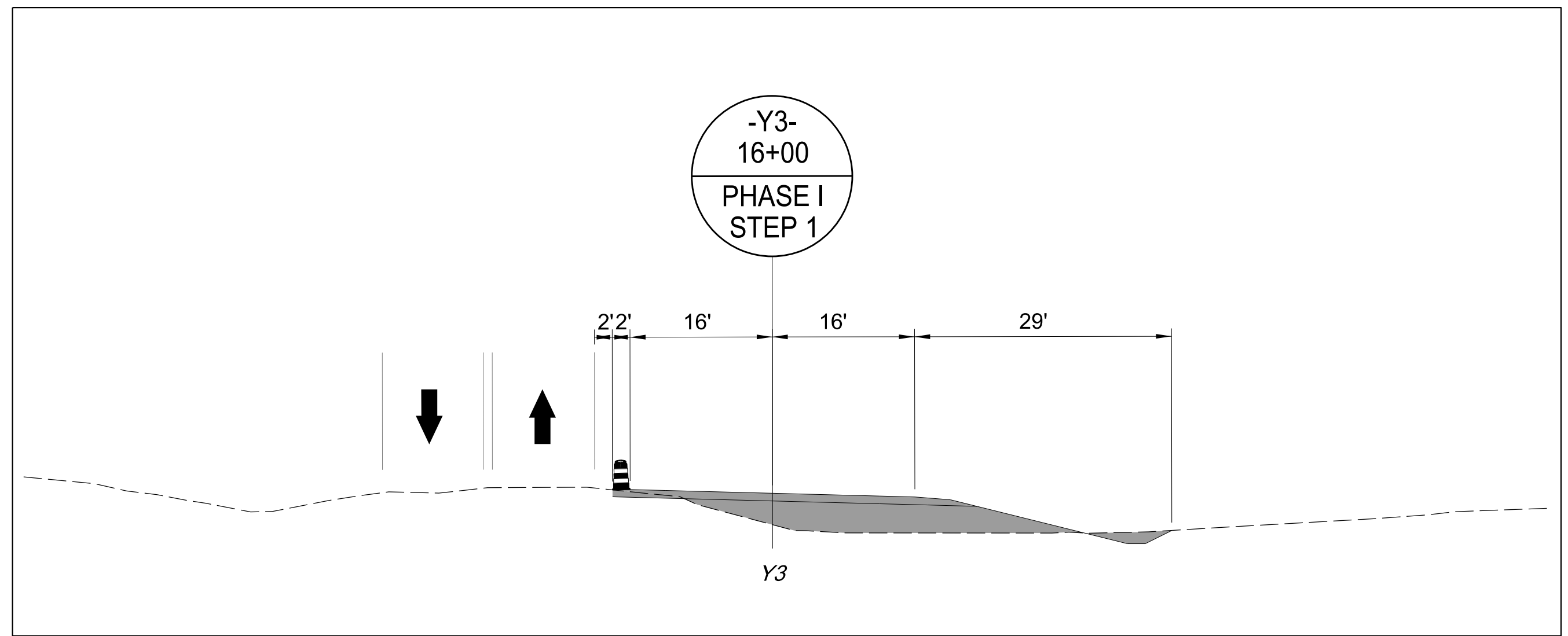
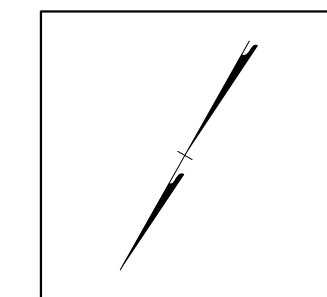
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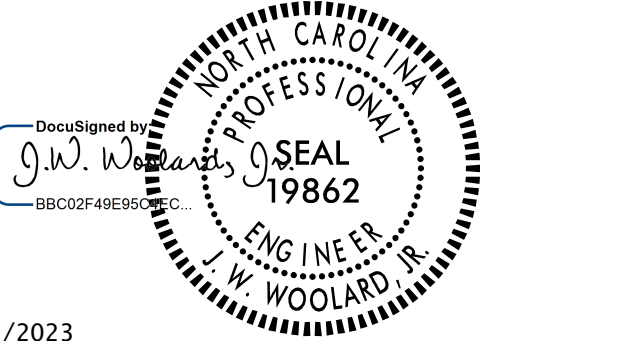


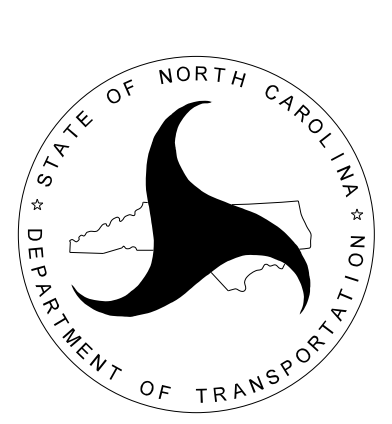
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-Y2- ELIZABETH AVE
PHASE II



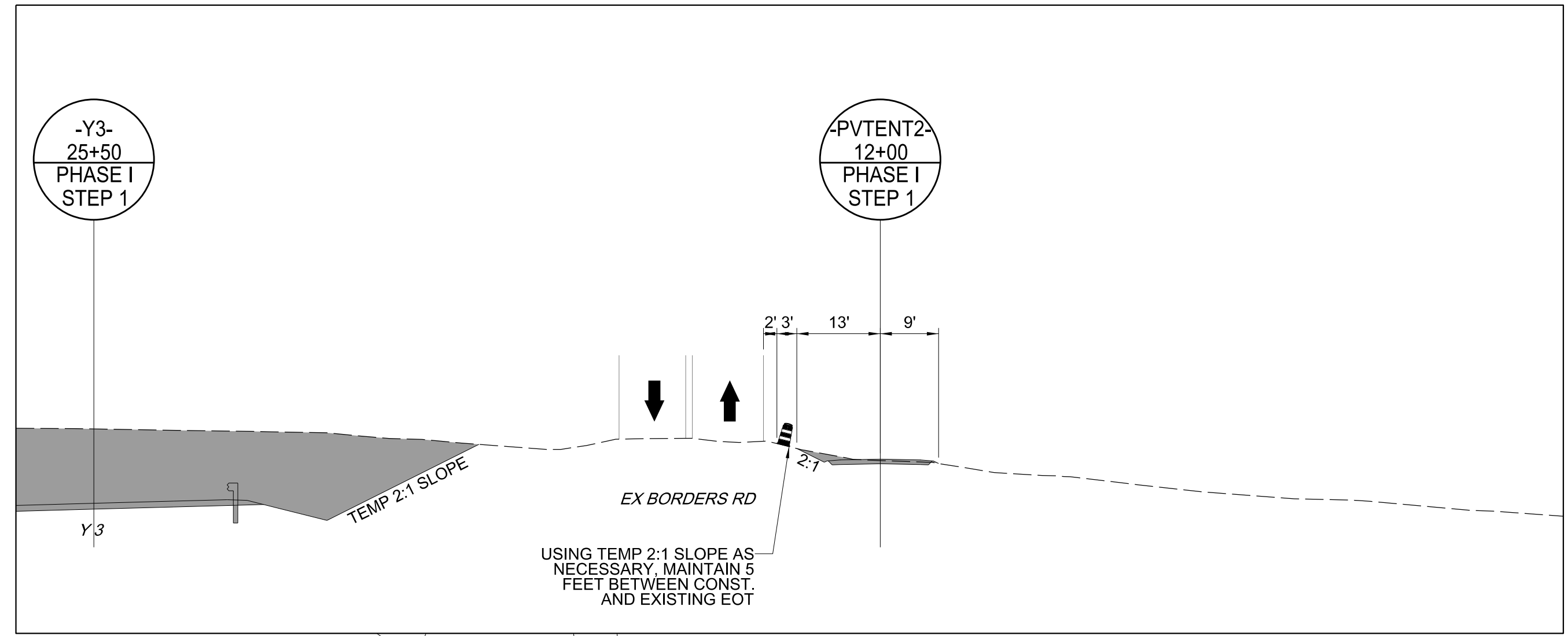
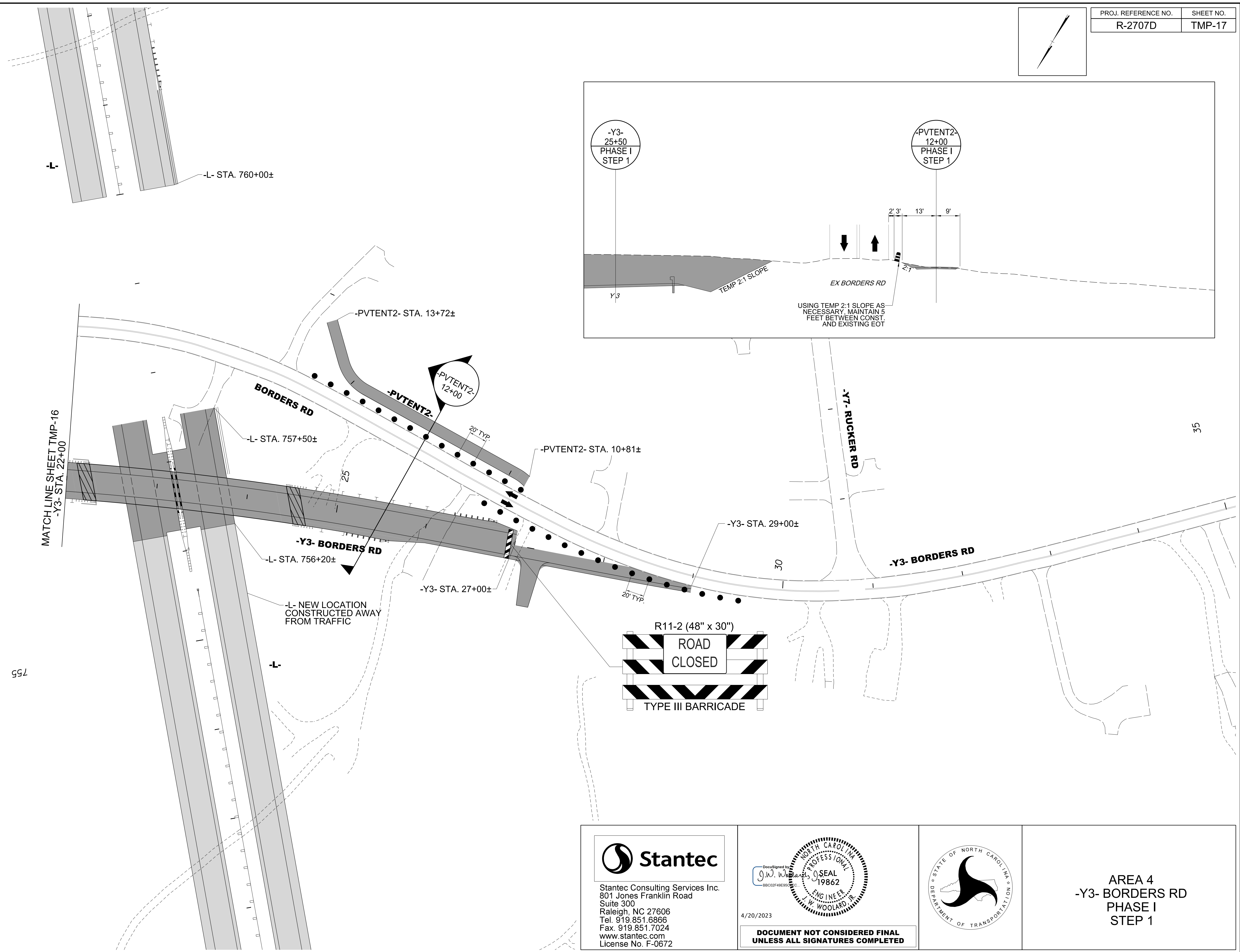
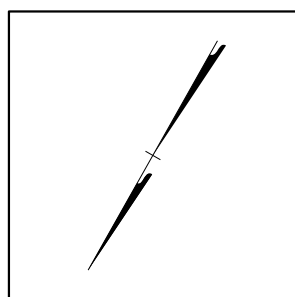
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AREA 4
-Y3- BORDERS RD
PHASE I
STEP 1



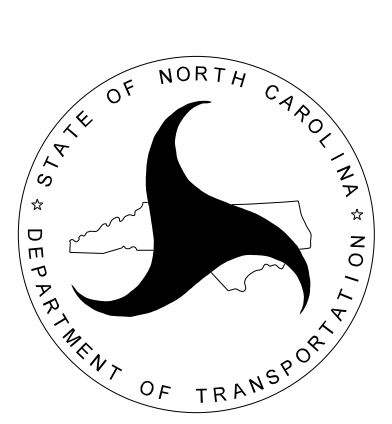
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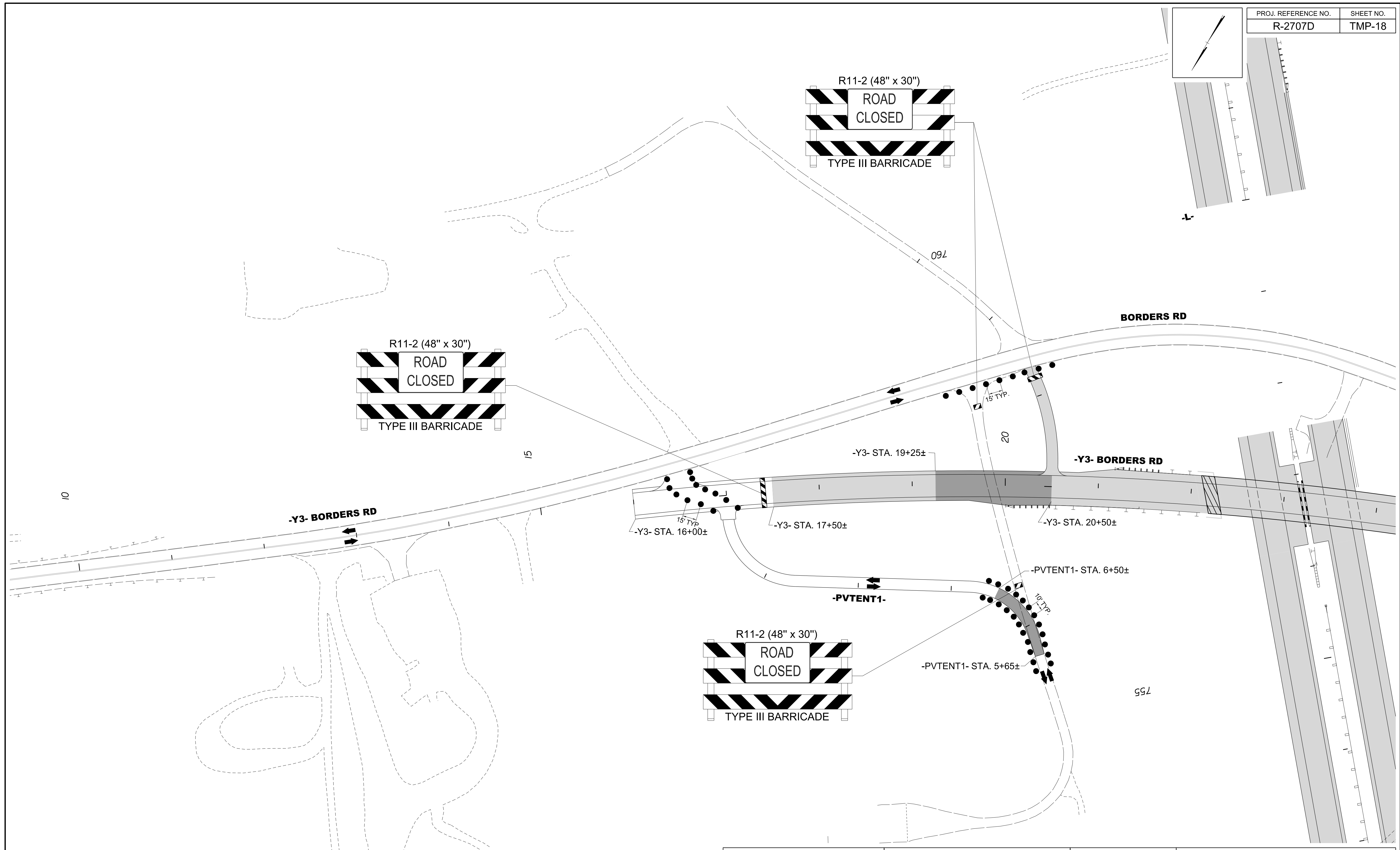
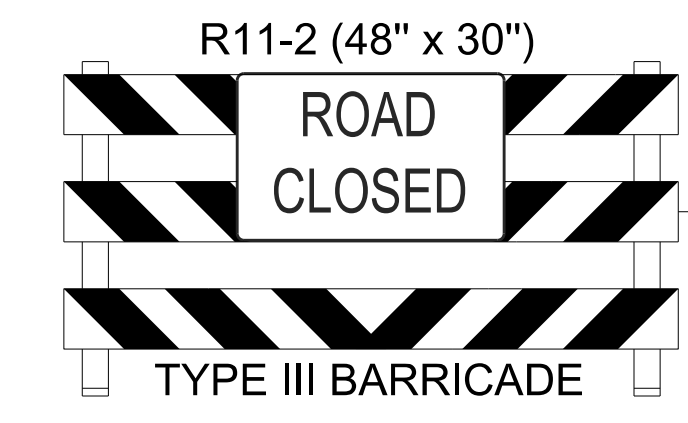
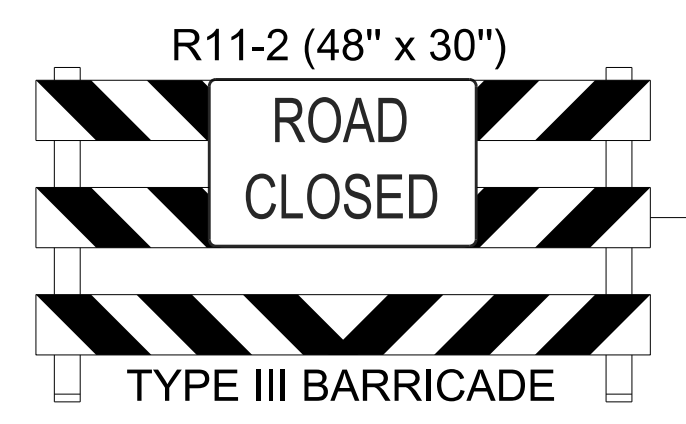
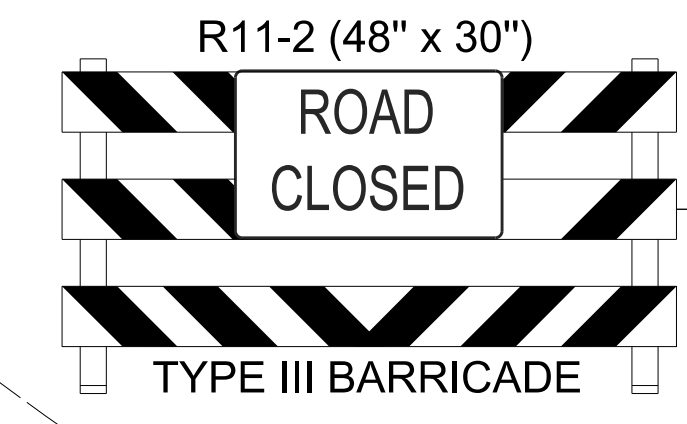
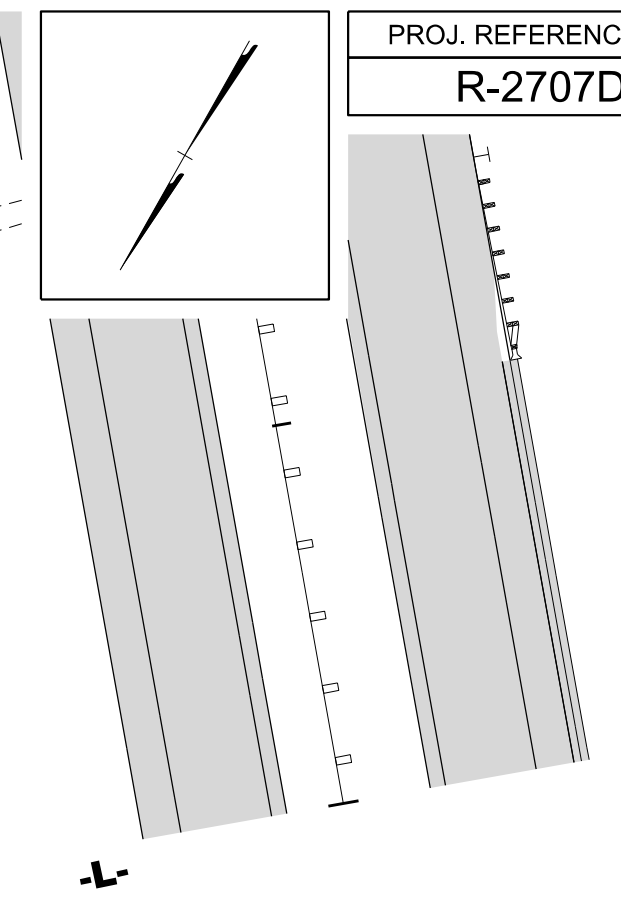
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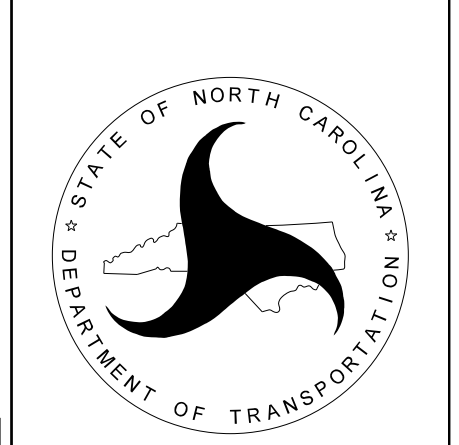
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 PHASE I
 STEP 1**



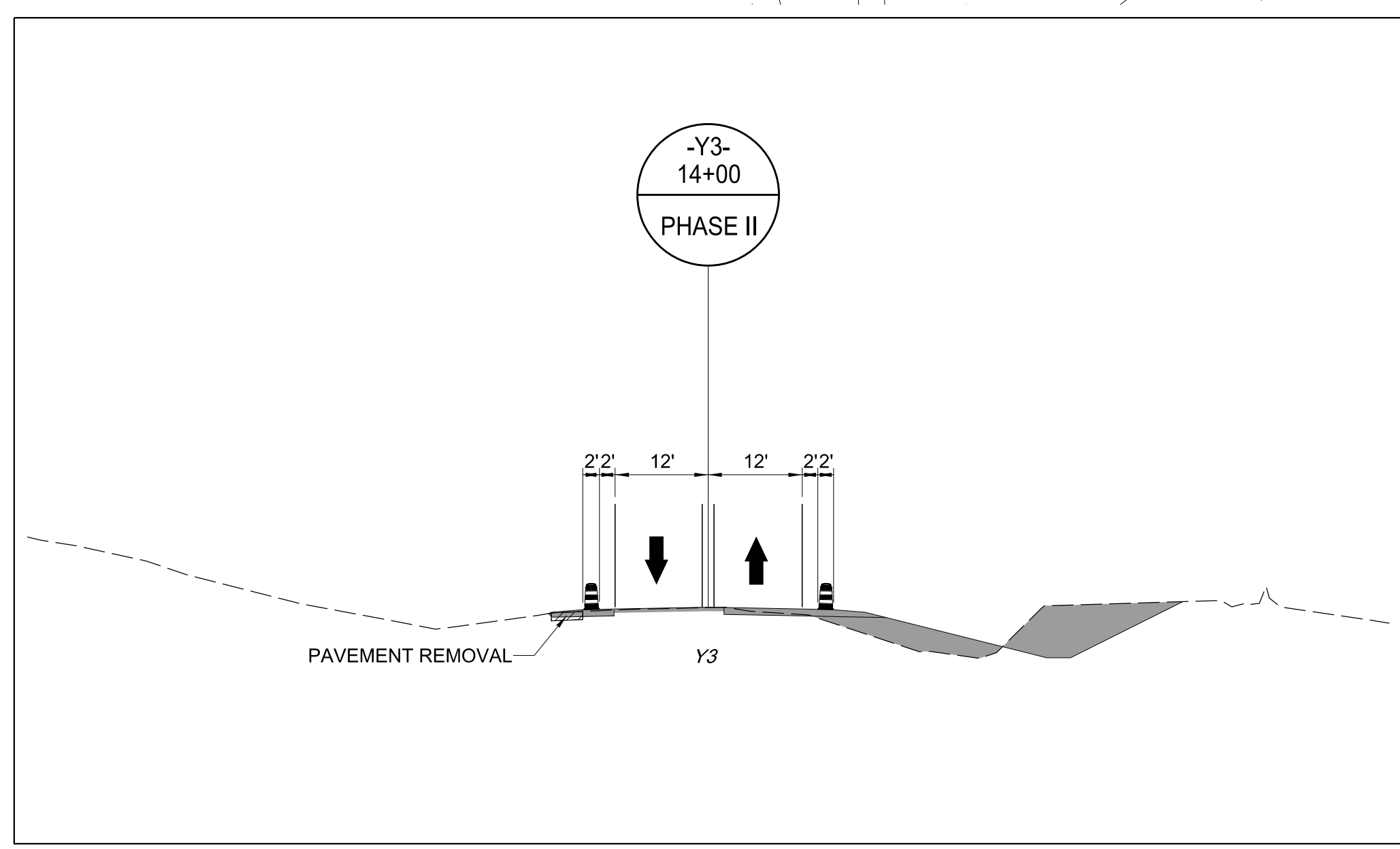
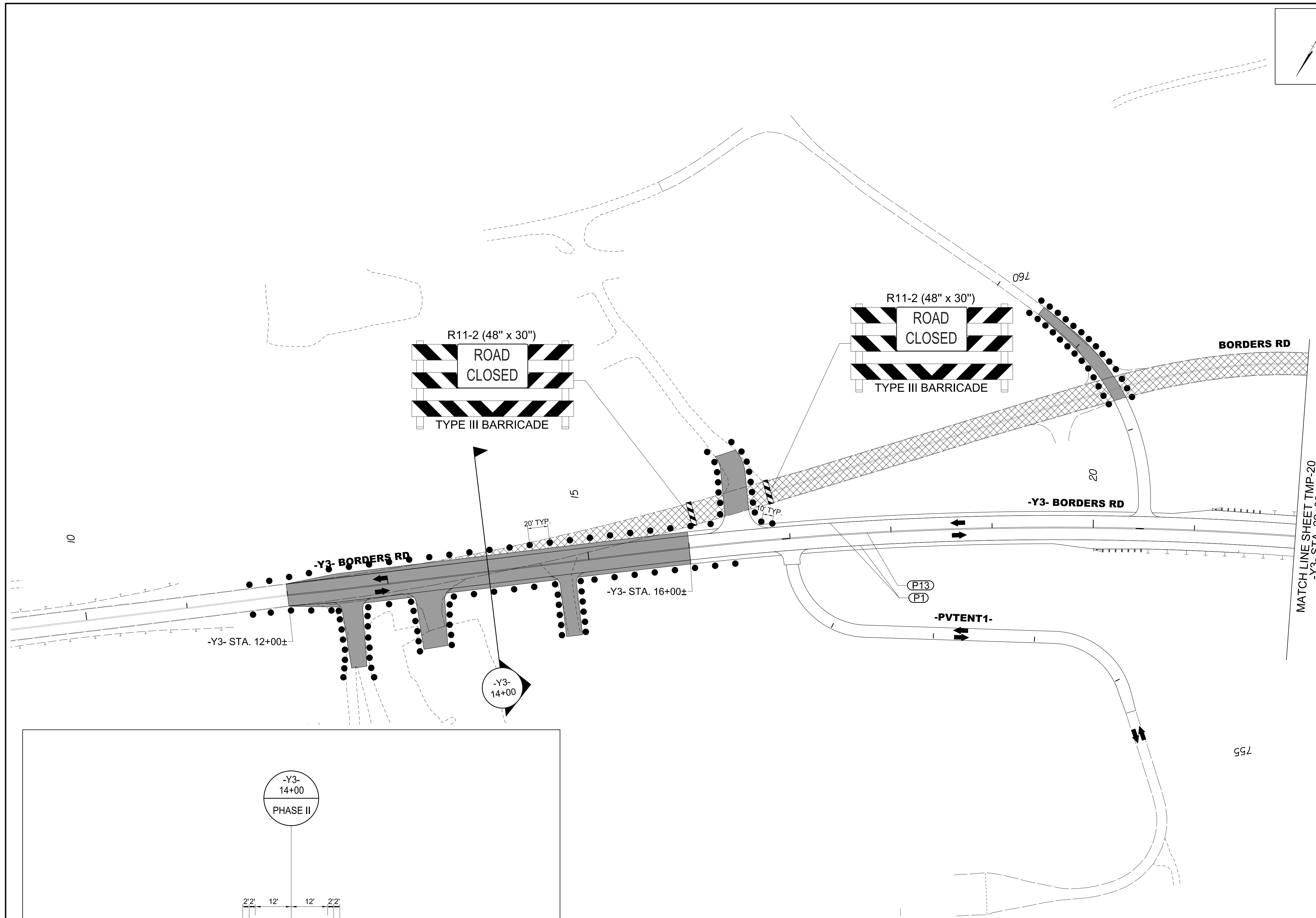
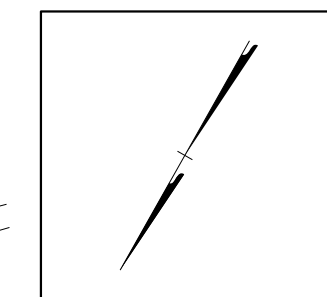
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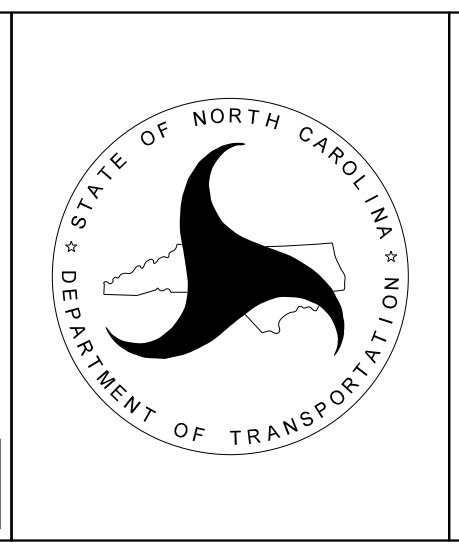
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PHASE I
STEP 2**



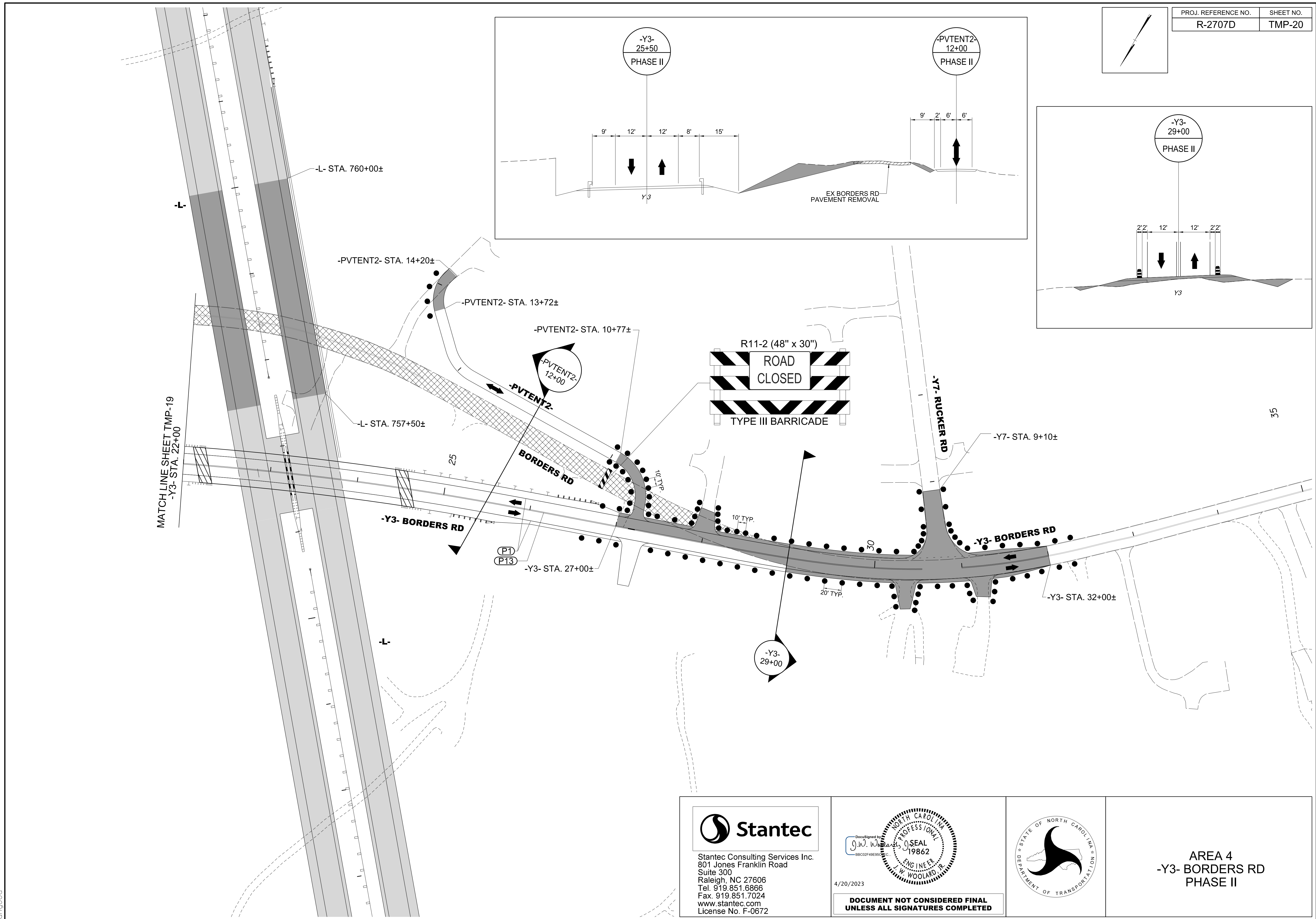
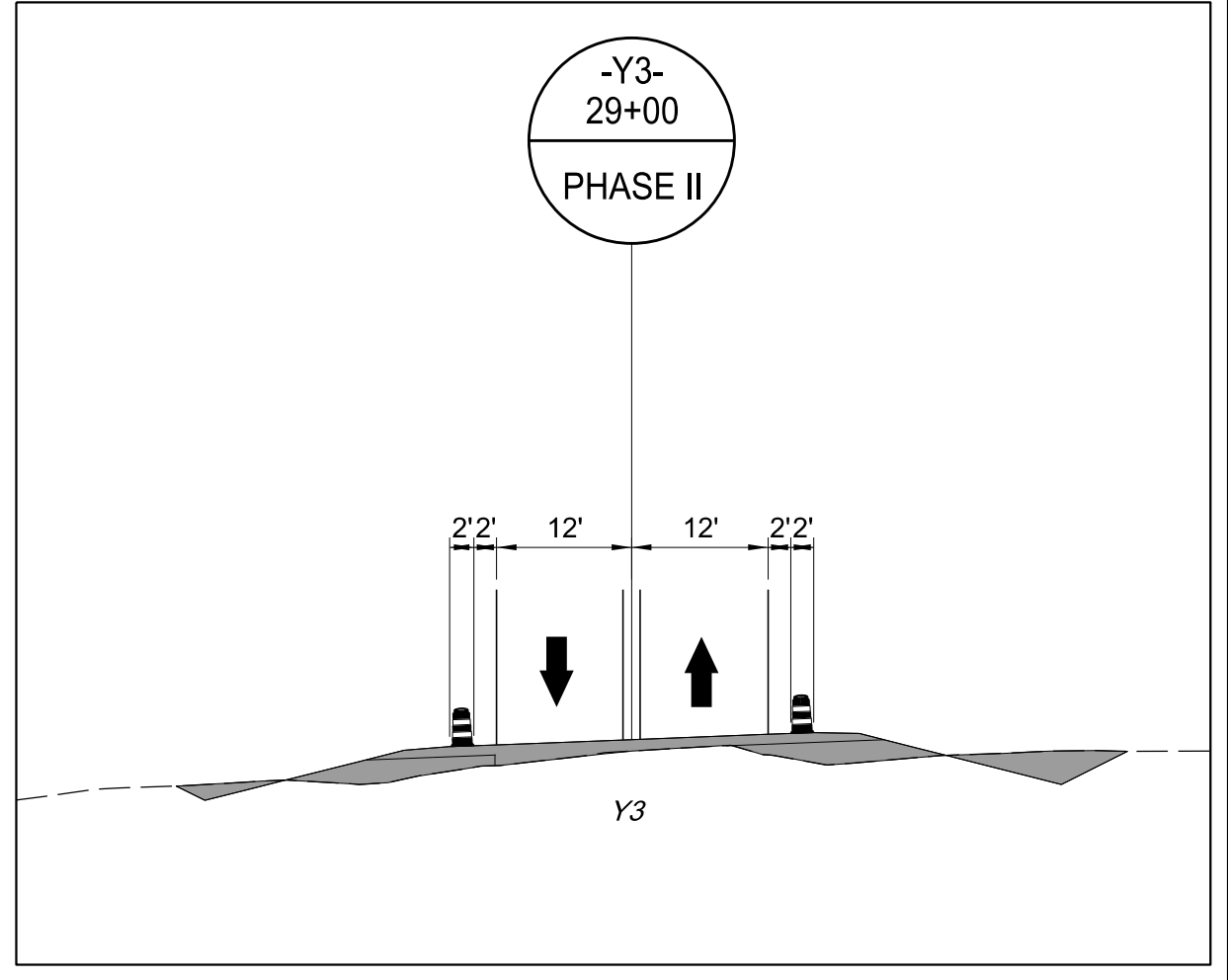
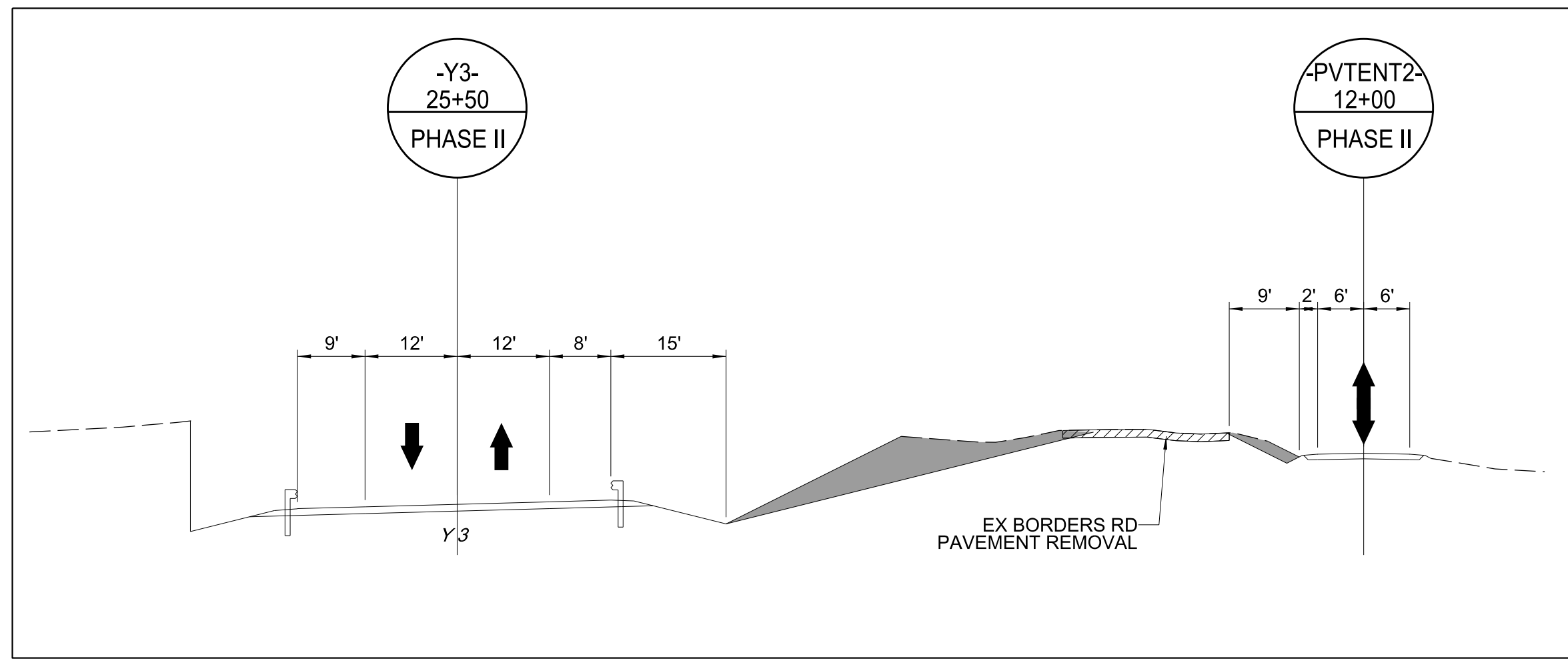
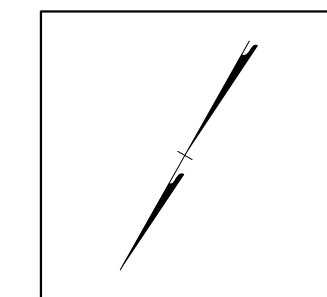
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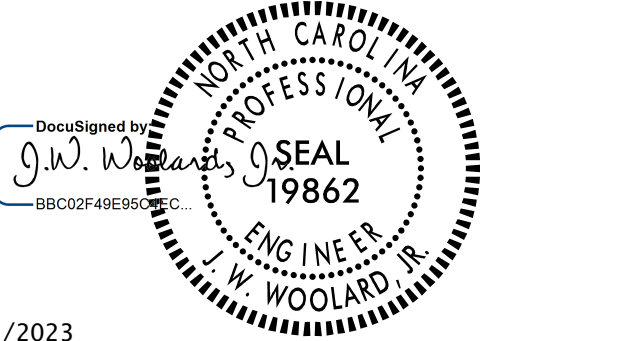


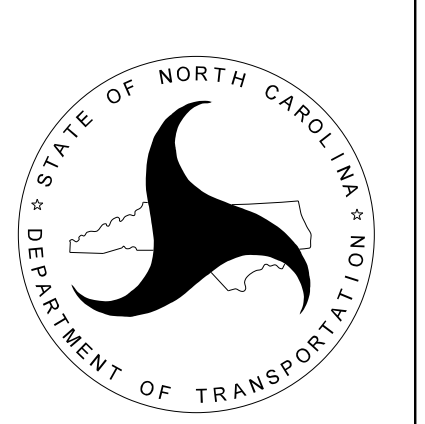
**AREA 4
 -Y3- BORDERS RD
 PHASE II**



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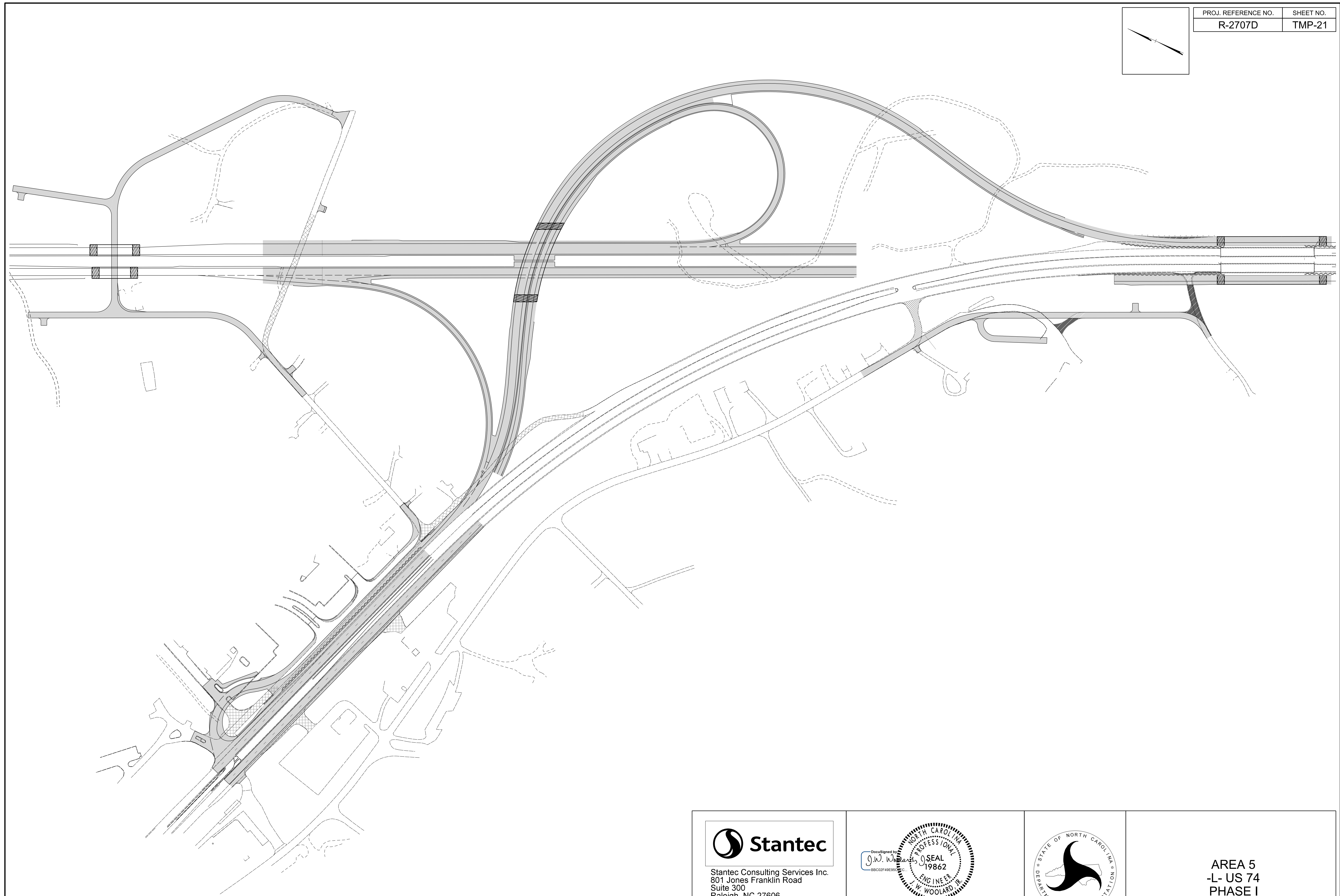
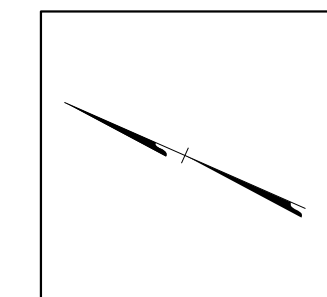

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**AREA 4
 -Y3- BORDERS RD
 PHASE II**

PROJ. REFERENCE NO.	SHEET NO.
R-2707D	TMP-21

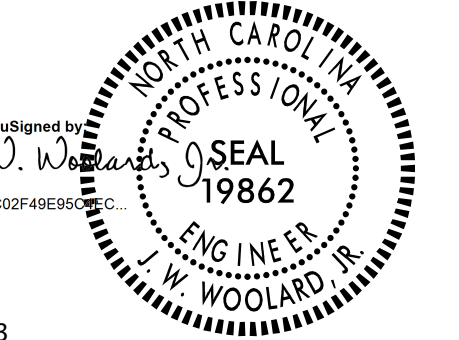


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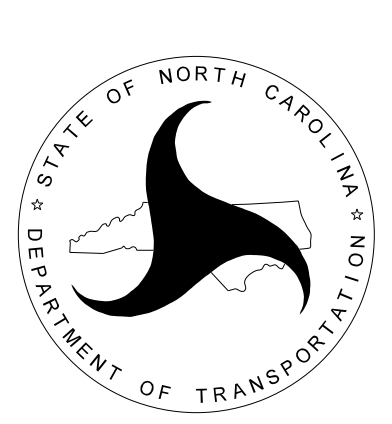
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 J.W. Woolard
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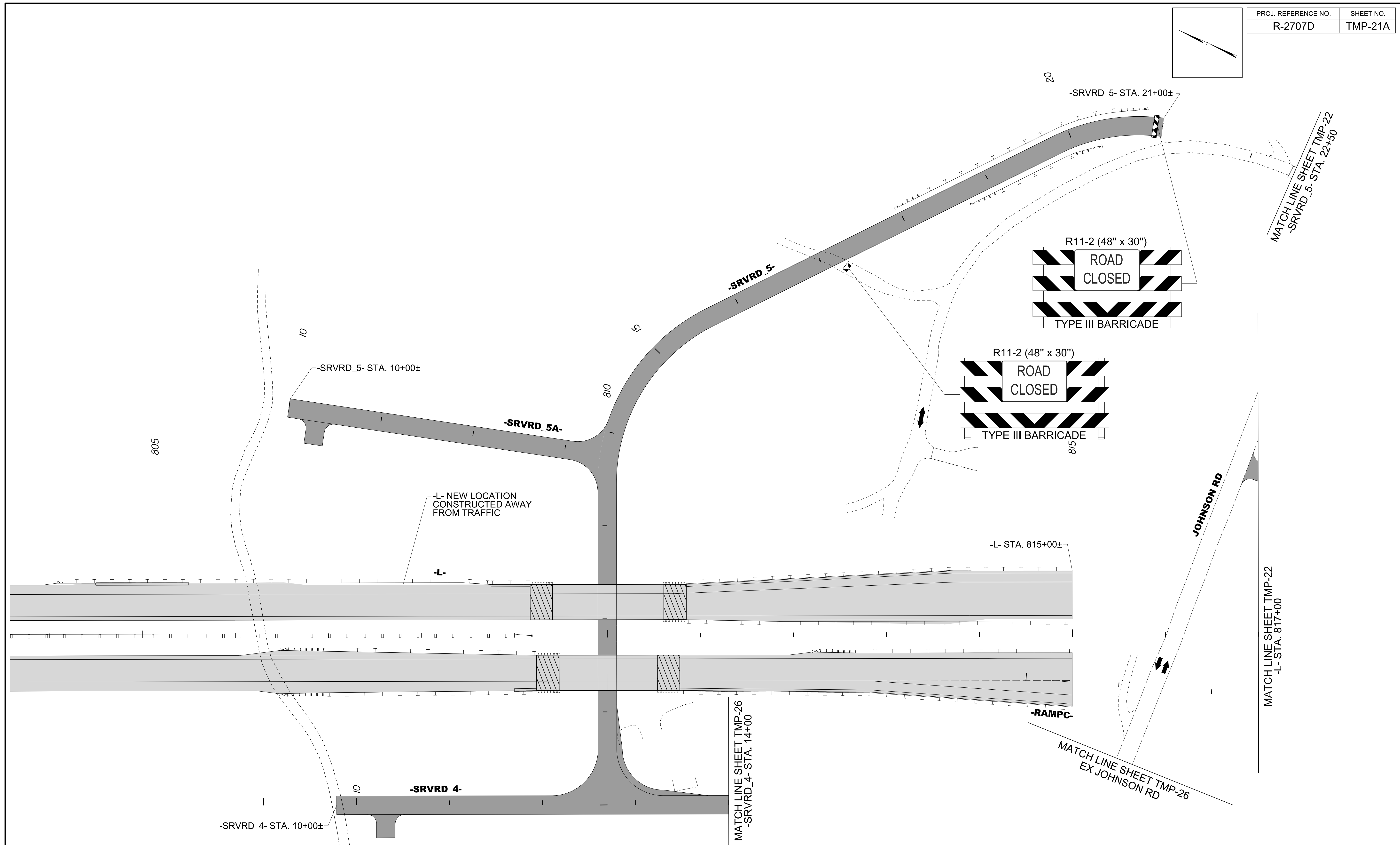
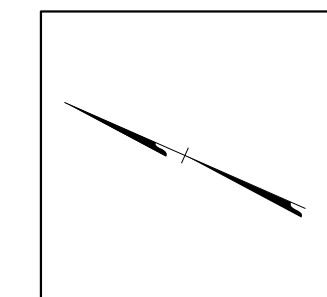


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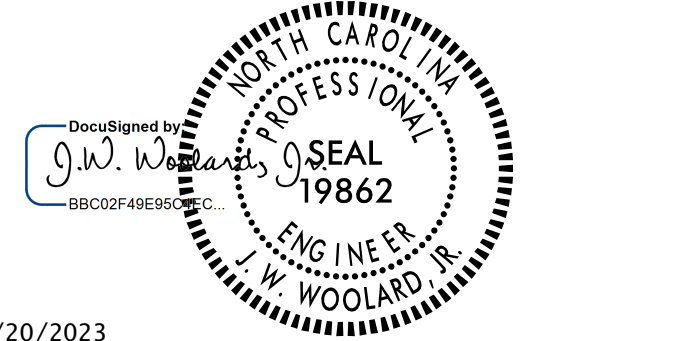


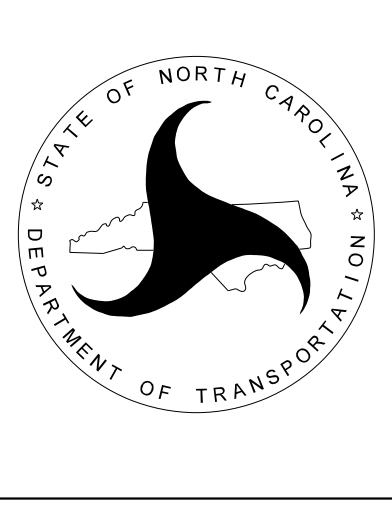
**AREA 5
 -L- US 74
 PHASE I
 OVERVIEW**



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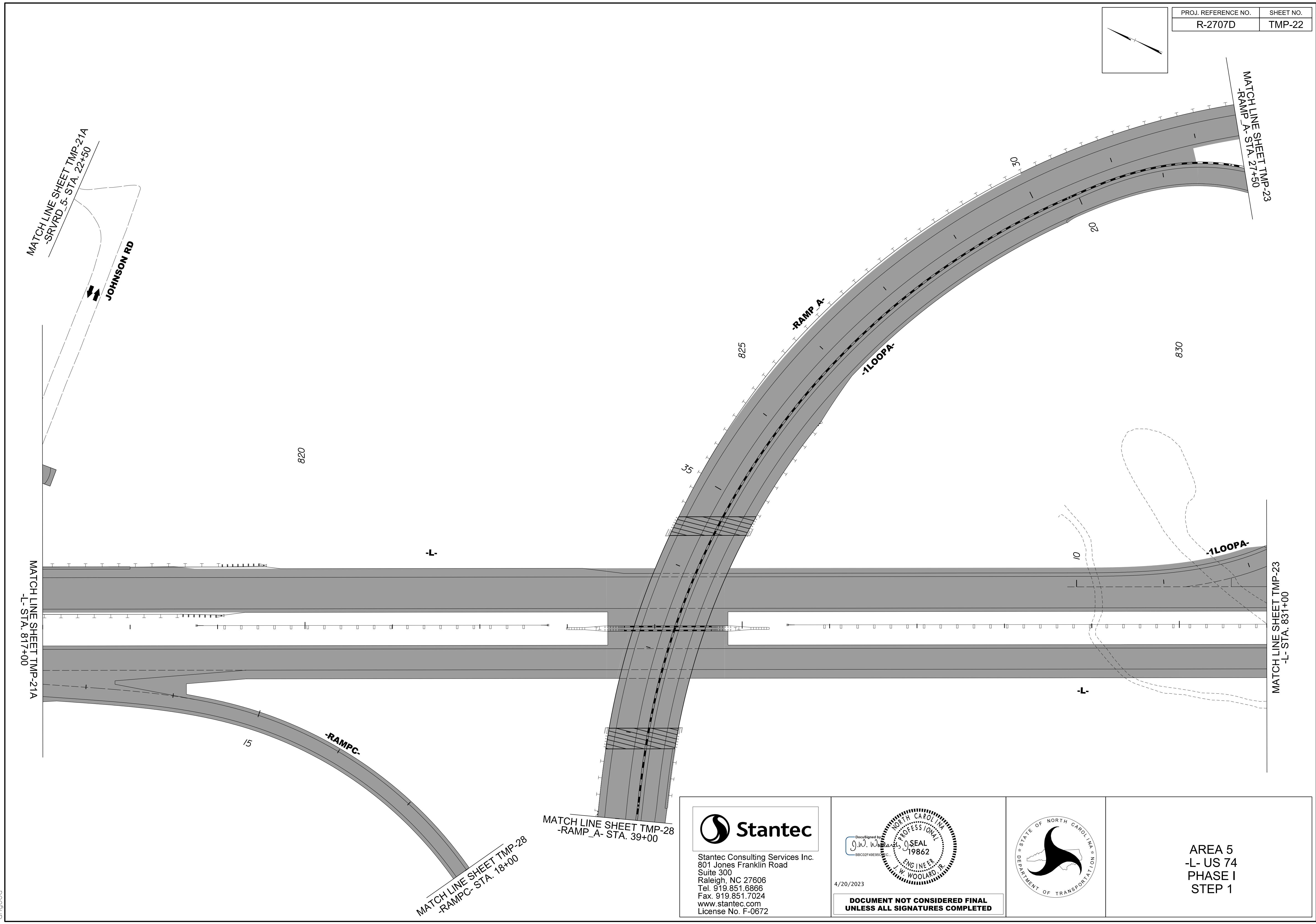
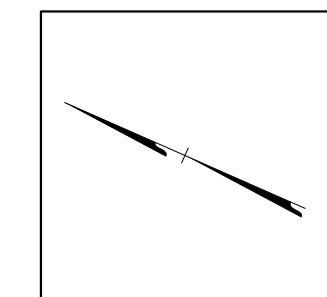

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AREA 5
-L- US 74
PHASE I
STEP 1

PROJ. REFERENCE NO.	SHEET NO.
R-2707D	TMP-22



MATCH LINE SHEET TMP-21A
-SRV RD. 5- STA. 22+50

JOHNSON RD

MATCH LINE SHEET TMP-23
-RAMP_A- STA. 27+50

MATCH LINE SHEET TMP-21A
-L- STA. 817+00

MATCH LINE SHEET TMP-23
-L- STA. 831+00

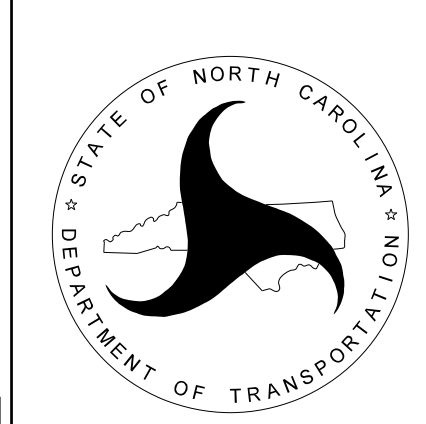
MATCH LINE SHEET TMP-28
-RAMP_A- STA. 39+00

MATCH LINE SHEET TMP-28
-RAMP_C- STA. 18+00

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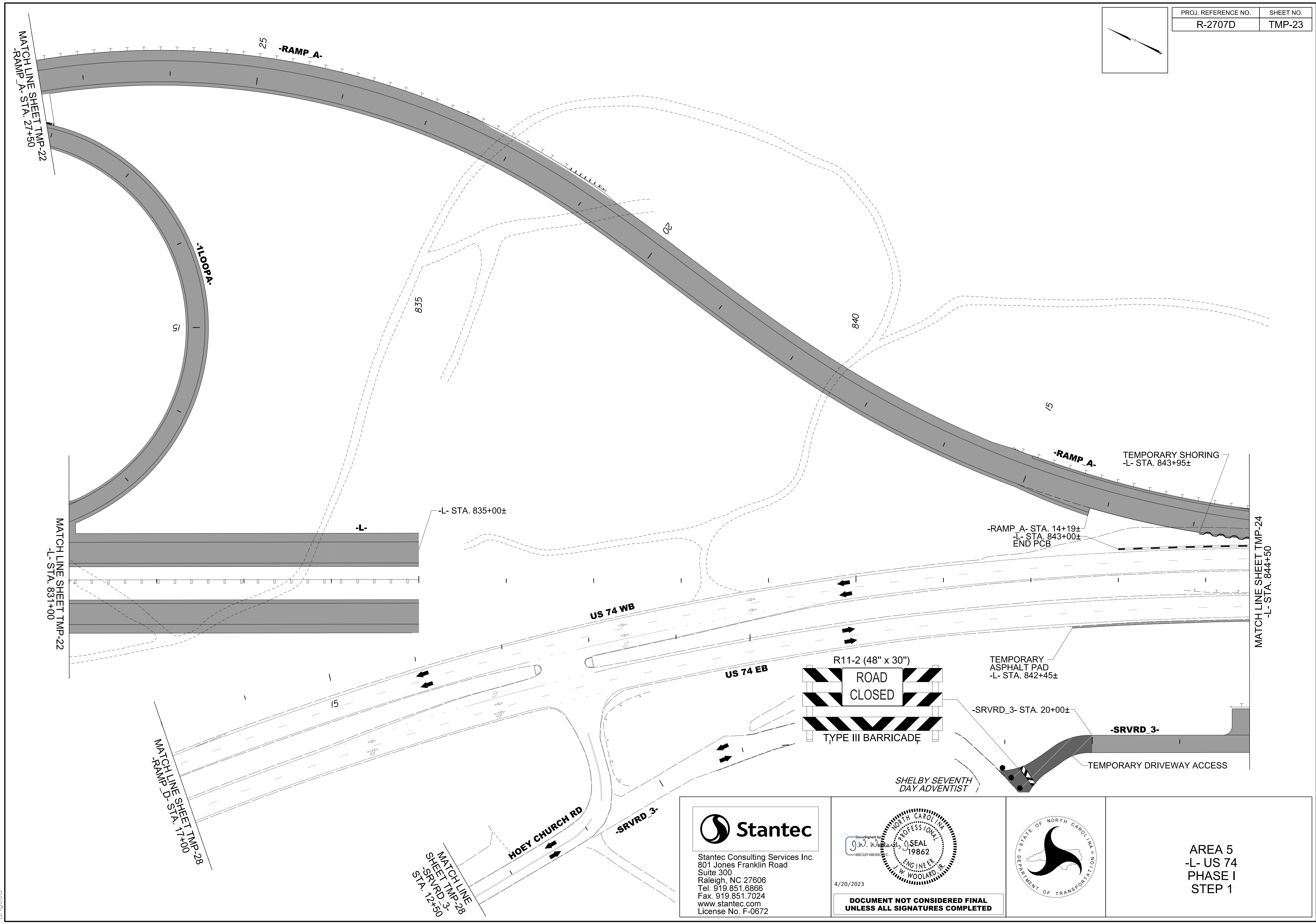
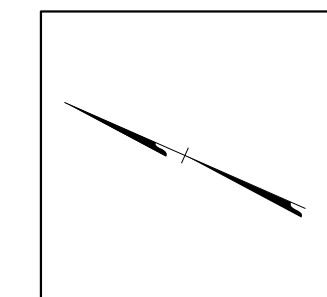
DocuSigned by
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19862
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AREA 5
-L- US 74
PHASE I
STEP 1

PROJ. REFERENCE NO.	SHEET NO.
R-2707D	TMP-23



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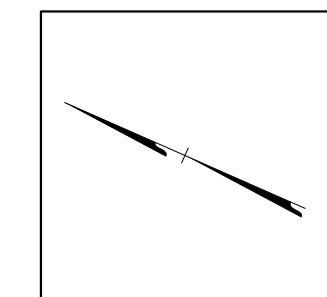
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 19862
 W. WOOLARD, R.

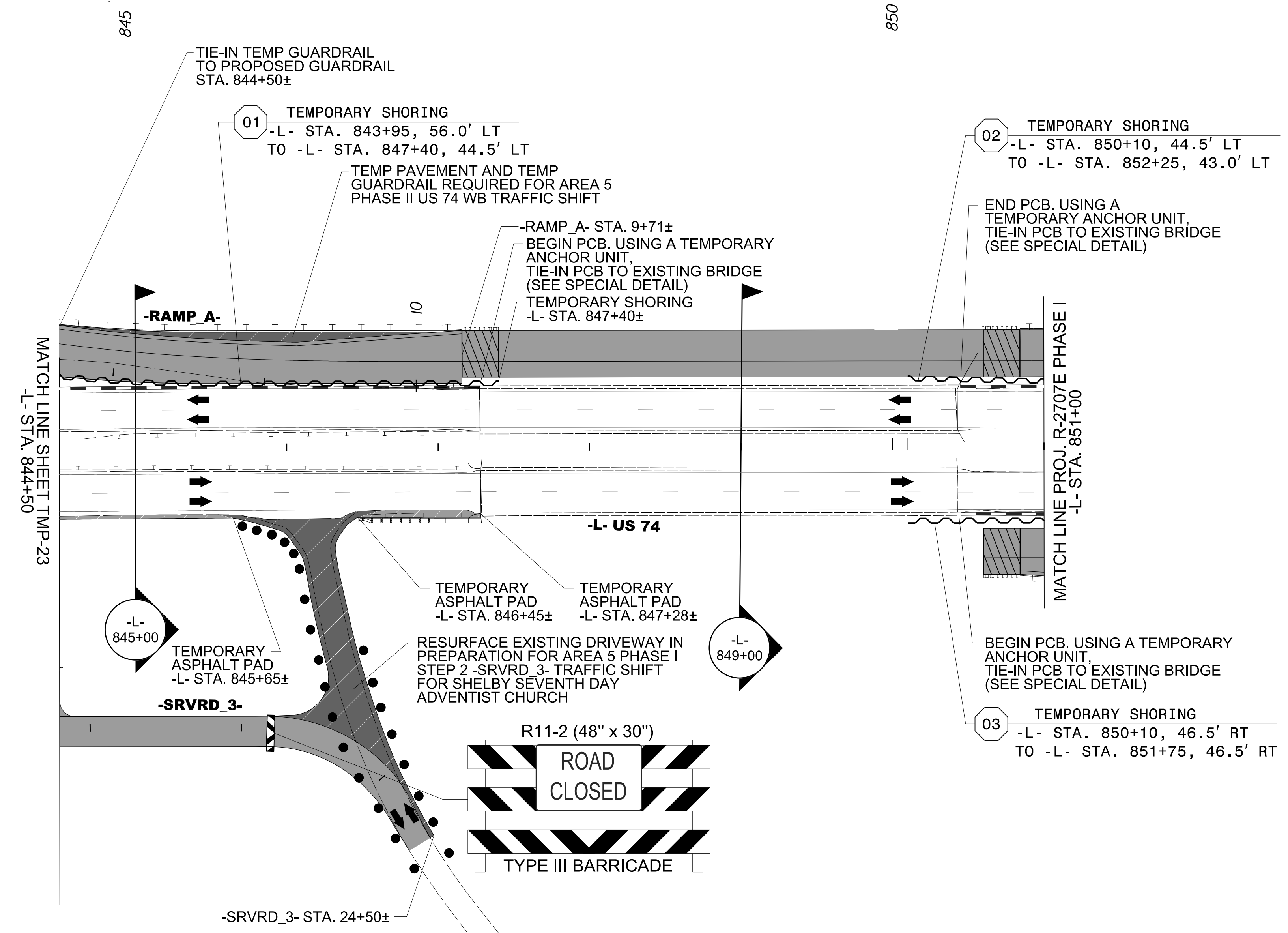
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**AREA 5
 -L- US 74
 PHASE I
 STEP 1**



SEE TMP-25 FOR
CROSS SECTIONS



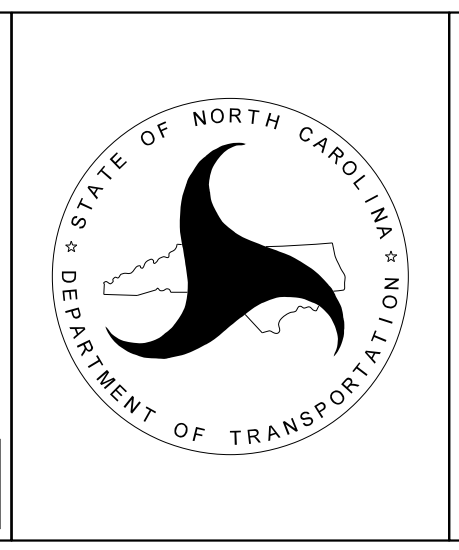
COORDINATE R-2707E CONSTRUCTION
STAGING WITH R-2707D AREA 5 BRIDGES
OVER BUFFALO CREEK STAGING

4/20/2023
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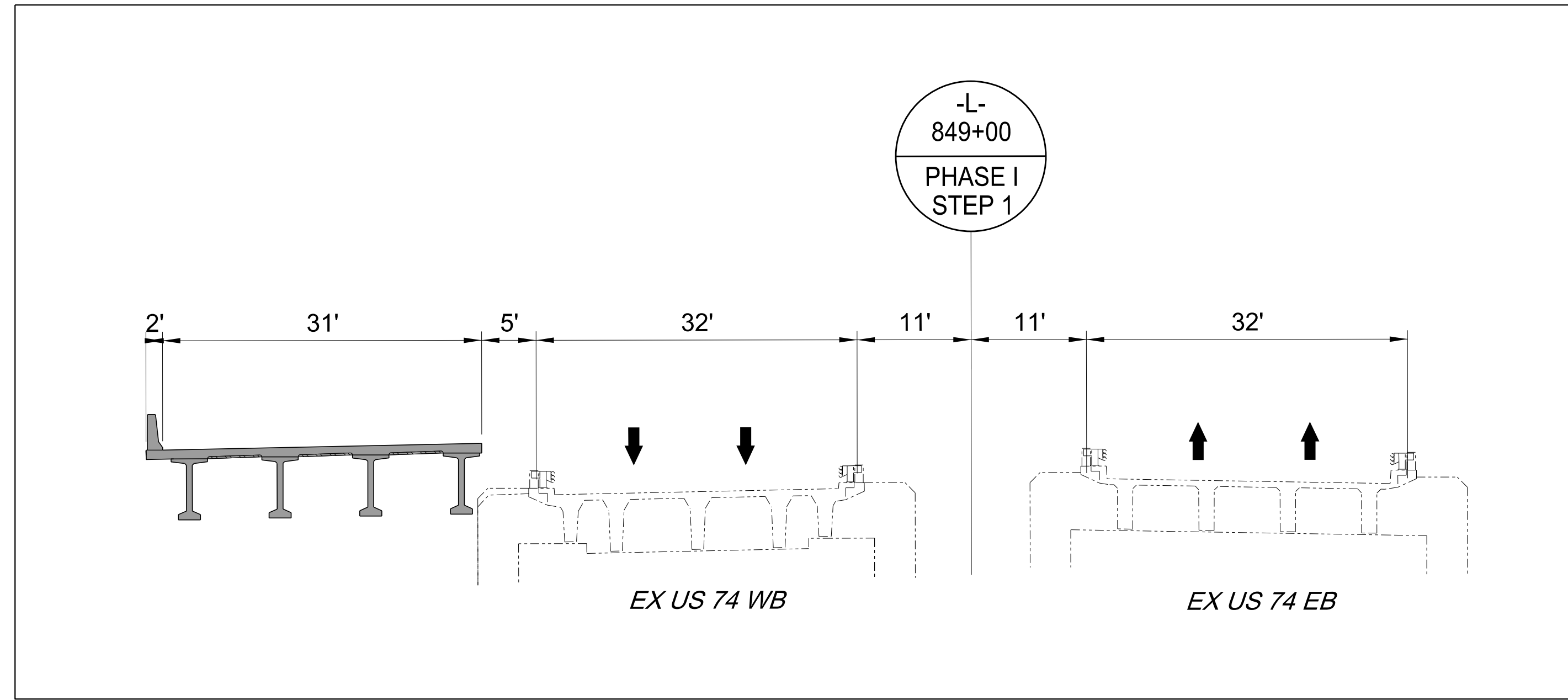
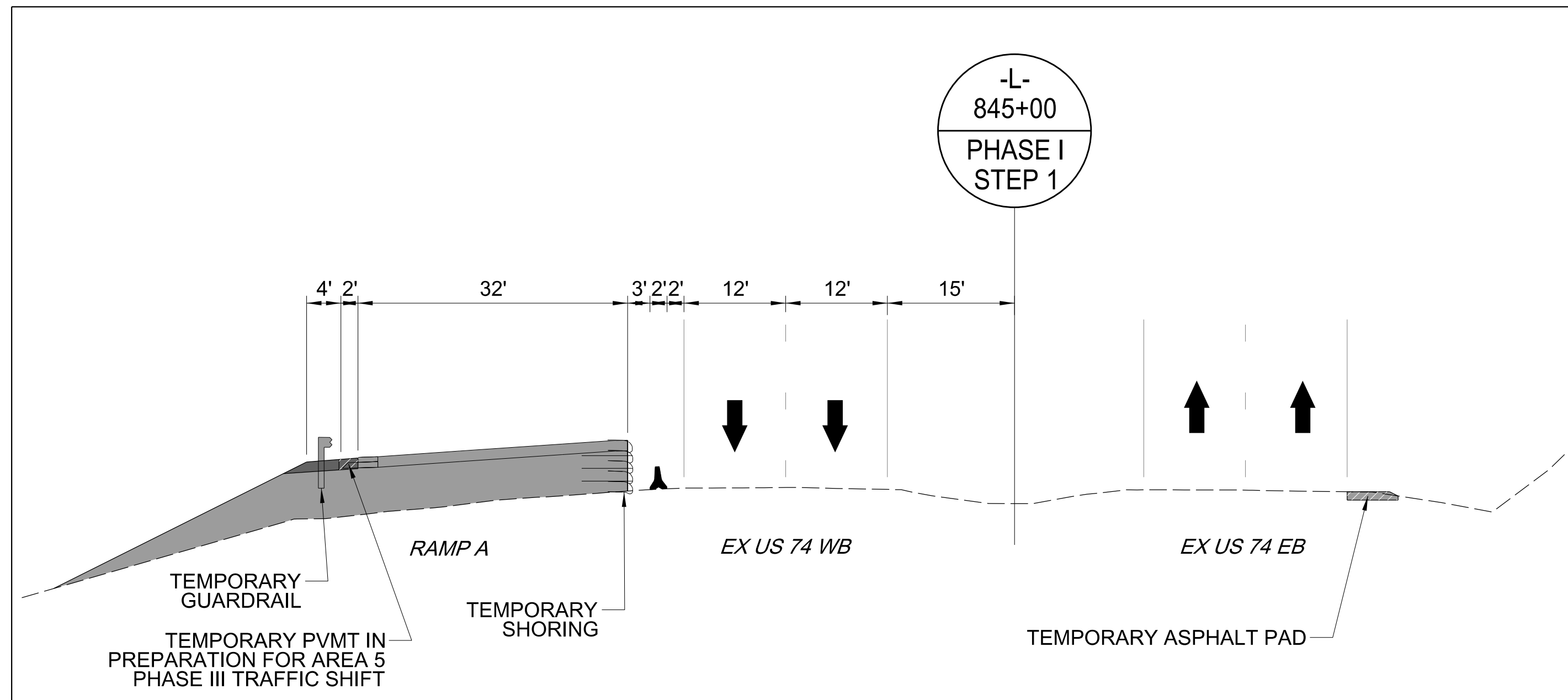
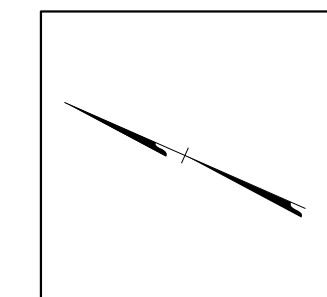
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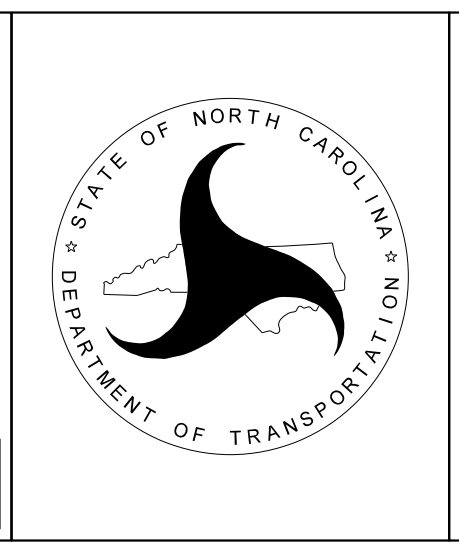
AREA 5
-L- US 74
PHASE I
STEP 1



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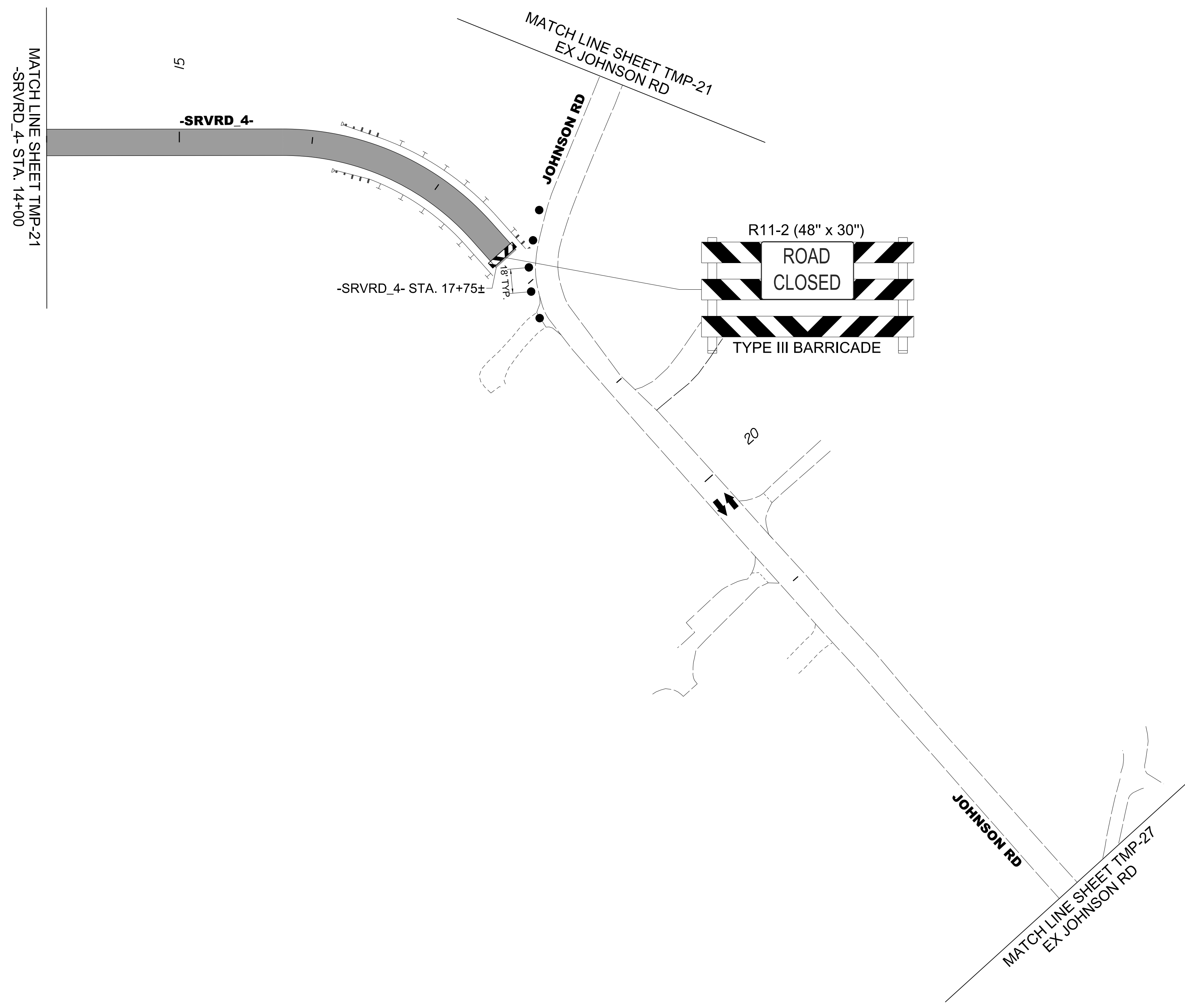
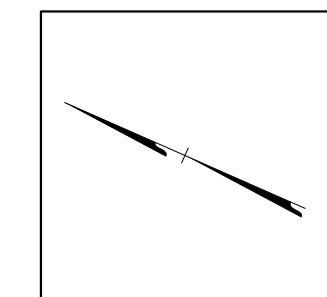
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AREA 5
 -L- US 74
 PHASE I
 STEP 1

PROJ. REFERENCE NO.	SHEET NO.
R-2707D	TMP-26

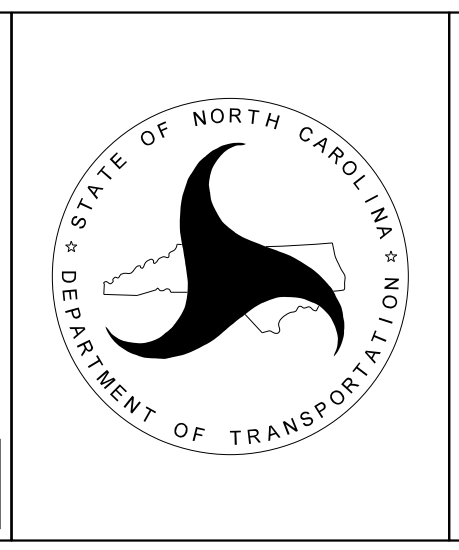


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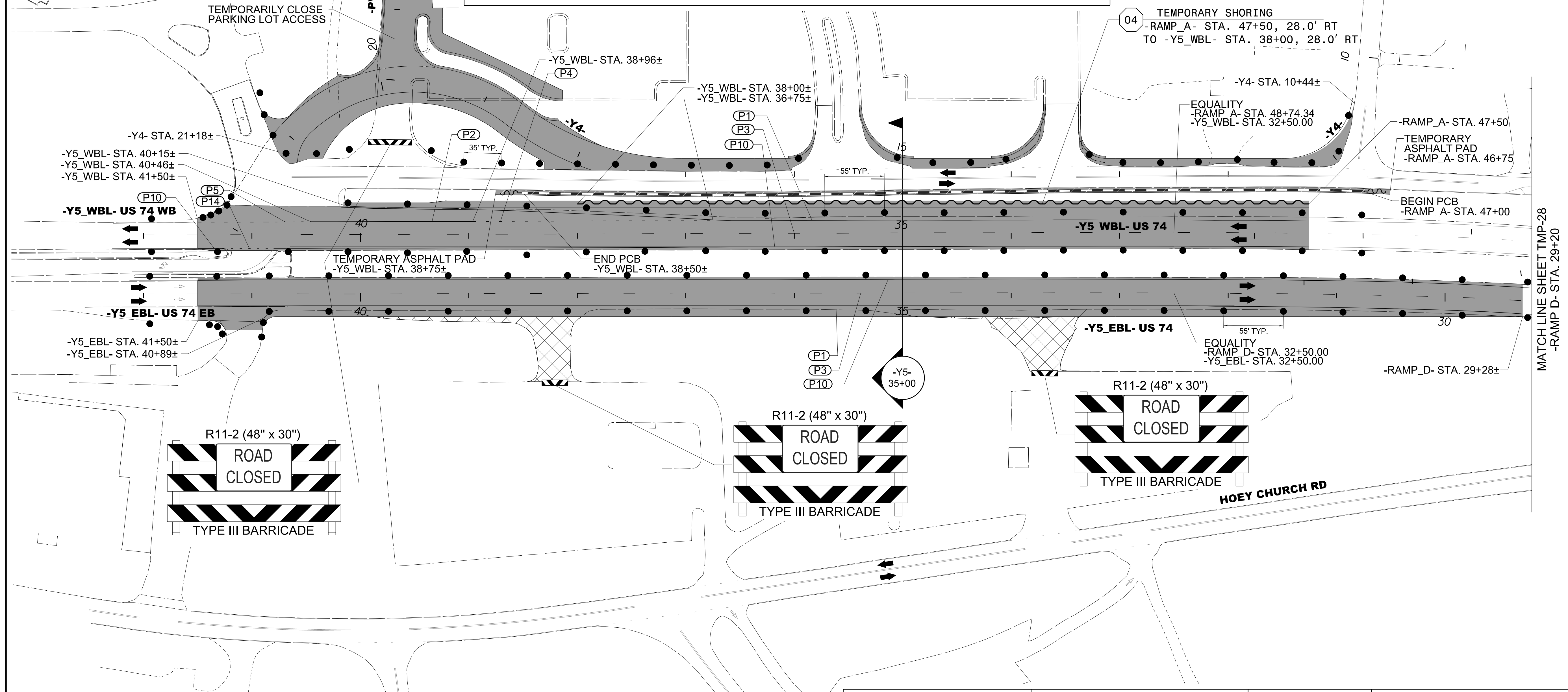
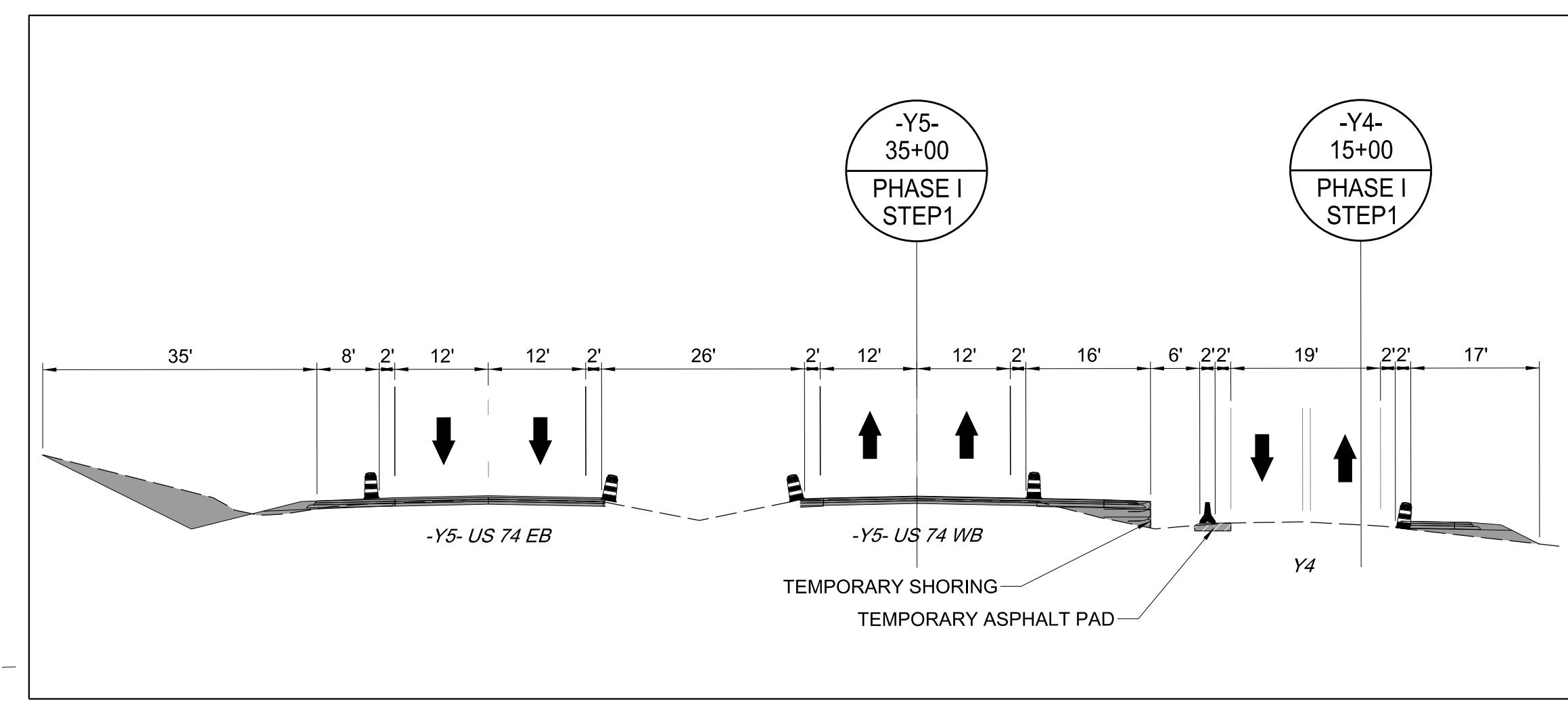
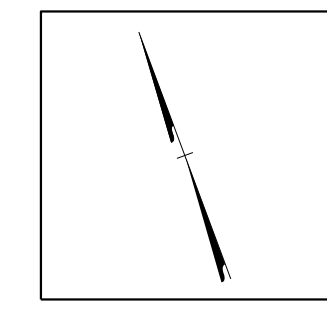
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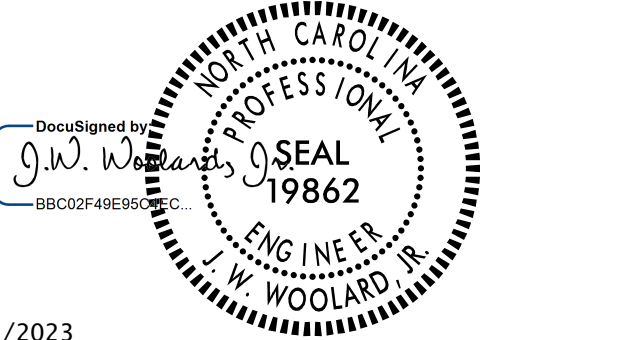


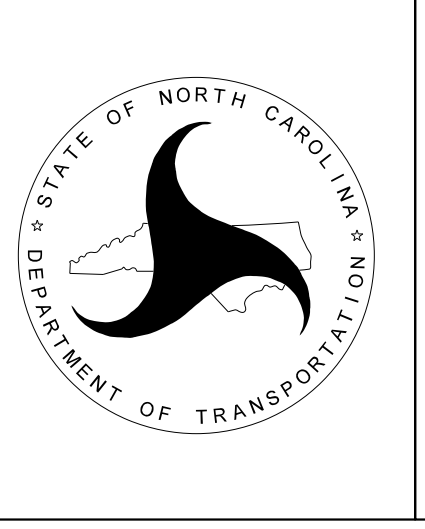
AREA 5
-L- US 74
PHASE I
STEP 1



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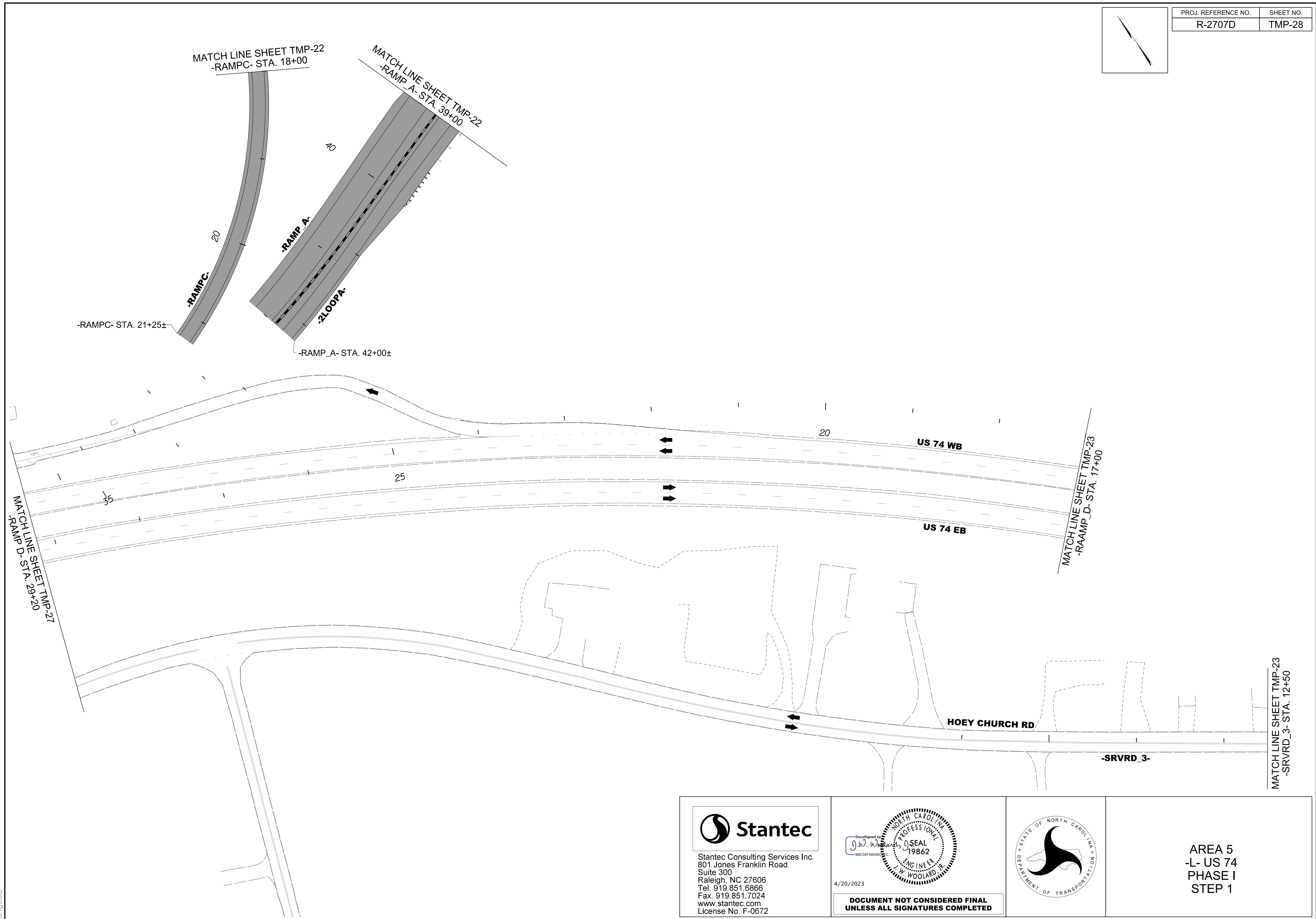
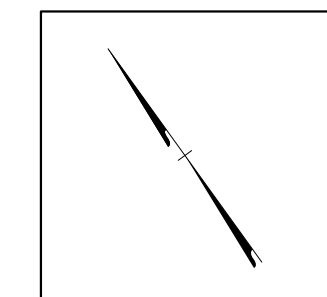


AREA 5
 -L- US 74
 PHASE I
 STEP 1

MATCH LINE SHEET TMP-28
 -RAMP D- STA. 29+20

MATCH LINE SHEET TMP-26
 EX JOHNSON RD

PROJ. REFERENCE NO.	SHEET NO.
R-2707D	TMP-28

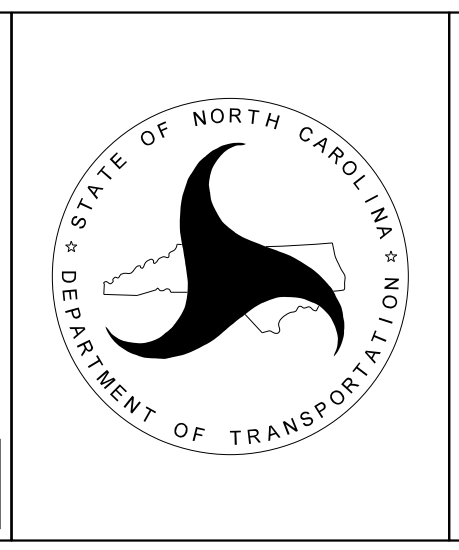


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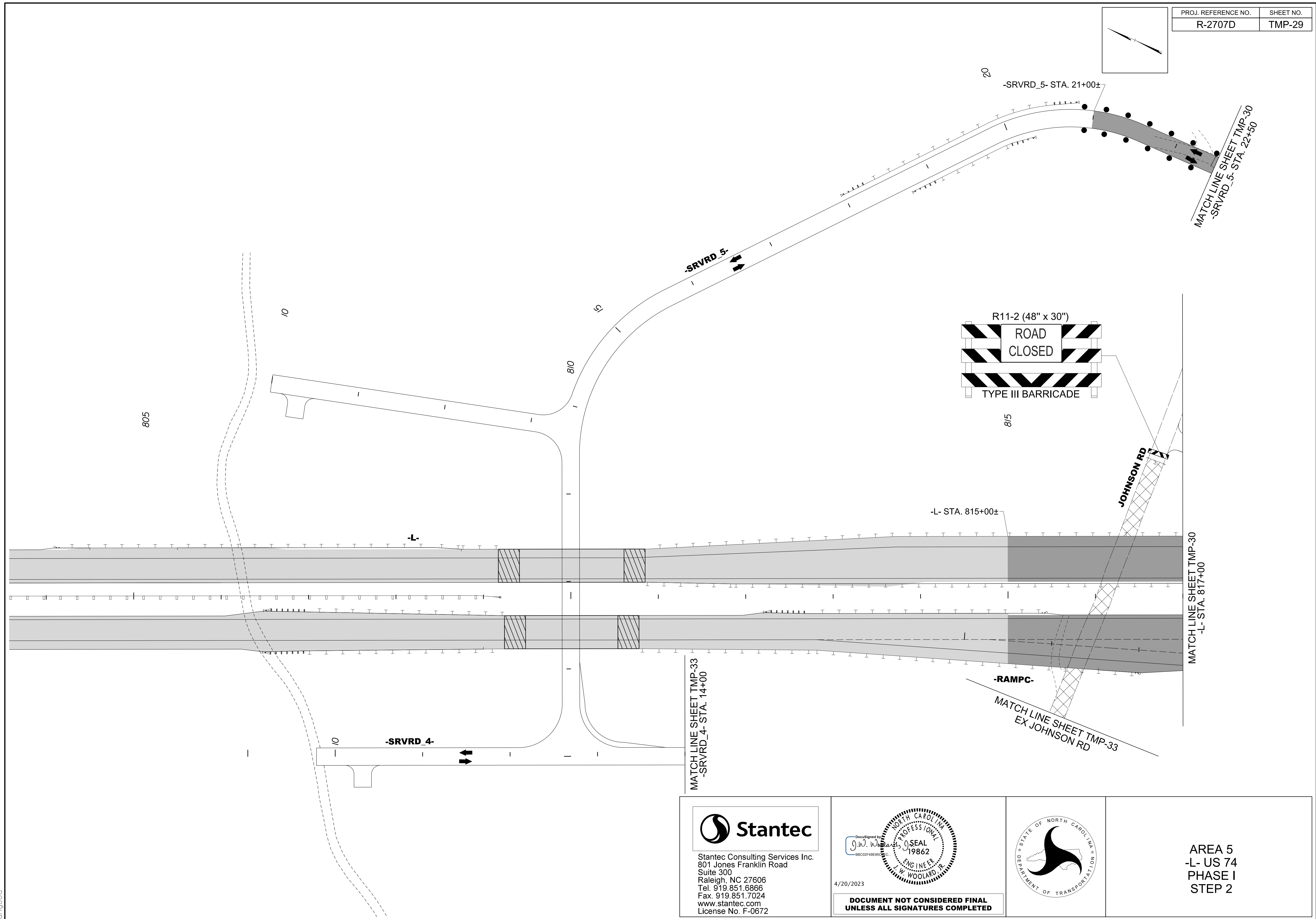
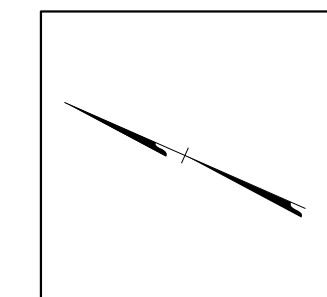
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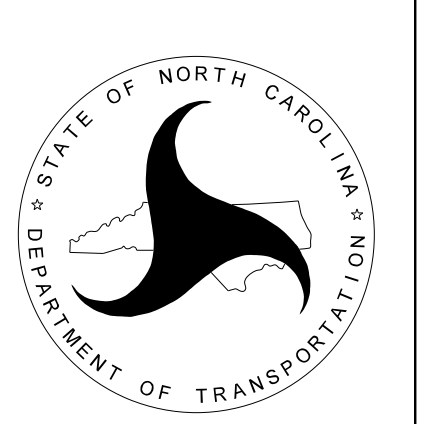
**AREA 5
 -L- US 74
 PHASE I
 STEP 1**



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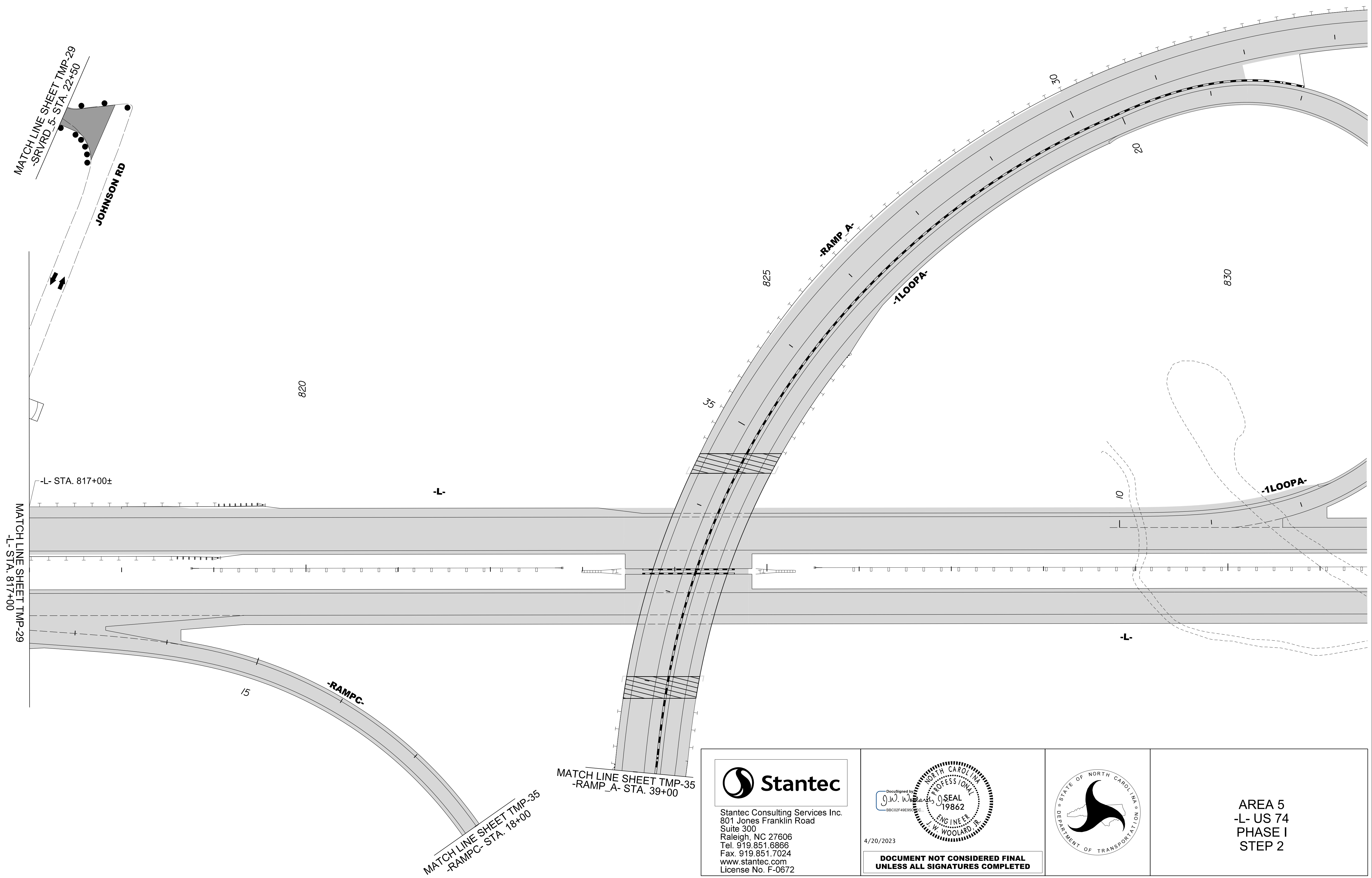
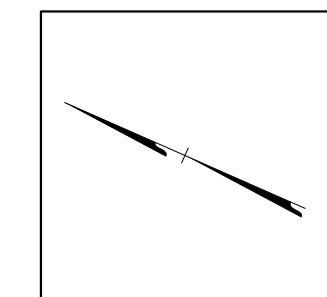
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AREA 5
 -L- US 74
 PHASE I
 STEP 2

PROJ. REFERENCE NO.	SHEET NO.
R-2707D	TMP-30



MATCH LINE SHEET TMP-29
-SRV RD. 5- STA. 22+50

JOHNSON RD

-L- STA. 817+00±

MATCH LINE SHEET TMP-29
-L- STA. 817+00

MATCH LINE SHEET TMP-35
-RAMP_A- STA. 39+00

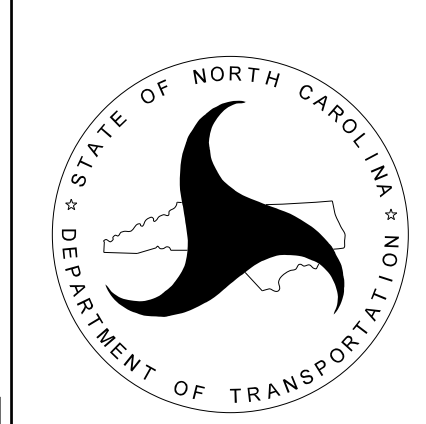
MATCH LINE SHEET TMP-35
-RAMP_C- STA. 18+00

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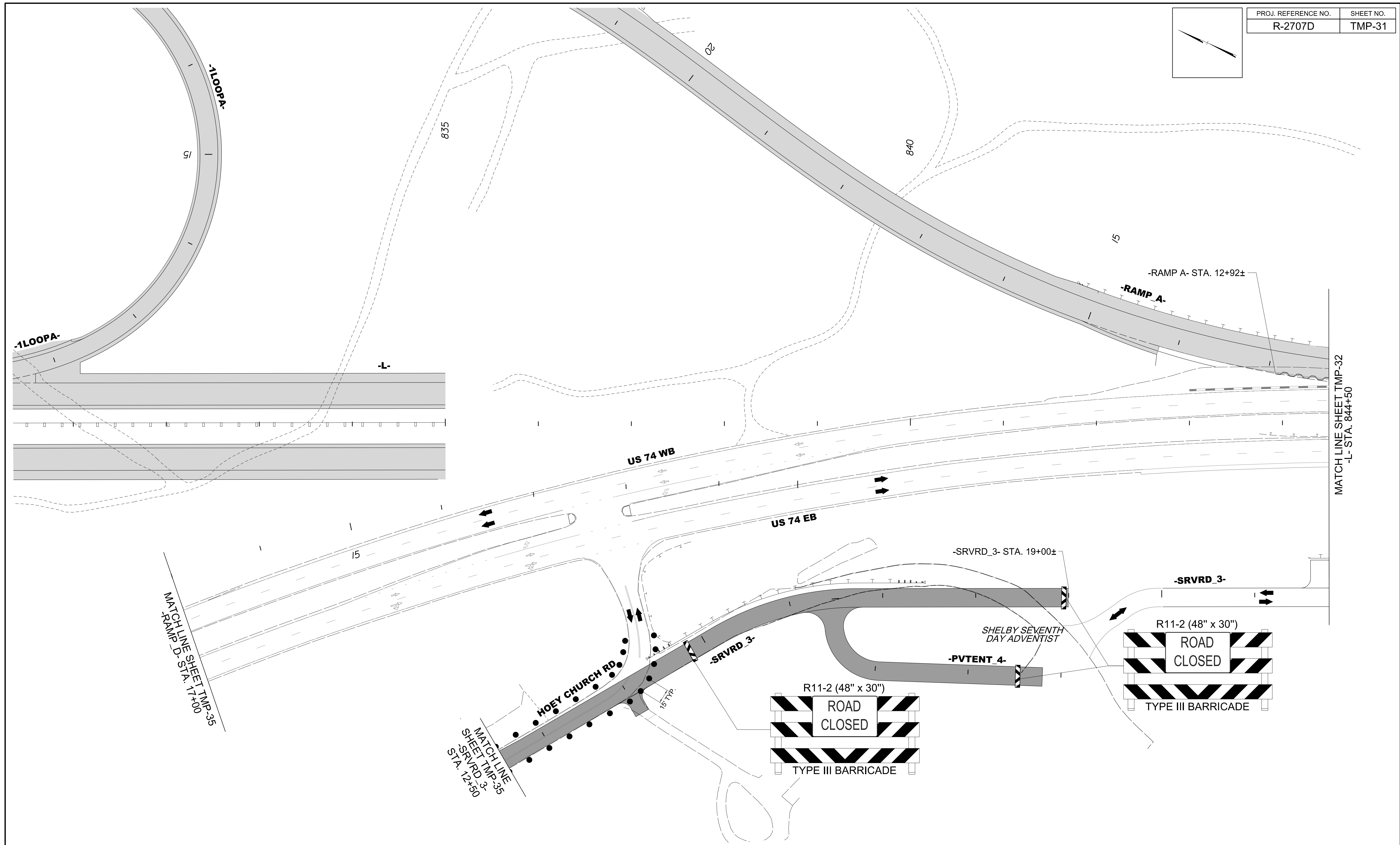
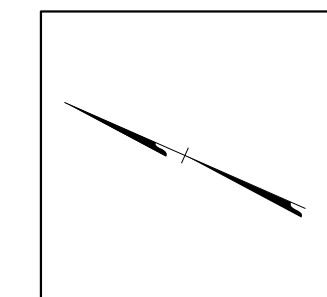
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PROFESSIONAL SEAL
19862
ENGINEER
NORTH CAROLINA



AREA 5
-L- US 74
PHASE I
STEP 2

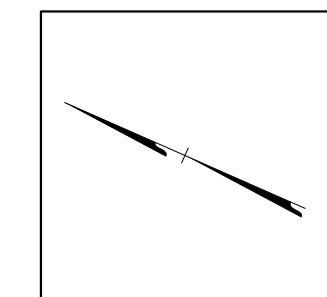
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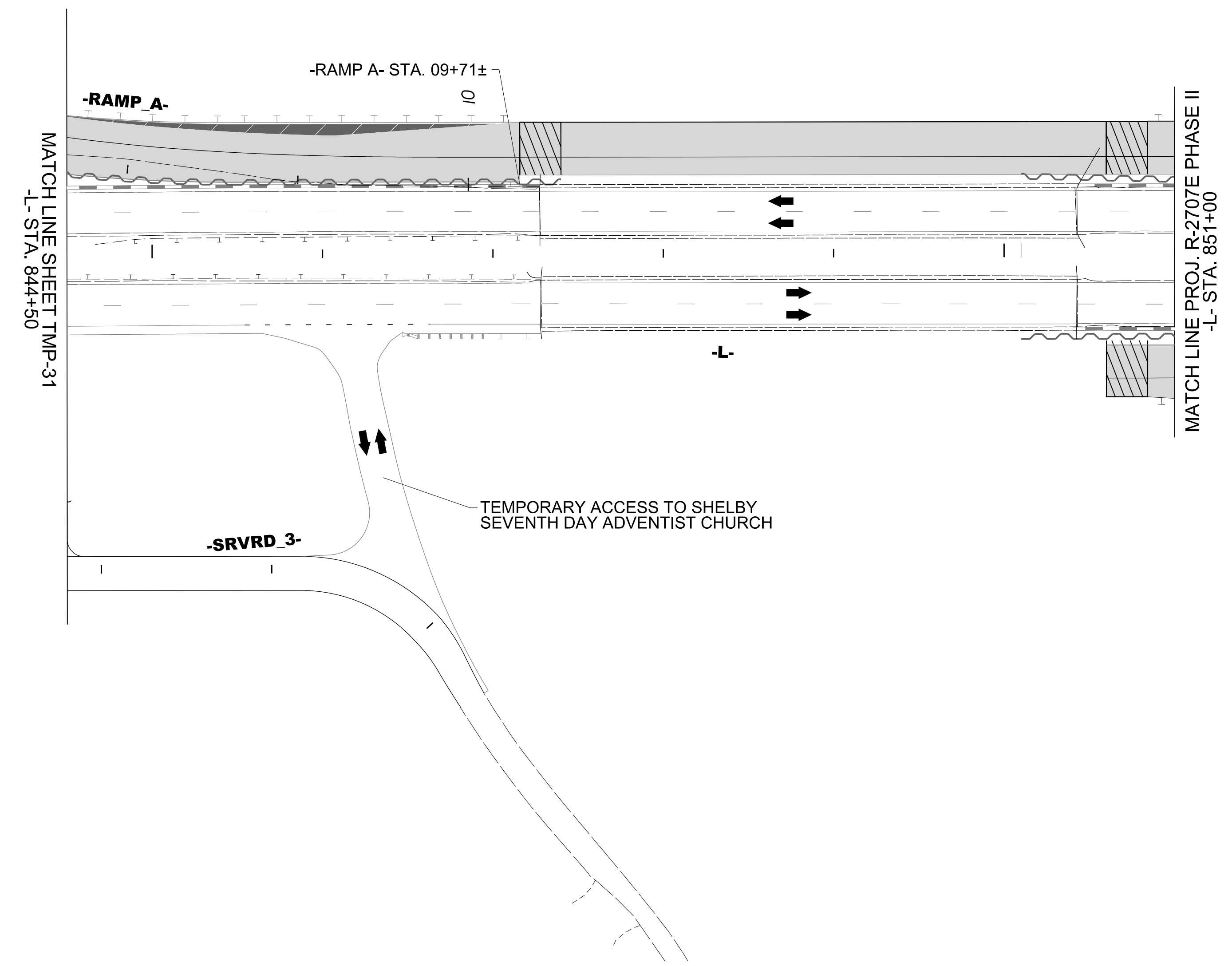
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PROJ. REFERENCE NO.	SHEET NO.
R-2707D	TMP-32



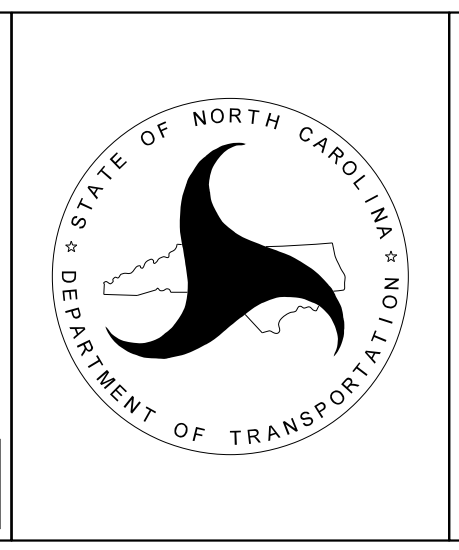
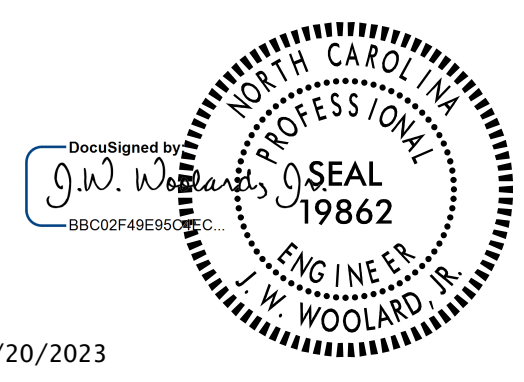
COORDINATE R-2707E CONSTRUCTION STAGING WITH R-2707D AREA 5 BRIDGES OVER BUFFALO CREEK STAGING



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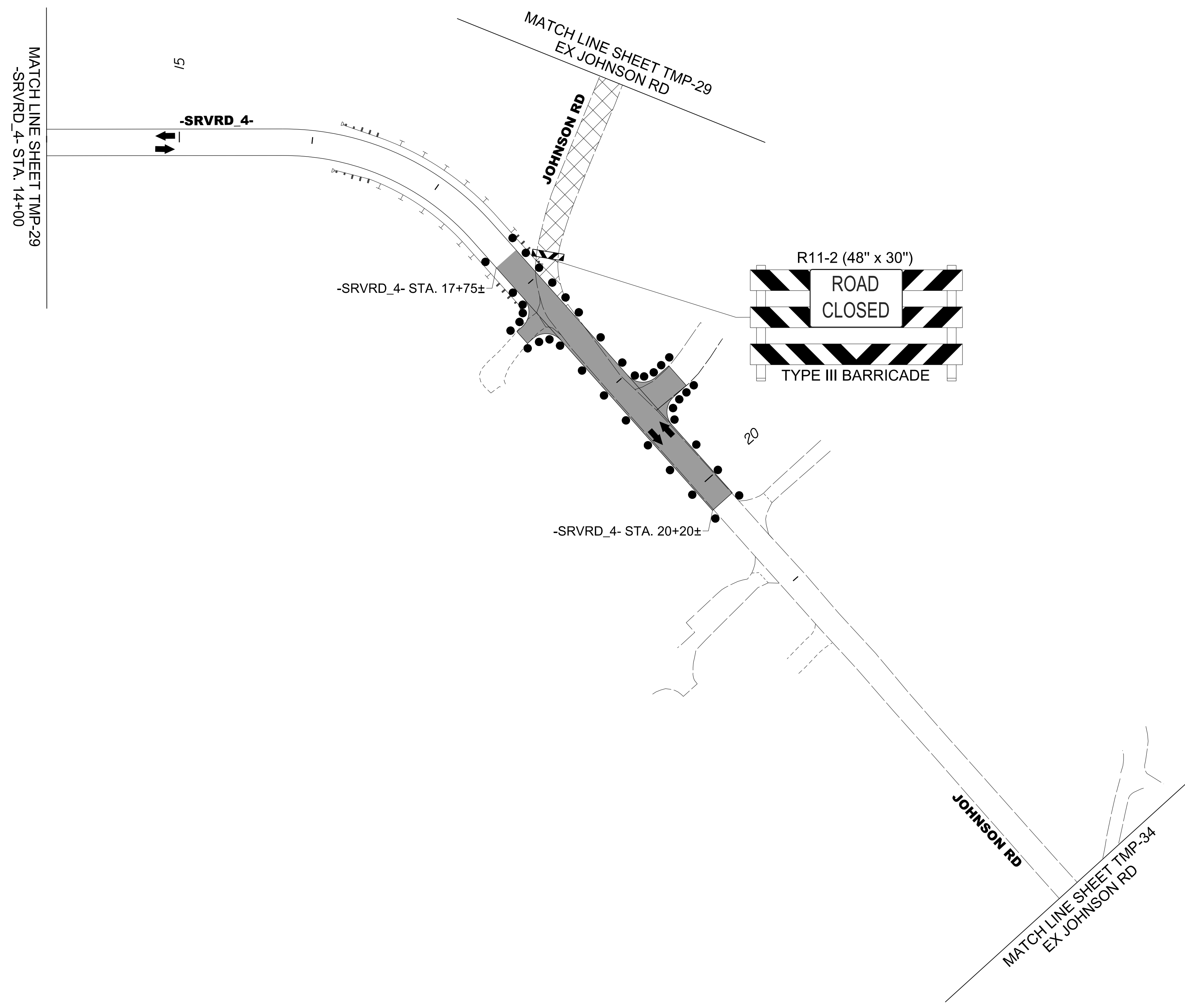
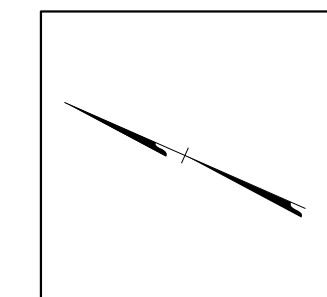
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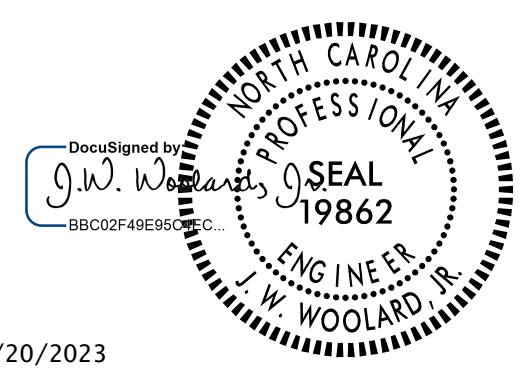
AREA 5
 -L- US 74
 PHASE I
 STEP 2

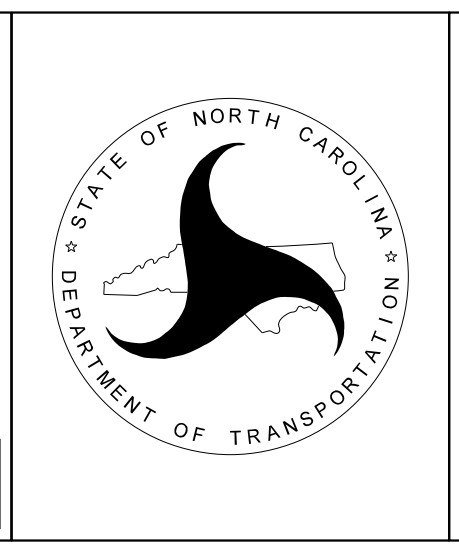
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R-2707D	TMP-33



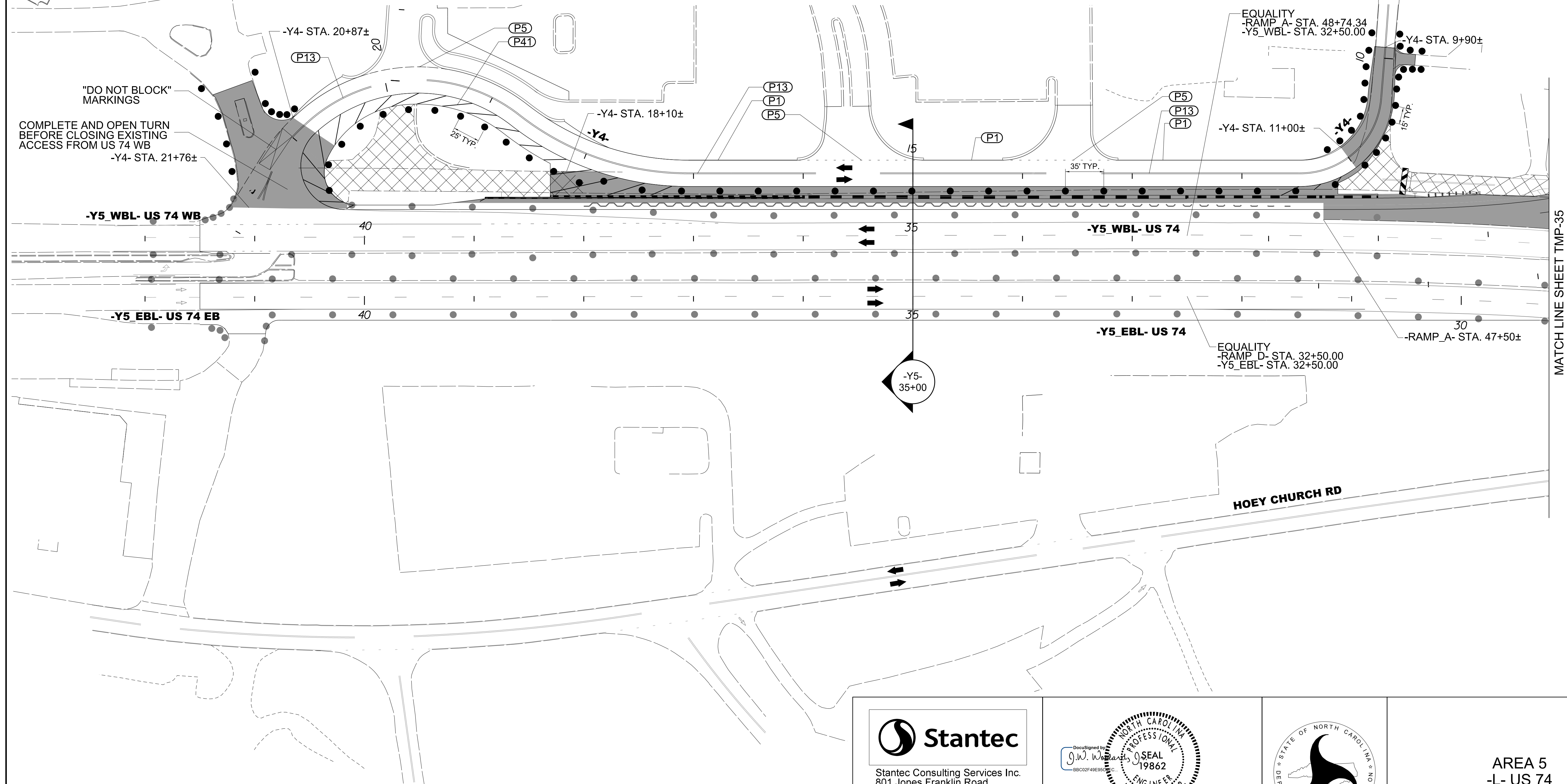
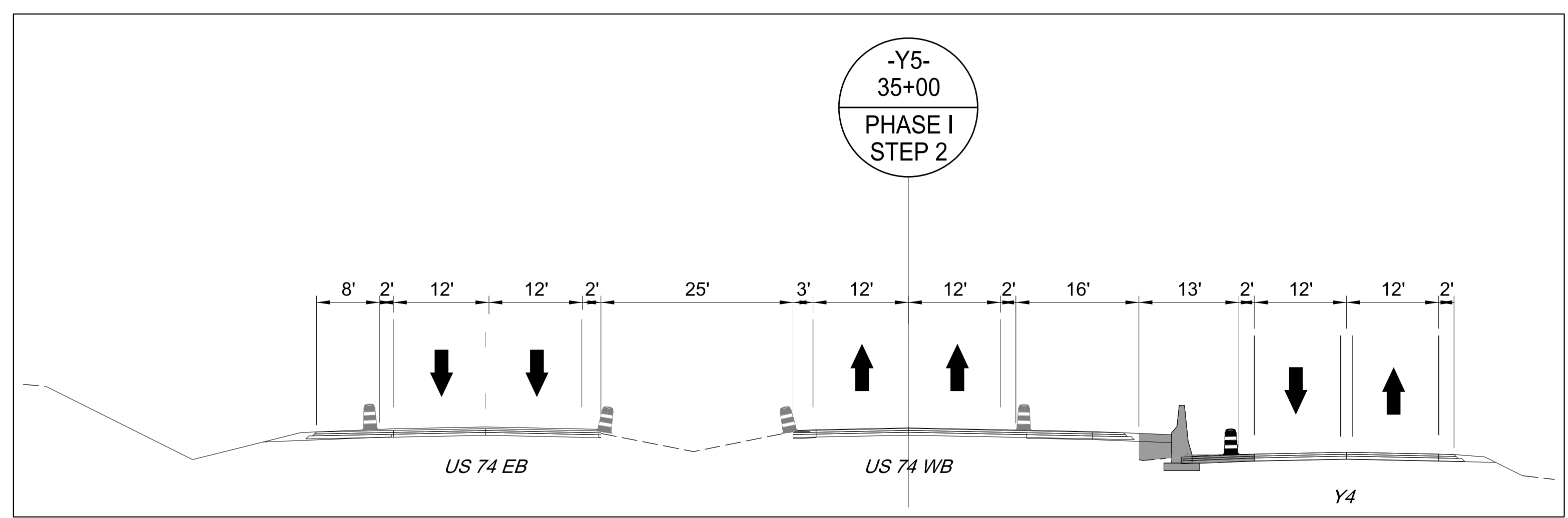
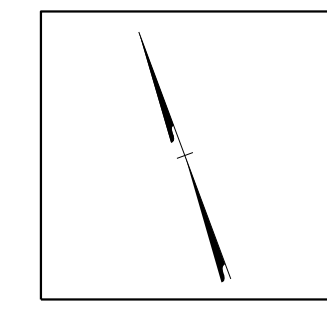
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**AREA 5
 -L- US 74
 PHASE I
 STEP 2**



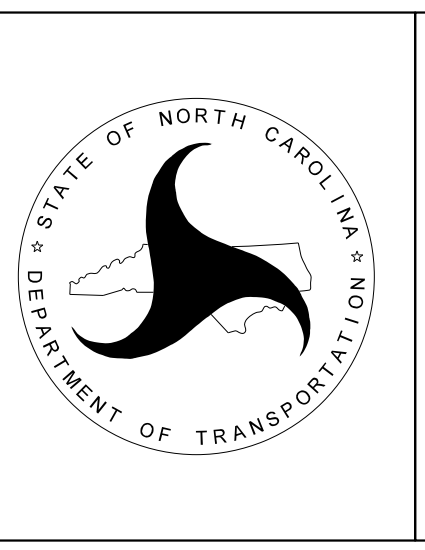
"DO NOT BLOCK" MARKINGS
 COMPLETE AND OPEN TURN BEFORE CLOSING EXISTING ACCESS FROM US 74 WB
 -Y4- STA. 21+76±

EQUALITY
 -RAMP D- STA. 32+50.00
 -Y5 EBL- STA. 32+50.00

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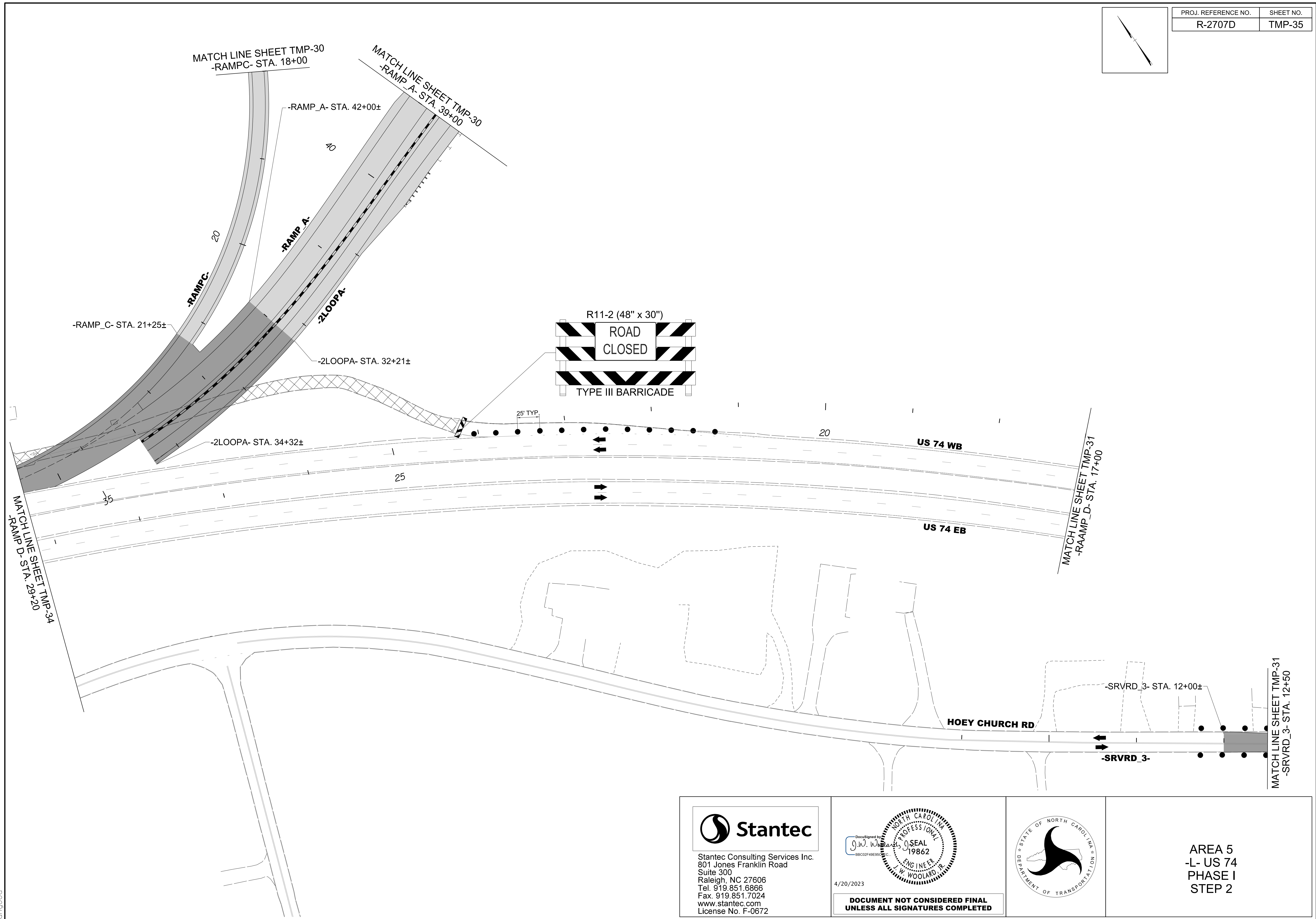
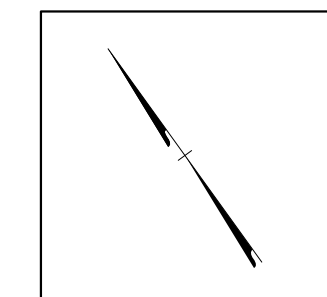
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AREA 5
 -L- US 74
 PHASE I
 STEP 2

PROJ. REFERENCE NO.	SHEET NO.
R-2707D	TMP-35



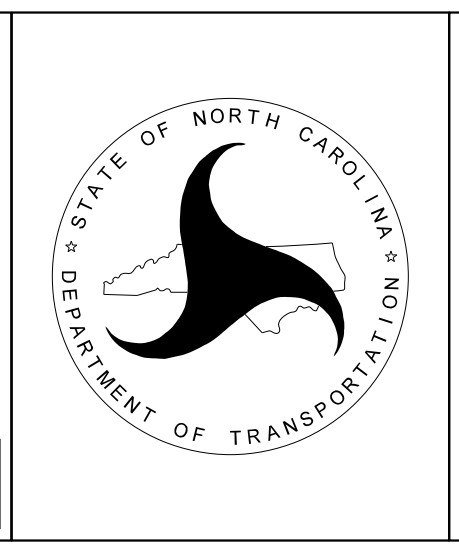
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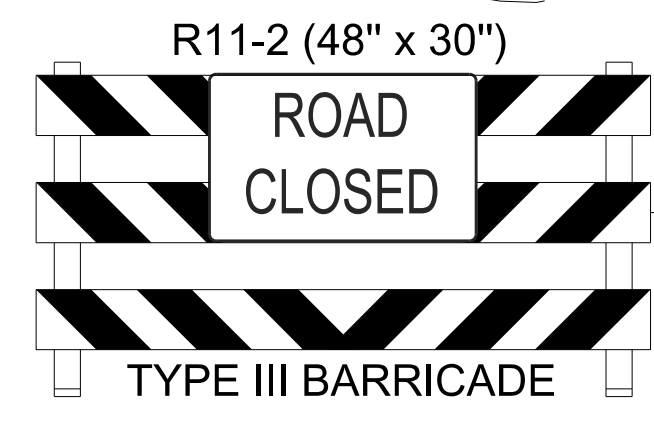
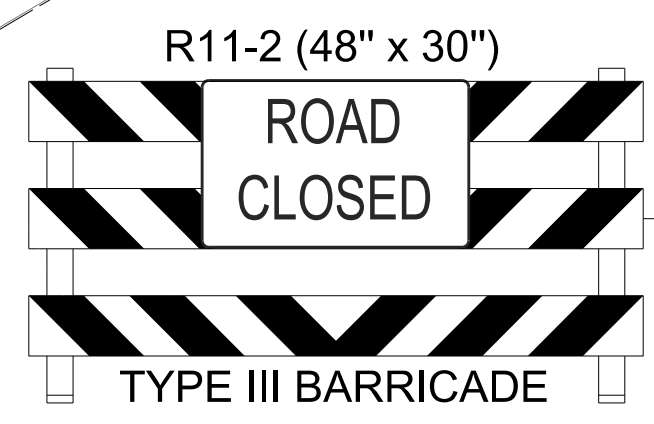
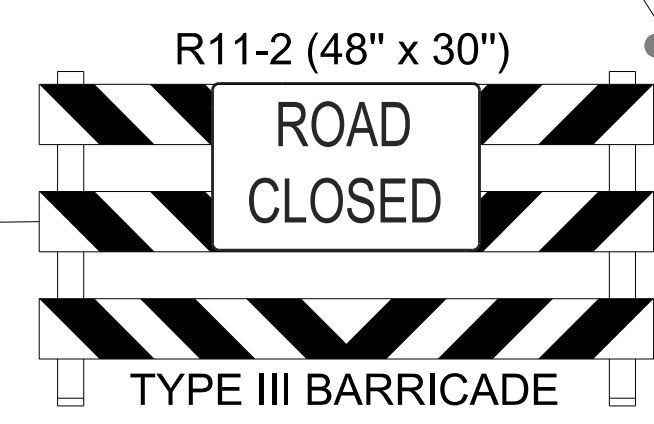
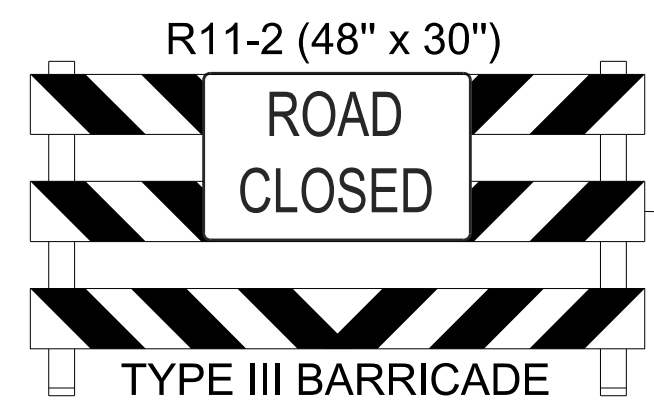
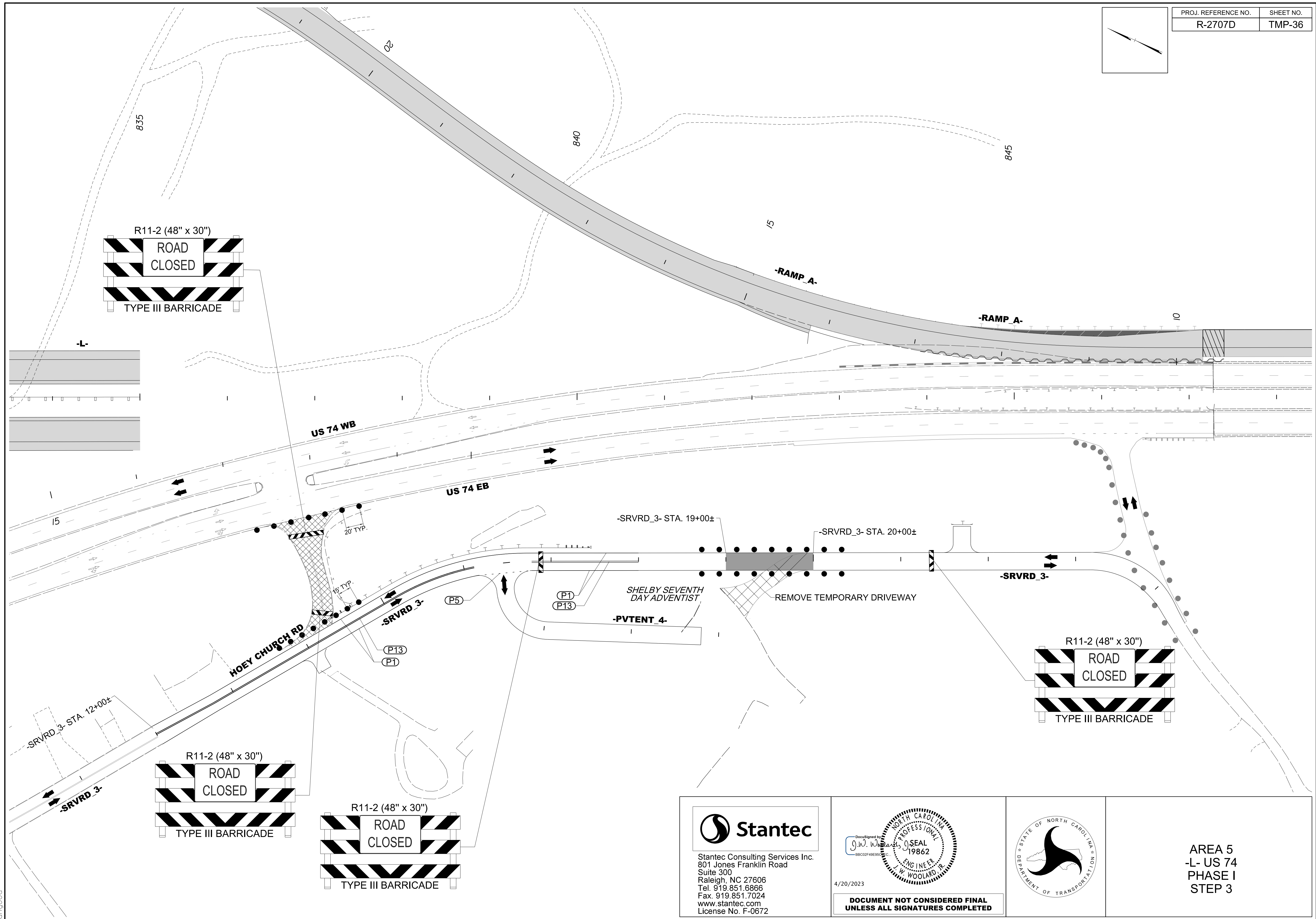
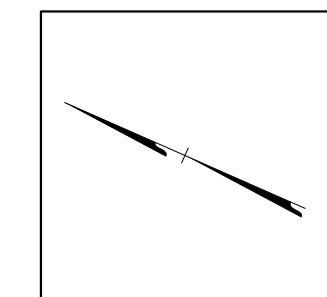
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**AREA 5
 -L- US 74
 PHASE I
 STEP 2**

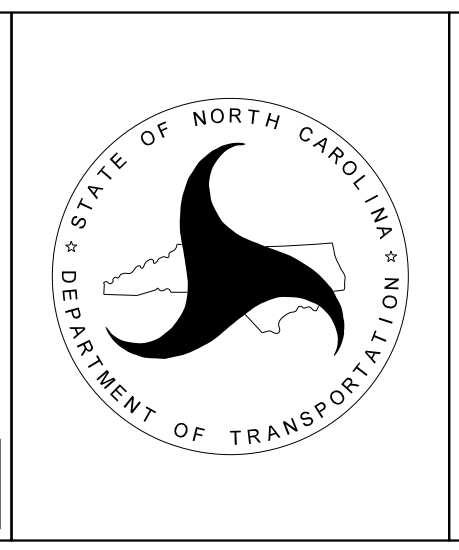


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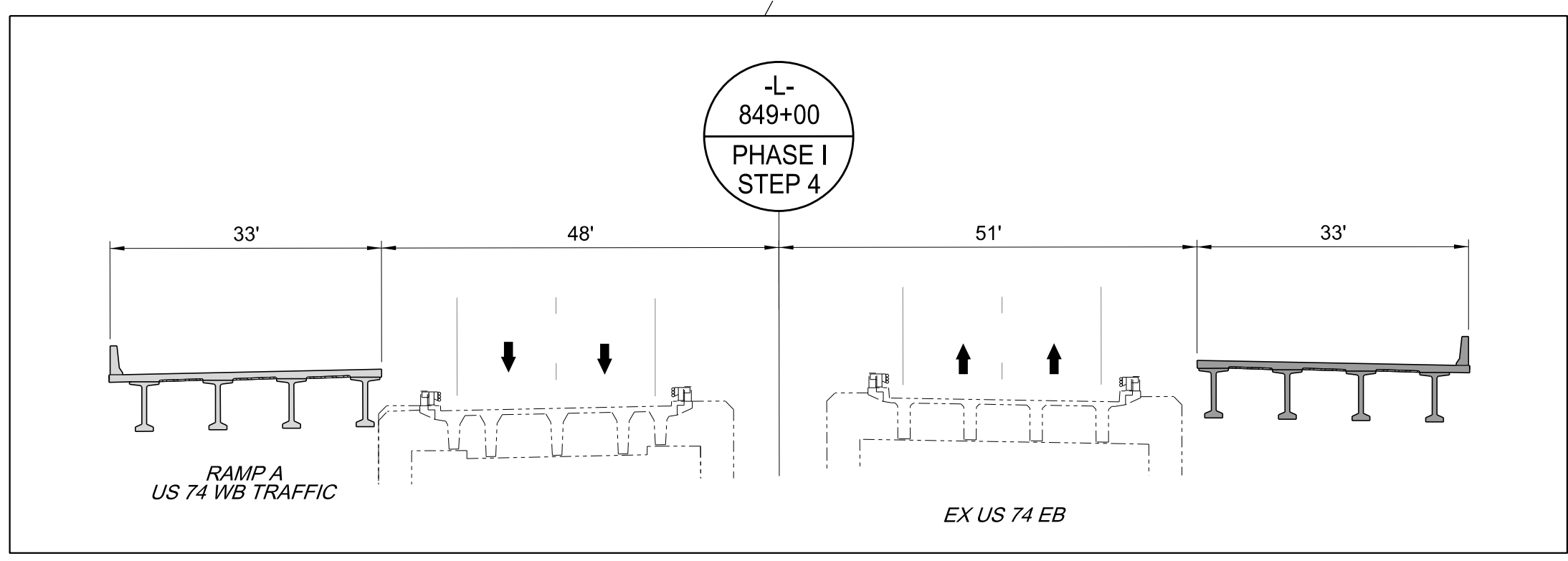
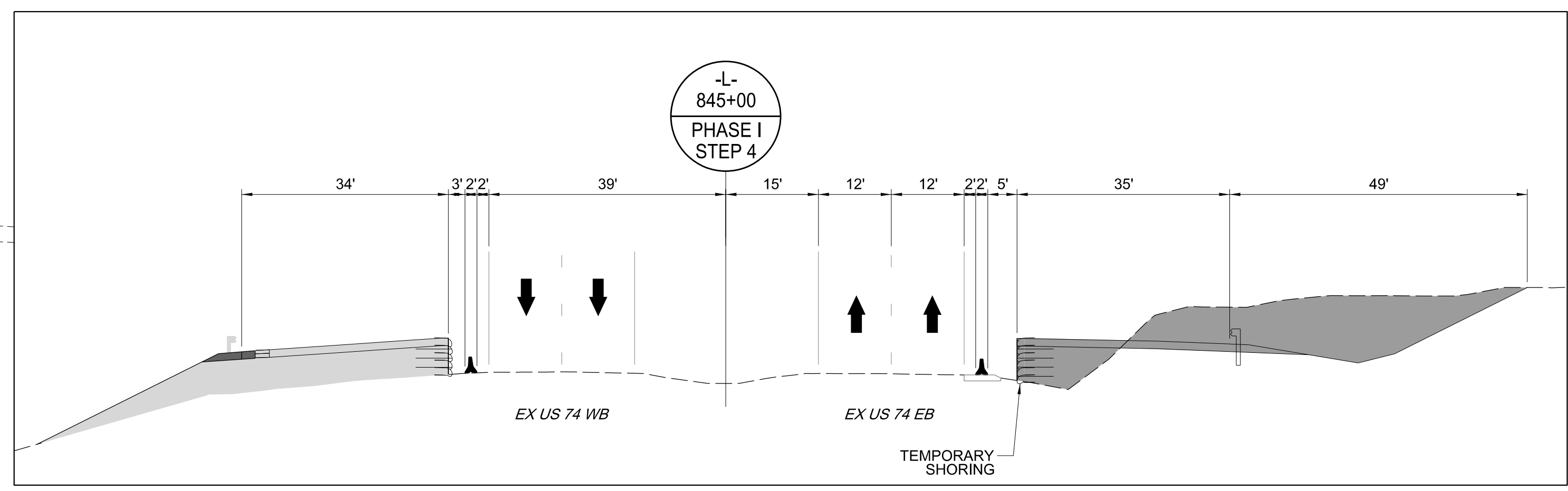
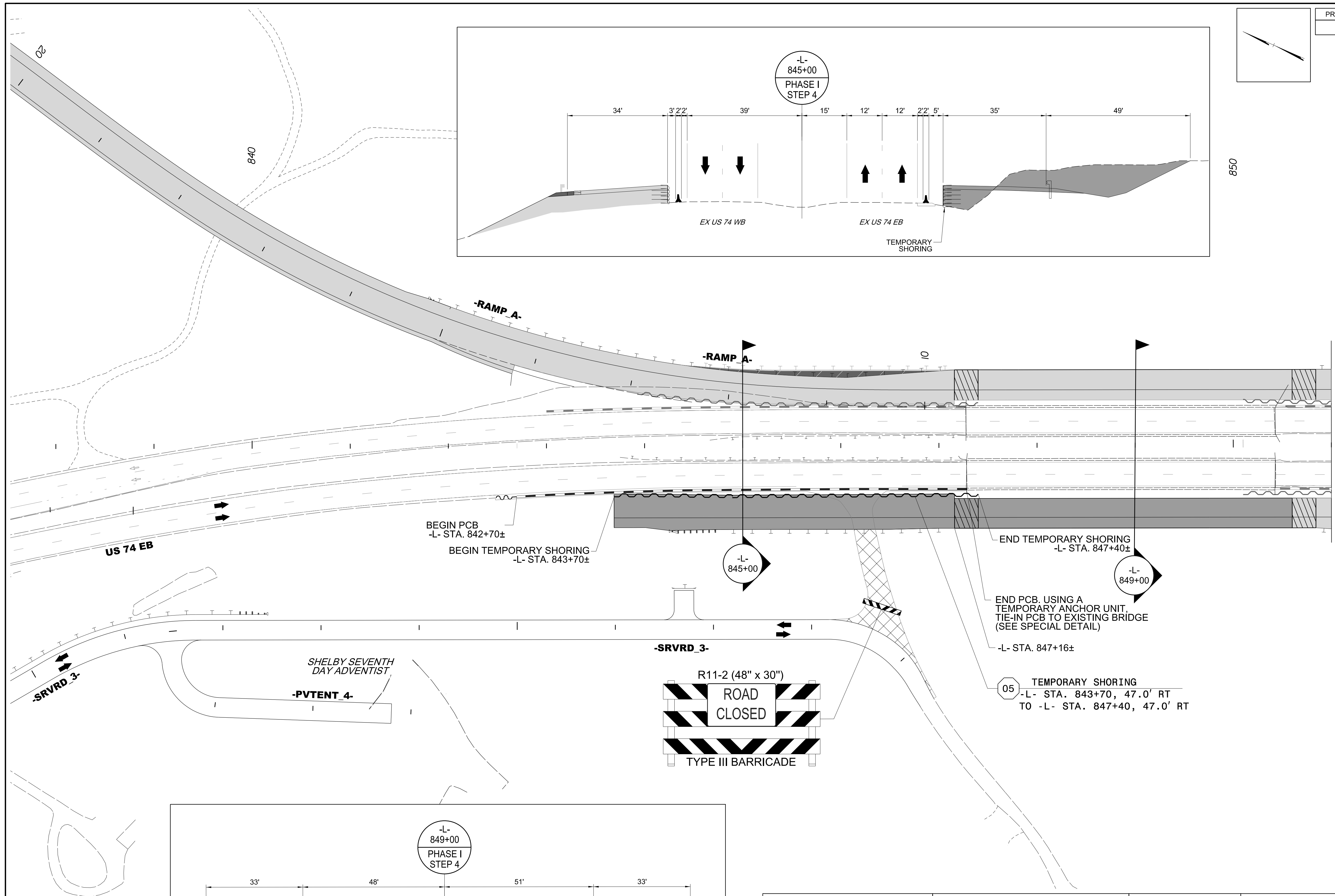
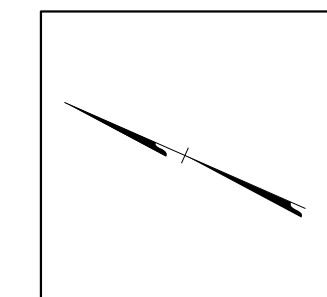
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**AREA 5
-L- US 74
PHASE I
STEP 3**



MATCH LINE PROJ. R-2707E PHASE I
-L- STA. 851+00

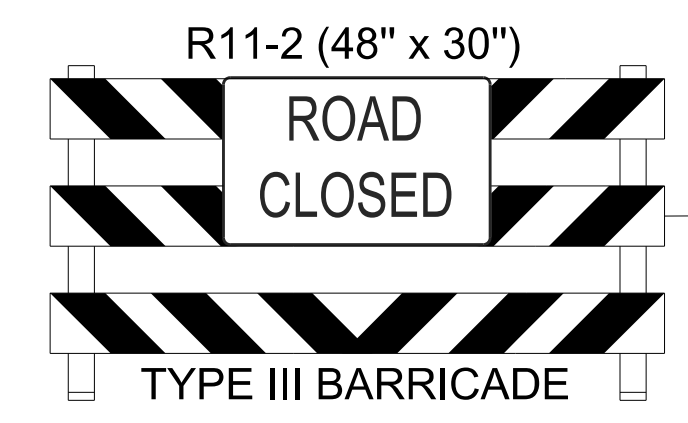
BEGIN PCB
-L- STA. 842+70±
BEGIN TEMPORARY SHORING
-L- STA. 843+70±

END TEMPORARY SHORING
-L- STA. 847+40±

END PCB. USING A
TEMPORARY ANCHOR UNIT.
TIE-IN PCB TO EXISTING BRIDGE
(SEE SPECIAL DETAIL)

-L- STA. 847+16±

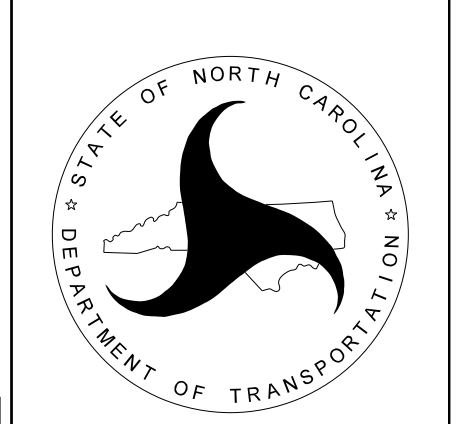
05 TEMPORARY SHORING
-L- STA. 843+70, 47.0' RT
TO -L- STA. 847+40, 47.0' RT



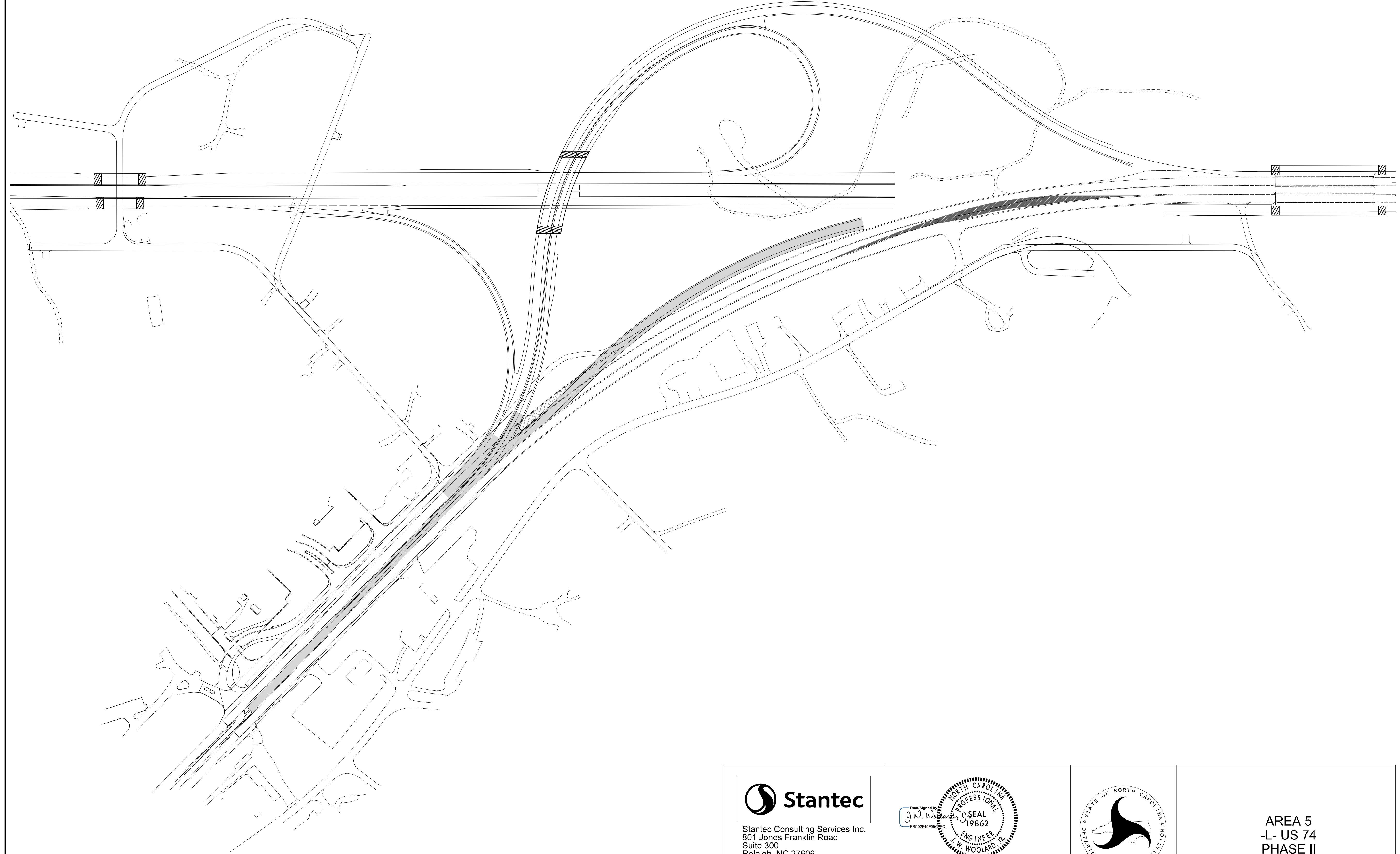
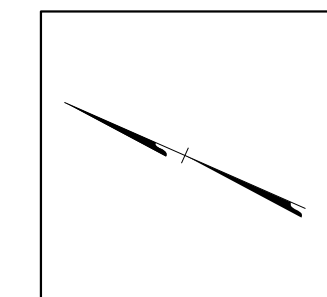
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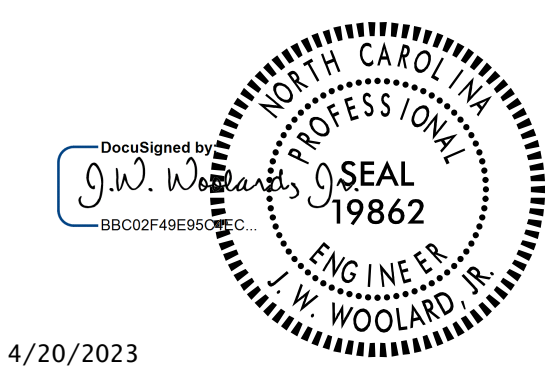
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-L- US 74
PHASE I
STEP 4**



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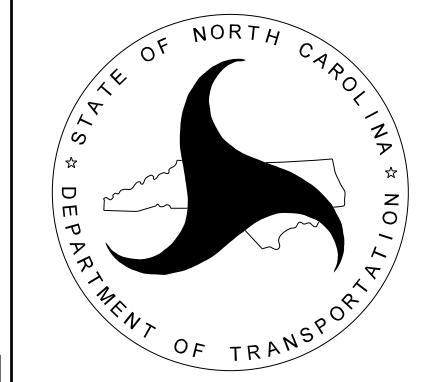


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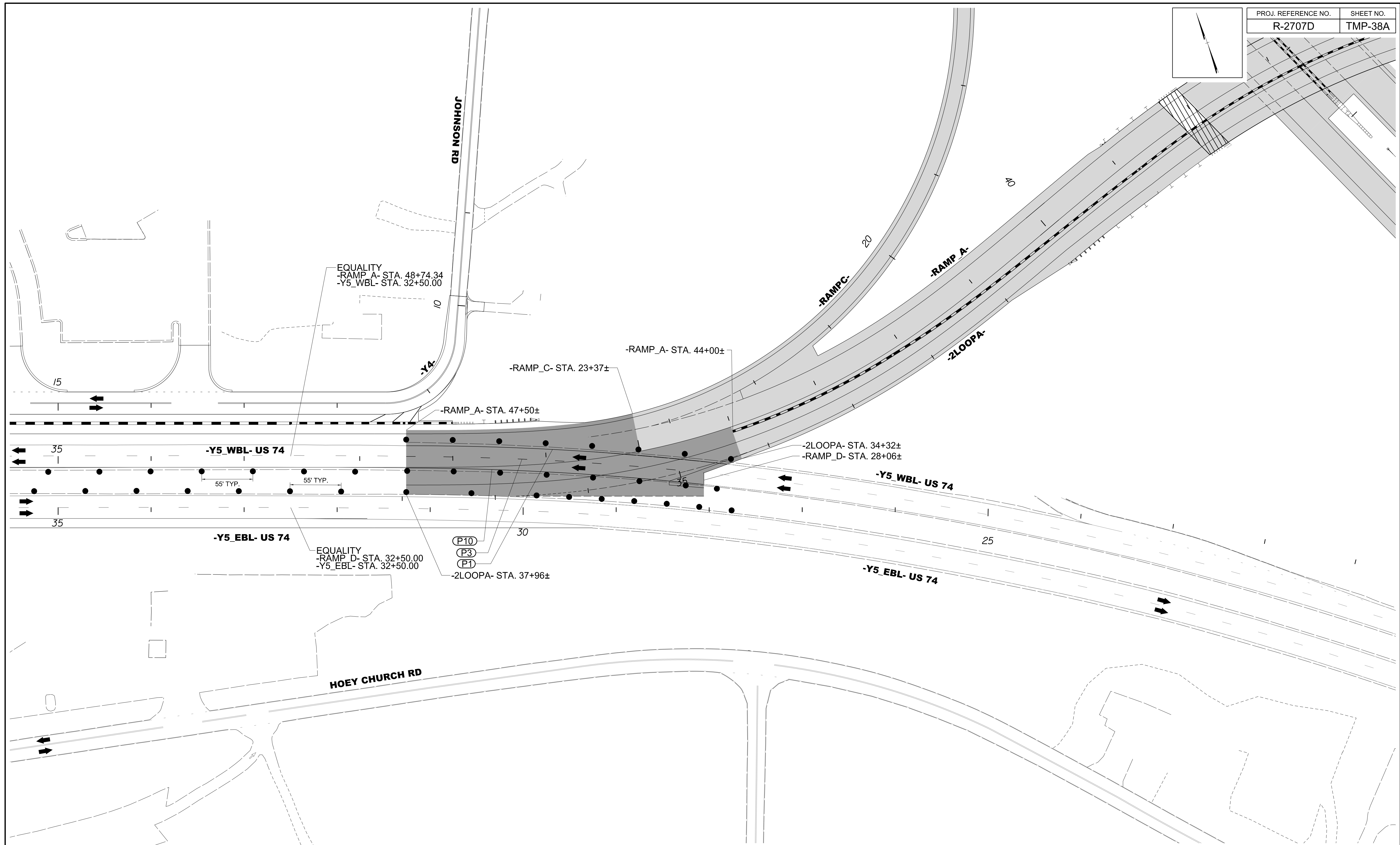
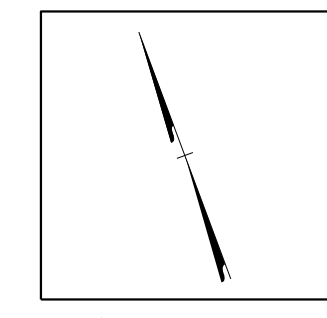


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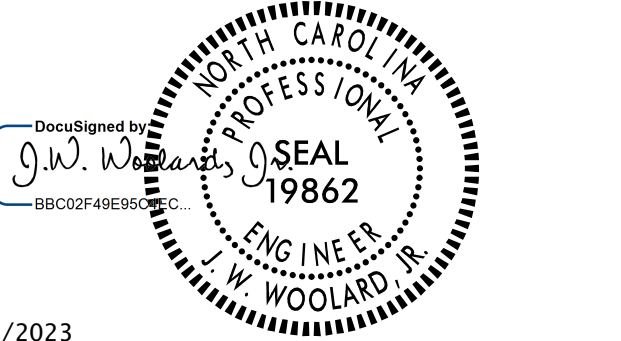
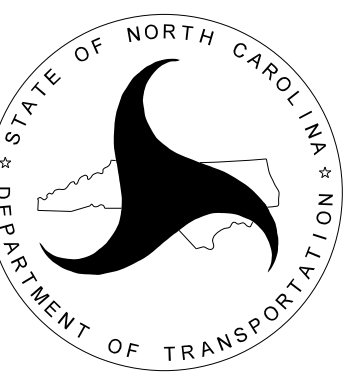
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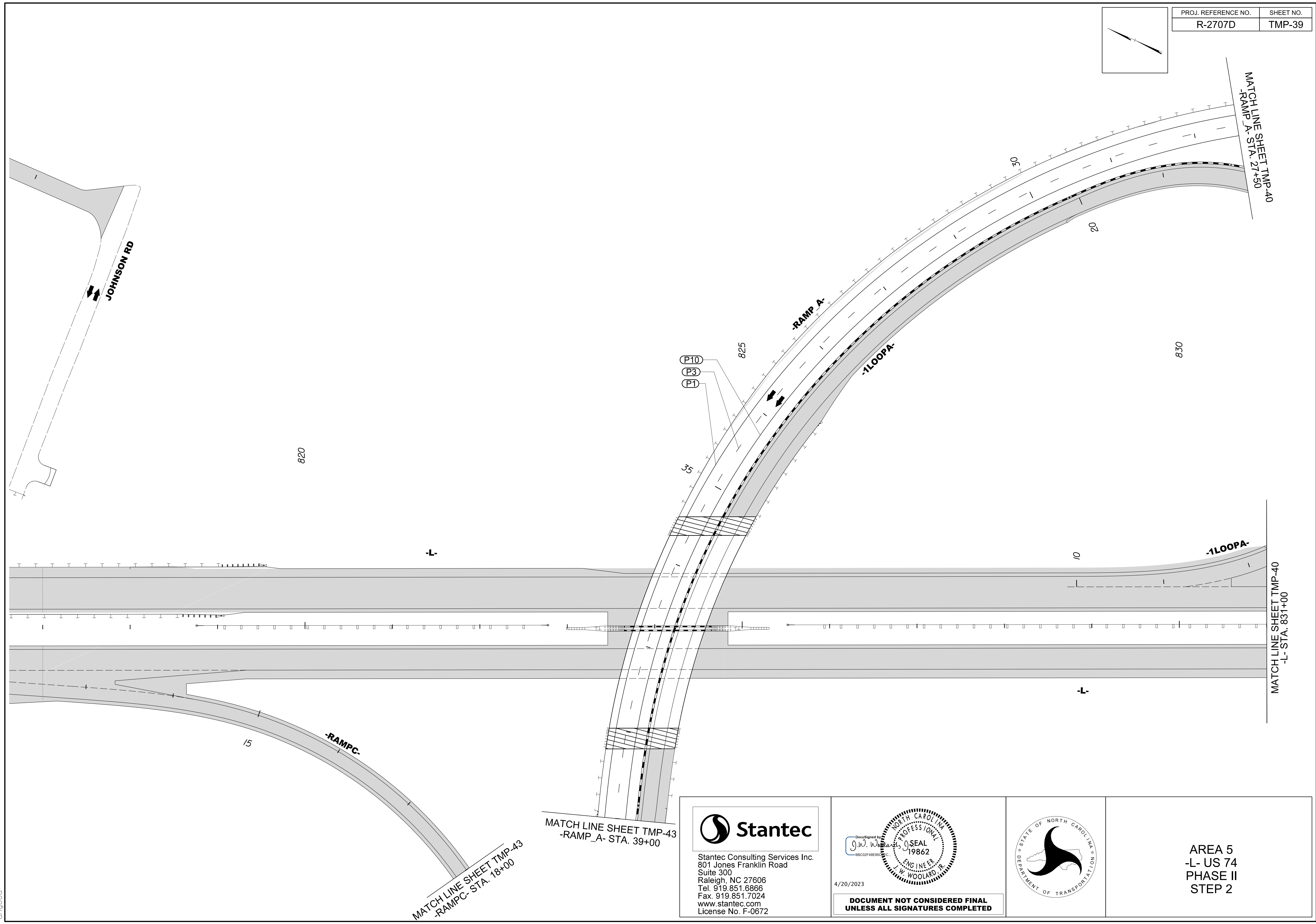
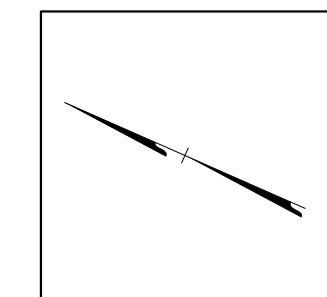
**AREA 5
 -L- US 74
 PHASE II
 OVERVIEW**



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PROJ. REFERENCE NO.	SHEET NO.
R-2707D	TMP-39



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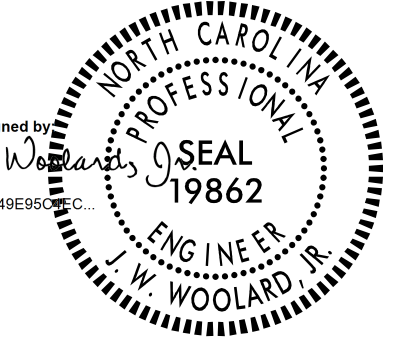
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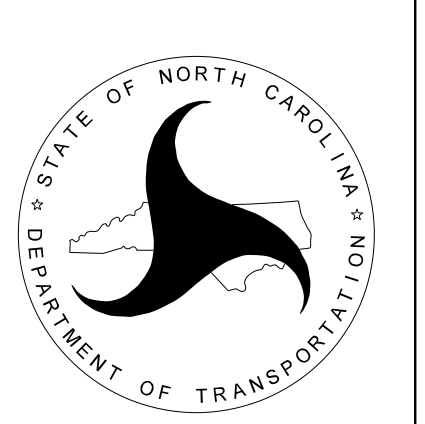
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MATCH LINE SHEET TMP-40
 -L- STA. 831+00

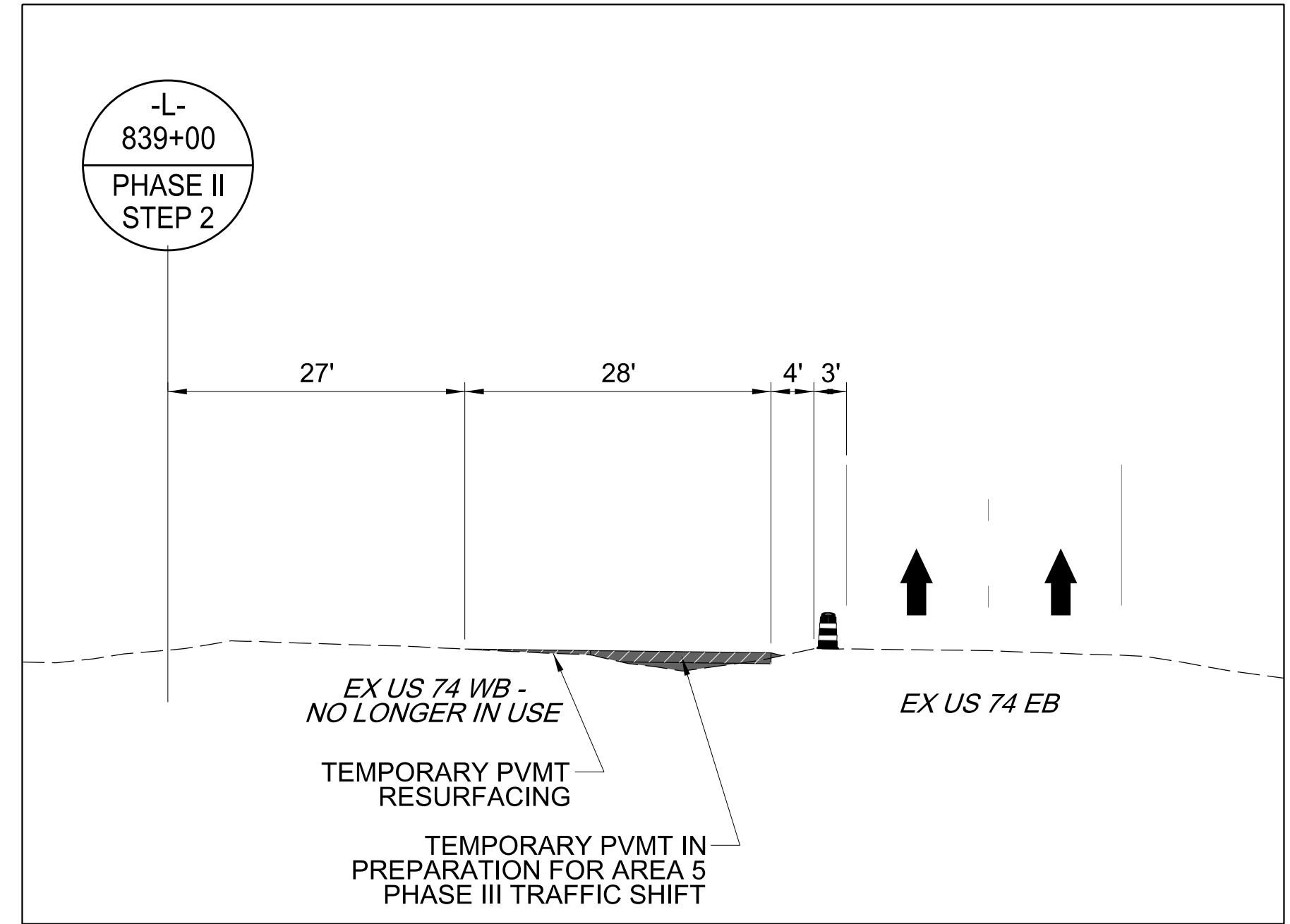
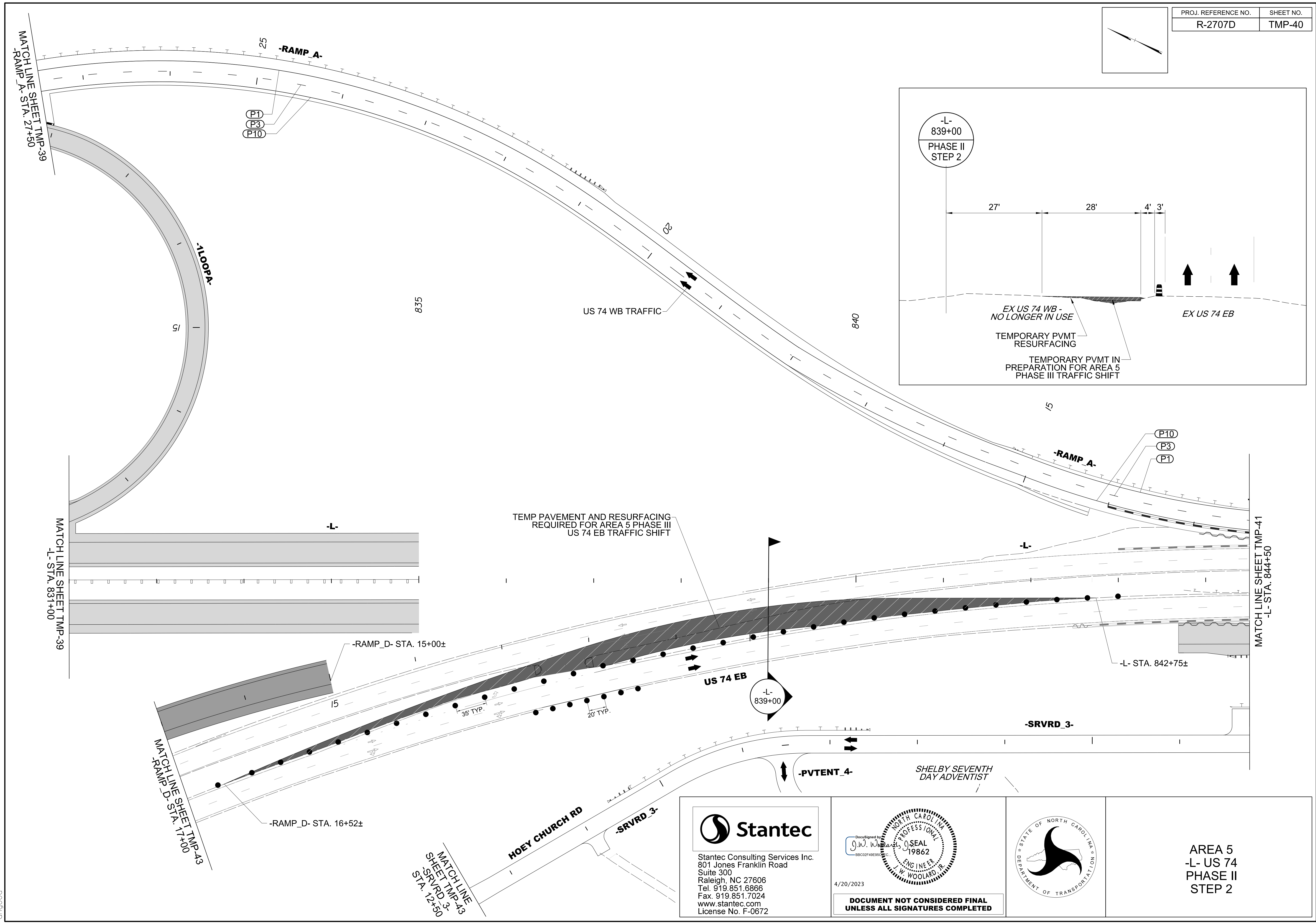
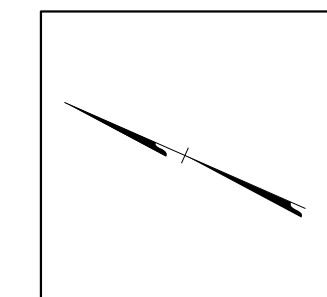
MATCH LINE SHEET TMP-40
 -RAMP_A- STA. 27+50


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AREA 5
 -L- US 74
 PHASE II
 STEP 2

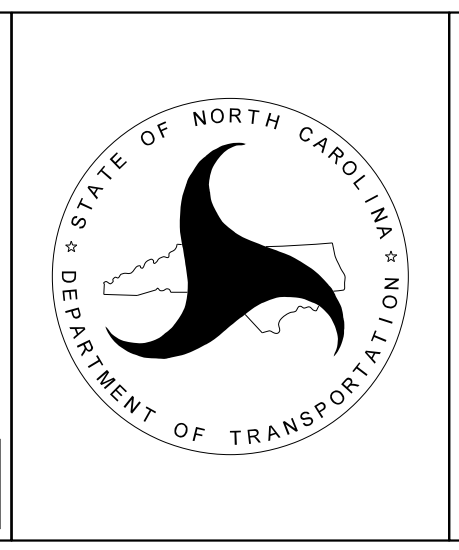


TEMP PAVEMENT AND RESURFACING
REQUIRED FOR AREA 5 PHASE III
US 74 EB TRAFFIC SHIFT

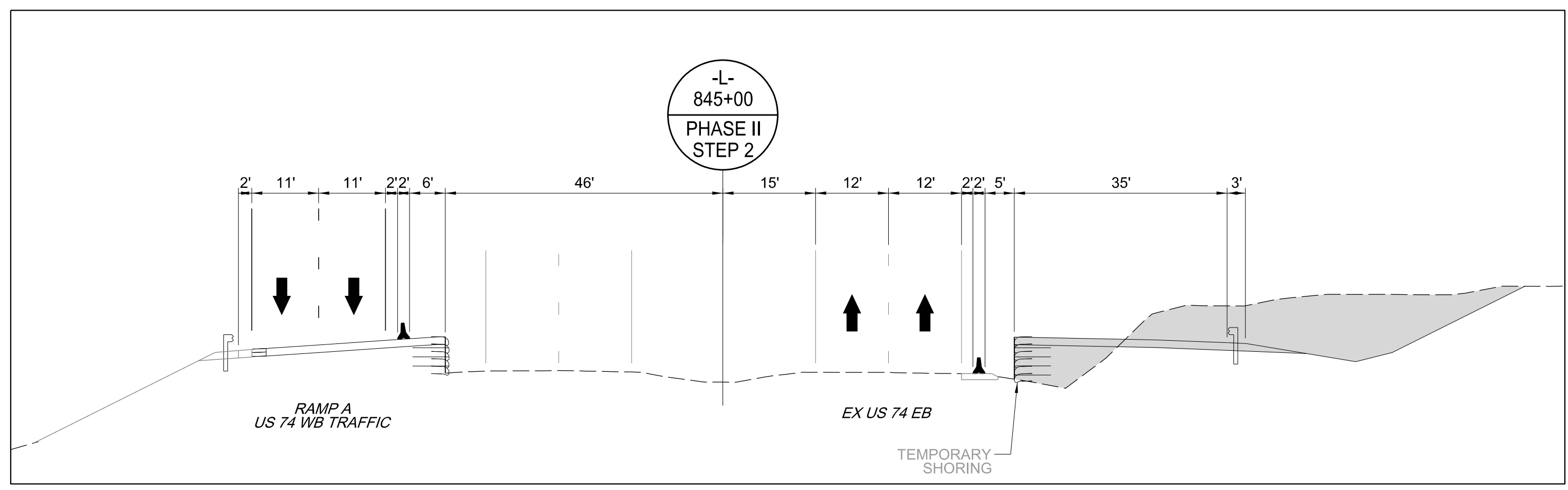
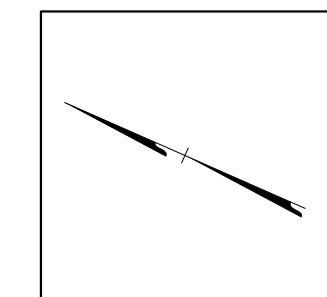
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**AREA 5
-L- US 74
PHASE II
STEP 2**

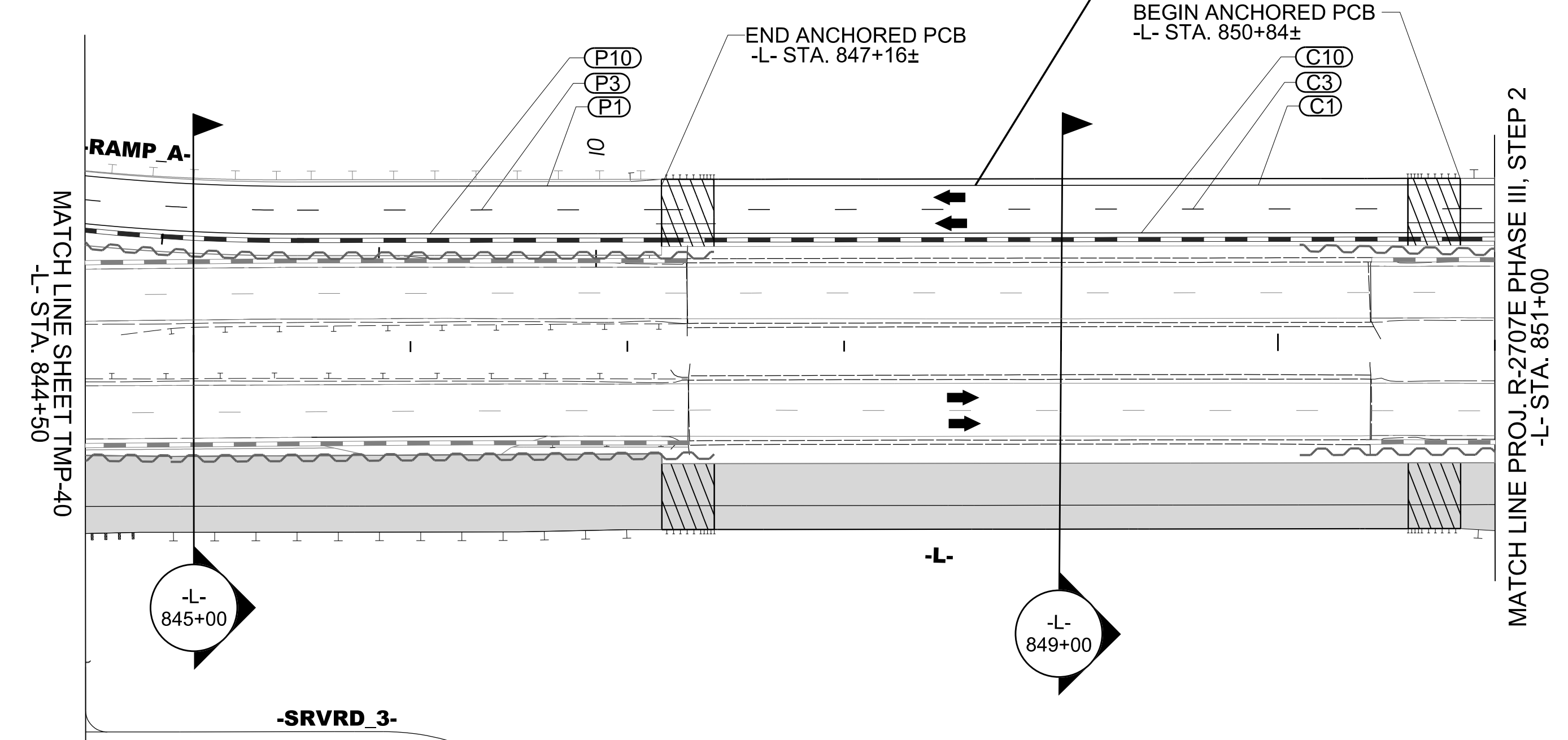


COORDINATE R-2707E CONSTRUCTION STAGING WITH R-2707D AREA 5 BRIDGES OVER BUFFALO CREEK STAGING

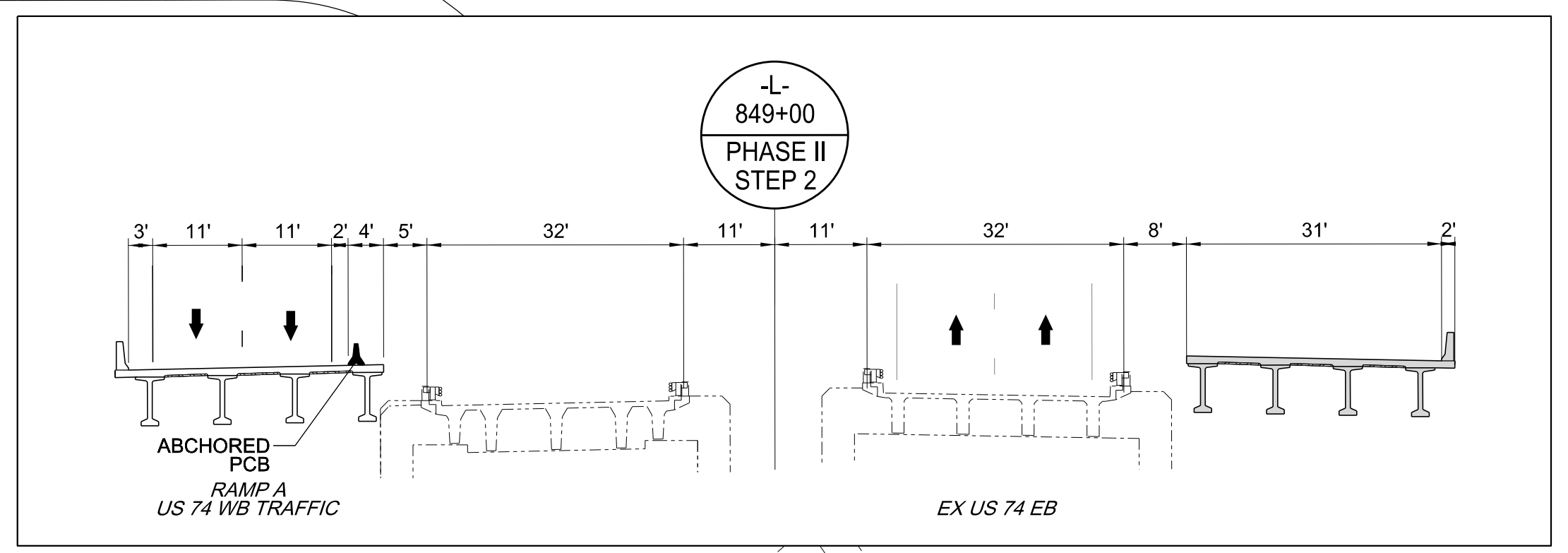
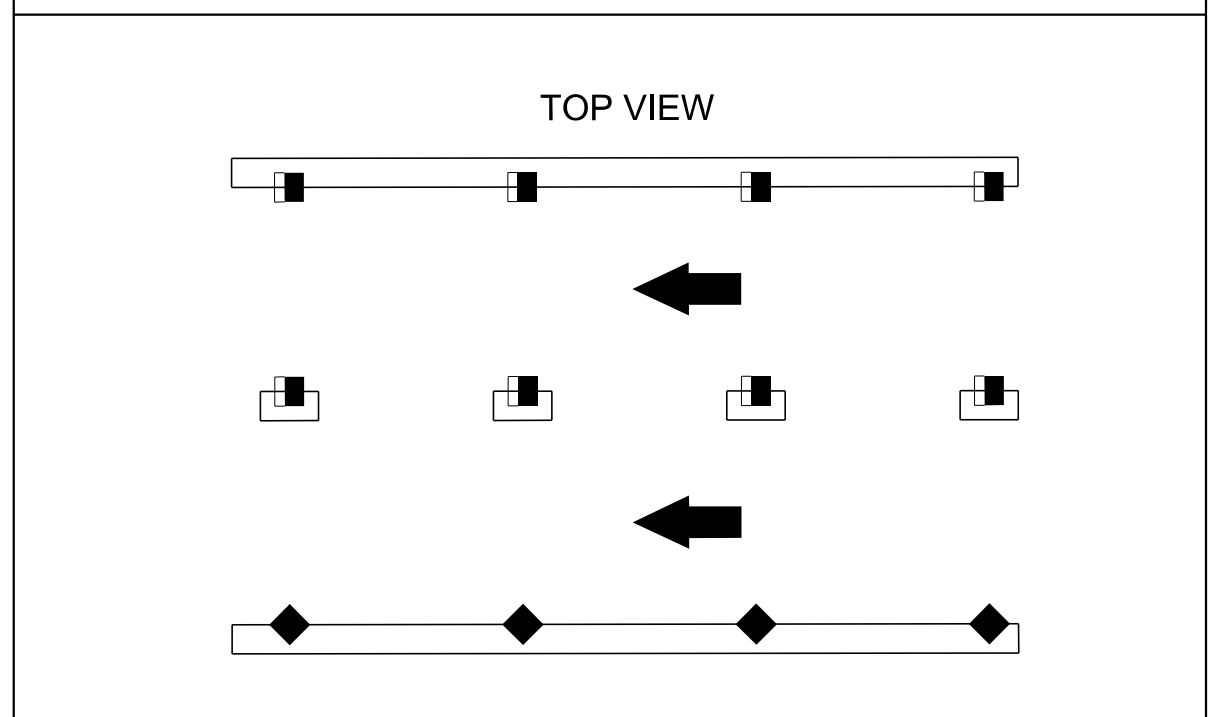
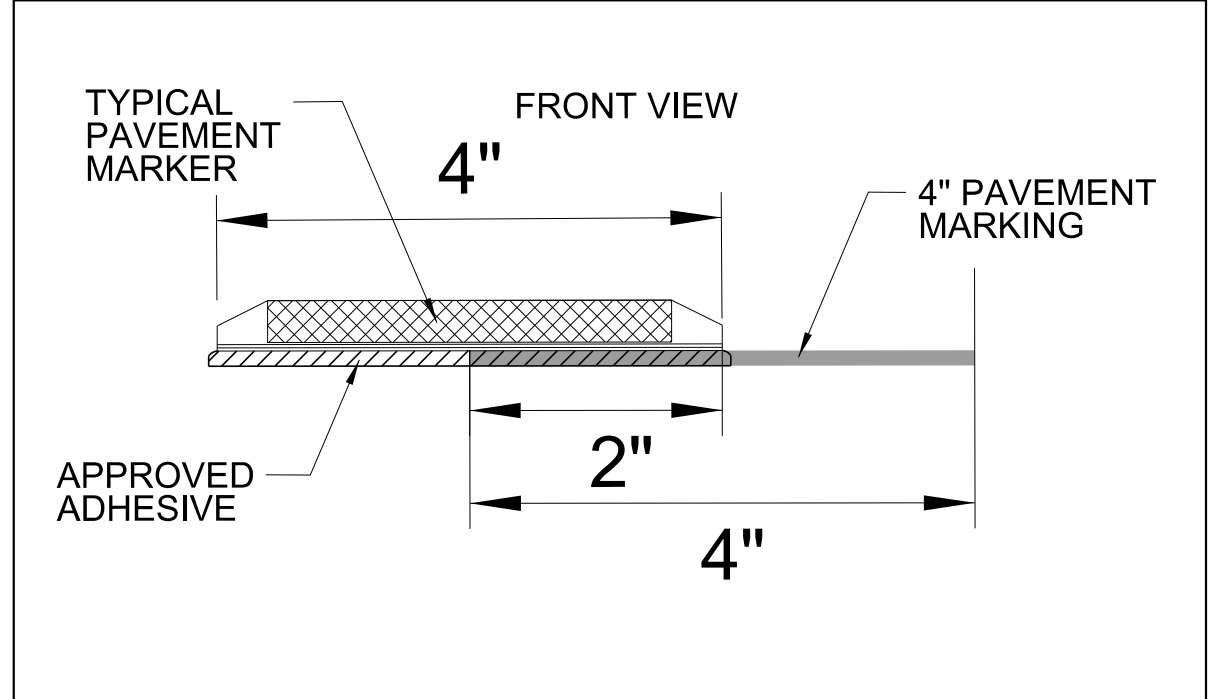
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850

TEMPORARY MARKERS TO BE PLACED HALFWAY ON TEMPORARY TAPE MARKINGS.

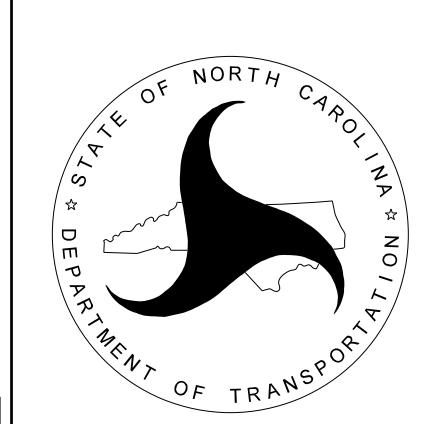


COLD APPLIED PLASTIC TYPE 4 PAVEMENT MARKER PLACEMENT TYPICAL



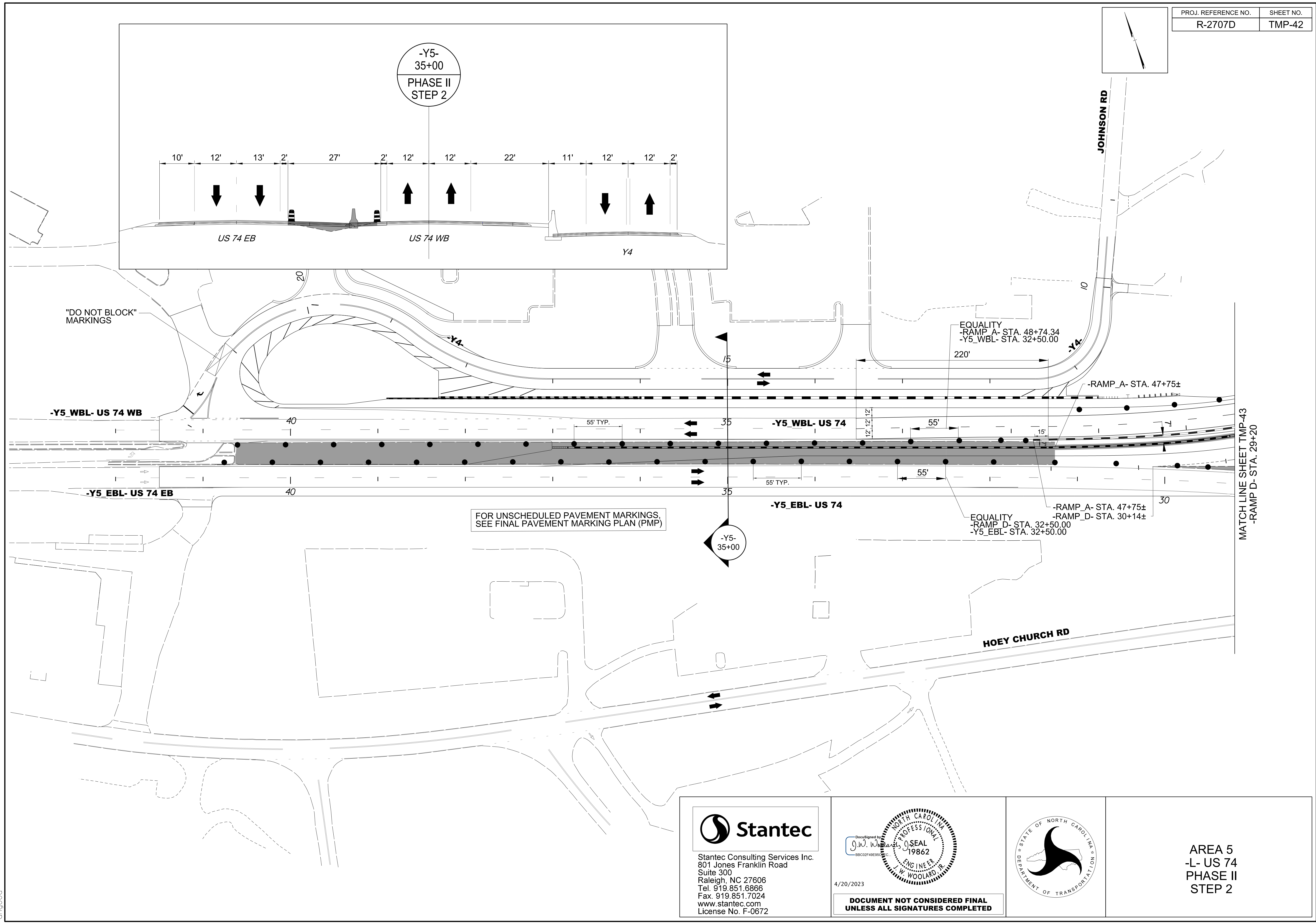
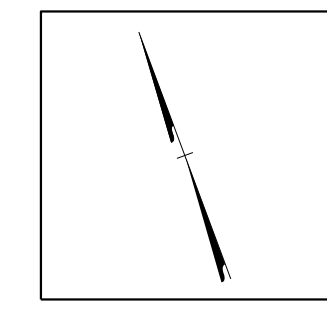
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AREA 5
 -L- US 74
 PHASE II
 STEP 2

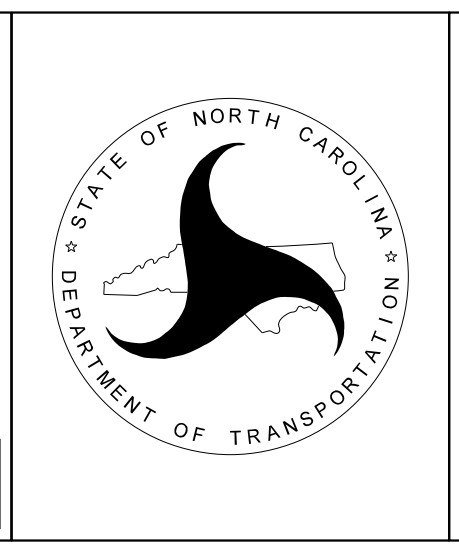
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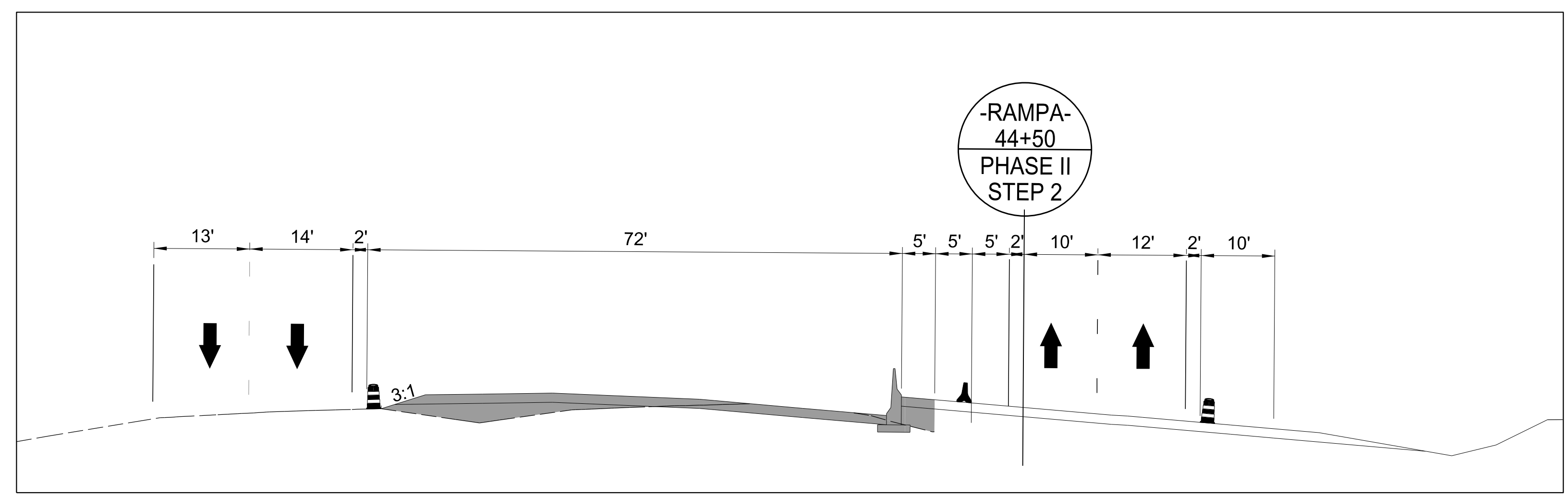
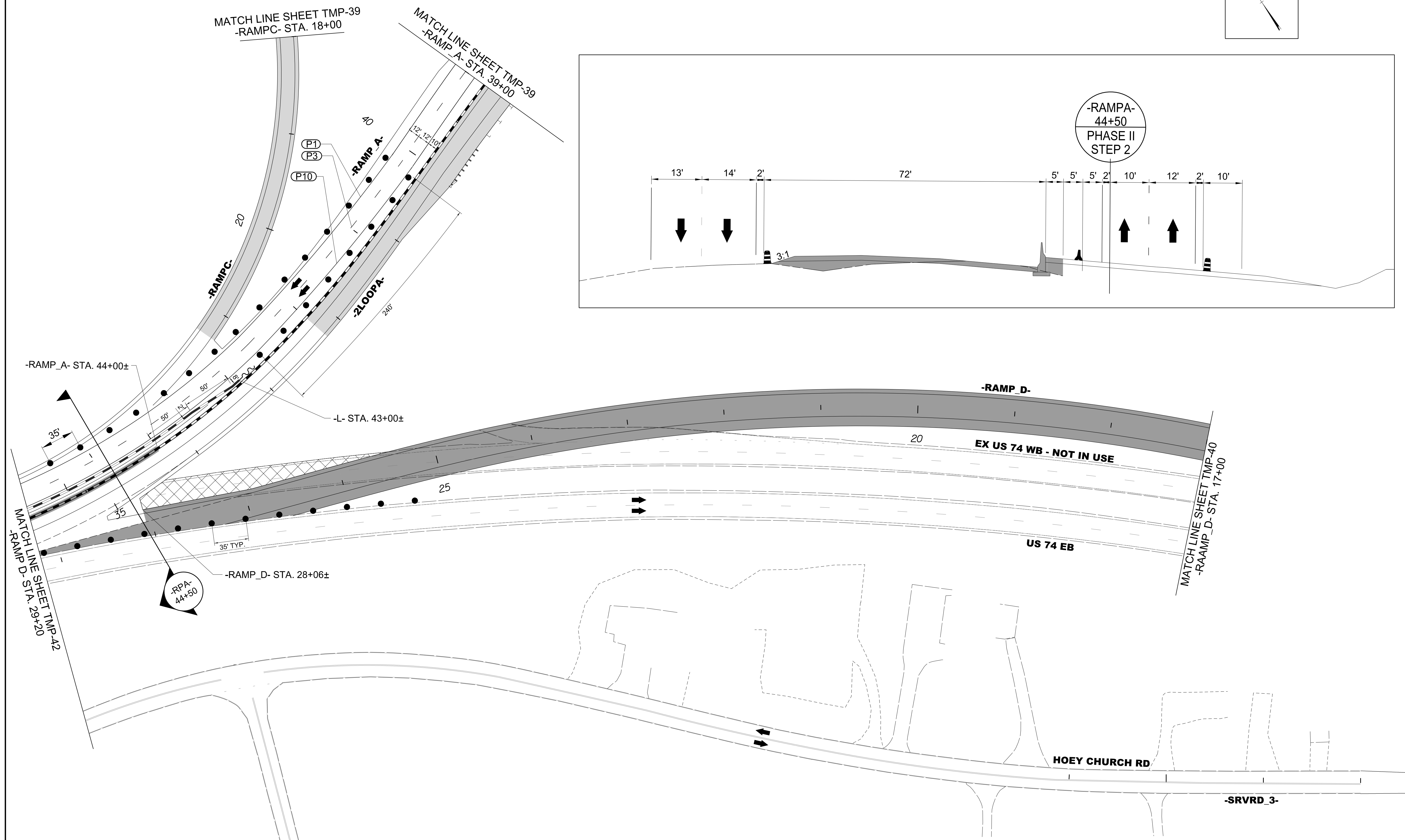
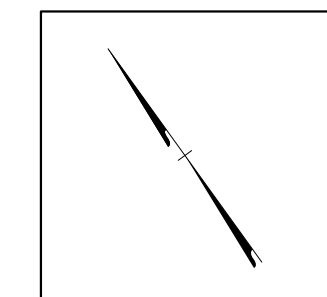
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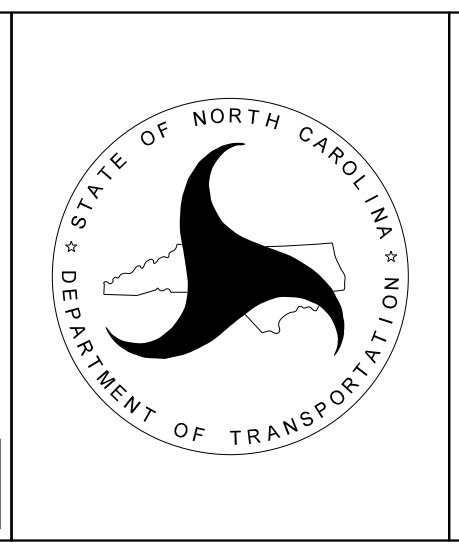
**AREA 5
 -L- US 74
 PHASE II
 STEP 2**



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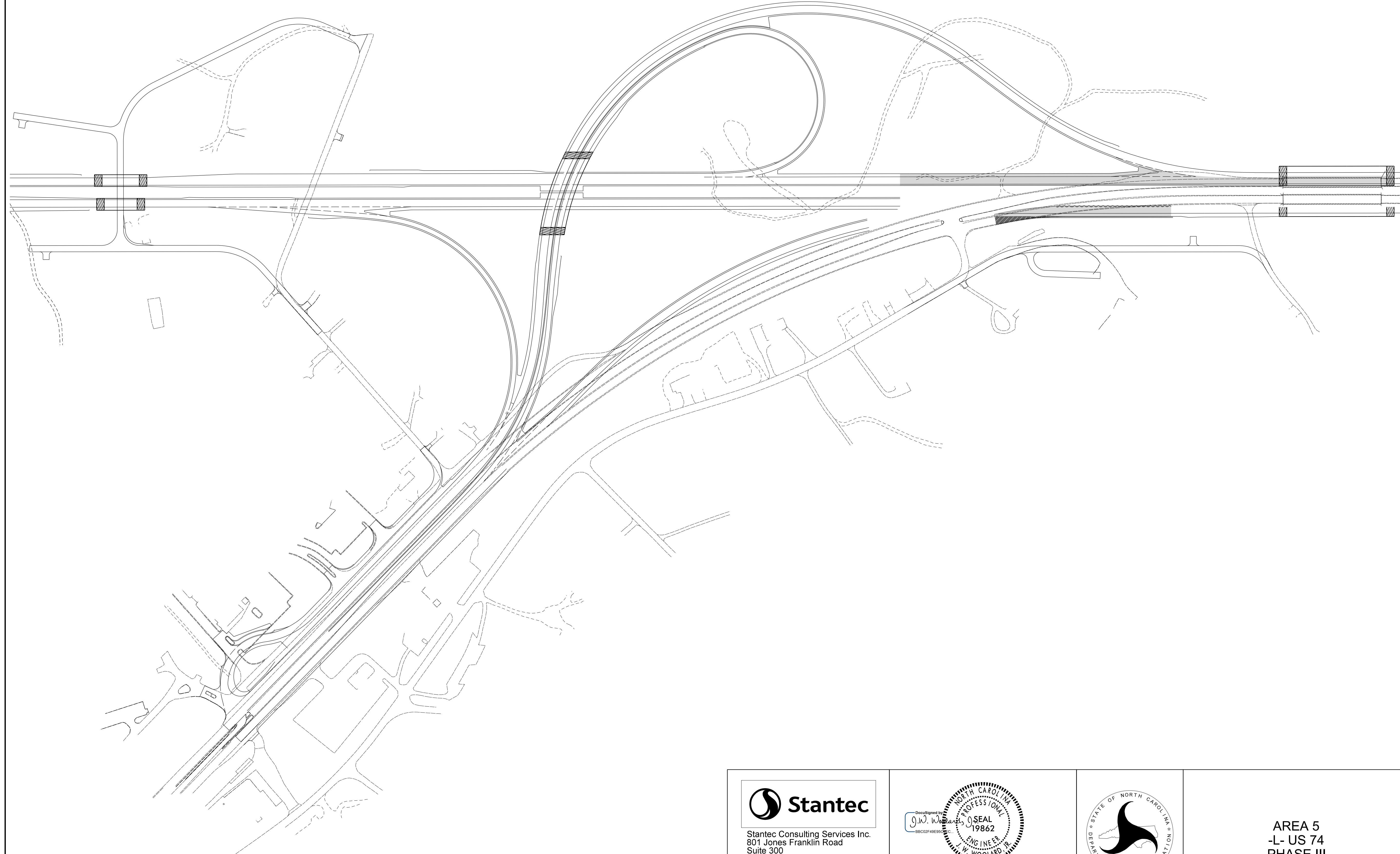
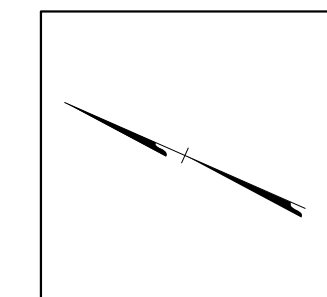
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**AREA 5
 -L- US 74
 PHASE II
 STEP 2**

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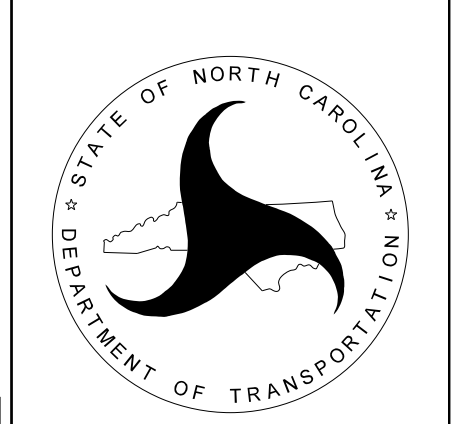
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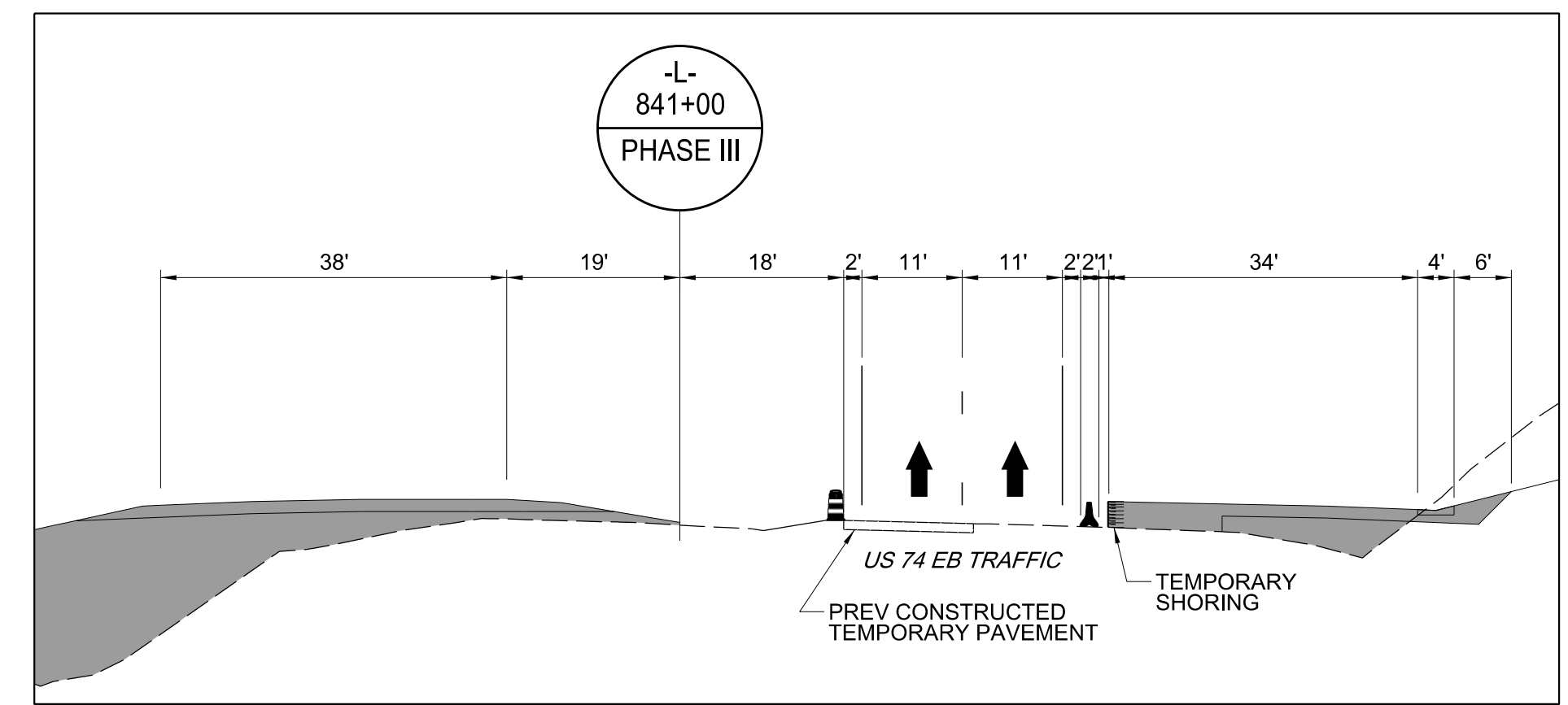
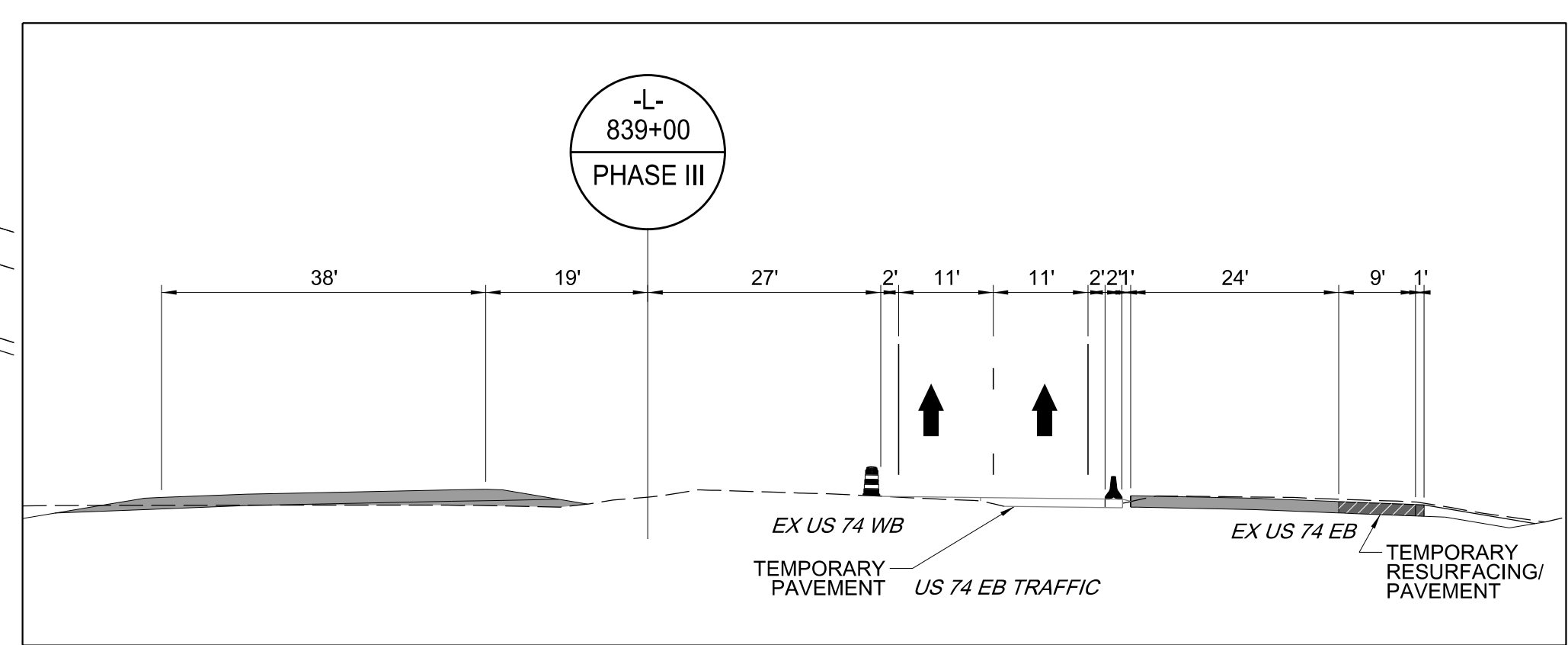
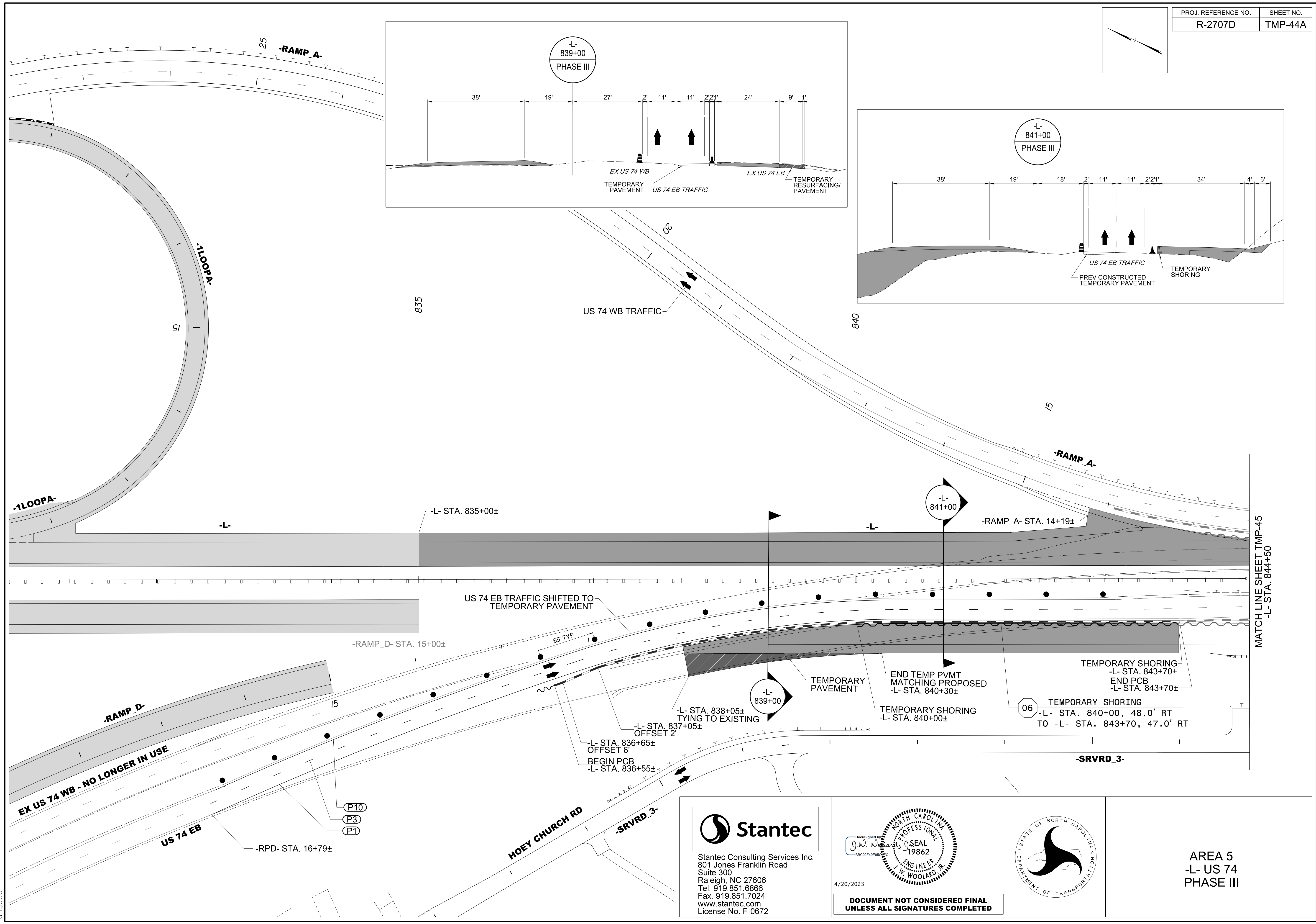
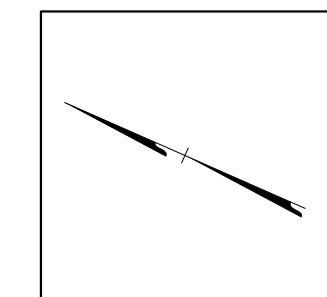


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**AREA 5
 -L- US 74
 PHASE III
 OVERVIEW**



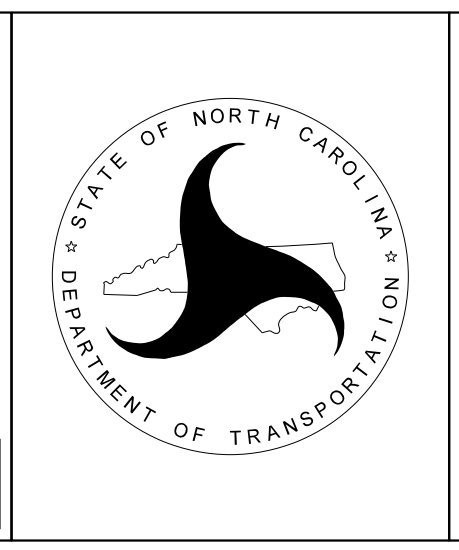
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MATCH LINE SHEET TMP-45
 -L- STA. 844+50

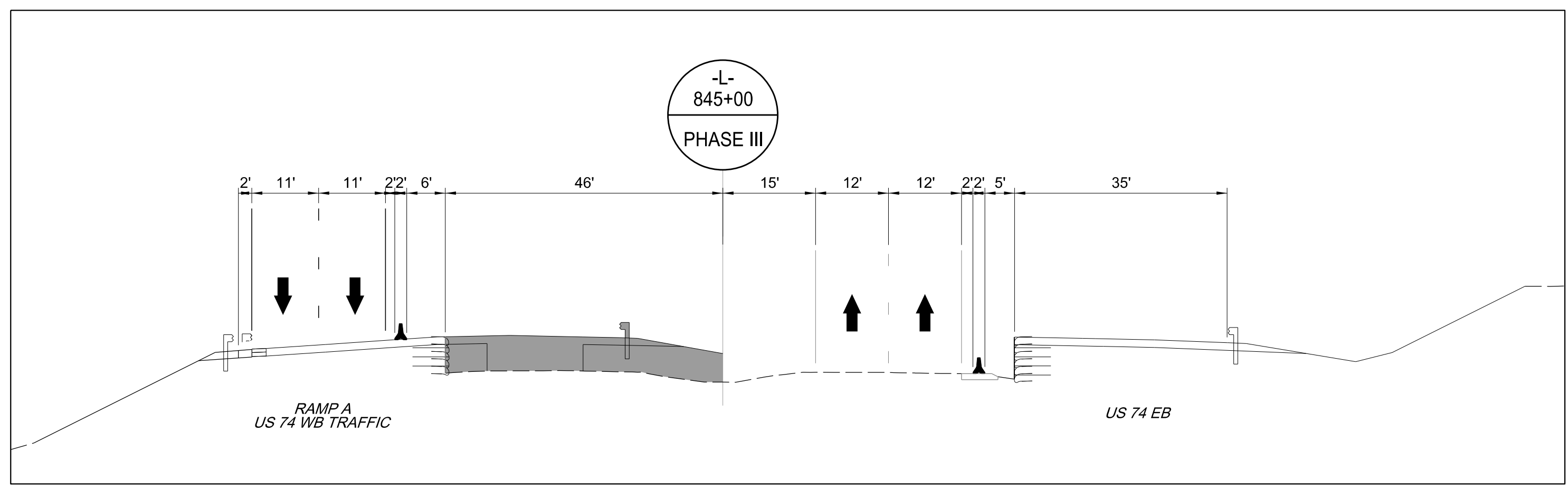
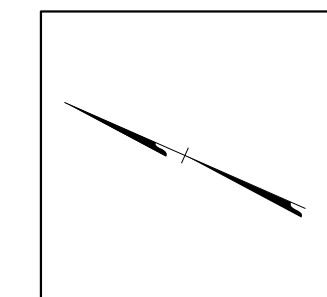
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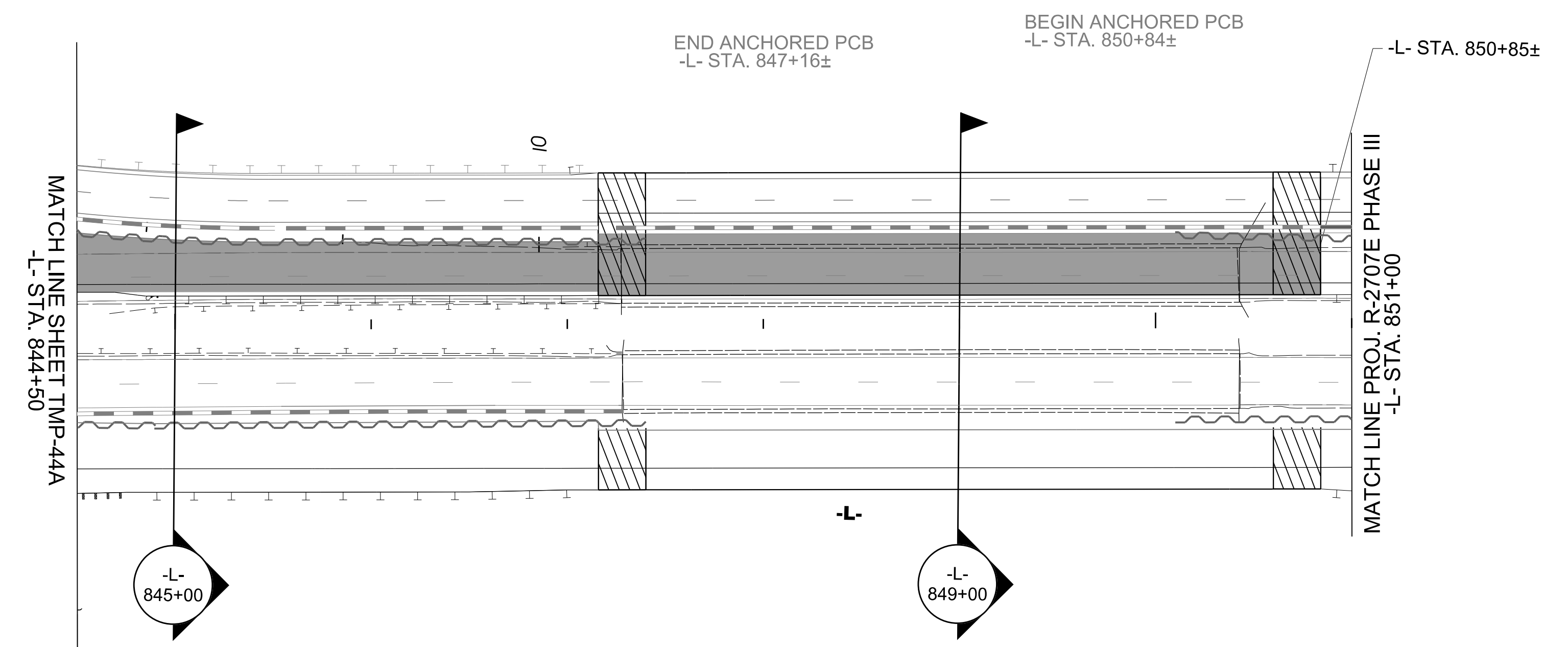


AREA 5
-L- US 74
PHASE III



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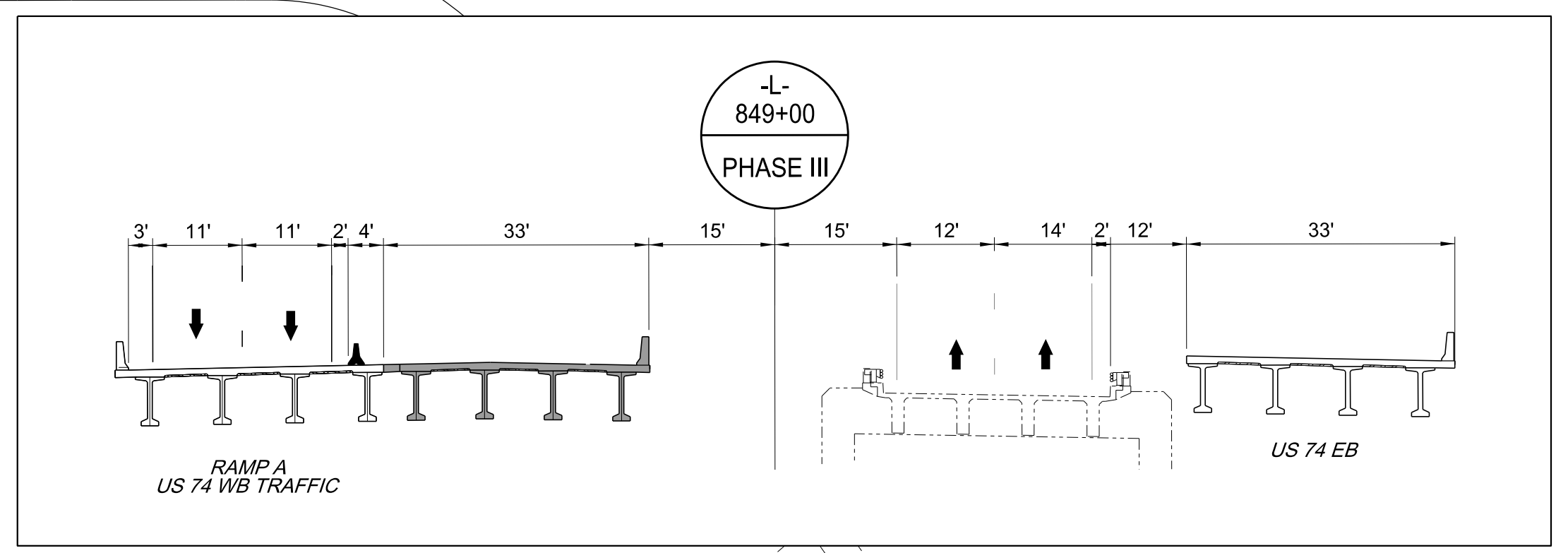
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-L- 845+00

-L- 849+00

-L- STA. 850+85±



-L- 849+00
PHASE III

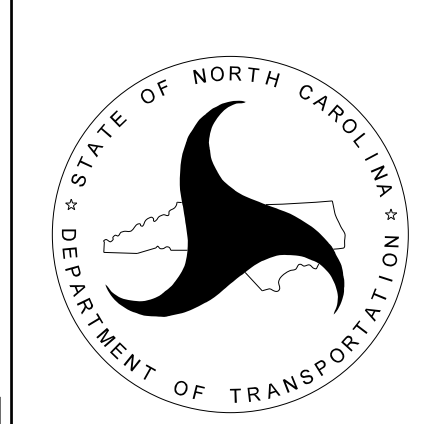
RAMP A
US 74 WB TRAFFIC

US 74 EB

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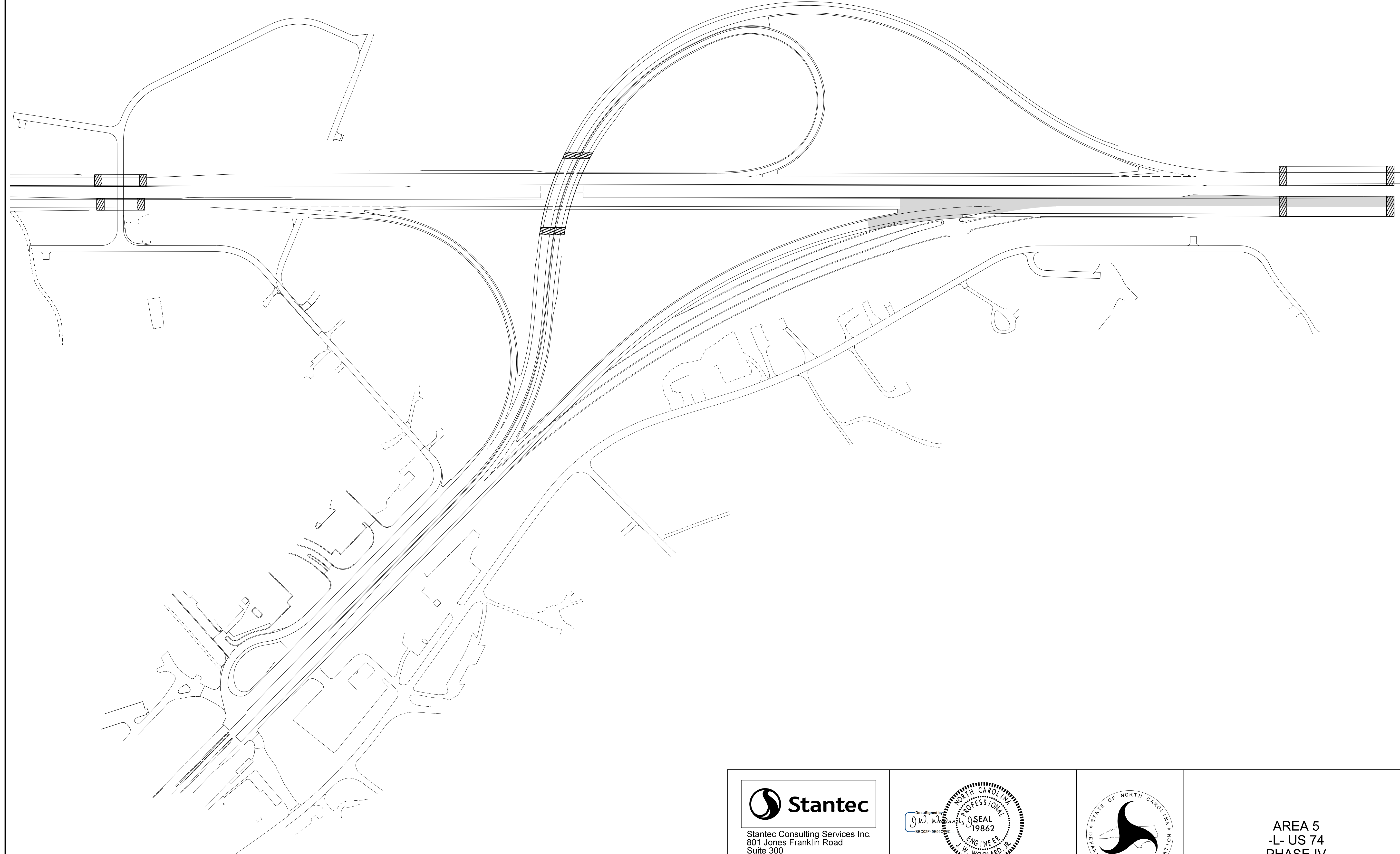
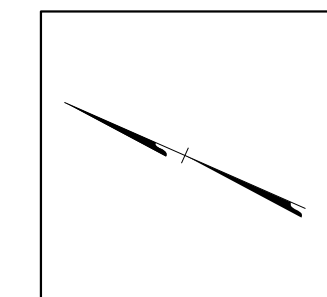
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AREA 5
-L- US 74
PHASE III

PROJ. REFERENCE NO.	SHEET NO.
R-2707D	TMP-46



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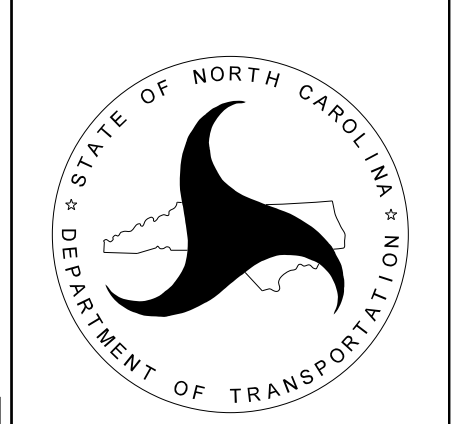
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 J.W. Woolard
 BB02F49E95C...

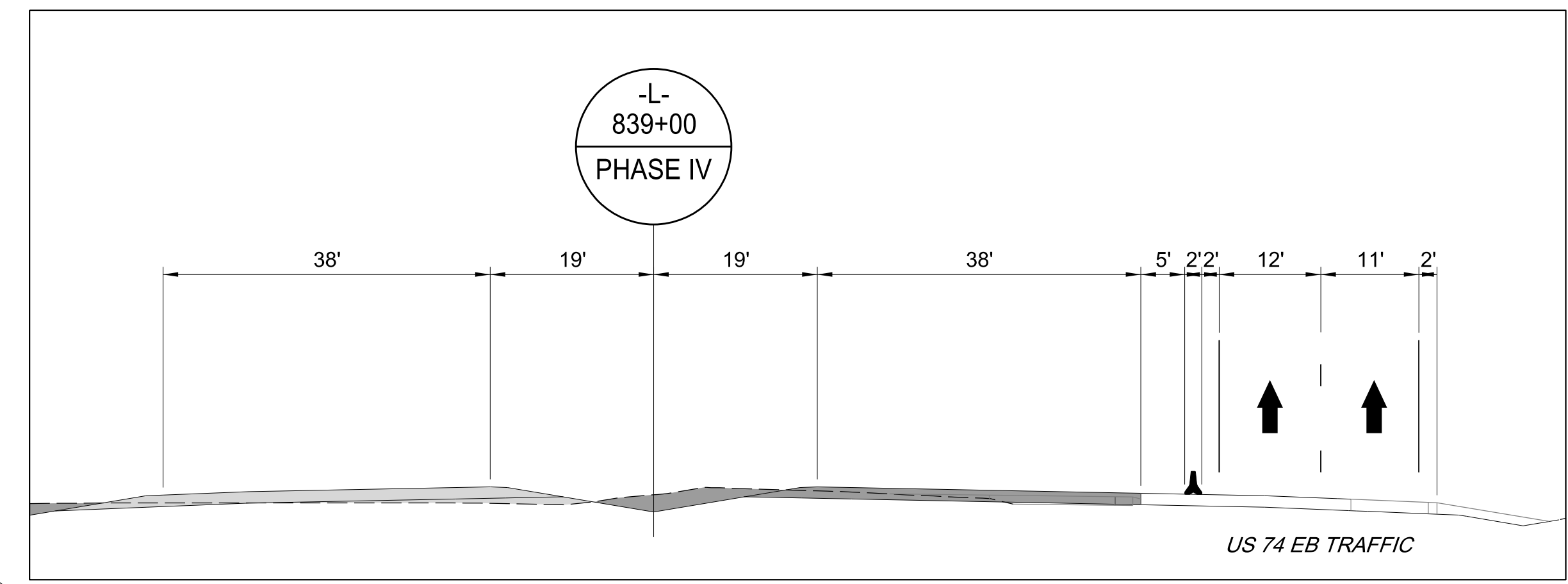
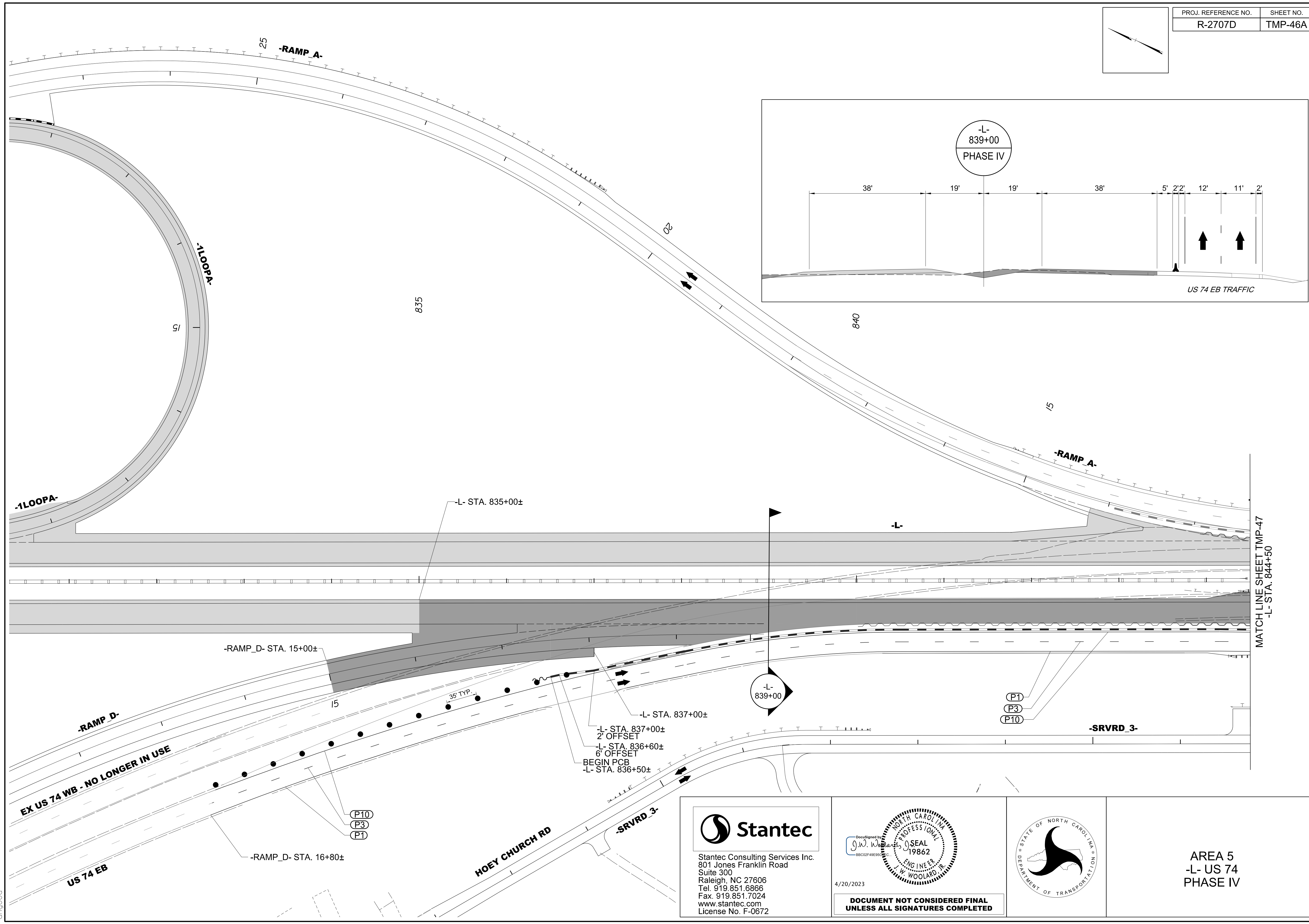
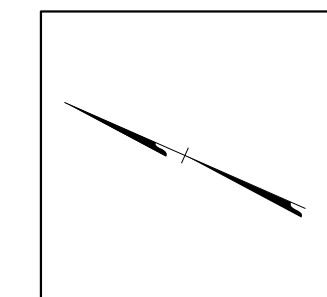


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**AREA 5
 -L- US 74
 PHASE IV
 OVERVIEW**



MATCH LINE SHEET TMP-47
-L- STA. 844+50

-L- STA. 835+00±

-RAMP_D- STA. 15+00±

EX US 74 WB - NO LONGER IN USE

-RAMP_D-

US 74 EB

-RAMP_D- STA. 16+80±

(P10)
(P3)
(P1)

HOEY CHURCH RD

-SRVRD_3-

-L- STA. 837+00±
2' OFFSET
-L- STA. 836+60±
6' OFFSET
BEGIN PCB
-L- STA. 836+50±

-L- 839+00

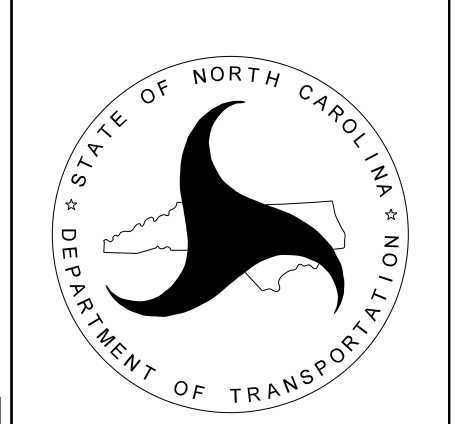
(P1)
(P3)
(P10)

-SRVRD_3-

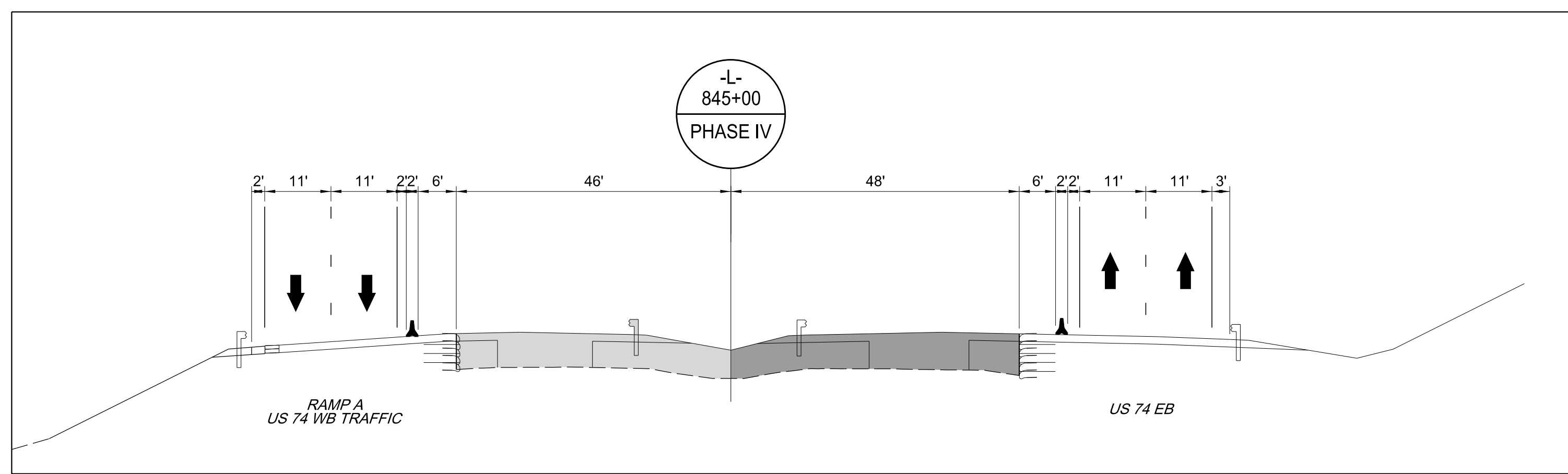
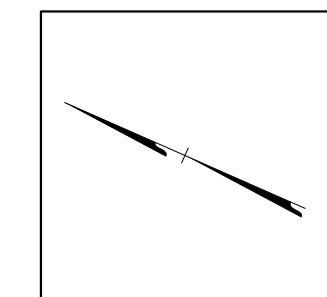
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PROFESSIONAL
ENGINEER
19862
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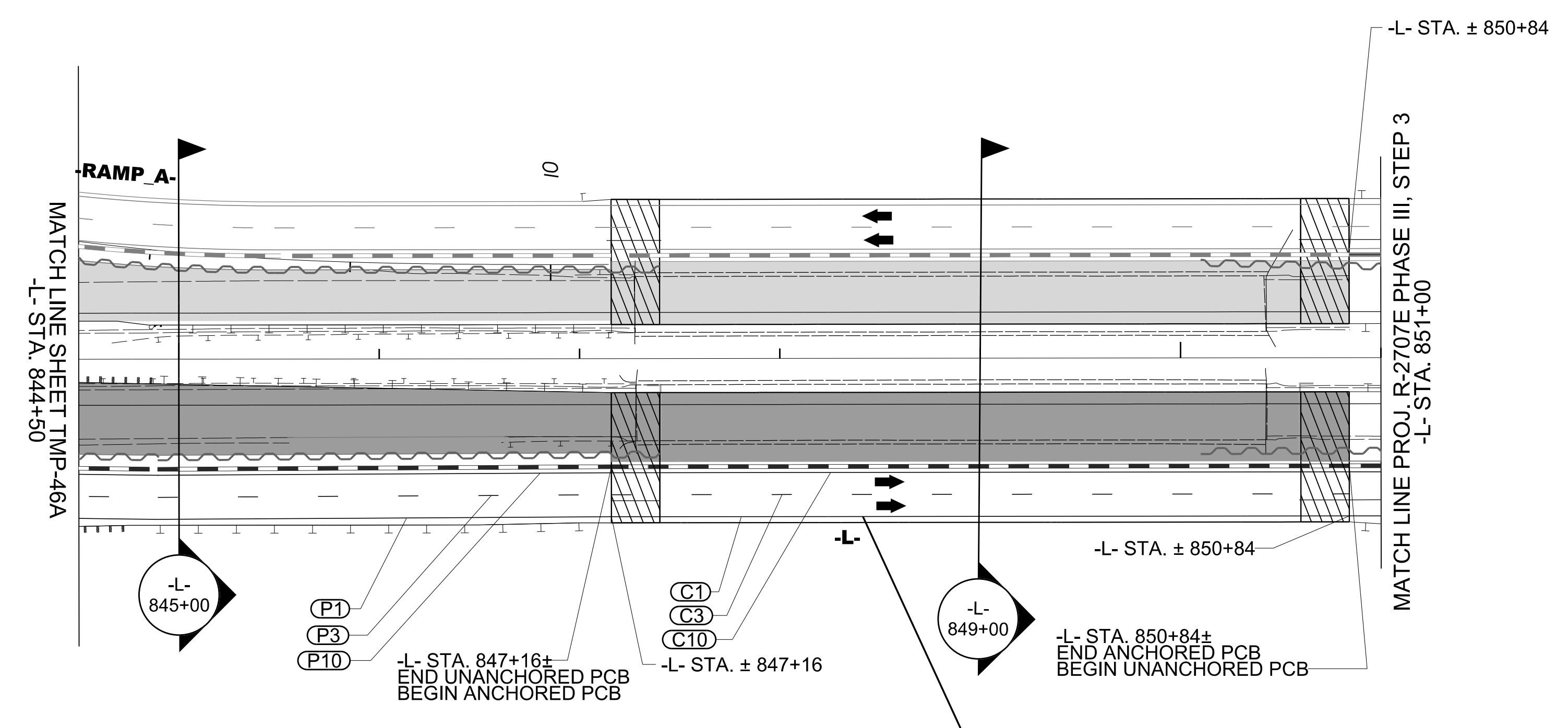
AREA 5
-L- US 74
PHASE IV



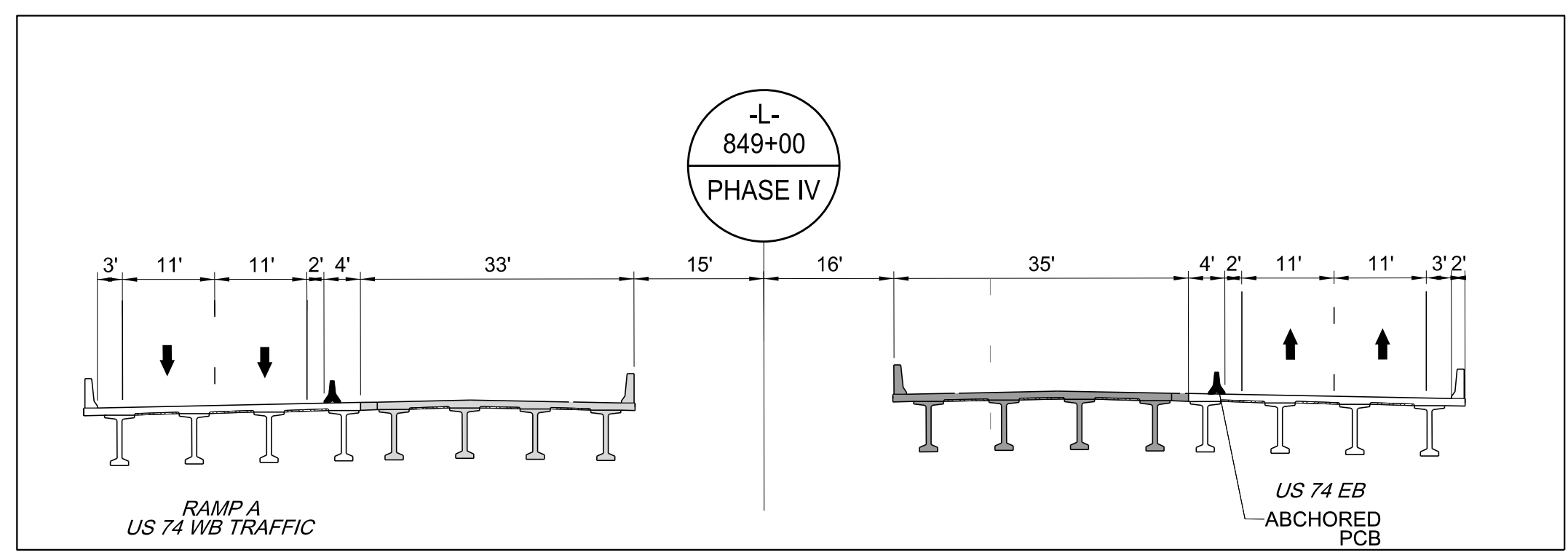
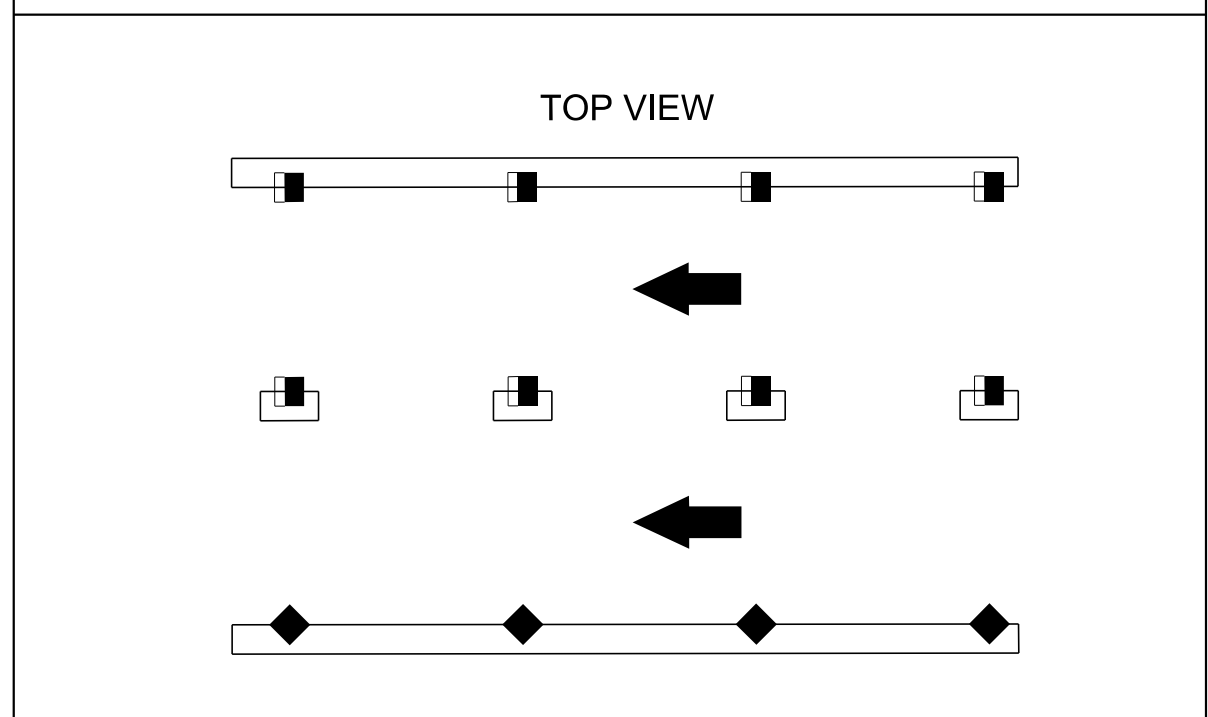
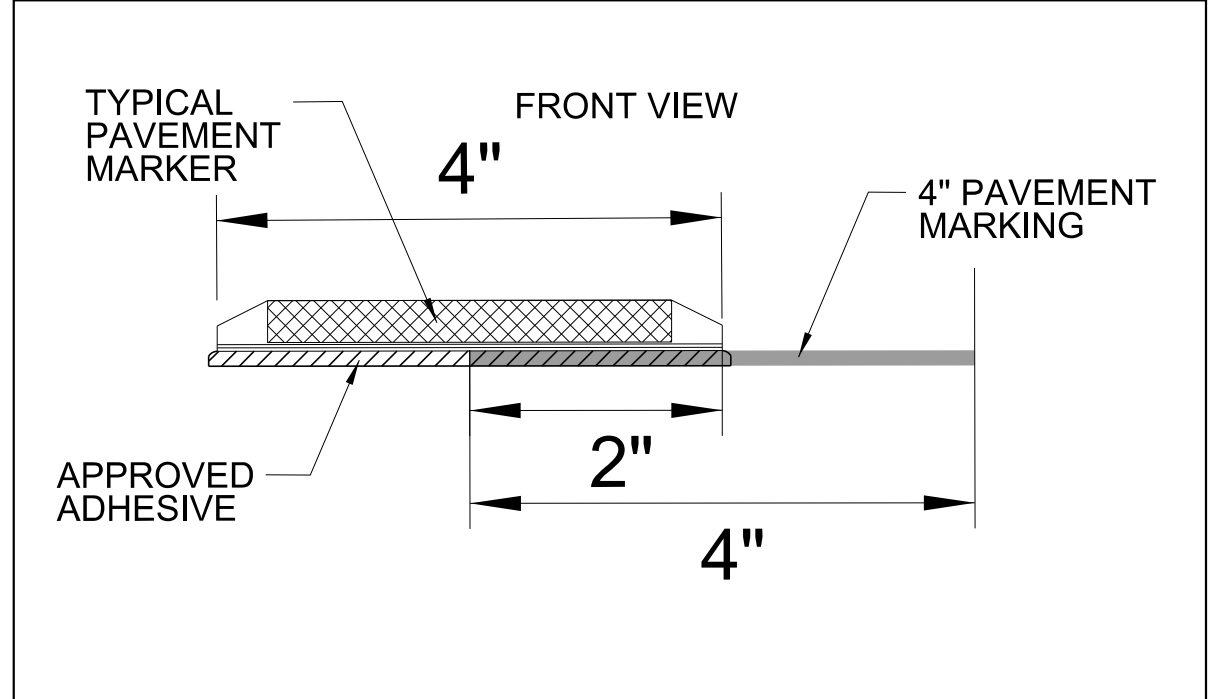
COORDINATE R-2707E CONSTRUCTION STAGING WITH R-2707D AREA 5 BRIDGES OVER BUFFALO CREEK STAGING

845

850



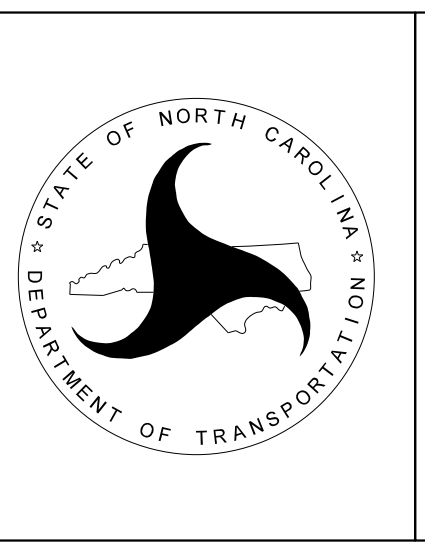
COLD APPLIED PLASTIC TYPE 4 PAVEMENT MARKER PLACEMENT TYPICAL



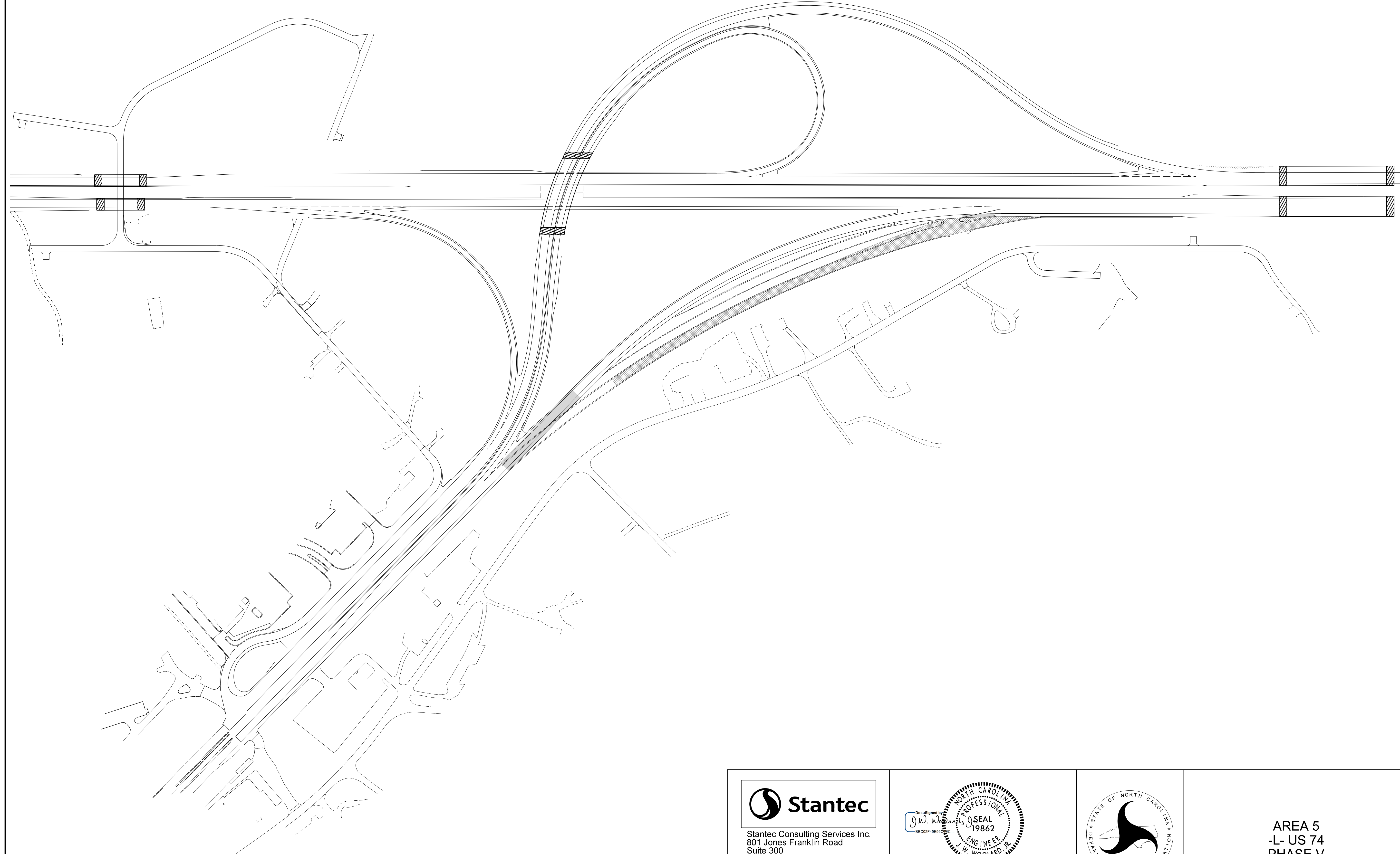
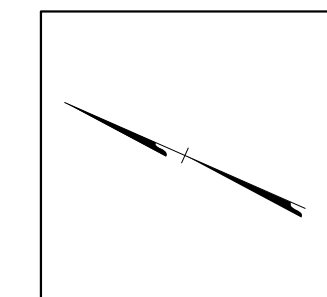
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AREA 5
 -L- US 74
 PHASE IV



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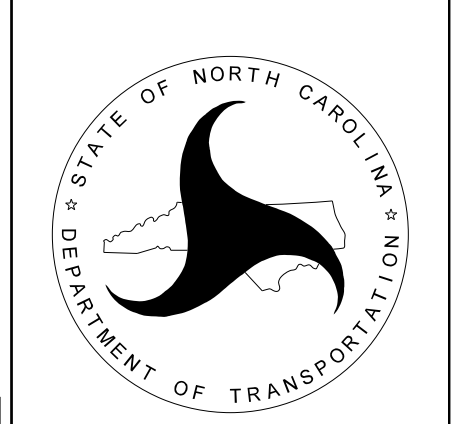


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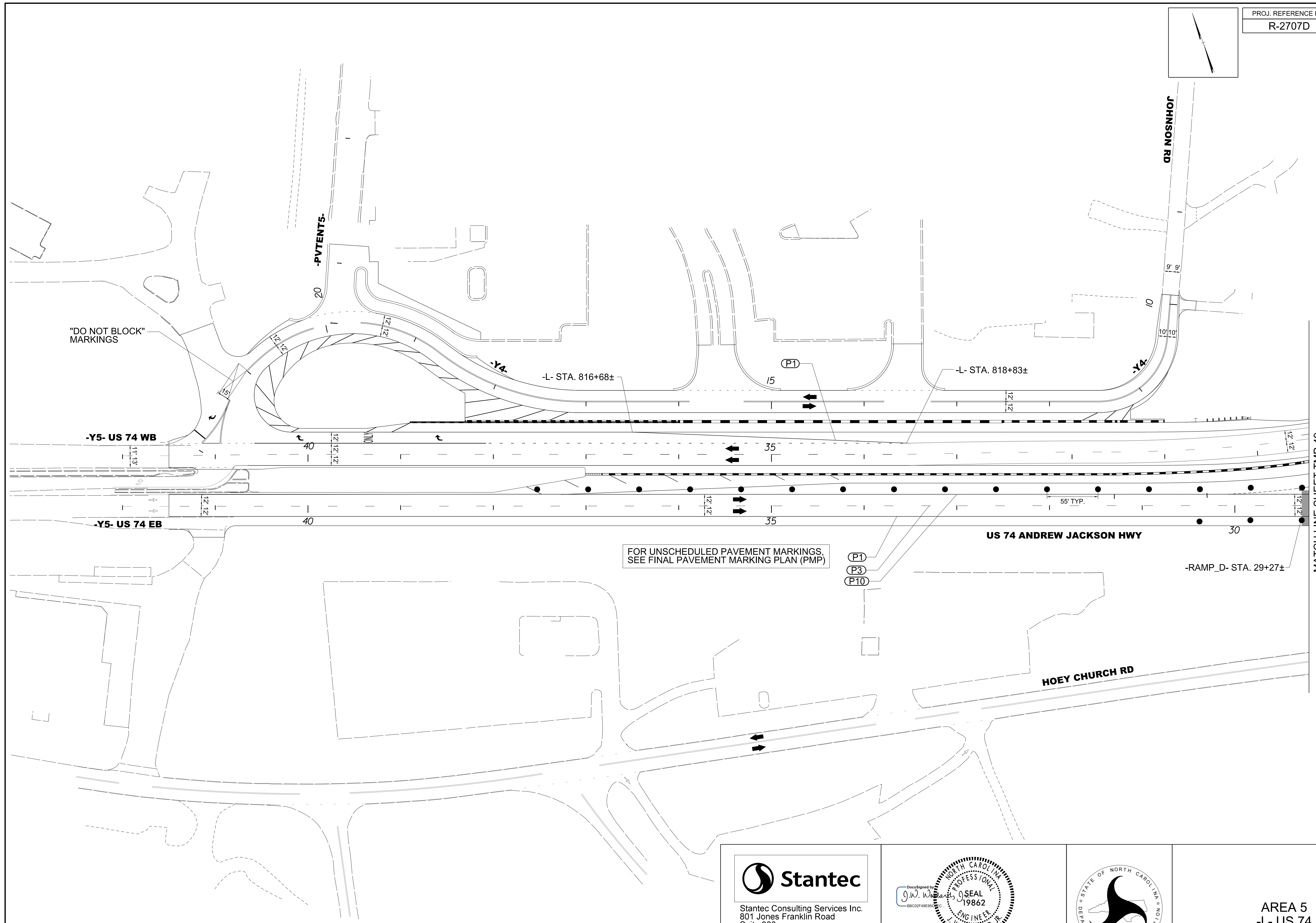
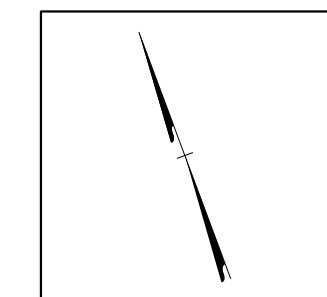
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**AREA 5
 -L- US 74
 PHASE V
 OVERVIEW**



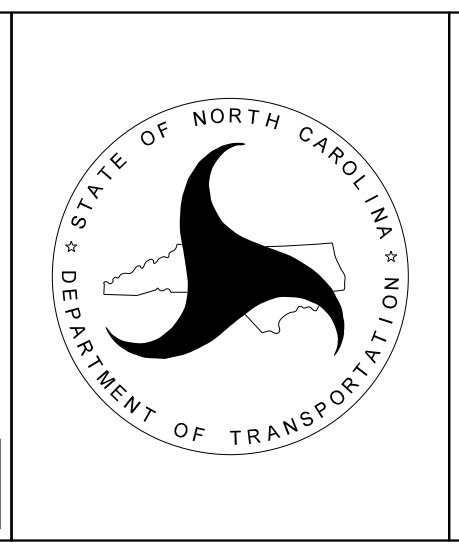
MATCH LINE SHEET TMP-49
-RAMP D- STA. 29+20

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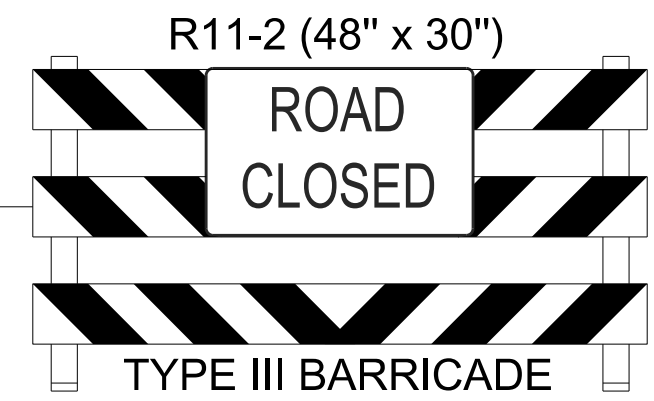
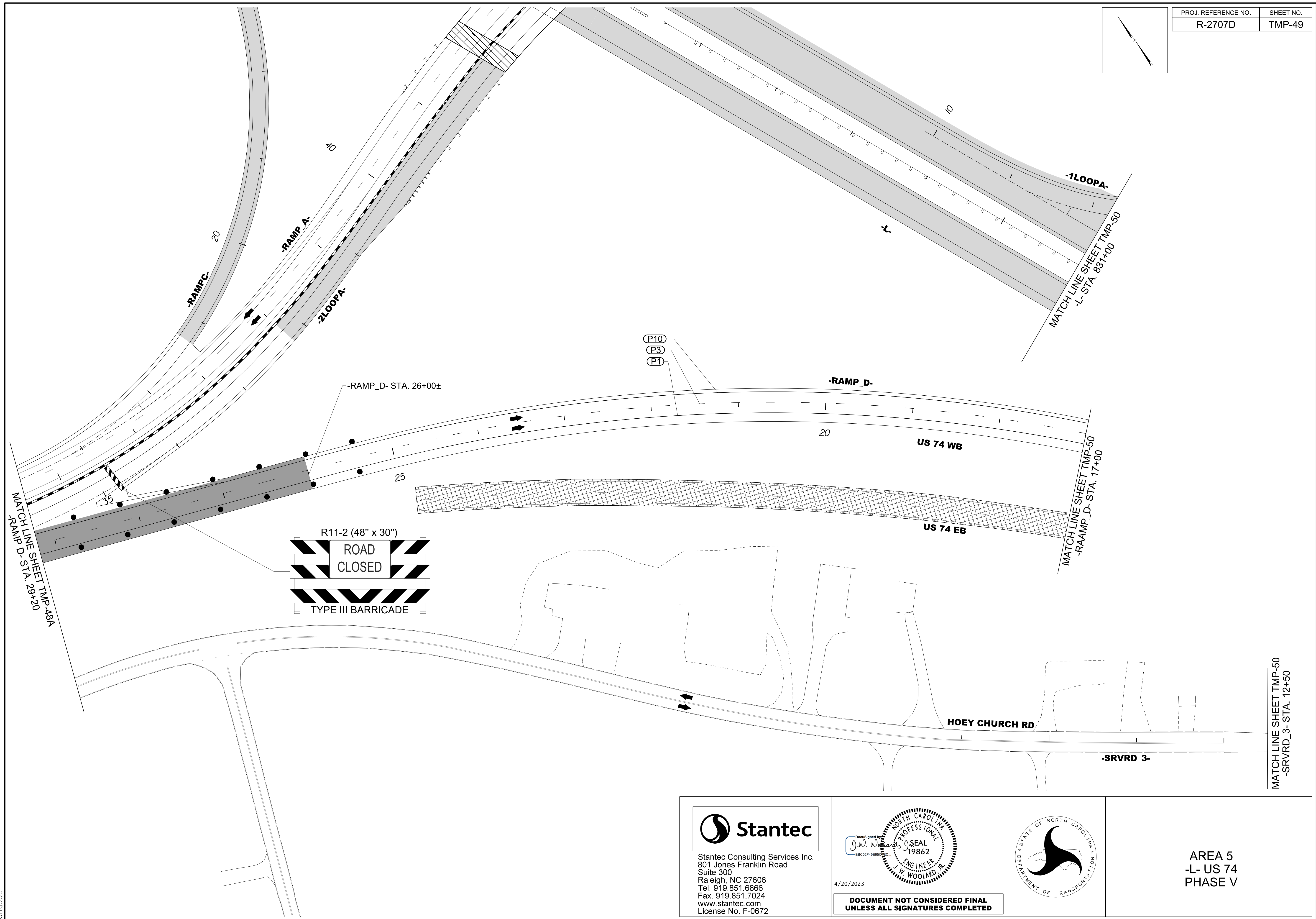
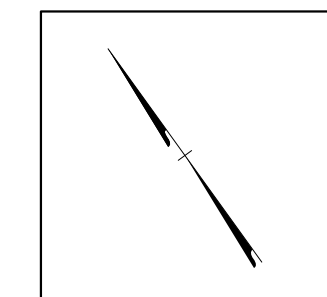
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AREA 5
-L- US 74
PHASE V

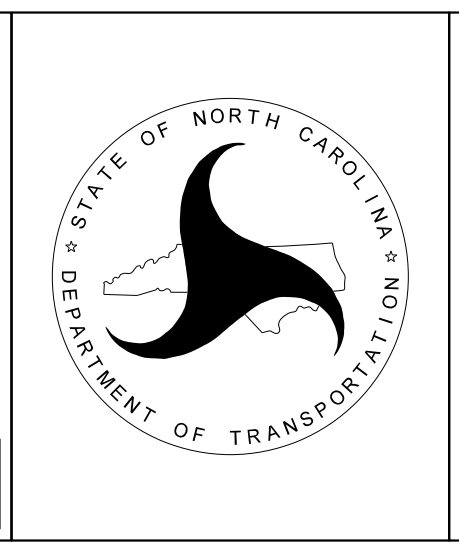


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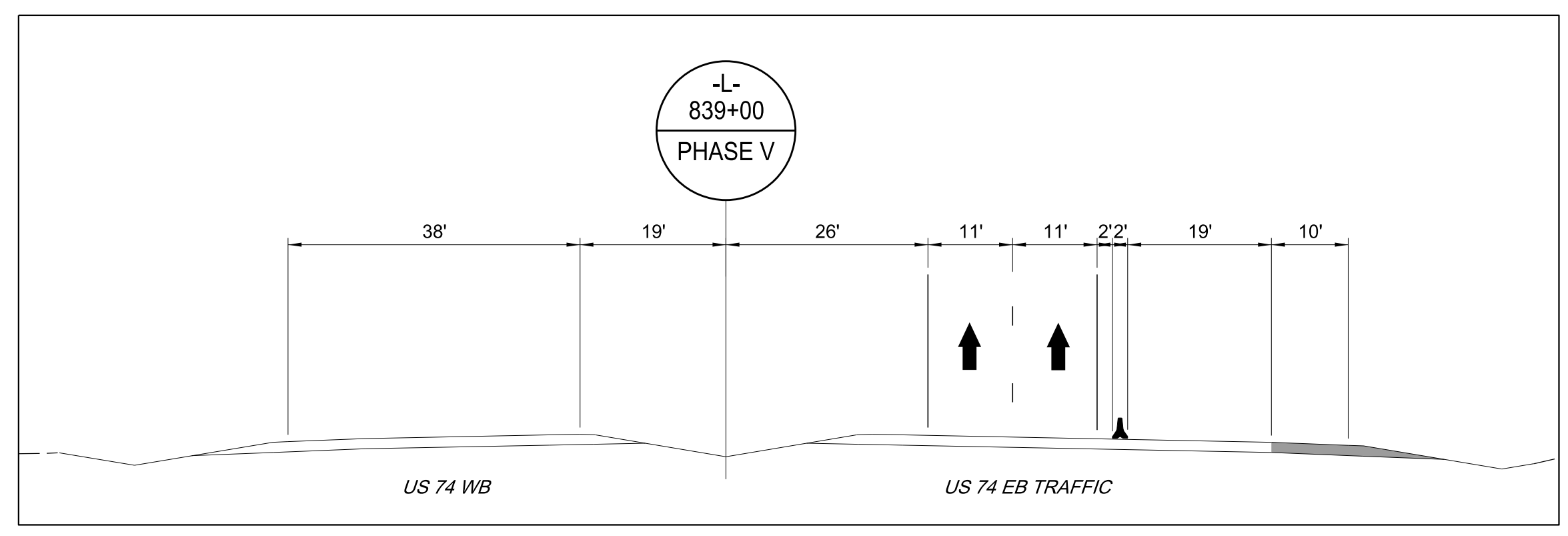
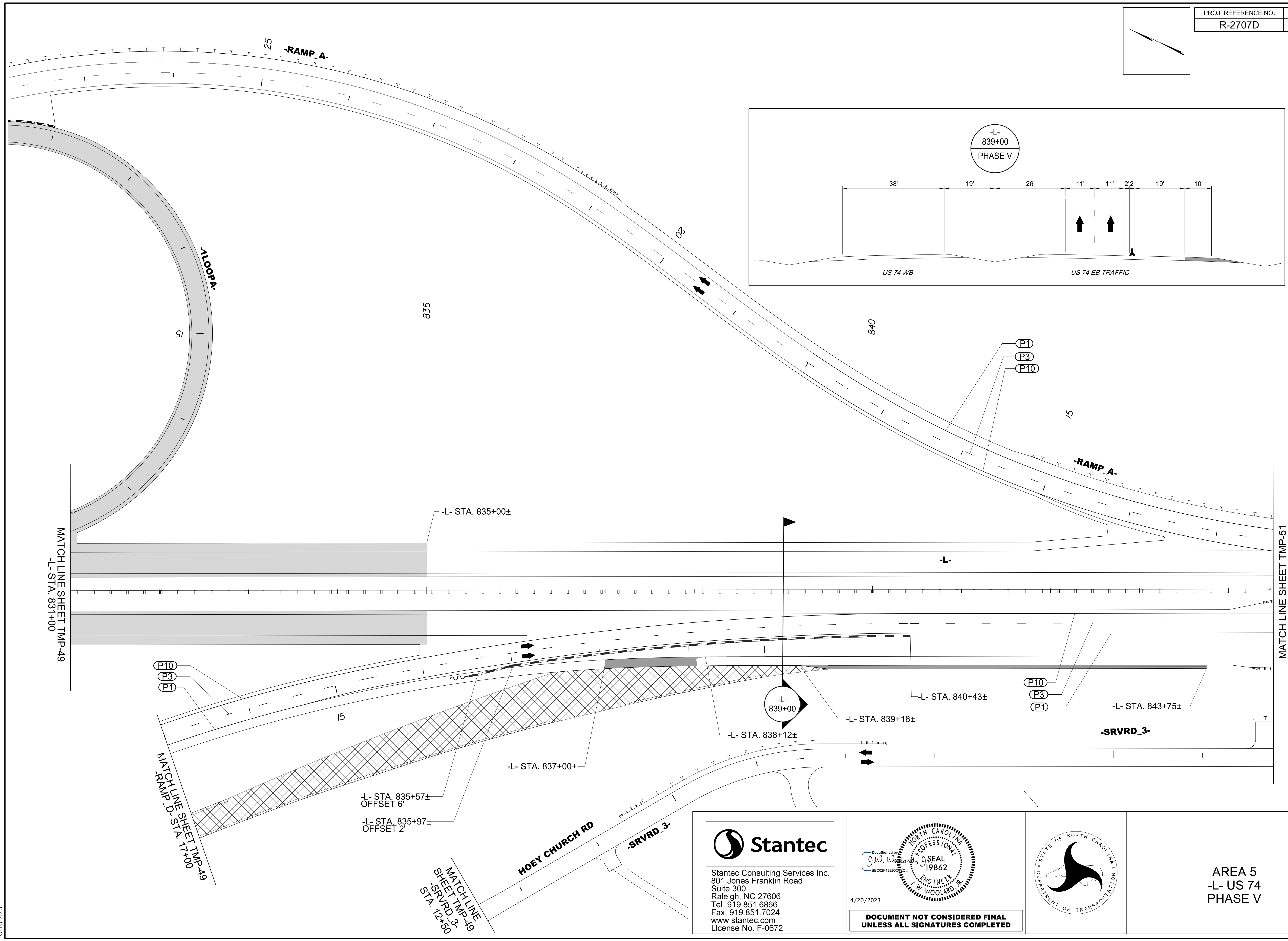
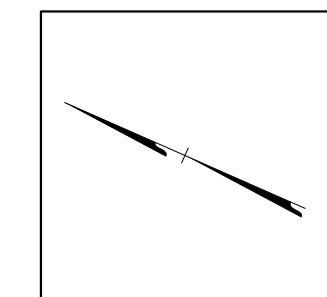
AREA 5
 -L- US 74
 PHASE V

MATCH LINE SHEET TMP-50
 -SRVRD_3- STA. 12+50

MATCH LINE SHEET TMP-48A
 RAMP D- STA. 29+20

MATCH LINE SHEET TMP-50
 -RAMP_D- STA. 17+00

MATCH LINE SHEET TMP-50
 -L- STA. 837+00



MATCH LINE SHEET TMP-49
-L- STA. 831+00

MATCH LINE SHEET TMP-51
-L- STA. 844+50

MATCH LINE SHEET TMP-49
-L- STA. 837+00

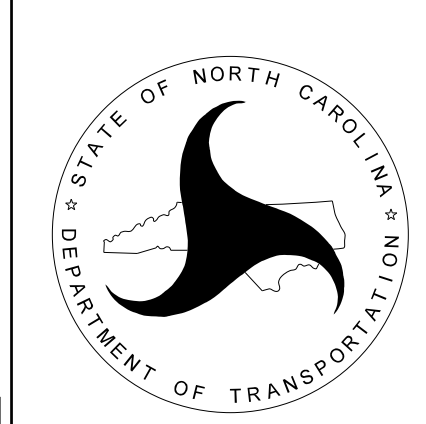
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SRVRD 3-
STA. 12+50

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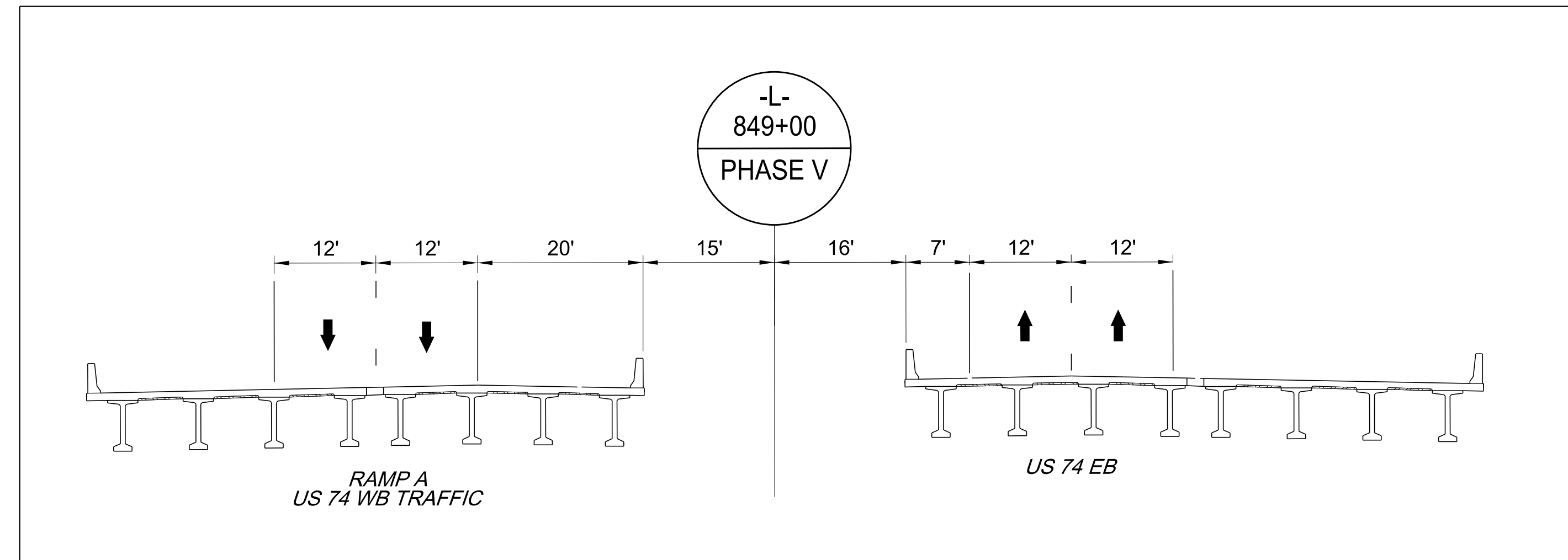
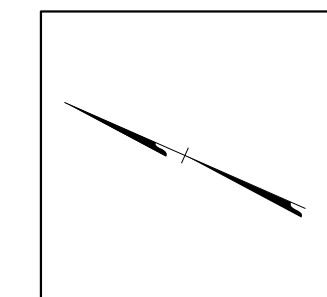
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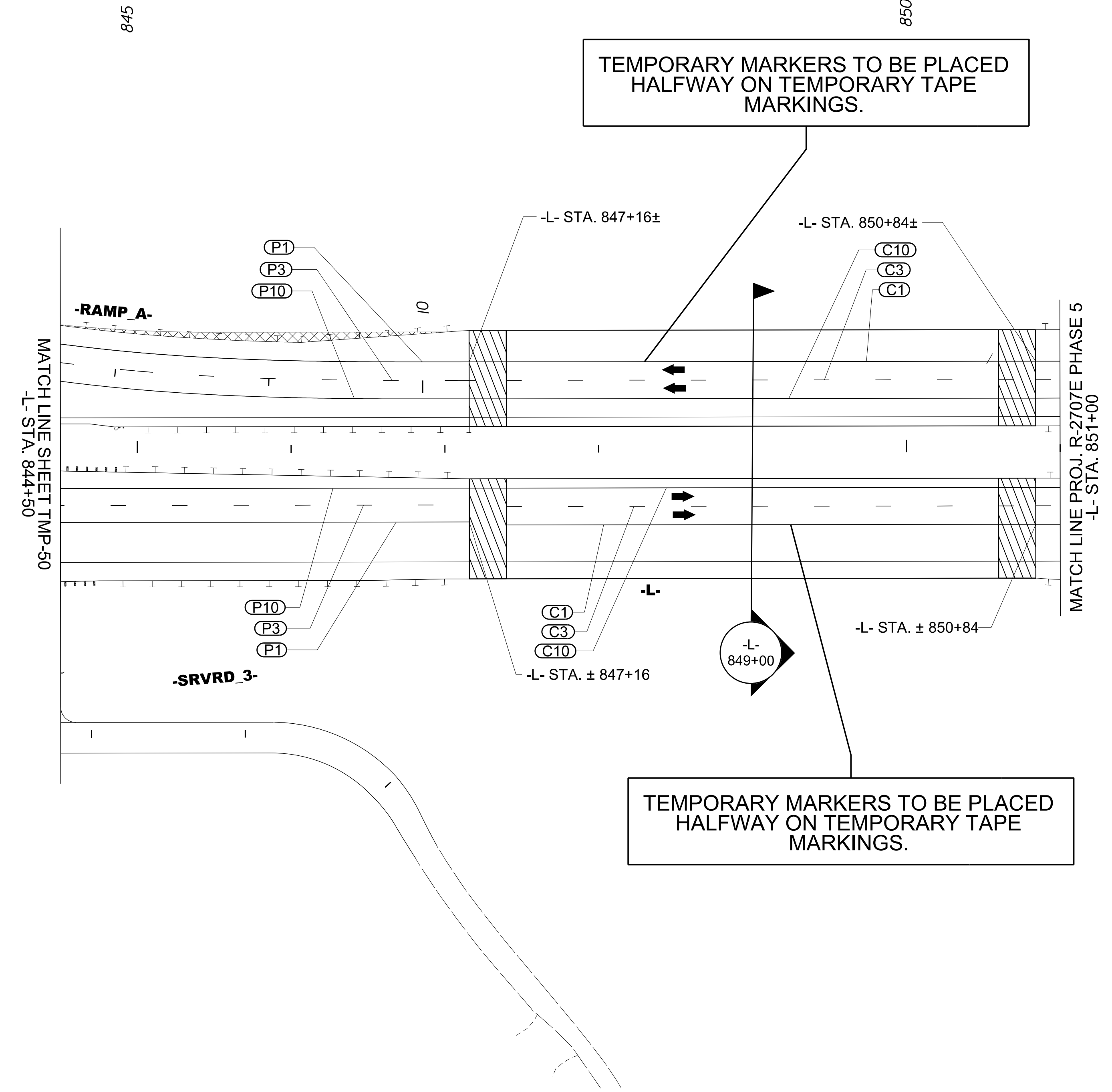
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AREA 5
-L- US 74
PHASE V

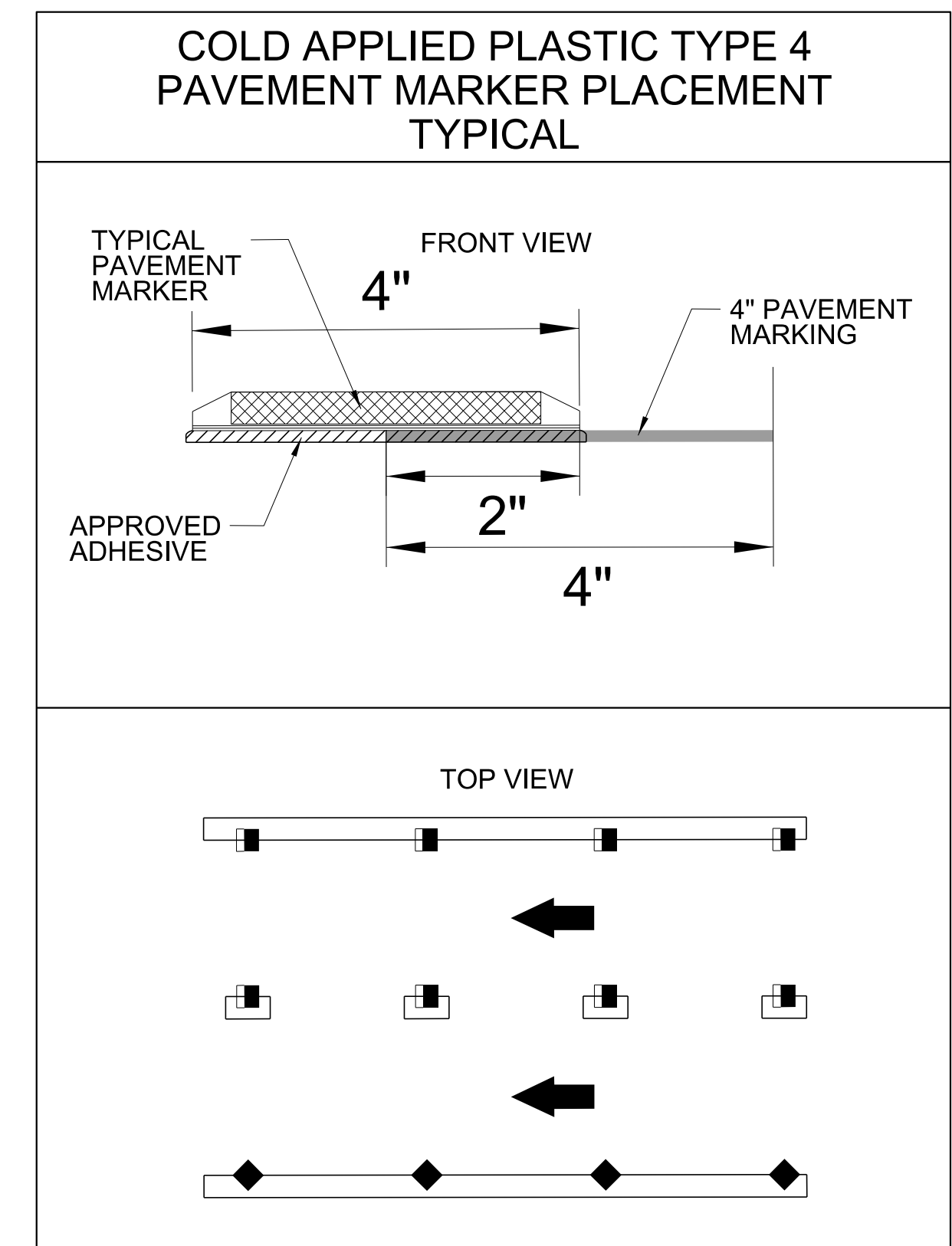


COORDINATE R-2707E CONSTRUCTION STAGING WITH R-2707D AREA 5 BRIDGES OVER BUFFALO CREEK STAGING



TEMPORARY MARKERS TO BE PLACED HALFWAY ON TEMPORARY TAPE MARKINGS.

TEMPORARY MARKERS TO BE PLACED HALFWAY ON TEMPORARY TAPE MARKINGS.

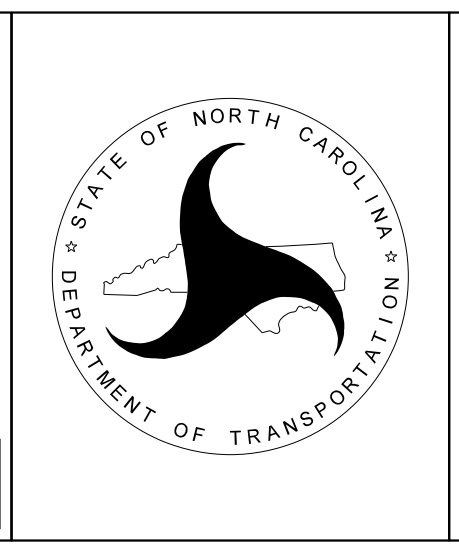


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AREA 5
-L- US 74
PHASE V