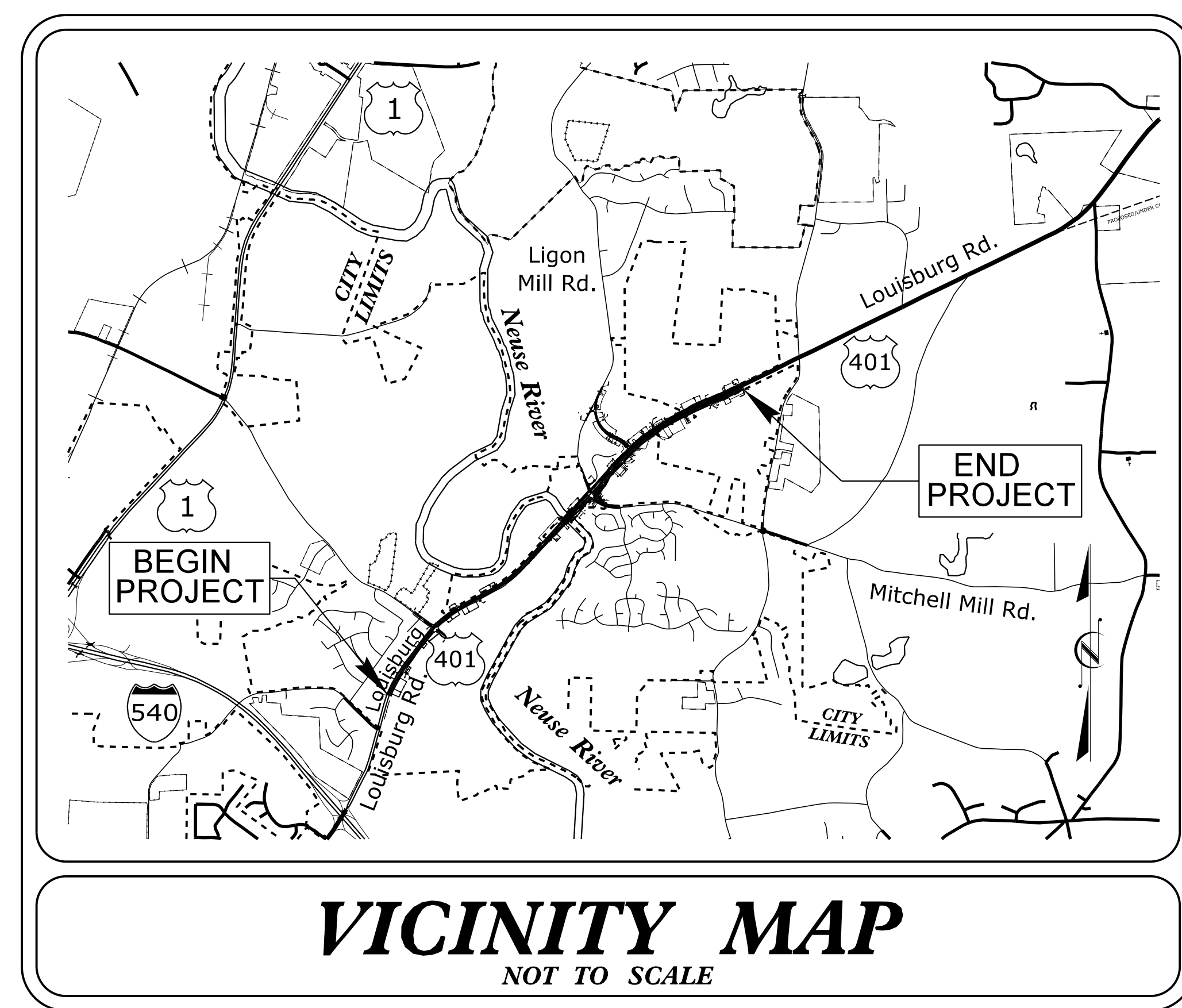
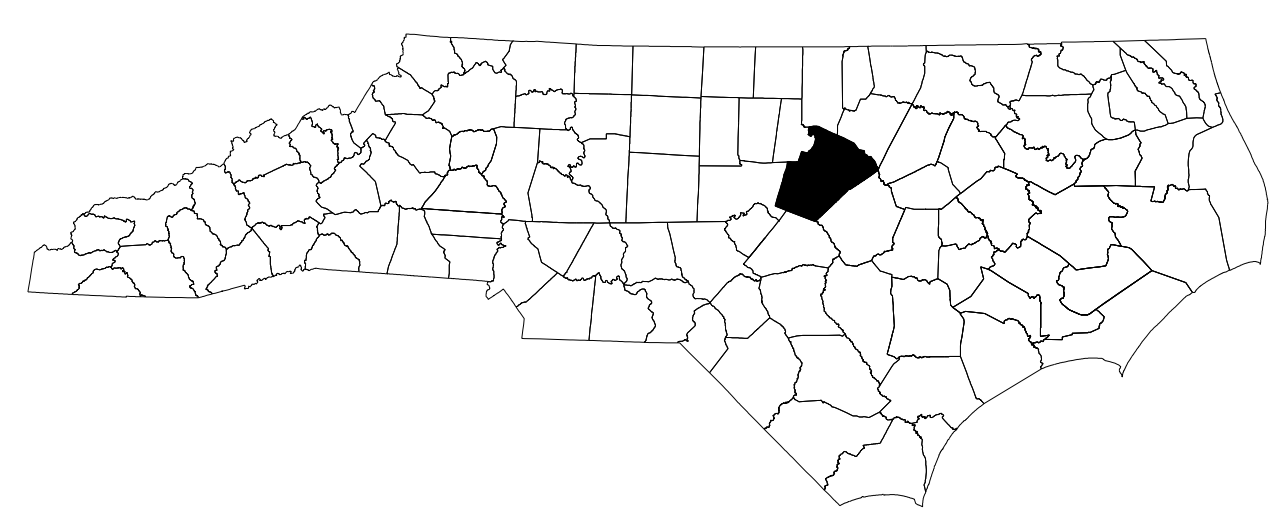


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

WAKE COUNTY



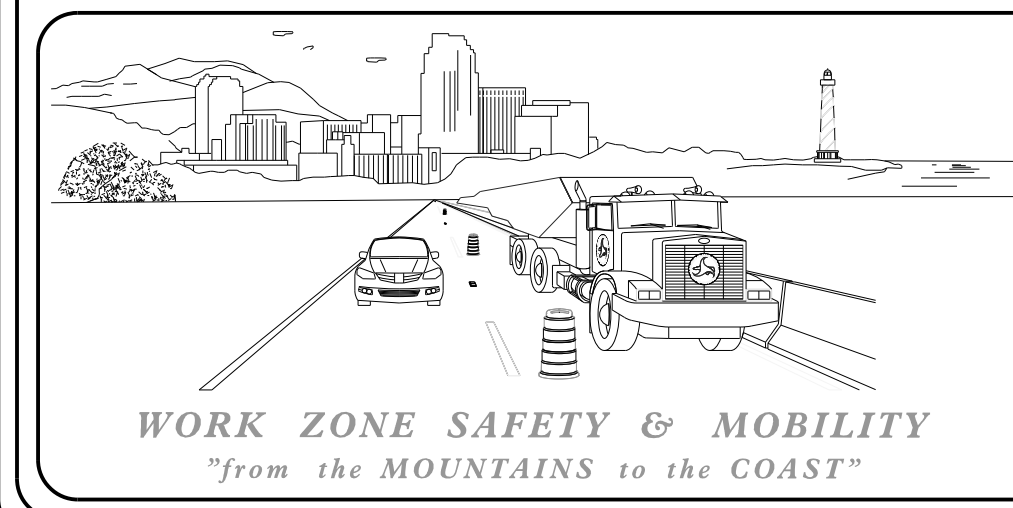
| SHEET NO. | TITLE |
|------------------|--|
| TMP-1 | TITLE SHEET, VICINITY MAP, AND INDEX OF SHEETS |
| TMP-1A | LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, AND LEGEND |
| TMP-2 - TMP-2A | GENERAL NOTES |
| TMP-2B | PHASING NOTES |
| TMP-2C | PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS |
| TMP-2D | TEMPORARY SHORING NOTES |
| TMP-3 | PHASE I OVERVIEW |
| TMP-4 | PHASE I OVERVIEW (NORTH SECTION) |
| TMP-5 - TMP-12 | PHASE I DETAIL |
| TMP-13 | PHASE I-A OVERVIEW (SOUTH SECTION) |
| TMP-14 - TMP-18 | PHASE I-A DETAIL |
| TMP-19 | PHASE I-B OVERVIEW (SOUTH SECTION) |
| TMP-20 - TMP-24A | PHASE I-B DETAIL |
| TMP-25 | PHASE II OVERVIEW (NORTH SECTION) |
| TMP-26 - TMP-33 | PHASE II DETAIL |
| TMP-34 | PHASE III OVERVIEW (NORTH SECTION) |
| TMP-35 - TMP-42 | PHASE III DETAIL |
| TMP-43 | PHASE IV OVERVIEW (NORTH SECTION) |
| TMP-44 - TMP-49 | PHASE IV DETAIL |

SHEET NO.
TMP-1

U-5748

TIP PROJECT:

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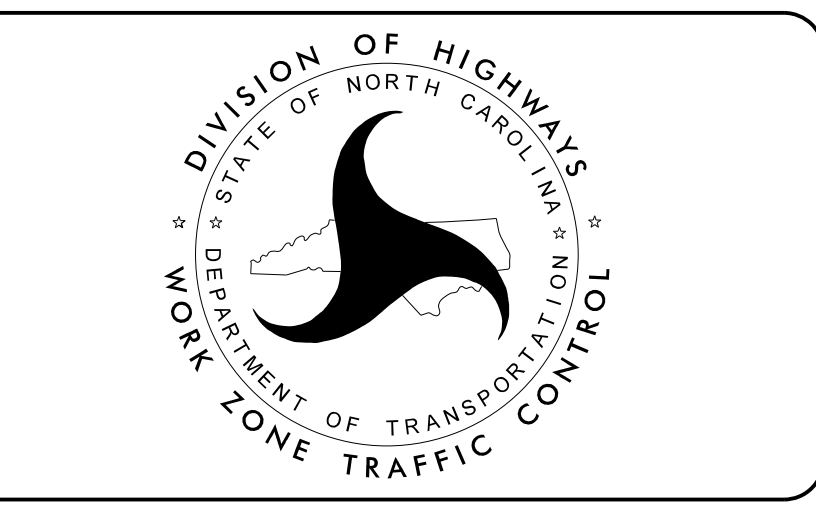
JEFFREY KOONTZ, PE
PROJECT ENGINEER

ELIZABETH WARGO, PE
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KENNETH THORNEWELL, PE
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DATE: _____



3/7/2023

ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS SHOWN 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 | DRUM |
| 1135.01 | CONES |
| 1145.01 | BARRICADES |
| 1150.01 | FLAGGING DEVICES |
| 1160.01 | TEMPORARY CRASH CUSHION |
| 1165.01 | WORK VEHICLE LIGHTING SYSTEMS AND TMA DELINEATION |
| 1170.01 | POSITIVE PROTECTION |
| 1180.01 | SKINNY-DRUM |
| 1205.01 | PAVEMENT MARKINGS - LINE TYPES AND OFFSETS |
| 1205.02 | PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS |
| 1205.04 | PAVEMENT MARKINGS - INTERSECTIONS |
| 1205.13 | PAVEMENT MARKINGS - LANE REDUCTIONS |

LEGEND

GENERAL

- DIRECTION OF TRAFFIC FLOW
- EXISTING PAVEMENT
- NORTH ARROW
- PROPOSED PAVEMENT
- TEMP. SHORING (LOCATION PURPOSES ONLY)
- WORK AREA

SIGNALS

- EXISTING
- PROPOSED
- TEMPORARY

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

TRAFFIC CONTROL DEVICES

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

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

PAVEMENT MARKERS

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

PAVEMENT MARKING SYMBOLS

- PAVEMENT MARKING SYMBOLS

TEMPORARY PAVEMENT MARKINGS

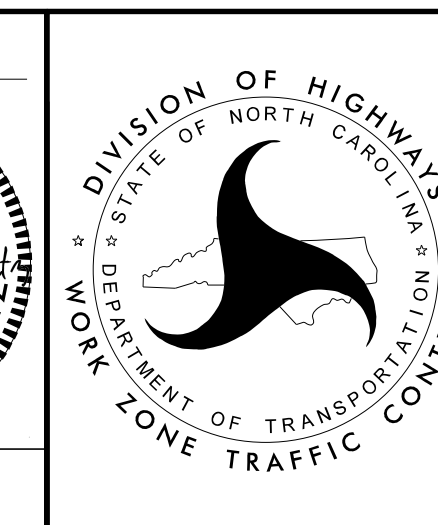
| SYMBOL | DESCRIPTION | SYMBOL | DESCRIPTION |
|--------|-----------------------------------|--------|----------------------------------|
| P1 | 4" WHITE EDGELINE | P40 | 8" WHITE GORELINE |
| P2 | 4" WHITE SOLID LANE LINE | P41 | 8" WHITE DIAGONAL |
| P3 | 4" 10 FT. WHITE SKIP | P42 | 8" YELLOW DIAGONAL |
| P4 | 4" 3 FT.-9 FT./SP WHITE MINISKIP | P43 | 8" WHITE SOLID LANE LINE |
| P5 | 4" 2 FT.-6 FT./SP WHITE MINISKIP | P44 | 8" 3 FT.-9 FT./SP WHITE MINISKIP |
| P10 | 4" YELLOW EDGELINE | P46 | 8" WHITE CROSSWALK LINE |
| P13 | 4" YELLOW DOUBLE CENTER | P61 | 24" WHITE STOPBAR |
| P14 | 4" 2 FT.-6 FT./SP YELLOW MINISKIP | P70 | LEFT TURN ARROW |
| | | P71 | RIGHT TURN ARROW |
| | | P72 | STRAIGHT ARROW |

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ROADWAY STANDARD
DRAWINGS & LEGEND

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GENERAL NOTES

CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS, AND ROADWAY DETAILS ARE NOT ATTAINABLE TO MEET FIELD CONDITIONS OR RESULT IN DUPLICATE OR UNDESIRE 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 |
|-------------------------|--------------------------------------|
| US 401, LOUISBURG RD. | MONDAY-FRIDAY, 6 AM-9 AM & 3 PM-7 PM |
| LIGON MILL RD. | MONDAY-FRIDAY, 6 AM-9 AM & 3 PM-7 PM |
| MITCHELL MILL RD. | MONDAY-FRIDAY, 6 AM-9 AM & 3 PM-7 PM |
| PERRY CREEK RD. | MONDAY-FRIDAY, 6 AM-9 AM & 3 PM-7 PM |
| LELAND RD. | MONDAY-FRIDAY, 6 AM-9 AM & 3 PM-7 PM |
| ALL SIDE RDS. IN LIMITS | MONDAY-FRIDAY, 6 AM-9 AM & 3 PM-7 PM |

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

| ROAD NAME |
|-------------------------|
| US 401, LOUISBURG RD. |
| LIGON MILL RD. |
| MITCHELL MILL RD. |
| PERRY CREEK RD. |
| LELAND RD. |
| ALL SIDE RDS. IN LIMITS |

HOLIDAY

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

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

C) DO NOT STOP TRAFFIC AS FOLLOWS:

| ROAD NAME | DAY AND TIME RESTRICTIONS | DURATION AND OPERATION |
|-----------------------|-----------------------------|---|
| US 401, LOUISBURG RD. | MONDAY-FRIDAY, 6 AM TO 9 PM | 30 min. FOR BEARING REPLACEMENTS AND ANY OVERHEAD WORK ABOVE LIVE TRAFFIC (SIGNALS) |
| LIGON MILL RD. | MONDAY-FRIDAY, 6 AM TO 9 PM | |
| MITCHELL MILL RD. | MONDAY-FRIDAY, 6 AM TO 9 PM | |
| PERRY CREEK RD. | MONDAY-FRIDAY, 6 AM TO 9 PM | |

D) DO NOT CONDUCT MULTI-VEHICLE HAULING AS FOLLOWS:

| ROAD NAME | DAY AND TIME RESTRICTIONS |
|-----------------------|--------------------------------------|
| US 401, LOUISBURG RD. | MONDAY-FRIDAY, 7 AM-9 AM & 4 PM-6 PM |
| LIGON MILL RD. | MONDAY-FRIDAY, 7 AM-9 AM & 4 PM-6 PM |
| MITCHELL MILL RD. | MONDAY-FRIDAY, 7 AM-9 AM & 4 PM-6 PM |
| PERRY CREEK RD. | MONDAY-FRIDAY, 7 AM-9 AM & 4 PM-6 PM |

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

LANE AND SHOULDER CLOSURE REQUIREMENTS

- F) REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED OR AS DIRECTED BY THE ENGINEER.
- G) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 15 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR A LANE CLOSURE IS INSTALLED.
- H) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO AN UNDIVIDED FACILITY AND WITHIN 5 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO A DIVIDED FACILITY AND WITHIN 10 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.
- I) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRAFFIC CONTROL PLANS, ROADWAY STANDARD DRAWINGS, OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.

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

PAVEMENT EDGE DROP OFF REQUIREMENTS

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

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

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

BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.
- L) 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) 200 FT IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

M) NOTIFY THE ENGINEER TWENTY ONE (21) CALENDAR DAYS PRIOR TO ANY TRAFFIC PATTERN ALTERATION.

SIGNING

- N) 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.
- O) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- P) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 200 FT IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC BARRIER

Q) 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.

R) 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: (SEE ALSO 1101.05)

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

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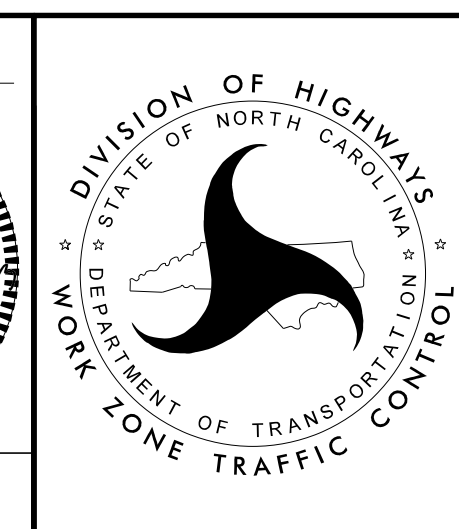
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GENERAL NOTES

GENERAL NOTES (CONTINUED)

TRAFFIC CONTROL DEVICES

- S) WHEN LANE CLOSURES ARE NOT IN EFFECT SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER IN FEET THAN TWICE THE POSTED SPEED LIMIT (MPH) EXCEPT, 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTIONS 1130 (DRUMS), 1135 (CONES) AND 1180 (SKINNY DRUMS) FOR ADDITIONAL REQUIREMENTS.
- T) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.

PAVEMENT MARKINGS AND MARKERS

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

| ROAD NAME | MARKING | MARKER |
|-----------------------|---------|------------------|
| US 401, LOUISBURG RD. | PAINT | TEMPORARY RAISED |
| LIGON MILL RD. | PAINT | TEMPORARY RAISED |
| MITCHELL MILL RD. | PAINT | TEMPORARY RAISED |
| PERRY CREEK RD. | PAINT | TEMPORARY RAISED |
| ALL SIDE RDS. | PAINT | NONE |

- V) 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.
- W) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- X) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.
- Y) TRACE THE PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO INSTALLATION.

MISCELLANEOUS

- Z) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE ENGINEER.
- AA) 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). 100 FEET AND 50 FEET RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.
- BB) 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.
- CC) CONTRACTOR SHALL MAINTAIN SIDEWALK ACCESS AT ALL TIMES AS STATED IN THE PHASING. CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE TEMPORARY SIDEWALKS (CONCRETE, ASPHALT, OR OTHER SUITABLE MATERIAL AS APPROVED BY THE ENGINEER) AT ALL LOCATIONS WHERE THE OPEN PEDESTRIAN TRAVELWAY HAS BEEN REMOVED FOR CONSTRUCTION OPERATIONS (UTILITIES, DRAINAGE, ETC.).

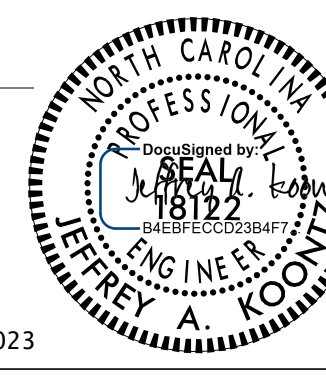
LOCAL NOTES

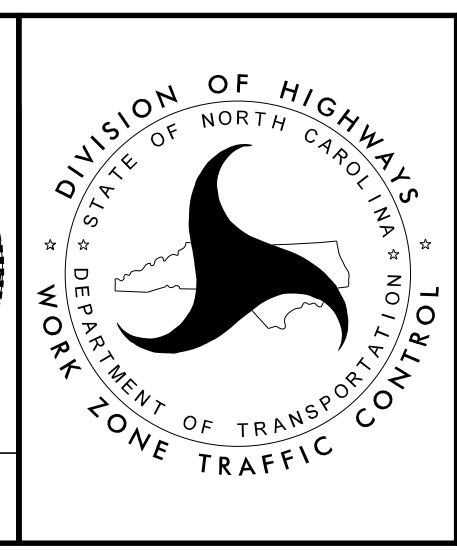
- A) CONTACT THE CITY OF RALEIGH PARKS AND RECREATION DEPARTMENT ABOUT CLOSING THE GREENWAY AND RIVER ACCESS AND POSTING APPROPRIATE SIGNAGE. ADVANCED SIGNAGE REGARDING CLOSURES SHOULD BE ADDED AT KEY LOCATIONS, WHICH INCLUDE, BUT MAY NOT BE LIMITED TO, HORSESHOE FARM PARK, TRAILHEAD LANE PARKING LOT, AND MAYAKA COURT.
- B) TRAFFIC IS TO BE IN A MINIMUM OF TWO-LANE, TWO-WAY OPERATION AT THE END OF EVERY WORK DAY UNLESS OTHERWISE NOTED IN PLANS.
- C) COMPLY WITH THE CITY OF RALEIGH NOISE ORDINANCE FOR ALL NIGHT WORK.

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GENERAL &
LOCAL NOTES

| | |
|---------------------|-----------|
| PROJ. REFERENCE NO. | SHEET NO. |
| U-5748 | TMP-2B |

NOTES: THESE PLANS ARE FOR THE MAINTENANCE OF TRAFFIC DURING PROJECT CONSTRUCTION AND ARE NOT INCLUSIVE OF ALL DISCIPLINES. SEE THE UTILITY PHASING PLANS FOR THE UTILITY CONSTRUCTION.

MAINTAIN INGRESS AND EGRESS TO ALL PROPERTIES WITHIN THE PROJECT AT ALL TIMES THROUGHOUT THE DURATION OF THE PROJECT CONSTRUCTION.

PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITY, INSTALL WORK ZONE ADVANCE WARNING SIGNS AS SHOWN IN ROADWAY STANDARD DRAWING (RSD) 1101.01. SHEETS 2 AND 3 OF 3.

THE SYNCHRONIZED STREET SECTION OF US 401 SOUTH OF THE BRIDGE SHALL BE COMPLETED PRIOR TO MAKING ANY TRAFFIC PATTERN ALTERATIONS ON THE SECTION OF THE PROJECT NORTH OF THE BRIDGE.

PHASE I

STEP 1: PLACE CHANGEABLE MESSAGE SIGNS ALONG LIGON MILL ROAD AS SHOWN IN PLANS AND AS DIRECTED BY THE ENGINEER INDICATING THE UPCOMING CLOSURE AND RELOCATION OF LIGON MILL RD AT US 401. ACTUAL MESSAGES WILL BE AS DIRECTED BY THE ENGINEER AND SHALL BE DISPLAYED A MINIMUM OF 2 WEEKS PRIOR TO THE CLOSURE AND RELOCATION OF LIGON MILL ROAD.

STEP 2: USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AS SHOWN ON TMP-05 AND TMP-06 AND PLACE TEMP. CONC. BARRIER (ATTACHED TO STRUCTURE) AND CRASH CUSHIONS AT THE LIMITS SHOWN IN THE PLANS. SHIFT TRAFFIC TO THE NARROWED PATTERN AND OBLITERATE ANY CONFLICTING PAVEMENT MARKINGS. BEGIN PROPOSED WIDENING OF THE BRIDGES ON THE EXTERIOR OF BOTH STRUCTURES FROM US 401 STA. 23+38 TO 26+36 AS SHOWN. INSTALL TEMP. SHORING AFTER EXISTING SIDEWALK AND DECK REMOVED.

STEP 2A: USING RSD 1101.03, SHEET 9 OF 14 FOR ROLLING ROAD BLOCKS, REPLACE BEARINGS AT EXISTING BRIDGES ON US 401 OVER THE NEUSE RIVER. SEE STRUCTURE PLANS FOR ADDITIONAL DETAILS.

STEP 3: USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, PLACE DRUMS AND TEMP. CONC. BARRIERS ALONG US 401 AND AT THE LIGON MILL/MITCHELL MILL RD. INTERSECTION TO PROTECT THE CULVERT CROSSING AREAS IN PREPARATION FOR THE INSTALLATION OF THE PROPOSED CULVERTS AS SHOWN ON TMP-06.

CONSTRUCT PROPOSED BORE & JACK PITS AS SHOWN IN THE DETAILS AND AS DIRECTED BY THE ENGINEER. MAINTAIN DRAINAGE FLOW THROUGH THE EXISTING CULVERTS.

STEP 4: INSTALL PROPOSED 78" WSP CULVERTS BY BORE AND JACK. UPON COMPLETION OF THE CULVERT INSTALLATIONS, DIVERT DRAINAGE FLOW THROUGH THE NEWLY INSTALLED PROPOSED CULVERTS.

STEP 5: USING RSD 1101.02, SHEET 1 AND 3 OF 14 AS NEEDED, CONSTRUCT THE FOLLOWING ROADWAYS UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE:

- PROPOSED -Y2- FROM STA. 14+62 TO STA. 33+78
- PROPOSED -Y3- FROM STA. 13+70 TO STA. 15+11
- PROPOSED -L- FROM STA. 45+00 TO STA. 50+60 MED
- CUL-DE-SAC AT VENTURA CIRCLE

PHASE I-A

STEP 1: MAINTAIN EXISTING TRAFFIC PATTERNS OTHER THAN LANE CLOSURES. USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, CONSTRUCT THE PROPOSED BULB-OUT WIDENINGS ALONG US 401 UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AS SHOWN ON TMP-14 AND TMP-16, AT THE FOLLOWING LOCATIONS:

- US 401 STA. 23+56, LEFT
- US 401 STA. 26+02, RIGHT
- US 401 STA. 47+68, LEFT

THIS INCLUDES CONSTRUCTION OF THE TURNAROUND ON HARNETT DRIVE.

TRAFFIC PHASING

PHASE I-B

STEP 1: CONTINUE TO MAINTAIN EXISTING TRAFFIC PATTERNS OTHER THAN LANE CLOSURES. USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, CONSTRUCT THE PROPOSED MEDIAN PAVEMENT UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AND THE PROPOSED CONC. MONOLITHIC ISLANDS OF THE LEFT-OVER MEDIAN U-TURNS ALONG US 401 AT THE FOLLOWING LOCATIONS:

- FROM STA. 19+50 TO STA. 25+20 INCLUDES SHORT NB LEFT ISLAND
- FROM STA. 24+60 TO STA. 26+55 INCLUDES SHARED NB/SB U-TURN ISLAND
- FROM STA. 26+88 TO STA. 40+45 INCLUDES EXTENDED SB LEFT ISLAND
- FROM STA. 44+90 TO STA. 50+77 INCLUDES SHORT NB LEFT, NB U-TURN ISLANDS (2)
- FROM STA. 51+49 TO STA. 55+50 INCLUDES SHORT NB ISLAND
- FROM STA. 54+58 TO STA. 56+92 INCLUDES SHARED NB/SB U-TURN ISLAND
- FROM STA. 56+00 TO STA. 61+60 INCLUDES SHORT SB ISLAND

STEP 2: USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, INSTALL AND COVER PROPOSED SIGNALS AT -L- STA. 27+00+/- AND -L- STA. 49+50+/-.

STEP 3: WORKING IN A CONTINUOUS MANNER AND USING LAW ENFORCEMENT AS NEEDED, ACTIVATE THE NEW AND TEMPORARY SIGNALS, PLACE APPROPRIATE TRAFFIC CONTROL DEVICES IN THE US 401/PERRY CREEK RD. INTERSECTION AND SHIFT TRAFFIC INTO THE NEW SUPERSTREET TRAFFIC PATTERN. PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) IN THE FINAL TRAFFIC PATTERNS AND OBLITERATE ANY CONFLICTING PAVEMENT MARKINGS. THIS INCLUDES THE NEW TRAFFIC PATTERN PAVEMENT MARKINGS ON PERRY CREEK ROAD. SEE SIGN-06 FOR SIGNING NEEDS PRIOR TO INCORPORATING TRAFFIC PATTERN CHANGE.

STEP 4: CONSTRUCT THE PROPOSED CONC. MONOLITHIC ISLANDS IN THE US 401/PERRY CREEK RD. INTERSECTION AND INSTALL THE PROPOSED FINAL SIGNAL IN THE MEDIAN ISLAND AND ACTIVATE. REMOVE ANY TEMPORARY OR EXISTING SIGNALS NO LONGER NEEDED.

PHASE I-C (NOT PICTURED)

STEP 1: USING RSD 1101.02, SHEET 3 OF 14 AND LAW ENFORCEMENT AS NEEDED, PLACE THE FINAL LAYER OF SURFACE COURSE ON THE ENTIRE PROJECT AREA SOUTH OF THE EXISTING BRIDGE OVER THE NEUSE RIVER BEING WIDENED. THIS INCLUDES THE PLACEMENT OF ALL PROPOSED FINAL PAVEMENT MARKINGS AND MARKERS.

STEP 2: COMPLETE ALL WORK NECESSARY TO FINISH PHASE I OF THE TRAFFIC CONTROL PLAN BEFORE PROCEEDING TO PHASE II. ALL TRAFFIC SOUTH OF THE BRIDGE MUST BE IN FINAL TRAFFIC PATTERNS BEFORE MAKING ANY SIGNIFICANT TRAFFIC PATTERN ALTERATIONS IN THE REMAINDER OF THIS PROJECT.

PHASE II

STEP 1: USING RSD 1101.02, SHEET 1 AND 3 OF 14 AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS ON NEWLY CONSTRUCTED -Y2- AND -Y3- AS SHOWN ON TMP-28, TMP-32, AND TMP-33. TIE TEMPORARY PAVEMENT MARKING LINES FOR -Y2- AND -Y3- TO EXISTING PAVEMENT MARKING LINES AS SHOWN ON TMP-32. SHIFT TRAFFIC ON TO -Y2- AND -Y3- AND OBLITERATE ANY CONFLICTING PAVEMENT MARKINGS. INSTALL TEMP. SIGNAL AT THE US 401/-Y2- INTERSECTION AND ACTIVATE SIGNAL.

STEP 2: USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, CONSTRUCT THE PROPOSED WIDENING OF SOUTHBOUND US 401 FROM -L- STA. 15+50 TO -L- STA. 85+17.

STEP 3: USING RSD 1101.02, SHEET 1 OF 14, CONSTRUCT PROPOSED -Y4- FROM STA. 10+50 TO STA. 17+70. MAINTAIN ACCESS FROM LIGON MILL RD. TO OLD NEUSE TRAIL AT ALL TIMES.

STEP 4: USING RSD 1101.02, SHEET 3 OF 14, CONSTRUCT THE TEMPORARY MEDIAN PAVEMENT AND PROPOSED PAVEMENT FROM -L- STA. 71+06 TO STA. 79+00 TO BE USED FOR THE NORTHBOUND DETOUR IN PHASE III AND INSIDE WIDENING OF US 401.

PHASE II, CONT.

STEP 5: COMPLETE CONSTRUCTION OF THE PROPOSED DRAINAGE ON THE EAST SIDE OF US 401 INCLUDING ANY REMAINING CULVERTS AND DRAINAGE DITCHES. MAINTAIN DRAINAGE FLOW THROUGH THE NEWLY CONSTRUCTED CULVERTS BENEATH US 401 (SEE TMP-27).

PHASE III

STEP 1: UPON COMPLETION OF THE SOUTHBOUND WIDENING OF US 401 IN PHASE II, STEP 3, PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AS SHOWN ON TMP-35 THROUGH TMP-39 AND ADJUST THE SIGNALS AT THE MITCHELL MILL RD. AND -Y2- INTERSECTIONS WITH US 401. SHIFT US 401 TRAFFIC TO THE WEST AS SHOWN.

STEP 2: USING RSD 1101.02, SHEET 1 AND 3 OF 14 AS NEEDED, CONSTRUCT THE PROPOSED NORTHBOUND WIDENING OF US 401 AS SHOWN FROM -L- STA. 18+10 TO -L- STA. 85+17 AND FROM -Y1- STA. 10+00 TO -Y1- STA. 14+25. PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS ON -Y1- MITCHELL MILL RD. AS SHOWN ON TMP-36. OBLITERATE ANY CONFLICTING PAVEMENT MARKINGS.

PHASE IV

STEP 1: UPON COMPLETION OF THE NORTHBOUND WIDENING OF US 401 IN PHASE III, STEP 2, PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AS SHOWN ON TMP-44 THROUGH TMP-48 AND ADJUST THE SIGNALS AT THE MITCHELL MILL RD. AND -Y2- INTERSECTIONS WITH US 401. SHIFT US 401 NORTHBOUND TRAFFIC TO THE EAST AS SHOWN. CONTINUE TO MAINTAIN EXISTING TRAFFIC PATTERNS (OTHER THAN LANE CLOSURES) FOR US 401 SOUTHBOUND TRAFFIC.

STEP 2: USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, CONSTRUCT THE PROPOSED MEDIAN PAVEMENT UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE AND THE PROPOSED CONC. MONOLITHIC ISLANDS OF THE LEFT-OVER MEDIAN U-TURNS ALONG US 401 AT THE FOLLOWING LOCATIONS:

- FROM STA. 26+47 TO STA. 33+39
- FROM STA. 34+11 TO STA. 40+31 INCLUDES PEDESTRIAN REFUGE ISLAND AND SB LEFT ISLAND
- FROM STA. 39+54 TO STA. 49+55 INCLUDES SHARED NB/SB LEFT ISLAND
- FROM STA. 50+47 TO STA. 66+85 INCLUDES SHORT NB ISLAND
- FROM STA. 65+95 TO STA. 68+05 INCLUDES SHARED NB/SB U-TURN ISLAND
- FROM STA. 67+15 TO STA. 85+12 INCLUDES SHORT SB ISLAND

STEP 3: USING RSD 1101.02, SHEET 3 OF 14 AS NEEDED, INSTALL ALL OF THE PROPOSED SIGNALS. KEEP ALL PROPOSED SIGNALS COVERED AND INACTIVE UNTIL TRAFFIC IS SHIFTED INTO THE NEW TRAFFIC PATTERN.

STEP 4: WORKING IN A CONTINUOUS MANNER AND USING LAW ENFORCEMENT AS NEEDED, ACTIVATE THE NEW SIGNALS AND SHIFT TRAFFIC INTO THE NEW TRAFFIC PATTERN. PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) IN THE FINAL TRAFFIC PATTERNS AND OBLITERATE ANY CONFLICTING PAVEMENT MARKINGS.

STEP 5: REMOVE ANY TEMPORARY OR EXISTING SIGNALS NO LONGER NEEDED.

PHASE V (NOT PICTURED)

STEP 1: USING RSD 1101.02, SHEET 3 OF 14 AND LAW ENFORCEMENT AS NEEDED, PLACE THE FINAL LAYER OF SURFACE COURSE ON THE ENTIRE PROJECT AREA NORTH OF THE EXISTING BRIDGE OVER THE NEUSE RIVER BEING WIDENED.

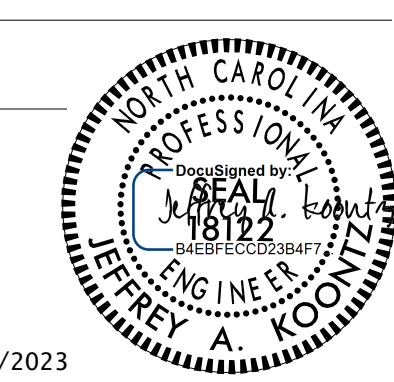
USING RSD 1101.02, SHEET 3 AND 8 OF 14 AS NEEDED, AT THE WIDENED BRIDGES OVER THE NEUSE RIVER, MILL CONCRETE BRIDGE DECK AND INSTALL PPC OVERLAY WITHIN ROADWAY AREA OF BRIDGE DECK. AFTER PPC OVERLAY IS INSTALLED, INSTALL JOINT SEALS.

PLACE ALL PROPOSED FINAL PAVEMENT MARKINGS AND MARKERS.

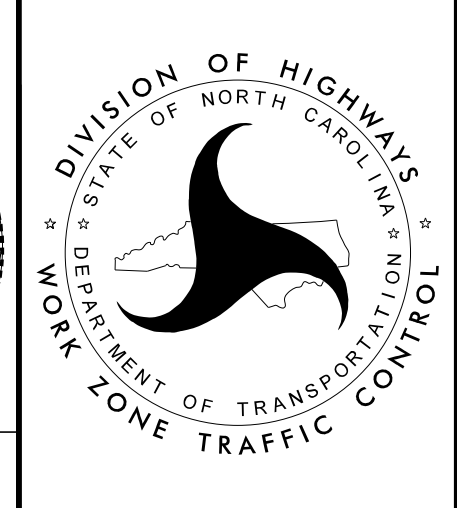
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PHASING NOTES

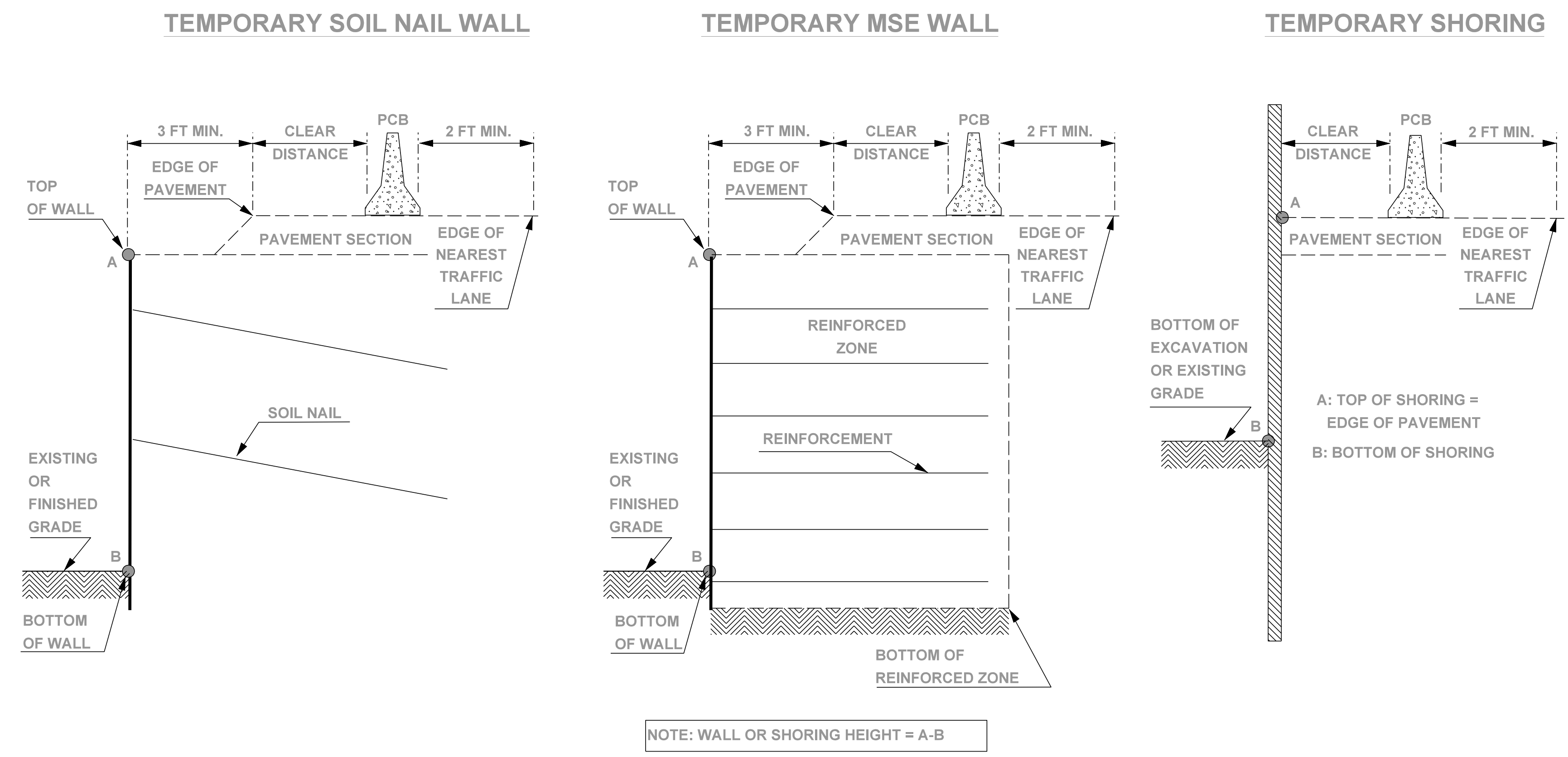


FIGURE A

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 |
| | | 44-50 | 26 | 26 | 28 | 32 | 35 | 37 |
| 50-56 | | 26 | 26 | 28 | 32 | 35 | 38 | |
| >56 | 26 | 27 | 29 | 32 | 36 | 38 | | |
| Anchored PCB | Asphalt | All Offsets | 24 for All Design Speeds | | | | | |
| Anchored PCB | Concrete (including bridge approach slabs) | All Offsets | 12 for All Design Speeds | | | | | |

* See Figure Below

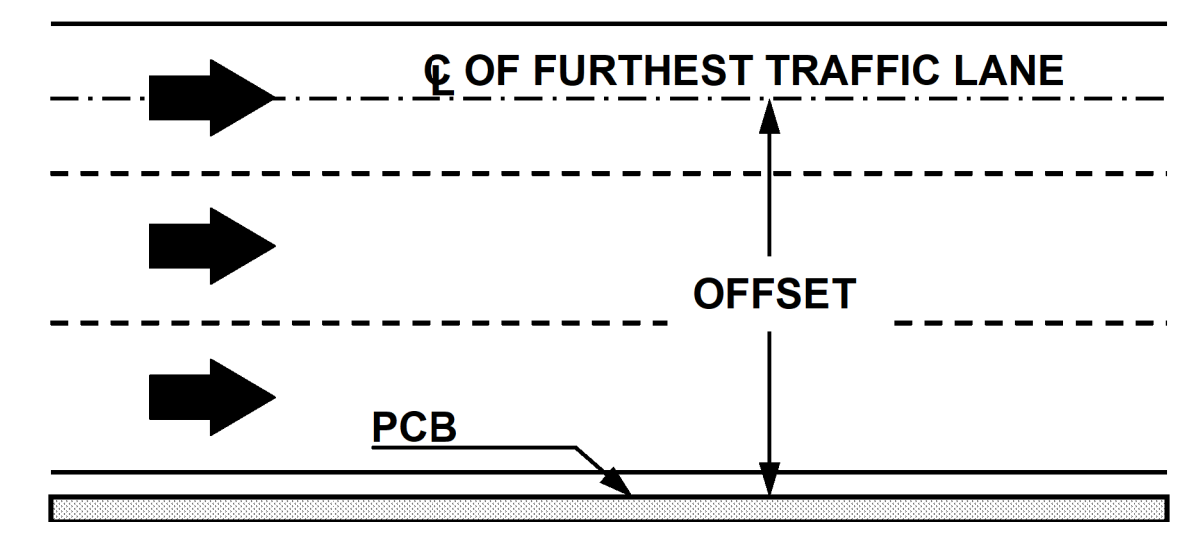


FIGURE B

| | | | |
|--|--|--|--|
| APPROVED: _____ | | | PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS |
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| U-5748 | TMP-2D |

TEMPORARY SHORING NOTES

SHORING LOCATION NO. 1 (SEE SHEET TMP-05)

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

DESIGN TEMPORARY SHORING FROM -L- STA. 23+08, 56' LT TO -L- STA. 23+38, 56' 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 = 182 FT

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

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM -L- STA. 23+08, 56' LT TO -L- STA. 23+38, 56' LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM -L- STA. 23+08, 56' LT TO -L- STA. 23+38, 56' LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

SHORING LOCATION NO. 2 (SEE SHEET TMP-05)

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

DESIGN TEMPORARY SHORING FROM -L- STA. 23+08, 56' RT TO -L- STA. 23+38, 56' RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT, γ = 120 PCF
 FRICTION ANGLE, ϕ = 30 DEGREES
 COHESION, c = 0 PSF
 GROUNDWATER ELEVATION = 182 FT

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

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM -L- STA. 23+08, 56' RT TO -L- STA. 23+38, 56' RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM -L- STA. 23+08, 56' RT TO -L- STA. 23+38, 56' RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

SHORING LOCATION NO. 3 (SEE SHEET TMP-05)

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

DESIGN TEMPORARY SHORING FROM -L- STA. 26+36, 56' LT TO -L- STA. 26+66, 56' 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 = 182 FT

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

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM -L- STA. 26+36, 56' LT TO -L- STA. 26+66, 56' LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM -L- STA. 26+36, 56' LT TO -L- STA. 26+66, 56' LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

SHORING LOCATION NO. 4 (SEE SHEET TMP-05)

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

DESIGN TEMPORARY SHORING FROM -L- STA. 26+36, 56' RT TO -L- STA. 26+66, 56' RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

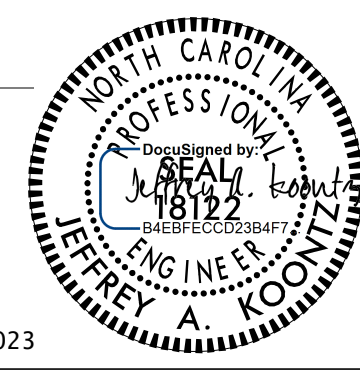

UNIT WEIGHT, γ = 120 PCF
 FRICTION ANGLE, ϕ = 30 DEGREES
 COHESION, c = 0 PSF
 GROUNDWATER ELEVATION = 182 FT

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

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM -L- STA. 26+36, 56' RT TO -L- STA. 26+66, 56' RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

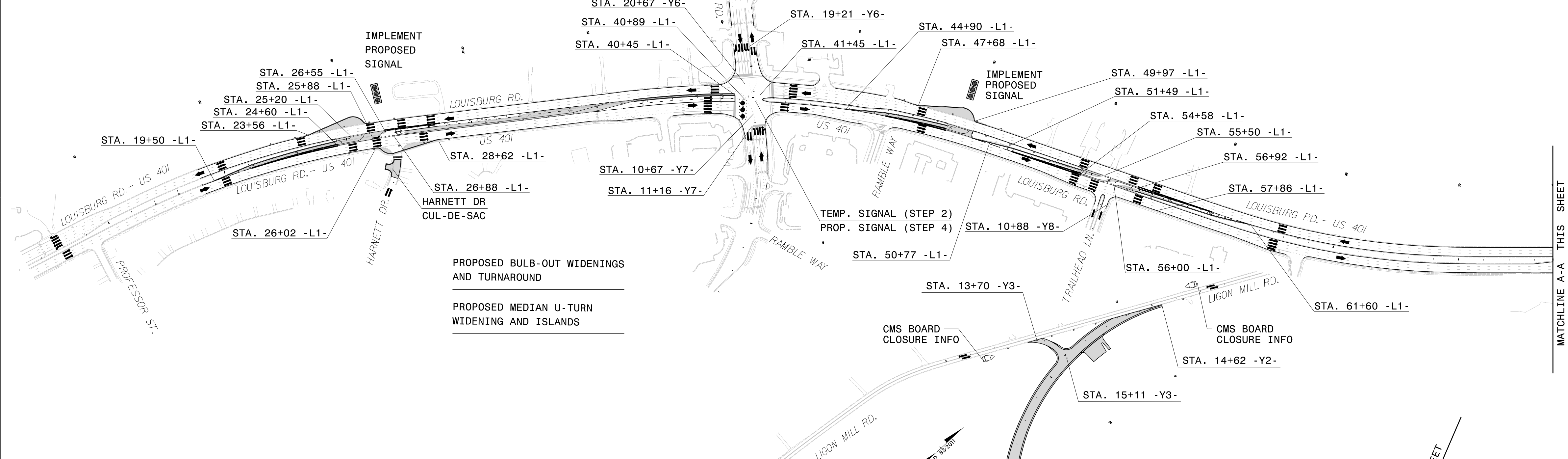
AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM -L- STA. 26+36, 56' RT TO -L- STA. 26+66, 56' RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

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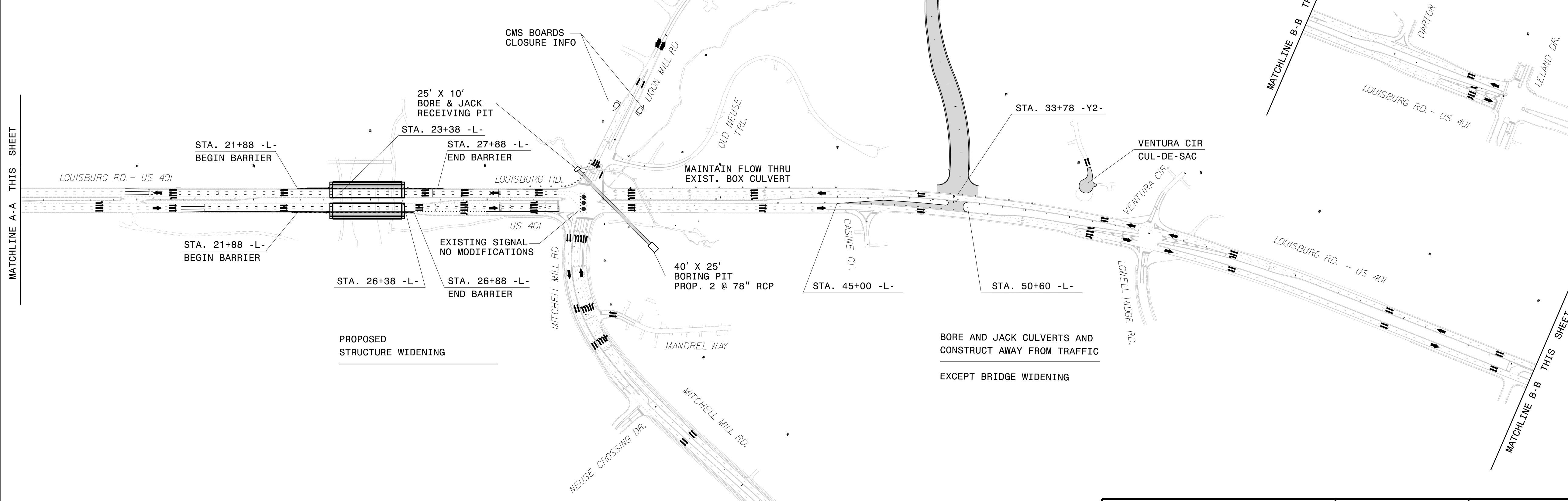
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SOUTH SECTION



NORTH SECTION

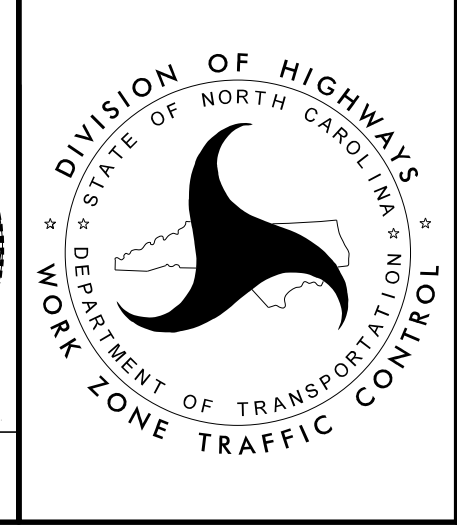


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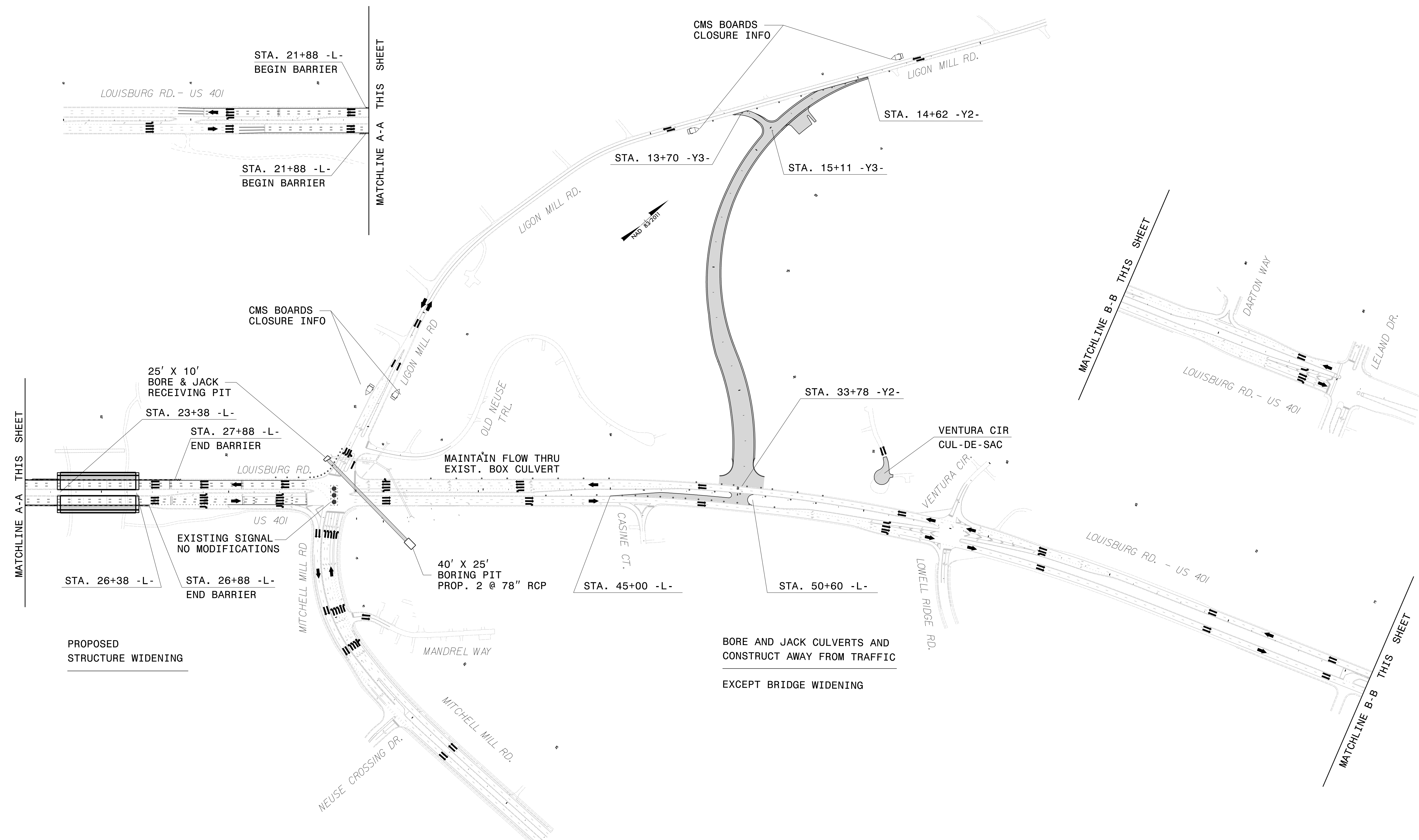
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**PHASE I
 OVERVIEW**

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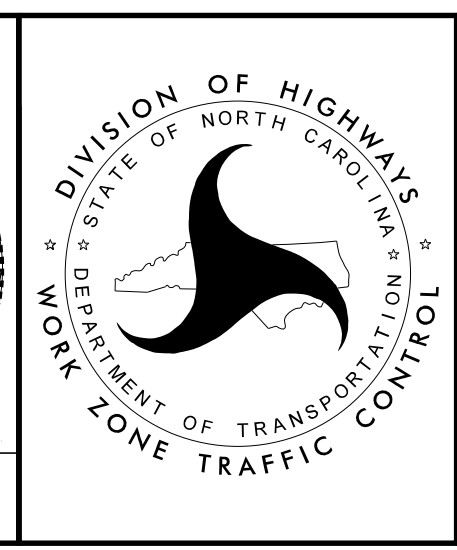
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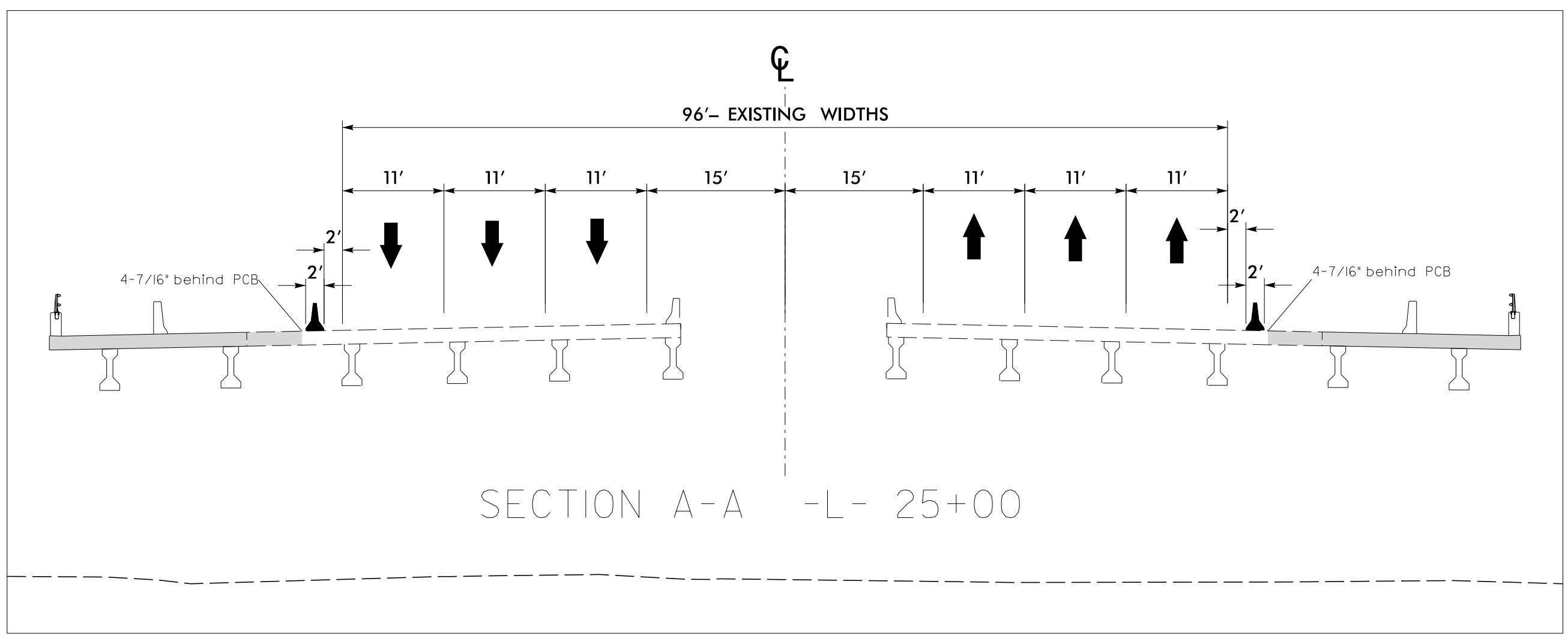
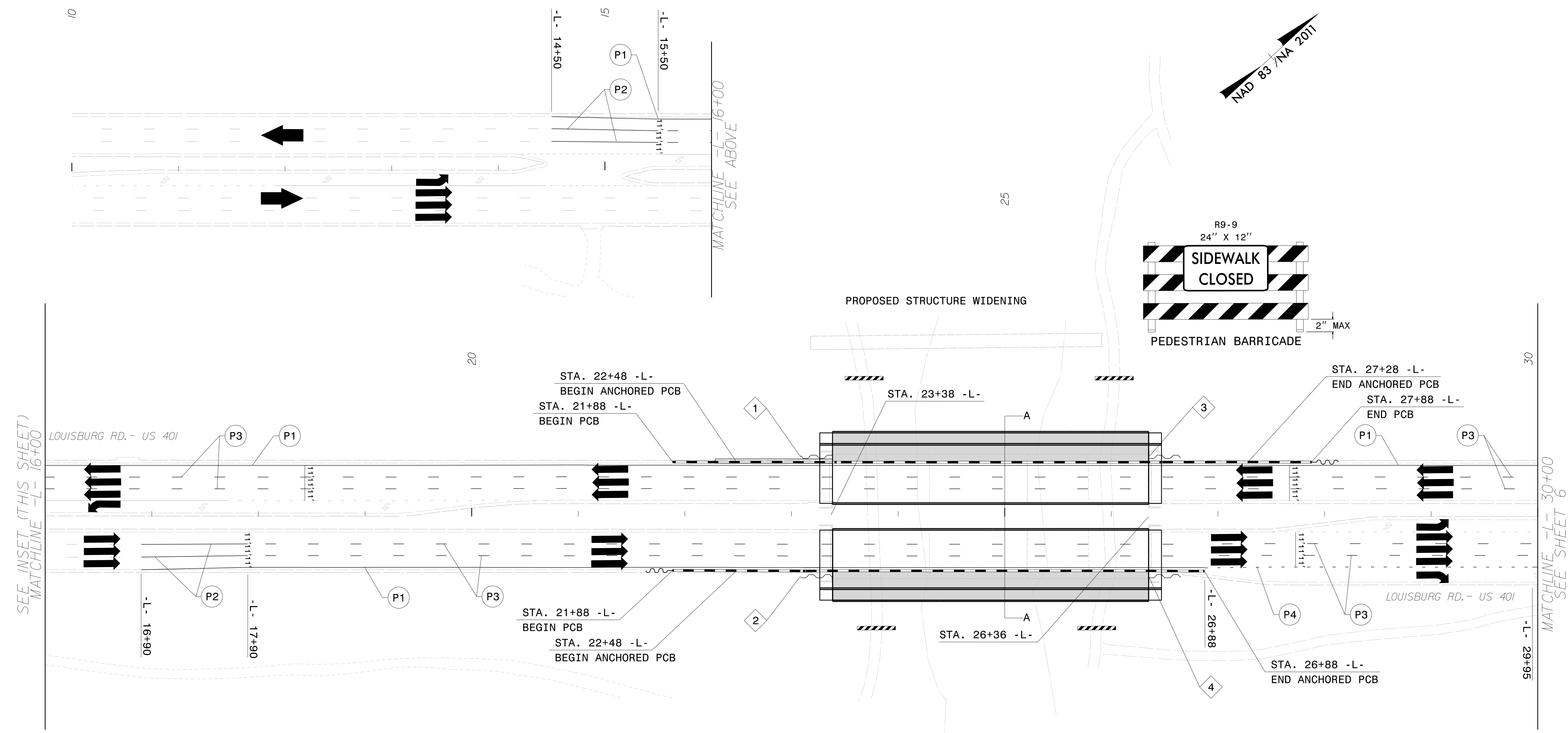
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**PHASE I
OVERVIEW
(NORTH SECTION)**



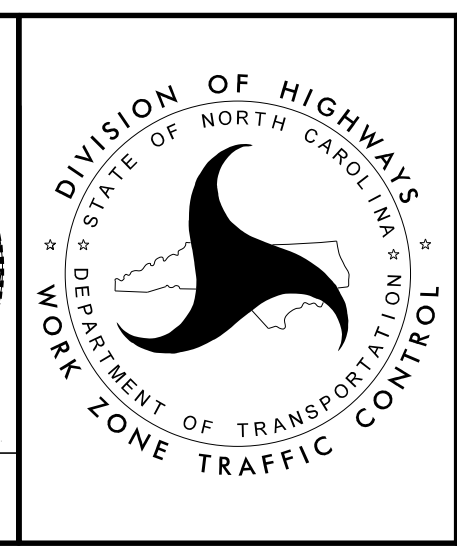
- 1 TEMPORARY SHORING = 255 SF FROM -L- STA. 23+08, 56' LT TO -L- STA. 23+38, 56' LT
- 2 TEMPORARY SHORING = 255 SF FROM -L- STA. 23+08, 56' RT TO -L- STA. 23+38, 56' RT
- 3 TEMPORARY SHORING = 233 SF FROM -L- STA. 26+36, 56' LT TO -L- STA. 26+66, 56' LT
- 4 TEMPORARY SHORING = 233 SF FROM -L- STA. 26+36, 56' RT TO -L- STA. 26+66, 56' RT

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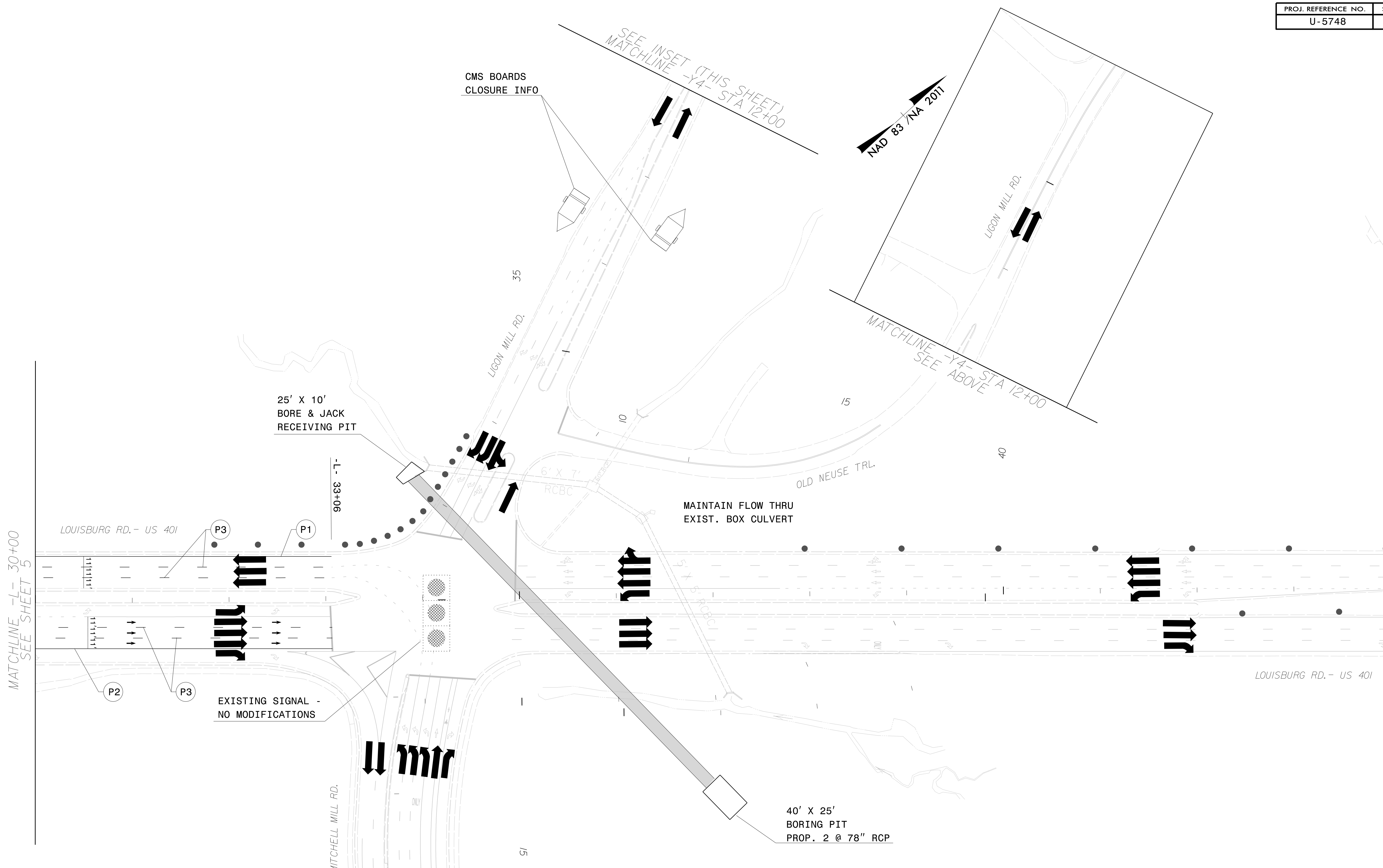


DIVISION OF HIGHWAYS
 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION & WORK ZONE TRAFFIC CONTROL

**PHASE I
 DETAIL**

2/10/2023
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| PROJ. REFERENCE NO. | SHEET NO. |
| U-5748 | TMP-6 |



1/9/2023
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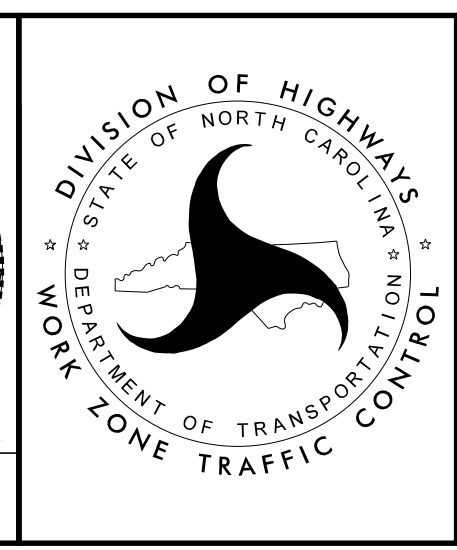
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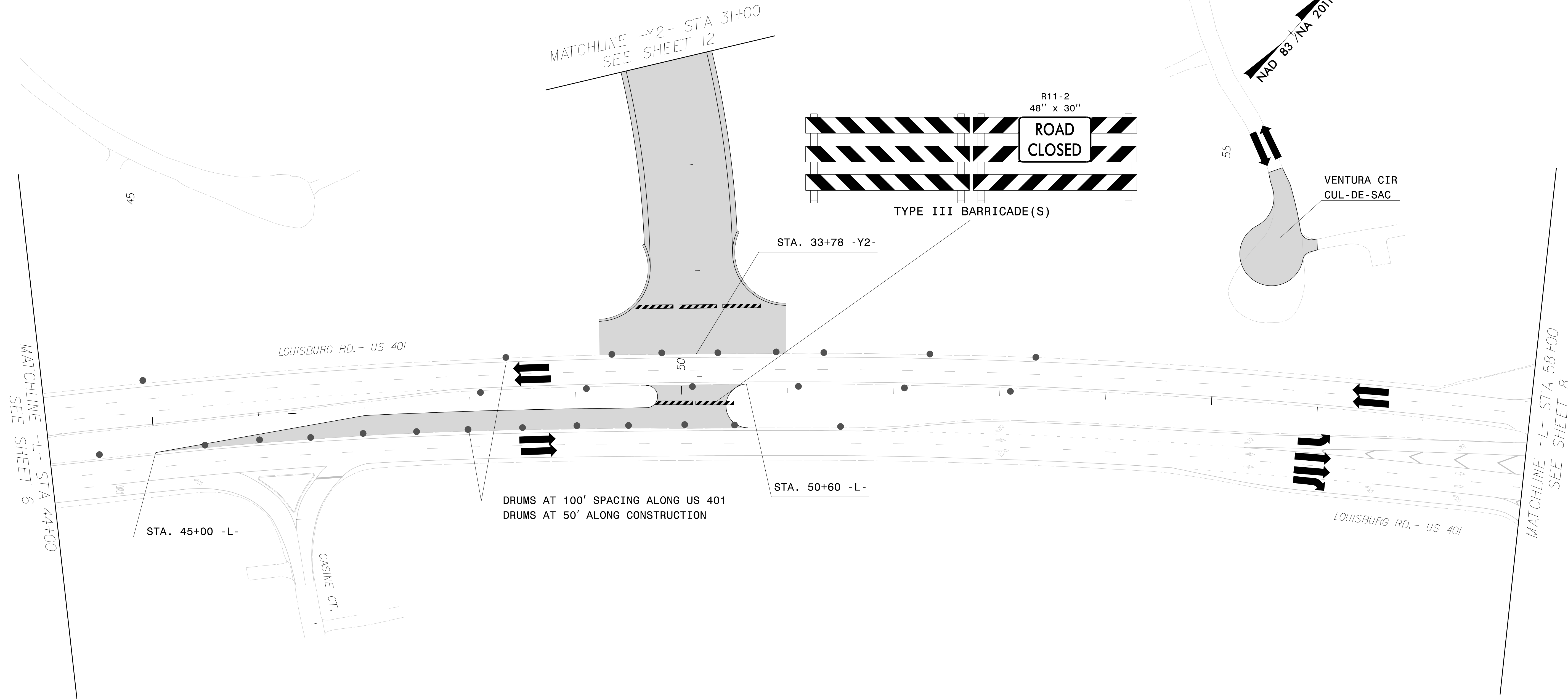
3/7/2023

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PHASE I
DETAIL

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| PROJ. REFERENCE NO. | SHEET NO. |
| U-5748 | TMP-7 |



NOTE: ALL PAVEMENT MARKINGS ARE EXISTING

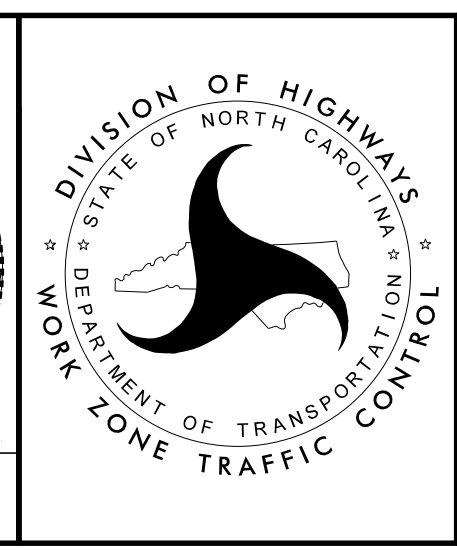
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User:telizabeh.hunter

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 DATE: _____

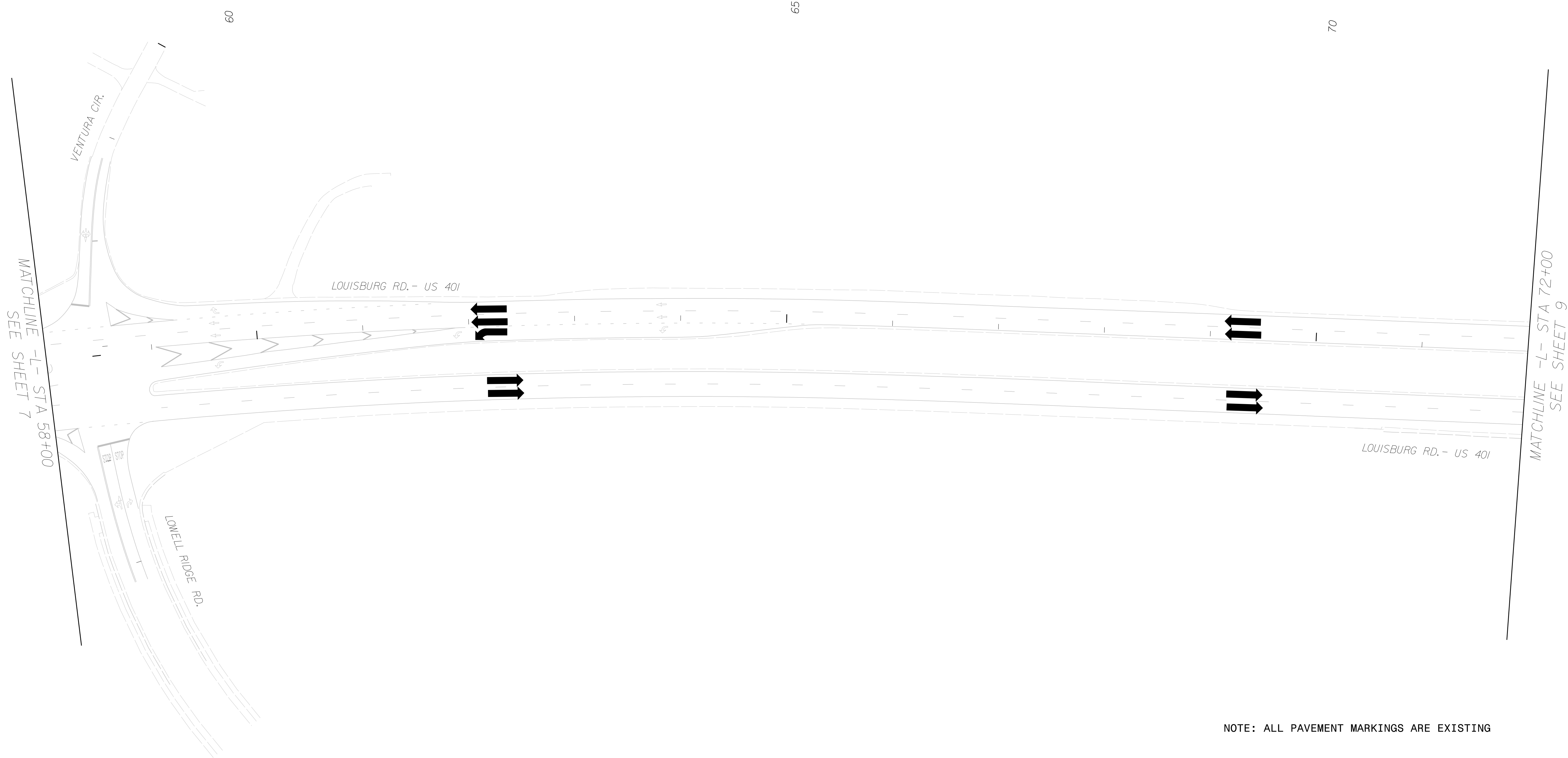
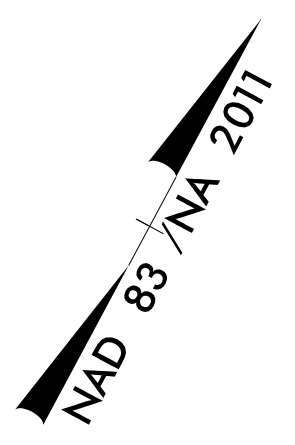
3/7/2023

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**PHASE I
DETAIL**

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| PROJ. REFERENCE NO. | SHEET NO. |
| U-5748 | TMP-8 |



MATCHLINE -L- STA 58+00
SEE SHEET 7

MATCHLINE -L- STA 72+00
SEE SHEET 9

NOTE: ALL PAVEMENT MARKINGS ARE EXISTING

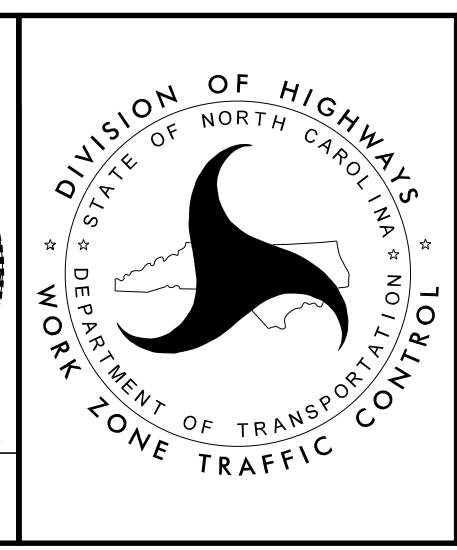
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User:telizabeh.hunter

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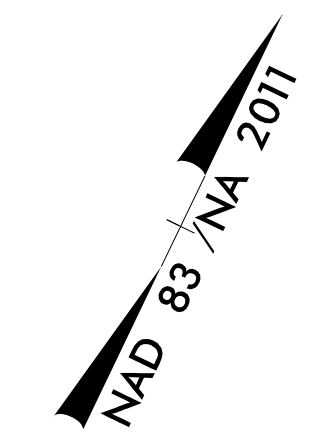
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**PHASE I
DETAIL**

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| PROJ. REFERENCE NO. | SHEET NO. |
| U-5748 | TMP-9 |



MATCHLINE -L- STA 72+00
SEE SHEET 8



NOTE: ALL PAVEMENT MARKINGS ARE EXISTING

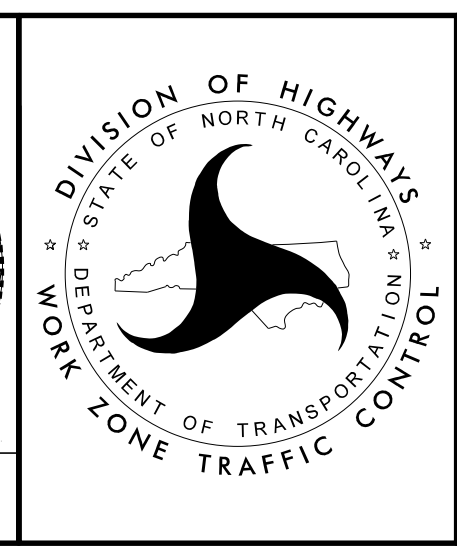
1/9/2023
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User:telizabehunter

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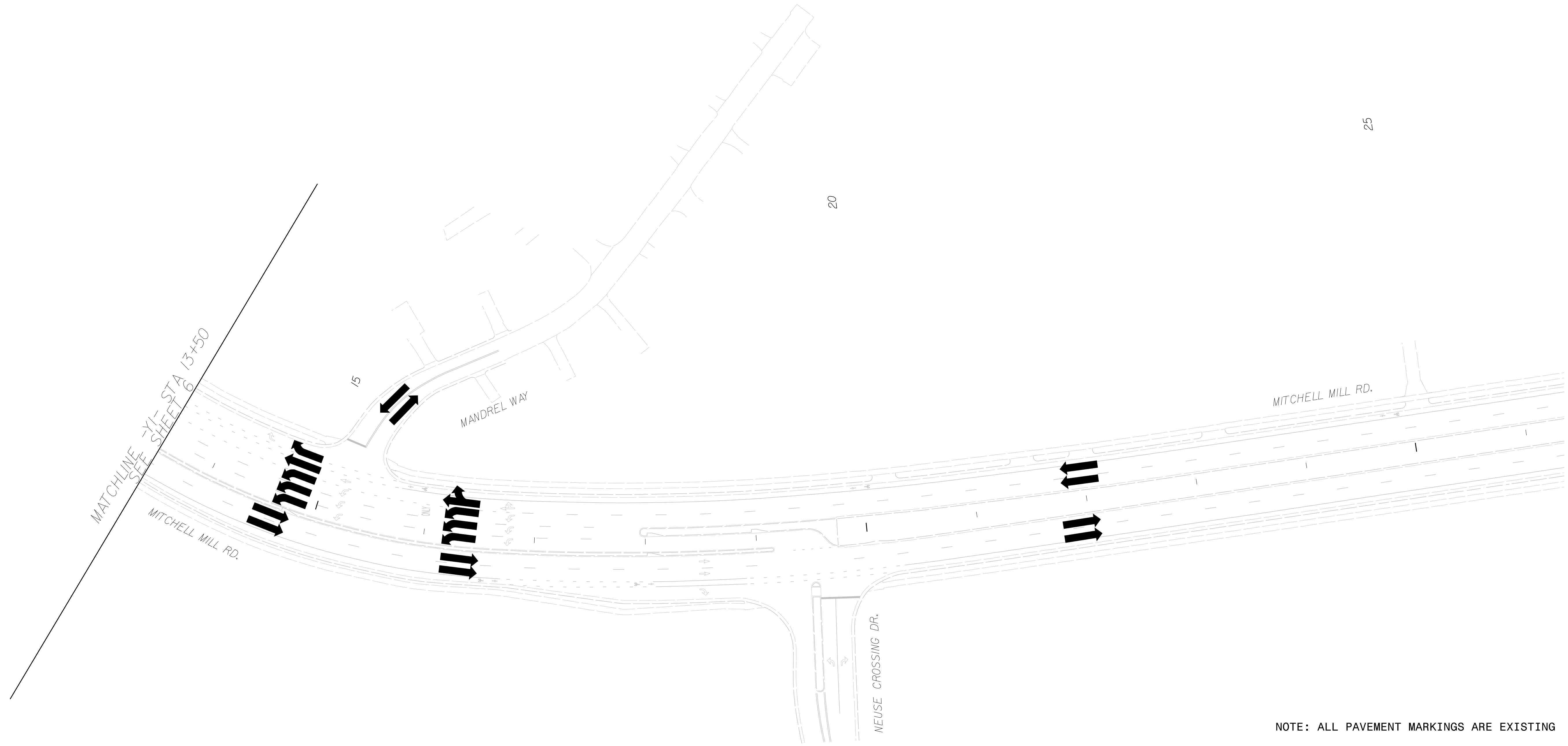
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**PHASE I
DETAIL**

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| U-5748 | TMP-10 |

NAD 83 / NA 2011



NOTE: ALL PAVEMENT MARKINGS ARE EXISTING

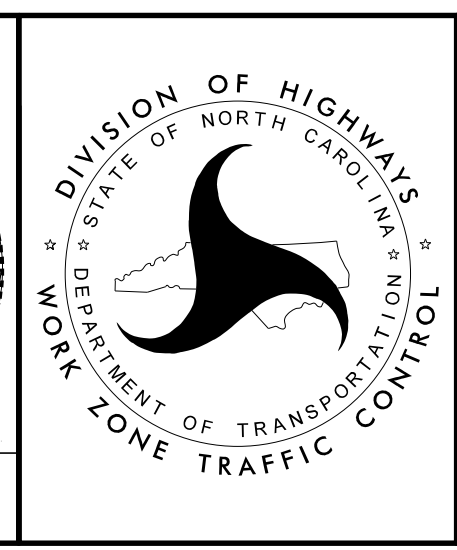
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User:telizabeh.hunter

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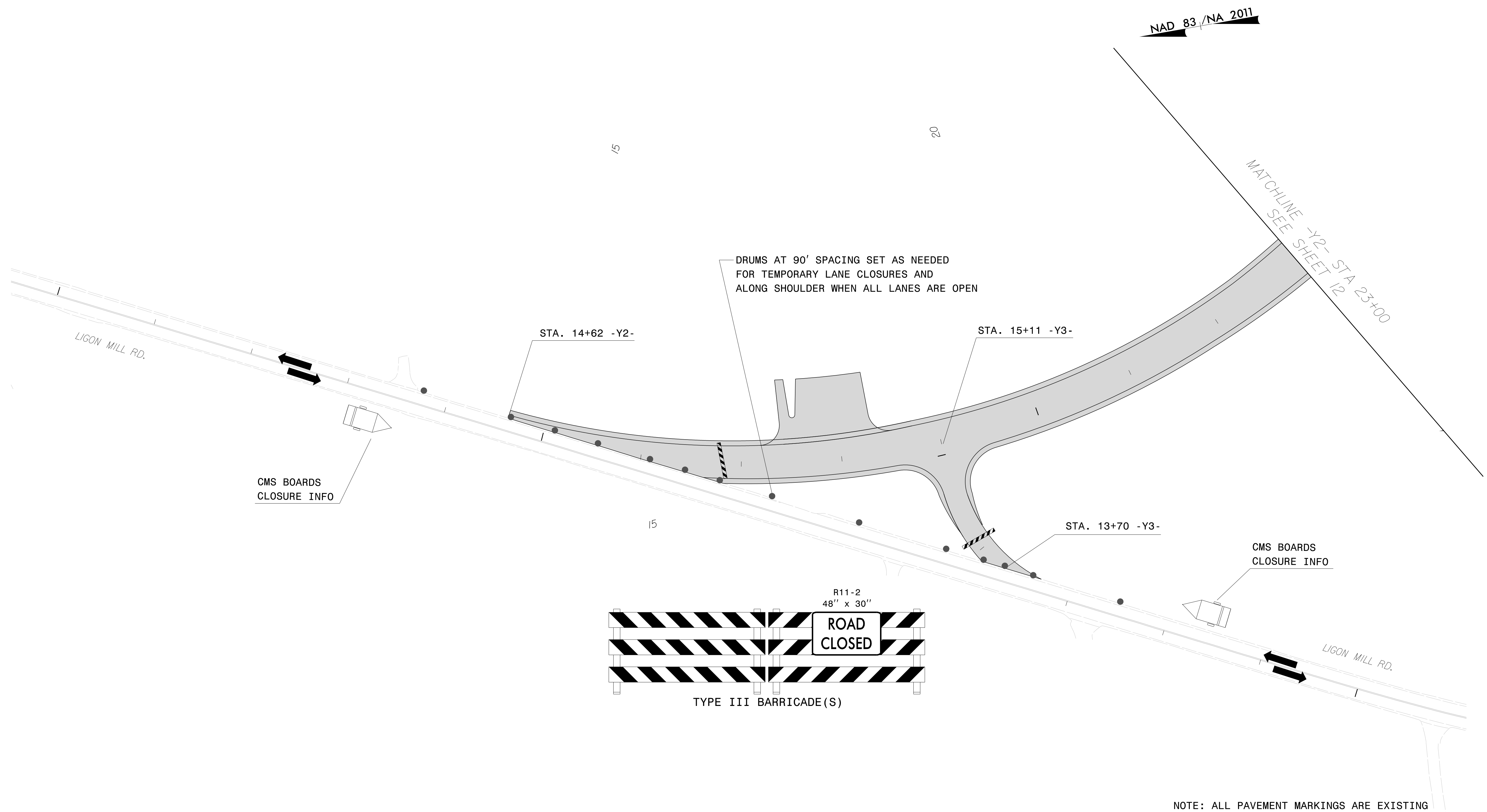
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**PHASE I
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| PROJ. REFERENCE NO. | SHEET NO. |
| U-5748 | TMP-11 |



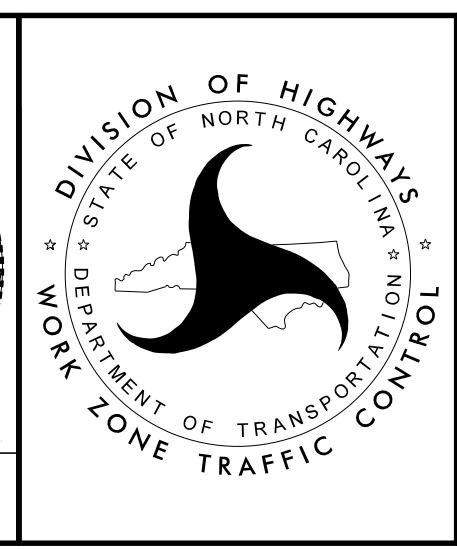
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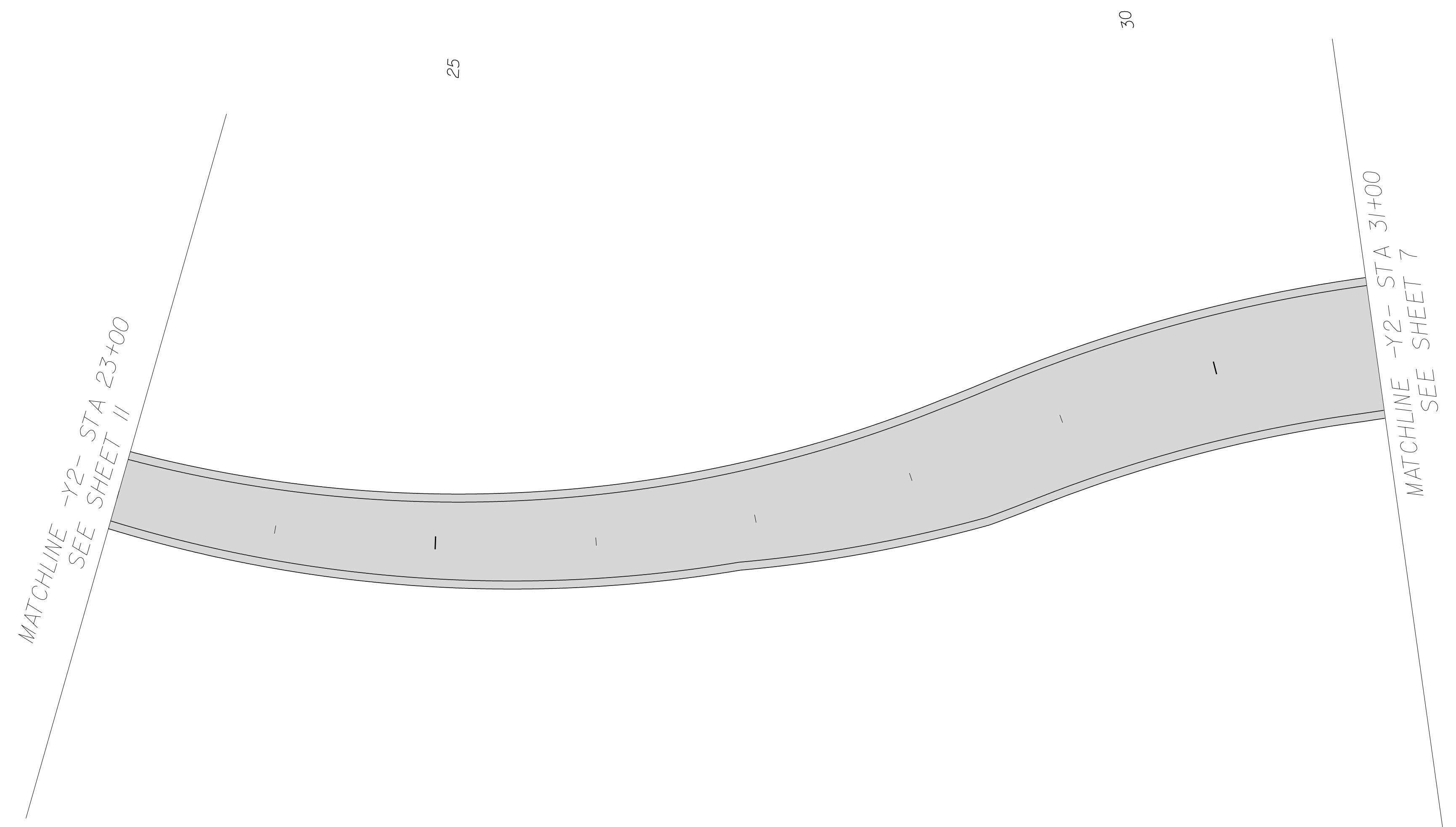
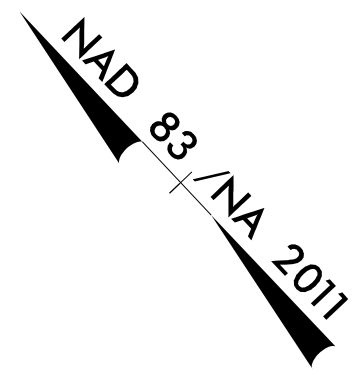
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**PHASE I
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| PROJ. REFERENCE NO. | SHEET NO. |
| U-5748 | TMP-12 |



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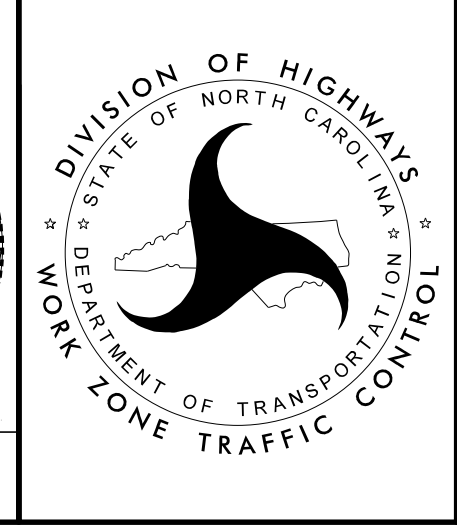
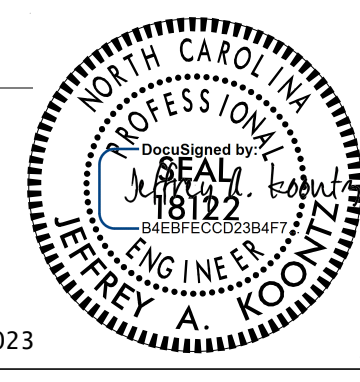
AECOM
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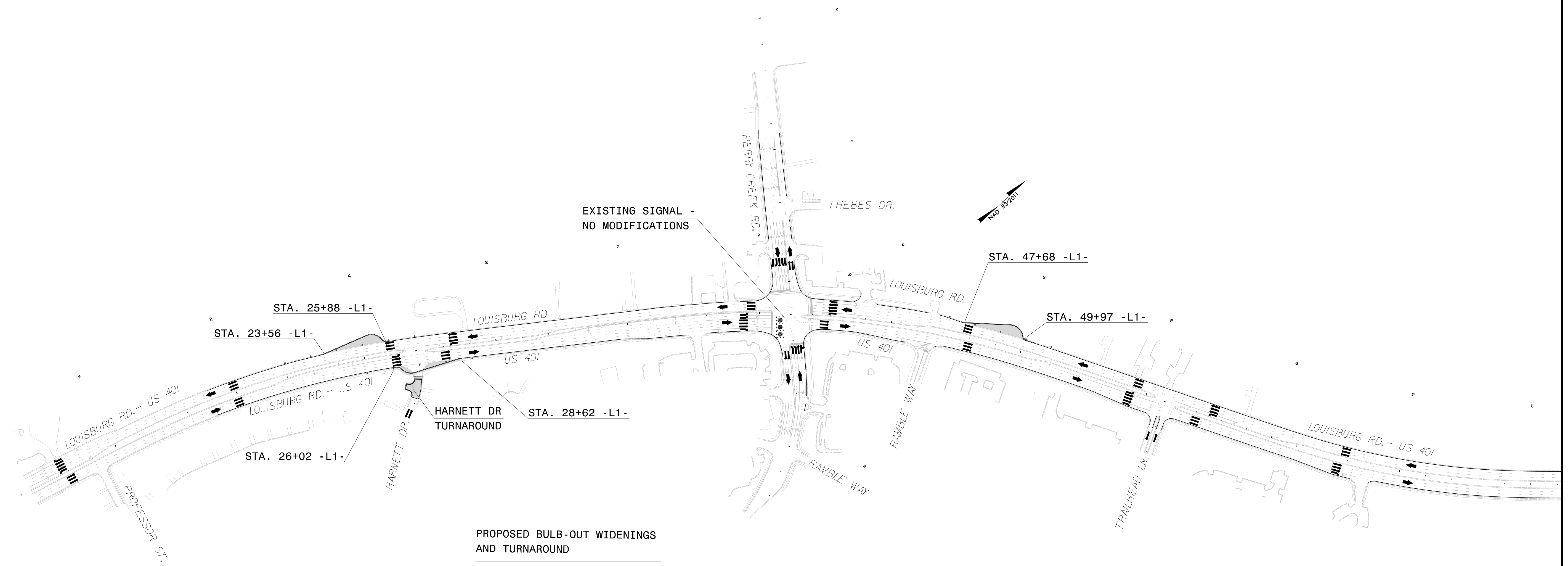
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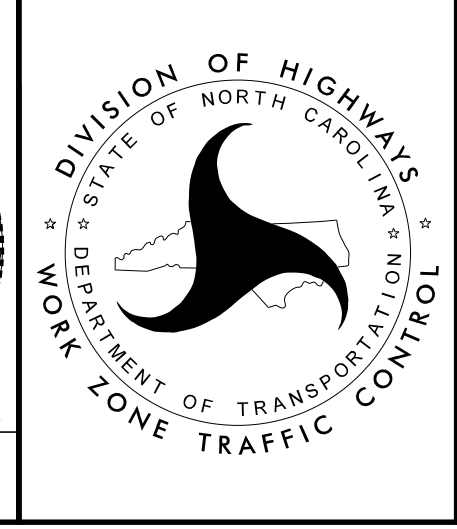
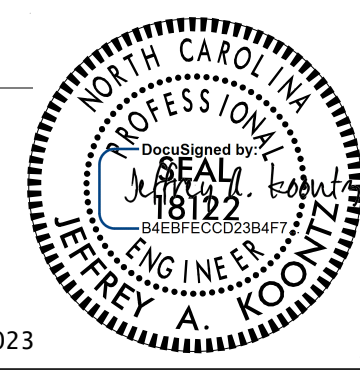
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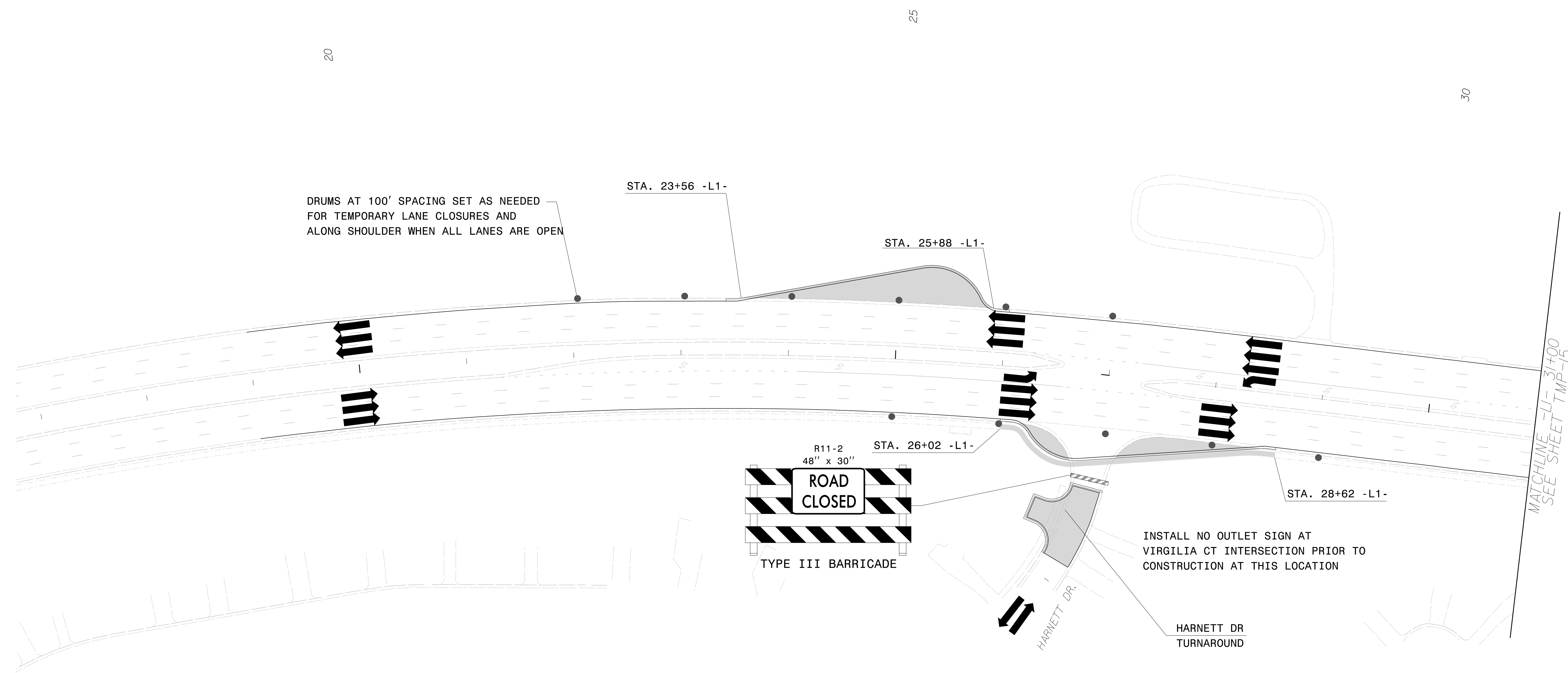
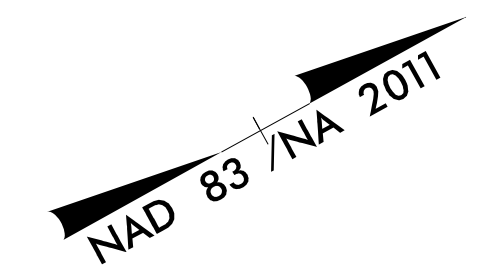
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**PHASE I-A
 OVERVIEW
 (SOUTH SECTION)**

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| PROJ. REFERENCE NO. | SHEET NO. |
| U-5748 | TMP-14 |



NOTE: ALL PAVEMENT MARKINGS ARE EXISTING

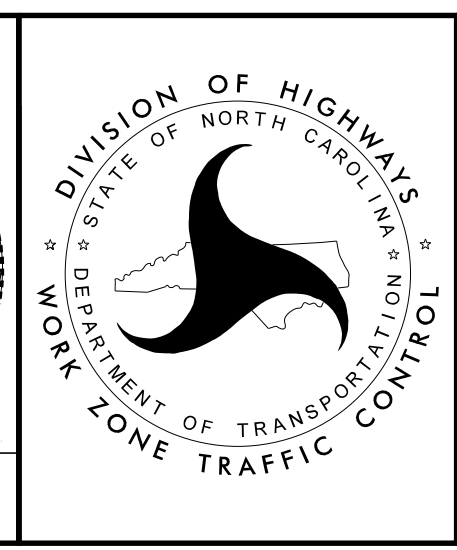
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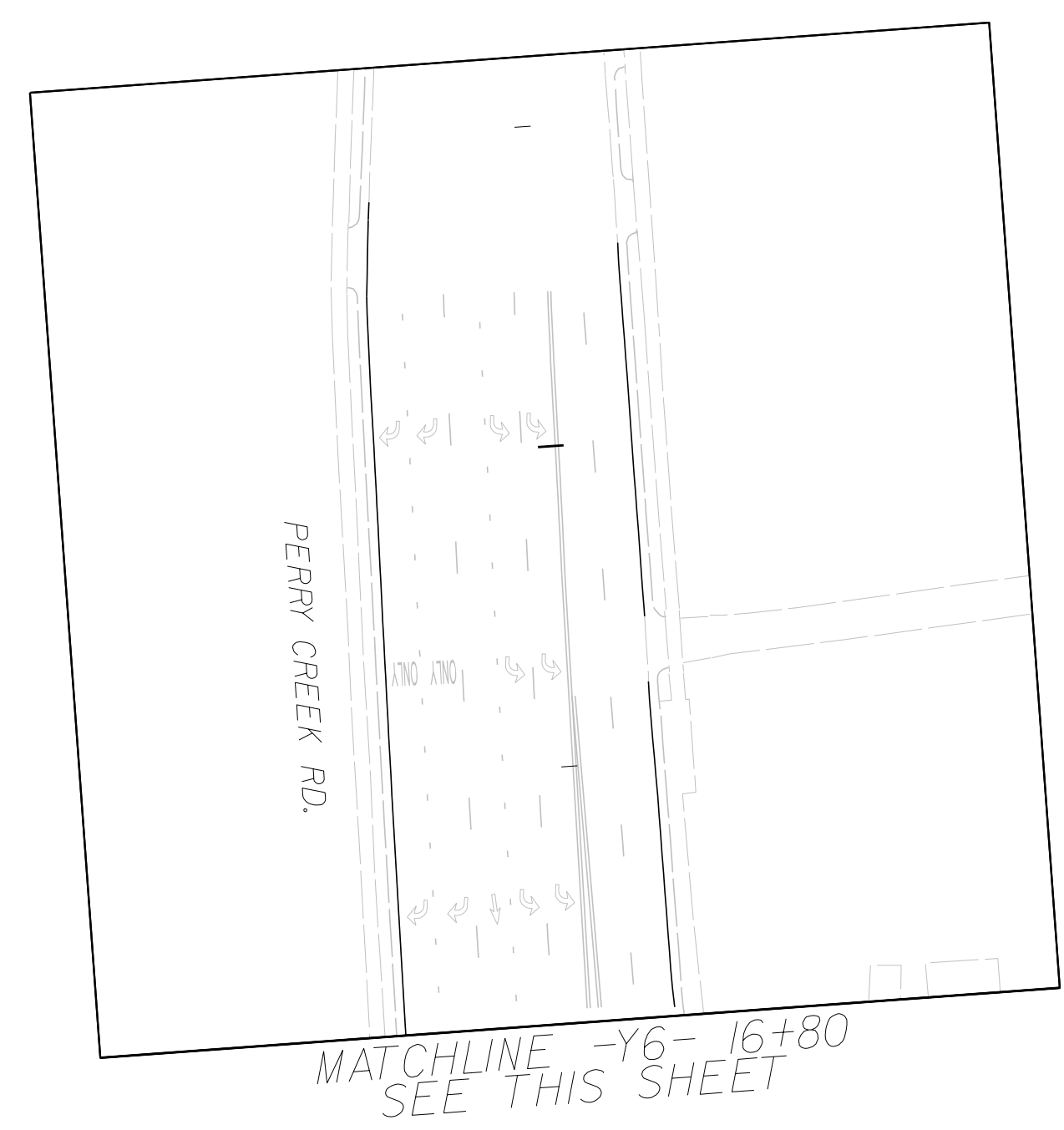
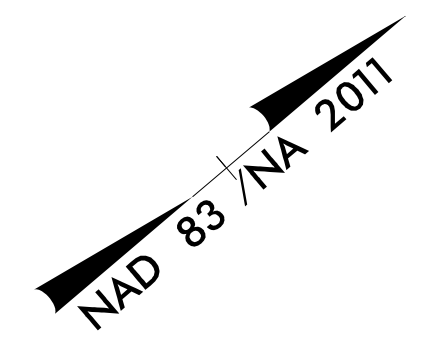
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**PHASE I - A
DETAIL**

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| U-5748 | TMP-15 |

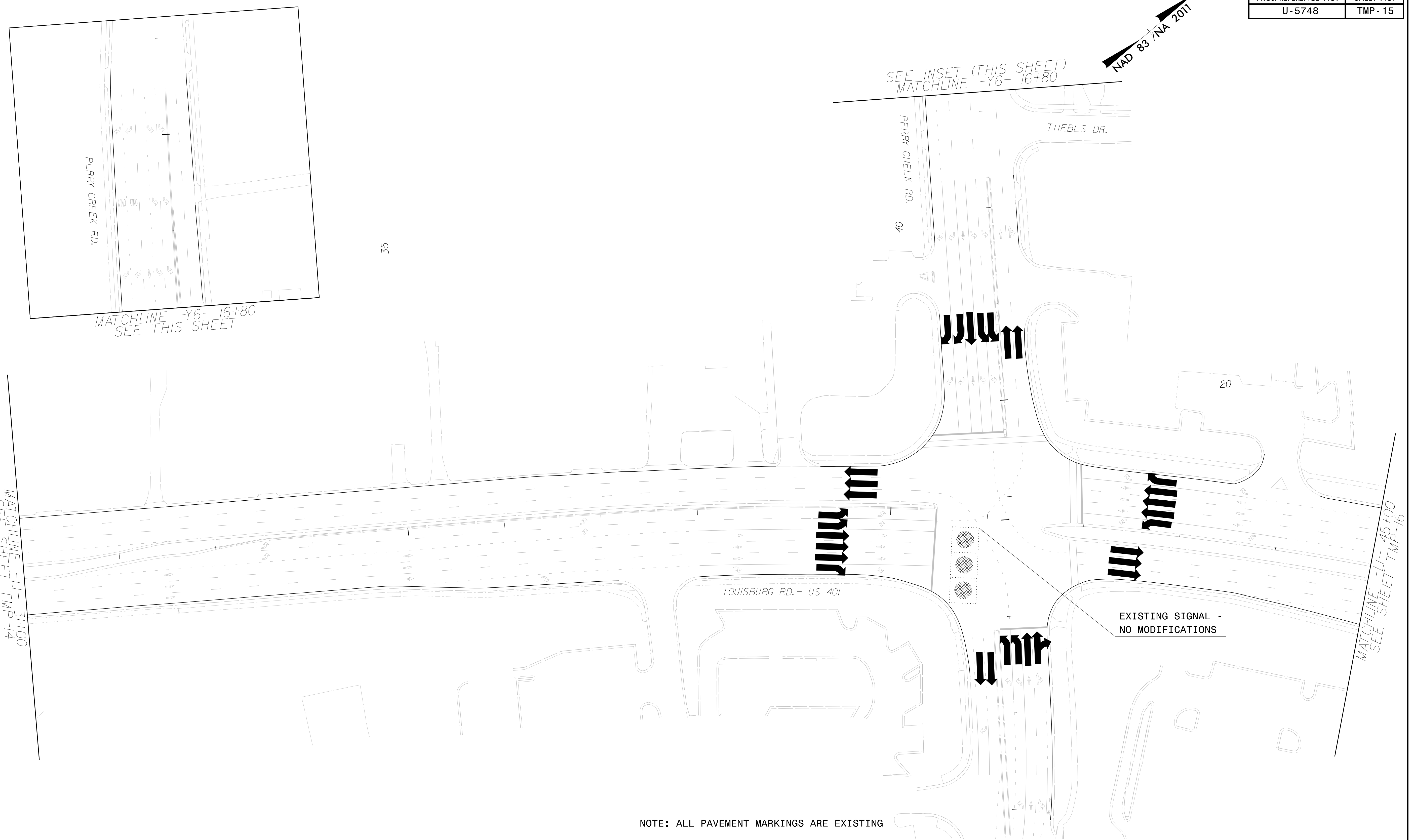


MATCHLINE -Y6- 16+80
SEE THIS SHEET

SEE INSET (THIS SHEET)
MATCHLINE -Y6- 16+80

MATCHLINE -U1- 31+00
SEE SHEET TMP-14

MATCHLINE -LI- 45+00
SEE SHEET TMP-16



NOTE: ALL PAVEMENT MARKINGS ARE EXISTING

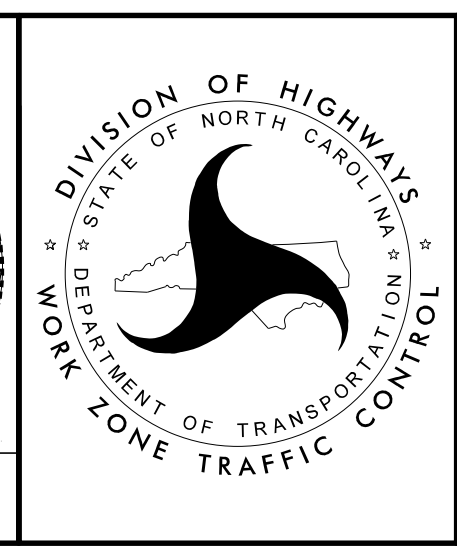
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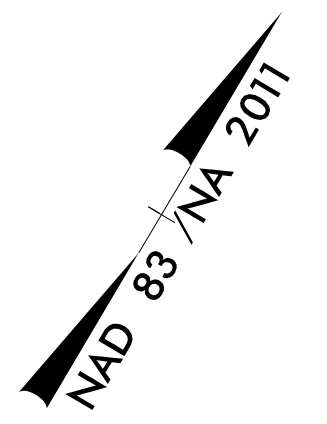
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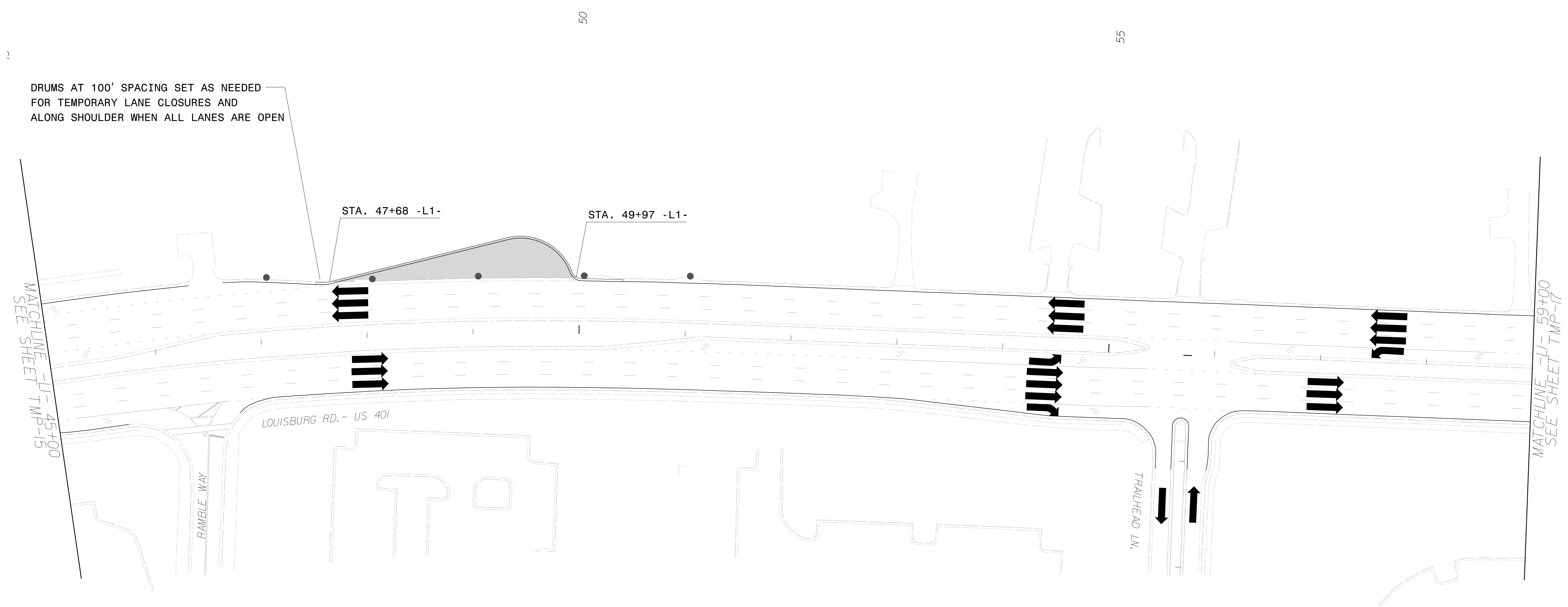


**PHASE I - A
DETAIL**

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| PROJ. REFERENCE NO. | SHEET NO. |
| U-5748 | TMP-16 |



DRUMS AT 100' SPACING SET AS NEEDED FOR TEMPORARY LANE CLOSURES AND ALONG SHOULDER WHEN ALL LANES ARE OPEN



NOTE: ALL PAVEMENT MARKINGS ARE EXISTING

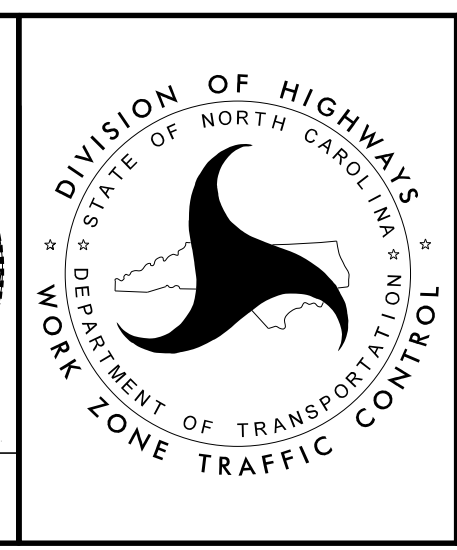
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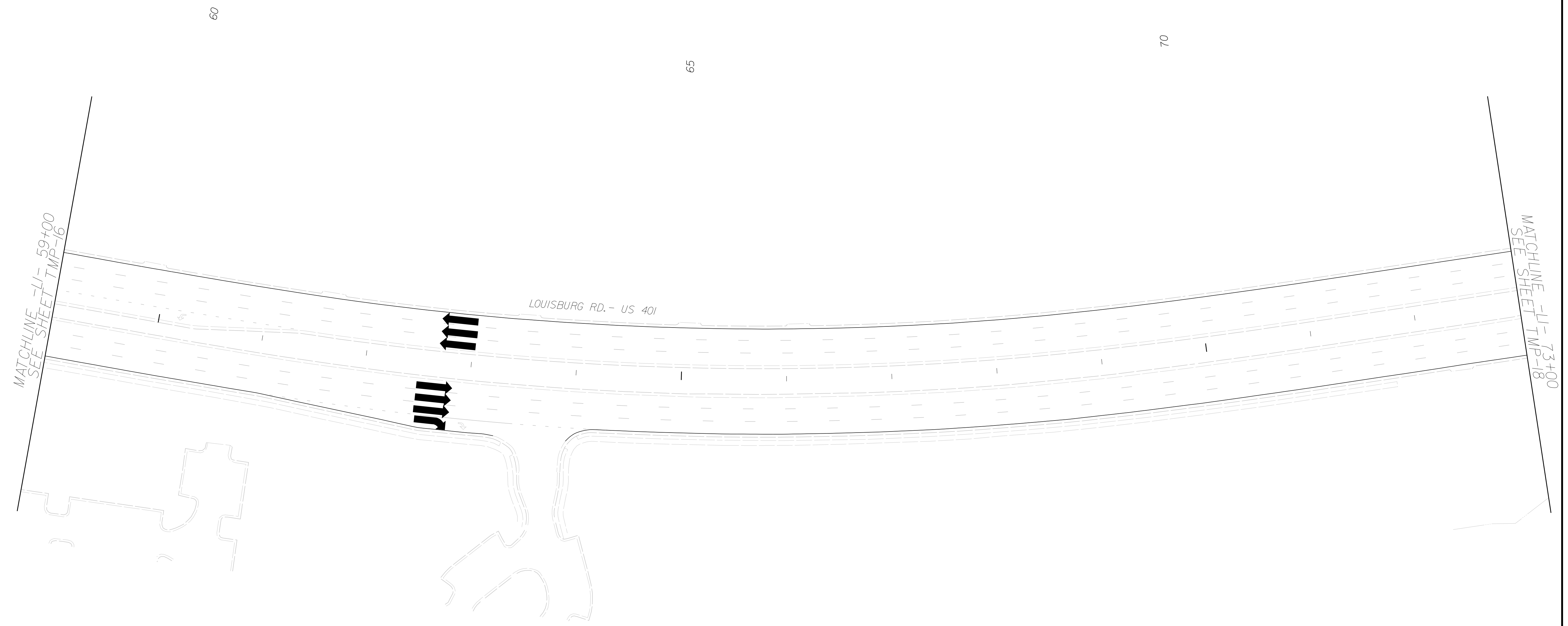
3/7/2023

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**PHASE I - A
 DETAIL**

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| PROJ. REFERENCE NO. | SHEET NO. |
| U-5748 | TMP-17 |



NOTE: ALL PAVEMENT MARKINGS ARE EXISTING

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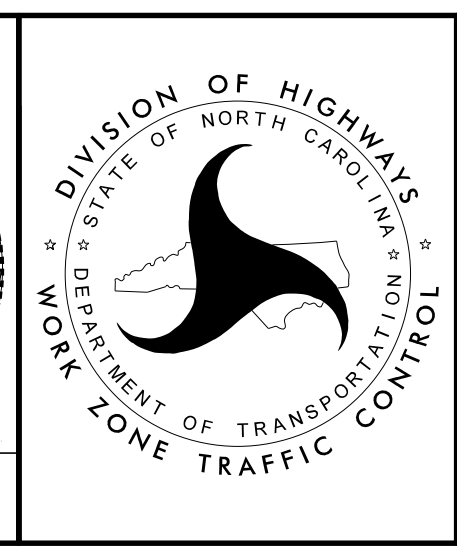
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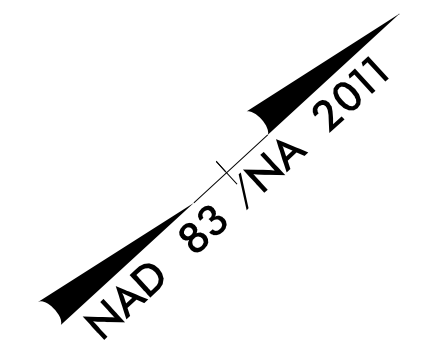
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**PHASE I - A
DETAIL**

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| PROJ. REFERENCE NO. | SHEET NO. |
| U-5748 | TMP-18 |



NOTE: ALL PAVEMENT MARKINGS ARE EXISTING

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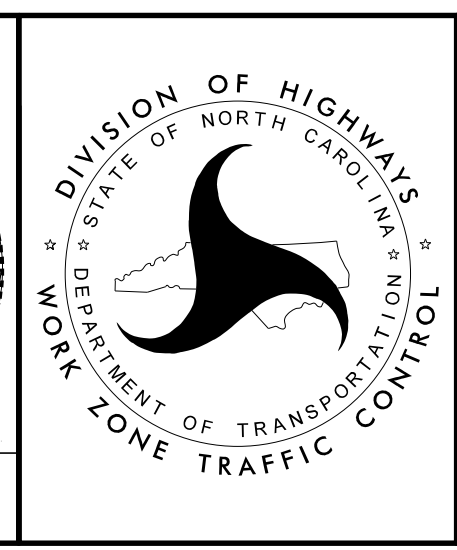
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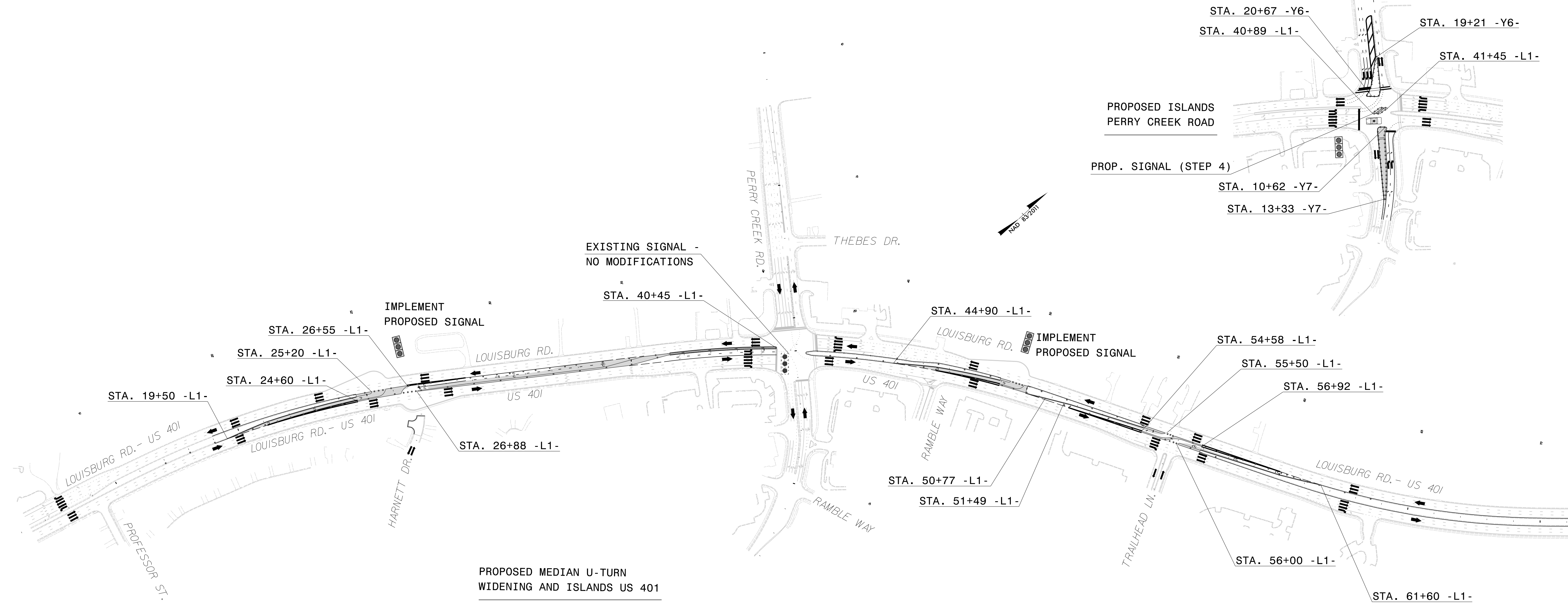
3/7/2023

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**PHASE I - A
DETAIL**

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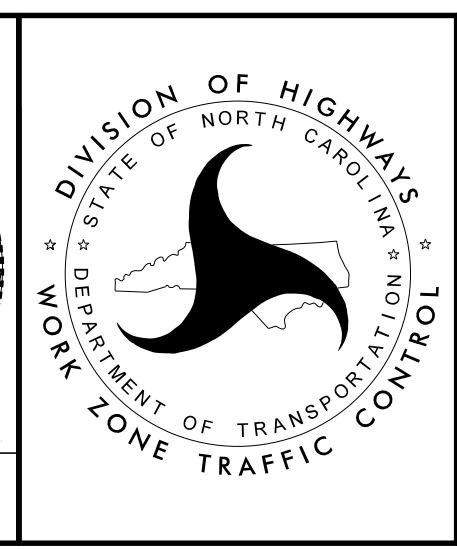


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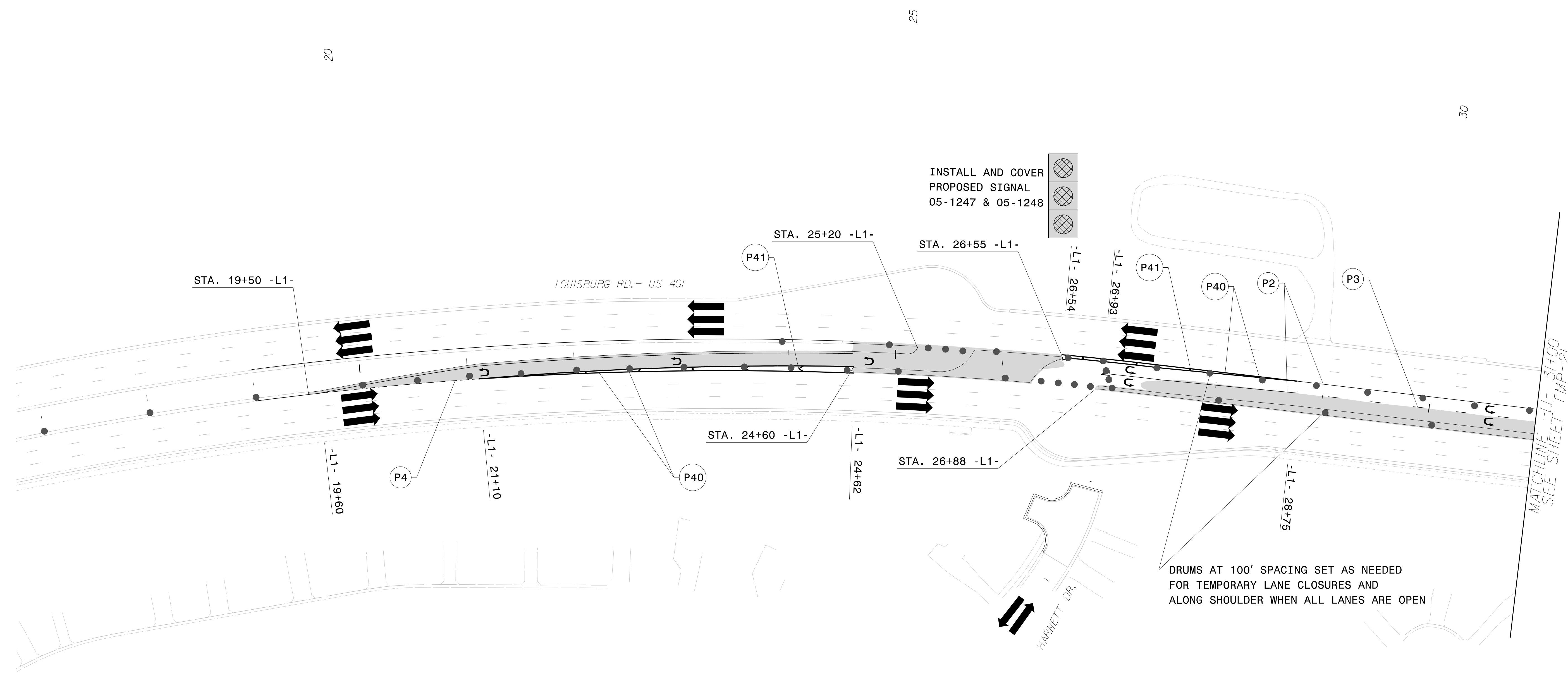
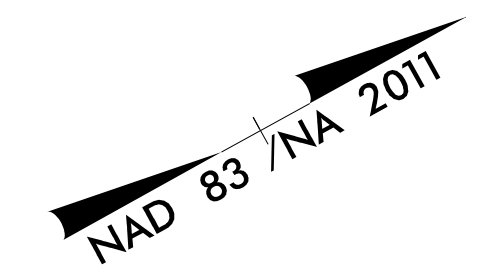
APPROVED: _____
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3/7/2023
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**PHASE I-B
 OVERVIEW
 (SOUTH SECTION)**

| | |
|---------------------|-----------|
| PROJ. REFERENCE NO. | SHEET NO. |
| U-5748 | TMP-20 |



NOTE: INSTALL PROPOSED SIGNS AT INTERSECTION PRIOR TO OPENING TO TRAFFIC. SEE SIGNING PLANS FOR DETAILS.

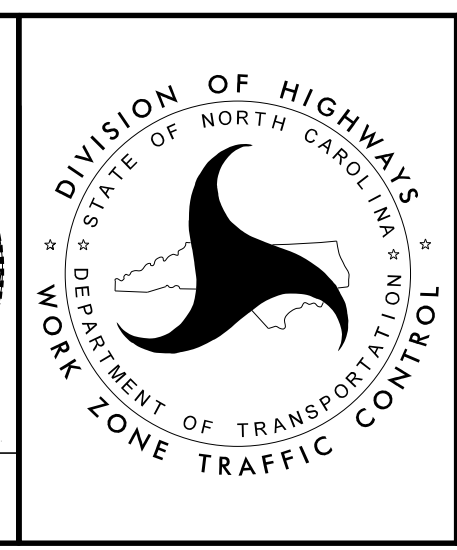
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 Phone: 919-461-1100

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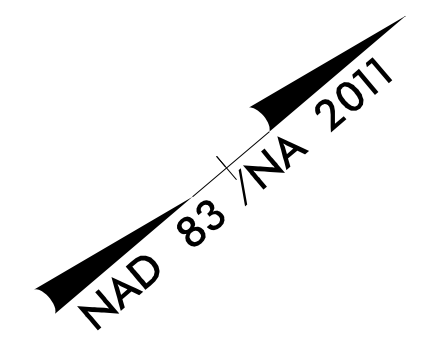
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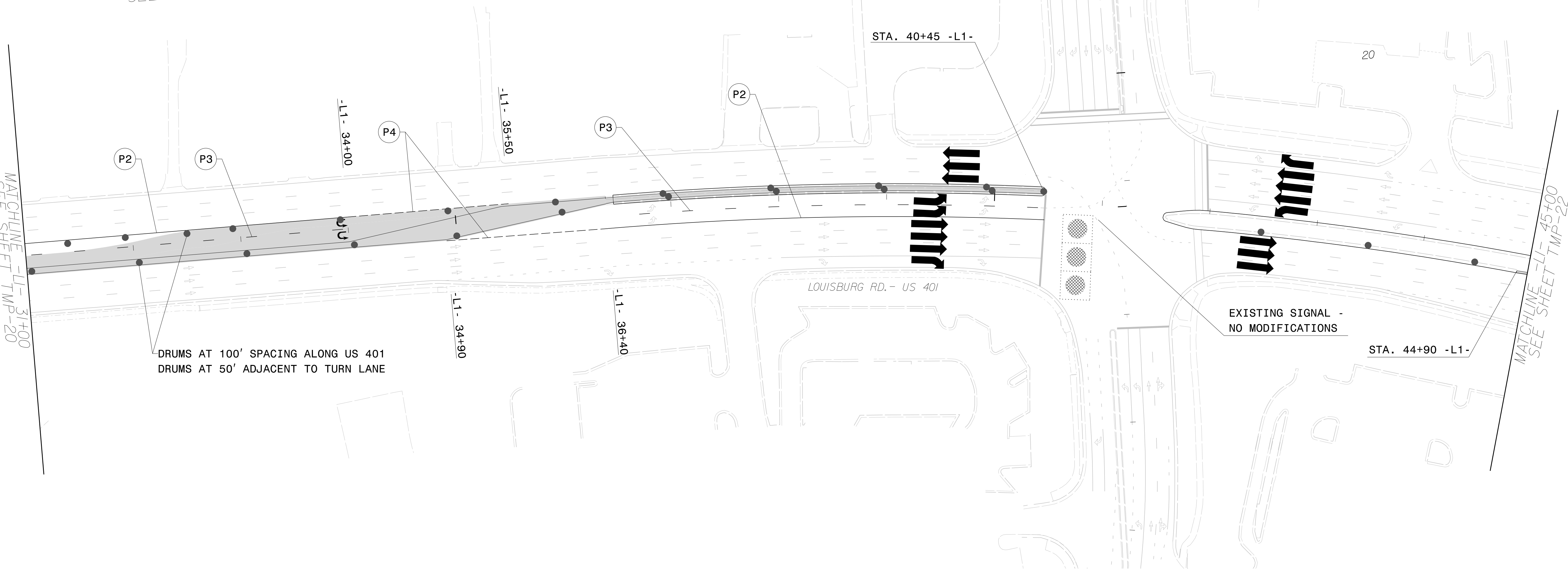


**PHASE I - B
 DETAIL**

| | |
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| PROJ. REFERENCE NO. | SHEET NO. |
| U-5748 | TMP-21 |



MATCHLINE -U1- 31+00
SEE SHEET TMP-20



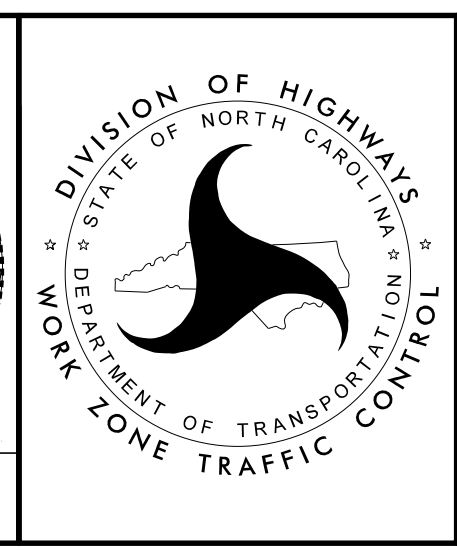
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 User:telizabeh.hunter

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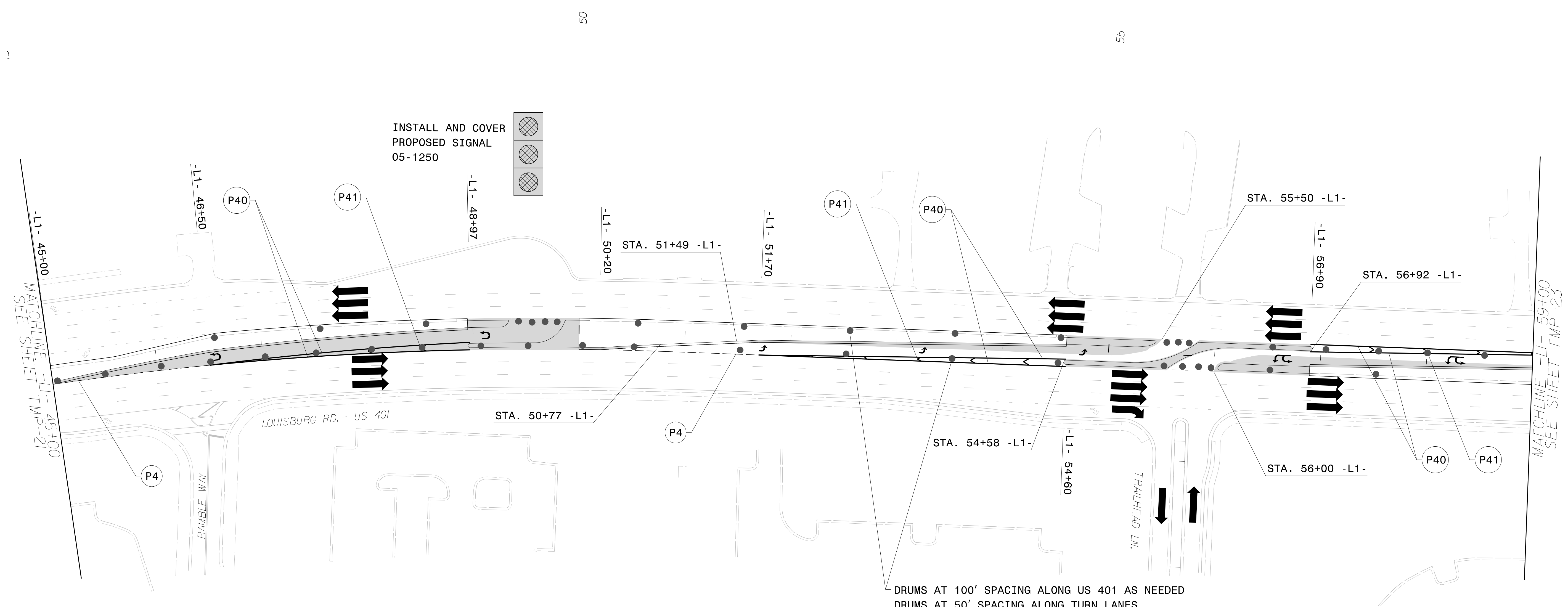
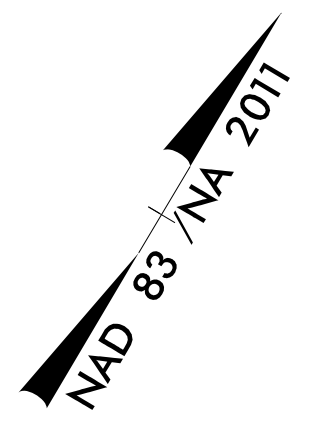
3/7/2023

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**PHASE I - B
DETAIL**

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|---------------------|-----------|
| PROJ. REFERENCE NO. | SHEET NO. |
| U-5748 | TMP-22 |



DRUMS AT 100' SPACING ALONG US 401 AS NEEDED
 DRUMS AT 50' SPACING ALONG TURN LANES

NOTE: INSTALL PROPOSED SIGNS AT INTERSECTION
 PRIOR TO OPENING TO TRAFFIC. SEE SIGNING
 PLANS FOR DETAILS.

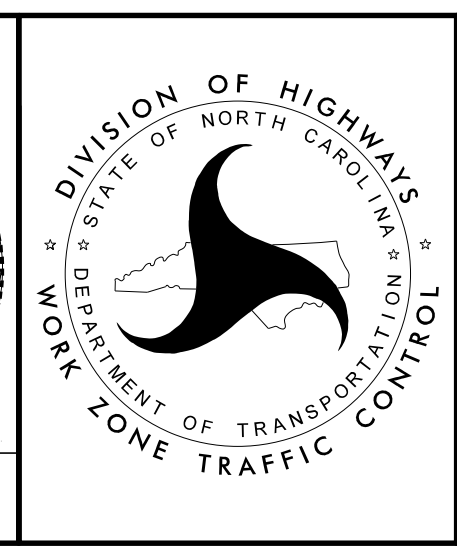
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 User:telizabeh.hunter

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**PHASE I - B
 DETAIL**

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| PROJ. REFERENCE NO. | SHEET NO. |
| U-5748 | TMP-23 |



1/9/2023
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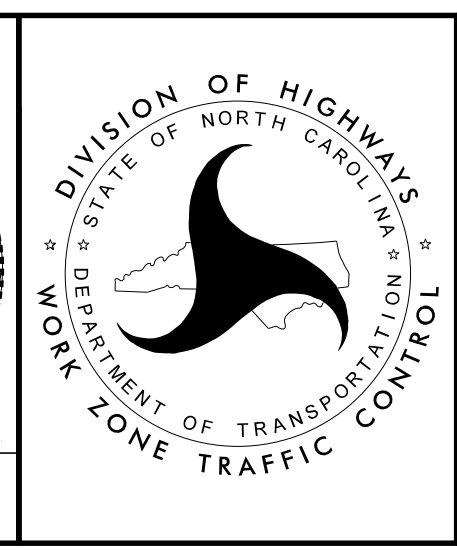
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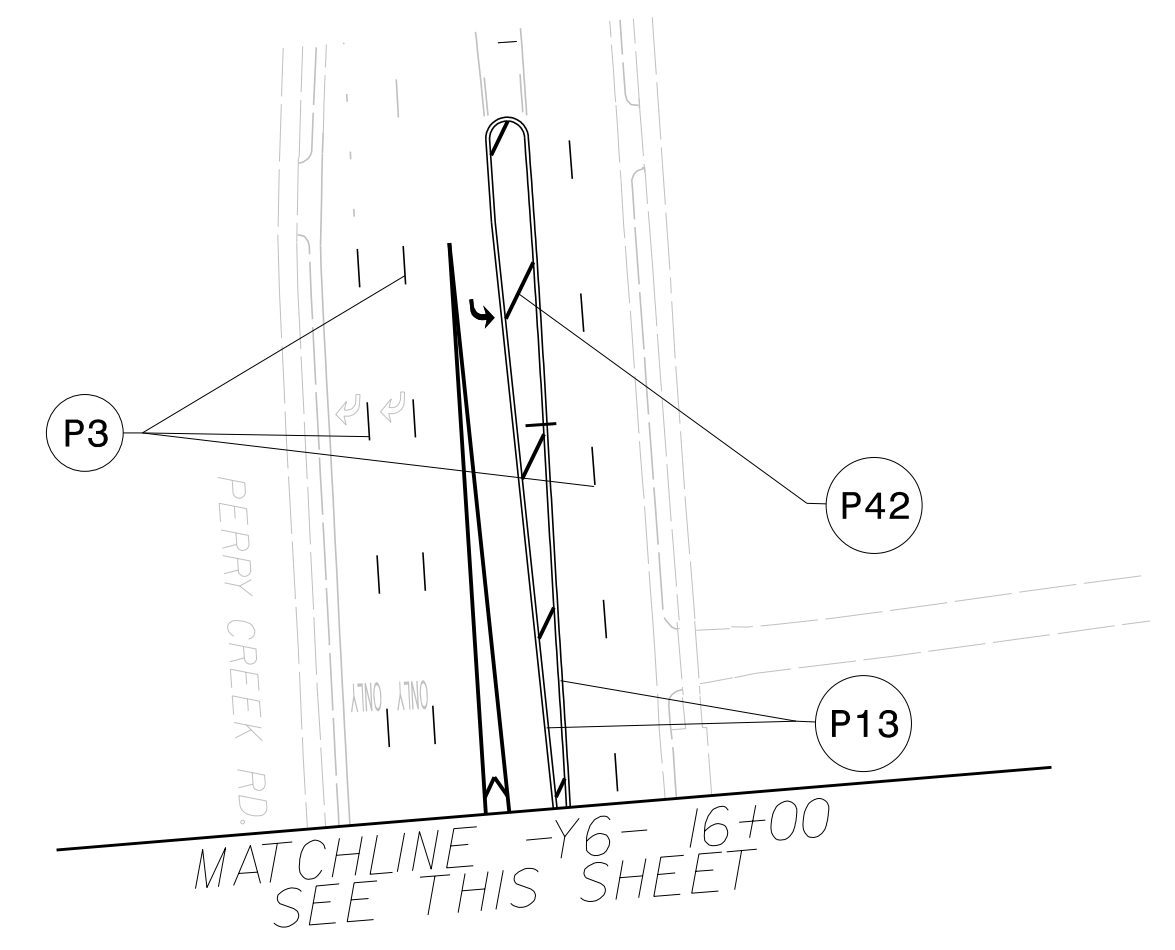
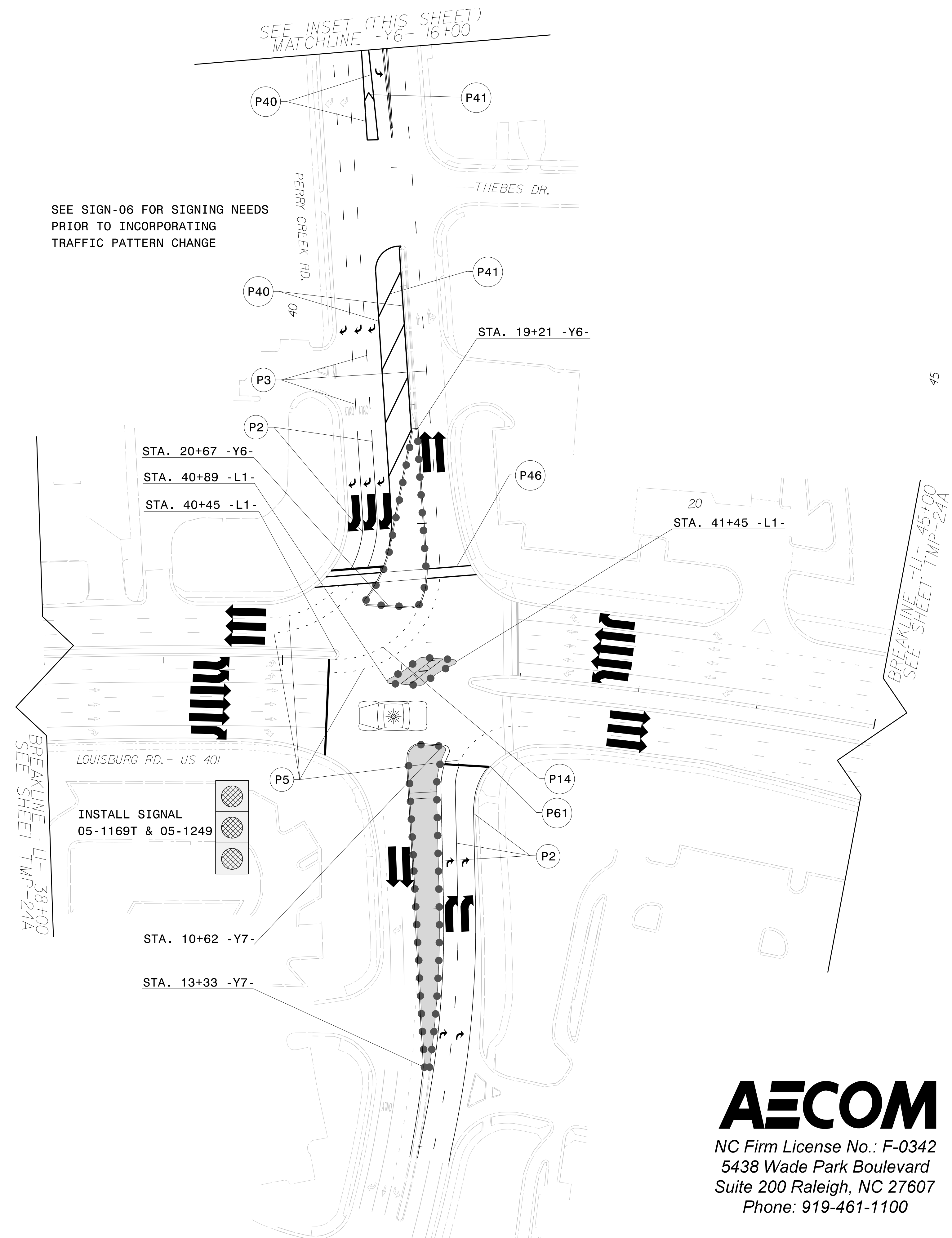
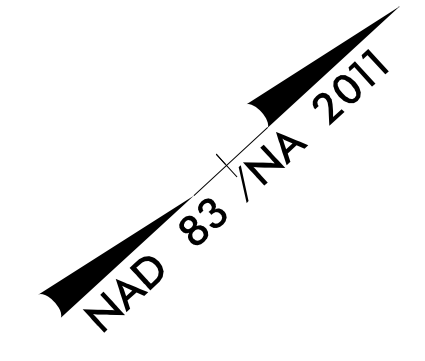
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**PHASE I - B
DETAIL**

| | |
|---------------------|-----------|
| PROJ. REFERENCE NO. | SHEET NO. |
| U-5748 | TMP-24 |



NOTE: MAINTAIN EXISTING CROSSWALK AND STOP BAR ON NORTH SIDE OF INTERSECTION.

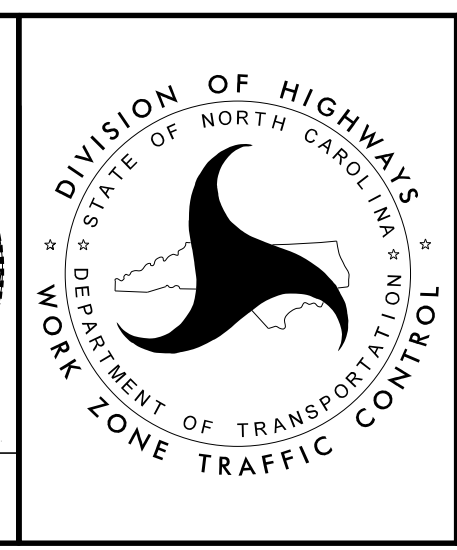
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 User:telizabeh.hunter

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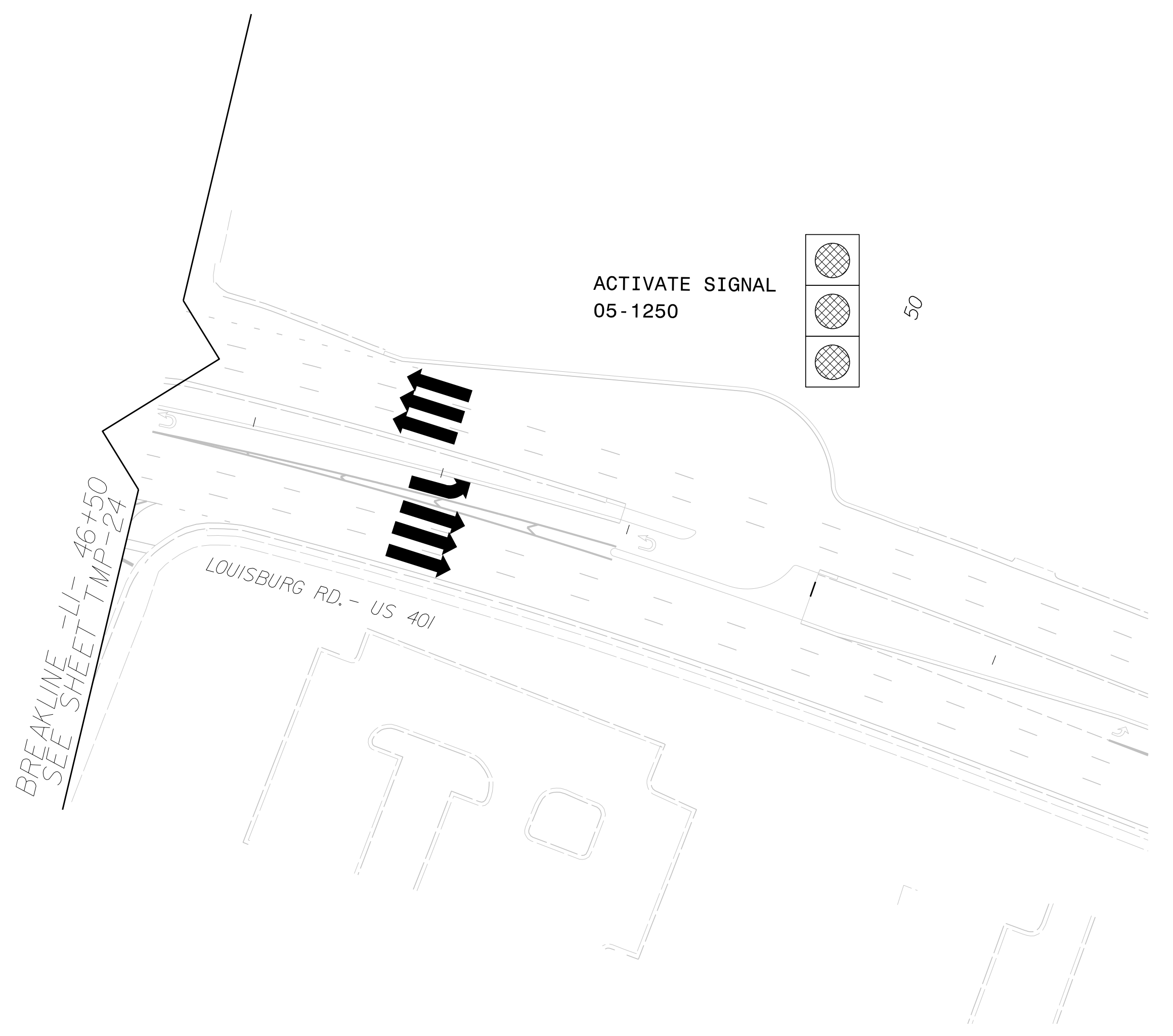
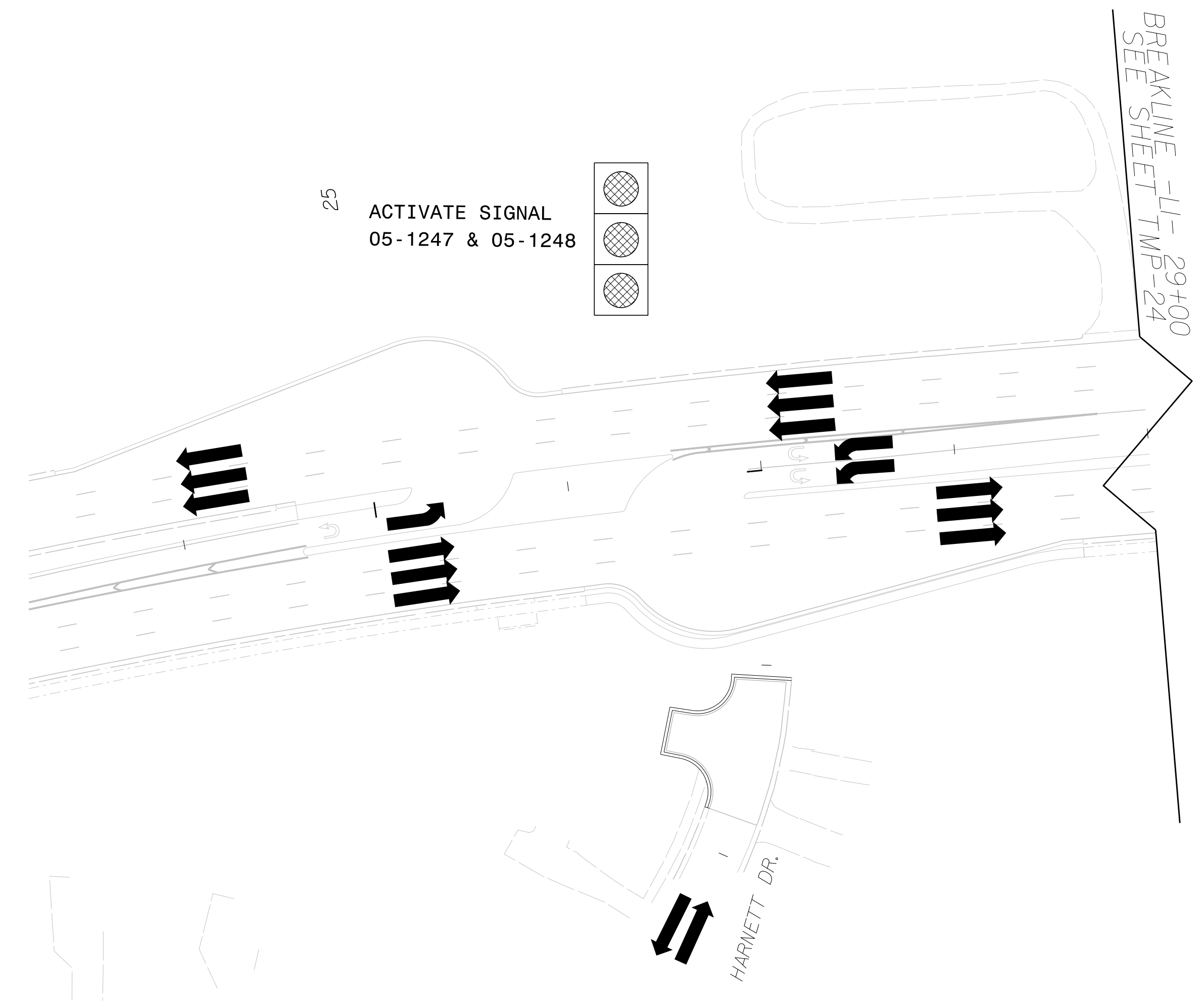
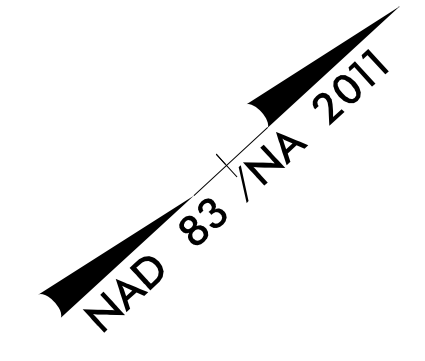
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**PHASE I-B
(STEPS 3 AND 4)
DETAIL**

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| PROJ. REFERENCE NO. | SHEET NO. |
| U-5748 | TMP-24A |



NOTE: ALL PAVEMENT MARKINGS ARE EXISTING

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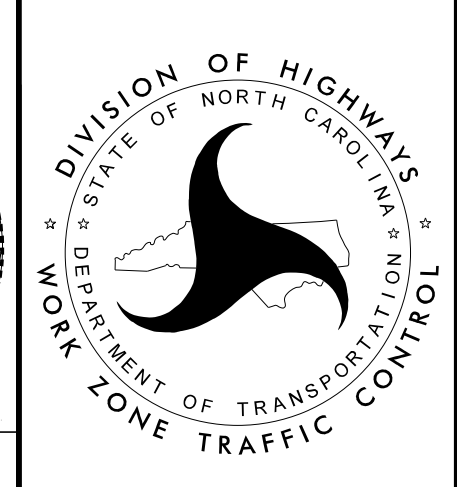
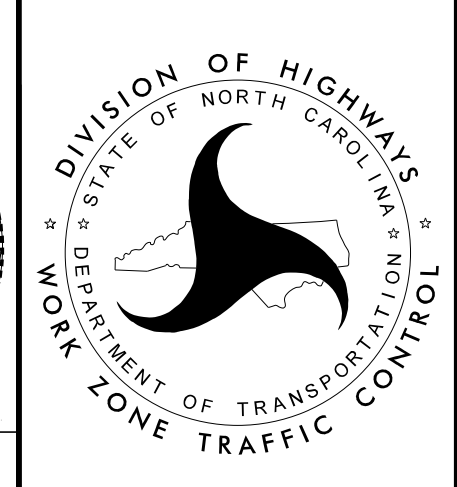
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DATE: _____

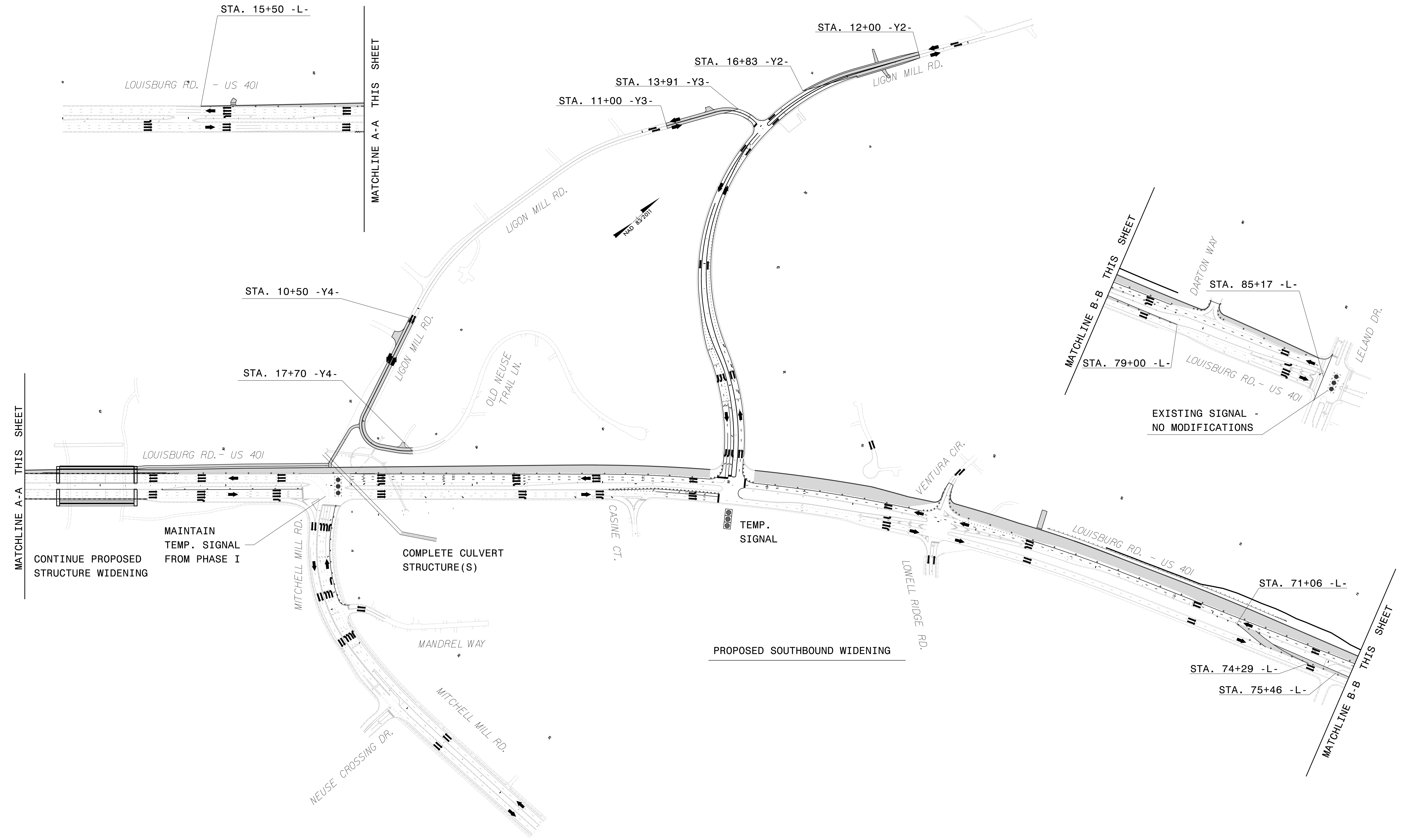
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**PHASE I-B
 (STEPS 3 AND 4)
 DETAIL**

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| U-5748 | TMP-25 |

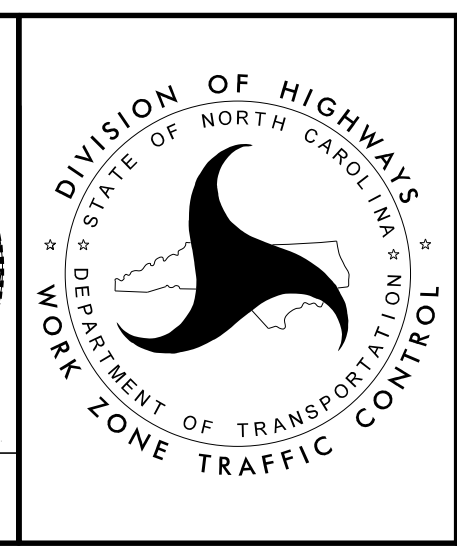


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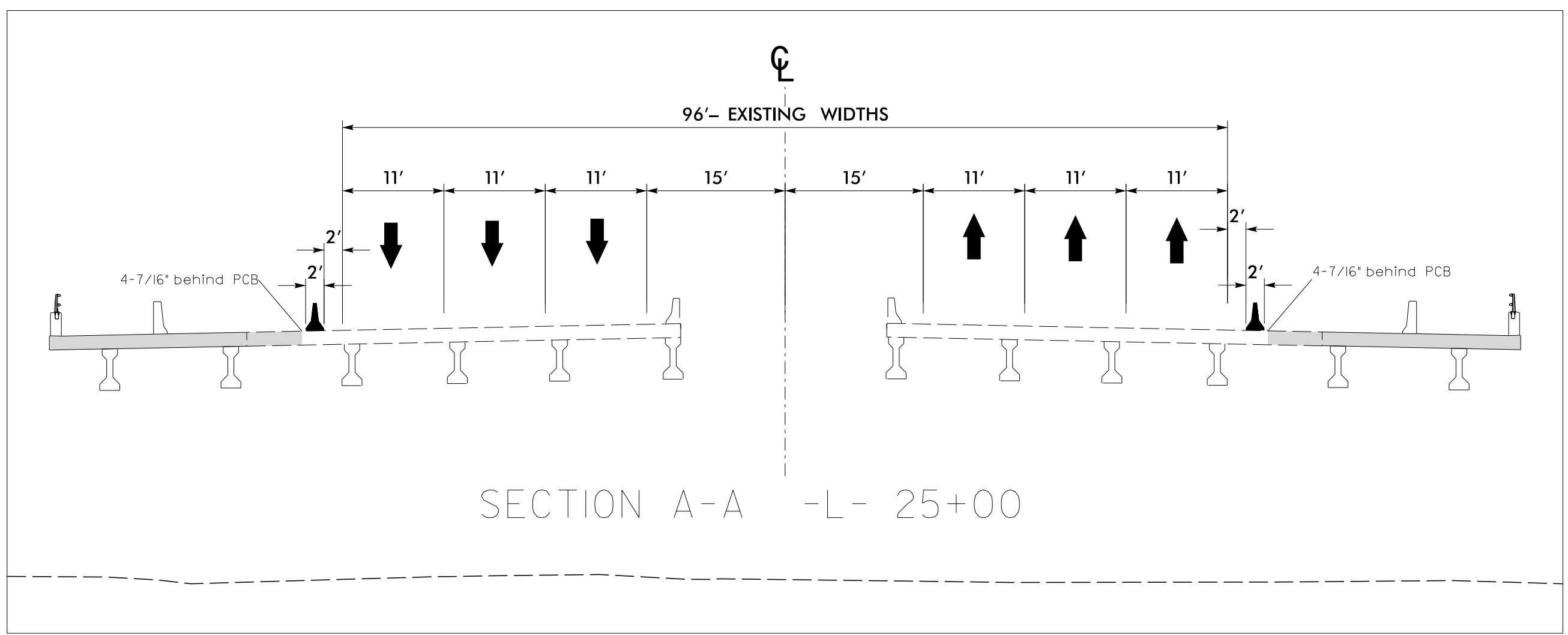
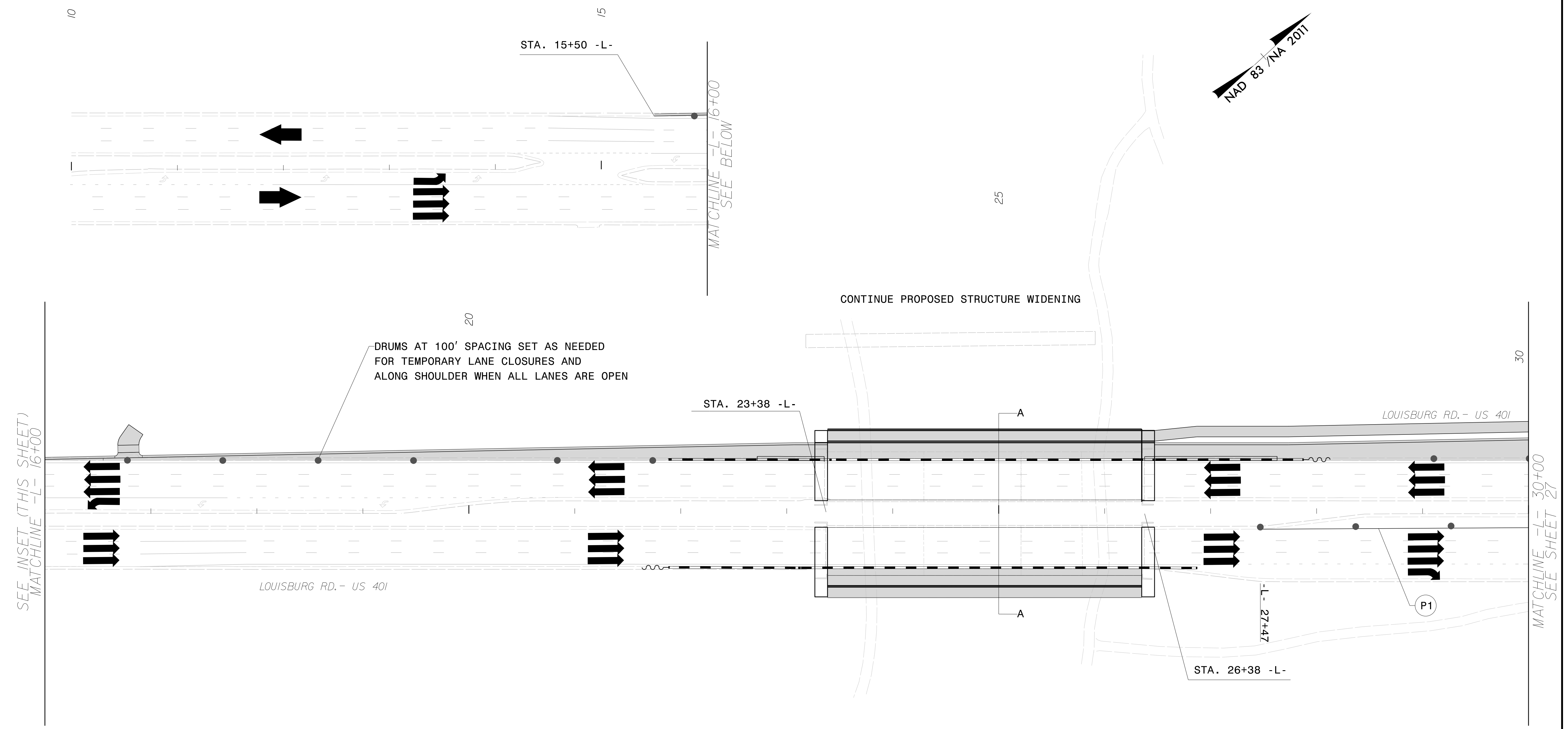
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**PHASE II
 OVERVIEW
 (NORTH SECTION)**



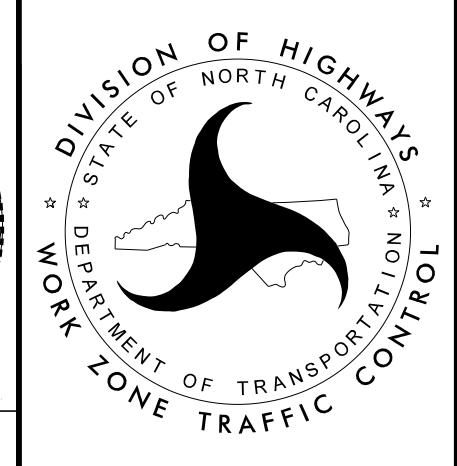
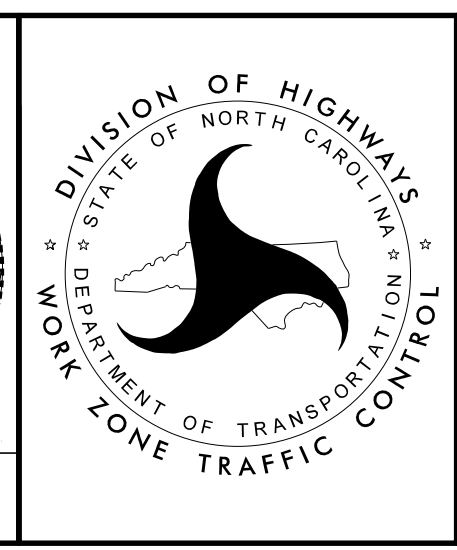
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 User:elizabeth.hunter

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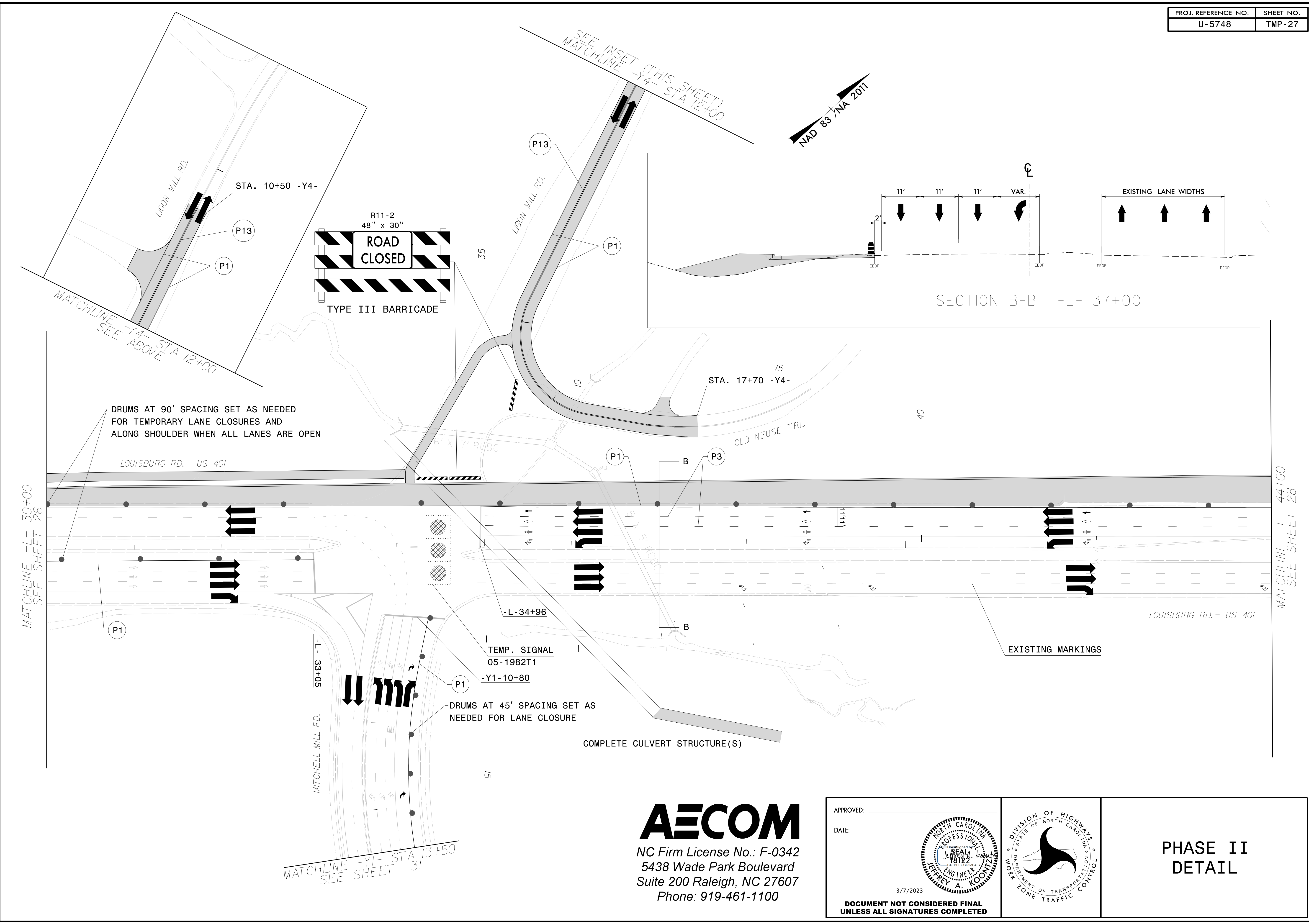
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**PHASE II
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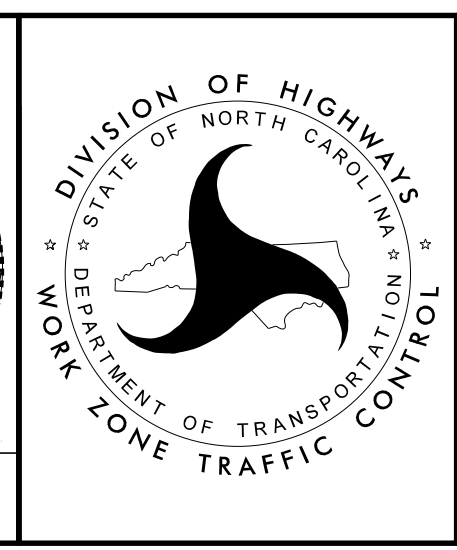


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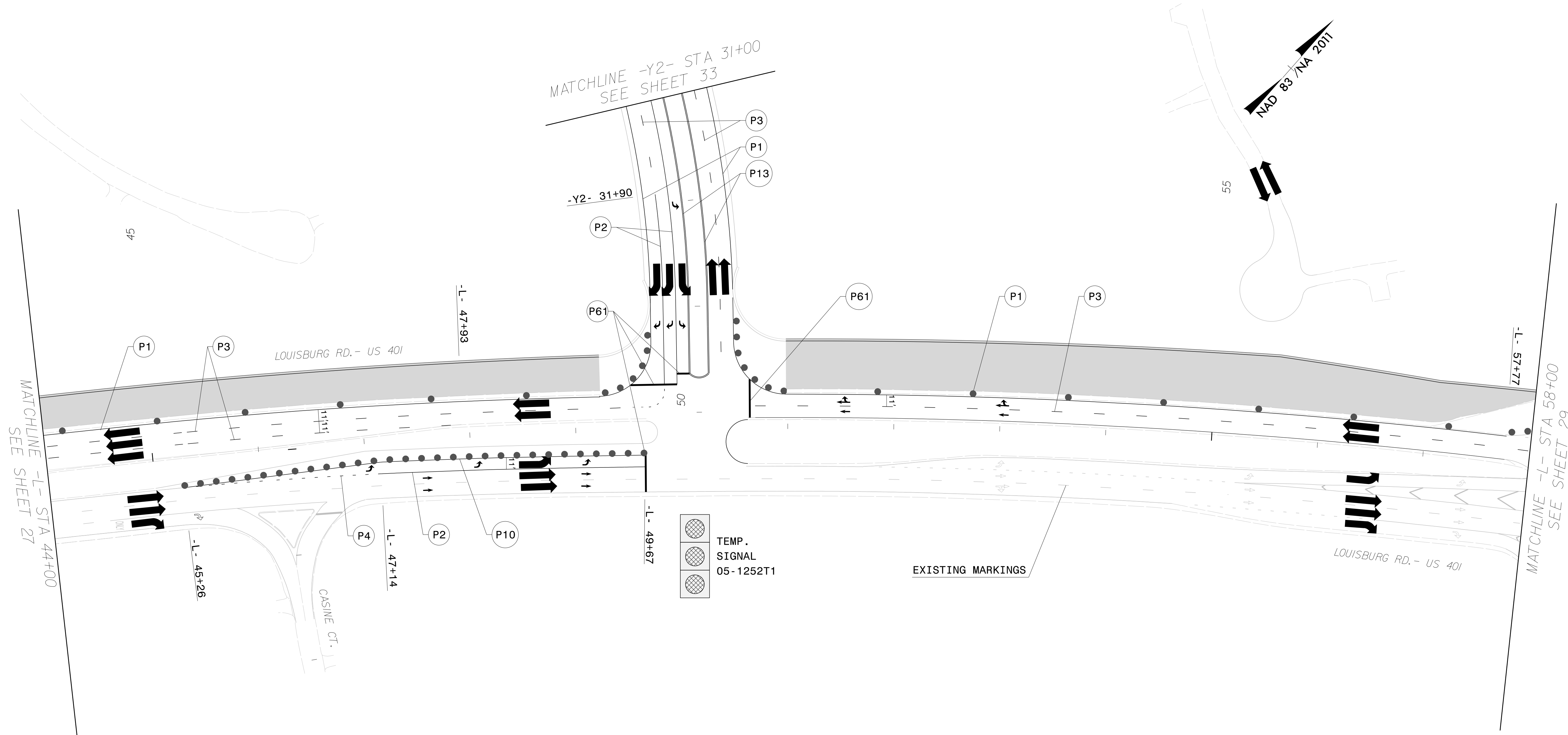
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**PHASE II
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 User:rlizabeh.hunter

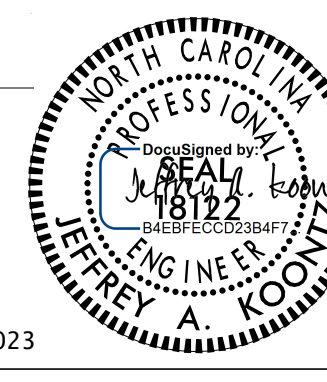
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| PROJ. REFERENCE NO. | SHEET NO. |
| U-5748 | TMP-28 |

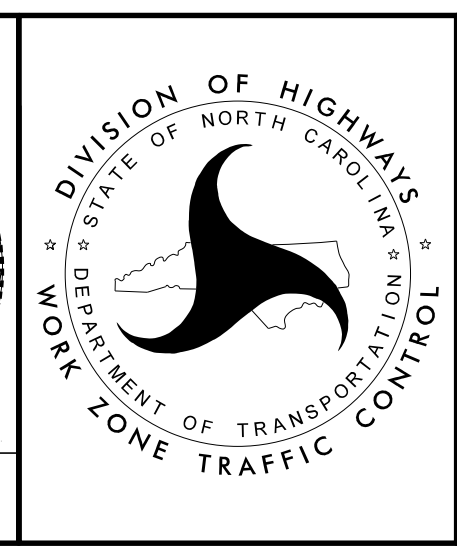


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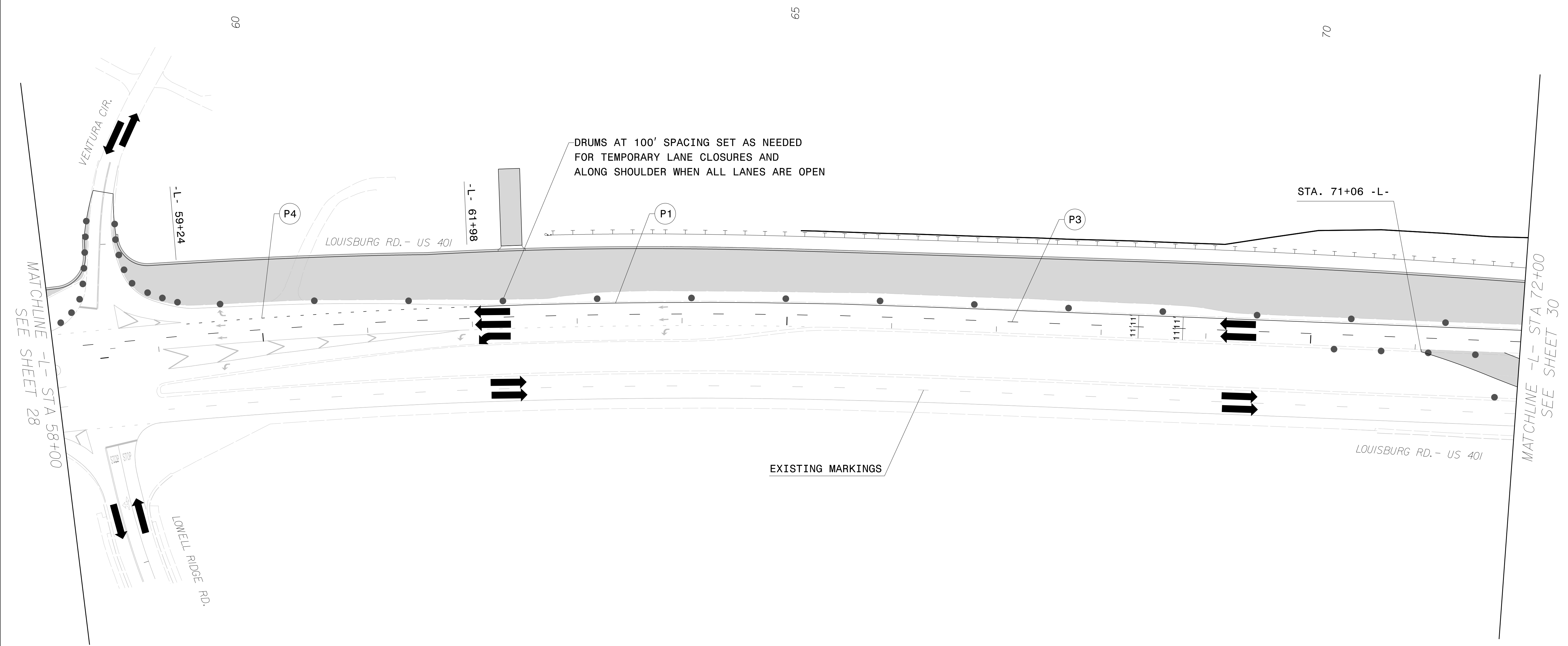
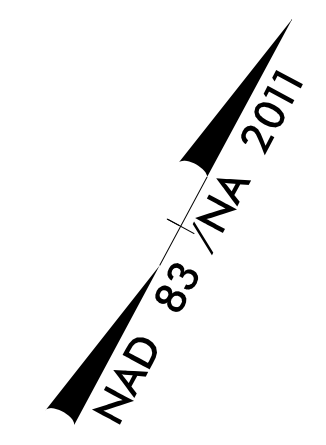
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**PHASE II
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| U-5748 | TMP-29 |



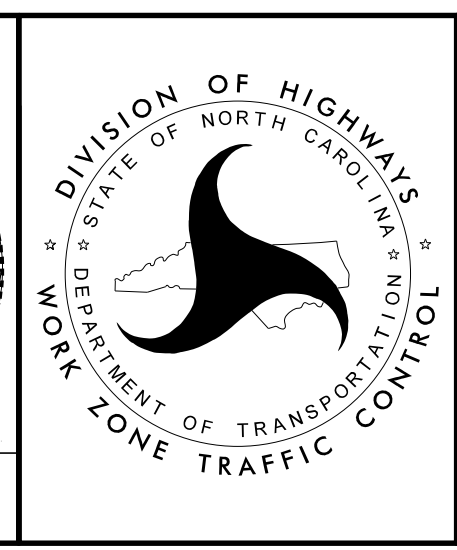
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 User:telizabeh.hunter

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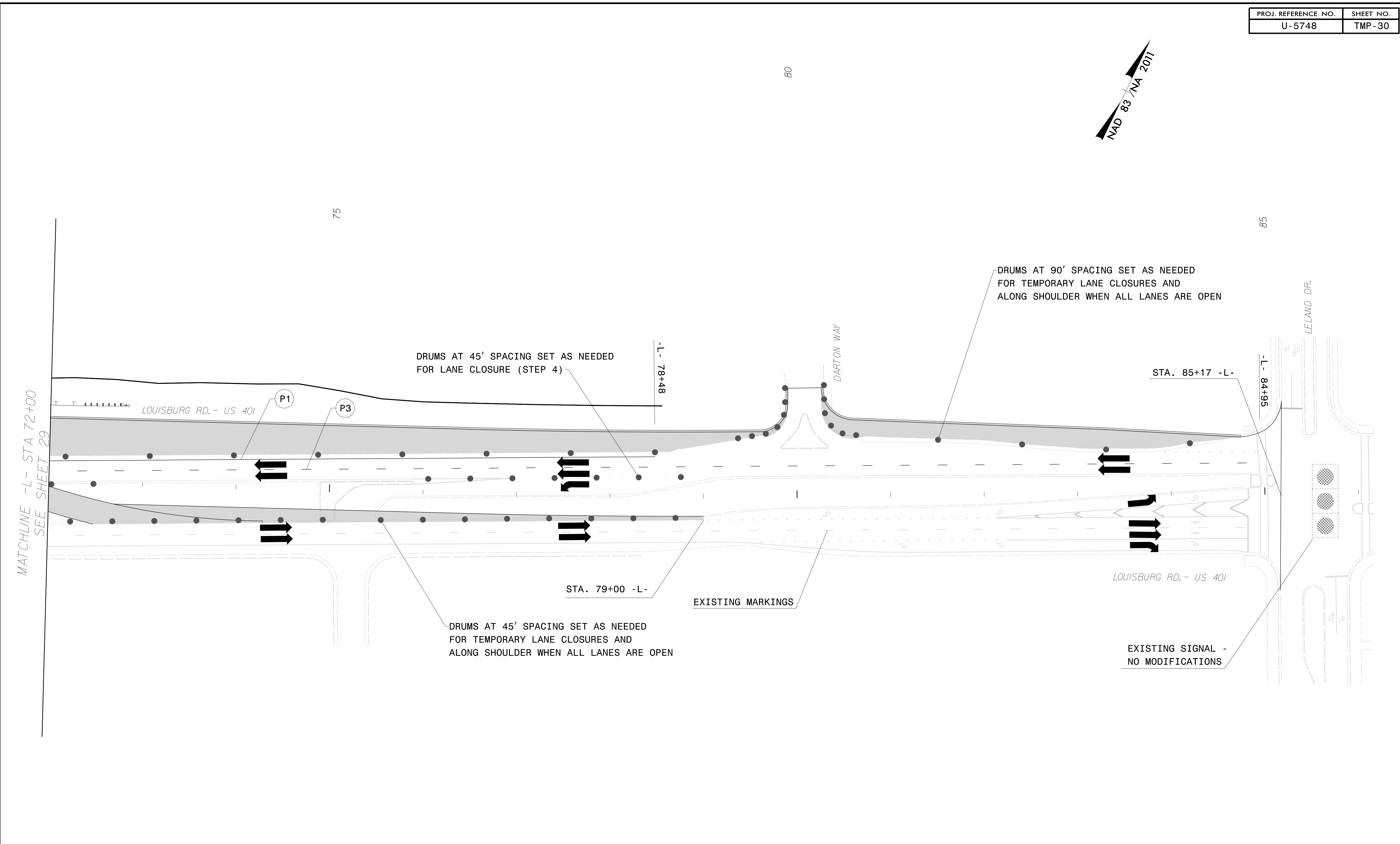
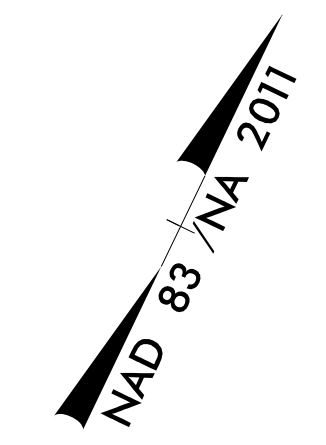
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PHASE II
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| U-5748 | TMP-30 |



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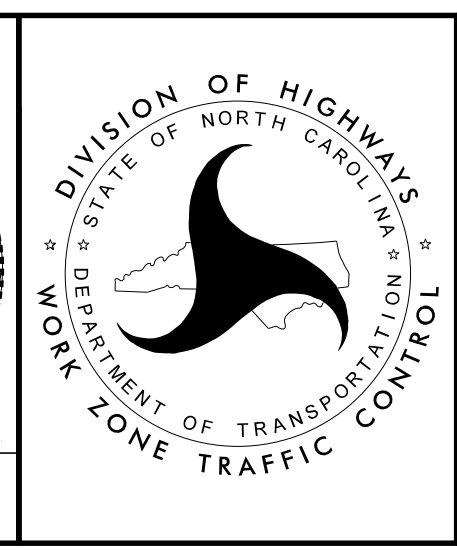
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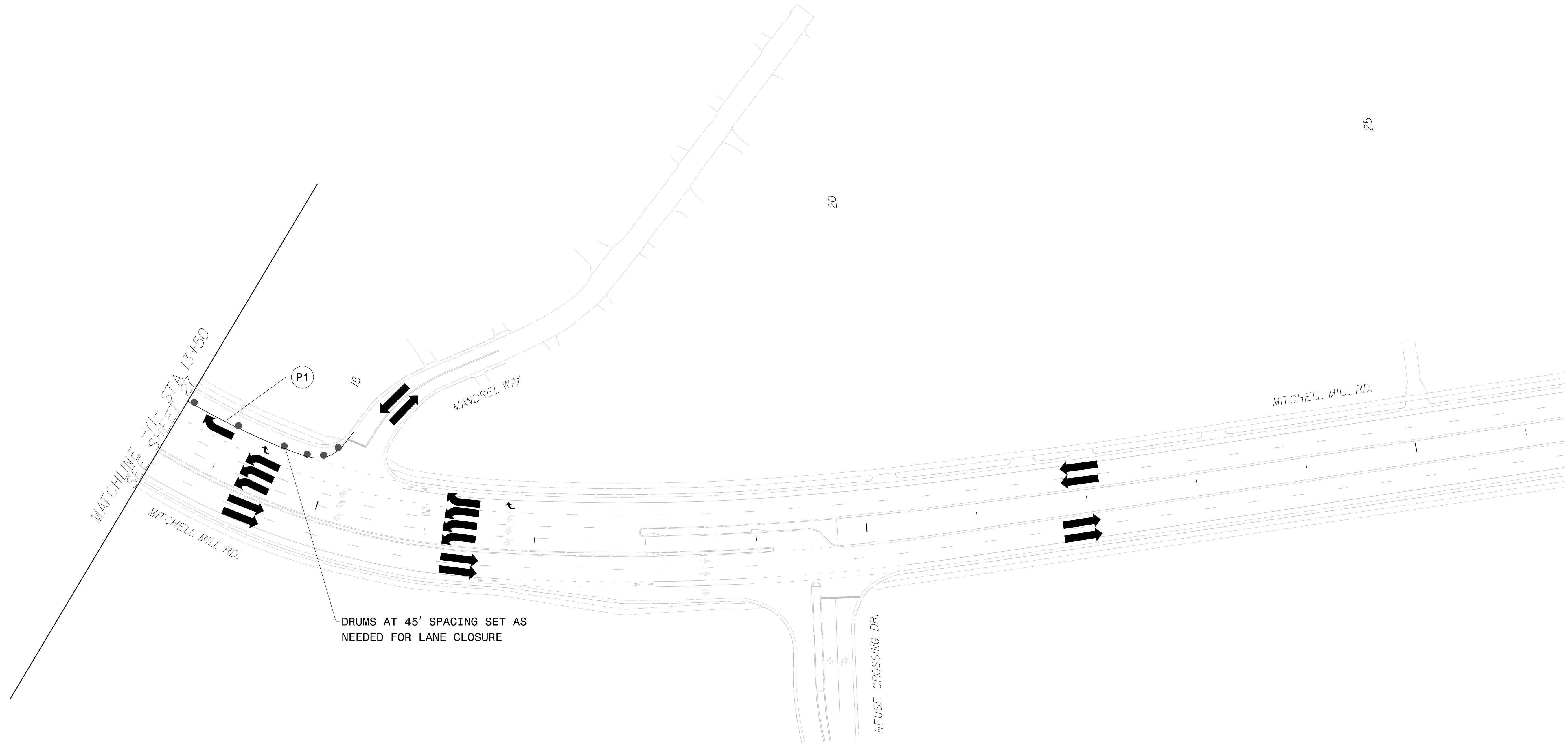
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PHASE II
DETAIL

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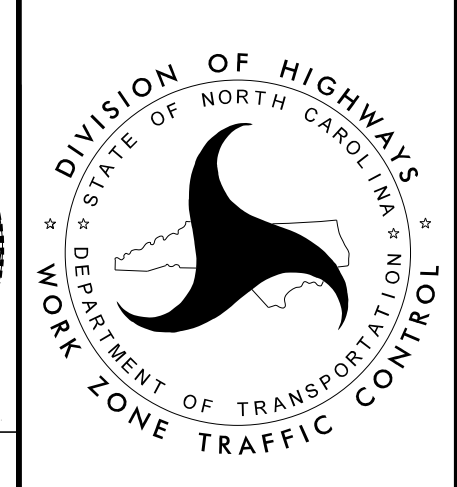
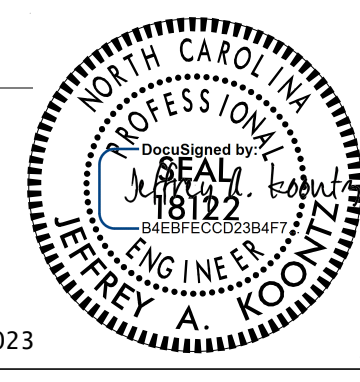
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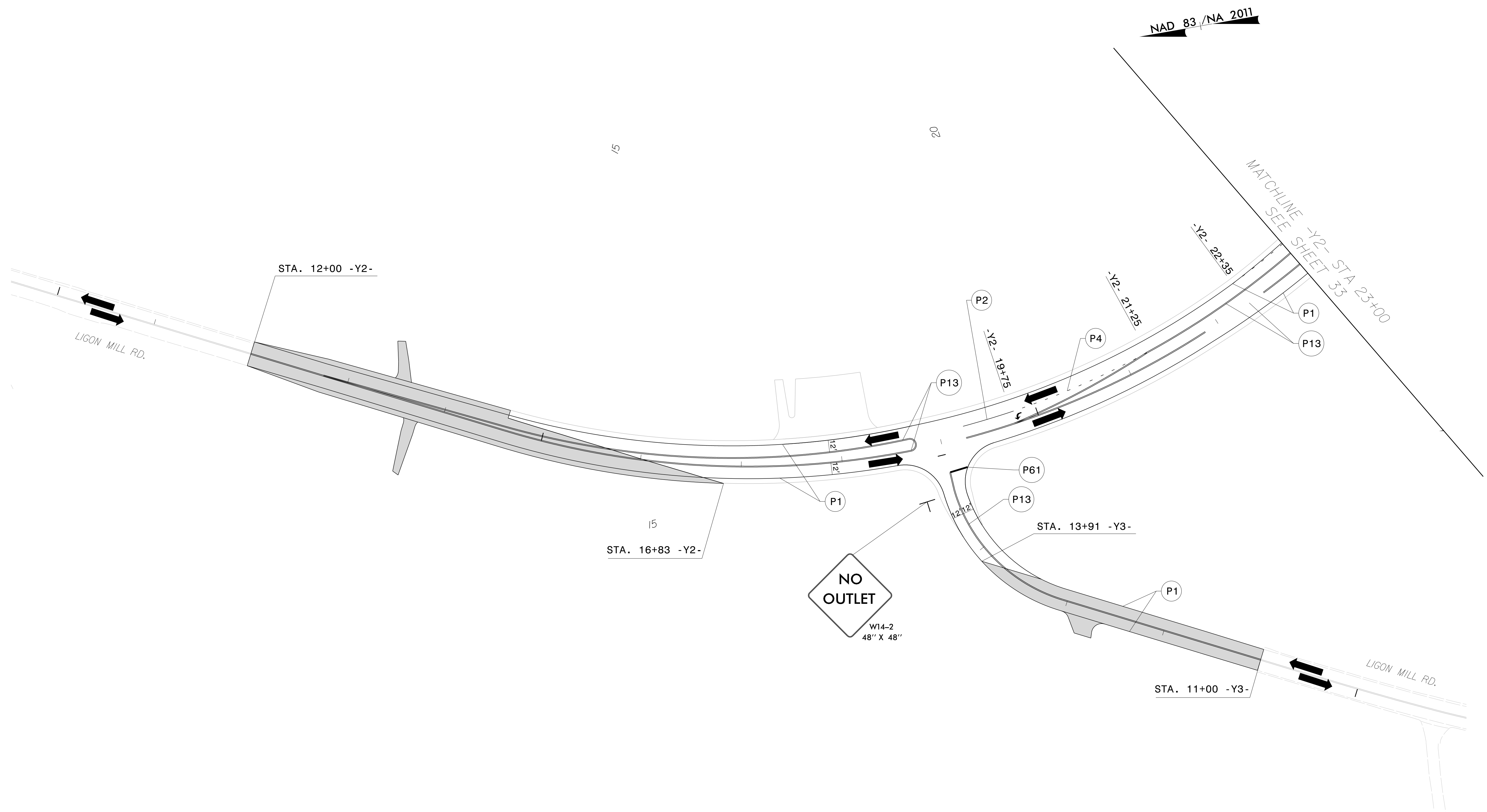
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**PHASE II
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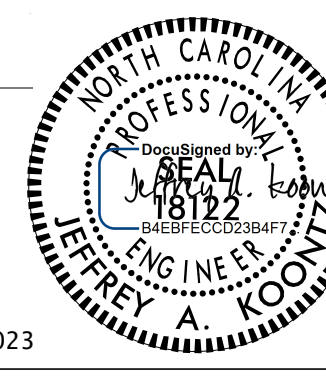


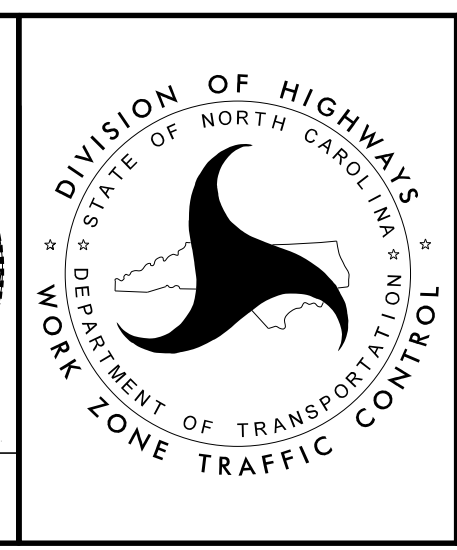
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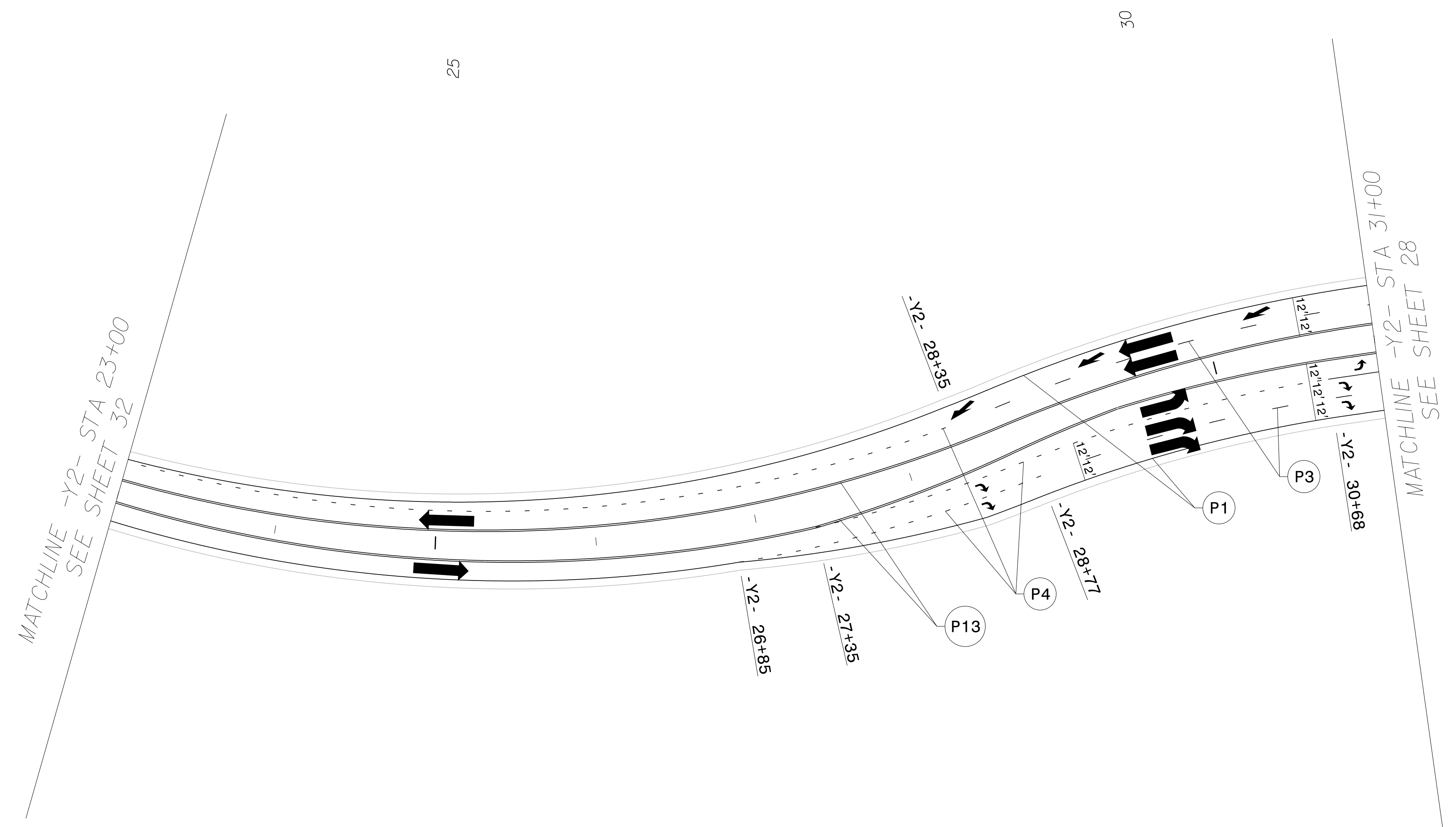
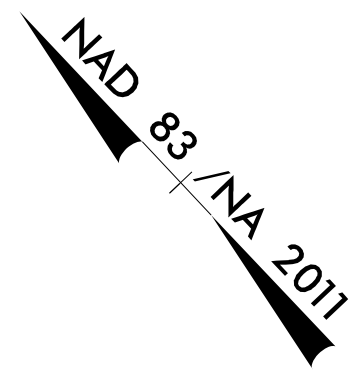
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PHASE II
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| PROJ. REFERENCE NO. | SHEET NO. |
| U-5748 | TMP-33 |



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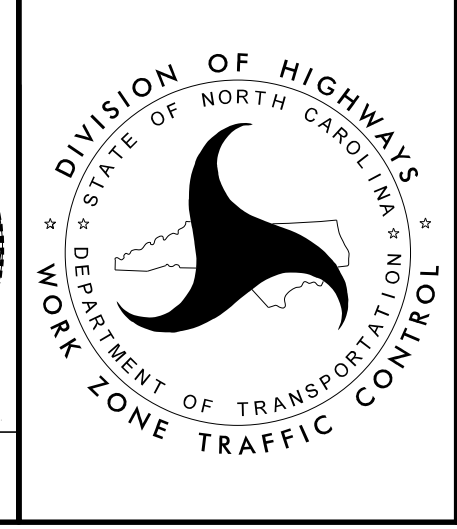
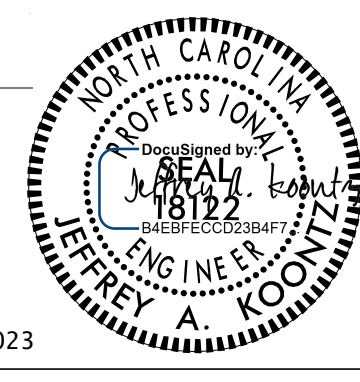
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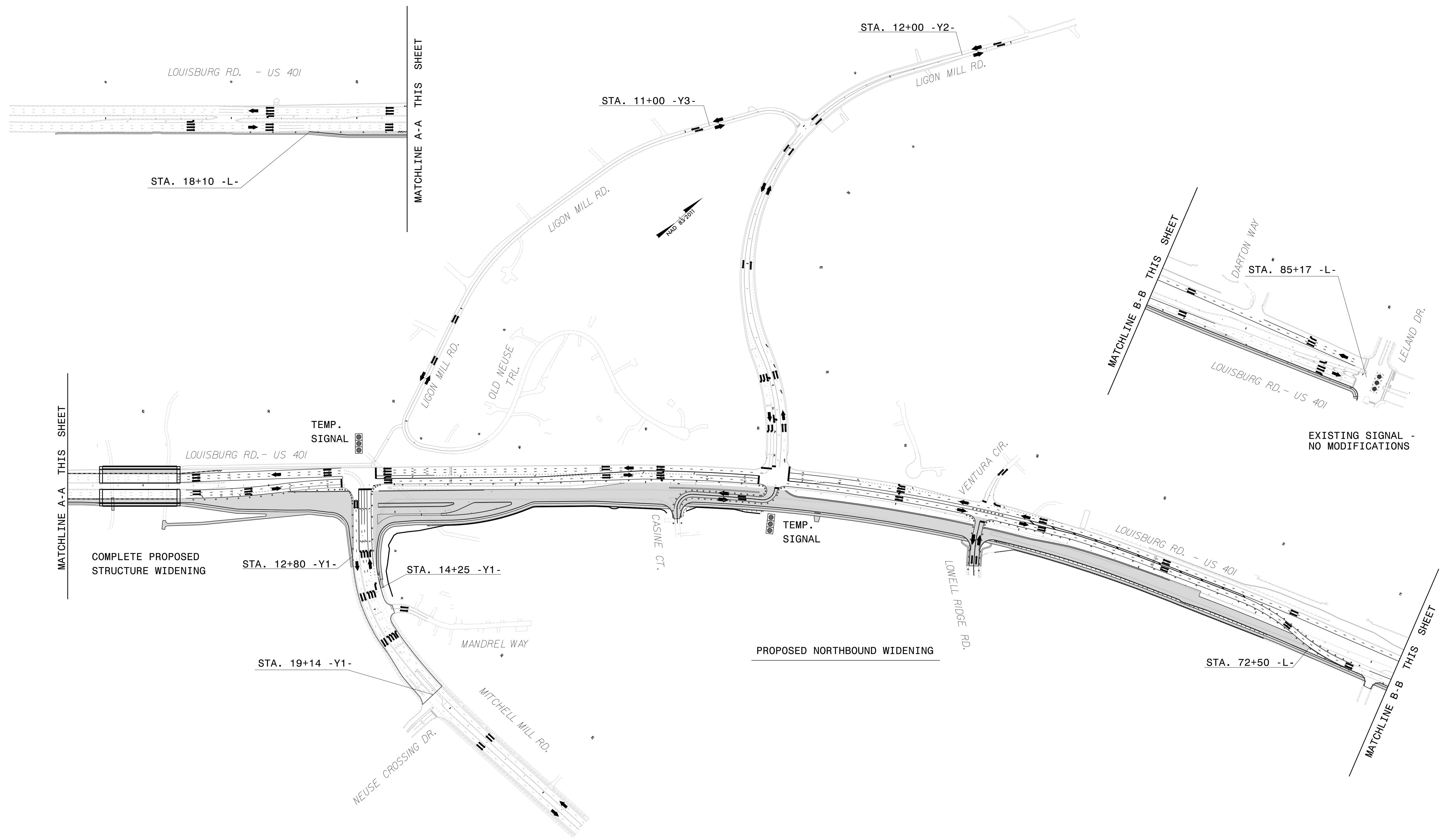
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**PHASE II
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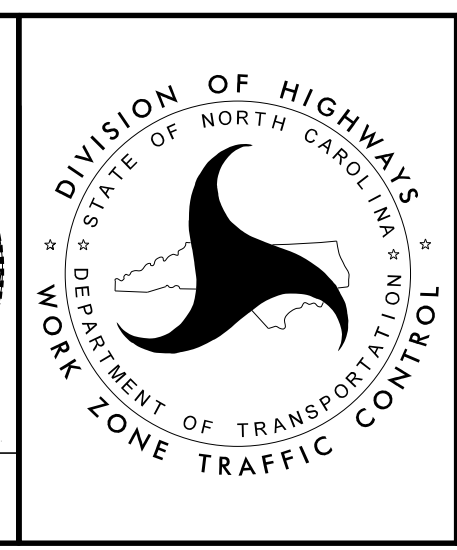
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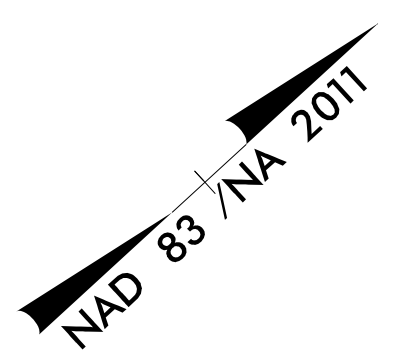
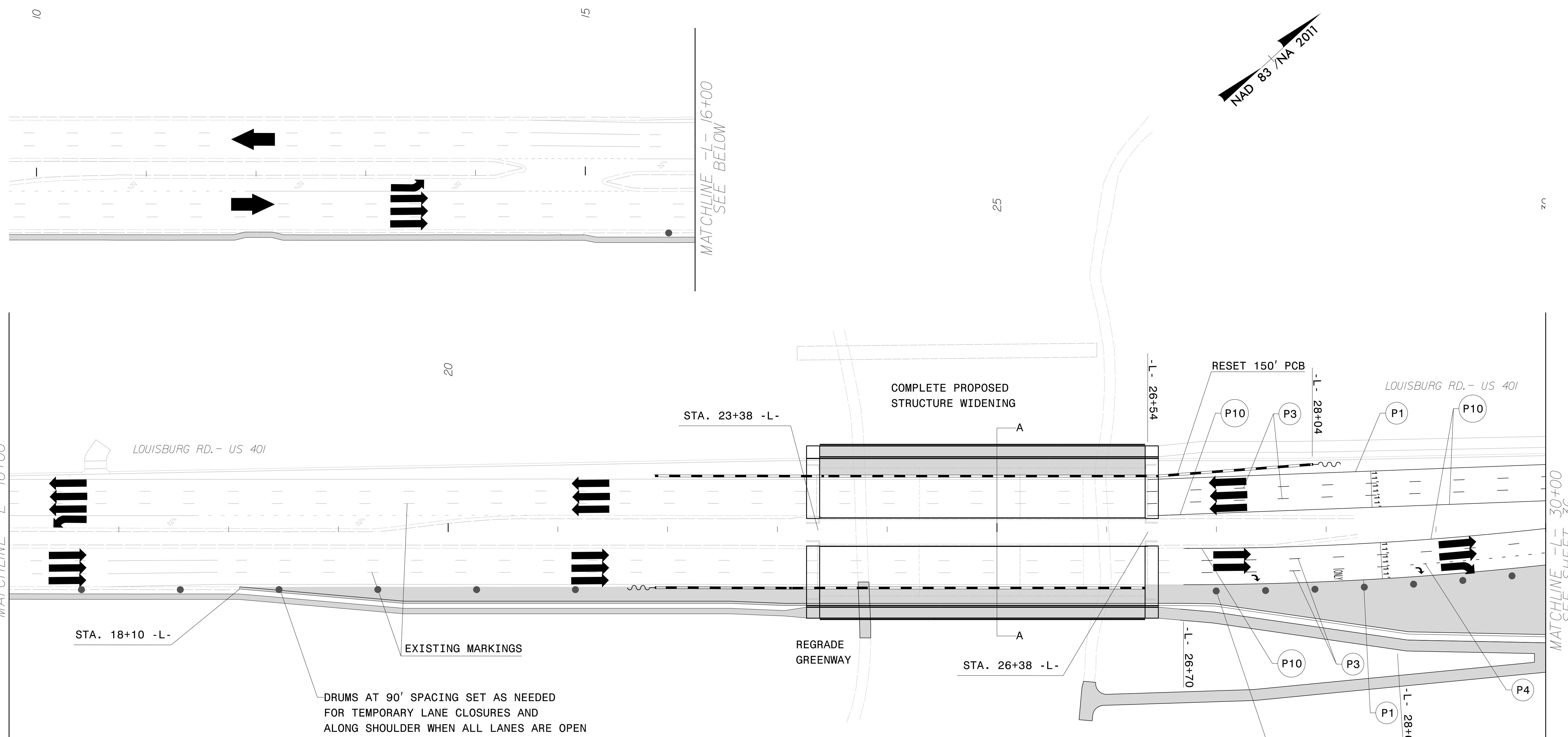
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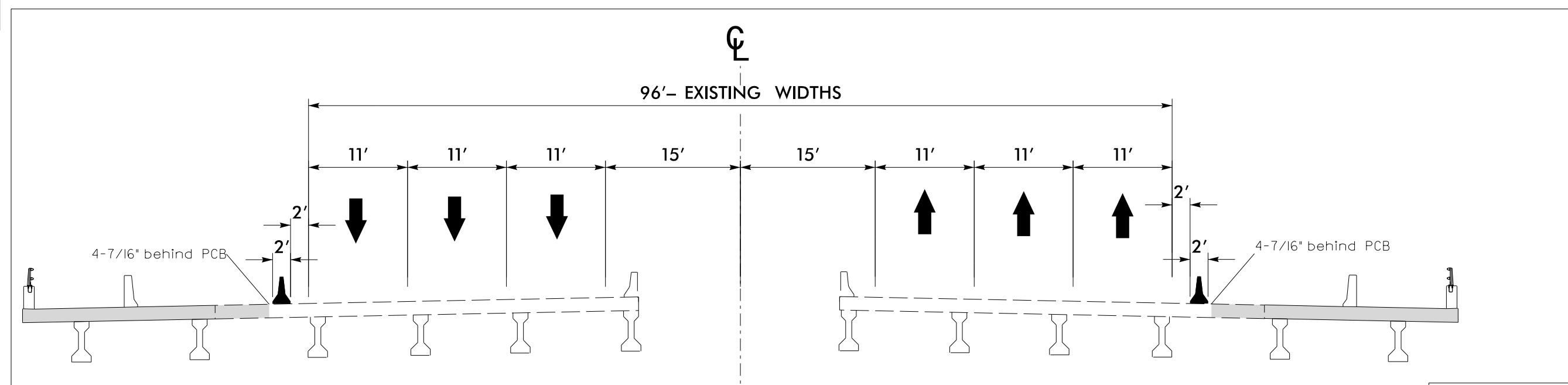


**PHASE III
 OVERVIEW
 (NORTH SECTION)**



SEE INSET (THIS SHEET)
MATCHLINE -L- 16+00

MATCHLINE -L- 30+00
SEE SHEET 36



DRUMS AT 90' SPACING SET AS NEEDED FOR TEMPORARY LANE CLOSURES AND ALONG SHOULDER WHEN ALL LANES ARE OPEN

DRUMS AT 45' SPACING FOR TEMPORARY LANE CLOSURES AND ALONG SHOULDER WHEN ALL LANES ARE OPEN

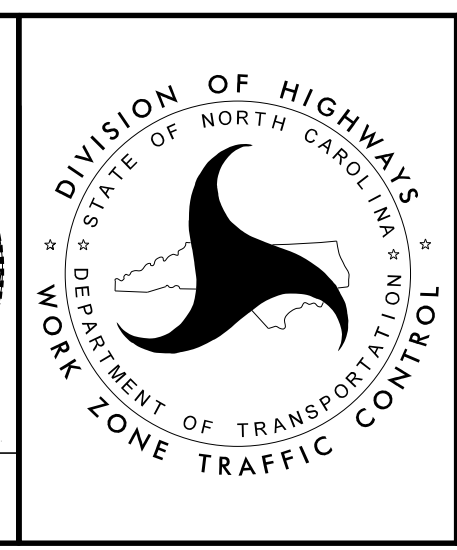
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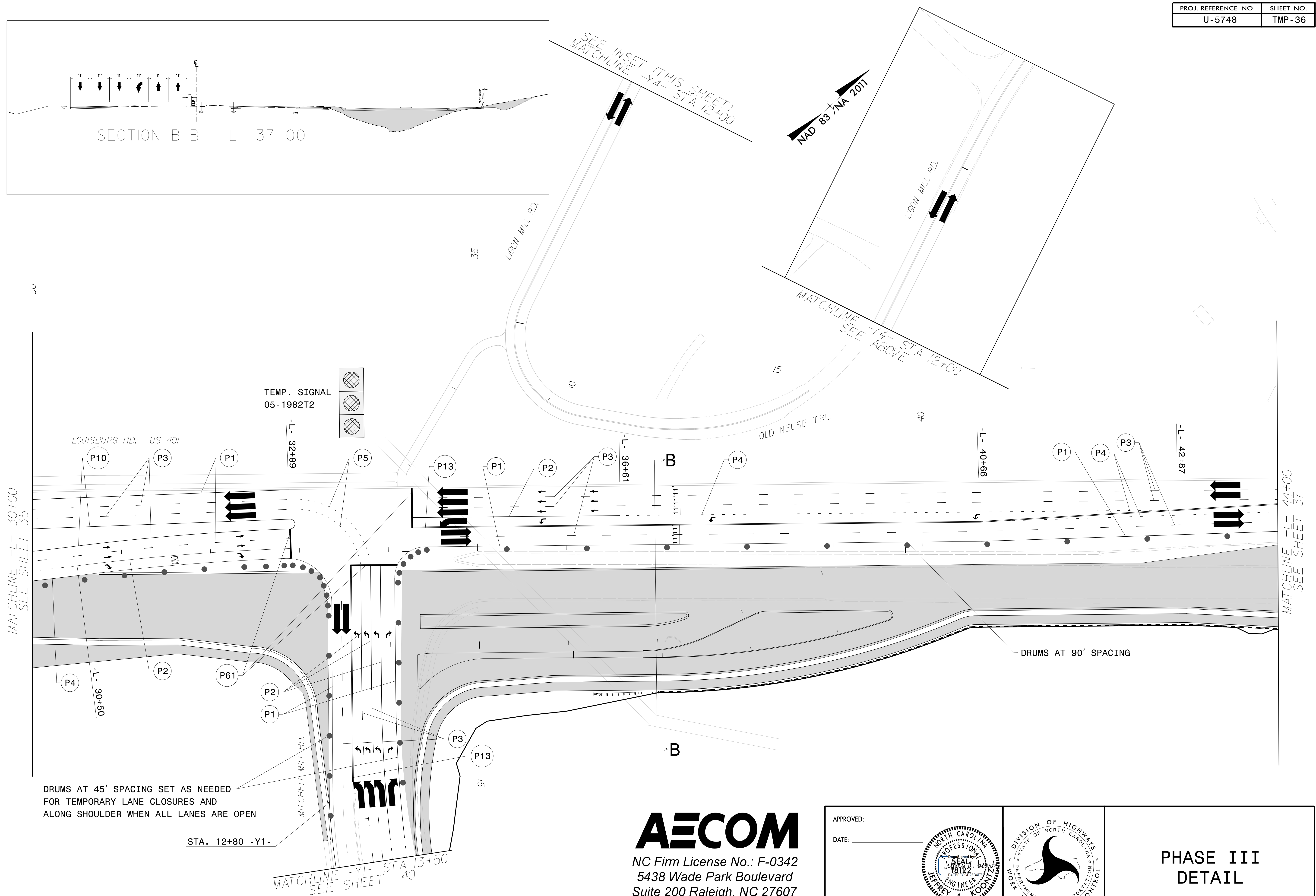
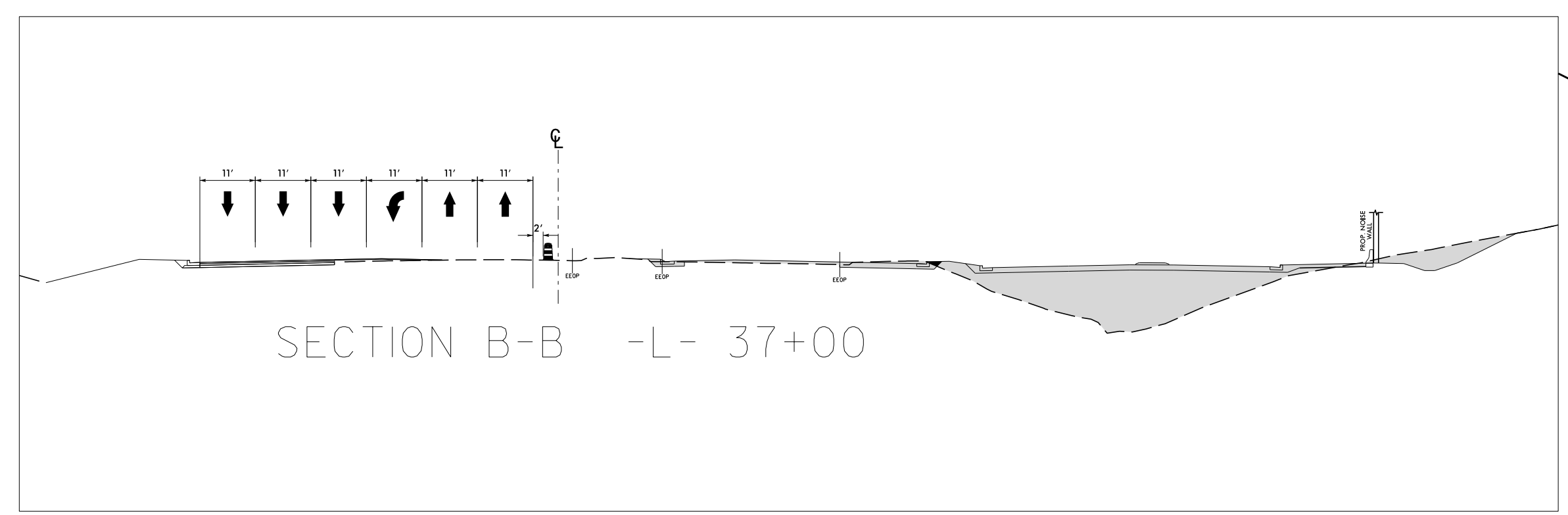
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**PHASE III
DETAIL**

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| PROJ. REFERENCE NO. | SHEET NO. |
| U-5748 | TMP-36 |



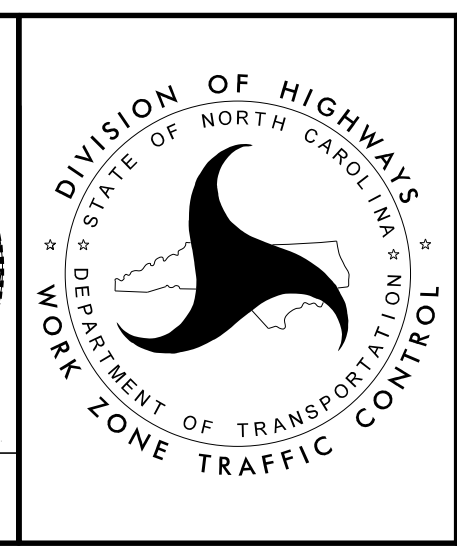
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 User:rlizabeh.hunter

AECOM
 NC Firm License No.: F-0342
 5438 Wade Park Boulevard
 Suite 200 Raleigh, NC 27607
 Phone: 919-461-1100

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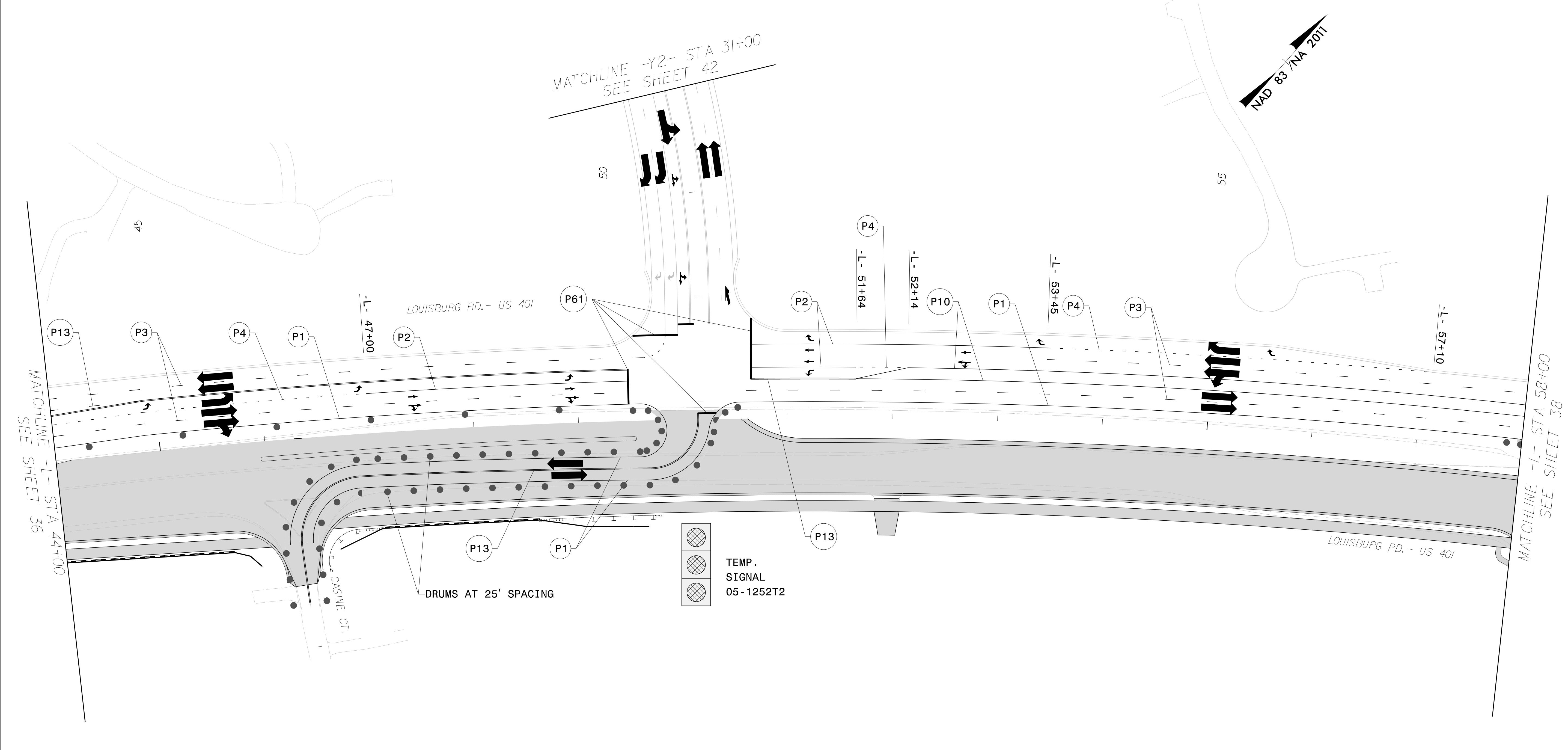
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**PHASE III
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| U-5748 | TMP-37 |



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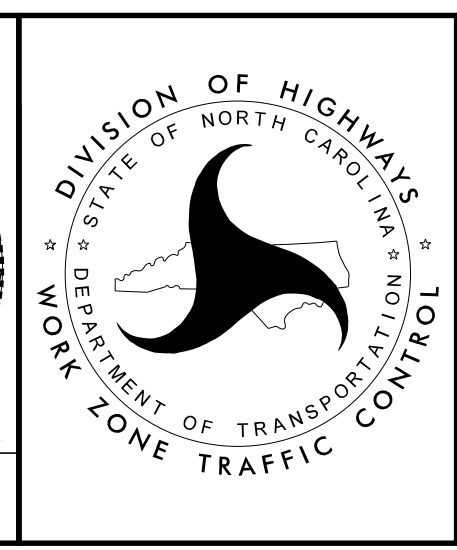
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 5438 Wade Park Boulevard
 Suite 200 Raleigh, NC 27607
 Phone: 919-461-1100

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DATE: _____

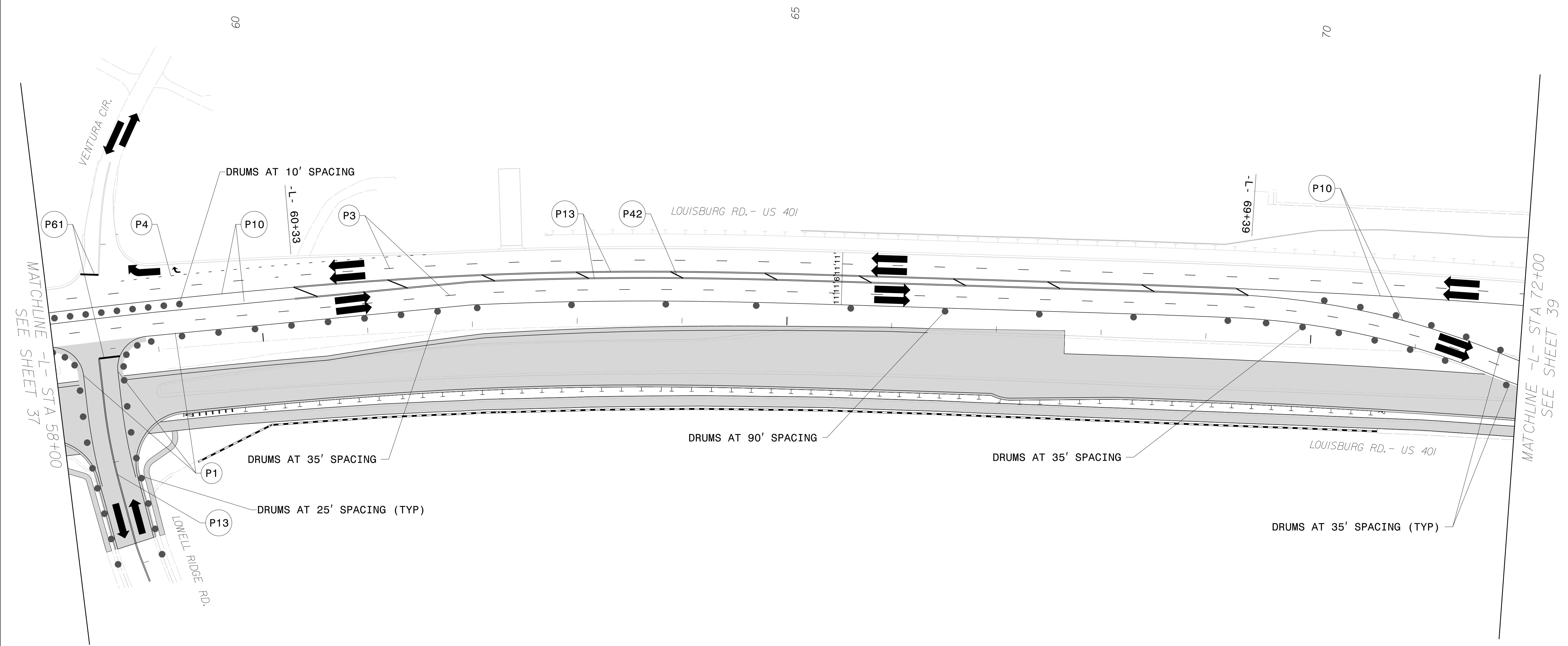
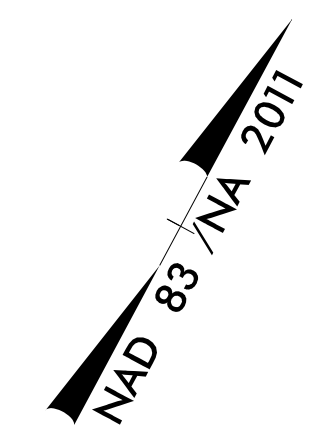
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**PHASE III
DETAIL**

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| U-5748 | TMP-38 |



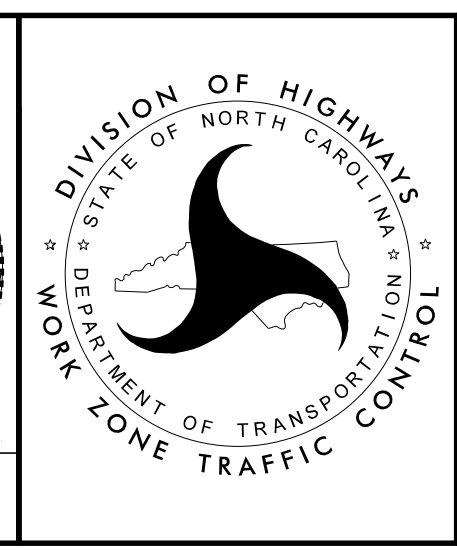
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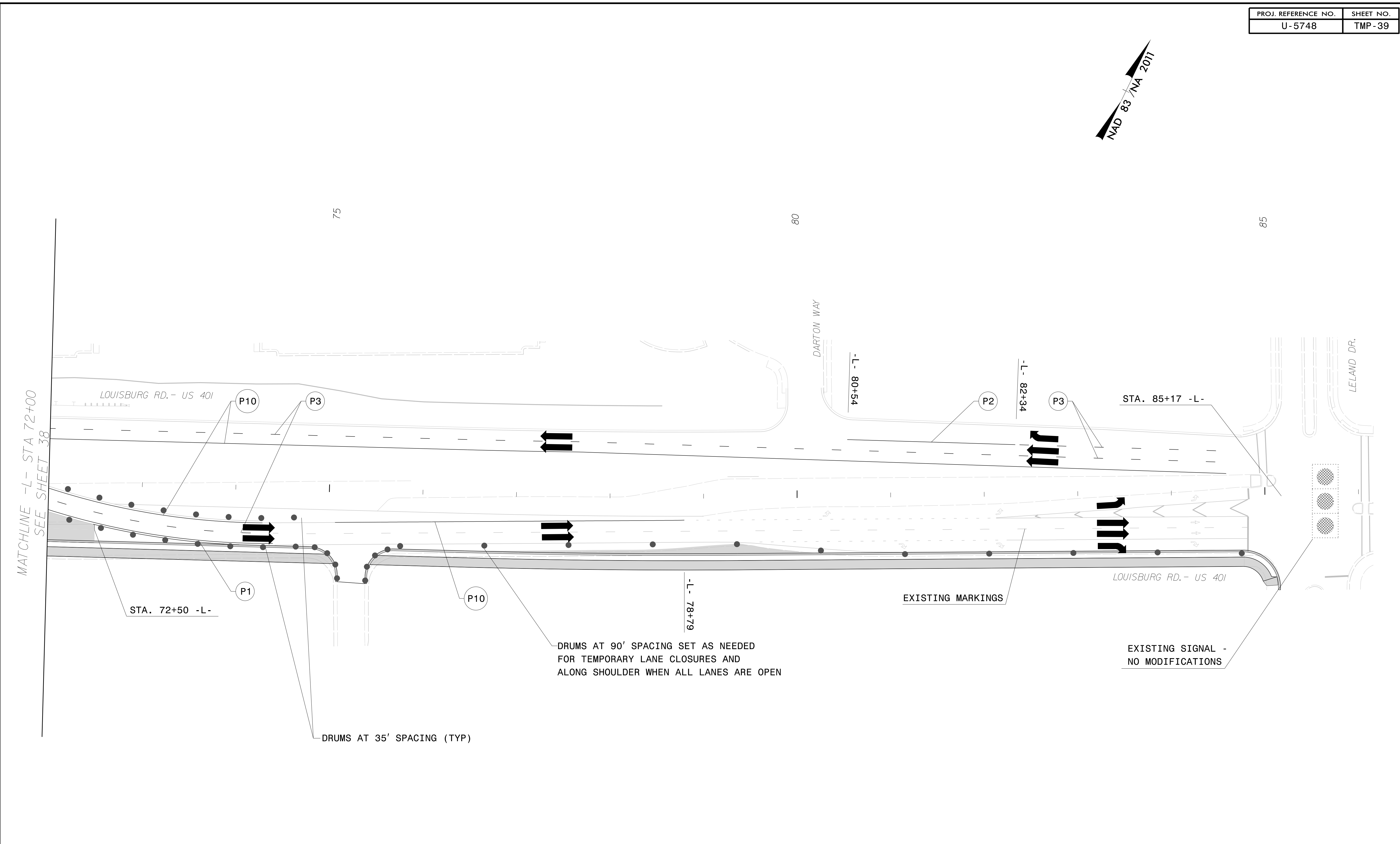
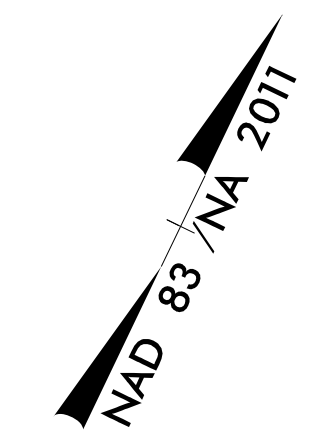
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PHASE III
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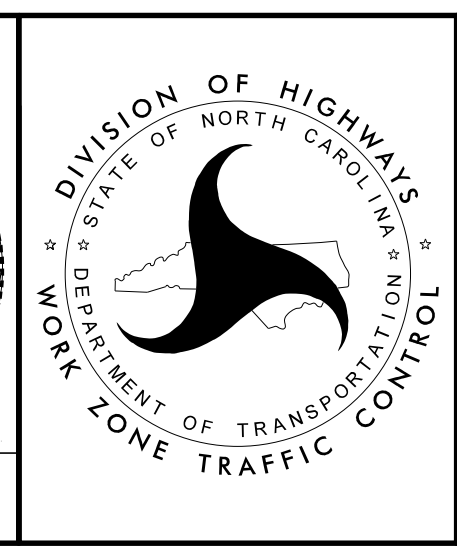
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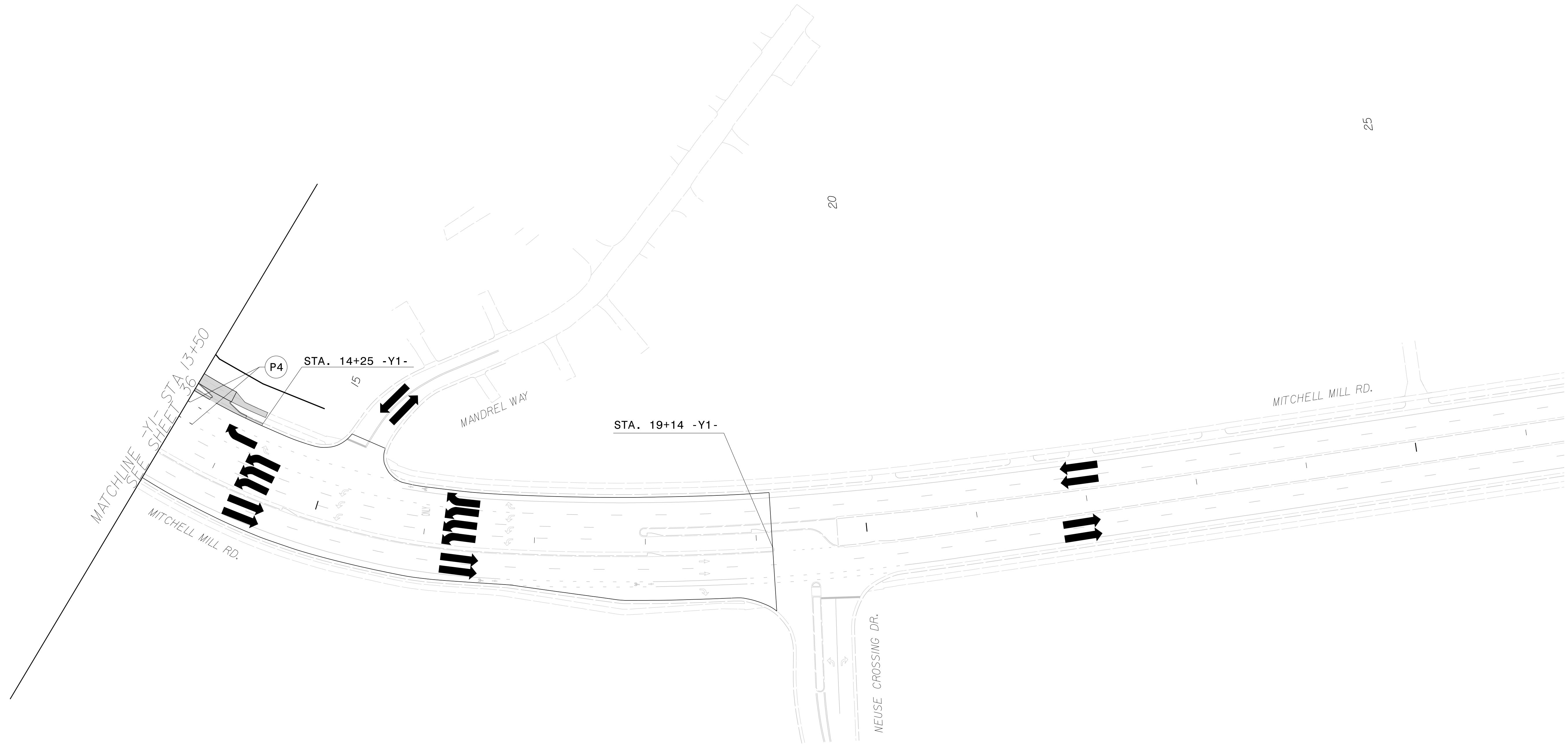
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**PHASE III
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| U-5748 | TMP-40 |

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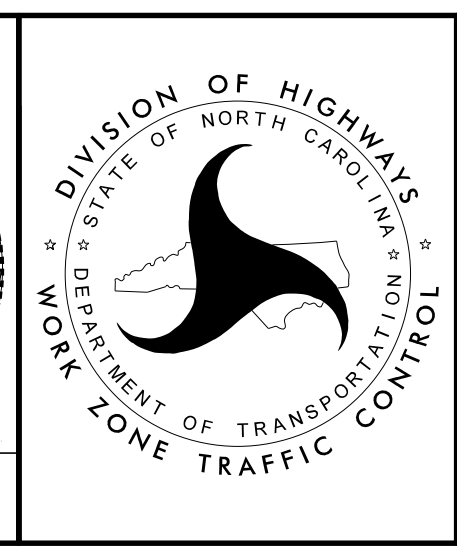
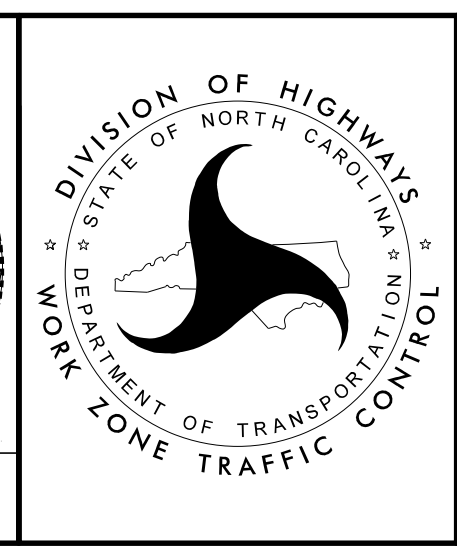
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 User:telizabeh.hunter

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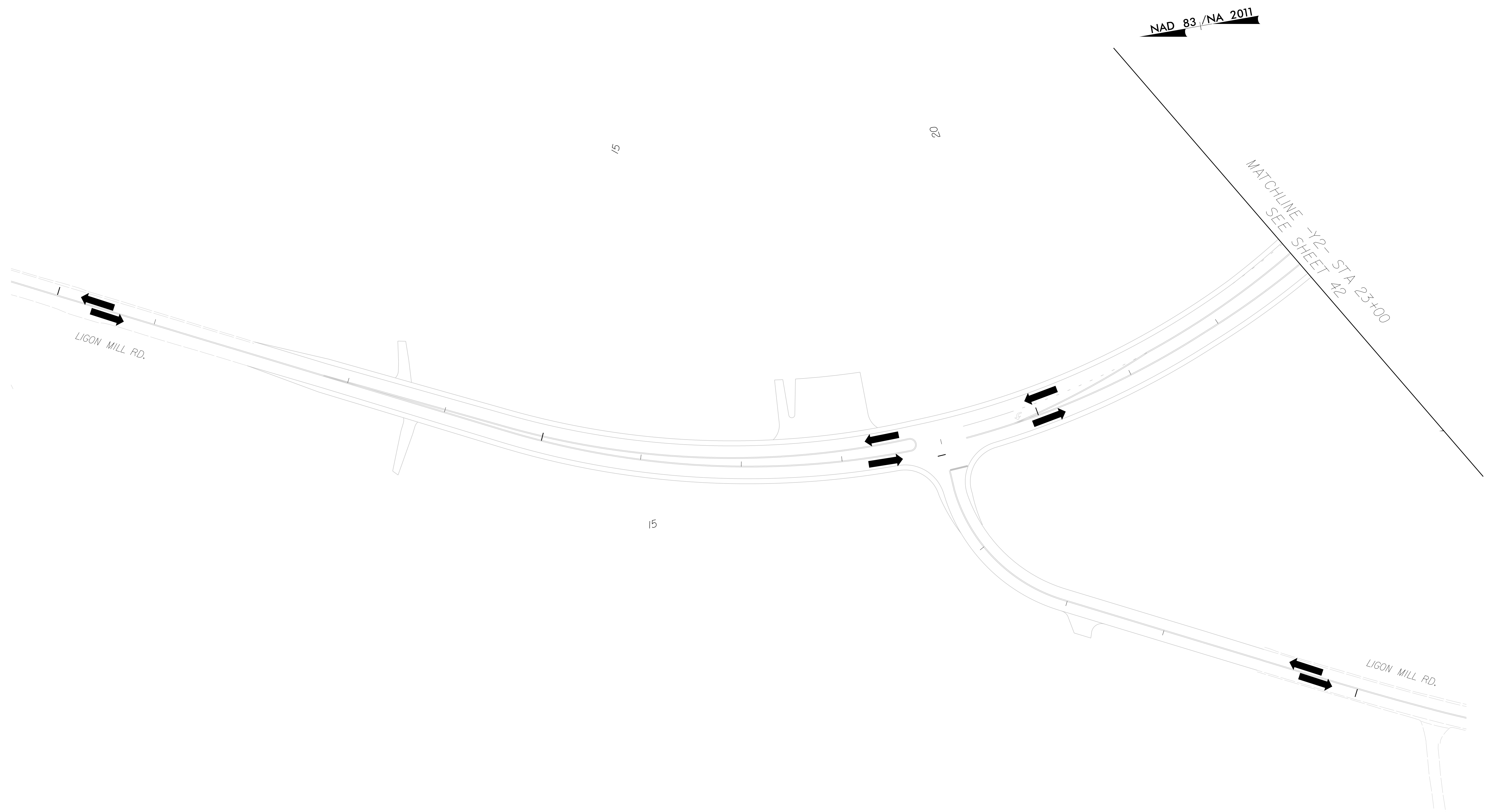
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| U-5748 | TMP-41 |



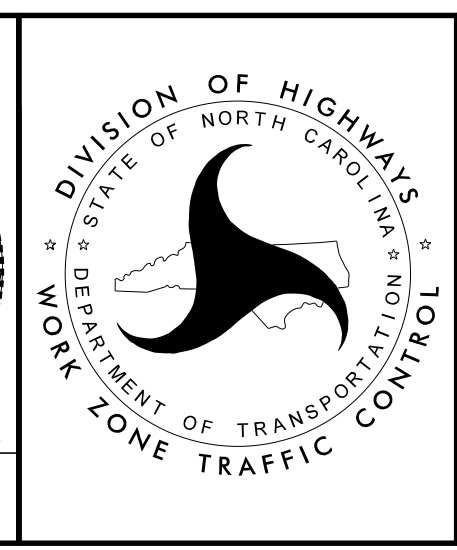
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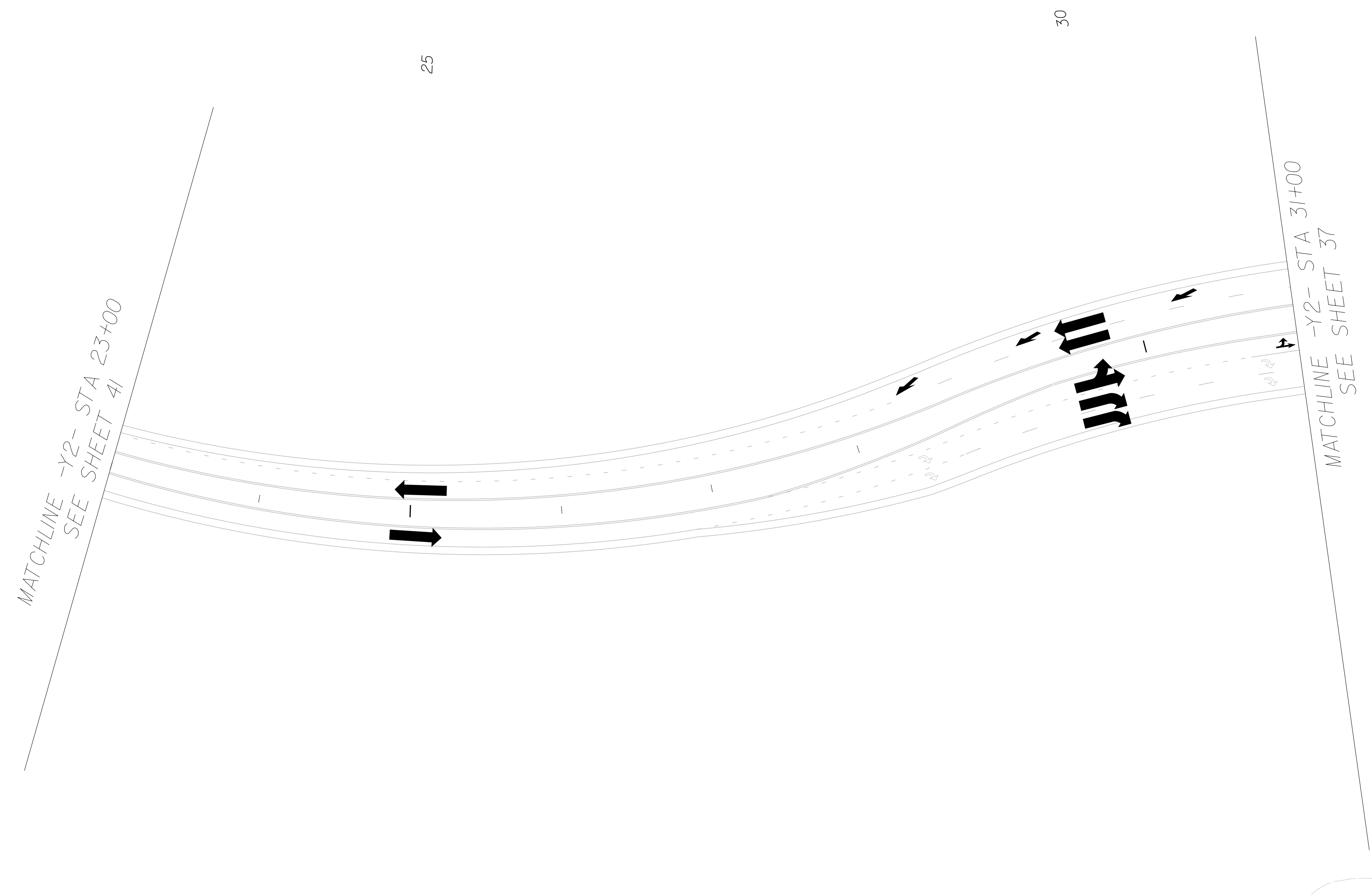
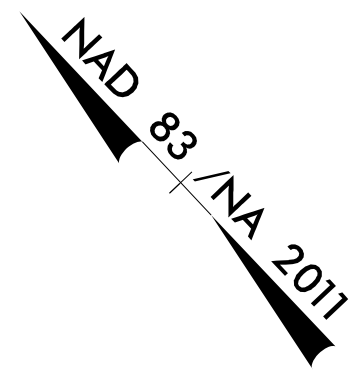
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**PHASE III
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Work Zone Traffic Control

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| PROJ. REFERENCE NO. | SHEET NO. |
| U-5748 | TMP-42 |



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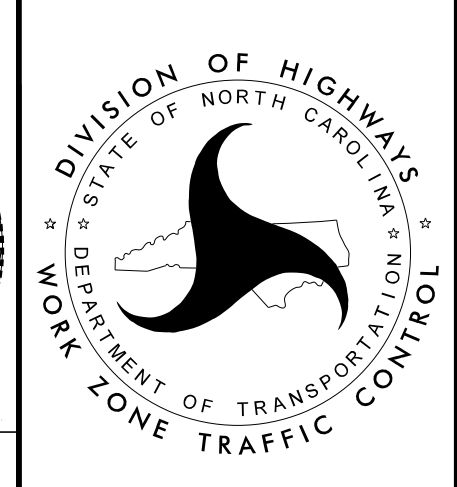
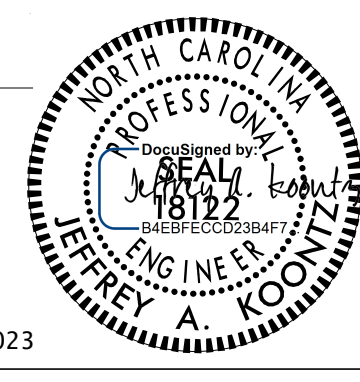
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DATE: _____

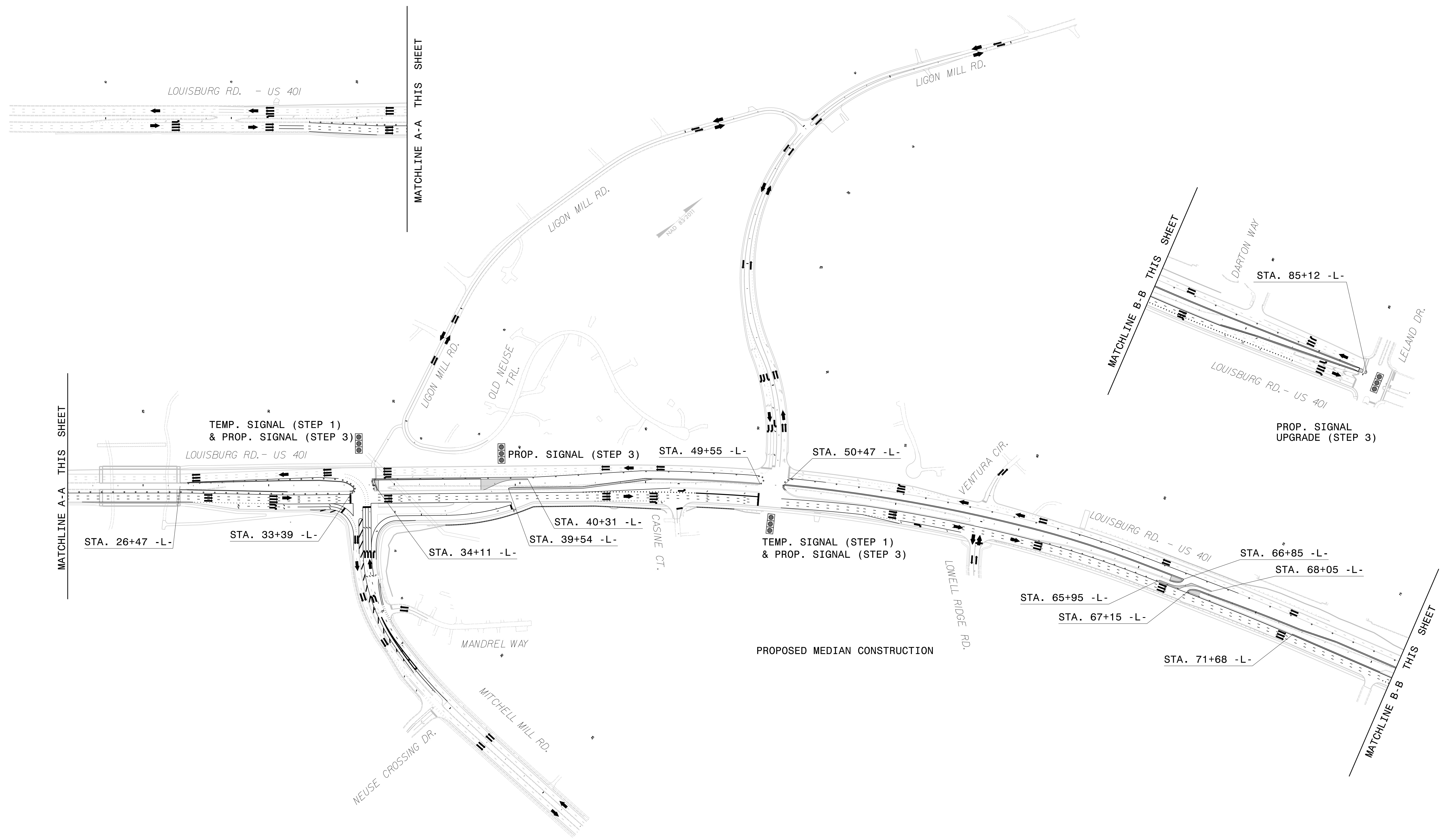
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**PHASE III
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4/10/2023
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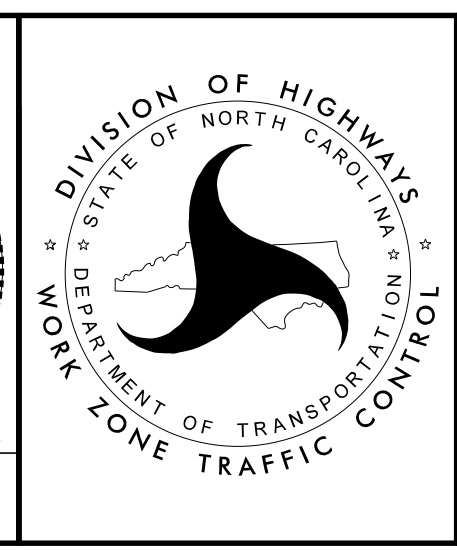


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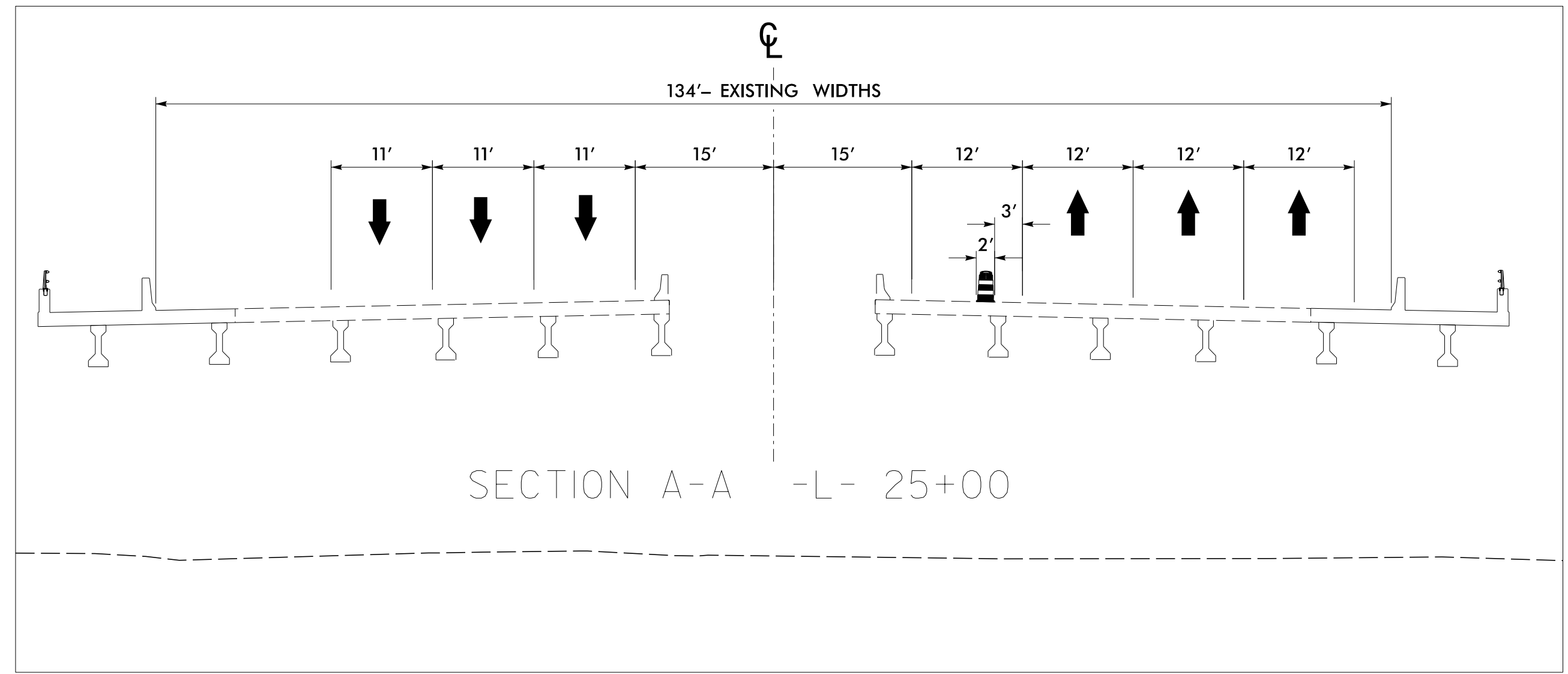
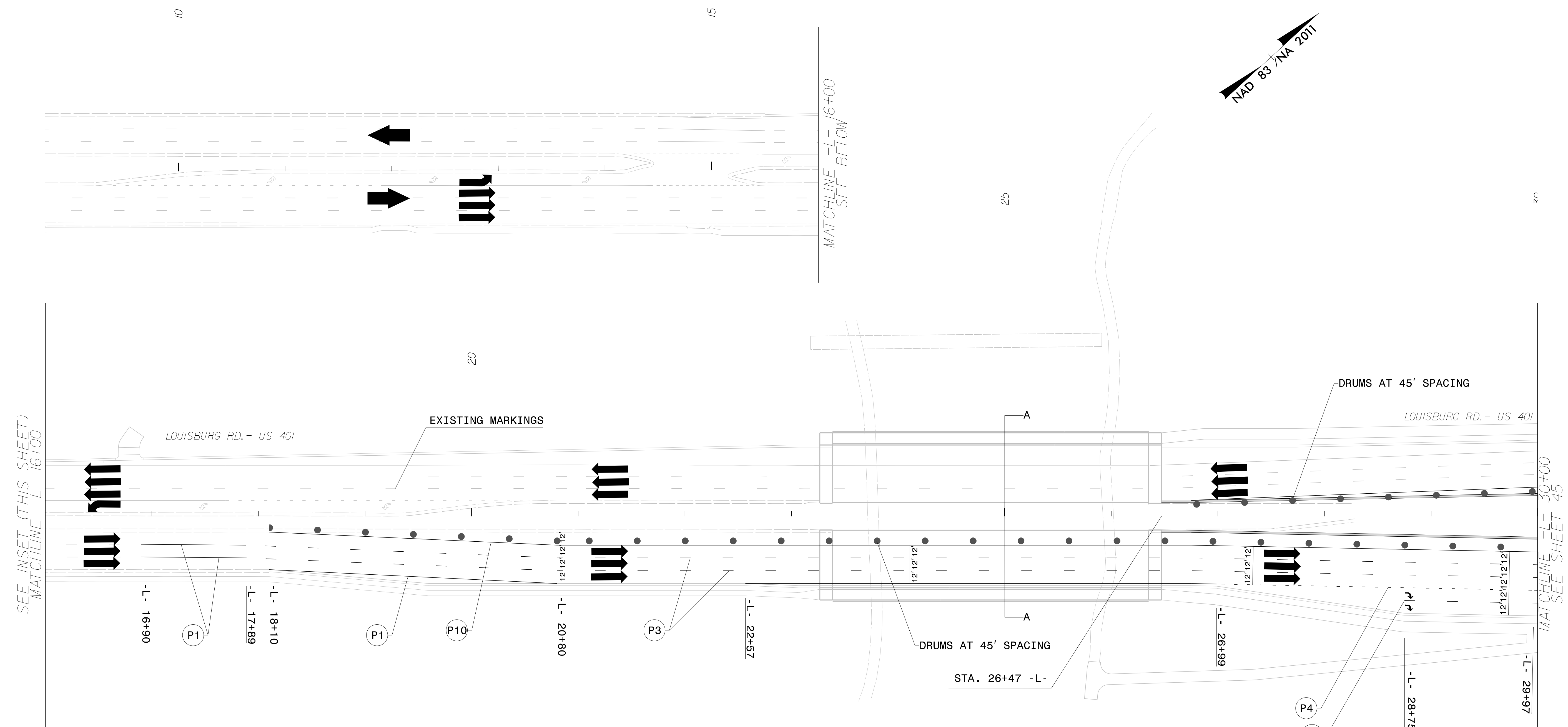
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4/10/2023

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**PHASE IV
OVERVIEW
(NORTH SECTION)**



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 User:elizabeth.hunter

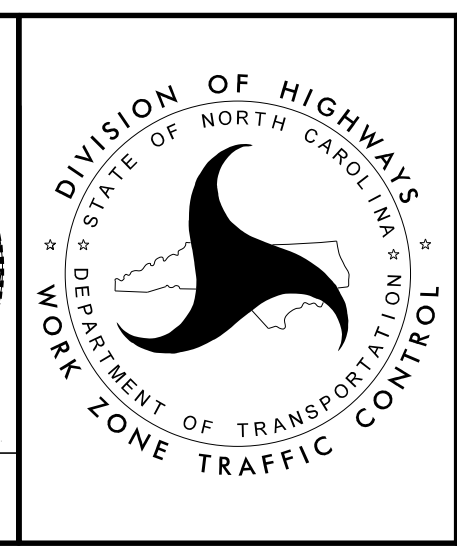
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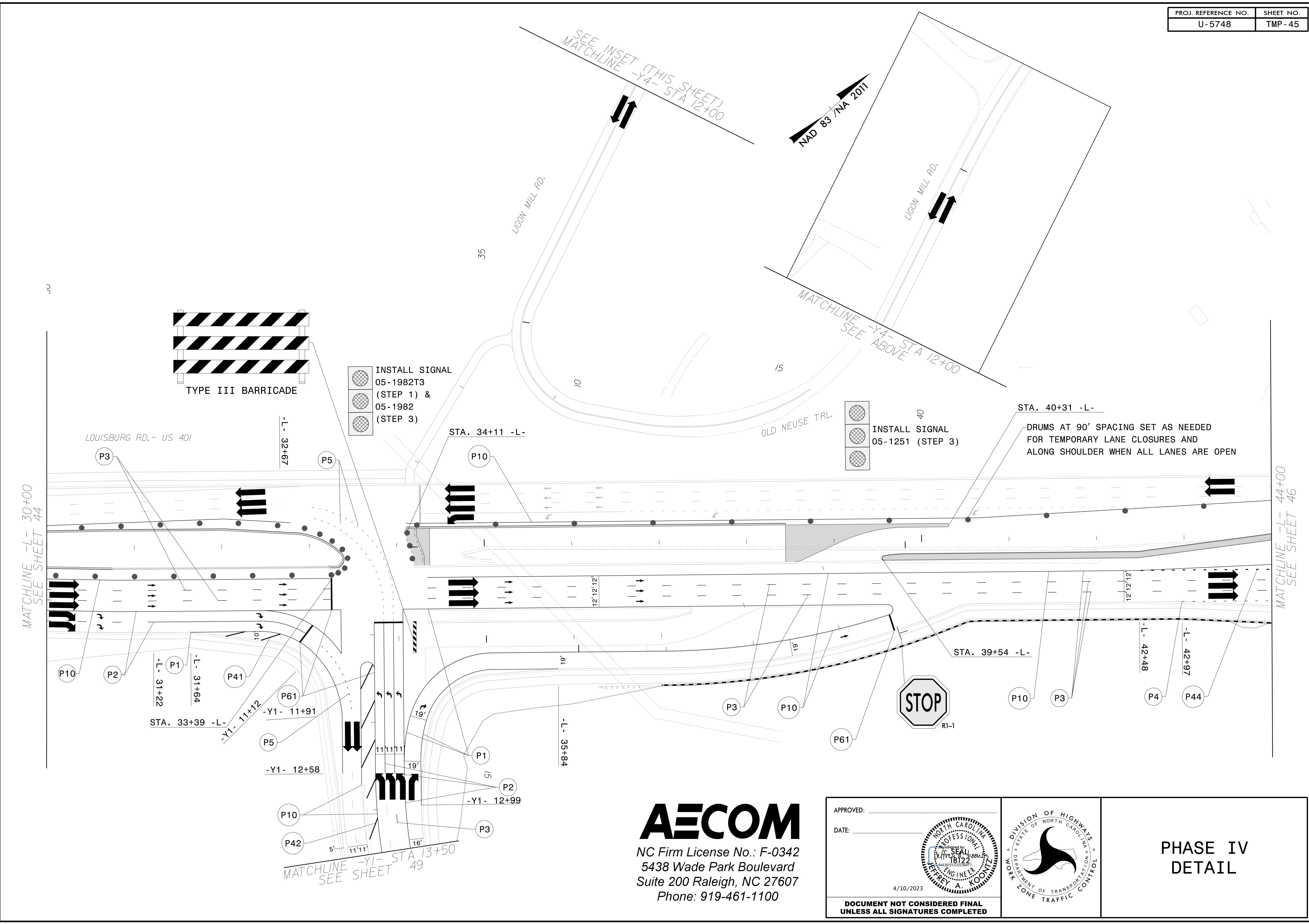
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PHASE IV
DETAIL



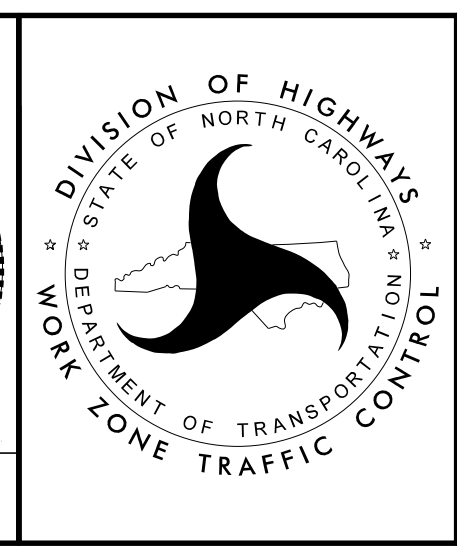
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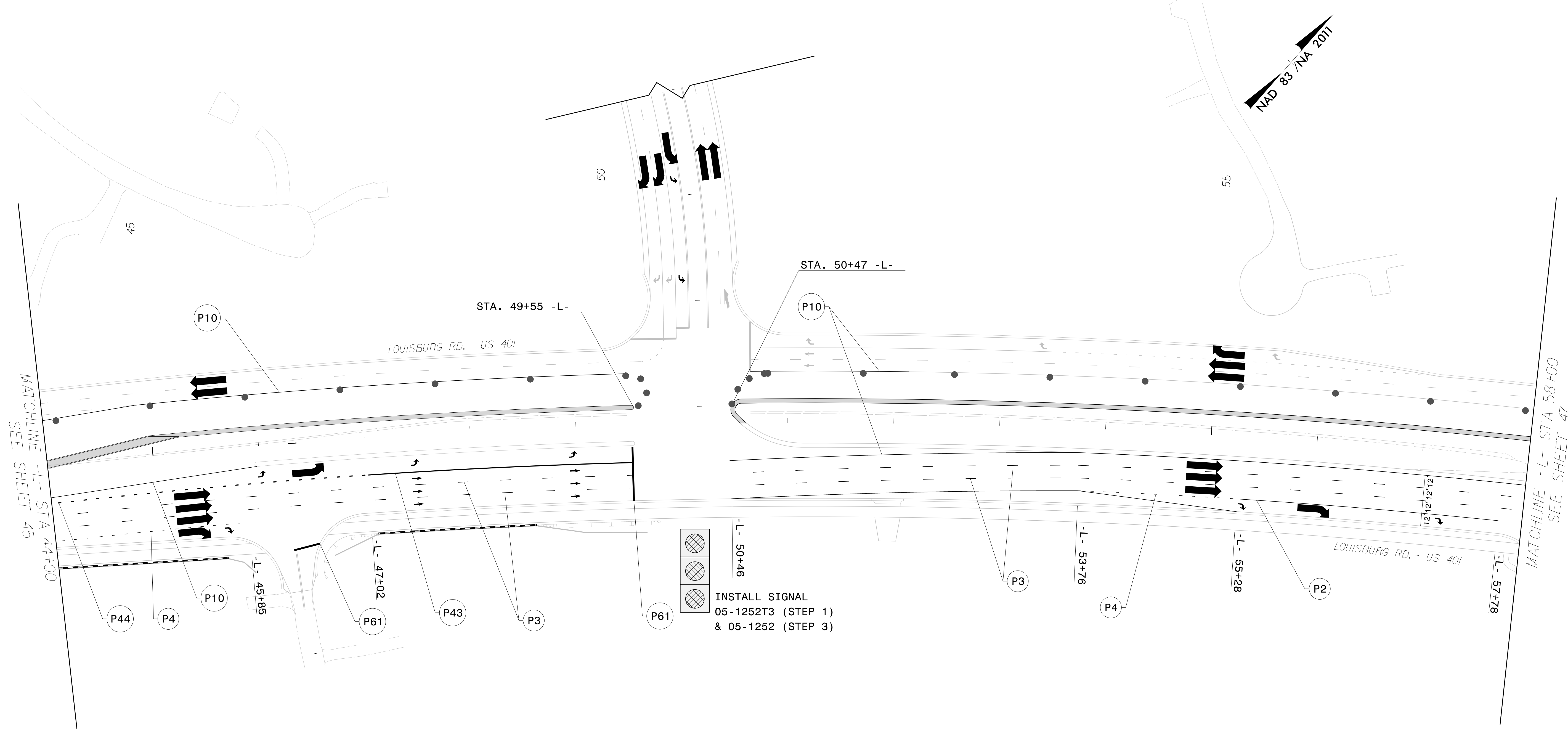
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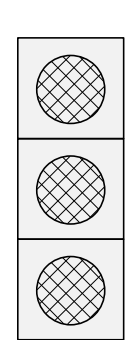
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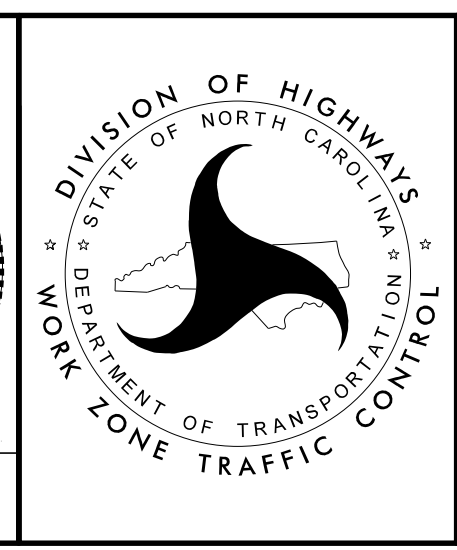

 -L- 50+46
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 & 05-1252 (STEP 3)

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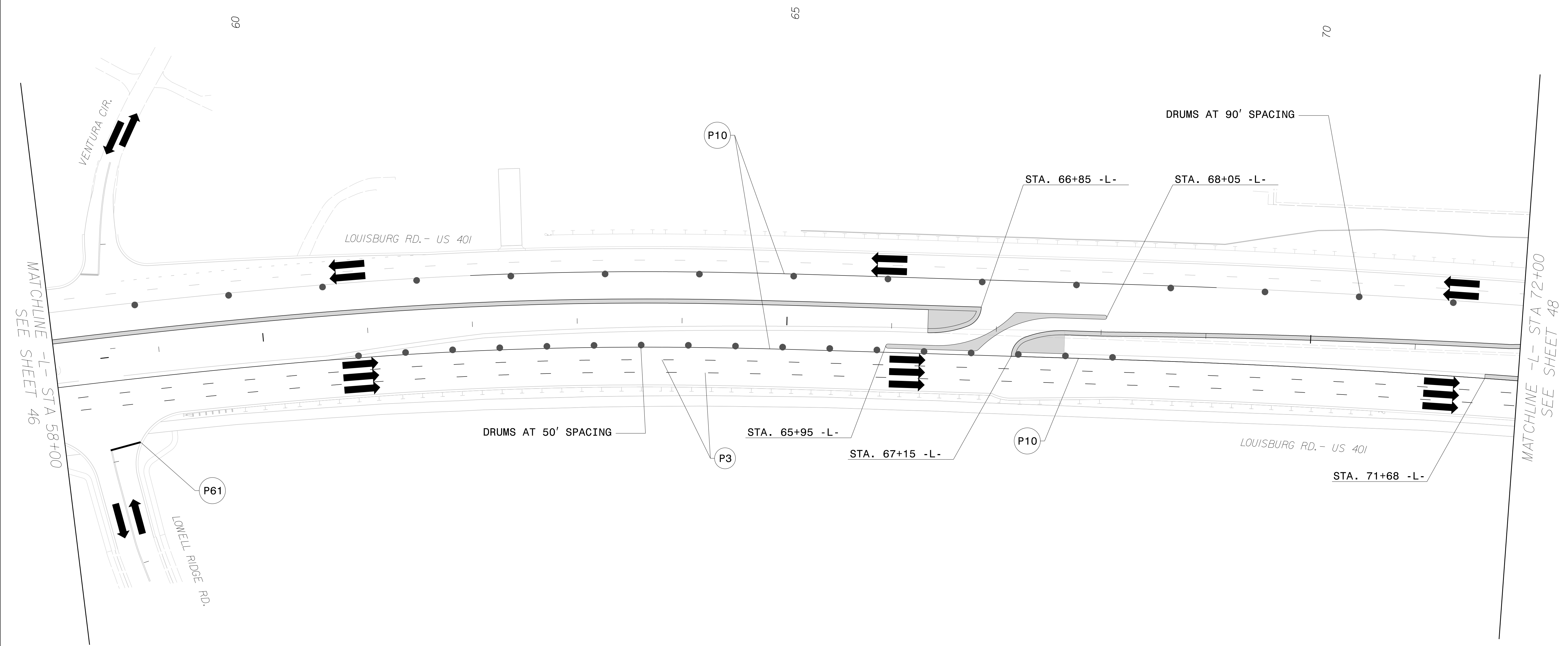
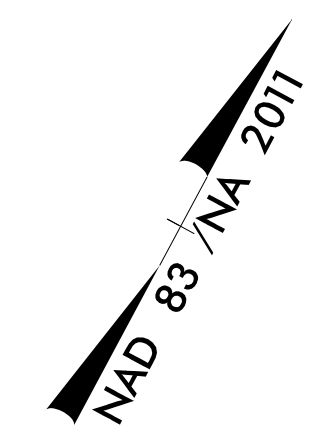
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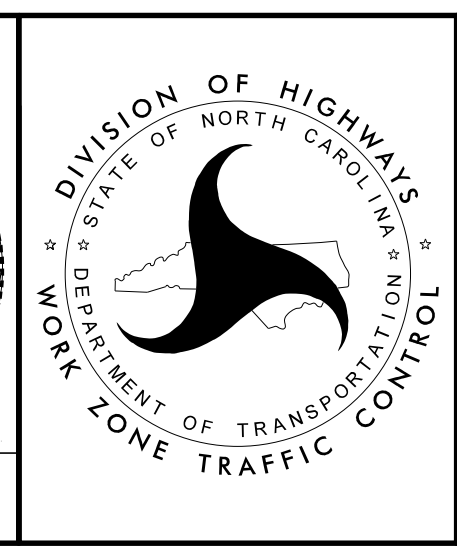
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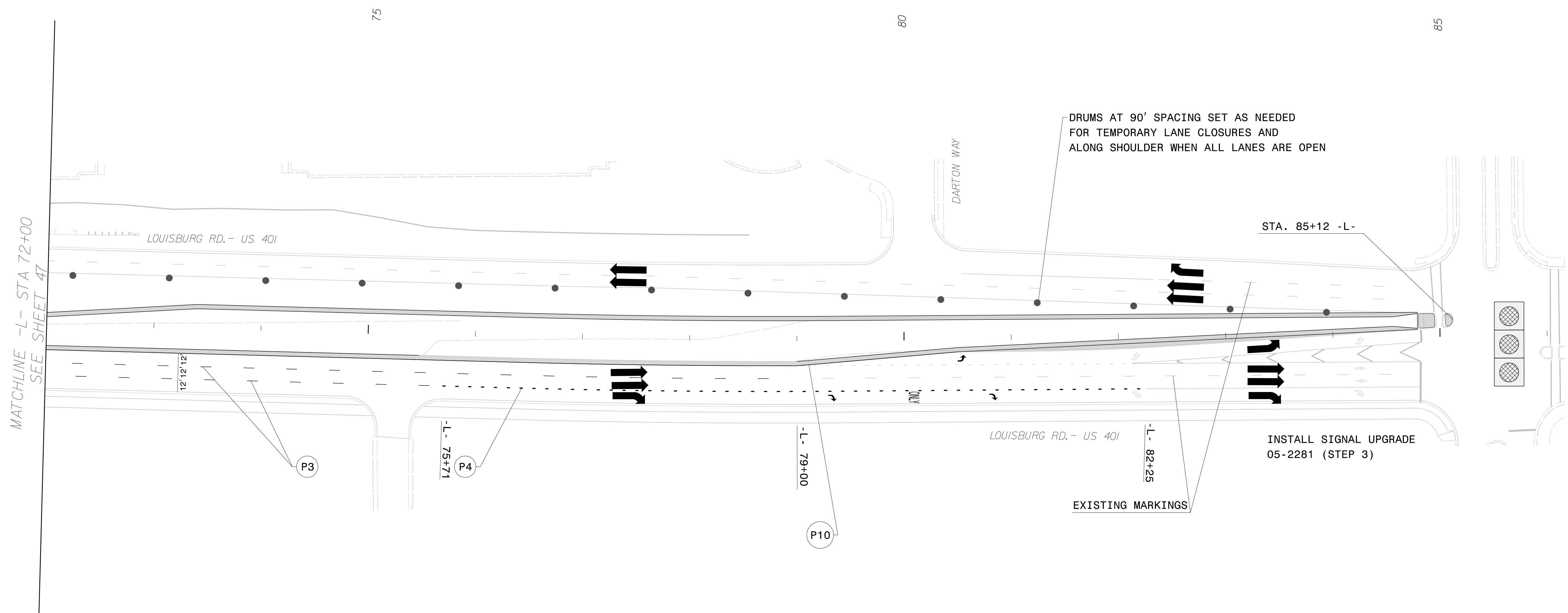
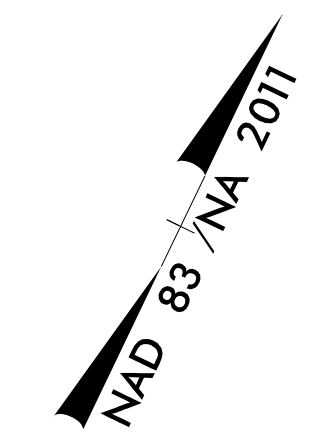
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PHASE IV
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| U-5748 | TMP-48 |



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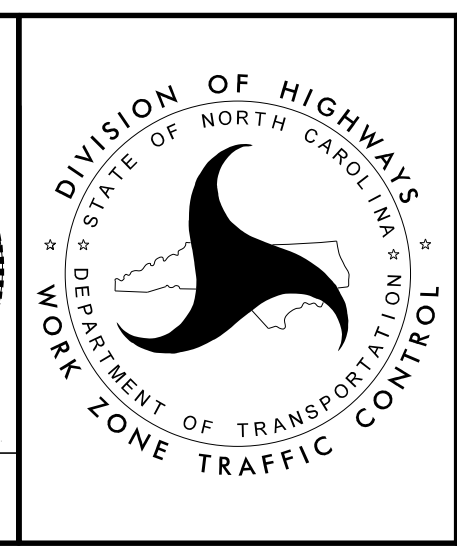
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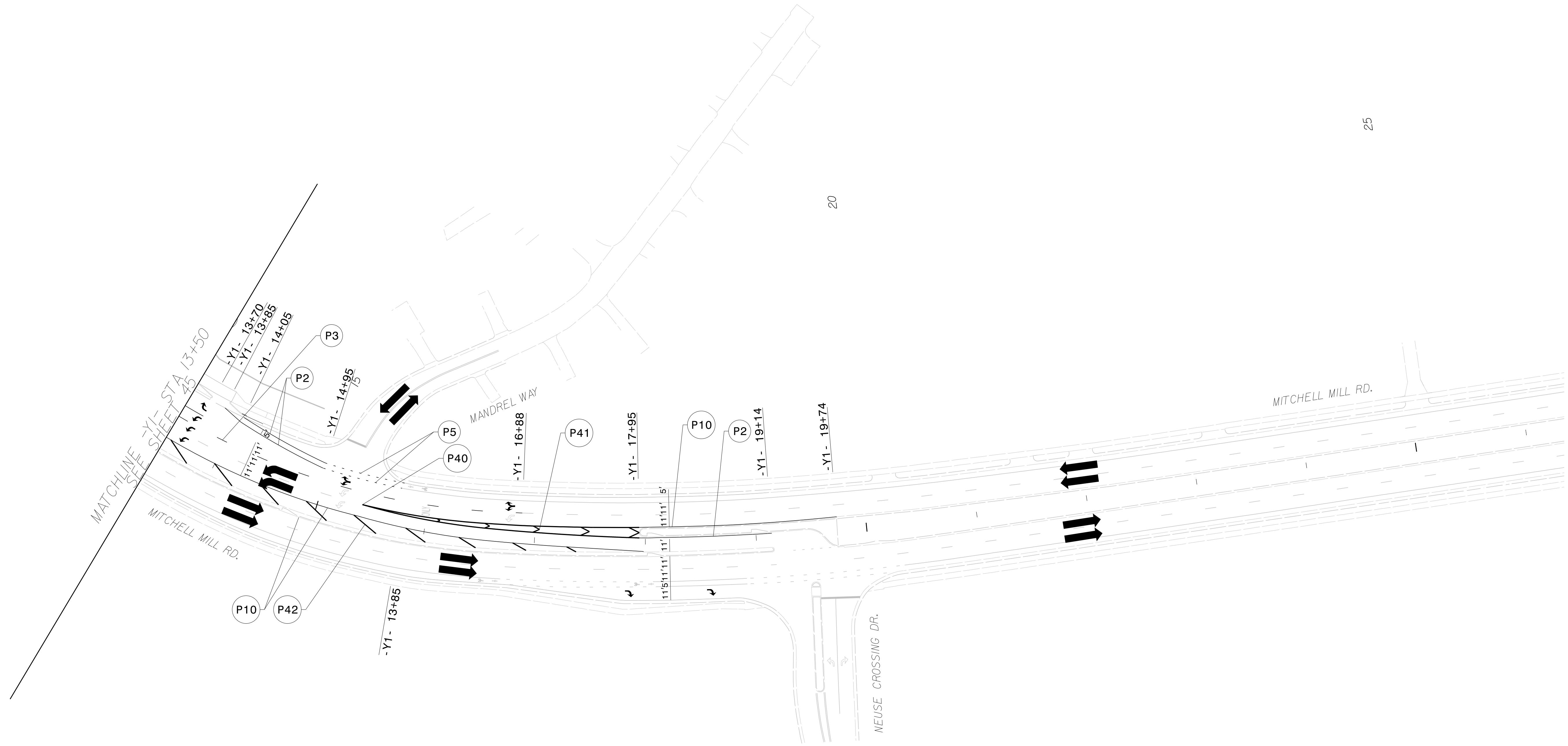


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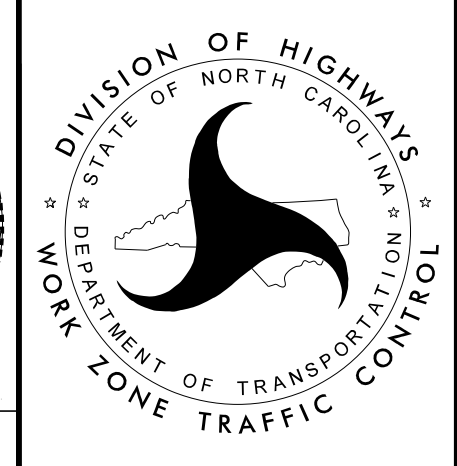
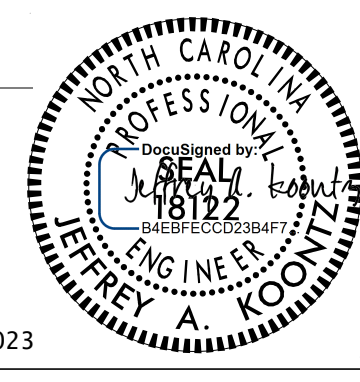
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