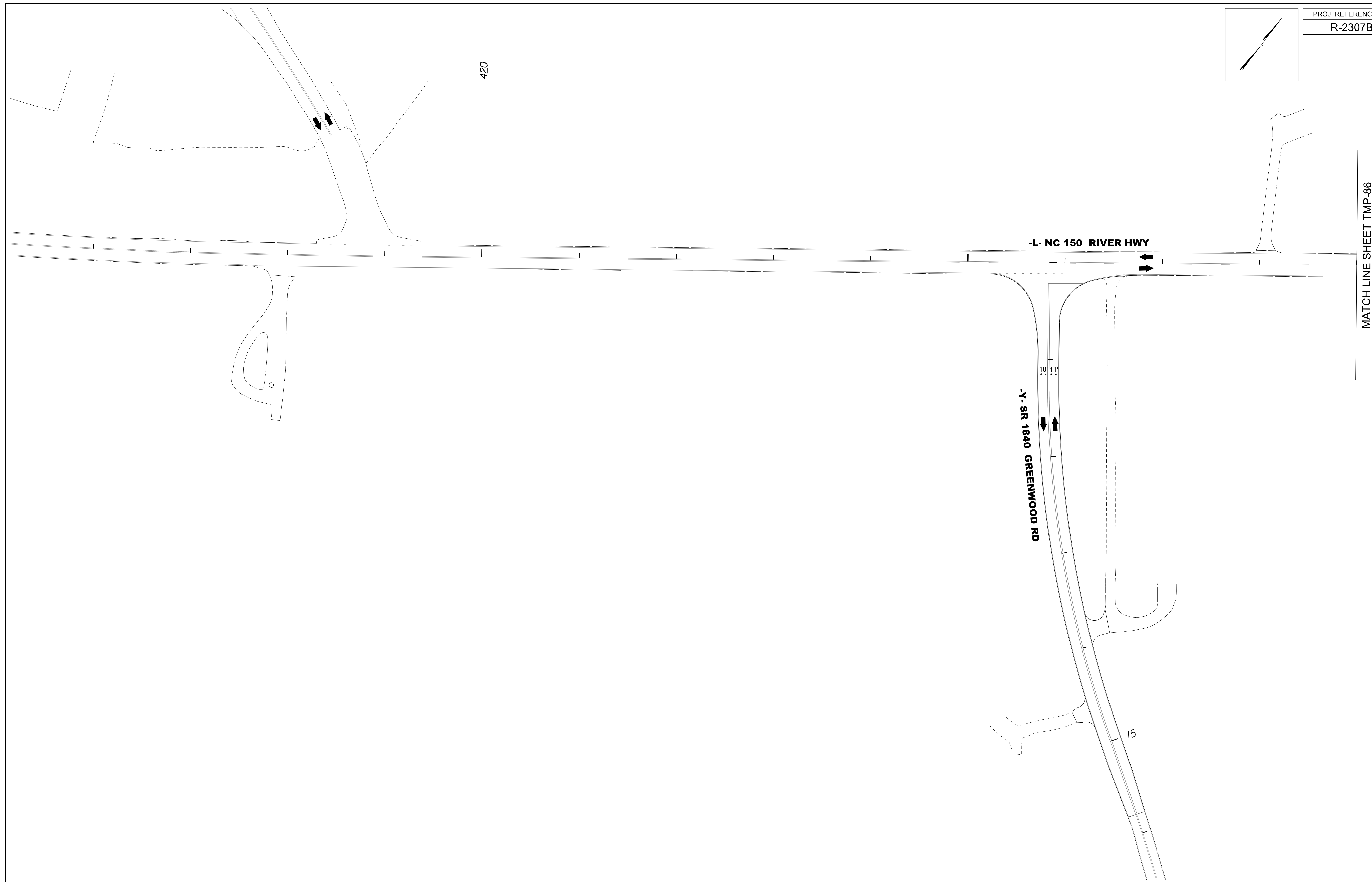
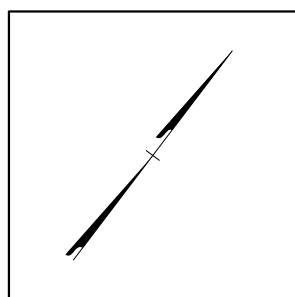




PROJ. REFERENCE NO.	SHEET NO.
R-2307B	TMP-85



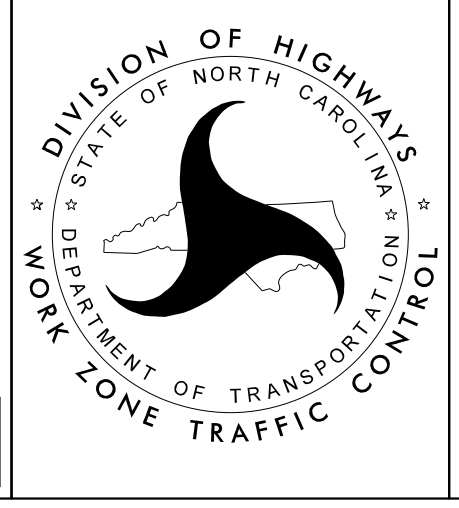
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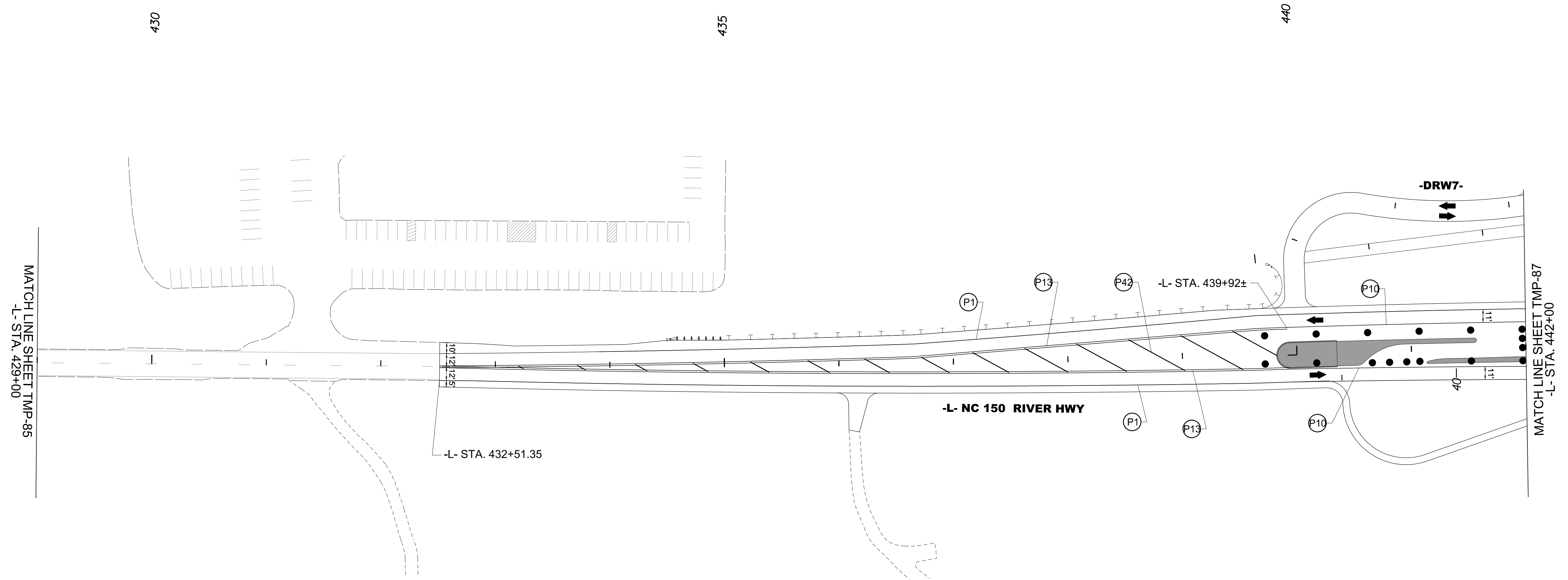
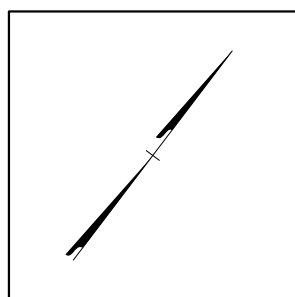
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**-L- NC 150  
 PHASE III  
 STEPS 01, 02**

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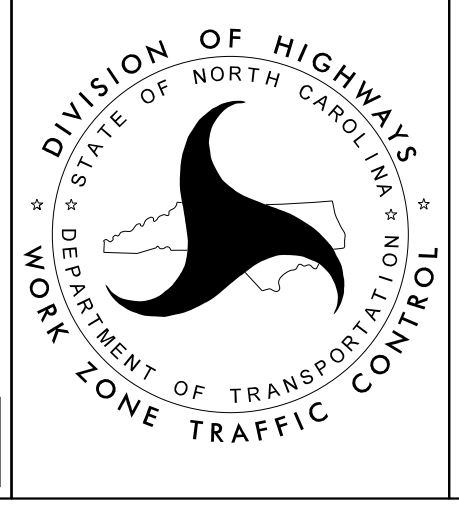
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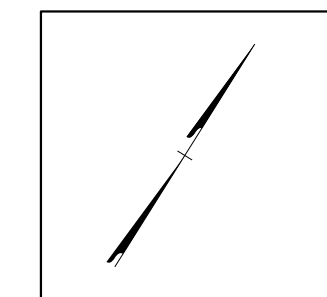
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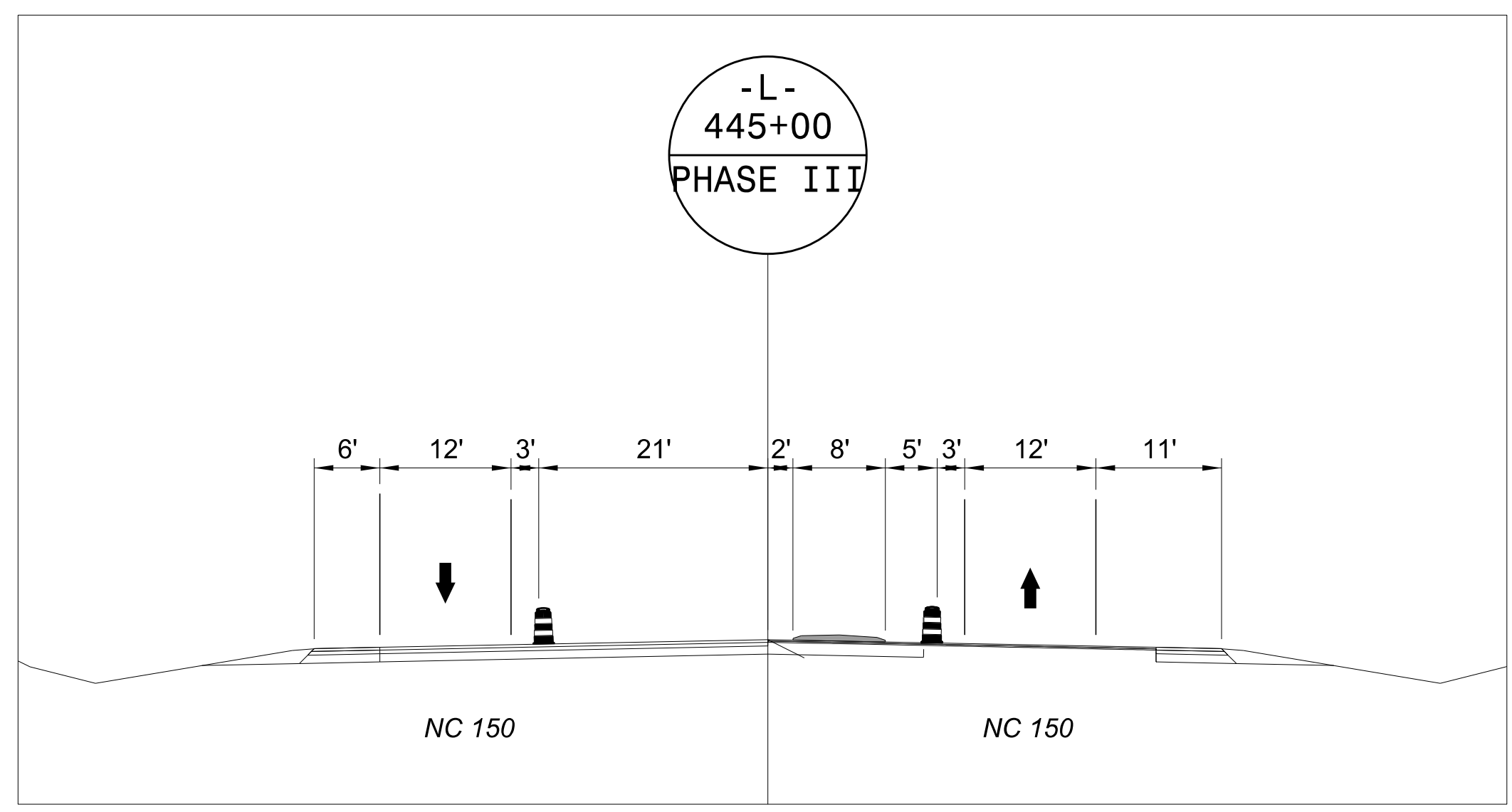
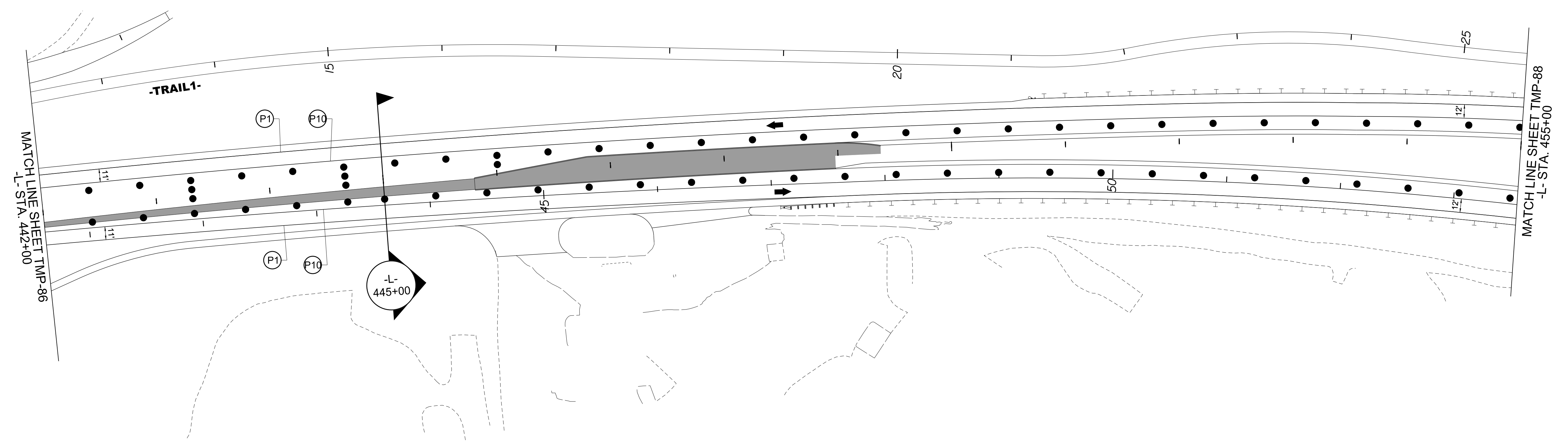
**-L- NC 150  
 PHASE III  
 STEPS 01, 02**





CONSTRUCT MEDIAN TURN LANES IN A MANNER SUCH THAT NO CONSECUTIVE U-TURN AREAS ARE CLOSED TO TRAFFIC, AS DIRECTED BY THE ENGINEER.

PROPOSED REGULATORY AND WARNING SIGNS WILL NEED TO BE INSTALLED AS MEDIANS FOR U-TURNS ARE CONSTRUCTED AND OPENED TO TRAFFIC.



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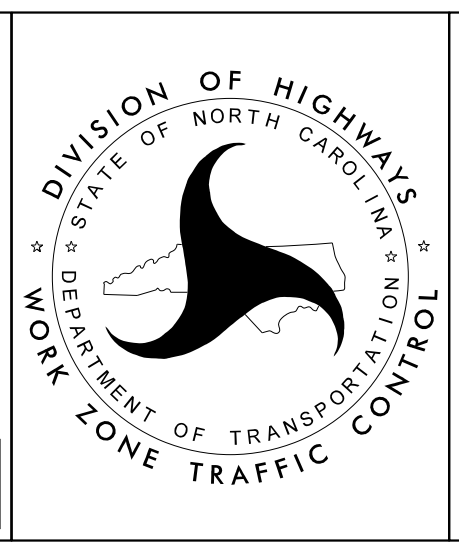
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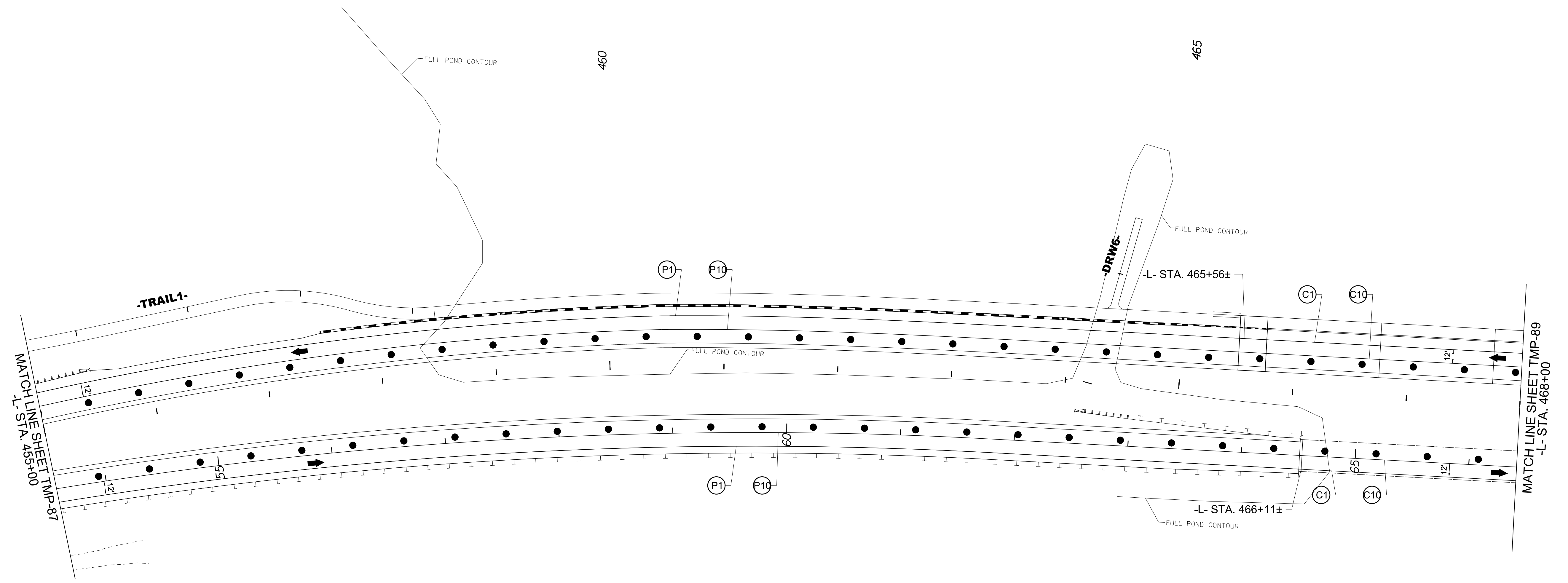
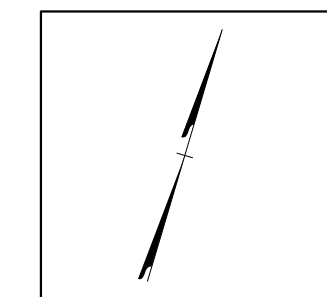
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 SEAL  
 19862  
 ENGINEER  
 J. W. WOOLARD, JR.

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**-L- NC 150  
 PHASE III  
 STEPS 01, 02**

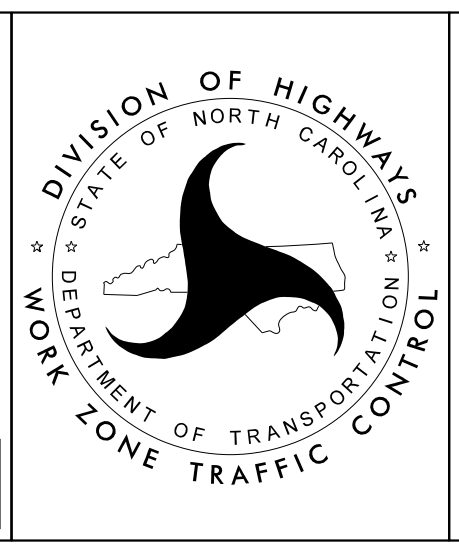
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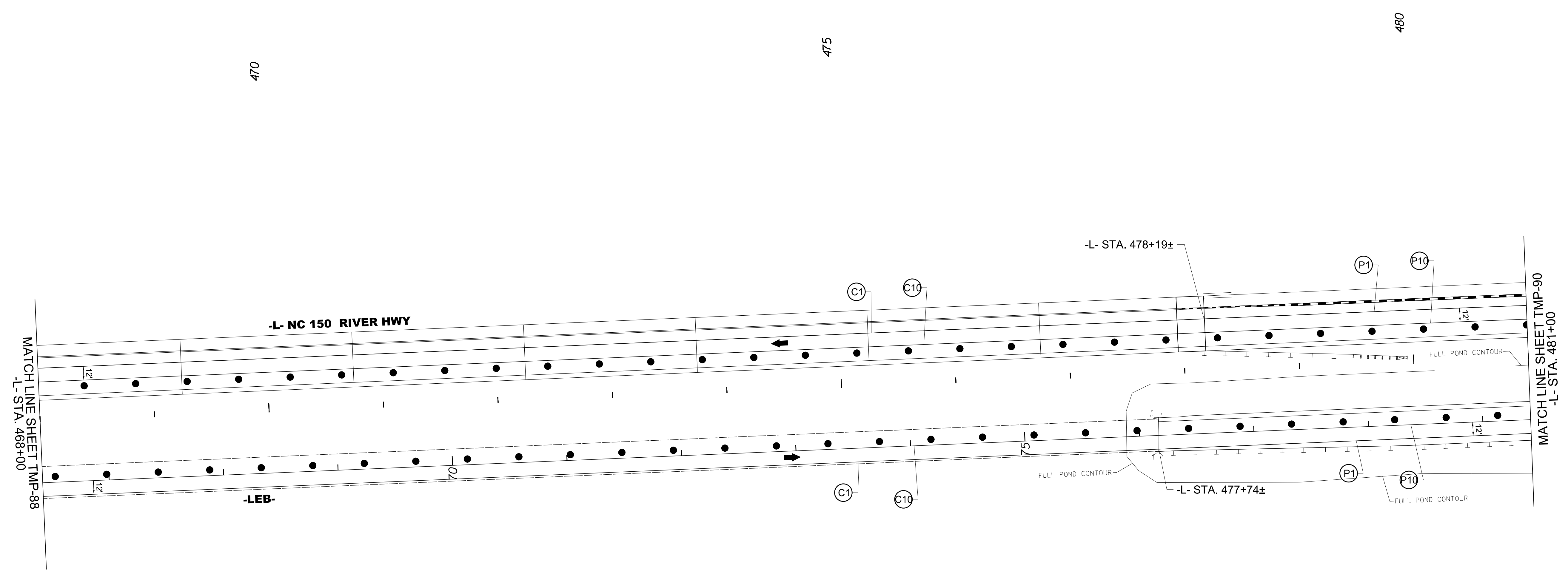
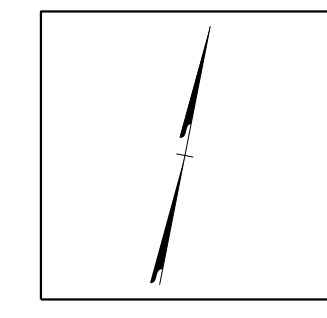
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-L- NC 150  
 PHASE III  
 STEPS 01, 02

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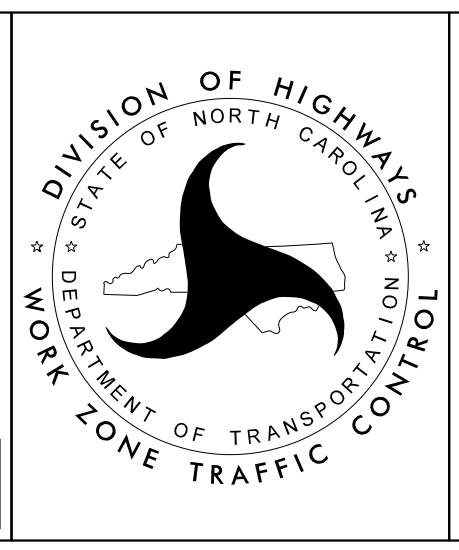
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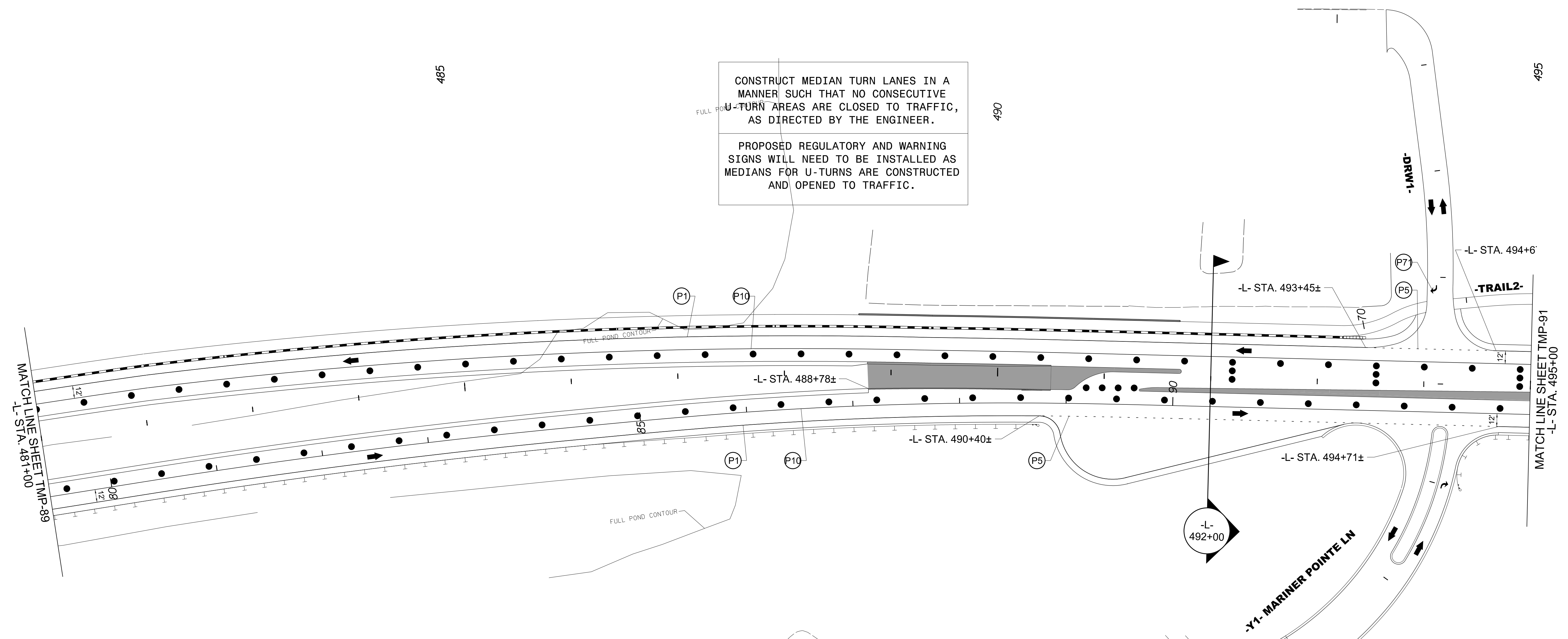
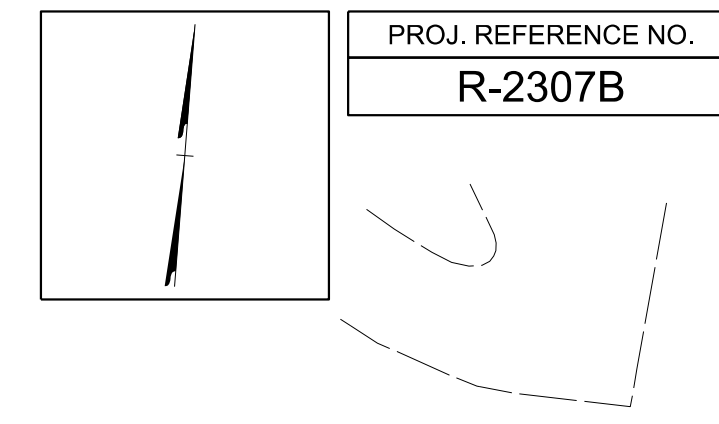
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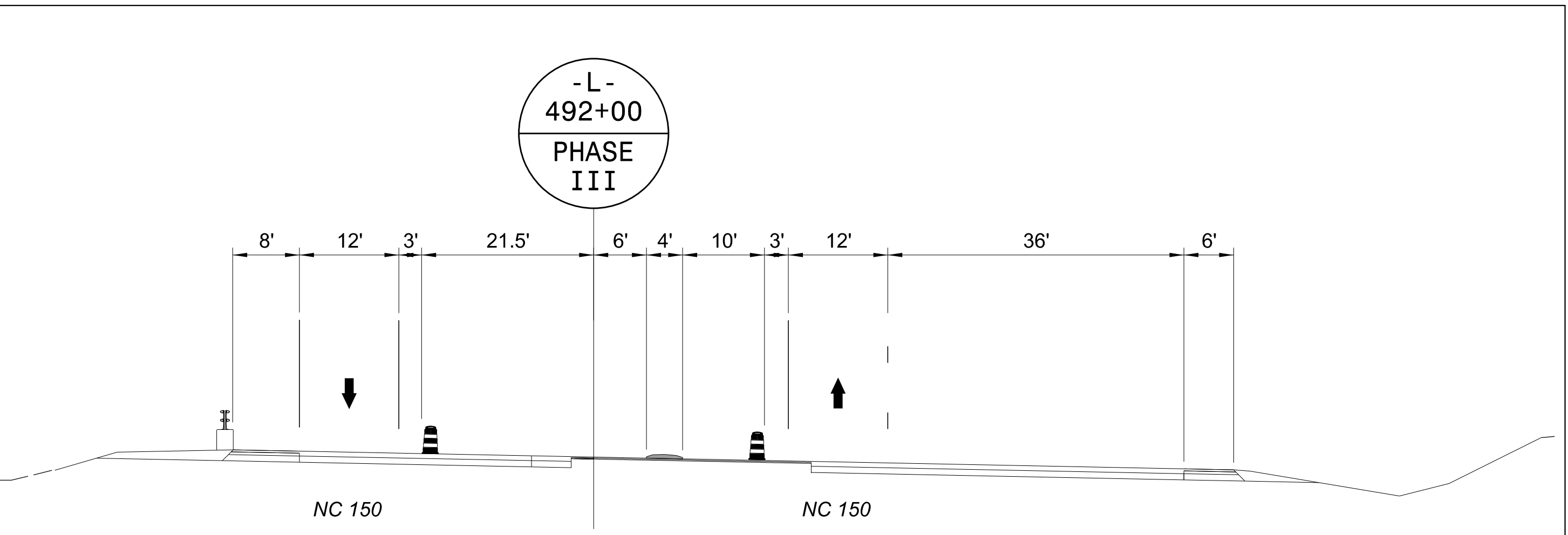
**-L- NC 150  
 PHASE III  
 STEPS 01, 02**





CONSTRUCT MEDIAN TURN LANES IN A MANNER SUCH THAT NO CONSECUTIVE U-TURN AREAS ARE CLOSED TO TRAFFIC, AS DIRECTED BY THE ENGINEER.

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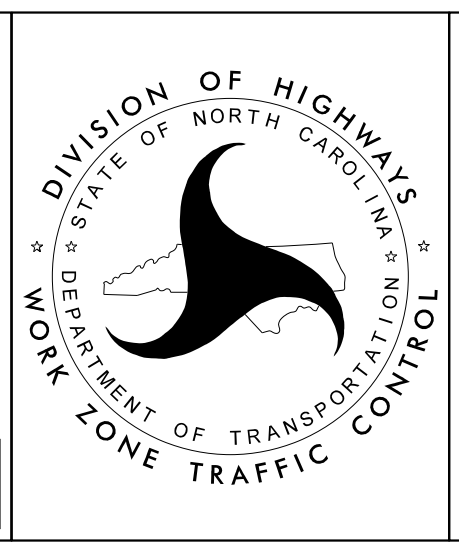


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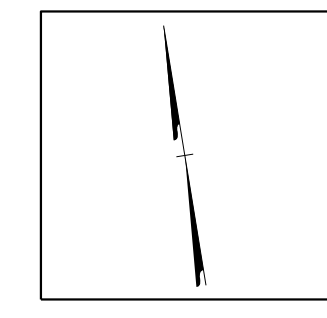
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**NC 150  
 PHASE III  
 STEPS 01, 02**

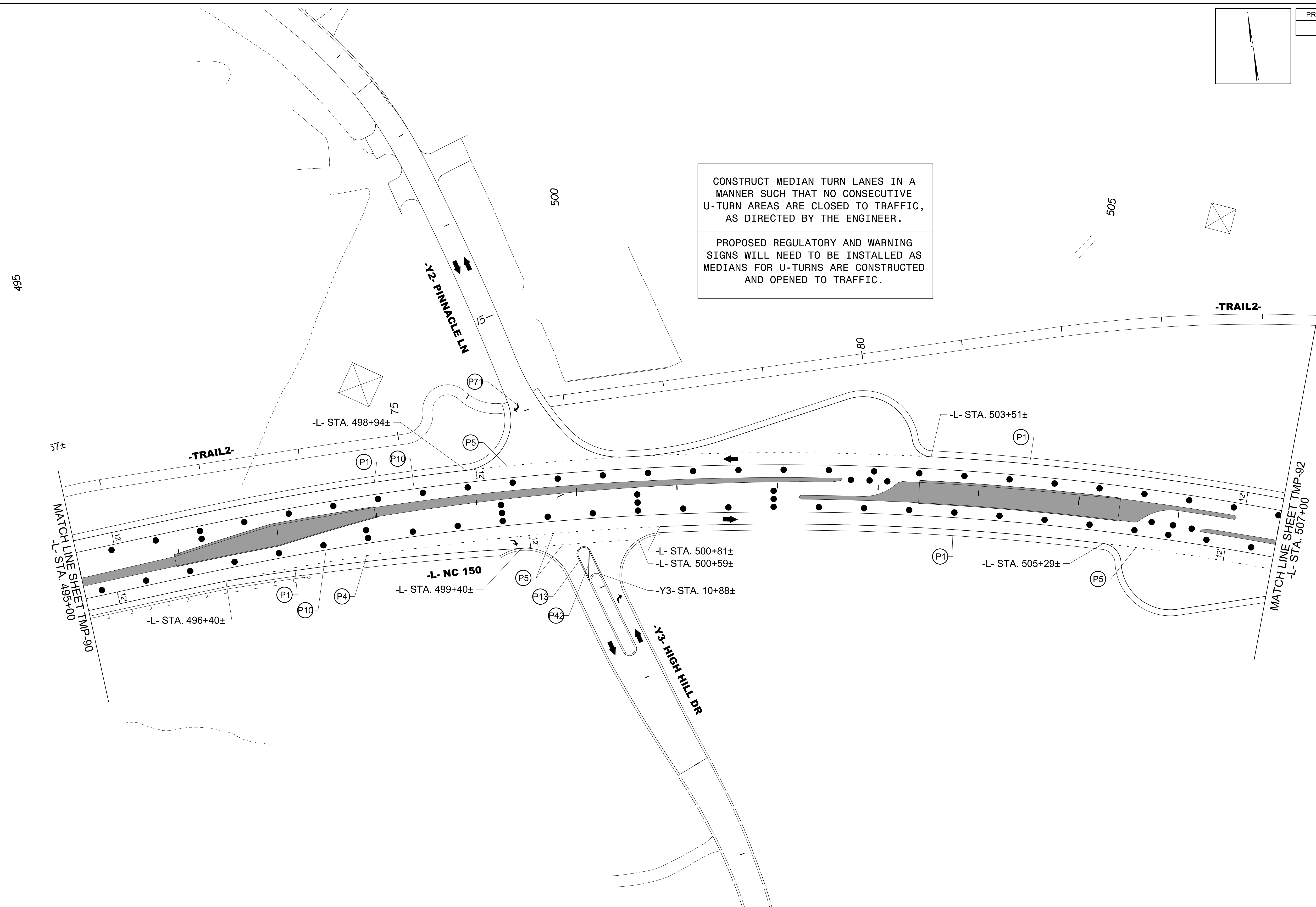
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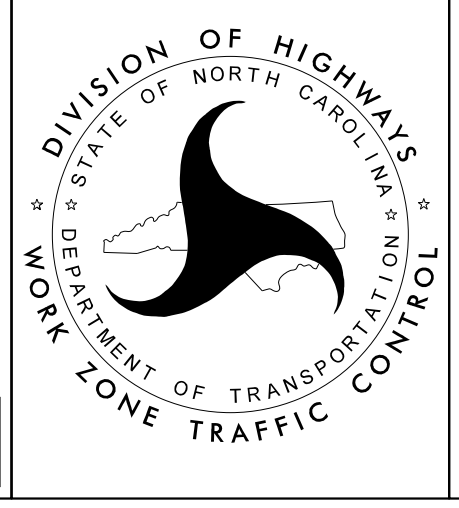
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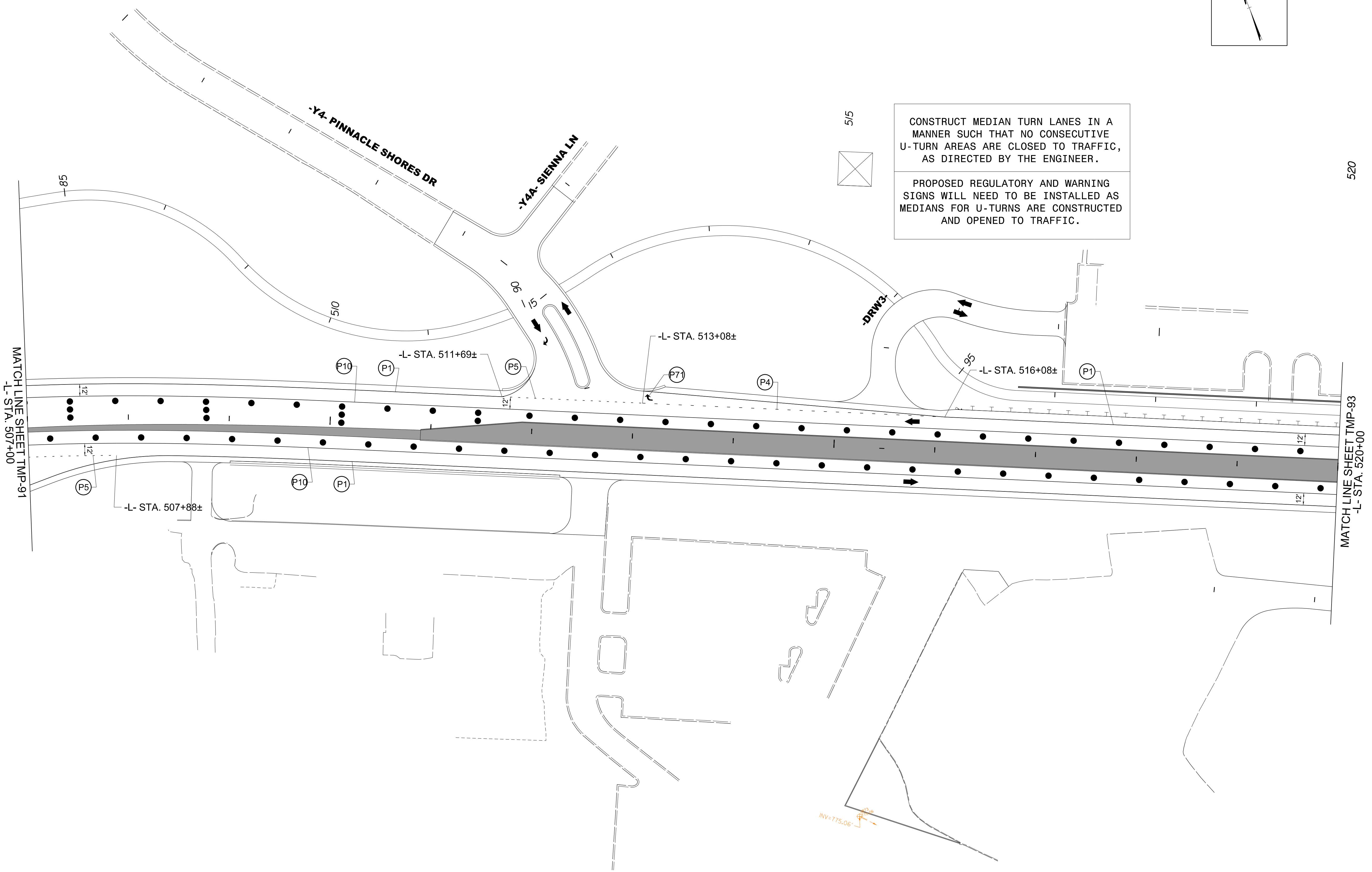
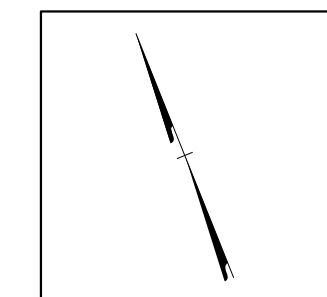
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 DIVISION OF HIGHWAYS  
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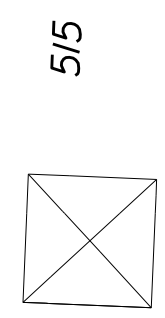
**-L- NC 150  
 PHASE III  
 STEPS 01, 02**





CONSTRUCT MEDIAN TURN LANES IN A MANNER SUCH THAT NO CONSECUTIVE U-TURN AREAS ARE CLOSED TO TRAFFIC, AS DIRECTED BY THE ENGINEER.

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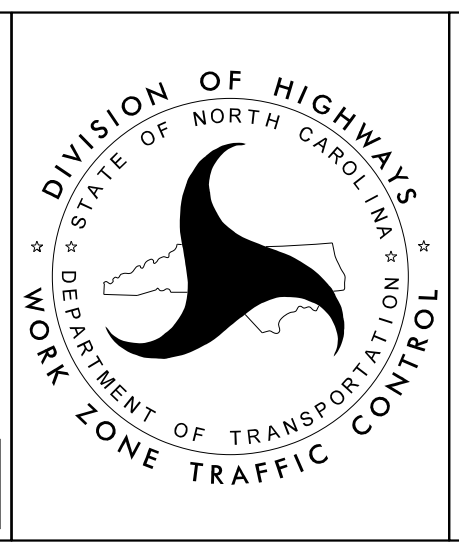
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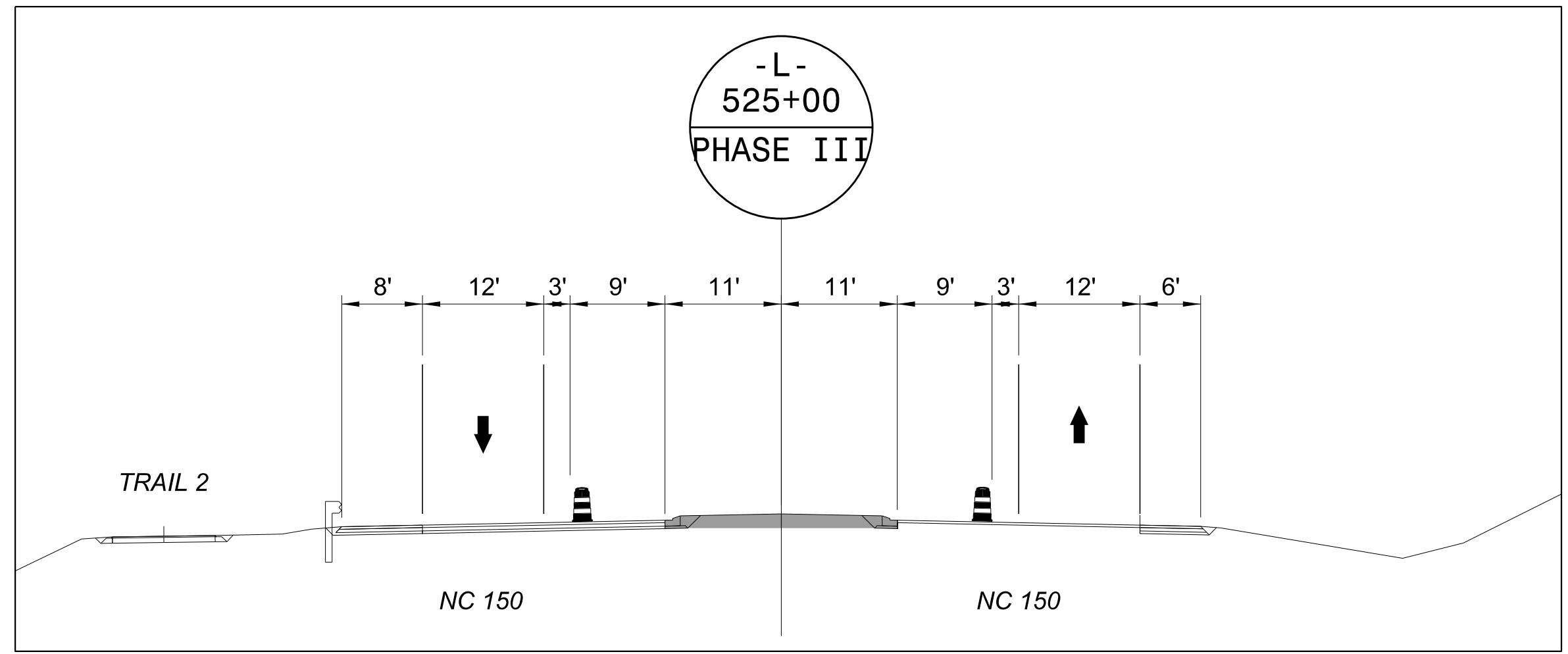
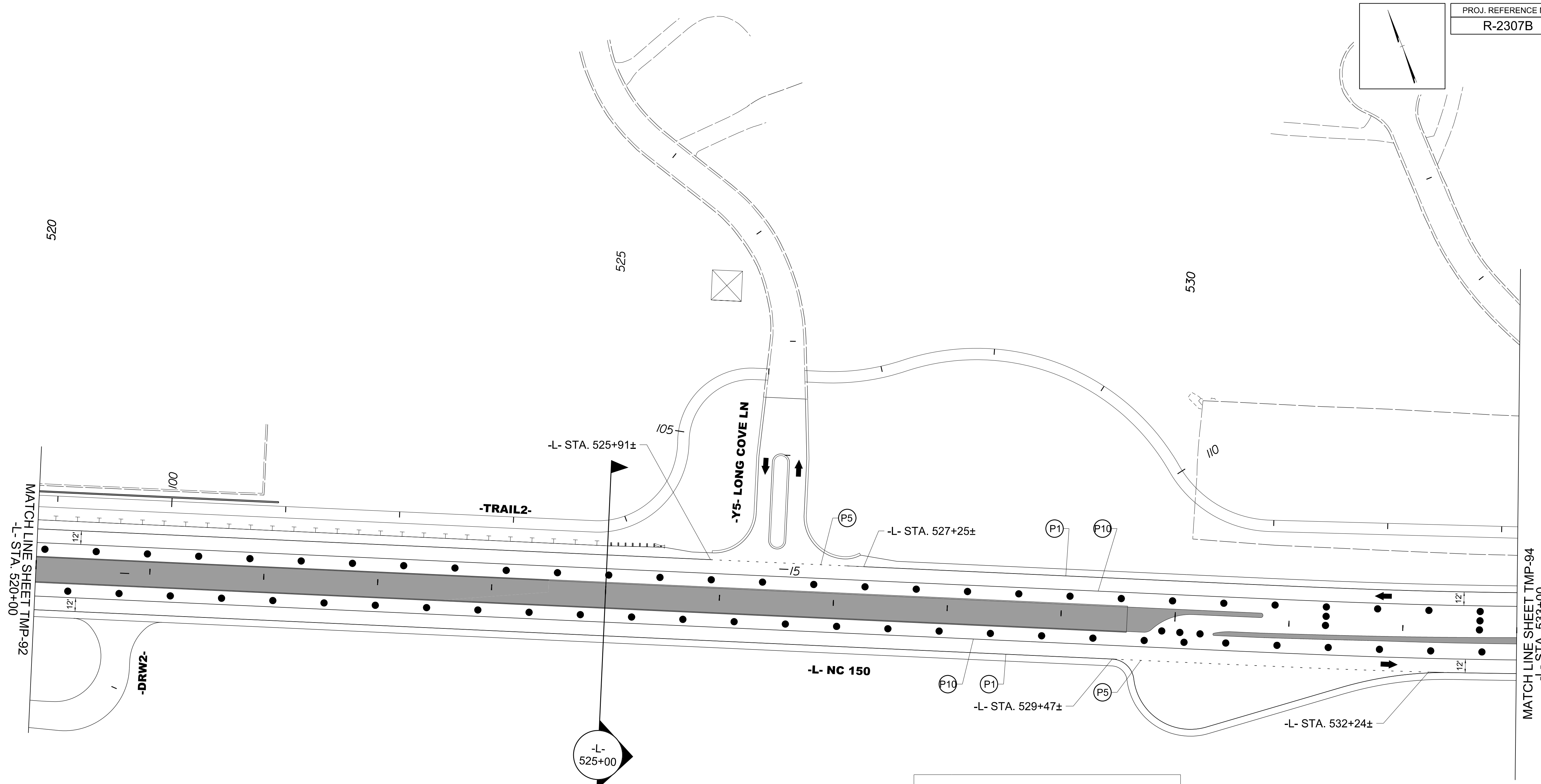
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-L- NC 150  
 PHASE III  
 STEPS 01, 02



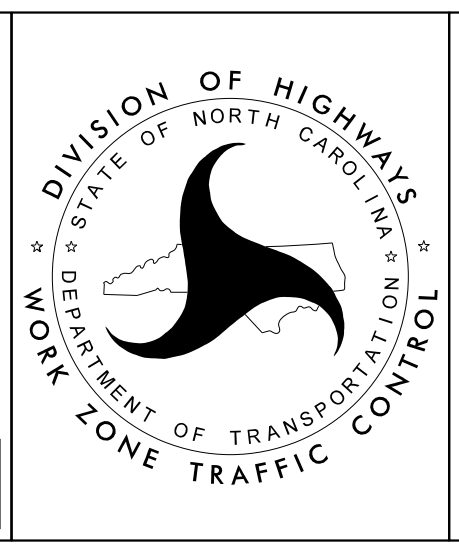
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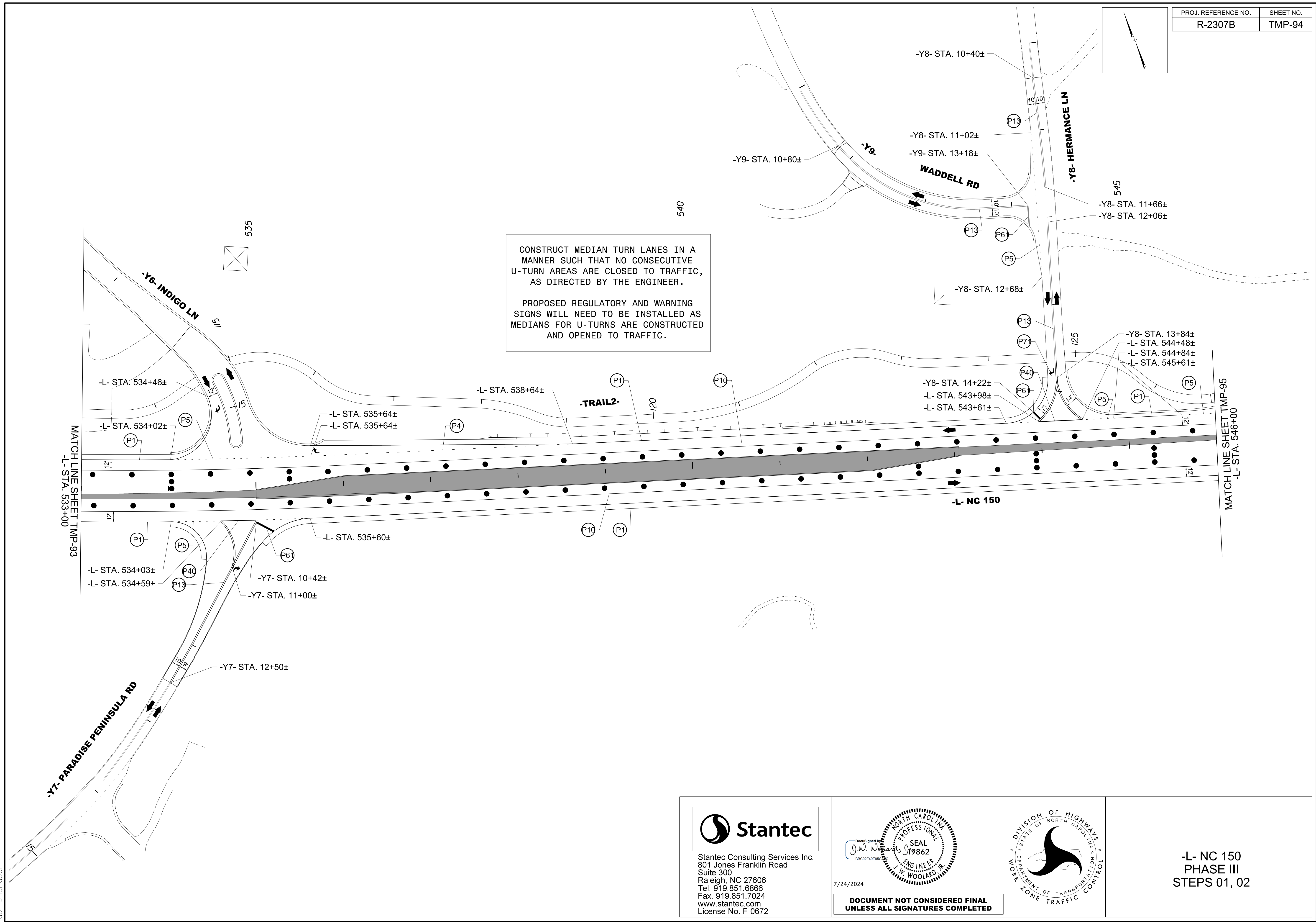
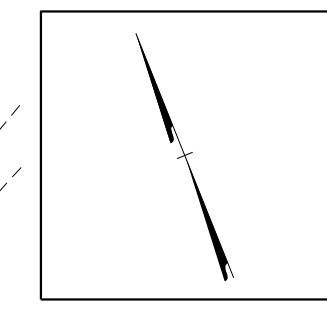
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**-L- NC 150  
 PHASE III  
 STEPS 01, 02**

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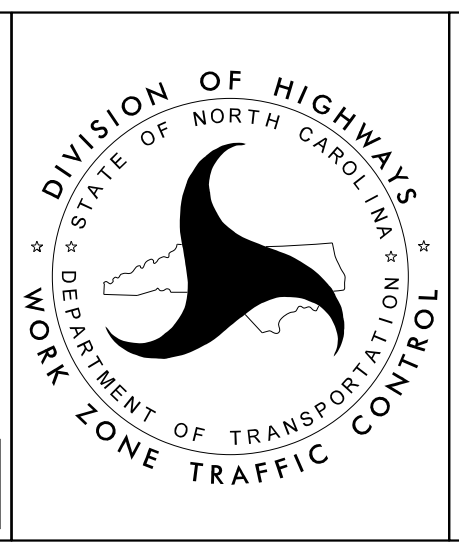




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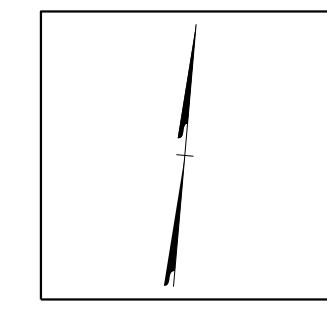
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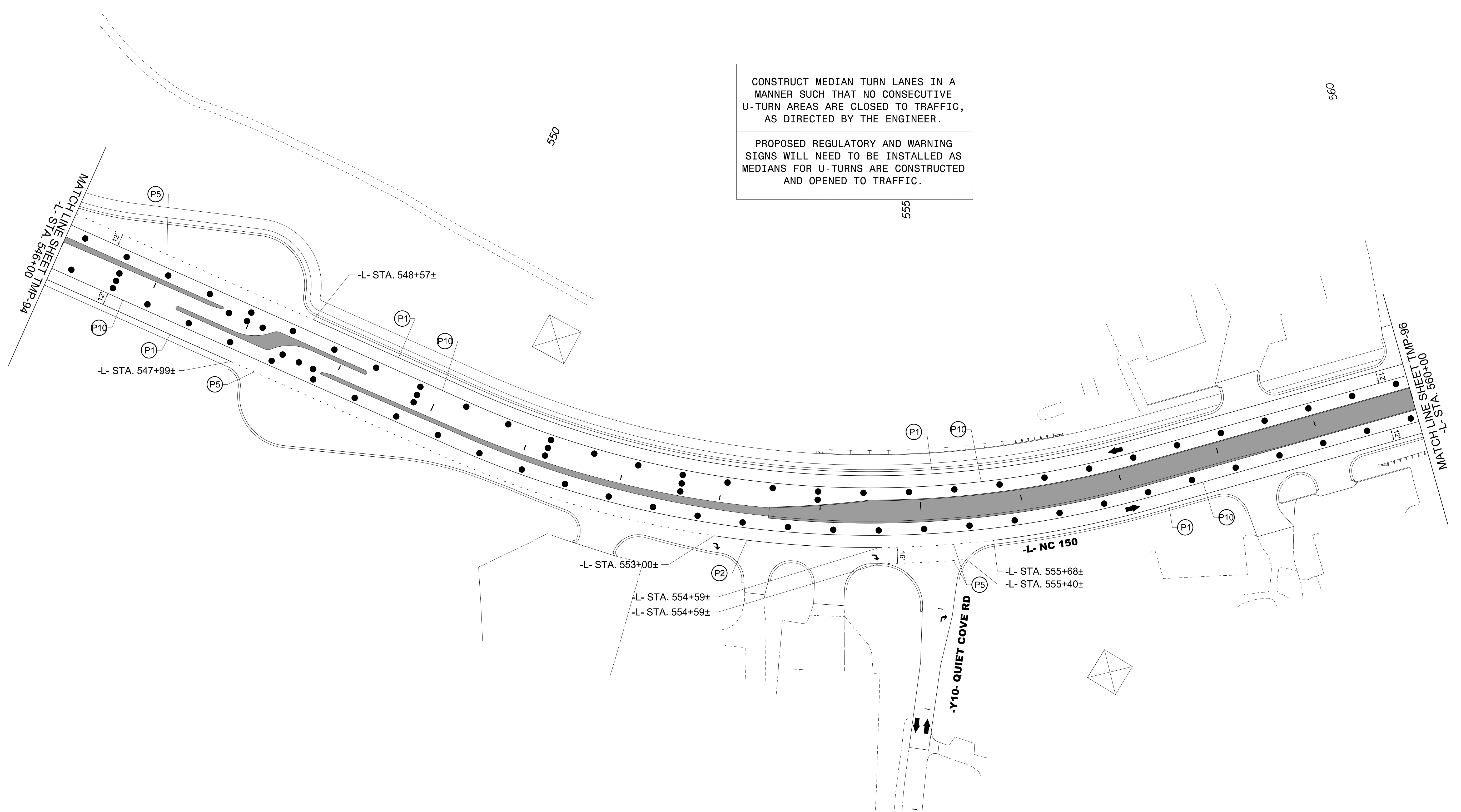
**-L- NC 150  
 PHASE III  
 STEPS 01, 02**





CONSTRUCT MEDIAN TURN LANES IN A MANNER SUCH THAT NO CONSECUTIVE U-TURN AREAS ARE CLOSED TO TRAFFIC, AS DIRECTED BY THE ENGINEER.

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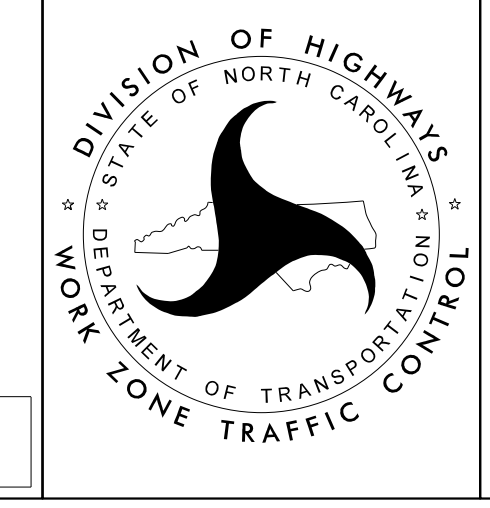
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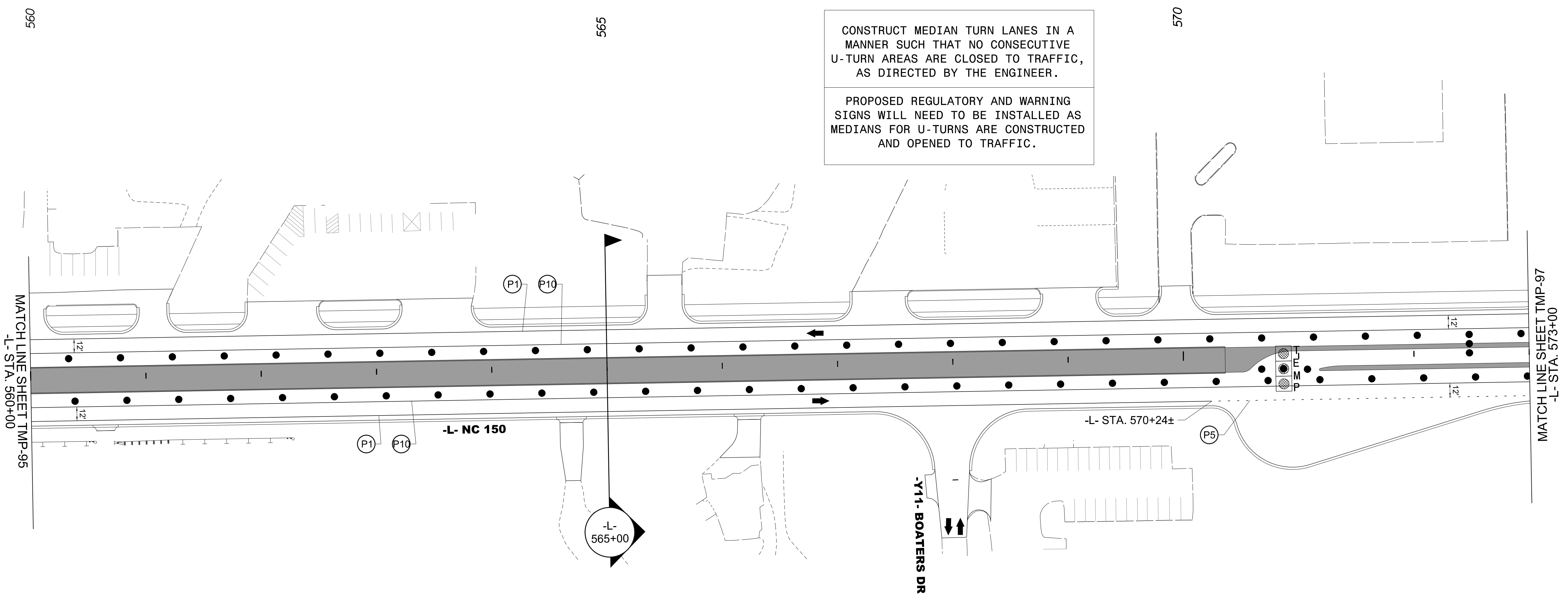
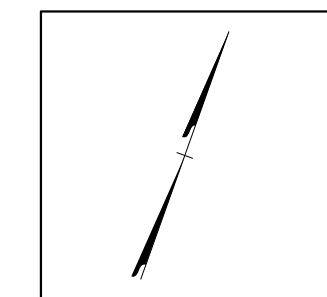
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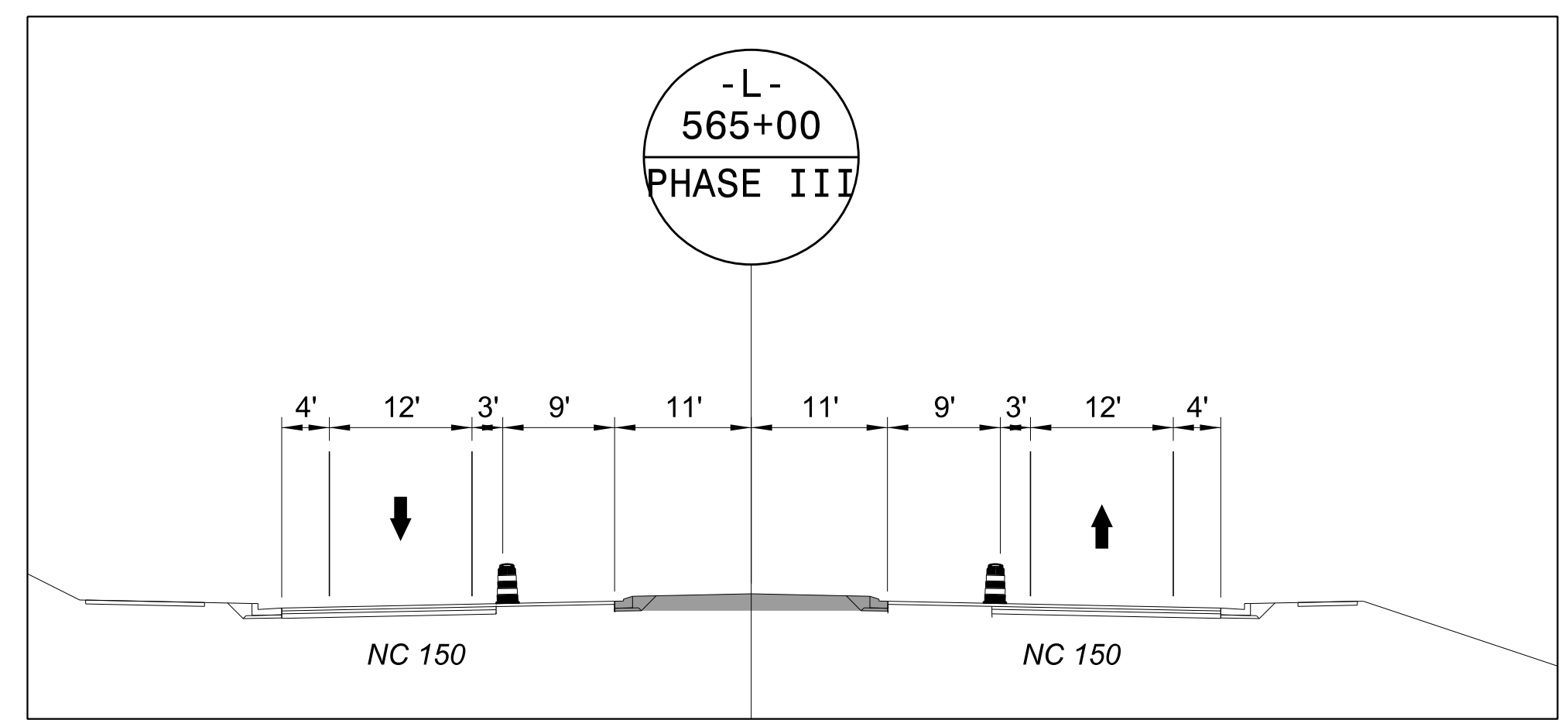


-L- NC 150  
 PHASE III  
 STEPS 01, 02



CONSTRUCT MEDIAN TURN LANES IN A MANNER SUCH THAT NO CONSECUTIVE U-TURN AREAS ARE CLOSED TO TRAFFIC, AS DIRECTED BY THE ENGINEER.

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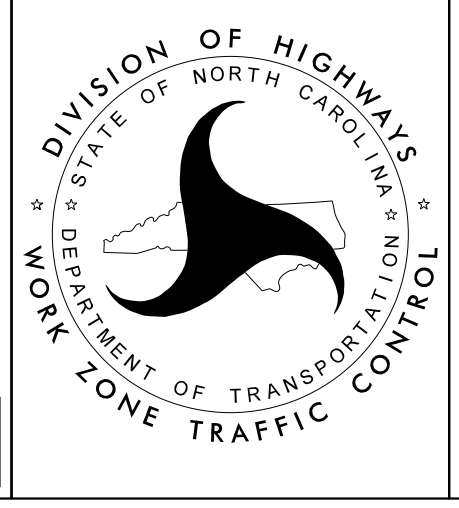


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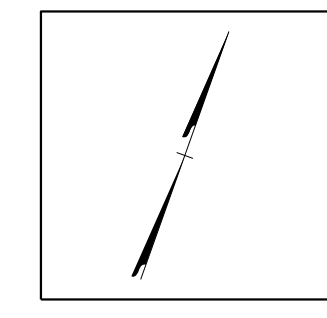
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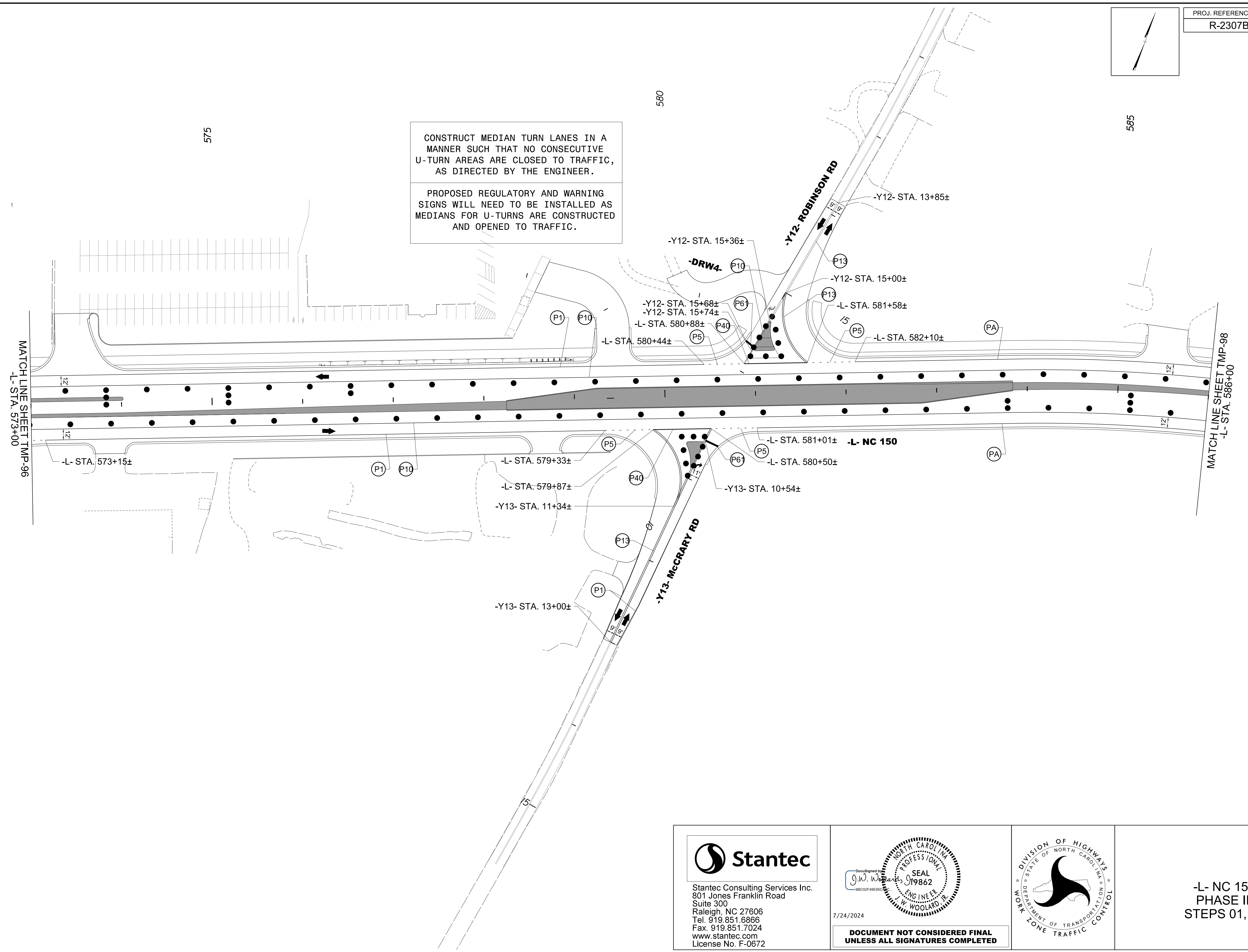


**-L- NC 150  
 PHASE III  
 STEPS 01, 02**



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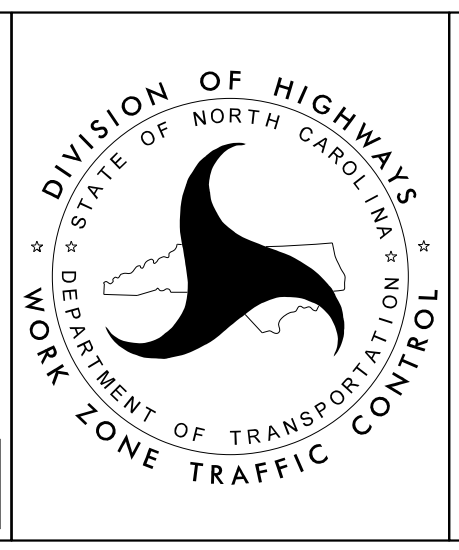
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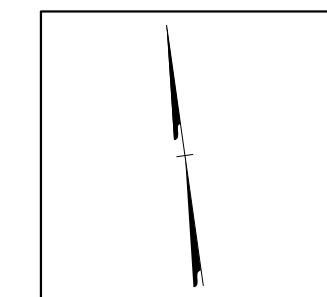
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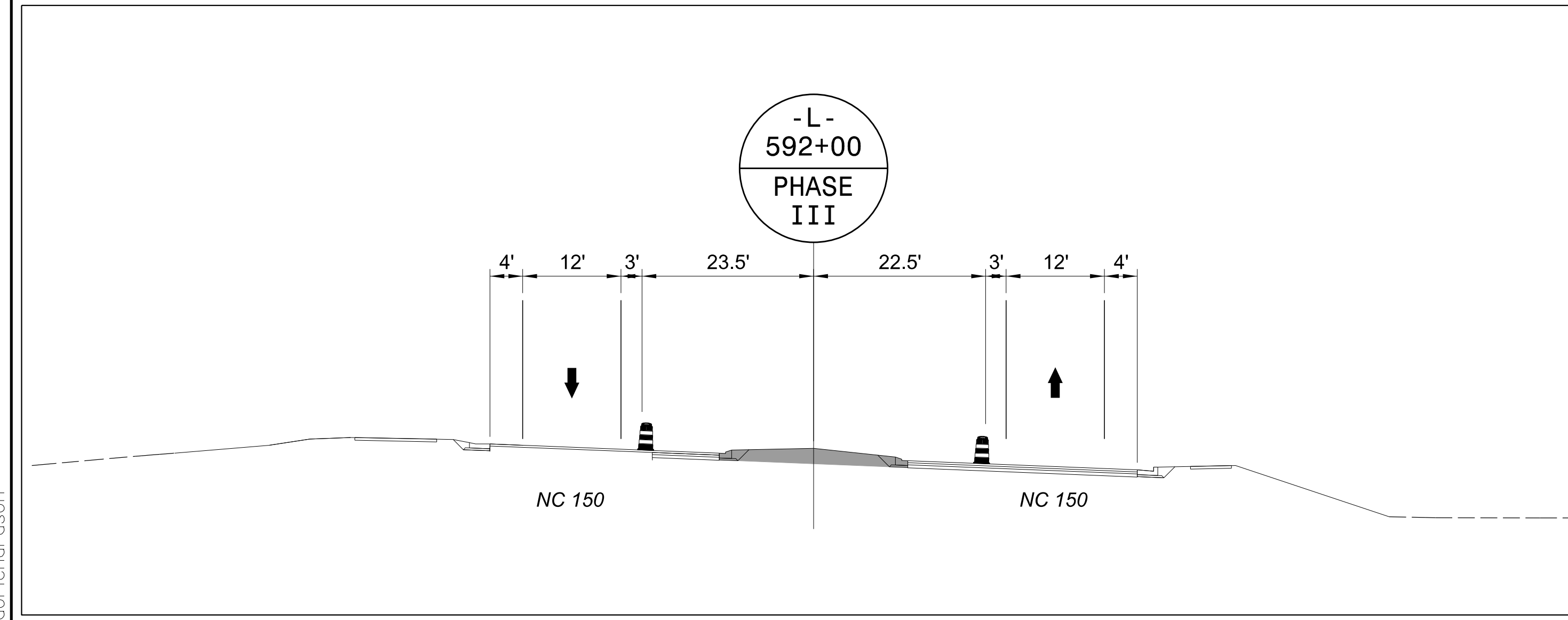
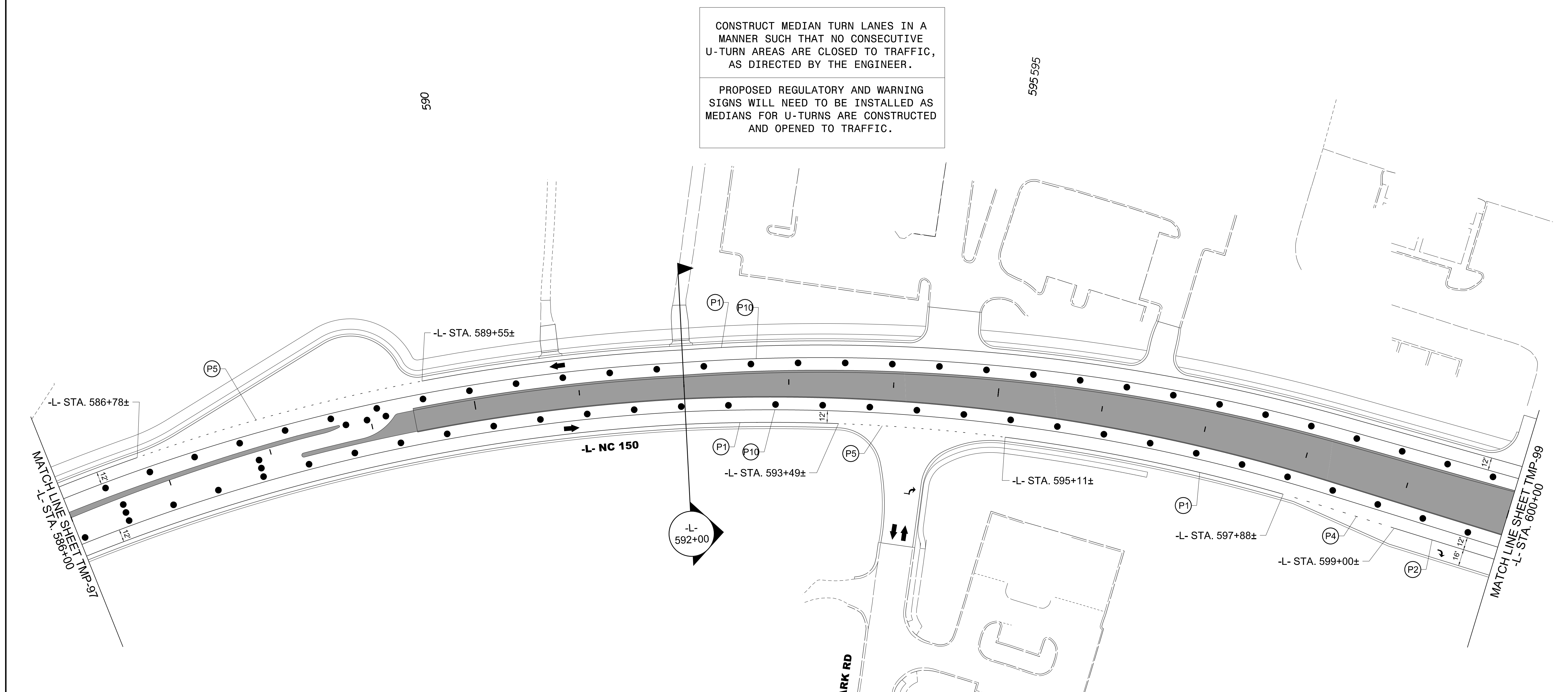
**-L- NC 150  
 PHASE III  
 STEPS 01, 02**





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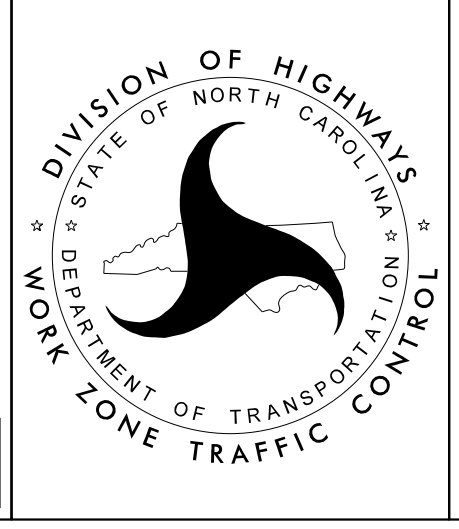


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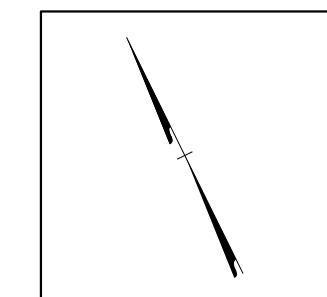
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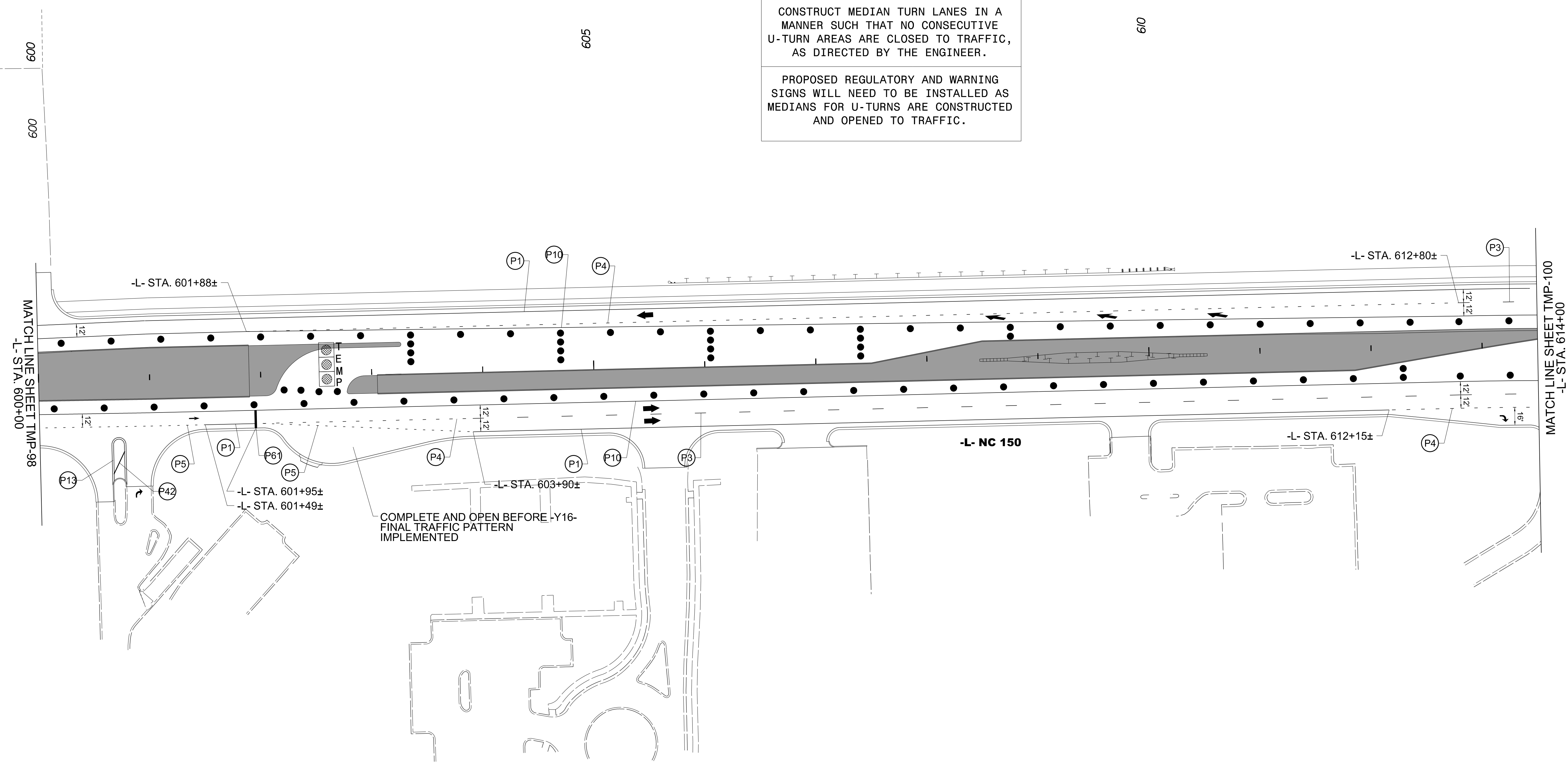
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CONSTRUCT MEDIAN TURN LANES IN A MANNER SUCH THAT NO CONSECUTIVE U-TURN AREAS ARE CLOSED TO TRAFFIC, AS DIRECTED BY THE ENGINEER.

PROPOSED REGULATORY AND WARNING SIGNS WILL NEED TO BE INSTALLED AS MEDIANS FOR U-TURNS ARE CONSTRUCTED AND OPENED TO TRAFFIC.



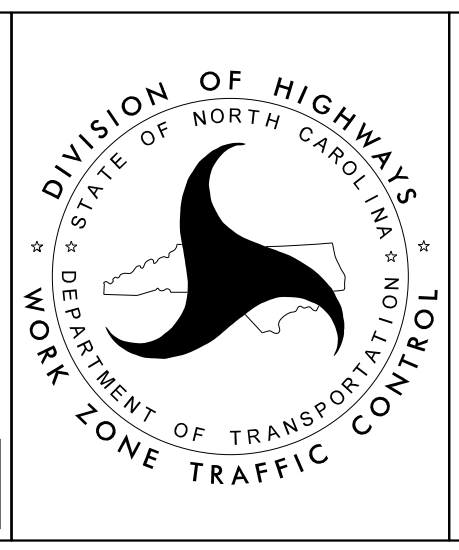
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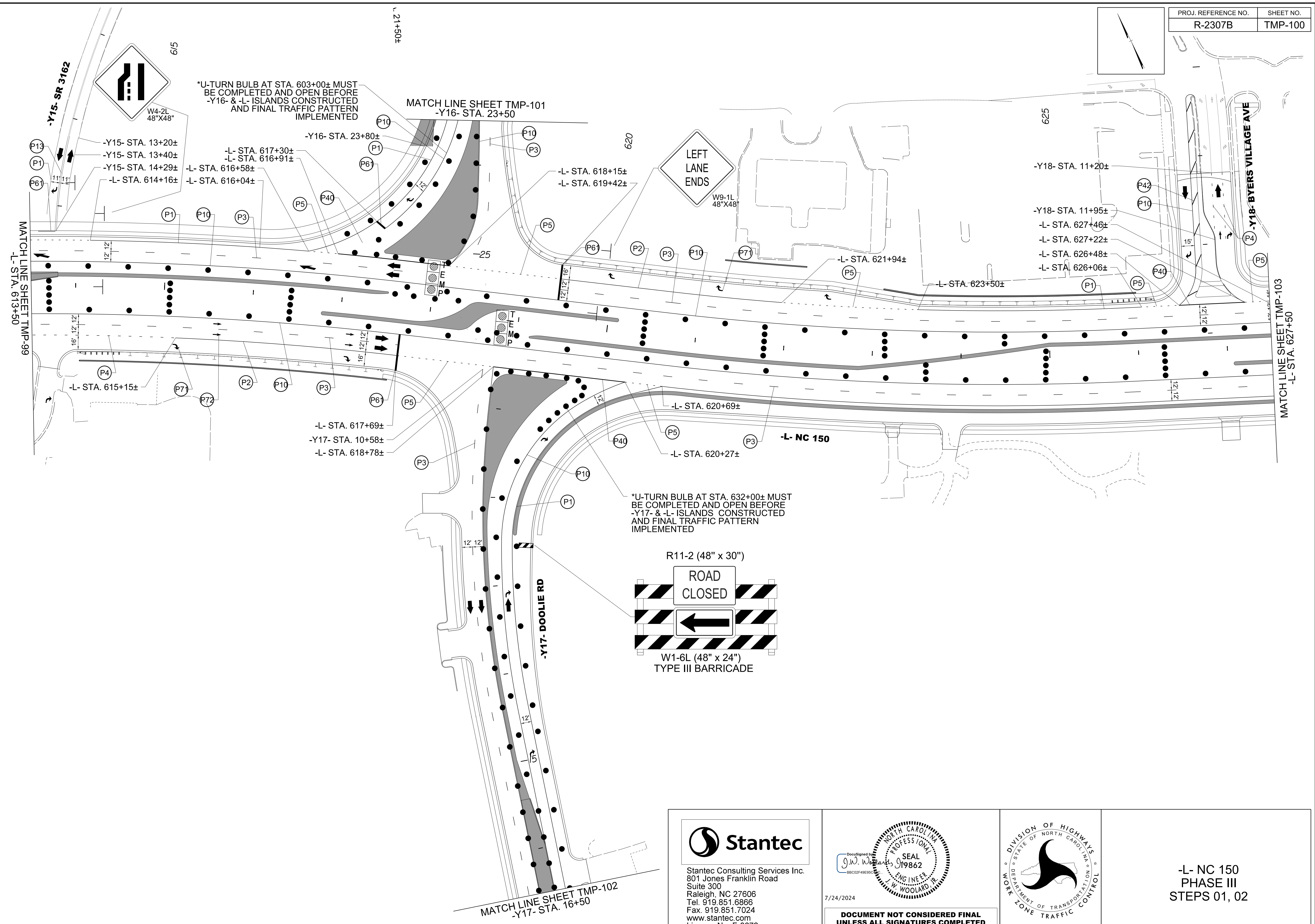
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-L- NC 150  
 PHASE III  
 STEPS 01, 02





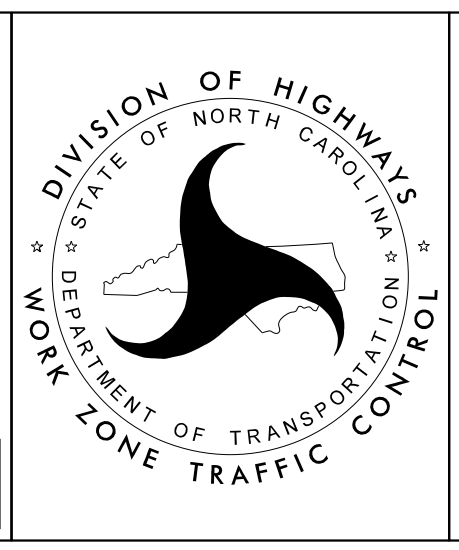
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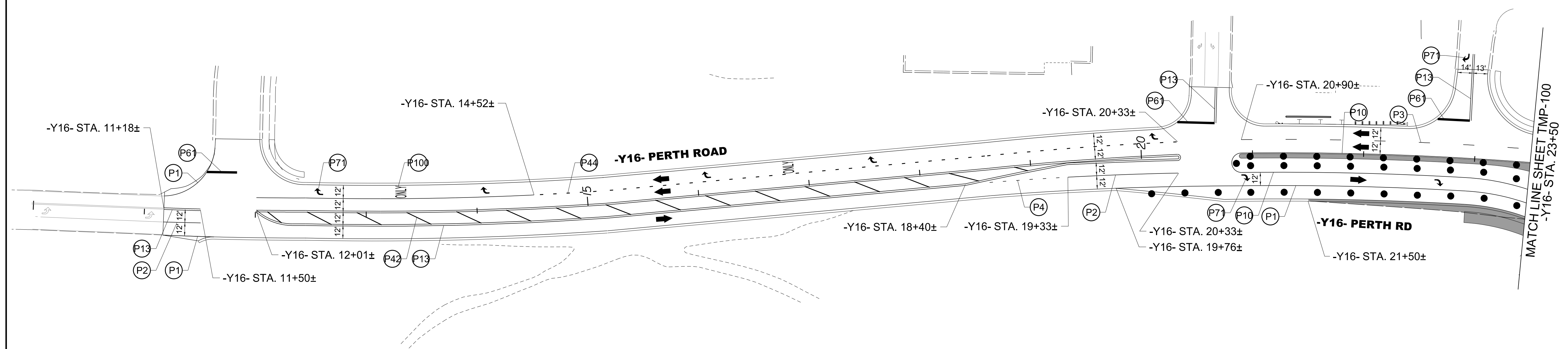
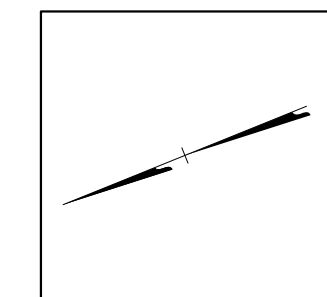
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**-L- NC 150  
 PHASE III  
 STEPS 01, 02**

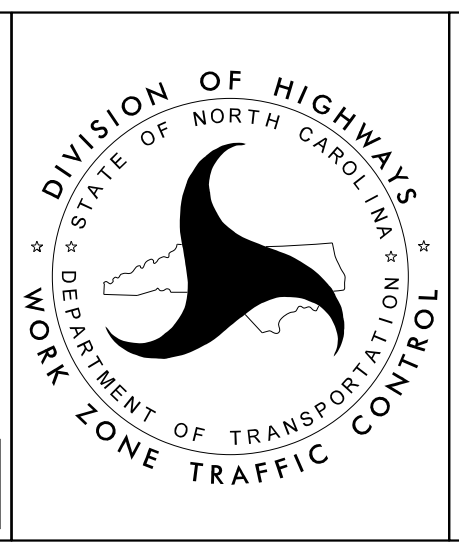




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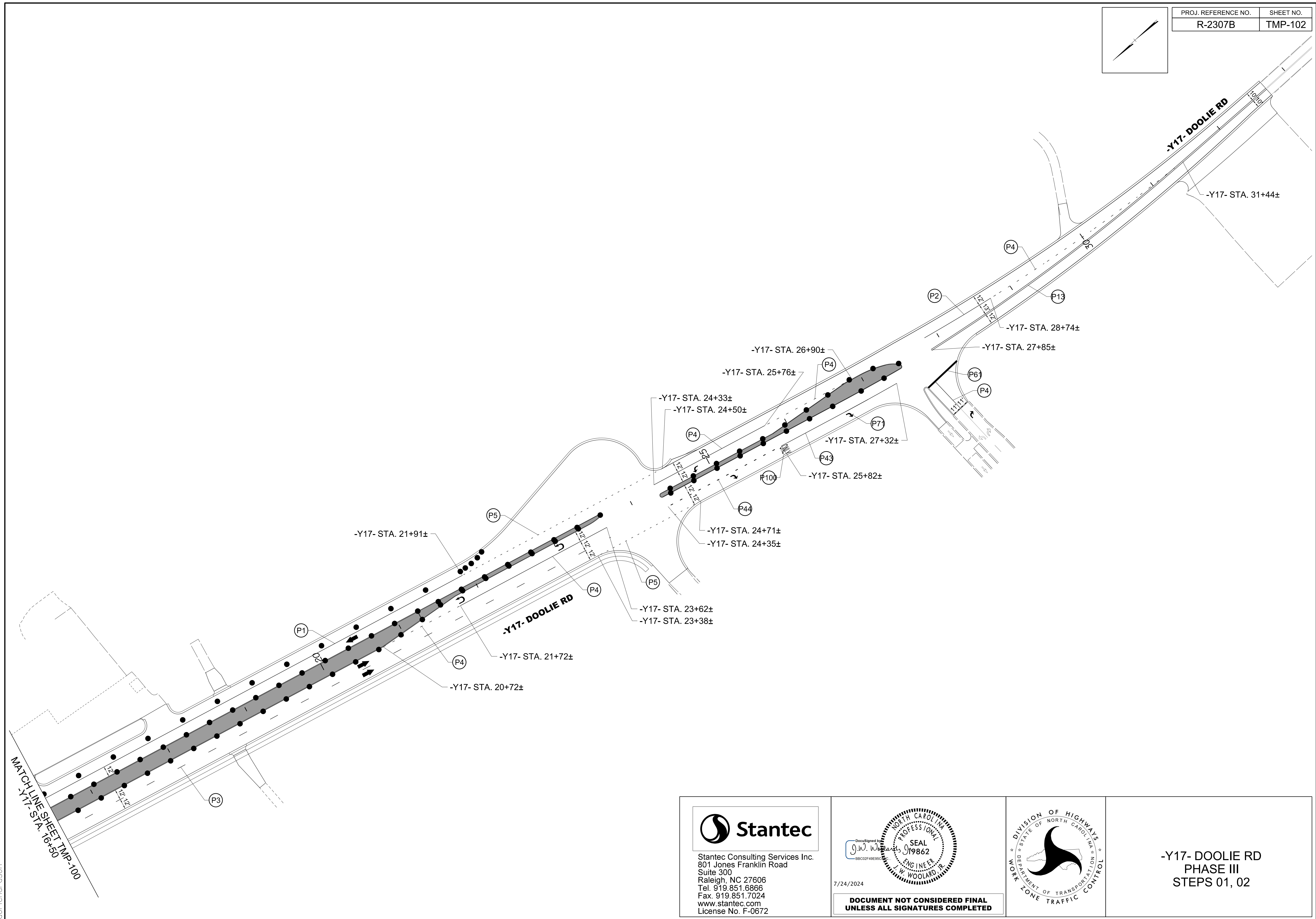
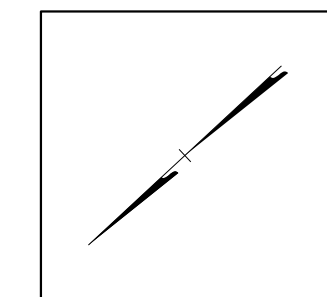
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-Y16- PERTH RD  
 PHASE III  
 STEPS 01, 02

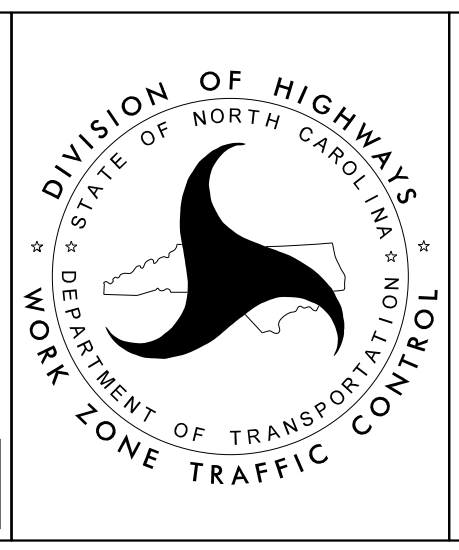


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MATCH LINE SHEET TMP-100  
 -Y17- STA. 16+50

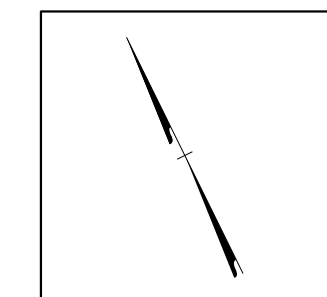
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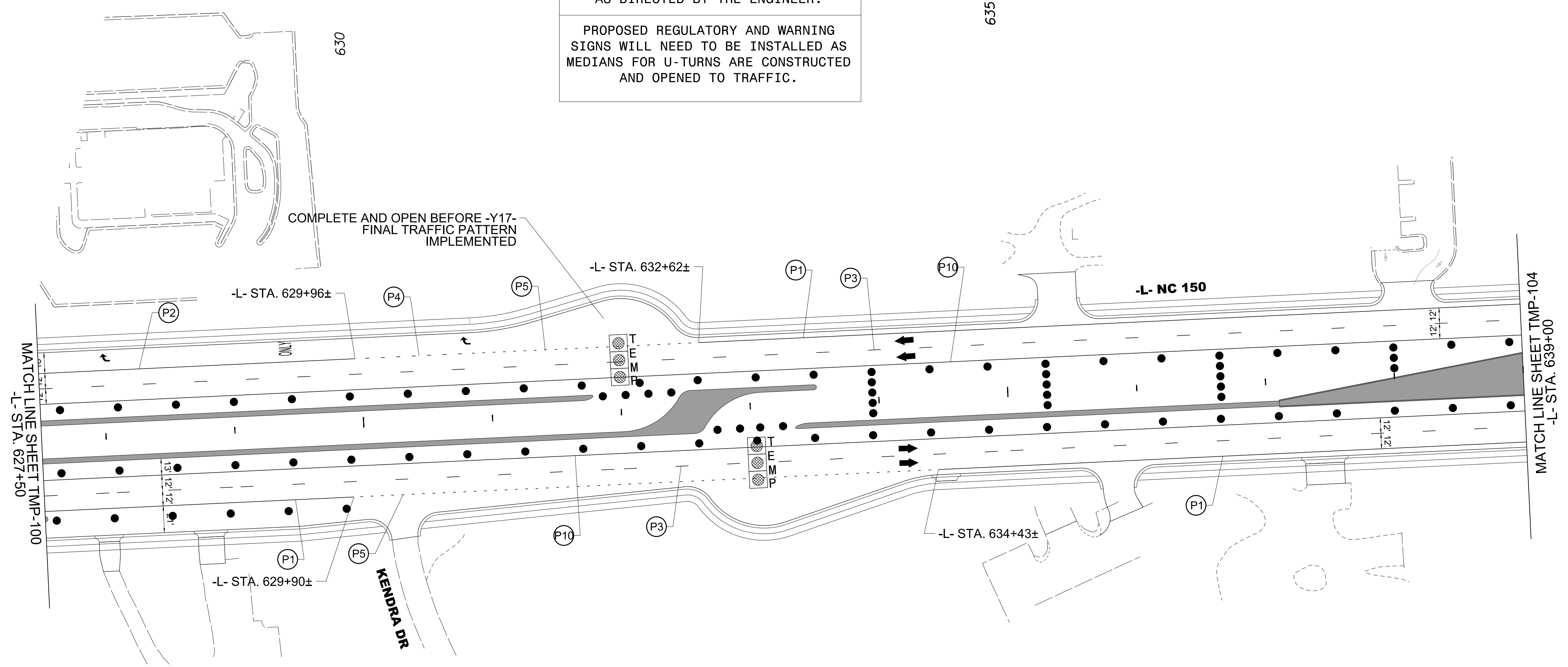
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-Y17- DOOLIE RD  
 PHASE III  
 STEPS 01, 02



CONSTRUCT MEDIAN TURN LANES IN A MANNER SUCH THAT NO CONSECUTIVE U-TURN AREAS ARE CLOSED TO TRAFFIC, AS DIRECTED BY THE ENGINEER.

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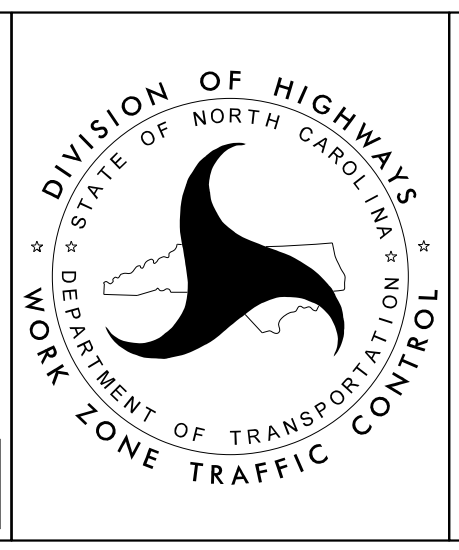
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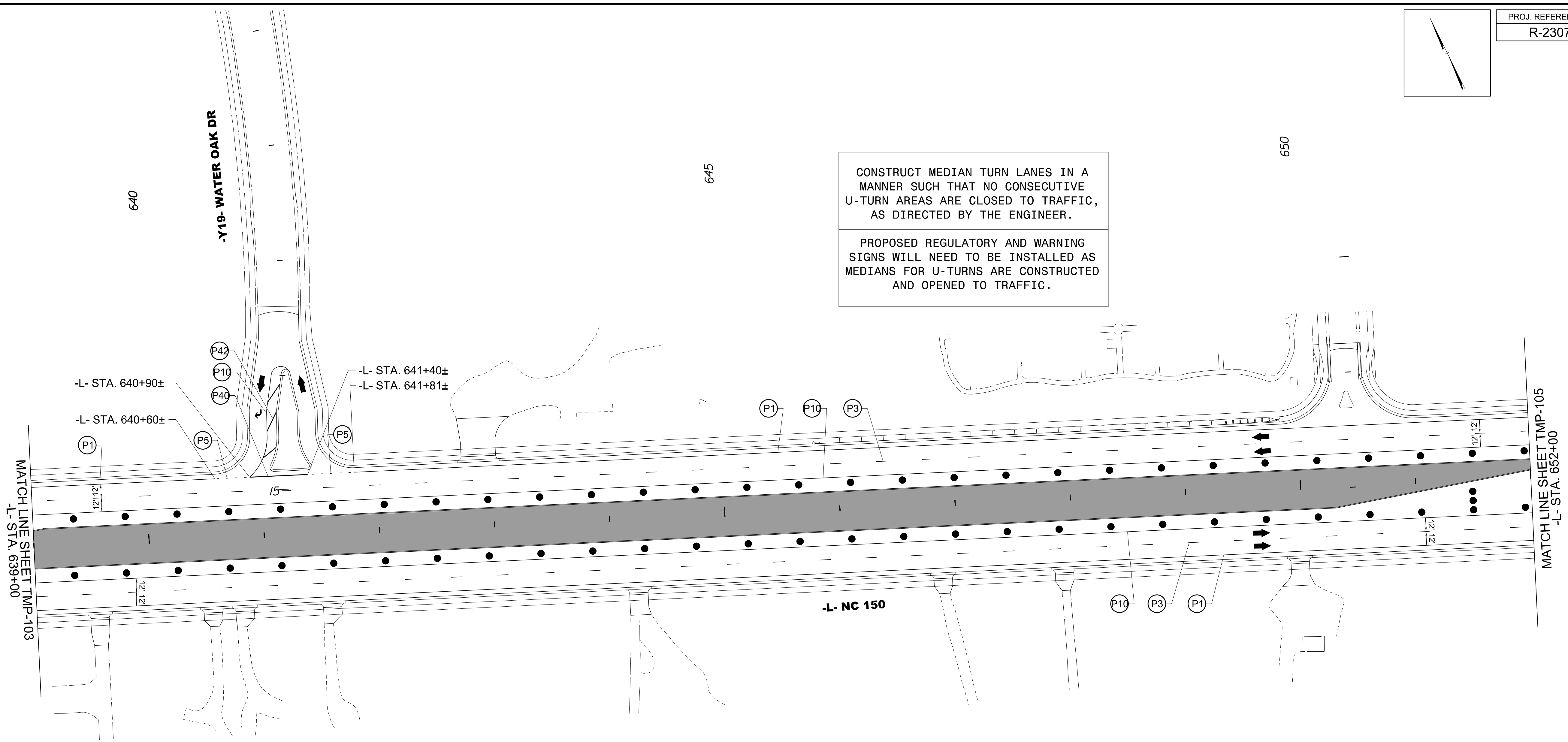
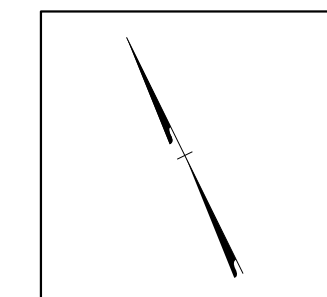
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-L- NC 150  
 PHASE III  
 STEPS 01, 02





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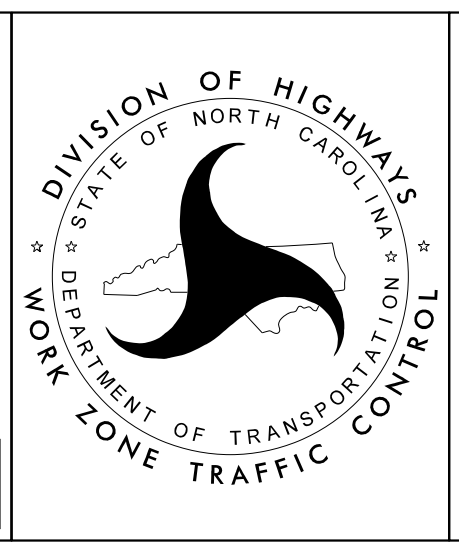
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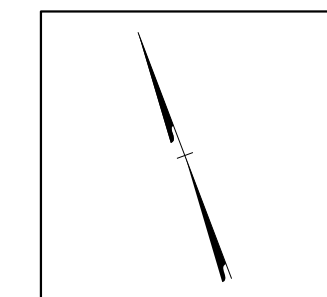
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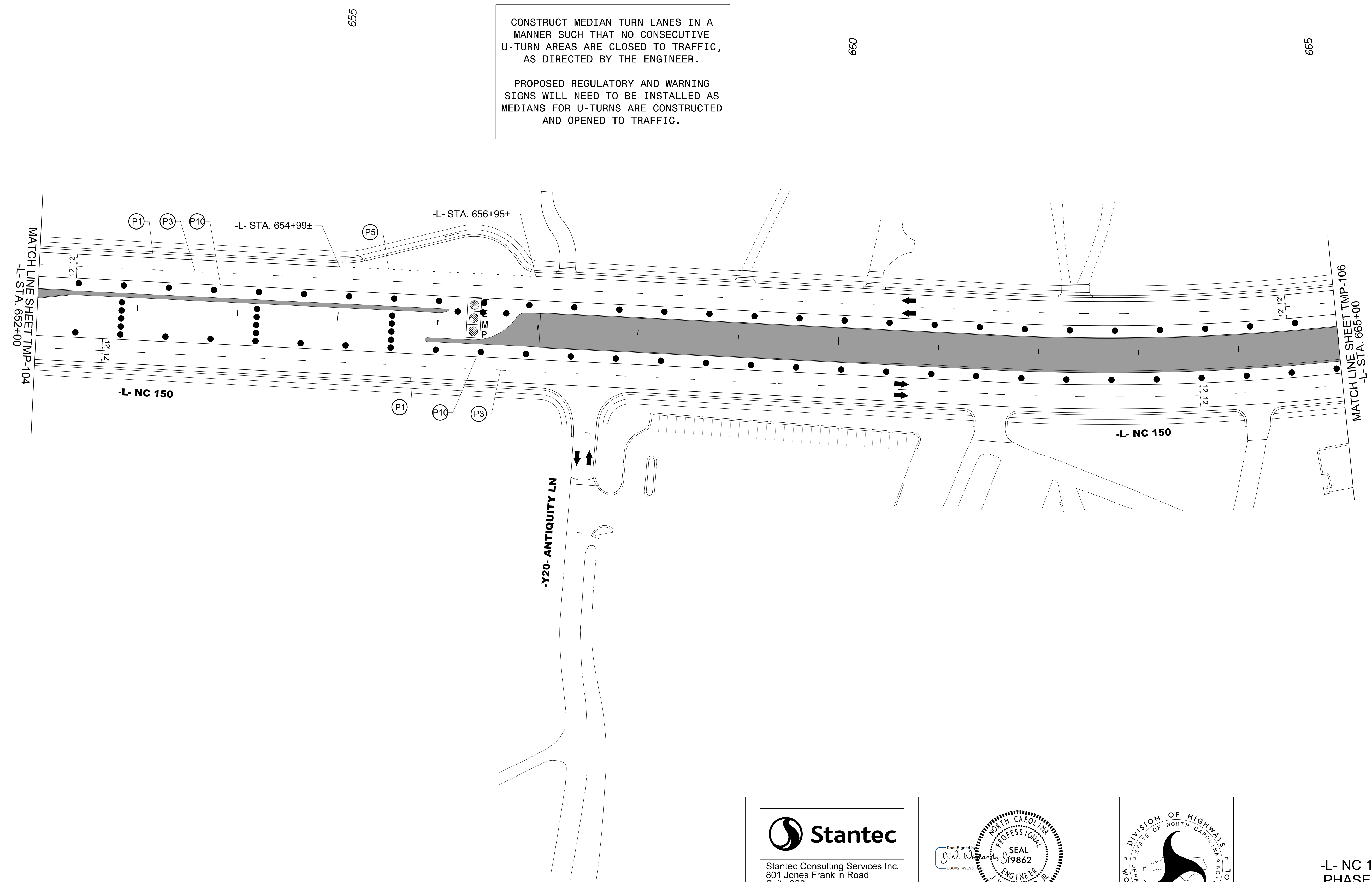


**-L- NC 150  
 PHASE III  
 STEPS 01, 02**



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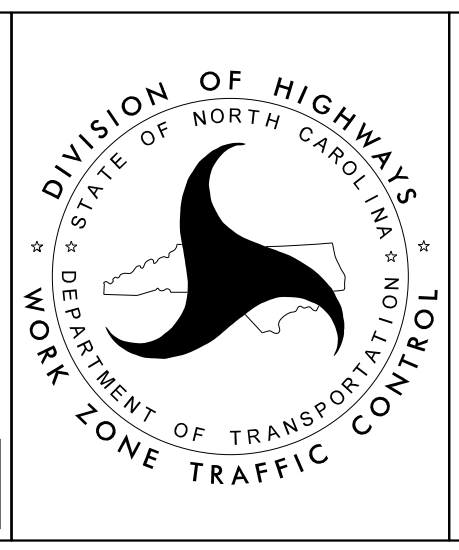


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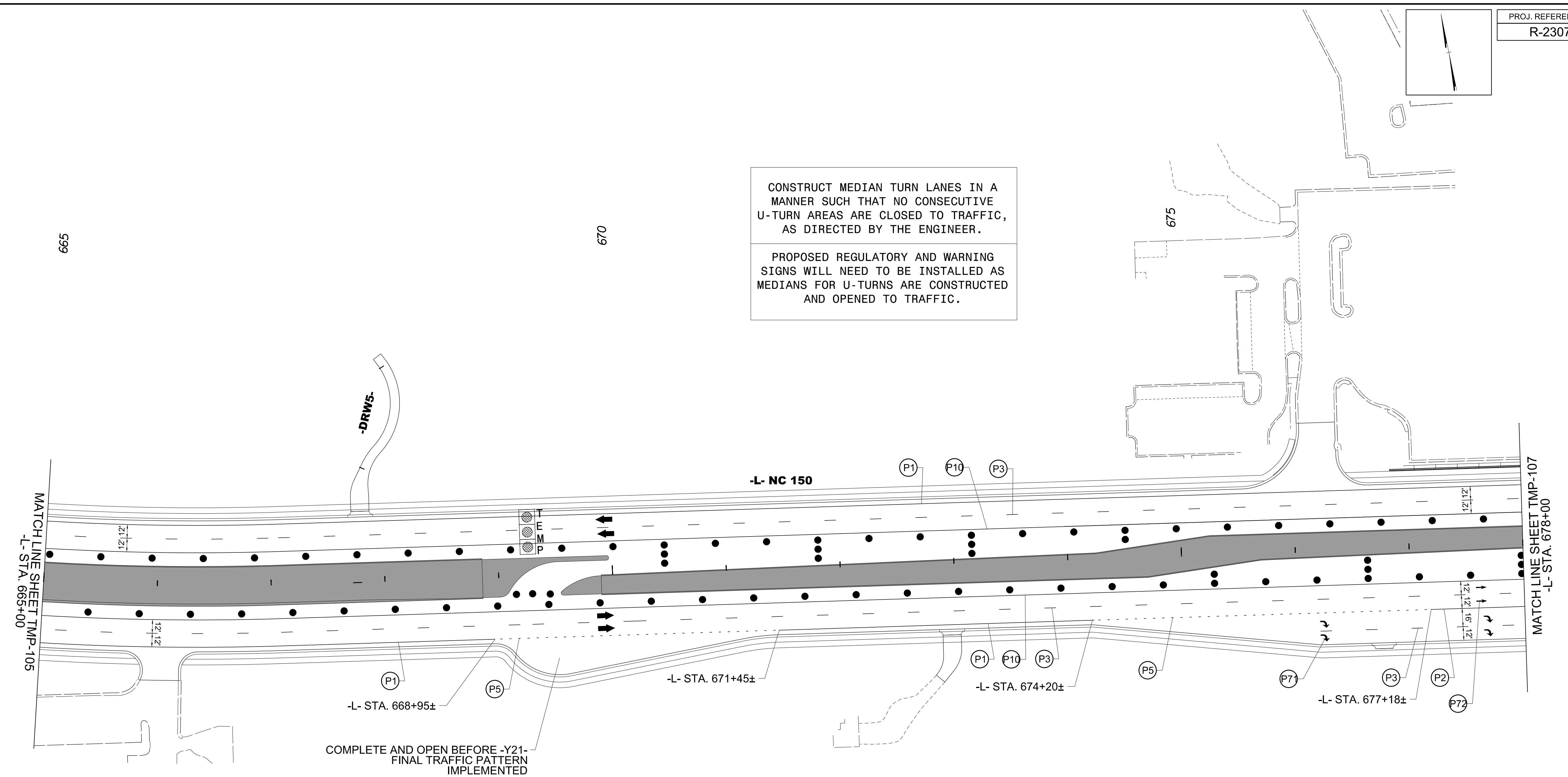
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**-L- NC 150  
 PHASE III  
 STEPS 01, 02**

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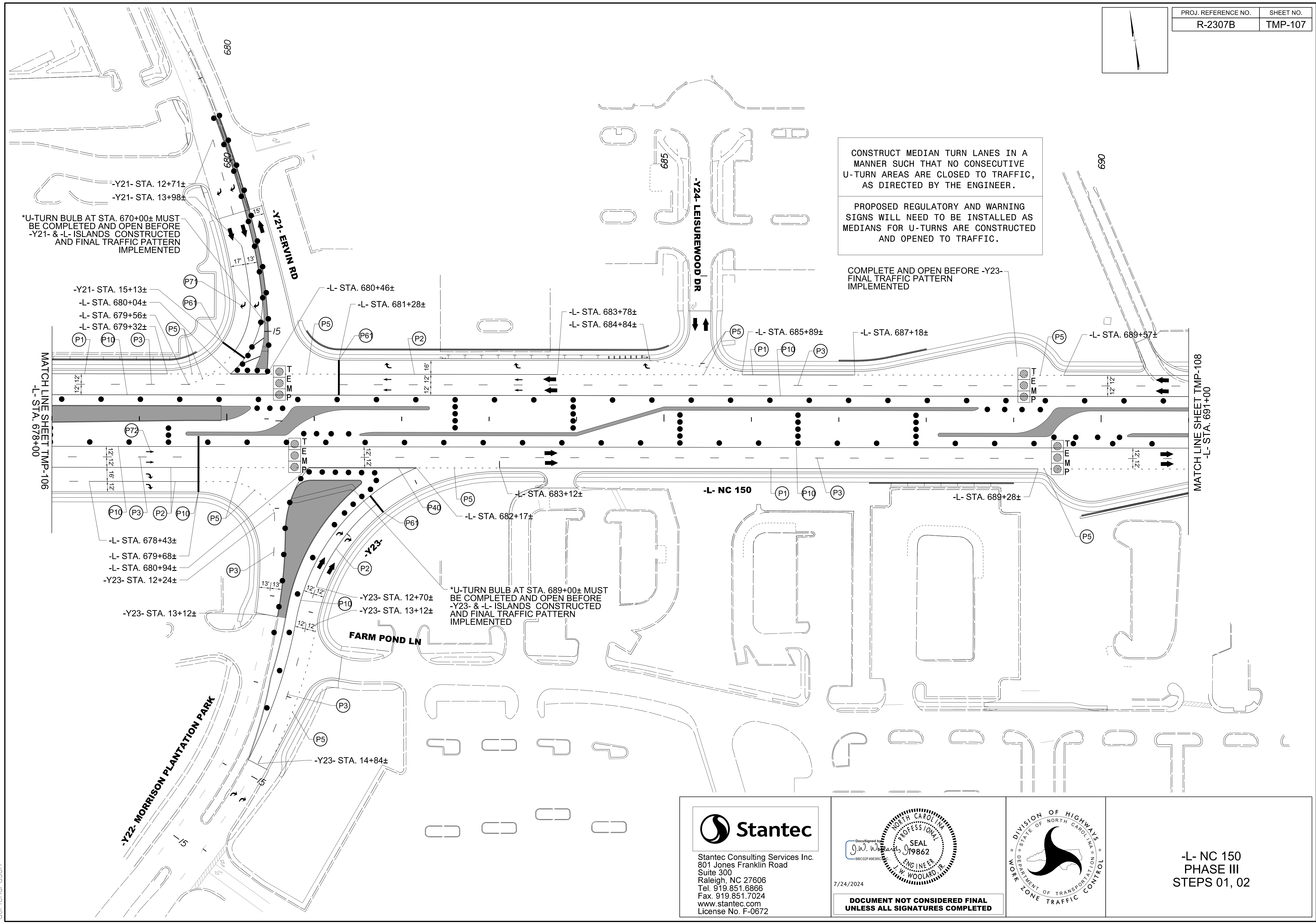
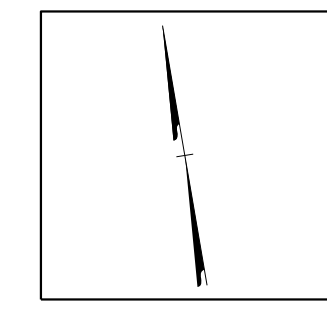
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**-L- NC 150  
 PHASE III  
 STEPS 01, 02**





\*U-TURN BULB AT STA. 670+00± MUST BE COMPLETED AND OPEN BEFORE -Y21- & -L- ISLANDS CONSTRUCTED AND FINAL TRAFFIC PATTERN IMPLEMENTED

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COMPLETE AND OPEN BEFORE -Y23- FINAL TRAFFIC PATTERN IMPLEMENTED

\*U-TURN BULB AT STA. 689+00± MUST BE COMPLETED AND OPEN BEFORE -Y23- & -L- ISLANDS CONSTRUCTED AND FINAL TRAFFIC PATTERN IMPLEMENTED

MATCH LINE SHEET TMP-106  
-L- STA. 678+00

MATCH LINE SHEET TMP-108  
-L- STA. 691+00

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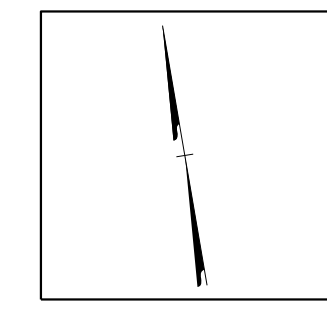
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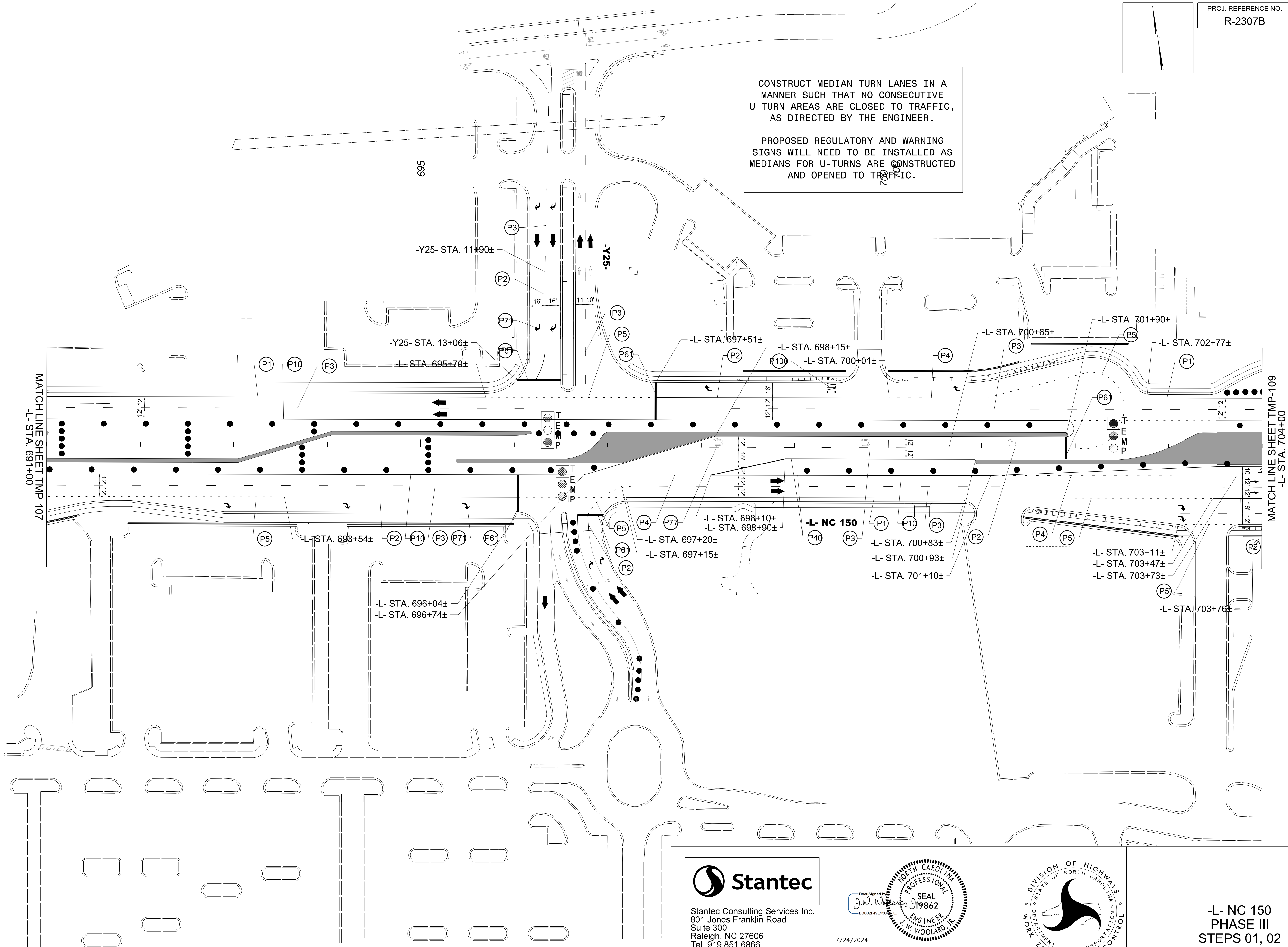
-L- NC 150  
PHASE III  
STEPS 01, 02





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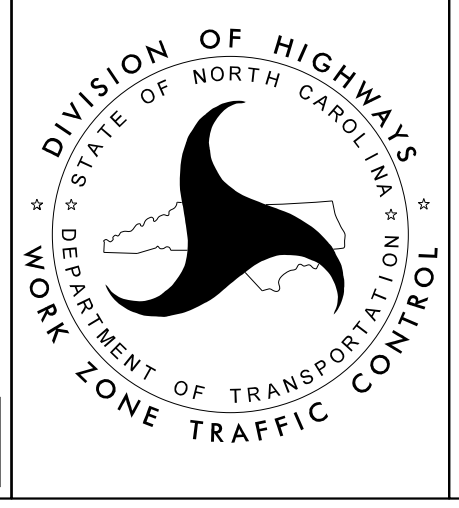
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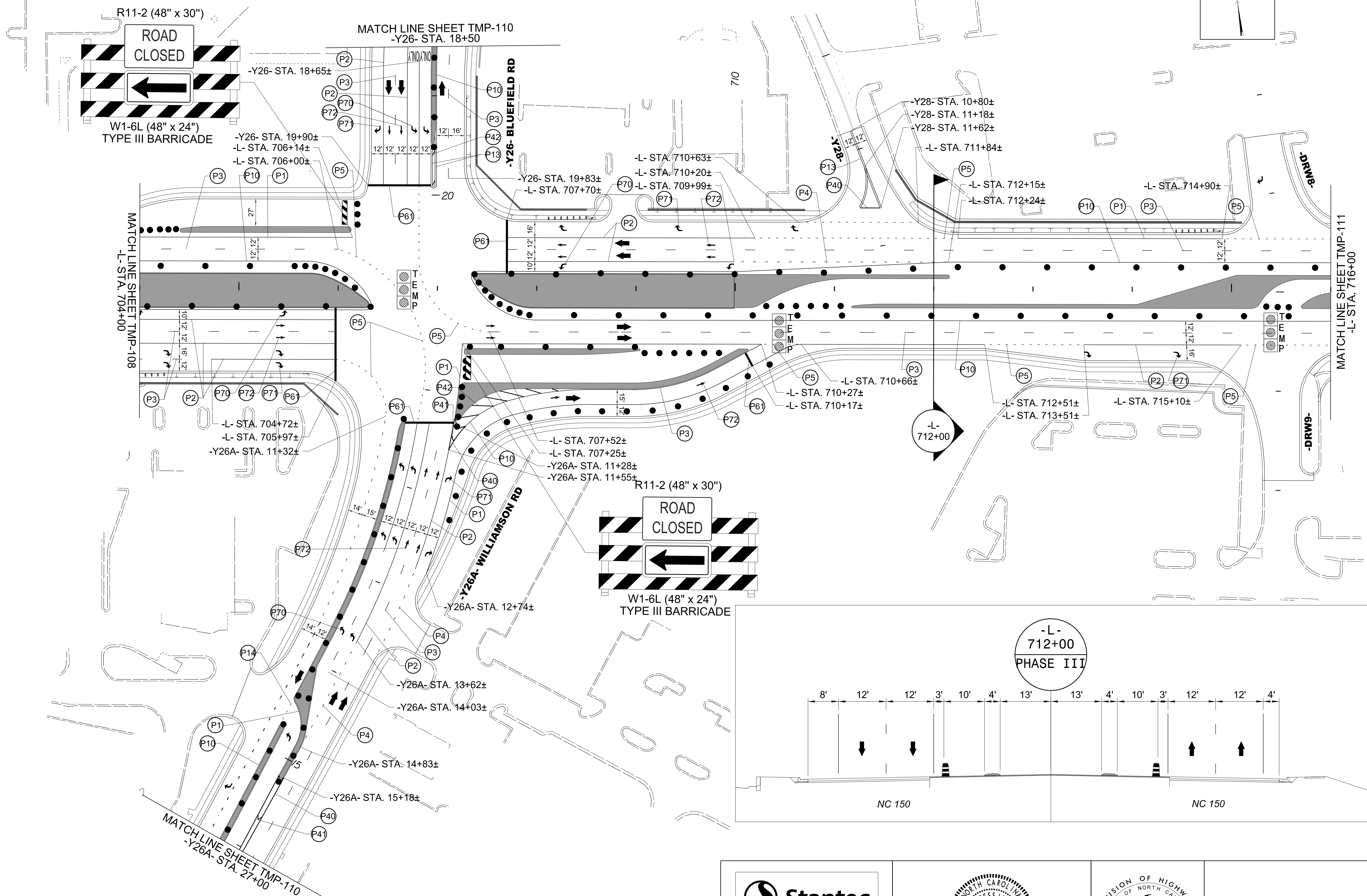
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-L- NC 150  
 PHASE III  
 STEPS 01, 02





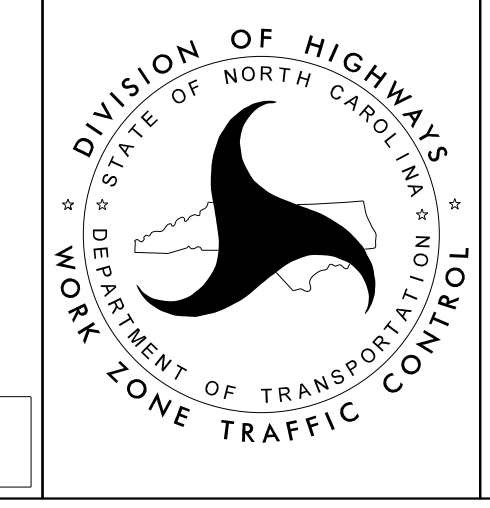
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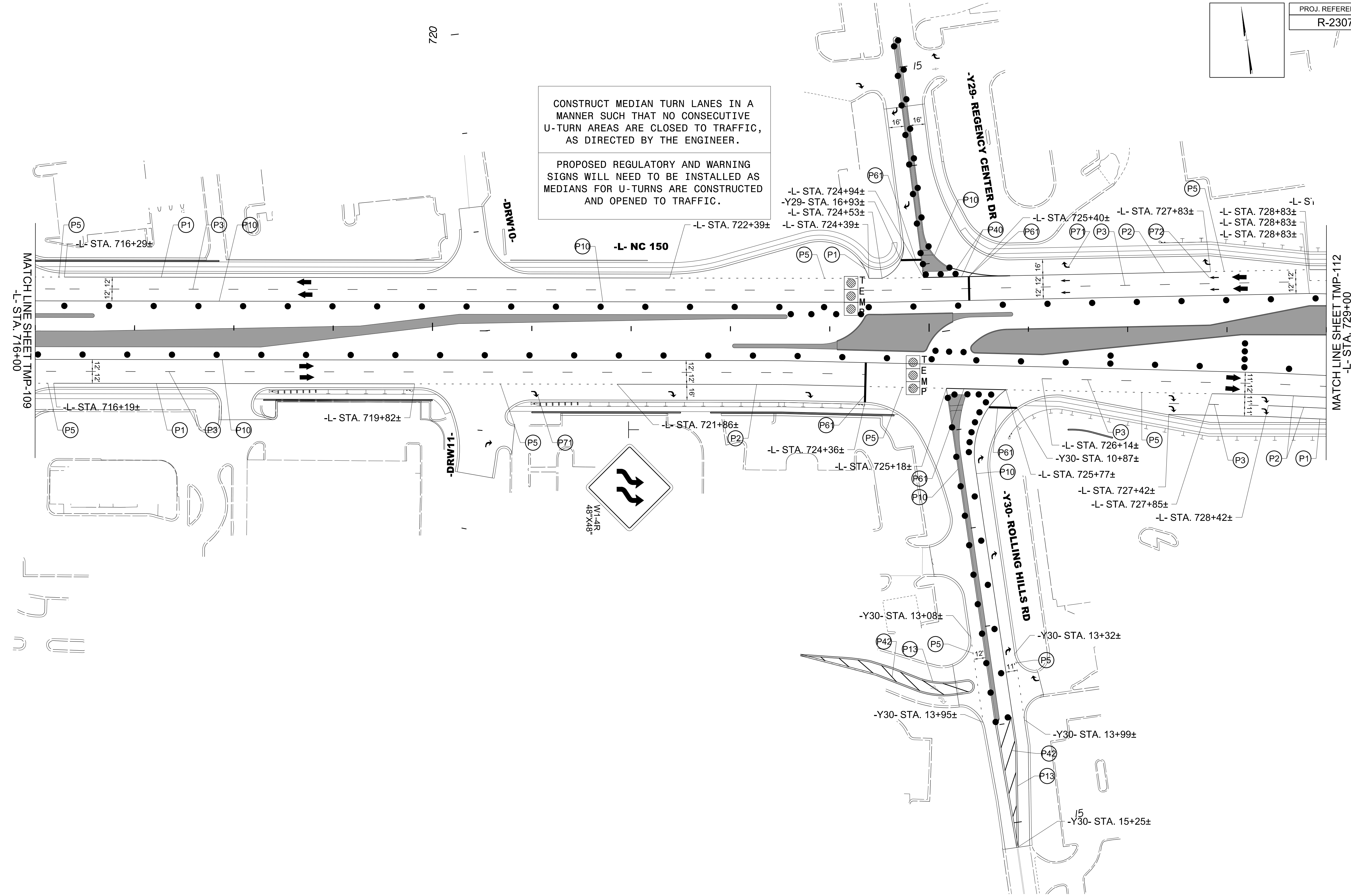


-L- NC 150  
 PHASE III  
 STEPS 01, 02



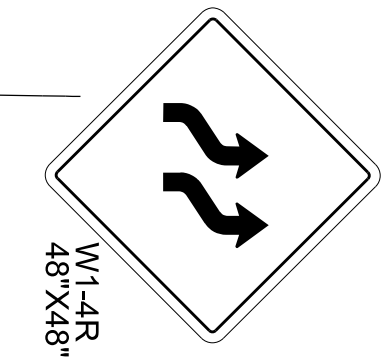






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PLACE -Y31RPA- FINAL SURFACE LAYER AND FINAL MARKINGS UNDER WEEKEND CLOSURE. REFER TO TMP-2H FOR OFFSITE DETOUR.

PLACE -Y31RPD- FINAL SURFACE LAYER AND FINAL MARKINGS UNDER WEEKEND CLOSURE. REFER TO TMP-2I FOR OFFSITE DETOUR.

DURING BRIDGE WORK OVER I-77:  
-USE -Y31RPC- TO -Y31RPD- AS NIGHTLY DETOUR FOR I-77NB TRAFFIC.  
-USE -Y31RPA- TO -Y31RPB- AS NIGHTLY DETOUR FOR I-77SB TRAFFIC.  
REFER TO RSD 1101.03 SHEET 7 OF 9 "ALL TRAFFIC EXIT CONDITION".

OMIT PROPOSED CONCRETE ISLAND UNTIL BRIDGE COMPLETED

-Y31RPA- STA. 17+02±  
-Y31RPA- STA. 18+48±  
-Y31RPA- STA. 18+82±  
-Y31RPA- STA. 18+61±  
-L- STA. 729+14±

-Y31RPA- STA. 17+60±  
-Y31RPA- STA. 18+83±  
-L- STA. 730+59±  
-L- STA. 732+18±

-L- STA. 733+82±

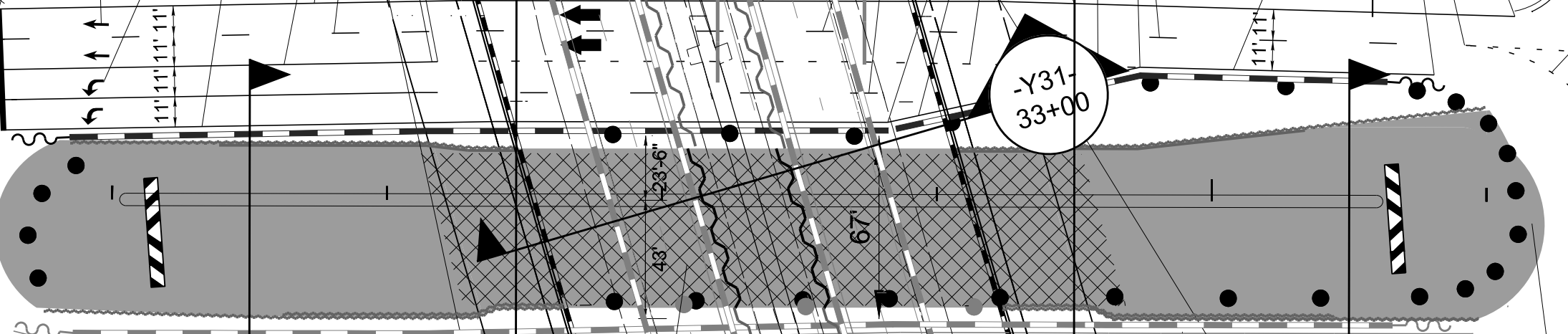
-L- STA. 736+10±  
-L- STA. 735+92±  
-L- STA. 735+81±  
-L- STA. 734+74±

-Y31RPD- STA. 22+83±  
-L- STA. 737+00±

-L- STA. 739+31±  
-Y33- STA. 12+26±  
-L- STA. 742+30±  
-Y33- STA. 13+30±  
-L- STA. 741+17±  
-L- STA. 740+31±

MATCH LINE SHEET TMP-111  
-L- STA. 729+00

MATCH LINE SHEET TMP-113  
-L- STA. 743+00



BEGIN BRIDGE STATION 732+00  
-L- STA. 730+56±

END BRIDGE STATION 734+20±  
-L- STA. 736+17±

-L- 731+50

-L- 732+47

-L- 734+50

-L- 735+50

-L- STA. 736+86±  
-L- STA. 738+00±

-L- STA. 738+48±

-L- STA. 740+98±  
-L- STA. 741+17±  
-Y32- STA. 10+82±

-L- STA. 741+76±

SEE TMP-112A FOR CROSS SECTION DETAILS

UPON COMPLETION OF BRIDGE, SHIFT TRAFFIC TO TEMPORARY PATTERN AS SHOWN ON TMP-112C. COMPLETE CURB & GUTTER AND SIDEWALKS

17 TEMPORARY SHORING  
-Y31- STA. 32+58±  
17± LT TO -Y31- STA. 33+18±  
17± RT  
EST. QUANTITY = 354 SF

18 TEMPORARY SHORING  
-Y31- STA. 32+48±  
17± RT TO -Y31- STA. 33+08±  
17± LT  
EST. QUANTITY = 372 SF  
-Y31RPB- STA. 18+00±

PLACE -Y31RPB- FINAL SURFACE LAYER AND FINAL MARKINGS UNDER WEEKEND CLOSURE. REFER TO TMP-2F FOR OFFSITE DETOUR.

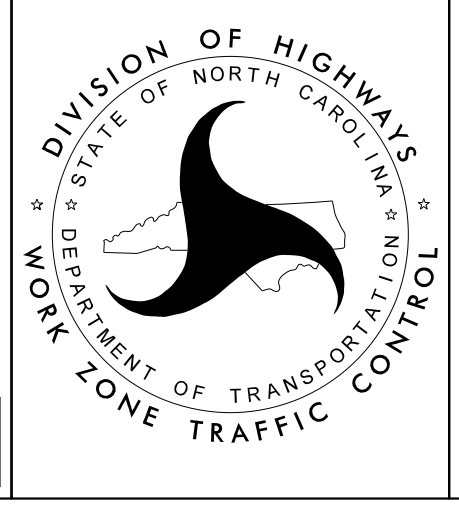
PLACE -Y31RPC- FINAL SURFACE LAYER AND FINAL MARKINGS UNDER WEEKEND CLOSURE. REFER TO TMP-2G FOR OFFSITE DETOUR.

SEE SHEET TMP-2A AND TMP-2B FOR TEMPORARY SHORING DATA

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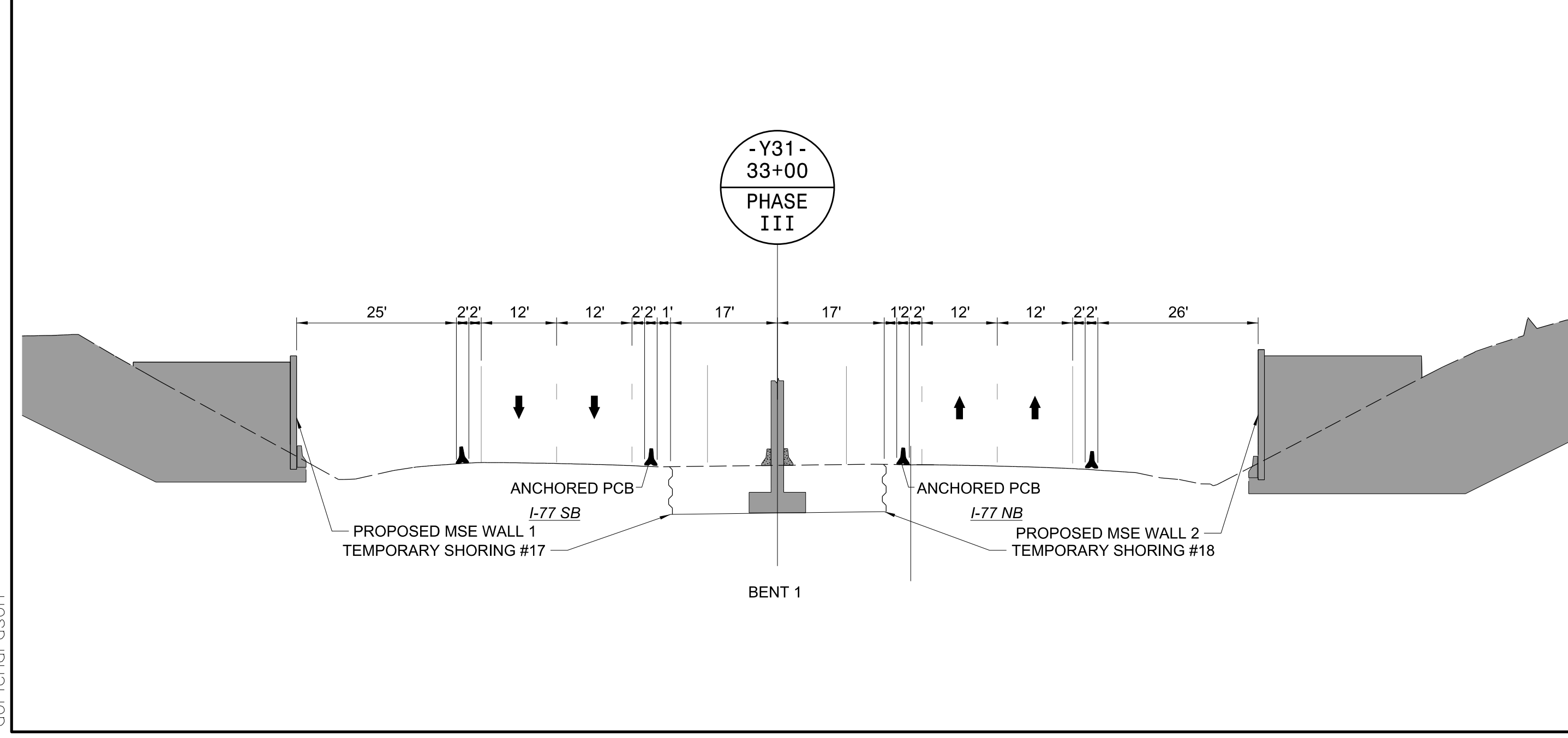
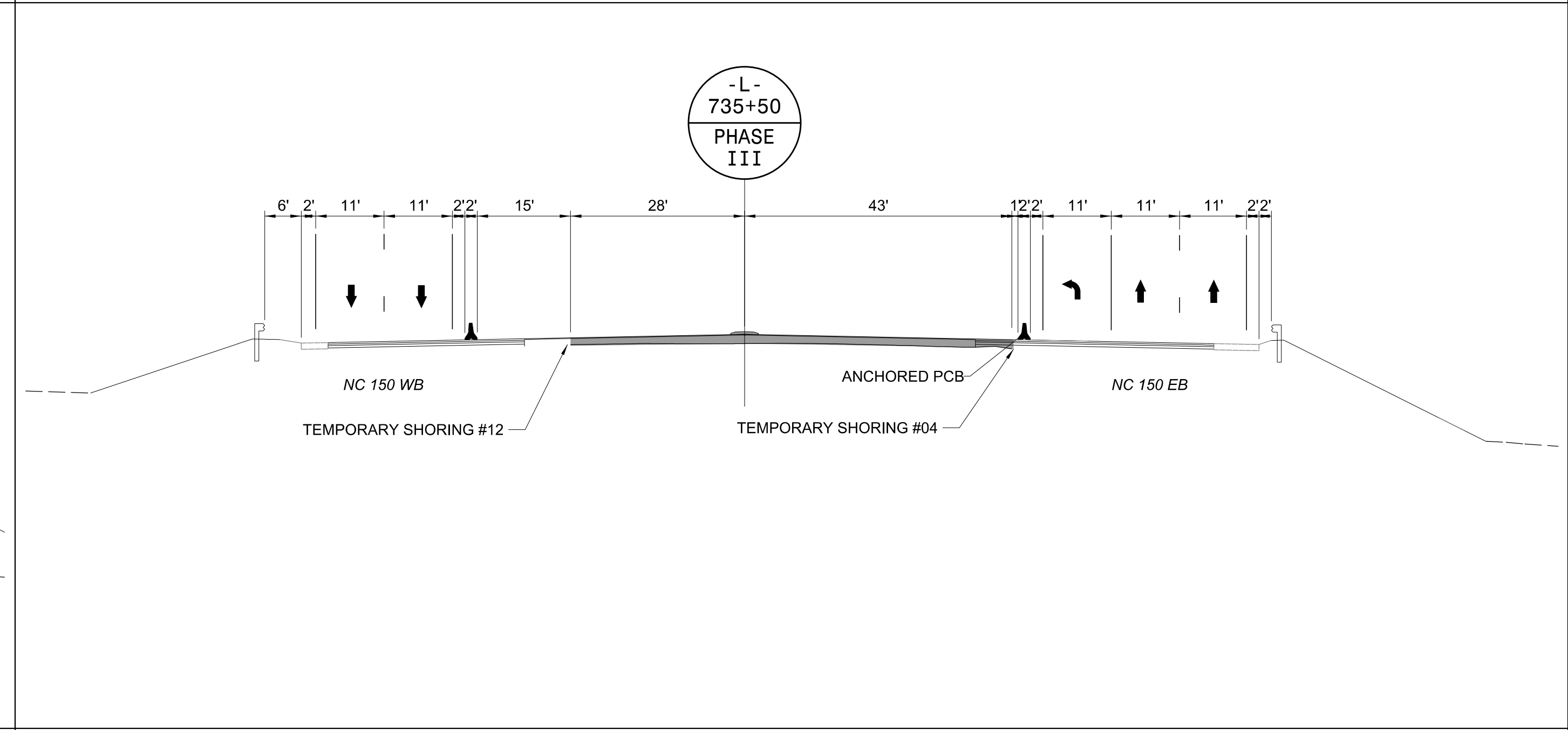
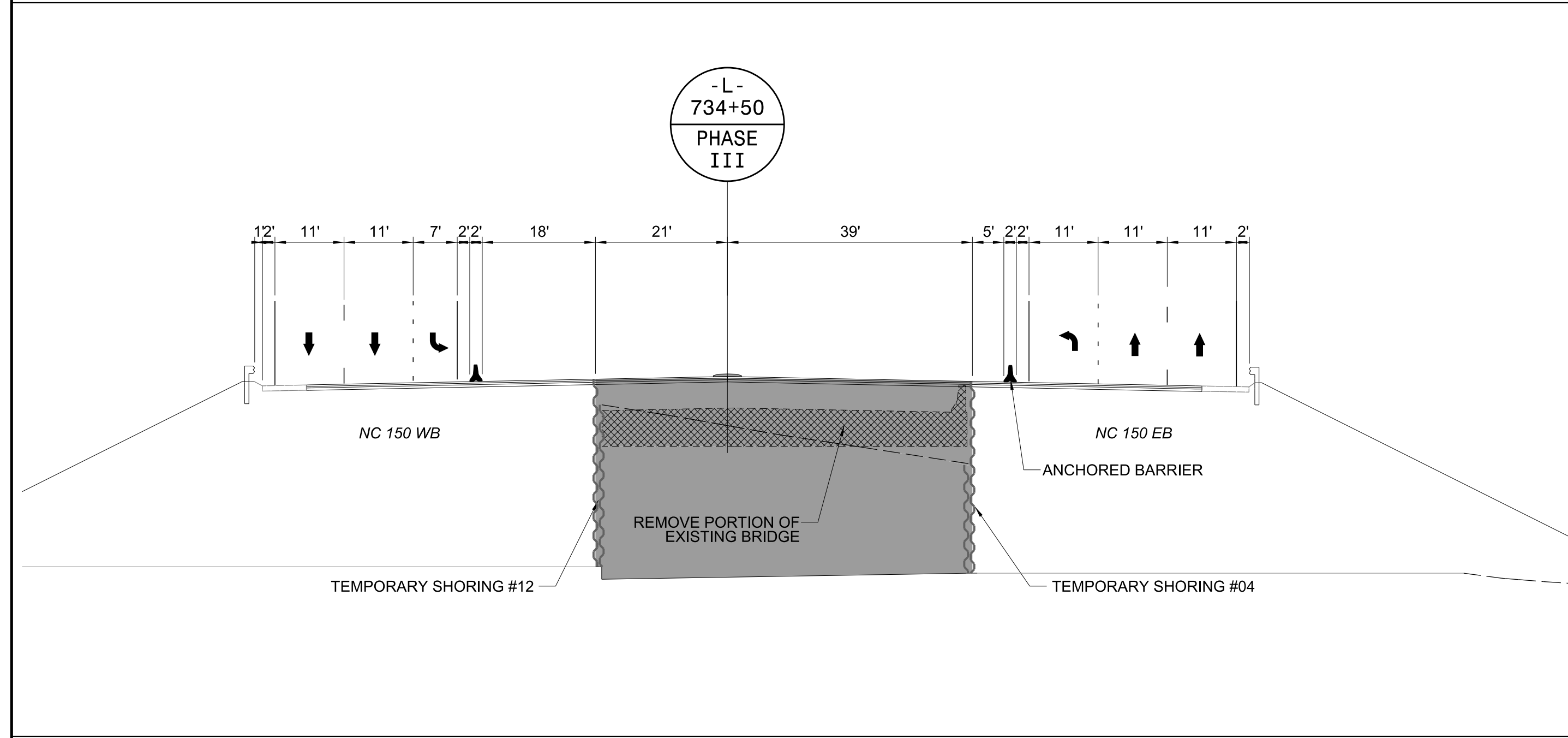
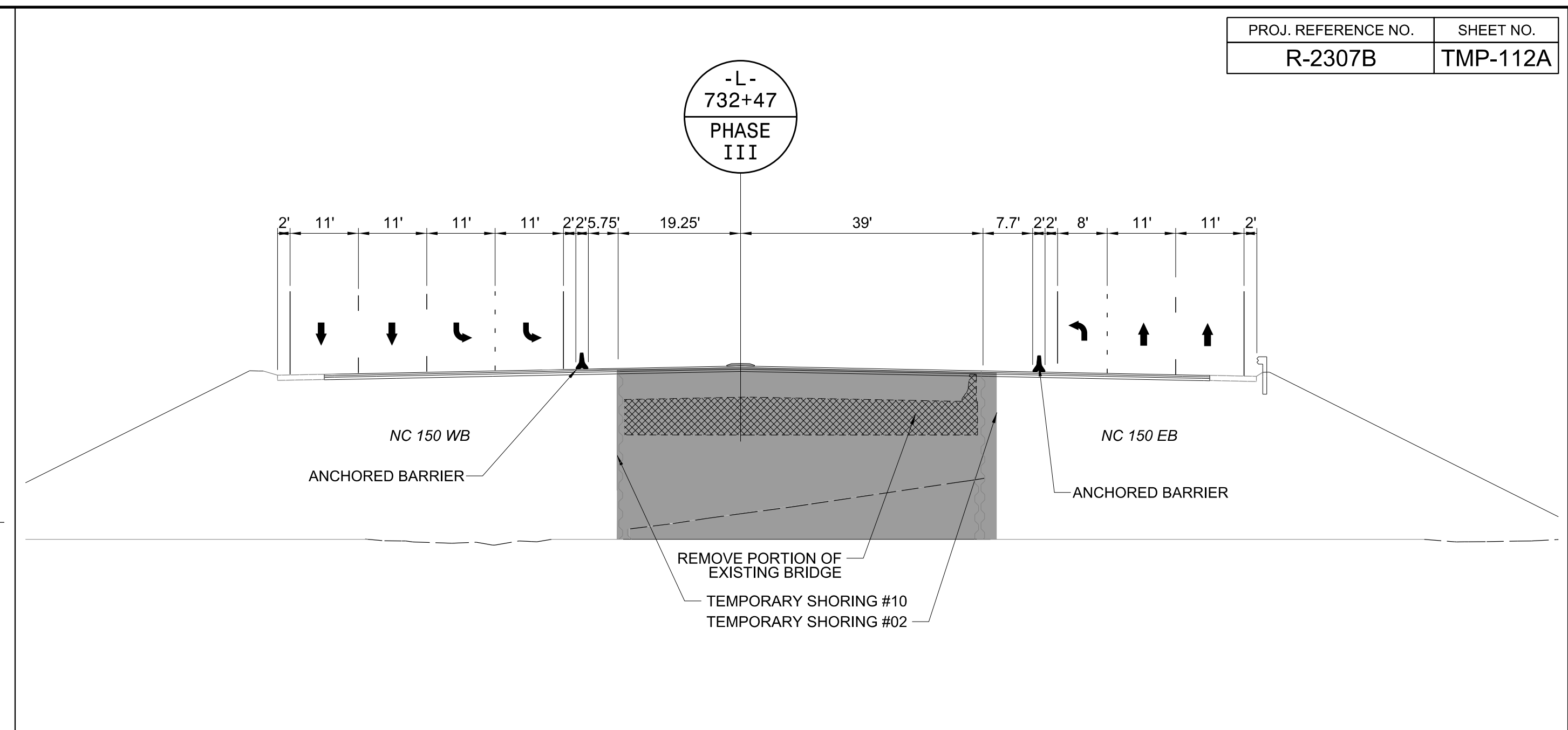
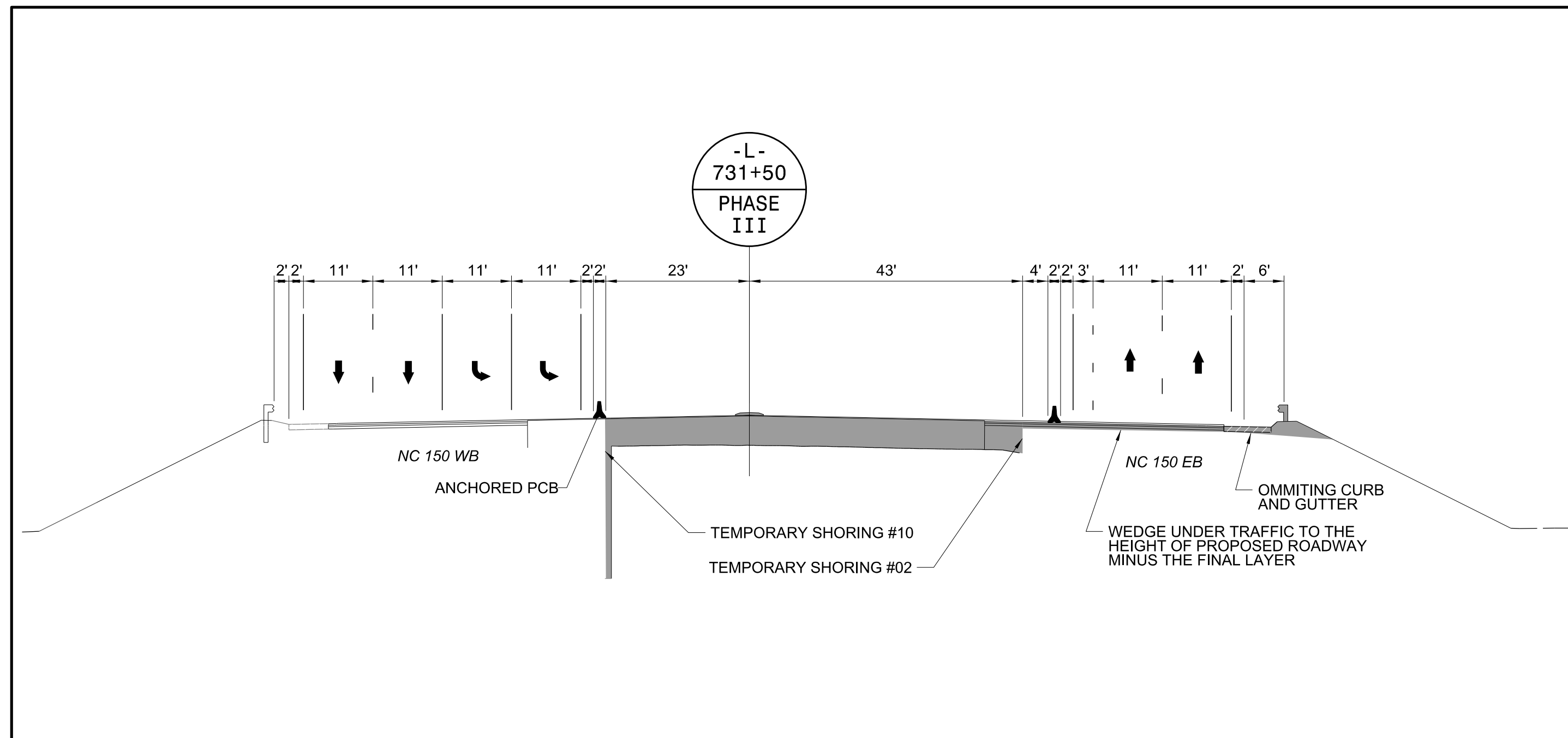
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-L- NC 150  
PHASE III  
STEPS 01, 02





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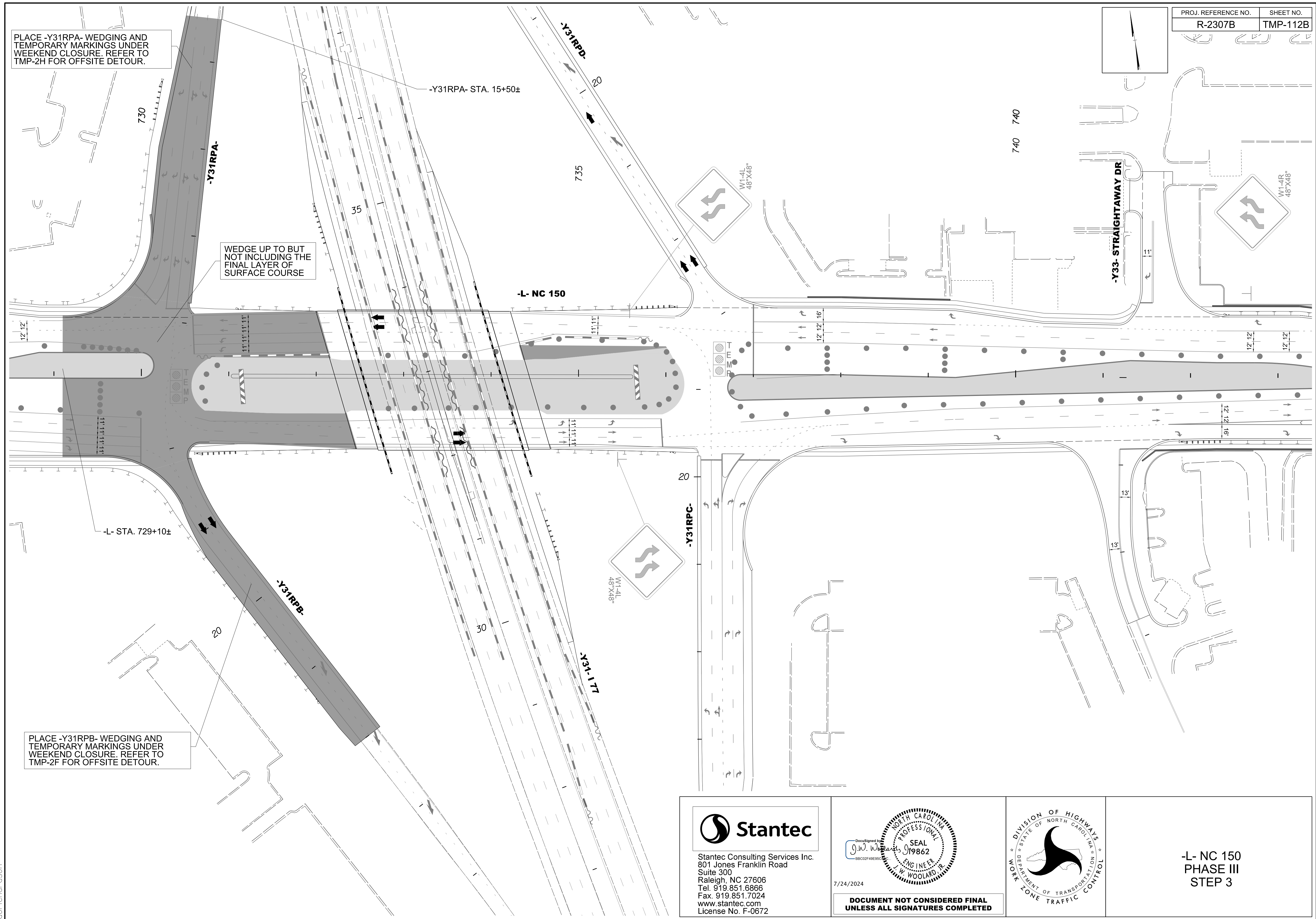
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**-L- NC 150  
PHASE III  
STEPS 01, 02  
CROSS SECTION DETAILS**

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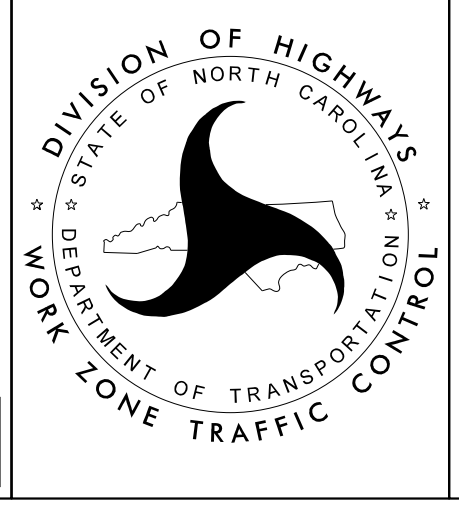
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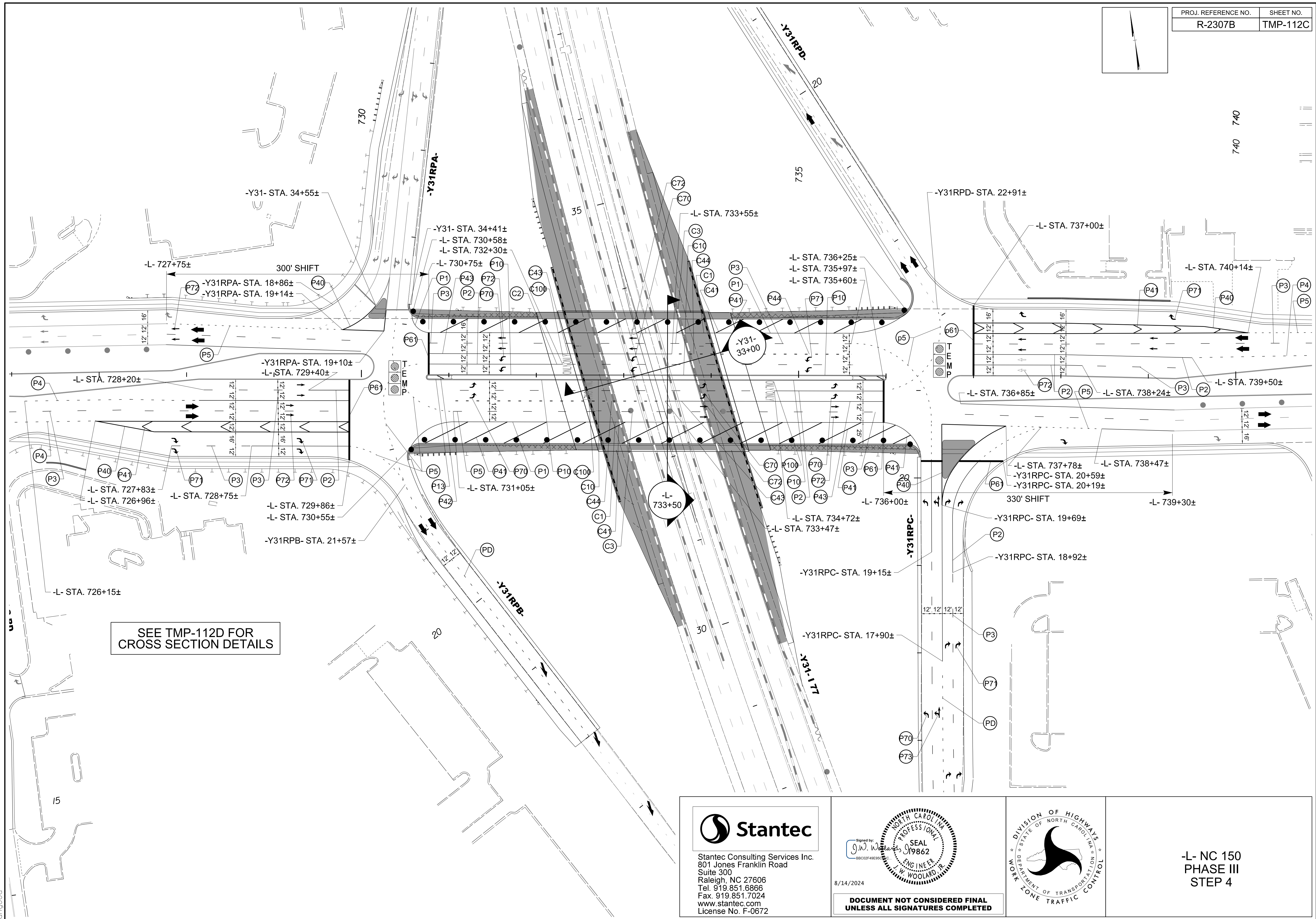
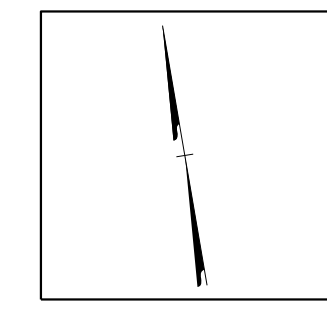
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 PHASE III  
 STEP 3**





SEE TMP-112D FOR  
CROSS SECTION DETAILS

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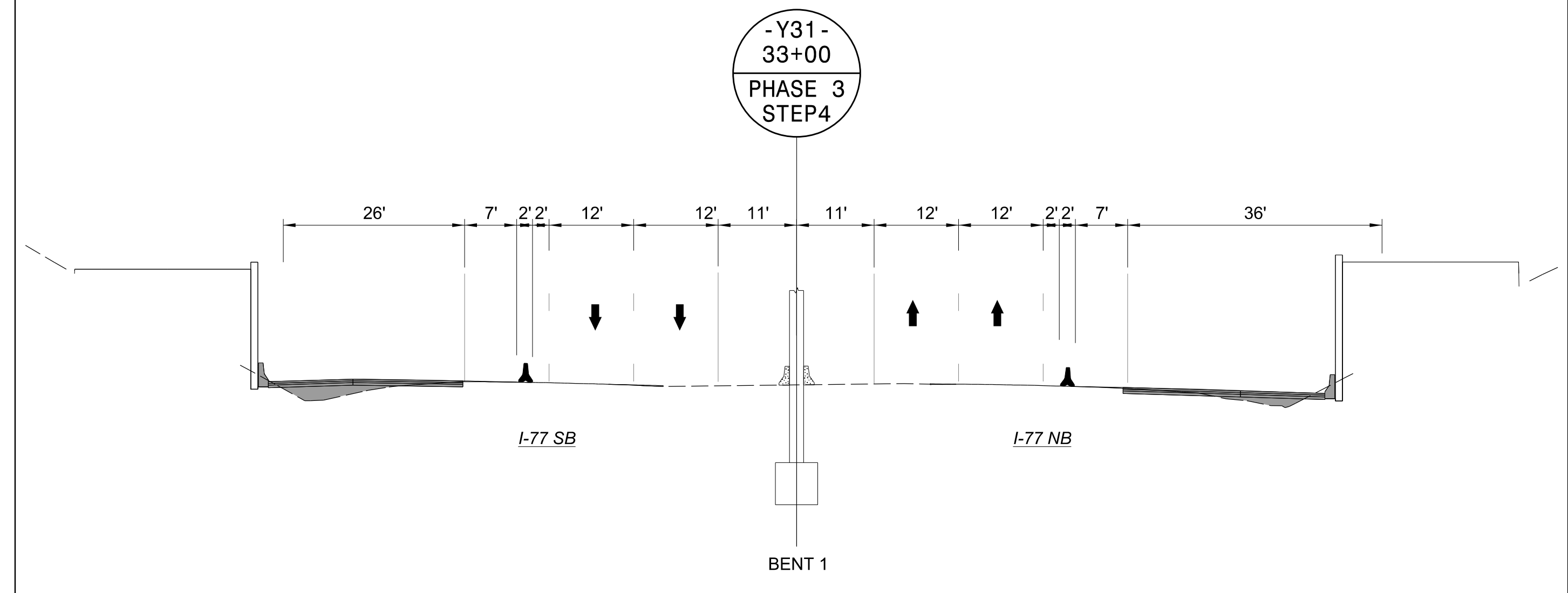
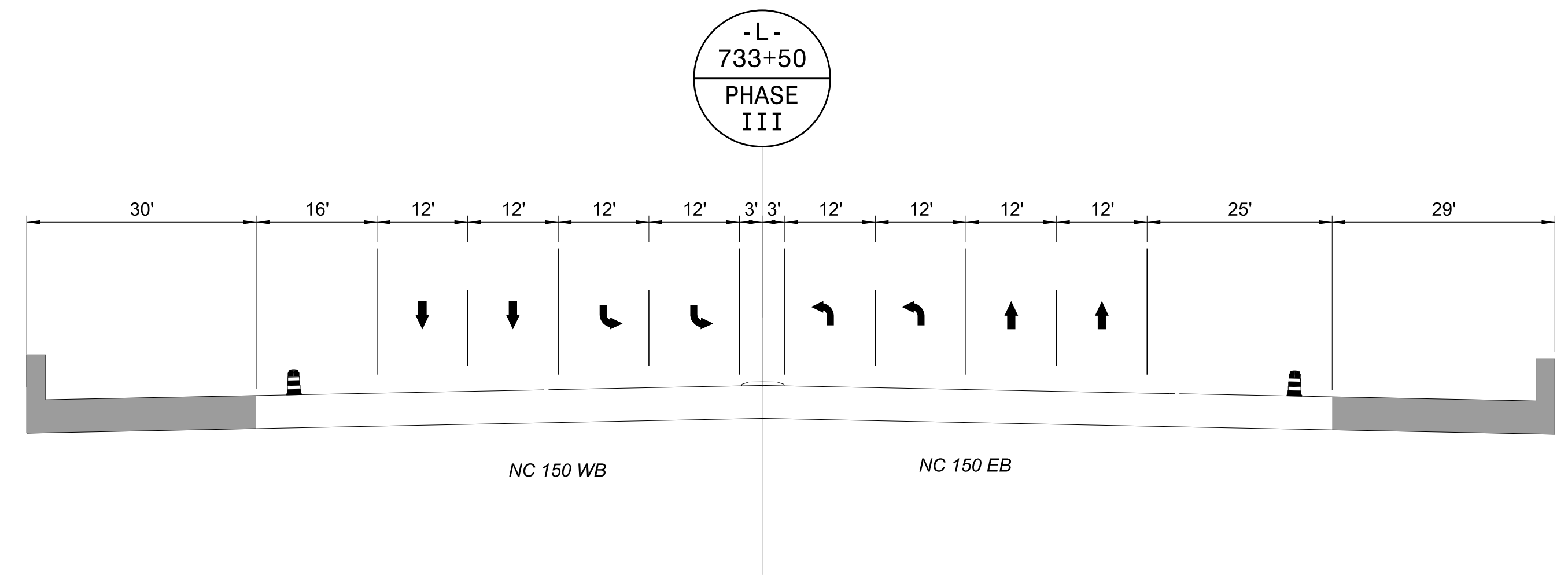
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*J.W. Woolard*  
SEAL  
19862  
ENGINEER  
W. WOOLARD, R.  
8/14/2024

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STEP 4





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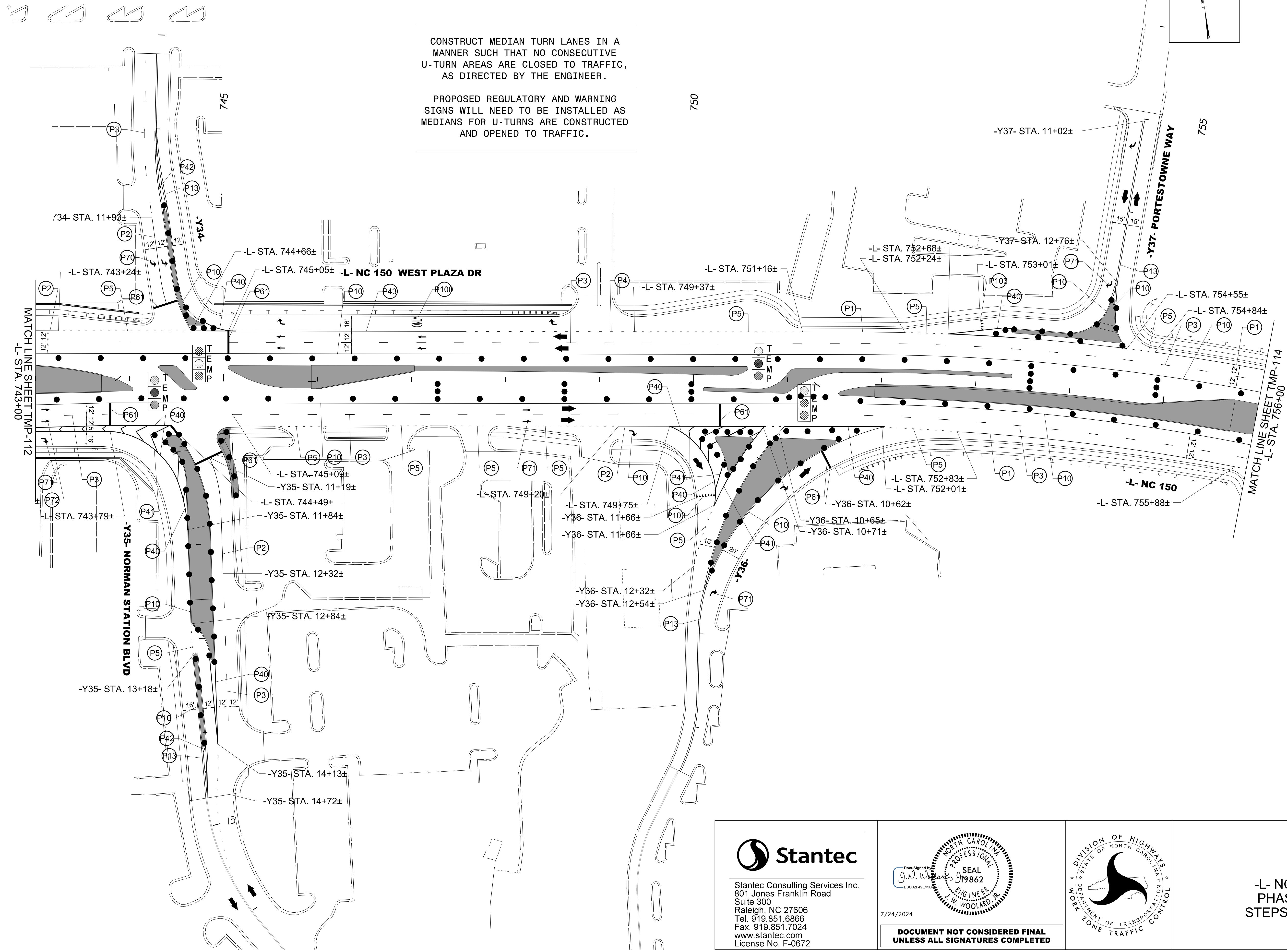
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WORK ZONE TRAFFIC CONTROL

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PHASE III  
STEP 4  
CROSS SECTION DETAILS



CONSTRUCT MEDIAN TURN LANES IN A MANNER SUCH THAT NO CONSECUTIVE U-TURN AREAS ARE CLOSED TO TRAFFIC, AS DIRECTED BY THE ENGINEER.

PROPOSED REGULATORY AND WARNING SIGNS WILL NEED TO BE INSTALLED AS MEDIANS FOR U-TURNS ARE CONSTRUCTED AND OPENED TO TRAFFIC.

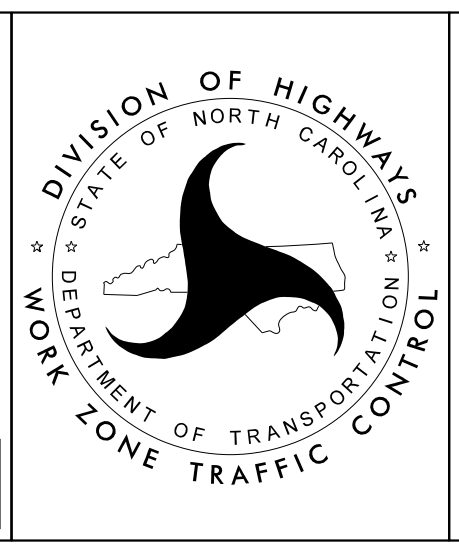
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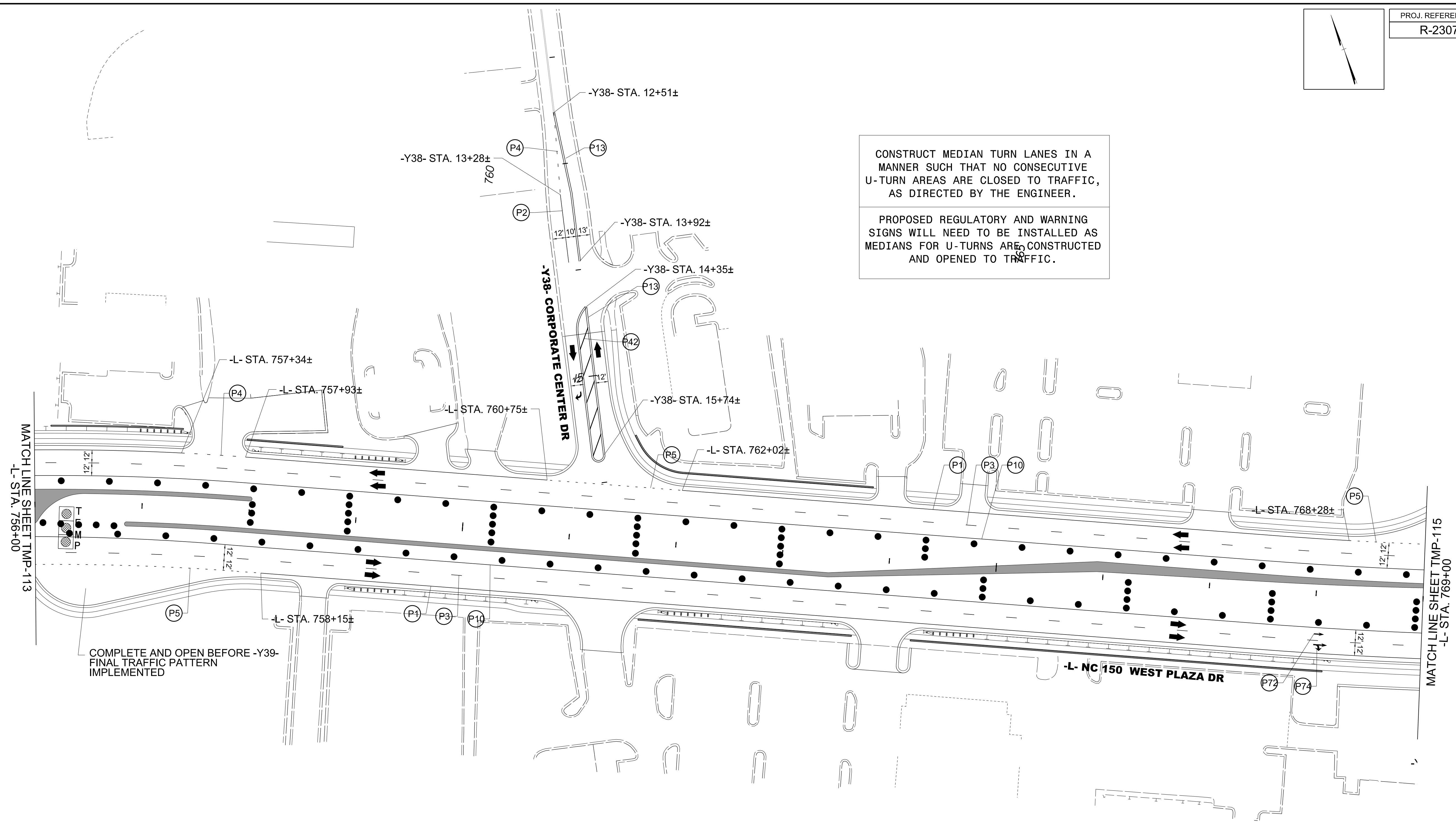
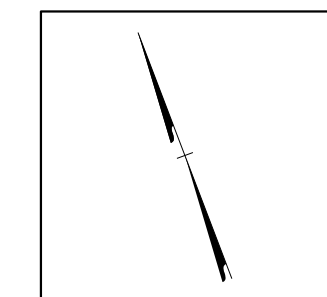
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-L- NC 150  
 PHASE III  
 STEPS 01, 02





CONSTRUCT MEDIAN TURN LANES IN A MANNER SUCH THAT NO CONSECUTIVE U-TURN AREAS ARE CLOSED TO TRAFFIC, AS DIRECTED BY THE ENGINEER.

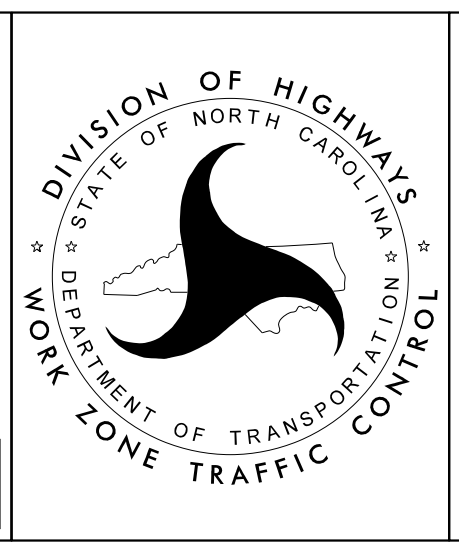
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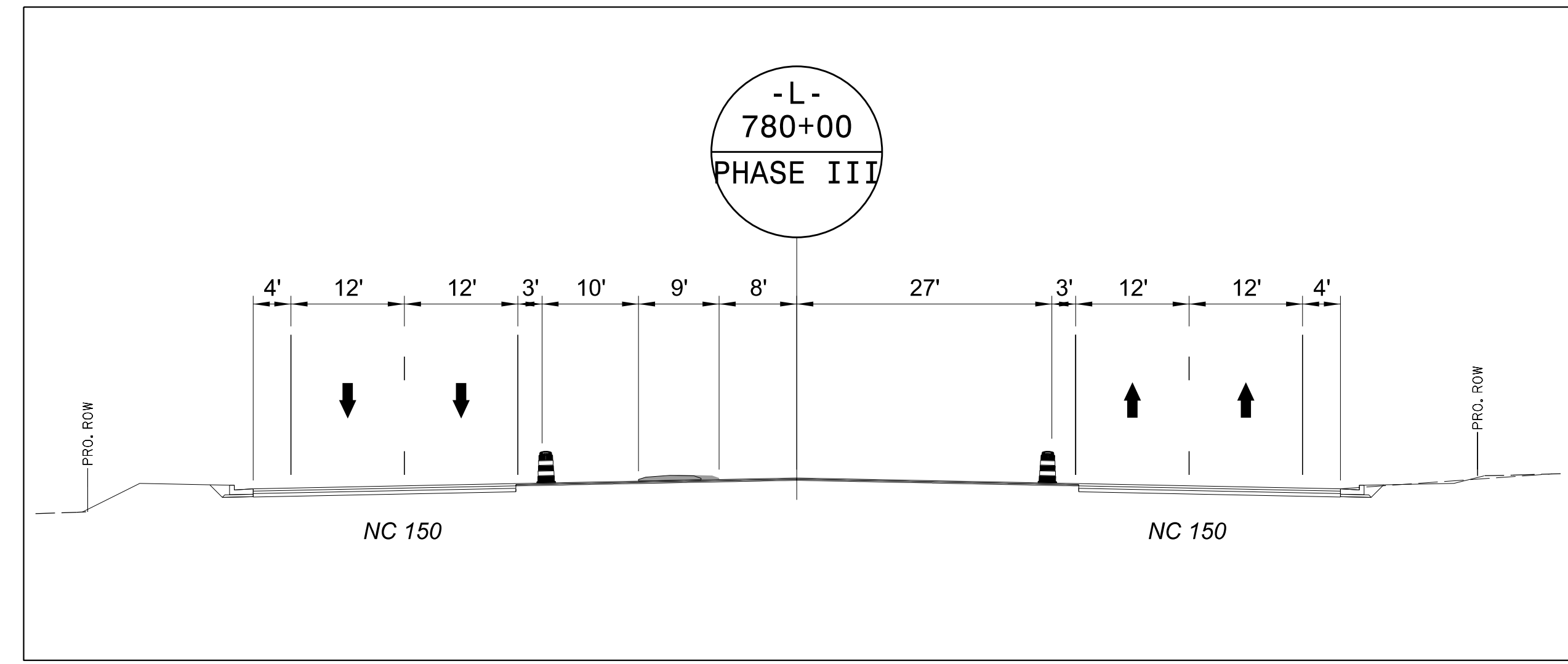
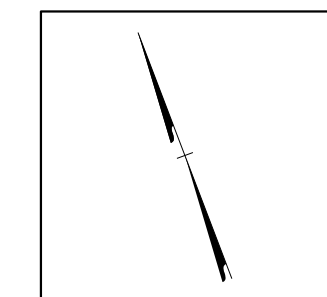
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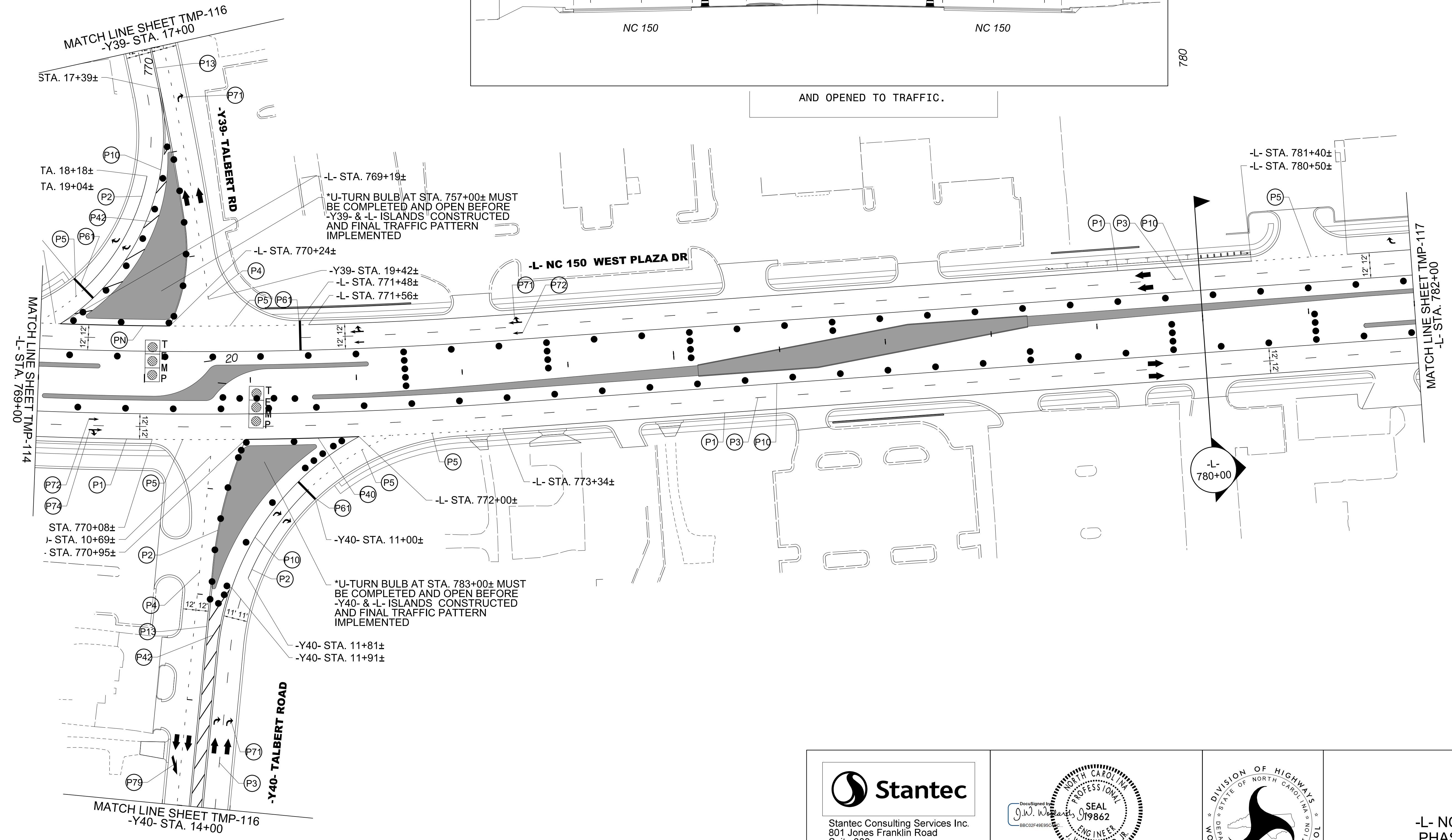


**-L- NC 150  
 PHASE III  
 STEPS 01, 02**





AND OPENED TO TRAFFIC.



MATCH LINE SHEET TMP-114  
-L- STA. 769+00

MATCH LINE SHEET TMP-117  
-L- STA. 782+00

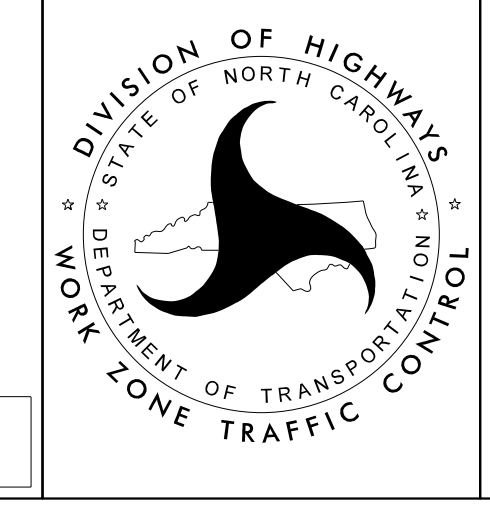
MATCH LINE SHEET TMP-116  
-Y39- STA. 17+00

MATCH LINE SHEET TMP-116  
-Y40- STA. 14+00

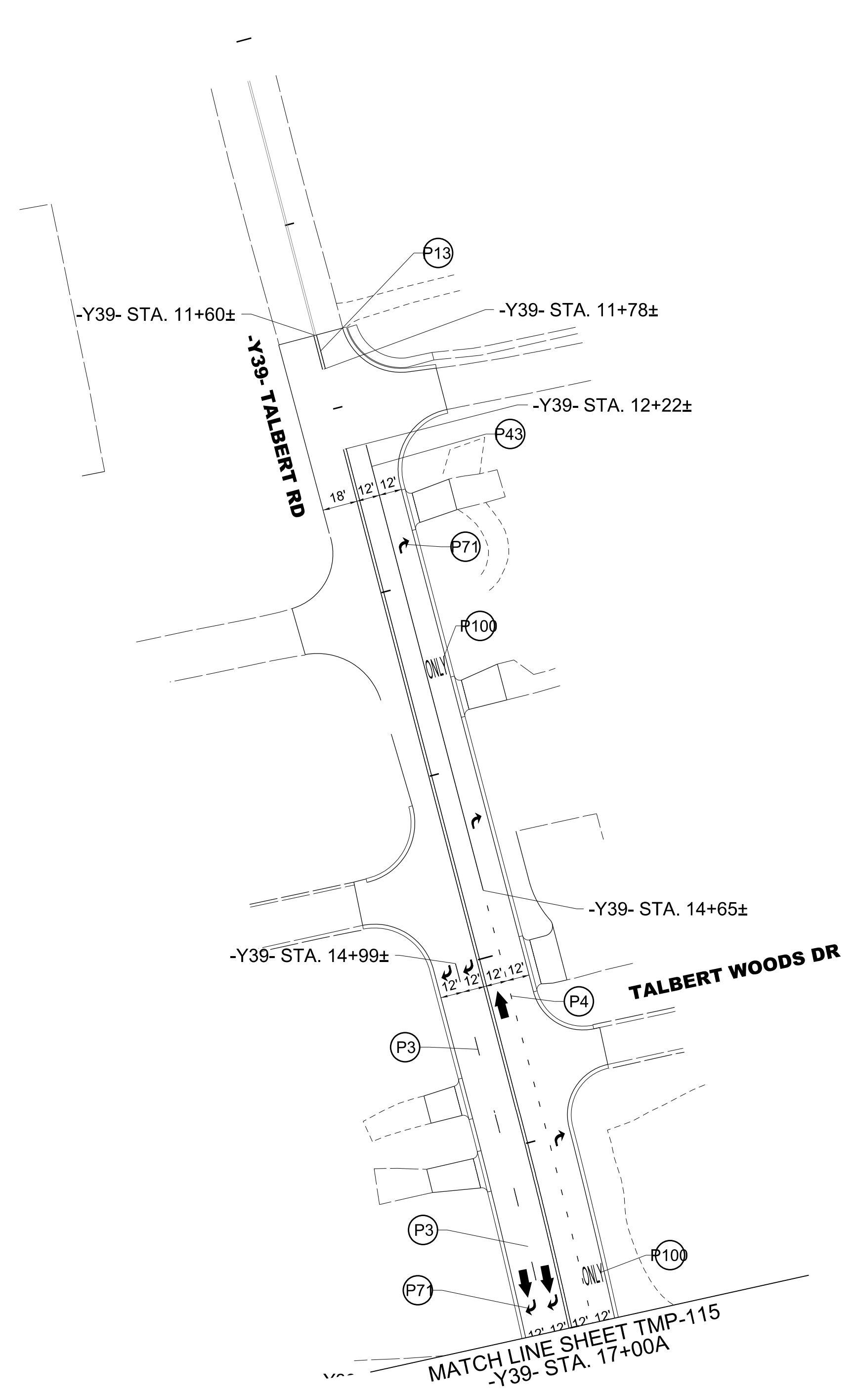
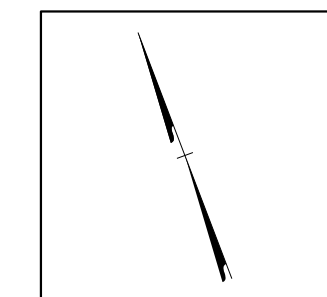
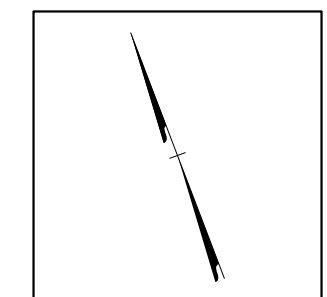
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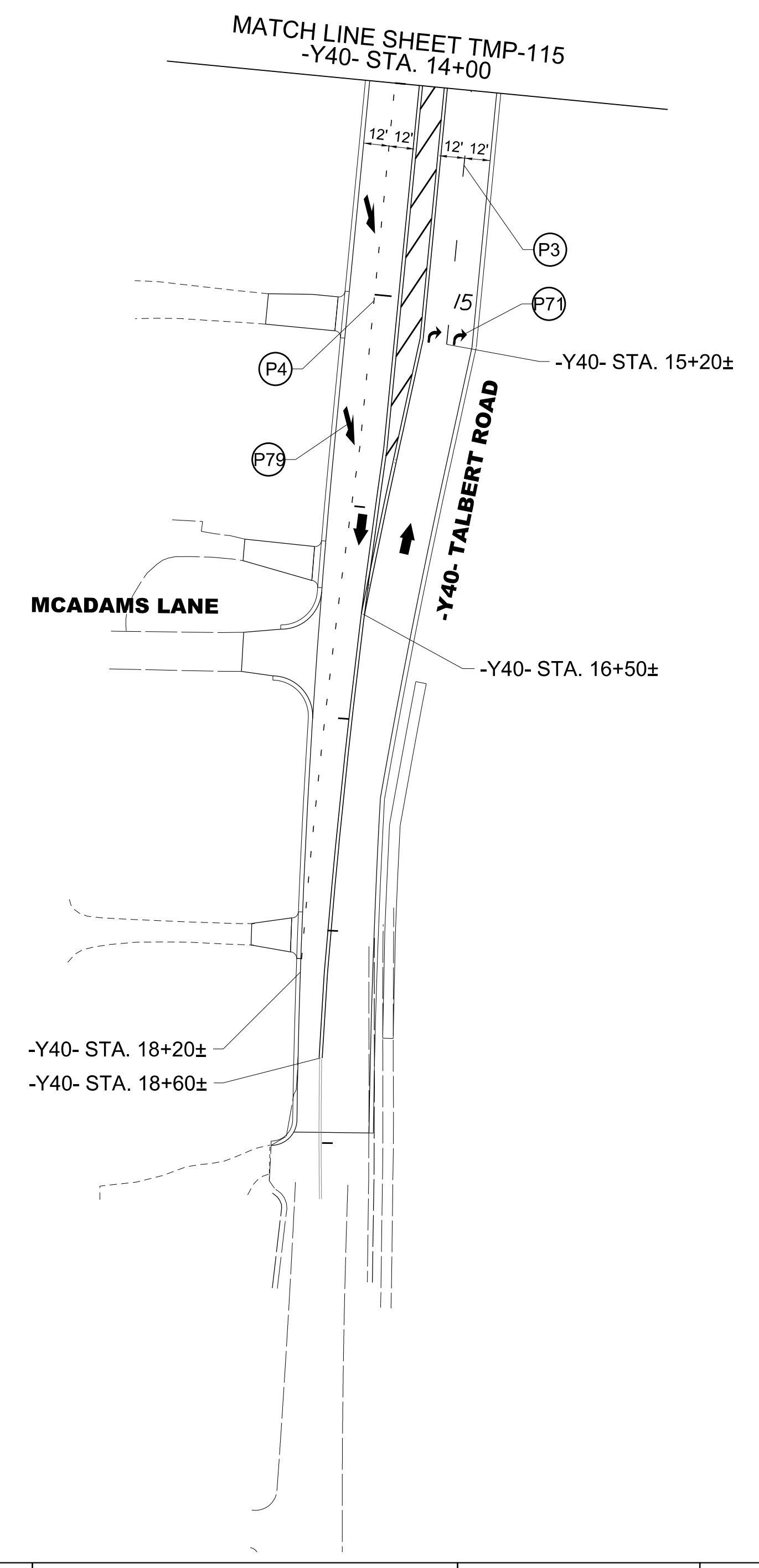
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PHASE III  
STEPS 01, 02



15



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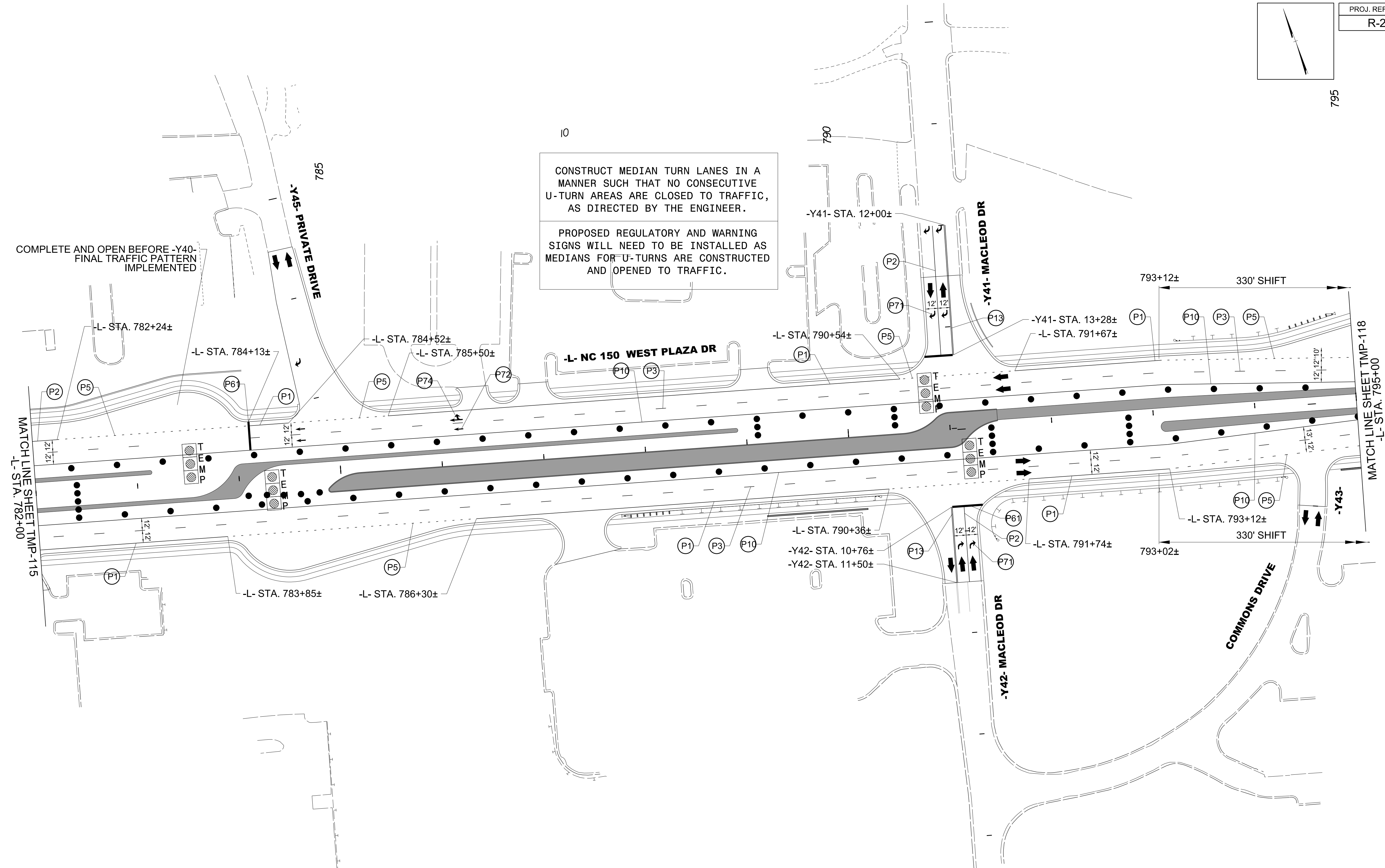
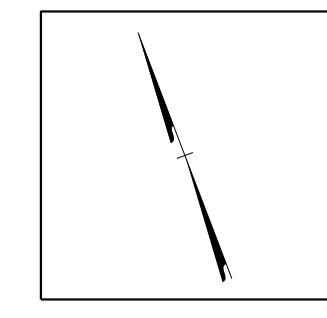
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PHASE III  
STEPS 01, 02





COMPLETE AND OPEN BEFORE -Y40- FINAL TRAFFIC PATTERN IMPLEMENTED

CONSTRUCT MEDIAN TURN LANES IN A MANNER SUCH THAT NO CONSECUTIVE U-TURN AREAS ARE CLOSED TO TRAFFIC, AS DIRECTED BY THE ENGINEER.  
 PROPOSED REGULATORY AND WARNING SIGNS WILL NEED TO BE INSTALLED AS MEDIANS FOR U-TURNS ARE CONSTRUCTED AND OPENED TO TRAFFIC.

MATCHLINE SHEET TMP-115  
-L- STA. 782+00

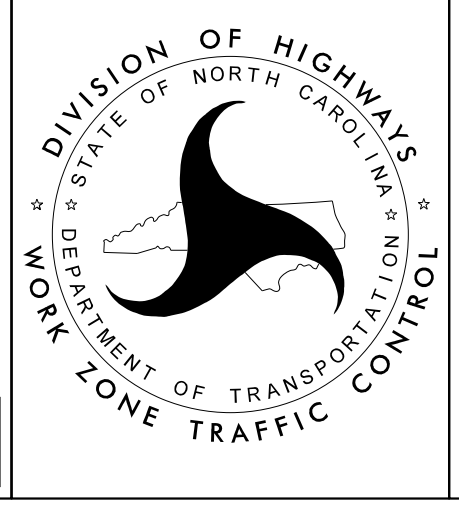
MATCHLINE SHEET TMP-118  
-L- STA. 795+00

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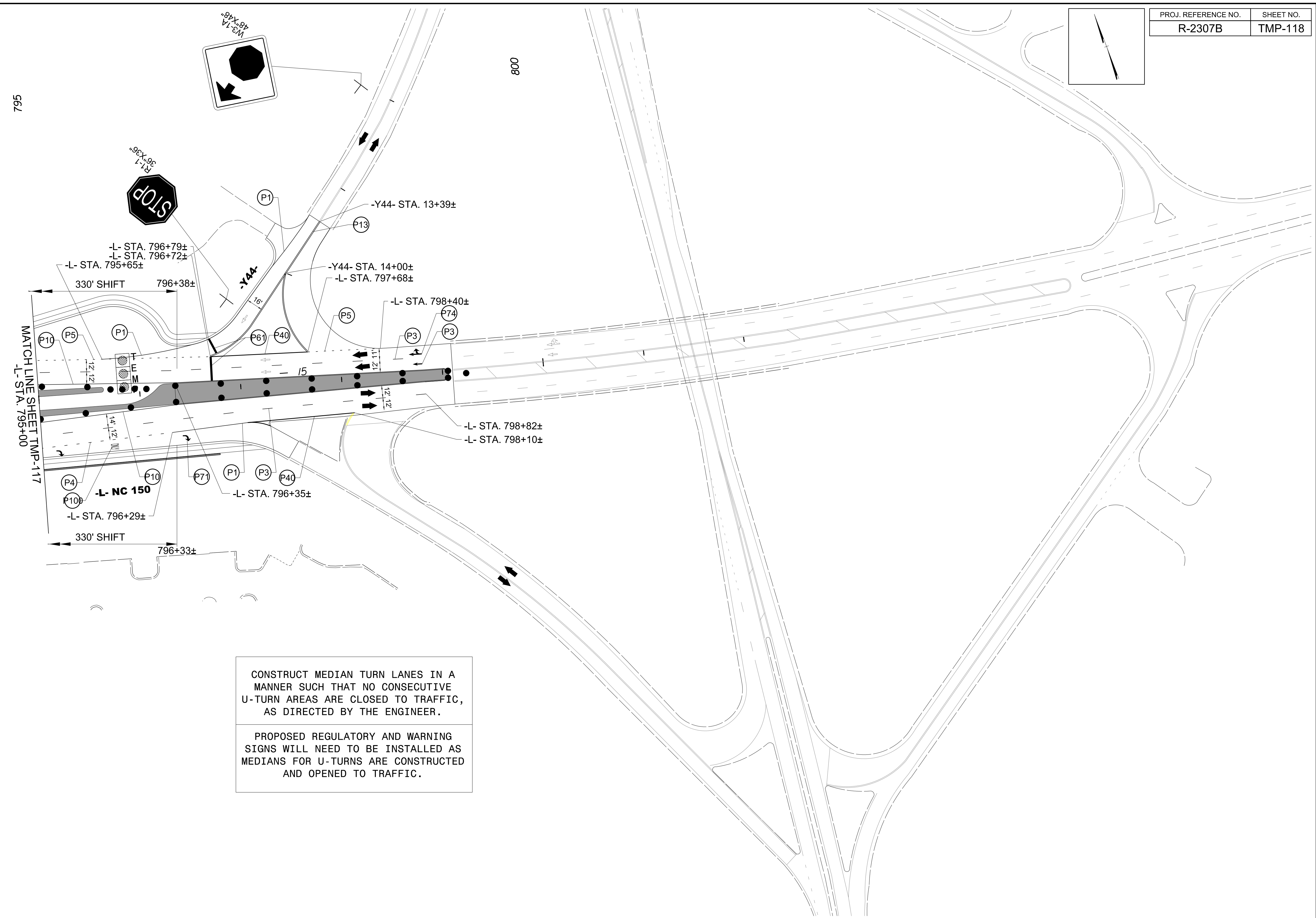
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 STEPS 01, 02

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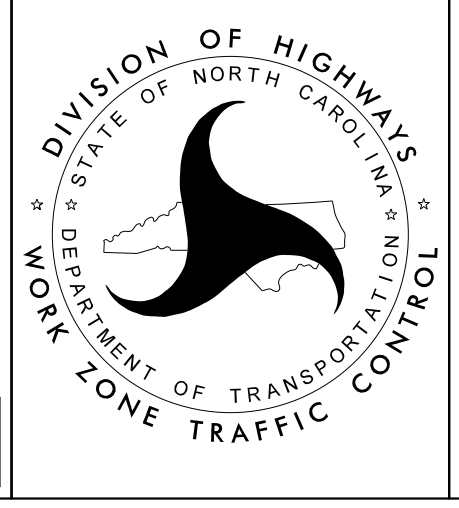
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 PHASE III  
 STEPS 01, 02