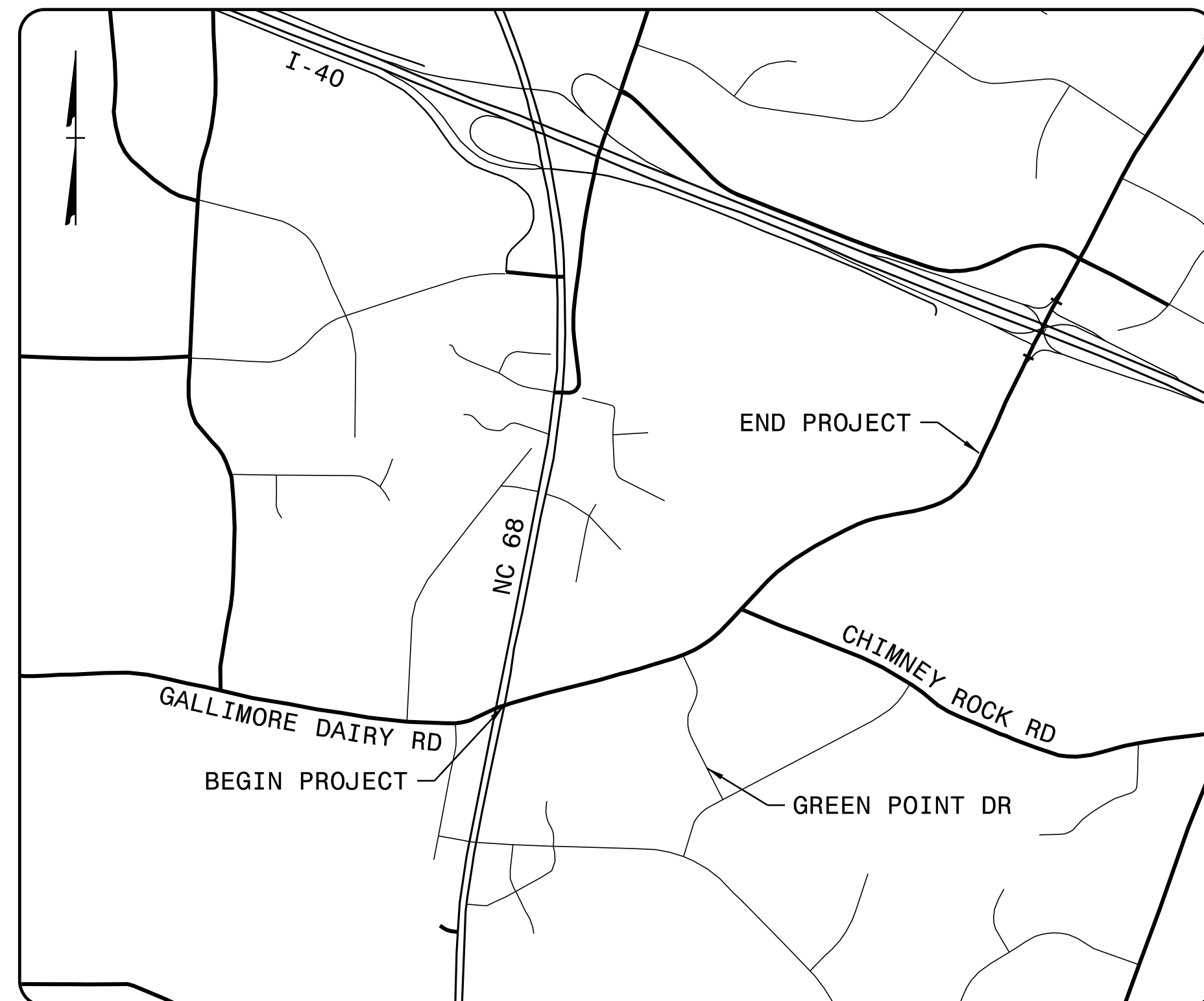
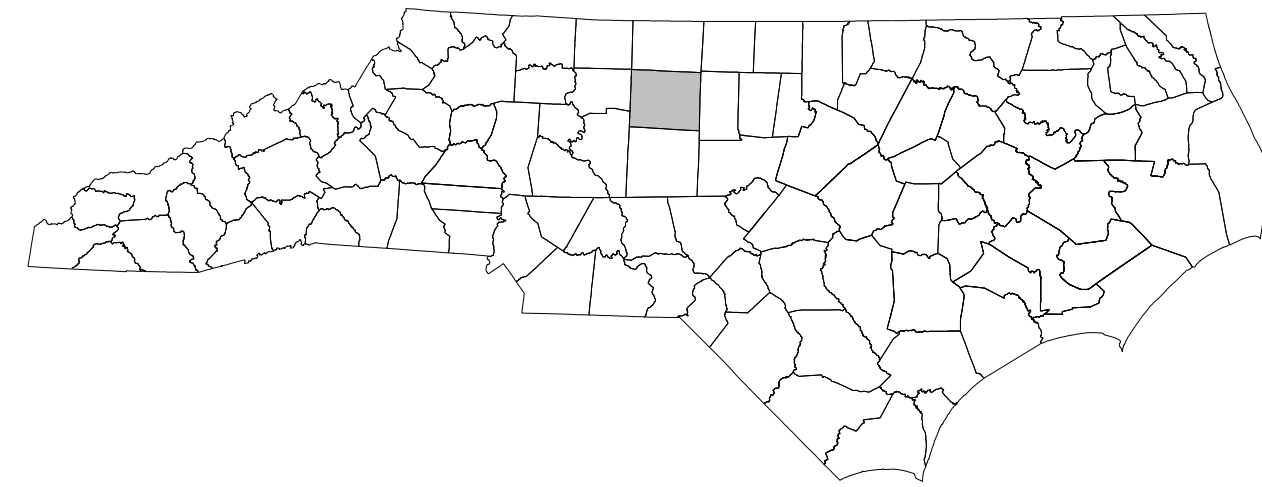


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

GUILFORD COUNTY

SR 1556 (GALLIMORE DAIRY RD) FROM NC 68 - EASTCHESTER DR
(LYNNWOOE SMITH EXPY) TO SOUTH OF AIRPARK RD IN GREENSBORO



INDEX OF SHEETS

SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP, AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, AND LEGEND
TMP-1B AND 1C	TRANSPORTATION OPERATIONS PLAN: GENERAL NOTES
TMP-1D	CHIMNEY ROCK RD OFFSITE DETOUR
TMP-2	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-2A	TEMPORARY SHORING DATA
TMP-2B	SPECIAL SIGN DESIGNS
TMP-3	TEMPORARY TRAFFIC CONTROL PHASING
TMP-4 THRU 11A	TEMPORARY TRAFFIC CONTROL PHASE I DETAIL
TMP-12 THRU 15	TEMPORARY TRAFFIC CONTROL PHASE II DETAIL
TMP-16 THRU 20A	TEMPORARY TRAFFIC CONTROL PHASE III DETAIL

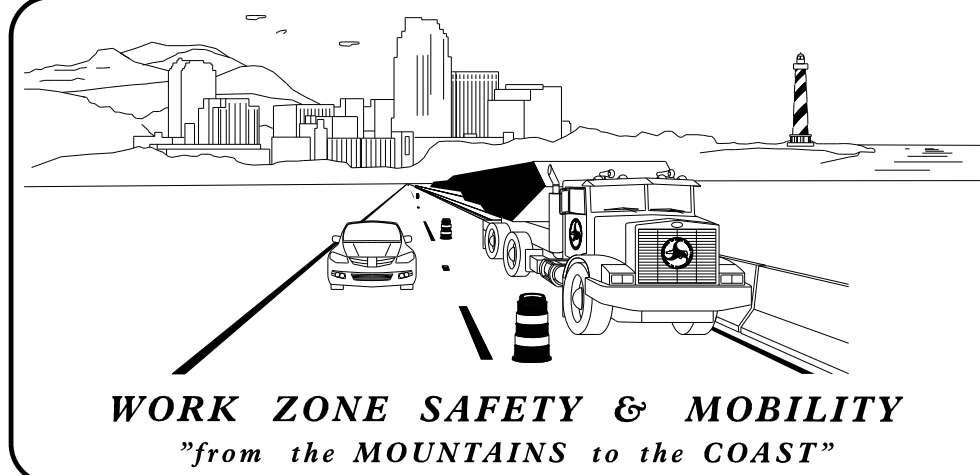
SHEET NO.

TMP-1

U-4015A

TIP PROJECT:

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



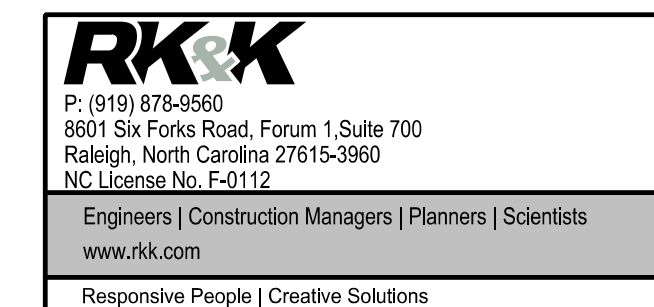
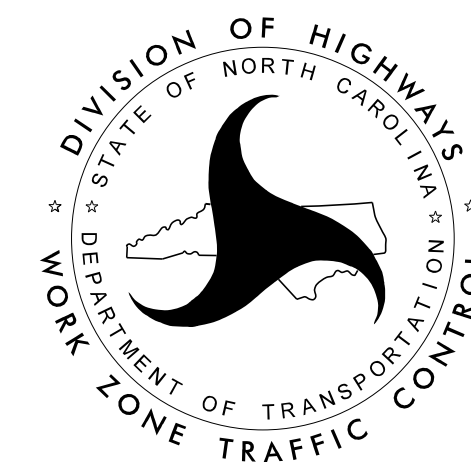
PLANS PREPARED BY:

K. Bisby, PE
TECHNICAL MANAGER

B. Holden, PE
PROJECT MANAGER

NCDOT CONTACTS:

Brian Ketner, PE
PROJECT MANAGER



APPROVED: Kevin Bisby

DATE: 10/1/2024

SEAL



9/24/2024
U4015A_TMP_PSH01.dgn
kbisby

ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2024 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	SHOULDER CLOSURE
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	TRUCK MOUNTED ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
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
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - LANE DROPS
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY

PROJ. REFERENCE NO. U-4015A	SHEET NO. TMP-1A
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LEGEND

GENERAL

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

- WORK AREA
- REMOVAL
- TEMPORARY PAVEMENT
- ONGOING CONSTRUCTION

SIGNALS

- EXISTING
- PROPOSED
- TEMPORARY

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

TRAFFIC CONTROL DEVICES

- BARRICADE (TYPE III)
- CONE
- DRUM SKINNY DRUM TUBULAR MARKER
- TEMPORARY CRASH CUSHION
- PORTABLE CONCRETE BARRIER (SECTION VIEW)
- DRUM (SECTION VIEW)
- FLASHING ARROW BOARD
- FLAGGER
- LAW ENFORCEMENT
- TRUCK MOUNTED ATTENUATOR (TMA)
- CHANGEABLE MESSAGE SIGN
- PORTABLE CONCRETE BARRIER (PLAN VIEW)
- EXISTING PORTABLE CONCRETE BARRIER (PLAN VIEW)
- PEDESTRIAN CHANNELIZING DEVICE - LONGITUDINAL

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

TEMPORARY PAVEMENT MARKING SCHEDULE

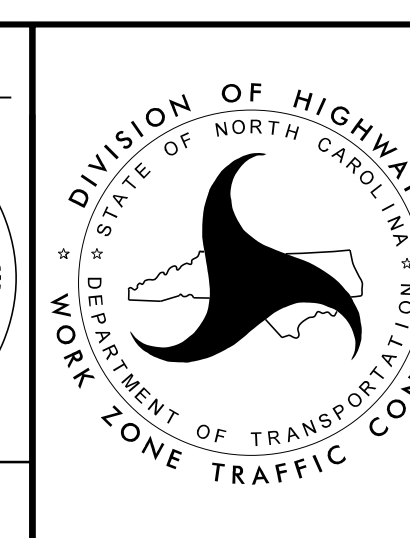
PAINT			
Symbol	Description	Symbol	Description
P1	WHITE EDGE LINE (4")	P44	3 FT. - 9 FT./SP WHITE MINI-SKIP (8")
P2	WHITE SOLID LANE LINE (4")	P52	YELLOW DIAGONAL (12")
P3	10 FT. WHITE SKIP (4")	P61	WHITE STOPBAR (24")
P4	3 FT. - 9 FT./SP WHITE MINI-SKIP (4")	P100	ALPHANUMERIC CHARACTER
P5	2 FT. - 6 FT./SP WHITE MINI-SKIP (4")		LEFT TURN ARROW
P10	YELLOW EDGE LINE (4")		RIGHT TURN ARROW
P13	YELLOW DOUBLE CENTER (4")		STRAIGHT ARROW
P40	WHITE GORE LINE (8")		COMBO. LEFT/STRAIGHT ARROW
P43	WHITE SOLID LANE LINE (8")		COMBO. RIGHT/STRAIGHT ARROW
			YIELD TRIANGLE

TEMPORARY RAISED PAVEMENT MARKERS	
Symbol	Description
MH	YELLOW/YELLOW
MI	CRYSTAL RED

APPROVED:
 DATE: 10/1/2024

SEAL

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ROADWAY STANDARD
DRAWINGS & LEGEND

CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS, AND ROADWAY DETAILS ARE NOT ATTAINABLE TO MEET FIELD CONDITIONS OR RESULT IN DUPLICATE OR UNDESIRED OVERLAPPING OF DEVICES. MODIFICATION MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING, OR REMOVAL OF DEVICES AS DIRECTED BY THE ENGINEER.

THE FOLLOWING GENERAL NOTES APPLY AT ALL TIMES FOR THE DURATION OF THE CONSTRUCTION PROJECT EXCEPT WHEN OTHERWISE NOTED IN THE PLAN OR DIRECTED BY THE ENGINEER.

TIME RESTRICTIONS

A) DO NOT CLOSE OR NARROW TRAVEL LANES AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
-L- SR 1556 GALLIMORE DAIRY RD NC 68	MONDAY THROUGH FRIDAY 7:00 AM TO 7:00 PM
CHIMNEY ROCK RD GREENPOINT RD	MONDAY THROUGH FRIDAY 7:00 AM TO 9:00 AM 4:00 PM TO 6:00 PM

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

ROAD NAME

-L- SR 1556 GALIMORE DAIRY RD
NC 68
CHIMNEY ROCK RD
GREENPOINT RD

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 7:00 AM DECEMBER 31st TO 7:00 PM JANUARY 2nd. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY, THEN UNTIL 7:00 PM THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 7:00 AM THURSDAY AND 7:00 PM MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 7:00 AM FRIDAY TO 7:00 PM TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 7:00 AM THE DAY BEFORE INDEPENDENCE DAY AND 7:00 PM THE DAY AFTER INDEPENDENCE DAY. IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY, THEN BETWEEN THE HOURS OF 7:00 AM THE THURSDAY BEFORE INDEPENDENCE DAY AND 7:00 PM THE TUESDAY AFTER INDEPENDENCE DAY.
- FOR LABOR DAY, BETWEEN THE HOURS OF 7:00 AM FRIDAY TO 7:00 PM TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 7:00 AM TUESDAY AND 7:00 PM MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 7:00 AM THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 7:00 PM THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
- FOR SEMI-ANNUAL FURNITURE MARKET WEEK BETWEEN THE HOURS OF 6:00 AM THE FRIDAY OF THE WEEK OF THE SEMI-ANNUAL FURNITURE MARKET WEEK AND 8:00 PM THE FOLLOWING SUNDAY AFTER THE WEEK OF THE SEMI-ANNUAL FURNITURE MARKET WEEK.

LANE AND SHOULDER CLOSURE REQUIREMENTS

- REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED, OR AS DIRECTED BY THE ENGINEER.
- WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 15 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR A LANE CLOSURE IS INSTALLED.
- WHEN PERSONNEL 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 RDWY. STD. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.
- WHEN PERSONNEL OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED 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 EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.
- DO NOT WORK SIMULTANEOUSLY WITHIN 15 FT. ON BOTH SIDES OF AN OPEN TRAVEL WAY, RAMP, OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.
- DO NOT INSTALL MORE THAN ONE LANE CLOSURE IN ANY ONE DIRECTION ON SR 1556 GALLIMORE DAIRY RD.

PAVEMENT EDGE DROP-OFF REQUIREMENTS

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

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

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

BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER AT NO EXPENSE TO THE DEPARTMENT.
- DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 350 FT IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

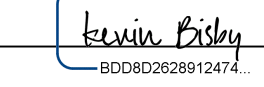
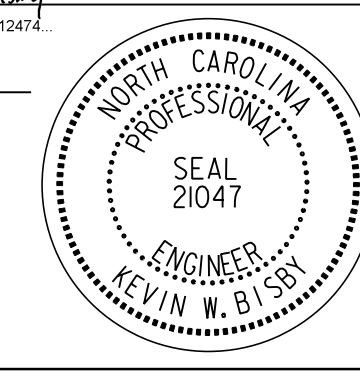

- NOTIFY THE ENGINEER THIRTY (30) CALENDAR DAYS PRIOR TO ANY TRAFFIC PATTERN ALTERATION.

SIGNING

- INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 40 FT. FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRAFFIC CONTROL PLANS.

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

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<p>APPROVED:  <small>DocuSigned by: Kevin W. Bissby 80D8D2828912474</small></p> <p>DATE: 11/6/2024</p> <p>SEAL</p> 		<p>GENERAL NOTES</p>
<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>		

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

COVER OR REMOVE ALL SIGNS REQUIRED FOR THE OFF-SITE DETOUR WHEN THE DETOUR IS NOT IN OPERATION.
- 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) 350 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 (mph)	MINIMUM OFFSET (ft.)
< 40	15
45 - 50	20
55	25
> 60	30

TRAFFIC CONTROL DEVICES

- S) WHEN LANE CLOSURES ARE NOT IN EFFECT SPACE CHANNELIZING DEVICES IN WORK AREA 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 TRAVEL WAY. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTION 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 THE ENTIRE ROADWAY.
- U) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES (DRUMS) PERPENDICULAR TO THE EDGE OF TRAVEL ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS


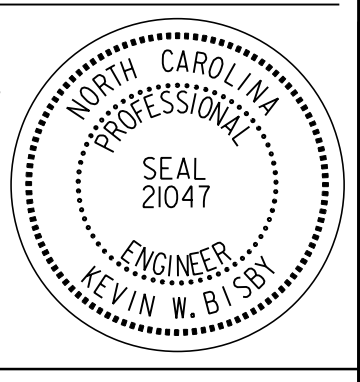
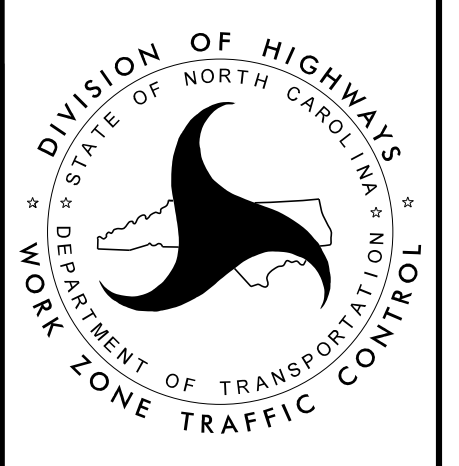
- V) INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON INTERIM LAYERS OF PAVEMENT AS FOLLOWS:

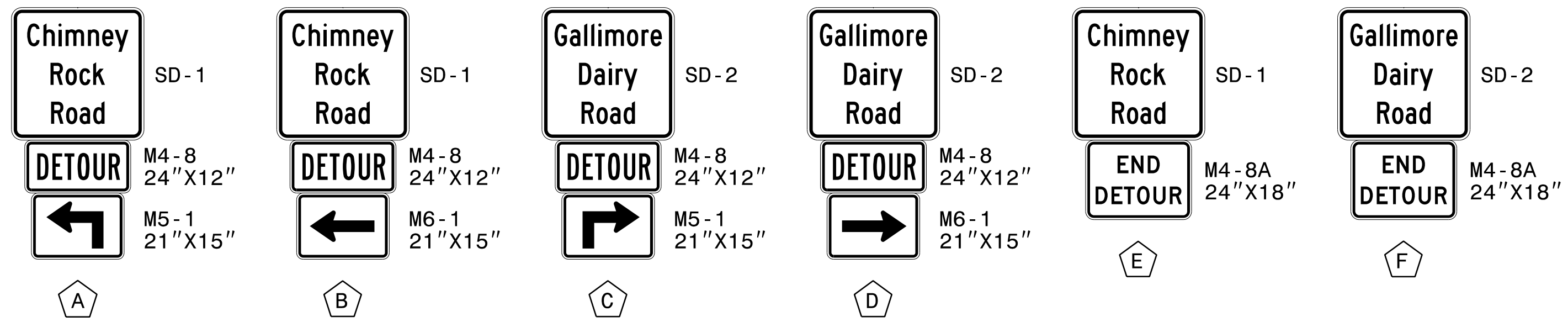
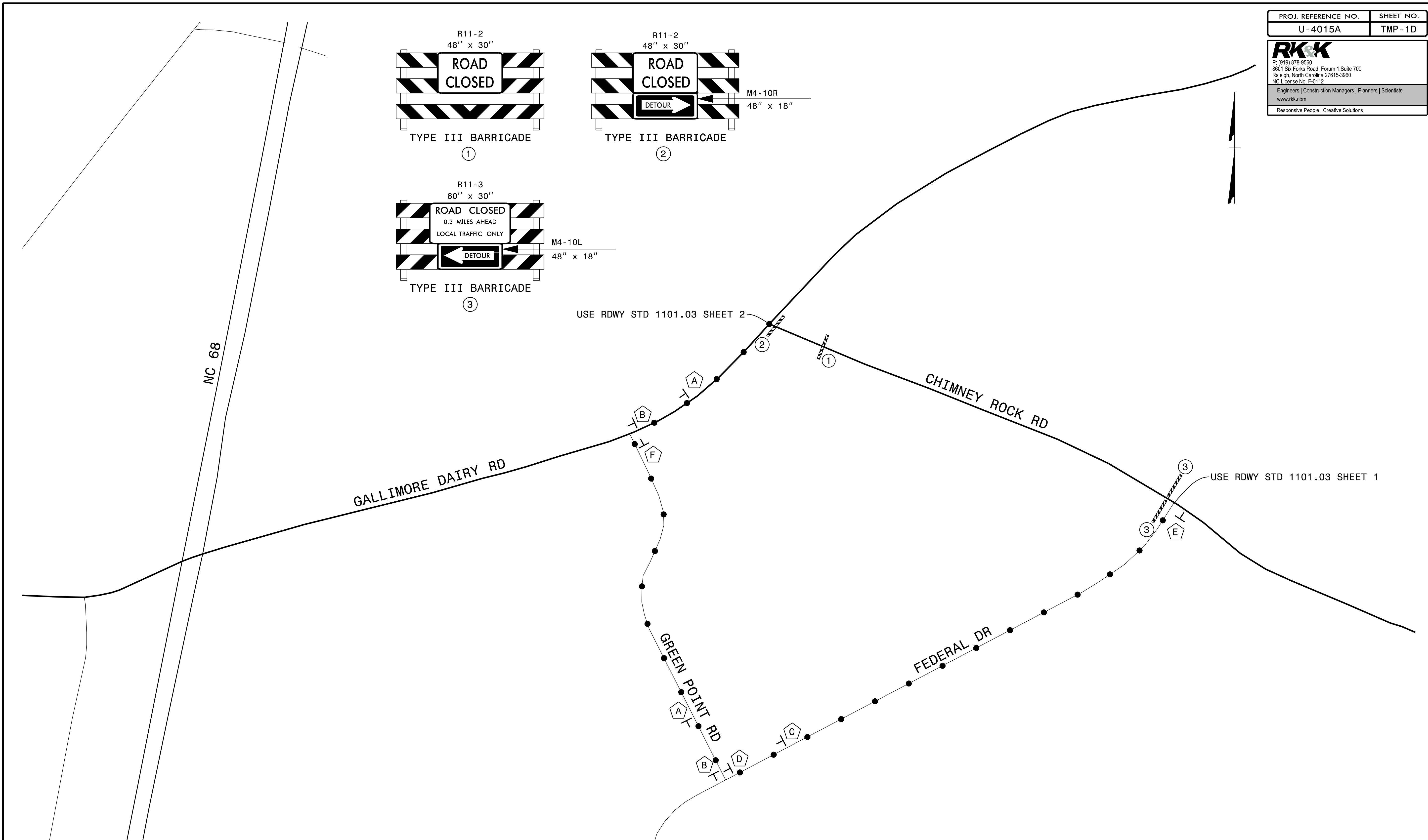
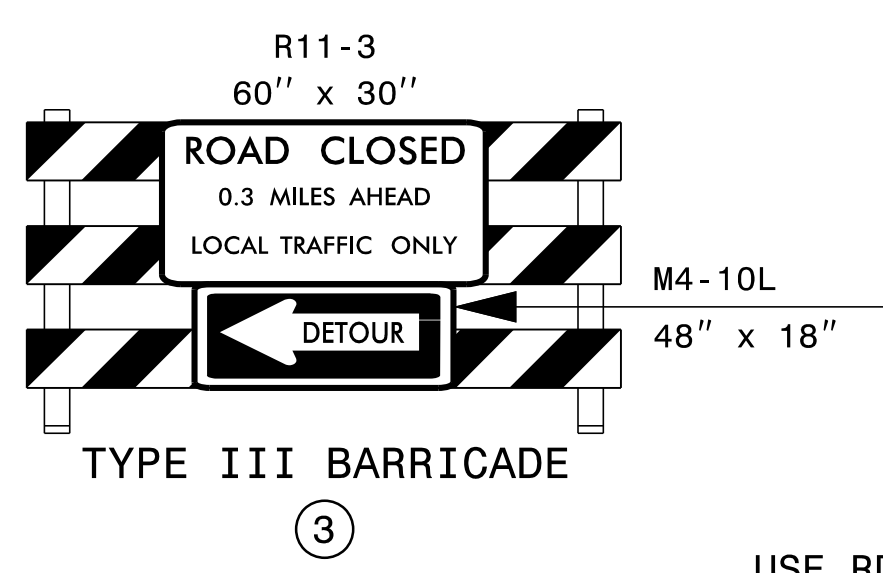
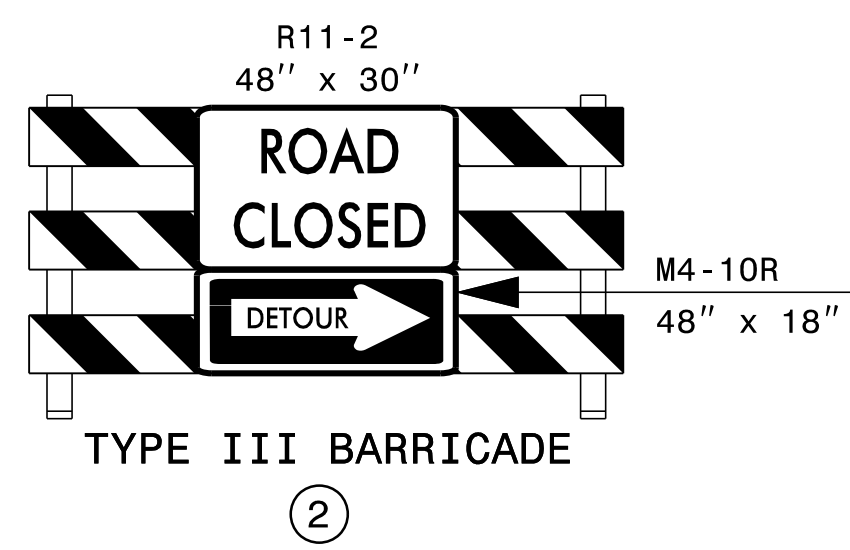
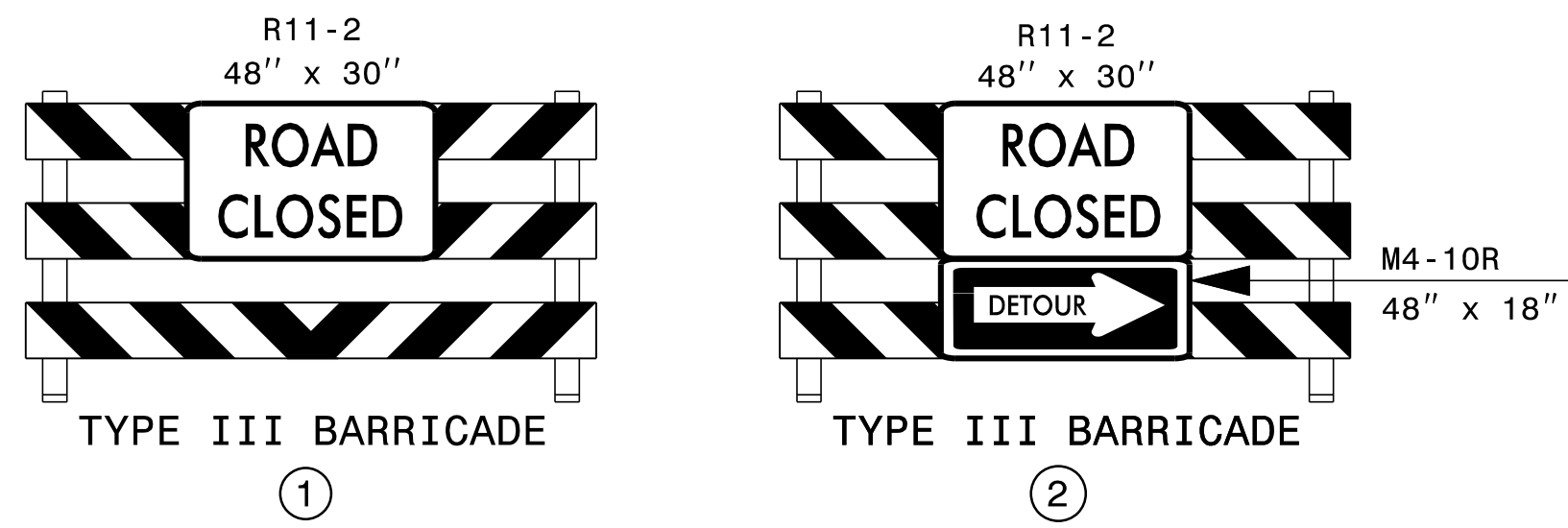
ROAD NAME	MARKING	MARKER
ALL ROADS	PAINT	TEMPORARY RAISED

- W) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS AS DIRECTED BY THE ENGINEER.
- X) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- Y) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.
- Z) TRACE THE MONOLITHIC ISLAND LOCATIONS WITH THE PROPER COLOR PAVEMENT MARKINGS PRIOR TO INSTALLATION. PLACE DRUMS TO DELINEATE ANY REMOVED MONOLITHIC ISLANDS.

MISCELLANEOUS

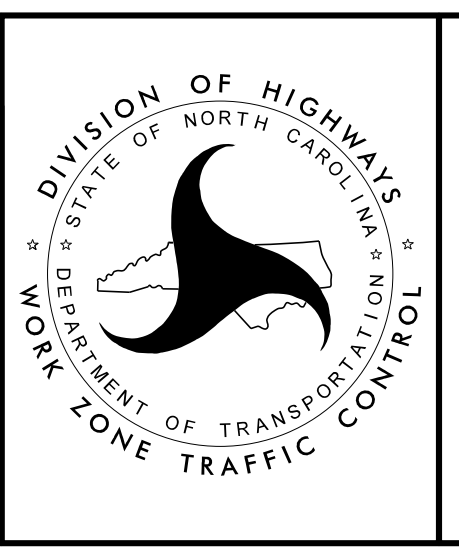
- AA) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND INTERSECTIONS AS DIRECTED BY THE ENGINEER.
- BB) ALL CURB RAMP LOCATIONS SHALL BE DERIVED FROM STATIONING SHOWN ON THE PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER IN COORDINATION WITH THE SIGNING AND DELINEATION 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 TRAVEL WAY HAS BEEN REMOVED FOR CONSTRUCTION OPERATIONS (UTILITIES, DRAINAGE, ETC.)

APPROVED:  DATE: 10/1/2024 SEAL			GENERAL NOTES
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



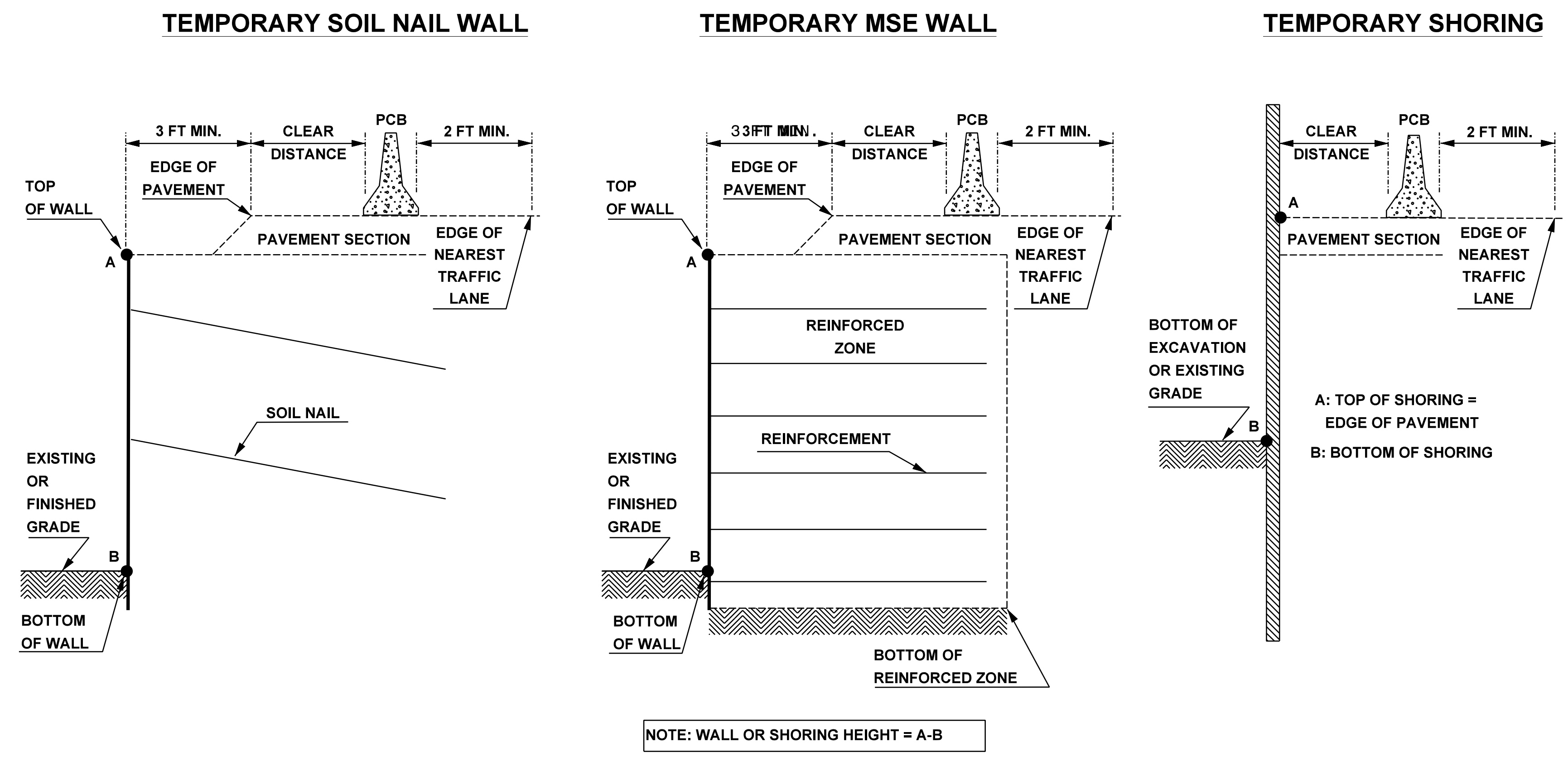
SEE TMP-2B FOR SIGN DESIGNS

APPROVED: *Kevin Bisby*
 DATE: 10/1/2024
 SEAL
 DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED



CHIMNEY ROCK RD
 OFFSITE DETOUR DETAIL

8/29/2024
 U-4015A_TMP_PSH01D.dgn
 R. Bisby



NOTE: WALL OR SHORING HEIGHT = A-B

FIGURE A

NOTES

- REFER TO THE TRAFFIC CONTROL PLANS FOR TEMPORARY SHORING LOCATIONS AND NOTES.
- REFER TO THE "TEMPORARY SHORING" STANDARD PROVISION FOR INFORMATION ABOUT TEMPORARY SHORING AND PORTABLE CONCRETE BARRIER (PCB).
- 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).
- 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.
- 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.
- USE NCDOT PORTABLE CONCRETE BARRIER (PCB) IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1170.01 AND SECTION 1170 OF THE STANDARD SPECIFICATIONS.
- 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.
- 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.
- 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

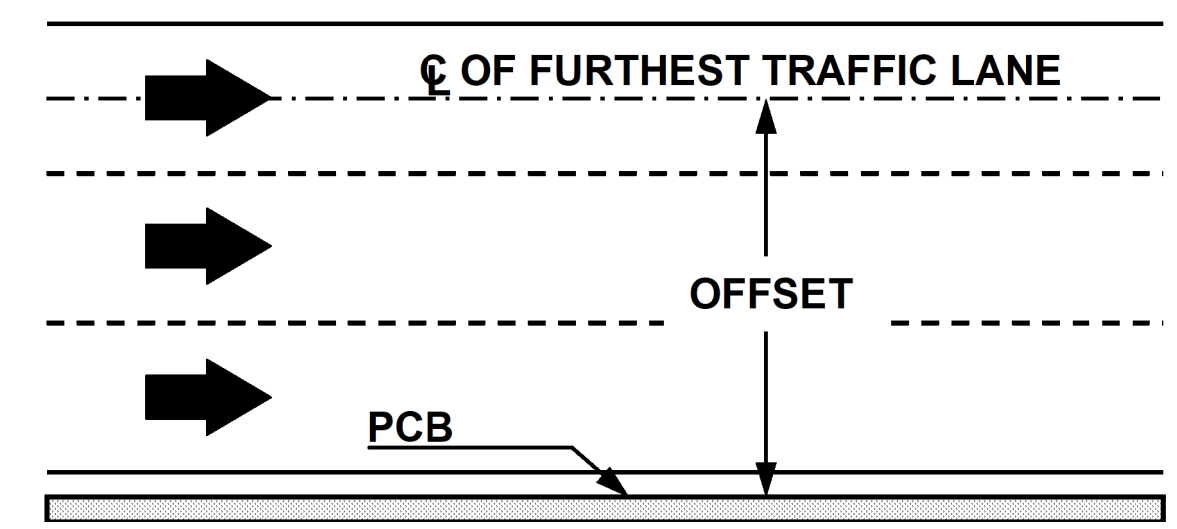


FIGURE B

APPROVED: <i>Kevin Bisby</i> DATE: 10/28/2024 SEAL			PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

Shoring Location No.	Begin Station & Offset	End Station & Offset	Estimated Average Height (ft)	Estimated Maximum Height (ft)	Shoring Location, Type, Traffic Control Plan
1	-L- STA 24+87± 2.0 ft RT to 5.8 ft RT	-L- STA 26+29± 3.8 ft RT to 4.6 ft RT	10.9	13.8	Culvert and Roadway Embankment Construction (Cut, TC Phase I, TMP-5)
2	-L- STA 49+30± 25.5 ft LT to 31.0 ft LT	-L- STA 51+25± 26.5 ft LT to 31.0 ft LT	9.0	11.5	Retaining Wall and Roadway Embankment Construction (Cut, TC Phase I, TMP-7)

Shoring Location No. 1:

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 24+87±, 5.8 FT RT TO STATION -L- 26+29±, 4.6 FT 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: VARIES, USE ELEVATION ±794.0 FT

AT THE CONTRACTOR'S OPTION AND AS APPLICABLE, USE STANDARD TEMPORARY SHORING FOR THE TEMPORARY SHORING FROM -L- 24+87±, 5.8 FT RT TO STATION -L- 26+29±, 4.6 FT RT. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L- 24+87±, 5.8 FT RT TO STATION -L- 26+29±, 4.6 FT RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION. THE SUBSURFACE INFORMATION THAT IS AVAILABLE CAN BE FOUND IN THE ROADWAY SUBSURFACE INVENTORY REPORT.

DRIVEN PILING FOR TEMPORARY SHORING FROM -L- 24+87±, 5.8 FT RT TO STATION -L- 26+29±, 4.6 FT RT, MAY NOT PENETRATE BELOW ELEVATION 791.7 FT DUE TO VERY DENSE OR HARD SOIL, BOULDERS OR WEATHERED ROCK.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 24+87±, 5.8 FT RT TO STATION -L- 26+29±, 4.6 FT RT.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 24+87±, 5.8 FT RT TO STATION -L- 26+29±, 4.6 FT RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

Shoring Location No. 2:

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 49+30±, 25.5 FT LT TO STATION -L- 51+25±, 26.5 FT 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: VARIES, USE ELEVATION ±848.0 FT

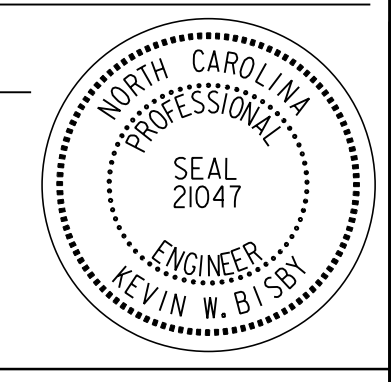
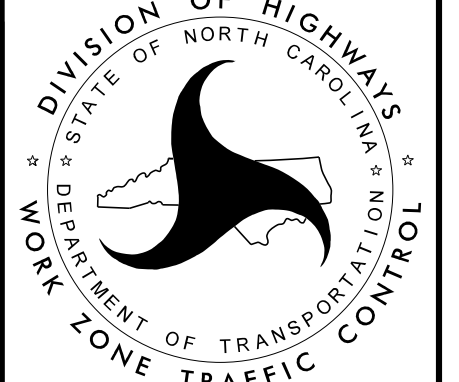
AT THE CONTRACTOR'S OPTION AND AS APPLICABLE, USE STANDARD TEMPORARY SHORING FOR THE TEMPORARY SHORING FROM STATION -L- 49+30±, 25.5 FT LT TO STATION -L- 51+25±, 26.5 FT LT. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L- 49+30±, 25.5 FT LT TO STATION -L- 51+25±, 26.5 FT LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION. THE SUBSURFACE INFORMATION THAT IS AVAILABLE CAN BE FOUND IN THE ROADWAY SUBSURFACE INVENTORY REPORT.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 49+30±, 25.5 FT LT TO STATION -L- 51+25±, 26.5 FT LT.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 49+30±, 25.5 FT LT TO STATION -L- 51+25±, 26.5 FT LT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE APPROVED BY NCDOT AND SEALED BY GARY TAYLOR, P.E. NO. 18580 ON 6/10/2022

APPROVED: <i>Kevin Bisby</i> DATE: 10/1/2024 SEAL 		TEMPORARY SHORING DATA
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

SIGN NUMBER: SD-1 TYPE: STATIONARY QUANTITY: SEE PLANS SIGN WIDTH: 2'-6" HEIGHT: 2'-6" TOTAL AREA: 6.3 Sq.Ft. BORDER TYPE: INSET RECESS: 0.5" WIDTH: 0.75" RADII: 1.88" NO. Z BARS: LENGTH:	BACKG COLOR: Fluorescent Orange COPY COLOR: Black SYMBOL	DESIGN BY: K. BISBY PROJECT ID: U-4015A	CHECKED BY: B. HOLDEN LOCATION: SEE PLAN	Apr 11, 2022 DIV: 7
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Spacing Factor is 1 unless specified otherwise

Letter positions											Series/Size
Letter spacings are to start of next letter											Text Length
	C	h	i	m	n	e	y				C 2000
3.5	3.7	3.4	1.6	5.1	3.3	2.8	3.1	3.5			23
	R	o	c	k							C 2000
8.8	3.4	3.1	3.1	2.7	8.8						12.4
	R	o	a	d							C 2000
8.9	3.4	3.1	3.1	2.6	9						12.1

FILENAME: U4015A_TMP_SIGN DESIGN NORTH CAROLINA D.O.T. SIGN DETAIL

SIGN NUMBER: SD-2 TYPE: STATIONARY QUANTITY: SEE PLANS SIGN WIDTH: 2'-6" HEIGHT: 2'-6" TOTAL AREA: 6.3 Sq.Ft. BORDER TYPE: INSET RECESS: 0.5" WIDTH: 0.75" RADII: 1.88" NO. Z BARS: LENGTH:	BACKG COLOR: Fluorescent Orange COPY COLOR: Black SYMBOL	DESIGN BY: K. BISBY PROJECT ID: U-4015A	CHECKED BY: B. HOLDEN LOCATION: SEE PLAN	Apr 11, 2022 DIV: 7
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Spacing Factor is 1 unless specified otherwise

Letter positions											Series/Size
Letter spacings are to start of next letter											Text Length
	G	a	i	l	i	m	o	r	e		C 2000
2.8	3.4	3.3	1.6	1.6	1.6	4.9	3.3	2	2.6	2.9	24.3
	D	a	i	r	y						C 2000
8.4	3.4	3.3	1.6	1.9	3.1	8.4					13.3
	R	o	a	d							C 2000
9	3.4	3.1	3.1	2.6	8.9						12.1

FILENAME: U4015A_TMP_SIGN DESIGN NORTH CAROLINA D.O.T. SIGN DETAIL

APPROVED: DATE: 10/1/2024			SPECIAL SIGN DESIGNS
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

THE FOLLOWING LISTED WORK ZONE STRATEGIES ARE RECOMMENDED FOR INCLUSION WITHIN THIS TRANSPORTATION MANAGEMENT PLAN (TMP).

RECOMMENDED STRATEGIES:

TRAFFIC MANAGEMENT STRATEGIES:

- FULL ROADWAY CLOSURES
- LANE SHIFTS OR CLOSURES
- SHOULDER CLOSURES
- ONE-LANE, TWO WAY OPERATION (FLAGGING)
- NIGHT WORK
- WEEKEND WORK
- WORK HOUR RESTRICTIONS FOR PEAK TRAVEL
- PEDESTRIAN / BICYCLE ACCOMMODATIONS
- OFF-SITE DETOURS / USE OF ALTERNATIVE ROUTES

WORK ZONE SAFETY & MOBILITY STRATEGIES:

- TEMPORARY TRAFFIC SIGNALS

CORRIDOR / NETWORK MANAGEMENT STRATEGIES:

- SHUTTLE SERVICES

CONTRACTING & INNOVATIVE CONSTRUCTION STRATEGIES:

- INTERMEDIATE CONTRACT TIMES / LIQUIDATED DAMAGES

PHASE I

STEP 1:

ERECT WORK ZONE ADVANCE WARNING SIGNS IN ACCORDANCE WITH RDWY STD 1101.01.

STEP 2A: (SEE TMP-5 AND 5A)

USING RDWY STD 1101.02, CONSTRUCT TEMPORARY PAVEMENT AND SET PORTABLE CONCRETE BARRIER. BEHIND BARRIER CONSTRUCT CULVERT EXTENSION AND RETAINING WALLS. THE CONTRACTOR MAY PROCEED WITH STEP 2B WHEN APPROVED BY THE ENGINEER.

STEP 2B: (SEE TMP-4 THROUGH 8)

USING RDWY STD 1101.02:

- CONSTRUCT TEMPORARY SIGNALS AT THE -L- GALLIMORE DAIRY RD INTERSECTIONS WITH NC 68 AND CHIMNEY ROCK RD.
- BEGIN CONSTRUCTION TO THE EDGE AND ELEVATION OF THE EXISTING PAVEMENT:
 - -L- STA 10+25± TO STA 35+75± LT
 - -L- STA 40+75± TO STA 54+10± LT
 - -L- STA 10+25± TO STA 18+37± RT
 - -L- STA 37+00± TO STA 65+97± RT

USING RDWY STD 1101.02:

- A) CONSTRUCT TEMPORARY SIDEWALK ADJACENT TO -L- GALLIMORE DAIRY RD (RT) SOUTH OF -Y2- CHIMNEY ROCK RD TO FACILITATE CONSTRUCTION OF PROPOSED SIDEWALK. (SEE TMP-5, 6 AND 6A)
- B) SET PEDESTRIAN CHANNELIZING DEVICES AND OPEN TEMPORARY SIDEWALK TO PEDESTRIANS. (SEE TMP-6B)
- C) CONSTRUCT PROPOSED SIDEWALK ALONG -L- GALLIMORE DAIRY RD TO SOUTH OF -Y2- CHIMNEY ROCK RD, AND TEMPORARY SIDEWALK ALONG -Y2- CHIMNEY ROCK RD (SEE TMP-6B)

**NOTE:
THE ORDER OF STEPS 3 AND 3A MAY BE REVERSED.**

STEP 3:

USING RDWY STD 1101.02, BEGIN WIDENING CONSTRUCTION FROM -L- STA 28+95± TO STA 35+50± (RT) TO THE EDGE AND ELEVATION OF THE EXISTING PAVEMENT. (SEE TMP-9)

THE CONTRACTOR SHALL COMPLETE THE WORK REQUIRE OF STEP 3A WITHIN 20 CONSECUTIVE CALENDAR DAYS. (SEE SPECIAL PROVISIONS)

STEP 3A:

USING RDWY STD 1101.02 AND 1101.03, CLOSE CHIMNEY ROCK RD AND CONSTRUCT FROM -Y2- STA 10+23± TO STA 12+30±, AND -L- STA 35+50± TO STA 37+00± (RT) EXCLUDING THE FINAL LAYER OF SURFACE COURSE. APPLY PAVEMENT MARKINGS, REVISE THE TEMPORARY SIGNAL AND OPEN TO TRAFFIC. OPEN PROPOSED SIDEWALK AS SHOWN. (SEE TMP-2, 2B AND 9)

THE CONTRACTOR SHALL COMPLETE THE WORK REQUIRED OF STEP 4 WITHIN 7 CONSECUTIVE CALENDAR DAYS. (SEE SPECIAL PROVISIONS)

STEP 4:

USING RDWY STD 1101.02, ERECT SIGNING, SET PORTABLE CONCRETE BARRIER AND CONSTRUCT 66" RCP ALONG -L- GALLIMORE DAIRY RD. REMOVE PORTABLE CONCRETE BARRIER, DETOUR SIGNING AND OPEN DRIVEWAYS. (SEE TMP-10, 11 AND 11A)

STEP 5:

USING RDWY STD 1101.02, CONSTRUCT CURB AND GUTTER, AND SIDEWALK FROM -L- STA 36+20± TO STA 40+20±. (SEE TMP-11 AND 11A)

PHASE II

STEP 1:

COMPLETE CONSTRUCTION BEGUN IN PHASE I.

STEP 2:

USING RDWY STD 1101.02, PAVE -L- GALLIMORE DAIRY RD EXCLUDING THE FINAL LAYER OF SURFACE COURSE FROM -L- STA 10+25± TO STA 53+75±, INCLUDING PAVEMENT TO BE REMOVED WHEN CONSTRUCTING CURB AND GUTTER (RT) IN PHASE III. REPLACE EXISTING PAVEMENT MARKINGS. (SEE TMP-12 THROUGH 15)

PHASE III

STEP 1:

USING RDWY STD 1101.02, REVISE TEMPORARY SIGNALS, APPLY PAVEMENT MARKINGS AND DIRECT TRAFFIC INTO THE PATTERN SHOWN ON TMP-16 THROUGH 20A.

STEP 2:

USING RDWY STD 1101.02, CONSTRUCT REMAINING SIDEWALK AND CURB AND GUTTER ALONG THE RIGHT SIDE OF -L- GALLIMORE DAIRY RD AND -Y1- GREENPOINT RD. (SEE TMP-16 THROUGH 17A)

USING RDWY STD 1101.02, CONSTRUCT MONOLITHIC ISLAND ON -L- GALLIMORE DAIRY RD. (SEE TMP-16)

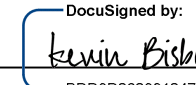
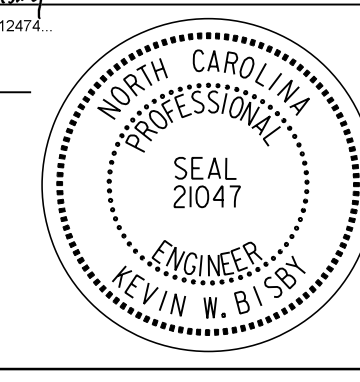

USING RDWY STD 1101.02, CONSTRUCT WIDENING FROM -L- STA 54+50± TO STA 65+97± EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-19 AND 20)

STEP 3:

USING RDWY STD 1101.02, PAVE -L- GALLIMORE DAIRY RD EXCLUDING THE FINAL LAYER OF SURFACE COURSE FROM -L- STA 53+75± TO STA 65+97±. REPLACE EXISTING PAVEMENT MARKINGS. (SEE TMP-19, 20 AND 20A)

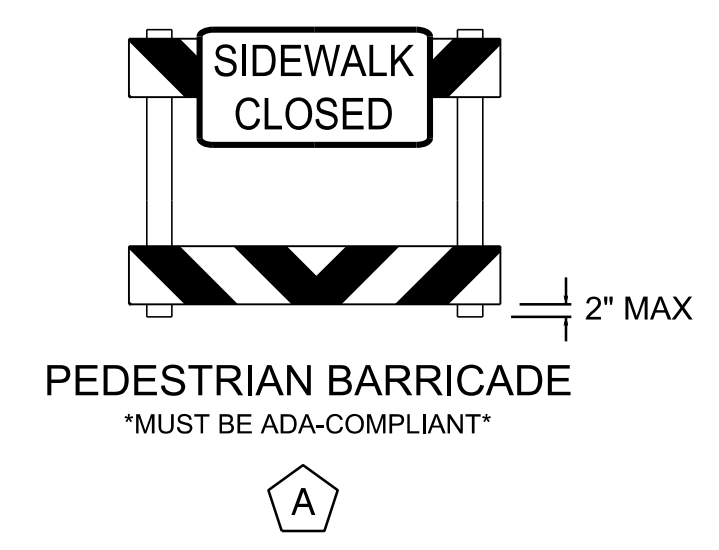
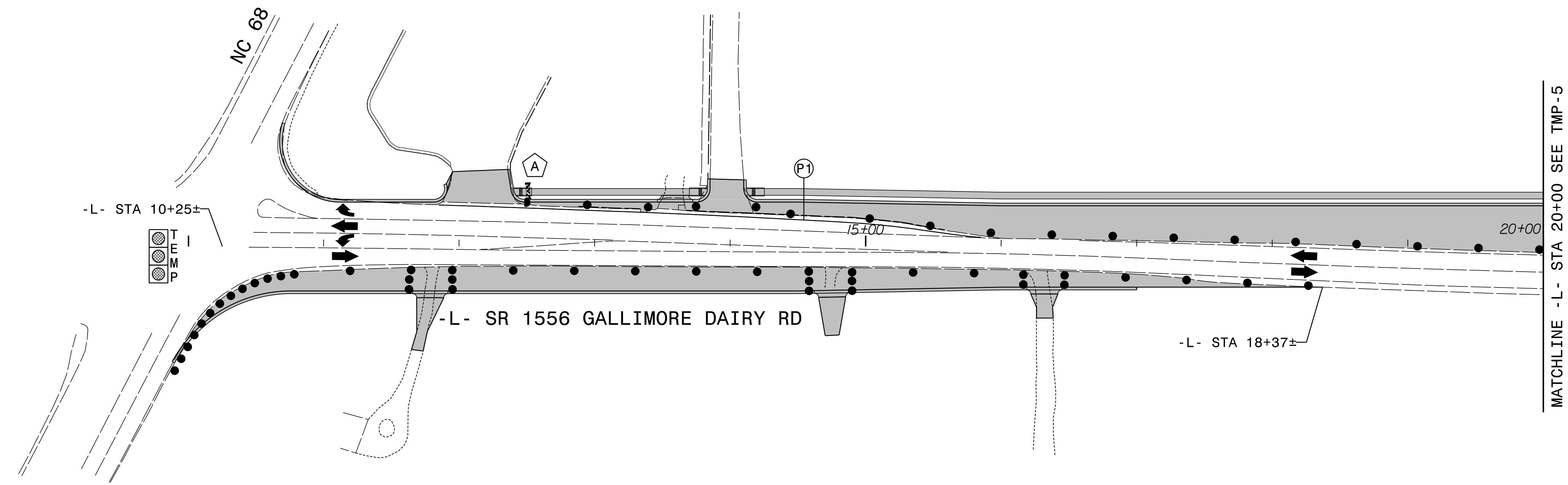
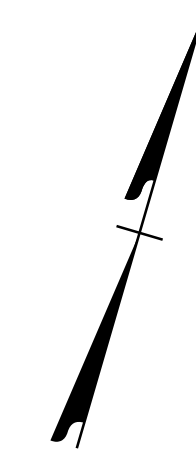
STEP 4: (NOT ILLUSTRATED)

USING RDWY STD 1101.02, PAVE THE FINAL LAYER OF SURFACE COURSE, APPLY FINAL PAVEMENT MARKINGS, CONSTRUCT FINAL SIGNALS, REMOVE TRAFFIC CONTROL DEVICES, AND OPEN TO TRAFFIC IN THE FINAL PATTERN.

<p>APPROVED:  <small>DocuSigned by: Kevin W. Bissby 800802028912474</small></p> <p>DATE: 11/6/2024</p> <p>SEAL</p>  <p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>		<p style="text-align: center;">TEMPORARY TRAFFIC CONTROL PHASING</p>
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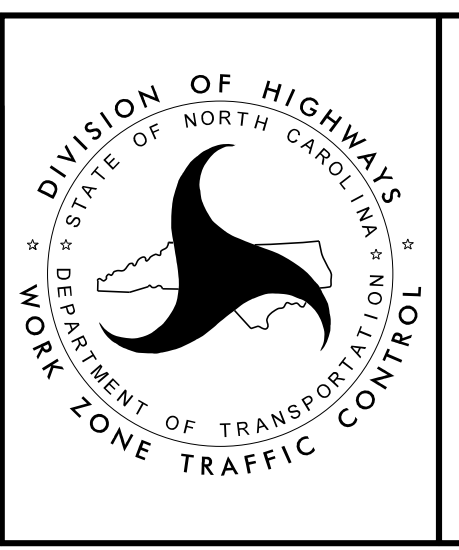
PROJ. REFERENCE NO.	SHEET NO.
U-4015A	TMP-4

RKK
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 Raleigh, North Carolina 27615-3960
 NC License No. F-0112
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions



APPLY EDGE LINE WHERE EXISTING CURB IS REMOVED DURING WIDENING CONSTRUCTION.

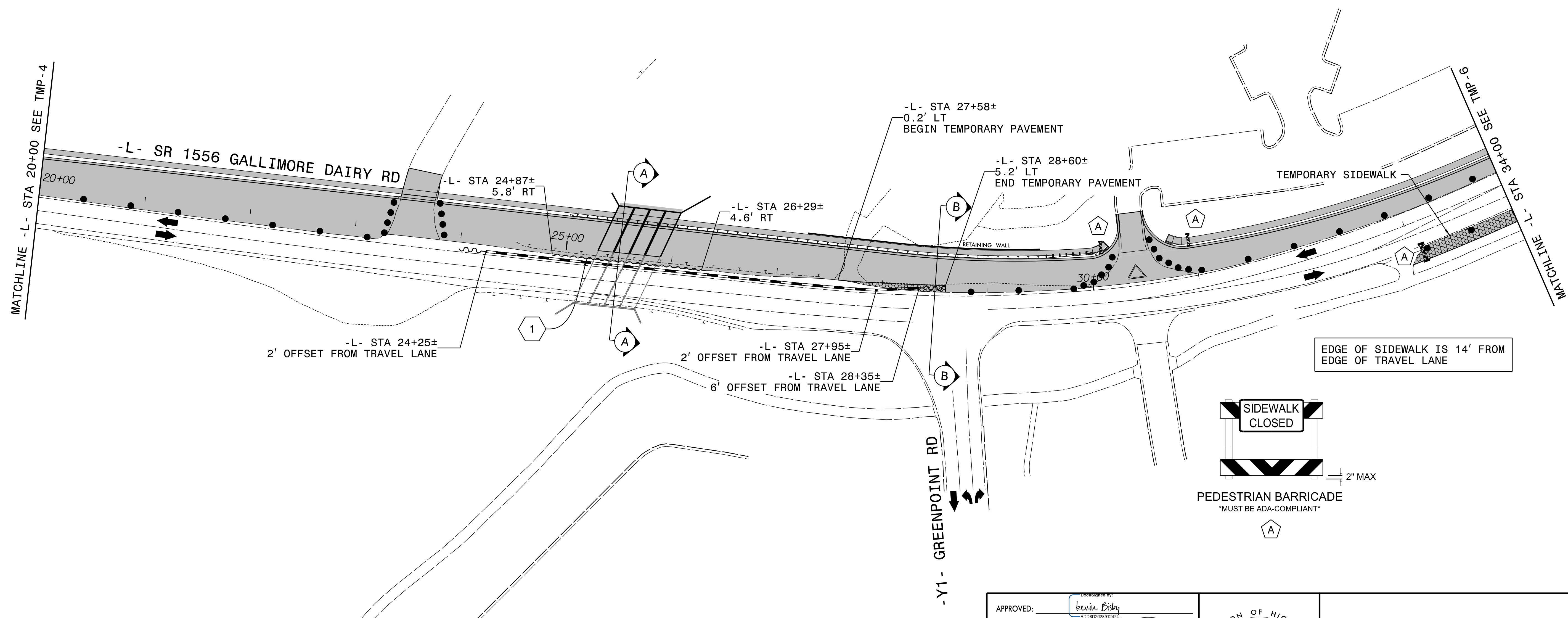
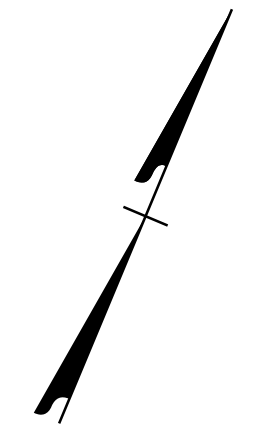
APPROVED: *Kevin Bisby*
 DATE: 10/1/2024
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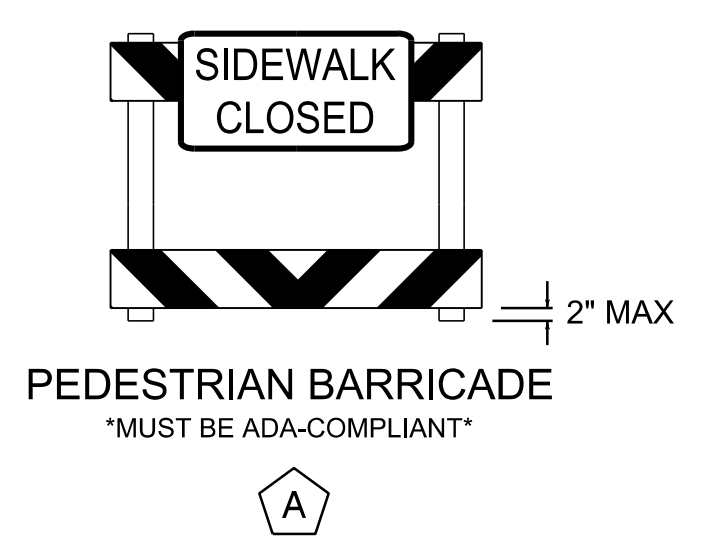
PHASE I - STEP 2

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EDGE OF SIDEWALK IS 14' FROM
EDGE OF TRAVEL LANE

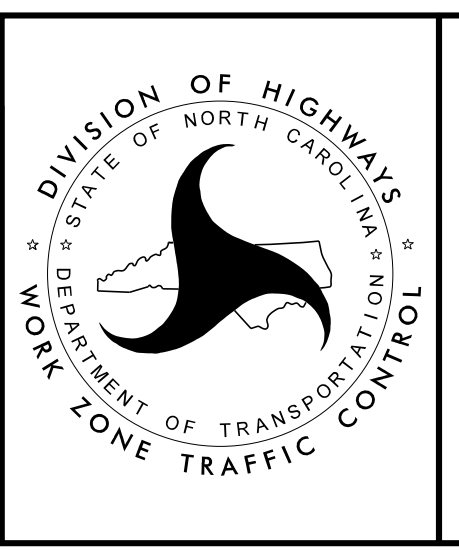


TEMPORARY SHORING								
ID	FROM	OFFSET	TO	OFFSET	LENGTH (FT)	MAXIMUM HEIGHT (FT)	AVERAGE HEIGHT (FT)	AREA (SF)
1	-L- STA 24+87±	5.8' RT	-L- STA 26+29±	4.6' RT	142	13.8	10.9	1548

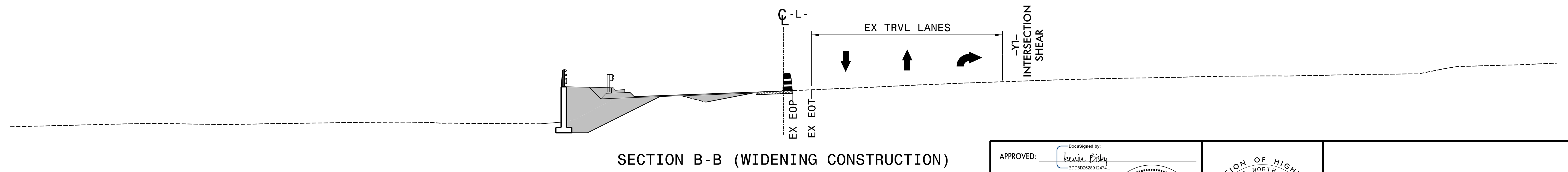
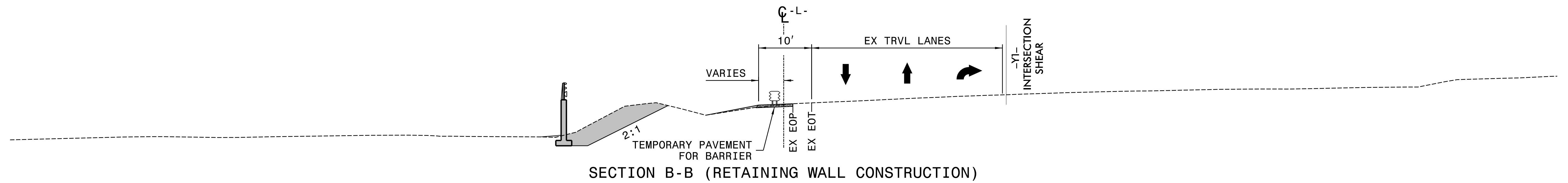
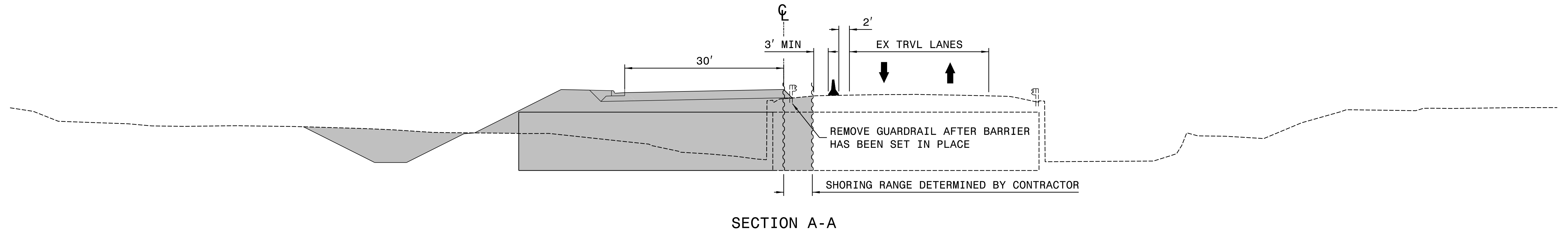
SEE TMP-5A FOR SECTION VIEWS
 ① SEE TMP-2A FOR SHORING INFORMATION

APPROVED: *Kevin Bisby*
 DATE: 10/1/2024

SEAL



PHASE I - STEP 2



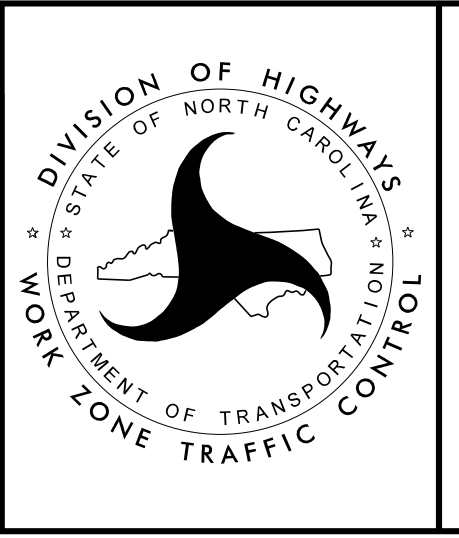
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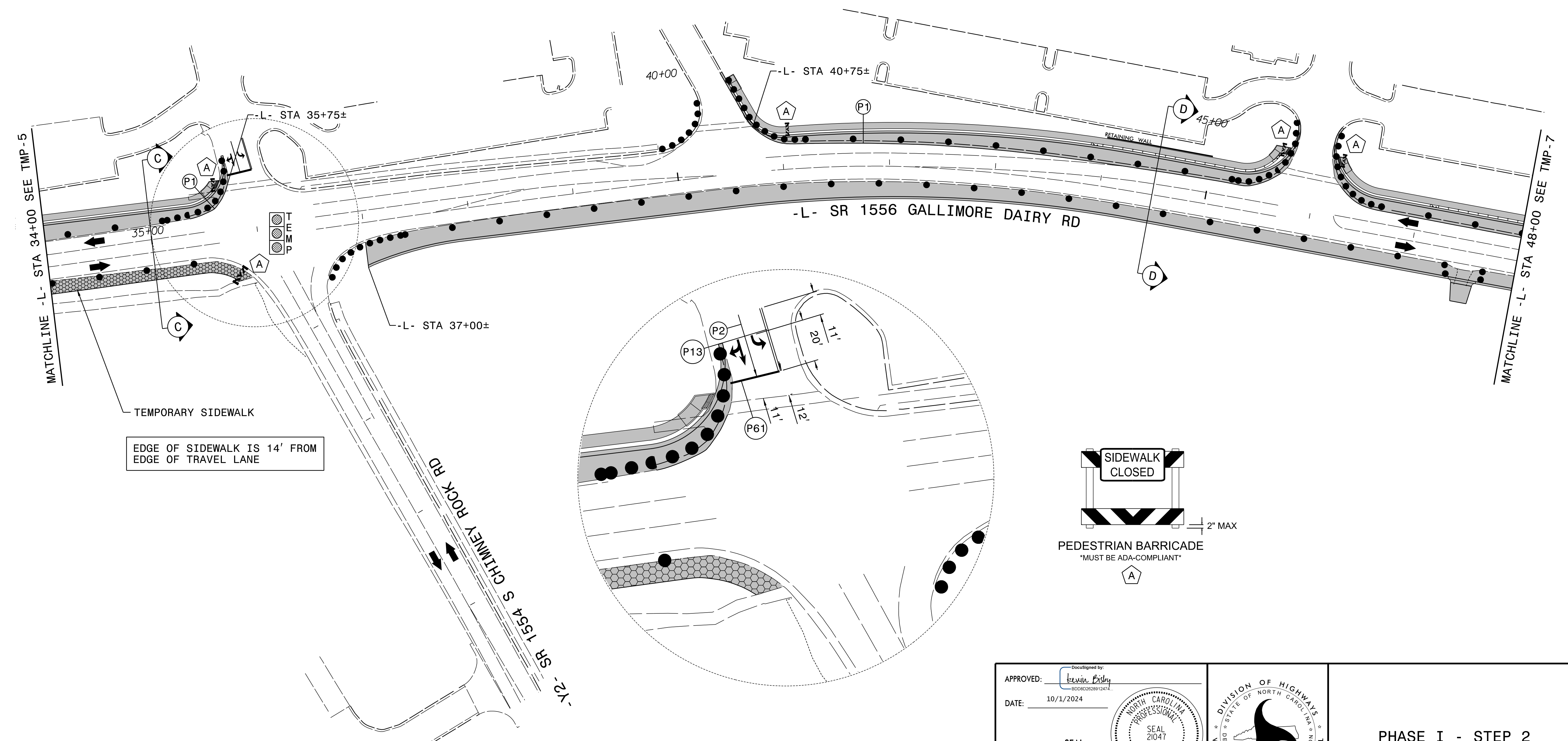
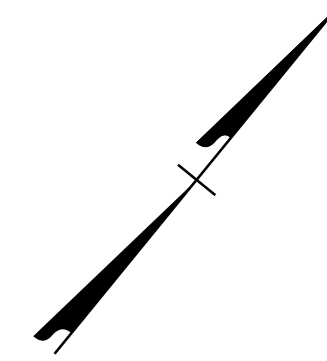
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**DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED**



PHASE I - STEP 2



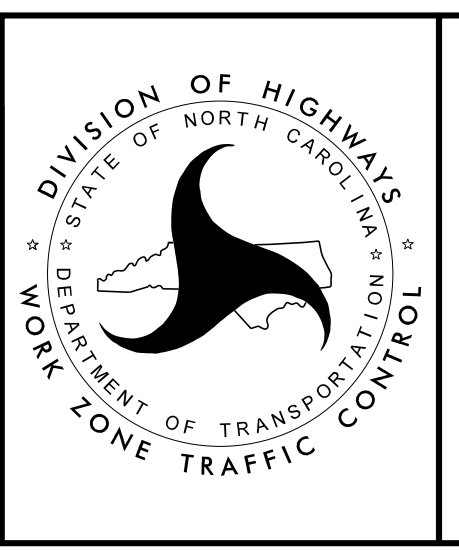
EDGE OF SIDEWALK IS 14' FROM
EDGE OF TRAVEL LANE



SEE TMP-6A FOR SECTION VIEWS
 APPLY EDGE LINE WHERE EXISTING CURB IS REMOVED DURING WIDENING CONSTRUCTION.

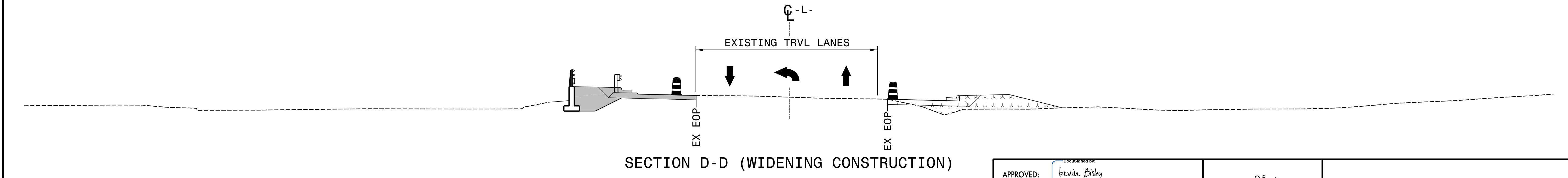
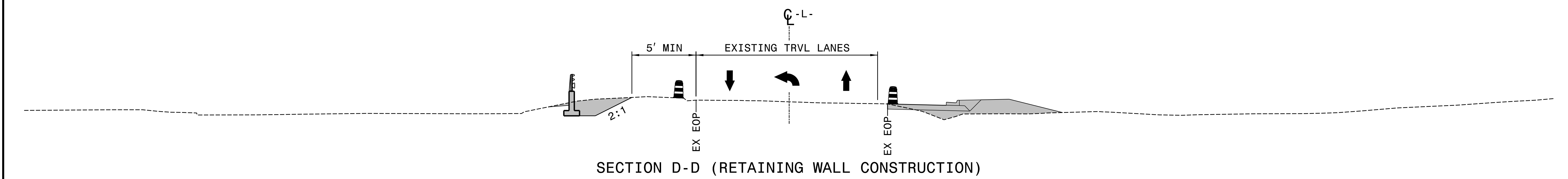
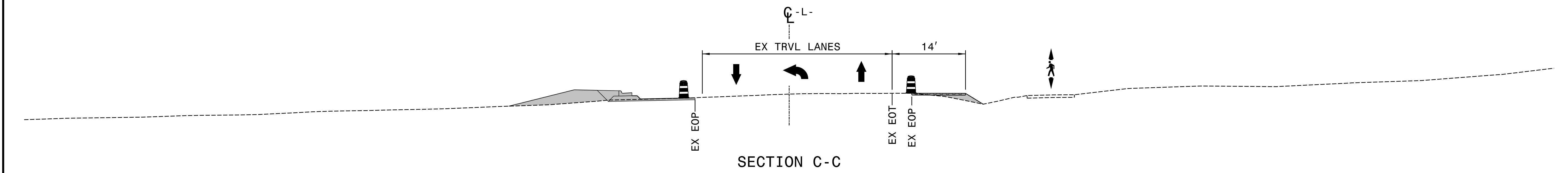
APPROVED: *Kevin Bisy*
 DATE: 10/1/2024

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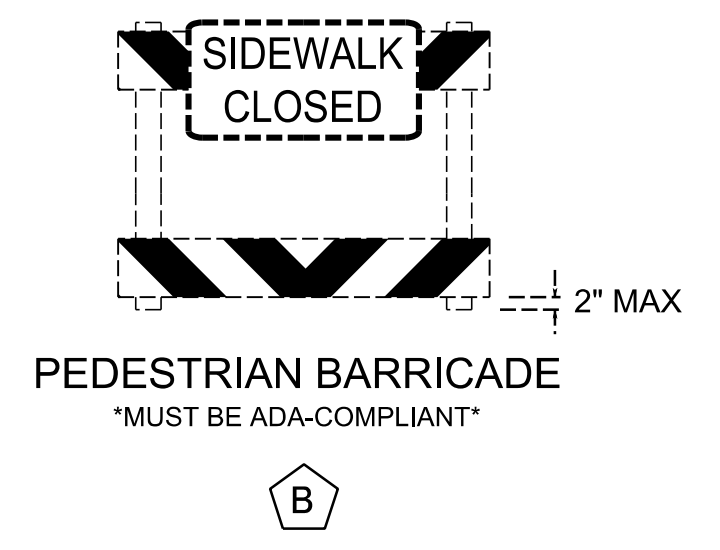
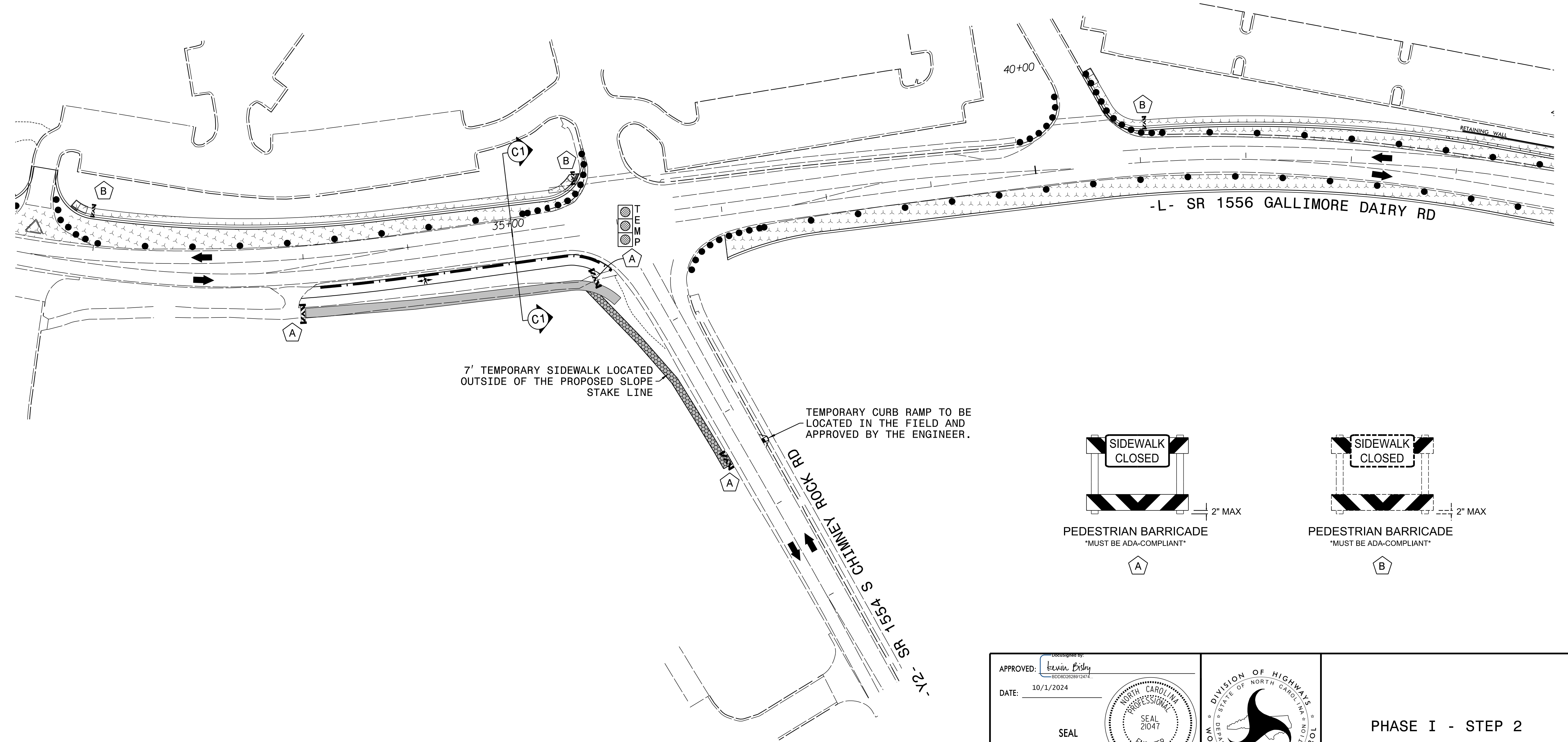
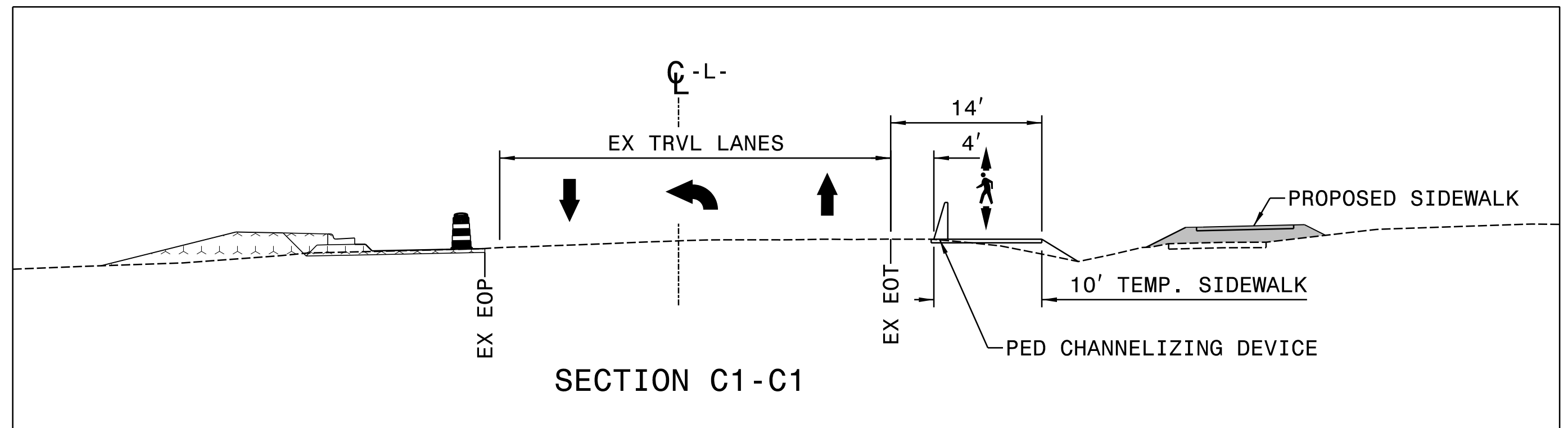
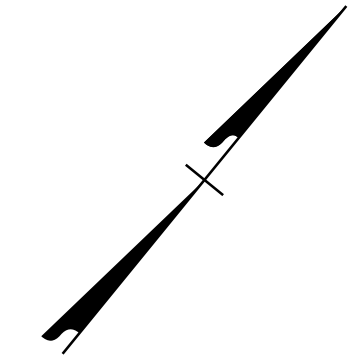
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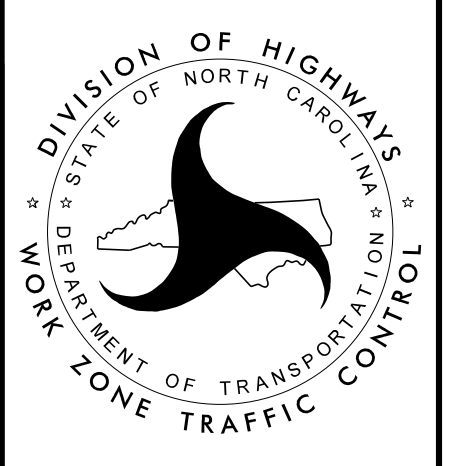
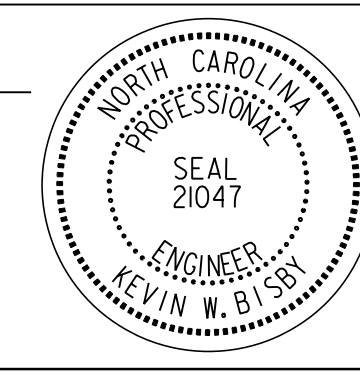


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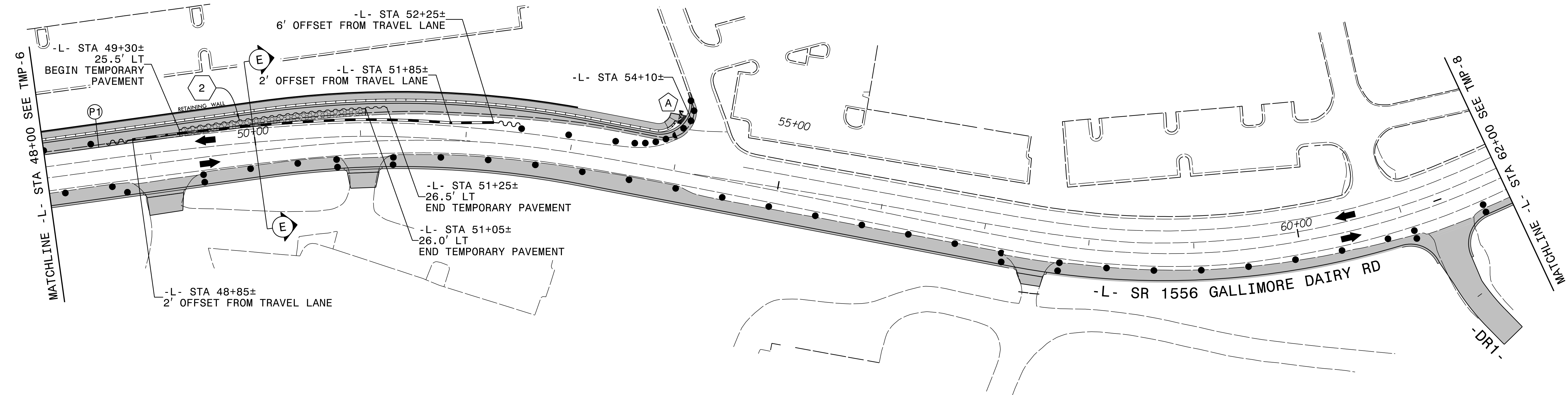
APPROVED: <i>Kevin Bisby</i> DATE: 10/1/2024 SEAL			PHASE I - STEP 2
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APPROVED: *Kevin Bisby*
 DATE: 10/1/2024
 SEAL



PHASE I - STEP 2



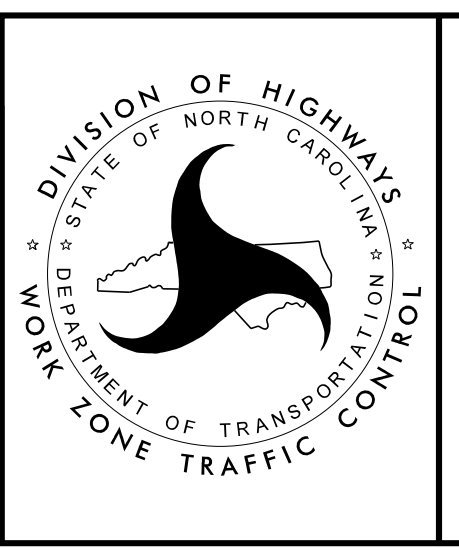
TEMPORARY SHORING								
ID	FROM	OFFSET	TO	OFFSET	LENGTH (FT)	MAXIMUM HEIGHT (FT)	AVERAGE HEIGHT (FT)	AREA (SF)
2	-L- STA 49+30±	25.5' LT	-L- STA 51+25±	26.5' LT	195	11.5	9	1752

SEE TMP-7A FOR SECTION VIEWS
 (2) SEE TMP-2A FOR SHORING INFORMATION
 APPLY EDGE LINE WHERE EXISTING CURB IS REMOVED DURING WIDENING CONSTRUCTION.

APPROVED: *Kevin Bisby*
 DATE: 10/1/2024

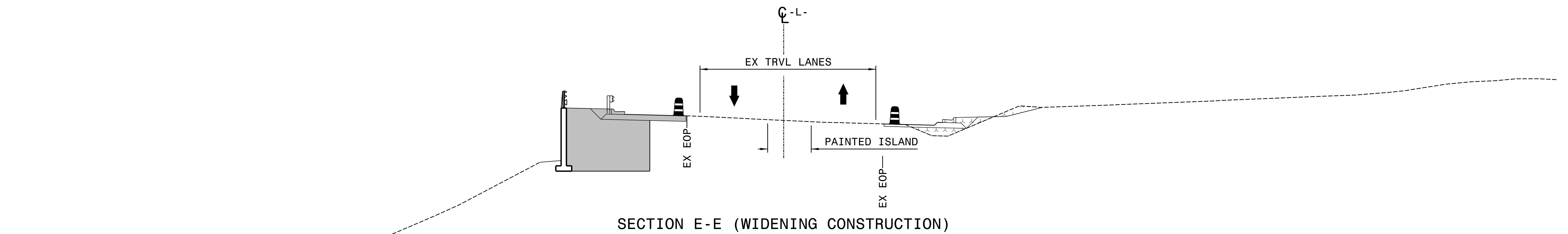
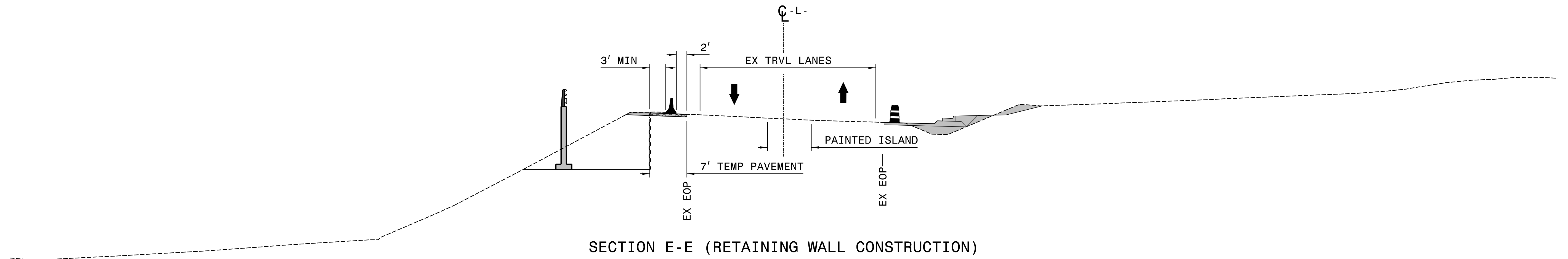
SEAL

Professional Engineer Seal for Kevin W. Bisby, State of North Carolina, License No. 21047.



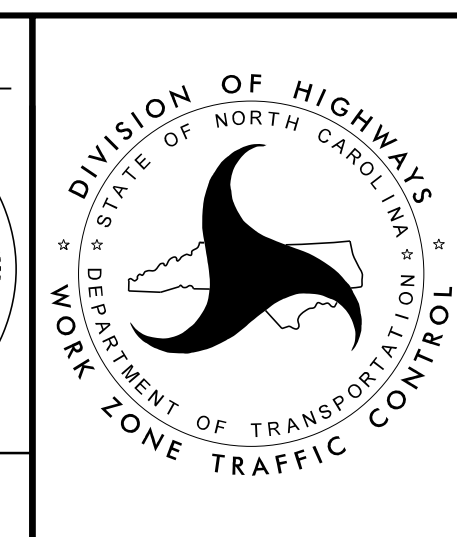
PHASE I - STEP 2

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 DATE: 10/1/2024
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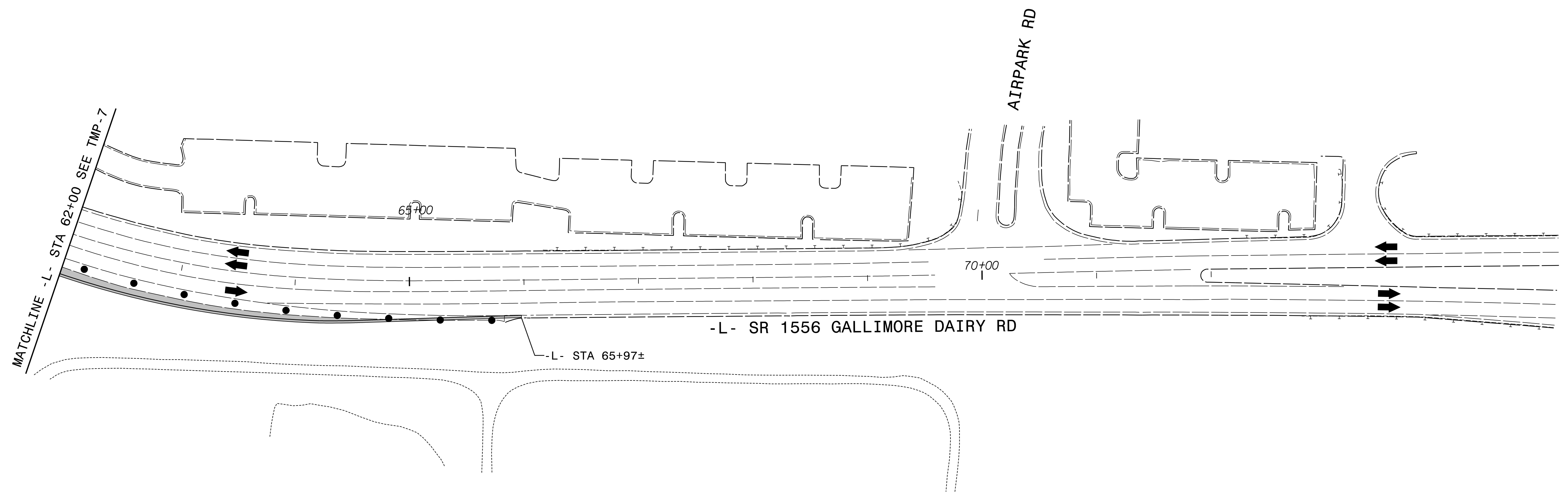
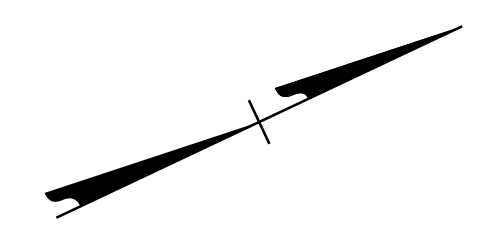


PHASE I - STEP 2


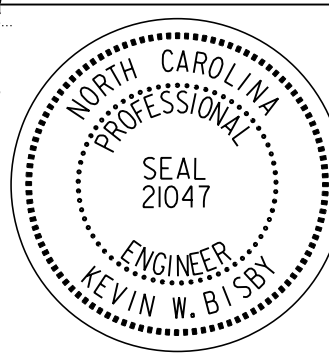
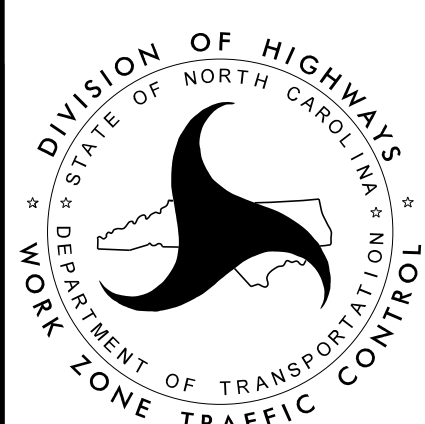
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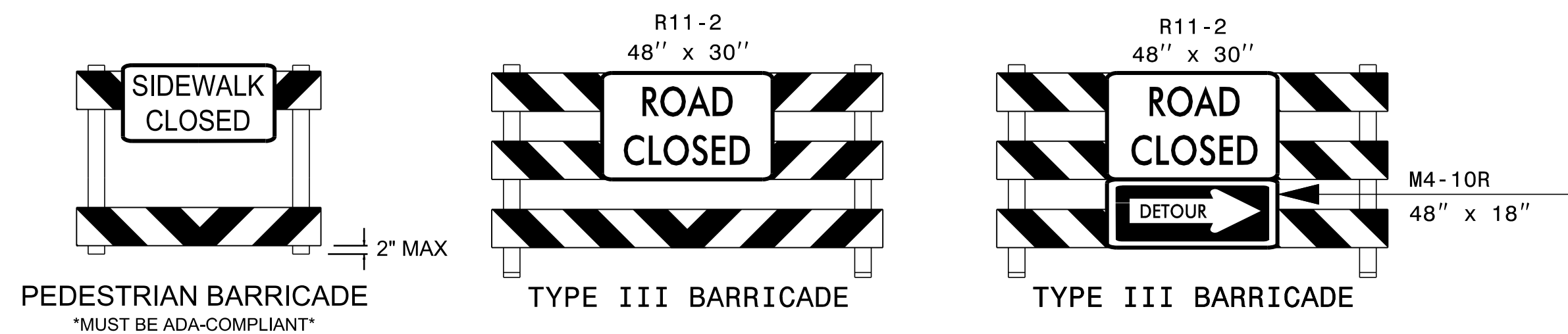
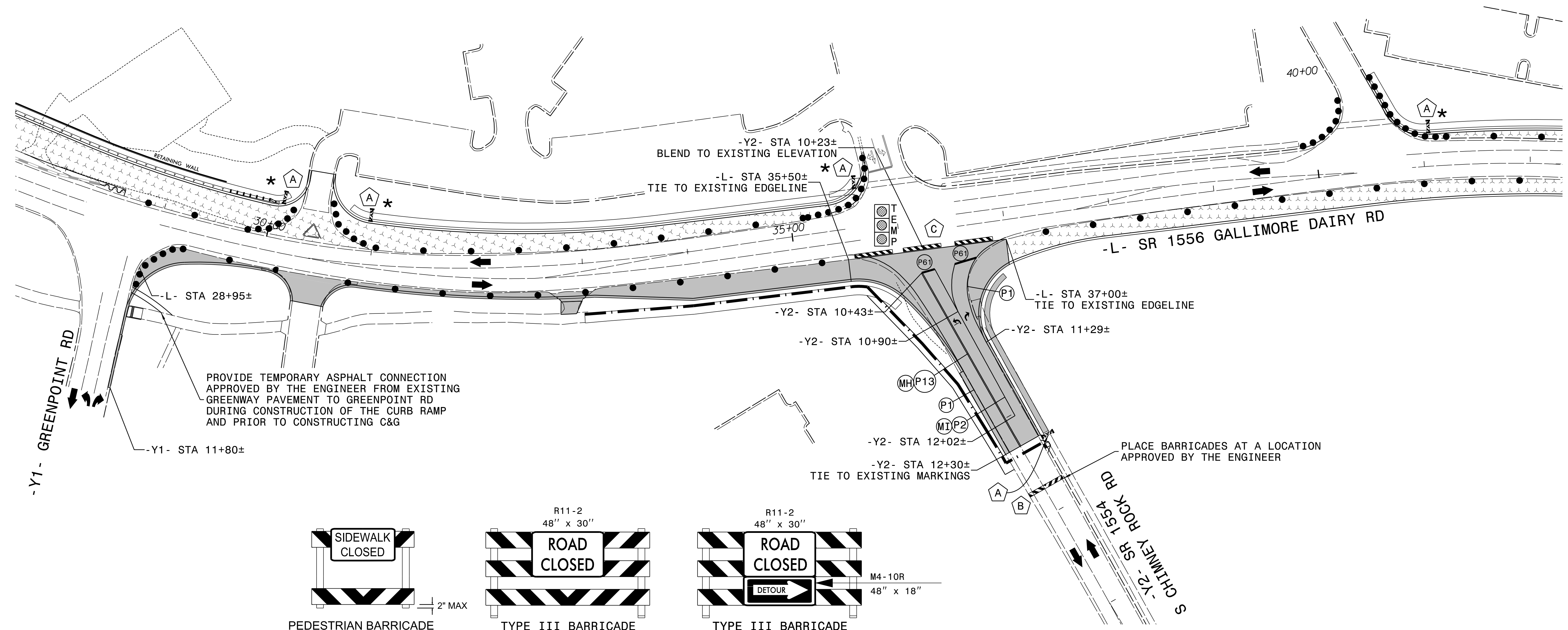
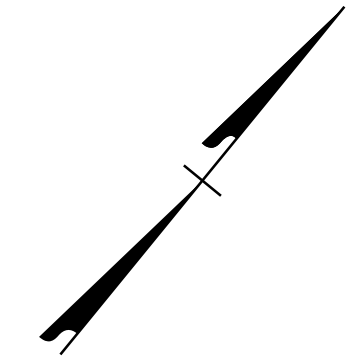
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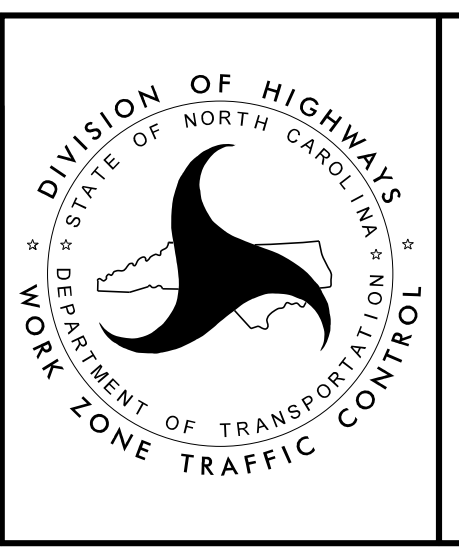
SEE TMP-2 FOR OFFSITE DETOUR
 *PREVIOUSLY ERECTED

APPROVED: *Kevin Bisby*
 DATE: 10/1/2024

SEAL

SEAL 21047
 ENGINEER
 KEVIN W. BISBY

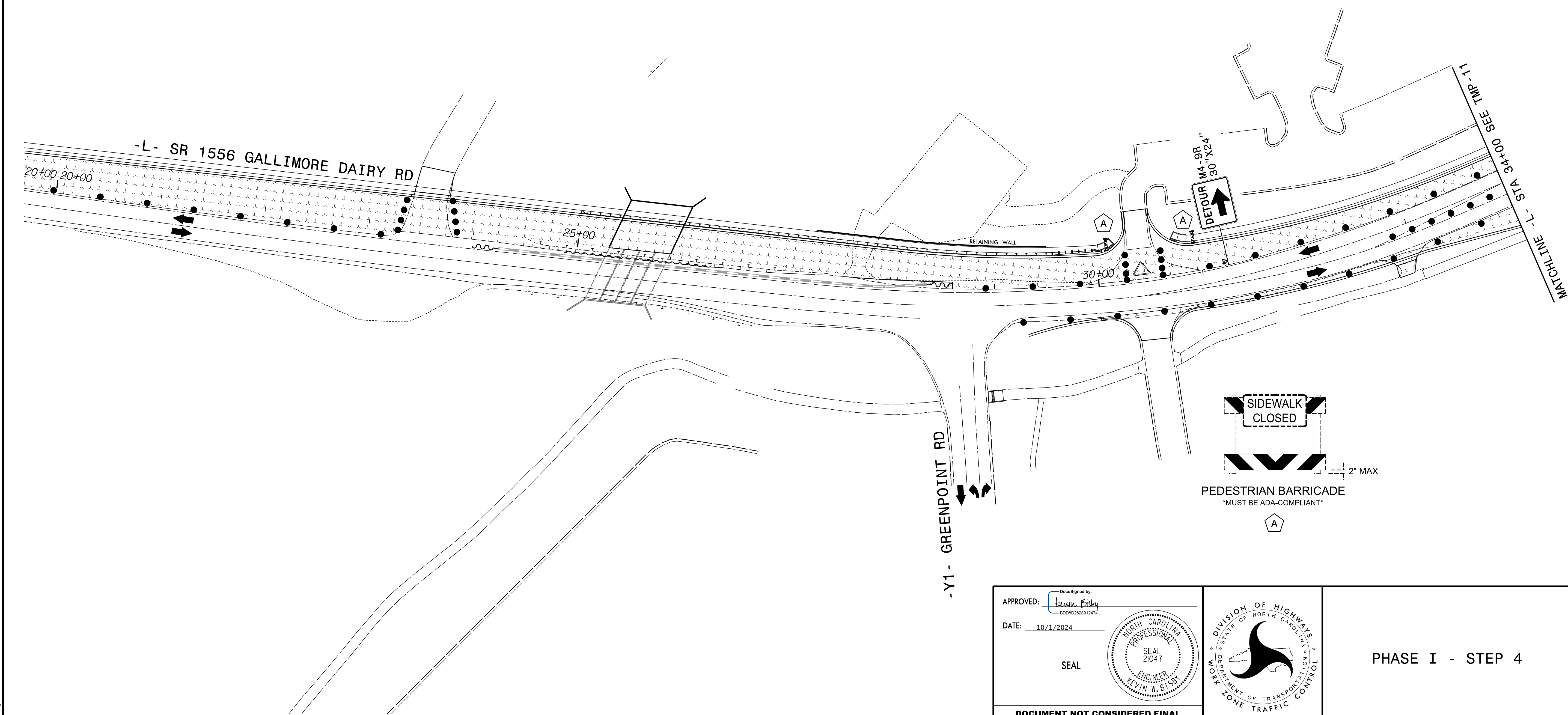
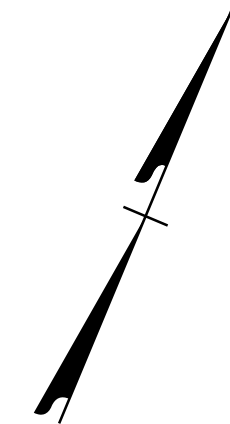
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PHASE I - STEPS 3 AND 3A

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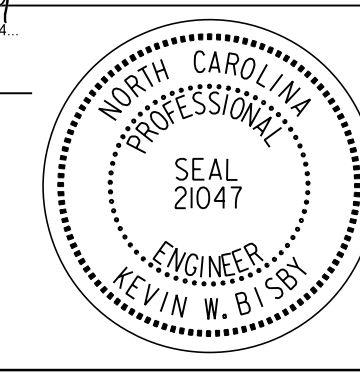
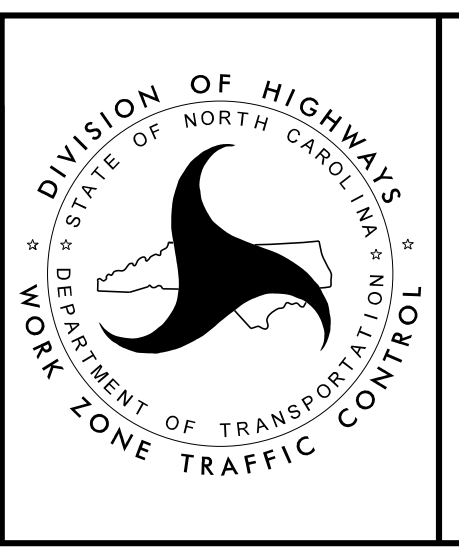
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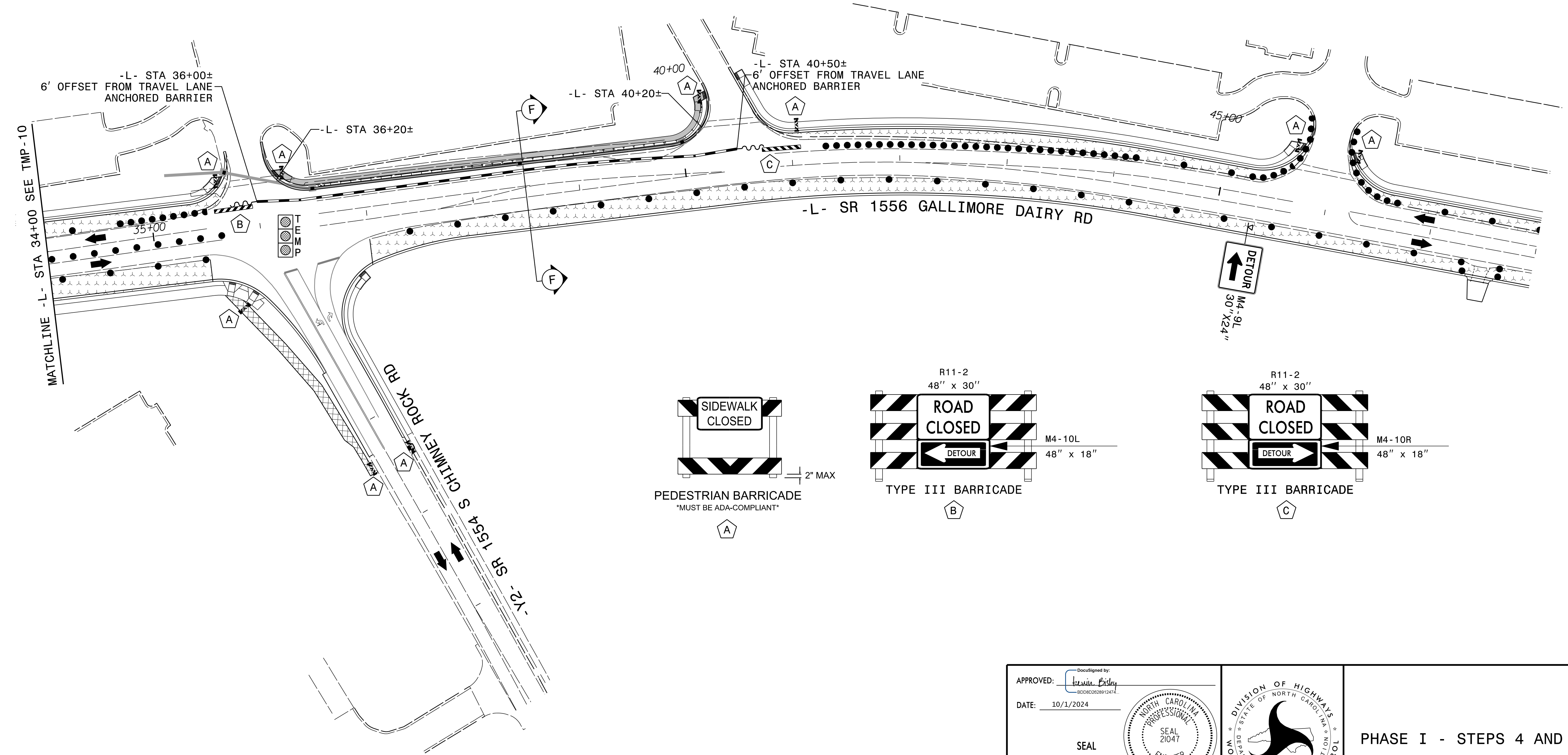
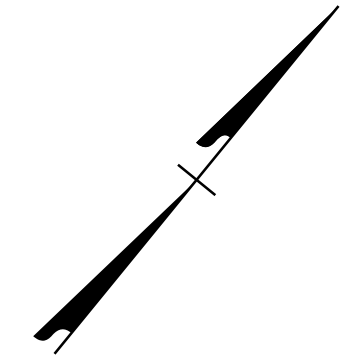
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PHASE I - STEP 4

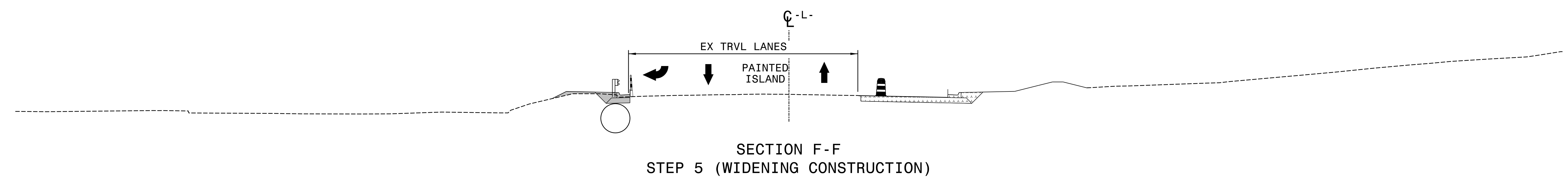
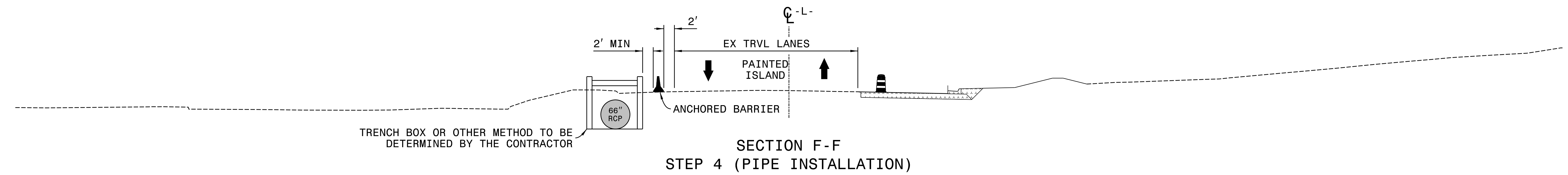
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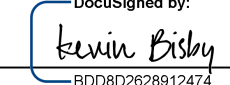
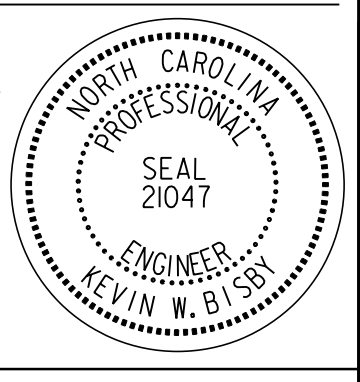
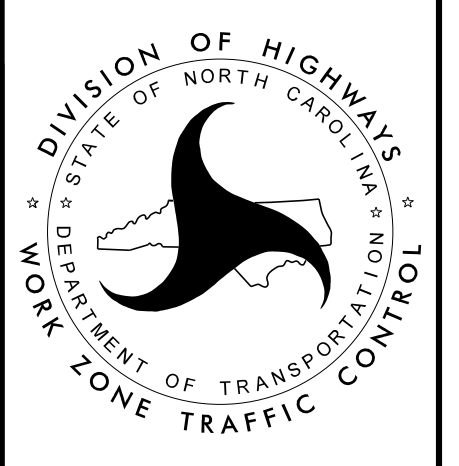
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SEE TMP-11A FOR SECTION VIEW

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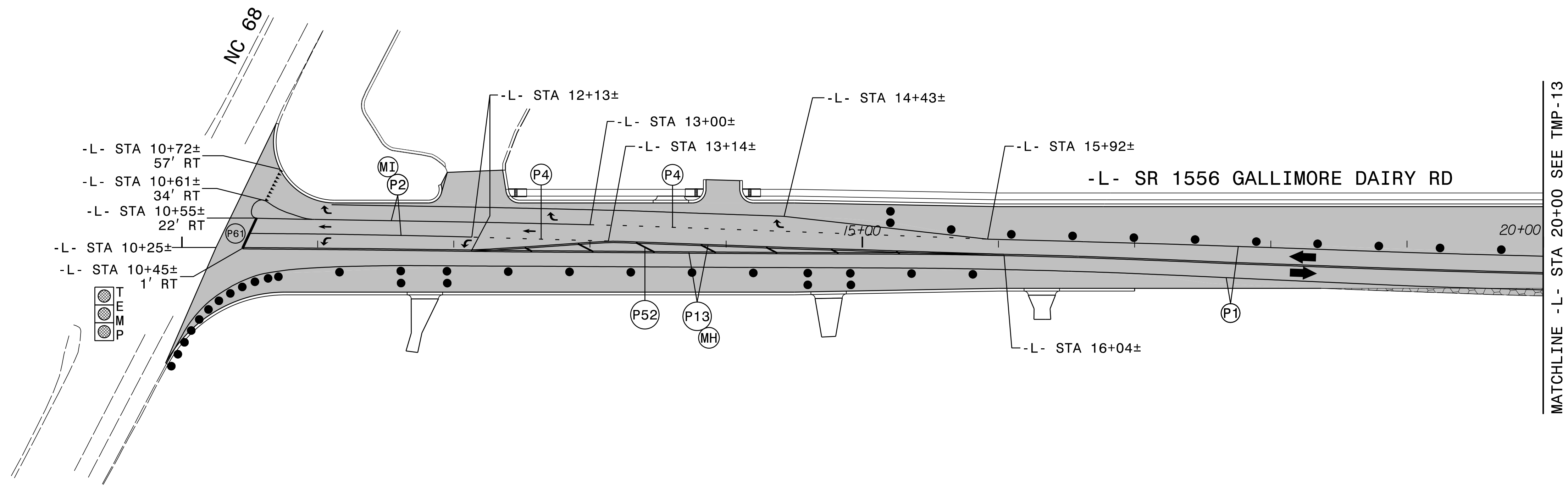
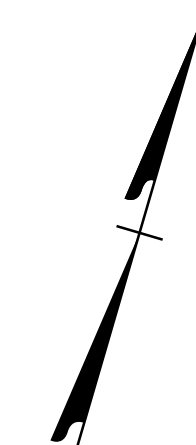


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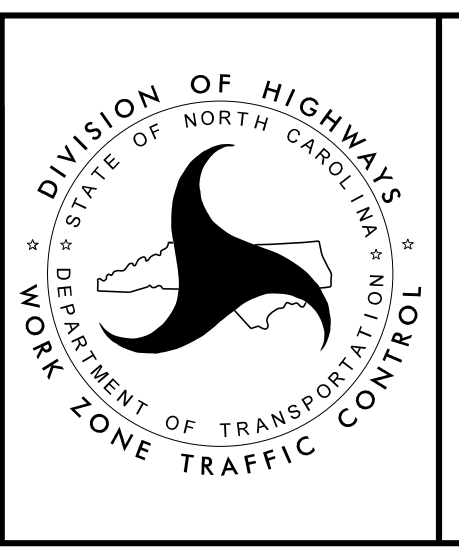
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PAVEMENT MARKINGS ARE TO BE APPLIED IN EXISTING LOCATIONS AND LANE WIDTHS

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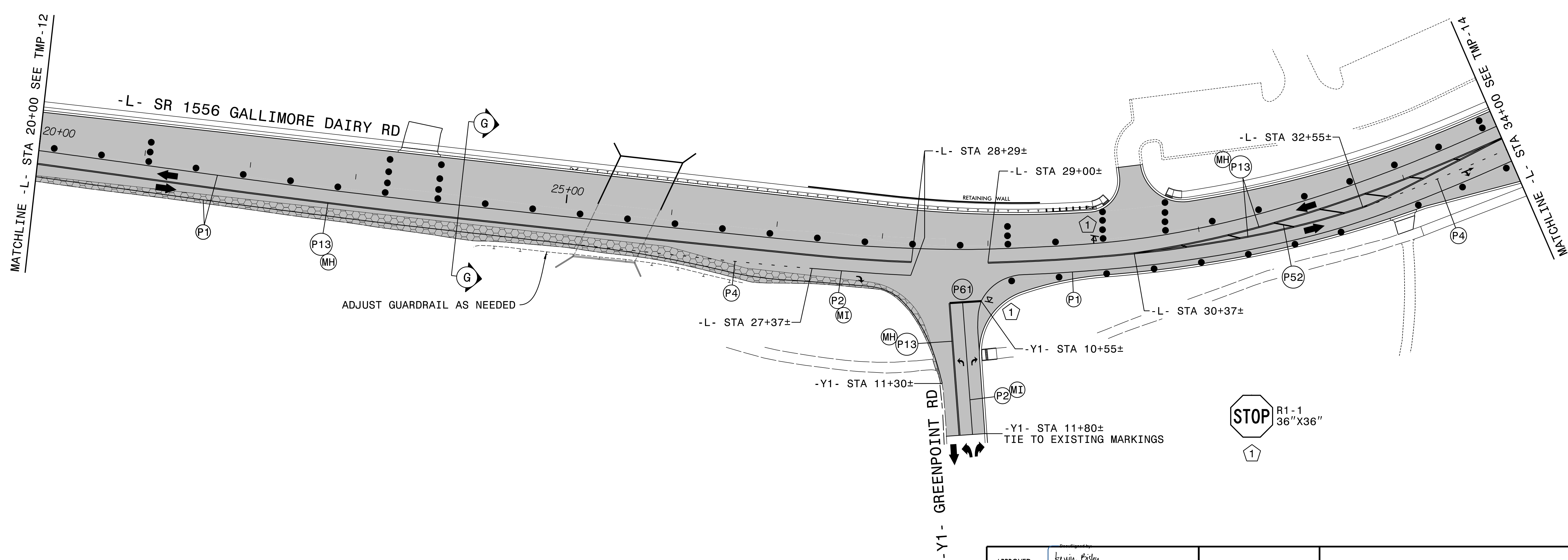
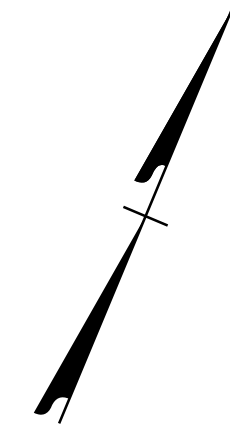
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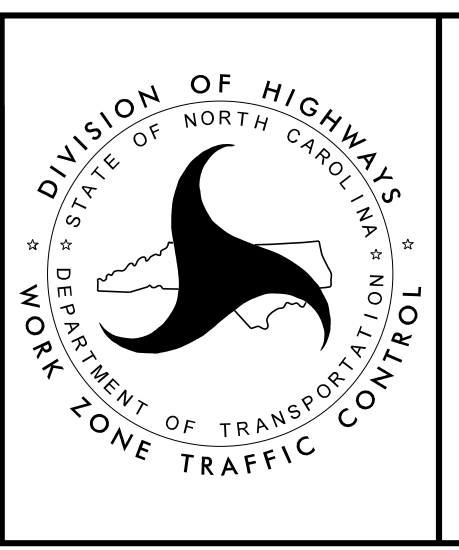
PHASE II - STEP 2

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SEE TMP-13A FOR SECTION VIEW
PAVEMENT MARKINGS ARE TO BE APPLIED IN EXISTING LOCATIONS AND LANE WIDTHS

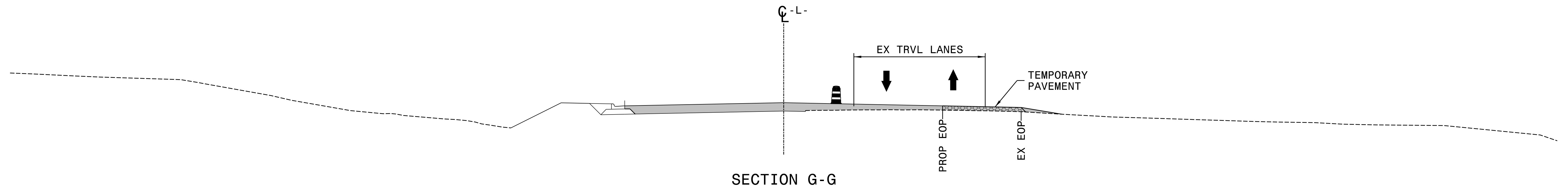
APPROVED: Kevin Bisby
DATE: 10/1/2024
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PHASE II - STEP 2

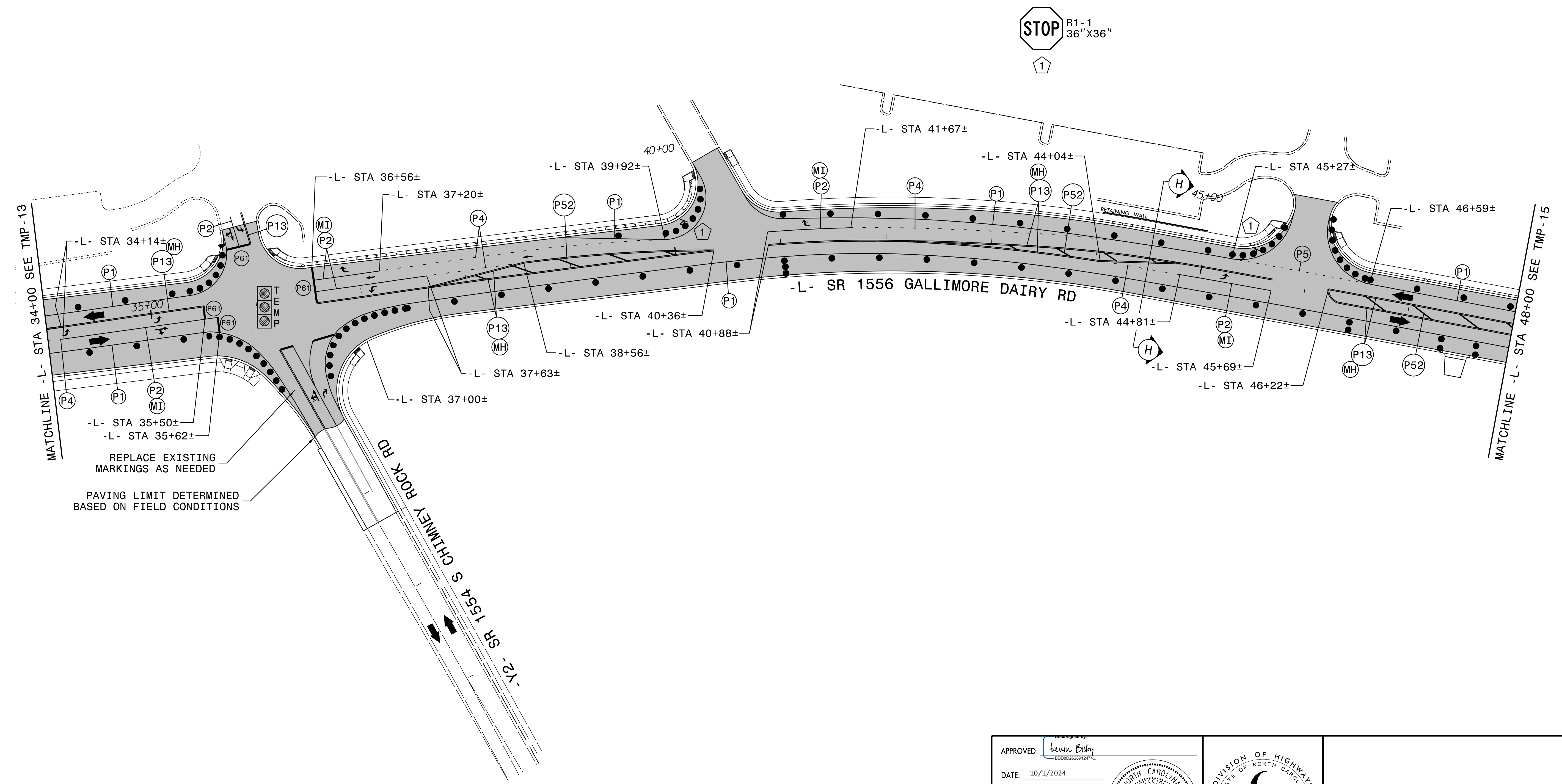
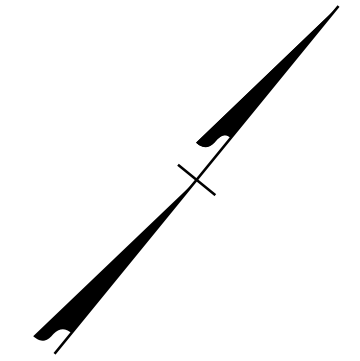
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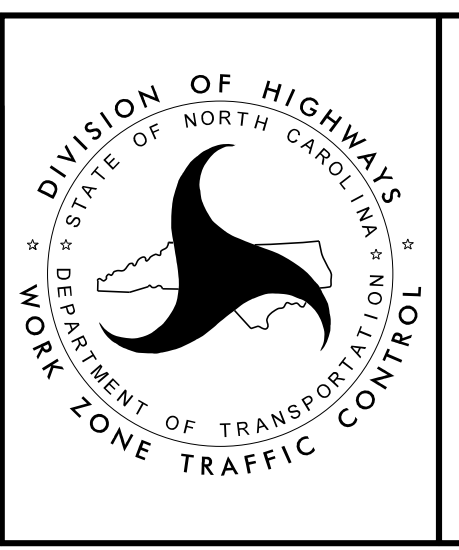


REPLACE EXISTING MARKINGS AS NEEDED
 PAVING LIMIT DETERMINED BASED ON FIELD CONDITIONS

SEE TMP-14A FOR SECTION VIEW
 PAVEMENT MARKINGS ARE TO BE APPLIED IN EXISTING LOCATIONS AND LANE WIDTHS

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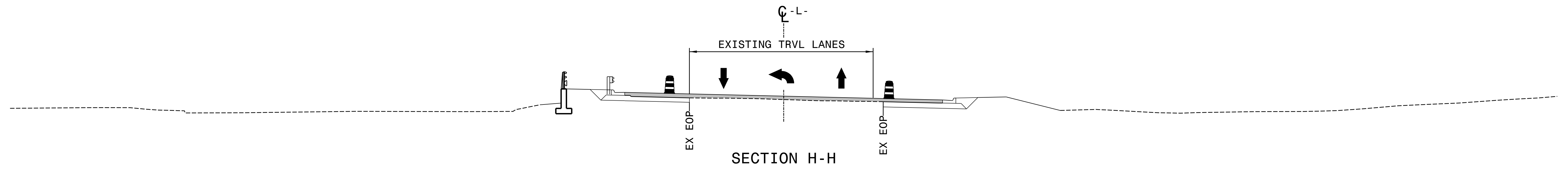
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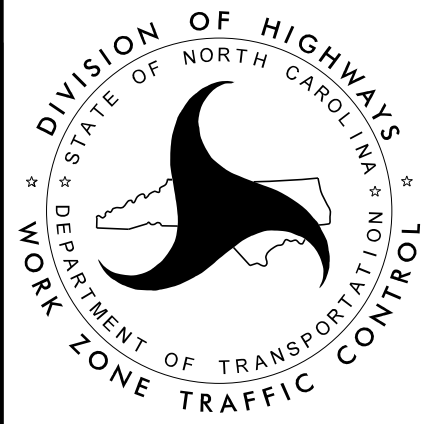
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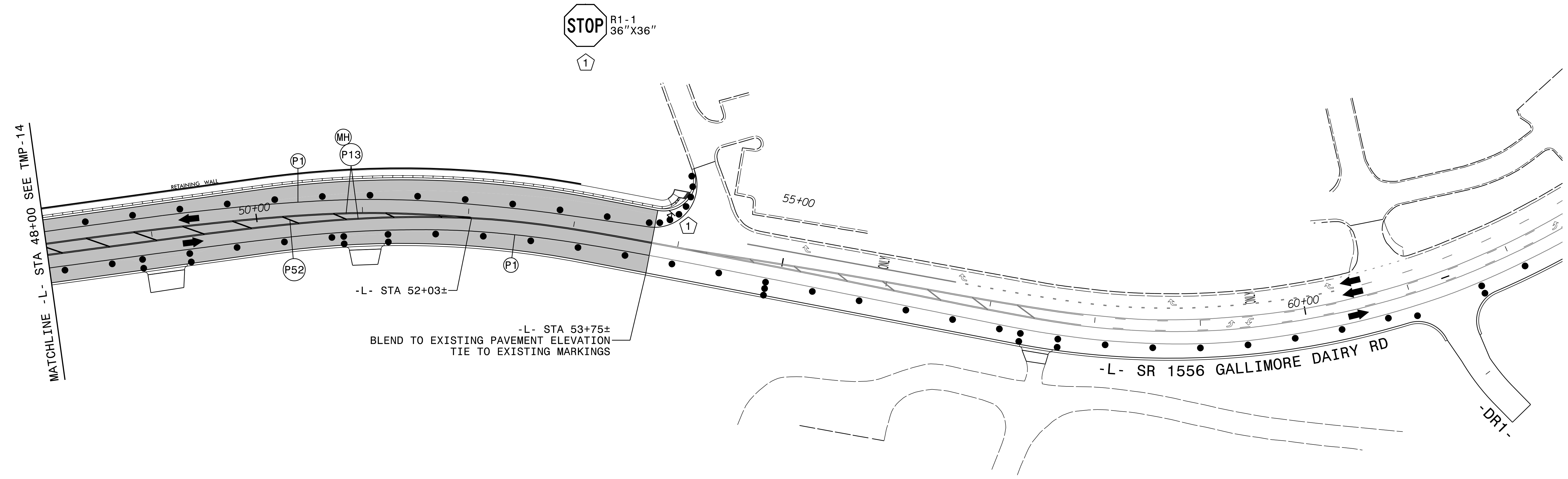
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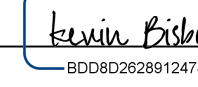
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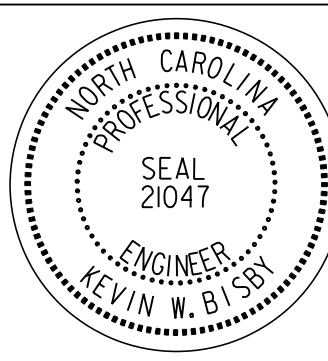
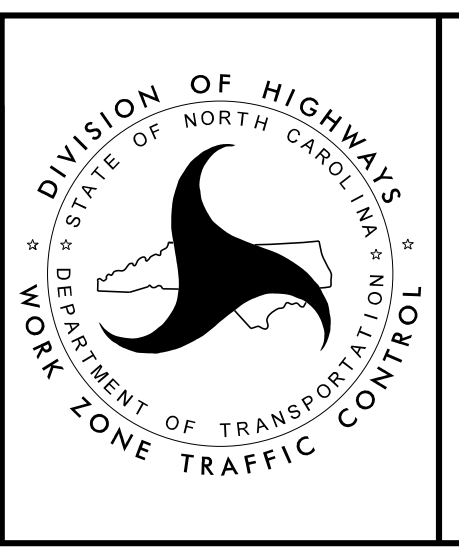
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PAVEMENT MARKINGS ARE TO BE APPLIED IN EXISTING LOCATIONS AND LANE WIDTHS

APPROVED: 
DocuSigned by:
Kevin W. Bisby
80C8D2628912474

DATE: 10/1/2024

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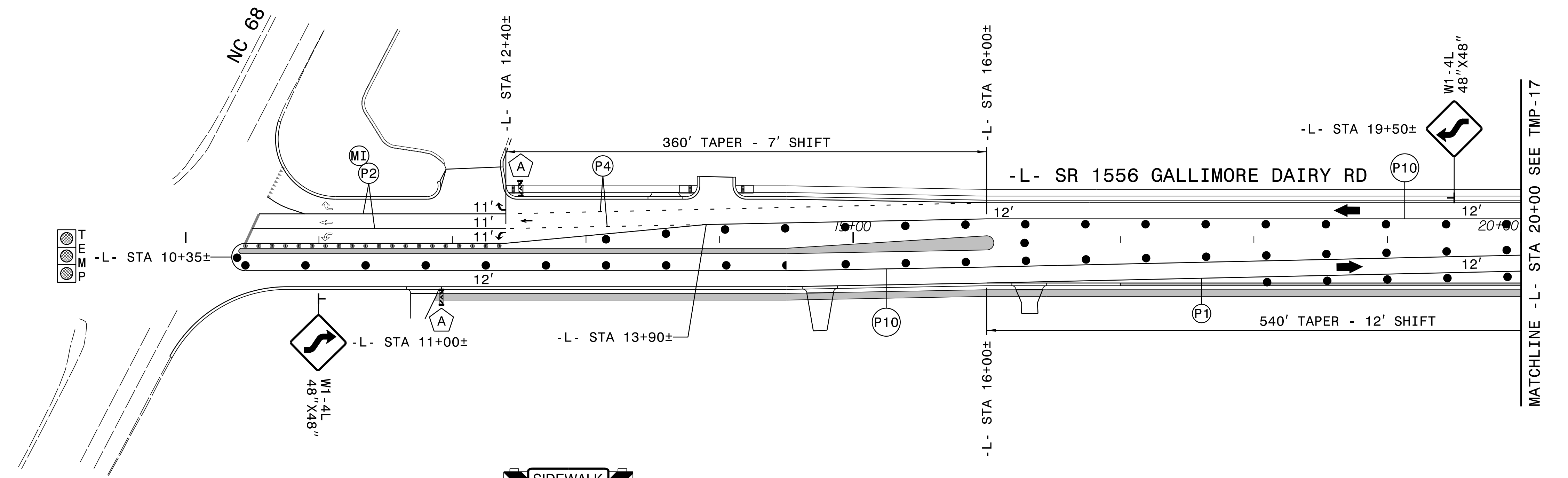
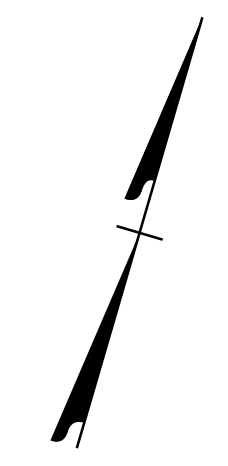



PHASE II - STEP 2

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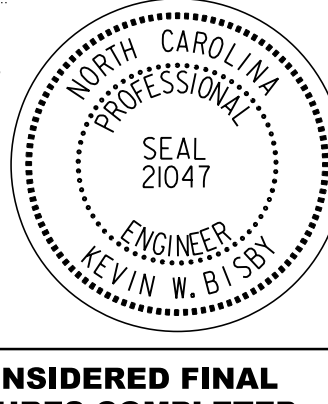

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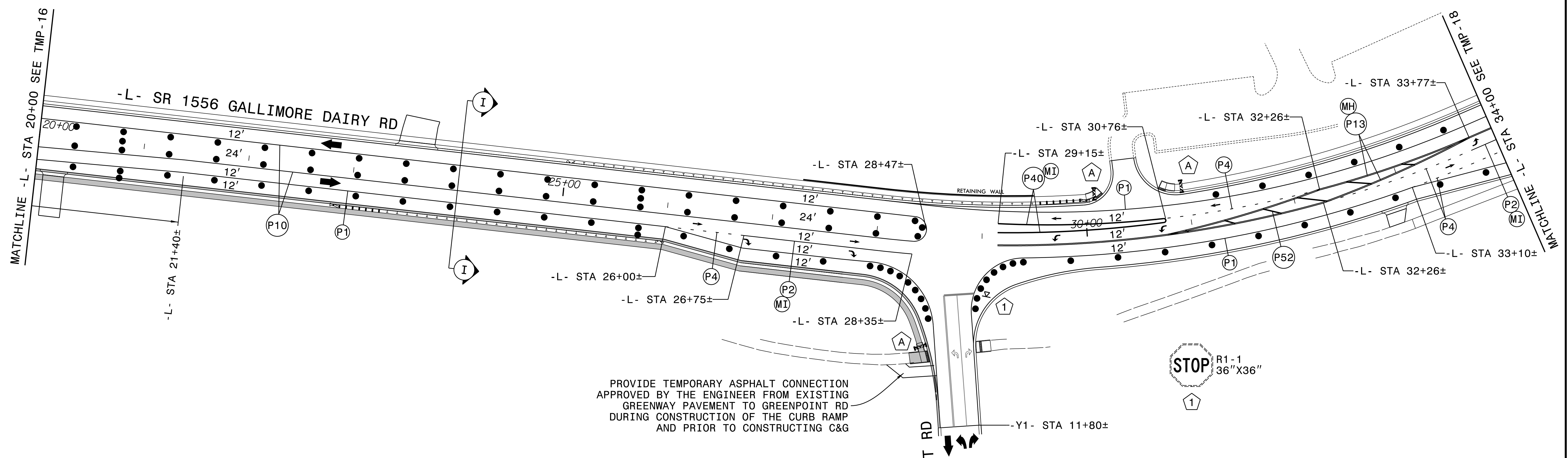
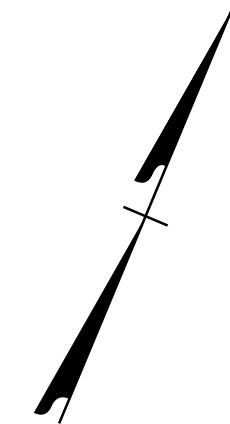


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PROVIDE TEMPORARY ASPHALT CONNECTION APPROVED BY THE ENGINEER FROM EXISTING GREENWAY PAVEMENT TO GREENPOINT RD DURING CONSTRUCTION OF THE CURB RAMP AND PRIOR TO CONSTRUCTING C&G

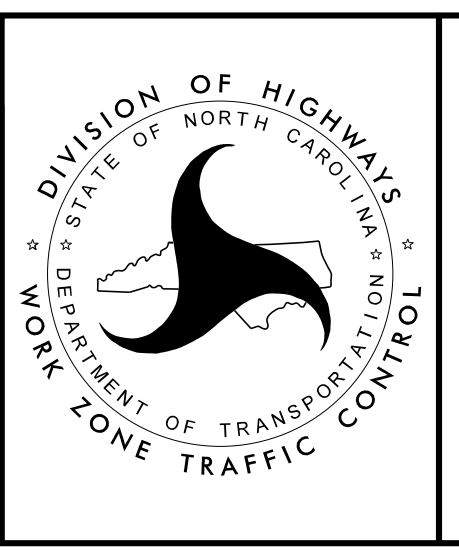


SEE TMP-17A FOR SECTION VIEW.
 SEE TMP-17B FOR ADDITIONAL PAVEMENT MARKING LAYOUT INFORMATION

APPROVED: *Kevin Bisby*
DESIGNED BY: Kevin Bisby, B00802628912474

DATE: 10/1/2024

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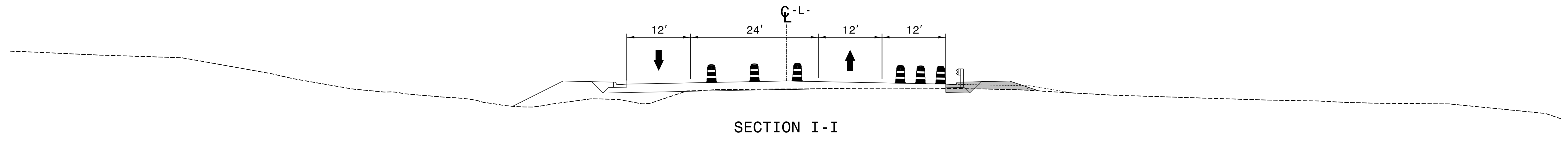
PHASE III - STEPS 1 AND 2

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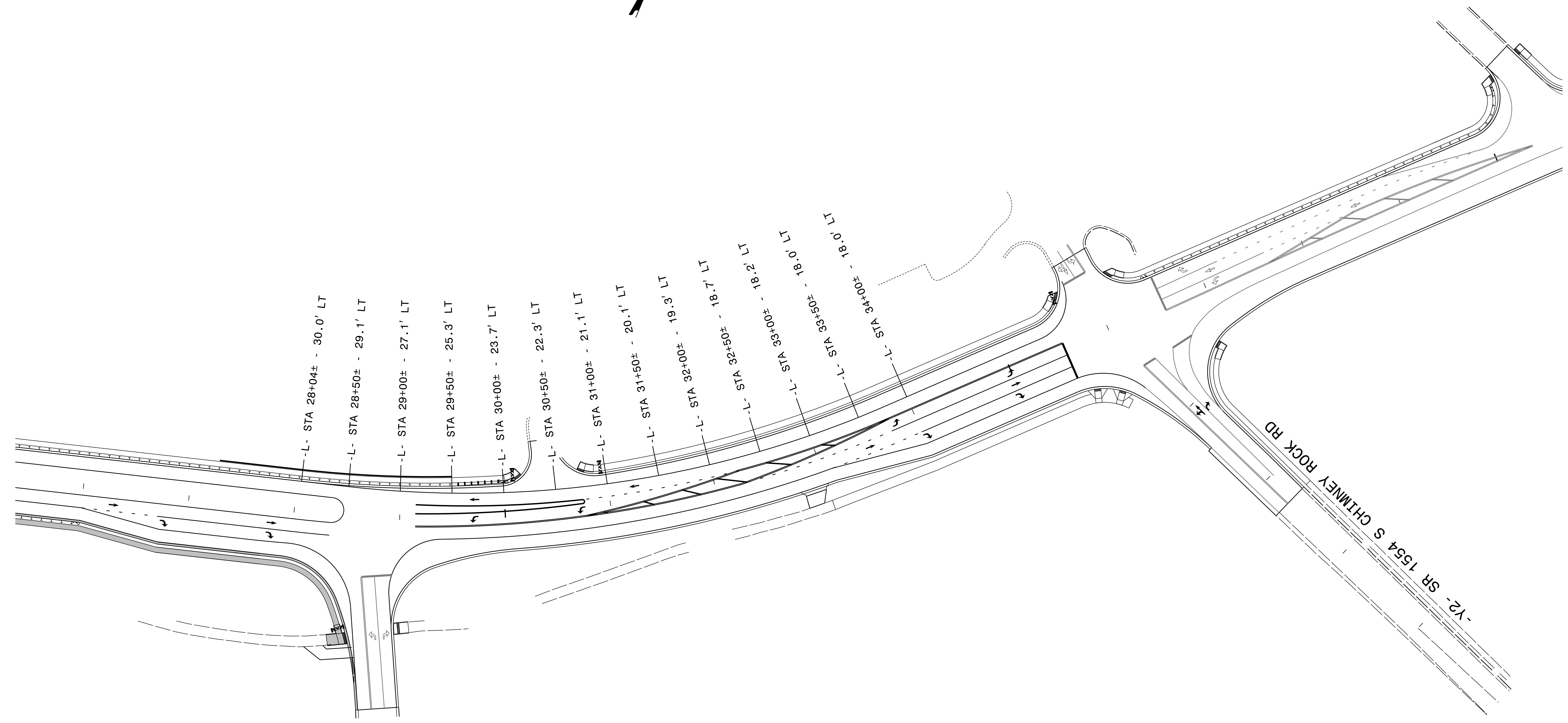
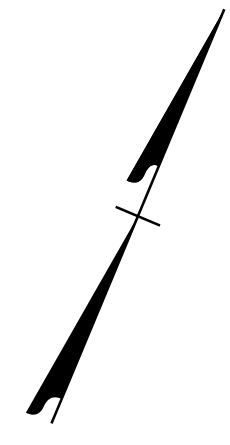
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U-4015A	TMP-17B

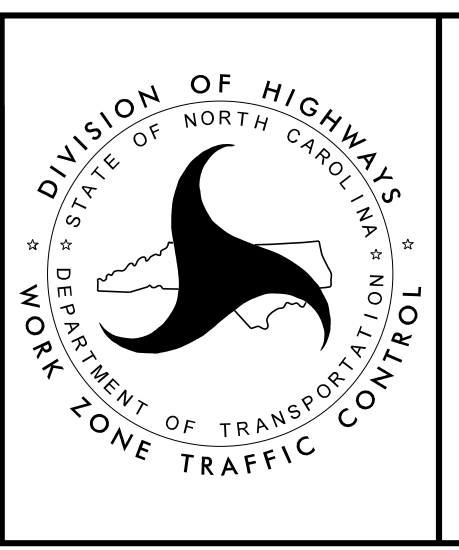
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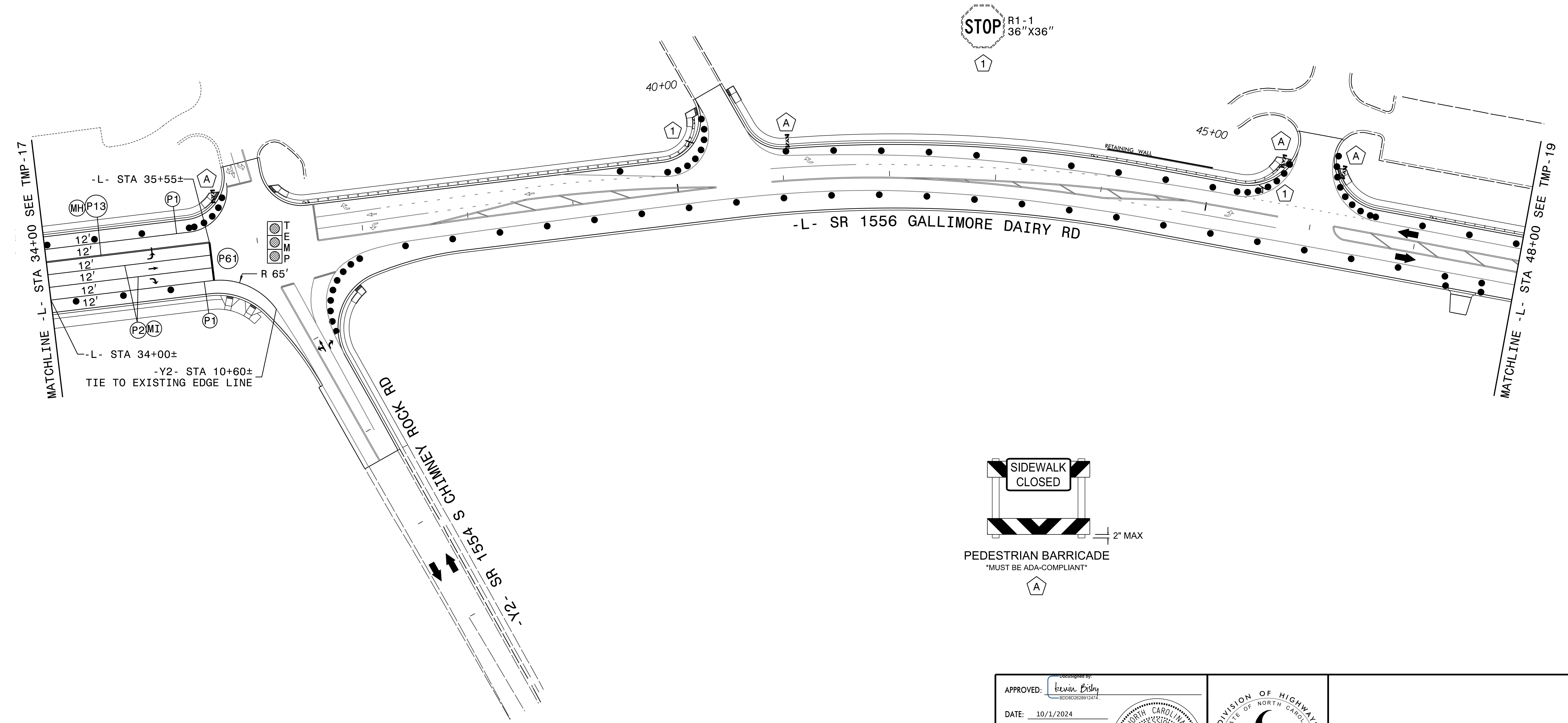
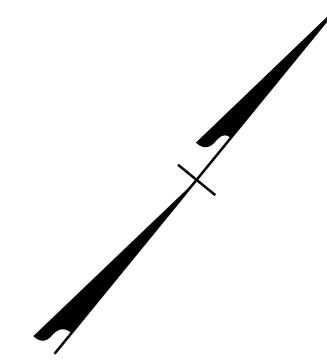
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APPROVED: Kevin Bisby
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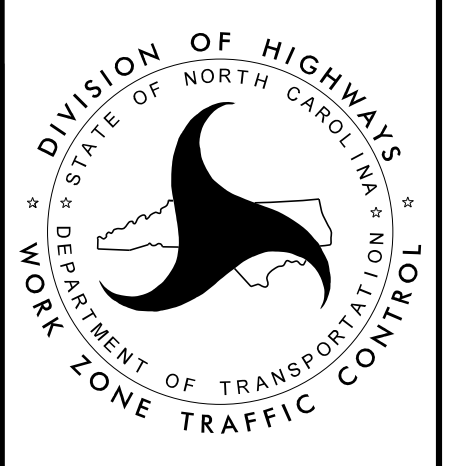
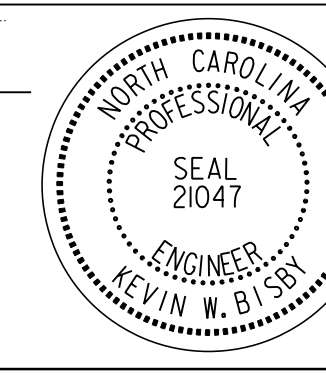
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**PHASE III - STEP 1
 PAVEMENT MARKING LAYOUT**

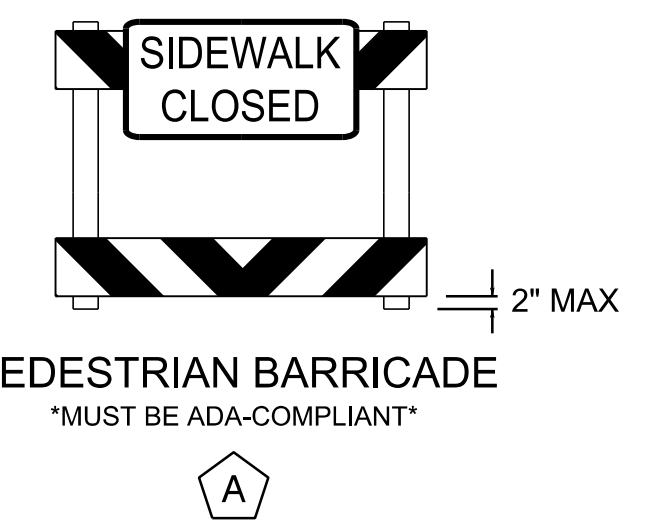
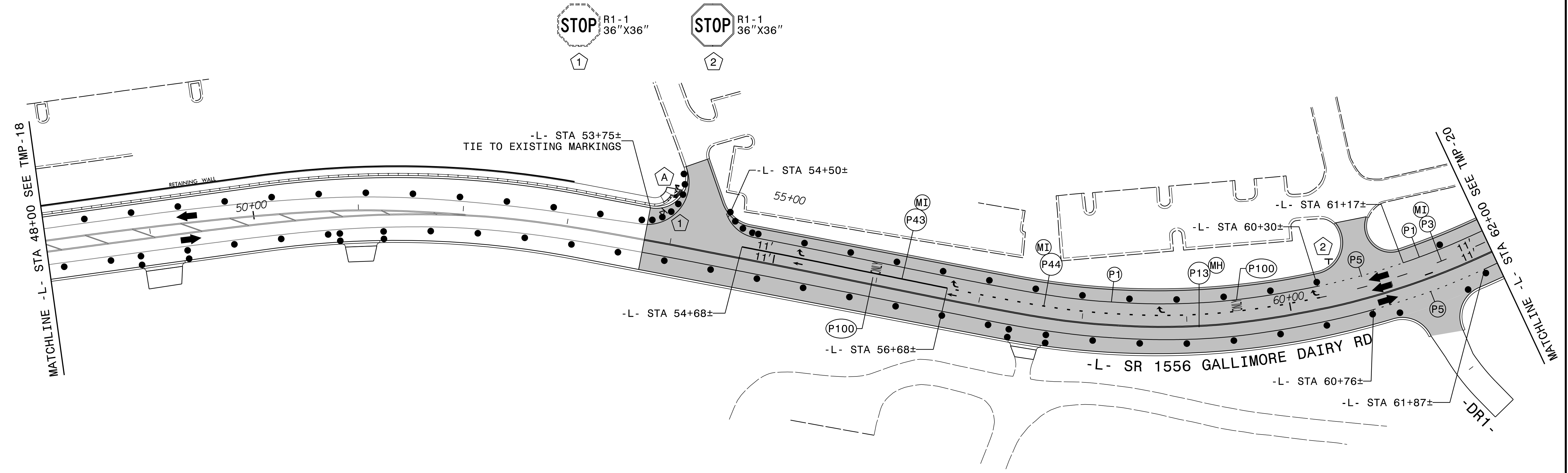
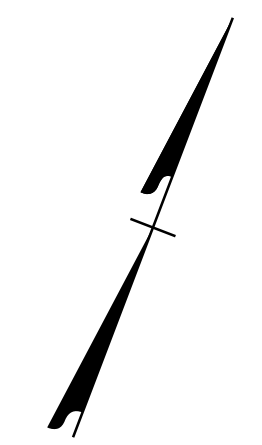


APPROVED: *Kevin Bisby*
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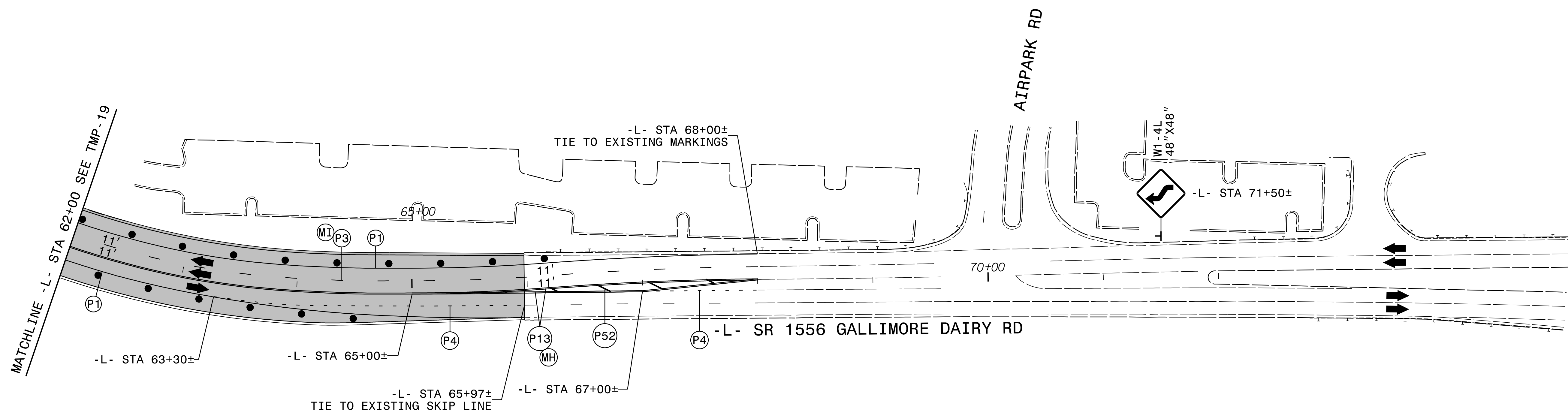
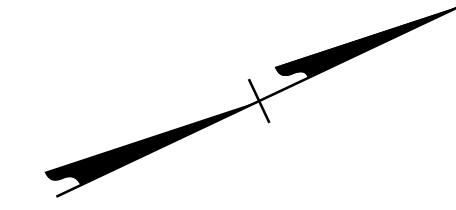
PHASE III - STEP 1

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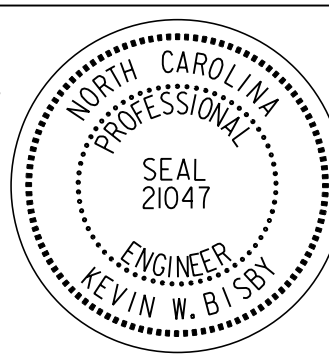

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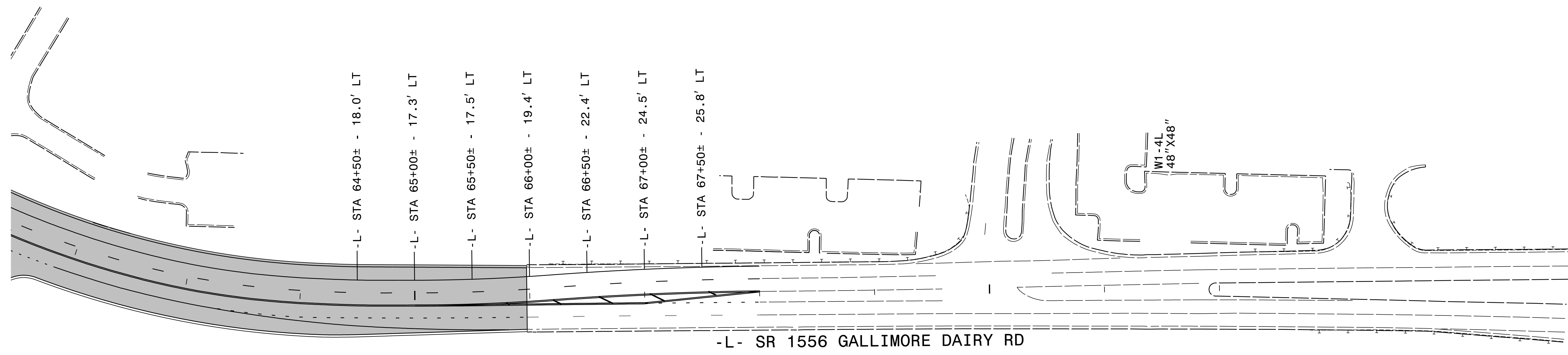
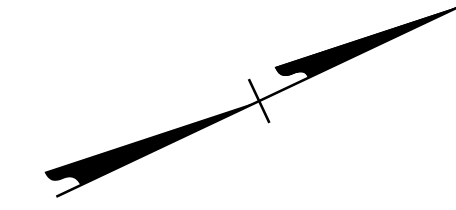
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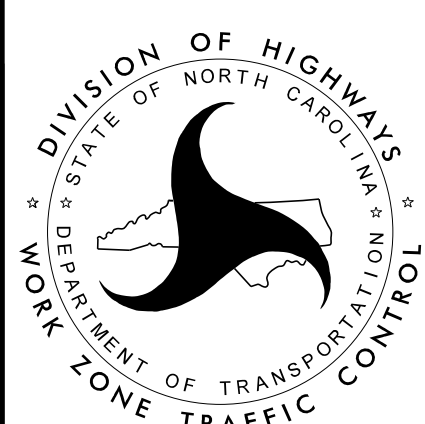
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