

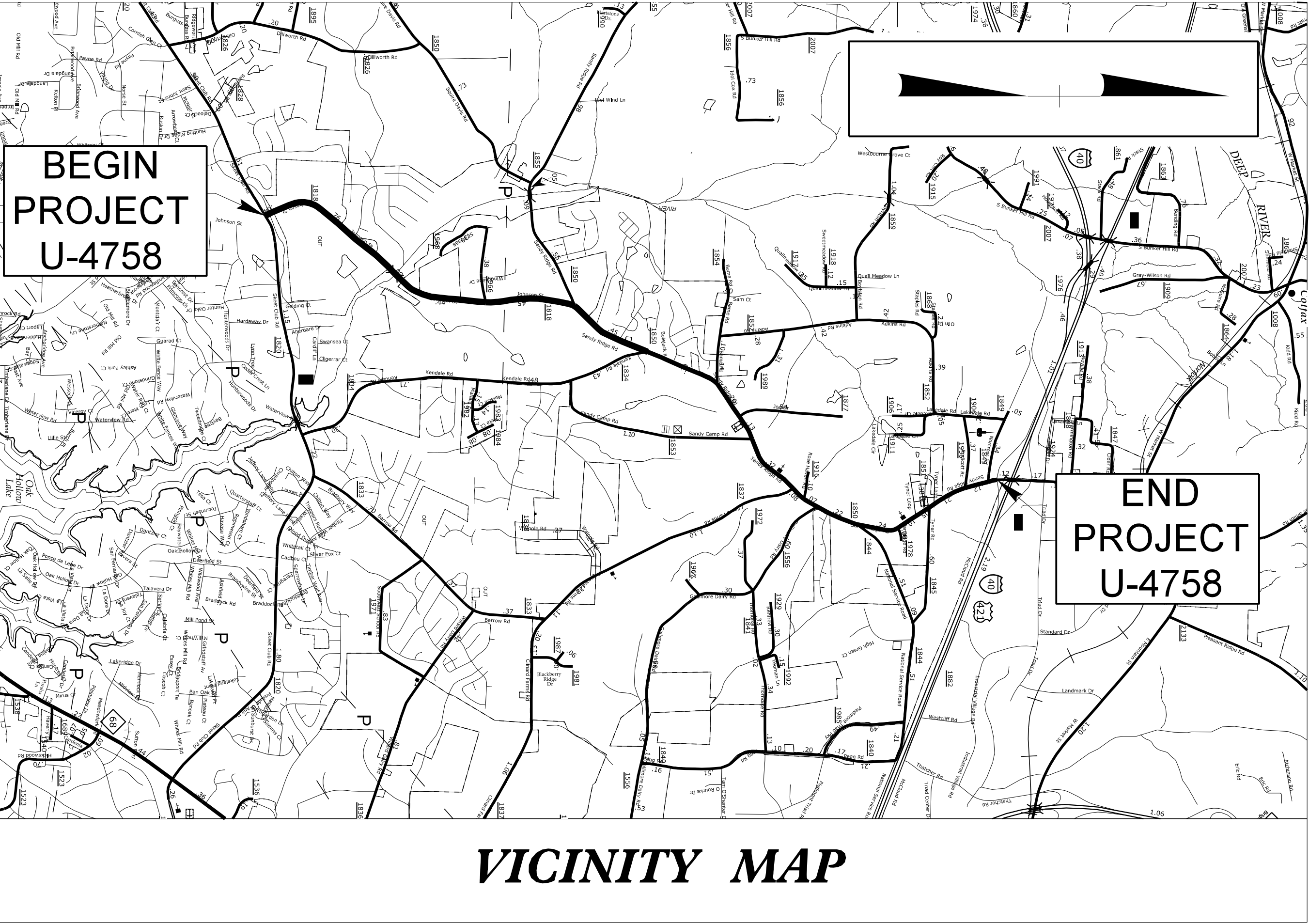
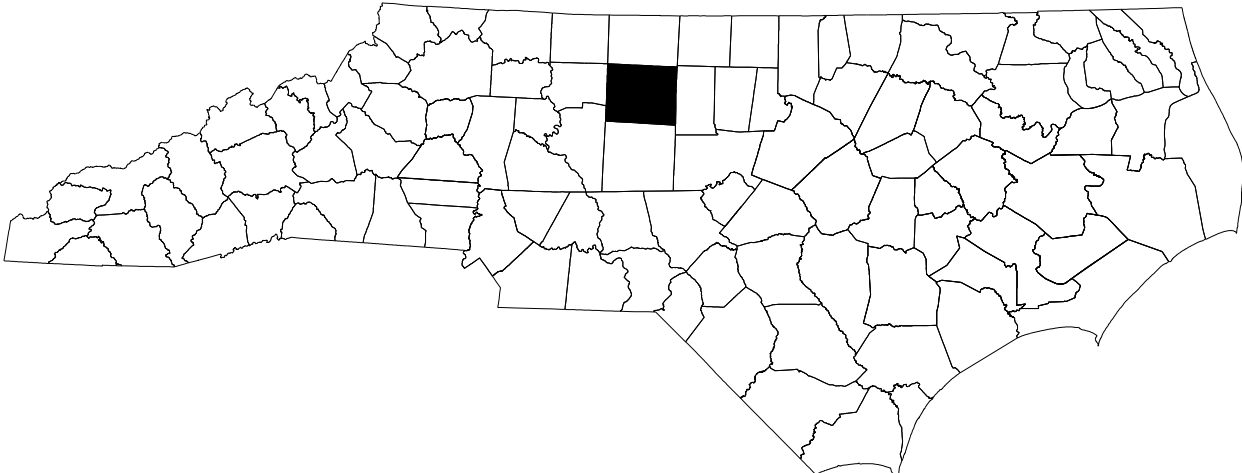
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

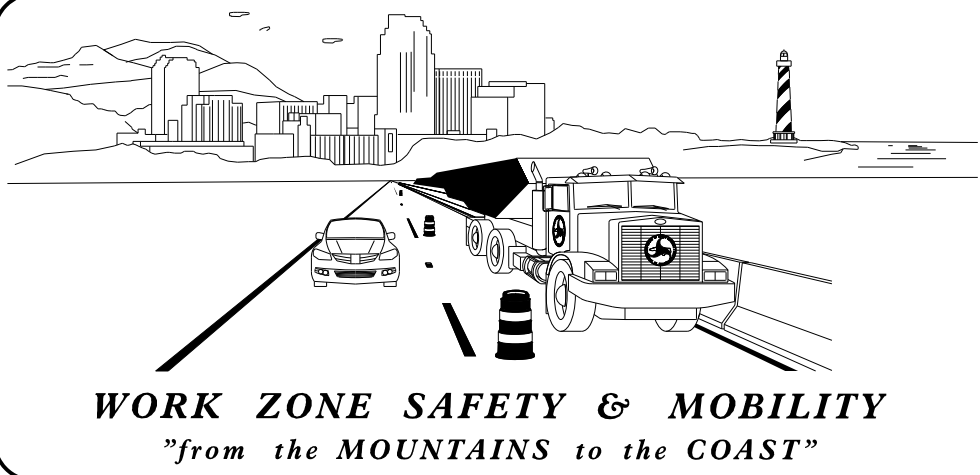
GUILFORD COUNTY

LOCATION: SR 1818 (JOHNSON STREET) /SR 1850 (SANDY RIDGE ROAD) FROM
SR 1820 (SKEET CLUB ROAD) TO SOUTH OF I-40 IN HIGH POINT

TYPE OF WORK: GRADING, DRAINAGE, PAVING, WIDENING, RESURFACING, SIGNALS,
AND STRUCTURE



VICINITY MAP



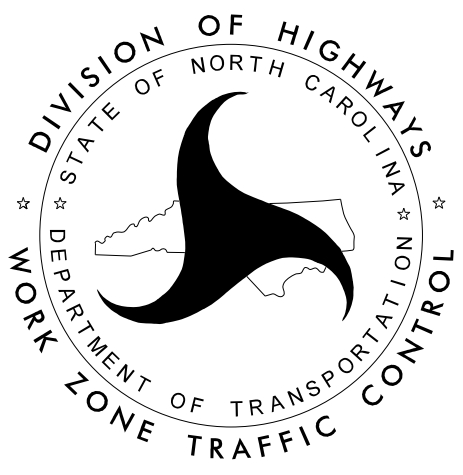
PLANS PREPARED BY:

A. MATTHEW THIGPEN, PE
PROJECT ENGINEER

PROJECT DESIGN ENGINEER

NCDOT CONTACTS:

CHRIS SMITHERMAN, PE
PROJECT MANAGER



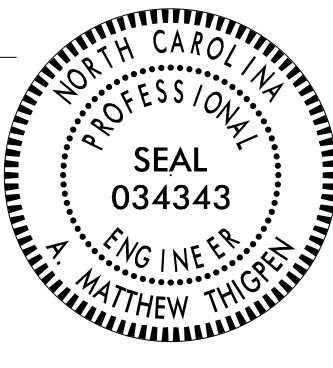
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APPROVED: Matthew Thigpen

DATE: 5/23/2025

SEAL



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-2	- TMP-2B	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES, AND LOCAL NOTES)
TMP-2C		PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-2D		TEMPORARY SHORING NOTES
TMP-3		TEMPORARY TRAFFIC CONTROL PHASING
TMP-4	- TMP-11A	PHASE I TEMPORARY TRAFFIC CONTROL DETAILS
TMP-12	- TMP-30	PHASE II TEMPORARY TRAFFIC CONTROL DETAILS
TMP-31	- TMP-54	PHASE III TEMPORARY TRAFFIC CONTROL DETAILS
TMP-55	- TMP-64	PHASE IV TEMPORARY TRAFFIC CONTROL DETAILS
TMP-65	- TMP-66	OFF-SITE DETOURS

SHEET NO.

TMP-1

PROJECT: U-4758

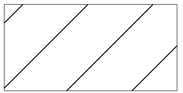
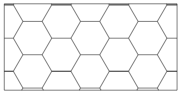
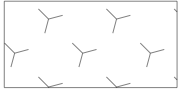
ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" - PROJECT SERVICES UNIT - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2024 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

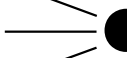
STD. NO.	TITLE
1101.01	WORK ZONE ADVANCE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
1130.01	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGERS
1165.01	TRUCK MOUNTED ATTENUATOR
1180.01	SKINNY DRUMS
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO LANE AND MULTILANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION AND SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION
1264.01	OBJECT MARKERS - TYPES
1264.02	OBJECT MARKERS - INSTALLATION

LEGEND

GENERAL

-  DIRECTION OF TRAFFIC FLOW
-  DIRECTION OF PEDESTRIAN TRAFFIC FLOW
-  EXIST. PVMT.
-  NORTH ARROW
-  PROPOSED PVMT.
-  TEMP. SHORING (LOCATION PURPOSES ONLY)
-  WEDGING
-  TEMPORARY PAVEMENT
-  ONGOING CONSTRUCTION
-  REMOVAL
-  WORK AREA

TRAFFIC CONTROL DEVICES

-  BARRICADE (TYPE III)
-  CONE
-  DRUM
-  SKINNY DRUM
-  TUBULAR MARKER
-  TEMPORARY CRASH CUSHION
-  PORTABLE CONCRETE BARRIER (P.C.B.)
-  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

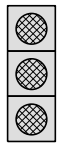
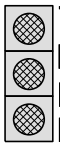
PAVEMENT MARKING SYMBOLS

-  PAVEMENT MARKING SYMBOLS

PAVEMENT MARKINGS

-  EXISTING LINES
-  TEMPORARY LINES

SIGNALS

-  EXISTING
-  PROPOSED
-  TEMPORARY

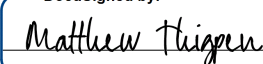
TEMPORARY PAVEMENT MARKING

PAVEMENT MARKING LINES:

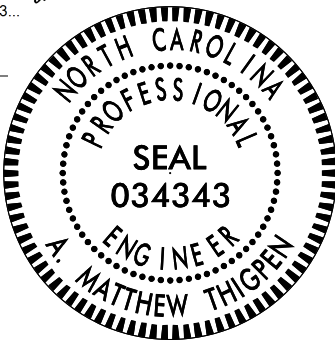
P1	WHITE EDGELINE	PAINT (4")
P2	WHITE SOLID LANE LINE	PAINT (4")
P3	10 FT. WHITE SKIP LINE	PAINT (4")
P4	3'-9' WHITE MINISKIP LINE	PAINT (4")
P5	2'-6' WHITE MINISKIP LINE	PAINT (4")
P10	YELLOW EDGELINE	PAINT (4")
P11	SINGLE YELLOW CENTER LINE	PAINT (4")
P12	10' YELLOW SKIP	PAINT (4")
P13	DOUBLE YELLOW CENTER LINE	PAINT (4")
P14	2'-6' YELLOW MINISKIP LINE	PAINT (4")
P40	WHITE GORE LINE	PAINT (8")
P42	YELLOW DIAGONAL	PAINT (8")
P43	WHITE SOLID LANE LINE	PAINT (8")
P44	3'-9' WHITE MINISKIP LINE	PAINT (8")
P61	WHITE STOP BAR	PAINT (24")

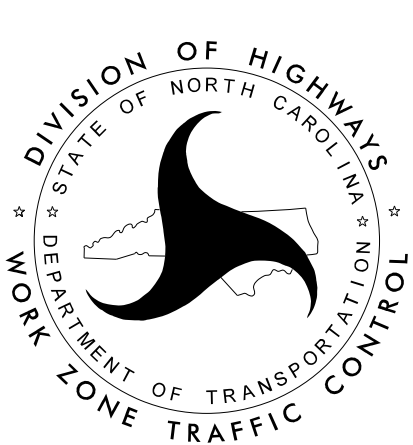
PAVEMENT MARKING SYMBOLS AND CHARACTERS:

P70	LEFT TURN ARROW	PAINT
P71	RIGHT TURN ARROW	PAINT
P72	STRAIGHT ARROW	PAINT
P73	COMBO. LEFT/STRAIGHT ARROW	PAINT
P74	COMBO. RIGHT/STRAIGHT ARROW	PAINT

APPROVED: 
DocuSigned by: Matthew Thigpen 7202285FD315433.

DATE: 5/23/2025





ROADWAY STANDARD
DRAWINGS & LEGEND

PROJ. REFERENCE NO.
U-4758

SHEET NO.
TMP- 1A



3612 Griffice Mill Road
Raleigh, NC 27610
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4/5/2025
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User:Matt Thigpen

4/23/2025
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User:Matt Thigpen

MANAGEMENT STRATEGIES

THE PURPOSE OF THIS PROJECT IS TO CONVERT EXISTING SR-1818 (JOHNSON STREET)/ SR-1850 (SANDY RIDGE ROAD) FROM A 2-LANE UNDIVIDED ROADWAY TO A 4-LANE DIVIDED ROADWAY FROM SR-1820 (SKEET CLUB ROAD) TO SOUTH OF I-40, INCLUDING THE WIDENING AND OVERLAY OF RAMPS C AND D.

CONSTRUCTION OF PHASE I WILL OCCUR IN FOUR INDEPENDANT AREAS. THE FIRST SEGEMNT, FROM SR-1820 (SKEET CLUB ROAD)TO +/-500 FEET NORTH WILL BE STAGED BEHIND PORTABLE CONCRETE TRAFFIC BARRIER TO PROTECT TRAFFIC FROM THE SIGNIFICANT PROFILE CORRECTION. THE OTHER THREE SEGMENTS INVOLVE AREAS WHERE THE PROPOSED ROADWAY IS BEING CONSTRUCTED ON NEW LOCATION IN ORDER TO CORRECT DEFICIENT HORIZONTAL GEOMETRY.

PHASE II CONSISTS OF SHIFTING TRAFFIC TO THE NEW CONSTRUCTION AND CONSTRUCTING THE NORTHBOUND LANES.

THE RAMP 'C' WIDENING WILL BE CONSTRUCTED IN PHASE II AND RAMP 'D' IN PHASE III. TRAFFIC WILL FIRST BE SHIFTED TO THE LEFT SIDE OF THE RAMP USING THE EXISTING PAVED SHOULDER TO REMOVE THE EXISTING RIGHT PAVED SHOULDER AND CONSTRUCT RIGHT SIDE WIDENING. THE LENGTH OF THE TWO-LANE PORTION OF THE RAMPS AND THE LENGTH OF THE MERGE FROM TWO LANES TO ONE WILL BE MAINTAINED AS CLOSE TO CURRENT CONDITIONS AS POSSIBLE TO PRESERVE EXISTING RAMP CAPACITY. RAMP LANES WILL BE NARROWED (11-FOOT LANES FOR THE TWO-LANE PORTION AND 12-FOOT FOR THE SINGLE LANE PORTION) TO PROVIDE A LATERAL BUFFER BETWEEN TRAFFIC AND WORK AREA ALONG THE RIGHT SIDE OF THE RAMP AND TO AVOID CONSTRUCTING TEMPORARY PAVEMENT ALONG THE LEFT SIDE OF THE RAMP WHERE NO PERMANENT PAVEMENT CONSTRUCTION IS PROPOSED.

PHASE III CONSISTS OF SHIFTING TRAFFIC TO THE NORTHBOUND LANES AND CONSTRUCTING THE SOUTHBOUND LANES.

THE FINAL STAGE, PHASE IV WILL INCLUDE COMPLETING THE MEDIAN CONSTRUCTION,PAVING OF THE FINAL SURFACE LAYER AND INSTALLATION OF THE FINAL SIGNS, SINALS AND PAVEMENT MARKINGS.

GENERAL NOTES

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

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

TIME RESTRICTIONS

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

ROAD NAME	DAY AND TIME RESTRICTIONS
SR 1818 (JOHNSON STREET)/ SR 1850 (SANDY RIDGE ROAD)	MONDAY THRU FRIDAY 6:00 A.M. to 9:00 A.M. 4:00 P.M. TO 7:00 P.M.

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

ROAD NAME

SR 1818 (JOHNSON STREET)/ SR 1850 (SANDY RIDGE ROAD)

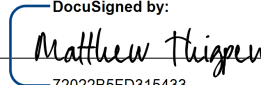
HOLIDAY

- 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.

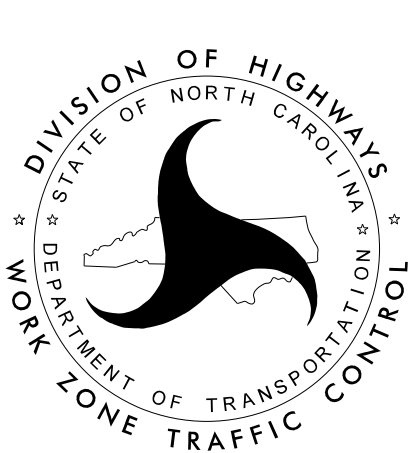
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U-4758	TMP - 2



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TRANSPORTATION
OPERATIONS
PLAN

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GENERAL NOTES

6.

FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 7:00 P.M. TUESDAY.
7.

FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY TO 7:00 P.M. MONDAY.
8.

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 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

- D)

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.
- E)

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.
- F)

WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 5 FT OF AN OPEN TRAVEL LANE ON AN UNDIVIDED FACILITY, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 10 FT OF AN OPEN TRAVEL LANE ON A DIVIDED FACILITY, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

G)

WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRANSPORTATION MANAGEMENT PLANS, ROADWAY STANDARD DRAWINGS, OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.
- H)

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.

I)

DO NOT INSTALL MORE THAN 4000 ft OF LANE CLOSURE ON SR 1818 (JOHNSONS STREET) /SR 1850 (SANDY RIDGE ROAD) MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.

J)

DO NOT INSTALL MORE THAN TWO SIMULTANEOUS LANE CLOSURES IN ANY ONE DIRECTION ON SR 1818 (JOHNSON STREET)/ SR 1850 (SANDY RIDGE ROAD).

K)

PROVIDE A MINIMUM OF 1000 ft BETWEEN LANE CLOSURES, MEASURED FROM THE END OF ONE CLOSURE TO THE FIRST SIGN OF THE NEXT LANE CLOSURE.
- PAVEMENT EDGE DROP OFF REQUIREMENTS
- L)

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.
- M)

DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 500 ft IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.
- TRAFFIC PATTERN ALTERATIONS
- N)

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

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.

P)

ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

Q)

INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 300 ft IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.
- APPROVED:

DocuSigned by:
Matthew Thigpen
7202285FD315433.

DATE: 5/23/2025

SEAL
034343
ENGINEER
MATTHEW THIGPEN

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

TRANSPORTATION
OPERATIONS
PLAN
- 4/23/2025
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User:Matt Thigpen

PROJ. REFERENCE NO.	SHEET NO.
U-4758	TMP- 2B



GENERAL NOTES

TRAFFIC BARRIER

S) 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.

T) 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

TRAFFIC CONTROL DEVICES

U) 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.

V) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.

GENERAL NOTES CONT.

PAVEMENT MARKINGS AND MARKERS

W) 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.

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.

MISCELLANEOUS

Z) 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 ft AND 300 ft RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

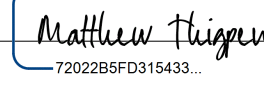
AA) ALL CURB RAMP LOCATIONS SHALL BE DERIVED FROM STATIONING SHOWN ON PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER IN COORDINATION WITH THE SIGNING AND DELINEATION UNIT.

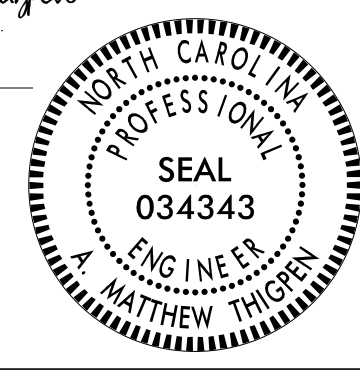
BB) CONTRACTOR SHALL MAINTAIN SIDEWALK ACCESS AT ALL TIMES AS STATED IN THE PHASING. CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE TEMPORARY SIDEWALKS (CONCRETE, ASPHALT, OR OTHER SUITABLE MATERIAL AS APPROVED BY THE ENGINEER) AT ALL LOCATIONS WHERE THE OPEN PEDESTRIAN TRAVELWAY HAS BEEN REMOVED FOR CONSTRUCTION OPERATIONS (UTILITIES, DRAINAGE, ETC.).

CC) RAMP WIDENING CONSTRUCTION AREA SHALL BE LIMITED TO 200 FEET IN LENGTH. WORK THAT CANNOT BE COMPLETED IN ONE DAY'S TIME WILL BE REQUIRED TO HAVE ALL DROP-OFFS TREATED WITH A 6:1 OR FLATTER WEDGE OF SUITABLE COMPACTED MATERIAL.

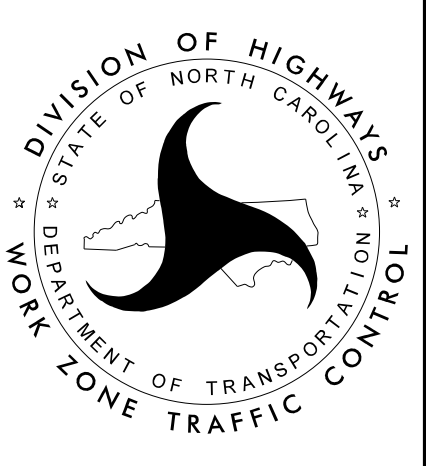
LOCAL NOTES

1) COORDINATE INSTALLATION OF UNDERGROUND CONDUIT AND JUNCTION BOX SYSTEMS FOR ITS AND SIGNALS WITH THE CONSTRUCTION OF SIDEWALKS SO THAT UNDERGROUND CONDUITS AND JUNCTION BOXES UNDERNEATH AND WITHIN PROPOSED SIDEWALKS ARE INSTALLED PRIOR TO SIDEWALK CONSTRUCTION.

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TRANSPORTATION
OPERATIONS
PLAN



- 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.

*** See Figure Below**

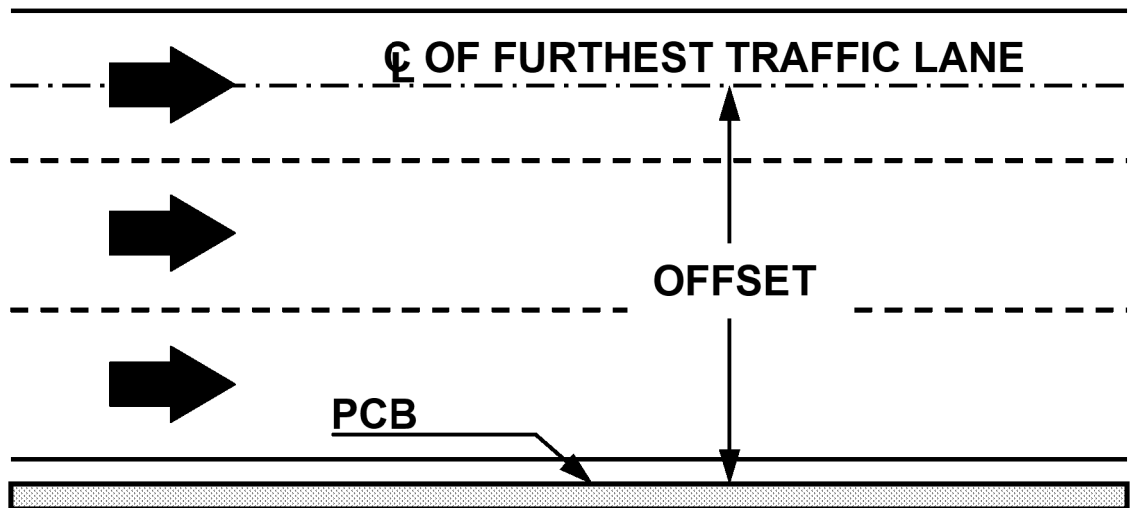


FIGURE B

DocuSigned by: APPROVED: <i>Matthew Thigpen</i> 7202285F D315433 DATE: 5/23/2025		PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
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PROJ. REFERENCE NO.	SHEET NO.
U - 4758	TMP - 2D



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Temporary Shoring No. 1 Notes on Plans

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

DESIGN TEMPORARY SHORING FROM STATION 13+87 +/- -L-, 4.0 FT. LT. TO STATION 16+25 +/- -L-, 5.8 FT. LT., FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

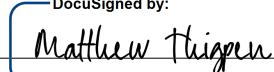
UNIT WEIGHT (γ) = 120 PCF
FRICTION ANGLE (ϕ) = 30 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = N/A

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

AT THE CONTRACTOR’S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 13+87 +/- -L-, 4.0 FT. LT. TO STATION 16+25 +/- -L-, 5.8 FT. LT., SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY SHORING.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION 13+87 +/- -L-, 4.0 FT. LT. TO STATION 16+25 +/- -L-, 5.8 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 TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH SEALED DOCUMENTS FROM THE GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENTS WERE SUBMITTED ON FEBRUARY 21, 2025 AND SEALED BY PROFESSIONAL ENGINEER, DAVID TEAGUE, P.E., LICENSE # 027869

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TEMPORARY SHORING NOTES

4/24/2025
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User:Matt Thigpen

NOTES:
BEFORE BEGINNING ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL INSTALL ALL ADVANCE WARNING SIGNS AND TRAFFIC CONTROL DEVICES. FIELD VERIFY LOCATIONS WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.

MAINTAIN VEHICULAR ACCESS TO ALL RESIDENCES AND BUSINESSES DURING THE LIFE OF THE CONTRACT, UNLESS OTHERWISE NOTED IN THE PHASING PLANS OR DIRECTED BY THE RESIDENT ENGINEER.

COMPLETE ANY PROPOSED OR TEMPORARY WIDENING IN SUCH A MANNER THAT NO PONDING OF WATER WILL OCCUR WITHIN THE TRAVEL LANE.

WHEN USING LANE CLOSURES (RSD 1101.02), RETURN TRAFFIC TO EXISTING AND/OR TEMPORARY TRAFFIC PATTERN UPON ACTIVITIES COMPLETION, UNLESS OTHERWISE NOTED IN THE PHASING PLANS.

WHEN PHASING STATES TO USE LANE CLOSURES, REFER TO THE FOLLOWING FOR ALL EXISTING AND PROPOSED ROADS:

-ALL TWO-LANE/TWO-WAY FACILITIES SEE RSD 1101.02 SHEET 1 OF 19

-ALL 3-LANE OR 5-LANE ROADWAYS SEE RSD 1101.02 SHEET 2, 3 AND 7 OF 19

WHEN WEDGING OVER EXISTING PAVEMENT, WEDGE TO PROPOSED ELEVATION (LESS THE FINAL LAYER OF SURFACE COURSE), OR WEDGE AS NEEDED TO MAINTAIN TRAFFIC. MAINTAIN POSITIVE DRAINAGE AND MAINTAIN A MAXIMUM 0.04 ROLLOVER IN BOTH EXISTING AND/OR TEMPORARY TRAVEL LANES.

REPLACE MARKINGS AND RETURN TRAFFIC TO THE CURRENT TRAFFIC PATTERN AT THE END OF EACH WORK PERIOD UNLESS OTHERWISE NOTED IN THE PHASING OR DIRECTED BY THE ENGINEER.

FOR ALL SHOULDER CLOSURES, SEE RSD 1101.04. WHEN PORTABLE CONCRETE BARRIER (PCB) IS PRESENT ON SHOULDERS, PLACE SHOULDER CLOSURE SIGNS & DEVICES IN ADVANCE OF PCB.

PHASE 1

STEP 1: (SEE TMP-04)

AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NEEDED, PERFORM THE FOLLOWING:

- CONSTRUCT TEMPORARY PAVEMENT FROM -L- STA. 13+45 +/- TO STA. 20+22 +/- UP TO THE EDGE AND ELEVATION OF THE EXISTING PAVEMENT.
- PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS FOR THE PHASE 1 TRAFFIC PATTERN.
- SHIFT -L- (SR 1818) TRAFFIC TO THE PHASE 1 TRAFFIC PATTERN.
- INSTALL TEMPORARY PORTABLE CONCRETE BARRIER AND CRASH CUSHIONS.

NOTE: TEMPORARY SIGNALS AT THE INTERSECTION OF -L- (SR 1818) AND SR 1820 (SKEET CLUB RD.), AND AT THE -L- (SR 1818) AND -Y30 (BLOOMFIELD TRACE) INTERSECTION WILL BE REQUIRED FOR THE PHASE 1 TRAFFIC PATTERN.

STEP 2: (SEE TMP-04 THRU TMP-11)

AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NEEDED, CONSTRUCT THE FOLLOWING:

- -L- STA. 13+87 +/- TO STA. 25+67 +/- (LEFT SIDE)
- -L- STA. 99+29 +/- TO STA. 120+50 +/- (RIGHT SIDE)
- -L- STA. 137+82 +/- TO STA. 158+29 +/- (RIGHT SIDE)
- -L- STA. 211+74 +/- TO STA. 219+43 +/- (LEFT SIDE)
- CONSTRUCT -L- STA. 233+77 +/- TO -L1- STA. 21+30 +/- (LEFT SIDE) UP TO EXISITNG ELEVATION OF EXISTING PAVEMENT AS NECESSARY FOR PHASE 2 TRAFFIC PATTERN.

PHASE 2

STEP 1: (SEE TMP-12 THRU TMP-30))

AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NEEDED, PERFORM THE FOLLOWING:

- PLACE TEMPORARY MARKINGS AND MARKERS FOR THE PHASE 2 TRAFFIC PATTERN
- SHIFT TRAFFIC TO THE PHASE 2 TRAFFIC PATTERN.
- RESET/INSTALL TEMPORARY PORTABLE CONCRETE BARRIER ALONG -L- TO THE PHASE 2 TRAFFIC PATTERN.
- CONSTRUCT TEMPORARY PAVEMENT FROM -L- STA. 17+92 +/- TO STA. 19+97 +/-

NOTE: TEMPORARY SIGNALS AT THE INTERSECTION OF -L- (SR 1818) AND SR 1820 (SKEET CLUB RD.), -L- (SR 1818) AND -Y30 (BLOOMFIELD TRACE), -L- (SR 1850) AND -Y15- (GALLIMORE DAIRY RD.) AND AT THE -L- (SR 1850) AND -RPB- INTERSECTION WILL BE REQUIRED FOR THE PHASE 2 TRAFFIC PATTERN.

PHASING

STEP 2: (SEE TMP-12 THRU TMP-30)

AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NEEDED, CONSTRUCT THE FOLLOWING:

- -L- STA. 13+45 +/- TO STA. 99+29 +/- (RIGHT SIDE)
- TEMPORARY PAVEMENT FROM -L- STA. 17+92 +/- TO STA. 19+97 +/-
- -L- STA. 120+50 +/- TO STA. 137+83 +/- (RIGHT SIDE)
- -L- STA. 156+50 +/- TO STA. 176+54 +/- (LEFT SIDE)
- -L- STA. 175+63 +/- TO -L1- STA. 21+26 +/- (RIGHT SIDE)
- TEMPORARY PAVEMENT FROM -L- STA. 215+32 +/- TO STA. 218+67 +/-
- -Y8- FROM INTERSECTION WITH -L- TO STA. 23+30 +/-
- -Y13- STA. 10+55 +/- TO INTERSECTION WITH -L-
- -Y15- FROM INTERSECTION WITH -L- TO STA. 14+50 +/-
- -Y17- STA. 10+00 +/- TO STA. 17+00 +/-
- -Y18- FROM INTERSECTION WITH -L- TO STA. 11+24 +/-
- -Y20- FROM INTERSECTION WITH -L- TO STA.
- -Y23- FROM INTERSECTION WITH -L- TO STA. 11+50 +/-
- -RPC- STA. 17+00 +/- TO INTERSECTION WITH -L-
- -DWAY23-
- -DWAY24-

PHASE 3

STEP 1: (SEE TMP-31 THRU TMP-54)

AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NEEDED, PERFORM THE FOLLOWING:

- PLACE TEMPORARY MARKINGS AND MARKERS FOR THE PHASE 3 TRAFFIC PATTERN
- -INSTALL ANCHORED TEMPORARY PORTABLE CONCRETE BARRIER AND CRASH CUSIONS FROM -L- STA. 52+99 +/- TO STA. 57+36 +/-.
- SHIFT TRAFFIC TO THE PHASE 3 TRAFFIC PATTERN.

NOTE: TEMPORARY SIGNALS AT THE INTERSECTION OF -L- (SR 1818) AND SR 1820 (SKEET CLUB RD.), -L- (SR 1818) AND -Y30 (BLOOMFIELD TRACE), -L- (SR 1850) AND -Y8- (SR 1834), -L- (SR 1850) AND -Y15- (GALLIMORE DAIRY RD.), -L- (SR 1850) AND -Y17- (SR 1844), -L- (SR 1850) AND -Y20- (SR 1845) AND AT THE -L- (SR 1850) AND -RPB- INTERSECTION WILL BE REQUIRED FOR THE PHASE 3 TRAFFIC PATTERN.

INSTALL OFF-SITE DETOUR SIGNS AS SHOWN ON TMP-65 AND TMP-66 AND COVER.

STEP 2: (SEE TMP-31 THRU TMP-54)

UNCOVER DETOUR SIGNS, CLOSE -Y21- AND -Y24- AND DETOUR TRAFFIC.

AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NEEDED, CONSTRUCT THE FOLLOWING:

- -L- STA. 24+00 +/- TO STA. 212+00 +/- (LEFT SIDE)
- -L- STA. 219+26 +/- TO -L1- STA. 19+02 +/-
- -Y2- STA. 12+36 +/- TO INTERSECTION WITH -L-
- -Y3- FROM INTERSECTION WITH -L- TO STA. 11+30 +/-
- -Y4- STA. 11+49 +/- TO INTERSECTION WITH -L-
- -Y5- FROM INTERSECTION WITH -L- TO STA. 17+80 +/-
- -Y6- FROM INTERSECTION WITH -L- TO STA. 10+11 +/-
- -Y7- FROM INTERSECTION WITH -L- TO STA. 12+00 +/-
- -Y10- STA. 10+00 +/- TO INTERSECTION WITH -L-
- -Y11- FROM INTERSECTION WITH -L- TO STA. 16+00 +/-
- -Y14- FROM STA. 10+00 +/- TO INTERSECTION WITH -L-
- -Y35- FROM STA. 11+00 +/- TO INTERSECTION WITH -L-
- -Y19- FROM STA. 12+00 +/- TO INTERSECTION WITH -L-
- -Y21- FROM STA. 11+80 +/- TO INTERSECTION WITH -L-
- -Y29- FROM STA. 14+89 +/- TO INTERSECTION WITH -L-
- -Y20- FROM STA. 14+10 +/- TO 22+00 +/-
- -Y24- FROM INTERSECTION WITH -L- TO STA. 10+00 +/-
- -RPB- STA. 22+72 +/- TO INTERSECTION WITH -L-
- -Y27- STA. 13+15 +/- TO INTERSECTION WITH -Y29-
- -DWAY20-

PROJ. REFERENCE NO.

U-4758

SHEET NO.

TMP- 3



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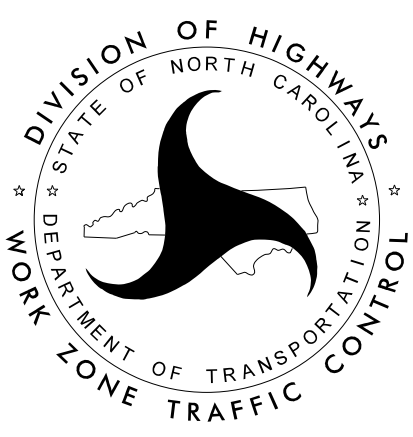
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Matthew Thigpen
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TEMPORARY TRAFFIC
CONTROL PHASING

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PHASING

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U-4758	TMP- 3A



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PHASE 4

STEP 1: (SEE TMP-55 THRU TMP-64)

AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NEEDED, PERFORM THE FOLLOWING:

- REMOVE ANCHORED PORTABLE CONCRETE BARRIER AND CRASH CUSHIONS.
- PLACE TEMPORARY MARKINGS AND MARKERS FOR THE PHASE IV TRAFFIC PATTERN
- SHIFT TRAFFIC TO THE PHASE IV TRAFFIC PATTERN.

NOTE: TEMPORARY SIGNALS AT THE INTERSECTION OF -L- (SR 1818) AND -Y30 (BLOOMFIELD TRACE), -L- (SR 1850) AND -Y8- (SR 1834), -L- (SR 1850) AND -Y10- (BAME ROAD), -L- (SR 1850) AND -Y11- (SR 1877), -L- (SR 1850) AND -Y13- (SR 1837), AND AT THE -L- (SR 1850) AND -Y15- (GALLIMORE DAIRY RD.) INTERSECTION WILL BE REQUIRED FOR THE PHASE 4 TRAFFIC PATTERN.

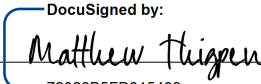
STEP 2: (SEE TMP-55 THRU TMP-64)

AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NEEDED, COMPLETE ALL REMAINING CONSTRUCTION UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE INCLUDING ALL MONOLITHIC ISLANDS, MEDIAN ISLANDS, MEDIAN CURB AND CURB & GUTTER.

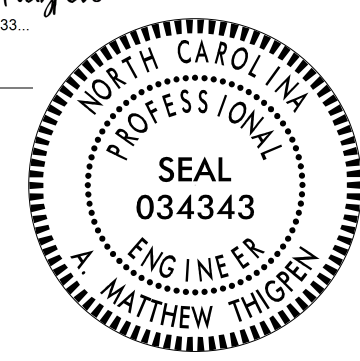
STEP 3:

USING LANE CLOSURES, CONSTRUCT THE FINAL LAYER OF SURFACE COURSE, THEN PLACE THE FINAL MARKINGS AND MARKERS AND RE-OPEN TO THE FINAL TRAFFIC PATTERN. (SEE FINAL PAVEMENT MARKING PLAN)

- -L- STA. 90+00 +/- TO STA. 197+50 +/-
- -Y12- STA. 12+25 +/- TO THE INTERSECTION WITH -L-

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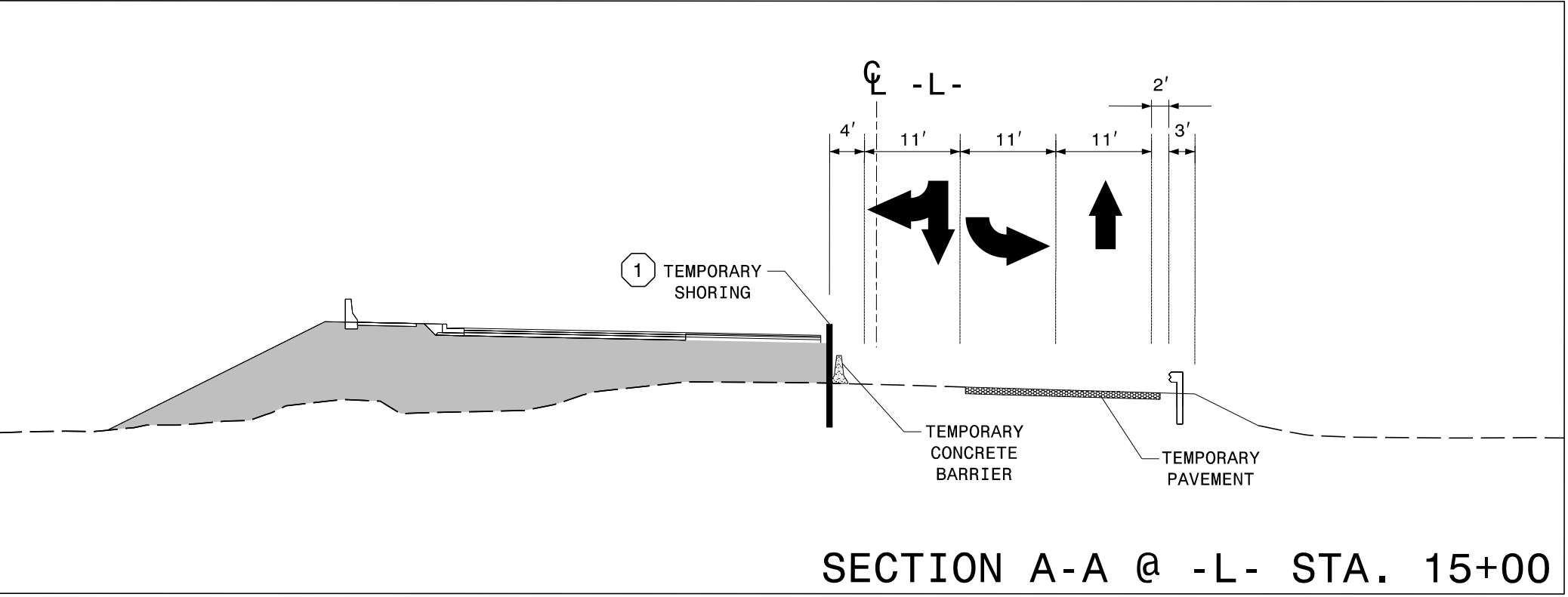
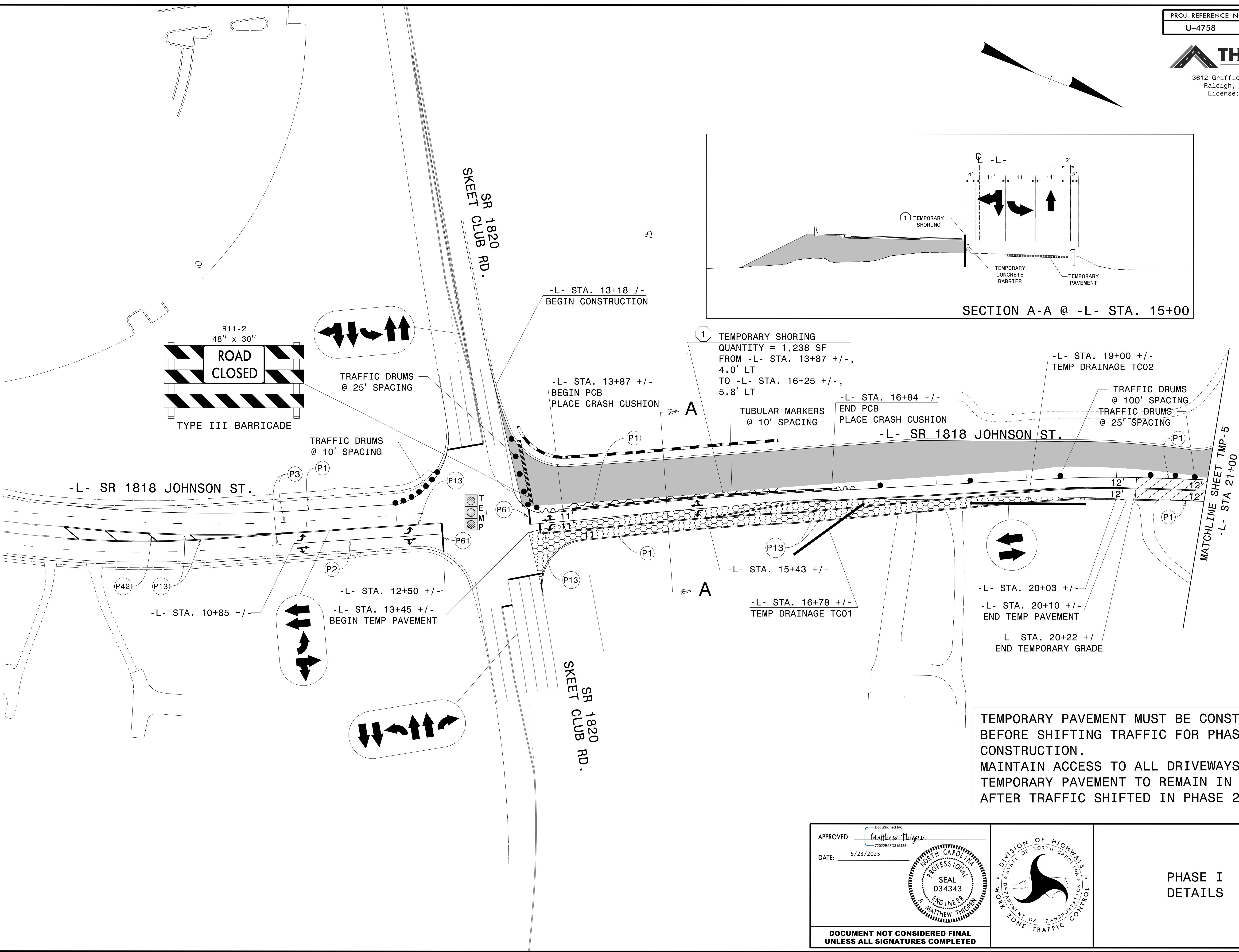
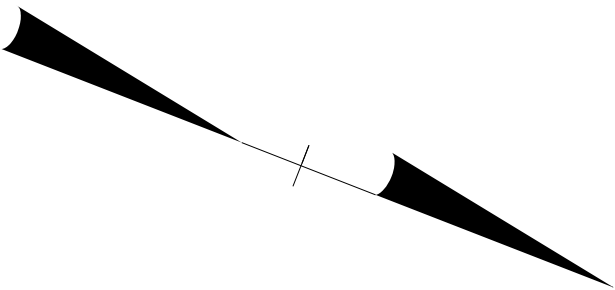


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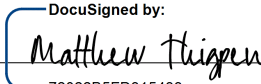


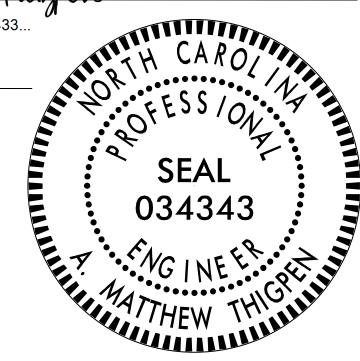
TEMPORARY TRAFFIC
CONTROL PHASING

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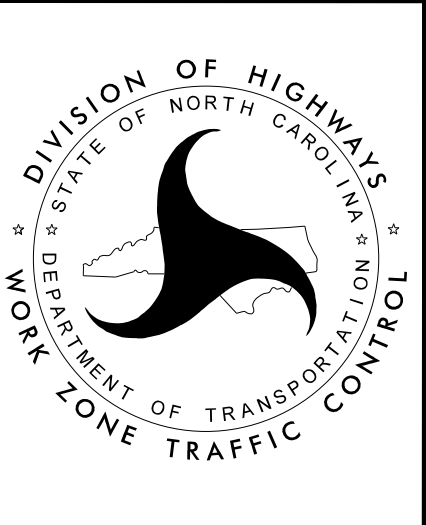


TEMPORARY PAVEMENT MUST BE CONSTRUCTED BEFORE SHIFTING TRAFFIC FOR PHASE I CONSTRUCTION. MAINTAIN ACCESS TO ALL DRIVEWAYS. TEMPORARY PAVEMENT TO REMAIN IN PLACE AFTER TRAFFIC SHIFTED IN PHASE 2.

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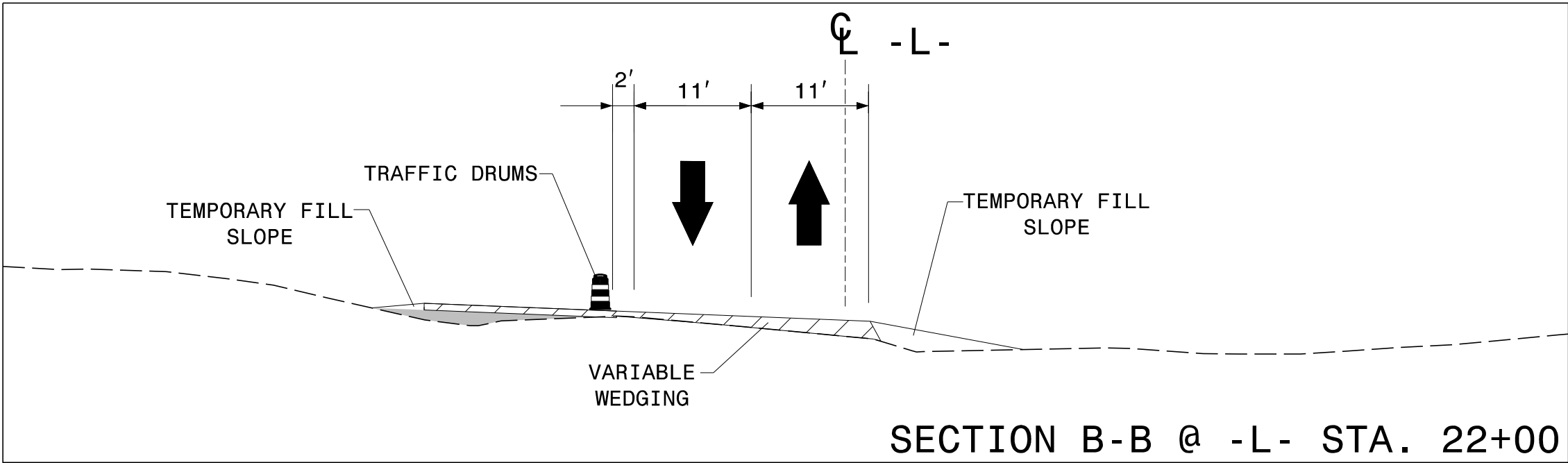
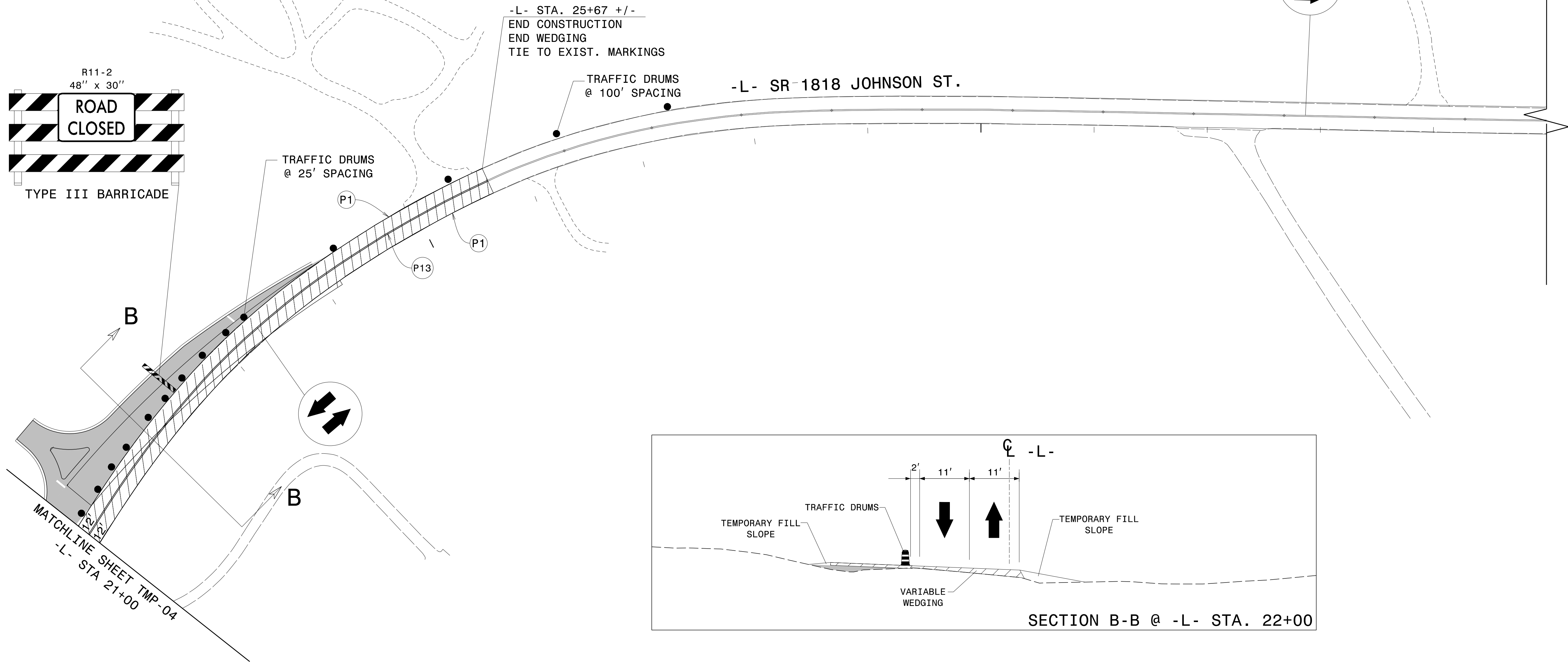
PHASE I
DETAILS

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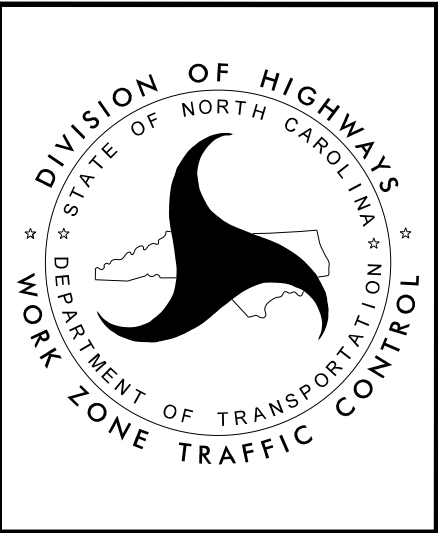


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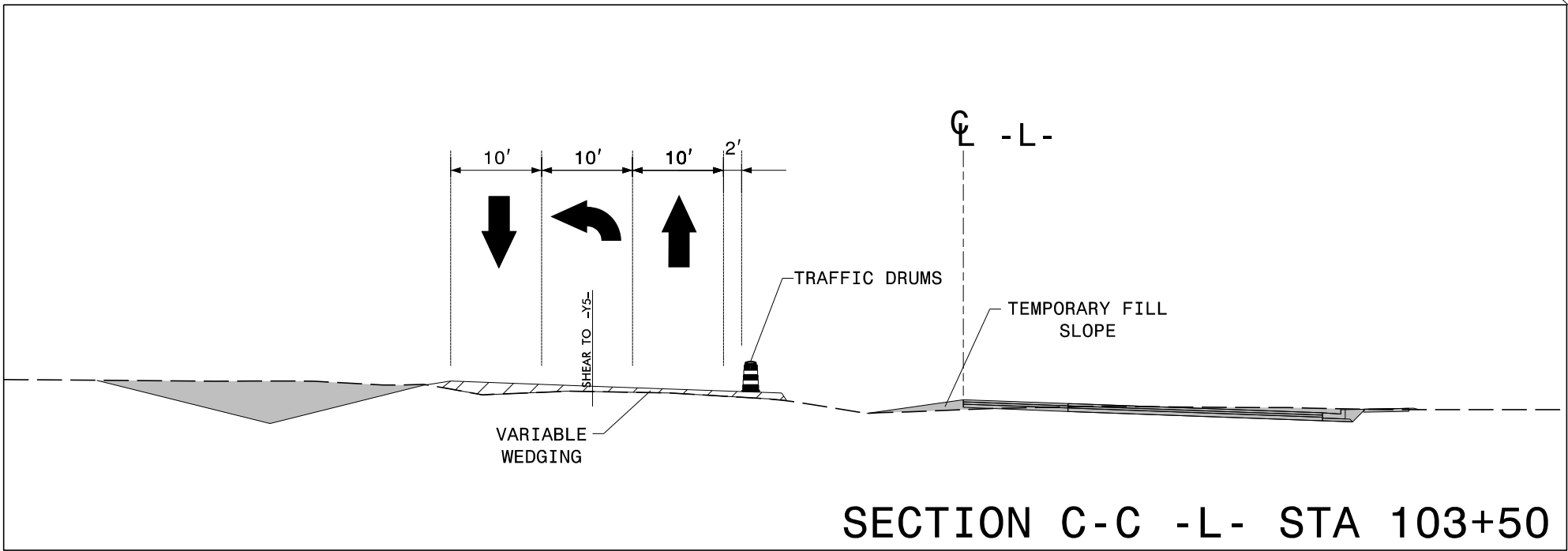
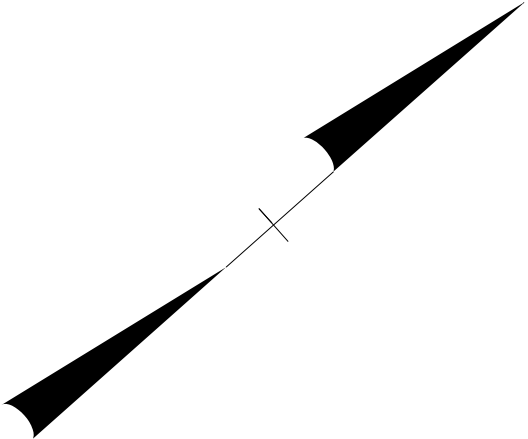
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PHASE I
DETAILS

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-L- STA. 99+29 +/-
BEGIN CONSTRUCTION
BEGIN WEDGING

-L- STA. 103+45 +/-
TEMP DRAINAGE TC08

-L- STA. 105+46 +/-
END WEDGING

-L- STA. 108+69 +/-
END CONSTRUCTION

TRAFFIC DRUMS
@ 25' SPACING

-L- SR 1850 SANDY RIDGE RD.

MATCHLINE SHEET TMP-7
-L- STA 110+00

-L- STA. 105+30 +/-
TEMP DRAINAGE TC09

TYPE III BARRICADE

TRAFFIC DRUMS
@ 25' SPACING

R11-2
48" x 30"

ROAD
CLOSED

TYPE III BARRICADE

R11-2
48" x 30"

ROAD
CLOSED

TYPE III BARRICADE

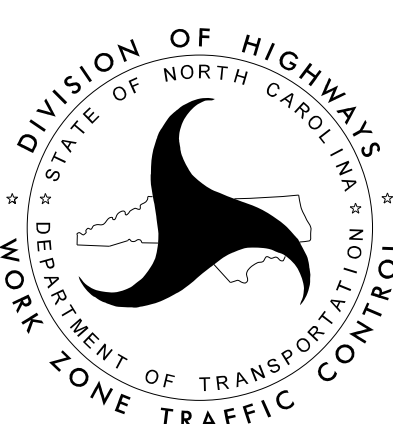
BLOOMFIELD TRACE

-Y30- STA. 11+60 +/-
END CONSTRUCTION

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DATE: 5/23/2025



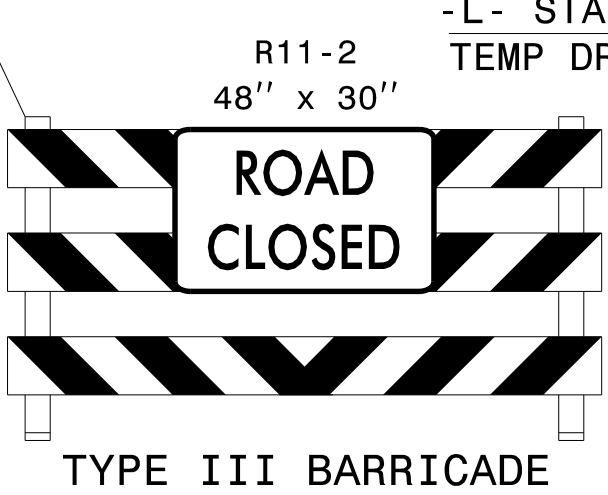
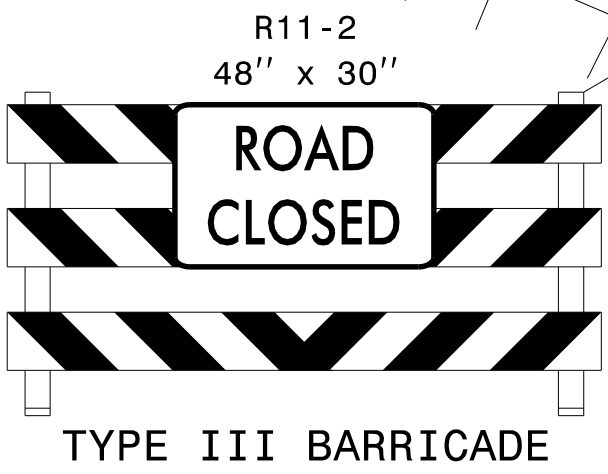
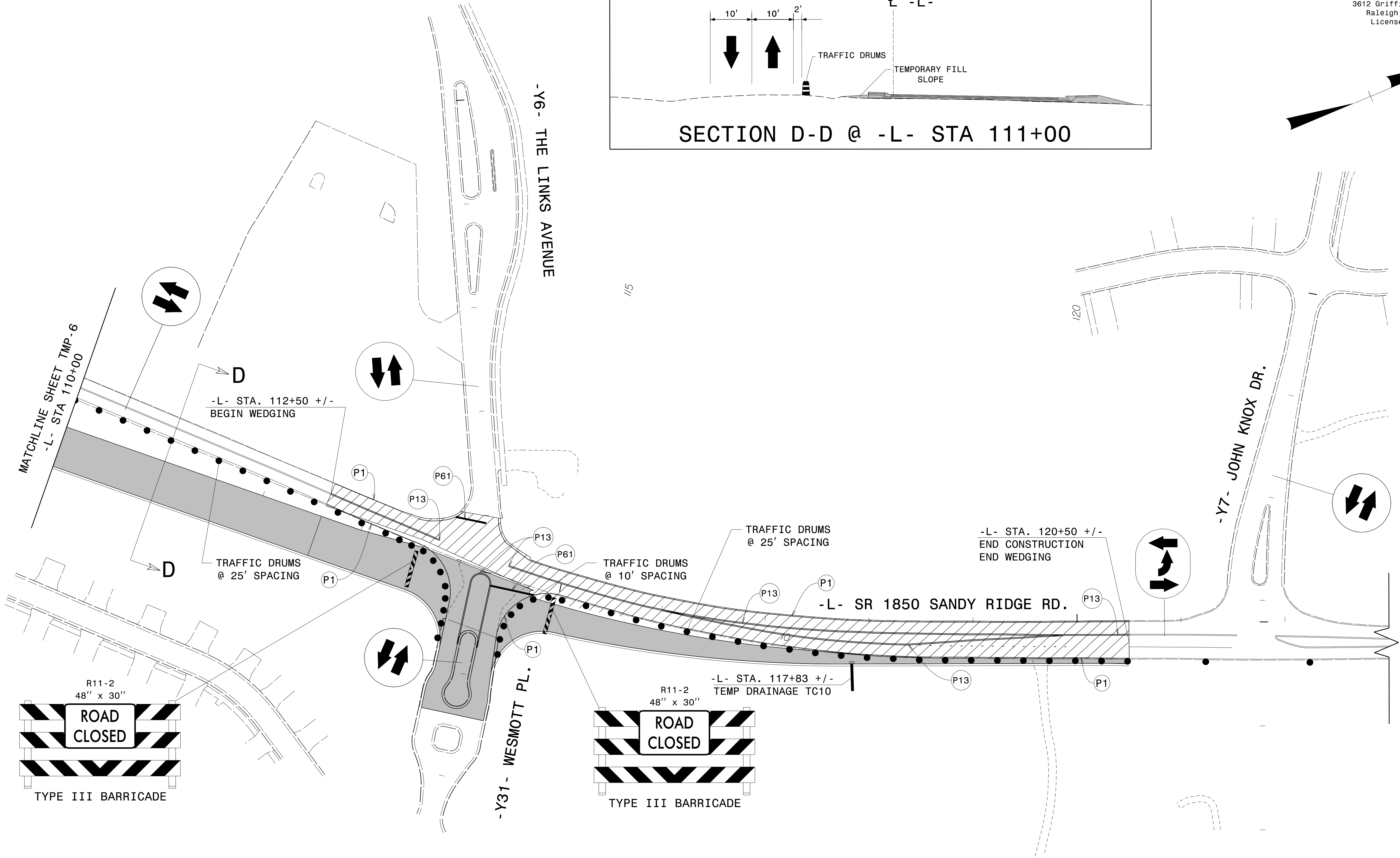
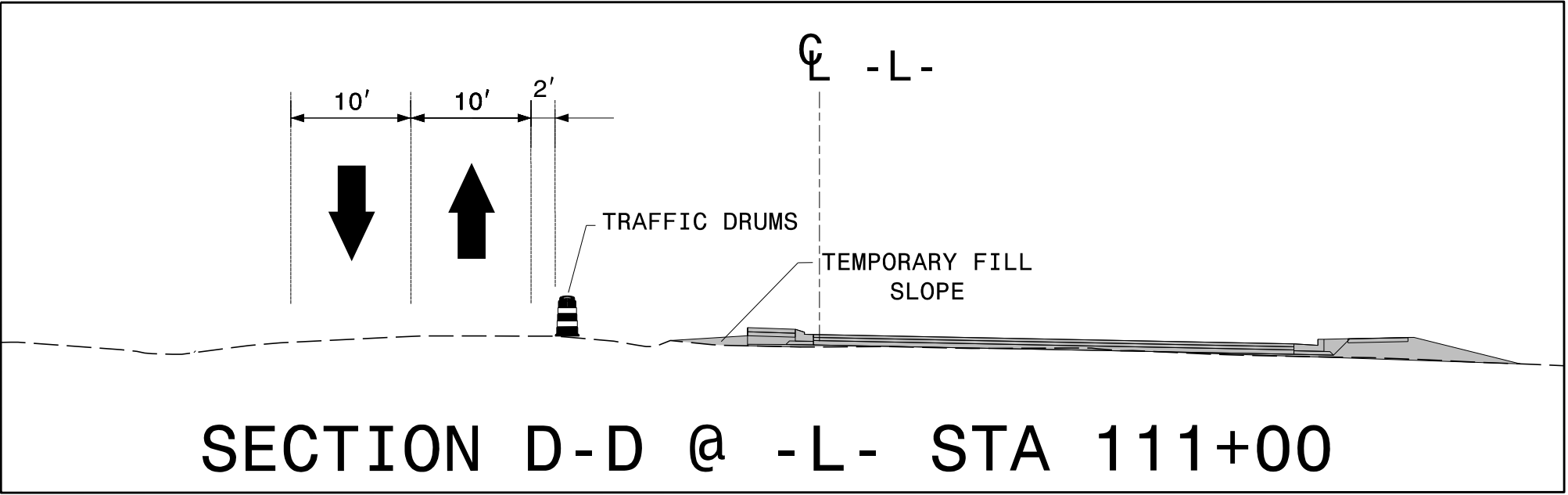
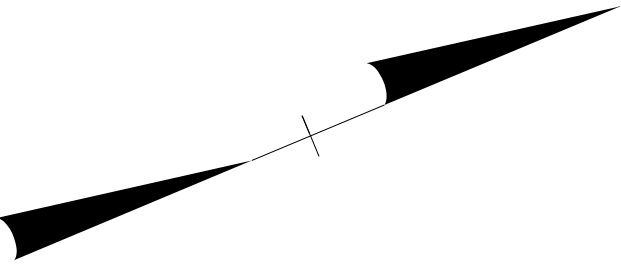
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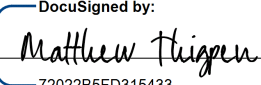


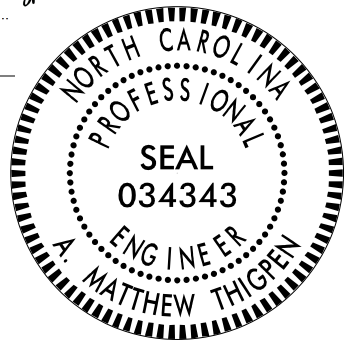
PHASE I
DETAILS

PROJ. REFERENCE NO.	SHEET NO.
U-4758	TMP-7

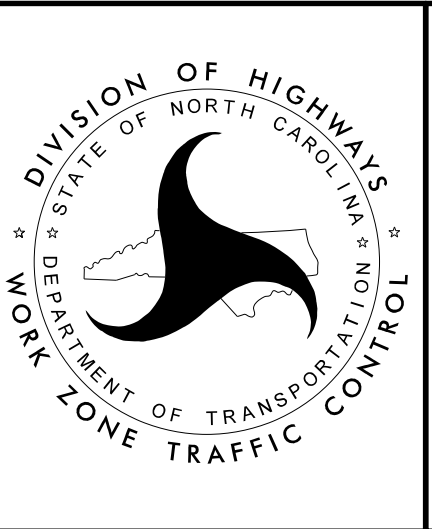
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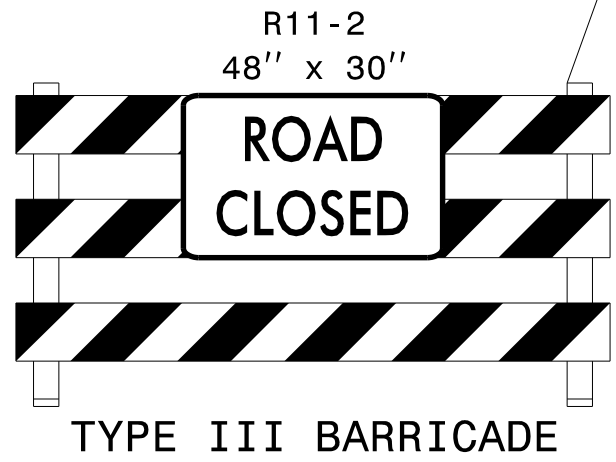
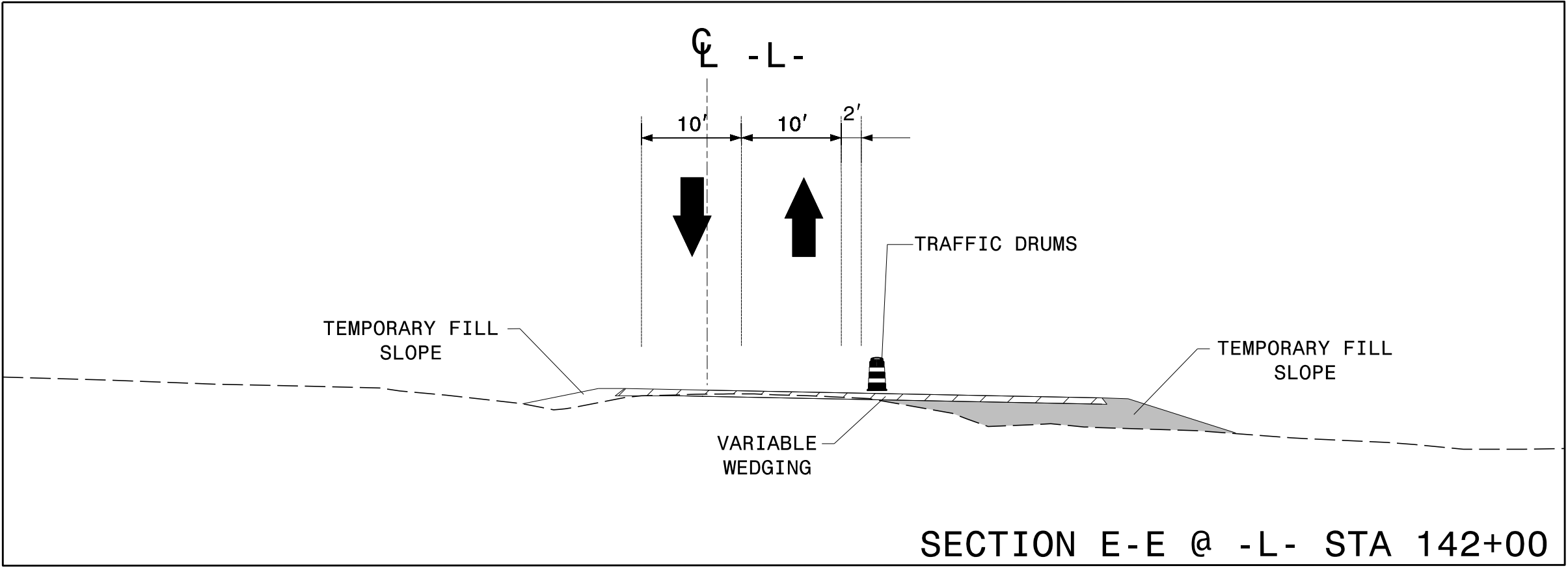
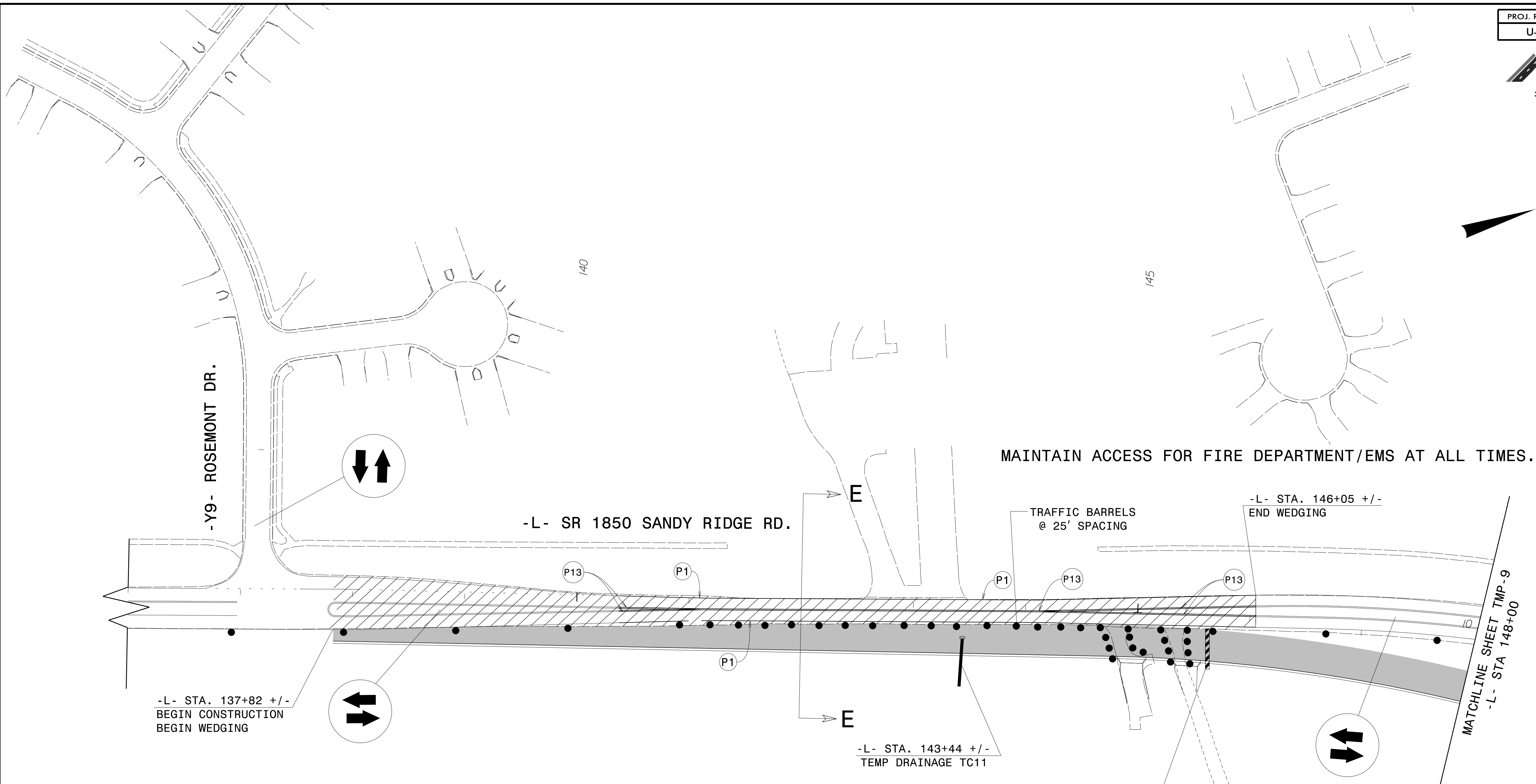
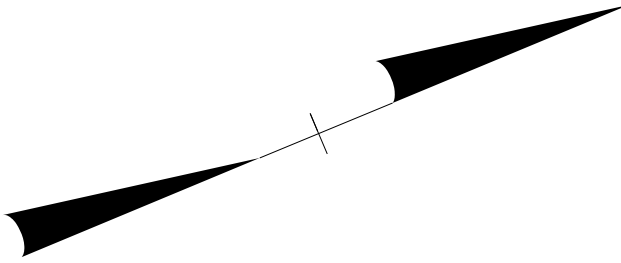
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UNLESS ALL SIGNATURES COMPLETED**

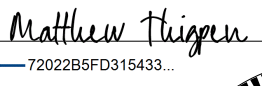


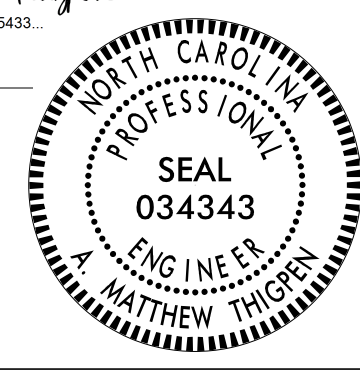
**PHASE I
DETAILS**

PROJ. REFERENCE NO.	SHEET NO.
U-4758	TMP-8

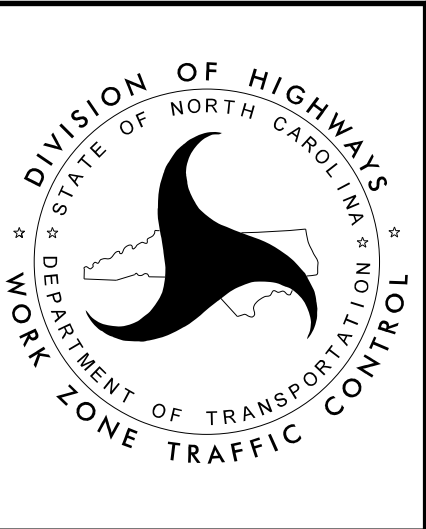
THIGPEN
ENGINEERING
3612 Griffice Mill Road
Raleigh, NC 27610
License: P-1116



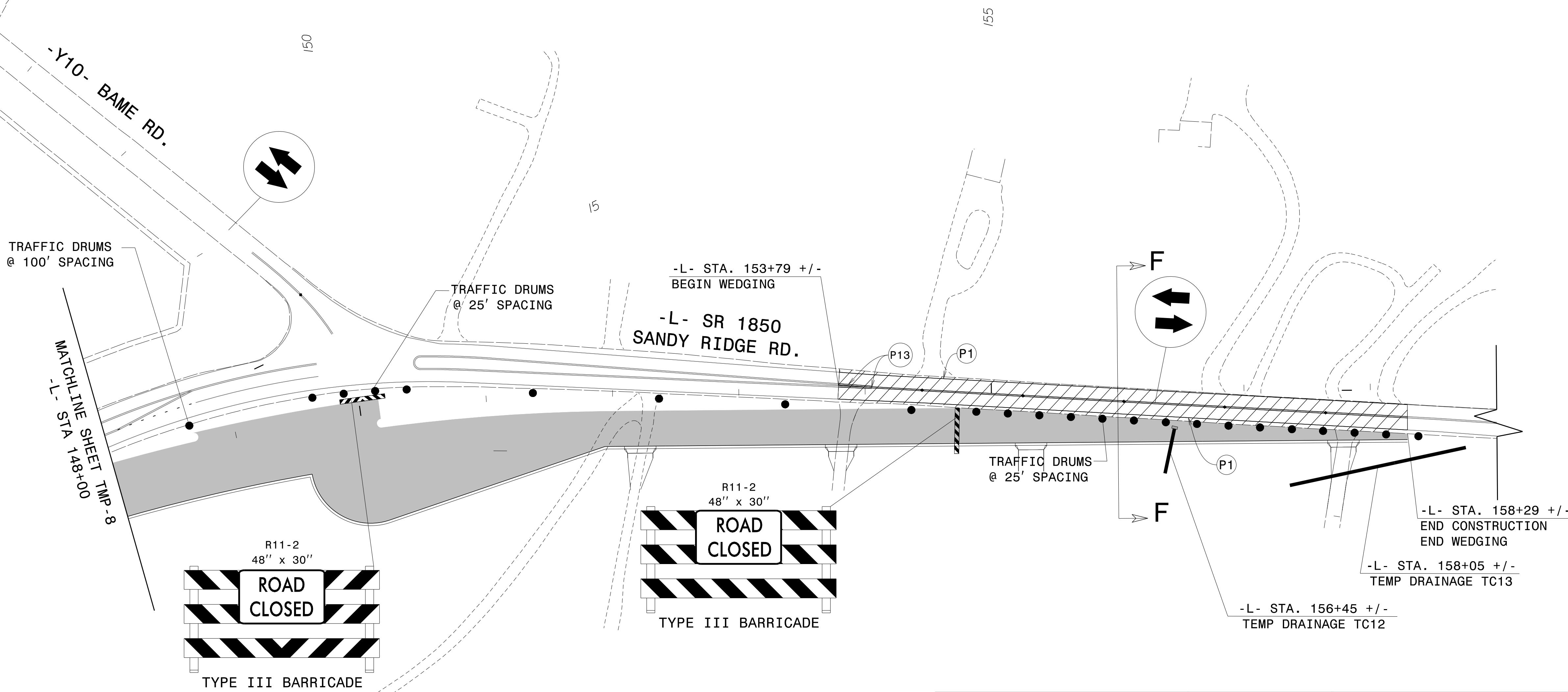
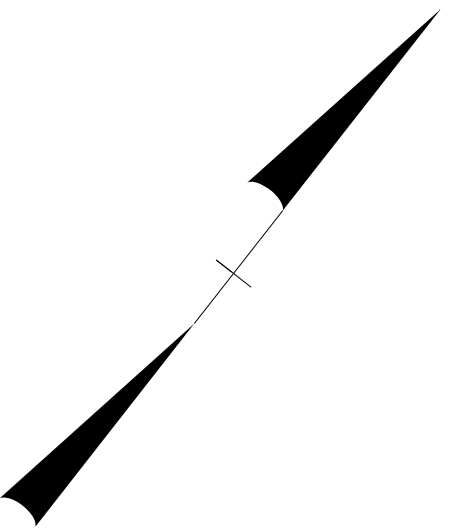
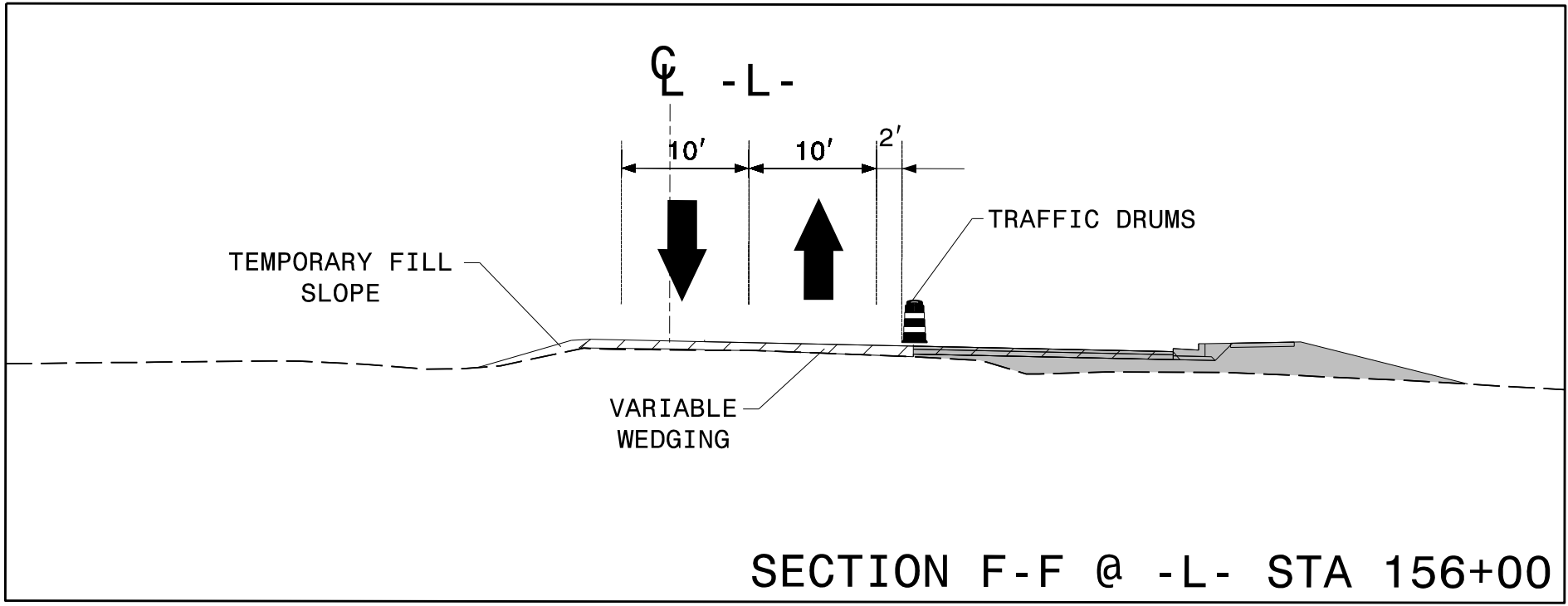
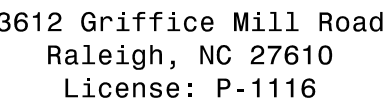
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DATE: 5/23/2025



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PHASE I
DETAILS

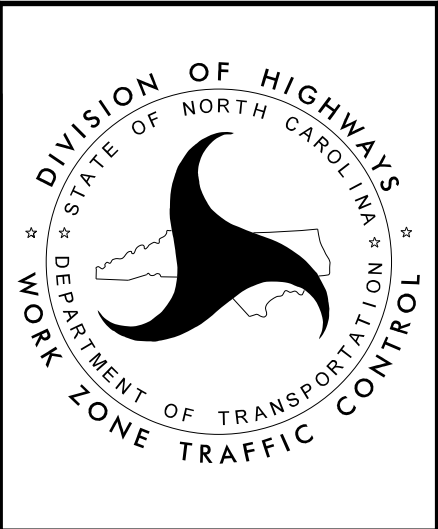


DocuSigned by:
APPROVED: Matthew Thigpen
7202265FD15433

DATE: 5/23/2025



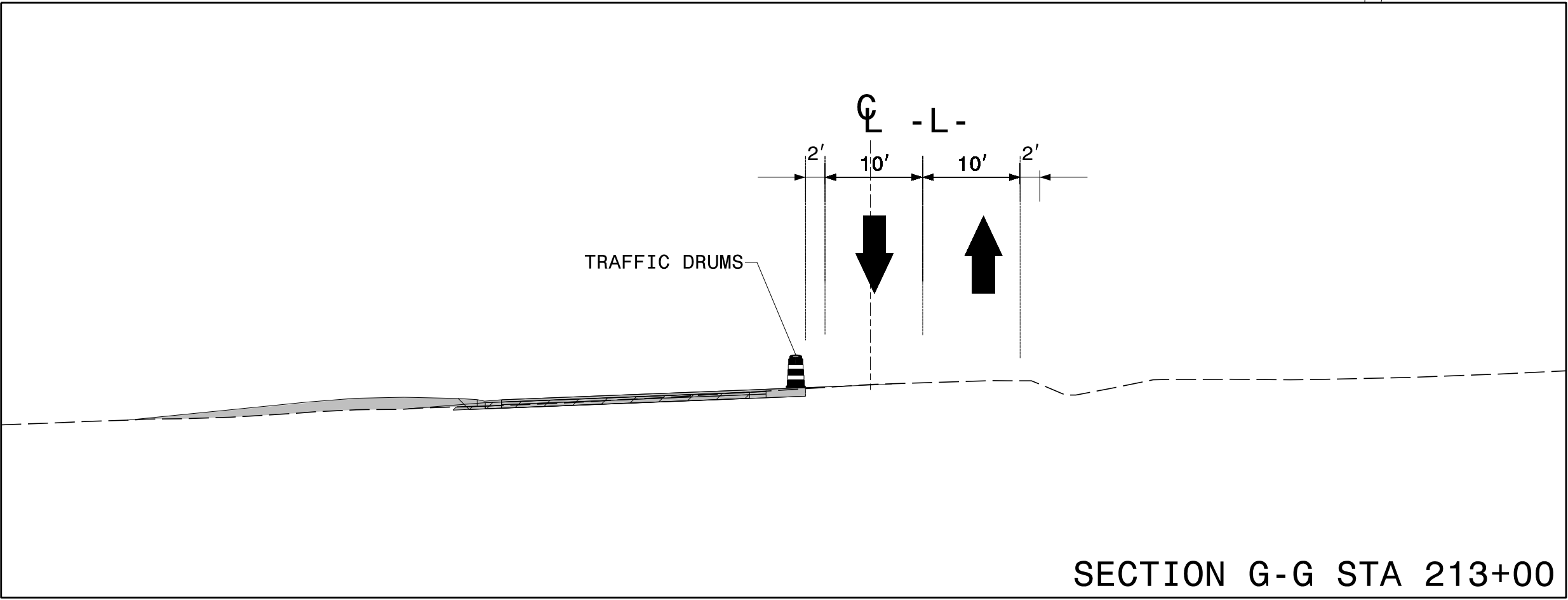
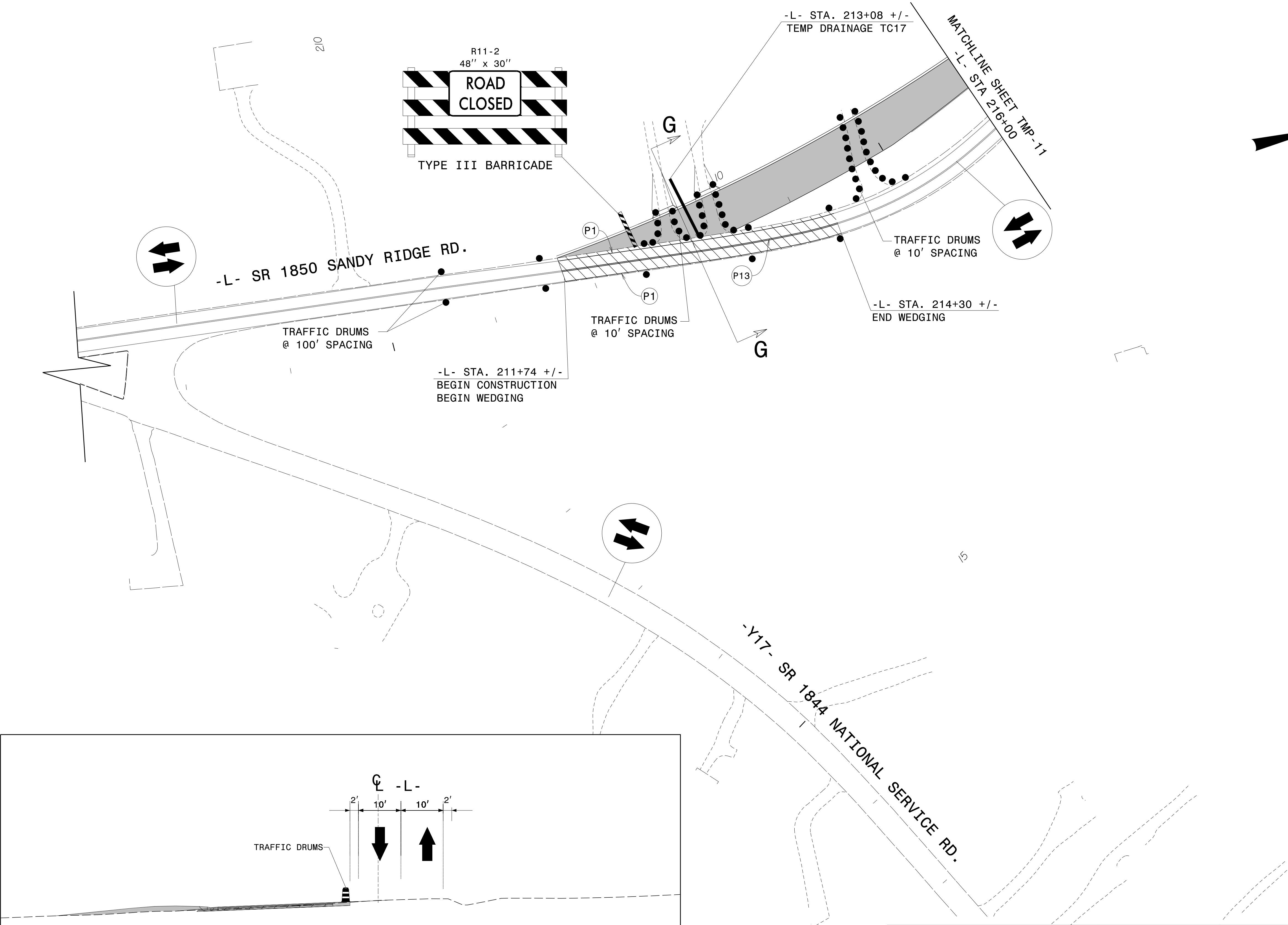
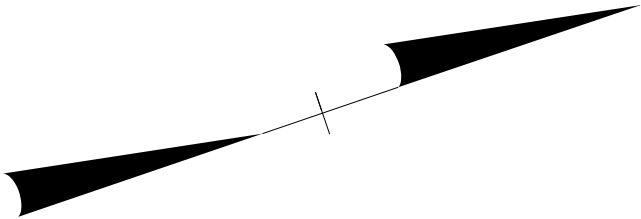
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UNLESS ALL SIGNATURES COMPLETED**

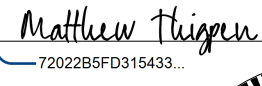
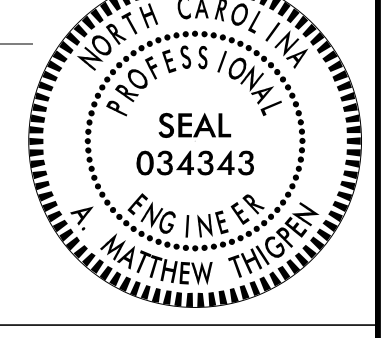


PHASE I DETAILS

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U-4758	TMP -10

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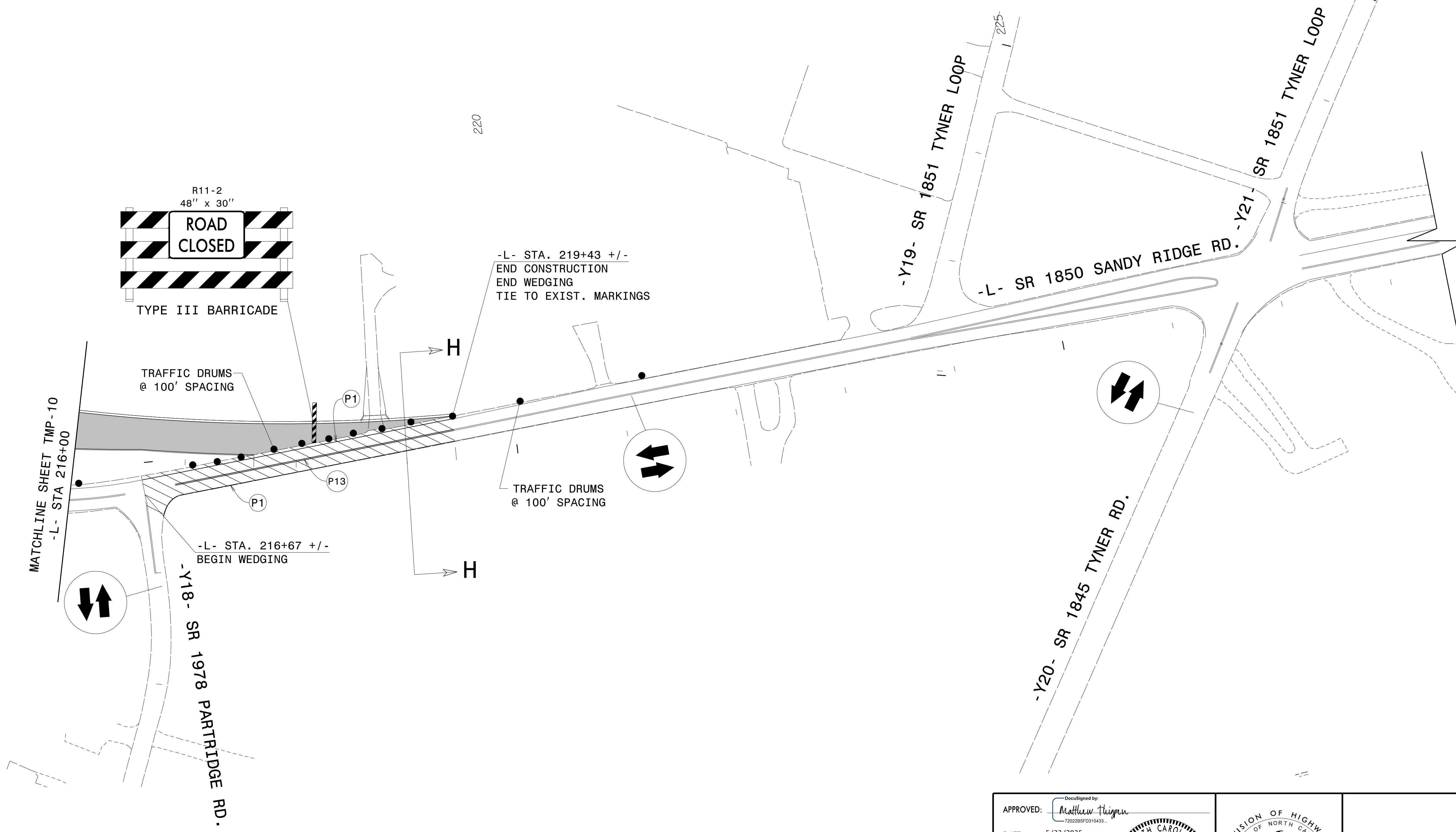
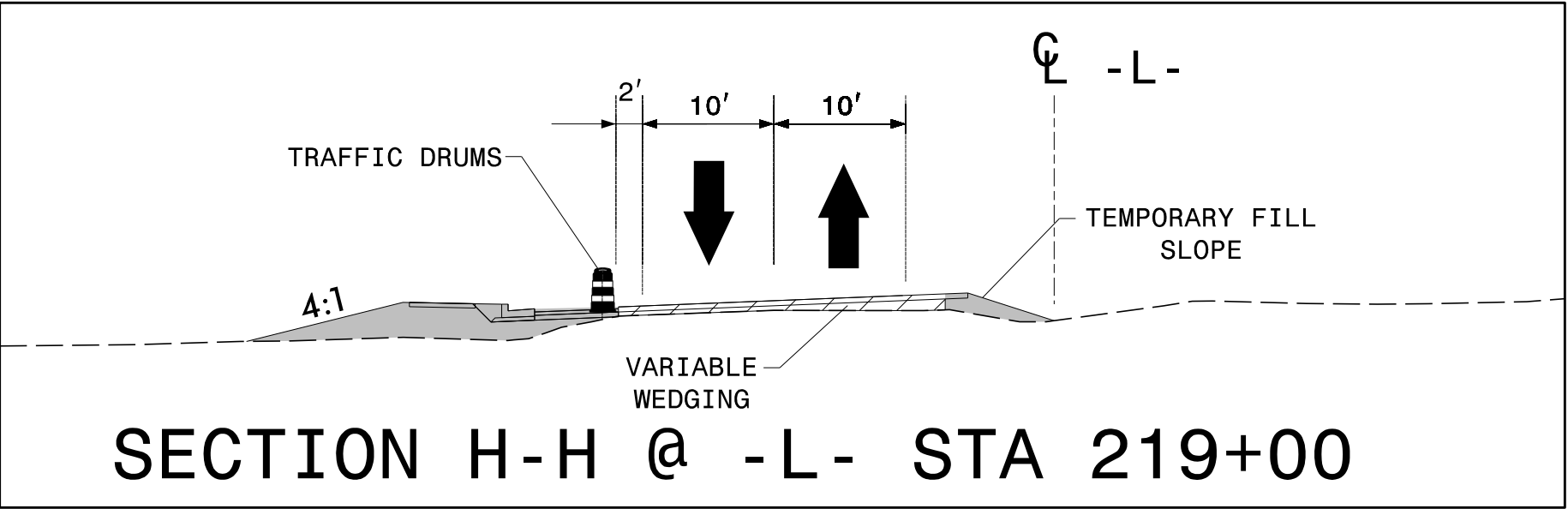
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PROJ. REFERENCE NO.	SHEET NO.
U-4758	TMP-11



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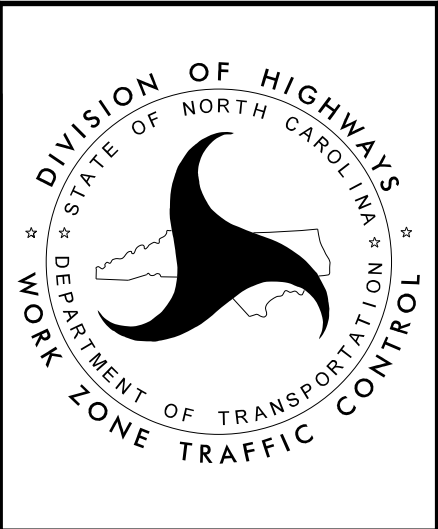


APPROVED: 
72022B5FD315433

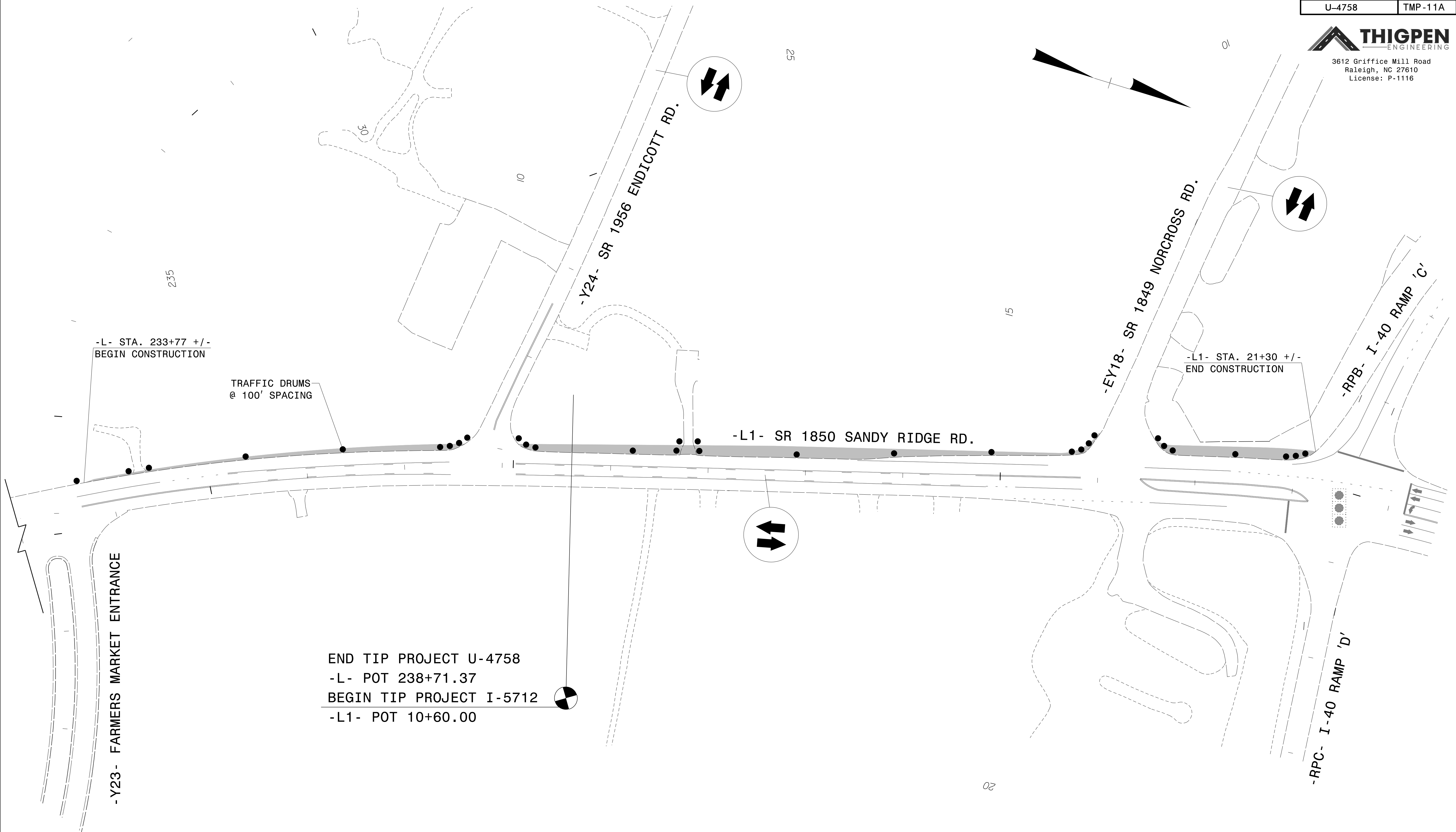
DATE: 5/23/2025



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PHASE I
DETAILS



END TIP PROJECT U-4758
-L- POT 238+71.37
BEGIN TIP PROJECT I-5712
-L1- POT 10+60.00

-Y23- FARMERS MARKET ENTRANCE

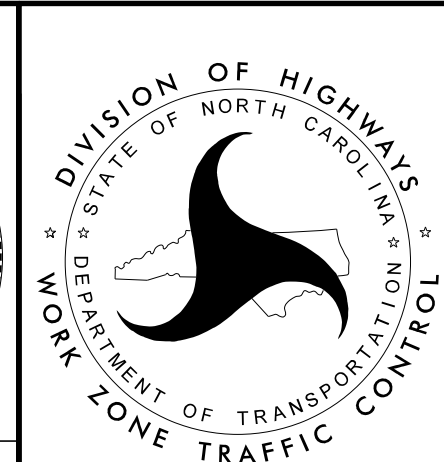
DocuSigned by:
Matthew Thigpen
7292285F D316433

APPROVED: _____

DATE: 5/23/2025 _____

NORTH CAROLINA
PROFESSIONAL
SEAL
034343
ENGINEER
MATTHEW THIGPEN

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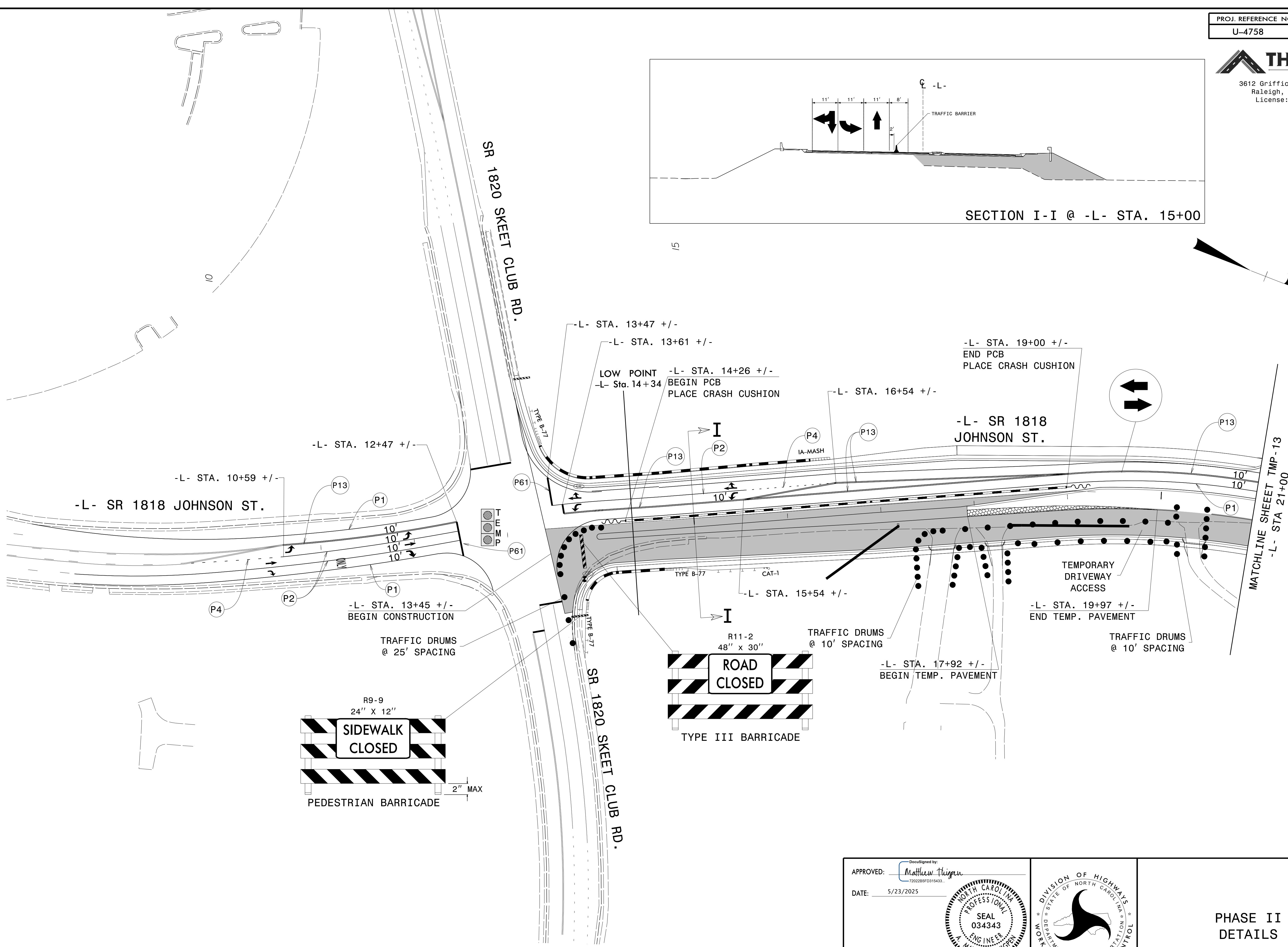
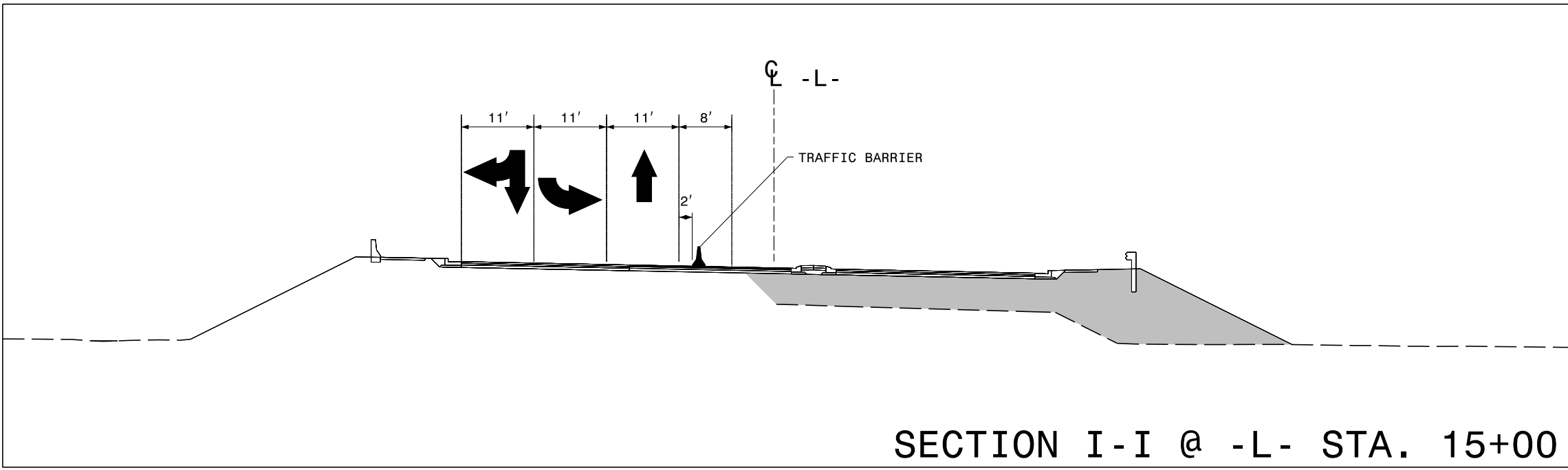
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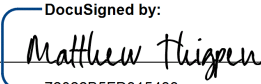
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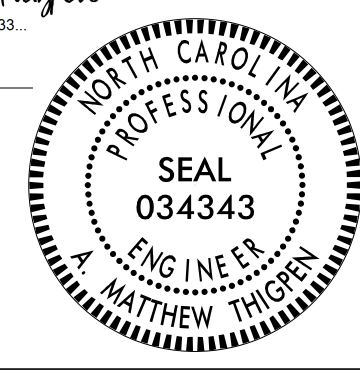
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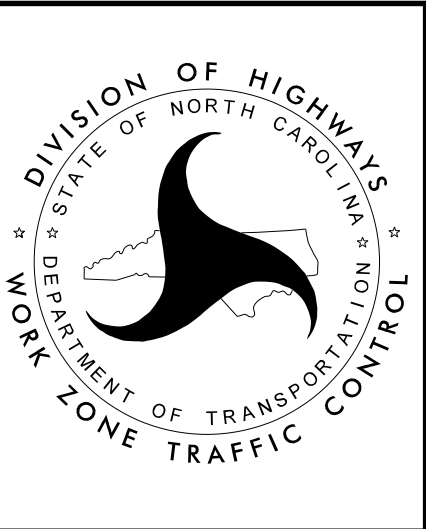
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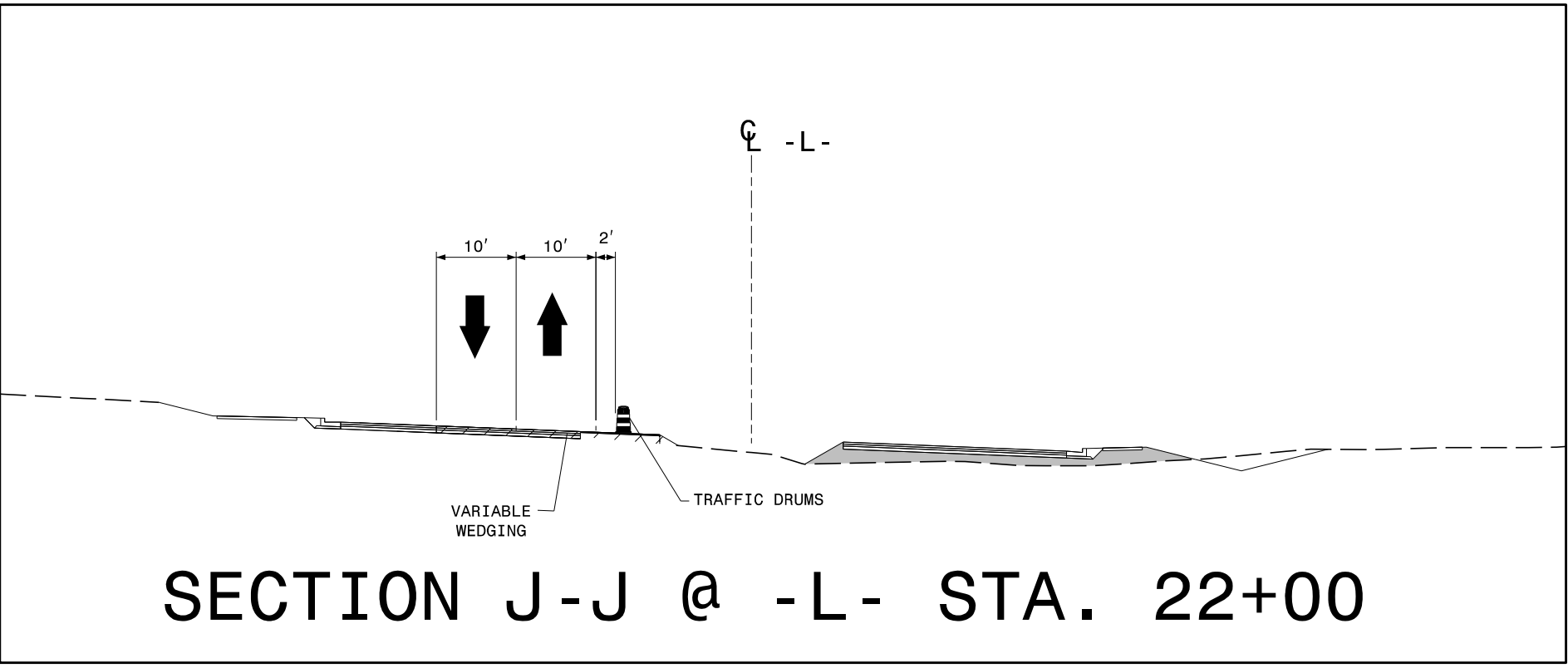
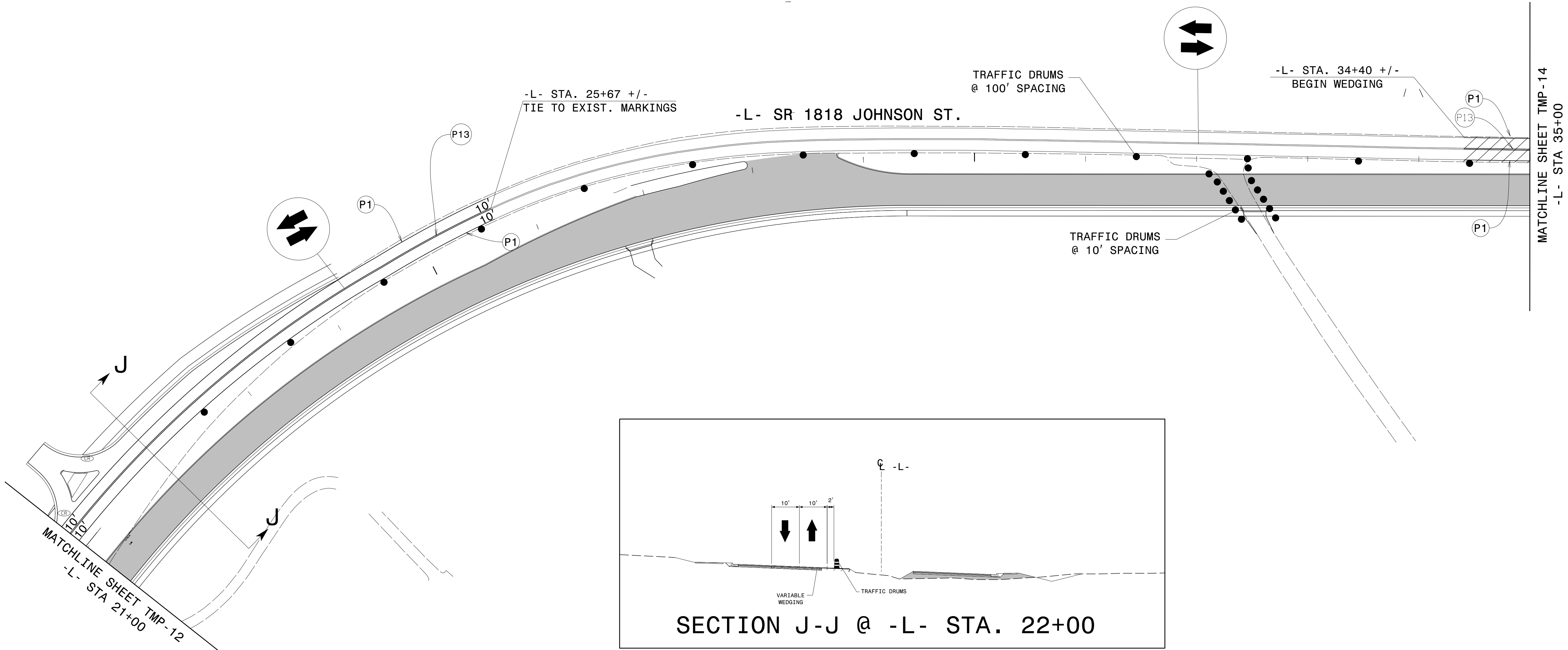
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DETAILS

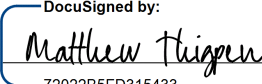
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U-4758	TMP - 13



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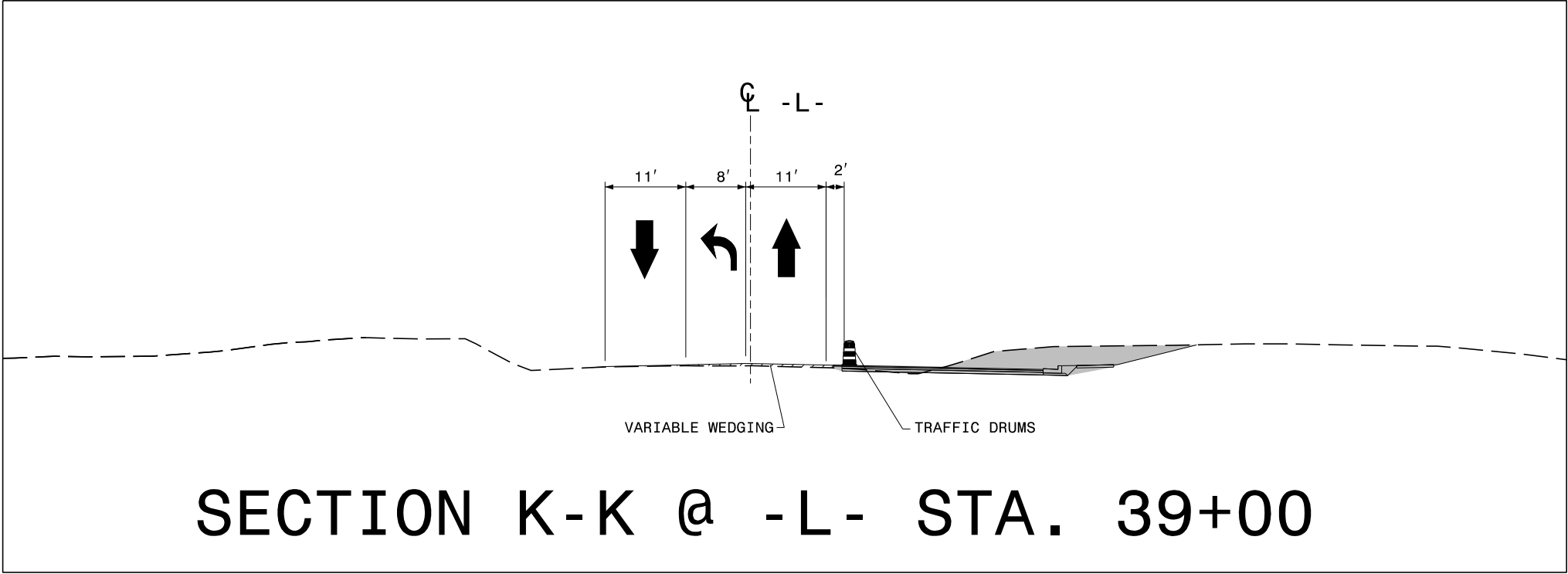
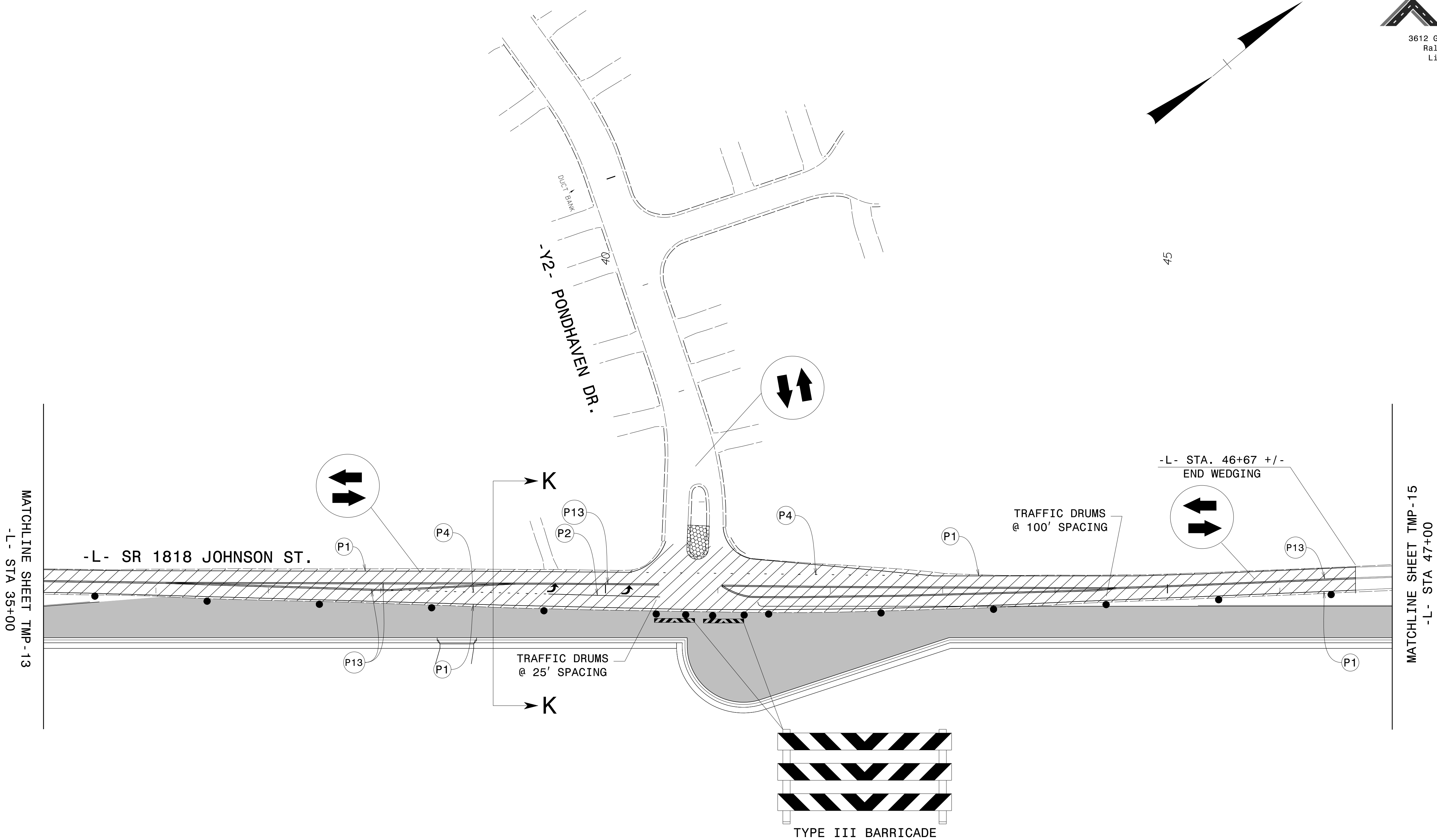
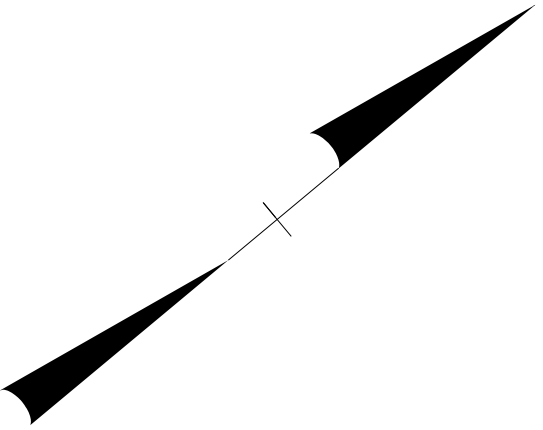


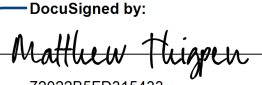
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PROJ. REFERENCE NO.	SHEET NO.
U-4758	TMP - 14

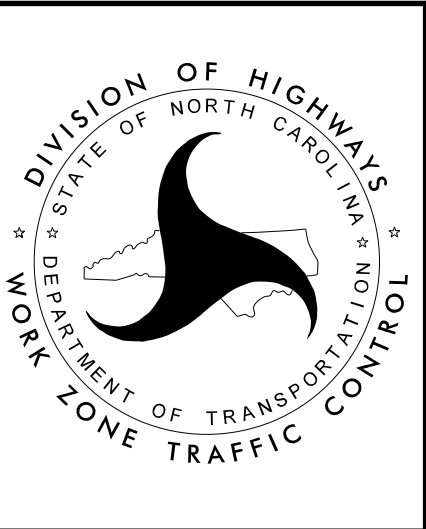
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DATE: 5/23/2025



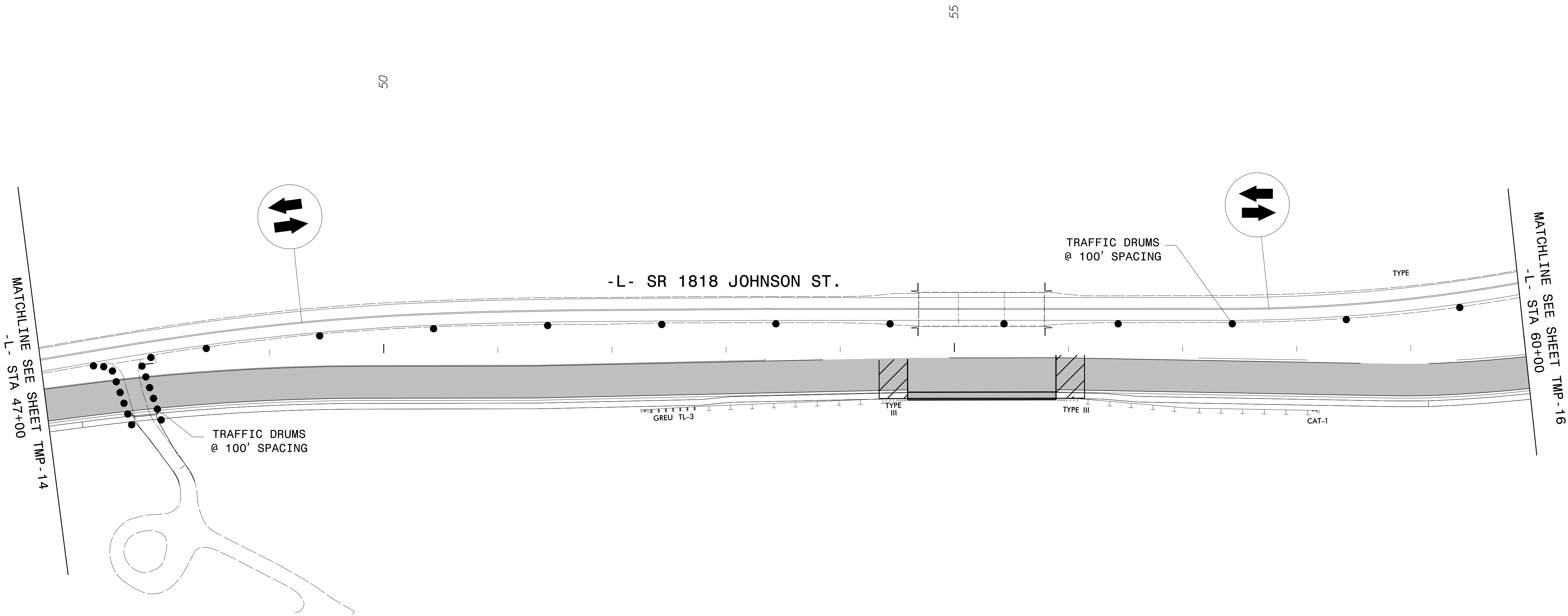
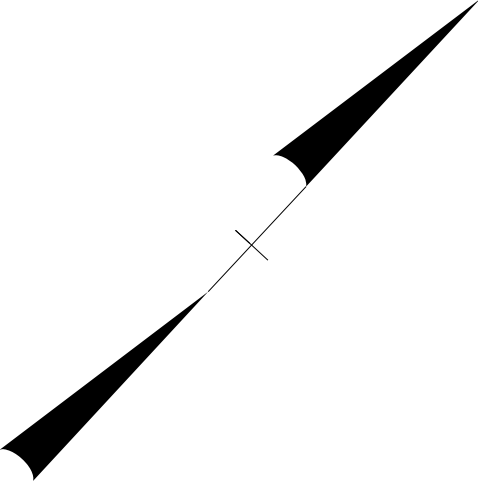
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UNLESS ALL SIGNATURES COMPLETED

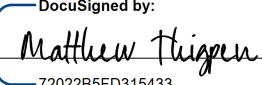


PHASE II
DETAILS

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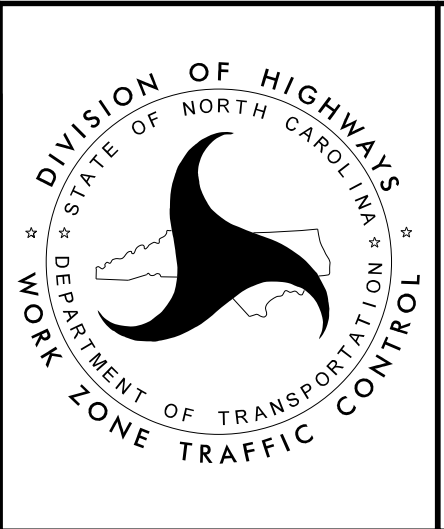
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DATE: 5/23/2025



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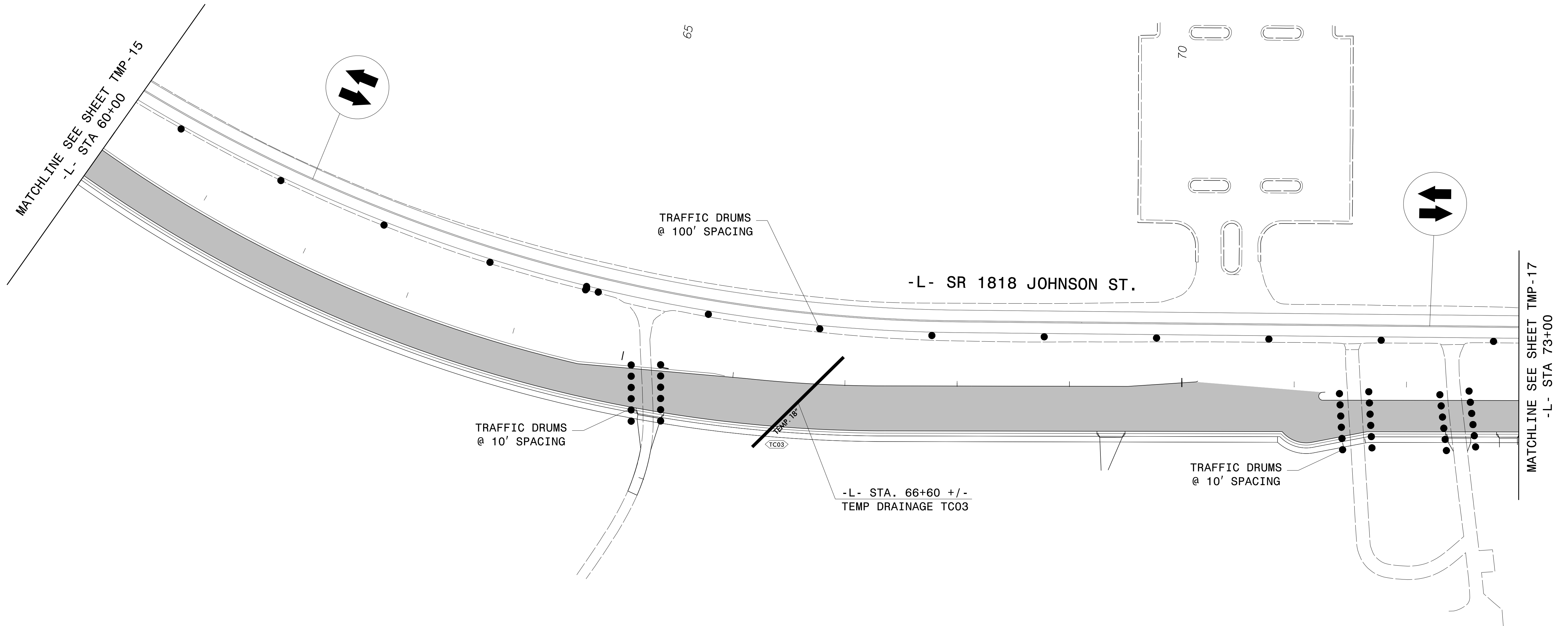
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DETAILS**

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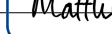


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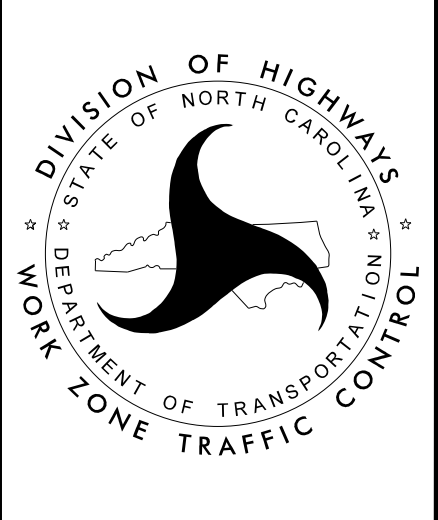
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2/4/2025
User:Wdtt_Thigpen

APPROVED:  DocuSigned by:
Matthew Thippen
7202285FD3015433

DATE: 5/23/2025



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UNTIL ALL SIGNATURES COMPLETED**

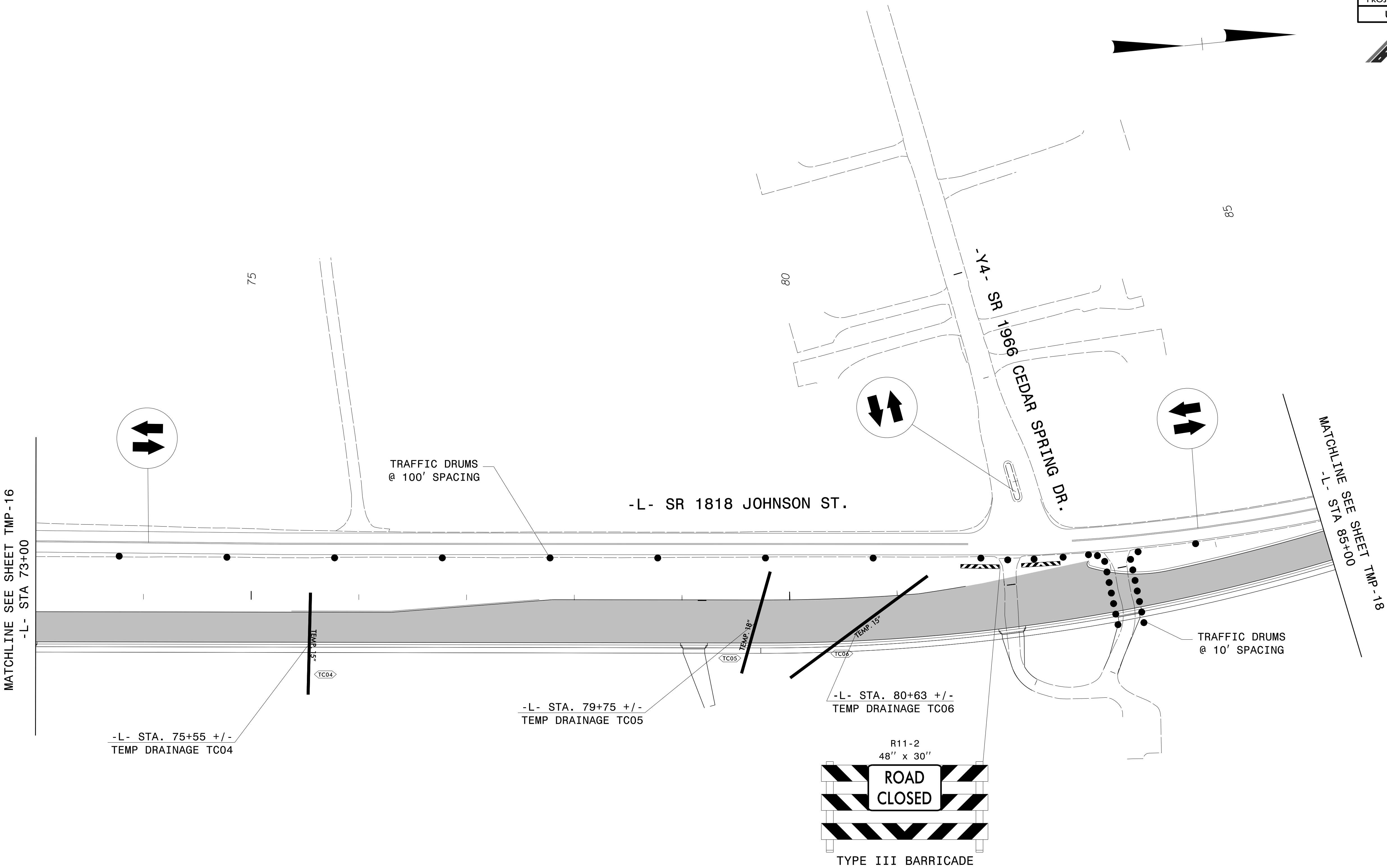


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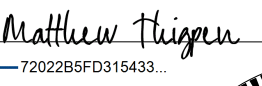
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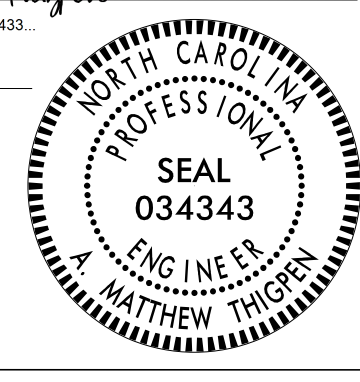
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License: P-1116

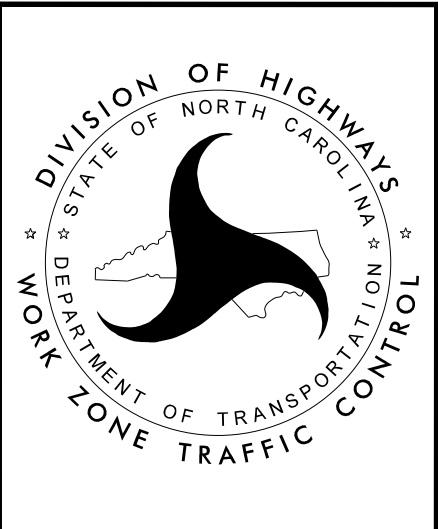


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User:Matt Thigpen

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DATE: 5/23/2025



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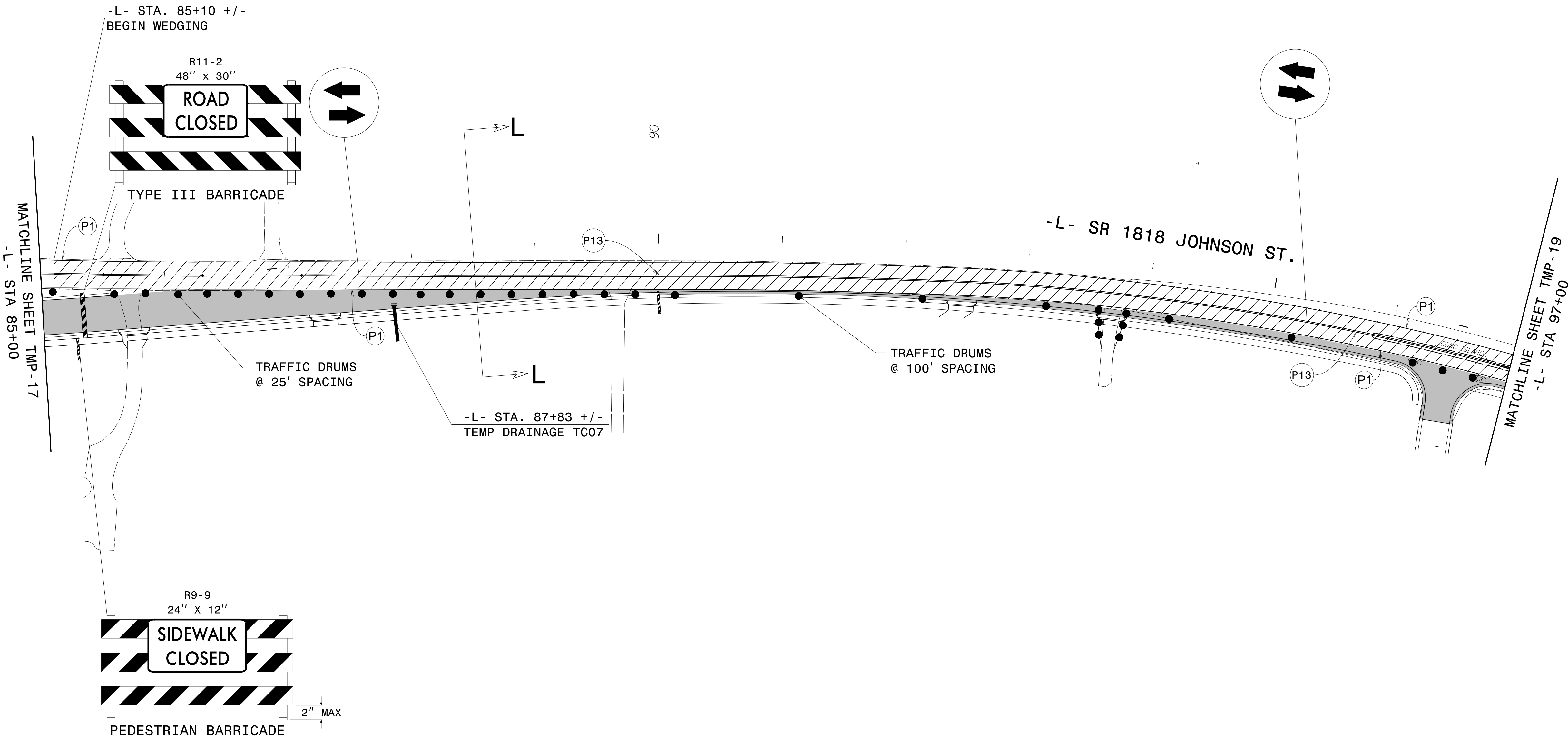
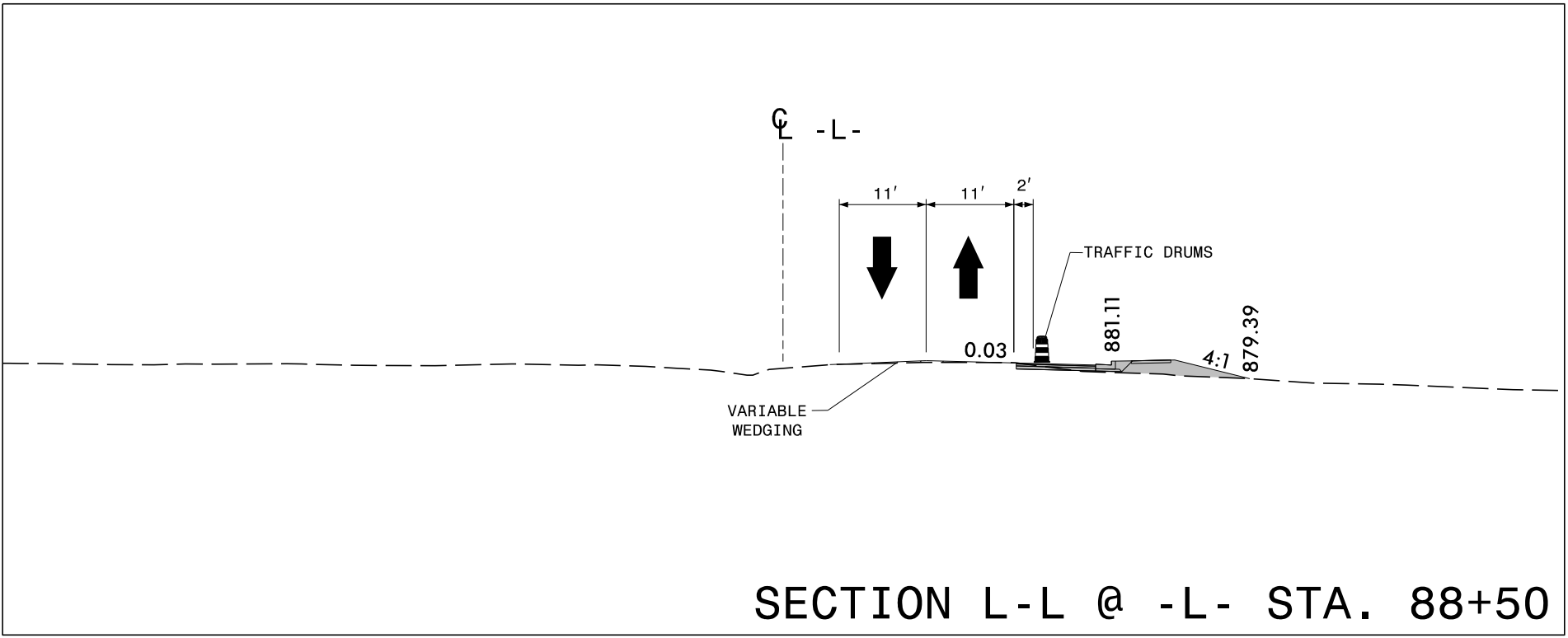
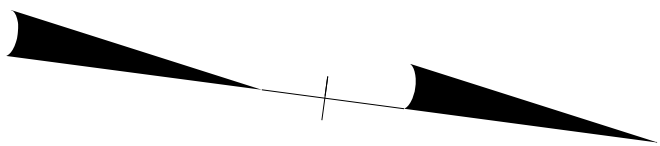
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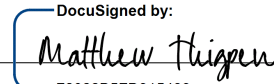
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U-4758	TMP- 18



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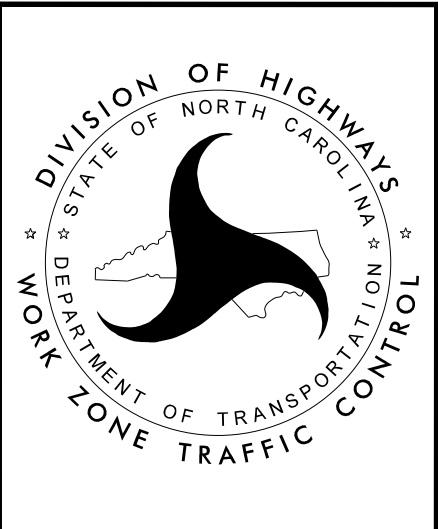
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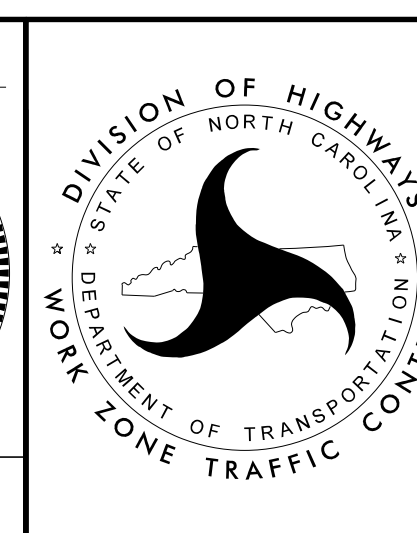
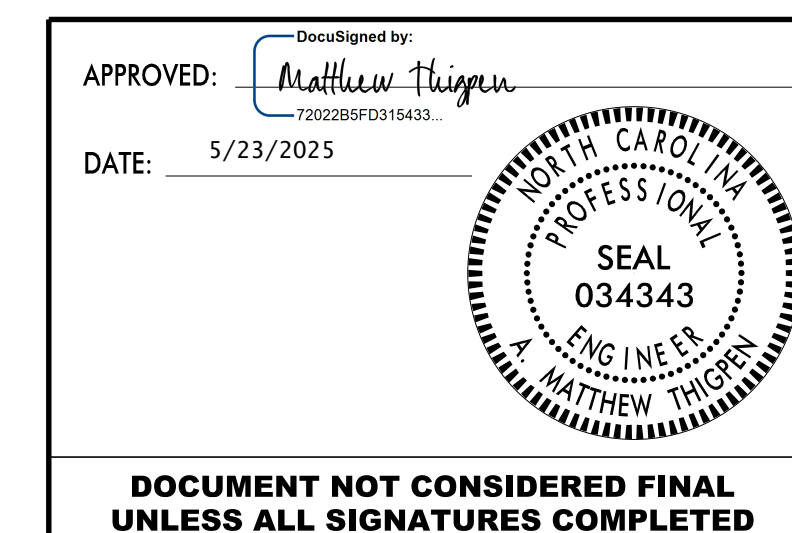
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PHASE II
DETAILS

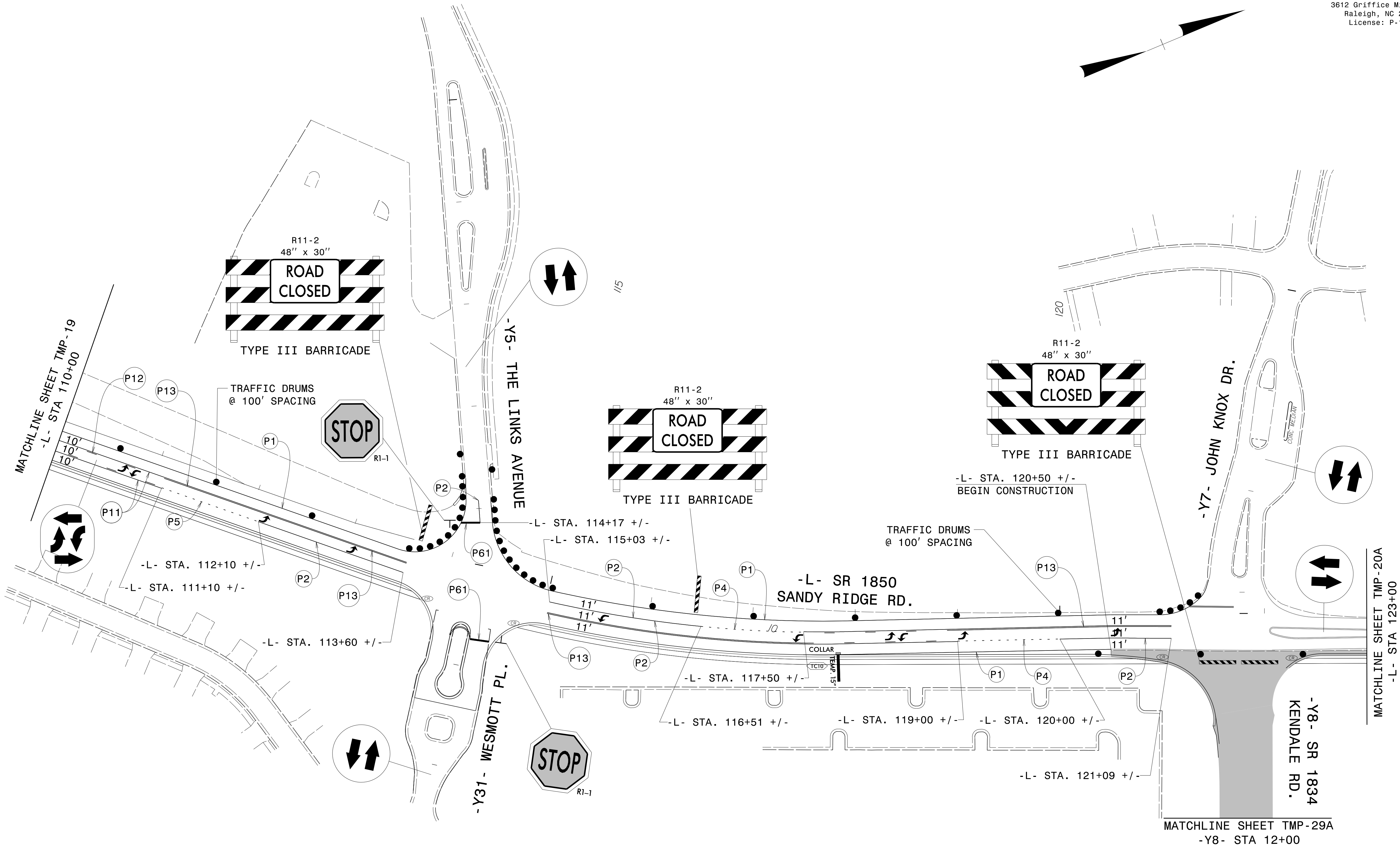
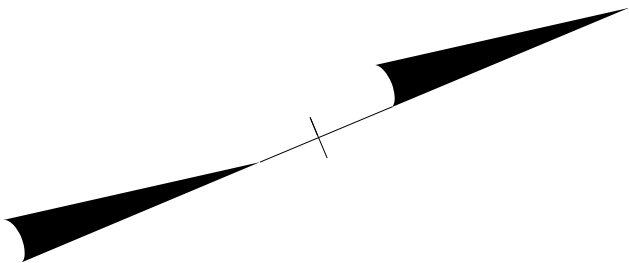


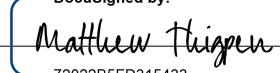
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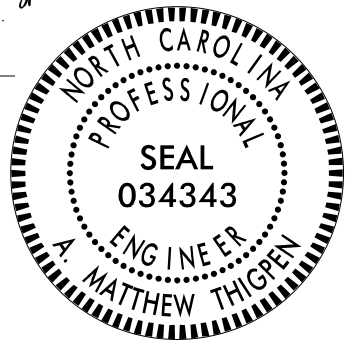
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U-4758	TMP - 20

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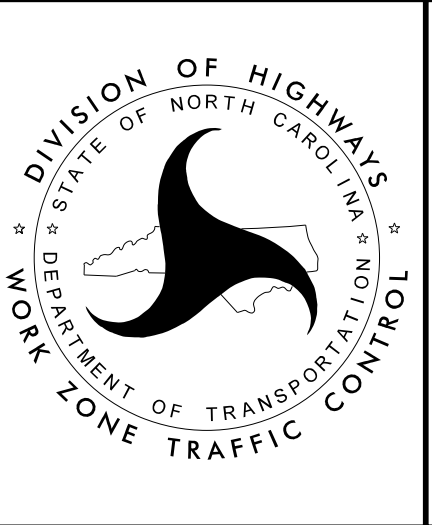
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DATE: 5/23/2025



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DETAILS**

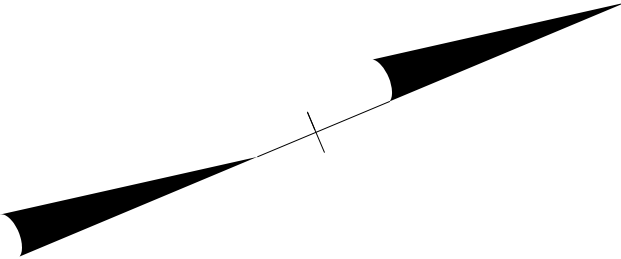
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User:Matt Thigpen

PROJ. REFERENCE NO.	SHEET NO.
U-4758	TMP - 21



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125

130

135

NOTE:
MAINTAIN ACCESS AT INTERSECTION OF
-L- AND -Y26- UNTIL AFTER -Y8- IS
COMPLETED AND OPENED TO TRAFFIC.

MATCHLINE SHEET TMP-20
-L- STA 123+00

MATCHLINE SHEET TMP-22
-L- STA 136+00

-L- SR 1850 SANDY RIDGE RD.

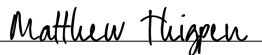
TRAFFIC DRUMS
@ 100' SPACING

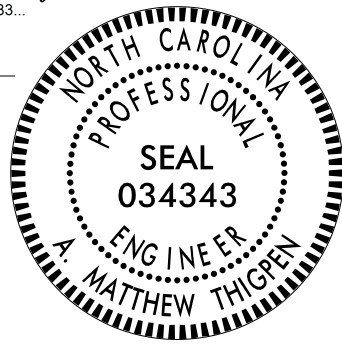
TRAFFIC DRUMS
@ 100' SPACING

-Y26- STA. 14+70 +/-
END CONSTRUCTION

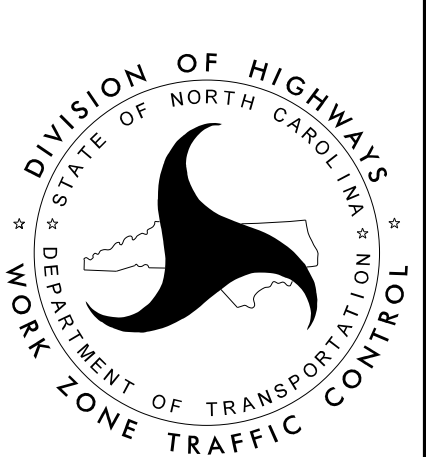
+97.42
143.12' RT

MATCHLINE SHEET TMP-29A
-Y26- STA 14+00

APPROVED: 
DATE: 5/23/2025



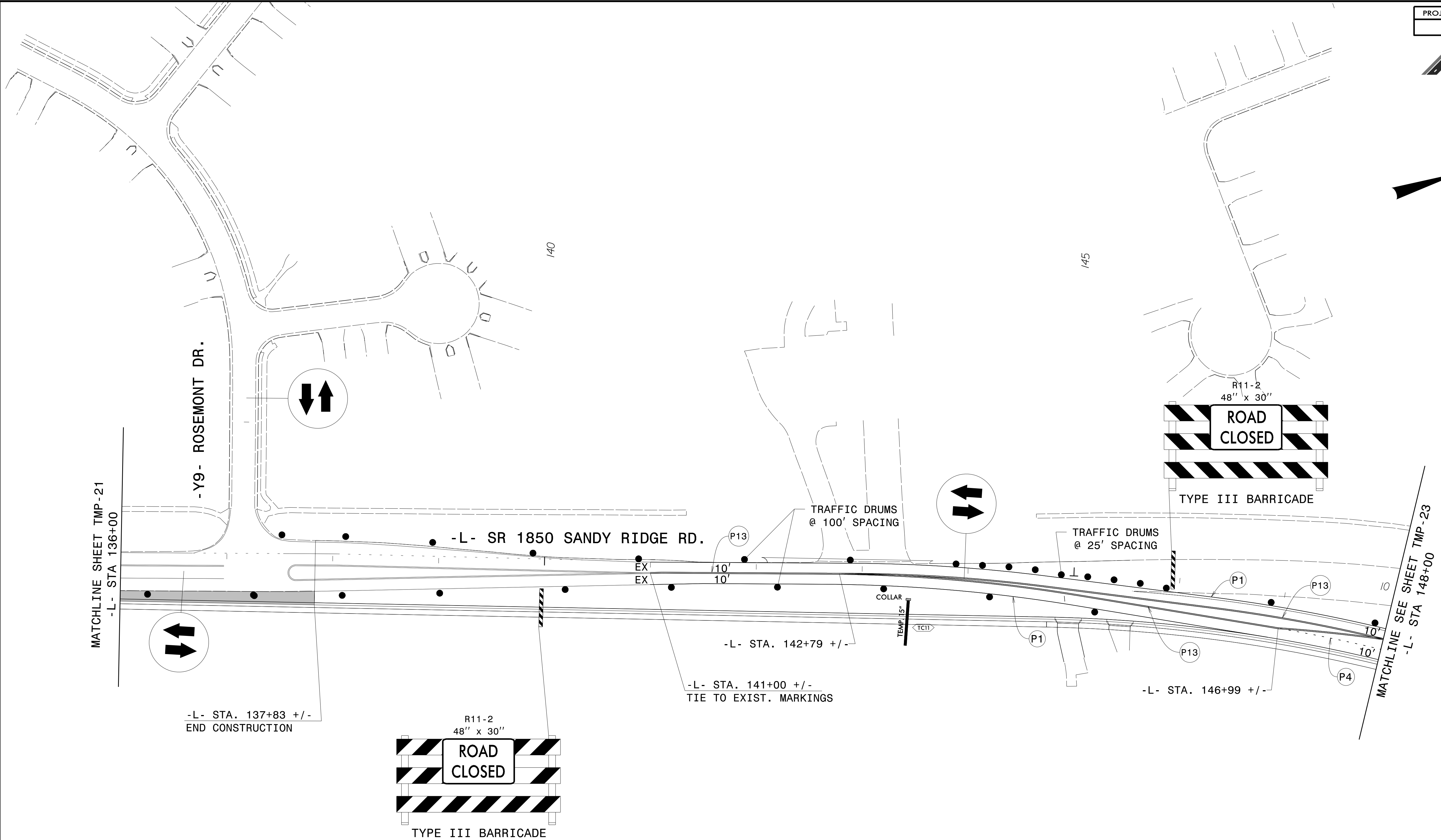
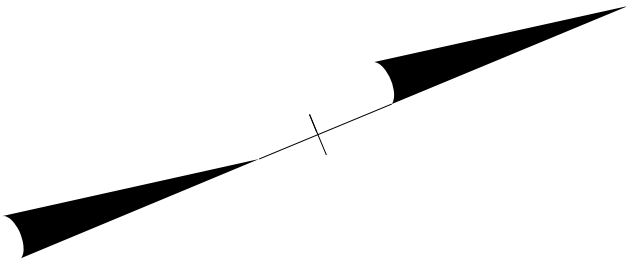
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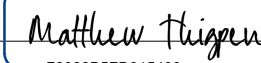
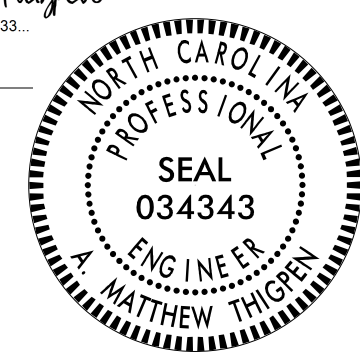
PHASE II
DETAILS

PROJ. REFERENCE NO.	SHEET NO.
U-4758	TMP-22

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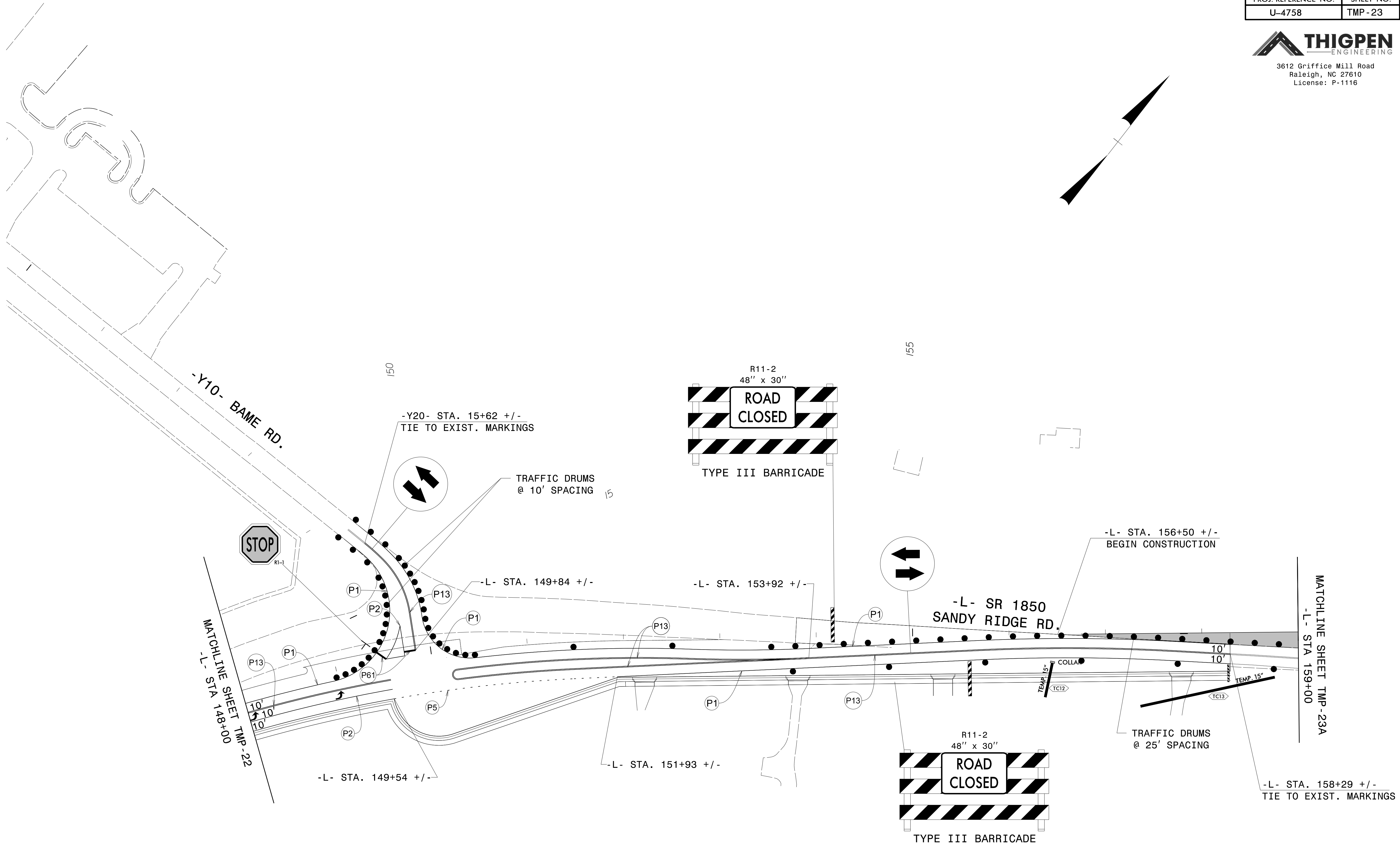
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U-4758	TMP - 23

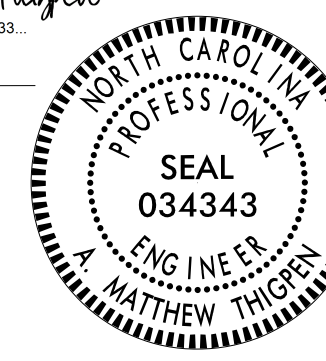


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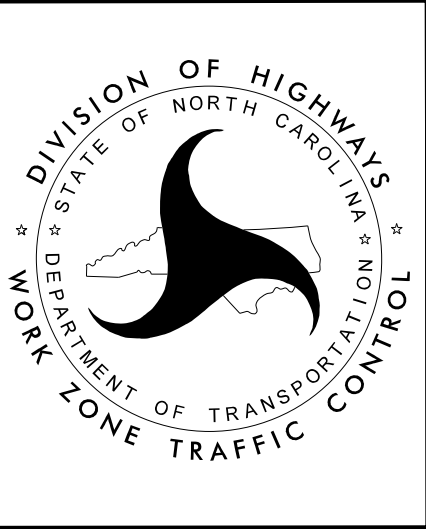
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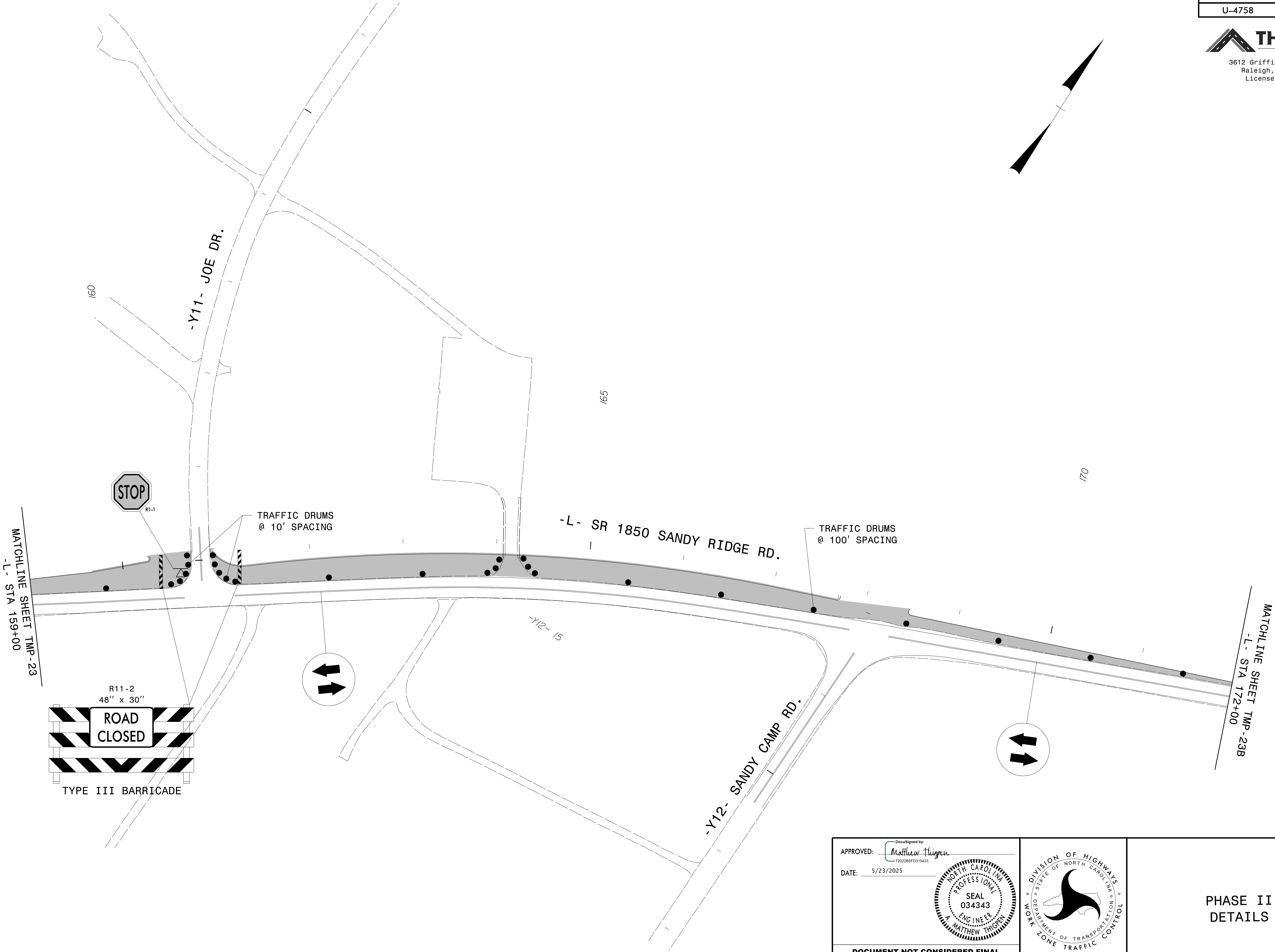
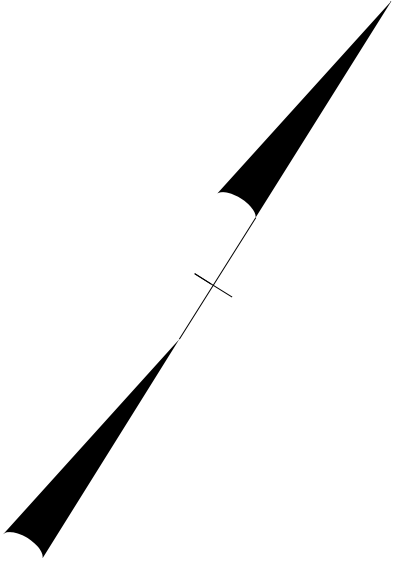
PHASE II
DETAILS

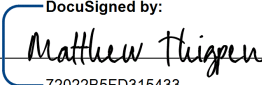
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PROJ. REFERENCE NO.	SHEET NO.
U-4758	TMP - 23A

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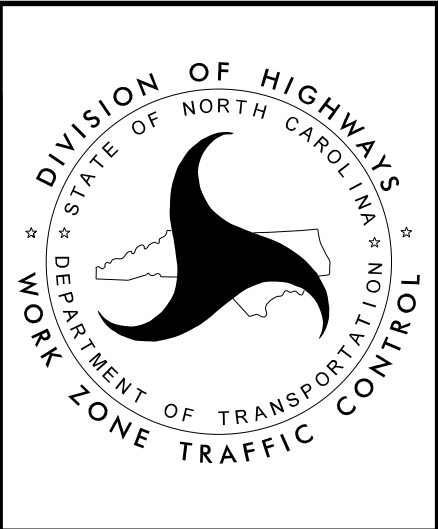
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Raleigh, NC 27610
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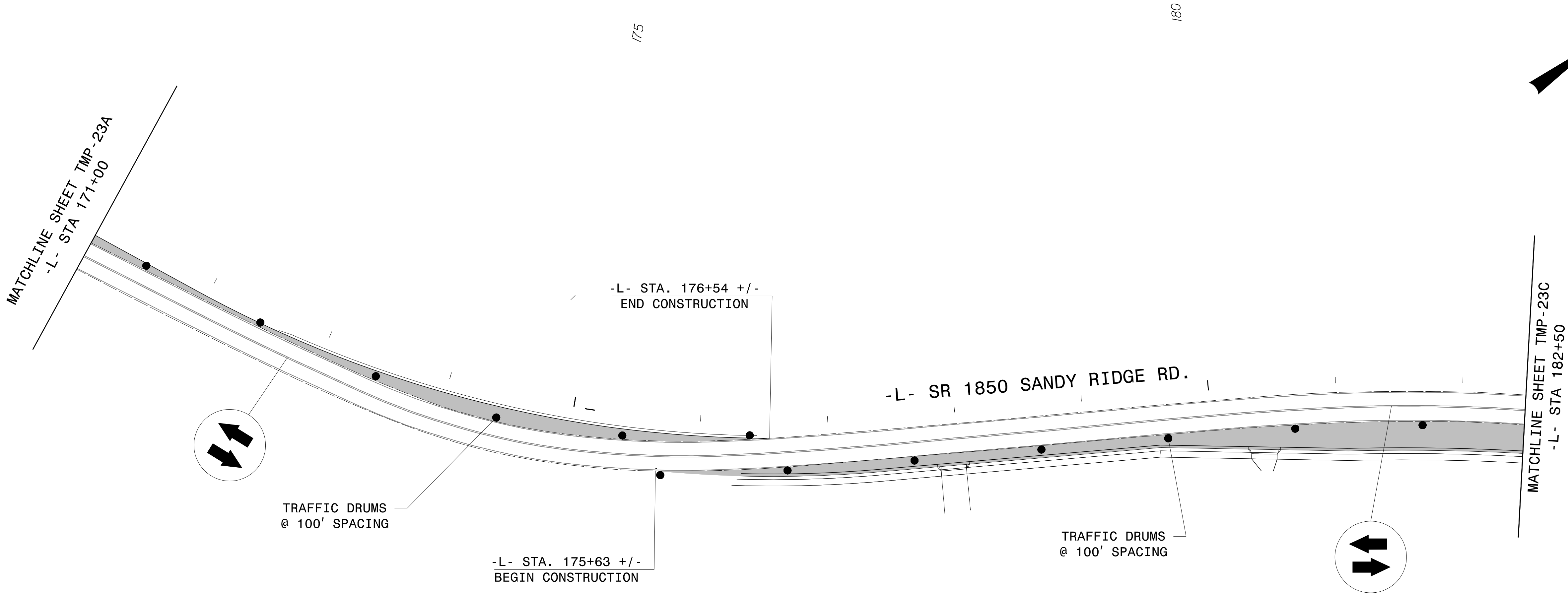
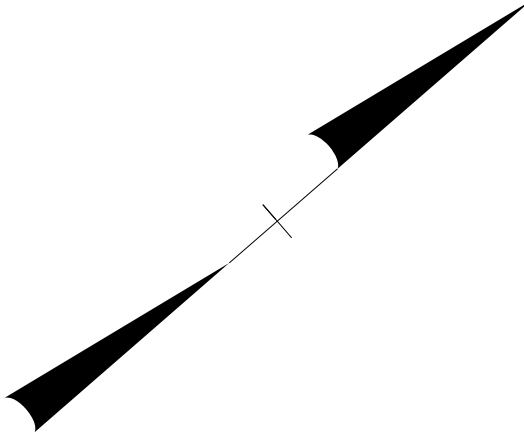
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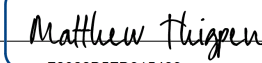


PHASE II
DETAILS

PROJ. REFERENCE NO.	SHEET NO.
U-4758	TMP - 23B

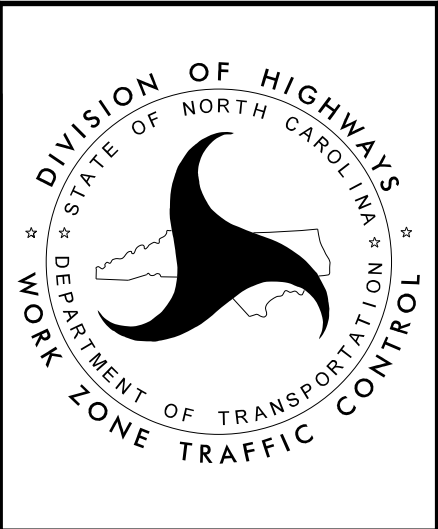
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DATE: 5/23/2025



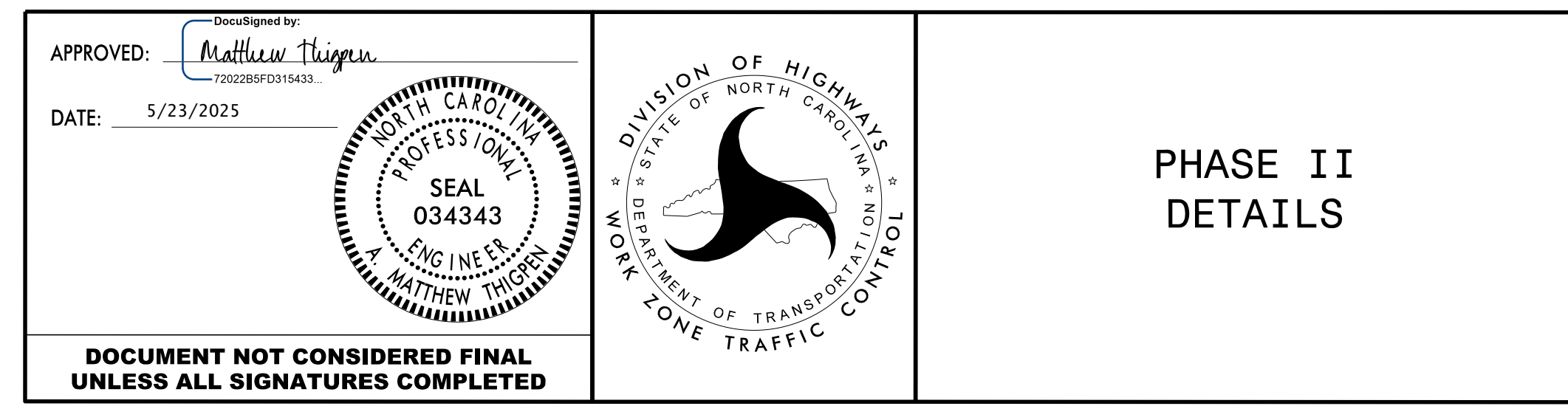
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PHASE II
DETAILS



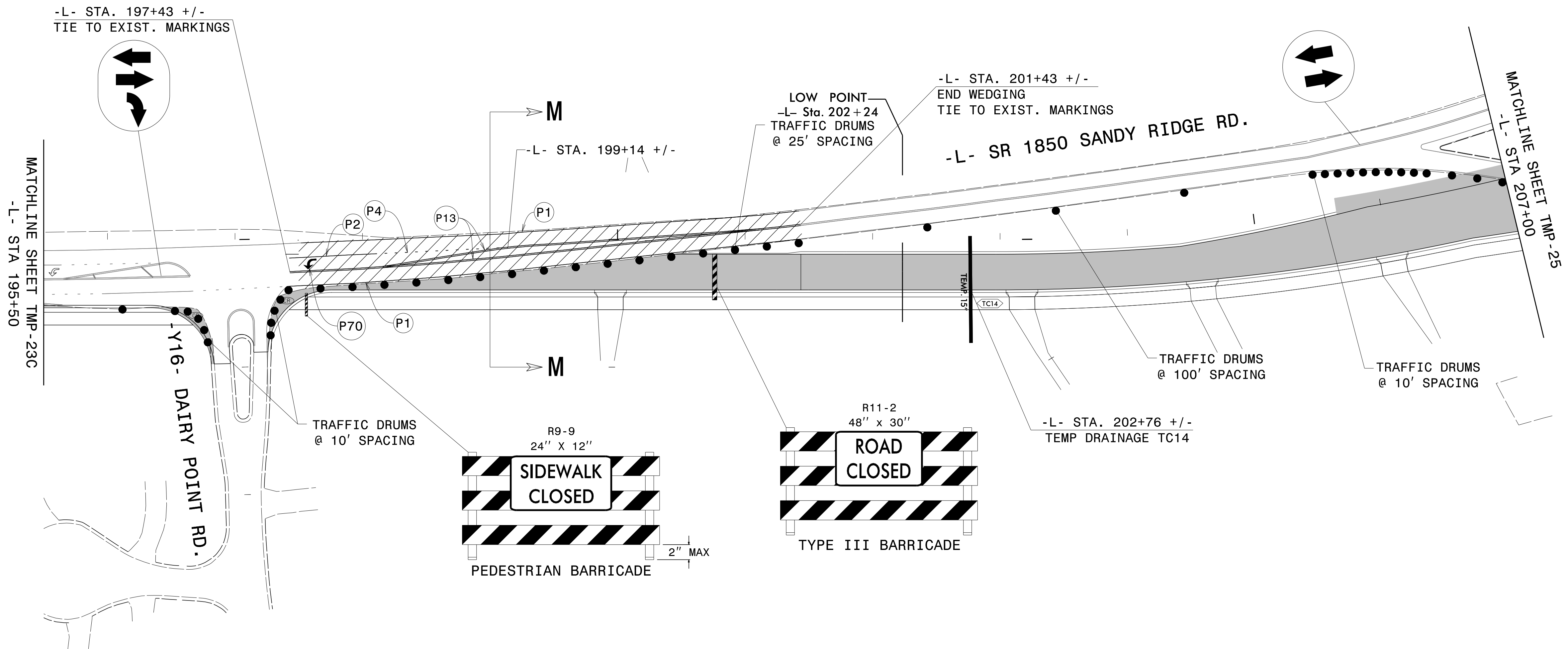
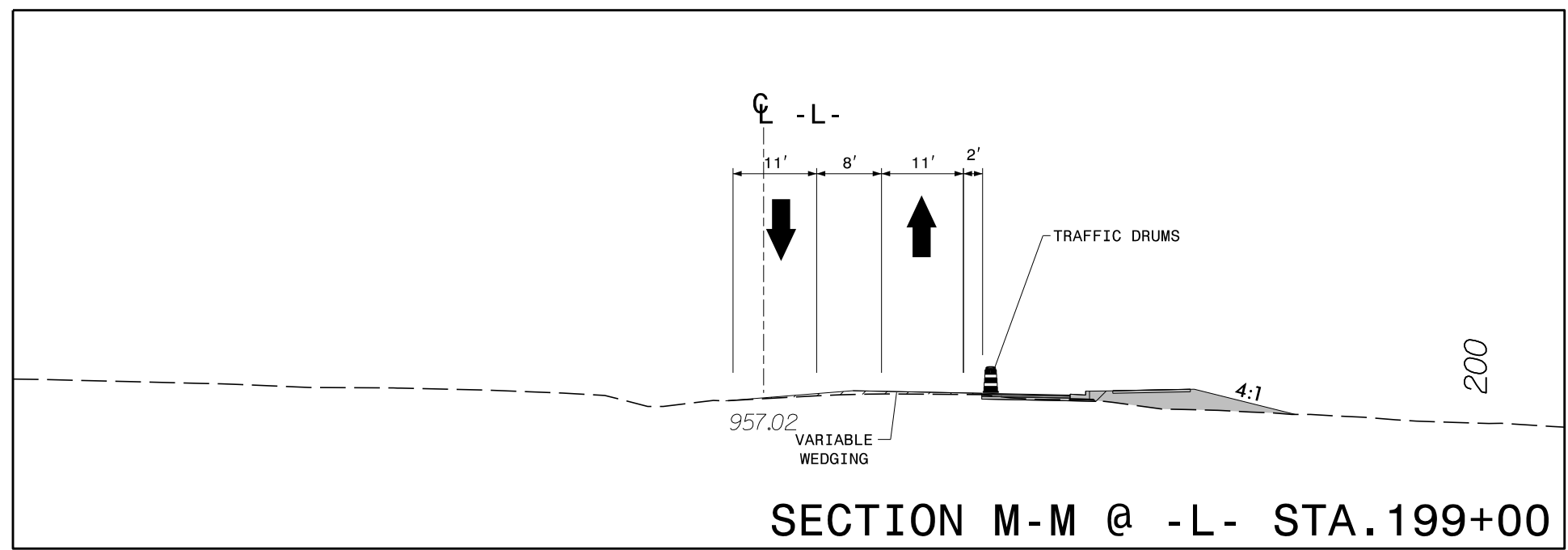
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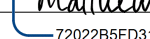
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U-4758	TMP- 24



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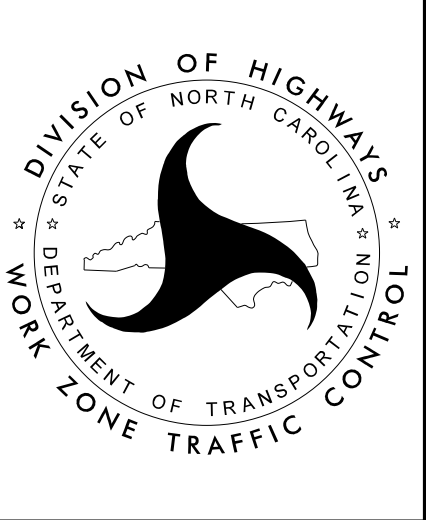
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4/14/2025

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70228BF0D315433

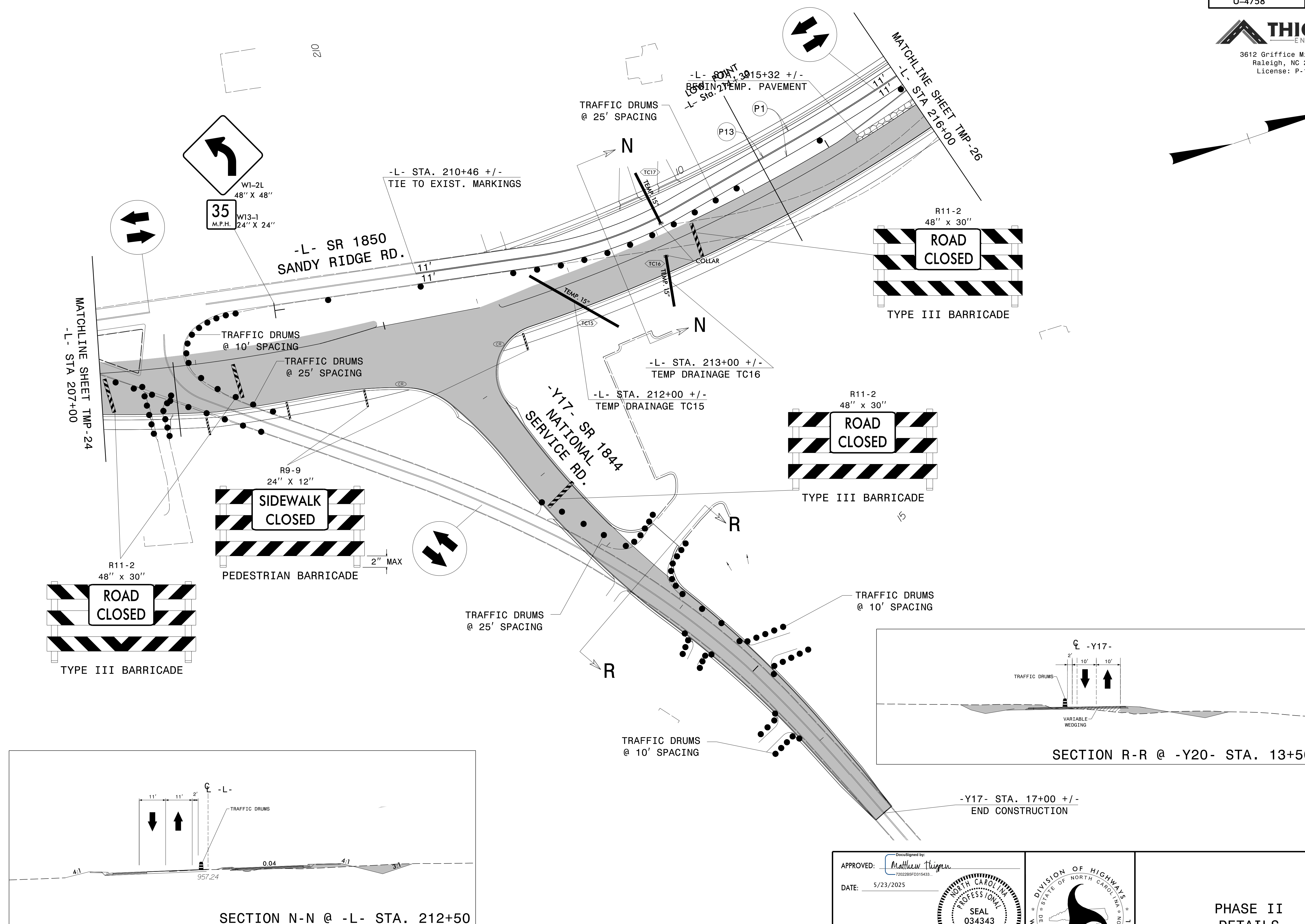
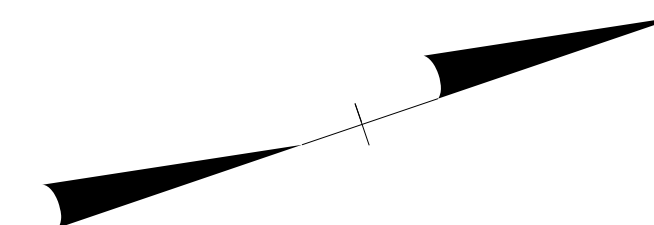
DATE: 5/23/2025



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PHASE II DETAILS

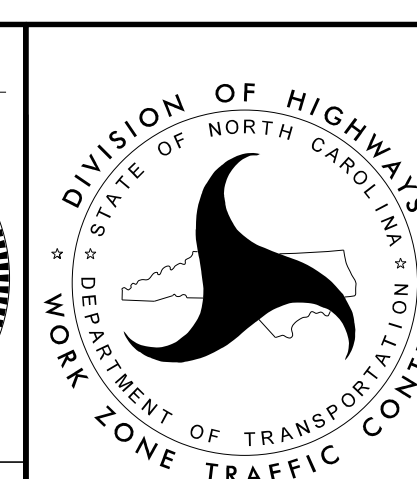


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APPROVED: *Matthew Thigpen*
720228BFD315433

DATE: 5/23/2025

**NORTH CAROLINA
PROFESSIONAL
SEAL
034343
ENGINEER
A. MATTHEW THIGPEN**

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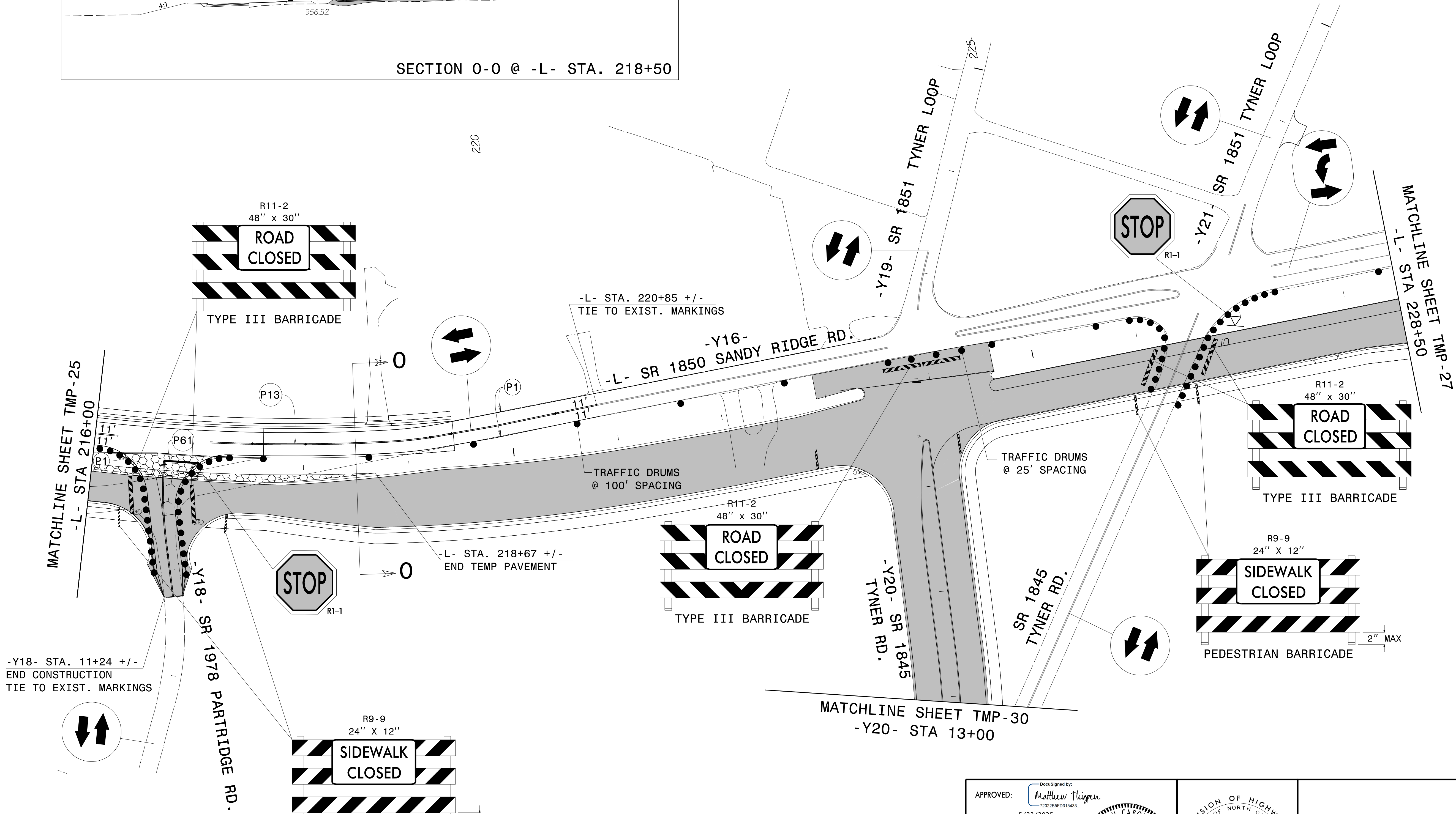
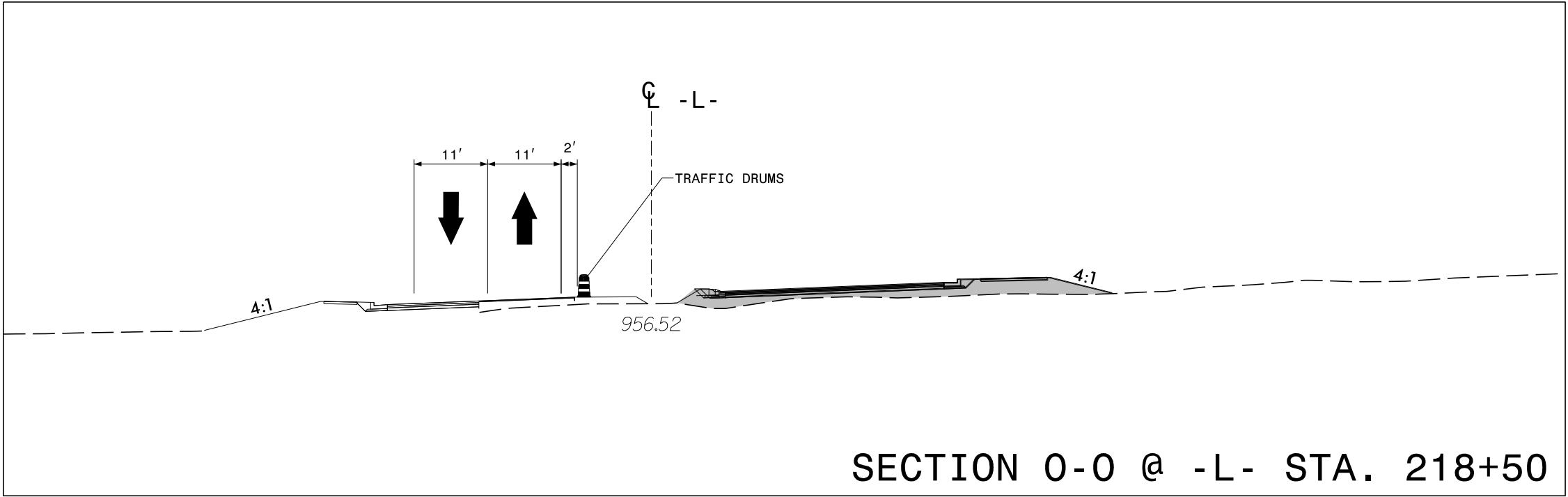
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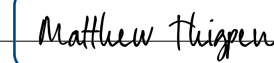
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U-4758	TMP - 26



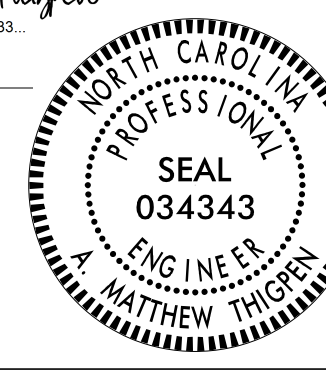
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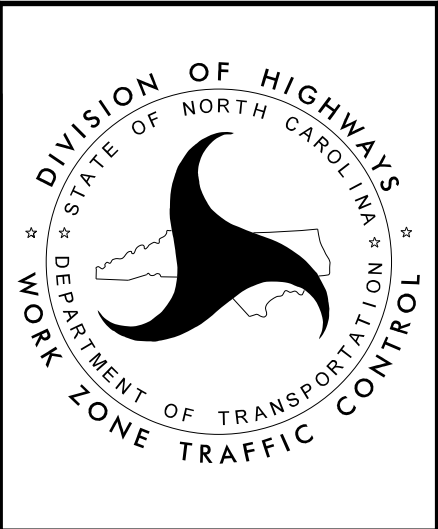


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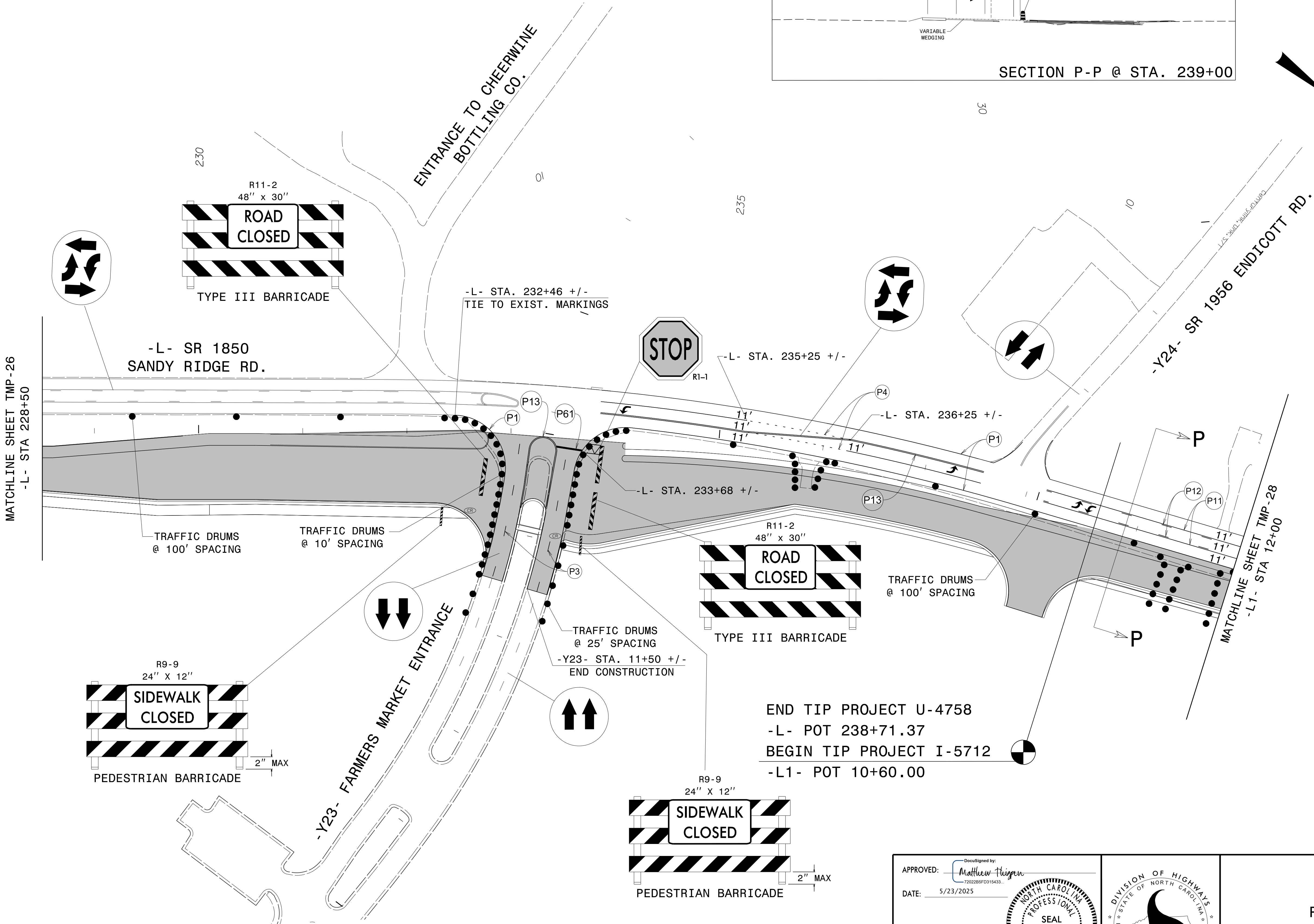
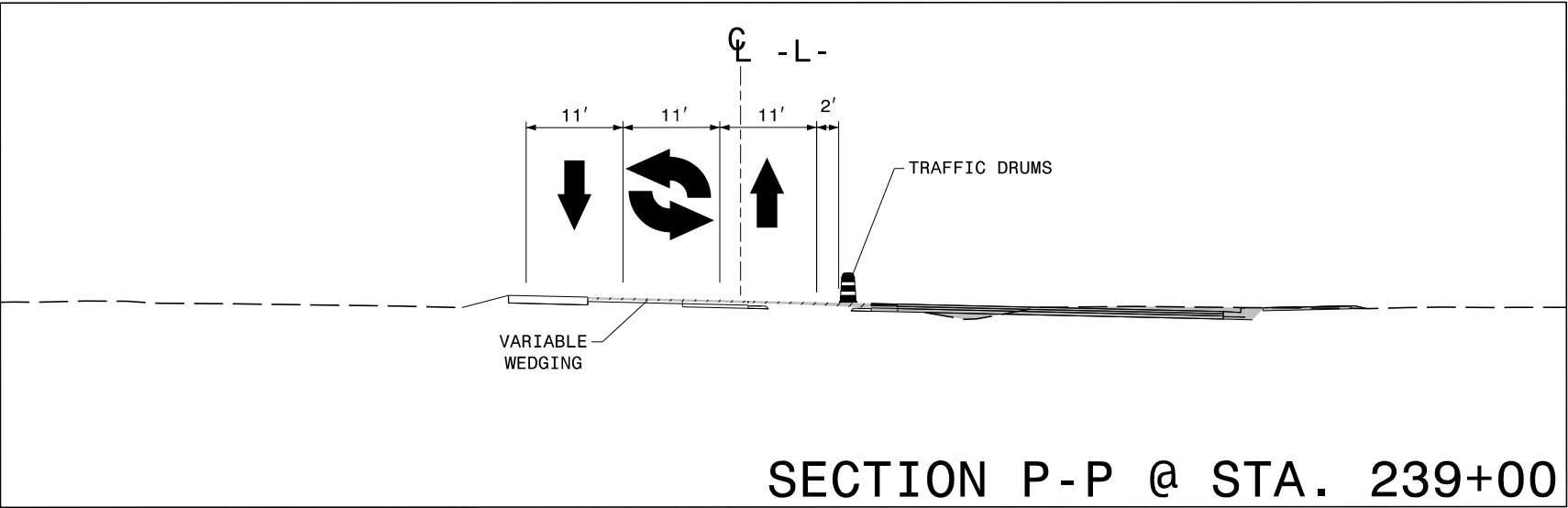
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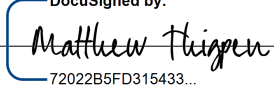


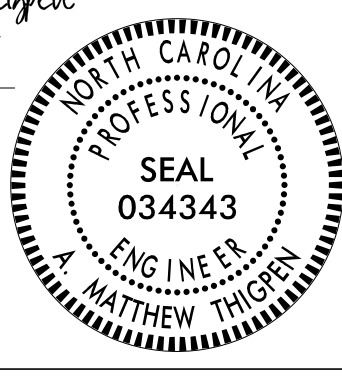
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DETAILS

PROJ. REFERENCE NO.	SHEET NO.
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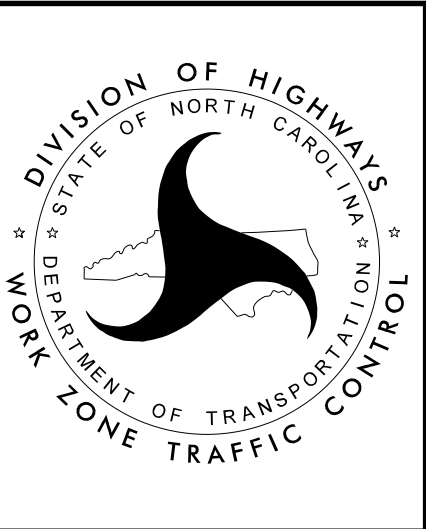
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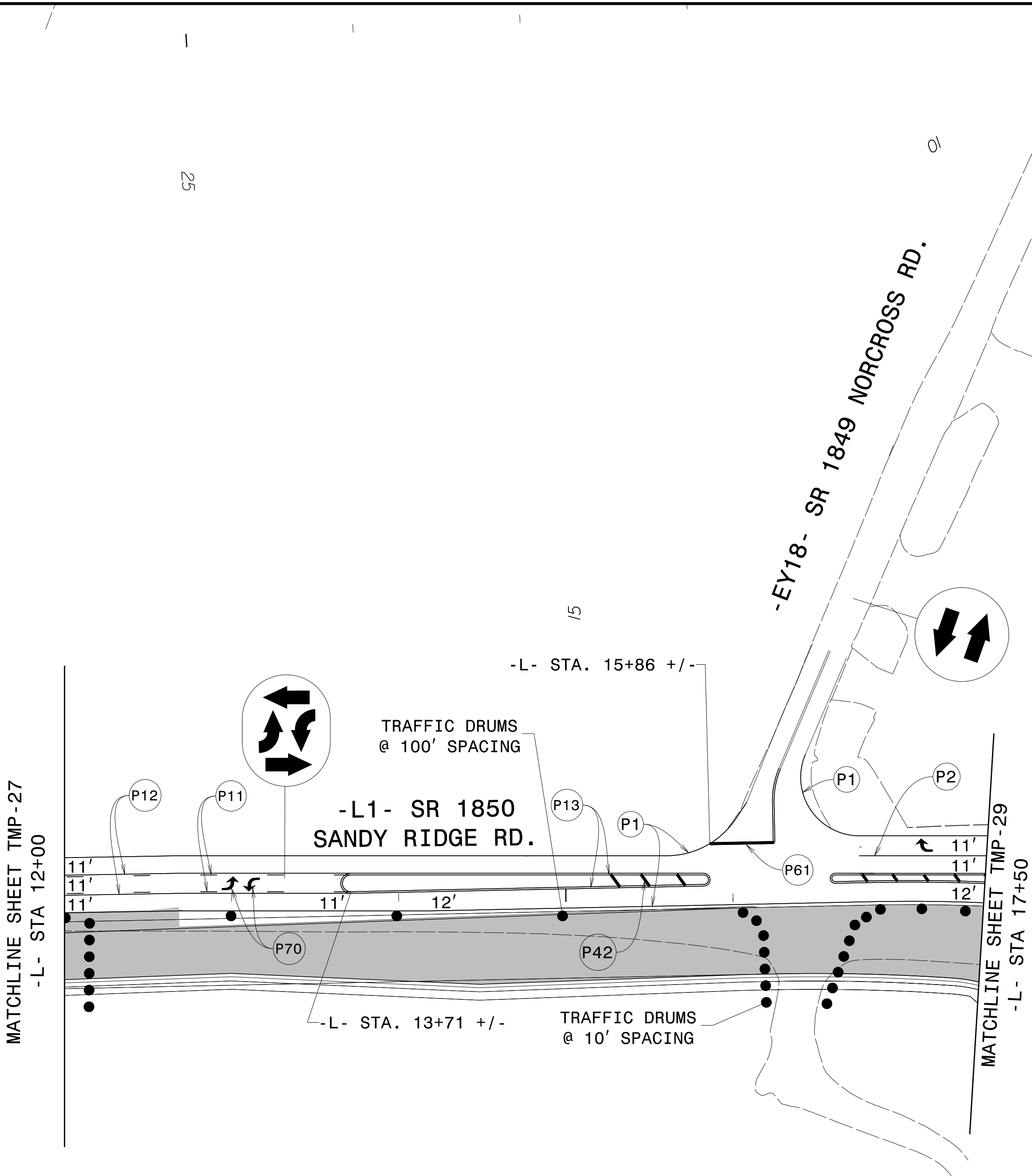
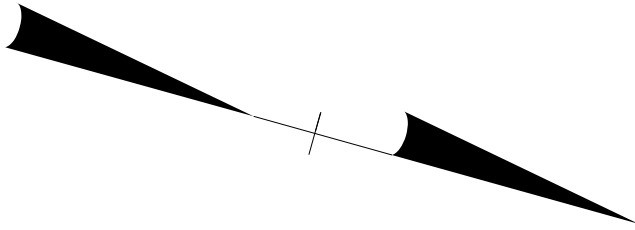


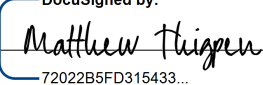
PHASE II
DETAILS

PROJ. REFERENCE NO.	SHEET NO.
U-4758	TMP-28

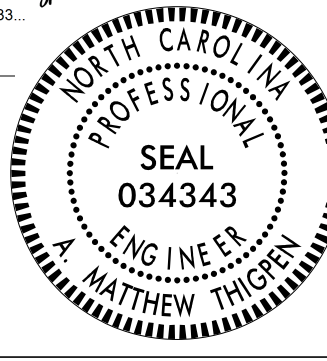
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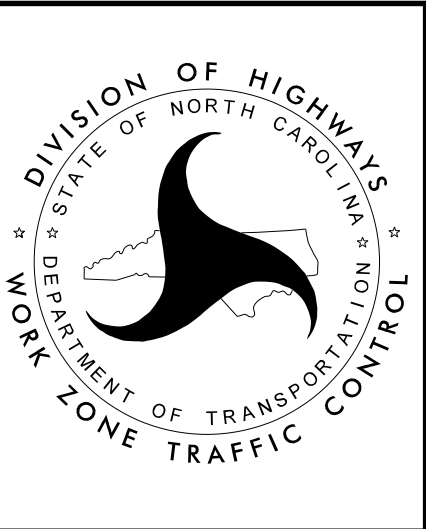


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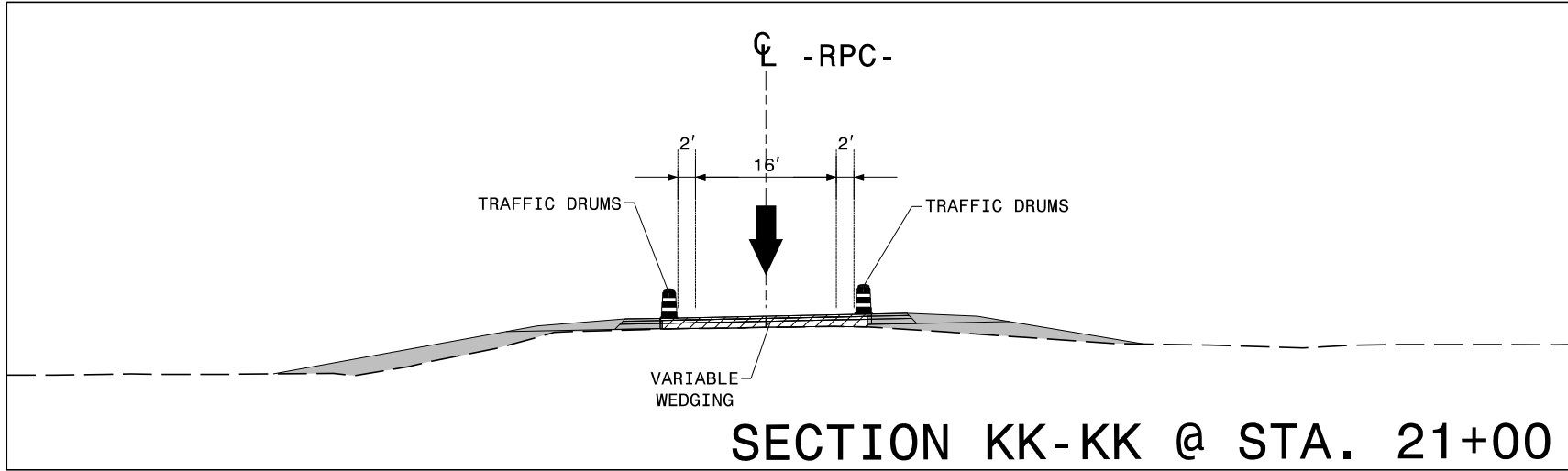
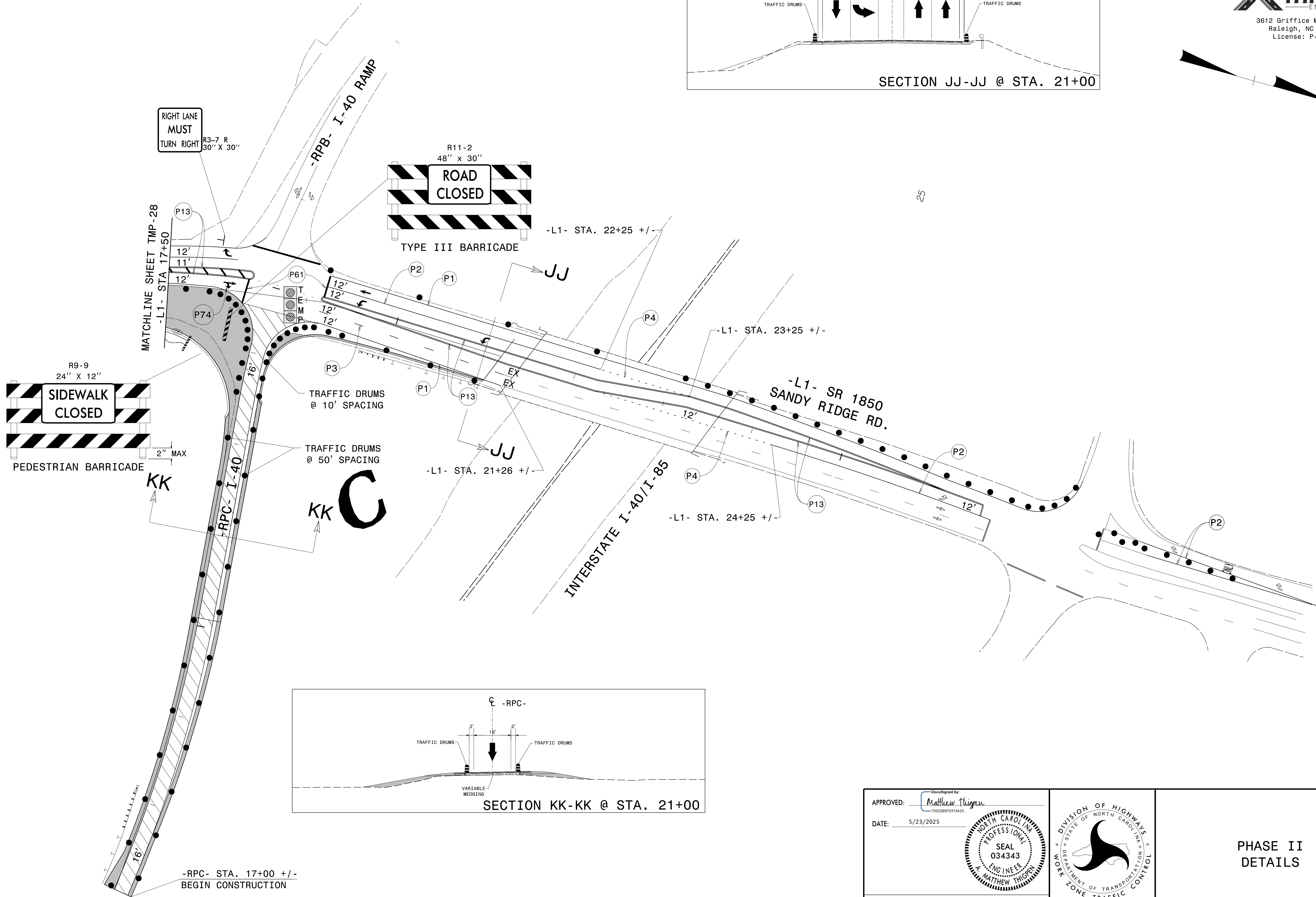
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PHASE II
DETAILS



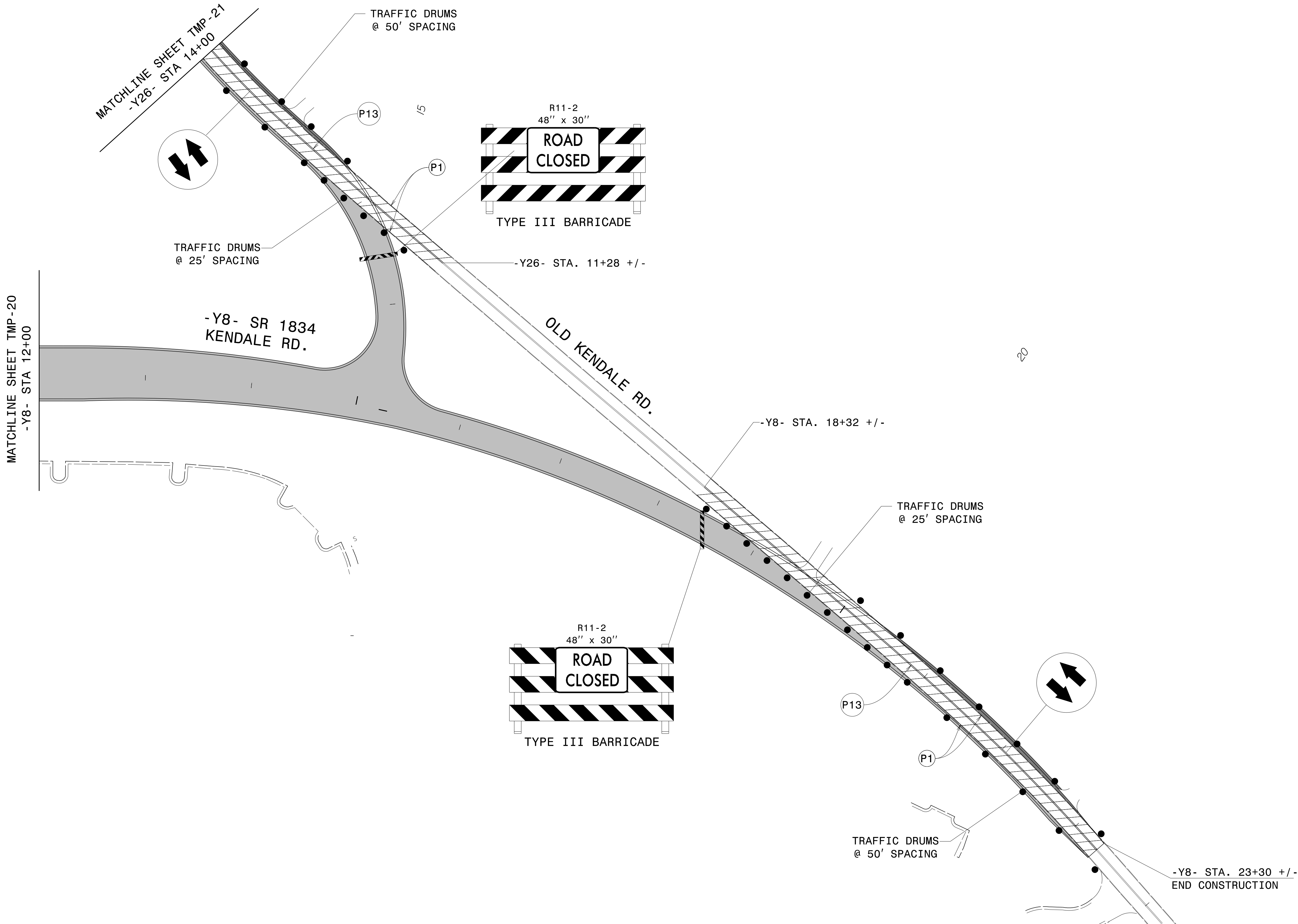
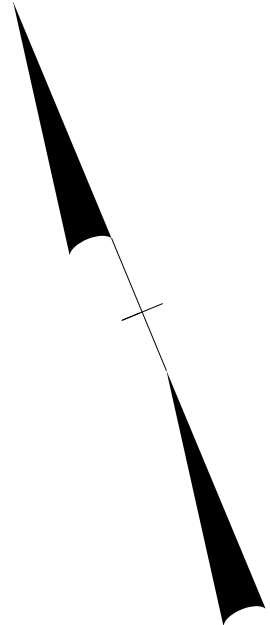
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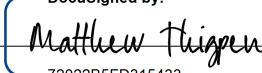


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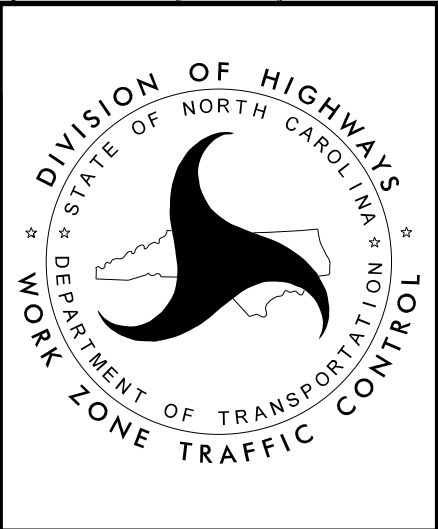
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PHASE II
DETAILS

PROJ. REFERENCE NO.	SHEET NO.
U-4758	TMP - 30



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MATCHLINE SHEET TMP-26
-Y20- STA 13+00

-Y20- STA. 14+00 +/-
BEGIN WEDGING

R11-2
48" x 30"



TYPE III BARRICADE

-Y20- SR 1845
TYNER RD.

-DWAY23- STA. 10+10 +/-
BEGIN CONSTRUCTION

R11-2
48" x 30"



TYPE III BARRICADE

-DWAY24- STA. 10+90 +/-
BEGIN CONSTRUCTION

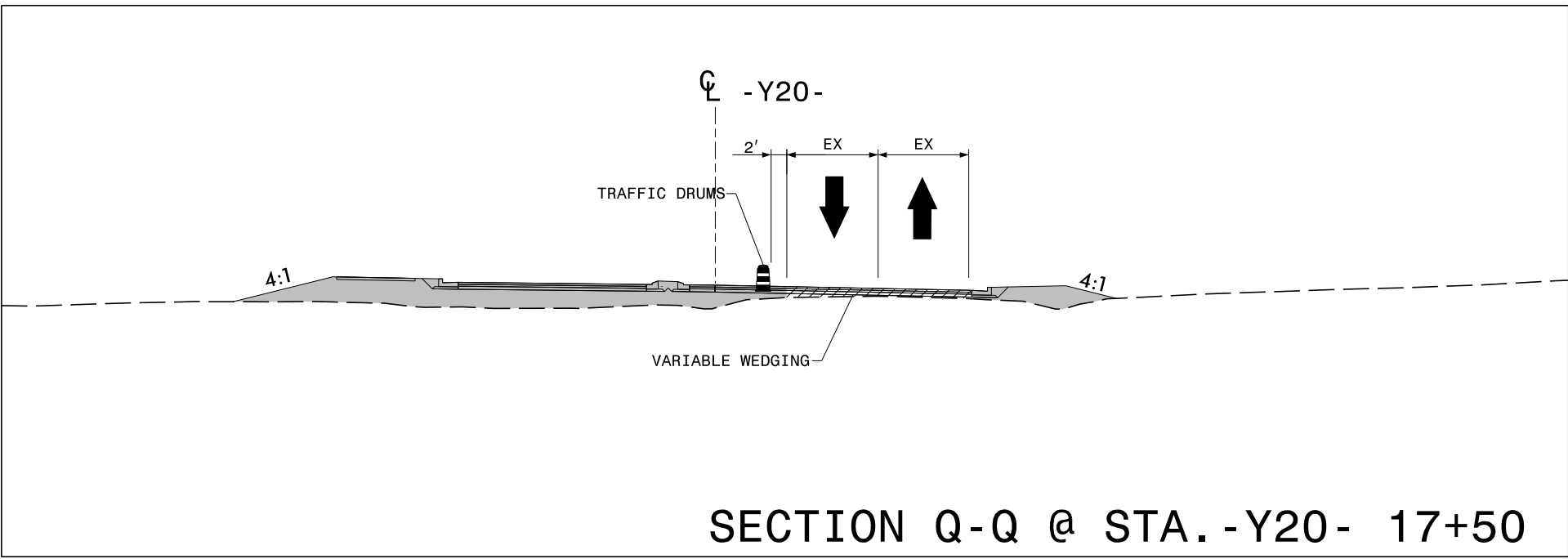
R11-2
48" x 30"

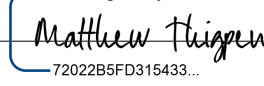


TYPE III BARRICADE

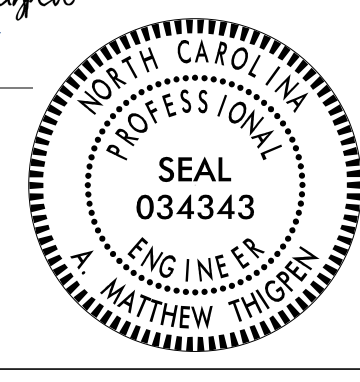
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@ 25' SPACING

TRAFFIC DRUMS
@ 50' SPACING

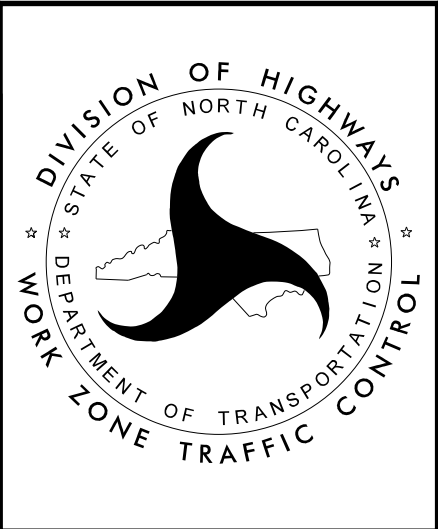


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DATE: 5/23/2025

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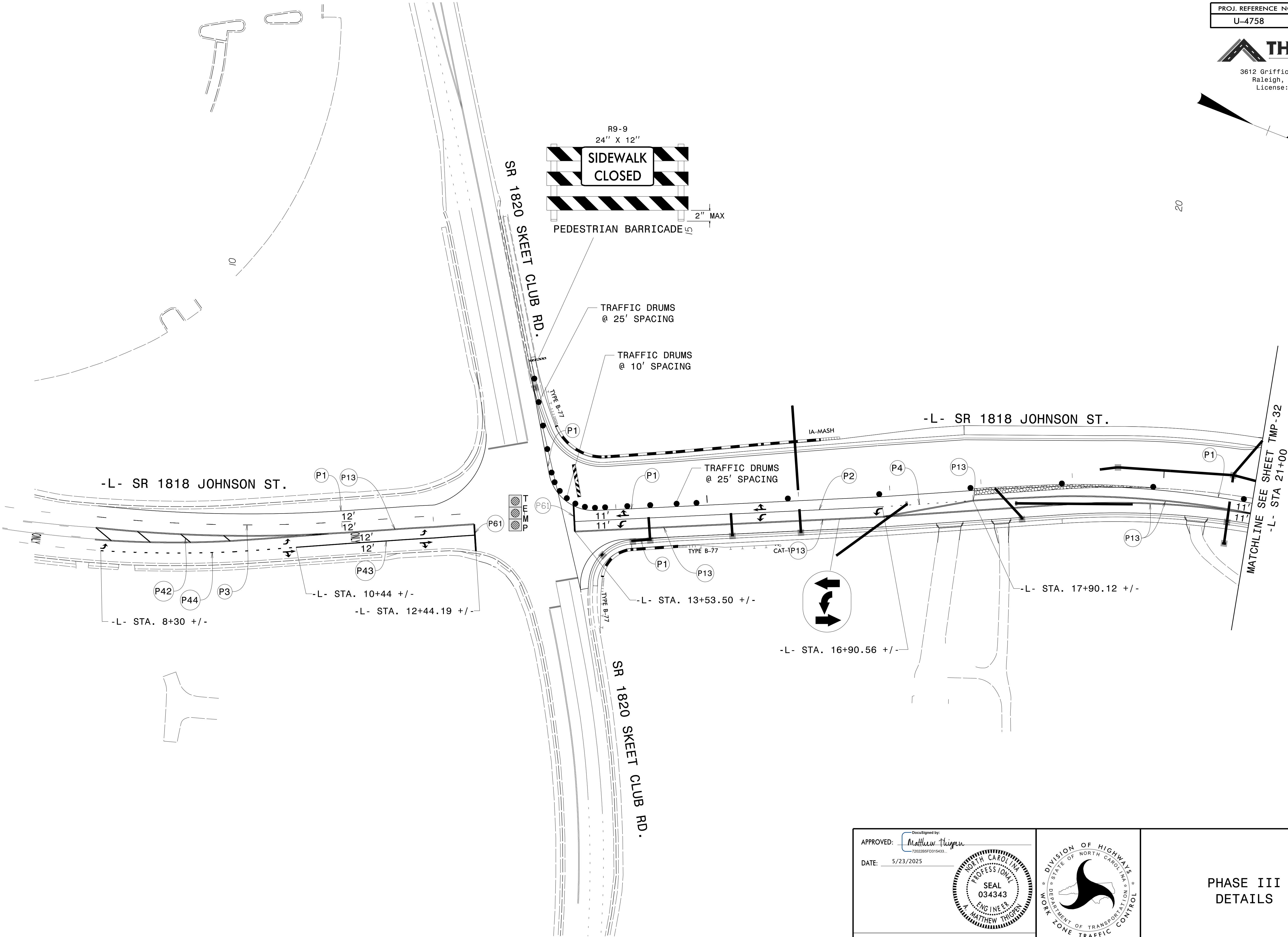
PHASE II
DETAILS

PROJ. REFERENCE NO.	SHEET NO.
U-4758	TMP - 31

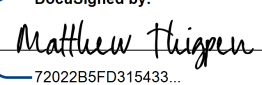


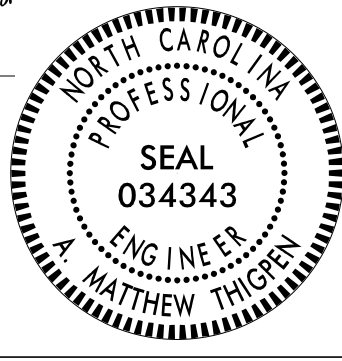
3612 Griffice Mill Road
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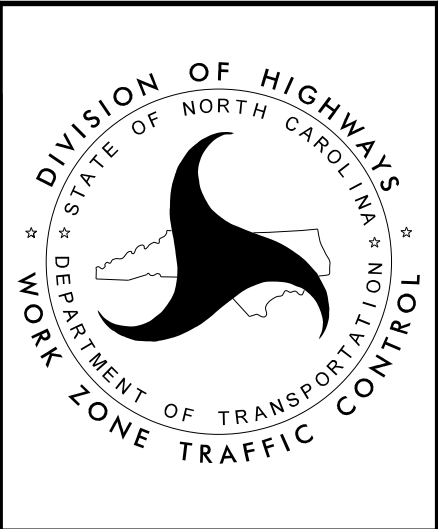


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User:Matt Thigpen

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DATE: 5/23/2025



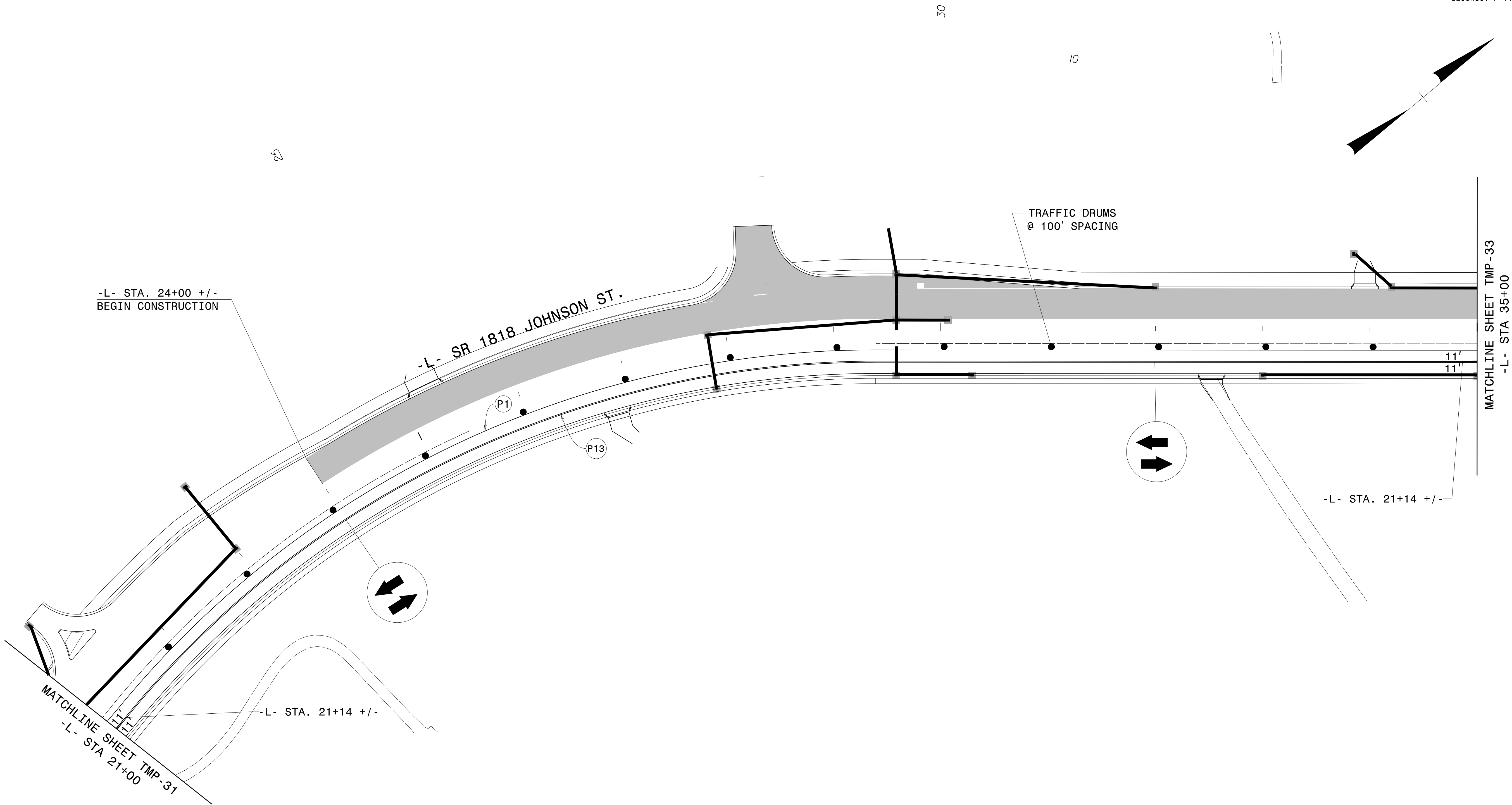
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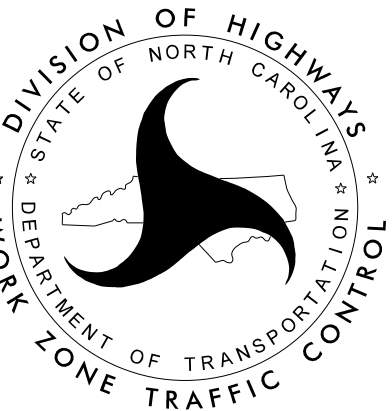


PHASE III
DETAILS

PROJ. REFERENCE NO.	SHEET NO.
U-4758	TMP - 32

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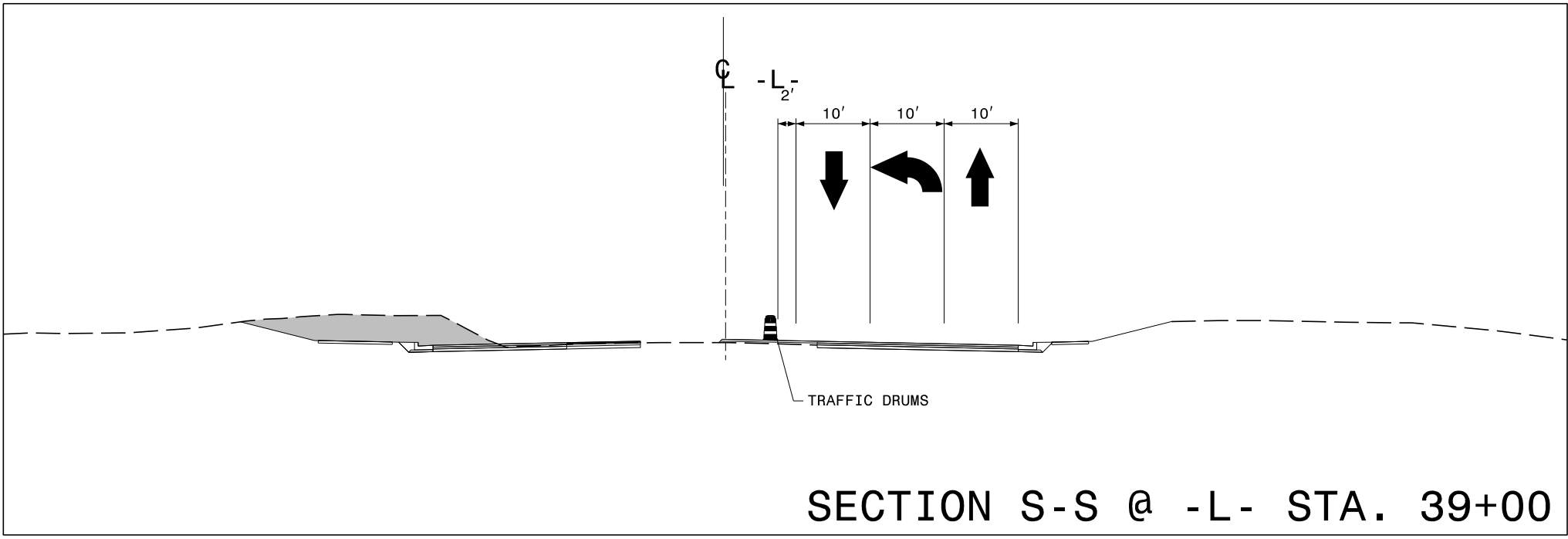
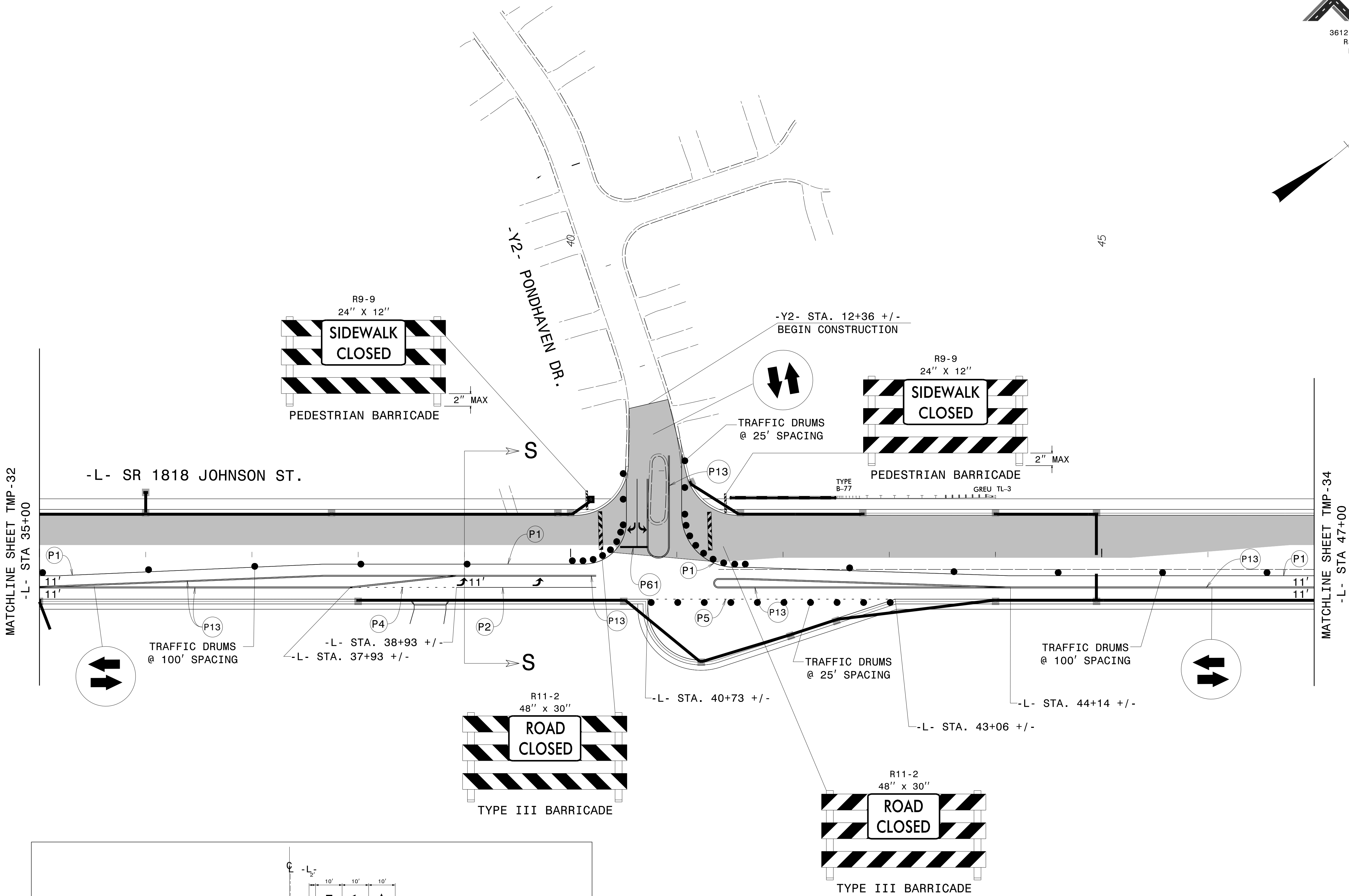
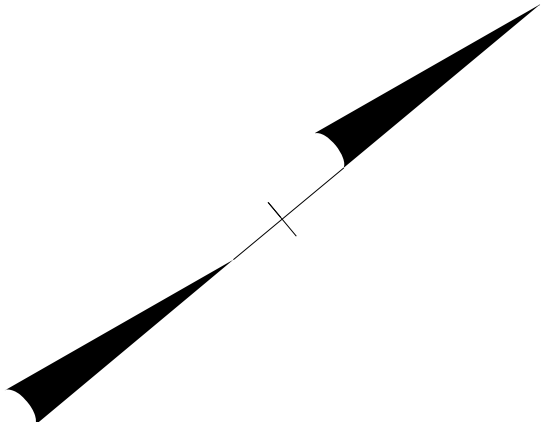
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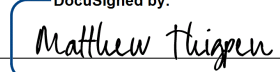
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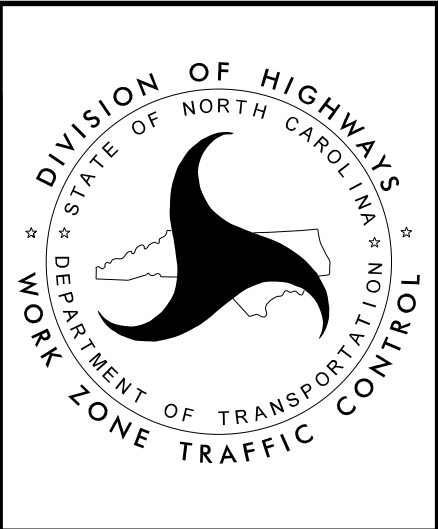


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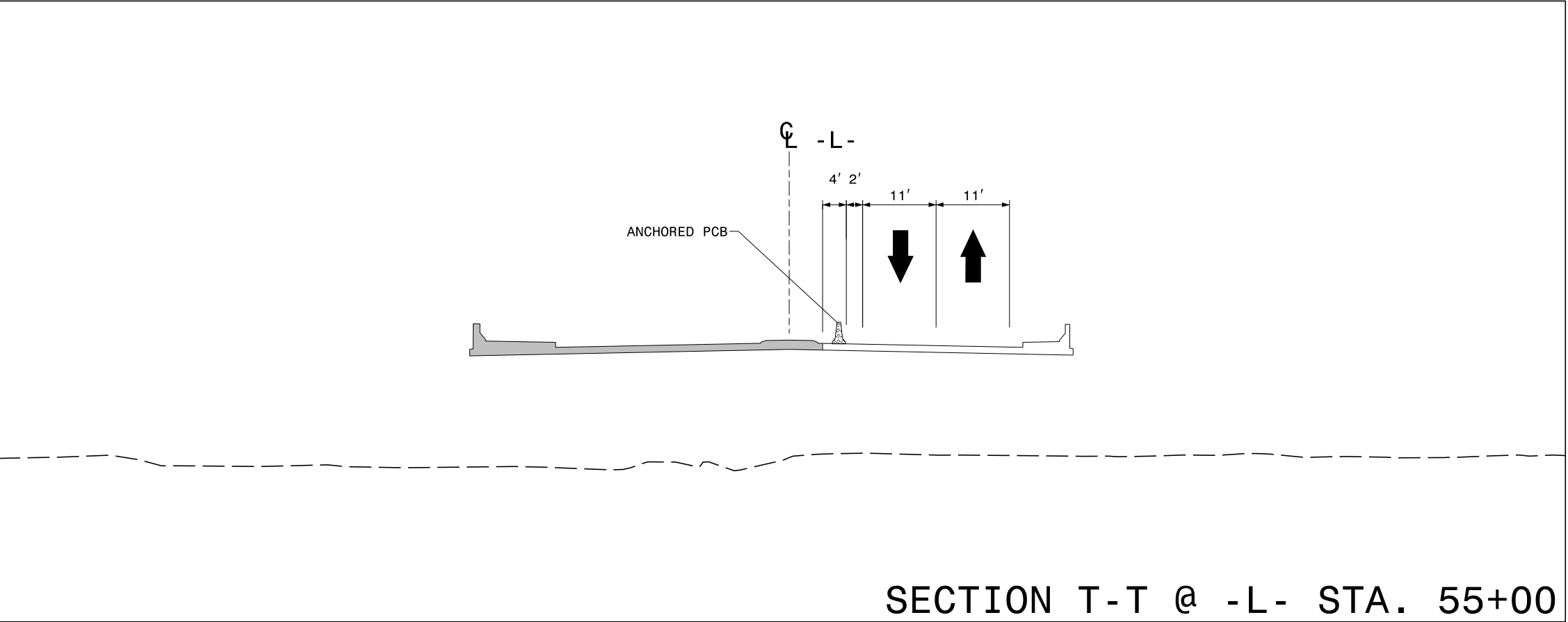
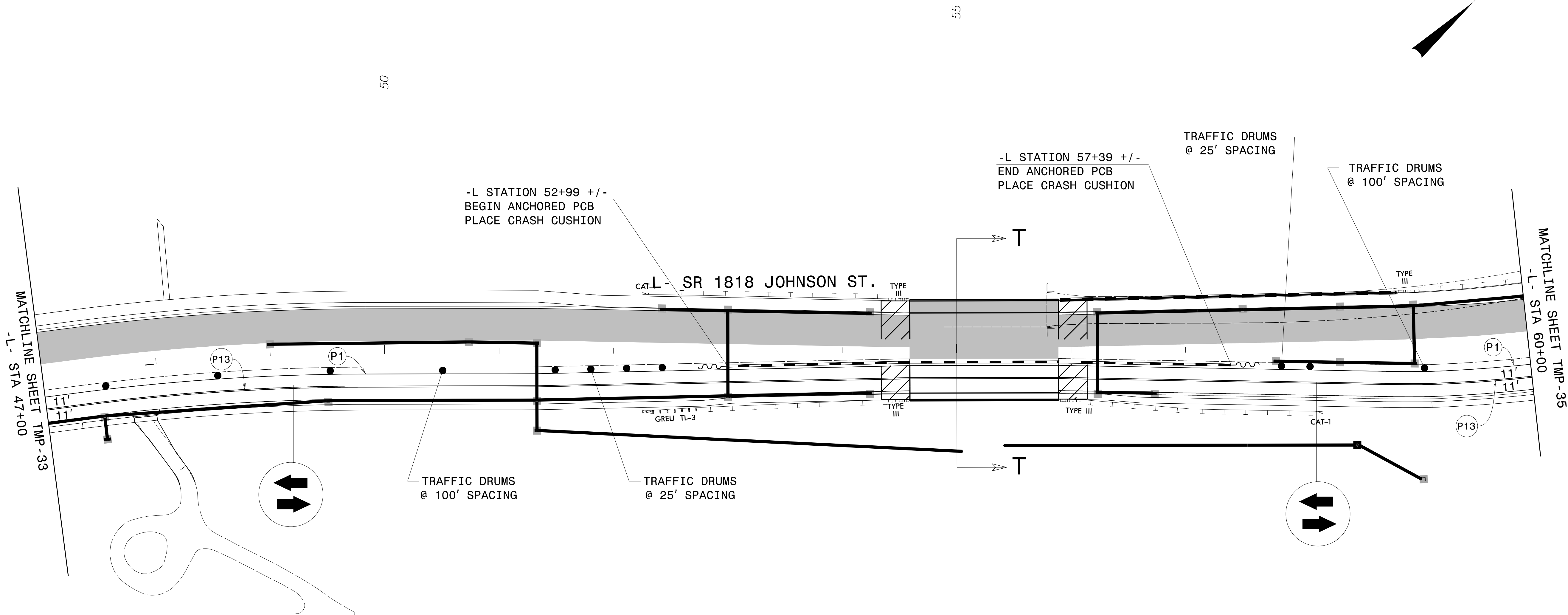
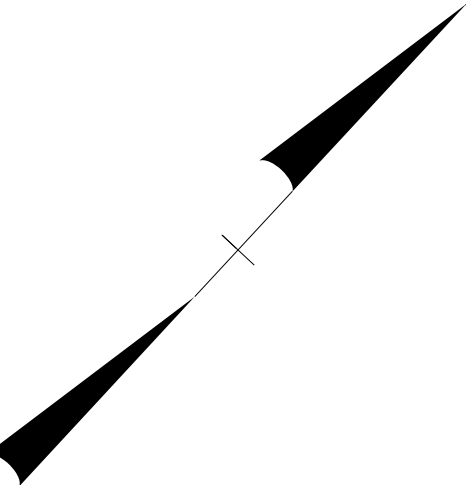
PHASE III
DETAILS

2/4/2025
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U-4758	TMP- 34

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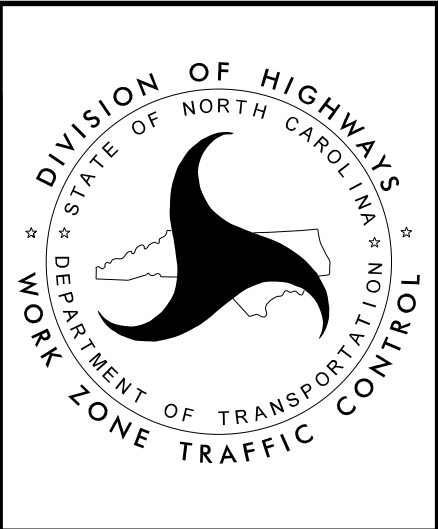


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ENGINEER
MATTHEW THIGPEN

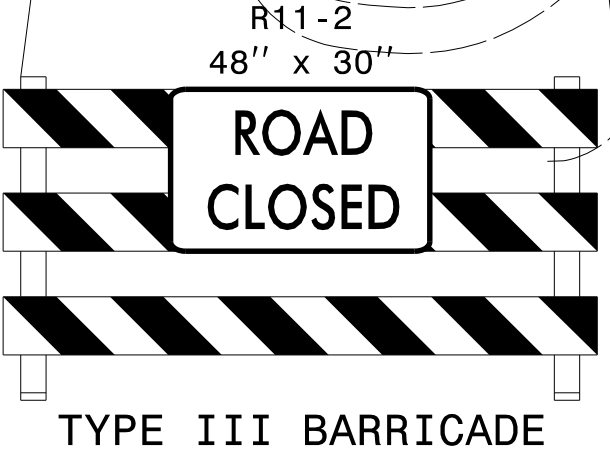
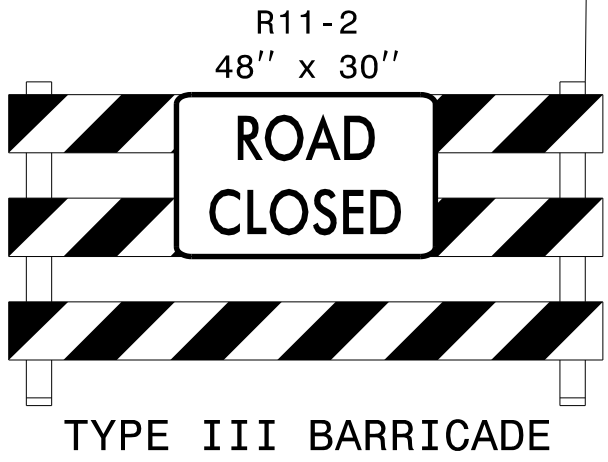
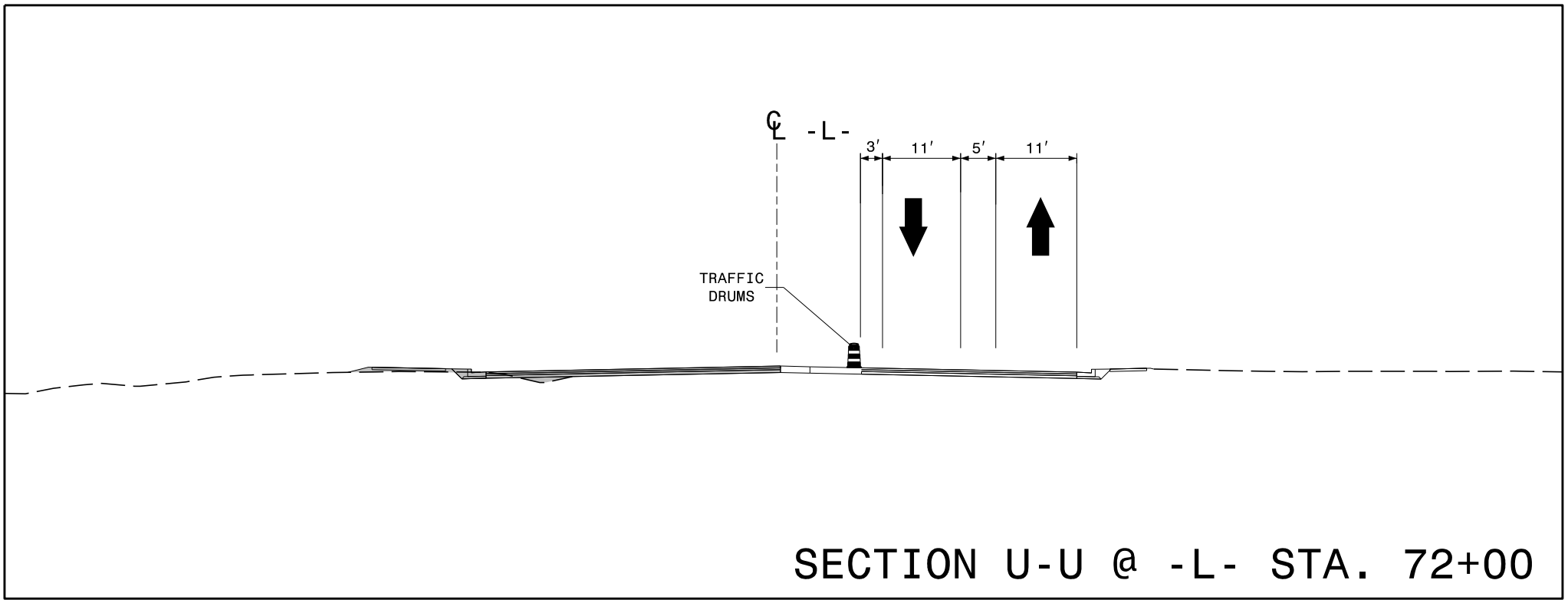
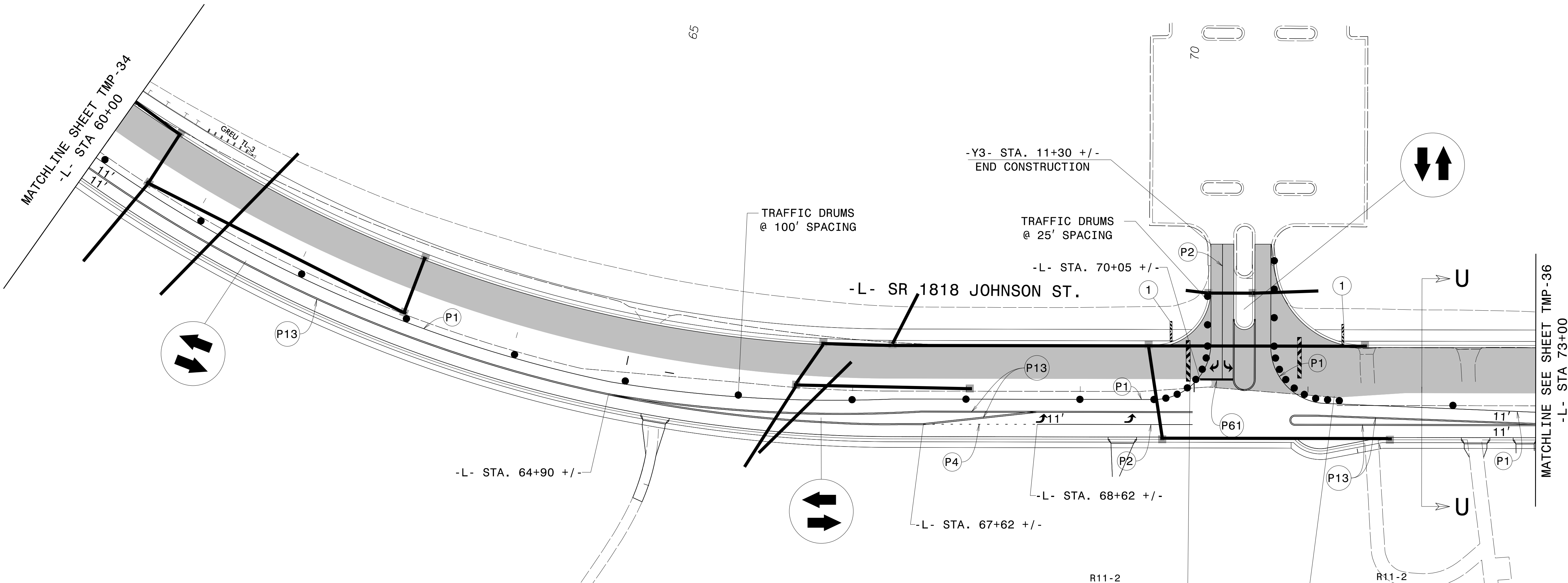
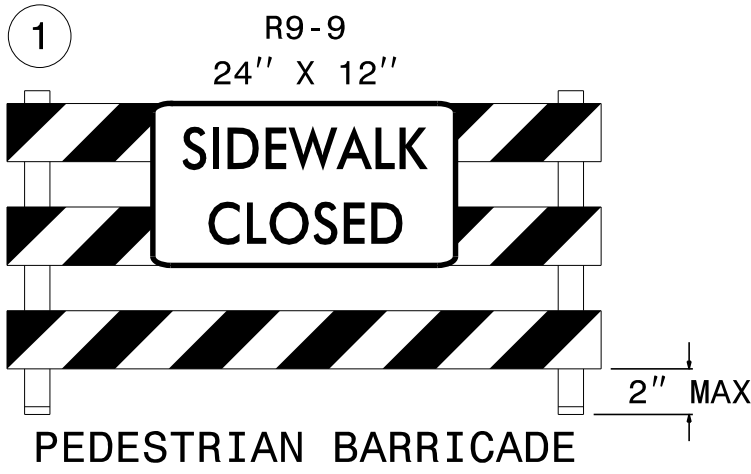
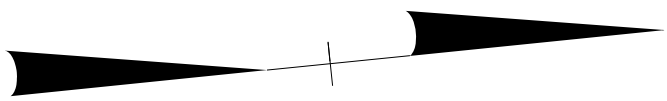
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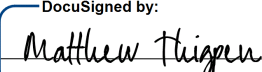


**PHASE III
DETAILS**

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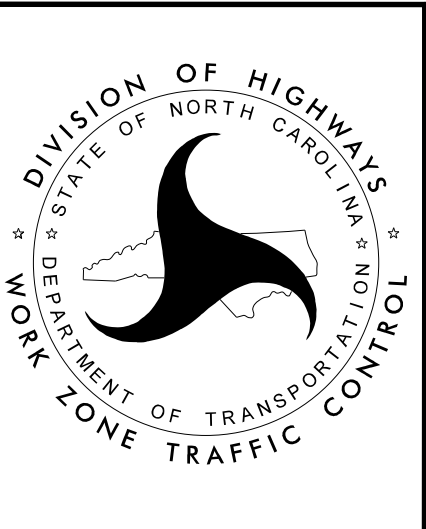


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MATTHEW THIGPEN

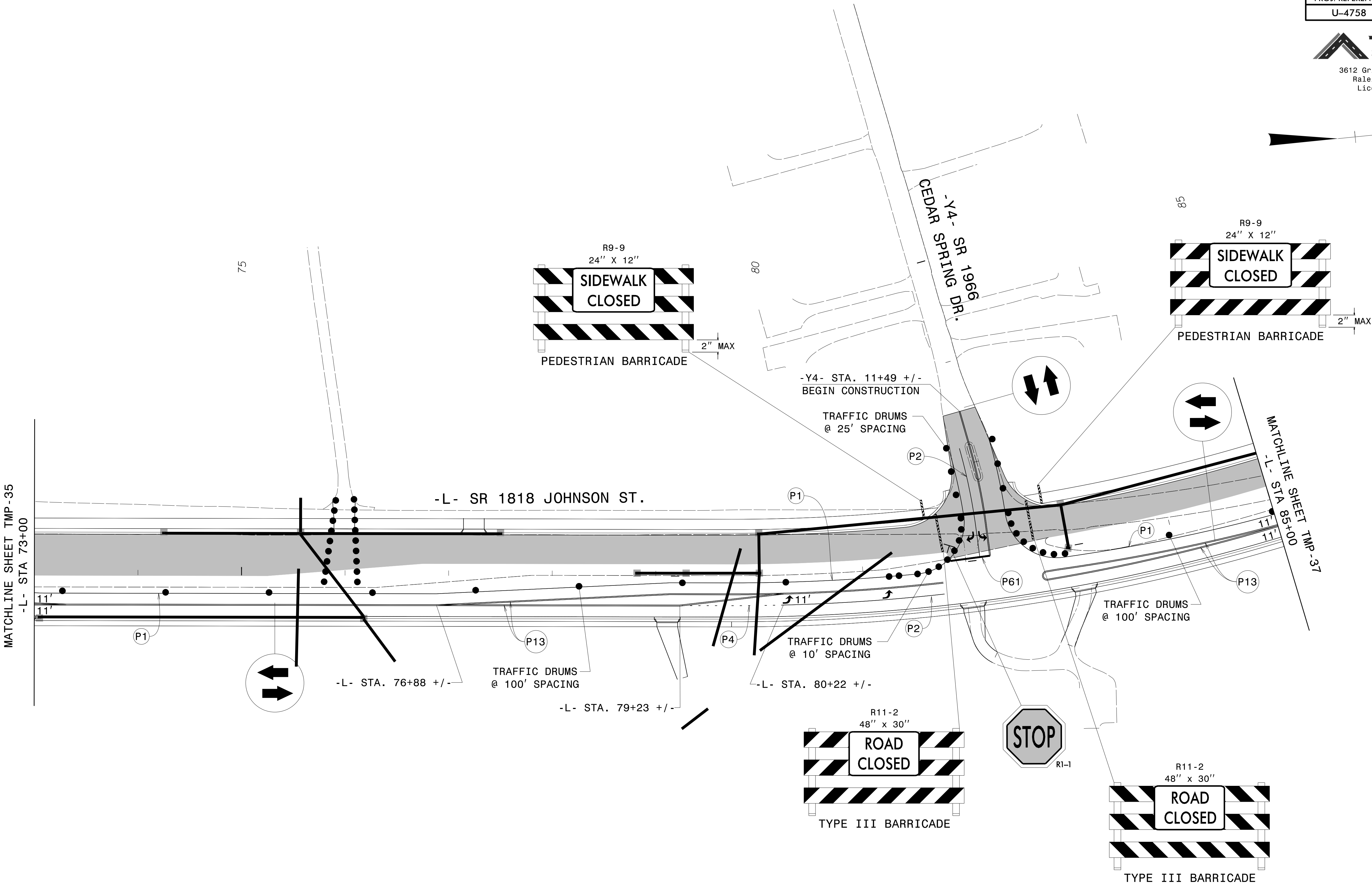
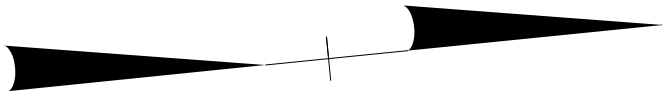
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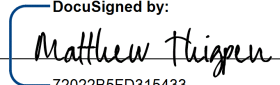


PHASE III
DETAILS

PROJ. REFERENCE NO.	SHEET NO.
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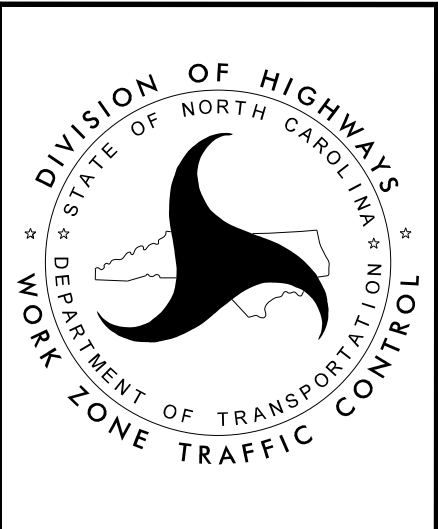
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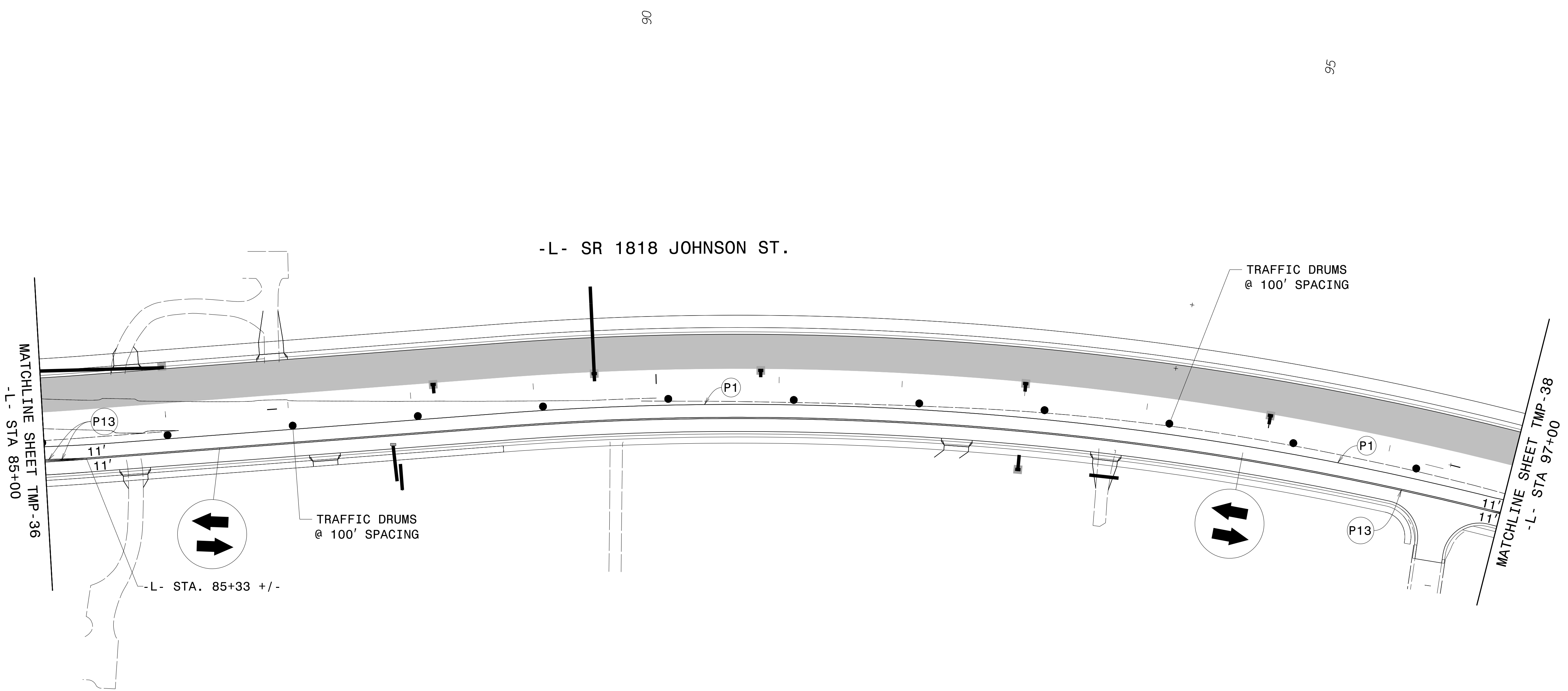
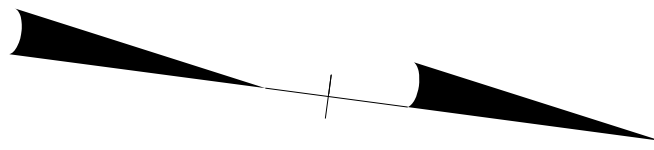


**PHASE III
DETAILS**

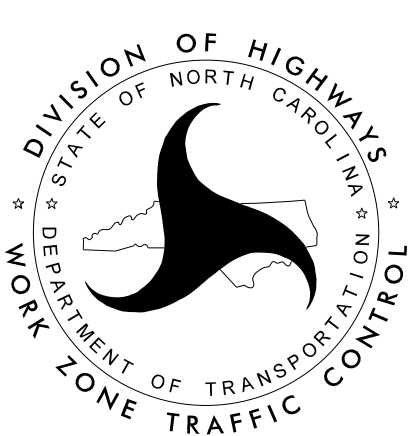
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U-4758	TMP - 37

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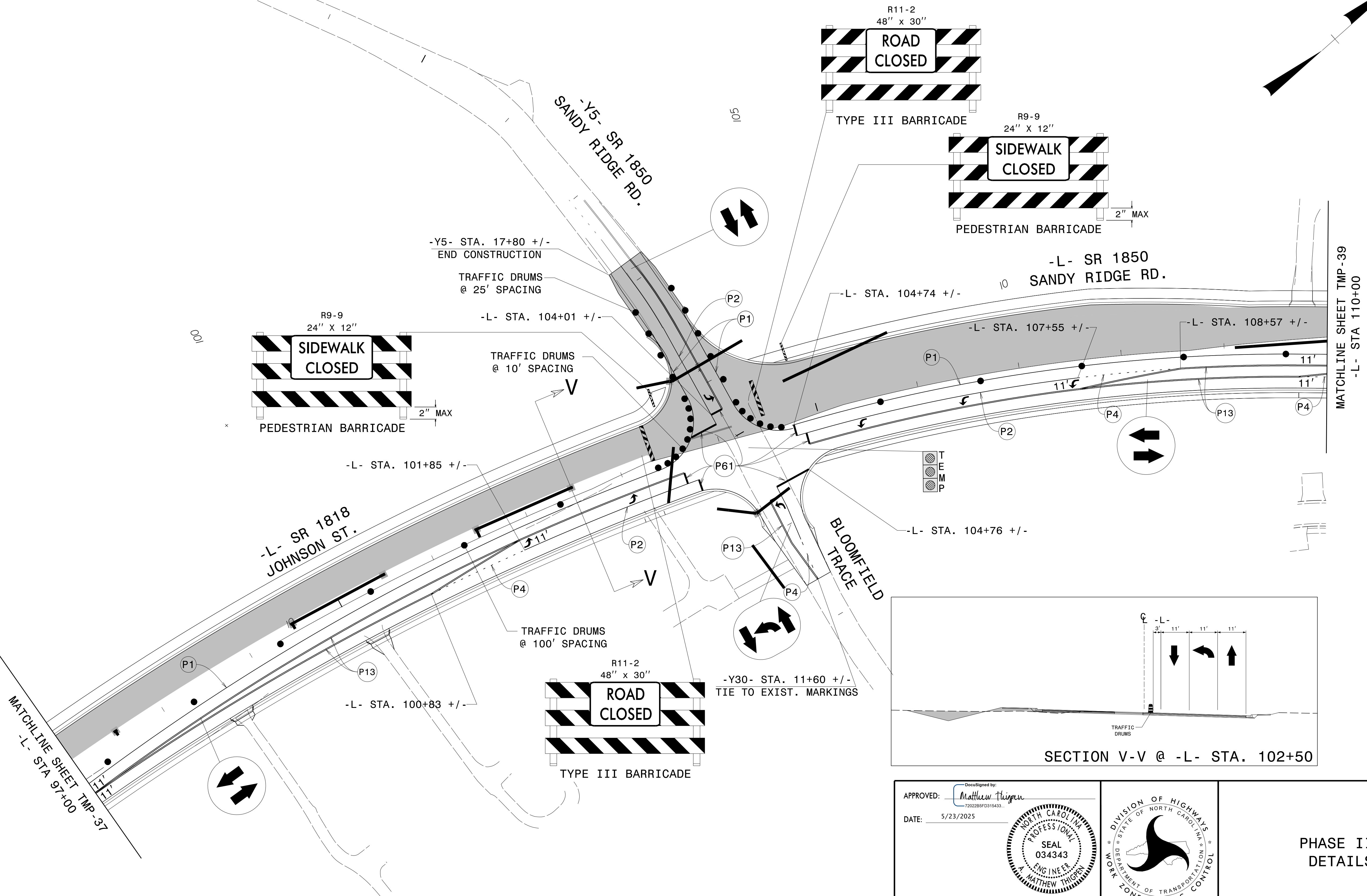
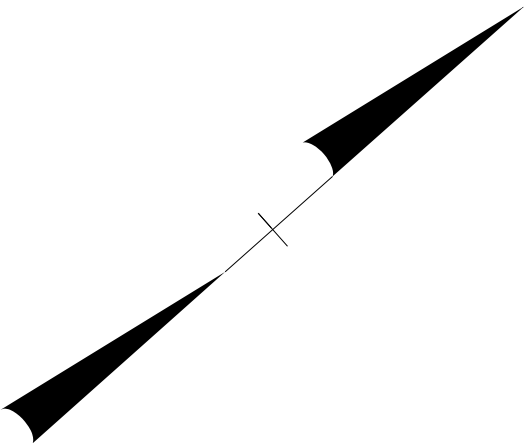
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User:Matt Thigpen

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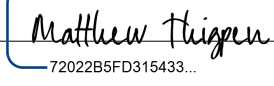
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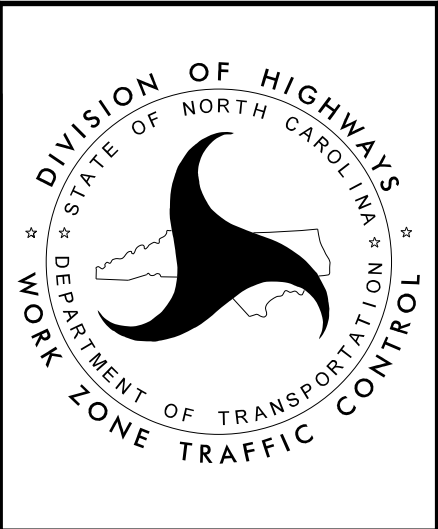


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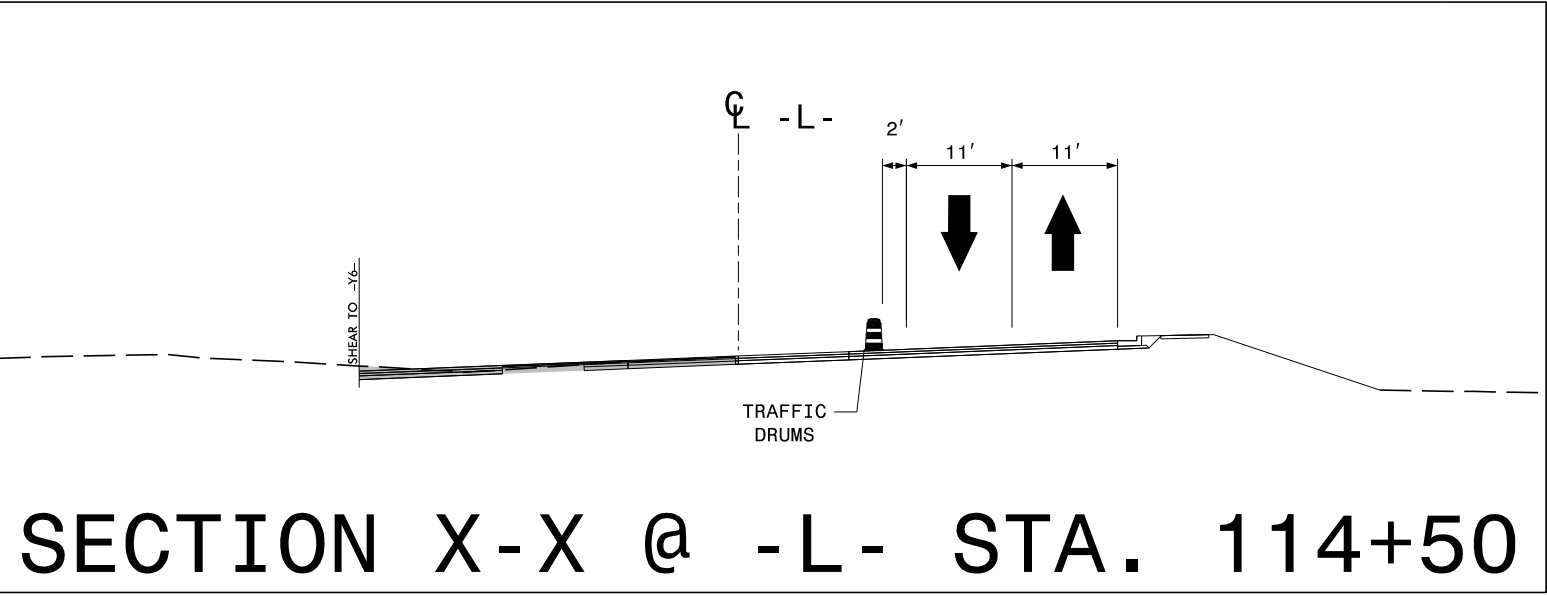
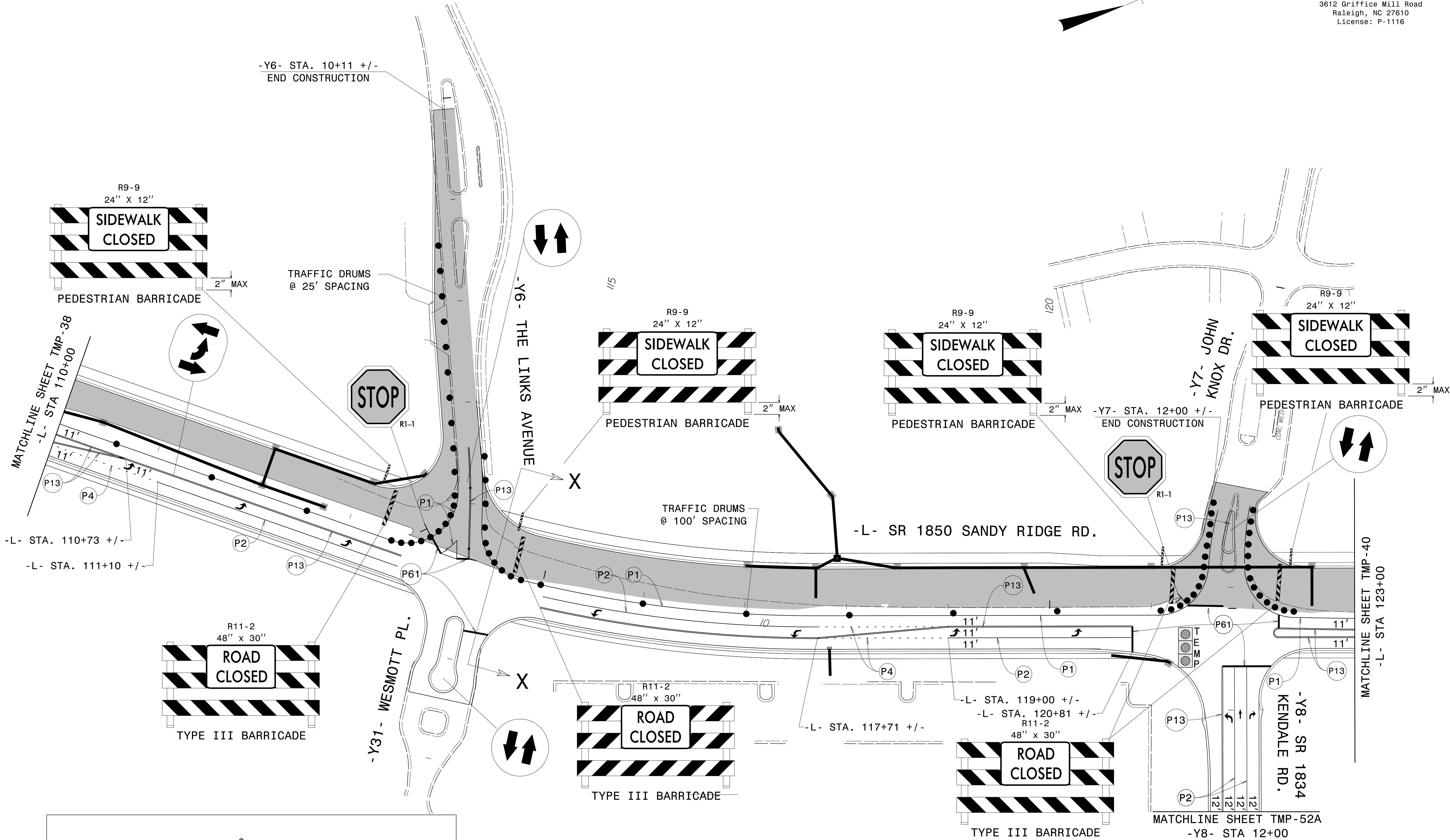
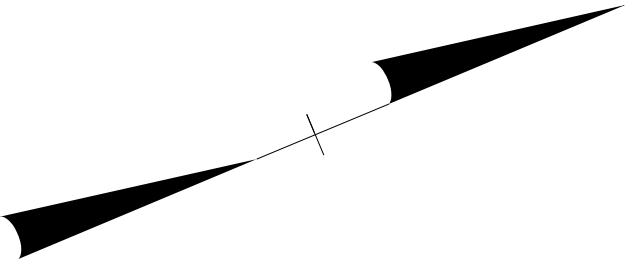
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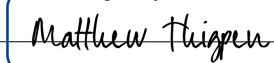
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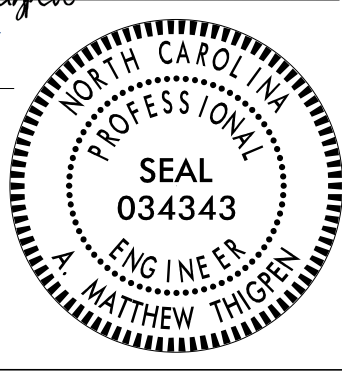


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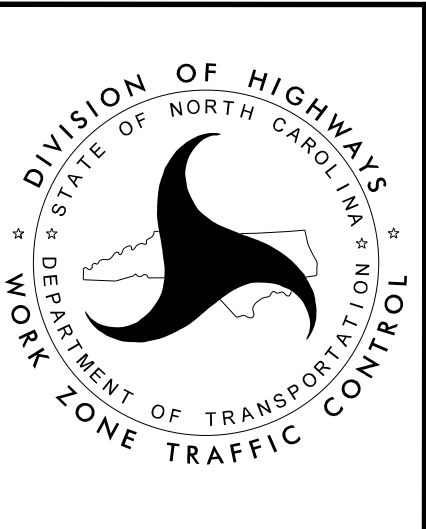
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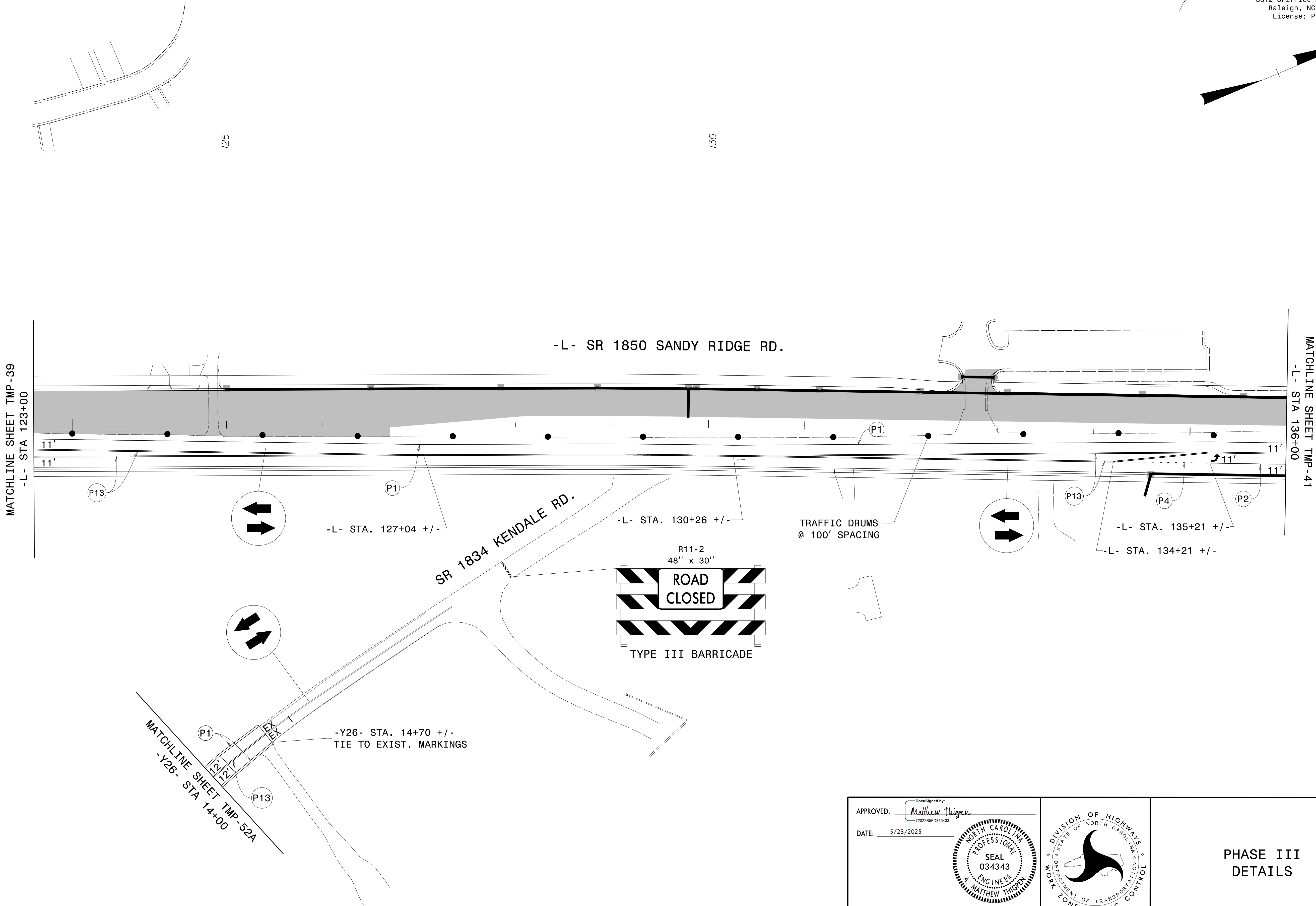
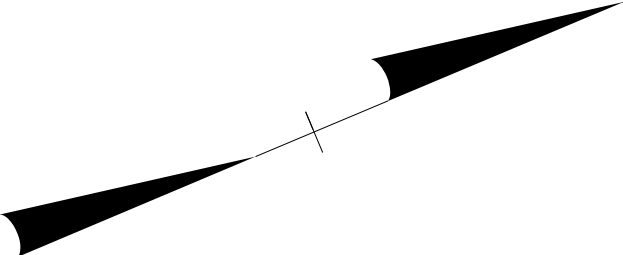


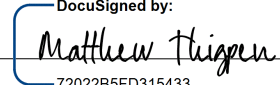
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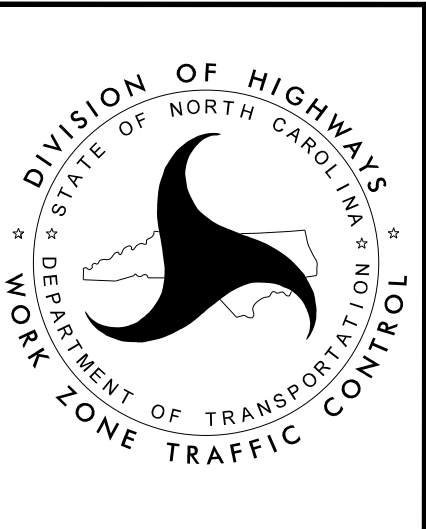
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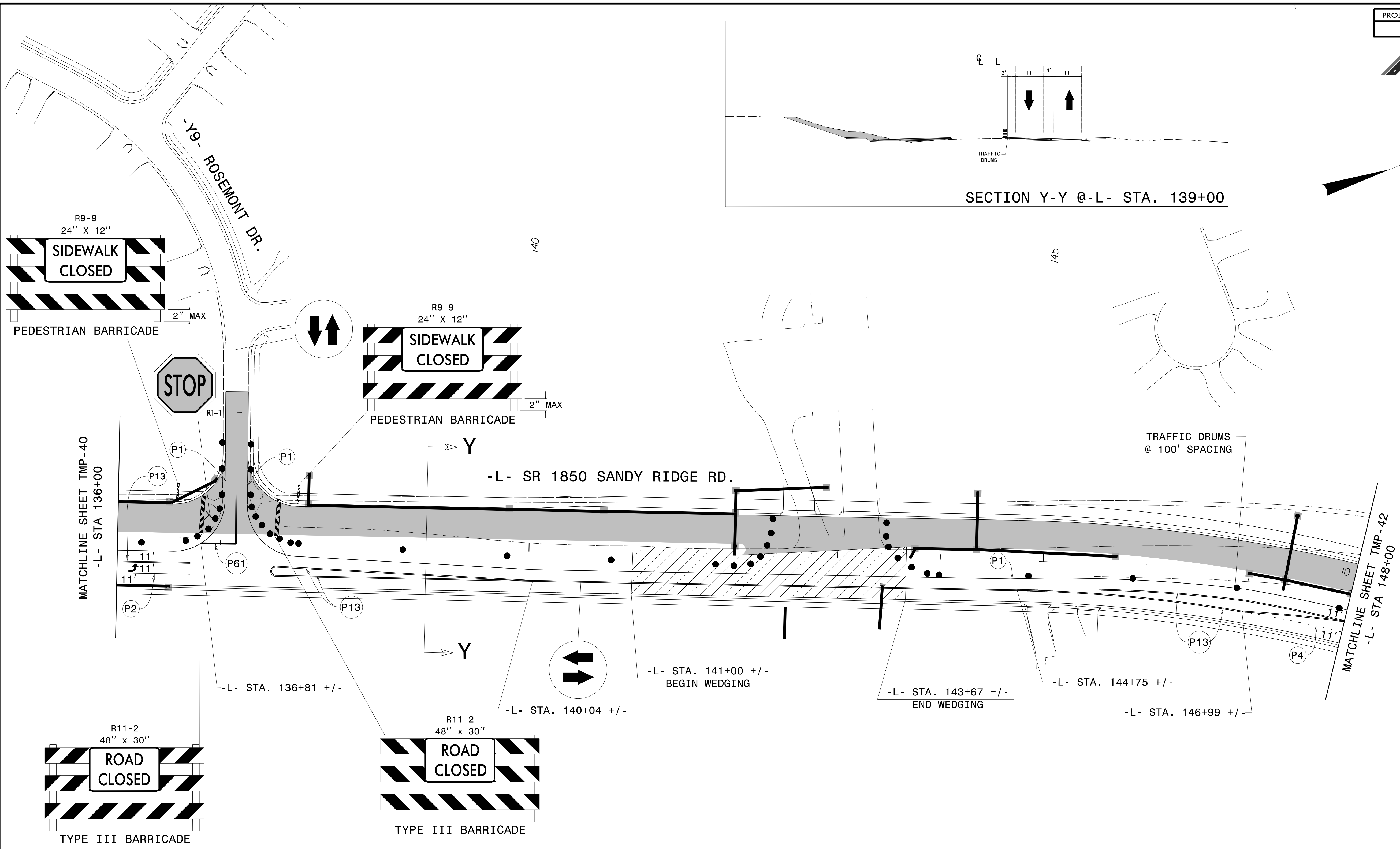
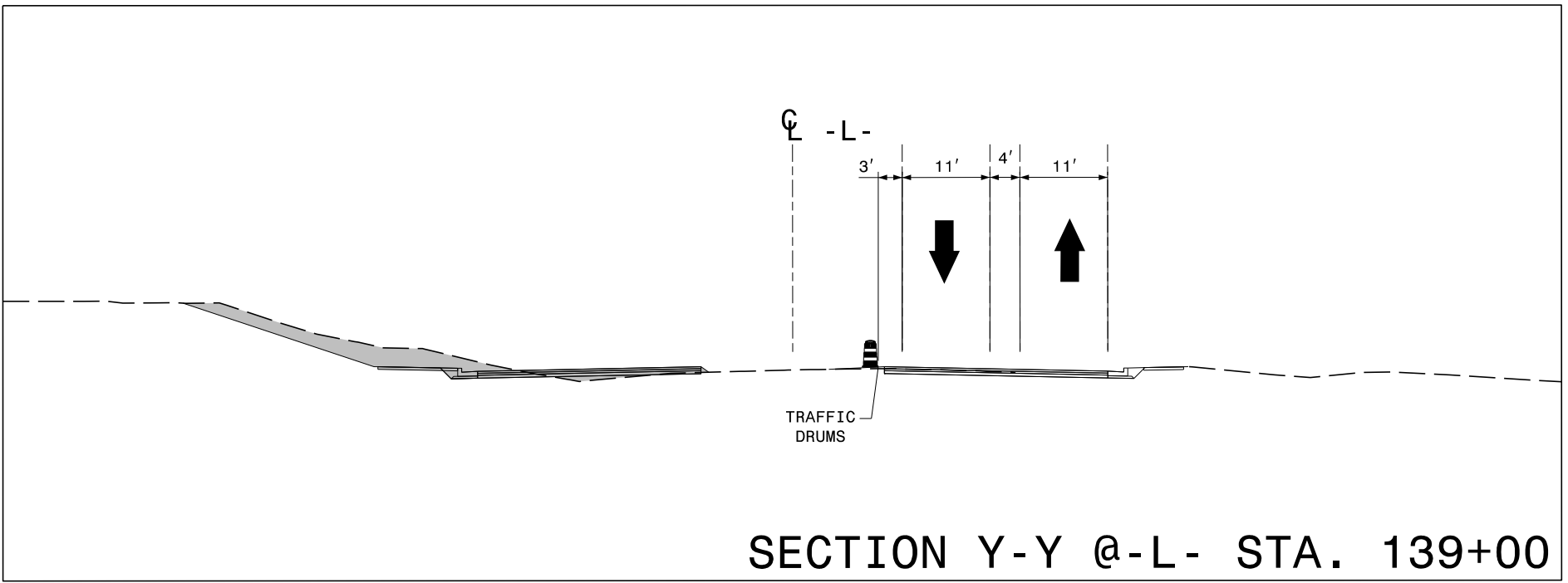
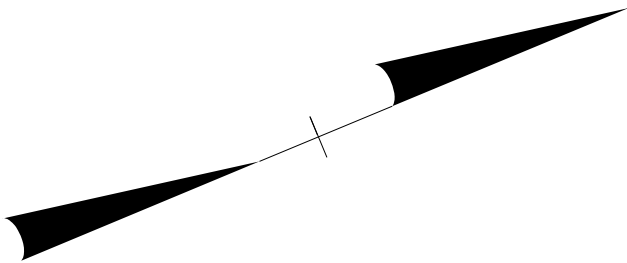
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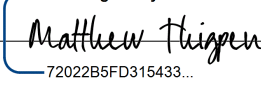


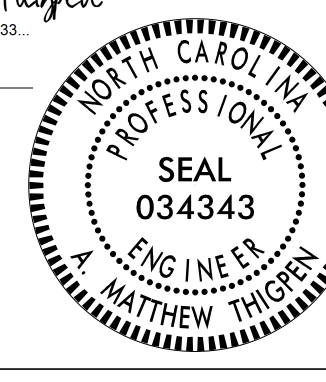
PHASE III
DETAILS

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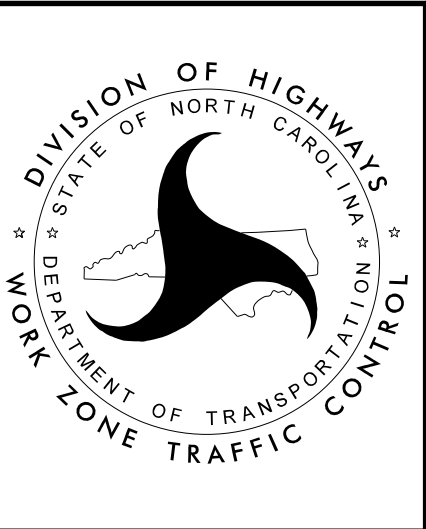
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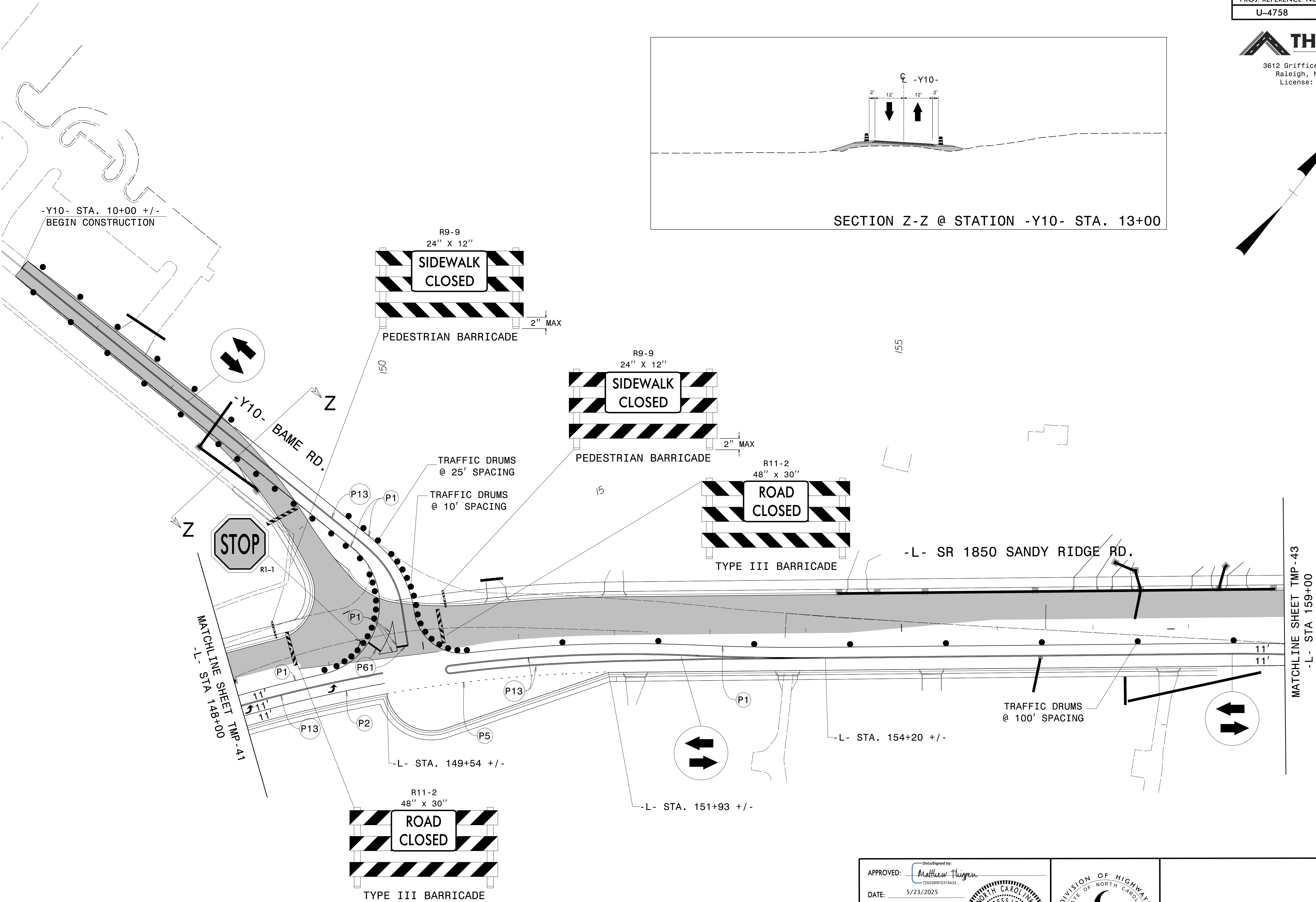
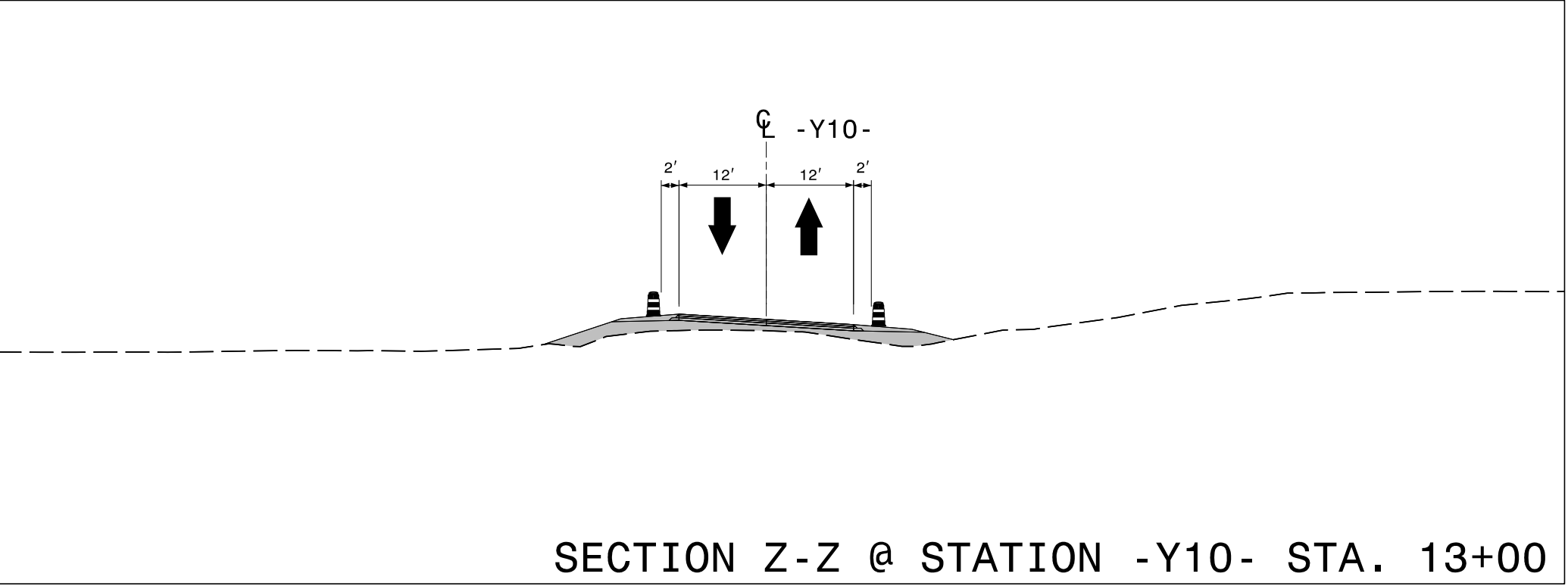
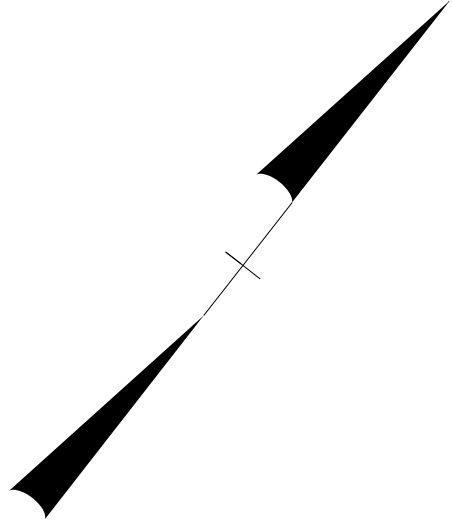
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DETAILS**

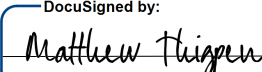
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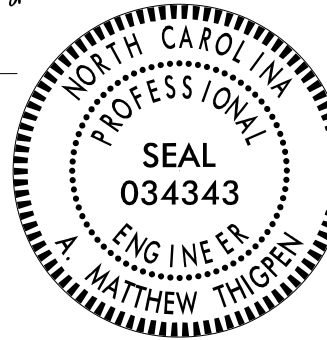
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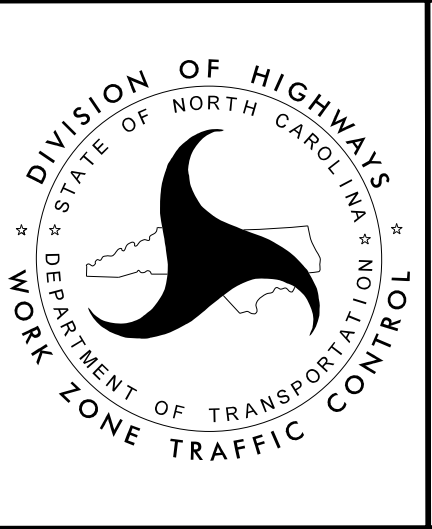


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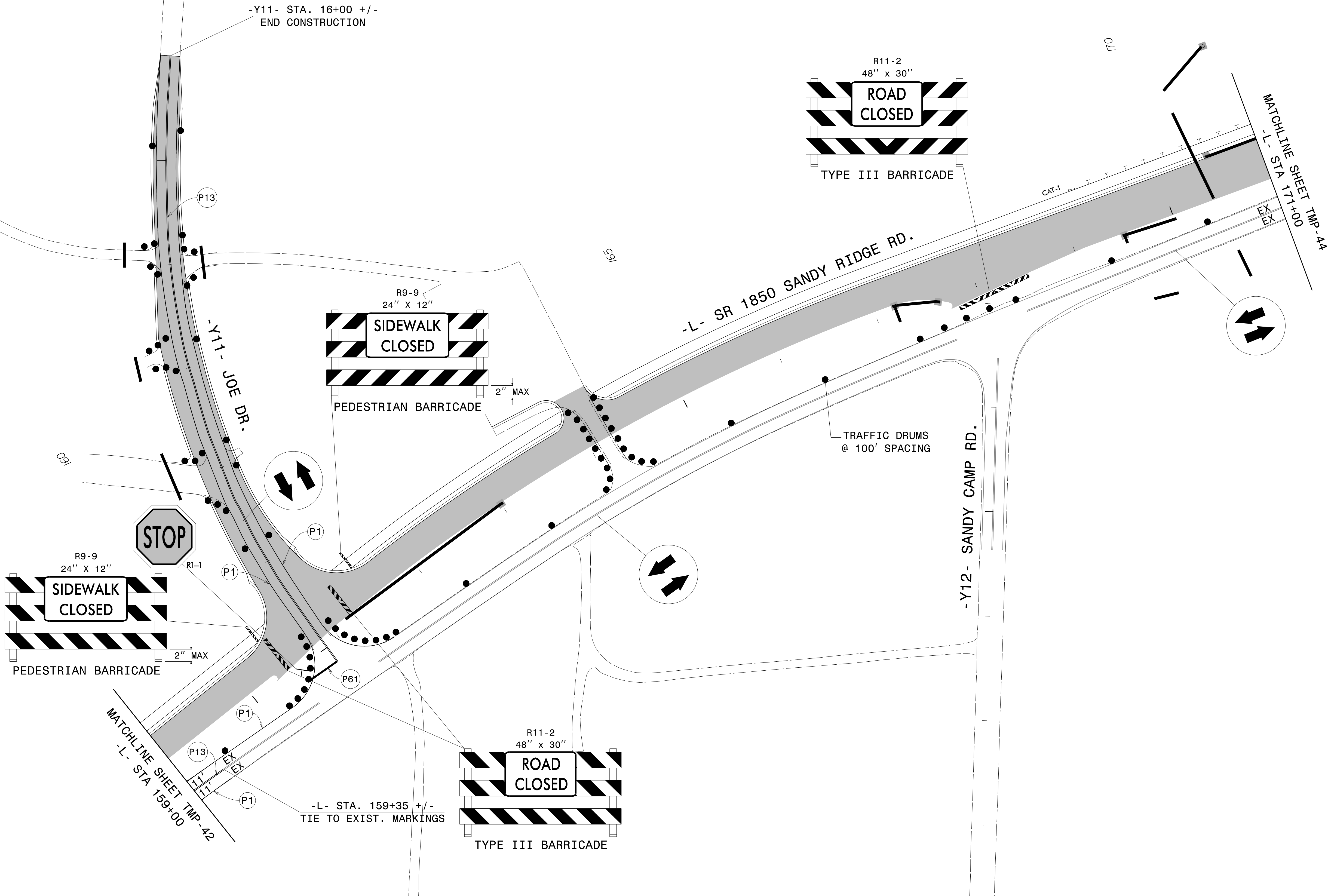
PHASE III
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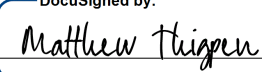
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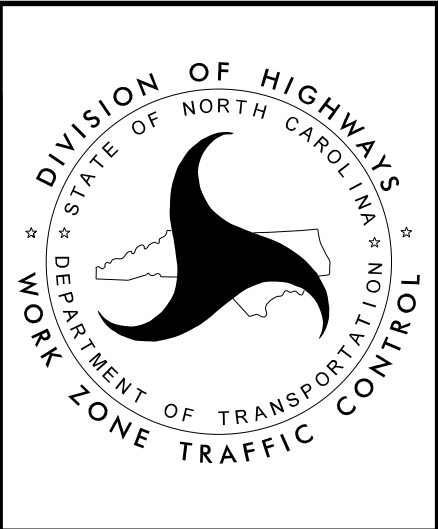


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**PHASE III
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