

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

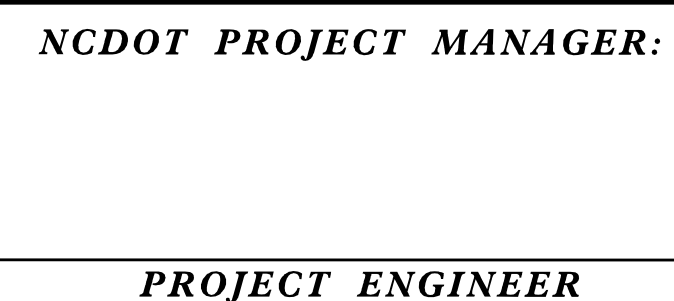
A map of North Carolina divided into its 100 counties. Wayne County, located in the central-western part of the state, is highlighted in solid black. The surrounding counties are shown in white with black outlines.



<u>SHEET NO.</u>	<u>TITLE</u>
TMP-1	TITLE SHEET, VICINITY MAP, AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND AND TEMPORARY PAVEMENT MARKING SCHEDULE
TMP-1B	RAISED MARKER DETAIL
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TMP-2A	TRANSPORTATION OPERATIONS PLAN: GENERAL NOTES AND MANAGEMENT STRATEGIES
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TMP-11-13	PHASE III
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TMP-16	WORK ZONE SPEED LIMIT REDUCTION

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A circular professional engineer seal for the State of North Carolina. The outer ring contains the text "NORTH CAROLINA" at the top and "JOHN BAUMAN" at the bottom. Inside this ring, the words "PROFESSIONAL" and "ENGINEER" are positioned at the top and bottom respectively. The center of the seal features the word "SEAL" above the license number "052428".



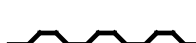
ROADWAY STANDARD DRAWINGS

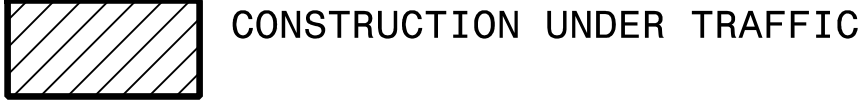
THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2024 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
1101.01	WORK ZONE ADVANCE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	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 - TYPE III
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION - REFLECTIVE END TREATMENT
1165.01	TRUCK MOUNTED ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY DRUMS
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO LANE AND MULTILANE ROADWAYS
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION

LEGEND

GENERAL

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



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
-  FLASHING ARROW BOARD
-  FLAGGER
-  LAW ENFORCEMENT
-  TRUCK MOUNTED ATTENUATOR (TMA)
-  CHANGEABLE MESSAGE SIGN

TEMPORARY SIGNING

-  PORTABLE SIGN
-  STATIONARY SIGN
-  STATIONARY OR PORTABLE SIGN

PAVEMENT MARKERS

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

PAVEMENT MARKING SYMBOLS

-  PAVEMENT MARKING SYMBOLS

TEMPORARY PAVEMENT MARKING SCHEDULE

SYMBOL	DESCRIPTION
	PAINT (6")
P20	WHITE EDGELINE
P22	10FT. WHITE SKIP
P23	3FT-9FT./SP WHITE MINISKIP
P30	YELLOW EDGELINE
MA	TEMPORARY MARKERS TEMPORARY RAISED MARKER (YELLOW & YELLOW)
MB	TEMPORARY RAISED MARKER (CRYSTAL & RED)



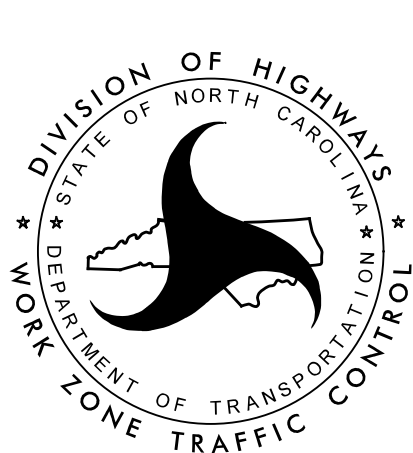
1 Glenwood Avenue
Raleigh, NC 27603
Tel:919.789.9977
Fax:919.789.9591
License: F-0453

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DATE: 2/6/2026

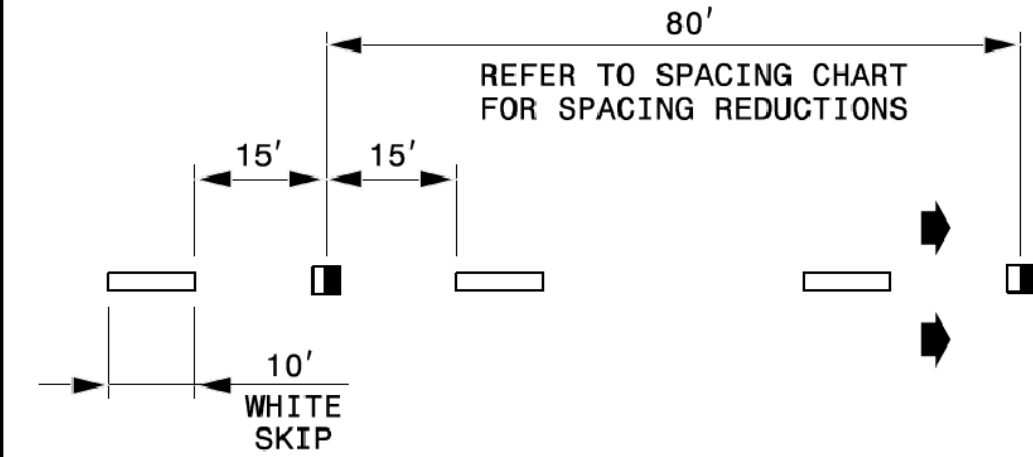
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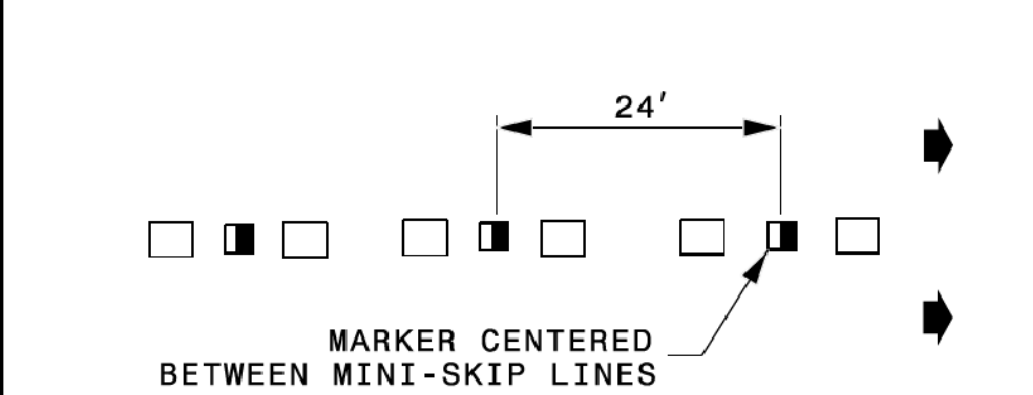


LIST OF APPLICABLE
ROADWAY STANDARD
DRAWINGS, LEGEND, &
PAVEMENT MARKING
SCHEDULE

10'-30'/SP SKIP LINE

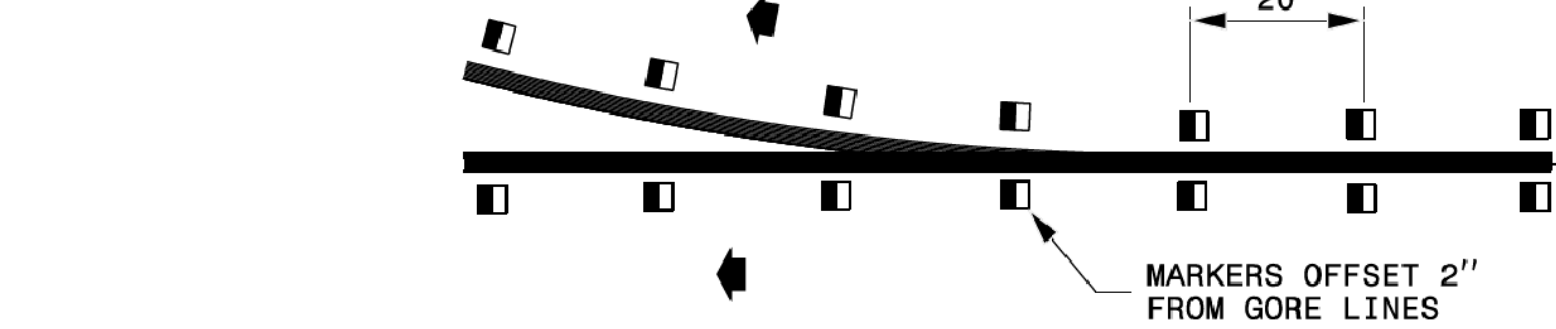


3'-9'/SP MINI-SKIP LINE

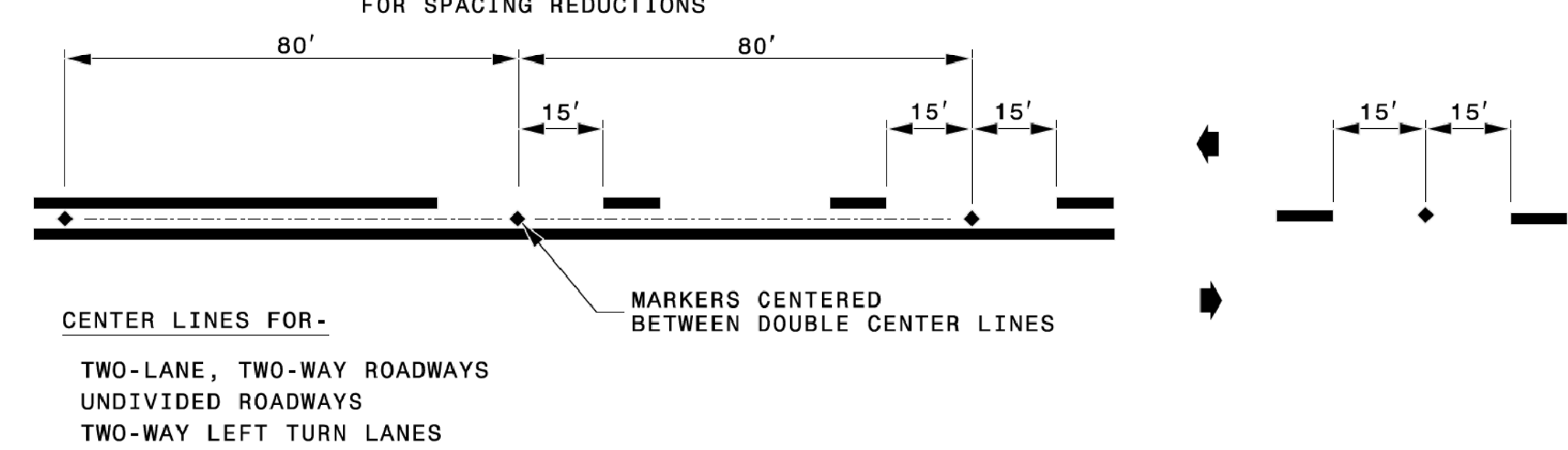


LEGEND	
	CRYSTAL/RED PAVEMENT MARKER
	YELLOW/YELLOW PAVEMENT MARKER
	DIRECTION OF TRAFFIC FLOW

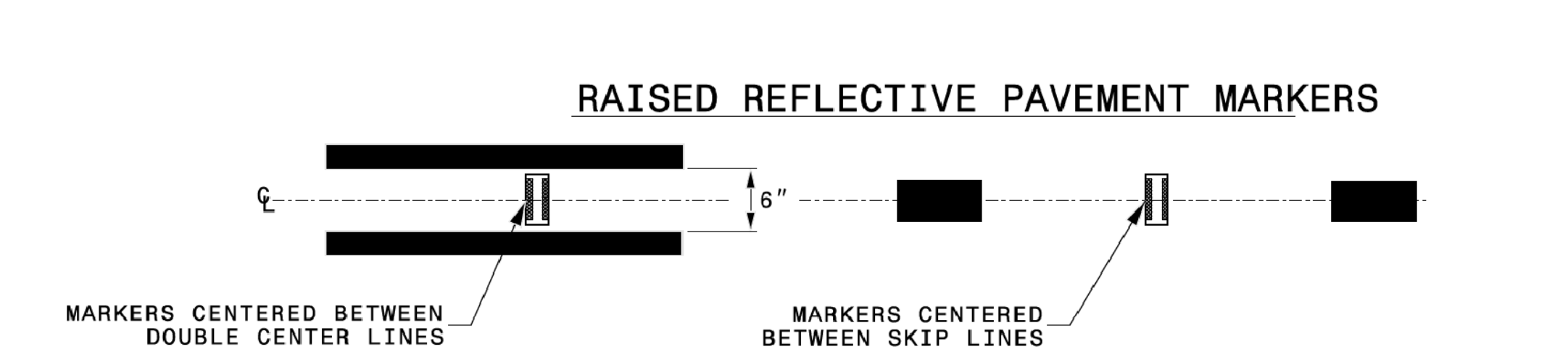
GORE LINES



YELLOW CENTER LINES



DETAIL OF PAVEMENT MARKER PLACEMENT



STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
RAISED PAVEMENT MARKERS
INSTALLATION SPACING



Matthew V. Springer, P.E.

SHEET 2 OF 3
1250D01

CONTRACTS STANDARDS
AND DEVELOPMENT UNIT
Office 919-707-8950 FAX 919-250-4119

SEE TITLE BLOCK

ORIGINAL BY: M.V. SPRINGER DATE: 2-15-24
MODIFIED BY: DATE:
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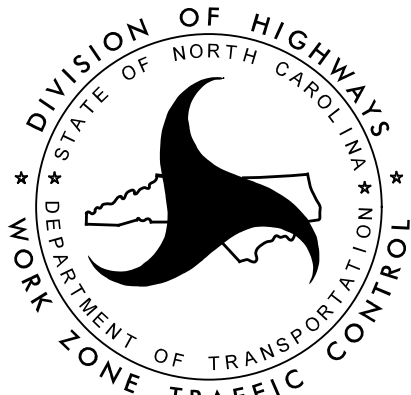
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**RAISED MARKER
DETAIL**

GENERAL NOTES

CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSTIONS 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 DURING HOLIDAYS AND SPECIAL EVENTS AS FOLLOWS:

ROAD NAME: US 29/64/70

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 6:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 6:00 P.M. THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 6:00 P.M. MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 6:00 P.M. TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 6:00 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 6:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.

- FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 6:00 P.M. TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY TO 6:00 P.M. MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 6:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
- FOR LEXINGTON BBQ FESTIVAL, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY OF THE WEEK OF THE LEXINGTON BBQ FESTIVAL AND 6:00 P.M. THE FOLLOWING MONDAY AFTER THE WEEK OF THE LEXINGTON BBQ FESTIVAL.

B) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	DURATION AND OPERATION
US 29/64/70	MONDAY-SUNDAY 4:00 A.M-9:00 P.M.	30 MINTUES GIRDER HANGING

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 TRAFFIC CONTROL PLANS, ROADWAY STANDARD DRAWINGS, OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.
- 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) USE SEQUENTIAL FLASHING WARNING LIGHTS ON DRUMS USED FOR THE MERGING TAPERS OF NIGHTTIME LANE CLOSURES IN ACCORDANCE WITH SECTION 1140 IN THE STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES.
- J) NOTIFY THE NCDOT STATEWIDE TRANSPORTATION OPERATIONS CENTER (STOC) AT 877-627-7862 APPROXIMATELY 30 MINUTES PRIOR TO INSTALLING AND WITHIN 15 MINUTES AFTER REMOVING LANE CLOSURES ON INTERSTATES, FREEWAYS, CONTROLLED ACCESS FACILITIES, AND US ROUTES.

PAVEMENT EDGE DROP OFF REQUIREMENTS

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

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

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

BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.

L) DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 1000 FEET IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- N) INSTALL ADVANCE WORK ZONE WARNING SIGNS NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- O) CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRAFFIC CONTROL PLANS.
- P) CONTRACTOR WILL COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROAD WHEN ROAD CLOSURE IS NOT IN OPERATION.
- Q) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

TRAFFIC BARRIER

R) INSTALL TEMPORARY BARRIER ACCORDING TO THE TRAFFIC CONTROL 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 TRAFFIC CONTROL 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 TRAFFIC CONTROL PLANS, TEMPORARY BARRIER IS PROTECTING A HAZARD, OR AS DIRECTED BY THE ENGINEER.

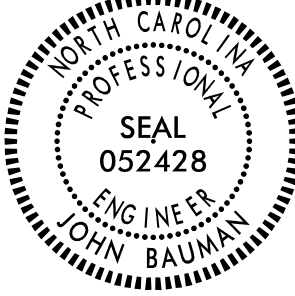
INSTALL TEMPORARY BARRIER WITH THE TRAFFIC FLOW BEGINNING WITH THE UPSTREAM SIDE OF TRAFFIC. REMOVE TEMPORARY BARRIER AGAINST THE TRAFFIC FLOW BEGINNING WITH THE DOWNSTREAM SIDE OF TRAFFIC.

INSTALL AND SPACE DRUMS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (55 MPH) TO CLOSE OR KEEP THE SECTION OF THE ROADWAY CLOSED UNTIL THE TEMPORARY BARRIER CAN BE PLACED OR AFTER THE TEMPORARY BARRIER IS REMOVED.

- S) PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER AT ALL TIMES DURING THE INSTALLATION AND REMOVAL OF THE BARRIER BY EITHER A TRUCK MOUNTED IMPACT ATTENUATOR (MAXIMUM 72 HOURS) OR A TEMPORARY CRASH CUSHION. PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER FROM ONCOMING TRAFFIC AT ALL TIMES BY A TEMPORARY CRASH CUSHION UNLESS THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER IS OFFSET FROM ONCOMING TRAFFIC AS FOLLOWS OR AS SHOWN IN THE PLANS:

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



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TRANSPORTATION OPERATIONS PLAN

GENERAL NOTES

TRAFFIC CONTROL DEVICES

- T) WHEN LANE CLOSURES ARE NOT IN EFFECT SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER IN FEET THAN TWICE THE POSTED SPEED LIMIT (55MPH) 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.
- U) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- V) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES (DRUMS, CONES OR SKINNY DRUMS) PERPENDICULAR TO THE EDGE OF TRAVELWAY ON (500 FT) CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

- W) INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON INTERIM LAYERS OF PAVEMENT AS FOLLOWS:
- | | | |
|-------------|---------|-----------|
| ROAD NAME | MARKING | MARKER |
| US 29/64/70 | PAINT | TEMPORARY |
- X) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX (6) MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS AS DIRECTED BY THE ENGINEER.
- Y) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- Z) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.
- AA) AS DIRECTED BY THE ENGINEER, PLACE TEMPORARY PAVEMENT MARKERS AT 20 FEET SPACING, A MINIMUM OF 120 FEET PRIOR TO AND THROUGH TEMPORARY TRAFFIC SHIFTS AND PLACE TEMPORARY MARKERS PRIOR TO CONSTRUCTION THROUGHOUT PROJECT LIMITS.

MISCELLANEOUS

- BB) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND INTERSECTIONS AS DIRECTED BY THE ENGINEER.

MANAGEMENT STRATEGIES

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

RECOMMENDED STRATEGIES:

- TRAFFIC MANAGEMENT STRATEGIES:
- ROLLING ROADBLOCK
 - LANE SHIFTS OR CLOSURES
 - SHOULDER CLOSURES
 - TWO-WAY TRAFFIC ON ONE SIDE OF DIVIDED FACILITY (CROSSOVER)
 - NIGHT WORK
 - WEEKEND WORK

- WORK ZONE SAFETY & MOBILITY STRATEGIES:
- SPEED LIMIT REDUCTION
 - SEQUENTIAL LIGHTING
 - COORDINATION WITH ADJACENT CONSTRUCTION SITE(S)

- TRAFFIC / INCIDENT MANAGEMENT & SPEED ENFORCEMENT STRATEGIES:
- COORDINATION WITH STATE TRAFFIC OPERATIONS CENTER (STOC)
 - COORDINATION WITH MEDIA
 - DEDICATED (PAID) LAW ENFORCEMENT
 - INCREASED PENALTIES FOR WORK ZONE VIOLATIONS

- CONTRACTING & INNOVATIVE CONTRUCTION STRATEGIES:
- INTERMEDIATE CONTRACT TIMES / LIQUIDATED DAMAGES

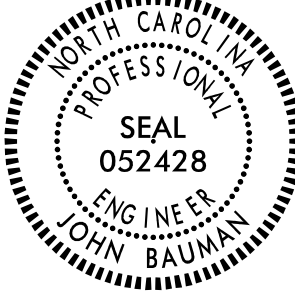
LOCAL ACCESS TO ALL RESIDENCES AND BUSINESSES WILL BE MAINTAINED DURING CONSTRUCTION.

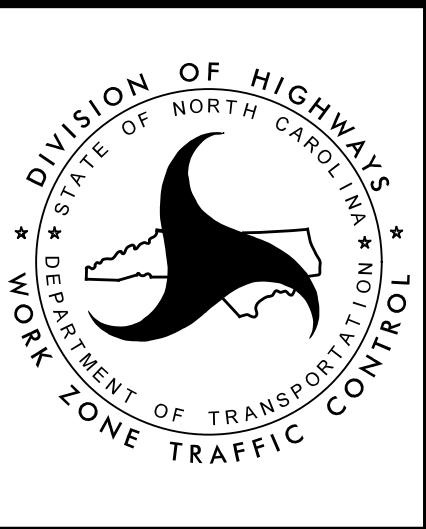
PROVIDE ONE MONTH NOTICE TO THE ENGINEER, DAVIDSON COUNTY EMERGENCY SERVICES, DAVIDSON COUNTY PUBLIC TRANSIT, AND DAVIDSON COUNTY SCHOOL OFFICIALS PRIOR TO ROAD CLOSURE.

2/3/2026
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TRANSYSTEMS

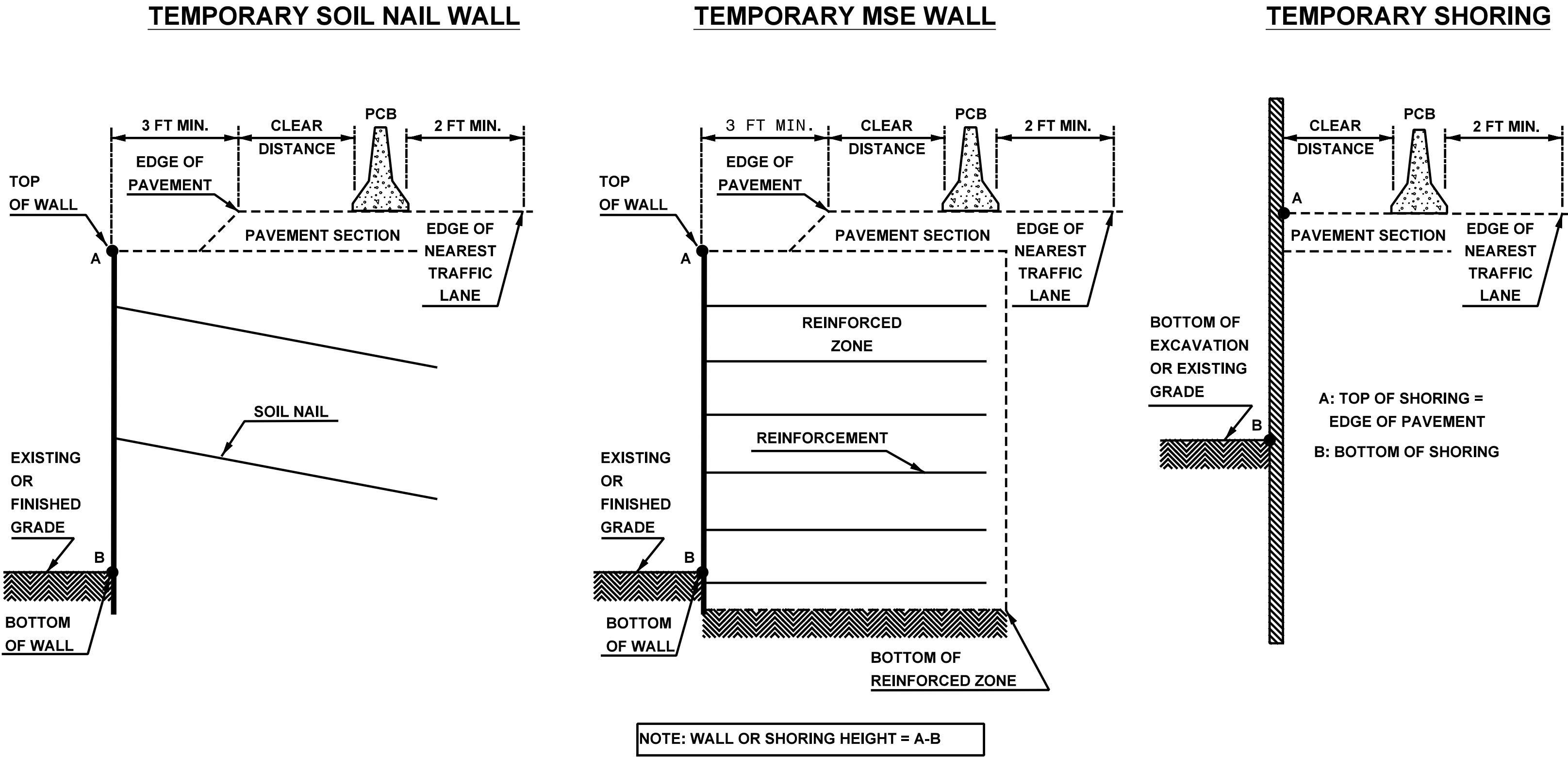
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TRANSPORTATION
OPERATIONS
PLAN

TEMPORARY SHORING DETAILS



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
	Concrete	>56	32	36	42	45	47	51
		<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

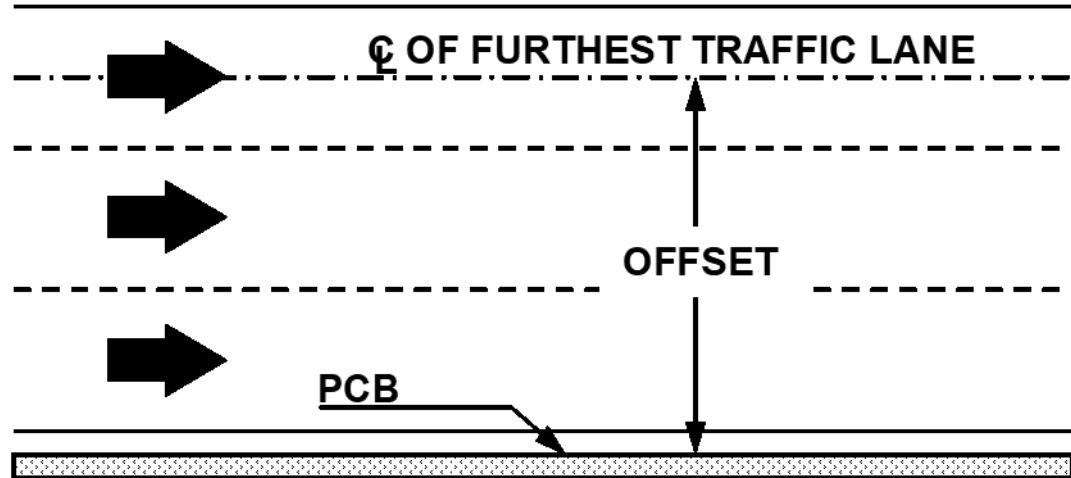


FIGURE B

- 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.

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TEMPORARY
SHORING DETAILS

TEMPORARY SHORING NOTES

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

SHORING LOCATION NOS. 1 AND 2

THE FOLLOWING SHORING RECOMMENDATIONS ARE FOR TEMPORARY SHORING LOCATIONS AS INDICATED BELOW:

1) TEMPORARY SHORING LOCATION NO. 1 FROM STATION 31+50 -L-, 13' LT, TO STATION 32+96 -L-, 4' LT.

2) TEMPORARY SHORING LOCATION NO. 2 FROM STATION 32+96 -L-, 1' LT, TO STATION 35+38 -L-, 1' LT.

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 LOCATION NOS. 1 AND 2 FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
FRICTION ANGLE (ϕ) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 750 FT $\pm$

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING LOCATION NOS. 1 AND 2. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING LOCATION NOS. 1 AND 2. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

SHORING LOCATION NOS. 3 AND 4

THE FOLLOWING SHORING RECOMMENDATIONS ARE FOR TEMPORARY SHORING LOCATIONS AS INDICATED BELOW:

1) TEMPORARY SHORING LOCATION NO. 3 FROM STATION 38+30 -L-, 1' RT, TO STATION 39+55 -L-, 1' RT.

2) TEMPORARY SHORING LOCATION NO. 4 FROM STATION 39+90 -L-, 1' RT, TO STATION 41+10 -L-, 1' RT.

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 LOCATION NOS. 3 AND 4 FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
FRICTION ANGLE (ϕ) = 28 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 740 FT $\pm$

TEMPORARY SHORING LOCATION NOS. 3 AND 4 SHALL BE DESIGNED BY A LISCENSED PROFESSIONAL ENGINEER USING THE SOIL PARAMETERS PROVIDED. SUBMIT SHORING DESIGN FOR REVIEW.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING LOCATION NOS. 3 AND 4.

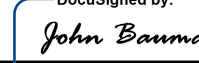
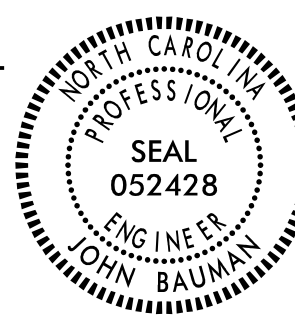
IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING LOCATION NOS. 3 AND 4. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

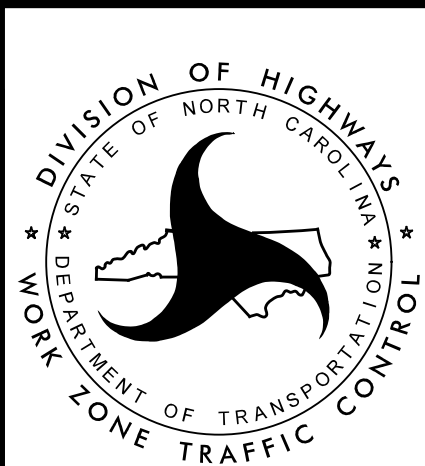
THE GEU RECOMMENDS INCLUDING THE TEMPORARY SHORING PROVISION, STANDARD SHORING PROVISION, AND TEMPORARY SOIL NAIL WALL PROVISION IN THE CONTRACT FOR THE REFERENCED PROJECT. STANDARD SHORING DETAILS HAVE BEEN TRANSMITTED TO THE ROADWAY DESIGN UNIT UNDER A SEPARATE COVER. PLEASE CONTACT SHIPING YANG, PH.D., P.E. AT 980-258-6402 IF THERE ARE ANY QUESTIONS CONCERNING THIS MEMORANDUM.

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM NCDOT GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENT WAS SUBMITTED TO TRANSYSTEMS ON DECEMBER 22, 2025 AND SEALED BY A PROFESSIONAL ENGINEER, SHIPING YANG, Ph.D., P.E. LICENSE # 031361

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TEMPORARY
SHORING NOTES

PHASING

PHASE I

STEP 1: USING ROADWAY STANDARD DRAWING (RSD) 1101.01 SHEET 2 OF 3, PLACE ADVANCE WARNING SIGNS ON US 29/64/70.

COMPLETE THE WORK OF PHASE I, STEP 2 IN FORTY (40) CONSECUTIVE CALENDAR DAYS. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 2: USING RSD 1101.02 SHEETS 3 AND 8 OF 19 AND RSD 1101.04 SHEET 1 AND 2 OF 2, PLACE TRAFFIC CONTROL DEVICES AND COMPLETE BRIDGE 87 REHAB.

STEP 3: USING RSD 1101.02 SHEETS 3 AND 8 OF 19 AND RSD 1101.04 SHEET 1 AND 2 OF 2, PLACE TRAFFIC CONTROL DEVICES AND BEGIN CONSTRUCTION AS SHOWN ON TMP-4 AND TMP-5. PLACE PCB FOR CROSSOVER PROTECTION, REMOVE EXISTING CONCRETE MEDIAN BARRIER AND EXISTING GUARDRAILS, CONSTRUCT WEDGING FROM -L- STA. 30+11 TO -L- STA. 36+30 AND FROM -L- STA. 46+50 TO -L- STA. 49+66, AND PLACE TEMPORARY PAVEMENT FROM -L- 49+66 TO 56+60 AS SHOWN ON TMP-4 AND TMP-5 RESPECTIVELY.

STEP 4: USING RSD 1101.02 SHEETS 3, 8, AND 10 OF 19, RSD 1101.03 SHEET 4 OF 9 AND RSD 1101.04 SHEET 1 AND 2 OF 2, ONCE CONSTRUCTION AS SHOWN ON TMP-4 AND TMP-5 IS COMPLETE, PLACE TEMPORARY MARKINGS AND TRAFFIC CONTROL DEVICES AS SHOWN ON TMP-6 THROUGH TMP-8, RELAP GUARDRAIL TO CORRECTLY PROTECT WB TRAFFIC AND SHIFT TRAFFIC TO THE PHASE II PATTERN.

PHASE II

STEP 1: USING RSD 1101.02 SHEETS 3, 8, AND 10 OF 19, RSD 1101.03 SHEET 4 OF 9 AND RSD 1101.04 SHEET 1 AND 2 OF 2, WITH WB TRAFFIC TO THE RIGHT SIDE OF -L- ON BRIDGE 87, BEGIN CONSTRUCTION UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. CONSTRUCT CONCRETE MEDIAN BARRIER FROM -L- STA. 35+38 TO -L- STA. 38+57 AND -L- STA. 40+82 TO -L- STA. 46+50 AS SHOWN ON TMP-6 THROUGH TMP-8.

STEP 2: USING RSD 1101.02 SHEETS 3, 8, AND 10 OF 19, RSD 1101.03 SHEET 4 OF 9 AND RSD 1101.04 SHEET 1 AND 2 OF 2, COMPLETE CONSTRUCTION AS SHOWN ON TMP-6 THROUGH TMP-8 UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.

STEP 3: USING RSD 1101.02 SHEETS 3, 8, AND 10 OF 19, RSD 1101.03 SHEET 4 OF 9 AND RSD 1101.04 SHEET 1 AND 2 OF 2, PERFORM THE FOLLOWING IN A CONTINUOUS MANNER:

- USE WEDGING TO CREATE TIE-IN FROM THE PHASE II PATTERN TO THE PHASE II-A PATTERN.
- RESET PCB TO LOCATION AS SHOWN ON TMP-9 AND TMP-10.
- PLACE TRAFFIC CONTROL DEVICES AS SHOWN ON TMP-9 AND TMP-10.
- PLACE TEMPORARY MARKINGS AS SHOWN ON TMP-9 AND TMP-10.
- SHIFT TRAFFIC INTO THE PHASE II-A PATTERN.

PHASE II-A

STEP 1: USING RSD 1101.02 SHEETS 3, 8 AND 10 OF 19 AND RSD 1101.04 SHEET 1 AND 2 OF 2, BEGIN CONSTRUCTION AS SHOWN ON TMP-9 AND TMP-10. PLACE PCB FOR CROSSOVER PROTECTION, CONSTRUCT WEDGING FROM -L- STA. 30+11 TO -L- STA. 34+74 AND FROM -L- STA. 46+50 TO -L- STA. 49+66, AND PLACE TEMPORARY PAVEMENT FROM -L- STA. 49+66 TO -L- STA. 53+54 AS SHOWN ON TMP-9 AND TMP-10 RESPECTIVELY.

STEP 2: USING RSD 1101.02 SHEETS 3, 8, AND 10 OF 19, RSD 1101.03 SHEET 4 OF 9 AND RSD 1101.04 SHEET 1 AND 2 OF 2, ONCE CONSTRUCTION AS SHOWN ON TMP-9 AND TMP-10 IS COMPLETE, PERFORM THE FOLLOWING IN A CONTINUOUS MANNER:

- USE WEDGING TO CREATE TIE-IN FROM THE PHASE II-A PATTERN TO THE PHASE III PATTERN.
- RESET PCB TO LOCATION AS SHOWN ON TMP-11 THROUGH TMP-13.
- PLACE TRAFFIC CONTROL DEVICES AS SHOWN ON TMP-11 THROUGH TMP-13.
- PLACE TEMPORARY MARKINGS AS SHOWN ON TMP-11 THROUGH TMP-13.
- SHIFT TRAFFIC INTO THE PHASE III PATTERN.

PHASE III

STEP 1: USING 1101.02 SHEETS 3, 8, AND 10 OF 19, RSD 1101.03 SHEET 4 OF 9 AND RSD 1101.04 SHEET 1 AND 2 OF 2, WITH EB TRAFFIC TO THE LEFT SIDE OF -L- ON BRIDGE 89, BEGIN CONSTRUCTION AS SHOWN ON TMP-11 THROUGH TMP-13 UP TO, BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.

STEP 2: USING 1101.02 SHEETS 3, 8, AND 10 OF 19, RSD 1101.03 SHEET 4 OF 9, AND RSD 1101.04 SHEET 1 AND 2 OF 2, COMPLETE CONSTRUCTION AS SHOWN ON TMP-11 THROUGH TMP-13, UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.

STEP 3: USING RSD 1101.02 SHEETS 3, AND 10 OF 19, RSD 1101.03 SHEET 4 OF 9 AND RSD 1101.04 SHEET 1 AND 2 OF 2, PERFORM THE FOLLOWING IN A CONTINUOUS MANNER:

- USE WEDGING TO CREATE TIE-IN FROM THE PHASE III PATTERN TO THE PHASE IV PATTERN.
- RESET PCB TO LOCATION AS SHOWN ON TMP-14 AND TMP-15.
- PLACE TRAFFIC CONTROL DEVICES AS SHOWN ON TMP-14 AND TMP-15.
- PLACE TEMPORARY MARKINGS AS SHOWN ON TMP-14 AND TMP-15.
- SHIFT TRAFFIC INTO THE PHASE IV PATTERN.

PHASE IV

STEP 1: USING RSD 1101.02 SHEETS 3 AND 8 OF 19 AND RSD 1101.04 SHEET 1 AND 2 OF 2, BEGIN CONSTRUCTION AS SHOWN ON TMP-14 AND TMP-15, UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. PLACE PCB FOR CORSSOVER PROTECTION UNTIL MEDIAN BARRIER CONSTRUCTION IS COMPLETE.

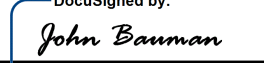
STEP 2: USING RSD 1101.02 SHEETS 3 AND 8 OF 19 AND RSD 1101.04 SHEET 1 AND 2 OF 2, COMPLETE CONSTRUCTION AS SHOWN ON TMP-14 AND TMP-15 AND PLACE THE FINAL LAYER OF SURFACE COURSE AND FINAL PAVEMENT MARKINGS ACCORDING TO THE PAVEMENT MARKING PLAN.

STEP 3: REMOVE ALL REMAINING WORK ZONE TRAFFIC CONTROL DEVICES AND SHIFT TRAFFIC INTO THE FINAL PATTERN.

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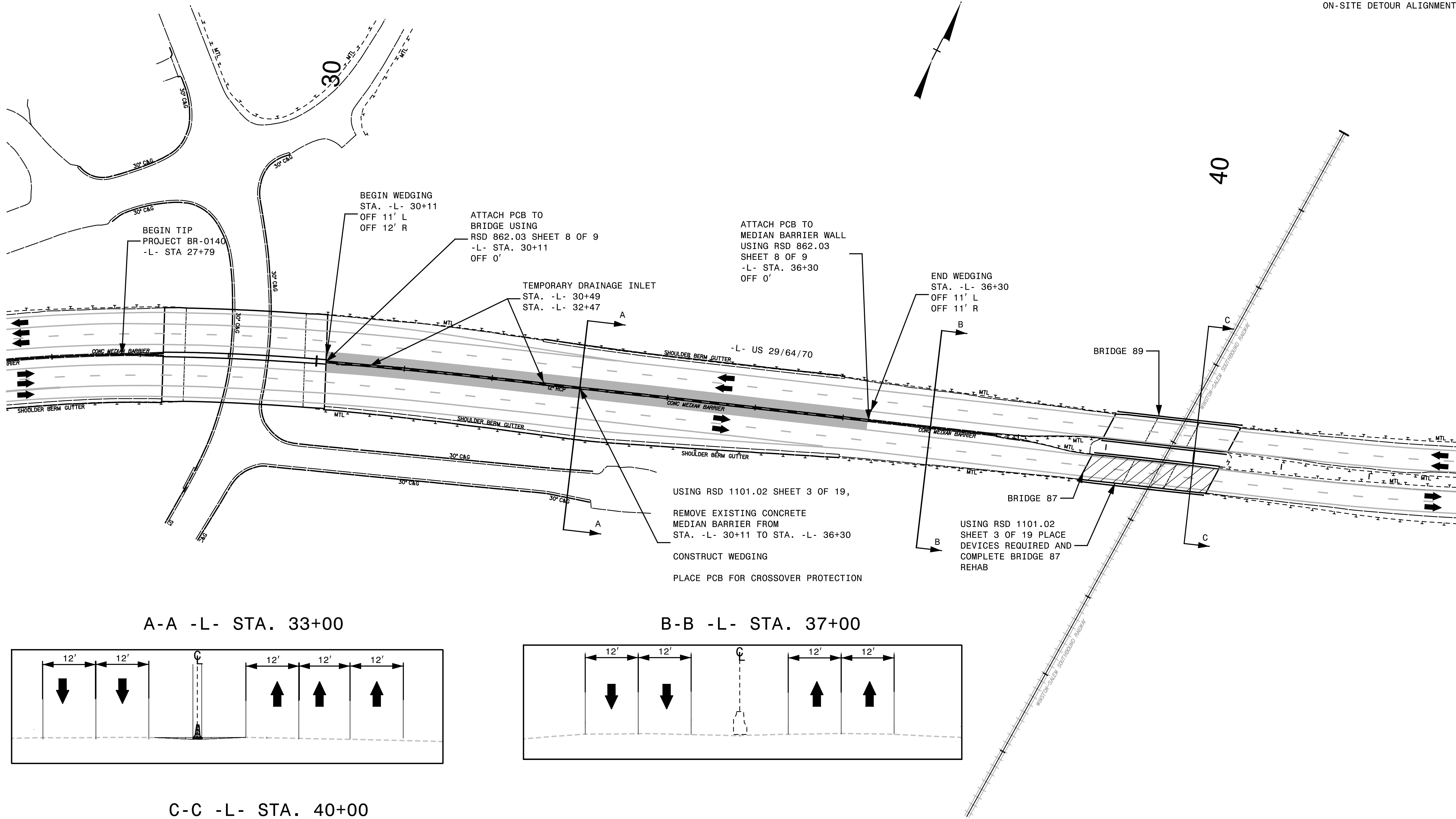
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PHASING

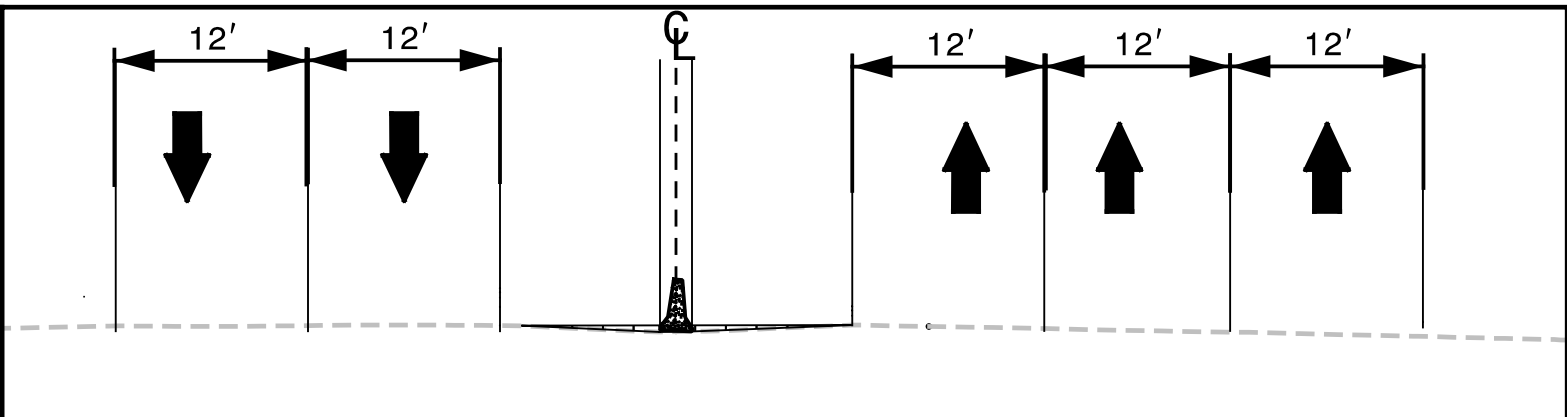
PROJ. REFERENCE NO.	SHEET NO.
BR-0140	TMP-4

SEE RDY SHEET 2B-1 FOR
ON-SITE DETOUR ALIGNMENT

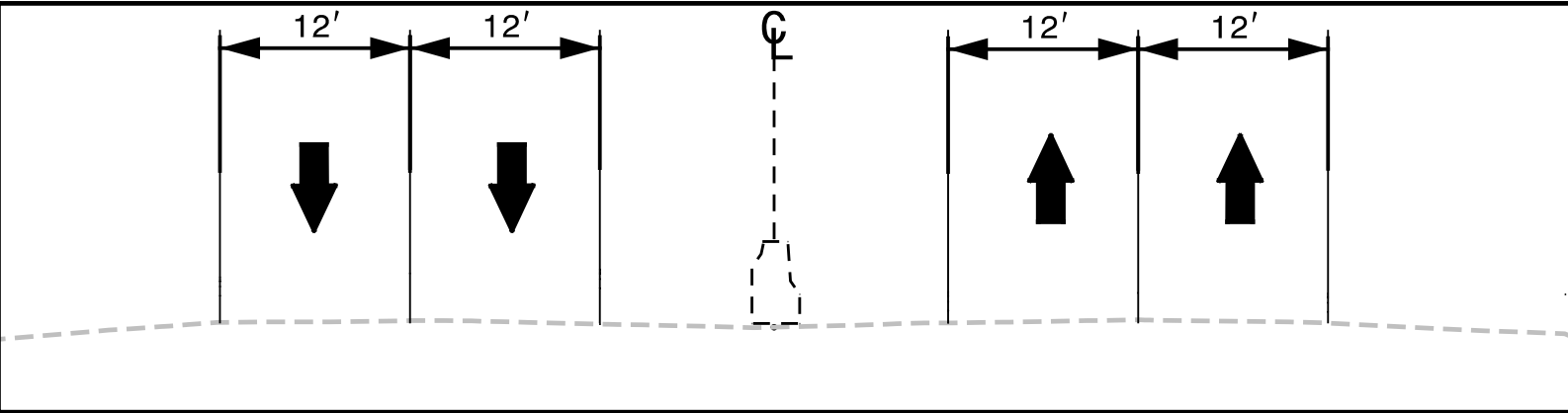


MATCHLINE STA. -L- 43+00 SEE TMP-5

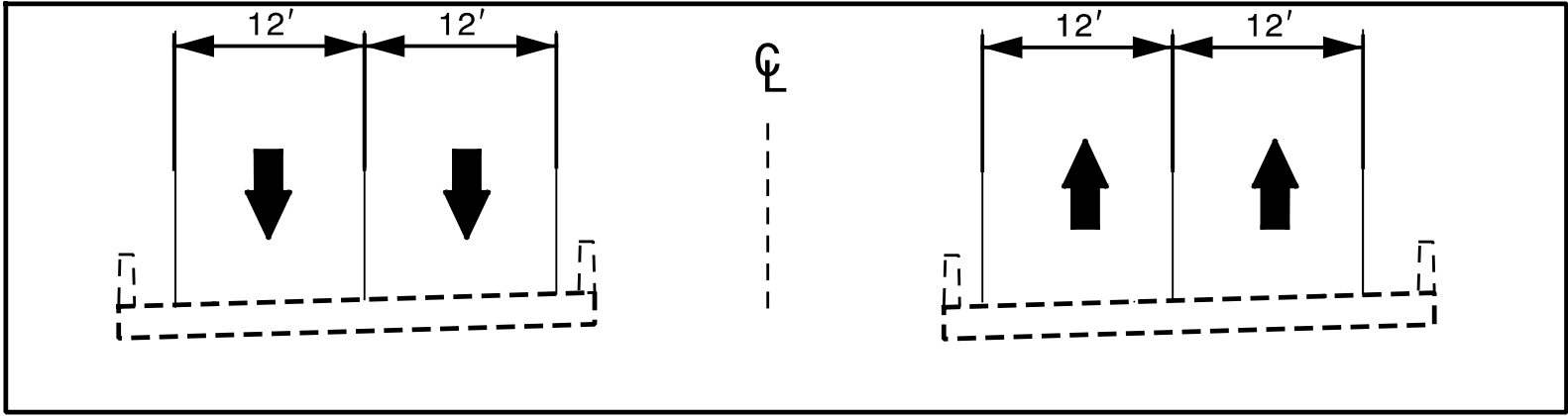
A-A -L- STA. 33+00



B-B -L- STA. 37+00



C-C -L- STA. 40+00



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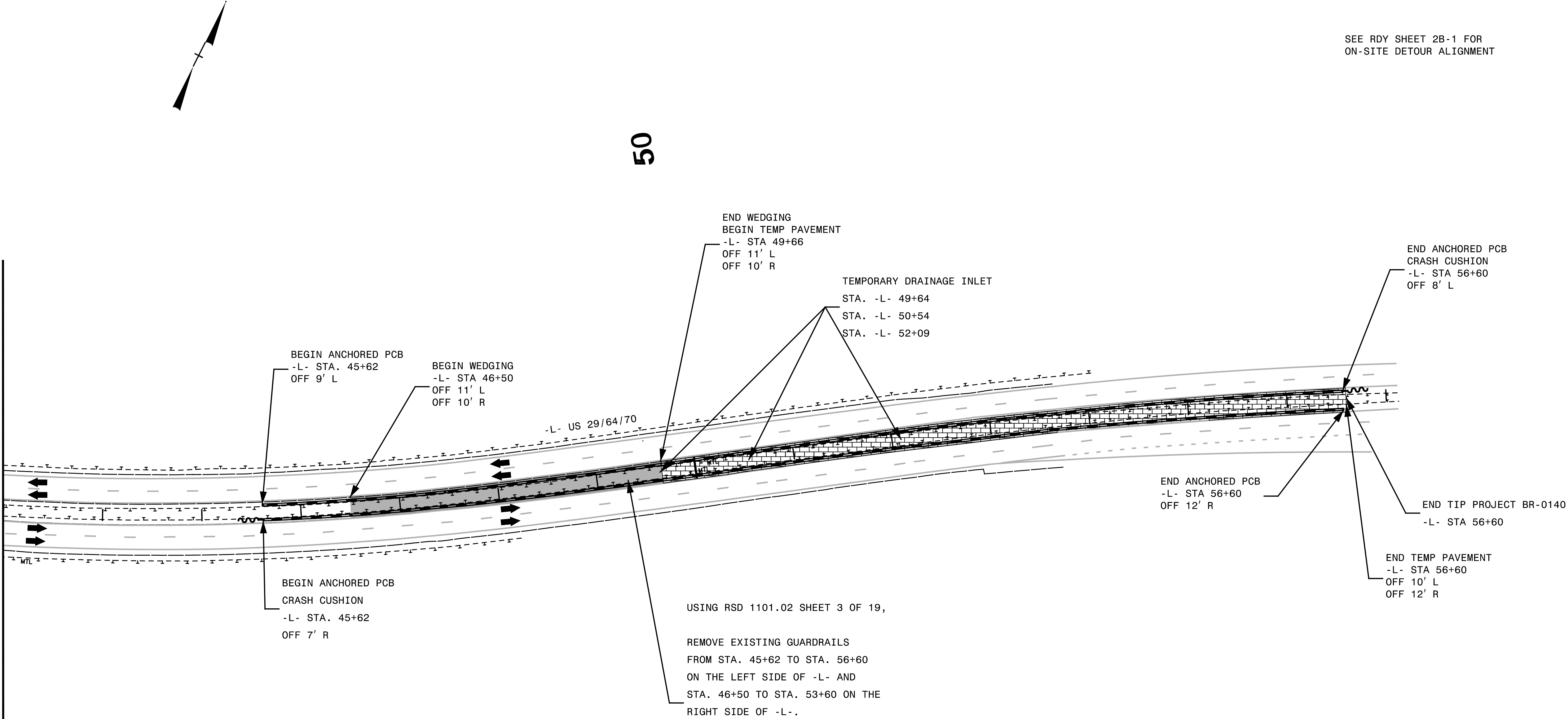


PHASE I

PROJ. REFERENCE NO.	SHEET NO.
BR-0140	TMP-5

SEE RDY SHEET 2B-1 FOR
ON-SITE DETOUR ALIGNMENT

MATCHLINE STA. -L- 43+00 SEE TMP-4



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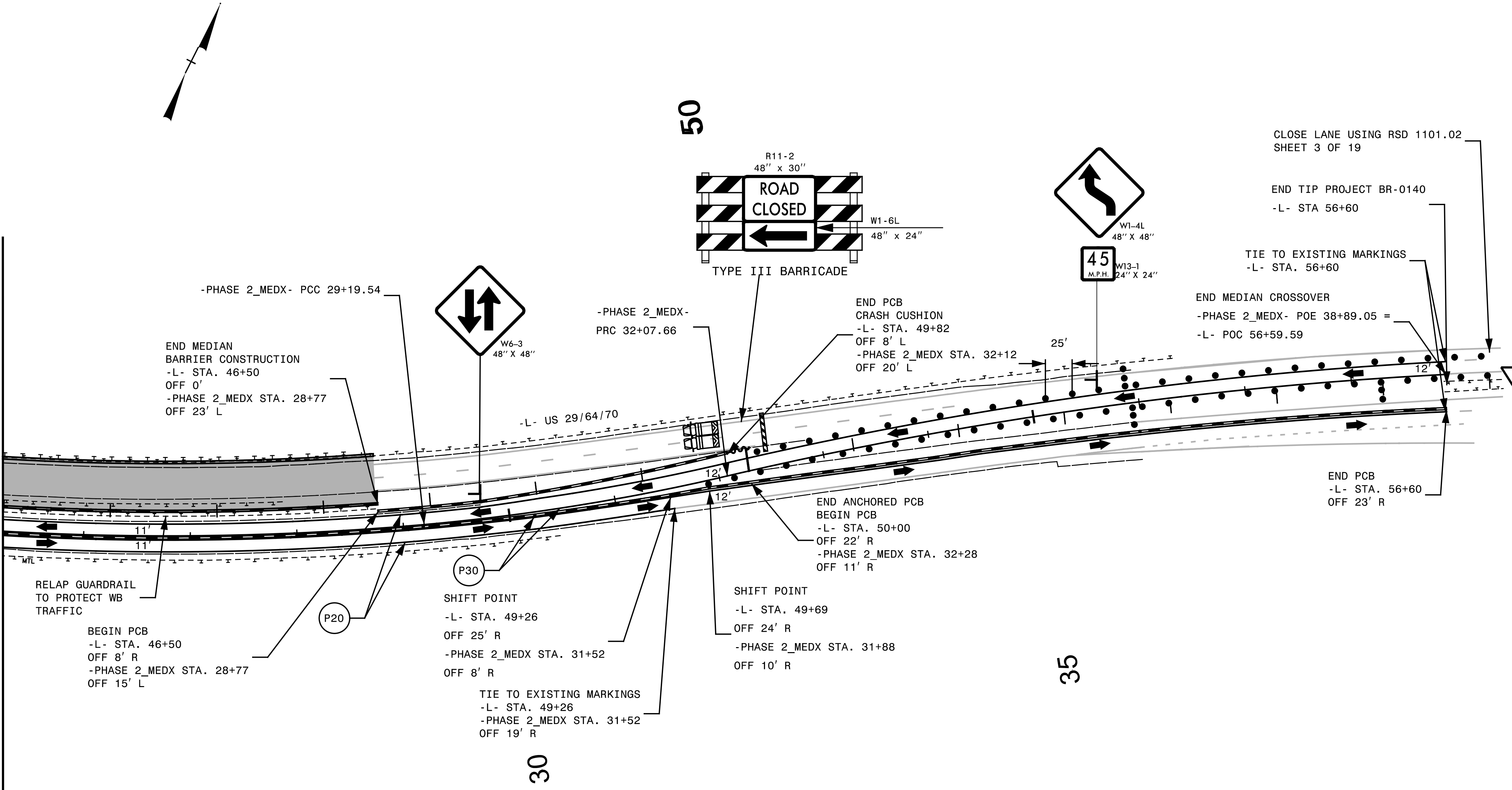
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PHASE I

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SEE RDY SHEET 2B-1 FOR
ON-SITE DETOUR ALIGNMENT

MATCHLINE STA. -L- 43+00 SEE TMP-6



BREAKLINE STA. -L- 57+25 SEE TMP-8

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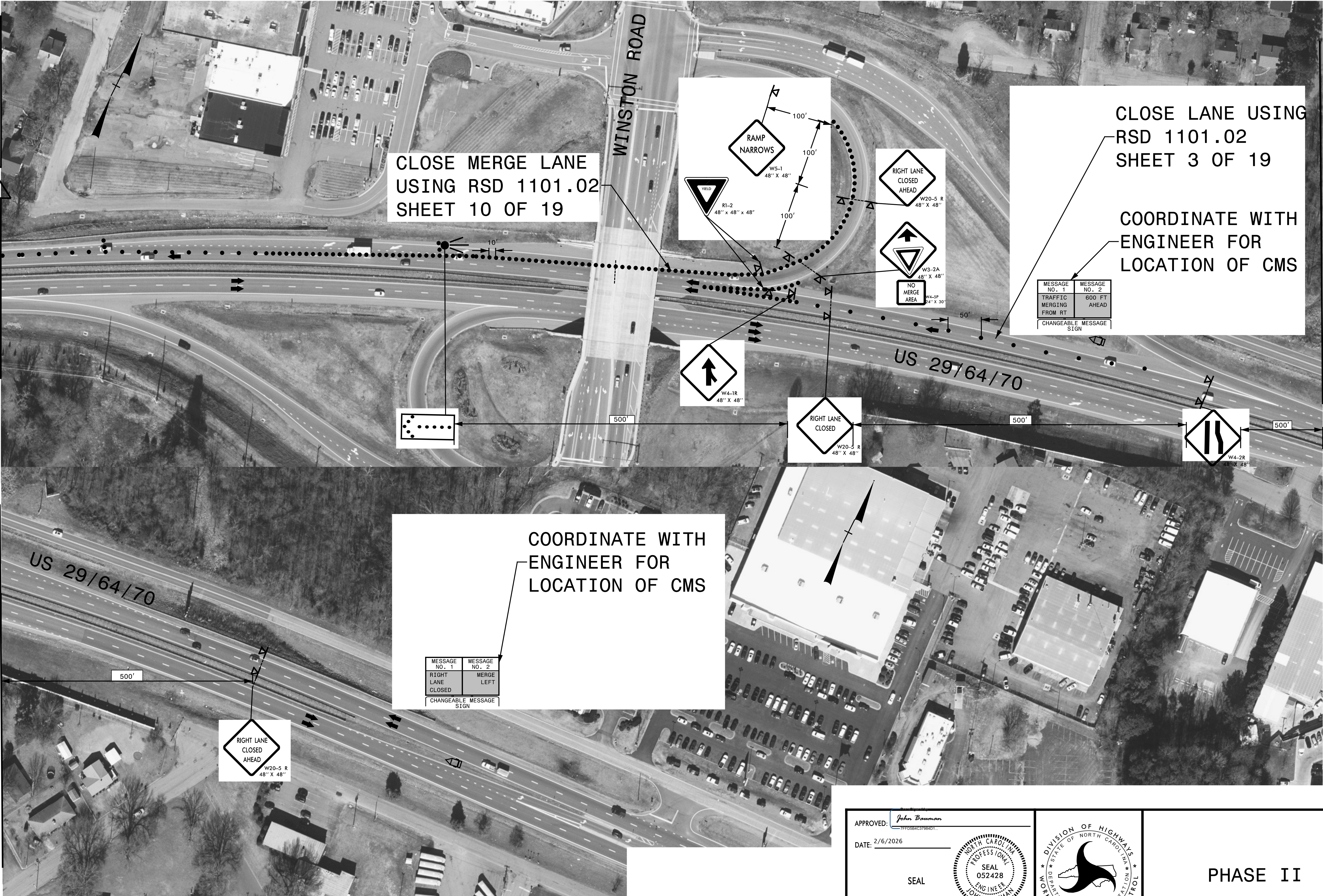


PHASE II

BREAKLINE STA. -L- 57+25 SEE TMP-7

MATCHLINE SEE ABOVE

MATCHLINE SEE BELOW



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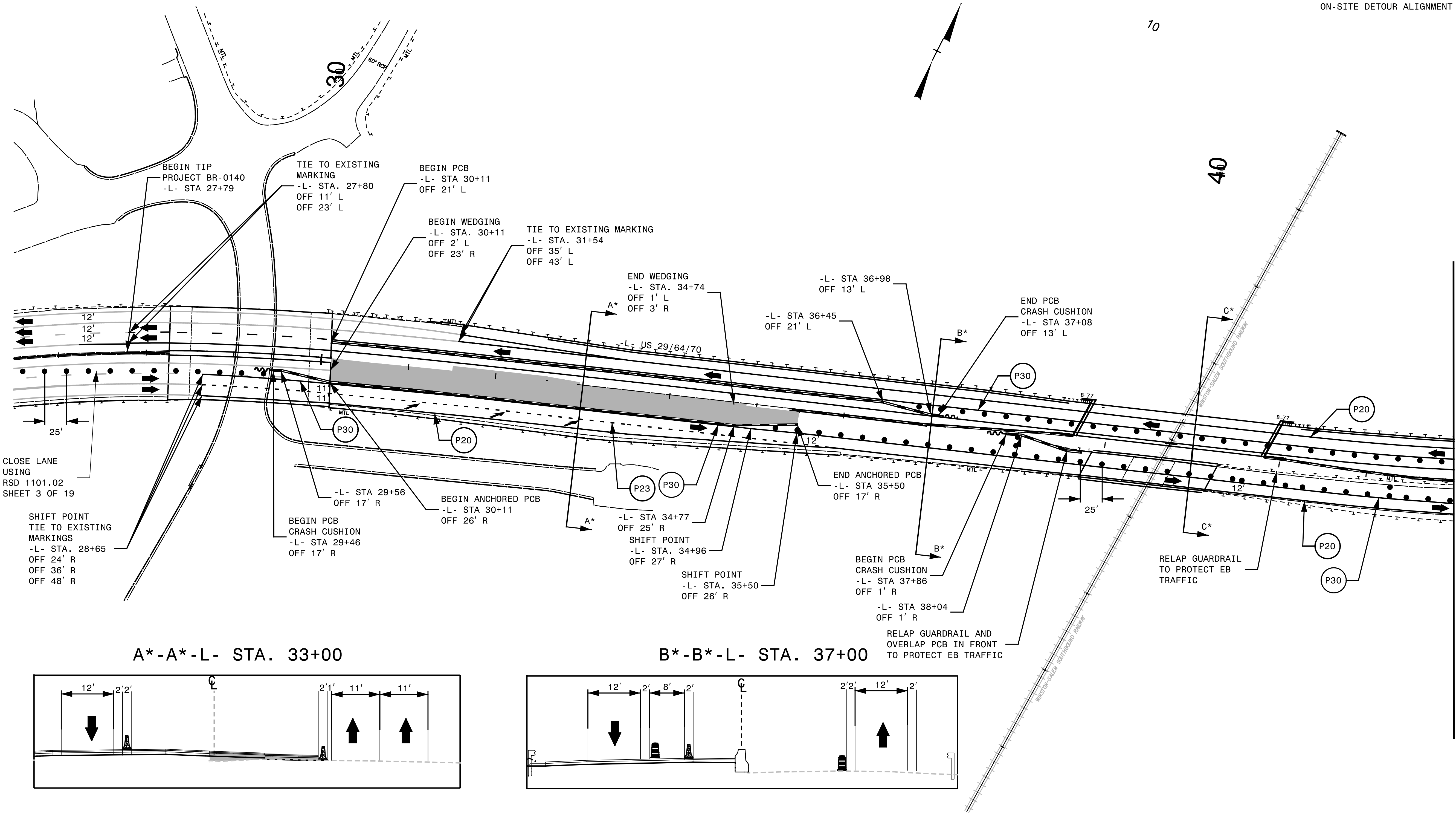
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PHASE II

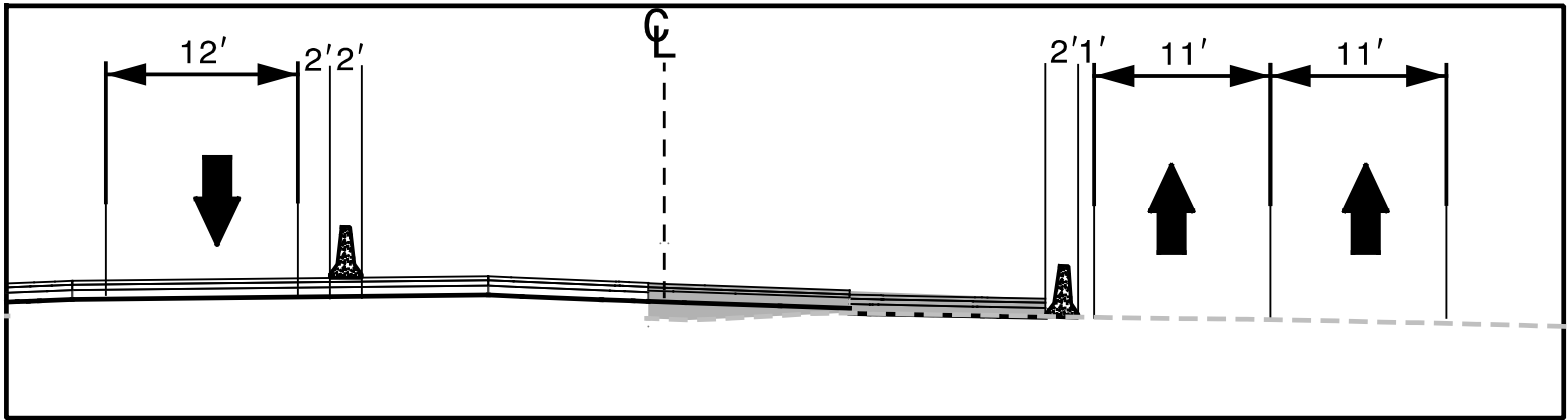
SEE RDY SHEET 2B-2 FOR
ON-SITE DETOUR ALIGNMENT



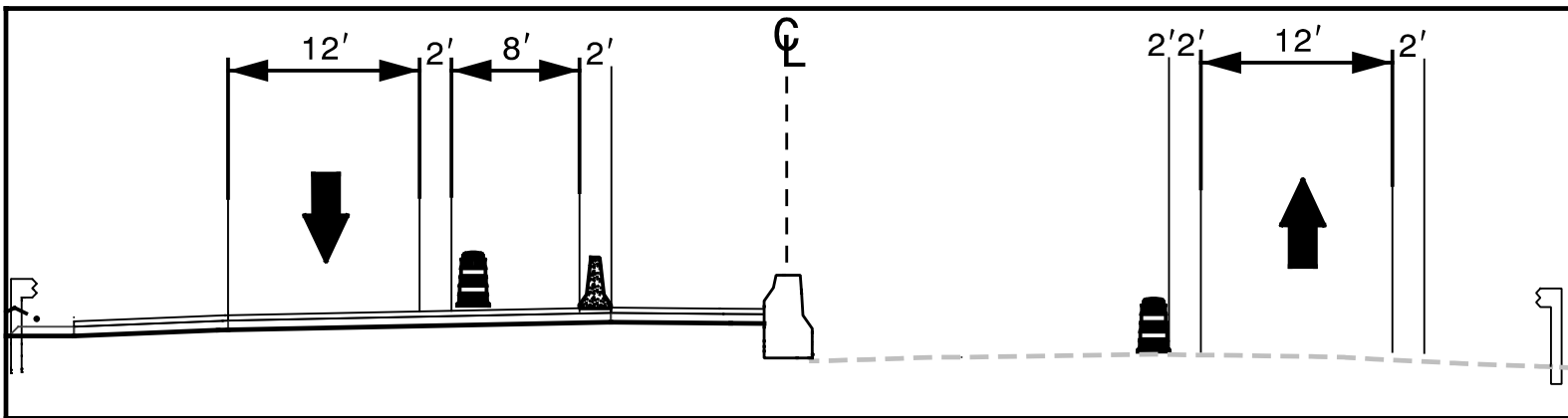
CLOSE LANE
USING
RSD 1101.02
SHEET 3 OF 19

SHIFT POINT
TIE TO EXISTING
MARKINGS
-L- STA. 28+65
OFF 24' R
OFF 36' R
OFF 48' R

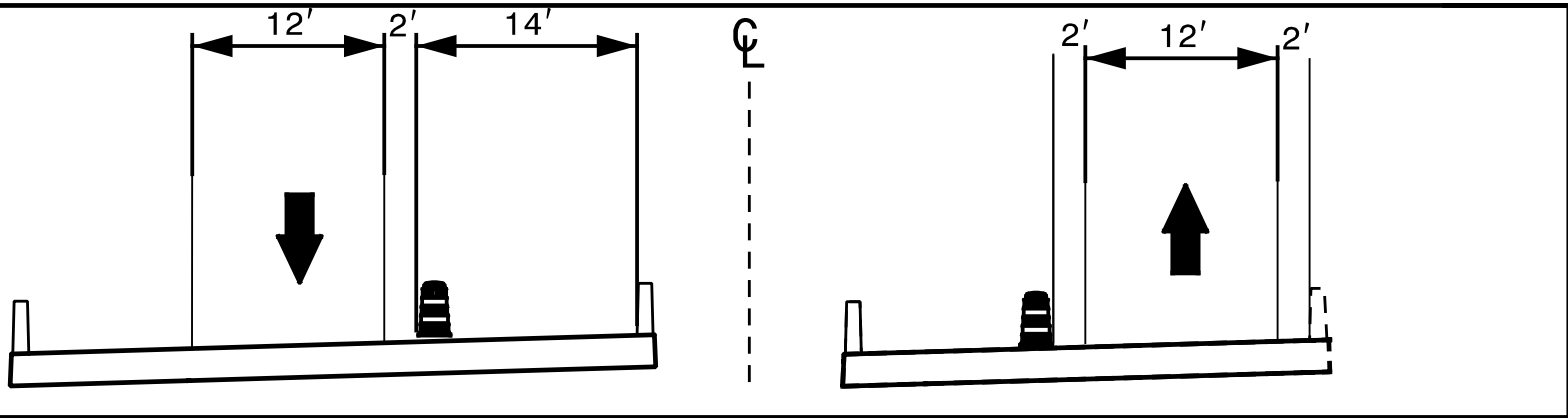
A*-A*-L- STA. 33+00



B*-B*-L- STA. 37+00



C*-C*-L- STA. 40+00



MATCHLINE STA. -L- 43+00 SEE TMP-10

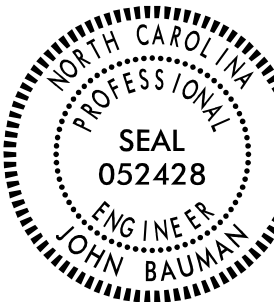
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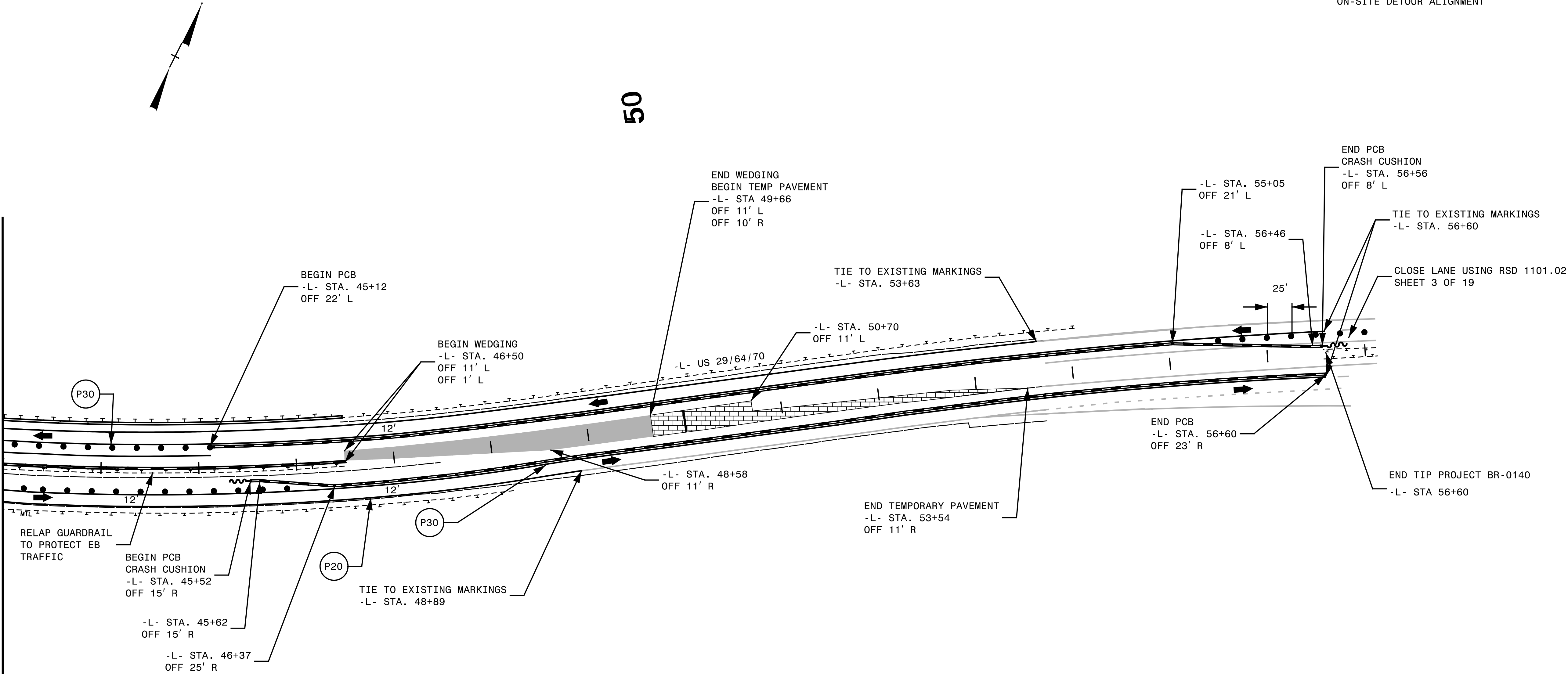


PHASE II-A

PROJ. REFERENCE NO.	SHEET NO.
BR-0140	TMP-10

SEE RDY SHEET 2B-2 FOR
ON-SITE DETOUR ALIGNMENT

MATCHLINE STA. -L- 43+00 SEE TMP-9



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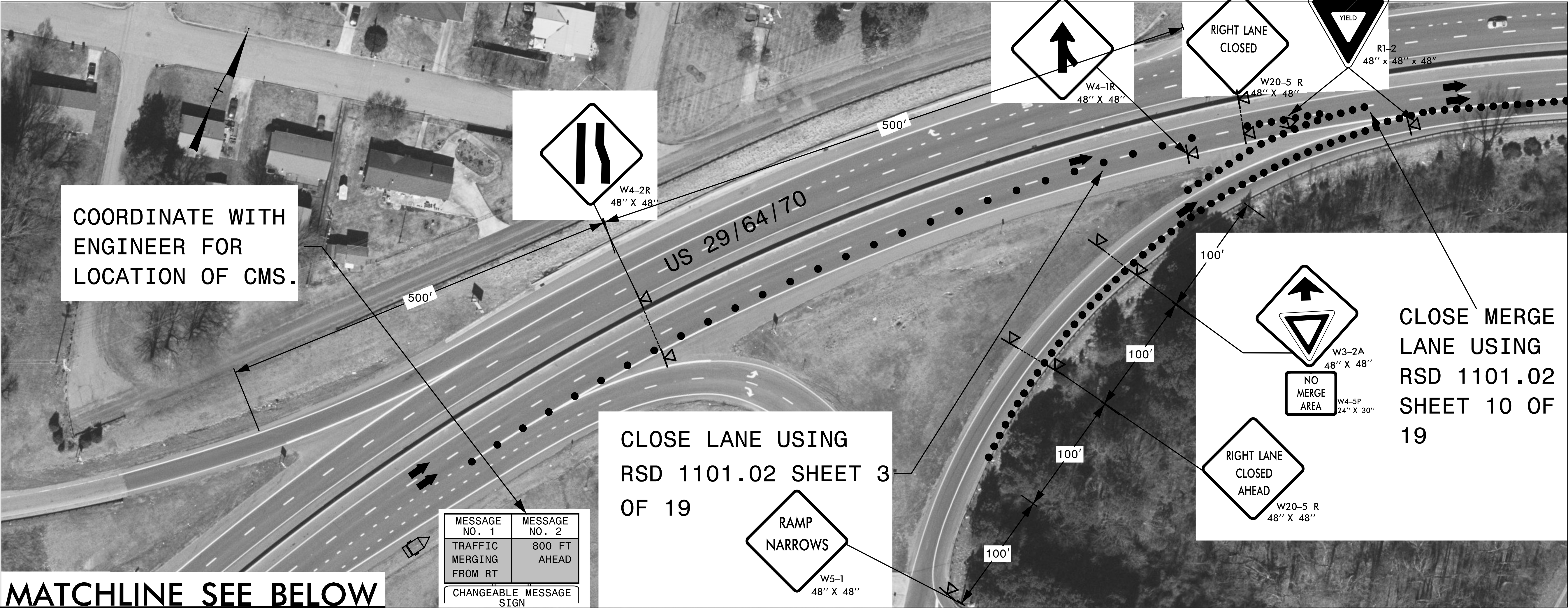
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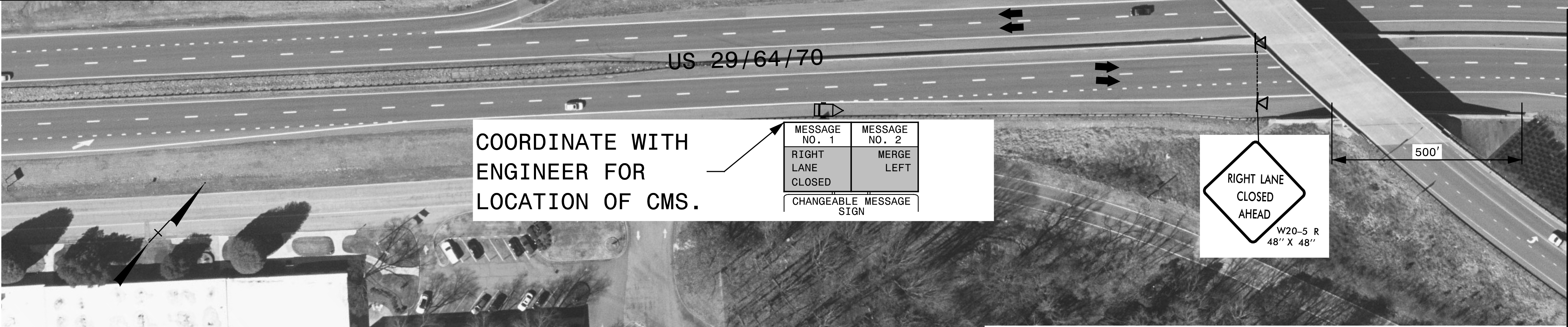
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PHASE II - A



MATCHLINE SEE BELOW



MATCHLINE STA. -L- 26 + 45 SEE TMP 12

MATCHLINE SEE ABOVE

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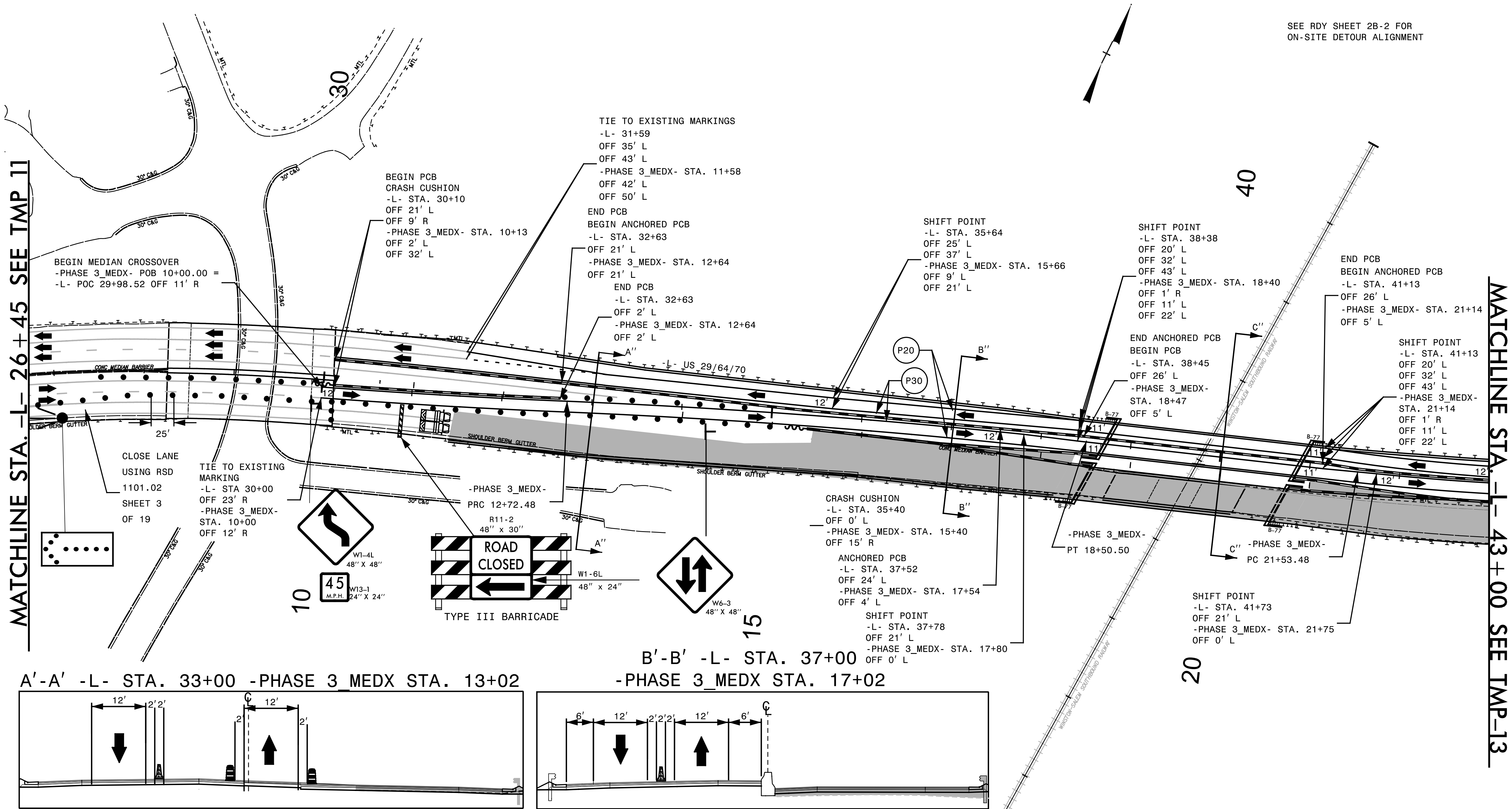
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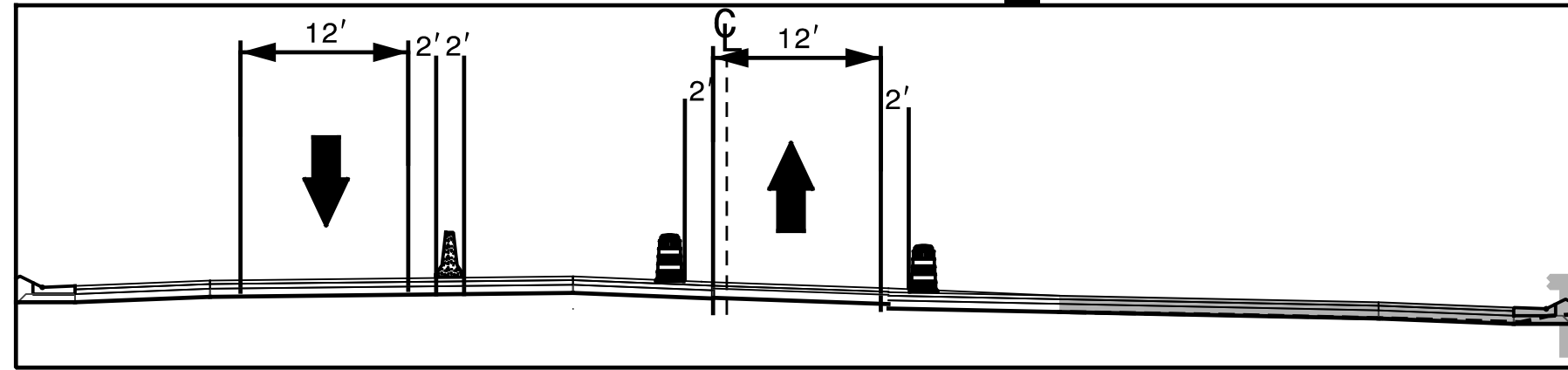


PHASE III

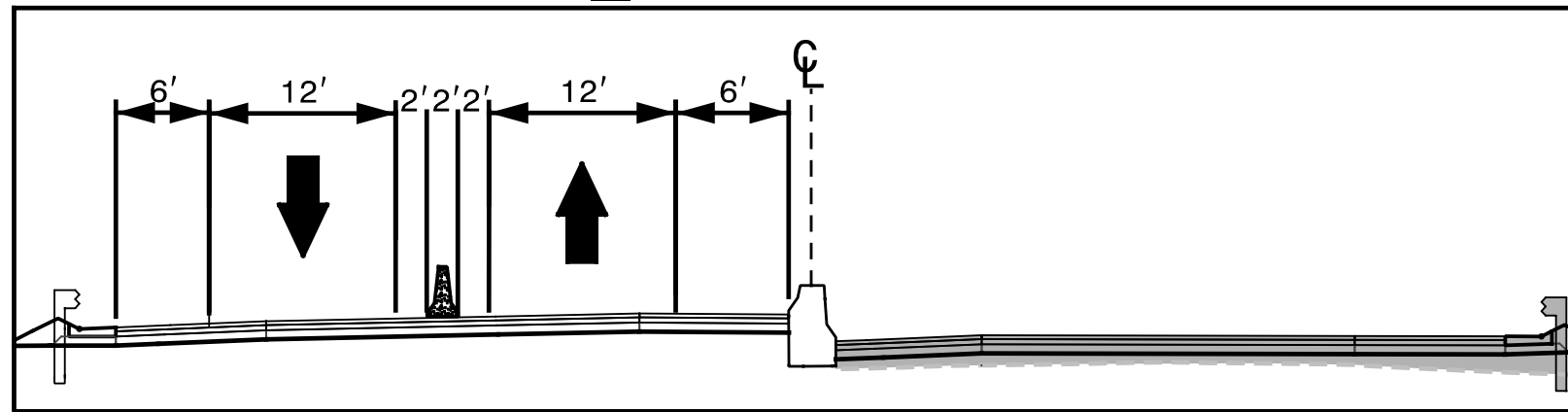
SEE RDY SHEET 2B-2 FOR
ON-SITE DETOUR ALIGNMENT



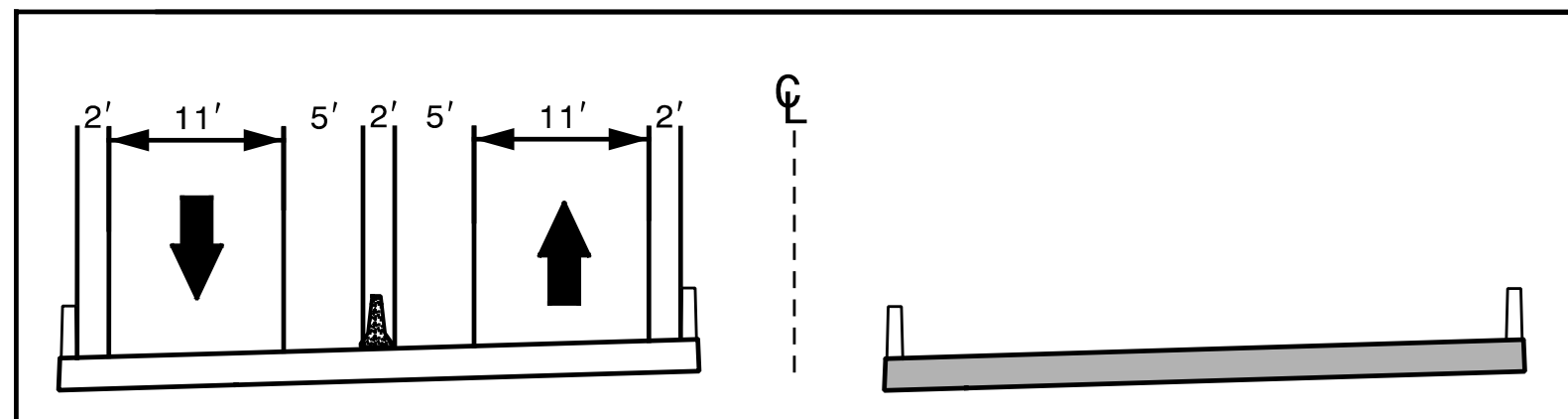
A'-A' -L- STA. 33+00 -PHASE 3 MEDX STA. 13+02



B'-B' -L- STA. 37+00
-PHASE 3_MEDX STA. 17+02



C'-C' -L- STA. 40+00
-PHASE 3_MEDX STA. 20+02

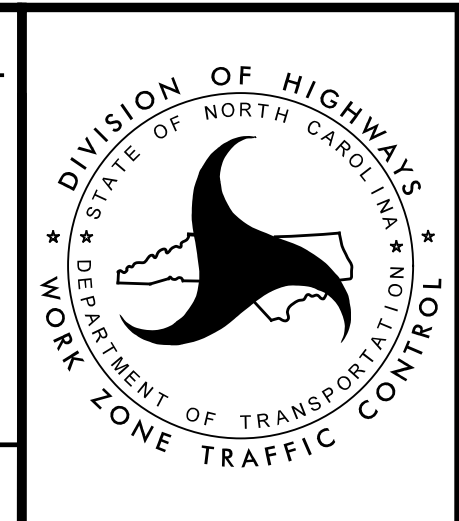


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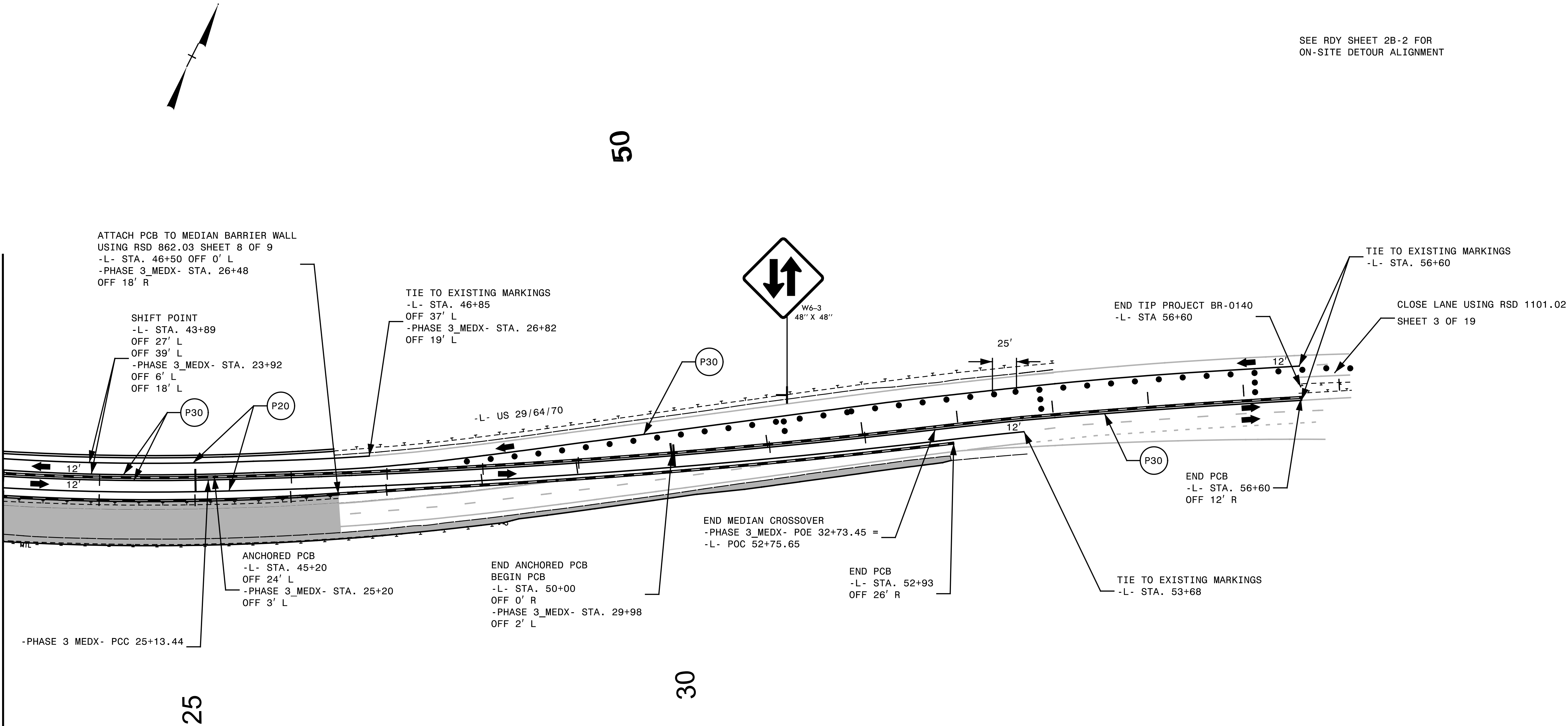
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PHASE III

SEE RDY SHEET 2B-2 FOR
ON-SITE DETOUR ALIGNMENT

MATCHLINE STA. -L- 43+00 SEE TMP-12

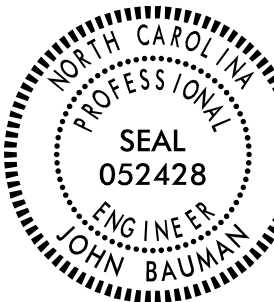


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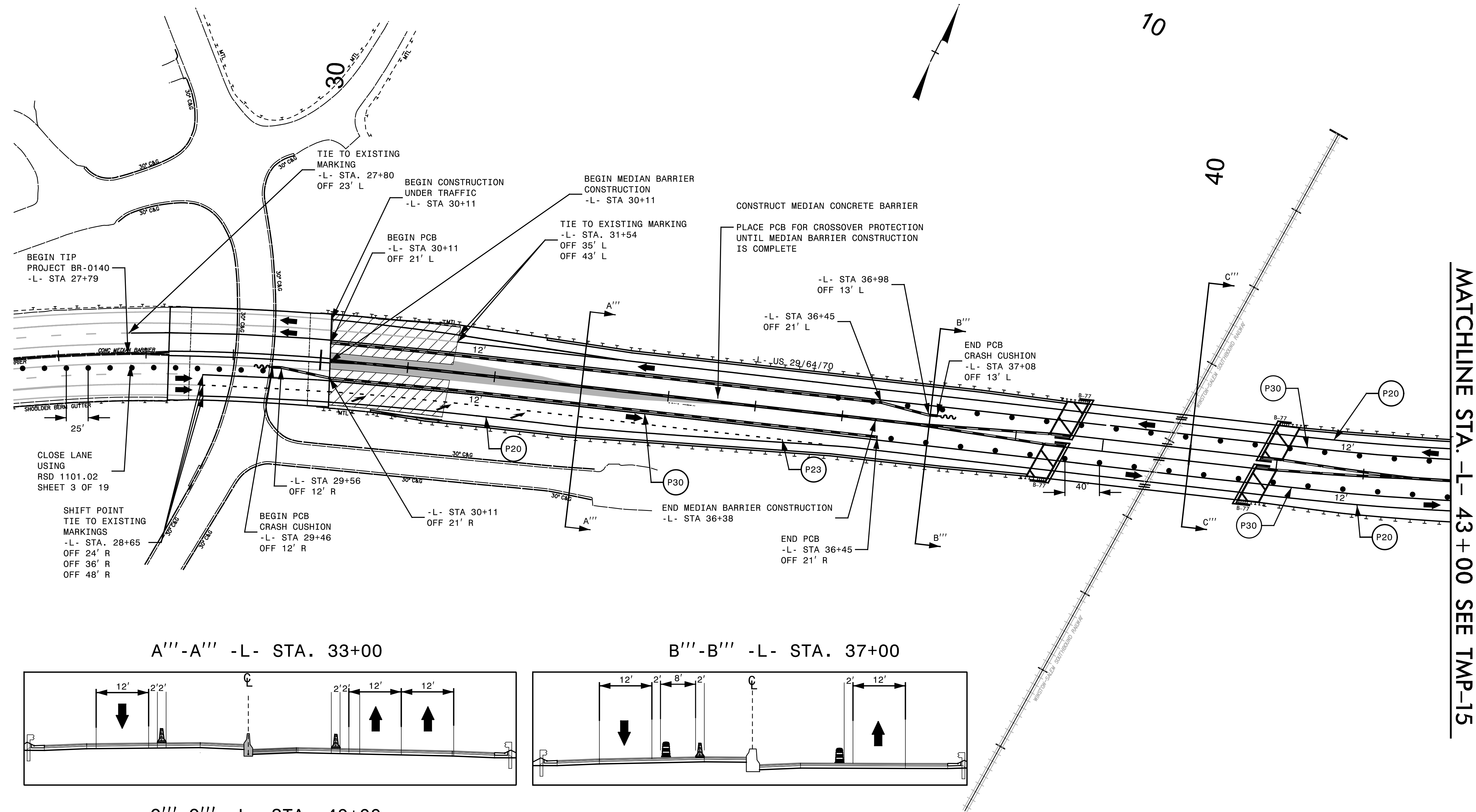
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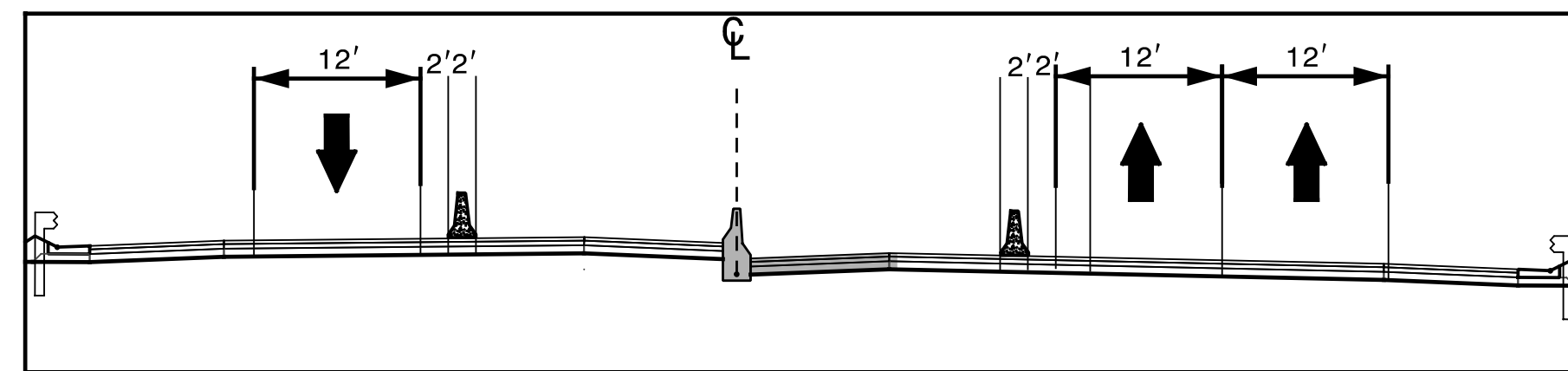
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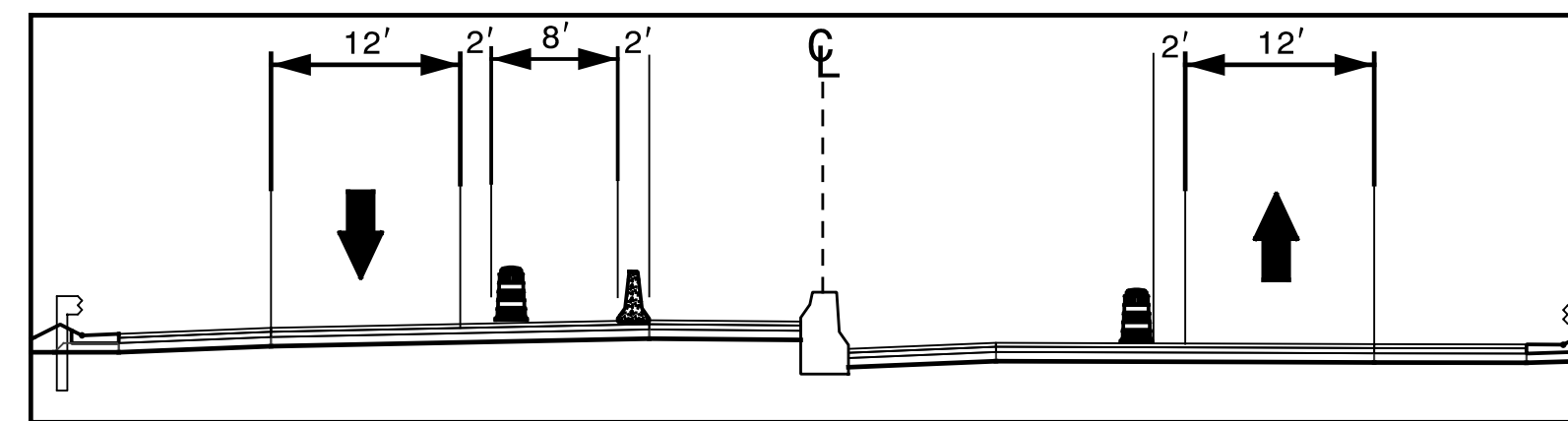
PHASE III



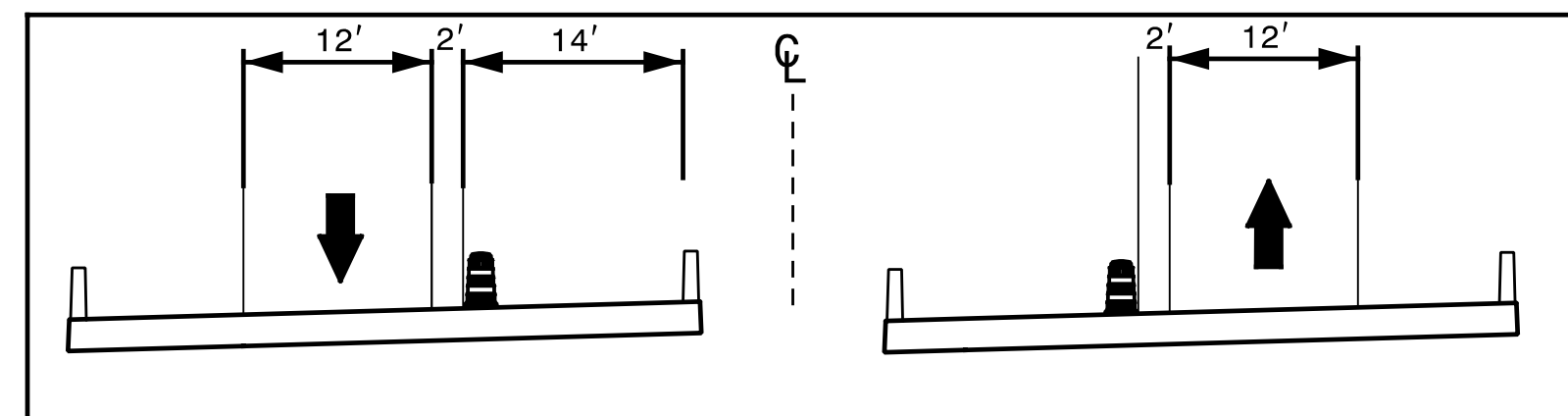
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B'''-B''' -L- STA. 37+00



C'''-C''' -L- STA. 40+00

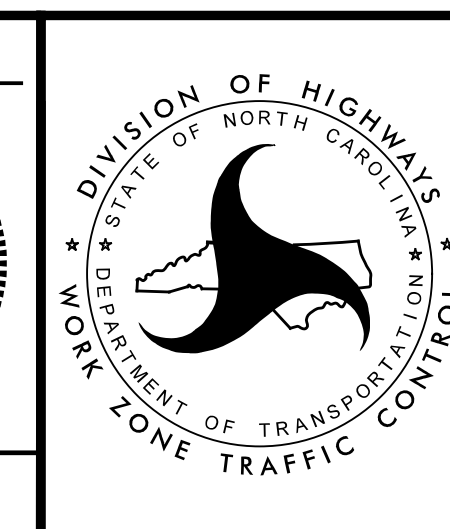


8/24/2026
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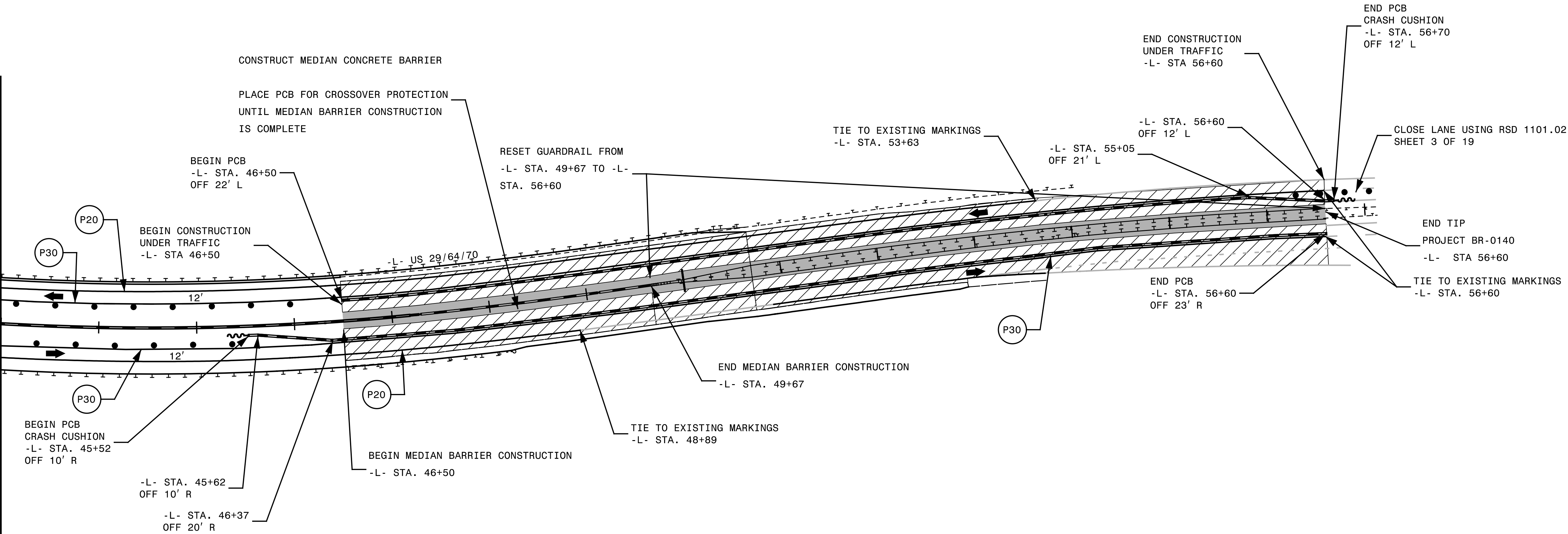
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PHASE IV

PROJ. REFERENCE NO.	SHEET NO.
BR-0140	TMP-15

MATCHLINE STA. -L- 43+00 SEE TMP-14

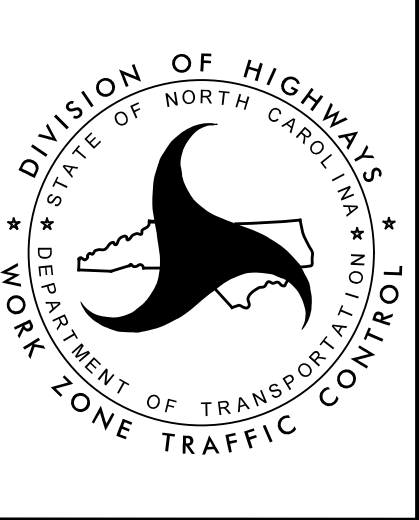


2/3/2026
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jbauman

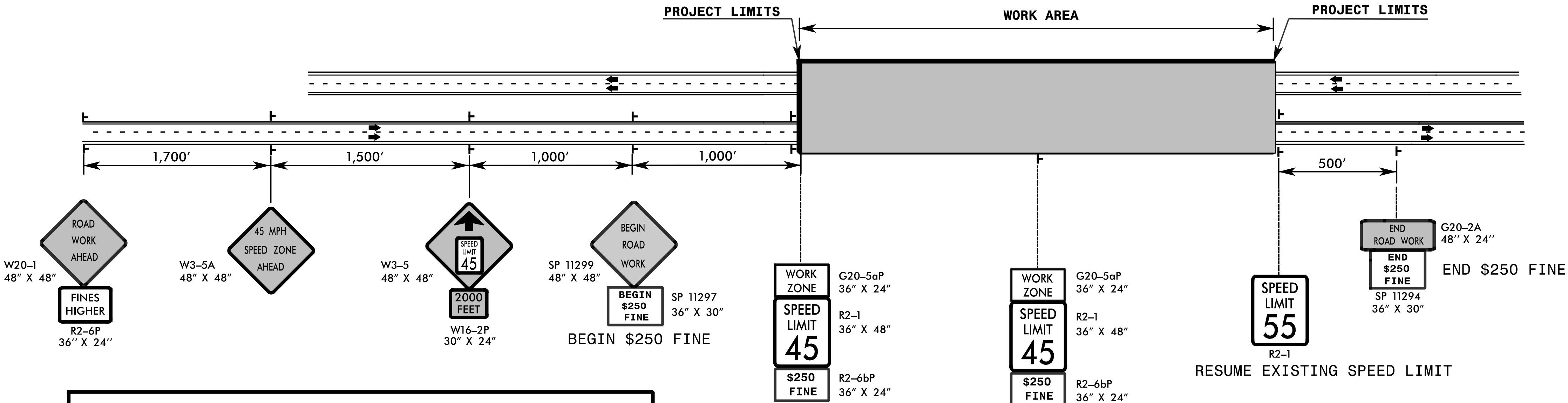
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PHASE IV



NOTES

- 1) THE WORK ZONE SPEED LIMIT WILL BE ESTABLISHED IN COLLABORATION BETWEEN THE REGIONAL TRAFFIC ENGINEER, THE DIVISION AND THE WORK ZONE TRAFFIC CONTROL SECTION. THIS DRAWING SHOWS THE TYPICAL APPLICATION OF REDUCING THE "WORK ZONE SPEED LIMIT" TO 45 MPH.
- 2) IF THE "WORK ZONE SPEED LIMIT" ONLY APPLIES TO A SPECIFIC PORTION AND NOT THE ENTIRE PROJECT, THE EXISTING SPEED LIMIT IS TO BE REESTABLISHED INSIDE THE PROJECT LIMITS. THE EXISTING SPEED LIMIT SIGNS AND THE "END \$250 FINE" SIGNS ARE TO BE INSTALLED AT THE LOCATION WHERE THE EXISTING SPEED LIMIT IS TO RESUME. (SEE GUIDELINE- D)
- 3) IF THE WORK ZONE SPEED LIMIT REDUCTION IS INSIDE THE WORK AREA, SIGNS W3-5A, W3-5, AND THE R2-1'S ALONG WITH THE SPEEDING FINE SIGNS ARE TO BE INSTALLED AT THE DISTANCE SHOWN ABOVE IN ADVANCE OF WHERE THE SPEED LIMIT IS REDUCED.
- 4) THE WORK ZONE SPEED LIMIT SIGNS ARE TO BE MOUNTED FROM 7' ABOVE EDGE OF PAVEMENT ELEVATION.
- 5) WHEN TEMPORARY LANE CLOSURES ARE INSTALLED EITHER PRIOR TO OR AT THE BEGINNING OF THE PROJECT LIMITS, THE PORTABLE LANE CLOSURE SIGNS ARE TO BE ADJUSTED TO AVOID SIGN OVERLAP/CLUTTER
- 6) THE NEED AND LOCATION OF ADDITIONAL POSTED "WORK ZONE SPEED LIMIT" SIGNS WITHIN THE WORK AREA IS TO BE DETERMINED BY THE REGIONAL TRAFFIC ENGINEER.

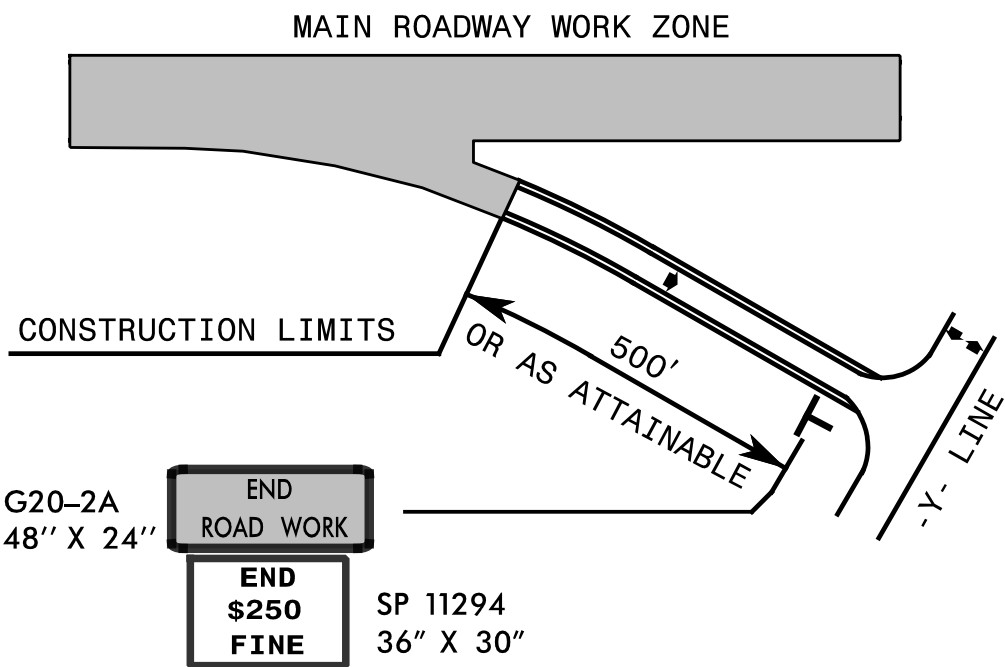
"WORK ZONE" SPEED LIMIT

"WORK ZONE" SPEED LIMIT
SEE NOTE #4

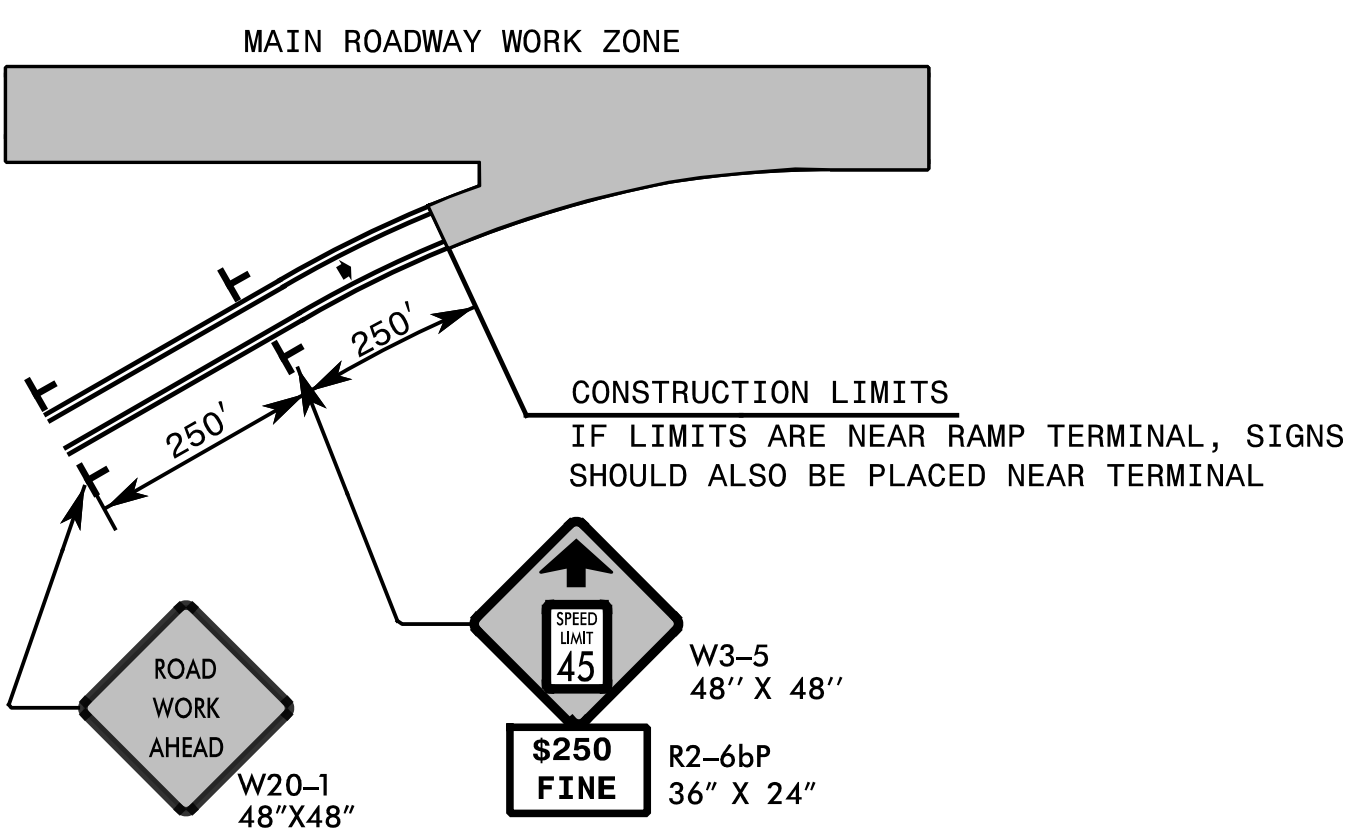
GUIDELINES

- A) THIS DRAWING IS FOR USE ONLY AFTER AN ENGINEERING INVESTIGATION AND CRITERIA REVIEW HAS BEEN PERFORMED BY THE REGIONAL TRAFFIC ENGINEER AND THE WORK ZONE TRAFFIC CONTROL SECTION. THE WORK ZONE SPEED LIMIT REDUCTION IS INTENDED FOR USE ON FREEWAYS WITH SPEED LIMITS 65 MPH OR GREATER. SEE WORK ZONE SPEED LIMIT GUIDELINES FOR CRITERIA.
- B) THE STATE TRAFFIC ENGINEER HAS TO ORDINANCE THE SPEED LIMIT REDUCTION IN ORDER FOR THE REDUCTION TO BE VALID AND ENFORCEABLE. NO SPEED LIMIT SIGNS SHALL BE INSTALLED PRIOR TO RECEIVING A SIGNED ORDINANCE. IN ADDITION, THE \$250 SPEEDING FINE ALSO REQUIRES A SEPARATE SIGNED ORDINANCE BY THE STATE TRAFFIC ENGINEER.
- C) EACH DIRECTION OF THE PROJECT IS TO BE EVALUATED FOR THE "WORK ZONE" SPEED LIMIT REDUCTION. THIS DRAWING INTENTIONALLY HAS 1 DIRECTION SIGNED AS A REMINDER TO CAREFULLY CONSIDER WHETHER BOTH DIRECTIONS OF THE PROJECT NEED TO HAVE THE SPEED LIMIT REDUCED.
- D) FOR PROJECTS THAT EXCEED 2 MILES IN LENGTH, AN EVALUATION IS TO BE MADE TO DETERMINE IF THE "WORK ZONE" SPEED LIMIT REDUCTION APPLIES TO THE ENTIRE PROJECT LENGTH OR IF ONLY A PORTION OF THE PROJECT LENGTH. THE "WORK ZONE" SPEED LIMIT REDUCTION MAY TERMINATE BEFORE THE END OF THE PROJECT LIMITS. THE DRAWING IS TO BE MODIFIED AS NEEDED TO REFLECT THESE CONDITIONS.
- E) THE \$250 SPEEDING FINE APPLIES FOR ALL PROJECTS THAT QUALIFY FOR A "WORK ZONE" SPEED LIMIT REDUCTION.
- F) ALL "WORK ZONE" SPEED LIMIT REDUCTION SIGNAGE SHALL BE REMOVED WHEN THE CONDITION/S THAT WARRANTED THE REDUCTION AND FINE IS REMOVED. THE REGIONAL TRAFFIC ENGINEER WILL BE NOTIFIED BY THE RESIDENT ENGINEER AT THIS TIME TO RESCIND THE ORDINANCES AND RETURN THE EXISTING POSTED SPEED LIMIT. THIS SHOULD TAKE PLACE BEFORE THE PROJECT IS 100% COMPLETE AND ACCEPTED FOR MAINTENANCE.

EXIT RAMP



ENTRANCE RAMP



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"WORK ZONE"
SPEED LIMIT REDUCTION