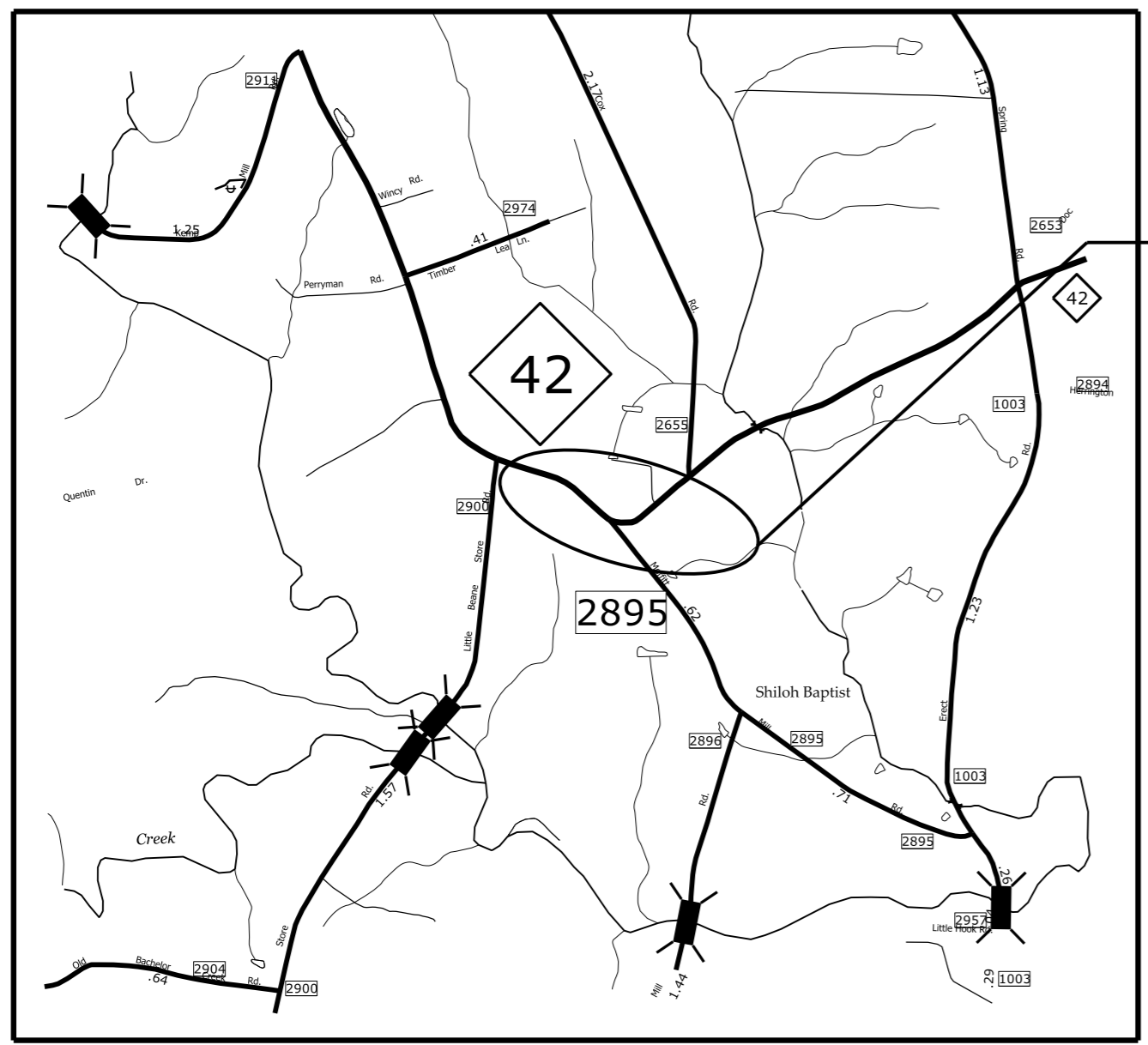


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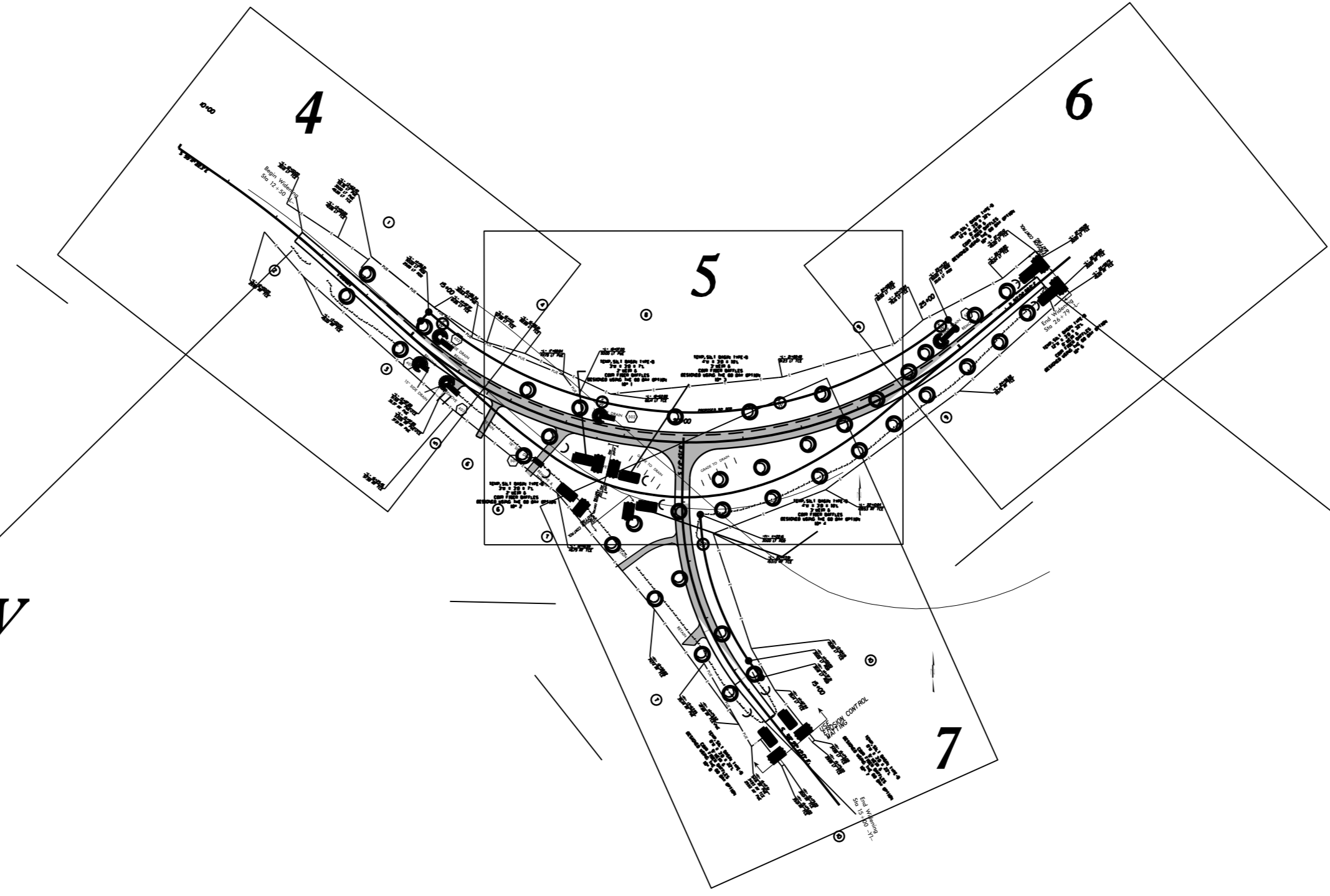
TIP PROJECT: W-5601HV PROJECT : NC 42 @ SR 2895 (MOFFITT MILL RD)



**PROJECT
LOCATION**

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
RANDOLPH COUNTY

**LOCATION: NC 42 NORTH OF COLERIDGE AT THE
INTERSECTION OF SR 2895 (MOFFITT MILL ROAD)
TYPE OF WORK: GRADING, PAVING, EROSION CONTROL, AND
THERMOPLASTIC MARKINGS & MARKERS**

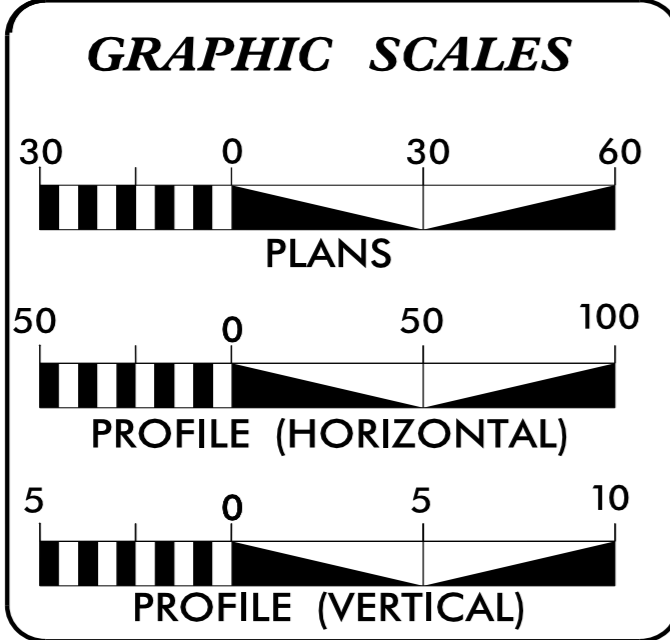


**-L- STA. 12 + 50
BEGIN PROJECT W-5601HV**

**-L- STA. 26 + 75
END PROJECT W-5601HV**

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	W-5601HV	1	
WBS ELEMENT	F.A. PROJ. NO.	DESCRIPTION	
50138.1.231		PE	
50138.2.231		RW	
50138.3.231		CONST.	

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



DESIGN DATA

ADT 2015 =	2000
ADT 2035 =	3000
D =	50 %
V =	55 MPH
FUNC CLASS =	MAJOR COLLECTOR

Prepared in the Office of:
DIVISION OF HIGHWAYS
DIVISION 8 DESIGN & CONSTRUCT UNIT
902 N. SANDHILLS BLVD.
ABERDEEN NC 28315
PLANS PREPARED BY: MRT

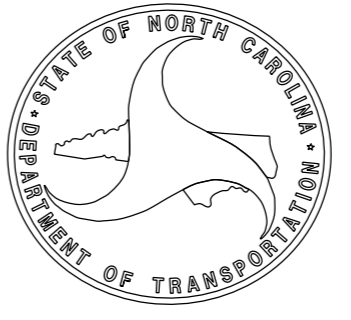
PROJECT LENGTH
ROADWAY: 0.362 MILES
STRUCTURE: _____ MILES
TOTAL: 0.362 MILES

DIVISION OF HIGHWAYS

2012 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: _____

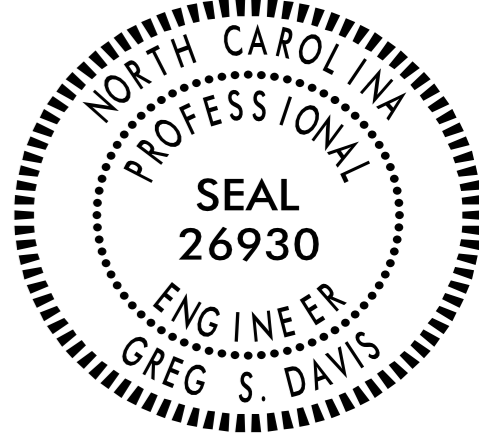
LETTING DATE: _____




**DIVISION DESIGN &
CONSTRUCT ENGINEER**

DocuSigned by:
Greg S Davis
6/13/2017 P.E.

**DIVISION DESIGN &
CONSTRUCT ENGINEER**



I:\JUN-2017_0845\ywendolph\nc42@sr2895\m11_rdl\psh\nc42@sr_2895_tsh.dgn

PROJECT REFERENCE NO.	SHEET NO.
W-5601HV	1-A
	
DocuSigned by: Greg S Davis 33D478FD78448	6/12/2017
<small>DIVISION DESIGN / CONSTRUCT ENGINEER</small> DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

GENERAL NOTES

GRADING AND SURFACING OR RESURFACING AND WIDENING:

THE GRADE LINES SHOWN DENOTE THE FINISHED ELEVATION OF THE PROPOSED SURFACING AT GRADE POINTS SHOWN ON THE TYPICAL SECTIONS. WHERE NO GRADE LINES ARE SHOWN, THE PROFILES SHOWN DENOTE THE TOP ELEVATION OF THE EXISTING PAVEMENT ALONG THE CENTER LINE OF SURVEY ON WHICH THE PROPOSED RESURFACING WILL BE PLACED. GRADE LINES MAY BE ADJUSTED BY THE ENGINEER IN ORDER TO SECURE THE PROPER TIE-IN.

CLEARING

CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III.

SHOULDER CONSTRUCTION:

ASPHALT, EARTH, AND CONCRETE SHOULDER CONSTRUCTION ON THE HIGH SIDE OF SUPERELEVATED CURVES SHALL BE IN ACCORDANCE WITH STD. NO. 560.01.

UTILITIES

ANY RELOCATION OF EXISTING UTILITIES, WILL BE ACCOMPLISHED BY OTHERS PRIOR TO THE DATE OF AVAILABILITY.

INDEX OF SHEETS

<u>SHEET NUMBER</u>	<u>SHEET</u>
1	TITLE SHEET
1-A	INDEX OF SHEETS
1-B	CONVENTIONAL SYMBOLS
2 THRU 2-B	TYPICAL SECTIONS
3	SUMMARY OF QUANTITIES
3-A	SUMMARY OF EARTHWORKS, ETC.
3-B	LIST OF PIPES, ETC.
4 THRU 7	PLAN SHEETS
8 THRU 10	PROFILE SHEETS
TM-1 THRU TM-7	TRAFFIC MANAGEMENT PLANS
PM-1 THRU PM-4	PAVEMENT MARKING PLANS
EC-1 THRU EC-7	EROSION CONTROL PLANS
X-A	CROSS-SECTION SUMMARY
X-1 THRU X-32	CROSS-SECTIONS -L-
X-33 THRU X-44	CROSS-SECTIONS -YI-

2012 ROADWAY ENGLISH STANDARD DRAWINGS

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N. C. Department of Transportation - Raleigh, N. C., Dated January 17, 2012 are applicable to this project and by reference hereby are considered a part of these plans:

STD.NO.	TITLE
200.03	Method of Clearing - Method III
225.02	Guide for Grading Subgrade - Secondary and Local
225.04	Method of Obtaining Superelevation - Two Lane Pavement
225.04	Method of Obtaining Superelevation - Two Lane Pavement
300.01	Method of Pipe Installation
310.10	Driveway Pipe Construction
560.01	Method of Shoulder Construction - High Side of Superelevated Curve - Method I
560.02	Method of Shoulder Construction - High Side of Superelevated Curve - Method II

STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS

CONVENTIONAL PLAN SHEET SYMBOLS

Note: Not to Scale *S.U.E. = *Subsurface Utility Engineering*

04/06/15

BOUNDARIES AND PROPERTY:

State Line	-----
County Line	-----
Township Line	-----
City Line	-----
Reservation Line	-----
Property Line	-----
Existing Iron Pin	○ EIP
Property Corner	-----
Property Monument	□ ECM
Parcel/Sequence Number	⑫③
Existing Fence Line	-x-x-x-
Proposed Woven Wire Fence	○
Proposed Chain Link Fence	□
Proposed Barbed Wire Fence	◇
Existing Wetland Boundary	--- WLB ---
Proposed Wetland Boundary	--- WLB ---
Existing Endangered Animal Boundary	--- EAB ---
Existing Endangered Plant Boundary	--- EPB ---
Existing Historic Property Boundary	--- HPB ---
Known Contamination Area: Soil	☠ ☠
Potential Contamination Area: Soil	☠ ☠
Known Contamination Area: Water	☠ ☠
Potential Contamination Area: Water	☠ ☠
Contaminated Site: Known or Potential	☠ ☠

BUILDINGS AND OTHER CULTURE:

Gas Pump Vent or U/G Tank Cap	○
Sign	○ S
Well	○ W
Small Mine	⋈
Foundation	□
Area Outline	□
Cemetery	⊕
Building	□
School	□
Church	□
Dam	▬

HYDROLOGY:

Stream or Body of Water	-----
Hydro, Pool or Reservoir	□
Jurisdictional Stream	--- JS ---
Buffer Zone 1	--- BZ 1 ---
Buffer Zone 2	--- BZ 2 ---
Flow Arrow	←
Disappearing Stream	-----
Spring	○
Wetland	---
Proposed Lateral, Tail, Head Ditch	-----
False Sump	▽

RAILROADS:

Standard Gauge	-----
RR Signal Milepost	○ MILEPOST 35
Switch	□ SWITCH
RR Abandoned	-----
RR Dismantled	-----

RIGHT OF WAY:

Baseline Control Point	△
Existing Right of Way Marker	△
Existing Right of Way Line	-----
Proposed Right of Way Line	○ R W
Proposed Right of Way Line with Iron Pin and Cap Marker	○ R W ▲
Proposed Right of Way Line with Concrete or Granite R/W Marker	▲ R W
Proposed Control of Access Line with Concrete CA Marker	▲ C A
Existing Control of Access	○ C A
Proposed Control of Access	○ C A
Existing Easement Line	--- E ---
Proposed Temporary Construction Easement	--- E ---
Proposed Temporary Drainage Easement	--- TDE ---
Proposed Permanent Drainage Easement	--- PDE ---
Proposed Permanent Drainage / Utility Easement	--- DUE ---
Proposed Permanent Utility Easement	--- PUE ---
Proposed Temporary Utility Easement	--- TUE ---
Proposed Aerial Utility Easement	--- AUE ---
Proposed Permanent Easement with Iron Pin and Cap Marker	▲

ROADS AND RELATED FEATURES:

Existing Edge of Pavement	-----
Existing Curb	-----
Proposed Slope Stakes Cut	--- C ---
Proposed Slope Stakes Fill	--- F ---
Proposed Curb Ramp	○ CR
Existing Metal Guardrail	-----
Proposed Guardrail	-----
Existing Cable Guiderail	-----
Proposed Cable Guiderail	-----
Equality Symbol	⊕
Pavement Removal	▨

VEGETATION:

Single Tree	☼
Single Shrub	☼
Hedge	-----
Woods Line	-----

Orchard	☼ ☼ ☼ ☼
Vineyard	□ Vineyard

EXISTING STRUCTURES:

MAJOR:	
Bridge, Tunnel or Box Culvert	□ CONC
Bridge Wing Wall, Head Wall and End Wall	┌ CONC WW ┐
MINOR:	
Head and End Wall	┌ CONC HW ┐
Pipe Culvert	-----
Footbridge	-----
Drainage Box: Catch Basin, DI or JB	□ CB
Paved Ditch Gutter	-----
Storm Sewer Manhole	⊕
Storm Sewer	--- S ---

UTILITIES:

POWER:	
Existing Power Pole	●
Proposed Power Pole	○
Existing Joint Use Pole	●
Proposed Joint Use Pole	○
Power Manhole	⊕
Power Line Tower	⊗
Power Transformer	⊗
U/G Power Cable Hand Hole	●
H-Frame Pole	●
U/G Power Line LOS B (S.U.E.*)	--- P ---
U/G Power Line LOS C (S.U.E.*)	--- P ---
U/G Power Line LOS D (S.U.E.*)	--- P ---

TELEPHONE:

Existing Telephone Pole	●
Proposed Telephone Pole	○
Telephone Manhole	⊕
Telephone Pedestal	⊕
Telephone Cell Tower	⊕
U/G Telephone Cable Hand Hole	●
U/G Telephone Cable LOS B (S.U.E.*)	--- T ---
U/G Telephone Cable LOS C (S.U.E.*)	--- T ---
U/G Telephone Cable LOS D (S.U.E.*)	--- T ---
U/G Telephone Conduit LOS B (S.U.E.*)	--- TC ---
U/G Telephone Conduit LOS C (S.U.E.*)	--- TC ---
U/G Telephone Conduit LOS D (S.U.E.*)	--- TC ---
U/G Fiber Optics Cable LOS B (S.U.E.*)	--- T FO ---
U/G Fiber Optics Cable LOS C (S.U.E.*)	--- T FO ---
U/G Fiber Optics Cable LOS D (S.U.E.*)	--- T FO ---

WATER:

Water Manhole	⊕
Water Meter	○
Water Valve	⊗
Water Hydrant	⊕
U/G Water Line LOS B (S.U.E.*)	--- W ---
U/G Water Line LOS C (S.U.E.*)	--- W ---
U/G Water Line LOS D (S.U.E.*)	--- W ---
Above Ground Water Line	--- A/G Water ---

TV:

TV Pedestal	⊕
TV Tower	⊗
U/G TV Cable Hand Hole	●
U/G TV Cable LOS B (S.U.E.*)	--- TV ---
U/G TV Cable LOS C (S.U.E.*)	--- TV ---
U/G TV Cable LOS D (S.U.E.*)	--- TV ---
U/G Fiber Optic Cable LOS B (S.U.E.*)	--- TV FO ---
U/G Fiber Optic Cable LOS C (S.U.E.*)	--- TV FO ---
U/G Fiber Optic Cable LOS D (S.U.E.*)	--- TV FO ---

GAS:

Gas Valve	◇
Gas Meter	⊕
U/G Gas Line LOS B (S.U.E.*)	--- G ---
U/G Gas Line LOS C (S.U.E.*)	--- G ---
U/G Gas Line LOS D (S.U.E.*)	--- G ---
Above Ground Gas Line	--- A/G Gas ---

SANITARY SEWER:

Sanitary Sewer Manhole	⊕
Sanitary Sewer Cleanout	⊕
U/G Sanitary Sewer Line	--- SS ---
Above Ground Sanitary Sewer	--- A/G Sanitary Sewer ---
SS Forced Main Line LOS B (S.U.E.*)	--- FSS ---
SS Forced Main Line LOS C (S.U.E.*)	--- FSS ---
SS Forced Main Line LOS D (S.U.E.*)	--- FSS ---

MISCELLANEOUS:

Utility Pole	●
Utility Pole with Base	□
Utility Located Object	○
Utility Traffic Signal Box	⊕
Utility Unknown U/G Line LOS B (S.U.E.*)	--- 2UTL ---
U/G Tank; Water, Gas, Oil	□
Underground Storage Tank, Approx. Loc.	□
A/G Tank; Water, Gas, Oil	□
Geoenvironmental Boring	⊕
U/G Test Hole LOS A (S.U.E.*)	⊕
Abandoned According to Utility Records	AATUR
End of Information	E.O.I.

PROJECT NO.	SHEET NO.	TOTAL NO.
50138.3.231 (W-5601HV)	3	

SUMMARY OF QUANTITIES

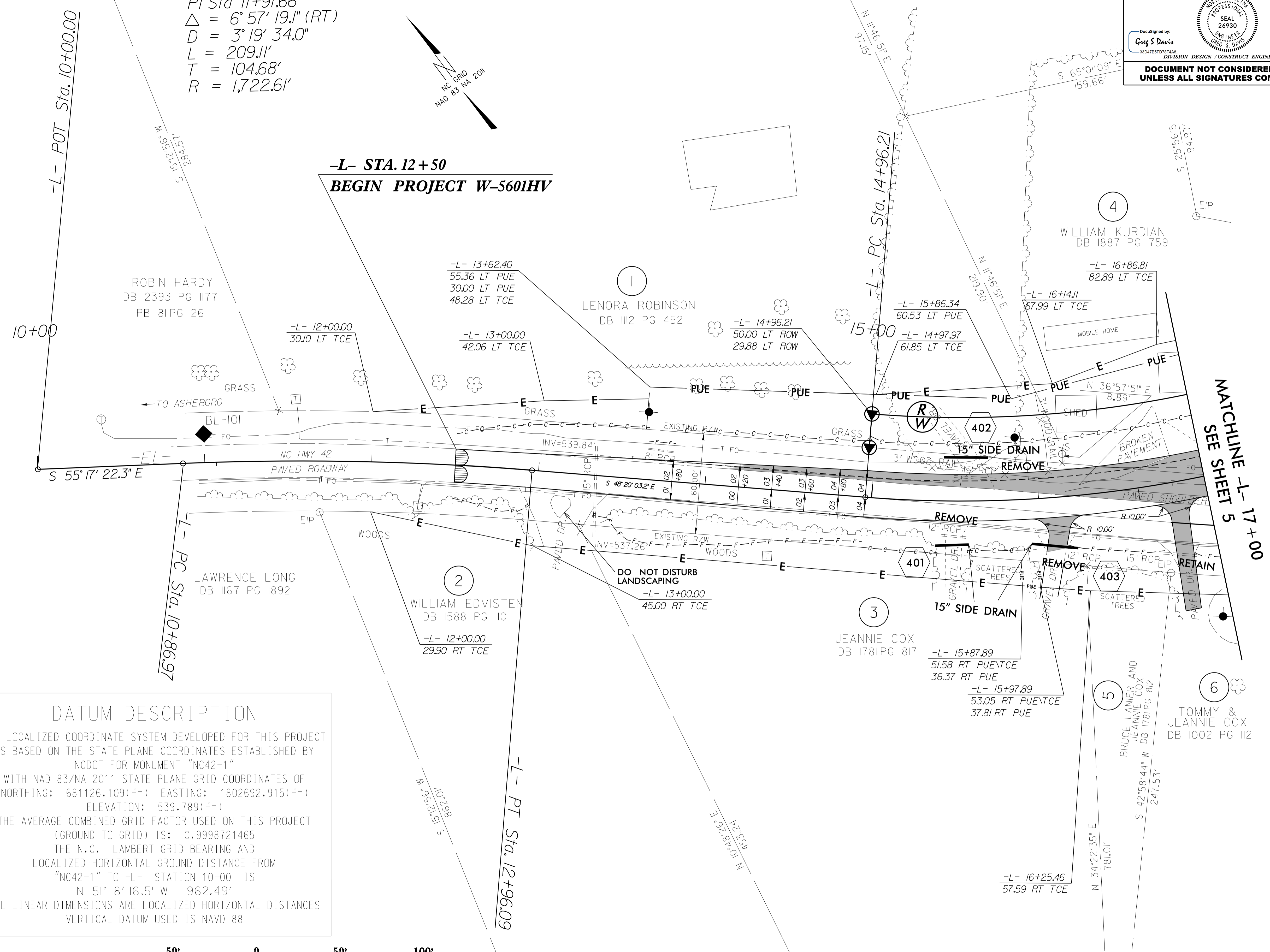
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH MI	WIDTH FT	GRADING LS	FOUNDATION CONDITIONING MATERIAL, MINOR STRUCTURES TON	FOUNDATION CONDITIONING GEOTEXTILE SY	15" SIDE DRAIN PIPE LF	18" SIDE DRAIN PIPE LF	PIPE REMOVAL LF	INCIDENTAL STONE BASE TONS	INCIDENTAL MILLING SY	BASE COURSE, B25.0B TONS	INTERMEDIATE COURSE, I19.0B TONS	SURFACE COURSE, S9.5B TONS	ASPHALT BINDER FOR PLANT MIX TONS	TEMPORARY SILT FENCE LF	EROSION CONTROL STONE, CLASS A TON	EROSION CONTROL STONE, CLASS B TON	SEDIMENT CONTROL STONE TON
50138.3.231 (W-5601HV)	Randolph	1	NC 42/SR 2895 (MOFFITT MILL RD)	STA. 12+50 TO 26+75	1-8	2	2WU	0.36	24	1	20	60	104	64	144	200	200	920	900	1,075	148	200	30	145	70
TOTAL FOR MAP NO. 1								0.36		1	20	60	104	64	144	200	200	920	900	1,075	148	200	30	145	70
TOTAL FOR PROJ NO. 50138.3.231 (W-5601HV)								0.36		1	20	60	104	64	144	200	200	920	900	1,075	148	200	30	145	70
GRAND TOTAL								0.36		1	20	60	104	64	144	200	200	920	900	1,075	148	200	30	145	70

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH MI	WIDTH FT	TEMPORARY MULCHING ACR	MATTING (EROSION CONTROL) SY	WATTLE LF	POLYACRYLAMIDE (PAM) LB	COIR FIBER BAFFLES LF	SEED & MULCHING AC	SEED FOR REPAIR SEEDING LB	FERTILIZER FOR REPAIR SEEDING TON	4399000000-N TEMPORARY TRAFFIC CONTROL LS	4685000000-E 4" X 90 M WHITE THERMO LF	4686000000-E 4" X 120 M WHITE THERMO LF	4686000000-E 4" X 120 M YELLOW THERMO LF	4710000000-E 24" X 120 M WHITE THERMO LF	4810000000-E 4" WHITE PAINT LF	4810000000-E 4" YELLOW PAINT LF	4835000000-E 24" WHITE PAINT LF	4900000000-N YELLOW & YELLOW MARKERS EA
50138.3.231 (W-5601HV)	Randolph	1	NC 42/SR 2895 (MOFFITT MILL RD)	STA. 12+50 TO 26+75	1-8	2	2WU	0.36	24	2.75	1,900	675	20	205	2.96	50	0.25	1	3,800	35	3,800	25	3,835	3,800	25	50
TOTAL FOR MAP NO. 1								0.36		2.75	1,900	675	20	205	2.96	50	0.25	1	3,800	35	3,800	25	3,835	3,800	25	50
TOTAL FOR PROJ NO. 50138.3.231 (W-5601HV)								0.36		2.75	1,900	675	20	205	2.96	50	0.25	1	3,800	35	3,800	25	3,835	3,800	25	50
GRAND TOTAL								0.36		2.75	1,900	675	20	205	2.96	50	0.25	1	3,800	35	3,800	25	3,835	3,800	25	50

PI Sta 11+91.66
 $\Delta = 6^\circ 57' 19.1''$ (RT)
 $D = 3^\circ 19' 34.0''$
 $L = 209.11'$
 $T = 104.68'$
 $R = 1,722.61'$



**-L- STA. 12+50
BEGIN PROJECT W-5601HV**



DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "NC42-1"
 WITH NAD 83/NA 2011 STATE PLANE GRID COORDINATES OF
 NORTHING: 681126.109(++) EASTING: 1802692.915(++)
 ELEVATION: 539.789(++)
 THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.9998721465
 THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "NC42-1" TO -L- STATION 10+00 IS
 N 51°18'16.5" W 962.49'
 ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
 VERTICAL DATUM USED IS NAVD 88

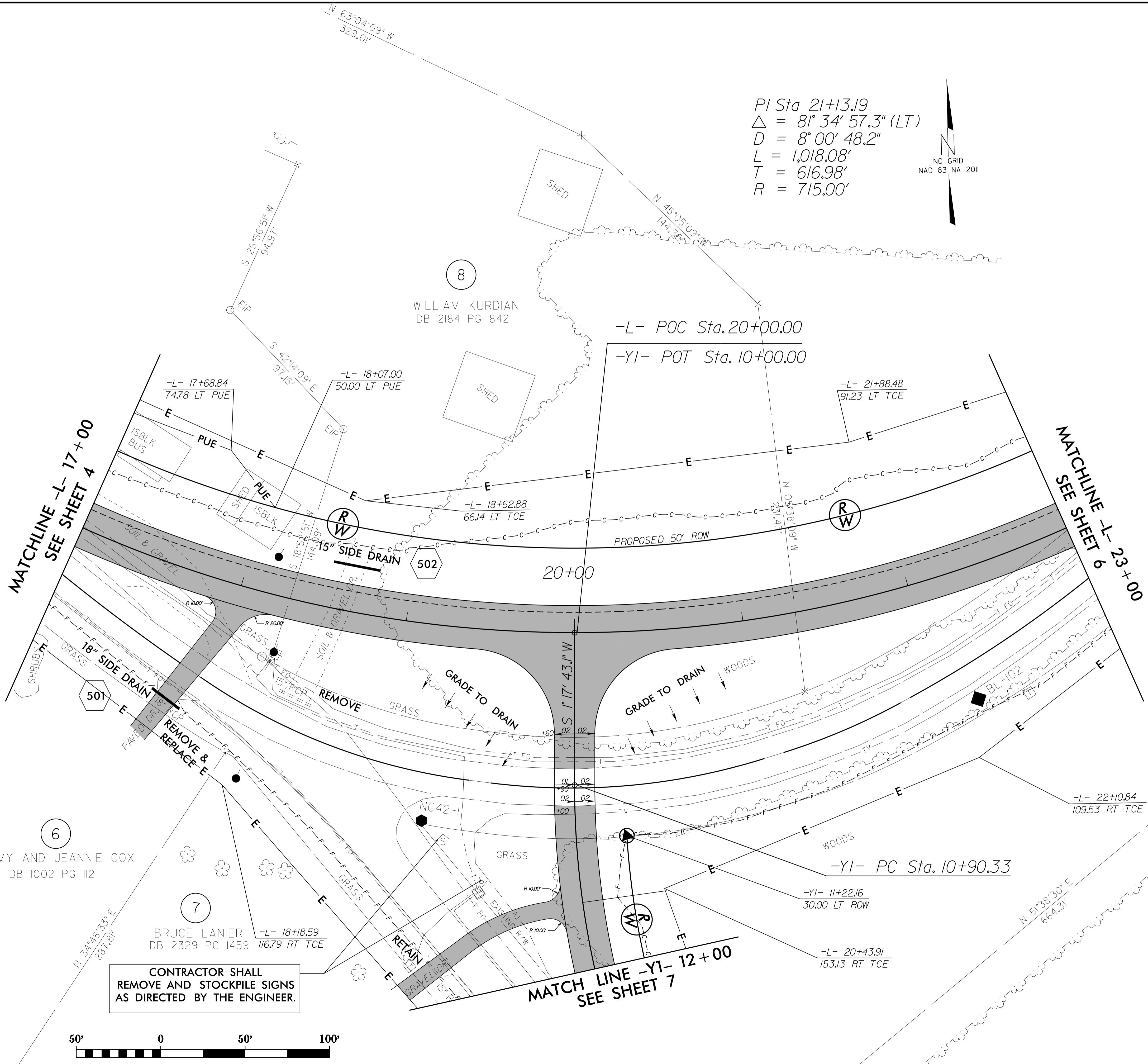
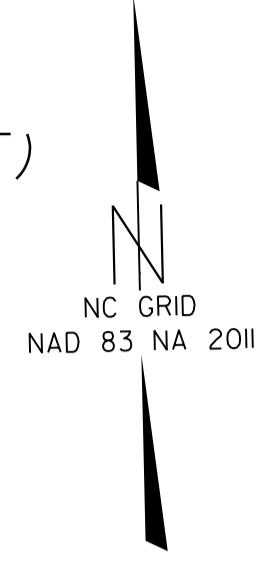


REVISIONS

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8/17/99

PI Sta 21+13.19
 $\Delta = 81^\circ 34' 57.3" (LT)$
 $D = 8^\circ 00' 48.2"$
 $L = 1,018.08'$
 $T = 616.98'$
 $R = 715.00'$



**CONTRACTOR SHALL
REMOVE AND STOCKPILE SIGNS
AS DIRECTED BY THE ENGINEER.**



REVISIONS

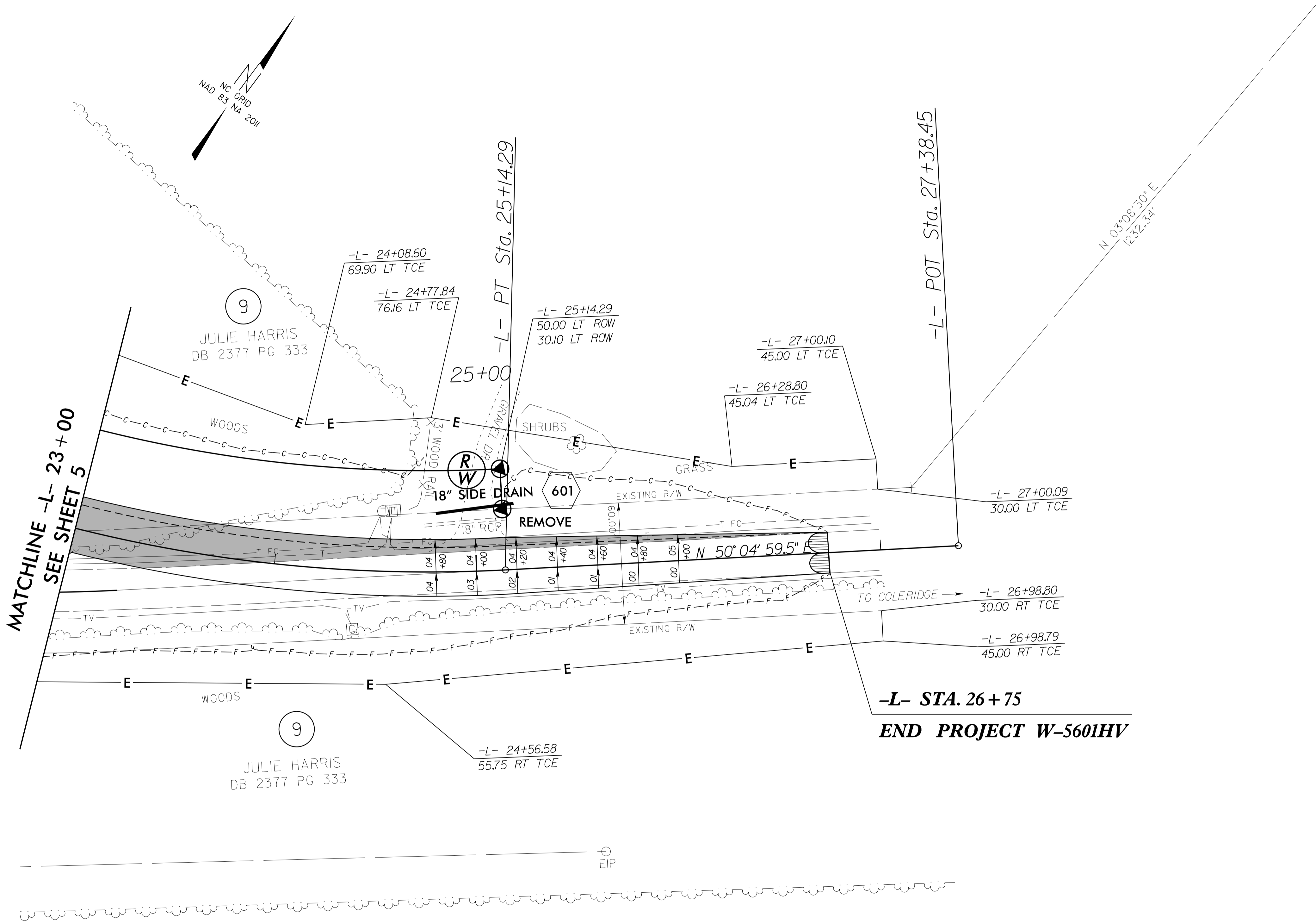
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8/17/99

8/17/99

REVISIONS


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**-L- STA. 26+75
END PROJECT W-5601HV**

5/14/99

2-JUN-2017 16:06
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PROJECT REFERENCE NO. W-5601HV	SHEET NO. 8
DIVISION DESIGN ENGINEER	
	
DocuSigned by: Greg S Davis 6/12/2017	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

570

570

560

550

540

530

520

510

500

490

480

560

550

540

530

520

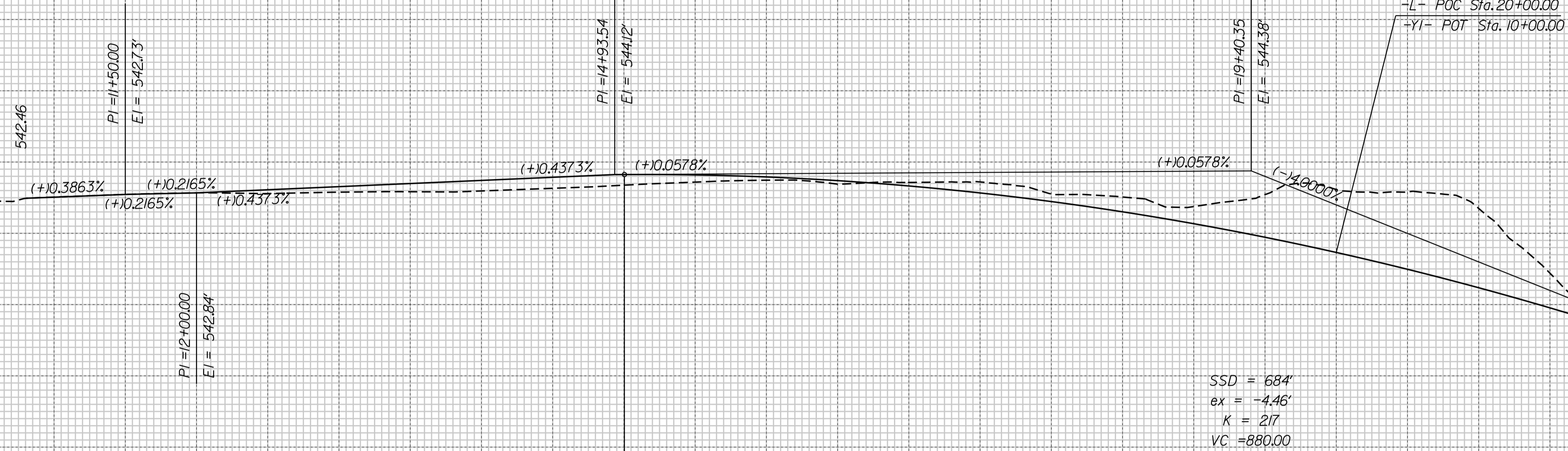
510

500

490

480

-L-



SSD = 684'
 ex = -4.46'
 K = 217
 VC = 880.00

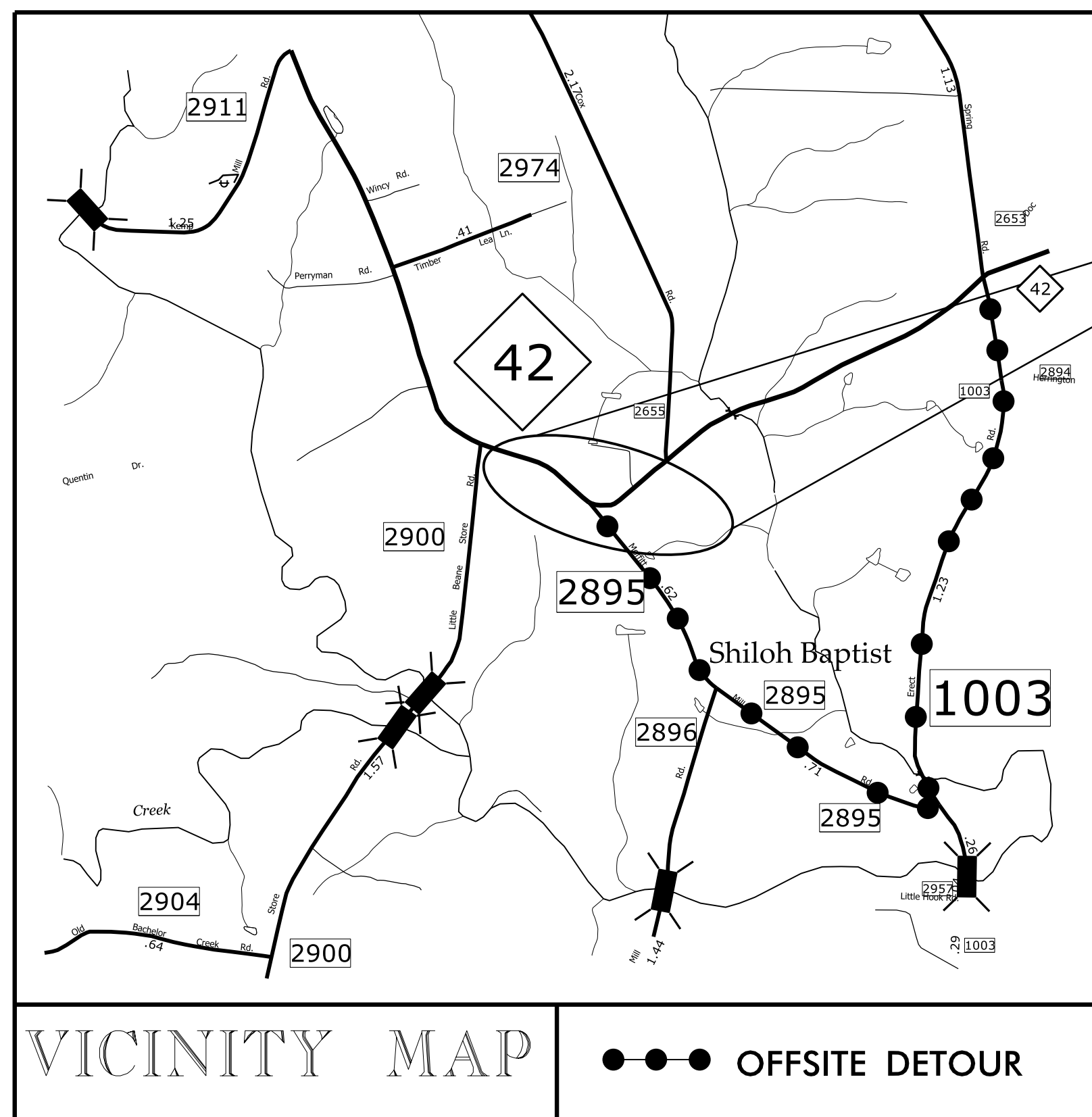
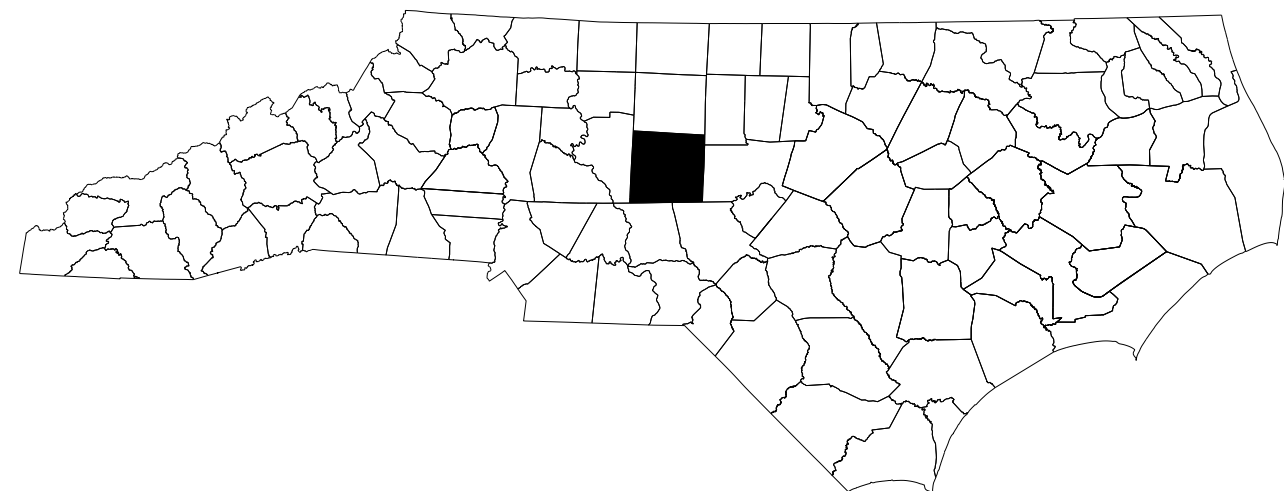
-L- POC Sta. 20+00.00
 -YI- POT Sta. 10+00.00

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

RANDOLPH COUNTY

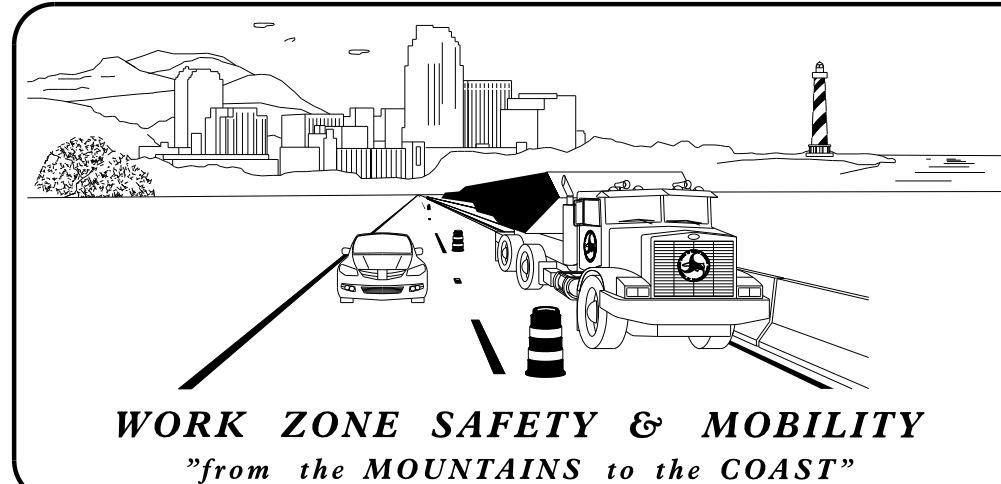


**PROJECT
LOCATION**



**LOCATION: AT THE INTERSECTION NC 42 AND SR 2895 (MOFFITT MILL RD)
WEST OF COLERIDGE**

**TYPE OF WORK: GRADING, DRAINAGE, PAVING, PAVEMENT MARKINGS &
MARKERS, AND EROSION CONTROL**



N.C.D.O.T. WORK ZONE TRAFFIC CONTROL
1561 MAIL SERVICE CENTER (MSC) RALEIGH, NC 27699-1561
750 N. GREENFIELD PARKWAY, GARNER, NC 27529 (DELIVERY)
PHONE: (919) 773-2800 FAX: (919) 771-2745

STATE TRAFFIC MANAGEMENT ENGINEER

TRAFFIC CONTROL PROJECT ENGINEER

GREG S. DAVIS, PE _____
TRAFFIC CONTROL PROJECT DESIGN ENGINEER

TRAFFIC CONTROL DESIGN ENGINEER



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	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES, AND LOCAL NOTES)
TMP-3	TEMPORARY TRAFFIC CONTROL PHASING
TMP-4	TEMPORARY TRAFFIC CONTROL PHASE I DETAIL
TMP-5	OFF-SITE DETOUR DETAIL
TMP-6	TEMPORARY TRAFFIC CONTROL PHASE II, STEP 3 DETAIL
TMP-6A	TEMPORARY TRAFFIC CONTROL PHASE II, STEP 4 DETAIL
TMP-7	TEMPORARY TRAFFIC CONTROL PHASE III DETAIL

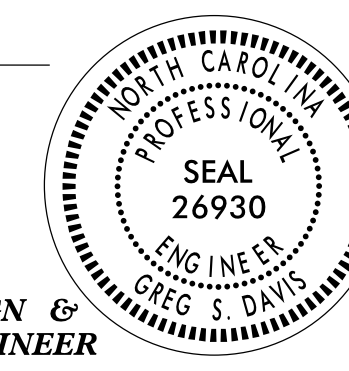
**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

DIVISION 8 DDC UNIT
GREG S. DAVIS, PE
902 N. SANDHILLS BLVD
ABERDEEN, NC
910-944-2344

APPROVED: 
DATE: 6/12/2017

SEAL

DIVISION DESIGN &
CONSTRUCT ENGINEER



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 2012 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
1101.06	WARNING SIGNS FOR BLASTING ZONES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
1130.01	DRUM
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	WORK VEHICLE LIGHTING SYSTEMS AND TMA DELINEATION
1170.01	POSITIVE PROTECTION
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY

LEGEND

GENERAL

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

- WORK AREA
- REMOVAL
- USER DEFINED (IF NEEDED)
- USER DEFINED (IF NEEDED)

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

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APPROVED: DATE: 6/12/2017 SEAL 		ROADWAY STANDARD DRAWINGS & LEGEND
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GENERAL NOTES

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 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 ON THE SHOULDER ADJACENT TO AN UNDIVIDED FACILITY AND WITHIN 5 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.
- WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO A DIVIDED FACILITY AND WITHIN 10 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.
- 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) DO NOT INSTALL MORE THAN ONE LANE CLOSURE, IN ANY ONE DIRECTION, ON NC 42 / SR 2895.

PAVEMENT EDGE DROP OFF REQUIREMENTS

- J) 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.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- L) 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.
- N) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

TRAFFIC CONTROL DEVICES

- P) SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH), EXCEPT 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY, WHEN LANE CLOSURES ARE NOT IN EFFECT. WHEN SKINNY DRUMS ARE ALLOWED, REFER TO SECTION 1180 OF STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES OR AS SHOWN IN THE PLANS.
- Q) 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.
- R) PLACE TYPE III BARRICADES WITH " ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY. WHERE LOCAL TRAFFIC MUST BE MAINTAINED, THEY MAY BE PLACED IN A STAGGERED PATTERN.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKERS
ALL ROADS	PAINT	N/A

- T) 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 (6) MONTHS AS DIRECTED BY THE ENGINEER.
- U) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- V) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH WORKING DAY.
- W) TRACE THE PROPOSED MONOLITHIC ISLAND LOCATIONS WITH THE PROPER COLOR PAVEMENT MARKING PRIOR TO INSTALLATION. PLACE DRUMS, CONES, OR TUBULAR MARKERS TO DELINEATE ANY PROPOSED MONOLITHIC ISLANDS BEFORE INSTALLATION.

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.

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

ROAD NAME

NC 42

SR 2895

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 7:00 A.M. DECEMBER 31st TO 9:00 A.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 9:00 A.M. THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 7:00 A.M. THURSDAY AND 9:00 A.M. MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 7:00 A.M. FRIDAY TO 9:00 A.M. TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 7:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 9:00 A.M. THE DAY AFTER INDEPENDENCE DAY.

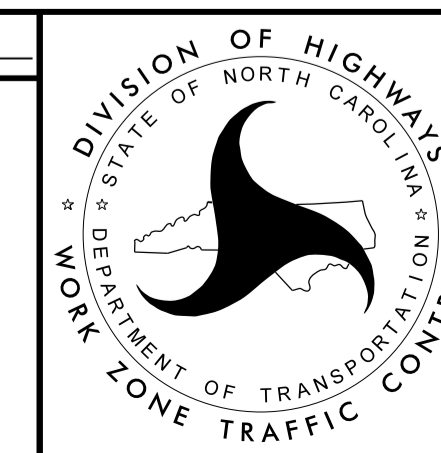
IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 7:00 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 9:00 A.M. THE TUESDAY AFTER INDEPENDENCE DAY.

- FOR LABOR DAY, BETWEEN THE HOURS OF 7:00 A.M. FRIDAY AND 9:00 A.M. TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 7:00 A.M. TUESDAY TO 9:00 A.M. MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 7:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 9:00 A.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.

APPROVED: Greg S. Davis DATE: 6/12/2017

SEAL



TRANSPORTATION
MANAGEMENT
PLAN

GENERAL NOTES

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MANAGEMENT STRATEGIES

PHASE I

BEGIN BY CONSTRUCTING A PORTION OF -L- ALIGNMENT (NC 42) AND Y-1 ALIGNMENT (SR 2895) AWAY FROM TRAFFIC. USE SHOULDER AND LANE CLOSURES.

PHASE II

WHEN NEW ALIGNMENT ON -L- ALIGNMENT IS READY TO TIE INTO EXISTING NC 42, USE ROAD CLOSURE ON NC 42 AND PLACE TRAFFIC ON OFF-SITE DETOUR FOR A PERIOD OF 14 DAYS. USE LANE CLOSURE TO TIE IN NEW ALIGNMENT ON -L-. SWITCH TRAFFIC TO NEW -L- AND -Y1- ALIGNMENTS.

PHASE III

COMPLETE CONSTRUCTION ON -L- AND -Y1-. COMPLETE REMOVAL OF EXISTING ROADWAY PAVEMENT NOT ASSOCIATED WITH THE NEW ALIGNMENT OF NC 42 AND SR 2895.

REMOVE ALL WORK ZONE TRAFFIC CONTROL DEVICES AND OPEN ALL LANES TO NEW TRAFFIC PATTERN.

PHASING

PHASE I

STEP 1:
INSTALL WORK ZONE ADVANCE WARNING SIGNS IN ACCORDANCE WITH NCDOT ROADWAY STANDARD DRAWING NO. 1101.01. (SHEET 3 OF 3) WHEN NO WORK IS BEING CONDUCTED FOR A PERIOD LONGER THAN ONE WEEK, REMOVE OR COVER ALL ADVANCE WORK ZONE SIGNS, AS DIRECTED BY THE ENGINEER.

STEP 2:

USING NCDOT STANDARD DRAWING NO. 1101.04 CLOSE THE NORTHERN SHOULDER OF NC 42 FROM -L- STA. 12+50 TO STA. 17+50 AND -L- STA. 22+85 TO 26+75 AND -Y1- STA. 12+67 TO -Y1-STA. 15+00. USING NCDOT STANDARD DRAWING NO. 1101.02 (SHEET 1 OF 15), CONSTRUCT UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM -L- STA. 16+00 TO STA. 22+85 AND -Y1- STA. 11+30 TO 12+76. (SEE TMP-4)

PHASING

PHASE II

WORK IN A CONTINUOUS MANNER TO COMPLETE STEPS #1 THRU #4 IN FIFTEEN (15) CONSECUTIVE CALENDAR DAYS. SEE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 1:

USING NCDOT STANDARD DRAWING NO. 1101.03 (SHEET 1 AND SHEET 2 OF 9), CLOSE NC 42 TO THROUGH TRAFFIC AND PLACE TRAFFIC ON OFF-SITE DETOUR. (SEE TMP-5 AND TMP-6)

STEP 2:

COMPLETE TIE-INS TO -L- AND -Y1- FROM -L- STA. 22+85 TO 26+75 AND -Y1- 10+15 TO 11+31 UPTO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE TMP-6).

NOTE: STEP #3 THRU #4 SHALL BE PERFORMED IN A SINGLE WORK PERIOD.

STEP 3:

USING NCDOT STANDARD DRAWING NO. 1101.02 (SHEET 1 OF 15), COMPLETE WESTBOUND TIE-INS OF -L- STA. 12+50 TO 16+00 AND NORTHBOUND TIE-INS OF -Y1- STA. 12+76 TO -Y1- STA. 15+00 UPTO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE. PLACE TEMPORARY PAVEMENT MARKINGS (SEE TMP-6)

STEP 4:

COVER/REMOVE ROAD CLOSURE AND DETOUR SIGNING FOR NC 42 AND OPEN NC 42 TO FLAGGING OPERATION USING NCDOT STANDARD DRAWING NO. 1101.02 (SHEET 1 OF 15), TO COMPLETE EASTBOUND TIE-IN OF -L- STA. 12+50 TO 16+80. SIMULTANEOUSLY, USING NCDOT STANDARD DRAWING NO. 1101.02 (SHEET 1 OF 15), SWITCH MOFFITT MILL RD. TO THE COMPLETED NORTHBOUND LANE AND COMPLETE TIE-IN. PLACE TEMPORARY PAVEMENT MARKINGS IN THE FINAL PATTERN AND OPEN ALL ROADS TO THE FINAL PATTERN. (SEE TMP-6A)

PHASE III

STEP 1:

USING NCDOT STANDARD DRAWING NO. 1101.02 (SHEET 1 OF 15), COMPLETE ALL DRAINAGE AND DRIVEWAY TIE-INS. (SEE TMP-7)

STEP 2:


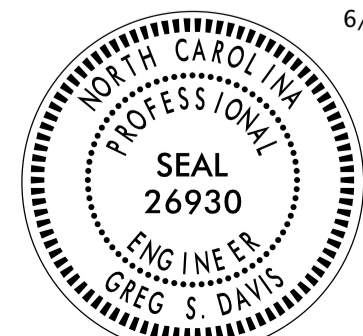

USING NCDOT STANDARD DRAWING NO. 1101.02 (SHEET 1 OF 15), REMOVE EXISTING PAVEMENT THAT IS NOT IN THE FINAL ALIGNMENT AND STABILIZE ANY DISTURBED AREAS. (SEE TMP-7)

STEP 3:

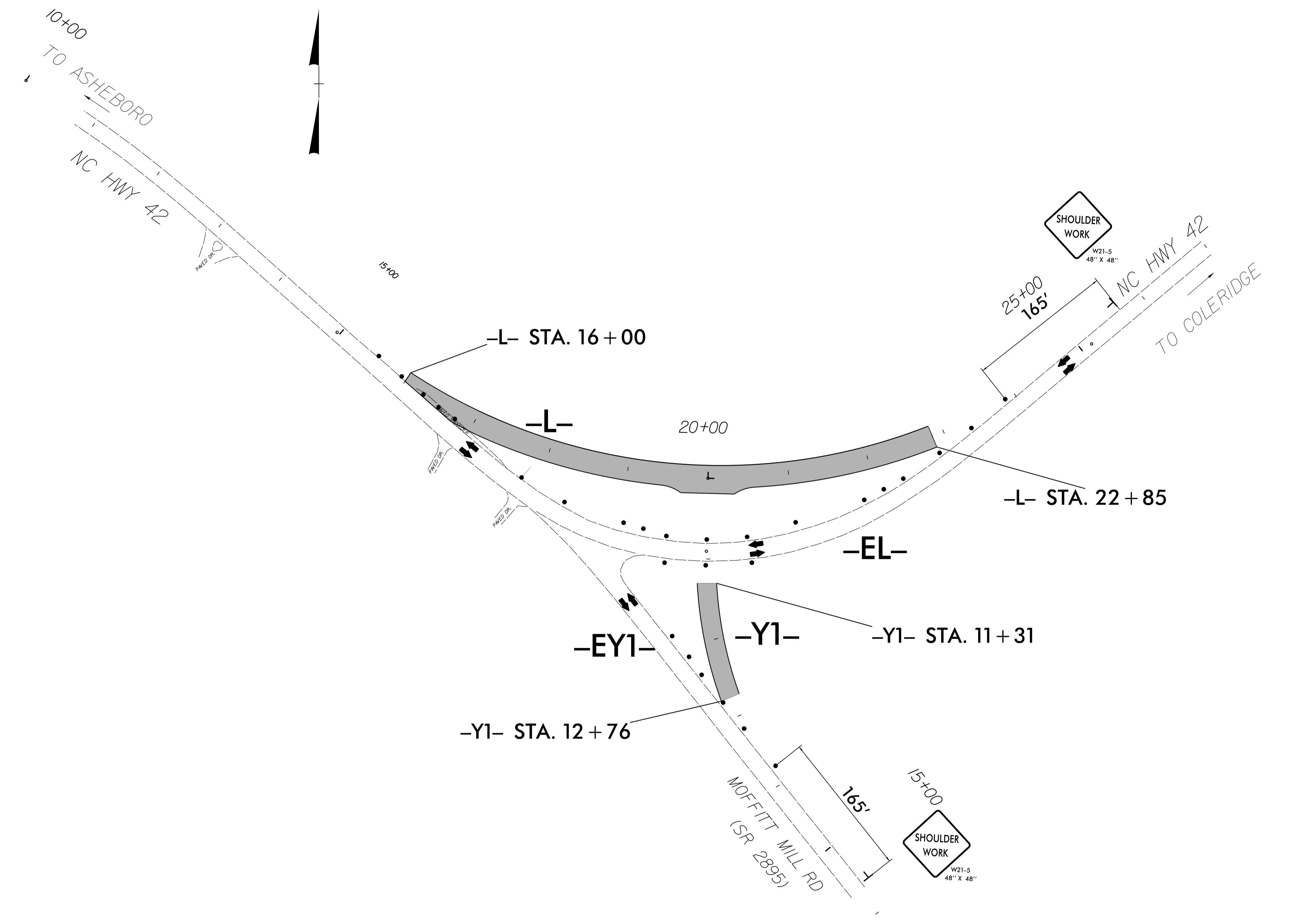
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STEP 4:

REMOVE ALL OTHER WORK ZONE TRAFFIC CONTROL DEVICES.

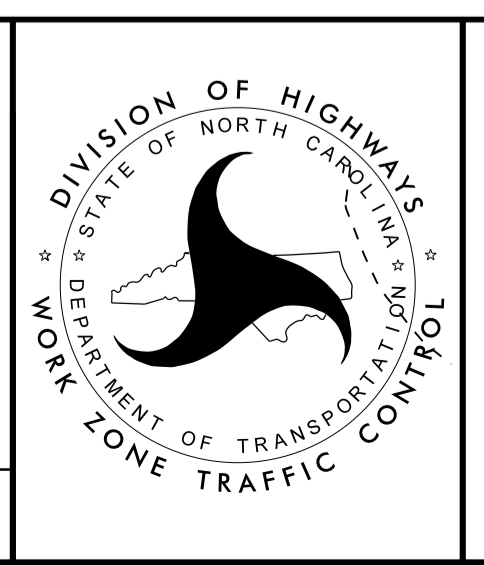
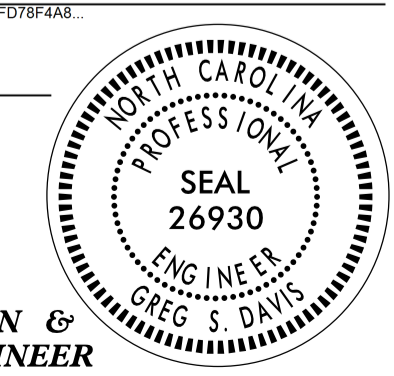
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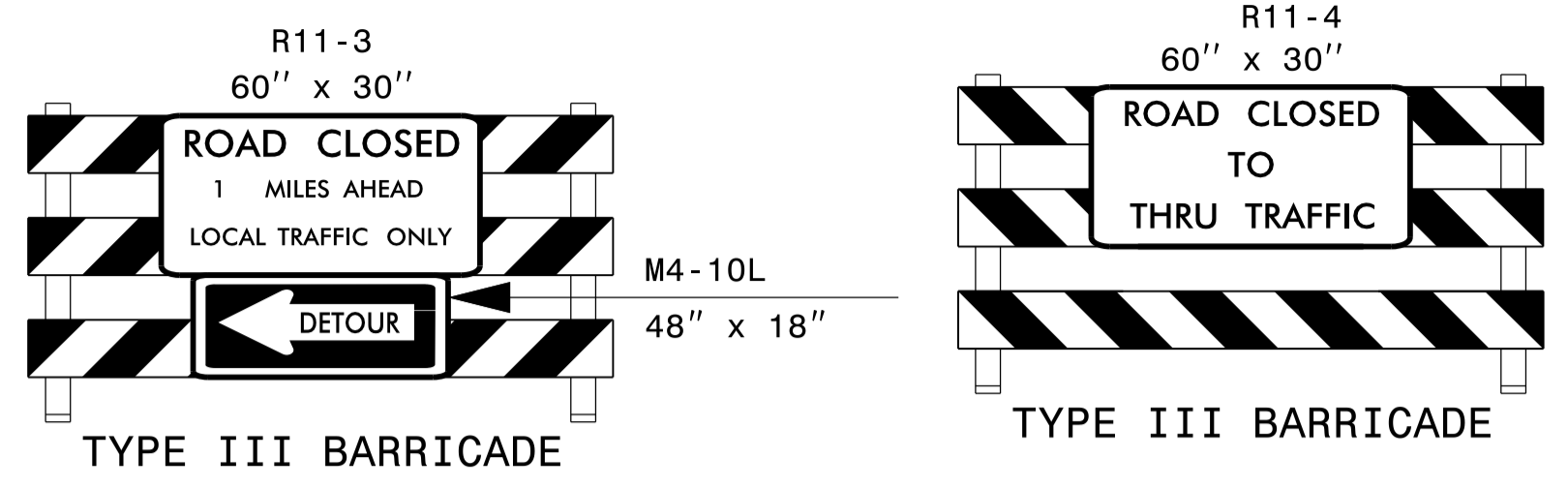


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 DATE: 6/12/2017
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**PHASE I
DETAIL**



1

2

DURING CLOSURE

MESSAGE NO. 1	MESSAGE NO. 2
NC 42 CLOSED AHEAD	FOLLOW DETOUR SIGNS

CHANGEABLE MESSAGE SIGN

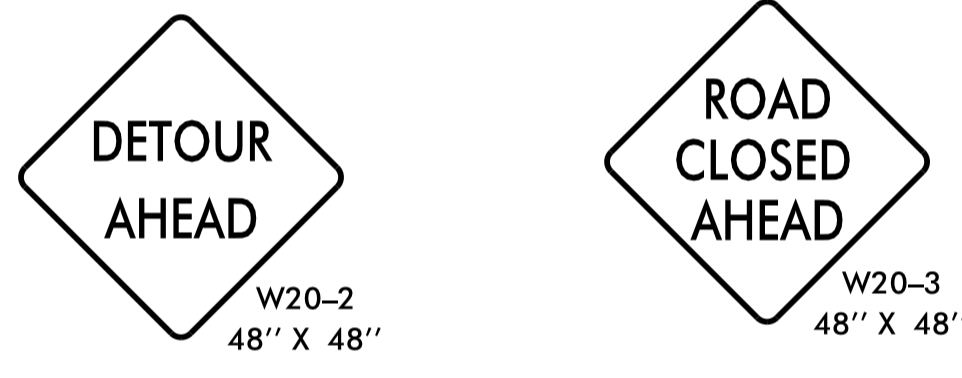
C1

7 DAYS PRIOR TO CLOSURE

MESSAGE NO. 1	MESSAGE NO. 2
NC 42 TO CLOSE	FROM DATE TO DATE

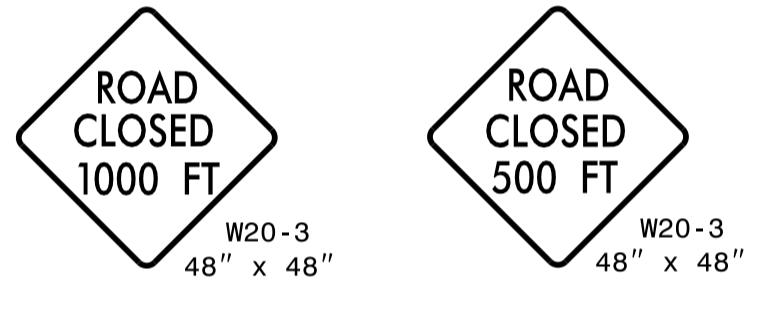
CHANGEABLE MESSAGE SIGN

C1



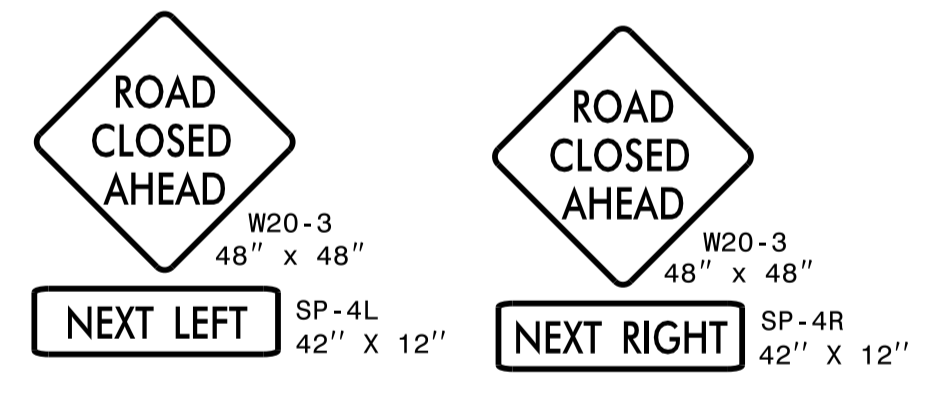
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B



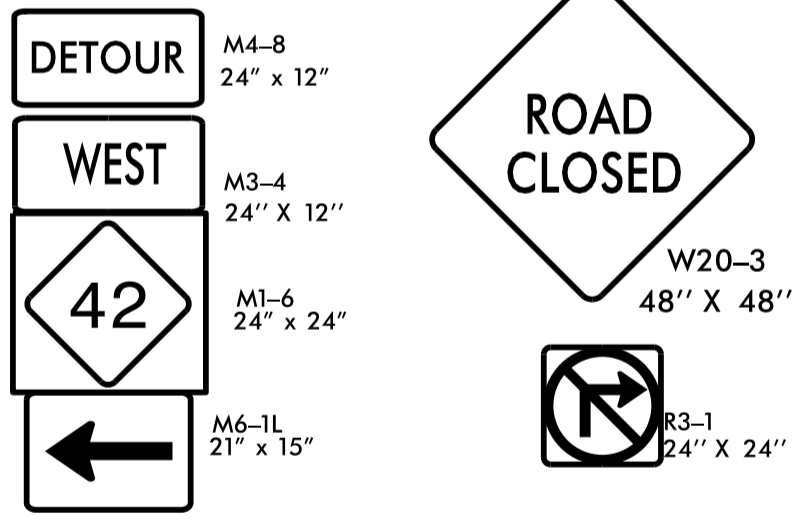
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D



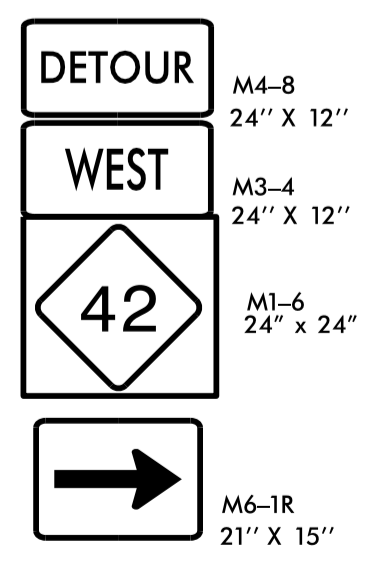
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F

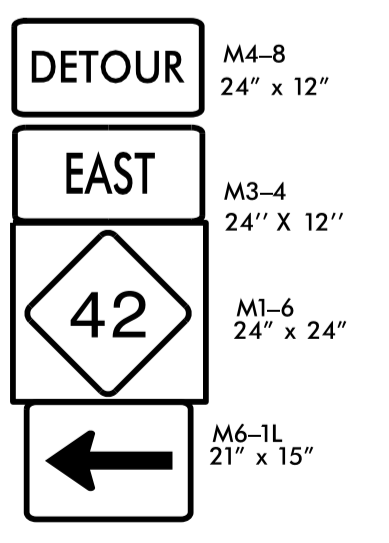


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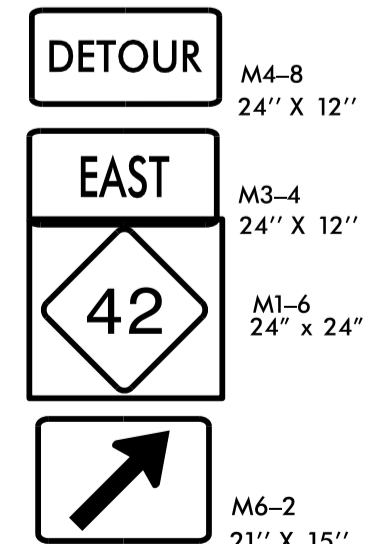
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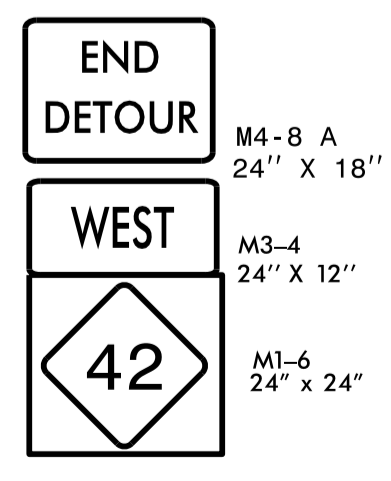
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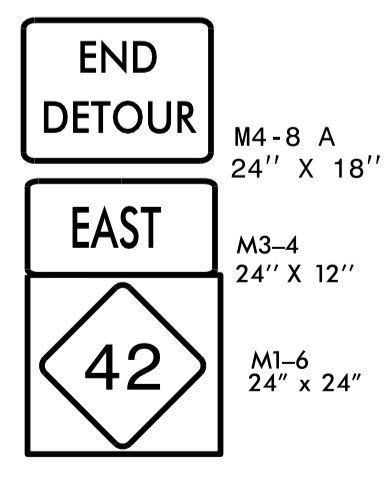
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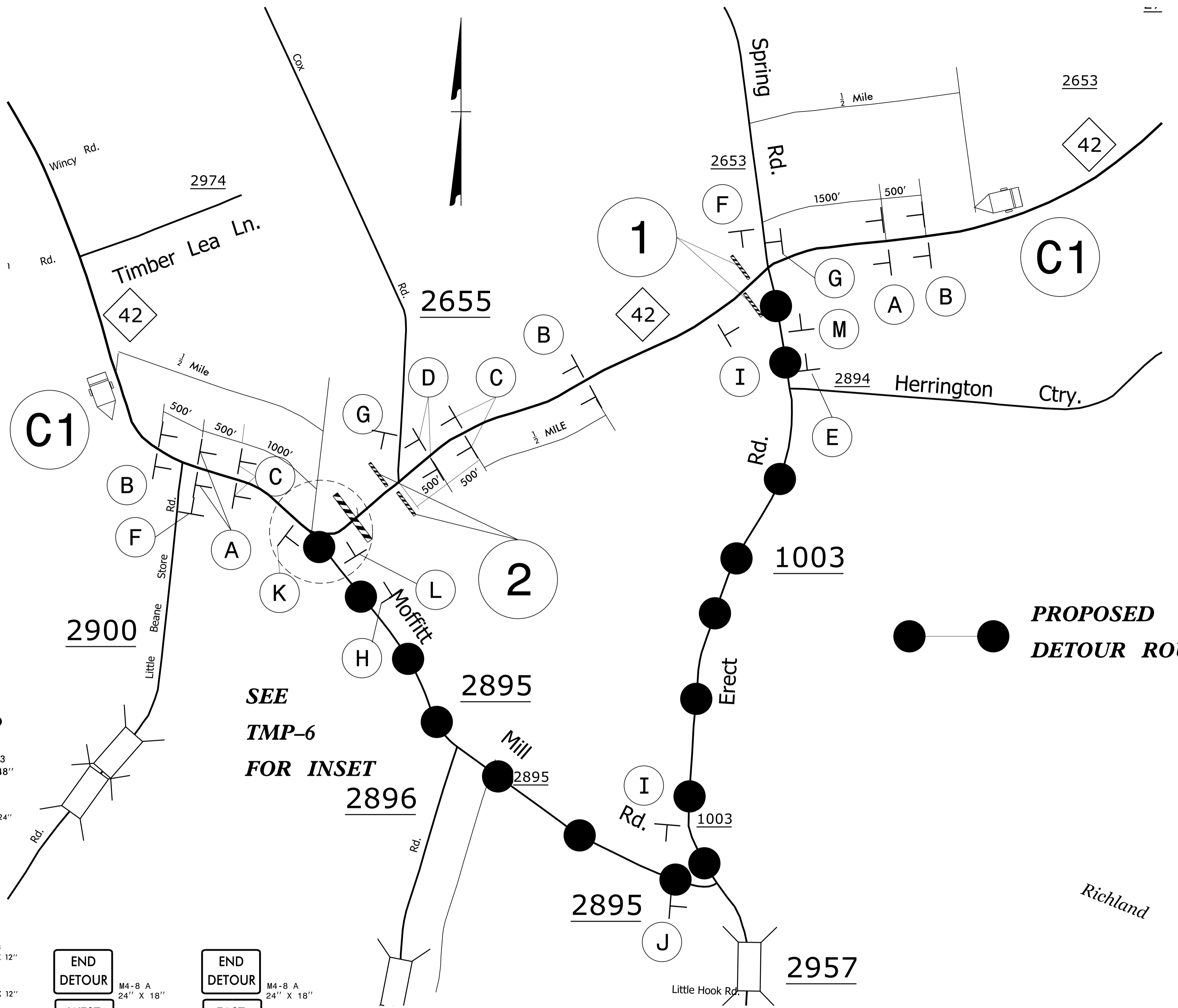
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L



M



SEE
TMP-6
FOR INSET

**PROPOSED
DETOUR ROUTE**

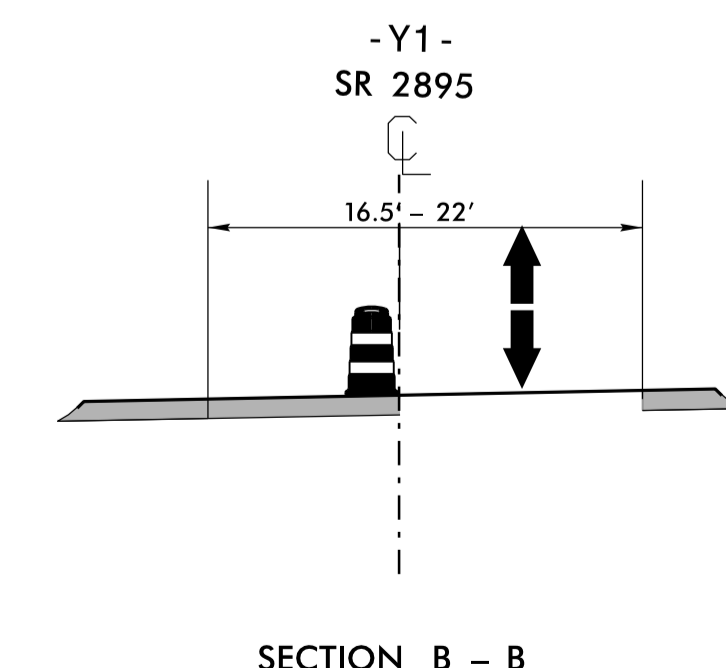
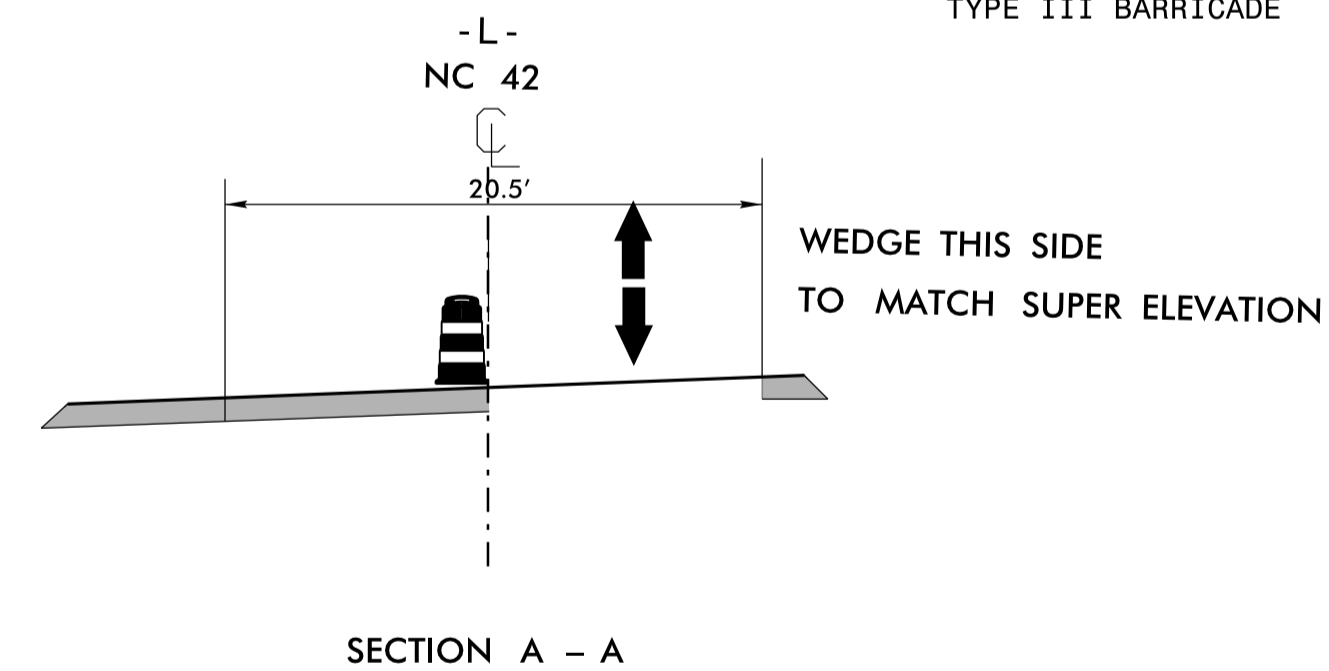
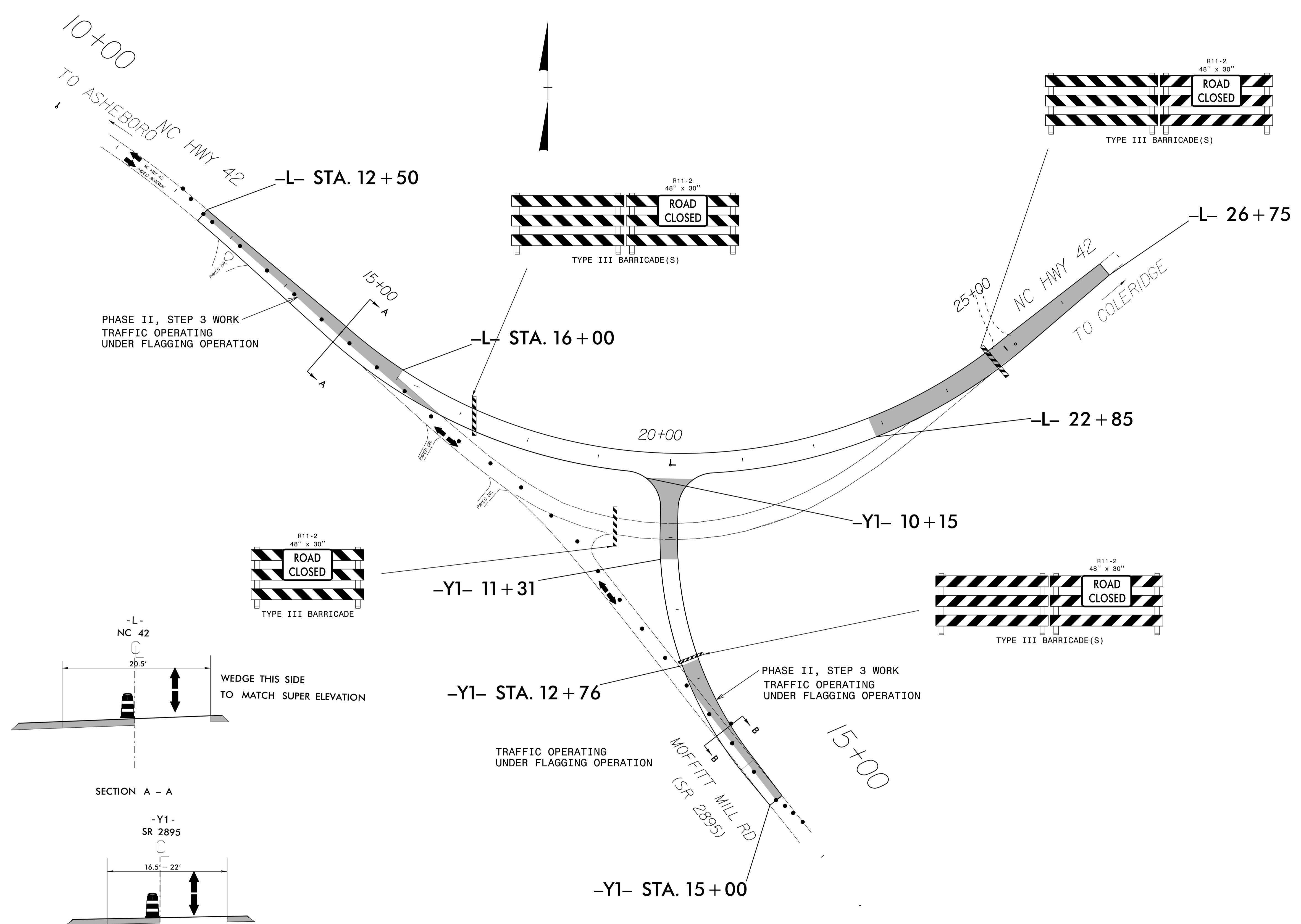
APPROVED: *Greg S Davis*
DATE: 6/12/2017

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

**OFF-SITE DETOUR
DETAIL**



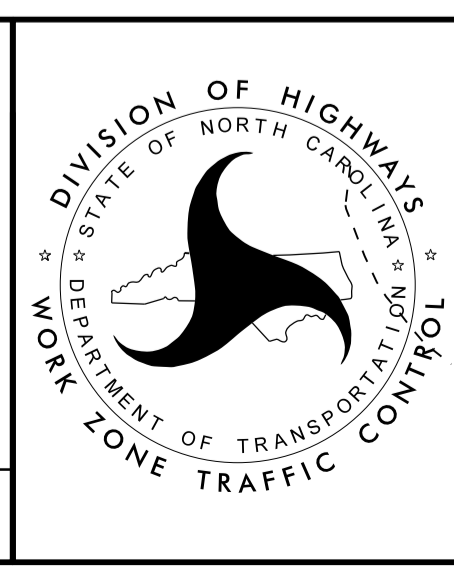
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DATE: 6/12/2017

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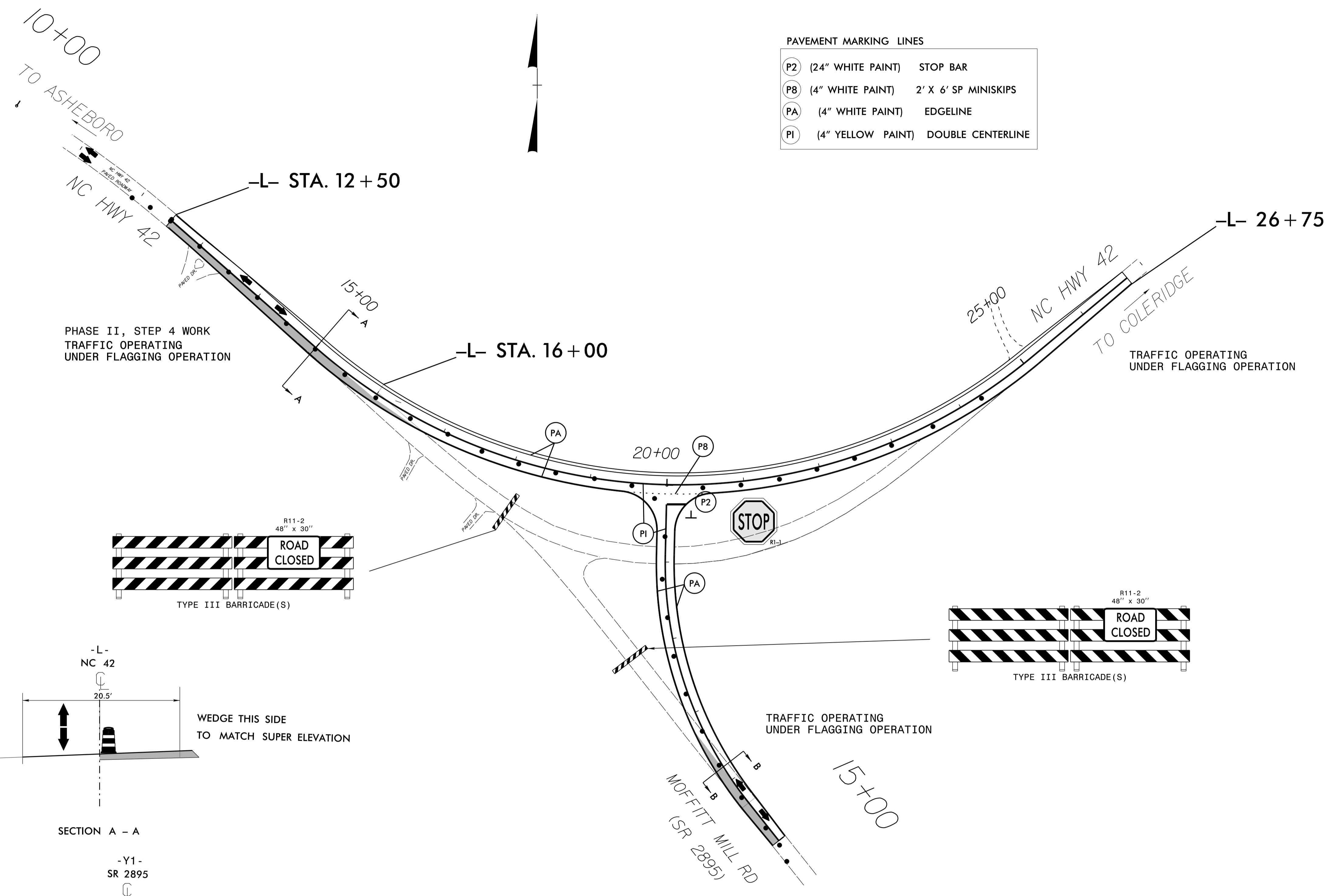
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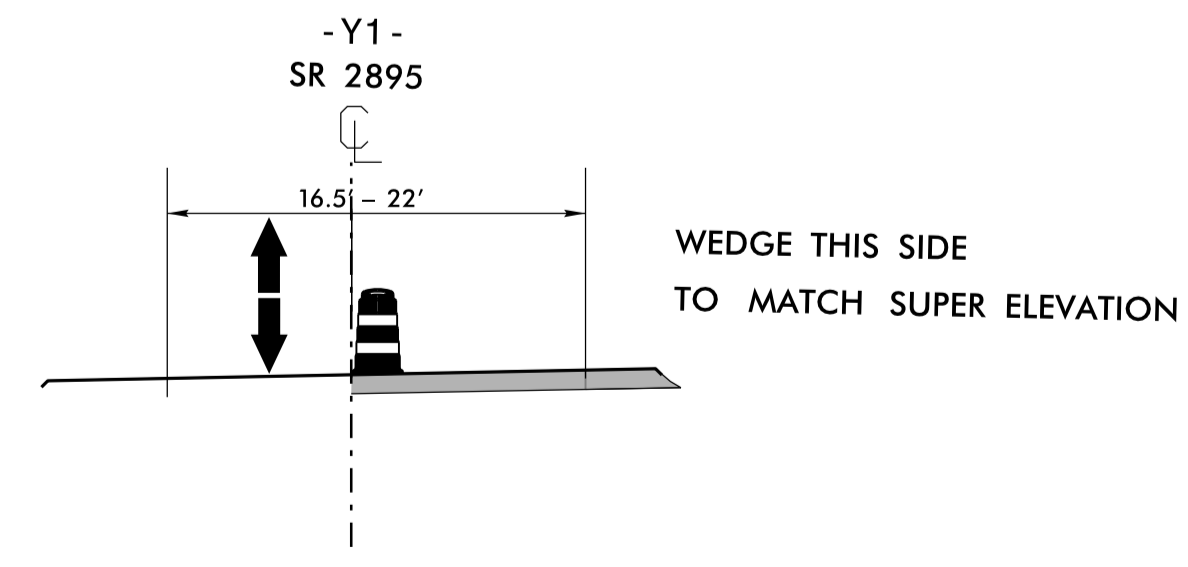
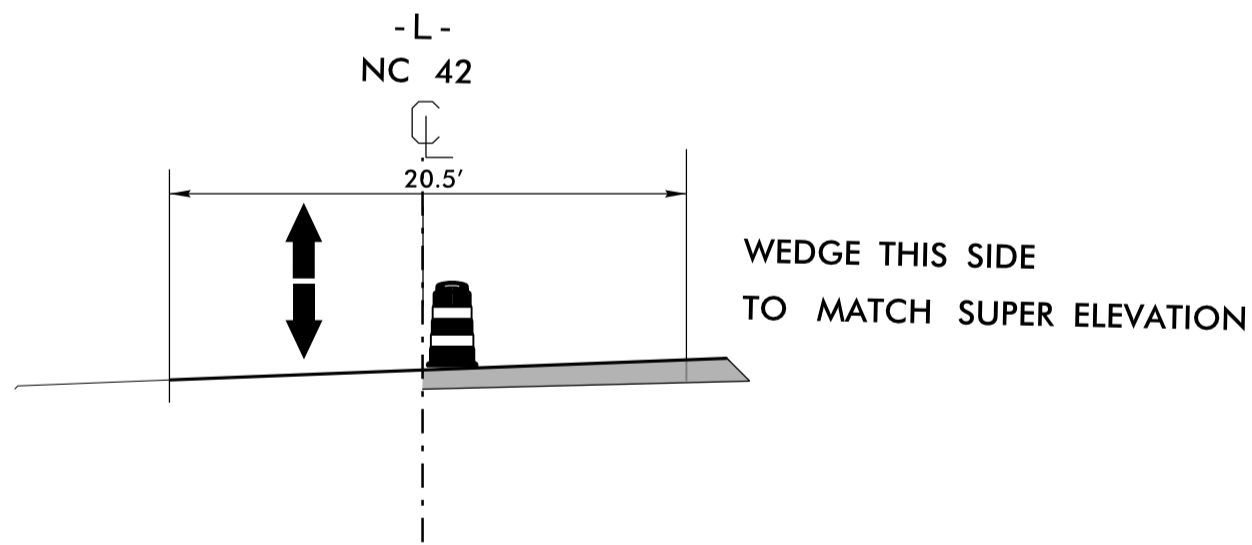
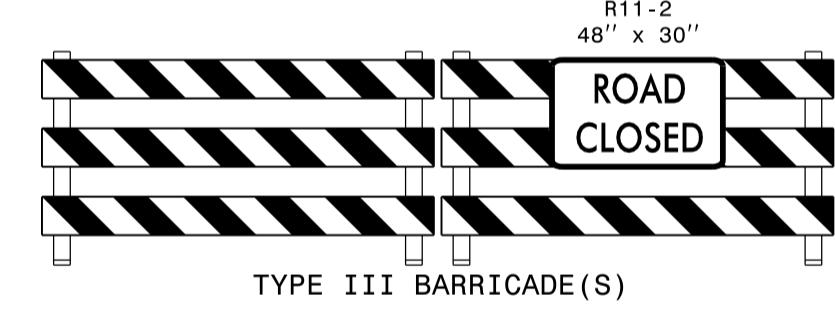
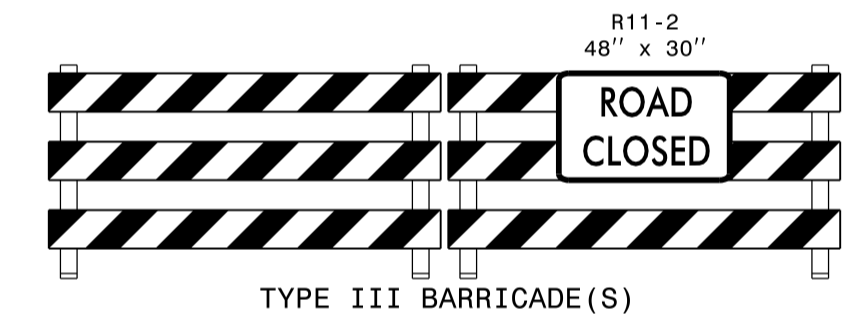
PHASE II, STEP 3 DETAIL

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PAVEMENT MARKING LINES

P2	(24" WHITE PAINT)	STOP BAR
P8	(4" WHITE PAINT)	2' X 6' SP MINISKIPS
PA	(4" WHITE PAINT)	EDGE LINE
PI	(4" YELLOW PAINT)	DOUBLE CENTERLINE



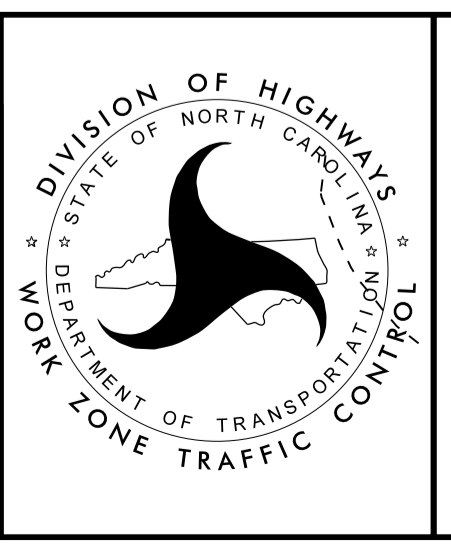
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DIVISION DESIGN & CONSTRUCT ENGINEER

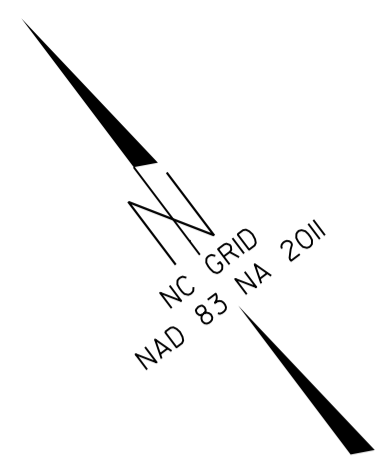
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DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

**PHASE II
STEP 4 DETAIL**

PROJECT REFERENCE NO. W-5601HV	SHEET NO. PM-1
R/W SHEET NO.	
	
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PAVEMENT MARKING LEGEND	
 ---CRYSTAL / RED PAVEMENT MARKER	
 ---YELLOW / YELLOW PAVEMENT MARKER	
 ---CRYSTAL / CRYSTAL PAVEMENT MARKER	



10+00

15+00

MATCH LINE -L- 17+00
SEE SHEET PM 2

-L- 12+50
BEGIN (TA)
(TI)

PAVEMENT MARKING LINES


TA - THERMOPLASTIC (4" WHITE, 90 MILS) EDGE LINE
 TI - THERMOPLASTIC (4" YELLOW, 120 MILS) DOUBLE CENTERLINE

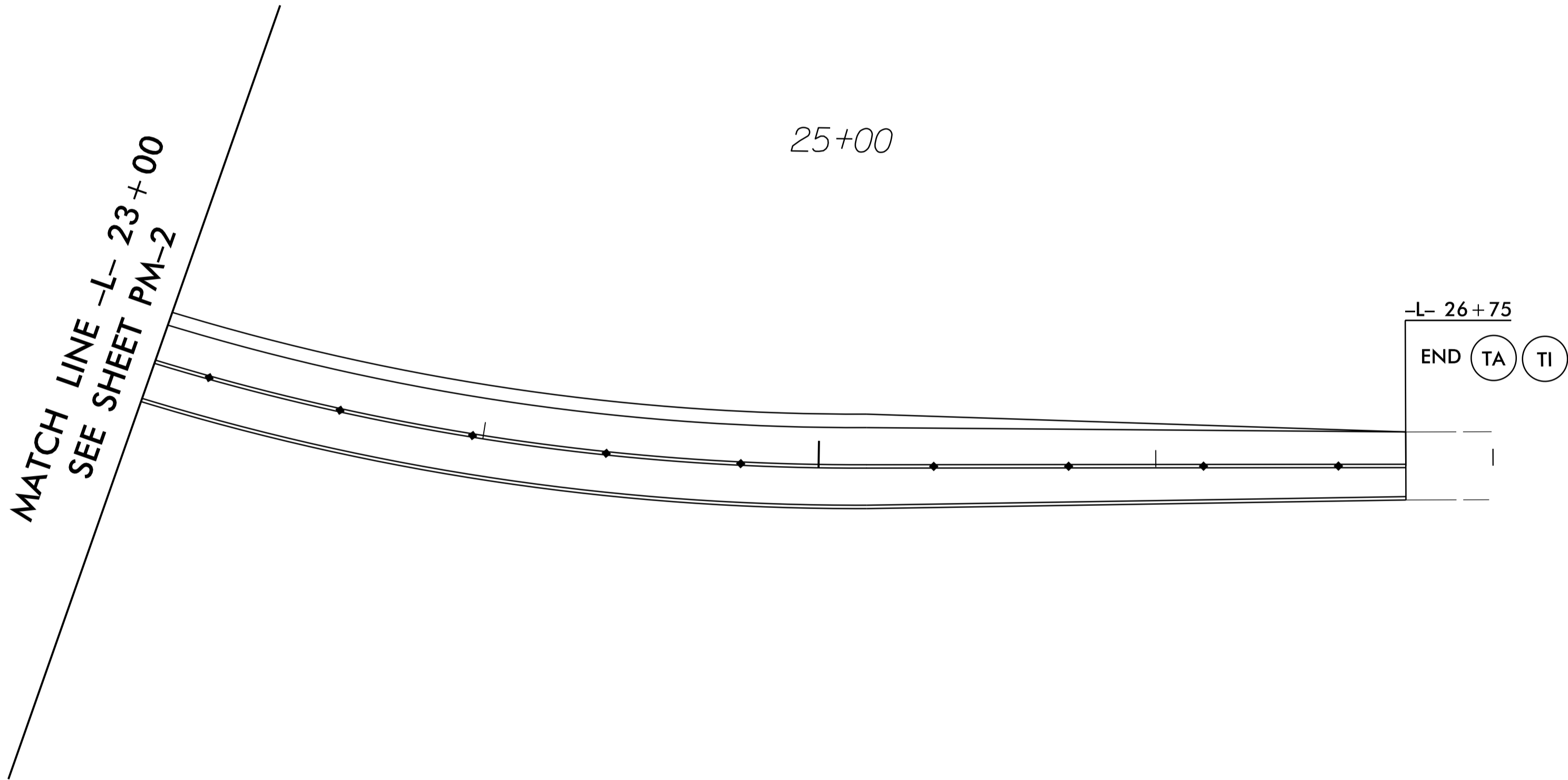
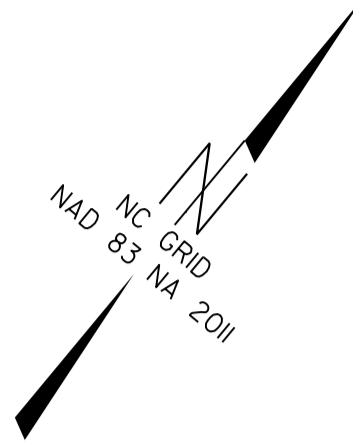


REVISIONS

8/17/99

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PROJECT REFERENCE NO. W-5601HV	SHEET NO. PM-3
R/W SHEET NO.	
	
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DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
PAVEMENT MARKING LEGEND	
<ul style="list-style-type: none"> ▬ ---CRYSTAL / RED PAVEMENT MARKER ◆ ---YELLOW / YELLOW PAVEMENT MARKER □ ---CRYSTAL / CRYSTAL PAVEMENT MARKER 	



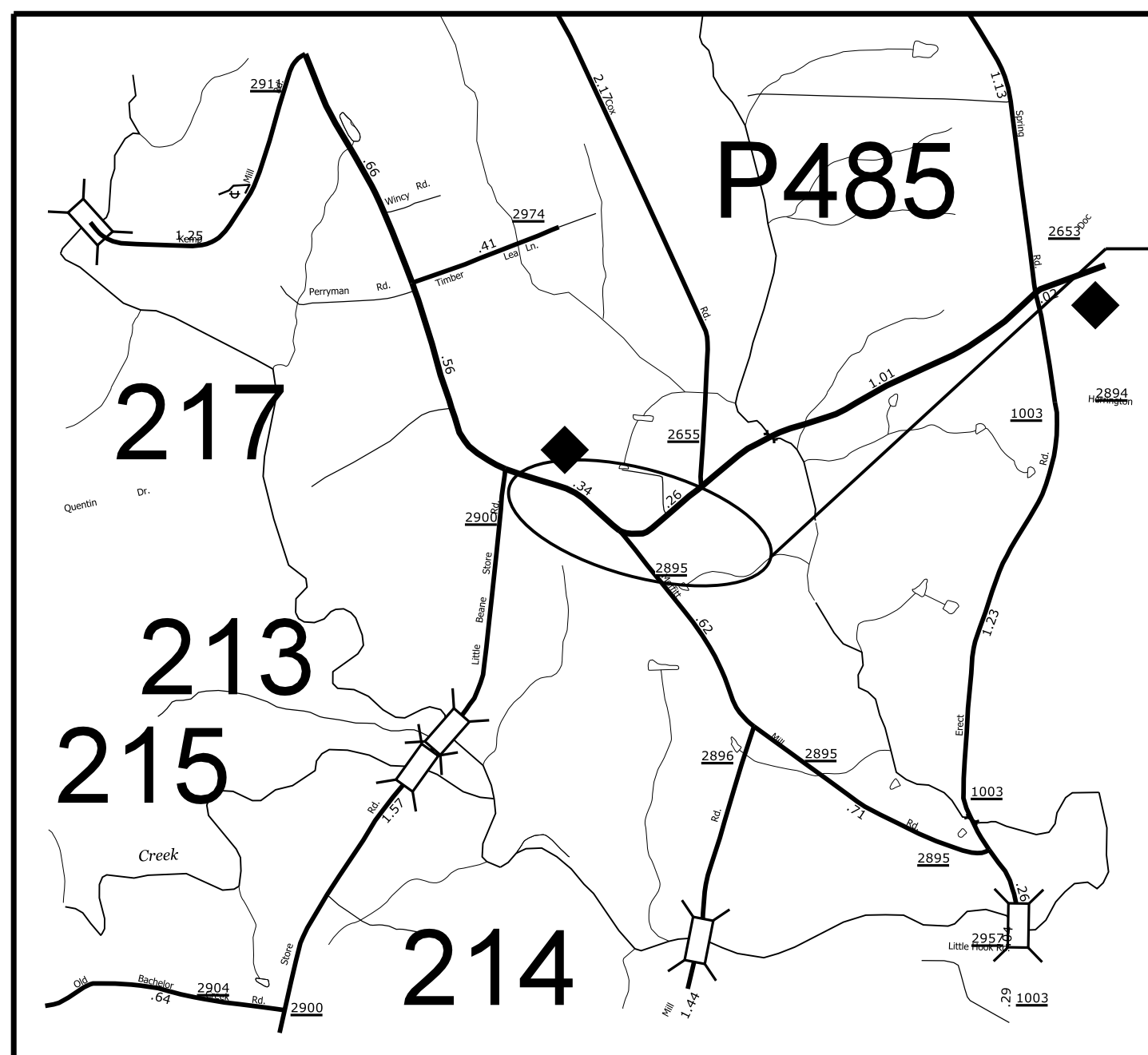
PAVEMENT MARKING LINES

TA - THERMOPLASTIC (4" WHITE, 90 MILS) EDGE LINE
 TI - THERMOPLASTIC (4" YELLOW, 120 MILS) DOUBLE CENTERLINE

REVISIONS

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PROJECT: W-5601HV

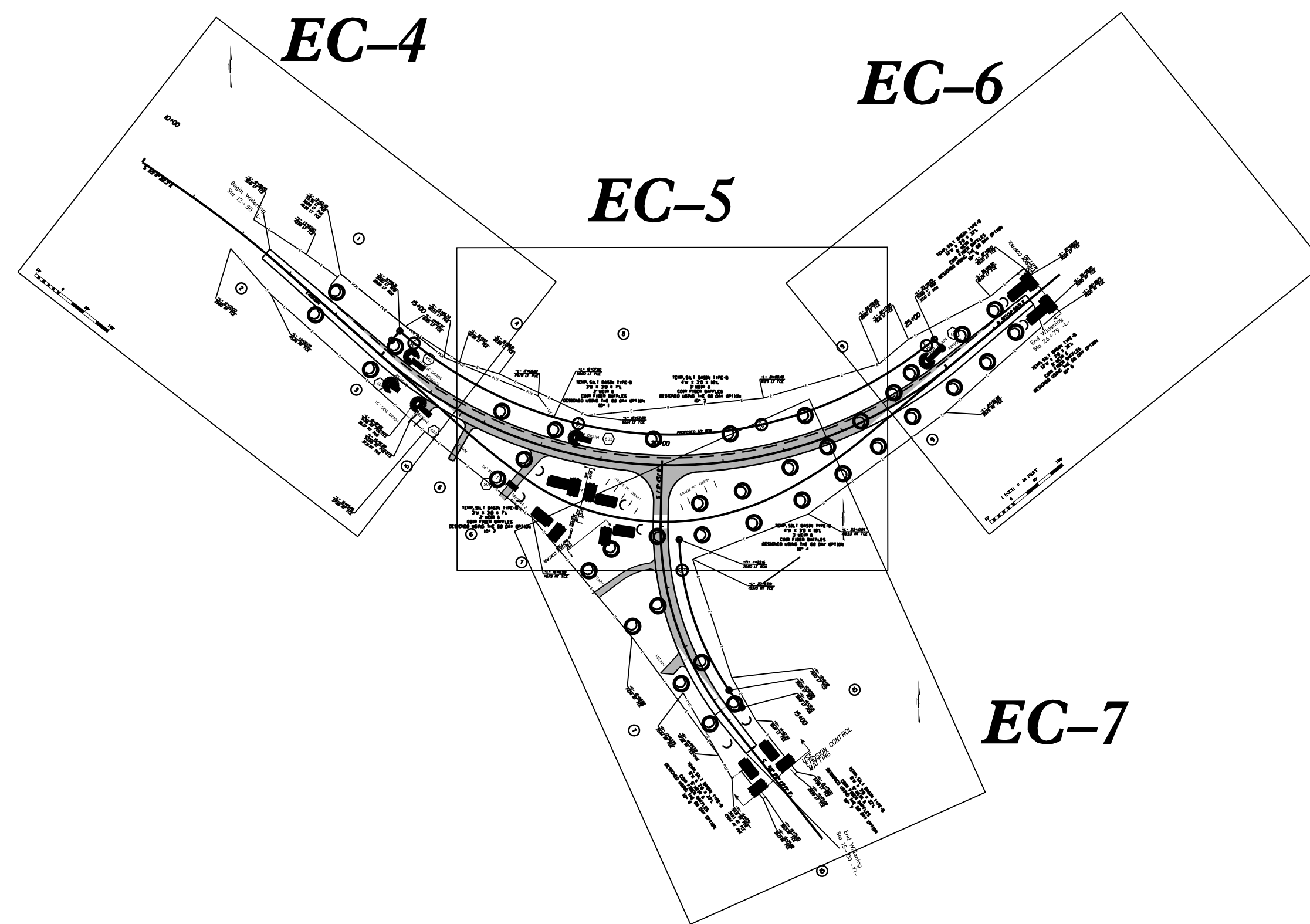


PROJECT LOCATION

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PLAN FOR PROPOSED
HIGHWAY EROSION CONTROL
RANDOLPH COUNTY

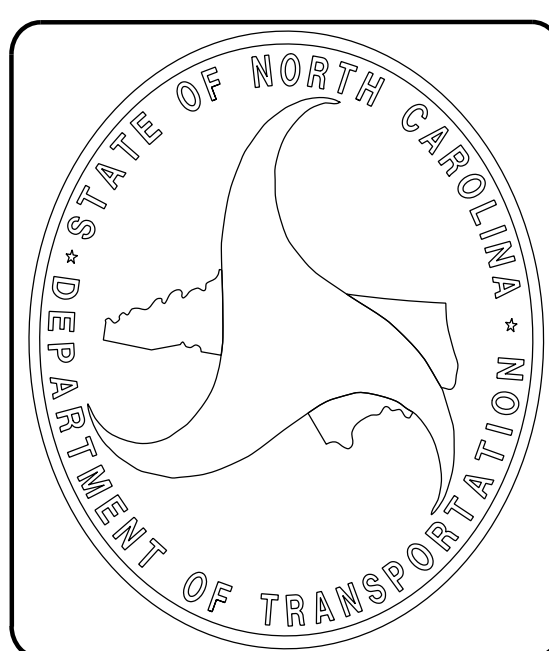
LOCATION: NC 42 NORTH OF COLERIDGE AT THE INTERSECTION OF SR 2895 (MOFFITT MILL ROAD)
TYPE OF WORK: GRADING, PAVING, EROSION CONTROL, AND THERMOPLASTIC MARKINGS & MARKERS



STATE	WBS ELEMENT	SHEET NO.	TOTAL SHEETS
N.C.	W-5601HV	EC-1	
WBS ELEMENT	F.A. PROJ. NO.	DESCRIPTION	
50138.1.231		PE	
50138.3.231		CONST.	

Std. #	Description	Symbol
1605.01	Temporary Silt Fence	
1606.01	Special Sediment Control Fence	△△△△△
1622.01	Temporary Berms and Slope Drains	— T —
1630.02	Silt Basin Type B	▨
1630.03	Temporary Silt Ditch	— TSD —
1630.05	Temporary Diversion	— TD —
1630.06	Special Stilling Basin	
1632.03	Rock Inlet Sediment Trap Type C	□
1633.01	Temporary Rock Silt Check Type-A	⊗
	Temporary Rock Silt Check Type-A with Matting and Polyacrylamide (PAM)	⊗
	Temporary Rock Silt Check Type-B	▶
	Wattle	⌒
	Wattle with Polyacrylamide (PAM)	⌒
1654.02	Temporary Rock Sediment Dam Type-B	⊓
1635.01	Rock Pipe Inlet Sediment Trap Type-A	⌒

These Erosion and Sediment Control Plans comply with the regulations set forth by the NCG010000 general construction permit effective August 3, 2011 issued by the north Carolina Department of Environment and Natural Resources Division of Water Quality.



Prepared By:
J. Howard Reedy, Jr.
Level III #3663
December 31, 2017

PROJECT CONTACTS:
District Engineer
Travis Morgan, PE
Design & Construct Engineer
Greg S. Davis, PE
Resident Engineer
Reuben Blakley, PE

PROJECT LENGTH
— 0.362 —

Prepared in the Office of:
DIVISION EIGHT
DIVISION DESIGN & CONSTRUCT UNIT
902 N Sandhills Blvd.
PO Box 1067
Aberdeen, 28315

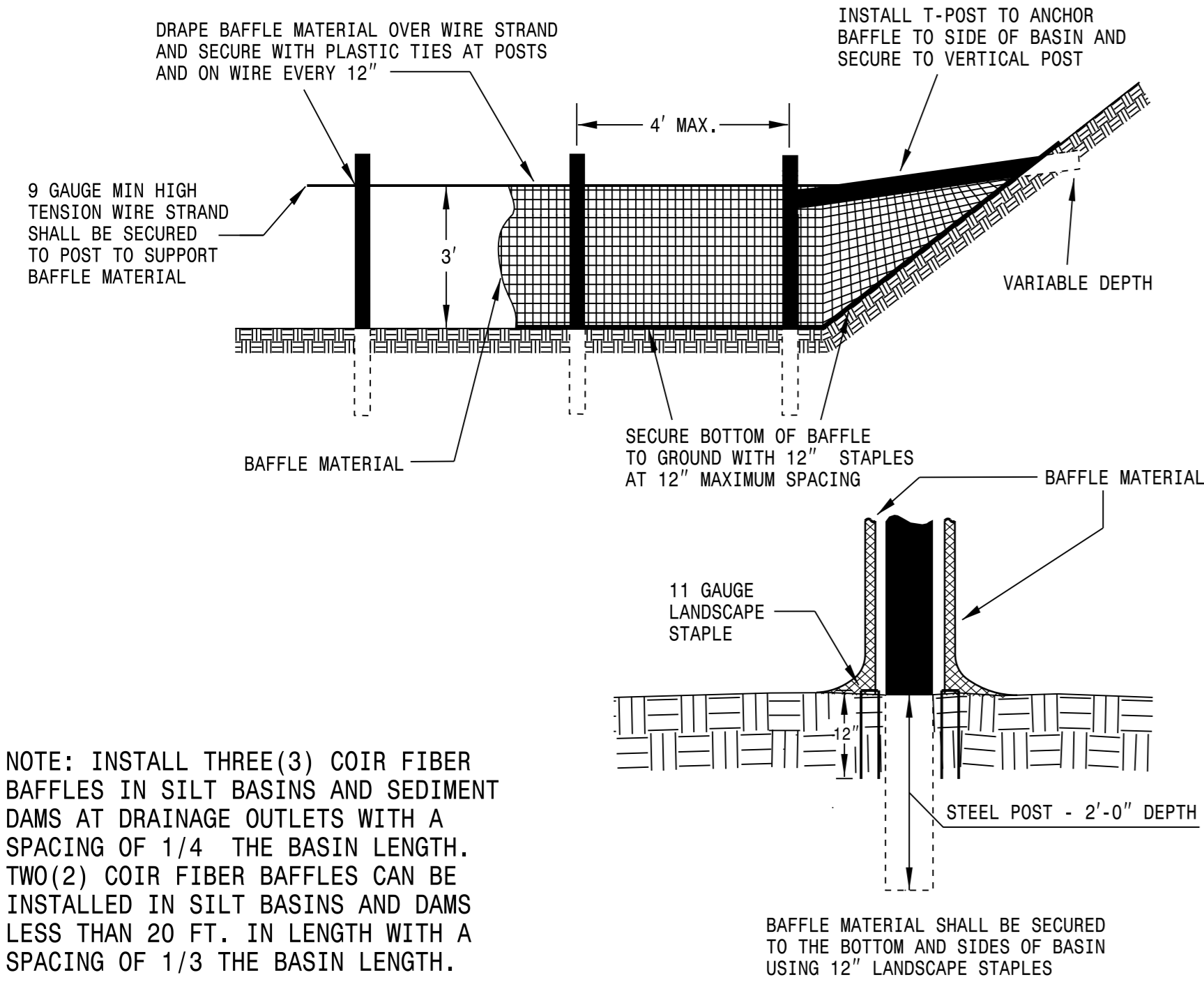
2012 STANDARD SPECIFICATIONS

Roadway Standard Drawings

The following roadway ENGLISH standards as appear in "Roadway Standard Drawings"- Roadway Design Unit - N. C. Department of Transportation - Raleigh, N. C., dated January 20, 2012 and the latest revision thereto are applicable to this project and by reference hereby are considered a part of these plans.

1605.01 Temporary Silt Fence	1632.01 Rock Inlet Sediment Trap Type A
1606.01 Special Sediment Control Fence	1632.03 Rock Inlet Sediment Trap Type C
1622.01 Temporary Berms and Slope Drains	1633.01 Temporary Rock Silt Check Type A
1630.01 Riser Basin	1633.02 Temporary Rock Silt Check Type B
1630.02 Silt Basin Type B	1634.01 Temporary Rock Sediment Dam Type A
1630.03 Temporary Silt Ditch	1634.02 Temporary Rock Sediment Dam Type B
1630.04 Stilling Basin	1635.01 Rock Pipe Inlet Sediment Trap Type A
1630.05 Temporary Diversion	1636.01 Rock Silt Screen

COIR FIBER BAFFLE DETAIL



EROSION CONTROL DETAILS AND SPECIFICATIONS

STD.#	DESCRIPTION	SYMBOL
1630.03	TEMPORARY SILT DITCH	TSD
1630.05	TEMPORARY DIVERSION	TD
1605.01	TEMPORARY SILT FENCE	///
1622.01	GUIDE FOR TEMPORARY BERMS & SLOPE DRAINS	←
1630.01	Riser Basin	
1630.02	SILT BASIN TYPE-B	
1633.01	TEMPORARY ROCK SILT CHECK TYPE-A	
	Wattle	
1633.02	TEMPORARY ROCK SILT CHECK TYPE-B	
1634.01	TEMPORARY ROCK SEDIMENT DAM TYPE-A	
1634.02	TEMPORARY ROCK SEDIMENT DAM TYPE-B	
1635.01	ROCK PIPE INLET SEDIMENT TRAP TYPE A	
1636.01	ROCK SILT SCREEN	
1630.04	STILLING BASIN FOR PUMPED EFFLUENT	
	ROCK INLET SEDIMENT PROTECTION	
1632.01	TRAP TYPE-A	A OR
1632.02	TRAP TYPE-B	B OR
1632.03	TRAP TYPE-C	C OR

NARRATIVE

1. SOIL TYPE: CLAY SAND
2. IS THE PROJECT LOCATED IN A HIGH QUALITY WATER ZONE? YES NO
3. ARE THERE ANY WETLANDS ADJOINING THIS PROJECT? YES NO

SITE DESCRIPTION

This project is located at the intersection of NC 42 and SR 2895 (Moffitt Mill Rd). The area surrounding this project primarily consists of wooded and grassy areas and single family dwellings. The drainage consists of roadway ditches that lead to existing ditches and drainage structures.

PROJECT DESCRIPTION

The project will consist of clearing, grubbing, draining, setting up the base and paving. The major land disturbing activities will consist of clearing and grading within the right of way. Temporary and permanent erosion control measures will be installed.

MAINTENANCE SCHEDULE

1. INSPECT WEEKLY AND AFTER EACH RAINFALL USE THE DEPARTMENT OF TRANSPORTATION'S EROSION CONTROL INSPECTION REPORT.
2. MAINTAIN EROSION CONTROL DEVICES AS FOLLOWS:
 - A. SILT DITCH - REMOVE SEDIMENT FROM THE FLOW AREA AND REPAIR THE DIVERSION RIDGE - CAREFULLY CHECK OUTLETS AND MAKE TIMELY REPAIRS AS NEEDED.
 - B. SILT FENCE - REMOVE SEDIMENT DEPOSITS AS NECESSARY TO PROVIDE ADEQUATE STORAGE VOLUME FOR THE NEXT RAIN AND TO REDUCE PRESSURE ON THE FENCE - AVOID UNDERMINING THE FENCE.
 - C. SLOPE DRAINS - INSPECT THE SLOPE DRAINS AND SUPPORTING DIVERSIONS.
 - D. SEDIMENT BASIN - REMOVE SEDIMENT AND RESTORE THE BASIN TO ITS ORIGINAL DIMENSIONS WHEN SEDIMENT ACCUMULATES TO ONE-HALF THE DESIGN DEPTH - CHECK THE EMBANKMENT, SPILLWAYS, AND OUTLET FOR EROSION DAMAGE, AND INSPECT THE EMBANKMENT FOR PIPING AND SETTLEMENT - REMOVE ALL TRASH AND OTHER DEBRIS FROM THE RISER AND POOL AREA.
 - E. CHECK DAM - REMOVE SETTLEMENT ACCUMULATED BEHIND THE DAMS AS NEEDED TO PREVENT DAMAGE TO CHANNEL VEGETATION - ADD STONE TO DAMS AS NEEDED TO MAINTAIN DESIGN HEIGHT AND CROSS SECTION.
 - F. ROCK DAM - REMOVE SEDIMENT AND RESTORE ORIGINAL VOLUME WHEN SEDIMENT ACCUMULATES TO ONE-HALF THE DESIGN VOLUME - CHECK THE STRUCTURE FOR EROSION, PIPING, AND ROCK DISPLACEMENT AFTER EACH SIGNIFICANT RAINSTORM AND REPAIR IMMEDIATELY.
 - G. DROP INLET PROTECTION (TYPE C) - REMOVE SEDIMENT FROM THE POOL AREAS AS NECESSARY TO PROVIDE ADEQUATE STORAGE VOLUME FOR THE NEXT RAIN.
 - H. SEDIMENT TRAP - REMOVE SEDIMENT AND RESTORE THE TRAP TO ITS ORIGINAL DIMENSIONS WHEN SETTLEMENT HAS ACCUMULATED TO ONE-HALF THE DESIGN DEPTH OF THE TRAP - CHECK THE STRUCTURE FOR DAMAGE FROM EROSION OR PIPING TO ENSURE IT IS A MINIMUM OF 1.5 FT. BELOW THE LOW POINT OF THE EMBANKMENT.

NOTE: SEDIMENT SHOULD BE PLACED IN DESIGNATED DISPOSAL AREAS AND NOT ALLOWED TO FLOW INTO STREAMS OR DRAINAGE WAYS DURING STRUCTURE REMOVAL.
 NOTE: ALL SEDIMENT TRAPS/BASINS SHALL HAVE COIR FIBER BAFFLES.
 BASINS/TRAPS OVER 10 FT IN LENGTH SHALL HAVE TWO ROWS.
 NOTE: NO PAM TO USED WITH THE LAST BMT (WATTLE) AT OUTLET OF THE PROJECT

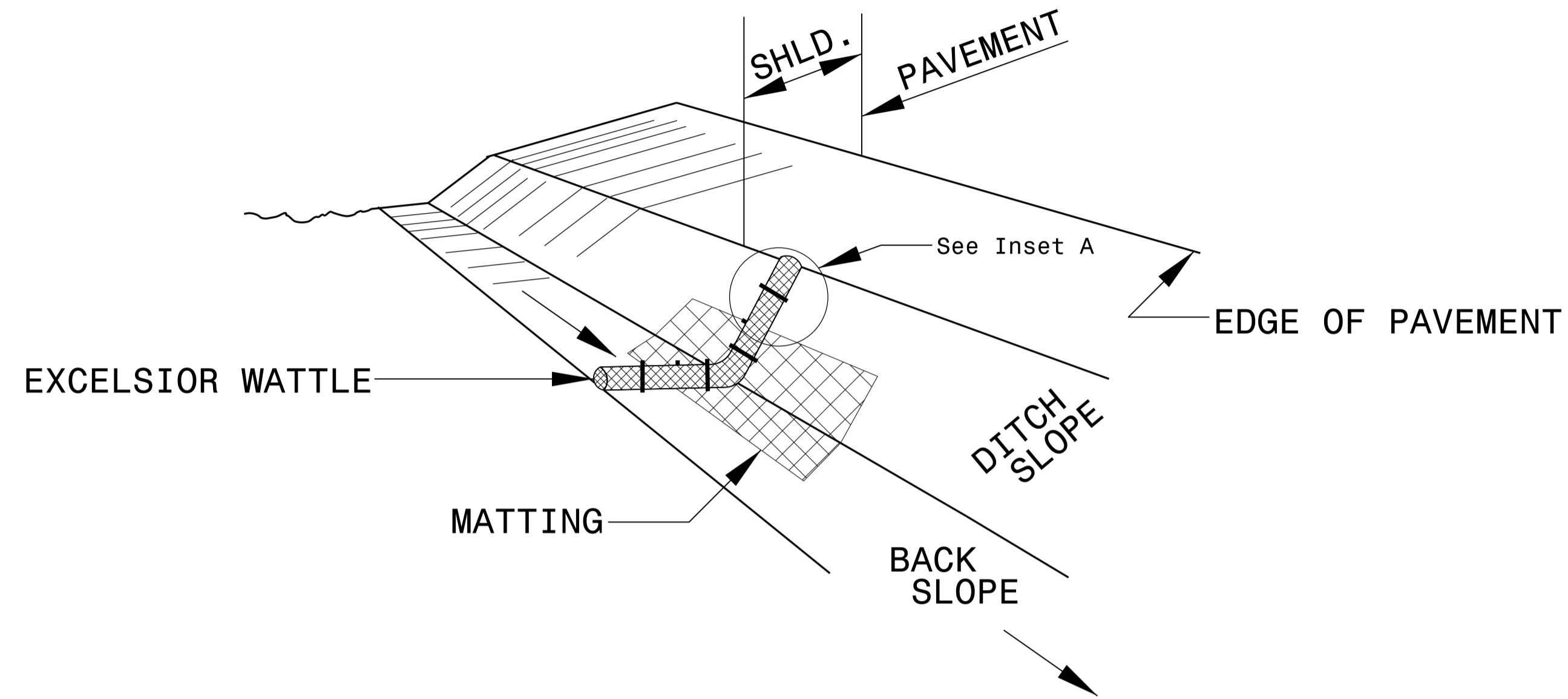
NOTE: The erosion control measures have been designed to provide a minimum of 43% of the storage calculated using the RUSLE2 analysis. These sections of disturbed area must then be permanently stabilized within 60 days from the time grading begins.

GENERAL CONSIDERATIONS

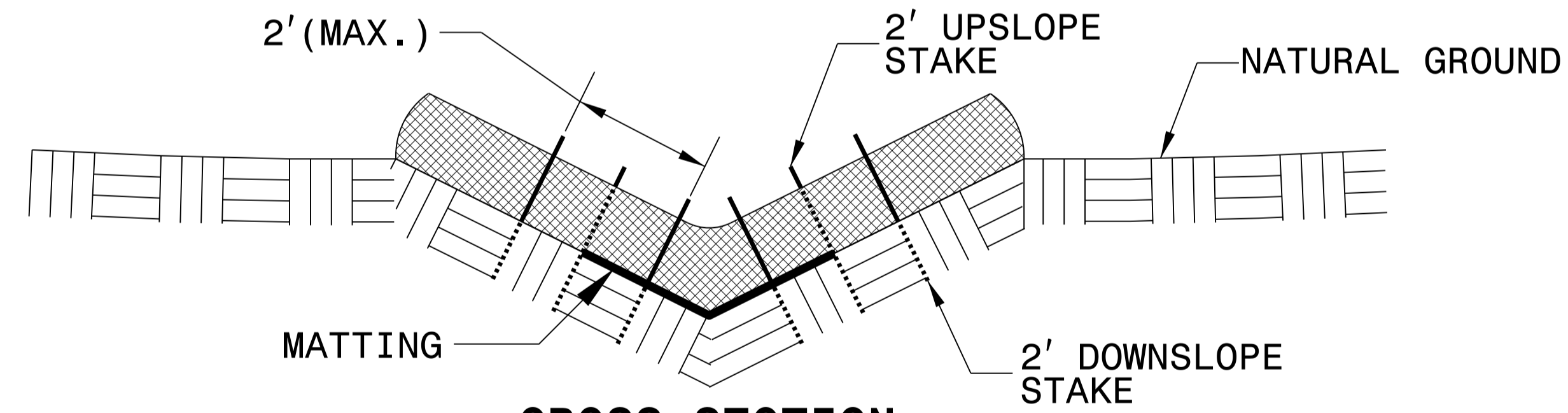
1. THE LAW REQUIRES INSTALLATION AND MAINTENANCE OF SUFFICIENT EROSION CONTROL PRACTICES TO RETAIN SEDIMENT WITHIN THE BOUNDARIES OF THE SITE. IT ALSO REQUIRES THAT SURFACES BE NON EROSION AND STABLE WITHIN 21 DAYS CALENDAR DAYS AFTER THE COMPLETION OF ANY PHASE OF GRADING.
2. FIT THE DEVELOPMENT TO THE SITE - FOLLOW THE NATURAL CONTOURS AS MUCH AS POSSIBLE. PRESERVE AND USE NATURAL DRAINAGE SYSTEMS.
3. LIMIT CLEARING AND GRUBBING - CLEARLY DEFINE WORK LIMIT LINES. GRADE TO MINIMIZE CUT-AND-FILL SLOPES, PRESERVE NATURAL BUFFER AREAS, AND LIMIT THE TIME THAT BARE SOIL IS EXPOSED.
4. PROTECT THE SOIL SURFACE - LIMIT THE EXTENT OF DISTURBANCE AND STABILIZE THE SOIL SURFACE IMMEDIATELY. ONCE THE SURFACE HAS BEEN DISTURBED, IT IS SUBJECT TO ACCELERATED EROSION AND SHOULD BE PROTECTED WITH APPROPRIATE COVER, SUCH AS MULCH OR VEGETATION IN AN EXPEDIENT MANNER.
5. SEDIMENT BASINS AND TRAPS - SELECT SITES AND INSTALL SEDIMENT BASINS AND TRAPS BEFORE OTHER CONSTRUCTION ACTIVITIES ARE STARTED. ALSO CONSIDER LOCATIONS FOR DIVERSIONS, OPEN CHANNELS, AND STORM DRAINS AT THIS TIME SO THAT ALL SEDIMENT-LADEN TO RUN OFF CAN BE DIRECTED TO AN IMPOUNDMENT STRUCTURE BEFORE LEAVING THE CONSTRUCTION SITE. INSTALL ALL MEASURES AND RELEASE POINTS PRIOR TO CLEARING AND GRUBBING.
6. ONCE AN AREA IS DISTURBED, IT IS SUBJECT TO ACCELERATED EROSION. EROSION CONTROL CAN BE ACHIEVED BY:
 - * LIMITING THE SIZE OF THE CLEARING AND TIME OF EXPOSURE BY PROPER SCHEDULING.
 - * REDUCING THE AMOUNT OF RUNOFF OVER THE DISTURBED SURFACE.
 - * LIMITING GRADES AND LENGTHS OF SLOPES, AND
 - * RE-ESTABLISHING PROTECTIVE COVER IMMEDIATELY AFTER LAND DISTURBING ACTIVITIES ARE COMPLETED OR WHEN CONSTRUCTION ACTIVITIES ARE DELAYED FOR THIRTY (30) OR MORE WORKING DAYS
7. STABILIZE CONSTRUCTION ACCESS AREAS, CONSTRUCTION ROADS, AND PARKING AREA DURING INITIAL ACTIVITIES. TRY TO KEEP ROAD GRADES TO A MINIMUM GENERALLY NEVER EXCEEDING 12%.
8. CLEAR BORROW AND WASTE DISPOSAL AREAS AS NEEDED AND PROTECT THEM FROM SURFACE RUNOFF. SLOPE ALL AREAS TO PROVIDE POSITIVE DRAINAGE, AND STABILIZE BARE SOIL SURFACES WITH PERMANENT VEGETATION OR MULCH AS SOON AS FINAL GRADES ARE PREPARED. DIRECT ALL RUNOFF THAT CONTAINS SEDIMENT TO A SEDIMENT-TRAPPING DEVICE. IN LARGE BORROW AND DISPOSAL SITES, SHAPE AND DEEPEN THE LOWER END TO FORM AN IN-PLACE SEDIMENT TRAP.
9. ONLY SEDIMENT-FREE RUNOFF MAY BE DISCHARGED FROM CONSTRUCTION SITES DIRECTLY INTO STREAMS. ENSURE THAT ALL OTHER FLOWS ENTER FROM DESILTING POOLS FORMED BY SEDIMENT TRAPS OR BARRIERS.
10. AREAS ADJOINING STREAMS SHOULD BE LEFT UNDISTURBED AS BUFFERS. WHERE NATURAL BUFFERS ARE NOT AVAILABLE, PROVIDE ARTIFICIAL BUFFERS. WHERE WORK IS REQUIRED ALONG A STREAM, PROVIDE MECHANICAL OR ARTIFICIAL BUFFER (25 FEET MINIMUM REQUIRED).
11. BEFORE MOVING TO NEXT JOB SITE, REVIEW ALL MEASURES FOR EFFECTIVENESS; MAKE ANY ADJUSTMENTS, CLEAR-OUTS, OR REPAIR; CALL ROADSIDE ENVIRONMENTAL DEPARTMENT FOR INSTALLATION OF A DITCH LINER AND SEEDING AND MULCHING OF ALL DISTURBED AREAS.
12. CONTINUE TO CHECK AND MAINTAIN ALL MEASURES AFTER EACH SIGNIFICANT RAINFALL UNTIL ALL DISTURBED AREAS BECOME STABILIZED.
13. FILL IN ALL SILT BASINS AND SILT DITCHES, REMOVE ALL SILT FENCES AND SLOPE DRAINS, REDISTRIBUTE ALL STONE FROM SILT CHECKS, SEDIMENT DAMS, AND SILT SCREENS. SEED AND MULCH DISTURBED AREAS.

PROJECT REFERENCE NO. W-5601HV	SHEET NO. EC-2A
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

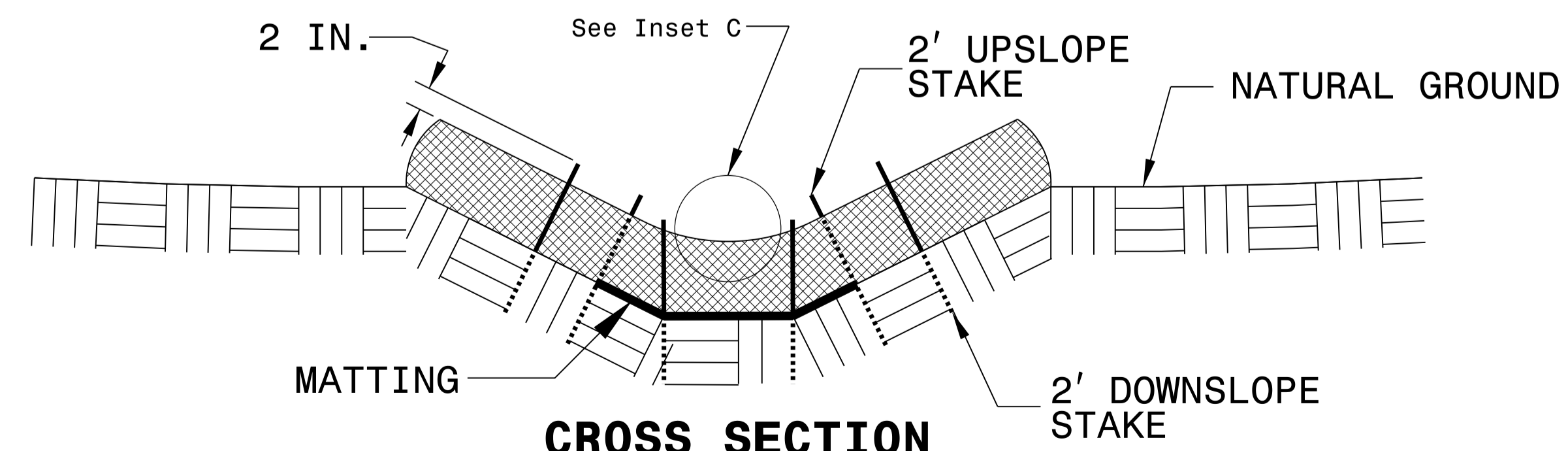
WATTLE WITH POLYACRYLAMIDE (PAM) DETAIL



ISOMETRIC VIEW

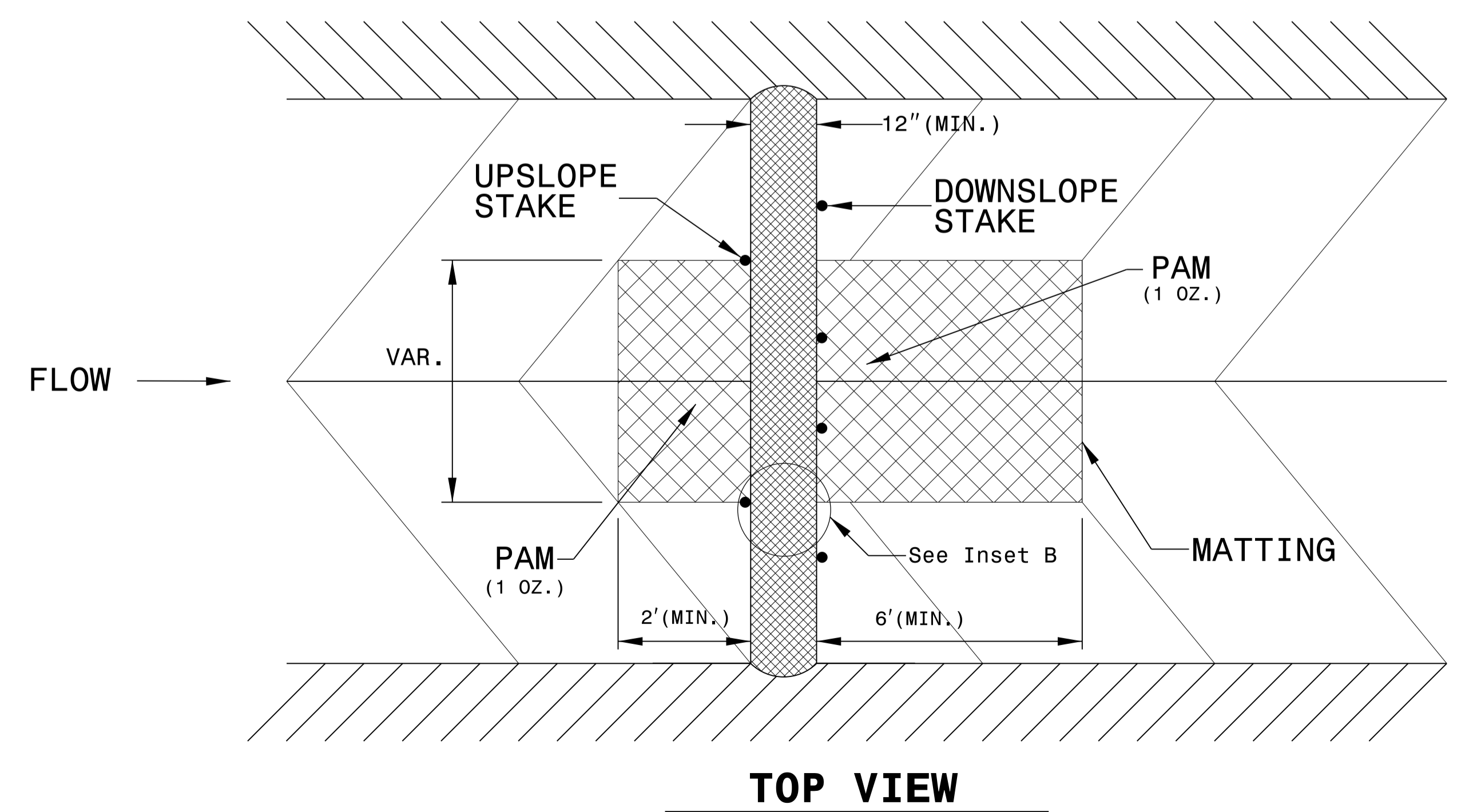
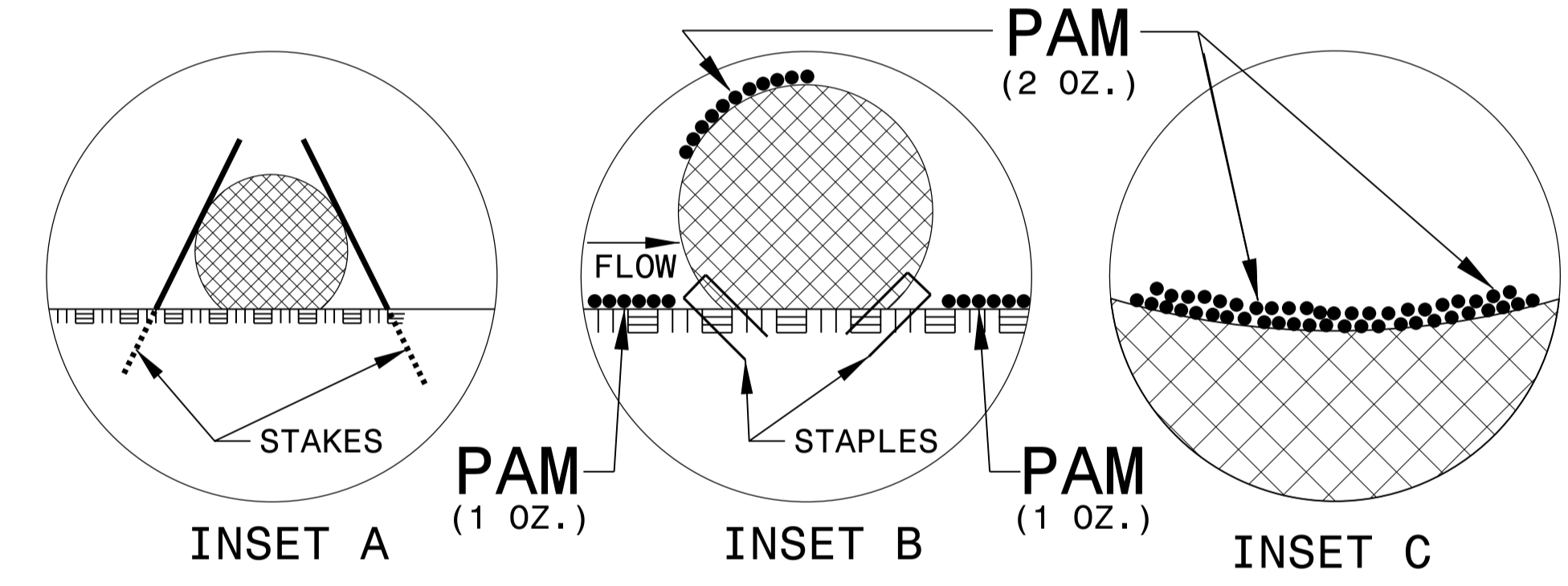


CROSS SECTION VEE DITCH



CROSS SECTION TRAPEZOIDAL DITCH

- NOTES:
- USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.
 - USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.
 - ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.
 - INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.
 - PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.
 - INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.
 - INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.
 - PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH WATTLE.
 - INITIALLY APPLY 2 OUNCES OF ANIONIC OR NEUTRALLY CHARGED PAM OVER WATTLE WHERE WATER WILL FLOW AND 1 OUNCE OF PAM ON MATTING ON EACH SIDE OF WATTLE. REAPPLY PAM AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.50 IN.



TOP VIEW

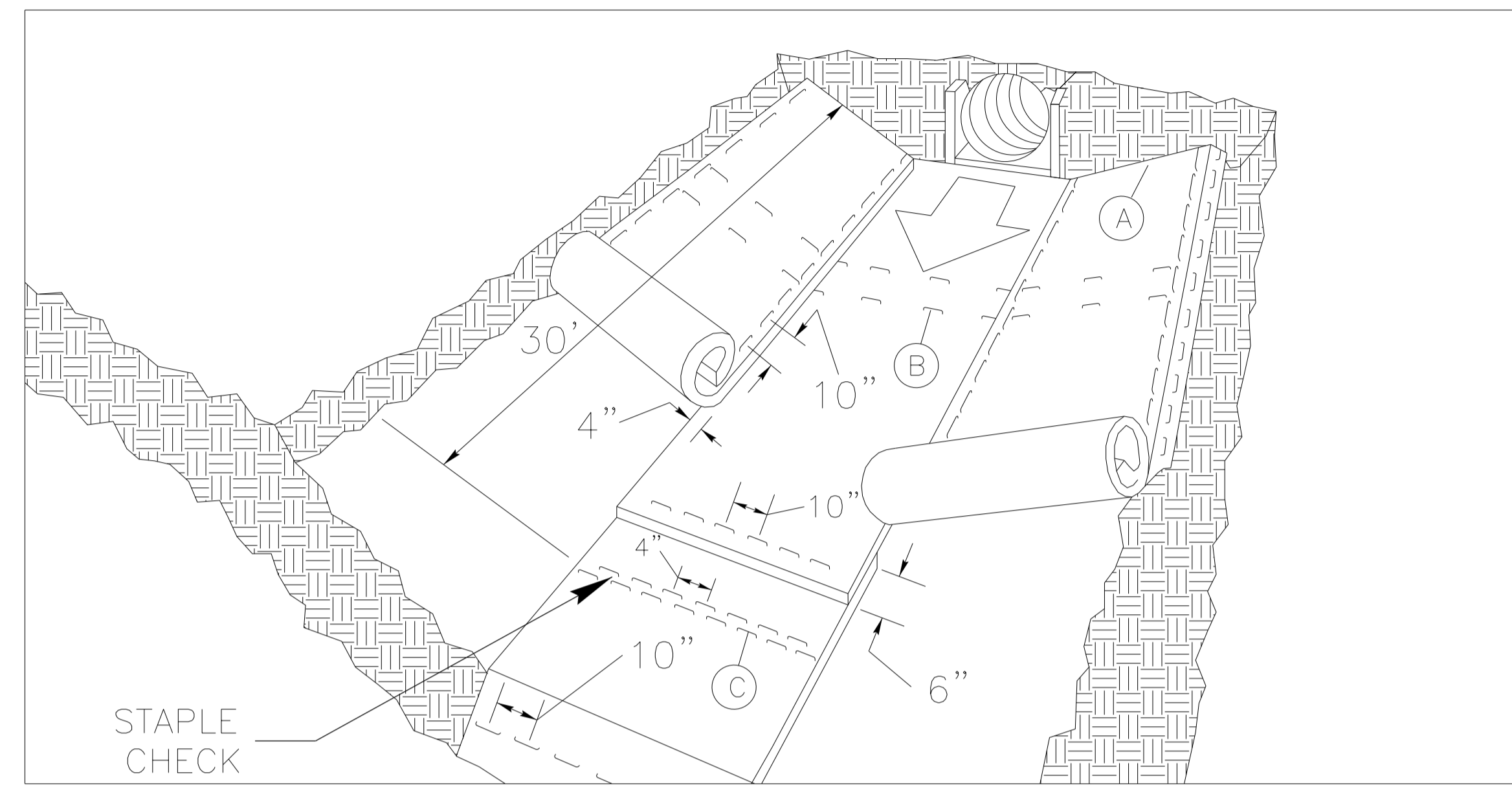
DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

SOIL STABILIZATION TIMEFRAMES

<i>SITE DESCRIPTION</i>	<i>STABILIZATION TIME</i>	<i>TIMEFRAME EXCEPTIONS</i>
PERIMETER DIKES, SWALES, DITCHES AND SLOPES	7 DAYS	NONE
HIGH QUALITY WATER (HQW) ZONES	7 DAYS	NONE
SLOPES STEEPER THAN 3:1	7 DAYS	IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED.
SLOPES 3:1 OR FLATTER	14 DAYS	7 DAYS FOR SLOPES GREATER THAN 50' IN LENGTH.
ALL OTHER AREAS WITH SLOPES FLATTER THAN 4:1	14 DAYS	NONE, EXCEPT FOR PERIMETERS AND HQW ZONES.

PROJECT REFERENCE NO. W-5601HV	SHEET NO. EC-3B
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

MATTING INSTALLATION DETAIL



MATTING IN DITCHES

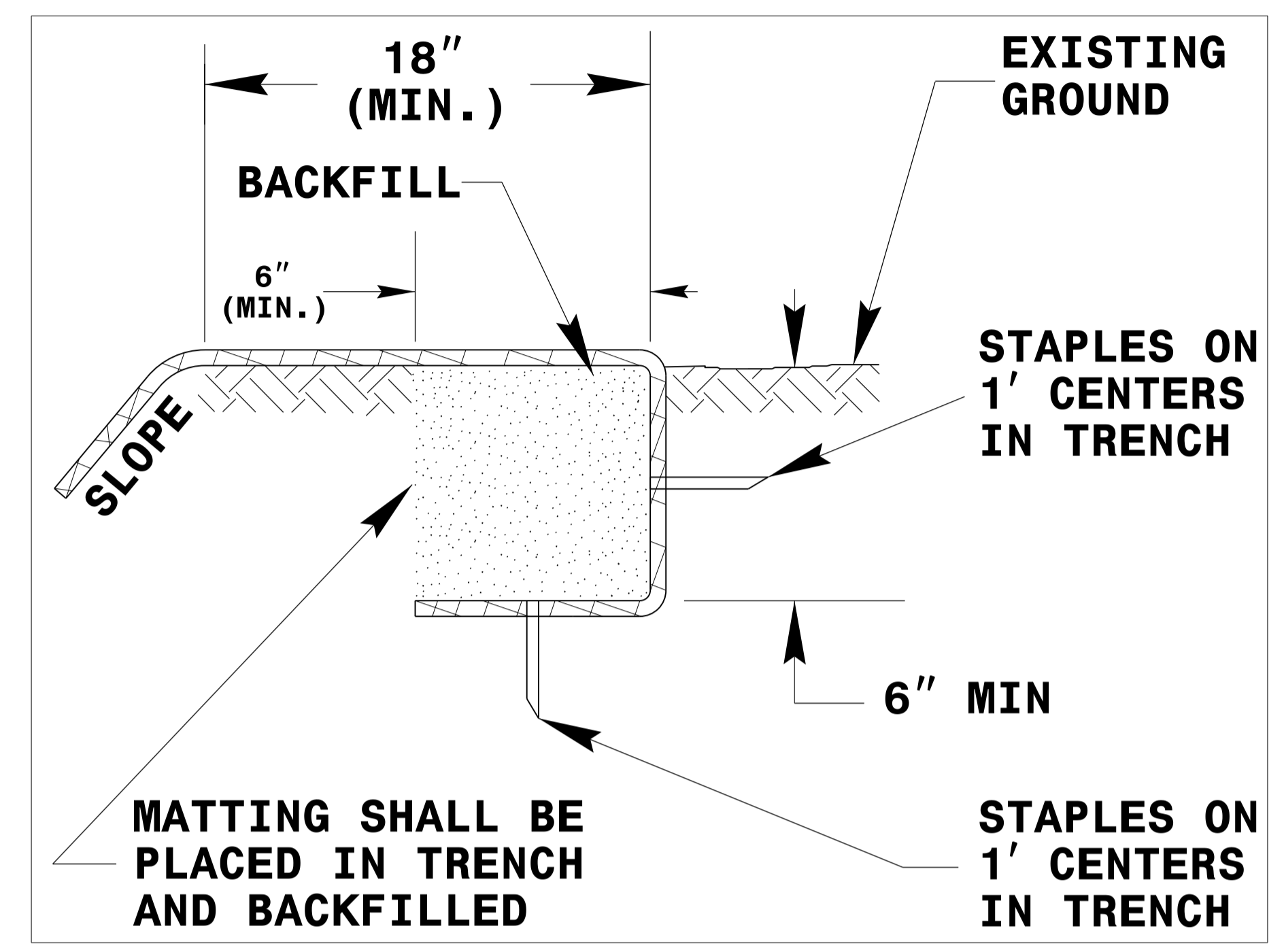
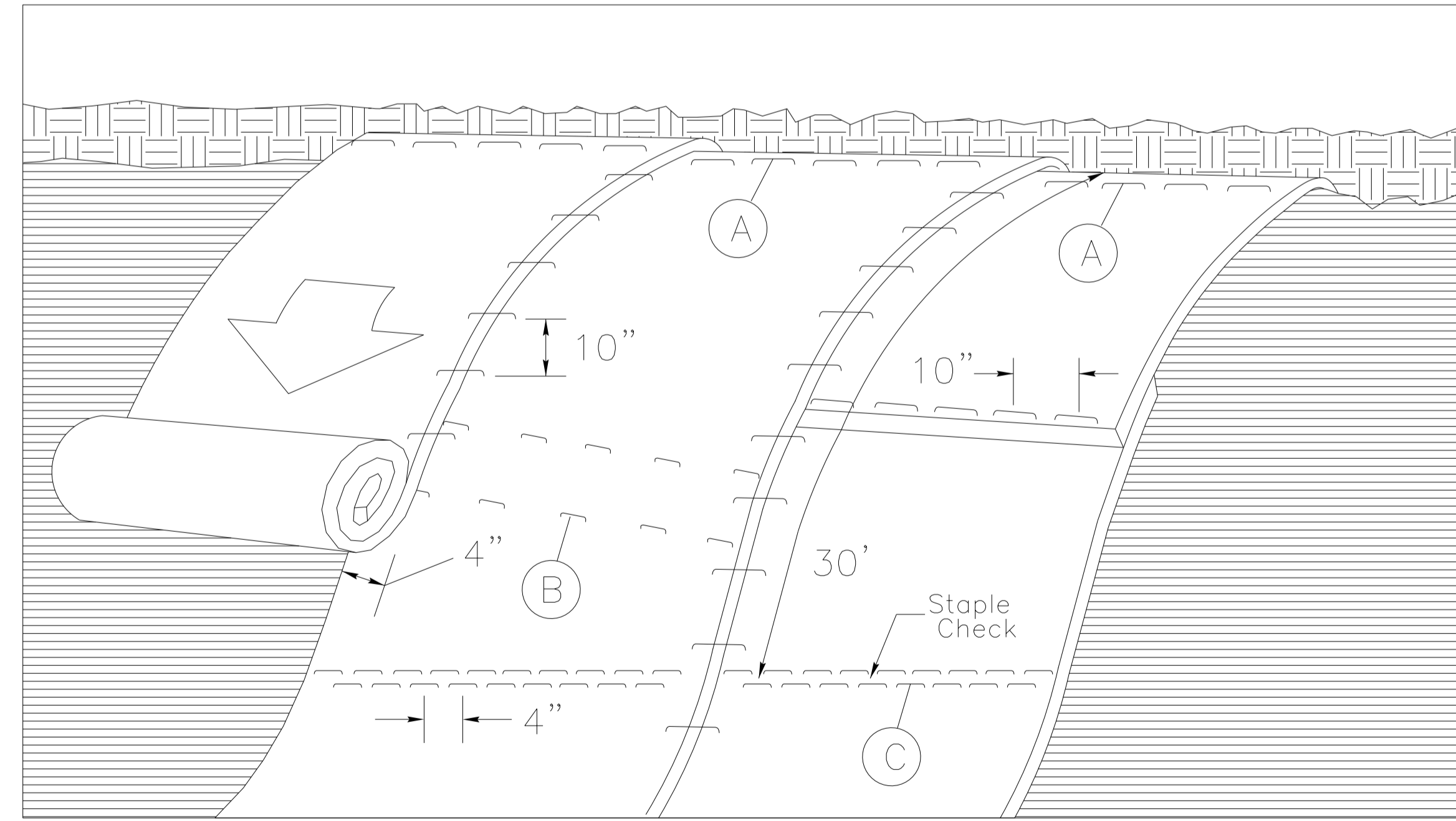


DIAGRAM (A)



MATTING ON SLOPES

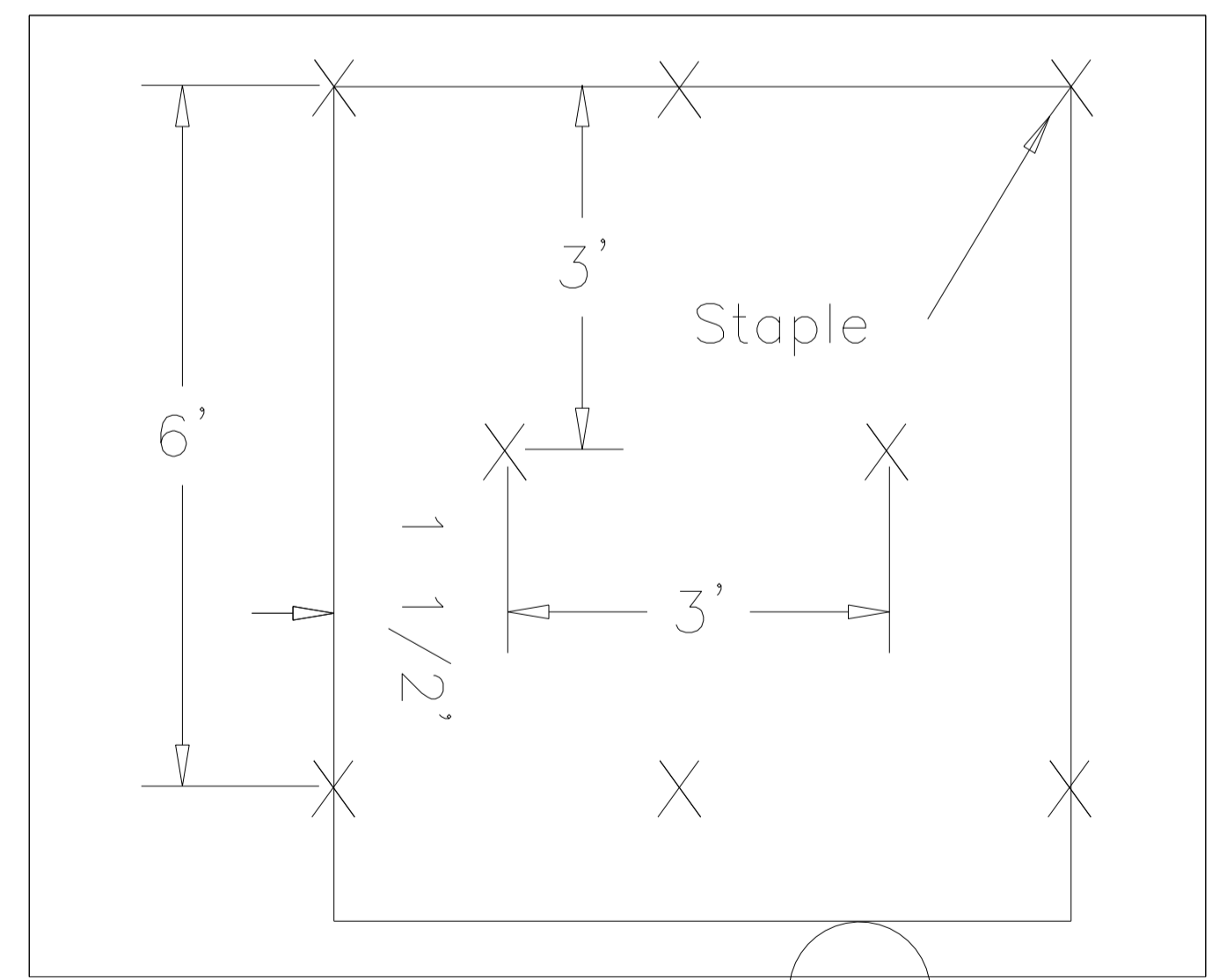


DIAGRAM (B)

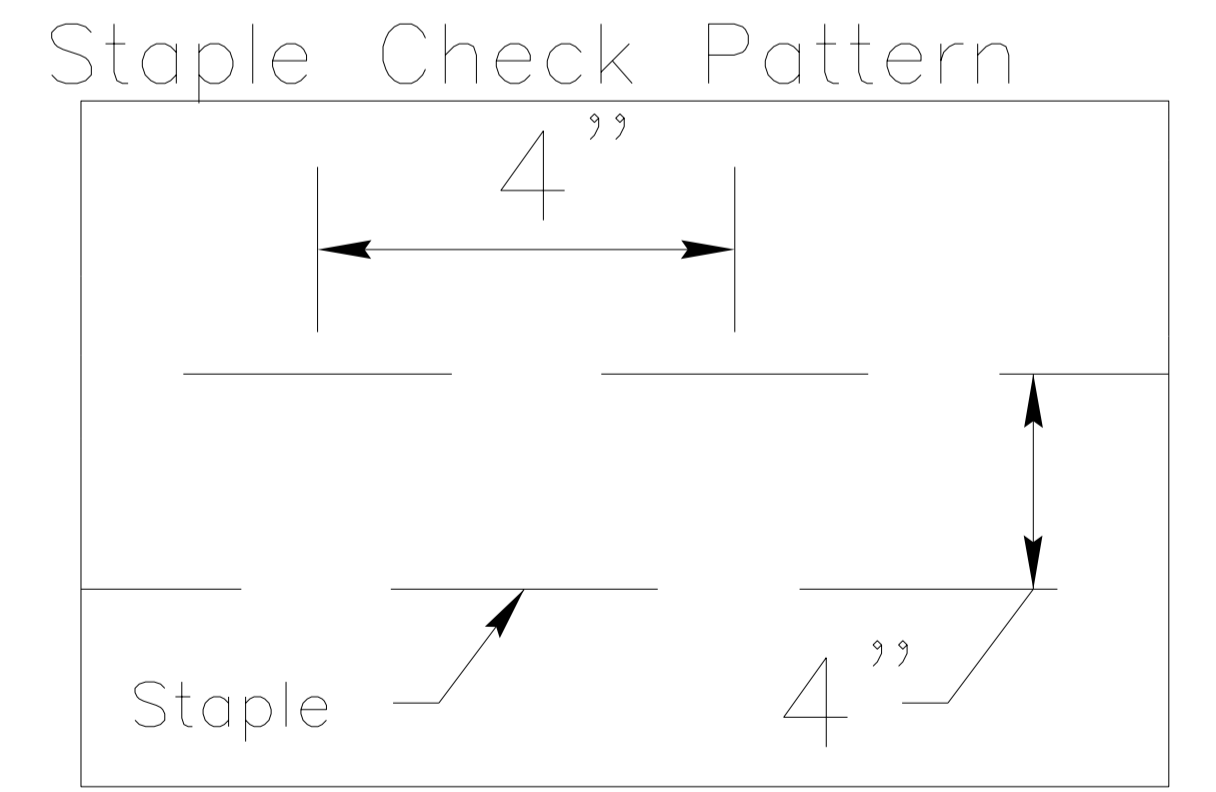


DIAGRAM (C)

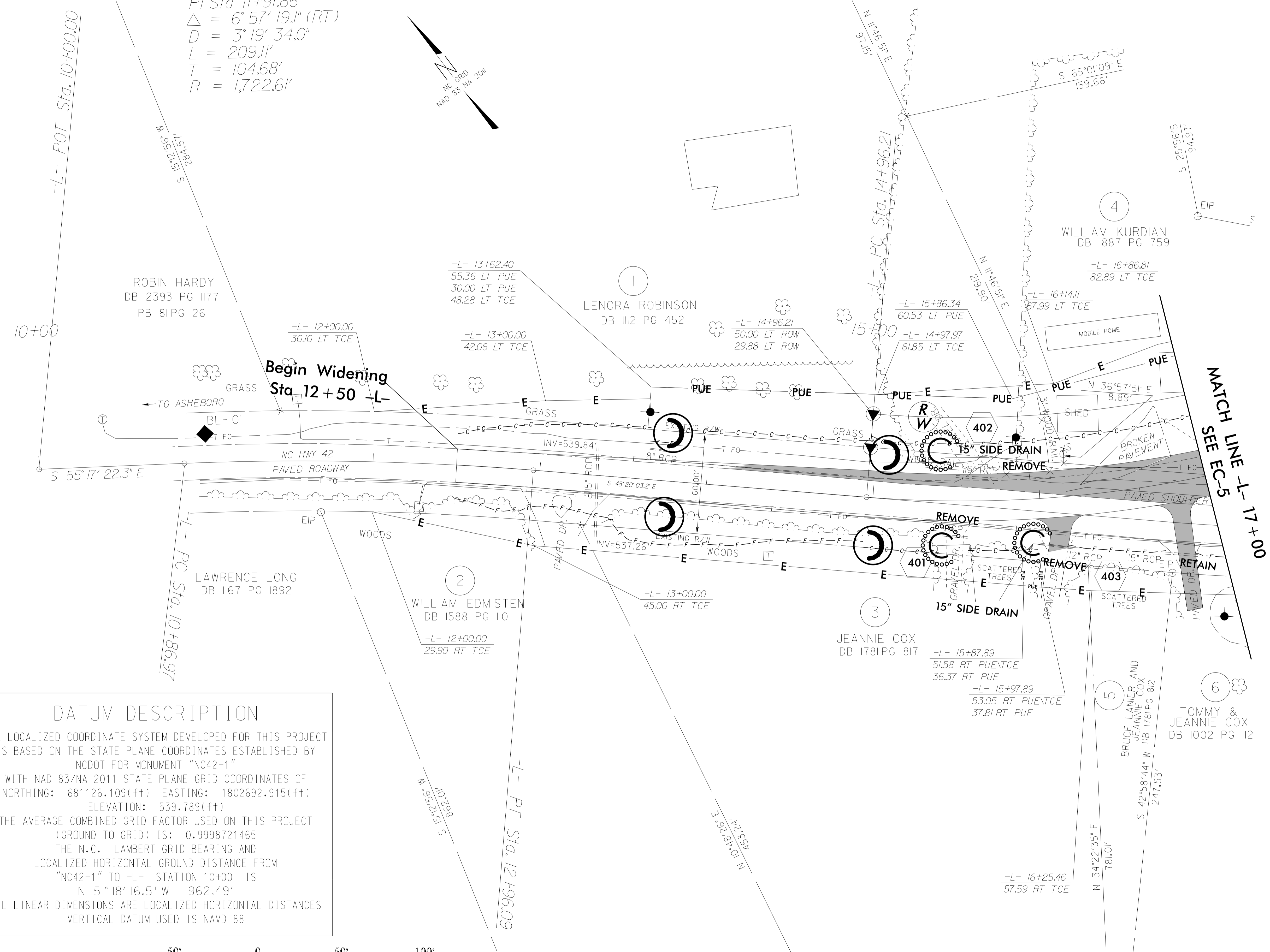
NOTES:

THIS DETAIL APPLIES TO STRAW, EXCELSIOR, AND PERMANENT SOIL REINFORCEMENT MAT (PSRM) INSTALLATION.
 STAPLES SHALL BE NO. 11 GAUGE STEEL WIRE FORMED INTO A "U" SHAPE WITH A MINIMUM THROAT WIDTH OF 1 INCH AND NOT LESS THAN 6 INCHES IN LENGTH.

NOT TO SCALE

8/17/99

PI Sta 11+91.66
 $\Delta = 6^{\circ} 57' 19.1''$ (RT)
 $D = 3^{\circ} 19' 34.0''$
 $L = 209.11'$
 $T = 104.68'$
 $R = 1,722.61'$



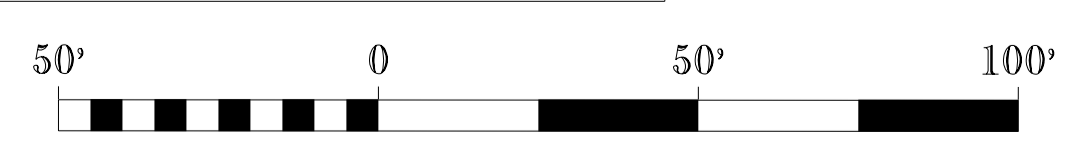
DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "NC42-1" WITH NAD 83/NA 2011 STATE PLANE GRID COORDINATES OF NORTHING: 681126.109(++) EASTING: 1802692.915(++) ELEVATION: 539.789(++)

THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.9998721465

THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "NC42-1" TO -L- STATION 10+00 IS N 51° 18' 16.5" W 962.49'

ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES VERTICAL DATUM USED IS NAVD 88

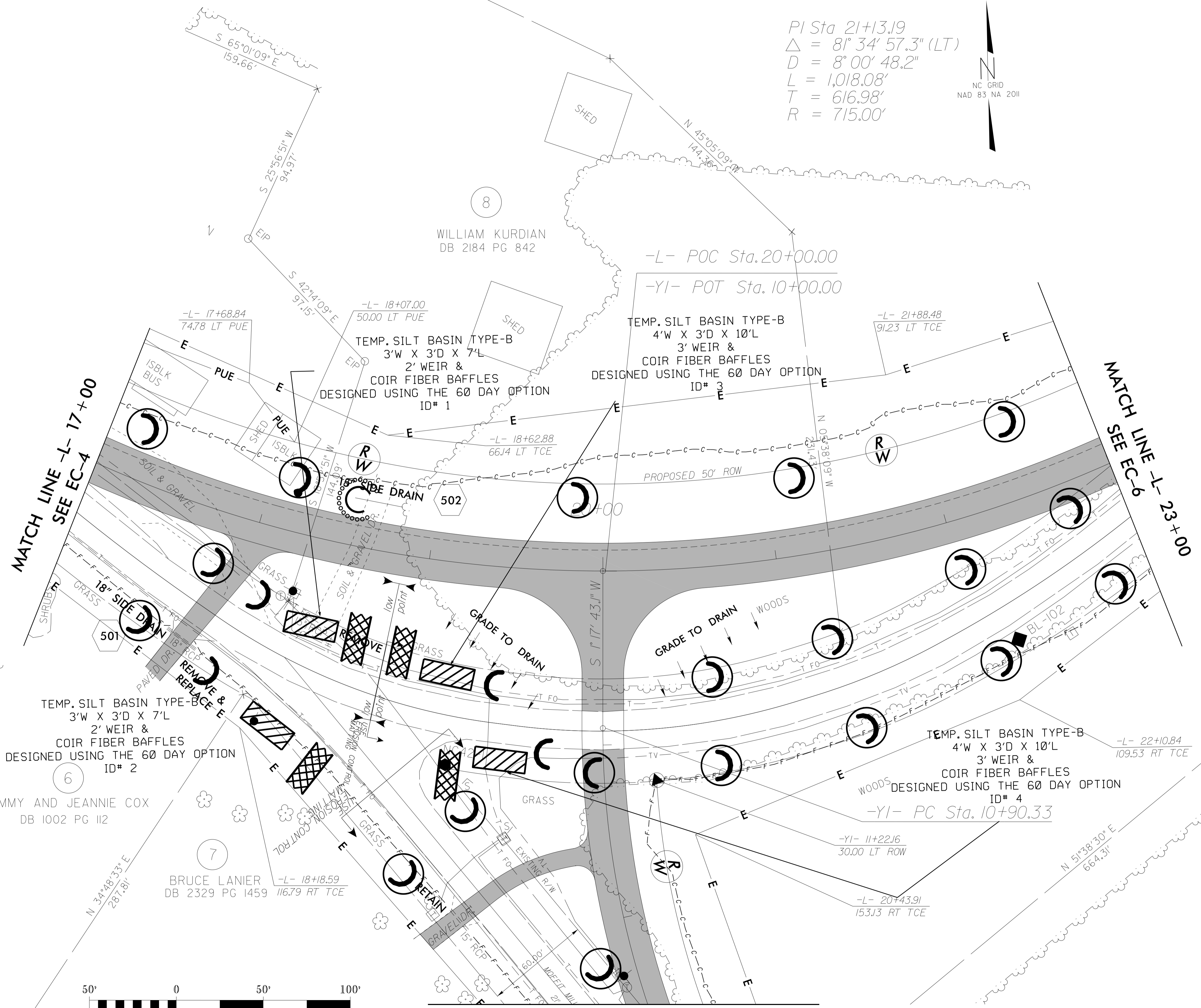
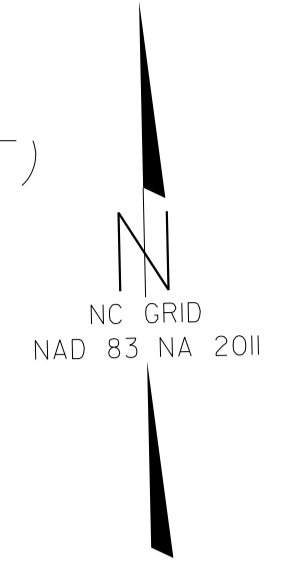


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MATCH LINE -L- 17+00
 SEE EC-5

$PI\ Sta\ 21+13.19$
 $\Delta = 8^\circ\ 34'\ 57.3''\ (LT)$
 $D = 8^\circ\ 00'\ 48.2''$
 $L = 1,018.08'$
 $T = 616.98'$
 $R = 715.00'$



REVISIONS

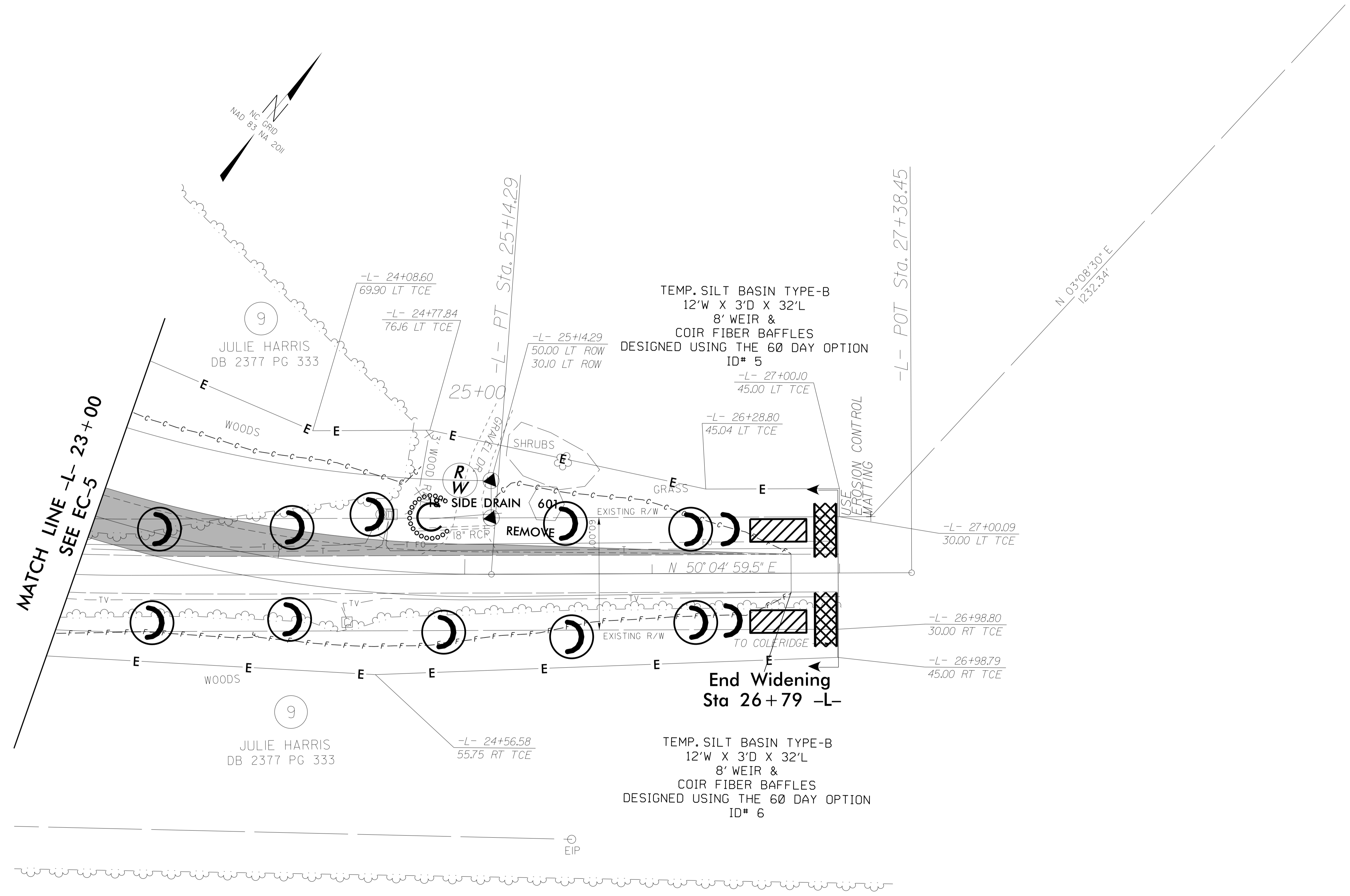
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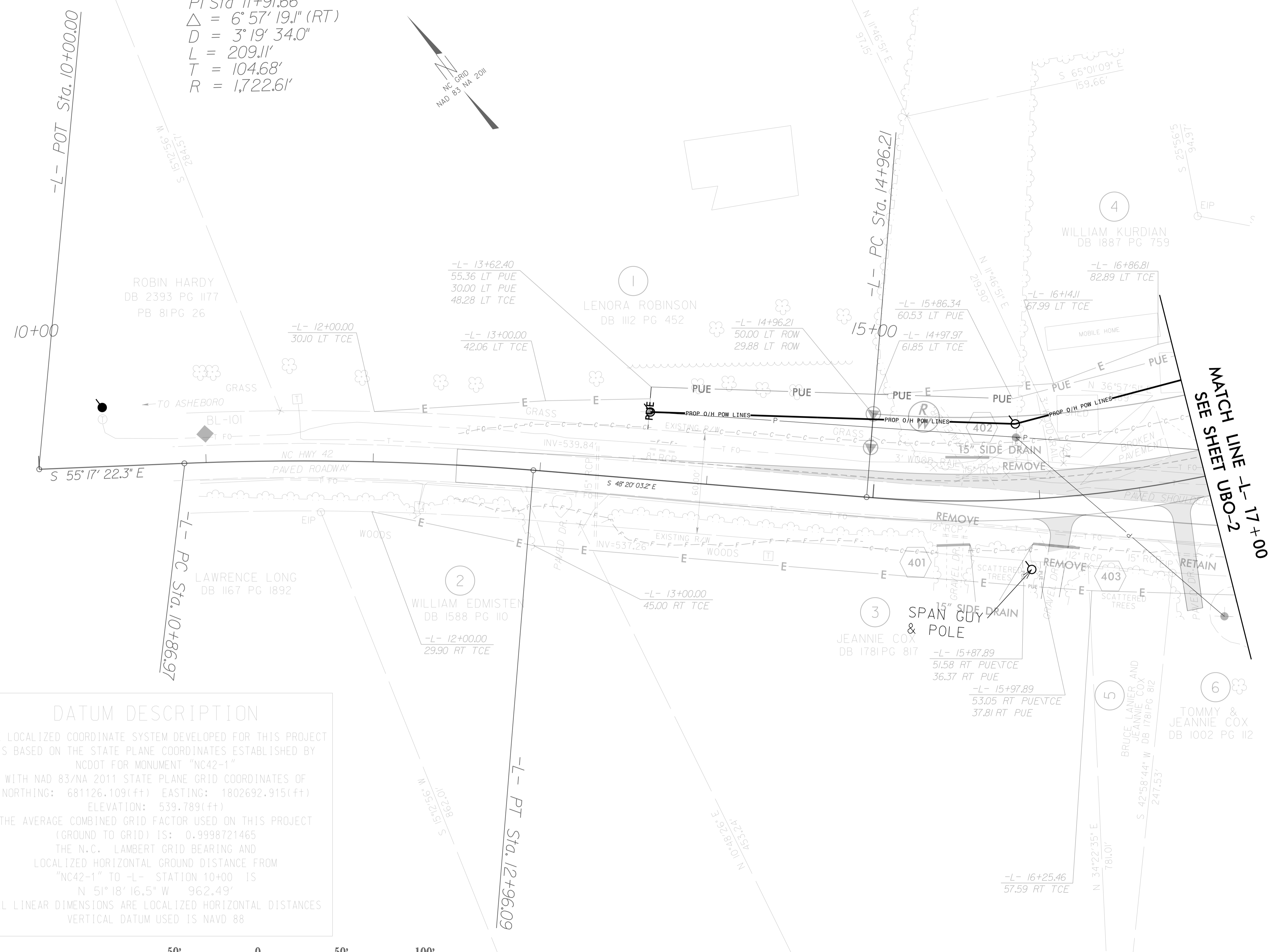
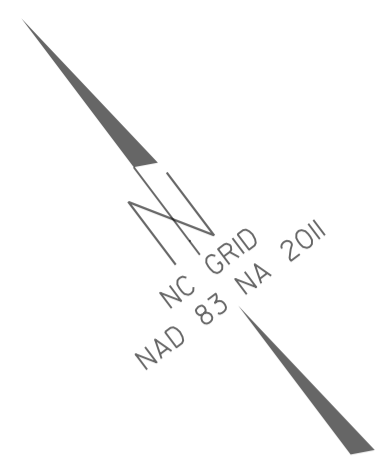
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8/17/99

PI Sta 11+91.66
 $\Delta = 6^{\circ} 57' 19.1''$ (RT)
 $D = 3^{\circ} 19' 34.0''$
 $L = 209.11'$
 $T = 104.68'$
 $R = 1,722.61'$



MATCH LINE -L- 17+00
SEE SHEET UBO-2

DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "NC42-1" WITH NAD 83/NA 2011 STATE PLANE GRID COORDINATES OF NORTHING: 681126.109(±) EASTING: 1802692.915(±) ELEVATION: 539.789(±)

THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.9998721465

THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "NC42-1" TO -L- STATION 10+00 IS
 N 51° 18' 16.5" W 962.49'

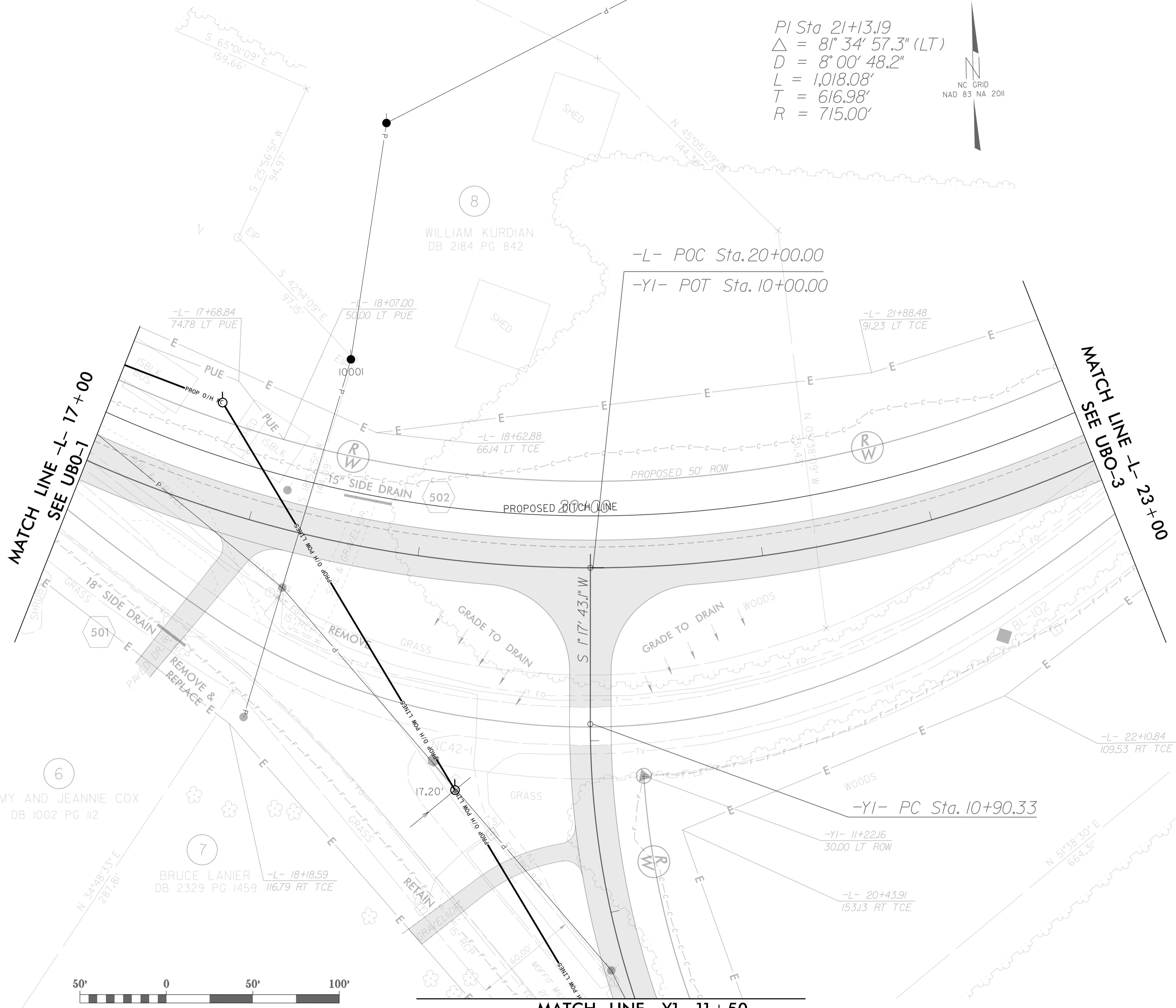
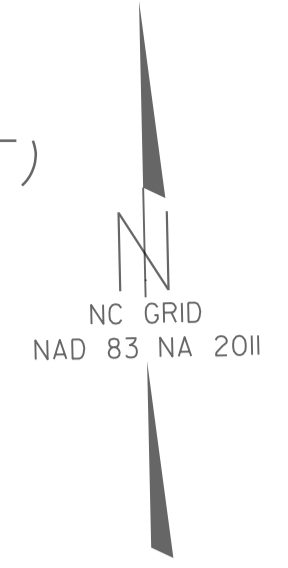
ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
 VERTICAL DATUM USED IS NAVD 88



REVISIONS

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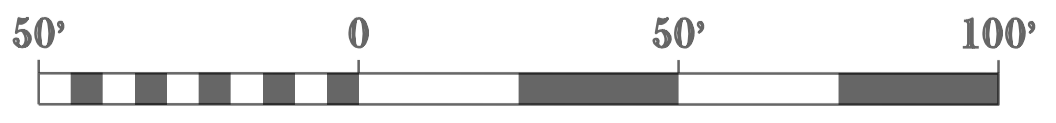
PI Sta 21+13.19
 $\Delta = 8^\circ 34' 57.3" (LT)$
 $D = 8^\circ 00' 48.2"$
 $L = 1,018.08'$
 $T = 616.98'$
 $R = 715.00'$



MATCH LINE -L- 17+00
SEE UBO-1

MATCH LINE -L- 23+00
SEE UBO-3

MATCH LINE -YI- 11+50
SEE UBO-4



REVISIONS

8/17/99

12-JUN-2017 17:52
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6
 TOMMY AND JEANNIE COX
 DB 1002 PG 112

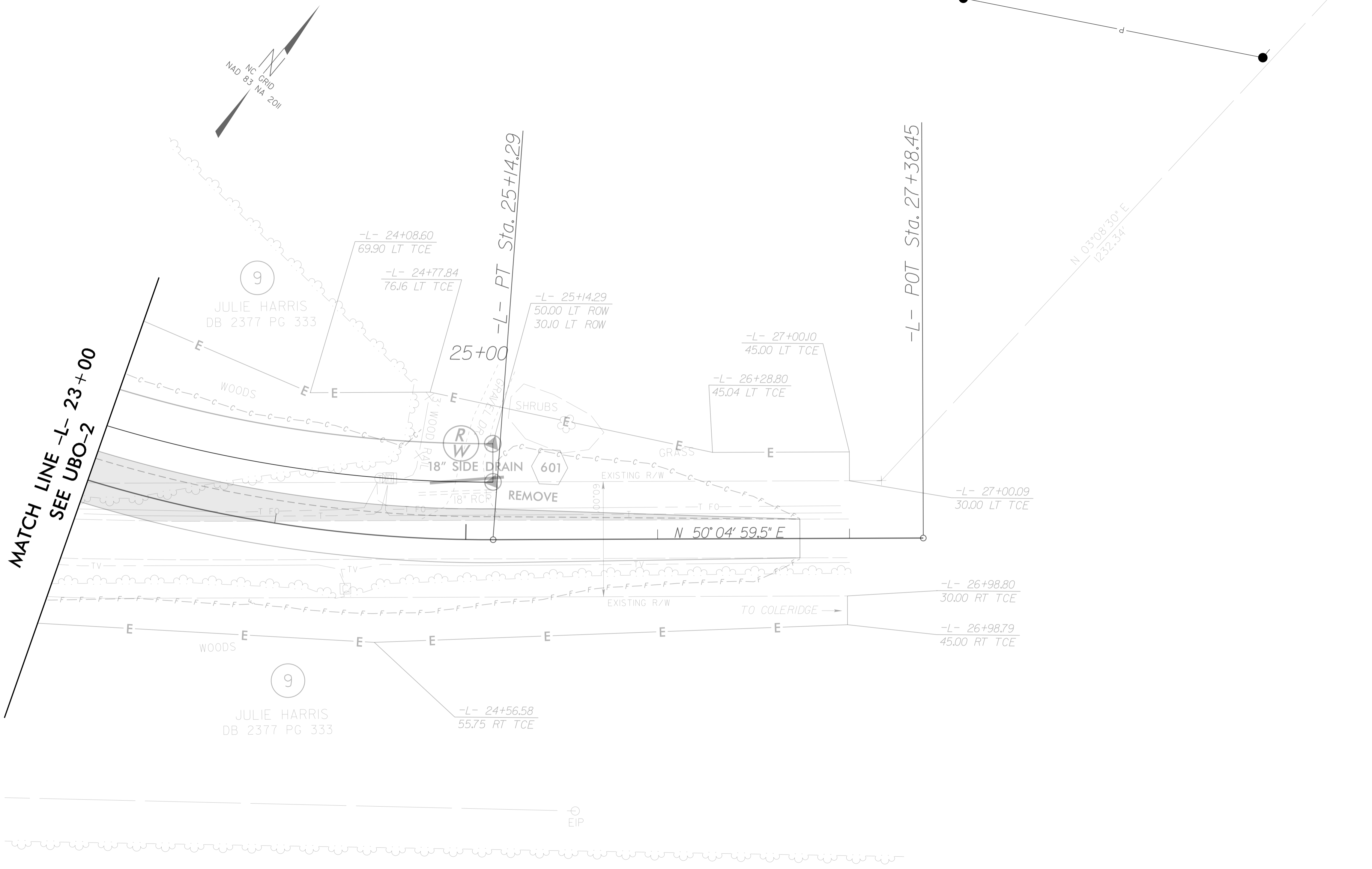
7
 BRUCE LANIER
 DB 2329 PG 1459

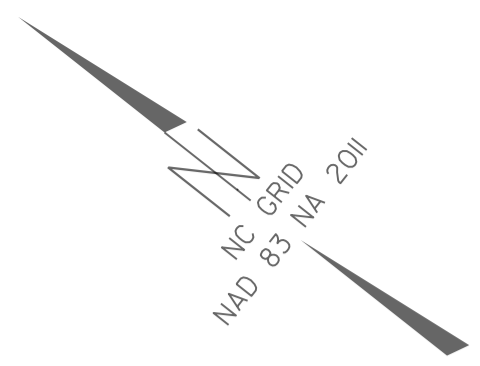
8
 WILLIAM KURDIAN
 DB 2184 PG 842

8/17/99

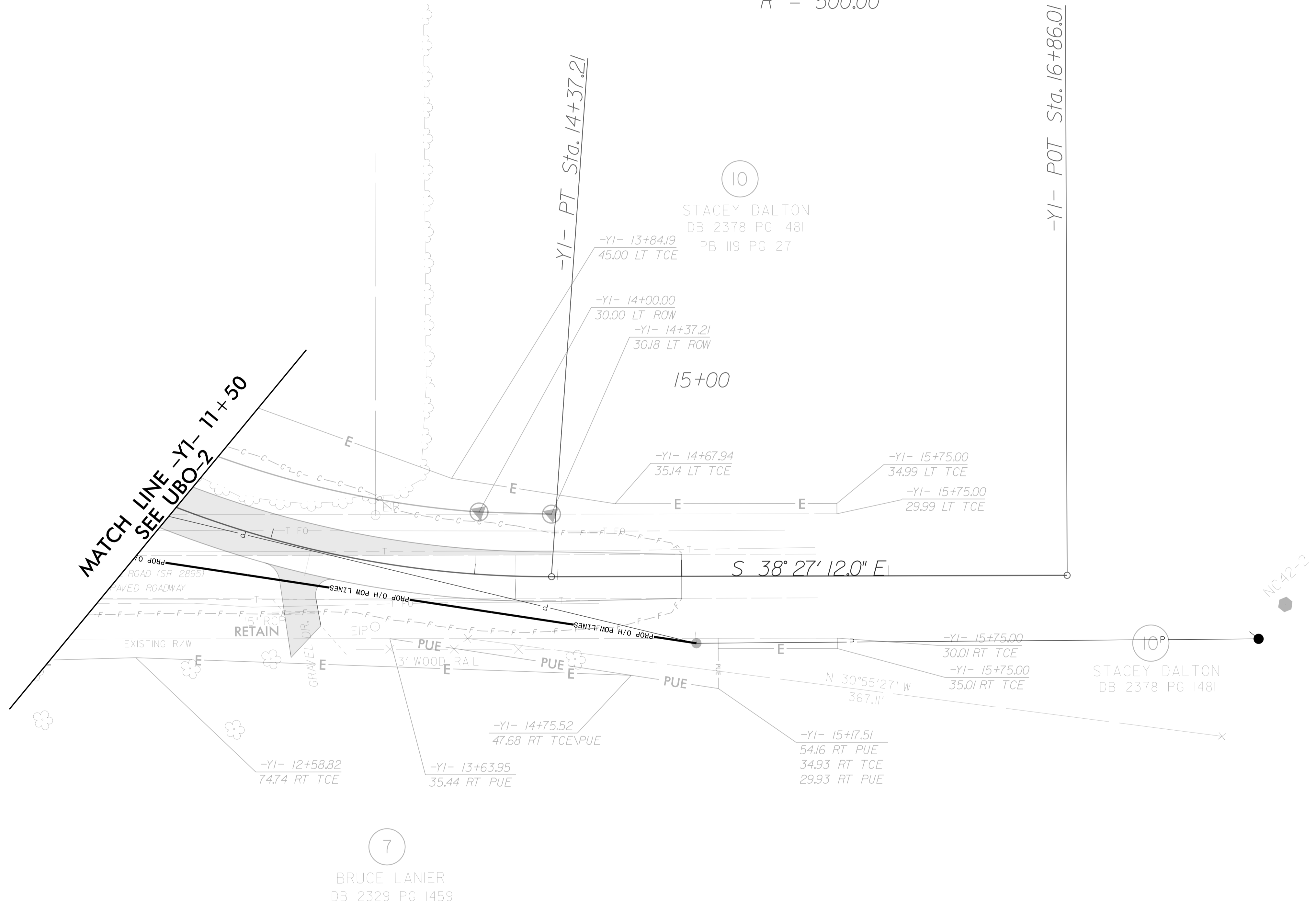
REVISIONS

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PI Sta 12+71.08
 $\Delta = 39^\circ 44' 55.1''$ (LT)
 $D = 11^\circ 27' 33.0''$
 $L = 346.87'$
 $T = 180.74'$
 $R = 500.00'$



REVISIONS
 8/17/99
 2-JUN-2017 14:23
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 2895

**STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS**

CROSS-SECTION SUMMARY

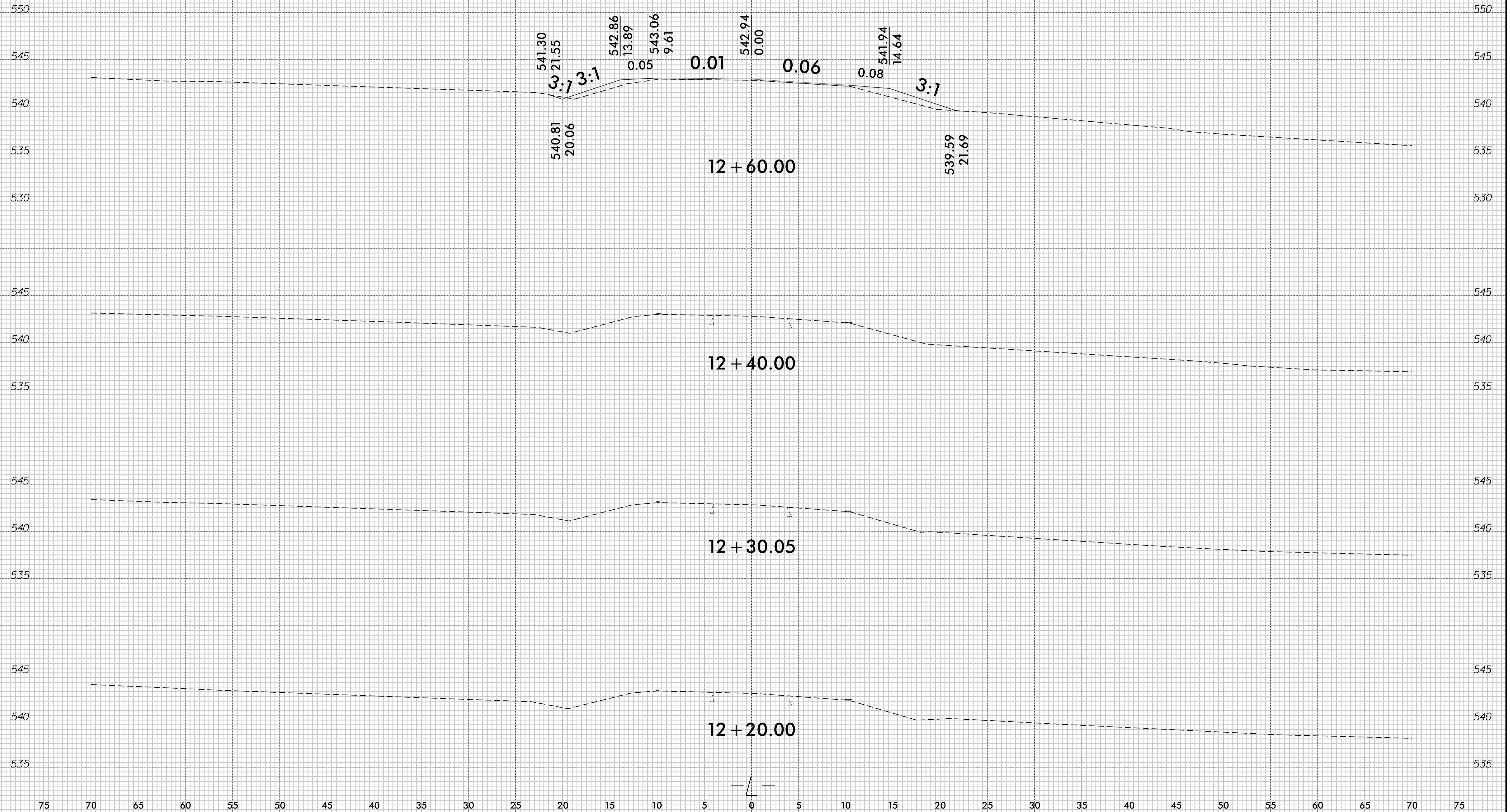
NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt											
-L-	(cu. yd.)	(cu. yd.)	-L-	(cu. yd.)	(cu. yd.)	-Y1-	(cu. yd.)	(cu. yd.)											
12+60.00	0	0	22+00.00	193	88	13+20.00	19	13											
12+80.00	0	10	22+20.00	145	116	13+40.00	20	12											
12+88.80	0	7	22+40.00	120	135	13+60.00	11	12											
13+00.00	1	9	22+60.00	103	146	13+80.00	3	15											
13+20.00	3	16	22+80.00	95	153	14+00.00	2	19											
13+34.33	2	13	23+00.00	91	153	14+19.53	2	20											
13+40.00	1	6	23+20.00	77	148	14+20.00	0	0											
13+60.00	3	33	23+40.00	65	137	14+37.21	1	17											
13+80.00	2	45	23+60.00	59	124	14+40.00	0	3											
14+00.00	3	46	23+69.85	26	57	14+50.00	0	9											
14+20.00	6	46	23+80.00	24	56	14+60.00	0	8											
14+40.00	6	41	24+00.00	45	108	14+80.00	1	13											
14+60.00	7	34	24+20.00	44	106														
14+80.00	7	29	24+40.00	40	101														
15+00.00	9	25	24+60.00	34	90														
15+03.49	2	4	24+78.62	14	74														
15+10.55	4	8	24+80.00	0	5														
15+10.85	0	0	25+00.00	0	57														
15+20.00	5	10	25+20.00	7	41														
15+40.00	10	19	25+40.00	16	34														
15+55.73	10	11	25+45.82	5	9														
15+60.00	3	3	25+60.00	10	18														
15+80.00	14	13	25+80.00	10	20														
16+00.00	15	9	26+00.00	7	16														
16+20.00	19	4	26+20.00	4	13														
16+40.00	26	2	26+40.00	2	9														
16+60.00	36	1	26+60.00	1	4														
16+80.00	47	1																	
17+00.00	61	1																	
17+20.00	75	2																	
17+40.00	87	2																	
17+60.00	98	1																	
17+80.00	87	5																	
18+00.00	84	8																	
18+20.00	100	4																	
18+40.00	111	2																	
18+60.00	141	5																	
18+80.00	174	9																	
19+00.00	222	9																	
19+20.00	289	10																	
19+40.00	340	11																	
19+60.00	371	15																	
19+80.00	441	26																	
20+00.00	453	18																	
20+20.00	441	18																	
20+40.00	508	27																	
20+60.00	551	21																	
20+80.00	561	20																	
21+00.00	541	21																	
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21+40.00	396	29																	
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21+80.00	243	62																	

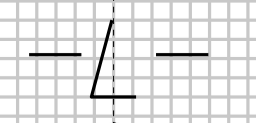
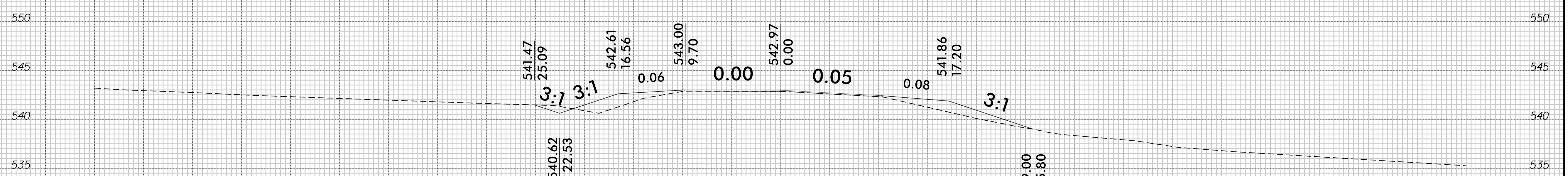
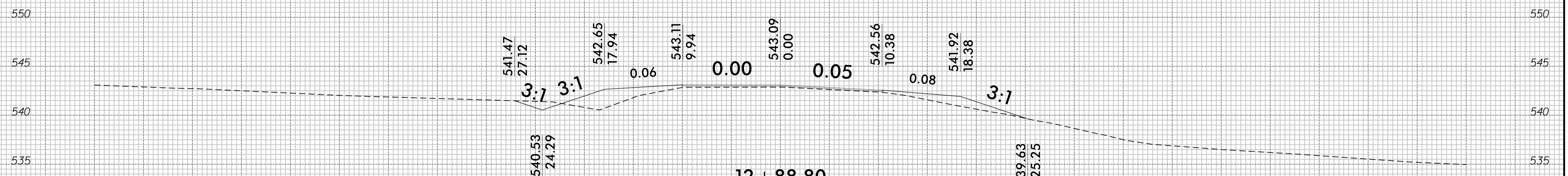
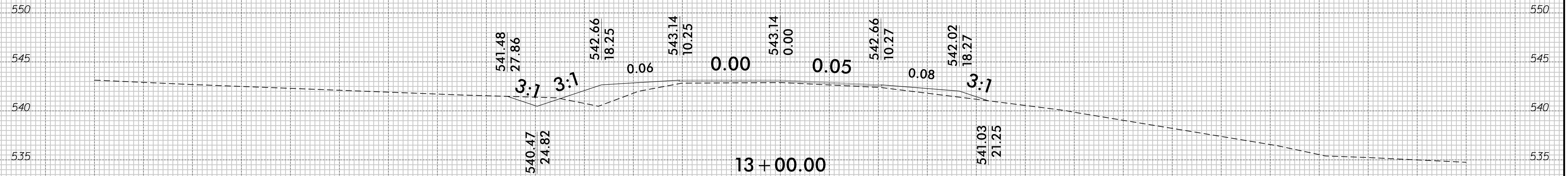
Approximate quantities only. Unclassified excavation, borrow excavation, shoulder borrow, fine grading, clearing and grubbing, breaking of existing pavement and removal of existing pavement will be paid for at the lump sum price for "Grading".

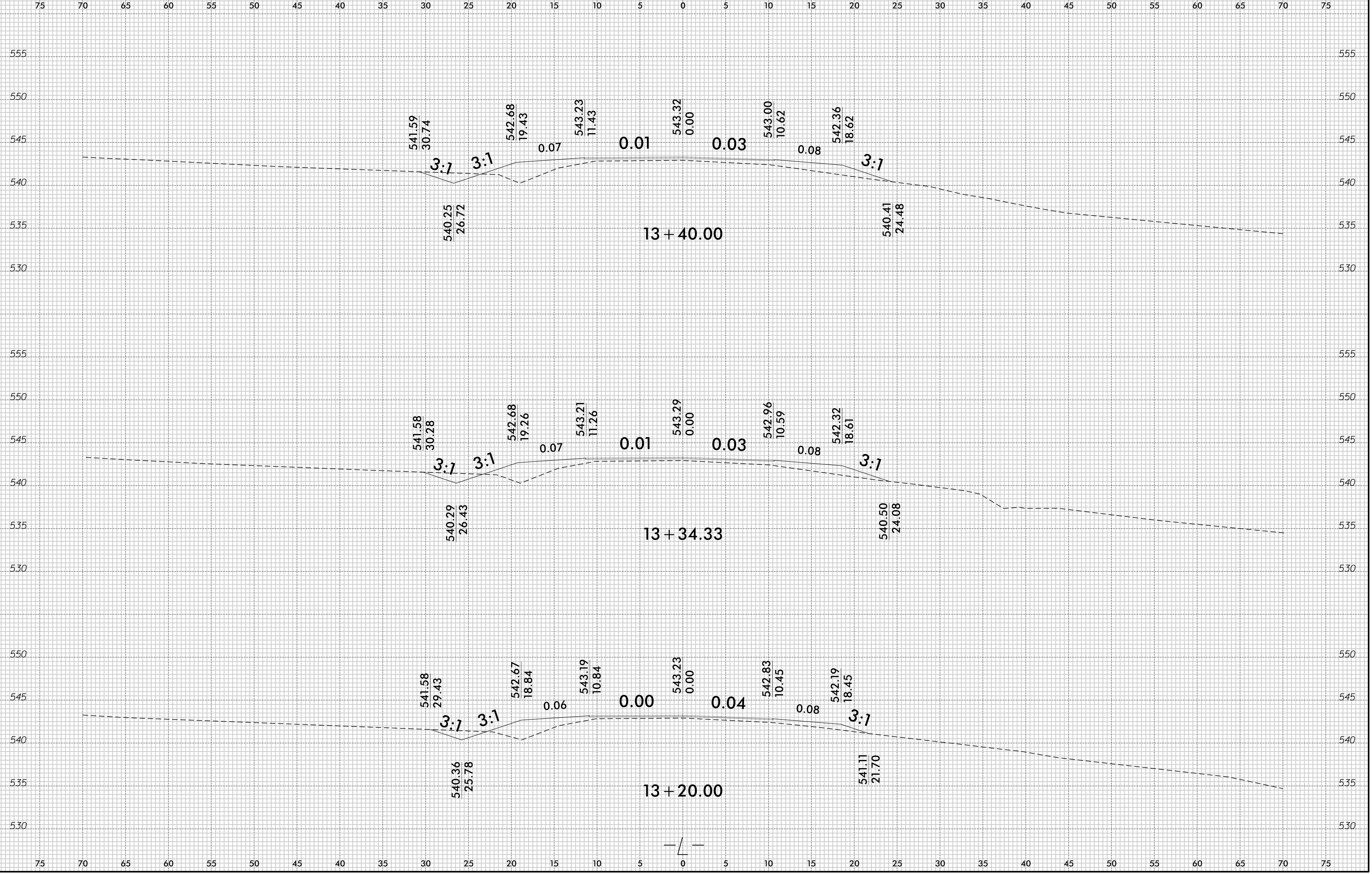
NOTE:
Shoulder borrow included in Embankment

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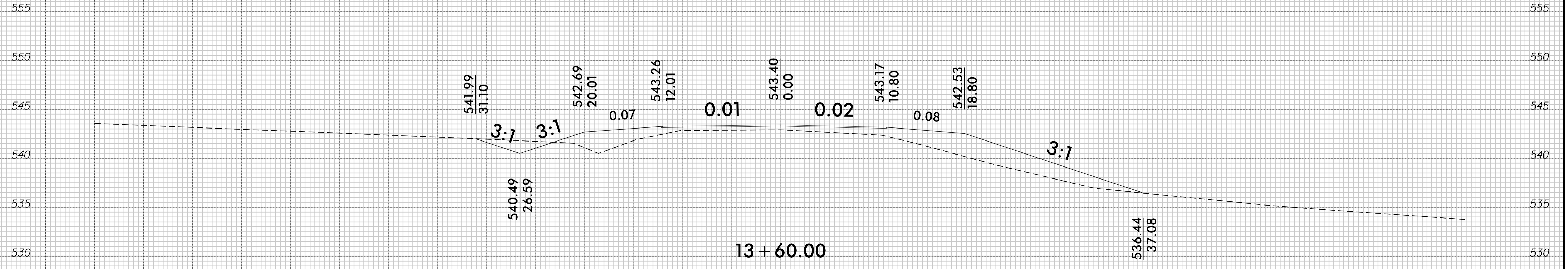
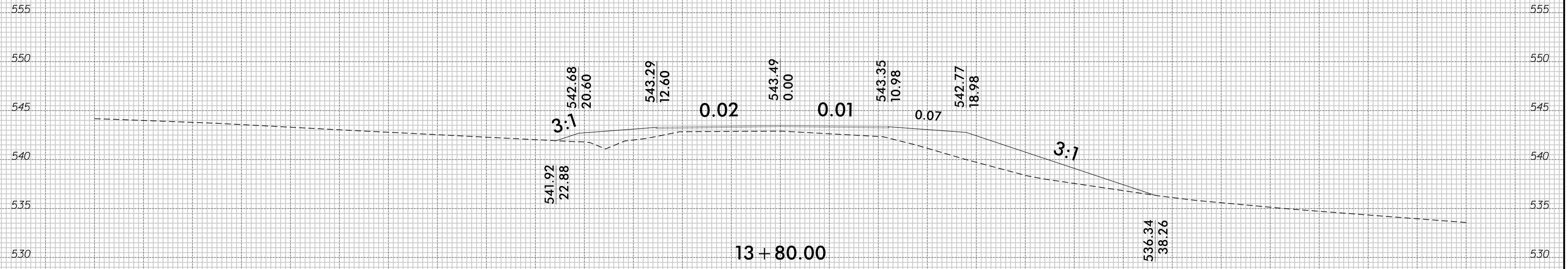


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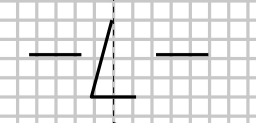
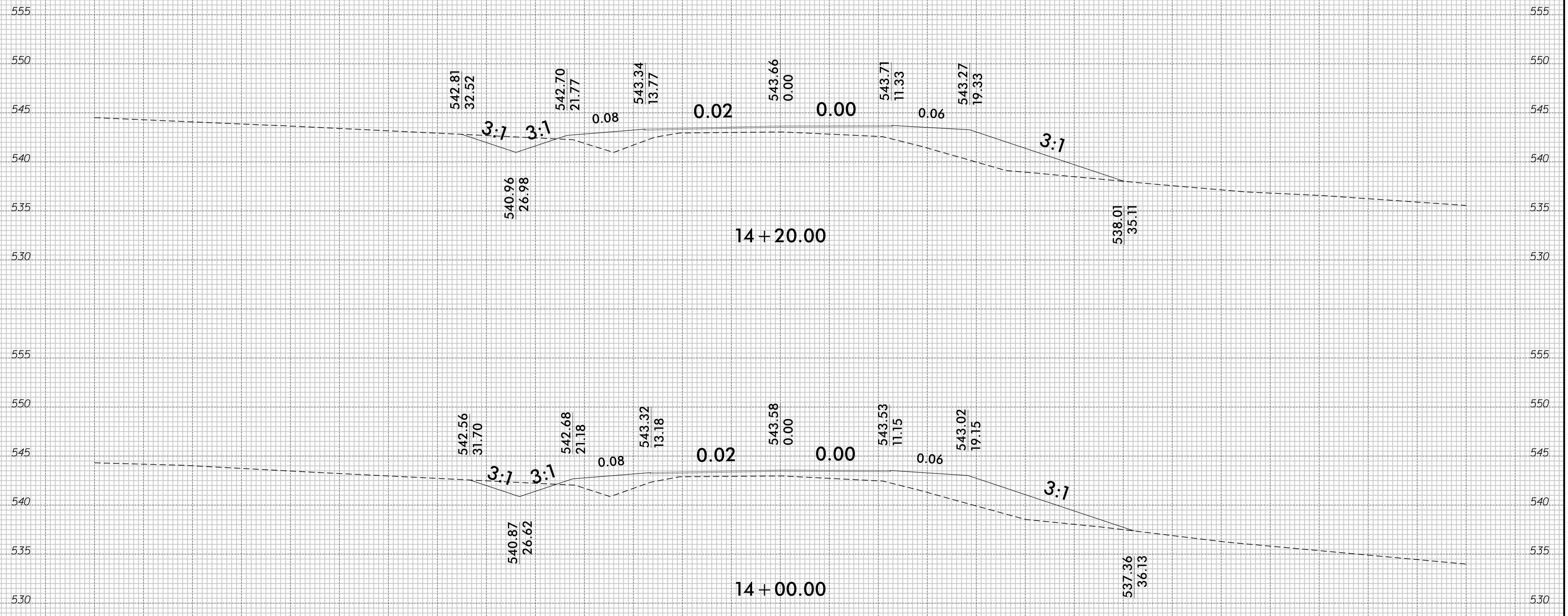


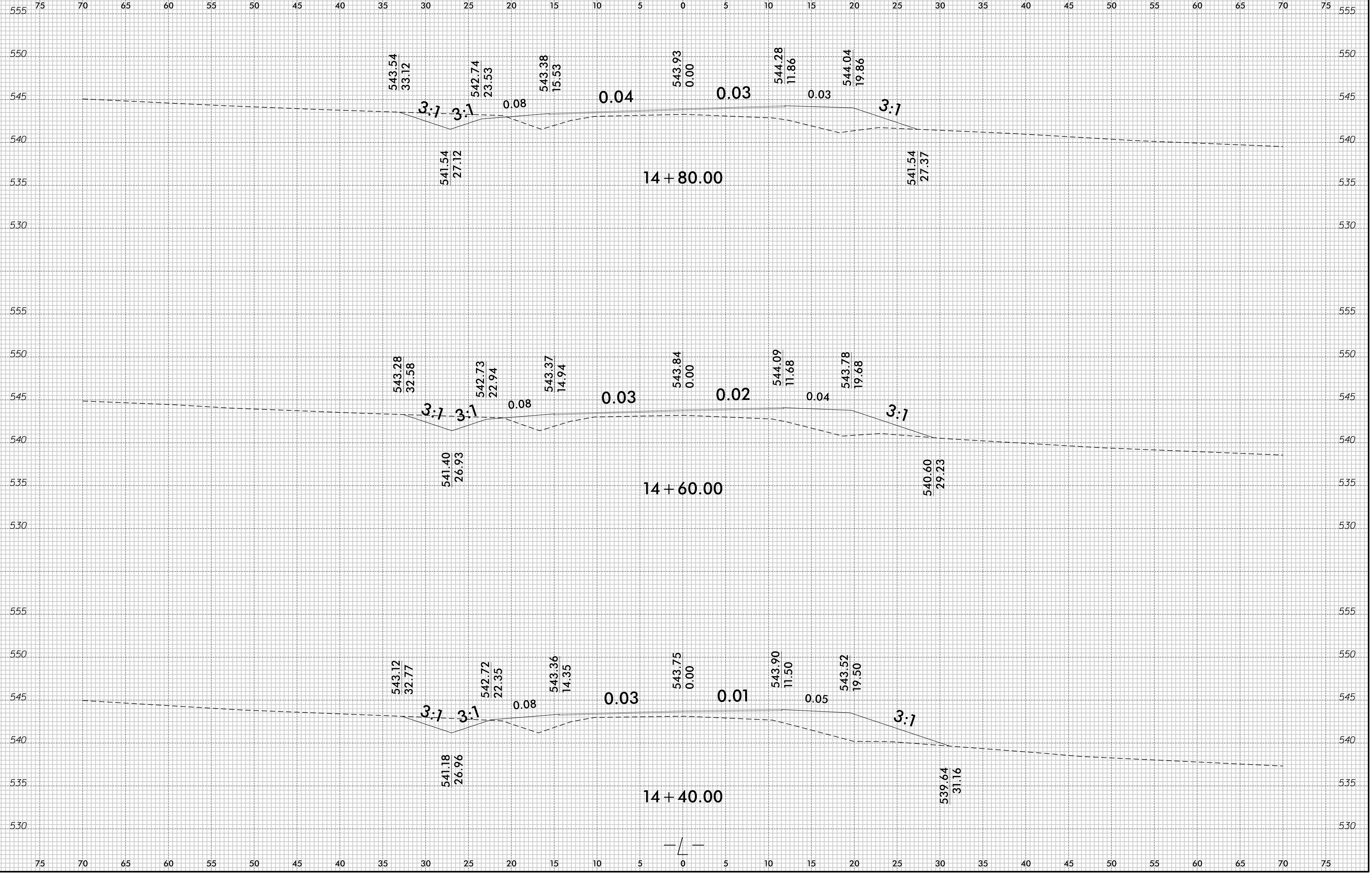
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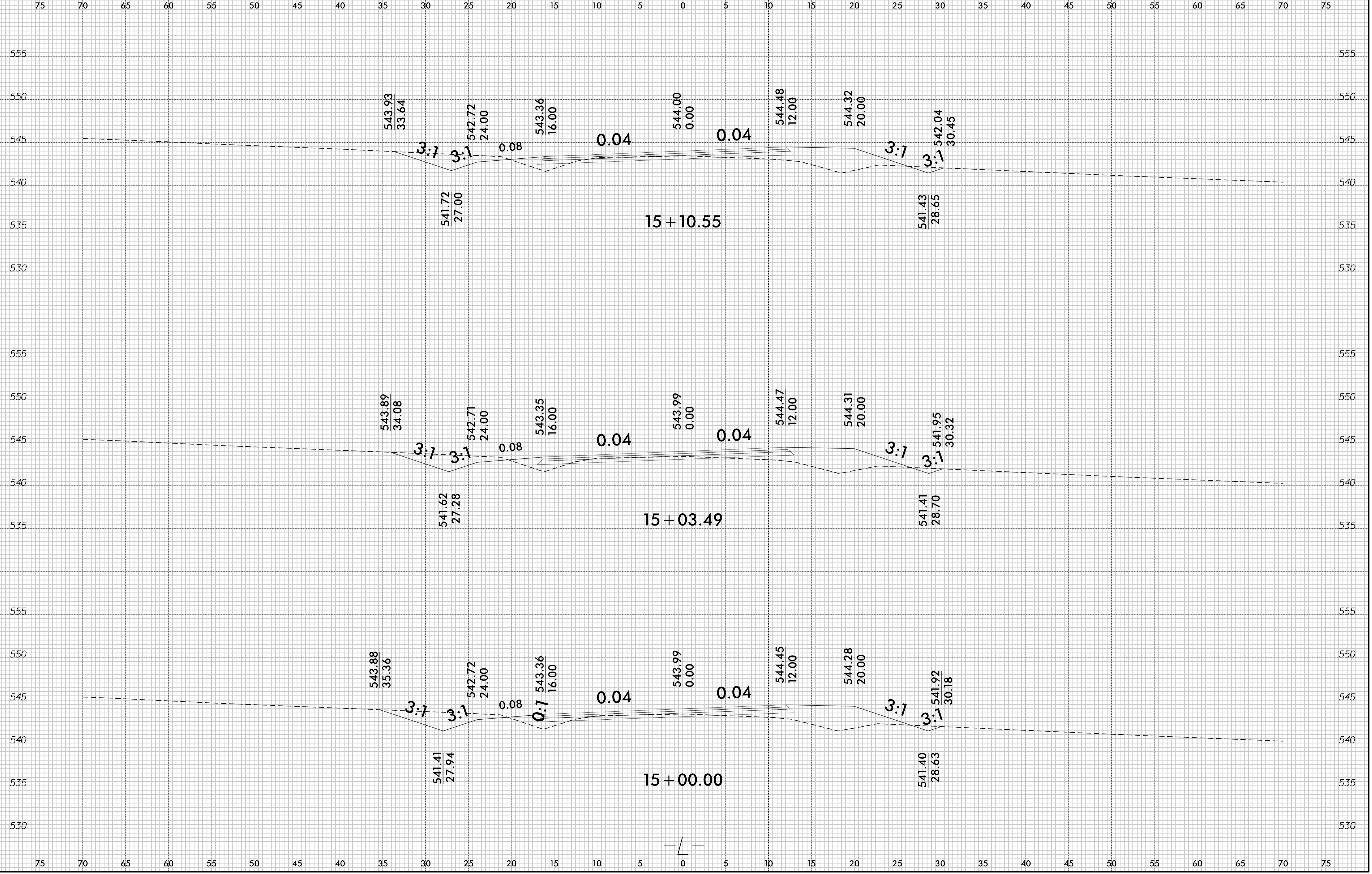


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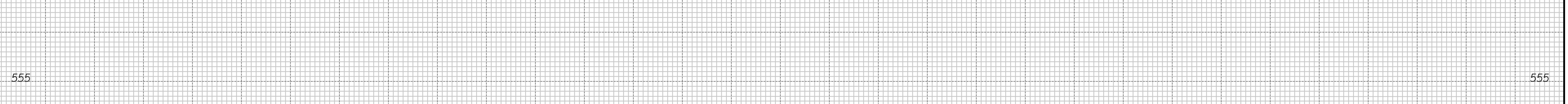
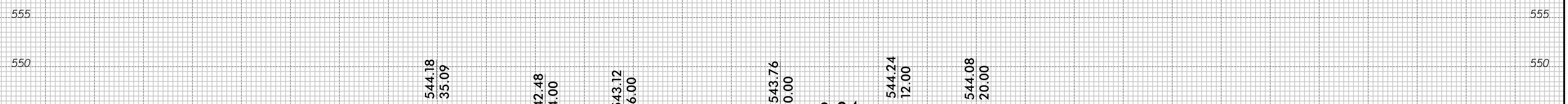
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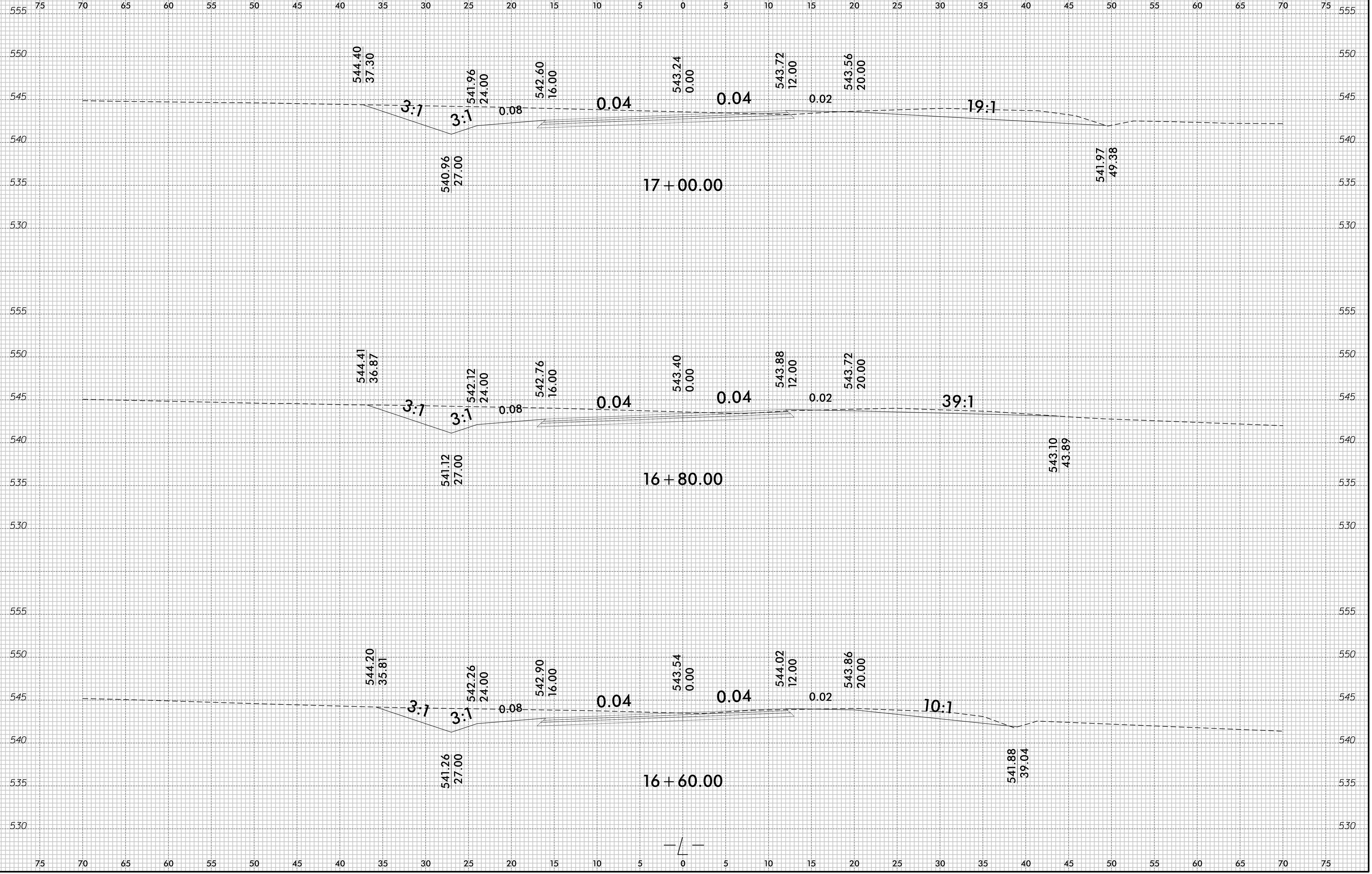


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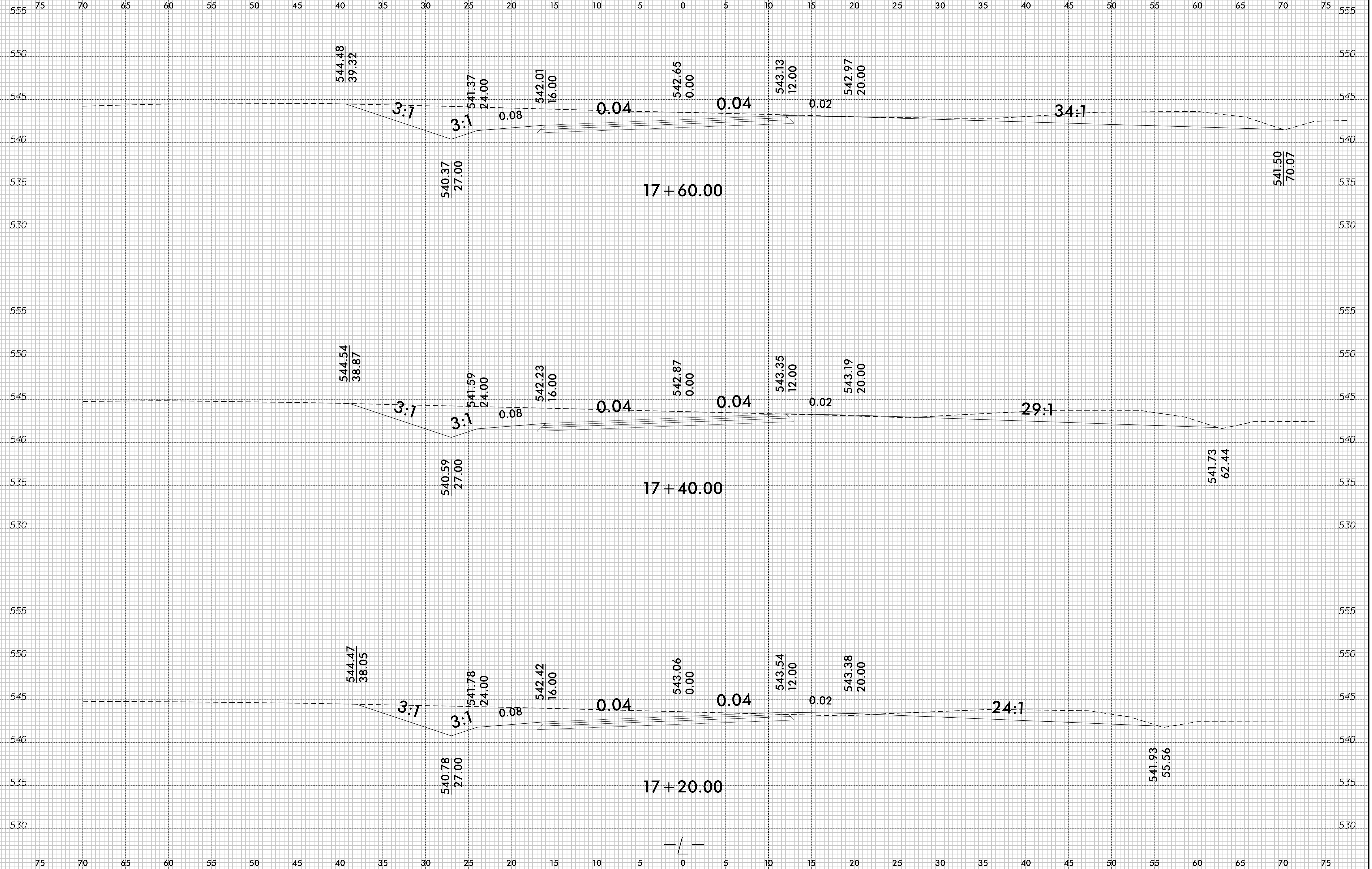


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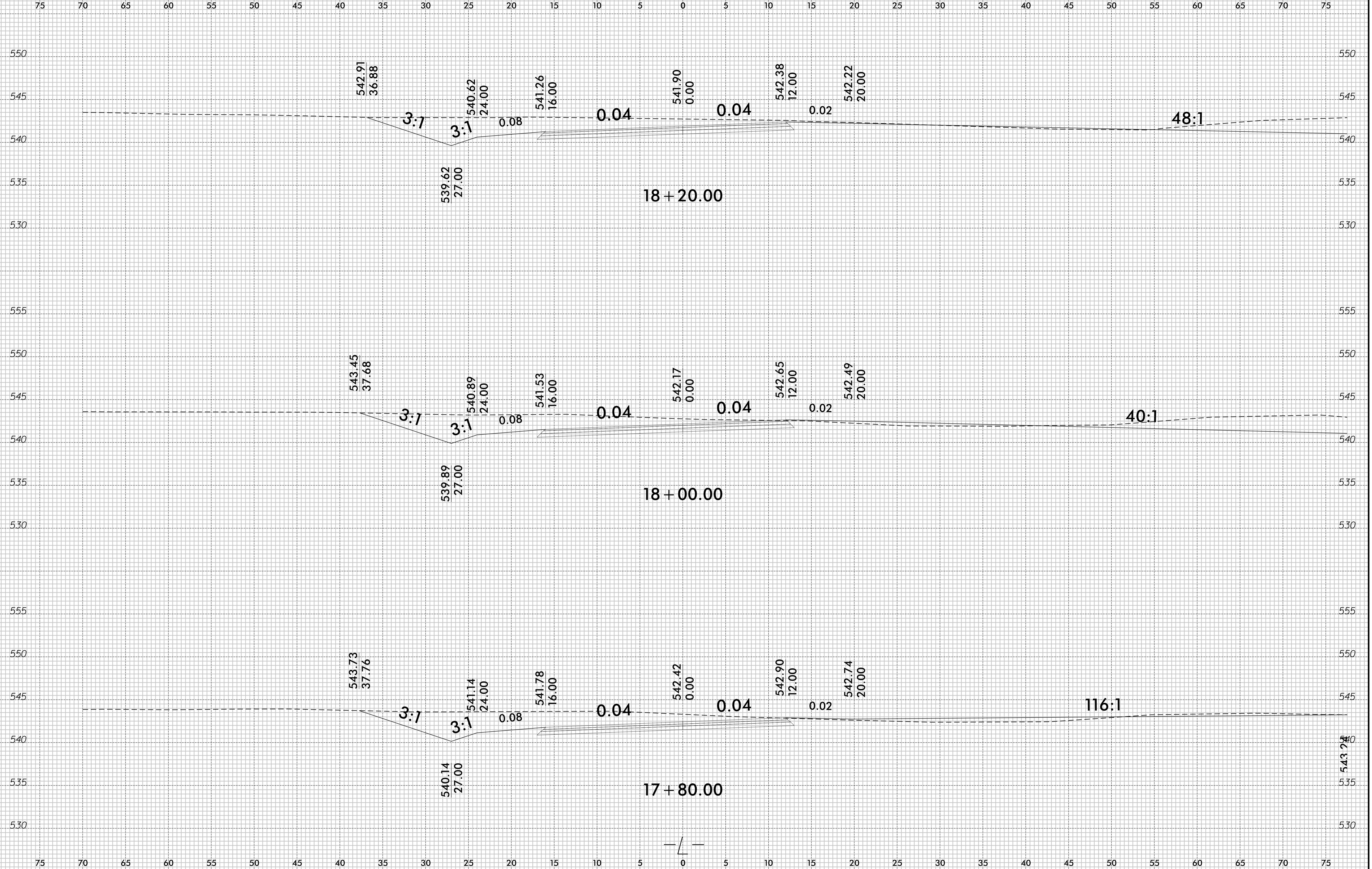
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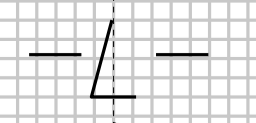
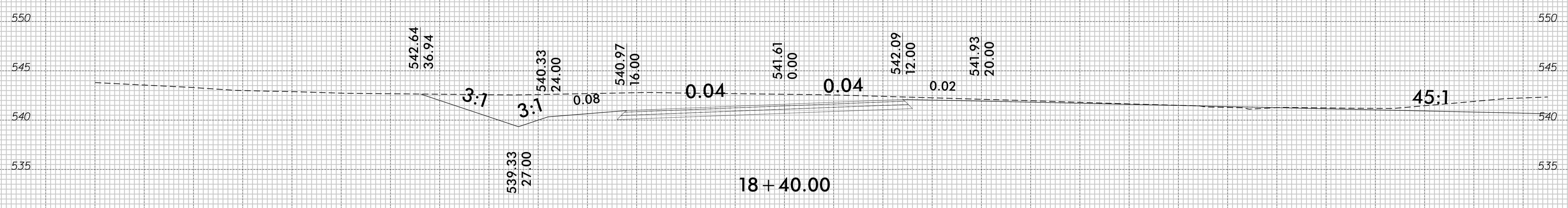
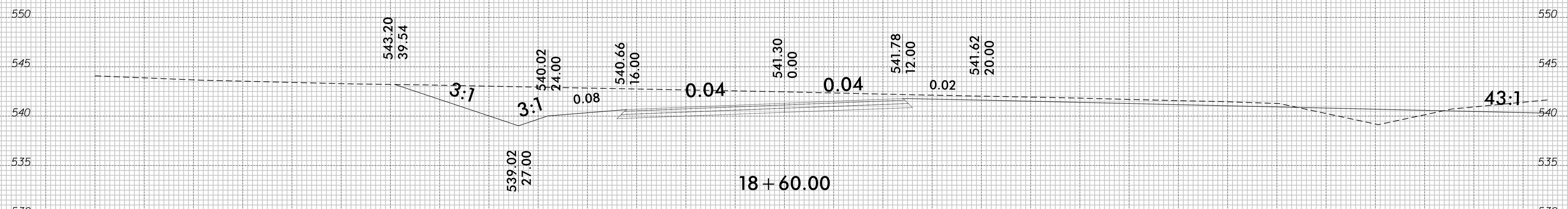
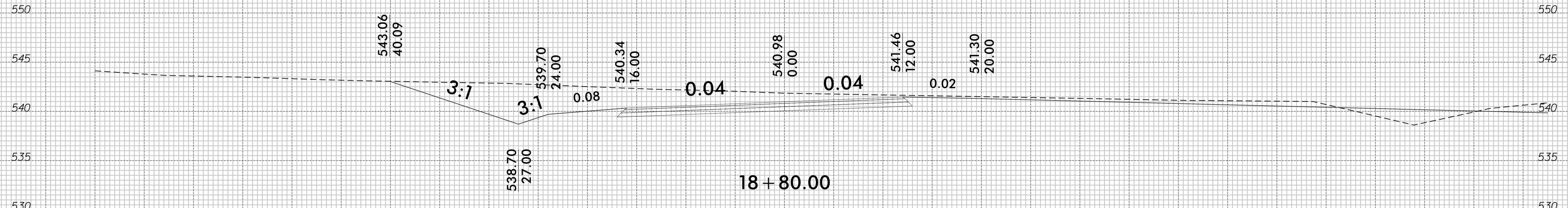
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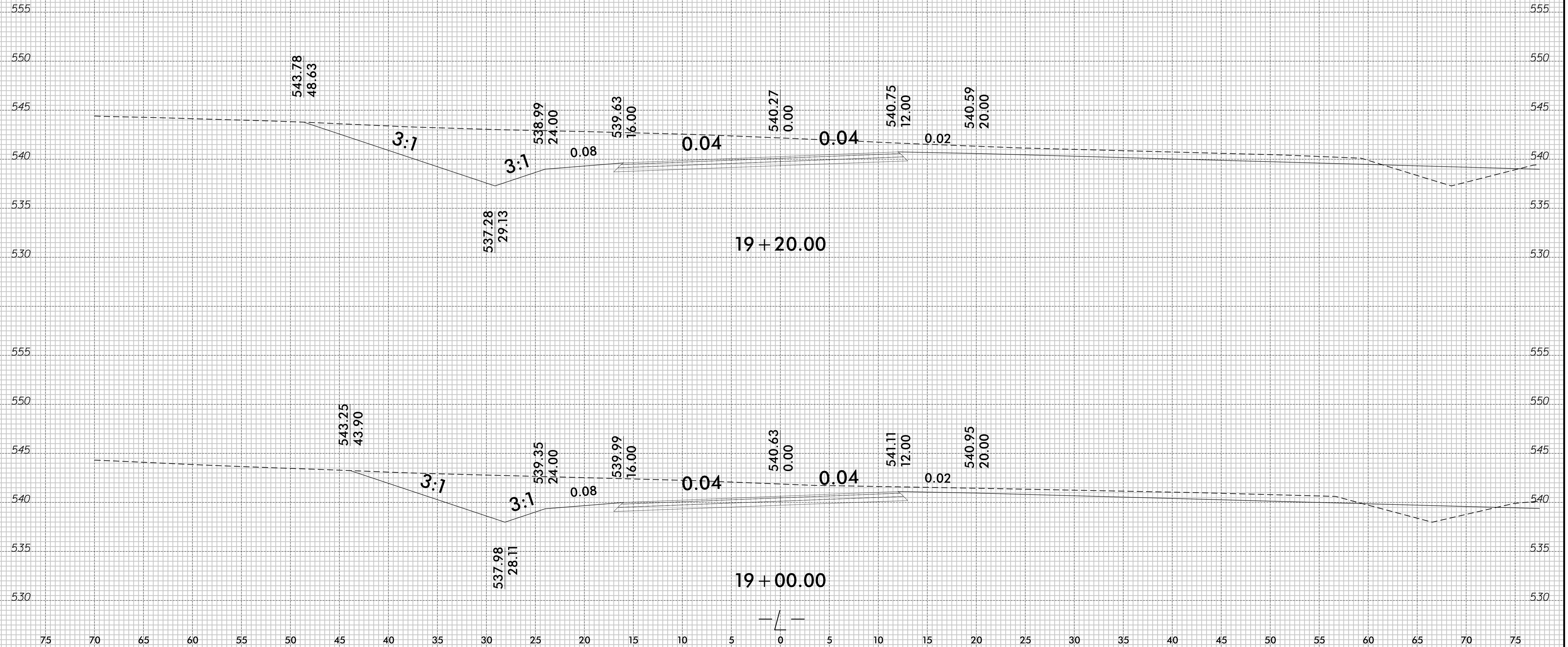
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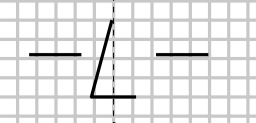
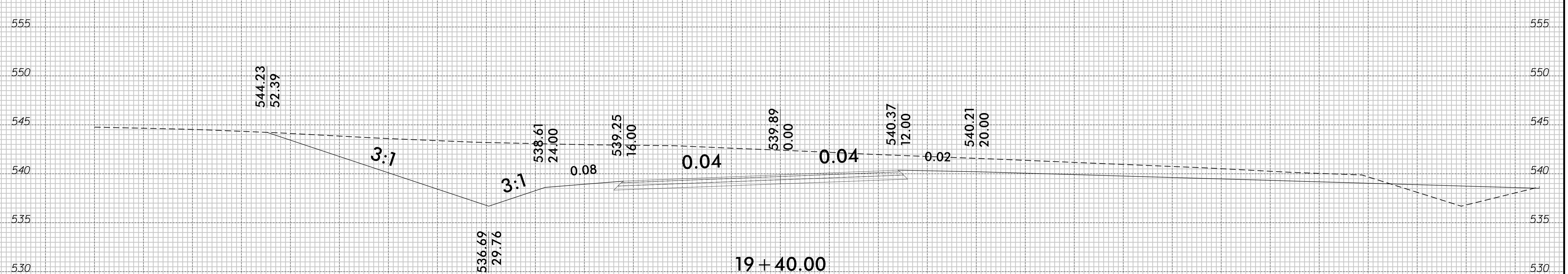
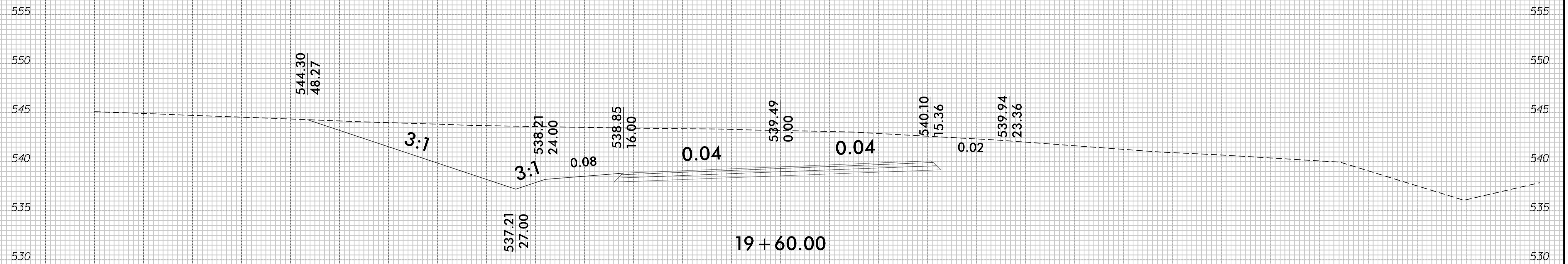
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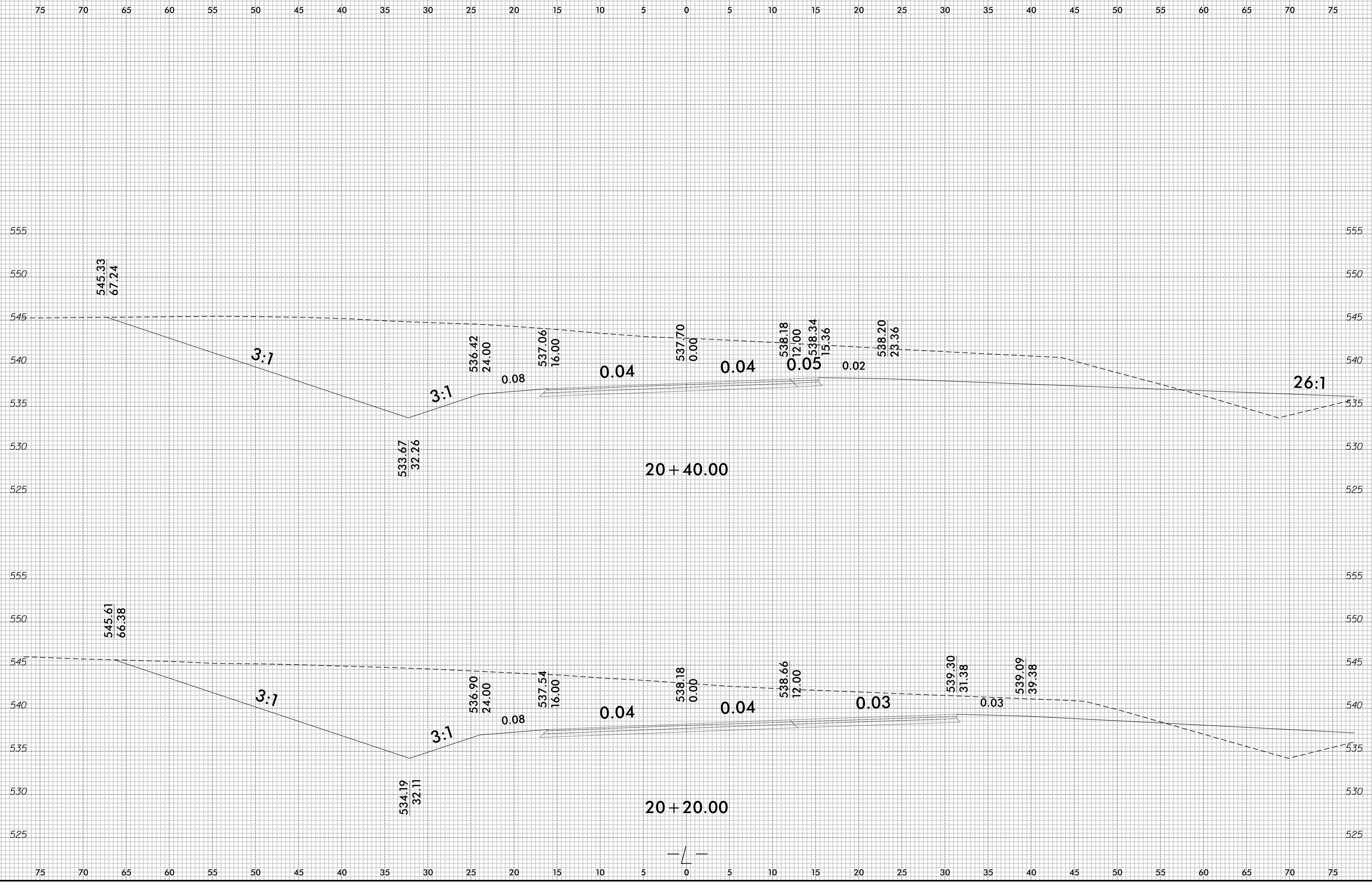


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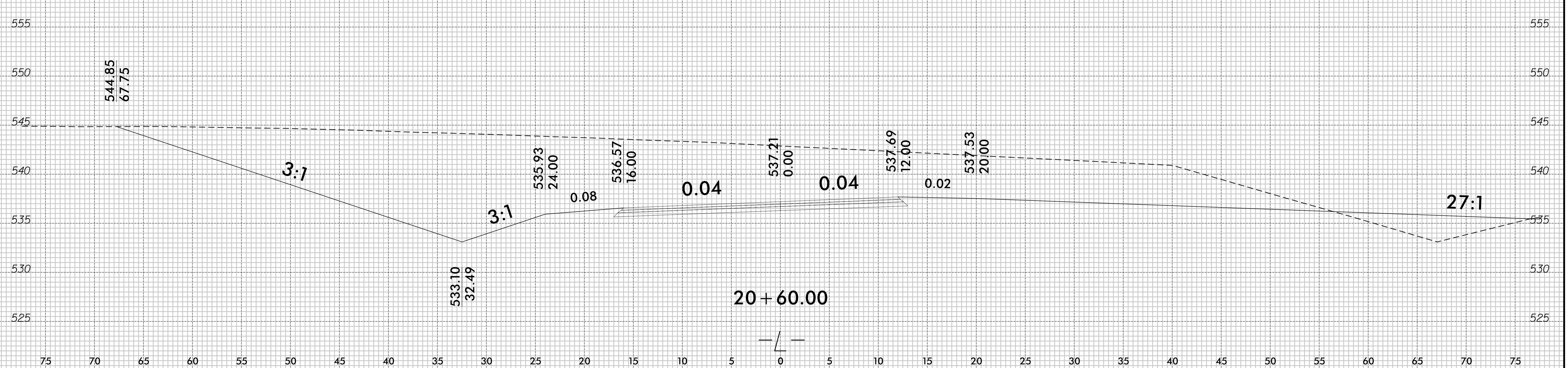
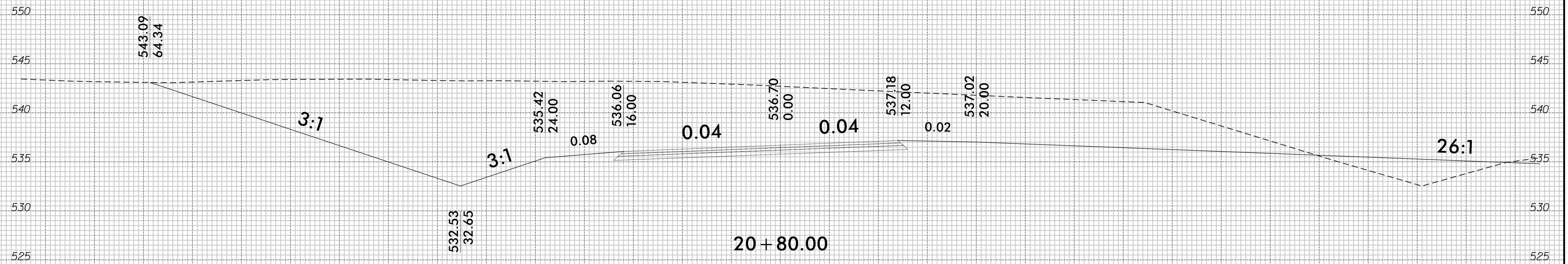


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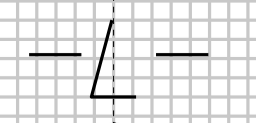
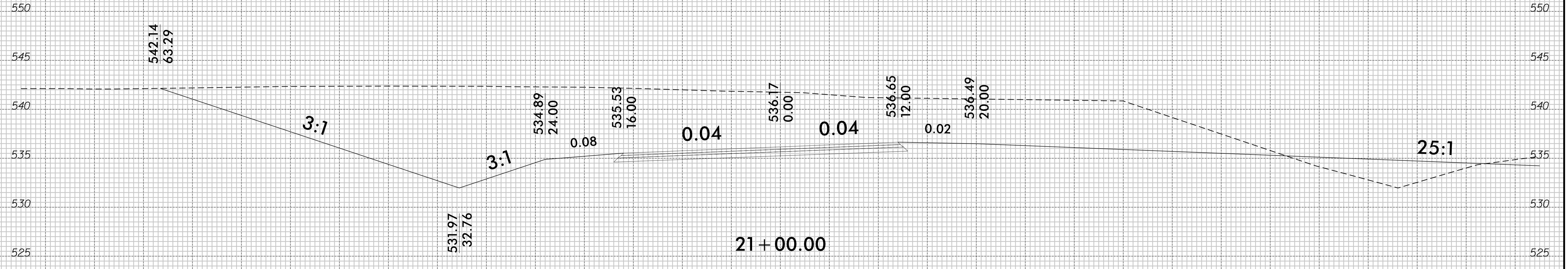
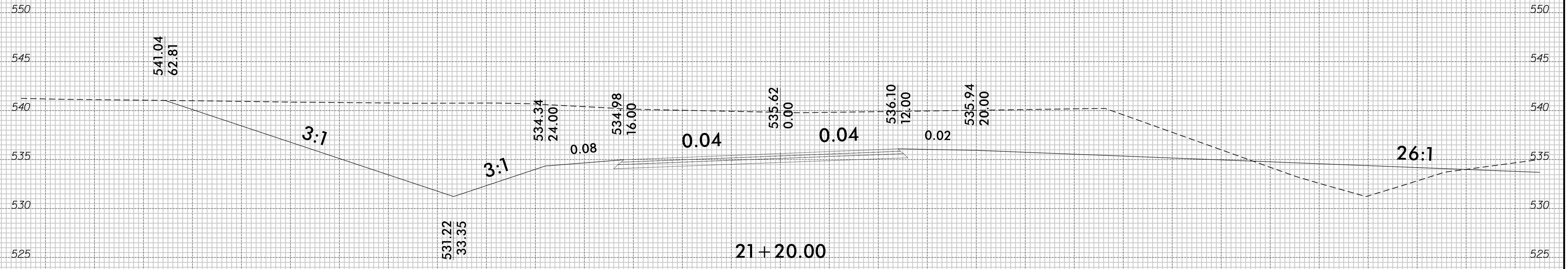


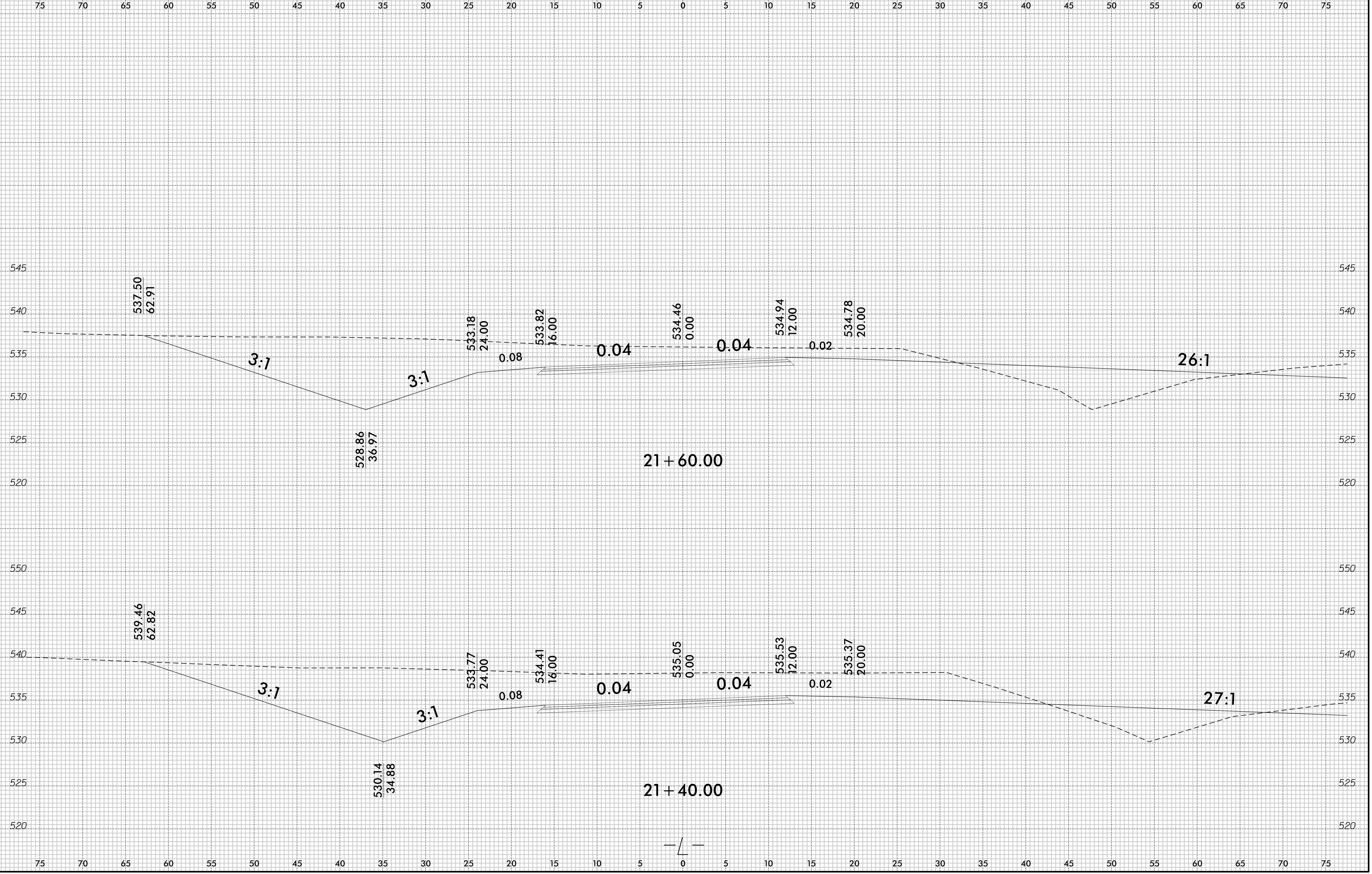


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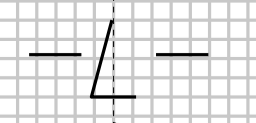
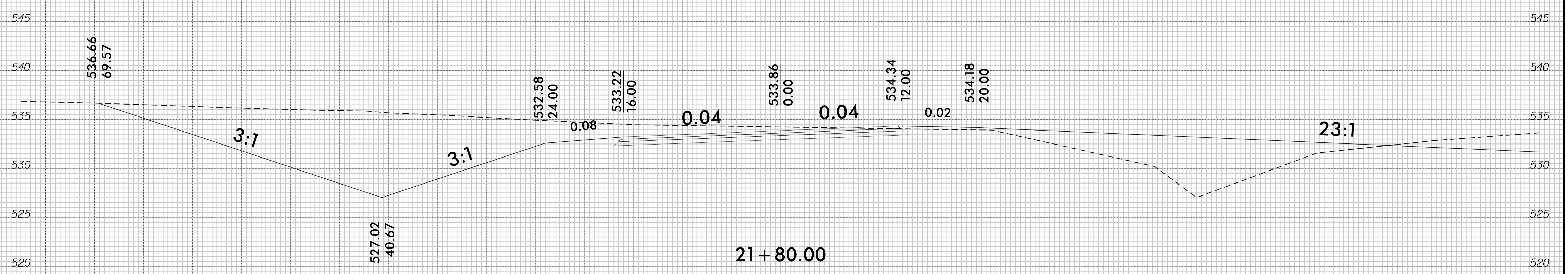
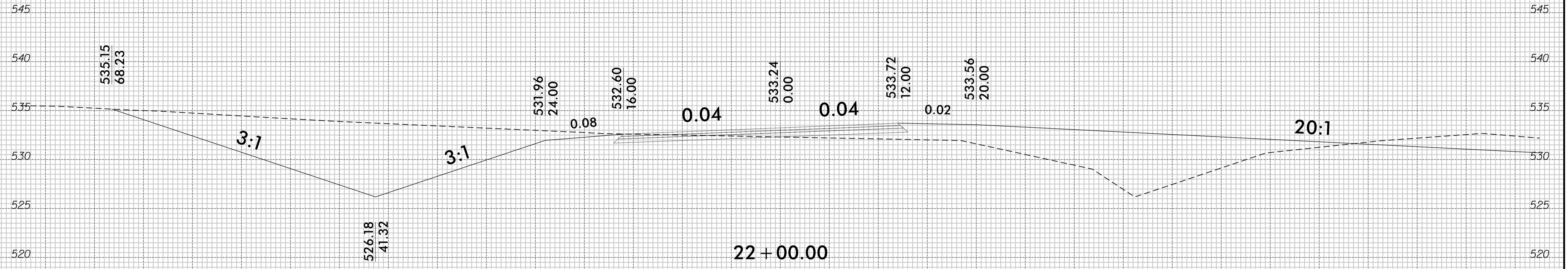


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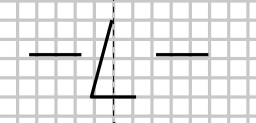
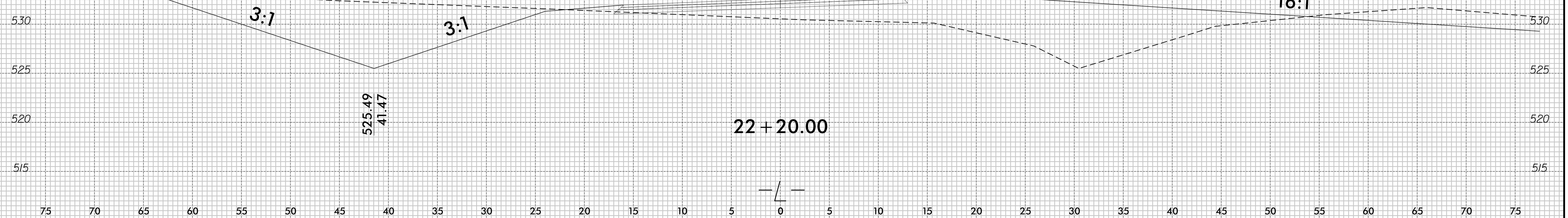
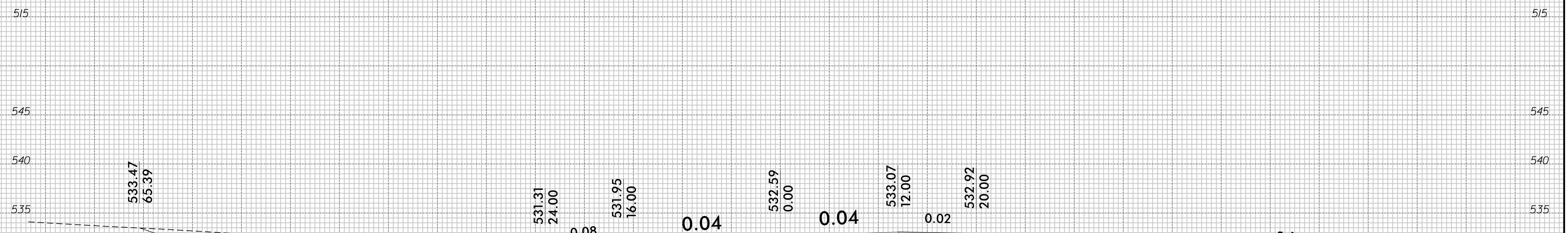
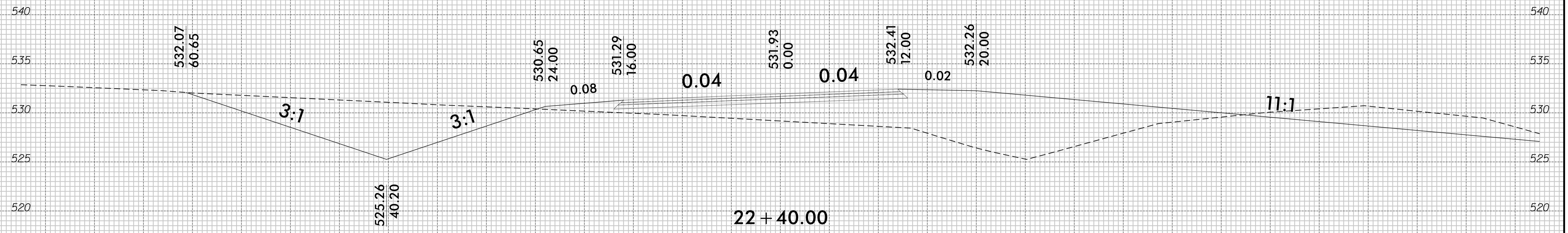


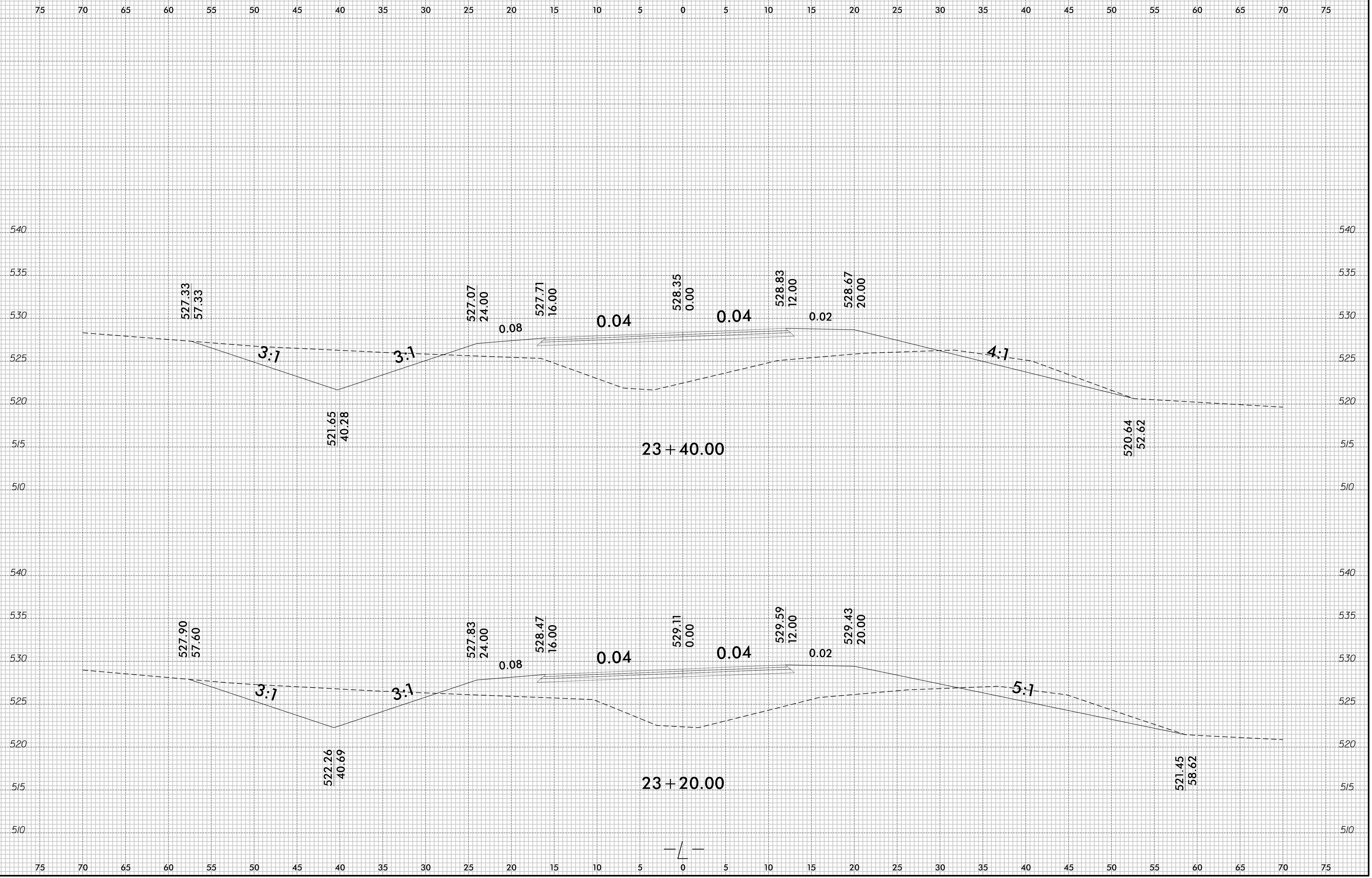


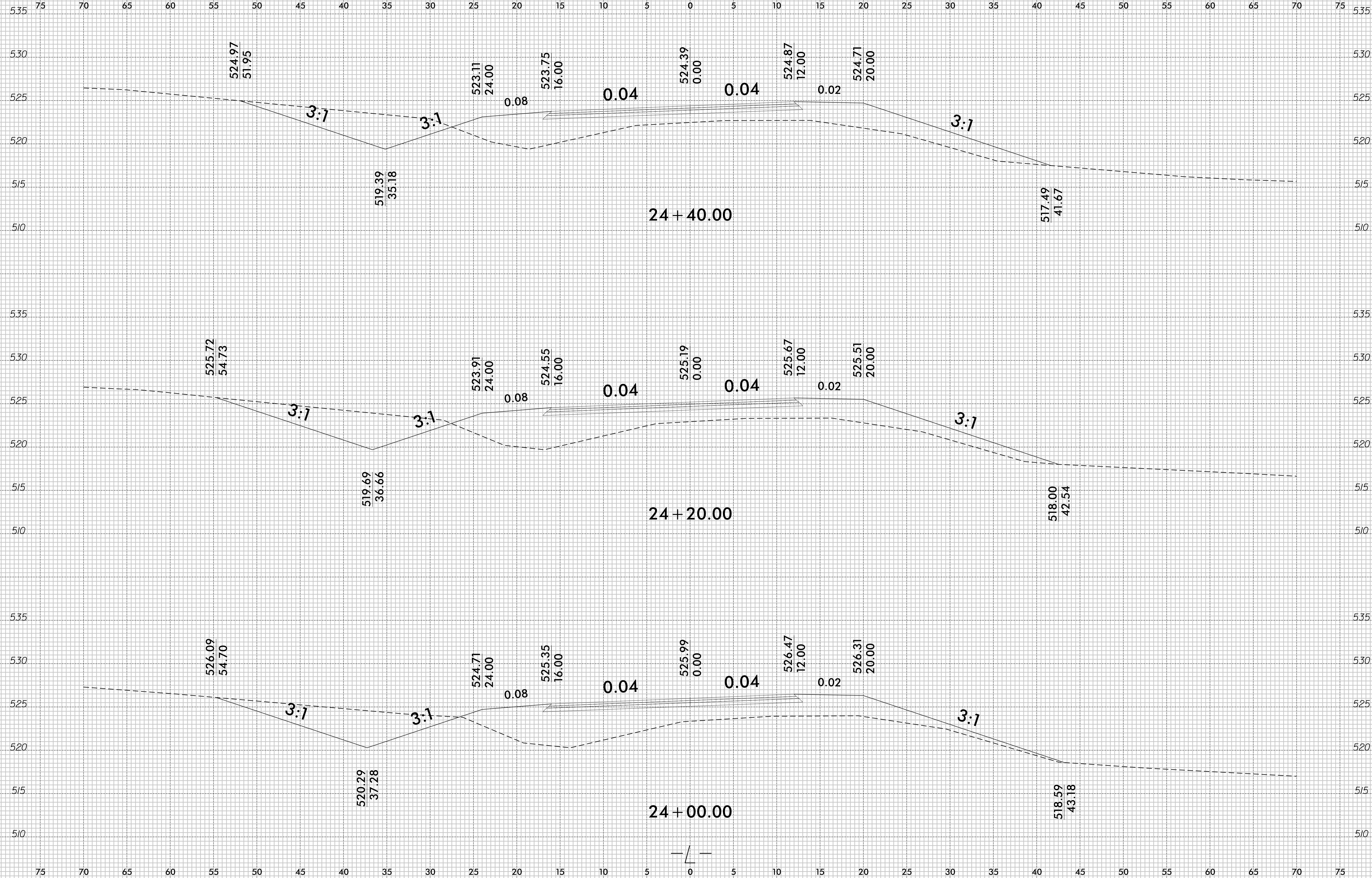
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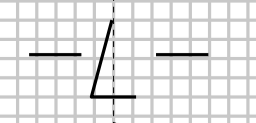
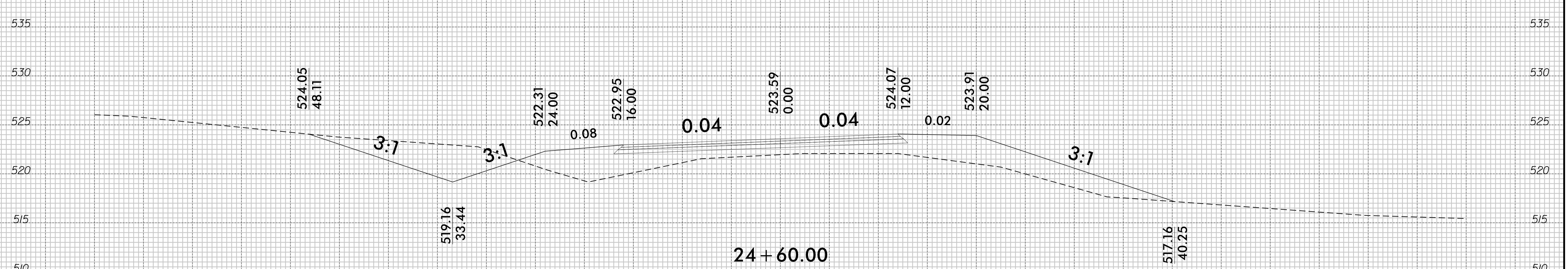
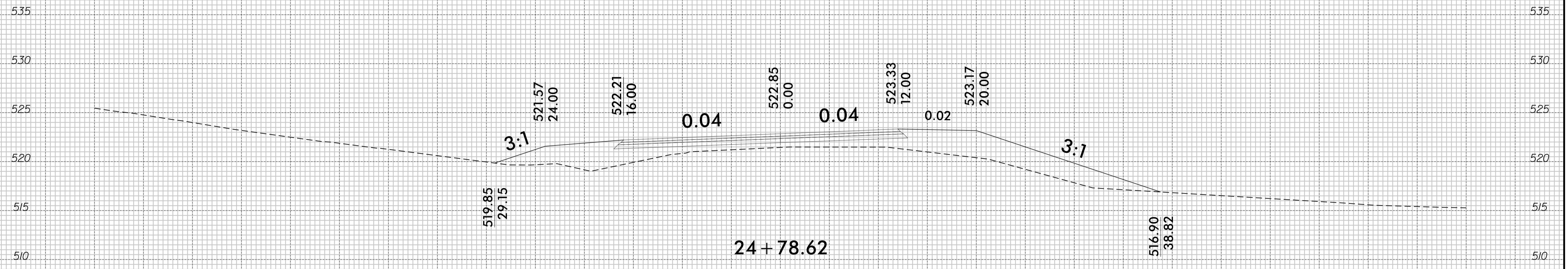
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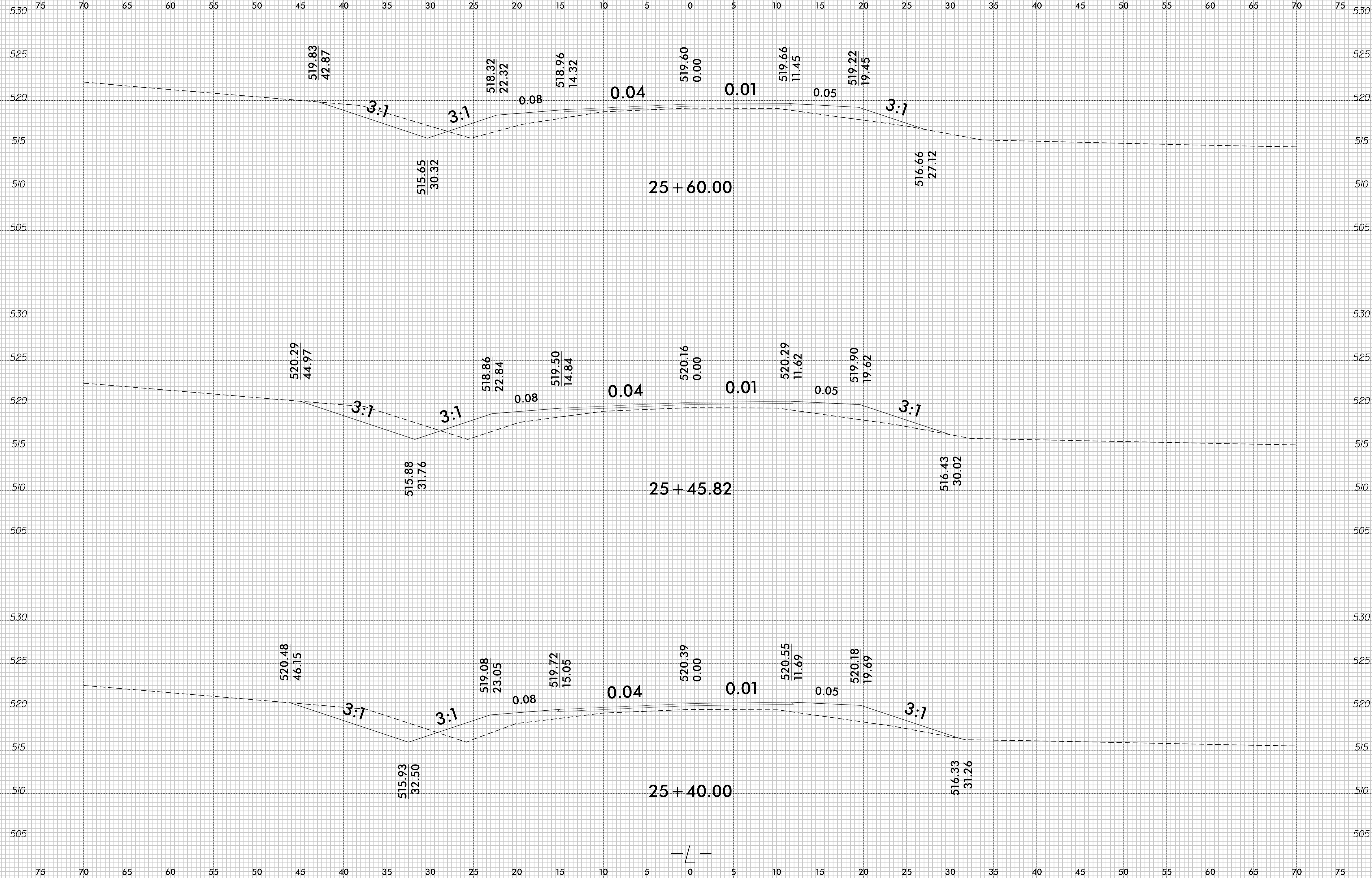




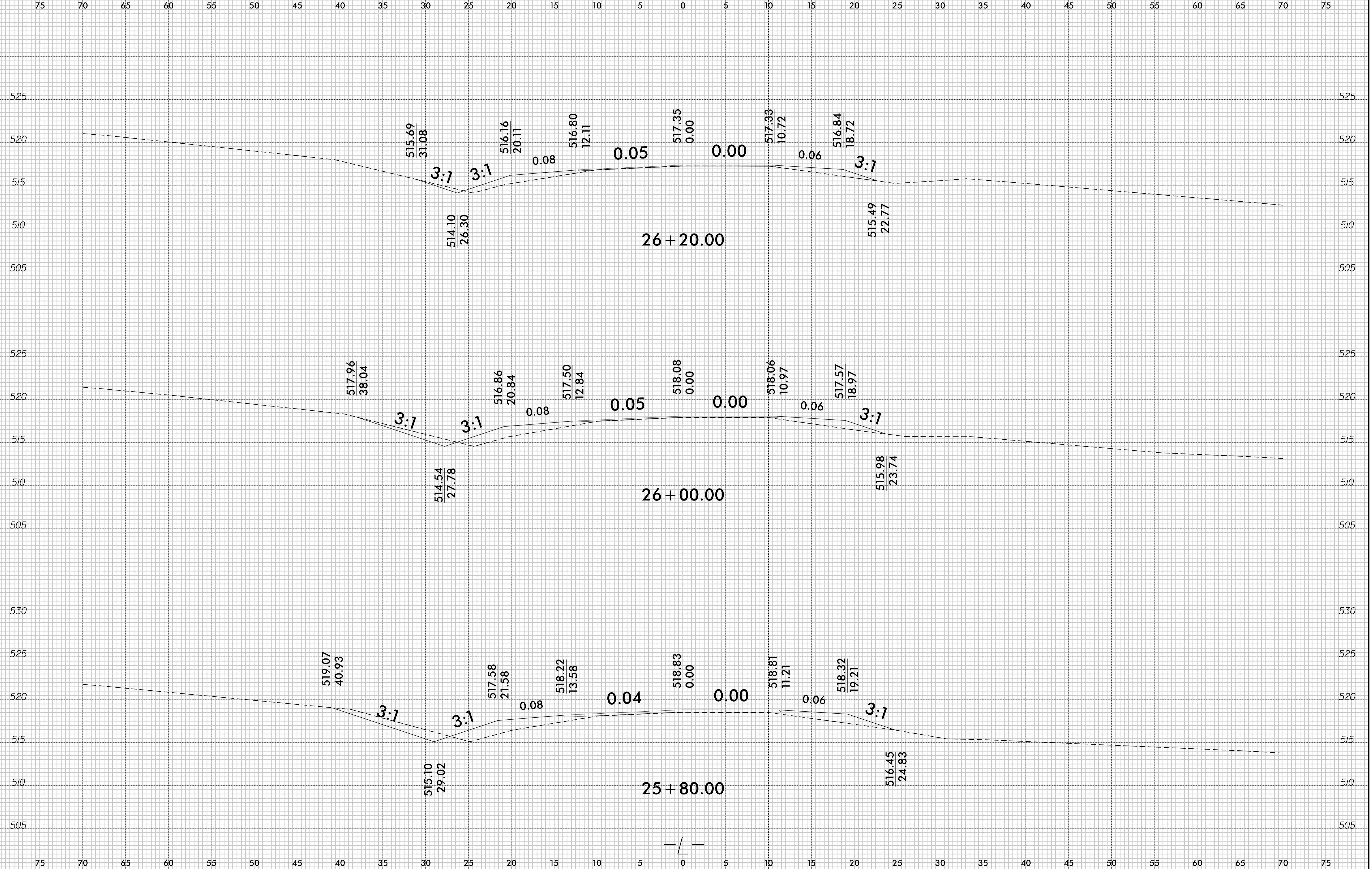
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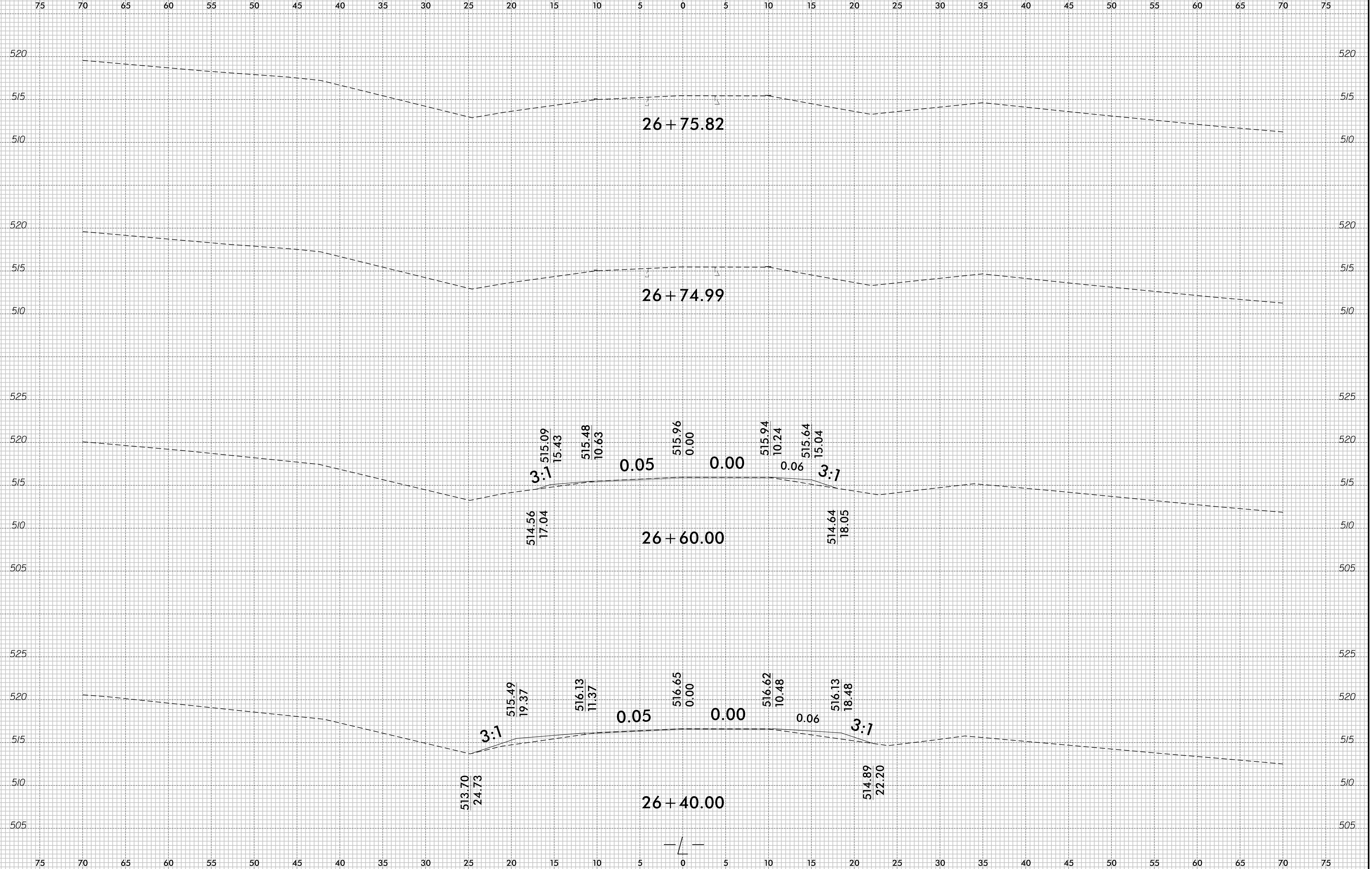


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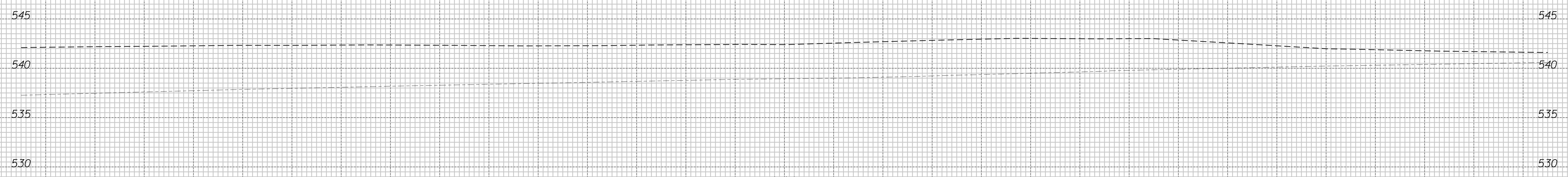
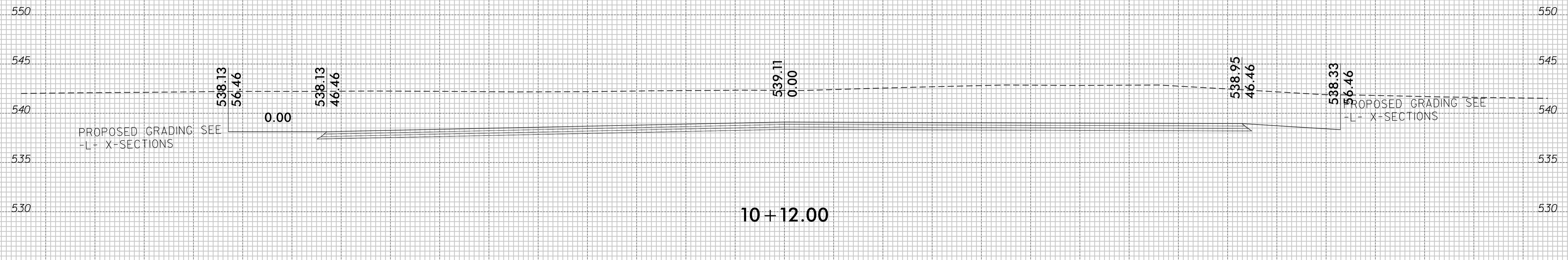
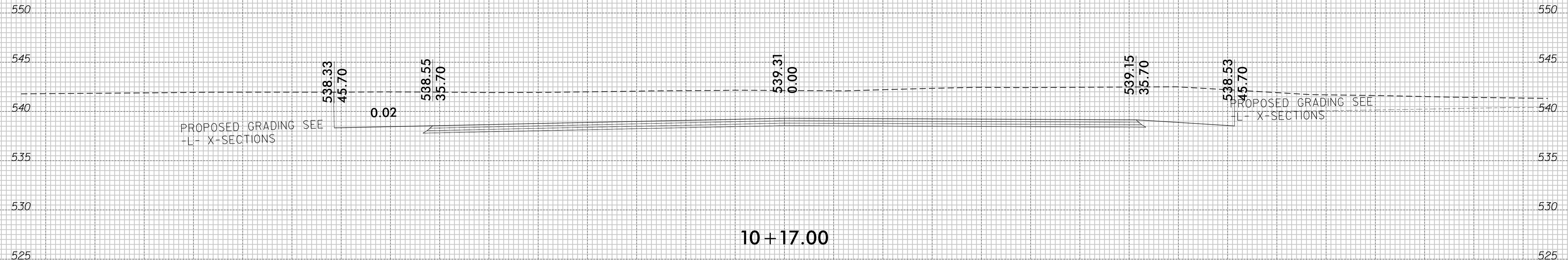


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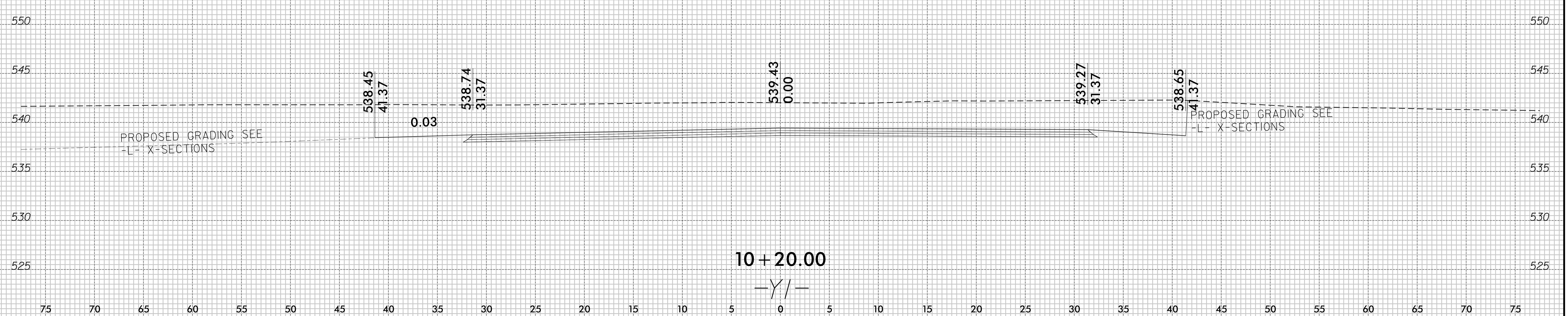
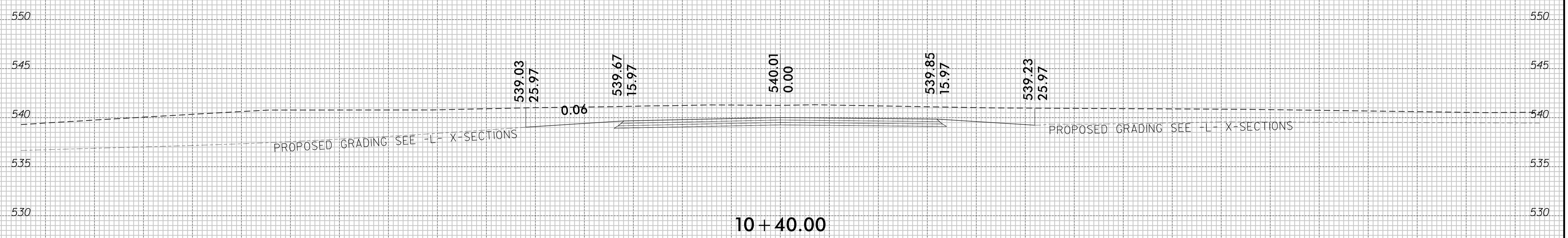
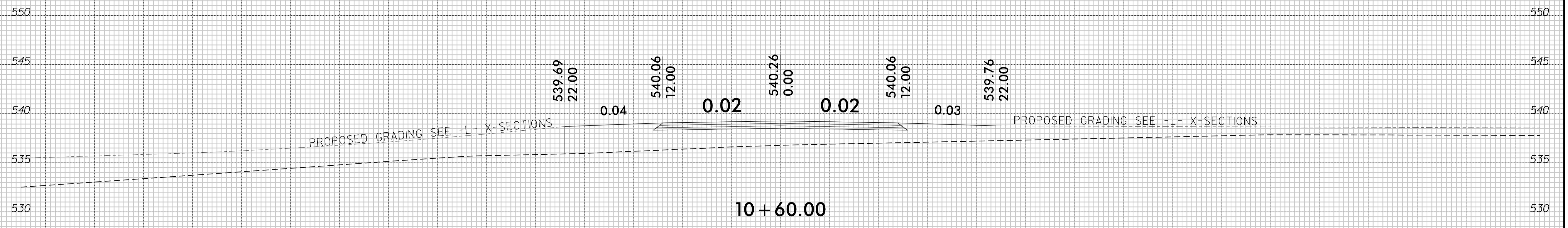
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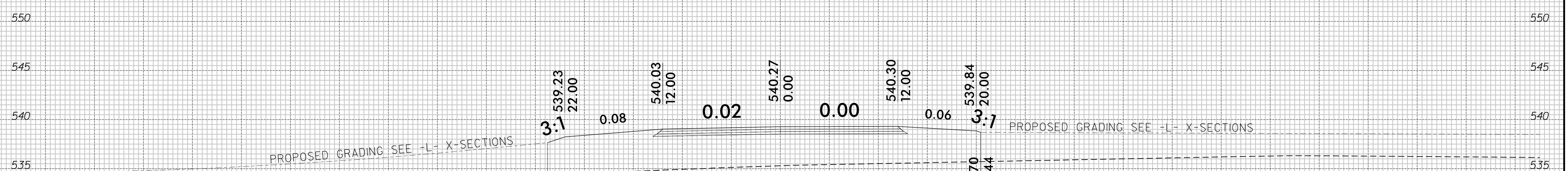
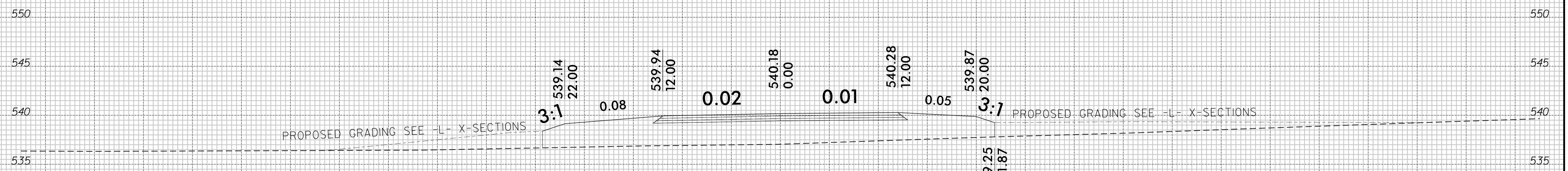
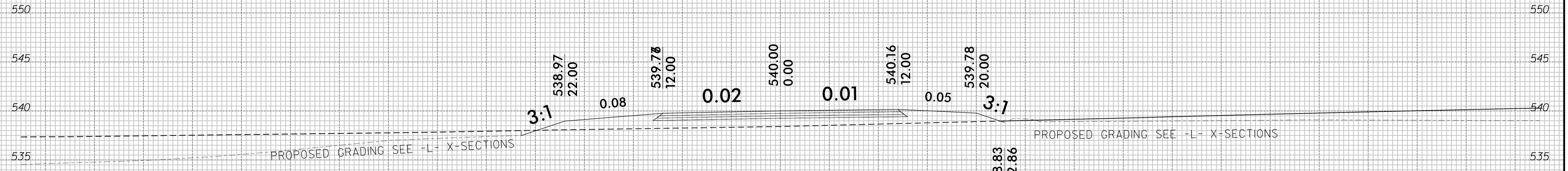
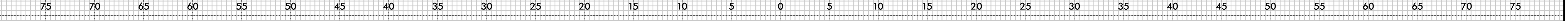


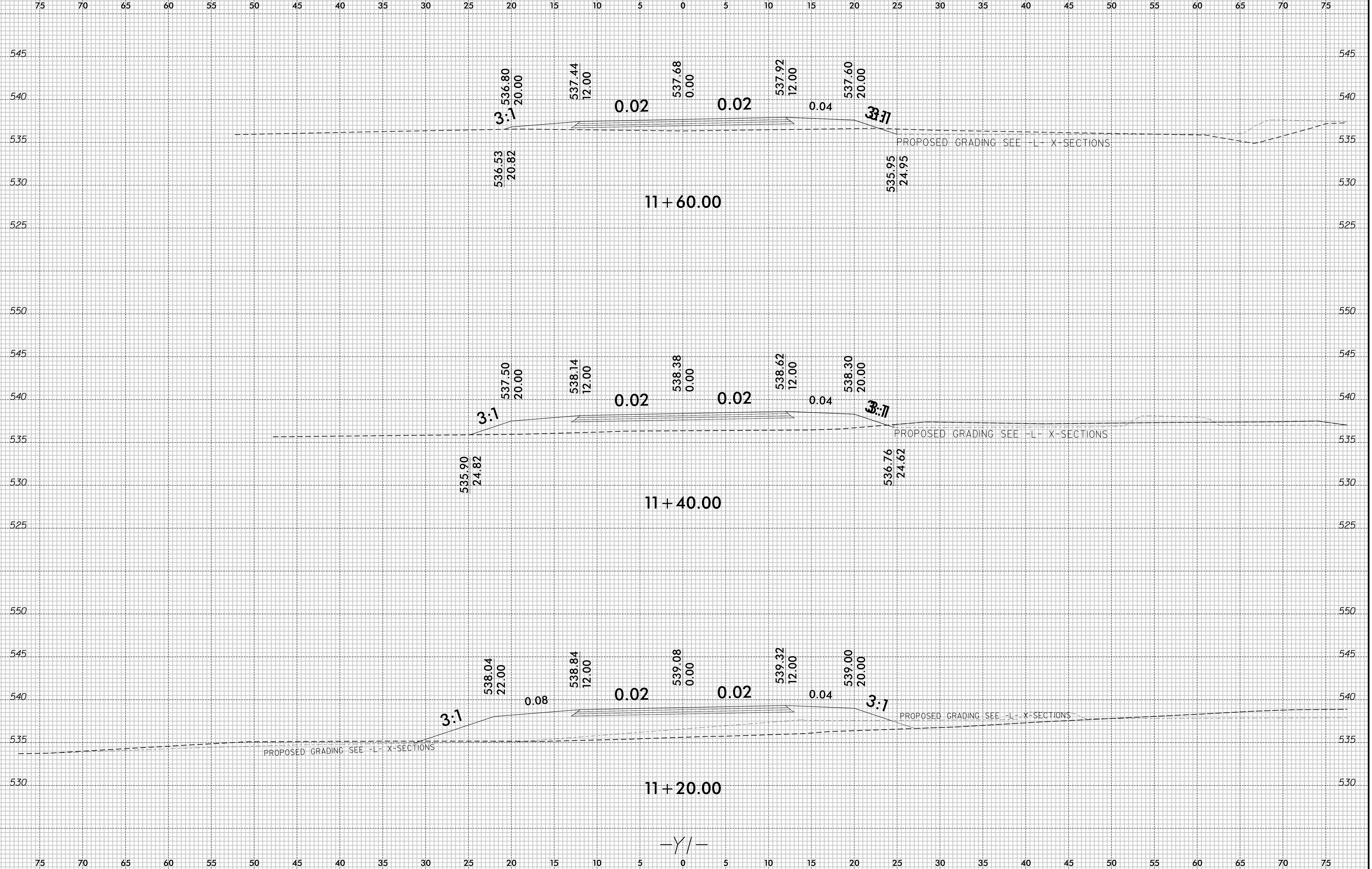
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12 + 20.00



12 + 00.00

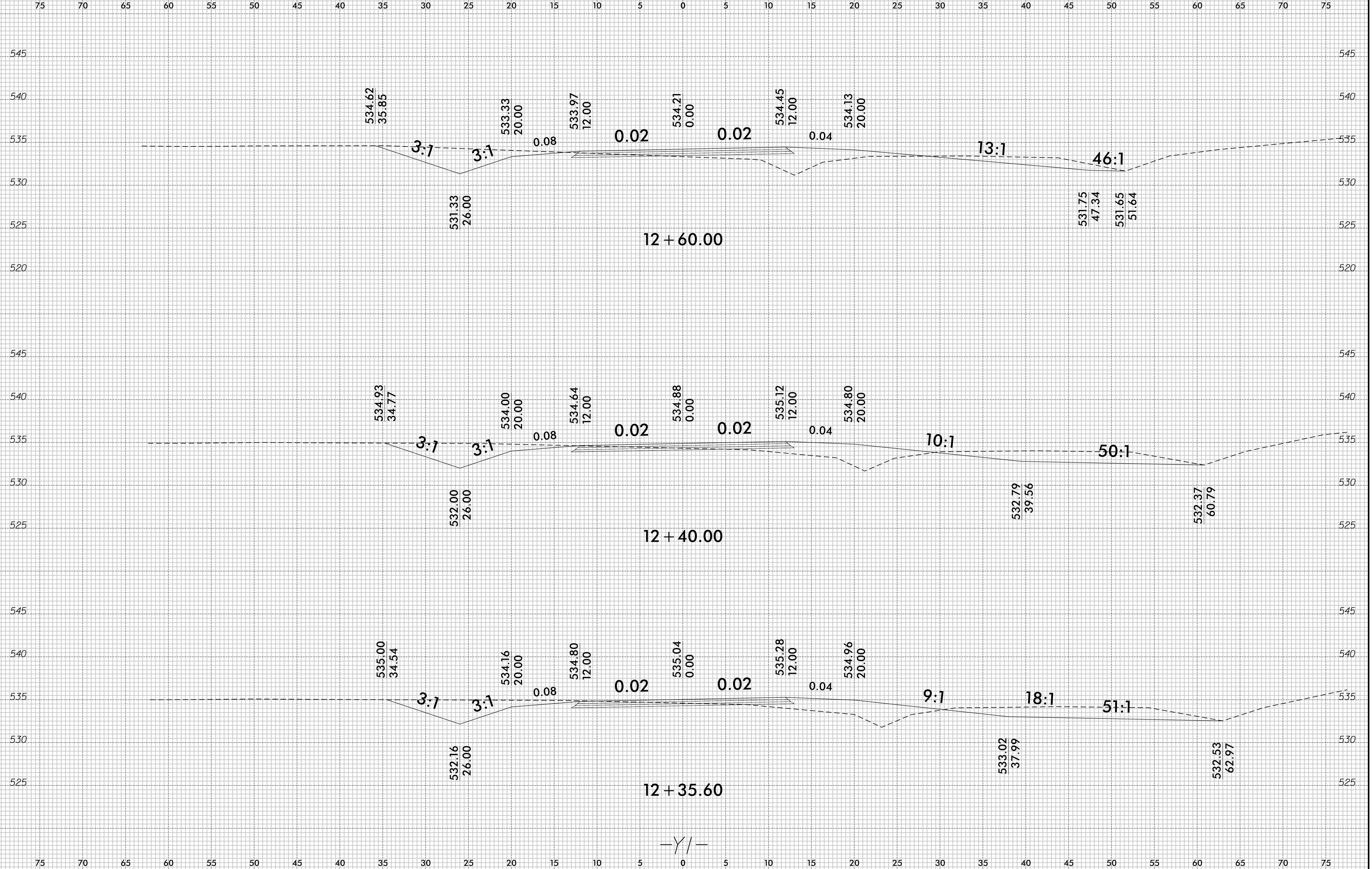
PROPOSED GRADING SEE -L- X-SECTIONS



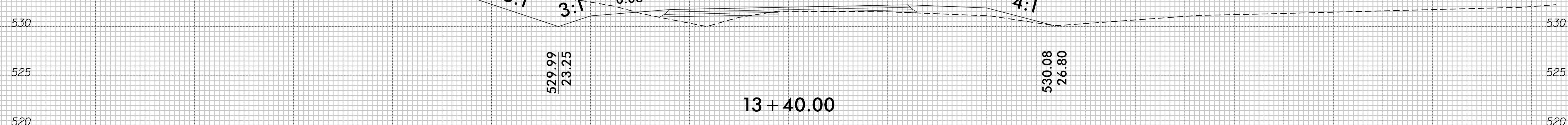
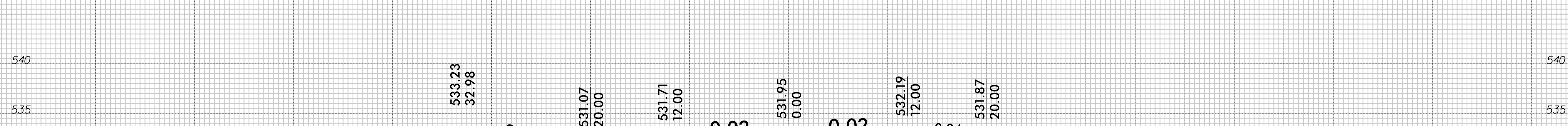
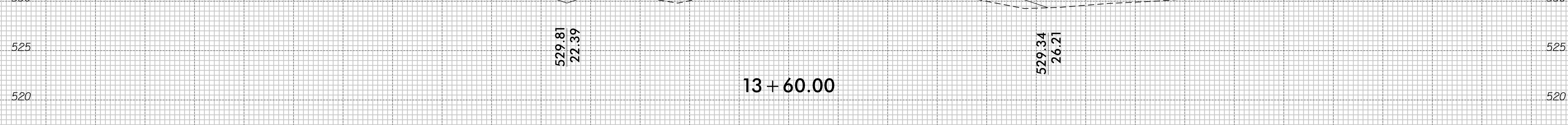
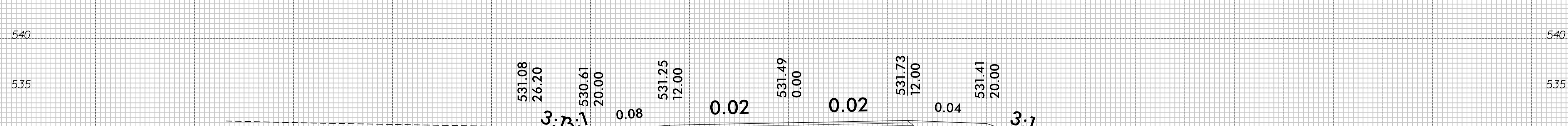
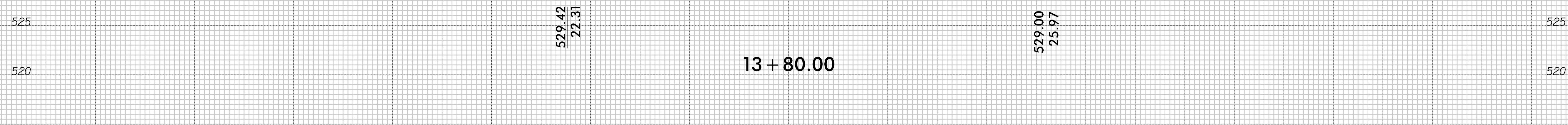
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PROPOSED GRADING SEE -L- X-SECTIONS

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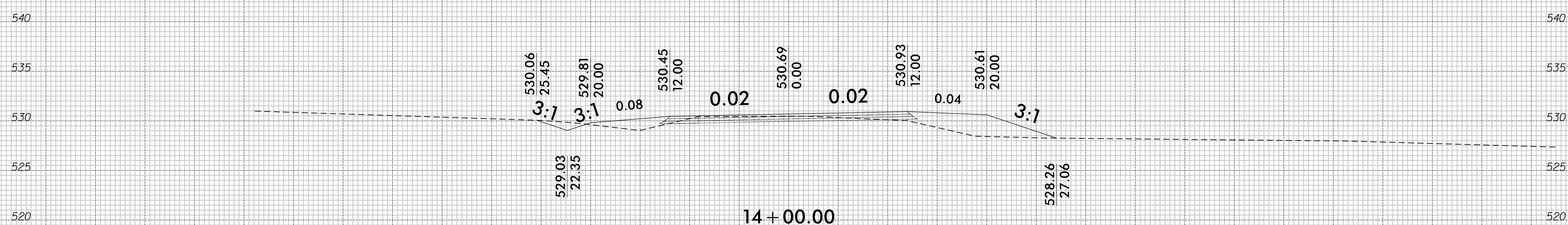
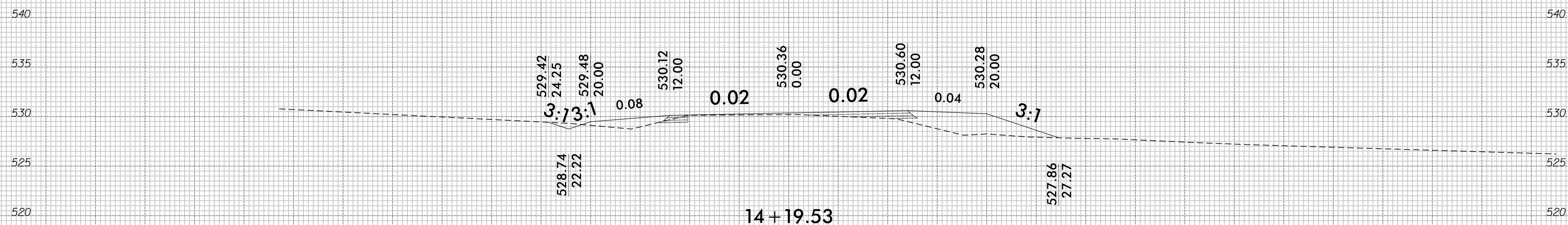
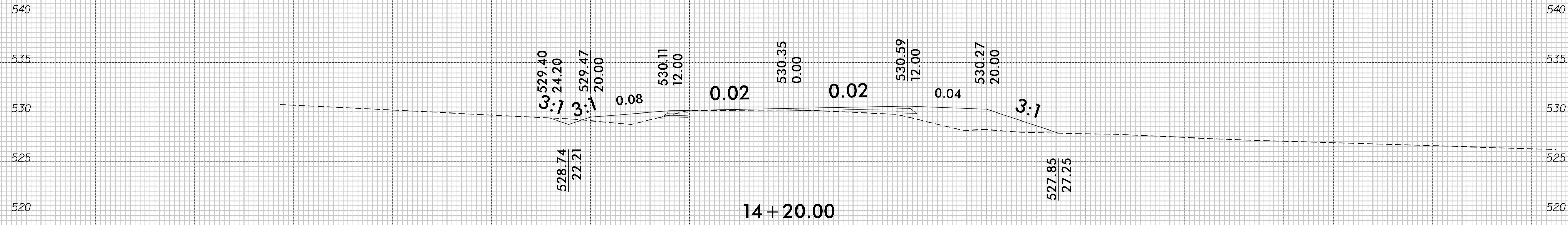


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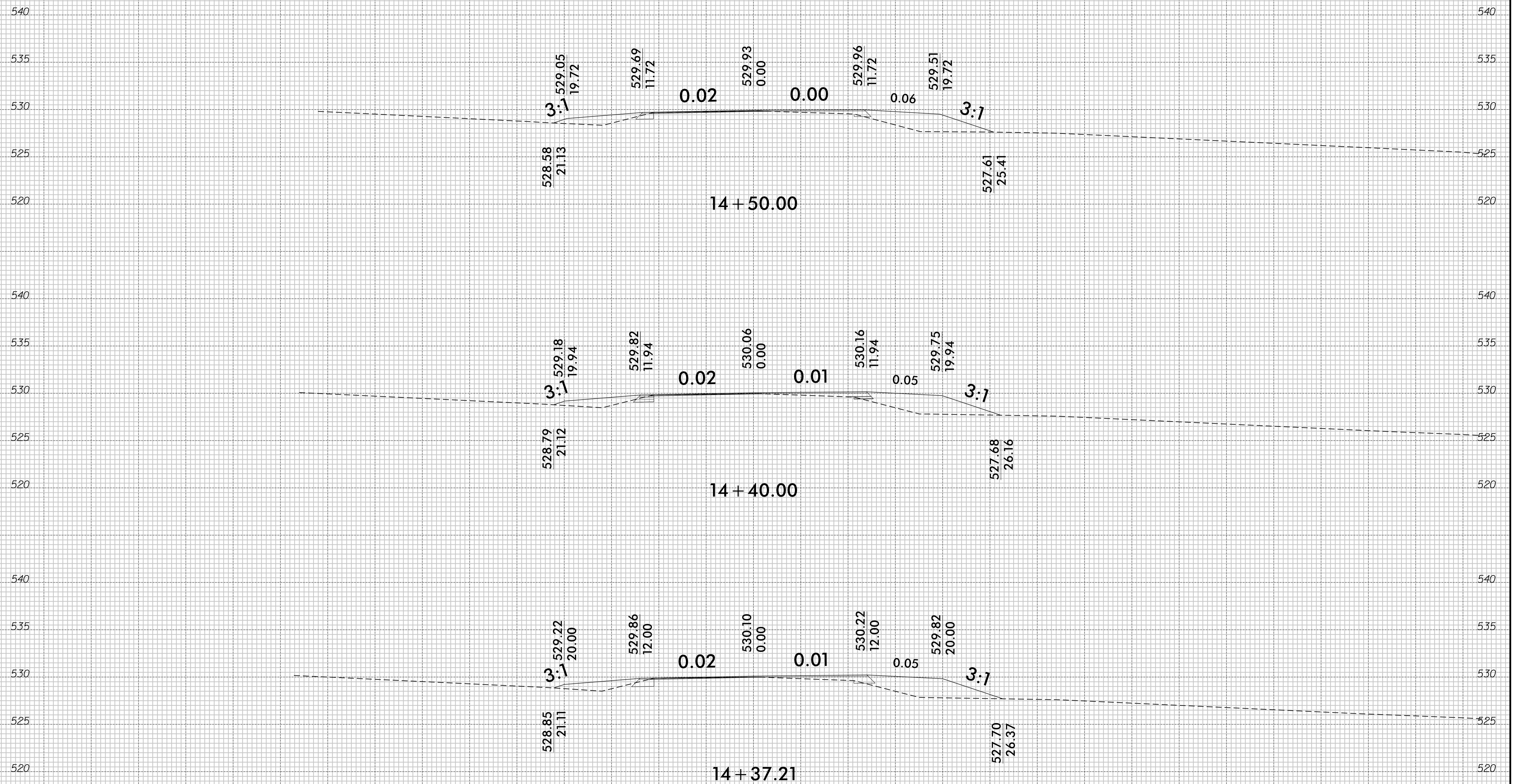


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