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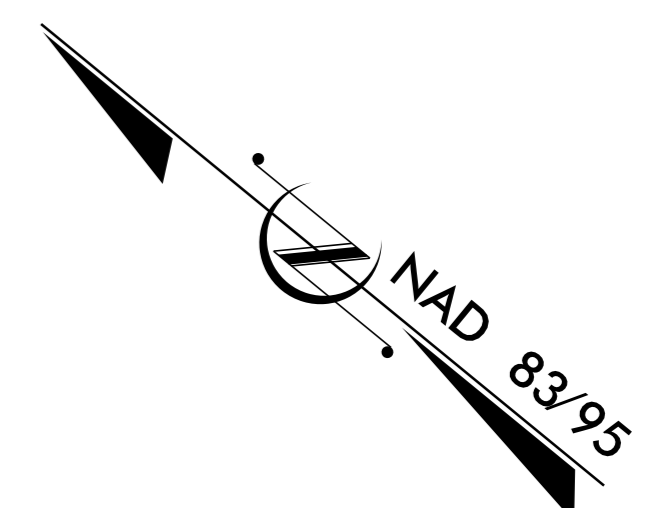
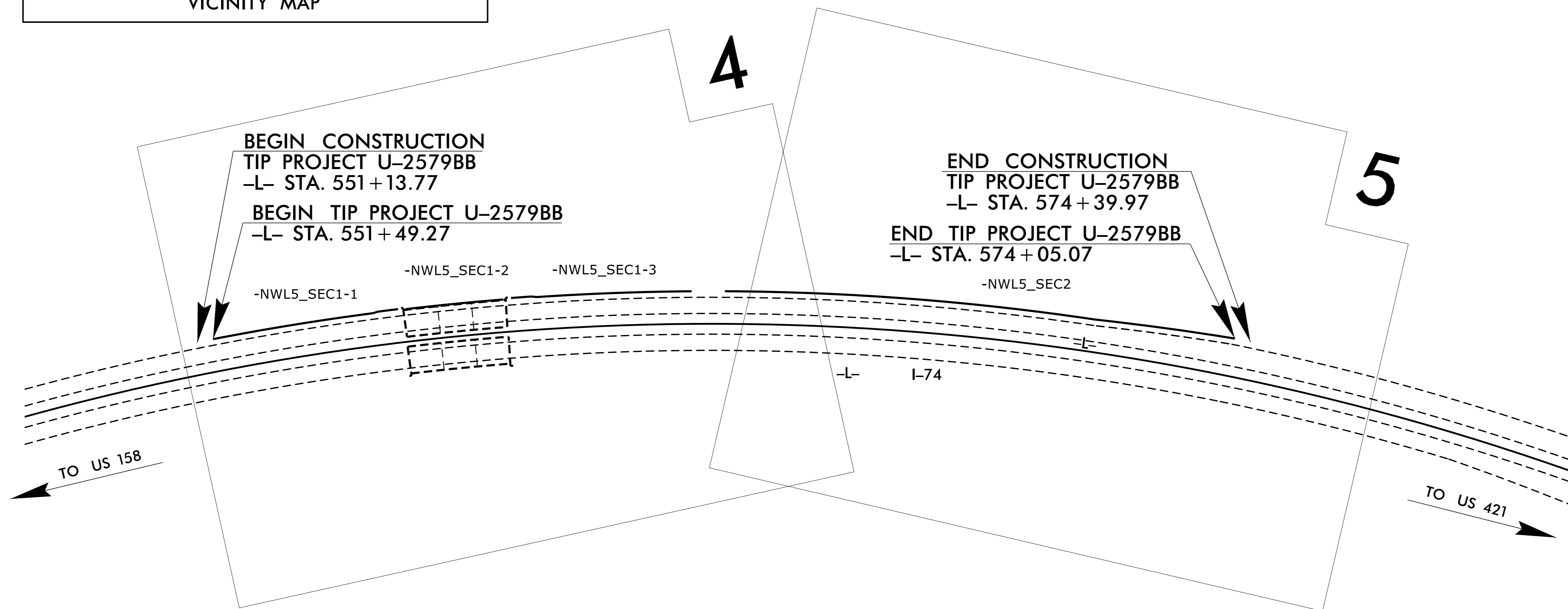
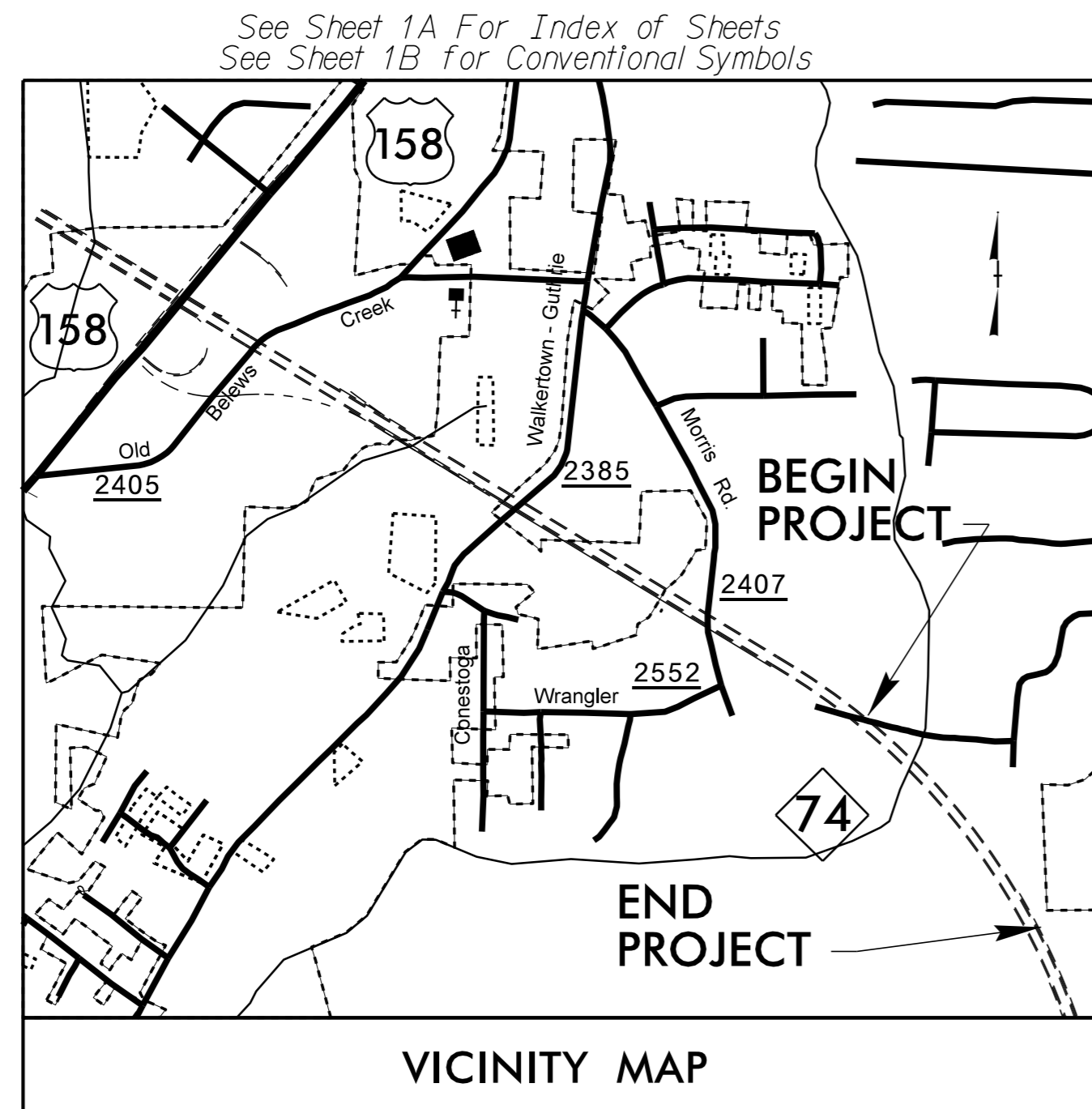
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-2579BB	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
34839.1.11	NA	PE	
34839.2.22	NA	RW, UTILITY	
34839.3.22	NA	CONSTR	

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

FORSYTH COUNTY

**LOCATION: FUTURE I-74 FROM WINSTON-SALEM
NORTHERN BELTWAY, EASTERN SECTION,
US 421/NC 150 /BUSINESS 40 TO US 158.
CONSTRUCT NOISE WALL.**

TYPE OF WORK: DRAINAGE, GRADING AND STRUCTURES.

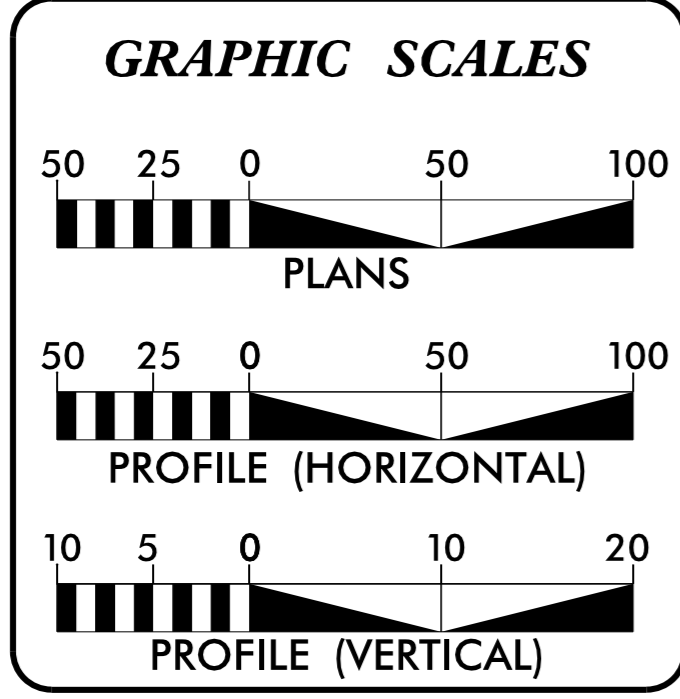


TIP PROJECT: U-2579BB

CONTRACT: DI00310

THIS IS A CONTROLLED ACCESS PROJECT WITH ACCESS LIMITED TO INTERCHANGES.
DESIGN DATA WAS INTERPOLATED FROM TIP PROJECT U-2579B.

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



DESIGN DATA

ADT 2022 =	69,352
ADT 2042 =	95,672
K =	10 %
D =	60 %
T =	18 % *
V =	70 MPH
* TTST =	12% DUAL 6%
FUNC CLASS =	INTERSTATE
STATEWIDE TIER	

PROJECT LENGTH

LENGTH OF ROADWAY PROJECT U-2579BB =	0.385
LENGTH OF STRUCTURE PROJECT U-2579BB =	0.042
TOTAL LENGTH OF PROJECT U-2579BB =	0.427

Prepared in the Office of:
DIVISION OF HIGHWAYS
1000 Birch Ridge Dr., Raleigh NC, 27610

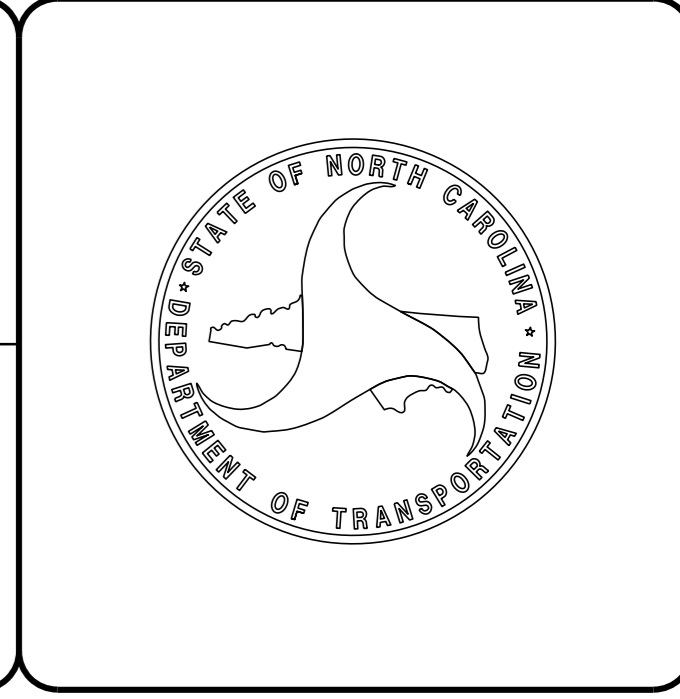
2018 STANDARD SPECIFICATIONS	
RIGHT OF WAY DATE: N/A	MATTHEW JONES, PE PROJECT MANAGER
LETTING DATE: OCTOBER 26, 2022	DOUGLAS KRETCHMAN, PE PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

DocuSigned by:
Michelle B... 09/29/2022 P.E.

ROADWAY DESIGN ENGINEER

DocuSigned by:
Douglas W. Kretchman 09/29/2022 P.E.

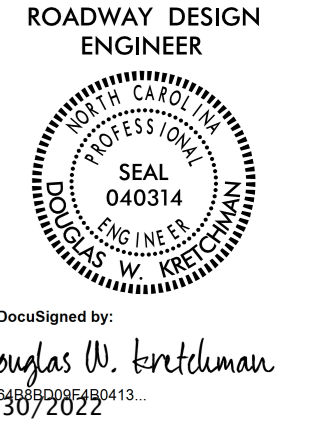


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5/14/99

29-SEP-2022 15:34 Roadway\U2579BB.Rdy.tsh.dgn

PROJECT REFERENCE NO.	SHEET NO.
U-2579BB	1A
RW SHEET NO.	



**DOCUMENT NOT CONSIDERED FINAL
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SHEET NUMBER	INDEX OF SHEETS	SHEET
1	TITLE SHEET	
1A	INDEX OF SHEETS, GENERAL NOTES, AND STANDARD DRAWINGS	
1B	CONVENTIONAL SYMBOLS	
2A-1	PAVEMENT SCHEDULE AND TYPICAL SECTIONS	
2N-1 THRU 2N-2	NOISE WALL ENVELOPES	
2S-1 THRU 2S-4	NOISE WALL DETAILS	
3B-1	ROADWAY SUMMARIES	
3D-1	DRAINAGE SUMMARIES	
4 THRU 7	PLAN AND PROFILE SHEETS	
TMP-1 THRU TMP-7	TRANSPORTATION MANAGEMENT PLANS	
X-1	CROSS-SECTION SUMMARY SHEET	
X-2 THRU X-25	CROSS-SECTIONS	

GENERAL NOTES:

2018 SPECIFICATIONS
EFFECTIVE: 01-16-2018
REVISED:

GRADING:
THE GRADE LINES SHOWN DENOTE THE FINISHED ELEVATION OF THE PROPOSED OR FUTURE SURFACING AT GRADE POINTS SHOWN ON THE TYPICAL SECTIONS. GRADE LINES ENGINEER IN ORDER TO SECURE A PROPER TIE-IN.

SHOULDER CONSTRUCTION:
ASPHALT, EARTH, AND CONCRETE SHOULDER CONSTRUCTION ON THE HIGH SIDE OF SUPERELEVATED CURVES SHALL BE IN ACCORDANCE WITH STD. NO. 560.02

GUARDRAIL:
THE GUARDRAIL LOCATIONS SHOWN ON THE PLANS MAY BE ADJUSTED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHOULD CONSULT WITH THE ENGINEER PRIOR TO ORDERING GUARDRAIL MATERIAL.

UTILITIES:
UTILITY OWNERS ON THIS PROJECT ARE Duke Power.

2018 ROADWAY ENGLISH STANDARD DRAWINGS
EFF. 01-16-2018
REV.

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N. C. Department of Transportation - Raleigh, N. C., Dated January, 2018 are applicable to this project and by reference hereby are considered a part of these plans:

STD. NO.	TITLE
DIVISION 2 - EARTHWORK	
225.01	Guide for Grading Subgrade - Interstate and Freeway
DIVISION 3 - PIPE CULVERTS	
300.01	Method of Pipe Installation
DIVISION 5 - SUBGRADE, BASES AND SHOULDERS	
560.02	Method of Shoulder Construction - High Side of Superelevated Curve - Method II
DIVISION 8 - INCIDENTALS	
840.00	Concrete Base Pad for Drainage Structures
840.25	Anchorage for Frames - Brick or Concrete or Precast
840.36	Traffic Bearing Grated Drop Inlet - for Steel (840.37) Double Frame and Grates
840.37	Steel Grate and Frame
840.66	Drainage Structure Steps
846.01	Concrete Curb, Gutter and Curb & Gutter
857.01	Precast Reinforced Concrete Barrier - 41" Single Faced
862.01	Guardrail Placement
862.02	Guardrail Installation
862.03	Structure Anchor Units
862.04	Anchoring End of Guardrail - B-77 and B-83 Anchor Units
876.02	Guide for Rip Rap at Pipe Outlets

STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS CONVENTIONAL PLAN SHEET SYMBOLS

Note: Not to Scale

BOUNDARIES AND PROPERTY:

State Line	-----
County Line	-----
Township Line	-----
City Line	-----
Reservation Line	-----
Property Line	-----
Existing Iron Pin (EIP)	○
Computed Property Corner	×
Existing Concrete Monument (ECM)	□
Parcel/Sequence Number	(23)
Existing Fence Line	-x-x-x-
Proposed Woven Wire Fence	○
Proposed Chain Link Fence	□
Proposed Barbed Wire Fence	◇
Existing Wetland Boundary	-----
Proposed Wetland Boundary	-----
Existing Endangered Animal Boundary	-----
Existing Endangered Plant Boundary	-----
Existing Historic Property Boundary	-----
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	○
Well	○
Small Mine	×
Foundation	□
Area Outline	□
Cemetery	+
Building	□
School	□
Church	□
Dam	□

HYDROLOGY:

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

RAILROADS:

Standard Gauge	-----
RR Signal Milepost	○
Switch	□
RR Abandoned	-----
RR Dismantled	-----

RIGHT OF WAY & PROJECT CONTROL:

Primary Horiz Control Point	○
Primary Horiz and Vert Control Point	●
Secondary Horiz and Vert Control Point	◆
Vertical Benchmark	⊕
Existing Right of Way Monument	△
Proposed Right of Way Monument (Rebar and Cap)	▲
Proposed Right of Way Monument (Concrete)	⊙
Existing Permanent Easement Monument	◇
Proposed Permanent Easement Monument (Rebar and Cap)	◆
Existing C/A Monument	△
Proposed C/A Monument (Rebar and Cap)	▲
Proposed C/A Monument (Concrete)	⊙
Existing Right of Way Line	-----
Proposed Right of Way Line	-----
Existing Control of Access Line	-----
Proposed Control of Access Line	-----
Proposed ROW and CA Line	-----
Existing Easement Line	-----
Proposed Temporary Construction Easement	-----
Proposed Temporary Drainage Easement	-----
Proposed Permanent Drainage Easement	-----
Proposed Permanent Drainage/Utility Easement	-----
Proposed Permanent Utility Easement	-----
Proposed Temporary Utility Easement	-----
Proposed Aerial Utility Easement	-----

ROADS AND RELATED FEATURES:

Existing Edge of Pavement	-----
Existing Curb	-----
Proposed Slope Stakes Cut	-----
Proposed Slope Stakes Fill	-----
Proposed Curb Ramp	-----
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	-----

EXISTING STRUCTURES:

MAJOR:	
Bridge, Tunnel or Box Culvert	-----
Bridge Wing Wall, Head Wall and End Wall	-----
MINOR:	
Head and End Wall	-----
Pipe Culvert	-----
Footbridge	-----
Drainage Box: Catch Basin, DI or JB	-----
Paved Ditch Gutter	-----
Storm Sewer Manhole	○
Storm Sewer	-----

UTILITIES:

* SUE - Subsurface Utility Engineering
LOS - Level of Service - A,B,C or D (Accuracy)

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 Test Hole (SUE - LOS A)*	⊕
U/G Power Line (SUE - LOS B)*	-----
U/G Power Line (SUE - LOS C)*	-----
U/G Power Line (SUE - LOS D)*	-----

TELEPHONE:

Existing Telephone Pole	●
Proposed Telephone Pole	○
Telephone Manhole	○
Telephone Pedestal	□
Telephone Cell Tower	⊕
U/G Telephone Cable Hand Hole	□
U/G Telephone Test Hole (SUE - LOS A)*	⊕
U/G Telephone Cable (SUE - LOS B)*	-----
U/G Telephone Cable (SUE - LOS C)*	-----
U/G Telephone Cable (SUE - LOS D)*	-----
U/G Telephone Conduit (SUE - LOS B)*	-----
U/G Telephone Conduit (SUE - LOS C)*	-----
U/G Telephone Conduit (SUE - LOS D)*	-----
U/G Fiber Optics Cable (SUE - LOS B)*	-----
U/G Fiber Optics Cable (SUE - LOS C)*	-----
U/G Fiber Optics Cable (SUE - LOS D)*	-----

WATER:

Water Manhole	○
Water Meter	○
Water Valve	⊗
Water Hydrant	⊕
U/G Water Line Test Hole (SUE - LOS A)*	⊕
U/G Water Line (SUE - LOS B)*	-----
U/G Water Line (SUE - LOS C)*	-----
U/G Water Line (SUE - LOS D)*	-----
Above Ground Water Line	-----

TV:

TV Pedestal	□
TV Tower	⊗
U/G TV Cable Hand Hole	□
U/G TV Test Hole (SUE - LOS A)*	⊕
U/G TV Cable (SUE - LOS B)*	-----
U/G TV Cable (SUE - LOS C)*	-----
U/G TV Cable (SUE - LOS D)*	-----
U/G Fiber Optic Cable (SUE - LOS B)*	-----
U/G Fiber Optic Cable (SUE - LOS C)*	-----
U/G Fiber Optic Cable (SUE - LOS D)*	-----

GAS:

Gas Valve	◇
Gas Meter	⊕
U/G Gas Line Test Hole (SUE - LOS A)*	⊕
U/G Gas Line (SUE - LOS B)*	-----
U/G Gas Line (SUE - LOS C)*	-----
U/G Gas Line (SUE - LOS D)*	-----
Above Ground Gas Line	-----

SANITARY SEWER:

Sanitary Sewer Manhole	⊕
Sanitary Sewer Cleanout	⊕
U/G Sanitary Sewer Line	-----
Above Ground Sanitary Sewer	-----
SS Force Main Line Test Hole (SUE - LOS A)*	⊕
SS Force Main Line (SUE - LOS B)*	-----
SS Force Main Line (SUE - LOS C)*	-----
SS Force Main Line (SUE - LOS D)*	-----

MISCELLANEOUS:

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

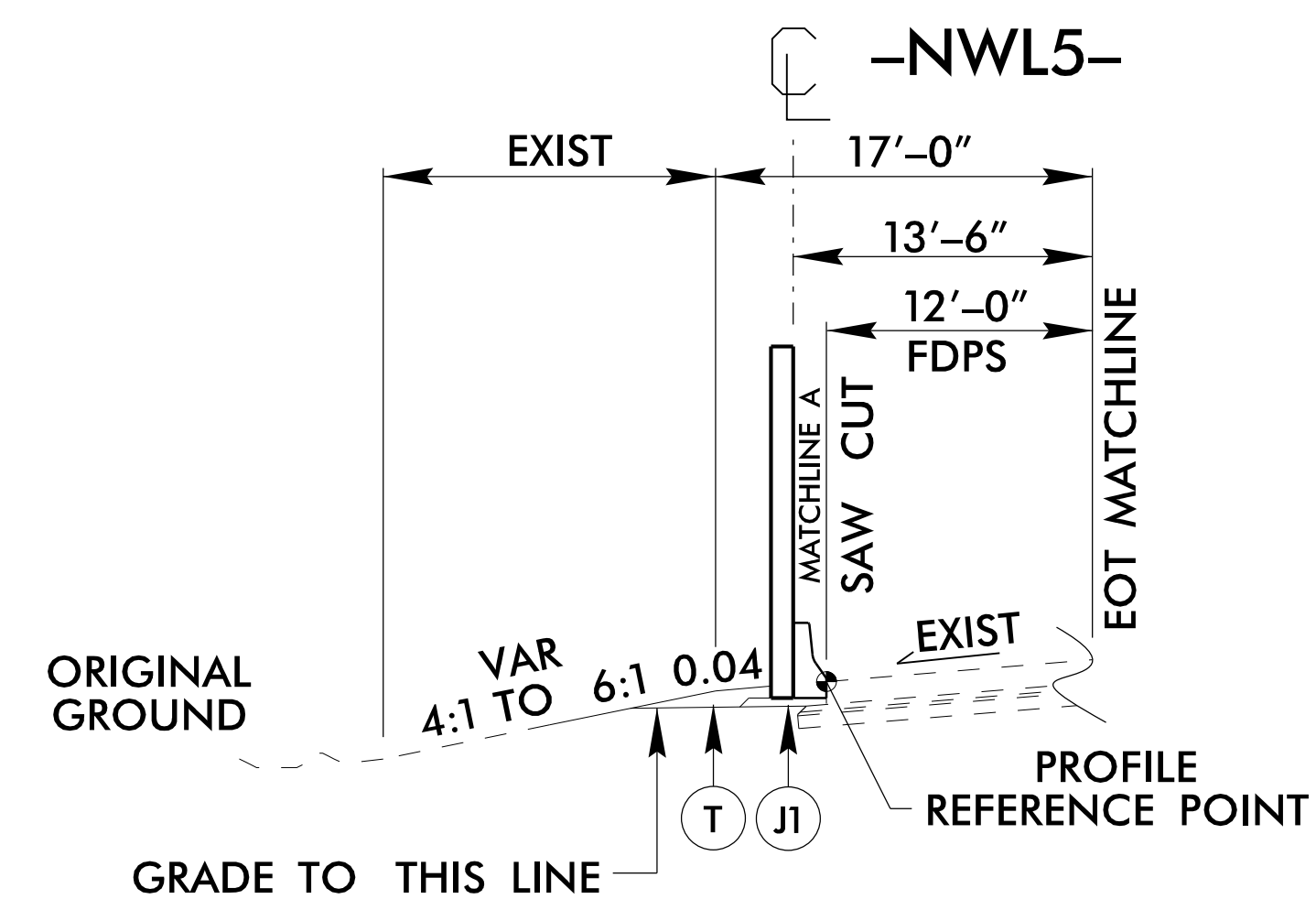
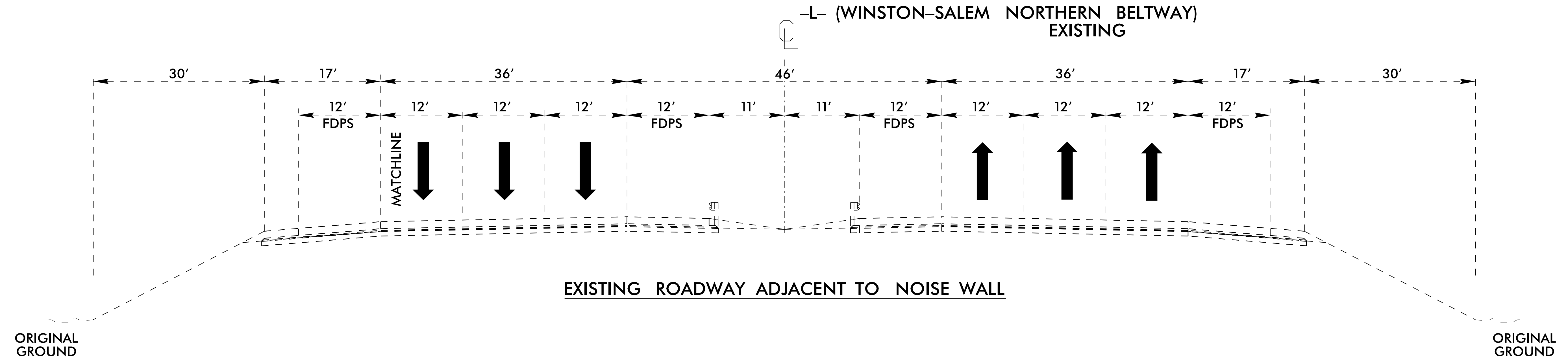
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PAVEMENT SCHEDULE

J1	PROPOSED VAR. DEPTH AGGREGATE BASE COURSE
R1	8" X 12" CONCRETE CURB
T	EARTH MATERIAL

NOTE: PAV. EDGES ARE 1:1 UNLESS SHOWN OTHERWISE.

PROJECT REFERENCE NO. U-2579BB	SHEET NO. 2A-1
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

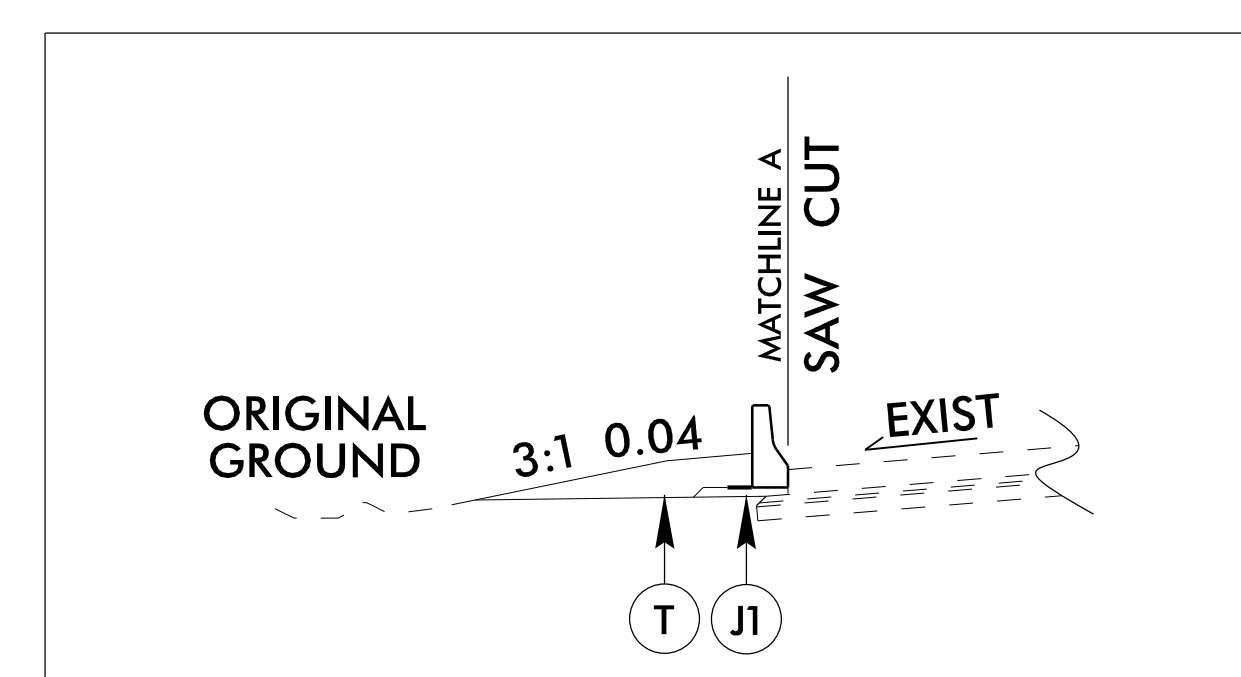


TYPICAL SECTION NO. 1

USE TYPICAL SECTION NO. 1

- L- STA. 551+49.27 TO 555+04.78 LT
- L- STA. 558+66.07 TO 562+06.76 LT
- L- STA. 562+79.84 TO 574+05.07 LT

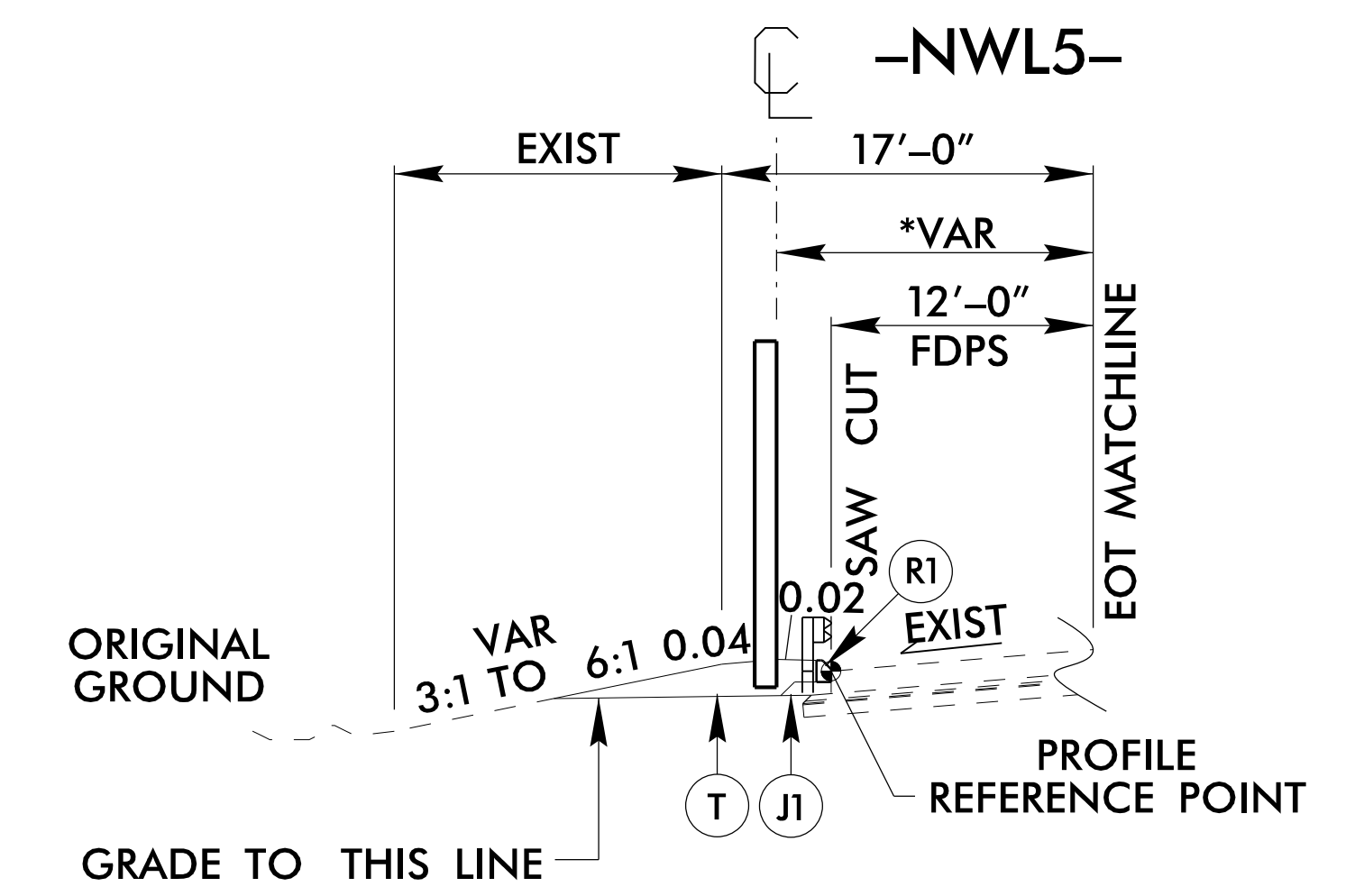
NOTE: BACKFILL BETWEEN THE NOISE WALL AND SINGLE FACE BARRIER WITH #57 STONE.
 NOTE: TIE TO EXISTING GUARDRAIL -L- STA 551+13.77
 NOTE: TIE TO EXISTING GUARDRAIL -L- STA 574+39.97



INSET A

TO BE USED WITH TYPICAL SECTION NO. 1

- L- STA. 562+06.76 TO 562+79.84 LT
- NOTE: FILL BEHIND TO WITHIN 2' OF TOP OF SINGLE FACE BARRIER.

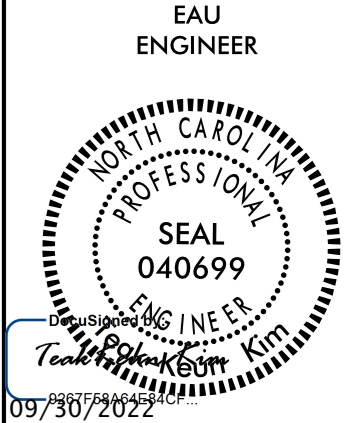


TYPICAL SECTION NO. 2

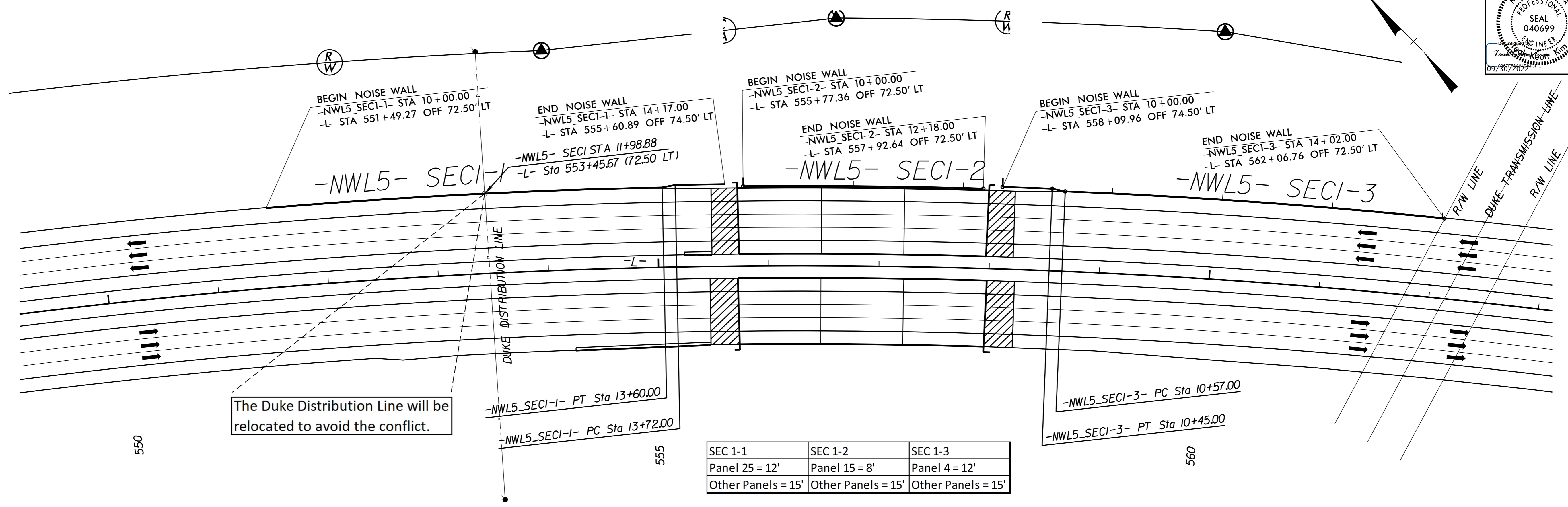
USE TYPICAL SECTION NO. 2

- L- STA. 555+04.78 TO 555+72.05 LT (BEGIN BRIDGE)
 - L- STA. 557+97.95 (END BRIDGE) TO 558+66.07 LT
- * VARIES 13'-6" TO 15'-6"

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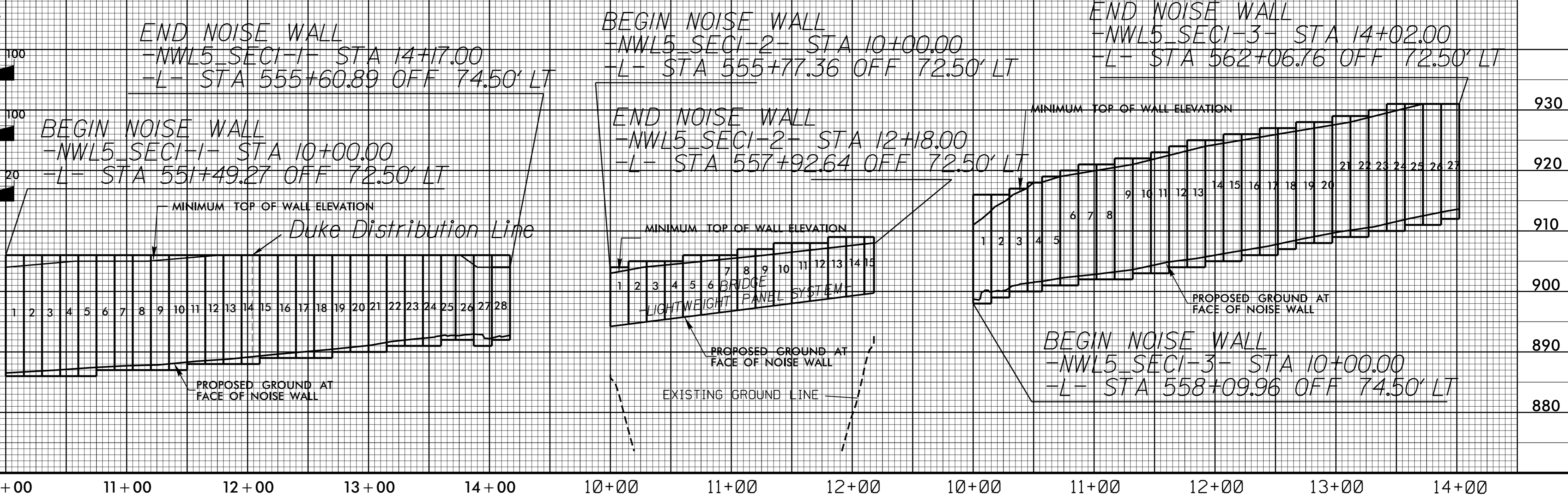
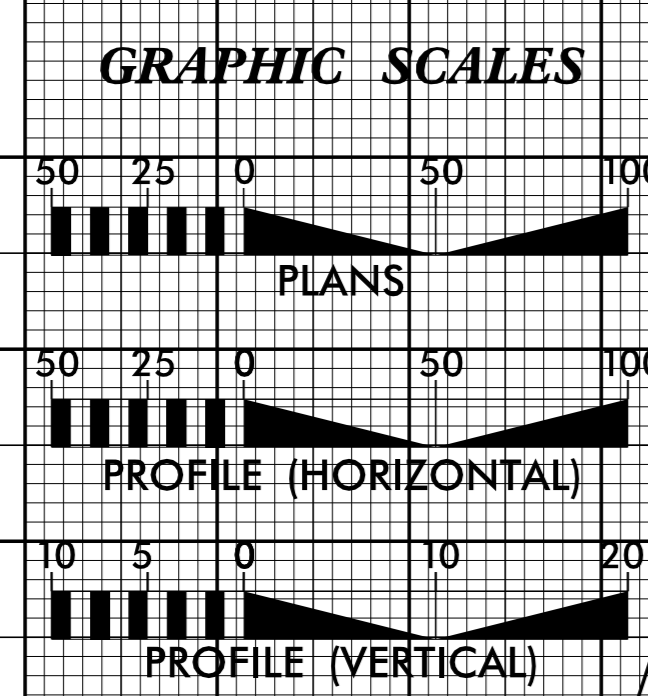


PLAN AND PROFILE OF NOISE WALL L5 SEC1-1, 1-2, 1-3

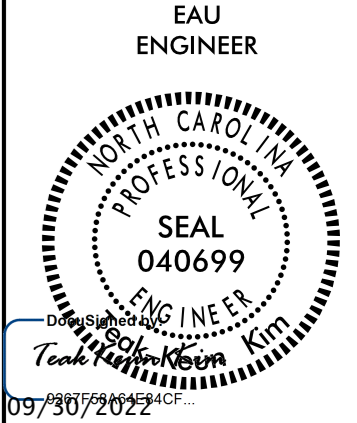


SEC 1-1	SEC 1-2	SEC 1-3
Panel 25 = 12'	Panel 15 = 8'	Panel 4 = 12'
Other Panels = 15'	Other Panels = 15'	Other Panels = 15'

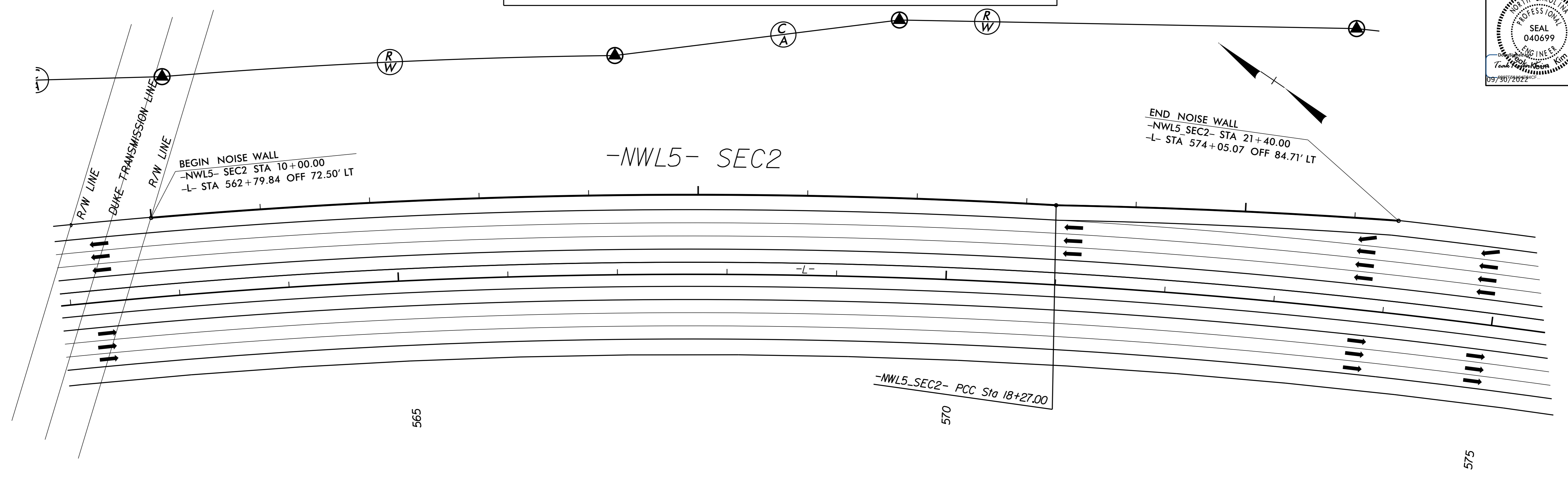
SEC 1-1 PANEL NUMBER	1-28	SEC 1-2 PANEL NUMBER	1	2-4	5-7	8-9	10-12	13-15	SEC 1-3 PANEL NUMBER	1-2	3	4	5	6	7-8	9-10	11	12	13-14	15-16	17-18	19-20	21-22	23	24-27
TOP ELEVATION	906'	TOP ELEVATION	904'	905'	906'	907'	908'	909'	TOP ELEVATION	916'	917'	918'	919'	920'	921'	922'	923'	924'	925'	926'	927'	928'	929'	930'	931'
PANEL LENGTH	417'	PANEL LENGTH	15'	45'	45'	30'	45'	38'	PANEL LENGTH	30'	15'	12'	15'	15'	30'	30'	15'	15'	30'	30'	30'	30'	30'	15'	60'



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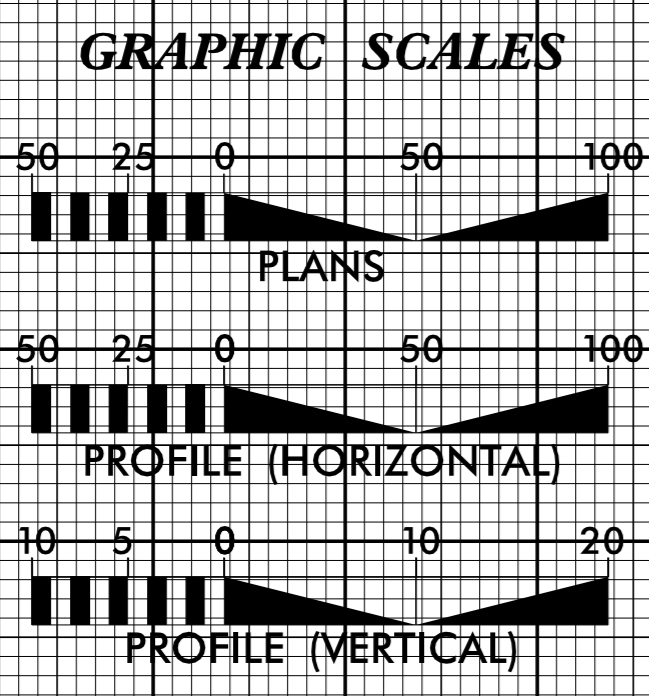
PLAN AND PROFILE OF NOISE WALL L5 SEC2



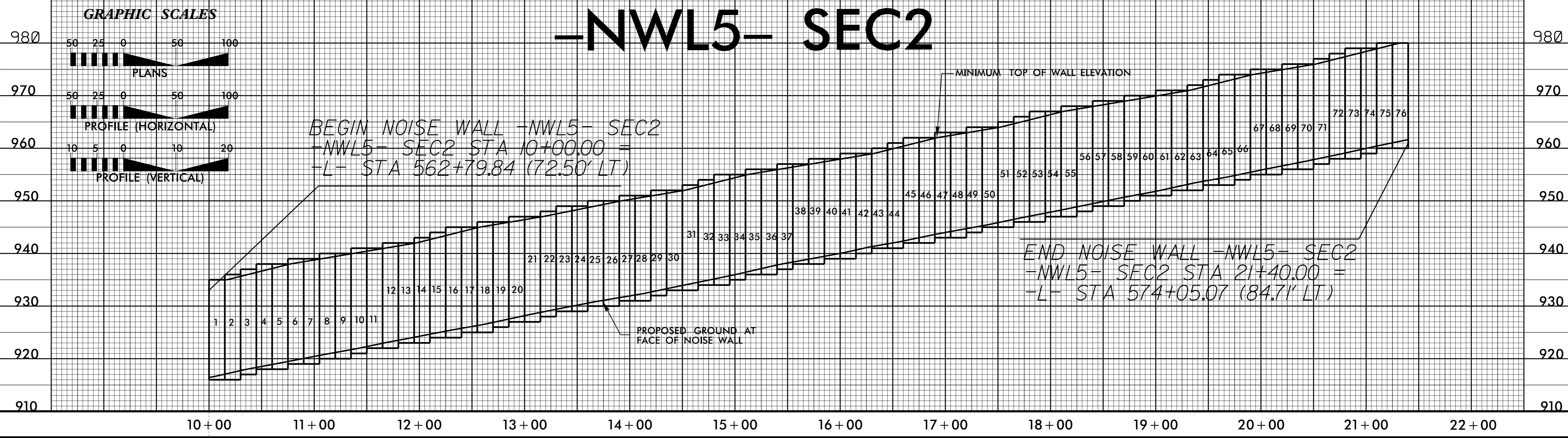
51	52	53-54	55-56	57-58	59-60	61-62	63	64	65-66	67-68	69-70	71	72	73-74	75-76
965'	966'	967'	968'	969'	970'	971'	972'	973'	974'	975'	976'	977'	978'	979'	980'
15'	15'	30'	30'	30'	30'	30'	15'	15'	30'	30'	30'	15'	15'	30'	30'

NOISE WALL NWL5 SEC 2 DESIGN DATA

PANEL NUMBER	1	2	3	4-5	6-7	8-9	10-11	12-13	14	15	16-17	18-19	20-21	22	23-24	25-26	27-28	29-30	31	32	33-34	35-36	37-38	39-40	41-42	43	44	45-46	47-48	49-50
TOP ELEVATION	935'	936'	937'	938'	939'	940'	941'	942'	943'	944'	945'	946'	947'	948'	949'	950'	951'	952'	953'	954'	955'	956'	957'	958'	959'	960'	961'	962'	963'	964'
PANEL LENGTH	15'	15'	15'	30'	30'	30'	30'	30'	15'	15'	30'	30'	30'	15'	15'	30'	30'	30'	15'	15'	30'	30'	30'	30'	15'	15'	30'	30'	30'	



-NWL5- SEC2

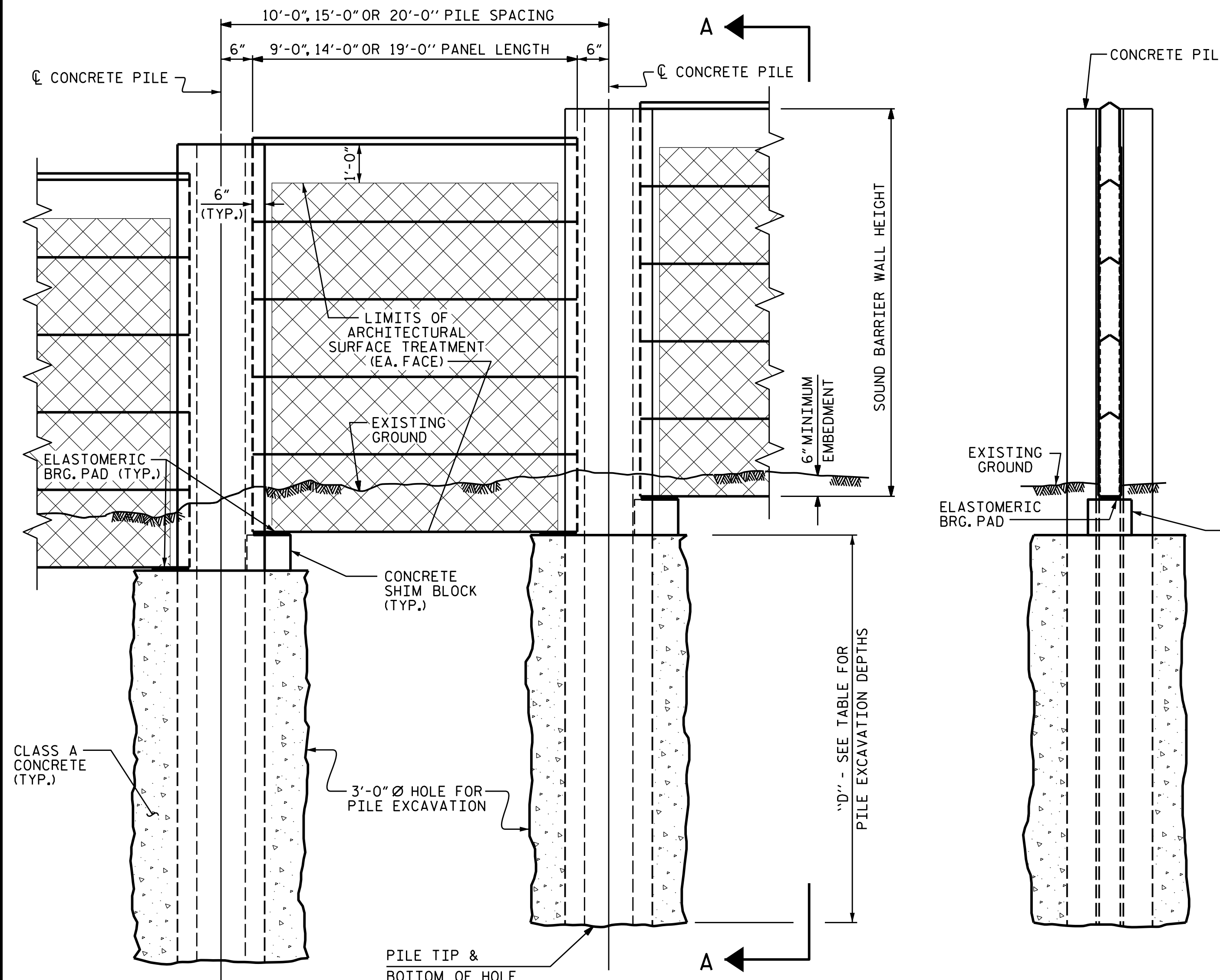


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NOTES

- FOR SOUND BARRIER WALL, SEE SPECIAL PROVISIONS.
- CONSTRUCT SOUND BARRIER WALL TO LINES AND GRADES SHOWN ON THE ROADWAY PLANS.
- PROVIDE PANELS WITH A FLAT BOTTOM.
- VERIFY THE LOCATION OF UNDERGROUND UTILITIES BEFORE DRILLING HOLES TO ENSURE SUFFICIENT CLEARANCE IS AVAILABLE.
- ADJUST PILE EXCAVATION ELEVATIONS TO MAINTAIN 6" MINIMUM EMBEDMENT OF THE BOTTOM PANEL.
- USE CLASS AA FOR PANELS AND CLASS A CONCRETE PILE EXCAVATION BACKFILL, IN ACCORDANCE WITH ARTICLE 1000-4 OF THE STANDARD SPECIFICATIONS.
- AT THE CONTRACTOR'S OPTION, USE 10'-0", 15'-0", OR 20'-0" PILE SPACINGS. STANDARD PRECAST CONCRETE PANELS MAY BE USED WITH THE 10'-0" AND 15'-0" PILE SPACING. FOR 20'-0" PILE SPACING, PANELS DESIGNED AND MANUFACTURED BY A THIRD PARTY VENDOR SHALL BE USED.
- FOR SOUND BARRIER WALL STATIONS, OFFSETS, AND WALL ENVELOPE, SEE ROADWAY PLANS.
- PLACE 1" Ø BACKER RODS FULL HEIGHT ON EACH SIDE OF THE PRECAST PANELS. SET AND SEAL THE BACKER ROD IN PLACE WITH SEALANT THAT CONFORMS WITH ARTICLE 1028-3 OF THE STANDARD SPECIFICATIONS.
- FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
- FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
- ROCK AND/OR BOULDERS ARE EXPECTED ABOVE THE PILE EXCAVATION DEPTH IN THE FOLLOWING AREAS:
FROM 10+00 TO 10+60, -NW4- SEC1

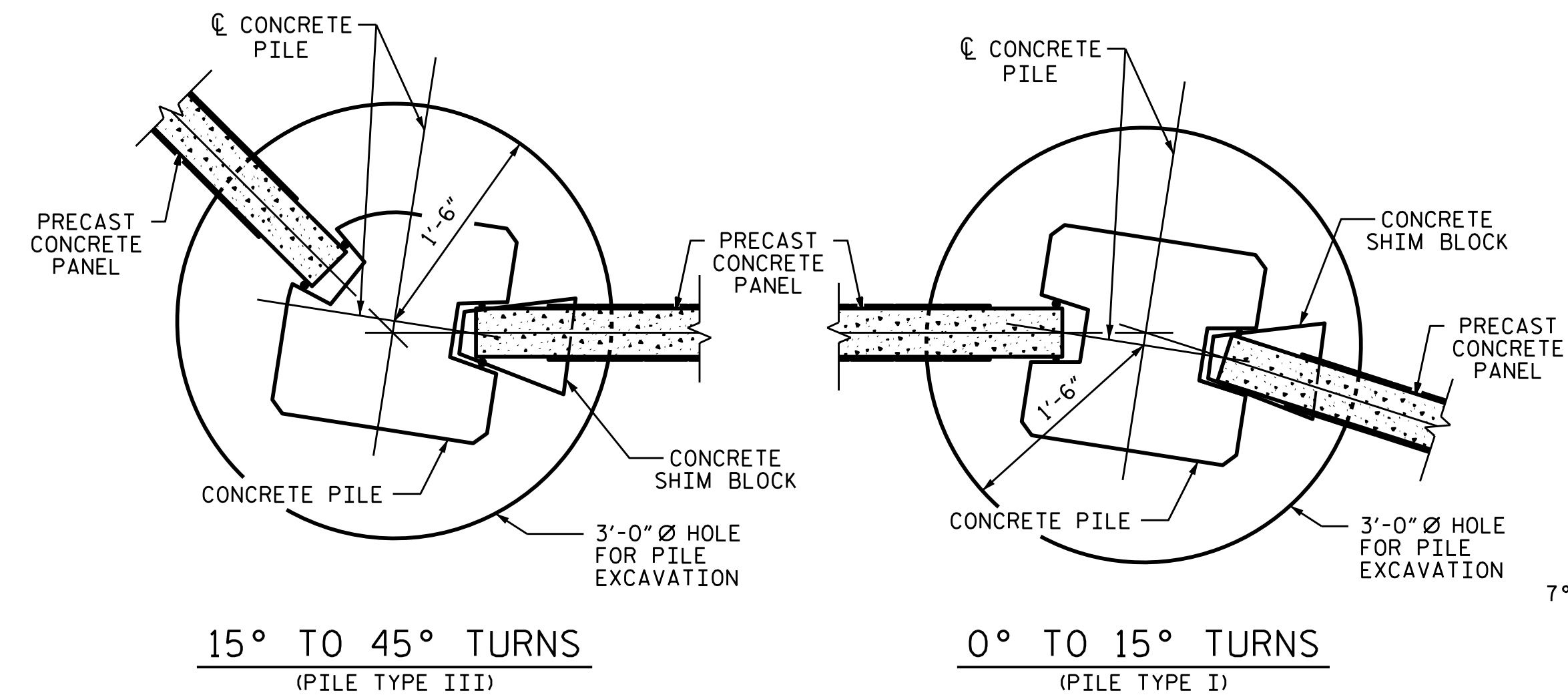
PILE EXCAVATION DEPTHS "D"					
WALL # 1 NWL5 SEC1-1		FROM : STA. 551+49.27 -L- (10+00.00-NWL5- SEC1-1) FROM : STA. 555+60.89 -L- (14+17.00-NWL5- SEC1-1)			
3'-0" Ø HOLE	PILE SPACING	WALL HEIGHT			
		H ≤ 15'	15' < H ≤ 20'	20' < H ≤ 25'	
		10'-0"	10'-0"	12'-0"	13'-0"
		15'-0"	11'-0"	13'-0"	16'-0"
WALL # 1 NWL5 SEC1-3		FROM : STA. 558+09.96 -L- (10+00.00-NWL5- SEC1-3) FROM : STA. 562+06.76 -L- (14+02.00-NWL5- SEC1-3)			
3'-0" Ø HOLE	PILE SPACING	WALL HEIGHT			
		H ≤ 15'	15' < H ≤ 20'	20' < H ≤ 25'	
		10'-0"	10'-0"	12'-0"	13'-0"
		15'-0"	11'-0"	13'-0"	16'-0"
WALL # 2 NWL5 SEC2		FROM : STA. 562+79.84 -L- (10+00.00-NWL5- SEC2) FROM : STA. 574+05.07 -L- (21+40.00-NWL5- SEC2)			
3'-0" Ø HOLE	PILE SPACING	WALL HEIGHT			
		H ≤ 15'	15' < H ≤ 20'	20' < H ≤ 25'	
		10'-0"	10'-0"	12'-0"	13'-0"
		15'-0"	11'-0"	13'-0"	16'-0"
		20'-0"			
		12'-0"	15'-0"	18'-0"	



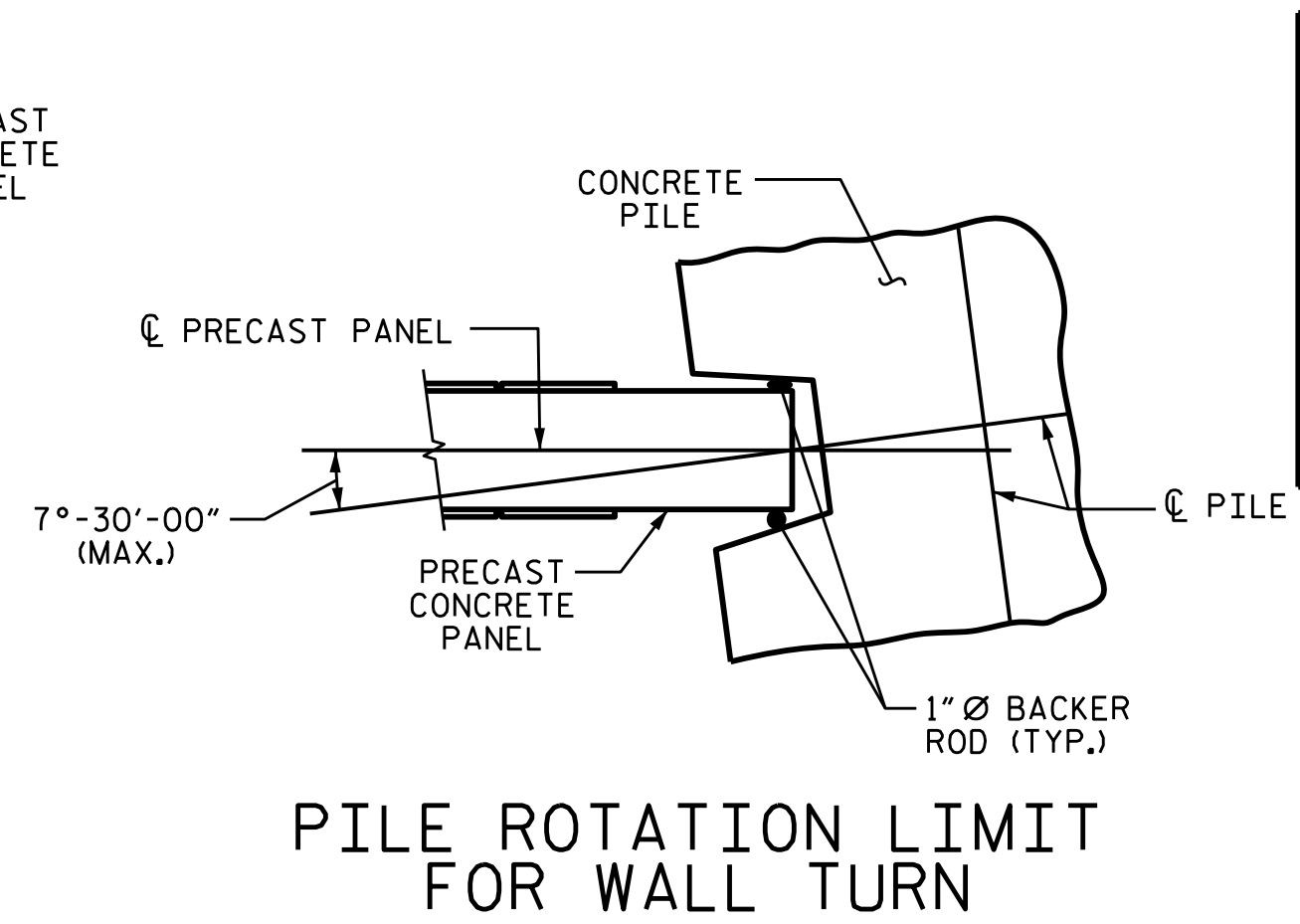
ELEVATION

SECTION A-A

PILE REINFORCING STEEL DESIGN WIND PRESSURE = 40 PSF							
PILE TYPE I				PILE TYPE III			
PILE SPACING	MAXIMUM WALL HEIGHT (H)	VERTICAL REINFORCING STEEL	TIES	PILE SPACING	MAXIMUM WALL HEIGHT (H)	VERTICAL REINFORCING STEEL	TIES
10'-0"	H ≤ 25'	4 - #8 EA. FACE	#3 @ 1'-4"CTS.	10'-0"	H ≤ 25'	3 - #9 SHORT FACE 4 - #9 LONG FACE	#3 @ 1'-4"CTS.
	15'-0"	H ≤ 20'	#3 @ 1'-4"CTS.		15'-0"	H ≤ 20'	3 - #9 SHORT FACE 4 - #9 LONG FACE
	20' < H ≤ 25'	4 - #10 EA. FACE	#3 @ 1'-4"CTS.			20' < H ≤ 25'	3 - #11 SHORT FACE 4 - #11 LONG FACE
20'-0"	H ≤ 20'	4 - #9 EA. FACE	#3 @ 1'-4"CTS.	20'-0"	H ≤ 20'	3 - #10 SHORT FACE 4 - #10 LONG FACE	#3 @ 1'-4"CTS.
	20' < H ≤ 25'	4 - #11 EA. FACE	#3 @ 1'-4"CTS.				
PILE TYPE II				PILE TYPE III ALT.			
PILE SPACING	MAXIMUM WALL HEIGHT (H)	VERTICAL REINFORCING STEEL	TIES	PILE SPACING	MAXIMUM WALL HEIGHT (H)	VERTICAL REINFORCING STEEL	TIES
10'-0"	H ≤ 25'	4 - #6 EA. FACE	#3 @ 1'-4"CTS.	10'-0"	H ≤ 25'	3 - #9 SHORT FACE 4 - #9 LONG FACE	#3 @ 1'-4"CTS.
	15'-0"	H ≤ 20'	#3 @ 1'-4"CTS.		15'-0"	H ≤ 20'	3 - #9 SHORT FACE 4 - #9 LONG FACE
	20' < H ≤ 25'	4 - #7 EA. FACE	#3 @ 1'-4"CTS.			20' < H ≤ 25'	3 - #11 SHORT FACE 4 - #11 LONG FACE
20'-0"	H ≤ 20'	4 - #6 EA. FACE	#3 @ 1'-4"CTS.	20'-0"	H ≤ 20'	3 - #10 SHORT FACE 4 - #10 LONG FACE	#3 @ 1'-4"CTS.
	20' < H ≤ 25'	4 - #8 EA. FACE	#3 @ 1'-4"CTS.				



TYPICAL WALL TURN DETAILS



PILE ROTATION LIMIT FOR WALL TURN

BILL OF MATERIAL	
SOUND BARRIER WALL	35,703 S.F.
ARCHITECTURAL SURFACE TREATMENT	69,446 S.F.
QUANTITIES PROVIDED ARE APPROXIMATE AND ARE FOR BID PURPOSES ONLY.	
ARCHITECTURAL SURFACE TREATMENT	
TEXTURE OPTION:	ASHLAR STONE
STAIN OPTION:	GREY PALETTE COLOR #FS 36270

PROJECT NO. U-2579BB
FORSYTH COUNTY
 STATION: NWL 5

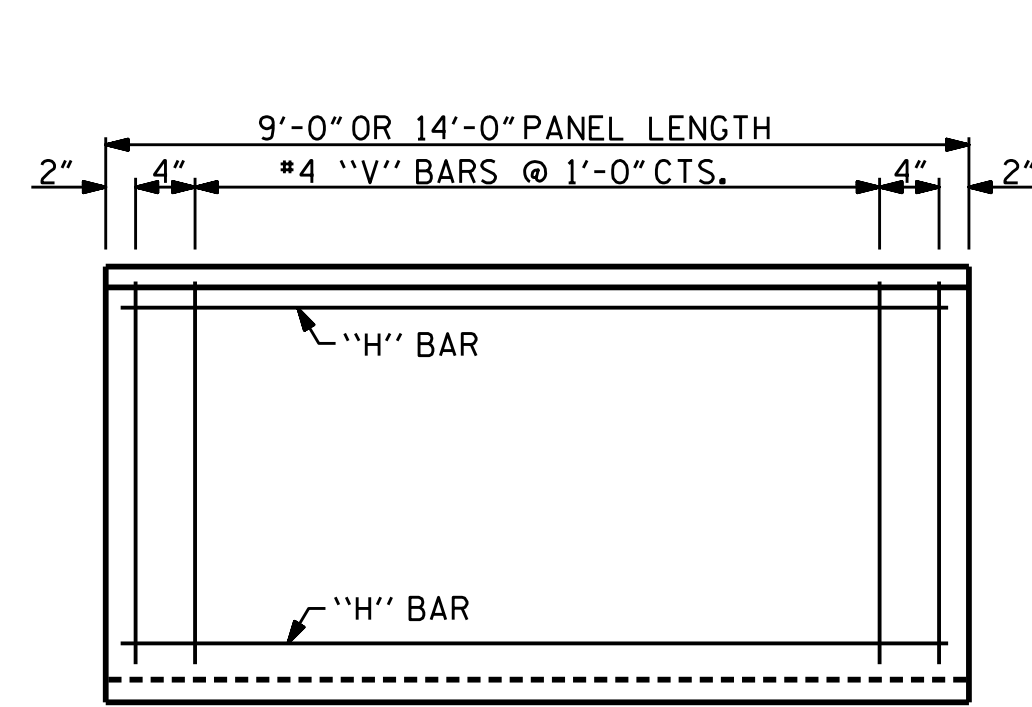


SHEET 1 OF 3
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
 SOUND BARRIER WALL

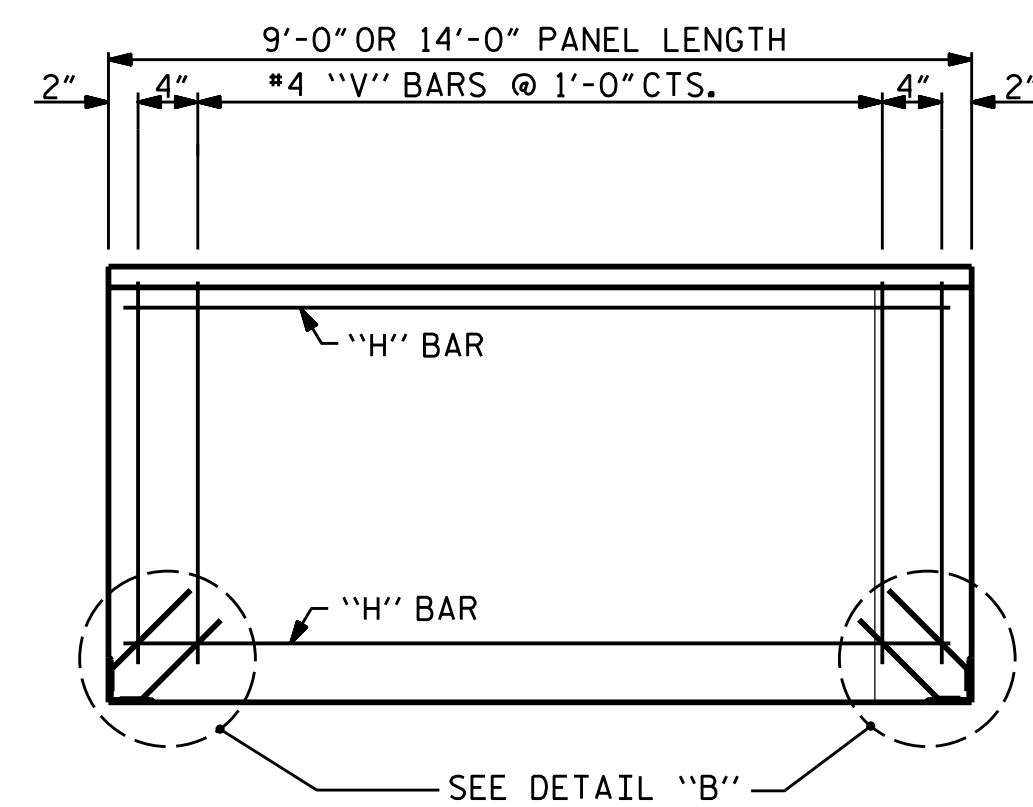
ASSEMBLED BY :	H.A. LOCKLEAR	DATE :	7/2022
CHECKED BY :	A. A. COLE	DATE :	7/2022
DRAWN BY :	MAA 6/11	MAA/TMG	9/26/14
CHECKED BY :	GM 6/11	MAA/THC	REV. 10/17
		MAA/THC	REV. 5/18

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	25-1
1			3			TOTAL SHEETS
2			4			4

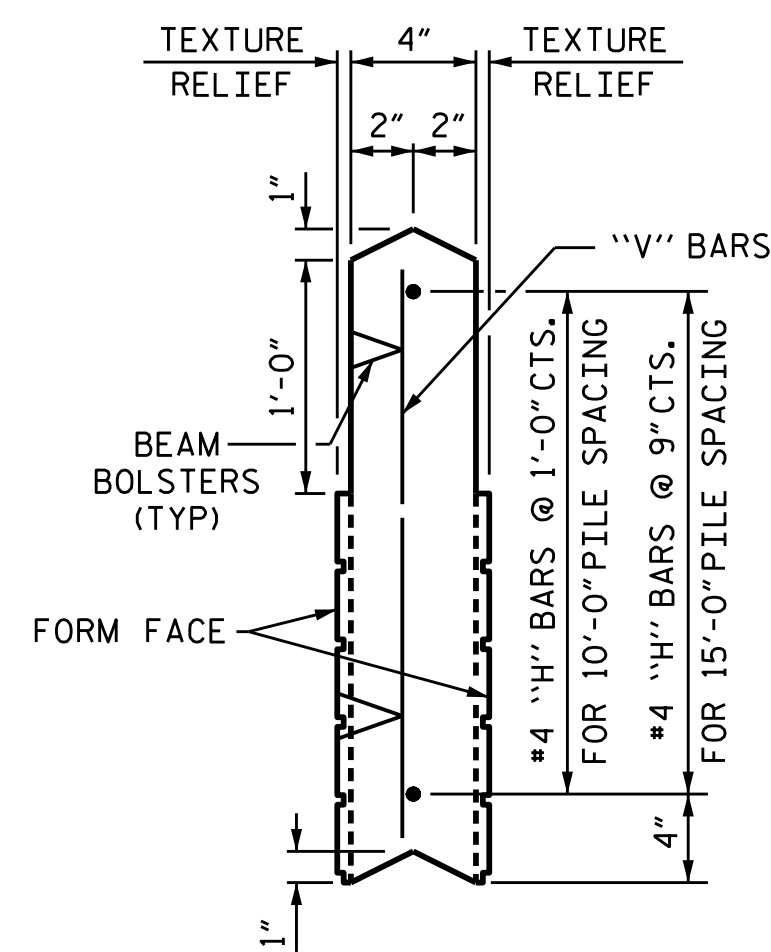
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



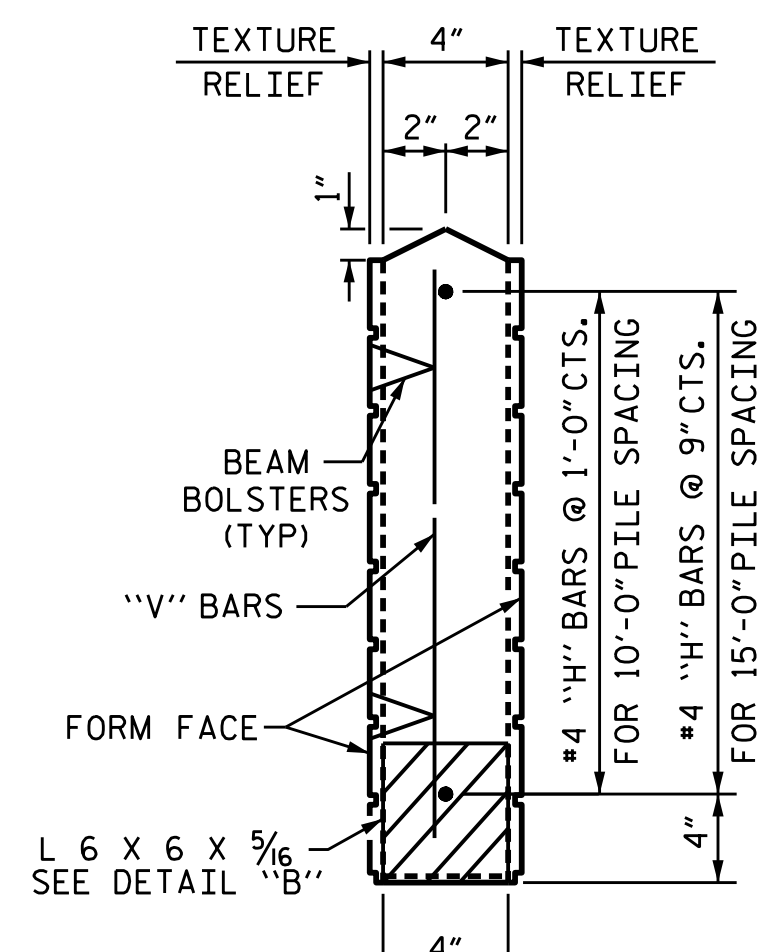
FRONT ELEVATION OF UPPER PRECAST PANEL



FRONT ELEVATION OF BOTTOM PRECAST PANEL

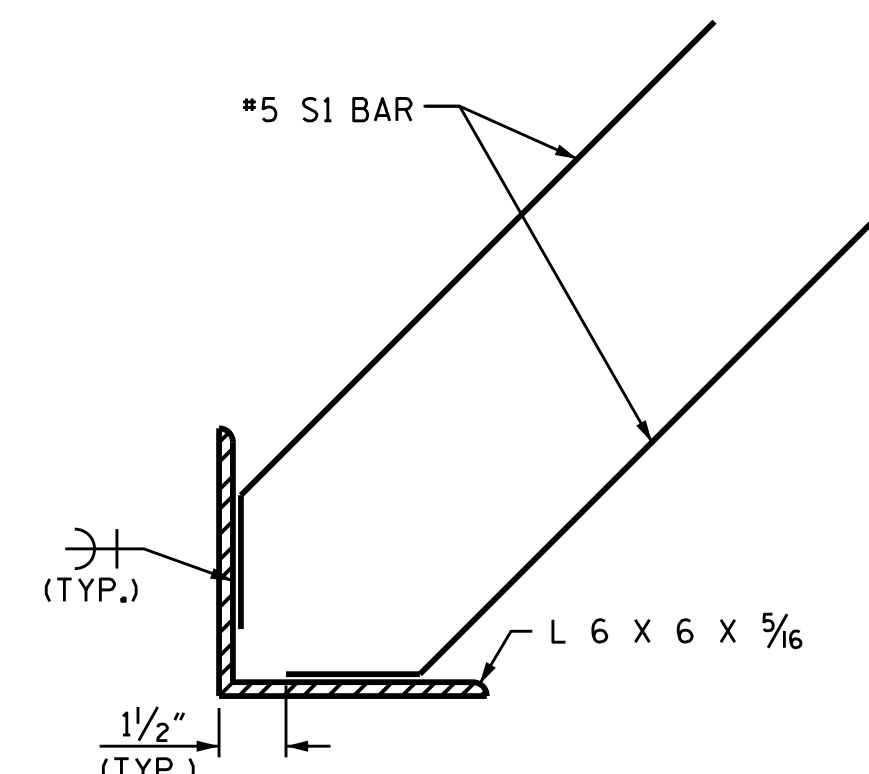


UPPER PANEL



BOTTOM PANEL

SECTION THROUGH PRECAST PANELS



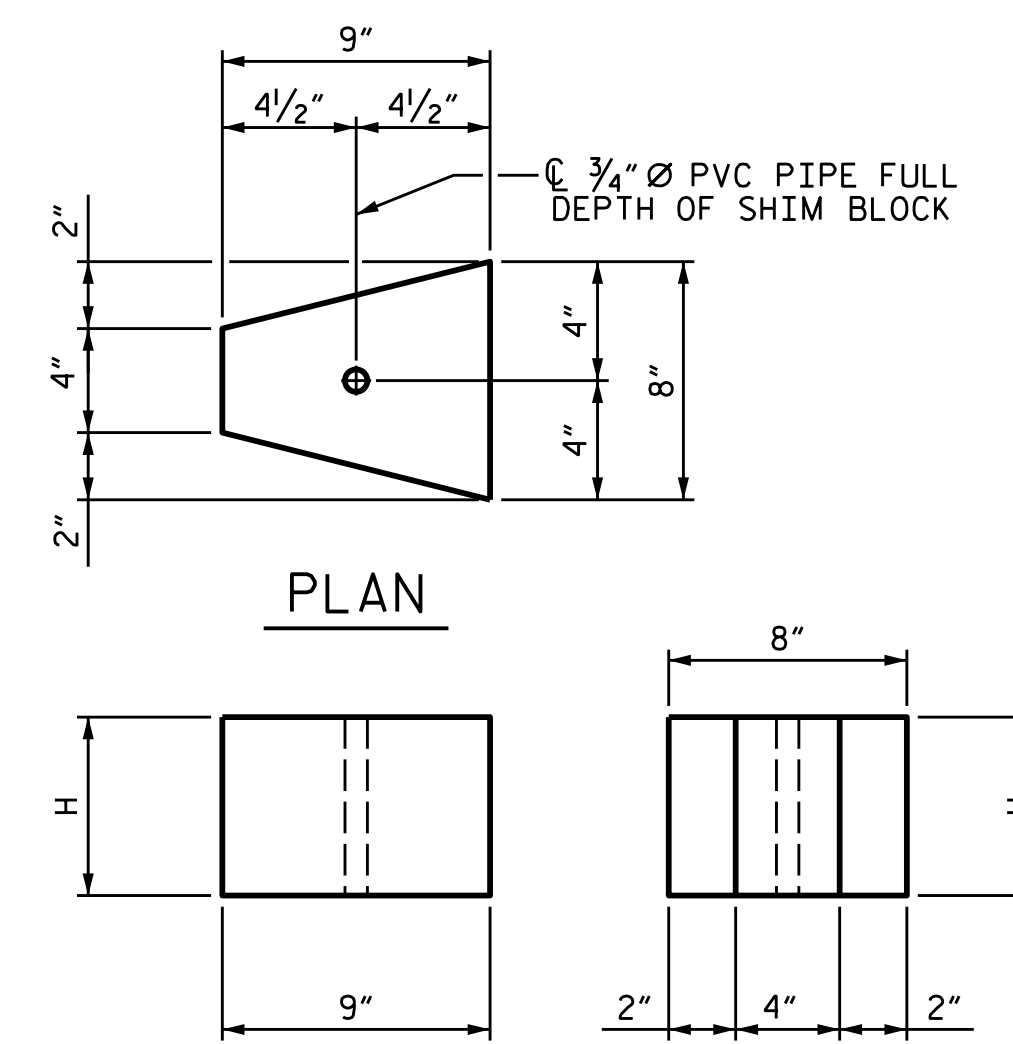
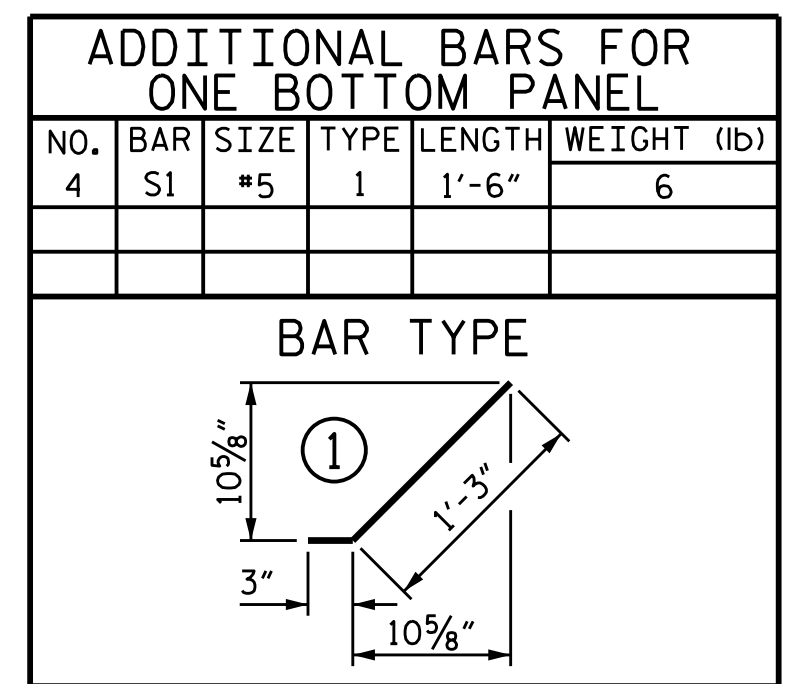
DETAIL "B"

QUANTITIES FOR ONE PRECAST PANEL (FOR 10'-0" PILE SPACING)

PANEL HEIGHT	CLASS AA CONCRETE C.Y.	BAR TYPES											
		HORIZONTAL						VERTICAL					
		NO.	BAR	SIZE	TYPE	LENGTH	WEIGHT (lb)	NO.	BAR	SIZE	TYPE	LENGTH	WEIGHT (lb)
2'-0"	0.22	3	H1	#4	STR	8'-8"	17	11	V1	#4	STR	1'-8"	12
3'-0"	0.33	4	H2	#4	STR	8'-8"	23	11	V2	#4	STR	2'-8"	20
4'-0"	0.44	5	H3	#4	STR	8'-8"	29	11	V3	#4	STR	3'-8"	27

QUANTITIES FOR ONE PRECAST PANEL (FOR 15'-0" PILE SPACING)

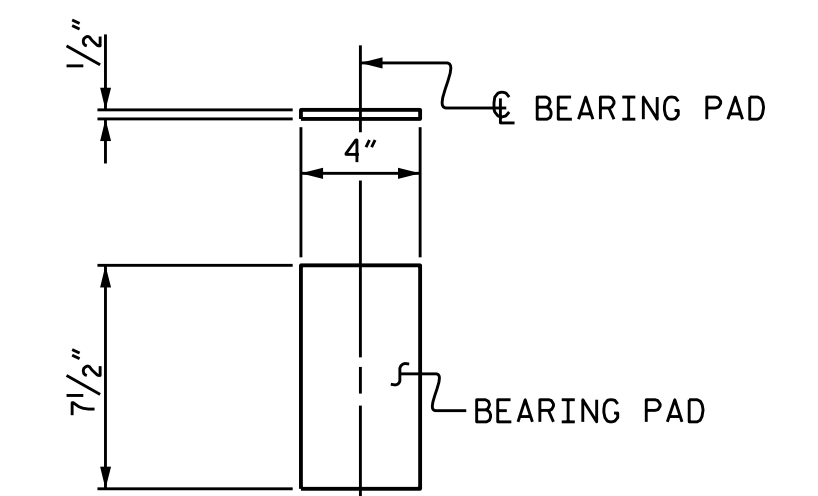
PANEL HEIGHT	CLASS AA CONCRETE C.Y.	BAR TYPES											
		HORIZONTAL						VERTICAL					
		NO.	BAR	SIZE	TYPE	LENGTH	WEIGHT (lb)	NO.	BAR	SIZE	TYPE	LENGTH	WEIGHT (lb)
3'-0"	0.52	5	H1	#4	STR	13'-8"	46	16	V1	#4	STR	2'-8"	29
4'-0"	0.69	6	H2	#4	STR	13'-8"	55	16	V2	#4	STR	3'-8"	39
5'-0"	0.86	7	H3	#4	STR	13'-8"	64	16	V3	#4	STR	4'-8"	50
6'-0"	1.04	8	H4	#4	STR	13'-8"	73	16	V4	#4	STR	5'-8"	61



ELEVATION END

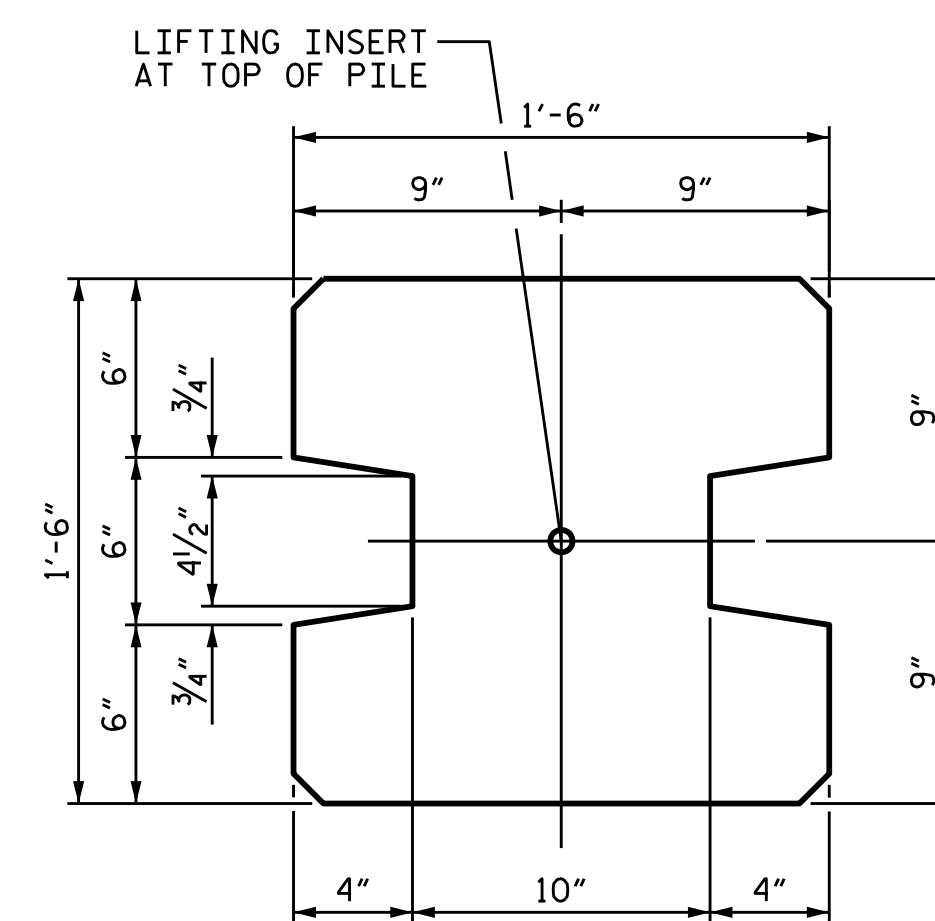
CONCRETE SHIM BLOCK

H = 3', 6" or 1'-0"

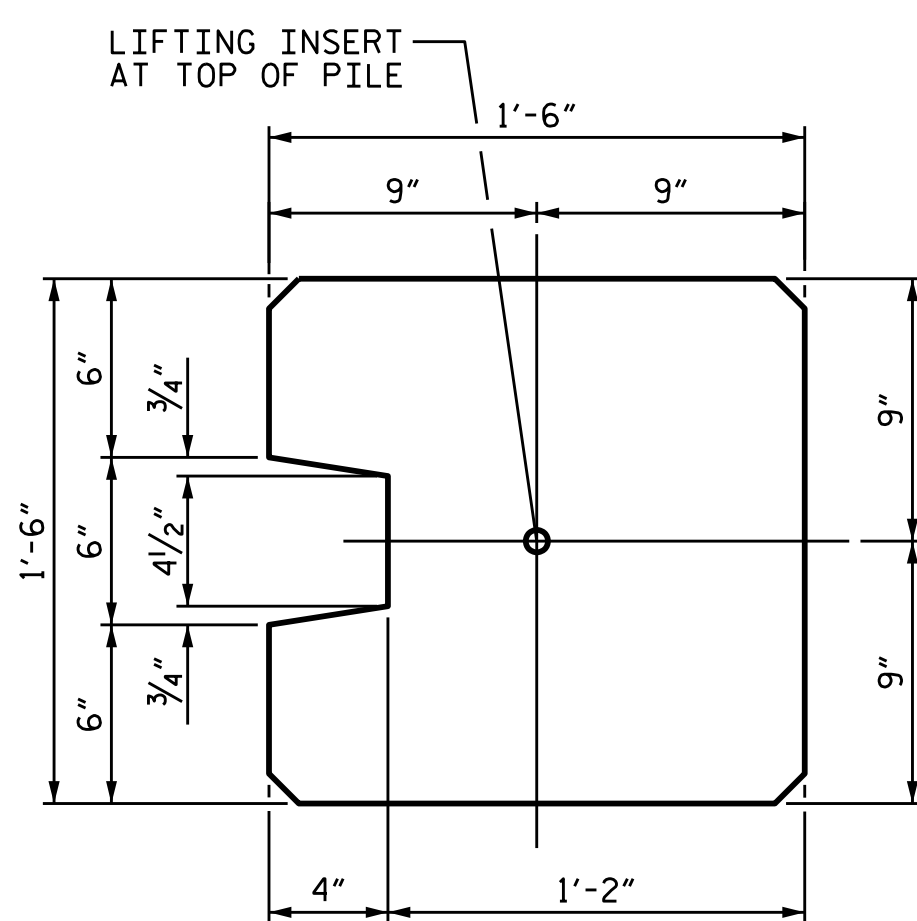


ELASTOMERIC BEARING DETAILS

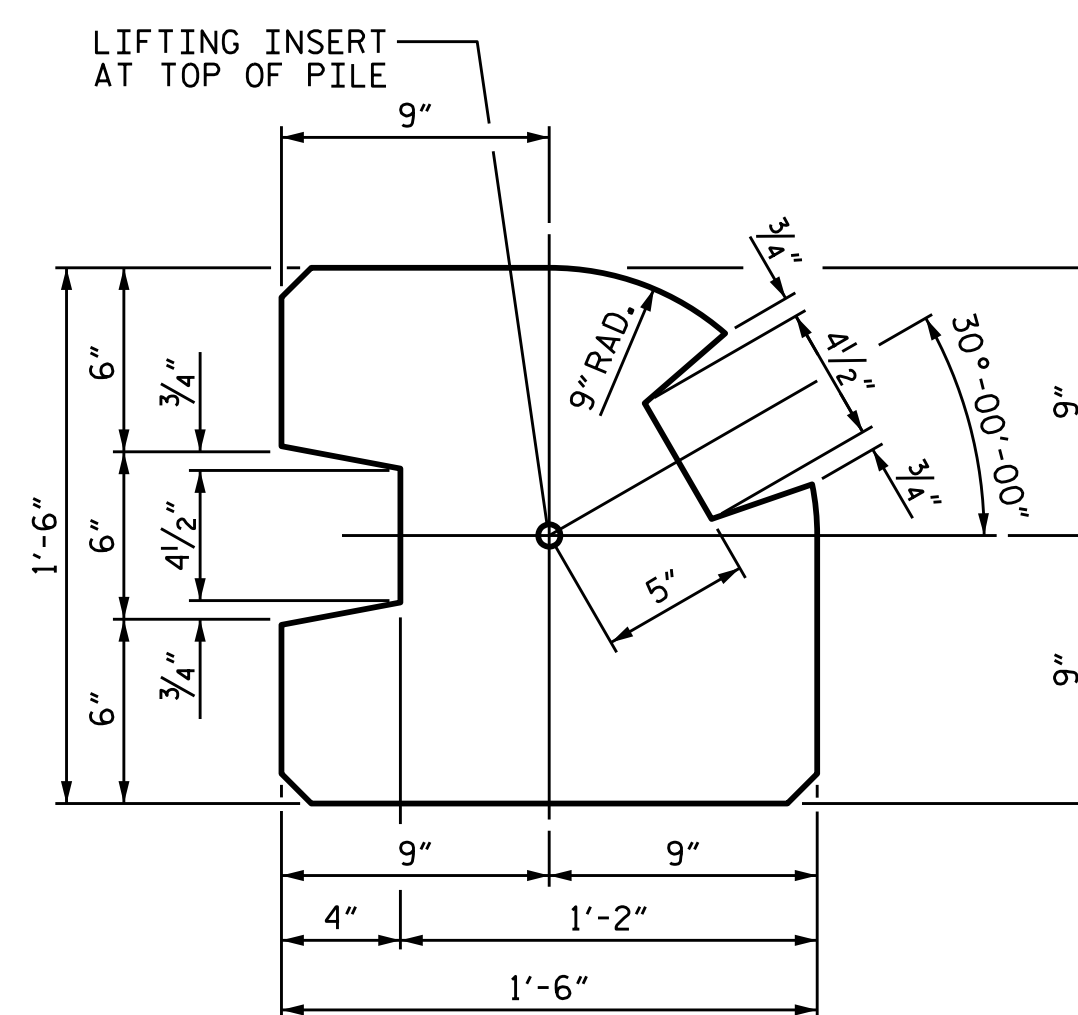
ELASTOMER IN BEARINGS SHALL BE 50 DUROMETER HARDNESS.



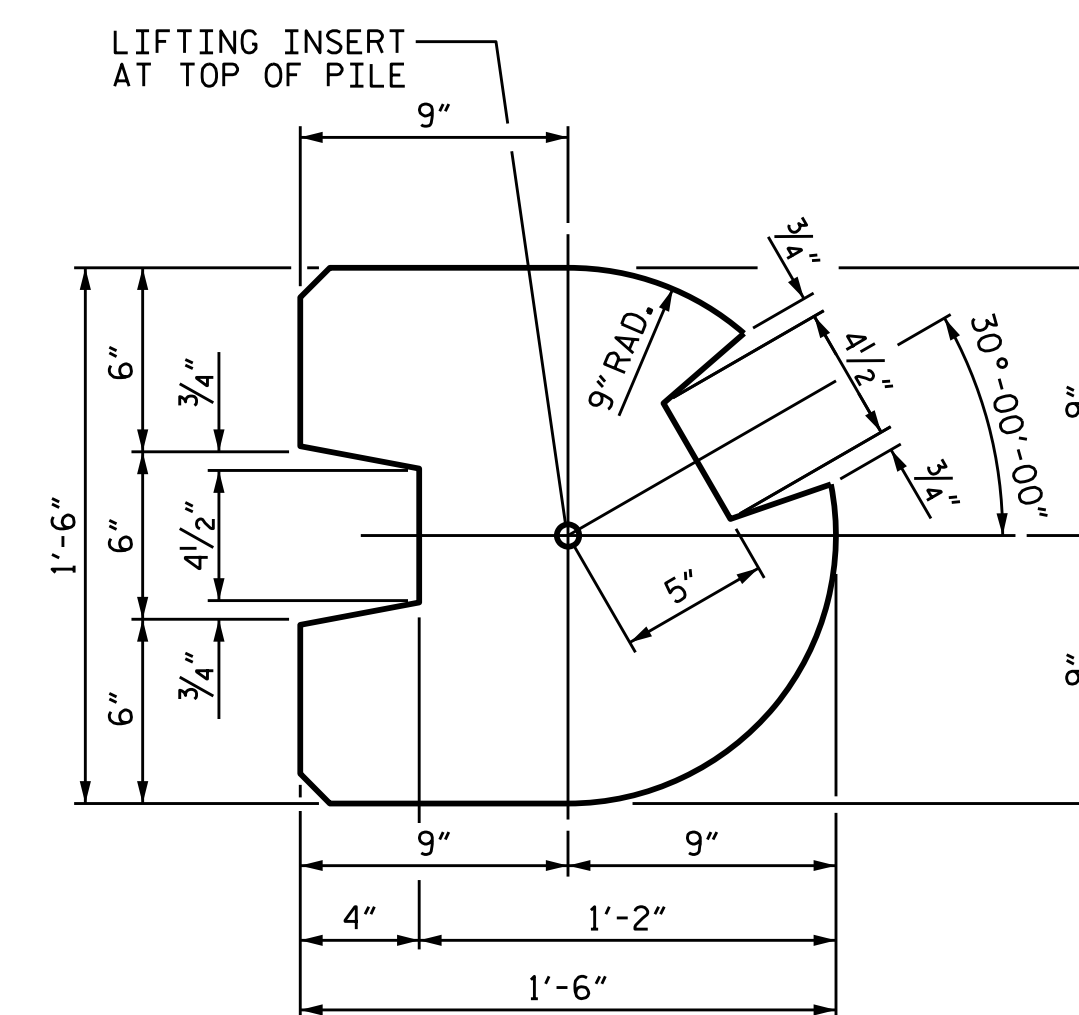
TYPE - I (AREA = 1.9444 SQ. FT.)



TYPE - II (AREA = 2.0903 SQ. FT.)



TYPE - III (AREA = 1.8336 SQ. FT.)



TYPE - III (ALT.) (AREA = 1.7163 SQ. FT.)

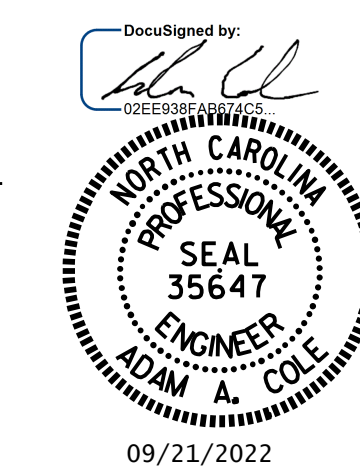
PILE DETAIL

(ALL CORNERS TO BE CHAMFERED 1")

ASSEMBLED BY : H.A. LOCKLEAR	DATE : 7/2022
CHECKED BY : A.A. COLE	DATE : 7/2022
DRAWN BY : MAA 6/11	REV. 1/15/14 RWW/TMG
CHECKED BY : CM 6/11	REV. 10/17 MAA/THC
	REV. 5/18 MAA/THC

PROJECT NO. U-2579BB
 FORSYTH COUNTY
 STATION: NWL 5

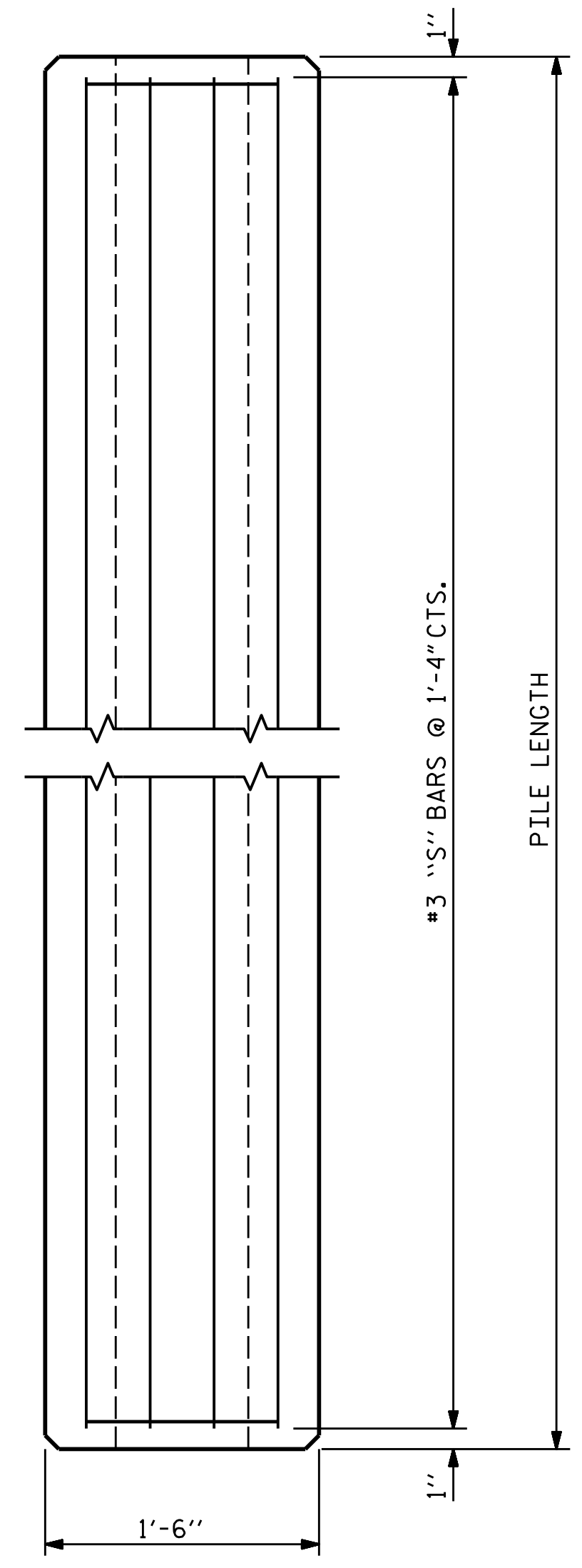
SHEET 2 OF 3



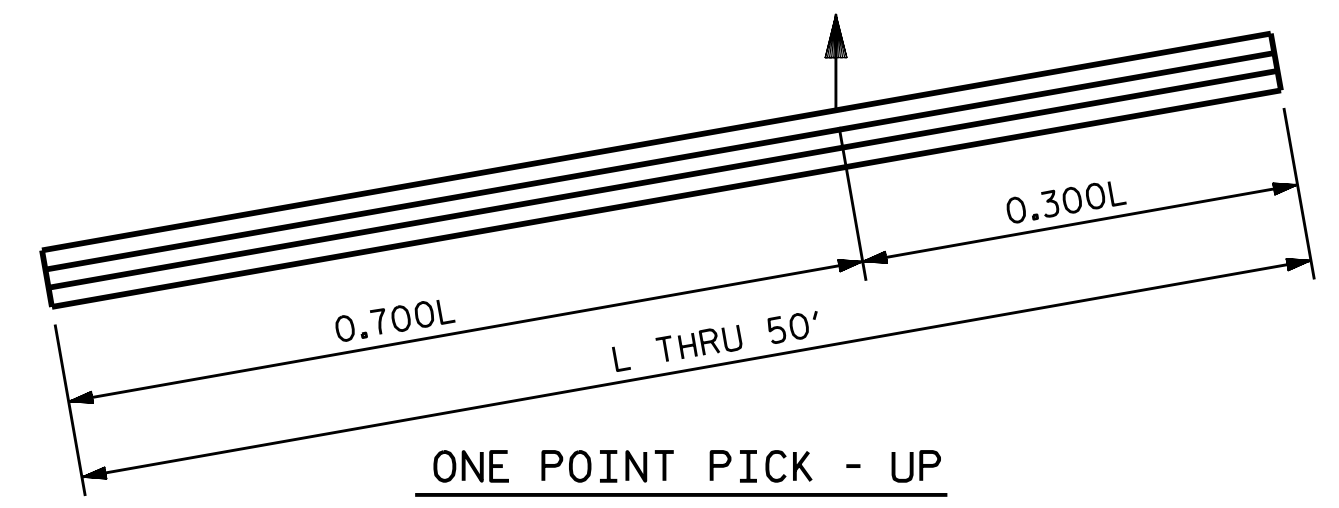
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
 SOUND BARRIER WALL
 DETAILS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	25-2
1			3			TOTAL SHEETS
2			4			4

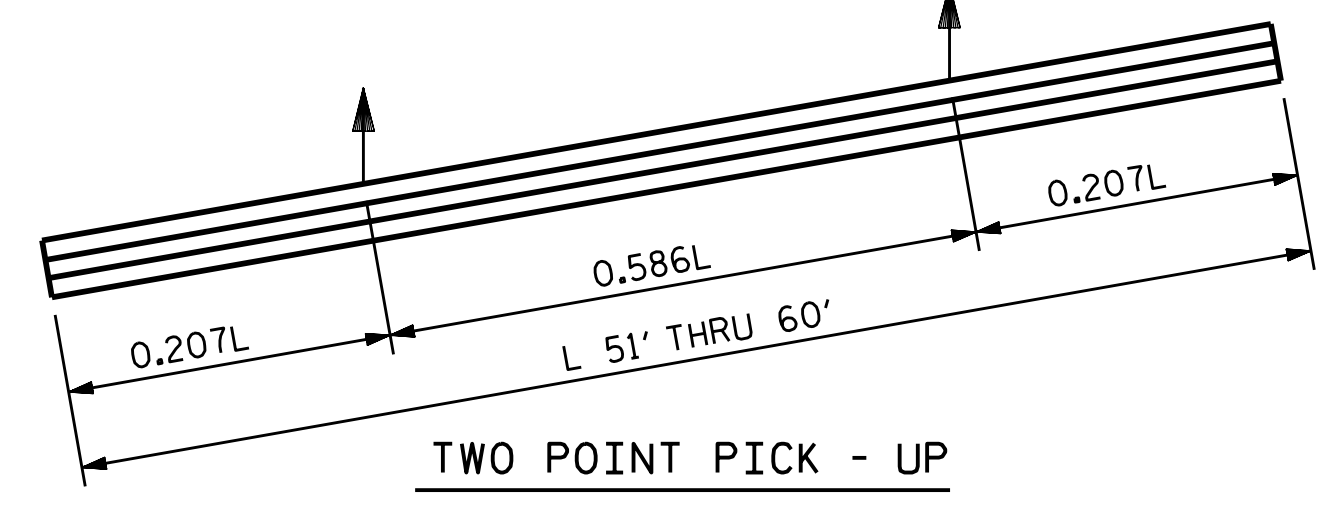
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



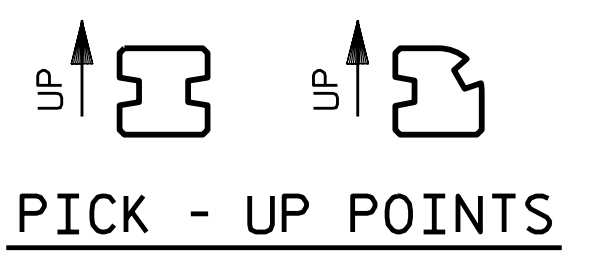
ELEVATION



ONE POINT PICK - UP



TWO POINT PICK - UP



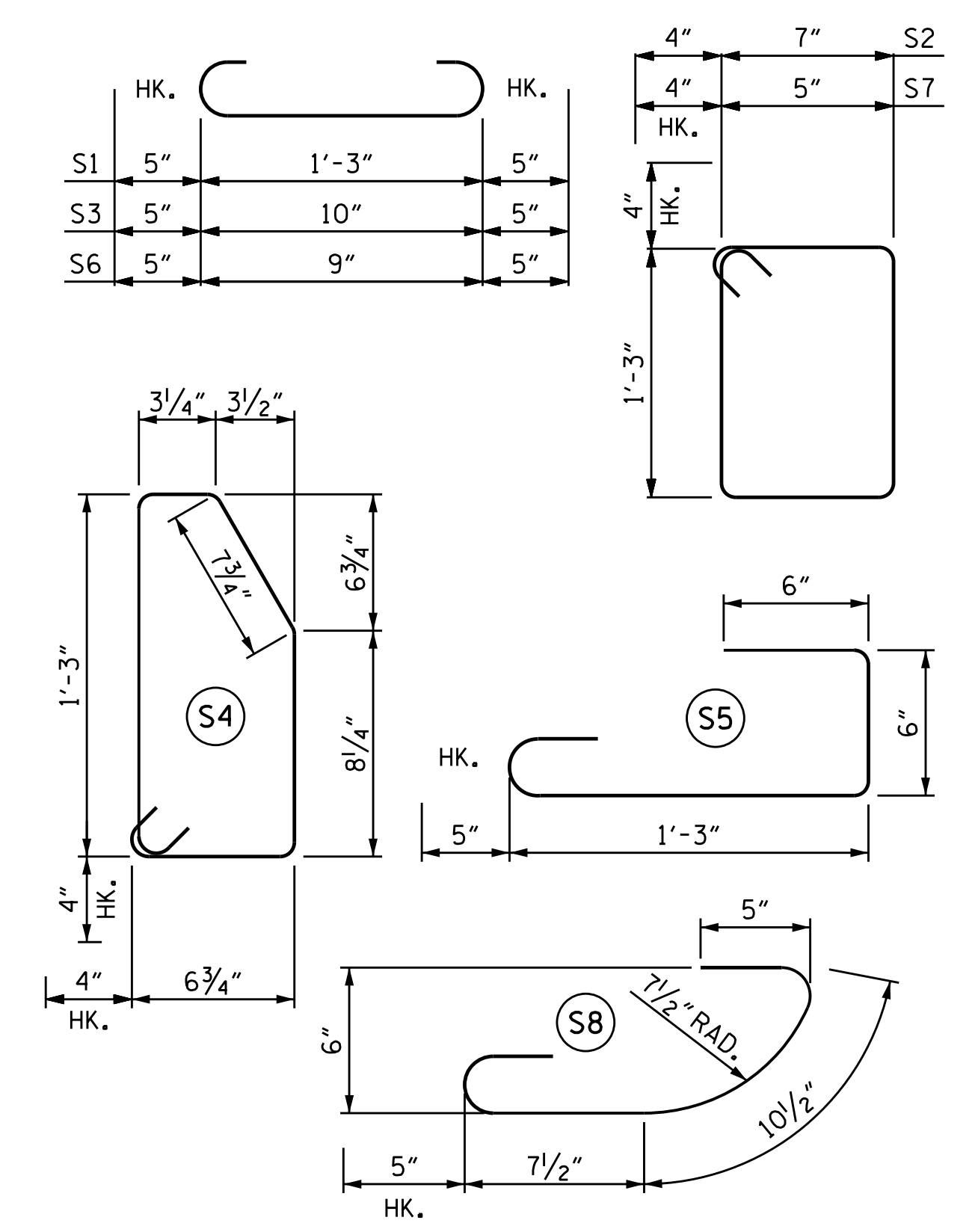
PICK - UP POINTS

NOTES

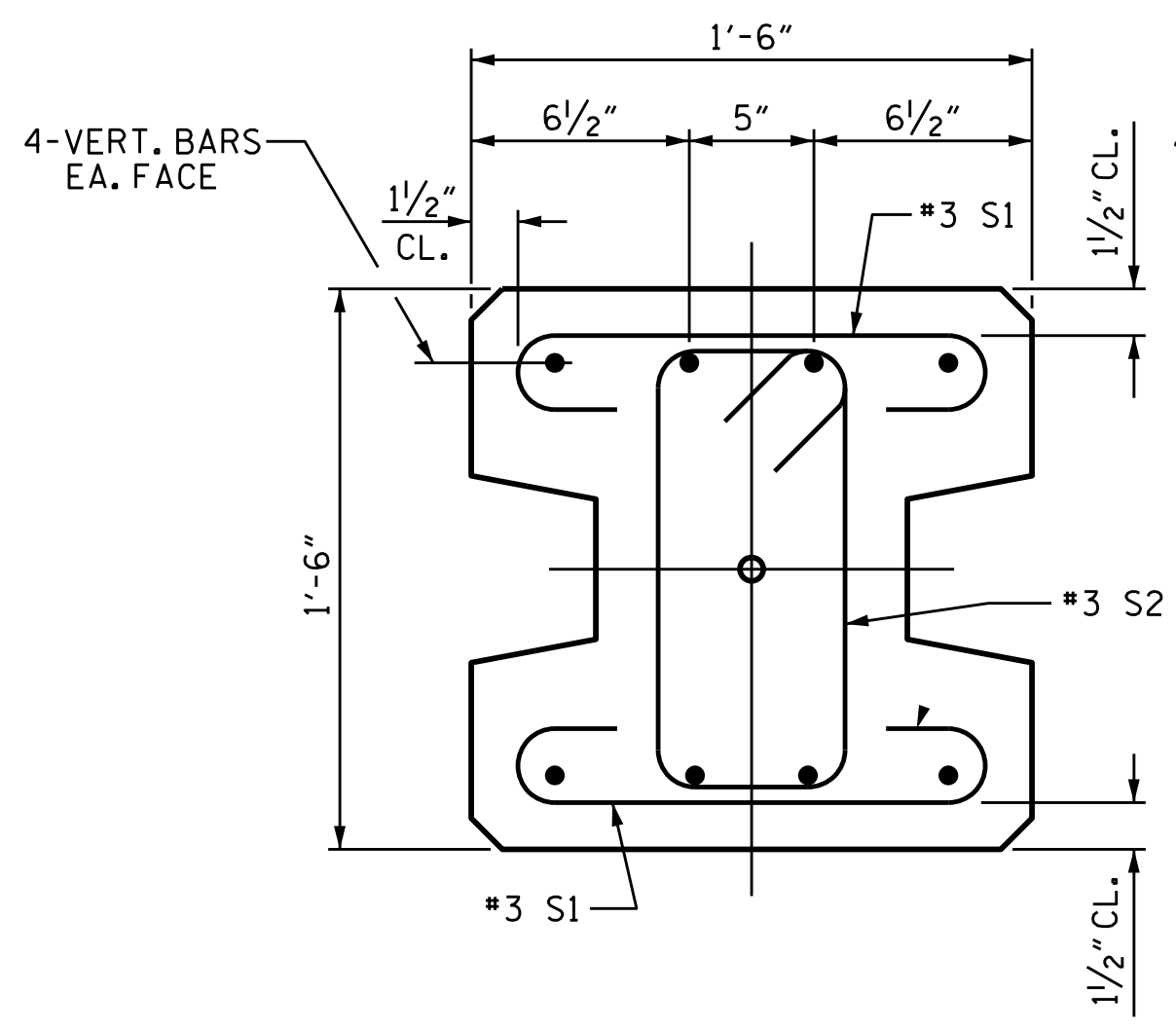
CONCRETE DESIGN DATA : $f'_c = 5,000$ PSI
 PROPOSED DEVICES FOR LIFTING PILES, RECESS DETAILS, AND PATCHING MATERIAL SHALL BE DETAILED IN SHOP DRAWINGS. AFTER ATTACHMENTS HAVE BEEN REMOVED, OPENINGS SHALL BE REPAIRED SUCH THAT THE APPEARANCE OF THE PILE IS UNIFORM.
 WHERE CAST-IN-PLACE LIFTING DEVICES ARE NOT USED, PICK-UP POINTS TO BE INDICATED WITH A BLACK MARK 2" WIDE.
 THE SLIP-FORM METHOD OF CASTING PILES WILL NOT BE PERMITTED.
 ALL CORNERS TO BE CHAMFERED 1".

LENGTH	APPROX. PILE WT. TONS	ONE PICK-UP POINT		TWO PICK-UP POINT	
		0.300L	0.700L	0.207L	0.586L
10'-0"	1.56	3'-0"	7'-0"		
15'-0"	2.35	4'-6"	10'-6"		
20'-0"	3.14	6'-0"	14'-0"		
25'-0"	3.93	7'-6"	17'-6"		
30'-0"	4.70	9'-0"	21'-0"		
35'-0"	5.49	10'-6"	24'-6"		
40'-0"	6.28	12'-0"	28'-0"		
45'-0"	7.05	13'-6"	31'-6"		
50'-0"	7.84	15'-0"	35'-0"		
55'-0"	8.63			11'-4 1/2"	32'-3"
60'-0"	9.42			12'-5"	35'-2"

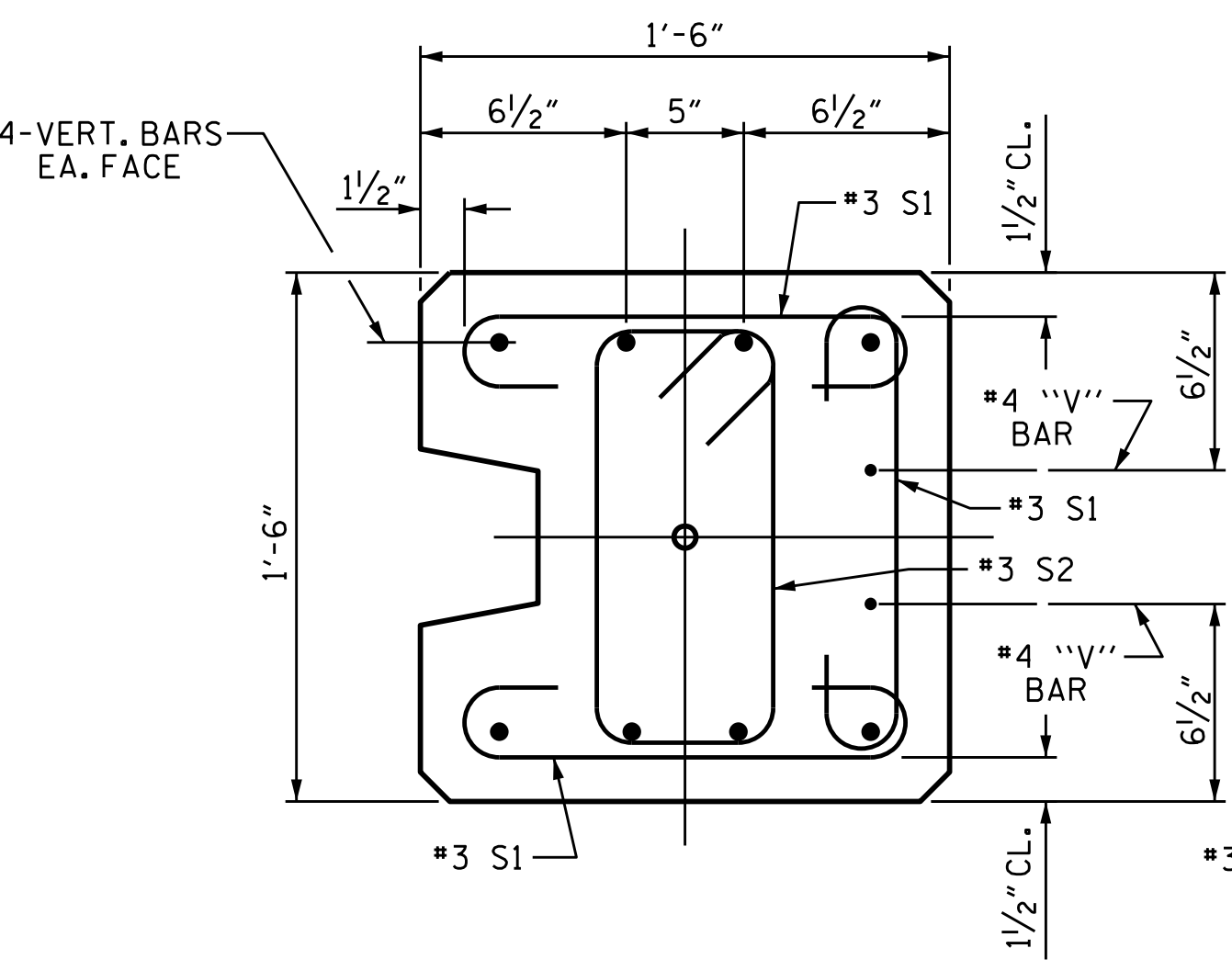
BAR TYPES



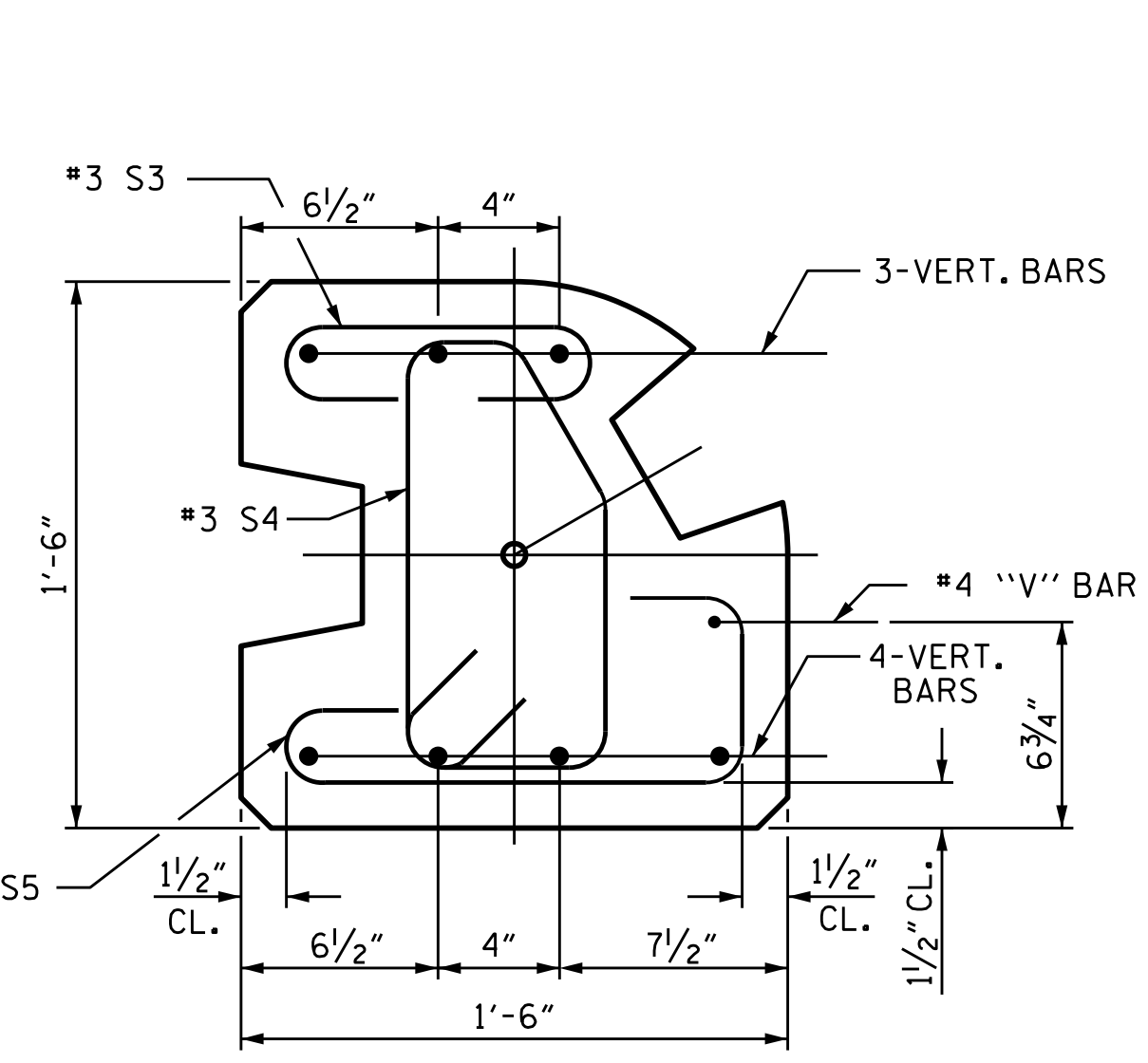
ALL BAR DIMENSIONS ARE OUT TO OUT.



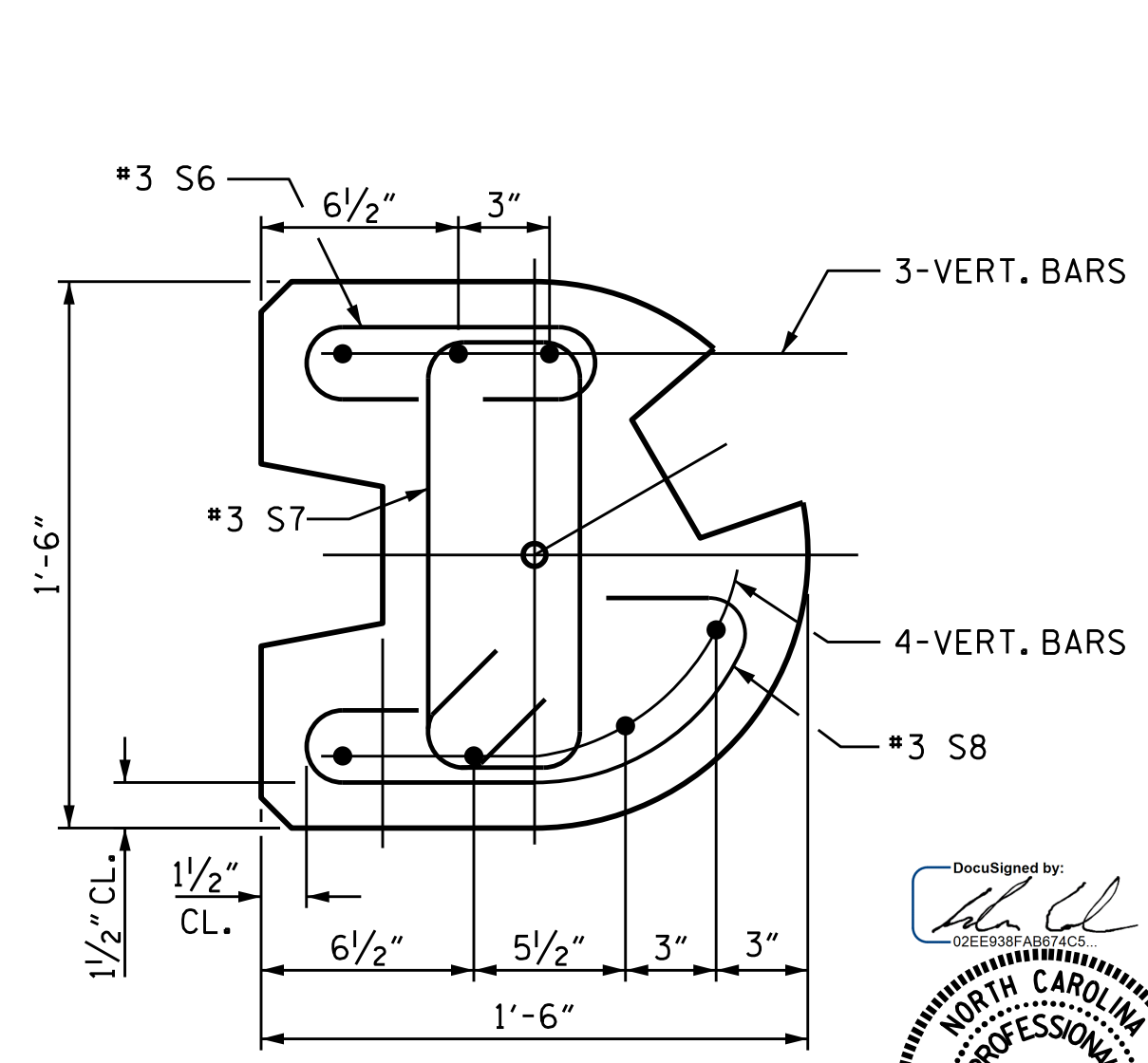
TYPE - I



TYPE - II



TYPE - III



TYPE - III (ALT.)

PILE DETAIL

FOR VERTICAL BAR PILE REINFORCING, SEE SHEET 1 OF 3

PROJECT NO. U-2579BB
 FORSYTH COUNTY
 STATION: NWL 5

SHEET 3 OF 3

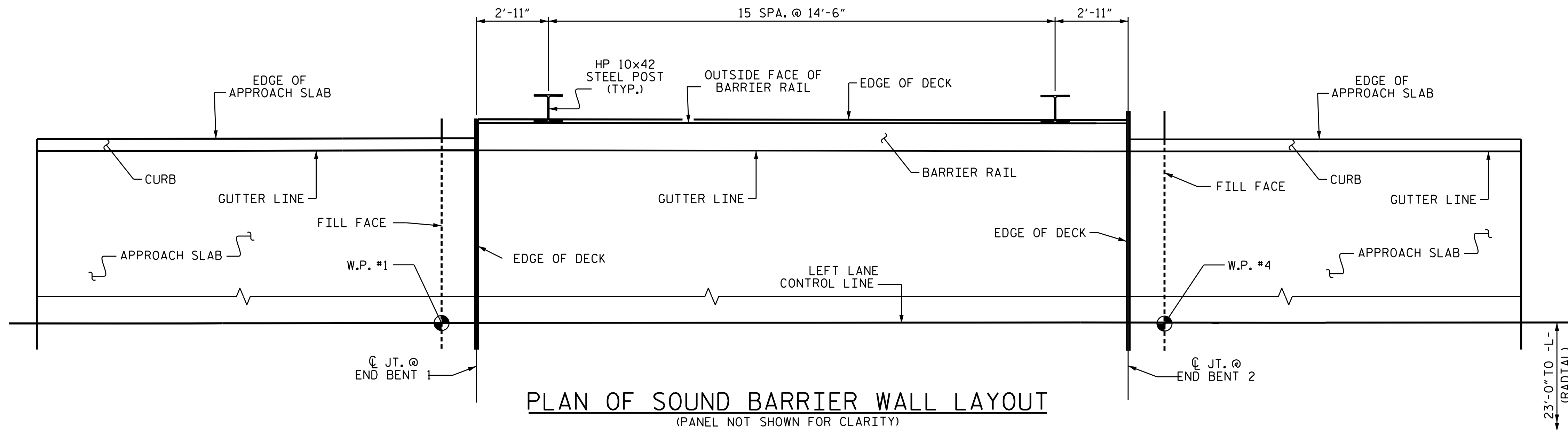


STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 STANDARD
 SOUND BARRIER WALL
 DETAILS

ASSEMBLED BY : H.A. LOCKLEAR DATE : 7/2022
 CHECKED BY : A.A. COLE DATE : 7/2022
 DRAWN BY : MAA 6/11 REV. 1/15/14 RWW/TMG
 CHECKED BY : GM 6/11 REV. 12/17 MAA/THC

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	25-3
1			3			TOTAL SHEETS
2			4			4

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



PLAN OF SOUND BARRIER WALL LAYOUT
(PANEL NOT SHOWN FOR CLARITY)

NOTES

WALL SUPPORT SYSTEM

POSTS SHALL BE AASHTO 270 GRADE 36 STRUCTURAL STEEL AND SHALL BE GALVANIZED TO AASHTO M111 AND IN ACCORDANCE TO SECTION 1076 OF THE STANDARD SPECIFICATIONS.

BEARING PLATES, BOLTS, NUTS AND WASHERS (EXCLUDING 7/8" Ø ANCHOR BOLTS) SHALL CONFORM TO THE REQUIREMENTS OF ASTM A325 AND SHALL BE GALVANIZED IN ACCORDANCE TO AASHTO M111.

ALL POSTS SHALL BE PLUMB.

SOUND BARRIER WALL

FOR SOUND BARRIER WALL (BRIDGE MOUNTED), SEE SPECIAL PROVISIONS.

COLOR SHALL MATCH THE COLOR ON ADJACENT SOUND BARRIER WALLS AS CLOSELY AS POSSIBLE. FOR ARCHITECTURAL CONCRETE SURFACE TREATMENT, SEE SPECIAL PROVISIONS.

SOUND BARRIER WALL SHALL BE DESIGNED TO WITHSTAND A MINIMUM WIND VELOCITY OF 100 MPH AND A MINIMUM WIND PRESSURE OF 0.04 KSF.

WEIGHT OF SOUND BARRIER WALL SHALL NOT EXCEED 100 LBS/FT.

SOUND BARRIER WALL SHALL CONSIST OF STACKED TONGUE AND GROOVE STRUCTURAL PLANKS AS DETAILED ON PLANS. THE PLANKS SHALL BE COMPRISED OF A PULTRUDED GLASS REINFORCED THERMOSET COMPOSITE STRUCTURAL BOX FILLED WITH RECYCLED TIRE RUBBER OR ANOTHER SUBSTANCE OF COMPARABLE DENSITY AND NOISE REDUCTION CAPABILITY. ENDS SHALL BE CAPPED TO NOT ALLOW FILL MATERIAL TO FALL OUT.

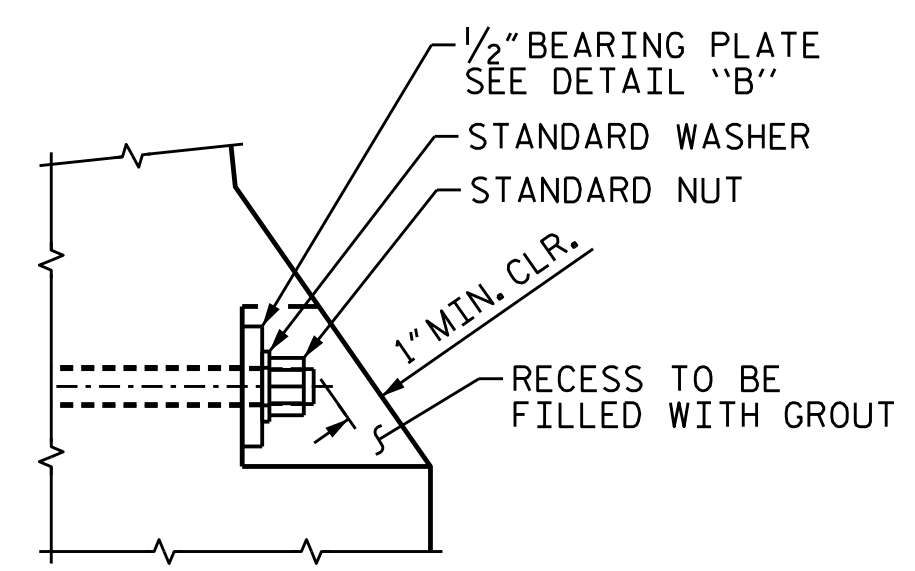
THE MINIMUM LENGTH OF PLANKS SHALL BE 4" LESS THAN THE CLEAR SPACING PROVIDED BETWEEN SUPPORT POSTS. THE MAXIMUM LENGTH OF PLANKS SHALL BE 3" LESS THAN THE CLEAR SPACING PROVIDED BETWEEN SUPPORT POSTS.

PLANKS SHALL BE CUT SO THAT THE ENDS ARE SMOOTH AND PERPENDICULAR TO EACH PLANK'S BASE AND SHALL BE APPROVED BY THE ENGINEER.

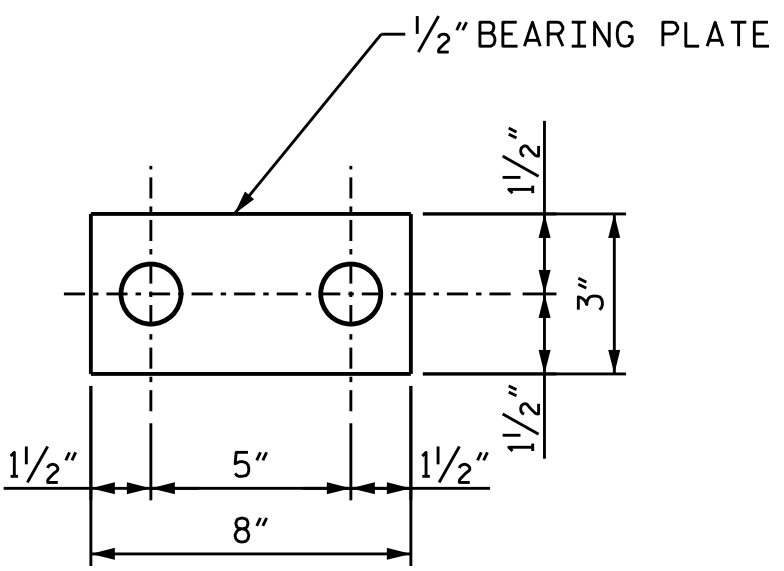
EACH PANEL SHALL BE PLACED SO THAT THE TOP OF THE FINISHED PANEL MEETS FLUSH WITH THE TOP OF EACH SUPPORT POST.

FOR ELASTOMERIC BEARINGS, SEE SECTION 1079 OF THE STANDARD SPECIFICATIONS.

SAWCUT AND EXCAVATE TO THE EXTENT SHOWN ON PLANS. RECESSED SURFACES SHOULD BE REASONABLY FLAT AND PLUMB. ALL SAWCUTTING, DRILLING AND GROUTING SHALL BE INCIDENTAL TO THE LUMP SUM STRUCTURE MOUNTED WALL PAY ITEM.

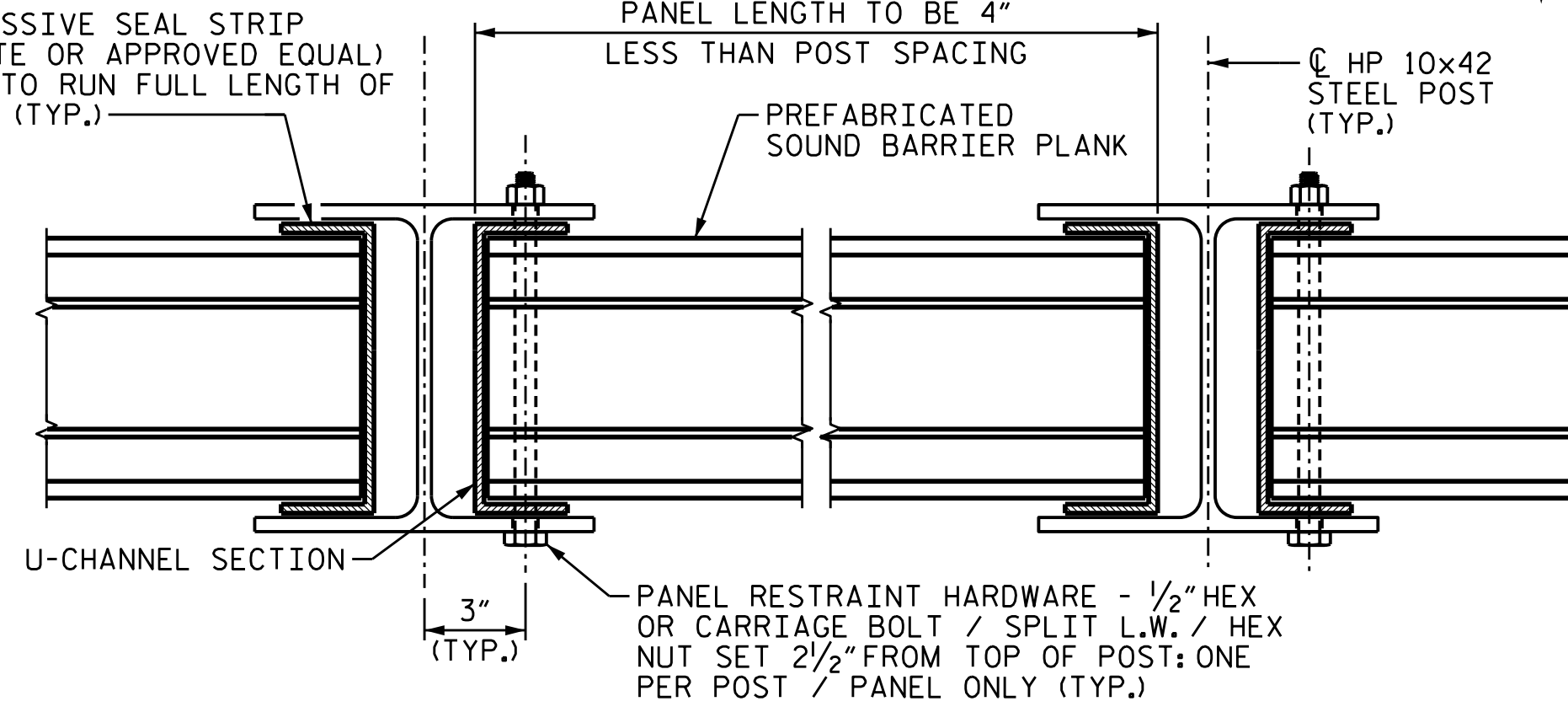


DETAIL "A"
(GROUT SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS) (LOWER RECESS SHOWN, UPPER RECESS SIMILAR)

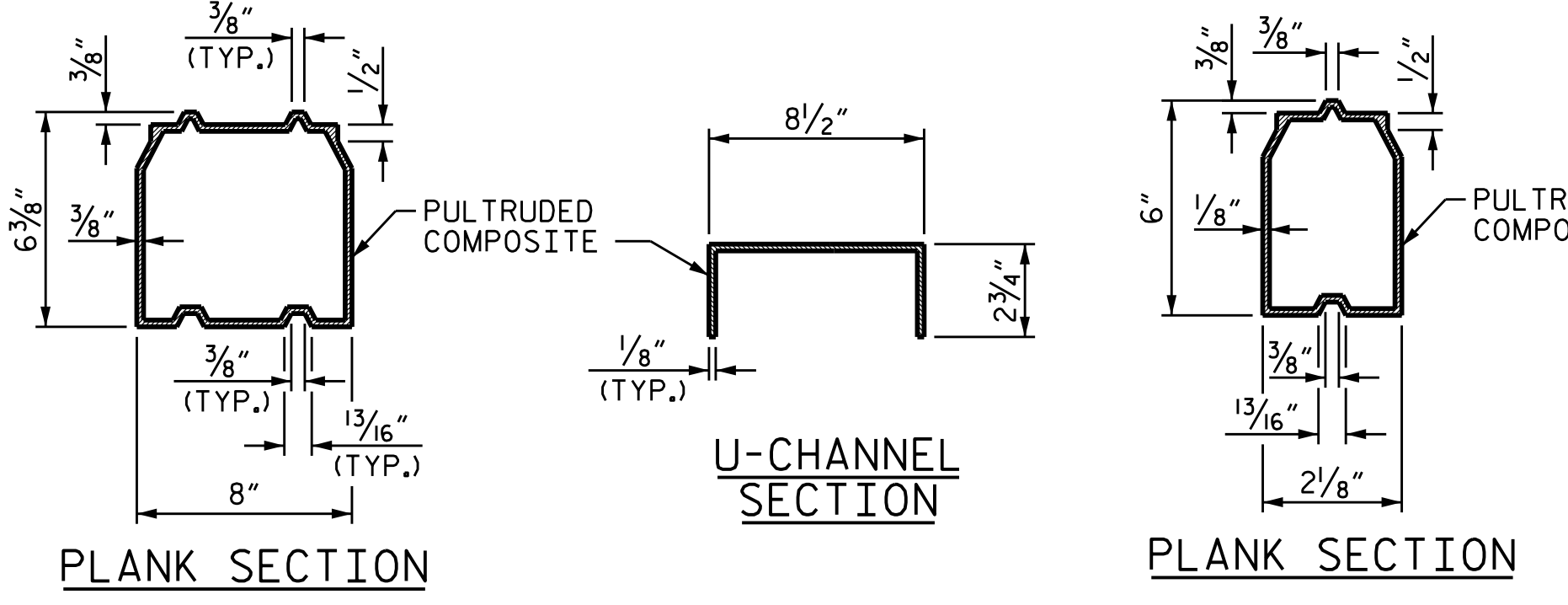


DETAIL "B"

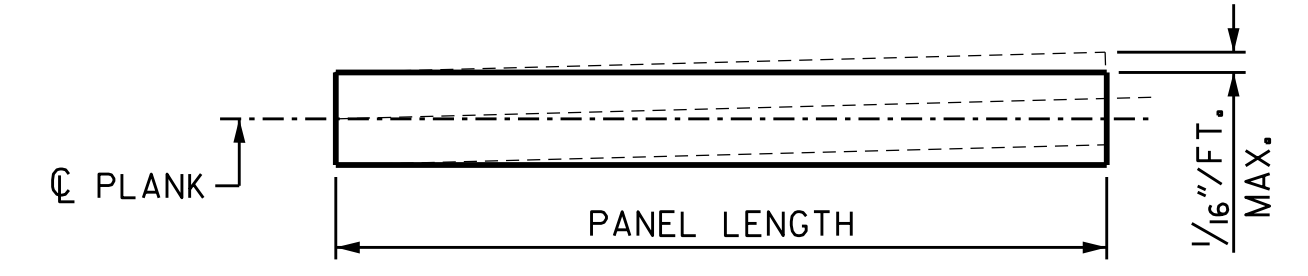
COMPRESSIVE SEAL STRIP (EVAZOTE OR APPROVED EQUAL) STRIP TO RUN FULL LENGTH OF FLANGE (TYP.)



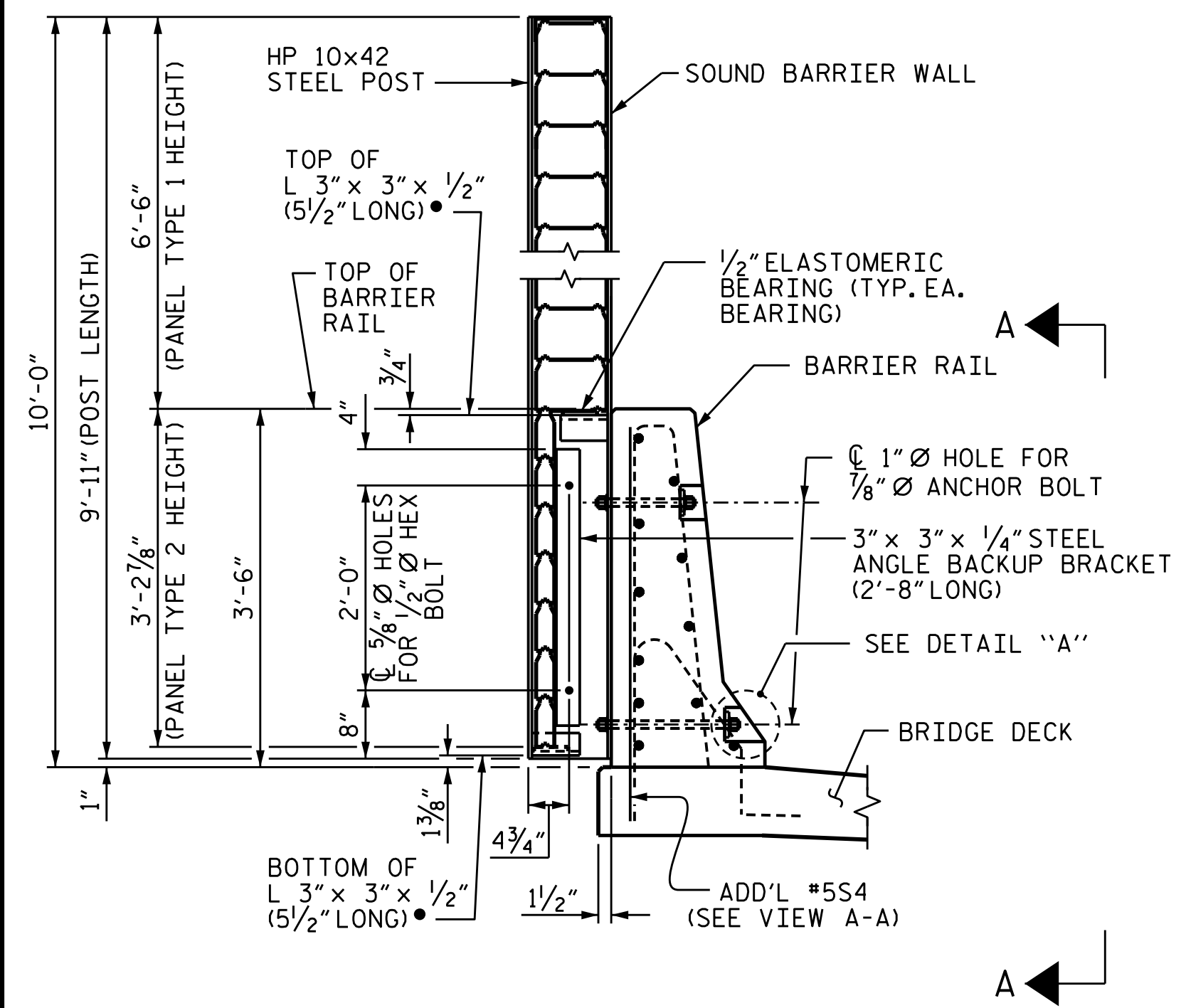
MOUNTING DETAIL - PANEL TYPE 1



PLANK SECTION **U-CHANNEL SECTION**



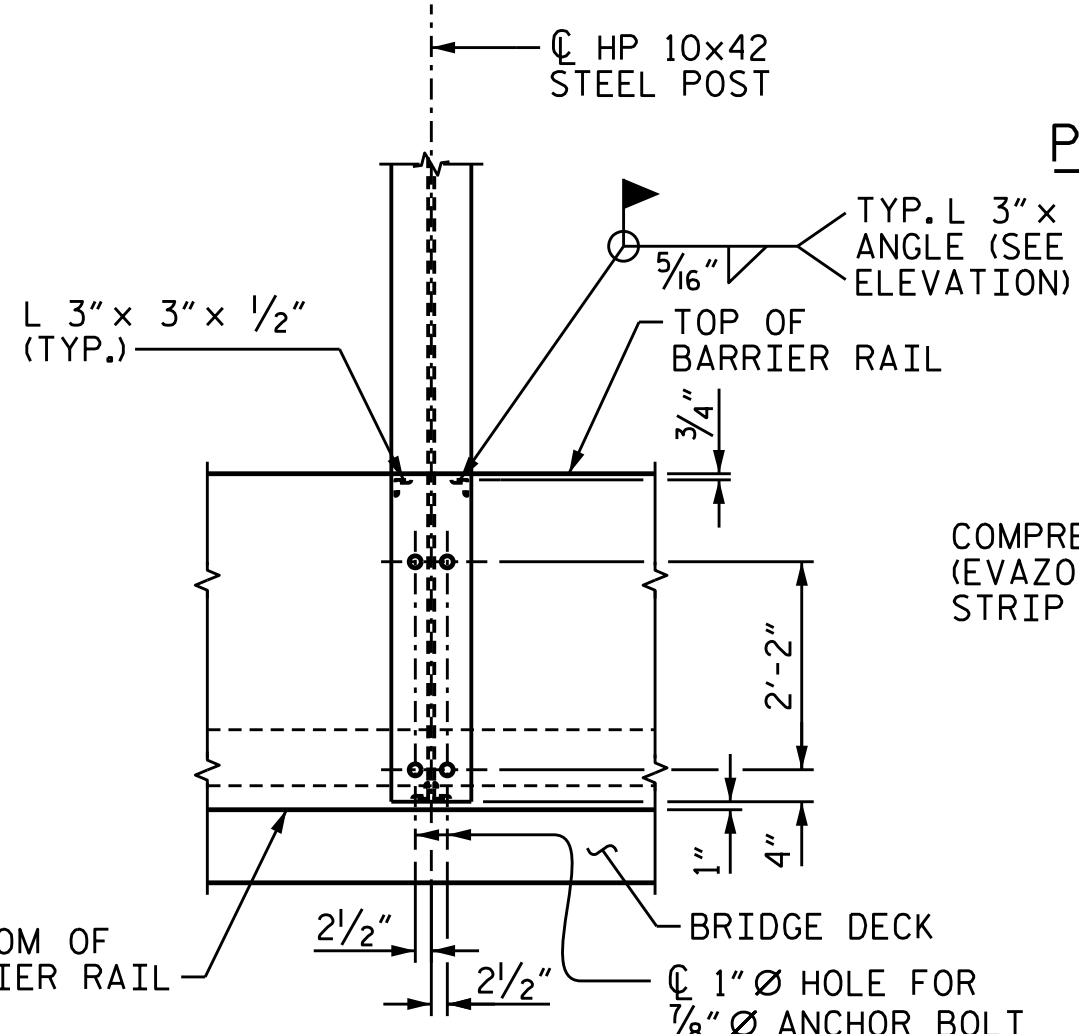
PLANK BOW TOLERANCE



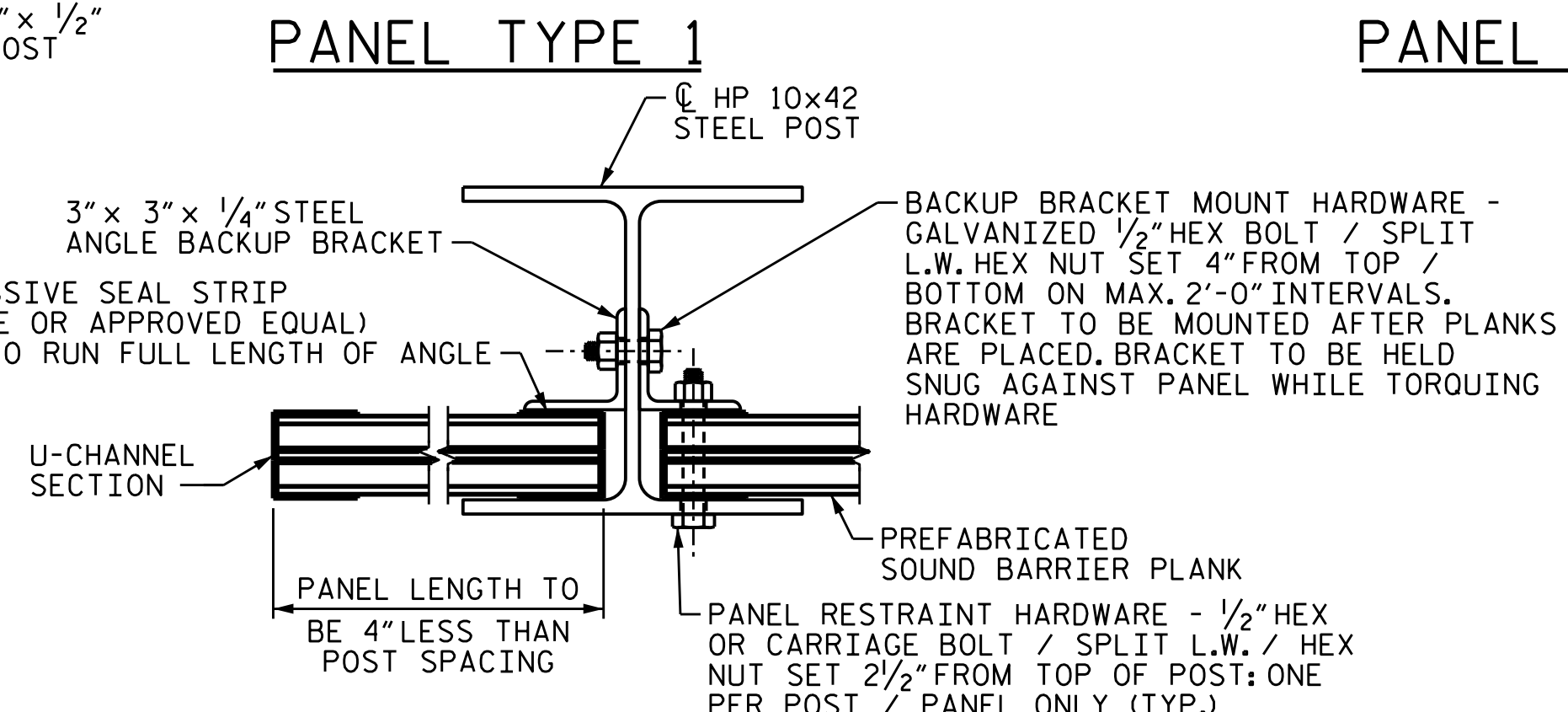
POST ELEVATION



VIEW A-A
(ADJUST #5S1 & #5S2 BAR SPACING AS NECESSARY TO ACCOMMODATE POSTS)



SECTION THRU POST



MOUNTING DETAIL - PANEL TYPE 2

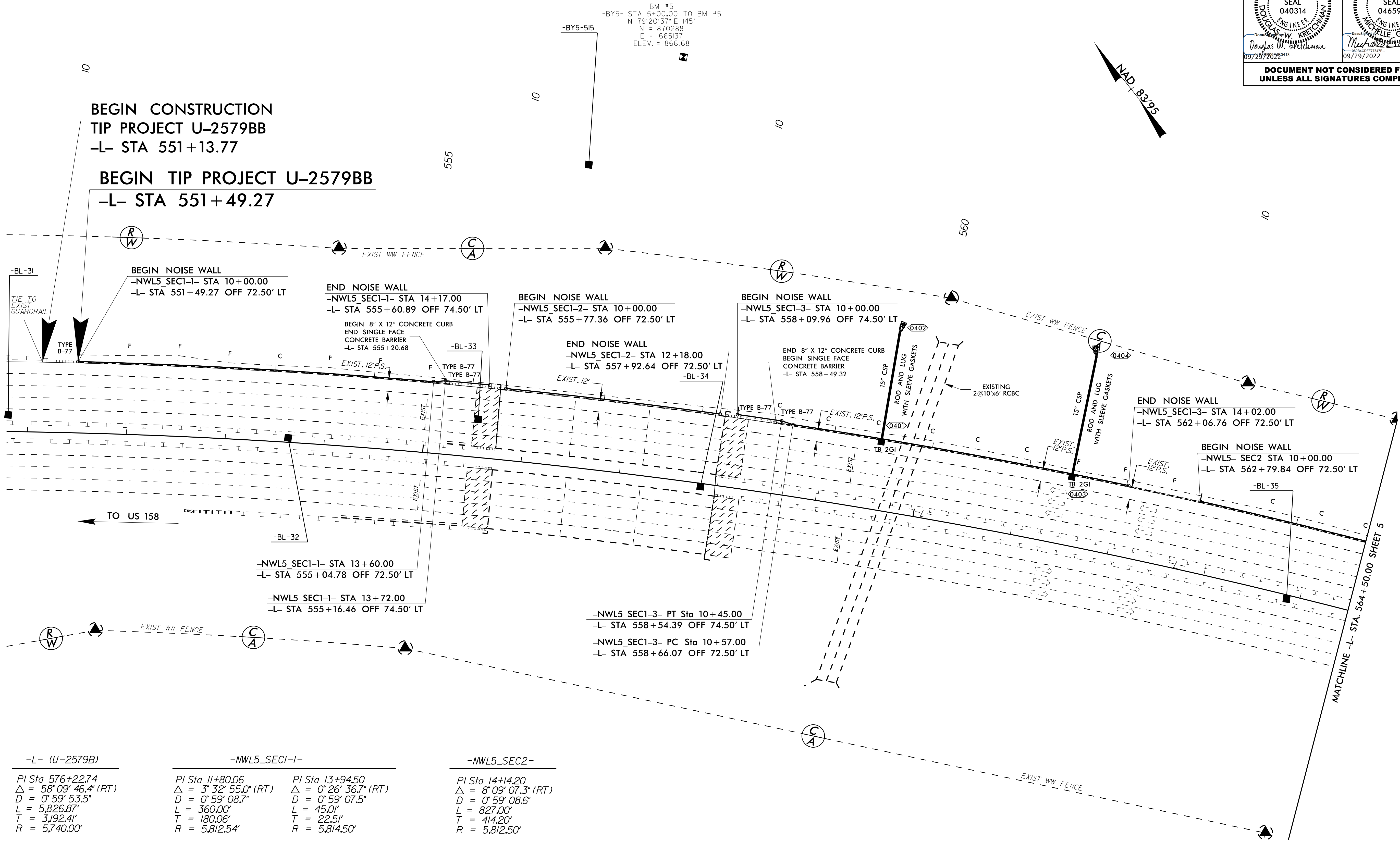
DRAWN BY: H.A. LOCKLEAR DATE: 7/2022
CHECKED BY: A.A. COLE DATE: 7/2022
DESIGN ENGINEER OF RECORD: H.A. LOCKLEAR DATE: 7/2022

9/28/2022
R:\Structures\U2579BB\Noise.Wall\WALL PLANS\U2579BB_SD_SBW_04.dgn
bgreen



PROJECT NO. U-2579BB
FORSYTH COUNTY
STATION: 556+85.00 -L-

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
SOUND BARRIER WALL LAYOUT & DETAILS					
(LEFT LANE)					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
					SHEET NO. 25-4 TOTAL SHEETS 4

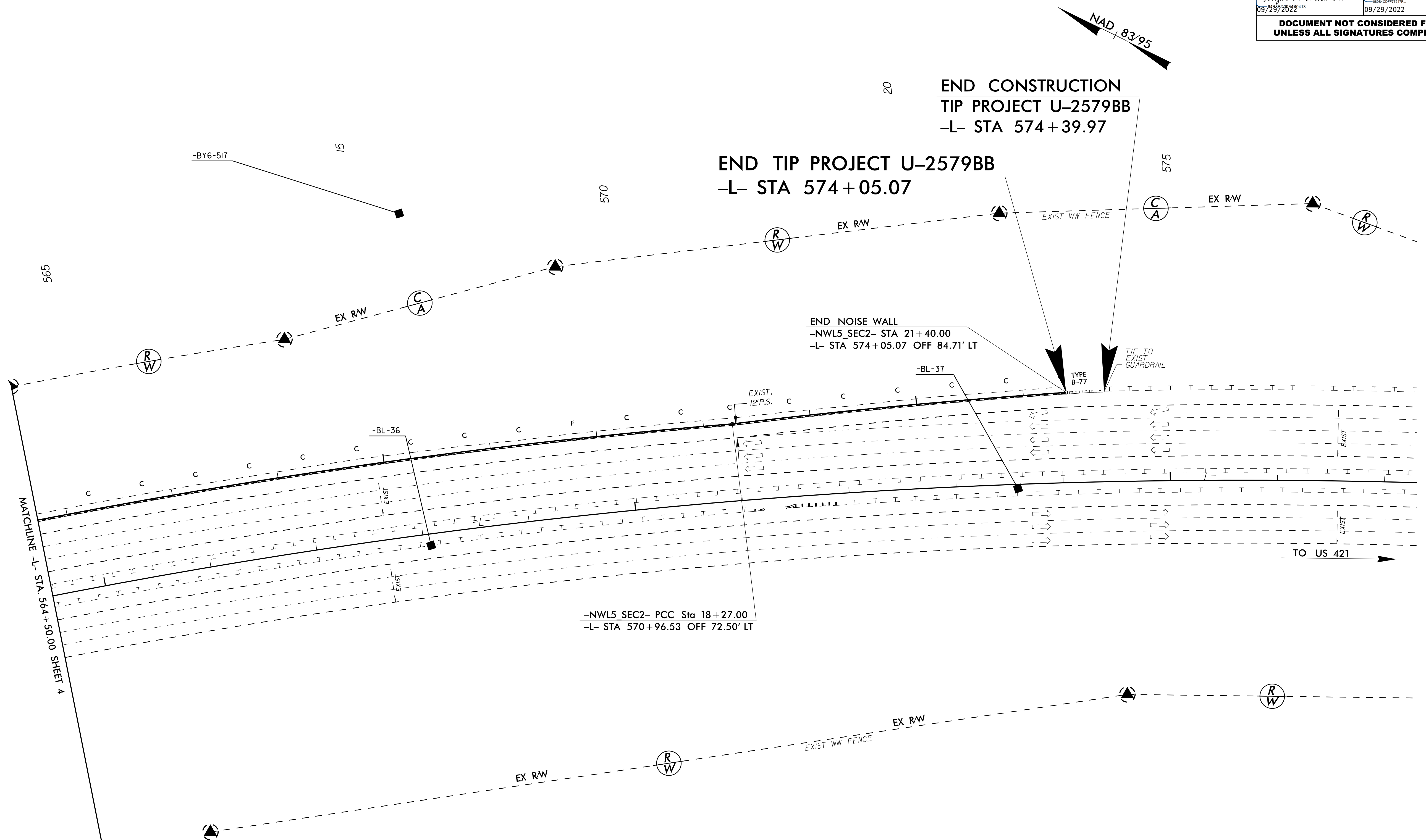


<p>-L- (U-2579B)</p> <p>PI Sta 576+22.74 $\Delta = 58^{\circ} 09' 46.4''$ (RT) D = 0' 59' 53.5" L = 5,826.87' T = 3,192.41' R = 5,740.00'</p>	<p>-NWL5_SEC1-1-</p> <p>PI Sta 11+80.06 $\Delta = 3^{\circ} 32' 55.0''$ (RT) D = 0' 59' 08.7" L = 360.00' T = 180.06' R = 5,812.54'</p>	<p>-NWL5_SEC2-</p> <p>PI Sta 13+94.50 $\Delta = 0^{\circ} 26' 36.7''$ (RT) D = 0' 59' 07.5" L = 45.01' T = 22.51' R = 5,814.50'</p>
<p>-NWL5_SEC1-2-</p> <p>PI Sta 11+09.01 $\Delta = 2^{\circ} 08' 56.0''$ (RT) D = 0' 59' 08.7" L = 218.00' T = 109.01' R = 5,812.50'</p>	<p>-NWL5_SEC1-3-</p> <p>PI Sta 10+22.50 $\Delta = 0^{\circ} 26' 36.3''$ (RT) D = 0' 59' 07.5" L = 45.00' T = 22.50' R = 5,814.50'</p>	<p>-NWL5_SEC2-</p> <p>PI Sta 12+29.55 $\Delta = 3^{\circ} 24' 02.8''$ (RT) D = 0' 59' 08.7" L = 345.00' T = 172.55' R = 5,812.50'</p>

**FOR -L- PROFILE SEE SHEETS 6 & 7
FOR NOISE WALL ENVELOPES SEE SHEETS 2N-1 & 2N-2
FOR NOISE WALL DETAILS SEE SHEETS 2S-1 THRU 2S-4**

BM #6
-BY8- STA 20+78.55 TO BM #6
N = 66°59'34" E 56'
N = 863271
E = 1665048
ELEV. = 900.49

8/17/99
23-SEP-2022 15:47 U:\2579BB\Roadway\U2579BB_Rdy.psh 4.dgn
3:47:59 PM



MATCHLINE -L- STA. 564+50.00 SHEET 4

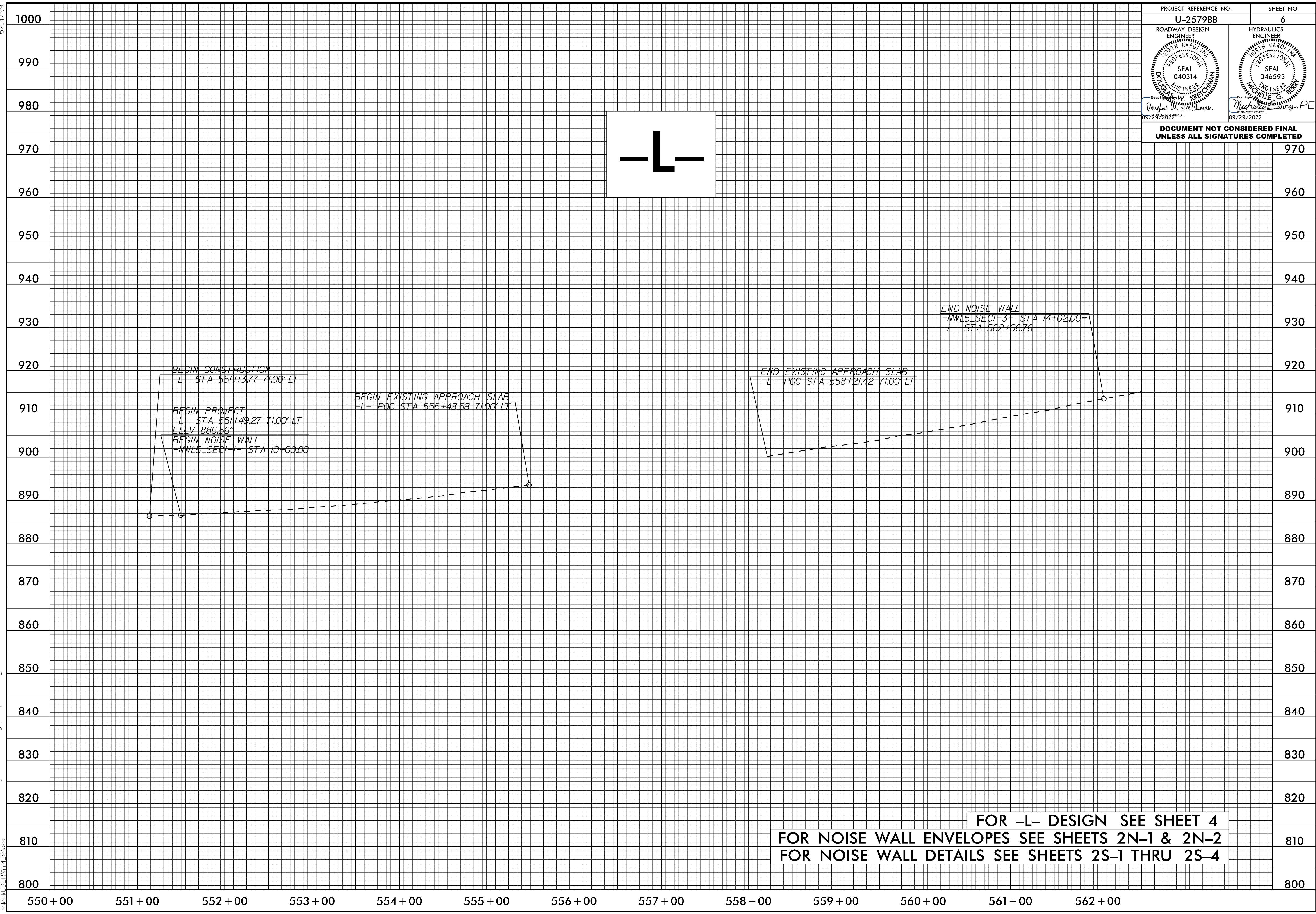
-L- (U-2579B)	-NWL5_SEC2-	
PI Sta 576+22.74	PI Sta 14+14.20	PI Sta 19+83.54
$\Delta = 58^{\circ} 09' 46.4''$ (RT)	$\Delta = 8^{\circ} 09' 07.3''$ (RT)	$\Delta = 3^{\circ} 01' 08.0''$ (RT)
D = 0' 59' 53.5"	D = 0' 59' 08.6"	D = 0' 57' 52.2"
L = 5,826.87'	L = 827.00'	L = 313.00'
T = 3,192.41'	T = 414.20'	T = 156.54'
R = 5,740.00'	R = 5,812.50'	R = 5,940.45'

FOR -L- PROFILE SEE SHEETS 6 & 7
 FOR NOISE WALL ENVELOPES SEE SHEETS 2N-1 & 2N-2
 FOR NOISE WALL DETAILS SEE SHEETS 2S-1 THRU 2S-4

5/14/99

PROJECT REFERENCE NO. U-2579BB	SHEET NO. 6
ROADWAY DESIGN ENGINEER NORTH CAROLINA PROFESSIONAL SEAL 040314 ENGINEER DOUGLAS W. KRUEGER 09/29/2022	HYDRAULICS ENGINEER NORTH CAROLINA PROFESSIONAL SEAL 046593 ENGINEER MICHELLE C. BERRY 09/29/2022
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

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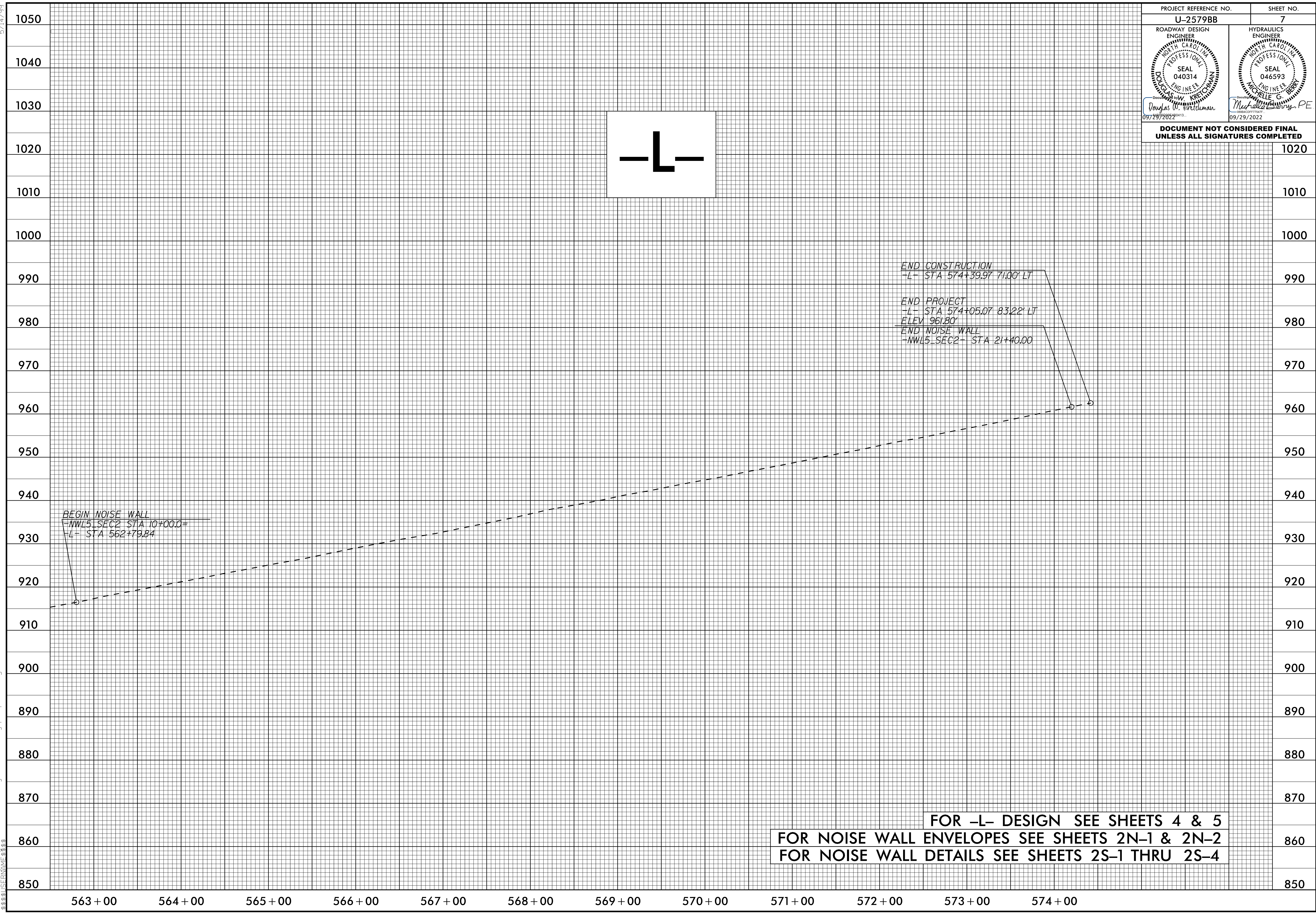


FOR -L- DESIGN SEE SHEET 4
 FOR NOISE WALL ENVELOPES SEE SHEETS 2N-1 & 2N-2
 FOR NOISE WALL DETAILS SEE SHEETS 2S-1 THRU 2S-4

5/14/99

PROJECT REFERENCE NO. U-2579BB	SHEET NO. 7
ROADWAY DESIGN ENGINEER NORTH CAROLINA PROFESSIONAL SEAL 040314 ENGINEER Douglas W. Krellman 09/29/2022	HYDRAULICS ENGINEER NORTH CAROLINA PROFESSIONAL SEAL 046593 ENGINEER MICHELLE G. BERRY 09/29/2022
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

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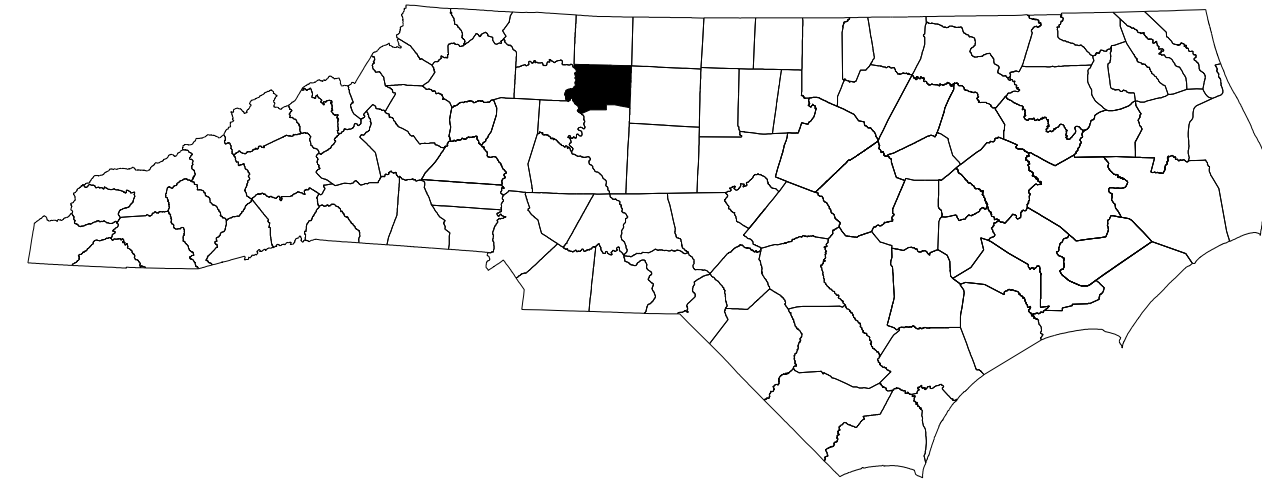


FOR -L- DESIGN SEE SHEETS 4 & 5
 FOR NOISE WALL ENVELOPES SEE SHEETS 2N-1 & 2N-2
 FOR NOISE WALL DETAILS SEE SHEETS 2S-1 THRU 2S-4

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

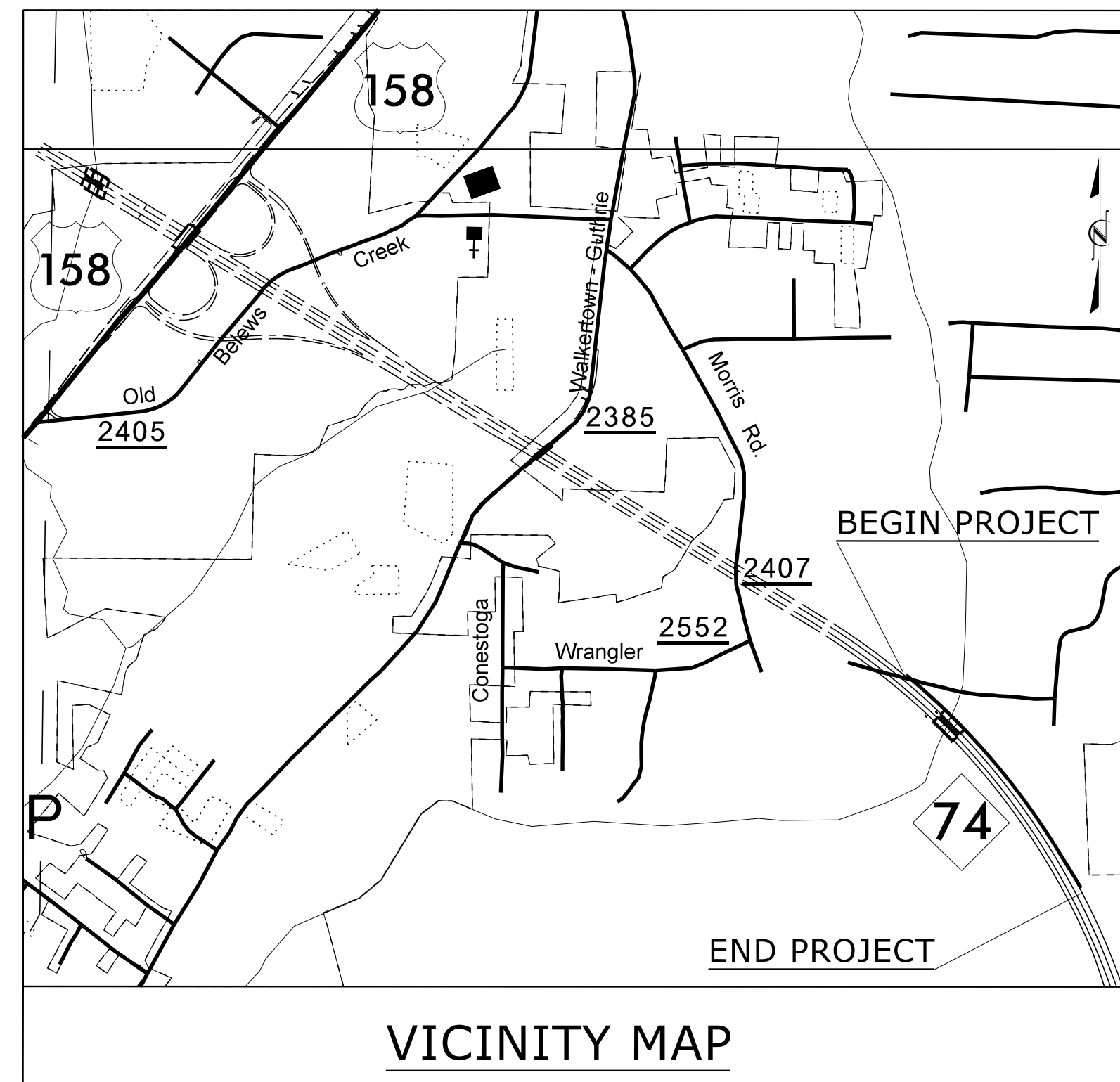
TRANSPORTATION MANAGEMENT PLAN

FORSYTH COUNTY



LOCATION: FUTURE I-74 FROM WINSTON-SALEM NORTHERN BELTWAY,
EASTERN SECTION, US 421/NC 150/BUSINESS 40 TO US 158

TYPE OF WORK: NOISE WALL



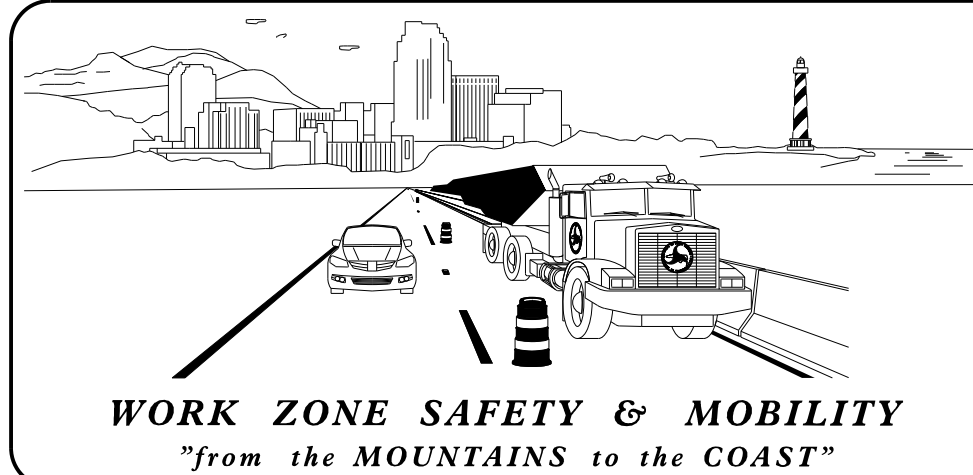
VICINITY MAP

SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP, AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, AND LEGEND
TMP-1B-1C	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES, AND LOCAL NOTES)
TMP-2	EXIT 227 OFFSITE DETOUR DETAILS
TMP-2A	SIGN COVERING DETAILS
TMP-3	TEMPORARY TRAFFIC CONTROL PHASING
TMP-4 THRU TMP-7	TEMPORARY TRAFFIC CONTROL PHASE I DETAILS

SHEET NO.
TMP-1

TIP PROJECT: U-2579BB NOISE WALL ADDITIONS

8/3/2022
P:\TIP\Projects-U\2579BB\TrafficControl\U-2579BB\U-2579BB_TC_TMP_1.dgn
User: macklilu



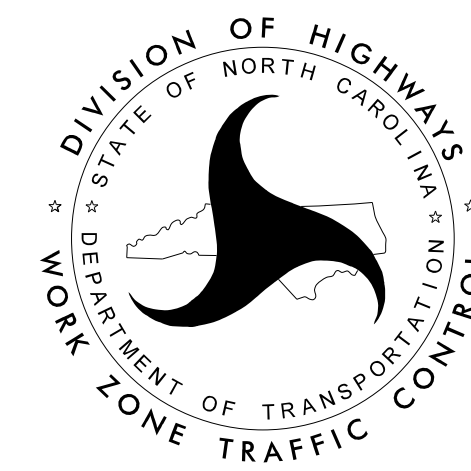
PLANS PREPARED BY:

MATTHEW AKLILU

NCDOT CONTACTS:

KENNETH C. THORNEWELL, P.E.
PROJECT ENGINEER

MICHAEL STEELMAN
PROJECT DESIGN ENGINEER

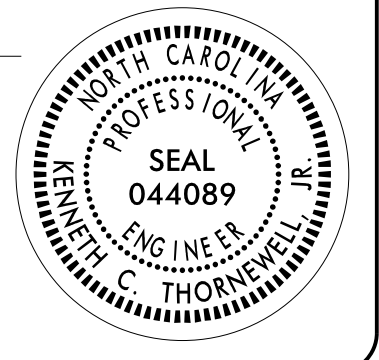


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UNLESS ALL SIGNATURES COMPLETED

APPROVED: *Kenn Thornwell*

DATE: 08/03/2022

SEAL



ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2018 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
1101.01	WORK ZONE 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	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY - DRUMS
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO LANE AND MULTILANE ROADWAYS
1205.03	PAVEMENT MARKINGS - EXITS AND ENTRANCE RAMP
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - LANE DROPS
1205.07	PAVEMENT MARKINGS - PEDESTRIAN CROSSWALKS
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.10	PAVEMENT MARKINGS - SCHOOL AREAS
1205.11	PAVEMENT MARKINGS - RAILROAD CROSSINGS
1205.12	PAVEMENT MARKINGS - BRIDGES
1205.13	PAVEMENT MARKINGS - LANE REDUCTIONS
1205.14	PAVEMENT MARKINGS - ROUNDABOUTS
1205.15	PAVEMENT MARKINGS - SUPERSTREETS
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
1264.01	OBJECT MARKERS - TYPES
1264.02	OBJECT MARKERS - INSTALLATION

LEGEND

GENERAL

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

SIGNALS

- EXISTING
- PROPOSED
- TEMPORARY
- PORTABLE

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

P22 - PAINT - 10' WHITE SKIP - (6")

8/3/2022 P:\TIP\Projects-U\2579BB\TrafficControl\U-2579BB\U-2579BB-TMP-1A.dgn User:smackfilu

APPROVED DATE: 08/03/2022			<h3>ROADWAY STANDARD DRAWINGS & LEGEND</h3>
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

MANAGEMENT STRATEGIES

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

RECOMMENDED STRATEGIES:

TRAFFIC MANAGEMENT STRATEGIES:

- LANE SHIFTS OR CLOSURES
- SHOULDER CLOSURES
- FREEWAY-TO-FREEWAY INTERCHANGE CLOSURES
- OFF-SITE DETOURS / USE OF ALTERNATIVE ROUTES

GENERAL NOTES

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

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

TIME RESTRICTIONS

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

ROAD NAME	DAY AND TIME RESTRICTIONS
US 421 / I-40 BUS / NC 150	MONDAY THRU SUNDAY 6:00 AM TO 10:00 PM

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

ROAD NAME
US 421 / I-40 BUS / NC 150

HOLIDAY

1. FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
2. FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00 A.M. DECEMBER 31st TO 10:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 10:00 P.M. THE FOLLOWING TUESDAY.
3. FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 10:00 P.M. MONDAY.
4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 10:00 P.M. TUESDAY.
5. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 10:00 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 10:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.

6. FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 10:00 P.M. TUESDAY.
7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY TO 10:00 P.M. MONDAY.
8. FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 10:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

C) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	DURATION AND OPERATION
US 421 / I-40 BUS / NC 150	MONDAY THRU SUNDAY 6:00 AM TO 10:00 PM	30 MINUTES FOR ROLLING ROADBLOCK TO COVER/UNCOVER OVERHEAD SIGNS

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 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.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

J) 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.

K) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRAFFIC CONTROL PLANS.

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

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

COVER OR REMOVE ALL SIGNS REQUIRED FOR THE OFF-SITE DETOUR WHEN THE DETOUR IS NOT IN OPERATION.

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

TRAFFIC BARRIER

N) INSTALL TEMPORARY BARRIER ACCORDING TO THE TRANSPORTATION MANAGEMENT PLANS A MAXIMUM OF TWO (2) WEEKS PRIOR TO BEGINNING WORK IN ANY LOCATION. ONCE TEMPORARY BARRIER IS INSTALLED AT ANY LOCATION PROCEED IN A CONTINUOUS MANNER TO COMPLETE THE PROPOSED WORK IN THAT LOCATION UNLESS OTHERWISE STATED IN THE TRANSPORTATION MANAGEMENT PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE.

ONCE TEMPORARY BARRIER IS INSTALLED AT ANY LOCATION AND NO WORK IS PERFORMED BEHIND THE TEMPORARY BARRIER FOR A PERIOD LONGER THAN TWO (2) MONTHS, REMOVE / RESET TEMPORARY BARRIER AT NO COST TO THE DEPARTMENT UNLESS OTHERWISE STATED IN THE TRANSPORTATION MANAGEMENT PLANS, TEMPORARY BARRIER IS PROTECTING A HAZARD, OR AS DIRECTED BY THE ENGINEER.

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

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

O) PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER AT ALL TIMES DURING THE INSTALLATION AND REMOVAL OF THE BARRIER BY EITHER A TRUCK MOUNTED ATTENUATOR (MAXIMUM 72 HOURS) OR A TEMPORARY CRASH CUSHION.

PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER FROM ONCOMING TRAFFIC AT ALL TIMES BY A TEMPORARY CRASH CUSHION UNLESS THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER IS OFFSET FROM ONCOMING TRAFFIC AS FOLLOWS OR AS SHOWN IN THE PLANS: (SEE ALSO 1101.05)

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

<p>APPROVED: <i>Ken Thomwell</i> 1E991EF27373405...</p> <p>DATE: 08/03/2022</p>			<h3>TRANSPORTATION OPERATIONS PLAN</h3>
<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>			

GENERAL NOTES CONTINUED

TRAFFIC CONTROL DEVICES

- P) WHEN LANE CLOSURES ARE NOT IN EFFECT SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER IN FEET THAN TWICE THE POSTED SPEED LIMIT (MPH) EXCEPT, 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTIONS 1130 (DRUMS), 1135 (CONES) AND 1180 (SKINNY DRUMS) FOR ADDITIONAL REQUIREMENTS.
- Q) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
NC 74	PAINT	N/A

- S) PLACE TWO APPLICATIONS OF PAINT FOR TEMPORARY TRAFFIC PATTERNS.
- T) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- U) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

MISCELLANEOUS

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

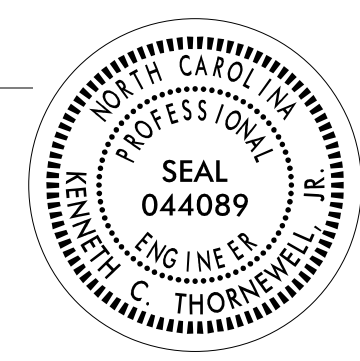
LOCAL NOTES

- THE RESIDENT ENGINEER SHALL MONITOR THE TEMPORARY PAINT PAVEMENT MARKINGS TO DETERMINE IF THEY NEED REFRESHING AND COORDINATE AS NECESSARY TO KEEP THEM IN GOOD CONDITION UNTIL THE FINAL PAVEMENT MARKINGS CAN BE PLACED BY OTHERS.

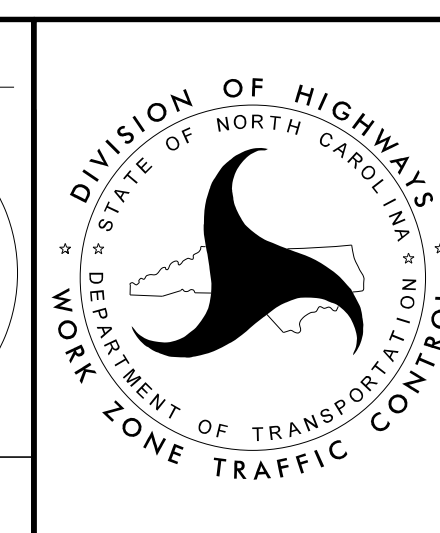
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APPROVED: *Ken Thornwell*
1E991EF27373405...

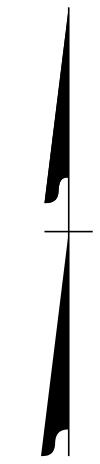
DATE: 08/03/2022



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**TRANSPORTATION
OPERATIONS
PLAN**



NC 74 EB
(WINSTON SALEM NORTHERN BELTWAY)

NC 74 WB
(WINSTON SALEM NORTHERN BELTWAY)

FUTURE NC 74

SEE INSET A

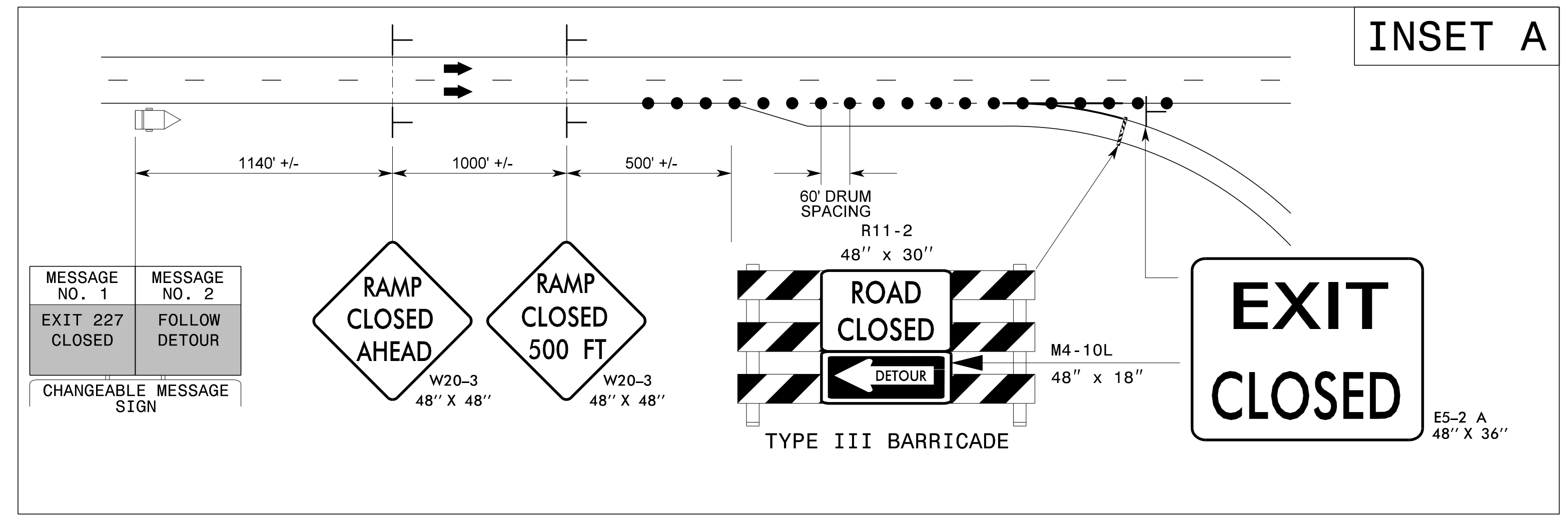
EXIT 227

US 421 NB
(SALEM PKWY)

US 421 SB
(SALEM PKWY)

S MAIN ST
(SR 4315)

S MAIN ST
(SR 4315)



END
DETOUR
M4-8 A
24" X 18"

DETOUR M4-8
30" X 15"
WEST M3-4
36" X 18"
74 M1-5
36" X 36"
M6-2
30" X 21"

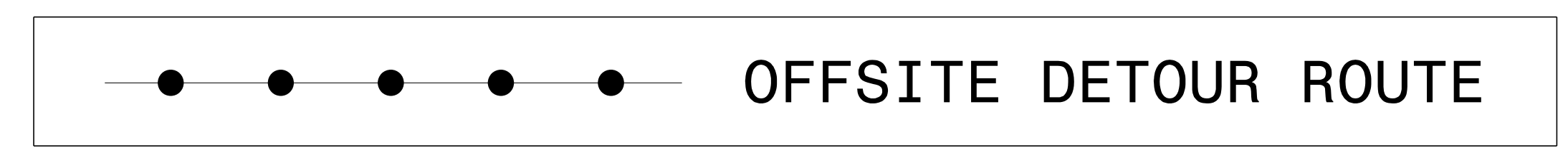
DETOUR M4-8
30" X 15"
WEST M3-4
36" X 18"
74 M1-5
36" X 36"
M6-1 L
30" X 21"

DETOUR M4-8
30" X 15"
WEST M3-4
36" X 18"
74 M1-5
36" X 36"
M6-3
30" X 21"

DETOUR M4-8
30" X 15"
WEST M3-4
36" X 18"
74 M1-5
36" X 36"
M6-2
30" X 21"

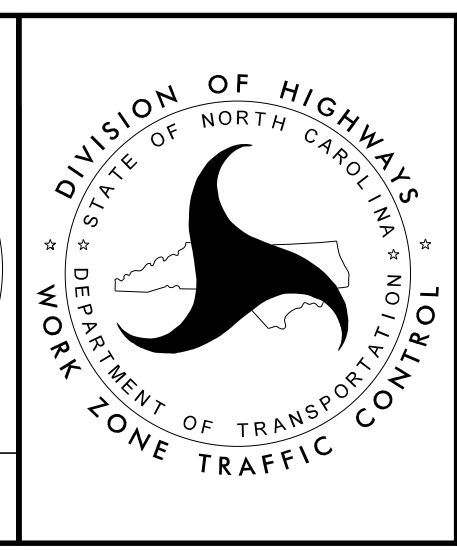
DETOUR M4-8
30" X 15"
WEST M3-4
36" X 18"
74 M1-5
36" X 36"
M6-1 L
30" X 21"

NOTE: COVER SIGNS AS SHOWN ON TMP-2A



APPROVED: *Ben Thornwell*
DATE: 08/03/2022

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EXIT 227
OFFSITE DETOUR
DETAILS

8/3/2022
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User:smackfilu

LOCATION: 36.09568, -80.21548



LOCATION: 36.11103, -80.16524



LOCATION: 36.11379, -80.15671



LOCATION: 36.11395, -80.15228



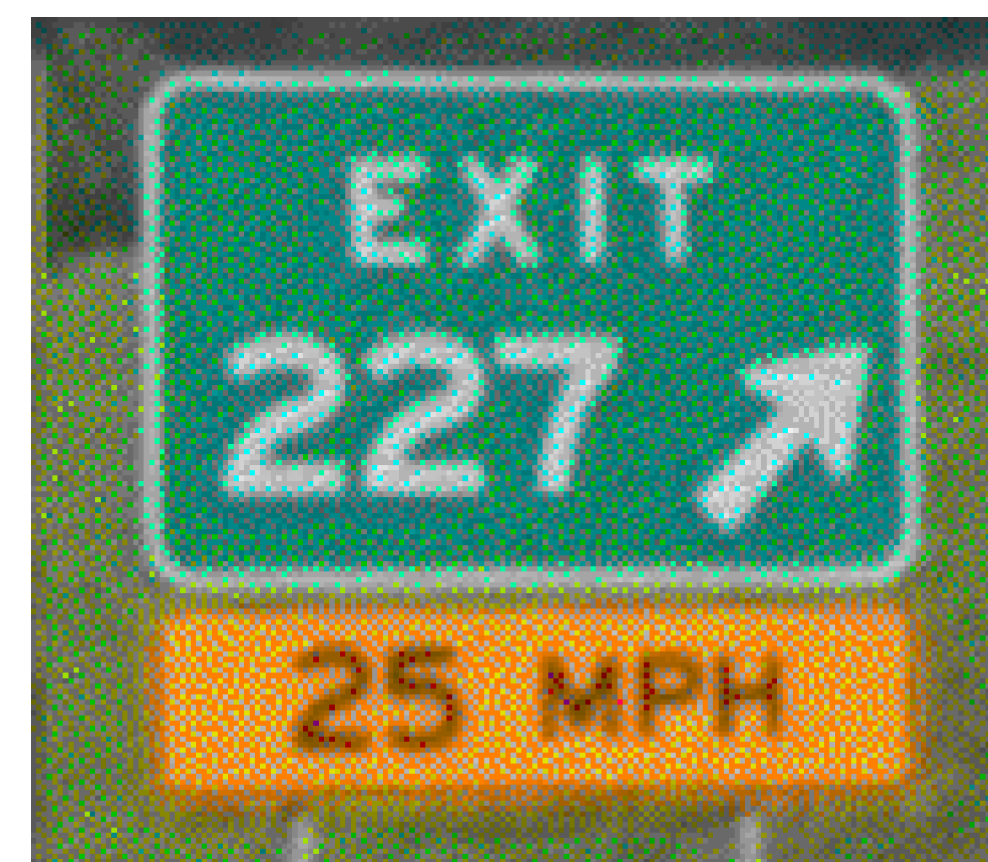
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LOCATION: 36.11276, -80.13071



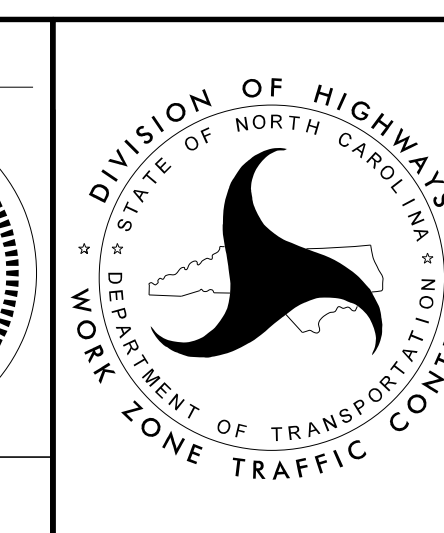
LOCATION: 36.11257, -80.12842



THE SIGNS SHOWN ON THIS SHEET NEED TO BE COVERED. THE LOCATIONS PROVIDED ARE LISTED IN DECIMAL COORDINATES. SEE SPECIAL PROVISION.

APPROVED: *Ken Thomwell*
1E901EP27273405
 DATE: 08/03/2022

**DOCUMENT NOT CONSIDERED FINAL
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SIGN COVERING
DETAILS

TEMPORARY TRAFFIC CONTROL PHASING

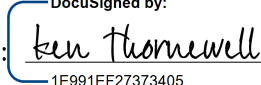
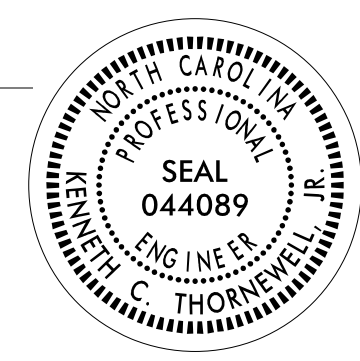

PHASE I

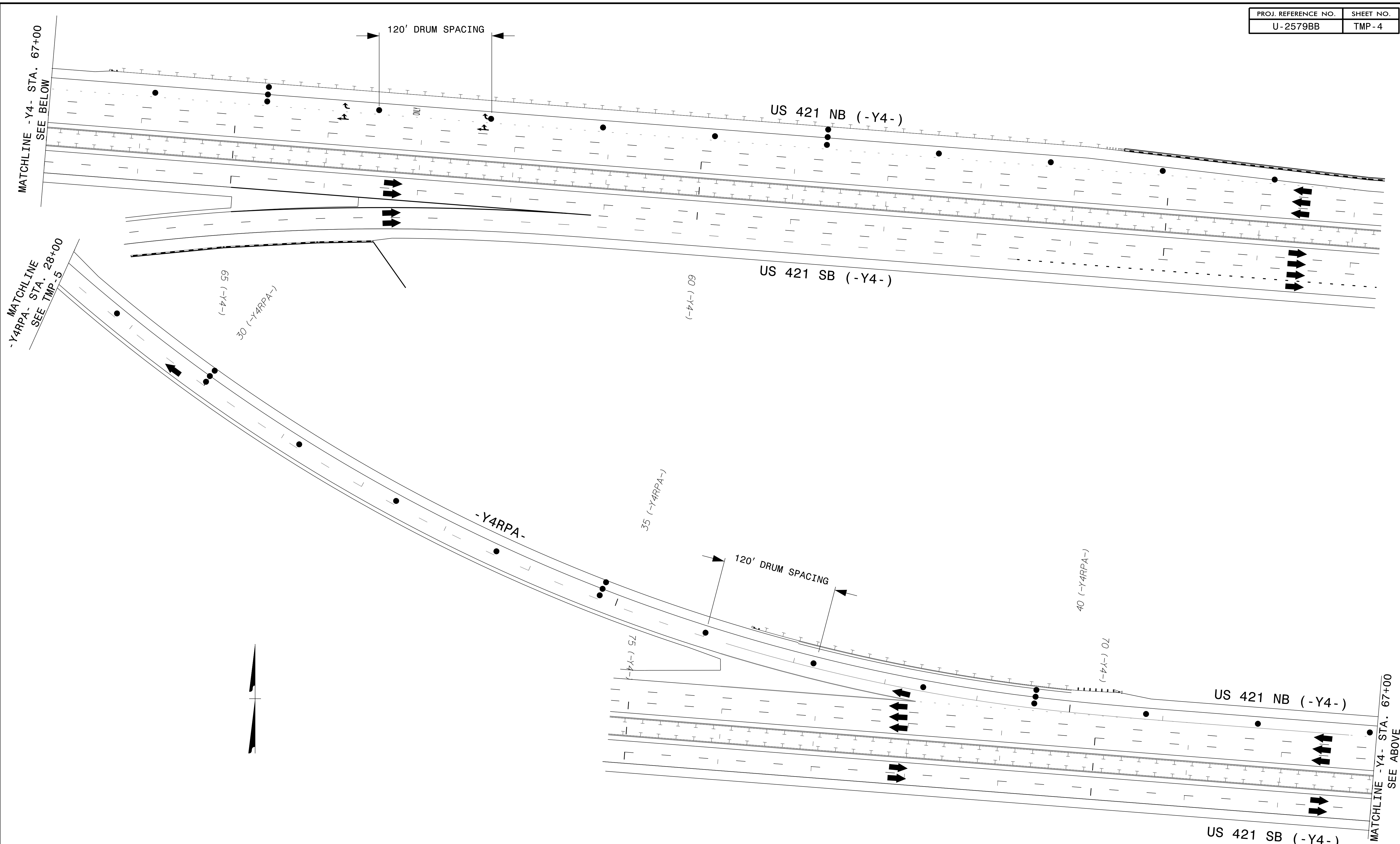
- STEP 1: - USING RSD 1101.01, INSTALL WORK ZONE ADVANCE WARNING SIGNS.
- STEP 2: - USING RSD 1101.02 AS NECESSARY, AND SHEET TMP-2, INSTALL OFFSITE DETOUR SIGNS AND DEVICES AND CLOSE THE LOOP AT EXIT 227.
- USING RSD 1101.02 AND 1101.03 AS NECESSARY, COVER THE GUIDE SIGNS THAT ARE SHOWN ON TMP-2A.
- STEP 3: - USING RSD 1101.02, COMPLETE THE FOLLOWING IN ONE WORK PERIOD AWAY FROM TRAFFIC:
- A. - REMOVE EXISTING SKIP LINE PAVEMENT MARKINGS AND PAVEMENT MARKER LENSES WITHIN THE AREAS INDICATED ON TMP-5 & TMP-6.
- INSTALL SIGNS AND DEVICES AS SHOWN ON SHEETS TMP-4 THRU TMP-7.
- B. PLACE NC 74 WEST TRAFFIC IN THE LONG TERM TRAFFIC PATTERN SHOWN ON SHEETS TMP-4 THRU TMP-7.
- STEP 4: - BEHIND PORTABLE CONCRETE BARRIER, CONSTRUCT -NWL5- SEC1 & SEC2.

PHASE II

- STEP 1: - USING RSD 1101.02, COMPLETE THE FOLLOWING IN ONE WORK PERIOD AWAY FROM TRAFFIC:
- A. REPLACE PAVEMENT MARKER LENSES AND SKIP LINE PAVEMENT MARKINGS REMOVED IN PHASE I USING TWO LAYERS OF PAINT.
- B. REMOVE SIGNS AND DEVICES PER TMP-4 THRU TMP-7, RETURNING TRAFFIC TO THE NORMAL PATTERN.
- STEP 2: - REMOVE ALL BARRICADES AND DETOUR SIGNS PER TMP-2 AND RE-OPEN EXIT 227 TO TRAFFIC.
- USING RSD 1101.02 AND 1101.03 AS NECESSARY, UNCOVER THE GUIDE SIGNS THAT ARE SHOWN ON TMP-2A.
- STEP 3: - REMOVE WORK ZONE ADVANCE WARNING SIGNS INSTALLED PER PHASE I, STEP 1.

8/3/2022
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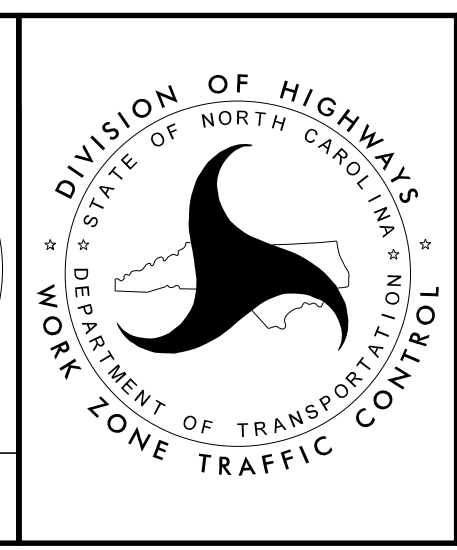
APPROVED:  <small>DocuSigned by: Ken Thornwell 1E991EF27373405...</small> DATE: 08/03/2022			<h3 style="margin: 0;">TEMPORARY TRAFFIC CONTROL PHASING</h3>
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			



8/3/2022
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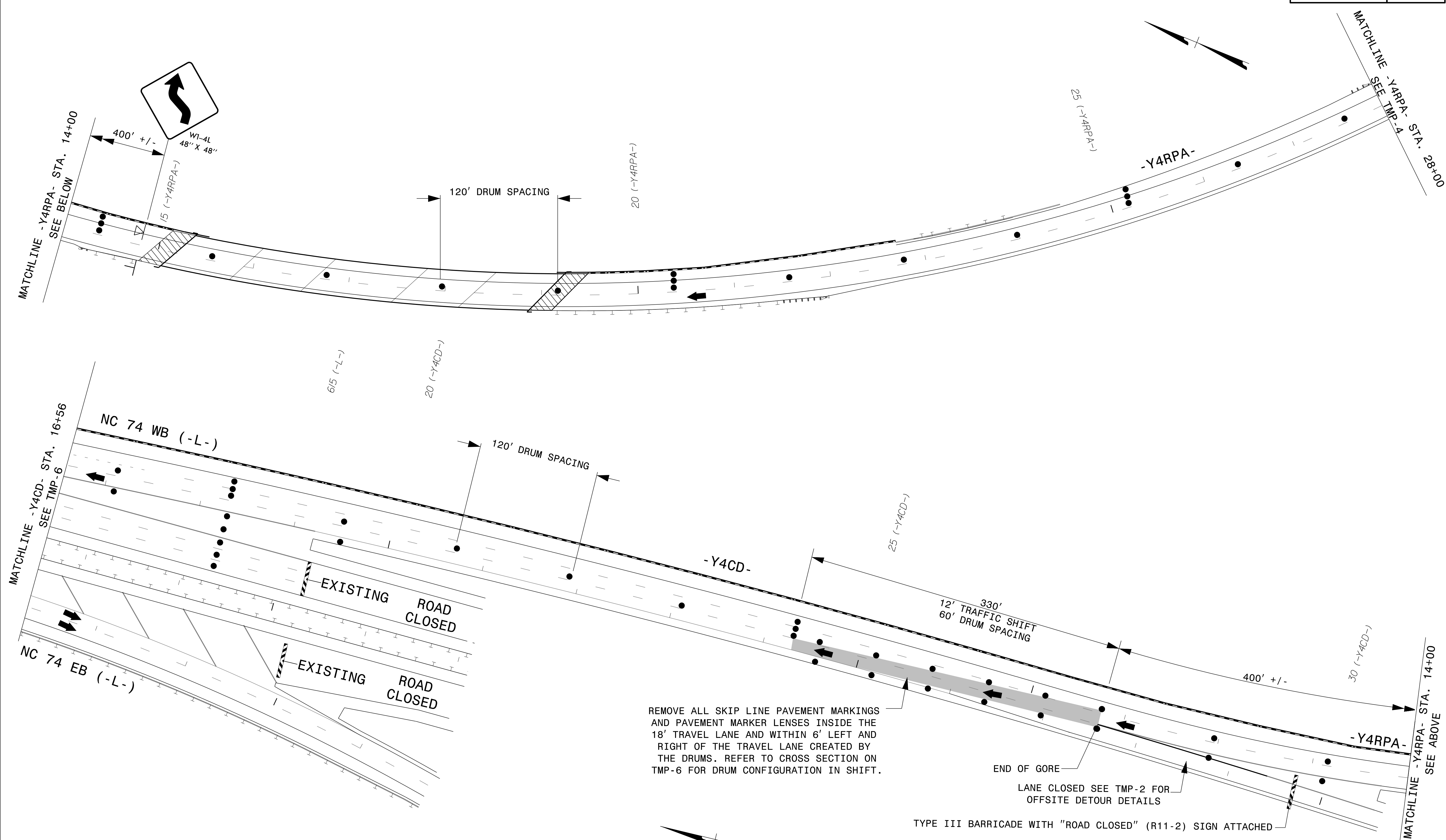
APPROVED: *Ben Thornwell*
 DATE: 08/03/2022

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



PHASE I
 DETAILS

MATCHLINE -Y4- STA. 67+00
 SEE ABOVE

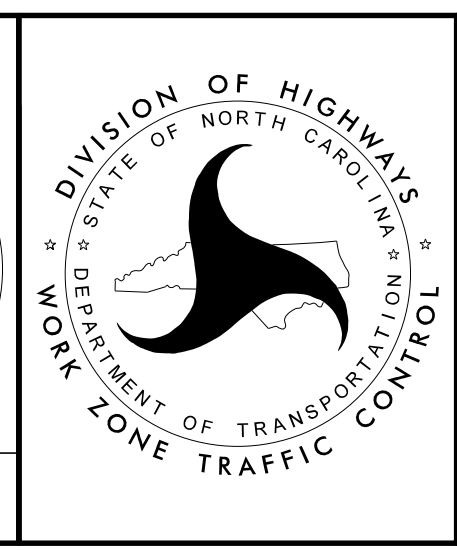


REMOVE ALL SKIP LINE PAVEMENT MARKINGS AND PAVEMENT MARKER LENSES INSIDE THE 18' TRAVEL LANE AND WITHIN 6' LEFT AND RIGHT OF THE TRAVEL LANE CREATED BY THE DRUMS. REFER TO CROSS SECTION ON TMP-6 FOR DRUM CONFIGURATION IN SHIFT.

APPROVED: *Ken Thornwell*
1E991EF27373405
 DATE: 08/03/2022

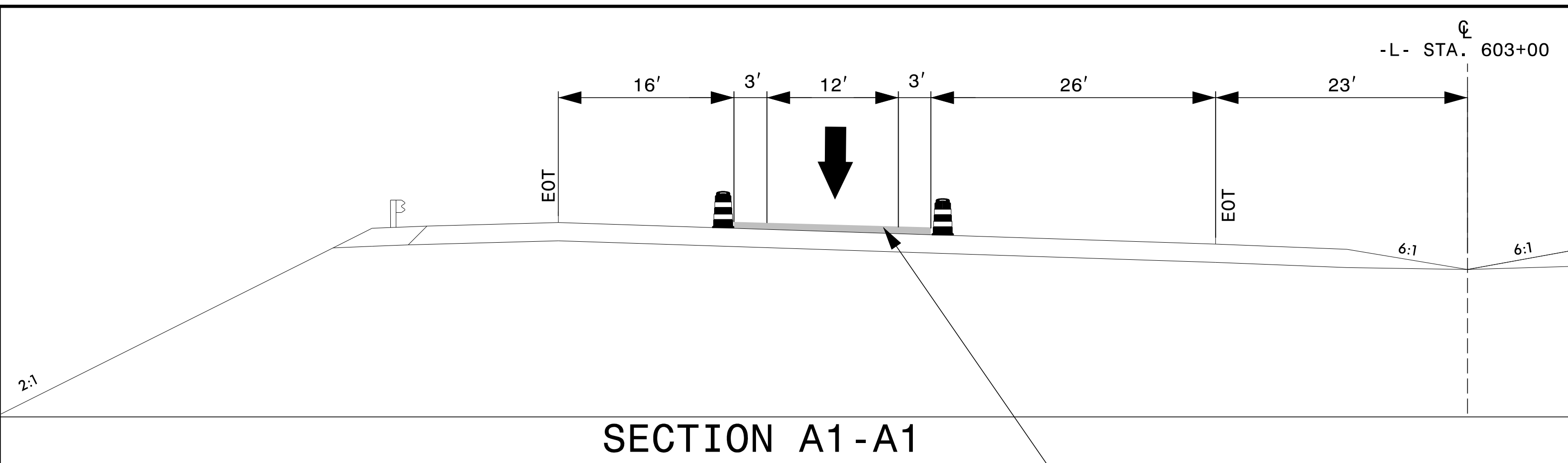
SEAL
 044089
 ENGINEER
 KEN THORNWELL

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED



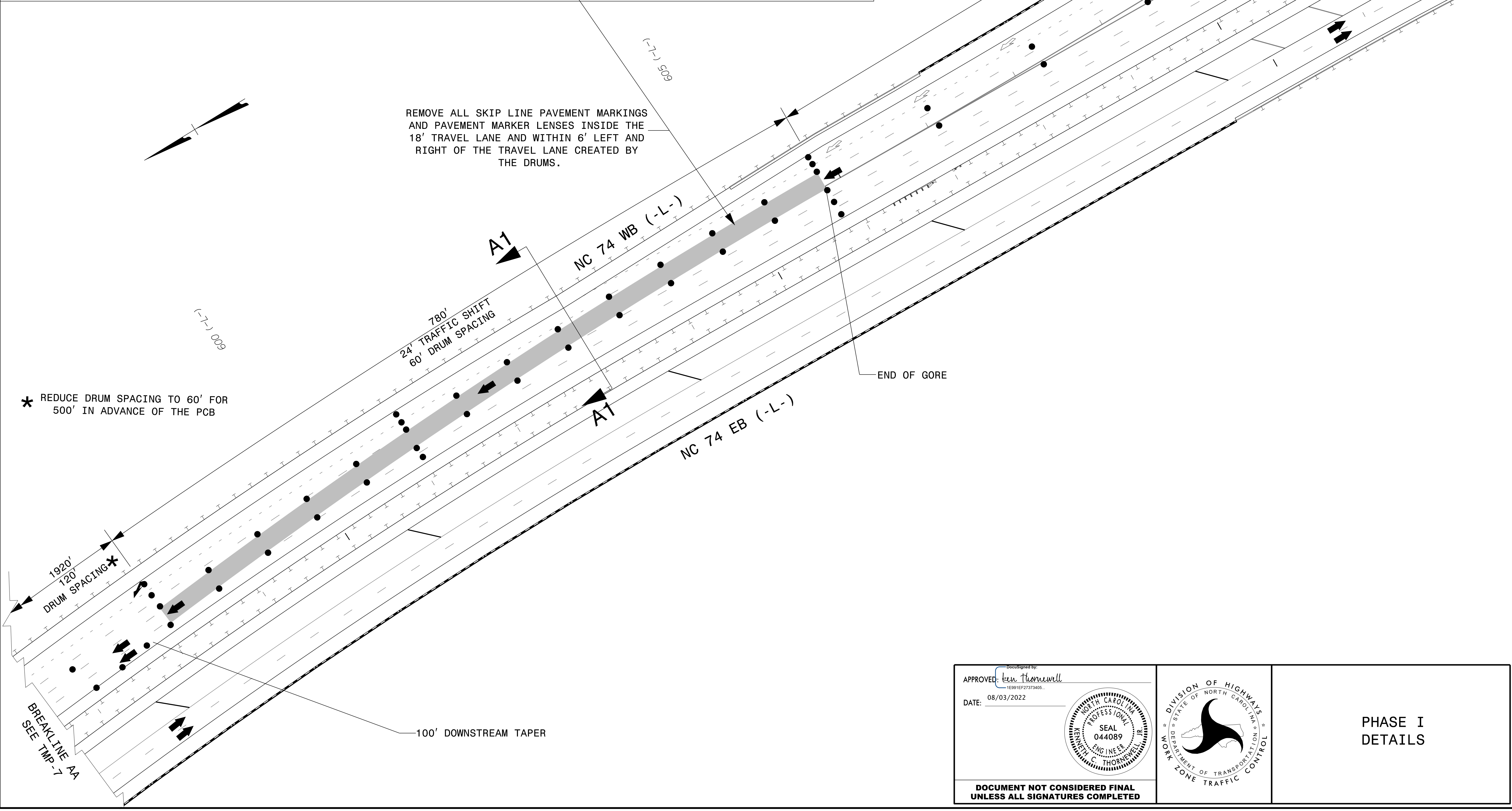
PHASE I
 DETAILS

8/3/2022
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 User:smackfilu



SECTION A1-A1

REMOVE ALL SKIP LINE PAVEMENT MARKINGS AND PAVEMENT MARKER LENSES INSIDE THE 18' TRAVEL LANE AND WITHIN 6' LEFT AND RIGHT OF THE TRAVEL LANE CREATED BY THE DRUMS.

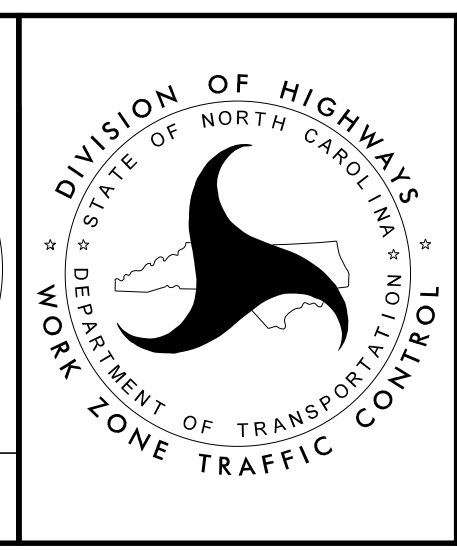


* REDUCE DRUM SPACING TO 60' FOR 500' IN ADVANCE OF THE PCB

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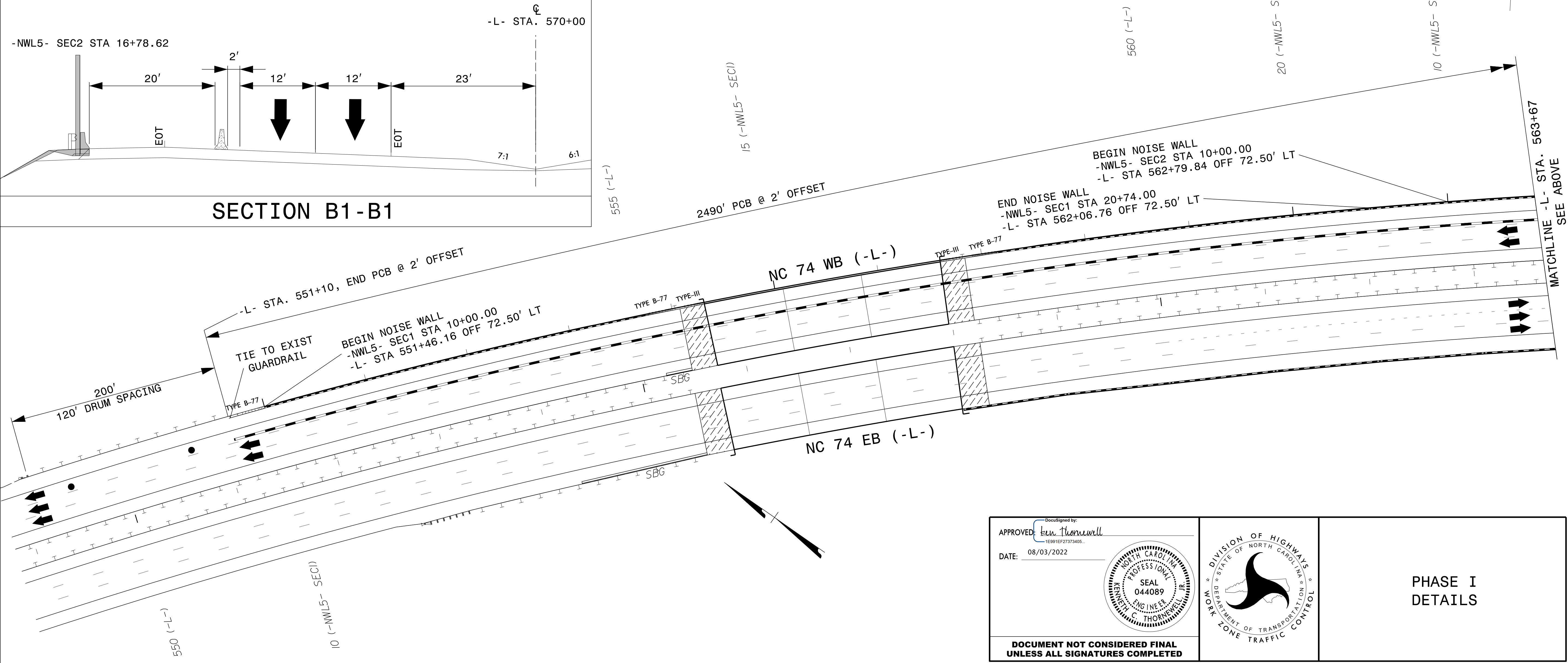
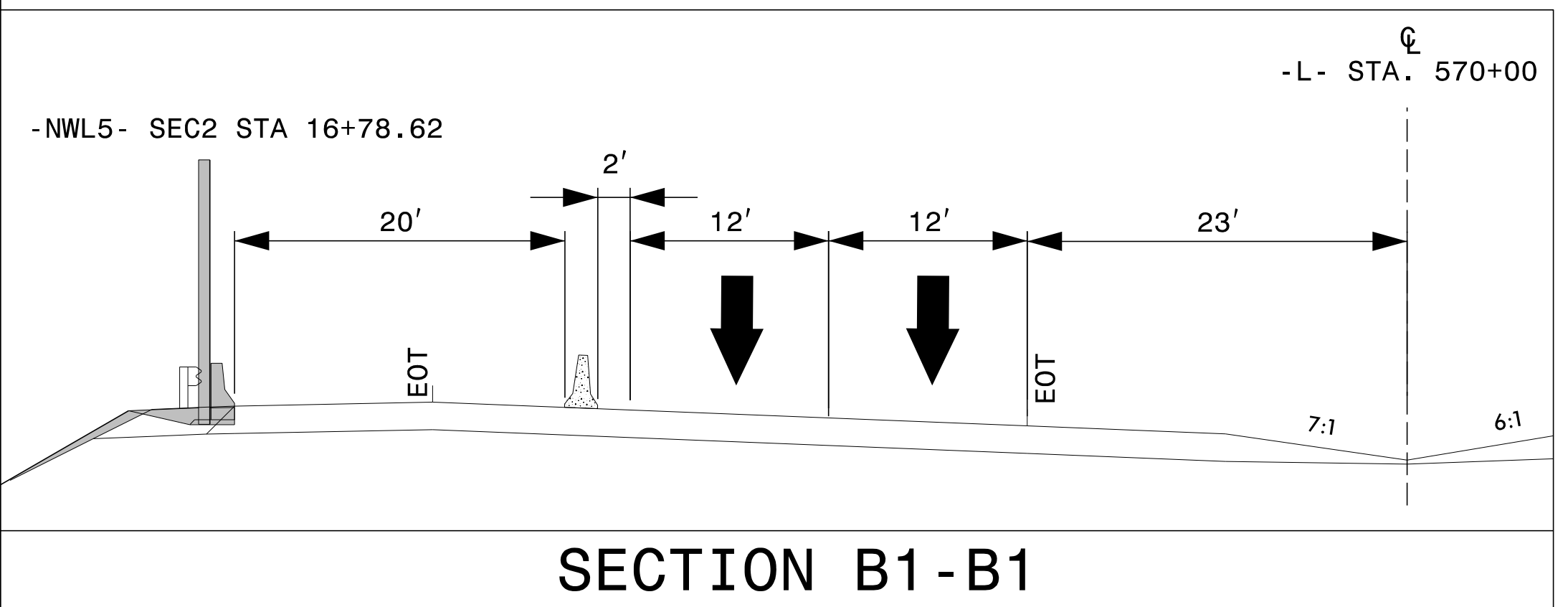
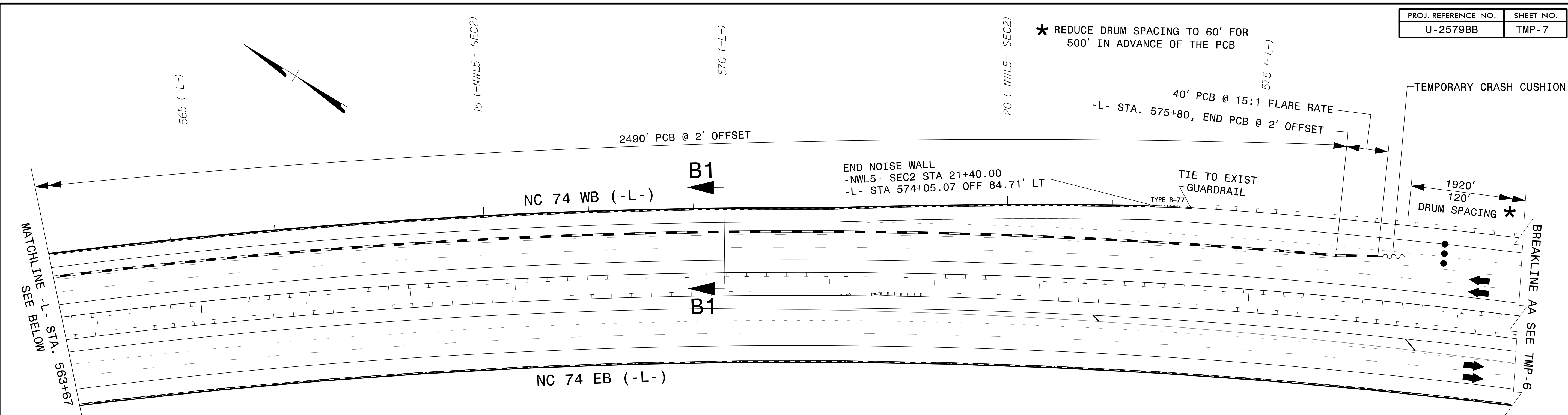
APPROVED: *Ken Hornell*
DATE: 08/03/2022

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



PHASE I DETAILS

* REDUCE DRUM SPACING TO 60' FOR 500' IN ADVANCE OF THE PCB



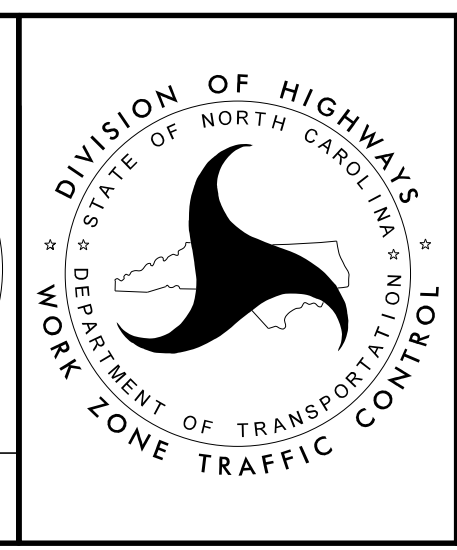
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APPROVED: *Ken Thornwell*
 DATE: 08/03/2022

1E001EF27373405

SEAL
 044089
 ENGINEER
 C. THORNWELL

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED



PHASE I
 DETAILS

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PROJ. REFERENCE NO.	SHEET NO.
U-2579BB	X-1

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

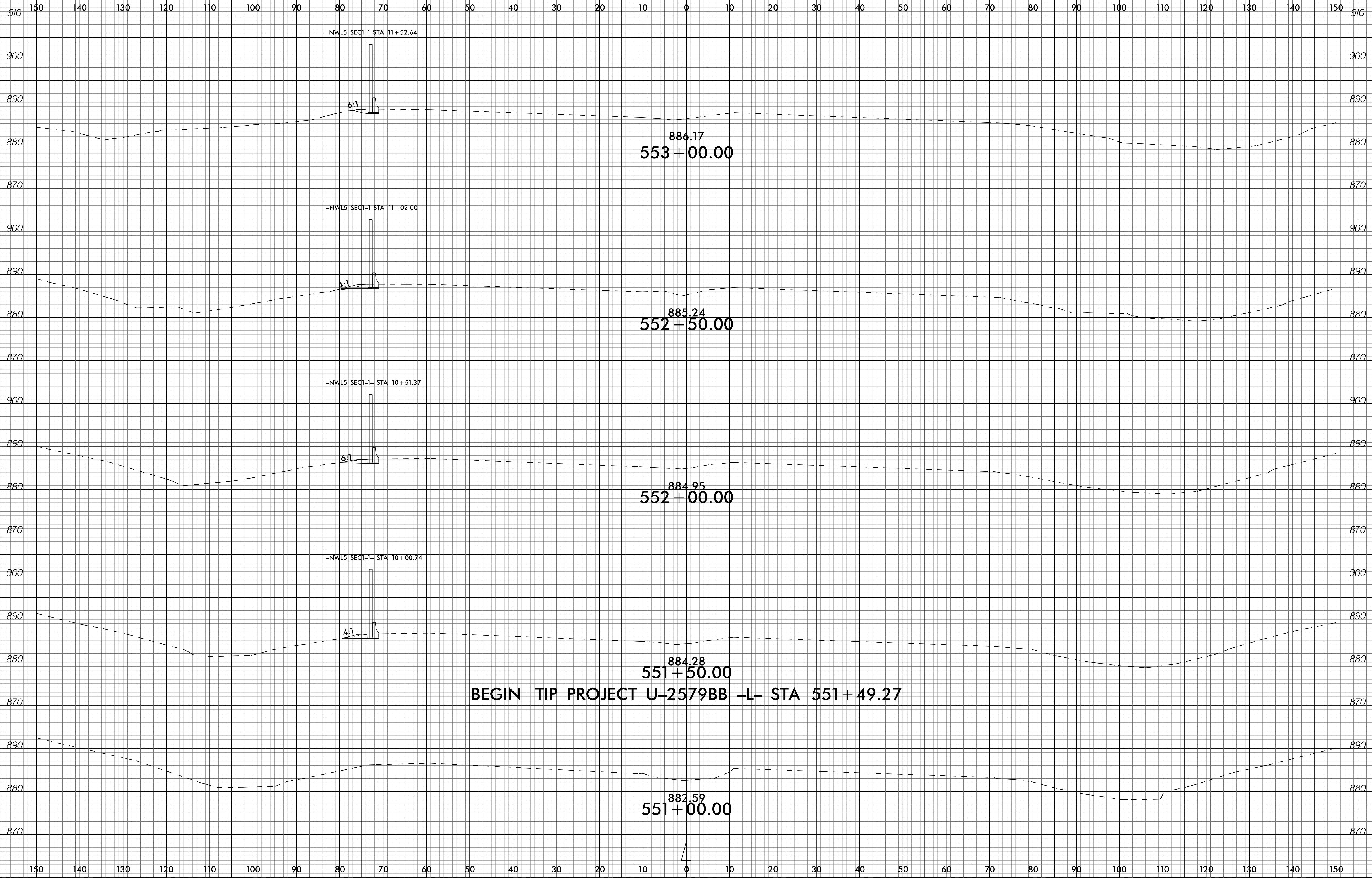
CROSS-SECTION SUMMARY

Station	Uncl. Exc.	Embt																		
L	(cu. yd.)	(cu. yd.)																		
551+13.77	0	0																		
551+50.00	3	1																		
552+00.00	10	2																		
552+50.00	10	3																		
553+00.00	9	2																		
553+50.00	9	0																		
554+00.00	9	1																		
554+50.00	9	1																		
555+00.00	8	0																		
555+04.78	1	0																		
555+16.46	2	0																		
555+50.00	4	9																		
555+60.89	0	5																		
Station	Uncl. Exc.	Embt																		
L	(cu. yd.)	(cu. yd.)																		
558+09.96	0	0																		
558+50.00	15	0																		
558+54.39	2	0																		
558+66.07	4	0																		
559+00.00	8	0																		
559+50.00	12	0																		
560+00.00	14	0																		
560+50.00	14	0																		
561+00.00	11	0																		
561+50.00	8	0																		
562+00.00	8	0																		
562+50.00	9	3																		
563+00.00	9	3																		
563+50.00	11	0																		
564+00.00	13	0																		
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567+50.00	11	0																		
568+00.00	11	0																		
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573+50.00	10	0																		
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574+39.97	4	0																		

Approximate quantities only. Unclassified excavation will be paid for at the lump sum price for "Grading".

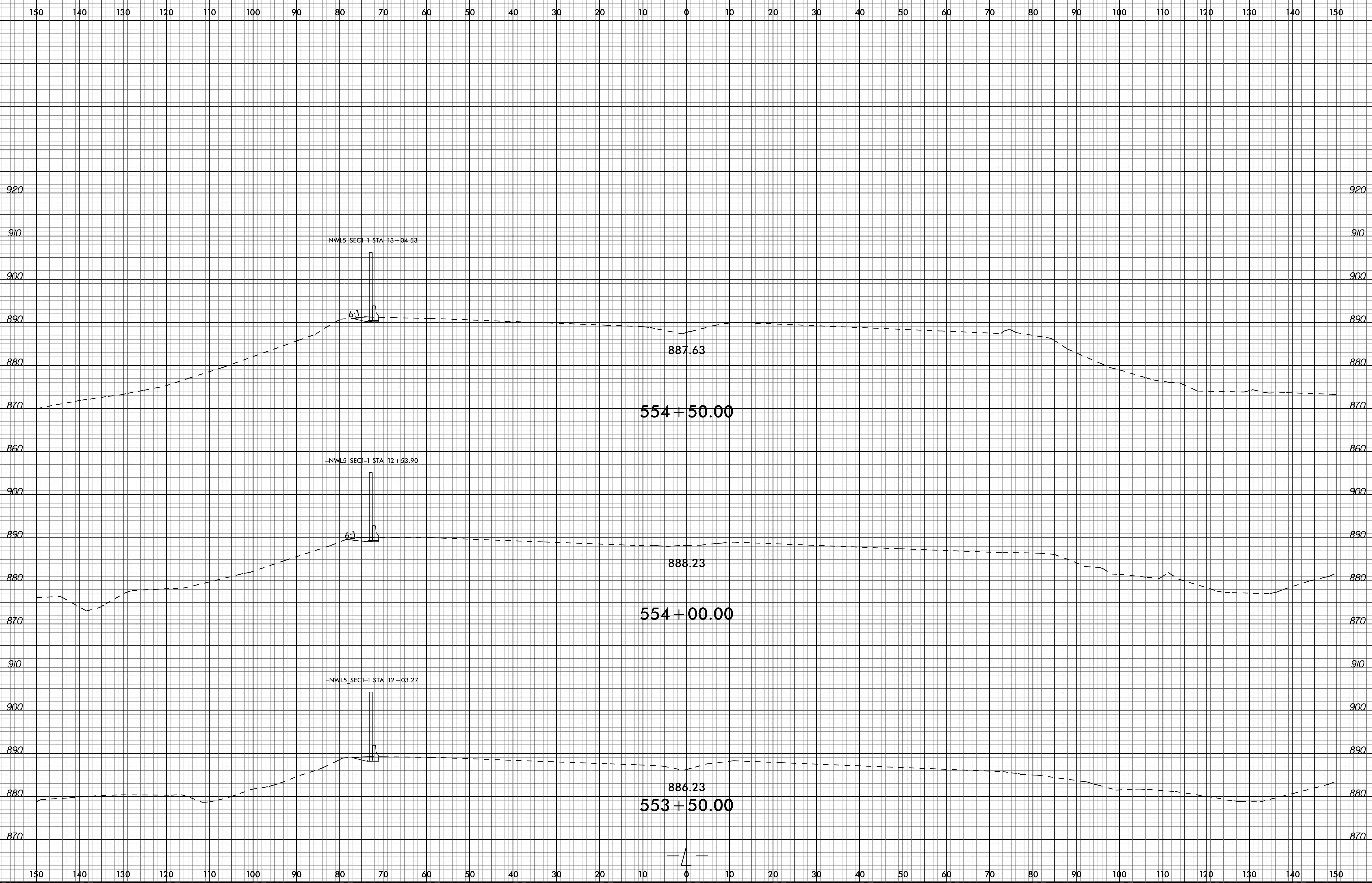
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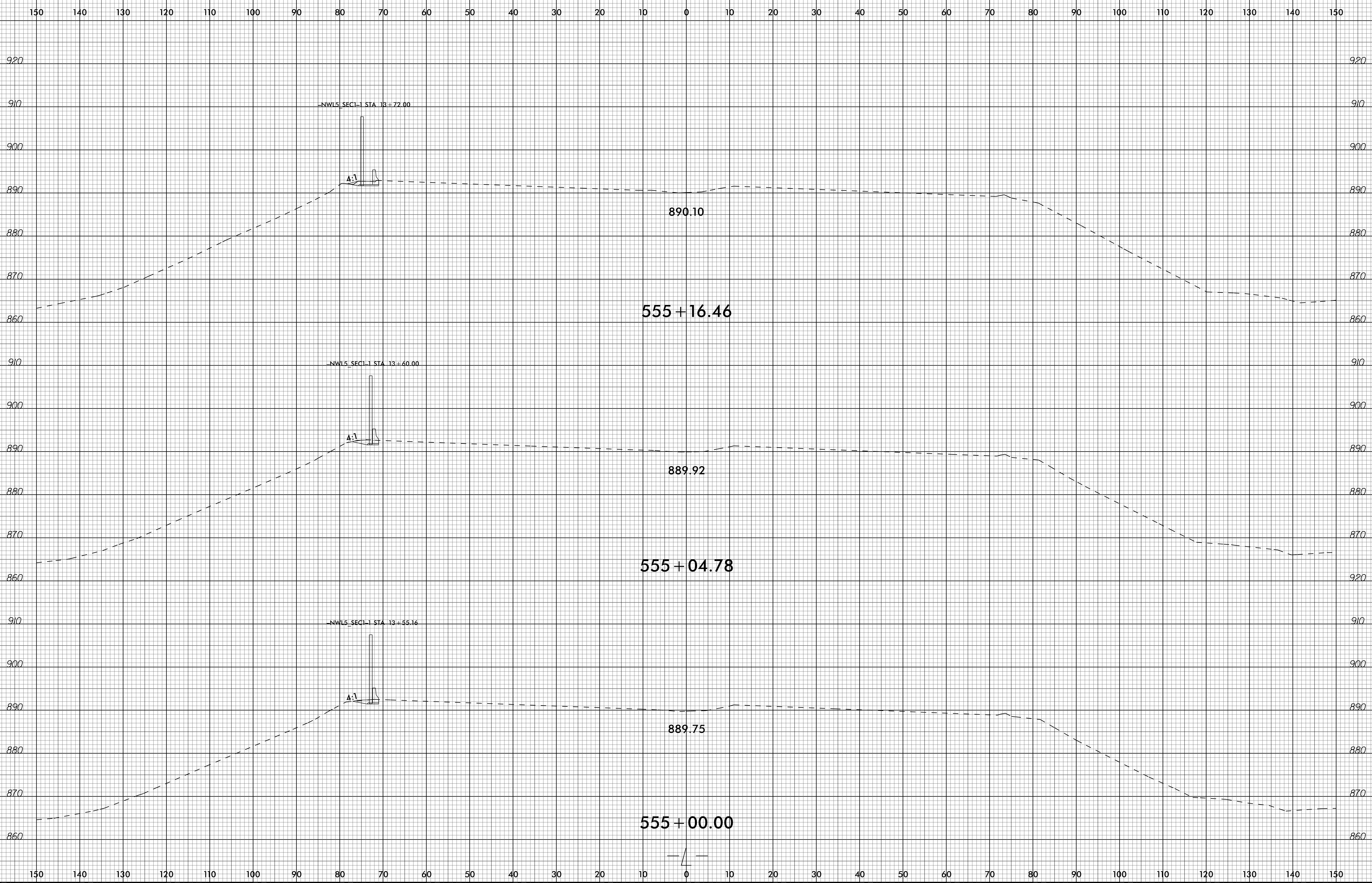
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	U-2579BB	X-2

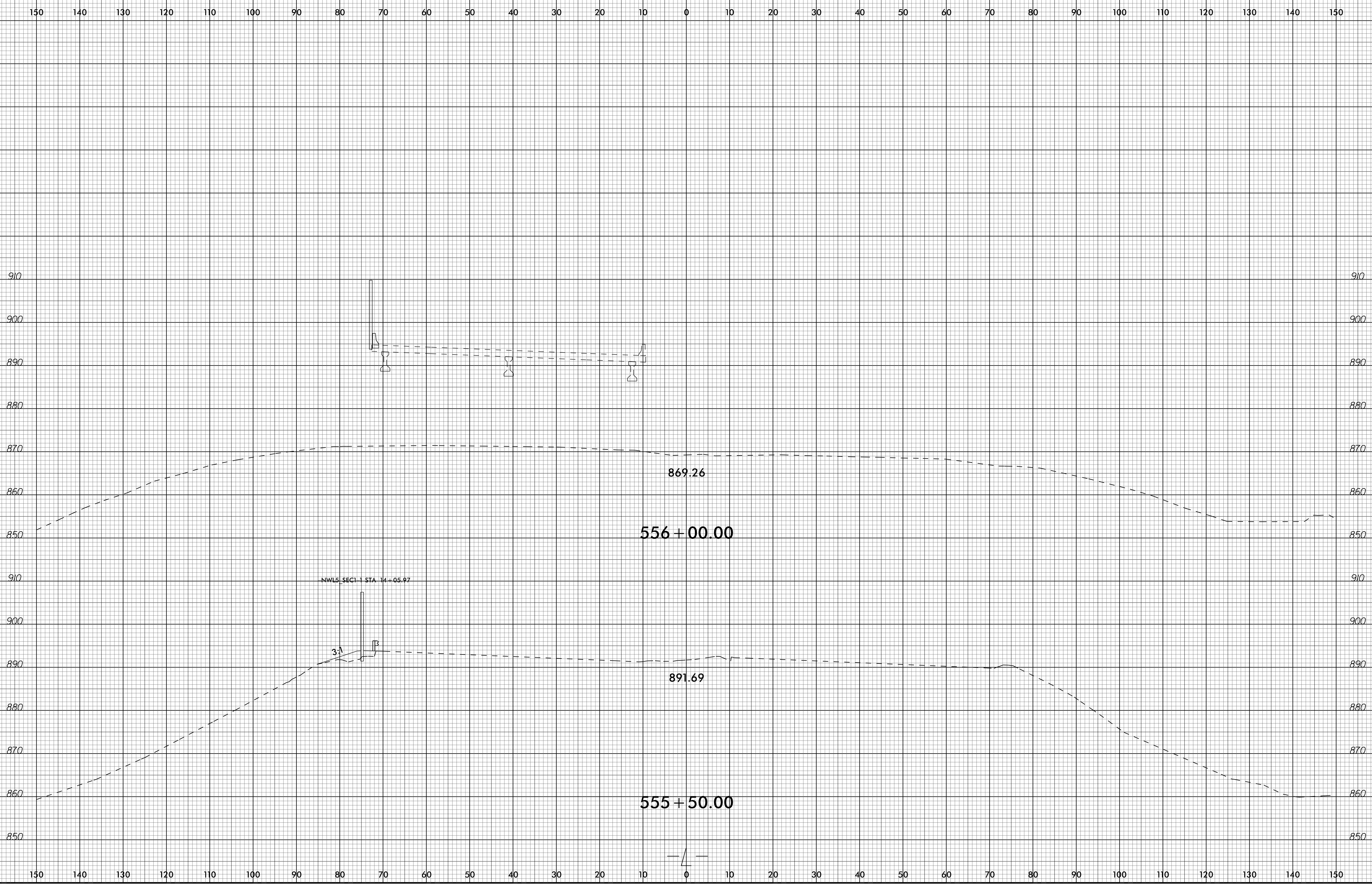


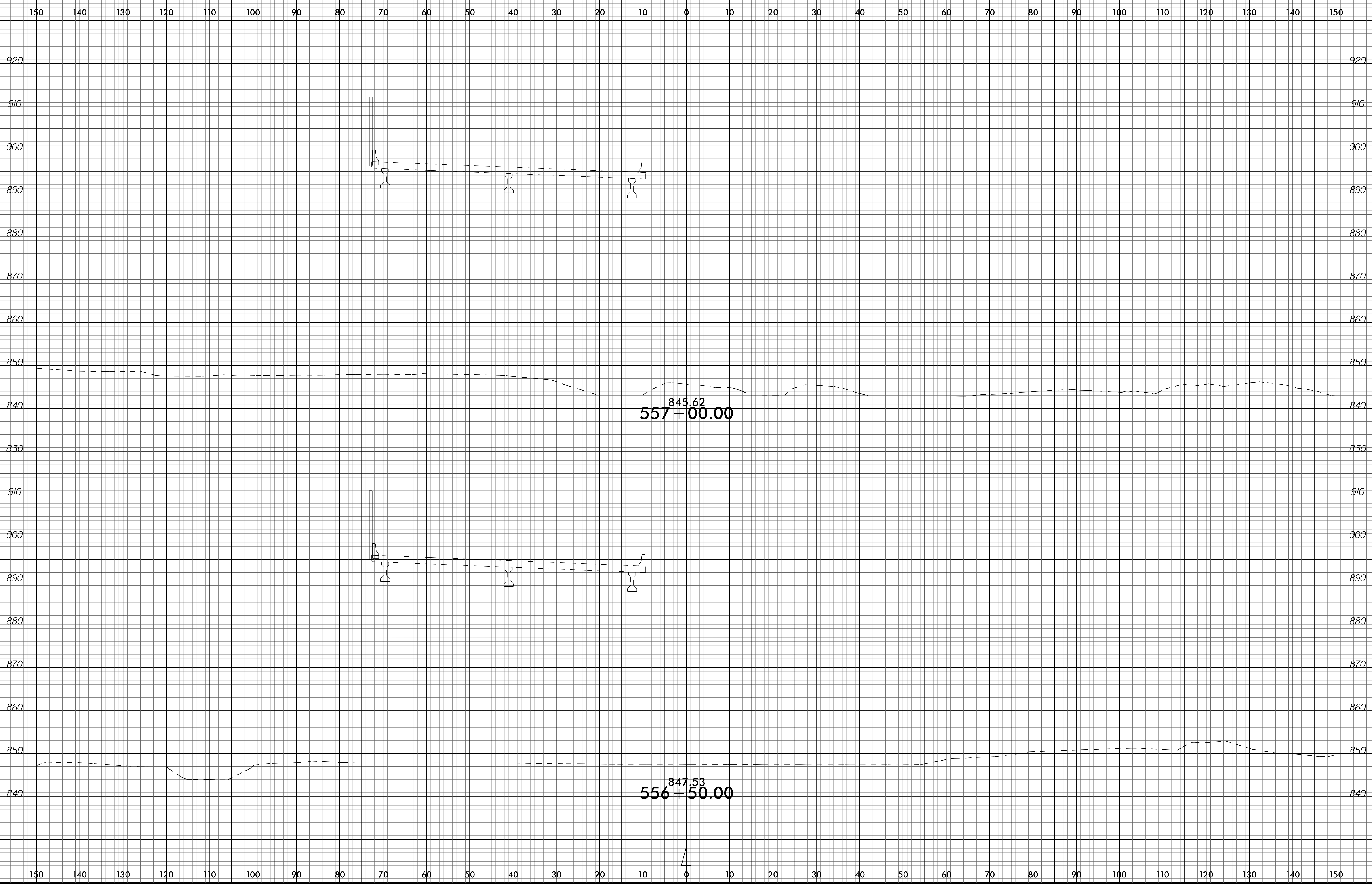
BEGIN TIP PROJECT U-2579BB -L- STA 551+49.27

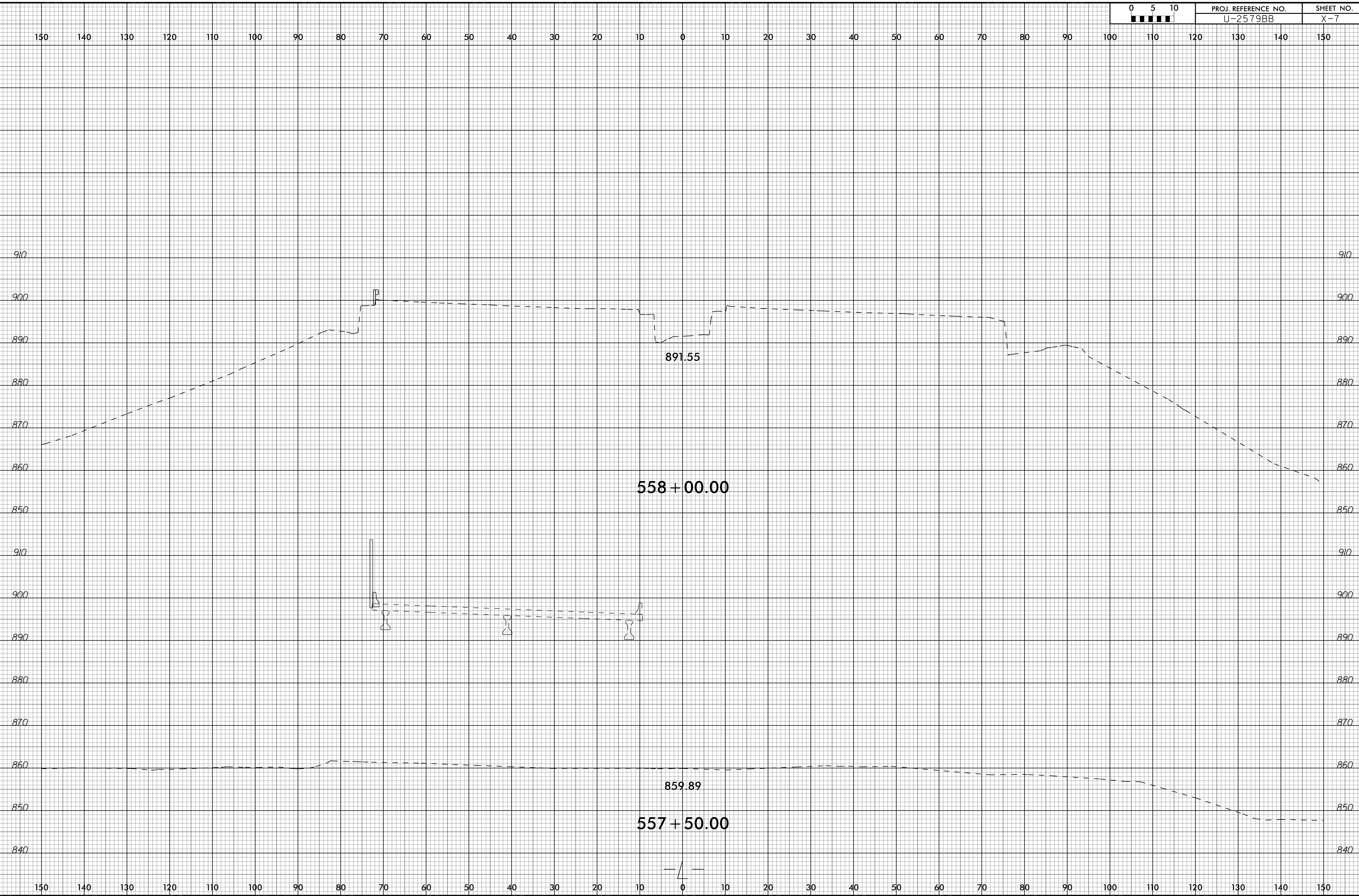
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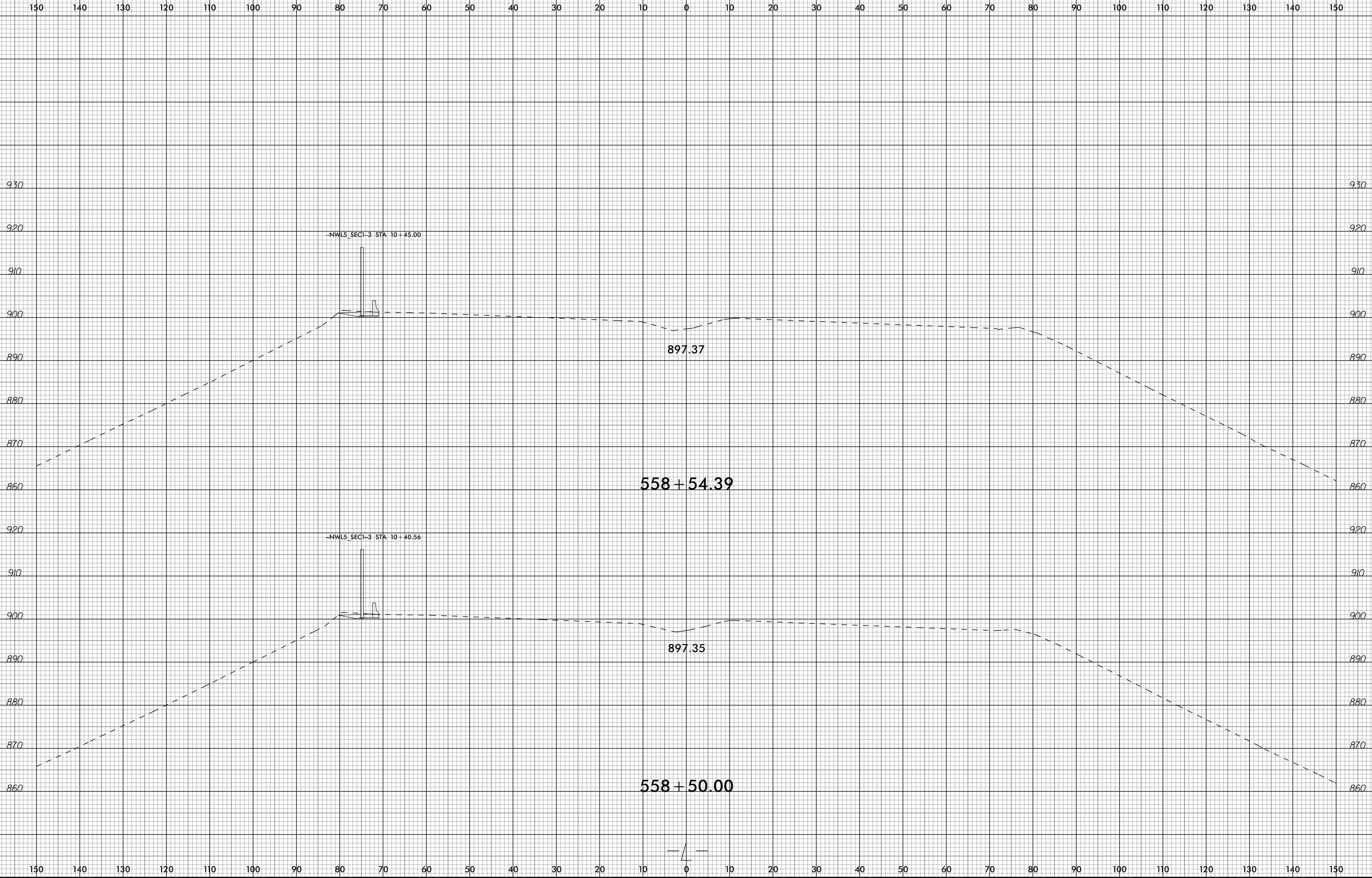


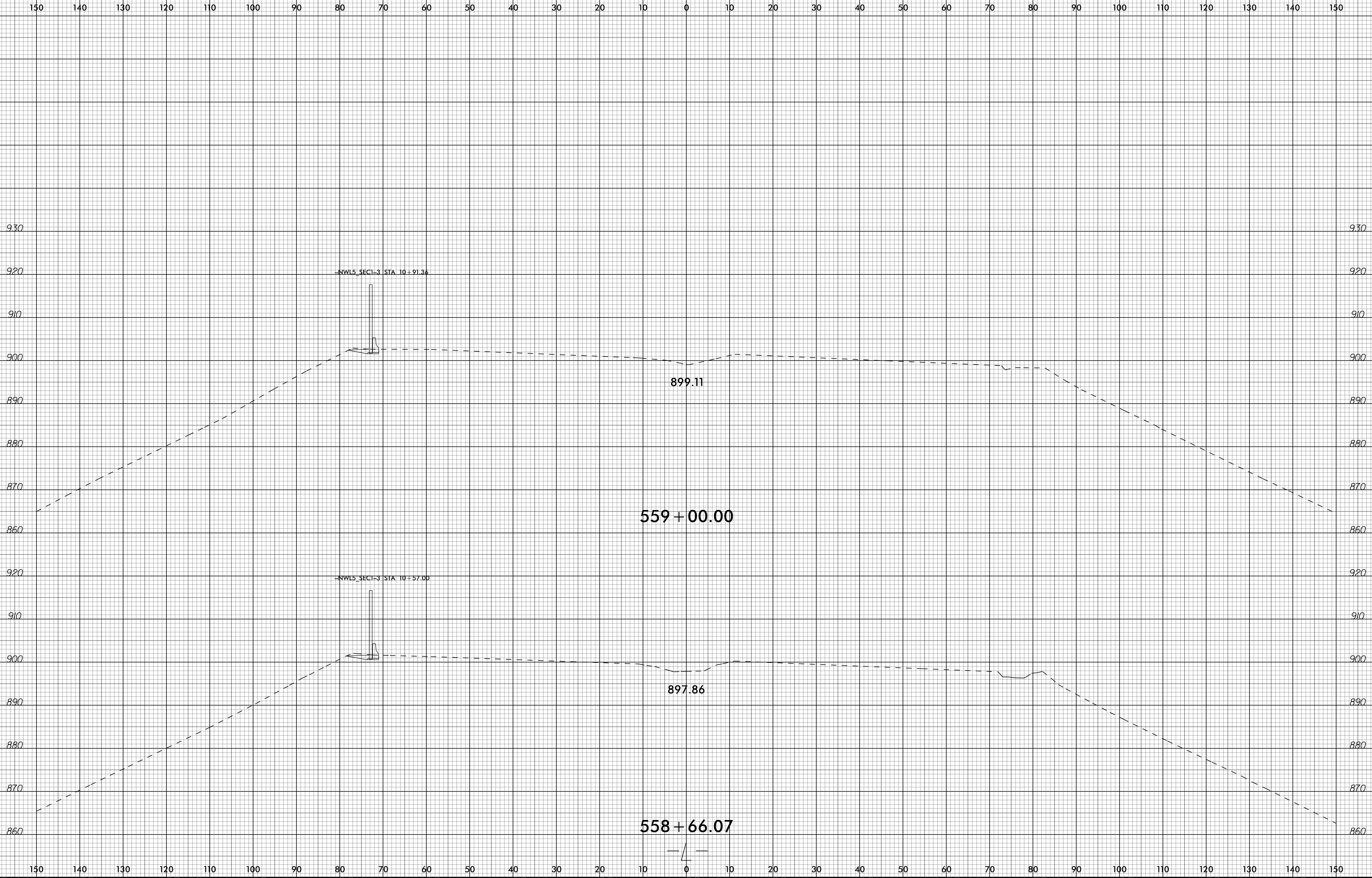


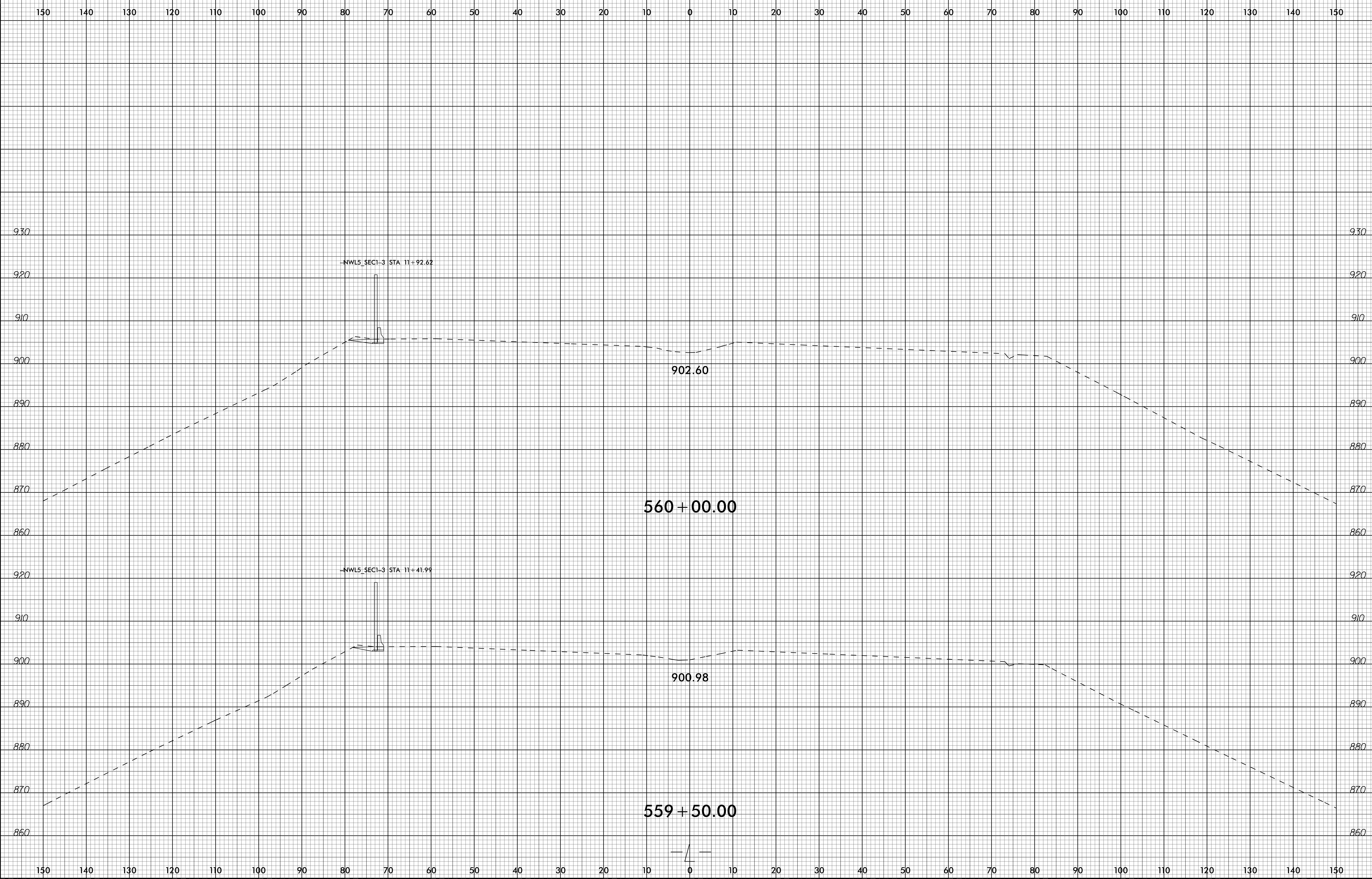


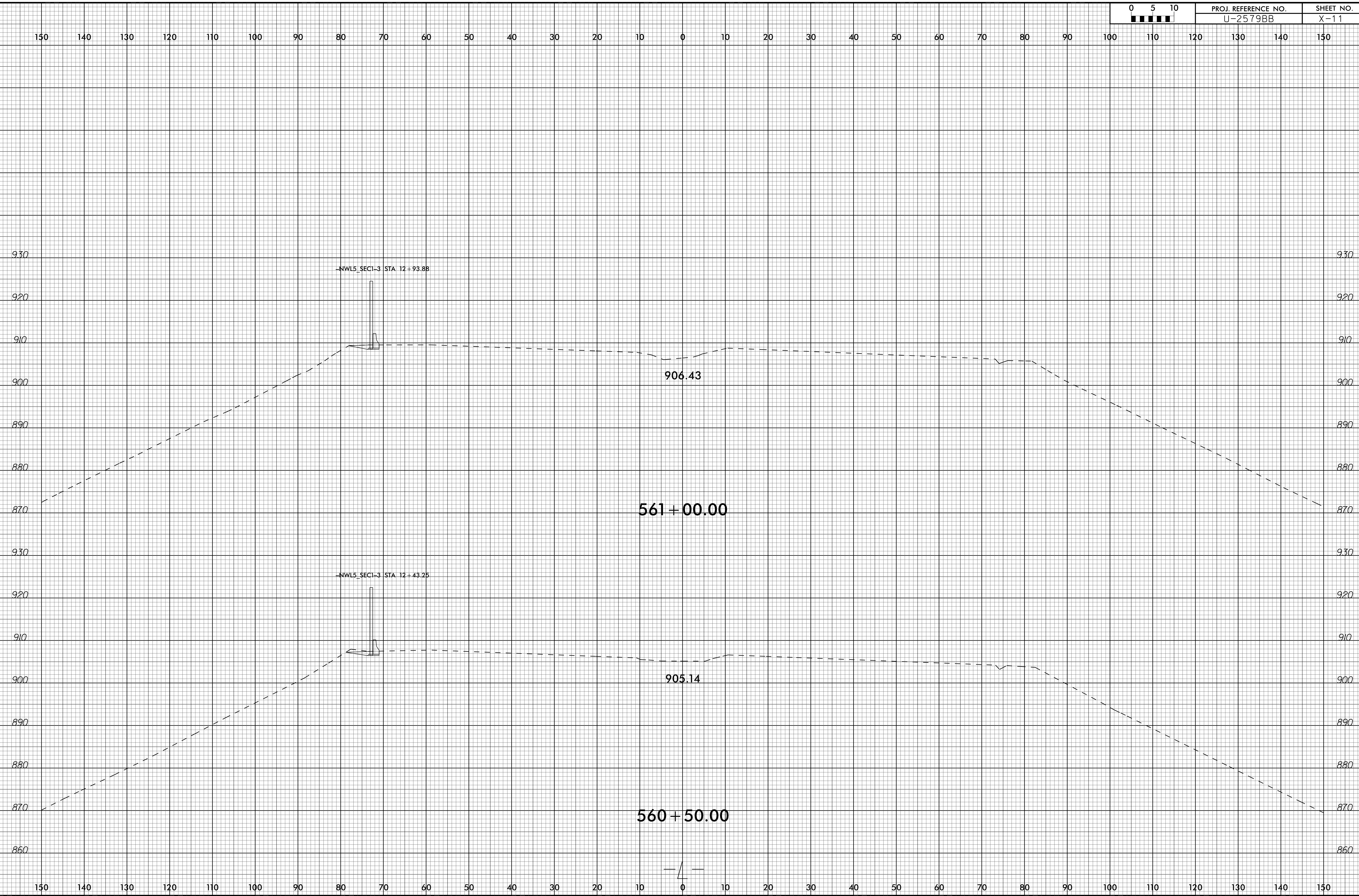


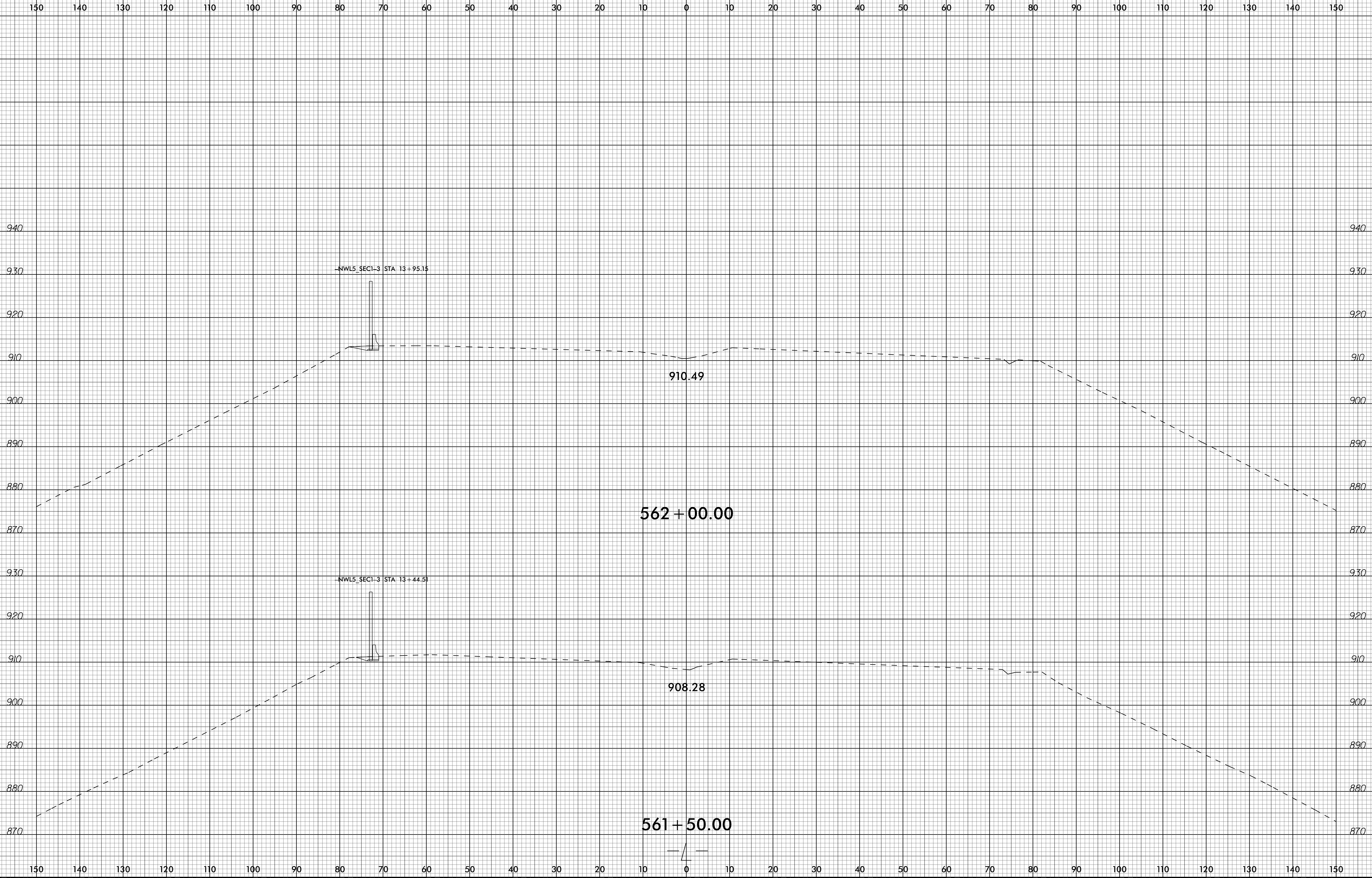






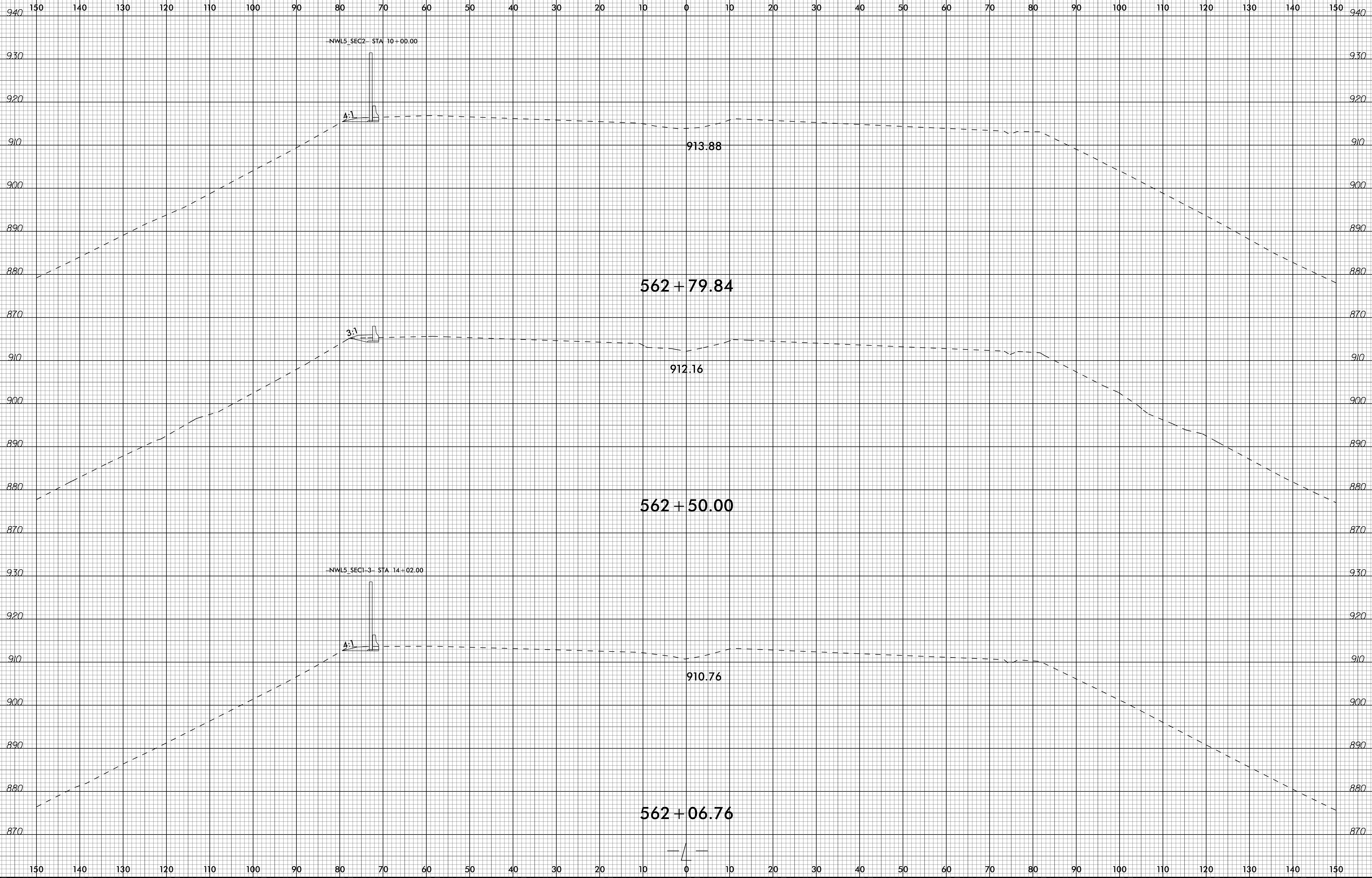




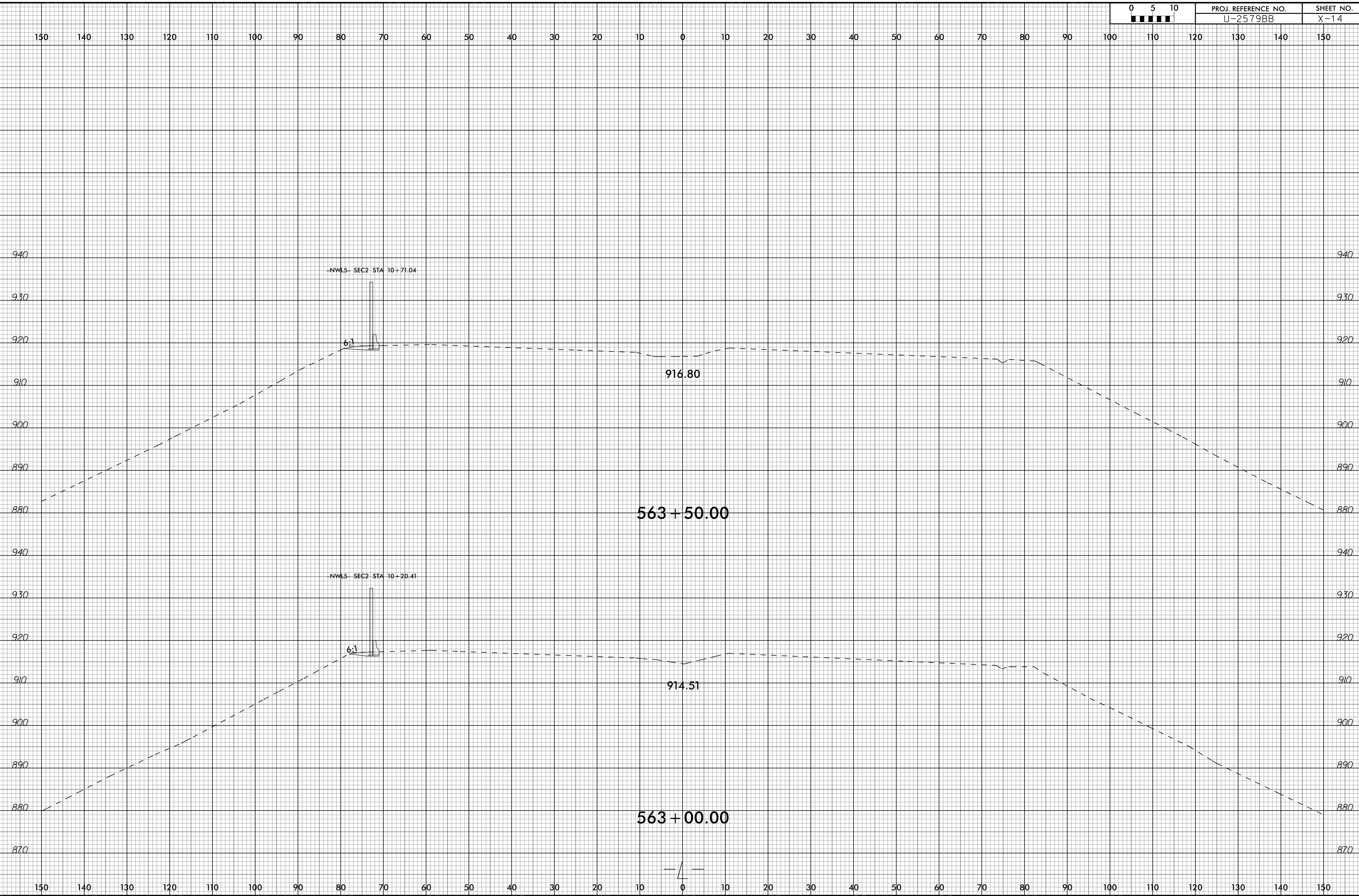


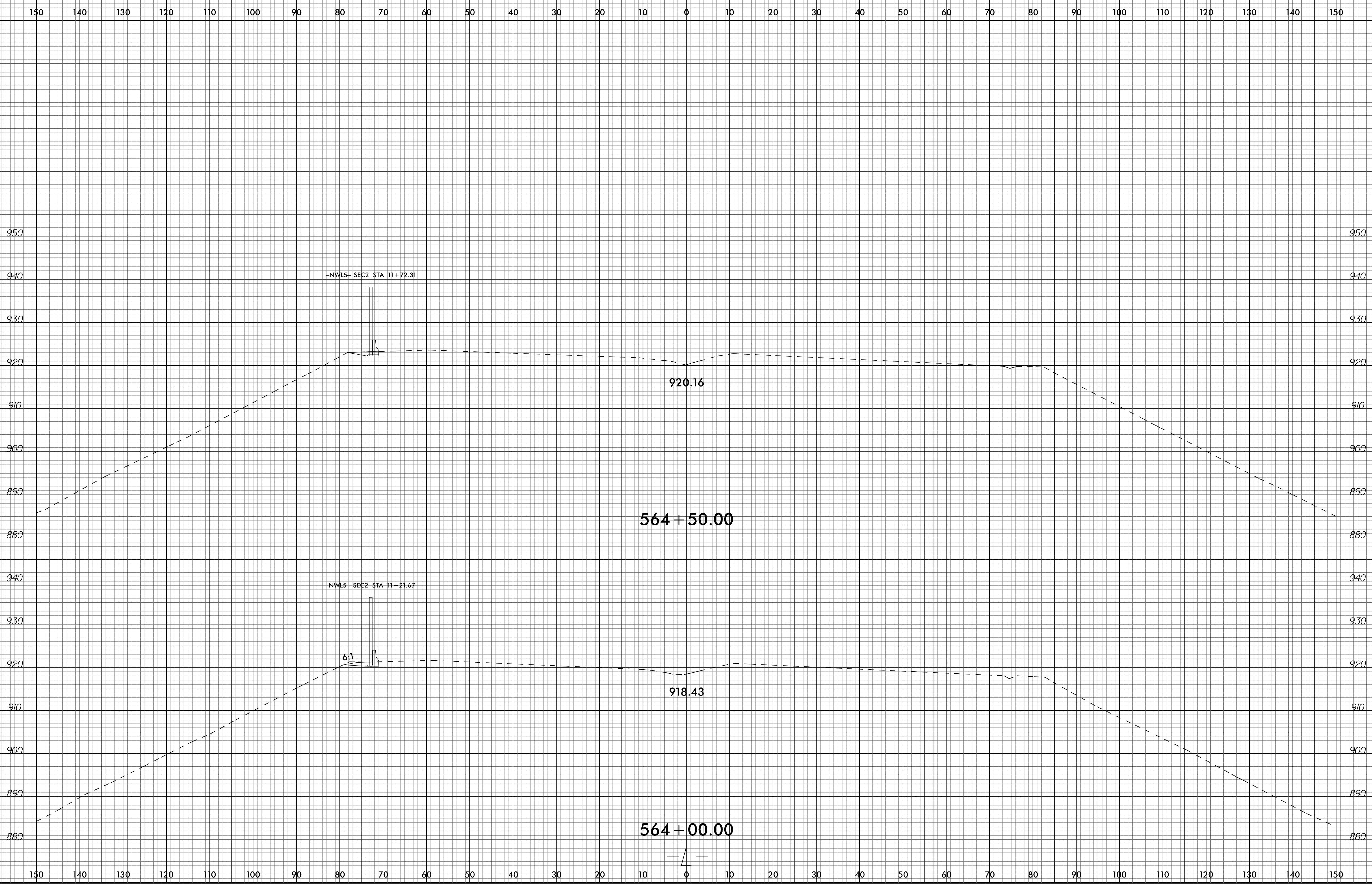
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0 5 10	PROJ. REFERENCE NO.	SHEET NO.
	U-2579BB	X-13



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NWL5- SEC2 STA 11+72.31

920.16

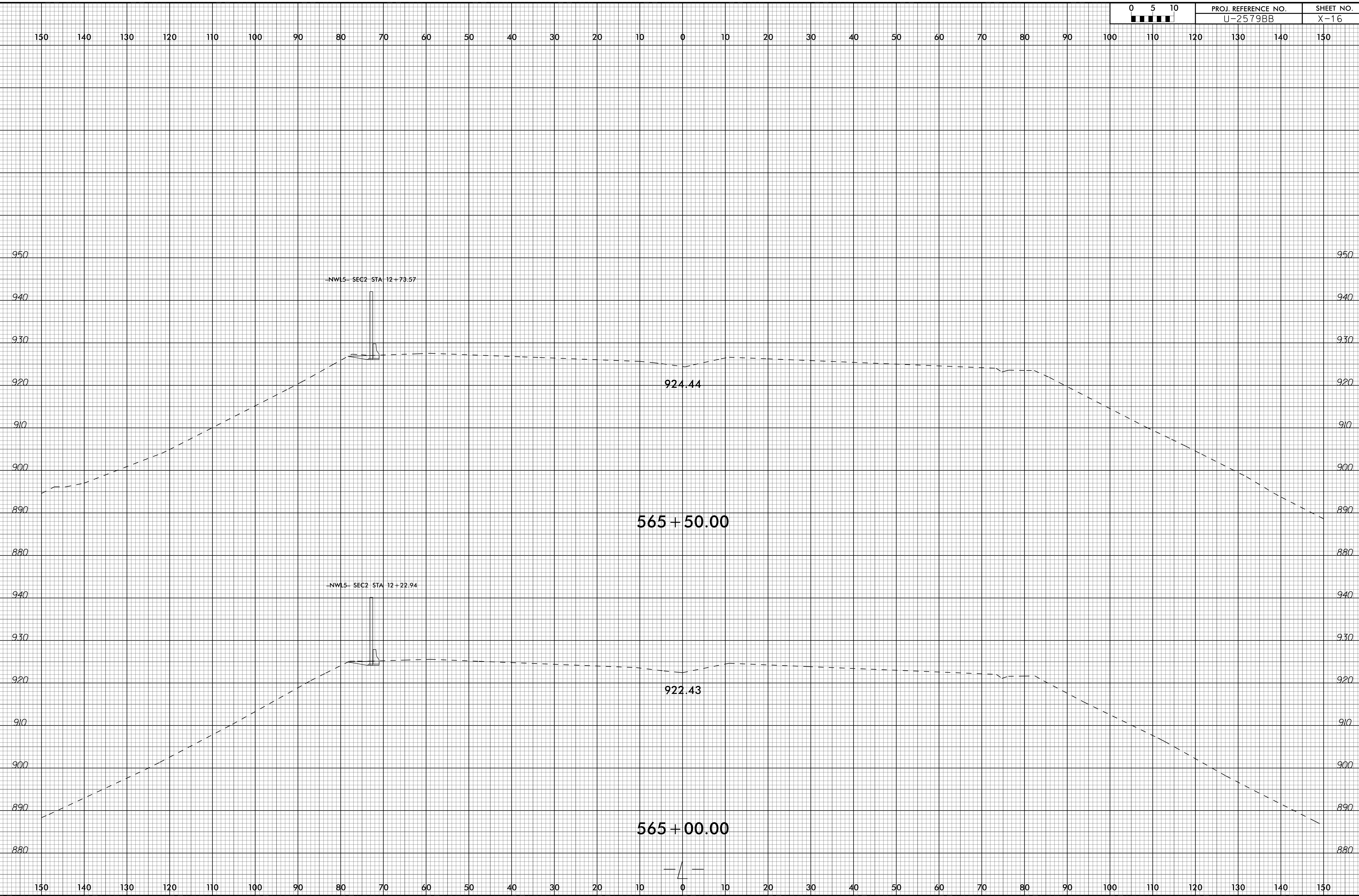
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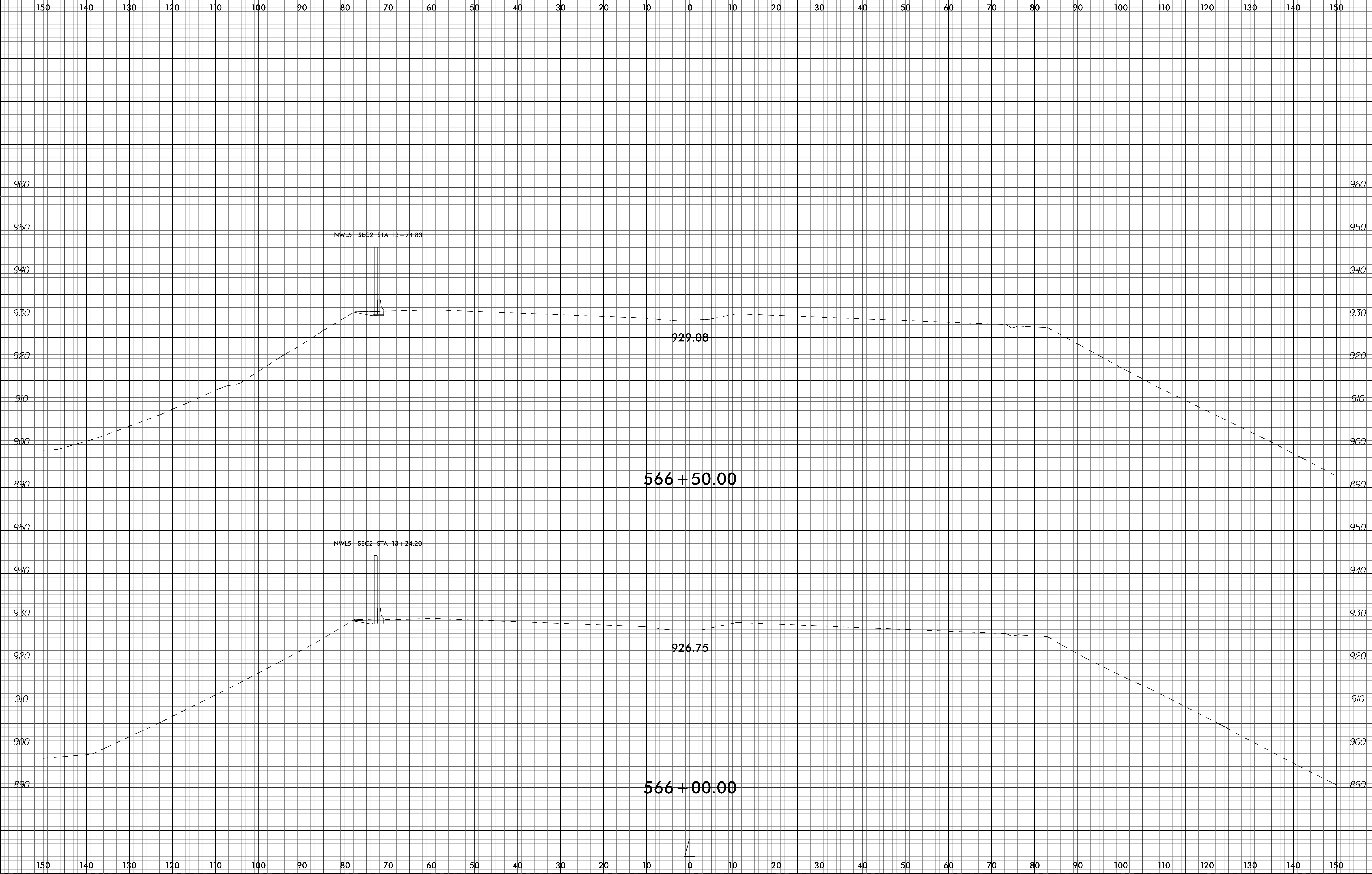
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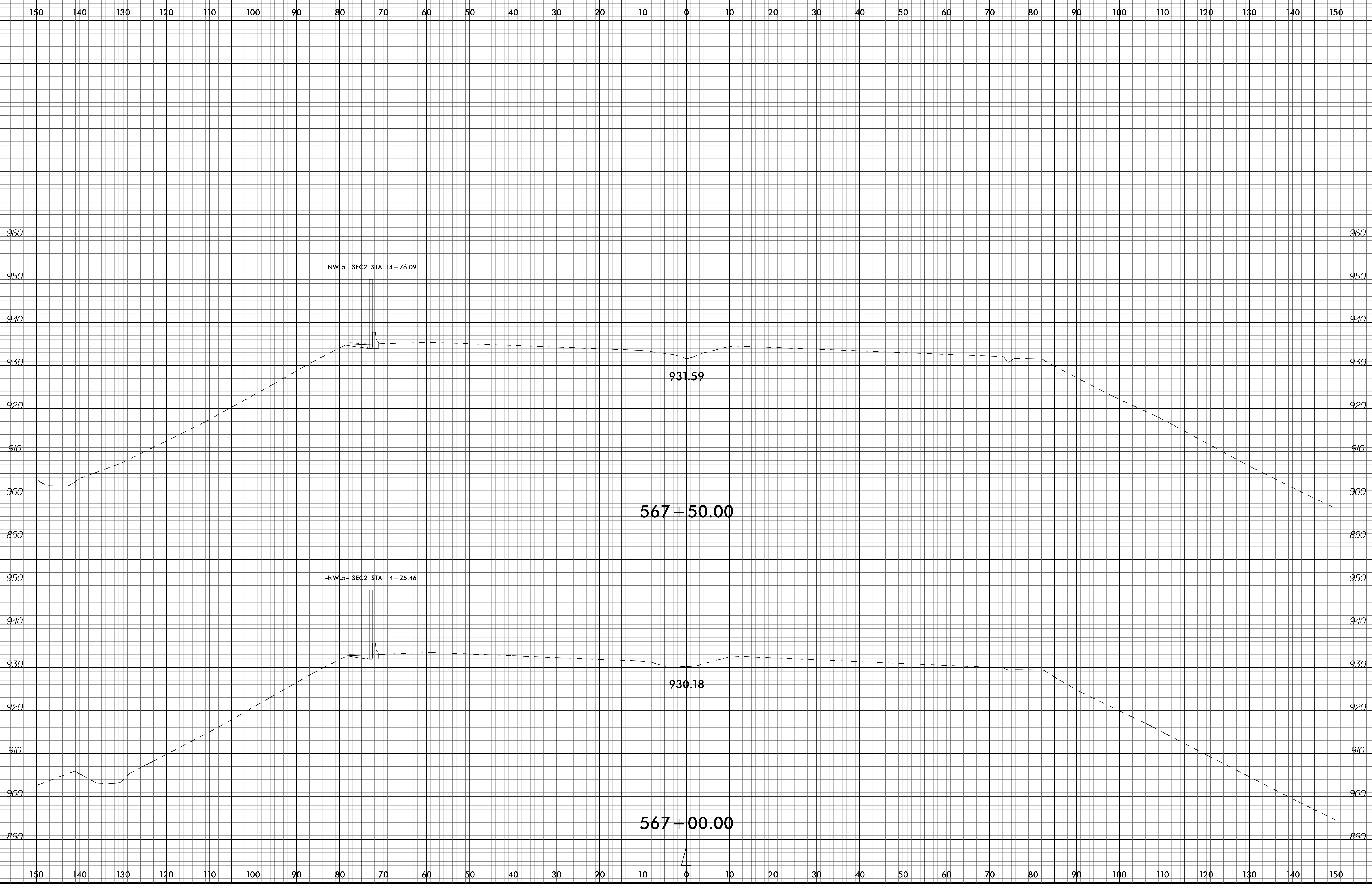
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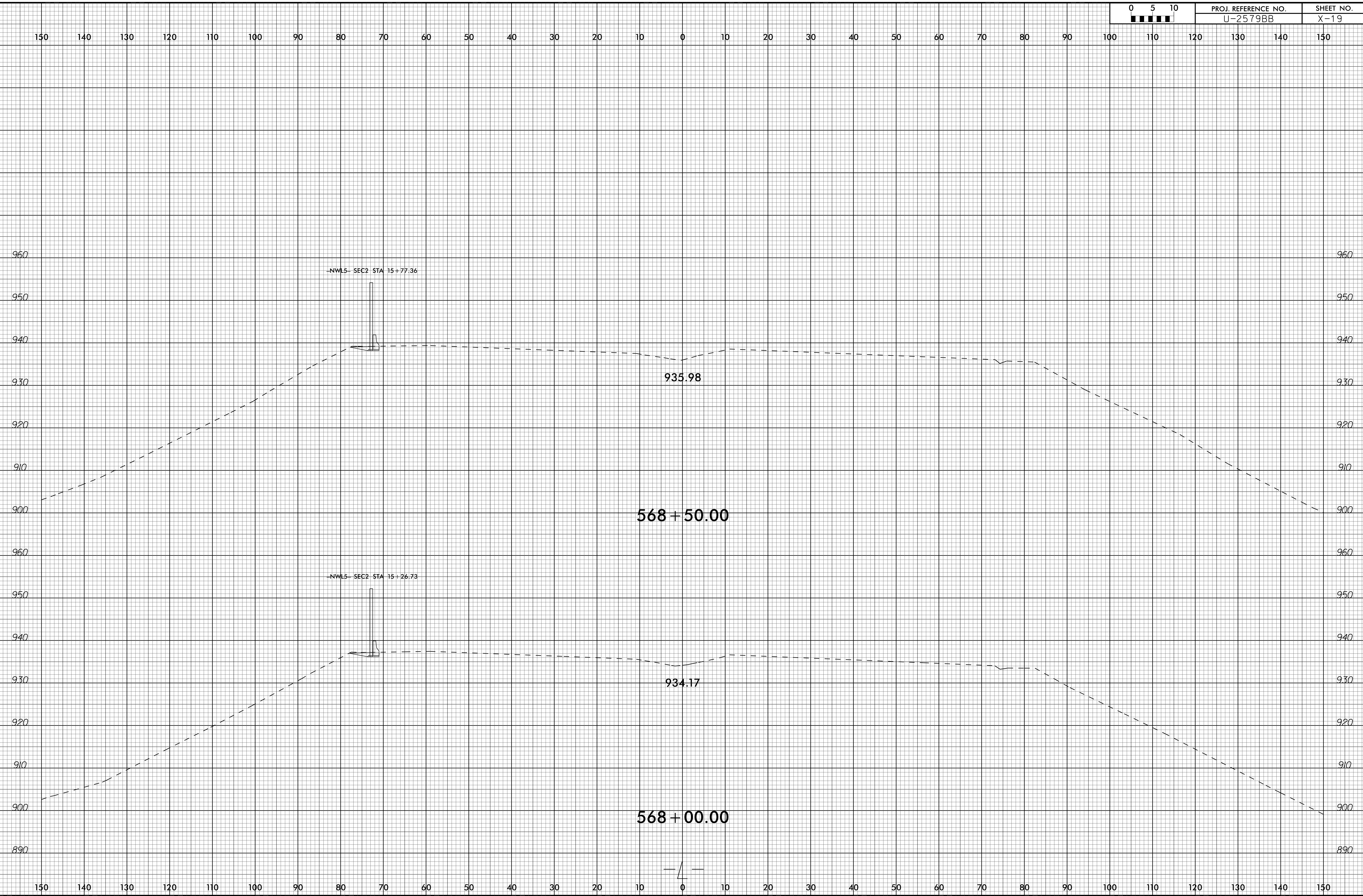
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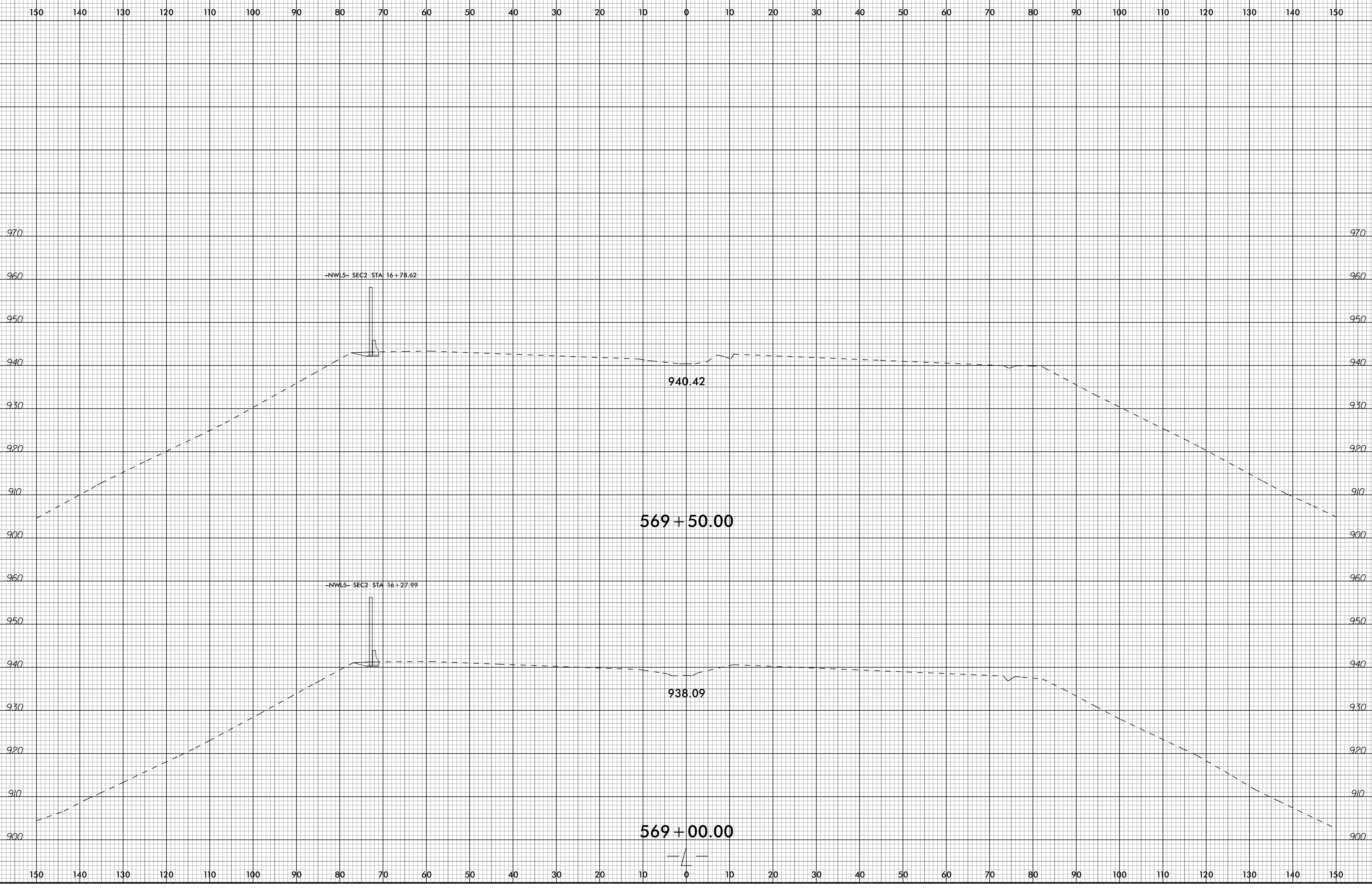
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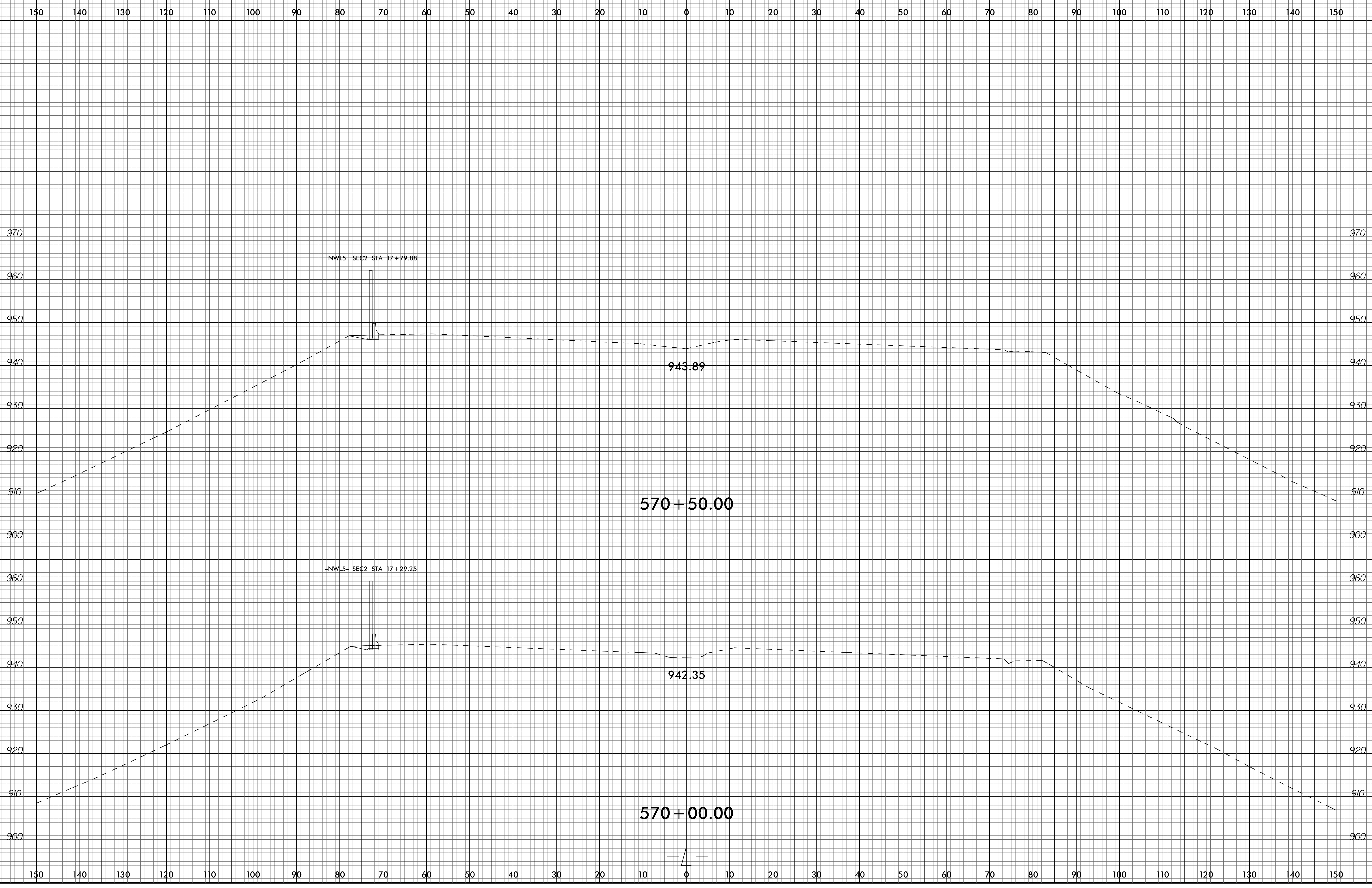












-NWLS- SEC2 STA 17+79.88

-NWLS- SEC2 STA 17+29.25

570+50.00

570+00.00

