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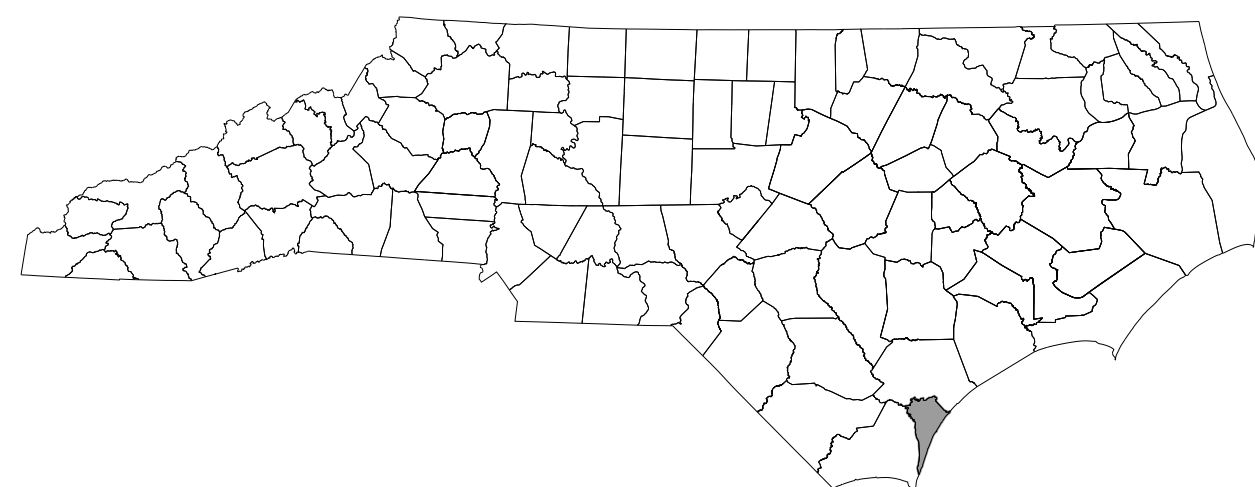
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STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

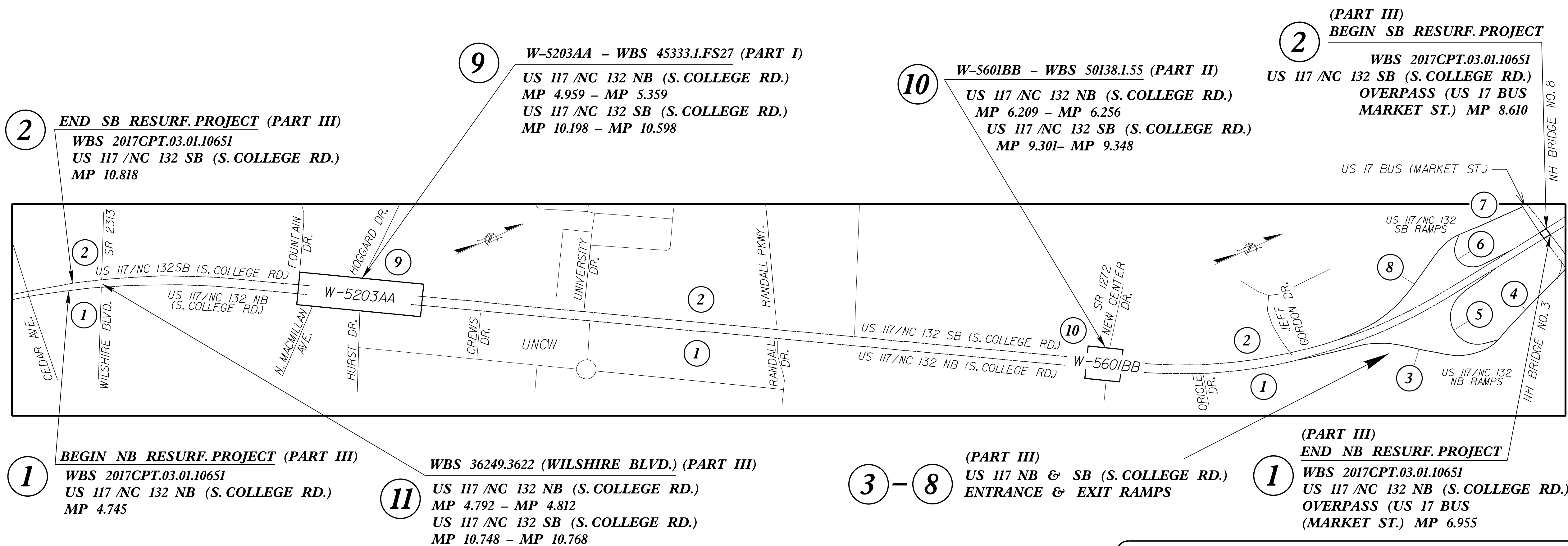
**TRANSPORTATION MANAGEMENT PLAN**

**NEW HANOVER COUNTY**



<b>INDEX OF SHEETS</b>	
SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS
TMP-2A THRU TMP-2B	WORK ZONE TRAFFIC CONTROL GENERAL REQUIREMENTS

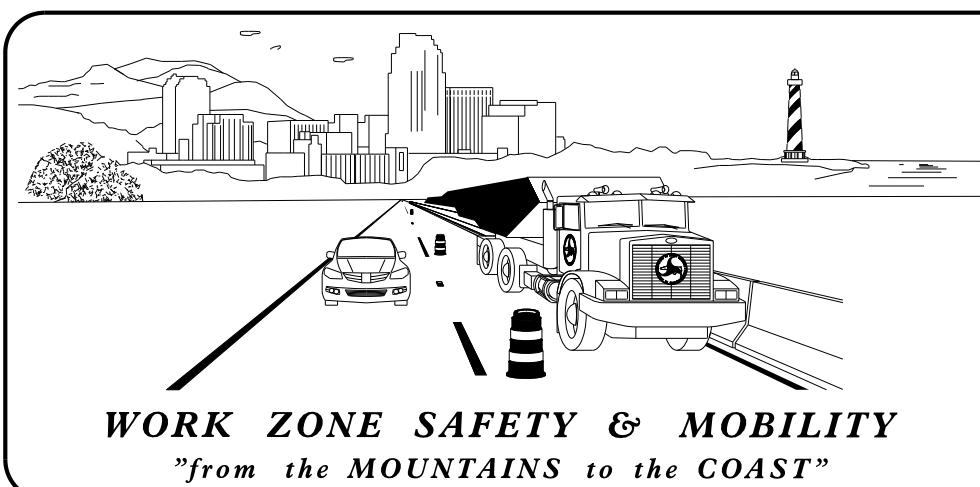
SHEET NO.  
TMP-1



**W-5203AA, W-560IBB, 2017CPT.03.01.10651, 36249.3622**

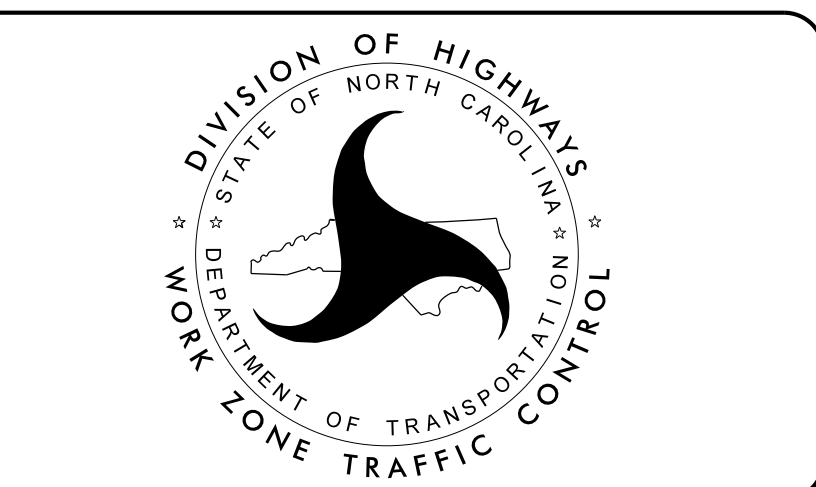
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**N.C.D.O.T. WORK ZONE TRAFFIC CONTROL**  
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750 N. GREENFIELD PARKWAY, GARNER, NC 27529 (DELIVERY)  
PHONE: (919) 773-2800 FAX: (919) 771-2745

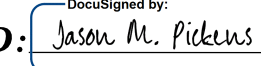
J. S. BOURNE, P.E. STATE TRAFFIC MANAGEMENT ENGINEER  
STEVE KITE, P.E. TRAFFIC CONTROL PROJECT ENGINEER  
DON PARKER, P.E. TRAFFIC CONTROL PROJECT DESIGN ENGINEER  
TRAFFIC CONTROL DESIGN ENGINEER



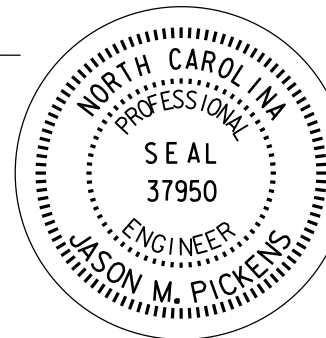
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PLANS PREPARED BY:  
**PARSONS**  
5540 CENTERVIEW DR., SUITE 217  
RALEIGH, NORTH CAROLINA 27606  
NC LICENSE NO: F-0246  
FOR NORTH CAROLINA DEPT. OF TRANSPORTATION

APPROVED:   
DATE: 6/9/2016

SEAL



## 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:

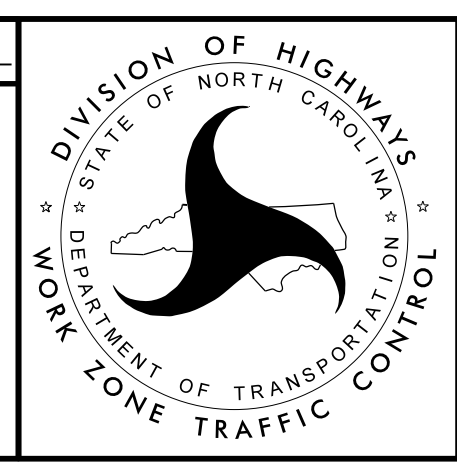
<u>STD. NO.</u>	<u>TITLE</u>
1101.01	WORK ZONE ADVANCE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
1130.01	DRUM
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1165.01	WORK VEHICLE LIGHTING SYSTEMS AND TMA DELINEATION
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS
1205.03	PAVEMENT MARKINGS - EXITS AND ENTRANCE RAMPS
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
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION

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PLANS PREPARED BY  
**PARSONS**  
3540 CENTERVIEW DRIVE, SUITE 207  
RALEIGH, NORTH CAROLINA 27606  
N.C. LICENSE NO. F-10226  
FOR NORTH CAROLINA DEPT. OF TRANSPORTATION

APPROVED: <i>Jason M. Pickens</i>	DATE: 6/9/2016



TRANSPORTATION  
MANAGEMENT PLAN

**ROADWAY STANDARD  
DRAWINGS**

# WORK ZONE TRAFFIC CONTROL GENERAL REQUIREMENTS

PROJ. REFERENCE NO.	SHEET NO.
W-5203AA, W-5601BB, 2017CPT.03.01.10651, 36249.3622	TMP-2A

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 UNDESIRE 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
ALL MAPS	MONDAY THRU THURSDAY 6:00 A.M. TO 8:00 P.M.
	AND
	FRIDAY 6:00 A.M. TO SUNDAY 8:00 P.M.
	NIGHT WORK ONLY

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

ROAD NAME	HOLIDAY
ALL MAPS	
	<ol style="list-style-type: none"> <li>1. FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.</li> <li>2. FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00 A.M. DECEMBER 30TH TO 8:00 P.M. JANUARY 3RD.</li> <li>3. FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 8:00 P.M. MONDAY.</li> <li>4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 8:00 P.M. TUESDAY.</li> <li>5. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 8:00 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 8:00 P.M. THE THURSDAY AFTER INDEPENDENCE DAY.</li> <li>6. FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 8:00 P.M. TUESDAY.</li> <li>7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY TO 8:00 P.M. MONDAY.</li> <li>8. FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 8:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.</li> <li>9. FOR WILMINGTON RIVERFEST, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY, OCTOBER 6TH AND 8:00 P.M. SUNDAY, OCTOBER 9TH.</li> <li>10. FOR WILMINGTON AZALEA FESTIVAL, BETWEEN THE HOURS OF 6:00 A.M. WEDNESDAY, APRIL 5TH, 2017 AND 8:00 P.M. SUNDAY, APRIL 9TH, 2017.</li> <li>11. FOR WELLS FARGO GOLF CHAMPIONSHIP, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY, APRIL 28TH, 2017 AND 8:00 P.M. MONDAY, MAY 8TH, 2017.</li> </ol>

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.

**TEMPORARY TRAFFIC CONTROL**

MAINTAIN TRAFFIC IN ACCORDANCE WITH DIVISIONS 10, 11 AND 12 OF THE 2012 STANDARD SPECIFICATIONS.

INSTALL WORK ZONE ADVANCE WARNING SIGNS IN ACCORDANCE WITH RSD 1101.01, SHEET 2.

REFER TO RSD 1101.02, 1101.03, 1101.04, 1101.05, 1101.11, 1110.01, 1110.02, 1115.01, 1130.01, 1135.01, 1145.01, 1150.01, 1165.01, AND 1180.01 OF THE 2012 ROADWAY STANDARD DRAWINGS WHEN CLOSING A LANE OF TRAVEL IN A STATIONARY WORK ZONE. SKINNY DRUMS MAY BE USED INSTEAD OF DRUMS. HOWEVER, DRUMS ARE REQUIRED FOR THE UPSTREAM TAPER PORTION OF LANE CLOSURES IN ALL APPLICATIONS. THE STATIONARY WORK ZONE SHALL BE A MAXIMUM OF 1 MILE IN LENGTH AT ANY GIVEN TIME UNLESS OTHERWISE APPROVED BY THE ENGINEER. A PILOT VEHICLE OPERATION MAY BE USED IN CONJUNCTION WITH FLAGGERS AND THE APPROPRIATE PILOT VEHICLE WARNING SIGNING AS DIRECTED BY THE ENGINEER. DURING PERIODS OF CONSTRUCTION INACTIVITY, RETURN THE TRAFFIC PATTERN TO THE EXISTING ALIGNMENT AND REMOVE OR COVER ANY WORK ZONE SIGNS. WHEN COVERING WORK ZONE SIGNS, USE AN OPAQUE MATERIAL THAT PREVENTS READING OF THE SIGN AT NIGHT BY A DRIVER USING HIGH BEAM HEADLIGHTS. USE MATERIAL, WHICH DOES NOT DAMAGE THE SIGN SHEETING. REPLACE ANY OBLITERATED MARKINGS AS REQUIRED BY OTHER SECTIONS OF THE 2012 STANDARD SPECIFICATIONS AND THE ENGINEER.

WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO AND WITHIN 5 FEET OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING RSD 1101.02 OF THE 2012 ROADWAY STANDARD DRAWINGS. WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRAFFIC CONTROL PLANS, 2012 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. DO NOT WORK SIMULTANEOUSLY, ON BOTH SIDES OF AN OPEN TRAVEL WAY, WITHIN THE SAME LOCATION. PERFORM WORK ONLY WHEN WEATHER AND VISIBILITY CONDITIONS ALLOW SAFE OPERATIONS AS DIRECTED BY THE ENGINEER.

WHEN UTILIZING A SLOW-MOVING OPERATION FOR SUCH ITEMS AS PAVEMENT MARKING AND MARKER PLACEMENT, AS A MINIMUM THE SLOW MOVING OPERATION CARAVAN SHALL CONSIST OF THE VEHICLES AND DEVICES SHOWN ON THE MOVING OPERATION CARAVAN DETAILS ACCORDING TO RSD 1101.02, SHEET 11 OF THE 2012 ROADWAY STANDARD DRAWINGS. TRAFFIC CONES MAY BE USED WHEN NECESSARY TO PROVIDE ADDITIONAL PROTECTION OF WET PAVEMENT MARKINGS. BALLAST ALL TRAFFIC CONES SO THEY WILL NOT BE BLOWN OVER BY TRAFFIC.

**TRAFFIC OPERATIONS**

1) PAVING LIFT REQUIREMENTS AND TIME LIMITATIONS:

FOR PAVING LIFTS OF 2.0" OR LESS, BRING ALL NEWLY RESURFACED LANES TO THE SAME STATION AND ELEVATION WITHIN 72 HOURS. IF NOT BROUGHT UP TO THE SAME STATION AND ELEVATION WITHIN 72 HOURS, THE CONTRACTOR SHALL PLACE PORTABLE "UNEVEN PAVEMENT" SIGNS IN ADVANCE OF THE UNEVEN PAVEMENT AND SPACED EVERY 1/2 MILE ALONG THE SECTION OF UNEVEN PAVEMENT. ONCE MITIGATED, ALL PORTABLE "UNEVEN PAVEMENT" SIGNS SHALL BE REMOVED.

FOR PAVING LIFTS GREATER THAN 2", BRING ALL NEWLY RESURFACED LANES TO THE SAME STATION AND ELEVATION BY THE END OF EACH WORK DAY UNLESS THE CONTRACTOR UTILIZES THE NOTCHED WEDGE PAVING METHODS AS DESCRIBED BELOW.

FAILURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS WILL RESULT IN A SUSPENSION OF ALL OTHER OPERATIONS UNTIL ALL LANES OF TRAFFIC ARE BROUGHT TO THE SAME STATION AND ELEVATION:

1. DURING PAVING OPERATIONS, ANY PAVING LIFT GREATER THAN 2" FOR ASPHALT SURFACE COURSE MIXES SHALL BE MITIGATED BY HAVING AN APPROVED WEDGE APPARATUS ON THE PAVER THAT SHAPES THE EDGE 1" VERTICALLY AND THE REMAINING AT A MAXIMUM SLOPE STEEPNESS OF 2:1. FOR INTERMEDIATE AND BASE COURSE MIXES, USE AN APPROVED WEDGE DEVICE THAT SHAPES THE EDGE WITH A MAXIMUM SLOPE STEEPNESS OF 2:1. THE MAXIMUM PAVING LIFT ALLOWED TO USE THIS METHOD IS 3".
2. AT THE END OF THE WORK DAY, THE CONTRACTOR SHALL PLACE PORTABLE "UNEVEN PAVEMENT" SIGNS IN ADVANCE OF THE UNEVEN PAVEMENT AND SPACED EVERY 1/2 MILE ALONG THE SECTION OF UNEVEN PAVEMENT. ONCE MITIGATED, ALL PORTABLE "UNEVEN PAVEMENT" SIGNS SHALL BE REMOVED.

**TRAFFIC OPERATIONS CONT.**

3. IN THE NEXT DAY'S PAVING OPERATION AND NOT TO EXCEED 72 HOURS, THE CONTRACTOR SHALL BRING UP THE ADJACENT LANE TO THE SAME STATION AND ELEVATION BEFORE ANY FURTHER PAVING TAKES PLACED ON THE PROJECT.

2) SHOULDER DROP-OFF REQUIREMENTS AND TIME LIMITATIONS:

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

- (A) DROP-OFF THAT EXCEEDS 2 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS OF 45 MPH OR GREATER.
- (B) DROP-OFF THAT EXCEEDS 3 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS LESS THAN 45 MPH.

FOR DROP-OFFS THAT EXCEED THE ABOVE REQUIREMENTS, BACKFILL THE UNACCEPTABLE DROP-OFF WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER. THE MATERIAL, EQUIPMENT AND LABOR ASSOCIATED WITH THIS OPERATION WILL BE AT NO EXPENSE TO THE DEPARTMENT. THIS WORK IS NOT CONSIDERED PART OF SHOULDER RECONSTRUCTION.

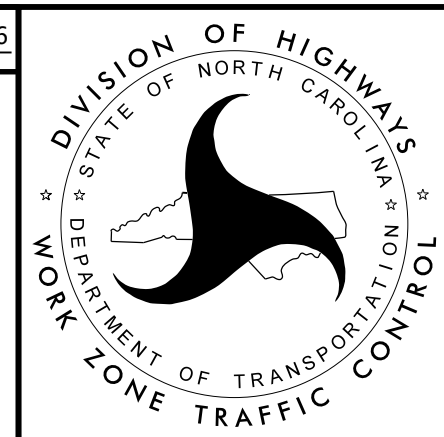
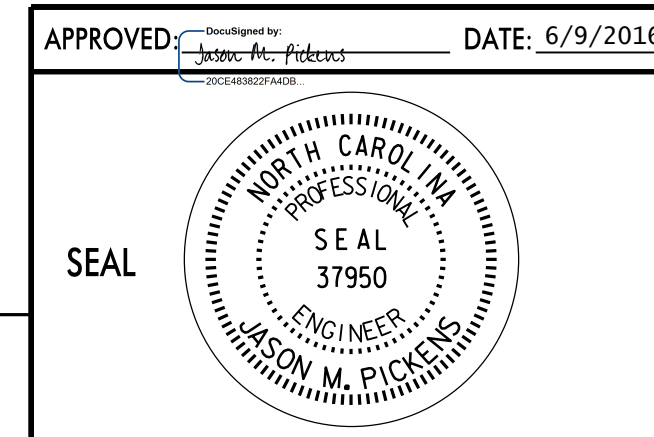
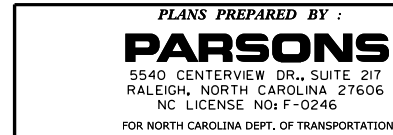
3) PROJECT REQUIREMENTS:

FAILURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS WILL RESULT IN A SUSPENSION OF ALL OTHER OPERATIONS:

1. BEFORE WORKING ON ANY MAP, THE CONTRACTOR SHALL SUBMIT A WRITTEN CONSTRUCTION SEQUENCE FOR TRAFFIC CONTROL AND CONSTRUCTION LIGHTING FOR ALL MAPS TO THE ENGINEER AT THE FIRST PRE-CONSTRUCTION MEETING AND THE SEQUENCE MUST BE APPROVED BEFORE CLOSING A LANE OF TRAFFIC.
2. OBTAIN WRITTEN APPROVAL OF THE ENGINEER BEFORE WORKING IN MORE THAN ONE LOCATION OR SETTING UP ADDITIONAL LANE CLOSURES. THE MAXIMUM LENGTH OF ANY ONE LANE CLOSURE IS 1 MILE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
3. CONTRACTOR SHALL MILL AND PAVE LANES IN AN ORDER SUCH THAT WATER SHALL NOT ACCUMULATE.
4. TRAFFIC CONTROL FOR THE MILLING AND/OR PAVING OF RAMPS IS TO BE DONE ACCORDING TO STANDARD DRAWING NUMBER 1101.02, SHEETS 9 & 10 UNLESS OTHERWISE APPROVED TO BE CLOSED BY THE ENGINEER. IF APPROVED, CONTRACTOR WILL PROVIDE PLANS AND DEVICES FOR THE DETOUR AT NO ADDITIONAL COST TO THE DEPARTMENT.
5. IF MILLED AREAS ARE NOT PAVED BACK WITHIN 72 HOURS, THE CONTRACTOR IS TO FURNISH AND INSTALL THE FOLLOWING PORTABLE SIGNS TO WARN DRIVERS OF THE CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" (W8-8), "UNEVEN LANES" (W8-11), AND "GROOVED PAVEMENT" (W8-15) W/ MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DUAL INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS.

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TRANSPORTATION  
MANAGEMENT PLAN  
**WORK ZONE TRAFFIC  
CONTROL GENERAL  
REQUIREMENTS**

# WORK ZONE TRAFFIC CONTROL GENERAL REQUIREMENTS CONT.

PROJ. REFERENCE NO.	SHEET NO.
W-5203AA, W-5601BB, 2017CPT.03.01.10651, 36249.3622	TMP-2B

TRAFFIC OPERATIONS CONT.

4) WORK ZONE SIGNING:

(A) INSTALLATION

ALL STATIONARY ADVANCE WARNING WORK ZONE SIGNS REQUIRE NOTIFICATION TO EXISTING UTILITY OWNERS PER ARTICLE 105-8 OF THE 2012 STANDARD SPECIFICATIONS AND SPECIAL PROVISION SP1 G115 WITHIN 3 TO 12 FULL WORKING DAYS PRIOR TO INSTALLATION.

INSTALL ALL ADVANCE WARNING WORK ZONE SIGNS BEFORE BEGINNING WORK ON A PARTICULAR MAP. IF SIGNS ARE INSTALLED MORE THAN SEVEN (7) CALENDAR DAYS PRIOR TO THE BEGINNING OF WORK ON A PARTICULAR MAP, COVER THE SIGNS UNTIL THE WORK BEGINS. INSTALL EACH WORK ZONE ADVANCE WARNING SIGN SEPARATELY AND NOT ON THE SAME POST OR STAND WITH ANY OTHER SIGN EXCEPT WHERE AN ADVISORY SPEED PLATE OR DIRECTIONAL ARROW IS USED.

ALL STATIONARY SIGNING IS TO BE INSTALLED AS SHOWN ON RSD 1101.02, SHEET 2 UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ALL SIGN LOCATIONS TO BE VERIFIED BY THE ENGINEER PRIOR TO INSTALLATION. ONCE THE SIGNS HAVE BEEN INSTALLED AND ACCEPTED, ANY SIGN RELOCATIONS REQUESTED BY THE DEPARTMENT WILL BE COMPENSATED IN ACCORDANCE WITH ARTICLE 104-7. ANY ADDITIONAL SIGNS OTHER THAN THE ONES SHOWN IN THE DRAWING WILL BE COMPENSATED IN ACCORDANCE WITH ARTICLE 104-7.

NO STATIONARY -Y- LINE ADVANCE WARNING SIGNAGE IS REQUIRED UNLESS THERE'S MORE THAN 1,000 FEET OF RESURFACING ALONG THE -Y- LINE. WHENEVER WORK PROCEEDS THROUGH AN INTERSECTION, PORTABLE SIGNS SHALL BE USED FOR TRAFFIC CONTROL.

IF THERE IS A PERIOD OF CONSTRUCTION INACTIVITY LONGER THAN 14 CALENDAR DAYS, REMOVE OR COVER ADVANCE WARNING WORK ZONE SIGNS. UNCOVER ADVANCE WARNING WORK ZONE SIGNS NO MORE THAN 7 CALENDAR DAYS BEFORE WORK RESUMES. ALL OTHER OPERATIONS MAY BE SUSPENDED UPON FAILURE TO COMPLY WITH THE ABOVE REQUIREMENTS. SUCH SUSPENDED OPERATIONS WOULD NOT BE RESUMED UNTIL THE ABOVE REQUIREMENTS ARE FULFILLED.

(B) SIGN REMOVAL

ALL STATIONARY WORK ZONE SIGNS SHALL BE REMOVED ONCE THE PROJECT IS SUBSTANTIALLY COMPLETE. THE PROJECT IS SUBSTANTIALLY COMPLETE WHEN THE RESURFACING OPERATIONS ARE COMPLETED AND THE SHOULDERS ARE BROUGHT UP TO THE SAME ELEVATION AS THE PROPOSED PAVEMENT AND WHEN PAVEMENT MARKINGS ARE INSTALLED. THE PAVEMENT MARKING DOESN'T HAVE TO BE THE FINAL MARKING MATERIAL TO BE CONSIDERED SUBSTANTIALLY COMPLETE. ANY REMAINING PUNCH LIST ITEMS ARE TO BE COMPLETED WITH PORTABLE WORK ZONE SIGNING. THERE WILL BE NO COMPENSATION FOR ANY PORTABLE SIGNING. SIGN REMOVAL IS A CONDITION OF FINAL PROJECT ACCEPTANCE.

RESURFACING OPERATIONS

COORDINATE THE INSTALLATION OF ITEMS REQUIRED BY THE CONTRACT DOCUMENTS AND RESURFACING OPERATIONS SUCH THAT THESE OPERATIONS ARE COMPLETED IN THE ORDER AS AGREED UPON WITH THE ENGINEER AT THE FIRST PRE-CONSTRUCTION MEETING. REFER TO THE PROVISIONS, TYPICALS AND DETAILS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

NOTIFY THE ENGINEER 15 CONSECUTIVE CALENDAR DAYS BEFORE RESURFACING A BRIDGE OR ITS APPROACHES. PATCH AND MAKE REPAIRS TO BRIDGE SURFACE AND ITS APPROACHES BEFORE RESURFACING OCCURS. COORDINATE ALL OPERATIONS ON THE BRIDGE AND ITS APPROACHES WITH THE ENGINEER.

NOTIFY THE ENGINEER 48 HOURS BEFORE RESURFACING THE AREAS OF EXISTING PAVEMENT THAT REQUIRE PATCHING. PATCH THESE AREAS BEFORE RESURFACING OCCURS. ALLOW FULL DEPTH ASPHALT PATCHING TO COOL TO THE POINT OF SUPPORTING TRAFFIC WITHOUT DISPLACEMENT OR RUTTING BEFORE REOPENING CLOSED LANE. COORDINATE THE RESURFACING OPERATIONS OF THE PATCHED AREAS WITH THE ENGINEER.

NOTIFY THE ENGINEER 48 HOURS BEFORE MILLING OR RESURFACING WILL INTERFERE WITH THE EXISTING SIGNAL LOOPS. LOOPS MAY NEED TO BE PLACED IN MILLED SURFACE BEFORE RESURFACING OCCURS. COORDINATE ALL SIGNAL LOOP OPERATIONS WITH THE ENGINEER.

FOR PARTIAL OR WHEEL TRACK MILLING OPERATIONS ON TWO-WAY, TWO-LANE FACILITIES, MILL AND PAVE BACK BY THE END OF EACH WORK DAY. FOR PARTIAL OR WHEEL TRACK MILLING OPERATION ON MULTI-LANE FACILITIES, THE LANE BEING MILLED MAY BE LEFT CLOSED AND PAVED BACK WITHIN 72 HOURS.

RESURFACING OPERATIONS CONT.

THE FOLLOWING OPTIONS ARE AVAILABLE DURING RESURFACING AND MILLING OPERATIONS ON TWO-WAY, TWO-LANE FACILITIES WHEN THE ENTIRE ROADWAY OR ENTIRE LANE IS TO BE MILLED:

- (A) MILL A SINGLE LANE AND PAVE BACK BY THE END OF EACH WORK DAY.
- (B) MILL THE ENTIRE WIDTH OF ROADWAY AND PAVE BACK WITHIN 72 HOURS.

THE FOLLOWING OPTIONS ARE AVAILABLE DURING RESURFACING AND MILLING OPERATIONS ON MULTI-LANE FACILITIES WHEN ALL LANES OR A SINGLE LANE IN ONE DIRECTION ARE TO BE MILLED:

- (A) MILL A SINGLE LANE AND PAVE BACK BY THE END OF EACH WORK DAY.
- (B) MILL THE ENTIRE WIDTH OF PAVEMENT FOR ALL LANES TO BE MILLED IN ANY DIRECTION DAILY AND PAVE BACK WITHIN 72 HOURS.

SLOPE THE PAVEMENT AT THE BEGINNING AND ENDING OF THE DAILY MILLING OPERATION AS DIRECTED BY THE ENGINEER. SWEEP AND REMOVE ALL MILLED MATERIAL FROM THE ROADWAY AS SOON AS THE DAILY MILLING OPERATION IS COMPLETED. CONTINUE MILLING OPERATIONS UNTIL THE PARTICULAR SECTION OF ROADWAY BEING MILLED IS COMPLETE. REMOVE ANY EXISTING PAVEMENT ADJACENT TO THE MILLED AREA THAT HAS BEEN DAMAGED AND REPLACE WITH PATCH MATERIAL AS DIRECTED BY THE ENGINEER.

OPERATE EQUIPMENT AND CONDUCT OPERATIONS IN THE SAME DIRECTION AS THE FLOW OF TRAFFIC. MAINTAIN VEHICULAR ACCESS IN ACCORDANCE WITH ARTICLE 1101-05 OF THE 2012 STANDARD SPECIFICATIONS USING SUITABLE BACKFILL MATERIAL APPROVED BY THE ENGINEER.

PROVIDE APPROPRIATE LIGHTING IN ACCORDANCE WITH SECTION 1413 OF THE 2012 STANDARD SPECIFICATIONS.

MILLED RUMBLE STRIPS

WHEN UTILIZED, MILLED RUMBLE STRIPS SHALL BE INSTALLED IN ACCORDANCE WITH THE 2012 STANDARD SPECIFICATIONS AND THE RSD 665.01.

ADDITIONAL RESURFACING OPERATION NOTES

MAP NO. 1 & 2

CONTRACTOR SHALL RESURFACE TO THE BRIDGE DECK ON THE SOUTH END OF NEW HANOVER BRIDGE NO. 3 & 8 (US 17 MARKET ST. OVERPASS). NO WORK SHALL BE PERFORMED ON BRIDGE ITSELF EXCEPT LINE REMOVAL, APPLICATION OF POLYUREA PAVEMENT MARKINGS AND PERMANENT MARKERS.

MAP NO. 2 (US 117/ NC 132) SB

CONTRACTOR WILL MILL AND FILL SECTIONS REQUIRING 2.5" I19.0B PRIOR TO FINE MILLING 0"- 1.5".

ALL MAPS

COMPLETE ALL CONCRETE WORK PRIOR TO MILL & FILL WORK OR FINE MILLING OR AS DIRECTED BY THE ENGINEER.

PATCHING EXISTING PAVEMENT (MILL & FULL DEPTH) SHALL BE PERFORMED AFTER FINE MILLING (0"- 1.5") OR MILLING ASPHALT PAVEMENT, 1.5" DEPTH IS COMPLETED.

COMPLETE ALL MILL & FILL WORK OR FINE MILLING PRIOR TO INSTALLING INDUCTIVE SIGNAL LOOPS. FINAL OVERLAY/PAVING TO FOLLOW AFTER SIGNAL LOOP INSTALLATION.

MAP NO. 1- 3, 5, 6 & 8

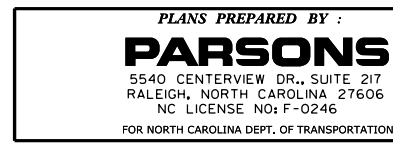
PRIOR TO INSTALLING THERMOPLASTIC EDGE LINES, SHOULDERS MUST BE RECONSTRUCTED.

MAP NO.1, 2, 4, 7, 9, 10 & 11

LEAD-IN WIRE SHALL BE INSTALLED PRIOR TO MILL & FILL WORK OR FINE MILLING OR AS DIRECTED BY THE ENGINEER.

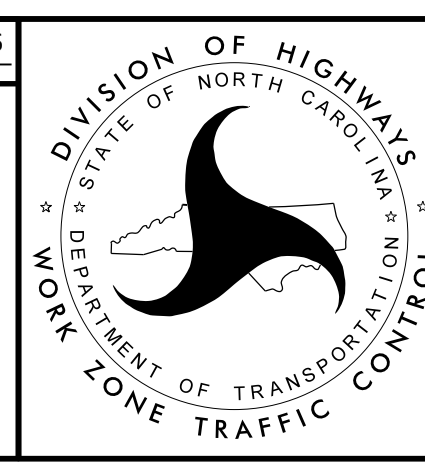
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**DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED**



APPROVED: *Jason M. Pickens* DATE: 6/9/2016

SEAL



TRANSPORTATION  
MANAGEMENT PLAN

## WORK ZONE TRAFFIC CONTROL GENERAL REQUIREMENTS