

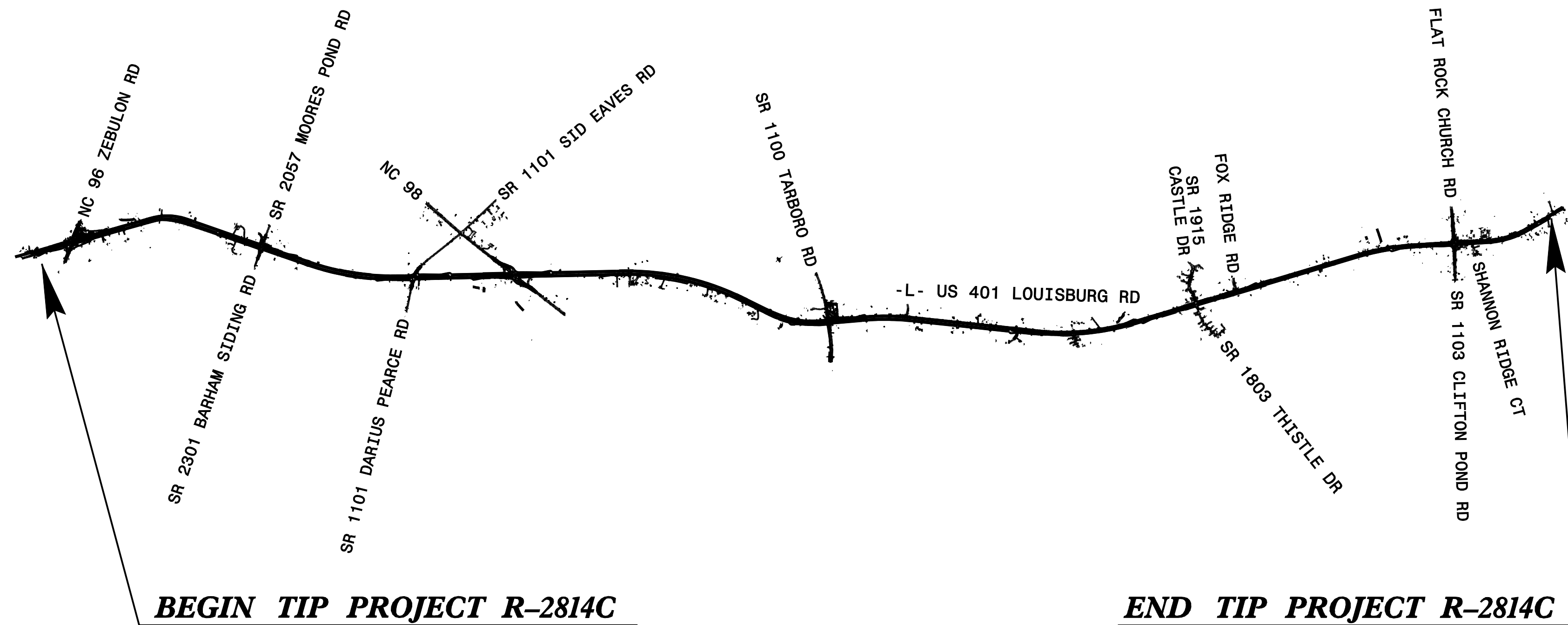
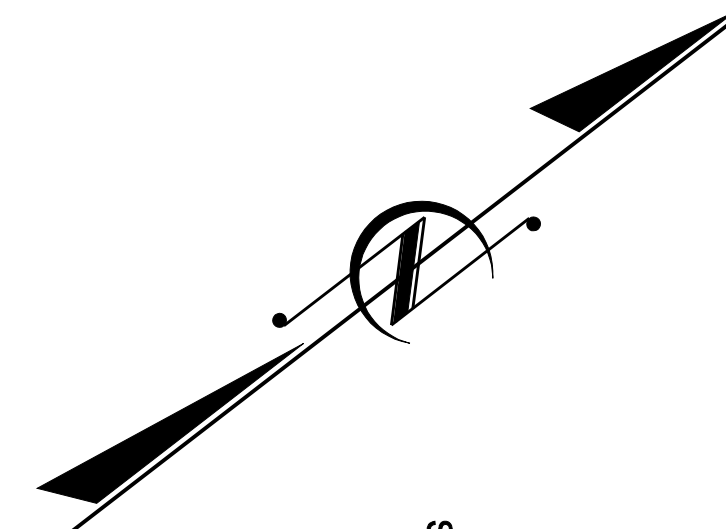
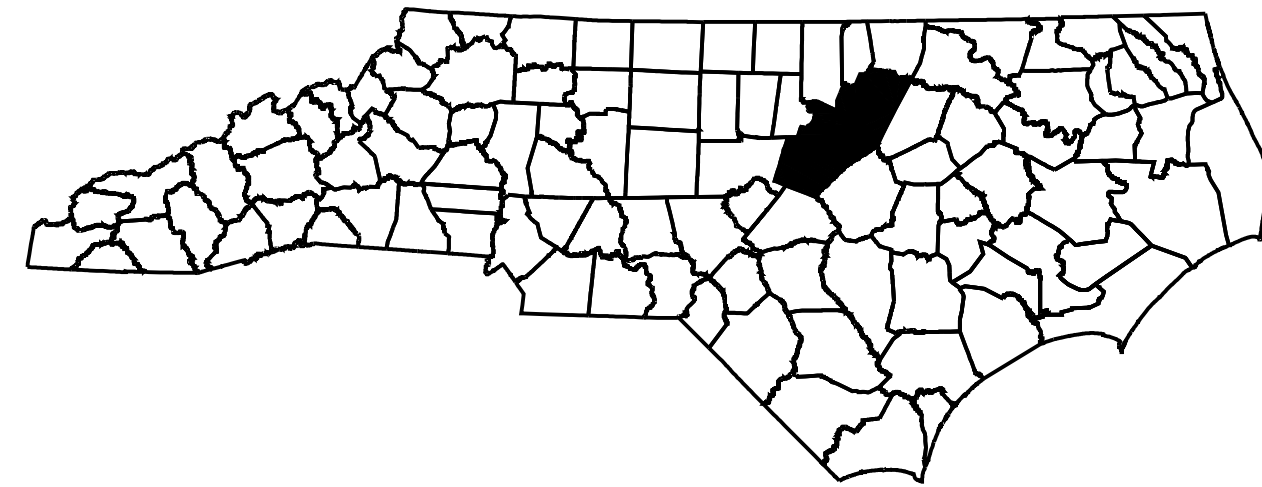
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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN
WAKE AND FRANKLIN COUNTIES



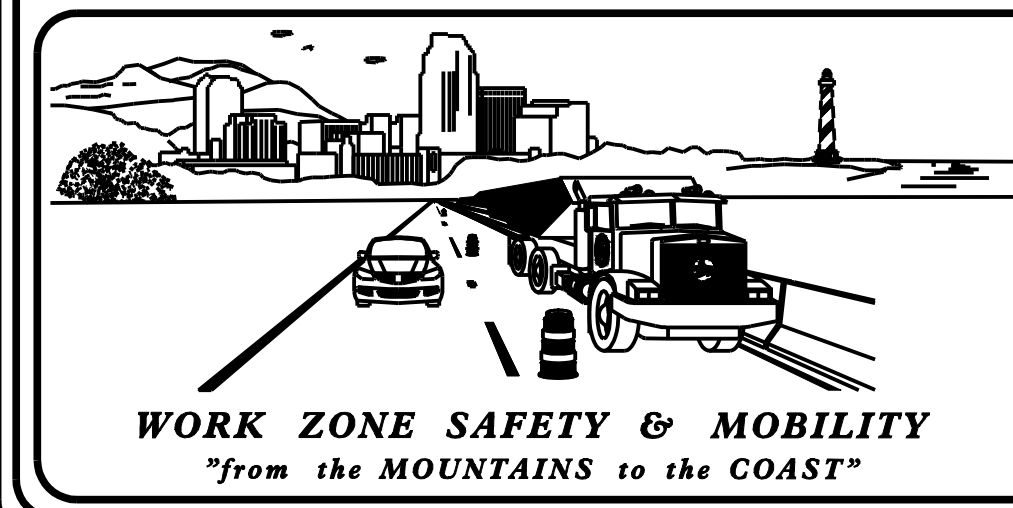
SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, AND LEGEND
TMP-1B THRU TMP-1C	TRANSPORTATION OPERATIONS PLAN: (GENERAL NOTES)
TMP-1D	TEMPORARY SHORING DATA (GENERAL INFORMATION)
TMP-1E THRU TMP-1F	TEMPORARY SHORING DATA FOR SPECIFIC LOCATIONS
TMP-2 THRU TMP-2D	OFF SITE DETOUR ROUTES
TMP-2E	OFF SITE DETOUR SIGN DESIGNS
TMP-3 THRU TMP-3A	TEMPORARY TRAFFIC CONTROL PHASING
TMP-4 THRU TMP-9	TEMPORARY TRAFFIC CONTROL PHASE I OVERVIEWS
TMP-10 THRU TMP-22	TEMPORARY TRAFFIC CONTROL PHASE I DETAILS
TMP-23 THRU TMP-28	TEMPORARY TRAFFIC CONTROL PHASE II OVERVIEWS
TMP-29 THRU TMP-42	TEMPORARY TRAFFIC CONTROL PHASE II DETAILS
TMP-43 THRU TMP-48	TEMPORARY TRAFFIC CONTROL PHASE III OVERVIEWS
TMP-49 THRU TMP-66	TEMPORARY TRAFFIC CONTROL PHASE III DETAILS

SHEET NO.
TMP-1

R-2814C

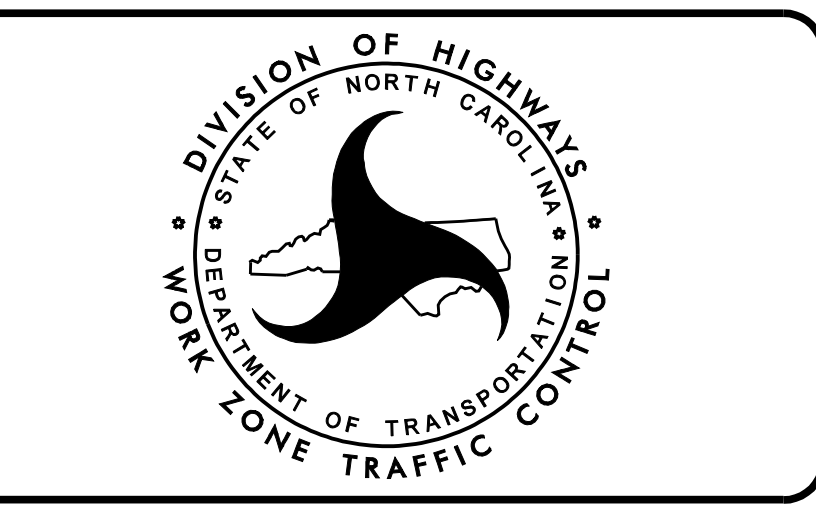
TIP PROJECT:

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Prepared In the Office of:
PROGRESSIVE
DESIGN GROUP, INC.
ENGINEERS • CONSULTANTS

APPROVED: _____
DATE: 5/3/2016

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 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
1101.11	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	WORK VEHICLE LIGHTING SYSTEMS AND TMA DELINEATION
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY - DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO LANE AND MULTILANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.07	PAVEMENT MARKINGS - PEDESTRIAN CROSSWALKS
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.12	PAVEMENT MARKINGS - BRIDGES
1205.13	PAVEMENT MARKINGS - LANE REDUCTIONS
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
- PAVEMENT REMOVAL
- TEMPORARY PAVEMENT
- WEDGING

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

PAVEMENT MARKINGS PAINT(4")

- PA WHITE EDGELINE
- PB YELLOW EDGELINE
- PC 10 FT. WHITE SKIP
- PD 3 FT. - 9 FT./SP WHITE MINISKIP
- PE WHITE SOLID LANE LINE
- PF 10 FT. YELLOW SKIP
- PH YELLOW SINGLE CENTER
- PI YELLOW DOUBLE CENTER
- P8 2 FT. - 6 FT./SP WHITE MINISKIP

PAINT(8")

- PO WHITE DIAGONAL
- PP YELLOW DIAGONAL
- PR WHITE SOLID LANE LINE

PAINT(24")

- P2 WHITE STOPBAR

MARKING SYMBOLS

- QA LEFT TURN ARROW
- QB RIGHT TURN ARROW
- QC STRAIGHT ARROW
- QD COMBO.STRAIGHT/LEFT
- QE COMBO.STRAIGHT/RIGHT
- QG COMBO.LEFT/STRAIGHT/RIGHT

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PLAN PREPARED IN THE OFFICE OF: PROGRESSIVE DESIGN GROUP, INC. ENGINEERS • CONSULTANTS	APPROVED: DATE: 5/3/2018 		ROADWAY STANDARD DRAWINGS & LEGEND
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MANAGEMENT STRATEGIES

THE PROJECT WILL BE CONSTRUCTED USING A COMBINATION OF STAGED CONSTRUCTION AND LANE CLOSURES IN ACTIVE ROADWAY LOCATIONS. THE NEW LOCATION SECTIONS OF THE PROJECT WILL BE CONSTRUCTED AWAY FROM TRAFFIC. TEMPORARY SHORING AND PORTABLE CONCRETE BARRIER WILL BE UTILIZE TO MANAGE TRAFFIC OPERATIONS DURING CONSTRUCTION AT THE NEW BOX CULVERT LOCATIONS. ACCESS TO DRIVEWAYS ALONG ALL ROADWAYS ARE TO BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE SHOWN IN THESE PLANS OR DIRECTED BY THE ENGINEER.

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
-L- (US 401)	6:00AM-9:00AM, 4:00PM-6:00PM MONDAY-FRIDAY
-Y1- (NC 96)	6:00AM-9:00AM, 4:00PM-6:00PM MONDAY-FRIDAY
-Y6- (NC 98)	6:00AM-9:00AM, 4:00PM-6:00PM MONDAY-FRIDAY

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

ROAD NAME
-L- (US 401), -Y1- (NC 96), -Y6- (NC 98)

HOLIDAY

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

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 6:00AM THE THURSDAY BEFORE INDEPENDENCE DAY AND 6:00PM THE TUESDAY AFTER INDEPENDENCE DAY.
- FOR LABOR DAY, BETWEEN THE HOURS OF 6:00AM FRIDAY AND 6:00PM TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00AM TUESDAY TO 6:00PM MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00AM THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 6:00PM THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

C) DO NOT CONDUCT MULTI-VEHICLE HAULING AS FOLLOWS; INGRESS AND EGRESS FROM RAMPS WILL BE ALLOWED:

ROAD NAME	DAY AND TIME RESTRICTIONS
-L- (US 401)	6:00AM-9:00AM, 4:00PM-6:00PM MONDAY-FRIDAY
-Y1- (NC 96)	6:00AM-9:00AM, 4:00PM-6:00PM MONDAY-FRIDAY
-Y6- (NC 98)	6:00AM-9:00AM, 4:00PM-6:00PM MONDAY-FRIDAY

D) DO NOT CONDUCT ANY HAULING OPERATIONS AGAINST THE FLOW OF TRAFFIC OF AN OPEN TRAVELWAY UNLESS THE HAULING OPERATION IS PROTECTED BY BARRIER OR GUARDRAIL OR AS DIRECTED BY THE ENGINEER.

LANE AND SHOULDER CLOSURE REQUIREMENTS

- E) 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.
- F) 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.
- G) 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.

H) 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.

I) 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.

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.

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

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

M) 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) 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.

O) 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.

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

Q) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 500 ft IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC BARRIER

R) 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.



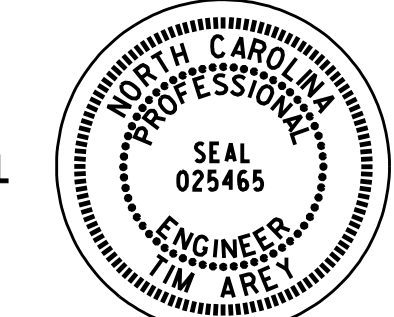
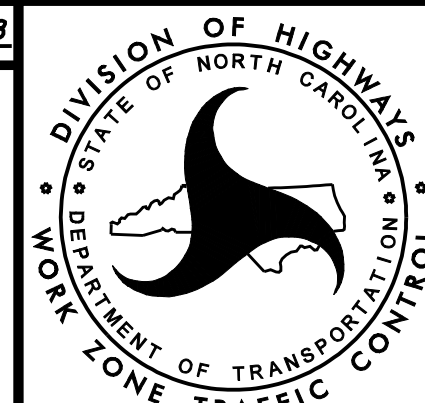
DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE.

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.

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GENERAL NOTES

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

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

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

TRAFFIC CONTROL DEVICES

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

PAVEMENT MARKINGS AND MARKERS

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

<u>ROAD NAME</u>	<u>MARKING</u>	<u>MARKER</u>
ALL	PAINT	TEMPORARY RAISED

- X) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX (6) MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS OR AS DIRECTED BY THE ENGINEER.
- Y) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- Z) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.
- AA) TRACE THE EXISTING AND PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO REMOVAL AND INSTALLATION. PLACE DRUMS TO DELINEATE ANY EXISTING AND PROPOSED MONOLITHIC ISLANDS AFTER REMOVAL AND BEFORE INSTALLATION.

MISCELLANEOUS

- BB) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE ENGINEER.
- CC) ALL CURB RAMP LOCATIONS SHALL BE DERIVED FROM STATIONING SHOWN ON PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER IN COORDINATION WITH THE SIGNING AND DELINEATION UNIT.
- DD) CONTRACTOR SHALL MAINTAIN SIDEWALK ACCESS AT ALL TIMES AS STATED IN THE PHASING. CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE TEMPORARY SIDEWALKS (CONCRETE, ASPHALT, OR OTHER SUITABLE MATERIAL AS APPROVED BY THE ENGINEER) AT ALL LOCATIONS WHERE THE OPEN PEDESTRIAN TRAVELWAY HAS BEEN REMOVED FOR CONSTRUCTION OPERATIONS (UTILITIES, DRAINAGE, ETC.).

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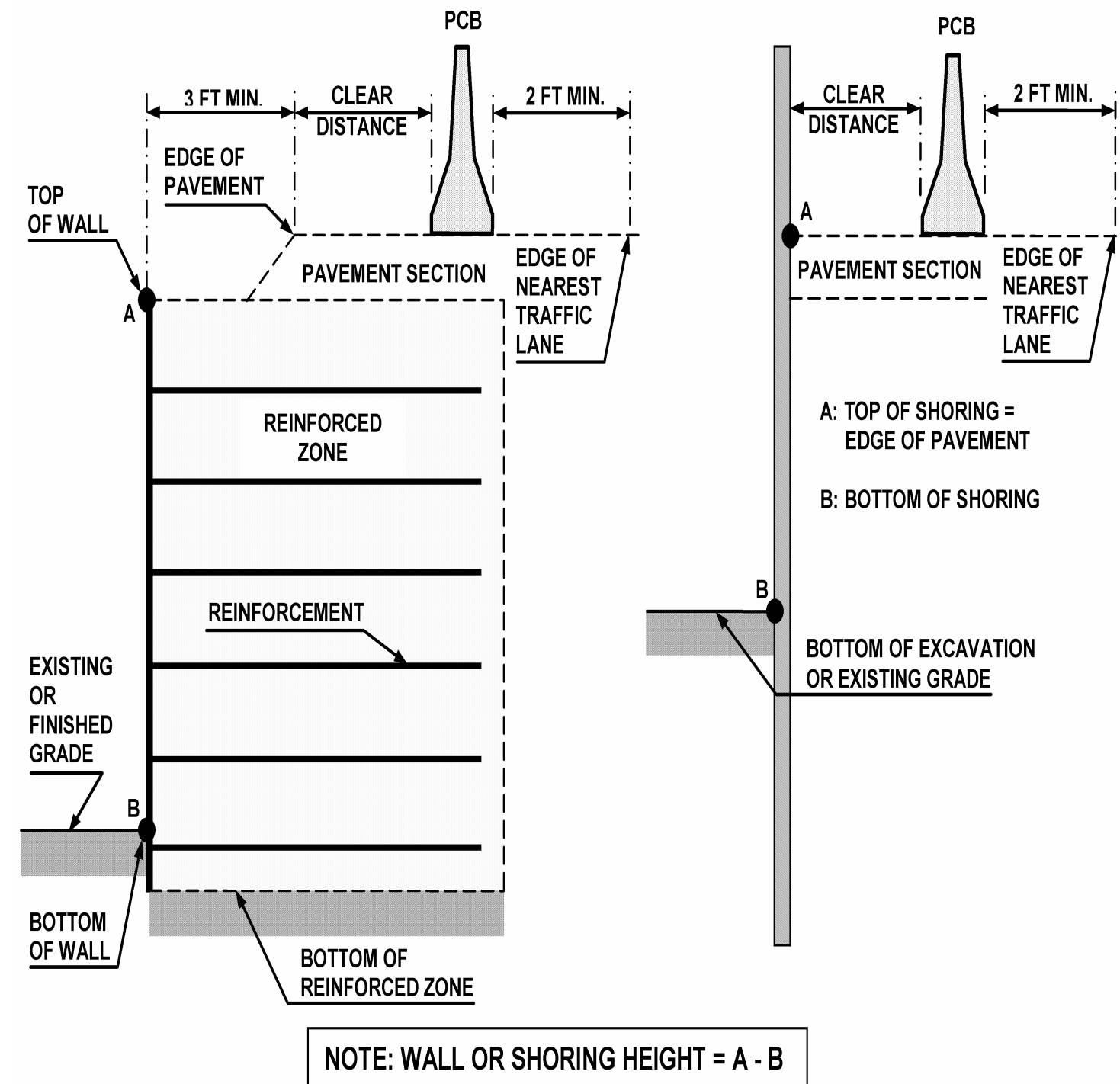


FIGURE A

NOTES

- REFER TO THE TRAFFIC CONTROL PLANS FOR TEMPORARY SHORING LOCATIONS AND NOTES.
- REFER TO THE "TEMPORARY SHORING" PROJECT SPECIAL PROVISION FOR INFORMATION ABOUT TEMPORARY SHORING AND PORTABLE CONCRETE BARRIER (PCB).
- PCB IS REQUIRED IF TEMPORARY SHORING IS LOCATED WITHIN THE CLEAR ZONE IN ACCORDANCE WITH THE AASHTO ROADSIDE DESIGN GUIDE. DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE. (CONTACT NCDOT PAVEMENT MANAGEMENT UNIT FOR APPLICABLE PAVEMENT DESIGN).
- BASED ON THE CLEAR DISTANCE, OFFSET, DESIGN SPEED AND PAVEMENT TYPE, CHOOSE AN UNANCHORED OR ANCHORED PCB FROM THE TABLE SHOWN IN FIGURE B. CLEAR DISTANCE IS DEFINED AS SHOWN IN FIGURE A AND OFFSET IS DEFINED AS SHOWN IN FIGURE B.
- AT THE CONTRACTOR'S OPTION OR IF THE MINIMUM REQUIRED CLEAR DISTANCE IS NOT AVAILABLE, SET PCB NEXT TO AND UP AGAINST THE TRAFFIC SIDE OF THE TEMPORARY SHORING EXCEPT FOR BARRIER ABOVE TEMPORARY WALLS. PCB WITH THE MINIMUM REQUIRED CLEAR DISTANCE IS REQUIRED ABOVE TEMPORARY WALLS.
- USE NCDOT PORTABLE CONCRETE BARRIER (PCB) IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1170.01 AND SECTION 1170 OF THE STANDARD SPECIFICATIONS.
- PCB REQUIREMENTS FOR TEMPORARY WALLS APPLY TO TEMPORARY MECHANICALLY STABILIZED EARTH (MSE) WALLS AND TEMPORARY SOIL NAIL WALLS.
- SET PCB WITH A MINIMUM HORIZONTAL DISTANCE OF 2 FT BETWEEN THE FRONT FACE OF THE BARRIER AND THE EDGE OF THE NEAREST TRAFFIC LANE AS SHOWN IN FIGURE A UNLESS OTHERWISE SHOWN IN THE PLANS AND OR AS APPROVED BY THE ENGINEER.
- FOR PCB ABOVE AND BEHIND TEMPORARY WALLS, PROVIDE A MINIMUM DISTANCE OF 3 FT BETWEEN THE EDGE OF PAVEMENT AND THE WALL FACE AS SHOWN IN FIGURE A. IF THESE MINIMUM REQUIRED DISTANCES ARE NOT AVAILABLE, CONTACT THE ENGINEER.
- TABLE SHOWN IN FIGURE B IS BASED ON NCDOT RESEARCH PROJECT NO. 2005-010 WITH VEHICLE TYPE USED FOR NCHRP 350 CRASH TESTS. BARRIER DEFLECTIONS AND RESULTING MINIMUM REQUIRED CLEAR DISTANCES MIGHT VARY SIGNIFICANTLY FOR LARGER HEAVIER VEHICLES, RUNS OF BARRIER LESS THAN 200 FT IN LENGTH AND WET OR DRY PAVEMENT.

MINIMUM REQUIRED CLEAR DISTANCE, inches

Barrier Type	Pavement Type	Offset * ft	Design Speed, mph					
			<30	31-40	41-50	51-60	61-70	71-80
Unanchored PCB	Asphalt	<8	24	26	29	32	36	40
		8-14	26	28	31	35	38	42
		14-20	27	29	34	36	39	43
		20-26	28	31	35	38	40	44
		26-32	29	32	36	39	42	45
		32-38	30	34	38	41	43	46
		38-44	31	34	41	43	45	48
		44-50	31	35	41	43	46	49
		50-56	32	36	42	44	47	50
	>56	32	36	42	45	47	51	
	Concrete	<8	17	18	21	22	25	26
		8-14	19	20	23	25	26	29
		14-20	22	22	24	26	28	31
		20-26	23	24	26	27	30	34
		26-32	24	25	27	28	32	35
		32-38	24	26	27	30	33	36
		38-44	25	26	28	30	34	37
		44-50	26	26	28	32	35	37
50-56		26	26	28	32	35	38	
>56	26	27	29	32	36	38		
Anchored PCB	Asphalt	All Offsets	24 for All Design Speeds					
Anchored PCB	Concrete (including bridge approach slabs)		12 for All Design Speeds					

* See Figure Below

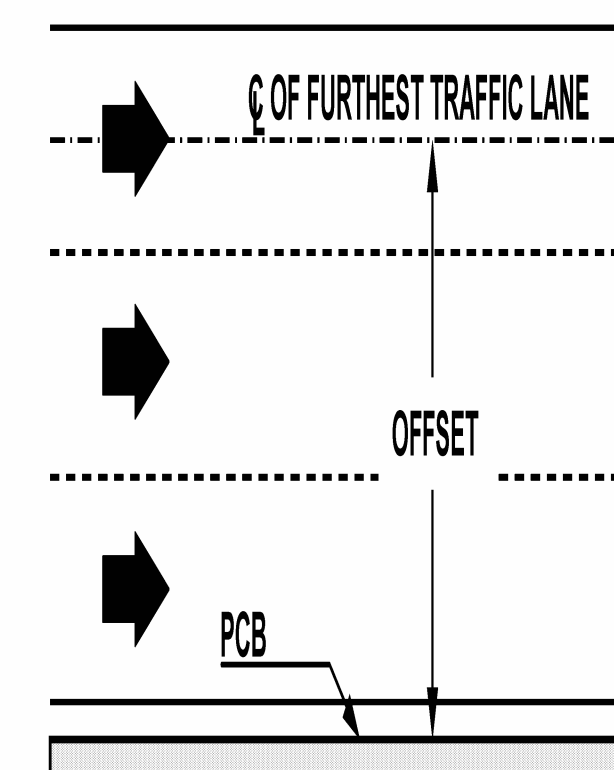


FIGURE B

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PLAN PREPARED IN THE OFFICE OF:
PROGRESSIVE DESIGN GROUP, INC.
ENGINEERS • CONSULTANTS

APPROVED: *[Signature]* DATE: 5/3/2018
SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 025465
M. ARE



TRANSPORTATION MANAGEMENT PLAN
PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS

SHORING LOCATIONS 1 THROUGH 4

Shoring Location No. 1

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 107+40 ±, 1.5 FT RIGHT, TO STATION -L- 108+37 ±, 1.5 FT RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 330.0 FT ±

DO NOT USE CANTILEVER, BRACED OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 107+40 ±, 1.5 FT RIGHT, TO STATION -L- 108+37 ±, 1.5 FT RIGHT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 107+40 ±, 1.5 FT RIGHT, TO STATION -L- 108+37 ±, 1.5 FT RIGHT. SEE STANDARD DRAWING NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

Shoring Location No. 2

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 136+88 ±, 2.8 FT LEFT, TO STATION -L- 137+60 ±, 2.8 FT LEFT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 346.0 FT ±

DO NOT USE CANTILEVER, BRACED OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 136+88 ±, 2.8 FT LEFT, TO STATION -L- 137+60 ±, 2.8 FT LEFT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 136+88 ±, 2.8 FT LEFT, TO STATION -L- 137+60 ±, 2.8 FT LEFT. SEE STANDARD DRAWING NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

Shoring Location No. 3

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 168+06 ±, 6.8 FT RIGHT, TO STATION -L- 168+57 ±, 6.8 FT RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 363.0 FT ±

DO NOT USE CANTILEVER, BRACED OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 168+06 ±, 6.8 FT RIGHT, TO STATION -L- 168+57 ±, 6.8 FT RIGHT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 168+06 ±, 6.8 FT RIGHT, TO STATION -L- 168+57 ±, 6.8 FT RIGHT. SEE STANDARD DRAWING NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

Shoring Location No. 4

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 283+32 ±, 1.4 FT RIGHT, TO STATION -L- 284+22 ±, 1.4 FT RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

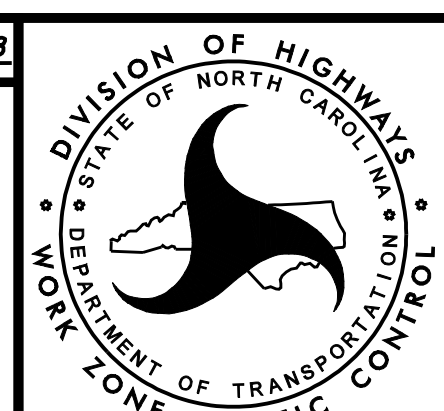
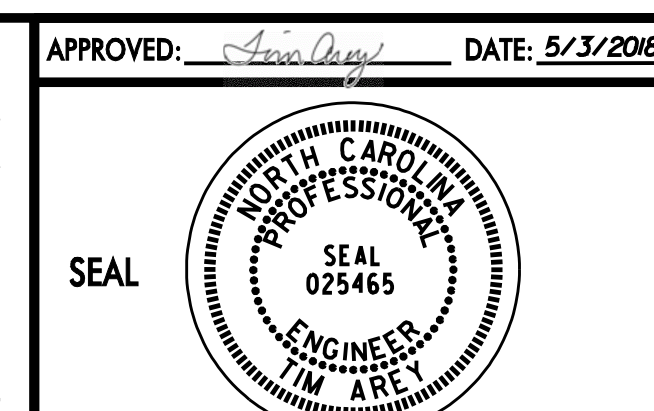
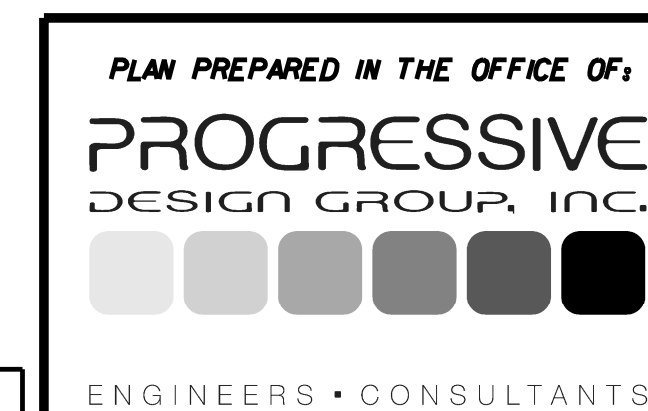
UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 302.0 FT ±

DO NOT USE CANTILEVER, BRACED OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 283+32 ±, 1.4 FT RIGHT, TO STATION -L- 284+22 ±, 1.4 FT RIGHT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 283+32 ±, 1.4 FT RIGHT, TO STATION -L- 284+22 ±, 1.4 FT RIGHT. SEE STANDARD DRAWING NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED BY NCDOT THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENT WAS SUBMITTED TO THE TRAFFIC MANAGEMENT UNIT ON JUNE 23, 2014, AND SEALED BY A PROFESSIONAL ENGINEER, JINYOUNG PARK, PE, NC #032171

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UNLESS ALL SIGNATURES COMPLETED



TRANSPORTATION
MANAGEMENT PLAN
TEMPORARY SHORING DATA

SHORING LOCATIONS 5 THROUGH 7

Shoring Location No. 5

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 283+37 ±, 7.6 FT LEFT, TO STATION -L- 284+26 ±, 7.6 FT LEFT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 302.0 FT ±

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION -L- 283+37 ±, 7.6 FT LEFT, TO STATION -L- 284+26 ±, 7.6 FT LEFT MAY NOT PENETRATE BELOW ELEVATION 306.0 FT ± DUE TO OBSTRUCTIONS, VERY DENSE OR HARD SOIL, BOULDERS OR WEATHERED OR HARD ROCK.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 283+37 ±, 7.6 FT LEFT, TO STATION -L- 284+26 ±, 7.6 FT LEFT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 283+37 ±, 7.6 FT LEFT, TO STATION -L- 283+61 ±, 7.6 FT LEFT AND FROM STATION -L- 284+02 ±, 7.6 FT LEFT, TO STATION -L- 284+26 ±, 7.6 FT LEFT. SEE STANDARD DRAWING NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 283+37 ±, 7.6 FT LEFT, TO STATION -L- 284+26 ±, 7.6 FT LEFT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

Shoring Location No. 6

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 313+96 ±, 3.6 FT RIGHT, TO STATION -L- 315+28 ±, 3.6 FT RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 269.5 FT ±

DO NOT USE CANTILEVER, BRACED OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 313+96 ±, 3.6 FT RIGHT, TO STATION -L- 315+28 ±, 3.6 FT RIGHT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 313+96 ±, 3.6 FT RIGHT, TO STATION -L- 315+28 ±, 3.6 FT RIGHT. SEE STANDARD DRAWING NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

Shoring Location No. 7

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 314+05 ±, 5.4 FT LEFT, TO STATION -L- 315+37 ±, 5.4 FT LEFT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 269.5 FT ±

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION -L- 283+37 ±, 7.6 FT LEFT, TO STATION -L- 284+26 ±, 7.6 FT LEFT MAY NOT PENETRATE BELOW ELEVATION 263.5 FT ± DUE TO OBSTRUCTIONS, VERY DENSE OR HARD SOIL, BOULDERS OR WEATHERED OR HARD ROCK.




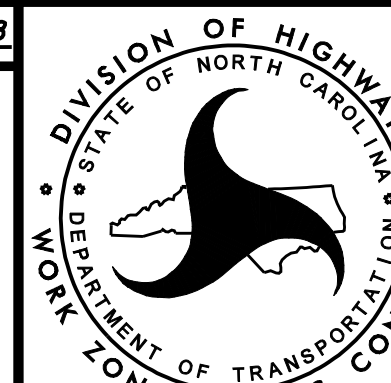
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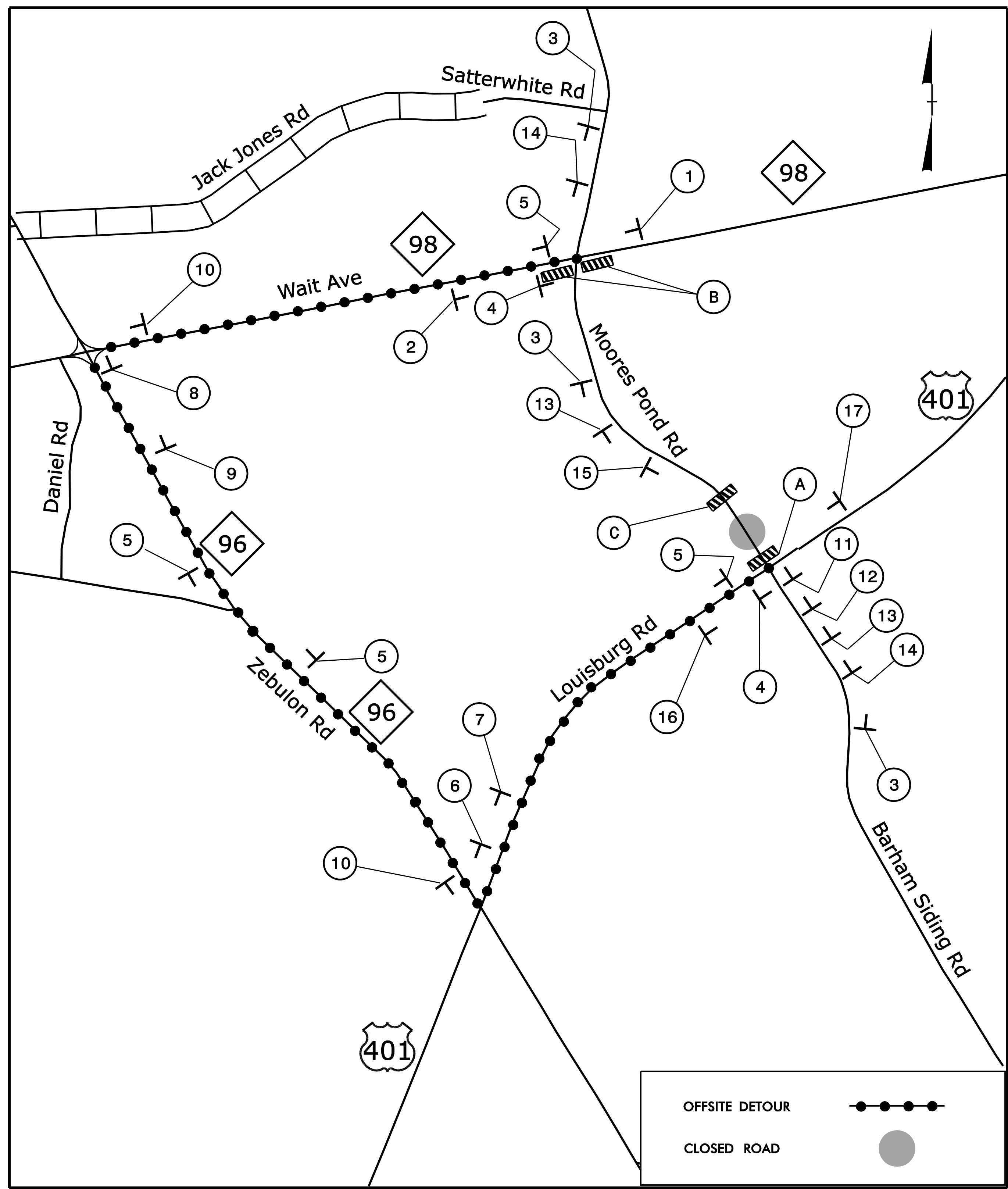
AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 314+05 ±, 5.4 FT LEFT, TO STATION -L- 314+29 ±, 5.4 FT LEFT AND FROM STATION -L- 315+13 ±, 5.4 FT LEFT, TO STATION -L- 315+37 ±, 5.4 FT LEFT. SEE STANDARD DRAWING NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 314+05 ±, 5.4 FT LEFT, TO STATION -L- 315+37 ±, 5.4 FT LEFT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

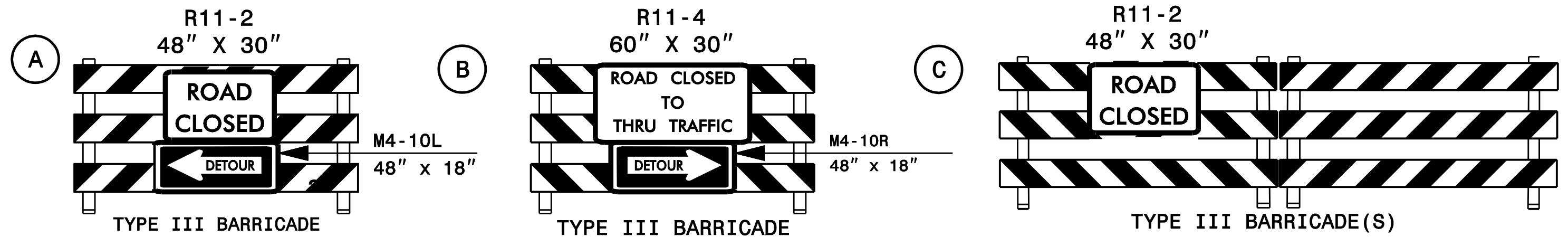
THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED BY NCDOT THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENT WAS SUBMITTED TO THE TRAFFIC MANAGEMENT UNIT ON JUNE 23, 2014, AND SEALED BY A PROFESSIONAL ENGINEER, JINYOUNG PARK, PE, NC #032171

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PLAN PREPARED IN THE OFFICE OF: PROGRESSIVE DESIGN GROUP, INC.  ENGINEERS • CONSULTANTS	APPROVED:  DATE: 5/3/2018 		TRANSPORTATION MANAGEMENT PLAN TEMPORARY SHORING DATA
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- 1 ROAD CLOSED AHEAD W20-3 48" X 48"
NEXT LEFT SP-4L 48" X 12"
- 2 ROAD CLOSED AHEAD W20-3 48" X 48"
NEXT RIGHT SP-4R 48" X 12"
- 3 ROAD CLOSED AHEAD W20-3 48" X 48"
- 4 END DETOUR M4-8 A 24" X 18"
- 5 MOORES POND RD 30" X 18"
DETOUR M4-8 24" X 12"
M6-3 21" X 15"
- 6 MOORES POND RD 30" X 18"
DETOUR M4-8 24" X 12"
M6-1 R 21" X 15"
- 7 MOORES POND RD 30" X 18"
DETOUR M4-8 24" X 12"
M5-1 R 21" X 15"
- 8 MOORES POND RD 30" X 18"
DETOUR M4-8 24" X 12"
M6-2 21" X 15"
- 9 MOORES POND RD 30" X 18"
DETOUR M4-8 24" X 12"
M5-2 21" X 15"
- 10 MOORES POND RD 30" X 18"
DETOUR M4-8 24" X 12"
M6-1 L 21" X 15"
- 11 STOP R1-1 36" X 36"
- 12 W3-1A 48" X 48"
- 13 ROAD CLOSED 1000 FT W20-3 48" X 48"
- 14 DETOUR AHEAD W20-2 48" X 48"
- 15 ROAD CLOSED 500 FT W20-3 48" X 48"
- 16 ROAD CLOSED AHEAD W20-3 48" X 48"
R3-2 24" X 24"
- 17 ROAD CLOSED AHEAD W20-3 48" X 48"
R3-1 24" X 24"



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SEE SHEET TMP-2E FOR SIGN DESIGNS
FOR STREET NAME PANELS

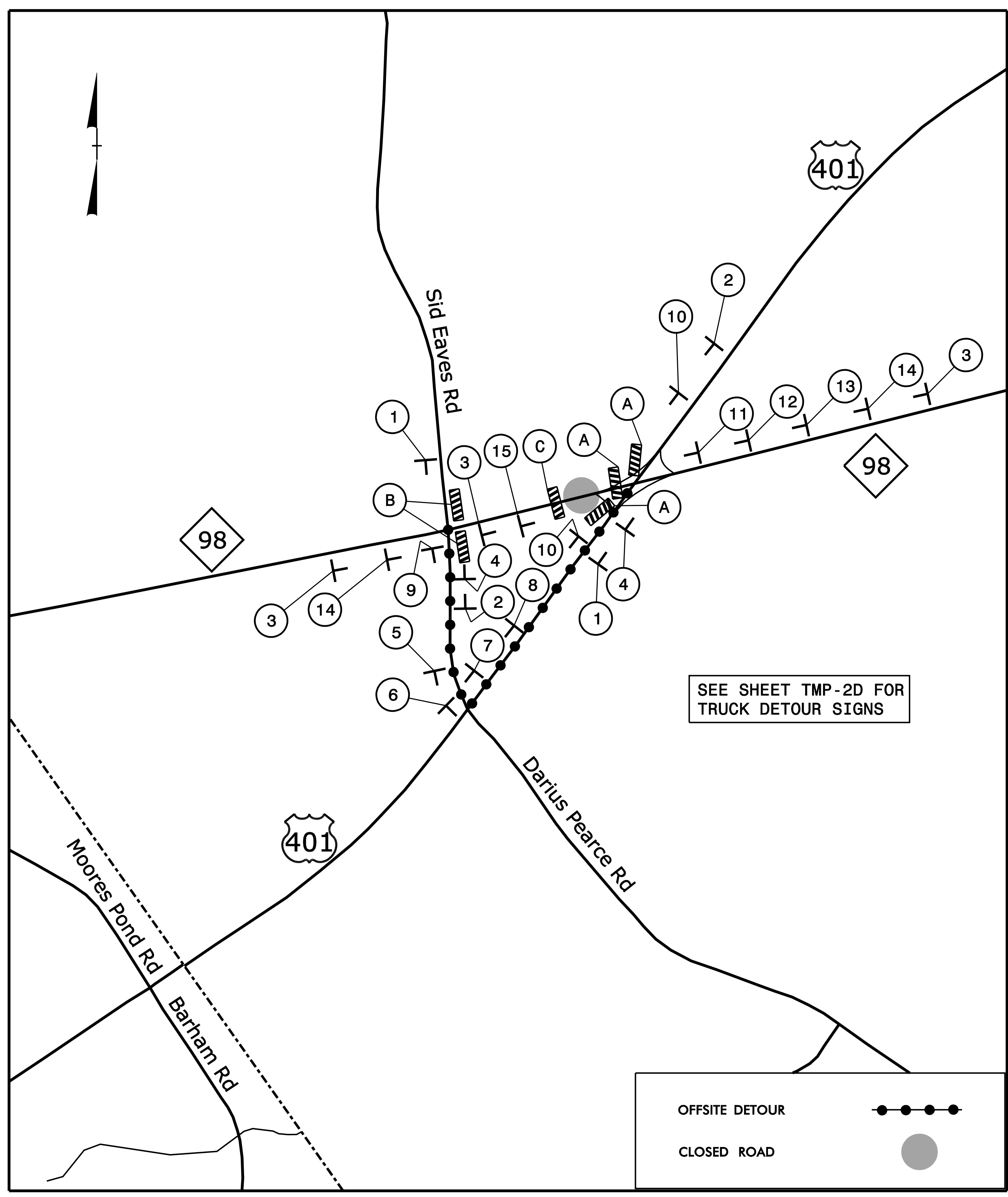
-Y2- (SR 2057) MOORES POND RD CLOSURE
AT US 401 DUE TO GRADE DIFFERENCE

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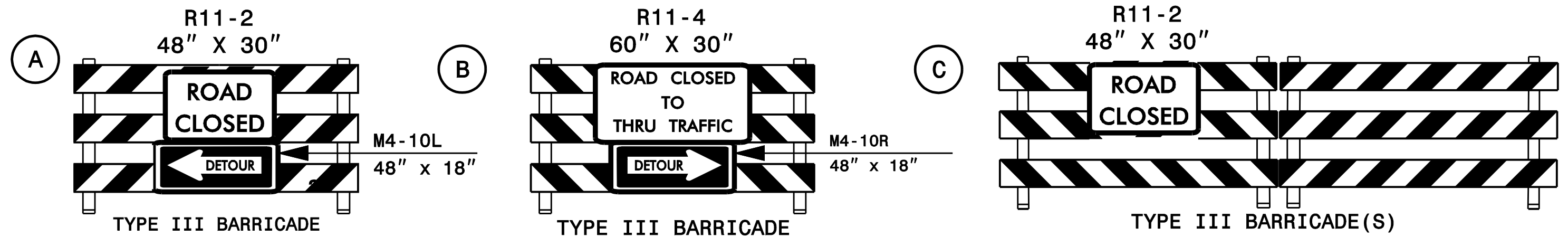
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NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 025465
T.M. ARE

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

TRANSPORTATION MANAGEMENT PLAN
-Y2- OFFSITE DETOUR ROUTE
PHASE I



- 1 ROAD CLOSED AHEAD W20-3 48" X 48"
NEXT LEFT SP-4L 48" X 12"
- 2 ROAD CLOSED AHEAD W20-3 48" X 48"
NEXT RIGHT SP-4R 48" X 12"
- 3 ROAD CLOSED AHEAD W20-3 48" X 48"
- 4 END DETOUR M4-8 A 24" X 18"
- 5 DETOUR M4-8 24" X 12"
EAST M3-2 24" X 12"
98 M1-5 24" X 24"
← M5-1 L 21" X 15"
- 6 DETOUR M4-8 24" X 12"
EAST M3-2 24" X 12"
98 M1-5 24" X 24"
← M6-1 L 21" X 15"
- 7 DETOUR M4-8 24" X 12"
WEST M3-4 24" X 12"
98 M1-5 24" X 24"
→ M6-1 R 21" X 15"
- 8 DETOUR M4-8 24" X 12"
WEST M3-4 24" X 12"
98 M1-5 24" X 24"
→ M5-1 R 21" X 15"
- 9 DETOUR M4-8 24" X 12"
EAST M3-2 24" X 12"
98 M1-5 24" X 24"
↑ M6-3 21" X 15"
- 10 DETOUR M4-8 24" X 12"
WEST M3-4 24" X 12"
98 M1-5 24" X 24"
↑ M6-3 21" X 15"
- 11 STOP R1-1 36" X 36"
- 12 ↑ W3-1A 48" X 48"
- 13 ROAD CLOSED 1000 FT W20-3 48" X 48"
- 14 DETOUR AHEAD W20-2 48" X 48"
- 15 ROAD CLOSED 500 FT W20-3 48" X 48"



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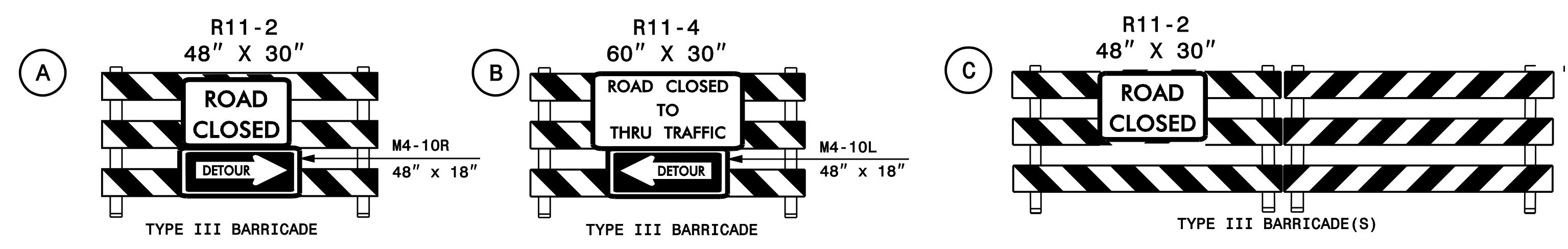
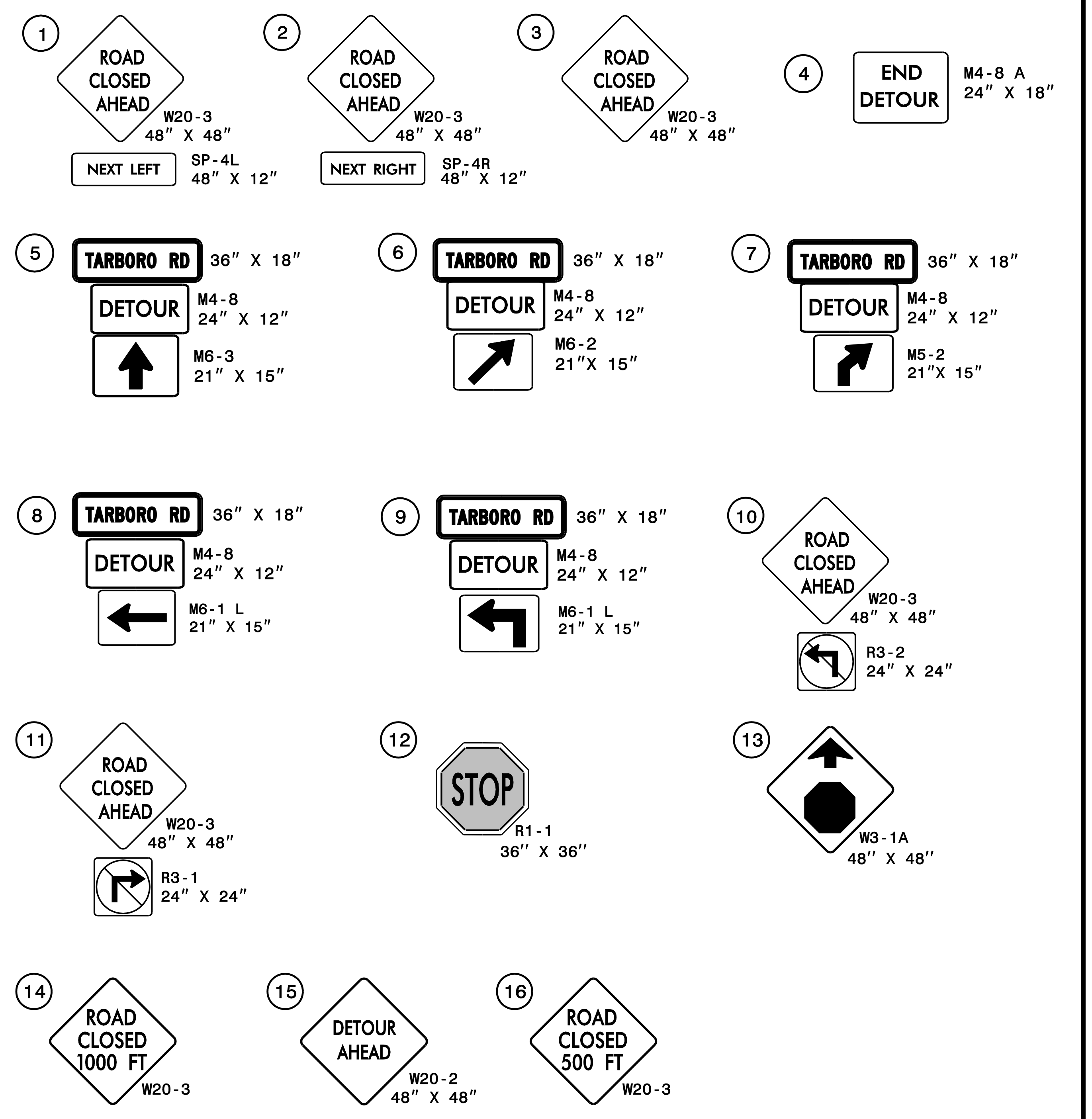
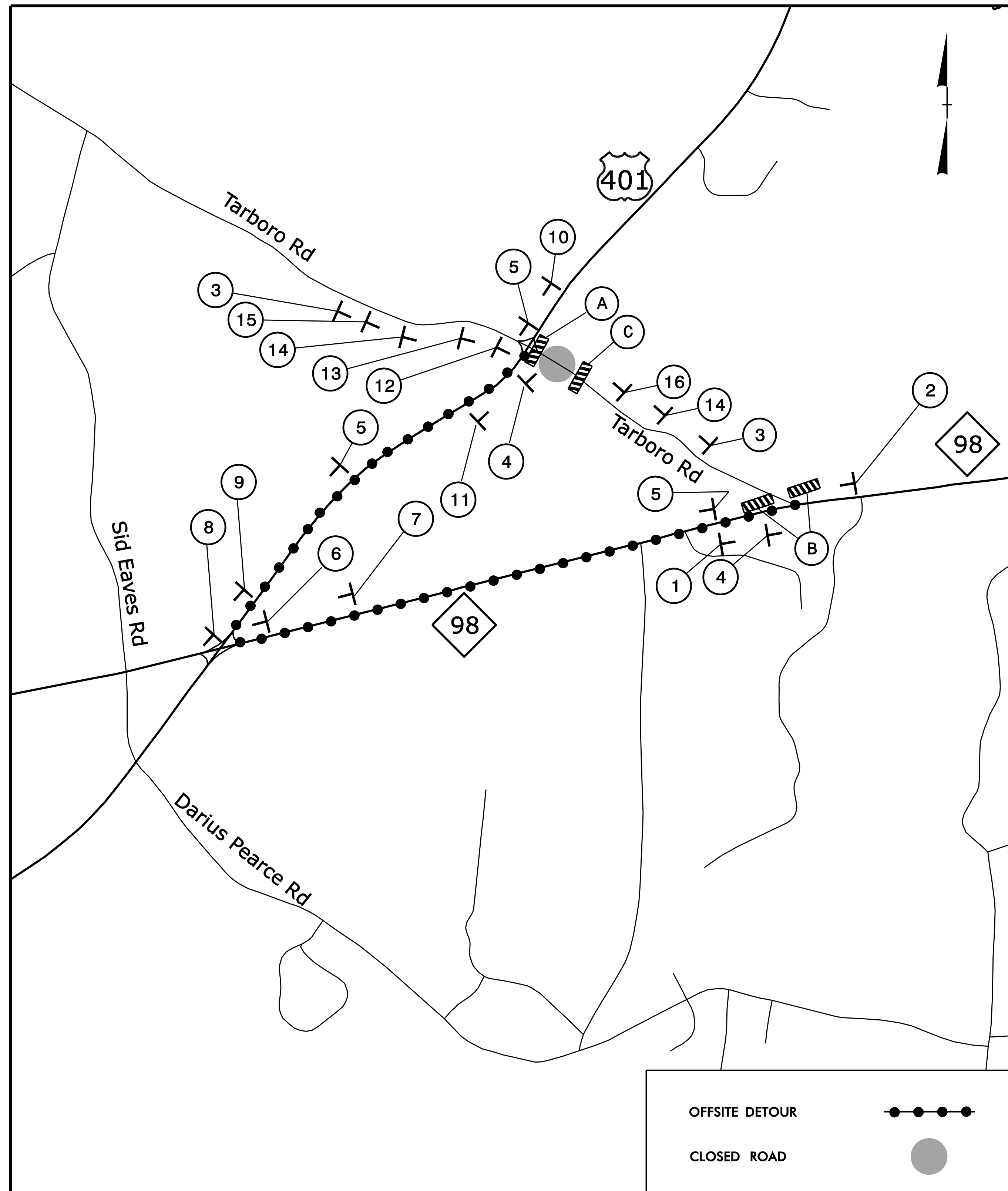
-Y6- (NC 98) CLOSURE AT US 401
DUE TO GRADE DIFFERENCE

PLAN PREPARED IN THE OFFICE OF:
PROGRESSIVE DESIGN GROUP, INC.
ENGINEERS • CONSULTANTS

APPROVED: *[Signature]* DATE: 5/3/2018
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NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 025465
M. ARE



TRANSPORTATION MANAGEMENT PLAN
-Y6- OFF SITE DETOUR ROUTE
PHASE II



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SEE SHEET TMP-2E FOR SIGN DESIGNS FOR STREET NAME PANELS

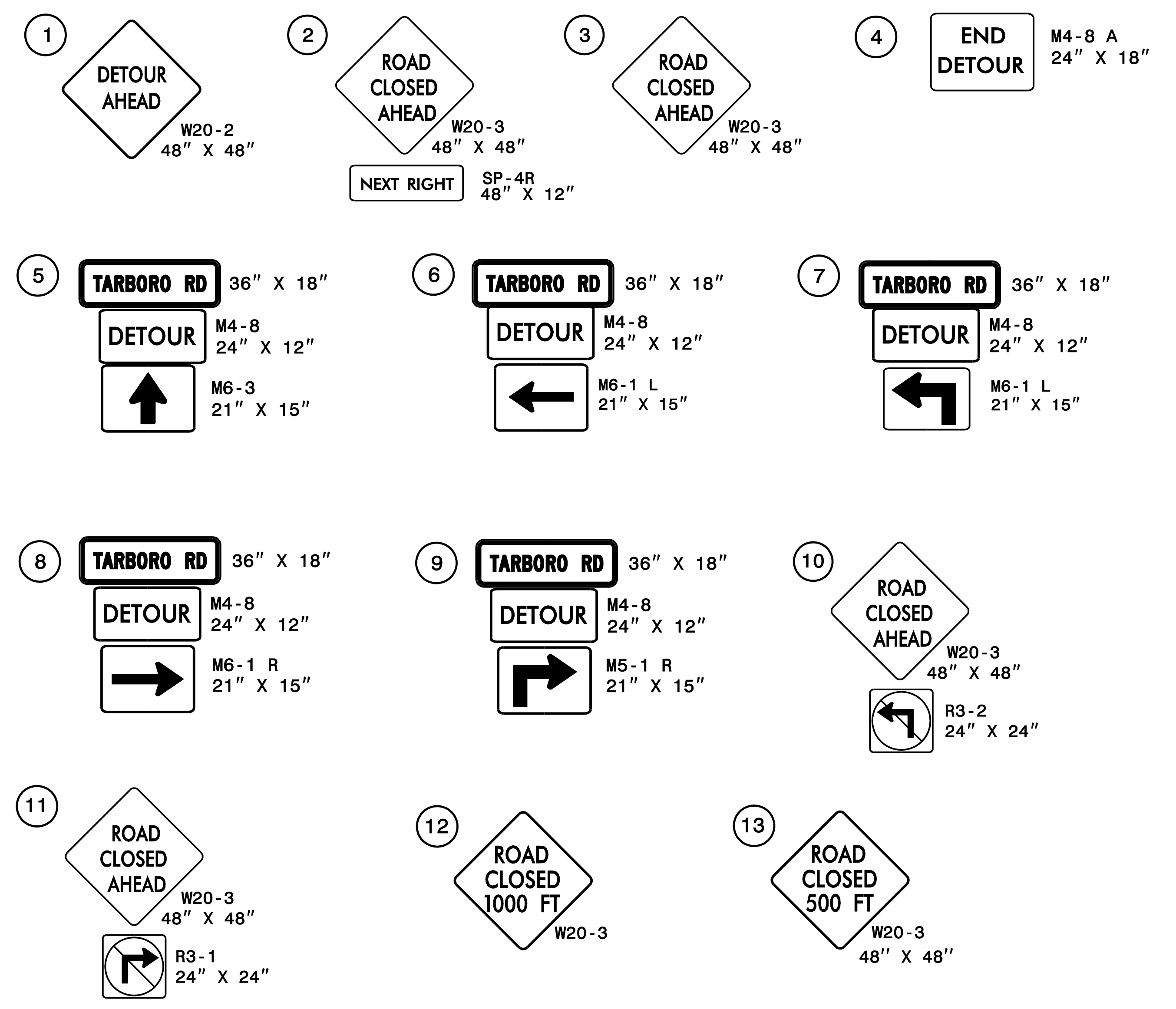
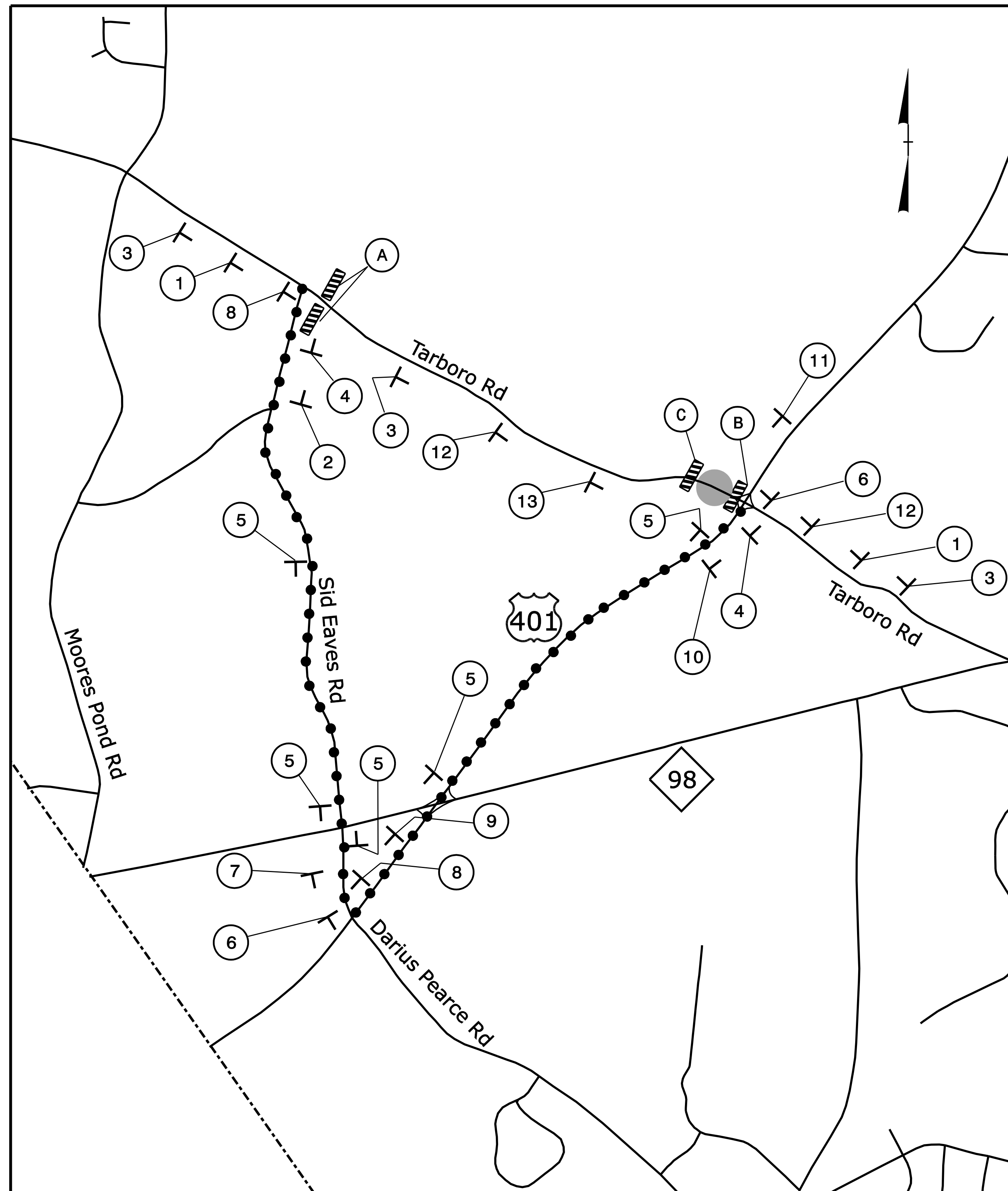
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 TAM ARE

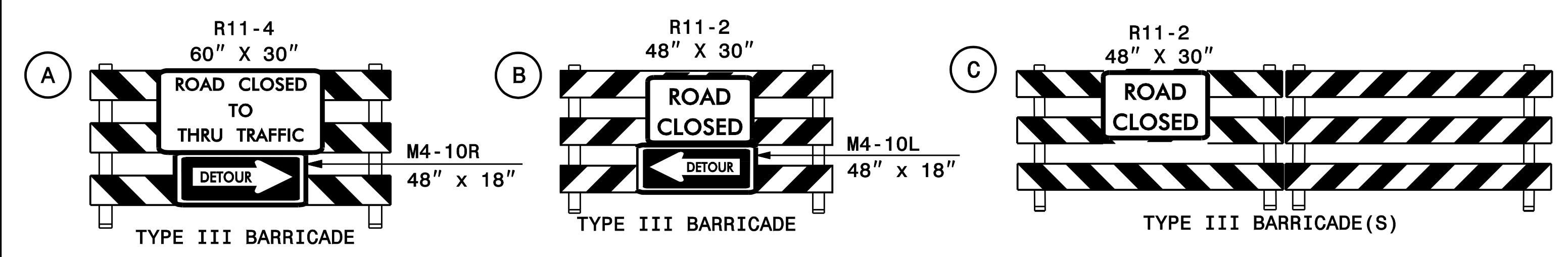
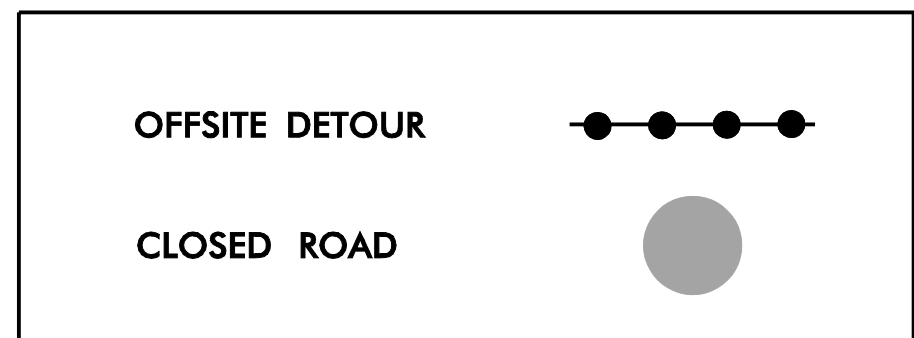
DIVISION OF HIGHWAYS
 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 WORK ZONE TRAFFIC CONTROL

-Y7- (SR 1100) CLOSURE BETWEEN AT US 401 DUE TO GRADE DIFFERENCE

TRANSPORTATION MANAGEMENT PLAN
 -Y7- OFF SITE DETOUR ROUTE
 PHASE I



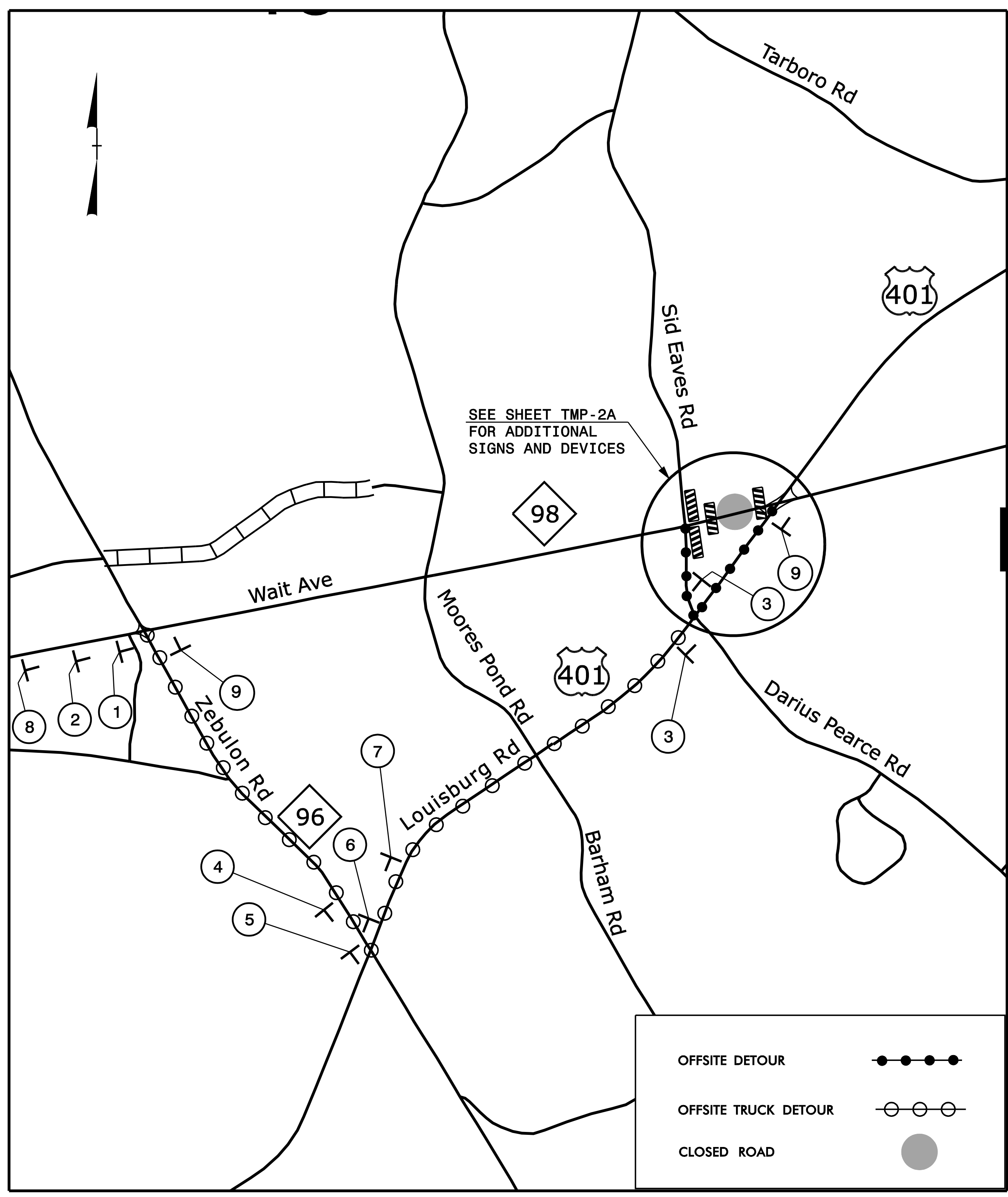
SEE SHEET TMP-2D FOR SIGN DESIGNS FOR STREET NAME PANELS



-Y7- (SR 1100) TARBORO RD CLOSURE AT US 401 DUE TO GRADE DIFFERENCE
AT US 401 DUE TO GRADE DIFFERENCE

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DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



- | | | |
|---|---|---|
| <p>① TRUCK M4-4 24" X 12"</p> <p>DETOUR M4-8 24" X 12"</p> <p>98 M1-5 24" X 24"</p> <p>↗ M6-2 21" X 15"</p> | <p>② TRUCK M4-4 24" X 12"</p> <p>DETOUR M4-8 24" X 12"</p> <p>98 M1-5 24" X 24"</p> <p>↗ M5-2 21" X 15"</p> | <p>③ TRUCK M4-4 24" X 12"</p> <p>DETOUR M4-8 24" X 12"</p> <p>98 M1-5 24" X 24"</p> <p>↑ M6-3 21" X 15"</p> |
| <p>④ TRUCK M4-4 24" X 12"</p> <p>DETOUR M4-8 24" X 12"</p> <p>98 M1-5 24" X 24"</p> <p>↙ M5-1 L 21" X 15"</p> | <p>⑤ TRUCK M4-4 24" X 12"</p> <p>DETOUR M4-8 24" X 12"</p> <p>98 M1-5 24" X 24"</p> <p>↙ M6-1 L 21" X 15"</p> | <p>⑥ TRUCK M4-4 24" X 12"</p> <p>DETOUR M4-8 24" X 12"</p> <p>98 M1-5 24" X 24"</p> <p>→ M6-1 R 21" X 15"</p> |
| <p>⑦ TRUCK M4-4 24" X 12"</p> <p>DETOUR M4-8 24" X 12"</p> <p>98 M1-5 24" X 24"</p> <p>↗ M5-1 R 21" X 15"</p> | <p>⑧ ROAD CLOSED AHEAD W20-3 48" X 48"</p> | <p>⑨ END DETOUR M4-8 A 24" X 18"</p> |

-Y6- (NC 98) CLOSURE AT US 401 DUE TO GRADE DIFFERENCE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

<p>PLAN PREPARED IN THE OFFICE OF:</p> <p>PROGRESSIVE DESIGN GROUP, INC.</p> <p>ENGINEERS • CONSULTANTS</p>	<p>APPROVED: <i>[Signature]</i> DATE: 5/3/2018</p> <p>SEAL</p> <p>PROFESSIONAL ENGINEER SEAL 025465 M. ARE</p>	<p>DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL</p>	<p>TRANSPORTATION MANAGEMENT PLAN</p> <p>-Y6- OFFSITE TRUCK DETOUR PHASE I</p>
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PHASING

PROJ. REFERENCE NO. R-2814C	SHEET NO. TMP-3
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PHASE I

- STEP 1: INSTALL ADVANCE WORK ZONE WARNING SIGNS ON ALL ROADWAYS WITHIN THE PROJECT LIMITS ACCORDING TO ROADWAY STANDARD DRAWING NO. 1101.01.
- STEP 2: BEGIN CONSTRUCTION ON THE FOLLOWING UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE: (USE ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 15 WHEN CONSTRUCTION OPERATIONS MEET THE CRITERIA DESCRIBED IN GENERAL NOTE G ON SHEET TMP-1B)
- -L-: IN THE LOCATIONS SHOWN ON SHEETS TMP-4 THRU TMP-22 EXCEPT -Y2-, -Y6- AND -Y7-. THESE THREE -Y- LNES REQUIRE AN OFFSITE DETOUR TO CONSTRUCT. PLACE TEMPORARY PAVEMENT WIDENING FOR PORTABLE CONCRETE BARRIER AND INSTALL PORTABLE CONCRETE BARRIER AND TEMPORARY CRASH CUSHIONS ALONG -L- IN THE LOCATIONS SHOWN ON SHEETS TMP-11, TMP-13, TMP-14, TMP-18 AND TMP-19. INSTALL TEMPORARY SHORING ALONG -L- IN THE LOCATIONS SHOWN ON SHEETS TMP-11, TMP-13, TMP-14, TMP-18 AND TMP-19 AND BEGIN CONSTRUCTION ON STAGE I OF THE PROPOSED BOX CULVERTS SHOWN ON SHEETS TMP-11, TMP-13, TMP-14, TMP-18 AND TMP-19.
 - -L-: WEDGE EXISTING -L- UP TO THE PROPOSED ELEVATION IN THE LOCATIONS SHOWN ON SHEETS TMP-6, TMP-9, TMP-15, TMP-16, TMP-20, TMP-21 AND TMP-22 PRIOR TO BEGINNING -L- LINE CONSTRUCTION IN THE WEDGING LOCATIONS.
 - -Y2-: IN THE LOCATIONS SHOWN ON SHEETS TMP-4 AND TMP-10.
 - -Y4-: IN THE LOCATIONS SHOWN ON SHEETS TMP-5 AND TMP-12.
 - -Y6-: IN THE LOCATIONS SHOWN ON SHEETS TMP-5 AND TMP-13.
 - -Y8-: IN THE LOCATIONS SHOWN ON SHEETS TMP-7.
 - -Y9-: IN THE LOCATIONS SHOWN ON SHEETS TMP-8.
 - -Y10-: IN THE LOCATIONS SHOWN ON SHEETS TMP-8.
 - -Y11-: IN THE LOCATIONS SHOWN ON SHEETS TMP-9 AND TMP-21.
 - -Y12-: IN THE LOCATIONS SHOWN IN THE ROADWAY DESIGN PLANS.
 - TEMPALIG1-: IN THE LOCATIONS SHOWN ON SHEET TMP-4 AND THE ROADWAY DESIGN PLANS.
 - TEMPALIG2-: IN THE LOCATIONS SHOWN ON SHEET TMP-4 AND THE ROADWAY DESIGN PLANS.

BEGIN INSTALLING TEMPORARY TRAFFIC SIGNAL COMPONENTS AT THE -L-/-Y4-, -L-/-Y6-, -L-/-Y7- AND -L-/-Y11- INTERSECTIONS.

INTERMEDIATE CONTRACT TIME: COMPLETE THE WORK REQUIRED OF PHASE I, STEP 3A THRU STEP 3C IN 30 CONSECUTIVE CALENDAR DAYS.

- STEP 3A: INSTALL OFF SITE DETOUR SIGNS FOR -Y2- AS SHOWN ON SHEET TMP-2 AND CLOSE -Y2- LEFT OF -L- TO THROUGH TRAFFIC.
- STEP 3B: CONSTRUCT PROPOSED -Y2- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM STA. 12+20+/- TO THE -L- INTERSECTION AS SHOWN ON SHEET TMP-10.
- STEP 3C: INSTALL TEMPORARY PAINT PAVEMENT MARKINGS AND MARKERS ON -L- AND -Y2- LEFT OF -L- IN THE PATTERN SHOWN ON SHEET TMP-10, INSET-A AND OPEN PROPOSED -Y2- TO THE PATTERN SHOWN ON SHEET TMP-10, INSET-A. REMOVE ROAD CLOSURE AND DETOUR SIGNING.

INTERMEDIATE CONTRACT TIME: COMPLETE THE WORK REQUIRED OF PHASE I, STEP 4A THRU STEP 4C IN 30 CONSECUTIVE CALENDAR DAYS.

- STEP 4A: INSTALL OFF SITE DETOUR SIGNS FOR -Y7- AS SHOWN ON SHEET TMP-2B AND CLOSE -Y7- TO THROUGH TRAFFIC.
- STEP 4B: CONSTRUCT PROPOSED -Y7- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM THE -L- INTERSECTION TO STA. 18+65+/- AS SHOWN ON SHEET TMP-17.
- STEP 4C: INSTALL TEMPORARY PAINT PAVEMENT MARKINGS AND MARKERS ON -Y7- IN THE PATTERN SHOWN ON SHEET TMP-17, INSET-C AND REOPEN -Y7- TO THE TRAFFIC PATTERN SHOWN ON SHEET TMP-17, INSET-C. REMOVE ROAD CLOSURE AND DETOUR SIGNING.

PHASE II

- STEP 1A: COMPLETE CONSTRUCTION UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE ON THE SECTIONS OF -L- THAT WILL BE REQUIRED FOR THE UPCOMING TRAFFIC SHIFT SHOWN ON SHEETS TMP-23, TMP-29 AND TMP-30. AWAY FROM TRAFFIC, INSTALL TEMPORARY PAINT PAVEMENT MARKINGS AND MARKERS ON THE -L- LINE FOR THE UPCOMING -L- TRAFFIC SHIFT SHOWN ON SHEETS TMP-29 AND TMP-30.
- STEP 1B: USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 15, INSTALL THE REMAINING PAVEMENT MARKINGS ON THE -L- LINE FOR THE -L- TRAFFIC SHIFT SHOWN ON SHEETS TMP-29 AND TMP-30 AND SHIFT -L- TRAFFIC TO THE PATTERN SHOWN ON SHEETS TMP-29 AND TMP-30.
- STEP 1C: BEGIN CONSTRUCTION ON THE SECTIONS OF -L- SHOWN ON SHEETS TMP-29 AND TMP-30 UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (USE ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 15 WHEN CONSTRUCTION OPERATIONS MEET THE CRITERIA DESCRIBED IN GENERAL NOTE G ON SHEET TMP-1B)
- STEP 2: COMPLETE CONSTRUCTION ON THE RIGHT SIDE OF -Y6- IN THE LOCATIONS SHOWN ON SHEETS TMP-5 AND TMP-13.

INTERMEDIATE CONTRACT TIME: COMPLETE THE WORK REQUIRED OF PHASE II, STEP 3A THRU STEP 4C IN 90 CONSECUTIVE CALENDAR DAYS.

- STEP 3A: INSTALL OFF SITE DETOUR SIGNS FOR -Y6- AS SHOWN ON SHEET TMP-2A AND CLOSE -Y6- LEFT OF -L- TO THROUGH TRAFFIC.
- STEP 3B: CONSTRUCT PROPOSED -Y6- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM STA. 18+85+/- TO THE -L- INTERSECTION INCLUDING THE PROPOSED BOX CULVERT AT STA. 21+80+/- AS SHOWN ON SHEETS TMP-24, TMP-31 AND TMP-32.
- STEP 3C: INSTALL TEMPORARY PAINT PAVEMENT MARKINGS AND MARKERS ON -L- AND -Y6- (BOTH SIDES OF -L-) IN THE PATTERN SHOWN ON SHEETS TMP-31 AND TMP-32 AND OPEN PROPOSED -Y6- TO THE PATTERN SHOWN ON SHEETS TMP-31 AND TMP-32.
- STEP 4A: COMPLETE CONSTRUCTION UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE ON THE SECTIONS OF -L- THAT WILL BE REQUIRED FOR THE UPCOMING TRAFFIC SHIFT SHOWN ON SHEETS TMP-25 THRU TMP-28 AND TMP-33 THRU TMP-42. AWAY FROM TRAFFIC, INSTALL TEMPORARY PAINT PAVEMENT MARKINGS AND MARKERS ON THE -L- LINE FOR THE UPCOMING -L- TRAFFIC SHIFT SHOWN ON SHEETS SHEETS TMP-25 THRU TMP-28 AND TMP-33 THRU TMP-42.
- STEP 4B: INSTALL OFF SITE DETOUR SIGNS FOR -Y7- AS SHOWN ON SHEET TMP-2C.
- STEP 4C: USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 15, INSTALL THE REMAINING PAVEMENT MARKINGS ON THE -L- LINE FOR THE -L- TRAFFIC SHIFT SHOWN ON SHEETS TMP-25 THRU TMP-28 AND TMP-33 THRU TMP-42 AND SHIFT -L- TRAFFIC TO THE PATTERN SHOWN ON SHEETS TMP-25 THRU TMP-28 AND TMP-33 THRU TMP-42. ADJUST -Y- LINE MARKINGS AT -Y7- (RIGHT OF -L-), -Y10- AND -Y11- INTERSECTIONS TO MATCH THE NEW -L- LINE PATTERN AS SHOWN ON SHEETS TMP-35, TMP-38 AND TMP-41. CLOSE -Y7- LEFT OF -L- TO THRU TRAFFIC. THE INTERMEDIATE CONTRACT TIME REQUIRED FOR PHASE II, STEP 4D THRU STEP 4E BEGINS UPON THE CLOSURE OF -Y7- NOTED ABOVE.


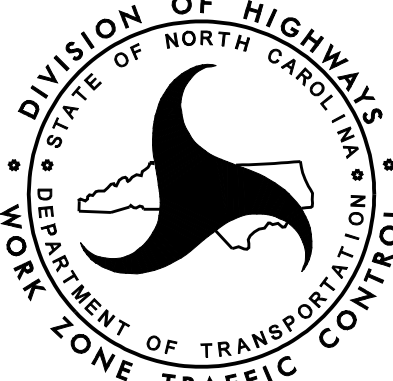
INTERMEDIATE CONTRACT TIME: COMPLETE THE WORK REQUIRED OF PHASE II, STEP 4D THRU STEP 4E IN 30 CONSECUTIVE CALENDAR DAYS.

- STEP 4D: CONSTRUCT PROPOSED -Y7- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM STA. 13+10+/- TO THE -L- INTERSECTION AS SHOWN ON SHEET TMP-35.
- STEP 4E: INSTALL TEMPORARY PAINT PAVEMENT MARKINGS AND MARKERS ON -Y7- IN THE PATTERN SHOWN ON SHEET TMP-35, INSET D AND OPEN PROPOSED -Y7- TO THE PATTERN SHOWN ON SHEET TMP-35, INSET D. REMOVE ROAD CLOSURE AND DETOUR SIGNING.
- STEP 4F: BEGIN CONSTRUCTION ON THE SECTIONS OF -L- SHOWN ON SHEETS TMP-25 THRU TMP-28 AND TMP-33 THRU TMP-42 UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (USE ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 15 WHEN CONSTRUCTION OPERATIONS MEET THE CRITERIA DESCRIBED IN GENERAL NOTE G ON SHEET TMP-1B)

PHASE III

- STEP 1A: COMPLETE CONSTRUCTION UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE ON THE SECTIONS OF -L- THAT WILL BE REQUIRED FOR THE UPCOMING TRAFFIC SHIFT SHOWN ON SHEETS TMP-43 THRU TMP-66. AWAY FROM TRAFFIC, INSTALL TEMPORARY PAINT PAVEMENT MARKINGS AND MARKERS ON THE -L- LINE FOR THE UPCOMING -L- TRAFFIC SHIFT SHOWN ON SHEETS TMP-43 THRU TMP-66.
- STEP 1B: USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 15, INSTALL THE REMAINING PAVEMENT MARKINGS ON THE -L- LINE FOR THE -L- TRAFFIC SHIFT SHOWN ON SHEETS TMP-43 THRU TMP-66 AND SHIFT -L- TRAFFIC TO THE PATTERN SHOWN ON SHEETS TMP-43 THRU TMP-66. ADJUST TRAFFIC SIGNALS AT THE -L-/-Y4-, -L-/-Y6-, -L-/-Y7- AND -L-/-Y11- INTERSECTIONS TO MATCH THE TRAFFIC PATTERNS SHOWN ON SHEETS TMP-54, TMP-56, TMP-59 AND TMP-65.
- STEP 1C: CONSTRUCT THE REMAINING SECTIONS OF -L- SHOWN ON SHEETS TMP-43 THRU TMP-45 AND TMP-50 THRU TMP-57 UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (USE ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 15 WHEN CONSTRUCTION OPERATIONS MEET THE CRITERIA DESCRIBED IN GENERAL NOTE G ON SHEET TMP-1B)
- STEP 2A: AWAY FROM TRAFFIC, INSTALL TEMPORARY PAINT PAVEMENT MARKINGS AND MARKERS IN THE FINAL TRAFFIC PATTERN ALONG THE NORTHBOUND DIRECTION OF THE -L- LINE AND PLACE DRUMS IN THE NORTHBOUND -L- INSIDE THRU LANE TO KEEP THIS LANE TEMPORARILY CLOSED WHEN THE TRAFFIC SHIFT IS MADE. ACCESS TO THE LEFT OVER MOVEMENTS FROM THE OUTSIDE NORTHBOUND -L- TRAVEL LANE SHALL BE DELINEATED WITH DRUMS. REFER TO THE FINAL PAVEMENT MARKING PLANS FOR DETAILS WHEN LAYING OUT THE TEMPORARY PAINT PAVEMENT MARKINGS.

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PHASING

PHASE III

STEP 2B: USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 15, INSTALL THE REMAINING PAVEMENT MARKINGS IN THE FINAL TRAFFIC PATTERN ALONG THE NORTHBOUND DIRECTION OF THE -L- LINE AT ALL -Y- LINE INTERSECTIONS AND ADJUST ALL -Y- LINE MARKINGS RIGHT OF -L- TO THE FINAL TRAFFIC PATTERN AND PLACE -L- NORTHBOUND TRAFFIC INTO THE PROPOSED NORTHBOUND OUTSIDE -L- TRAVEL LANE. FORCE ALL -Y- LINE TRAFFIC RIGHT AND LEFT OF -L- TO MAKE A RIGHT TURN ONLY ONTO -L- (NO THRU OR LEFT TURNS) BY CHANNELIZING THE -Y- LINES WITH DRUMS AND CLOSING ALL THRU -Y- LINE MOVEMENTS AT ALL OF THE -L- INTERSECTIONS. KEEP THE LEFT TURN MOVEMENTS FROM THE -L- LINE ONTO ALL -Y- LINES OPERATIONAL BY CHANNELIZING WITH DRUMS. PLACE DRUMS IN THE FORMER NORTHBOUND -L- TRAVEL LANE TO PREVENT SOUTHBOUND -L- TRAFFIC UTILIZING IT AS A PASSING LANE. -L- TRAFFIC SHOULD NOW BE IN A SINGLE LANE IN EACH DIRECTION. SOUTHBOUND -L- SHOULD BE IN THE OUTSIDE THE PROPOSED SOUTHBOUND OUTSIDE -L- TRAVEL LANE AND NORTHBOUND -L- SHOULD BE IN THE PROPOSED NORTHBOUND -L- OUTSIDE TRAVEL LANE.

COMPLETE THE CONSTRUCTION PROCEDURE DESCRIBED IN PHASE III, STEP 2C FOR EACH OF THE PROPOSED -L- LINE U-TURN MOVEMENT LOCATIONS THAT ARE NOT YET FULLY CONSTRUCTED.

STEP 2C: USING DRUMS, CLOSE THE -L- LINE U-TURN MOVEMENT LOCATION (THIS TRAFFIC WILL NEED TO USE THE NEXT U-TURN LOCATION ALONG THE -L- LINE)

CONSTRUCT THE REMAINING COMPONENTS OF THE PROPOSED -L- LINE MEDIAN U-TURN AS SHOWN IN THE ROADWAY DESIGN PLANS, INSTALL THE REMAINING TEMPORARY PAINT PAVEMENT MARKINGS IN THE FINAL TRAFFIC PATTERN FOR THE U-TURN MOVEMENT AND RE-OPEN THE U-TURN MOVEMENT TO THE FINAL TRAFFIC PATTERN.

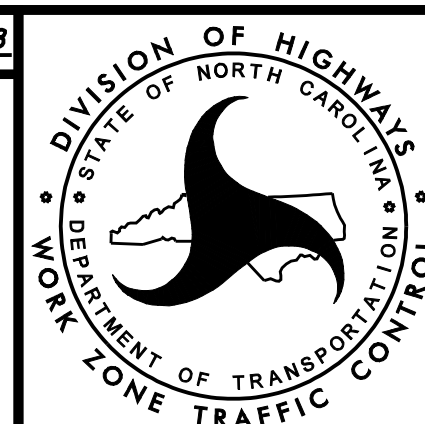
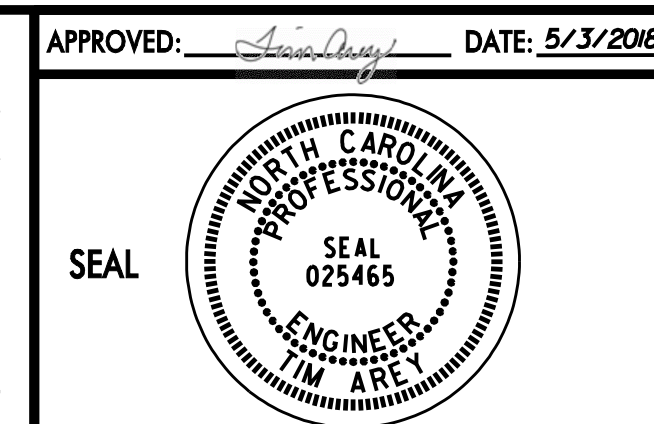
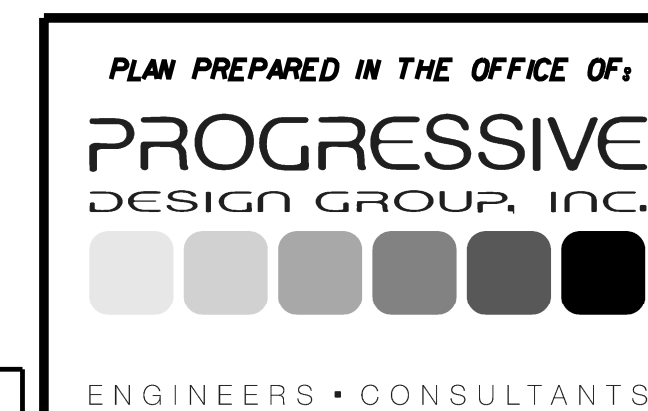
COMPLETE THE CONSTRUCTION PROCEDURE DESCRIBED IN PHASE III, STEP 2D FOR EACH OF THE PROPOSED -L- LINE LEFTOVER MOVEMENT LOCATIONS THAT ARE NOT YET FULLY CONSTRUCTED.

STEP 2D: USING DRUMS, CLOSE THE LEFT TURN MOVEMENT FROM -L- ONTO THE -Y- LINE (BOTH DIRECTIONS OF -L-). THESE -L- LEFT TURN MOVEMENTS ONTO THE -Y- LINES WILL UTILIZE THE NEXT U-TURN LOCATION TO GET BACK TO THE -Y- LINE.

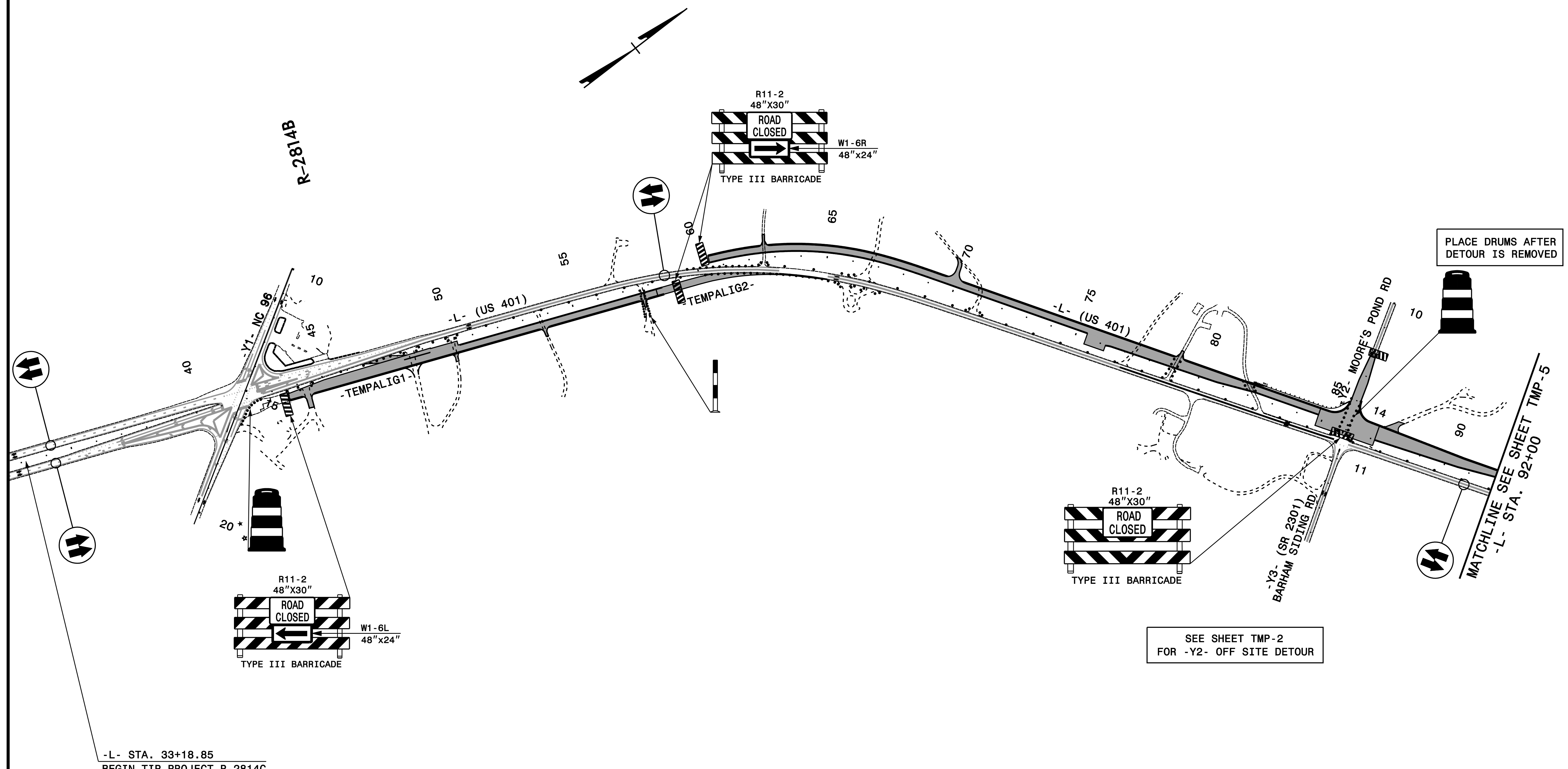
CONSTRUCT THE REMAINING COMPONENTS OF THE PROPOSED -L- LINE MEDIAN LEFTOVER AS SHOWN IN THE ROADWAY DESIGN PLANS, INSTALL THE REMAINING TEMPORARY PAINT PAVEMENT MARKINGS IN THE FINAL TRAFFIC PATTERN FOR THE LEFTOVER MOVEMENT AND RE-OPEN THE LEFTOVER MOVEMENT TO THE FINAL TRAFFIC PATTERN.

STEP 3: USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 AND 3 OF 15, PLACE THE FINAL LAER OF SURFACE COURSE AND FINAL PAVEMENT MARKINGS AND MARKERS ON ALL ROADWAYS WITHIN THE PROJECT LIMITS. OPEN ALL ROADS TO THE FINAL TRAFFIC PATTERN AND REMOVE ALL WORK ZONE TRAFFIC CONTROL DEVICES.

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-L- STA. 33+18.85
BEGIN TIP PROJECT R-2814C

PLACE DRUMS AFTER
DETOUR IS REMOVED

SEE SHEET TMP-2
FOR -Y2- OFF SITE DETOUR

MATCHLINE SEE SHEET TMP-5
-L- STA. 92+00

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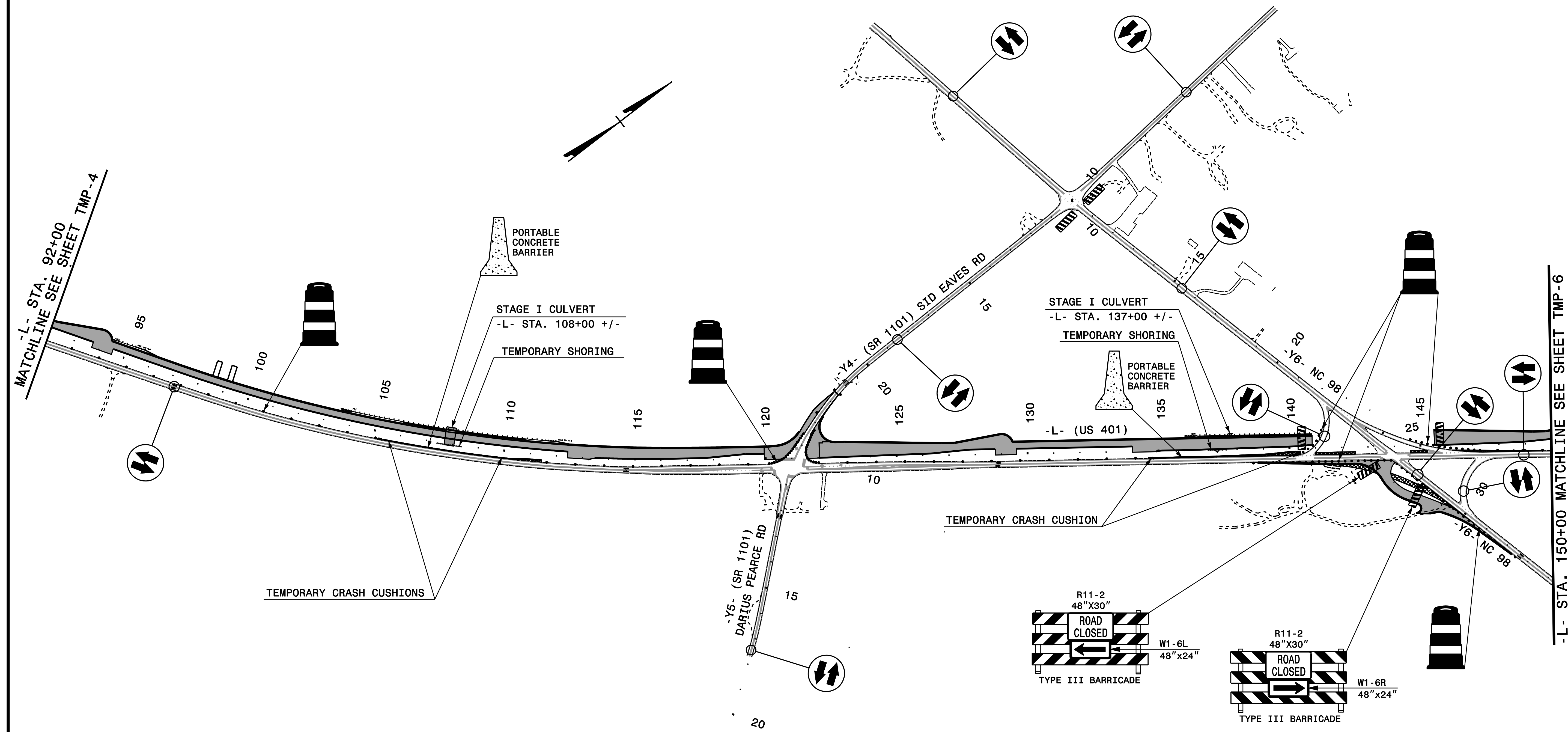
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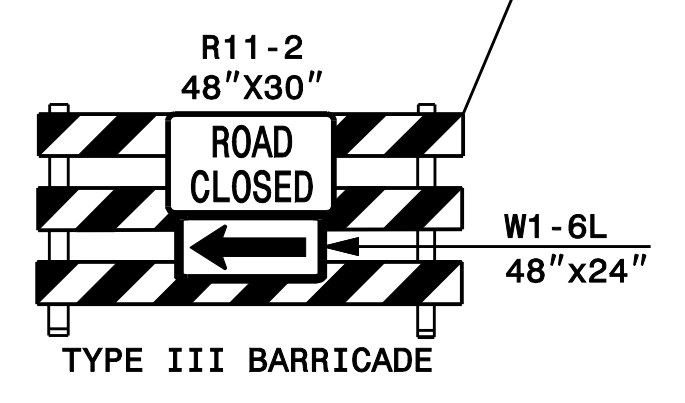
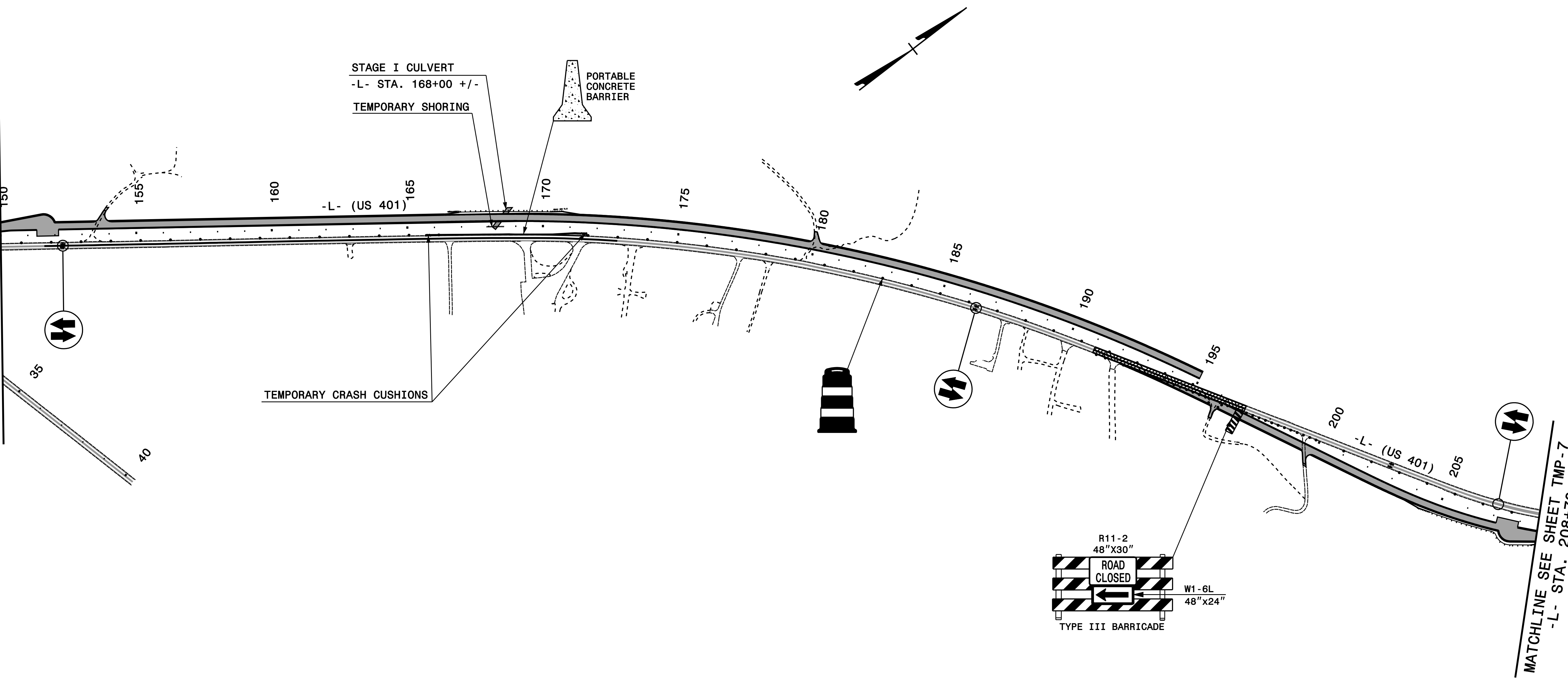


SEE SHEET TMP-2A
FOR -Y6- OFF SITE DETOUR

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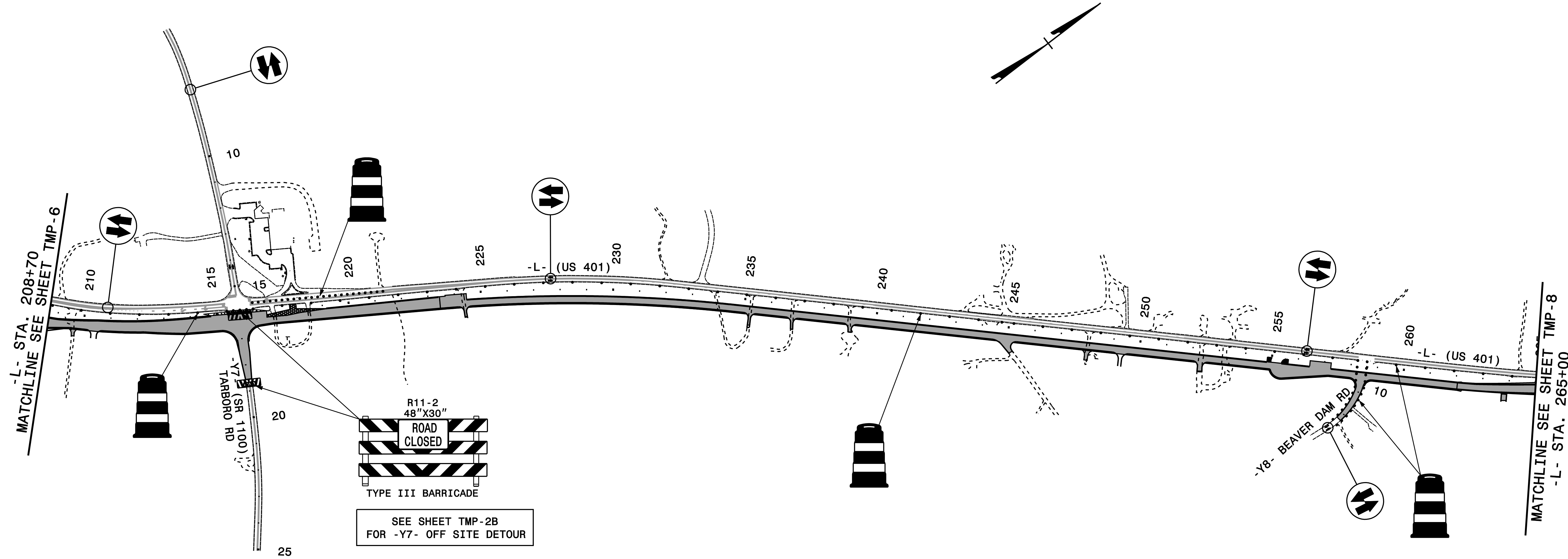
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-L- STA. 150+00 MATCHLINE SEE SHEET TMP-5



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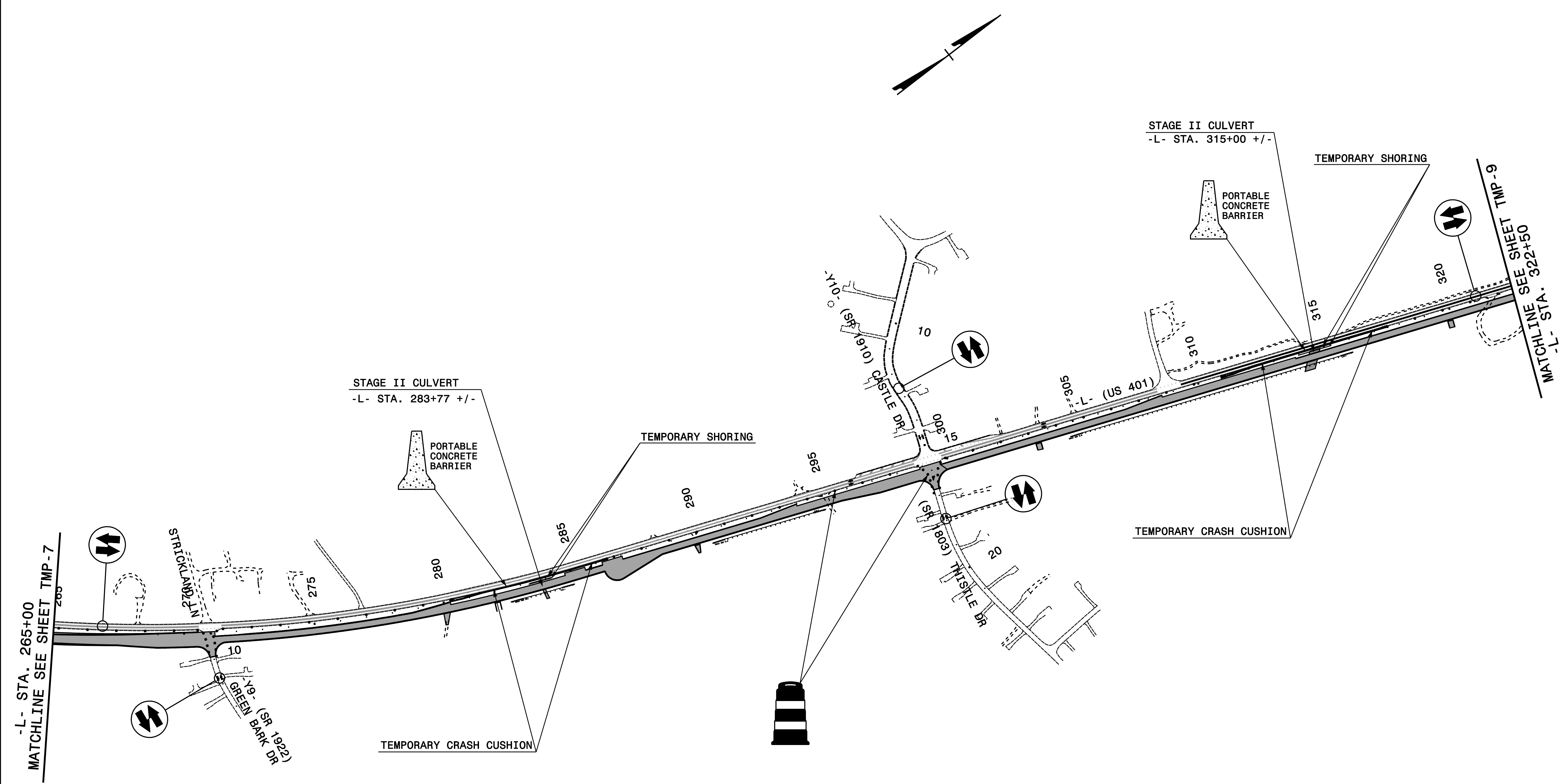
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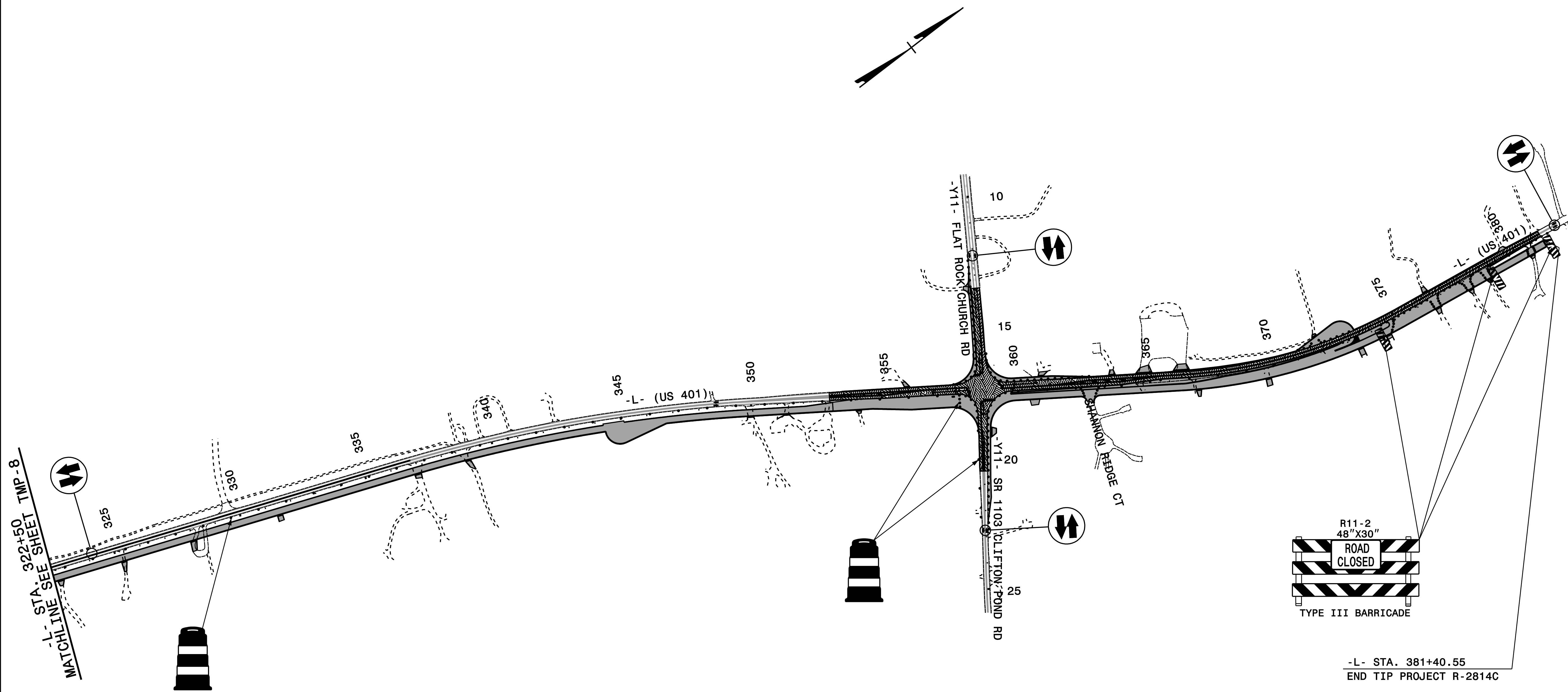
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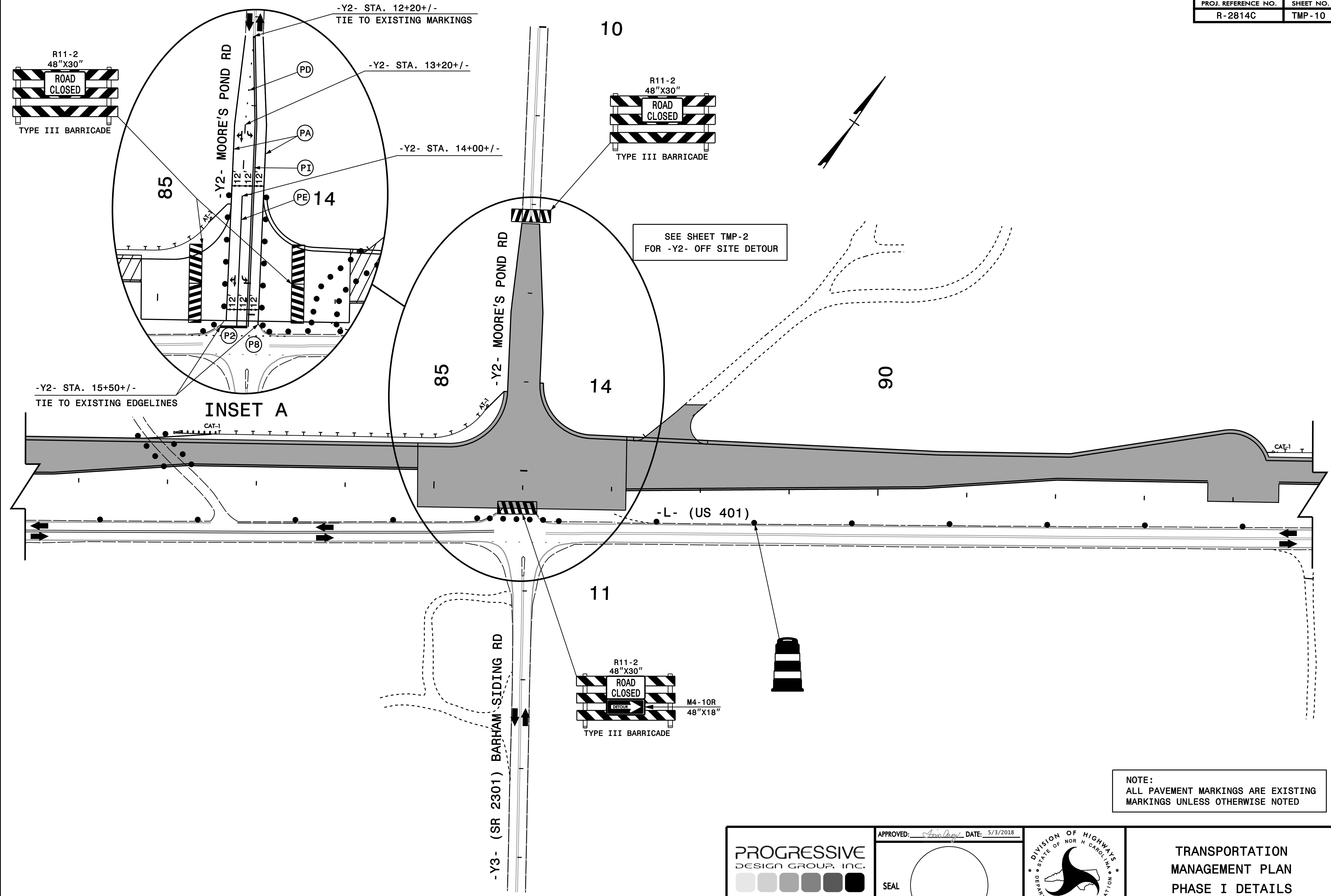
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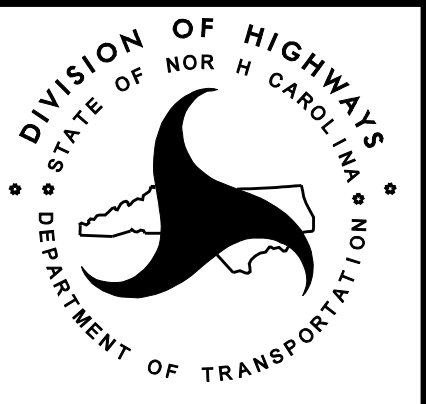
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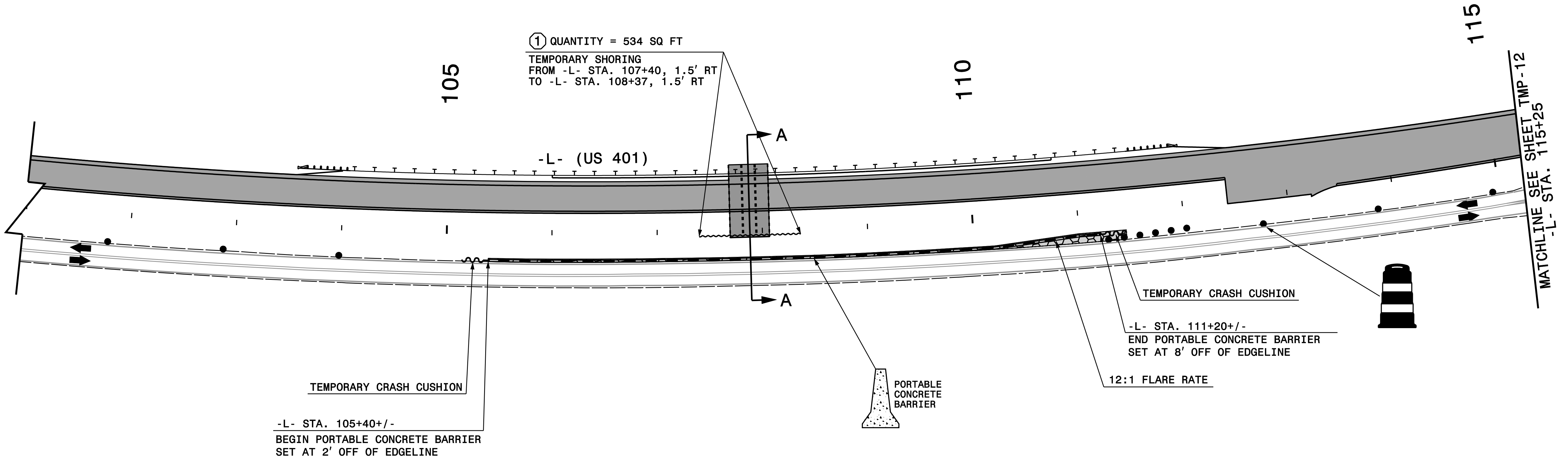
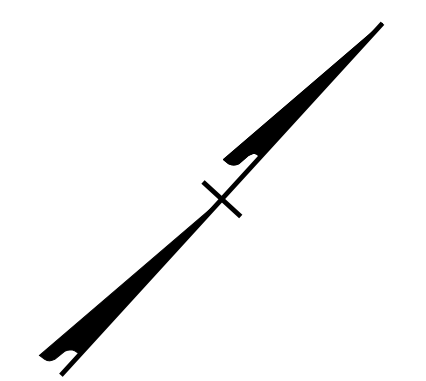
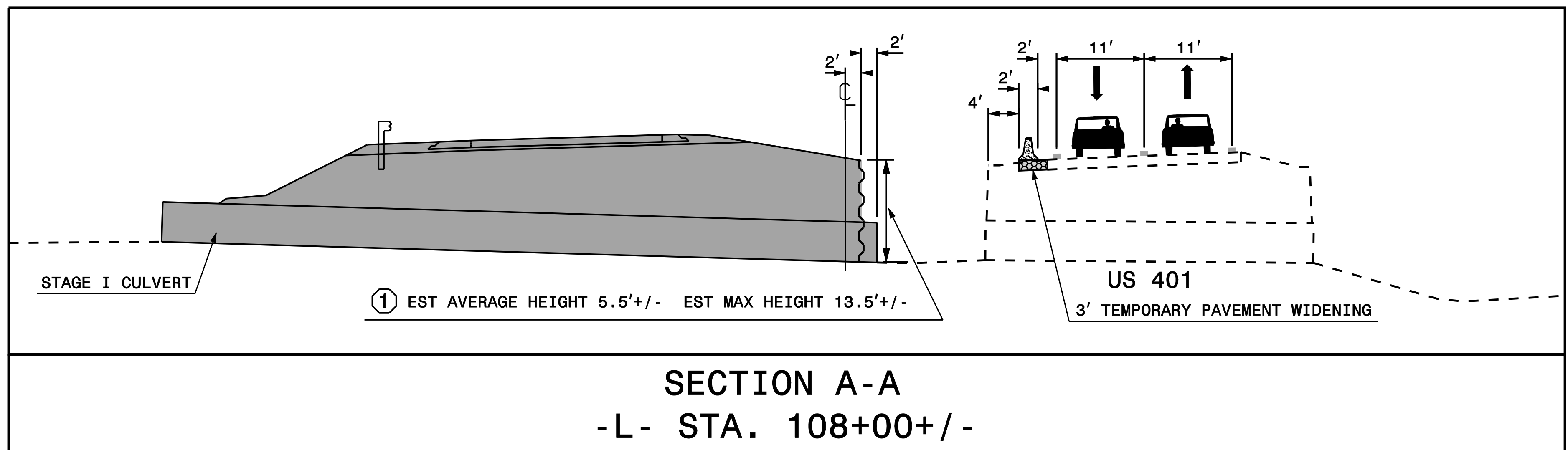
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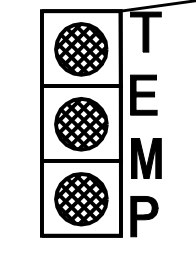
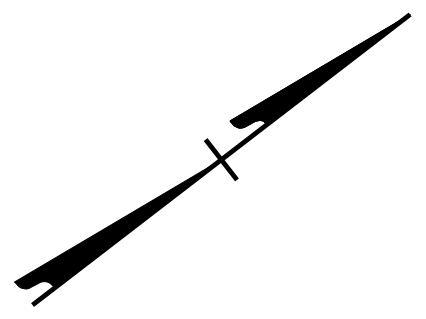
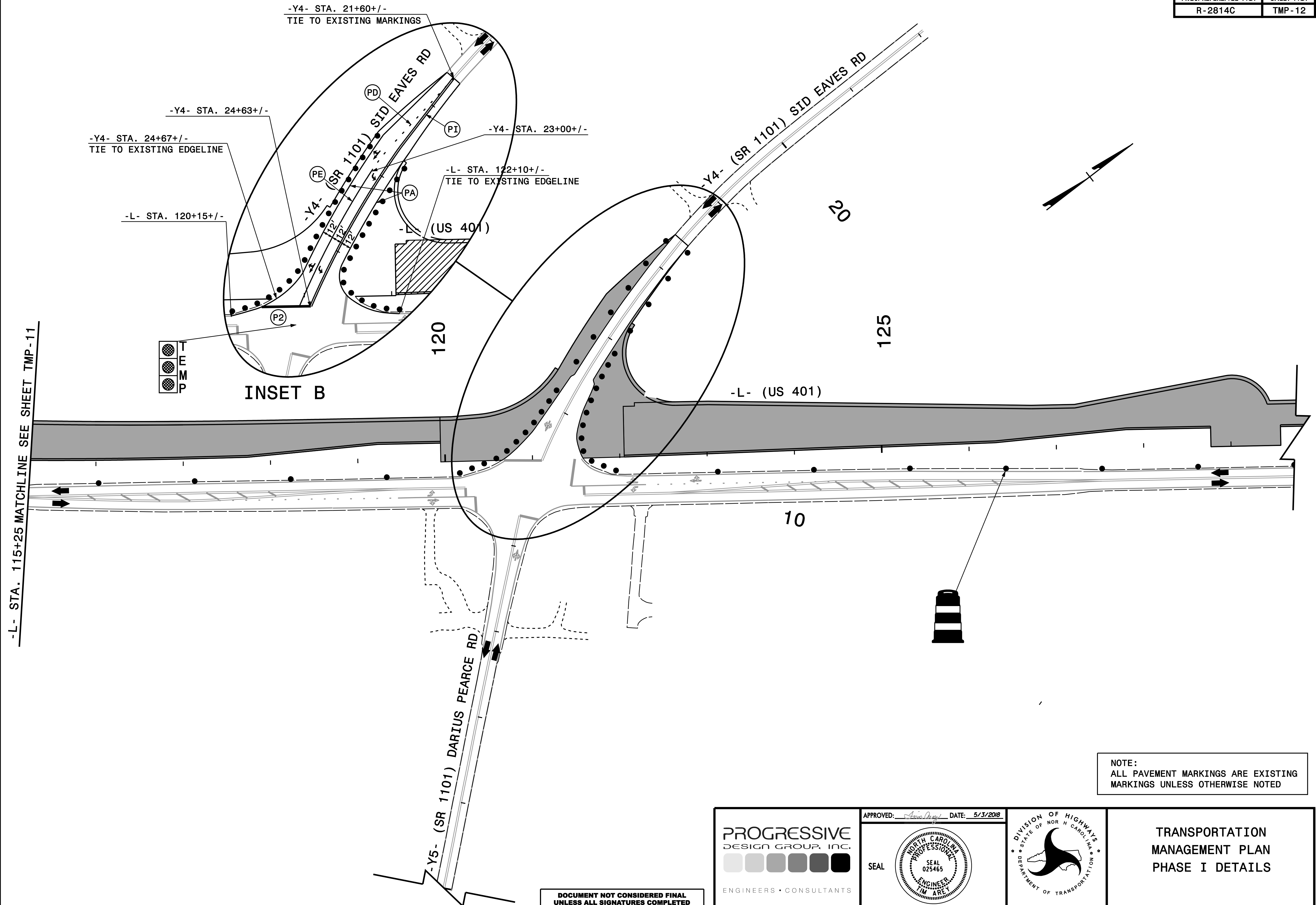
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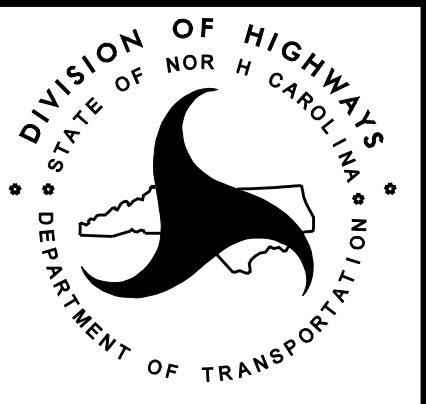
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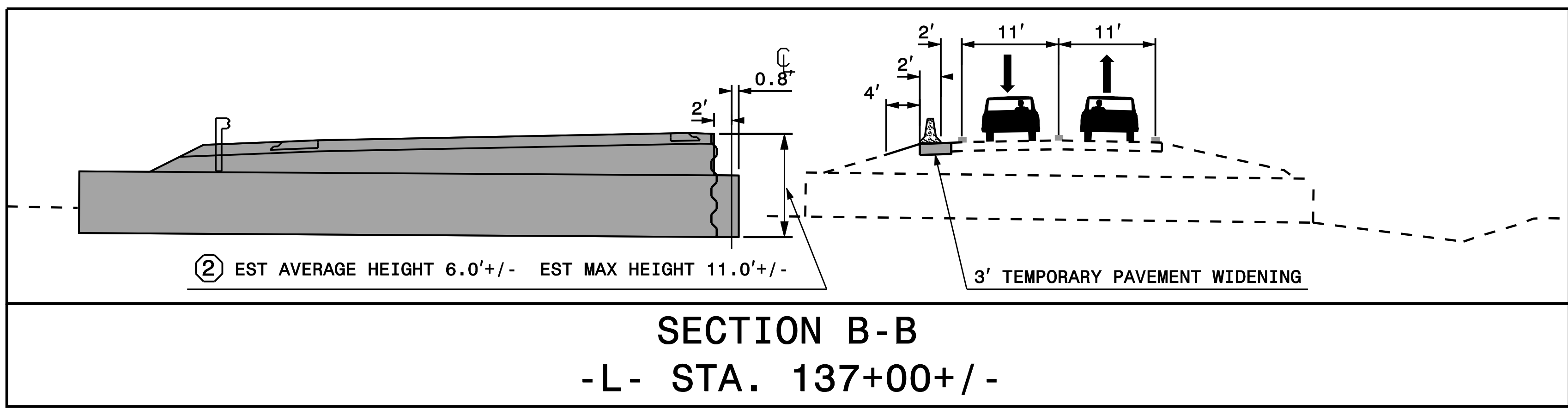
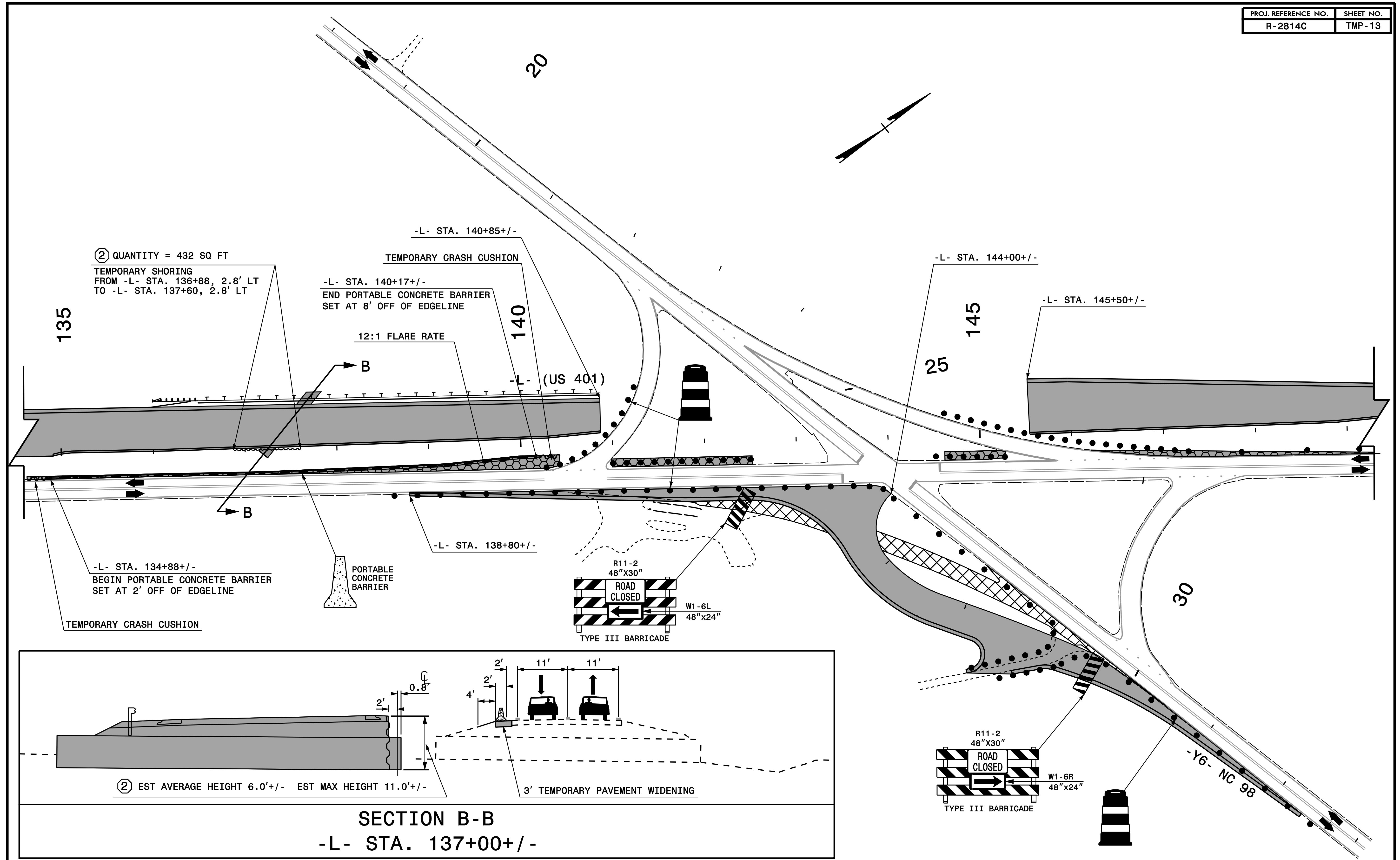
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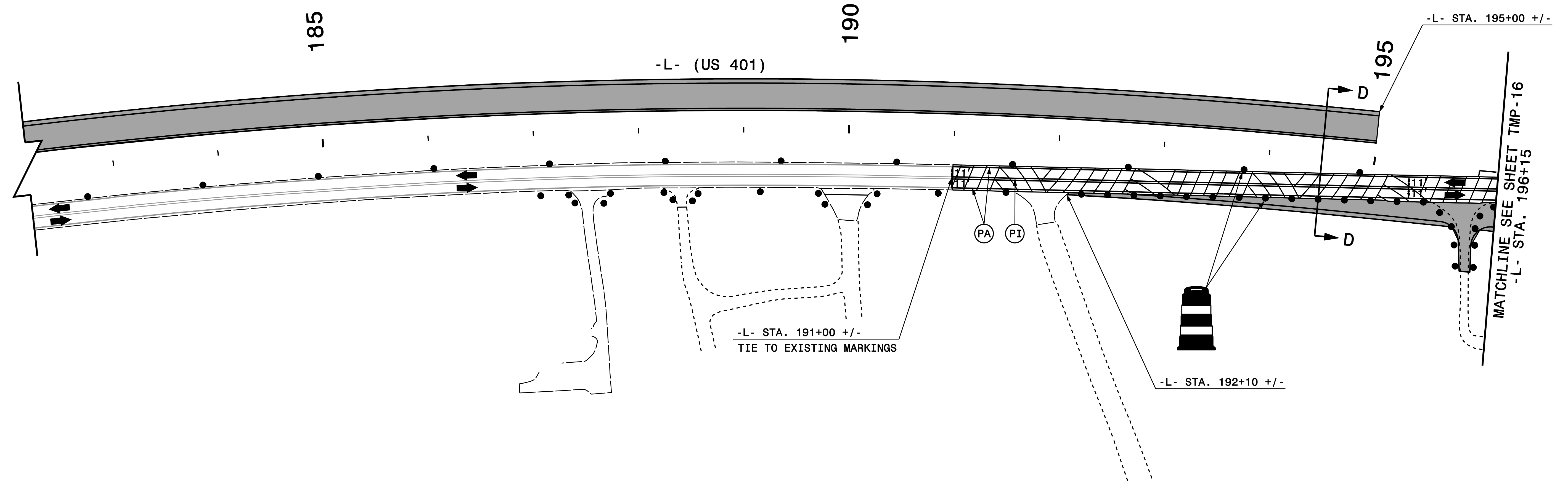
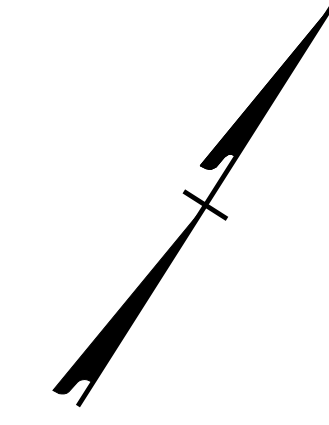
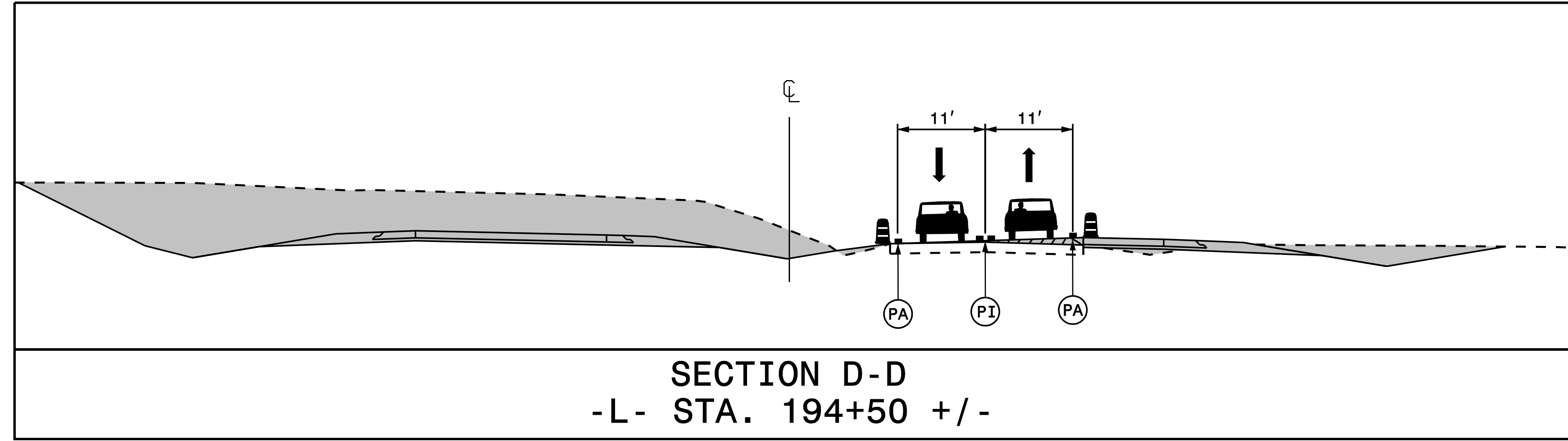
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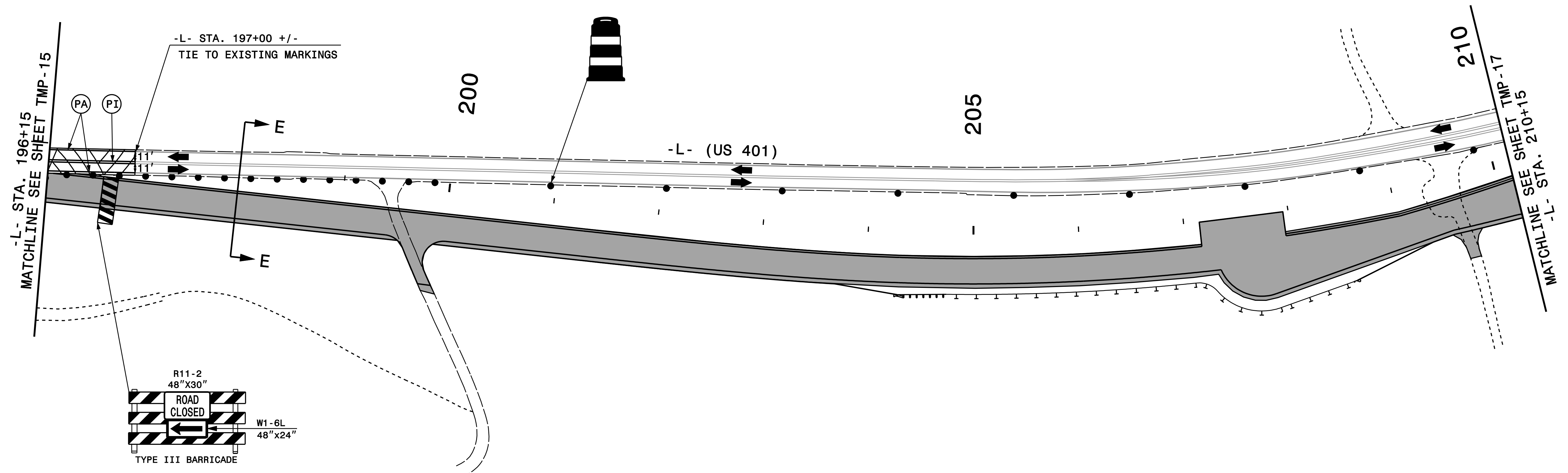
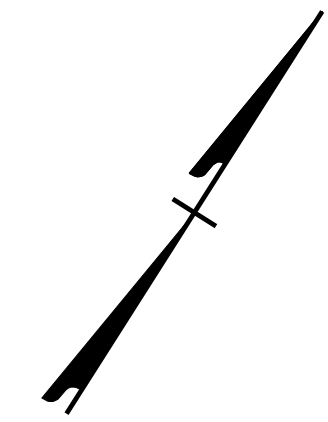
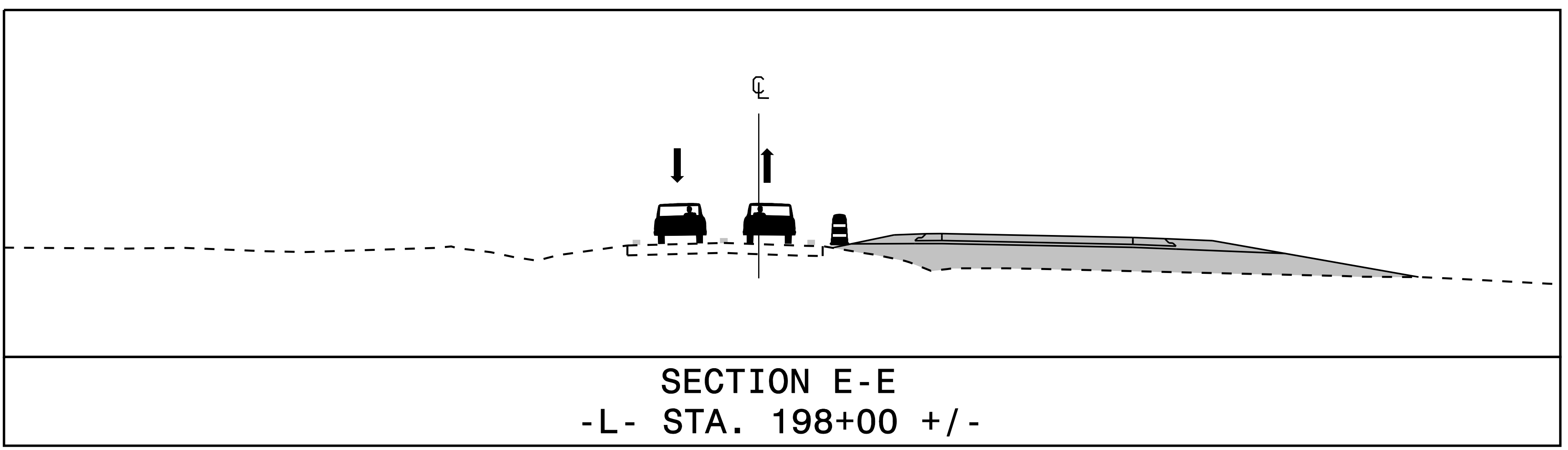
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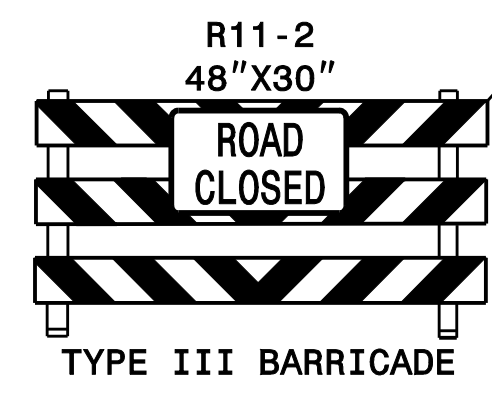
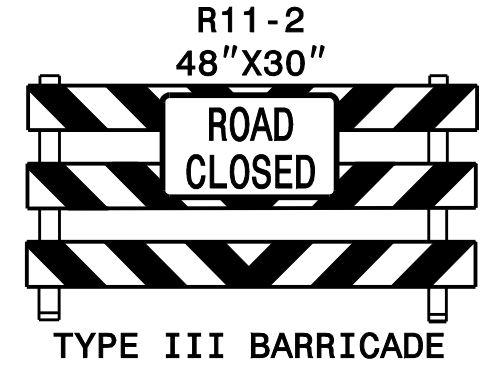
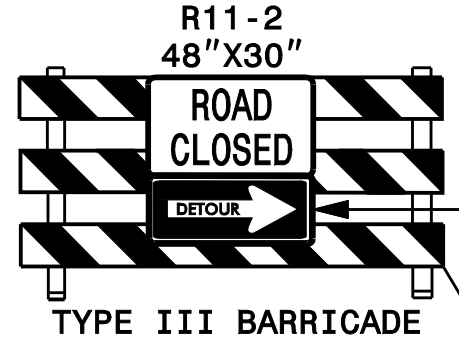
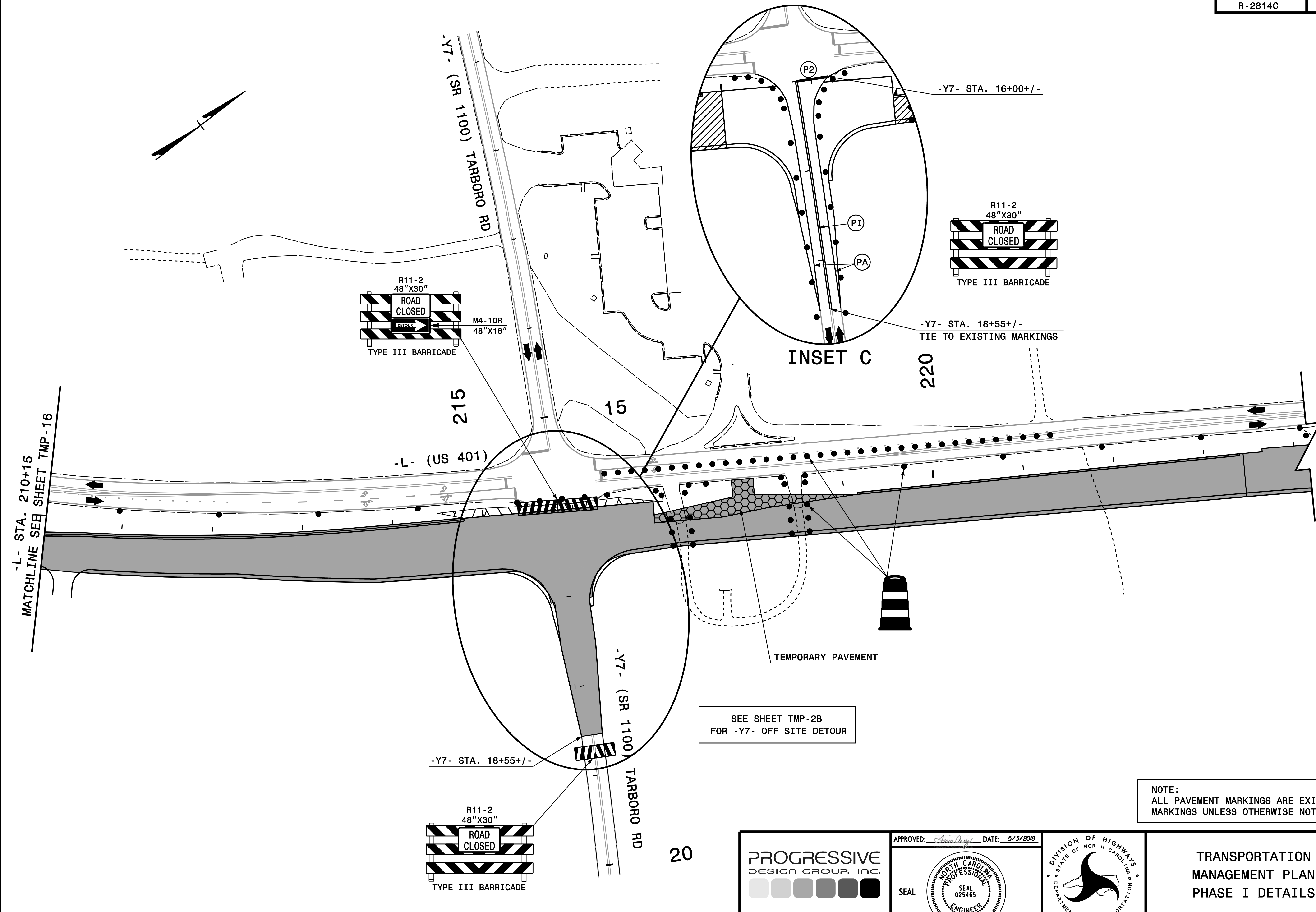
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**TRANSPORTATION
MANAGEMENT PLAN
PHASE I DETAILS**



SEE SHEET TMP-2B
FOR -Y7- OFF SITE DETOUR

NOTE:
ALL PAVEMENT MARKINGS ARE EXISTING
MARKINGS UNLESS OTHERWISE NOTED

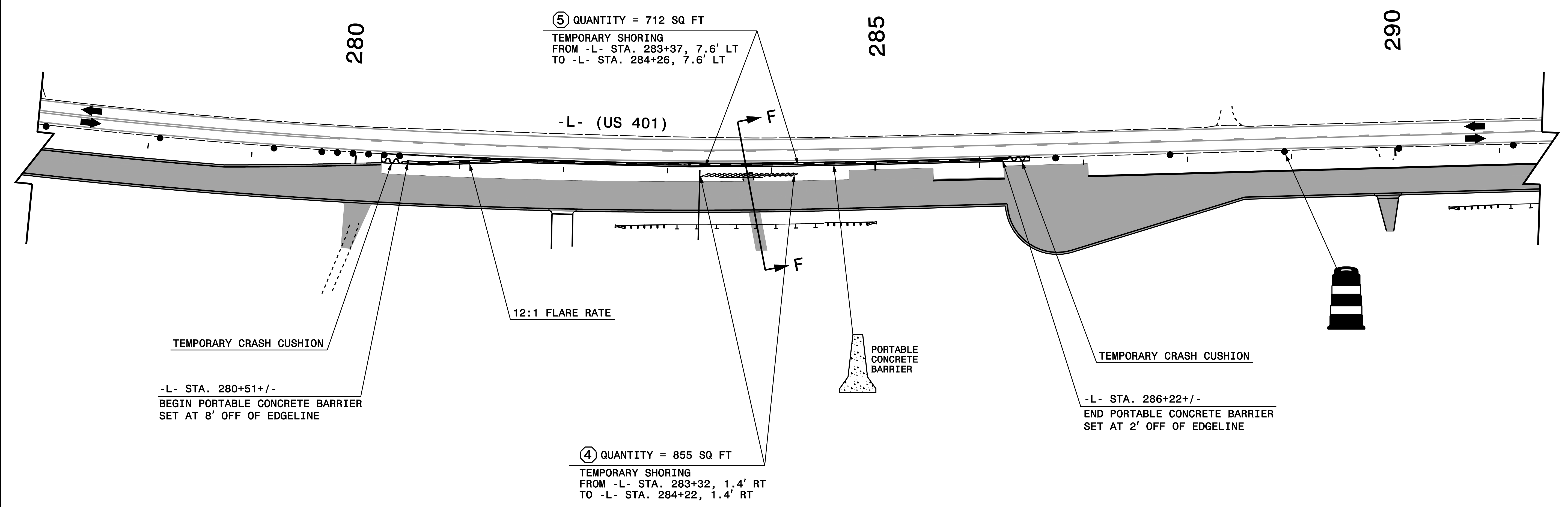
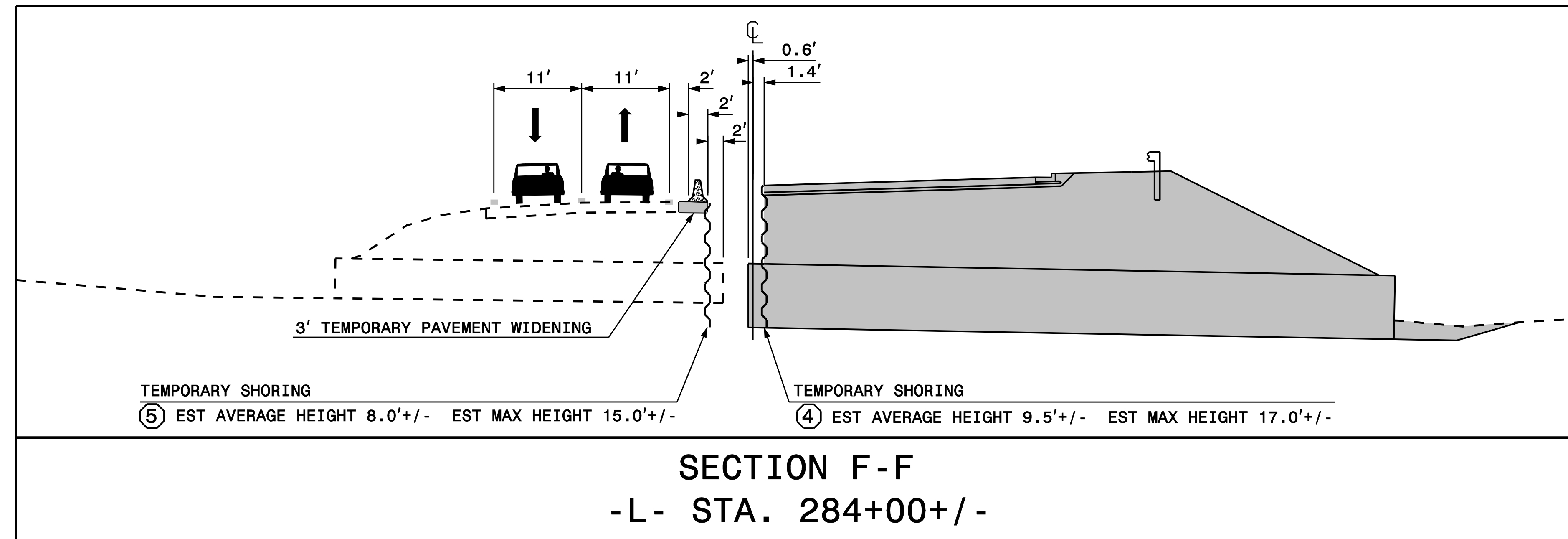
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PHASE I DETAILS**



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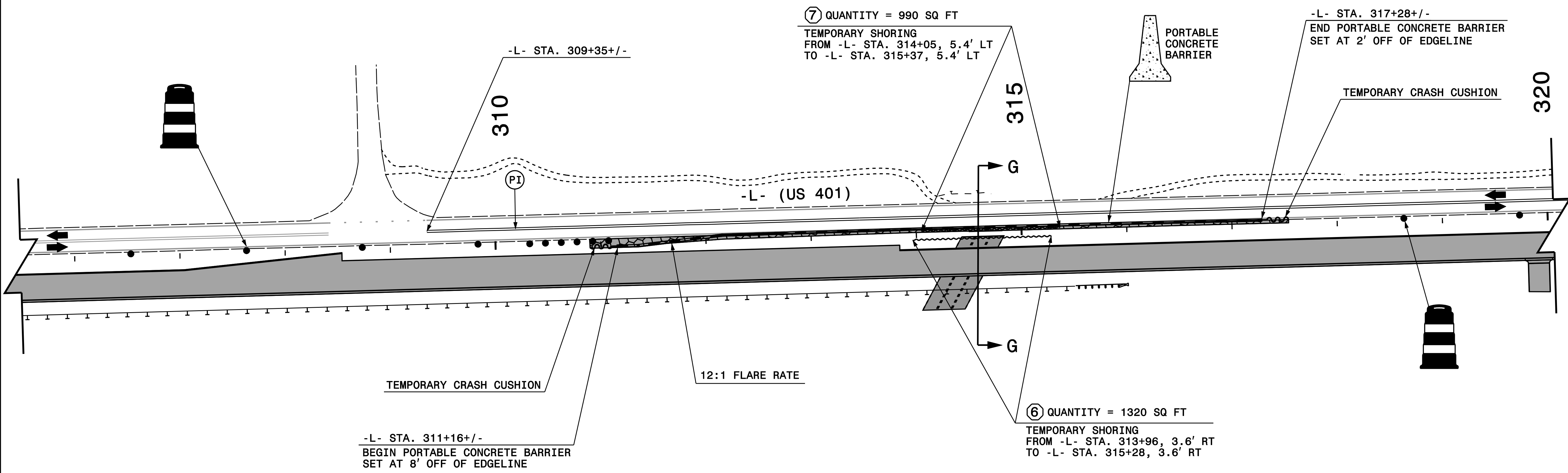
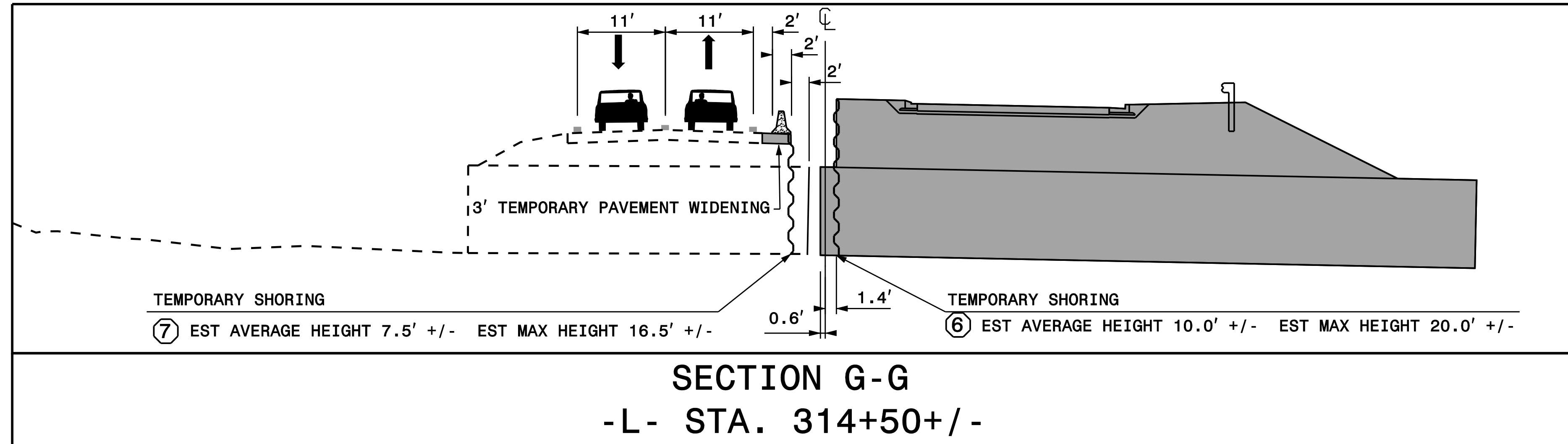
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PHASE I DETAILS



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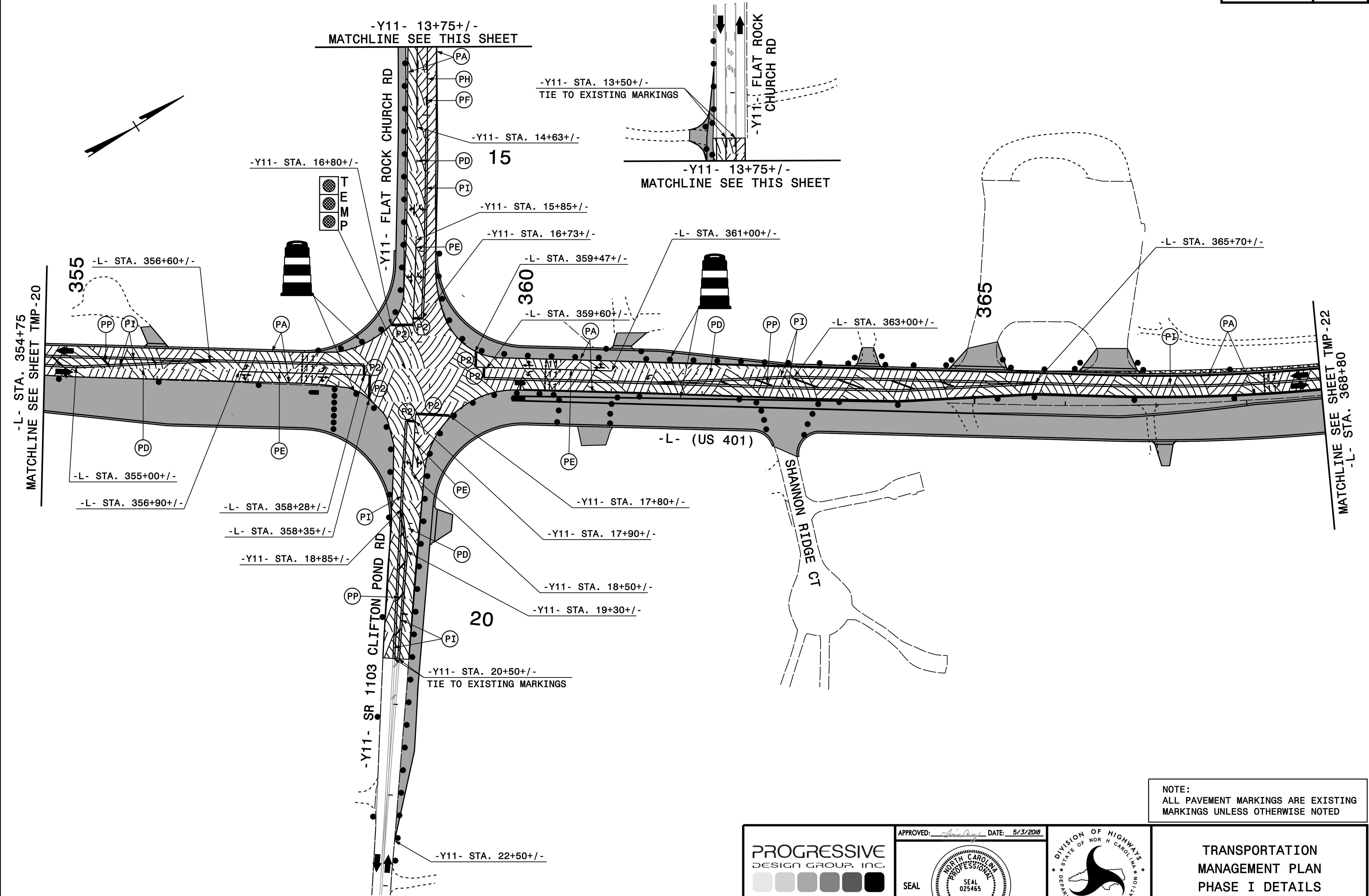
APPROVED: *[Signature]* DATE: 5/3/2018

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NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 025465

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION
MANAGEMENT PLAN
PHASE I DETAILS



-L- STA. 354+75
MATCHLINE SEE SHEET TMP-20

MATCHLINE SEE SHEET TMP-22
-L- STA. 368+80

NOTE:
ALL PAVEMENT MARKINGS ARE EXISTING
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DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

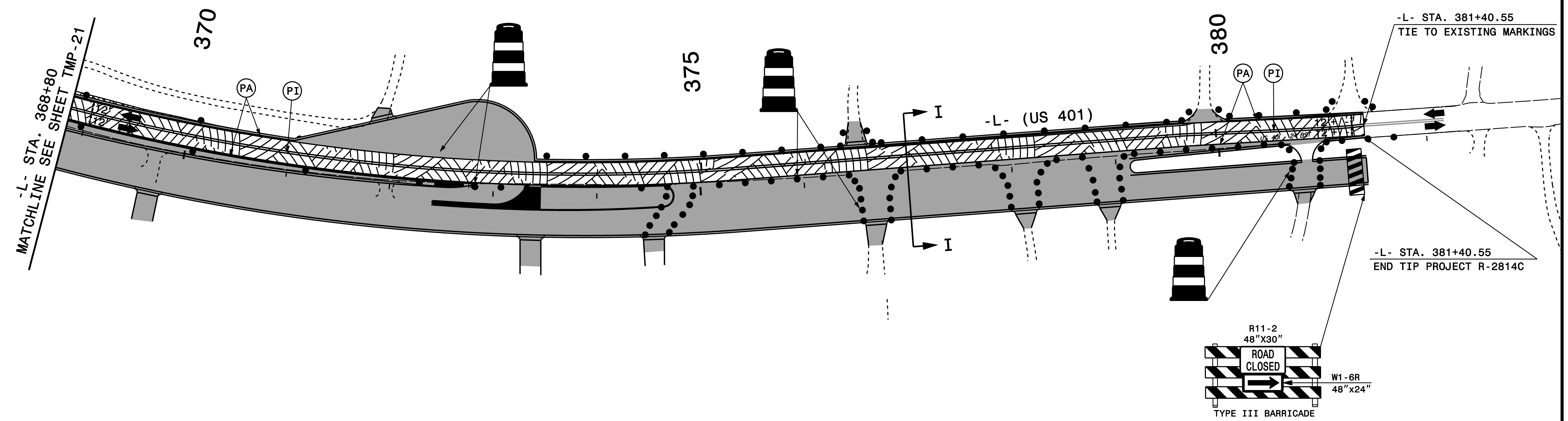
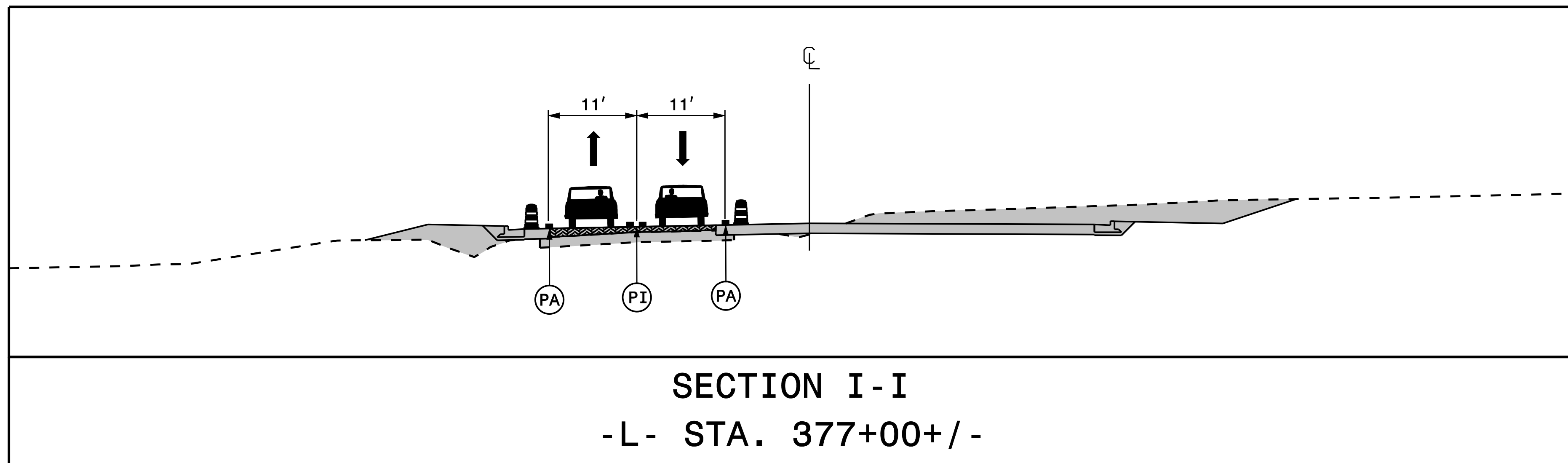
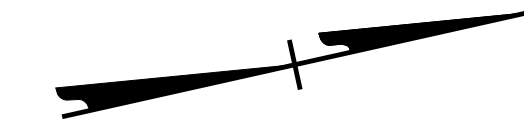
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DEPARTMENT OF TRANSPORTATION

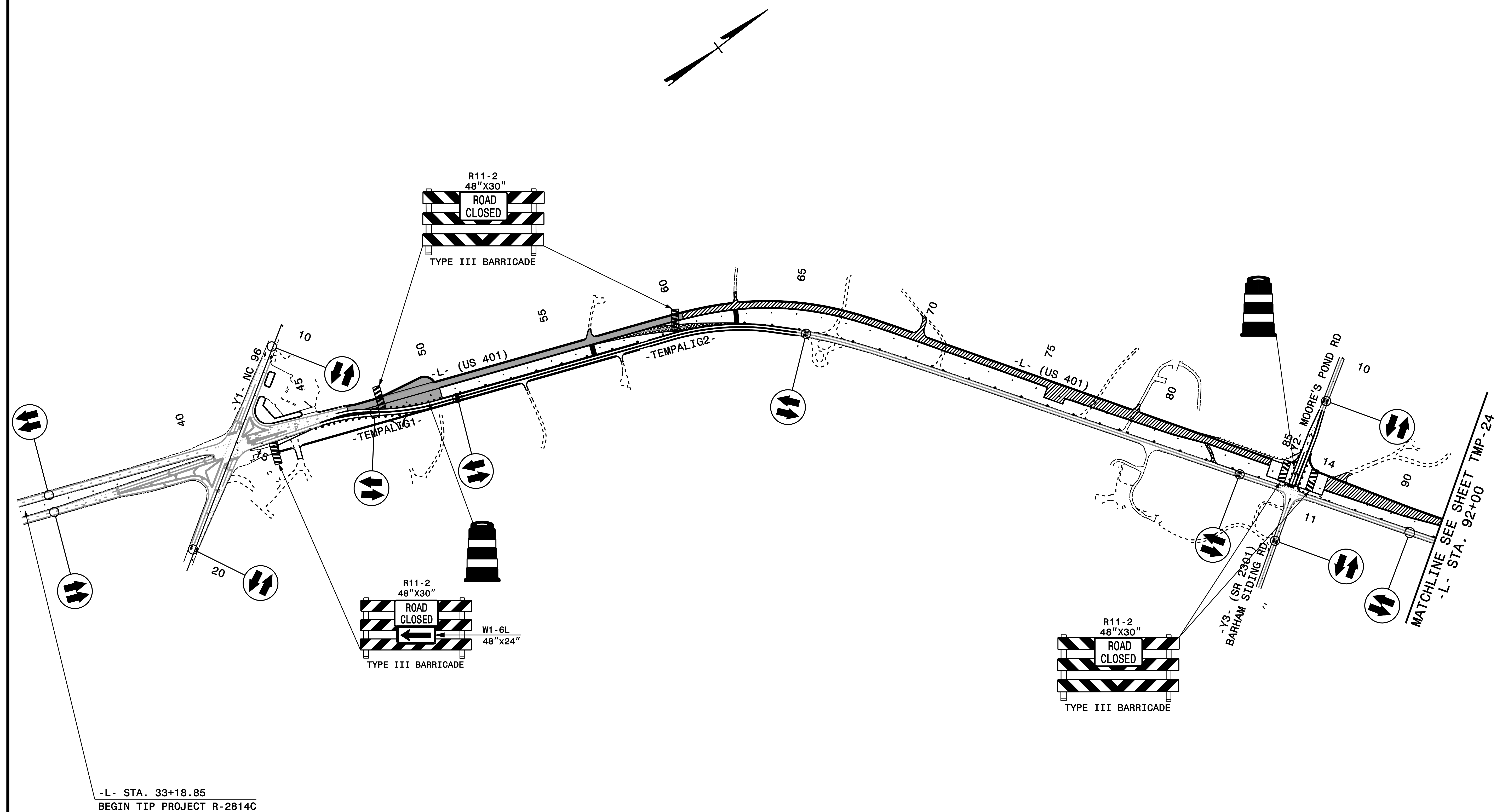
**TRANSPORTATION
MANAGEMENT PLAN
PHASE I DETAILS**



NOTE:
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UNLESS ALL SIGNATURES COMPLETED

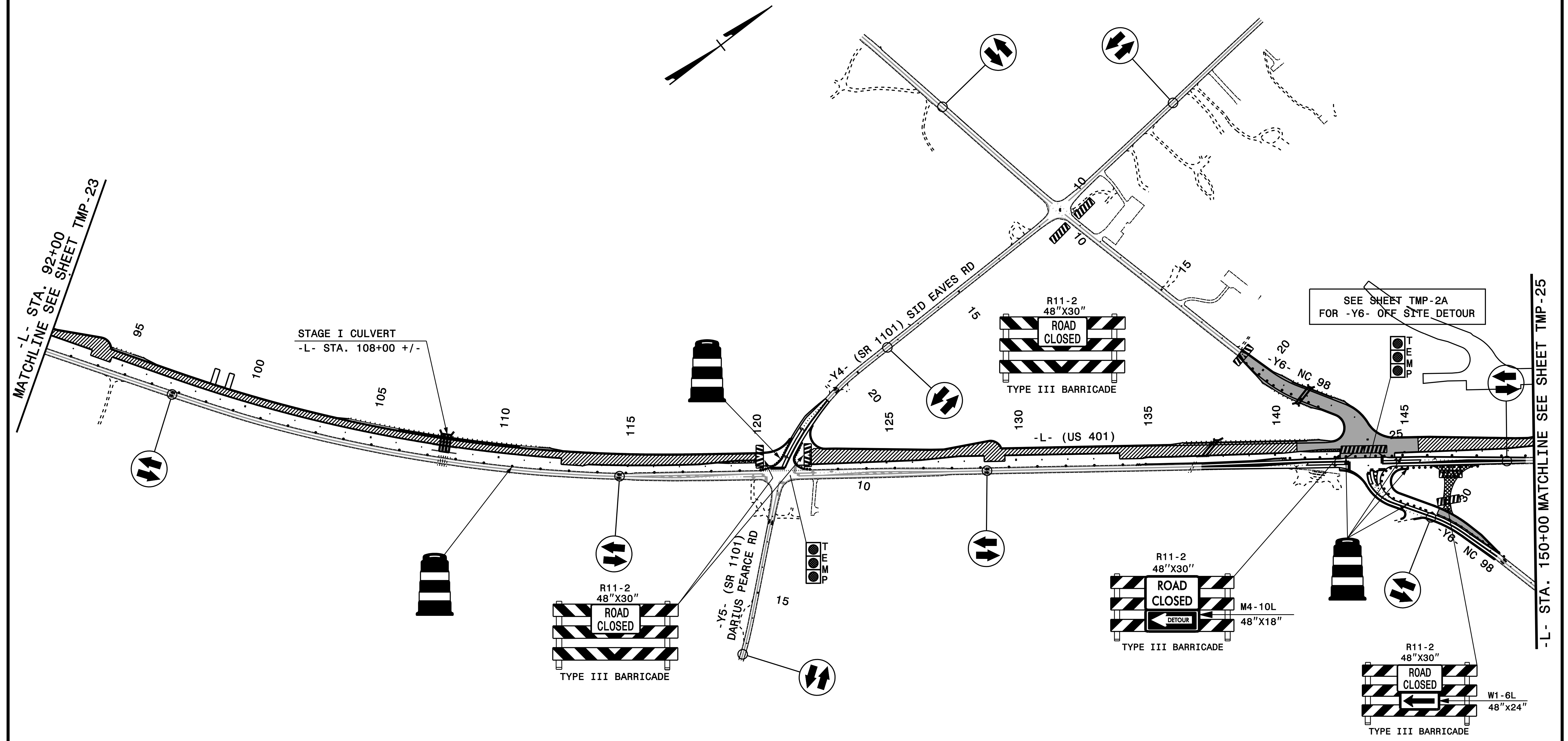
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-L- STA. 33+18.85
BEGIN TIP PROJECT R-2814C

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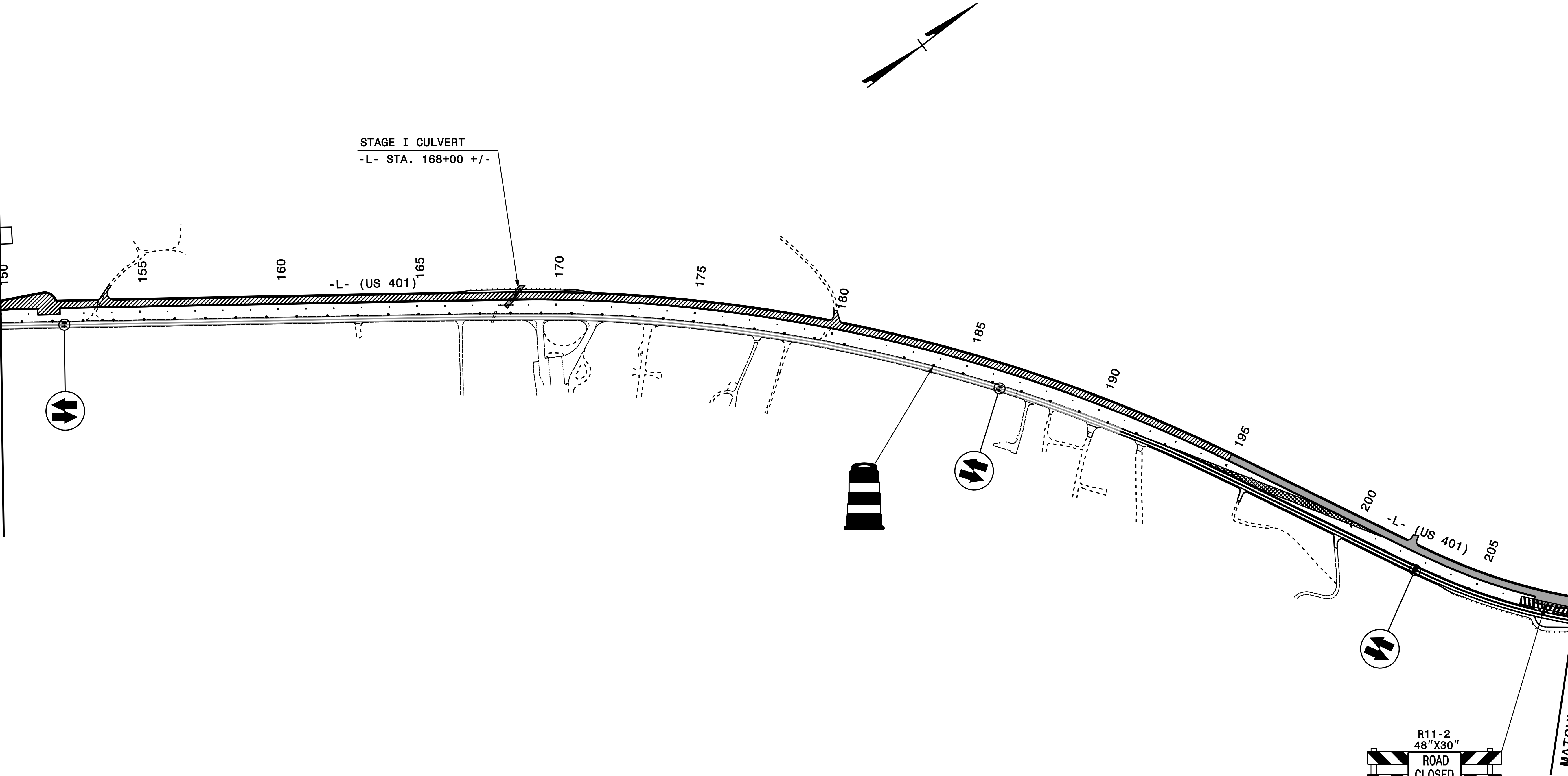
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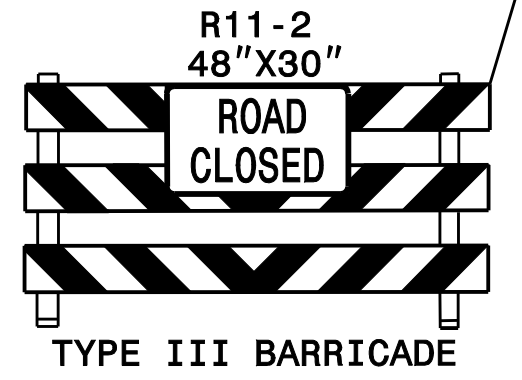
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UNLESS ALL SIGNATURES COMPLETED

	<p>APPROVED: <i>[Signature]</i> DATE: 5/3/2018</p>		<p>TRANSPORTATION MANAGEMENT PLAN PHASE II OVERVIEWS</p>
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-L- STA. 150+00 MATCHLINE SEE SHEET TMP-24



MATCHLINE SEE SHEET TMP-26
-L- STA. 208+70



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UNLESS ALL SIGNATURES COMPLETED

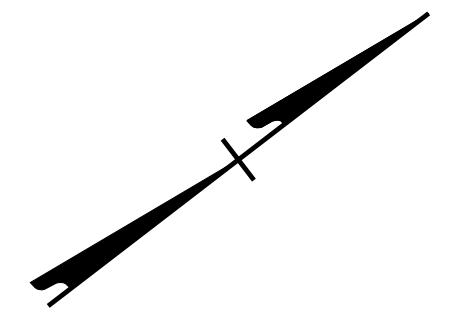
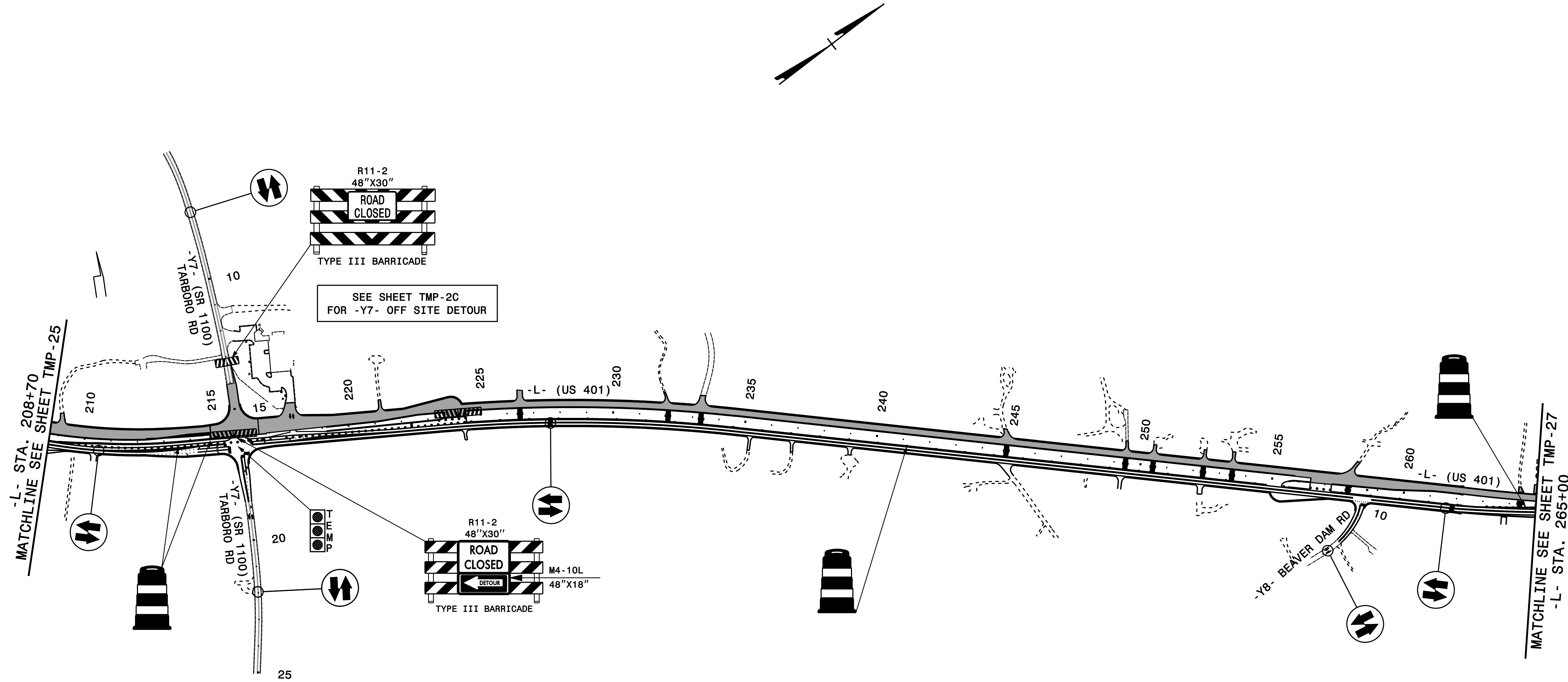
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TRANSPORTATION
MANAGEMENT PLAN
PHASE II OVERVIEWS



DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

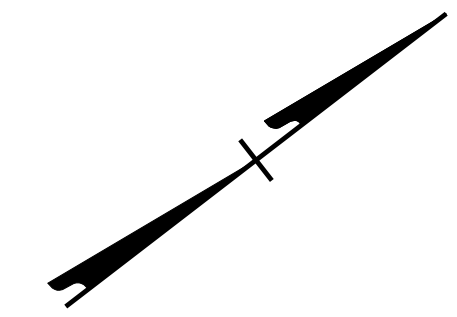
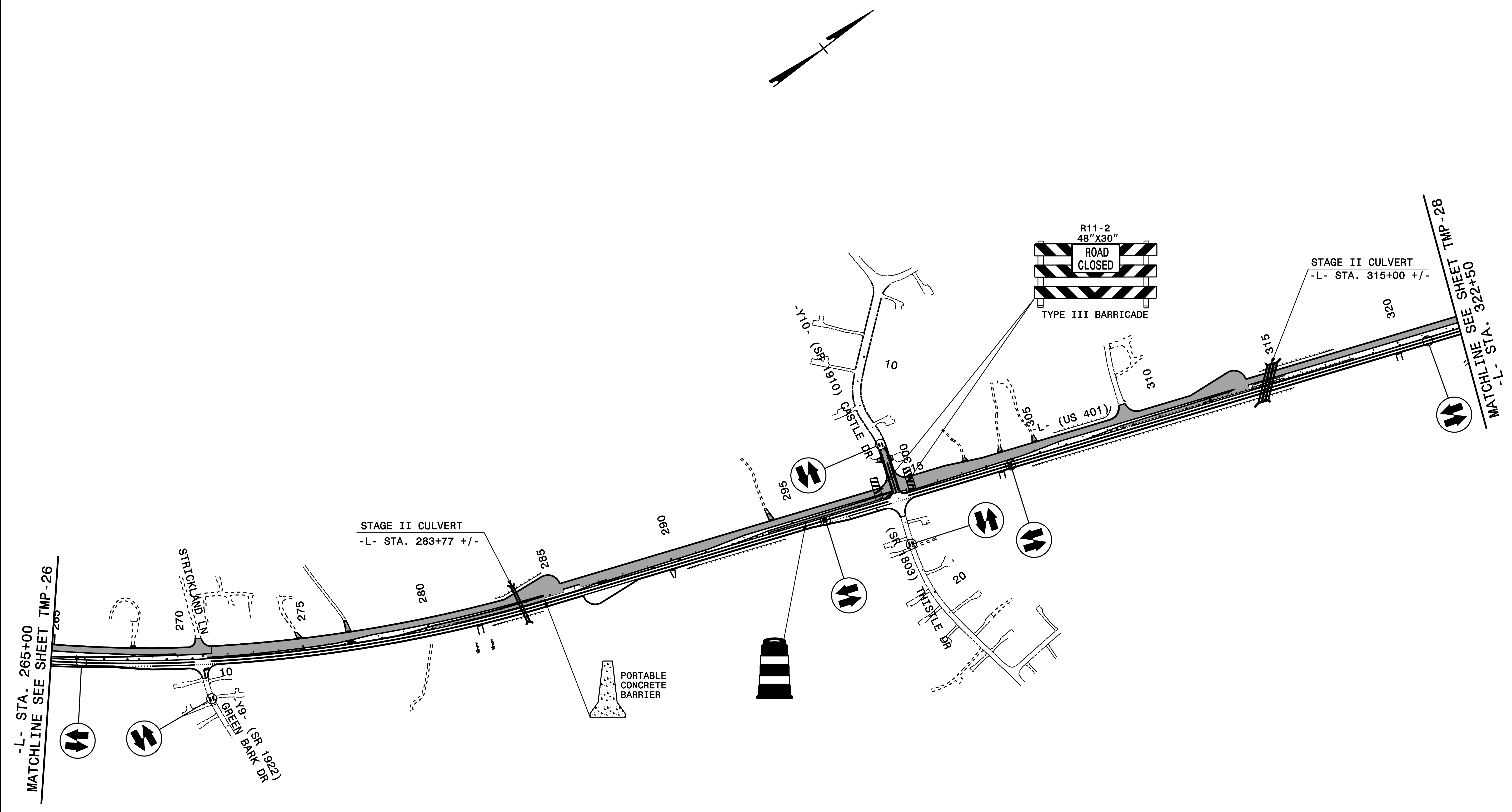
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TRANSPORTATION
MANAGEMENT PLAN
PHASE II OVERVIEWS



-L- STA. 265+00
MATCHLINE SEE SHEET TMP-26

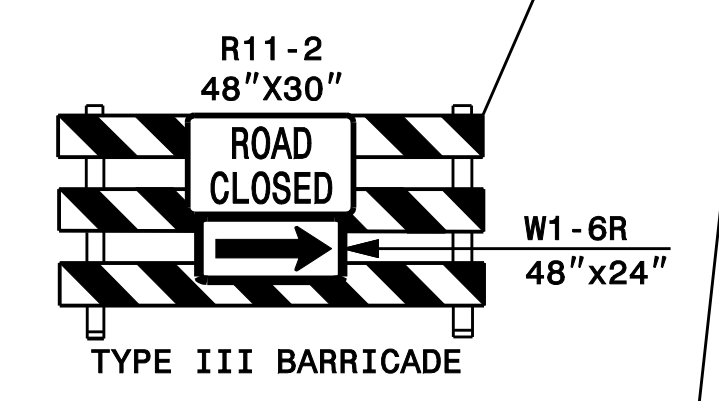
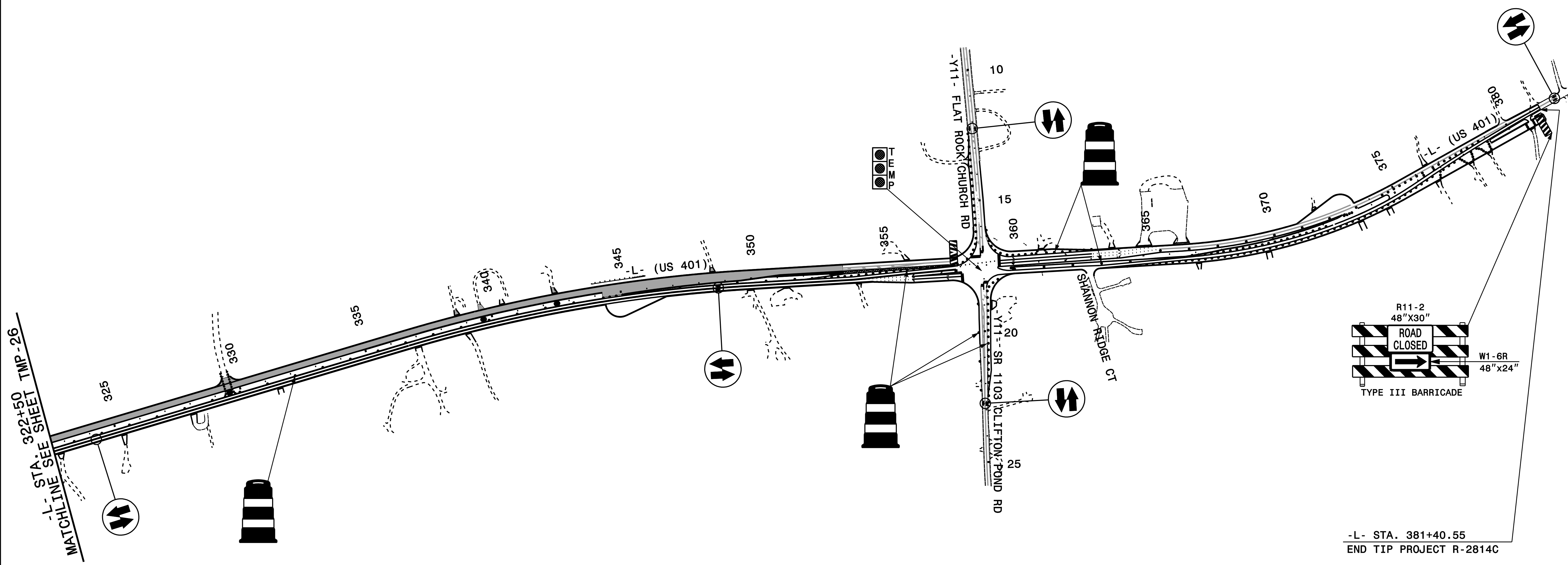
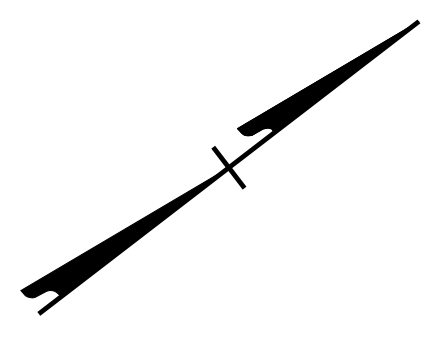
MATCHLINE SEE SHEET TMP-28
-L- STA. 322+50

STAGE II CULVERT
-L- STA. 283+77 +/-

STAGE II CULVERT
-L- STA. 315+00 +/-

DOCUMENT NOT CONSIDERED FINAL
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<p>PROGRESSIVE DESIGN GROUP, INC. ENGINEERS • CONSULTANTS</p>	<p>APPROVED: <i>[Signature]</i> DATE: 5/3/2018</p> <p>SEAL NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 025465 TAM ARE</p>	<p>DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION</p>	<p>TRANSPORTATION MANAGEMENT PLAN PHASE II OVERVIEWS</p>
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UNLESS ALL SIGNATURES COMPLETED

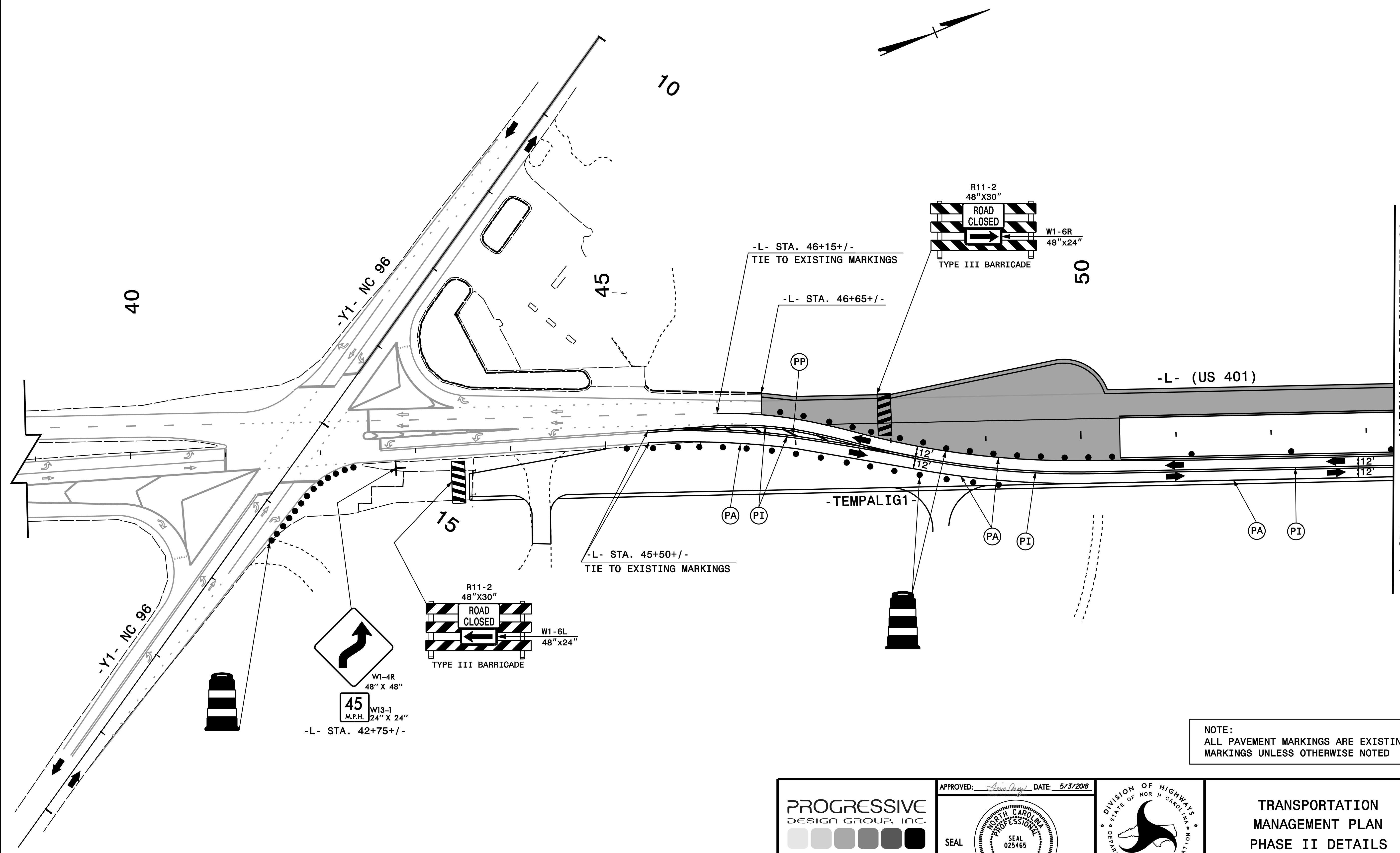
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**TRANSPORTATION
MANAGEMENT PLAN
PHASE II OVERVIEWS**



MATCHLINE SEE SHEET TMP-30

-L- STA. 53+25

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MARKINGS UNLESS OTHERWISE NOTED

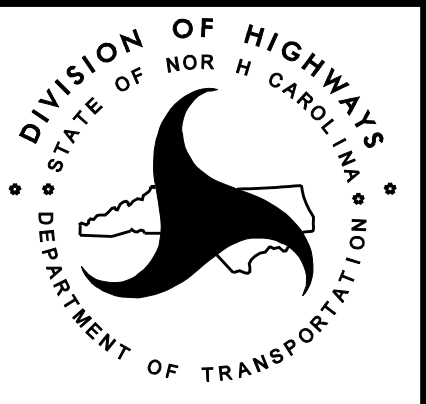
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PROFESSIONAL
ENGINEER
SEAL
025465
M. ARE



TRANSPORTATION
MANAGEMENT PLAN
PHASE II DETAILS

20

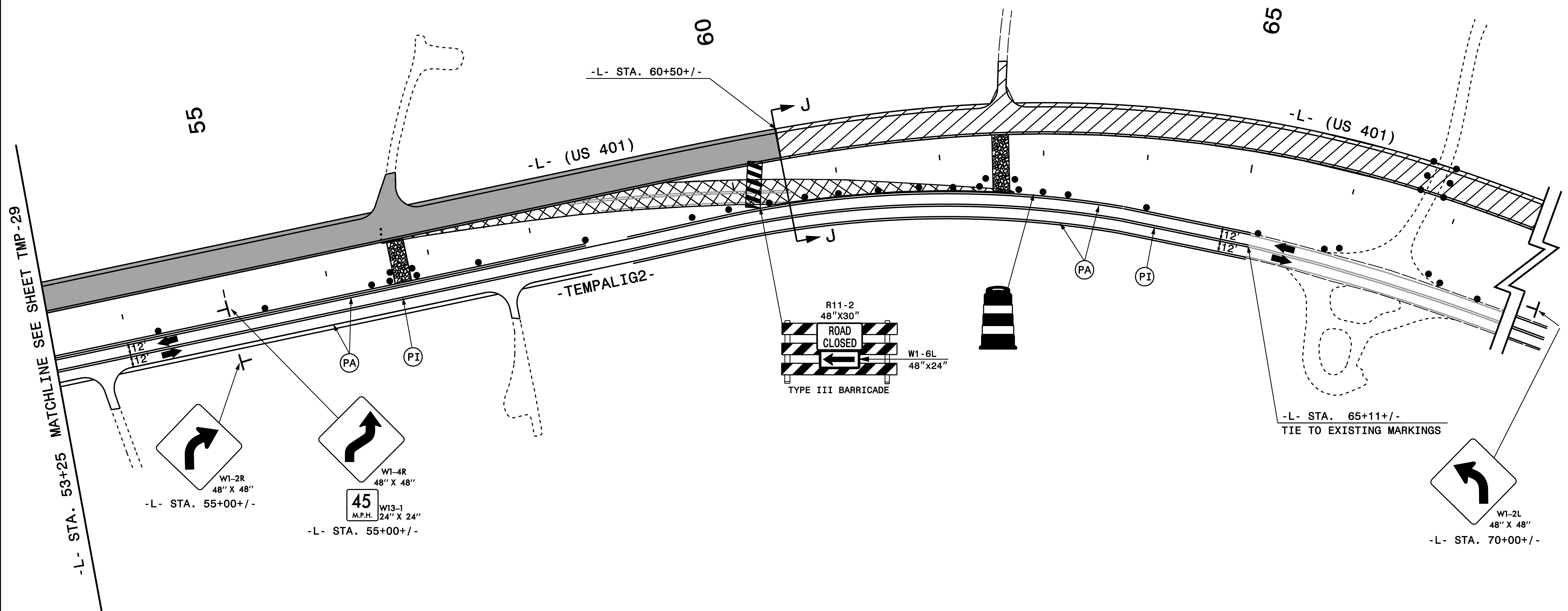
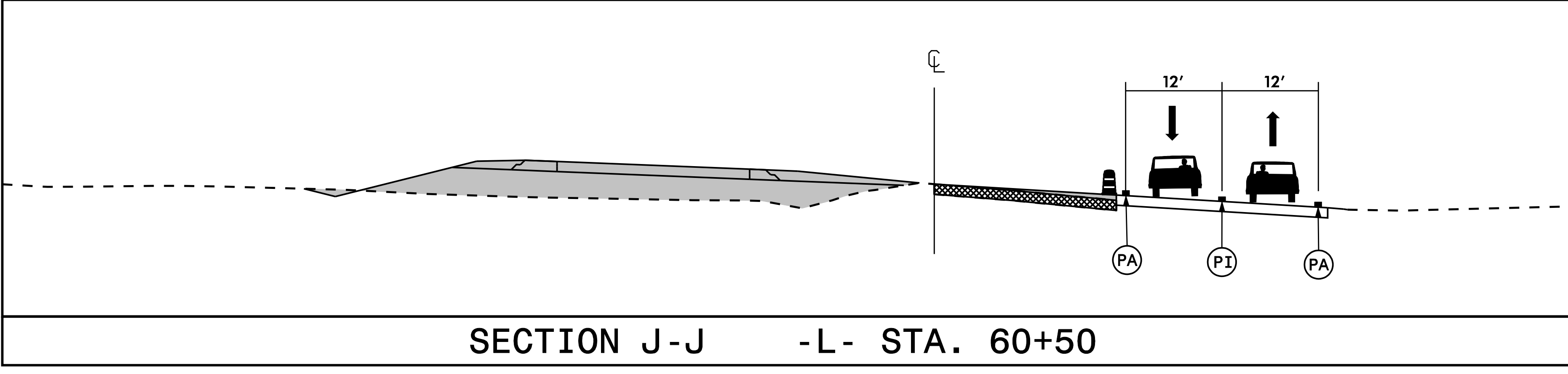
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10

45

50

15



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UNLESS ALL SIGNATURES COMPLETED

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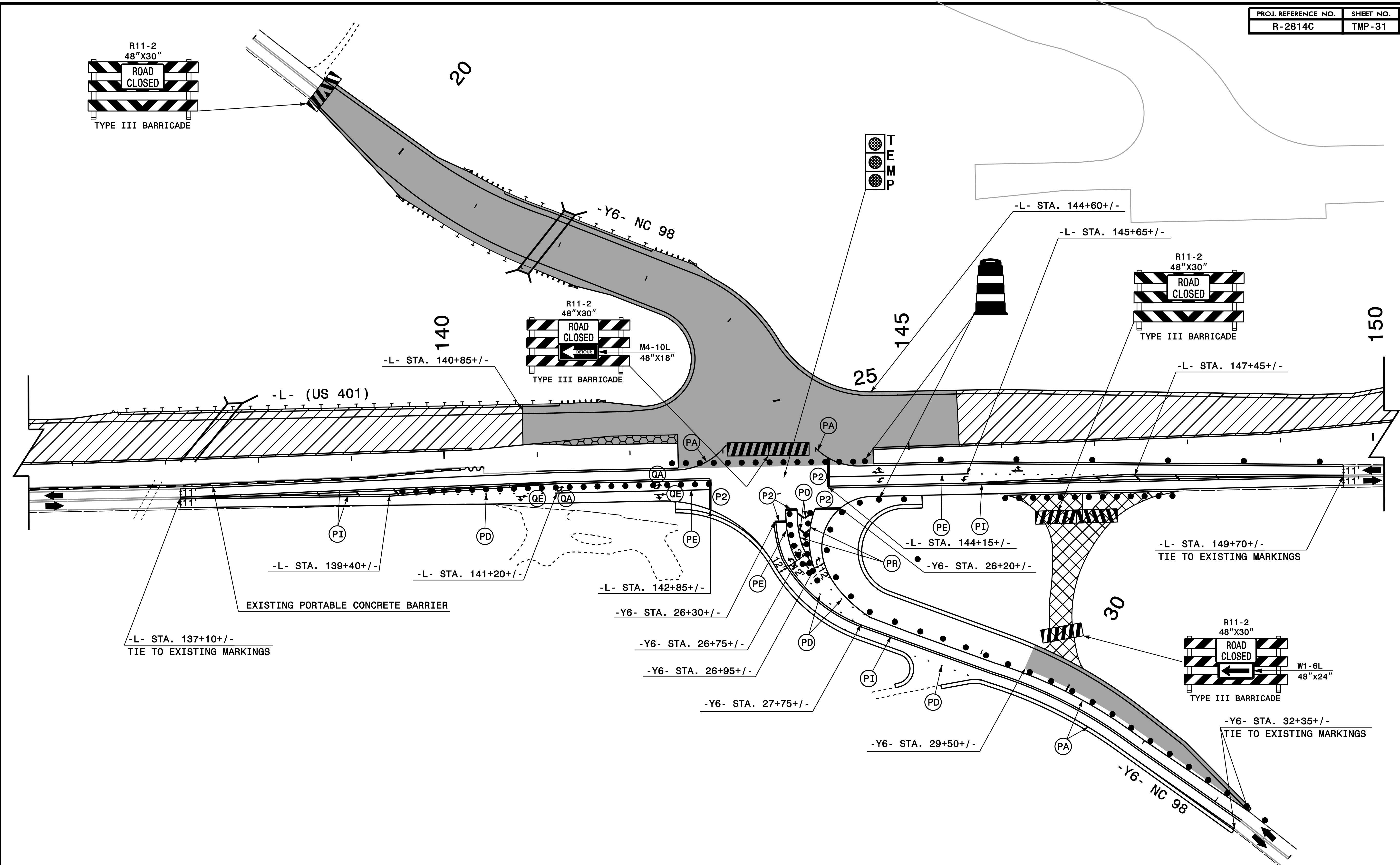
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NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 025465

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION
MANAGEMENT PLAN
PHASE II DETAILS



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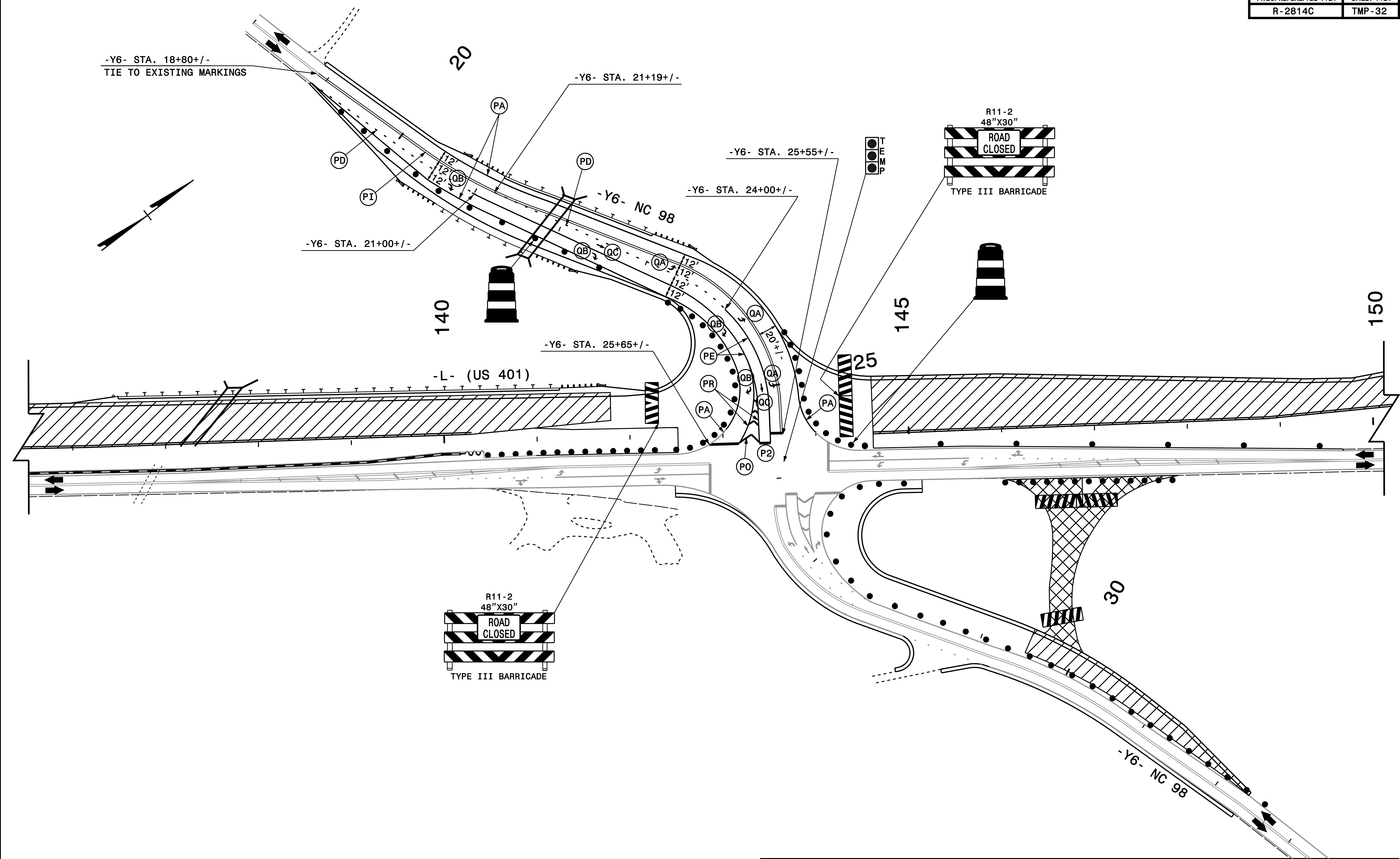
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DEPARTMENT OF TRANSPORTATION

TRANSPORTATION
MANAGEMENT PLAN
PHASE II DETAILS



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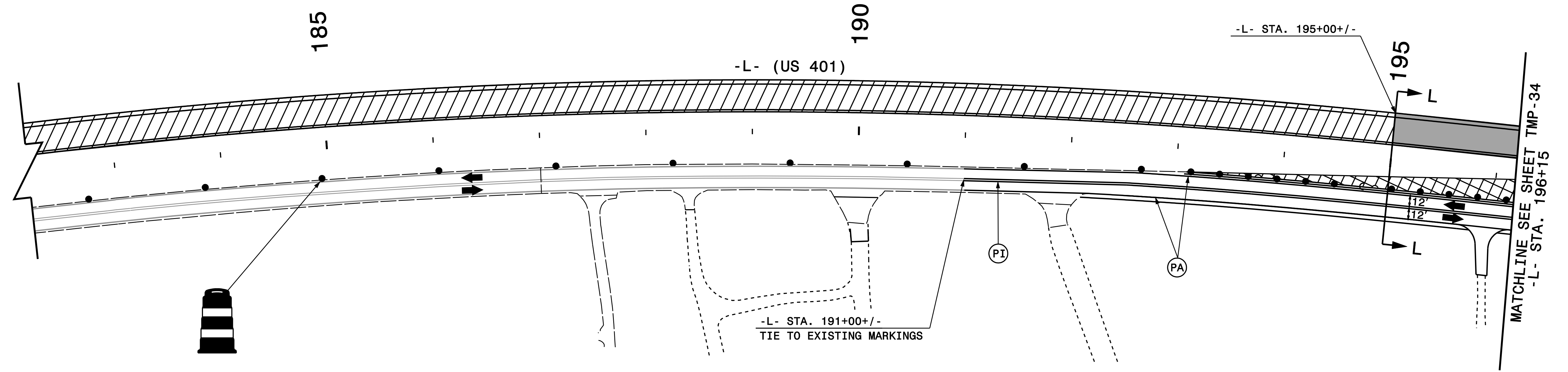
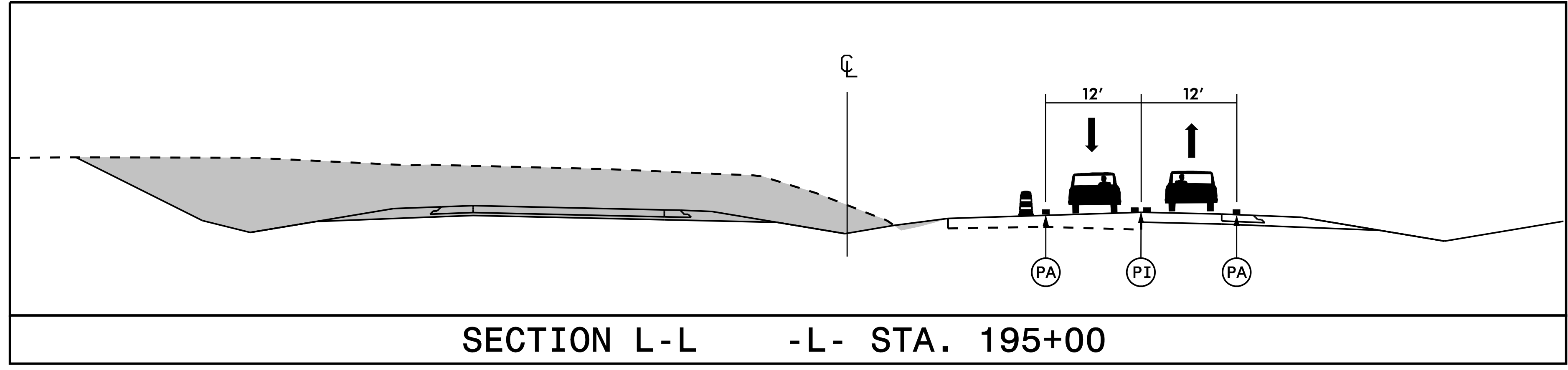
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DEPARTMENT OF TRANSPORTATION

TRANSPORTATION
MANAGEMENT PLAN
PHASE II DETAILS



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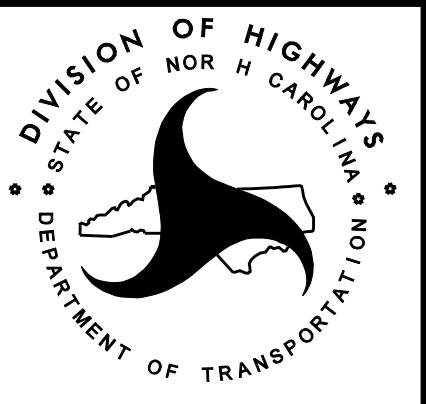
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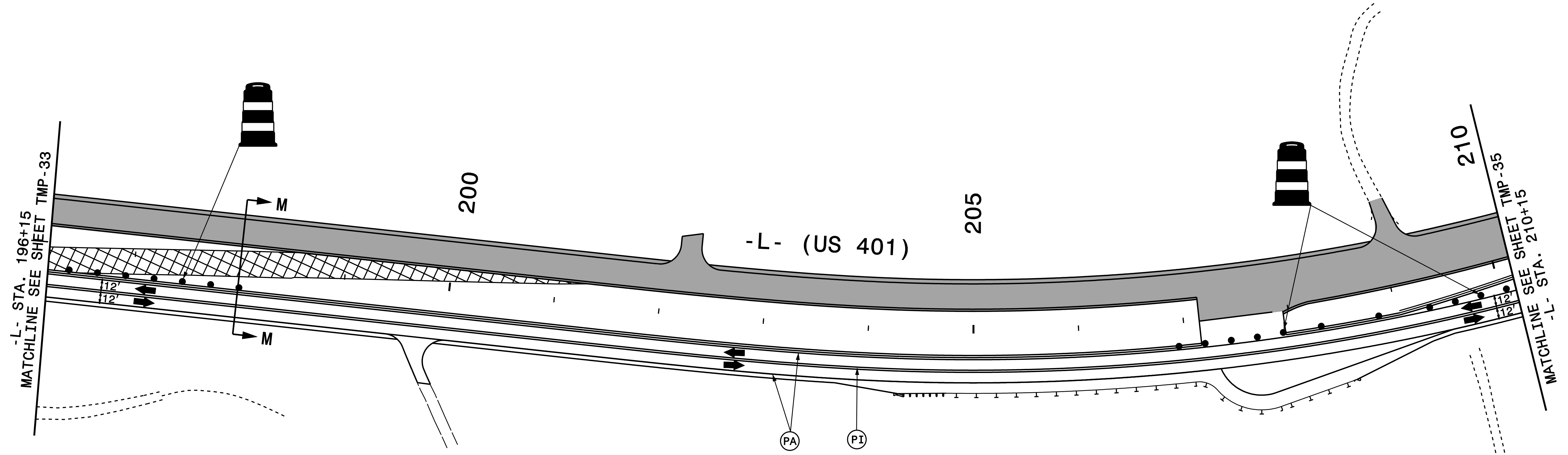
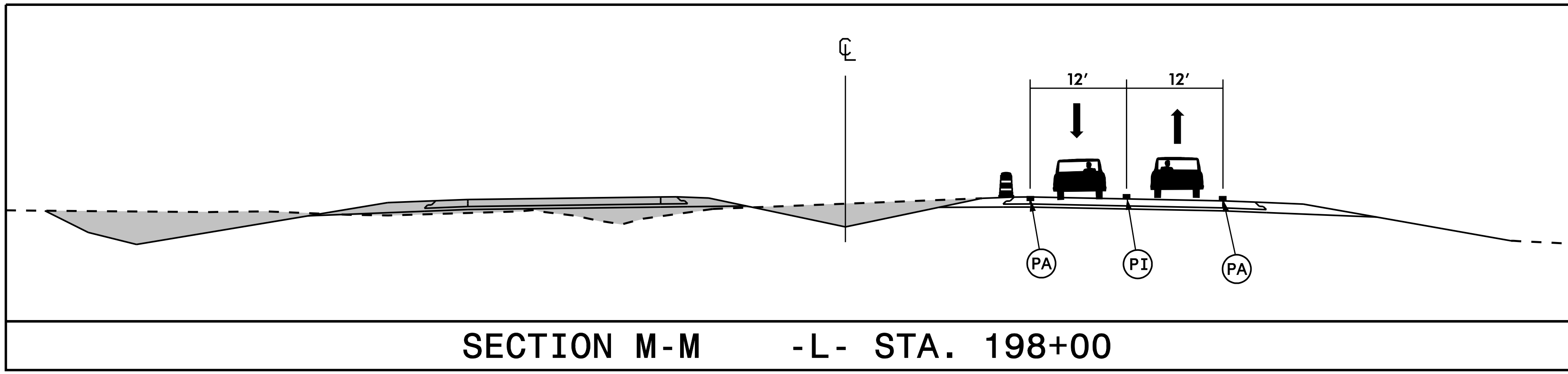
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TRANSPORTATION
MANAGEMENT PLAN
PHASE II DETAILS



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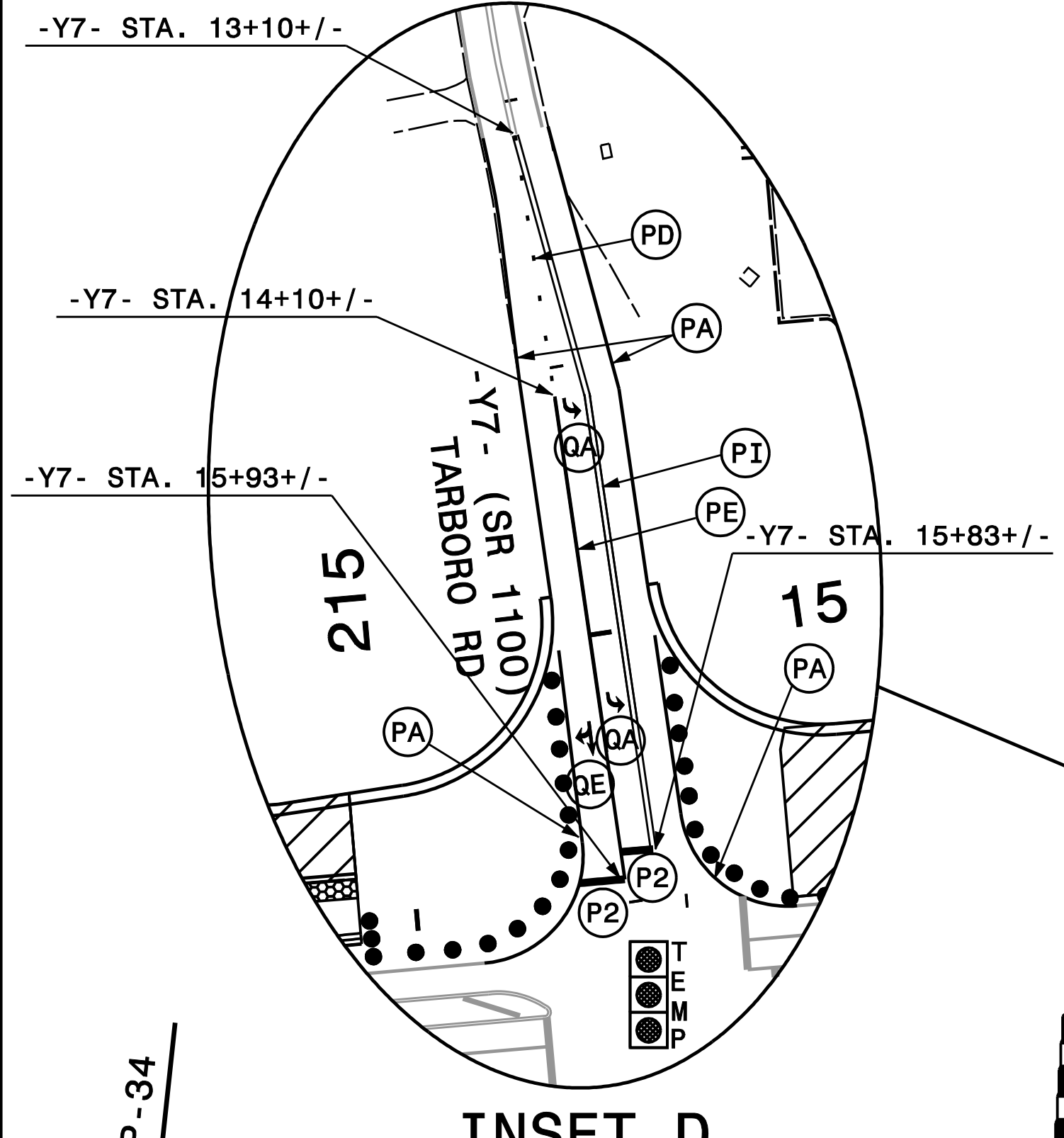
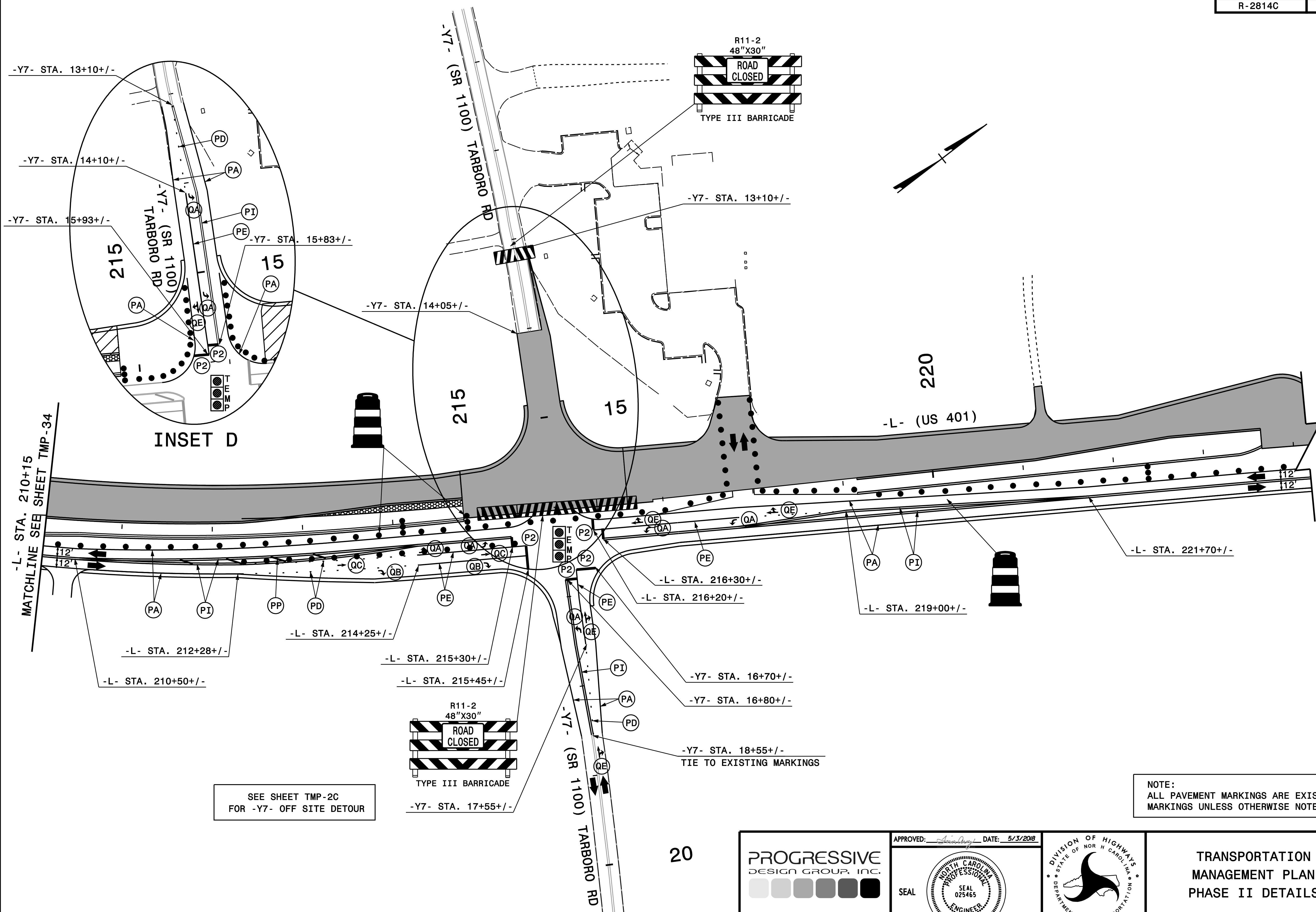
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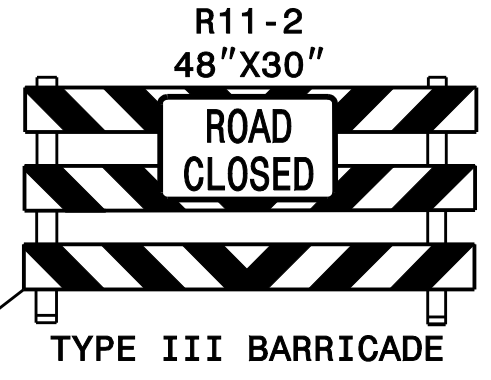
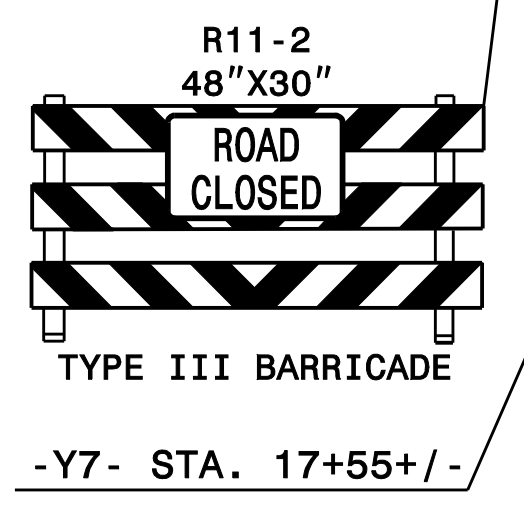
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MANAGEMENT PLAN
PHASE II DETAILS



MATCHLINE SEE SHEET TMP-34

SEE SHEET TMP-2C
FOR -Y7- OFF SITE DETOUR



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UNLESS ALL SIGNATURES COMPLETED

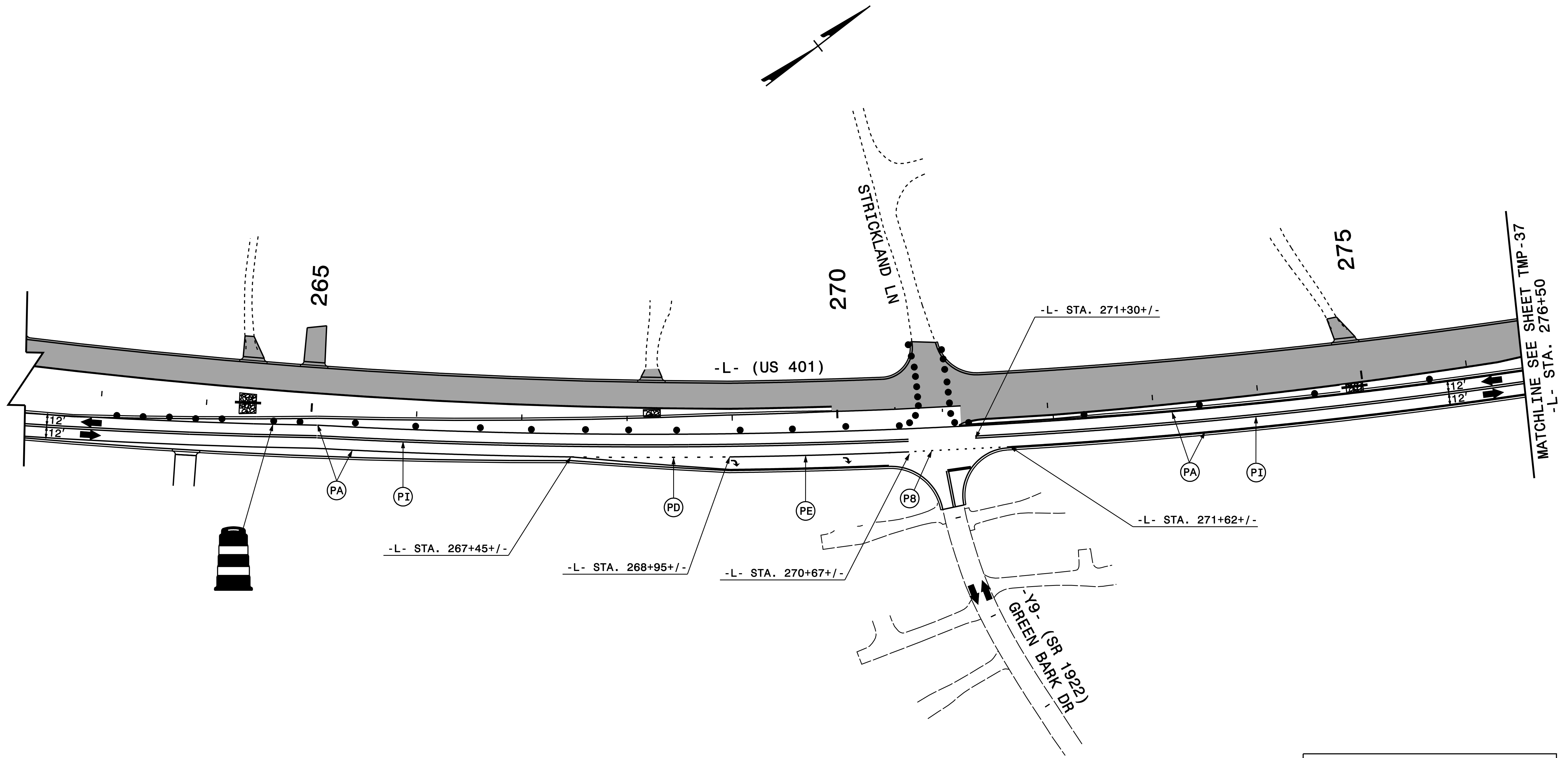
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MANAGEMENT PLAN
PHASE II DETAILS**



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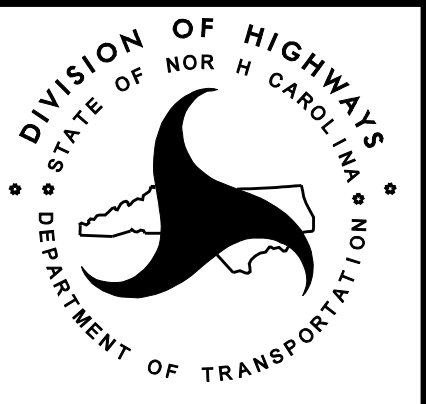
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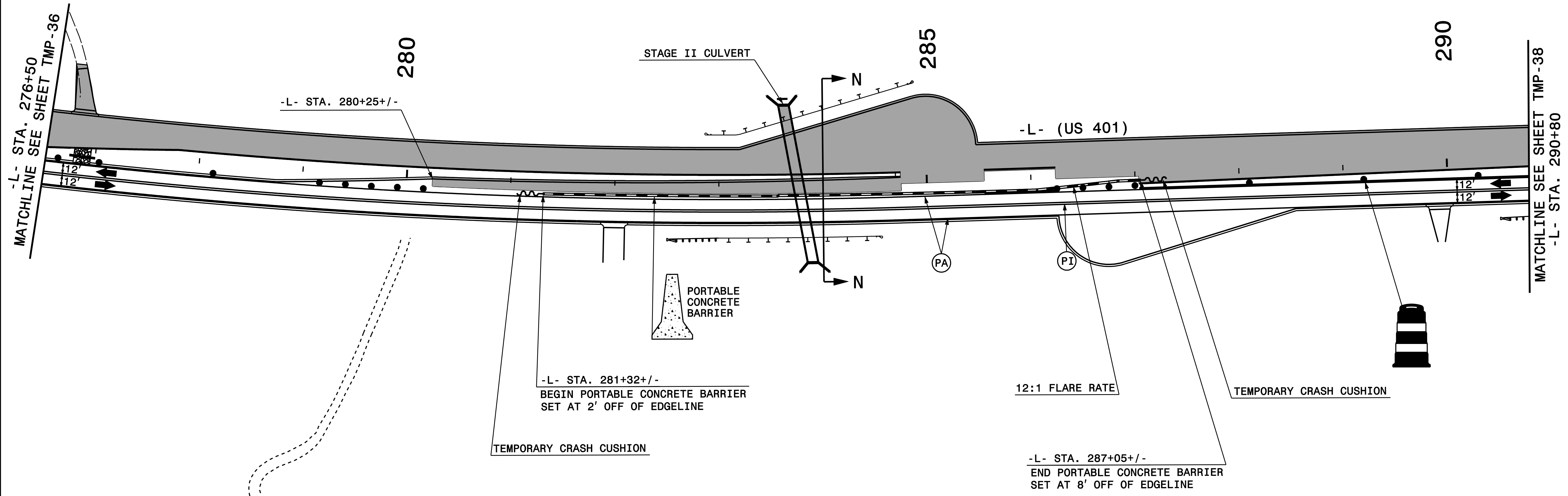
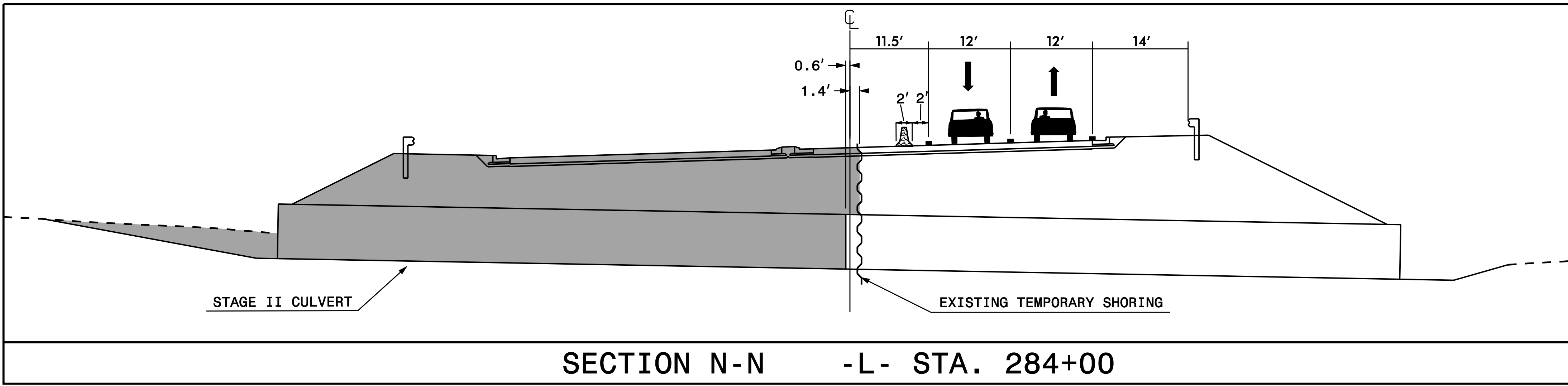
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MANAGEMENT PLAN
PHASE II DETAILS



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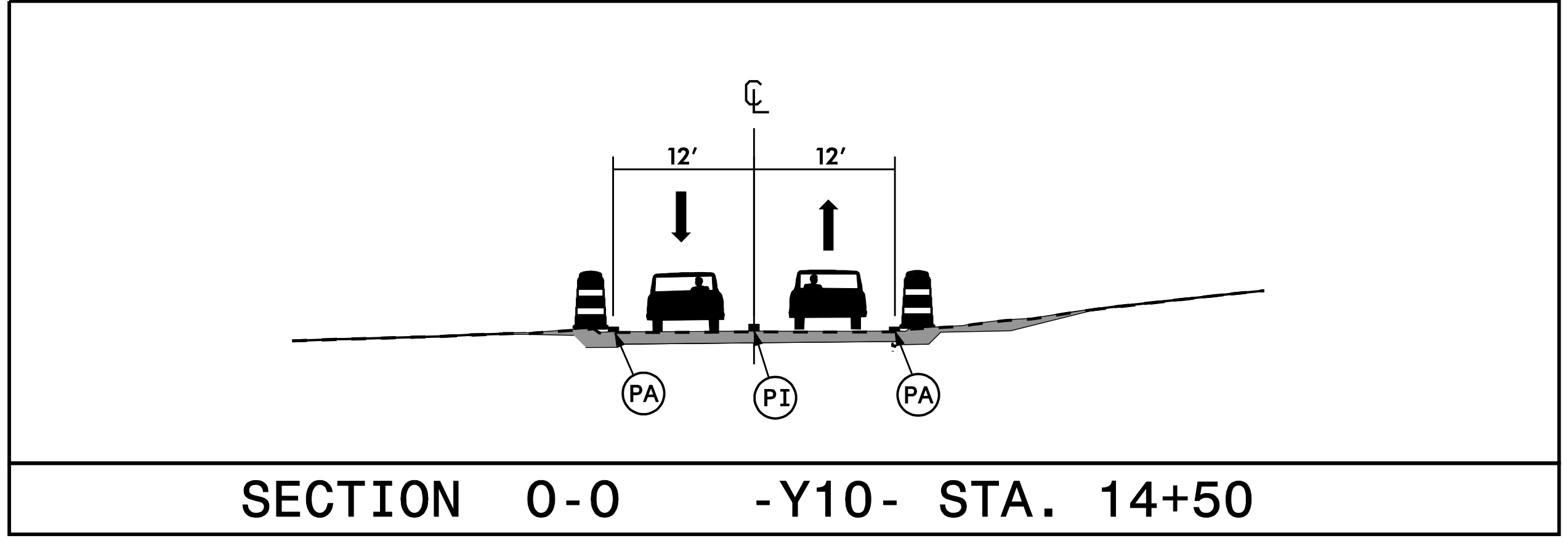
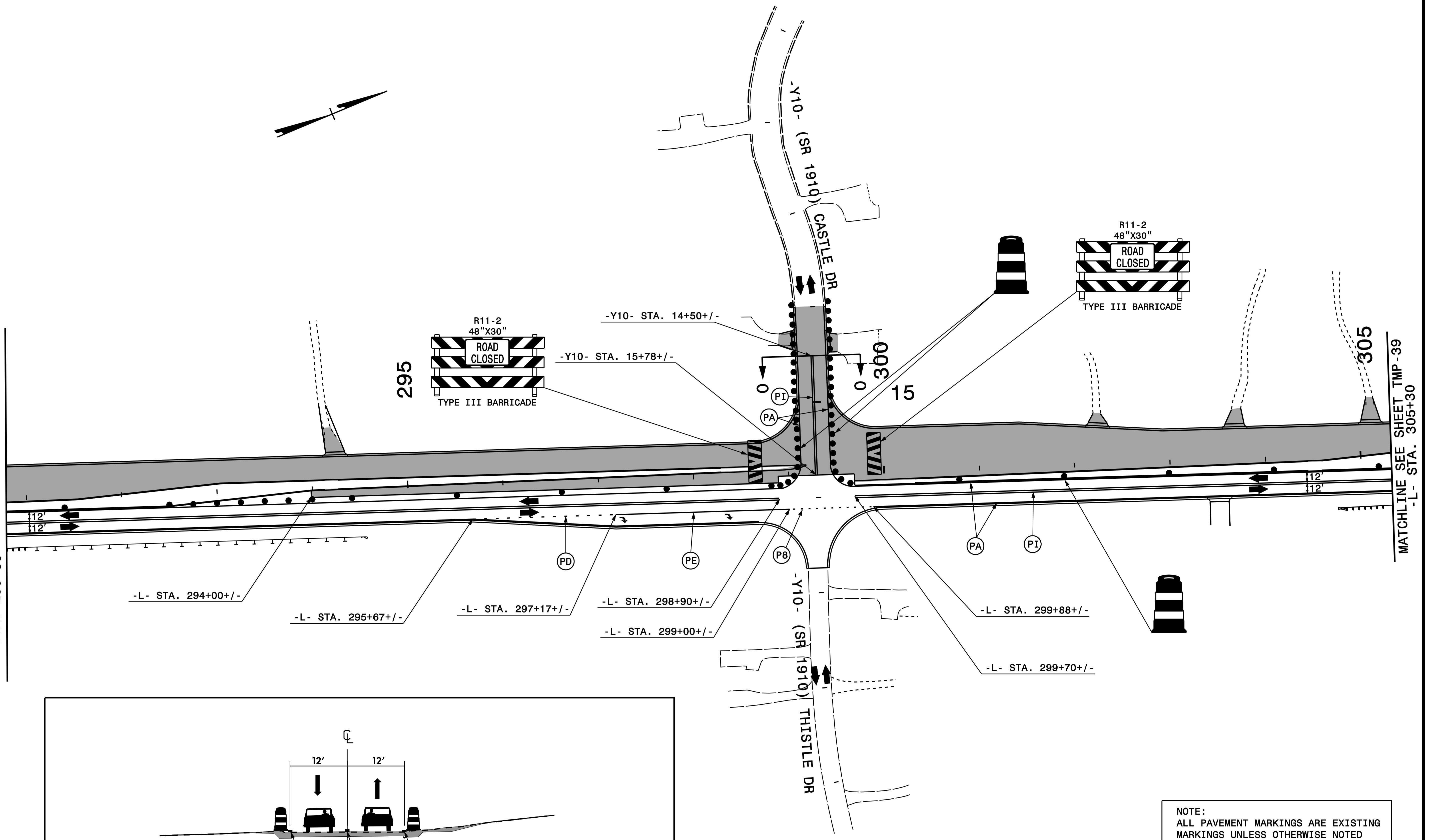
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TRANSPORTATION
MANAGEMENT PLAN
PHASE II DETAILS

-L- STA. 290+80 MATCHLINE SEE SHEET TMP-37

MATCHLINE SEE SHEET TMP-39
-L- STA. 305+30



NOTE:
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UNLESS ALL SIGNATURES COMPLETED

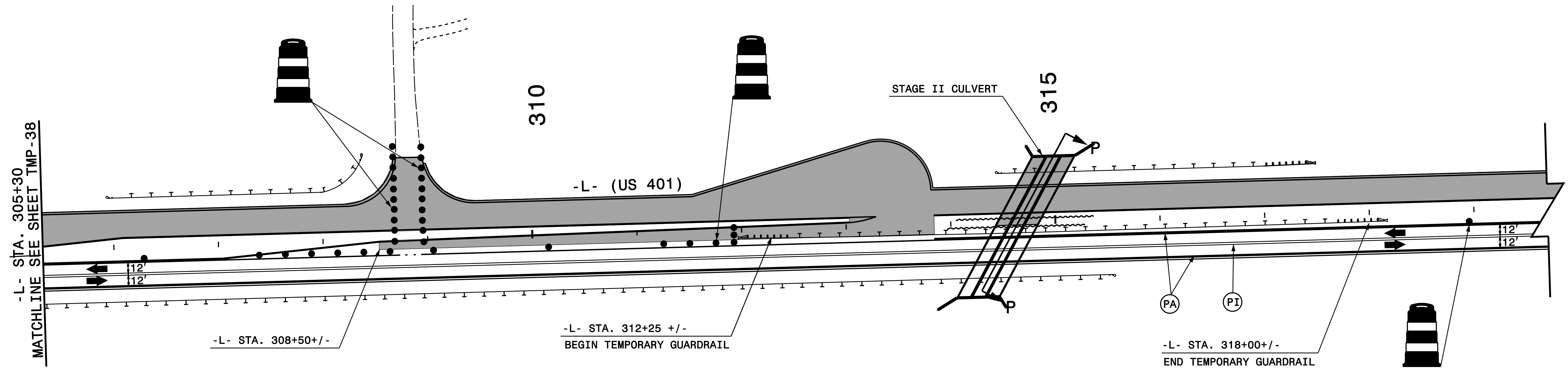
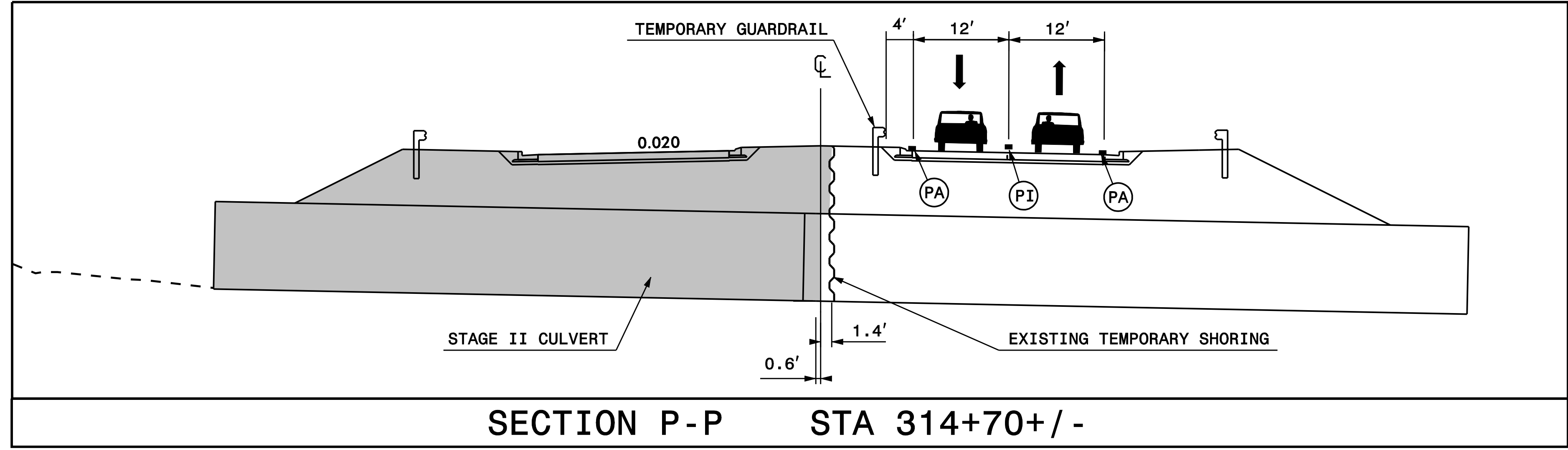
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**TRANSPORTATION
MANAGEMENT PLAN
PHASE II DETAILS**



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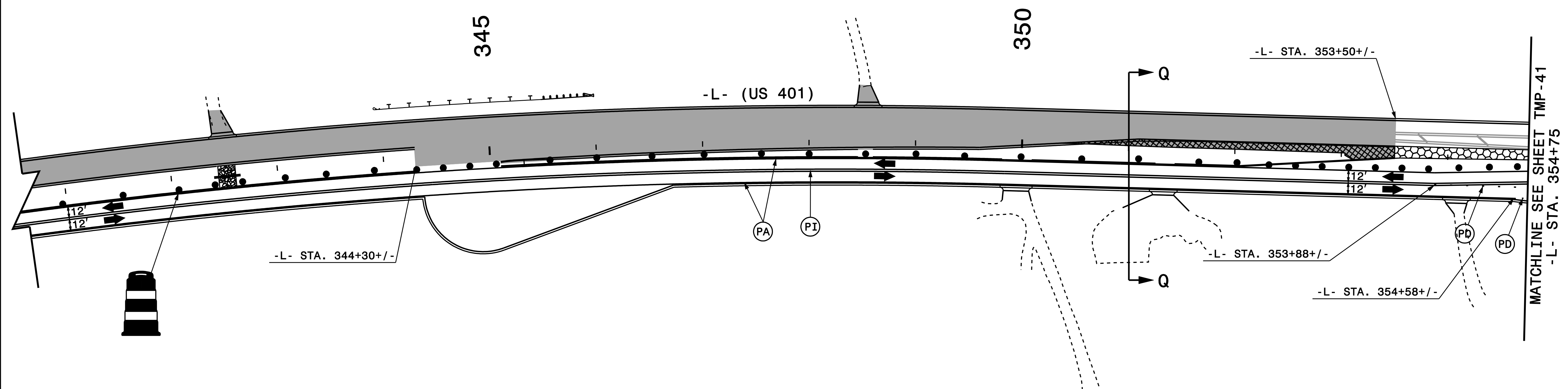
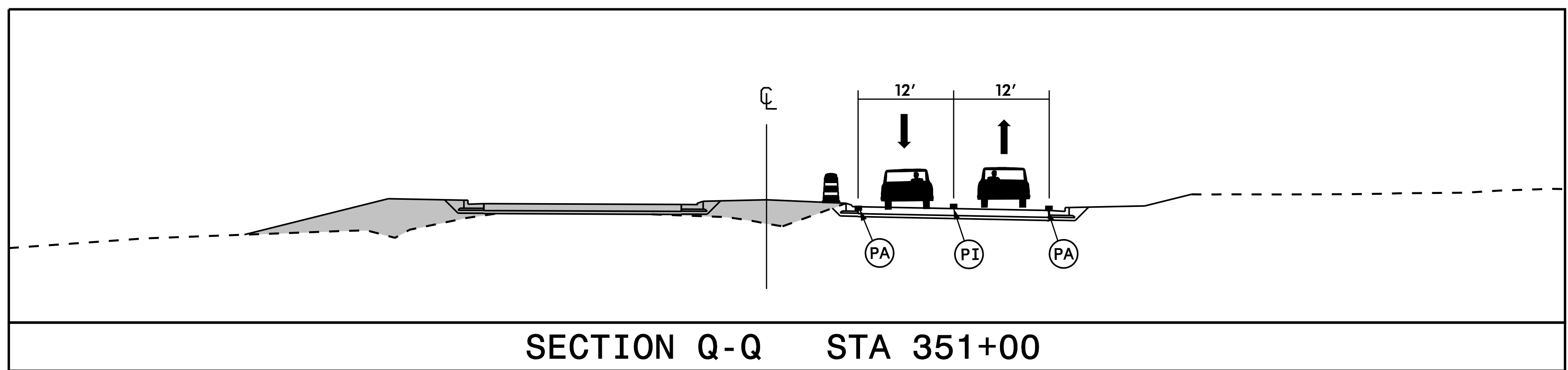
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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION
MANAGEMENT PLAN
PHASE II DETAILS



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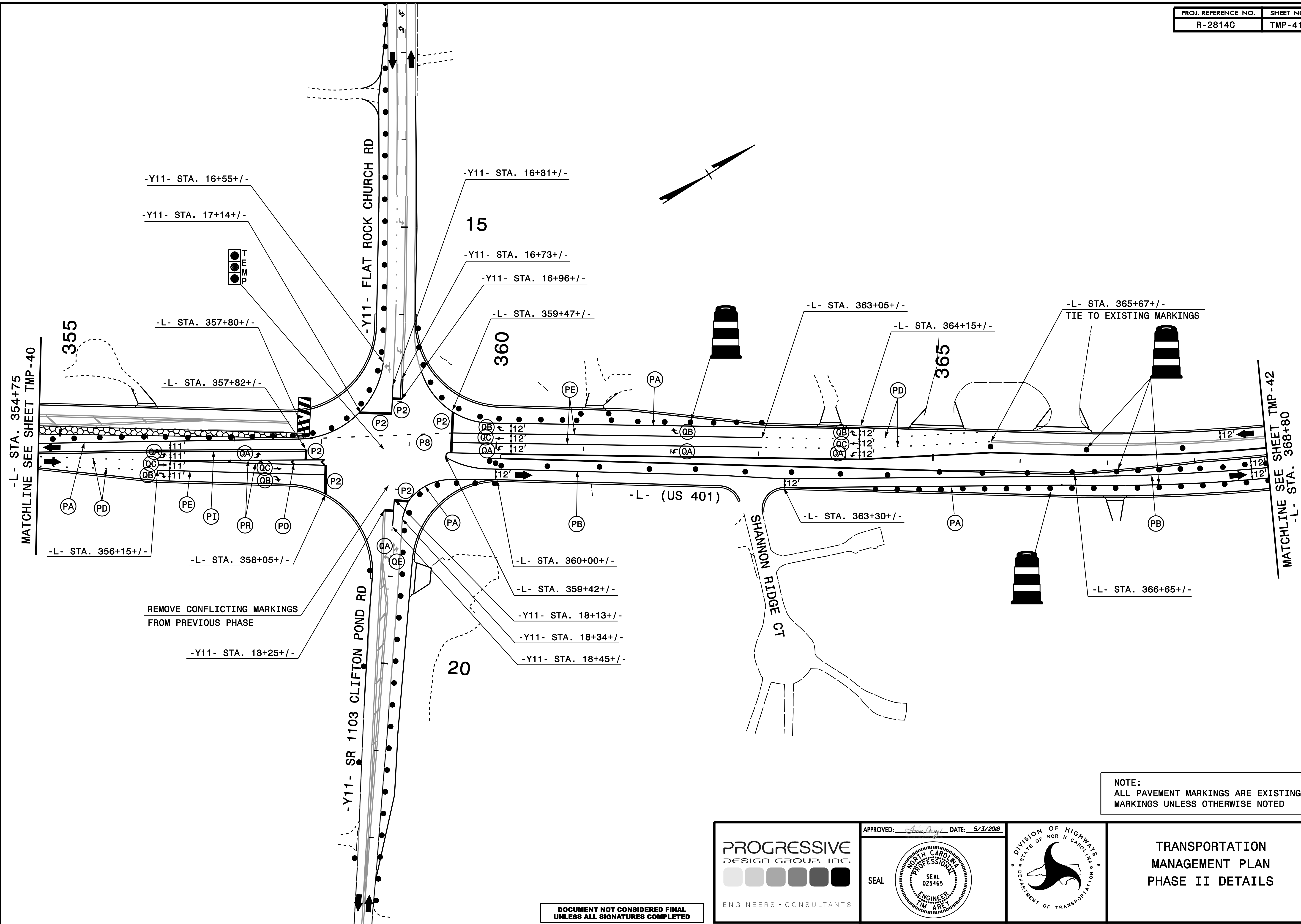
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STATE OF NORTH CAROLINA
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TRANSPORTATION
MANAGEMENT PLAN
PHASE II DETAILS



-L- STA. 354+75
MATCHLINE SEE SHEET TMP-40

MATCHLINE SEE SHEET TMP-42
-L- STA. 368+80

-Y11- STA. 16+55+/-

-Y11- STA. 17+14+/-

-Y11- STA. 16+81+/-

-Y11- STA. 16+73+/-

-Y11- STA. 16+96+/-

-L- STA. 359+47+/-

-L- STA. 363+05+/-

-L- STA. 365+67+/-
TIE TO EXISTING MARKINGS

-L- STA. 357+80+/-

-L- STA. 357+82+/-

355

360

365

-L- STA. 356+15+/-

-L- STA. 358+05+/-

-L- STA. 360+00+/-

-L- STA. 359+42+/-

-Y11- STA. 18+13+/-

-Y11- STA. 18+34+/-

-Y11- STA. 18+45+/-

REMOVE CONFLICTING MARKINGS
FROM PREVIOUS PHASE

-Y11- STA. 18+25+/-

-Y11- SR 1103 CLIFTON POND RD

-L- (US 401)

SHANNON RIDGE CT

-L- STA. 363+30+/-

-L- STA. 366+65+/-

NOTE:
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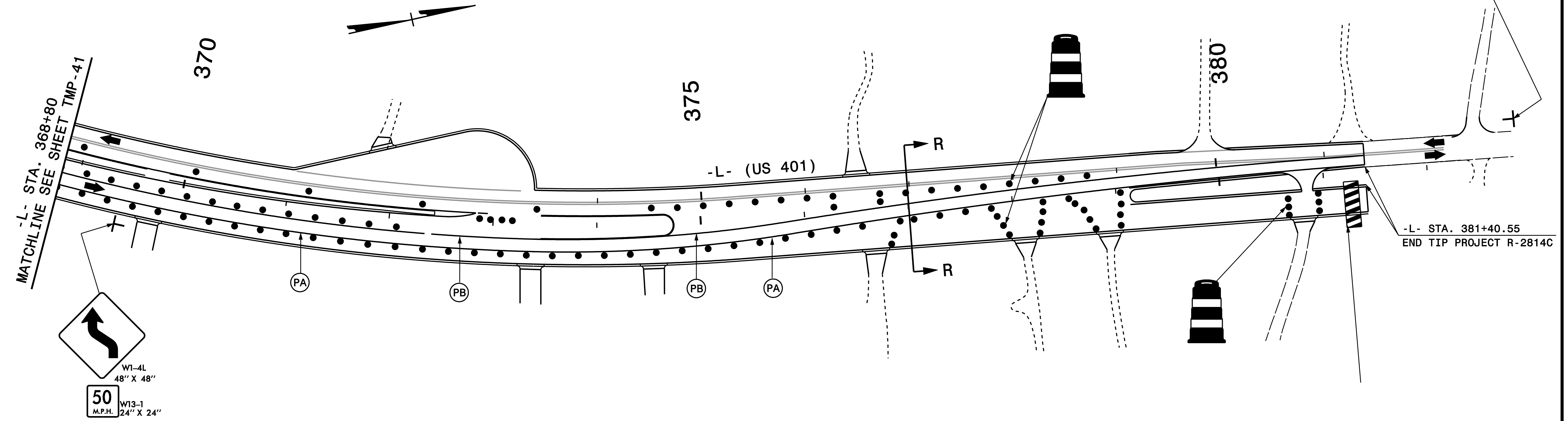
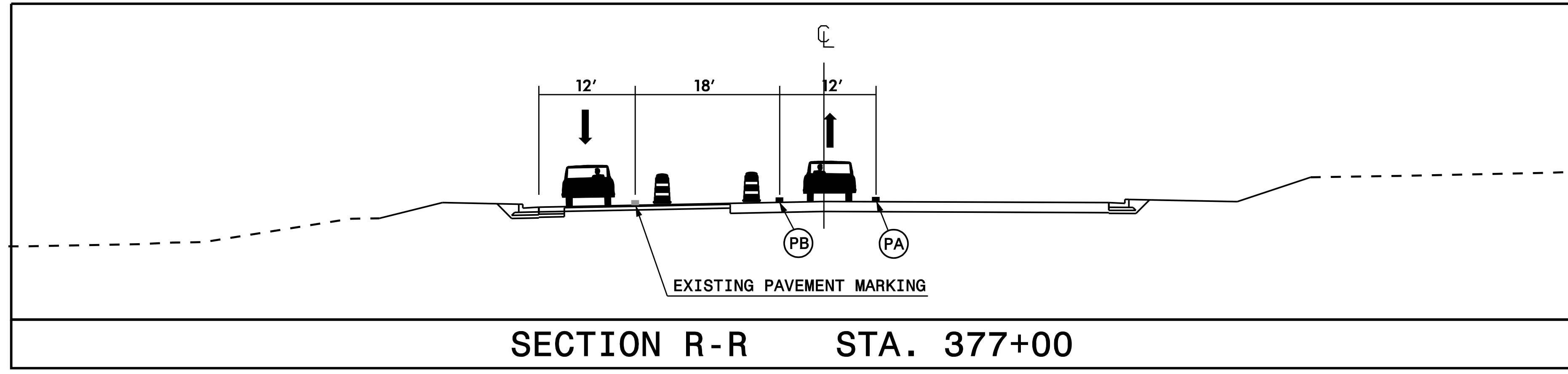
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**TRANSPORTATION
MANAGEMENT PLAN
PHASE II DETAILS**



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MARKINGS UNLESS OTHERWISE NOTED

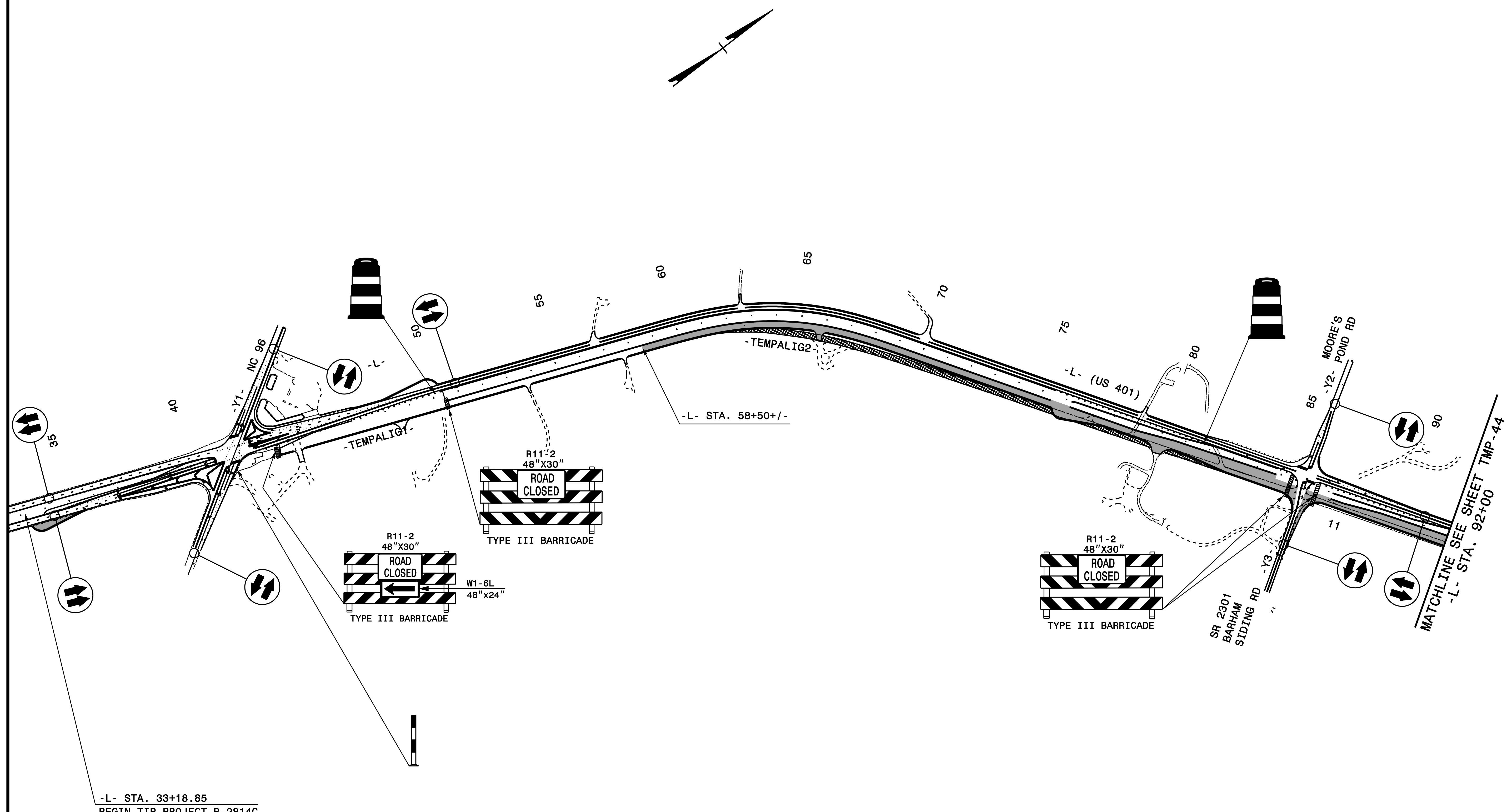
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APPROVED: *[Signature]* DATE: 5/3/2018

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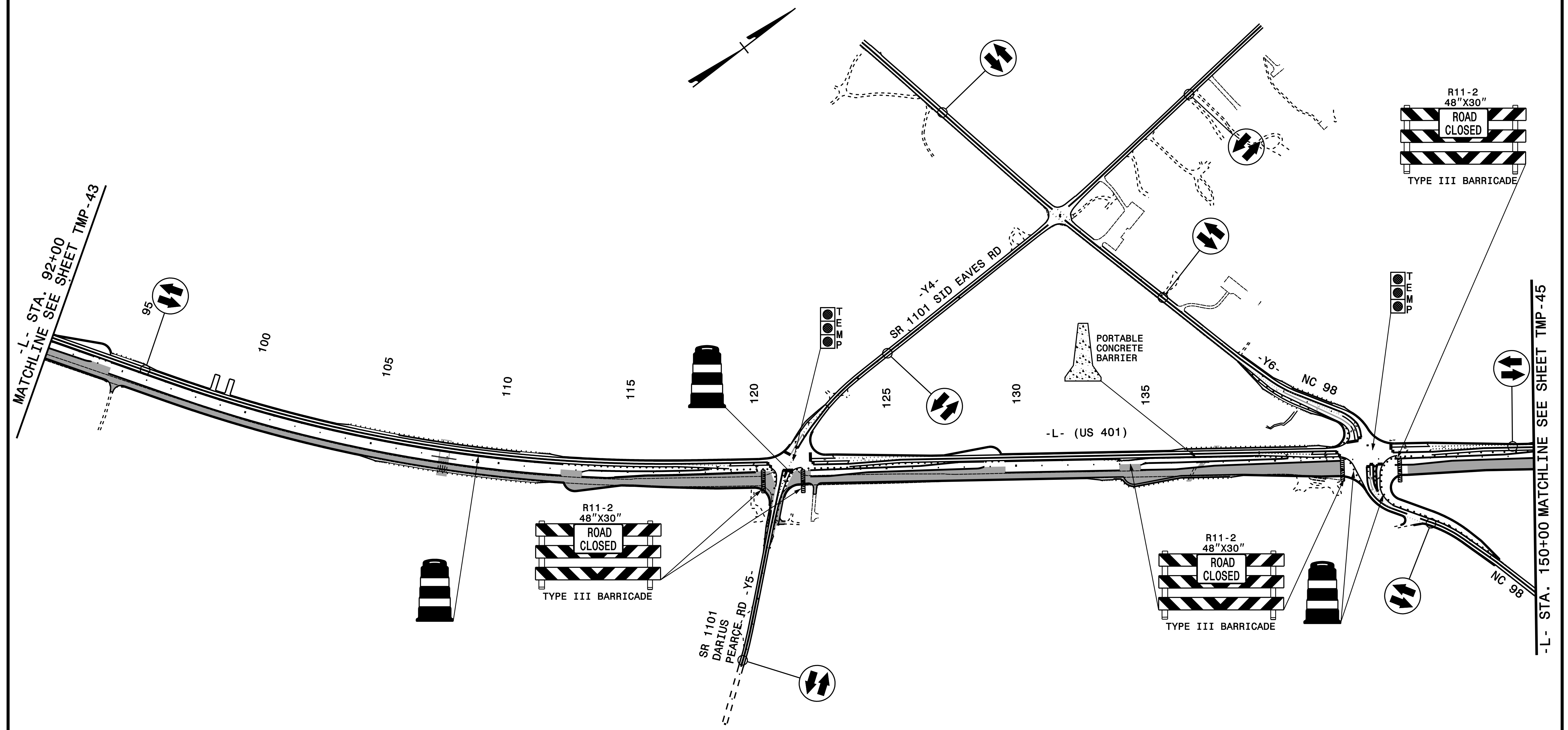
**TRANSPORTATION
MANAGEMENT PLAN
PHASE II DETAILS**



-L- STA. 33+18.85
BEGIN TIP PROJECT R-2814C

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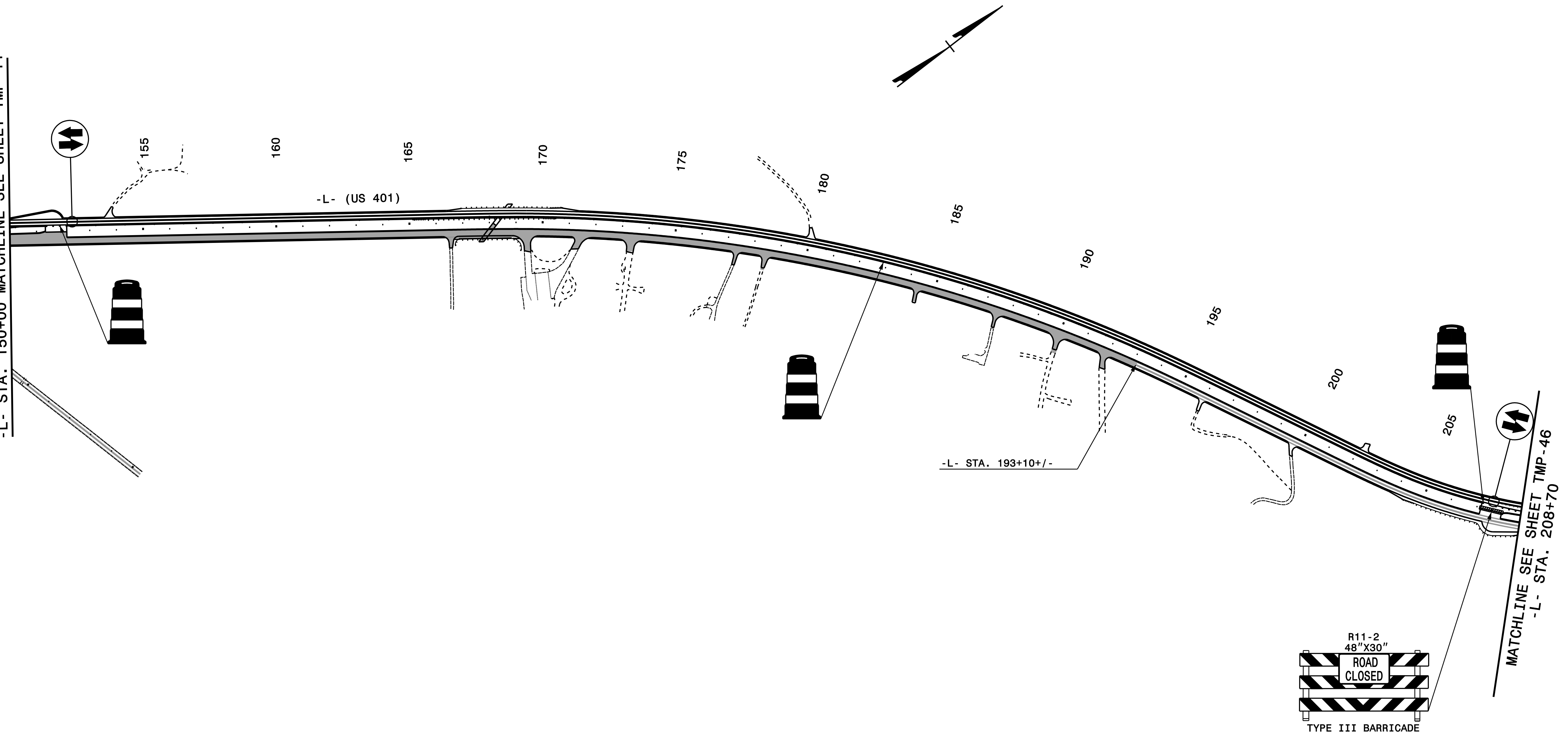
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	<p>APPROVED: <i>[Signature]</i> DATE: 5/3/2018</p>		<p>TRANSPORTATION MANAGEMENT PLAN PHASE III OVERVIEWS</p>
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-L- STA. 150+00 MATCHLINE SEE SHEET TMP-44

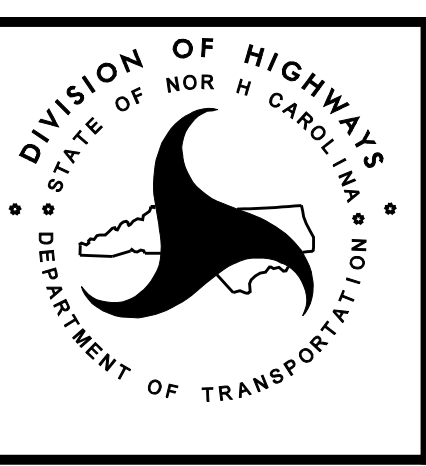


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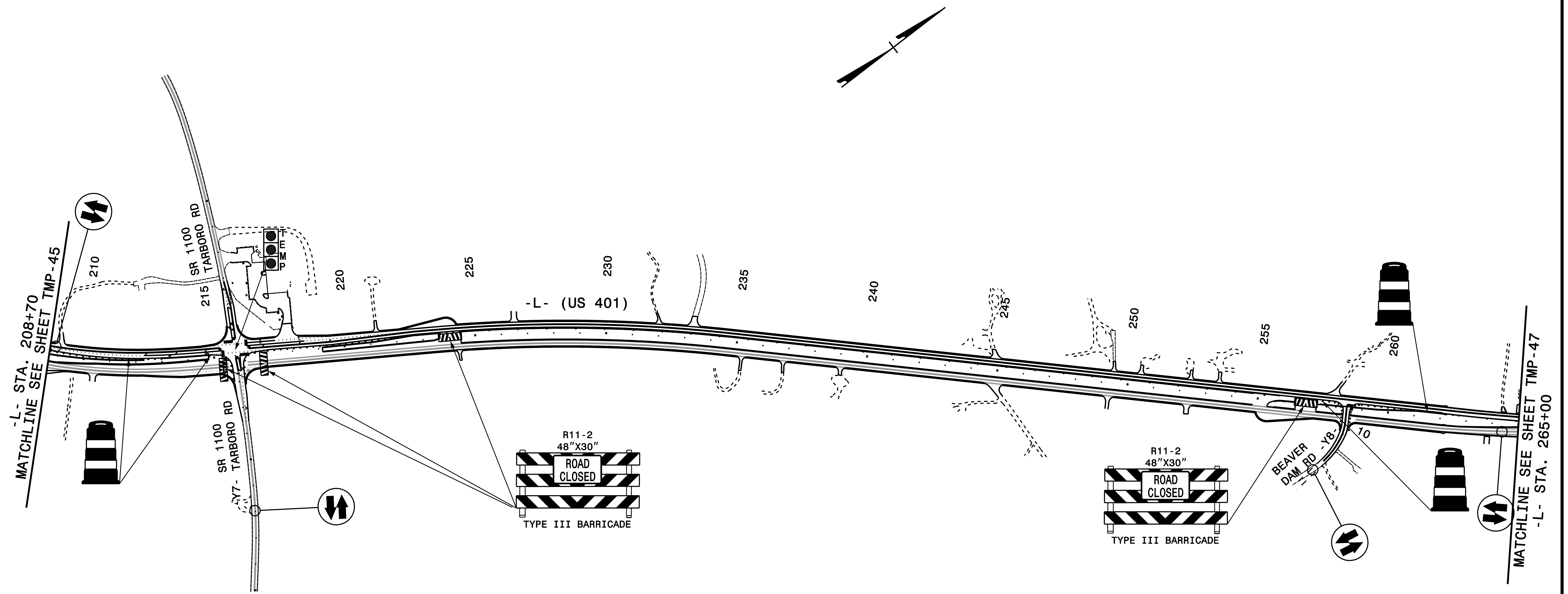
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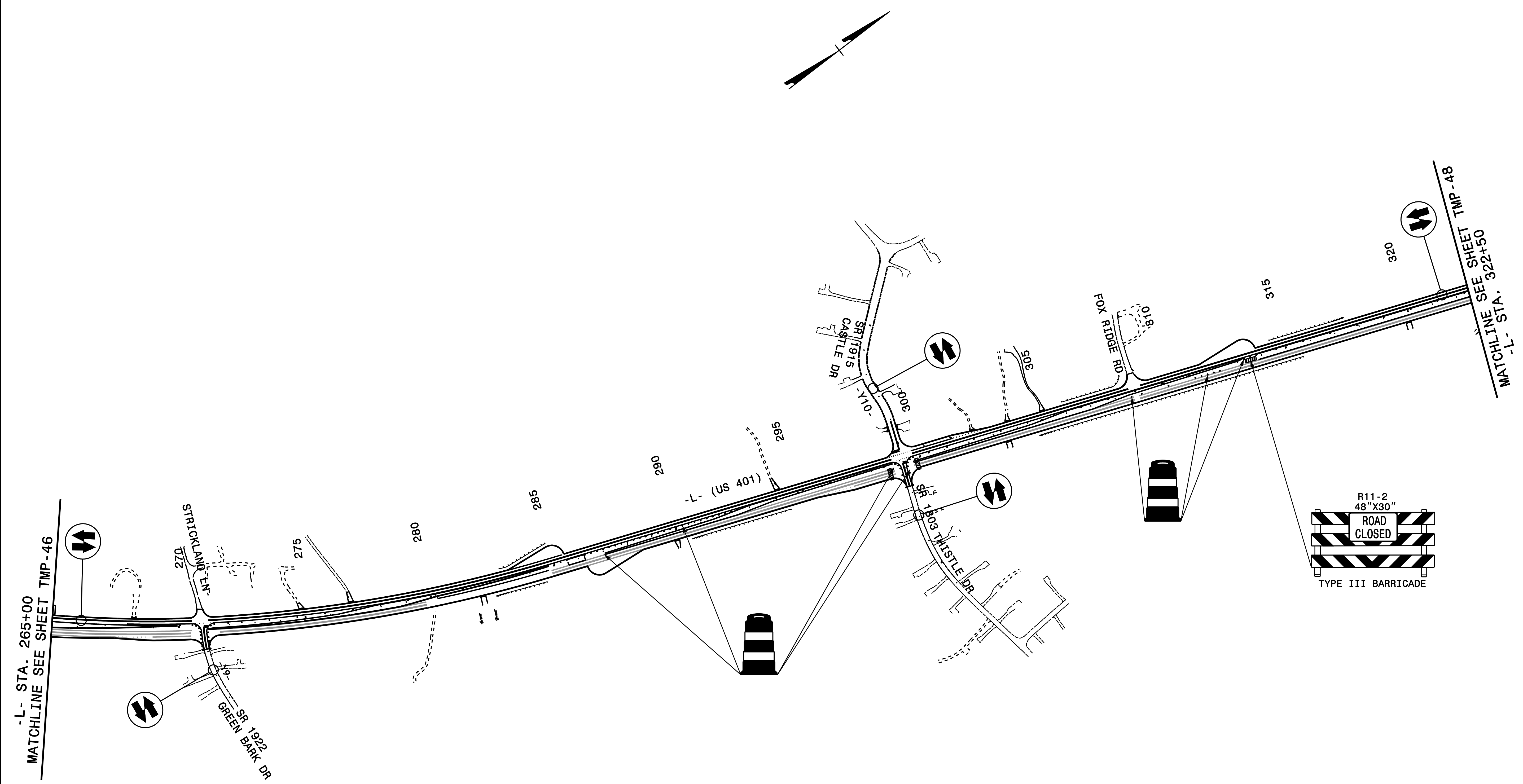


**TRANSPORTATION
MANAGEMENT PLAN
PHASE III OVERVIEWS**



DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

	<p>APPROVED: <i>[Signature]</i> DATE: 5/3/2018</p> <p>SEAL</p>		<p>TRANSPORTATION MANAGEMENT PLAN PHASE III OVERVIEWS</p>
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-L- STA. 265+00
MATCHLINE SEE SHEET TMP-46

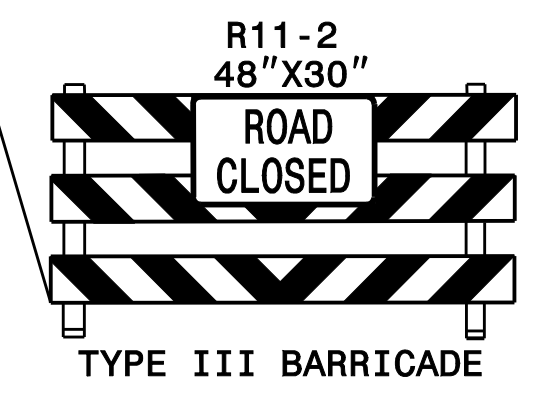
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CASTLE DR

FOX RIDGE RD

SR 1803
THISTLE DR

-L- (US 401)

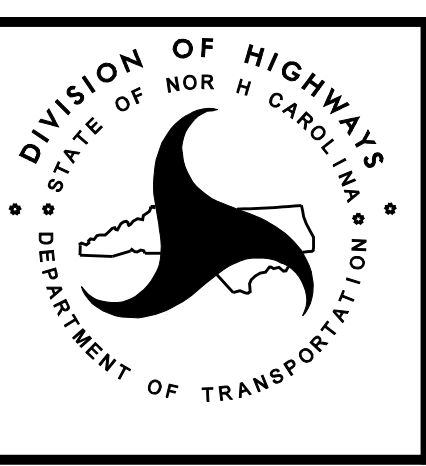


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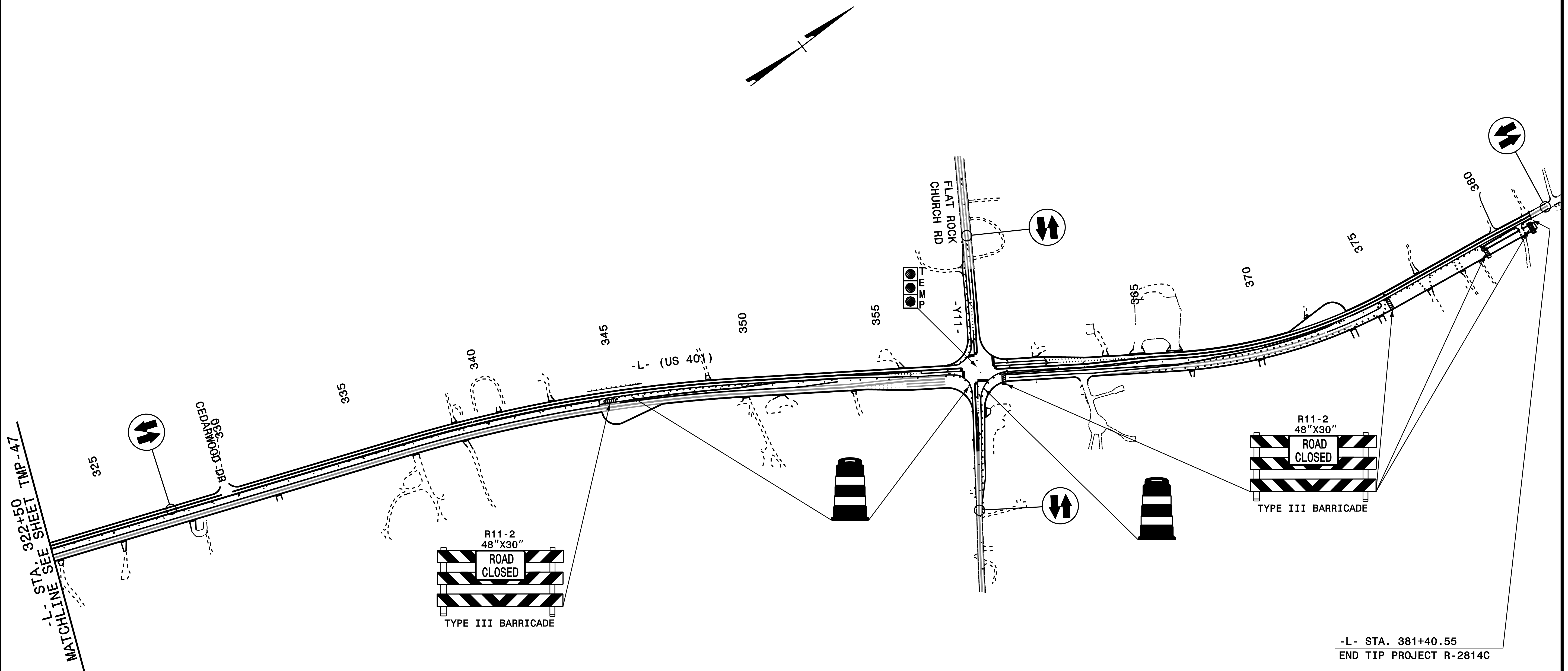
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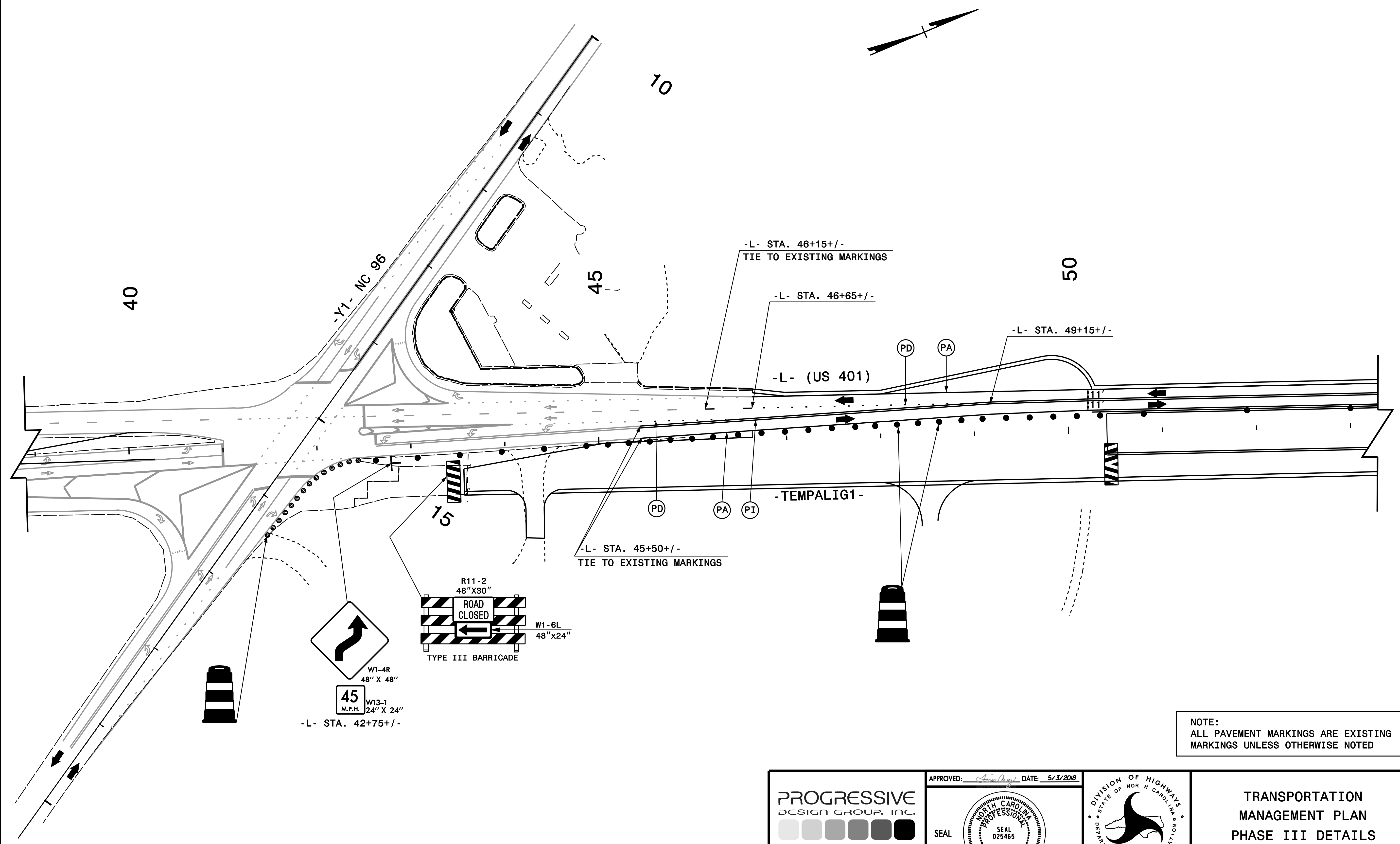
TRANSPORTATION
MANAGEMENT PLAN
PHASE III OVERVIEWS



-L- STA. 381+40.55
END TIP PROJECT R-2814C

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NOTE:
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MARKINGS UNLESS OTHERWISE NOTED

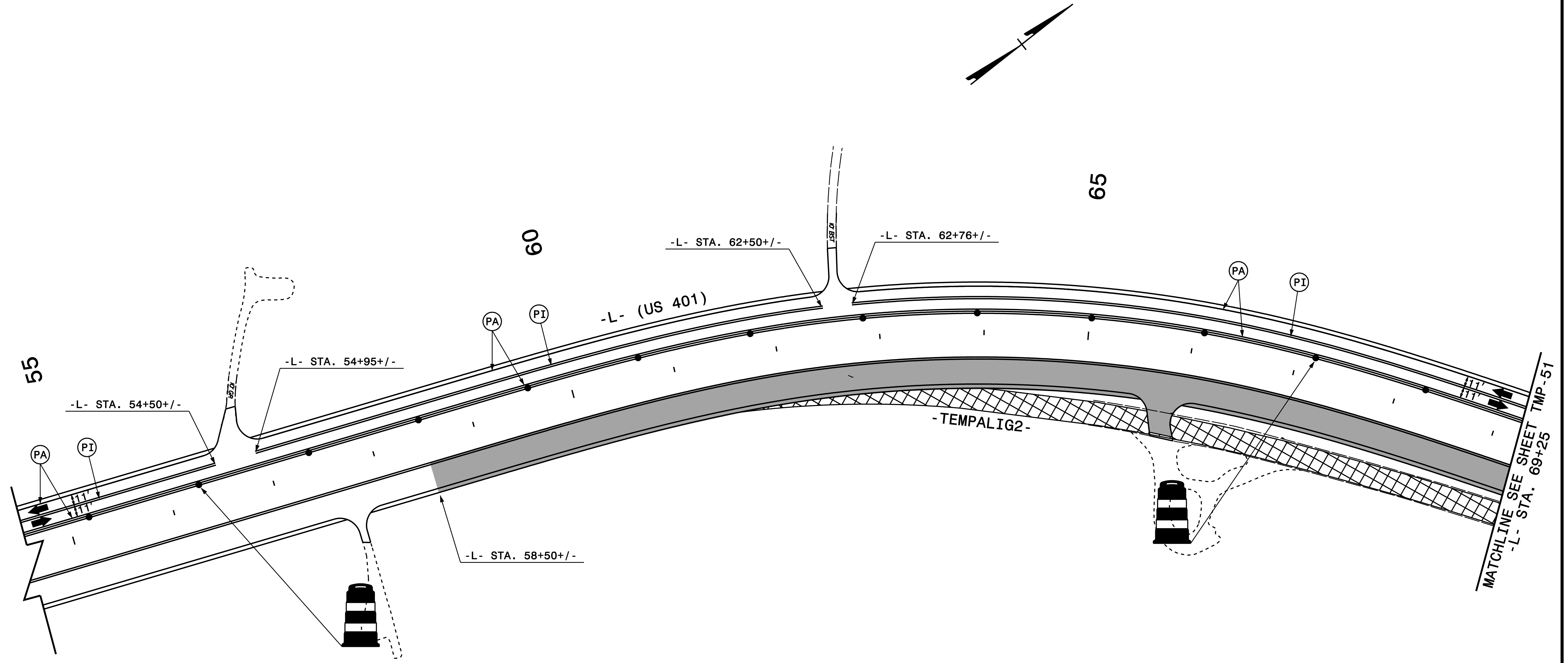
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PHASE III DETAILS



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ENGINEERS • CONSULTANTS

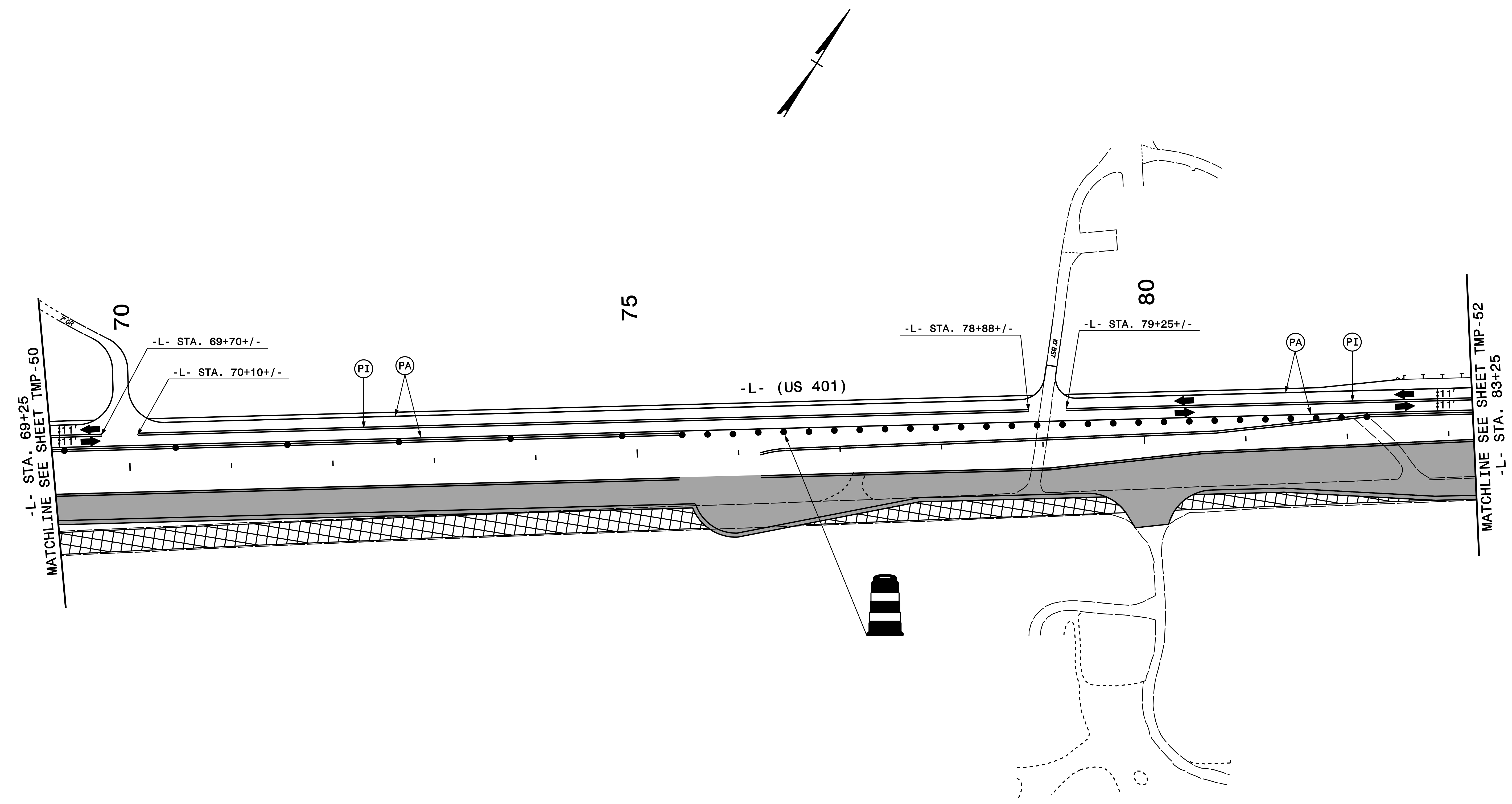
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NORTH CAROLINA
PROFESSIONAL
ENGINEER
SEAL
025465
TM ARE

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

**TRANSPORTATION
MANAGEMENT PLAN
PHASE III DETAILS**



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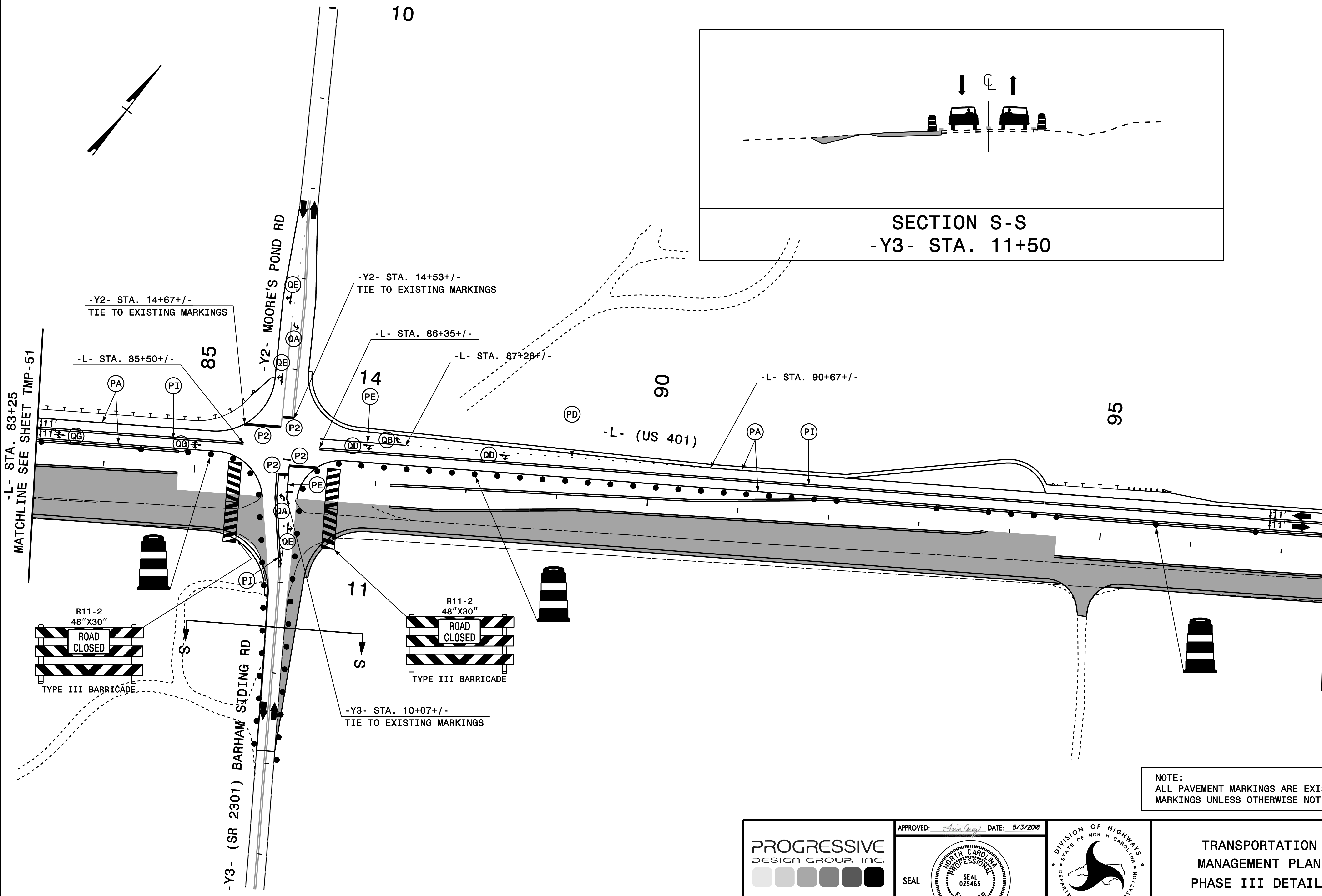
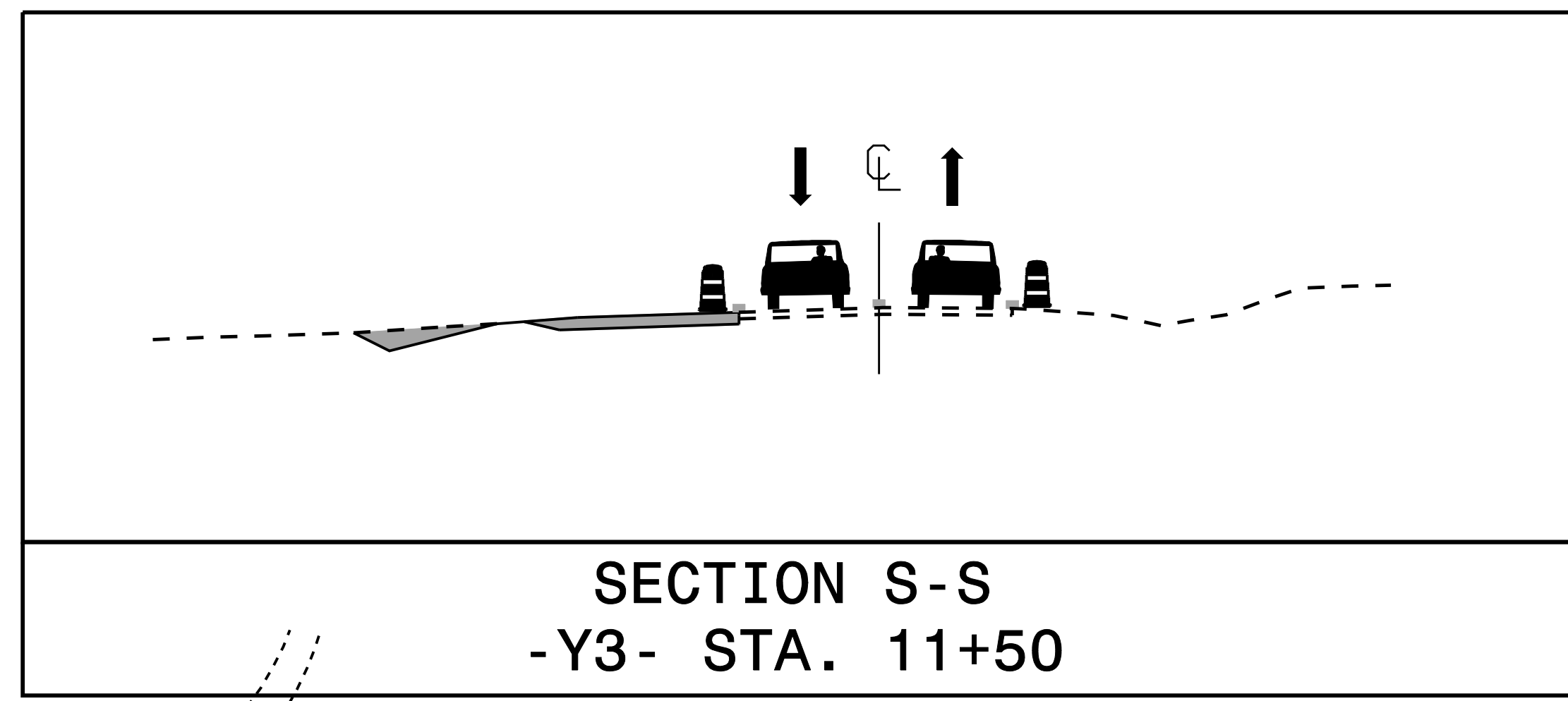
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TRANSPORTATION
MANAGEMENT PLAN
PHASE III DETAILS

10



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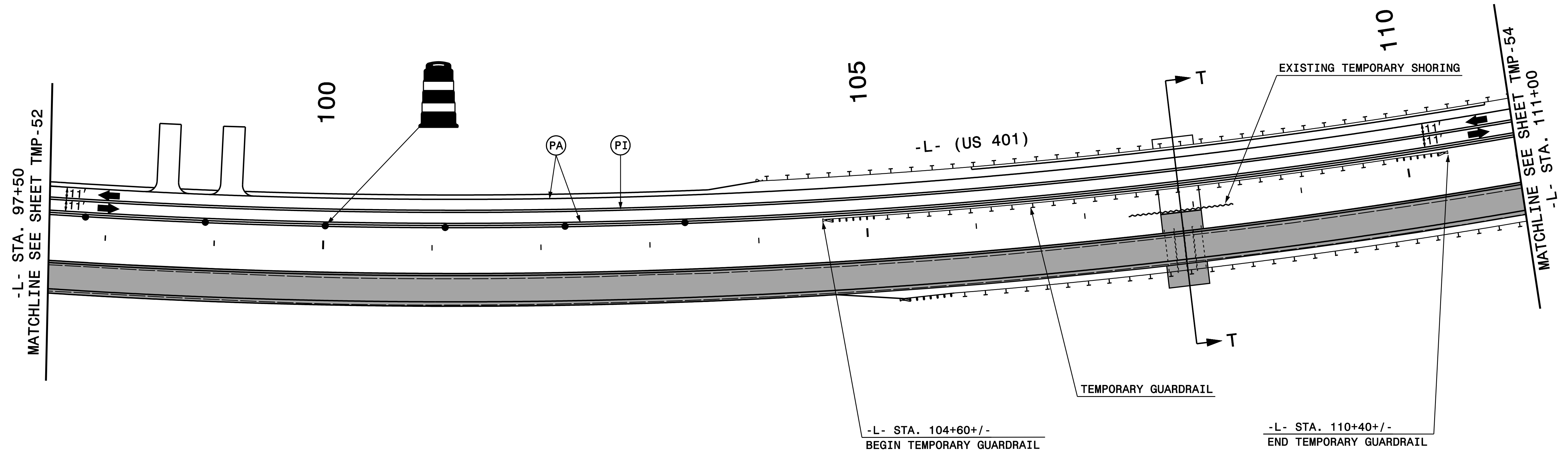
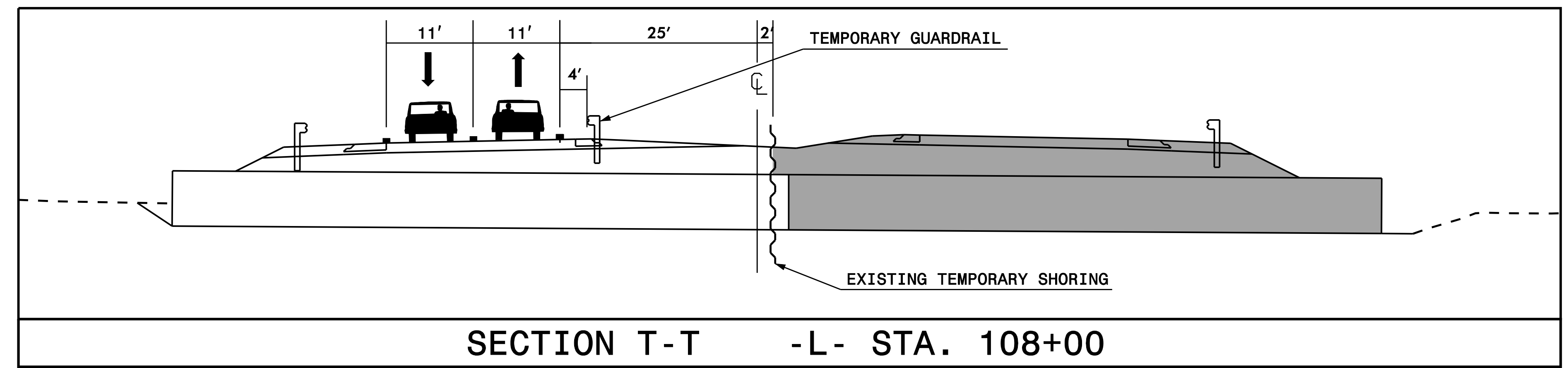
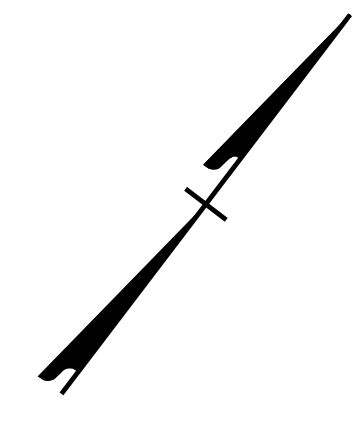
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MANAGEMENT PLAN
PHASE III DETAILS**



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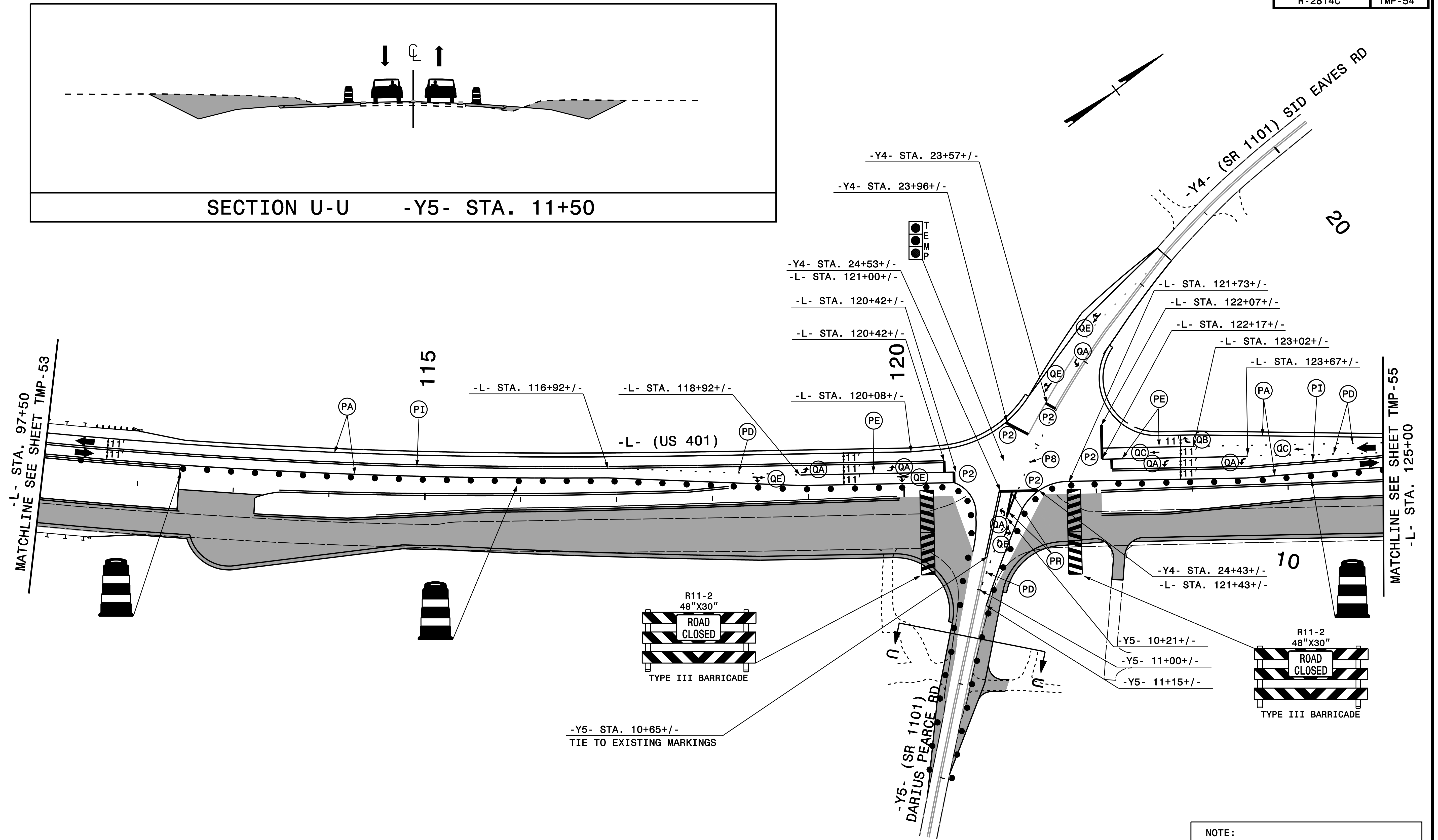
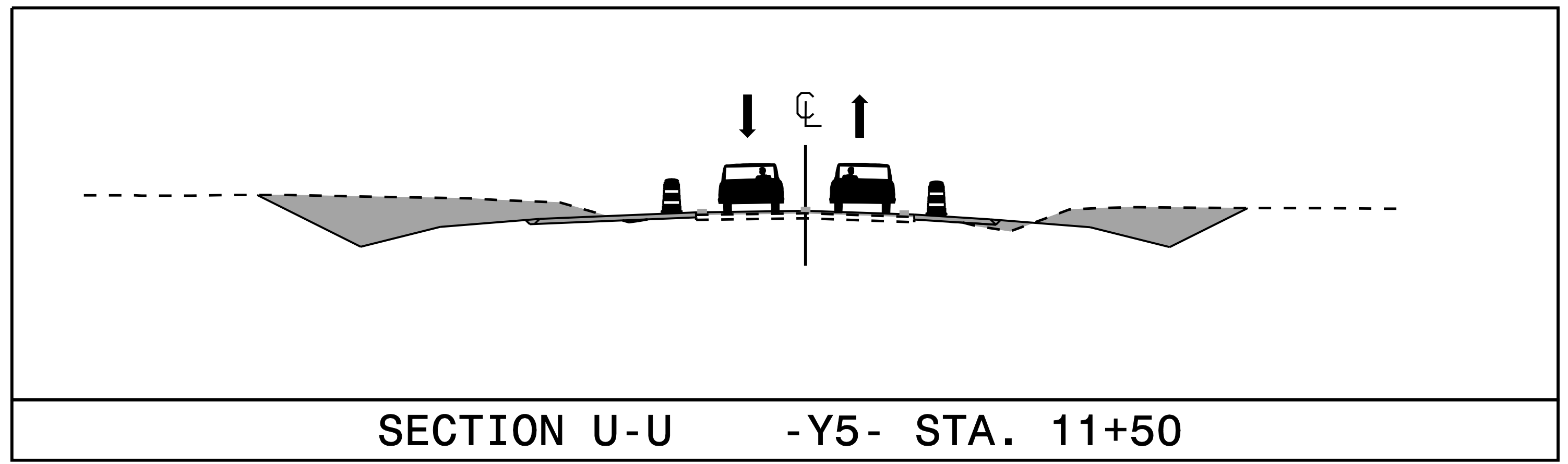
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MANAGEMENT PLAN
PHASE III DETAILS**



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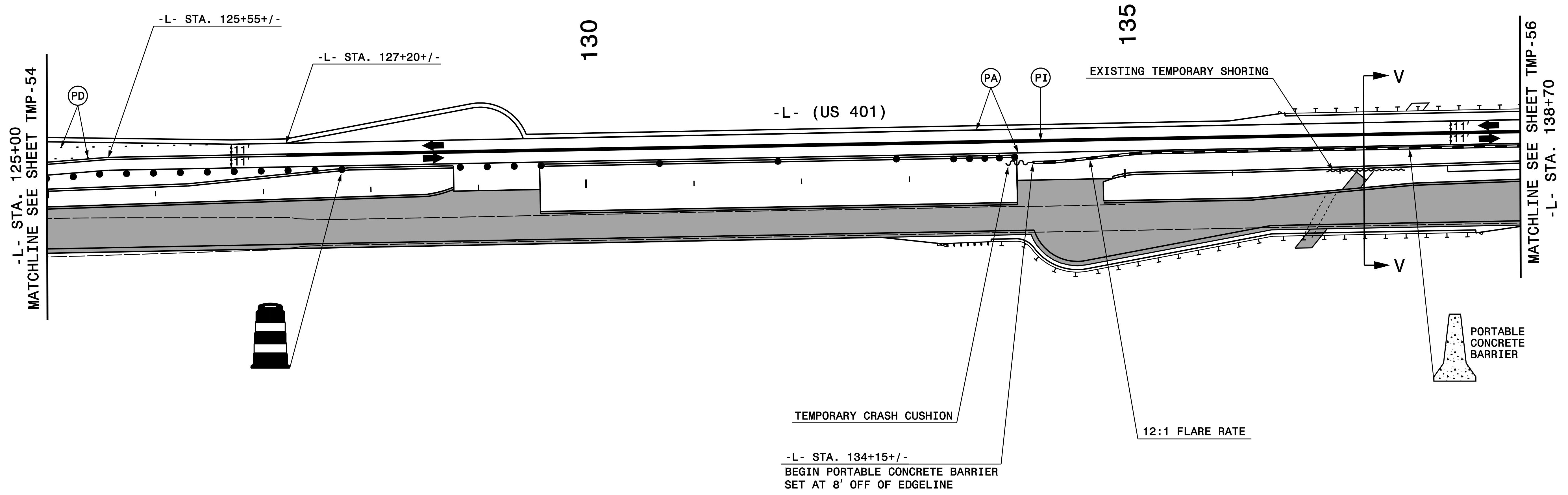
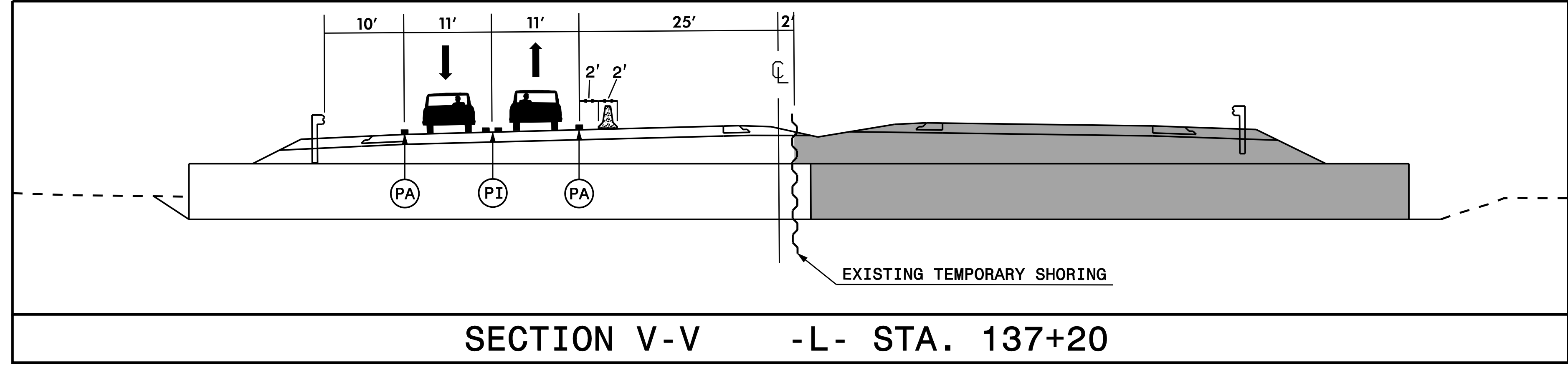
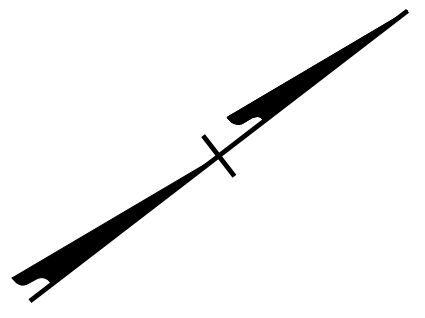
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PROFESSIONAL ENGINEER
SEAL 025465
STATE OF NORTH CAROLINA

DIVISION OF HIGHWAYS
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TRANSPORTATION
MANAGEMENT PLAN
PHASE III DETAILS



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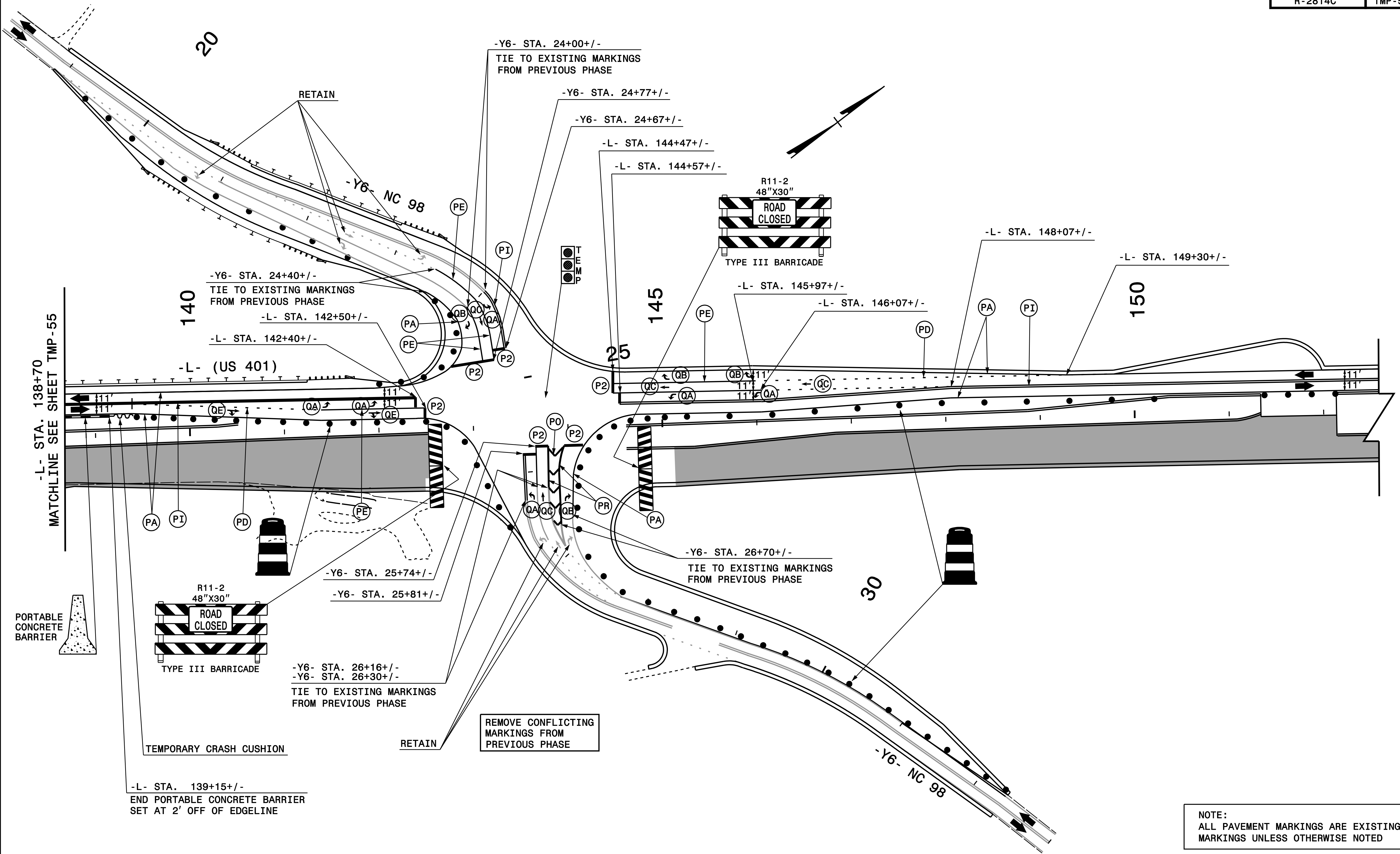
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PHASE III DETAILS**



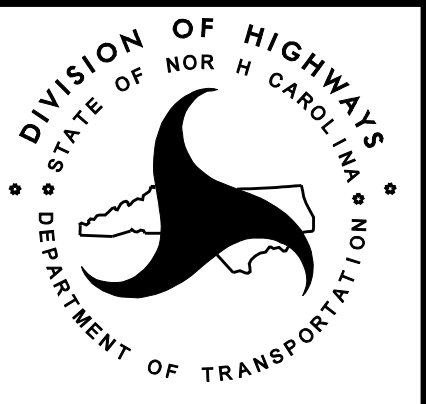
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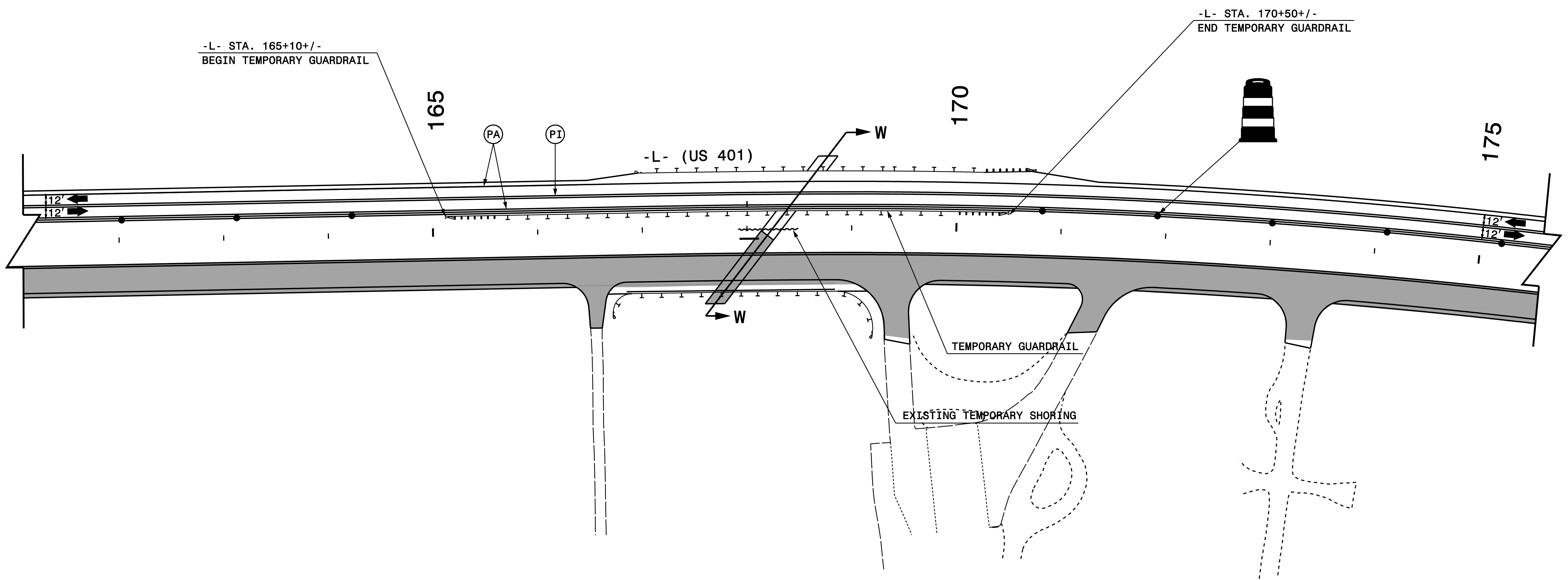
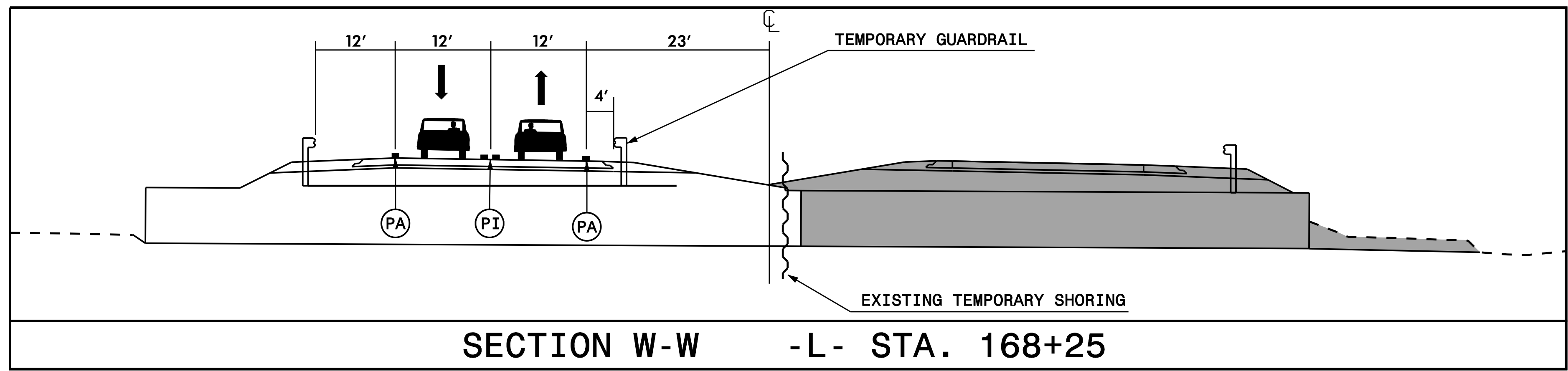
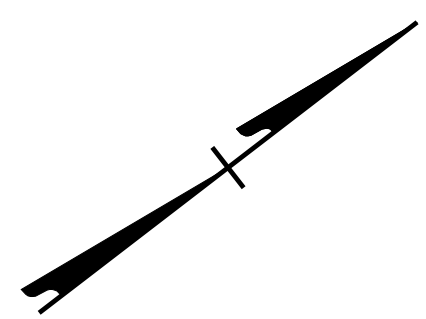
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MANAGEMENT PLAN
PHASE III DETAILS**



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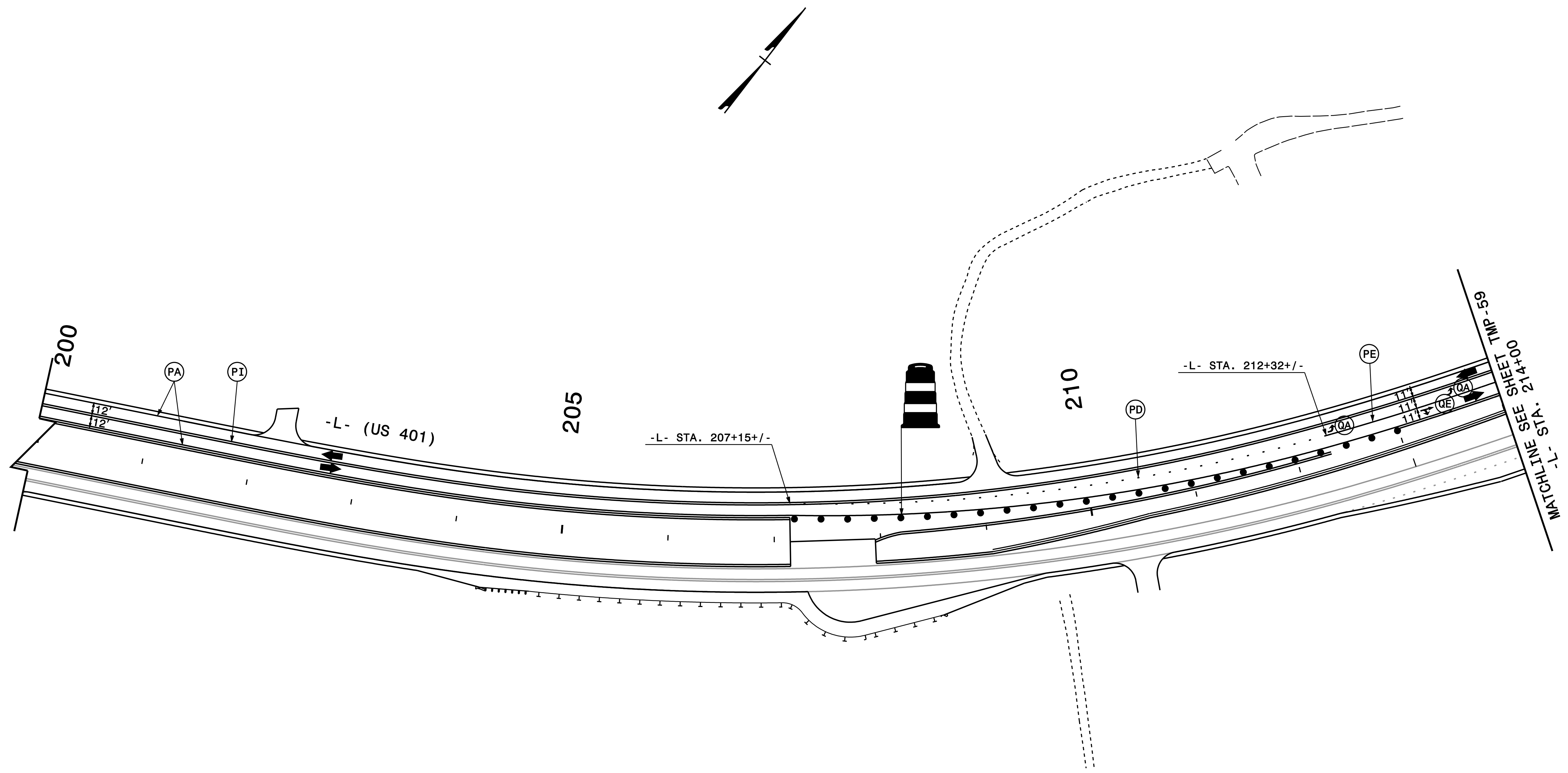
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PHASE III DETAILS**



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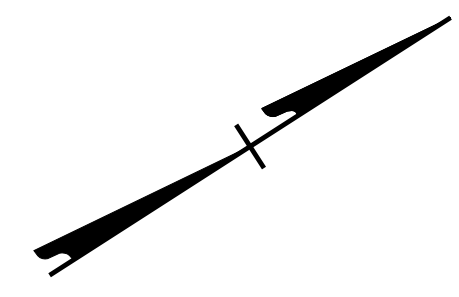
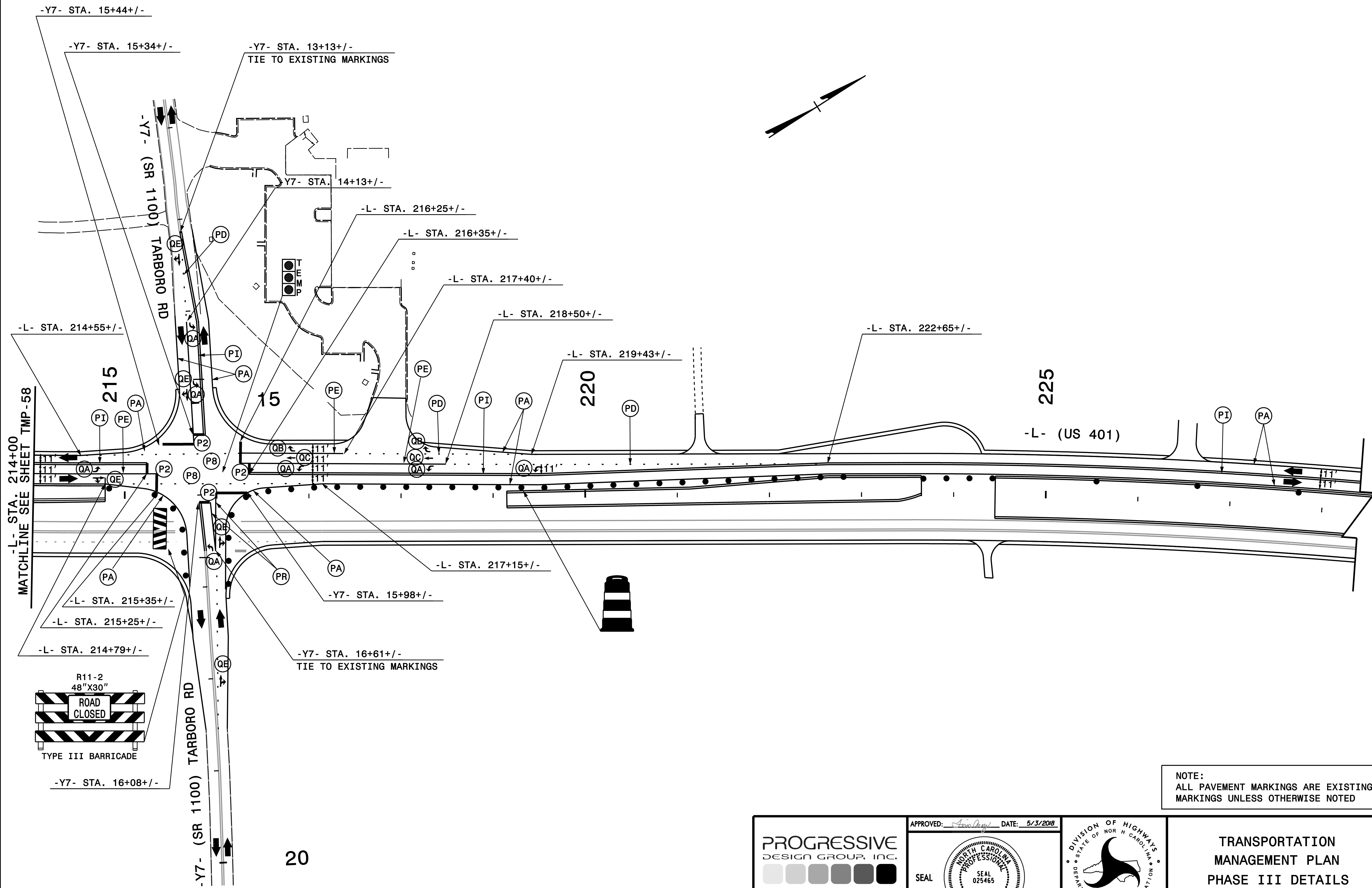
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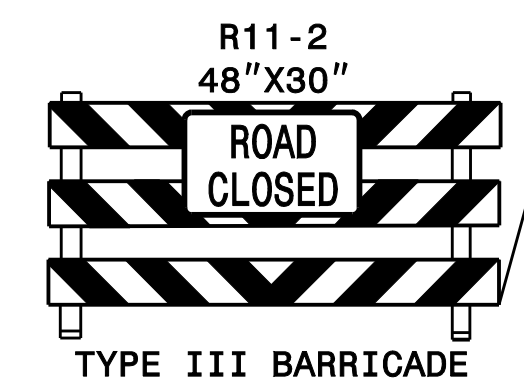
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DEPARTMENT OF TRANSPORTATION

TRANSPORTATION
MANAGEMENT PLAN
PHASE III DETAILS



-L- STA. 214+00
MATCHLINE SEE SHEET TMP-58



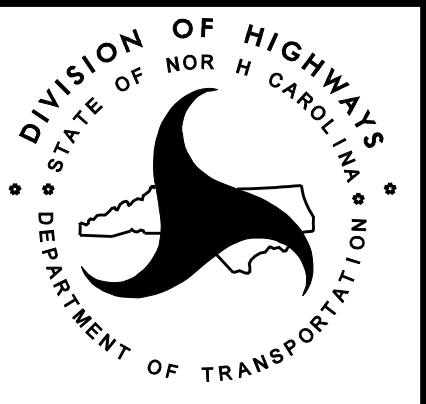
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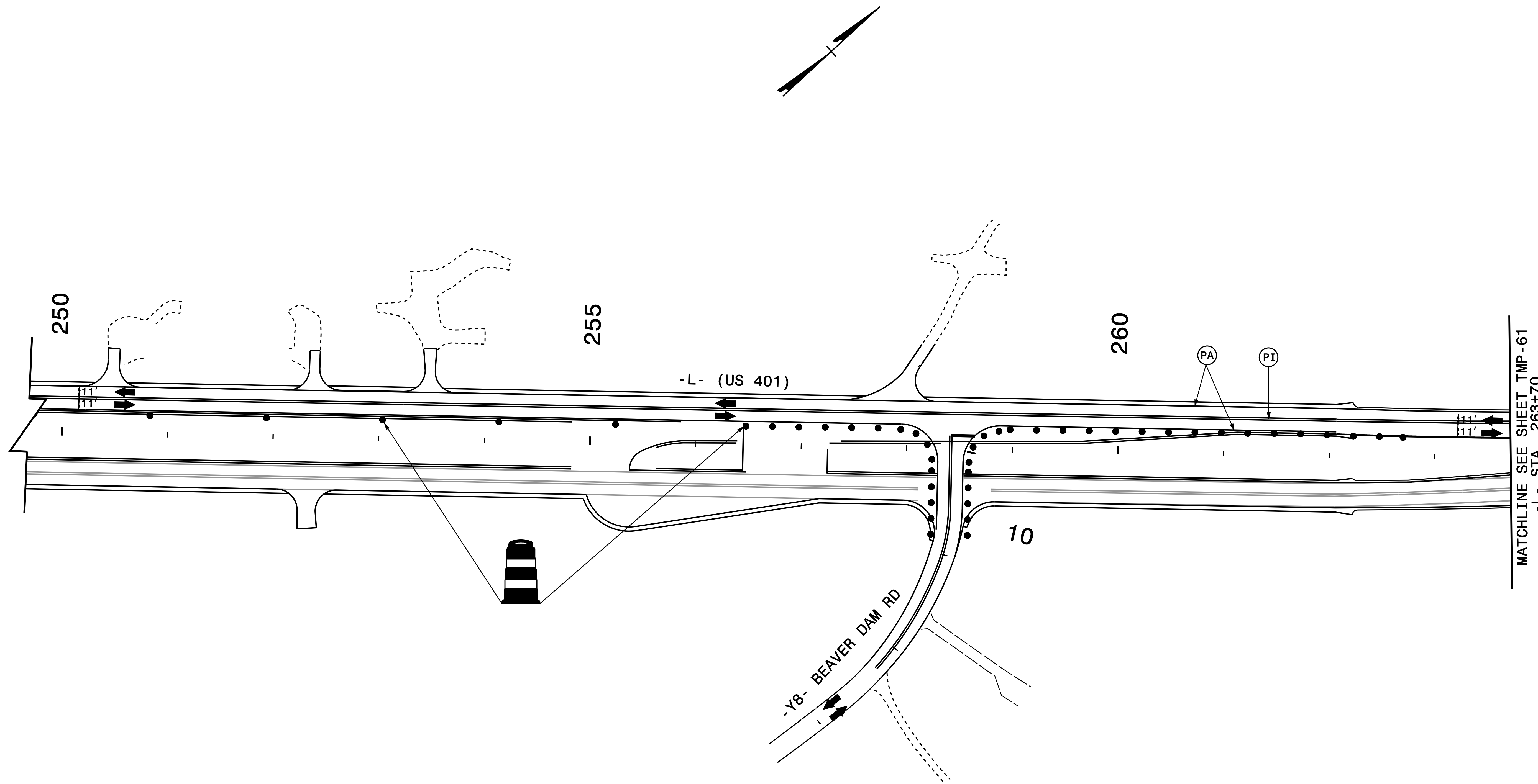
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PHASE III DETAILS**



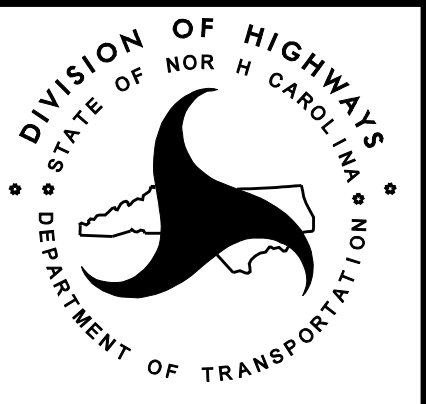
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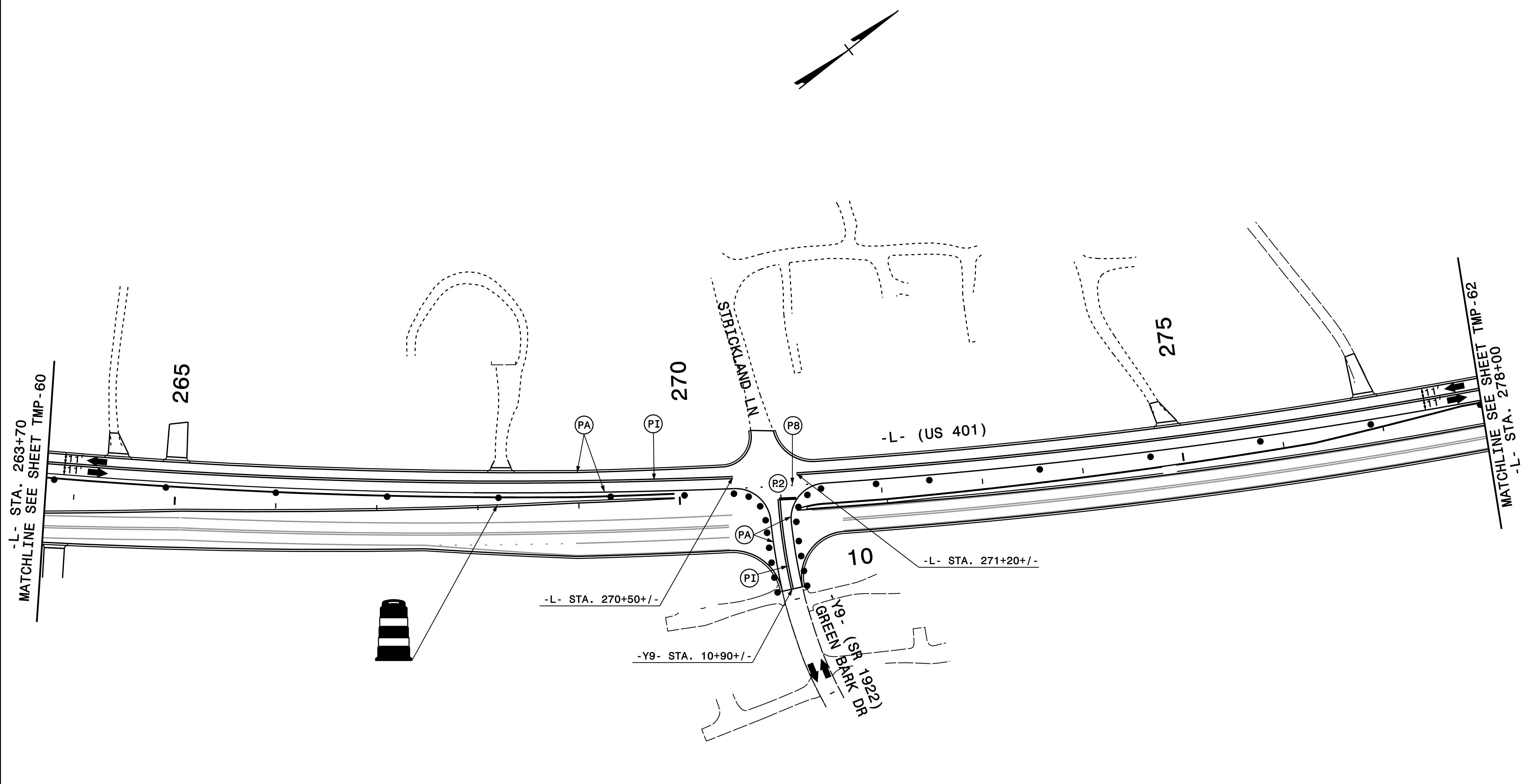
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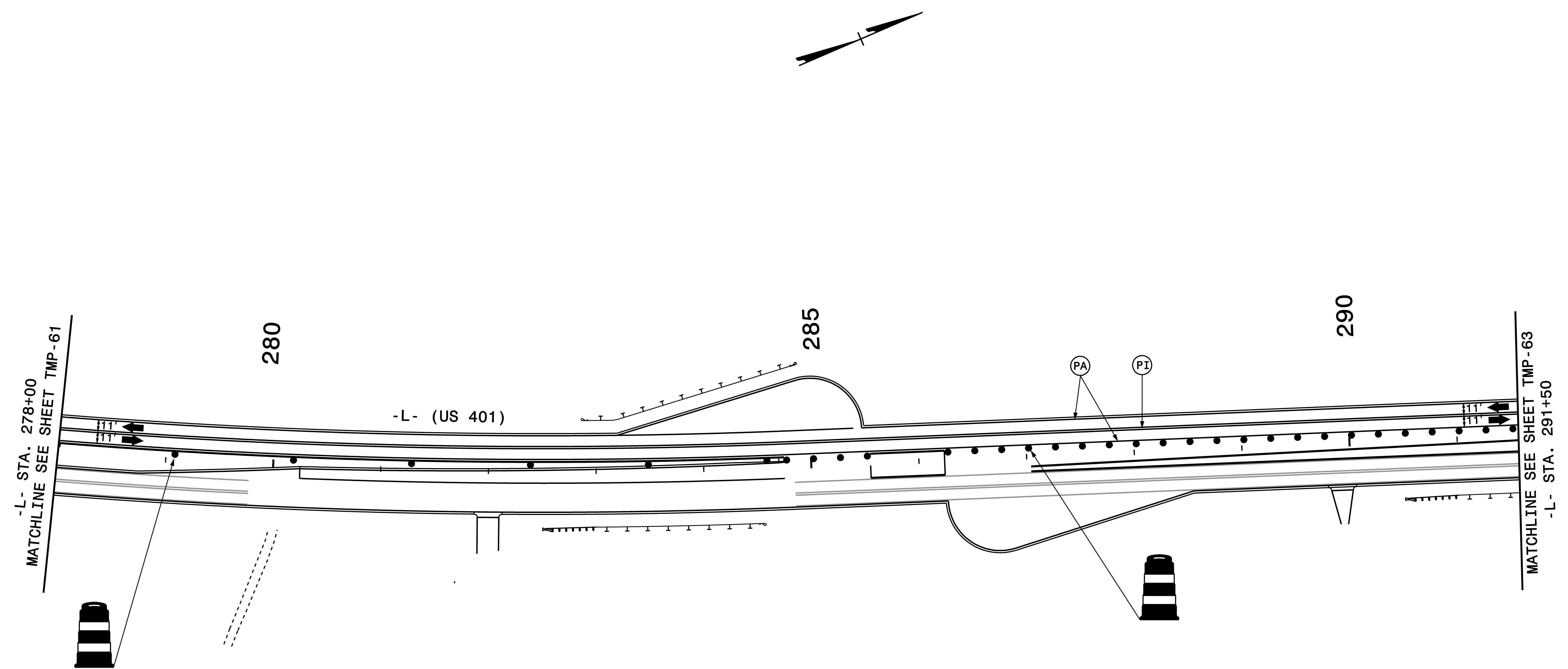
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