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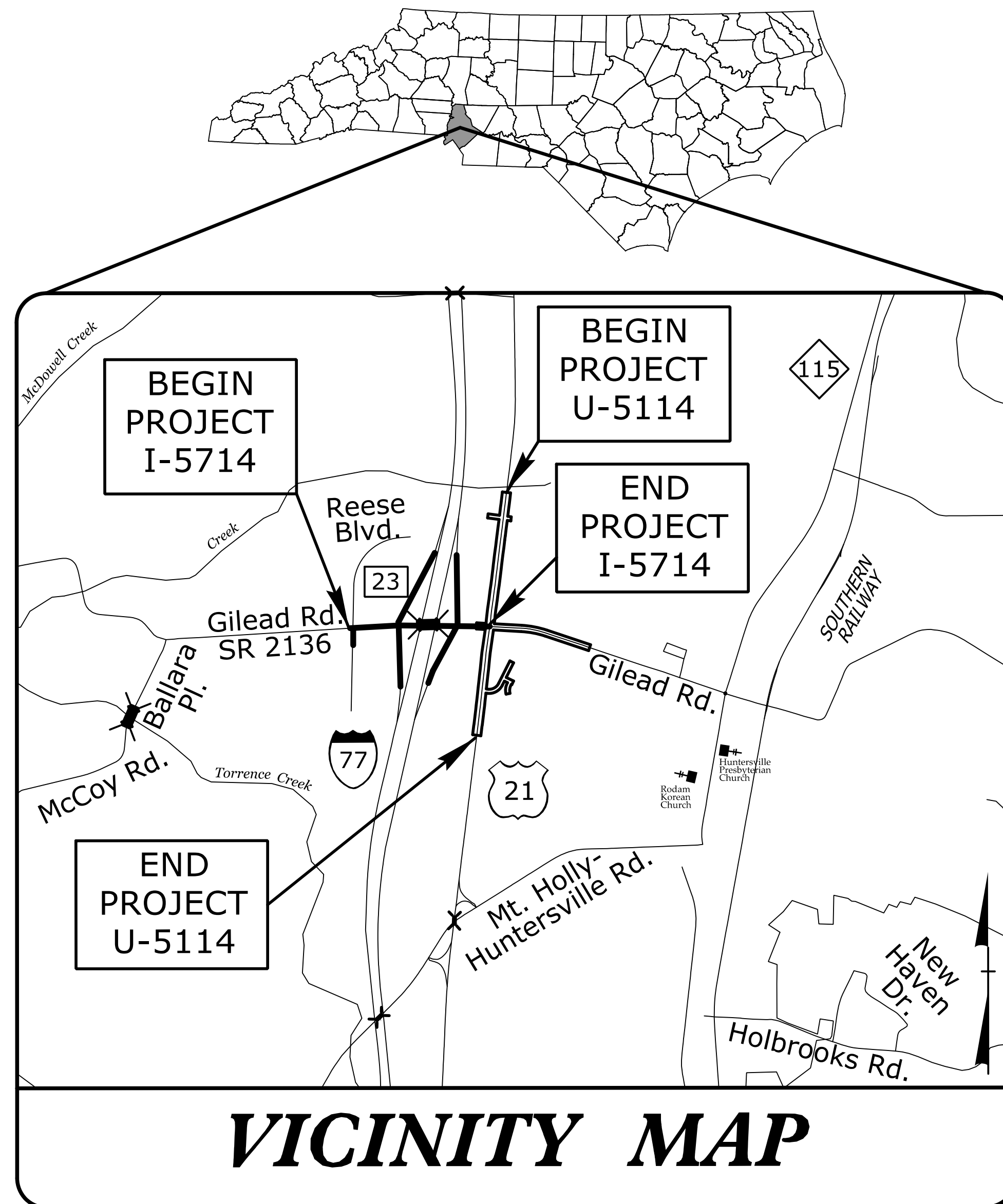
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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

MECKLENBURG COUNTY



LOCATION: I-77 AT SR 2136 (GILEAD ROAD) INTERCHANGE, UPGRADE EXISTING DIAMOND INTERCHANGE TO DIVERGING DIAMOND & US 21 (STATESVILLE ROAD) AND SR 2136 (GILEAD ROAD)

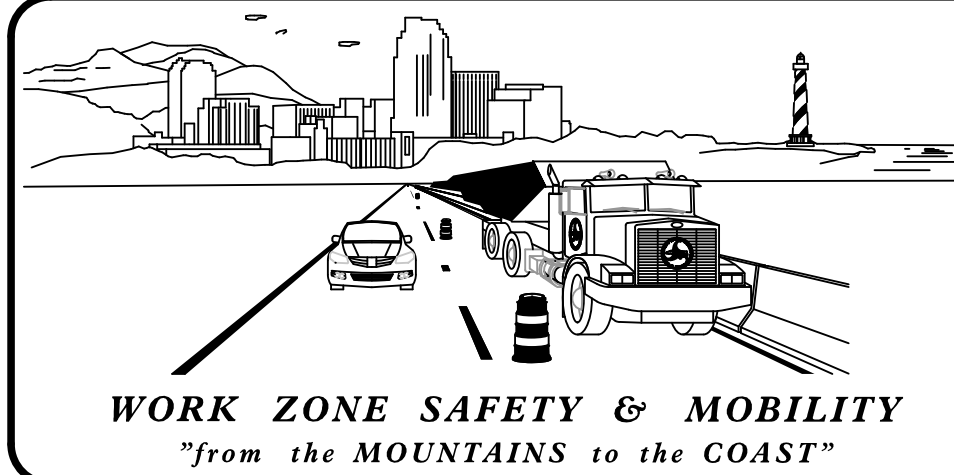
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SHEET NO.
TMP-1

I-5714 & U-5114

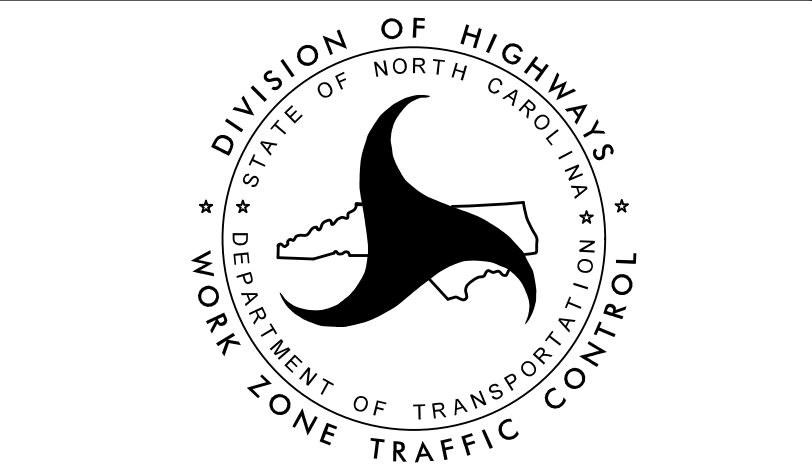
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HNTB



PLANS PREPARED BY: HNTB
L. D. STOUCKO, PE
TRAFFIC CONTROL PROJECT ENGINEER
R. B. EARLY, PE
QUALITY CONTROL ENGINEER
J. A. PHILLIPS
TRAFFIC CONTROL DESIGNER

NCDOT CONTACTS:
D. A. PARKER, P.E.
PROJECT ENGINEER
R. M. GARRETT
PROJECT DESIGN ENGINEER



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HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Ste 200
Raleigh, North Carolina 27609
NC License No: C-1554

APPROVED: *Lori D. Stouchko, P.E.*
DATE: 5/3/2018
SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 034437
LORI D. STOUCKO

LEGEND

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	POSITIVE PROTECTION - 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
1205.06	PAVEMENT MARKINGS - LANE DROPS
1205.09	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
1205.15	PAVEMENT MARKINGS - SUPERSTREETS
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - (TEMPORARY)
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION

GENERAL

- DIRECTION OF TRAFFIC FLOW
- DIRECTION OF PEDESTRIAN TRAFFIC FLOW
- EXIST. PVMT.
- NORTH ARROW
- PROPOSED PVMT.

- WORK AREA
- REMOVAL
- WEDGE
- TEMPORARY PAVEMENT

TRAFFIC CONTROL DEVICES

- BARRICADE (TYPE III)
- CONE
- DRUM SKINNY DRUM TUBULAR MARKER
- TEMPORARY CRASH CUSHION
- FLASHING ARROW PANEL (TYPE C)
- FLAGGER
- LAW ENFORCEMENT
- TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)
- CHANGEABLE MESSAGE SIGN
- FLASHING ARROW PANEL IN 'CAUTION MODE'

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

SIGNALS

- EXISTING
- PROPOSED
- TEMPORARY

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

PAVEMENT MARKING SYMBOLS

- PAVEMENT MARKING SYMBOLS
- EXISTING MARKING SYMBOLS

PAVEMENT MARKERS

- TEMPORARY RAISED
- MH YELLOW & YELLOW
- MI CRYSTAL & RED

TEMPORARY PAVEMENT MARKING

SYMBOL DESCRIPTION
PAVEMENT MARKING LINES

- COLD APPLIED PLASTIC TYPE 4 (4")
- C8 2FT.-6FT./SP WHITE MINISKIP
- CA WHITE EDGELINE
- CB YELLOW EDGELINE
- CC 10' FT. WHITE SKIP
- CE WHITE SOLID LANE LINE
- CI YELLOW DOUBLE CENTER LINE

- COLD APPLIED PLASTIC TYPE 4 (8")
- C13 3FT - 9FT/SP WHITE MINISKIP
- CN WHITE GORELINE

- PAINT (4")
- P8 2 FT - 6 FT/SP WHITE MINISKIP
- P9 2 FT - 6 FT/SP YELLOW MINISKIP
- PA WHITE EDGELINE
- PB YELLOW EDGELINE
- PC 10FT. WHITE SKIP
- PD 3FT - 9FT/SP WHITE MINISKIP
- PE WHITE SOLID LANE LINE
- PF 10 FT. YELLOW SKIP
- PH YELLOW SINGLE CENTER
- PI YELLOW DOUBLE CENTER LINE

- PAINT (6")
- P6 WHITE EDGELINE
- P7 YELLOW EDGELINE
- PJ 10 FT. WHITE SKIP
- PK 3FT - 9FT/SP WHITE MINISKIP
- PL WHITE SOLID LANE LINE

- PAINT (8")
- P13 3 FT - 9FT/SP WHITE MINISKIP
- PN WHITE GORELINE
- PO WHITE DIAGONAL
- PP YELLOW DIAGONAL
- PQ WHITE CROSSWALK LINE
- PR WHITE SOLID LANE LINE

- PAINT (12")
- PS WHITE GORELINE
- PT WHITE SOLID LANE LINE
- PAINT (24")
- P2 WHITE STOP BAR

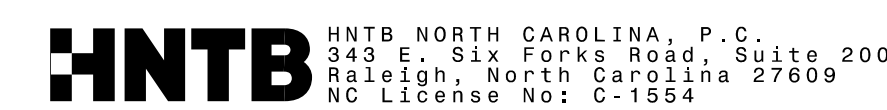
PAVEMENT MARKING SYMBOLS & CHARACTERS

- PAINT SYMBOL
- QA LEFT TURN ARROW
- QB RIGHT TURN ARROW
- QC STRAIGHT ARROW
- QE COMBO STRAIGHT/RIGHT
- QI ALPHANUMERIC CHARACTER
- QP MERGE ARROW
- QT U-TURN ARROW
- Q1 I-77 ROUTE SHIELD
- Q2 US 21 ROUTE SHIELD

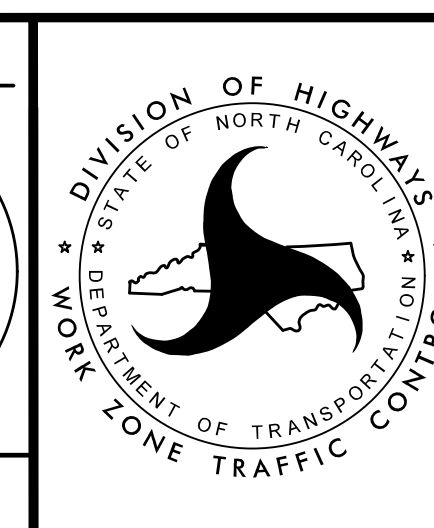
- COLD APPLIED PLASTIC SYMBOL TYPE 4
- DA LEFT TURN ARROW
- DC STRAIGHT ARROW
- DI ALPHANUMERIC CHARACTER

NOTE: FOR EACH PAINT PAVEMENT MARKING ITEM, REFER TO GENERAL NOTES FOR NUMBER OF APPLICATIONS.

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TRANSPORTATION MANAGEMENT PLAN
ROADWAY STANDARD DRAWINGS AND LEGEND

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 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
I-77 GENERAL PURPOSE LANES, I-77 EXPRESS LANES & I-77 RAMPS	MONDAY THRU FRIDAY 6:00 AM - 9:00 PM SATURDAY AND SUNDAY 9:00 AM - 6:00 PM
SR 2136 (GILEAD RD), US 21 (STATESVILLE RD) & REESE BLVD	MONDAY THRU FRIDAY 6:00 AM - 9:00 PM SATURDAY AND SUNDAY 9:00 AM - 9:00 PM

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

ROAD NAME
I-77 GP, I-77 EXPRESS LANES, I-77 RAMPS, SR 2136 (GILEAD RD), US 21 (STATESVILLE RD) & REESE BLVD

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00 A.M. DECEMBER 31ST TO 9:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN UNTIL 9:00 P.M. THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 9:00 P.M. MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 9:00 P.M. TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 9:00 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 9:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.
- FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 9:00 P.M. TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY TO 9:00 P.M. MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 9:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
- FOR NASCAR EVENT AT THE CHARLOTTE MOTOR SPEEDWAY BETWEEN THE HOURS OF 6:00 A.M. THE THURSDAY BEFORE THE FIRST EVENT UNTIL 9:00 P.M. THE DAY AFTER THE LAST EVENT.
- CAROLINA PANTHERS GAME PLAYED IN CHARLOTTE FROM THREE HOURS BEFORE THE GAME TO THREE HOURS AFTER THE GAME.
- CAROLINA HORNETS GAME PLAYED IN CHARLOTE FROM THREE HOURS BEFORE THE GAME TO THREE HOURS AFTER THE GAME.

C) DO NOT CLOSE ROADS AS FOLLOWS

ROAD NAME	DAY AND TIME RESTRICTIONS
I-77 NB - ALL GENERAL PURPOSE LANES AND EXPRESS LANES	MONDAY THRU SUNDAY 5:00 AM - 11:00 PM
I-77 SB - ALL GENERAL PURPOSE LANES AND EXPRESS LANES	
I-77 NB - ALL GENERAL PURPOSE LANES	
I-77 SB - ALL GENERAL PURPOSE LANES	
I-77 NB - ALL EXPRESS LANES	
I-77 SB - ALL EXPRESS LANES	

C) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	DURATION AND OPERATION
SR 2136 (GILEAD RD), US 21 (STATESVILLE RD) & I-77 RAMPS	MONDAY-SUNDAY 5:00 AM - 11:00 PM	30 MINUTES FOR OVERHEAD SIGN STRUCTURE INSTALLATION
SR 2136 (GILEAD RD), US 21 (STATESVILLE RD), I-77 GENERAL PURPOSE LANES, I-77 EXPRESS LANES, I-77 RAMPS & REESE BLVD	MONDAY-SUNDAY 5:00 AM - 11:00 PM	15 MINUTES FOR TRAFFIC SHIFTS

D) DO NOT CONDUCT SINGLE VEHICLE HAULING AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
I-77 NB EXPRESS LANES	ANYTIME
I-77 GENERAL PURPOSE LANES, I-77 SB EXPRESS LANES & I-77 RAMPS	MONDAY-FRIDAY 6:00 AM - 9:00 PM SATURDAY AND SUNDAY 9:00 AM - 6:00 PM

E) DO NOT CONDUCT MULTI-VEHICLE HAULING AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
I-77 NB EXPRESS LANES	ANYTIME
I-77 GENERAL PURPOSE LANES, I-77 SB EXPRESS LANES, & I-77 RAMPS	MONDAY-FRIDAY 6:00 AM - 9:00 PM SATURDAY AND SUNDAY 9:00 AM - 6:00 PM
SR 2136 (GILEAD RD) & US 21 (STATESVILLE RD)	MONDAY-FRIDAY 6:00 AM - 9:00 AM 3:00 PM - 7:00 PM

LANE CLOSURE REQUIREMENTS

- F) 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.
- G) 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.
- H) 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.
- I) 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.
- J) 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 REMAINS WITHIN THE CLOSED TRAVEL LANE.
- K) 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.
- L) DO NOT INSTALL MORE THAN TWO SIMULTANEOUS CLOSURES IN ANY ONE DIRECTION ON SR 2136 (GILEAD ROAD) AND US 21 (STATESVILLE RD).
- M) PROVIDE TRAFFIC CONTROL FOR APPROPRIATE LANE CLOSURES FOR SURVEYING DONE BY THE DEPARTMENT.

PAVEMENT EDGE DROP OFF REQUIREMENTS

- N) 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.
- O) 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' IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- Q) 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.
- R) 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.
- S) 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.
- T) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- U) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 500' IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC BARRIER

- V) 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.

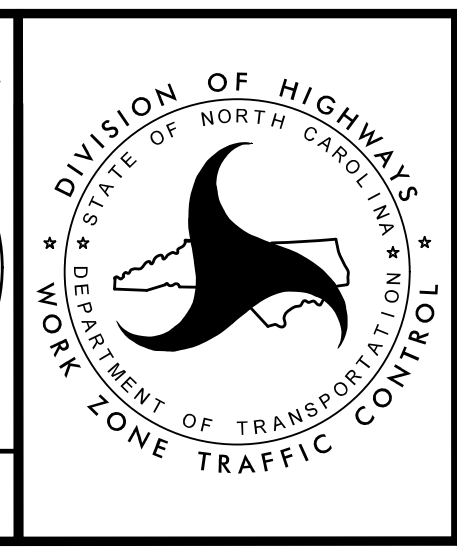
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TRANSPORTATION
MANAGEMENT PLAN

GENERAL NOTES

GENERAL NOTES

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

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

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

TRAFFIC CONTROL DEVICES

X) 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 OPENED TRAVELWAY, WHEN LANE CLOSURES ARE NOT IN EFFECT. WHEN SKINNY DRUMS ARE ALLOWED, REFER TO SECTION 1180 OF STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES OR AS SHOWN IN THE PLANS.

Y) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.

Z) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES (DRUMS) PERPENDICULAR TO THE EDGE OF THE TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

AA) PROVIDE AND OPERATE 2 ADDITIONAL CMS's TO BE USED AS DIRECTED BY THE ENGINEER.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
ALL ROADS	PAINT	TEMPORARY RAISED
BRIDGES	COLD APPLIED	

CC) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX (6) MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS AS DIRECTED BY THE ENGINEER.

DD) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

EE) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

FF) TRACE THE PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO INSTALLATION. PLACE DRUMS TO DELINEATE ANY PROPOSED MONOLITHIC ISLANDS BEFORE INSTALLATION.

MISCELLANEOUS

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

HH) IN THE EVENT A TIE-IN CANNOT BE MADE IN ONE DAYS TIME, BRING THE TIE-IN AREA TO AN APPROPRIATE ROADWAY ELEVATION, AS DETERMINED BY THE ENGINEER. PLACE BLACK ON ORANGE "LOOSE GRAVEL" SIGNS (W8-7) AND BLACK ON ORANGE "PAVEMENT ENDS" SIGNS (W8-3) 500 FT AND 1000 FT RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

II) 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.

JJ) 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.).

LOCAL NOTES

- 1) MAINTAIN EMERGENCY ACCESS AND COORDINATE WITH THE DIVISION FOR CONSTRUCTION ACTIVITIES.
- 2) MAINTAIN BUS STOP ACCESS AND COORDINATE WITH THE DIVISION FOR TEMPORARY LOCATIONS AND TO COORDINATE CONSTRUCTION ACTIVITIES.
- 3) FOR ANY WORK UNDERTAKEN, EITHER WITHIN OR OUTSIDE THE PROJECT RIGHT OF WAY, THAT REQUIRES CLOSURE OF ANY PORTION OF AN I-77 GENERAL PURPOSE OR I-77 EXPRESS LANE, NOTIFICATION (SEE GENERAL NOTE P) TO THE ENGINEER SHALL INCLUDE DATES, LOCATIONS, TIMES AND DURATIONS OF EACH CLOSURE IN ORDER TO ASSIST NCDOT IN THE COORDINATION OF THE COMPLETION OF THE WORK OF THE ADJACENT PROJECT AND/OR OPERATION OF THE EXPRESS LANES ON I-77.

MANAGEMENT STRATEGIES

PROJ. REFERENCE NO.	SHEET NO.
I-5714 & U-5114	TMP-1C

THE TRANSPORTATION MANAGEMENT PLAN ADDRESSES TRANSPORTATION IMPROVEMENT PROJECTS I-5714 AND U-5114 THAT ARE JOINED BY THE INTERSECTION OF SR 2136 (GILEAD RD) AND US 21 (STATESVILLE RD) AND IN COORDINATION WITH EACH OTHER. I-5714 UPGRADES THE EXISTING DIAMOND INTERCHANGE OF I-77 AT SR 2136 (GILEAD RD) TO THAT OF A DIVERGING DIAMOND WHILE U-5114 UPGRADES THE EXISTING INTERSECTION OF US 21 (STATESVILLE RD) AND SR 2136 (GILEAD RD) TO A MEDIAN U-TURN INTERSECTION.

COORDINATION WITH ADJACENT WORK ON THE I-77 EXPRESS LANE PROJECT (I-5405/I-4750AA/I-3311C) AND THE MANAGEMENT OF EXPRESS LANES.

-SR-, -SR1- & -SR2- COMPLETED AND OPENED TO TRAFFIC WITHIN FIRST PHASE.

LAW ENFORCEMENT

TEMPORARY SIGNALS

MULTI-LANE ROADWAY LANE CLOSURES

2-LANE 2-WAY ROADWAY LANE CLOSURES WITH FLAGGERS

LANE CLOSURE TIME RESTRICTIONS

HOLIDAY RESTRICTIONS

HAULING AND MULTI-HAULING TIME RESTRICTIONS AND THE LIMITATION OF HAULING AT TOLL LANES TO I-77 SB ONLY.

SHORT TERM CLOSURE RESTRICTIONS ON -RPB-, -RPD-, SR 2136 (GILEAD RD) AND US 21 (STATESVILLE RD) TO COMPLETE TRAFFIC SHIFTS AND OVERHEAD SIGN INSTALLATION.

NIGHT TIME LANE AND ROAD CLOSURES ON I-77 FOR WORK TO BE COMPLETED OVER TRAVEL LANES.

INTERMEDIATE CONTRACT TIME TO COMPLETE TRANSITION OF EXISTING TRAFFIC PATTERN OF THE DIAMOND INTERCHANGE TO THE DIVERGENT DIAMOND USING A WEEKEND ROAD CLOSURE ON GILEAD ROAD AND TEMPORARY DETOUR USING I-77.

INTERMEDIATE CONTRACT TIMES TO HANG GIRDERS USING NIGHT TIME ROAD CLOSURES OF I-77 USING SR 2136 (GILEAD RD) EXIT RAMPS TO TEMPORARILY DETOUR TRAFFIC.

INTERMEDIATE CONTRACT TIME TO COMPLETE CONSTRUCTION OF BUS PAD AT THE PARK & RIDE.

INTERMEDIATE CONTRACT TIME TO COMPLETE CONSTRUCTION OF BRIDGE BENT 1, BRIDGE GIRDERS, AND MEDIAN WORK AT THE MEDIAN OF I-77.

POSITIVE PROTECTION ON BOTH I-77 AND SR 2136 (GILEAD RD), TEMPORARY PAVEMENT AND TEMPORARY SHORING TO CONSTRUCT END BENTS.

POSITIVE PROTECTION ON SR 2136 (GILEAD RD), -RPD- AND US 21 (STATESVILLE RD) TO COMPLETE UNDERCUT EXCAVATION.

TEMPORARY PEDESTRIAN DETOURS TO MAINTAIN EXISTING PEDESTRIAN ACCESS DURING CONSTRUCTION OF PROPOSED SIDEWALKS.

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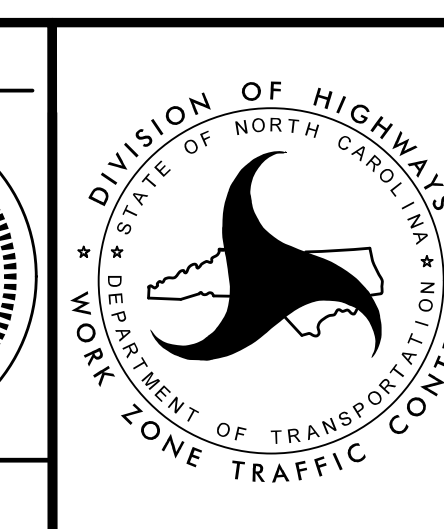
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HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

APPROVED: *Lori D. Stoucho, P.E.*
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TRANSPORTATION
MANAGEMENT PLAN

GENERAL NOTES

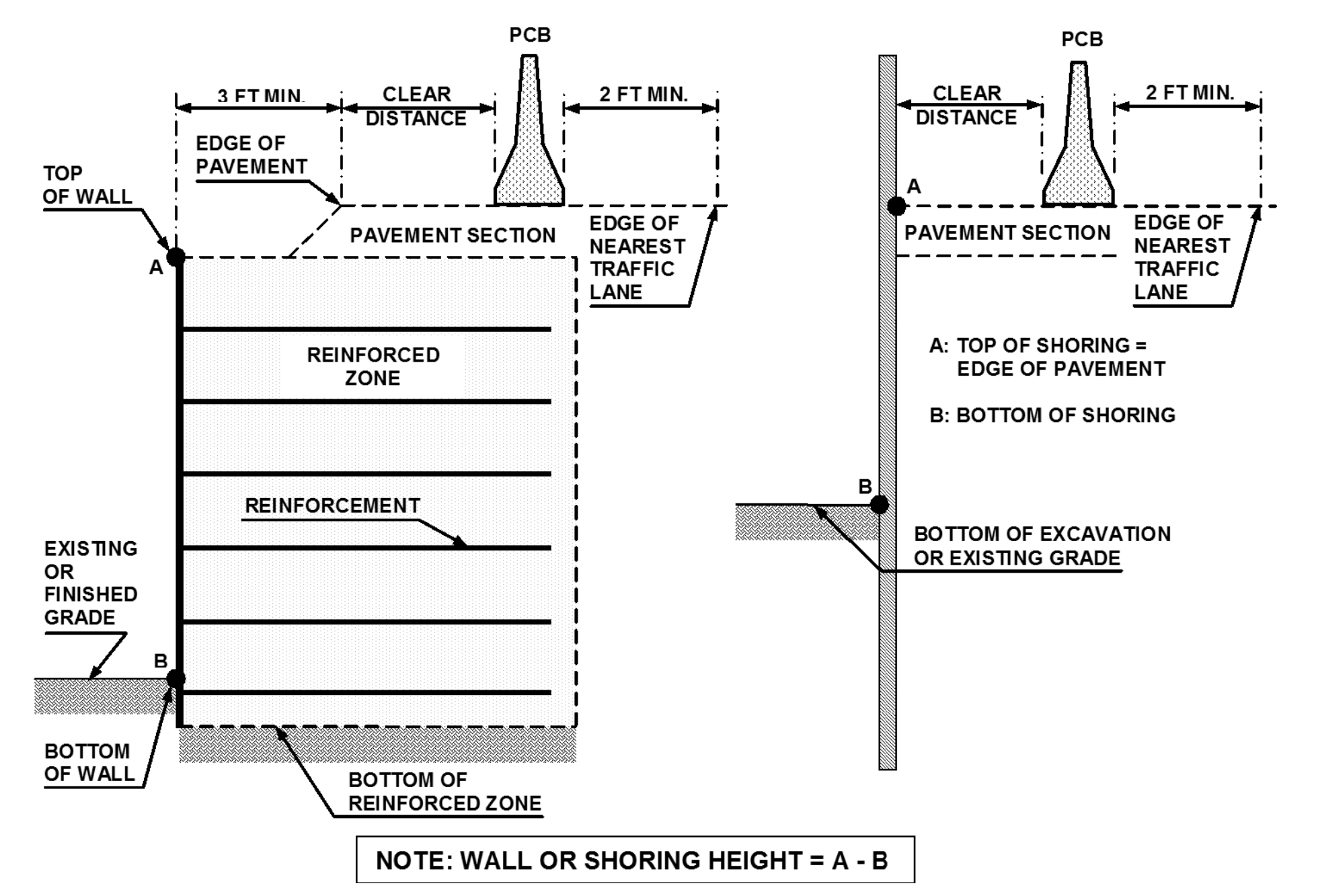


FIGURE A

NOTES

- 1- REFER TO THE TRAFFIC CONTROL PLANS FOR TEMPORARY SHORING LOCATIONS AND NOTES.
- 2- REFER TO THE "TEMPORARY SHORING" PROJECT SPECIAL PROVISION FOR INFORMATION ABOUT TEMPORARY SHORING AND PORTABLE CONCRETE BARRIER (PCB).
- 3- 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).
- 4- BASED ON THE CLEAR DISTANCE, OFFSET, DESIGN SPEED AND PAVEMENT TYPE, CHOOSE AN UNANCHORED OR ANCHORED PCB FROM THE TABLE SHOWN IN FIGURE B. CLEAR DISTANCE IS DEFINED AS SHOWN IN FIGURE A AND OFFSET IS DEFINED AS SHOWN IN FIGURE B.
- 5- AT THE CONTRACTOR'S OPTION OR IF THE MINIMUM REQUIRED CLEAR DISTANCE IS NOT AVAILABLE, SET PCB NEXT TO AND UP AGAINST THE TRAFFIC SIDE OF THE TEMPORARY SHORING EXCEPT FOR BARRIER ABOVE TEMPORARY WALLS. PCB WITH THE MINIMUM REQUIRED CLEAR DISTANCE IS REQUIRED ABOVE TEMPORARY WALLS.
- 6- USE NCDOT PORTABLE CONCRETE BARRIER (PCB) IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1170.01 AND SECTION 1170 OF THE STANDARD SPECIFICATIONS.
- 7- PCB REQUIREMENTS FOR TEMPORARY WALLS APPLY TO TEMPORARY MECHANICALLY STABILIZED EARTH (MSE) WALLS AND TEMPORARY SOIL NAIL WALLS.
- 8- 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.
- 9- 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.
- 10- 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)	All Offsets	12 for All Design Speeds					

* See Figure Below

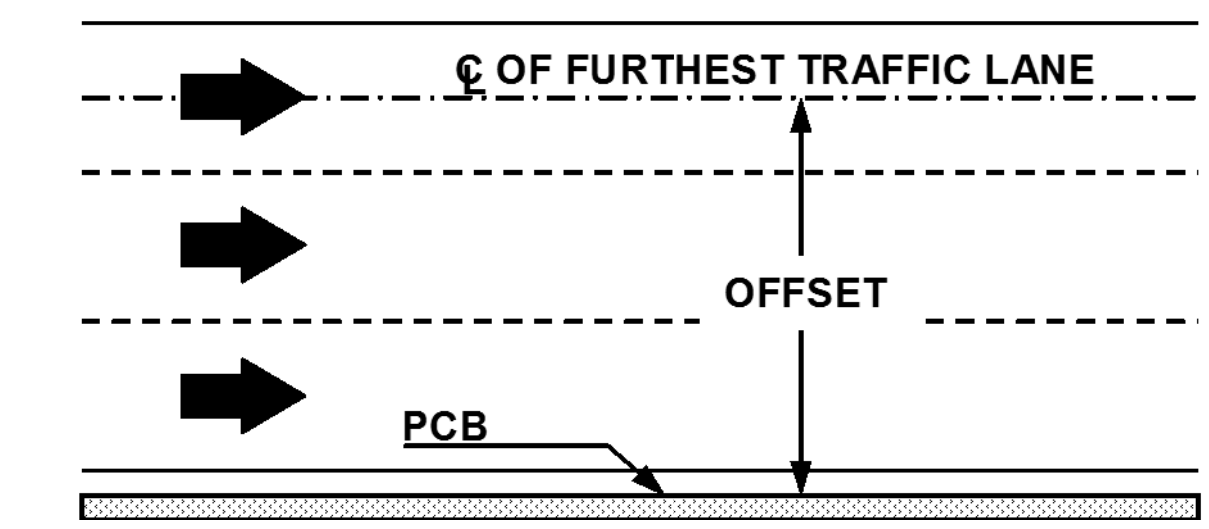
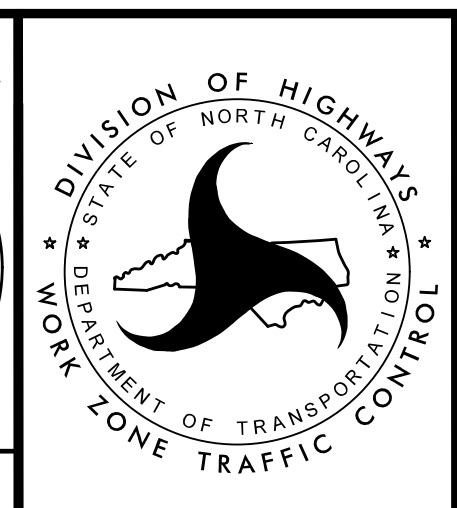


FIGURE B

4/3/2018
I-5714_U-5114.tc_02_PCB_DRWG.dgn
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HNTB
HNTB NORTH CAROLINA, P.C.
343 E. Six Forks Road, Suite 200
Raleigh, North Carolina 27609
NC License No: C-1554

APPROVED: *Lori D. Stoucho, P.E.*
DATE: 5/3/2018
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TRANSPORTATION
MANAGEMENT PLAN
PORTABLE CONCRETE
BARRIER
AT
TEMPORARY SHORING
LOCATIONS

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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 -Y-24+80±, 3.6' LEFT, TO STATION -Y-25+04±, 3.6' LEFT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:
 UNIT WEIGHT (γ) = 120 PCF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 PSF
 GROUNDWATER ELEVATION = 741 FT

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -Y-24+80±, 3.6' LEFT, TO STATION -Y-25+04±, 3.6' LEFT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

SHORING LOCATION NO. 2

DESIGN TEMPORARY SHORING FROM STATION -Y-28+68±, 3.8' LEFT, TO STATION -Y-28+89 ±, 3.8' LEFT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:
 UNIT WEIGHT (γ) = 120 PCF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 PSF
 GROUNDWATER ELEVATION = 749 FT

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -Y-28+68±, 3.8' Left, TO STATION -Y-28+89±, 3.8' Left. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENT WAS SUBMITTED TO THE WZTC SECTION ON MARCH 22, 2018 AND SEALED BY A PROFESSIONAL ENGINEER, SHANE C CLARK, LICENSE #29869.

NOTE: THE SHORING NOTES ARE FOR THE -Y- ALIGNMENT SHOWN IN I-5714.



APPROVED: *Lori D. Stoucho, P.E.*
A11EGAR832E84E9
 DATE: 5/3/2018

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TRANSPORTATION MANAGEMENT PLAN

SHORING DATA

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SIGN NUMBER: SP-1 TYPE: D SIGN WIDTH: 3'-0" HEIGHT: 2'-6" TOTAL AREA: 7.5 Sq.Ft. BORDER TYPE: RECESSED RECESS: 0.38" WIDTH: 0.38" RADII: 1.5" NO. Z BARS: N/A LENGTH: N/A	BACKG COLOR: Fluorescent Orange COPY COLOR: Black <table border="1" style="width:100%"> <tr> <th>SYMBOL</th> <th>X</th> <th>Y</th> <th>WID</th> <th>HT</th> </tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </table> MAT'L: 0.125" ALUMINUM	SYMBOL	X	Y	WID	HT																																														DESIGN BY: TRT PROJECT ID: I-5714/U-5114 CHECKED BY: ADK DIV: 10 DATE: February 2018
SYMBOL	X	Y	WID	HT																																																

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

		G	I	L	E	A	D	Series/Size			
		Text Length									
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										C 2000	7.7

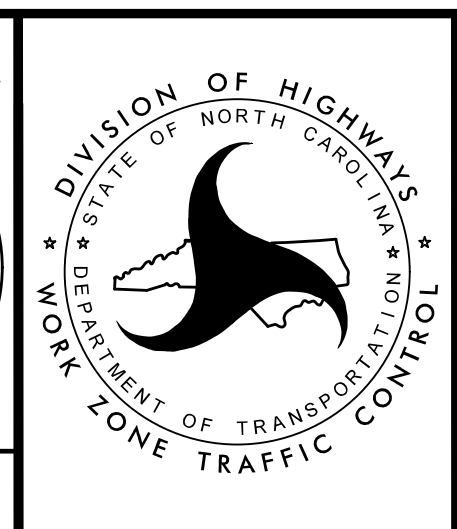
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 343 E. Six Forks Road, Suite 200
 Raleigh, North Carolina 27609
 NC License No: C-1554

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 DATE: 5/3/2018

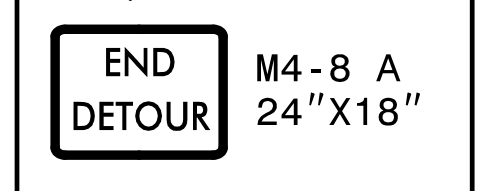
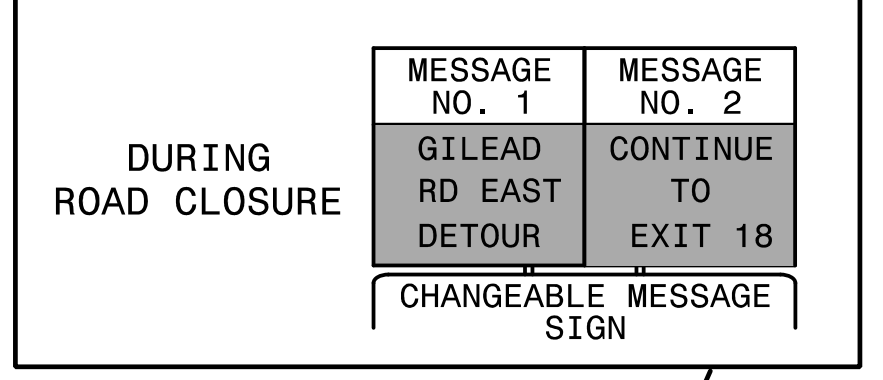
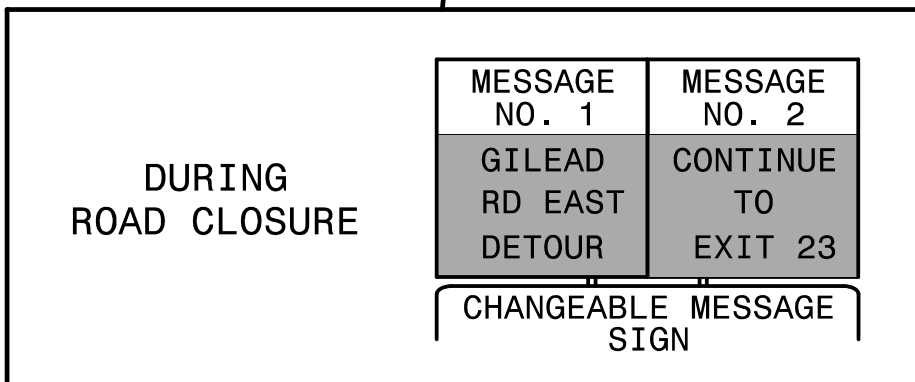
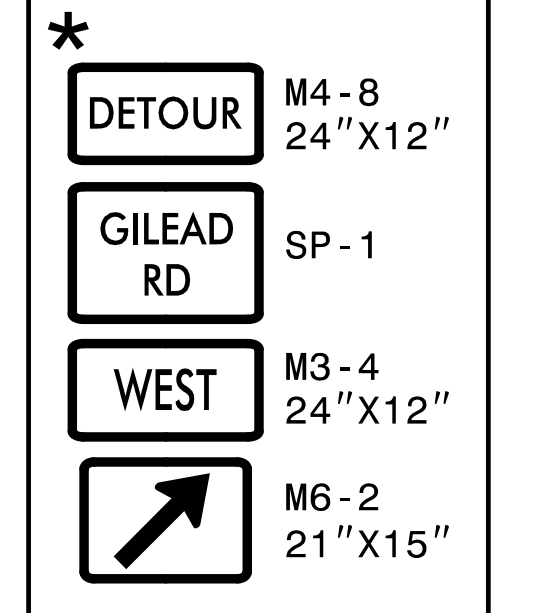
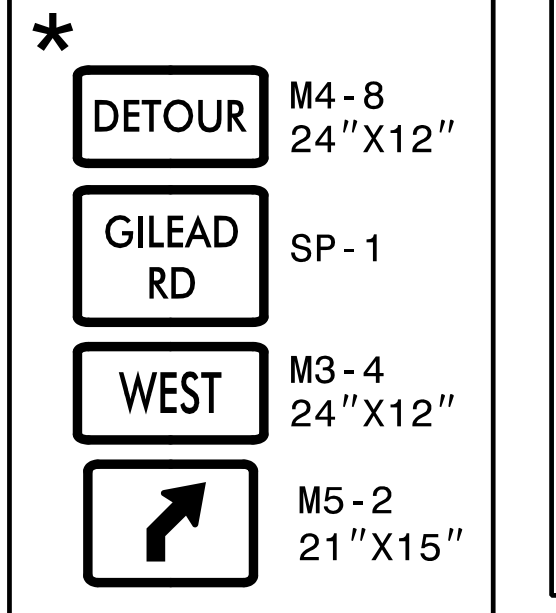
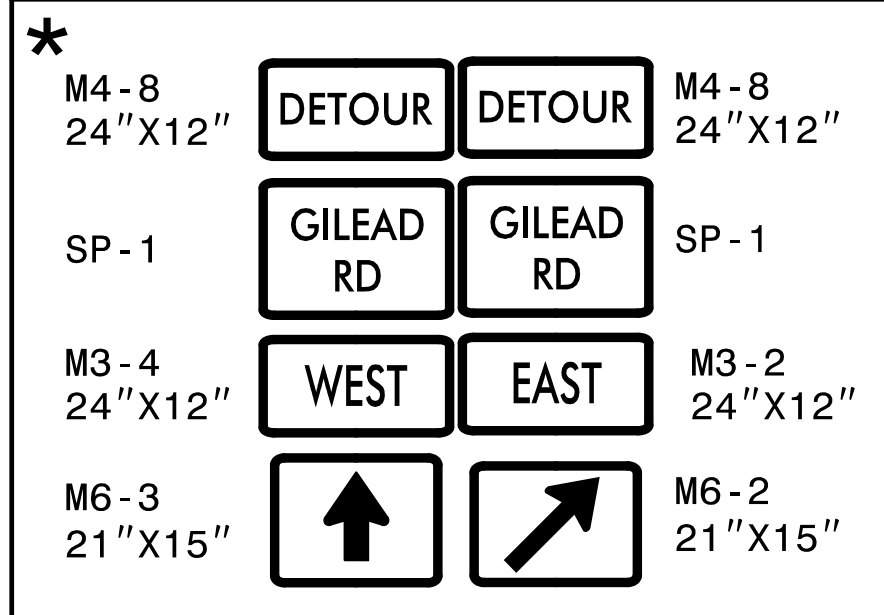
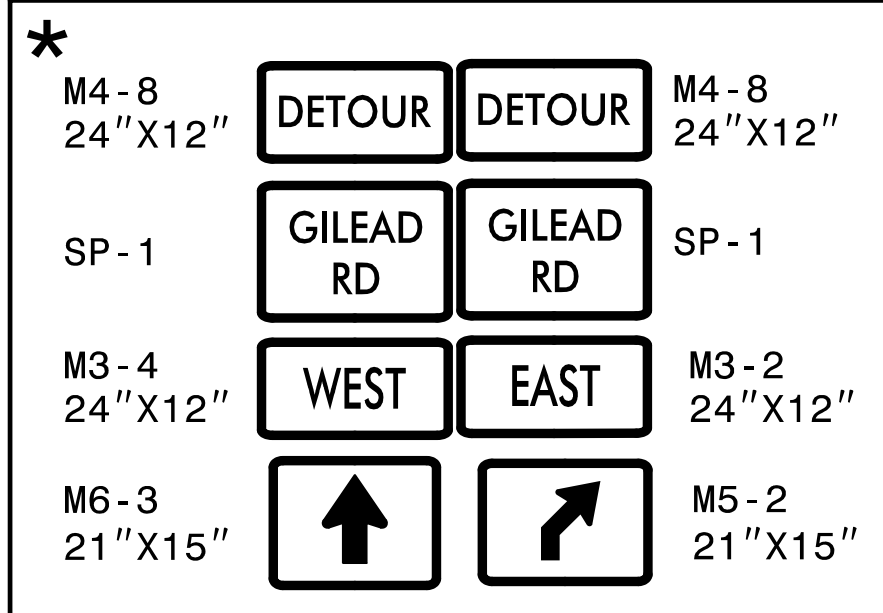
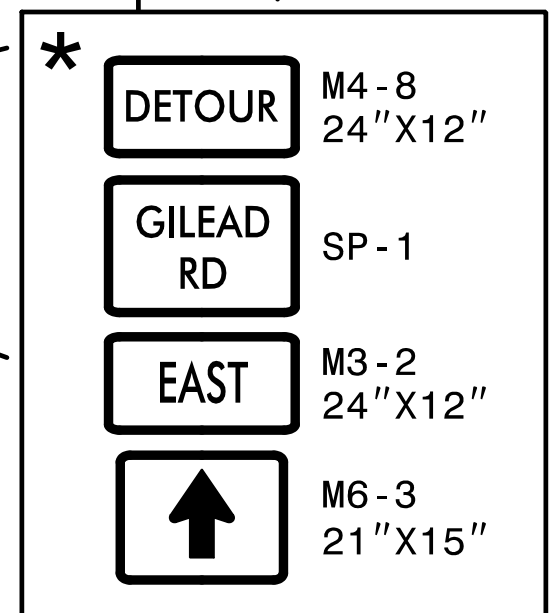
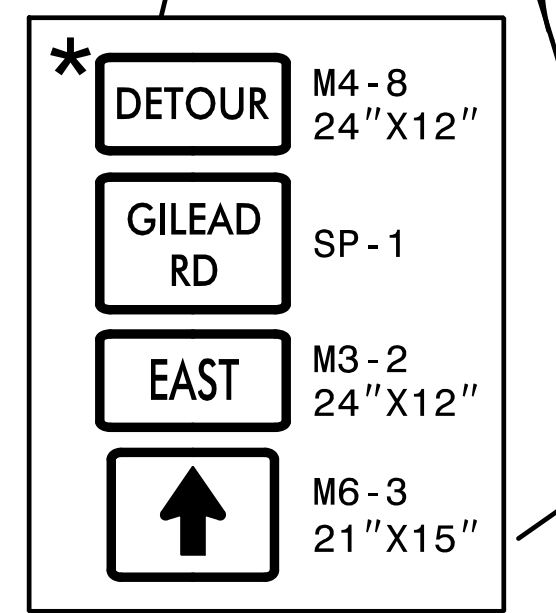
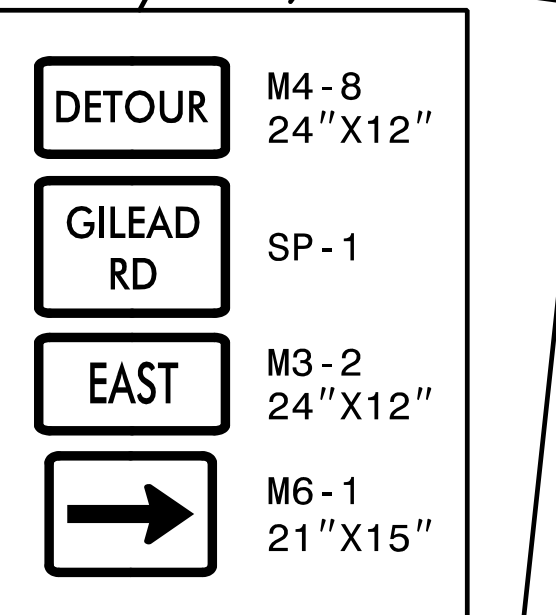
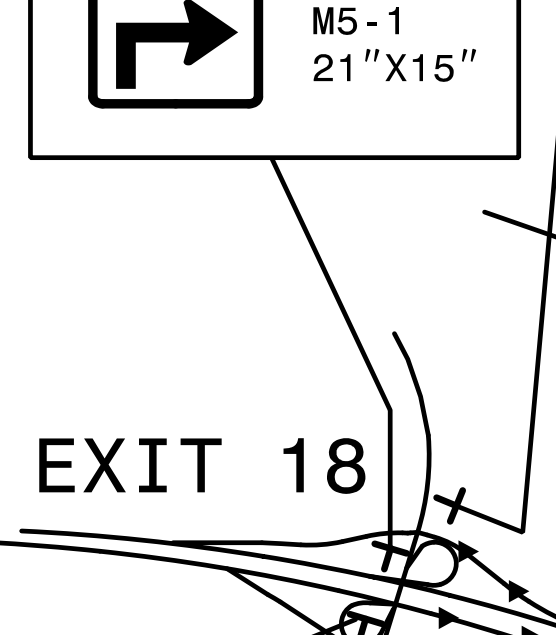
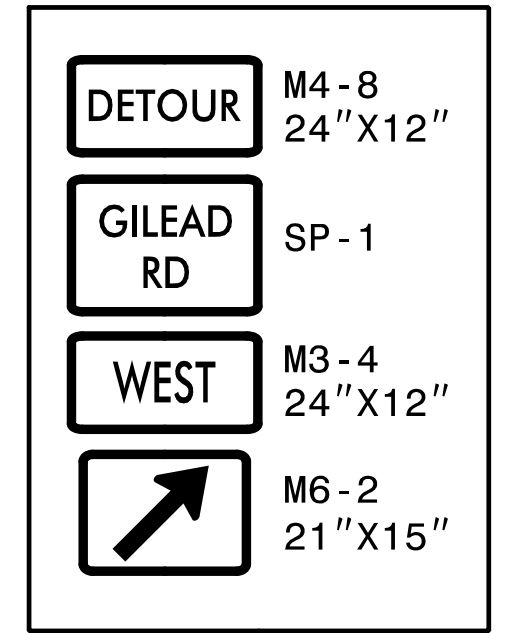
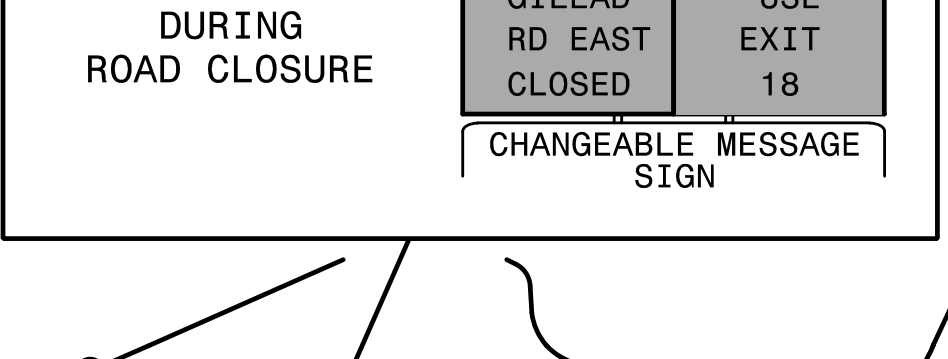
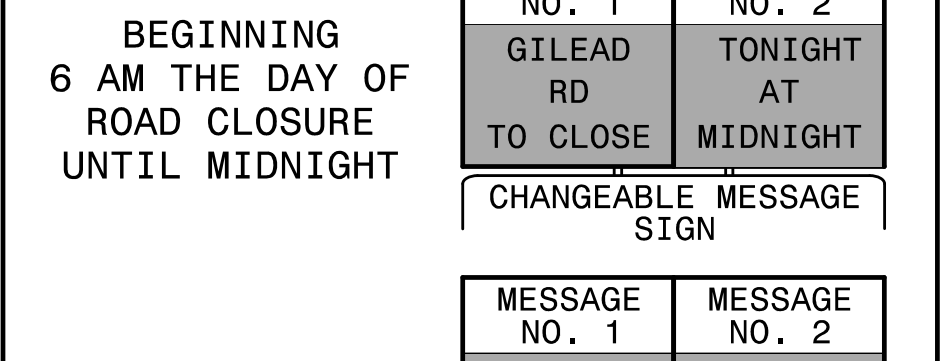
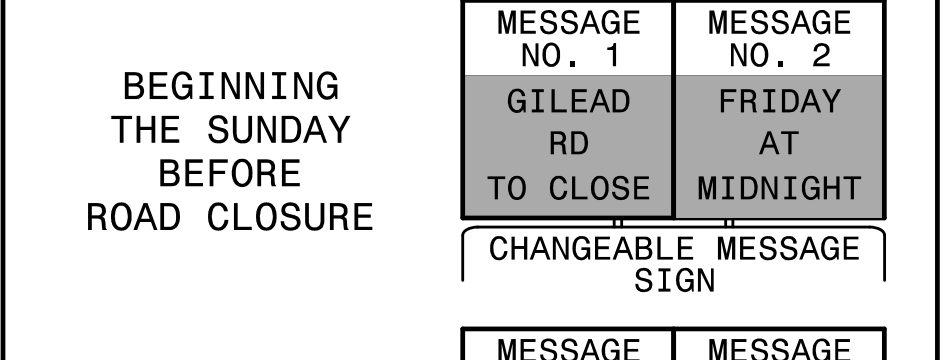
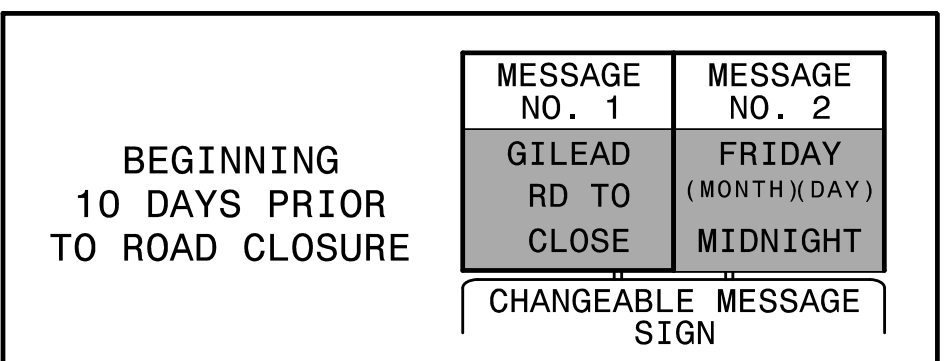
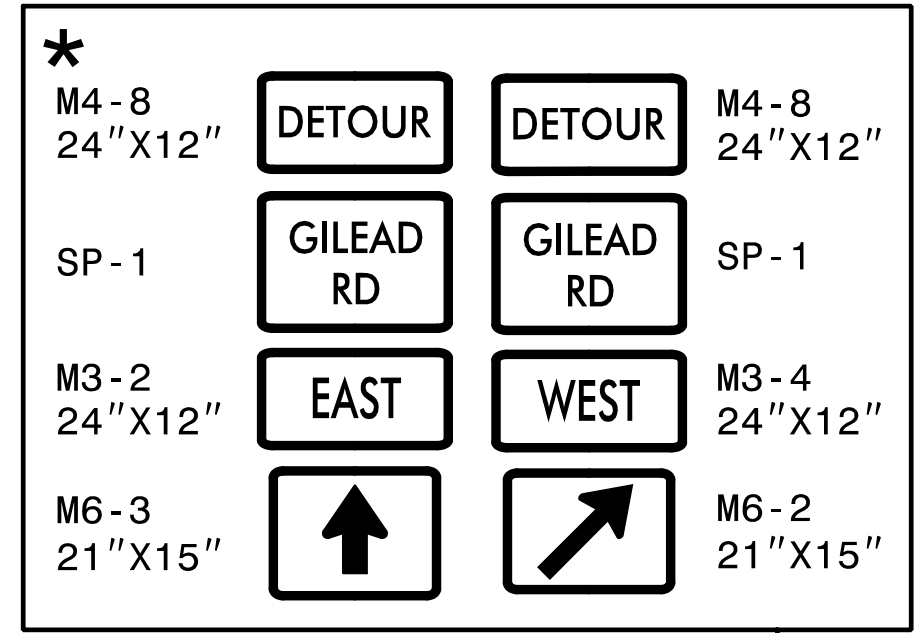
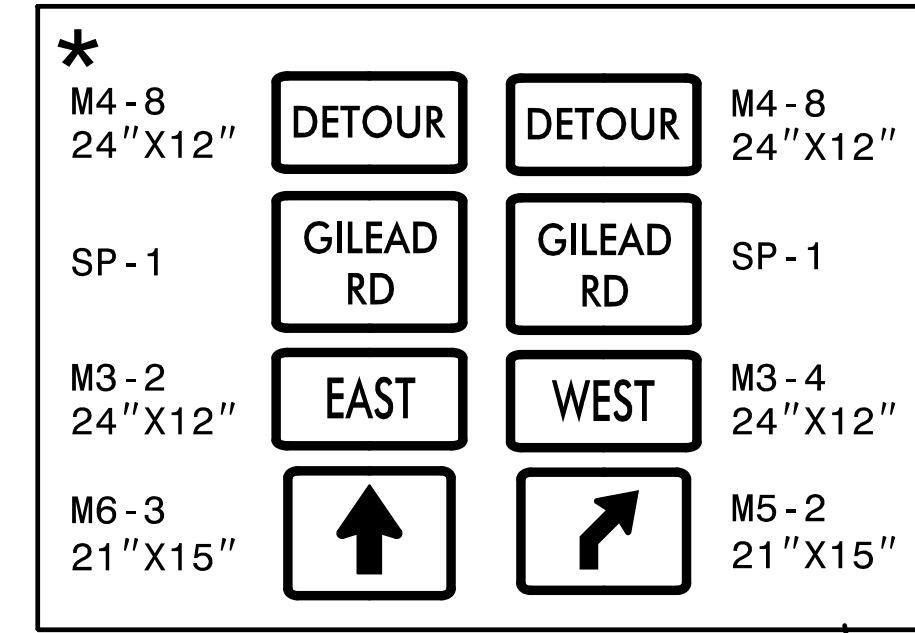
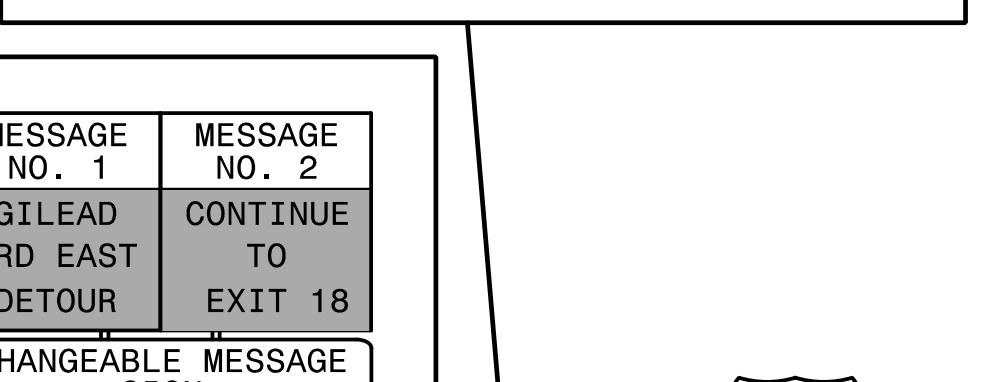
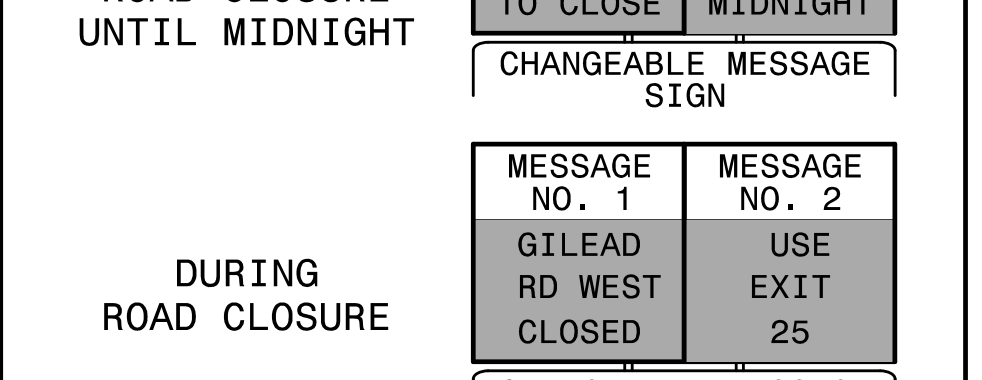
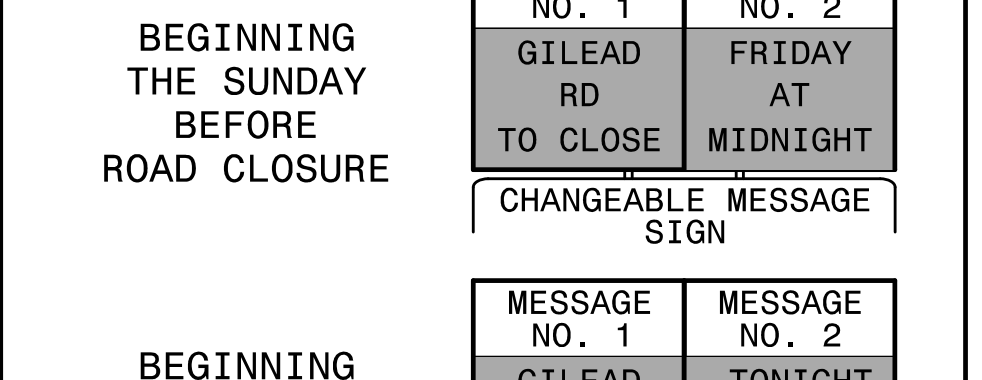
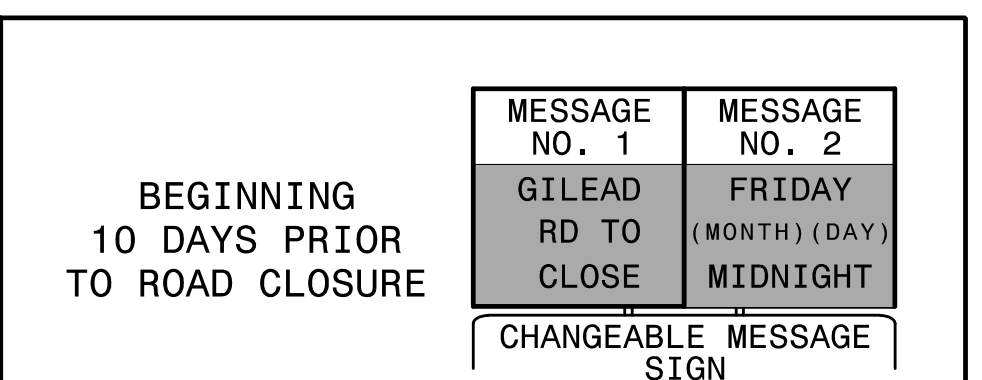
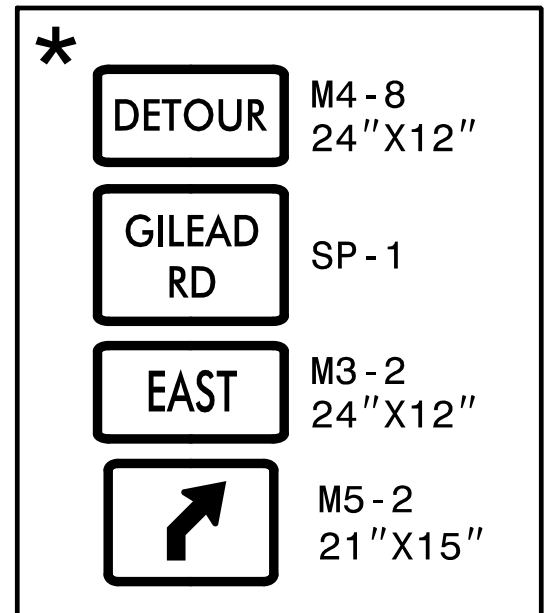
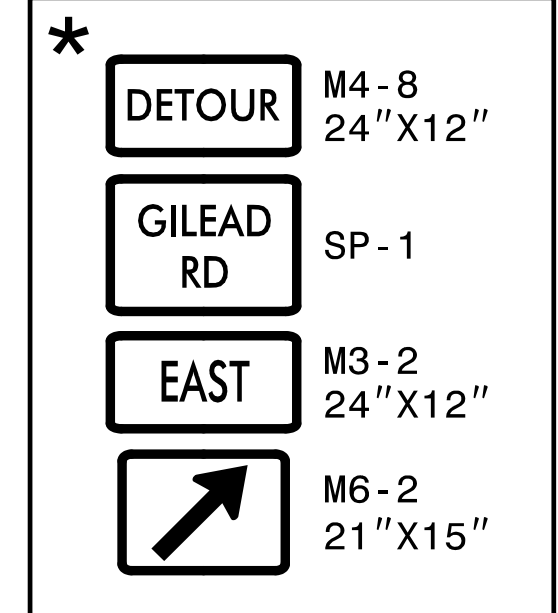
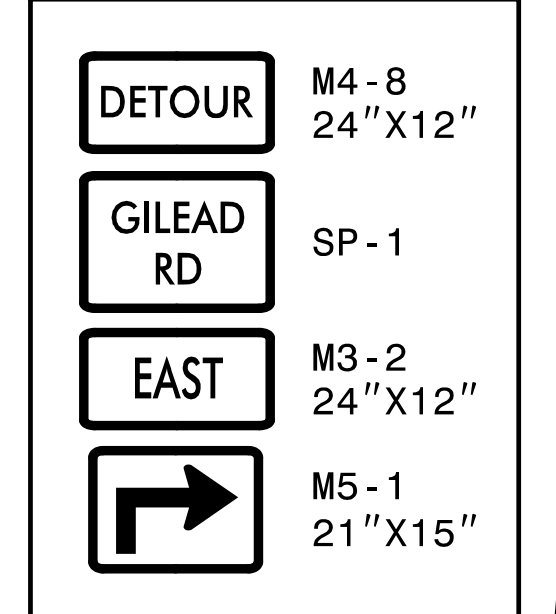
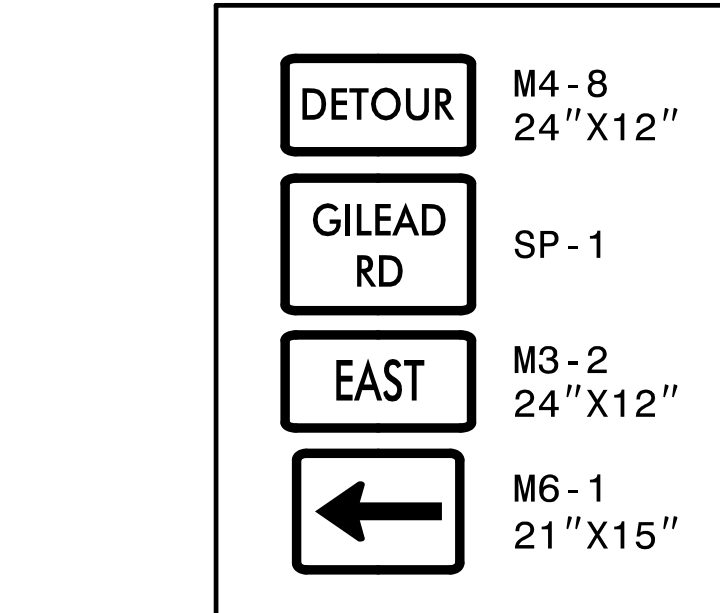
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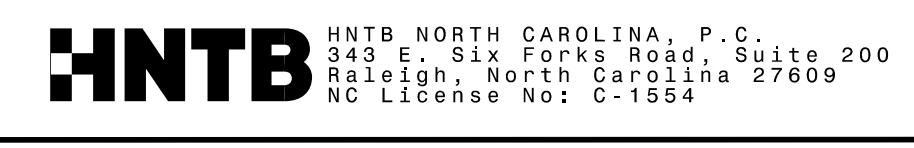


TRANSPORTATION
 MANAGEMENT PLAN

 SIGN DESIGN



* PLACE SIGNS ON BOTH SIDES OF DIVIDED ROADWAY.
SEE SHEETS TMP-51 THRU TMP-56 FOR ROAD CLOSURE DETAILS ON GILEAD RD.

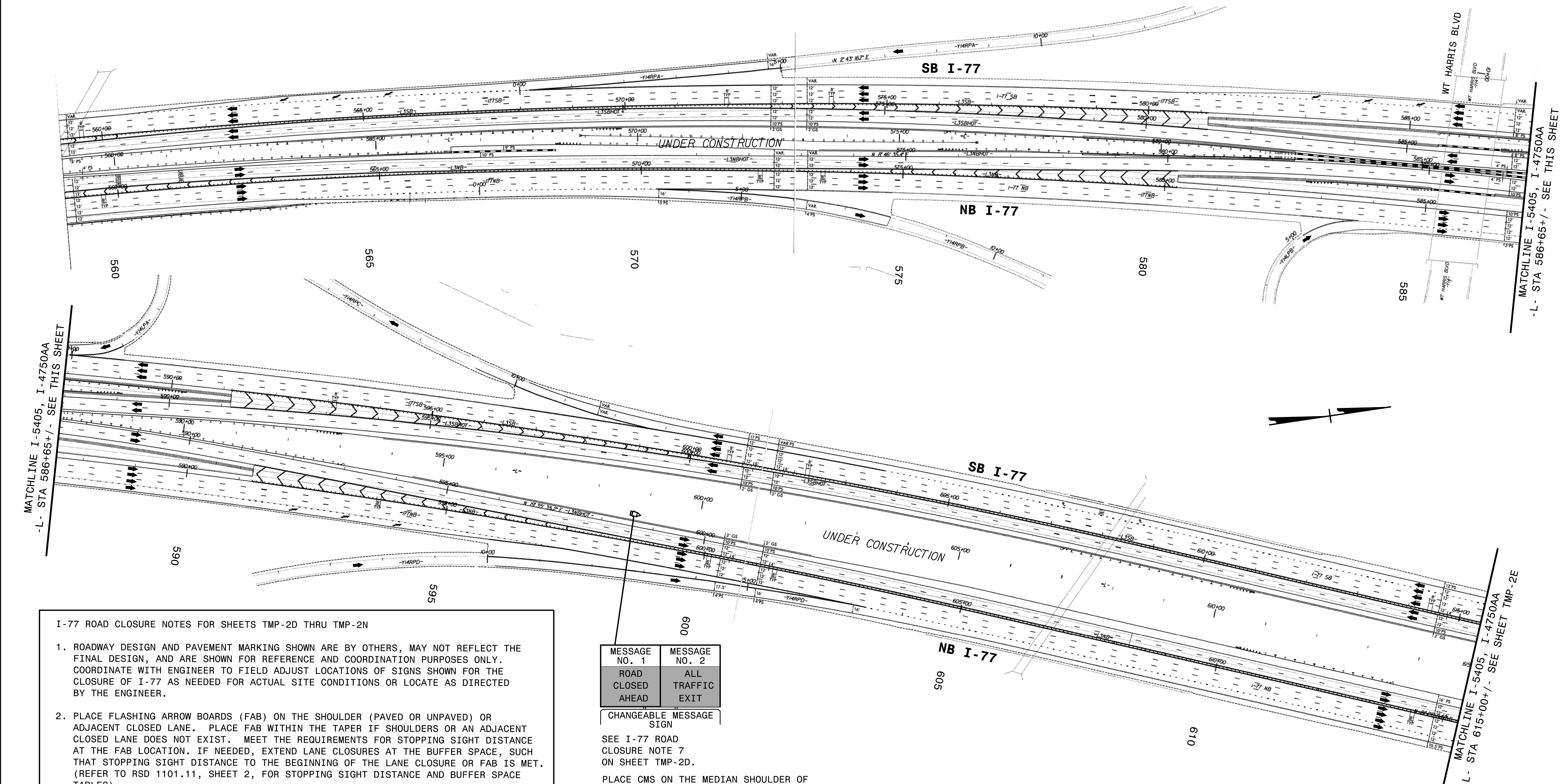


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TRANSPORTATION MANAGEMENT PLAN
GILEAD RD CLOSURE I-77 EXIT 23 DETOUR ROUTES

4/3/2018
I-5714_U-5114_fc_02c_Detour.dgn
HNTB



MATCHLINE I-5405, I-4750AA
-L- STA 586+65+/- SEE THIS SHEET

MATCHLINE I-5405, I-4750AA
-L- STA 586+65+/- SEE THIS SHEET

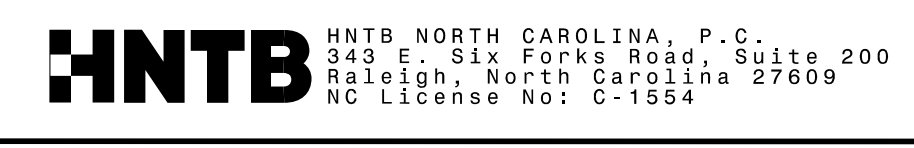
MATCHLINE I-5405, I-4750AA
-L- STA 615+00+/- SEE SHEET TMP-2E

- I-77 ROAD CLOSURE NOTES FOR SHEETS TMP-2D THRU TMP-2N
- ROADWAY DESIGN AND PAVEMENT MARKING SHOWN ARE BY OTHERS, MAY NOT REFLECT THE FINAL DESIGN, AND ARE SHOWN FOR REFERENCE AND COORDINATION PURPOSES ONLY. COORDINATE WITH ENGINEER TO FIELD ADJUST LOCATIONS OF SIGNS SHOWN FOR THE CLOSURE OF I-77 AS NEEDED FOR ACTUAL SITE CONDITIONS OR LOCATE AS DIRECTED BY THE ENGINEER.
 - PLACE FLASHING ARROW BOARDS (FAB) ON THE SHOULDER (PAVED OR UNPAVED) OR ADJACENT CLOSED LANE. PLACE FAB WITHIN THE TAPER IF SHOULDERS OR AN ADJACENT CLOSED LANE DOES NOT EXIST. MEET THE REQUIREMENTS FOR STOPPING SIGHT DISTANCE AT THE FAB LOCATION. IF NEEDED, EXTEND LANE CLOSURES AT THE BUFFER SPACE, SUCH THAT STOPPING SIGHT DISTANCE TO THE BEGINNING OF THE LANE CLOSURE OR FAB IS MET. (REFER TO RSD 1101.11, SHEET 2, FOR STOPPING SIGHT DISTANCE AND BUFFER SPACE TABLES)
 - PLACE DRUMS IN TAPERS AT THE MAXIMUM SPACING EQUAL IN FEET TO THE POSTED SPEED LIMIT. PLACE DRUMS ALONG THE CLOSED LANES AT THE MAXIMUM SPACING EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
 - INSTALL LANE CLOSURES WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC. REMOVE LANE CLOSURES AGAINST THE FLOW, BEGINNING WITH THE DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
 - POSITION THE TMA TO MAINTAIN A ROLL-AHEAD DISTANCE AS RECOMMENDED BY THE MANUFACTURER.
 - PLACE THE CHANGEABLE MESSAGE SIGNS (CMS) ON THE OUTSIDE OF THE TRAVELWAY AS DIRECTED BY THE ENGINEER.
 - IF TRAFFIC BACKS UP TO WHERE THE FIRST CHANGEABLE MESSAGE SIGN OF THE LANE CLOSURE IS INITIALLY PLACED, RELOCATE CMS 1/2 MILE IN ADVANCE OF ANTICIPATED BACKUP. CONTINUE TO MONITOR TRAFFIC, MOVE CMS APPROXIMATELY 1/2 MILE IN ADVANCE OF ANTICIPATED BACKUP.

MESSAGE NO. 1	MESSAGE NO. 2
ROAD CLOSED AHEAD	ALL TRAFFIC EXIT
CHANGEABLE MESSAGE SIGN	

SEE I-77 ROAD CLOSURE NOTE 7 ON SHEET TMP-2D.
PLACE CMS ON THE MEDIAN SHOULDER OF NB I-77 EXPRESS LANES 1 MI SOUTH OF W20-5bL ON NB I-77 EXPRESS LANES SHOWN ON SHEET TMP-2E.

4/3/2018
I-5714_U-5114_fc_02d_Road Closure (17).dgn
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DATE: 5/3/2018

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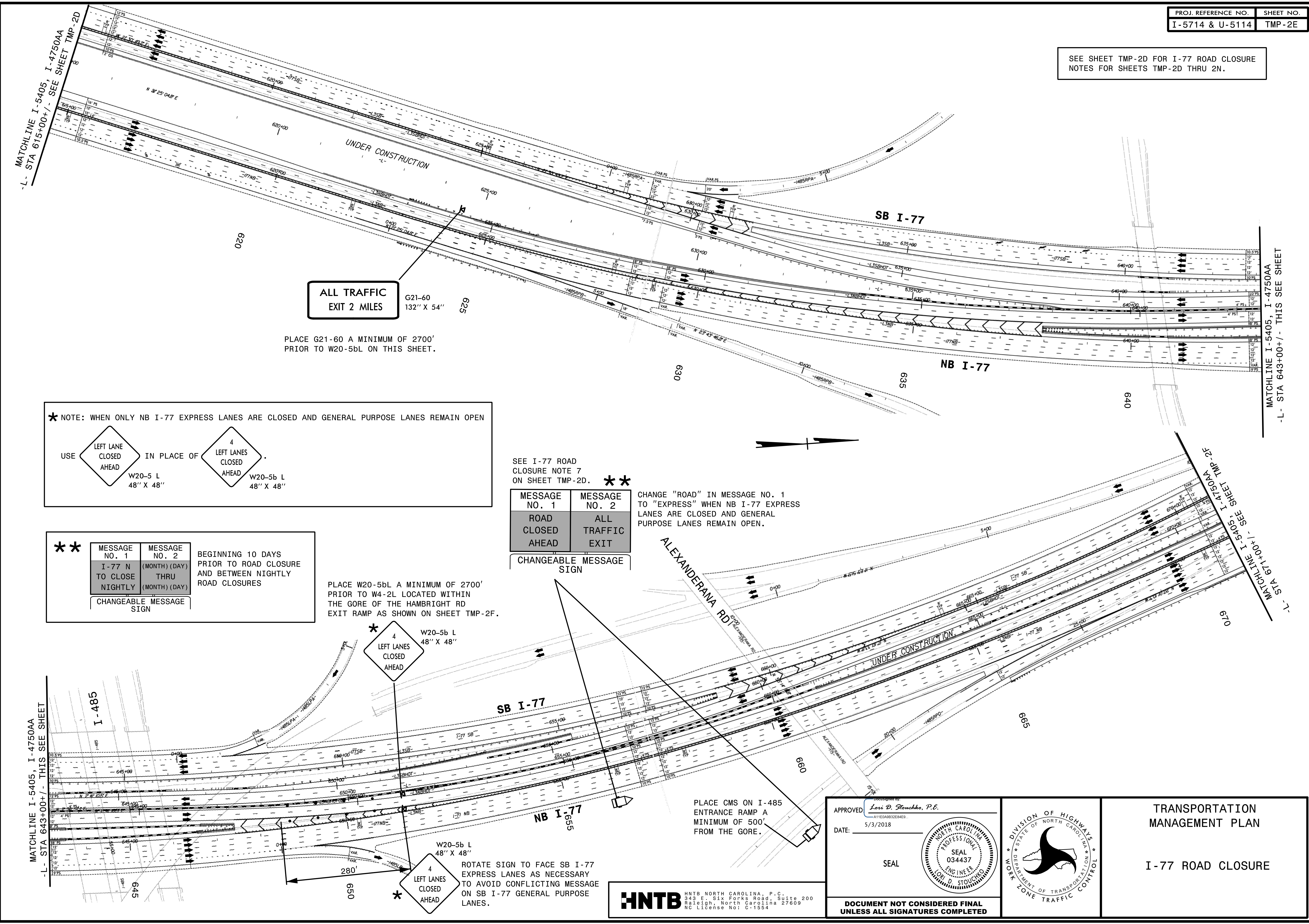
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



TRANSPORTATION MANAGEMENT PLAN

I-77 ROAD CLOSURE

SEE SHEET TMP-2D FOR I-77 ROAD CLOSURE NOTES FOR SHEETS TMP-2D THRU 2N.



ALL TRAFFIC EXIT 2 MILES
G21-60
132" X 54"

PLACE G21-60 A MINIMUM OF 2700' PRIOR TO W20-5bL ON THIS SHEET.

* NOTE: WHEN ONLY NB I-77 EXPRESS LANES ARE CLOSED AND GENERAL PURPOSE LANES REMAIN OPEN

USE		IN PLACE OF	
	W20-5 L 48" X 48"		W20-5b L 48" X 48"

SEE I-77 ROAD CLOSURE NOTE 7 ON SHEET TMP-2D.

MESSAGE NO. 1	MESSAGE NO. 2
ROAD CLOSED AHEAD	ALL TRAFFIC EXIT

CHANGEABLE MESSAGE SIGN

CHANGE "ROAD" IN MESSAGE NO. 1 TO "EXPRESS" WHEN NB I-77 EXPRESS LANES ARE CLOSED AND GENERAL PURPOSE LANES REMAIN OPEN.

**

MESSAGE NO. 1	MESSAGE NO. 2
I-77 N TO CLOSE NIGHTLY	(MONTH) (DAY) THRU (MONTH) (DAY)

CHANGEABLE MESSAGE SIGN

BEGINNING 10 DAYS PRIOR TO ROAD CLOSURE AND BETWEEN NIGHTLY ROAD CLOSURES

PLACE W20-5bL A MINIMUM OF 2700' PRIOR TO W4-2L LOCATED WITHIN THE GORE OF THE HAMBRIGHT RD EXIT RAMP AS SHOWN ON SHEET TMP-2F.

*

W20-5b L
48" X 48"

PLACE CMS ON I-485 ENTRANCE RAMP A MINIMUM OF 500' FROM THE GORE.

*

W20-5b L
48" X 48"

ROTATE SIGN TO FACE SB I-77 EXPRESS LANES AS NECESSARY TO AVOID CONFLICTING MESSAGE ON SB I-77 GENERAL PURPOSE LANES.

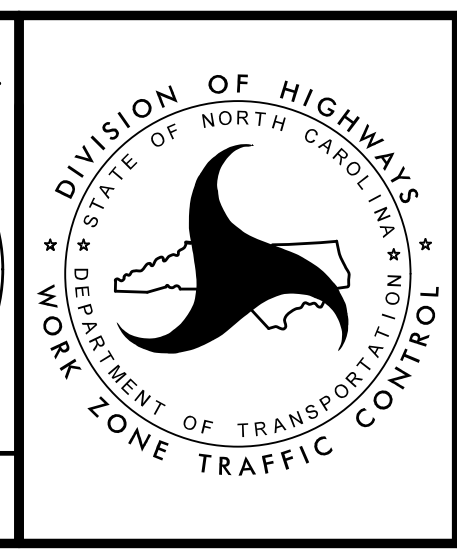
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NC License No: C-1554

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DATE: 5/3/2018

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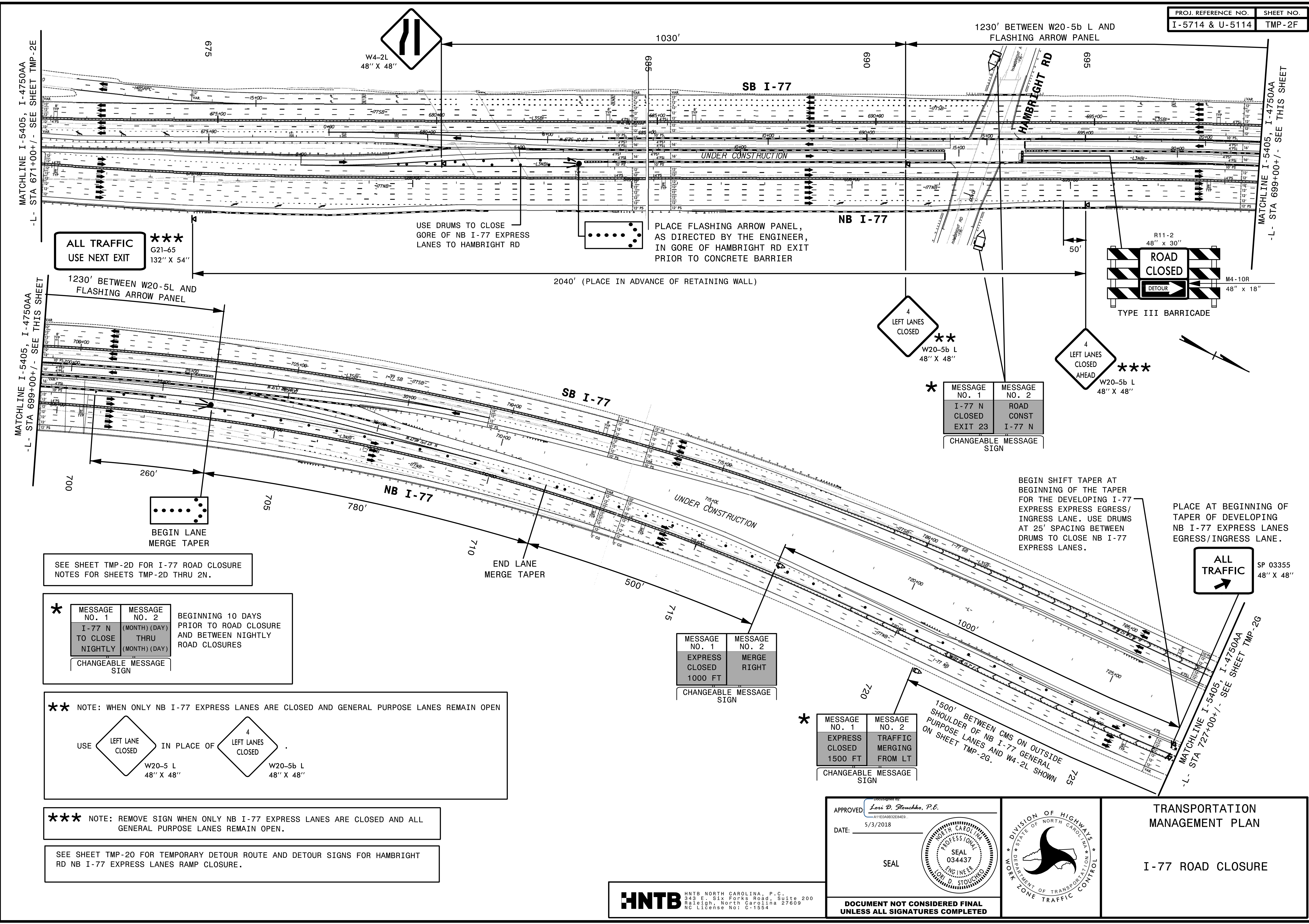
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



TRANSPORTATION MANAGEMENT PLAN

I-77 ROAD CLOSURE

4/3/2018
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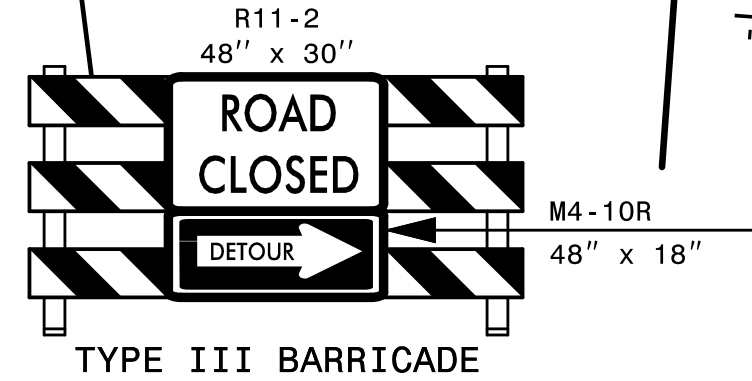


ALL TRAFFIC USE NEXT EXIT

G21-65
132" X 54"

USE DRUMS TO CLOSE GORE OF NB I-77 EXPRESS LANES TO HAMBRIGHT RD

PLACE FLASHING ARROW PANEL, AS DIRECTED BY THE ENGINEER, IN GORE OF HAMBRIGHT RD EXIT PRIOR TO CONCRETE BARRIER



MESSAGE NO. 1	MESSAGE NO. 2
I-77 N ROAD CLOSED EXIT 23	I-77 N ROAD CONST

CHANGEABLE MESSAGE SIGN

SEE SHEET TMP-2D FOR I-77 ROAD CLOSURE NOTES FOR SHEETS TMP-2D THRU 2N.

MESSAGE NO. 1	MESSAGE NO. 2
I-77 N TO CLOSE NIGHTLY	(MONTH) (DAY) THRU (MONTH) (DAY)

BEGINNING 10 DAYS PRIOR TO ROAD CLOSURE AND BETWEEN NIGHTLY ROAD CLOSURES

CHANGEABLE MESSAGE SIGN

*** NOTE: WHEN ONLY NB I-77 EXPRESS LANES ARE CLOSED AND GENERAL PURPOSE LANES REMAIN OPEN

USE IN PLACE OF

W20-5 L 48" X 48" W20-5b L 48" X 48"

*** NOTE: REMOVE SIGN WHEN ONLY NB I-77 EXPRESS LANES ARE CLOSED AND ALL GENERAL PURPOSE LANES REMAIN OPEN.

SEE SHEET TMP-20 FOR TEMPORARY DETOUR ROUTE AND DETOUR SIGNS FOR HAMBRIGHT RD NB I-77 EXPRESS LANES RAMP CLOSURE.

MESSAGE NO. 1	MESSAGE NO. 2
EXPRESS CLOSED 1000 FT	MERGE RIGHT

CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
EXPRESS CLOSED 1500 FT	TRAFFIC MERGING FROM LT

CHANGEABLE MESSAGE SIGN

BEGIN SHIFT TAPER AT BEGINNING OF THE TAPER FOR THE DEVELOPING I-77 EXPRESS EXPRESS EGRESS/INGRESS LANE. USE DRUMS AT 25' SPACING BETWEEN DRUMS TO CLOSE NB I-77 EXPRESS LANES.

PLACE AT BEGINNING OF TAPER OF DEVELOPING NB I-77 EXPRESS LANES EGRESS/INGRESS LANE.

ALL TRAFFIC
SP 03355
48" X 48"

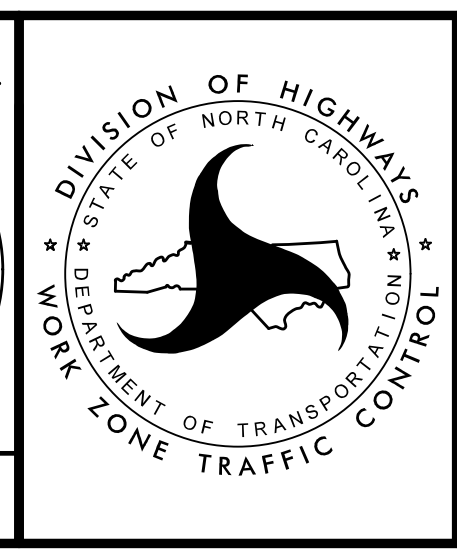
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NC License No: C-1554

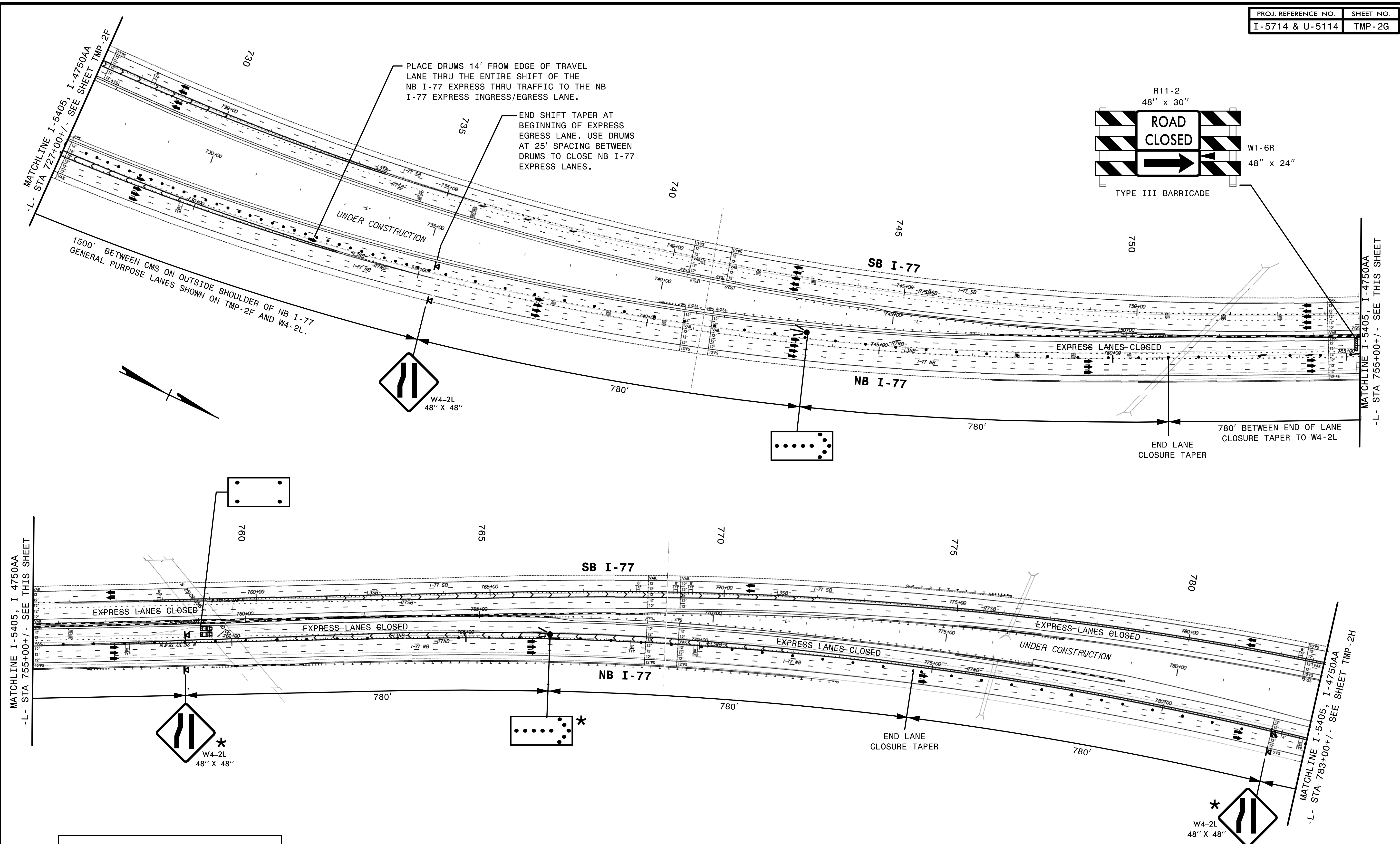
APPROVED: *Lori D. Stoucho, P.E.*
DATE: 5/3/2018

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TRANSPORTATION MANAGEMENT PLAN
I-77 ROAD CLOSURE

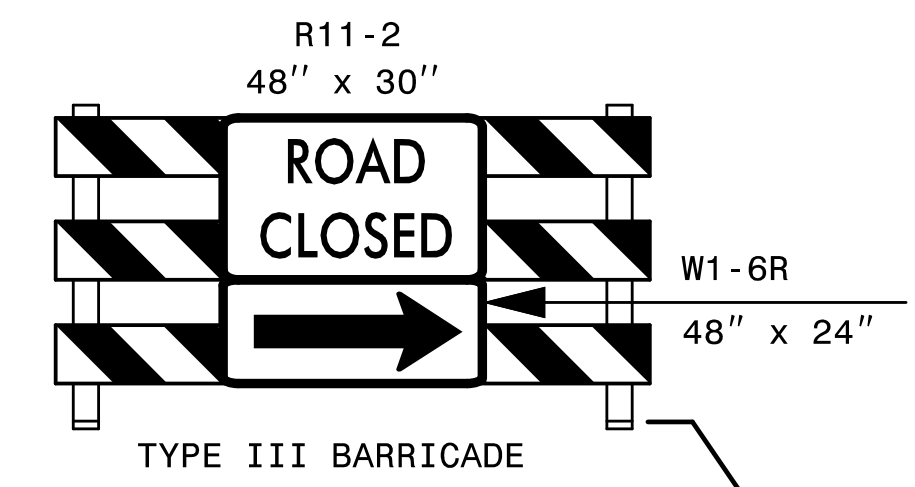


MATCHLINE I-5405, I-4750AA
-L- STA 727+00+/- - SEE SHEET TMP-2F

1500' BETWEEN CMS ON OUTSIDE SHOULDER OF NB I-77
GENERAL PURPOSE LANES SHOWN ON TMP-2F AND W4-2L.

PLACE DRUMS 14' FROM EDGE OF TRAVEL
LANE THRU THE ENTIRE SHIFT OF THE
NB I-77 EXPRESS THRU TRAFFIC TO THE NB
I-77 EXPRESS INGRESS/EGRESS LANE.

END SHIFT TAPER AT
BEGINNING OF EXPRESS
EGRESS LANE. USE DRUMS
AT 25' SPACING BETWEEN
DRUMS TO CLOSE NB I-77
EXPRESS LANES.



MATCHLINE I-5405, I-4750AA
-L- STA 755+00+/- - SEE THIS SHEET

MATCHLINE I-5405, I-4750AA
-L- STA 783+00+/- - SEE SHEET TMP-2H

SEE SHEET TMP-2D FOR I-77 ROAD CLOSURE
NOTES FOR SHEETS TMP-2D THRU 2N.

* NOTE: REMOVE TEMPORARY TRAFFIC CONTROL DEVICE WHEN ONLY NB I-77 EXPRESS
LANES ARE CLOSED AND THE GENERAL PURPOSE LANES REMAIN OPEN.

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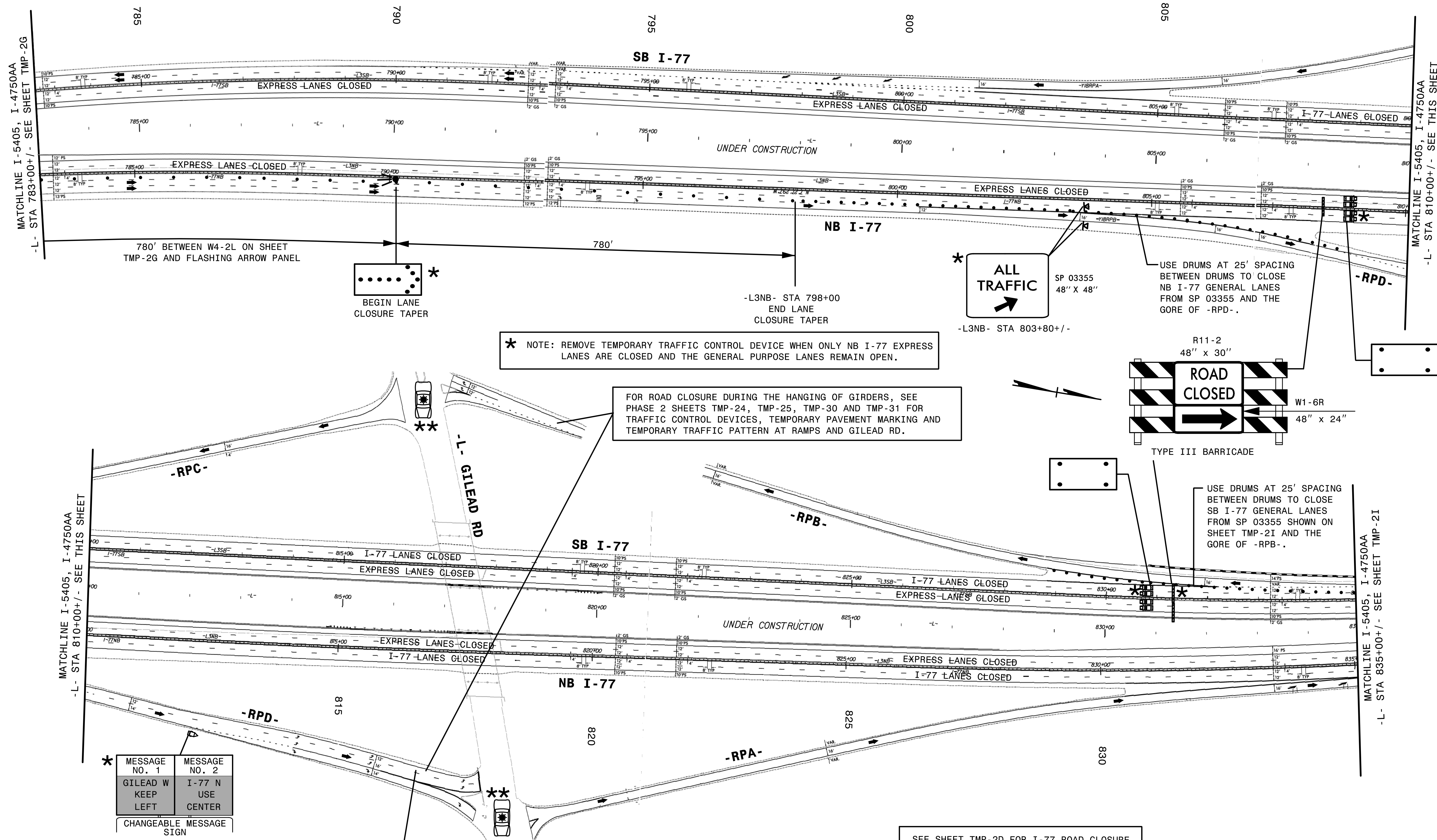
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TRANSPORTATION
MANAGEMENT PLAN

I-77 ROAD CLOSURE



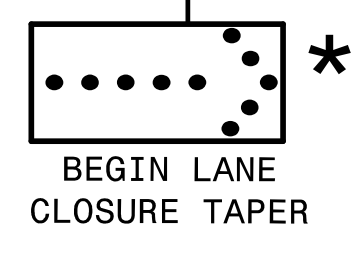
MATCHLINE I-5405, I-4750AA
-L- STA 783+00+/- SEE SHEET TMP-2G

MATCHLINE I-5405, I-4750AA
-L- STA 810+00+/- SEE THIS SHEET

MATCHLINE I-5405, I-4750AA
-L- STA 810+00+/- SEE THIS SHEET

MATCHLINE I-5405, I-4750AA
-L- STA 835+00+/- SEE SHEET TMP-2I

780' BETWEEN W4-2L ON SHEET
TMP-2G AND FLASHING ARROW PANEL



-L3NB- STA 798+00
END LANE
CLOSURE TAPER

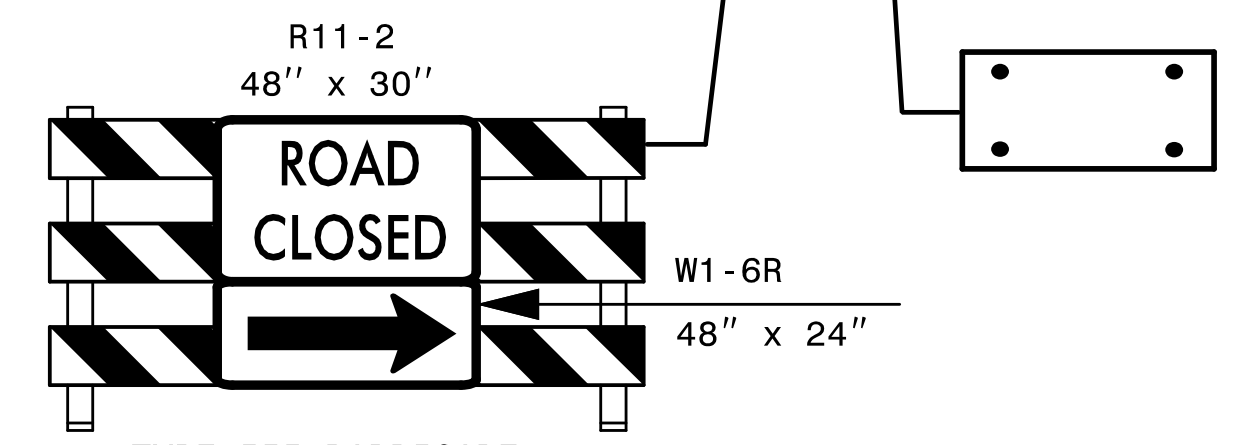


-L3NB- STA 803+80+/-

USE DRUMS AT 25' SPACING
BETWEEN DRUMS TO CLOSE
NB I-77 GENERAL LANES
FROM SP 03355 AND THE
GORE OF -RPD-.

* NOTE: REMOVE TEMPORARY TRAFFIC CONTROL DEVICE WHEN ONLY NB I-77 EXPRESS LANES ARE CLOSED AND THE GENERAL PURPOSE LANES REMAIN OPEN.

FOR ROAD CLOSURE DURING THE HANGING OF GIRDERS, SEE
PHASE 2 SHEETS TMP-24, TMP-25, TMP-30 AND TMP-31 FOR
TRAFFIC CONTROL DEVICES, TEMPORARY PAVEMENT MARKING AND
TEMPORARY TRAFFIC PATTERN AT RAMPS AND GILEAD RD.



USE DRUMS AT 25' SPACING
BETWEEN DRUMS TO CLOSE
SB I-77 GENERAL LANES
FROM SP 03355 SHOWN ON
SHEET TMP-2I AND THE
GORE OF -RPB-.

* MESSAGE NO. 1	MESSAGE NO. 2
GILEAD W	I-77 N
KEEP LEFT	USE CENTER
CHANGEABLE MESSAGE SIGN	

CMS SHOWN IS FOR USE DURING PHASE II ROAD CLOSURE FOR HANGING GIRDERS. SEE SHEET TMP-2P & TMP-2Q FOR APPLICABLE TEMPORARY TRAFFIC CONTROL DEVICES TO BE UTILIZED FOR I-77 NB DETOUR DURING PHASE IV AND PHASE V CLOSURES (REMOVAL OF EXISTING BRIDGE RAILS).

NOTE: DURING PHASE II ROAD CLOSURE TO HANG GIRDERS, IF DEEMED NECESSARY BY ENGINEER OR LAW ENFORCEMENT, USE DRUMS TO CLOSE THE LEFT TURN LANE FROM THE BEGINNING OF THE TAPER AT THE GORE TO GILEAD RD AND REVISE MESSAGE ON CMS AS DIRECTED BY ENGINEER.

** FOR ROAD CLOSURE ON I-77 DURING PHASE II TO HANG GIRDERS, PLACE SIGNALS ON GILEAD RD IN FLASH MODE AND USE LAW ENFORCEMENT TO DIRECT TRAFFIC.

SEE SHEET TMP-2D FOR I-77 ROAD CLOSURE NOTES FOR SHEETS TMP-2D THRU 2N.

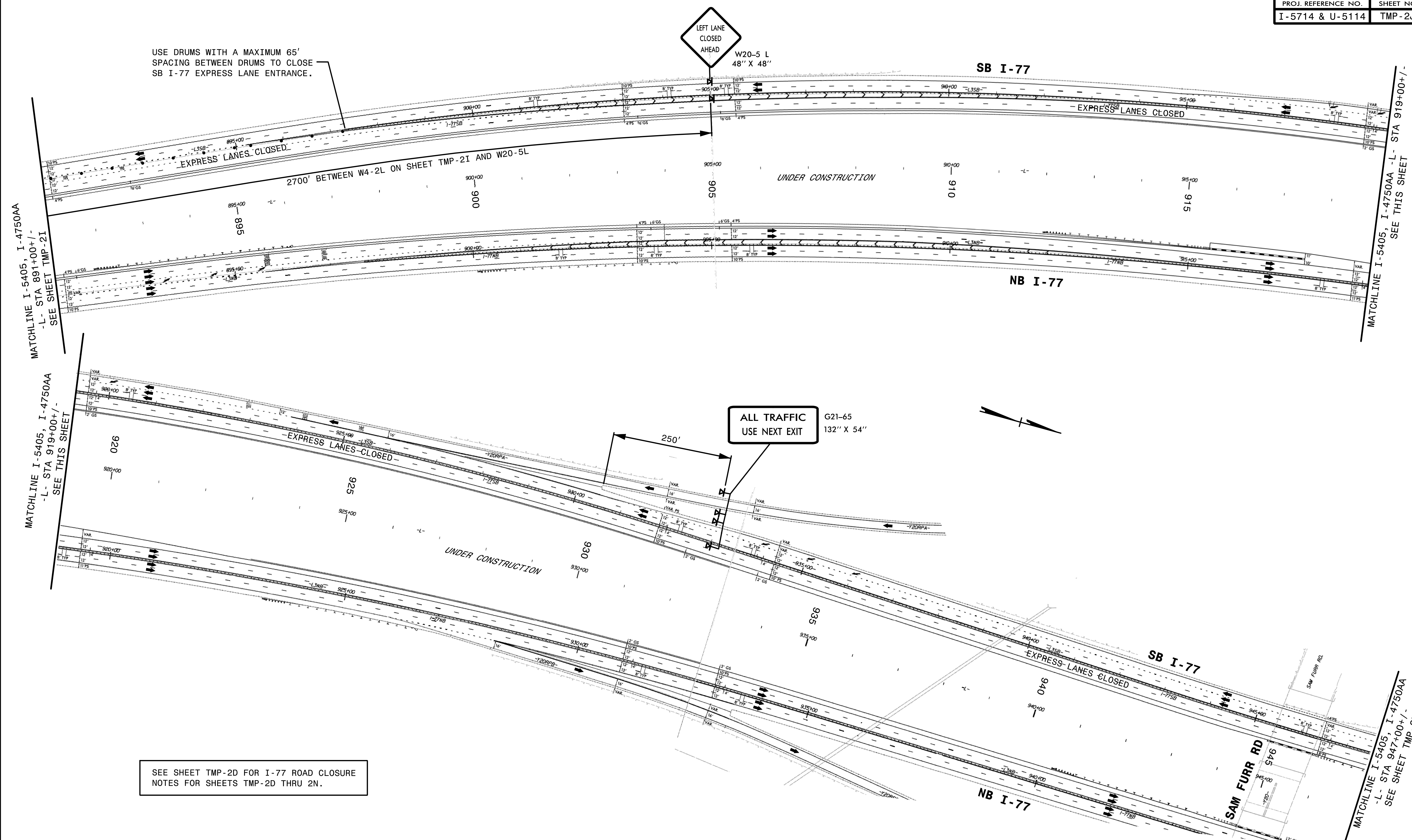
4/3/2018
I-5714-U-5114-tc-02h Road Closure I77.dgn
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TRANSPORTATION
MANAGEMENT PLAN
I-77 ROAD CLOSURE



USE DRUMS WITH A MAXIMUM 65' SPACING BETWEEN DRUMS TO CLOSE SB I-77 EXPRESS LANE ENTRANCE.

MATCHLINE I-5405, I-4750AA
-L- STA 891+00 +/-
SEE SHEET TMP-2I

MATCHLINE I-5405, I-4750AA
-L- STA 919+00 +/-
SEE THIS SHEET

MATCHLINE I-5405, I-4750AA -L- STA 919+00 +/-
SEE THIS SHEET

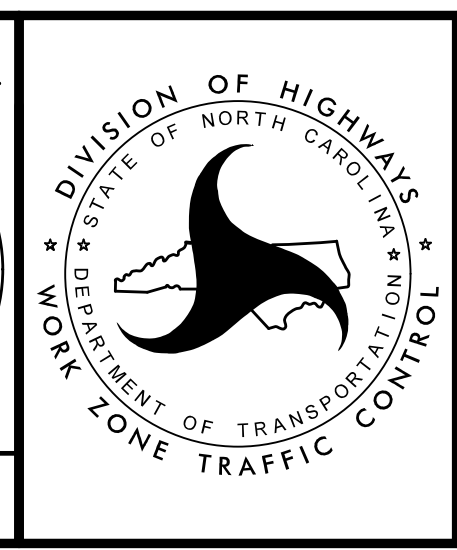
MATCHLINE I-5405, I-4750AA
-L- STA 947+00 +/-
SEE SHEET TMP-2K

SEE SHEET TMP-2D FOR I-77 ROAD CLOSURE NOTES FOR SHEETS TMP-2D THRU 2N.

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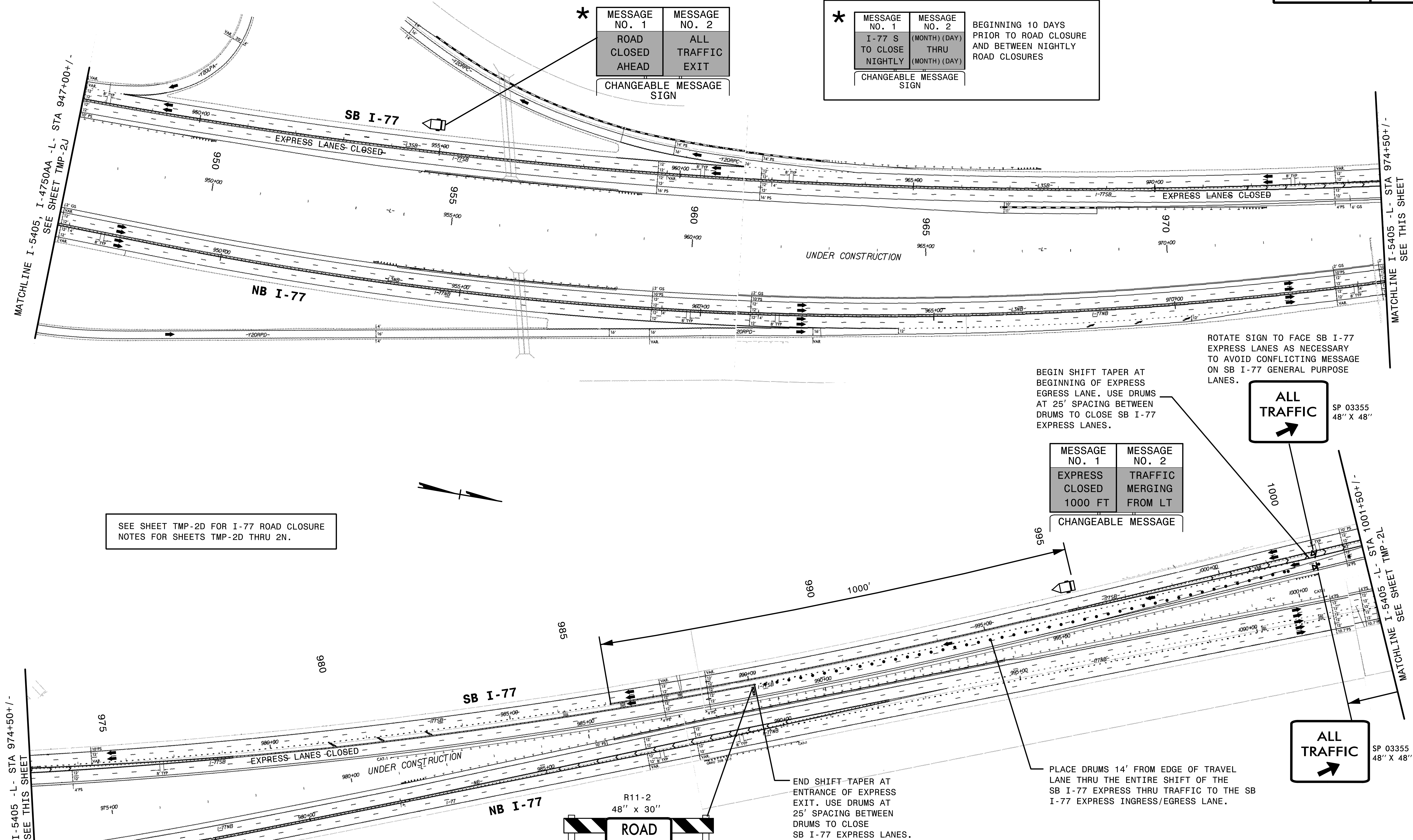
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**TRANSPORTATION
MANAGEMENT PLAN**

I-77 ROAD CLOSURE



MESSAGE NO. 1	MESSAGE NO. 2
ROAD CLOSED AHEAD	ALL TRAFFIC EXIT
CHANGEABLE MESSAGE SIGN	

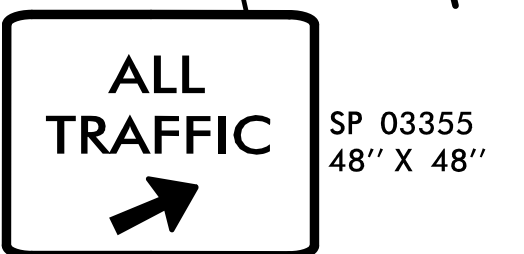
MESSAGE NO. 1	MESSAGE NO. 2	BEGINNING 10 DAYS PRIOR TO ROAD CLOSURE AND BETWEEN NIGHTLY ROAD CLOSURES
I-77 S TO CLOSE NIGHTLY	(MONTH) (DAY) THRU (MONTH) (DAY)	
CHANGEABLE MESSAGE SIGN		

SEE SHEET TMP-2D FOR I-77 ROAD CLOSURE NOTES FOR SHEETS TMP-2D THRU 2N.

BEGIN SHIFT TAPER AT BEGINNING OF EXPRESS EGRESS LANE. USE DRUMS AT 25' SPACING BETWEEN DRUMS TO CLOSE SB I-77 EXPRESS LANES.

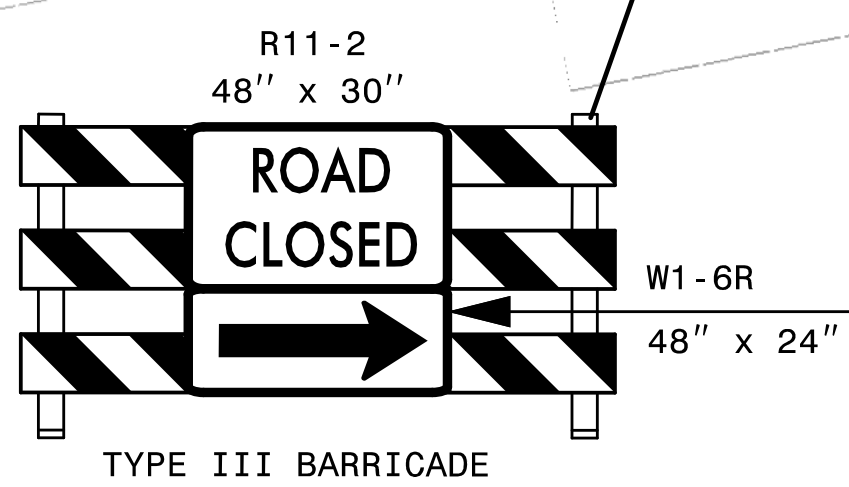
ROTATE SIGN TO FACE SB I-77 EXPRESS LANES AS NECESSARY TO AVOID CONFLICTING MESSAGE ON SB I-77 GENERAL PURPOSE LANES.

MESSAGE NO. 1	MESSAGE NO. 2
EXPRESS CLOSED 1000 FT	TRAFFIC MERGING FROM LT
CHANGEABLE MESSAGE	



END SHIFT-TAPER AT ENTRANCE OF EXPRESS EXIT. USE DRUMS AT 25' SPACING BETWEEN DRUMS TO CLOSE SB I-77 EXPRESS LANES.

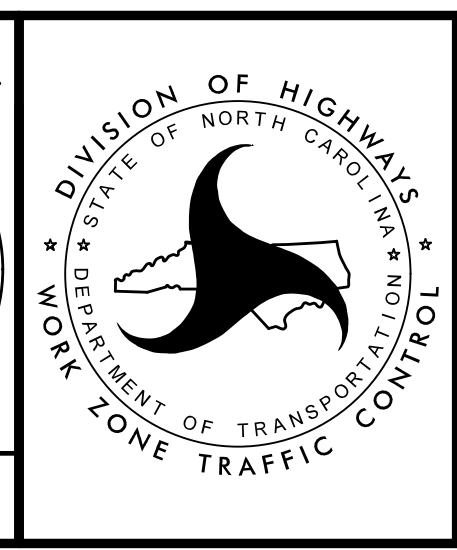
PLACE DRUMS 14' FROM EDGE OF TRAVEL LANE THRU THE ENTIRE SHIFT OF THE SB I-77 EXPRESS THRU TRAFFIC TO THE SB I-77 EXPRESS INGRESS/EGRESS LANE.



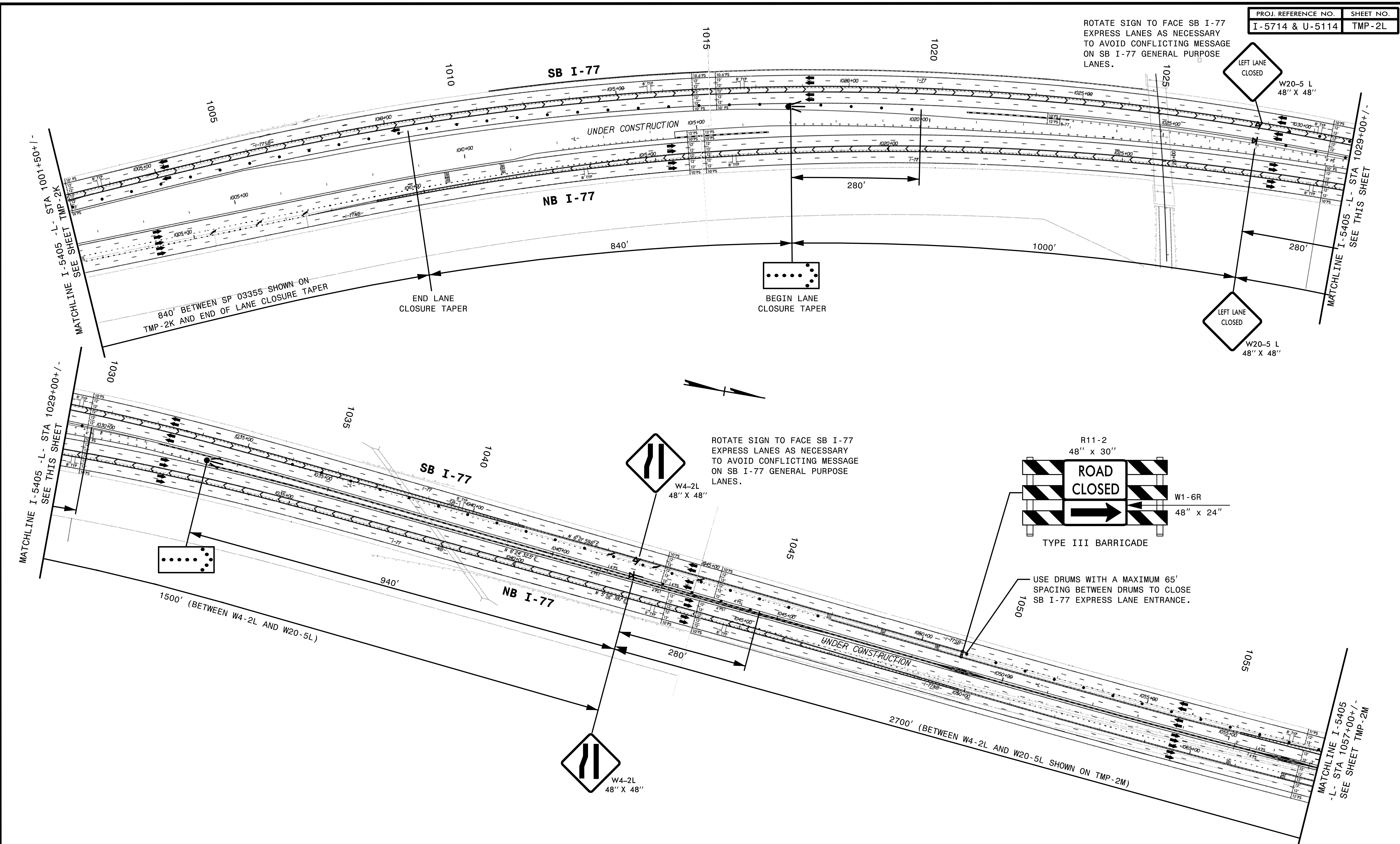
4/3/2018
I-5714_U-5114_fc_02k_Road Closure 177.dgn
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TRANSPORTATION MANAGEMENT PLAN
I-77 ROAD CLOSURE



ROTATE SIGN TO FACE SB I-77 EXPRESS LANES AS NECESSARY TO AVOID CONFLICTING MESSAGE ON SB I-77 GENERAL PURPOSE LANES.

ROTATE SIGN TO FACE SB I-77 EXPRESS LANES AS NECESSARY TO AVOID CONFLICTING MESSAGE ON SB I-77 GENERAL PURPOSE LANES.

SEE SHEET TMP-2D FOR I-77 ROAD CLOSURE NOTES FOR SHEETS TMP-2D THRU 2N.

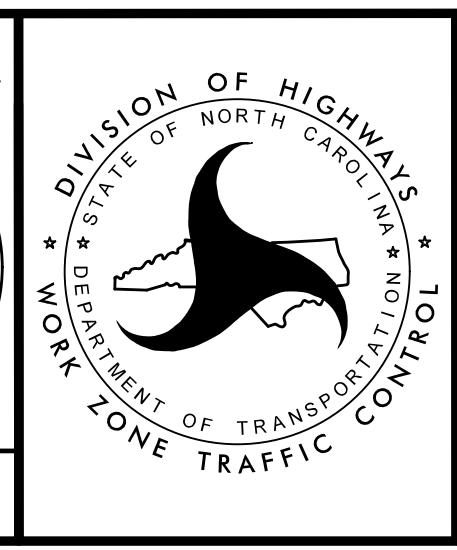
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TRANSPORTATION
MANAGEMENT PLAN

I-77 ROAD CLOSURE

MATCHLINE I-5405 -L- STA 1057+00+/- SEE SHEET TMP-2M

MATCHLINE I-5405 -L- STA 1029+00+/- SEE THIS SHEET

MATCHLINE I-5405 -L- STA 1001+50+/- SEE SHEET TMP-2K

MESSAGE NO. 1	MESSAGE NO. 2
EXPRESS ENTRANCE CLOSED	
CHANGEABLE MESSAGE SIGN	

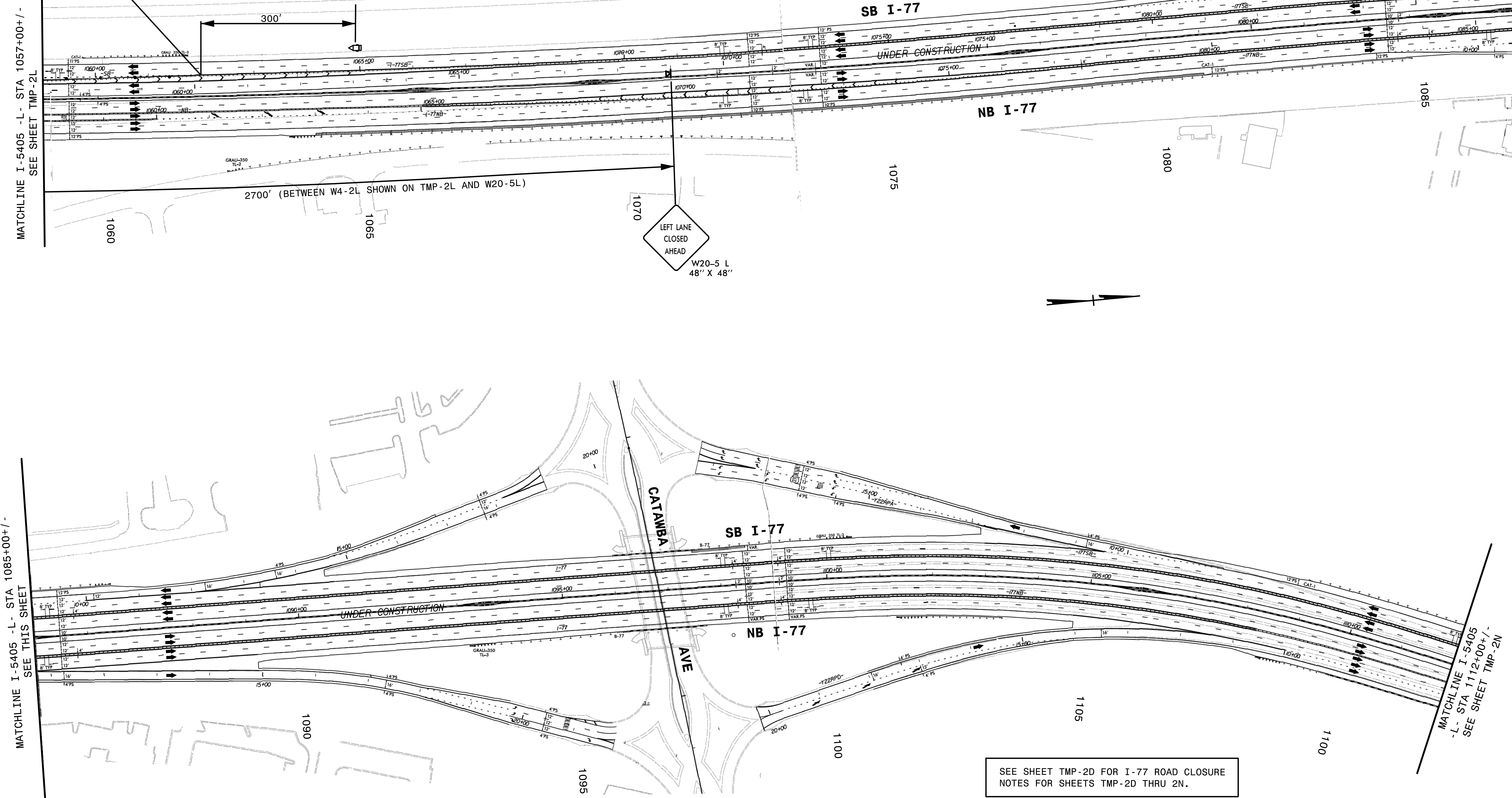
USE DRUMS WITH A MAXIMUM 65' SPACING BETWEEN DRUMS TO CLOSE SB I-77 EXPRESS LANE ENTRANCE.

MATCHLINE I-5405 -L- STA 1057+00 +/- SEE SHEET TMP-2L

MATCHLINE I-5405 -L- STA 1085+00 +/- SEE THIS SHEET

MATCHLINE I-5405 -L- STA 1085+00 +/- SEE THIS SHEET

MATCHLINE I-5405 -L- STA 1112+00 +/- SEE SHEET TMP-2N



SEE SHEET TMP-2D FOR I-77 ROAD CLOSURE NOTES FOR SHEETS TMP-2D THRU 2N.

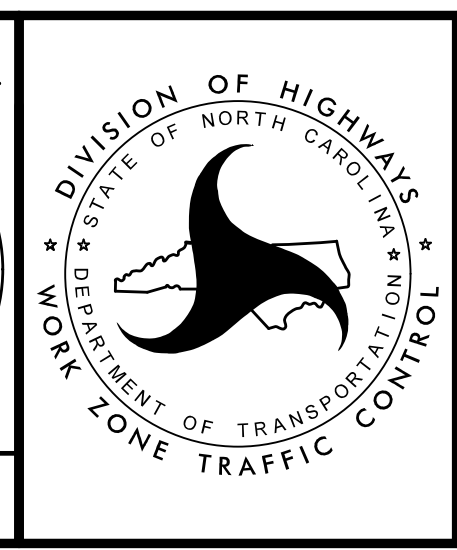
4/3/2018
I-5714_U-5114_fc_02m_Road Closure I77.dgn
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TRANSPORTATION
MANAGEMENT PLAN

I-77 ROAD CLOSURE

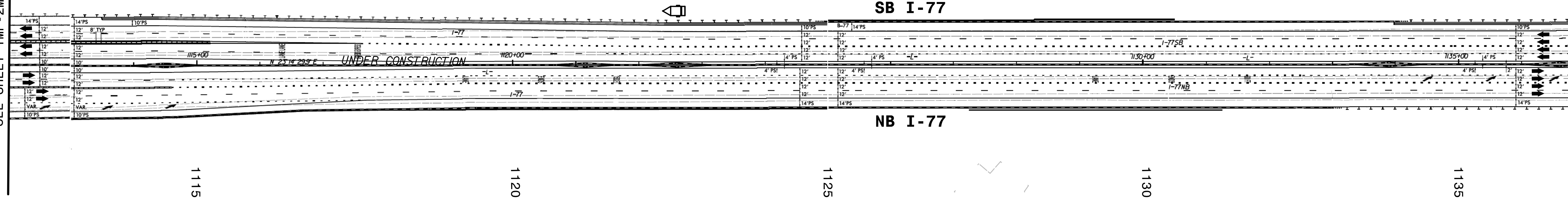
DEPARTMENT OF TRANSPORTATION
STATE OF NORTH CAROLINA
WORK ZONE TRAFFIC CONTROL

LOCATE 1 MI FROM W20-5L
SHOWN ON MEDIAN SHOULDER OF
SB I-77 EXPRESS LANES ON TMP-2M.

MESSAGE NO. 1	MESSAGE NO. 2
EXPRESS CLOSED 2 MILES	MERGING TRAFFIC AHEAD
CHANGEABLE MESSAGE SIGN	

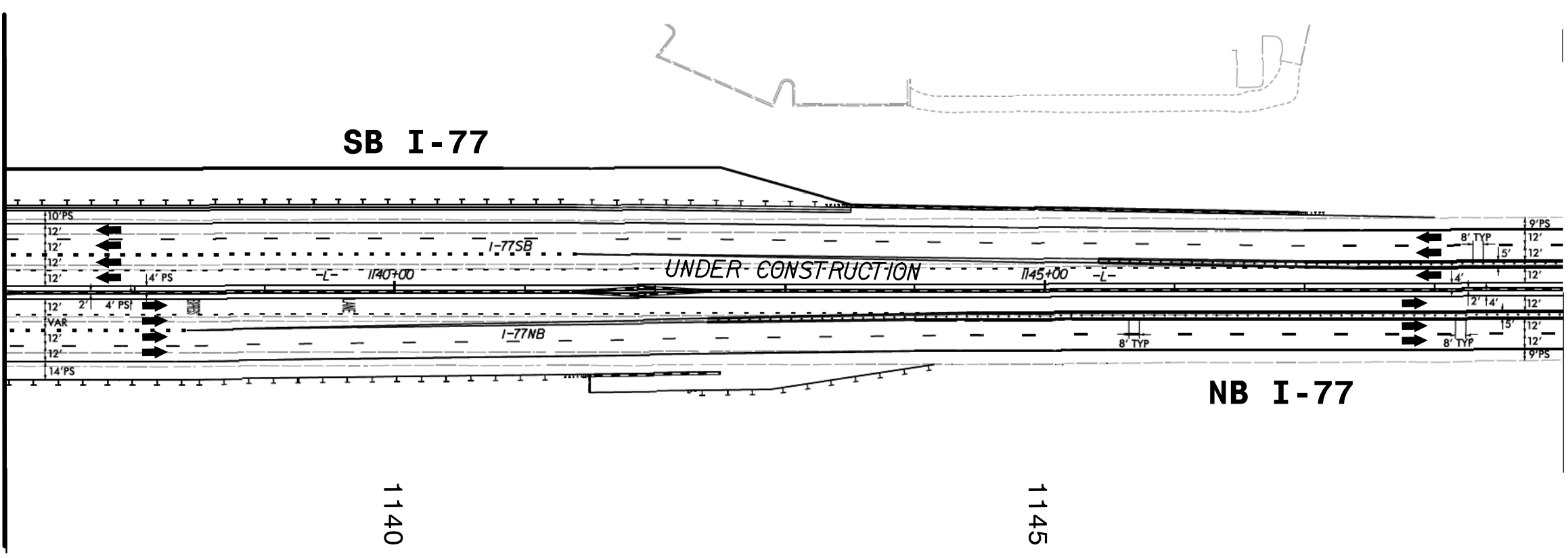
SEE I-77 ROAD CLOSURE NOTE 7 ON SHEET TMP-2D.

MATCHLINE I-5405 -L- STA 1112+00+/-
SEE SHEET TMP-2M



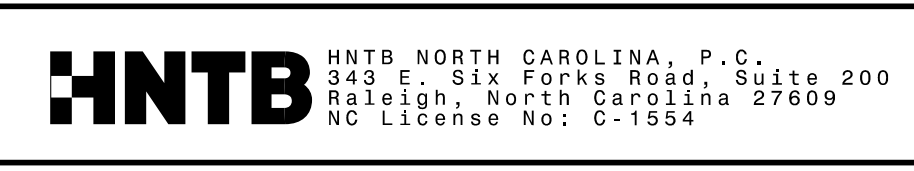
MATCHLINE I-5405 -L- STA 1137+00+/-
SEE THIS SHEET

MATCHLINE I-5405 -L- STA 1137+00+/-
SEE THIS SHEET



SEE SHEET TMP-2D FOR I-77 ROAD CLOSURE NOTES FOR SHEETS TMP-2D THRU 2N.

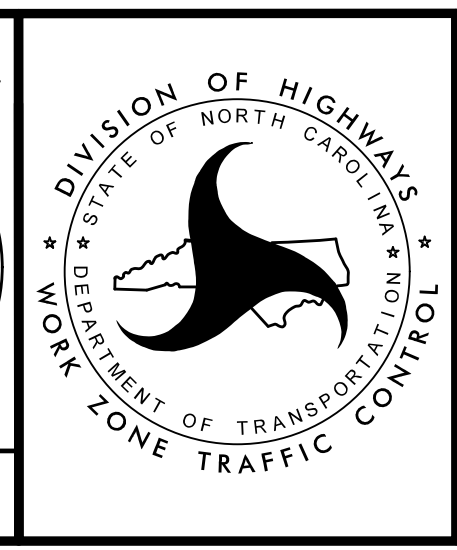
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DATE: 5/3/2018

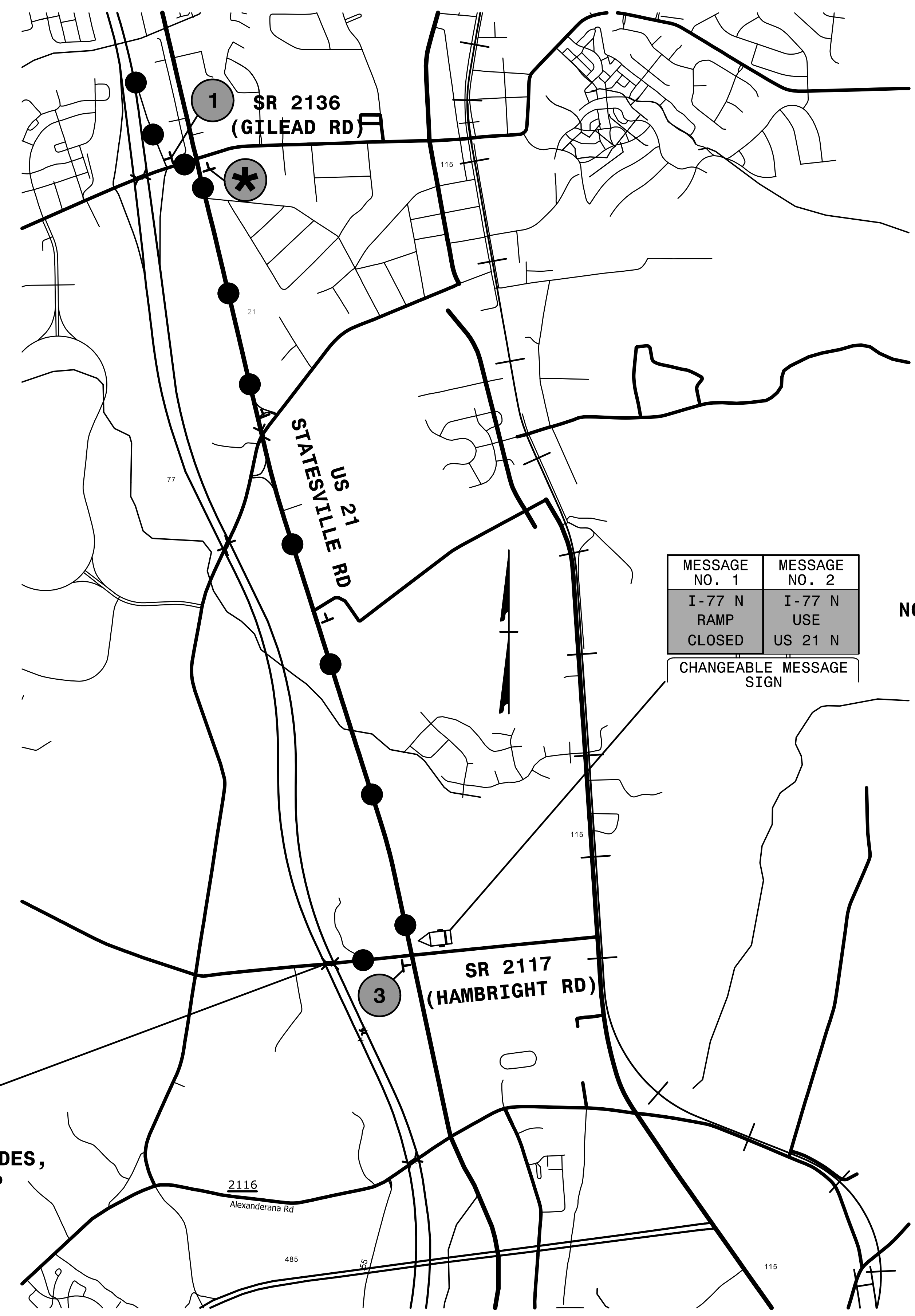
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TRANSPORTATION MANAGEMENT PLAN

I-77 ROAD CLOSURE



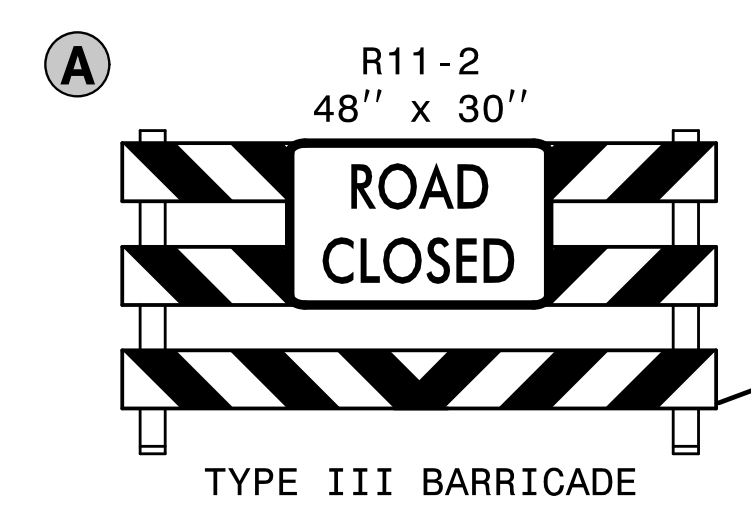
USE 3 FOR PHASE II
USE 2 FOR PHASE IV AND PHASE V

- 1 END DETOUR M4-8 A 24" X 18"
- 2 NORTH M3-1 24" X 12"
INTERSTATE 77 M1-1 24" X 24"
M6-3 21" X 15"
- 3 NORTH M3-1 24" X 12"
INTERSTATE 77 M1-1 24" X 24"
M6-1 L 21" X 15"

MESSAGE NO. 1	MESSAGE NO. 2
I-77 N RAMP CLOSED	I-77 N USE US 21 N

CHANGEABLE MESSAGE SIGN

NOTE: COORDINATE WITH ENGINEER FOR LOCATION AND MESSAGE



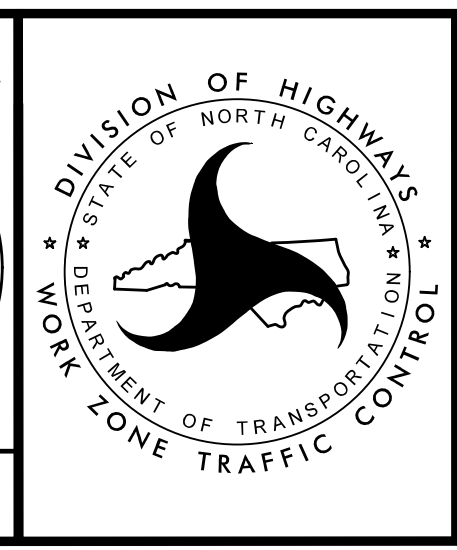
USING TYPE III BARRICADES, CLOSE ENTRANCE RAMP TO HOT LANES

4/3/2018
4:11:57 PM
I-5714_U-5114_fc_02o_Detour.dgn
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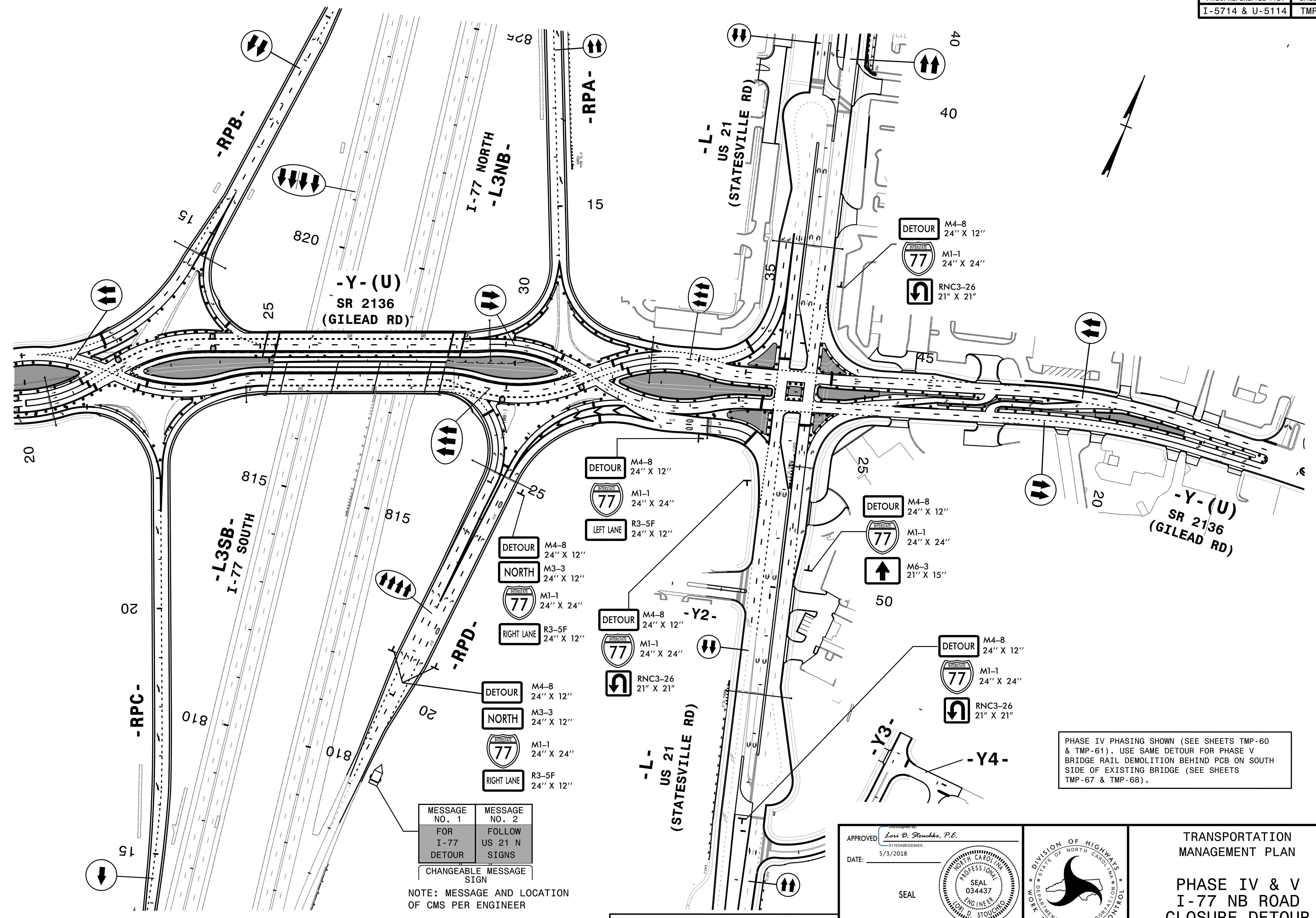
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TRANSPORTATION MANAGEMENT PLAN
OFFSITE DETOUR FOR I-77 HOT LANE ENTRANCE RAMP HAMBRIGHT RD

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



MESSAGE NO. 1	MESSAGE NO. 2
FOR I-77	FOLLOW US 21 N
DETOUR	SIGNS

CHANGEABLE MESSAGE SIGN

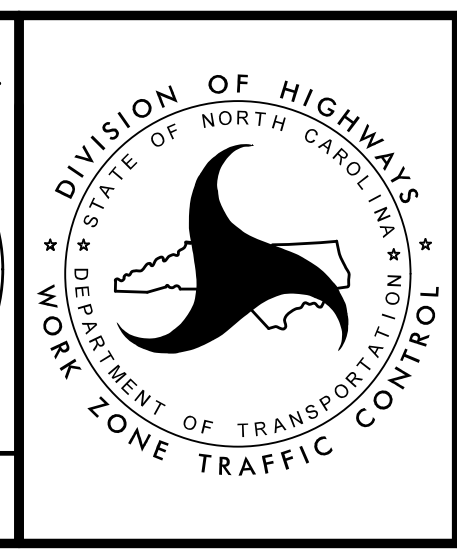
NOTE: MESSAGE AND LOCATION OF CMS PER ENGINEER

PHASE IV PHASING SHOWN (SEE SHEETS TMP-60 & TMP-61). USE SAME DETOUR FOR PHASE V BRIDGE RAIL DEMOLITION BEHIND PCB ON SOUTH SIDE OF EXISTING BRIDGE (SEE SHEETS TMP-67 & TMP-68).

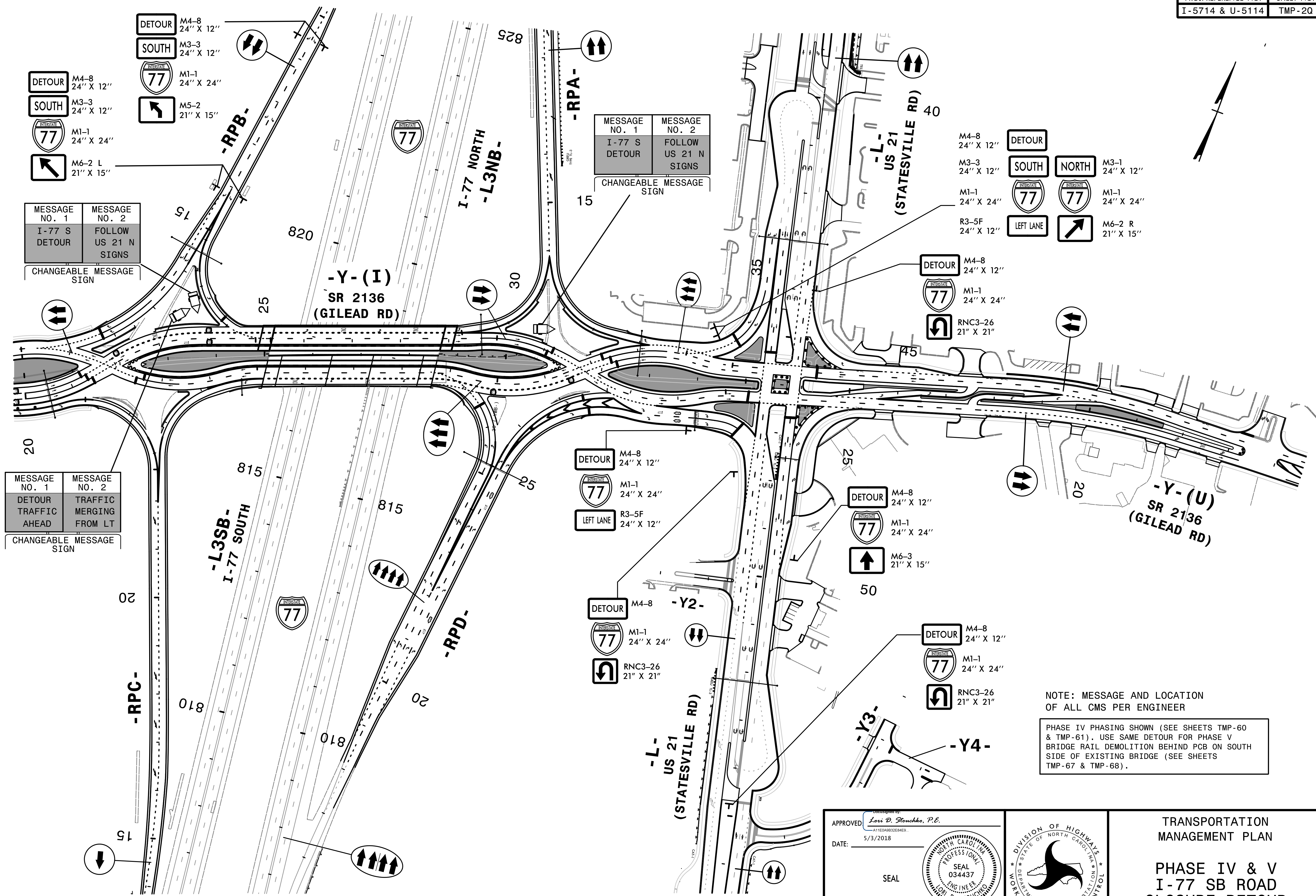
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HNTB

HNTB
 HNTB NORTH CAROLINA, P.C.
 343 E. Six Forks Road, Suite 200
 Raleigh, North Carolina 27609
 NC License No: C-1554

APPROVED: *Lori D. Stoucho, P.E.*
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TRANSPORTATION
 MANAGEMENT PLAN
 PHASE IV & V
 I-77 NB ROAD
 CLOSURE DETOUR



DETOUR M4-8 24" X 12"
 SOUTH M3-3 24" X 12"
 I-77 M1-1 24" X 24"
 M6-2 L 21" X 15"

MESSAGE NO. 1 I-77 S DETOUR
 MESSAGE NO. 2 FOLLOW US 21 N SIGNS
 CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1 DETOUR TRAFFIC AHEAD
 MESSAGE NO. 2 TRAFFIC MERGING FROM LT
 CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1 I-77 S DETOUR
 MESSAGE NO. 2 FOLLOW US 21 N SIGNS
 CHANGEABLE MESSAGE SIGN

DETOUR M4-8 24" X 12"
 SOUTH M3-3 24" X 12"
 NORTH M3-1 24" X 12"
 I-77 M1-1 24" X 24"
 I-77 M1-1 24" X 24"
 LEFT LANE R3-5F 24" X 12"
 M6-2 R 21" X 15"

DETOUR M4-8 24" X 12"
 I-77 M1-1 24" X 24"
 RNC3-26 21" X 21"

DETOUR M4-8 24" X 12"
 I-77 M1-1 24" X 24"
 LEFT LANE R3-5F 24" X 12"

DETOUR M4-8 24" X 12"
 I-77 M1-1 24" X 24"
 M6-3 21" X 15"

DETOUR M4-8 24" X 12"
 I-77 M1-1 24" X 24"
 RNC3-26 21" X 21"

DETOUR M4-8 24" X 12"
 I-77 M1-1 24" X 24"
 RNC3-26 21" X 21"

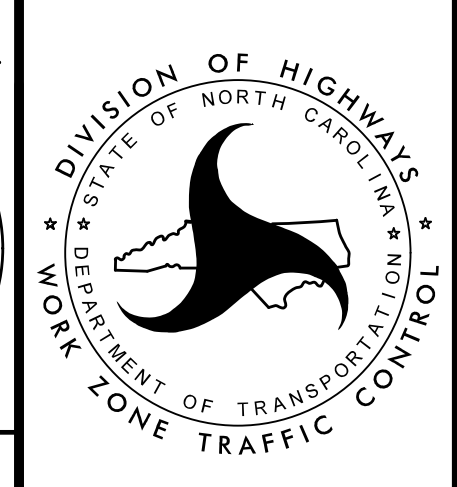
NOTE: MESSAGE AND LOCATION OF ALL CMS PER ENGINEER

PHASE IV PHASING SHOWN (SEE SHEETS TMP-60 & TMP-61). USE SAME DETOUR FOR PHASE V BRIDGE RAIL DEMOLITION BEHIND PCB ON SOUTH SIDE OF EXISTING BRIDGE (SEE SHEETS TMP-67 & TMP-68).

4/25/2018
 I-5714-U-5114_fc_020_P4_raildemo_detour.dgn
 HNTB

HNTB
 HNTB NORTH CAROLINA, P.C.
 343 E. Six Forks Road, Suite 200
 Raleigh, North Carolina 27609
 NC License No: C-1554

APPROVED: *Lori D. Stoucho, P.E.*
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TRANSPORTATION MANAGEMENT PLAN
 PHASE IV & V
 I-77 SB ROAD CLOSURE DETOUR

PHASING

NOTES:

REPLACE MARKINGS AND RETURN TRAFFIC TO THE CURRENT TRAFFIC PATTERN AT THE END OF EACH WORK PERIOD UNLESS OTHERWISE NOTED IN THE PHASING OR DIRECTED BY THE ENGINEER.

MAINTAIN VEHICULAR ACCESS TO ALL RESIDENCES AND BUSINESSES DURING THE LIFE OF THE CONTRACT UNLESS OTHERWISE NOTED IN THE PHASING OR DIRECTED BY THE ENGINEER.

PAVE PROPOSED CONSTRUCTION, UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE, IN ALL PHASES UNTIL STATED TO INSTALL FINAL LAYER IN THE PHASING.

COMPLETE ANY PROPOSED OR TEMPORARY WIDENING IN SUCH A MANNER THAT NO PONDING OF WATER WILL OCCUR WITHIN THE TRAVEL LANE.

THE TERM RSD DENOTES "ROADWAY STANDARD DRAWING".

PLACE FINAL SIGNING AS NEEDED. REFER TO FINAL SIGNING PLANS.

-Y-(I) DENOTES THE -Y- ALIGNMENT FOR PROJECT I-5714 AND -Y-(U) DENOTES THE -Y- ALIGNMENT FOR PROJECT U-5114.

PHASE I (SEE TMP-4 FOR OVERVIEW)

STEP 1: INSTALL WORK ZONE ADVANCE WARNING SIGNS ON -L-, -Y-(I), -Y-(U), -Y4-, -Y5-, -Y6-, -Y10-, -Y11-, -SR-, -SR2- COMMERCE CENTRE DR, I-77 IN COORDINATION WITH ADJACENT PROJECT, AND ALL ROADS THAT INTERSECT -L- AND -Y- WITHIN THE PROJECT LIMITS ACCORDING TO RSD 1101.01.

NOTE: STEP 2 MAY BE COMPLETED CONCURRENTLY WITH PHASE 1, STEPS 3 THRU 8.

NOTE: REFER TO SHEETS TMP-6, TMP-7, TMP-12 AND TMP-13 FOR STEP 2 DETAILS.

STEP 2: COMPLETE THE FOLLOWING:

2A: USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PLACE TEMPORARY PCB AND CRASH CUSHIONS ON THE OUTSIDE SHOULDERS OF -L3SB- AND -L3NB- AS SHOWN ON SHEETS TMP-6, TMP-7, TMP-12 & TMP-13. SEE LOCAL NOTE 3.

USING RSD 1101.02 (SHEET 3 OF 14), PLACE TEMPORARY PAVEMENT ON WB -Y-(I) FROM STA 22+77+/- TO STA 25+10+/- AND FROM STA 28+60+/- TO STA 30+56+/- . PLACE TEMPORARY ANCHORED PCB AND CRASH CUSHIONS ON WB -Y-(I) AS SHOWN ON TMP-6 AND TMP-7. (DO NOT ANCHOR PCB ON BRIDGE DECK EXCEPT WHERE DIRECTED BY ENGINEER.)

2B: BEHIND BARRIER, CONSTRUCT END BENTS 1 AND 2, SLOPE PROTECTION AND I-77 OUTSIDE SHOULDER TRANSITIONS USING TEMPORARY SHORING AS NEEDED. (TMP-6 & TMP-7)

2C: USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, REMOVE TEMPORARY PCB AND CRASH CUSHIONS ON THE OUTSIDE SHOULDERS OF -L3SB- AND -L3NB-. SEE LOCAL NOTE 3.

2D: MAY BEGIN PHASE II, STEP 6.

NOTE: REFER TO SHEETS TMP-5 THRU TMP-7, TMP-9, AND TMP-13 FOR STEP 3 DETAILS.

STEP 3: USING RSD 1101.02 (SHEET 3 OF 14) AS NEEDED, REMOVE EXISTING MONOLITHIC ISLAND AT THE INTERSECTION OF THE EXISTING RAMP -RPB- AND -Y-(I), REPAIR PAVEMENT AND PLACE TEMPORARY MARKINGS ON THE EXISTING -RPB- AS SHOWN. (TMP-6, TMP-6A & TMP-13).

USING RSD 1101.02 (SHEET 3 OF 14) AS NEEDED, REMOVE EXISTING MONOLITHIC ISLAND AT THE INTERSECTION OF THE EXISTING RAMP -RPD- AND -Y-(I) AND REPAIR PAVEMENT. (TMP-7)

USING NARROW LANES, REMOVE EXISTING MONOLITHIC ISLAND ON -L- FROM STA 26+40 TO STA 27+96+/- AND REPAIR PAVEMENT. (TMP-9)

USING RSD 1101.02 (SHEET 3 OF 14) AS NEEDED, REMOVE THE EXISTING GRASS MEDIAN ON -Y-(I) BETWEEN STA 20+50+/- AND STA 22+20+/- AND CONSTRUCT PROPOSED PAVEMENT UP TO THE EDGE OF EXISTING ROADWAY. (TMP-6)

PHASE I CONTINUED (SEE TMP-4 FOR OVERVIEW)

USING RSD 1101.02 (SHEET 3 OF 14) AND LAW ENFORCEMENT AS NECESSARY, INSTALL THE TEMPORARY SIGNALS (SEE SIGNAL PLANS) AT THE FOLLOWING INTERSECTIONS:
 * -Y-(I) AT -Y10-/-Y11- (TMP-5)
 * -Y-(I) AT EXISTING -RPB-/-RPC- (TMP-6)
 * -Y-(I) AT EXISTING -RPA-/-RPD- (TMP-7)
 * -Y-(I)/-Y-(U) AT -L- (TMP-7)

NOTE: REFER TO SHEETS TMP-5 THRU TMP-13 FOR STEP 4 DETAILS.

STEP 4: USING RSD 1101.02 (SHEETS 1 & 3 OF 14), FLAGGERS AND LAW ENFORCEMENT AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS, SHIFT TRAFFIC TO NEW TEMPORARY PATTERN, AND ACTIVATE TEMPORARY SIGNALS ON THE FOLLOWING:
 * -Y-(I) FROM -Y11- TO -L- (TMP-5, TMP-6A, & TMP-7A)
 * -Y-(U) FROM PINWOOD DR TO -L- (TMP-7A & TMP-8)
 * -L- (TMP-7A & TMP-9 THRU TMP-11)
 * -Y11- (TMP-5)
 * EXISTING -RPA-, -RPC- AND -RPD- (TMP-6A, TMP-7A, TMP-12 & TMP-13)
 * -Y1- (TMP-9)
 * -Y2- (TMP-11)

INSTALL PEDESTRIAN DETOUR SIGNS AND ADA COMPLIANT BARRICADES AS SHOWN ON TMP-5 AND TMP-6 TO CLOSE EXISTING SIDEWALK ON WB -Y-(I) FROM -Y10- TO RPB-. USING RSD 1101.02 (SHEET 3 OF 14) AS NEEDED, REMOVE THE EXISTING CROSSWALK PAVEMENT MARKINGS ON WB -Y-(I) AT THE INTERSECTION OF -Y10- AND -Y-(I). SEE SIGNAL PLANS FOR TEMPORARY SIGNAL PLAN AS A RESULT OF THE TEMPORARY CLOSURE OF THE CROSSWALK. (TMP-5 & TMP-6).

NOTE: REFER TO SHEETS TMP-6 THRU TMP-11 FOR STEP 5 DETAILS.

STEP 5: AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF THE FOLLOWING:
 * -YEB- FROM STA 23+50+/- TO STA 25+09+/- (APPROACH SLAB) AND FROM STA 29+10+/- (APPROACH SLAB) TO STA 31+00+/-, AS SHOWN ON TMP-6 & TMP-7
 * APPROACH SLAB FILL ON -YEB- FROM STA 25+09+/- TO END BENT 1 AND FROM END BENT 2 TO STA 29+10+/- . (TMP-6 & TMP-7)
 * -RPA- FROM -Y-(I) TO STA 12+75+/- (TMP-7)
 * -SPURB- FROM -YEB- TO STA 12+00+/- (TMP-6)
 * -SPURA- FROM -YEB- TO STA 11+75+/- (TMP-7)
 * -Y3-, INCLUDING SIDEWALK, FROM STA 13+45+/- TO -L-. (TMP-11)

USING RSD 1101.02 (SHEET 3 OF 14) AS NEEDED, BEGIN WIDENING OF EXISTING ROADWAY AND CONSTRUCT PROPOSED SIDEWALK ON EB -Y-(I) FROM STA 17+15+/- TO STA 21+44+/- . (TMP-6)

USING RSD 1101.02 (SHEET 2 OF 14) AS NEEDED, PLACE WATER FILLED BARRIER ON EB -Y-(U) AS SHOWN, SHIFT PEDESTRIAN TRAFFIC TO DETOUR AND CLOSE EXISTING SIDEWALK AS SHOWN ON TMP-8.

USING RSD 1101.02 (SHEET 1 OF 14) AND FLAGGERS AS NEEDED, BEGIN WIDENING OF NB -L- AND CONSTRUCTION OF PROPOSED SIDEWALK ON NB -L- FROM STA 26+40+/- TO -Y-(U), FROM -Y-(U) TO STA 51+68+/-, AND FROM STA 54+82+/- TO STA 61+85+/- . (TMP-7, TMP-9, TMP-10 & TMP-11)

USING RSD 1101.02 (SHEET 3 OF 14), PLACE ANCHORED PCB ON WB -Y-(I) AS SHOWN ON TMP-7.

NOTE: REFER TO SHEETS TMP-5 THRU TMP-14 FOR STEP 6 DETAILS.

STEP 6: BEHIND BARRIER, BEGIN CONSTRUCTION OF WB -Y-(I) FROM -RPA- TO -L- INCLUDING UNDERCUT EXCAVATION. (TMP-7)

USING RSD 1101.02 (SHEET 3 OF 14) AS NEEDED:
 * WIDEN AND CONSTRUCT PROPOSED MEDIAN ON -Y11- (TMP-5)
 * WIDEN AND RECONSTRUCT SIDEWALK ON -Y11- FROM 7+83+/- TO STA 8+77+/- (TMP-5)
 * RECONSTRUCT PROPOSED MEDIAN ISLANDS AND PROPOSED PAVEMENT ON -Y-(I) FROM STA 9+35+/- STA TO STA 9+99+/- AND ON -Y10- FROM STA 10+68+/- TO STA 10+79+/- . (TMP-5)

USING RSD 1101.02 (SHEET 3 OF 14) AS NEEDED, WIDEN EXISTING ROADWAY AND CONSTRUCT PROPOSED SIDEWALK ON WB -Y-(I) FROM -Y10- TO -RPB- INCLUDING -RPB- FROM -Y-(I) TO STA 12+45+/- AND -YEB- FROM STA 21+85+/- TO STA 22+50+/- . (WEDGE EXISTING WB -Y-(I) AS NECESSARY TO MAINTAIN EXISTING TRAFFIC AND MAINTAIN POSITIVE DRAINAGE.) (TMP-5 & TMP-6)

PHASE I (CONTINUED) (SEE TMP-4 FOR OVERVIEW)

USING RSD 1101.02 (SHEET 3 OF 14) AS NEEDED, BEGIN CONSTRUCTION UP TO THE EDGE OF EXISTING THE FOLLOWING:

* RIGHT SIDE OF -RPA- FROM STA 12+75+/- TO STA 23+62+/- . (TMP-7 & TMP-13)
 * LEFT SIDE OF -RPB- FROM STA 12+45+/- TO STA 21+50+/- . (TMP-6 & TMP-13)
 * RIGHT SIDE OF -RPC- FROM STA 13+28+/- TO -SPURC- USING RSD 1101.02 (SHEETS 4 & 9 OF 14), AS NEEDED, TO COMPLETE PROPOSED DRAINAGE AT THE GORE OF -RPC- AT -L3SB-. SEE LOCAL NOTE 3. (TMP-6 & TMP-12)
 * RIGHT SIDE OF -SPURC- FROM -RPC- TO STA 10+89+/- AS SHOWN ON TMP-6.
 * -SPURC- FROM STA 10+89+/- TO THE EDGE OF EXISTING -Y-(I), INCLUDING -YWB- FROM STA 23+35+/- TO STA 25+08+/- . MAINTAIN EXISTING GUARDRAIL AT BRIDGE APPROACH AT -SPURC-. (TMP-6)
 * LEFT SIDE OF -RPD- FROM STA 18+13+/- TO -SPURD-. (TMP-7 & TMP-12)
 * LEFT SIDE OF -SPURD- FROM -RPD- TO -Y-(I) INCLUDING -YWB- FROM STA 28+60+/- TO STA 30+19+/- AS SHOWN ON TMP-7.

AWAY FROM TRAFFIC, CONSTRUCT SIDEWALK, DRIVES, CURB AND GUTTER ON EB -Y-(U) FROM STA 11+50+/- TO -L-. (TMP-7 & TMP-8)

AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF SIDEWALK, DRIVES, CURB AND GUTTER ON WB -Y-(U) FROM STA 11+50+/- TO -L-. (TMP-7 & TMP-8)

USING RSD 1101.02 (SHEET 1 OF 14) AND FLAGGERS AS NEEDED, REMOVE EXISTING MEDIAN ISLANDS AND CONSTRUCT PROPOSED PAVEMENT ON -Y1-, -Y2- AND AT EXISTING WILMINGTON ST AS SHOWN ON TMP-9, TMP-10 & TMP-11.

USING RSD 1101.02 (SHEET 1 OF 14) AND FLAGGERS AS NEEDED, CONSTRUCT THE FOLLOWING:

* -Y3- FROM STA 12+60+/- TO EXISTING DALLAS ST, FROM EXISTING DALLAS ST TO -Y3- STA 13+45+/- INCLUDING SIDEWALK ON THE LEFT SIDE OF -Y3-. (TMP-11)
 * -Y5- FROM -Y4- TO STA 10+86+/- AND TO EDGE OF EXISTING HILLCREST DR FROM STA 10+86+/- TO STA 11+84+/- . (TMP-11)

AWAY FROM TRAFFIC, COMPLETE CONSTRUCTION OF -Y3- FROM STA 13+45+/- TO -L-. (TMP-11)

USING TMP-14, CLOSE -SR- FROM STA 10+50+/- TO STA 19+00+/- AND -SR2- FROM STA 10+75+/- TO -SR-. USING RSD 1101.02 (SHEET 1 OF 14) AND FLAGGERS AS NECESSARY, CONSTRUCT -SR- -SR1-, AND -SR2-, INCLUDING ADJACENT SIDEWALKS. (TMP-14)

USING RSD 1101.02 (SHEET 3 OF 14) AS NEEDED, COMPLETE WIDENING OF -L- NB FROM STA 54+82+/- TO STA 55+82+/- . (TMP-11)

NOTE: STEPS 7 & 8 MAY BE COMPLETED CONCURRENTLY.

NOTE: REFER TO SHEET TMP-6, TMP-7, TMP-12, TMP-13, TMP-15, AND TMP-23 THRU TMP-25 FOR STEP 8 DETAILS.

STEP 7: COMPLETE THE FOLLOWING:

7A: USING RSD 1101.02 (SHEET 2 OF 14) AS NEEDED, SHIFT PEDESTRIAN TRAFFIC ON EB -Y-(U) TO COMPLETED SIDEWALK AND REMOVE WATER FILLED BARRIER FROM -Y-(U). (TMP-15)

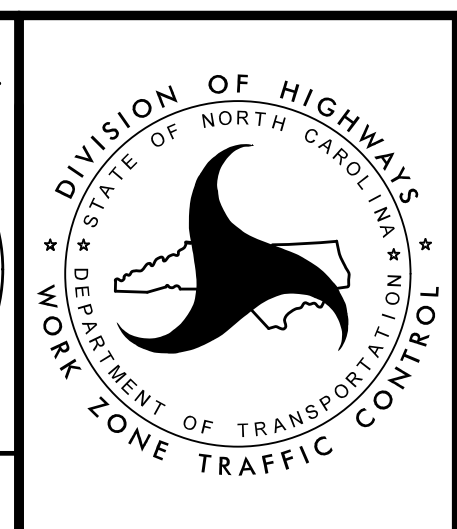
7B: AWAY FROM TRAFFIC, COMPLETE SIDEWALK, DRIVE, CURB AND GUTTER ON WB -Y-(U) FROM STA 11+50+/- TO -L- AND SHIFT PEDESTRIAN TRAFFIC TO NEW SIDEWALK. (TMP-15)

USING RSD 1101.02 (SHEET 3 OF 14) AS NEEDED, CONSTRUCT TEMPORARY PAVEMENT ON EB -Y-(U) FROM STA 14+44+/- TO STA 25+65+/- -L-. (TMP-15)

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TRANSPORTATION
MANAGEMENT PLAN

PHASING

PHASING

PHASE I (CONTINUED)

(SEE TMP-4 FOR OVERVIEW)

USING RSD 1101.02 (SHEET 3 OF 4) AND LAW ENFORCEMENT AS NEEDED, INSTALL TEMPORARY SIGNALS (SEE SIGNAL PLANS) AT THE FOLLOWING INTERSECTIONS:

- * -Y-(I) AT -Y10-/-Y11- (TMP-23)
- * -Y-(I) AT EXISTING -RPB-/-RPC- (TMP-24)
- * -Y-(I) AT EXISTING -RPA-/-RPD- (TMP-25)
- * -Y-(I)/-Y-(U) AT -L- (TMP-25)

USING LANE SHIFTS ON THE RAMPS, RSD 1101.02 (SHEET 3 OF 14) AND LAW ENFORCEMENT AS NEEDED, COMPLETE PAVING AND WEDGING, OF THE FOLLOWING (NOTE: PROVIDE TEMPORARY WEDGING FROM PROPOSED RAMPS TO EXISTING RAMPS AS NECESSARY TO MAINTAIN EXISTING TRAFFIC):

- * RIGHT SIDE WIDENING AND WEDGING OF EXISTING -RPA- FROM STA 12+75+/- TO STA 23+62+/- . (TMP-7 & TMP-13)
- * -RPA- FROM -Y-(I) TO STA 12+75+/- . (TMP-7)
- * LEFT SIDE WIDENING AND WEDGING EXISTING -RPB- FROM STA 12+45+/- TO STA 21+50+/- . (TMP-6 & TMP-13)
- * RIGHT SIDE WIDENING AND WEDGING OF EXISTING -RPC- FROM STA 13+28+/- TO -SPURC- . (TMP-6 & TMP-12)
- * RIGHT SIDE OF -SPURC- FROM -RPC- TO STA 10+89+/- AS SHOWN ON TMP-6.
- * -SPURC- FROM STA 10+89+/- TO STA 11+70+/- . (TMP-6)
- * -SPURC- UP TO EXISTING EDGE OF -Y-(I) AND PROPOSED CURB AND GUTTER OF -SPURC- FROM STA 11+70+/- TO -Y-(I), INCLUDING -YWB- FROM STA 23+35+/- TO STA 25+07+/- . USE A TRUCK MOUNTED ATTENUATOR AFTER REMOVING EXISTING GUARDRAIL UNTIL COMPLETION OF PROPOSED CURB AND GUTTER ON -YEB- AT THE BRIDGE APPROACH.
- * LEFT SIDE OF -RPD- FROM STA 18+13+/- TO -SPURD- , WEDGE EXISTING -RPD- UP TO A TEMPORARY GRADE MATCHING THE CROSS SLOPE OF THE EXISTING RAMP. (TMP-6 & TMP-12)
- * LEFT SIDE OF -SPURD- FROM -RPD- TO STA 11+55+/- . (TMP-7)
- * -Y-(I) FROM -RPA- TO STA 34+00+/- . (TMP-7)

NOTE: REFER TO SHEET TMP-7, TMP-9 THRU TMP-10 & TMP-16 FOR STEP 8 DETAILS.

STEP 8: COMPLETE THE FOLLOWING:

- 8A: USING RSD 1101.02 (SHEETS 1 & 2 OF 14) AND FLAGGERS AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS ON -L-, -Y3-, -Y4- AND -Y5- AND SHIFT TRAFFIC TO NEW TEMPORARY PATTERN. CLOSE EXISTING DALLAS ST AT -L- USING TYPE III BARRICADES.

- 8B: USING RSD 1101.02 (SHEET 2 OF 14), PLACE TEMPORARY ANCHORED PCB AND CRASH CUSHIONS ON -L- AS SHOWN ON TMP-16.

- 8C: BEHIND ANCHORED BARRIER, CONSTRUCT NB -L- FROM STA 51+68+/- TO STA 54+82+/- .

USING RSD 1101.02 (SHEET 1 OF 14) AND FLAGGERS AS NEEDED, CONSTRUCT SHOULDER OF -Y4- AT EXISTING HILLCREST DR, AND SHOULDER OF -Y5- FROM STA 10+86+/- TO STA 11+84+/- . REMOVING THE REMAINING EXISTING PAVEMENT OF HILLCREST DR.

- 8D: USING RSD 1101.02 (SHEET 2 OF 14), REMOVE TEMPORARY PCB ON -L- PLACED IN STEP 8B.

- 8E: COMPLETE WIDENING OF NB -L- FROM STA 26+40+/- TO STA 51+68+/- AND FROM STA 55+82+/- TO STA 61+85+/- , INCLUDING CONSTRUCTION OF PROPOSED SIDEWALK. (TMP-7, & TMP-9 THRU TMP-11)

COMPLETE CONSTRUCTION OF PROPOSED SIDEWALK ON RIGHT SIDE OF -Y3- FROM STA 12+60+/- TO -L- .

NOTE: REFER TO SHEET TMP-7 FOR STEP 9 DETAILS.

STEP 9: REMOVE ANCHORED PCB FROM WB -Y-(I) AS SHOWN ON TMP-7 AND FROM NB -L- AS SHOWN ON TMP-16.

COMPLETE THE REQUIREMENTS OF PHASE I, STEP 10 IN 14 DAYS. (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.)

NOTE: STEP 10 MAY BE COMPLETED CONCURRENTLY WITH STEPS 2 THRU 9.

NOTE: REFER TO SHEET TMP-9 FOR STEP 10 DETAILS.

STEP 10: CONSTRUCT CONCRETE PAD AT THE PARK AND RIDE ADJACENT TO -Y6- IN TWO SEPARATE SECTIONS IN SUCH A MANNER THAT PERMITS ONE OF THE TWO ENTRANCES TO BE OPEN AT ALL TIMES. COORDINATE SCHEDULE WITH ENGINEER 30 DAYS IN ADVANCE OF BEGINNING WORK.

PHASE II

(SEE TMP-22 FOR OVERVIEW)

NOTE: REFER TO SHEETS TMP-23, TMP-24, TMP-25A, TMP-26 THRU TMP-31 FOR STEP 1 DETAILS.

STEP 1: COMPLETE THE FOLLOWING:

- 1A: USING RSD 1101.02 (SHEET 1 & 3 OF 14), FLAGGERS AND LAW ENFORCEMENT AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS AS SHOWN, SHIFT TRAFFIC TO TEMPORARY PATTERN, AND ACTIVATE TEMPORARY SIGNALS AS FOLLOWS:
- * -Y11- INCLUDING STOP BARS AND CROSSWALKS AT THE INTERSECTION OF -Y11-/-Y10- AND -Y-(I) (TMP-23)
 - * -Y-(I) (TMP-24 THRU TMP-25A)
 - * -Y-(U) (TMP-25A & TMP-26)
 - * -RPA-, -RPB-, -RPC-, AND -RPD- (TMP-24, TMP-25A, TMP-30 & TMP-31)
 - * -L- (TMP-25A, TMP-27, TMP-28, TMP-29)
 - * -Y1- (TMP-27)
 - * WILMINGTON ST AND HUNTERSVILLE GATEWAY BLVD. (TMP-28)
 - * -Y2- (TMP-29)
 - * -SR-, -SR1-, AND -SR2- TO MATCH FINAL PAVEMENT MARKINGS (SEE FINAL PAVEMENT MARKING PLANS)

- 1B: USING RSD 1101.02 (SHEET 3 OF 14) AS NEEDED:
- * PLACE WATER FILLED BARRIER ON -Y11- AS SHOWN ON TMP-23 AND DETOUR PEDESTRIAN TRAFFIC TO -Y11- . (TMP-23)
 - * CLOSE EXISTING SIDEWALK ON EB -Y-(I). (TMP-23 & TMP-24)

USING TYPE III BARRICADES, CLOSE EXISTING HUNTERSVILLE GATEWAY BLVD AND SIDEWALKS AT -Y1- . (TMP-27)

USING TYPE III BARRICADES, CLOSE EXISTING HUNTERSVILLE GATEWAY BLVD BETWEEN -Y7- AND WILMINGTON ST. DETOUR PEDESTRIAN TRAFFIC AS SHOWN ON TMP-28 DURING CLOSURE OF EXISTING HUNTERSVILLE GATEWAY BLVD BETWEEN -Y7- AND WILMINGTON ST. (TMP-28)

NOTE: REFER TO SHEETS TMP-24, TMP-25, TMP-30 & TMP-31 FOR STEP 2 DETAILS.

STEP 2: USING RSD 1101.04 (SHEET 1 OF 1) AS NEEDED, BEGIN CONSTRUCTION OF THE FOLLOWING:

- * WIDEN RIGHT SIDE OF -RPB- FROM -SPURB- TO STA 21+50+/- . (TMP-24, TMP-31)
- * -SPURB- FROM STA 12+00+/- TO -RPB- (TMP-24)
- * WIDEN LEFT SIDE OF -RPA- FROM -SPURA- TO STA 23+62+/- USING RSD 1101.02 (SHEETS 4 & 9 OF 14) TO COMPLETE PROPOSED DRAINAGE IN THE GORE OF -RPA- AND -L3NB- . SEE LOCAL NOTE 3. (TMP-24, TMP-31)
- * LEFT SIDE OF -SPURA- FROM STA 11+75+/- TO -RPA- AS SHOWN ON TMP-25.
- * WIDEN LEFT SIDE OF -RPC- FROM STA 13+28+/- TO -Y-(I) . (TMP-25, TMP-30)
- * -YEB- FROM STA 23+00+/- TO STA 23+50+/-

NOTE: STEPS 3 & 4 MAY BE COMPLETED CONCURRENTLY

NOTE: REFER TO SHEETS TMP-25 FOR STEP 3 DETAILS.

STEP 3: COMPLETE THE FOLLOWING:

- 3A: USING RSD 1101.02 (SHEET 3 OF 14) AS NEEDED, PLACE ANCHORED PCB ON THE RIGHT SIDE OF -RPD- THRU THE EB SIDE OF -Y-(I) AS SHOWN ON TMP-25.

- 3B: USING RSD 1101.02 (SHEET 3 OF 14) AS NEEDED, BEGIN WIDENING OF RIGHT SIDE AND THE COMPLETION OF WEDGING OF EXISTING -RPD- FROM STA 18+13+/- TO -Y-(I). CONSTRUCT TEMPORARY WEDGING ON THE EXISTING RAMP TO THE EXISTING INTERSECTION FROM PROPOSED -RPD- AS NEEDED TO MAINTAIN TRAFFIC. (TMP-25, TMP-30)

BEHIND BARRIER, COMPLETE UNDERCUT EXCAVATION ON THE RIGHT SIDE OF -RPD- AND ON EB -Y-(I) BETWEEN -RPD- AND -L- .

- 3C: BEHIND BARRIER BEGIN CONSTRUCTION OF EB -Y(I)- FROM -RPD- TO -L- . (TMP-25).

- 3D: USING RSD 1101.02 (SHEET 3 OF 14) AS NEEDED, REMOVE ANCHORED PCB ON THE RIGHT SIDE OF -RPD- AND THE EB SIDE OF -Y-(I) .

PHASE II (CONTINUED)

(SEE TMP-22 FOR OVERVIEW)

NOTE: REFER TO SHEETS TMP-23 THRU TMP-25, & TMP-39 FOR STEP 4 DETAILS.

STEP 4: USING RSD 1101.02 (SHEET 3 OF 14) AS NEEDED, CONSTRUCT THE FOLLOWING:

- * WIDEN EB -Y-(I) AND CONSTRUCT PROPOSED SIDEWALK FROM -Y11- TO STA 17+15+/- . (WEDGE EXISTING ROADWAY AS NECESSARY TO MAINTAIN EXISTING TRAFFIC.) (TMP-23 & TMP-24)
- * COMPLETE WIDENING OF EB -Y-(I) AND PROPOSED SIDEWALK FROM STA 17+15+/- TO -RPC- AND THE LEFT SIDE OF -RPC- FROM STA 24+67+/- TO -Y-(I). (WEDGE EXISTING ROADWAY AS NECESSARY TO MAINTAIN EXISTING TRAFFIC AND POSITIVE DRAINAGE.) (TMP-24)
- * COMPLETE WIDENING OF WB -Y-(I) FROM STA 34+00+/- TO STA 35+10+/- . (TMP-25)

USING RSD 1101.02 (SHEETS 1 & 3 OF 14) AS NEEDED, CONSTRUCT WB -Y-(U) FROM STA 11+50+/- TO 25+59+/- . (TMP-25 & TMP-26)

USING RSD 1101.02 (SHEET 1 OF 14) AND FLAGGERS AS NEEDED, CONSTRUCT THE FOLLOWING:

- * SB -L- AND WEDGING OF -L- FROM STA 26+40+/- TO 39+30+/- AND FROM 39+80+/- TO -Y-(I), INCLUDING CURB AND GUTTER IN THE MEDIAN FROM STA 31+64+/- TO STA 39+13+/- , MAINTAINING ACCESS AT EXISTING WILMINGTON ST AS SHOWN ON TMP-28. (TMP-25, TMP-27 & TMP-28)
- * SB -L-, INCLUDING SIDEWALK, FROM -Y-(I) TO STA 61+85+/- . CONSTRUCT MEDIAN CURB AND GUTTER AS SHOWN ON TMP-29 FROM STA 54+68+/- TO STA 57+46+/- . (TMP-25 & TMP-29)
- * CURB AND GUTTER AND WEDGING ON -Y1- (TMP-27)
- * MONOLITHIC ISLAND AND WEDGING ON -Y2- (TMP-29)

BEHIND BARRIER, CONSTRUCT TURNAROUNDS AND SIDEWALKS ON HUNTERSVILLE GATEWAY BLVD AT -Y1- (TMP-27)

USING RSD 1101.02 (SHEET 1 OF 14) AND FLAGGERS AS NEEDED, CONSTRUCT -Y7- INCLUDING PROPOSED SIDEWALK. (TMP-28)

USING RSD 1101.02 (SHEET 3 OF 14) AND LAW ENFORCEMENT AS NEEDED, INSTALL THE TEMPORARY SIGNAL (SEE SIGNAL PLANS) AT THE INTERSECTION OF -L- AND -Y-(I)/-Y-(U). (TMP-39)

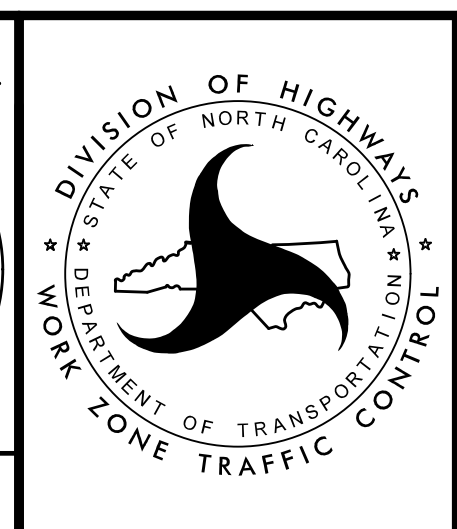
NOTE: STEP 5 DETAIL NOT SHOWN.

STEP 5: USE DRUMS AND TYPE III BARRICADES TO CLOSE THE ENTRANCE AT WILMINGTON ST AND CONSTRUCT CURB AND GUTTER ON -L- FROM STA 39+30+/- TO STA 39+80+/- . USE DRUMS AND -Y7- AS NEEDED TO MAINTAIN TRAFFIC.

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TRANSPORTATION
MANAGEMENT PLAN

PHASING

PHASING

PHASE II (CONTINUED)

(SEE TMP-22 FOR OVERVIEW)

NOTE: STEP 6 MAY BE COMPLETED CONCURRENTLY WITH STEPS 1 THRU 4

NOTE: REFER TO SHEETS TMP-6 & TMP-7 FOR STEP 6 DETAILS.

STEP 6: COMPLETE THE FOLLOWING:

COMPLETE THE REQUIREMENTS OF PHASE II, STEP 6A THRU 6G IN 130 DAYS. (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.)

6A: USING RSD 1101.02 (SHEET 4 OF 14) ON SB I-77 EXPRESS LANES, CLOSE LEFT LANE TO TRAFFIC AND MOBILIZE EQUIPMENT TO THE MEDIAN TO CONSTRUCT BENT 1 AND HANG GIRDERS. SEE LOCAL NOTE 3.

6B: USING RSD 1101.03 (SHEET 4 OF 14), PLACE PCB AS SHOWN ON TMP-24 AND TMP-31 ON THE MEDIAN SHOULDERS OF I-77. SEE LOCAL NOTE 3.

6C: BEHIND BARRIER, CONSTRUCT BENT 1 AND TEMPORARY BENTS.

NOTE: STEP 6E MAY BE COMPLETED BEFORE STEP 6D.

COMPLETE THE REQUIREMENTS OF PHASE II, STEP 6D IN 3 CONSECUTIVE NIGHTS. (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.)

6D: USING NIGHT TIME CLOSURES, SHEETS TMP-2D THRU TMP-20, AND LAW ENFORCEMENT AS NEEDED, CLOSE EXISTING NB I-77 AND HANG GIRDERS OVER NB I-77. SEE LOCAL NOTE 3.

COMPLETE THE REQUIREMENTS OF PHASE II, STEP 6E IN 3 CONSECUTIVE NIGHTS. (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.)

6E: USING NIGHT TIME CLOSURES, SHEETS TMP-2D THRU TMP-20, AND LAW ENFORCEMENT AS NEEDED, CLOSE EXISTING SB I-77 AND HANG GIRDERS OVER SB I-77. SEE LOCAL NOTE 3.

6F: BEHIND BARRIER, HANG GIRDERS IN MEDIAN, COMPLETE MEDIAN CONSTRUCTION, REMOVE TEMPORARY BENTS.

6G: USING RSD 1101.03 (SHEET 4 OF 14), REMOVE PCB AS SHOWN ON TMP-24 AND TMP-31 ON THE MEDIAN SHOULDERS OF I-77. SEE LOCAL NOTE 3.

USING RSD 1101.02 (SHEET 4 OF 14) ON SB I-77 EXPRESS LANES, CLOSE LEFT LANE TO TRAFFIC AND DEMOBILIZE EQUIPMENT FROM THE MEDIAN TO CONSTRUCT BENT 1 AND HANG GIRDERS. SEE LOCAL NOTE 3.

6H: BEGIN CONSTRUCTION OF BRIDGE DECK.

PHASE III

(SEE TMP-37 & TMP-37A FOR OVERVIEWS)

NOTE: REFER TO SHEETS TMP-39 THRU TMP-43 FOR STEP 1 DETAILS.

STEP 1: USING RSD 1101.02 (SHEETS 1 & 3 OF 14) AND FLAGGERS AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS ON -L-, -Y-(U), -Y1-, -Y2-, AND -Y7- INTO PHASE III PATTERN, ACTIVATE TEMPORARY SIGNAL AND SHIFT TRAFFIC TO NEW TEMPORARY PATTERN. OPEN -Y7- TO TRAFFIC.

NOTE: REFER TO SHEETS TMP-39 THRU TMP-43 & TMP-46 THRU TMP-49 FOR STEP 2 DETAILS.

STEP 2: USING LANE SHIFTS, NARROW LANES, AND FLAGGERS AS NEEDED, CONSTRUCT THE MEDIANS ISLANDS ON -L- FROM STA 26+40+/- TO STA 45+18+/- AND FROM STA 46+89+/- TO STA 58+99+/- . (TMP-39, TMP-41 THRU TMP-43)

USING RSD 1101.02 (SHEET 2 OF 14) AS NEEDED, WIDEN EB -Y-(U) AND WEDGE EXISTING -Y-(U) FROM STA 11+50+/- TO -L-. (TMP-39 & 40)

USING SHORT TERM ROAD CLOSURE AS NEEDED, ERECT OVERHEAD SIGN STRUCTURES 'H' (TMP-39), 'I' (TMP-43) AND 'J' (TMP-42), INCLUDING ASSOCIATED SIGNS, AND COVER SIGNS UNTIL TRAFFIC SHIFT.

USING RSD 1101.02 (SHEET 3 OF 14), LAW ENFORCEMENT AND FLAGGERS AS NEEDED, INSTALL THE FOLLOWING SIGNALS (SEE SIGNAL PLANS):
 * TEMPORARY SIGNAL AT THE INTERSECTION OF -L- AND -Y-(I)/-Y-(U). (TMP-48)
 * FINAL SIGNAL AT THE INTERSECTION OF -L- AND -Y1-. (TMP-46)
 * FINAL SIGNALS AT -L- STA 40+00+/- . (TMP-47)
 * FINAL SIGNAL AT -L- 54+00+/- . (TMP-49)

NOTE: REFER TO SHEETS TMP-46 THRU 50 FOR STEP 3 DETAILS.

STEP 3: USING RSD 1101.02 (SHEETS 1 & 3 OF 14), FLAGGERS AND LAW ENFORCEMENT AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS ON -L-, -Y-(I) AND -Y-(U) IN PHASE III INTERIM PATTERN, ACTIVATE FINAL SIGNALS AT U-TURNS, AND TEMPORARY SIGNAL AT THE INTERSECTION OF -L-, -Y-(I) AND -Y-(U) AND SHIFT TRAFFIC INTO NEW TEMPORARY PATTERN. UNCOVER SIGNS ON SIGN STRUCTURES 'H', 'I' AND 'J' AND ANY ASSOCIATED ROUTE SIGNS. NOTE: LEFT TURN MOVEMENTS AT THE INTERSECTION OF -L- AND -Y-(I)/-Y-(U) ARE TO BE ELIMINATED IN THIS STEP AND FINAL U-TURN SIGNALS ACTIVE. (TMP-46 THRU TMP-50)

NOTE: REFER TO SHEETS TMP-38, TMP-39, TMP-44, TMP-45 & TMP-51 THRU TMP-56 FOR STEP 4 DETAILS.

STEP 4: USING RSD 1101.02 (SHEET 3 OF 14) AS NEEDED, COMPLETE CONSTRUCTION OF THE FOLLOWING:
 * WIDEN LEFT SIDE OF -RPC- FROM STA 13+28+/- TO STA 24+67+/- . (TMP-38 & TMP-44)
 * WIDEN RIGHT SIDE OF -RPB- FROM -SPURB- TO STA 21+50+/- . (TMP-38 & TMP-45)
 * -SPURB- FROM -YEB- TO -RPB- AND BEGIN WEDGING ON -YEB- TO THE TIE OF EXISTING -RPB- LEFT TURN LANE. (TMP-38)
 * WIDEN LEFT SIDE OF -RPA- FROM -SPURA- TO STA 23+62+/- . (TMP-39 & TMP-45)
 * -SPURA- FROM -YEB- TO STA 11+75+/- (TMP-39)
 * LEFT SIDE OF -SPURA- FROM STA 11+75+/- TO -RPA- (TMP-39)
 * -YEB- FROM STA 23+00+/- TO STA 31+00+/- INCLUDING COMPLETION OF BRIDGE DECK AND APPROACH SLABS. (TMP-38 & TMP-39)
 * EB -Y-(I) FROM -RPD- TO -L- INCLUDING WEDGING AND TEMPORARY WEDGING ON -Y-(I) AS NEEDED TO MAINTAIN EXISTING TRAFFIC ON -Y(I)- . (TMP-39)
 * LEFT SIDE OF -SPURD- FROM STA 11+55+/- TO -Y-(I) INCLUDING -YWB- FROM STA 28+60+/- TO STA 30+13+/- AS SHOWN ON TMP-39. CONSTRUCT WEDGING AND TEMPORARY WEDGING ON -Y-(I) AS NEEDED TO MAINTAIN TRAFFIC ON EXISTING -Y-(I).
 * -SPURC- FROM STA 11+70+/- TO -Y-(I), INCLUDING -YWB- FROM STA 23+35+/- TO STA 25+07+/- . (TMP-38)
 * RIGHT SIDE OF -RPD- AND WEDGING OF EXISTING RAMP FROM STA 18+13+/- TO -Y-(I). PROVIDE TEMPORARY WEDGING OF EXISTING RAMP FROM -RPD- TO THE EXISTING INTERSECTION OF -RPD- AND -Y-(I) AS NEEDED TO MAINTAIN EXISTING TRAFFIC. (TMP-39 & TMP-44)

PHASE III (CONTINUED)

(SEE TMP-37 & TMP-37A FOR OVERVIEWS)

USING RSD 1101.02 (SHEET 3 OF 14) AND LAW ENFORCEMENT AS NEEDED, CONSTRUCT MEDIAN ISLANDS ON -L- FROM STA 45+18+/- TO STA 45+86+/- AND FROM STA 46+41+/- TO STA 46+89+/- . (TMP-48)

USING SHORT TERM ROAD AND RAMP CLOSURES AS NEEDED, ERECT OVERHEAD SIGN STRUCTURES 'B' (TMP-38), 'C' (TMP-38), 'D' (TMP-39) AND 'G' (TMP-39), INCLUDING ASSOCIATED SIGNS AND COVER SIGNS UNTIL TEMPORARY TRAFFIC SHIFT FOR GILEAD RD CLOSURE.

USING RSD 1101.02 (SHEETS 3 AND 4 OF 14), INSTALL DETOUR SIGNING AS SHOWN ON TMP-2B, TMP-51 THRU TMP-56 AND COVER.

USING RSD 1101.02 (SHEET 3 OF 14) AND LAW ENFORCEMENT AS NEEDED, INSTALL TEMPORARY SIGNAL AT THE INTERSECTION OF -L- AND -Y-(I)/-Y-(U). (TMP-53)

WORKING IN A CONTINUOUS MANNER, COMPLETE PHASE III STEP 5 THRU STEP 8 FROM MIDNIGHT FRIDAY TO 8:00 A.M. THE FOLLOWING SUNDAY. (SEE INTERMEDIATE CONTRACT TIME AND SPECIAL PROVISIONS.)

NOTE: REFER TO SHEETS TMP-51 THRU TMP-64 FOR STEP 5 THRU 7 DETAILS.

STEP 5: USING RSD 1101.02 (SHEET 3 OF 14) AND LAW ENFORCEMENT AS NEEDED, COMPLETE THE FOLLOWING:

5A: PLACE TEMPORARY PAVEMENT MARKINGS ON -Y-(U) AND -Y-(I) AS SHOWN IN PHASE III DETOUR.

5B: USING RSD 1101.02 (SHEET 3 OF 14) AND LAW ENFORCEMENT AS NEEDED, PLACE TEMPORARY PAVEMENT MARKINGS ON -L- AS SHOWN ON TMP-61 AND TMP-61C, UNCOVER DETOUR SIGNS, ACTIVATE TEMPORARY SIGNAL AND SHIFT TRAFFIC INTO NEW TEMPORARY PATTERN AND DETOUR.

5C: CLOSE BRIDGE TO TRAFFIC. COORDINATE WITH THE ENGINEER TO MAINTAIN EMERGENCY ACCESS ACROSS BRIDGE TO THE MEDICAL CENTER THROUGHOUT THE ROAD CLOSURE. USE DRUMS AND AUTHORIZED VEHICLES ONLY (R5-11) PORTABLE SIGNS TO DESIGNATE A CLEAR PATH, SHIFTING AS NECESSARY TO MAINTAIN ACCESS DURING WEDGING AND PAVEMENT MARKING OPERATIONS.

STEP 6: PLACE REMAINING PHASE IV PAVEMENT MARKINGS ON -Y-(U) (TMP-61A THRU TMP-62). USE DRUMS TO GUIDE DETOURED TRAFFIC IN OUTER LANES TO LEFT TURN LANES ON -Y-(U) TO MAINTAIN ACCESS TO DRIVEWAYS AS SHOWN ON TMP-54A.

STEP 7: AWAY FROM TRAFFIC, COMPLETE WEDGING ON -YEB- AND -YWB- AND PLACE PAVEMENT MARKINGS ON -Y-(I), RAMPS AND SPURS INTO PHASE IV PATTERN. (TMP-52, TMP-59 THRU TMP-64)

PLACE TEMPORARY PORTABLE CONCRETE BARRIER ON THE MEDIAN OF -YEB- AND -YWB- AS SHOWN ON TMP-60 & TMP-61.

NOTE: REFER TO SHEETS TMP-59 THRU TMP-64 FOR STEP 8 DETAILS.

STEP 8: COMPLETE THE FOLLOWING:

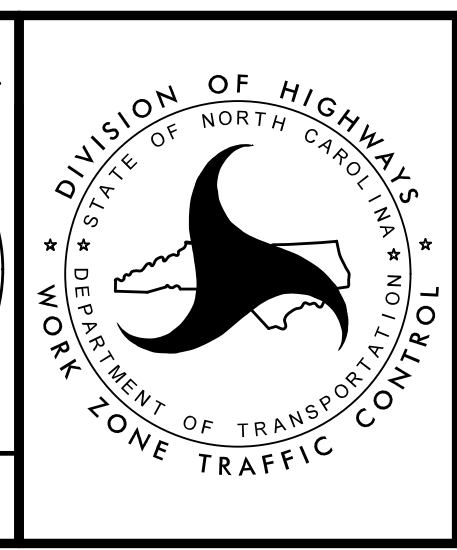
8A: USING SHORT TERM ROAD CLOSURES AND LAW ENFORCEMENT AS NECESSARY, OPEN BRIDGE TO TRAFFIC, PLACE REMAINING PHASE IV PAVEMENT MARKINGS AT RAMP TIE-INS, AND SHIFT TRAFFIC INTO NEW PHASE IV PATTERN.

8B: COVER/REMOVE DETOUR SIGNS.

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TRANSPORTATION
MANAGEMENT PLAN

PHASING

PHASING

PHASE IV

(SEE TMP-58 FOR OVERVIEW)

PHASE V

(SEE TMP-67 FOR OVERVIEW)

NOTE: REFER TO SHEETS TMP-59 THRU TMP-62 FOR PHASE IV DETAILS.

STEP 1: USING RSD 1101.02 (SHEET 3 OF 14) AS NEEDED, BEGIN CONSTRUCTION OF THE PROPOSED ISLANDS IN THE MEDIAN OF -Y-(U) AND -Y-(I)

USING RSD 1101.02 (SHEET 3 OF 14) AS NEEDED, BEGIN CONSTRUCTION OF THE MONOLITHIC ISLANDS AT THE INTERSECTION OF -L- AND -Y-(I)/-Y-(U).

USING RSD 1101.02 (SHEET 3 OF 14) AND USING SHORT TERM ROAD CLOSURES AS NEEDED, BEGIN ERECTION OF REMAINING OVERHEAD SIGN STRUCTURES AND ASSOCIATED SIGNS.

STEP 2: CONSTRUCT THE FOLLOWING

2A: REMOVE THE EXISTING BRIDGE RAIL FROM THE NORTH SIDE OF THE EXISTING BRIDGE (TMP-60 & TMP-61). SEE LOCAL NOTE 3. WHERE WORK IS TO IMPACT AN EXISTING TRAVEL LANES, USE NIGHT TIME ROAD CLOSURES AND THE FOLLOWING SHEETS:

- * SHEETS TMP-2D THRU TMP-2H TO CLOSE ALL NB I-77 EXPRESS LANES AND NB I-77 GENERAL PURPOSE LANES AS NEEDED.
- * SHEETS TMP-2D THRU TMP-2H TO CLOSE ONLY THE NB I-77 EXPRESS LANES AS NEEDED.
- * SHEETS TMP-2H THRU TMP-2N TO CLOSE ALL SB I-77 EXPRESS LANES AND SB I-77 GENERAL PURPOSE LANES AS NEEDED.
- * SHEETS TMP-2K THRU TMP-2N TO CLOSE ONLY THE SB I-77 EXPRESS LANES AS NEEDED.
- * RSD 1101.02 (SHEET 4 OF 14) FOR A SINGLE LANE CLOSURE.

2B: BEHIND BARRIER AND USING RSD 1101 (SHEET 3 OF 14) AS NECESSARY WHEN WORKING DIRECTLY BEHIND BARRIER, CONSTRUCT THE FOLLOWING:

- * PERMANENT BARRIER ON -YEB- AND -YWB- .
- * CONSTRUCT PROPOSED BRIDGE RAIL ON -YWB- AS SHOWN ON TMP-60 AND TMP-61.

USING RSD 1101.02 (SHEET 3 OF 14) AS NEEDED, COMPLETE THE PROPOSED MEDIAN ISLANDS IN THE MEDIAN OF -Y-(U) AND -Y-(I).

USING RSD 1101.02 (SHEET 3 OF 14) AS NEEDED, COMPLETE THE CONSTRUCTION OF THE MONOLITHIC ISLANDS AT THE INTERSECTION OF -L- AND -Y-(I)/-Y-(U).

USING RSD 1101.02 (SHEET 3 OF 14) AND USING SHORT TERM ROAD CLOSURES AS NEEDED, COMPLETE ERECTION OF REMAINING OVERHEAD SIGN STRUCTURES AND ASSOCIATED SIGNS.

NOTE: REFER TO SHEETS TMP-68 AND TMP-69 FOR STEP 2 DETAILS.

STEP 1: USING RSD 1101.02 (SHEET 3 OF 14) AND LAW ENFORCEMENT AS NEEDED, REMOVE TEMPORARY PCB FROM -YEB- BETWEEN RAMPS -RPA- AND -RPB-.

USING RSD 1101.02 (SHEET 3 OF 14) AND LAW ENFORCEMENT AS NEEDED, REMOVE TEMPORARY PCB FROM THE INSIDE SHOULDER OF -YWB-, PLACE TEMPORARY PAVEMENT MARKINGS ON -YWB- AND SHIFT TRAFFIC INTO NEW PATTERN

STEP 2: USING RSD 1101.02 (SHEET 3 OF 14) AND LAW ENFORCEMENT AS NEEDED, RESET TEMPORARY PCB TO THE OUTSIDE SHOULDER OF -YWB- AS SHOWN ON TMP-68 AND TMP-69.

STEP 3: USING RSD 1101.02 (SHEETS 1 & 3 OF 14) AS NEEDED, BEGIN CONSTRUCTION OF CURB AND GUTTER ON -RPB-, -YEB-, -YWB-, -RPC-, -SPURC-, -RPA-, -SPURA-, -SPURD-, AND -RPD- AS SHOWN ON TMP-68 AND TMP-69.

STEP 4: REMOVE THE EXISTING BRIDGE RAIL FROM THE SOUTH SIDE OF THE EXISTING BRIDGE (TMP-68 & TMP-69). SEE LOCAL NOTE 3. WHERE WORK IS TO OCCUR OVER THE EXISTING TRAVEL LANES, COORDINATE WITH THE ENGINEER AND USE NIGHT TIME ROAD CLOSURES AND THE FOLLOWING:

- * SHEETS TMP-2D THRU TMP-2H TO CLOSE ALL NB I-77 EXPRESS LANES AND NB I-77 GENERAL PURPOSE LANES AS NEEDED.
- * SHEETS TMP-2D THRU TMP-2H TO CLOSE ONLY THE NB I-77 EXPRESS LANES AS NEEDED.
- * SHEETS TMP-2H THRU TMP-2N TO CLOSE ALL SB I-77 EXPRESS LANES AND SB I-77 GENERAL PURPOSE LANES AS NEEDED.
- * SHEETS TMP-2K THRU TMP-2N TO CLOSE ONLY THE SB I-77 EXPRESS LANES AS NEEDED.
- * RSD 1101.02 (SHEET 4 OF 14) FOR A SINGLE LANE CLOSURE.

STEP 5: BEHIND BARRIER, CONSTRUCT PROPOSED OUTSIDE BRIDGE RAIL ON -YWB-.

USING RSD 1101.02 (SHEETS 1 & 3 OF 14) AS NEEDED, COMPLETE CONSTRUCTION OF CURB AND GUTTER ON -RPB-, -YEB-, -YWB-, -RPC-, -SPURC-, -RPA-, -SPURA-, -SPURD-, AND -RPD- AS SHOWN ON TMP-68 AND TMP-69.

USING RSD 1101.02 (SHEET 3 OF 14) AND LAW ENFORCEMENT AS NEEDED, INSTALL FINAL SIGNALS AT THE FOLLOWING INTERSECTIONS:

- * -Y-(U) AND -Y10-/-Y11-
- * -YEB-, -YWB-, -RPB- AND -RPC-
- * -YEB-, -YWB-, -RPA- AND -RPD-
- * -Y-(U)/-Y-(I) AND -L-
- * -Y-(U) AND COMMERCE CENTRE DR

STEP 6: USING RSD 1101.02 (SHEET 3 OF 14) AND LAW ENFORCEMENT AS NEEDED, REMOVE TEMPORARY PCB FROM -YWB-, CONSTRUCT FINAL LAYER OF SURFACE COURSE, PLACE FINAL PAVEMENT MARKINGS, ACTIVATE FINAL SIGNALS AND SHIFT TRAFFIC INTO FINAL PATTERN.

USING TMP-2I THRU TMP-2O AS APPLICABLE FOR CLOSURE OF SB I-77 EXPRESS LANES ONLY, CLOSE SB I-77 EXPRESS LANES AND REPAIR, RESURFACE AND REPLACE PAVEMENT MARKINGS IN EXISTING PATTERN ON SB I-77 EXPRESS LANES AS NEEDED OR AS DIRECTED BY ENGINEER AS A RESULT OF HAULING CONSTRUCTION. SEE LOCAL NOTE 3.

STEP 7: REMOVE TEMPORARY TRAFFIC CONTROL DEVICES.

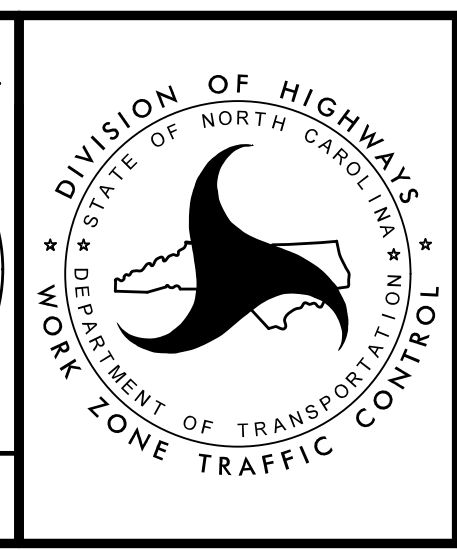
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TRANSPORTATION
MANAGEMENT PLAN

PHASING

THRU THE DIVISION COORDINATE CONSTRUCTION OF STRUCTURE ON -Y-(I) WITH ADJACENT PROJECT INCLUDING THE PLACEMENT OF PCB ON THE SHOULDERS OF I-77.

BEHIND BARRIER AND USING TEMPORARY SHORING, CONSTRUCT END BENT 1 AND END BENT 2, SHOULDER PROTECTION AND PROPOSED SHOULDER TRANSITION.

ICT
CONSTRUCT PARK & RIDE STATION.

THE -Y- ALIGNMENT OF PROJECT I-5714 (-Y-(I)) IS SHOWN WITH A STATION ORIENTATION INCREASING FROM LEFT TO RIGHT THE -Y- ALIGNMENT OF PROJECT U-5114 (-Y-(U)) IS SHOWN WITH A STATION ORIENTATION INCREASING FROM RIGHT TO LEFT

WIDEN RIGHT SIDE AND WEDGE -RPA-

USING NARROW LANES, REMOVE EXISTING MONOLITHIC ISLAND AND REPAIR -L-

WIDEN LEFT SIDE AND WEDGE -RPB-

USING LANE CLOSURES, CONSTRUCT NB -L-

CLOSE THE EXISTING SIDEWALK ON THE WB SIDE -Y-(I) AND DETOUR PEDESTRIAN TRAFFIC ALONG -Y10- TO ROSE COMMONS DR.

USING ROAD CLOSURES AND FLAGGERS AS NEEDED, CONSTRUCT -SR-, -SR1-, AND -SR2- AND OPEN TO TRAFFIC.

USING LANE CLOSURES, WIDEN AND WEDGE WB -Y-(I) BETWEEN -Y11- AND -L-.

USING LANE CLOSURES, PLACE TEMPORARY PAVEMENT AND PCB ON WB SHOULDER OF -Y-(I).

BEHIND BARRIER, COMPLETE UNDERCUT EXCAVATION ON WB -Y-(I).

USING LANE CLOSURES, SHIFT TRAFFIC INTO NEW TEMPORARY PATTERN, PLACE WATER FILLED BARRIER IN EXISTING EB LANE ON -Y-(U), AND DETOUR EB PEDESTRIAN TRAFFIC BEHIND BARRIER. CONSTRUCT SIDEWALKS ON -Y-(U)

-Y10- (REESE BLVD)

ROSE COMMONS DR
-Y-(I)
SR 2136
(GILEAD RD)

(10-1106T1)

END BENT 1

END BENT 2

-Y-(U)
SR 2136
(GILEAD RD)

CONSTRUCT SIDEWALKS ON WB -Y-(U) WHILE MAINTAINING PEDESTRIAN TRAFFIC ON EXISTING SIDEWALK.

-Y11- (REESE BLVD)

(10-1753T1)

USING LANE CLOSURES, BEGIN EB SIDE OF -Y-(I) FROM STA 17+00 TO -RPC-

USING LANE CLOSURES, CONSTRUCT PROPOSED PAVEMENT IN THE EXISTING MEDIAN ON -Y-(I)

-RPC-

PCB WITH CRASH CUSHIONS ON OUTSIDE SHOULDERS OF I-77.

BEHIND PCB, COMPLETE UNDERCUT EXCAVATION AND CONSTRUCT NB -L-

USING LANE CLOSURES AND FLAGGERS, PLACE TEMPORARY PAVEMENT ON EB -Y-(U).

USING LANE CLOSURES, CONSTRUCT -Y11-

WIDEN RIGHT SIDE AND WEDGE -RPC-

WIDEN LEFT SIDE AND WEDGE -RPD-

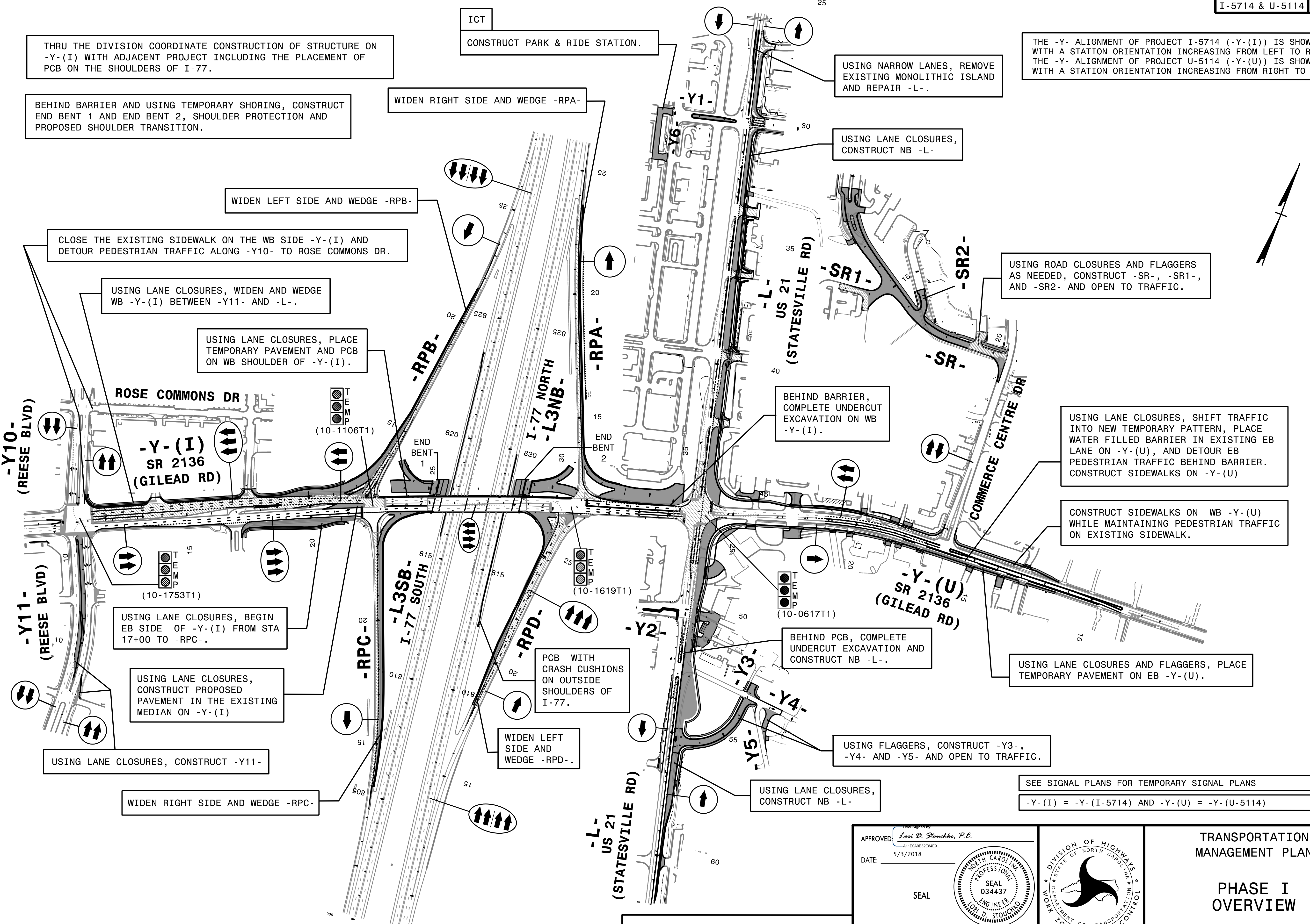
USING FLAGGERS, CONSTRUCT -Y3-, -Y4- AND -Y5- AND OPEN TO TRAFFIC.

USING LANE CLOSURES, CONSTRUCT NB -L-

SEE SIGNAL PLANS FOR TEMPORARY SIGNAL PLANS

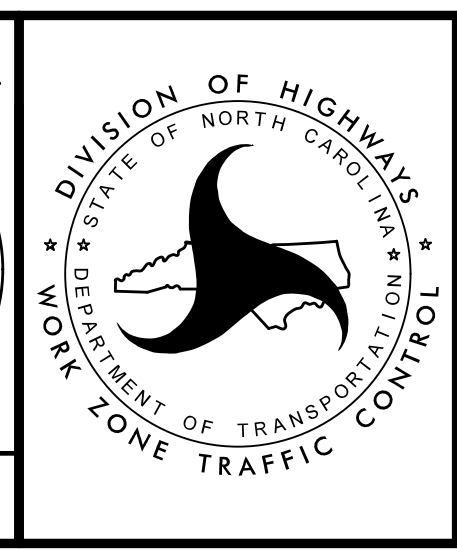
-Y-(I) = -Y-(I-5714) AND -Y-(U) = -Y-(U-5114)

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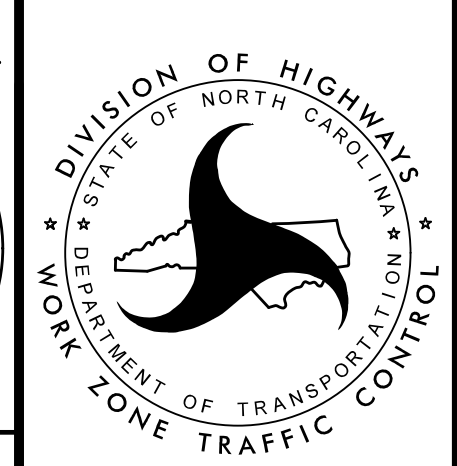
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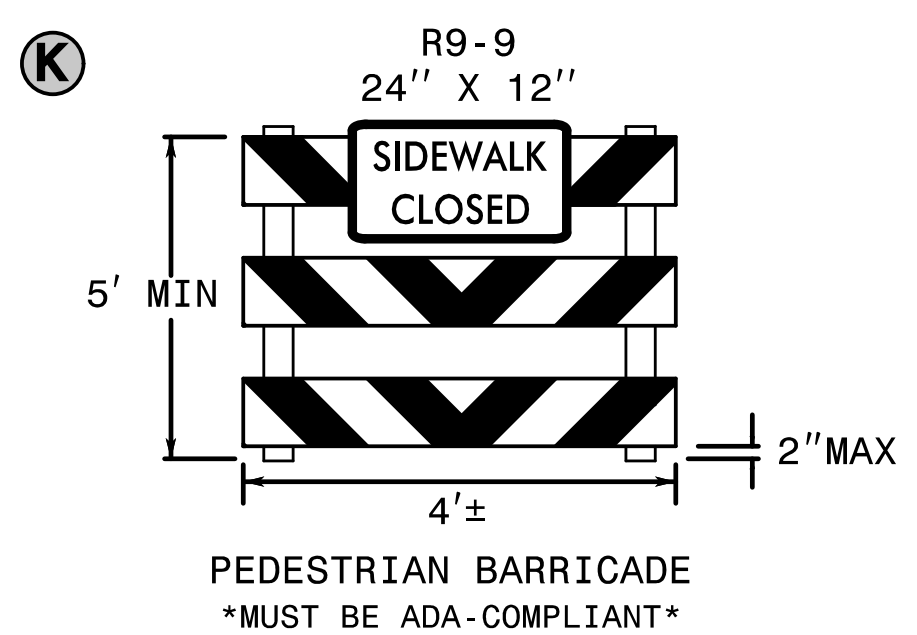
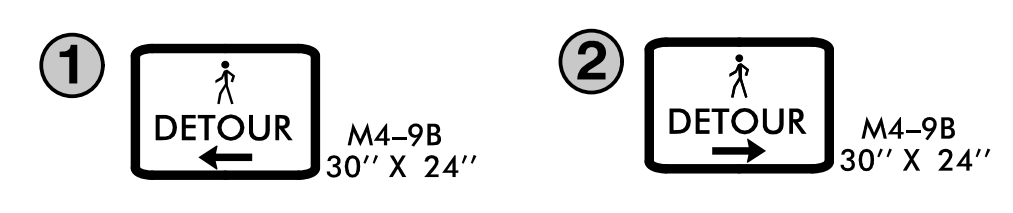
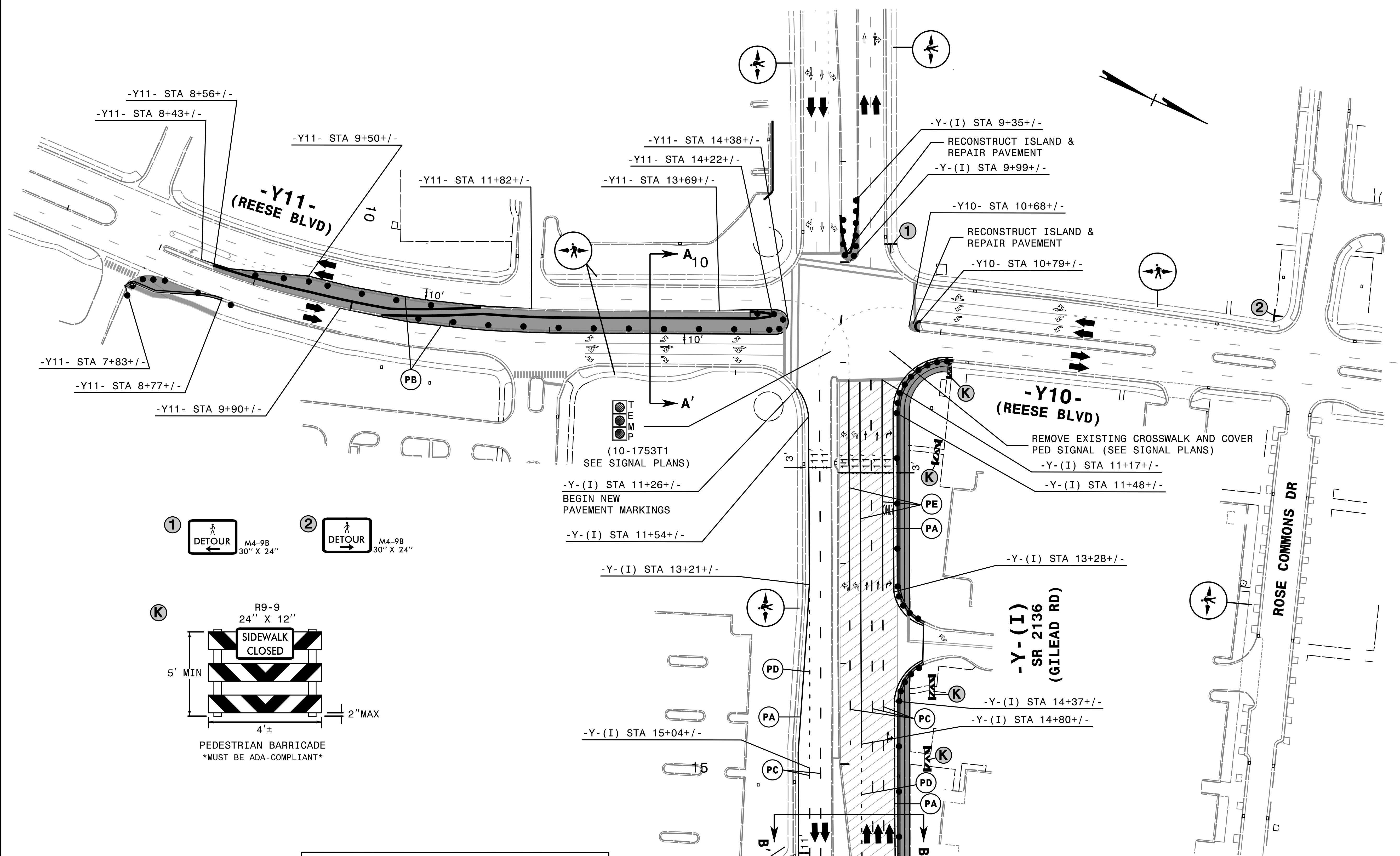
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DATE: 5/3/2018
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TRANSPORTATION
MANAGEMENT PLAN

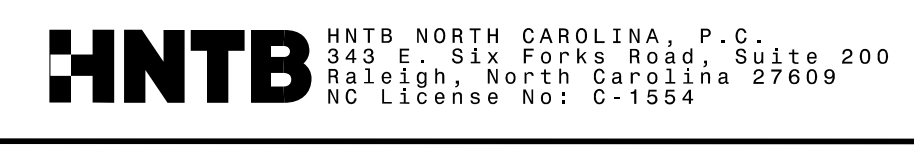
PHASE I
OVERVIEW





- Y-(I) = -Y-(I-5714) AND -Y-(U) = -Y-(U-5114)
- REFER TO SHEET TMP-17 FOR CUT SECTION(S).
- REMOVE CONFLICTING PAVEMENT MARKING.
- REMOVE CROSSWALK AT THE CROSSING OF -Y-(I) & -Y10-. SEE SIGNAL PLANS FOR PEDESTRIAN SIGNAL DETAIL.

SEE LOCAL NOTE 2
 MATCHLINE
 -Y-(I) STA 16+00+/-
 SEE SHEETS TMP-6 & TMP-6A



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TRANSPORTATION MANAGEMENT PLAN

PHASE I DETAIL

4/3/2018
 I-5714_U-5114_fc_05_P1.dwg
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-Y-(I) = -Y-(I-5714) AND -Y-(U) = -Y-(U-5114)

REFER TO SHEETS TMP-17 THRU TMP-19 FOR CUT SECTION(S).

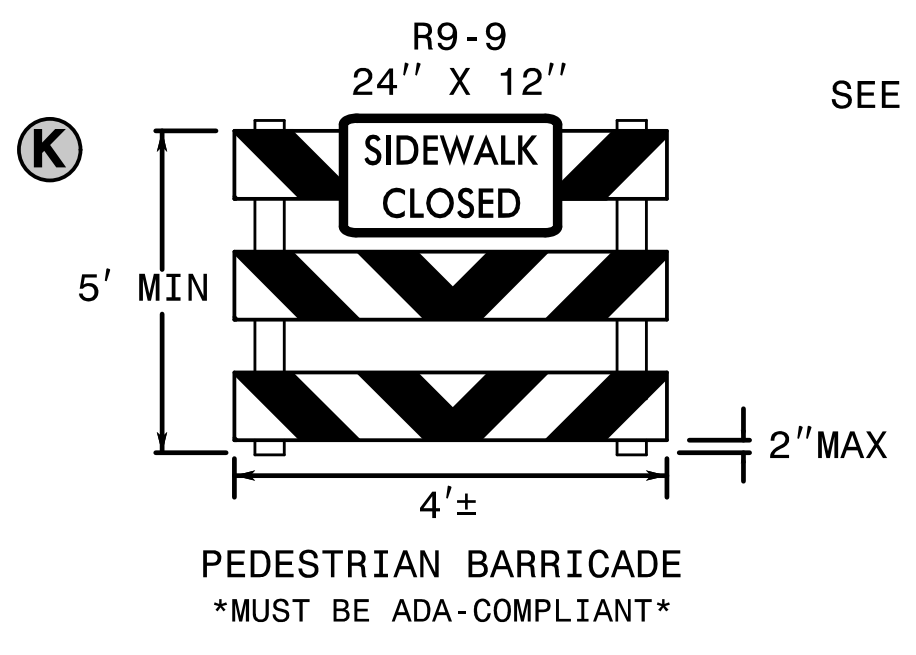
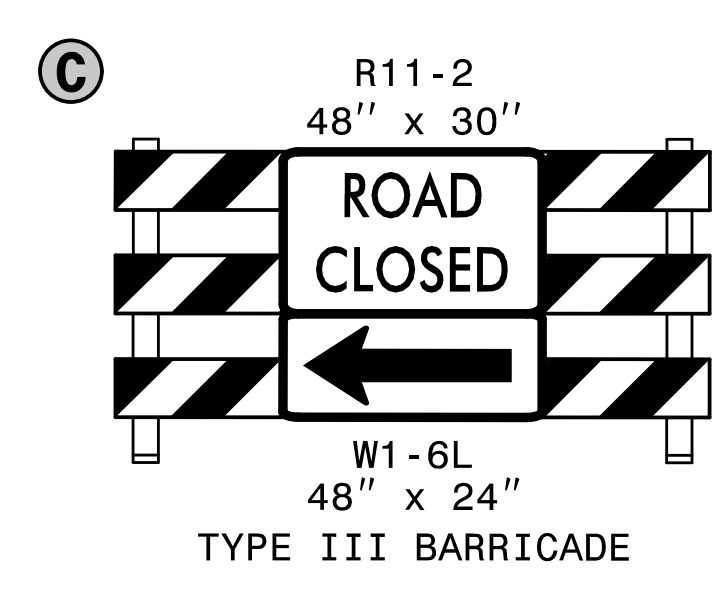
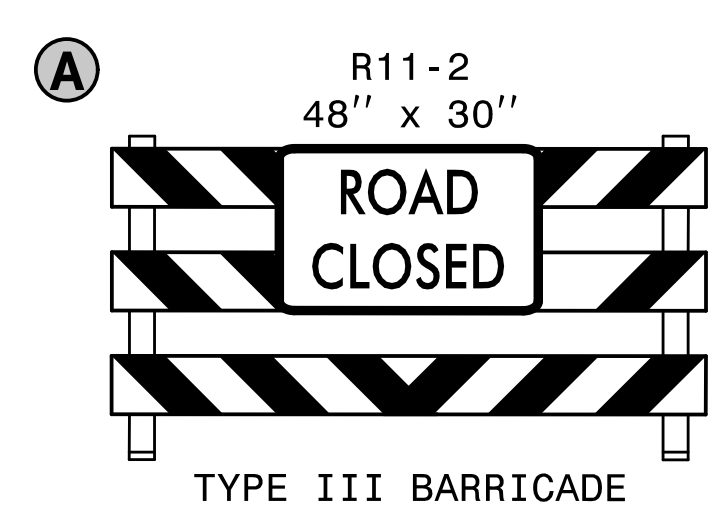
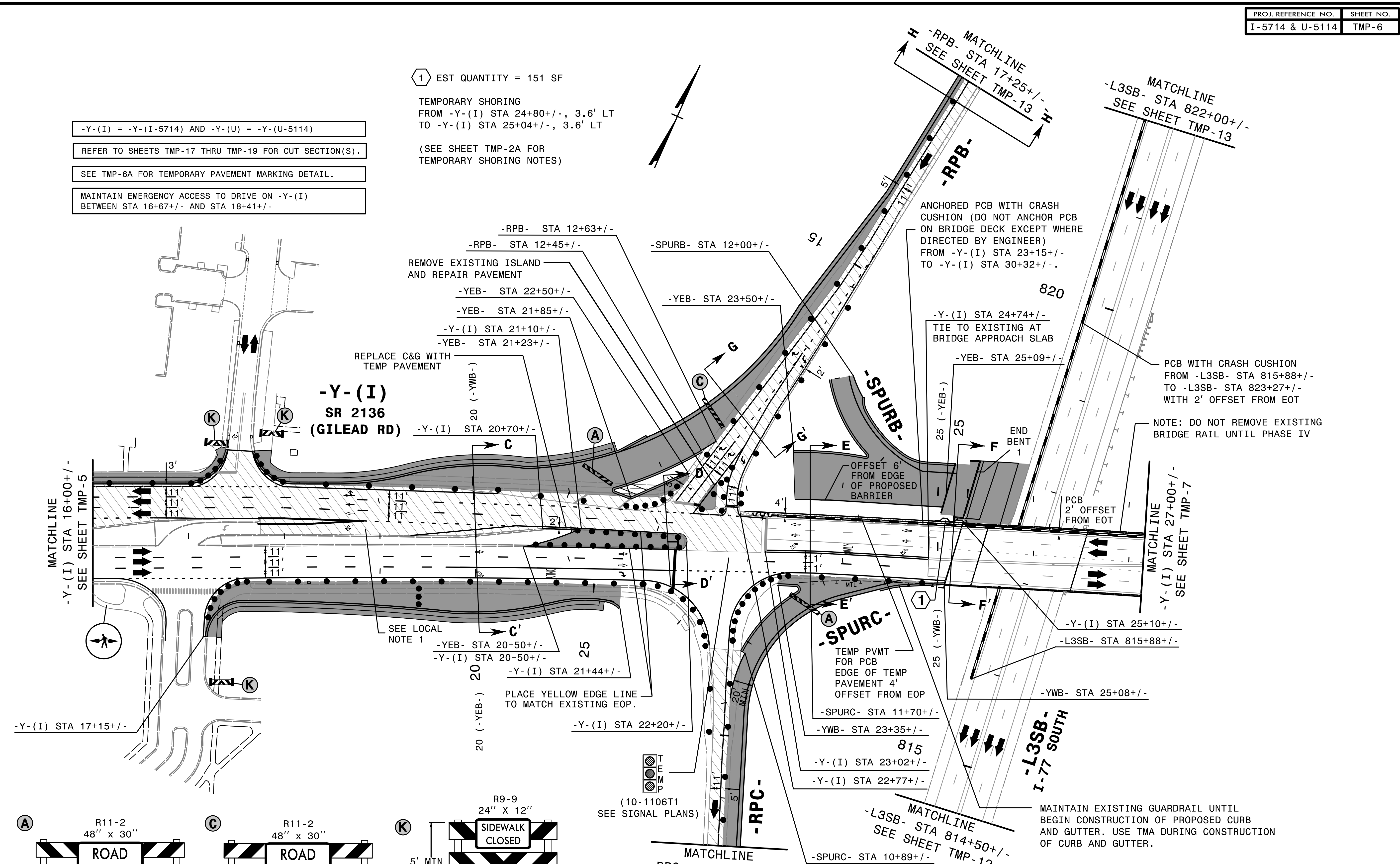
SEE TMP-6A FOR TEMPORARY PAVEMENT MARKING DETAIL.

MAINTAIN EMERGENCY ACCESS TO DRIVE ON -Y-(I) BETWEEN STA 16+67+/- AND STA 18+41+/-

1 EST QUANTITY = 151 SF

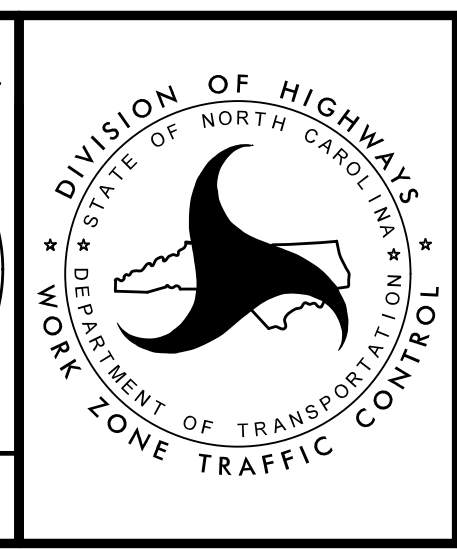
TEMPORARY SHORING FROM -Y-(I) STA 24+80+/-, 3.6' LT TO -Y-(I) STA 25+04+/-, 3.6' LT

(SEE SHEET TMP-2A FOR TEMPORARY SHORING NOTES)



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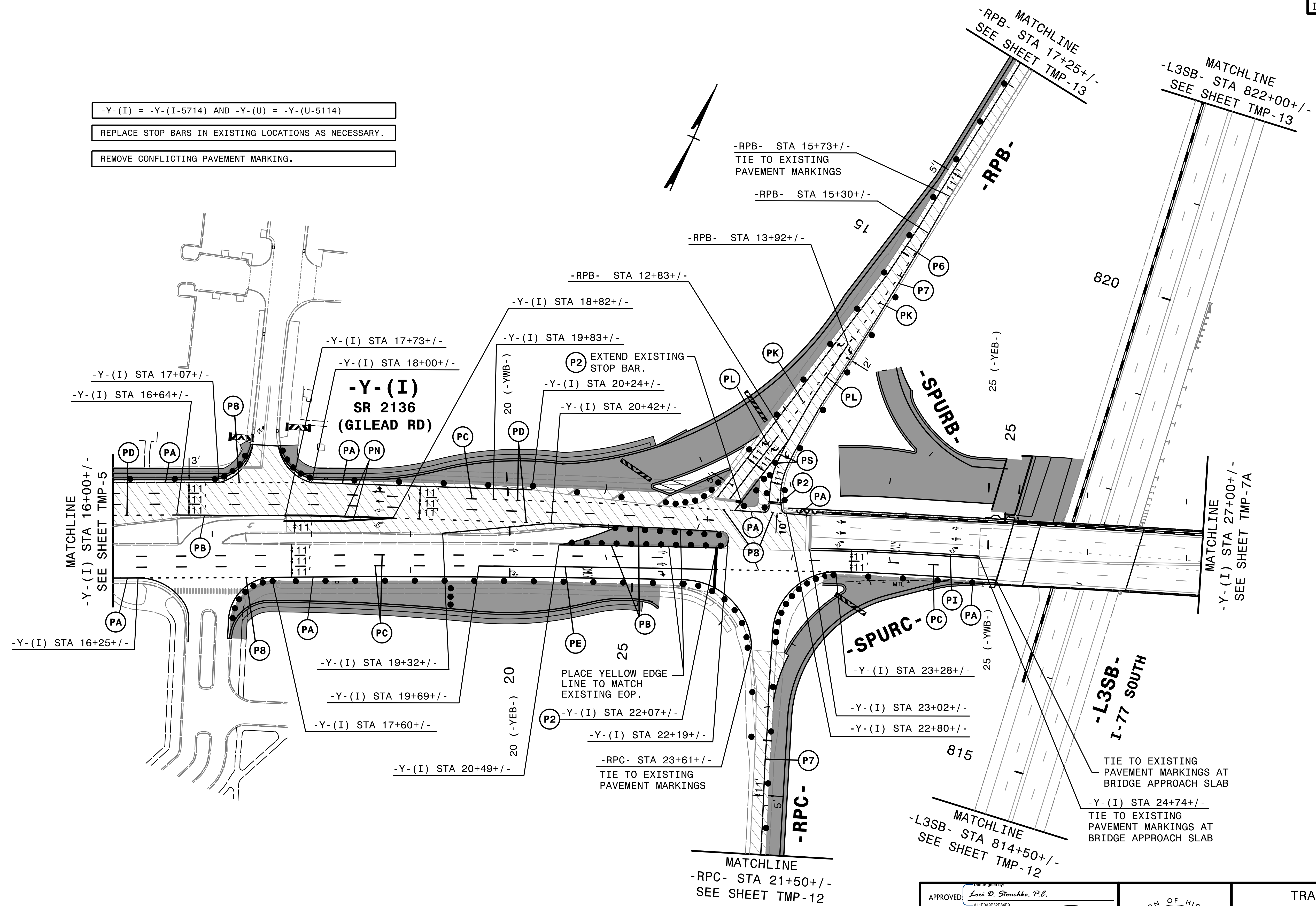
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TRANSPORTATION MANAGEMENT PLAN
PHASE I
DETAIL

5/7/2018
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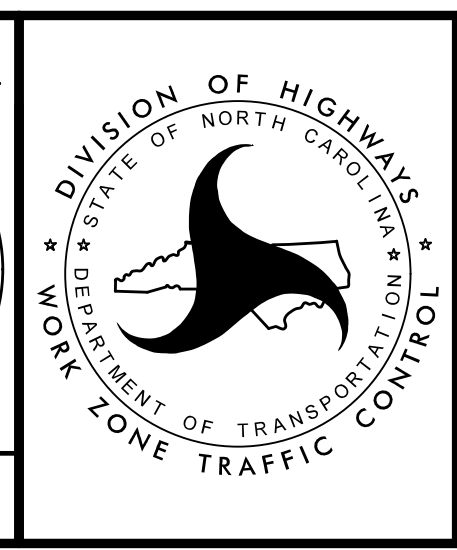
-Y-(I) = -Y-(I-5714) AND -Y-(U) = -Y-(U-5114)
REPLACE STOP BARS IN EXISTING LOCATIONS AS NECESSARY.
REMOVE CONFLICTING PAVEMENT MARKING.



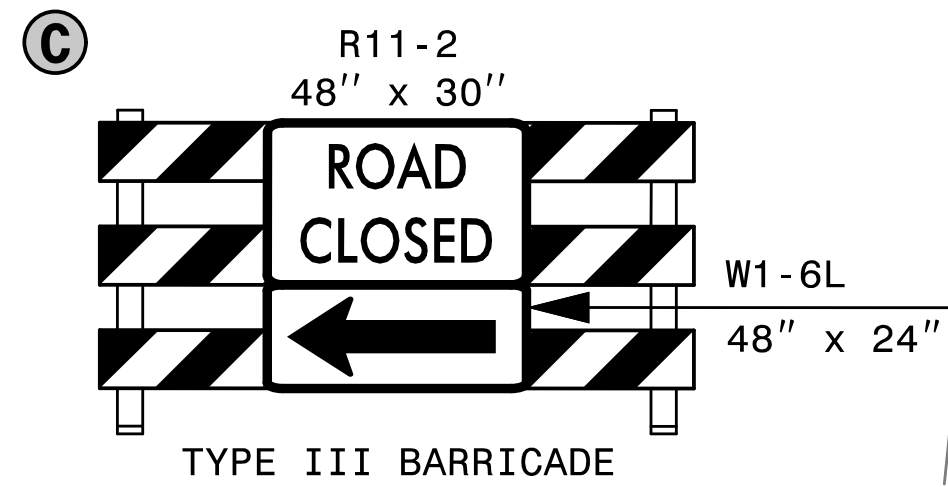
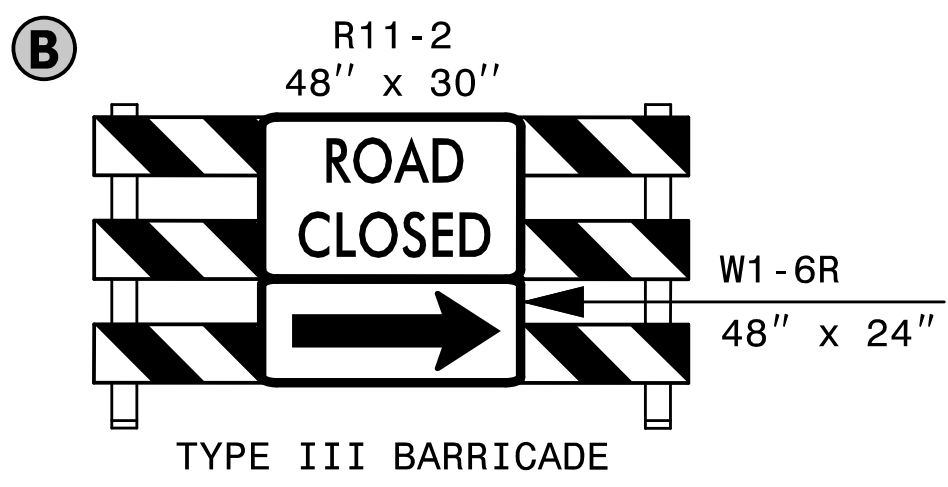
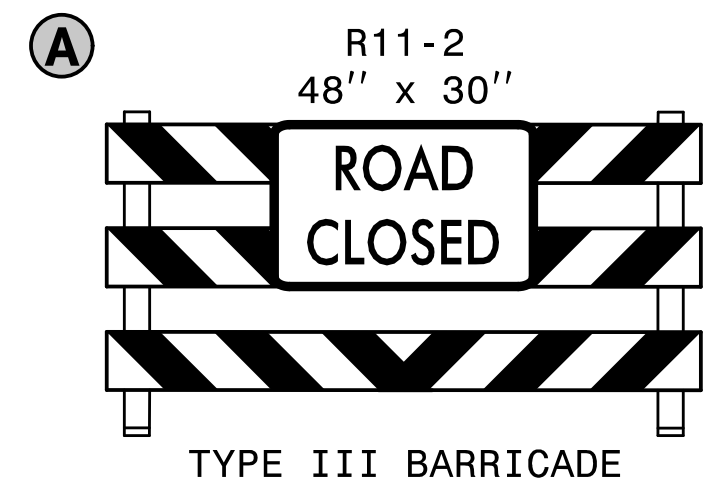
4/25/2018
I-5714_U-5114_fc_06A_P1.dwg Markings.dgn
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RALEIGH, NORTH CAROLINA 27609
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DATE: 5/3/2018
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TRANSPORTATION
MANAGEMENT PLAN
**PHASE I
DETAIL**
(TEMPORARY PAVEMENT
MARKING DETAIL)



NOTE: DO NOT REMOVE EXISTING BRIDGE RAIL UNTIL PHASE IV

PCB WITH CRASH CUSHION FROM -L3NB- STA 812+97+/- TO -L3NB- STA 819+84+/-

MATCHLINE -L3NB- STA 822+50+/- SEE SHEET TMP-13

MATCHLINE -RPA- STA 16+00+/- SEE SHEET TMP-13

MATCHLINE -Y-(I) STA 27+00+/- SEE SHEET TMP-6

MATCHLINE -L3NB- STA 815+00+/- SEE SHEET TMP-12

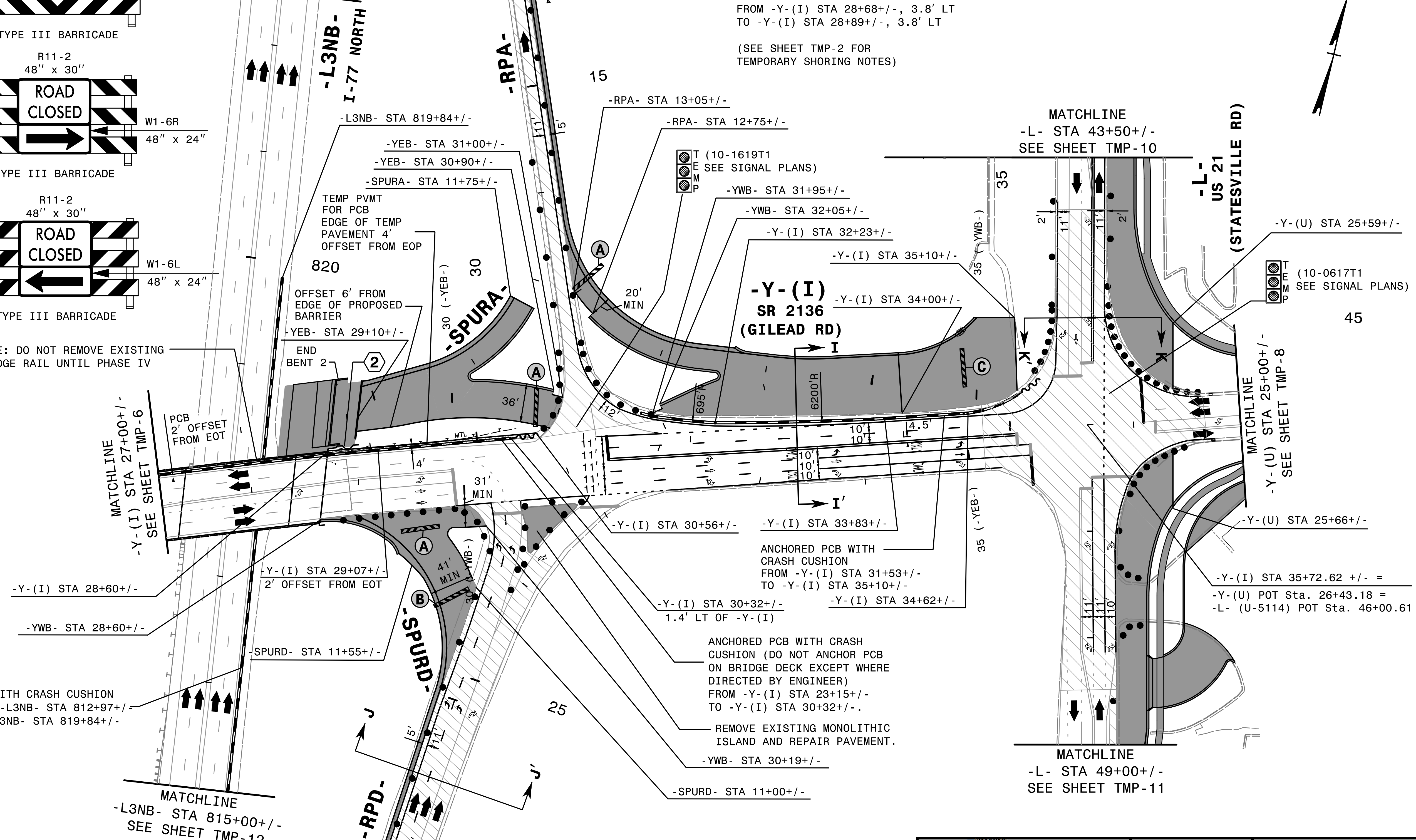
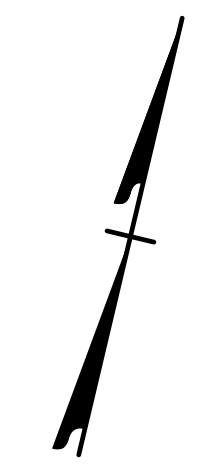
MATCHLINE -RPD- STA 23+00+/- SEE SHEET TMP-12

EST QUANTITY = 116 SF

TEMPORARY SHORING FROM -Y-(I) STA 28+68+/-, 3.8' LT TO -Y-(I) STA 28+89+/-, 3.8' LT

(SEE SHEET TMP-2 FOR TEMPORARY SHORING NOTES)

THE -Y- ALIGNMENT OF PROJECT I-5714 (-Y-(I)) IS SHOWN WITH A STATION ORIENTATION INCREASING FROM LEFT TO RIGHT THE -Y- ALIGNMENT OF PROJECT U-5114 (-Y-(U)) IS SHOWN WITH A STATION ORIENTATION INCREASING FROM RIGHT TO LEFT

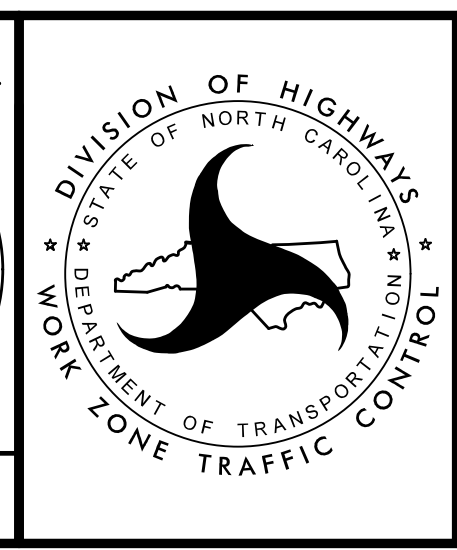


-Y-(I) = -Y-(I-5714) AND -Y-(U) = -Y-(U-5114)

REFER TO SHEET TMP-19 FOR CUT SECTION(S).

REFER TO SHEET TMP-7A FOR TEMPORARY PAVEMENT MARKING DETAIL.

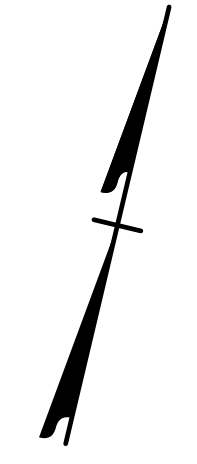
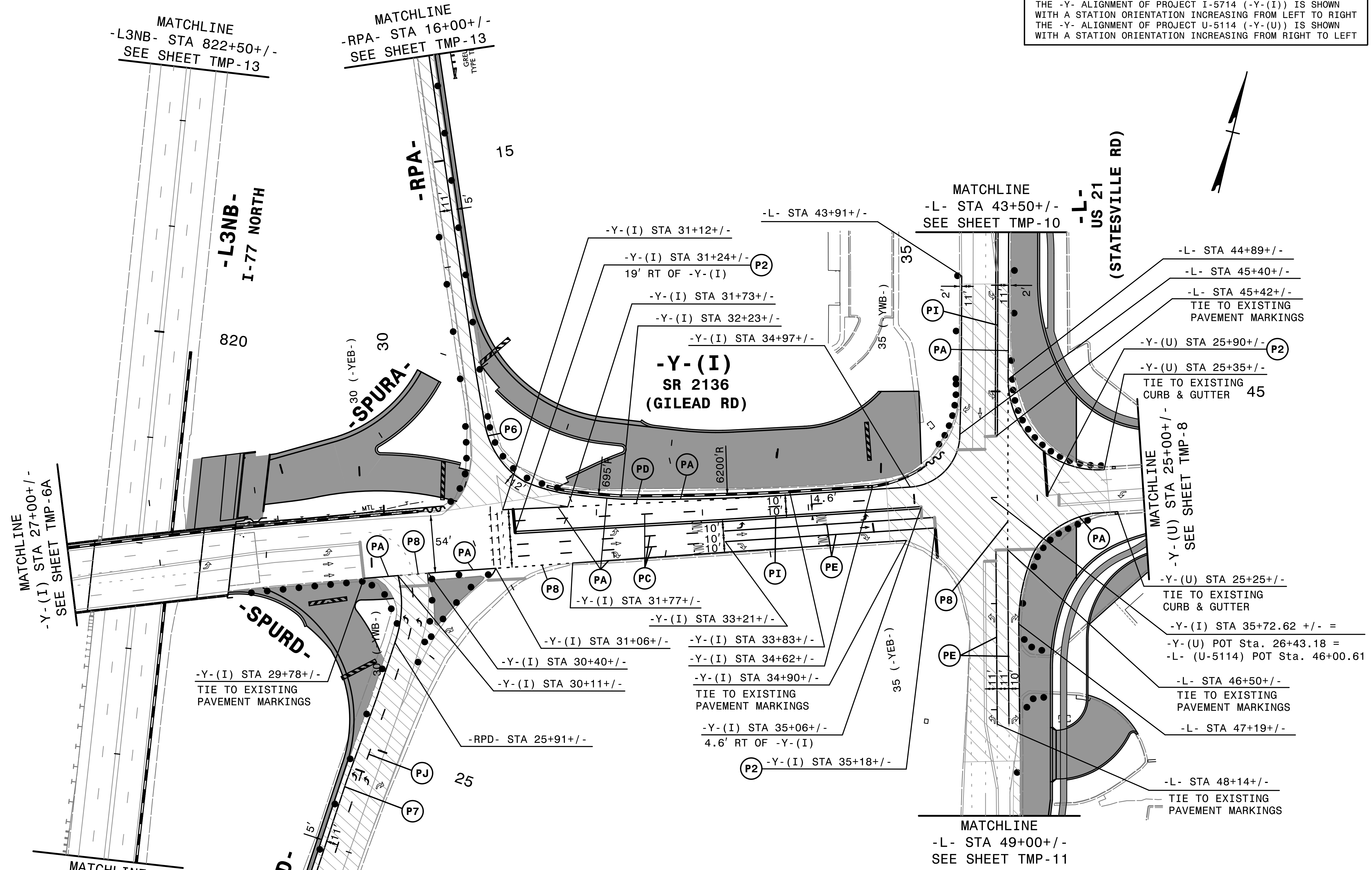
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TRANSPORTATION MANAGEMENT PLAN
PHASE I
DETAIL

5/7/2018
I-5714_U-5114_tc_07_P1.dwg
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THE -Y- ALIGNMENT OF PROJECT I-5714 (-Y-(I)) IS SHOWN WITH A STATION ORIENTATION INCREASING FROM LEFT TO RIGHT
THE -Y- ALIGNMENT OF PROJECT U-5114 (-Y-(U)) IS SHOWN WITH A STATION ORIENTATION INCREASING FROM RIGHT TO LEFT



MATCHLINE
-Y-(I) STA 27+00+/-
SEE SHEET TMP-6A

MATCHLINE
-L3NB- STA 815+00+/-
SEE SHEET TMP-12

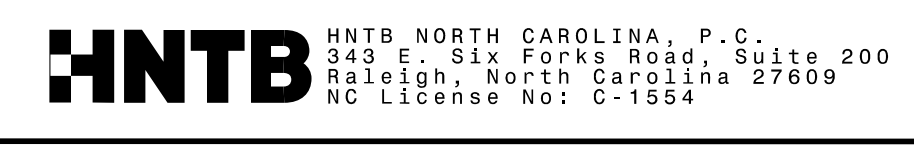
MATCHLINE
-RPD- STA 23+00+/-
SEE SHEET TMP-12

MATCHLINE
-L- STA 43+50+/-
SEE SHEET TMP-10

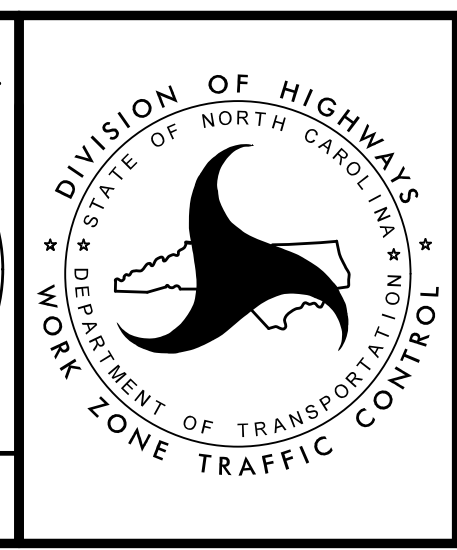
MATCHLINE
-Y-(U) STA 25+00+/-
SEE SHEET TMP-8

MATCHLINE
-L- STA 49+00+/-
SEE SHEET TMP-11

-Y-(I) = -Y-(I-5714) AND -Y-(U) = -Y-(U-5114)
REMOVE CONFLICTING PAVEMENT MARKING.
SEE SHEET TMP-7



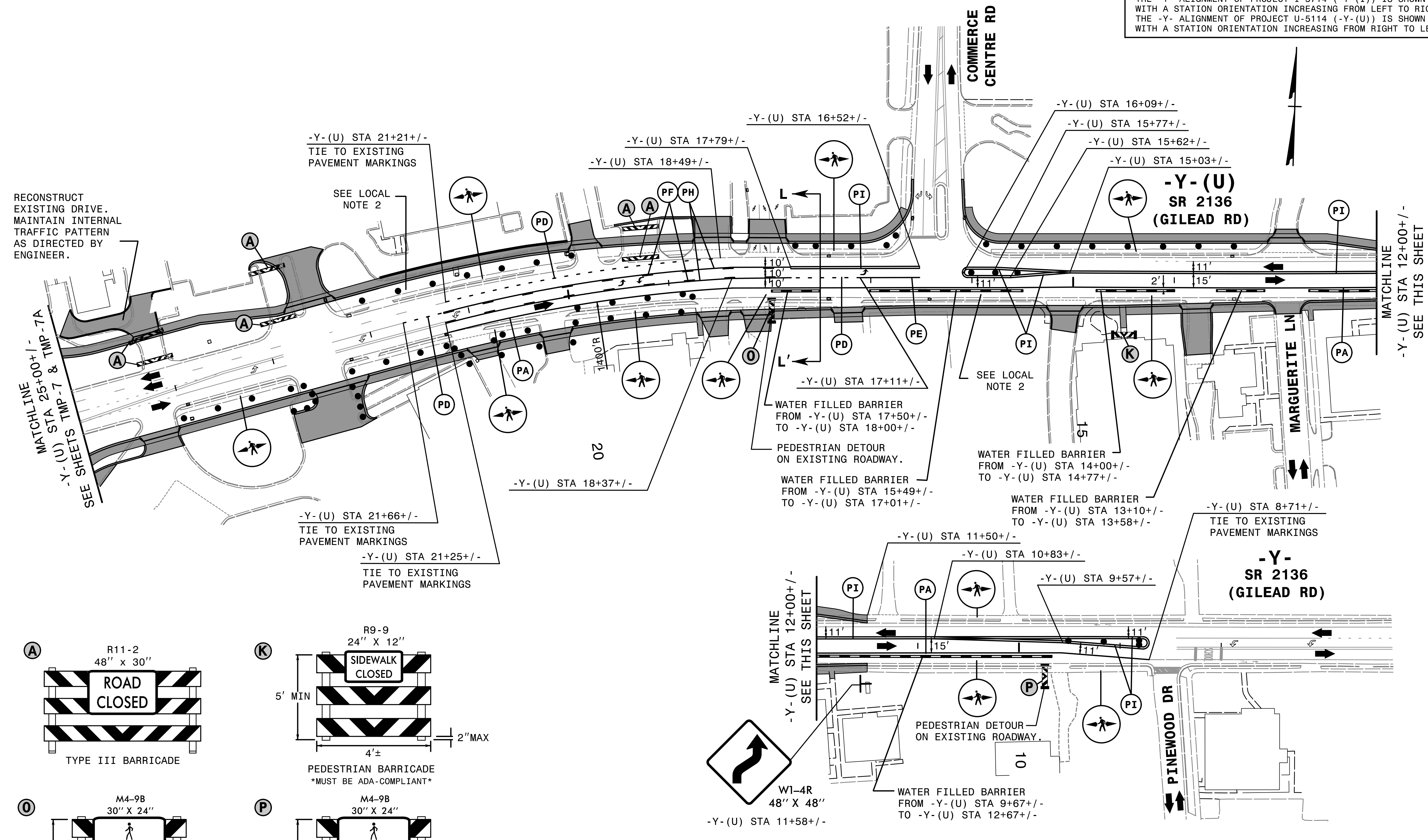
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TRANSPORTATION
MANAGEMENT PLAN
PHASE I
DETAIL
(TEMPORARY PAVEMENT
MARKING DETAIL)

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Markings.dgn
HNTB

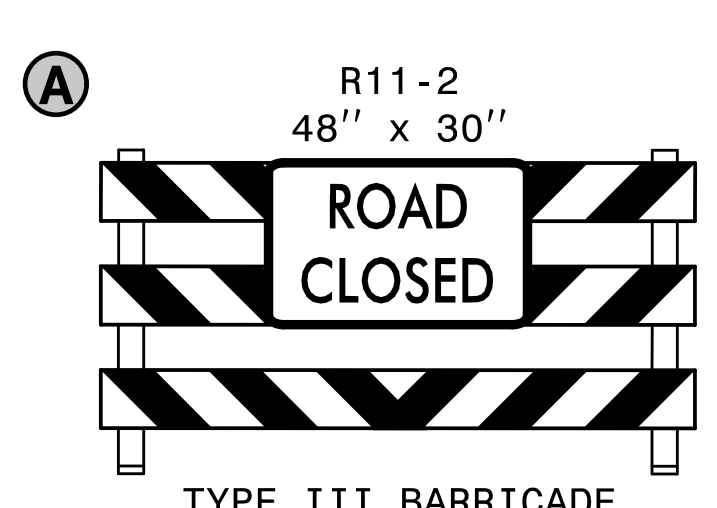
THE -Y- ALIGNMENT OF PROJECT I-5714 (-Y-(I)) IS SHOWN WITH A STATION ORIENTATION INCREASING FROM LEFT TO RIGHT
THE -Y- ALIGNMENT OF PROJECT U-5114 (-Y-(U)) IS SHOWN WITH A STATION ORIENTATION INCREASING FROM RIGHT TO LEFT



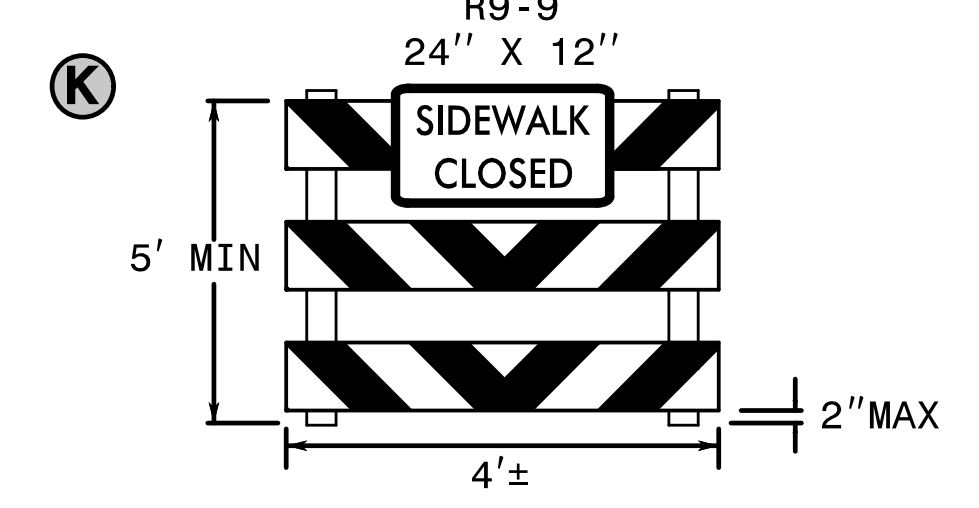
RECONSTRUCT EXISTING DRIVE. MAINTAIN INTERNAL TRAFFIC PATTERN AS DIRECTED BY ENGINEER.

MATCHLINE -Y-(U) STA 25+00+/- SEE SHEETS TMP-7 & TMP-7A

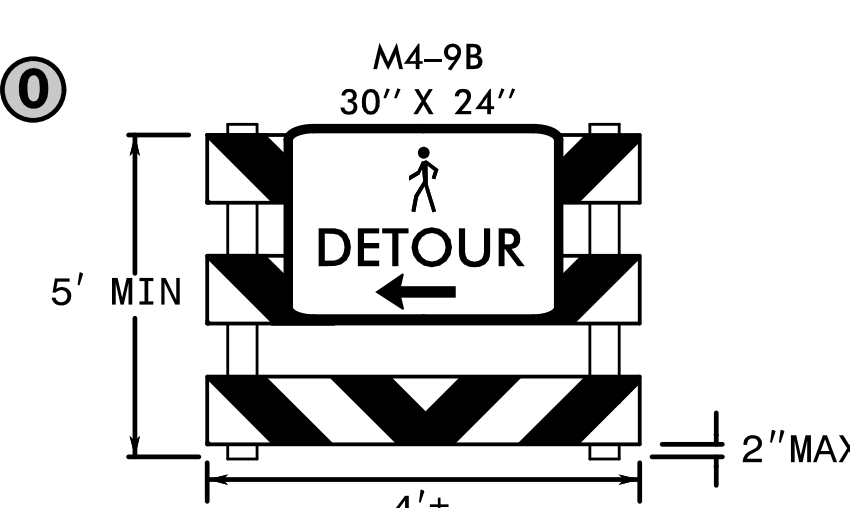
MATCHLINE -Y-(U) STA 12+00+/- SEE THIS SHEET



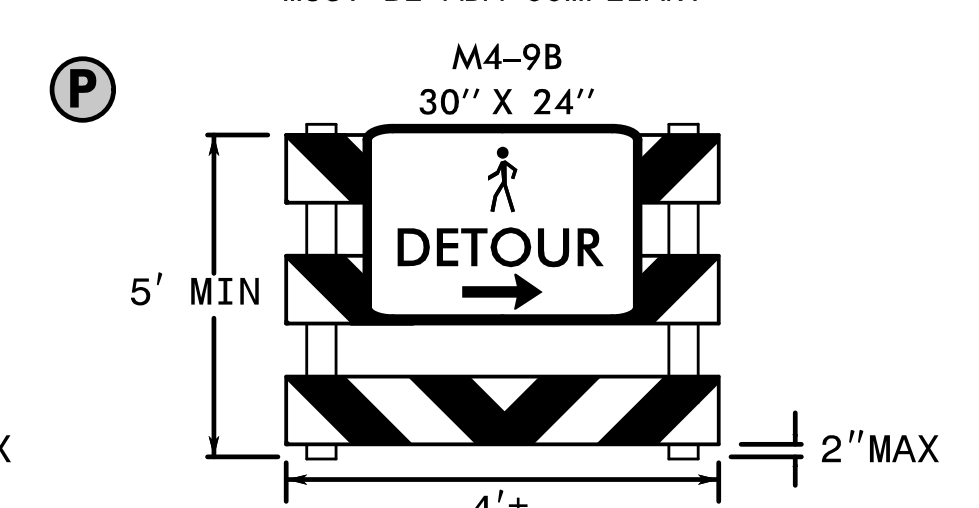
TYPE III BARRICADE



PEDESTRIAN BARRICADE *MUST BE ADA-COMPLIANT*



PEDESTRIAN BARRICADE *MUST BE ADA-COMPLIANT*

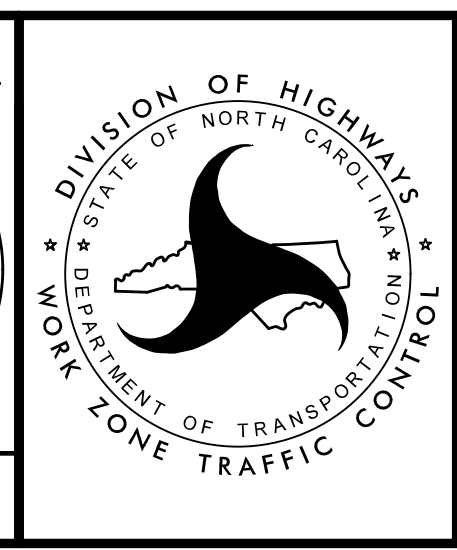


PEDESTRIAN BARRICADE *MUST BE ADA-COMPLIANT*

-Y-(I) = -Y-(I-5714) AND -Y-(U) = -Y-(U-5114)
REFER TO SHEET TMP-20 FOR CUT SECTION(S).
REMOVE CONFLICTING PAVEMENT MARKING.

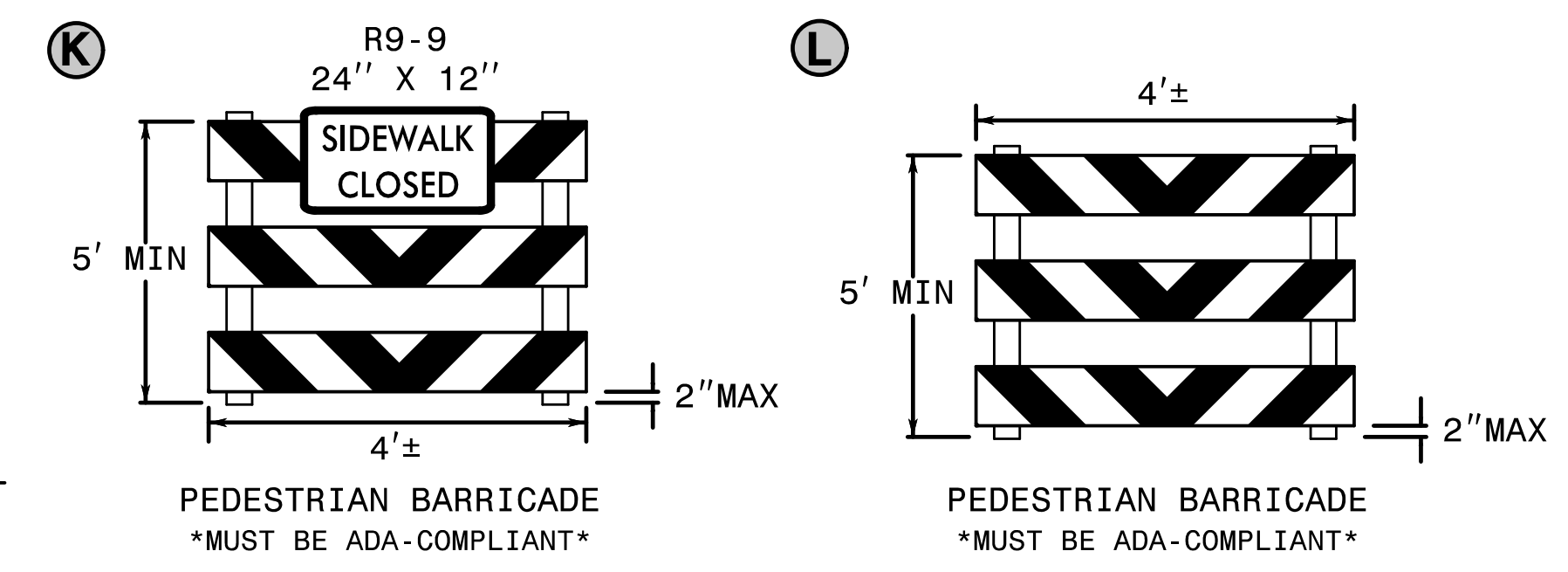
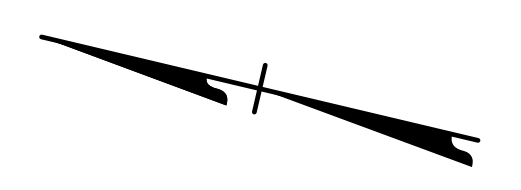
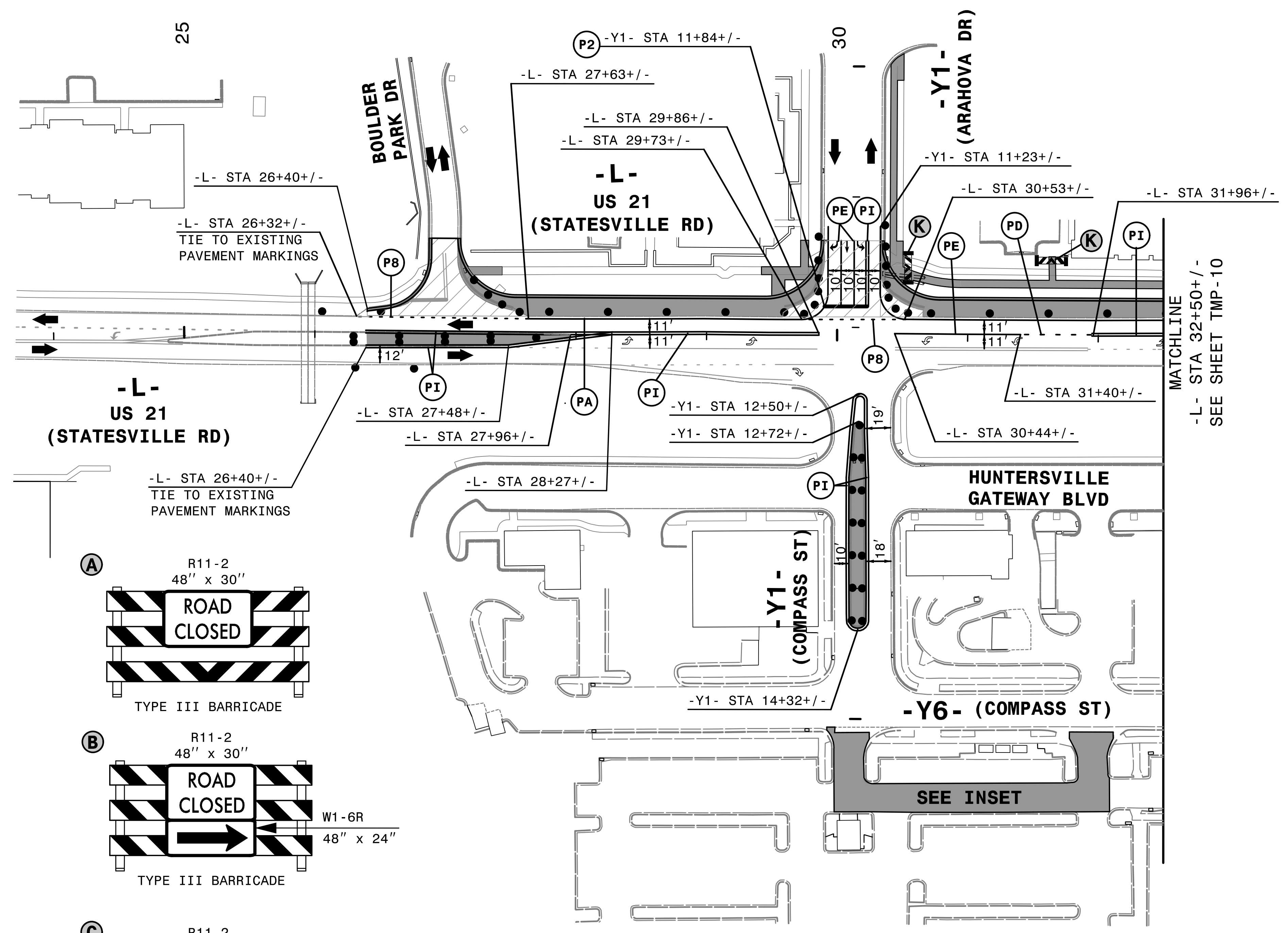


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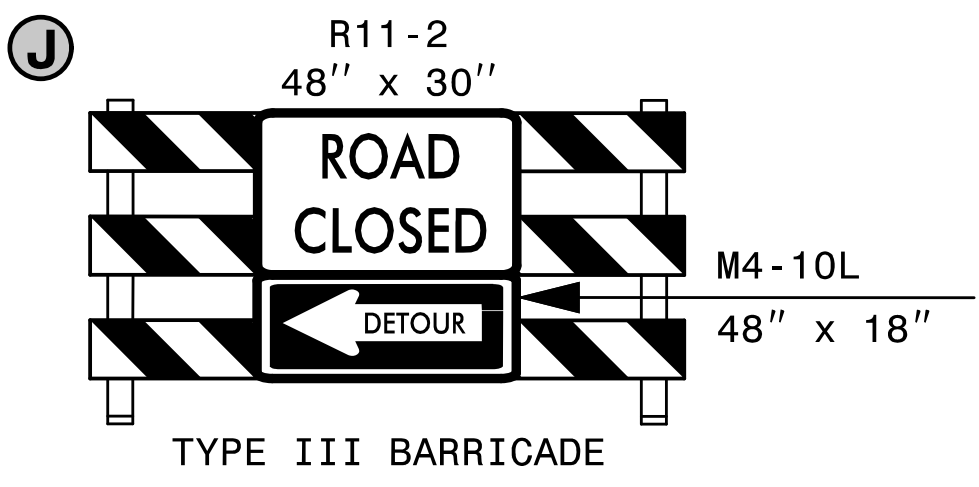
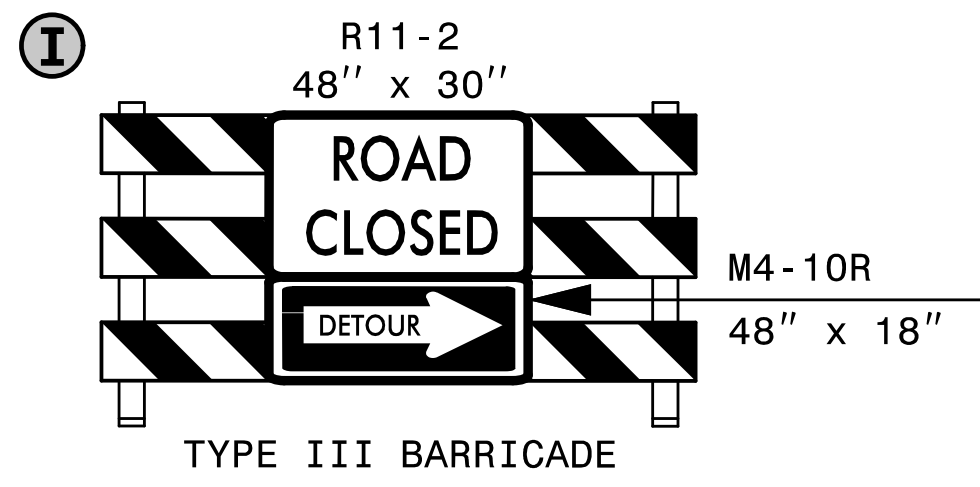
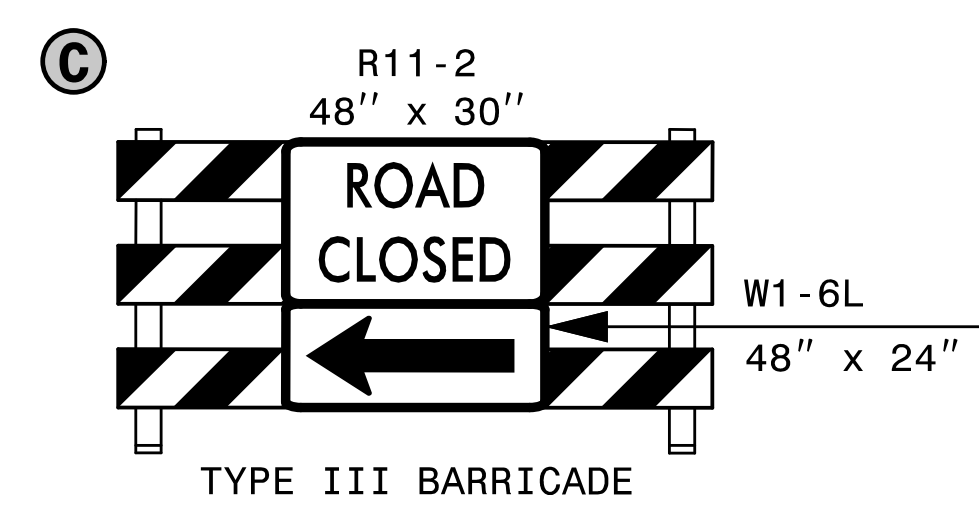
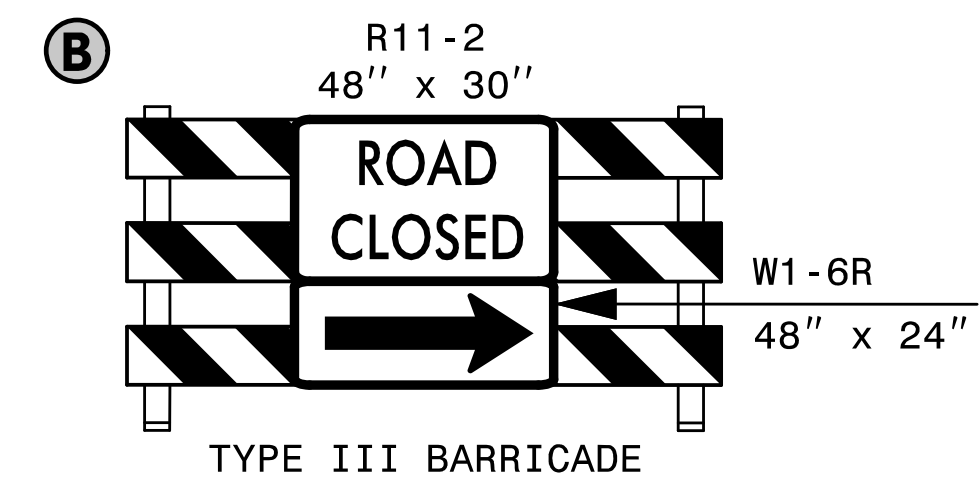
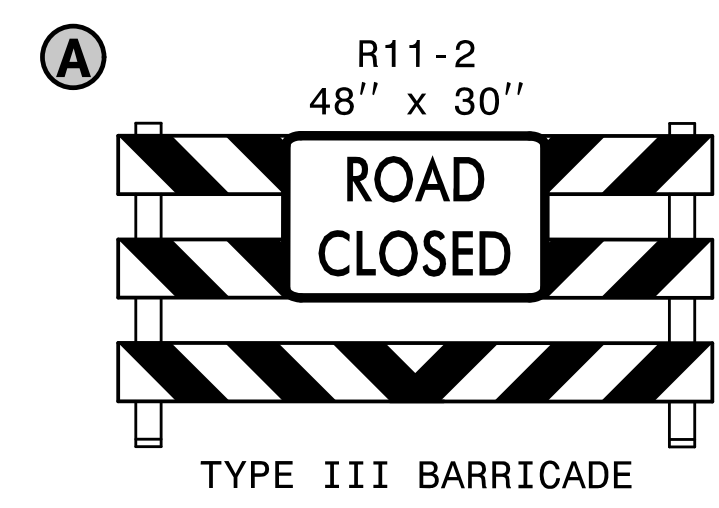
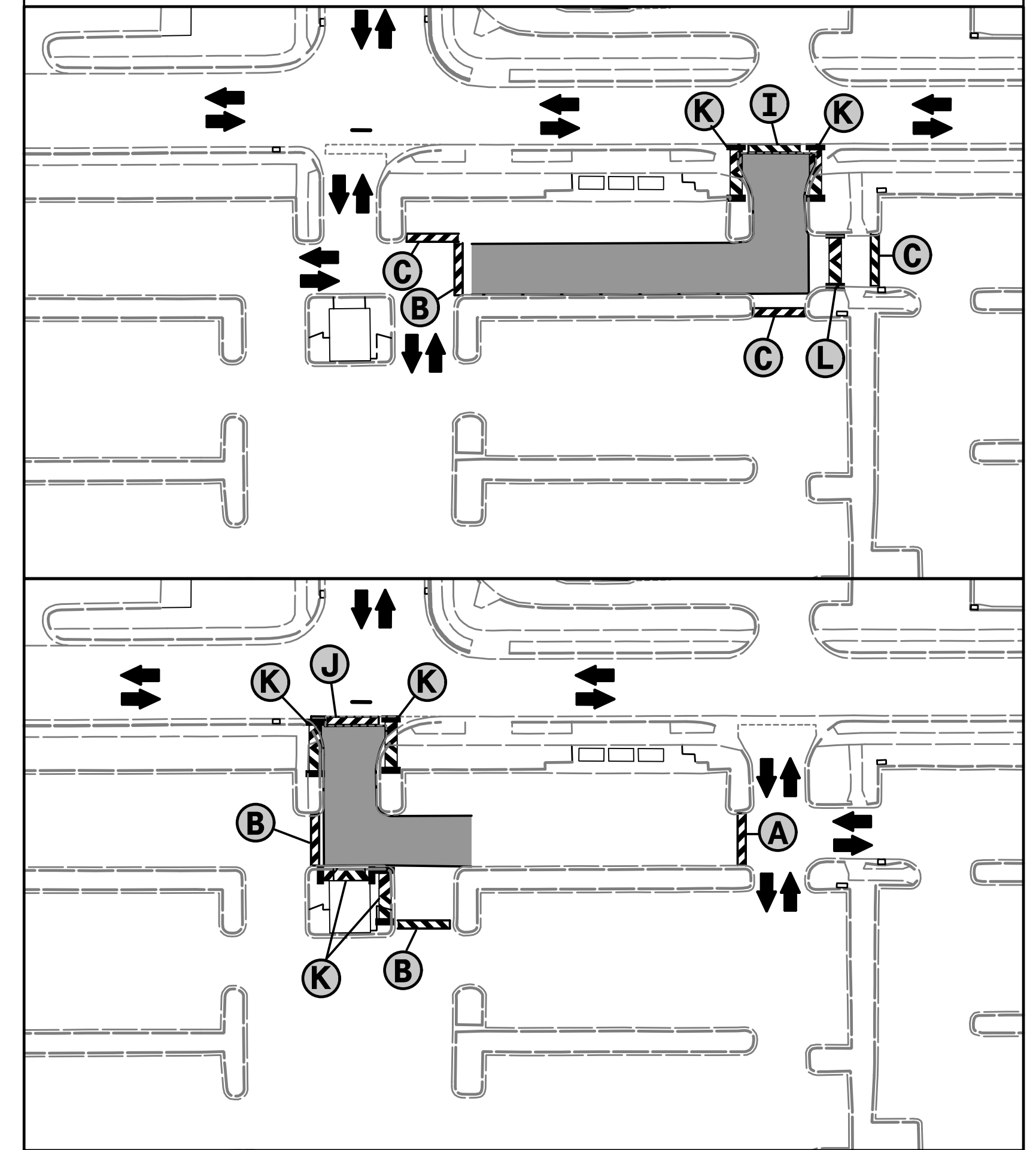


TRANSPORTATION MANAGEMENT PLAN
PHASE I
DETAIL

4/3/2018
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DETAILS ARE INTENDED FOR THE PLACEMENT OF TEMPORARY TRAFFIC CONTROL DEVICES ONLY. CONSTRUCT BUS PAD IN TWO SECTIONS IN SUCH A MANNER THAT ONE ENTRANCE TO THE PARK AND RIDE FACILITY IS OPEN AT ALL TIMES.

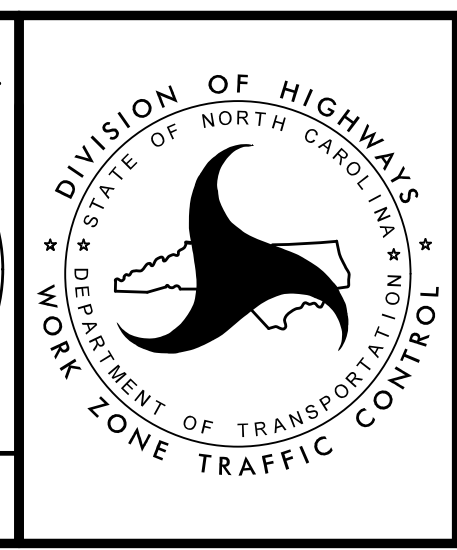


REMOVE CONFLICTING PAVEMENT MARKING.

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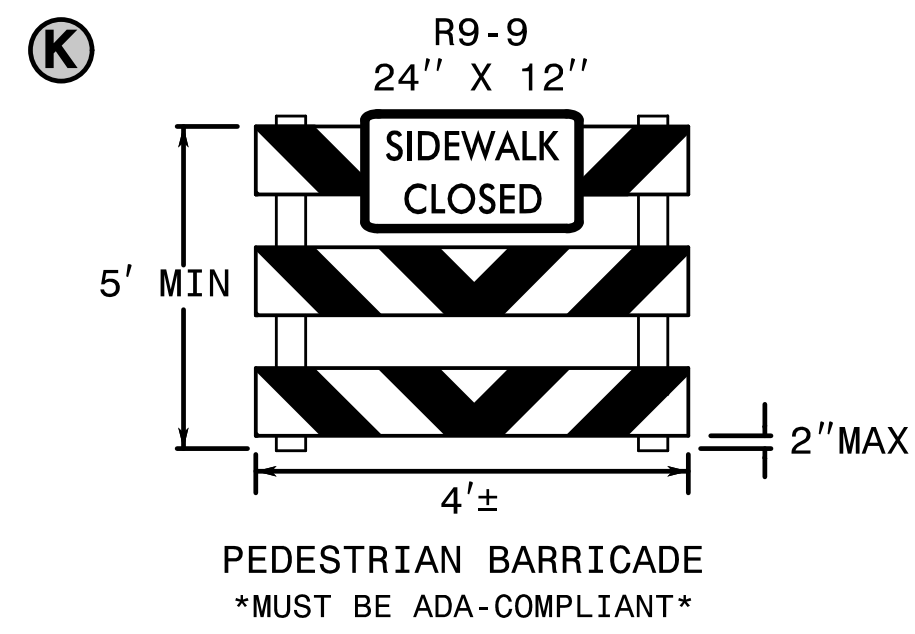
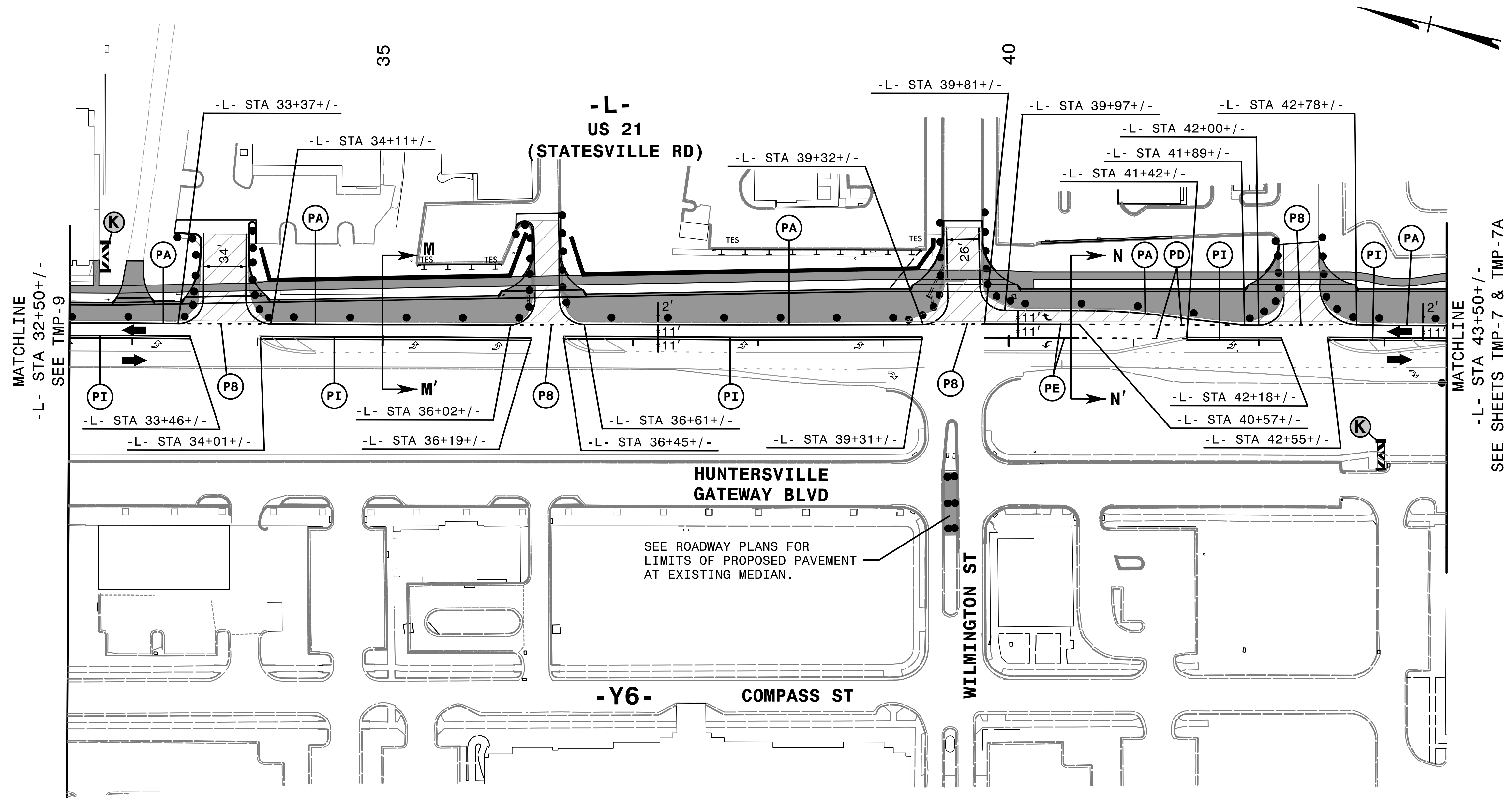


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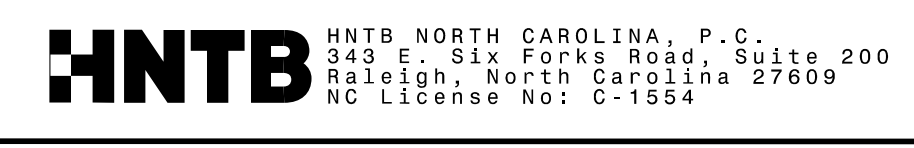


TRANSPORTATION MANAGEMENT PLAN
PHASE I
DETAIL

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REFER TO SHEET TMP-20 FOR CUT SECTION(S).
REMOVE CONFLICTING PAVEMENT MARKING.

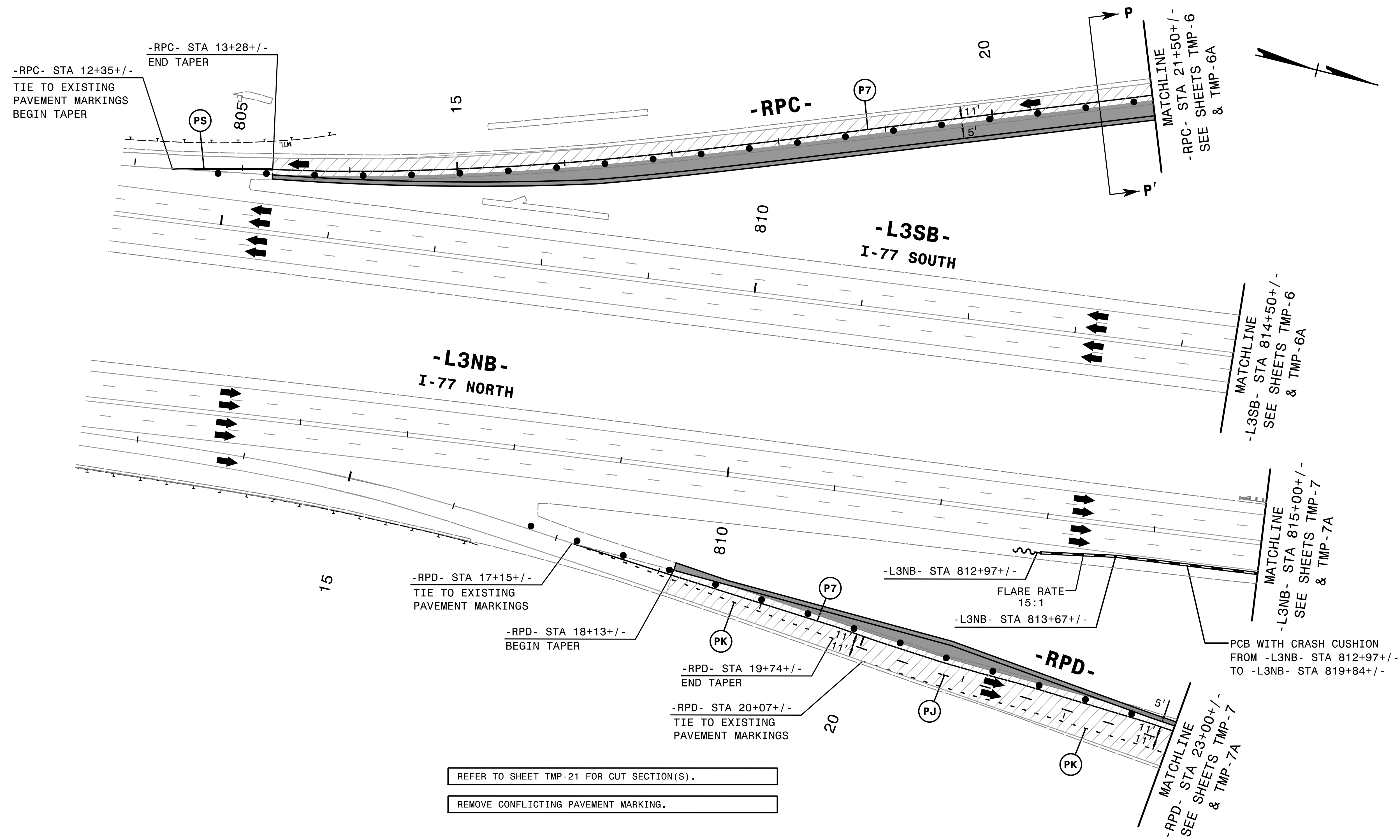


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TRANSPORTATION MANAGEMENT PLAN
PHASE I
DETAIL

4/3/2018
I-5714_U-5114_fc_10_P1.dwg
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REFER TO SHEET TMP-21 FOR CUT SECTION(S).

REMOVE CONFLICTING PAVEMENT MARKING.

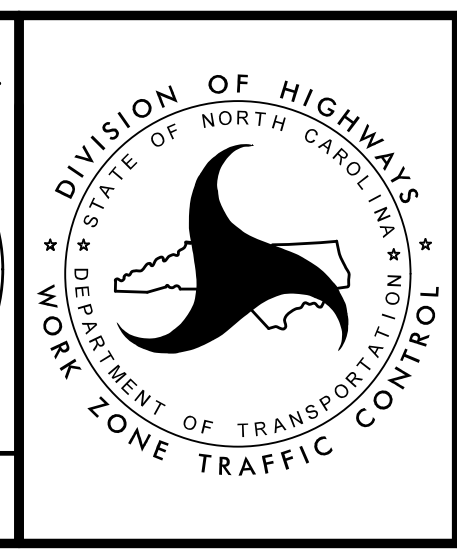
4/3/2018
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 DATE: 5/3/2018

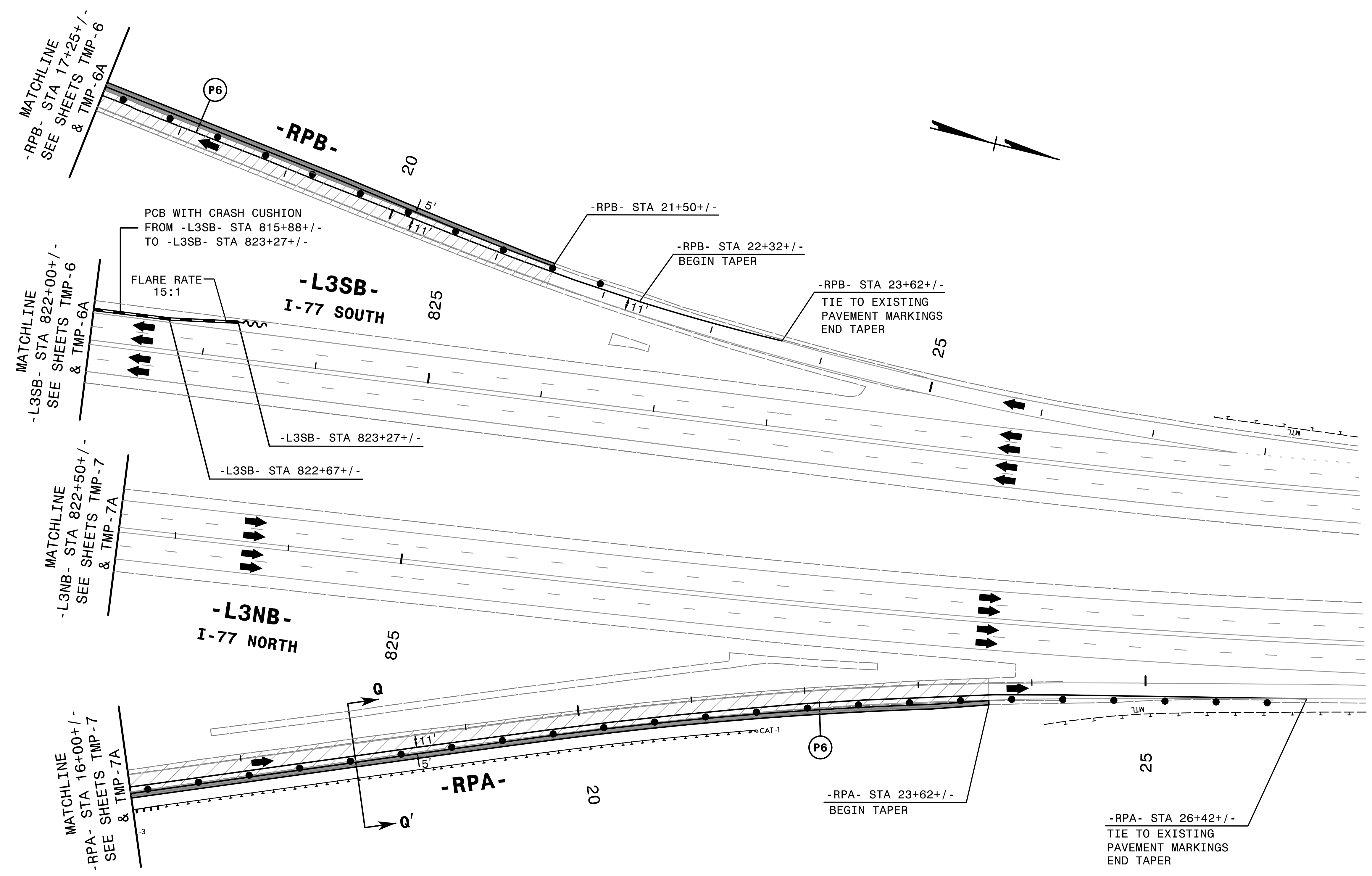
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TRANSPORTATION
 MANAGEMENT PLAN

PHASE I
 DETAIL



REFER TO SHEET TMP-21 FOR CUT SECTION(S).

REMOVE CONFLICTING PAVEMENT MARKING.



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DATE: 5/3/2018

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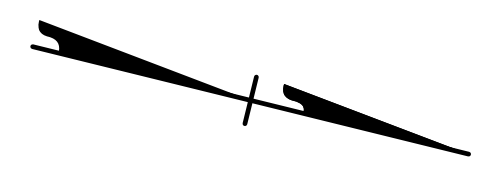
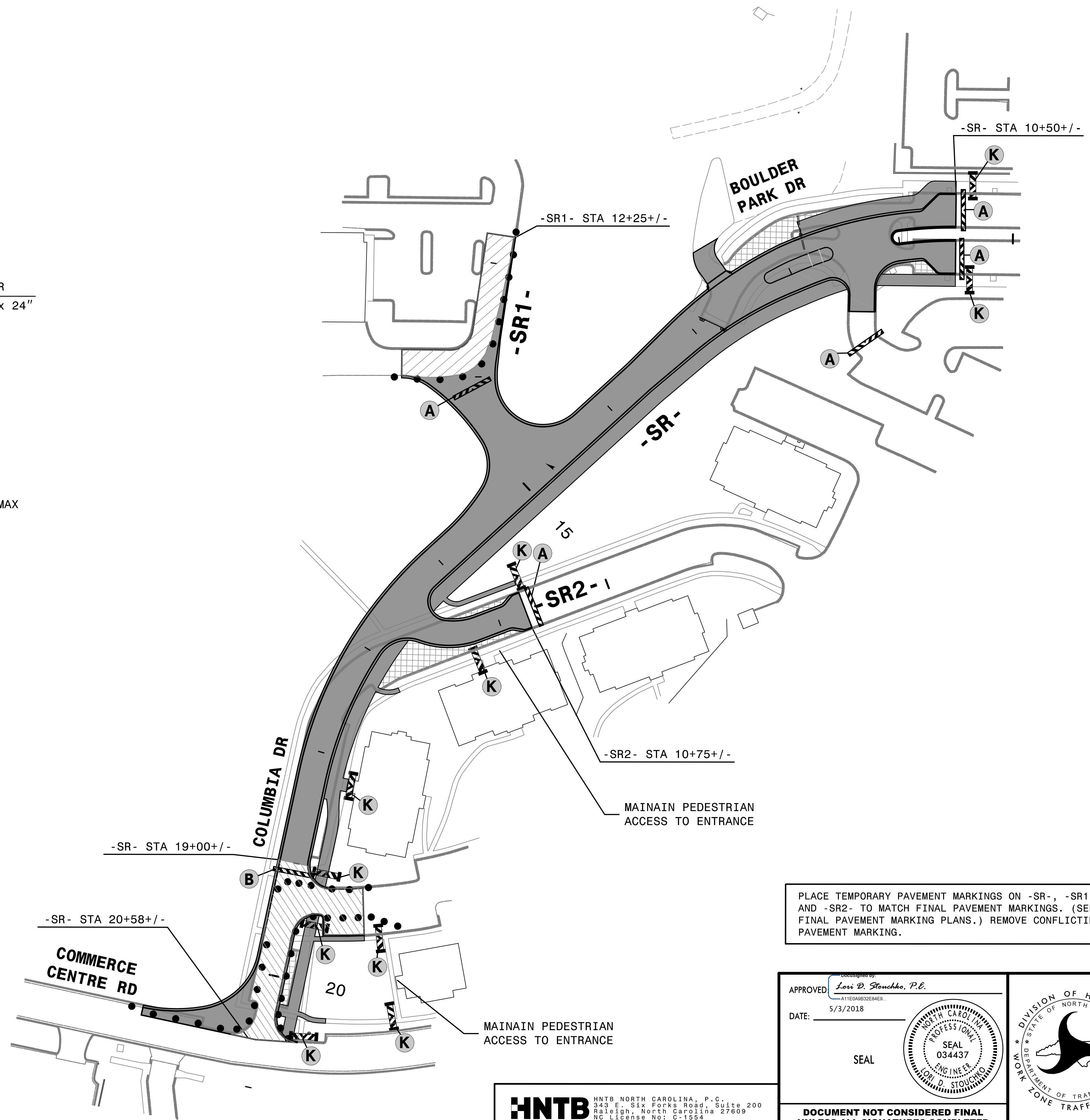
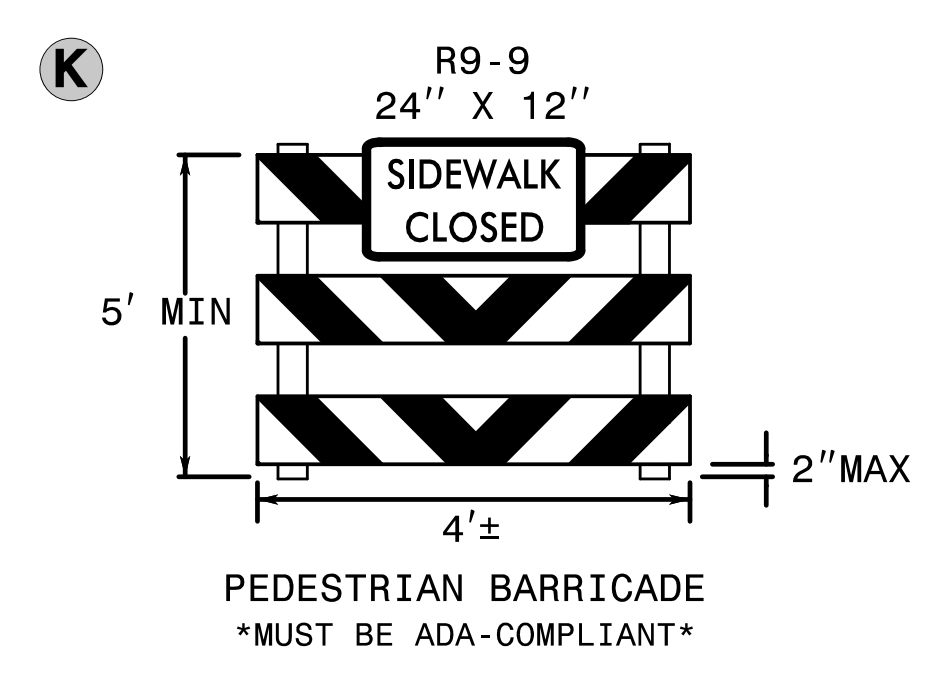
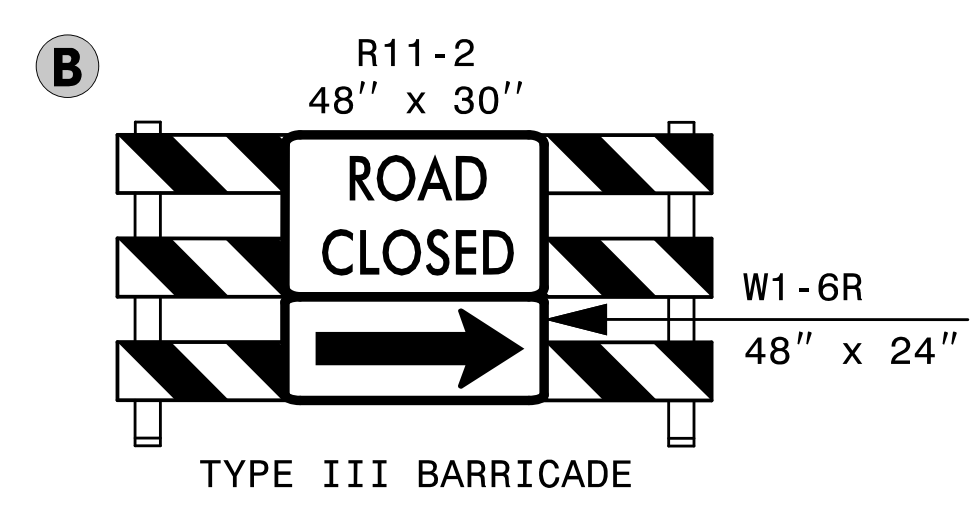
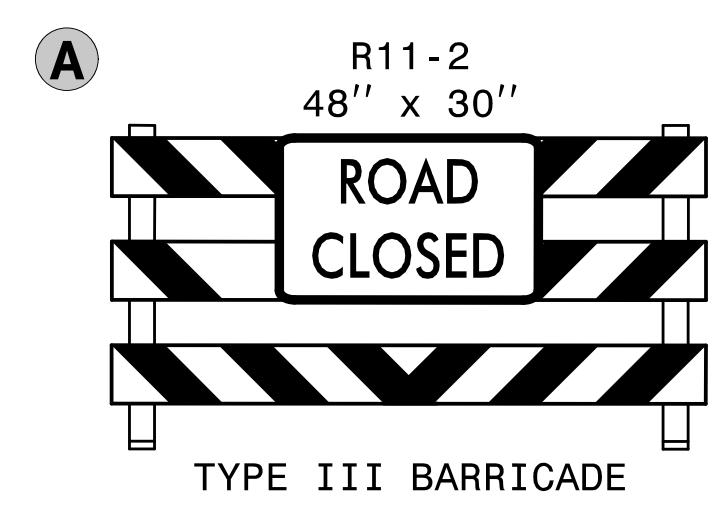
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TRANSPORTATION
MANAGEMENT PLAN

PHASE I
DETAIL

4/3/2018
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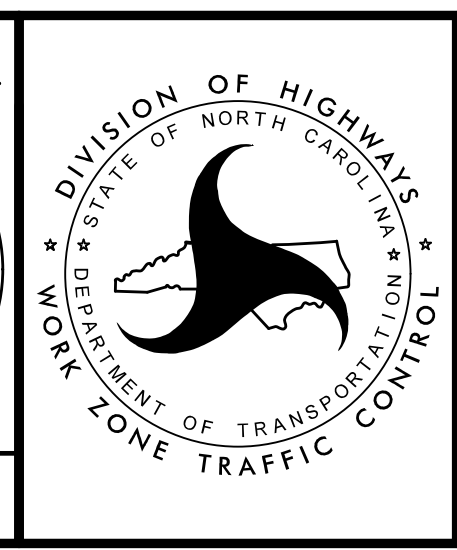


PLACE TEMPORARY PAVEMENT MARKINGS ON -SR-, -SR1- AND -SR2- TO MATCH FINAL PAVEMENT MARKINGS. (SEE FINAL PAVEMENT MARKING PLANS.) REMOVE CONFLICTING PAVEMENT MARKING.

4/3/2018
I-5714_U-5114_fc_14_P1.dwg
HNTB

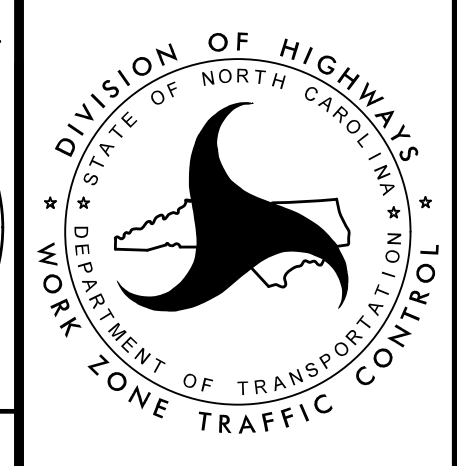
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APPROVED: *Lori D. Stoucho, P.E.*
A11EGAR832E84E9
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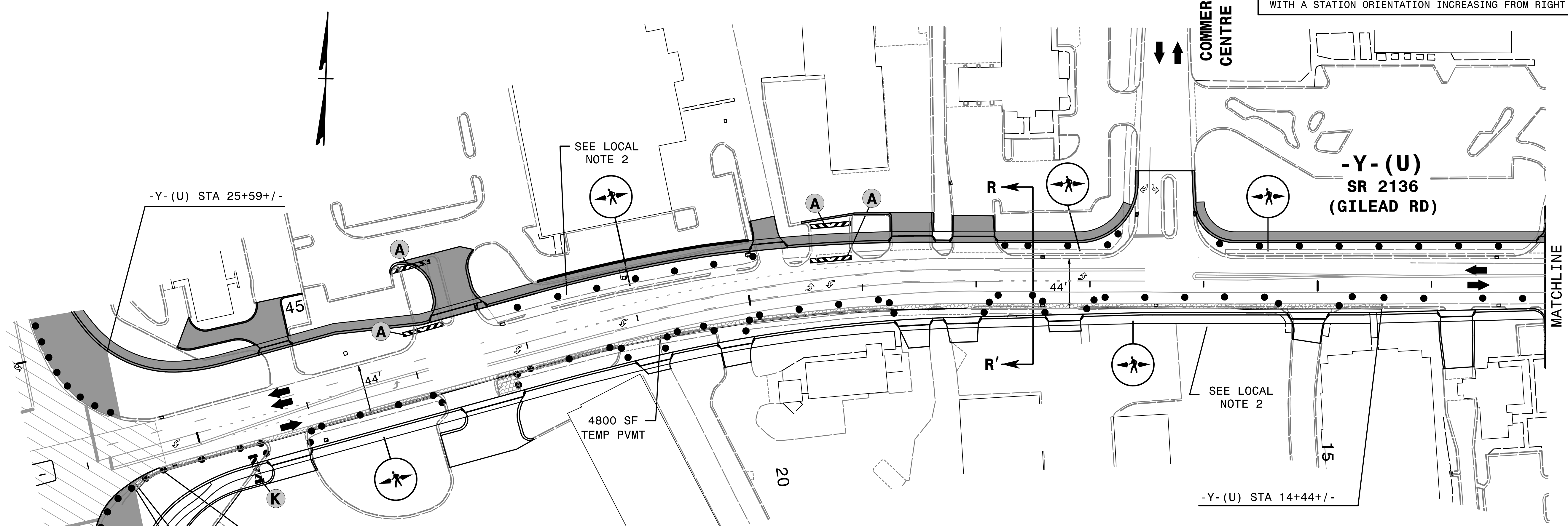


TRANSPORTATION
MANAGEMENT PLAN

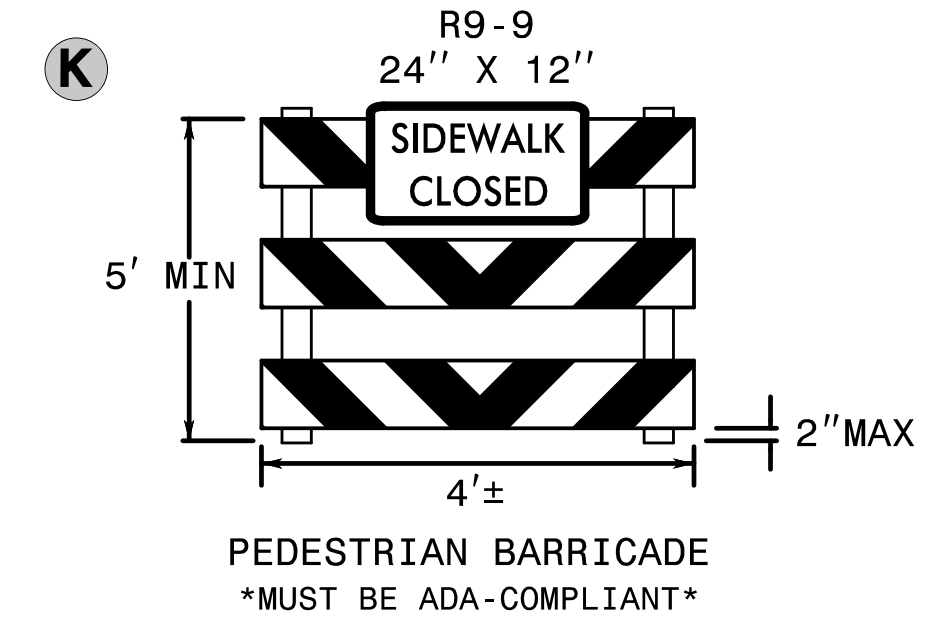
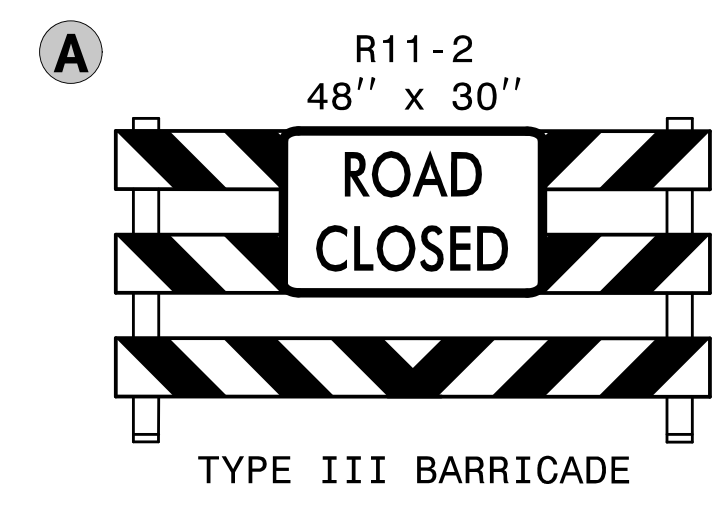
PHASE I
DETAIL



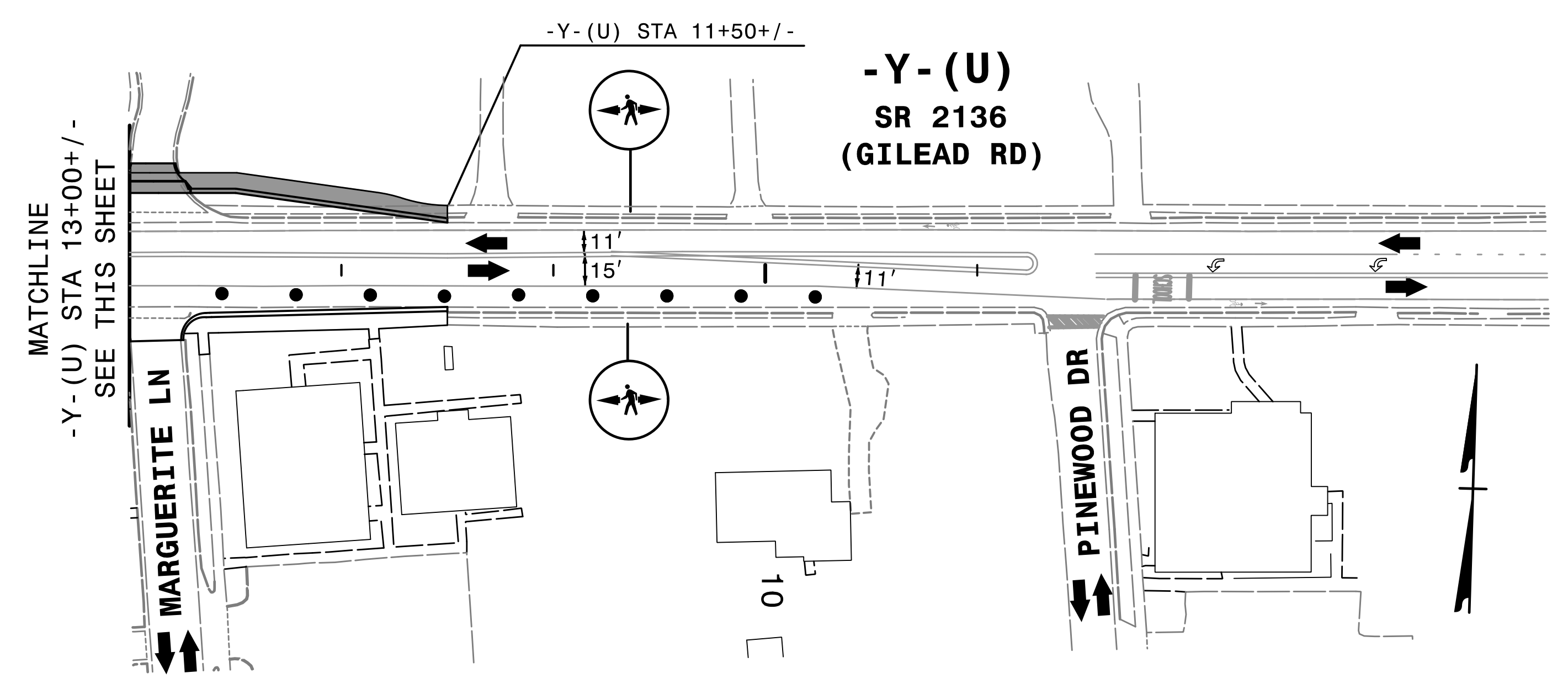
THE -Y- ALIGNMENT OF PROJECT I-5714 (-Y-(I)) IS SHOWN WITH A STATION ORIENTATION INCREASING FROM LEFT TO RIGHT THE -Y- ALIGNMENT OF PROJECT U-5114 (-Y-(U)) IS SHOWN WITH A STATION ORIENTATION INCREASING FROM RIGHT TO LEFT



-Y-(U) STA 25+40/- TIE TO EXISTING PAVEMENT MARKINGS
-Y-(U) STA 25+63+/-
-Y-(U) STA 25+65+/-



- Y-(I) = -Y-(I-5714) AND -Y-(U) = -Y-(U-5114)
- REFER TO SHEET TMP-21 FOR CUT SECTION(S).
- REMOVE CONFLICTING PAVEMENT MARKING.



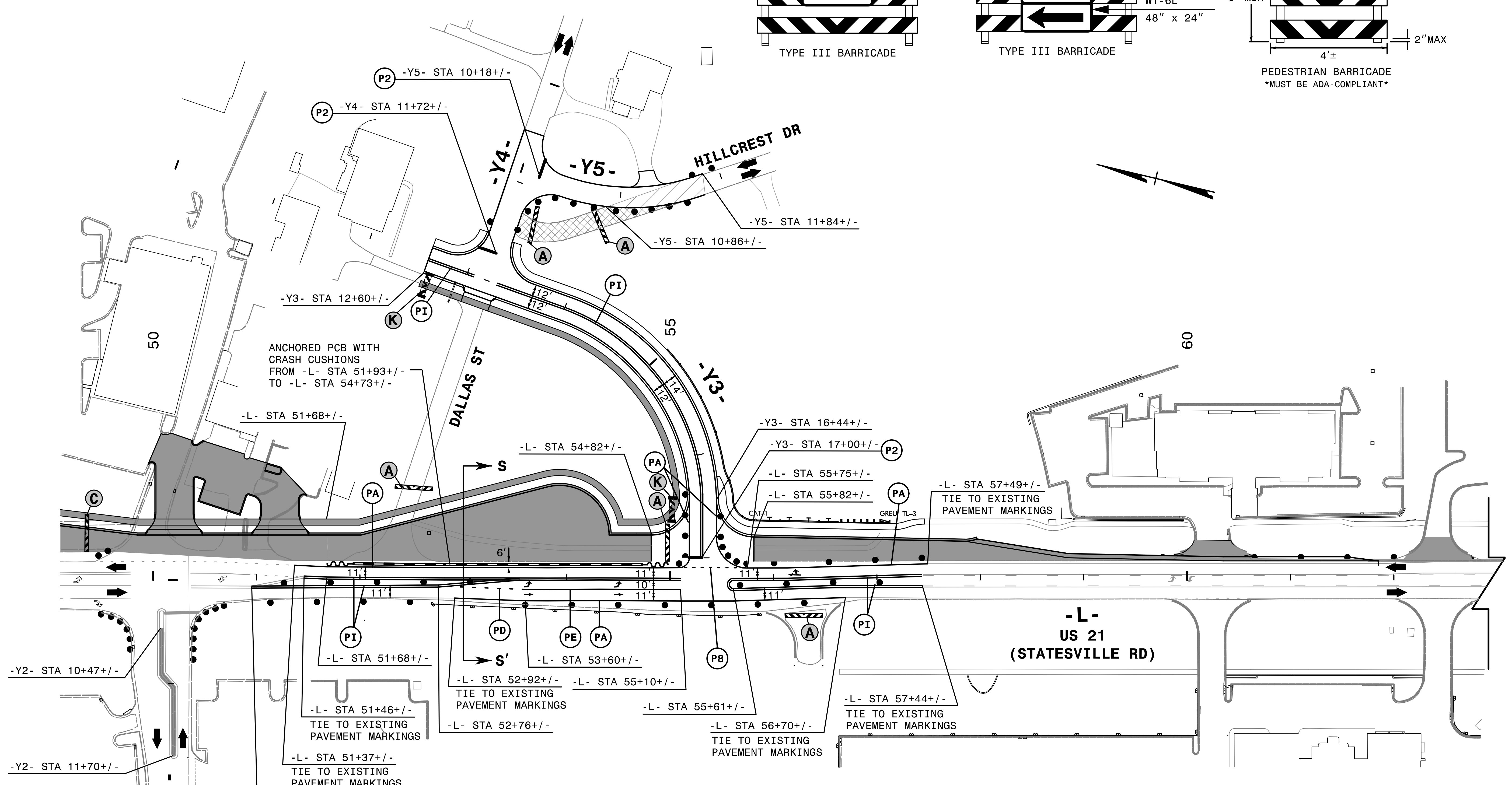
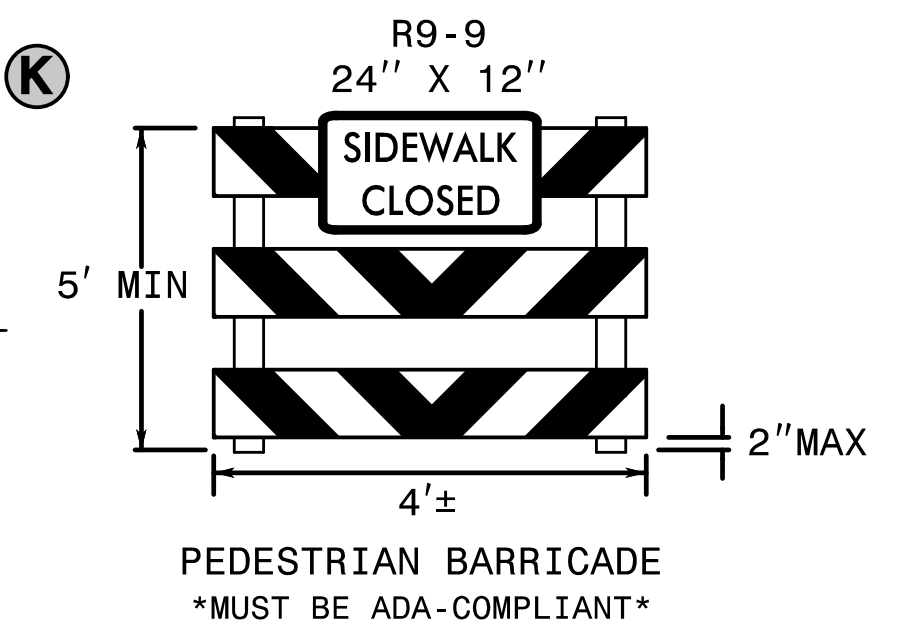
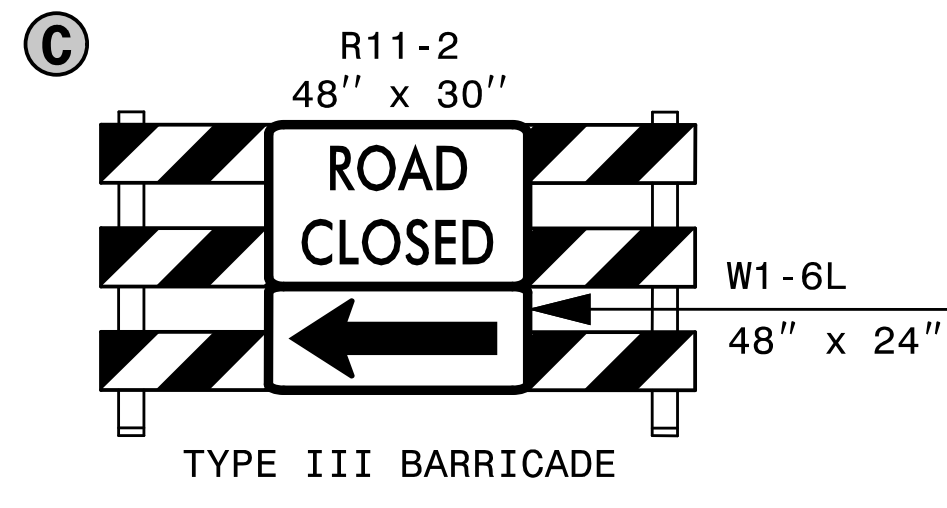
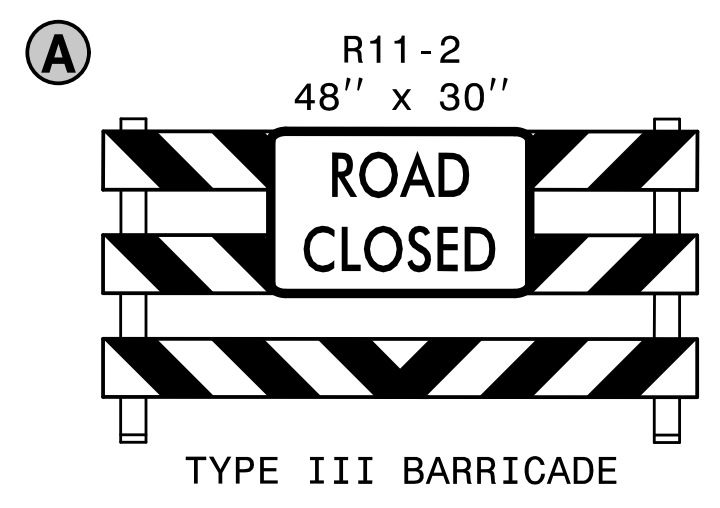
4/3/2018
I-5714_U-5114_fc.i5_Pla_d4_temppvmt.dgn
HNTB



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DATE: 5/3/2018
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TRANSPORTATION MANAGEMENT PLAN
PHASE I
DETAIL



ANCHORED PCB WITH CRASH CUSHIONS FROM -L- STA 51+93+/- TO -L- STA 54+73+/-

REFER TO SHEET TMP-21 FOR CUT SECTION(S).
REMOVE CONFLICTING PAVEMENT MARKING.

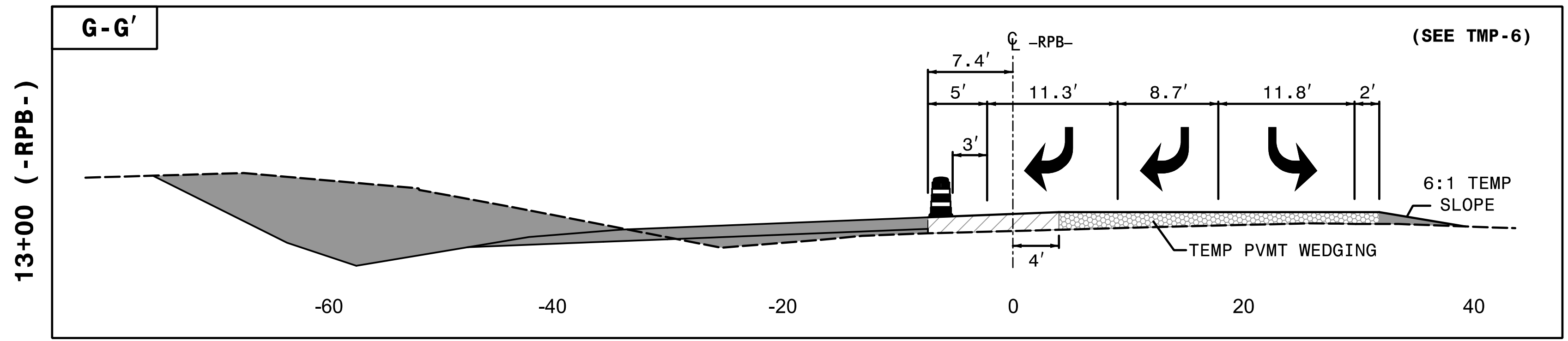
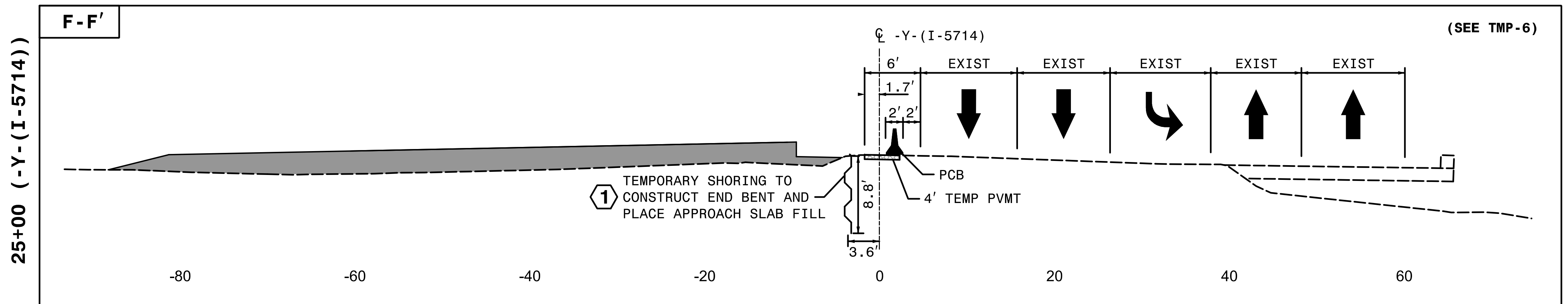
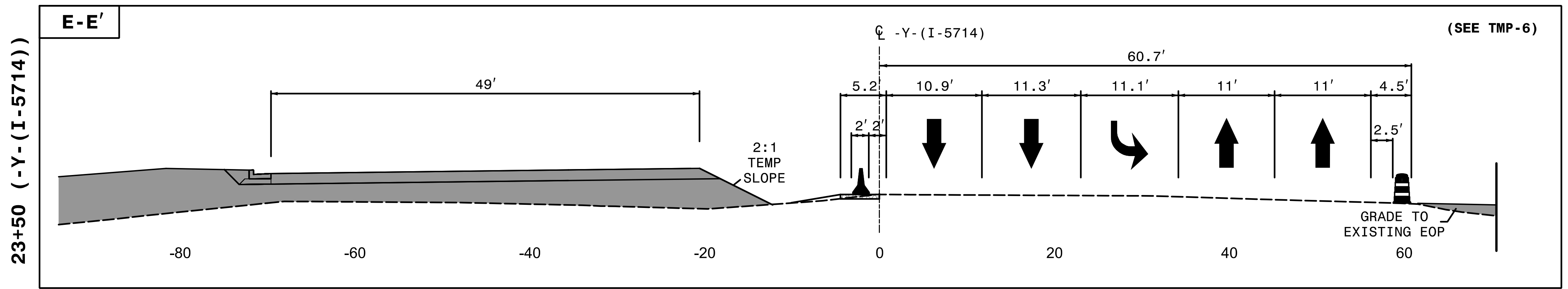


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TRANSPORTATION MANAGEMENT PLAN
PHASE I
DETAIL

4/3/2018
I-5714_U-5114_fc_16_P1.dwg
HNTB



4/3/2018
4:11:57 PM
I-5714_U-5114_fc.17-2.pl cut.sld.dgn
HNTB



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A11ED08B32E84E9
 DATE: 5/3/2018

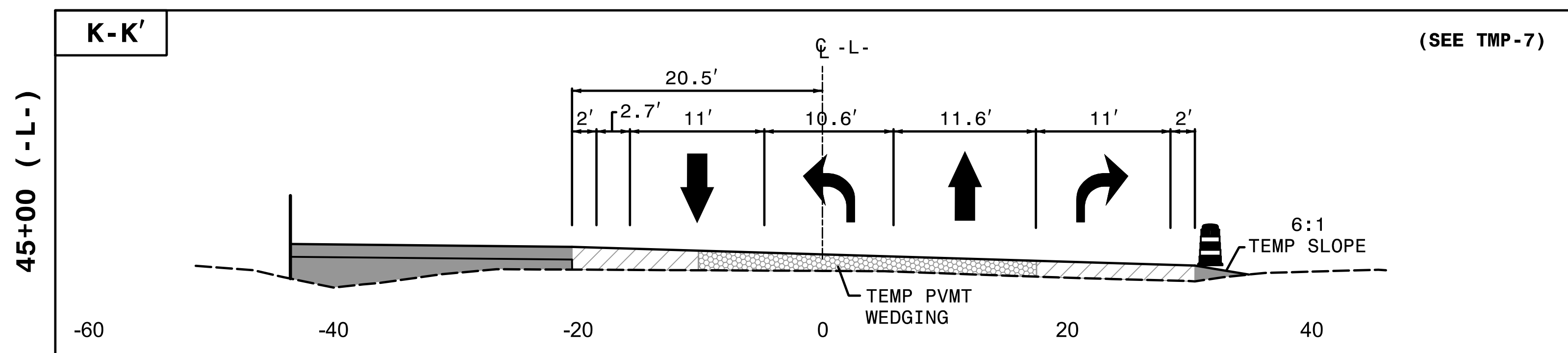
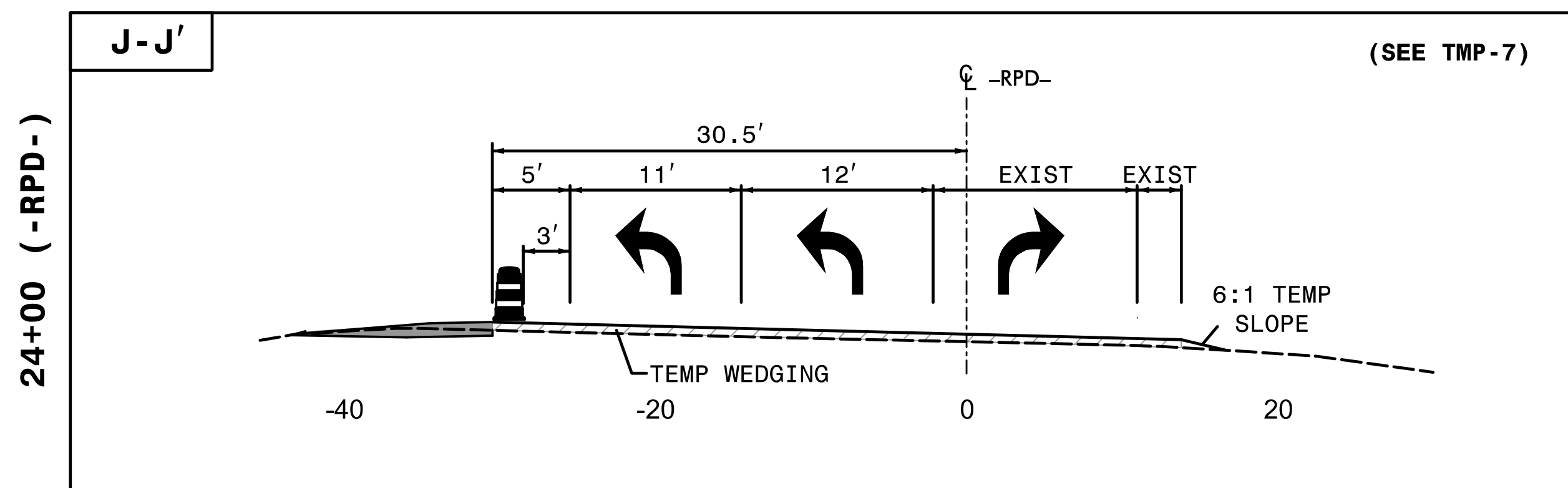
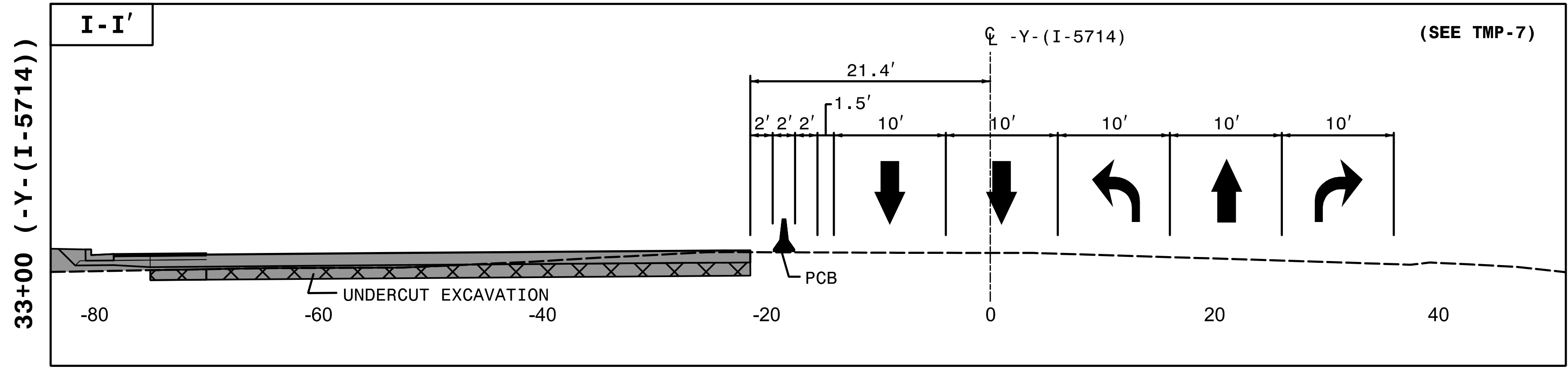
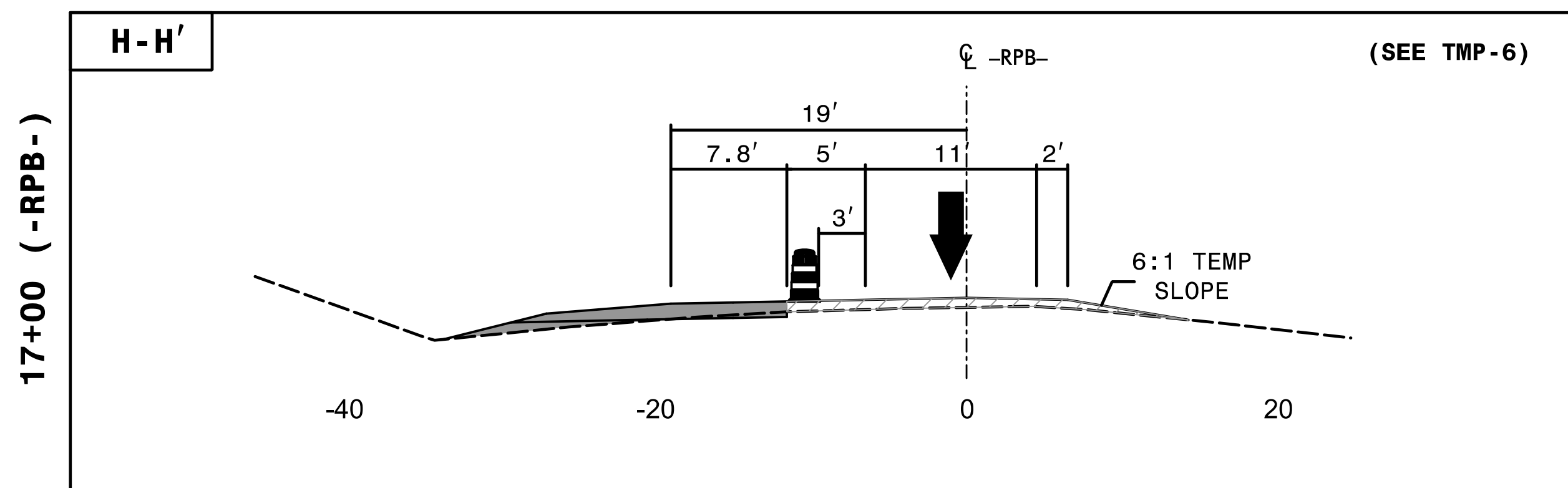
SEAL

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TRANSPORTATION
MANAGEMENT PLAN

PHASE I
SECTION CUT
DETAIL



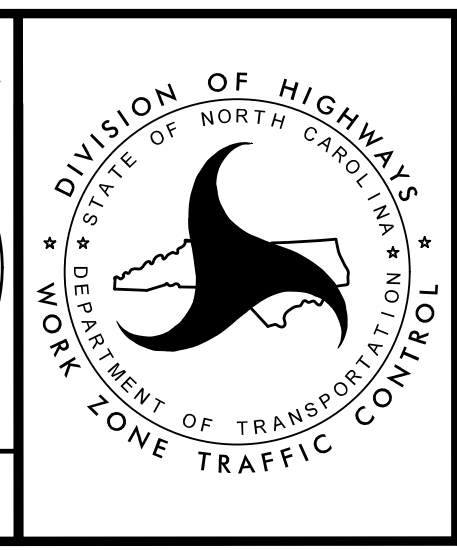
4/3/2018
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I-5714_U-5114_fc.17-21.plt cut.sld
HNTB



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A11E0ARB32E84E9
 DATE: 5/3/2018

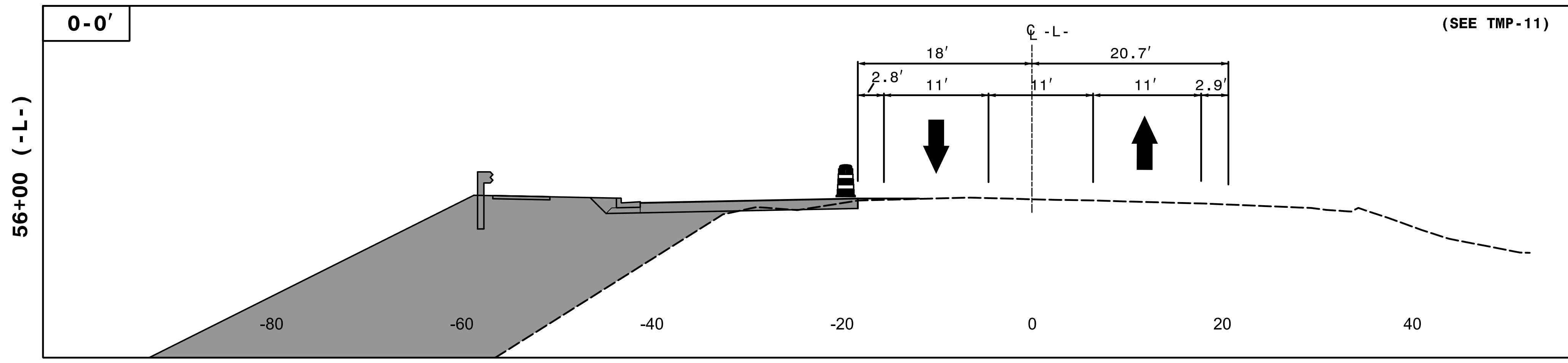
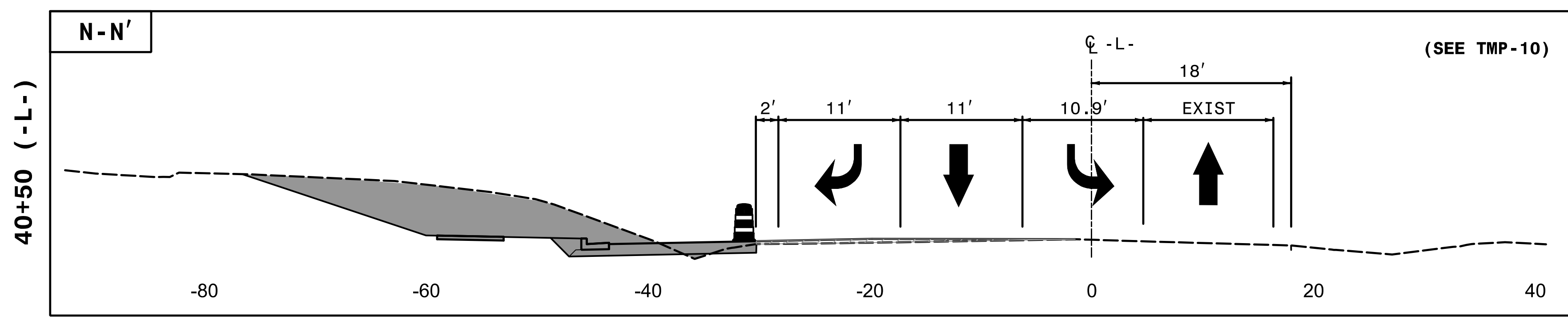
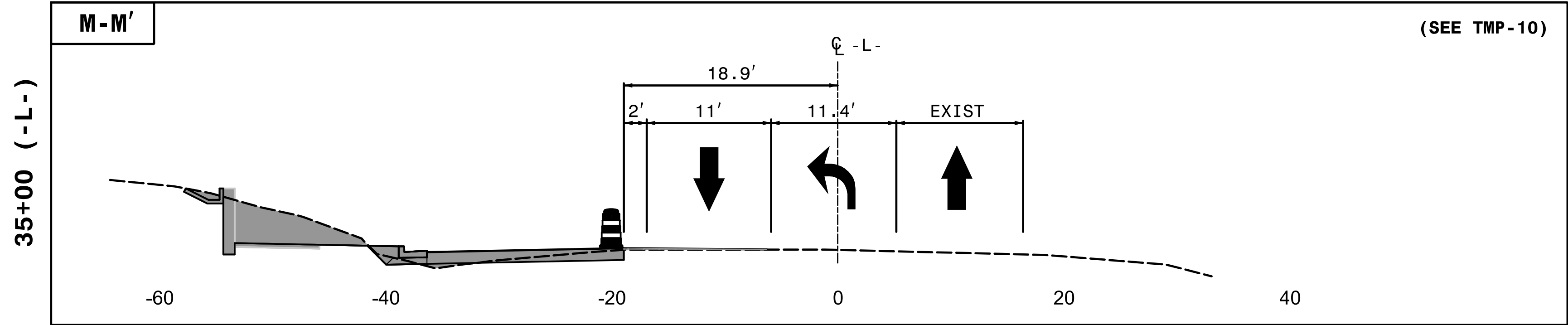
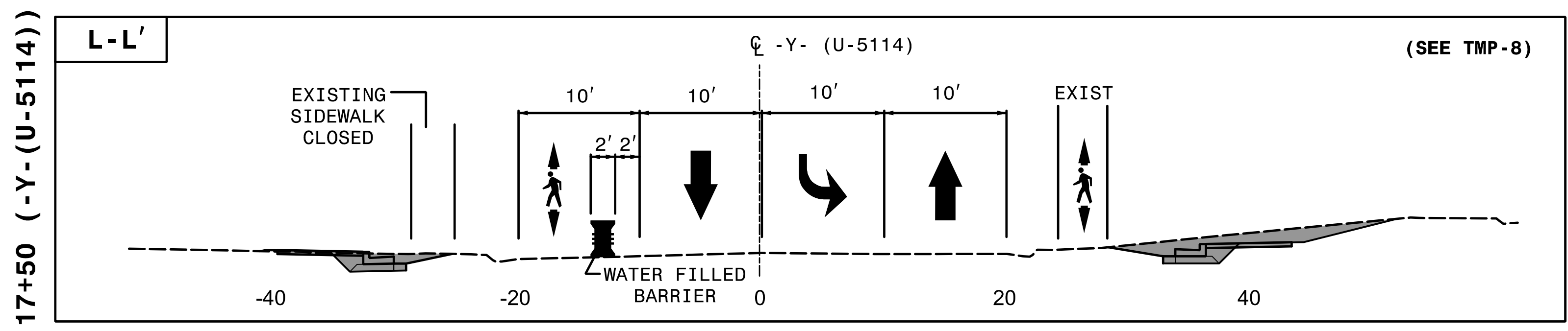
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TRANSPORTATION
MANAGEMENT PLAN

PHASE I
SECTION CUT
DETAIL



4/3/2018
 I-5714_U-5114_fc-17-21_pl_cuts.dgn
 HNTB

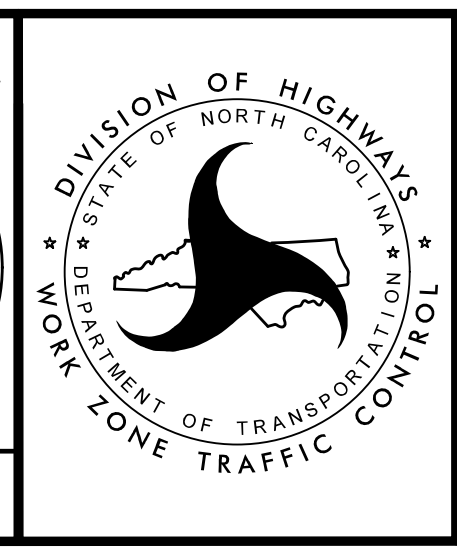


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TRANSPORTATION
MANAGEMENT PLAN

PHASE I
SECTION CUT
DETAIL