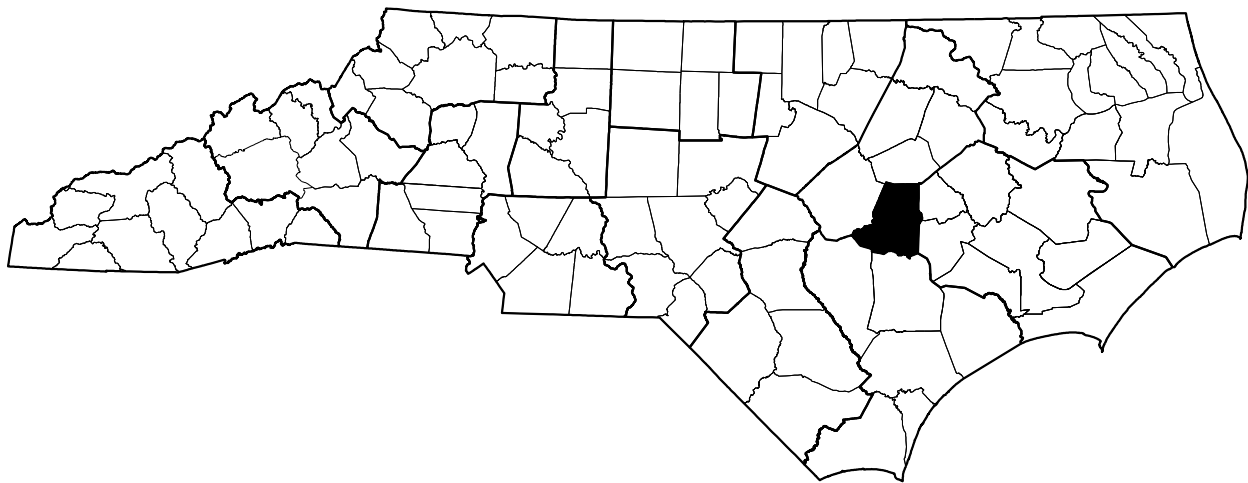


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

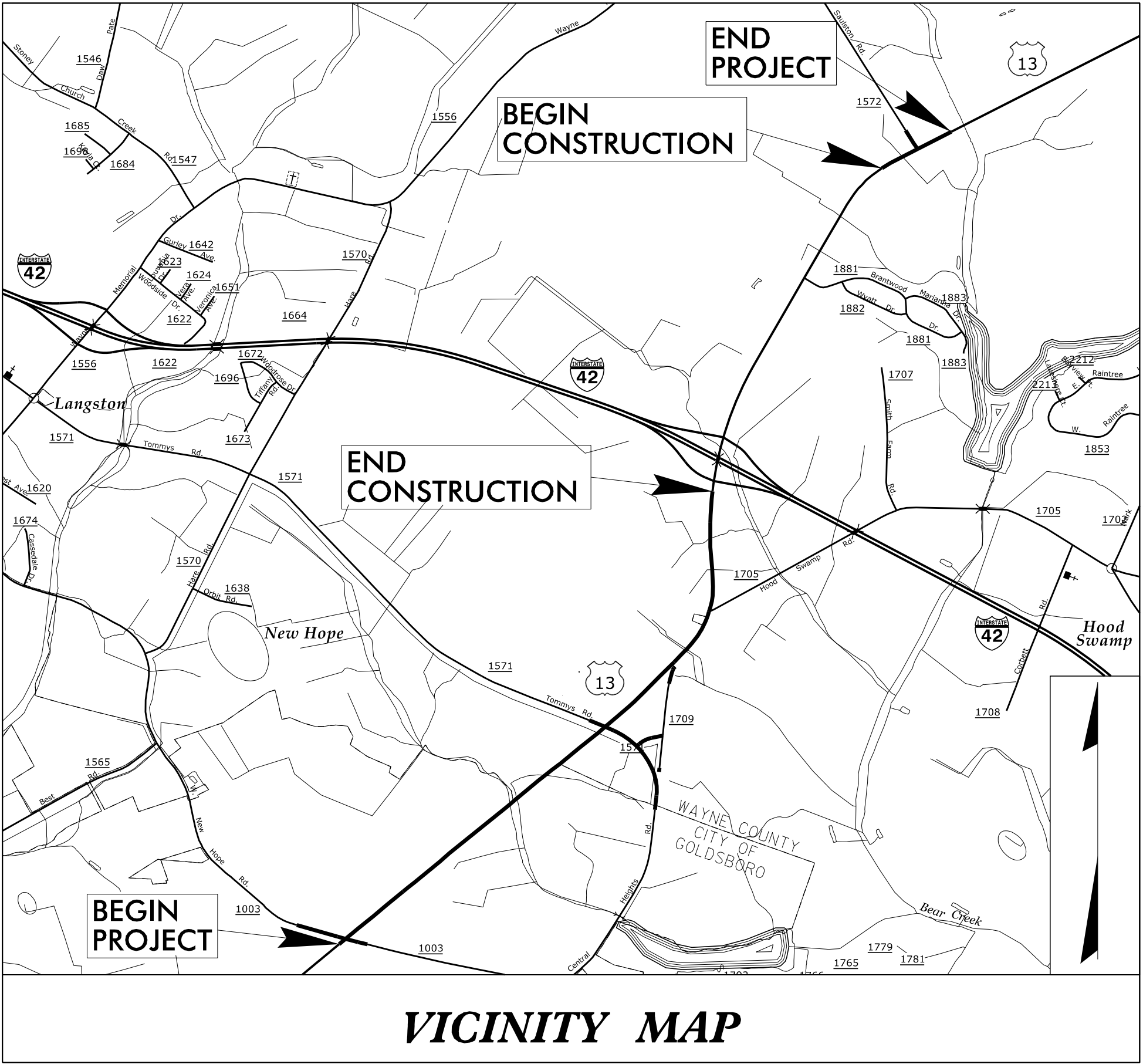
TRANSPORTATION MANAGEMENT PLAN

WAYNE COUNTY

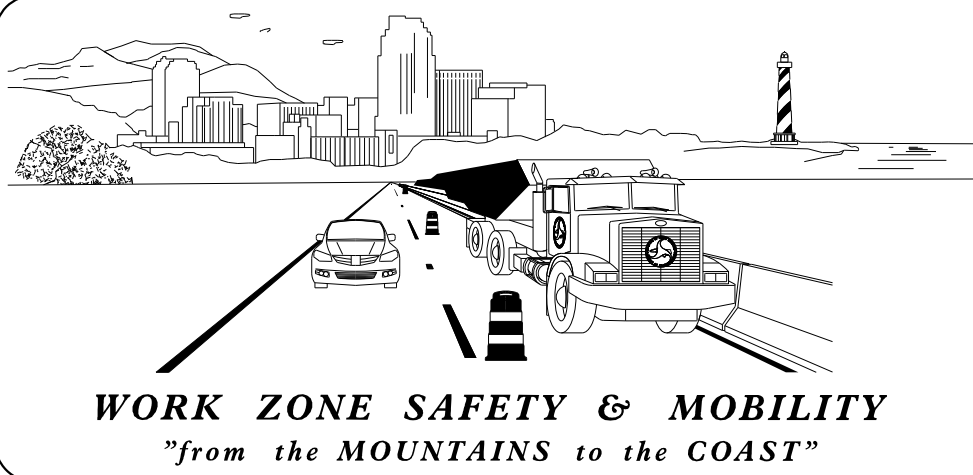
DIVISION 4



GOLDSBORO – US 13 (N. BERKELEY BLVD.) FROM
W. NEW HOPE RD. TO SAULSTON RD.



VICINITY MAP

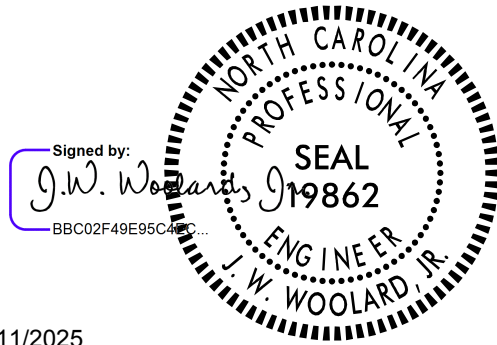


PLANS PREPARED BY:
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11/11/2025

SHEET NO.
TMP-1

INDEX OF SHEETS

SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP, AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, AND LEGEND
TMP-1B,1C	GENERAL NOTES
TMP-1D	SPECIAL SIGN DESIGNS
TMP-1E	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-1F	TEMPORARY SHORING NOTES
TMP-2	DETOUR SIGN LEGEND
TMP-2A THRU 2C	US 13 BERKELEY BLVD DETOUR ROUTES
TMP-2D	NEW HOPE DETOUR ROUTE
TMP-3	TEMPORARY TRAFFIC CONTROL PHASING
TMP-3A	U-3609B -L- PHASE I STEP 0
TMP-4	U-3609B -L- PHASE I STEP 1
TMP-5 THRU 17	U-3609B -L- PHASE I STEP 2
TMP-18 THRU 20	U-3609B -L- PHASE II
TMP-21 THRU 33	U-3609B -L- PHASE III

TIP PROJECT: U-3609B

ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS APPEAR IN "ROADWAY STANDARD DRAWINGS"
- N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2024 ARE APPLICABLE
TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
1101.01	WORK ZONE ADVANCE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1130.01	DRUMS
1145.01	BARRICADES
1150.01	FLAGGERS
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - DIVIDED AND UNDIVIDED ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - THRU LANE DROPS
1205.08	PAVEMENT MARKINGS - SYMOBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1250.01	PAVEMENT MARKER SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY
1261.01	GUARDRAIL AND BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS TYPES
1262.01	GUARDRAIL END DELINEATION

TEMPORARY PAVEMENT MARKING SCHEDULE

	PAINT PAVEMENT MARKING LINES (4")
(P1)	WHITE EDGELINE
(P2)	WHITE SOLID LANE LINE
(P3)	10 FT. WHITE SKIP
(P4)	3 FT.-9 FT./SP WHITE MINISKIP
(P5)	2 FT.-6 FT./SP WHITE MINISKIP
(P10)	YELLOW EDGELINE
(P11)	YELLOW SINGLE CENTER
(P12)	10 FT. YELLOW SKIP
(P13)	YELLOW DOUBLE CENTER
	PAINT PAVEMENT MARKING LINES (8")
(P40)	WHITE GORELINE
(P41)	WHITE DIAGONAL
(P42)	YELLOW DIAGONAL
	PAINT PAVEMENT MARKING LINES (24")
(P61)	WHITE STOPBAR
	PAINT PAVEMENT MARKING SYMBOLS
(P70)	LEFT TURN ARROW
(P71)	RIGHT TURN ARROW
(P72)	STRAIGHT ARROW
(P73)	COMBO. LEFT/STRAIGHT ARROW
(P74)	COMBO. RIGHT/STRAIGHT ARROW
(P75)	COMBO. LEFT/RIGHT ARROW
(P76)	COMBO. LEFT/RIGHT/STRAIGHT ARROW
(P79)	MERGE ARROW
(P103)	24" YIELD LINE TRIANGLE

LEGEND

GENERAL

	DIRECTION OF TRAFFIC FLOW
	EXIST. PVMT.
	PROPOSED PVMT.
	NORTH ARROW
	TEMP. SHORING (LOCATION PURPOSES ONLY)
	WORK AREA
	PREVIOUSLY STARTED / CONCURRENT CONSTRUCTION
	PAVEMENT REMOVAL
	TEMPORARY PAVEMENT

TRAFFIC CONTROL DEVICES

TEMPORARY DEVICES	PREVIOUSLY PLACED	
		BARRICADE (TYPE III)
		CONE
		DRUM
		FLASHING ARROW BOARD
		FLAGGER
		LAW ENFORCEMENT
		TRUCK MOUNTED ATTENUATOR (TMA)
		CHANGEABLE MESSAGE SIGN
		TEMPORARY CRASH CUSHION
		WATER FILLED BARRIER

PAVEMENT MARKINGS

TEMPORARY MARKINGS	EXISTING LINES	PREVIOUSLY PLACED
		WHITE EDGE LINE
		YELLOW EDGE LINE
		BROKEN LANE LINES
		MINISKIP LANE LINES
		DOUBLE YELLOW LINES
		GORELINE
		STOP BAR

SIGNALS

EXISTING	PROPOSED	TEMPORARY

TEMPORARY SIGNING

TEMPORARY SIGNS	PREVIOUSLY PLACED	
		PORTABLE SIGN
		STATIONARY SIGN
		STATIONARY OR PORTABLE SIGN

PAVEMENT MARKING SYMBOLS

	EXISTING PAVEMENT MARKING SYMBOLS (HOLLOW)
	PAVEMENT MARKING SYMBOLS
	PAVEMENT MARKING ALPHANUMERIC CHARACTERS

PAVEMENT MARKERS

	CRYSTAL/CRYSTAL
	CRYSTAL/RED
	YELLOW/YELLOW

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ROADWAY STANDARD
DRAWINGS,
AND LEGEND

PROJ. REFERENCE NO.	SHEET NO.
U-3609B	TMP-1B

GENERAL NOTES

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

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

TIME RESTRICTIONS

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

ROAD NAME DAY AND TIME RESTRICTIONS

-L- (US 13), 6:00 A.M.-9:00 A.M. MONDAY THRU FRIDAY
-Y1- (NEW HOPE ROAD), 4:00 P.M.-7:00 P.M. MONDAY THRU FRIDAY
-Y11- (TOMMYS ROAD).

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

ROAD NAME
-L- (US 13), -Y1- (NEW HOPE ROAD), AND -Y11- (TOMMYS ROAD).

HOLIDAY

- 1) FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- 2) FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00 A.M. DECEMBER 31ST TO 7:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 7:00 P.M. THE FOLLOWING TUESDAY.
- 3) FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 7:00 P.M. MONDAY.
- 4) FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 7:00 P.M. TUESDAY.
- 5) FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 7:00 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 7:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.
- 6) FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 7:00 P.M. TUESDAY.
- 7) FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY TO 7:00 P.M. MONDAY.
- 8) FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 7:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
- 9) FOR THE WINGS OVER WAYNE AIR SHOW, BETWEEN THE HOURS OF 7:00 P.M. THE FRIDAY BEFORE THE EVENT TO 6:00 A.M. THE MONDAY AFTER THE EVENT.

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

LANE AND SHOULDER CLOSURE REQUIREMENTS

D) REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED OR AS DIRECTED BY THE ENGINEER.

E) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 15 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR A LANE CLOSURE IS INSTALLED.

F) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO AN UNDIVIDED FACILITY AND WITHIN 5 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO A DIVIDED FACILITY AND WITHIN 10 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

G) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRANSPORTATION MANAGEMENT PLANS, ROADWAY STANDARD DRAWINGS, OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.

H) DO NOT WORK SIMULTANEOUSLY WITHIN 15 FT ON BOTH SIDES OF AN OPEN TRAVELWAY, RAMP, OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.

I) DO NOT INSTALL MORE THAN 1.5 MILES OF LANE CLOSURE ON N. BERKELY BLVD. MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.

J) PROVIDE TRAFFIC CONTROL FOR APPROPRIATE LANE CLOSURES FOR SURVEYING DONE BY THE DEPARTMENT.

PAVEMENT EDGE DROP OFF REQUIREMENTS

K) BACKFILL AT A 6:1 SLOPE UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN AREAS ADJACENT TO AN OPEN TRAVEL LANE THAT HAS A 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.

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

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

N) 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.

O) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRANSPORTATION MANAGEMENT PLANS.

AND

PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRANSPORTATION MANAGEMENT PLANS.

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

AND

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

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

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

TRAFFIC BARRIER

S) 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.

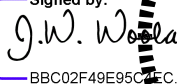
INSTALL TEMPORARY BARRIER WITH THE TRAFFIC FLOW BEGINNING WITH THE UPSTREAM SIDE OF TRAFFIC. REMOVE TEMPORARY BARRIER AGAINST THE TRAFFIC FLOW BEGINNING WITH THE DOWNSTREAM SIDE OF TRAFFIC.

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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State of North Carolina

12/4/2025

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GENERAL NOTES

GENERAL NOTES

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

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

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

TRAFFIC CONTROL DEVICES

U) WHEN LANE CLOSURES ARE NOT IN EFFECT SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER IN FEET THAN TWICE THE POSTED SPEED LIMIT (MPH), EXCEPT 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTIONS 1130 (DRUMS) AND 1135 (CONES) FOR ADDITIONAL REQUIREMENTS.

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

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

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
ALL ROADS	PAINT	TEMPORARY RAISED

Y) 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.

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

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

BB) TRACE THE (EXISTING AND/OR PROPOSED) MONOLITHIC ISLAND LOCATIONS WITH THE PROPER COLOR PAVEMENT MARKING PRIOR TO (REMOVAL AND/OR INSTALLATION). PLACE (DRUMS, CONES, OR TUBULAR MARKERS) TO DELINEATE ANY (EXISTING AND/OR PROPOSED) MONOLITHIC ISLANDS (AFTER REMOVAL AND/OR BEFORE INSTALLATION).

MISCELLANEOUS

CC) USE LAW ENFORCEMENT TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND OR INTERSECTIONS AS SHOWN IN PLANS OR DIRECTED BY THE ENGINEER.

DD) IN THE EVENT A TIE-IN CANNOT BE MADE IN ONE DAY'S 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.

EE) 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.

MISCELLANEOUS

FF) 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.).

GG) MAINTAIN VEHICULAR ACCESS TO ALL DRIVEWAYS DURING THE LIFE OF THE CONTRACT, UNLESS OTHERWISE NOTED IN THE PHASING OR DIRECTED BY THE ENGINEER. USE INCIDENTAL STONE WHEN NECESSARY.

HH) ALL DIMENSIONS AND STATIONS IN THE TRANSPORTATION MANAGEMENT PLAN AND PHASING ARE APPROXIMATE (+/-); FIELD ADJUST AS NECESSARY OR AS DIRECTED BY THE ENGINEER.

II) CHANGEABLE MESSAGE SIGN MESSAGES SHOWN ARE EXAMPLES. OTHER MESSAGES MAY BE USED AS CONDITIONS WARRANT. ALL MESSAGES AND LOCATIONS MUST BE APPROVED BY THE ENGINEER PRIOR TO INCORPORATING.

JJ) COMPLETE ANY PROPOSED OR TEMPORARY WIDENING IN SUCH A MANNER THAT PONDING OF WATER WILL NOT OCCUR IN THE TRAVEL LANE.

KK) MAINTAIN EXISTING GUARDRAIL UNTIL PROPOSED FILL SLOPES ARE COMPLETED TO THE POINT THAT FIELD CONDITIONS NO LONGER MEET GUARDRAIL WARRANTS AS DIRECTED BY THE ENGINEER.

LL) MAINTAIN ALL EXISTING SIGNING ON PROJECT (WARNING, REGULATORY AND GUIDE SIGNS). WHERE CONSTRUCTION AFFECTS THE LOCATION OF A SIGN, RELOCATE AS NECESSARY, OR INSTALL REPLACEMENT SUCH THAT THE FUNCTION OF THE SIGN IS MAINTAINED AT ALL TIMES. DURING RELOCATION OF STOP SIGNS PROVIDE FLAGGERS WITH "FLAGGER AHEAD" (W20-7a) AND "BE PREPARED TO STOP" (W3-4) SIGNS AS NECESSARY TO MAINTAIN INTERSECTION TRAFFIC.

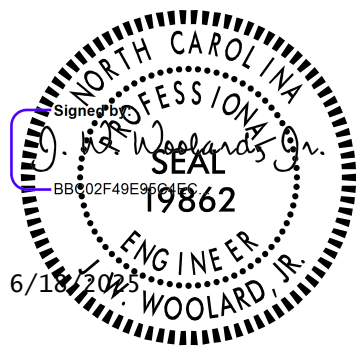
MM) DRAINAGE CONSTRUCTION SHOWN IN THE TRANSPORTATION MANAGEMENT PLAN IS A GENERAL REPRESENTATION OF WORK TO BE PERFORMED DURING A PARTICULAR PHASE OF CONSTRUCTION. REFER TO THE ROADWAY PLANS FOR DRAINAGE ITEMS. IN THE EVENT THERE IS A DISCREPANCY BETWEEN WHAT IS SHOWN IN THE TRANSPORTATION MANAGEMENT PLAN AND THE ROADWAY PLAN, THE ROADWAY PLAN SHALL GOVERN OVER THE TRANSPORTATION MANAGEMENT PLAN.

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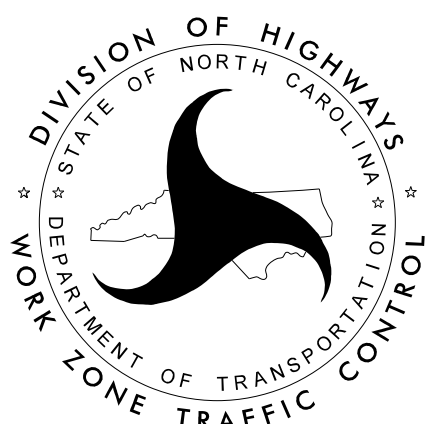


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GENERAL NOTES

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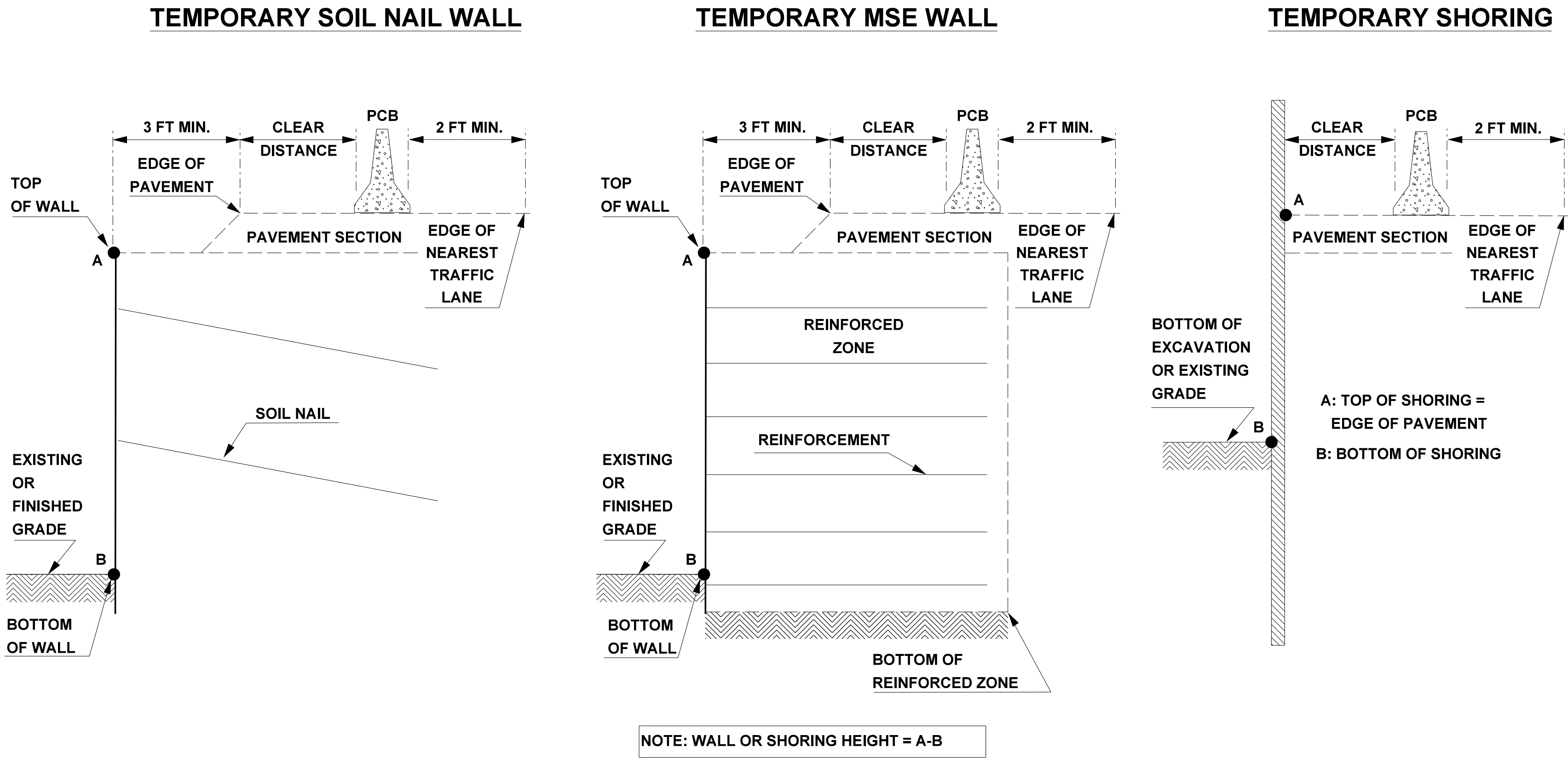


FIGURE A

NOTES

- 1- REFER TO THE TRAFFIC CONTROL PLANS FOR TEMPORARY SHORING LOCATIONS AND NOTES.
- 2- REFER TO THE "TEMPORARY SHORING" STANDARD PROVISION FOR INFORMATION ABOUT TEMPORARY SHORING AND PORTABLE CONCRETE BARRIER (PCB).
- 3- PCB IS REQUIRED IF TEMPORARY SHORING/WALL 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 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/WALLS 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- 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 OR APPROVED BY THE ENGINEER.
- 8- 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 THIS MINIMUM REQUIRED DISTANCE IS NOT AVAILABLE, CONTACT THE ENGINEER.
- 9- TABLE SHOWN IN FIGURE B IS BASED ON NCDOT RESEARCH PROJECT NO. 2005-010 WITH VEHICLE TYPE USED FOR NCHRP 350 CRASH TESTS.

PROJ. REFERENCE NO.	SHEET NO.
U-3609B	TMP-1E

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
	Concrete	50-56	32	36	42	44	47	50
		>56	32	36	42	45	47	51
		<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
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

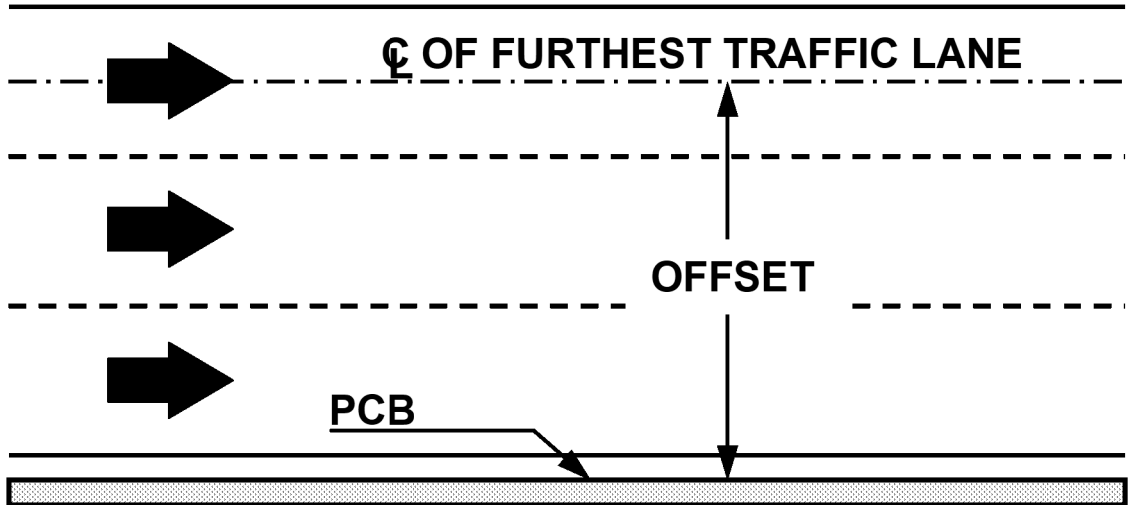


FIGURE B

DETAIL PROVIDED
BY NCDOT

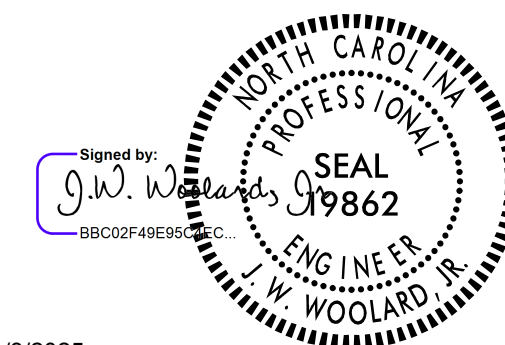


PORTABLE CONCRETE
BARRIER AT
TEMPORARY SHORING
LOCATIONS

PROJ. REFERENCE NO.	SHEET NO.
U-3609B	TMP-1D

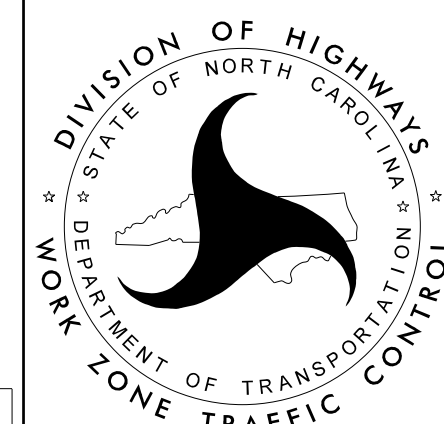
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SPECIAL SIGN DESIGNS

PROJ. REFERENCE NO.	SHEET NO.
U-3609B	TMP-1F

TEMPORARY SHORING LOCATION NO. 01

SEE SHEET TMP-3A

ESTIMATED QUANTITY = 253.8 SF

-Y1- STA. 18+90, 24.0' LT TO -Y1- STA. 18+87, 52.0' LT
LENGTH=28.2' AVERAGE HEIGHT = 9.0' MAX HEIGHT = 9.0'

TEMPORARY SHORING LOCATION NO. 02

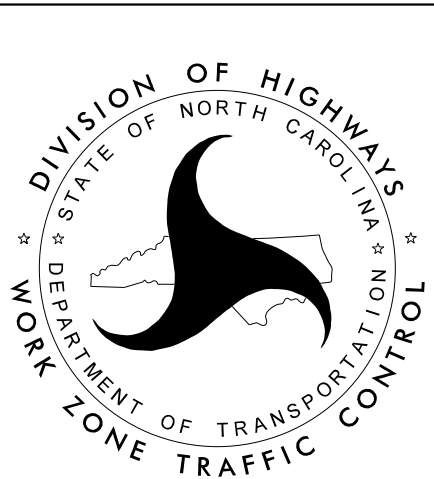
SEE SHEET TMP-3A

ESTIMATED QUANTITY = 189.9 SF

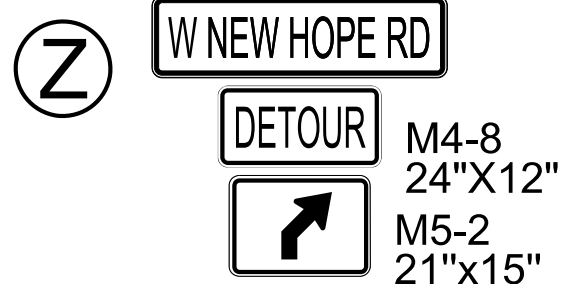
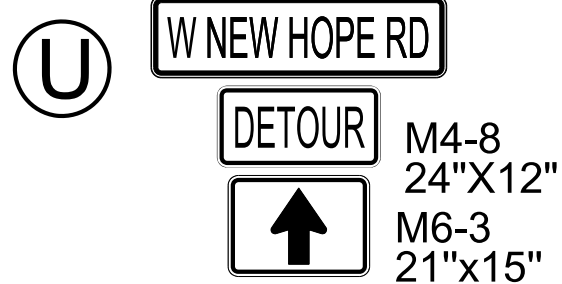
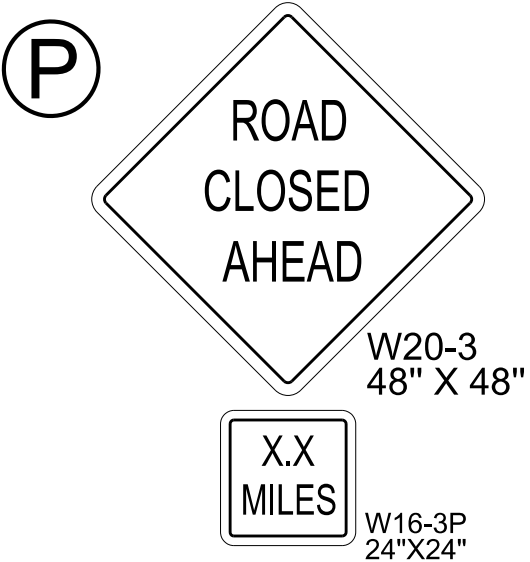
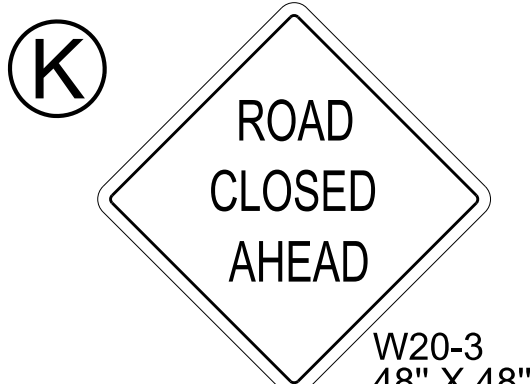
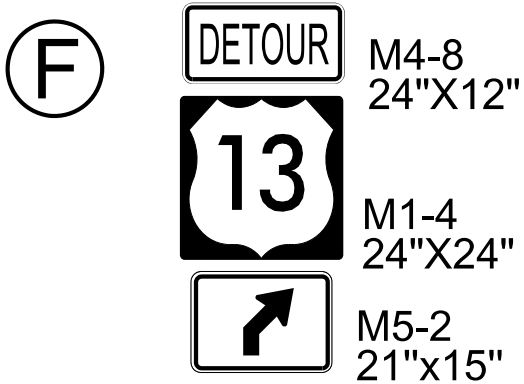
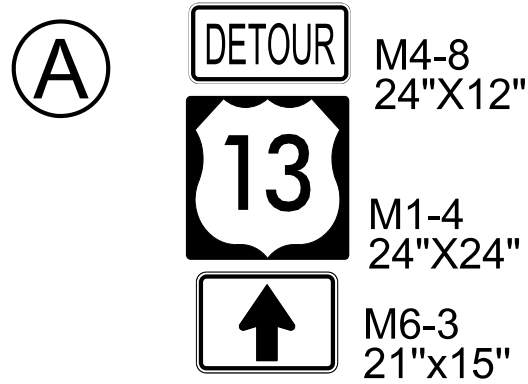
-L- STA. 17+69, 50.0' LT TO -L- STA. 17+80, 32.0' LT
LENGTH=21.1' AVERAGE HEIGHT = 9.0' MAX HEIGHT = 9.0'

1. FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.
2. BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.
3. DESIGN TEMPORARY SHORING FROM STATION 18+90, 24 FT LT TO STATION 18+87 52 FT LT (NO.1) AND 17+69, 50 FT LT TO STATION 17+80, 32 FT LT (NO.2) FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:
UNIT WEIGHT, (γ) = 120 LB/CF
FRICTION ANGLE, (ϕ) = 30 DEGREES
COHESION, (c) = 0 LB/SF
GROUNDWATER ELEVATION = 131.0 FT
4. LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION 18+90, 24 FT LT TO STATION 18+87, 52 FT LT (NO.1) AND 17+69, 50 FT LT TO STATION 17+80, 32 FT LT (NO.2). THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.
5. DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 18+90, 24 FT LT TO STATION 18+87 52 FT LT (NO.1) AND 17+69, 50 FT LT TO STATION 17+80, 32 FT LT (NO.2).
6. AT THE CONTRACTOR'S OPTION, USE STANDARD SHORING FOR TEMPORARY SHORING FROM STATION 18+90, 24 FT LT TO STATION 18+87, 52 FT LT (NO.1) AND 17+69, 50 FT LT TO STATION 17+80, 32 FT LT (NO.2). SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

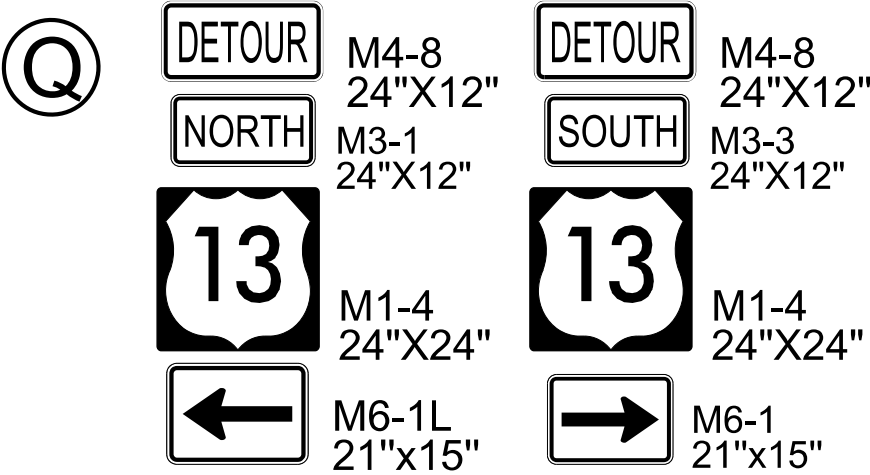
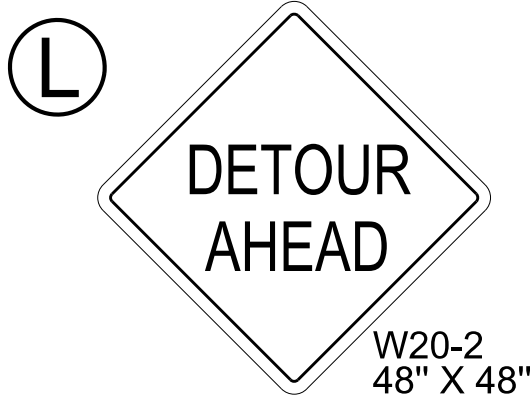
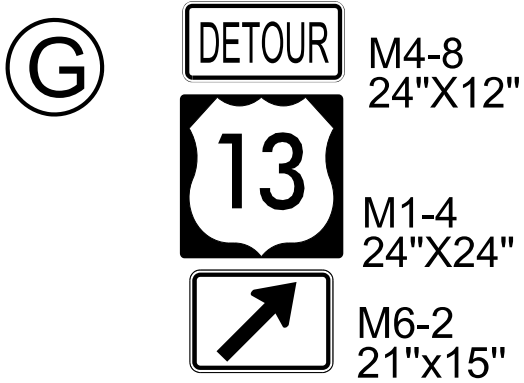
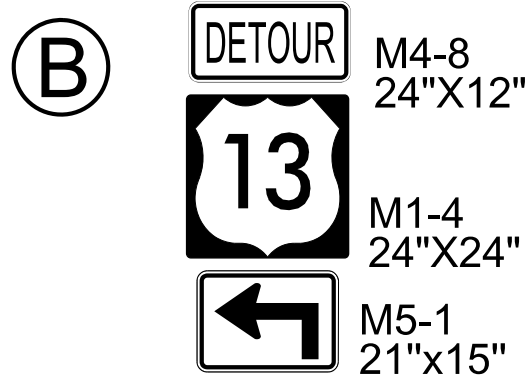
THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEER. THE DOCUMENT WAS SUBMITTED TO STANTEC CONSULTING ON (NOV 10, 2025) AND SEALED BY A PROFESSIONAL ENGINEER, (W. SCOTT HUNSBERGER), LICENSE #36283.



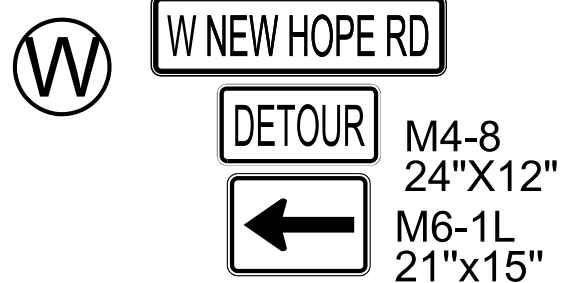
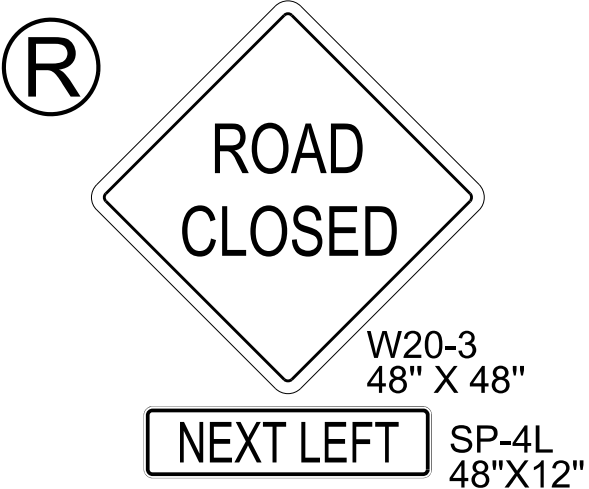
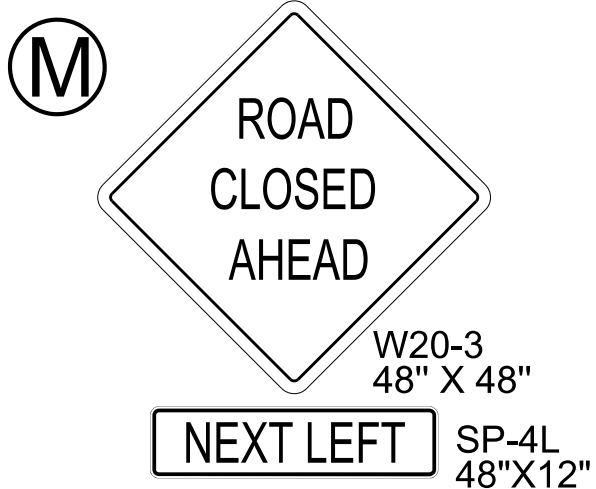
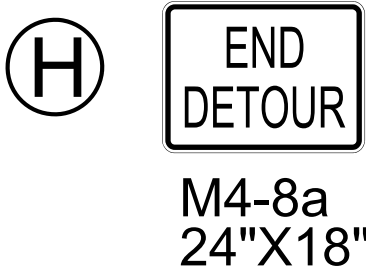
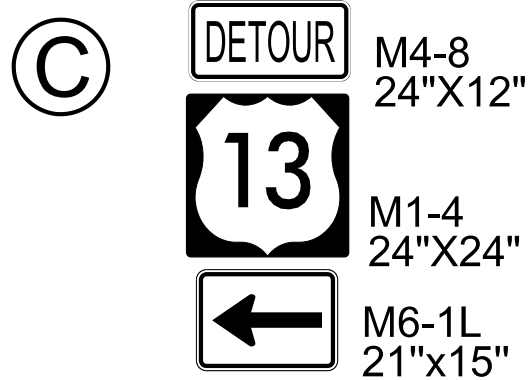
TEMPORARY
SHORING
NOTES



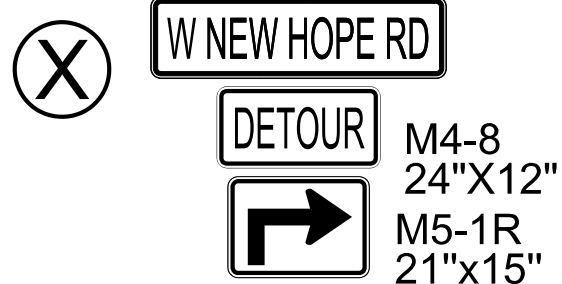
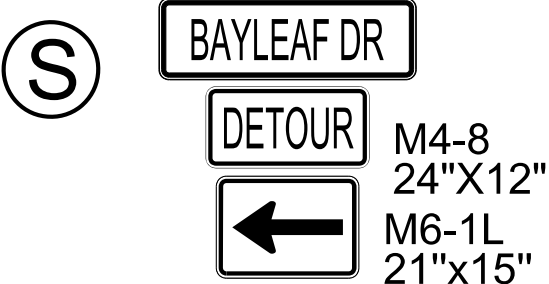
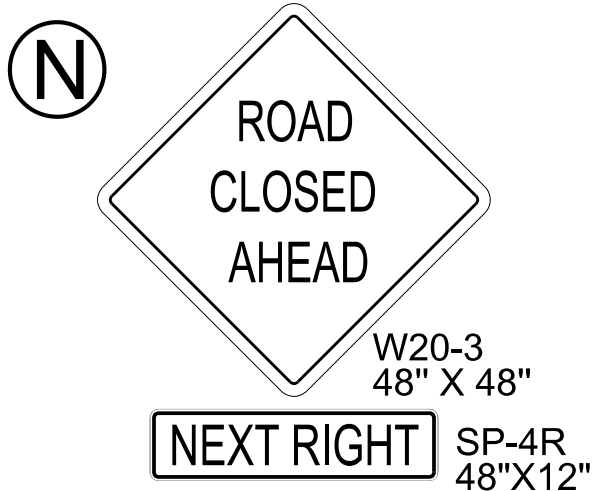
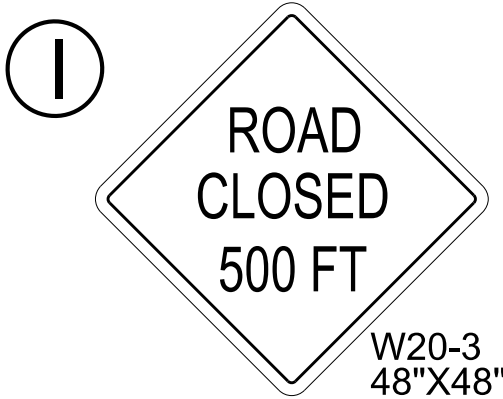
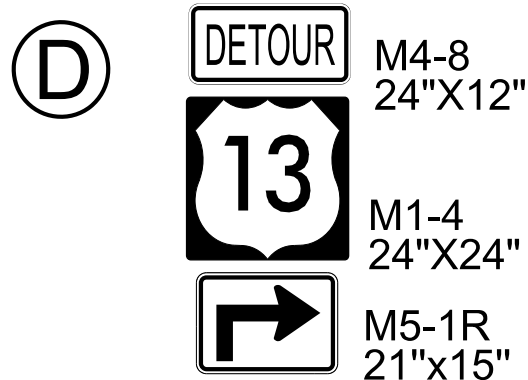
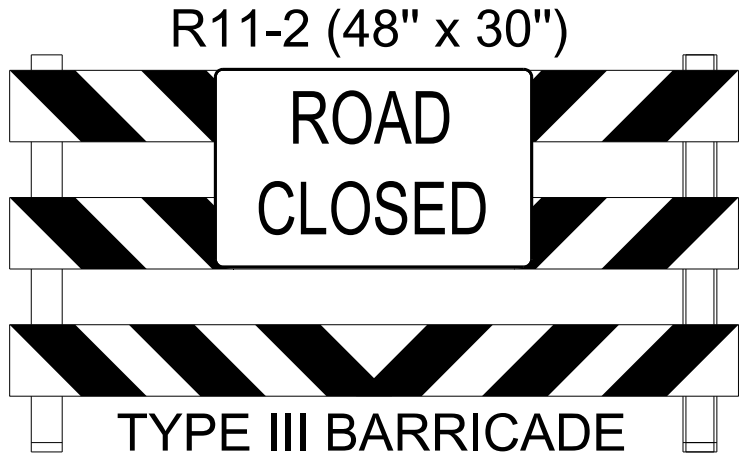
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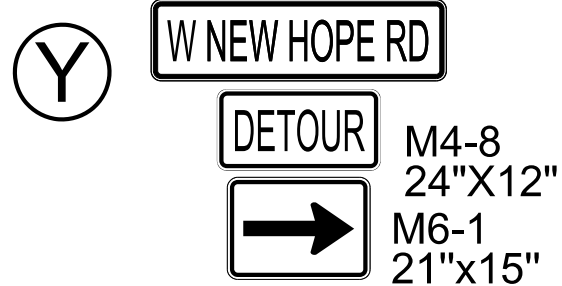
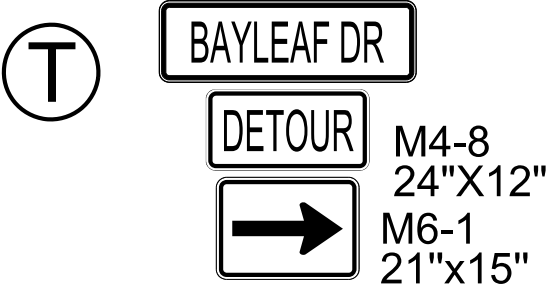
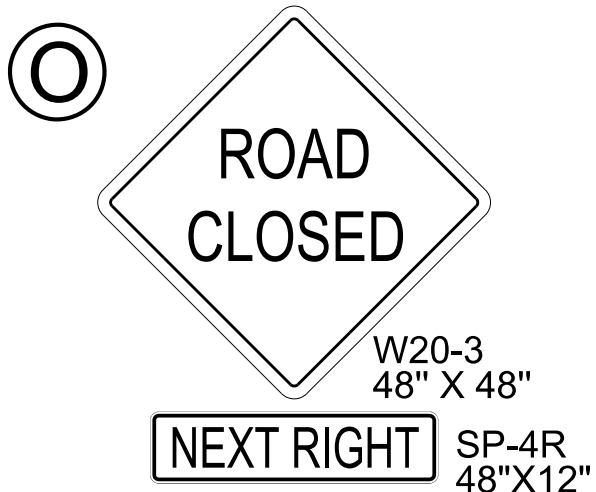
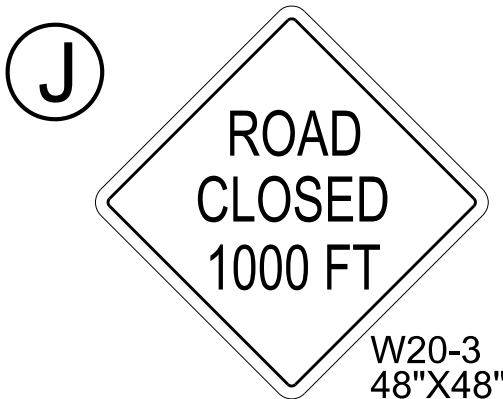
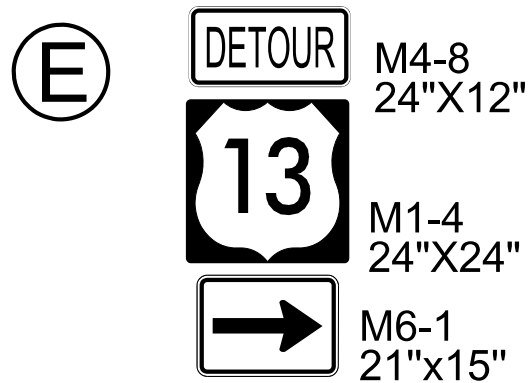
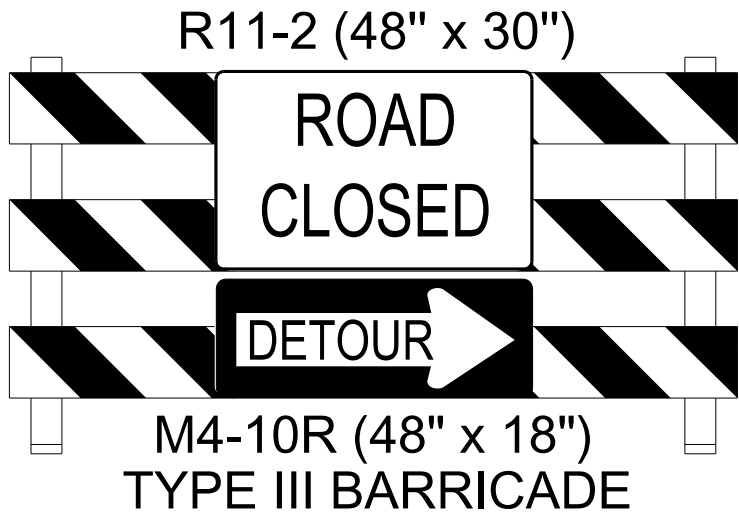
X2



X3



X4



CMS
1

MESSAGE PRIOR TO CLOSING

CHANGEABLE MESSAGE SIGN

(ROAD)
WILL BE
CLOSED

STARTING
(DAY)
(TIME)

MESSAGE DURING CLOSING

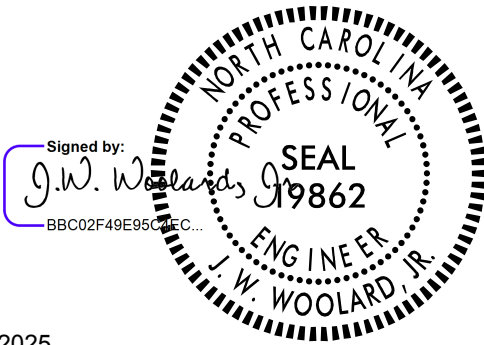
CHANGEABLE MESSAGE SIGN

(ROAD)
CLOSED
XX MI

FOLLOW
POSTED
DETOUR

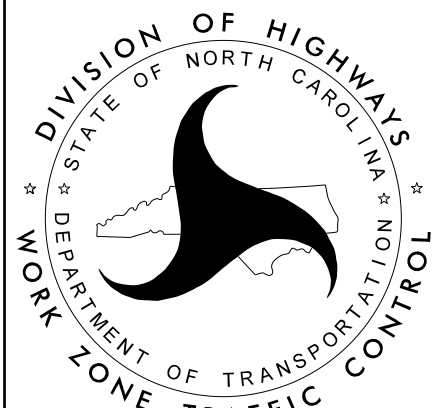


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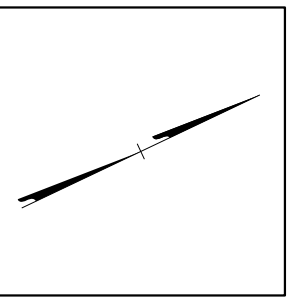


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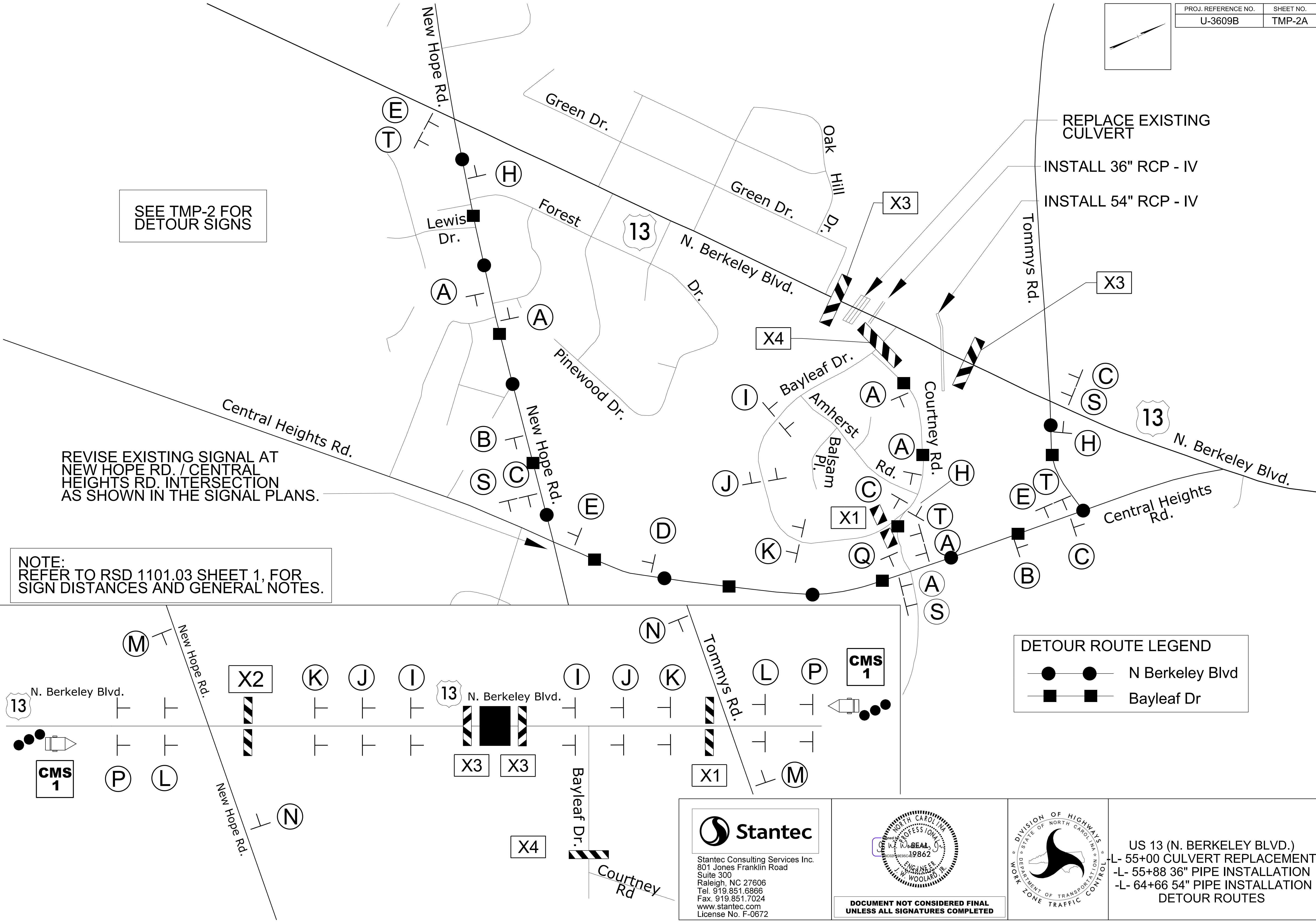
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US 13 (BERKELEY BLVD.)
W. NEW HOPE RD
DETOUR SIGNS



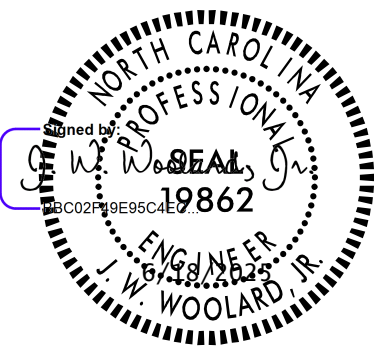
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U-3609B	TMP-2A



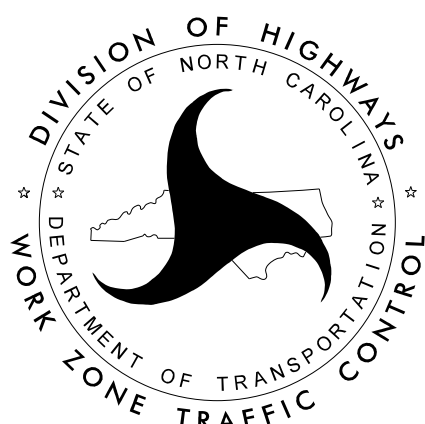
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dortchardson



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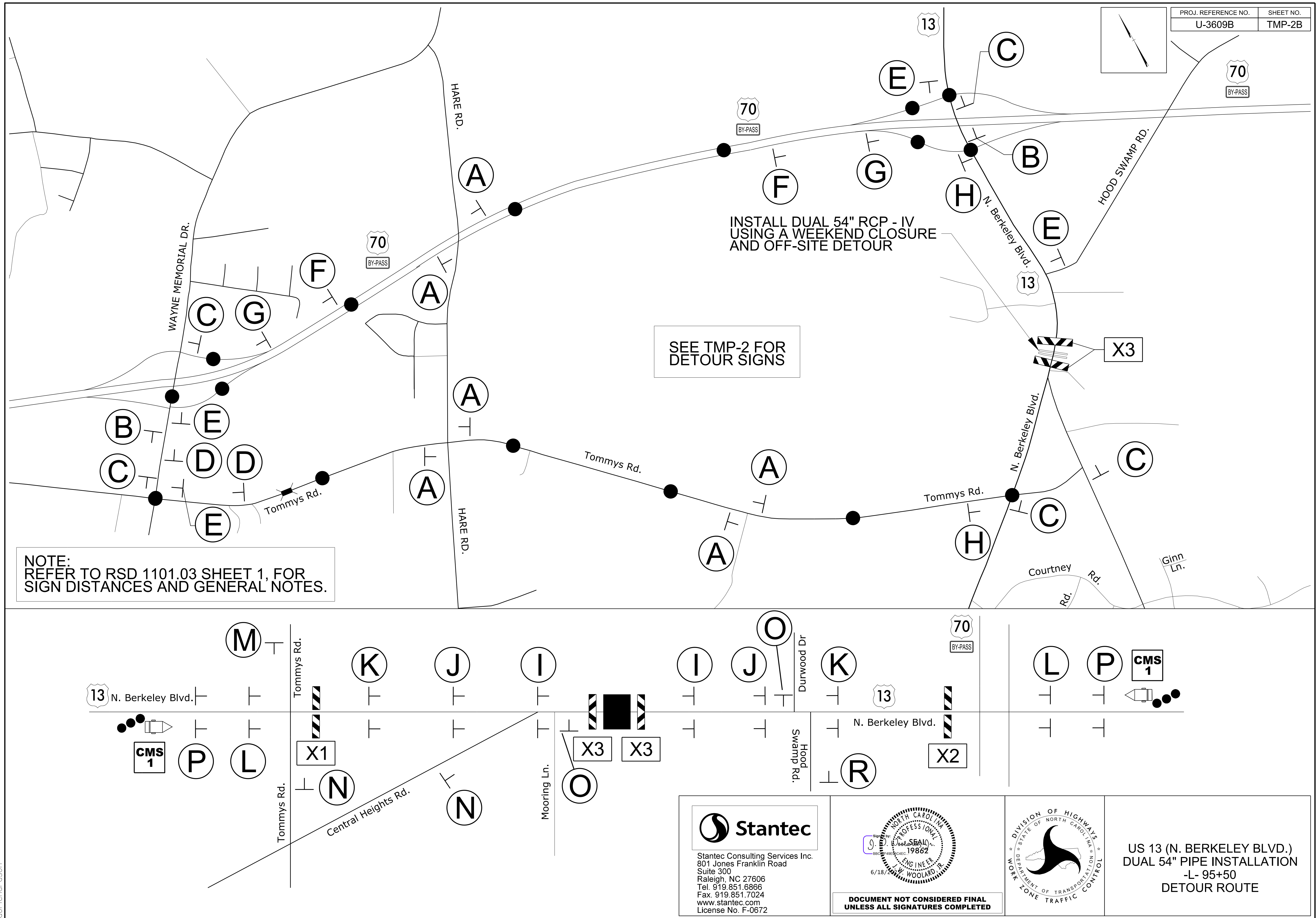
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US 13 (N. BERKELEY BLVD.)

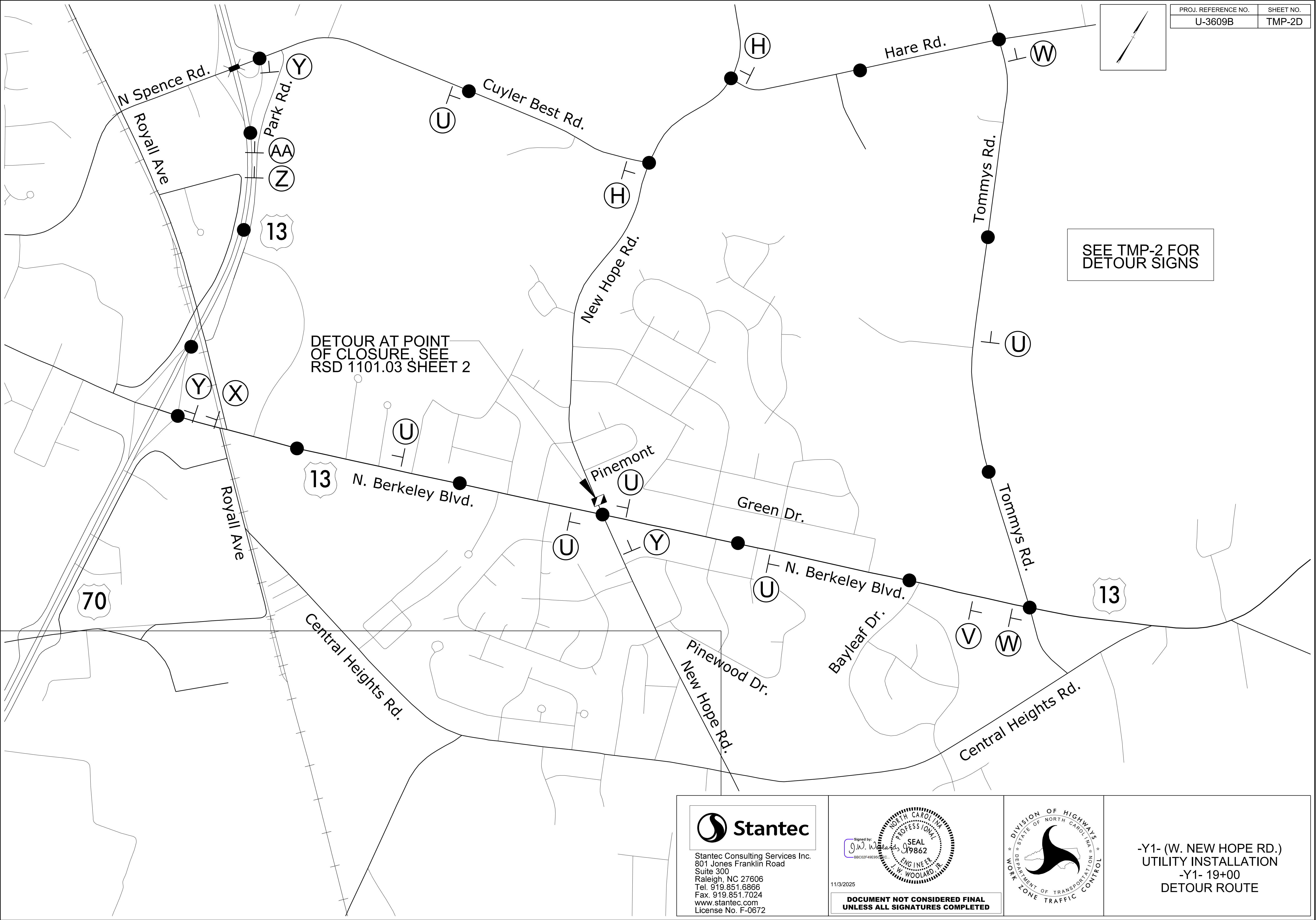
- L- 55+00 CULVERT REPLACEMENT
- L- 55+88 36" PIPE INSTALLATION
- L- 64+66 54" PIPE INSTALLATION

DETOUR ROUTES





11/3/2025
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angood



PHASE I

PRIOR TO BEGINING ANY CONSTRUCTION, INSTALL WORK ZONE ADVANCE WARNING SIGNS PER ROADWAY STANDARD DRAWING 1101.01, SHEET 3 ON ALL ROADS.

ICT
COMPLETE THE WORK OF PHASE I STEP 0 IN 240 CONSECUTIVE HOURS. SEE LIQUIDATED DAMAGES.

STEP 0 (TMP-3A):

- A) CLOSE -Y1- (W. NEW HOPE RD) AND SB -L- THRU/RIGHT LANE AS SHOWN ON TMP-3A, PLACE TRAFFIC ON OFF-SITE DETOUR SHOWN ON TMP-2D.
- B) REPLACE WATERLINE AT NORTHEAST CORNER OF -L- AND -Y1- (STA.19+00) AS SHOWN IN THE CONSTRUCTION PLANS.
- E) REPLACE/WEDGE PAVEMENT FROM -Y1- STA. 19+00. PLACE MARKINGS IN THE EXISTING PATTERN AND REOPEN -Y1- (W NEW HOPE RD) TO TRAFFIC.

ICT

COMPLETE THE WORK OF PHASE I STEP 1 IN 90 CONSECUTIVE CALENDAR DAYS. SEE LIQUIDATED DAMAGES.

STEP 1 (TMP-4):

- A) CLOSE -L- (US 13) AND -Y9A- (BAYLEAF DR) AND PLACE TRAFFIC ON OFF-SITE DETOUR SHOWN ON TMP-2A.
- B) REPLACE CULVERT AT -L- STA.55+00 AS SHOWN IN THE CONSTRUCTION PLANS.
- C) INSTALL 36" RCP-IV PIPE AT -L- STA. 55+88 AS SHOWN IN THE CONSTRUCTION PLANS.
- D) INSTALL 54" RCP-IV PIPE AT -L- STA. 64+66 AS SHOWN IN THE CONSTRUCTION PLANS.
- E) REPLACE/WEDGE PAVEMENT FROM -L- STA. 50+00 TO -L- STA. 60+00 TO ACHIVE MINIMUM COVER OVER CULVERT. PLACE MARKINGS IN THE EXISTING PATTERN AND REOPEN -L- (US 13) AND -Y9A- (BAYLEAF DR) TO TRAFFIC.

STEP 2 (TMP-5 THRU TMP-17)

NOTE: STEPS 2A AND 2B MAY BE CONSTRUCTED CONCURRENTLY OR SEPERATELY.

A- CONSTRUCT THE FOLLOWING LOCATIONS AS FOLLOWS:

ICT
EACH OF THE FOLLOWING LOCATIONS (1 AND 2) MUST BE CONSTRUCTED BETWEEN THE FOLLOWING HOURS:

FRIDAY AT 7:00 PM TO THE FOLLOWING MONDAY AT 6:00 AM
SEE ICT FOR LIQUIDATED DAMAGES

LOCATION 1- 2-54" PIPES AT -L- 95+50 (SEE TMP-2B FOR DETOUR ROUTE)
LOCATION 2- 2-36" PIPES AT -Y20- 15+00 (SEE TMP-2C FOR DETOUR ROUTE)

NOTE: THESE LOCATIONS (1-2) MAY NOT BE CONSTRUCTED CONCURRENTLY. BOTH LOCATIONS MUST BE CONSTRUCTED INDIVIDUALLY.

PHASE I CONT.

B- USING RSD 1101.02, SHEETS 1 AND 2 WHERE NECESSARY, BEGIN CONSTRUCTION OF THE FOLLOWING, UP TO, BUT NOT INCLUDING, THE FINAL LAYER OF SURFACE COURSE (WEDGE AND RESURFACE EXISTING PAVEMENT AS NECESSARY TO MAINTAIN TRAFFIC) AS SHOWN ON TMP-5 THRU TMP-17:

-L- FROM 14+05±TO 47+00± AND 63+00± TO 125+00±
-Y1-, -Y3-, -Y4-, -Y5-, -Y6-, -Y7-, -Y10-, -Y11-, -Y12-, -Y14-, -Y15-, -Y19-, -Y20-

NOTE: REPLACE MARKINGS AFTER WEDGING OPERATIONS WITH TEMPORARY MARKINGS AND MARKERS AT THE END OF EACH WORKDAY TO MAINTAIN TRAFFIC IN EXISTING PATTERN.

- SET UP BARRICADES AND CLOSE -Y8- TO TRAFFIC. CONSTRUCT -Y8- UP TO, BUT NOT INCLUDING, THE FINAL LAYER OF SURFACE COURSE. SEE TMP-8.

PHASE II

STEP 1 (TMP-18 THRU TMP-20)

SHIFT -Y11-, -Y12- AND -Y13- AS FOLLOWS:

- A- USING RSD 1101.02 SHEET 1, WHERE NECESSARY, COMPLETE CONSTRUCTION OF -Y11- AND -Y12- UP TO, BUT NOT INCLUDING, THE FINAL LAYER OF SURFACE COURSE.
- B- INSTALL TEMPORARY MARKINGS AND MARKERS ONTO -Y11- AND -Y12- AS MUCH AS POSSIBLE AWAY FROM TRAFFIC WITH TEMPORARY MARKINGS AND MARKERS
- C- USING RSD 1101.02, SHEET 1, INSTALL TEMPORARY MARKINGS AND MARKERS ONTO -Y11- AND -Y12- AND SIMULTANEOUSLY SHIFT TRAFFIC TO PATTERN SHOWN ON TMP-18 AND TMP-19
- D- CLOSE -Y13- AS SHOWN ON TMP-19 AND TMP-20 TO TRAFFIC AND CONSTRUCT REMAINING AREAS OF -Y11-, -Y12- AND -Y13-

STEP 2 (TMP-18 THRU TMP-20)

- USING RSD 1101.02, SHEETS 1 AND 2 WHERE NECESSARY, COMPLETE CONSTRUCTION OF THE FOLLOWING, UP TO, BUT NOT INCLUDING, THE FINAL LAYER OF SURFACE COURSE BEGAN IN PHASE I, STEP 2B:

-L- FROM 14+05±TO 125+00±
-Y1-, -Y3-, -Y4-, -Y5-, -Y6-, -Y7-, -Y10-, -Y14-, -Y15-, -Y19-, -Y20-

STEP 3:

- USING LAW ENFORCEMENT TO DIRECT TRAFFIC, RSD 1101.02, SHEET 2 WHERE NECESSARY, INSTALL AND COVER TEMPORARY SIGNALS AS SHOWN ON TMP-21, TMP-25, AND TMP-28

PHASE III

STEP 1

SHIFT TRAFFIC AS FOLLOWS:

A- INSTALL TEMPORARY MARKINGS AND MARKERS ONTO ALL NEWLY CONSTRUCTED LANES AS MUCH AS POSSIBLE AWAY FROM TRAFFIC

(NOTE - STEPS B AND C SHALL BE DONE IN A SINGLE WORK PERIOD)

- B- USING RSD 1101.02, SHEETS 1 AND 2 WHERE NECESSARY, INSTALL TEMPORARY MARKINGS AND MARKERS ONTO -L- US 13 AND ALL Y LINES AND SIMULTANEOUSLY SHIFT TRAFFIC TO PATTERNS SHOWN ON TMP-21 THRU TMP-33
- C- USING LAW ENFORCEMENT TO DIRECT TRAFFIC, UNCOVER AND ACTIVATE ALL TEMPORARY SIGNALS. COVER AND REMOVE ALL EXISTING SIGNALS.

STEP 2 (TMP-21 THRU TMP-33)

- USING RSD 1101.02, SHEETS 1 AND 2 WHERE NECESSARY, CONSTRUCT ALL CONCRETE ISLANDS
- USING LAW ENFORCEMENT TO DIRECT TRAFFIC, AND/OR RSD 1101.02, SHEET 2 WHERE NECESSARY, INSTALL AND COVER FINAL SIGNALS

STEP 3

USING RSD 1101.02, SHEETS 14 AND 15, CONSTRUCT AS FOLLOWS:

- A- PLACE THE FINAL LAYER OF SURFACE COURSE
- B- INSTALL FINAL PAVEMENT MARKINGS AND SIMULTANEOUSLY SHIFT TRAFFIC TO FINAL PATTERN. SEE PM PLANS.
- C- USING LAW ENFORCEMENT TO DIRECT TRAFFIC, UNCOVER AND ACTIVATE ALL FINAL SIGNALS. COVER AND REMOVE ALL TEMPORARY SIGNALS.
- D- REMOVE ALL TRAFFIC CONTROL DEVICES

PHASING



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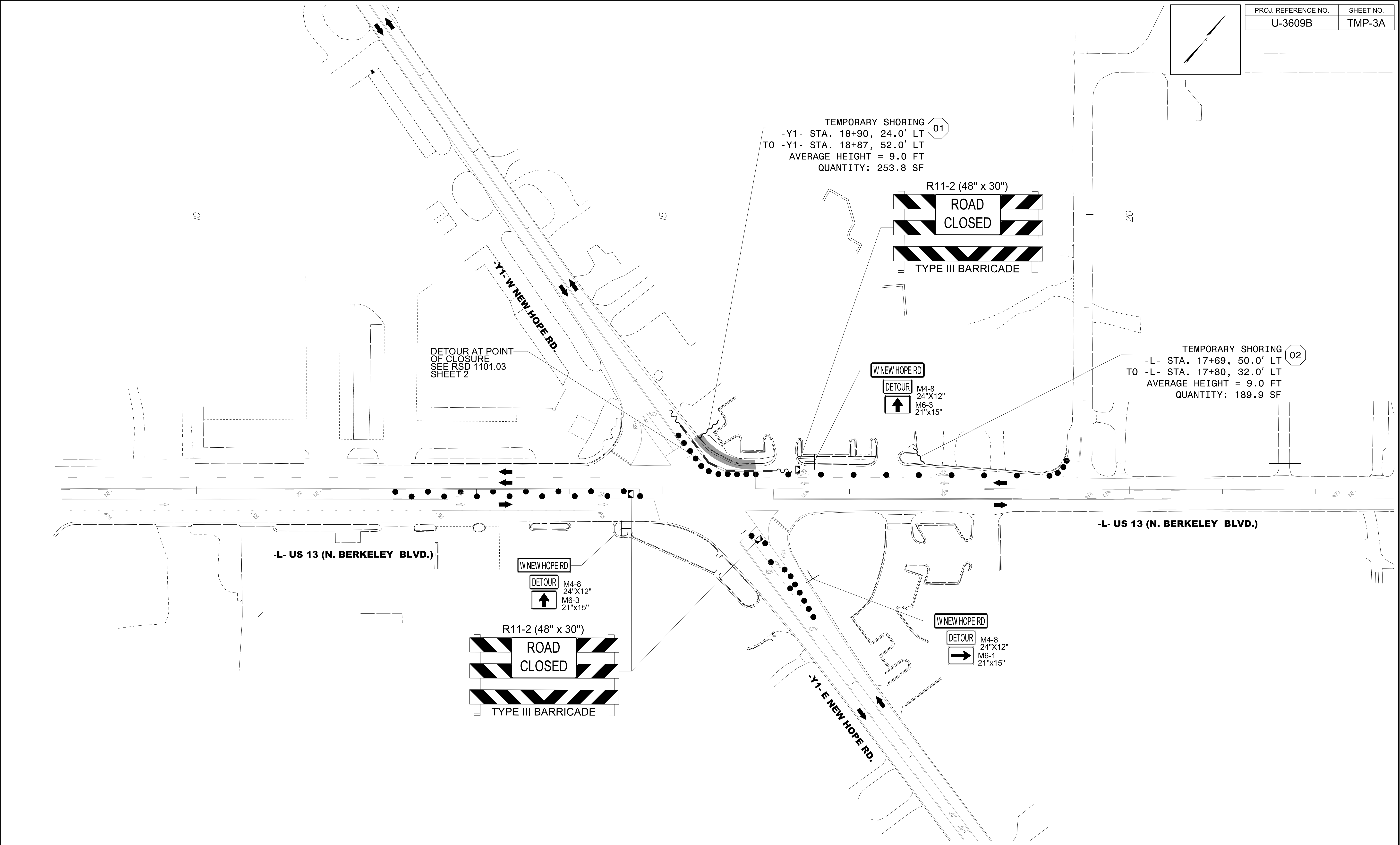
Signed by: *J.W. Woolard*
SEAL
19862
ENGINEER
J.W. WOOLARD, P.E.
12/17/2025

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

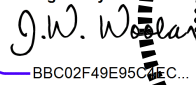
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angood





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Signed by:

SBC02F49E93C

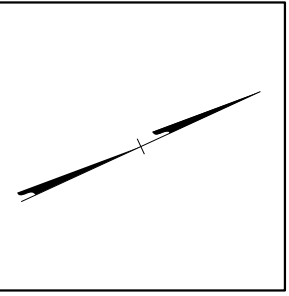


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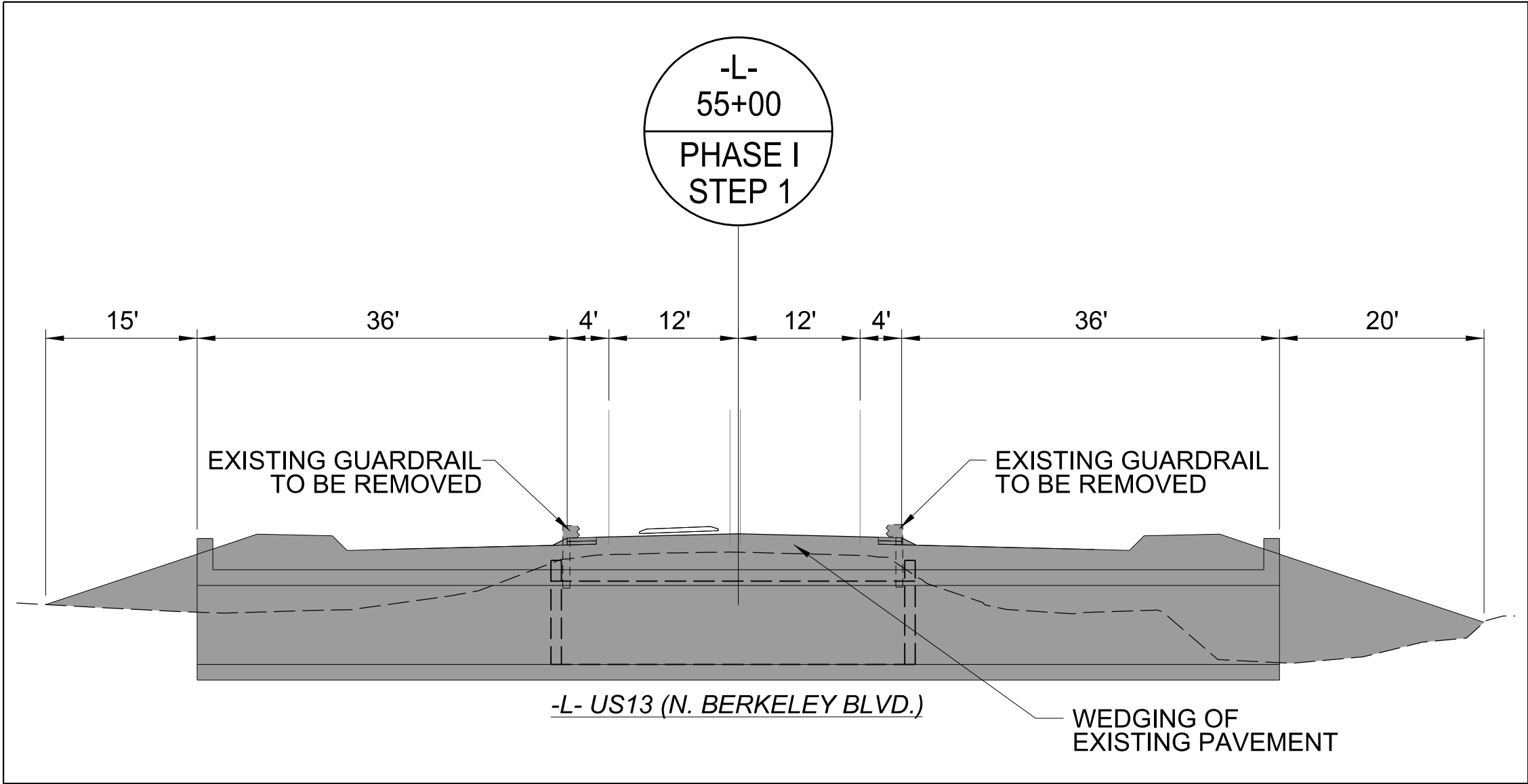
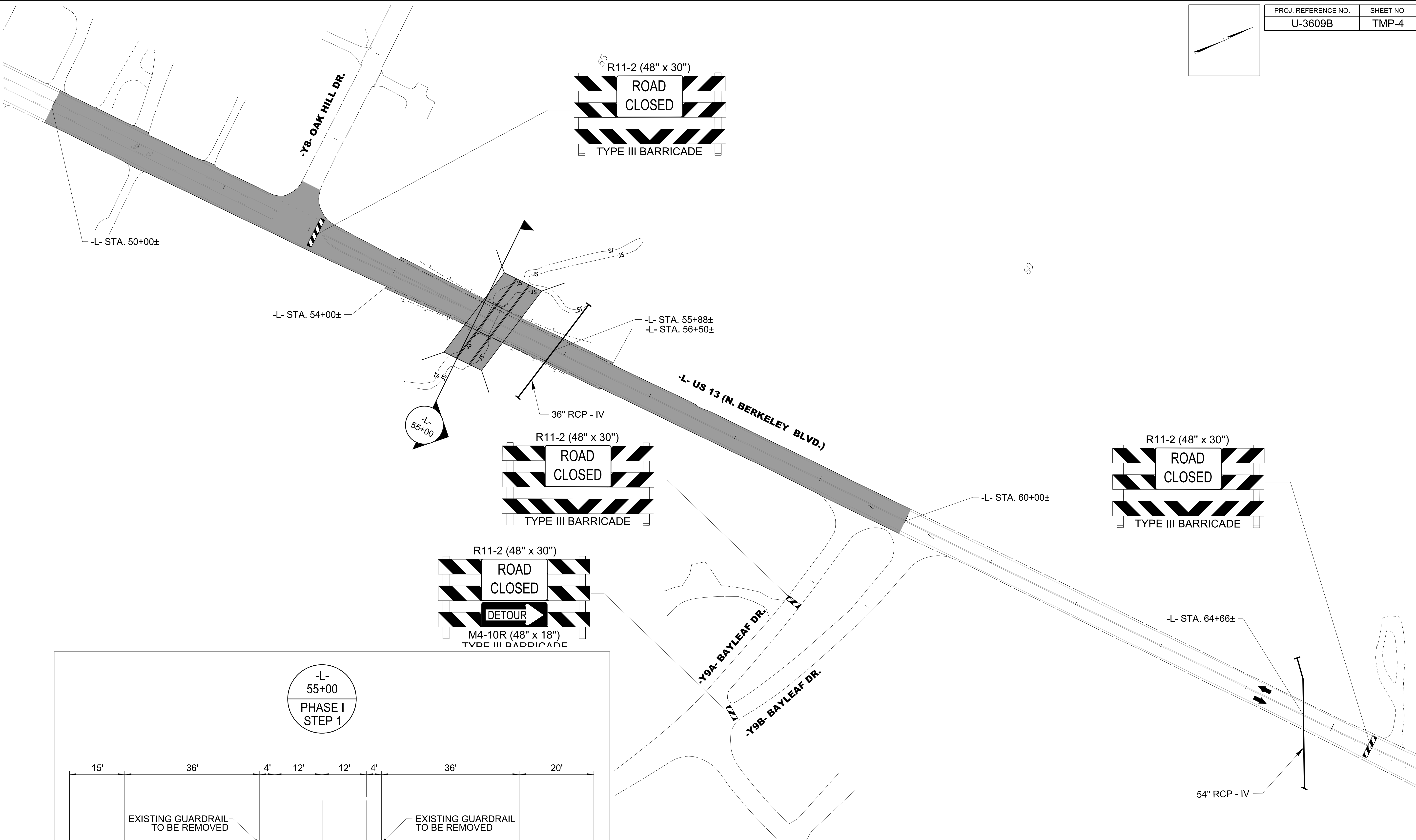
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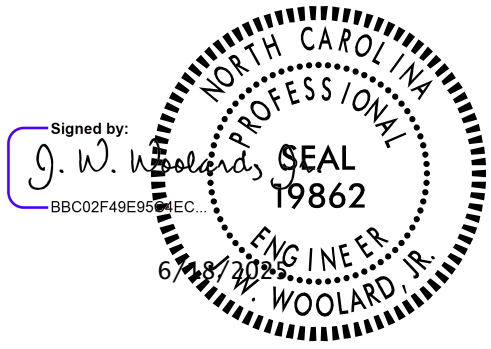
U-3609B
PHASE I
STEP 0



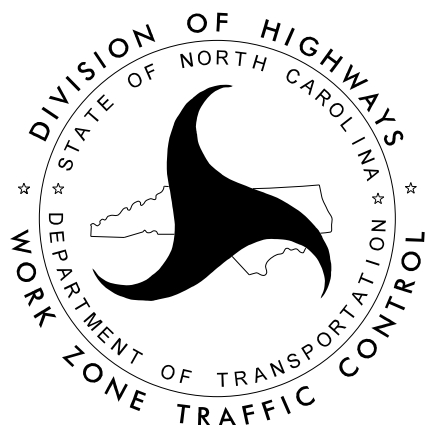
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U-3609B	TMP-4



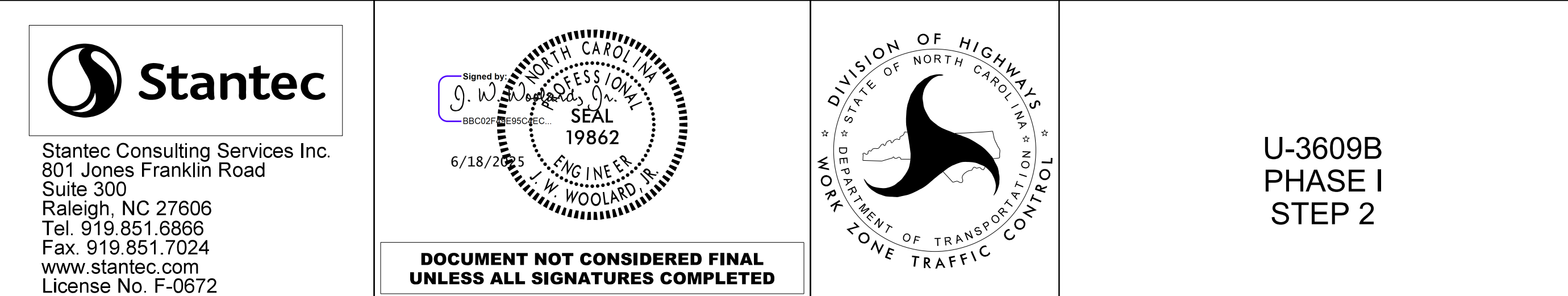
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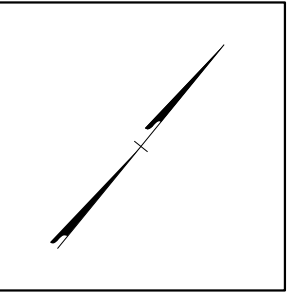


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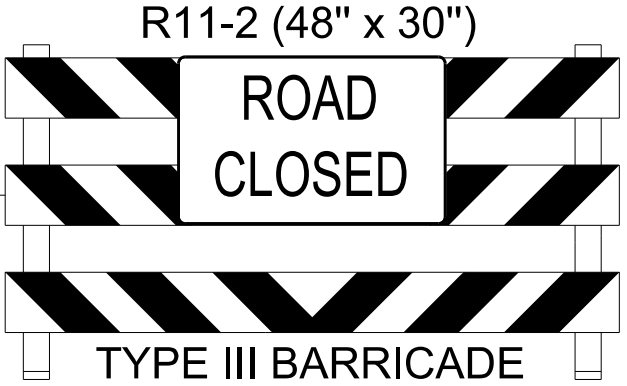
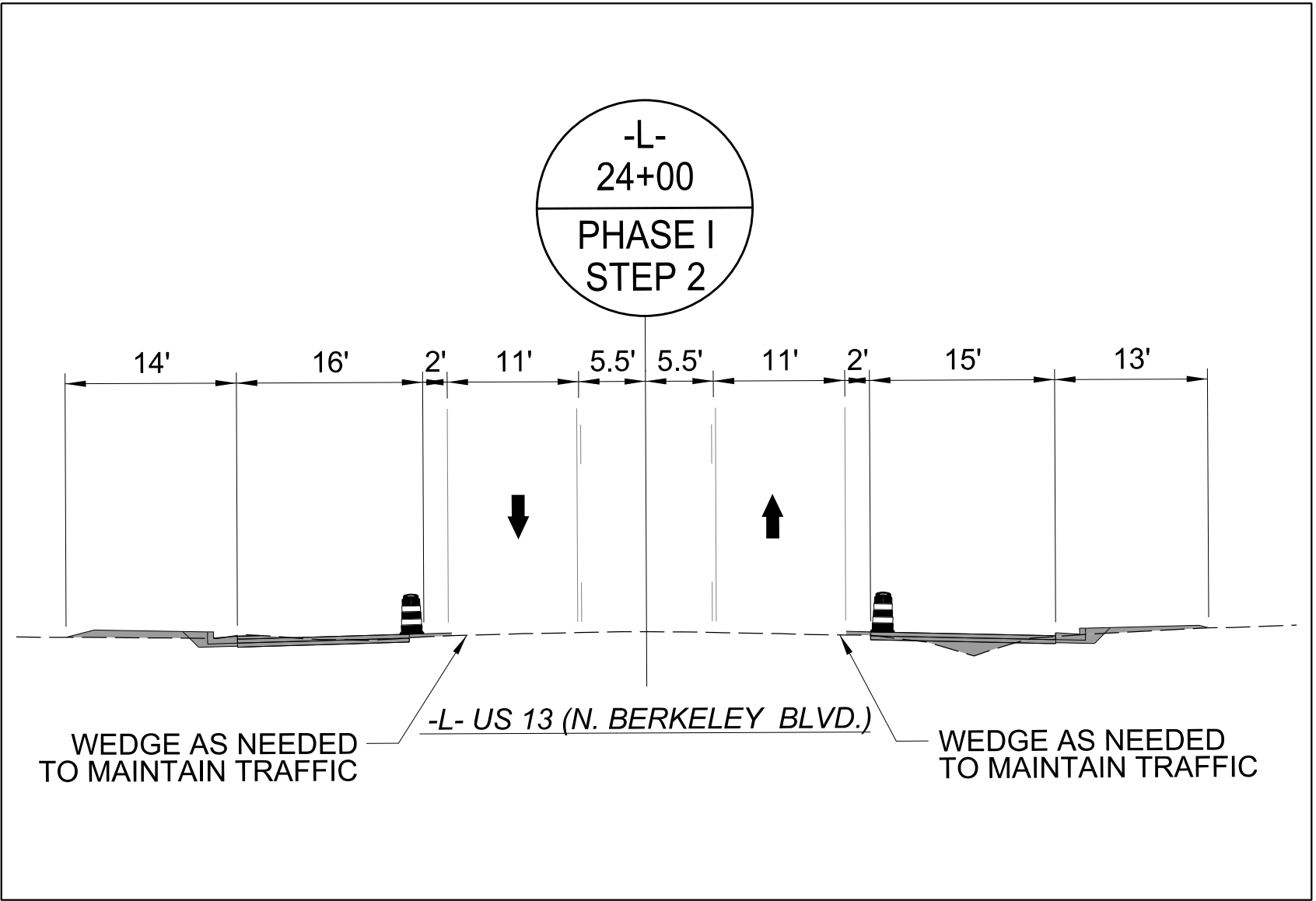
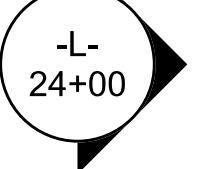
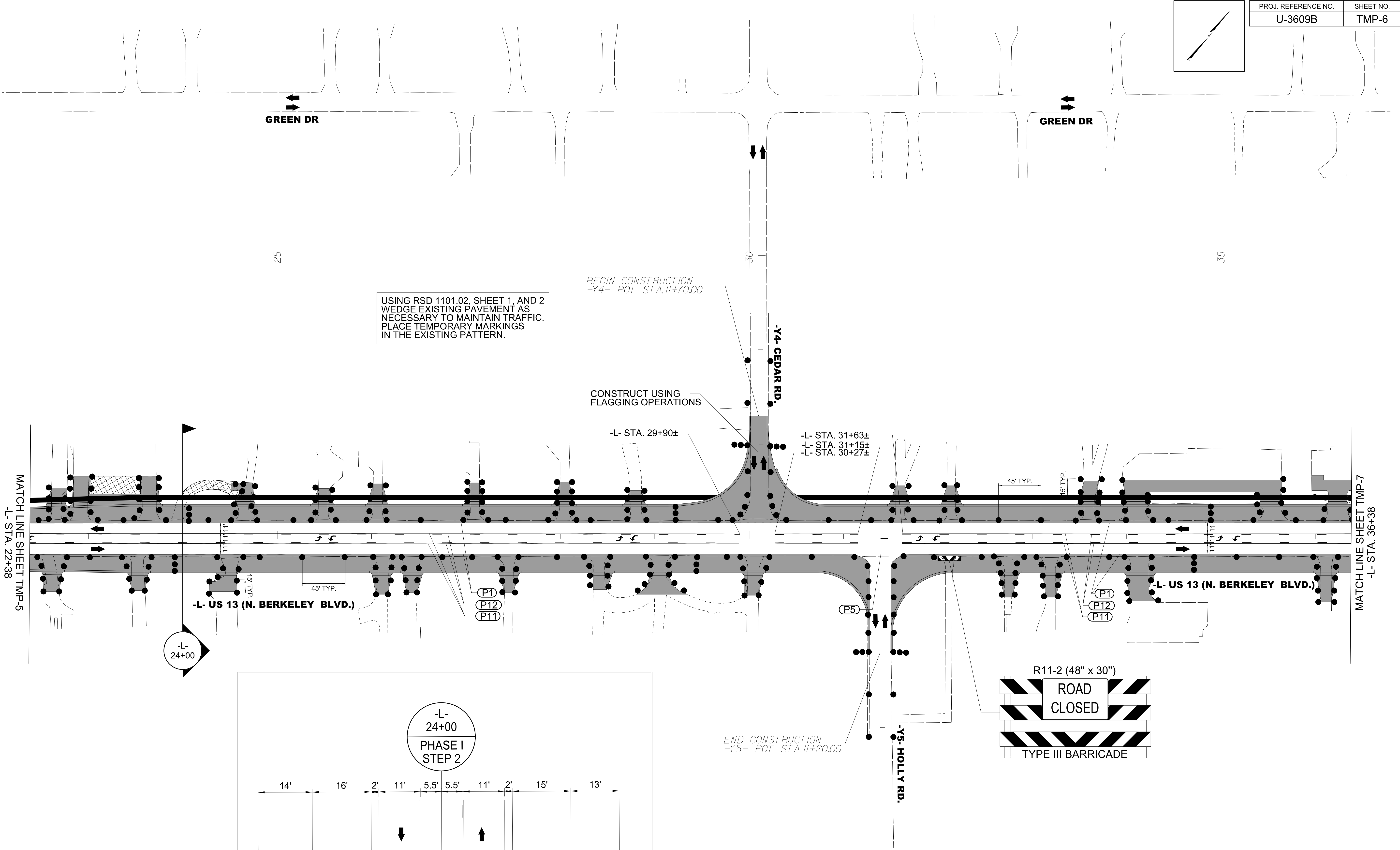


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STEP 1





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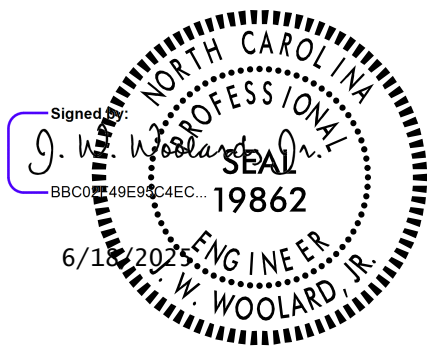


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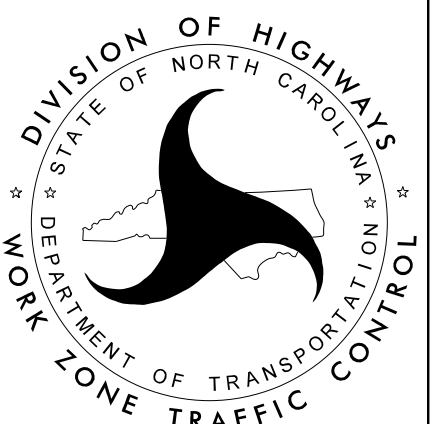
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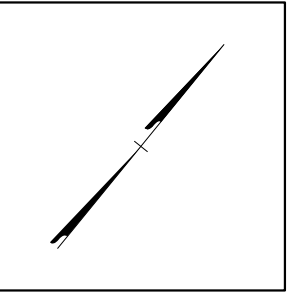


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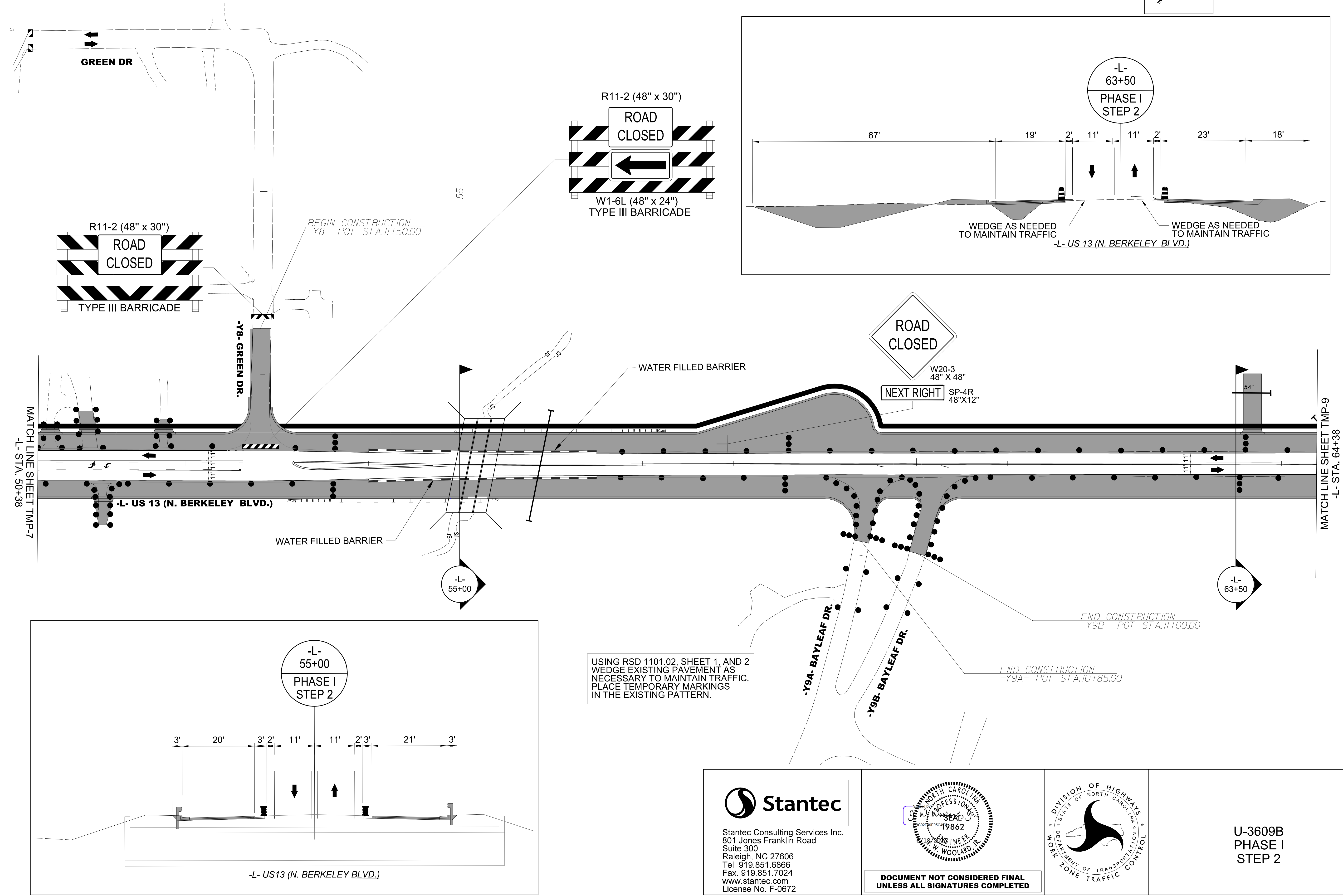


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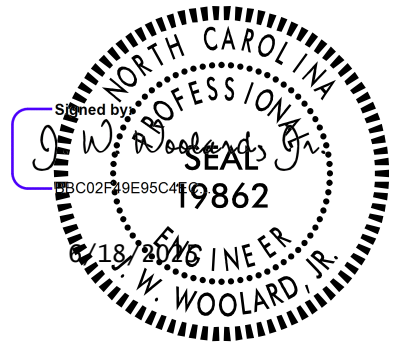
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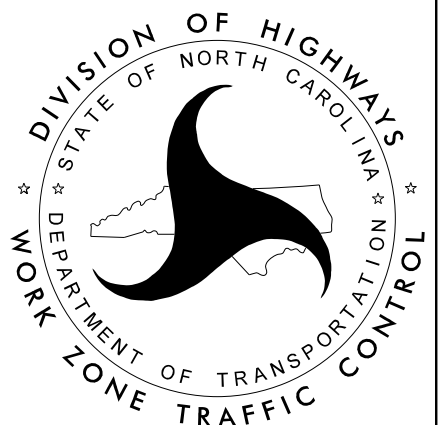
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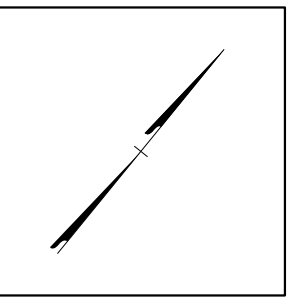
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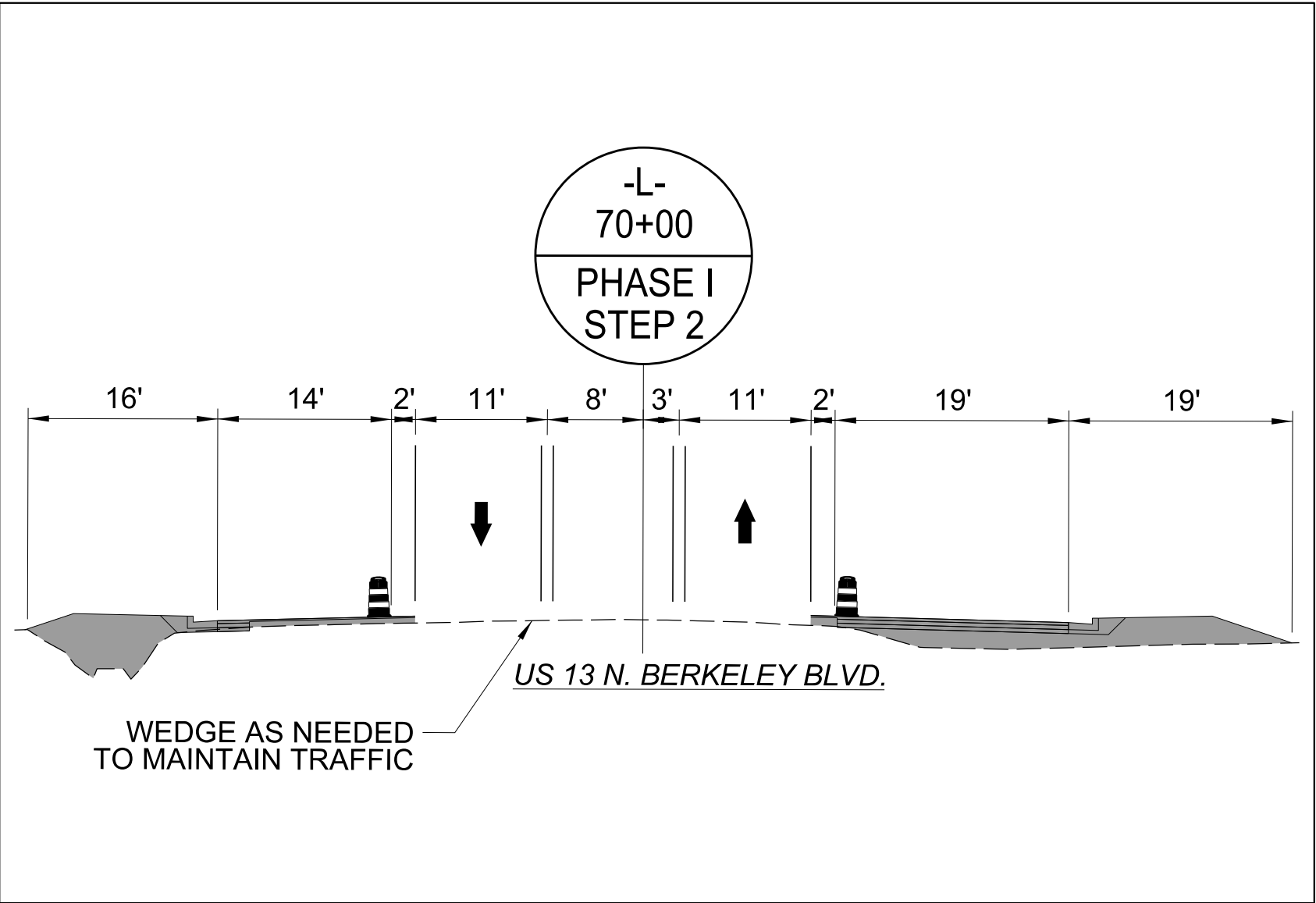
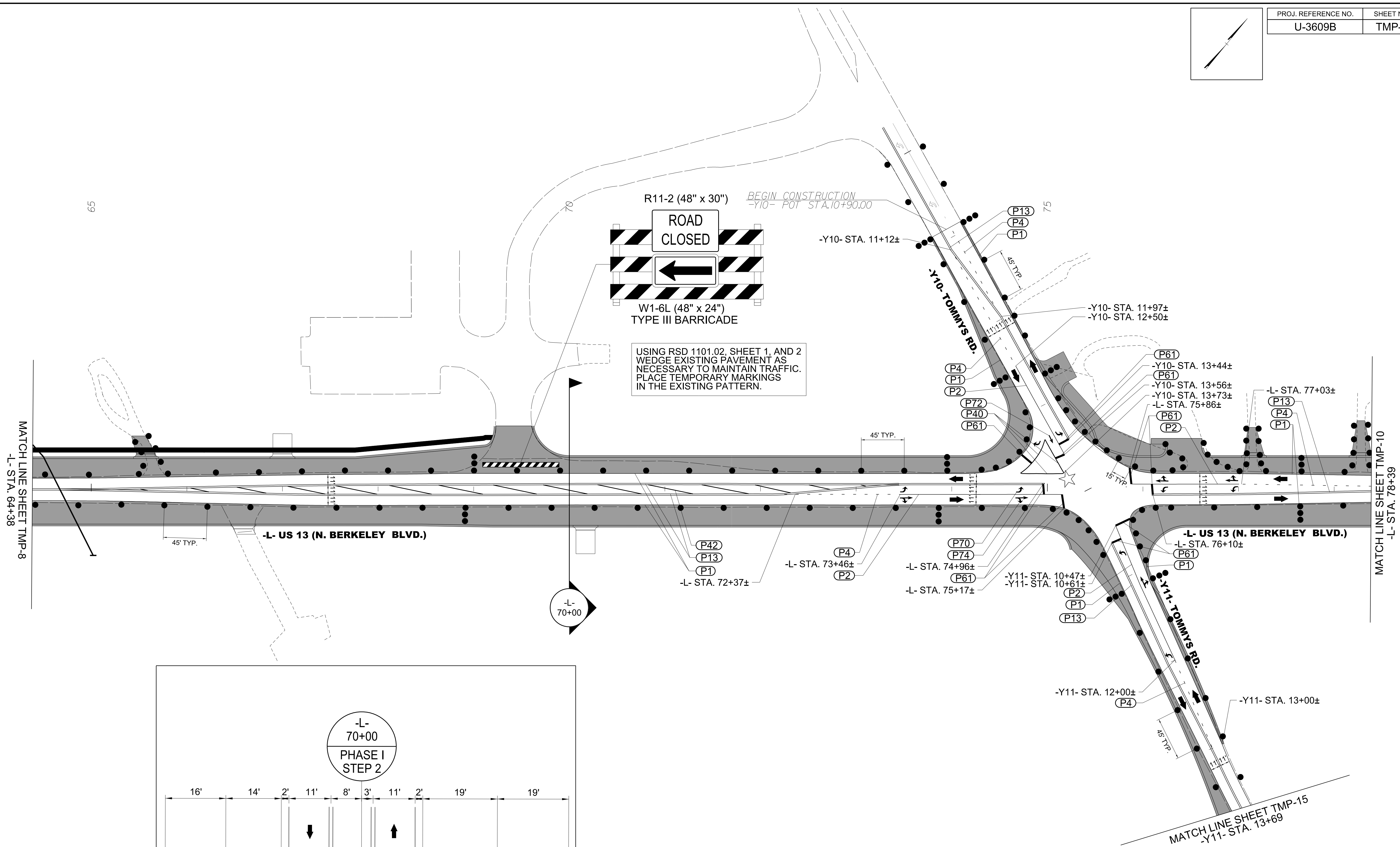
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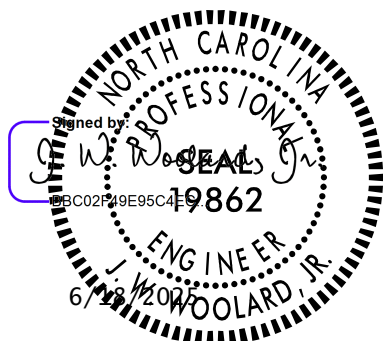
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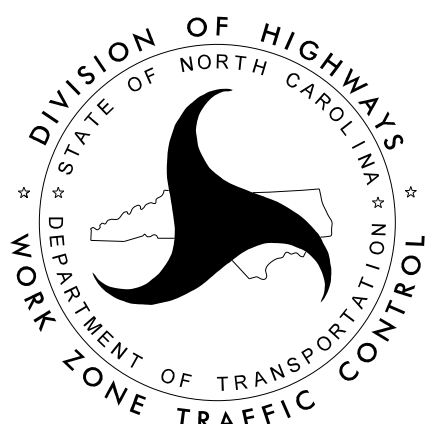
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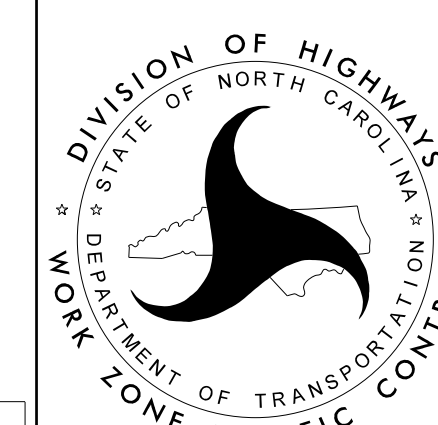
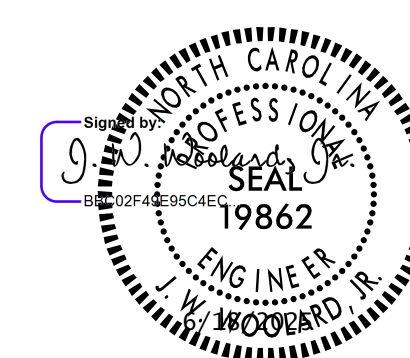


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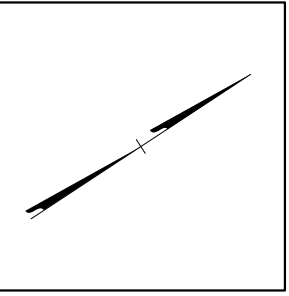
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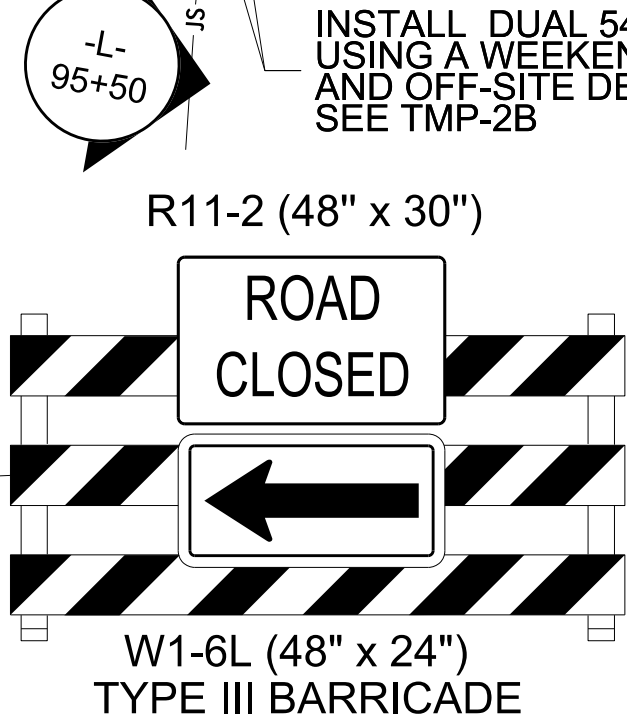
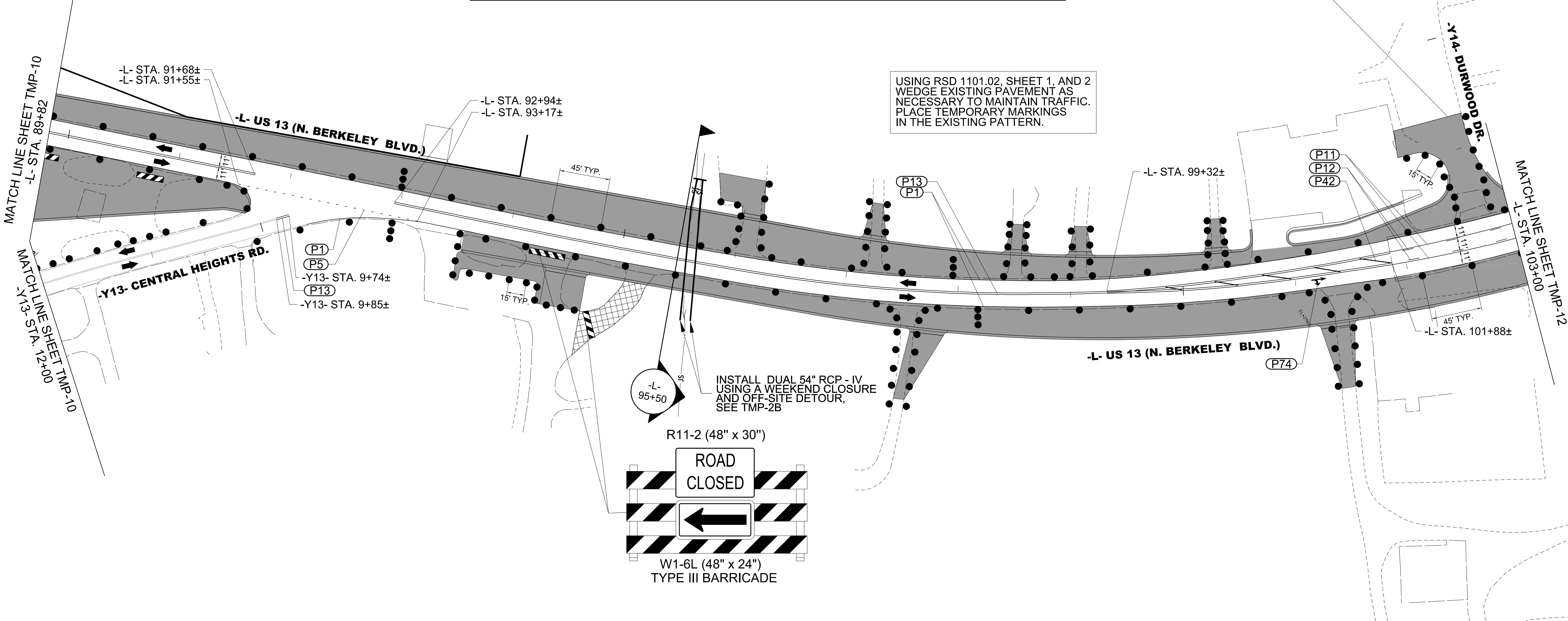
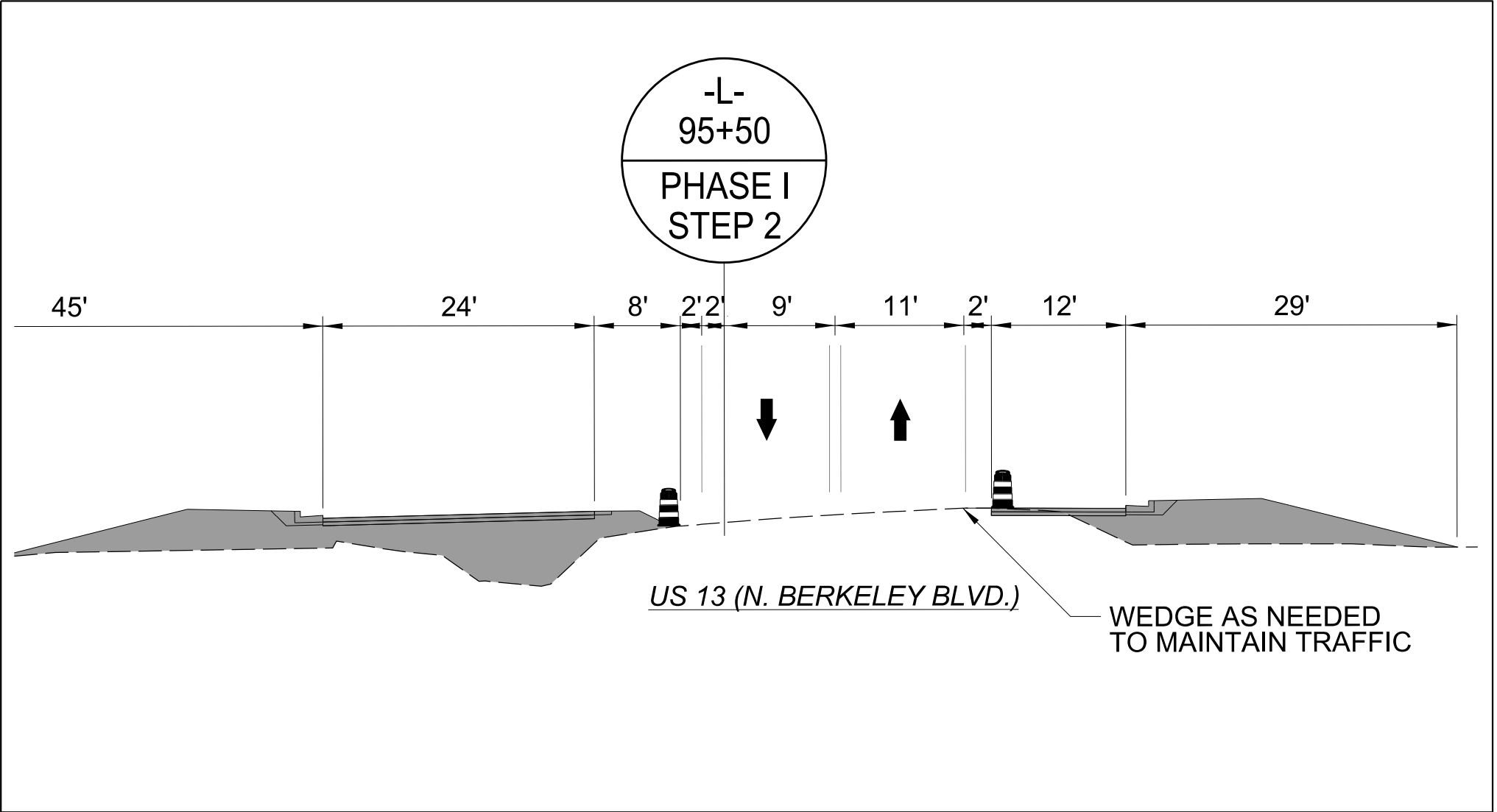


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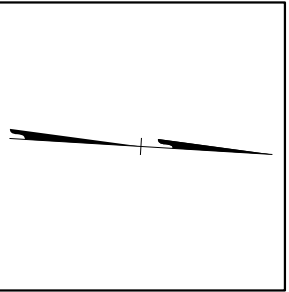
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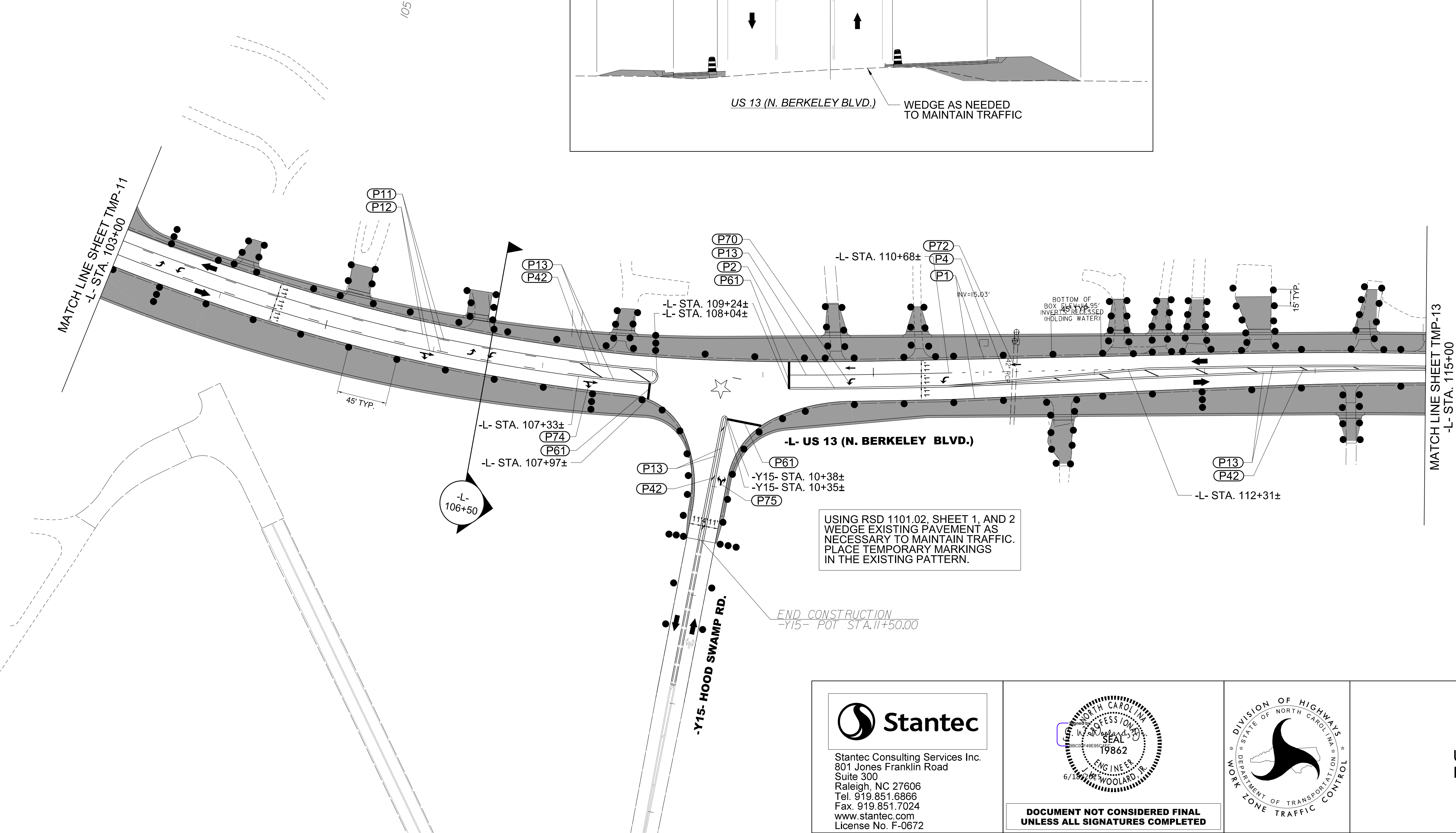
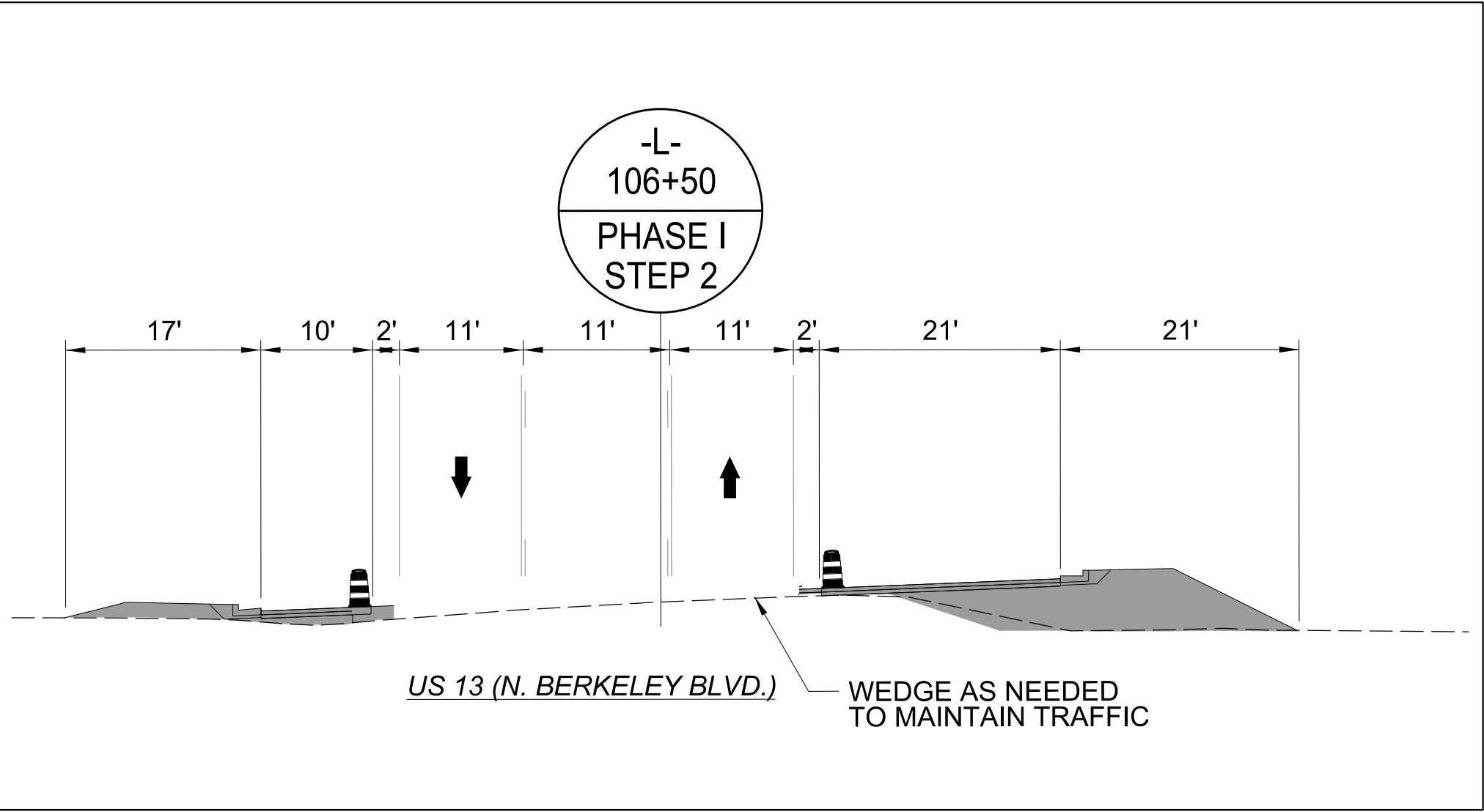
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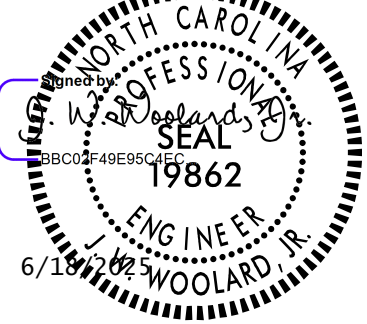
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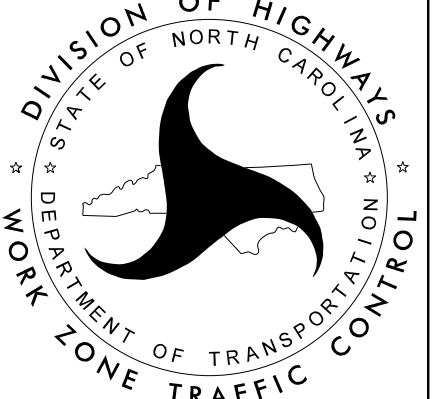
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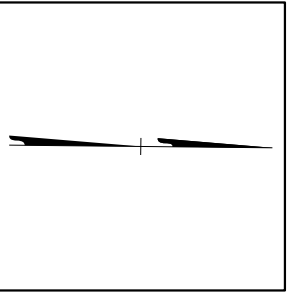
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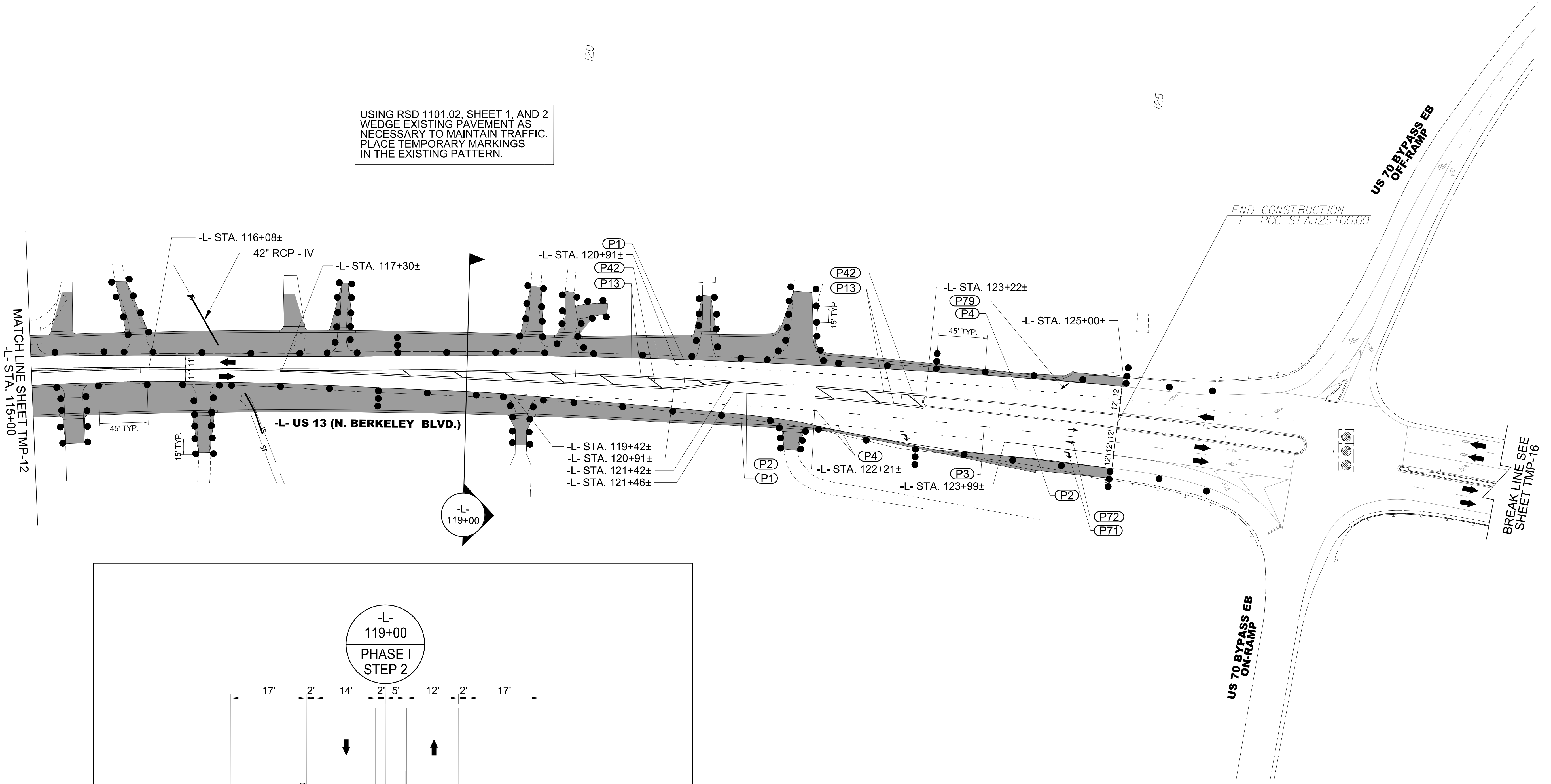
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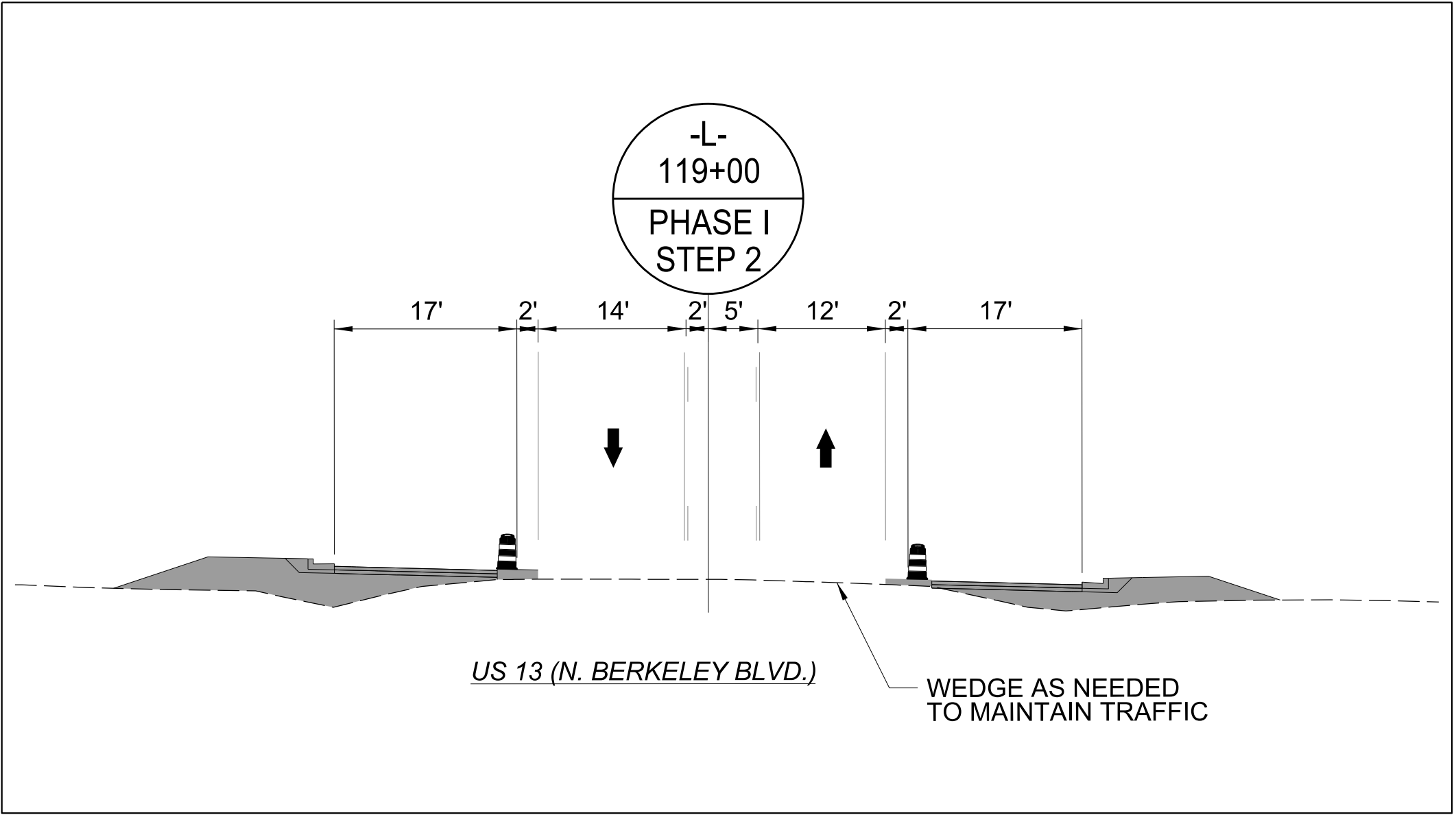
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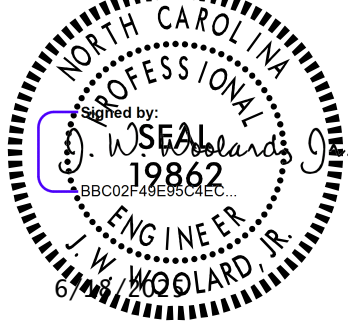
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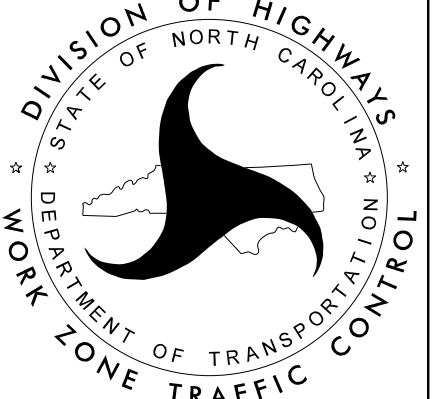
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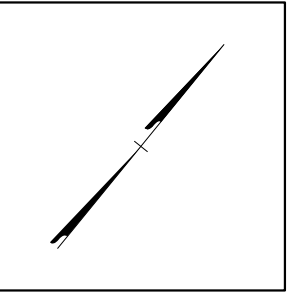
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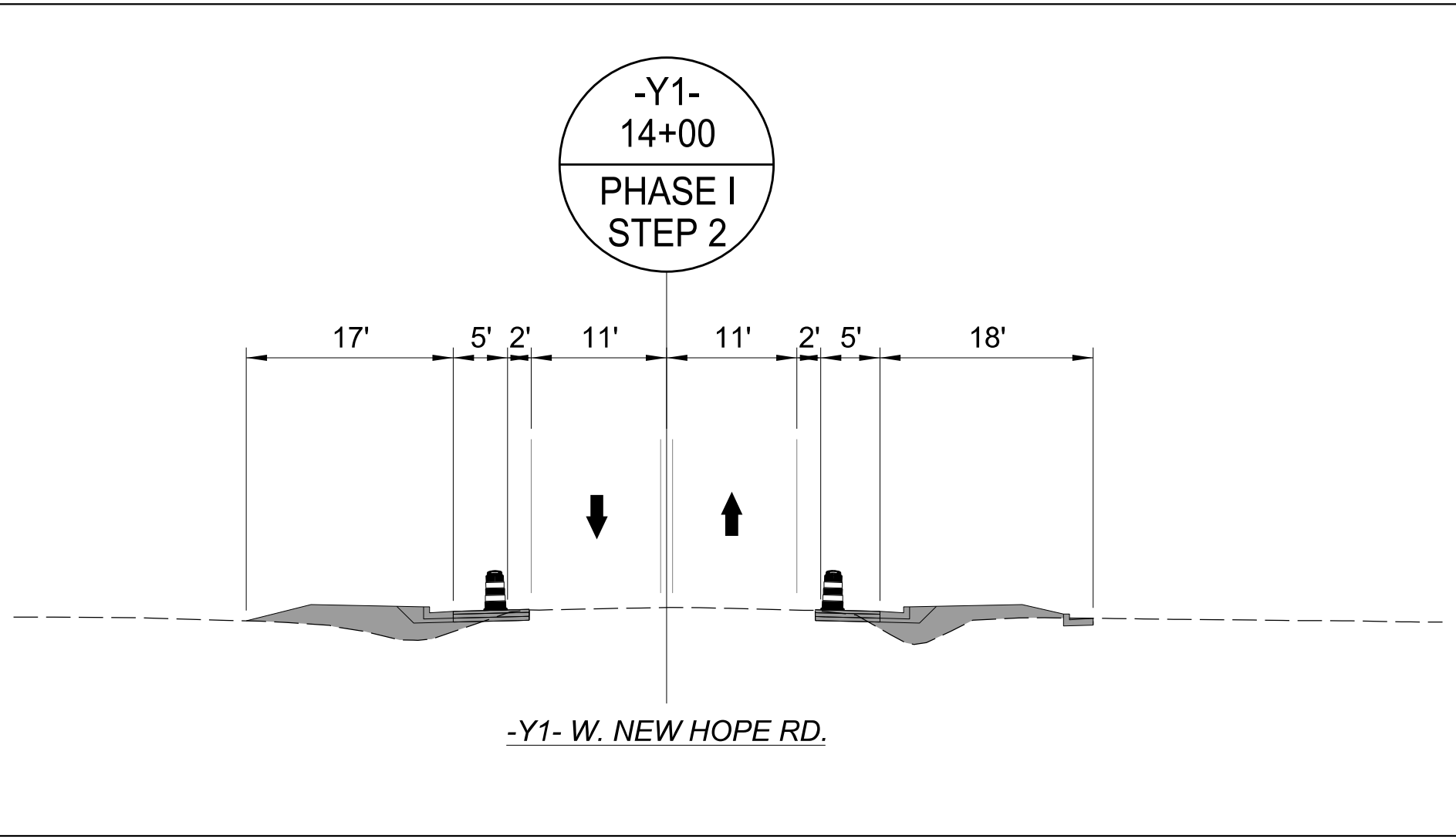
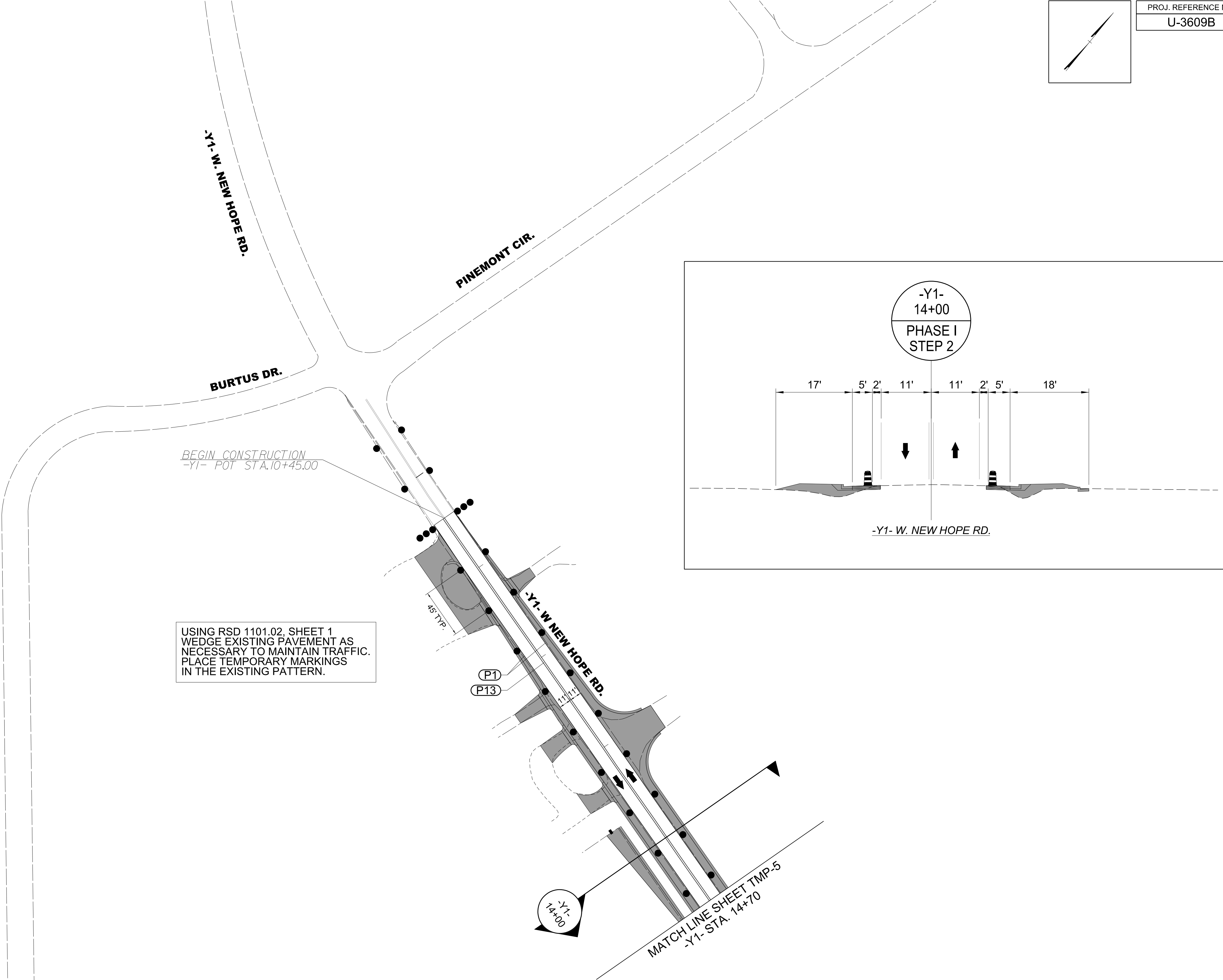
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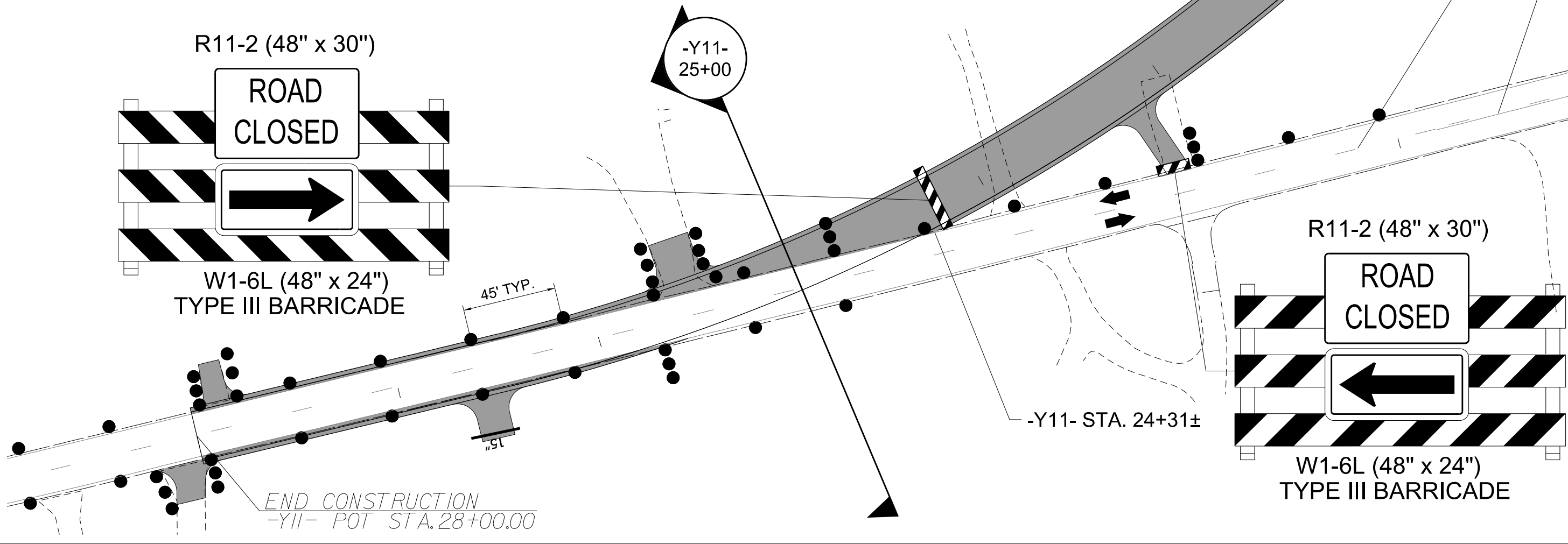
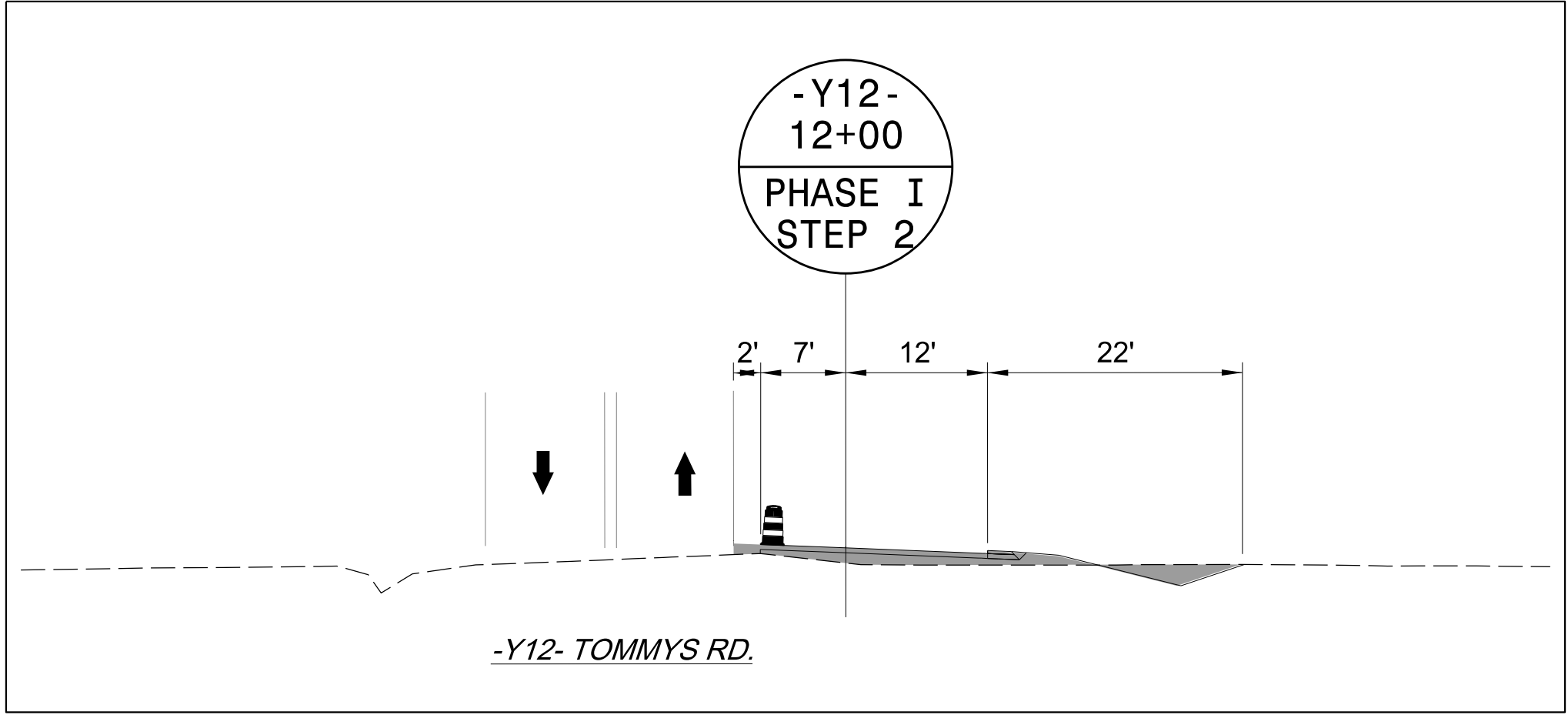
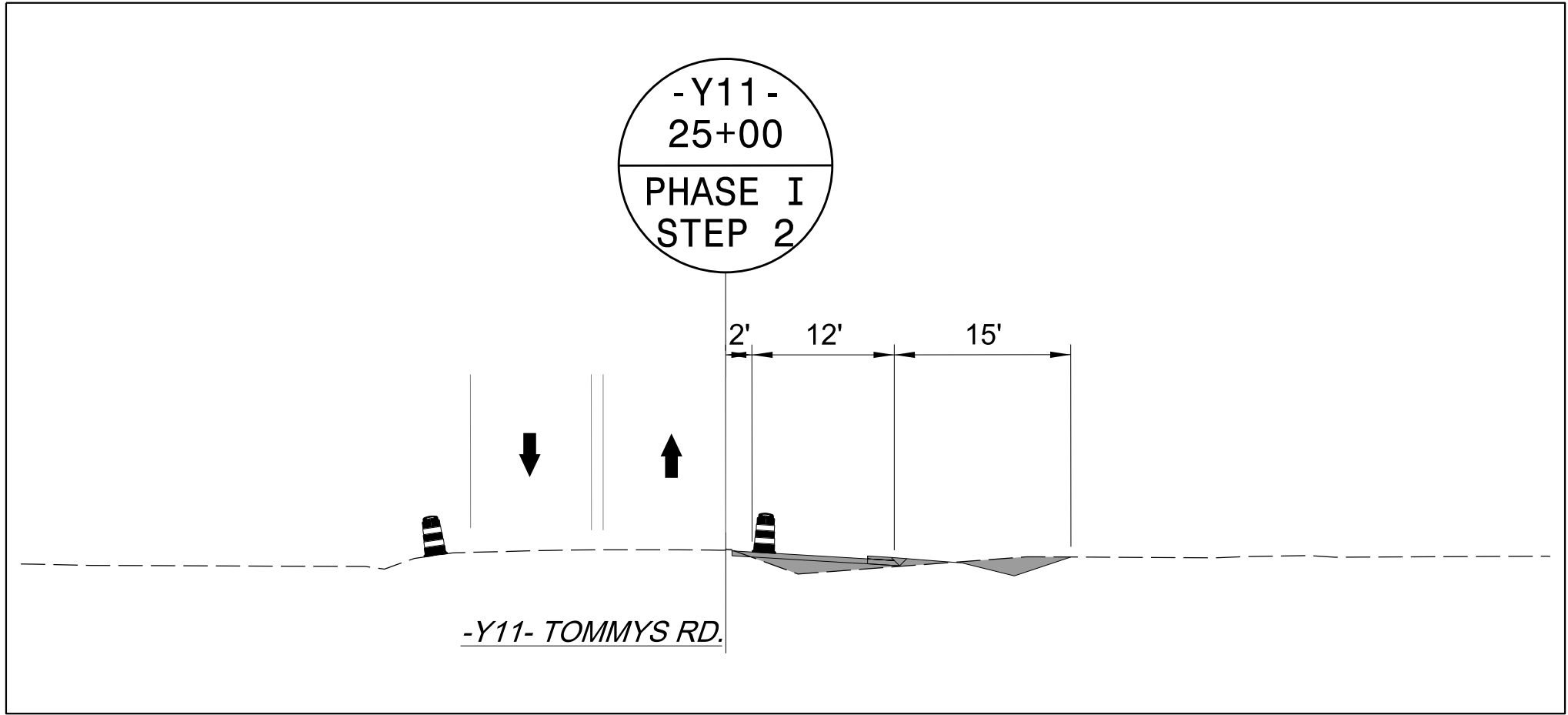
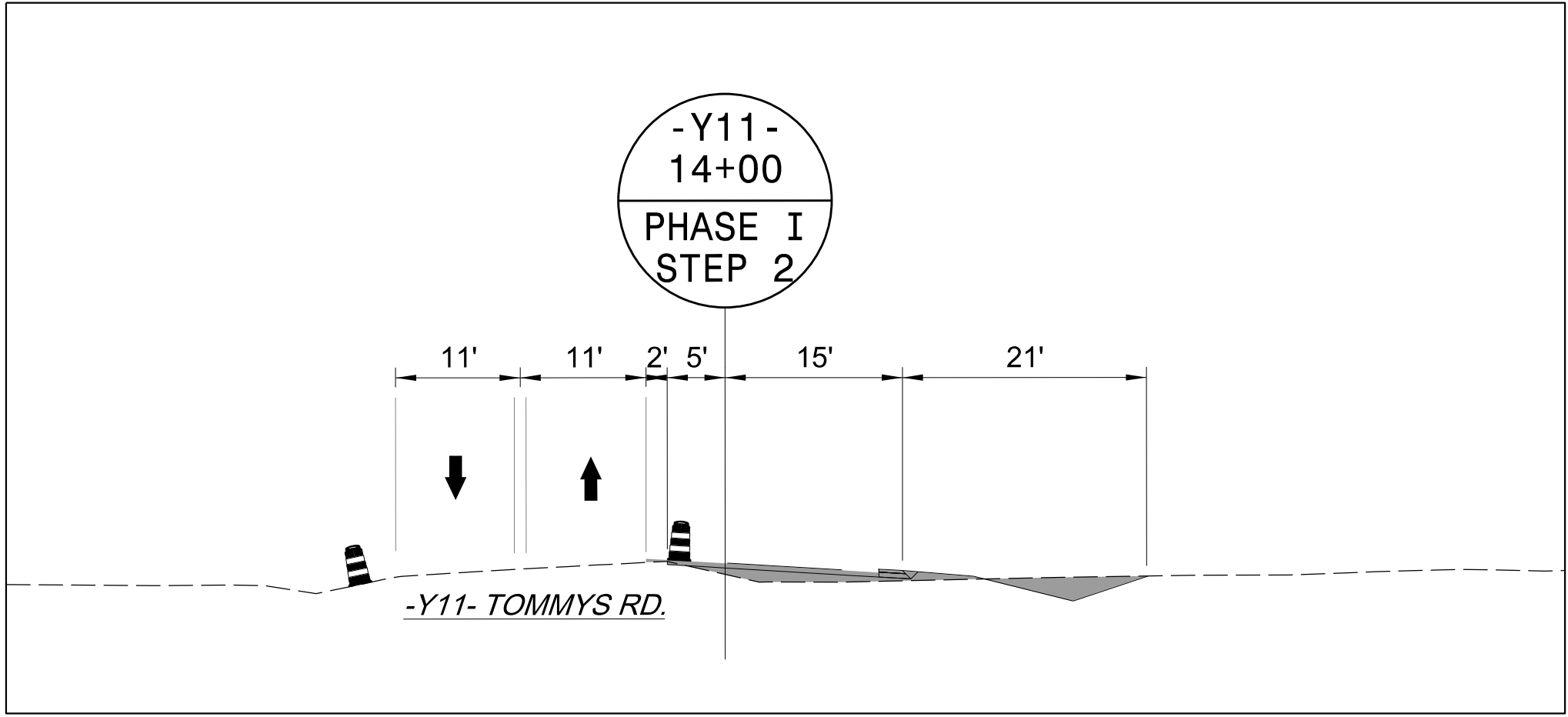


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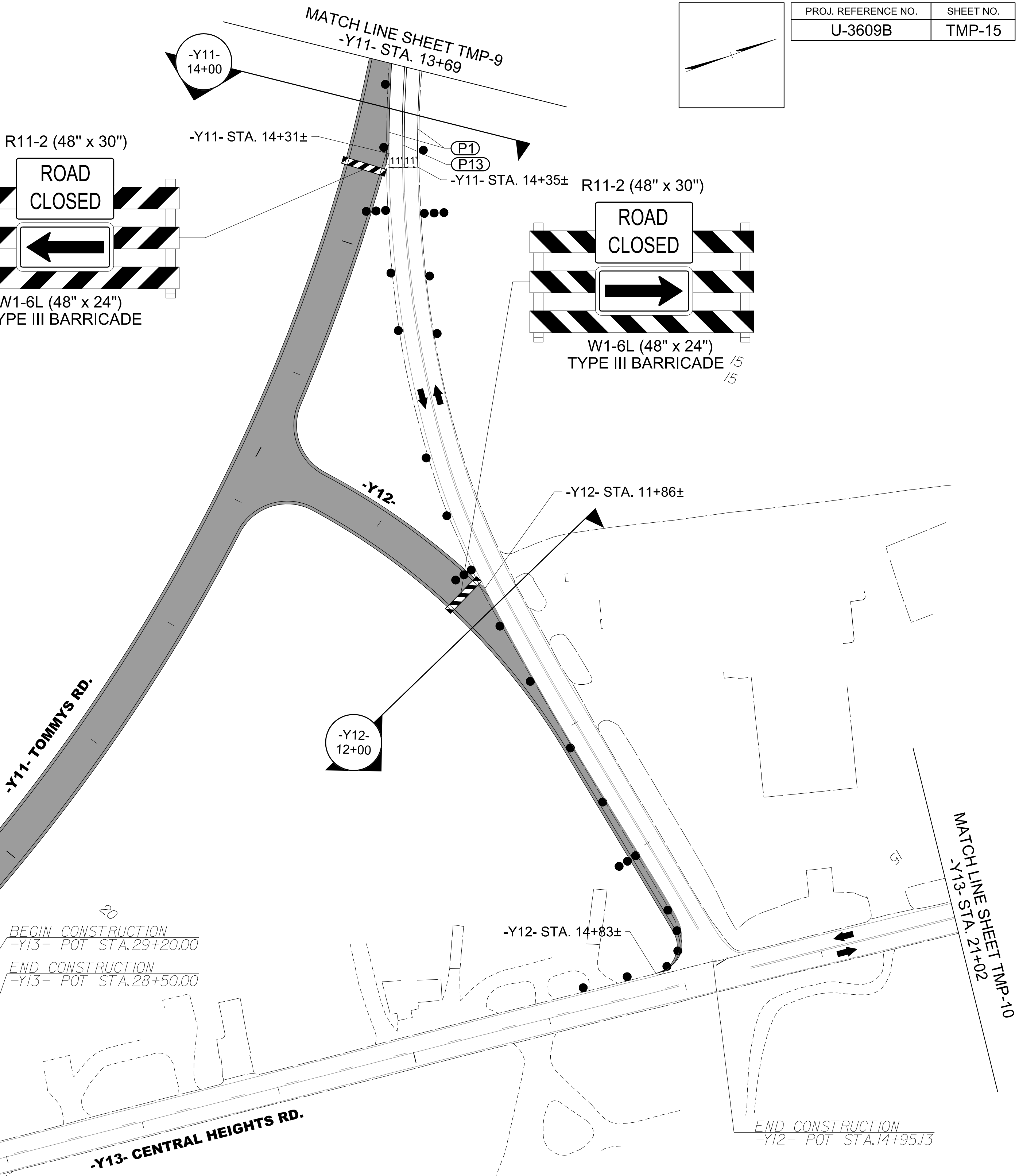


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USING RSD 1101.02, SHEET 1
WEDGE EXISTING PAVEMENT AS
NECESSARY TO MAINTAIN TRAFFIC.
PLACE TEMPORARY MARKINGS
IN THE EXISTING PATTERN.



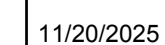
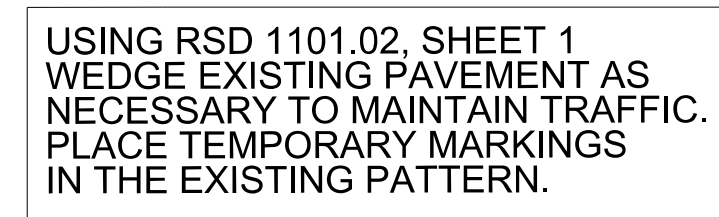
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Signed by: *J.W. Woolard*
SEAL
19862
ENGINEER
J.W. WOOLARD, P.E.
11/20/2025

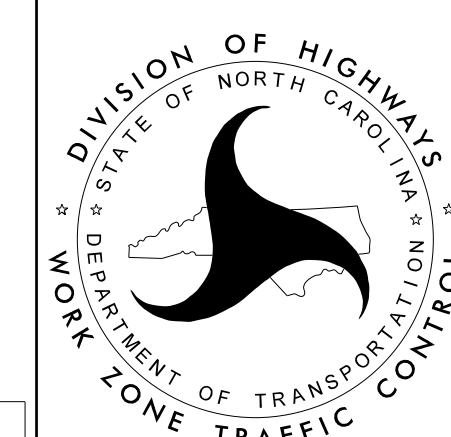
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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

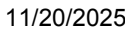
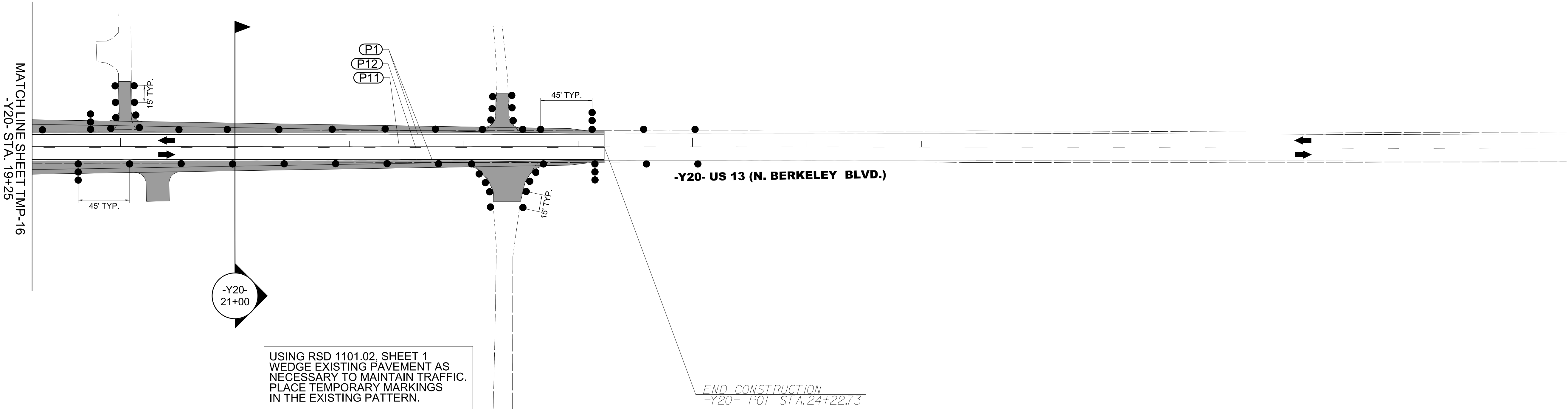
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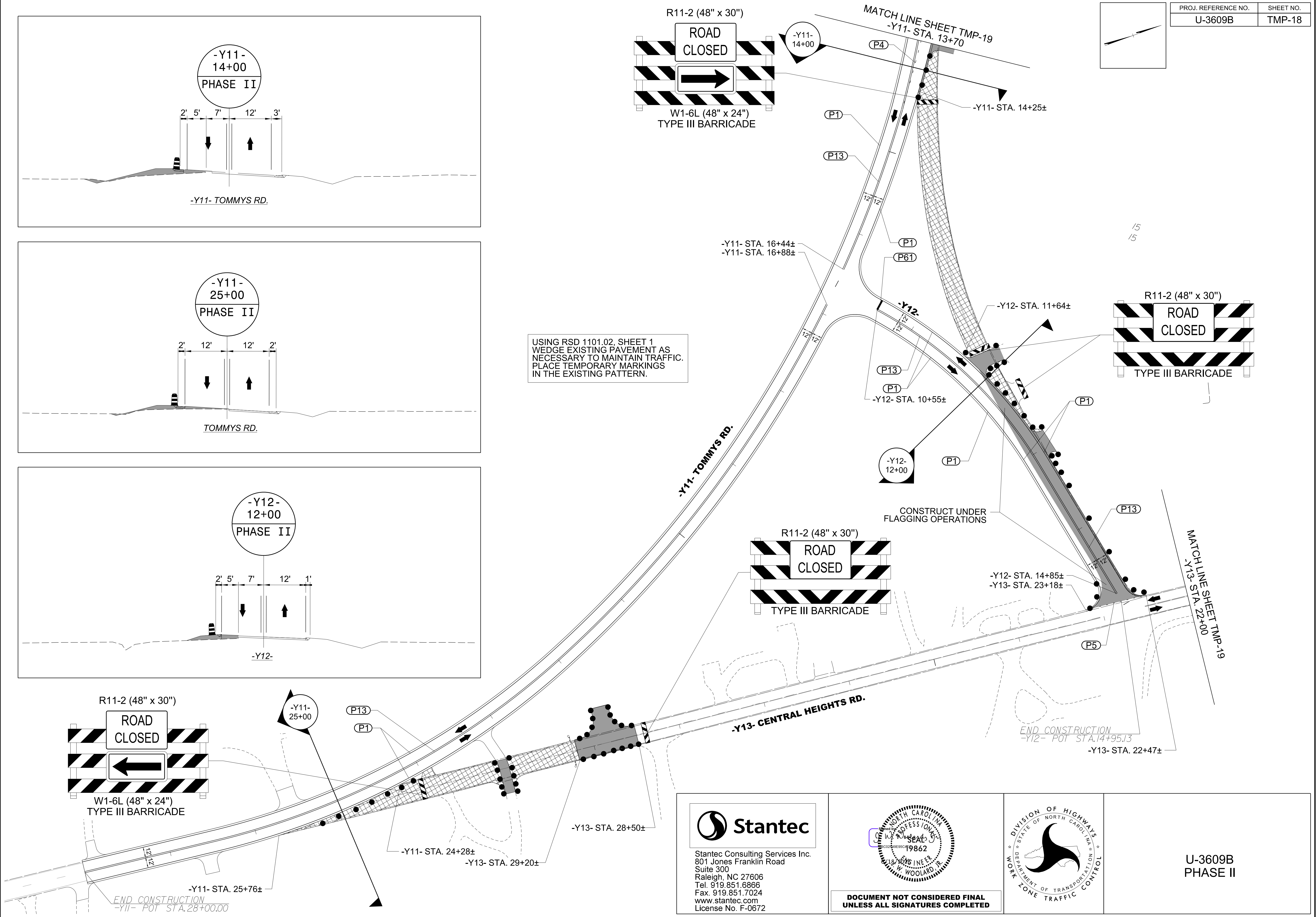
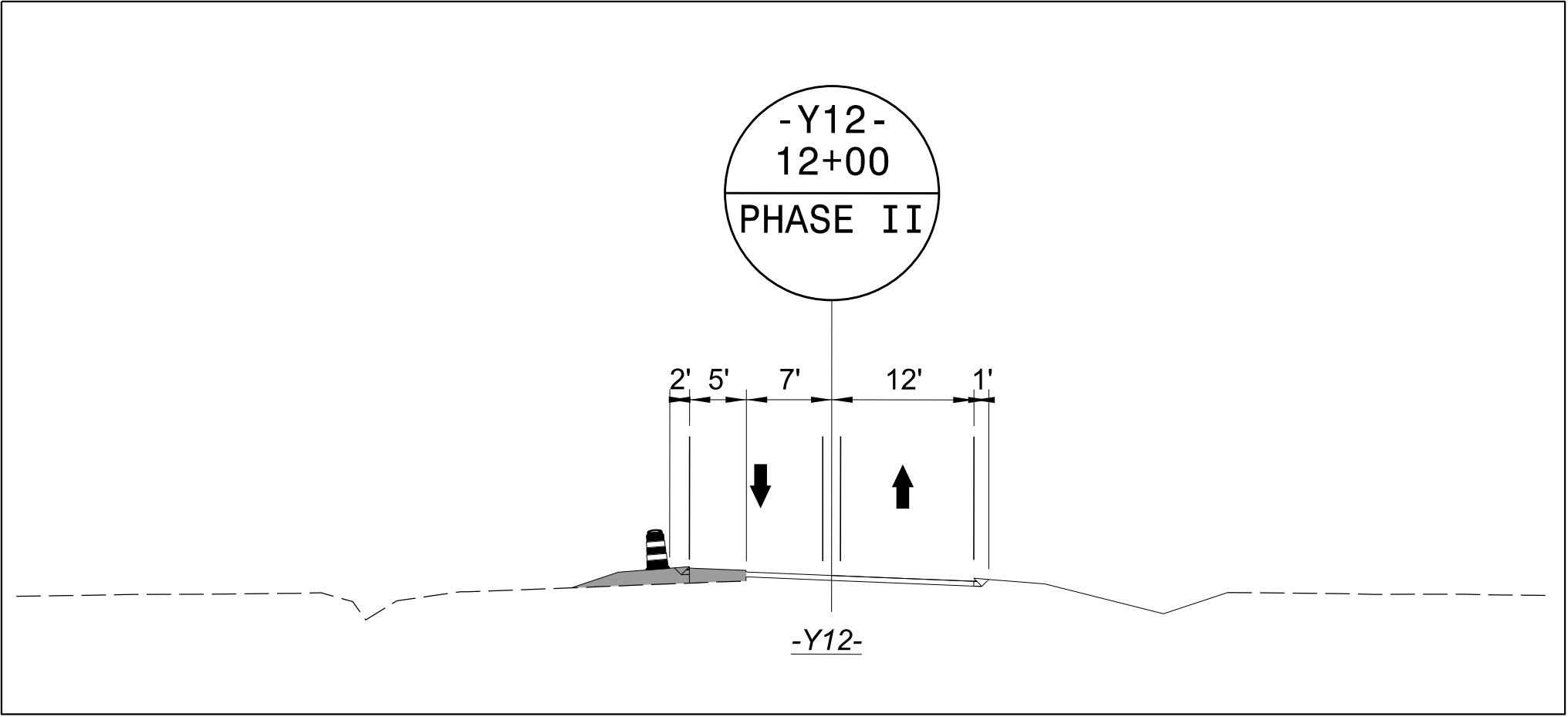
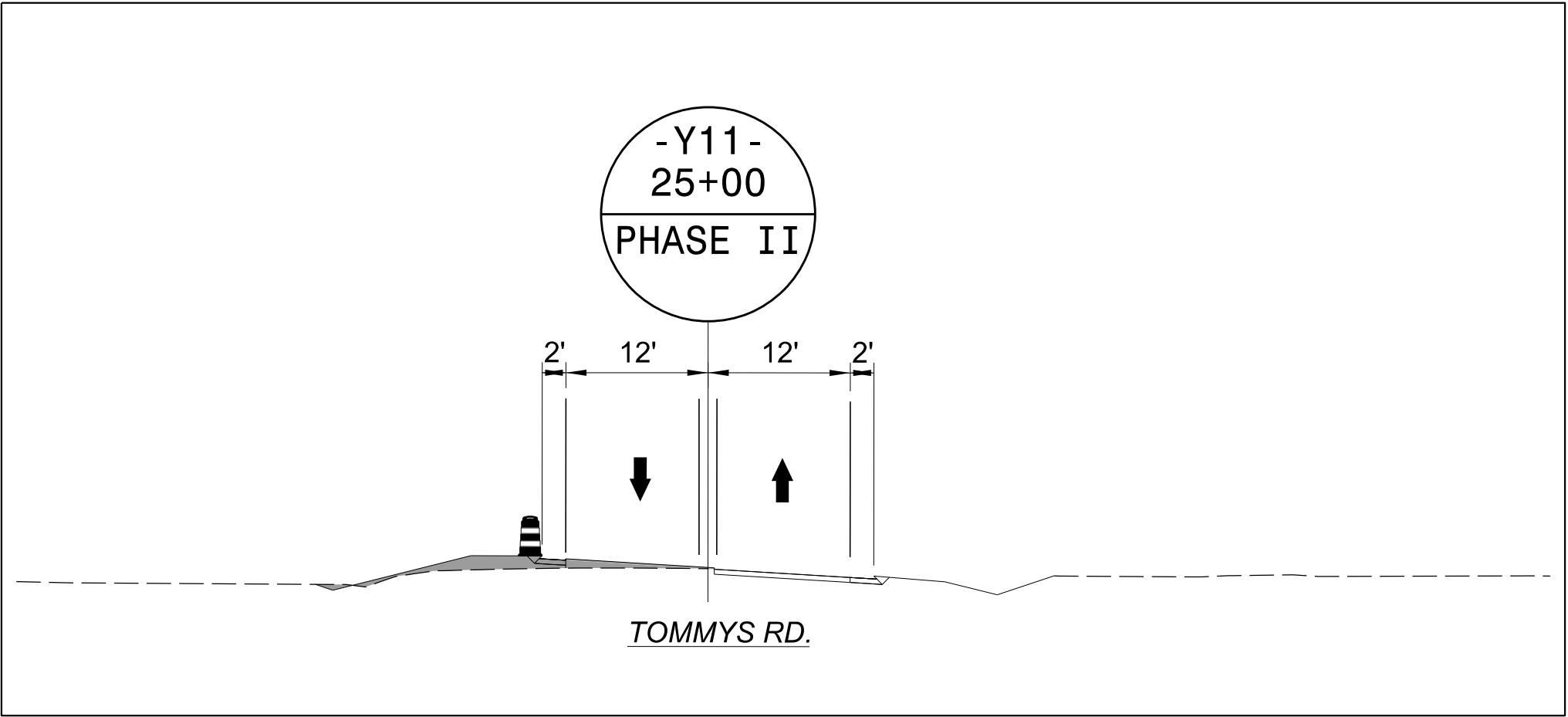
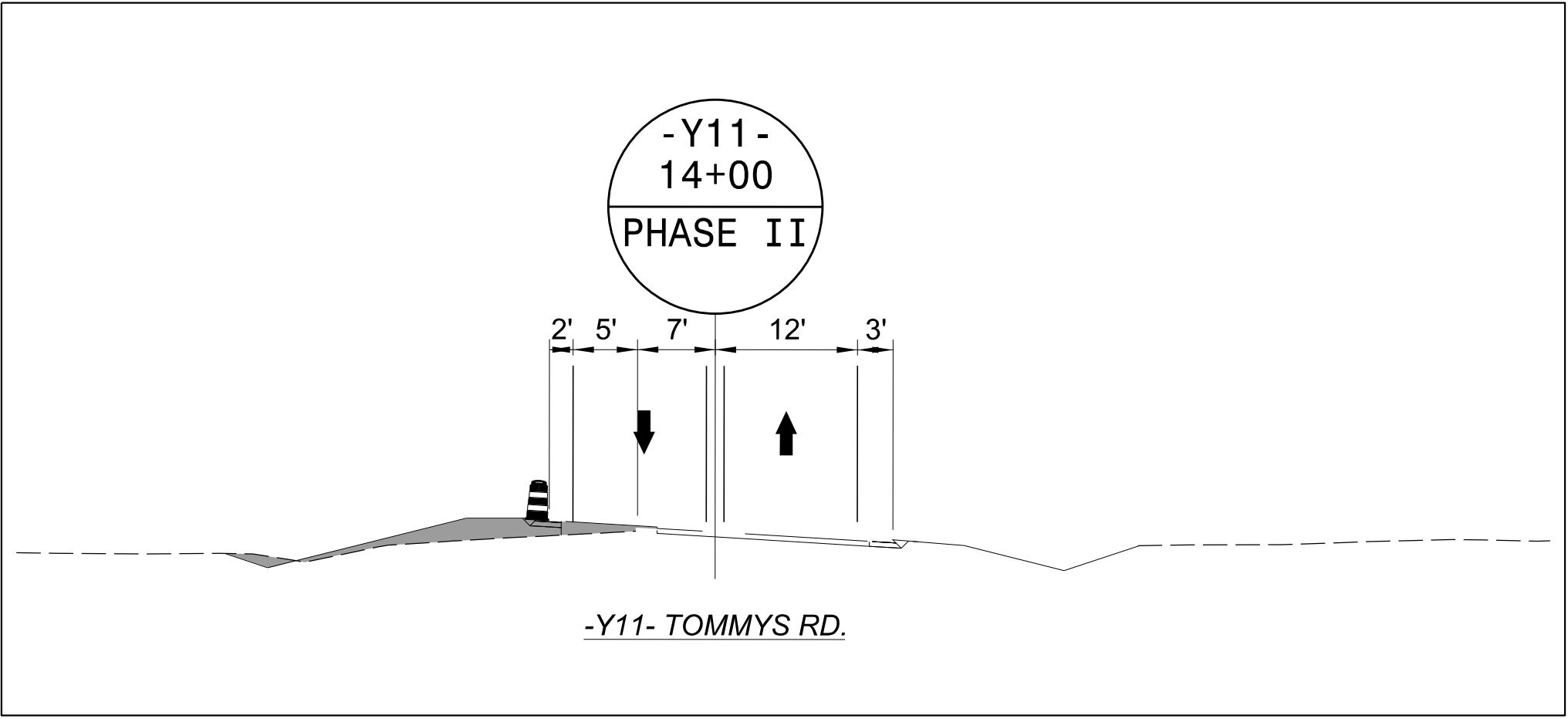
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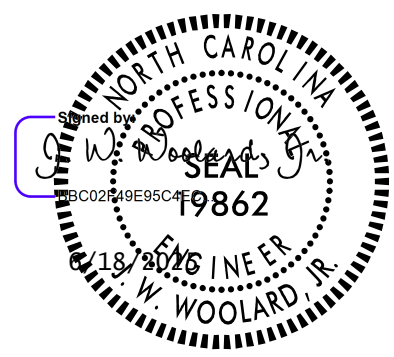


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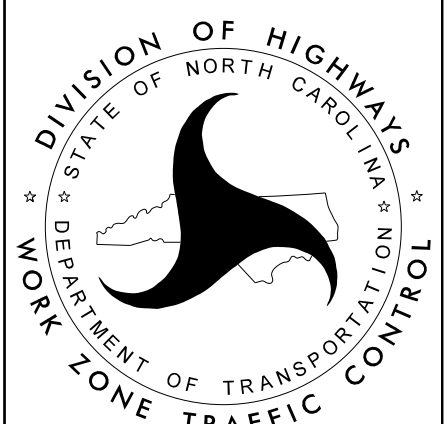


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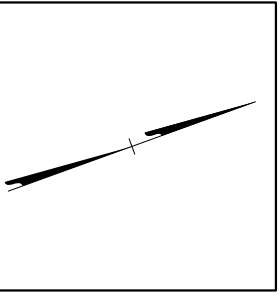
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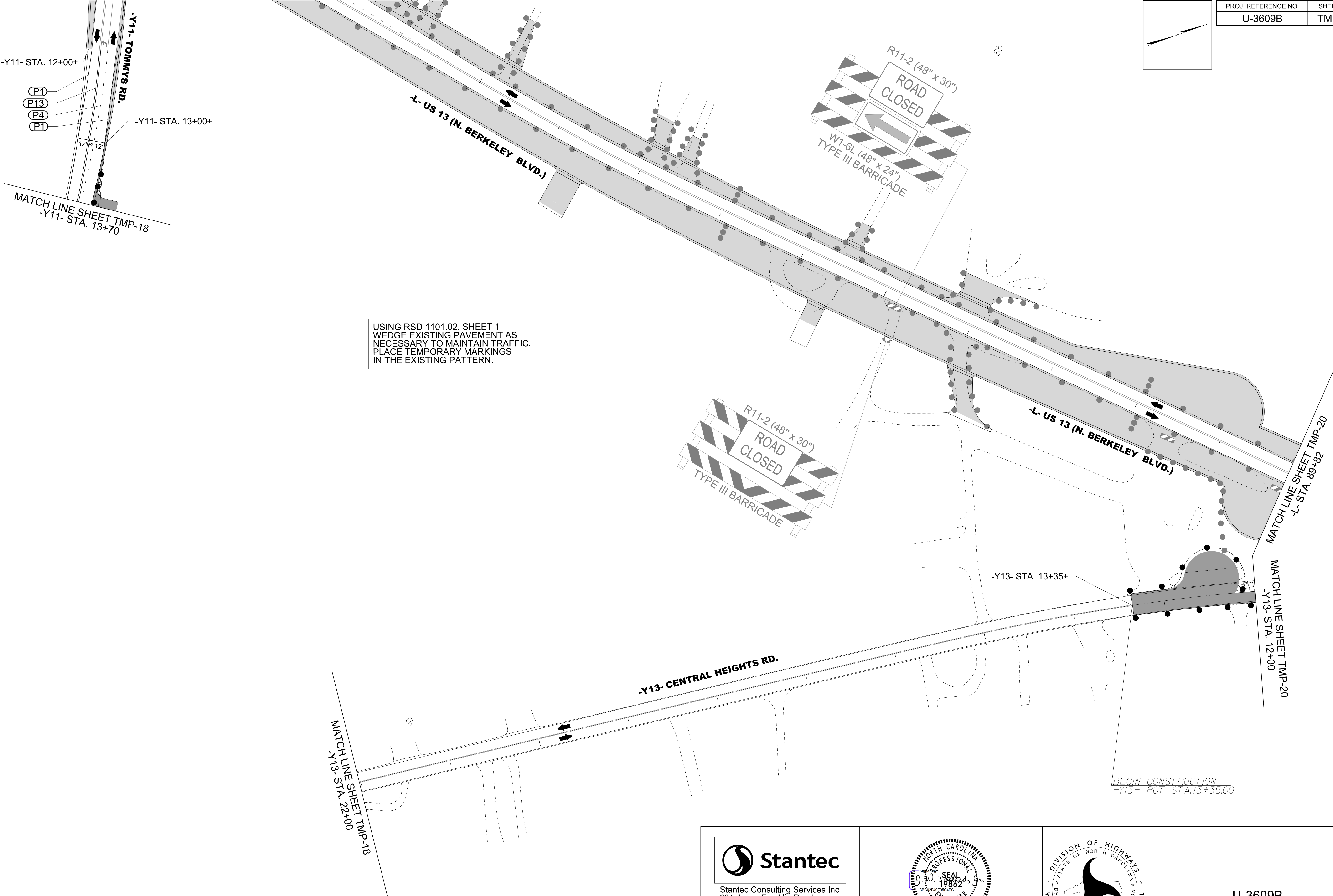
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PHASE II



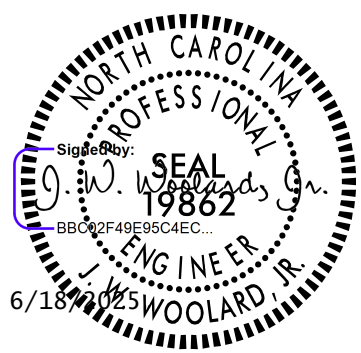
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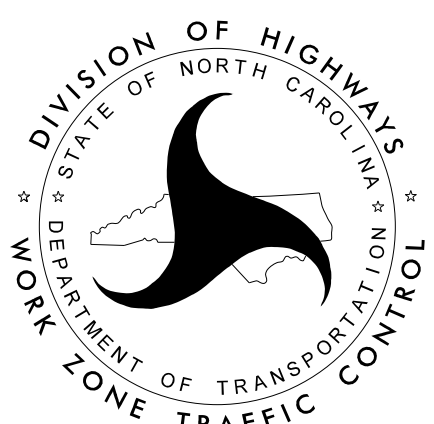
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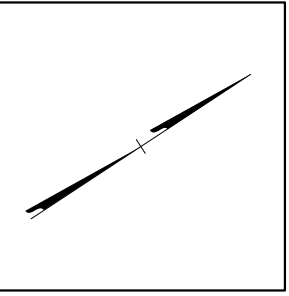
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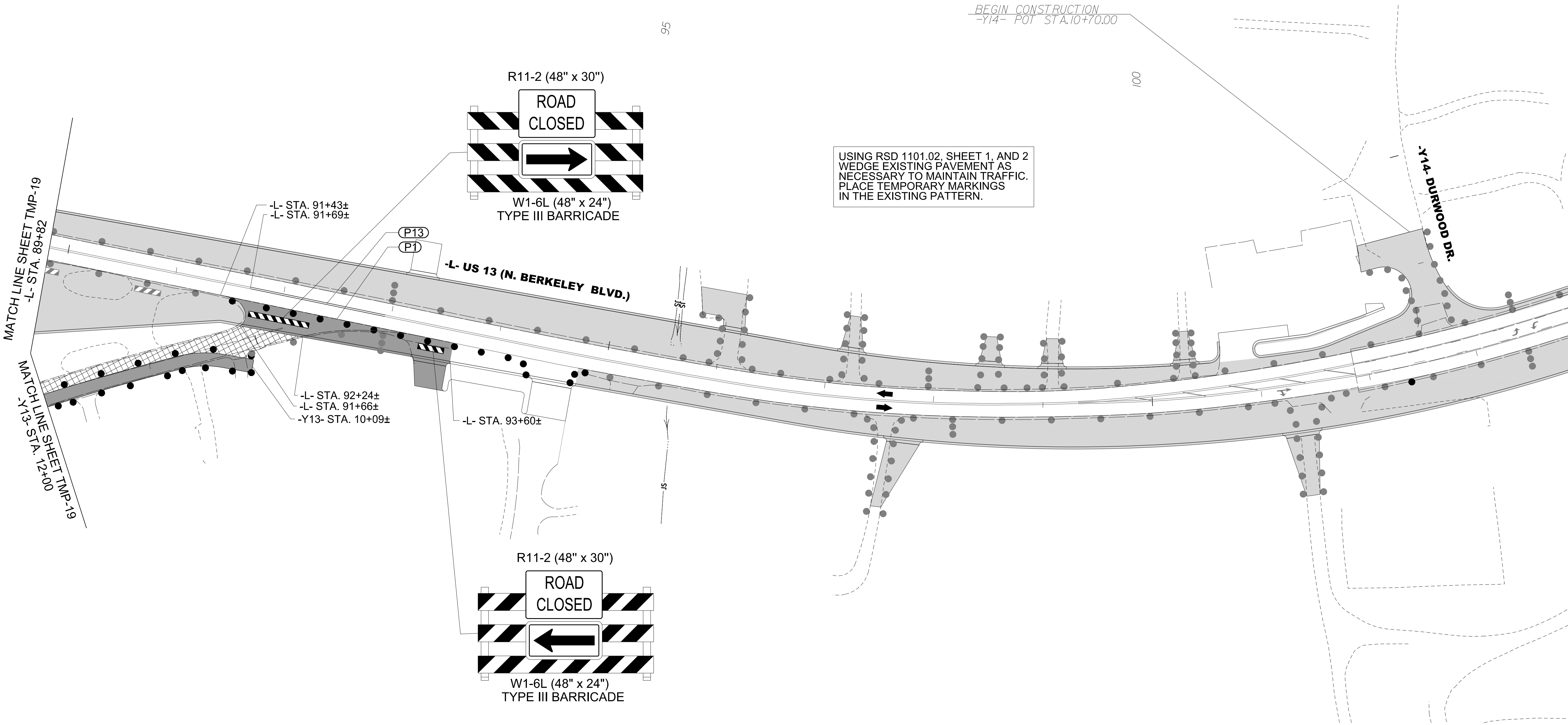
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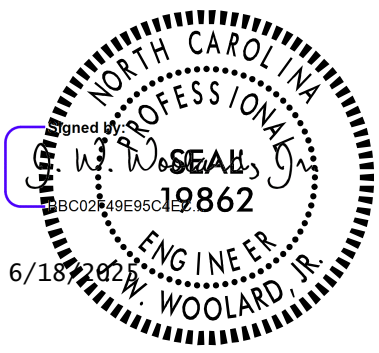
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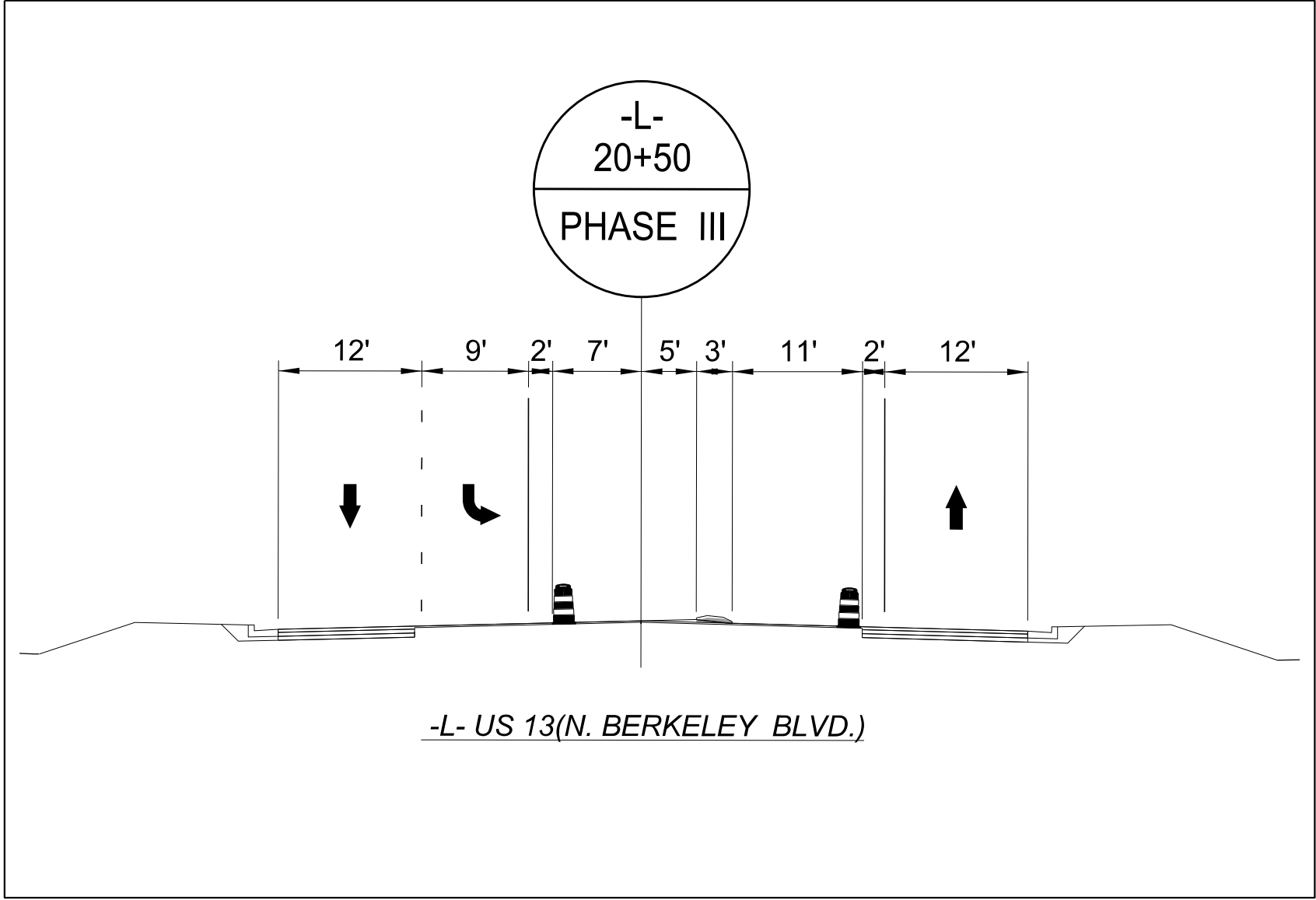
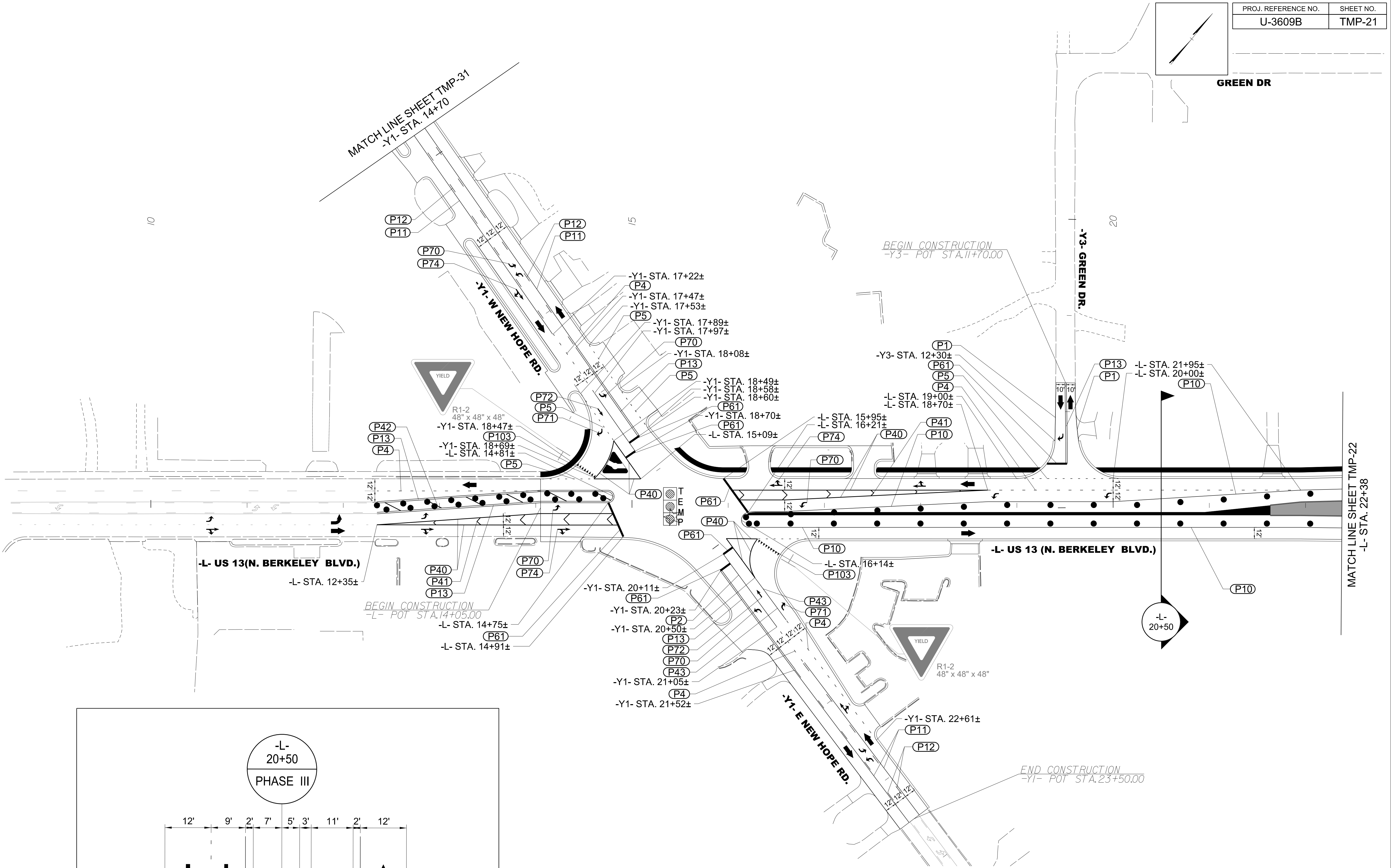


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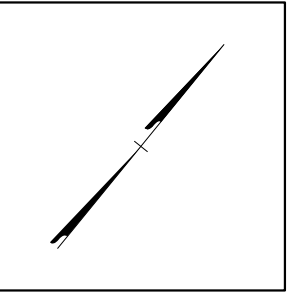


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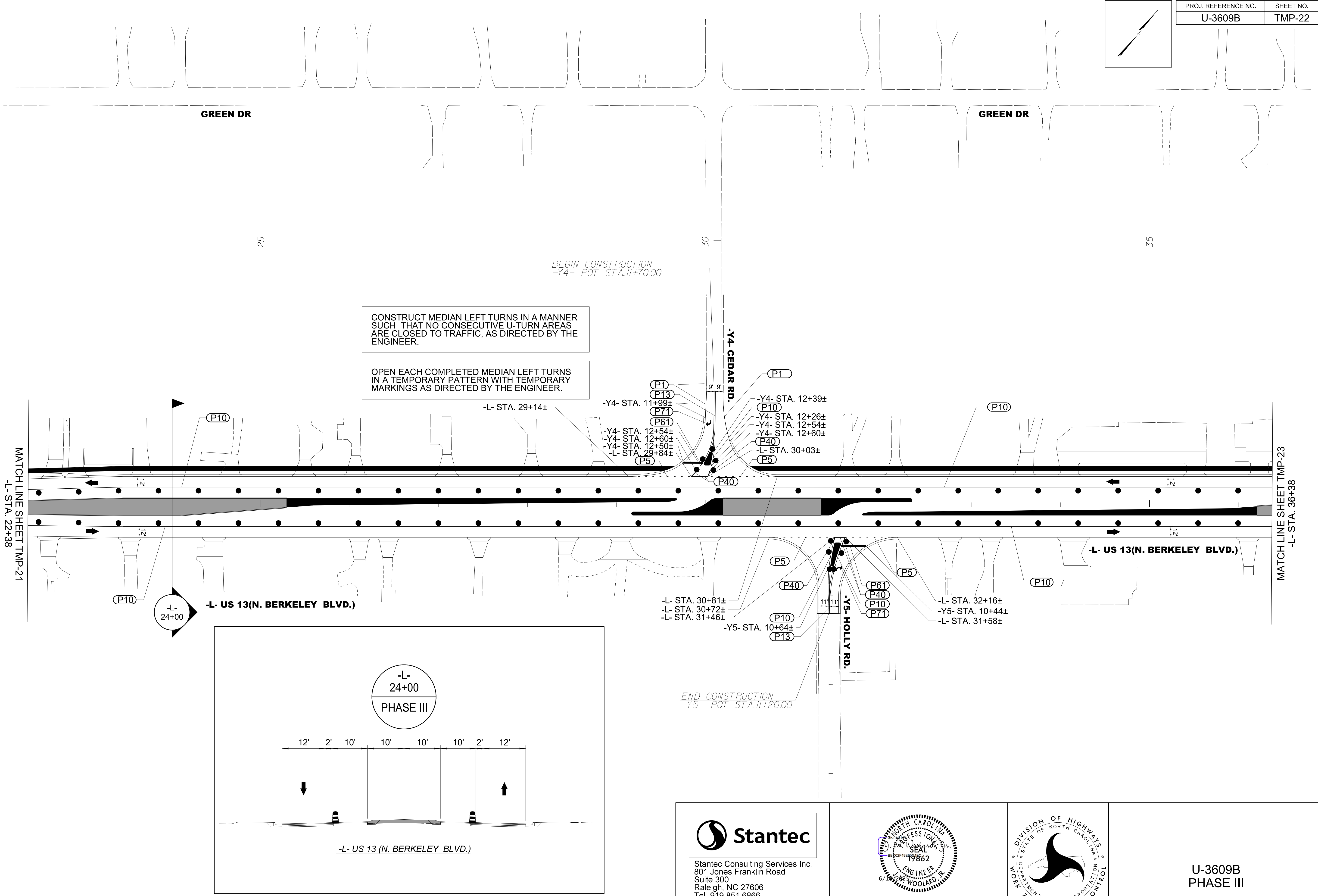
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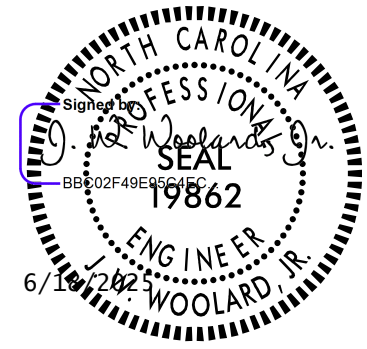
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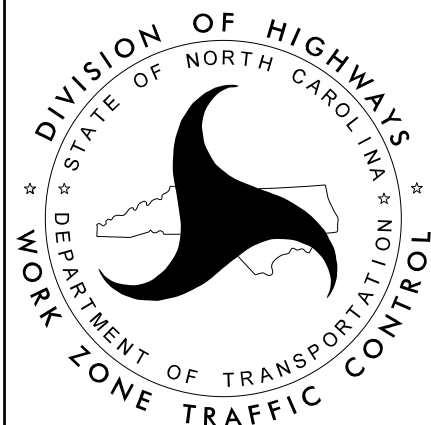
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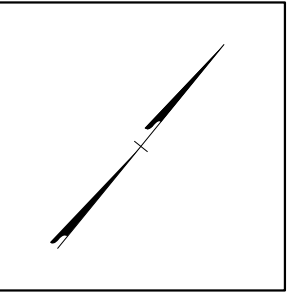
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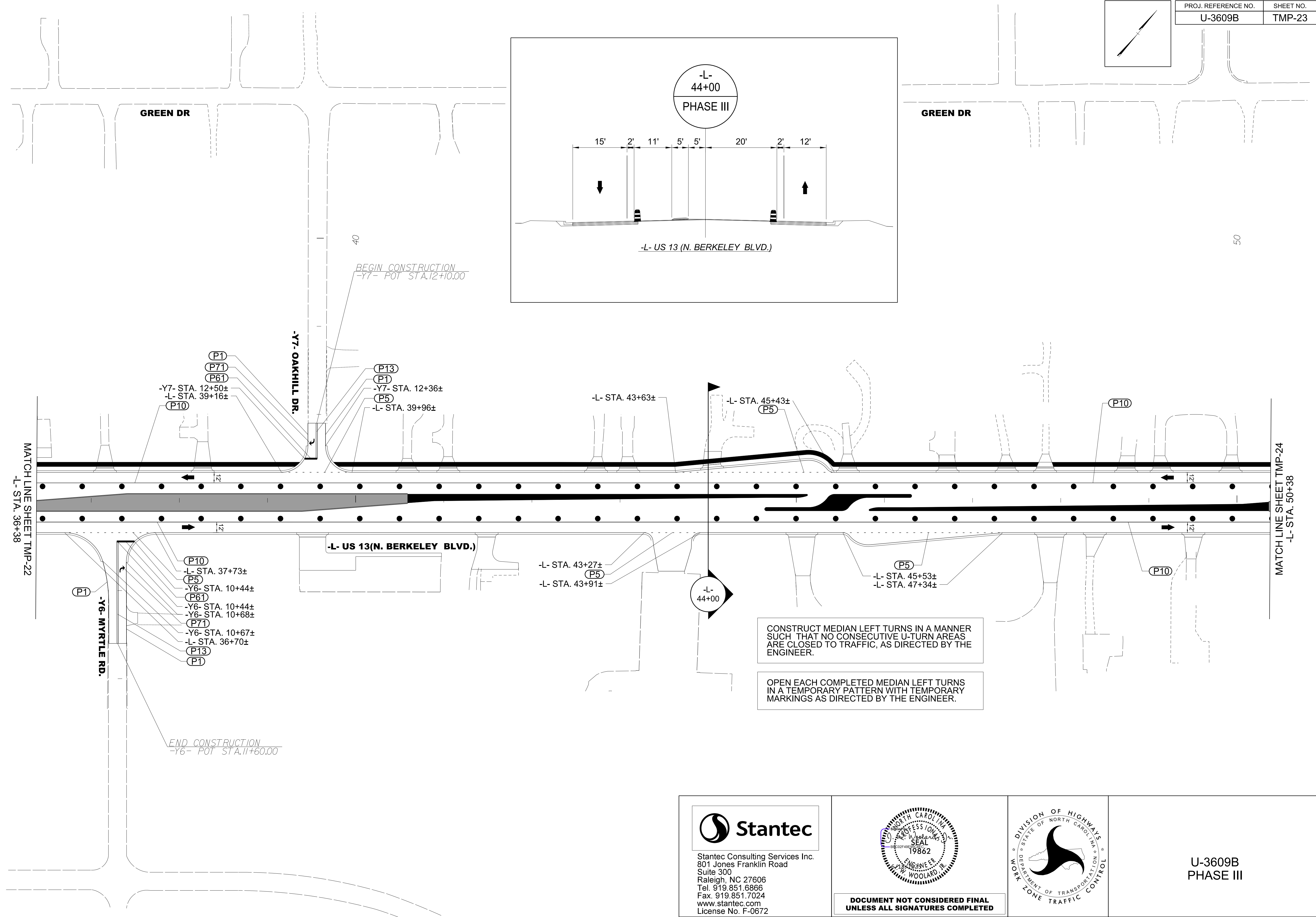
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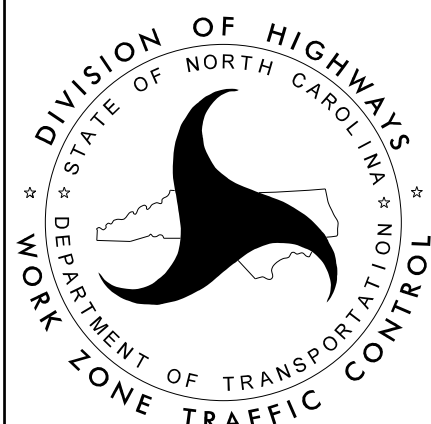
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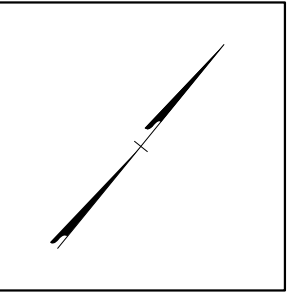
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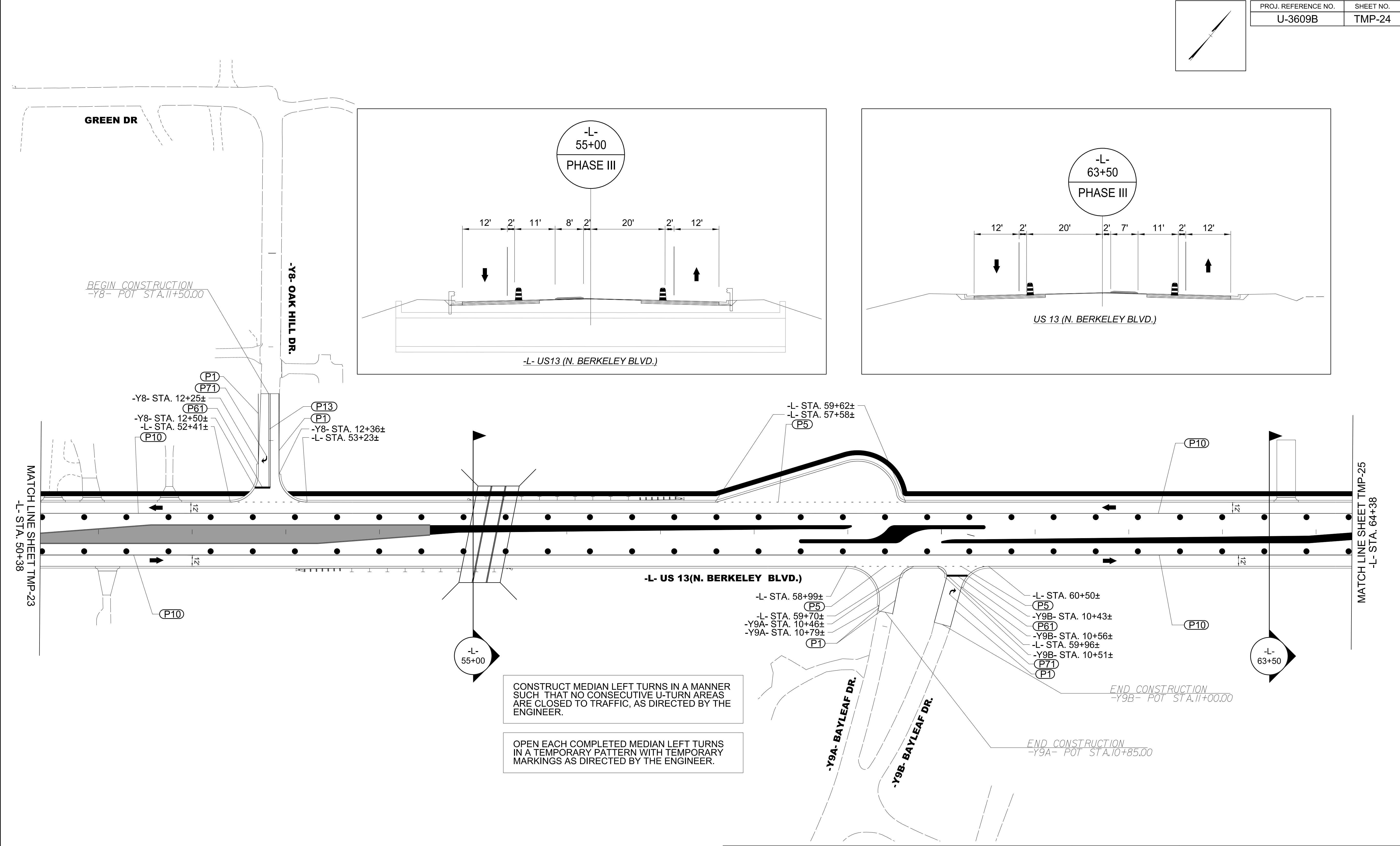
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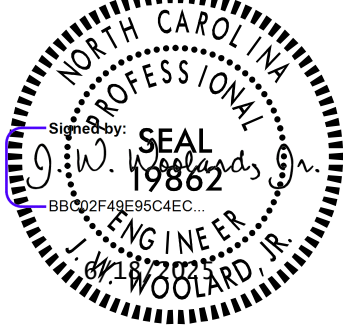
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OPEN EACH COMPLETED MEDIAN LEFT TURNS IN A TEMPORARY PATTERN WITH TEMPORARY MARKINGS AS DIRECTED BY THE ENGINEER.

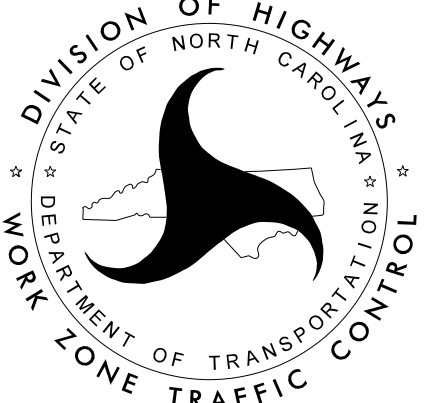
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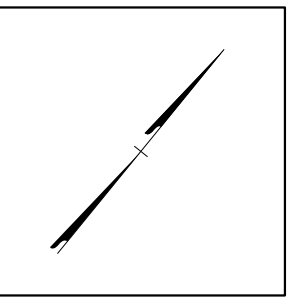
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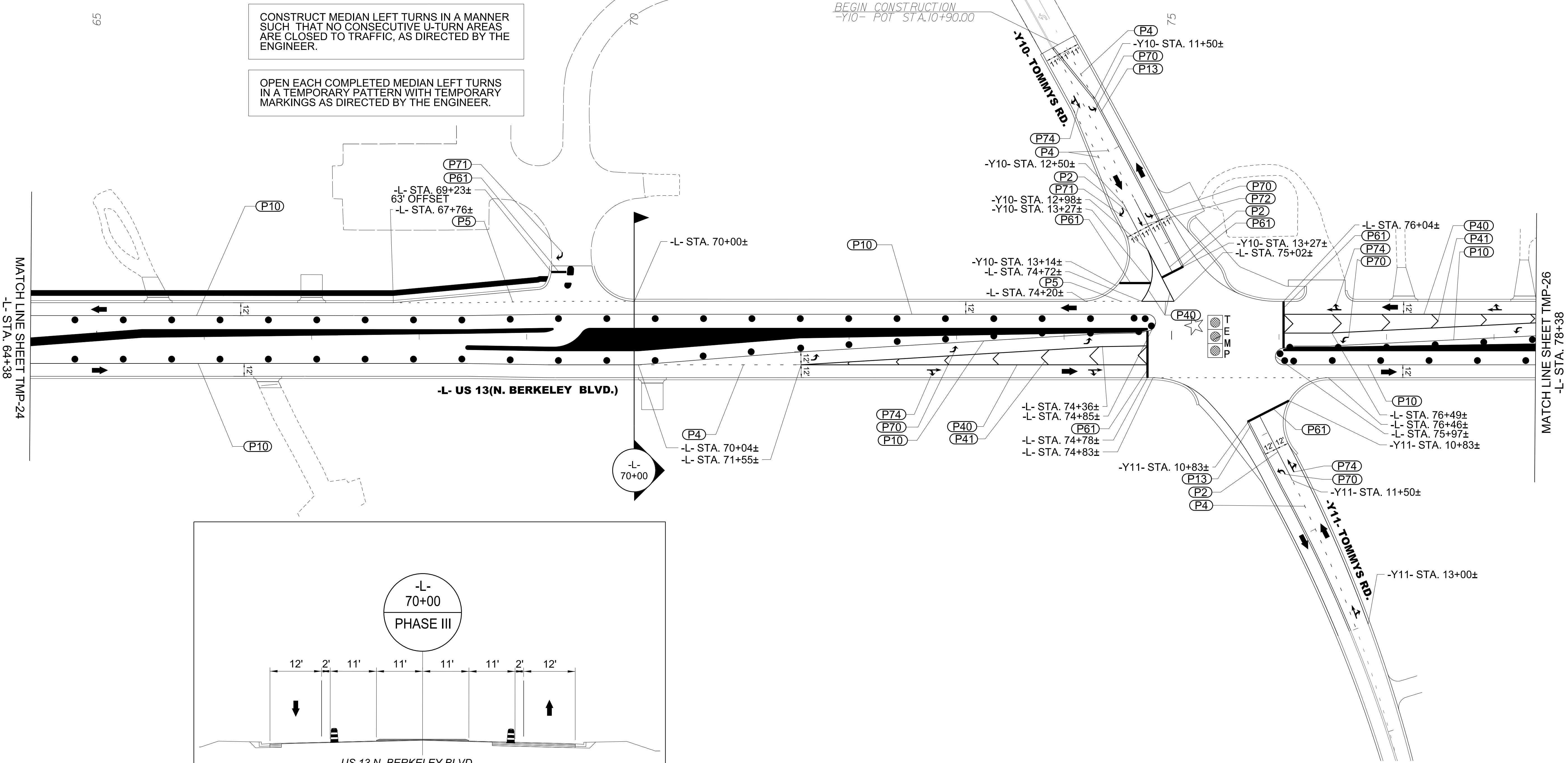
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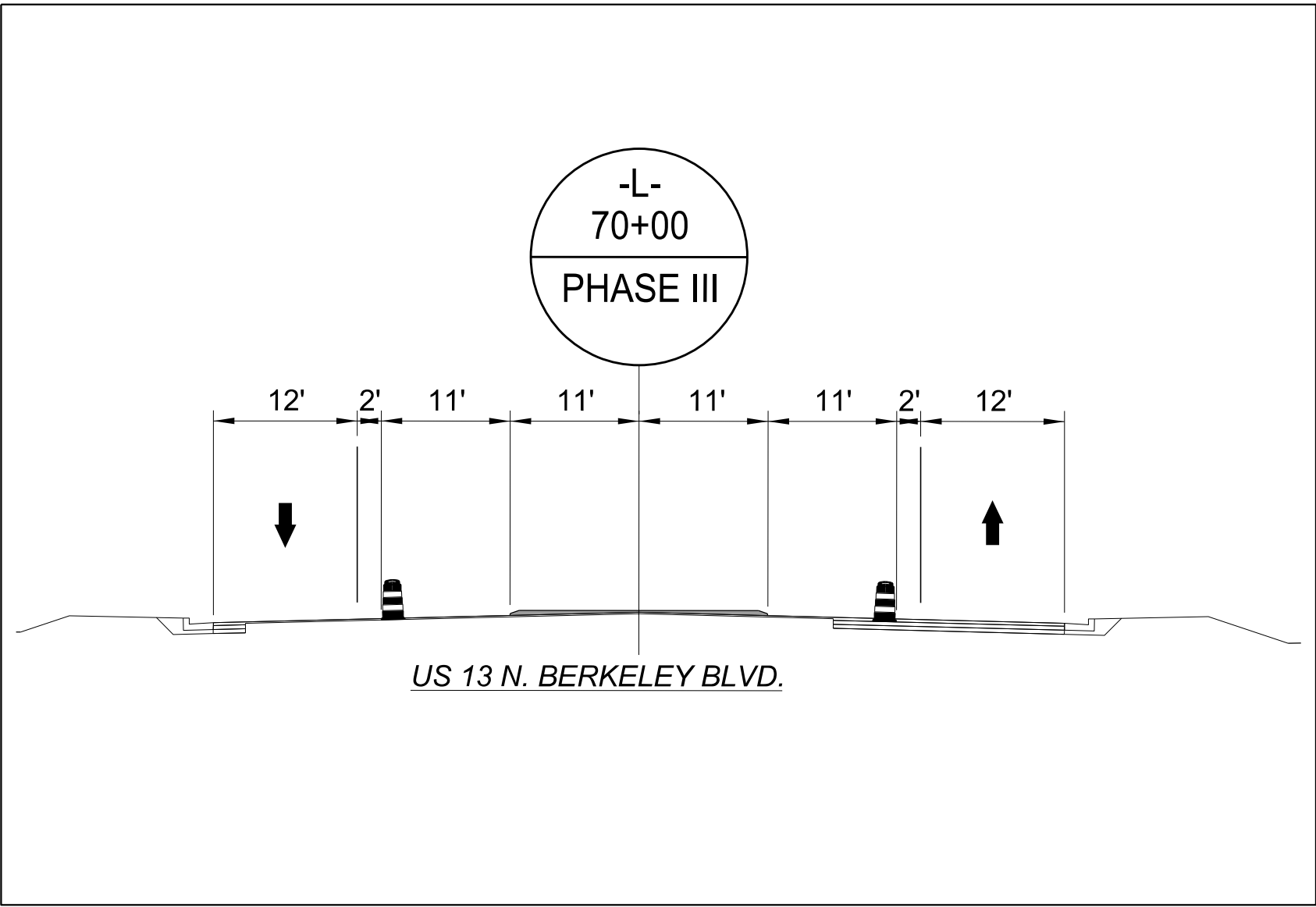


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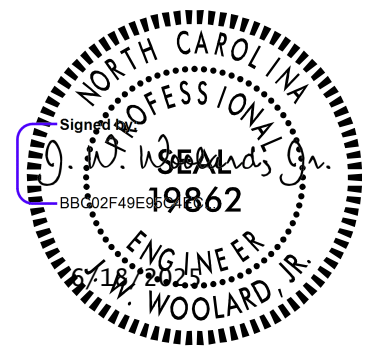
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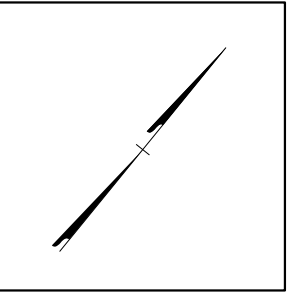
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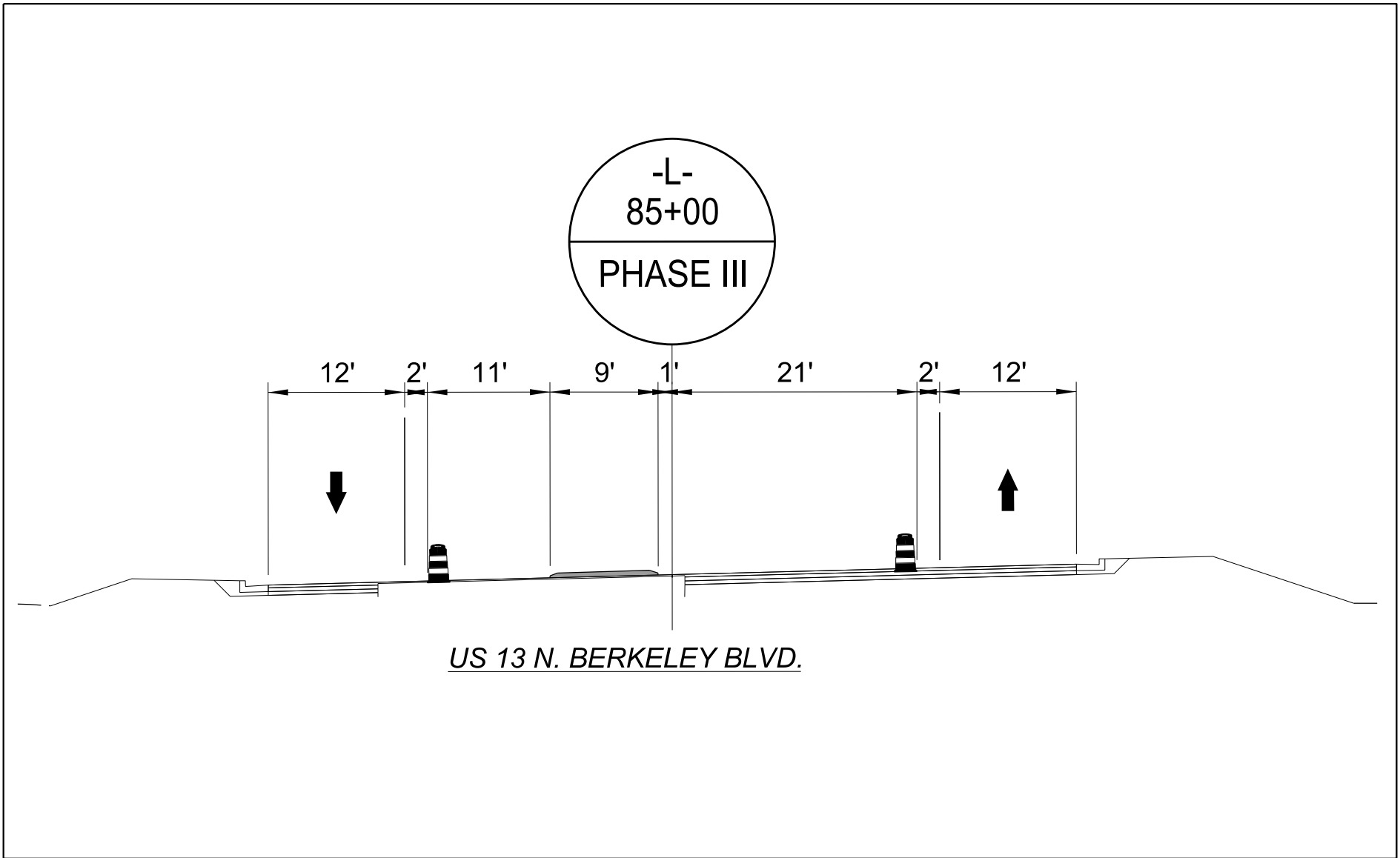
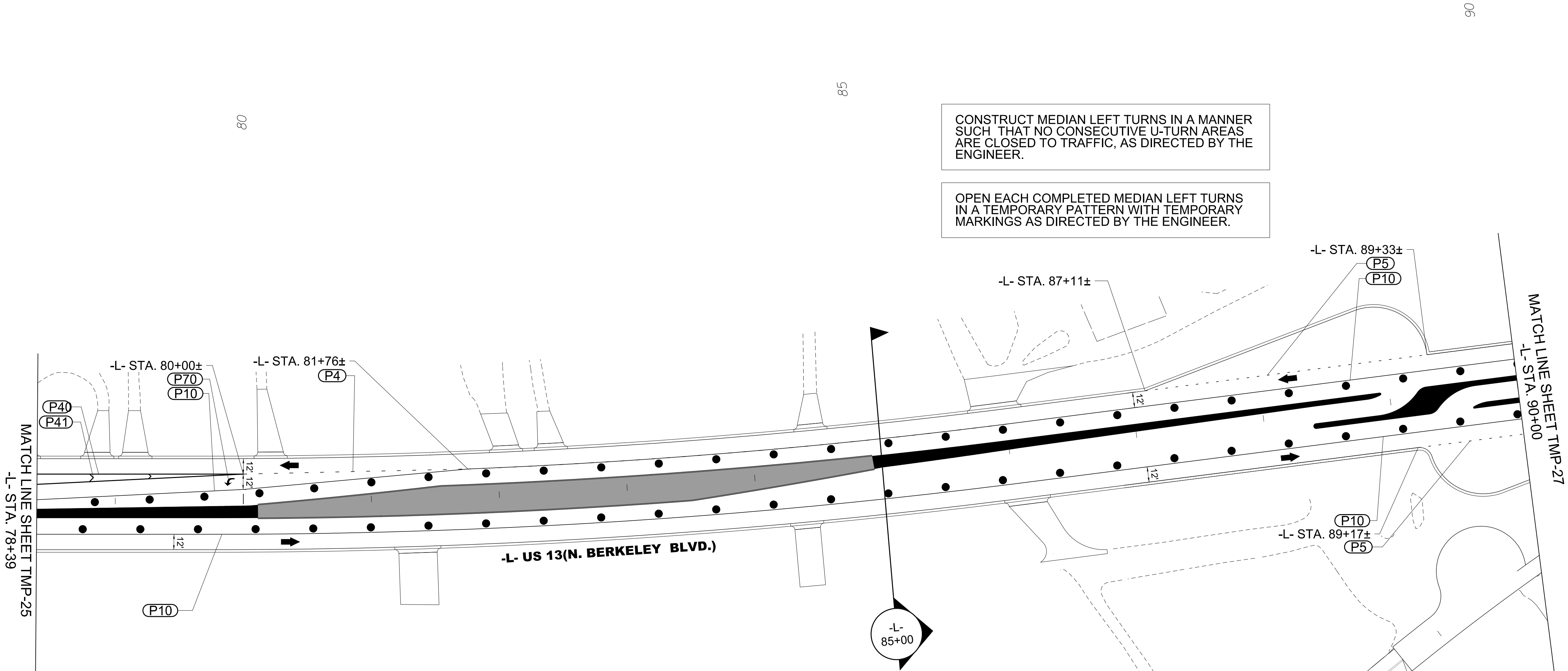
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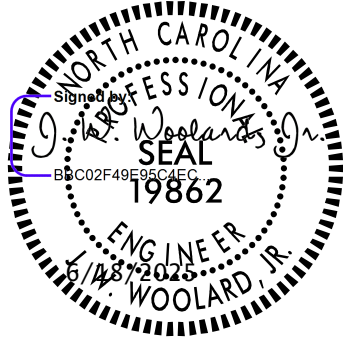
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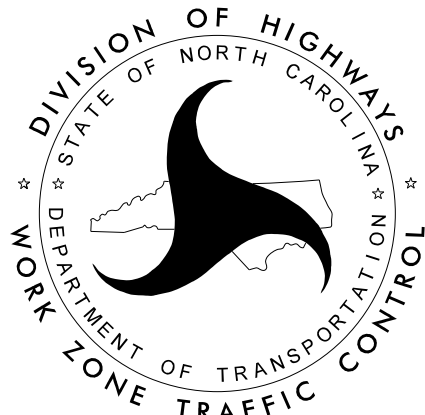
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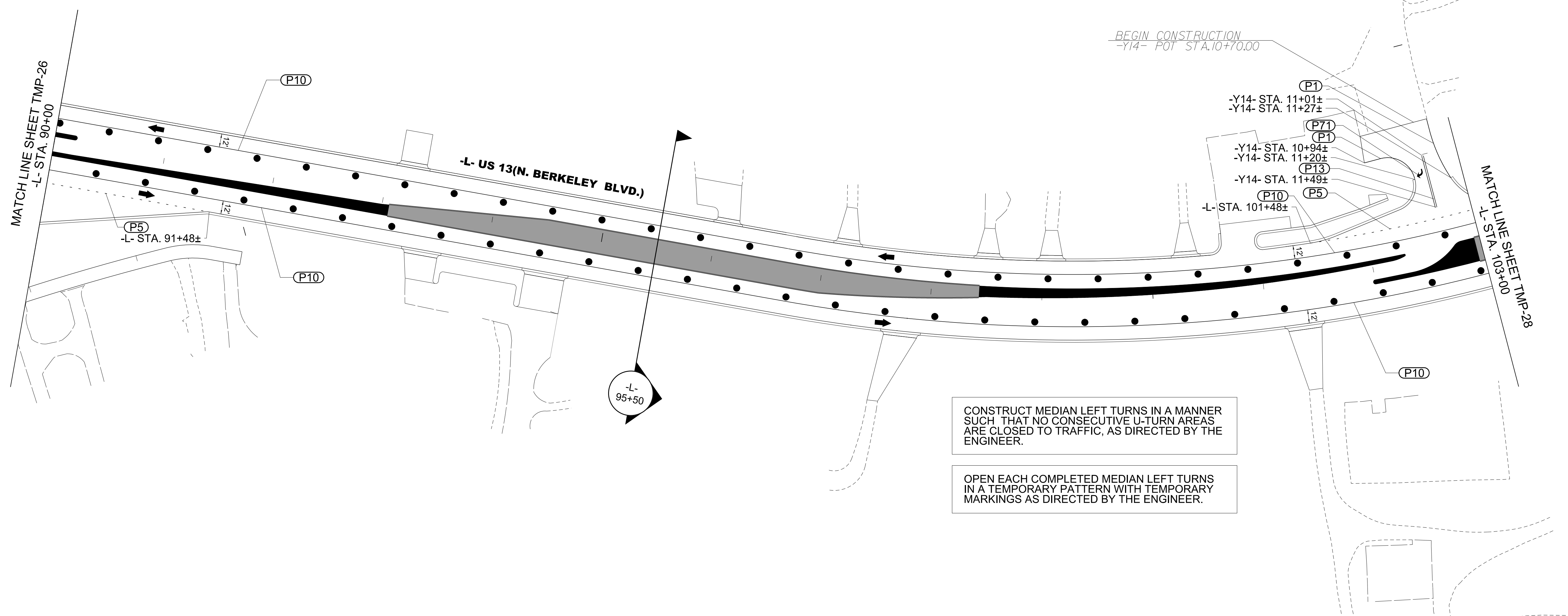
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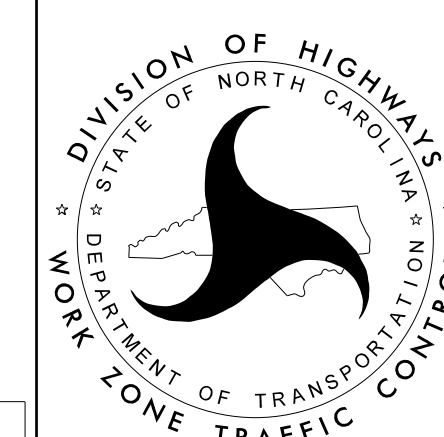
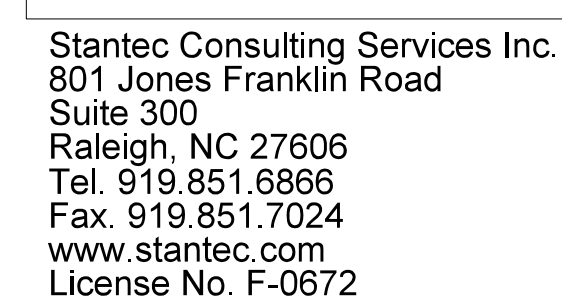
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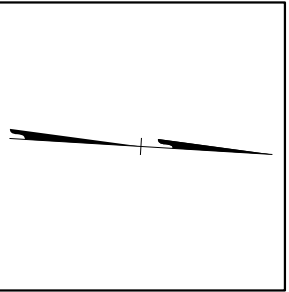
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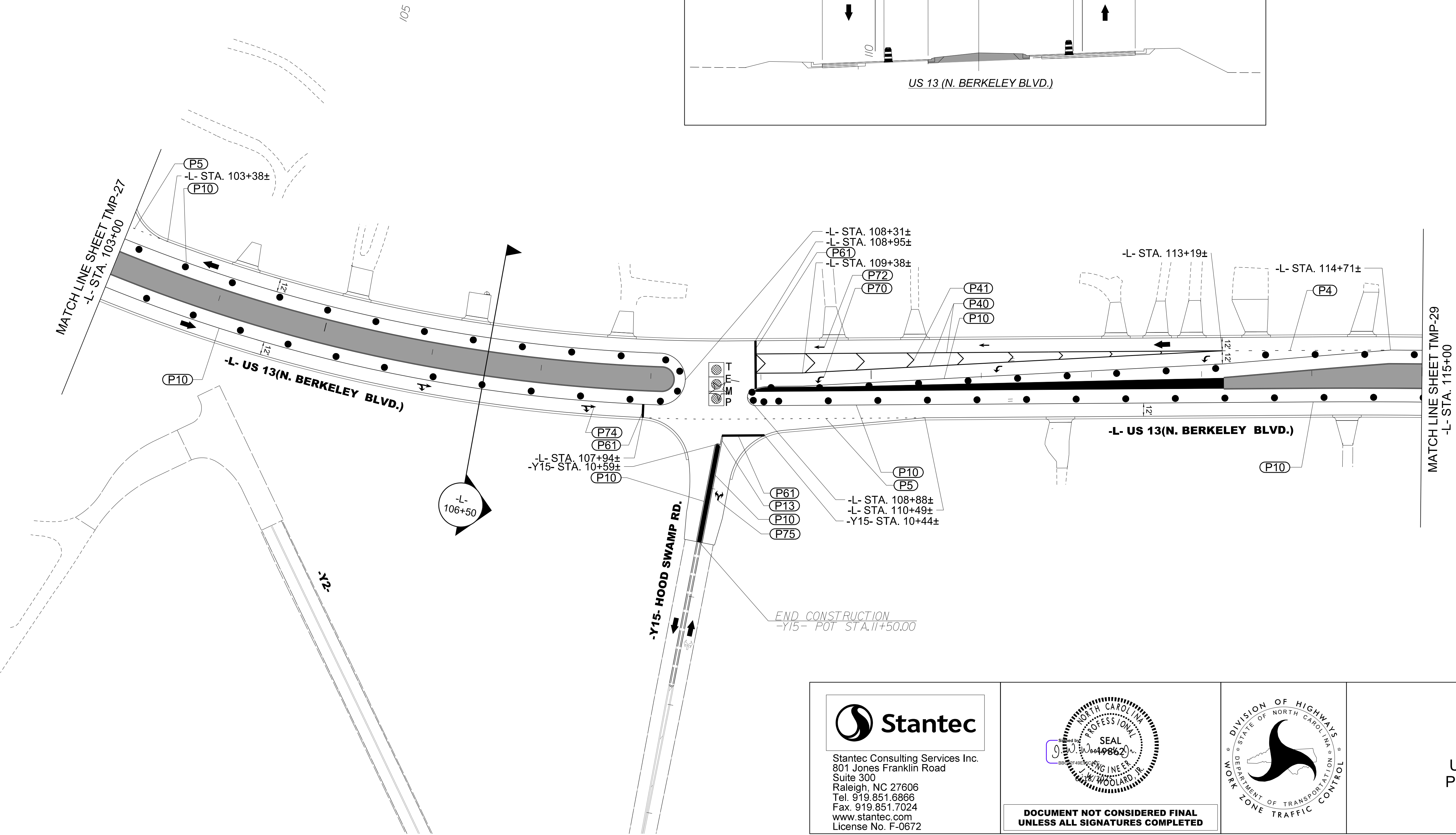
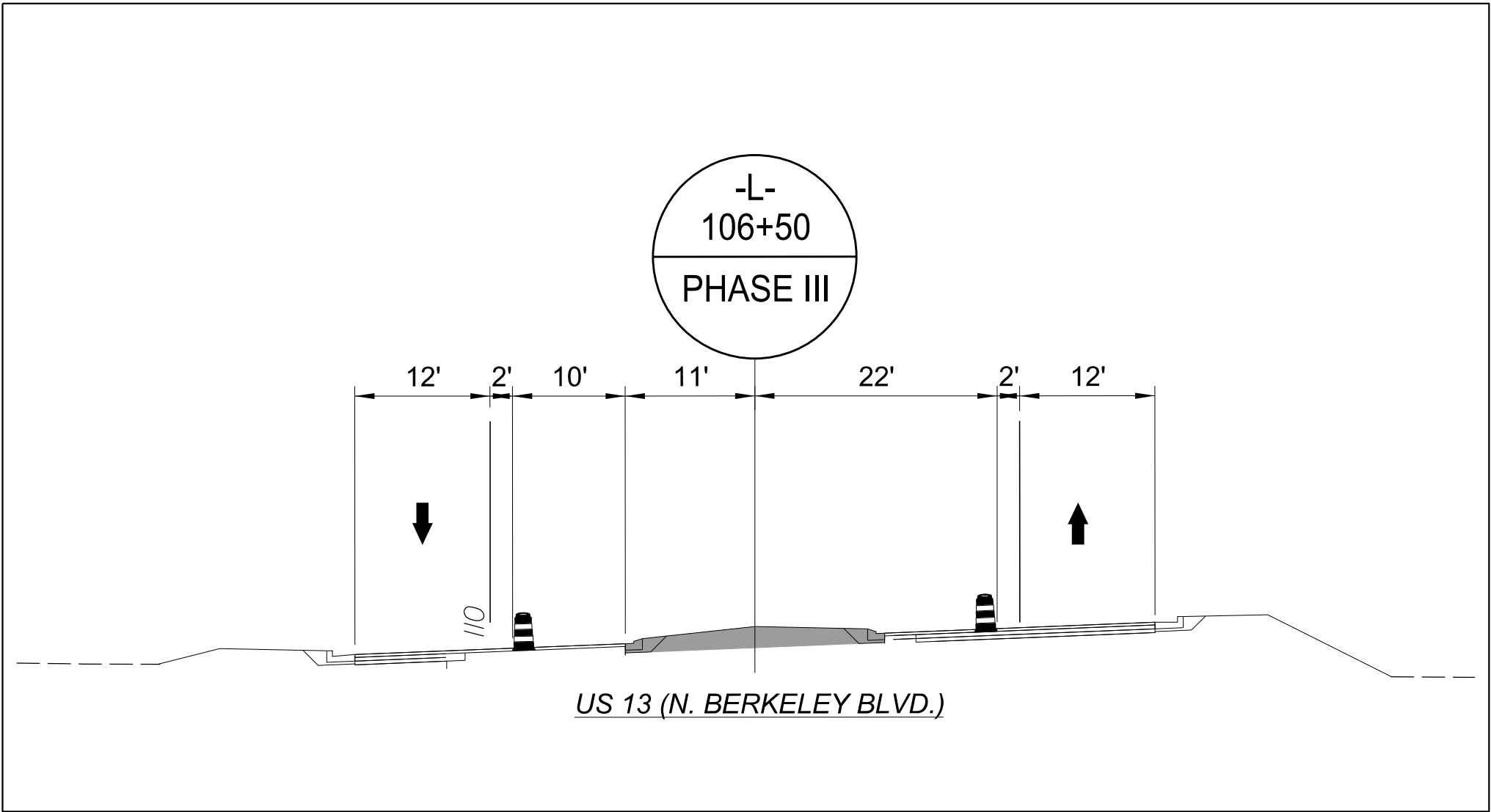
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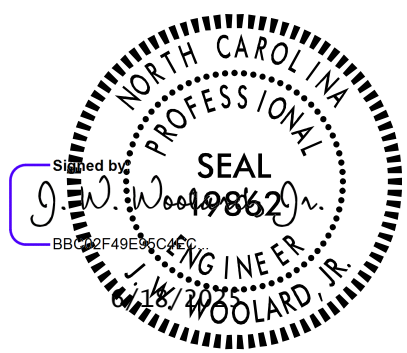


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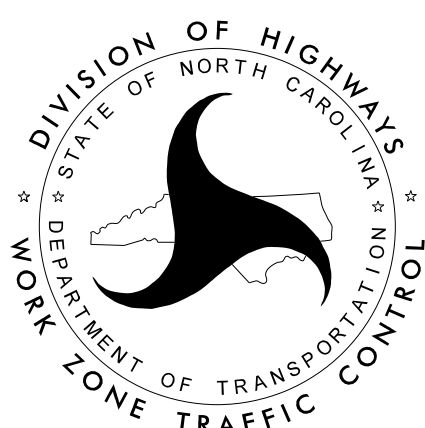




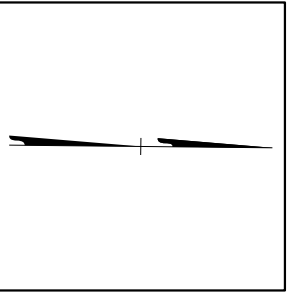
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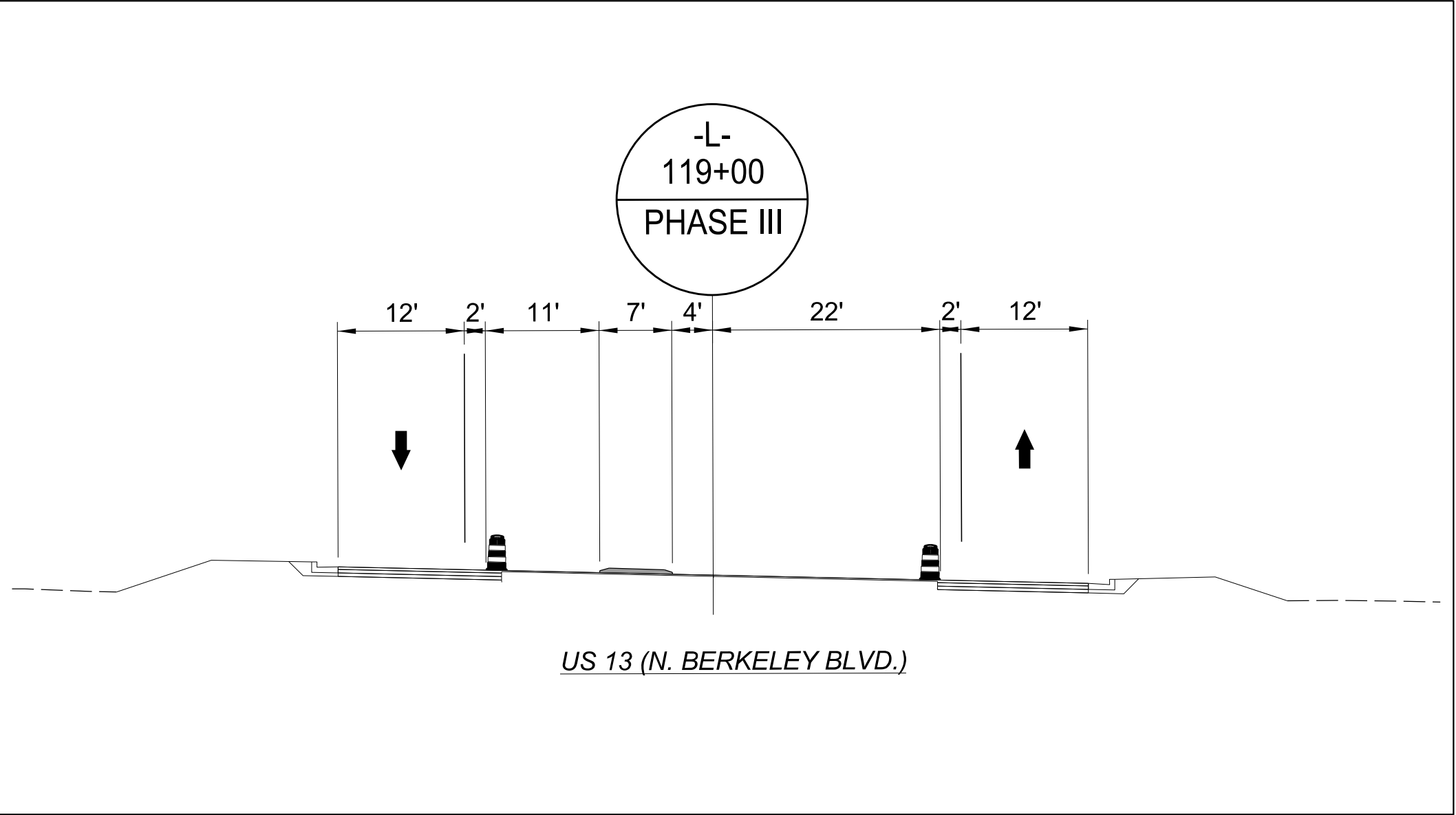
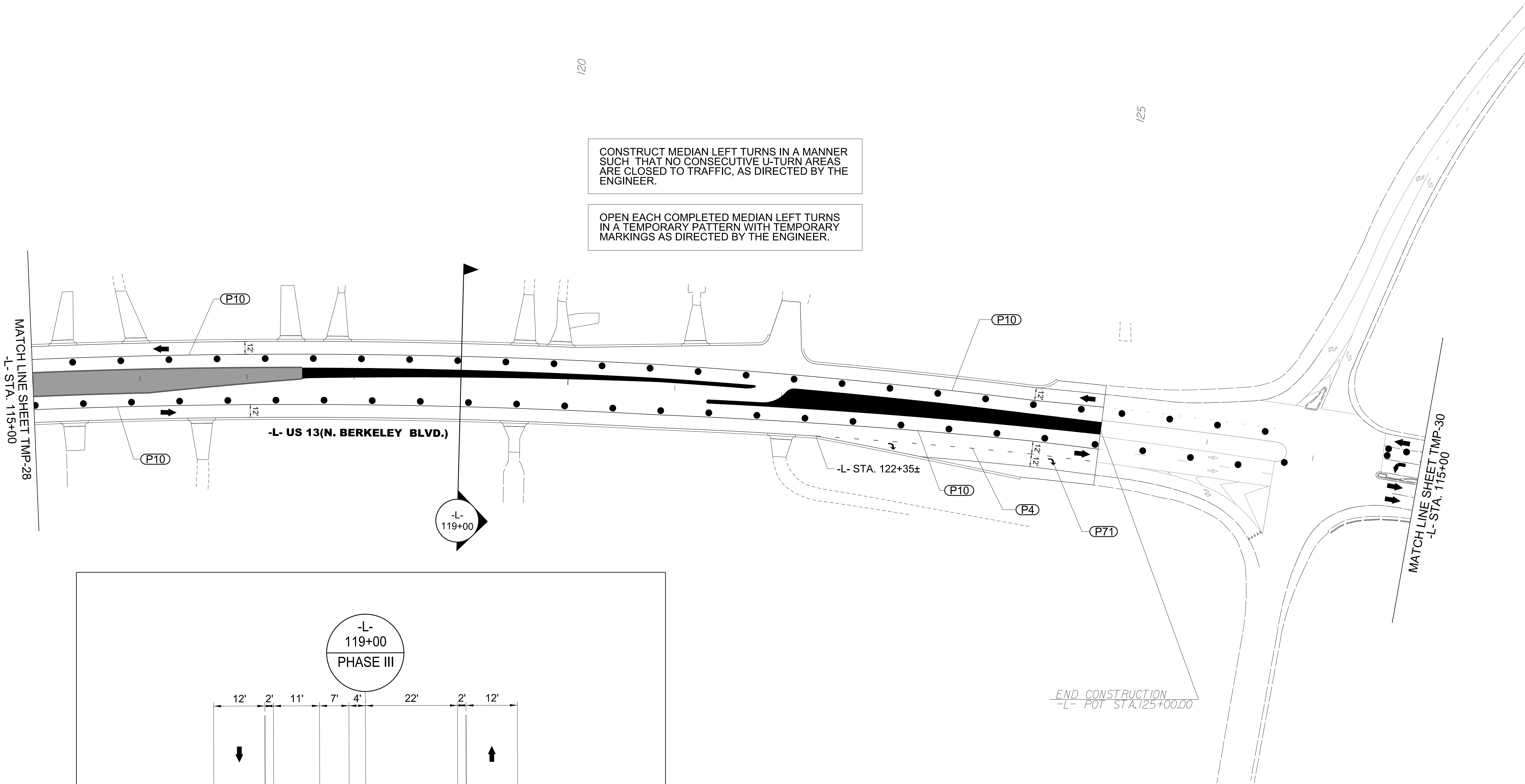
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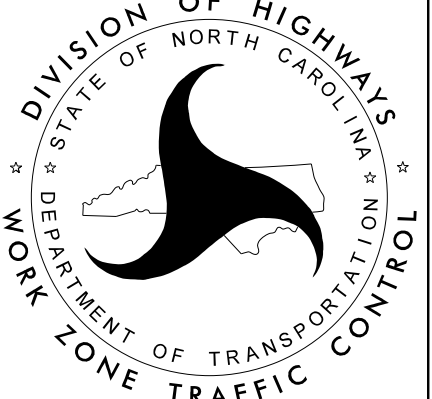
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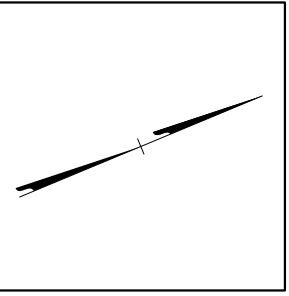
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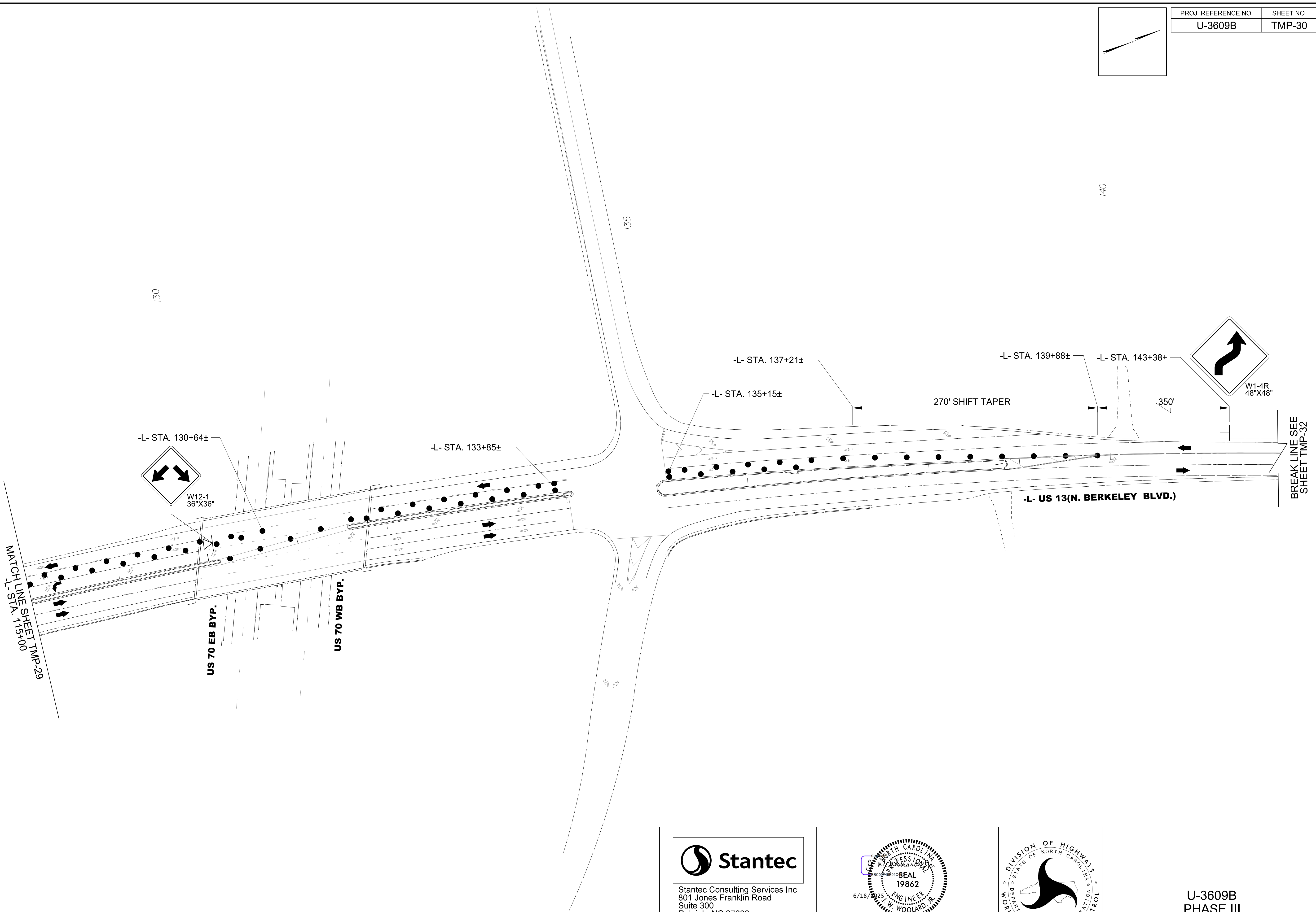
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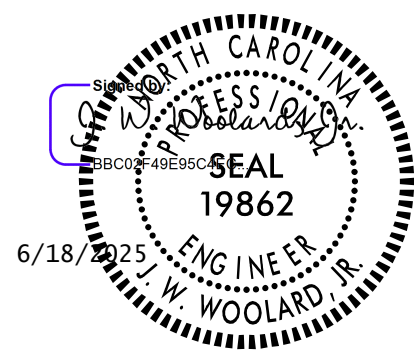
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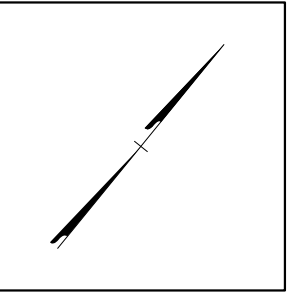
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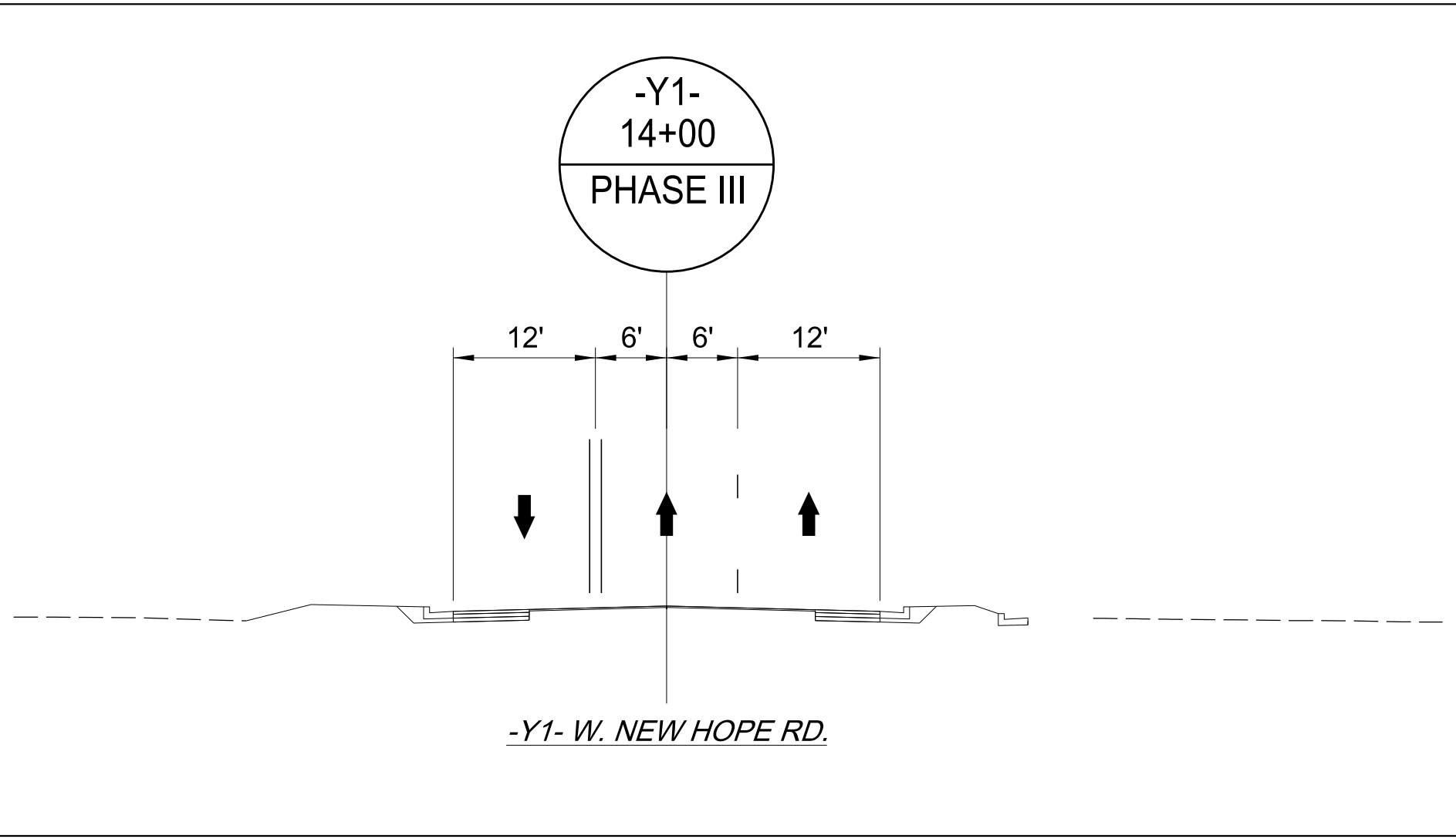
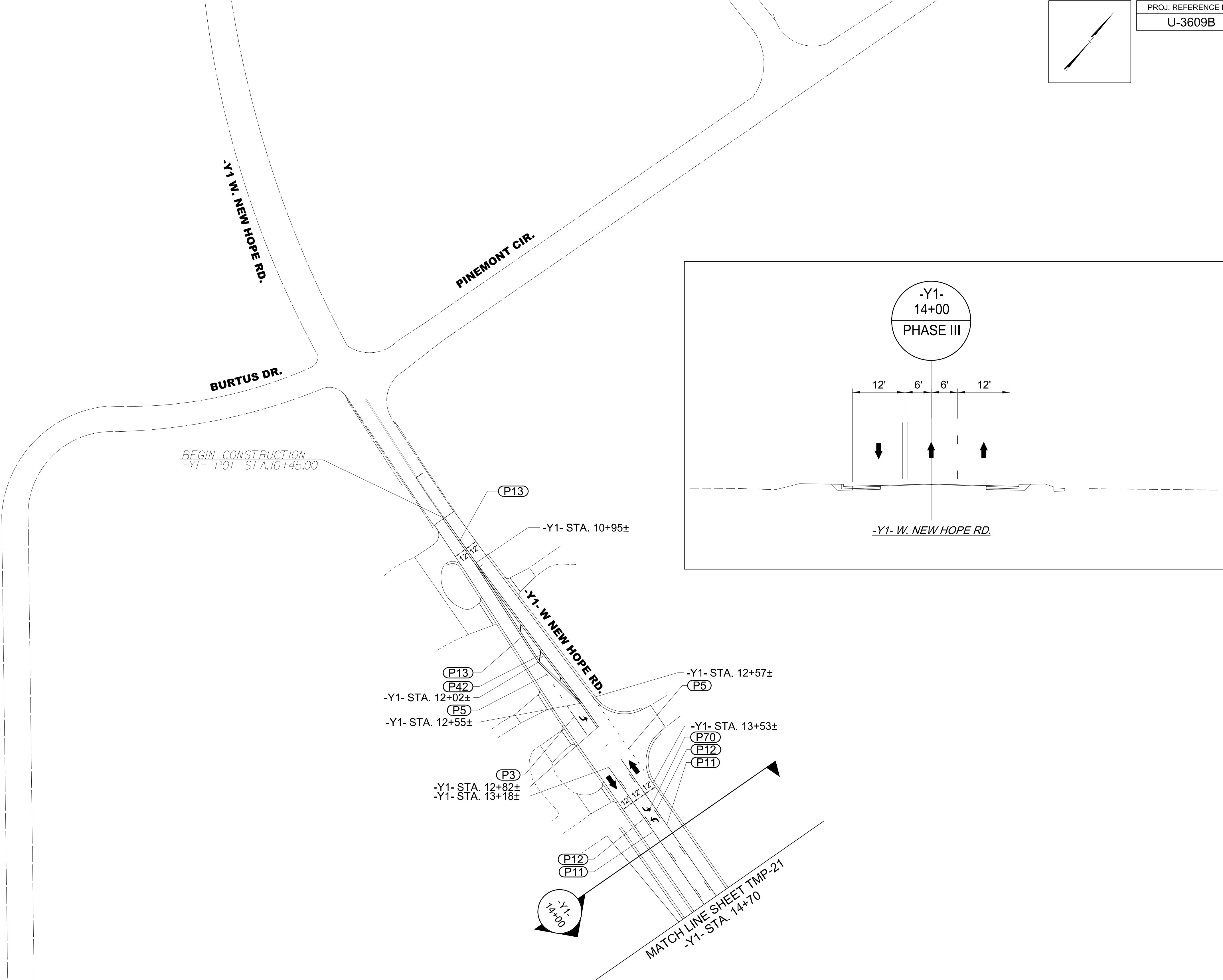
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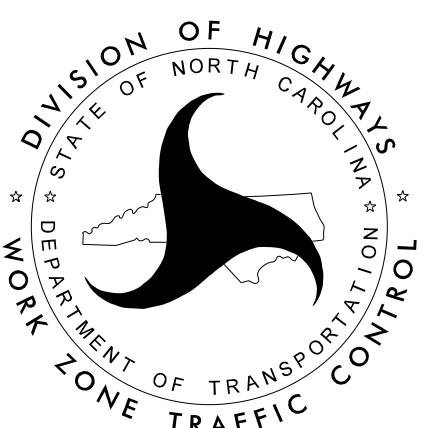


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Signed by:
J.W. Woolard
Professional Engineer
11/20/2025

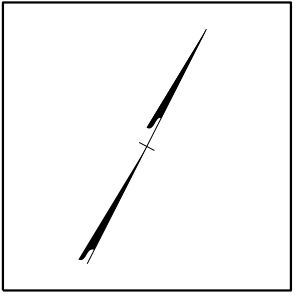
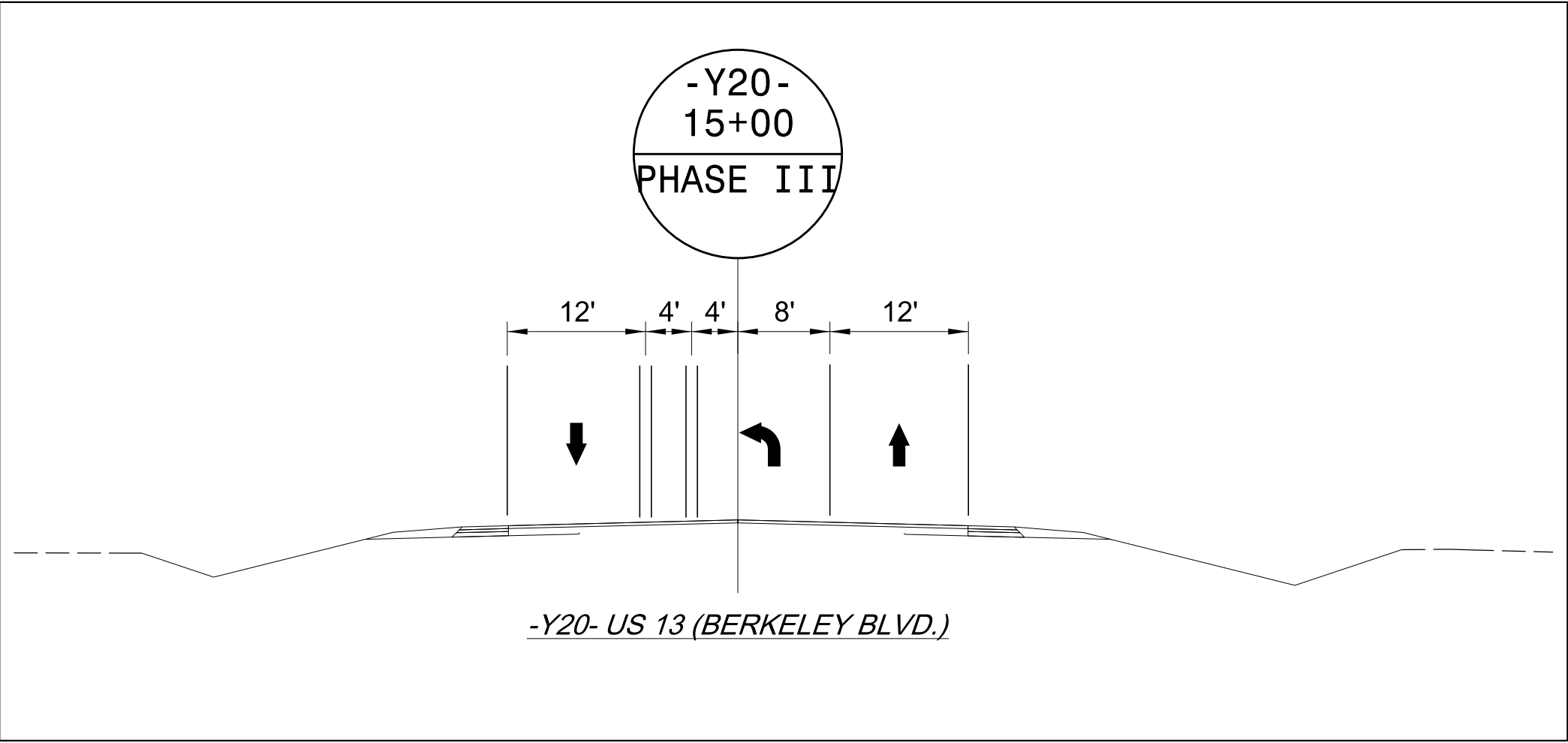
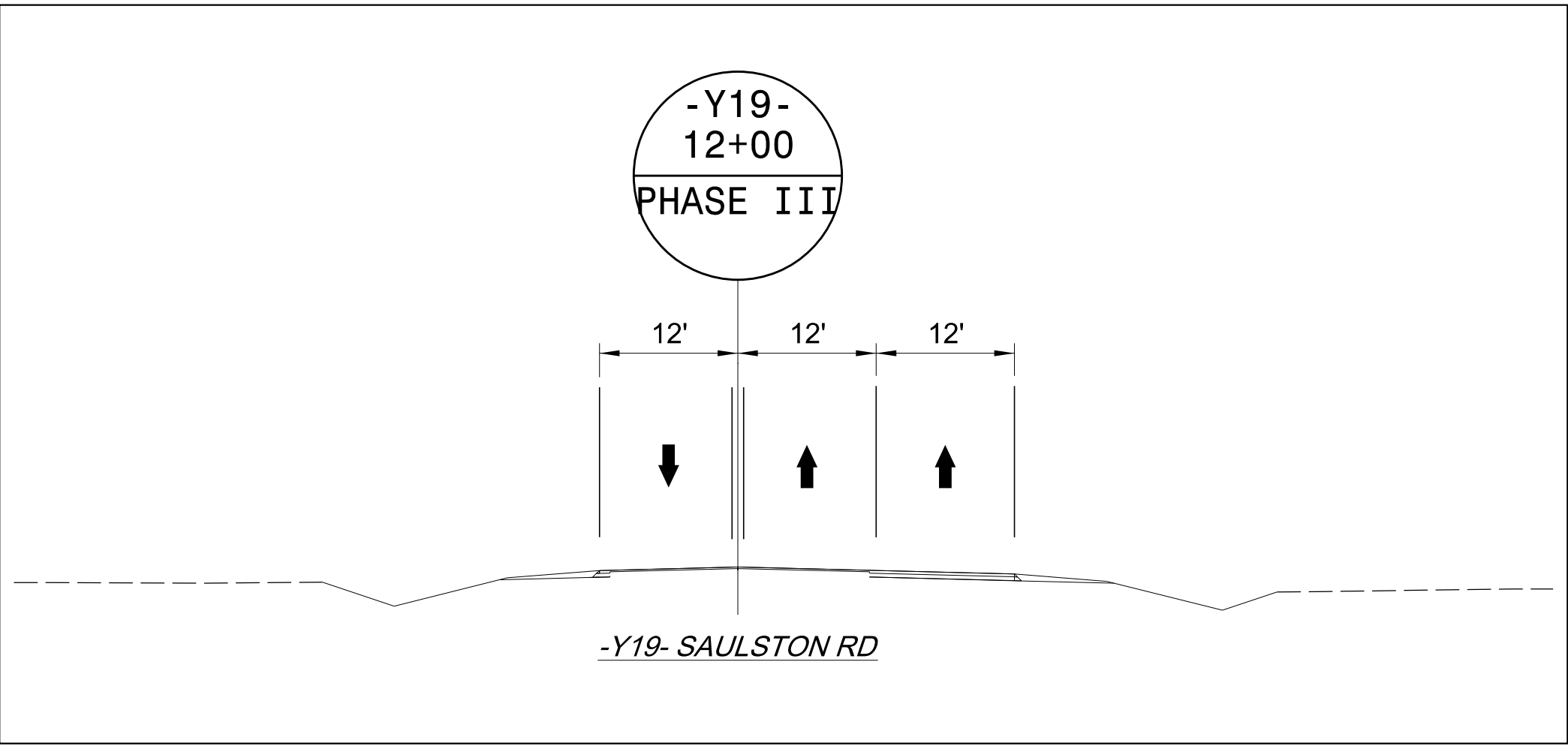
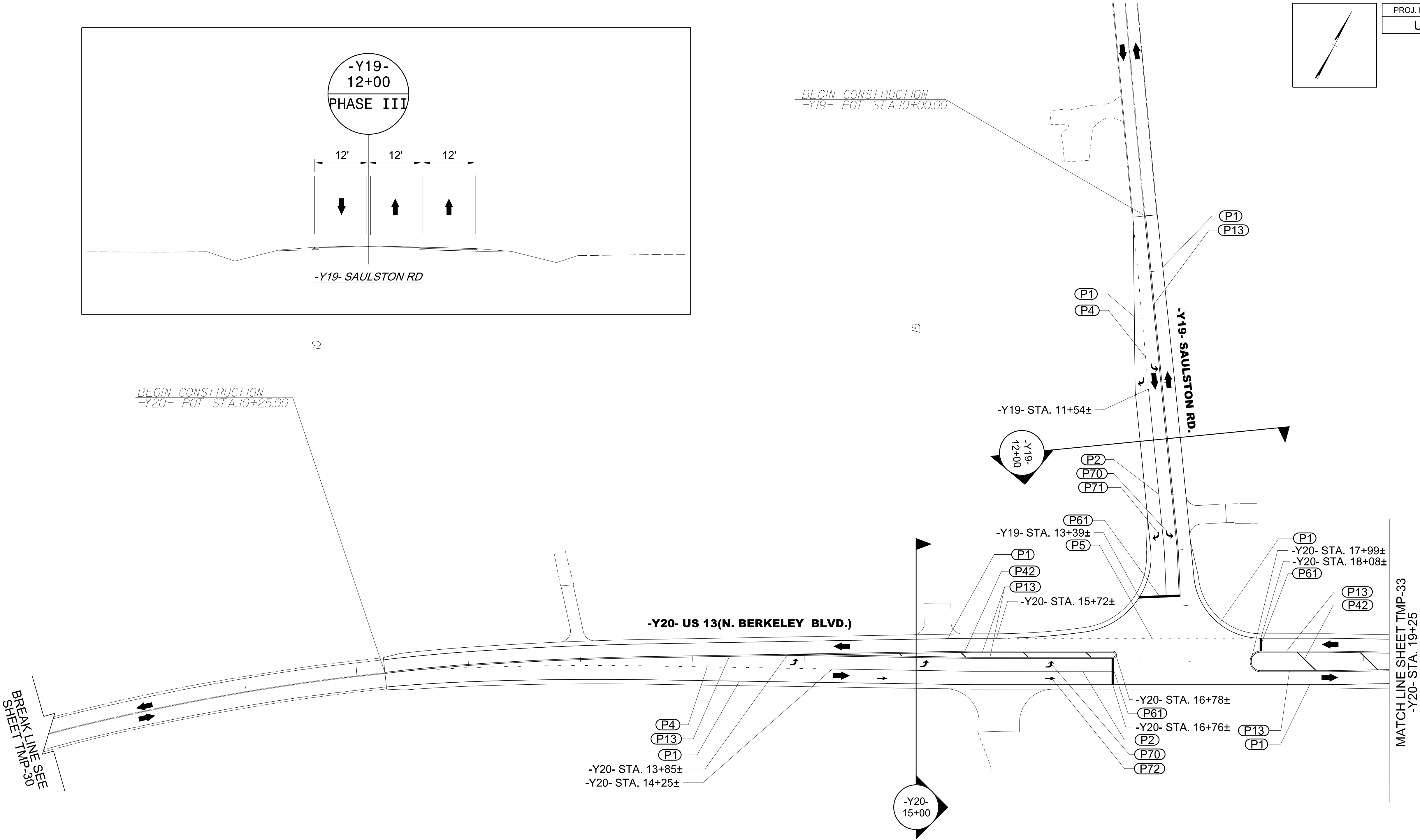


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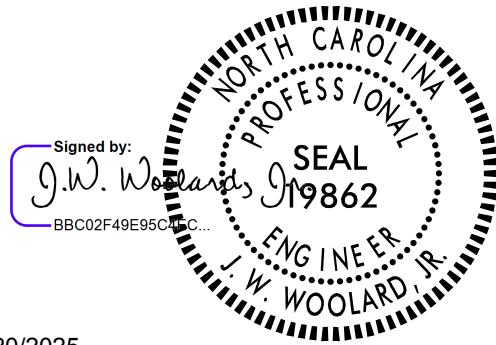
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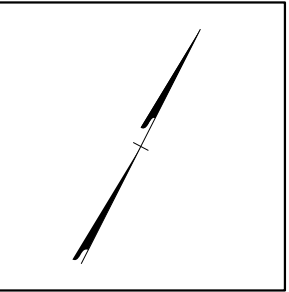


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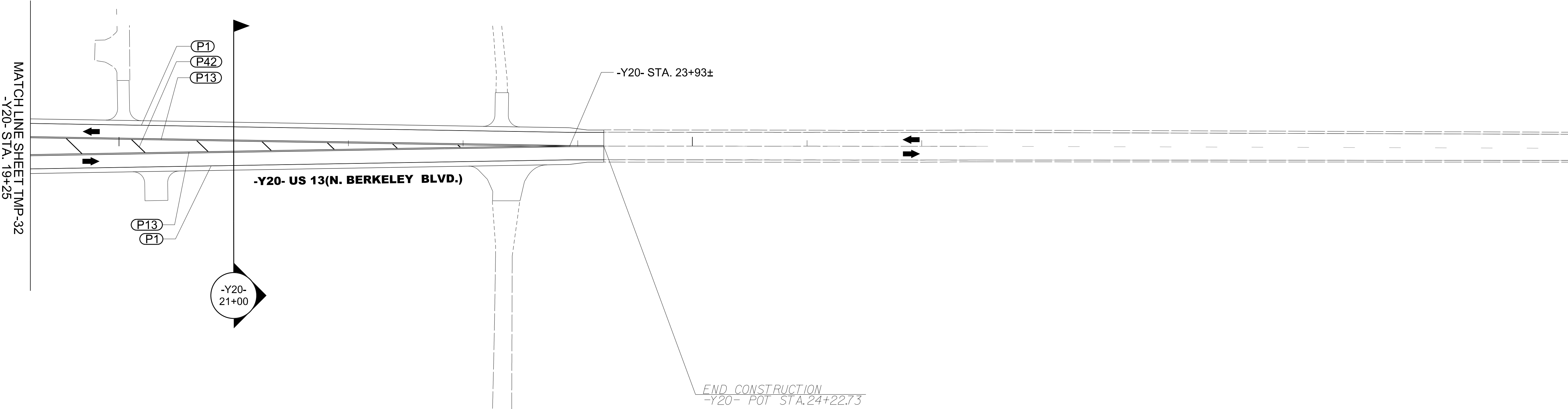
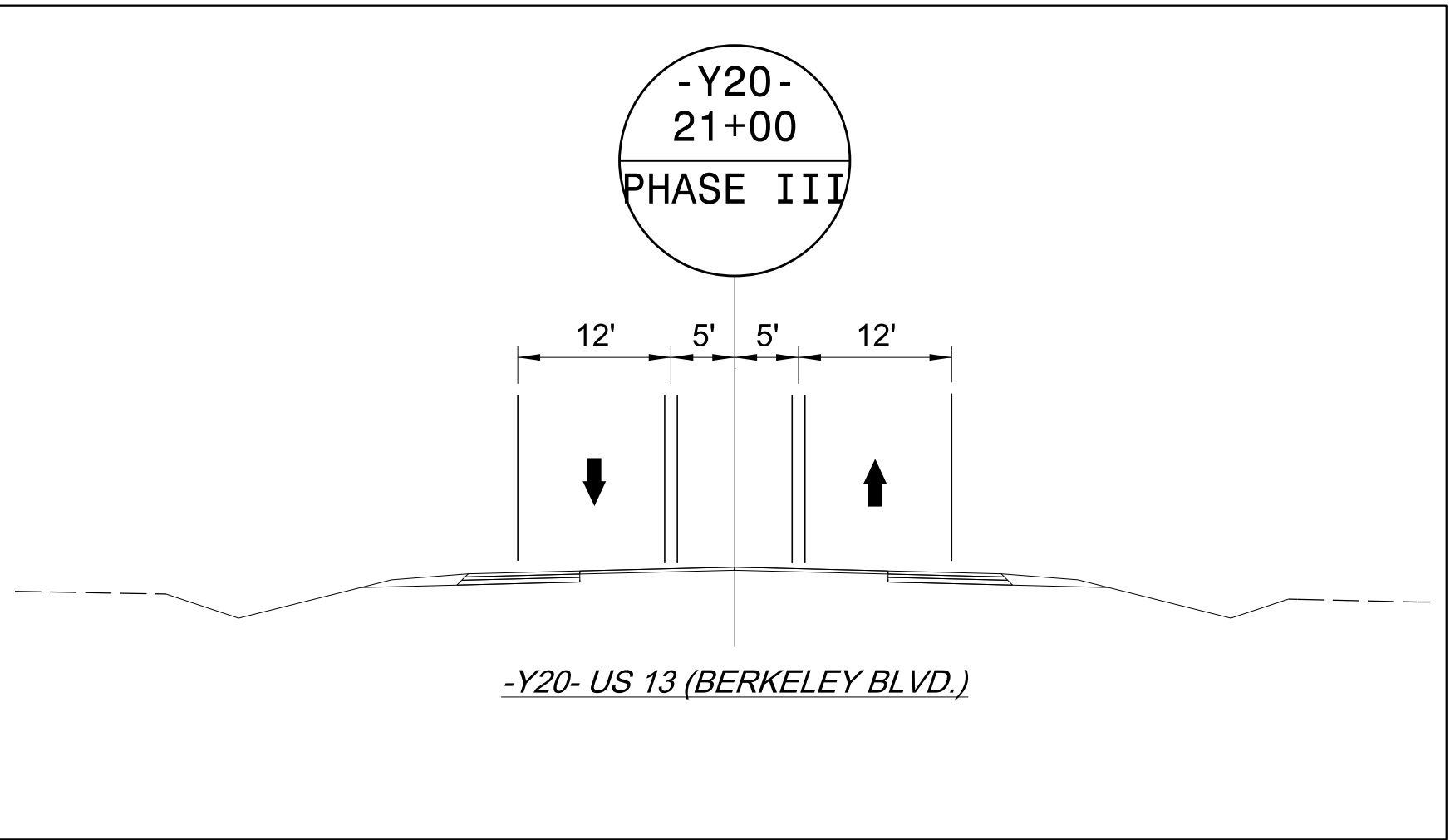
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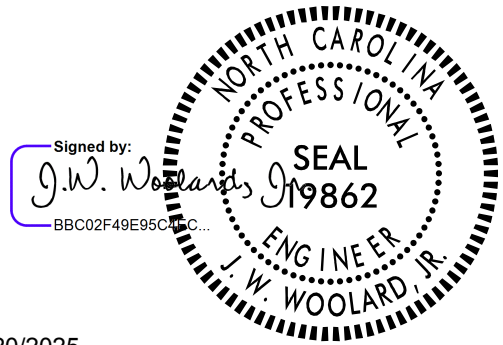


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