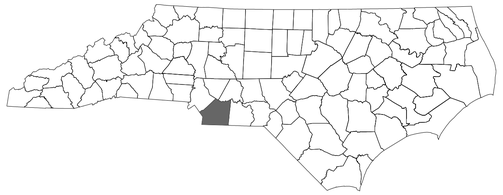
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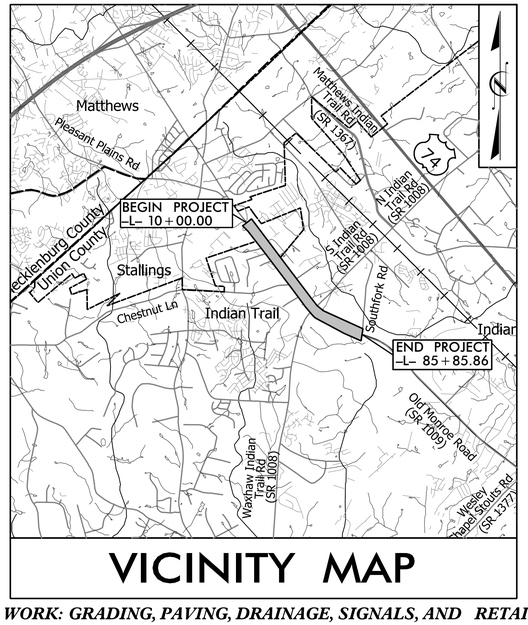
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

UNION COUNTY



LOCATION: SR 1009 (OLD MONROE ROAD) FROM WEST OF MORNINGSIDE MEADOW LANE TO SR 1371 (SOUTHFORK RD)



VICINITY MAP

TYPE OF WORK: GRADING, PAVING, DRAINAGE, SIGNALS, AND RETAINING WALLS.



WORK ZONE SAFETY & MOBILITY
"from the MOUNTAINS to the COAST"

PLANS PREPARED BY:

SEAN C. STEPHENS, PE
TRAFFIC ENGINEER

WESTON D. MURPHY, PE
TRANSPORTATION DESIGNER

NCDOT CONTACTS:

BRYAN C. KEY, PE
TEAM LEAD

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

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	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES, AND LOCAL NOTES)
TMP-2	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS DETAIL
TMP-2A	TEMPORARY SHORING NOTES
TMP-2B	-Y8- OFFSITE DETOUR
TMP-2C	SIGN DESIGN
TMP-3	TRANSPORTATION MANAGEMENT PLANS PHASING
TMP-4	TEMPORARY SIDEWALK DETAIL
TMP-4A THRU TMP-10	TRANSPORTATION MANAGEMENT PLANS PHASE I DETAILS
TMP-11 THRU TMP-18	TRANSPORTATION MANAGEMENT PLANS PHASE II DETAILS
TMP-19 THRU TMP-26	TRANSPORTATION MANAGEMENT PLANS PHASE III DETAILS

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SHEET NO.
TMP-1

U-4714BA

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ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS SHOWN 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 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	TRUCK MOUNTED ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY - DRUMS
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO LANE AND MULTILANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - LANE DROPS
1205.07	PAVEMENT MARKINGS - PEDESTRIAN CROSSWALKS
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.13	PAVEMENT MARKINGS - LANE REDUCTIONS
1205.15	PAVEMENT MARKINGS - SUPERSTREETS
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION

LEGEND

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GENERAL

- DIRECTION OF TRAFFIC FLOW
- DIRECTION OF PEDESTRIAN TRAFFIC FLOW
- EXIST. PVMT.
- NORTH ARROW
- PROPOSED PVMT.
- TEMP. SHORING (LOCATION PURPOSES ONLY)
- WORK AREA
- ON-GOING CONSTRUCTION
- REMOVAL
- WEDGING
- TEMPORARY PAVEMENT

SIGNALS

EXISTING PROPOSED TEMP

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

DRAINAGE

- PROPOSED PIPE CONSTRUCTION
- PREVIOUSLY CONSTRUCTED PIPE

TRAFFIC CONTROL DEVICES

- BARRICADE (TYPE III)
- CONE
- DRUM / SKINNY DRUM / TUBULAR MARKER
- PORTABLE CONCRETE BARRIER
- TEMPORARY CRASH CUSHION
- TEMPORARY CRASH CUSHION (NON-GATING)
- FLASHING ARROW BOARD
- FLAGGER
- LAW ENFORCEMENT
- TRUCK MOUNTED ATTENUATOR (TMA)
- CHANGEABLE MESSAGE SIGN

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

PAVEMENT MARKERS

- CRYSTAL/CRYSTAL
- CRYSTAL/RED
- YELLOW/YELLOW

PAVEMENT MARKING SYMBOLS

- PAVEMENT MARKING SYMBOLS

TEMPORARY PAVEMENT MARKING

PAINT 4"	
P1	WHITE EDGE LINE
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 EDGE LINE
P11	YELLOW SINGLE CENTER
P13	YELLOW DOUBLE CENTER
PAINT 8"	
P40	WHITE GORELINE
P41	WHITE DIAGONAL
P42	YELLOW DIAGONALS
P46	WHITE CROSSWALK LINE
PAINT 24"	
P61	WHITE STOPBAR

PAINT MARKING SYMBOLS	
P70	LEFT TURN ARROW
P71	RIGHT TURN ARROW
P72	STRAIGHT ARROW
P74	COMBO. STRAIGHT / RIGHT
P77	U-TURN ARROW

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ROADWAY STANDARD DRAWINGS & LEGEND

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MANAGEMENT STRATEGIES

CONSTRUCTION

WIDEN EXISTING SR-1009 (OLD MONROE ROAD) TO A FOUR- LANE DIVIDED FACILITY WITH CENTER MEDIAN U- TURNS AT REDUCED CONFLICT INTERSECTIONS. INSTALL CURB AND GUTTER ALONG WITH CONTINUOUS SIDEWALKS THROUGHOUT THE PROJECT CORRIDOR

TMP PARAMETERS

CONSTRUCT AS MUCH AS POSSIBLE AWAY FROM TRAFFIC. NIGHTTIME WORK WILL BE REQUIRED FOR TEMPORARY LANE CLOSURES ALONG SR 1009 (OLD MONROE ROAD).

TRAFFIC MANAGEMENT

LANE SHIFTS AND TEMPORARY LANE CLOSURES

SHOULDER CLOSURES

NIGHT WORK

PEAK HOUR LANE CLOSURE RESTRICTIONS FOR TRAVEL

PEDESTRIAN / BICYCLE ACCOMMODATIONS

WORK ZONE SAFTEY & MOBILITY

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

TEMPORARY TRAFFIC SIGNALS

CORRIDOR / NETWORK MANAGEMENT

STREET & INTERSECTION IMPROVEMENTS

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-) OLD MONROE RD (SR 1009)	MONDAY THRU FRIDAY: 6:00 A.M. - 9:00 P.M.
(-Y10-) WAXHAW-INDIAN TRAIL RD (SR 1008)	SATURDAY AND SUNDAY: 9:00 A.M. - 9:00 P.M.

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

ROAD NAME	DAY AND TIME RESTRICTIONS
(-Y-) MORNINGSIDE MEADOW LN	MONDAY THRU FRIDAY 6:00 A.M. - 9:00 A.M.
(-Y1-) POPLAR GLEN DR(SR 2661)	3:00 P.M. - 7:00 P.M.
(-Y2-) PARK MEADOWS DR	
(-Y3-) ENCHANTED DR(SR 1428)	
(-Y4-) K-LINE RD(SR 1435)	
(-Y5-) BRYSON RD(SR 1387)	
(-Y6-) CHESTNUT CONNECTOR(FUTURE)	
(-Y7-) WILLIAMS RESCUE RD(SR 1390)	
(-Y8-) CHESTNUT LN	
(-Y9-) WOODLAND RD(SR 1391)	
(-Y11-) SOUTHFORK RD(SR 1371)	

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

ROAD NAME

ALL ROADS

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 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.
3. FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 9:00 P.M. MONDAY.
4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 9:00 P.M. TUESDAY.
5. 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.
6. FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 9:00 P.M. TUESDAY.
7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY TO 9:00 P.M. MONDAY.
8. 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.

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

LANE AND SHOULDER CLOSURE REQUIREMENTS

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

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

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

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

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

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

PAVEMENT EDGE DROP OFF REQUIREMENTS

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

   BACKFILL DROP-OFFS THAT EXCEED 2 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS OF 45 MPH OR GREATER.

   BACKFILL DROP-OFFS THAT EXCEED 3 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS LESS THAN 45 MPH.

   BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.

K) DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 350 ft IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

M) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 40 FT FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.

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

   AND

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

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

   AND

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

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

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TRANSPORTATION MANAGEMENT PLAN

GENERAL NOTES

8/14/2026
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TRAFFIC BARRIER

Q) 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.

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

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

S) USE NON-GATING CRASH CUSHIONS AS REQUIRED IN THE TMP.

TRAFFIC CONTROL DEVICES

T) WHEN LANE CLOSURES ARE NOT IN EFFECT SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER IN FEET THAN TWICE THE POSTED SPEED LIMIT (MPH) EXCEPT, 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTIONS 1130 (DRUMS), 1135 (CONES) AND 1180 (SKINNY DRUMS) FOR ADDITIONAL REQUIREMENTS.

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

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

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
-L-, -Y10-	PAINT	TEMPORARY RAISED
ALL OTHER -Y- LINES	PAINT	NONE

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

Y) TIE THE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES

Z) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAYS OPERATION.

AA) TRACE THE EXISTING AND PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO REMOVAL AND INSTALLATION. PLACE DRUMS TO DELINEATE ANY EXISTING OR PROPOSED MONOLITHIC ISLANDS AFTER REMOVAL AND BEFORE INSTALLATION.

MISCELLANEOUS

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

CC) 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) 200 FT AND 400 FT RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

DD) 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.

EE) 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.).

FF) MAINTAIN POSITIVE DRAINAGE AT ALL TIME AND ENSURE NO PONDING OF WATER OCCURS IN TRAVEL LANES.

LOCAL NOTES

EMERGENCY VEHICLE ACCESS MUST BE MAINTAINED AT ALL TIMES

NOTIFY THE FIRE DEPARTMENT, EMS,MECKLENBURG AND UNION COUNTY SCHOOLS PRIOR TO ANY MODIFICATION OF TRAFFIC PATTERNS

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DATE: 10/12/2026

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TRANSPORTATION MANAGEMENT PLAN

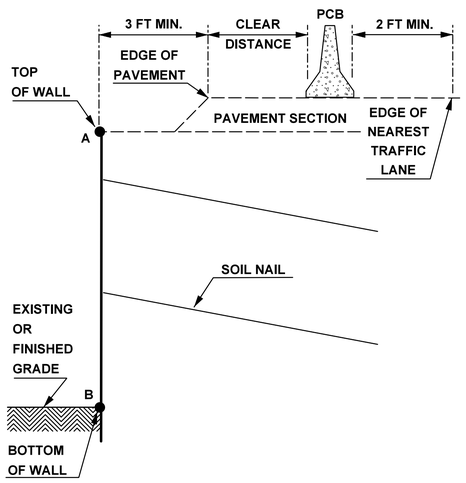
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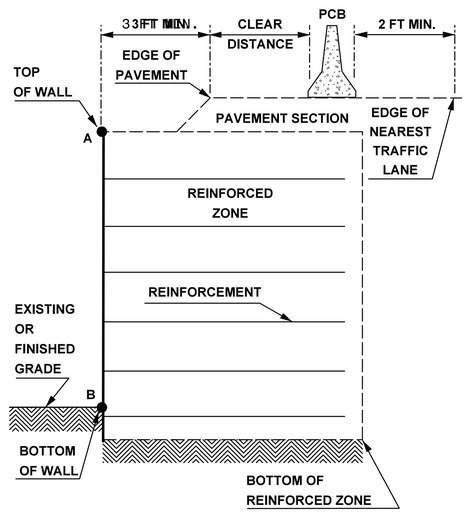
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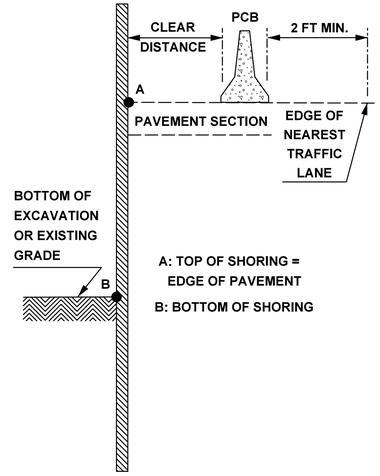
TEMPORARY SOIL NAIL WALL



TEMPORARY MSE WALL



TEMPORARY SHORING



NOTE: WALL OR SHORING HEIGHT = A-B

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.

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

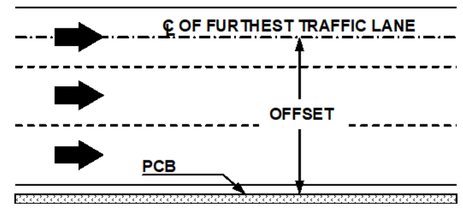


FIGURE B

APPROVED: Digitally signed by Melton Murphy
DATE: 10/12/2026
SEAL

NORTH CAROLINA PROFESSIONAL SEAL 049235 ENGINEER MELTON D. MURPHY

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

PORTABLE CONCRETE BARRIER
AT
TEMPORARY SHORING LOCATIONS

8/14/2026
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Ashley.L

Docusign Envelope ID: F6B21AFA-3F38-8887-83D6-2A8B7DEFD2BC

STV Engineers, Inc.
2151 Hawkins St., Suite 1400
Charlotte, NC 28203
NC License Number F-0991

PROJ. REFERENCE NO.	SHEET NO.
U-4714BA	TMP-2A

SHORING LOCATION NO. 1

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

TEMPORARY SHORING IS REQUIRED FOR THE CULVERT CONSTRUCTION FROM STATION -L- 15+34 +/-, 6.5* RT, TO STATION -L- 15+97 +/-, 5.5* RT.

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

DESIGN TEMPORARY SHORING FROM STATION -L- 15+34 +/-, 6.5* RT, TO STATION -L- 15+97 +/-, 5.5* RT 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 = 720 FT

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 15+34 +/-, 6.5* RT, TO STATION -L- 15+97 +/-, 5.5* RT.

AT THE CONTRACTOR*S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- 15+34 +/-, 6.5* RT, TO STATION -L- 15+97 +/-, 5.5* RT. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 15+34 +/-, 6.5* RT, TO STATION -L- 15+97 +/-, 5.5* RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

SHORING LOCATION NO. 2

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

TEMPORARY SHORING IS REQUIRED FOR THE CULVERT CONSTRUCTION FROM STATION -L- 15+30 +/-, 1.5* LT, TO STATION -L- 15+90 +/-, 1.5* LT.

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

DESIGN TEMPORARY SHORING FROM STATION -L- 15+30 +/-, 1.5* LT, TO STATION -L- 15+90 +/-, 1.5* LT 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 = 720 FT

AT THE CONTRACTOR*S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 15+30 +/-, 1.5* LT, TO STATION -L- 15+90 +/-, 1.5* LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

WHEN BACKFILL FOR CULVERT FILL OVERLAPS WITH THE REINFORCED ZONE OF TEMPORARY WALLS, USE SHORING BACKFILL OR BACKFILL MATERIAL REQUIRED FOR CULVERT, WHICHEVER IS BETTER, IN THE REINFORCED ZONE OF TEMPORARY WALLS.

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APPROVED: Weston Murphy DATE: 10/12/2026

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 049235 ENGINEER WESTON D. MURPHY

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

TRANSPORTATION MANAGEMENT PLAN

SHORING DATA

8/25/2026
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greyb

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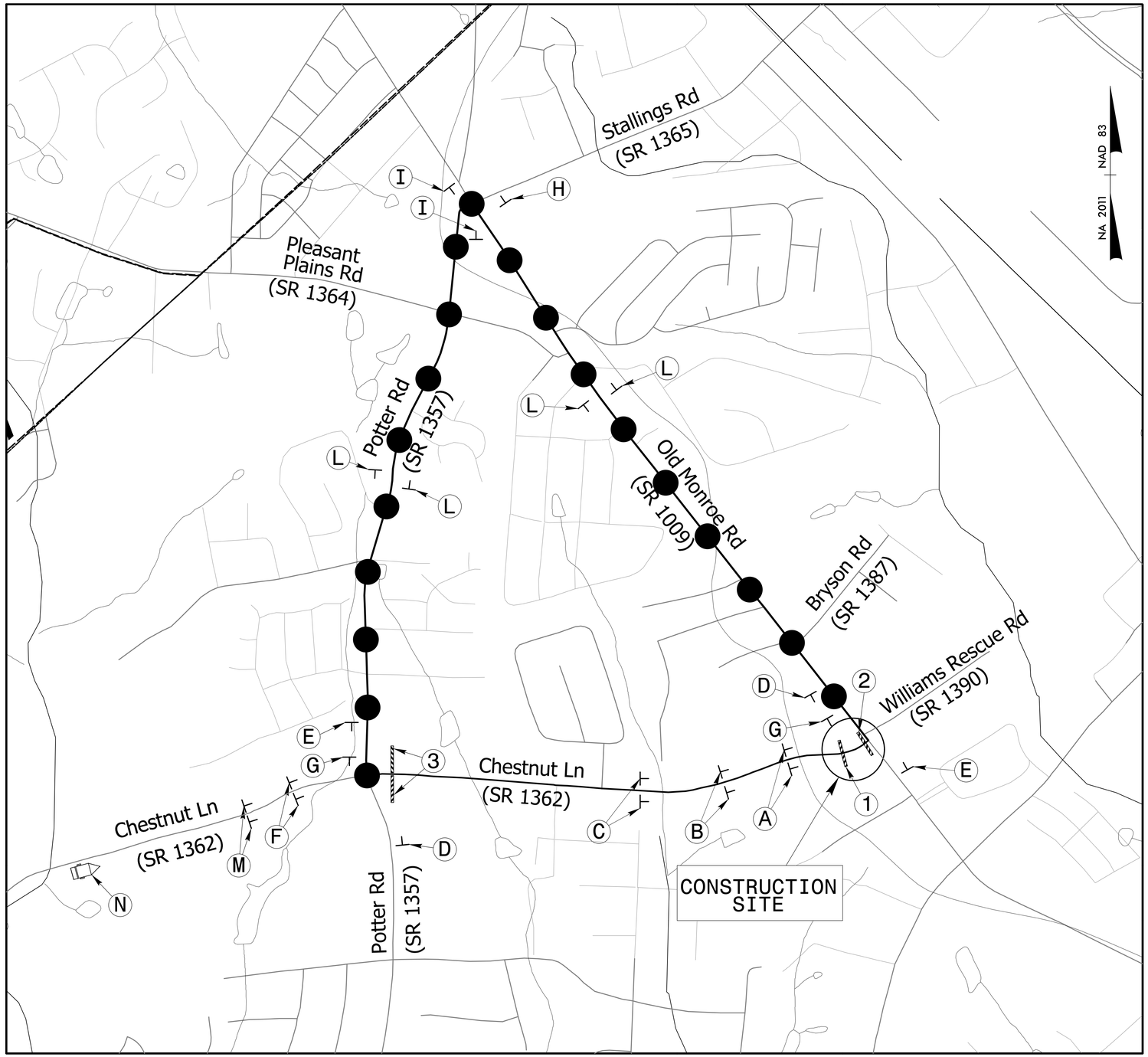
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U-4714BA	TMP-2B
R/W SHEET NO.	

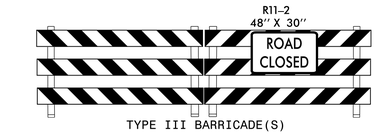
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Charlotte, NC 28203
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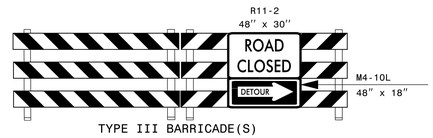
ROADWAY DESIGN ENGINEER

Signed by: Weston Murphy
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 049235 ENGINEER WESTON D. MURPHY
10/12/2026

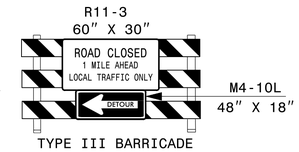




1



2



3



A



B



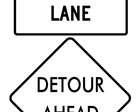
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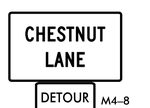
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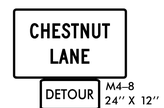
F



G



H



I



L



M

MESSAGE NO. 1	MESSAGE NO. 2
CHESTNUT	FOLLOW
CLOSED	POSTED
1 MILE	DETOUR

CHANGEABLE MESSAGE SIGN

N

SEE SHEET TMP-2C FOR CHESTNUT LANE SIGN DESIGN

SEE ROADWAY STD DWG 1101.03, SHEET 1 AND 2 OF 9 FOR ADVANCE WARNING AND BARRICADE PLACEMENT.

600 300 0 600 1200

Scale: 1" = 600'

8/14/2026
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Ashley L

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PROJECT REFERENCE NO.	SHEET NO.
U-4714BA	TMP-2C
R/W SHEET NO.	

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2151 Hawkins St., Suite 1400
Charlotte, NC 28203
NC License Number F-0991

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ROADWAY DESIGN ENGINEER

Signed by: Weston Murph
1FFC0A3F7A8F4A1...

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 049235 WESTON D. MURPH

10/12/2026

SIGN NUMBER: I-1
TYPE: D
QUANTITY: See Plans

SIGN WIDTH: 48″
HEIGHT: 30″
TOTAL AREA: 10.0 Sq.Ft.

BORDER TYPE: RECESSED
RECESS: 0.38″
WIDTH: 0.63″
RADII: 1.5″

NO. Z BARS:
LENGTH:

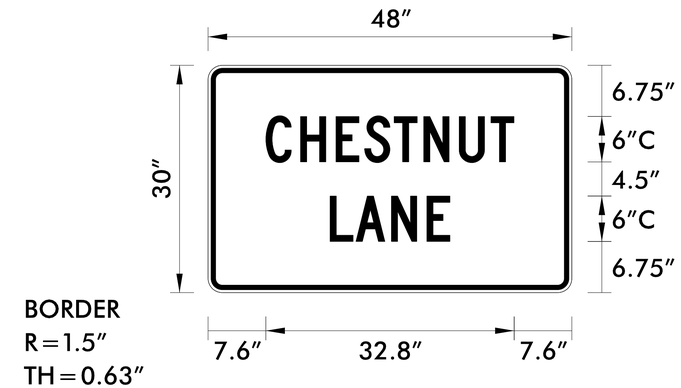
BACKG COLOR: Orange
COPY COLOR: Black

SYMBOL	X	Y	WID	HT

MAT'L: 0.080″ (2.0 mm) ALUMINUM

USE NOTES: 1,2
1. Legend and border shall be direct applied black non-reflective sheeting.
2. Background shall be NC Grade B fluorescent.

DESIGN BY: JCG
CHECKED BY: GM
PROJECT ID: U-4714BA
DIV: 10
DATE: Oct 8, 2025



Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter positions are to the lower left corners

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	L	A	N	E																					C 2000 / 6 15.8
	16.1	19.5	24.2	28.9																					

NORTH CAROLINA D.O.T. SIGN DETAIL

8/14/2026
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Ashley

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WRITTEN PHASING

STV Engineers, Inc.
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Charlotte, NC 28202
NC License Number F-0991

PROJ. REFERENCE NO.	SHEET NO.
U-4714BA	TMP-3

PHASE I

STEP 1

INSTALL WORKZONE ADVANCE WARNING SIGNS IN ACCORDANCE WITH NCDOT ROADWAY STANDARD DRAWING NO. 1101.01 SHEET 2 & 3 OF 3.

STEP 2

AWAY FROM TRAFFIC OR USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEET 1 OF 19, CONSTRUCT TEMPORARY SIDEWALKS IN THE LOCATIONS SHOWN ON TMP-4. MAINTAIN EXISTING PEDESTRIAN SIDEWALKS UNTIL THE TEMPORARY SIDEWALKS HAVE BEEN CONSTRUCTED

USING ROADWAY STANDARD DRAWING 1101.02 SHEET 1 OR 2 OF 19, COMPLETE THE FOLLOWING:
- WEDGE EXISTING -L-,-Y-,-Y2-,-Y4-,-Y5-,-Y6-, AND -Y7- UP TO THE PROPOSED ELEVATION IN THE LOCATIONS AND AS DESCRIBED ON SHEET TMP-4A THRU TMP-8 AND TMP-10. PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS ON -L-, -Y-, -Y2-,-Y4-,-Y5-,-Y6-, AND -Y7- IN THE LOCATIONS SHOWN ON SHEET TMP-4A THRU TMP-10. PLACE -L-,-Y-,-Y2-, -Y4-,-Y5-,-Y6-, AND -Y7- TRAFFIC INTO THE PATTERN SHOWN ON SHEET TMP-4A THRU TMP-8 AND TMP-10.

- INSTALL PORTABLE CONCRETE BARRIER WITH NON-GATING TEMPORARY CRASH CUSHIONS ON -L- IN THE LOCATION SHOWN ON TMP-4A AND TMP-5.

- INSTALL TEMPORARY SHORING LOCATIONS #1 -L- 15+34 +/- TO 15+97 +/- AND #2 -L- 15+30 +/- TO 15+90 +/-, AS SHOWN ON TMP-4A.

- INSTALL THE TEMPORARY TRAFFIC SIGNAL COMPONENTS FOR THE UPCOMING TRAFFIC SHIFT AT THE -L-/-Y10- INTERSECTION AND EMERGENCY SIGNAL AT THE FIRE STATION SHOWN ON TMP-8 AND TMP-9.

STEP 3

INSTALL THE PROPOSED AND TEMPORARY STORMWATER COMPONENTS IDENTIFIED ON SHEETS TMP-4A THRU TMP-10. USE ROADWAY STANDARD DRAWING NO. 1101.02 SHEET 1 OF 19 FOR THESE INSTALLATIONS AT THE LOCATIONS IDENTIFIED ON SHEETS TMP-4A THRU TMP-10.

BEGIN CONSTRUCTION ON ALL GRAY SHADED 'NEW CONSTRUCTION AREAS' IN THE LOCATIONS SHOWN ON SHEETS TMP-4A THRU TMP-10 UP THRU ONE LAYER OF SURFACE COURSE. USE ROADWAY STANDARD DRAWING NO. 1101.02 SHEET 1 OF 19 WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 10 FEET OF AN OPEN TRAVEL LANE IN THESE AREAS. PLACE TEMPORARY PAVEMENT AND INCIDENTAL STONE TEMPORARY DRIVEWAY CONNECTIONS IN THE LOCATIONS SHOWN ON SHEETS TMP-4A THRU TMP-10 AS CONSTRUCTION PROCEEDS IN THOSE LOCATIONS. UTILIZE PEDESTRIAN TRANSPORTATION SERVICE IN THE LOCATIONS SHOWN ON SHEETS TMP-4A AND TMP-5. SHIFT PEDESTRIAN TRAFFIC ONTO THE TEMPORARY SIDEWALKS AFTER THEY HAVE BEEN CONSTRUCTED,REMOVE THE ORIGINAL PEDESTRIAN SIDEWALKS IN THE SAME LOCATIONS AND CONTINUE WITH -L- CONSTRUCTION IN THE LOCATIONS WHERE THE ORIGINAL PEDESTRIAN SIDEWALKS HAVE BEEN REMOVED. COORDINATE THIS PHASE WITH U-4714AC PHASE II CONSTRUCTION.(SEE U-4714AC TRANSPORTATION MANAGEMENT PLANS)

PHASE II

STEP 1

USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEET 1 OF 19, COMPLETE CONSTRUCTION UP THROUGH ONE LAYER OF SURFACE COURSE ON ALL ROADWAY SECTIONS THAT ARE REQUIRED TO BE CONSTRUCTED IN ORDER TO IMPLEMENT THE UPCOMING -L- LINE TRAFFIC SHIFT SHOWN ON SHEETS TMP-11 THRU TMP-14. COORDINATE THIS PHASE WITH U-4714AC PHASE IIIA CONSTRUCTION. (SEE U-4714AC TRAFFIC MANAGEMENT PLANS)

STEP 2

USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEET 1 OF 19, PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS ON -L- IN THE LOCATIONS SHOWN ON SHEETS TMP-11 THRU TMP-14 AND PLACE -L- TRAFFIC INTO THE PATTERN SHOWN ON SHEETS TMP-11 THRU TMP-14.

STEP 3

USING ROADWAY STANDARD DRAWING 1101.02 SHEET 1 OR 2 OF 19, COMPLETE THE FOLLOWING:
- WEDGE EXISTING -L-,-Y10, AND KEOWEE CR. UP TO THE PROPOSED ELEVATION IN THE LOCATIONS AND AS DESCRIBED ON SHEET TMP-14 THRU TMP-16 AND TMP-18. PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS ON -L-,-Y10, AND KEOWEE CR. IN THE LOCATIONS SHOWN ON SHEET TMP-14 THRU TMP-16 AND TMP-18 AND PLACE -L-,-Y10, AND KEOWEE CR. TRAFFIC INTO THE PATTERN SHOWN ON SHEET TMP-14 THRU TMP-16 AND TMP-18.

- INSTALL PORTABLE CONCRETE BARRIERS WITH NON-GATING TEMPORARY CRASH CUSHIONS ON -L- IN THE LOCATION SHOWN ON TMP-11.

- REMOVE TEMPORARY SHORING LOCATION #1 AS SHOWN ON TMP-11.

STEP 4

AWAY FROM TRAFFIC OR USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEET 1 OR 2 OF 19,INSTALL THE PROPOSED AND TEMPORARY STORMWATER COMPONENTS IDENTIFIED ON SHEETS TMP-11 THRU TMP-18.

BEGIN CONSTRUCTION ON ALL GRAY SHADED 'NEW CONSTRUCTION AREAS' IN THE LOCATIONS SHOWN ON SHEETS TMP-11 THRU TMP-16 AND TMP-18 UP THRU ONE LAYER OF SURFACE COURSE. USE ROADWAY STANDARD DRAWING NO. 1101.02 SHEET 1 OF 19 WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 10 FEET OF AN OPEN TRAVEL LANE IN THESE AREAS. PLACE TEMPORARY PAVEMENT AND INCIDENTAL STONE TEMPORARY DRIVEWAY CONNECTIONS IN THE LOCATIONS SHOWN ON SHEETS TMP-11 THRU TMP-18 AS CONSTRUCTION PROCEEDS IN THOSE LOCATIONS.

PHASE II(CONTINUED)

INTERMEDIATE CONTRACT TIME
COMPLETE THE WORK REQUIRED OF PHASE II, STEP 5 THROUGH PHASE II STEP 6 IN THIRTY (30) CONSECUTIVE CALENDAR DAYS. (SEE SPECIAL PROVISIONS)

STEP 5

USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEET 1 OR 2 OF 19, COMPLETE THE FOLLOWING:
- INSTALL ALL NECESSARY DETOUR SIGNAGE. (SEE SHEET TMP-2B)
- CLOSE CHESTNUT LN TO TRAFFIC AND SHIFT TRAFFIC ONTO THE PROPOSED OFF-SITE DETOUR.
- INSTALL TEMPORARY PAVEMENT ON -Y8- AS SHOWN ON TMP-14.

STEP 6

AWAY FROM TRAFFIC COMPLETE THE FOLLOWING:
- COMPLETE CONSTRUCTION OF -Y8- UP THRU ONE LAYER OF SURFACE COURSE INCLUDING PROPOSED STORMWATER COMPONENTS.
- ONCE PROPOSED AND TEMPORARY PAVEMENT IS COMPLETE ON CHESTNUT LN, OPEN TO TRAFFIC.

PHASE III

STEP 1

USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEET 1 OR 2 OF 19,COMPLETE CONSTRUCTION UP THROUGH ONE LAYER OF SURFACE COURSE ON ALL ROADWAY SECTIONS THAT ARE REQUIRED TO BE CONSTRUCTED IN ORDER TO IMPLEMENT THE UPCOMING -L- LINE TRAFFIC SHIFT SHOWN ON SHEETS TMP-19 THRU TMP-26. INSTALL AND COVER THE PROPOSED SIGNS SHOWN ON SHEETS TMP-19 THRU TMP-26.

STEP 2

USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEETS 1 AND 3 OF 19, PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS ON -L- AND ALL -Y- LINES IN THE LOCATIONS SHOWN ON SHEETS TMP-19 THRU TMP-24 AND TMP-26.SHIFT THE TEMPORARY TRAFFIC SIGNAL HEADS AT THE -L-/-Y10- INTERSECTION AND PLACE -L- AND ALL -Y- LINE TRAFFIC INTO THE PATTERNS SHOWN ON SHEETS TMP-19 THRU TMP-26.
COORDINATE THIS PHASE WITH U-4714AC PHASE IV CONSTRUCTION. (SEE U-4714AC TRAFFIC MANAGEMENT PLANS)

STEP 3

USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEET 1 OR 2 OF 19, CONSTRUCT THE PROPOSED MONOLITHIC CONCRETE ISLANDS AND THE REMAINING CURB AND GUTTER SECTIONS IN THE -L- MEDIAN IN THE GRAY SHADED 'NEW CONSTRUCTION WORK AREAS' LOCATIONS SHOWN ON SHEETS TMP-19 THRU TMP-24. REMOVE THE TEMPORARY PAVEMENT IN THE MEDIAN IN THE LOCATIONS SHOWN ON SHEET TMP-22. REMOVE THE TEMPORARY SIDEWALKS AND CONSTRUCT REMAINING PROPOSED SIDEWALKS. INSTALL AND COVER THE PROPOSED TRAFFIC SIGNAL COMPONENTS AT THE -L-/-Y10- INTERSECTION AND FIRESTATION.

USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEET 1 OF 19, CONSTRUCT THE PROPOSED MONOLITHIC CONCRETE ISLANDS ALONG THE -Y- LINES IN THE GRAY SHADED 'NEW CONSTRUCTION WORK AREAS' LOCATIONS SHOWN ON SHEETS TMP-19 THRU TMP-24.

STEP 4

USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEET 1 OR 2 OF 19, CONSTRUCT THE REMAINING CONCRETE ISLAND LOCATED AT -L- 74+00 +/- RT. (SEE ROADWAY PLANS)

STEP 5

USING ROADWAY STANDARD DRAWING NO. 1101.02 SHEET 1,3,OR 11 OF 19, PLACE THE FINAL LAYER OF SURFACE COURSE, FINAL PAVEMENT MARKINGS AND MARKERS AND ALL REMAINING PROPOSED SIGNS AND PLACE ALL TRAFFIC IN THE FINAL TRAFFIC PATTERN.

REMOVE ALL WORK ZONE TRAFFIC CONTROL DEVICES. OPEN TRAFFIC TO THE FINAL TRAFFIC PATTERN FOR ALL ROADWAY ALIGNMENTS AND OPEN ALL PEDESTRIAN WALKWAYS TO THE FINAL PATTERN.

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APPROVED: Signed by: Warren Murphy 1F1CB2DDA2F7446... DATE: 10/12/2026

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 049235 ENGINEER WESTON D. MURPHY

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

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TRANSPORTATION MANAGEMENT PLAN

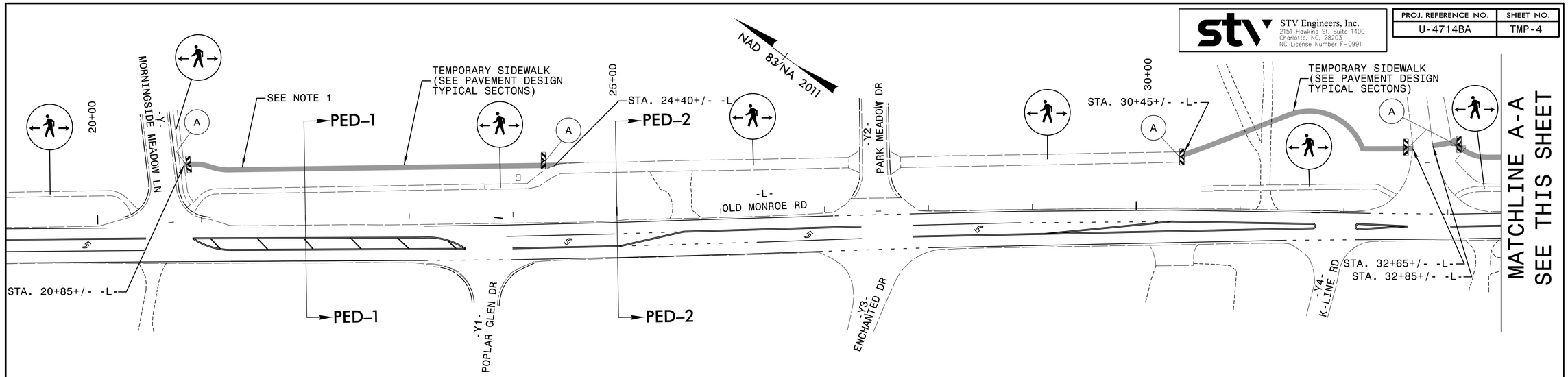
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9/28/2026
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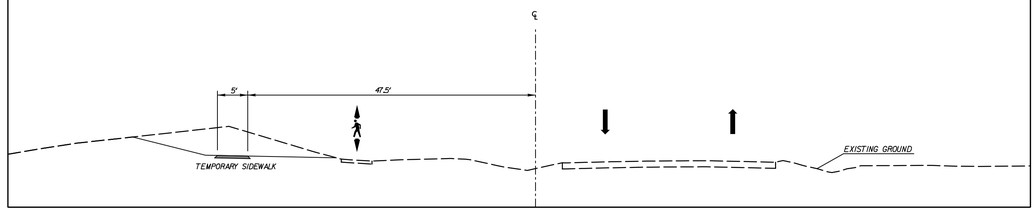
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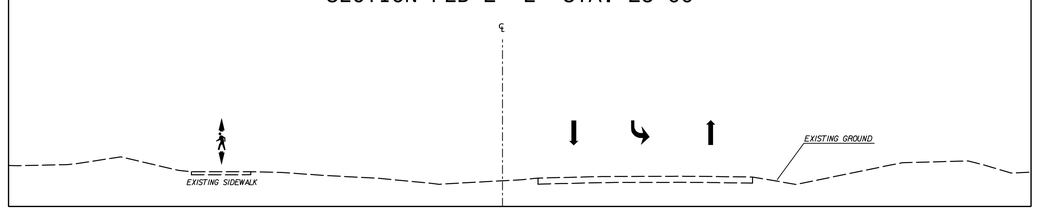
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U-4714BA	TMP-4

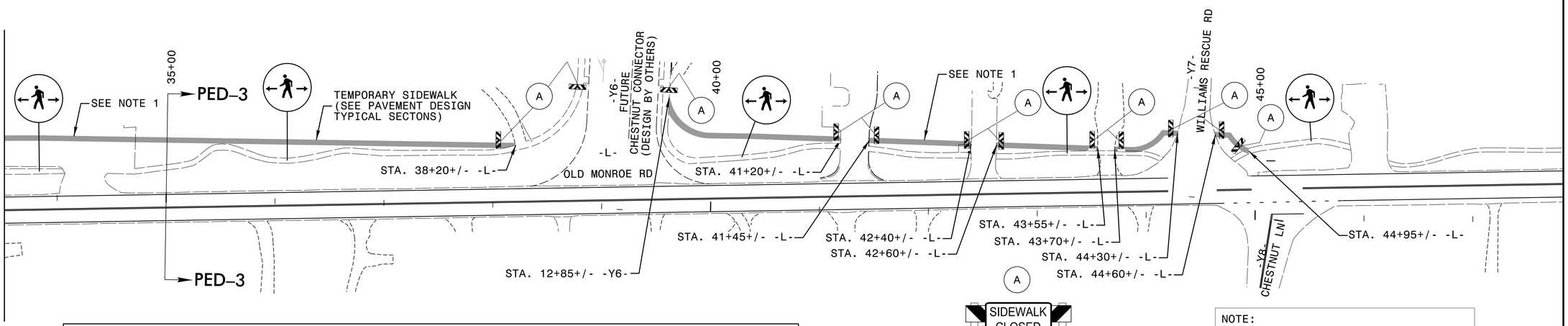


SECTION PED-1 -L- STA. 22+00

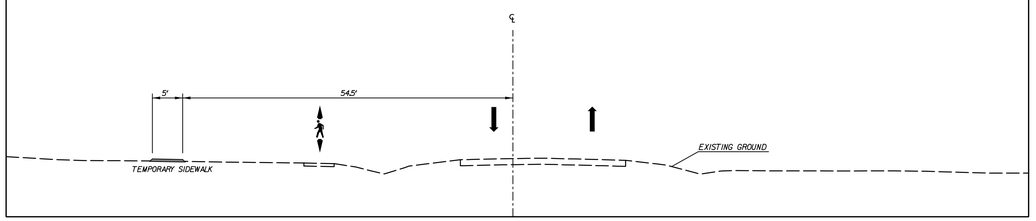


SECTION PED-2 -L- STA. 25+00





SECTION PED-3 -L- STA. 35+00





PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT

NOTE:

1) CONSTRUCT TEMPORARY SIDEWALK IN THE PROPOSED SIDEWALK LOCATION AT THE EXISTING GROUND ELEVATION.

NOTE : COORDINATION BETWEEN U-4714AC AND U-4714BA TRAFFIC MANAGEMENT WILL BE ONGOING.

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APPROVED: Weston Murphy DATE: 10/12/2026

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NORTH CAROLINA PROFESSIONAL SEAL 049235 ENGINEER WESTON D. MURPHY

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

TRANSPORTATION MANAGEMENT PLAN

TEMPORARY SIDEWALK DETAIL

8/14/2026
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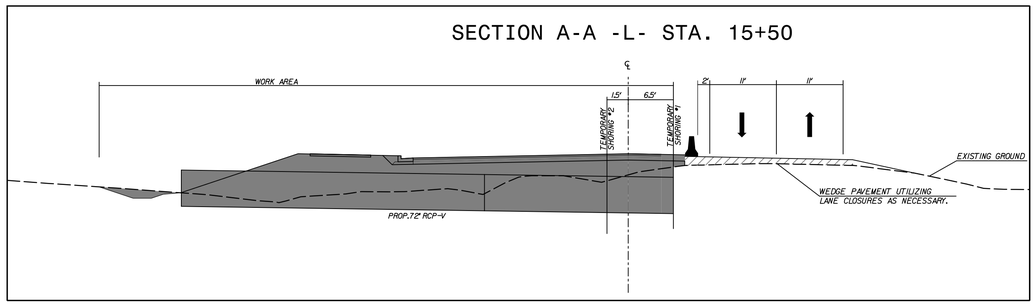
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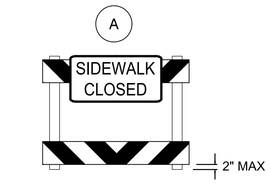
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PROJ. REFERENCE NO.	SHEET NO.
U-4714BA	TMP-4A

NAD 83/NA 2011

SECTION A-A -L- STA. 15+50





PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT

U-4714A 190+00

10+00

U-4714AC | U-4714BA

15+00

UTILIZE ON-CALL PEDESTRIAN TRANSPORT VEHICLE SERVICE TO MAINTAIN PEDESTRIAN MOBILITY DURING THE CONSTRUCTION OF THE PROPOSED SIDEWALK FROM STA. 10+00+/- -L- TO STA. 20+20+/- -L-

TIP PROJECT U-4714AC
PHASE 1 CONSTRUCTION (SEE U-4714AC TRAFFIC MANAGEMENT PLANS)

PROPOSED 72" RCP
PARTIAL CONSTRUCTION

TEMPORARY 36" RCP

2 TEMPORARY SHORING
-L- STA. 15+30 +/-, 1.5' LT TO
-L- STA. 15+90+/-, 1.5' LT
AREA = 366 SF

15+55+/-

350' LANE SHIFT

A

-L-
OLD MONROE RD

CONSTRUCT PROPOSED WIDENING UP TO THE EDGE & ELEVATION OF THE WEDGED ROADWAY

GRADE MEDIAN TO DRAIN

15" CMP

12' 12' 11' 11'

11' 11' 11'

P13

P1

75' TAPER

13+27+/-

15+55+/-

A

-Y35-
SWEETBRIAR DR

12" RCP

END TIP PROJECT U-4714AC
-L- POT STA. 193+50.61 =
BEGIN TIP PROJECT U-4714BA
-L- STA. 10+00.00

-L- STA. 15+00 +/-
BEGIN PORTABLE CONCRETE BARRIER
NON-GATING TEMPORARY CRASH CUSHION

1 TEMPORARY SHORING
-L- STA. 15+34 +/-, 6.5' RT TO
-L- STA. 15+97 +/-, 5.5' RT
AREA = 290 SF

MATCHLINE -L- STA. 17+00 SEE SHEET TMP-5

NOTE : COORDINATION BETWEEN U-4714AC AND U-4714BA TRAFFIC MANAGEMENT WILL BE ONGOING.

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TRANSPORTATION MANAGEMENT PLAN

PHASE I DETAIL

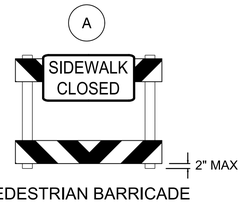
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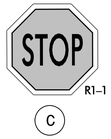
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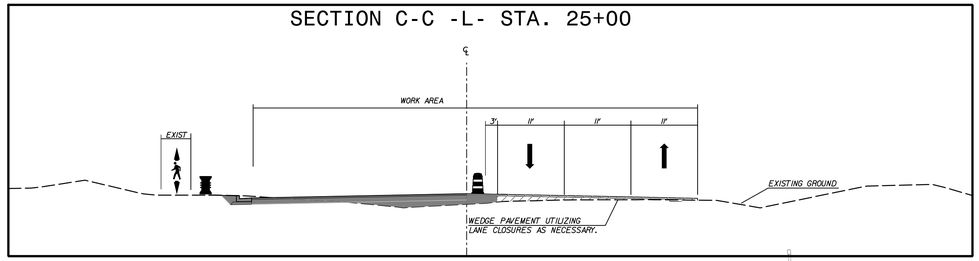
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U-4714BA	TMP-5

NAD 83/NA 2011

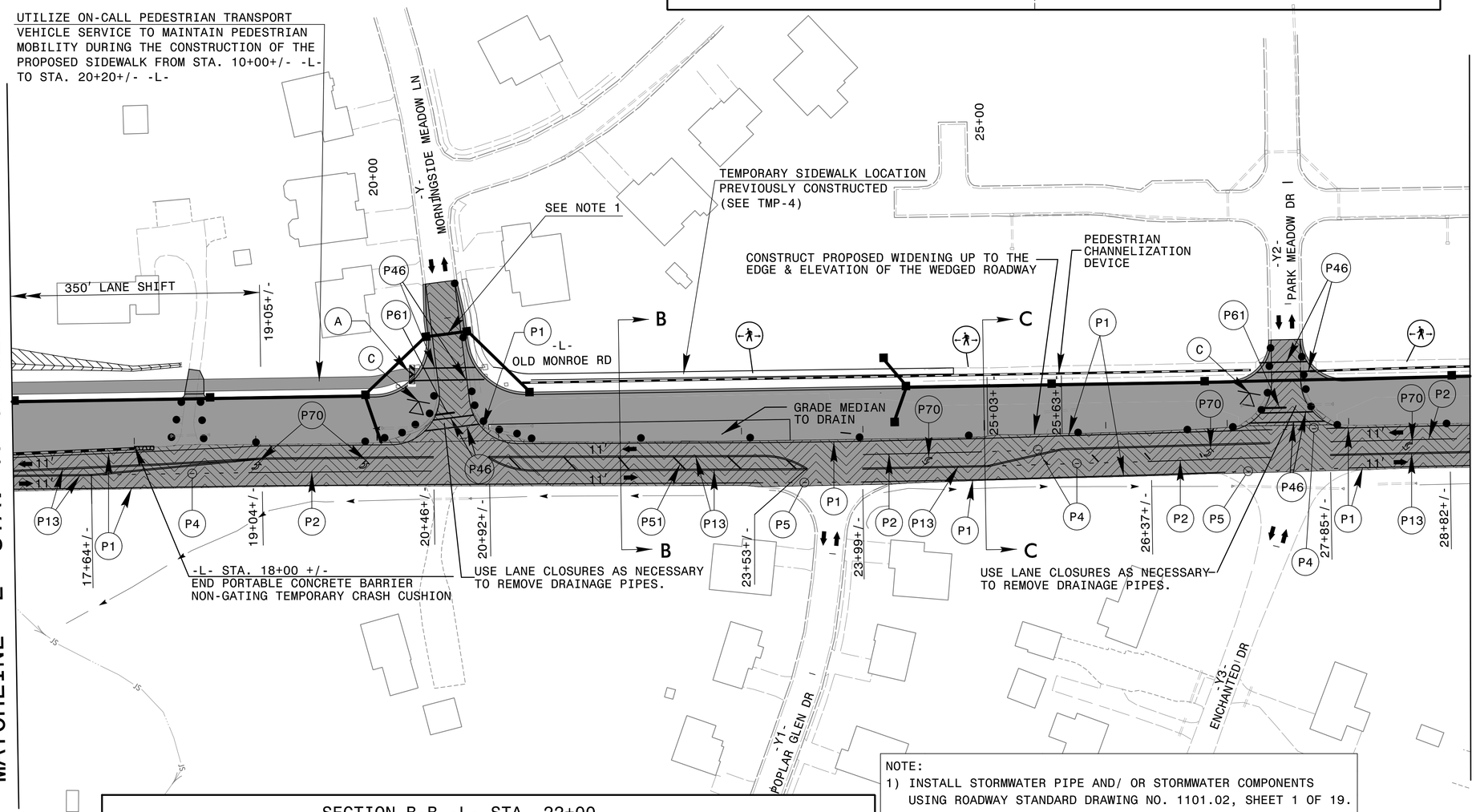


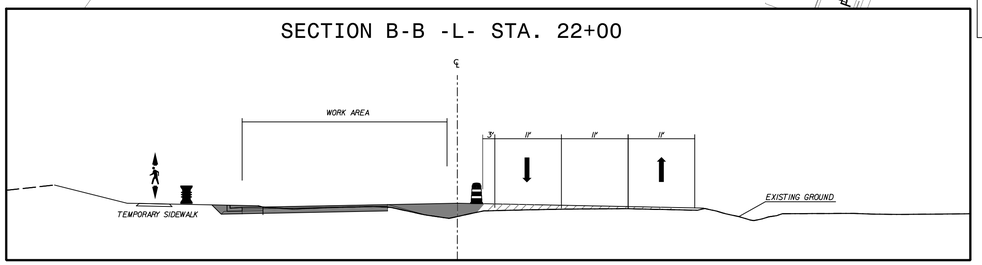
PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT





UTILIZE ON-CALL PEDESTRIAN TRANSPORT VEHICLE SERVICE TO MAINTAIN PEDESTRIAN MOBILITY DURING THE CONSTRUCTION OF THE PROPOSED SIDEWALK FROM STA. 10+00+/- -L- TO STA. 20+20+/- -L-





NOTE:
1) INSTALL STORMWATER PIPE AND/ OR STORMWATER COMPONENTS USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 19.

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

TRANSPORTATION MANAGEMENT PLAN

PHASE I DETAIL

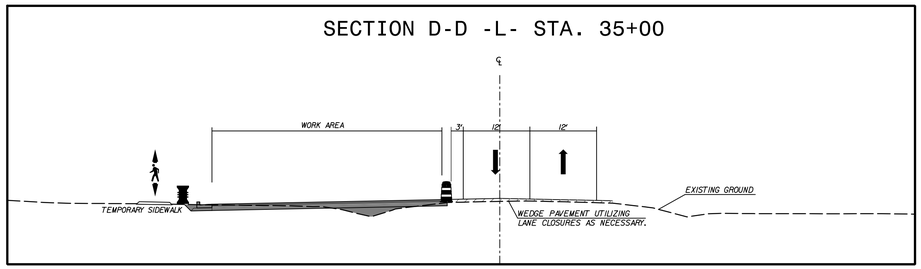
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PROJ. REFERENCE NO.	SHEET NO.
U-4714BA	TMP-6

SECTION D-D -L- STA. 35+00



NAD 83/NA 2011

SEE SHEET TMP-5

MATCHLINE -L- STA. 29+00 SEE SHEET TMP-6

30+00

35+00

40+00

TEMPORARY SIDEWALK LOCATION
PREVIOUSLY CONSTRUCTED
(SEE TMP-4)

PEDESTRIAN CHANNELIZATION DEVICE

SEE NOTE 1

-Y5- BRYSON RD

STOP
R1-1

TEMPORARY SIDEWALK LOCATION
PREVIOUSLY CONSTRUCTED
(SEE TMP-4)

PEDESTRIAN CHANNELIZATION DEVICE

-L- OLD MONROE RD

-Y6- FUTURE CHESTNUT CONNECTOR (DESIGN BY OTHERS)

TEMPORARY SIDEWALK LOCATION
PREVIOUSLY CONSTRUCTED
(SEE TMP-4)

REMOVE EXIST PIPES AND CONSTRUCT PROPOSED PIPES USING LANE CLOSURES AS NECESSARY

SEE NOTE 1

SEE NOTE 2

-Y6- 12+85.00

SEE NOTE 2

SEE NOTE 1

29+12+/-

30+34+/-

30+47+/-

31+86+/-

32+04+/-

32+62+/-

33+04+/-

33+48+/-

-L- 32+08 +/-

-L- 38+40 +/-

39+07+/-

39+45+/-

-L- STA. 40+19+/-
END WEDGING
TIE TO EXISTING MARKINGS

-L- STA. 41+70+/-

TEMPORARY 15" RCP
-L- 31+28 +/-

-Y4- 11+84 +/-

K-LINE RD -Y4-

INSTALL TRAFFIC BEARING DI STRUCTURES ARE TO BE BACK FILLED AND TEMPORARY STEEL PLATED

AMP07

OCS

USE LANE CLOSURES AS NECESSARY TO REMOVE DRAINAGE PIPES.

CONSTRUCT PROPOSED WIDENING UP TO THE EDGE & ELEVATION OF THE WEDGED ROADWAY

P1 P4 P5 P10 P13 P61 P62 P74 C D

11' 11' 12' 12' 12' 12' 1.1' 2.5' 3.8' 5' 6.3'

MATCHLINE -L- STA. 43+00 SEE SHEET TMP-7

NOTE:
1) INSTALL STORMWATER PIPE AND/ OR STORMWATER COMPONENTS USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 19.
2) UTILIZE ON-CALL PEDESTRIAN TRANSPORT VEHICLE SERVICE UNTIL THE PROPOSED SIDEWALK HAS BEEN CONSTRUCTED AND OPENED TO PEDESTRIANS.

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APPROVED: Digitally signed by Weston Murphy DATE: 10/12/2026

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TRANSPORTATION MANAGEMENT PLAN

PHASE I
DETAIL

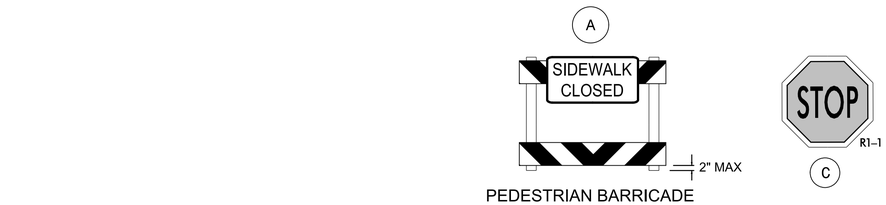
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NOTE:
1) INSTALL STORMWATER PIPE AND/ OR STORMWATER COMPONENTS USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 19.
2) UTILIZE ON-CALL PEDESTRIAN TRANSPORT VEHICLE SERVICE UNTIL THE PROPOSED SIDEWALK HAS BEEN CONSTRUCTED AND OPENED TO PEDESTRIANS.

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PROJ. REFERENCE NO.	SHEET NO.
U-4714BA	TMP-7



PEDESTRIAN BARRICADE
"MUST BE ADA-COMPLIANT"

NAD 83/NA 2011

MATCHLINE -L- STA. 43+00 SEE SHEET TMP-6

MATCHLINE -L- STA. 57+00 SEE SHEET TMP-8

-Y7- WILLIAMS RESCUE RD

-Y7- 10+20 +/-

45+00

50+00

55+00

REMOVE EXIST PIPES AND CONSTRUCT PROPOSED PIPES USING LANE CLOSURES AS NECESSARY

-L- STA. 43+79+/-

BEGIN WEDGING TIE TO EXISTING MARKINGS

PROPOSED 36" RCP PARTAIL INSTALLATION

P1

SEE NOTE 1

PEDESTRIAN CHANNELIZATION DEVICE

-L- STA. 45+90 +/-

TEMPORARY 18" RCP WITH COLLAR

UTILIZE FLAGGERS DURING STORM WATER CROSS PIPE AND BOX INSTALLATION TO NAVIGATE PEDESTRIANS AROUND WORK AREA. (SEE GENERAL NOTE "EE" SHEET TMP-1C)

INSTALL STORMWATER PIPE AND COMPONENTS USING ALTERNATING DRIVEWAY CLOSURES FOR KEOWEE CR.

REMOVE EXIST PIPES AND CONSTRUCT USING LANE CLOSURES AS NECESSARY

-L- STA. 52+89+/-

KEOWEE CR

-L- STA. 53+77+/-

-L- STA. 53+96+/-

-L- STA. 55+55+/-

SEE NOTE 1

-L-

OLD MONROE RD

12'
12'

7.4' 8.7' 10' 10' 9.5' 8.2' 7' 5.5' 4' 2.5'

11
11

GRADE MEDIAN TO DRAIN

-L- STA. 53+55+/-

-L- STA. 53+31+/-

-L- STA. 53+05+/-

-L- STA. 45+75+/-

-L- STA. 44+68+/-

TIE TO EXISTING SIDEWALK

-L- STA. 44+93 +/-

-L- STA. 44+68+/-

-L- STA. 44+20+/-

-L- STA. 44+20+/-

-L- STA. 44+20+/-

INCIDENTAL STONE DRIVEWAY CONNECTION

SEE NOTE 1

INCIDENTAL STONE DRIVEWAY CONNECTION

MAINTAIN ACCESS ALONG EXISTING -Y9- (WOODLAND RD) DURING CONSTRUCTION

-Y9- STA. 11+80+/-

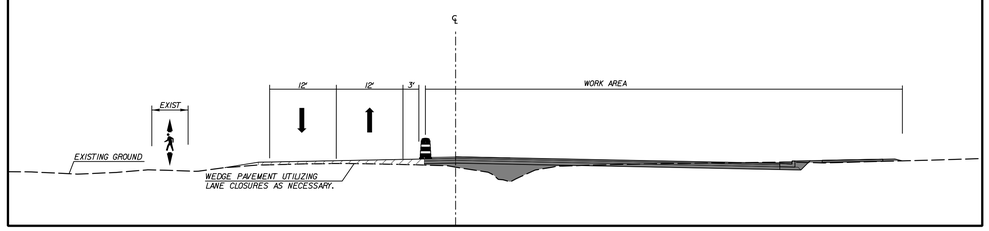
CONSTRUCT PROPOSED WIDENING UP TO THE EDGE & ELEVATION OF THE WEDGED ROADWAY

UTILIZE RDY STD. 1101.02 SHEET 1 OF 19 WITH ALTERNATING LANE CLOSURES AND THE TEMPORARY PAVEMENT RUN AROUND TO INSTALL THE 36" RCP ACROSS -L- (OLD MONROE RD.)

-Y8- CHESTNUT LN

-Y9- WOODLAND RD

SECTION E-E -L- STA. 55+50



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

TRANSPORTATION MANAGEMENT PLAN

PHASE I DETAIL

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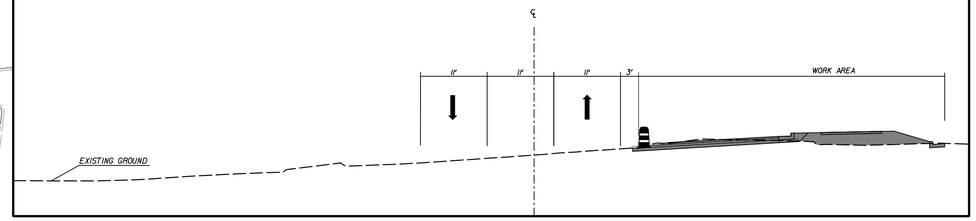
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PROJ. REFERENCE NO.	SHEET NO.
U-4714BA	TMP-8

NAD 83/NA 2011

SECTION F-F -L- STA. 62+50



NOTE:
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TRANSPORTATION MANAGEMENT PLAN

PHASE I DETAIL

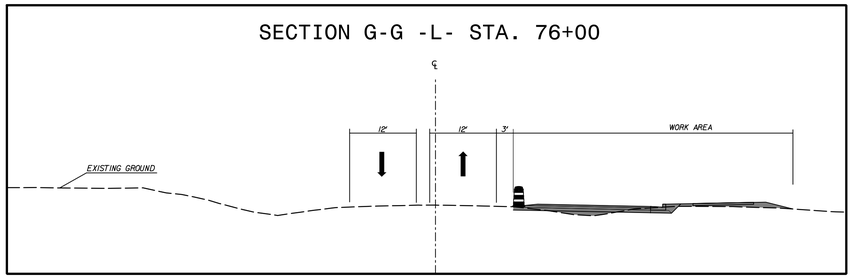
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PROJ. REFERENCE NO.	SHEET NO.
U-4714BA	TMP-9

SECTION G-G -L- STA. 76+00



NAD 83/NA 2011

MATCHLINE -L- STA. 70+00 SEE SHEET TMP-8

75+00

80+00

A

SIDEWALK CLOSED

2" MAX

PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT

11'
11'

SEE NOTE 1

G

G

-L-
OLD MONROE RD

P61

P61

T
E
M
P

12'
12'

-LBA- STA. 13+00.00

EXISTING PAVEMENT MARKINGS

SEE TRAFFIC SIGNAL PLANS

-L- STA. 74+10 +/-

FIRE STATION

NOTE:
1) INSTALL STORMWATER PIPE AND/ OR STORMWATER COMPONENTS USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 19.

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WORK ZONE TRAFFIC CONTROL

TRANSPORTATION MANAGEMENT PLAN

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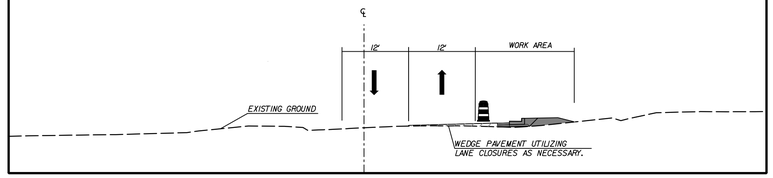
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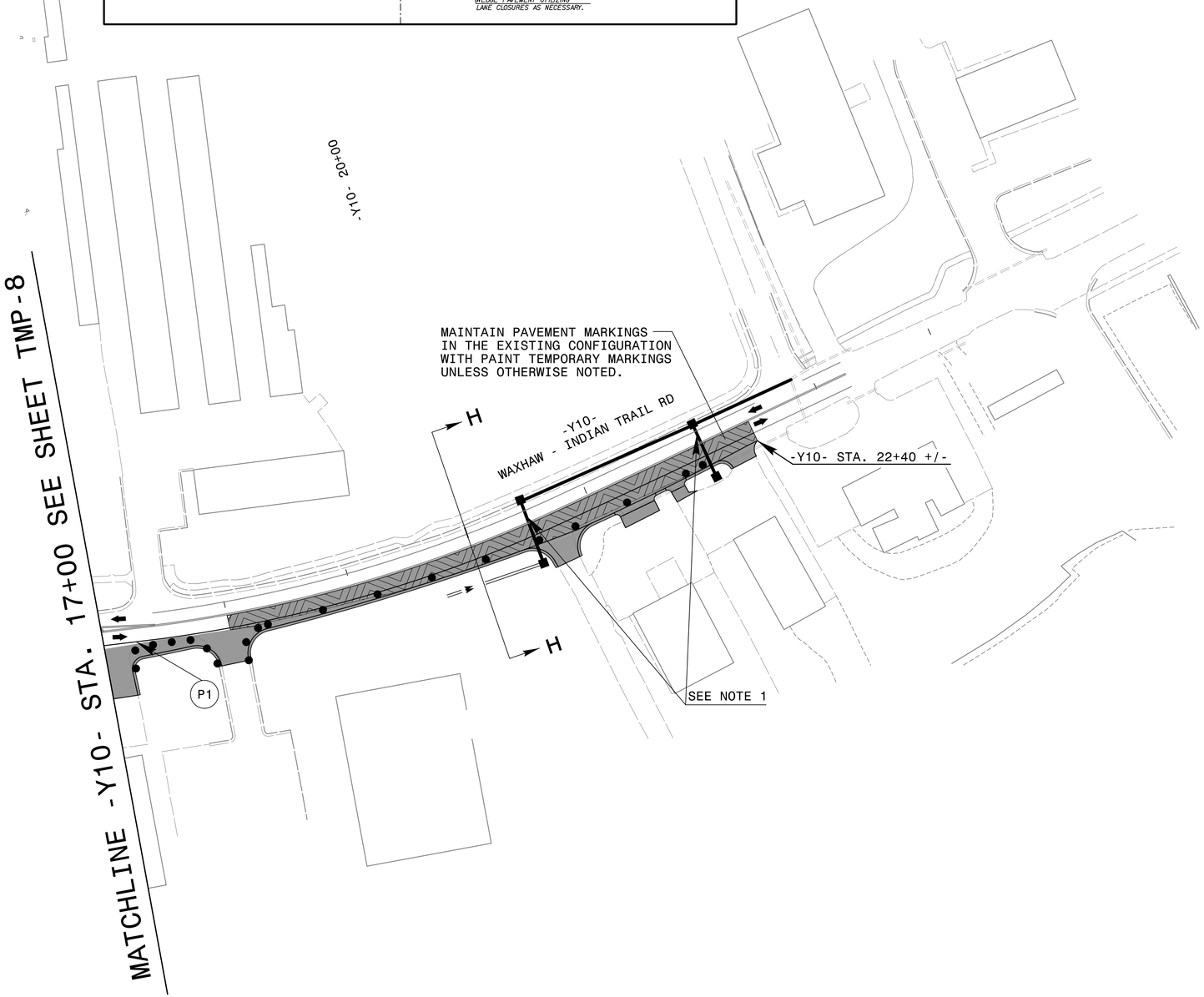
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U-4714BA	TMP-10

SECTION H-H -Y1- STA. 20+00



NAD 83/NA 2011



NOTE:
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TRANSPORTATION MANAGEMENT PLAN

PHASE I DETAIL

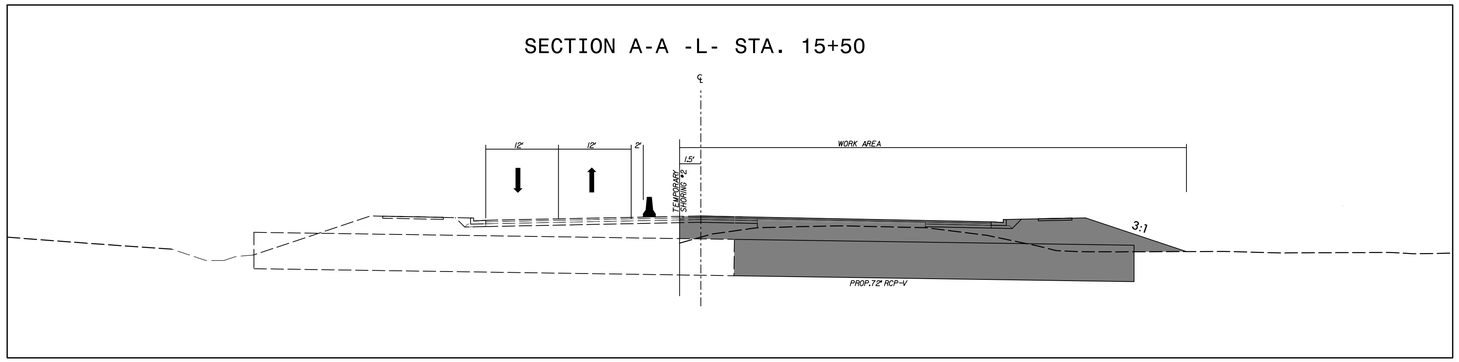
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PROJ. REFERENCE NO.	SHEET NO.
U-4714BA	TMP-11

SECTION A-A -L- STA. 15+50



NAD 83/NA 2011

U-4714A 190+00

10+00

15+00

2 EXISTING TEMPORARY SHORING FROM PHASE I

-L- STA. 13+95 +/-
BEGIN PORTABLE CONCRETE BARRIER
NON-GATING TEMPORARY CRASH CUSHION

BEGIN P13
-L- STA. 10+00+/-

BEGIN P1
-L- STA. 13+78+/-

-L- STA. 16+35 +/-
END PORTABLE CONCRETE BARRIER
NON-GATING TEMPORARY CRASH CUSHION

TEMPORARY
36" RCP

TIP PROJECT U-4714AC

PHASE 3 CONSTRUCTION
(SEE U-4714AC TRAFFIC
MANAGEMENT PLANS)

P13

P1

-L-
OLD MONROE RD

11'
11'
12'
12'

A

PROP. 72" RCP

A

SWEETBRIAR DR

DRIVEWAY ACCESS PATH DURING PROPOSED
MONOLITHIC ISLAND CONSTRUCTION ON U-4714AC

REMOVE AS MUCH AS POSSIBLE OF THE EXISTING AND TEMPORARY
36" RCP WITHOUT DAMAGING ANY PERMANENT CONSTRUCTION.
PLUG AND FILL THE REMAINDER OF THE PIPES.

END TIP PROJECT U-4714AC
-L- POT STA. 193+50.61 =
BEGIN TIP PROJECT U-4714BA
-L- STA. 10+00.00

MATCHLINE -L- STA. 17+00 SEE SHEET TMP-12

NOTE : COORDINATION BETWEEN U-4714AC AND U-4714BA TRAFFIC MANAGEMENT WILL BE ONGOING.

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TRANSPORTATION
MANAGEMENT PLAN

PHASE II
DETAIL

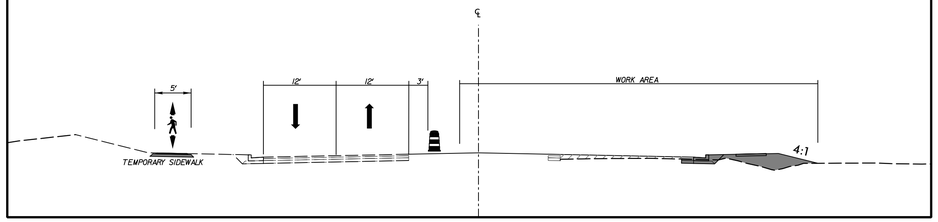
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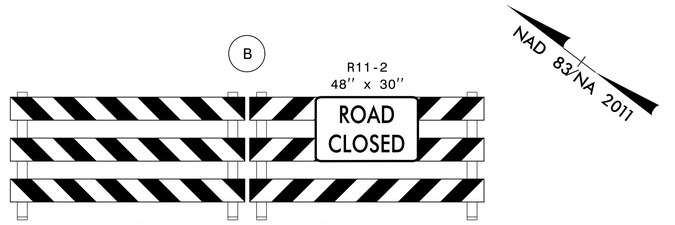
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PROJ. REFERENCE NO.	SHEET NO.
U-4714BA	TMP-12

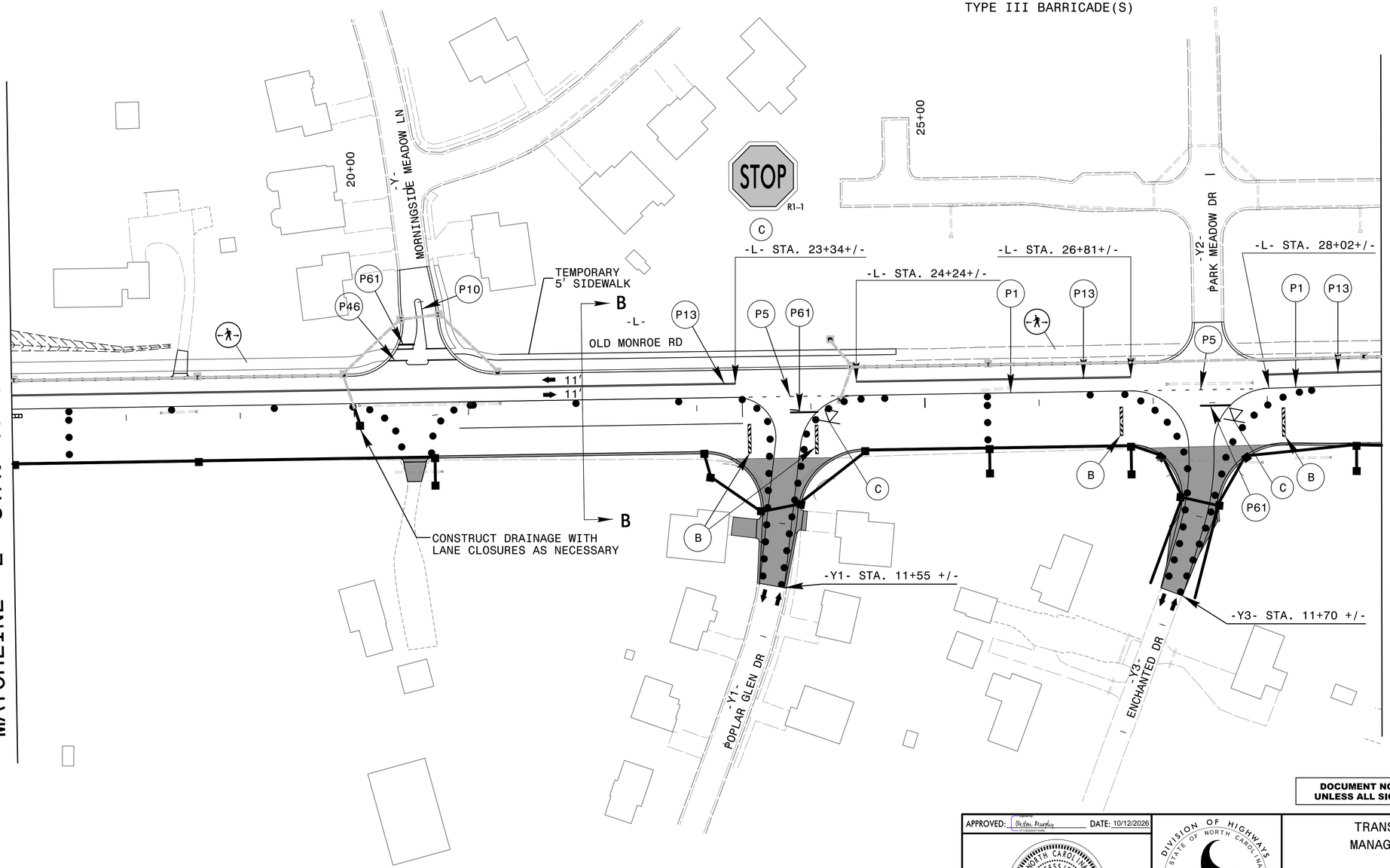
SECTION B-B -L- STA. 22+00





TYPE III BARRICADE(S)

NAD 83/NA 2011



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TRANSPORTATION MANAGEMENT PLAN

PHASE II DETAIL

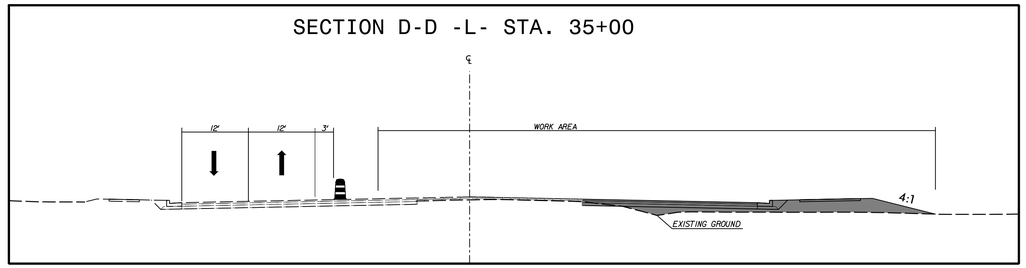
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PROJ. REFERENCE NO.	SHEET NO.
U-4714BA	TMP-13

SECTION D-D -L- STA. 35+00



MATCHLINE -L- STA. 29+00 SEE SHEET TMP-12

MATCHLINE -L- STA. 43+00 SEE SHEET TMP-14

NAD 83/NA 2011

30+00

35+00

40+00

-Y5- BRYSON RD

STOP
R1-1

C

-L- STA. 31+42+/-

TEMPORARY 5' SIDEWALK

P1 P13 P61 P46 P61 P10 P5

15" 15"

-L- STA. 32+45+/-

D

-L- OLD MONROE RD

-L- STA. 38+44+/-

-L- STA. 38+74+/-

-L- STA. 38+94+/-

P13 P1

TEMPORARY 5' SIDEWALK

P61 P46

-Y6- CHESTNUT PARKWAY

FUTURE CHESTNUT CONNECTOR (DESIGN BY OTHERS)

-L- STA. 39+65+/-

-L- STA. 42+42+/-

P2 P13

TEMPORARY 5' SIDEWALK

P71 P4

11'
11'

12'
11'
11'

P5

B A C B

REMOVE TEMPORARY 15" RCP AND INSTALL REMAINING STORMWATER COMPONENTS

-Y4- STA. 10+66 +/-

RMP07

OCS

-Y4- K-LINE RD

-Y4- STA. 11+90 +/-

INCIDENTAL STONE DRIVEWAY CONNECTION

B

R11-2
48" x 30"

ROAD CLOSED

TYPE III BARRICADE(S)

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

TRANSPORTATION MANAGEMENT PLAN

PHASE II DETAIL

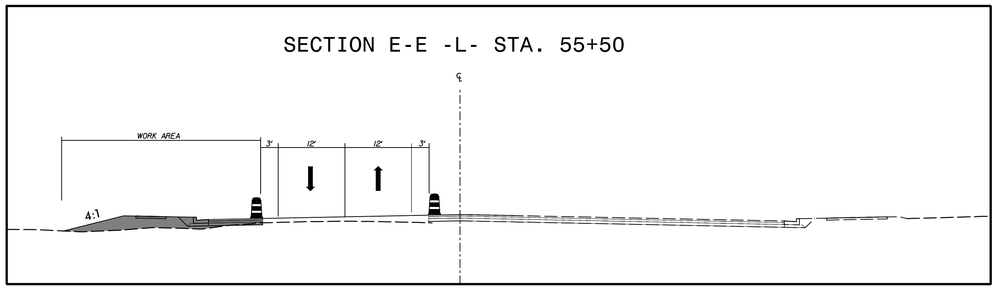
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PROJ. REFERENCE NO.	SHEET NO.
U-4714BA	TMP-14

SECTION E-E -L- STA. 55+50



NAD 83/NA 2011

MATCHLINE -L- STA. 43+00 SEE SHEET TMP-13

MATCHLINE -L- STA. 57+00 SEE SHEET TMP-15

-Y7- WILLIAMS RESCUE RD

45+00

50+00

55+00

-Y7- STA. 11+46+/-

-L- STA. 44+81+/-

-Y7- STA. 11+07+/-

-L- STA. 43+96+/-

P4 P61 P10 P46 P13 P1

15' 15'

11' 11'

+60.34

+75.37

-L- STA. 45+75 +/-

INSTALL REMAINING STORMWATER COMPONENTS

INCIDENTAL STONE DRIVEWAY CONNECTION

SEE ICT FOR CONSTRUCTION OF -Y8- (CHESTNUT LANE). USE TEMPORARY PAVEMENT TO OPEN TO TRAFFIC ONCE COMPLETED.

-Y8- STA. 11+65 +/-

-Y8- CHESTNUT LN

CLOSE -Y8- (CHESNUT LN.)
SEE TMP-2B FOR OFFSITE DETOUR

STOP
R1-1

-L- OLD MONROE RD

CONSTRUCT PROPOSED WIDENING UP TO THE EDGE & ELEVATION OF THE WEDGED ROADWAY

INCIDENTAL STONE DRIVEWAY CONNECTION

INCIDENTAL STONE DRIVEWAY CONNECTION

SIDEWALK CLOSED

2" MAX

PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT

INSTALL STORMWATER PIPE AND COMPONETS USING ALTERNATING DRIVEWAY CLOSURES FOR KEOWEE CR.

KEOWEE CR

-L- STA. 53+31+/-

-L- STA. 53+05+/-

-L- STA. 52+82+/-

-L- STA. 51+68+/-

-L- STA. 50+90 +/-

P5 P61 P1 P13 A C

BEGIN WEDGING
-L- STA. 50+93+/-

-L- STA. 51+67+/-

-Y9- STA. 10+87 +/-

P71 B A 12' 12'

-Y9- WOODLAND RD

KEOWEE CR

-L- STA. 53+55+/-

-L- STA. 53+77+/-

INSTALL REMAINING STORMWATER COMPONENTS

SEE NOTE 1

P1 P13 P42 E

-L- STA. 55+55+/-

-L- STA. 52+82+/-

-Y9- STA. 10+87 +/-

PLACE TEMPORARY PAVEMENT MARKINGS IN THE EXISTING CONFIGURATION UNLESS OTHERWISE NOTED

UTILIZE A PEDESTRIAN TRANSPORT SERVICE TO MAINTAIN PEDESTRIAN ACCESS

B

R11-2
48" x 30"

ROAD CLOSED

TYPE III BARRICADE(S)

NOTE:
1) INSTALL STORMWATER PIPE AND/ OR STORMWATER COMPONENTS USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 19.

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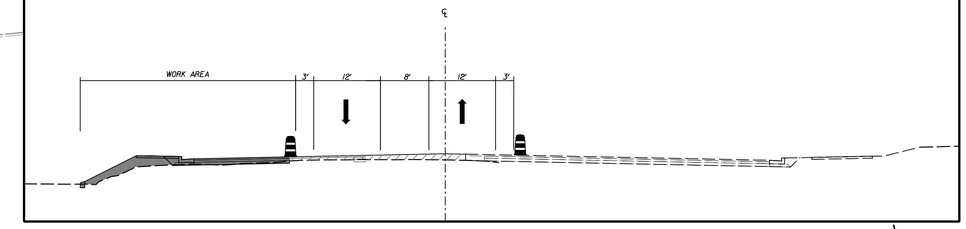
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PROJ. REFERENCE NO.	SHEET NO.
U-4714BA	TMP-15

NAD 83/NA 2011

SECTION I-I -L- STA. 58+00



MATCHLINE -L- STA. 57+00 SEE SHEET TMP-14

MATCHLINE -L- STA. 70+00 SEE SHEET TMP-16

-Y10- STA. 10+00 +/-

-Y10- INDIAN TRAIL RD SOUTH

-L- STA. 60+00 +/-

-L- STA. 58+00.00

-Y10- STA. 13+15 +/-

-L- STA. 61+17 +/-

-L- STA. 62+22 +/-

-L- STA. 61+27+/-

-Y10- STA. 15+14 +/-

-Y10- STA. 15+97+/-

-Y10- STA. 17+00+/-

-Y10- STA. 15+00 +/-

-L- STA. 64+17+/-

-Y10- 15+00

-L- OLD MONROE RD

UTILIZE A PEDESTRIAN TRANSPORT SERVICE TO MAINTAIN PEDESTRIAN ACCESS

PLACE TEMPORARY PAVEMENT MARKINGS IN THE EXISTING CONFIGURATION UNLESS OTHERWISE NOTED

SEE NOTE 1

SIDEWALK CLOSED

2" MAX

PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT

59+25+/-

60+19+/-

62+20+/-

63+48+/-

63+86+/-

65+40+/-

65+00

68+53+/-

69+05+/-

69+94+/-

NOTE:
1) INSTALL STORMWATER PIPE AND/ OR STORMWATER COMPONENTS USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 19.

MATCHLINE -Y10- STA. 17+00 SEE SHEET TMP-18

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TRANSPORTATION MANAGEMENT PLAN

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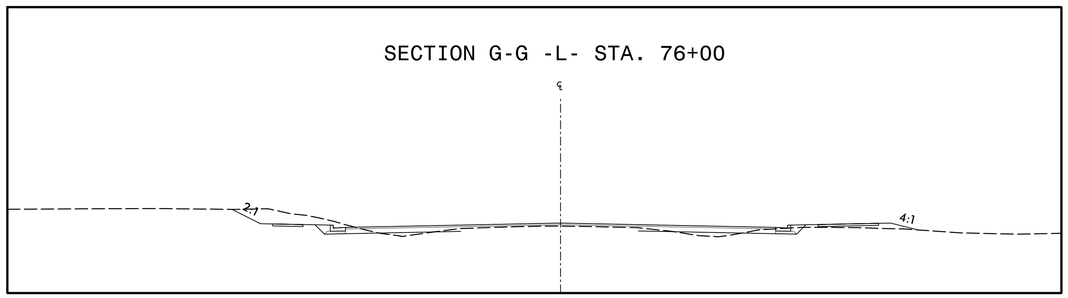
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PROJ. REFERENCE NO.	SHEET NO.
U-4714BA	TMP-16

SECTION G-G -L- STA. 76+00



NAD 83/NA 2011

MATCHLINE -L- STA. 70+00 SEE SHEET TMP-15

MATCHLINE -L- STA. 84+00 SEE SHEET TMP-17

75+00

80+00

CONSTRUCT PROPOSED WIDENING UP TO THE EDGE & ELEVATION OF THE WEDGED ROADWAY

SEE NOTE 1

SEE NOTE 1

SEE NOTE 1

-L- STA. 78+95+/-
-L-
OLD MONROE RD

END WEDGING
TIE TO EXISTING MARKINGS
-LBA- STA. 13+00.00

EXISTING PAVEMENT MARKINGS

SEE TRAFFIC SIGNAL PLANS

TEMP

FIRE STATION

P1 P2 P4 P11 P12 P13 P42 P61 P70 P71

A A A A

G G

12' 12' 12' 12' 12' 12' 12' 12'

71+26+/- 72+12+/- 73+33+/- 74+44+/- 77+22+/- 77+98+/-

NOTE:
1) INSTALL STORMWATER PIPE AND/ OR STORMWATER COMPONENTS USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 19.

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PROJ. REFERENCE NO.	SHEET NO.
U-4714BA	TMP-17

NAD 83/NA 2011

MATCHLINE -L- STA. 84+00 SEE SHEET TMP-16

85+00

90+00

95+00

-Y11-
SOUTHFORK RD

-L-
OLD MONROE RD

12'
12'
12'
12'

EXISTING PAVEMENT MARKINGS

-Y12-
GARMON RD

-Y13-
RADIO DR

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TRANSPORTATION MANAGEMENT PLAN

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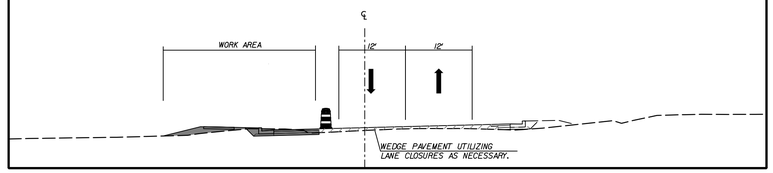
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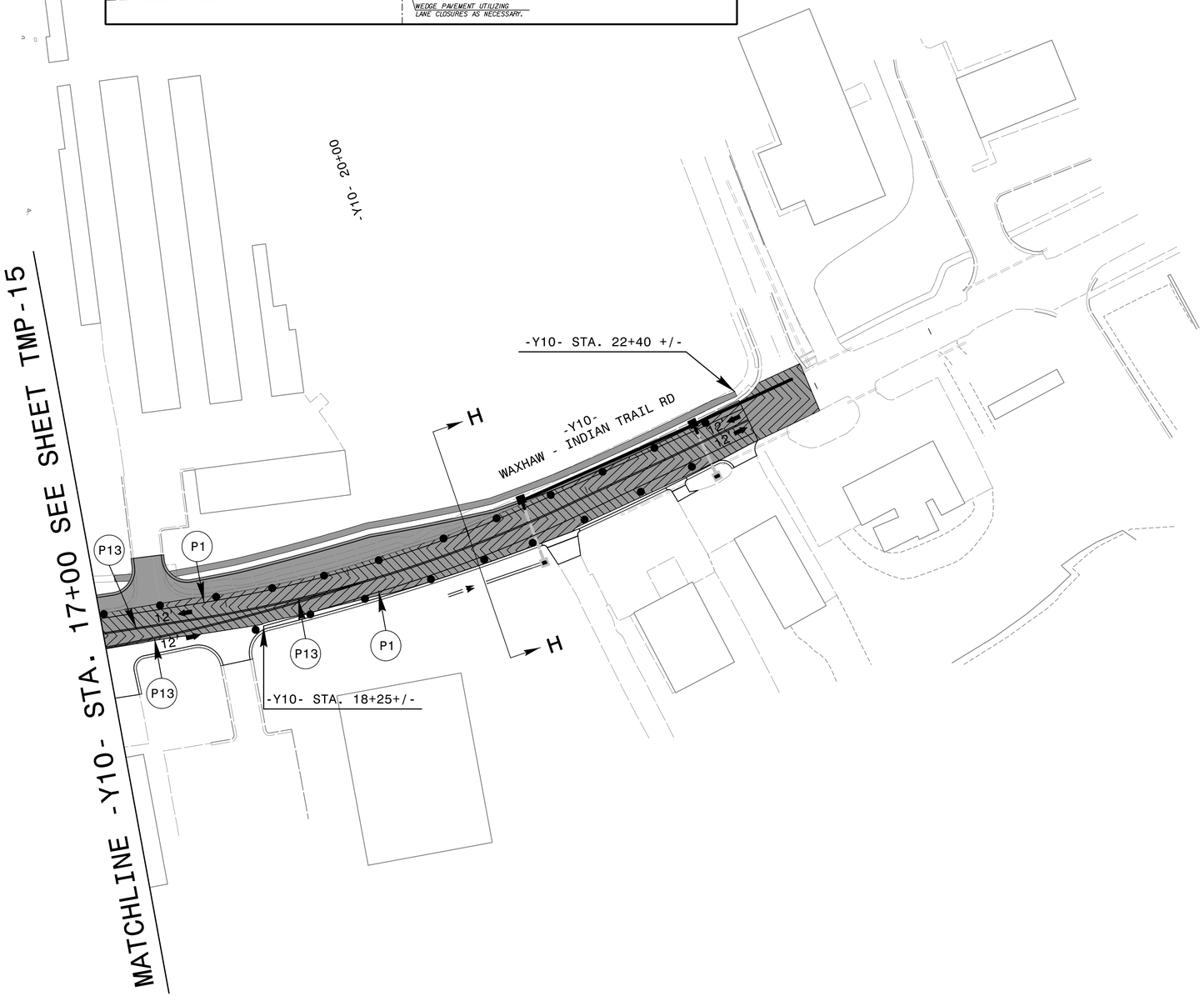
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U-4714BA	TMP-18

SECTION H-H -Y1- STA. 20+00



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TRANSPORTATION MANAGEMENT PLAN

PHASE II DETAIL

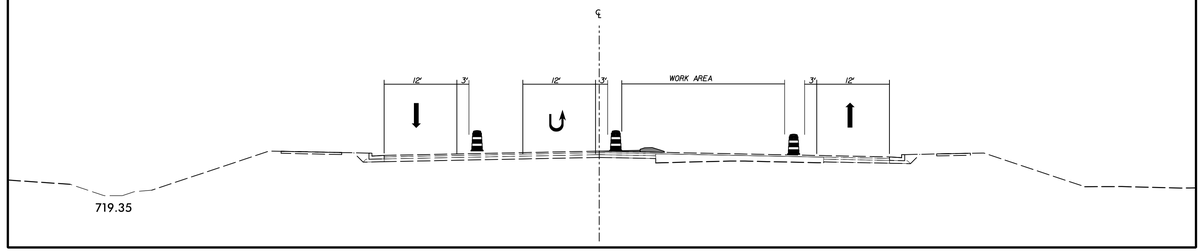
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PROJ. REFERENCE NO.	SHEET NO.
U-4714BA	TMP-19

SECTION A-A -L- STA. 15+50



NAD 83/NA 2011

U-4714A 190+00

190+00

10+00

15+00

PERMANENT SIGN
SEE SIGNING PLANS

TIP PROJECT U-4714AC
PHASE IV CONSTRUCTION
SEE U-4714AC TRAFFIC
MANAGMENT PLANS

-L-
OLD MONROE RD

-L- STA. 14+78+/-
SEE NOTE 1

-L- STA. 14+78+/-

P1
P10
P40
P77
P14
P5
P4

12'

-L- STA. 14+42+/-

PERMANENT SIGN
SEE SIGNING

-Y35-
SWEETBRIAR DR

12" RCP

12" HDPE

MATCHLINE -L- STA. 17+00 SEE SHEET TMP-20

DELINEATE ISLANDS WITH SKINNY DRUMS.
COMPLETE MEDIAN CONSTRUCTION USING
TEMPORARY CLOSURES. DO NOT CLOSE
U-TURN LANES AND ADJACENT LEFT TURN
LANES AT THE SAME TIME.

END TIP PROJECT U-4714AC
-L- POT STA. 193+50.61 =
BEGIN TIP PROJECT U-4714BA
-L- STA. 10+00.00

NOTE:
1) INSTALL STORMWATER PIPE AND/ OR STORMWATER COMPONENTS USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 19.

NOTE : COORDINATION BETWEEN U-4714AC AND U-4714BA TRAFFIC MANAGEMENT WILL BE ONGOING.

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DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

TRANSPORTATION
MANAGEMENT PLAN

PHASE III
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PROJ. REFERENCE NO.	SHEET NO.
U-4714BA	TMP-20

NAD 83/NA 2011

MATCHLINE -L- STA. 17+00 SEE SHEET TMP-19

MATCHLINE -L- STA. 29+00 SEE SHEET TMP-21

DELINEATE ISLANDS WITH SKINNY DRUMS. COMPLETE MEDIAN CONCTRUCTION USING TEMPORARY CLOSURES. DO NOT CLOSE U-TURN LANES AND ADJACENT LEFT TURN LANES AT THE SAME TIME.

SEE SIGNING PLANS PERMANENT SIGN

STOP

ONE WAY

-Y- MORNINGSIDE MEADOW LN

20+00

25+00

-L- STA. 17+27+/-

-L- STA. 20+58+/-

-L- STA. 18+98+/-

-L- STA. 23+40 +/-

-Y- STA. 10+98 +/-

-L- STA. 20+89+/-

-L- OLD MONROE RD

-L- STA. 24+38+/-

-L- STA. 26+88+/-

-Y2- PARK MEADOW DR

P1 P4 P10 P14 P40 P70 P77

12'

-L- STA. 17+42+/-

PERMANENT SIGN SEE SIGNING PLANS

-L- STA. 20+92 +/-

-L- STA. 23+43+/-

SEE NOTE 1

-L- STA. 23+78+/-

TRUCK

PERMANENT SIGN SEE SIGNING PLANS

-L- STA. 27+00+/-

-L- STA. 28+03+/-

-Y3- STA. 11+02 +/-

-Y1- STA. 11+02 +/-

-Y1- POPLAR GLEN DR

-Y3- ENCHANTED DR

NOTE:
1) INSTALL STORMWATER PIPE AND/ OR STORMWATER COMPONENTS USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 19.

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PHASE III DETAIL

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PROJ. REFERENCE NO.	SHEET NO.
U-4714BA	TMP-21

A

SIDEWALK CLOSED

2" MAX

PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT

NAD 83/NA 2011

MATCHLINE -L- STA. 29+00 SEE SHEET TMP-20

MATCHLINE -L- STA. 43+00 SEE SHEET TMP-22

30+00

35+00

40+00

-L- STA. 32+07+/-

-L- STA. 31+59+/-

-L- STA. 30+35+/-

-L- STA. 31+06+/-

-Y5- STA. 12+38 +/-

-Y5- BRYSON RD

-L- STA. 32+34+/-

-L- STA. 33+22+/-

-L- STA. 32+34+/-

-L- STA. 35+65+/-

-Y6- STA. 12+85 +/-

-L- STA. 39+14+/-

-L- STA. 39+00+/-

-L- STA. 38+44+/-

-L- STA. 36+44+/-

-L- STA. 39+56+/-

-L- STA. 42+07+/-

-Y4- STA. 11+90 +/-

-Y4- K-LINE RD

-L- OLD MONROE RD

-Y6- FUTURE CHESTNUT CONNECTOR (DESIGN BY OTHERS)

CHESTNUT PARKWAY

DELINEATE ISLANDS WITH SKINNY DRUMS. COMPLETE MEDIAN CONCTRUCTION USING TEMPORARY CLOSURES. DO NOT CLOSE U-TURN LANES AND ADJACENT LEFT TURN LANES AT THE SAME TIME.

SEE NOTE 1

STOP

ONE WAY

AVA RHO

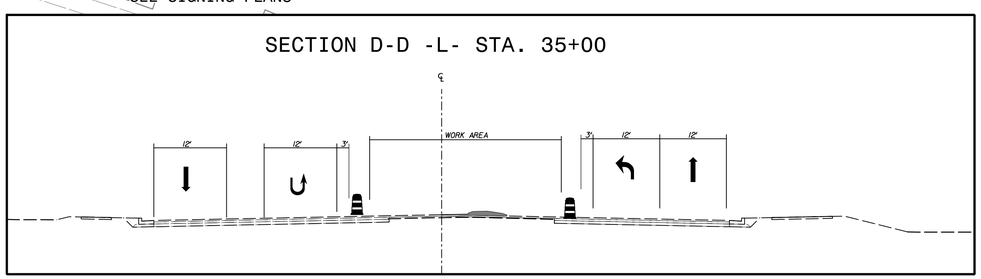
OCS

PERMANENT SIGN
SEE SIGNING PLANS

P1 P2 P4 P5 P10 P14 P40 P70 P77

12′

SECTION D-D -L- STA. 35+00



NOTE:
1) INSTALL STORMWATER PIPE AND/ OR STORMWATER COMPONENTS USING ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 1 OF 19.

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APPROVED: Weston Murphy DATE: 10/12/2026

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NORTH CAROLINA PROFESSIONAL SEAL 049235 ENGINEER WESTON D. MURPHY

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

TRANSPORTATION MANAGEMENT PLAN

PHASE III DETAIL

8/14/2026
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PROJ. REFERENCE NO.	SHEET NO.
U-4714BA	TMP-22

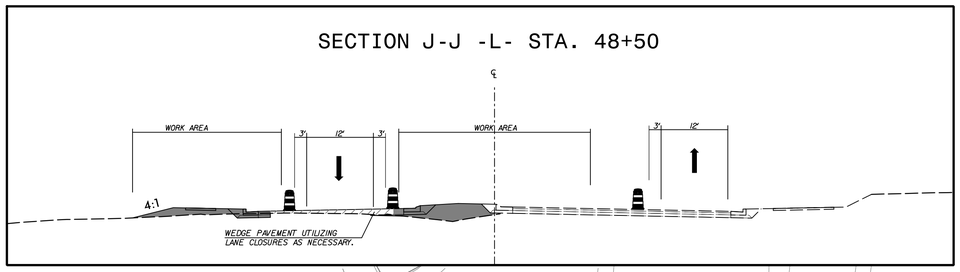
A

SIDEWALK CLOSED

2" MAX

PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT

SECTION J-J -L- STA. 48+50



NAD 83/NA 2011

MATCHLINE -L- STA. 43+00 SEE SHEET TMP-21

MATCHLINE -L- STA. 57+00 SEE SHEET TMP-23

RIGHT LANE MUST TURN RIGHT

PERMANENT SIGN SEE SIGNING PLANS

-Y7- WILLIAMS RESCUE RD

45+00

50+00

55+00

-Y7- STA. 11+08 +/-

PERMANENT SIGN SEE SIGNING PLANS

STOP

ONE WAY

-L- STA. 45+75 +/-

-L- STA. 46+76+/-

-L- OLD MONROE RD

P4 P71 P1 P10

A

J

-L- STA. 50+90 +/-

-L- STA. 50+87+/-

-L- STA. 52+33+/-

PERMANENT SIGN SEE SIGNING PLANS

ONE WAY

-L- STA. 52+81+/-

NO TURN ON RED

ONE WAY

PERMANENT SIGN SEE SIGNING PLANS

NO TURN ON RED

KEOWEE CR

KEOWEE CR

-L- STA. 53+53+/-

-L- STA. 56+39+/-

-L- STA. 52+68+/-

SEE NOTE 1

P10 P40 E

P77 P5 P14 P61 P1

12' 12'

P61 P1 P10 P5 P77 P71 P70

T E M P

A TURN ONLY

-L- STA. 53+64+/-

TEMPORARY SIGNAL IS ONLY FOR ONE DIRECTION

-L- STA. 52+89+/-

P10 P4 P77 P4 P77 P40 P61 P10

BEGIN P4
-L- STA. 46+30+/-

END P4 BEGIN P40
-L- STA. 49+60+/-

DELINEATE ISLANDS WITH SKINNY DRUMS. COMPLETE MEDIAN CONCTRUCTION USING TEMPORARY CLOSURES. DO NOT CLOSE U-TURN LANES AND ADJACENT LEFT TURN LANES AT THE SAME TIME.

-Y9- STA. 11+02 +/-

-Y8- CHESTNUT LN

13' 13'

ONE WAY

STOP

PERMANENT SIGN SEE SIGNING PLANS

NO TURN ON RED

ONE WAY

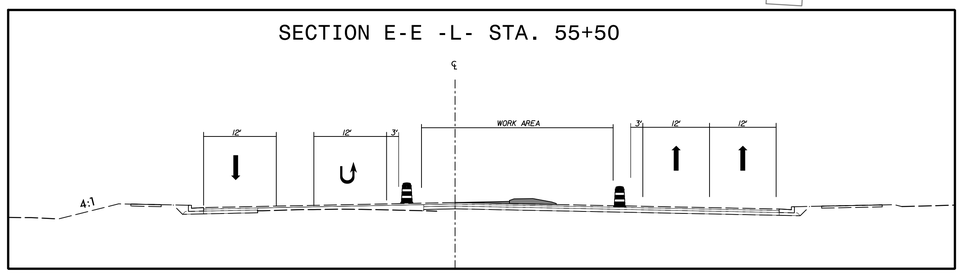
NO TURN ON RED

PERMANENT SIGN SEE SIGNING PLANS

-Y9- WOODLAND RD

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SECTION E-E -L- STA. 55+50



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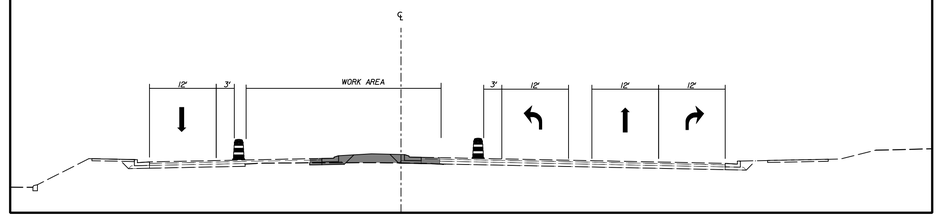
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SECTION I-I -L- STA. 58+00



MATCHLINE -L- STA. 57+00 SEE SHEET TMP-22

MATCHLINE -L- STA. 70+00 SEE SHEET TMP-24

BEGIN P13
-Y10- STA. 10+00+/-

-Y10- INDIAN TRAIL RD SOUTH

P13

-Y10- STA. 11+42 +/-

-Y10- STA. 11+90+/-

-Y10- STA. 13+24+/-

-L- STA. 60+46+/-

-L- STA. 59+66+/-

-L- STA. 58+07+/-

-L- STA. 57+69+/-

-L- STA. 60+19+/-

-Y10- STA. 14+91+/-

-L- STA. 57+17+/-

-L- STA. 64+50+/-

-L- STA. 63+80+/-

-L- STA. 65+35+/-

65+00

60+00

P2 P71 P61 P10 P70 P40 P42 P4 P1 P77

TEMP

A

11'

12'

-Y10- STA. 15+00

-Y10- STA. 16+67 +/-

DELINEATE ISLANDS WITH SKINNY DRUMS. COMPLETE MEDIAN CONCTRUCTION USING TEMPORARY CLOSURES. DO NOT CLOSE U-TURN LANES AND ADJACENT LEFT TURN LANES AT THE SAME TIME.

-L- STA. 66+39+/-

-L- OLD MONROE RD

-L- STA. 68+00+/-

-L- STA. 66+82+/-

TRAFFIC SHIFT AHEAD

48" X 48" W31-1

MATCHLINE -Y10- STA. 17+00 SEE SHEET TMP-26

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Signed by:

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PROJ. REFERENCE NO.	SHEET NO.
U-4714BA	TMP-24

NAD 83/NA 2011

MATCHLINE -L- STA. 70+00 SEE SHEET TMP-23

MATCHLINE -L- STA. 84+00 SEE SHEET TMP-25

75+00

80+00

DELINEATE ISLANDS WITH SKINNY DRUMS. COMPLETE MEDIAN CONCTRUCTION USING TEMPORARY CLOSURES. DO NOT CLOSE U-TURN LANES AND ADJACENT LEFT TURN LANES AT THE SAME TIME.

445' SHIFT TAPER LT

-L- STA. 71+49+/-

-L- STA. 72+62+/-

-L- STA. 73+83+/-

-L- STA. 74+92 +/-

-L- STA. 77+26+/-

-L- STA. 77+94+/-

-L- OLD MONROE RD

P10 P5 P77 P77 P61 P13 P61 P1 P61

P4 P40 P61 P42 P1 P61 P42 P13

12' 12' 12' 12' 12' 12' 12' 12' 12' 12'

TEMP TEMP

ONE WAY

SEE NOTE 1

-L- STA. 73+82+/-

400' SHIFT TAPER RT

-L- STA. 77+37+/-

-L- STA. 78+06+/-

SEE TRAFFIC SIGNAL PLANS

-L- STA. 18+12 +/-

W1-4L 48" X 48"

-L- STA. 70+32+/-

STOP

FIRE STATION

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PROJ. REFERENCE NO.	SHEET NO.
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NAD 83/NA 2011

MATCHLINE -L- STA. 84+00 SEE SHEET TMP-24

85+00

90+00

95+00

-Y11-
SOUTHFORK RD

W1-4R
48" X 48"
-L- STA. 84+17+/-

TRAFFIC SHIFT AHEAD

W31-1
48" X 48"
-L- STA. 84+17+/-

-L-
OLD MONROE RD

12'
12'
12'
12'

-Y12-
GARMON RD

-Y13-
RADIO DR

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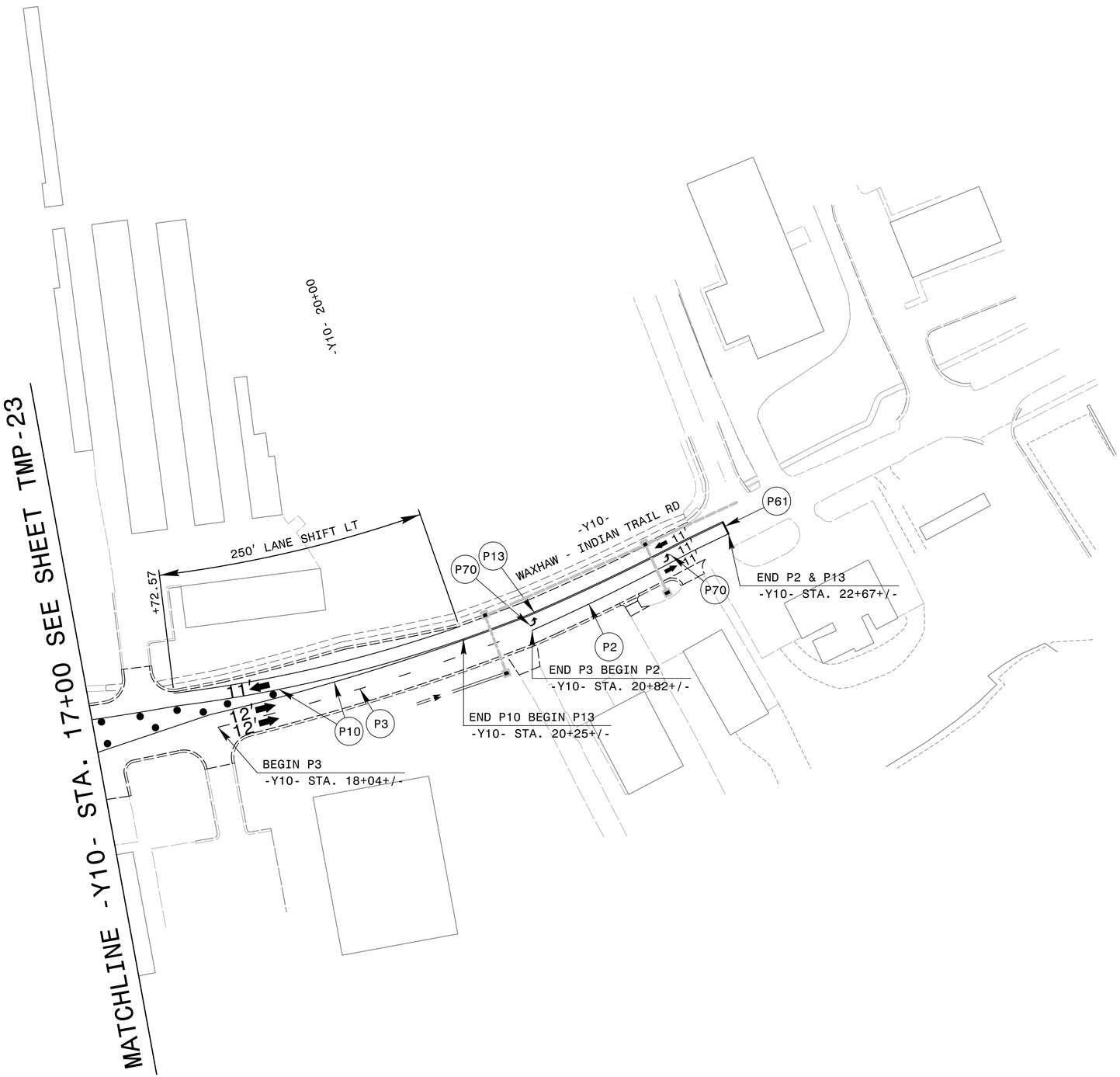
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