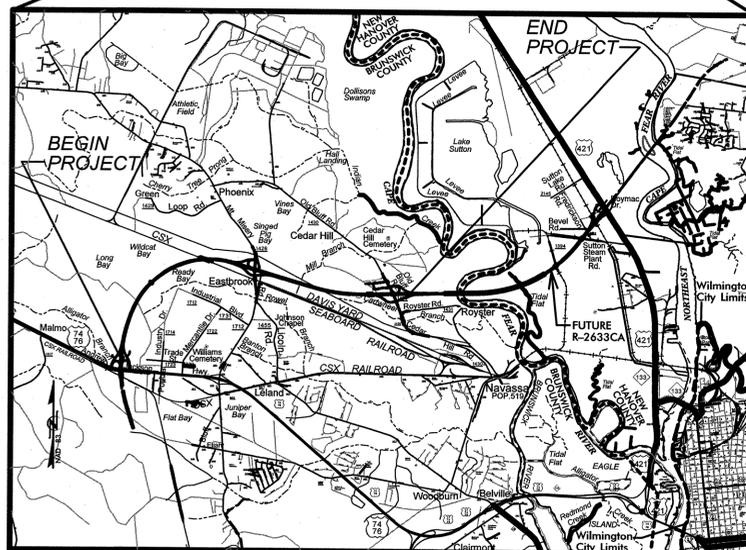


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

BRUNSWICK COUNTY



VICINITY MAP FOR STATE PROJECT R-2633BA

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 & TMP-1C	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES AND LOCAL NOTES)
TMP-2 & TMP-2B	DETOUR DETAILS
TMP-2C	TEMPORARY SHORING DATA
TMP-2D	PCB AT TEMPORARY SHORING LOCATIONS
TMP-3 & TMP-3A	PHASING
TMP-4	AREA 1 OVERVIEW & AREA LAYOUTS
TMP-5	AREA 2, PHASE I OVERVIEW
TMP-6 - TMP-8	AREA 2, PHASE I DETAILS
TMP-9	AREA 2, PHASE II OVERVIEW
TMP-10 & TMP-11	AREA 2, PHASE II DETAILS
TMP-12	AREA 2, PHASE III OVERVIEW
TMP-13 - TMP-15	AREA 2, PHASE III DETAILS
TMP-16	AREA 3, PHASE I OVERVIEW
TMP-17 - TMP-22	AREA 3, PHASE I DETAILS
TMP-23	AREA 3, PHASE II OVERVIEW
TMP-24 - TMP-27	AREA 3, PHASE II DETAILS

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

R. B. EARLY, PE _____ TRAFFIC CONTROL PROJECT ENGINEER
R. B. EARLY, PE _____ TRAFFIC CONTROL PROJECT DESIGN ENGINEER
J. A. PHILLIPS _____ TRAFFIC CONTROL DESIGN ENGINEER

APPROVED: *[Signature]*
DATE: 11-5-13

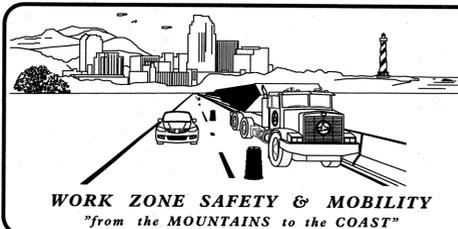
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33:30:00, 11/5/13, R-2633BA, tc-01.dgn

QA/QC STAGE:

REVIEW:
CONCUR:
REVISE:
VERIFY:



Plans Prepared for:
N.C.D.O.T. WORK ZONE TRAFFIC CONTROL
1561 MAIL SERVICE CENTER (MSC) RALEIGH, NC 27699-1561
750 N. GREENFIELD PARKWAY, GARNER, NC 27529 (DELIVERY)
PHONE: (919) 773-2800 FAX: (919) 771-2745

J. S. BOURNE, P.E. _____ STATE TRAFFIC MANAGEMENT ENGINEER
J. S. KITE, P.E. _____ TRAFFIC CONTROL PROJECT ENGINEER
D. W. BISSETTE, P.E. _____ TRAFFIC CONTROL PROJECT DESIGN ENGINEER
_____ TRAFFIC CONTROL DESIGN ENGINEER



SHEET NO.

TMP-1

R-2633BA

TIP PROJECT:

ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" - PROJECT SERVICES UNIT - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2012 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

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
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1130.01	DRUM
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	WORK VEHICLE LIGHTING SYSTEMS AND TMA DELINEATION
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO LANE AND MULTILANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - (PERMANENT AND TEMPORARY)
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION

LEGEND

GENERAL

- DIRECTION OF TRAFFIC FLOW
- DIRECTION OF PEDESTRIAN TRAFFIC FLOW
- EXIST. PVMT.
- NORTH ARROW
- PROPOSED PVMT.
- TEMP. SHORING (LOCATION PURPOSES ONLY)

- WORK AREA
- REMOVAL
- USER DEFINED (IF NEEDED)
- USER DEFINED (IF NEEDED)

SIGNALS

- EXISTING
- PROPOSED
- TEMPORARY

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

TRAFFIC CONTROL DEVICES

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

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

PAVEMENT MARKERS

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

PAVEMENT MARKING SYMBOLS

- PAVEMENT MARKING SYMBOLS

TEMPORARY PAVEMENT MARKING

SYMBOL	DESCRIPTION	PAY ITEM	SYMBOL	DESCRIPTION	PAY ITEM
<u>PAVEMENT MARKING LINES</u>			<u>PAVEMENT MARKING SYMBOLS & CHARACTERS</u>		
		PAINT (4")			PAINT SYMBOL
P8	2 FT - 6 FT WHITE MINISKIP		QA	LEFT TURN ARROW	
PA	WHITE EDGELINE		QC	STRAIGHT ARROW	
PD	2 FT - 9 FT WHITE MINISKIP				
PE	WHITE SOLID LANE LINE				
PI	YELLOW DOUBLE CENTER LINE				
		PAINT (24")			
P2	WHITE STOP BAR				

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

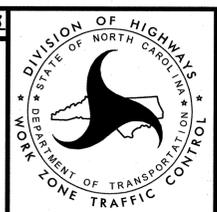
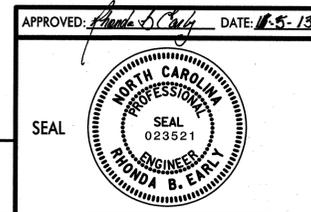
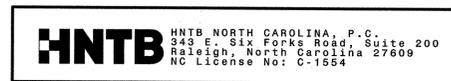
PAVEMENT MARKERS

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

REVISIONS

8/17/99

1/5/2015 AM
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TRANSPORTATION
MANAGEMENT PLAN

**ROADWAY STANDARD
DRAWINGS & LEGENDS**

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
SR 1426 (-Y7-)	MONDAY THRU FRIDAY 7:00 AM - 9:00 AM & 4:00 PM - 6:00 PM

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

ROAD NAME

SR 1426 (-Y7-)

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 7:00 A.M. DECEMBER 31ST TO 6:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN UNTIL 6:00 P.M. THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 7:00 A.M. THURSDAY AND 6:00 P.M. MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 7:00 A.M. FRIDAY TO 6:00 P.M. TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 7:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 6:00 P.M. THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 7:00 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 6:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.
- FOR LABOR DAY, BETWEEN THE HOURS OF 7:00 A.M. FRIDAY TO 6:00 P.M. TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 7:00 A.M. TUESDAY TO 6:00 P.M. MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 7:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 6:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

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 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 TRAFFIC CONTROL PLANS, ROADWAY STANDARD DRAWINGS OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAINS WITHIN THE CLOSED TRAVEL LANE.

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.

PAVEMENT EDGE DROP OFF REQUIREMENTS

I) 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.

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

TRAFFIC PATTERN ALTERATIONS

K) NOTIFY THE ENGINEER TWENTY ONE (21) CALENDAR DAYS PRIOR TO ANY TRAFFIC PATTERN ALTERATION.

SIGNING

L) 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.

M) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRAFFIC CONTROL PLANS. PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRAFFIC CONTROL PLANS.

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

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

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

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

TRAFFIC BARRIER

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

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

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

TRAFFIC CONTROL DEVICES

S) SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER IN FEET THAN TWICE THE POSTED SPEED LIMIT (MPH), EXCEPT 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPENED TRAVELWAY, WHEN LANE CLOSURES ARE NOT IN EFFECT. WHEN SKINNY DRUMS ARE ALLOWED, REFER TO SECTION 1180 OF STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES OR AS SHOWN IN THE PLANS.

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

U) 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

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

ROAD NAME	MARKING	MARKER
ALL ROADS	PAINT	TEMPORARY

W) 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.

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

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

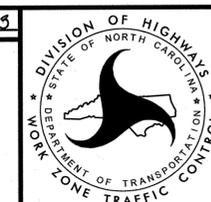
Z) TRACE THE PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO INSTALLATION. PLACE DRUMS TO DELINEATE ANY PROPOSED MONOLITHIC ISLANDS BEFORE INSTALLATION.

MISCELLANEOUS

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

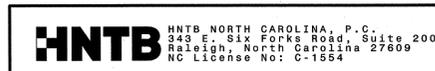
BB) COORDINATE WITH THE NCDOT RESIDENT ENGINEERS IN CHARGE OF ANY PROJECT IN THE VICINITY OF THIS PROJECT THAT MAY AFFECT THE CONSTRUCTION AND TEMPORARY TRAFFIC CONTROL OF THIS PROJECT.

APPROVED: *[Signature]* DATE: 11-5-13



**TRANSPORTATION
MANAGEMENT PLAN**

TRANSPORTATION OPERATIONS PLAN:
(GENERAL NOTES)



LOCAL NOTES

- LN-1 COORDINATE WITH RAILROAD TO CONSTRUCT BRIDGES ON -L- OVER TRACKS.
- LN-2 USE DRUMS AND TYPE III BARRICADES TO KEEP RAMPS AND LOOPS TO -L- CLOSED TO TRAFFIC UNTIL SPECIFIED BY THE ENGINEER.
- LN-3 DEVICES MAY NEED TO BE LEFT IN PLACE UPON COMPLETION OF PROJECT. REFER TO FINAL PM PLANS.
- LN-4 REFER TO EC PLANS FOR CULVERT STAGING.
- LN-5 TEMPORARY WEDGING OF EXISTING PAVEMENT MAY BE REQUIRED IN ORDER TO MAINTAIN TRAFFIC.
- LN-6 USE -SVRD8- TO MAINTAIN ACCESS TO PROPERTIES OF OF -SVRD7-.
- LN-7 PROVIDE TEMPORARY TIE IN FROM -Y8C- TO -Y8- UNTIL -Y8B- IS OPEN TO TRAFFIC.
- LN-8 CONTRACTOR MAY BEGIN ROUGH GRADING BETWEEN EXISTING PAVEMENT AND PROPOSED CONSTRUCTION USING RSD 1101.02 (SHEET 1 OF 15) AS NEEDED.

MANAGEMENT STRATEGIES

THE OBJECTIVE OF THIS PROJECT IS TO CONSTRUCT THE PROPOSED WILMINGTON BYPASS ON NEW LOCATION AND REALIGN -Y7-, -Y8- AND -Y9-.

THE PROJECT HAS BEEN DIVIDED INTO THREE 3 AREAS TO ALLOW CONSTRUCTION IN EACH AREA TO PROGRESS SIMULTANEOUSLY AND INDEPENDENTLY OF OTHER AREAS.

- AREA 1 -L- AWAY FROM TRAFFIC
- AREA 2 SR 1426 (-Y7-)
- AREA 3 SR 1430 (-Y8-) AND SR 1431 (-Y9-)

AREA 2 IS DESIGNED IN PHASES TO CONSTRUCT THE -Y7- REALIGNMENT. AN ONSITE DETOUR IS TO BE USED TO COMPLETE THE -Y7- TIE IN TO EXISTING. PCB IS USED DURING THE REMOVAL OF THE STRUCTURE OVER THE AQUEDUCT. LANE CLOSURES ARE ALSO USED TO MAKE FINAL TIES TO EXISTING, PLACE MARKING, SHIFT TRAFFIC TO NEW ALIGNMENT AND REMOVE PAVEMENT.

AREA 3 IS CONSTRUCTED IN PHASES USING LANE CLOSURES TO WIDEN -Y8- AND FOR THE -Y9- REALIGNMENT. AN OFF-SITE DETOUR WILL BE USED TO INSTALL -L- GIRDERS OVER -Y8-. AN OFF-SITE DETOUR WILL BE USED TO COMPLETE PROPOSED -Y8- STRUCTURE AND REALIGNMENT OVER CREEK.

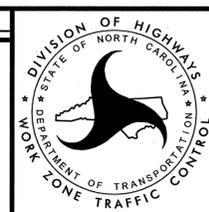
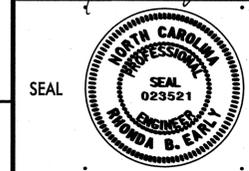
UPON COMPLETION OF ALL AREAS (INCLUDING THE REMOVAL OF PAVEMENT), THE FINAL LAYER OF SURFACE COURSE WILL BE PLACED INCLUDING THE FINAL PAVEMENT MARKINGS AND MARKERS.

REVISIONS

8/17/99

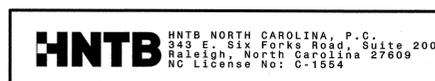
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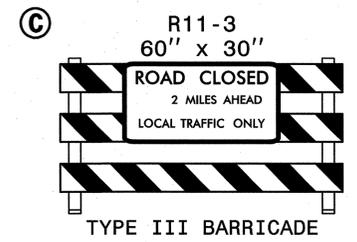
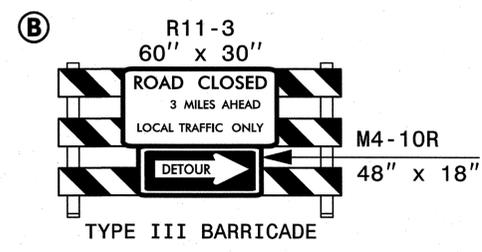
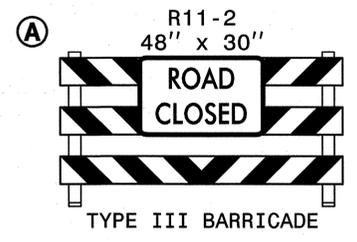
TRANSPORTATION MANAGEMENT PLAN

TRANSPORTATION OPERATIONS PLAN:
(MANAGEMENT STRATEGIES & LOCAL NOTES)



8/17/99

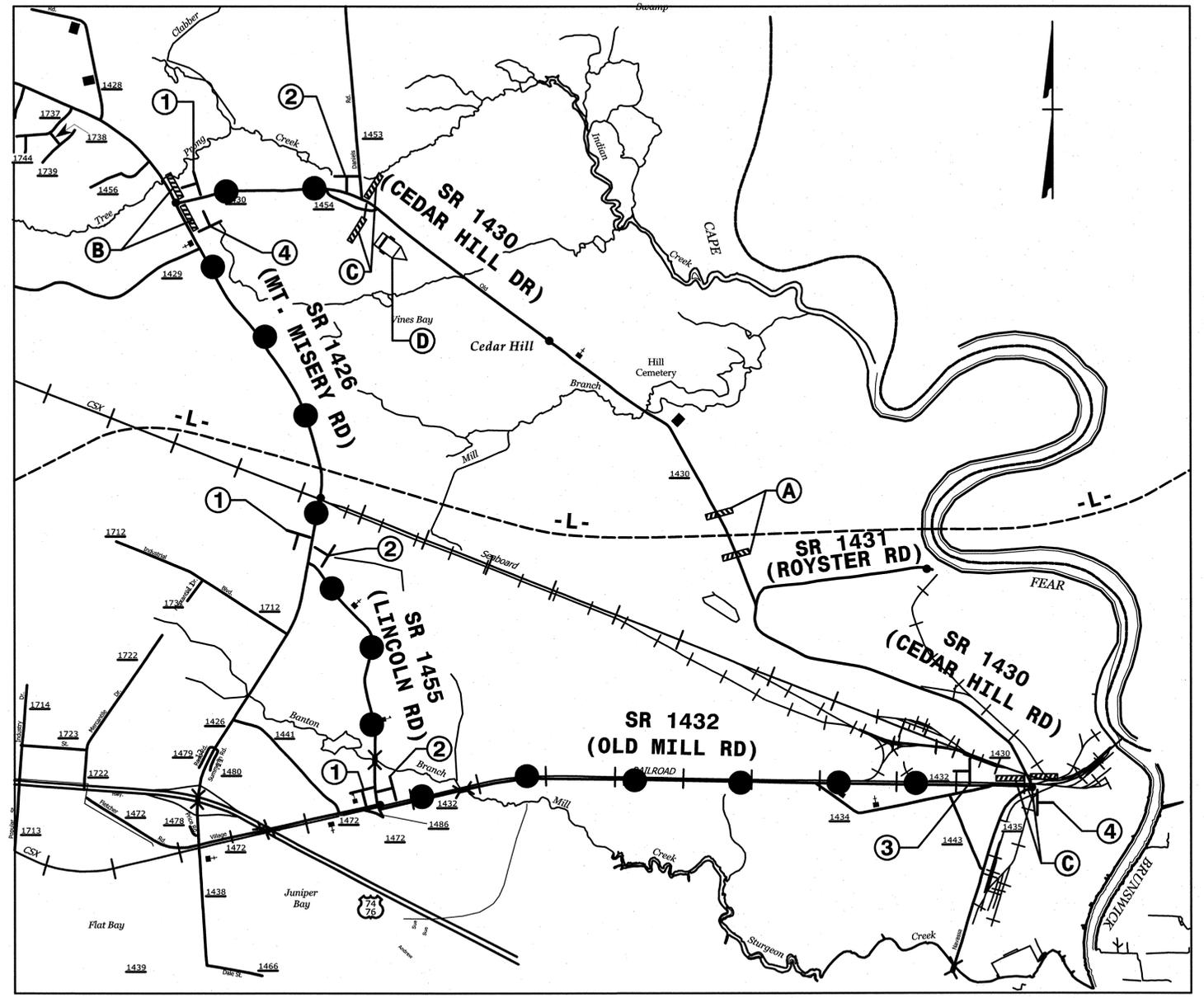
- ① **DETOUR** M4-8 24" X 12"
 M6-1 L 21" X 15"
- ② **DETOUR** M4-8 24" X 12"
 M6-1 21" X 15"
- ③ **DETOUR** M4-8 24" X 12"
 M6-3 21" X 15"
- ④ **END DETOUR** M4-8 A 24" X 18"



D

MESSAGE NO. 1	MESSAGE NO. 2
ROAD CLOSED	UNTIL 6:00 AM MONDAY

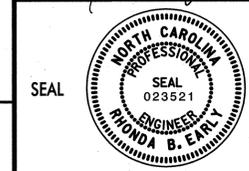
CHANGEABLE MESSAGE SIGN



REVISIONS

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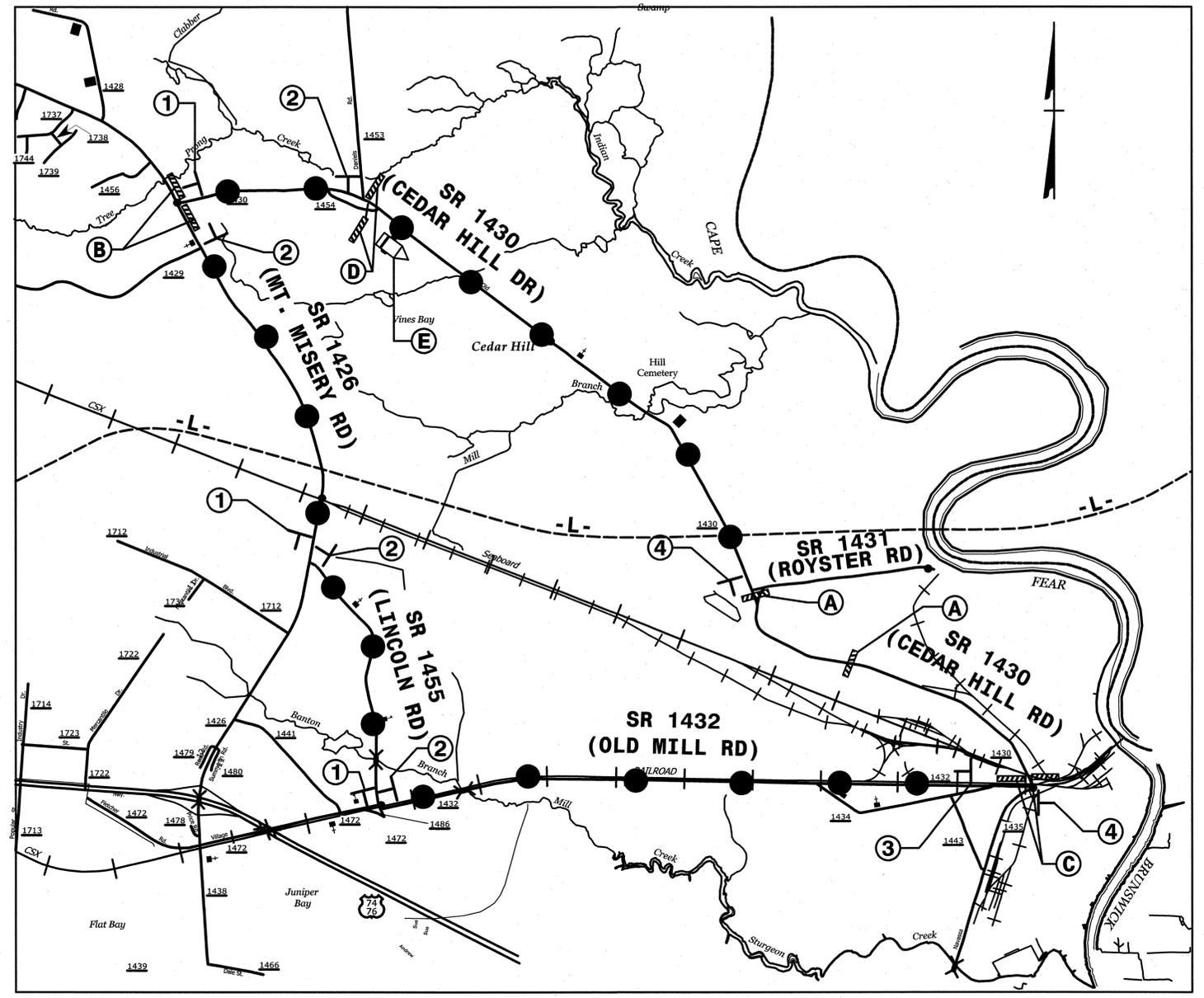
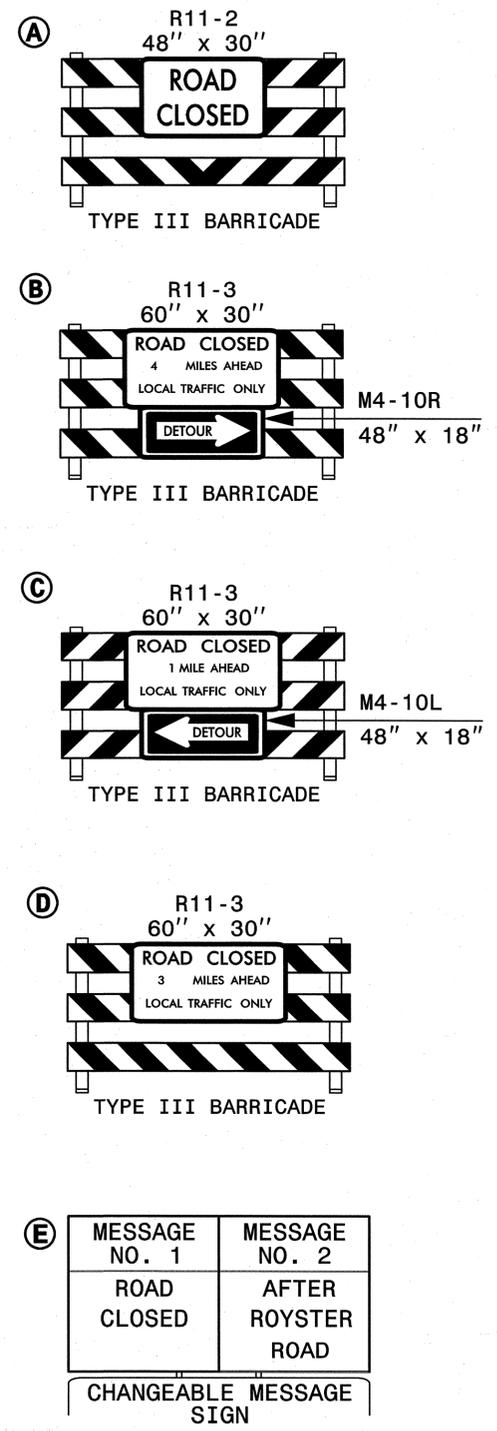
APPROVED: *Phyllis B. Early* DATE: 4-5-13



HNTB
 HNTB NORTH CAROLINA, P.C.
 343 E. SIX FORKS ROAD, SUITE 200
 RALEIGH, NORTH CAROLINA 27609
 NC LICENSE NO: C-1554

TRANSPORTATION
 MANAGEMENT PLAN
 SR 1430
 (CEDAR HILL RD)
 DETOUR

- ① **DETOUR** M4-8 24" X 12"
 M6-1 L 21" X 15"
- ② **DETOUR** M4-8 24" X 12"
 M6-1 21" X 15"
- ③ **DETOUR** M4-8 24" X 12"
 M6-3 21" X 15"
- ④ **END DETOUR** M4-8 A 24" X 18"



REVISIONS

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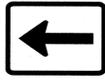
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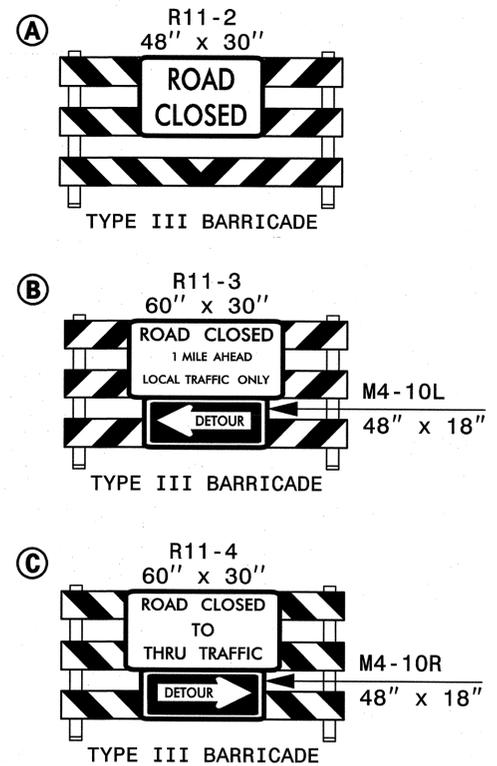


TRANSPORTATION
 MANAGEMENT PLAN
 SR 1430 @ SR 1431
 (CEDAR HILL AT
 ROYSTER RD) DETOUR

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

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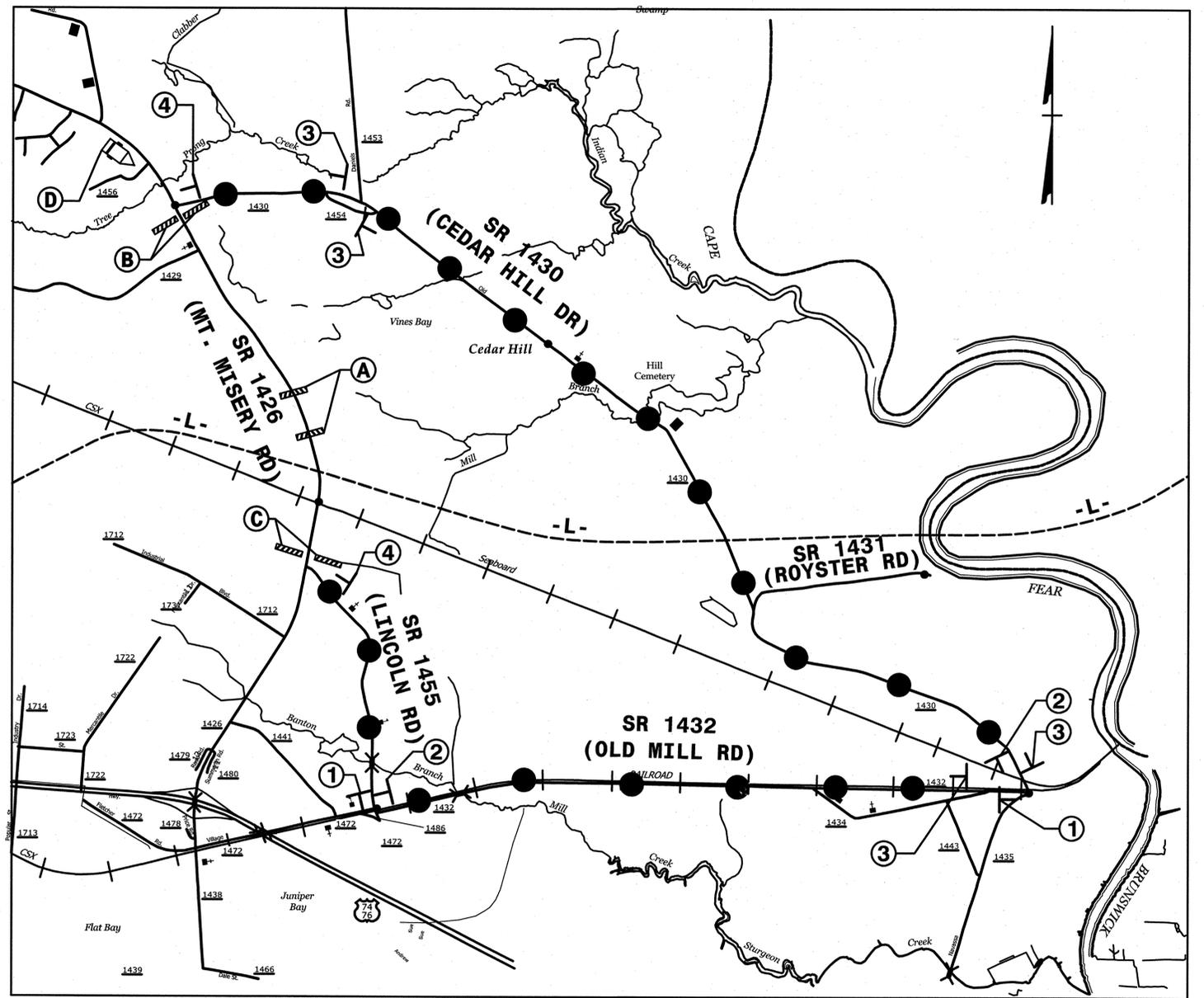
- ① **DETOUR** M4-8 24" X 12"
 M6-1 L 21" X 15"
- ② **DETOUR** M4-8 24" X 12"
 M6-1 21" X 15"
- ③ **DETOUR** M4-8 24" X 12"
 M6-3 21" X 15"
- ④ **END DETOUR** M4-8 A 24" X 18"



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MESSAGE NO. 1	MESSAGE NO. 2
ROAD CLOSED	UNTIL 6:00 AM MONDAY

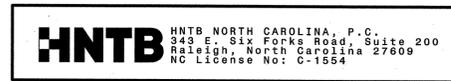
CHANGEABLE MESSAGE SIGN



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APPROVED: *Phaedra A. Early* DATE: 11-5-13



TRANSPORTATION
 MANAGEMENT PLAN
 SR 1426
 (MT MISERY RD)
 DETOUR

TEMPORARY SHORING DATA

SHORING LOCATION NO. ①

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

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

DESIGN TEMPORARY SHORING FROM STATION 16+10.8 ± -Y7DET-, 38.8 FT RIGHT, TO STATION 16+27.8 ± -Y7DET-, 30.0 FT RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUND WATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 20 FT ±

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION 16+10.8 ± -Y7DET-, 38.8 FT RIGHT, TO STATION 16+27.8 ± -Y7DET-, 30.0 FT RIGHT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION 16+10.8 ± -Y7DET-, 38.8 FT RIGHT, TO STATION 16+27.8 ± -Y7DET-, 30.0 FT RIGHT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 16+10.8 ± -Y7DET-, 38.8 FT RIGHT, TO STATION 16+27.8 ± -Y7DET-, 30.0 FT RIGHT. SEE STANDARD DRAWING NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

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

SHORING LOCATION NO. ②

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

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

DESIGN TEMPORARY SHORING FROM STATION 16+65.3 ± -Y7DET-, 30.0 FT RIGHT, TO STATION 16+82.3 ± -Y7DET-, 38.8 FT RIGHT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUND WATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 20 FT ±

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION 16+65.3 ± -Y7DET-, 30.0 FT RIGHT, TO STATION 16+82.3 ± -Y7DET-, 38.8 FT RIGHT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION 16+65.3 ± -Y7DET-, 30.0 FT RIGHT, TO STATION 16+82.3 ± -Y7DET-, 38.8 FT RIGHT.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 16+65.3 ± -Y7DET-, 30.0 FT RIGHT, TO STATION 16+82.3 ± -Y7DET-, 38.8 FT RIGHT. SEE STANDARD DRAWING NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

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

SHORING LOCATION NO. ③

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

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

DESIGN TEMPORARY SHORING FROM STATION 21+84 ± -Y7-, 9.3 FT LEFT, TO STATION 22+49 ± -Y7-, 9.3 FT LEFT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUND WATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 28 FT ±

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION 21+84 ± -Y7-, 9.3 FT LEFT, TO STATION 22+49 ± -Y7-, 9.3 FT LEFT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DO NOT USE CANTILEVER, BRACED AND/OR ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION 21+84 ± -Y7-, 9.3 FT LEFT, TO STATION 22+49 ± -Y7-, 9.3 FT LEFT.

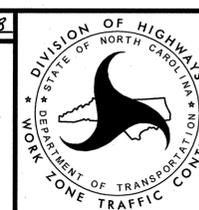
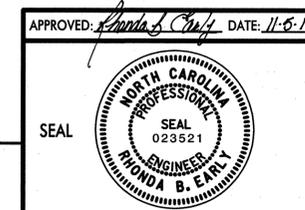
AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 21+84 ± -Y7-, 9.3 FT LEFT, TO STATION 22+49 ± -Y7-, 9.3 FT LEFT.

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH SEALED DOCUMENTS FROM THE GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENTS WERE SUBMITTED TO THE WZTC SECTION ON APRIL 22, 2013 AND NOVEMBER 4, 2013 AND SEALED BY PROFESSIONAL ENGINEER, THEIN T. ZAN, P.E., LICENSE # 30943.

REVISIONS

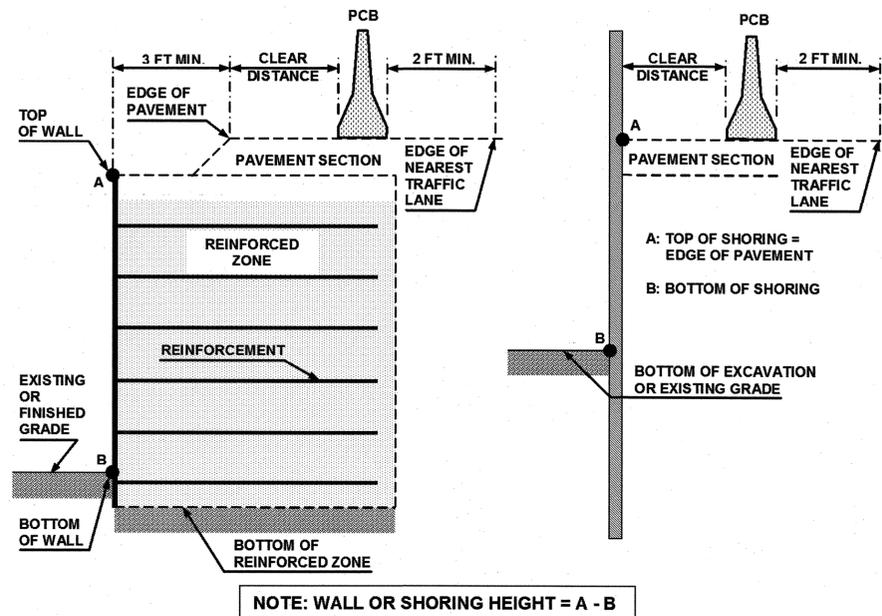
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TRANSPORTATION
MANAGEMENT PLAN

TEMPORARY SHORING DATA



NOTE: WALL OR SHORING HEIGHT = A - B

FIGURE A

NOTES

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

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

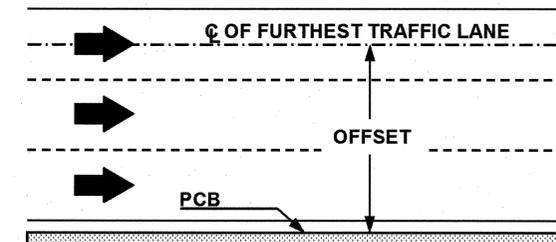
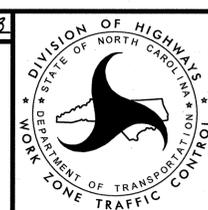


FIGURE B

APPROVED: *[Signature]* DATE: 11.5.13
 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 023521
 PIONDA B. EARLY



TRANSPORTATION MANAGEMENT PLAN
 PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS

PHASING

PROJ. REFERENCE NO. SHEET NO.
R-2633BA TMP-3

NOTES:

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

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

COMPLETE ANY PROPOSED WIDENING IN SUCH A MANNER THAT PONDING OF WATER WILL NOT OCCUR IN THE TRAVEL LANE. THIS MAY REQUIRE A COMBINATION OF INSTALLATION OF PROPOSED PIPES, TEMPORARY PIPES, STEEL PLATES, AND TEMPORARY MEDIAN AND OUTSIDE DITCHES.

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

THE TERM RSD DENOTES "ROADWAY STANDARD DRAWING".

ALL AREAS

PHASE I

STEP 1: INSTALL WORK ZONE ADVANCE WARNING SIGNS ON -Y7- (MT MISERY RD), -Y8- (CEDAR HILL RD) AND -Y9- (ROYSTER RD) ACCORDING TO RSD 1101.01.

STEP 2: COMPLETE THE WORK REQUIRED IN AREA 1.
COMPLETE THE WORK REQUIRED IN AREA 2.
COMPLETE THE WORK REQUIRED IN AREA 3.

PHASE II

STEP 1: USING RSD 1101.02 (SHEETS 1 & 3 OF 15) AS NEEDED, CONSTRUCT PROPOSED MONOLITHIC ISLANDS, PLACE FINAL LAYER OF SURFACE COURSE AND PLACE FINAL MARKINGS & MARKERS ON ALL ROADS AS SHOWN IN FINAL PAVEMENT MARKING PLANS. (LN-2)

STEP 2: UPON APPROVAL OF ENGINEER, REMOVE TEMPORARY TRAFFIC CONTROL DEVICES AND OPEN ALL ROADS AND ALL LANES TO TRAFFIC. (LN-3)

AREA 1

PHASE I (SEE OVERVIEW SHEET TMP-4)

STEP 1: AWAY FROM TRAFFIC CONSTRUCT THE FOLLOWING:
* -LREV- FROM STA 339+13+/- TO STA 375+54+/- (NBL & SBL)
* -L- FROM STA 83+54+/- TO STA 182+00+/- (NBL & SBL) (LN-1)
* -L- FROM STA 189+00+/- TO STA 280+00+/- (NBL & SBL)
* -RP A1- (ALL)
* -RP_D1REV- (ALL)
* -RP_B2- FROM STA 10+00+/- TO STA 29+00+/-
* -LP_B2- FROM STA 10+00+/- TO STA 20+43+/-
* -RP_C2- FROM STA 10+00+/- TO STA 25+90+/-
* -RP_D2- FROM STA 10+00+/- TO STA 19+00+/-
* -RP_C3- FROM STA 10+00+/- TO STA 29+70+/-

AREA 2

PHASE I (SEE OVERVIEW SHEET TMP-5)

*** REFER TO SHEETS TMP-6 THRU TMP-8 FOR DETAILS ***
STEP 1: AWAY FROM TRAFFIC BEGIN CONSTRUCTION OF THE FOLLOWING:
* -L- FROM STA 182+00+/- TO STA 185+50+/- (NBL & SBL)
* -Y7- FROM STA 24+00+/- TO STA 47+00+/- (INCL BRIDGES) (LN-1,8)
* -RP_B2- FROM STA 29+00+/- TO -Y7-
* -LP_B2- FROM STA 20+43+/- TO -Y7-
* -RP_C2- FROM STA 25+90+/- TO -Y7-
* -RP_D2- FROM STA 22+00+/- TO -Y7-

STEP 2: INSTALL AS MUCH AS POSSIBLE OF PROPOSED ENCASEMENT PIPE CROSSING -Y7- NEAR 22+00+/- WITHOUT DISTURBING TRAFFIC AND WITHOUT DISRUPTING FLOW OF EXISTING AQUEDUCT.

INSTALL AND COVER DETOUR SIGNS AS SHOWN ON SHEET TMP-2B.

COMPLETE THE REQUIREMENTS OF AREA 2, PHASE I, STEP 3 IN MULTIPLE WEEKENDS BETWEEN FROM 10:00 PM FRIDAY TO 6:00 AM THE FOLLOWING MONDAY. (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.)

STEP 3: COMPLETE STEPS 3A THRU 3C. (REFER TO GENERAL NOTE "N".)

3A: UNCOVER DETOUR SIGNS. USING RSD 1101.03 (SHEET 1 OF 9) AND SHEET TMP-2B INSTALL TRAFFIC CONTROL DEVICES AND CLOSE -Y7- (MT MISERY RD) TO THROUGH TRAFFIC PLACING TRAFFIC ON TEMPORARY OFF-SITE DETOUR.

3B: WHILE -Y7- IS CLOSED TO TRAFFIC, COMPLETE THE FOLLOWING:
* COMPLETE INSTALLATION OF PROPOSED ENCASEMENT PIPES CROSSING -Y7- NEAR 22+00+/-
* COMPLETE INSTALLATION OF PROPOSED WATERLINE AND TIE TO EXISTING WATERLINE (AQUEDUCT). REFER TO UTILITY PLANS AND UTILITY SPECIAL PROVISIONS FOR WATERLINE DETAILS AND RESTRICTIONS.

3C: REMOVE DETOUR SIGNS WHEN NO LONGER NEEDED.

STEP 4: USING RSD 1101.02 (SHEET 1 OF 15), CONSTRUCT TEMPORARY WIDENING ALONG EXISTING MT MISERY RD FROM -Y7- STA 18+00+/- TO -SVRD7- STA 14+50+/- MATCHING EXISTING SUPER AND ELEVATION. RETAIN EXISTING GUARDRAIL & BARRIER RAIL. (SEE SHEET TMP-6.)

USING RSD 1101.02 (SHEET 1 OF 15) AS NEEDED, PARTIALLY REMOVE ISLAND & REPAIR PAVEMENT ON LINCOLN RD AS SHOWN ON SHEET TMP-8, AND CONSTRUCT -Y7DET-. TEMPORARY WEDGING MAY BE NEEDED ON EXISTING -Y7- TO PROVIDE SMOOTH TIES TO -Y7DET-. USE SANDBAG HEADWALL AND SHORING TO PROVIDE WORKROOM BETWEEN TEMPORARY PIPES AND EXISTING/ PROPOSED RCBC.

STEP 5: PLACE TEMPORARY MARKING ON -Y7DET- & TURNOUT TO LINCOLN RD AND USING RSD 1101.03 (SHEET 3 OF 9) SHIFT -Y7- TRAFFIC TO -Y7DET-. (SEE SHEET TMP-11.)

PLACE TEMPORARY MARKING ON MT MISERY RD TEMPORARY WIDENING FROM -Y7- STA 17+50+/- TO -SVRD7- STA 15+00+/- AND SHIFT TRAFFIC. (SEE SHEET TMP-10.)

PHASE II (SEE OVERVIEW SHEET TMP-9)

*** REFER TO SHEETS TMP-10 & TMP-11 FOR DETAILS ***
STEP 1: USING RSD 1101.02 (SHEET 1 OF 15) AS NEEDED, CONSTRUCT -Y7- FROM STA 15+00+/- TO STA 24+00+/- AS SHOWN ON TMP-10. CONSTRUCTION INCLUDES TEMPORARY PAVEMENT FROM -Y7- STA 17+50+/- TO STA 21+77+/--. PROVIDE TEMPORARY TRANSITION GRADE BACK TO EXISTING PAVEMENT FROM STA 20+00+/- TO STRUCTURE. (LN-5)

AWAY FROM TRAFFIC CONSTRUCT -Y7- FROM STA 47+00+/- TO STA 53+60+/- (INCLUDING CULVERT REPLACEMENT). (SEE SHEET TMP-11.) (LN-4)

COMPLETE -Y7- FROM STA 24+00+/- TO STA 47+00+/- INCLUDING TURNOUTS TO RAMPS/LOOP BEGUN IN PHASE I, STEP 1.

USING RSD 1101.02 (SHEET 1 OF 15), CONSTRUCT PROPOSED TIES TO -SVRD8- & LINCOLN RD. (SEE SHEET TMP-11.) (LN-5)

STEP 2: INSTALL AS MUCH OF PCB AS POSSIBLE AS SHOWN ON TMP-13. USE TMA TO PROTECT EXPOSED END OF PCB UNTIL CRASH CUSHION CAN BE INSTALLED. PLACE TEMPORARY MARKING ON -Y7-, -SVRD8- & TURNOUT TO LINCOLN RD AND SHIFT TRAFFIC TO -Y7-. SEE SHEETS TMP-13 THRU TMP-15. COMPLETE PCB AND CRASH CUSHION INSTALLATION. USE DRUMS AND TYPE III BARRICADES TO CLOSE ACCESS TO OLD ROAD AT -Y7- STA 21+00+/--. (LN-6)

PHASE III (SEE OVERVIEW SHEET TMP-12)

*** REFER TO SHEETS TMP-13 THRU TMP-15 FOR DETAILS ***
STEP 1: AWAY FROM TRAFFIC REMOVE EXISTING STRUCTURE OVER AQUEDUCT (-Y7- STA 22+00+/- LT) AND EXISTING PAVEMENT.

STEP 2: AWAY FROM TRAFFIC, CONSTRUCT -SVRD7- FROM -Y7- TO STA 14+50+/- AND -Y7- LT FROM STA 20+00+/- TO STA 24+00+/-.

STEP 3: USING RSD 1101.02 (SHEET 1 OF 15), REMOVE PCB PLACED IN PHASE II, STEP 3, PLACE TEMPORARY MARKINGS AND OPEN -SVRD7- ACCESS AT -Y7-.

STEP 4: USING RSD 1101.02 (SHEET 1 OF 15) AS NEEDED, COMPLETE THE FOLLOWING:
* COMPLETE CONSTRUCTION OF -SVRD7- & -SVRD8- INCL MARKINGS
* REMOVE -Y7DET-

STEP 5: CLOSE -SVRD7- & -SVRD8- TO PROPOSED END POINTS AND AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF THE FOLLOWING:
* REMOVE ABANDONED -Y7- FROM -SVRD7- TO -SVRD8- (LN-1)
* -L- FROM STA 185+50+/- TO STA 189+00+/- (NBL & SBL)
* -RP_D2- FROM STA 19+00+/- TO STA 22+00+/-

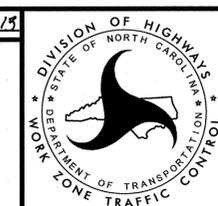
STEP 6: USING RSD 1101.02 (SHEET 1 OF 15), REMOVE TEMPORARY PAVEMENT ON -Y7- RIGHT FROM STA 17+50+/- TO STA 21+77+/-.

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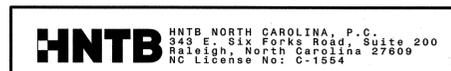
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TRANSPORTATION
MANAGEMENT PLAN
PHASING



PHASING

PROJ. REFERENCE NO. R-2633BA SHEET NO. TMP-3A

AREA 3

PHASE I

(SEE OVERVIEW SHEET TMP-16)

*** REFER TO SHEETS TMP-17 THRU TMP-22 FOR DETAILS ***

- STEP 1: AWAY FROM TRAFFIC AND USING RSD 1101.02 (SHEET 1 OF 15) AS NEEDED, BEGIN CONSTRUCTION OF THE FOLLOWING:
- * -L- FROM STA 280+00+/- TO STA 280+54+/- (BRIDGE) (LT)
 - * -L- FROM STA 280+00+/- TO STA 280+73+/- (BRIDGE) (RT)
 - * -L- FROM STA 282+07+/- (BRIDGE) TO STA 292+00+/- (LT)
 - * -L- FROM STA 282+26+/- (BRIDGE) TO STA 292+00+/- (RT)
 - * -Y8- FROM STA 13+40+/- TO STA 42+00+/- (INCLUDING TURNOUTS TO RAMPS & LOOP) (TMP-17 THRU TMP-19)
 - * -Y8- FROM BRIDGE (STA 50+43+/-) TO STA 52+50+/- (TMP-19)
 - * -Y8- FROM STA 57+00+/- TO STA 72+40+/- (LN-5,8) (TMP-20 & 21)
 - * -Y8A- (LN-7,9) (TMP-19 & TMP-22)
 - * -Y8B- (LN-9) (TMP-22)
 - * -Y8C- INCL TEMP TIE FROM -Y8- TO -Y8C- (LN-7,9) (TMP-19 & 22)
 - * -Y9- WEDGING & WIDENING FROM STA 11+50+/- TO STA 16+50+/- (LN-5) (TMP-19)
 - * -LP_A3- FROM -L- TO -Y8-
 - * -RP_A3- FROM STA 30+52+/- TO -Y8-
 - * -RP_C3- FROM STA 29+70+/- TO -Y8-
 - * -RP_D3- FROM STA 25+20+/- TO -Y8-
 - * -SVRD9- (ALL)

AWAY FROM TRAFFIC AND USING RSD 1101.02 (SHEET 1 OF 15) AS NEEDED, BEGIN CONSTRUCTION OF THE FOLLOWING TEMPORARY PAVEMENT SECTIONS:

- * -Y8- FROM STA 42+00+/- TO STA 44+50+/- (TMP-19)
- * -Y9- FROM -Y8- TEMPORARY GRADE TO STA 11+50+/- (TMP-19)

AWAY FROM TRAFFIC AND USING RSD 1101.02 (SHEET 1 OF 15) AS NEEDED, BEGIN CONSTRUCTION OF THE FOLLOWING STRUCTURES:

- * -L- FROM STA 280+54+/- TO STA 282+07+/- (LT)
- * -L- FROM STA 280+73+/- TO STA 282+26+/- (RT)
- * -Y8- FROM STA 48+79+/- (CENTER BENT) TO STA 50+43+/- (TMP-19)

INSTALL AND COVER DETOUR SIGNS AS SHOWN ON SHEET TMP-2.

COMPLETE THE REQUIREMENTS OF PHASE I, STEP 2 IN MULTIPLE WEEKENDS BETWEEN FROM 10:00 PM FRIDAY TO 6:00 AM THE FOLLOWING MONDAY. (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.)

- STEP 2: COMPLETE STEPS 2A THRU 2C. (REFER TO GENERAL NOTE "N".)
- 2A: UNCOVER DETOUR SIGNS INSTALLED IN PHASE I, STEP 1. USING RSD 1101.03 (SHEETS 1 & 2 OF 9), AND SHEET TMP-2 INSTALL TRAFFIC CONTROL DEVICES AND CLOSE -Y8- (CEDAR HILL RD) TO THROUGH TRAFFIC AND PLACE TRAFFIC ON TEMPORARY OFF-SITE DETOUR.
- 2B: INSTALL GIRDERS FOR THE -L- STRUCTURES OVER -Y8-:
- * -L- FROM STA 280+54+/- TO STA 282+07+/- (LT)
 - * -L- FROM STA 280+73+/- TO STA 282+26+/- (RT)
- 2C: REMOVE DETOUR SIGNS INSTALLED IN PHASE I, STEP 1 WHEN GIRDER INSTALLATION IS COMPLETE.

- STEP 3: AWAY FROM TRAFFIC AND USING RSD 1101.02 (SHEET 1 OF 15) AS NEEDED, COMPLETE THE FOLLOWING ROADWAY SECTIONS BEGUN IN PHASE I, STEP 1 UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE:
- * -Y8- FROM STA 13+40+/- TO STA 42+00+/- (INCLUDING TURNOUTS TO RAMPS & LOOP) (TMP-17 THRU TMP-19)
 - * -Y9- WEDGING & WIDENING FROM STA 11+50+/- TO STA 16+50+/- (LN-5) (TMP-19)

AWAY FROM TRAFFIC AND USING RSD 1101.02 (SHEET 1 OF 15) AS NEEDED, COMPLETE THE FOLLOWING TEMPORARY ROADWAY SECTIONS BEGUN IN PHASE I, STEP 1:

- * -Y8- FROM STA 42+00+/- TO STA 44+50+/- (TMP-19)
- * -Y9- FROM -Y8- TEMPORARY GRADE TO STA 11+50+/- (TMP-17)

INSTALL AND COVER DETOUR SIGNS AS SHOWN ON SHEET TMP-2B.

PHASE II

(SEE OVERVIEW SHEET TMP-23)

*** REFER TO SHEETS TMP-24 THRU TMP-27 FOR DETAILS ***

COMPLETE THE REQUIREMENTS OF PHASE II, STEPS 1 THRU 3 IN 150 CONSECUTIVE DAYS (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.)

- *** MAINTAIN LOCAL TRAFFIC IN TWO-LANE, TWO WAY PATTERN. ***
 *** MAINTAIN THROUGH TRAFFIC IN OFF-SITE DETOUR. ***

- STEP 1: PLACE TEMPORARY PAVEMENT MARKING ON -Y8- FROM STA 13+40+/- TO STA 44+00+/- AND -Y9- FROM -Y8- TO STA 16+50+/- AS SHOWN ON SHEETS TMP-24 THRU TMP-26.

UNCOVER DETOUR SIGNS PLACED IN PHASE I, STEP 4. USING RSD 1101.03 (SHEETS 1 & 2 OF 9) AND OFF-SITE DETOUR (TMP-2A) INSTALL TRAFFIC CONTROL DEVICES AS SHOWN ON SHEET TMP-2A AND CLOSE -Y8- (CEDAR HILL RD) TO THROUGH TRAFFIC.

- STEP 2: AWAY FROM TRAFFIC AND USING RSD 1101.02 (SHEET 1 OF 15) AS NEEDED, COMPLETE THE CONSTRUCTION OF THE FOLLOWING UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE:
- * -Y8- FROM STA 42+00+/- TO STA 47+15+/- (BRIDGE)
 - * -Y8- FROM STA 50+43+/- (BRIDGE) TO STA 72+40+/-
 - * -Y9- FROM -Y8- TO STA 11+50+/-

AWAY FROM TRAFFIC AND USING RSD 1101.02 (SHEET 1 AND 2 OF 15) AS NEEDED, COMPLETE THE CONSTRUCTION OF THE -Y8- STRUCTURE FROM STA 47+15+/- TO STA 50+43+/-.

- STEP 3: PLACE TEMPORARY PAVEMENT MARKING IN FINAL PATTERN AS SHOWN IN FINAL PAVEMENT MARKING PLAN ON -Y8- FROM STA 42+00+/- TO STA 72+40+/-.

OPEN -Y8- (CEDAR HILL RD) TO THROUGH TRAFFIC AND REMOVE TRAFFIC CONTROL DEVICES INSTALLED FOR ROAD CLOSURE AND OFF-SITE DETOUR IN PHASE I, STEP 3. MAINTAIN DRUMS TO DELINEATE PROPOSED MONOLITHIC ISLANDS.

- *** MAINTAIN TRAFFIC IN PROPOSED TWO-LANE, TWO-WAY PATTERN ***

- STEP 4: AWAY FROM TRAFFIC AND USING RSD 1101.02 (SHEET 1 OF 15) AS NEEDED, COMPLETE THE CONSTRUCTION OF THE FOLLOWING UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE:
- * -L- FROM STA 280+00+/- TO STA 280+54+/- (BRIDGE) (LT)
 - * -L- FROM STA 280+00+/- TO STA 280+73+/- (BRIDGE) (RT)
 - * -L- FROM STA 282+07+/- (BRIDGE) TO STA 292+00+/- (LT)
 - * -L- FROM STA 282+26+/- (BRIDGE) TO STA 292+00+/- (RT)
 - * -Y8A- (ALL) (LN-9)
 - * -Y8B- (ALL) (LN-9)
 - * -Y8C- (ALL) (LN-9)
 - * -LP_A3- FROM -L- TO -Y8-
 - * -RP_A3- FROM STA 30+52+/- TO -Y8-
 - * -RP_D3- FROM STA 25+20+/- TO -Y8-
 - * -SVRD9- (ALL)

AWAY FROM TRAFFIC AND USING RSD 1101.02 (SHEET 1 OF 15) AS NEEDED, REMOVE ABANDONED -Y8- AND -Y9- PAVEMENT (SEE SHEETS TMP-26 & TMP-27) AND REMOVE TEMPORARY TIE FROM -Y8C- TO -Y8-. (SEE TMP-24.)

AWAY FROM TRAFFIC AND USING RSD 1101.02 (SHEET 1 OF 15) AS NEEDED, COMPLETE THE CONSTRUCTION OF THE FOLLOWING STRUCTURES:

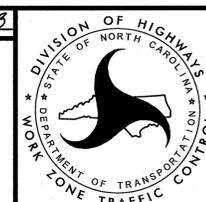
- * -L- FROM STA 280+54+/- TO STA 282+07+/- (LT)
- * -L- FROM STA 280+73+/- TO STA 282+26+/- (RT)

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TRANSPORTATION MANAGEMENT PLAN PHASING



AREA 2

INCLUDES:

- L- STA 182+00+/- TO STA 189+00+/-
- Y7-
- Y7DET-
- RP_B2- STA 29+00+/- TO -Y7-
- LP_B2- STA 20+43+/- TO -Y7-
- RP_C2- STA 25+90+/- TO -Y7-
- RP_D2- STA 19+00+/- TO -Y7-
- SVRD8-
- SVRD7-

AWAY FROM TRAFFIC,
CONSTRUCT -L-

AWAY FROM TRAFFIC,
CONSTRUCT BRIDGES

AREA 3

INCLUDES:

- L- STA 280+00+/- TO STA 292+00+/-
- LP_A3-
- RP_A3- STA 30+52+/- TO -Y8-
- RP_C3- STA 29+70+/- TO -Y8-
- RP_D3- STA 25+20+/- TO -Y8-
- Y8-
- Y9-
- Y8A-
- Y8B-
- Y8C-
- SVRD9-

AREA 1

INCLUDES:

- LREV- STA 339+13+/- TO STA 375+54+/-
- L- STA 83+54+/- TO STA 182+00+/-
- L- STA 189+00+/- TO STA 280+00+/-
- RP_A1-
- RP_D1REV-
- RP_B2- STA 10+00+/- TO STA 29+00+/-
- LP_B2- STA 10+00+/- TO STA 20+43+/-
- RP_C2- STA 10+00+/- TO STA 25+90+/-
- RP_D2- STA 10+00+/- TO STA 19+00+/-
- RP_C3- STA 10+00+/- TO STA 29+70+/-

AWAY FROM TRAFFIC,
COORDINATE WITH RAILROAD
TO CONSTRUCT BRIDGES.

AWAY FROM TRAFFIC,
CONSTRUCT -LREV- & -L-

-L- STA 83+54 (LA)
-LREV- STA 375+54 (LB)

BEGIN PROJECT R-2633BA
-LREV- STA 339+13+/-

END PROJECT R-2633BA
-L- STA 292+00+/-

R-2633BB
US 17
(WILMINGTON BYPASS)

-Y9-
SR 1431
(ROYSTER RD)

-Y8-
SR 1430
(CEDAR HILL RD)

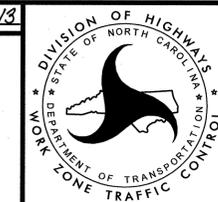
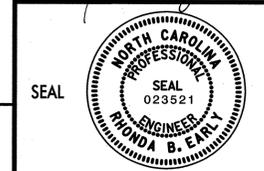
SEABOARD CSX RR
COAST LINE RR

(MT MISERY RD)
SR 1426
-Y7-

-L-
US 17
(WILMINGTON BYPASS)

-Y5-
US 74 / 76
CSX RR
R-2633A
(WILMINGTON BYPASS)

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TRANSPORTATION
MANAGEMENT PLAN
AREA LAYOUTS
AREA 1
OVERVIEW



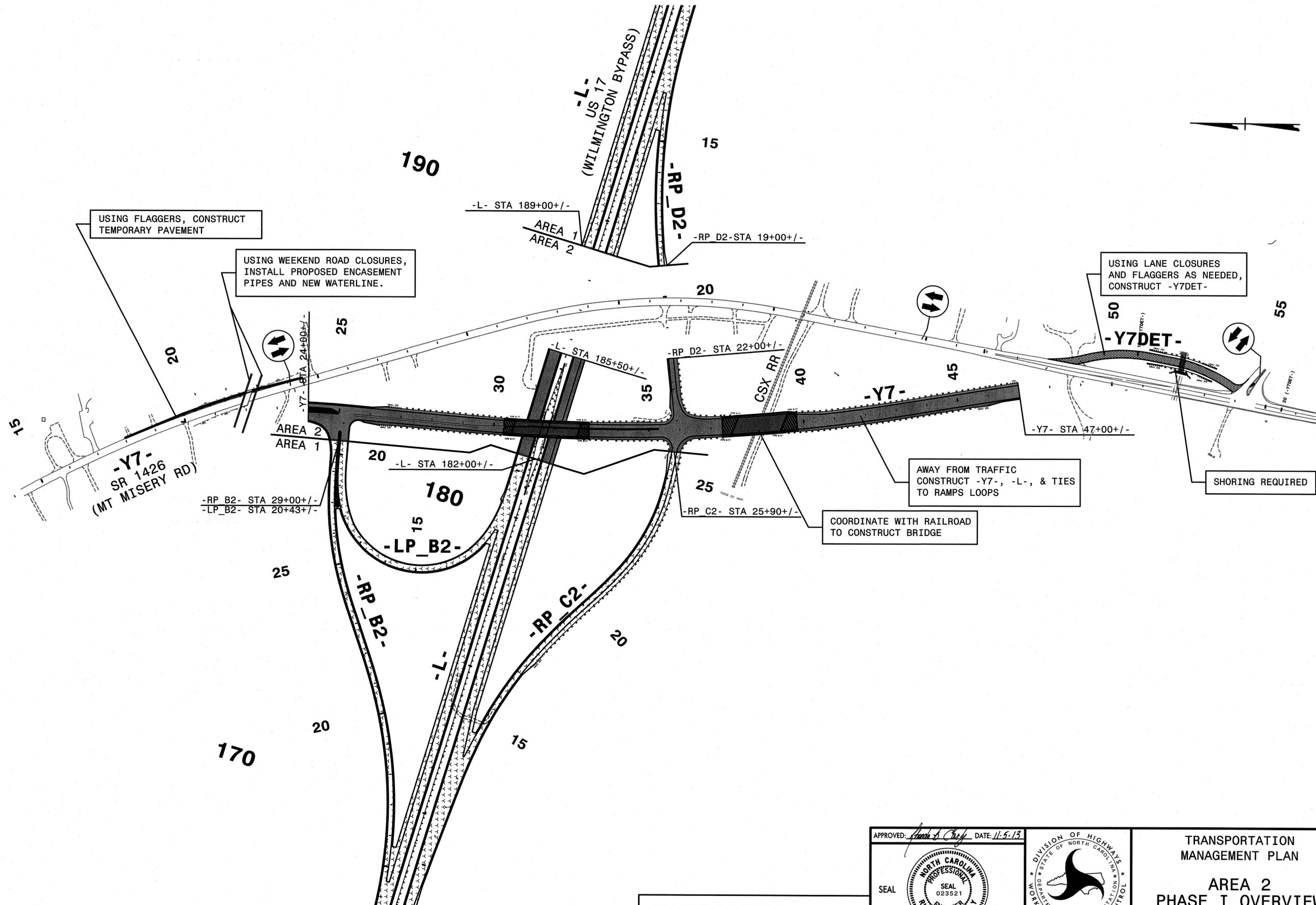
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 FLORIDA B. EARLY
 023521



TRANSPORTATION MANAGEMENT PLAN

AREA 2
 PHASE I OVERVIEW

AREA 1
AREA 2

-L- STA 189+00+/-

-RP D2- STA 19+00+/-

AREA 1
AREA 2

SR 1426
(MT MISERY RD)

-L- STA 185+50+/-

US 17
(WILMINGTON BYPASS)

-RP D2- STA 22+00+/-

-RP D2-

MATCHLINE
-Y7- STA 30+00+/-
SEE SHEET TMP-6

MATCHLINE
-Y7- STA 43+50+/-
SEE SHEET TMP-8

-L- STA 182+00+/-

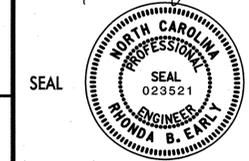
-RP C2- STA 25+90+/-

AREA 2
AREA 1

-RP C2-

SR 1426
(MT MISERY RD)

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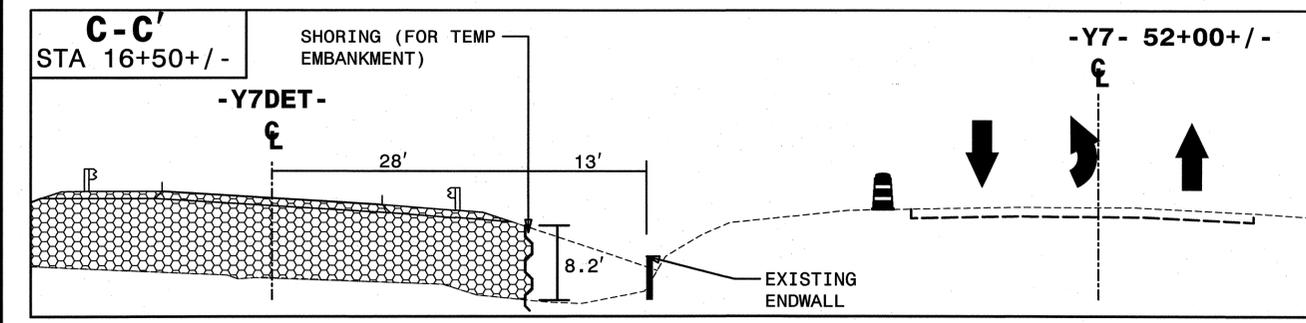
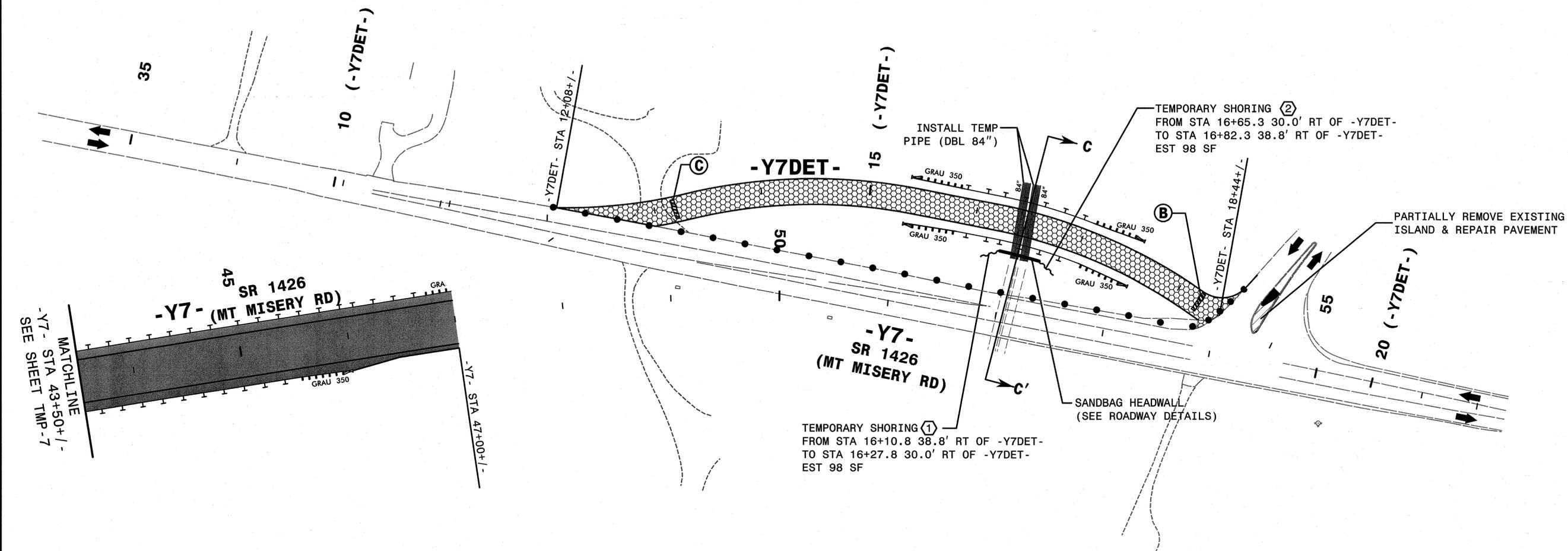
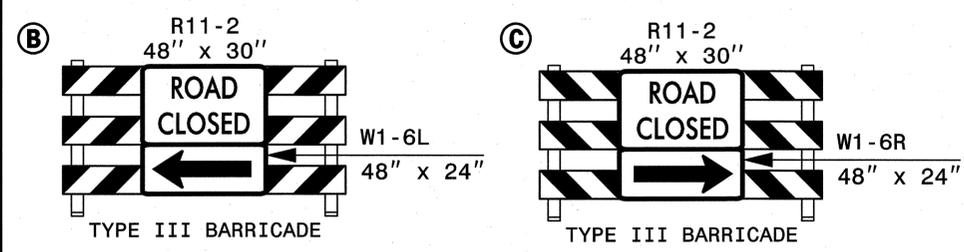


TRANSPORTATION
MANAGEMENT PLAN
AREA 2
PHASE I
DETAIL 2

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343 E. SIX FORKS ROAD, SUITE 200
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NC LICENSE NO. C-15534

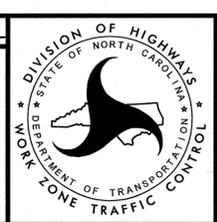
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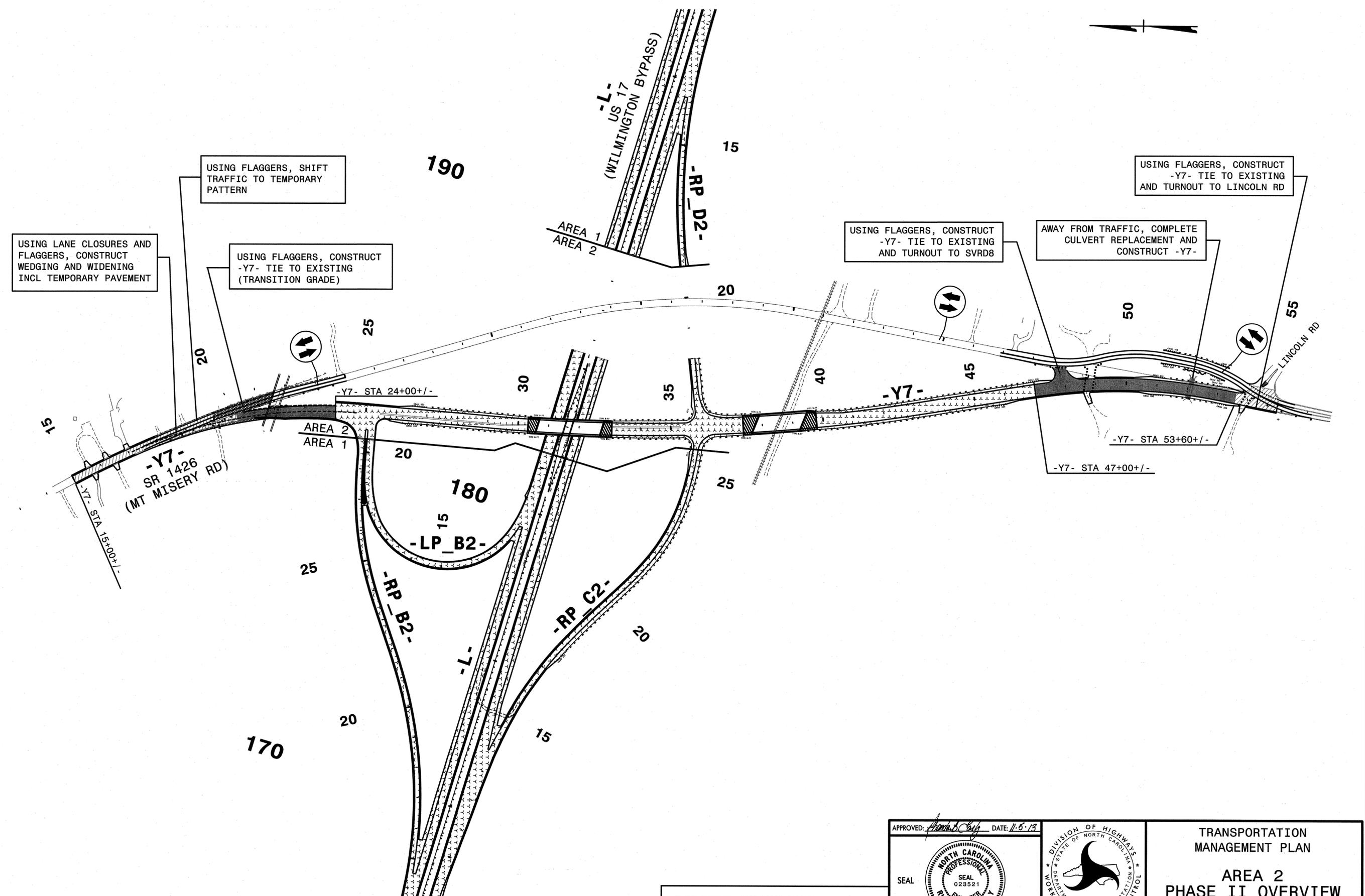
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 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 PRIONDA B. EARLY
 023521



TRANSPORTATION MANAGEMENT PLAN
 AREA 2
 PHASE I
 DETAIL 3

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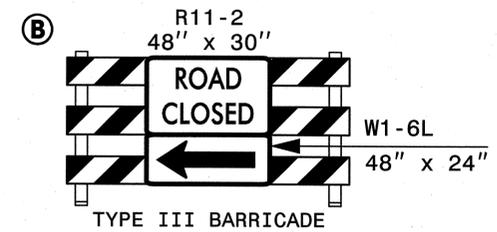
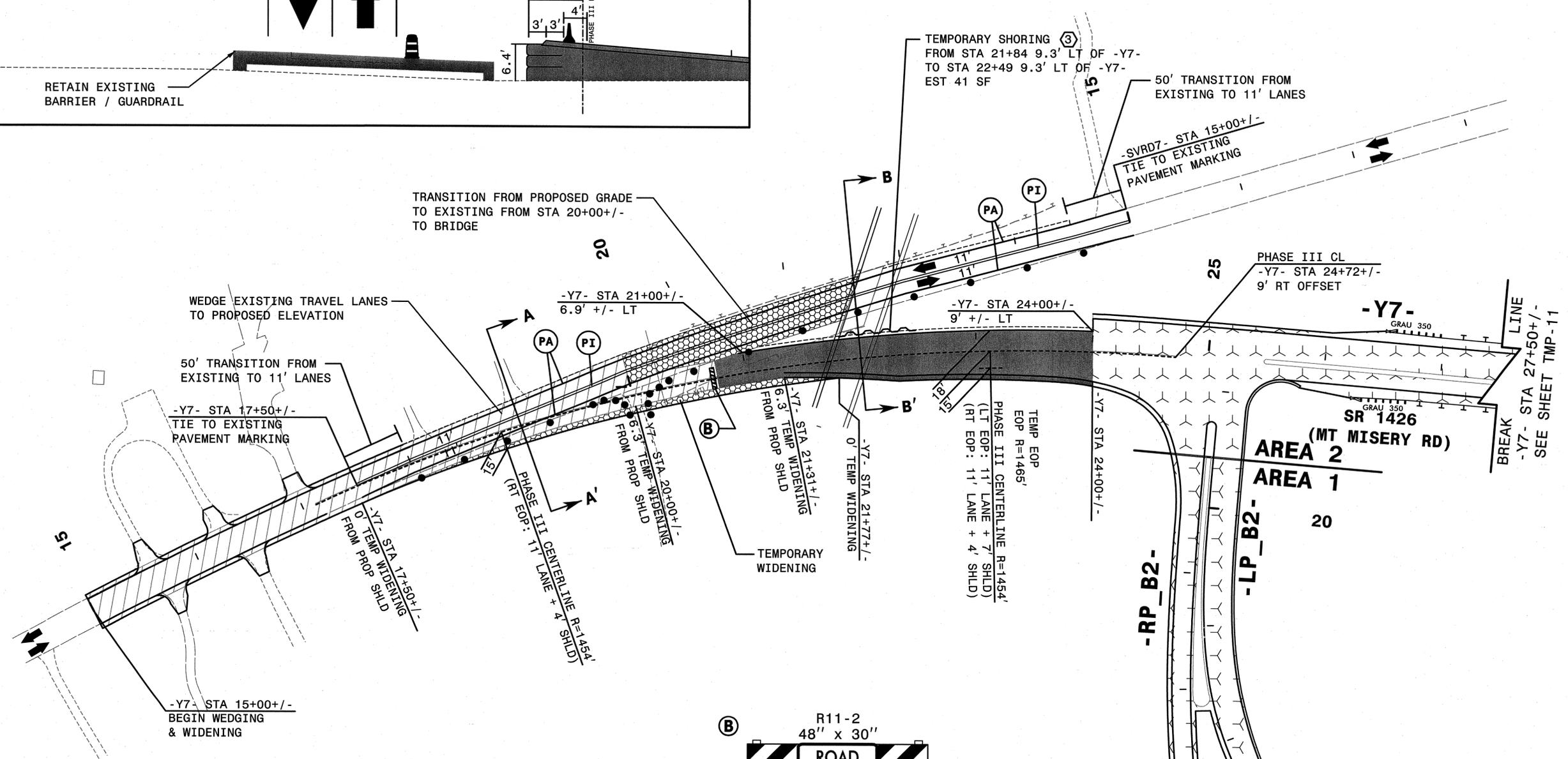
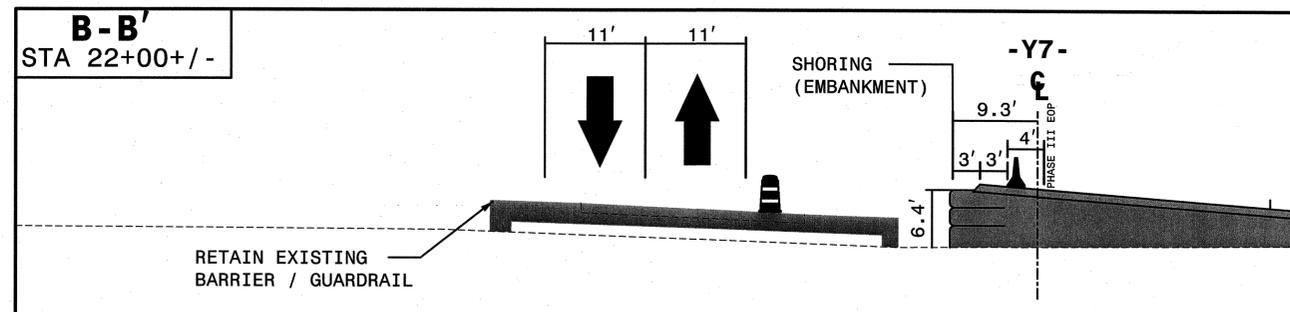
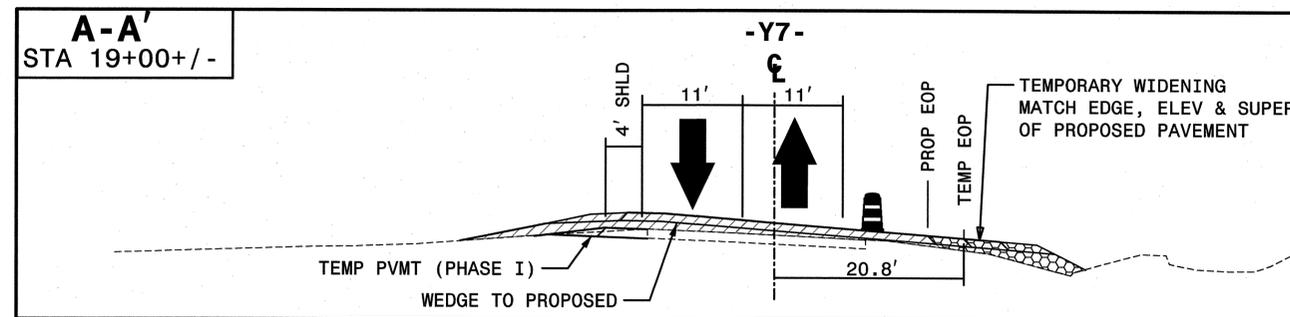
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TRANSPORTATION
 MANAGEMENT PLAN
 AREA 2
 PHASE II OVERVIEW

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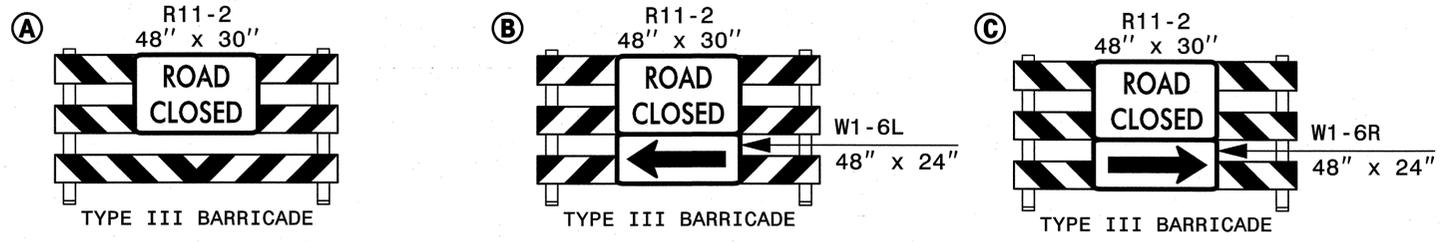
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PROFESSIONAL
ENGINEER
023521
WYONDA B. EARLY



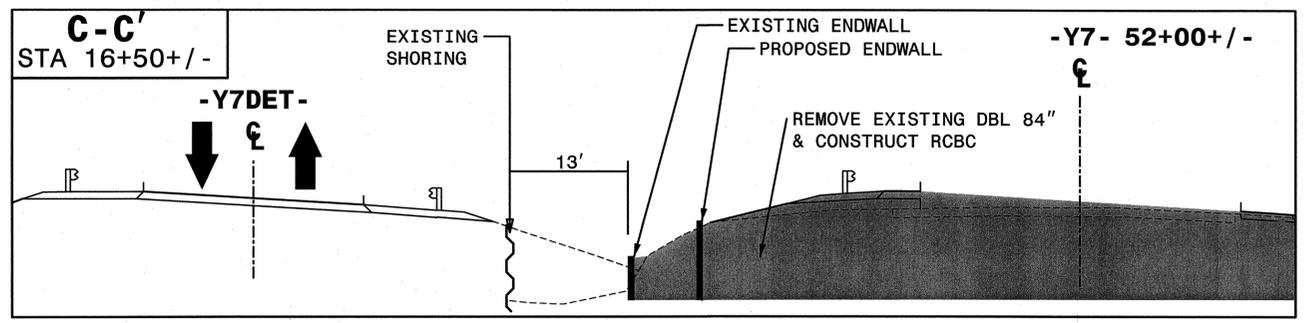
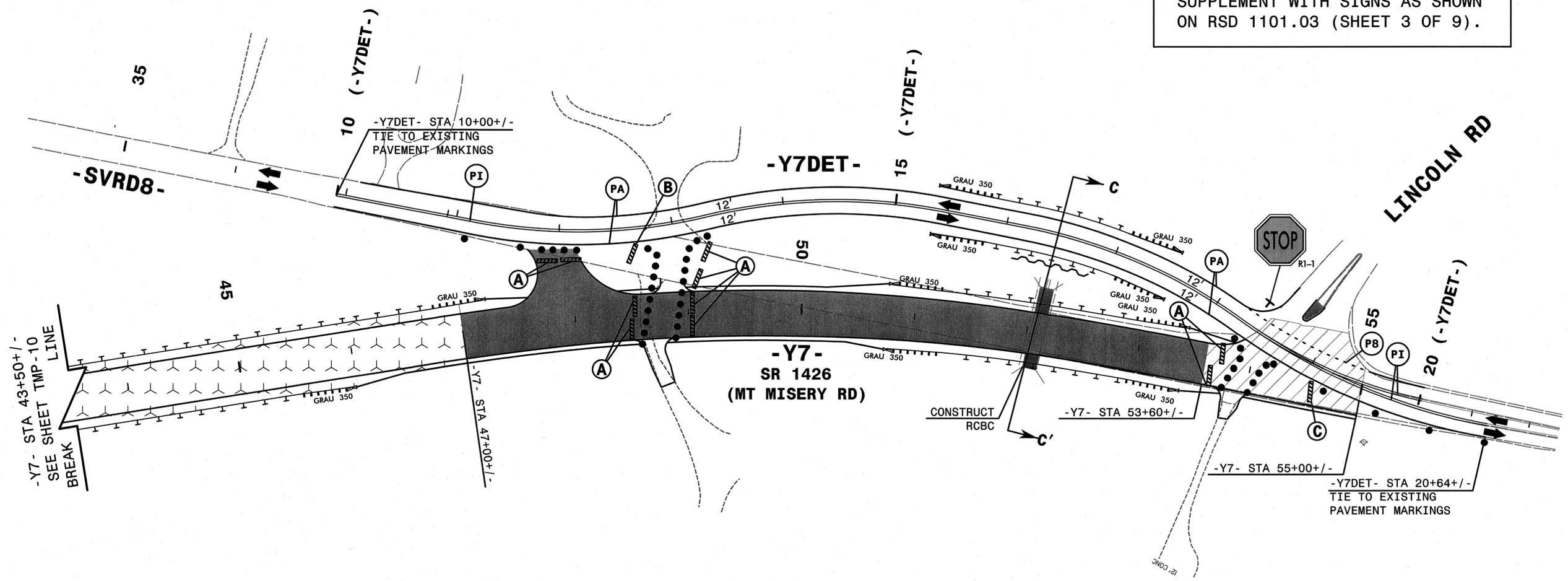
TRANSPORTATION
MANAGEMENT PLAN
AREA 2
PHASE II
DETAIL 1

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SUPPLEMENT WITH SIGNS AS SHOWN ON RSD 1101.03 (SHEET 3 OF 9).



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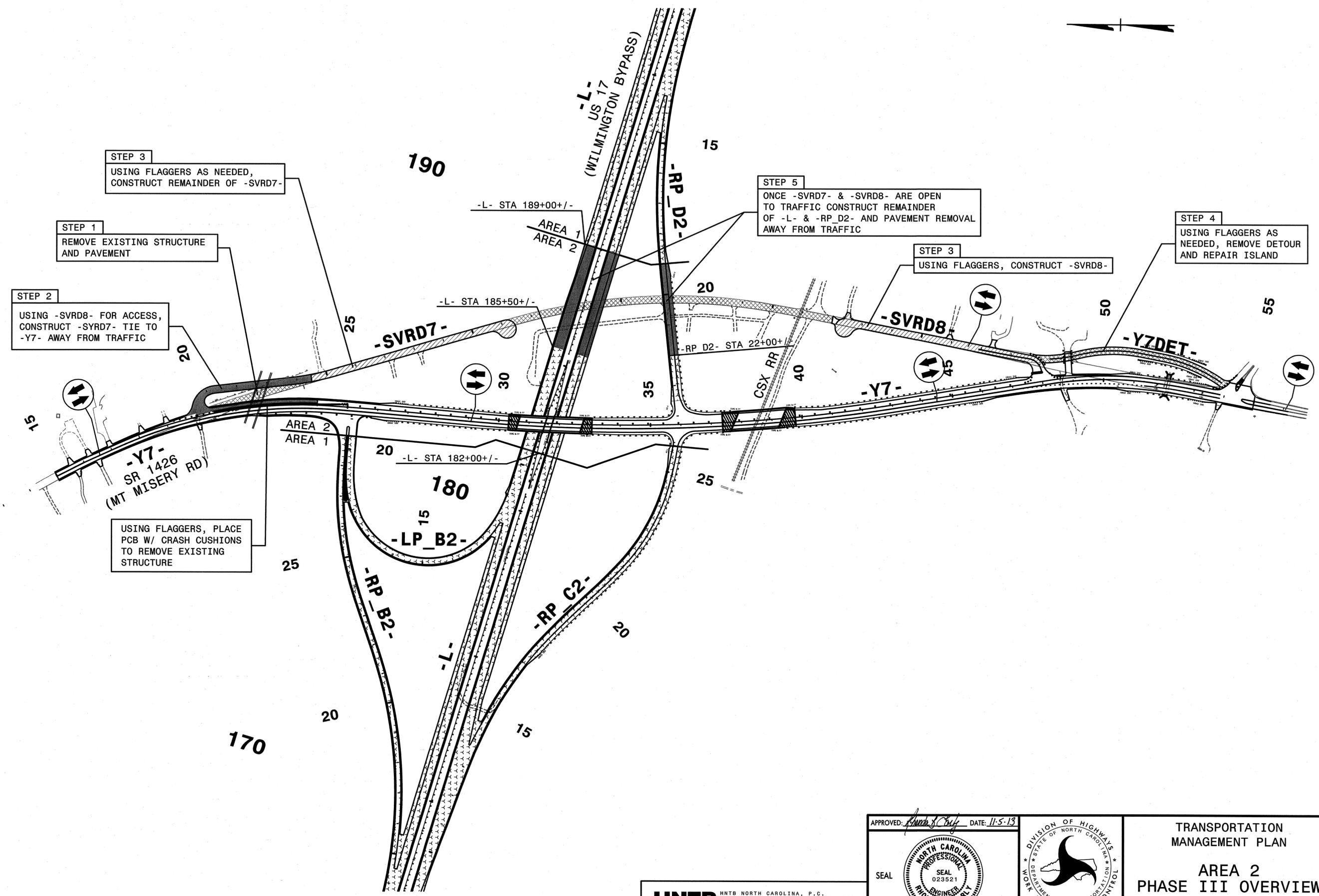
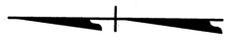
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TRANSPORTATION
MANAGEMENT PLAN
AREA 2
PHASE II
DETAIL 2



STEP 3
 USING FLAGGERS AS NEEDED,
 CONSTRUCT REMAINDER OF -SVRD7-

STEP 1
 REMOVE EXISTING STRUCTURE
 AND PAVEMENT

STEP 2
 USING -SVRD8- FOR ACCESS,
 CONSTRUCT -SYRD7- TIE TO
 -Y7- AWAY FROM TRAFFIC

USING FLAGGERS, PLACE
 PCB W/ CRASH CUSHIONS
 TO REMOVE EXISTING
 STRUCTURE

STEP 5
 ONCE -SVRD7- & -SVRD8- ARE OPEN
 TO TRAFFIC CONSTRUCT REMAINDER
 OF -L- & -RP_D2- AND PAVEMENT REMOVAL
 AWAY FROM TRAFFIC

STEP 3
 USING FLAGGERS, CONSTRUCT -SVRD8-

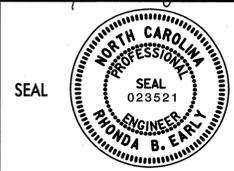
STEP 4
 USING FLAGGERS AS
 NEEDED, REMOVE DETOUR
 AND REPAIR ISLAND

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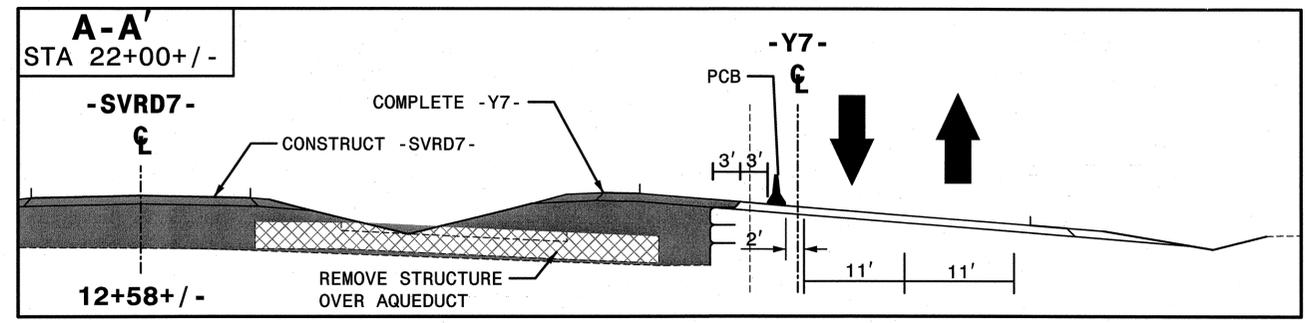
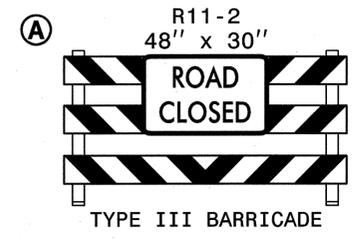
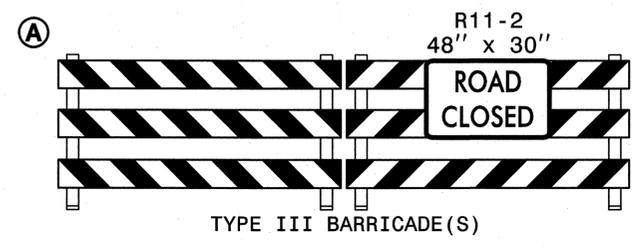
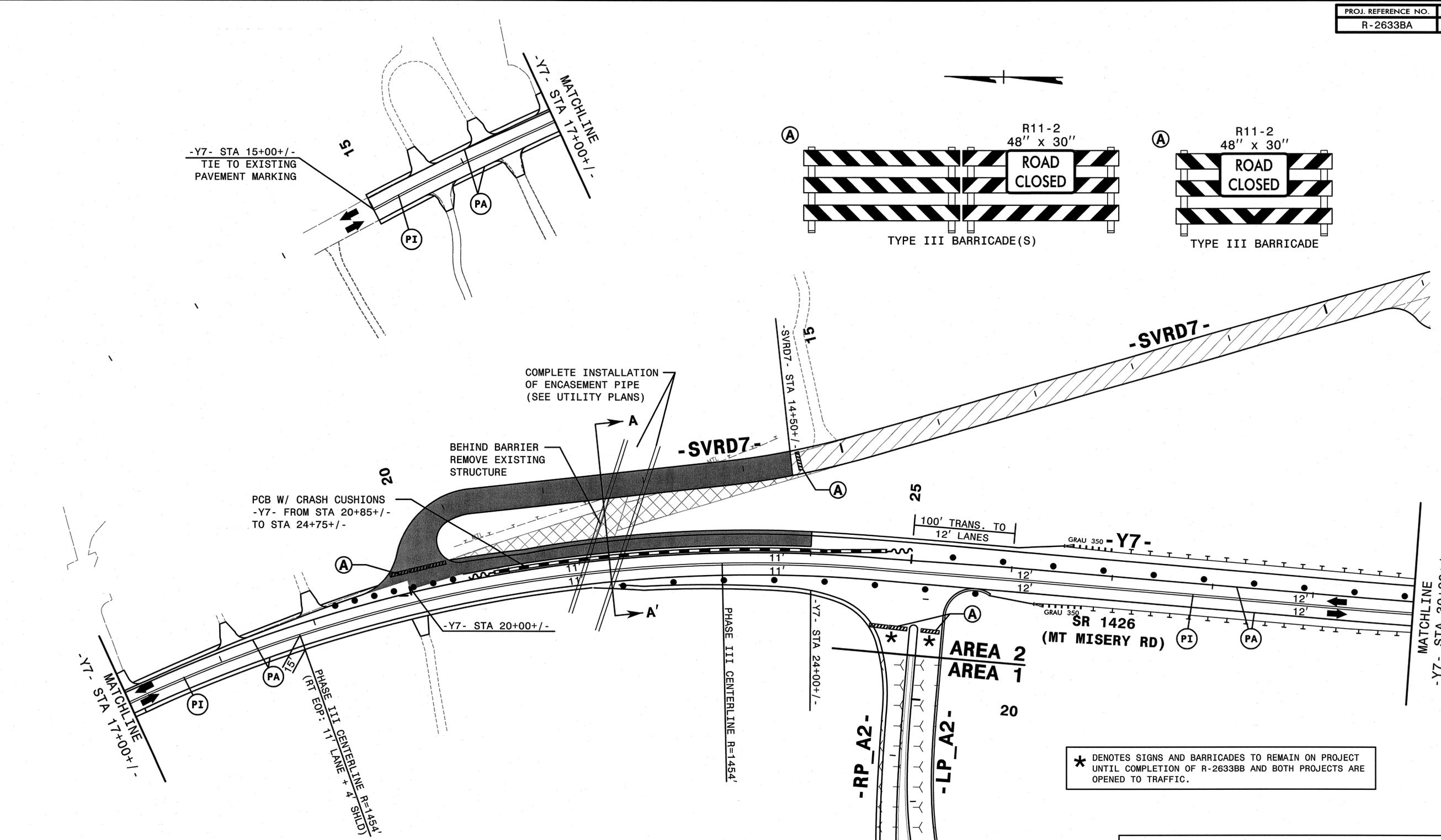


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TRANSPORTATION
 MANAGEMENT PLAN
 AREA 2
 PHASE III OVERVIEW

8/17/99

REVISIONS



* DENOTES SIGNS AND BARRICADES TO REMAIN ON PROJECT UNTIL COMPLETION OF R-2633BB AND BOTH PROJECTS ARE OPENED TO TRAFFIC.

NOTE:
DO NOT CLOSE OR BLOCK ACCESS FROM -SVRD7- TO -SVRD8- UNTIL -SVRD7- IS OPEN TO TRAFFIC AT -Y7-.

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TRANSPORTATION MANAGEMENT PLAN
AREA 2
PHASE III
DETAIL 1

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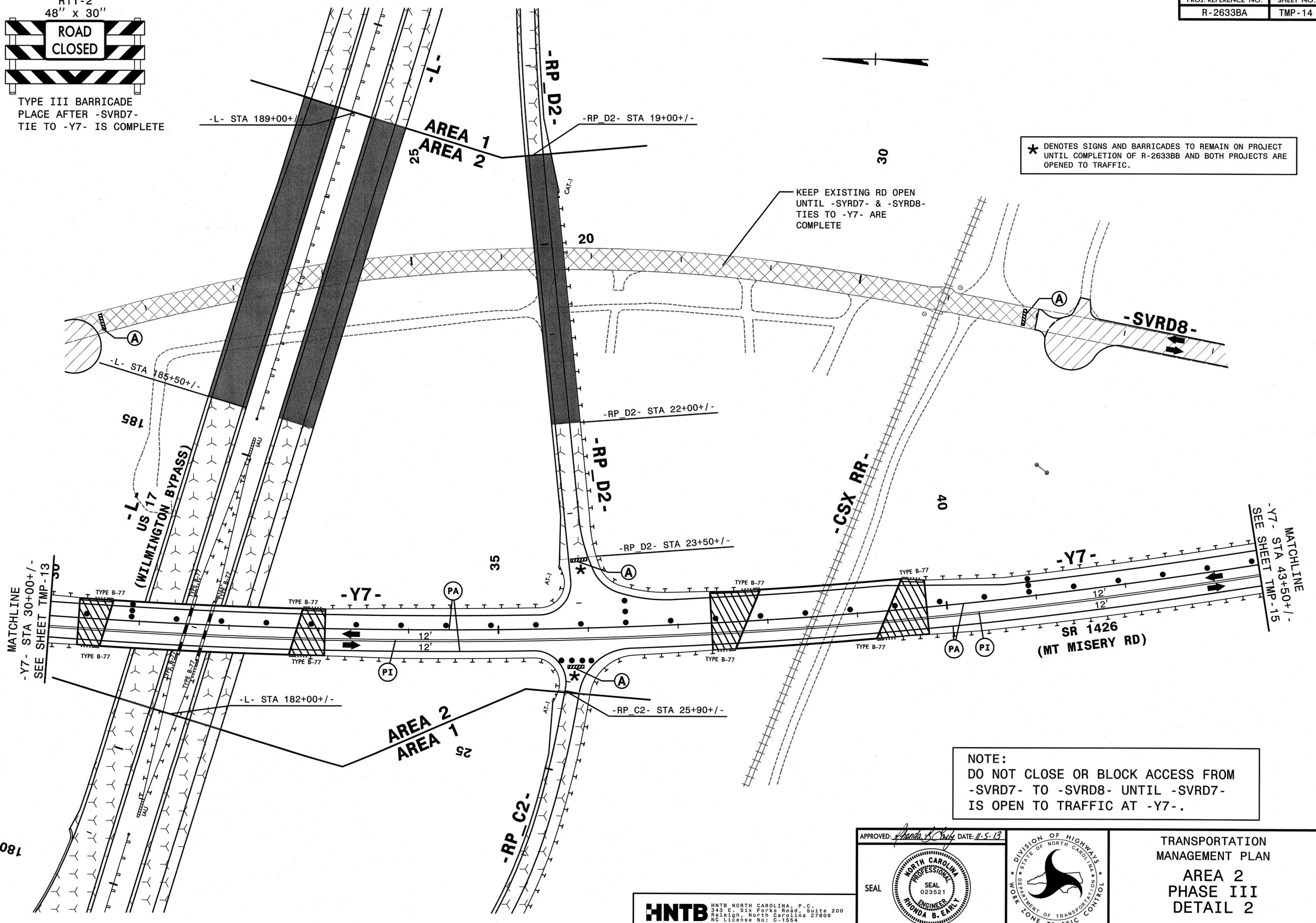


TYPE III BARRICADE
PLACE AFTER -SVRD7-
TIE TO -Y7- IS COMPLETE

* DENOTES SIGNS AND BARRICADES TO REMAIN ON PROJECT
UNTIL COMPLETION OF R-2633BB AND BOTH PROJECTS ARE
OPENED TO TRAFFIC.

KEEP EXISTING RD OPEN
UNTIL -SYRD7- & -SYRD8-
TIES TO -Y7- ARE
COMPLETE

NOTE:
DO NOT CLOSE OR BLOCK ACCESS FROM
-SVRD7- TO -SVRD8- UNTIL -SVRD7-
IS OPEN TO TRAFFIC AT -Y7-.

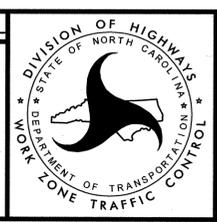


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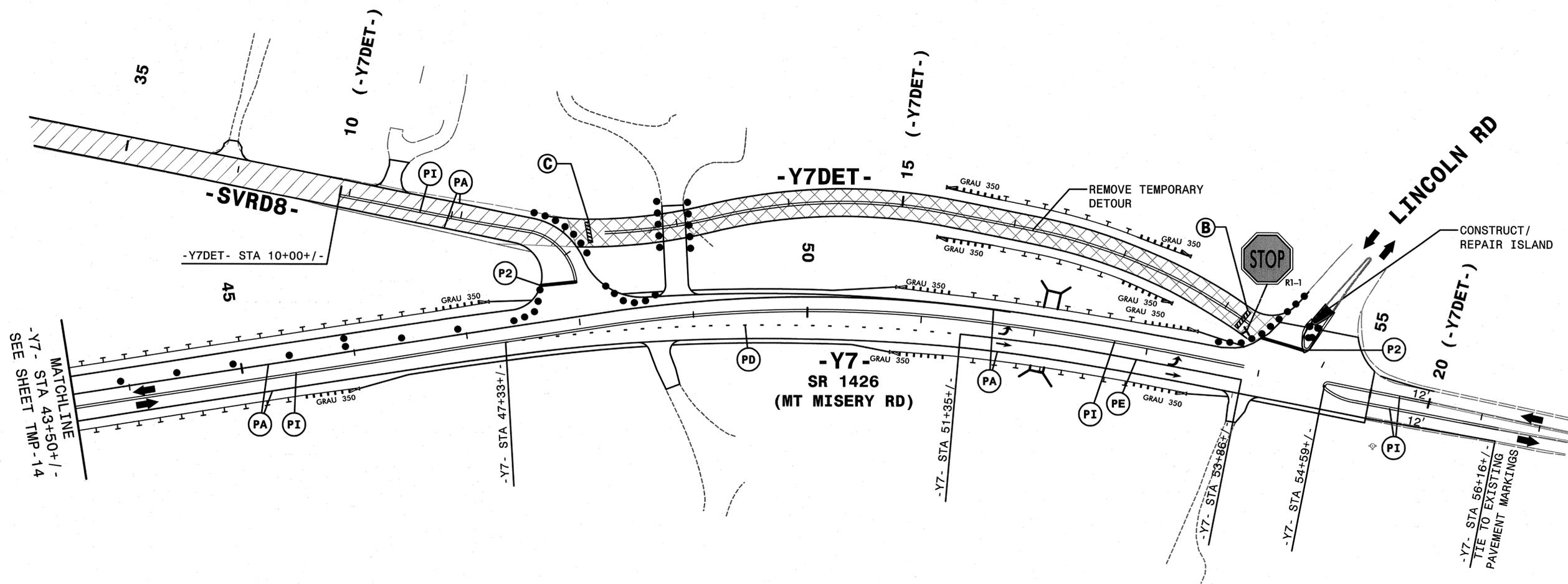
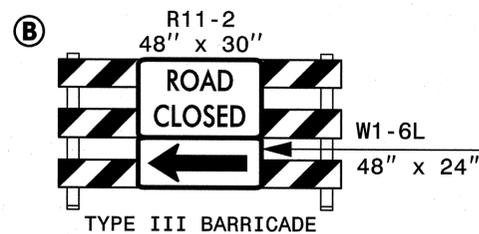
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ENGINEER
RIGNDA B. EARLY
023521



TRANSPORTATION
MANAGEMENT PLAN
AREA 2
PHASE III
DETAIL 2



MATCHLINE
-Y7- STA 43+50+/-
SEE SHEET TMP-14

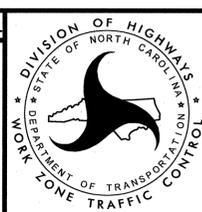
NOTE:
DO NOT CLOSE OR BLOCK ACCESS FROM
-SVRD7- TO -SVRD8- UNTIL -SVRD7-
IS OPEN TO TRAFFIC AT -Y7-.

REVISIONS

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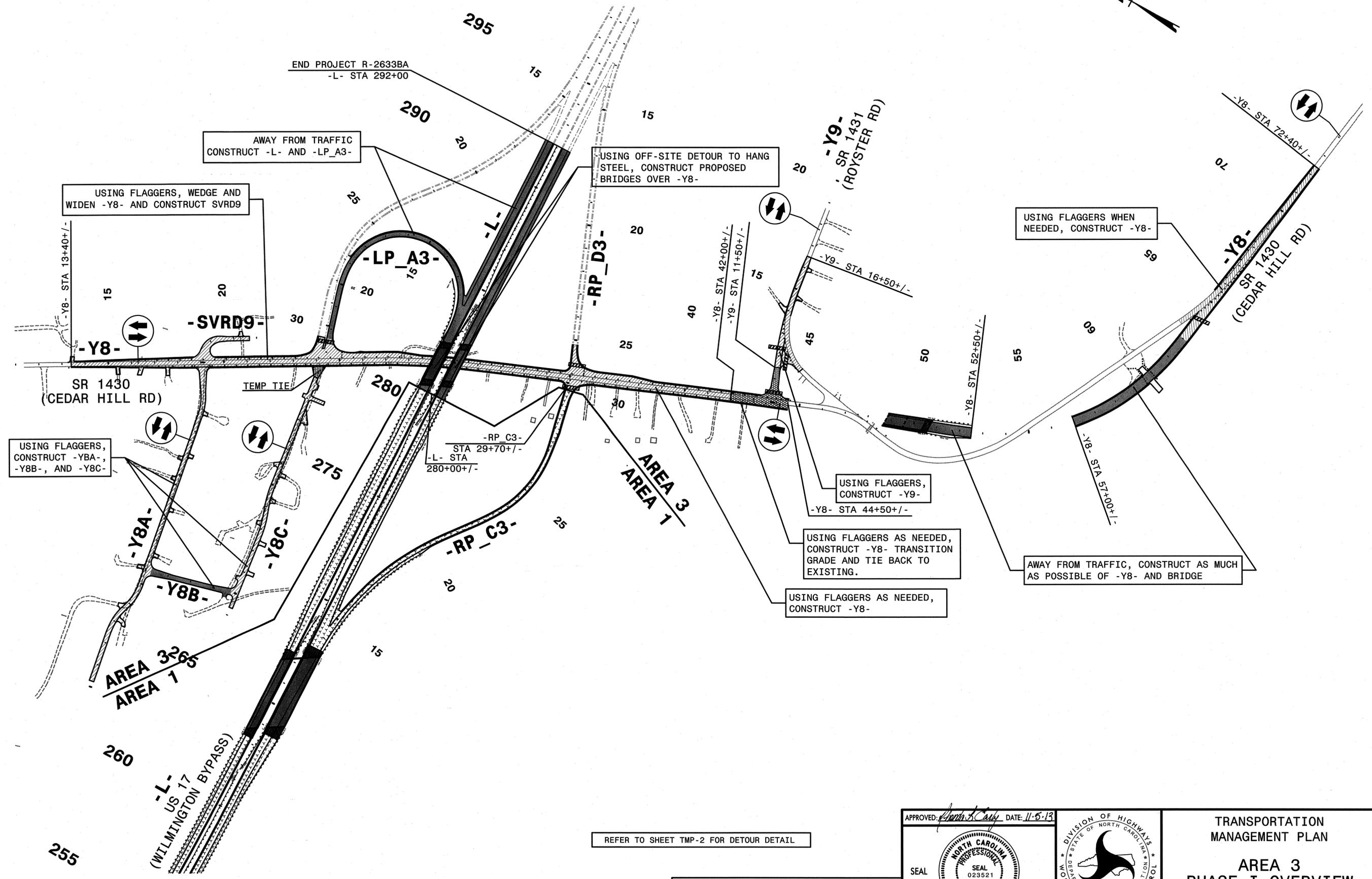
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SEAL
023521



TRANSPORTATION
MANAGEMENT PLAN
AREA 2
PHASE III
DETAIL 3

8/17/99

REVISIONS



USING FLAGGERS, CONSTRUCT -Y8A-, -Y8B-, AND -Y8C-

USING FLAGGERS, WEDGE AND WIDEN -Y8- AND CONSTRUCT SVRD9

AWAY FROM TRAFFIC CONSTRUCT -L- AND -LP_A3-

USING OFF-SITE DETOUR TO HANG STEEL, CONSTRUCT PROPOSED BRIDGES OVER -Y8-

USING FLAGGERS WHEN NEEDED, CONSTRUCT -Y8-

USING FLAGGERS, CONSTRUCT -Y9-

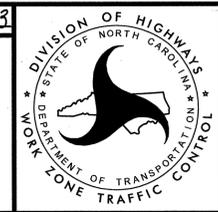
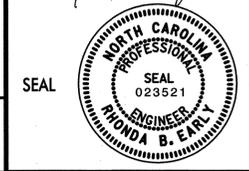
USING FLAGGERS AS NEEDED, CONSTRUCT -Y8- TRANSITION GRADE AND TIE BACK TO EXISTING.

USING FLAGGERS AS NEEDED, CONSTRUCT -Y8-

AWAY FROM TRAFFIC, CONSTRUCT AS MUCH AS POSSIBLE OF -Y8- AND BRIDGE

REFER TO SHEET TMP-2 FOR DETOUR DETAIL

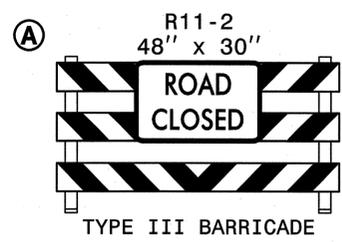
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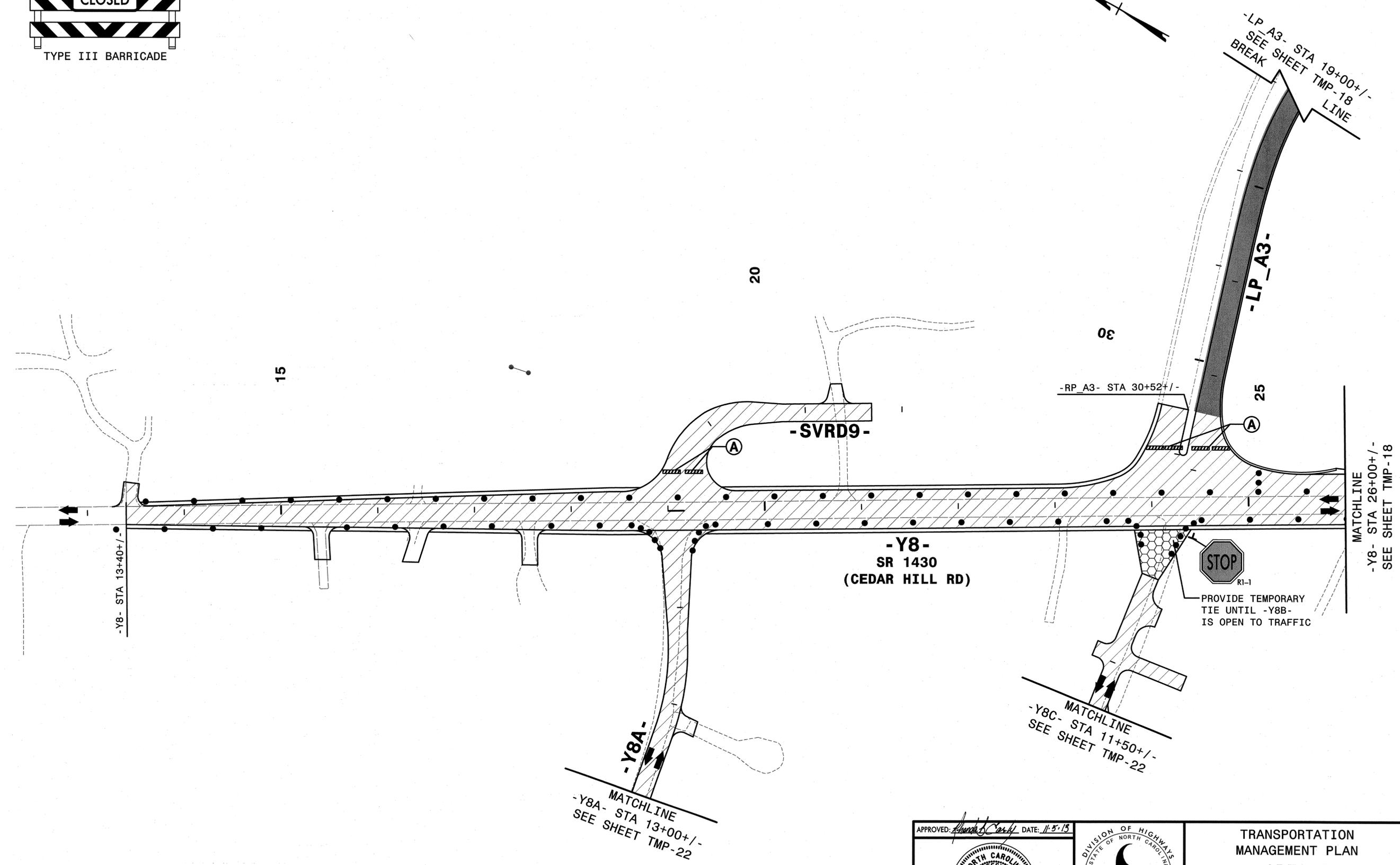
TRANSPORTATION MANAGEMENT PLAN
AREA 3
 PHASE I OVERVIEW

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 Raleigh, North Carolina 27609
 NC License No. C-1554

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REVISIONS

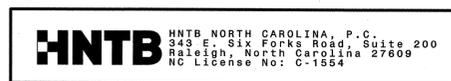


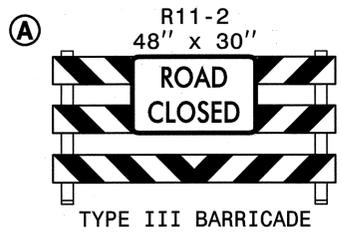
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APPROVED: *[Signature]* DATE: 11-5-13



TRANSPORTATION
MANAGEMENT PLAN
**AREA 3
PHASE I
DETAIL 1**





-LP A3- STA 14+00+/-
SEE SHEET TMP-17
BREAK

-L-
US 17
(WILMINGTON BYPASS)

-Y8-
SR 1430
(CEDAR HILL RD)

-RP_D3-

-RP_C3-

AREA 3
AREA 1

AREA 3
AREA 1

-RP C3- STA 25+20+/-

-RP C3- STA 29+70+/-

MATCHLINE
-Y8- STA 26+00+/-
SEE SHEET TMP-17

MATCHLINE
-Y8- STA 39+50+/-
SEE SHEET TMP-19

USE OFF-SITE DETOUR TO
HANG STEEL OVER -Y8-.
(SEE SHEET TMP-2)

-L- STA 280+00+/-

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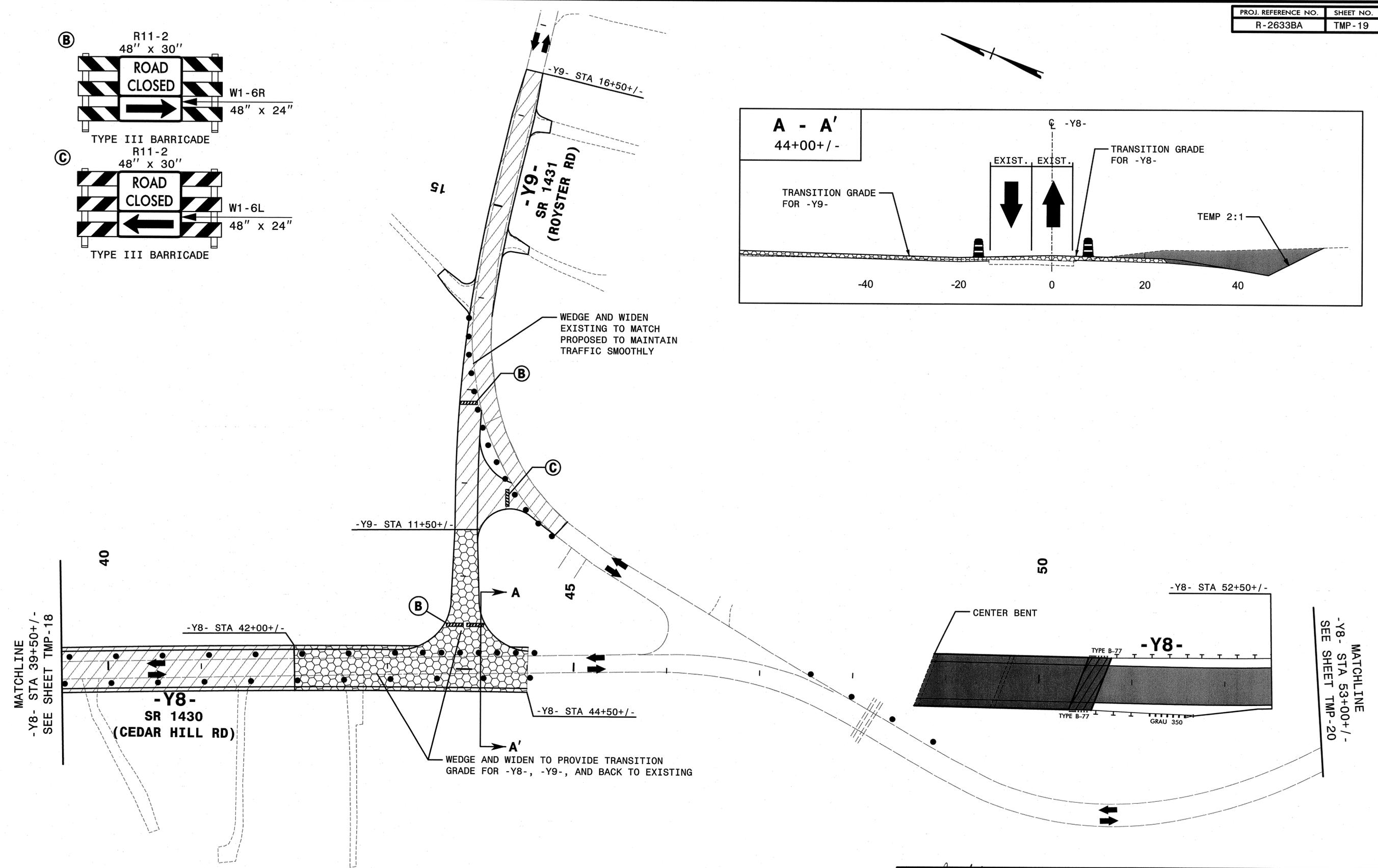
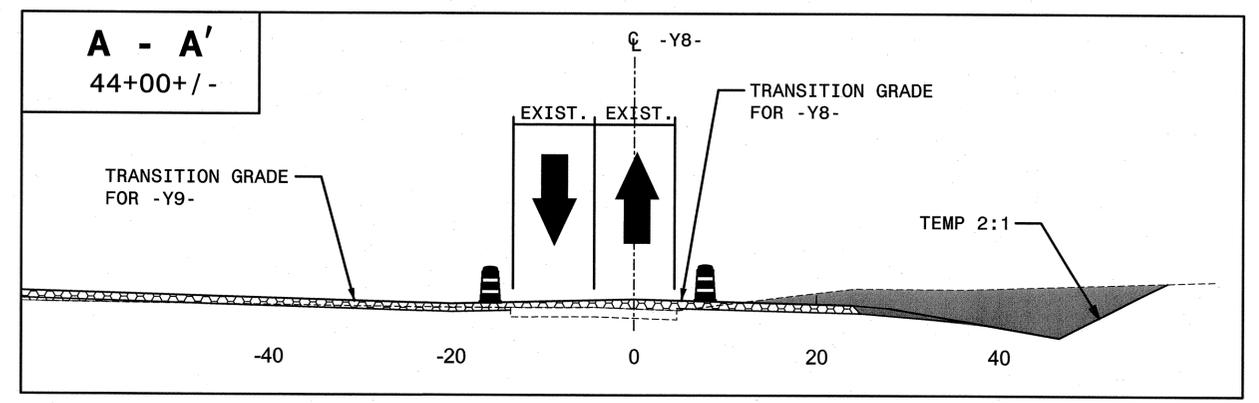
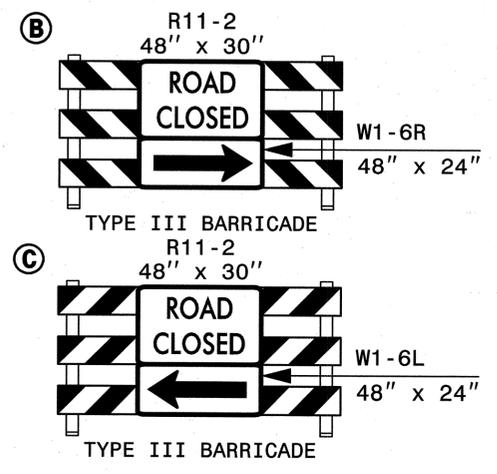
TRANSPORTATION
MANAGEMENT PLAN
AREA 3
PHASE I
DETAIL 2

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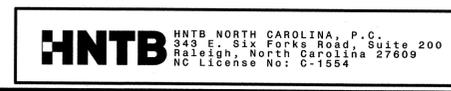
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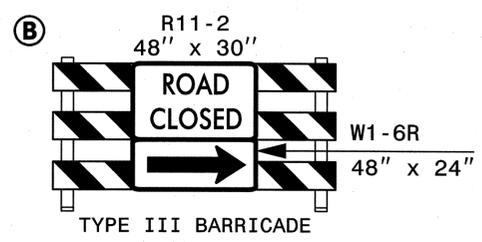
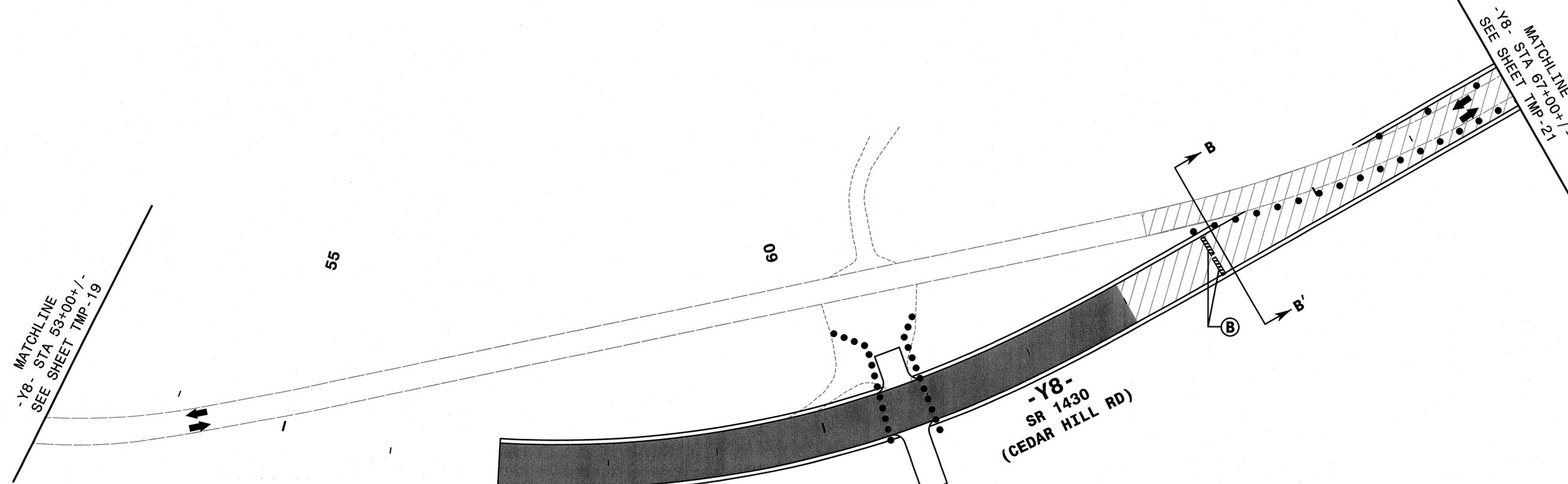
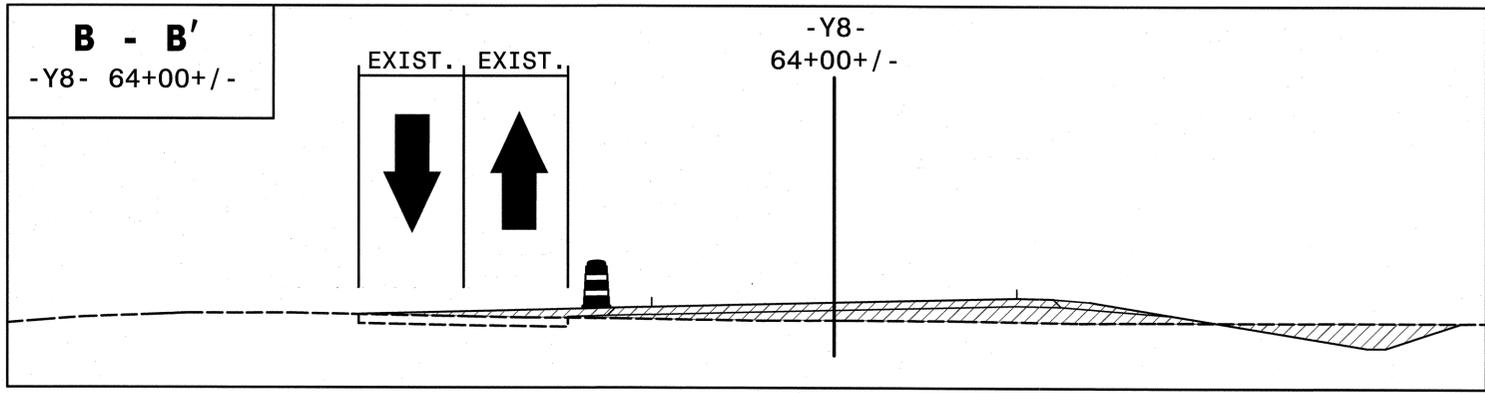
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TRANSPORTATION
MANAGEMENT PLAN
AREA 3
PHASE I
DETAIL 3





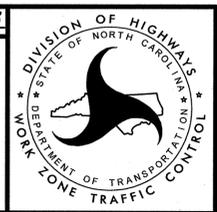
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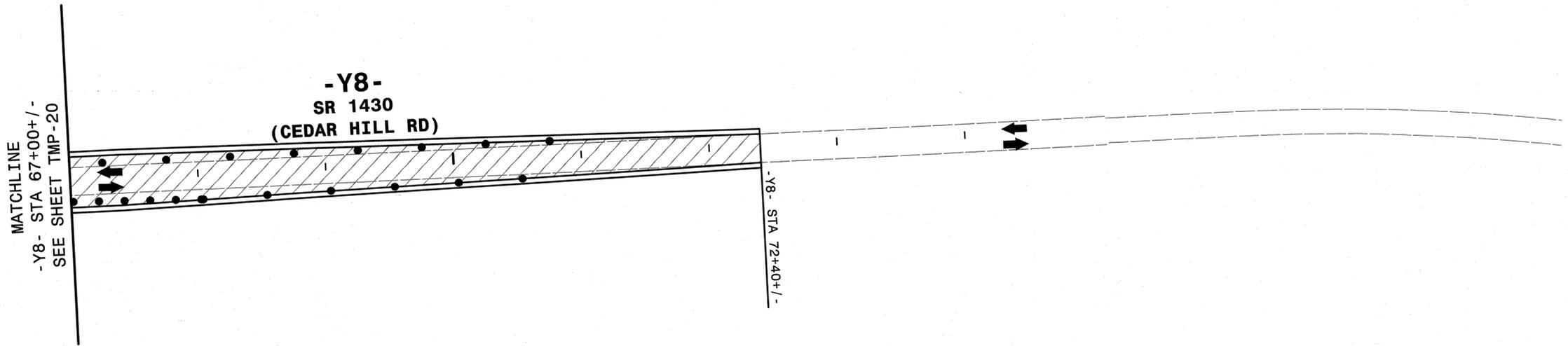
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 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 PRIONA B. EARLY
 023521



TRANSPORTATION
 MANAGEMENT PLAN
 AREA 3
 PHASE I
 DETAIL 4



70



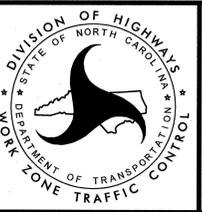
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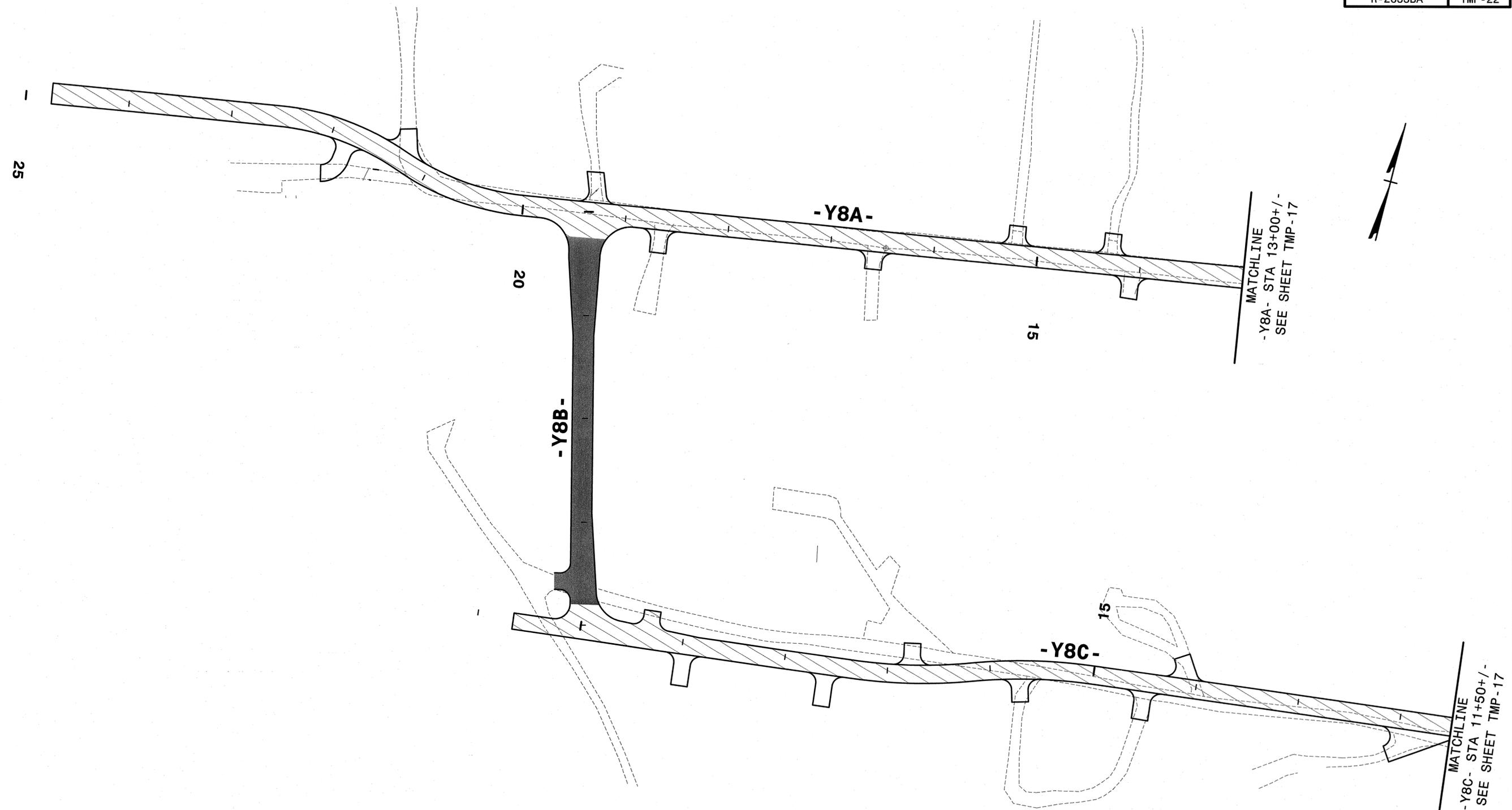
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 RALEIGH, NORTH CAROLINA 27609
 NC LICENSE NO: C-1554

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 PROFESSIONAL
 ENGINEER
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 SEAL
 023521



TRANSPORTATION
 MANAGEMENT PLAN
 AREA 3
 PHASE I
 DETAIL 5

PROJ. REFERENCE NO.	SHEET NO.
R-2633BA	TMP-22



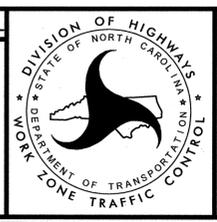
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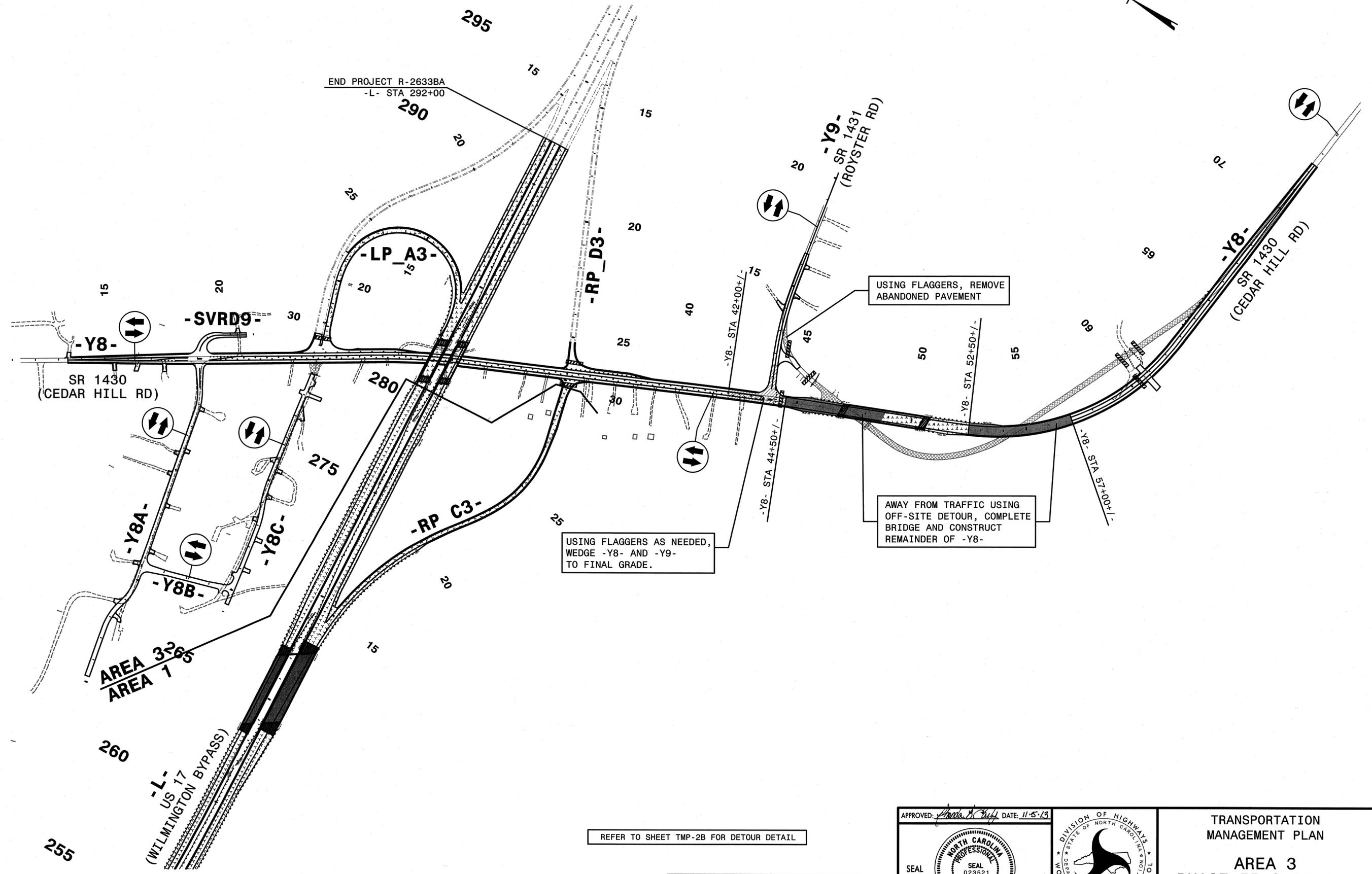
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 NORTH CAROLINA PROFESSIONAL ENGINEER
 023521
 RONDA B. EARLY



TRANSPORTATION
 MANAGEMENT PLAN
 AREA 3
 PHASE I
 DETAIL 6



USING FLAGGERS, REMOVE
ABANDONED PAVEMENT

AWAY FROM TRAFFIC USING
OFF-SITE DETOUR, COMPLETE
BRIDGE AND CONSTRUCT
REMAINDER OF -Y8-

USING FLAGGERS AS NEEDED,
WEDGE -Y8- AND -Y9-
TO FINAL GRADE.

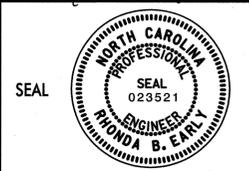
REFER TO SHEET TMP-2B FOR DETOUR DETAIL

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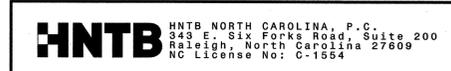
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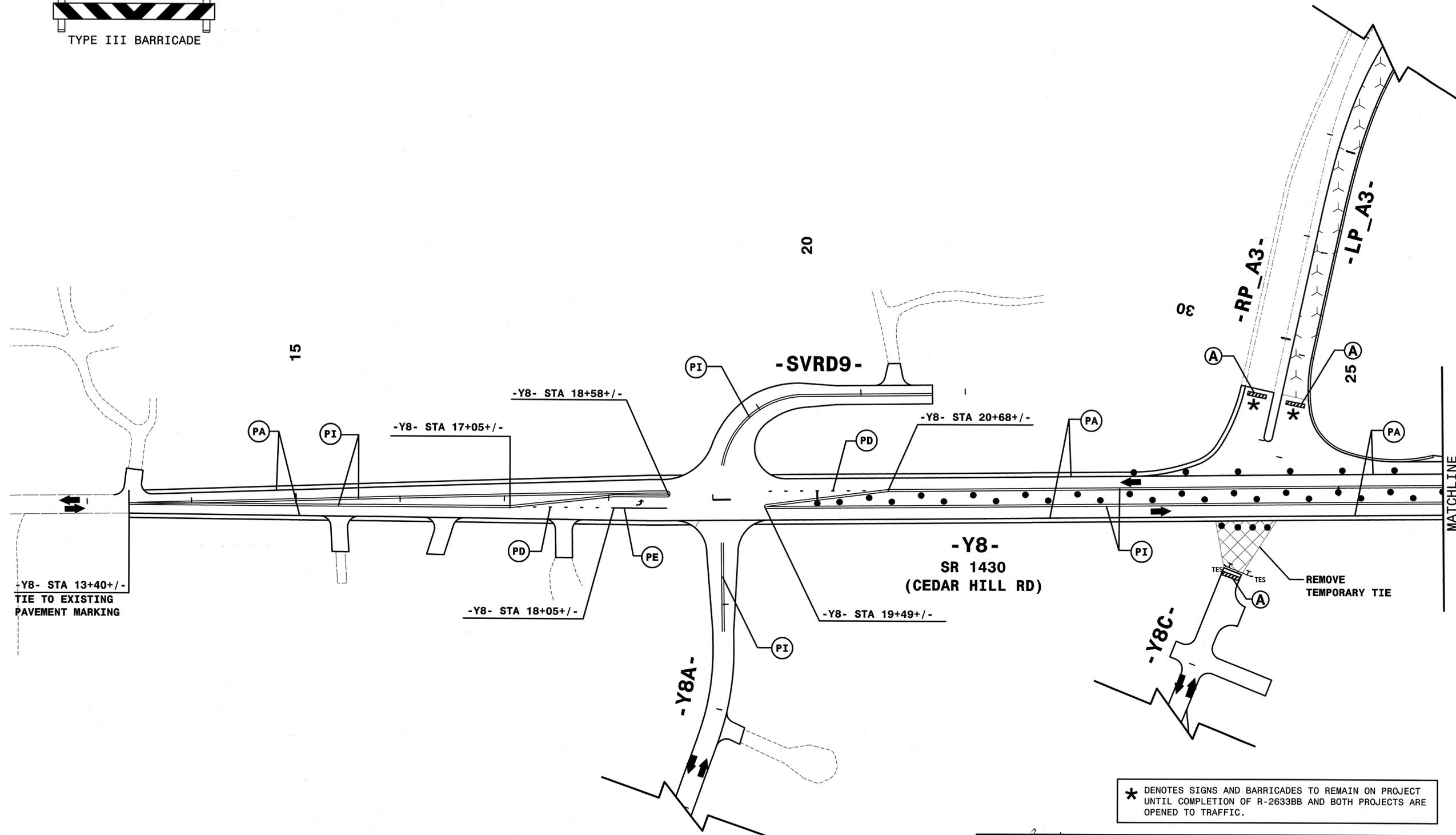
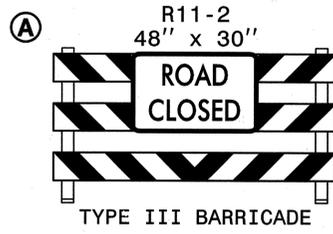
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TRANSPORTATION
MANAGEMENT PLAN

AREA 3
PHASE II OVERVIEW





* DENOTES SIGNS AND BARRICADES TO REMAIN ON PROJECT UNTIL COMPLETION OF R-2633BB AND BOTH PROJECTS ARE OPENED TO TRAFFIC.

REVISIONS

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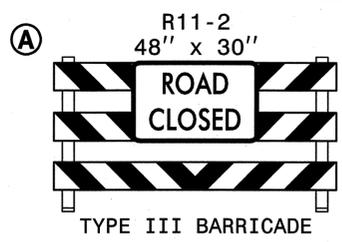
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NC License No: C-1554

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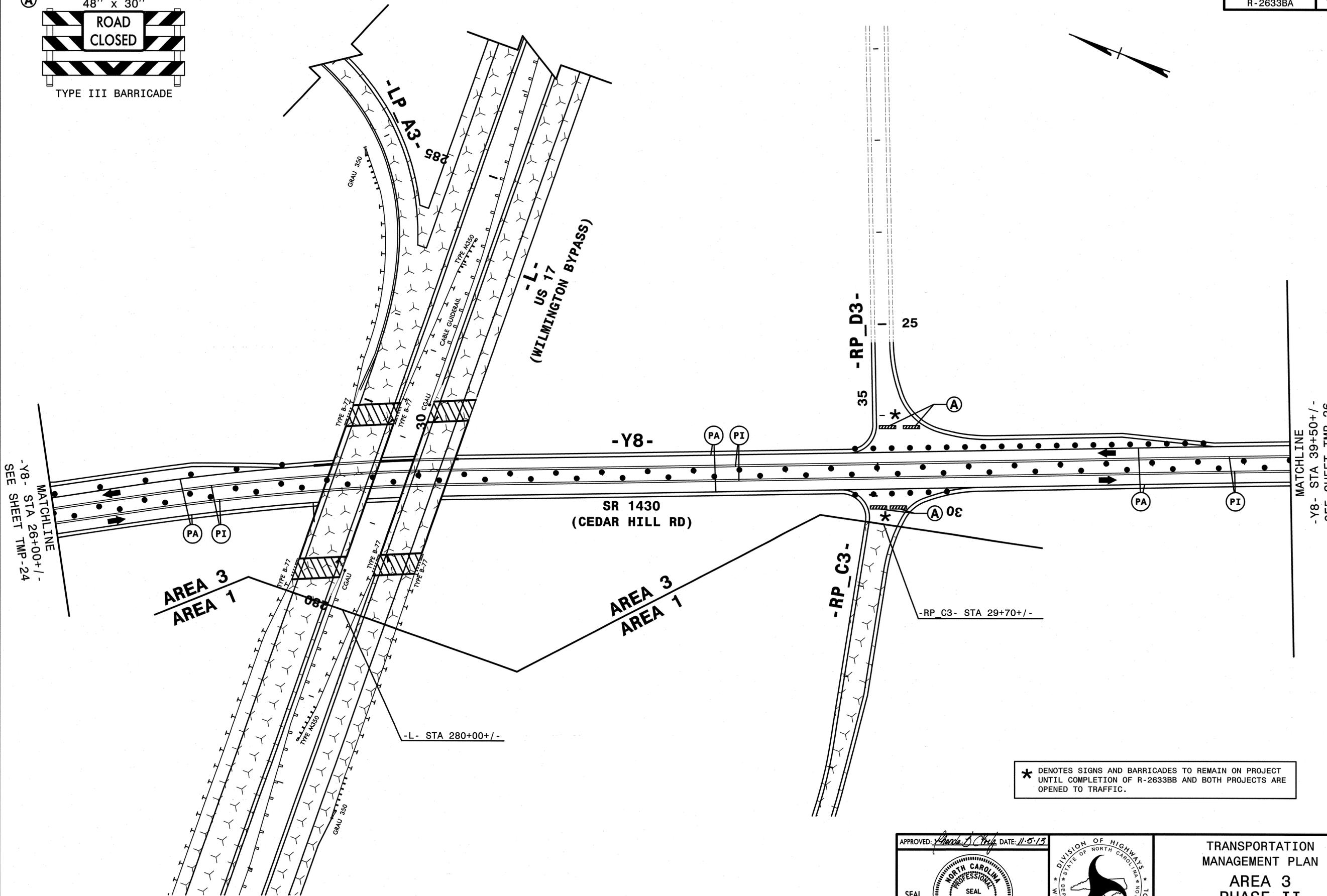
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NORTH CAROLINA
PROFESSIONAL
ENGINEER
RONDA B. EARLY
023521

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

TRANSPORTATION
MANAGEMENT PLAN
AREA 3
PHASE II
DETAIL 1



REVISIONS



MATCHLINE
-Y8- STA 26+00+/-
SEE SHEET TMP-24

MATCHLINE
-Y8- STA 39+50+/-
SEE SHEET TMP-26

* DENOTES SIGNS AND BARRICADES TO REMAIN ON PROJECT UNTIL COMPLETION OF R-2633BB AND BOTH PROJECTS ARE OPENED TO TRAFFIC.

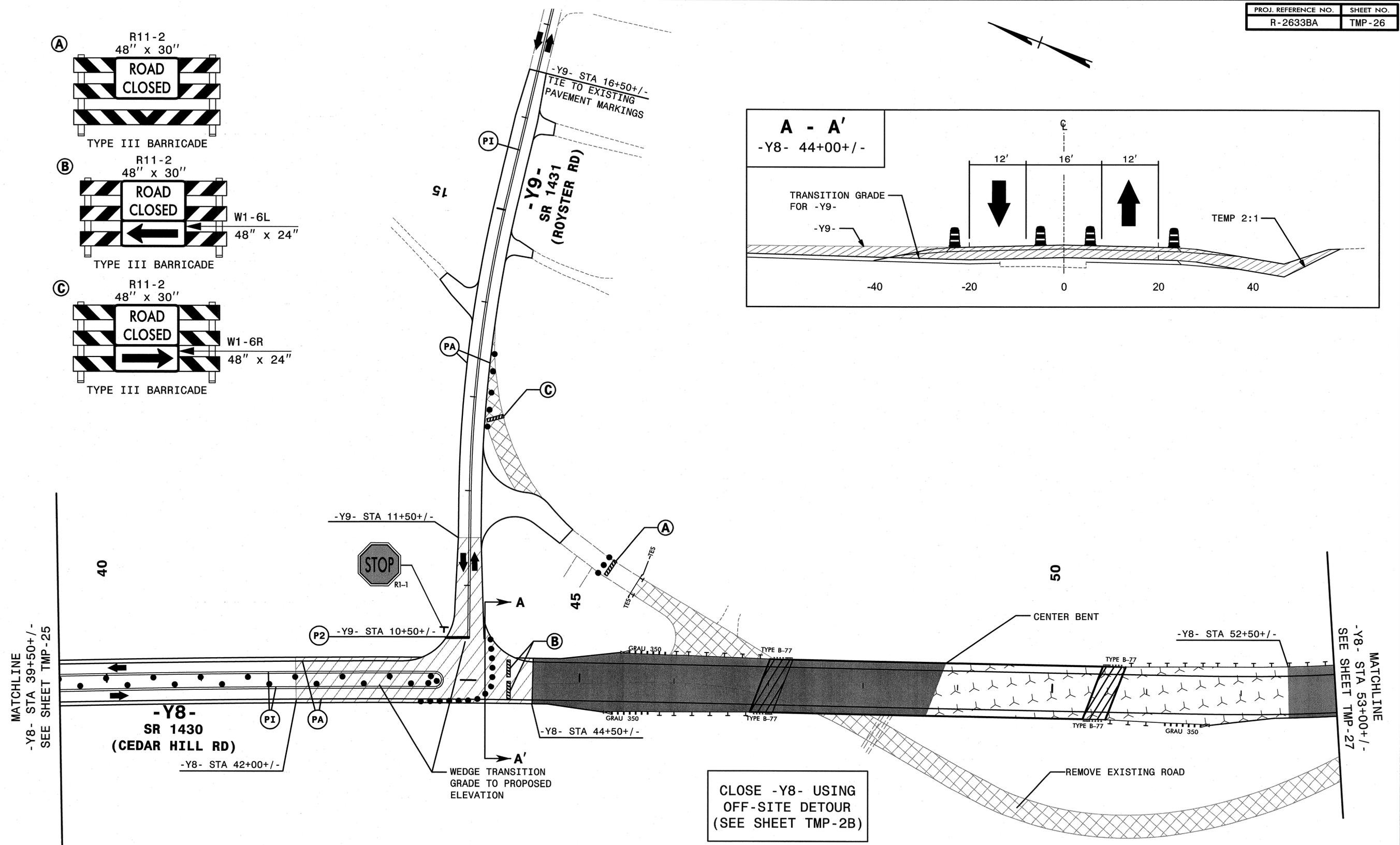
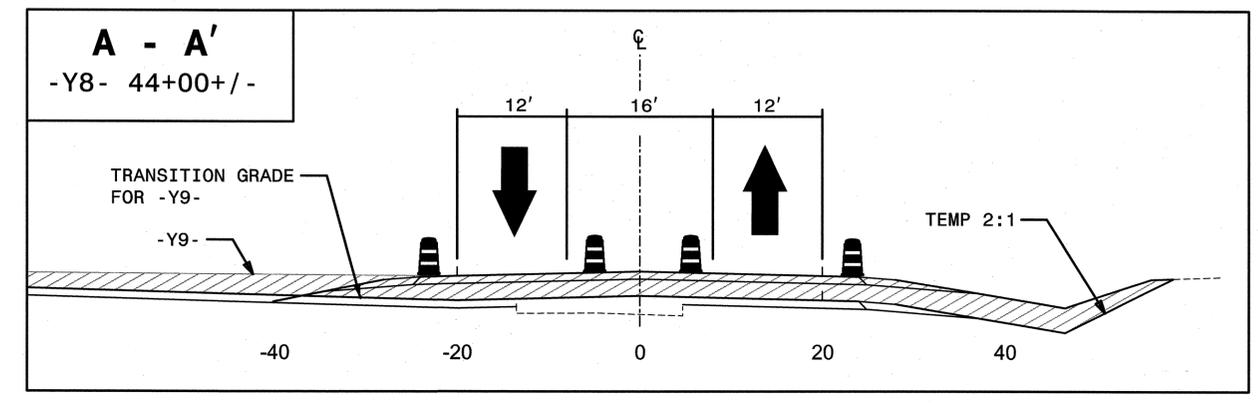
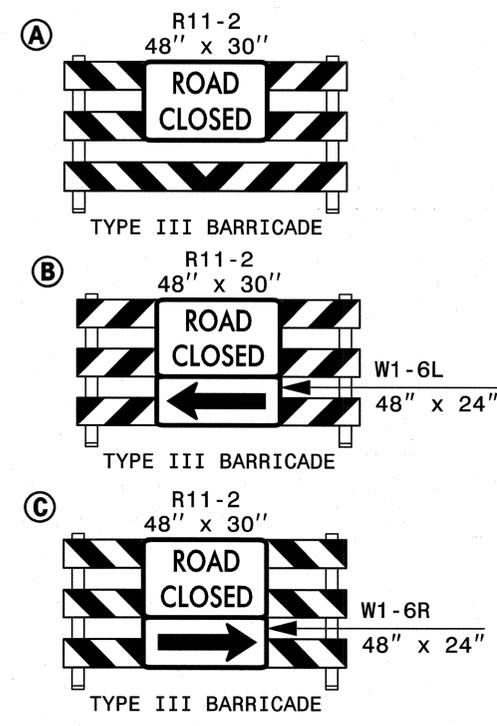
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NC LICENSE NO: C-1554

APPROVED: *Charlie J. Criff* DATE: 11-5-13
SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
WYONDA B. EARLY
023521



TRANSPORTATION MANAGEMENT PLAN
AREA 3
PHASE II
DETAIL 2



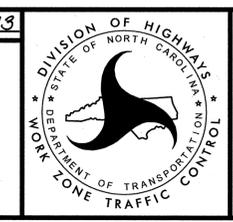
**CLOSE -Y8- USING
OFF-SITE DETOUR
(SEE SHEET TMP-2B)**

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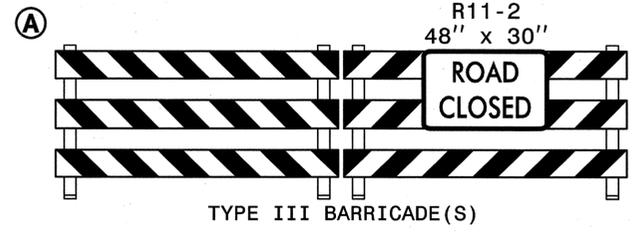
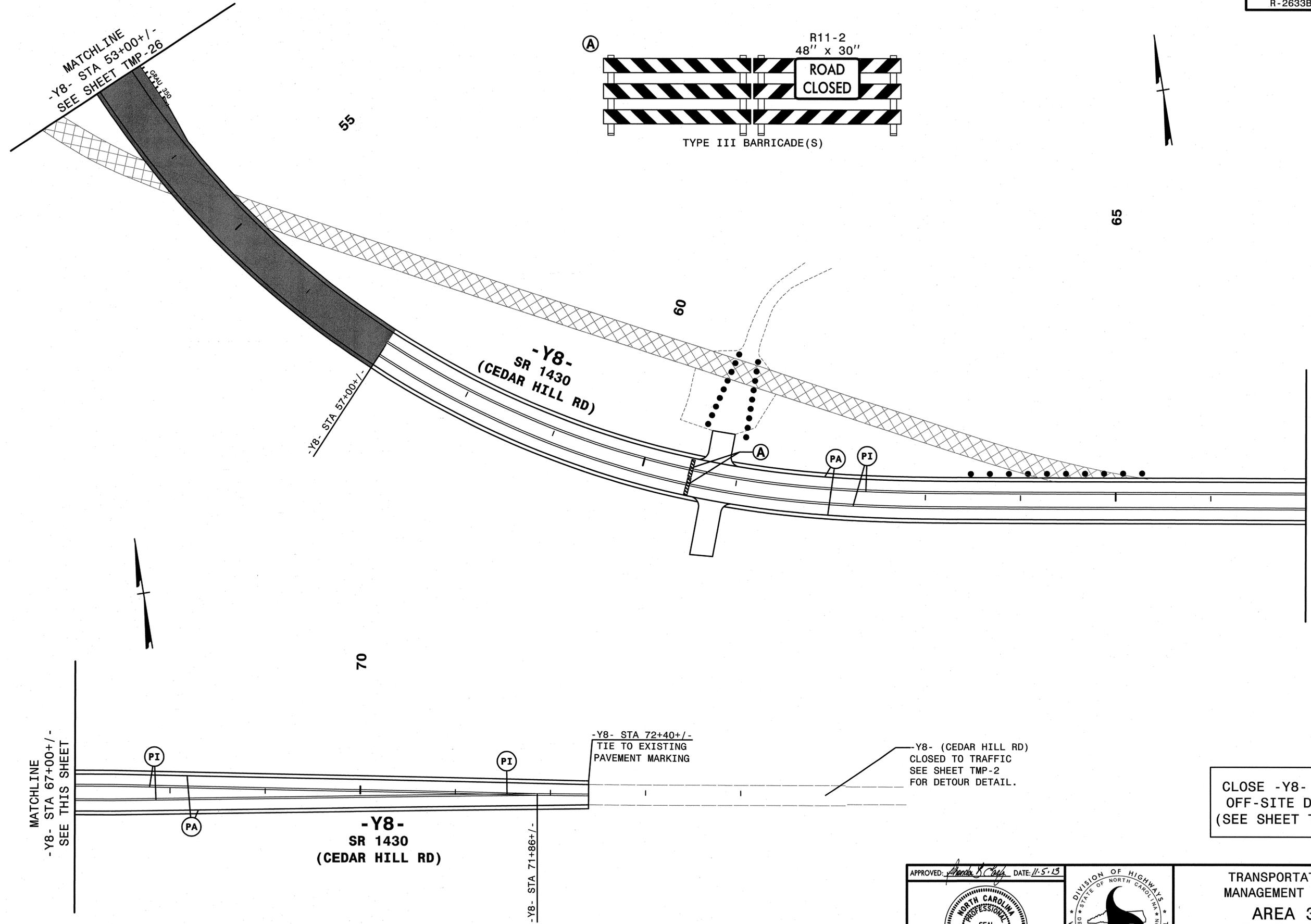


**TRANSPORTATION
MANAGEMENT PLAN
AREA 3
PHASE II
DETAIL 3**



8/17/99

REVISIONS



CLOSE -Y8- USING
OFF-SITE DETOUR
(SEE SHEET TMP-2B)

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TRANSPORTATION
MANAGEMENT PLAN
**AREA 3
PHASE II
DETAIL 4**

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11/5/2013 10:51 AM
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