

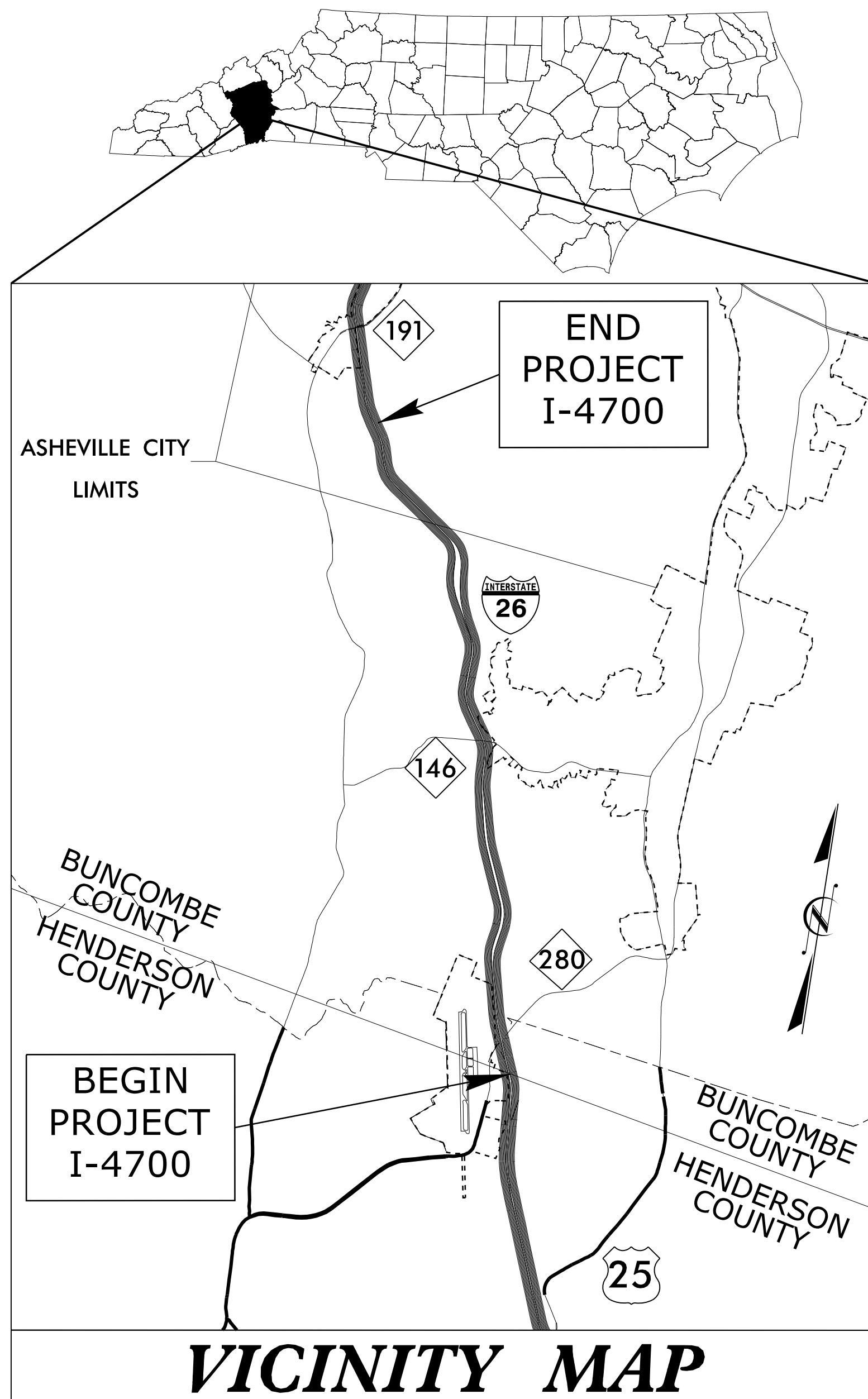
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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN
BUNCOMBE & HENDERSON COUNTIES



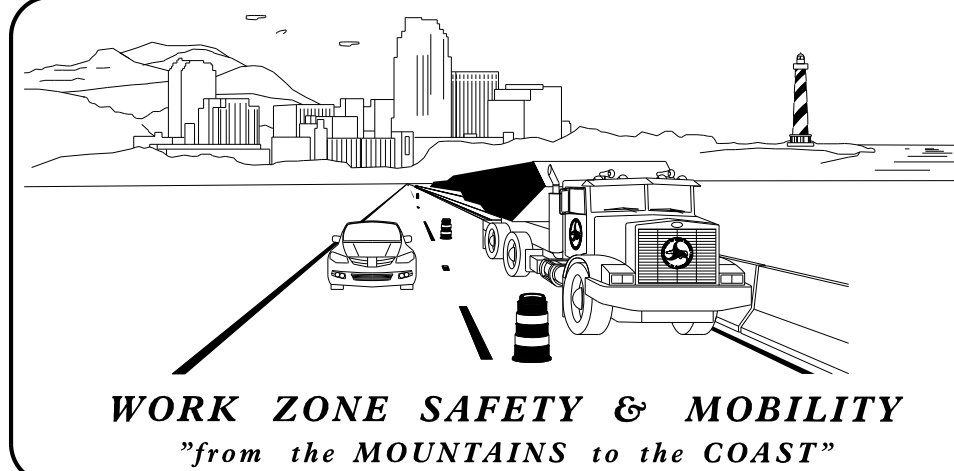
VICINITY MAP
LOCATION: I-26 BETWEEN NC 280 (AIRPORT RD)
AND NC 191 (BREVARD RD)

100% PLANS

INDEX OF SHEETS

SHEET NO.	TITLE
TMP-001 TMP-001A TMP-001B & 001C	TITLE SHEET AND INDEX OF SHEETS LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, AND LEGEND GENERAL NOTES, LOCAL NOTES & MANAGEMENT STRATEGIES
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TMP-035-036	AREA 2 PHASE 1 OVERVIEW AND DETAIL SHEETS AREA 2 PHASE 2 OVERVIEW AND DETAIL SHEETS AREA 2 PHASE 3 OVERVIEW AND DETAIL SHEETS AREA 2 PHASE 4 OVERVIEW AND DETAIL SHEETS
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TMP-208-210	AREA 7 PHASE 1A OVERVIEW AND DETAIL SHEETS AREA 7 PHASE 1B OVERVIEW AND DETAIL SHEETS AREA 7 PHASE 2 OVERVIEW AND DETAIL SHEETS AREA 7 PHASE 3 OVERVIEW AND DETAIL SHEETS
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TMP-269-275 TMP-276-282 TMP-283-289 TMP-290-296 TMP-297-303	AREA 9 CUT SECTIONS
TMP-304-306	

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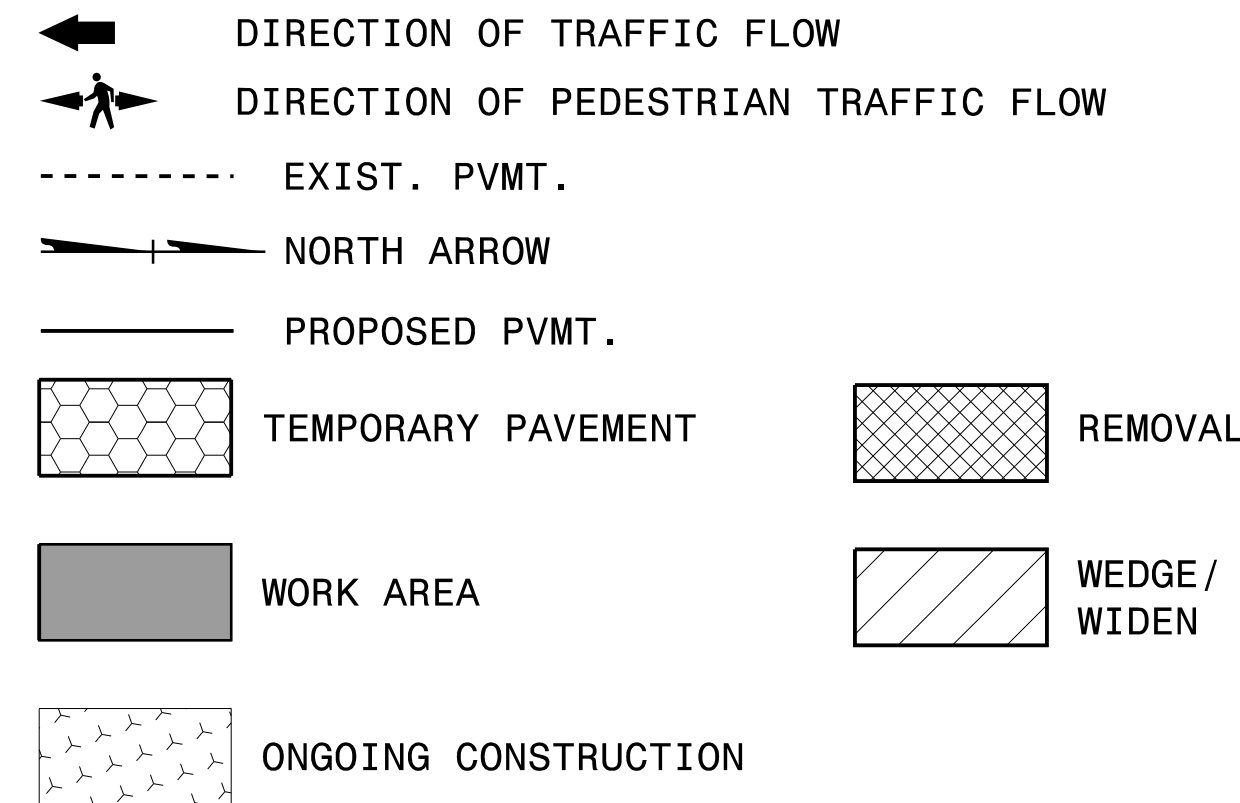
LEGEND

ROADWAY STANDARD DRAWINGS

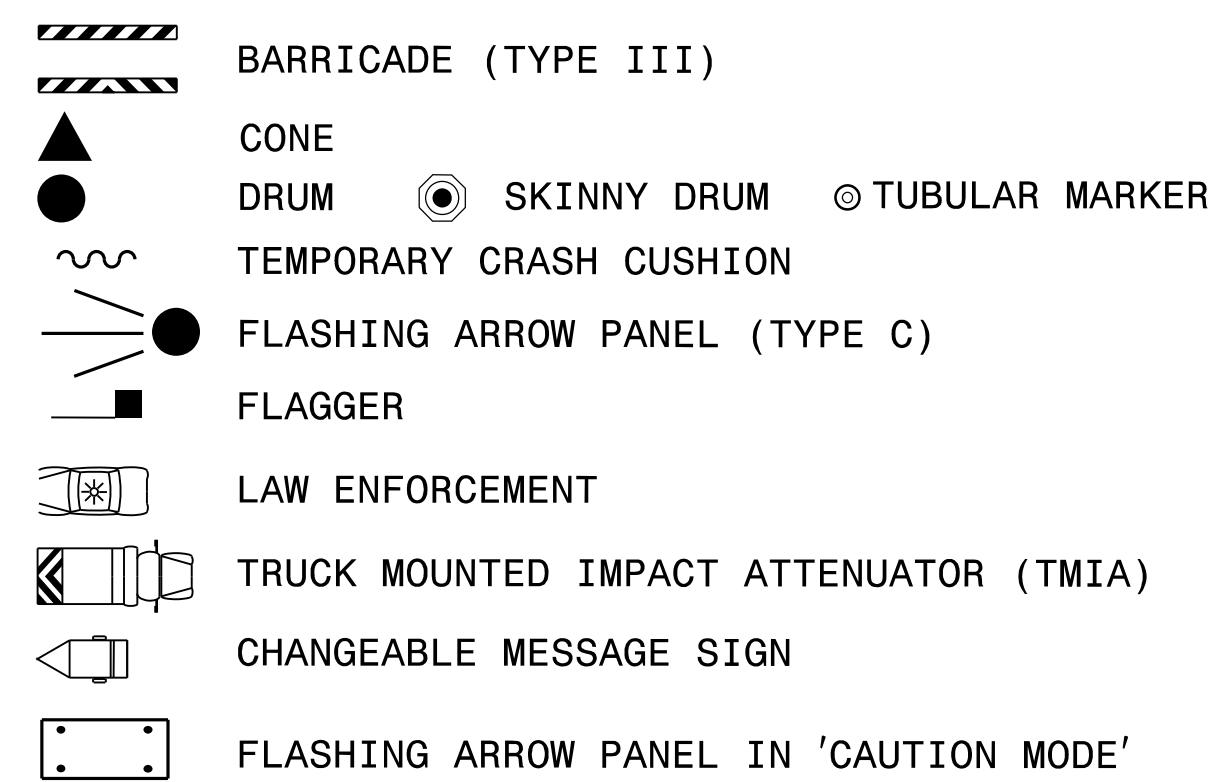
THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" - PROJECT SERVICES UNIT - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2018 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

<u>STD. NO.</u>	<u>TITLE</u>
1101.01	WORK ZONE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
1130.01	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	WORK VEHICLE LIGHTING SYSTEMS AND TMA DELINEATION
1170.01	POSITIVE PROTECTION - PORTABLE CONCRETE BARRIER
1180.01	SKINNY DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO LANE AND MULTILANE ROADWAYS
1205.03	PAVEMENT MARKINGS - EXIT AND ENTRANCE RAMP
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
1205.12	PAVEMENT MARKINGS - BRIDGES
1205.13	PAVEMENT MARKINGS - LANE REDUCTIONS
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - (TEMPORARY)
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION

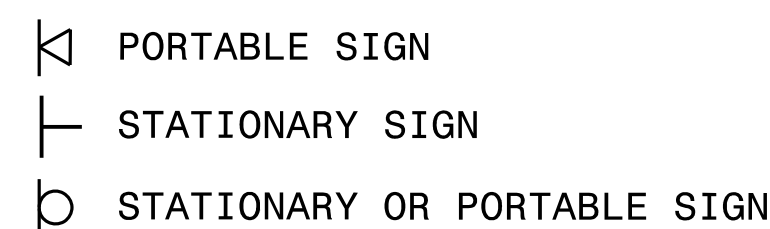
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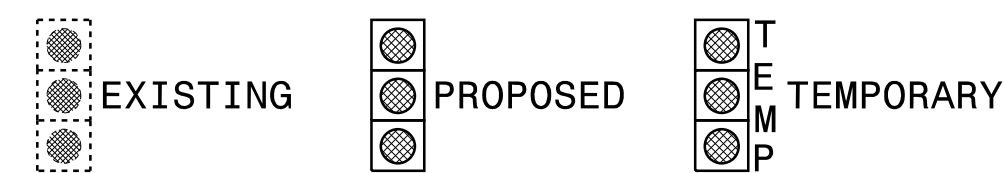
TRAFFIC CONTROL DEVICES



TEMPORARY SIGNING



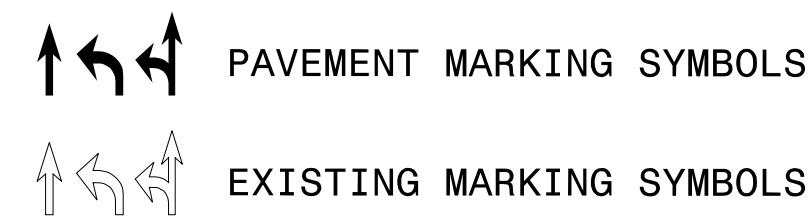
SIGNALS



PAVEMENT MARKINGS



PAVEMENT MARKING SYMBOLS



PAVEMENT MARKERS

<u>TEMPORARY RAISED</u>	
MH	YELLOW & YELLOW
MI	CRYSTAL & RED

TEMPORARY PAVEMENT MARKING

SYMBOL DESCRIPTION

PAVEMENT MARKING LINES

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

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

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

HIGH PERFORMANCE (6")	
Z6	WHITE EDGELINE
Z7	YELLOW EDGELINE
ZJ	10 FT. WHITE SKIP
ZK	3FT - 9FT/SP WHITE MINISKIP
ZL	WHITE SOLID LANE LINE

HIGH PERFORMANCE (8")	
Z13	3 FT - 9FT/SP WHITE MINISKIP
ZN	WHITE GORELINE
ZO	WHITE DIAGONAL
ZU	YELLOW DIAGONAL
ZQ	WHITE CROSSWALK LINE
ZR	WHITE SOLID LANE LINE

HIGH PERFORMANCE (12")	
ZS	WHITE GORELINE
ZT	WHITE SOLID LANE LINE

HIGH PERFORMANCE (24")	
P2	WHITE STOP BAR

PAVEMENT MARKING SYMBOLS & CHARACTERS

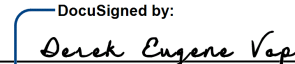
HIGH PERFORMANCE SYMBOL	
ZA	LEFT TURN ARROW
ZB	RIGHT TURN ARROW
ZC	STRAIGHT ARROW
ZE	COMBO STRAIGHT/RIGHT
ZI	ALPHANUMERIC CHARACTER
ZP	MERGE ARROW
ZT	U-TURN ARROW
Z1	I-26 ROUTE SHIELD

COLD APPLIED PLASTIC SYMBOL TYPE 4

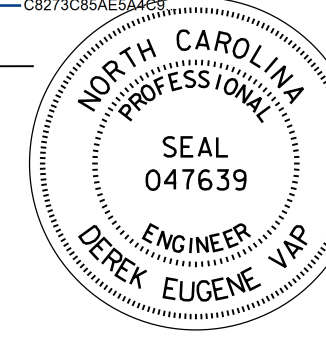
DA	LEFT TURN ARROW
DC	STRAIGHT ARROW
DI	ALPHANUMERIC CHARACTER

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

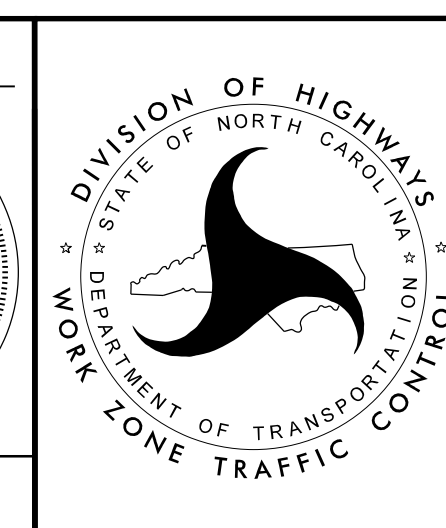
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APPROVED: 
DATE: 3/1/2019

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TRANSPORTATION
MANAGEMENT PLAN

**ROADWAY STANDARD
DRAWINGS AND
LEGEND**

GENERAL NOTES

PROJ. REFERENCE NO.	SHEET NO.
I-4700	TMP-001B

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

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

TIME RESTRICTIONS

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

ROAD NAME	DAY AND TIME RESTRICTIONS
I-26 I-26 RAMPS	MONDAY THRU FRIDAY 6:00 AM - 9:00 PM SATURDAY AND SUNDAY 9:00 AM - 9:00 PM
NC 280 (AIRPORT RD) NC 146 (LONG SHOALS RD)	MONDAY THRU FRIDAY 6:00 AM - 9:00 PM SATURDAY AND SUNDAY 9:00 AM - 9:00 PM

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

ROAD NAME
I-26, I-26 RAMPS, NC 280 (AIRPORT RD) NC 146 (LONG SHOALS RD)

HOLIDAY

1. FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
2. FOR CHRISTMAS AND NEW YEAR'S, BETWEEN THE HOURS OF 6:00 A.M. DECEMBER 18TH TO 9:00 P.M. THE THIRD WEEKDAY FOLLOWING NEW YEARS DAY.
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. THURSDAY TO 9:00 P.M. TUESDAY.
7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. ON THE FRIDAY PRIOR TO THANKSGIVING DAY TO 9:00 P.M. THE MONDAY FOLLOWING THANKSGIVING DAY.
8. FOR THE CHRISTMAS RETAIL SEASON, THURSDAYS THROUGH SUNDAYS BETWEEN THE HOURS OF 9:00 P.M. THE THURSDAY FOLLOWING THANKSGIVING DAY TO 6:00 A.M. DECEMBER 18TH.
9. FOR THE NORTH CAROLINA MOUNTAIN STATE FAIR (TYPICALLY HELD FOR 10 DAYS STARTING THE FRIDAY AFTER LABOR DAY), BETWEEN THE HOURS OF 6:00 A.M. ON THE FRIDAY FOLLOWING LABOR DAY AND 9:00 P.M. THE FOLLOWING MONDAY AFTER THE FAIR CONCLUDES.

C) DO NOT CLOSE ROADS AS FOLLOWS

ROAD NAME	DAY AND TIME RESTRICTIONS
I-26 EB I-26 WB NC 280 (AIRPORT RD) NC 146 (LONG SHOALS RD)	CLOSURE NOT ALLOWED

D) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	DURATION AND OPERATION
NC 280 (AIRPORT RD), NC 146 (LONG SHOALS RD), I-26 & I-26 RAMPS	MONDAY-SUNDAY 5:00AM - 11:00PM	30 MINUTES FOR OVERHEAD SIGN STRUCTURE INSTALLATION
GLENN BRIDGE RD	MONDAY-SUNDAY 5:00AM-11:00PM	30 MINUTES FOR EXISTING BRIDGE DEMOLITION AND GIRDER ERECTION
BILTMORE ACCESS RD	MONDAY-SUNDAY 5:00AM-11:00PM	30 MINUTES FOR EXISTING BRIDGE DEMOLITION AND GIRDER ERECTION (ADDITIONAL STOPPAGE TIMES MAY BE COORDINATED WITH PRIVATE LANDOWNER)

HAULING RESTRICTIONS

DO NOT CONDUCT ANY HAULING OPERATIONS AGAINST THE FLOW OF TRAFFIC OF AN OPEN TRAVELWAY UNLESS AN APPROVED TEMPORARY TRAFFIC BARRIER OR GUARDRAIL SEPARATES THE TRAFFIC FROM THE HAULING OPERATION.

DO NOT HAUL DURING THE HOLIDAY AND SPECIAL EVENTS TIME RESTRICTIONS LISTED IN GENERAL NOTE "B", UNLESS THE HAULING OPERATION OCCURS COMPLETELY BEHIND TEMPORARY TRAFFIC BARRIER OR GUARDRAIL AND DOES NOT IMPACT TRAFFIC OPERATIONS.

INGRESS AND EGRESS TO AND FROM THE I-26 MEDIAN SHALL BE CONDUCTED IN ACCORDANCE WITH THE "TYPICAL MEDIAN ACCESS AREA" SPECIAL PROVISION. THIS IS NOT REQUIRED IF USING A LANE CLOSURE IN CONJUNCTION WITH RSD 1101.05, SHEET 2, WITHIN THE ALLOWABLE TIMES AS DESCRIBED IN GENERAL NOTE "A". PROVIDE THE NUMBER OF AND LOCATIONS TO THE ENGINEER AT PRE-CONSTRUCTION CONFERENCE.

HAUL VEHICLES SHALL NOT ENTER AND/OR EXIT AN OPEN TRAVEL LANE AT SPEEDS MORE THAN 10 MPH BELOW THE POSTED SPEED LIMIT.

HAULING OPERATIONS THAT PERPENDICULARLY CROSS A ROADWAY SHALL BE SUBJECT TO THE LANE, HOLIDAY AND SPECIAL EVENT TIME RESTRICTIONS DESCRIBED IN GENERAL NOTE "A".

EXCLUDING HAULING OPERATIONS THAT ARE CONDUCTED ENTIRELY BEHIND BARRIER OR GUARDRAIL, SINGLE AND MULTI-VEHICLE HAULING SHALL NOT BE ALLOWED INGRESS AND EGRESS FROM ANY OPEN TRAVELWAY DURING THE FOLLOWING TIME RESTRICTIONS:

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

ROAD NAME	DAY AND TIME RESTRICTIONS
I-26 I-26 RAMPS	MONDAY-FRIDAY 6:00 AM - 9:00 AM AND 4:00 PM - 7:00 PM

DO NOT CONDUCT MULTI-VEHICLE HAULING AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
I-26 I-26 RAMPS	MONDAY-FRIDAY 6:00 AM - 9:00 PM AND SATURDAY - SUNDAY 8:00 AM - 9:00 PM
NC 280 (AIRPORT RD) NC 146 (LONG SHOALS RD)	MONDAY-FRIDAY 6:00 AM - 9:00 AM AND 4:00 PM - 7:00 PM

LANE CLOSURE REQUIREMENTS

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

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

H) 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.

I) 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.

J) 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.

LANE CLOSURE REQUIREMENTS, CON'T

- K) DO NOT INSTALL MORE THAN ONE SIMULTANEOUS CLOSURE IN ANY ONE DIRECTION ON NC 280 (AIRPORT RD) AND NC 146 (LONG SHOALS RD).
- L) DO NOT INSTALL MORE THAN TWO SIMULTANEOUS LANE CLOSURES IN ANY ONE DIRECTION ON I-26. PROVIDE A MINIMUM OF 2 MILES BETWEEN LANE CLOSURES, MEASURED FROM THE END OF ONE LANE CLOSURE TO THE FIRST SIGN OF THE NEXT LANE CLOSURE. THE MAXIMUM LENGTH OF EACH LANE CLOSURE SHALL BE 2 MILES FOR A SINGLE LANE CLOSURE AND 2.5 MILES FOR A DOUBLE CLOSURE, MEASURED FROM THE BEGINNING OF THE FIRST MERGE TAPER TO THE END OF THE LANE CLOSURE.

PAVEMENT EDGE DROP OFF REQUIREMENTS

M) 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.

N) 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

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

SIGNING

P) 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.

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

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

TRAFFIC BARRIER

S) INSTALL TEMPORARY BARRIER ACCORDING TO THE TRANSPORTATION MANAGEMENT PLANS A MAXIMUM OF TWO (2) WEEKS PRIOR TO BEGINNING WORK IN ANY LOCATION. ONCE TEMPORARY BARRIER IS INSTALLED AT ANY LOCATION, PROCEED IN A CONTINUOUS MANNER TO COMPLETE THE PROPOSED WORK IN THAT LOCATION UNLESS OTHERWISE STATED IN THE TRANSPORTATION MANAGEMENT PLANS OR AS DIRECTED BY THE ENGINEER.

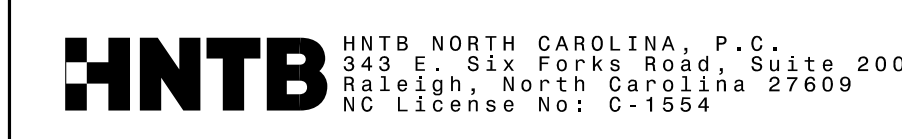
DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE.

ONCE TEMPORARY BARRIER IS INSTALLED AT ANY LOCATION AND NO WORK IS PERFORMED BEHIND THE TEMPORARY BARRIER FOR A PERIOD LONGER THAN TWO (2) MONTHS, REMOVE/RESET TEMPORARY BARRIER AT NO COST TO THE DEPARTMENT UNLESS OTHERWISE STATED IN THE TRANSPORTATION MANAGEMENT PLANS, TEMPORARY BARRIER IS PROTECTING A HAZARD, OR AS DIRECTED BY THE ENGINEER.

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

INSTALL AND SPACE DRUMS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH) TO CLOSE OR KEEP THE SECTION OF THE ROADWAY CLOSED UNTIL THE TEMPORARY BARRIER CAN BE PLACED OR AFTER THE TEMPORARY BARRIER IS REMOVED.

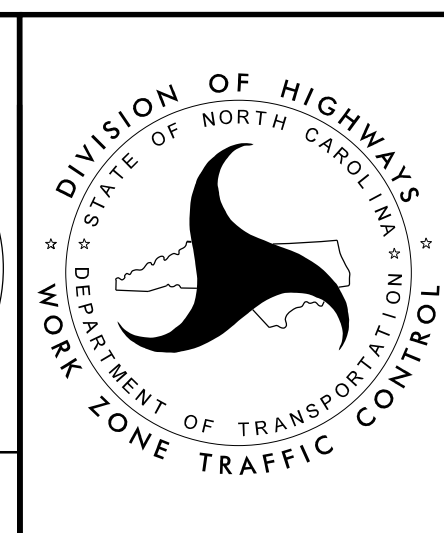
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APPROVED: Depek Eugene Yap
DATE: 3/1/2019

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UNLESS ALL SIGNATURES COMPLETED



TRANSPORTATION
MANAGEMENT PLAN

GENERAL NOTES

GENERAL NOTES

T) PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER AT ALL TIMES DURING THE INSTALLATION AND REMOVAL OF THE BARRIER BY EITHER A TRUCK MOUNTED 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

- U) 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.
- V) REFER TO HIGH VISIBILITY DEVICES SPECIAL PROVISION FOR DRUMS, STATIONARY WORK ZONE SIGNS AND PORTABLE WORK ZONE SIGNS USED ON I-26, RAMPS AND LOOPS.
- W) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- X) 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.
- Y) PROVIDE 20 CHANGEABLE MESSAGE SIGNS FOR THE PURPOSE OF INCIDENT MANAGEMENT WITHIN THE I-26 WORK ZONE. SEE RTMC/STOC MANAGED PORTABLE CHANGEABLE MESSAGE SIGNS SPECIAL PROVISION.

PAVEMENT MARKINGS AND MARKERS

- Z) REFER TO WORK ZONE PERFORMANCE PAVEMENT MARKINGS SPECIAL PROVISION FOR TEMPORARY MARKINGS ON I-26 AND RAMPS.
- AA) INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON INTERIM LAYERS OF PAVEMENT AS FOLLOWS:

ROAD NAME	MARKING	MARKER
ALL Y-LINES	PAIN	TEMPORARY RAISED
I-26	HIGH PERFORMANCE MARKINGS	TEMPORARY RAISED
ALL RAMPS	HIGH PERFORMANCE MARKINGS	TEMPORARY RAISED
FINAL CONCRETE SURFACES	COLD APPLIED PLASTIC (TYPE 4)	TEMPORARY RAISED
BRIDGES	COLD APPLIED PLASTIC (TYPE 4)	

- BB) PLACE ONE APPLICATION OF PAINT FOR NON-INTERSTATE 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. SEE SPECIAL PROVISIONS FOR INTERSTATE TEMPORARY MARKING APPLICATIONS.
- CC) PATTERN MASKING SHALL BE APPLIED TO ALL UNUSED EXISTING OR TEMPORARY MARKINGS WHEN MAKING TRAFFIC PATTERN CHANGES ON ASPHALT PAVEMENT. REFER TO WORK ZONE TRAFFIC PATTERN MASKING SPECIAL PROVISION.
- DD) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- EE) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.
- FF) TRACE THE PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO INSTALLATION. PLACE DRUMS TO DELINEATE ANY PROPOSED MONOLITHIC ISLANDS BEFORE INSTALLATION.

MISCELLANEOUS

- GG) LAW ENFORCEMENT SHALL BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE ENGINEER.
- HH) 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.
- II) CONTRACTOR SHALL MAINTAIN SIDEWALK ACCESS ON LONG SHOALS RD 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) OR REASONABLE PEDESTRIAN DETOUR AT ALL LOCATIONS WHERE THE OPEN PEDESTRIAN TRAVELWAY HAS BEEN REMOVED FOR CONSTRUCTION OPERATIONS (UTILITIES, DRAINAGE, ETC.).

LOCAL NOTES

- LN-1 PLACE TMA AS NEEDED TO PROTECT MOTORIST FROM UNFINISHED GUARDRAIL OR PCB INSTALLATION. (MAXIMUM 72 HOURS)
- LN-2 SHOULD THE TIMING OF PHASED CONSTRUCTION ACTIVITIES CAUSE CONDITIONS THAT DO NOT MATCH WHAT IS DETAILED IN THE PLANS AT AREA BOUNDARY LINES, CONTRACTOR SHALL FIELD ADJUST TO EXISTING CONDITIONS WITH ENGINEER APPROVAL.
- LN-3 TWO WEEKS PRIOR TO GLENN BRIDGE RD SHORT DURATION TRAFFIC STOPPAGE, PLACE CMS BOARDS (FOR EACH DIRECTION) AT STOPPAGE POINT NOTIFYING THE PUBLIC OF SCHEDULED STOPPAGE AND DELAYS. DURING STOPPAGE, RELOCATE CMS BOARDS AND REVISE MESSAGE TO INDICATE DURATION OF OPERATION.
- LN-4 THE FOLLOWING APPLIES TO ALL TEMPORARY LANE CLOSURES ON I-26:
 1. REFER TO THE HIGH VISIBILITY DEVICES SPECIAL PROVISIONS FOR DRUMS AND PORTABLE WORK ZONE SIGNS.
 2. REFER TO THE CONNECTED LANE CLOSURE DEVICE SPECIAL PROVISION FOR THE PURPOSE OF TRANSMITTING THE LOCATION OF THE LANE CLOSURE TO NAVIGATION COMPANIES.
 3. REFER TO THE SEQUENTIAL FLASHING WARNING LIGHTS SPECIAL PROVISION FOR DRUMS USED IN MERGING TAPERS.
 4. REFER TO THE WORK ZONE PRESENCE LIGHTING SPECIAL PROVISION TO SUPPLEMENT CONSTRUCTION/TASK AND EQUIPMENT LIGHTING.
- LN-5 PLACE TEMPORARY APPROACH GUARDRAIL ANCHORS (GREU) AND LAP GUARDRAIL FOR TEMPORARY PATTERN.
- LN-6 REMOVE TEMPORARY GUARDRAIL ANCHOR(S), PLACE FINAL GUARDRAIL ANCHORS AND CORRECT GUARDRAIL LAPPING.
- LN-7 INSTALL ITS POLES, CAMERAS, AND DMS ACCORDING TO ITS PLANS.
- LN-8 PARTIALLY CONSTRUCT DRAINAGE STRUCTURE WITH STEEL PLATE TO MATCH TEMPORARY PAVEMENT OR TEMPORARY GRADING ELEVATION.
- LN-9 PARTIALLY CONSTRUCT DRAINAGE STRUCTURE WITH TEMPORARY GRATE TOP TO MATCH TEMPORARY DITCH OR PAVEMENT ELEVATION.
- LN-10 EXTEND PIPE TO DRAIN.
- LN-11 USE STEEL PLATE ON END OF PIPE STUB OR USE STEEL PLATE TO BLOCK PIPE OPENING IN STRUCTURE.
- LN-12 CONSTRUCT TEMPORARY INLET AND PIPE. CONNECT AND DRAIN TO NEAREST STRUCTURE.

MANAGEMENT STRATEGIES

PROJ. REFERENCE NO.	SHEET NO.
I-4700	TMP-001C

WHILE EACH AREA HAS IT'S OWN UNIQUE CHALLENGES, THE GENERAL PROJECT APPROACH TO MAINTAIN TRAFFIC DURING CONSTRUCTION CAN BE SUMMARIZED AS FOLLOWS WITH SPECIFIC VARIATIONS PROVIDED FOR EACH AREA.

PHASE I INCLUDES PLACING TEMPORARY PAVEMENT AND SHIFTING TRAFFIC TO 11' LANES ALLOWING FOR THE PCB TO BE PLACED ALONG THE TEMPORARY MEDIAN EDGE. CONSTRUCT TEMPORARY MEDIAN PAVEMENT BEHIND BARRIER. PHASE II BEGINS WITH THE EB TRAFFIC SHIFTED TO THE TEMPORARY MEDIAN AND USING A SERIES OF TEMPORARY RAMP ALIGNMENTS WHERE NECESSARY, CONSTRUCTS THE PROPOSED OUTERMOST EB LANES. IN PHASE III, THE EB LANES ARE SHIFTED TO THE NEWLY CONSTRUCTED LANES AND THE WB LANES ARE SHIFTED TO THE MEDIAN WHILE THE WB LANES ARE CONSTRUCTED USING A SERIES OF TEMPORARY RAMP ALIGNMENTS WHERE NECESSARY. IN PHASE IV, THE WB IS PLACED IN THE OUTERMOST WB LANES AND REMAINING ROADWAY AND MEDIAN CONSTRUCTION IS COMPLETED.

AREA 1 (I-26 AT AIRPORT RD) - NO VARIATION.

AREA 2 (I-26 BRIDGE OVER GLENN BRIDGE RD) - PHASE I MEDIAN CONSTRUCTION INCLUDES CONSTRUCTION OF TEMPORARY PAVEMENT AND PROPOSED EB LANES IN THE MEDIAN INCLUDING THE EB BRIDGE OVER GLENN BRIDGE RD (SHORING REQUIRED). PHASE II SHIFTS EB LANES TO NEW PATTERN WHILE THE REMAINDER OF THE EB LANES ARE COMPLETED. PHASE III SHIFTS BOTH THE EB AND WB TRAFFIC TO EB LANES ALLOWING THE WB LANES AND BRIDGE TO BE COMPLETED AWAY FROM TRAFFIC. PHASE IV PLACES EB AND WB IN FINAL OUTSIDE LANES ALLOWING MEDIAN CONSTRUCTION TO BE COMPLETED AWAY FROM TRAFFIC.

AREA 3 (-L- FROM STA 930+00 TO STA 980+00) - NO VARIATION (SHORING REQUIRED).

AREA 4 (I-26 AT LONG SHOALS RD) - DUE TO VERTICAL DIFFERENCES IN PROPOSED PAVEMENT COMPARED TO EXISTING NEAR THE RAMPS, PHASE I TEMPORARY PAVEMENT MEDIAN CONSTRUCTION BEGINS ALONG THE EXISTING WB LANES. WB LANES SHIFT TO NEW PATTERN WHILE OUTSIDE WB LANES ARE CONSTRUCTED. PHASE II SHIFTS WB LANES TO NEW PAVEMENT AND INSIDE WB LANES ARE CONSTRUCTED. PHASE IIB AND IIC SHIFTS EB TRAFFIC TO WB LANES AND CONSTRUCTS OUTSIDE EB LANES. PHASE III SHIFTS EB TRAFFIC TO NEW EB LANES AND COMPLETES RAMP CONSTRUCTION. PHASE IV SHIFTS TRAFFIC TO OUTSIDES AND CONSTRUCTS THE I-26 MEDIAN.

AREA 5 (I-26 BRIDGE OVER BILTMORE ACCESS RD) - PHASE I SHIFTS BOTH EB AND WB TRAFFIC TO OUTSIDE SHOULDERS TO BUILD MIDDLE OF NEW BILTMORE BRIDGE AND TEMPORARY PAVEMENT APPROACHING THE BRIDGE IN THE MEDIAN. NO FURTHER VARIATIONS TO COMPLETE BRIDGE CONSTRUCTION.

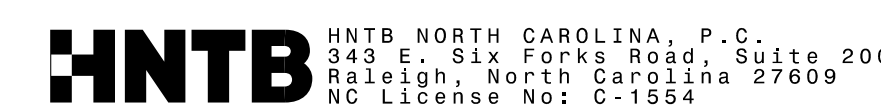
AREA 6 (-L- FROM STA 1055+00 TO STA 1085+00) (I-26 UNDER BLUE RIDGE PKWY) - PHASE I INCLUDES SHIFTING EB TRAFFIC TO BUILD EB I-26 RETAINING WALLS, A BLUE RIDGE PKWY BRIDGE PIER AND PORTIONS OF EB I-26 PERMANENT PAVEMENT. PRIOR TO PHASE 2, WB TRAFFIC IS SHIFTED TO CONSTRUCT THE WB I-26 RETAINING WALL, A BLUE RIDGE PKWY BRIDGE PIER, AND PORTIONS OF WB I-26 PERMANENT PAVEMENT. IN PHASE II, WB TRAFFIC IS SHIFTED TO CONSTRUCT MEDIAN PAVEMENT. EB TRAFFIC IS THEN SHIFTED ADJACENT TO WB TRAFFIC FOR CONSTRUCTION OF THE BLUE RIDGE PKWY SEGMENTAL BRIDGE AND ADDITIONAL EB I-26 PAVEMENT. IN PHASE III, EB & WB TRAFFIC IS SHIFTED TO I-26 EB PAVEMENT FOR FINAL CONSTRUCTION OF THE BLUE RIDGE PKWY SEGMENTAL BRIDGE AND ADDITIONAL WB I-26 PAVEMENT. REMOVAL OF THE EXISTING BRIDGE AND EXISTING PIERS BEGINS. IN PHASE IV, TRAFFIC IS SHIFTED FOR REMOVAL OF AN EXISTING BRIDGE PIER AND TO COMPLETE PAVEMENT IN CROSS-OVER LOCATIONS.

AREA 7 (-L- FROM STA 1085+00 TO STA 1135+00) - PHASE IA AND IB SHIFTS EB TRAFFIC TO INSIDE, THEN OUTSIDE, IN ORDER TO CONSTRUCT ALL OF PROPOSED EB LANES. PHASE II SHIFTS WB TRAFFIC TO NEW EB LANES AND CONSTRUCTS ALL OF WB LANES. PHASE III COMPLETES MEDIAN PAVEMENT ON NORTH END OF AREA.

AREA 8 (I-26 BRIDGE OVER FRENCH BROAD RIVER) - PHASE I INCLUDES SHIFTING WB TRAFFIC TO OUTSIDE ON TEMPORARY PAVEMENT NORTH OF FRENCH BROAD RIVER. PHASE II CONSTRUCTS REMAINDER OF EB PAVEMENT AND MIDDLE OF BRIDGE. PHASE III THEN SHIFTS WB TRAFFIC TO NEW EB LANES TO CONSTRUCT WB LANES AND BRIDGE. PHASE IV SHIFTS EB AND WB TRAFFIC TO WB LANES AND CONSTRUCTS REMAINDER OF EB PAVEMENT ON NORTH END OF AREA.

AREA 9 (-L- FROM STA 1184+00 TO STA 1230+58) - NO VARIATION EXCEPT WB IS CONSTRUCTED PRIOR TO EB.

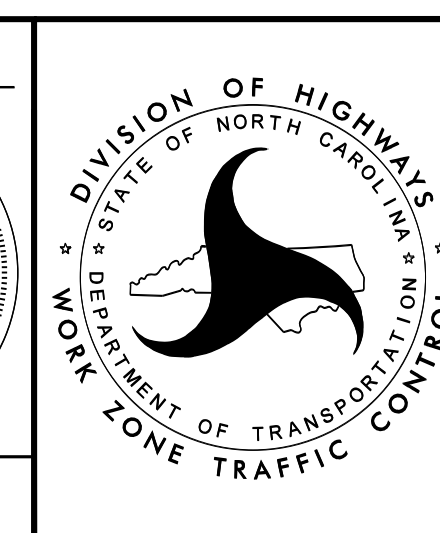
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 DATE: 6/19/2019

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TRANSPORTATION
MANAGEMENT PLAN

**GENERAL NOTES,
LOCAL NOTES &
MANAGEMENT
STRATEGIES**

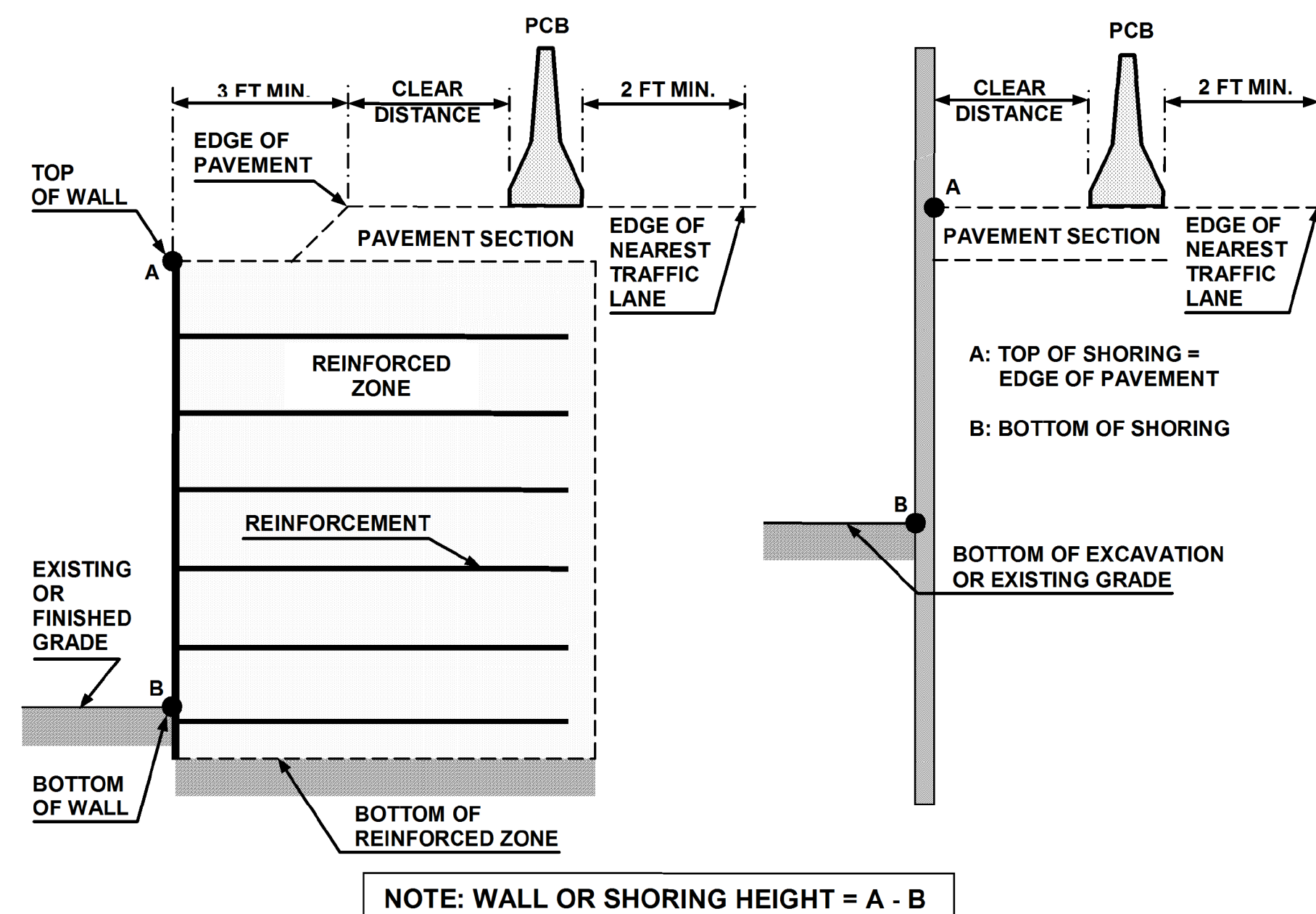


FIGURE A

NOTES

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

MINIMUM REQUIRED CLEAR DISTANCE, inches

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

* See Figure Below

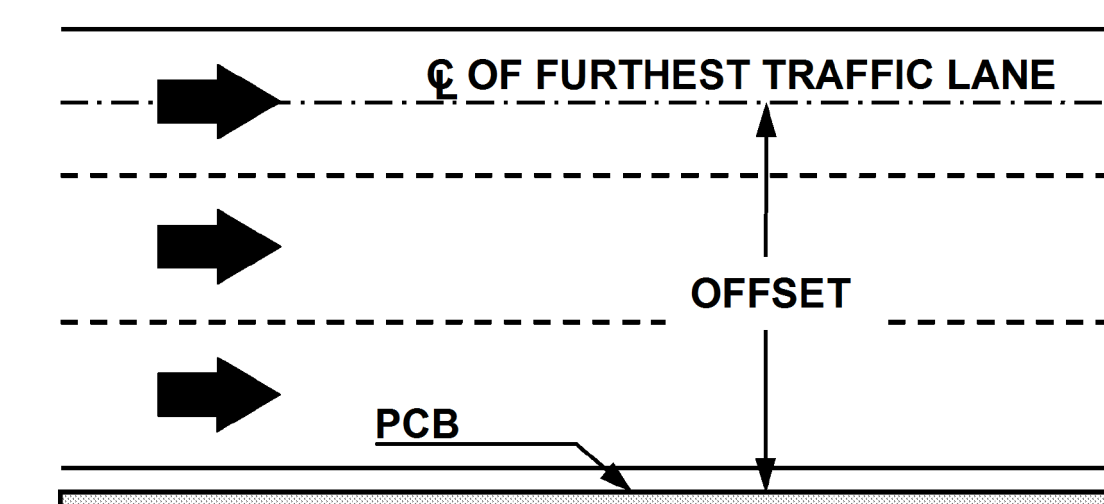
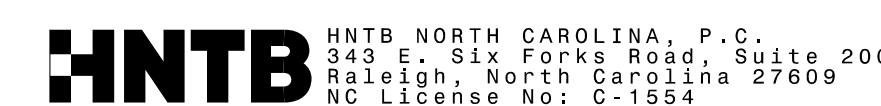
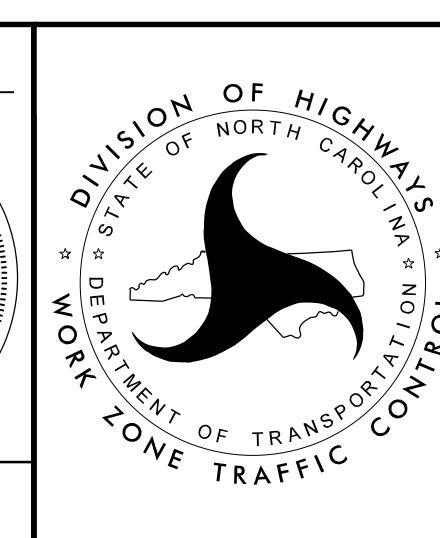


FIGURE B

28-FEB-2019 13:31 I-4700AB-TC-TMP02_PCB at Shoring.dgn HNTB



APPROVED: *Devek Eugene Vap*
 DATE: 3/1/2019
 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 DEVEK EUGENE VAP
 SEAL 047639



TRANSPORTATION MANAGEMENT PLAN
PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

TEMPORARY SHORING DATA

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 ROADWAY CONSTRUCTION FROM STATION -EBL- 895+00±, 2.0'± RT., TO STATION -EBL 895+00±, 15.0'± 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 -EBL- 895+00±, 2.0'± RT., TO STATION -EBL- 895+00±, 15.0'± 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 = 2090 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -EBL- 895+00±, 2.0'± RT., TO STATION -EBL- 895+00±, 15.0'± LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -EBL- 895+00±, 2.0'± RT., TO STATION -EBL- 895+00±, 15.0'± LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

SHORING LOCATION NO. 2

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

TEMPORARY SHORING IS REQUIRED FOR THE ROADWAY CONSTRUCTION FROM STATION -EBL- 895+00±, 15.0'± LT, TO STATION -EBL- 896+50±, 30.5'± 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 -EBL- 895+00±, 15.0'± LT, TO STATION -EBL- 896+50±, 30.5'± 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 = 2095 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -EBL- 895+00±, 15.0'± LT, TO STATION -EBL- 896+50±, 30.5'± LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -EBL- 895+00±, 15.0'± LT, TO STATION -EBL- 896+50±, 30.5'± LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

SHORING LOCATION NO. 3

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

TEMPORARY SHORING IS REQUIRED FOR END BENT CONSTRUCTION FROM STATION -EBL- 911+69±, 47.0'± LT, TO STATION -EBL- 912+30±, 47.0'± 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 -EBL- 911+69±, 47.0'± LT, TO STATION -EBL- 912+30±, 47.0'± 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 = 2065 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -EBL- 911+69±, 47.0'± LT, TO STATION -EBL- 912+30±, 47.0'± LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -EBL- 911+69±, 47.0'± LT, TO STATION -EBL- 912+30±, 47.0'± LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

SHORING LOCATION NO. 4

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

TEMPORARY SHORING IS REQUIRED FOR END BENT CONSTRUCTION FROM STATION -EBL- 912+85±, 46.5'± LT, TO STATION -EBL- 913+28±, 46.5'± 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 -EBL- 912+85±, 46.5'± LT, TO STATION -EBL- 913+28±, 46.5'± 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 = 2050 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -EBL- 912+85±, 46.5'± LT, TO STATION -EBL- 913+28±, 46.5'± LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -EBL- 912+85±, 46.5'± LT, TO STATION -EBL- 913+28±, 46.5'± LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

SHORING LOCATION NO. 5

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

TEMPORARY SHORING IS REQUIRED FOR THE ROADWAY CONSTRUCTION FROM STATION -EBL- 892+00±, 10.3'± RT, TO STATION -EBL- 895+00±, 2.0'± 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 -EBL- 892+00±, 10.3'± RT, TO STATION -EBL- 895+00±, 2.0'± RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

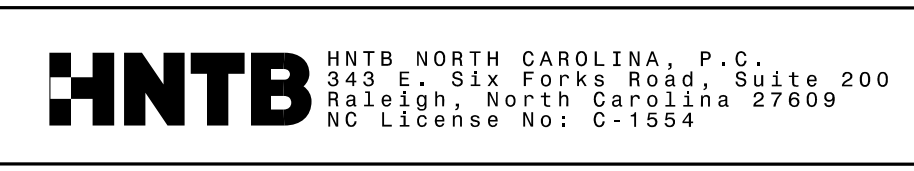
- UNIT WEIGHT γ = 120 LB/CF
- FRICTION ANGLE ϕ = 30 DEGREES
- COHESION (c) = 0 LB/SF
- GROUNDWATER ELEVATION = 2090 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -EBL- 892+00±, 10.3'± RT, TO STATION -EBL- 895+00±, 2.0'± RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -EBL- 892+00±, 10.3'± RT, TO STATION -EBL- 895+00±, 2.0'± RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

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 FEBRUARY 20, 2019 AND SEALED BY PROFESSIONAL ENGINEER, SHANE CLARK, P.E., LICENSE #29869.

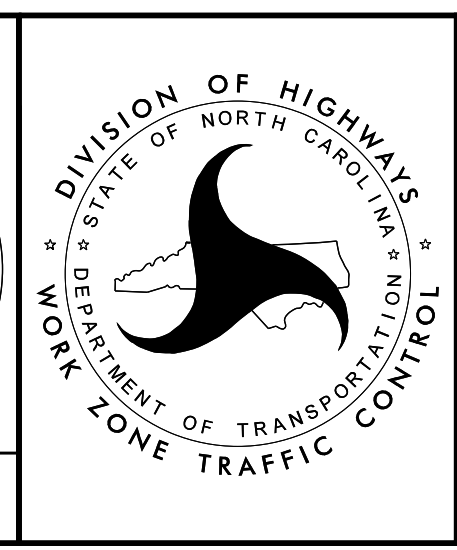
20-MAY-2019 10:41 I-4700-1c-TMP02A Shor-Ing Notes.dgn HNTB



DocuSigned by:
APPROVED: *Shane Clark*
 DATE: 5/20/2019

SEAL

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



TEMPORARY SHORING NOTES

TEMPORARY SHORING DATA

SHORING LOCATION NO. 6

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

TEMPORARY SHORING IS REQUIRED FOR THE ROADWAY CONSTRUCTION FROM STATION -EBL- 947+50±, 62.5'± RT, TO STATION -EBL- 975+00±, 62.5'± 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 -EBL- 947+50±, 62.5'± RT, TO STATION -EBL- 975+00±, 62.5'± 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 = 2055 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -EBL- 947+50 ±, 62.5'± RT, TO STATION -EBL- 975+00±, 62.5'± RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION -EBL- 947+50±, 62.5'± RT, TO STATION -EBL- 975+00±, 62.5'± RT MAY NOT PENETRATE BELOW ELEVATION 2040 TO 2070 FT DUE TO OBSTRUCTIONS, VERY DENSE OR HARD SOIL, BOULDERS OR WEATHERED OR HARD ROCK.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -EBL- 947+50±, 62.5'± RT, TO STATION -EBL- 975+00±, 62.5'± RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -EBL- 947+50 ±, 62.5'± RT, TO STATION -EBL- 975+00±, 62.5'± 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 -EBL- 947+50±, 62.5'± RT, TO STATION -EBL- 975+00±, 62.5'± RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

SHORING LOCATION NO. 7

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

TEMPORARY SHORING IS REQUIRED FOR THE ROADWAY CONSTRUCTION FROM STATION -EBL- 975+00±, 62.5'± RT, TO STATION -EBL- 977+00±, 54.5'± 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 -EBL- 975+00±, 62.5'± RT, TO STATION -EBL- 977+00±, 54.5'± 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 = 2065 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -EBL- 975+00±, 62.5'± RT, TO STATION -EBL- 977+00±, 54.5'± RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION -EBL- 975+00±, 62.5'± RT, TO STATION -EBL- 977+00±, 54.5'± RT MAY NOT PENETRATE BELOW ELEVATION 2040 FT DUE TO OBSTRUCTIONS, VERY DENSE OR HARD SOIL, BOULDERS OR WEATHERED OR HARD ROCK.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -EBL- 975+00±, 62.5'± RT, TO STATION -EBL- 977+00±, 54.5'± RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -EBL- 975+00±, 62.5'± RT, TO STATION -EBL- 977+00±, 54.5'± 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 -EBL- 975+00±, 62.5'± RT, TO STATION -EBL- 977+00±, 54.5'± RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

SHORING LOCATION NO. 8

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

TEMPORARY SHORING IS REQUIRED FOR THE ROADWAY CONSTRUCTION FROM STATION -EBL- 943+00±, 16.0'± RT, TO STATION -EBL- 952+50±, 16.0'± 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 -EBL- 943+00±, 16.0'± RT, TO STATION -EBL- 952+50±, 16.0'± 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 = 2045 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -EBL- 943+00±, 16.0'± RT, TO STATION -EBL- 952+50±, 16.0'± RT. 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 A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -EBL- 943+00±, 16.0'± RT, TO STATION -EBL- 952+50±, 16.0'± RT.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -EBL- 943+00±, 16.0'± RT, TO STATION -EBL- 952+50±, 16.0'± 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 -EBL- 943+00±, 16.0'± RT, TO STATION -EBL- 952+50±, 16.0'± RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

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 FEBRUARY 20, 2019 AND SEALED BY PROFESSIONAL ENGINEER, SHANE CLARK, P.E., LICENSE #29869.

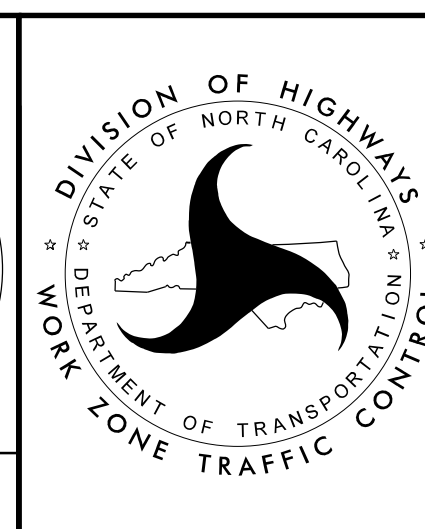
20-MAY-2019 10:42 I-4700-1c-TMP02A Shoring Notes.dgn HNTB

DocuSigned by:
APPROVED: Shane Clark
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DATE: 5/20/2019

SEAL



**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



**TEMPORARY
SHORING NOTES**

TEMPORARY SHORING DATA

SHORING LOCATION NO. 9

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

TEMPORARY SHORING IS REQUIRED FOR END BENT CONSTRUCTION FROM STATION -L- 1159+50±, 43.0'± LT, TO STATION -L- 1161+00±, 43.0'± 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- 1159+50±, 43.0'± LT, TO STATION -L- 1161+00±, 43.0'± 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 = 2015 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L- 1159+50±, 43.0'± LT, TO STATION -L- 1161+00±, 43.0'± LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 1159+50±, 43.0'± LT, TO STATION -L- 1161+00±, 43.0'± LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

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

SHORING LOCATION NO. 10

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

TEMPORARY SHORING IS REQUIRED FOR END BENT CONSTRUCTION FROM STATION -L- 1165+50±, 43.0'± LT, TO STATION -L- 1166+00±, 43.0'± 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- 1165+50±, 43.0'± LT, TO STATION -L- 1166+00±, 43.0'± 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 = 2015 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L- 1165+50±, 43.0'± LT, TO STATION -L- 1166+00±, 43.0'± LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

SHORING LOCATION NO. 10, CONTINUED

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 1165+50±, 43.0'± LT, TO STATION -L- 1166+00±, 43.0'± LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

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

SHORING LOCATION NO. 11

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

TEMPORARY SHORING IS REQUIRED FOR THE END BENT INSTALLATION FROM STATION -L- 1160+00±, 0.0'LT, TO STATION -L- 1161+00±, 0.0'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- 1160+00±, 0.0'LT, TO STATION -L- 1161+00±, 0.0'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 = 2015 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L- 1160+00±, 0.0'LT, TO STATION -L- 1161+00±, 0.0'LT. 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 A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 1160+00±, 0.0'LT, TO STATION -L- 1161+00±, 0.0'LT.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING STATION -L- 1160+00±, 0.0'LT, TO STATION -L- 1161+00±, 0.0'LT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

SHORING LOCATION NO. 12

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

TEMPORARY SHORING IS REQUIRED FOR THE END BENT INSTALLATION FROM STATION -L- 1165+25±, 0.0'LT, TO STATION -L- 1165+75±, 0.0'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- 1165+25±, 0.0'LT, TO STATION -L- 1165+75±, 0.0'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 = 2015 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L- 1165+25±, 0.0'LT, TO STATION -L- 1165+75±, 0.0'LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

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IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING STATION -L- 1165+25±, 0.0'LT, TO STATION -L- 1165+75±, 0.0'LT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

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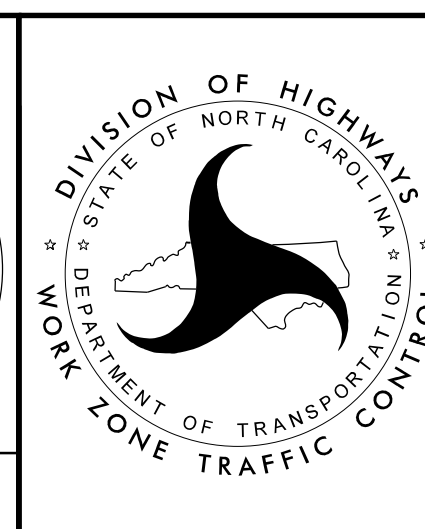
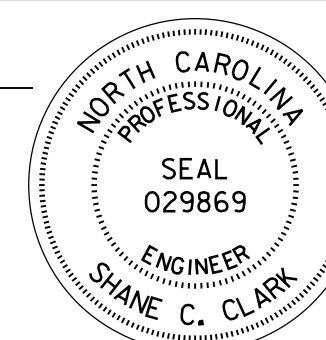
20-MAY-2019 10:43 I-4700-1c-TMP02A Shoring Notes.dgn HNTB



DocuSigned by:
 APPROVED: *Shane Clark*
 DATE: 5/20/2019

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TEMPORARY SHORING NOTES

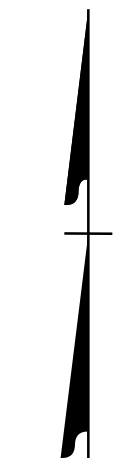
SP 11299

<p>SIGN NUMBER: 11299 TYPE: B QUANTITY: SEE PLANS SIGN WIDTH: 5'-6" HEIGHT: 5'-6" TOTAL AREA: 16.0 Sq.Ft. BORDER TYPE: INSET RECESS: 0.59" WIDTH: 0.75" RADII: 1.38" NO. Z BARS: N/A LENGTH: N/A</p>	<p>BACKG COLOR: Fluorescent Orange COPY COLOR: Black</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>SYMBOL</th> <th>X</th> <th>Y</th> <th>WID</th> <th>HT</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table> <p>MAT'L: 0.125" (3.2 mm) ALUMINUM</p>	SYMBOL	X	Y	WID	HT																																																			<p>DESIGN BY: WJ PROJECT ID: ALL CHECKED BY: _____ DIV: ALL DATE: Jun 22, 2011</p> <div style="text-align: center;"> <p>BORDER R=1.38" TH=0.75" IN=0.59"</p> <p style="font-size: small;">Spacing Factor is 1 unless specified otherwise</p> </div>																												
SYMBOL	X	Y	WID	HT																																																																																	
<p>USE NOTES: 1,2</p> <ol style="list-style-type: none"> 1. Legend and border shall be direct applied black non-reflective sheeting. 2. Background shall be Type VII, VIII, or IX (prismatic) fluorescent orange retroreflective sheeting. 																																																																																					
<p>LETTER POSITIONS</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th colspan="10">Letter spacings are to start of next letter</th> <th>Series/Size Text Length</th> </tr> </thead> <tbody> <tr> <td></td><td>B</td><td>E</td><td>G</td><td>I</td><td>N</td><td></td><td></td><td></td><td></td><td></td> <td>D 2000</td> </tr> <tr> <td>20.5</td><td>6</td><td>5.4</td><td>6.3</td><td>2.8</td><td>4.8</td><td>20.5</td><td></td><td></td><td></td><td></td> <td>25.2</td> </tr> <tr> <td></td><td>R</td><td>O</td><td>A</td><td>D</td><td></td><td></td><td></td><td></td><td></td><td></td> <td>D 2000</td> </tr> <tr> <td>21.4</td><td>5.8</td><td>5.9</td><td>7</td><td>4.8</td><td>21.4</td><td></td><td></td><td></td><td></td><td></td> <td>23.5</td> </tr> <tr> <td></td><td>W</td><td>O</td><td>R</td><td>K</td><td></td><td></td><td></td><td></td><td></td><td></td> <td>D 2000</td> </tr> <tr> <td>20.9</td><td>7.1</td><td>6.5</td><td>5.9</td><td>4.9</td><td>20.9</td><td></td><td></td><td></td><td></td><td></td> <td>24.5</td> </tr> </tbody> </table>			Letter spacings are to start of next letter										Series/Size Text Length		B	E	G	I	N						D 2000	20.5	6	5.4	6.3	2.8	4.8	20.5					25.2		R	O	A	D							D 2000	21.4	5.8	5.9	7	4.8	21.4						23.5		W	O	R	K							D 2000	20.9	7.1	6.5	5.9	4.9	20.9						24.5
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<p>FILENAME: BEGIN ROAD WORK2 NORTH CAROLINA D.O.T. SIGN DETAIL</p>																																																																																					

GENERAL NOTES FOR THE "BEGIN ROAD WORK" SIGN

- SIGN SP-11299 "BEGIN ROAD WORK" ONLY APPLIES TO FULL CONTROL AND PARTIAL CONTROL OF ACCESS ROADWAYS.
- WHEN USED, INSTALL SIGN SP-11299 "BEGIN ROAD WORK" ACCORDING TO DETAIL A ON ROADWAY STANDARD DRAWING 1101.01, SHEETS 1 & 2 OF 3.

<p>APPROVED: _____ DATE: 3/1/2019 SEAL</p>	<p>DocuSigned by: <i>Derek Eugene Vep</i> CB273C95A...</p> <div style="text-align: center;"> </div>	<div style="text-align: center;"> </div> <p style="text-align: center; font-weight: bold; font-size: large;">BEGIN ROAD WORK SIGN DESIGN</p>
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SIGN LOCATION MAP

N. T. S.

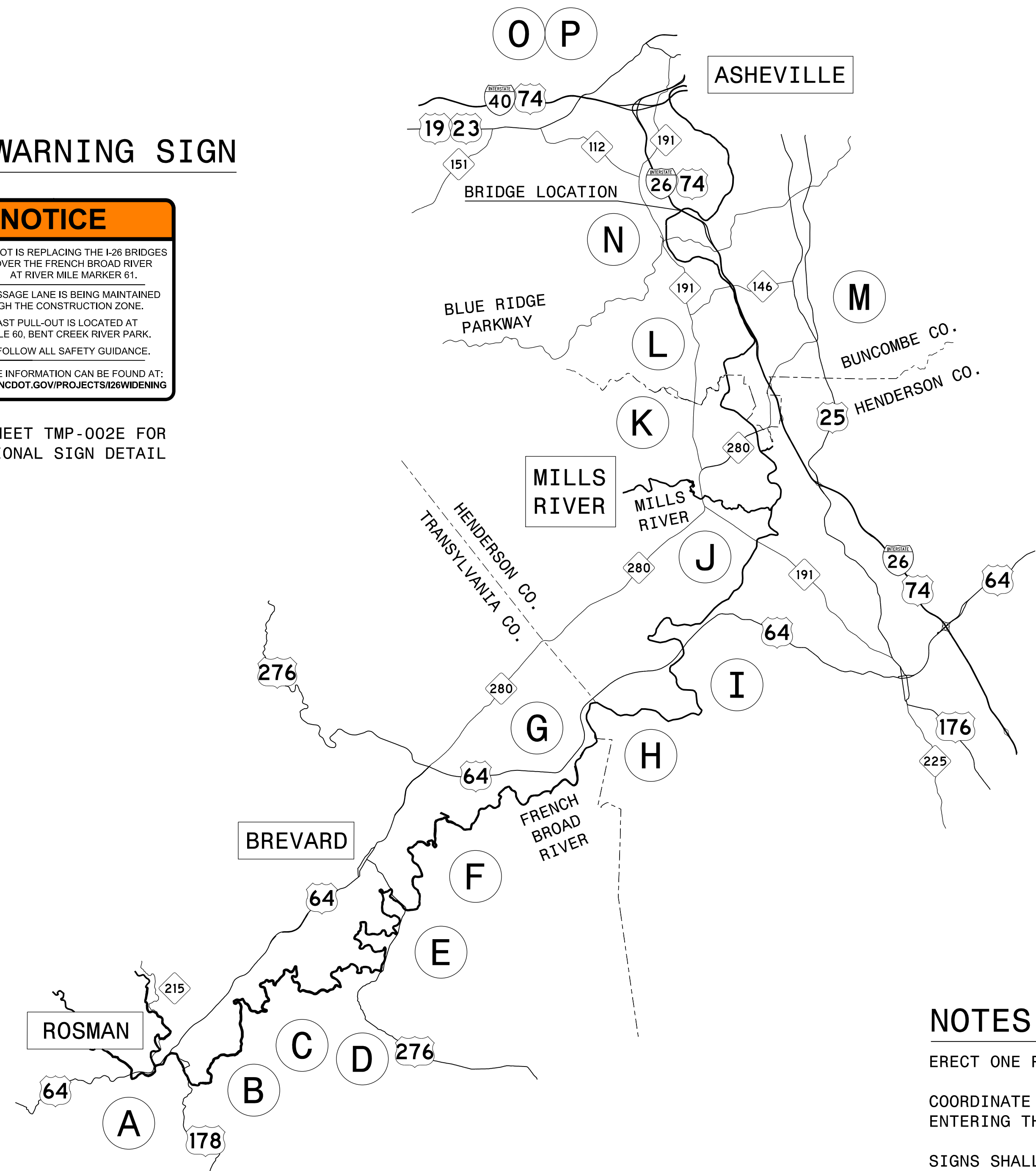
RIVER WARNING SIGN

NOTICE

NCDOT IS REPLACING THE I-26 BRIDGES OVER THE FRENCH BROAD RIVER AT RIVER MILE MARKER 61.
 A SAFE PASSAGE LANE IS BEING MAINTAINED THROUGH THE CONSTRUCTION ZONE.
 THE LAST PULL-OUT IS LOCATED AT RIVER MILE 60, BENT CREEK RIVER PARK.
 PLEASE FOLLOW ALL SAFETY GUIDANCE.

MORE INFORMATION CAN BE FOUND AT:
WWW.NCDOT.GOV/PROJECTS/I26WIDENING

SEE SHEET TMP-002E FOR ADDITIONAL SIGN DETAIL



LOCATION	FACILITY	ADDRESS	LAT / LONG
A	HEADWATERS OUTFITTERS	25 PARKWAY RD ROSMAN, NC	35.14357° N 82.83892° W
B	CHAMPION PARK RIVER ACCESS	26 OLD TURNPIKE RD ROSMAN, NC	35.14606° N 82.82641° W
C	HANNAH FORD CAMPGROUND	1017 GREEN RD BREVARD, NC	35.18319° N 82.77484° W
D	ISLAND FORD RIVER ACCESS	2753 ISLAND FORD RD BREVARD, NC	35.17848° N 82.75549° W
E	HAP SIMPSON PARK	666 GREENVILLE HWY BREVARD, NC	35.21790° N 82.71896° W
F	WILSON ROAD RIVER ACCESS	3553 WILSON RD PISGAH FOREST, NC	35.25149° N 82.69983° W
G	PENROSE BOAT RAMP	2398 OLD HENDERSONVILLE HWY PISGAH FOREST	35.27187° N 82.63734° W
H	BLANTYRE PARK	120 GROVE BRIDGE RD PENROSE, NC	35.29884° N 82.62166° W
I	HORSE SHOE RIVER ACCESS PARK	5437 BREVARD RD HORSE SHOE, NC	35.32969° N 82.57392° W
J	MILLS RIVER PARK	124 TOWN CENTER DR MILLS RIVER, NC	35.38697° N 82.54623° W
K	WESTFELDT PARK	29 FERNCLIFF PARK DR FLETCHER, NC	35.42223° N 82.53907° W
L	GLEN BRIDGE RIVER PARK	77 PINNER RD ARDEN, NC	35.45049° N 82.55540° W
M	CORCORAN PAIGE RIVER PARK	9 PINNER RD ARDEN, NC	35.45413° N 82.54777° W
N	BENT CREEK RIVER PARK	1592 BREVARD RD ASHEVILLE, NC	35.50144° N 82.59351° W
O	FRENCH BROAD RIVER OUTFITTERS	230 HOMINY CREEK RD ASHEVILLE, NC	35.55467° N 82.59131° W
P	HOMINY CREEK RIVER PARK	194 HOMINY CREEK RD ASHEVILLE, NC	35.55477° N 82.59142° W

NOTES:

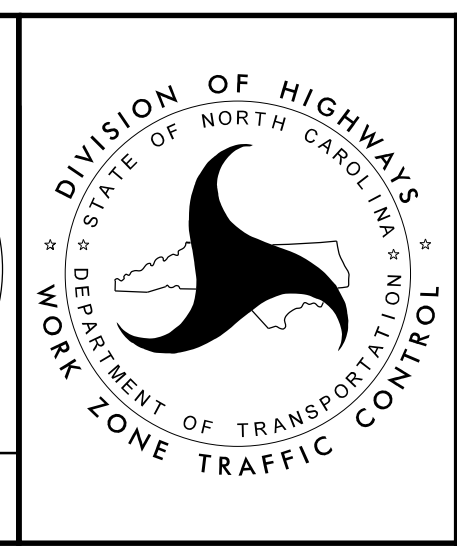
- ERECT ONE RIVER WARNING SIGN AT EACH LOCATION LISTED ABOVE ON 3LB U-CHANNEL.
- COORDINATE WITH THE BUSINESS OWNER/PARK MANAGER AS TO WHERE ON SITE TO ERECT THE SIGN TO BE MOST VISIBLE PRIOR TO ENTERING THE RIVER.
- SIGNS SHALL BE ERECTED IN TMP AREA 8 DURING PHASE 1A.
- SIGNS SHALL BE MAINTAINED DURING THE DURATION OF THE CONSTRUCTION OF THE I-26 BRIDGE OVER THE FRENCH BROAD RIVER.
- REMOVE AND DISPOSE OF SIGN SYSTEMS IN UPON COMPLETION OF WORK IN TMP AREA 8 DURING PHASE 4.
- PAYMENT MADE UNDER TEMPORARY RIVER TRAFFIC WARNING SIGNS (EA).

01-MAR-2019 12:57
 N:\TrafficControl\TCPV\I-4700AB-1c_TMP02F.dgn
 HNTB

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

APPROVED: Andrew D. Klmsiek
 DATE: 3/1/2019

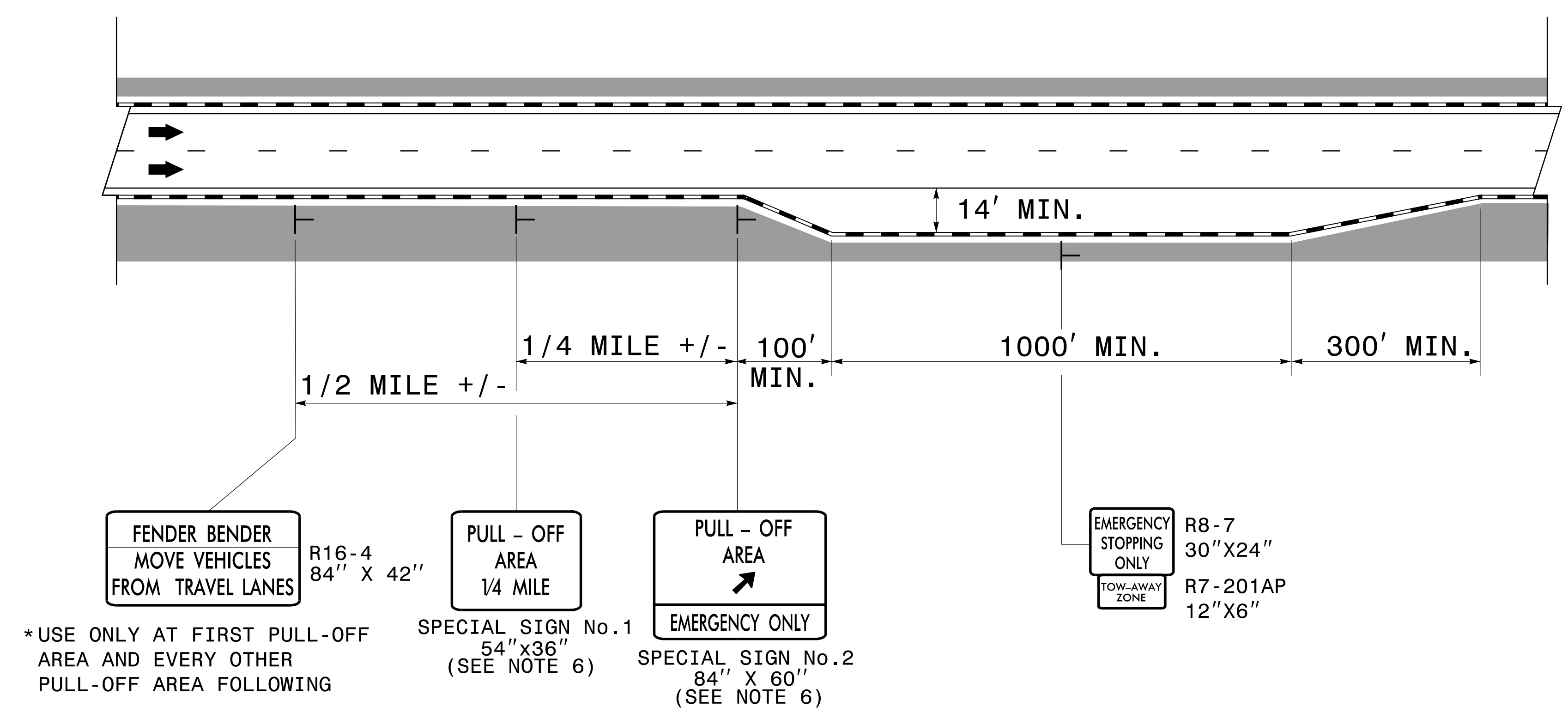
SEAL



**TRANSPORTATION
 MANAGEMENT PLAN
 FRENCH BROAD RIVER
 WARNING SIGN
 LOCATIONS**

**DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED**

EMERGENCY PULL-OFF AREA DETAIL



GENERAL NOTES FOR EMERGENCY PULL-OFF AREAS

1. PULL-OFF AREAS SHALL BE PROVIDED IN WORK ZONES ALONG FULL CONTROL OF ACCESS HIGHWAYS WHERE INSUFFICIENT SHOULDERS EXIST FOR TWO MILES OR GREATER. INSUFFICIENT SHOULDERS EXIST WHEN 10' OF PAVED RIGHT SHOULDER IS NOT CONSISTENTLY AVAILABLE FOR MOTORIST USE.
2. THE APPROXIMATE LOCATIONS OF PULL-OFF AREAS ARE SHOWN ON THE APPLICABLE TMP DETAIL SHEETS. LOCATIONS CAN BE ADJUSTED WITH APPROVAL FROM THE ENGINEER. APPROXIMATE SPACING OF THE PULL-OFF AREAS IS BASED ON THE FOLLOWING GUIDELINES:
 - FOR AREAS WITH INSUFFICIENT SHOULDERS UP TO 3.0 MILES IN LENGTH, ONE PULL-OFF AREA APPROXIMATELY CENTERED IN THE WORK ZONE.
 - FOR AREAS WITH INSUFFICIENT SHOULDERS GREATER THAN 3.0 MILES IN LENGTH, ONE PULL-OFF AREA EVERY MILE.
3. PULL-OFF AREAS SHALL BE A MINIMUM OF 1000' LONG. THE WIDTH OF PULL-OFF AREAS SHALL BE 14' AND SHALL CONSIST OF A PAVED SURFACE.
4. PORTABLE CONCRETE BARRIER SHALL ONLY BE USED IF WARRANTED BY FIELD CONDITIONS.
5. REFER TO NEXT SHEET FOR SPECIAL SIGN DESIGNS.
6. ALL PULL-OFF AREAS ARE LOCATED ON THE OUTSIDE SHOULDER OF TRAVEL, UNLESS SPECIFIED OTHERWISE IN THE DETAILS.

28-FEB-2019 13:32
 I-4700A5_Tc_TMP02_Pull-Off_Areas_Detail.dgn
 HNTB

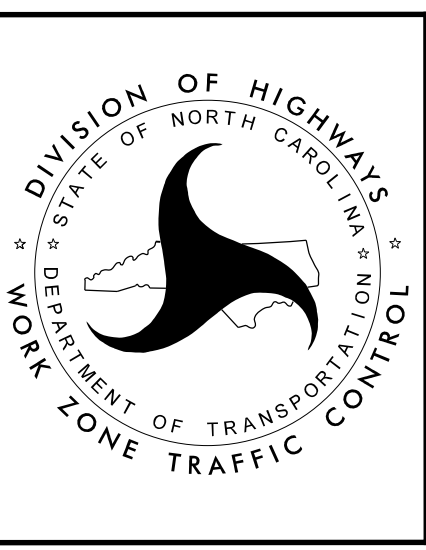


APPROVED: Devek Eugene Vap
 DATE: 3/1/2019

SEAL

NORTH CAROLINA PROFESSIONAL ENGINEER
 DEVEK EUGENE VAP
 SEAL 047639

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



TRANSPORTATION
 MANAGEMENT PLAN

**EMERGENCY
 PULL-OFF
 AREA**

SIGN NUMBER: SP18267 TYPE: D QUANTITY: 1 SIGN WIDTH: 4'-6" HEIGHT: 3'-0" TOTAL AREA: 13.5 Sq.Ft. BORDER TYPE: FLUSH RECESS: 0" WIDTH: 1.25" RADII: 3" NO. Z BARS: N/A LENGTH: N/A	BACKG COLOR: Orange COPY COLOR: Black SYMBOL X Y WID HT MAT'L: 0.125" (3.2 mm) ALUMINUM	DESIGN BY: W. Johnson CHECKED BY: AIA DATE: Oct 30, 2018 DIV: 5 PROJECT ID:
--	--	---

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS													Series/Size
Letter spacings are to start of next letter													Text Length
P	U	L	L	-	O	F	F						D 2000
5.6	5	5.5	4.6	3.7	4	2.1	4	5.6	4.6	3.7	5.6		42.9
A	R	E	A										D 2000
16.8	6	5.1	4.2	5.1	16.8								20.4
1/4	M	I	L	E									D 2000
11.6	7.9	6	6.1	2.4	4.6	3.7	11.6						30.8

FILENAME: Full_Off NORTH CAROLINA D.O.T. SIGN DETAIL

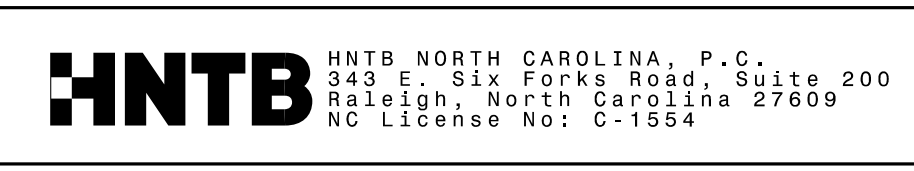
SIGN NUMBER: SP18266 TYPE: A QUANTITY: 1 SIGN WIDTH: 7'-0" HEIGHT: 5'-0" TOTAL AREA: 35.0 Sq.Ft. BORDER TYPE: FLUSH RECESS: 0" WIDTH: 1.25" RADII: 3" NO. Z BARS: 2 LENGTH: 76.0	BACKG COLOR: Orange-Top/White-Bottom COPY COLOR: Black SYMBOL X Y WID HT AR_Type A 37 17.7 8 12.6 MAT'L: 0.125" (3.2 mm) ALUMINUM	DESIGN BY: W. Johnson CHECKED BY: AIA DATE: Oct 30, 2018 DIV: 5 PROJECT ID:
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Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS													Series/Size			
Letter spacings are to start of next letter													Text Length			
P	U	L	L	-	O	F	F						D 2000			
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A	R	E	A										D 2000			
28.4	8	6.8	5.6	6.8	28.4								27.2			
E	M	E	R	G	E	N	C	Y	O	N	L	Y	D 2000			
6.8	4.7	6.1	4.7	5	5.4	4.7	5.4	4.9	5.2	4	5.6	5.5	4.1	5.2	6.8	70.5

FILENAME: Full_Off NORTH CAROLINA D.O.T. SIGN DETAIL

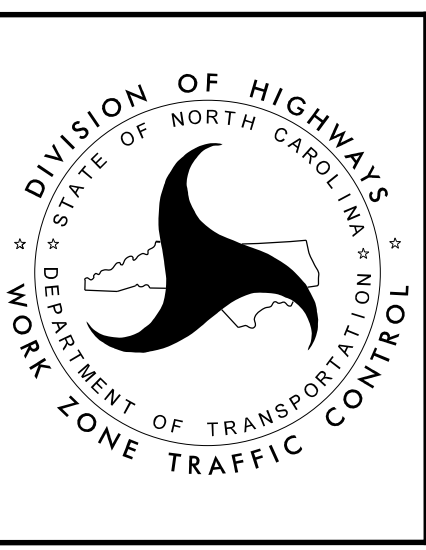
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 HNTB



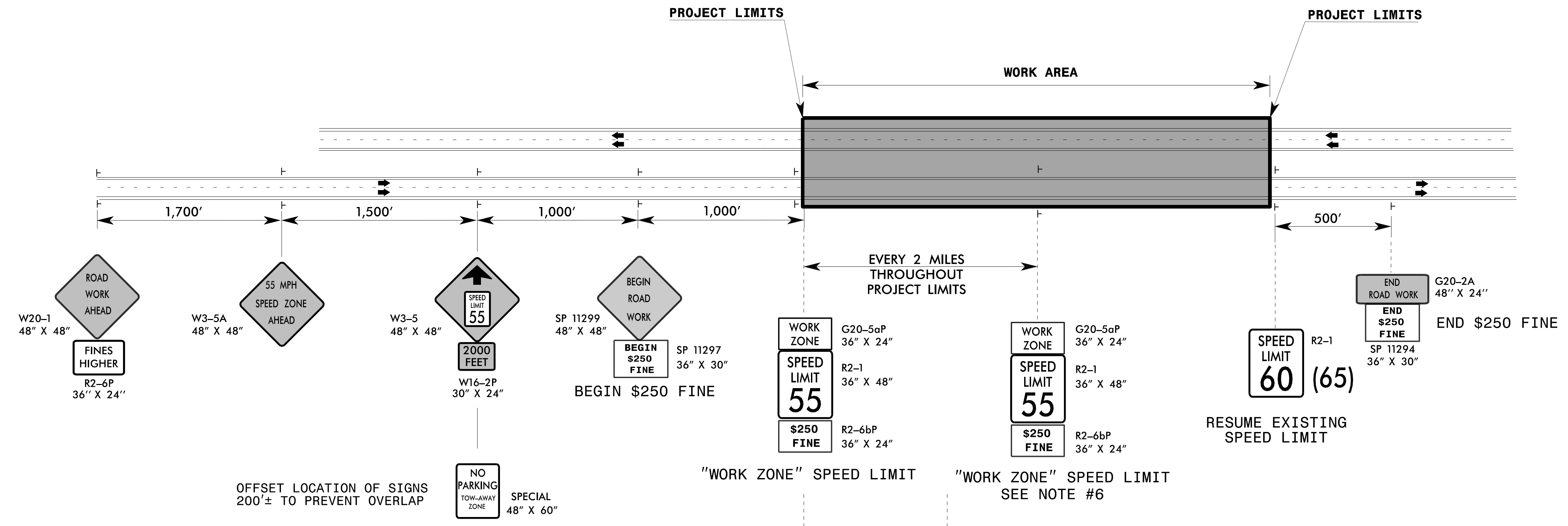
APPROVED: *Devek Eugene Vap*
 DATE: 3/1/2019

SEAL

**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



TRANSPORTATION
 MANAGEMENT PLAN
**EMERGENCY
 PULL-OFF AREA
 SPECIAL SIGN
 DESIGNS**

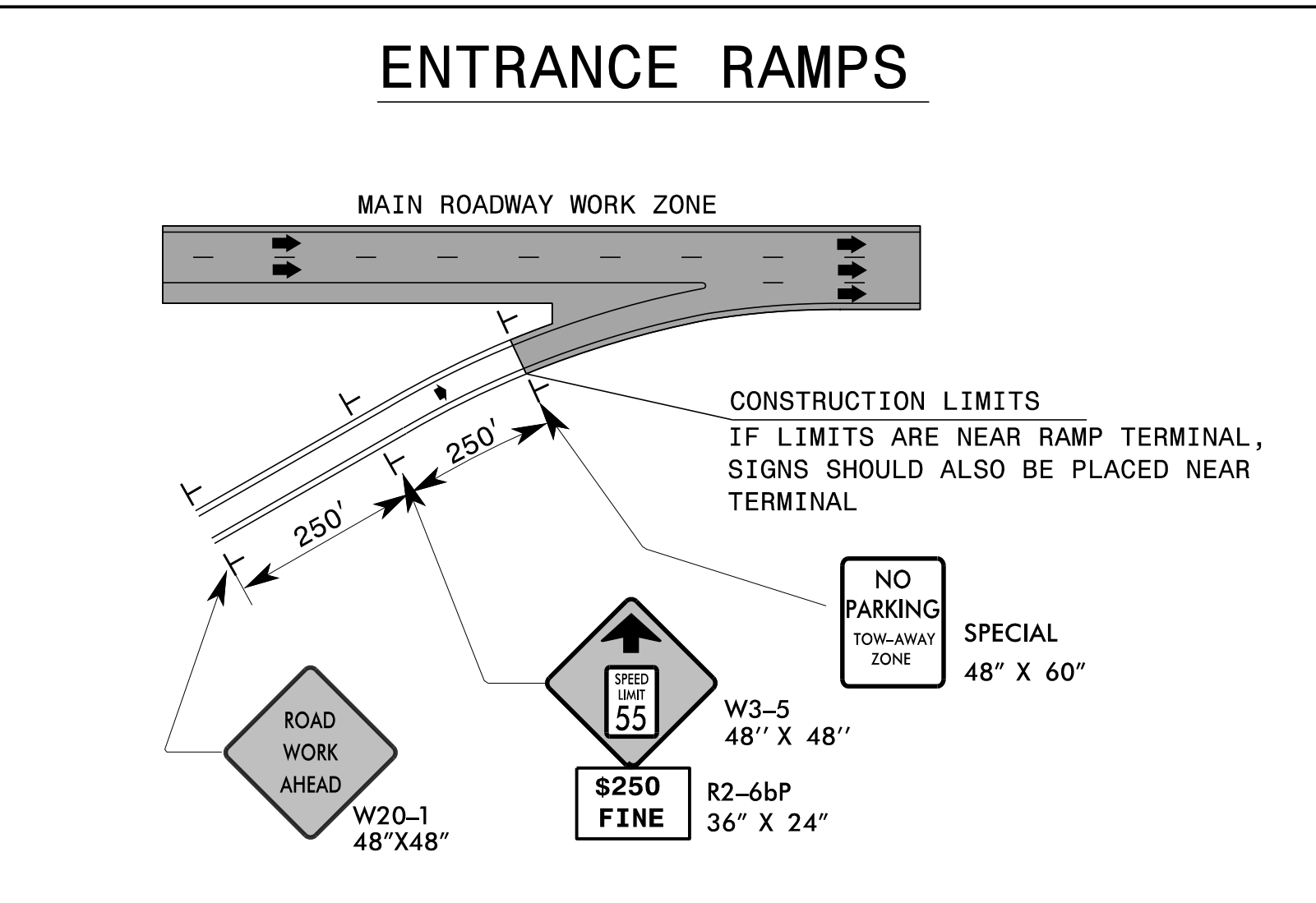
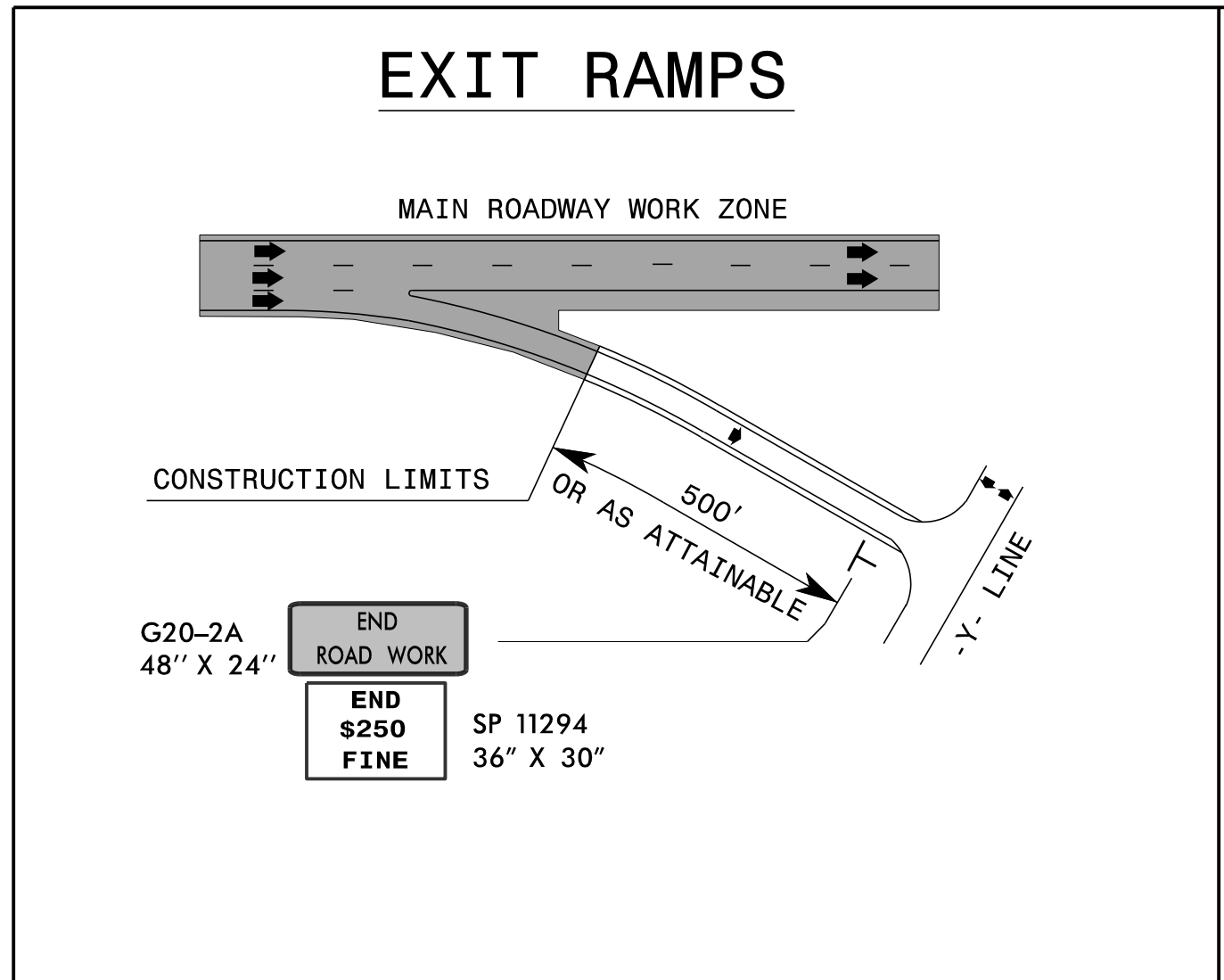


NOTES

- 1) IF THE "WORK ZONE SPEED LIMIT" ONLY APPLIES TO A SPECIFIC PORTION AND NOT THE ENTIRE PROJECT, THE EXISTING SPEED LIMIT IS TO BE REESTABLISHED INSIDE THE PROJECT LIMITS. THE EXISTING SPEED LIMIT SIGNS AND THE "END \$250 FINE" SIGNS ARE TO BE INSTALLED AT THE LOCATION WHERE THE EXISTING SPEED LIMIT IS TO RESUME.
- 2) IF THE WORK ZONE SPEED LIMIT REDUCTION IS INSIDE THE WORK AREA, SIGNS W3-5A, W3-5, AND THE R2-1'S ALONG WITH THE SPEEDING FINE SIGNS ARE TO BE INSTALLED AT THE DISTANCE SHOWN ABOVE IN ADVANCE OF WHERE THE SPEED LIMIT IS REDUCED.
- 3) THE WORK ZONE SPEED LIMIT SIGNS ARE TO BE MOUNTED FROM 7' ABOVE EDGE OF PAVEMENT ELEVATION.
- 4) WHEN TEMPORARY LANE CLOSURES ARE INSTALLED AT THE BEGINNING OF THE PROJECT LIMITS, THE PORTABLE LANE CLOSURE SIGNS ARE TO BE ADJUSTED TO AVOID SIGN OVERLAP/CLUTTER.
- 5) THE NEED AND LOCATION OF ADDITIONAL POSTED "WORK ZONE SPEED LIMIT" SIGNS WITHIN THE WORK AREA IS TO BE DETERMINED BY THE REGIONAL TRAFFIC ENGINEER.

GUIDELINES

- A) THIS DRAWING IS FOR USE ONLY AFTER AN ENGINEERING INVESTIGATION AND CRITERIA REVIEW HAS BEEN PERFORMED BY THE REGIONAL TRAFFIC ENGINEER AND THE WORK ZONE TRAFFIC CONTROL SECTION. THE WORK ZONE SPEED LIMIT REDUCTION IS INTENDED FOR USE ON FREEWAYS WITH SPEED LIMITS 65 MPH OR GREATER. SEE WORK ZONE SPEED LIMIT GUIDELINES FOR CRITERIA.
- B) THE STATE TRAFFIC ENGINEER HAS TO ORDINANCE THE SPEED LIMIT REDUCTION IN ORDER FOR THE REDUCTION TO BE VALID AND ENFORCEABLE. NO SPEED LIMIT SIGNS SHALL BE INSTALLED PRIOR TO RECEIVING A SIGNED ORDINANCE. IN ADDITION, THE \$250 SPEEDING FINE ALSO REQUIRES A SEPARATE SIGNED ORDINANCE BY THE STATE TRAFFIC ENGINEER.
- C) THIS DRAWING APPLIES TO BOTH DIRECTIONS OF TRAVEL.
- D) ALL "WORK ZONE" SPEED LIMIT REDUCTION SIGNAGE SHALL BE REMOVED WHEN THE CONDITION/S THAT WARRANTED THE REDUCTION AND FINE IS REMOVED. THE REGIONAL TRAFFIC ENGINEER WILL BE NOTIFIED BY THE RESIDENT ENGINEER AT THIS TIME TO RESCIND THE ORDINANCES AND RETURN THE EXISTING POSTED SPEED LIMIT. THIS SHOULD TAKE PLACE BEFORE THE PROJECT IS 100% COMPLETE AND ACCEPTED FOR MAINTENANCE.



APPROVED: *Don A. Parker* DATE: 3/11/2019

SEAL



WORK ZONE SPEED LIMIT REDUCTION AND NO PARKING SIGNS DETAIL

SIGN NUMBER: SP12016 TYPE: A QUANTITY: SIGN WIDTH: 4'-0" HEIGHT: 5'-0" TOTAL AREA: 20.0 Sq.Ft. BORDER TYPE: RECESSED RECESS: 0.75" WIDTH: 1.25" RADII: 3" NO. Z BARS: 2 LENGTH: 40.0	BACKG COLOR: White COPY COLOR: Red <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th>SYMBOL</th> <th>X</th> <th>Y</th> <th>WID</th> <th>HT</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table> MAT'L: 0.125" (3.2 mm) ALUMINUM	SYMBOL	X	Y	WID	HT																																																			DESIGN BY: J Navarrete PROJECT ID: I-4700 CHECKED BY: DIV: 13 & 14 DATE: Mar 11, 2019
SYMBOL	X	Y	WID	HT																																																					

BORDER R=3" TH=1.25" IN=0.75"

Spacing Factor is 0.5 for "PARKING"

USE NOTES: 1,2

1. Legend and border(except those that are colored black) shall be direct applied Grade C sheeting.
2. Background shall be Grade C reflective sheeting.

LETTER POSITIONS

Letter spacings are to start of next letter

													Series/Size
													Text Length
		N	O										D 2000
	16.8	8.1	6.4	16.8									14.5
		P	A	R	K	I	N	G					C 2000
	5.6	5.6	6.4	5.8	5.8	2.2	5.9	5	5.6				36.8
		T	O	W	-			A	W	A	Y		C 2000
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		Z	O	N	E								C 2000
	17	3.5	4	3.9	2.6	17							14

FILENAME: No Parking DesignNORTH CAROLINA D.O.T. SIGN DETAIL

 3/11/2019
 P:\TIP\Projects-N4700\TrafficControl\TCP\4400_4700_WZSLR_Default.dgn
 User:rkeddis

APPROVED: <i>Renee Roach</i> <small>3E84360B0316431</small> DATE: 3/12/2019			<h2 style="margin: 0;">NO PARKING TOW-AWAY SPECIAL SIGN DESIGN</h2>
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

PROJ. REFERENCE NO.	SHEET NO.
I-4700	TMP-003

PHASING

NOTES:

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

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

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, & TEMPORARY MEDIAN AND OUTSIDE DITCHES.

COORDINATE ALL CONSTRUCTION ACTIVITIES INCLUDING BUT NOT LIMITED TO PAVEMENT MARKING, LANE SHIFTS, PCB INSTALLATION, LANE CLOSURES, DRUM PLACEMENT AND PAVING WITH ADJACENT AREA(S).

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.

AREA 1

PHASE I (SEE OVERVIEW SHEET TMP-005)

*** REFER TO SHEETS TMP-006 THRU TMP-009 FOR DETAILS ***

STEP 1: USING LANE CLOSURES, RECONSTRUCT INSIDE EB SHOULDER FROM -L- STA 821+40± TO -L- STA 873+00± (AREA 2). PLACE PCB ON NEW INSIDE SHOULDER AS SHOWN ON TMP-006 THRU TMP-009.(LN-4)

STEP 2: USING RSD 1101.02 (SHEETS 4, 9, & 10 OF 14), INSTALL TEMPORARY PAVEMENT MARKINGS FOR 11' EB LANES AND SHIFT TRAFFIC TO TEMPORARY PATTERN FROM -L- STA 823+40± TO STA 873+00± AS SHOWN ON SHEETS TMP-006 THRU TMP-009. (COORDINATE WITH AREA 2 PHASE 1.)(LN-4)

USING NARROW LANES AND RSD 1101.02 (SHEETS 9 & 10 OF 14), CONSTRUCT THE FOLLOWING WEDGE AND WIDEN PAVEMENT:
* FROM -Y13RPB- STA 16+12± TO -Y13- STA 24+64± (TMP-007)
* -Y13RPA- FROM STA 24+00± TO STA 15+64± (TMP-008)

STEP 3: BEHIND BARRIER AND AWAY FROM TRAFFIC, CONSTRUCT -L- EBL TEMPORARY WIDENING AND CROSSOVERS (MEDIAN) FROM STA 821+40± TO STA 873+00±.

USING RSD 1101.02 (SHEET 4 OF 14), CONSTRUCT TEMPORARY MEDIAN WIDENING ALONG EBL FROM -L- STA 821+40± TO STA 825+50±.(LN-4)(LN-7)

PHASE IIA (SEE OVERVIEW SHEET TMP-010)

*** REFER TO SHEETS TMP-011 THRU TMP-014 FOR DETAILS ***

STEP 1: COMPLETE -L- EB TEMPORARY WIDENING AND INSTALL PHASE IIA PAVEMENT MARKINGS AS MUCH AS POSSIBLE AWAY FROM TRAFFIC. REMOVE AND RESET PCB IN MEDIAN FROM -L- STA 826+47± TO STA 873+00±.

STEP 2: USING RSD 1101.02 (SHEET 4 AND 9 OF 14), SHIFT EB TRAFFIC TO PHASE IIA TEMPORARY PATTERN USING DRUMS TO PROVIDE TEMPORARY RAMP TIES.(LN-4) PLACE REMAINING PHASE IIA PAVEMENT MARKING AND PLACE PCB IN THE FOLLOWING LOCATIONS:

* FROM -Y13RPB- STA 16+31± TO -Y13- STA 25+01±
* FROM -L- STA 829+81± TO -Y13RPB- STA 16+70±
* FROM -L- STA 841+00± TO 856+97±
* FROM STA -Y13RPA- STA 20+85± TO -L- STA 873+00± (LN-2)

STEP 3: AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING PROPOSED PAVEMENT:
* FROM -L- STA 832+00± TO -Y13RPB- STA 19+30±
* FROM -L- STA 842+00± TO -L- STA 855+00±
* FROM -Y13RPA- STA 23+00± TO -L- STA 873+00±

USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, WEDGE AND WIDEN PAVEMENT FROM -L- STA 824+40± TO STA 832+00± MATCHING EXISTING EDGE, ELEVATION AND SUPER. MOVE AND RESET EXISTING GUARDRAIL AND ANCHORS AS NEEDED.(LN-4)

PHASE IIB (SEE OVERVIEW SHEET TMP-015)

*** REFER TO SHEETS TMP-016 THRU TMP-019 FOR DETAILS ***

STEP 1: PLACE PHASE IIB TEMPORARY PAVEMENT MARKINGS AS MUCH AS POSSIBLE AWAY FROM TRAFFIC.

USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PLACE TEMPORARY PAVEMENT MARKING ON -Y13RPB- AND SHIFT -Y13RPB- TRAFFIC TO PHASE IIB PATTERN. ADJUST OR REMOVE PCB AS NEEDED.

USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PLACE -Y13RPA- PHASE IIB TEMPORARY PAVEMENT MARKINGS, AND SHIFT -Y13RPA- TRAFFIC TO PHASE IIB PATTERN. ADJUST OR REMOVE PCB AS NEEDED.

USING RSD 1101.02 (SHEET 4 OF 14), INSTALL PHASE IIB TEMPORARY PAVEMENT MARKING AS MUCH AS POSSIBLE FROM -L- STA 821+41± TO STA 832+00± AND SHIFT -L- TRAFFIC TO PHASE IIB TEMPORARY PATTERN.(LN-4)

STEP 2: USING RSD 1101.02 (SHEET 4 OF 14), EXTEND AND RESET PCB ALONG INSIDE SHOULDER OF EB TRAFFIC.FROM -L- STA 821+41± TO STA 832+00±. USING RSD 1101.02 (SHEET 4 OF 14), CONSTRUCT THE FOLLOWING TEMPORARY MEDIAN CROSS-OVERS:(LN-4)
* FROM -L- STA 822+23± TO STA 831+50±
* FROM -L- STA 833+03± TO STA 840+33±
* FROM -L- STA 860+68± TO STA 873+00± (LN-2)

STEP 3: USING RSD 1101.02 (SHEET 4 OF 14), EXTEND PCB ALONG OUTSIDE SHOULDER OF EB TRAFFIC FROM -L- STA 832+50± TO EXISTING PCB AT STA 841+00± AND FROM EXISTING PCB AT -L- STA 856+00± TO STA 863+03±.(LN-4)AWAY FROM TRAFFIC, CONSTRUCT -L- FROM STA 833+00± TO STA 842+00± AND -L- FROM STA 856+55± TO STA 863+00±. USING NARROW LANES AND RSD 1101.02 (SHEETS 9 & 10 OF 14), CONSTRUCT -Y13RPB- FROM -L- TO STA 19+30± AND -Y13RPA- FROM -L- TO STA 23+00±.

STEP 4: USING NARROW LANES AND RSD 1101.02 (SHEET 10 OF 14), WEDGE AND WIDEN PAVEMENT FOR -Y13RPC- FROM -L- STA 841+48± TO -Y13RPC- STA 19+79±.

PHASE IIIA (SEE OVERVIEW SHEET TMP-020)

*** REFER TO SHEETS TMP-021 THRU TMP-024 FOR DETAILS ***

STEP 1: USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, REMOVE PCB FROM OUTSIDE SHOULDER OF EB LANES FROM -L- STA 832+50± TO STA 863+00± AND PLACE TEMPORARY PAVEMENT MARKING ON WB LANES, -Y13RPB- & -Y13RPA- AND SHIFT EB TRAFFIC AS SHOWN ON SHEETS TMP-21 THRU TMP-24.(LN-4)

STEP 2: USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, REMOVE AND RESET ANCHORED PCB ALONG EB INSIDE SHOULDER TO STA 826+83± TO STA 873+00±. (LN-2)(LN-4)

STEP 3: AWAY FROM TRAFFIC PLACE ANCHORED PCB FOR WB LANES FROM -L- STA 830+99± TO STA 873+00±. PLACE TEMPORARY PAVEMENT MARKING AS MUCH AS POSSIBLE AWAY FROM EXISTING TRAFFIC.(TMP-021 THRU TMP-024) (LN-2)

STEP 4: USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PLACE TEMPORARY PAVEMENT MARKING FOR WB LANES AND SHIFT WB LANES AND RAMP TO NEW PATTERN. (LN-2)(LN-4)

STEP 5: USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, INSTALL ANCHORED PCB FOR WB LANES FROM -L- STA 827+03± TO -Y13RPC- STA 12+33± (LN-4).

STEP 6: AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF THE FOLLOWING:
* FROM -L- STA 827+18± TO STA 832+00± (WEDGE AND WIDEN PAVEMENT)
* FROM -L- STA 832+00± TO STA 838+00±
* FROM -L- STA 842+56± TO STA 857+07±
* FROM -L- STA 862+00± TO STA 873+00± (LN-2)
* FROM -L- STA 863+85± TO STA 867+25± (WEDGE AND WIDEN PAVEMENT)
* -Y13RPC- FROM -L- TO STA 18+61±
* -Y13RPD- FROM -L- TO STA 19+85±

PHASE IIIB (SEE OVERVIEW SHEET TMP-025)

*** REFER TO SHEETS TMP-026 THRU TMP-029 FOR DETAILS ***

STEP 1: USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, REMOVE PCB ALONG OUTSIDE SHOULDER OF WB LANES AND -Y13RPC- FROM STA 827+03± TO STA 840+00±. PLACE TEMPORARY MARKING FOR -Y13RPC- PHASE IIIB PATTERN AND SHIFT RAMP TRAFFIC TO NEW PATTERN. REMOVE AND RESET PCB WITH CRASH CUSHION FROM STA -L- 832+00± TO STA 863+35± (LN-4).

USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, REMOVE PCB ALONG OUTSIDE SHOULDER OF WB LANES AND -Y13RPD- FROM STA 860+50± TO STA 873+00±. PLACE TEMPORARY MARKING FOR -Y13RPD- PHASE IIIB PATTERN AND SHIFT RAMP TRAFFIC TO NEW PATTERN. THEN EXTEND EXISTING PCB FROM STA 858+00± TO STA 863+35±. (TMP-28 & TMP-29) (LN-4)

STEP 2: AWAY FROM THRU TRAFFIC AND USING DRUMS AND NARROW LANES AS NEEDED ALONG THE RAMPS, CONSTRUCT THE FOLLOWING:
* -L- WBL FROM STA 838+43± TO STA 863+00 (INCLUDING WORK BEGUN IN PHASE IIB, STEP 6)
* -Y13RPC- (LT) FROM -L- TO STA 18+61±
* -Y13RPD- (RT) FROM -L- TO STA 19+85±

PHASE IV (SEE OVERVIEW SHEET TMP-030)

*** REFER TO SHEETS TMP-031 THRU TMP-034 FOR DETAILS ***

STEP 1: USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, REMOVE PCB ALONG OUTSIDE SHOULDER OF WB LANES FROM STA 832+00± TO STA 863+35±. PLACE TEMPORARY MARKING ON -L- FROM STA 825+81± TO STA 832+00± AND IN FINAL PATTERN ON -L- FROM STA 832+00± TO STA 873+00± (RT TWO LANES), -Y13RPC- & -Y13RPD- AND SHIFT RAMP TRAFFIC TO NEW PATTERN.(LN-4)

STEP 2: INSTALL PCB FROM -L- STA 829+25± TO STA 873+00±. (LN-2)

STEP 3: AWAY FROM TRAFFIC AND BEHIND BARRIER, CONSTRUCT MEDIAN FROM -L- STA 832+00± TO 873+00±.

STEP 4: AWAY FROM TRAFFIC AND BEHIND BARRIER, DIAMOND GRIND FINAL CONCRETE SURFACE AND PLACE FINAL MARKINGS AS MUCH AS POSSIBLE AWAY FROM TRAFFIC.

USING LANE SHIFTS AND RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, REMOVE PCB ALONG EB & WB TEMPORARY MEDIAN SHOULDERS, DIAMOND GRIND FINAL CONCRETE SURFACES AND PLACE FINAL MARKINGS.(LN-4)

USING NARROW LANES AND RSD 1101.02 (SHEET 10 OF 14) AS NEEDED, PLACE FINAL LAYER OF SURFACE COURSE, FINAL PAVEMENT MARKING & MARKERS AND OPEN ALL LANES TO TRAFFIC. (LN-2)(LN-4)

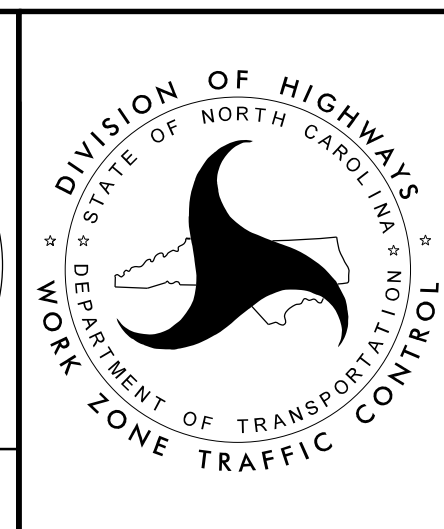
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TRANSPORTATION
MANAGEMENT PLAN

PHASING
AREA 1

PHASING

PROJ. REFERENCE NO.	SHEET NO.
I-4700	TMP-003A

AREA 2

PHASE I (SEE OVERVIEW SHEET TMP-037)

*** REFER TO SHEETS TMP-038 THRU TMP-042 FOR DETAILS ***
 STEP 1: USING RSD 1101.02 (SHEET 4 OF 14), COMPLETE THE FOLLOWING ALONG -EBL- IN ORDER: (LN-4)
 * REPLACE OUTSIDE SHOULDER AND WEDGE AND WIDEN PAVEMENT MATCHING EXISTING LANE EDGE, ELEVATION AND SLOPE FROM STA 881+07± TO STA 893+00±. (LN-1)
 * WEDGE AND WIDEN OUTSIDE SHOULDER OF EBL EXIST PAVEMENT FROM -EBL- STA 919+70± TO STA 930+00±
 * PLACE PCB FROM STA 878+00± TO STA 893+00± (TIE TO EXISTING GUARDRAIL).
 * PLACE TEMPORARY PAVEMENT MARKING & SIGNS ON EBL AS SHOWN ON SHEETS TMP-038 THRU TMP-042 AND SHIFT TRAFFIC.
 * PLACE ANCHORED PCB ALONG EBL MEDIAN SHOULDER:
 - FROM STA 873+00± TO STA 904+00± TMP-038 THRU TMP-040. (LN-2)
 - FROM STA 917+87± TO STA 930+00± TMP-041 & TMP-042. (LN-2)
 * PLACE PCB ALONG WBL MEDIAN SHOULDER FROM STA 882+00± TO STA 902+00± TMP-038 THRU TMP-040.

STEP 2: USING RSD 1101.02 (SHEET 1 OF 14), WEDGE AND WIDEN PAVEMENT (FOR PCB) AND PCB WITH CRASH CUSHIONS ON -Y14-. (TMP-041)

AWAY FROM TRAFFIC BEGIN CONSTRUCTION OF -EBL- (AS MUCH AS POSSIBLE) FROM STA 895+00± TO STA 912+00± (BRIDGE) AND FROM STA 913+50± (BRIDGE) TO STA 921+95±. REFER TO DETOUR 2-1, DETOUR 2-2 AND SHEETS TMP-039 THRU TMP-041.

STEP 3: USING RSD 1101.03 (SHEET 8 OF 9) AND NIGHT-TIME ROAD CLOSURES, COMPLETE OVERHEAD BRIDGE WORK REQUIRING -Y14- TO BE CLOSED. (LN-3)

STEP 4: AWAY FROM TRAFFIC CONSTRUCT THE FOLLOWING:
 * WEDGE AND WIDEN PAVEMENT FROM STA 873+00± TO STA 887+50± MATCHING EXISTING EDGE, ELEVATION AND SLOPE.
 * DETOUR 2-1 FROM STA 887+50± TO EBL 895+00± (SHORING REQUIRED) USE RSD 1101.03 (SHEET 9 OF 9) FOR ROLLING ROAD BLOCK TO REMOVE EXISTING ITS TRUSS AT -WBL- STA 890+50±.
 * DETOUR 2-2 FROM STA 920+25± TO STA 928+00±.
 * WEDGE AND WIDEN PAVEMENT FROM STA 928+00± TO STA 930+00± MATCHING EXISTING EDGE, ELEVATION AND SLOPE.

AWAY FROM TRAFFIC COMPLETE CONSTRUCTION OF BRIDGE AND WORK BEGUN IN PHASE I, STEP 2.

STEP 5: AWAY FROM TRAFFIC, PLACE PCB, TEMPORARY SIGNS AND TEMPORARY EBL PAVEMENT MARKINGS FOR PHASE II FROM STA 873+00± TO STA 930+00± AS SHOWN ON SHEETS TMP-044 THRU TMP-048.

PHASE II (SEE OVERVIEW SHEET TMP-043)

*** REFER TO SHEETS TMP-044 THRU TMP-048 FOR DETAILS ***
 STEP 1: IN COORDINATION WITH AREAS 1 AND 3, SHIFT TRAFFIC TO PHASE II PATTERN. (LN-2)

STEP 2: AWAY FROM TRAFFIC AND BEHIND BARRIER, CONSTRUCT PROPOSED EBL (AS MUCH AS POSSIBLE):
 * FROM STA 873+00± TO STA 901+16±
 * FROM STA 913+50± TO STA 930+00± (INCLUDING EB ITS WORK)

STEP 3: AWAY FROM TRAFFIC, REMOVE ABANDONED EBL PAVEMENT.

USE RSD 1101.03 (SHEET 8 OF 9) AND NIGHT-TIME ROAD CLOSURES AS NEEDED TO REMOVE EXISTING EBL BRIDGE OVER -Y14-. (LN-3)

STEP 4: AWAY FROM TRAFFIC, PLACE PCB, TEMPORARY SIGNS AND TEMPORARY EBL PAVEMENT MARKINGS FOR PHASE III FROM STA 873+00± TO STA 930+00± AS SHOWN ON SHEETS TMP-050 THRU TMP-054. (LN-7)

PHASE III (SEE OVERVIEW SHEET TMP-049)

*** REFER TO SHEETS TMP-050 THRU TMP-054 FOR DETAILS ***
 STEP 1: IN COORDINATION WITH AREAS 1 AND 3, SHIFT EB TRAFFIC TO NEW PATTERN. PLACE TEMPORARY WBL PCB, SIGNS AND PAVEMENT MARKING FROM STA 873+00± TO STA 930+00± AS SHOWN ON SHEETS TMP-050 THRU TMP-054. (LN-2)

STEP 2: IN COORDINATION WITH AREAS 1 AND 3, SHIFT WB TRAFFIC TO NEW PATTERN AS SHOWN IN PHASE III.

STEP 3: AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF PROPOSED WBL AS MUCH AS POSSIBLE AWAY FROM TRAFFIC FROM STA 873+00± TO STA 930+00± (INCLUDING WB ITS WORK).

STEP 4: USING RSD 1101.03 (SHEET 8 OF 9) AND NIGHT-TIME ROAD CLOSURES, REMOVE EXISTING BRIDE AND COMPLETE OVERHEAD BRIDGE WORK REQUIRING -Y14- TO BE CLOSED. (LN-3)

STEP 5: COMPLETE BRIDGE AND WORK BEGUN IN PHASE III, STEP 3.

STEP 6: AWAY FROM TRAFFIC, PLACE PCB, TEMPORARY SIGNS AND TEMPORARY WBL PAVEMENT MARKING IN FINAL PATTERN FOR OUTERMOST TWO LANES FROM STA 873+00± TO STA 930+00± AS SHOWN ON SHEETS TMP-056 THRU TMP-060. (LN-7)

PHASE IV (SEE OVERVIEW SHEET TMP-055)

*** REFER TO SHEETS TMP-056 THRU TMP-060 FOR DETAILS ***
 STEP 1: IN COORDINATION WITH AREAS 1 AND 3, SHIFT WB TRAFFIC TO NEW PATTERN. PLACE TEMPORARY WBL PCB, SIGNS AND PAVEMENT MARKING FROM STA 873+00± TO STA 930+00± AS SHOWN ON SHEETS TMP-056 THRU TMP-060. (LN-2)

STEP 2: IN COORDINATION WITH AREAS 1 AND 3, SHIFT WB TRAFFIC TO NEW PATTERN AS SHOWN IN PHASE IV. (LN-2)

STEP 3: AWAY FROM TRAFFIC AND BEHIND BARRIER, CONSTRUCT REMAINING PROPOSED EBL & WBL (MEDIAN) FROM STA 873+00± TO STA 895+00±.

AWAY FROM TRAFFIC AND BEHIND BARRIER, CONSTRUCT REMAINING PROPOSED EBL (MEDIAN) FROM STA 919+94± TO STA 930+00±.

STEP 4: USING RSD 1101.02 (SHEET 1 OF 14) AND FLAGGERS AS NEEDED, REMOVE TEMPORARY PCB ON -Y14- AND COMPLETE -Y14- CONSTRUCTION.

STEP 5: IN COORDINATION WITH AREAS 1 AND 3, REMOVE PCB AND USE DRUMS TO KEEP UNOPENED LANES CLOSED TO TRAFFIC.

USING RSD 1101.02 (SHEETS 1 AND 4 OF 14) AS NEEDED, PLACE FINAL LAYER OF SURFACE COURSE AND FINAL MARKINGS AND MARKERS ON ALL ASPHALT SURFACES. (LN-4)

USING RSD 1101.02 (SHEET 4 OF 14), DIAMOND GRIND CONCRETE SURFACES AND PLACE FINAL PAVEMENT MARKING AND MARKERS. (LN-4)

STEP 6: IN COORDINATION WITH AREAS 1 AND 3, REMOVE TEMPORARY SIGNS AND DEVICES AND OPEN ALL LANES TO TRAFFIC. (LN-2)

AREA 3

PHASE I (SEE OVERVIEW SHEET TMP-063)

*** REFER TO SHEETS TMP-064 THRU TMP-068 FOR DETAILS ***
 STEP 1: USING RSD 1101.02 (SHEET 4 OF 14), COMPLETE THE FOLLOWING ALONG -EBL- IN ORDER: (LN-4)

* WEDGE AND WIDEN OUTSIDE SHOULDER PAVEMENT MATCHING EXISTING EDGE, ELEVATION AND SLOPE FROM STA 930+00± TO STA 980+00±. (RETAIN EXISTING GUARDRAIL.)

* PLACE TEMPORARY PAVEMENT MARKING & SIGNS ON EBL AS SHOWN ON SHEETS TMP-064 THRU TMP-068 AND SHIFT TRAFFIC. (LN-2)

* PLACE ANCHORED PCB ALONG EBL MEDIAN SHOULDER FROM STA 930+00± TO STA 980+00± TMP-064 THRU TMP-068. (LN-2)

USING RSD 1101.02 (SHEET 4 OF 14), CONSTRUCT WBL MEDIAN-SIDE WEDGE AND WIDEN PAVEMENT MATCHING EXISTING EDGE, ELEVATION AND SLOPE FROM STA 973+00± TO STA 980+00±. (LN-2) (LN-4)

STEP 2: AWAY FROM TRAFFIC AND BEHIND BARRIER, CONSTRUCT -EBL- WEDGE AND WIDEN PAVEMENT FROM STA 930+00± TO STA 980+00± MATCHING EXISTING EDGE, ELEVATION AND SLOPE. (SHORING REQUIRED) (LN-2)

STEP 3: AWAY FROM TRAFFIC, PLACE TEMPORARY PAVEMENT MARKING FOR PHASE IIA CONFIGURATION. PLACE ANCHORED PCB ALONG OUTSIDE OF EBL TRAVEL LANES AND ALONG INSIDE EBL WHERE POSSIBLE FOR PHASE IIA AS SHOWN ON SHEETS TMP-070 TO TMP-074. (LN-1)

PHASE IIA (SEE OVERVIEW SHEET TMP-069)

*** REFER TO SHEETS TMP-070 THRU TMP-074 FOR DETAILS ***

STEP 1: IN COORDINATION WITH AREAS 2 AND 4, SHIFT EB TRAFFIC TO PHASE II PATTERN AND USING LANE CLOSURES, PLACE REMAINING ANCHORED PCB ALONG INSIDE EBL. SHOWN ON SHEETS TMP-070 THRU TMP-074. (LN-2) (LN-4)

STEP 2: PLACE ANCHORED PCB ALONG INSIDE OF WB WIDENING. FROM -EBL- STA 973+44± TO STA 980+00 (AREA 4) IN COORDINATION WITH AREAS 2 AND 4, PLACE TEMPORARY PAVEMENT MARKING ON WB LANES AS SHOWN ON SHEET TMP-74 AND SHIFT WB TRAFFIC TO PHASE IIA PATTERN. (LN-2)

STEP 3: BEHIND BARRIER AND AWAY FROM TRAFFIC, CONSTRUCT PROPOSED EBL AS MUCH AS POSSIBLE FROM STA 930+00± TO STA 977+00± AS SHOWN ON SHEETS TMP-70 THRU TMP-73. (SHORING REQUIRED.)

BEHIND BARRIER AND AWAY FROM TRAFFIC, WEDGE AND WIDEN PAVEMENT FROM STA 977+00± TO STA 980+00± AS SHOWN ON SHEET TMP-74.

USING RSD 1101.02 (SHEET 4 OF 14), INSTALL ANCHORED PCB WITH CRASH CUSHION PCB ALONG OUTSIDE WBL AS SHOWN ON TMP-74 IN COORDINATION WITH AREA 4. (LN-2) (LN-4)

PHASE IIB (SEE OVERVIEW SHEET TMP-075)

*** REFER TO SHEETS TMP-076 THRU TMP-080 FOR DETAILS ***
 STEP 1: IN COORDINATION WITH AREAS 2 & 4, PLACE PAVEMENT MARKINGS ON OUTSIDE EB LANES FROM -EBL- STA 930+00 TO STA 980+00 FOR PHASE IIA PATTERN AND SHIFT TRAFFIC TO NEW CONFIGURATION. USE PERMANENT MARKINGS WHERE ABLE. (LN-2)

STEP 2: USING RSD 1101.02 (SHEET 4 OF 14), REMOVE AND RESET INSIDE EB PCB FROM STA 930+00± TO STA 980+00± AS SHOWN ON SHEETS TMP-076 THRU TMP-080. (LN-4)

STEP 3: PLACE TEMPORARY PAVEMENT MARKING FOR WB LANES FROM -EBL- STA 972+95± TO STA 980+00± AS SHOWN ON SHEETS TMP-079 TO TMP-080.

REMOVE AND RESET PCB ALONG INSIDE WB SHOULDER FROM -EBL- STA 974+14± TO STA 980+00. PLACE PCB W/ CRASH CUSHION ON INSIDE WB SHOULDER (REMOVE AND RESET WHAT IS AVAILABLE FROM PREVIOUS PHASE) FROM -EBL- 978+96± TO 980+00 (AREA 4).

SHIFT WB TRAFFIC TO NEW PATTERN.

STEP 4: BEHIND BARRIER AND AWAY FROM TRAFFIC, CONSTRUCT PROPOSED EBL FROM STA 971+00± TO STA 980+00± AS SHOWN ON SHEETS TMP-079 AND TMP-080.

PHASE III (SEE OVERVIEW SHEET TMP-081)

*** REFER TO SHEETS TMP-082 THRU TMP-086 FOR DETAILS ***

STEP 1: USING RSD 1101.2, PLACE TEMPORARY PAVEMENT MARKINGS FOR WB TRAFFIC IN THE PHASE III CONFIGURATION, PLACE ANCHORED PCB ALONG BOTH SIDES OF TEMPORARY WB LANES AS NOTED ON SHEETS TMP-082 TO TMP-086. PLACE SIGNS AND MARKERS AS NEEDED. (LN-4)

IN COORDINATION WITH AREAS 2 & 4 IN COORDINATION WITH AREAS 2 & 4, SHIFT WB TRAFFIC TO PHASE III PATTERN. (LN-2)

STEP 2: FROM STA 970+00± TO 980+00 (AREA 4) ADJUST EB PAVEMENT MARKINGS AND PCB AS SHOWN ON TMP-085 AND TMP-086. SHIFT EB TRAFFIC. (LN-2)

AWAY FROM TRAFFIC, CONSTRUCT PROPOSED WBL FROM STA 930+00± TO STA 980+00± AS SHOWN ON SHEETS TMP-082 THRU TMP-086.

STEP 3: AWAY FROM TRAFFIC, PLACE PAVEMENT MARKING IN FINAL PATTERN OF TWO OUTERMOST WB LANES AS SHOWN ON SHEETS TMP-088 THRU TMP-092. USE DRUMS TO KEEP INSIDE LANES CLOSED TO TRAFFIC.

PHASE IV (SEE OVERVIEW SHEET TMP-087)

*** REFER TO SHEETS TMP-088 THRU TMP-092 FOR DETAILS ***

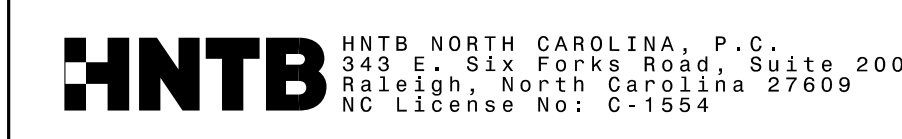
STEP 1: IN COORDINATION WITH AREAS 2 & 4, SHIFT WB TRAFFIC TO PHASE IV PATTERN. (LN-2)

STEP 2: BEHIND BARRIER AND AWAY FROM TRAFFIC, CONSTRUCT REMAINDER OF PROPOSED EBL FROM STA 930+00± TO STA 971+00± AS SHOWN ON SHEETS TMP-088 THRU TMP-091.

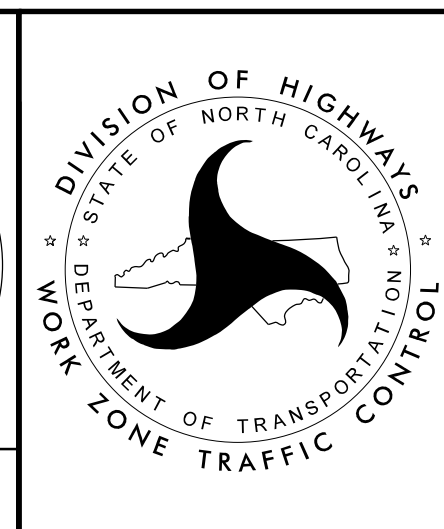
PLACE PCB WITH CRASH CUSHION ALONG INSIDE WB LANES FROM -EBL- STA 975+95± TO 980+00± AND CONSTRUCT REMAINING PROPOSED WBL FROM 978+00± TO 980+00±.

STEP 3: IN COORDINATION WITH AREAS 2 & 4, USING RSD 1101.02 AS NEEDED, REMOVE PCB, DIAMOND GRIND CONCRETE, PLACE FINAL PAVEMENT MARKING AND MARKERS AND OPEN ALL LANES TO TRAFFIC. (LN-2) (LN-4)

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TRANSPORTATION
MANAGEMENT PLAN

PHASING AREA 2 & 3

PHASING

PROJ. REFERENCE NO.	SHEET NO.
I-4700	TMP-003B

AREA 4

PHASE IA (SEE OVERVIEW SHEET TMP-094)

*** REFER TO SHEETS TMP-095 THRU TMP-099 FOR DETAILS ***
 STEP 1: USING LANE CLOSURES, WEDGE AND WIDEN OUTSIDE SHOULDER OF -EBL- FROM STA 980+00± TO 986+00± AND INSIDE SHOULDER OF -EBL- FROM STA 980+00± TO 984+00±. MATCH EXISTING LANE EDGE, ELEVATION, AND SLOPE. PLACE ANCHORED PCB WITH CRASH CUSHION ON -EBL- INSIDE SHOULDER FROM -L- STA 980+00 TO 984+00±.(LN-4)

PLACE TEMPORARY PAVEMENT MARKINGS ON EB LANES AND SHIFT EB TRAFFIC AS SHOWN ON TMP-095.

BEHIND BARRIER, WEDGE AND WIDEN PAVEMENT ALONG INSIDE -EBL- FROM STA 980+00± TO STA 984+00± MATCHING EDGE, ELEVATION, AND SLOPE OF RECONSTRUCTED SHOULDER.

STEP 2: ON -WBL- USING LANE CLOSURES, WEDGE AND WIDEN INSIDE -WBL- SHOULDER FROM -EBL- STA 980+00 (AREA 3) TO -L- STA 1034+00 (AREA 5) AND PLACE PCB ON INSIDE SHOULDER. PLACE TEMPORARY MARKINGS FOR NARROW LANES AND SHIFT WB TRAFFIC TO NEW PATTERN.(LN-4)

STEP 3: USING RSD 1101.02 (SHEET 4 OF 14), ALONG INSIDE EB SHOULDER, PLACE PCB WITH CRASH CUSHION FROM -L- STA 1010+00± TO -L- STA 1013+65±.(LN-4)

BEHIND BARRIER, WEDGE AND WIDEN ON INSIDE -WBL- FROM -EBL- STA 980+00± (AREA 3) TO -L- 1030+30±.

STEP 4: USING RSD 1101.02 (SHEET 4 OF 14), ALONG INSIDE EB SHOULDER, PLACE PCB FROM -L- STA 1028+50± TO -L- STA 1033+00±. PLACE TEMPORARY MARKINGS AND SHIFT EB TRAFFIC AS SHOWN ON TMP-098 THRU TMP-099.(LN-4)

BEHIND BARRIERS, CONSTRUCT PAVEMENT FOR DETOUR 4-1 FROM -L- STA 1030+30±TO -L- STA 1037+00±.

STEP 5: ON -Y15RPC-, USING DRUMS TO NARROW LANES, WEDGE AND WIDEN PAVEMENT MATCHING EXISTING LANE EDGE, ELEVATION, AND SLOPE IN THE FOLLOWING AREAS:
 * INSIDE -Y15RPC- FROM STA 14+39± TO 18+96±
 * ALONG CURB RETURN FROM -Y15RPC- STA 22+07± TO 24+52±

STEP 6: USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, REMOVE AND RESET PCB ALONG WB MEDIAN EDGE TO PHASE IB PATTERN. (LN-1,4)

USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, REMOVE AND RESET PCB ALONG EB MEDIAN EDGE TO PHASE IB PATTERN. (LN-1,4)

WITHOUT DISTURBING EXISTING TRAFFIC, PLACE TEMPORARY PAVEMENT MARKING ON EB & WB LANES AS MUCH AS POSSIBLE FOR PHASE IB PATTERN.

PHASE IB (SEE OVERVIEW SHEET TMP-100)

*** REFER TO SHEETS TMP-101 THRU TMP-105 FOR DETAILS ***
 STEP 1: IN COORDINATION WITH AREA 3 AND USING RSD 1101.02 (SHEET 4 OF 14), PLACE TEMPORARY PAVEMENT MARKING & SIGNS ON EBL AS SHOWN ON SHEET TMP-101 AND SHIFT EBL TRAFFIC TO NEW PATTERN. (LN-2)(LN-4)

IN COORDINATION WITH AREAS 3 & 5 AND USING RSD 1101.02 (SHEET 4 OF 14), PLACE TEMPORARY PAVEMENT MARKING & SIGNS ON WBL AS SHOWN ON SHEETS TMP-101 THRU TMP-105 AND SHIFT WBL TRAFFIC TO NEW PATTERN. (LN-2)(LN-4)

STEP 2: IN COORDINATION WITH AREA 3 AND USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PLACE ANCHORED PCB ALONG OUTSIDE EB TRAVEL LANE AS SHOWN ON SHEET TMP-101.(LN-4)

IN COORDINATION WITH AREAS 3 & 5 AND USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PLACE PCB ALONG OUTSIDE WB TRAVEL LANE AS SHOWN ON SHEETS TMP-101 THRU TMP-105. (LN-2)(LN-4)

STEP 3: AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF THE FOLLOWING:
 * -EBL- FROM STA 980+00± TO STA 987+00± (WEDGE AND WIDEN PAVEMENT)
 * -WBL- FROM STA 981+50± TO STA 998+00±
 * WB -Y15RPC- FROM -L- STA 998+00± TO -Y15RPC- STA 18+25±
 * -L- WB FROM STA 1005+00± TO STA 1012+66± (BRIDGE)
 * -L- WB FROM STA 1015+70±(BRIDGE) TO STA STA 1019+00±
 * -L- WB FROM STA 1019+00± TO STA 1020+63± (WEDGE AND WIDEN PAVEMENT)
 * -L- WB FROM STA 1029+05± TO STA 1034+00± (WEDGE AND WIDEN PAVEMENT)
 * -Y15RPA- FROM STA 10+00± TO STA 11+76± (WEDGE AND WIDEN PAVEMENT)
 * -L- EB FROM -Y15RPA- TO STA 1033+00± (WEDGE AND WIDEN PAVEMENT)

STEP 4: USING DRUMS TO NARROW RAMP LANE AS NEEDED, CONSTRUCT -Y15RPA- FROM STA 11+78± TO STA 21+06±.

PLACE TEMPORARY MARKING ON -Y15RPC- AS SHOWN ON SHEET TMP-103 AND SHIFT RAMP TO NEW PATTERN. THEN USING RSD 1101.02 (SHEET 3 OF 14) FOR -Y15- AND DRUMS TO NARROW LANE ON RAMP, CONSTRUCT -Y15RPC- FROM STA 22+07± TO STA 25+13±.

PHASE IB (CONT'D)

STEP 5: WITHOUT DISTURBING EXISTING TRAFFIC, PLACE TEMPORARY PAVEMENT MARKING ON NEW LANES AS MUCH AS POSSIBLE FOR PHASE IB PATTERN. USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, RESET EB OUTSIDE SHLD TO PHASE IC PATTERN. (LN-7)

PHASE IC (SEE OVERVIEW SHEET TMP-106)

*** REFER TO SHEETS TMP-107 THRU TMP-112 FOR DETAILS ***
 STEP 1: IN COORDINATION WITH AREA 3 AND USING RSD 1101.02 (SHEET 4 OF 14), PLACE TEMPORARY PAVEMENT MARKING & SIGNS ON EBL AS SHOWN ON SHEET TMP-107 AND SHIFT EBL TRAFFIC TO NEW PATTERN. THEN RESET PCB ALONG INSIDE EB TRAVEL LANE AS SHOWN. (LN-2,4)

STEP 2: PARTIALLY REMOVE PCB FROM -WBL- STA 982+00± TO -WBL- STA 995+00±. RESET PCB AND CRASH CUSHION TO OUTSIDE WB SHOULDER FROM -WBL- STA 995+00 TO -L- STA 1004+00. (LN-1) USING RSD 1101.02 (SHEET 4 OF 14), COMPLETE PAVEMENT MARKING FOR -Y15RPC- AND SHIFT TRAFFIC TO NEW PATTERN. RESET PCB ALONG LEFT EDGE OF -Y15RPC- AS SHOWN ON TMP-108.

STEP 3: AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING:
 * -WBL- FROM STA 980+00± TO STA 981+50± (WEDGE AND WIDEN PAVEMENT)
 * -WBL- FROM STA 996+50± TO STA 1005+00±

USING RSD 1101.02 (SHEET 3 OF 14) AND DRUMS TO NARROW LANES AS NEEDED, CONSTRUCT THE FOLLOWING:
 * -Y15RPA- FROM STA 13+57± TO STA 21+06±
 * -Y15RPA- FROM -L- TO STA 13+57± (WEDGE AND WIDEN PAVEMENT)
 * -Y15RPC- FROM -L- TO STA 18+25±
 * -Y15RPC- FROM STA 22+07± TO -Y15-

CLOSE SIDEWALK AND DETOUR PEDESTRIANS TO SCHENCK PARKWAY. USING RSD 1101.02 (SHEET 3 OF 14), CLOSE RIGHT LANE AS NEEDED TO CONSTRUCT PROPOSED DRIVE AND SIDEWALK. USE TYPE II BARRICADES AND DRUMS TO KEEP NEW DRIVE CLOSED TO TRAFFIC.

USING RSD 1101.02 (SHEET 3 OF 14), CLOSE LANES AS NEEDED TO COMPLETE THE FOLLOWING:
 * PLACE TEMPORARY PAVEMENT MARKING ON -Y15- FROM STA 57+00± TO STA 59+20±. WEDGE AND WIDEN PAVEMENT LEFT OF -Y15- FROM STA 57+00± TO STA 59+50±. (SEE TMP-110)
 * PARTIALLY REMOVE & REPAIR EXISTING ISLAND LEFT OF -Y15- NEAR STA 59+90±.

STEP 4: WITHOUT DISTURBING EXISTING TRAFFIC, PLACE TEMPORARY PAVEMENT MARKING ON NEW WB LANES AS MUCH AS POSSIBLE FOR PHASE IIA PATTERN. USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, REMOVE PCB ALONG OUTSIDE SHLD AND RESET TO PHASE II PATTERN FROM WBL STA 980+00± TO STA 982+00± AND FROM -L- WB STA 1029+00± TO STA 1034+00±. (LN-1,4)

PHASE IIA (SEE OVERVIEW SHEET TMP-113)

*** REFER TO SHEETS TMP-114 THRU TMP-119 FOR DETAILS ***

STEP 1: IN COORDINATION WITH AREA 3 AND USING RSD 1101.02 (SHEET 4 OF 14), PLACE TEMPORARY PAVEMENT MARKING & SIGNS ON WBL AND RAMPS AS SHOWN ON SHEETS TMP-117 THRU TMP-119 AND SHIFT WBL TRAFFIC TO NEW PATTERN.

NOTE: STEPS 2 AND 3 MAY BE CONSTRUCTED SIMULTANEOUSLY OR IN ANY ORDER.

STEP 2: BEHIND BARRIER AND AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING:
 * FROM -EBL- STA 980+00± TO STA 983+00±
 * FROM -EBL- STA 980+00± TO -WBL- STA 987+11± (TEMPORARY PAVEMENT)
 * FROM -WBL- STA 987+11± TO -L- STA 999+43± (WIDEN PAVEMENT)
 * USING RSD 1101.02 (SHEET 4 OF 14) -L- STA 999+43± TO STA 1003+63± (TEMPORARY PAVEMENT, DETOUR 4-2)(LN-4)
 * INSIDE WB LANES FROM -WBL- STA 983+50± TO -L- STA 1012+60± (BRIDGE)
 * -L- FROM STA 1003+63± TO STA 1012+64± (WIDEN WB PAVEMENT)
 * INSIDE WB LANES -L- FROM STA 1015+53± (BRIDGE) TO STA 1019+00±
 * -L- STA 1015+70± (BRIDGE) TO STA 1019+25± (TEMPORARY WIDENING)

STEP 3: COMPLETE THE WORK REQUIRED OF STEPS 3A, 3B AND 3C.

3A: PLACE TEMPORARY PAVEMENT MARKING ON DRIVE (-Y15- STA 65+00± LEFT). OPEN DRIVE TO TRAFFIC AND CLOSE OLD DRIVE. CLOSE SIDEWALK AND DETOUR PEDESTRIANS TO SCHENCK PARKWAY. USING RSD 1101.02 (SHEETS 1 & 3 OF 14), AS NEEDED TO REMOVE EXISTING DRIVE AND CONSTRUCT SIDEWALK. REMOVE PEDESTRIAN DETOUR AS SOON AS POSSIBLE.

3B: CONSTRUCT SIDEWALK ON -Y15- FROM STA 47+58 TO STA 57+37. CLOSE SIDEWALK TO PEDESTRIANS UNTIL CONSTRUCTION IS COMPLETE.

3C: USING RSD 1101.02 (SHEET 3 OF 14), CONSTRUCT THE FOLLOWING:
 * -Y15- REMOVE AND RECONSTRUCT CENTER ISLAND FROM STA 55+40±TO STA 59+00±.
 * -Y15- LT FROM STA 62+10± TO STA 65+43±

STEP 4: WITHOUT DISTURBING EXISTING TRAFFIC, PLACE PCB AND TEMPORARY PAVEMENT MARKING ON NEW EB LANES AND RAMPS AS MUCH AS POSSIBLE FOR PHASE IIB PATTERN. (LN-1,2)

PHASE IIB (SEE OVERVIEW SHEET TMP-120)

*** REFER TO SHEETS TMP-121 THRU TMP-126 FOR DETAILS ***
 STEP 1: IN COORDINATION WITH AREAS 3 & 5 AND USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, COMPLETE THE FOLLOWING IN ORDER:(LN-4)
 * BREAK EXISTING WB MEDIAN PCB AT STA 988+00± AND RESET PCB FROM STA 988+00± TO STA 990+00± TO FOLLOW EB MEDIAN EDGE LINE. (LN-1)
 * REMOVE AND RESET EB MEDIAN PCB TO PHASE IIB PATTERN FROM -EBL- STA 967+00± TO STA 988+00± AS SHOWN ON TMP-121 & TMP-122. (LN-1)
 * USING DRUMS, CLOSE LEFT-MOST TURN LANE FROM -Y15- TO -Y15RBP- AS SHOWN ON TMP-124.
 * PLACE REMAINING TEMPORARY PAVEMENT MARKING & SIGNS ON EB LANES AND RAMPS AS SHOWN ON SHEETS TMP-121 THRU TMP-126 AND SHIFT EBL TRAFFIC TO NEW PATTERN. (LN-2)
 * PLACE PCB ALONG OUTSIDE EB TRAVEL FROM -EBL- STA 969+00± TO -Y15RBP- STA 12+00±, FROM -L- STA 1003+00± TO STA 1012+50±, -L- STA 1015+50± TO STA 1030+00±, -Y15RPA- GORE FROM -L- STA 1028+00± TO STA 1030+00±, AND -Y15RPA- FROM -L- STA 1029+50± TO STA 1034+00±. (LN-1,2)

STEP 2: AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING:
 * -EBL- FROM STA 980+00± TO STA 1004+05±
 * -EBL- STA 995+40± TO -L- STA 999+25± (TEMPORARY PAVEMENT)
 * -Y15RBP- FROM -L- TO STA 17+00±
 * -L- EB FROM STA 1005+00± TO STA 1012+75± (BRIDGE)
 * -L- EB FROM STA 1015+75± (BRIDGE) TO STA 1027+50±
 * -Y15RPA- FROM STA 10+60± TO 11+75± (WEDGE AND WIDEN PAVEMENT)
 * -L- EB FROM -Y15RPA- STA 11+75± TO -L- STA 1034+00±
 * -L- EB FROM STA 1033+16± TO STA 1037+00± (TEMPORARY PAVEMENT)

STEP 3: USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PARTIALLY REMOVE EXISTING EB OUTSIDE LANE PCB FROM STA STA 997+50± TO STA 999+05± AND RESET PCB FROM STA 995+50± TO STA 997+50±. (TMP-130) (LN-1)(LN-4)

USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PARTIALLY REMOVE EXISTING EB OUTSIDE LANE PCB FROM STA STA 1029+50± TO STA 1037+00± AND RESET PCB FROM STA 1033+00± TO STA 1037+00± AS SHOWN ON TMP-130. (LN-1)(LN-4)

STEP 4: WITHOUT DISTURBING EXISTING TRAFFIC, TEMPORARY PAVEMENT MARKING ON NEW EB RAMPS AS MUCH AS POSSIBLE FOR PHASE IIC PATTERN.

PHASE IIC (SEE OVERVIEW SHEET TMP-127)

*** REFER TO SHEETS TMP-128 THRU TMP-133 FOR DETAILS ***
 STEP 1: USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PLACE REMAINING TEMPORARY PAVEMENT MARKING & SIGNS ON EB LANES AND RAMPS AS SHOWN ON SHEETS TMP-128 THRU TMP-133 AND SHIFT EBL TRAFFIC TO NEW PATTERN. (LN-4)

STEP 2: USING DRUMS TO SHIFT TRAFFIC, PLACE PCB ON -Y15RPA- GORE FROM STA 1032+00± STA 1034+00±.

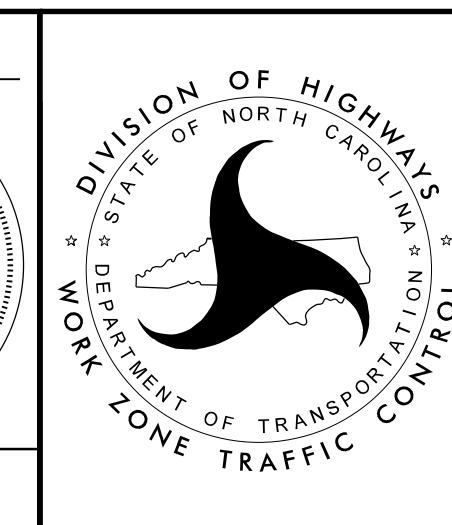
STEP 3: AWAY FROM TRAFFIC CONSTRUCT THE FOLLOWING:
 * -L- EB FROM STA 1000+50± TO STA ±1008+00±
 * -Y15RBP- FROM -L- TO STA 17+00±
 * -L- EB FROM STA 1023+70± TO STA 1032+00±

STEP 4: PLACE AS MUCH AS POSSIBLE OF TEMPORARY PAVEMENT MARKING AND PCB FOR EB LANES AND RAMPS IN PHASE IIIA PATTERN WITHOUT DISTURBING EXISTING TRAFFIC.

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TRANSPORTATION
 MANAGEMENT PLAN

PHASING
 AREA 4

PHASING

PROJ. REFERENCE NO.	SHEET NO.
I-4700	TMP-003C

AREA 4 (CONT'D)

PHASE IIIA (SEE OVERVIEW SHEET TMP-134)

- *** REFER TO SHEETS TMP-135 THRU TMP-139 FOR DETAILS ***
- STEP 1: IN COORDINATION WITH AREAS 3 & 5 AND USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, COMPLETE THE FOLLOWING IN ORDER:(LN-2)(LN-4)
- * REMOVE PCB ALONG OUTSIDE EB LANE:
 - FROM -EBL- STA 980+00± TO STA 985+00±
 - FROM -EBL- STA 995+50± TO -L- STA 997+50± (LN-1)
 - FROM -Y15RPA- LT & RT FROM STA 1032+00± TO STA 1037+00±
 - * PLACE REMAINING MARKING FOR PHASE IIIA EB TRAFFIC AND RAMPS AND SHIFT EB TRAFFIC TO NEW PATTERN. (LN-1,2)
 - * PLACE REMAINING PCB ALONG EB MEDIAN EDGELINE AS SHOWN ON SHEETS TMP-135 THRU TMP-139.
- STEP 2: WITHOUT DISTURBING EXISTING TRAFFIC, PLACE TEMPORARY PAVEMENT MARKING AND PCB FOR WB LANES AS MUCH AS POSSIBLE FOR PHASE IIIA PATTERN.
- STEP 3: IN COORDINATION WITH AREAS 3 & 5 AND USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, COMPLETE THE FOLLOWING IN ORDER:(LN-4)
- * COMPLETE ANY REMAINING WB MEDIAN SIDE PCB (LN-1)
 - * PLACE REMAINING MARKING AND SIGNS FOR PHASE IIIA WB TRAFFIC AND RAMPS AND SHIFT WB TRAFFIC TO NEW PATTERN. (LN-1,2)
 - * PLACE REMAINING PCB ALONG WB OUTSIDE EDGELINE AND RAMPS AS SHOWN ON SHEETS TMP-135 THRU TMP-139.
- STEP 4: AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING:
- * -WBL- FROM STA 980+00± TO STA 983+50±
 - * -L- WB FROM -Y15RPD- STA 12+00± TO -L- STA 1029+00±
 - * -L- WB FROM STA 1032+50± TO STA 1033+00± (WEDGE AND WIDEN PAVEMENT)
- USING DRUMS TO NARROW LANES, CONSTRUCT -Y15RD- WIDENING FROM STA 12+00± STA 16+00±.
- USING RSD 1101.02 (SHEET 4 OF 14), CONSTRUCT -L- EB FROM STA 1027+32± TO STA 1028+50±.(LN-4)
- STEP 5: WITHOUT DISTURBING EXISTING TRAFFIC, PLACE TEMPORARY PAVEMENT MARKING ON WB LANES AS MUCH AS POSSIBLE FOR PHASE IIIB.1 PATTERN FROM -WBL- STA 980+00± TO STA 993+00±.

PHASE IIIB (SEE OVERVIEW SHEET TMP-140)

- *** REFER TO SHEETS TMP-141 THRU TMP-145 FOR DETAILS ***
- STEP 1: IN COORDINATION WITH AREA 3 AND USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, COMPLETE THE FOLLOWING IN ORDER:(LN-4)
- * REMOVE PCB ALONG OUTSIDE WB LANE FROM STA 984+00± TO STA 990+00± (END). (LN-1)
 - * PLACE REMAINING PAVEMENT MARKING TO SHIFT WB LANES TO PHASE IIIB PATTERN AS SHOWN ON TMP-141 & TMP-142. (LN-1,2)
 - * PLACE WB MEDIAN SIDE PCB FROM STA 980+00± TO EXISTING PCB AT STA 993+00±. (LN-1)
 - * PLACE TEMPORARY PAVEMENT MARKING ON -Y15RPD- AS SHOWN ON SHEETS TMP-143 AND TMP-144 AND SHIFT RAMP TRAFFIC TO NEW PATTERN.
 - * PLACE WB PCB ALONG OUTSIDE LANE FROM STA 1016+50± TO STA 1032+00±. (LN-1)
 - * PLACE WB PCB ALONG OUTSIDE RAMP & WB LANE (TMP-145) FROM STA 131+75± TO 1034+00±. (LN-1,2)
- STEP 2: AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING:
- * MEDIAN FROM -EBL STA 980+00± TO STA 1012+65 (BRIDGE)
 - * -WBL- FROM STA 1029+00± TO STA 1031+00±
- *** REFER TO SHEETS TMP-146 & TMP-147 FOR DETAILS ***
- STEP 3: IN COORDINATION WITH AREA 5 AND USING RSD 1101.02 (SHEET 4 & 10 OF 14), COMPLETE THE FOLLOWING:(LN-4)
- * REMOVE PCB PLACE ALONG OUTSIDE WB LANE FROM STA 1016+50± TO STA 1032+00±.
 - * PLACE TEMPORARY PAVEMENT MARKING FOR -Y15RPD- AS SHOWN AND SHIFT RAMP TO NEW PATTERN.
 - * PLACE PCB FROM STA 1032+00± TO STA 1034+00±.
- STEP 4: AWAY FROM TRAFFIC, CONSTRUCT -L- WB FROM STA 1032+50± TO STA 1034+00±.
- STEP 5: WITHOUT DISTURBING EXISTING TRAFFIC, PLACE TEMPORARY PAVEMENT MARKING AND PCB FOR WB LANES AS MUCH AS POSSIBLE FOR PHASE IV PATTERN.

PHASE IV (SEE OVERVIEW SHEET TMP-148)

- *** REFER TO SHEETS TMP-149 THRU TMP-153 FOR DETAILS ***
- STEP 1: USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, COMPLETE THE FOLLOWING:
- * REMOVE PCB ALONG EB MEDIAN FROM STA 981+00± TO STA 1015+78±, RESET PCB AND CRASH CUSHION FROM STA 980+00± TO 981+00± AND USE DRUMS TO KEEP UNOPENED LANES CLOSED TO TRAFFIC.(LN-4)
 - * REMOVE PCB ALONG WB MEDIAN FROM STA 980+00± TO STA 1014+00±, RESET PCB AND CRASH CUSHION FROM STA 1014+00± TO 1014+50± AND USE DRUMS TO KEEP UNOPENED LANES CLOSED TO TRAFFIC.(LN-4)
- STEP 2: IN COORDINATION WITH AREA 5 AND USING RSD 1101.02 (SHEET 4 OF 14), PLACE REMAINING TEMPORARY PAVEMENT MARKING AND SIGNS AND SHIFT WB TRAFFIC TO PHASE IV PATTERN. PLACE PCB ALONG MEDIAN EDGE OF WB TRAFFIC AS SHOWN ON SHEETS TMP-151 THRU TMP-153.(LN-2)(LN-4)
- STEP 3: AWAY FROM TRAFFIC, CONSTRUCT -L- MEDIAN FROM STA 1017+00± TO STA 1034+00±.
- *** NO DETAILS SHOWN FOR THE FOLLOWING STEPS ***
- STEP 4: REMOVE ALL TEMPORARY PCB AND USE DRUMS TO KEEP UNOPENED LANES CLOSED TO TRAFFIC.
- STEP 5: USING RSD 1101.02 (SHEETS 4, 9 & 10 OF 14) AS NEEDED, COMPLETE THE FOLLOWING:(LN-4)
- * COMPLETE ANY REMAINING ISLAND CONSTRUCTION.
 - * SHIFT EB TRAFFIC TOWARDS MEDIAN & COMPLETE RAMP -Y15RPA- PAVEMENT.
 - * PLACE FINAL LAYER OF SURFACE COURSE AND FINAL PAVEMENT MARKING & MARKERS ON ALL ASPHALT PAVEMENTS.
 - * DIAMOND GRIND CONCRETE SURFACES AND PLACE FINAL PAVEMENT MARKING.
- STEP 6: REMOVE TEMPORARY TRAFFIC CONTROL SIGNS AND DEVICES AND OPEN ALL LANES TO TRAFFIC.

PHASE IB (SEE OVERVIEW SHEET TMP-160)

- *** REFER TO SHEETS TMP-161 THRU TMP-162 FOR DETAILS ***
- STEP 1: USING RSD 1101.2 (SHEET 4 OF 14) ALONG OUTSIDE WB -L- INSTALL PCB FROM STA 1034+00± TO 1050+15± AND REMOVE AND RESET PCB FROM STA 1051+18± TO 1055+00. PLACE TEMPORARY PAVEMENT MARKING FOR EB AND WB PHASE 1B TRAFFIC PATTERN AND SHIFT TRAFFIC. COORDINATE WITH AREAS 4 AND 6. (LN-2)(LN-4)
- STEP 2: USING RSD 1101.2 (SHEET 4 OF 14) INSTALL PCB ALONG INSIDE WB -L- FROM STA 1034+00± TO 1055+00± AND INSIDE EB -L- FROM STA 1042+67± TO STA 1055+00±. AWAY FROM TRAFFIC, CONSTRUCT DETOUR 5-1 FROM -L- STA 1037+00± TO 1055+00± AND INSTALL PHASE II TEMPORARY PAVEMENT MARKINGS AS MUCH AS POSSIBLE.(LN-4)
- STEP 3: BEHIND BARRIER CONSTRUCT THE FOLLOWING:
- * FROM -L- STA 1037+00± TO STA 1045+00± (WEDGE AND WIDEN PAVEMENT)
 - * FROM -L- STA 1045+00± TO BRIDGE APPROACH -L- STA 1050+15± (TEMPORARY PAVEMENT)
 - * FROM BRIDGE APPROACH -L- STA 1051+18± TO -L- STA 1055+00± (TEMPORARY PAVEMENT)

PHASE II (SEE OVERVIEW SHEET TMP-163)

- *** REFER TO SHEETS TMP-164 THRU TMP-165 FOR DETAILS ***
- STEP 1: AFTER AREA 4 TEMPORARY PAVEMENT FOR DETOUR 4-1 BETWEEN -L- STA 1034+00± AND -L- STA 1037+00± IS PLACED, USING RSD 1101.2 (SHEET 4 OF 14) INSTALL REMAINING TEMPORARY PAVEMENT MARKINGS AND PLACE PCB ALONG BOTH SIDES OF EBL TO LIMITS AS SHOWN IN TMP-164 THRU TMP-165 AND SHIFT EB TRAFFIC TO PHASE II PATTERN. (LN-2)(LN-4)
- STEP 2: AWAY FROM TRAFFIC, CONSTRUCT PROPOSED -L- EB LANES AND BRIDGE SECTION AND INSTALL PHASE III PAVEMENT MARKINGS AS MUCH AS POSSIBLE.

PHASE III (SEE OVERVIEW SHEET TMP-166)

- *** REFER TO SHEETS TMP-167 THRU TMP-168 FOR DETAILS ***
- STEP 1: USING RSD 1101.2 (SHEET 4 OF 14) AND AWAY FROM TRAFFIC, INSTALL TEMPORARY PCB ALONG INSIDE PROPOSED -L- EB LANES AND BRIDGE SECTION FROM -L- STA 1034+00± TO 1055+00±. COORDINATE WITH AREA 4 AND AREA 6 AND SHIFT EB TRAFFIC TO -L- EB TO PROPOSED -L- EBL. (LN-2)(LN-4)
- STEP 2: AWAY FROM TRAFFIC, REMOVE EXISTING PCB ON DETOUR 5-1 FROM -L- STA 1052+00± TO 1055+00± (LT) AND REMOVE AND RESET EXISTING PCB FROM -L- STA 1052+00± TO 1055+00± (RT). INSTALL TEMPORARY PAVEMENT MARKINGS ON DETOUR 5-1 FOR PHASE III PATTERN. COORDINATE WITH AREA 4 AND AREA 6 (MEDIAN PAVING), THEN SHIFT -L- WB TO DETOUR 5-1. COORDINATE WITH AREA 4 AND AREA 6 AND AWAY FROM TRAFFIC CONSTRUCT PROPOSED -L- WBL AND BRIDGE SECTION. INSTALL PHASE IV TEMPORARY PAVEMENT MARKINGS AS MUCH AS POSSIBLE.(LN-2)

PHASE IV (SEE OVERVIEW SHEET TMP-169)

- *** REFER TO SHEETS TMP-170 THRU TMP-171 FOR DETAILS ***
- STEP 1: USING RSD 1101.2 (SHEET 4 OF 14) AND AWAY FROM TRAFFIC, INSTALL TEMPORARY PCB ALONG INSIDE PROPOSED -L- WB LANES AND BRIDGE SECTION FROM -L- STA 1034+00± TO 1055+00±. COORDINATE WITH AREA 4 AND AREA 6 AND THEN SHIFT -L- WB TRAFFIC TO PROPOSED -L- WBL. AWAY FROM TRAFFIC, CONSTRUCT REMAINING PROPOSED -L- EBL AND WBL (MEDIAN) FROM -L- STA 1034+00± TO 1055+00±.(LN-2)(LN-4)
- STEP 2: IN COORDINATION WITH AREA 4 AND AREA 6, REMOVE PCB AND USE DRUMS TO KEEP UNOPEN LANES CLOSED TO TRAFFIC.(LN-2)
- USING RSD 1101.02 (SHEET 4 OF 14), DIAMOND GRIND CONCRETE SURFACES AND PLACE FINAL PAVEMENT MARKINGS AND MARKERS.(LN-4)
- STEP 3: IN COORDINATION WITH AREAS 4 AND 6, REMOVE TEMPORARY SIGNS AND DEVICES AND OPEN ALL LANES TO TRAFFIC.(LN-2)

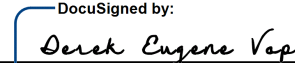
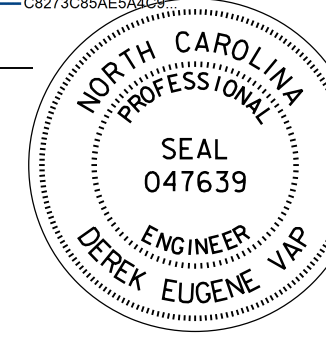
AREA 5

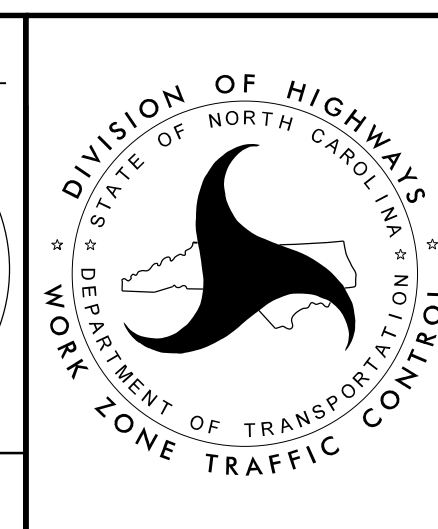
PHASE IA (SEE OVERVIEW SHEET TMP-157)

- *** REFER TO SHEETS TMP-158 THRU TMP-159 FOR DETAILS ***
- STEP 1: USING RSD 1101.02 (SHEET 4 OF 14), INSTALL THE FOLLOWING PROPOSED PAVEMENT:(LN-4)
- * WEDGE AND WIDEN PAVEMENT FROM -L- STA 1034+00± TO BRIDGE APPROACH -L- STA 1050+15±. INSTALL TEMPORARY PCB WITH CRASH CUSHION FROM -L- STA 1046+00± AND USE GUARDRAIL ANCHOR UNIT TO TIE IN TO BRIDGE RAIL AT -L- STA 1050+15±.
 - * WEDGE AND WIDEN PAVEMENT FROM BRIDGE APPROACH -L- STA 1051+18± TO -L- STA 1055+00±. INSTALL TEMPORARY PCB FROM -L- STA 1051+18± TO 1055+00± (USE GUARDRAIL ANCHOR UNIT TO TIE IN TO BRIDGE RAIL AT -L- STA 1051+18±).
- STEP 2: USING RSD 1101.02 (SHEET 4 OF 14), INSTALL REMAINING TEMPORARY PAVEMENT MARKINGS FOR -L- WBL FROM -L- STA 1045+90± TO 1055+00± AND -L- EBL FROM -L- STA 1041+97± TO 1055+00±. SHIFT TRAFFIC TO PHASE IA TEMPORARY PATTERN.(LN-4)
- STEP 3: USING RSD 1101.02 (SHEET 4 OF 14), INSTALL ANCHORED PCB WITH CRASH CUSHION ON INSIDE -L- WBL FROM -L- STA 1049+00± TO 1053+00± AND ON INSIDE -L- EBL FROM -L- STA 1049+00± TO 1052+51±. BEHIND PCB AND AWAY FROM TRAFFIC, BEGIN CONSTRUCTING MEDIAN BRIDGE SECTION (SEE BRIDGE CONSTRUCTION PHASING FOR ADDITIONAL INFORMATION).(LN-4)

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TRANSPORTATION
MANAGEMENT PLAN

PHASING
AREA 4 & 5

PHASING

PROJ. REFERENCE NO.	SHEET NO.
I-4700	TMP-003D

AREA 6

PHASE IA (SEE OVERVIEW SHEET TMP-174)

*** REFER TO SHEETS TMP-175 THRU TMP-180 FOR DETAILS ***
 STEP 1: USING RSD 1101.02 (SHEET 4 OF 14), PLACE TEMPORARY WIDENING ALONG MEDIAN EDGE OF EBL FROM STA 1084+00± TO STA 1085+00± AS SHOWN ON SHEET TMP-177. INSTALL ANCHORED PCB FROM STA 1084+00± TO STA 1085+00±. (LN-2)(LN-4)

AWAY FROM TRAFFIC BEGIN CONSTRUCTION OF BLUE RIDGE PARKWAY PIERS.

STEP 2: USING RSD 1101.02 (SHEET 4 OF 14), PLACE TEMPORARY PAVEMENT MARKING ALONG -L- EBL FROM STA 1059+00± TO STA 1085+00± AS SHOWN ON SHEETS TMP-175 THRU TMP-177. INSTALL ANCHORED PCB ALONG OUTSIDE EDGE OF TRAVEL FROM STA 1060+00± TO STA 1085+00±. (LN-2)(LN-4)

STEP 3: BEHIND BARRIER AND AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING:
 * -L- EB RETAINING WALL FROM STA 1070+50± TO STA 1078+00±
 * -L- EB RETAINING WALL FROM STA 1081+00± TO STA 1084+50±
 * -L- EB FROM STA 1059+98± TO STA 1070+00± (DETOUR 6-1 & 6-2 WIDEN PAVEMENT)
 * -L- EB FROM STA 1070+00± TO STA 1085+00± (FINAL PAVEMENT)(LN-2)
 * -L- EB FROM STA 1070+00± TO STA 1079+50± (WIDEN PAVEMENT TO OUTSIDE)
 * -L- EB WIDEN PAVEMENT AROUND EXISTING BRIDGE PIER NEAR STA 1074+50±

STEP 4: PLACE TEMPORARY PAVEMENT MARKING FOR PHASE 1B CONFIGURATION AS MUCH AS POSSIBLE WITHOUT DISTURBING TRAFFIC ON EBL FROM STA 1063+00± TO STA 1085+00±.

USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, REMOVE PCB ALONG EXISTING OUTSIDE EB SHOULDER AND RESET ALONG PHASE 1B OUTSIDE LANE. (LN-1)(LN-4)

PHASE IB (SEE OVERVIEW SHEET TMP-174)

*** REFER TO SHEETS TMP-175 THRU TMP-181 FOR DETAILS ***
 STEP 1: IN COORDINATION WITH AREA 7 AND USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PLACE REMAINING TEMPORARY PAVEMENT MARKING FOR PHASE IB PATTERN AS SHOWN ON SHEETS TMP-175 THRU TMP-179 AND SHIFT EB TRAFFIC TO NEW PATTERN. (LN-2)(LN-4)

STEP 2: USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PLACE ANCHORED PCB ALONG MEDIAN SIDE OF EB TRAFFIC FROM -L- STA 1062+00± TO STA 1085+00±. (LN-1,2)(LN-4)

STEP 3: USING RSD 1101.02 (SHEET 4 OF 14), REMOVE AND REPLACE WB MEDIAN SHOULDER AND INSTALL PCB FROM STA 1057+50± TO STA 1070+25± AS SHOWN ON SHEETS TMP-179 & TMP-180. (LN-4)

STEP 4: AWAY FROM TRAFFIC AND BEHIND BARRIER, CONSTRUCT THE FOLLOWING:
 * -L- MEDIAN FROM STA 1057+25± TO STA 1083+73± (WIDEN PAVEMENT) FOR DETOUR 6-1 & 6-2) (TMP-179 THRU TMP-181)
 * -L- INSIDE EB LANES FROM STA 1070+00± TO STA 1085+00± (TMP-180 & TMP-181) (LN-2)

STEP 5: WITHOUT DISTURBING EXISTING TRAFFIC, PLACE AS MUCH AS POSSIBLE OF TEMPORARY PAVEMENT MARKING FOR PHASE IC WB PATTERN.

USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, REMOVE WB MEDIAN PCB AND RESET ALONG PHASE IC WB MEDIAN EDGE FROM -L- STA 1057+50± TO STA 1062+50± AND FROM STA 1073+62± TO STA 1074+50± AS SHOWN ON SHEETS TMP-183 & TMP-184. USE DRUMS TO KEEP TRAFFIC CHANNELIZED. (LN-1)(LN-4)

PHASE IC (SEE OVERVIEW SHEET TMP-182)

*** REFER TO SHEETS TMP-183 THRU TMP-185 FOR DETAILS ***
 STEP 1: IN COORDINATION WITH AREA 7 AND USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PLACE REMAINING TEMPORARY PAVEMENT MARKING FOR PHASE IC PATTERN AS SHOWN ON SHEETS TMP-183 THRU TMP-185 AND SHIFT WB TRAFFIC TO NEW PATTERN. (LN-2)(LN-4)

STEP 2: IN COORDINATION WITH AREA 5 AND USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, WEDGE AND WIDEN PAVEMENT FROM -L- STA 1055+00± TO STA 1064+00±. (LN-2)(LN-4)

STEP 3: USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PLACE PCB ALONG OUTSIDE OF WB TRAFFIC FROM -L- STA 1055+00± TO STA 1085+00±. (LN-1,2)(LN-4)

STEP 4: AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING:
 * -L- WB FROM STA 1064+00± TO STA 1077+35± (TEMPORARY PAVEMENT)
 * -L- WB FROM STA 1064+00± TO STA 1085+00± (LN-2)
 * -L- WB RETAINING WALL FROM STA 1069+00± TO STA 1081+00±

STEP 5: WITHOUT DISTURBING EXISTING TRAFFIC, PLACE AS MUCH AS POSSIBLE OF TEMPORARY PAVEMENT MARKING FOR PHASE II WB PATTERN AND PLACE PCB ALONG OUTSIDE SHOULDER.

PHASE IIA (SEE OVERVIEW SHEET TMP-186)

*** REFER TO SHEETS TMP-187 THRU TMP-189 FOR DETAILS ***
 STEP 1: IN COORDINATION WITH AREAS 5 & 7 AND USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PLACE REMAINING TEMPORARY PAVEMENT MARKING FOR PHASE II PATTERN AS SHOWN ON SHEETS TMP-187 THRU TMP-189 AND SHIFT WB TRAFFIC TO NEW PATTERN. (LN-2)(LN-4)

STEP 2: USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PLACE PCB ALONG MEDIAN SIDE OF WB TRAFFIC FROM -L- STA 1055+00± TO STA 1074+50±. (LN-1,2) AND FROM -L- 1074+25± TO -WBL- STA 1084+00±. (LN-4)

STEP 3: AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING:
 * -L- FROM STA 1055+00± TO STA 1064+00± (WIDEN PAVEMENT) (LN-2)
 * -L- FROM STA 1064+00± TO STA 1078+00± (PROP PAVED MEDIAN)
 * -L- FROM STA 1078+00± TO STA 1085+00± (WIDEN PAVEMENT FOR DETOUR 6-2, 6-3 & 6-4) (LN-2)

STEP 4: PLACE TEMPORARY PAVEMENT MARKING AS MUCH AS POSSIBLE WITHOUT DISTURBING TRAFFIC FOR PHASE IIB EBL FROM STA 1055+00± TO STA 1085+00±. PLACE PCB FROM STA 1055+00± TO STA 1064+59± (AS SHOWN ON SHEET TMP-191. PLACE PCB FROM STA 1077+85± TO STA 1080+00± AS SHOWN ON SHEET TMP-192. (LN-2)

PHASE IIB (SEE OVERVIEW SHEET TMP-190)

*** REFER TO SHEETS TMP-191 THRU TMP-193 FOR DETAILS ***
 STEP 1: IN COORDINATION WITH AREAS 5 & 7 AND USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PLACE REMAINING TEMPORARY PAVEMENT MARKING FOR PHASE IIB PATTERN AS SHOWN ON SHEETS TMP-191 THRU TMP-193 AND SHIFT EB TRAFFIC TO NEW PATTERN. (LN-2)(LN-4)

STEP 2: CONSTRUCT BLUE RIDGE PARKWAY SEGMENTAL BRIDGE OVER UNOCCUPIED I-26 EB LANES. (REFER TO BRIDGE SEQUENCE PLANS.)

AWAY FROM TRAFFIC CONSTRUCT -L- EBL FROM STA 1055+00± TO STA 1070+00±. (LN-2)

STEP 3: AWAY FROM TRAFFIC, PLACE TEMPORARY PAVEMENT MARKING ON THE NEWLY CONSTRUCTED EB LANES FROM STA 1055+00± TO STA 1093+00± AS SHOWN ON SHEETS TMP-196 THRU TMP-198.

PHASE IIIA (SEE OVERVIEW SHEET TMP-194)

*** REFER TO SHEETS TMP-195 THRU TMP-198 FOR DETAILS ***
 STEP 1: IN COORDINATION WITH AREAS 5 & 7 AND USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, SHIFT EB TRAFFIC TO PHASE IIIA PATTERN AS SHOWN ON SHEETS TMP-196 THRU TMP-198. REPAIR PAVEMENT MARKING AS NEEDED. PLACE PCB. (LN-2)(LN-4)

STEP 2: AWAY FROM TRAFFIC, CONSTRUCT PROPOSED AND WIDEN EXIST PAVEMENT FROM STA 1051+73± (BRIDGE) TO STA 1064+00±. (LN-2)

STEP 3: AS MUCH AS POSSIBLE AWAY FROM TRAFFIC, PLACE TEMPORARY PAVEMENT MARKING AND PCB FOR PHASE IIIB PATTERN FOR -L- WB FROM STA 1055+00± TO STA 1085+00± AS SHOWN ON SHEETS TMP-200 THRU TMP-202.

PHASE IIIB (SEE OVERVIEW SHEET TMP-199)

*** REFER TO SHEETS TMP-200 THRU TMP-202 FOR DETAILS ***
 STEP 1: IN COORDINATION WITH AREAS 5 & 7 AND USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PLACE REMAINING TEMPORARY PAVEMENT MARKING FOR PHASE IIIB PATTERN AS SHOWN ON SHEETS TMP-200 THRU TMP-202 AND SHIFT WB TRAFFIC TO NEW PATTERN. (LN-2)(LN-4)

STEP 2: USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PLACE REMAINING PCB ALONG OUTSIDE LANE OF WB TRAFFIC FROM -L- STA 1055+00± TO STA 1064+59±. (LN-1,2)(LN-4)

STEP 3: COMPLETE THE WORK REQUIRED IN STEPS 3A THRU 3C TO COMPLETE THE SEGMENTAL BLUE RIDGE PARKWAY BRIDGE USING A SERIES OF LANE SHIFTS. (LN-4)

3A: CONSTRUCT THE BLUE RIDGE PARKWAY SEGMENTAL BRIDGE OVER UNOCCUPIED I-26 WB LANES.

3B: SHIFT WB LANES BACK TO OUTERMOST LANES (MATCHING THE TEMPORARY TRAFFIC CONFIGURATION IN PHASE IIIA). ADJUST PAVEMENT MARKINGS AND PCB AS NEEDED TO ACHIEVE THIS.

3C: CONSTRUCT THE BLUE RIDGE PARKWAY SEGMENTAL BRIDGE OVER UNOCCUPIED I-26 MEDIAN LANES. UPON COMPLETION OF BRIDGE, COMPLETE REMAINING BLUE RIDGE PARKWAY CONSTRUCTION AND SHIFT TRAFFIC TO NEW BRIDGE.

STEP 4: COMPLETE THE WORK REQUIRED IN STEPS 4A THRU 4E TO DEMOLISH EXISTING BLUE RIDGE PARKWAY BRIDGE USING A SERIES OF LANE SHIFTS. SEE TMP-203 (LN-4)

4A: WHILE STILL IN CONFIGURATION FROM STEP 3B ABOVE, COMPLETE DEMOLITION OF BLUE RIDGE PARKWAY BRIDGE OVER UNOCCUPIED EB & WB MEDIAN LANES.

4B: SHIFT EB LANES TOWARDS MEDIAN INSIDE LANES THRU BRIDGE DEMO AREA (ADJUST PAVEMENT MARKINGS AND PCB AS NEEDED TO ACHIEVE THIS).

4C: COMPLETE DEMOLITION OF BLUE RIDGE PARKWAY BRIDGE OVER UNOCCUPIED EB LANES. REMOVE EXISTING PIER IN PROPOSED EB LANES AND PAVE AREA AT PIER REMOVAL SITE.

4D: RETURN TRAFFIC TO PHASE IIIB PATTERN AS SHOWN ON SHEETS TMP-200 THRU TMP-203. ADJUST PAVEMENT MARKINGS AND PCB TO ACHIEVE THIS.

4E: COMPLETE DEMOLITION OF BLUE RIDGE PARKWAY BRIDGE OVER UNOCCUPIED WB LANES. REMOVE EXISTING PIER IN PROPOSED WB LANES AND PAVE AREA AT PIER REMOVAL SITE.

STEP 5: AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING:
 * -L- WB FROM STA 1055+00± TO STA 1064+00±
 * -L- WB FROM STA 1064+00± TO STA 1074+50± (OUTSIDE SHOULDER)

STEP 6: WITHOUT DISTURBING EXISTING TRAFFIC, PLACE AS MUCH AS POSSIBLE OF TEMPORARY PAVEMENT MARKING FOR PHASE IV WB PATTERN.

PHASE IV (SEE OVERVIEW SHEET TMP-204)

*** REFER TO SHEETS TMP-205 THRU TMP-207 FOR DETAILS ***
 STEP 1: IN COORDINATION WITH AREAS 5 & 7 AND USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PLACE REMAINING TEMPORARY PAVEMENT MARKING FOR PHASE IV WBL PATTERN AS SHOWN ON SHEETS TMP-205 THRU TMP-207 AND SHIFT WB TRAFFIC TO NEW PATTERN. (LN-2)(LN-4)

STEP 2: REMOVE AND RESET PCB W/ CRASH CUSHION ALONG BOTH SIDES OF MEDIAN AS SHOWN ON TMP-205. PLACE PCB W/ CRASH CUSION ALONG BOTH SIDES OF MEDIAN AS SHOWN ON TMP-206 TO TMP-207.

STEP 3: AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING:
 * -L- MEDIAN FROM STA 1055+00± TO STA 1064+00±
 * -L- MEDIAN FROM STA 1078+00± TO STA 1085+00±
 * REMOVE ANY REMAINING TEMPORARY PAVEMENT

STEP 4: USING RSD 1101.02 (SHEET 4 OF 14) AND LANE SHIFTS, DIAMOND GRIND CONCRETE PAVEMENT, PLACE FINAL SURFACE COURSE ON ASPHALT PAVEMENT, AND PLACE FINAL PAVEMENT MARKING AND MARKERS. (LN-2)(LN-4)

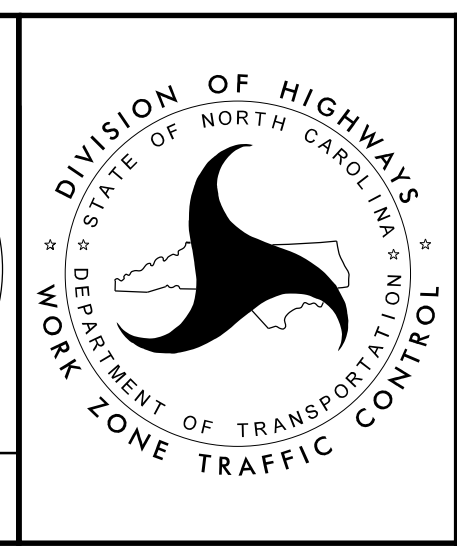
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APPROVED: *Derek Eugene Vap*
 DATE: 3/1/2019

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TRANSPORTATION
MANAGEMENT PLAN

PHASING

AREA 6

PHASING

PROJ. REFERENCE NO.	SHEET NO.
I-4700	TMP-003E

AREA 7

PHASE IA (SEE OVERVIEW SHEET TMP-211)

*** REFER TO SHEETS TMP-212 THRU TMP-215 FOR DETAILS ***

STEP 1: WEDGE AND WIDEN AND INSTALL PCB ALONG MEDIAN SIDE OF EBL FROM STA 1085+00± TO STA 1135+00±. (LN-1,2) (LN-4)

STEP 2: PLACE TEMPORARY PAVEMENT MARKING ON EBL FROM STA 1085+00± TO STA 1135+00± AND SHIFT TRAFFIC TO NEW PATTERN AS SHOWN ON SHEETS TMP-212 THRU TMP-215. (LN-4)

STEP 3: PLACE PCB ALONG EBL OUTSIDE SHOULDER FROM STA 1085+00± TO STA 1135+00±. (LN-1,2) (LN-4)

STEP 4: AWAY FROM TRAFFIC AND BEHIND BARRIER, CONSTRUCT THE TWO OUTSIDE EB LANES (24') AND OUTSIDE SHOULDER FROM EBL STA 1085+00± TO STA 1135+00±. WEDGE AND WIDEN PAVEMENT TO SUPERELEVATE SHOULDER TO MATCH PAVEMENT CROSS-SLOPE FROM STA 1094+00± TO STA 1110+00±. PLACE TEMPORARY PAVEMENT MARKING AS SHOWN IN PHASE IB.

PHASE IB (SEE OVERVIEW SHEET TMP-216)

*** REFER TO SHEETS TMP-217 THRU TMP-220 FOR DETAILS ***

STEP 1: IN COORDINATION WITH AREAS 6 & 8 AND USING RSD 1101.02 (SHEET 4 OF 14), PLACE PCB FROM STA 1094+00± TO STA 1110+59±. REMOVE AND RESET PCB (SHIFTING PCB 10' LEFT) FROM STA 1085+00± TO 1135+00± AND SHIFT EB TRAFFIC TO PHASE IB PATTERN. (LN-1,2) (LN-4)

STEP 2: BEHIND BARRIER AND AWAY FROM TRAFFIC, CONSTRUCT INSIDE EB LANES FROM EBL STA 1085+00± TO STA 1135+00±. PLACE TEMPORARY MARKING FOR PHASE II WB LANES. PLACE PCB FROM STA 1127+00± TO STA 1135+00±. (LN-5)

PHASE II (SEE OVERVIEW SHEET TMP-221)

*** REFER TO SHEETS TMP-222 THRU TMP-225 FOR DETAILS ***

STEP 1: IN COORDINATION WITH AREAS 6 & 8 AND USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, SHIFT WB LANES TO PATTERN SHOWN ON SHEETS TMP-221 THRU TMP-224. (LN-2) (LN-4)

STEP 2: PLACE PCB WITH CRASH CUSHION FROM -EBL- STA 1127+00± TO STA 1135+00±

STEP 3: AWAY FROM TRAFFIC, CONSTRUCT WB LANES FROM STA 1085+00± TO STA 1135+00±. PLACE TEMPORARY PAVEMENT MARKING IN FINAL PATTERN ON OUTERMOST TWO WB LANES.

PHASE III (SEE OVERVIEW SHEET TMP-226)

*** REFER TO SHEETS TMP-227 THRU TMP-230 FOR DETAILS ***

STEP 1: IN COORDINATION WITH AREAS 6 & 8 AND USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, SHIFT WB LANES TO PATTERN SHOWN ON SHEETS TMP-227 THRU TMP-230. (LN-2) (LN-4)

STEP 2: IN COORDINATION WITH AREAS 6 & 8 AND USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PLACE TEMPORARY PAVEMENT MARKING IN FINAL PATTERN ON INSIDE TWO EB LANES FROM STA 1085+00± TO STA 1112+64±. PLACE MARKING FOR TEMPORARY SHIFT TO OUTSIDE TWO LANES FROM STA 1112+64± TO STA 1119+00± AND SHIFT EB LANES TO PATTERN SHOWN ON SHEETS TMP-227 THRU TMP-230. (LN-2) (LN-4)

STEP 3: AWAY FROM TRAFFIC, MILL TEMPORARY EB SHOULDERS FROM STA 1094+00± TO STA 1110+00± AND RECONSTRUCT AS NEEDED.

STEP 4: IN COORDINATION WITH AREAS 6 & 8 AND USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PLACE FINAL PAVEMENT MARKING AND MARKERS AND OPEN ALL LANES TO TRAFFIC. (LN-2,4,6)

AREA 8

PHASE IA (SEE OVERVIEW SHEET TMP-232)

*** REFER TO SHEETS TMP-233 THRU TMP-236 FOR DETAILS ***

STEP 1: IN COORDINATION WITH AREA 7 AND USING RSD 1101.02 (SHEET 4 OF 14), WEDGE AND WIDEN AND INSTALL PCB ALONG MEDIAN SIDE OF EB -L- FROM STA 1035+00± TO STA 1160+30±. (LN-1,2,4)

STEP 2: USING RSD 1101.02 (SHEET 4 OF 14), WEDGE AND WIDEN PAVEMENT AND INSTALL ANCHORED PCB ALONG MEDIAN SIDE OF WB - L- FROM STA 1166+75± TO 1183+50 ± AND ALONG OUTSIDE SHOULDER OF WB -L- FROM 1169+00± TO 1182+00±(LN-4)

STEP 3: PLACE TEMPORARY PAVEMENT MARKING ON WB -L- FROM STA 1167+00± TO STA 1182+00± AND SHIFT TRAFFIC TO NEW PATTERN AS SHOWN ON SHEETS TMP-235 THRU TMP-236.

STEP 4: USING RSD 1101.02 (SHEET 4 OF 14), WEDGE AND WIDEN PAVEMENT AND INSTALL ANCHORED PCB ALONG EB -L- INSIDE SHOULDER FROM STA 1065+88± TO STA 1184+00±. (LN-1,2,4)

PHASE IB (SEE OVERVIEW SHEET TMP-237)

*** REFER TO SHEETS TMP-238 THRU TMP-241 FOR DETAILS ***

STEP 1: IN COORDINATION WITH AREA 7 AND USING RSD 1101.02 (SHEET 4 OF 14), PLACE PCB ALONG OUTSIDE OF EB -L- FROM STA 1135+00± TO STA 1145+25±. PLACE ANCHORED PCB FROM STA 1145+25± TO STA 1160+50. PLACE TEMPORARY PAVEMENT MARKING AND SHIFT EB TRAFFIC TO PHASE IB PATTERN. (LN-1,2,4)

STEP 2: IN COORDINATION WITH AREA 9 AND USING RSD 1101.02 (SHEET 4 OF 14), REMOVE AND RESET ANCHORED PCB FROM STA 1165+88± TO STA 1184+00± ALONG THE INSIDE EB LANE AND PLACE ANCHORED PCB FROM STA 1166+05± TO STA 1184+00± ALONG THE OUTSIDE EB LANE. PLACE TEMPORARY PAVEMENT MARKING AND SHIFT EB TRAFFIC TO PHASE IB PATTERN. (LN-1,2,4)

STEP 3: BEHIND BARRIER AND AWAY FROM TRAFFIC, CONSTRUCT EB I-26 RETAINING WALLS NORTH AND SOUTH OF FRENCH BROAD BRIDGE.

STEP 4: BEHIND BARRIER AND AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF EB LANES OF FRENCH BROAD BRIDGE AND EB APPROACH SLABS.

STEP 5: BEHIND BARRIER AND AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING:

- * OUTSIDE EB LANES FROM -L- STA 1135+00± TO STA 1045+25±
- * OUTSIDE EB SHOULDER FROM -L- STA 1135+00± TO STA 1160+75±
- * FROM -L- STA 1045+25± TO STA 1156+00±(WEDGE AND WIDEN PAVEMENT)
- * OUTSIDE EB LANES FROM -L- STA 1156+00± TO STA 1160+75±
- * OUTSIDE EB LANES FROM -L- STA 1166+00± TO STA 1175+50±
- * OUTSIDE SHOULDER FROM -L- STA 1166+00± TO STA 1175+50±
- * WEDGE AND WIDEN SHOULDER FROM -L- STA 1168+00± TO 1184+00±

PHASE IC (SEE OVERVIEW SHEET TMP-242)

*** REFER TO SHEETS TMP-243 THRU TMP-246 FOR DETAILS ***

STEP 1: IN COORDINATION WITH AREA 7 AND USING RSD 1101.02 (SHEET 4 OF 14), REMOVE AND RESET PCB ALONG THE INSIDE EB LANE FROM STA 1135+00± TO STA 1159+00± AND ANCHOR PCB FROM STA 1135+00± TO STA 1142+60±. PLACE PCB FROM STA 1148+00± TO STA 1159+00± ALONG THE OUTSIDE EB LANE, PLACE TEMPORARY PAVEMENT MARKING AND SHIFT EB TRAFFIC TO PHASE IC PATTERN. (LN-2) (LN-4)

STEP 2: BEHIND BARRIER AND AWAY FROM TRAFFIC, CONSTRUCT INSIDE EB LANES FROM STA 1135+00± TO STA 1145+25±. WIDEN MEDIAN PAVEMENT AND PLACE PCB FROM STA 1145+25± TO STA 1160+25±.

PHASE IIA (SEE OVERVIEW SHEET TMP-247)

*** REFER TO SHEETS TMP-248 THRU TMP-251 FOR DETAILS ***

STEP 1: IN COORDINATION WITH AREA 7 AND USING RSD 1101.02 (SHEET 4 OF 14), PLACE PCB AND TEMPORARY PAVEMENT MARKING ALONG OUTSIDE WB LANES FROM -L- FROM STA 1035+00± TO STA 1160+05± AND SHIFT WB TRAFFIC TO NEW PATTERN. (LN-2) (LN-4)

STEP 2: REMOVE AND RESET ANCHORED PCB ALONG MEDIAN WB - L- FROM STA 1142+60± TO STA 1145+25±(LN-4)

PLACE PERMANENT BARRIER FOR FUTURE INSIDE WB LANES FROM -L- STA 1135+00 TO STA 1138+65 ± AND FROM -L- STA 1141+90 TO STA 1145+25±

STEP 3: BEHIND BARRIER AND AWAY FROM TRAFFIC,
 * CONSTRUCT WB LANES FROM STA 1135+00± TO STATION 1145+25±.
 * WIDEN MEDIAN PAVEMENT FROM STA 1138+65± TO 1141+90±
 * WEDGE AND WIDEN PAVEMENT FROM STA 1145+25± TO STA 1146+50±

STEP 4: BEHIND BARRIER AND AWAY FROM TRAFFIC, PLACE TEMPORARY PAVEMENT MARKING AND PLACE PCB WITH CRASH CUSHIONS FOR WB PHASE IIB TRAFFIC FROM STA 1137+00± TO STA 1146+50±. (SEE TMP-253)

STEP 5: COMPLETE CONSTRUCTION OF FRENCH BROAD BRIDGE AND APPROACH SLABS THROUGH OUTSIDE EB LANE AND SHOULDER.

IN COORDINATION WITH AREA 9, BEHIND BARRIER AND AWAY FROM TRAFFIC, PLACE ANCHORED PCB FROM STA 1143+00± TO STA 1184+00± IN ADVANCE FOR EB TRAFFIC AS SHOWN IN PHASE IIB. SEE TMP-254 THRU TMP-256. (LN-2)

PHASE IIB (SEE OVERVIEW SHEET TMP-252)

*** REFER TO SHEETS TMP-253 THRU TMP-256 FOR DETAILS ***

STEP 1: IN COORDINATION WITH AREA 7 AND USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, SHIFT WB TRAFFIC TO NEW PATTERN. PLACE PCB WITH CRASH CUSHION ON WB OUTSIDE SHOULDER FROM -L- STA 1145+00± TO STA 1146+50±(LN-2) (LN-4)

STEP 2: IN COORDINATION WITH AREAS 7 AND 9 AND USING RSD 1101.02 (SHEET 4 OF 14) AS NEEDED, PLACE PCB FROM STA 1137+50± TO STA 1143+00±, PLACE ANCHORED PCB ALONG OUTSIDE SHOULDER OF EB LANES FROM -L- STA 1168+00± TO STA 1184+00±. PLACE TEMPORARY PAVEMENT MARKING AND SHIFT EB TRAFFIC TO NEW PATTERN. (LN-2) (LN-4)

STEP 3: DEMOLISH EXISTING EB I-26 FRENCH BROAD BRIDGE AND CONSTRUCT REMAINING EB PORTION OF THE PROPOSED FRENCH BROAD BRIDGE.

STEP 4: BEHIND BARRIER AND AWAY FROM TRAFFIC, CONSTRUCT INSIDE EB LANES FROM STA 1045+25± TO STA 1175+00± AND WEDGE AND WIDEN PAVEMENT FROM STA 1045+25± TO STA 1156+00±.

STEP 5: BEHIND BARRIER AND AWAY FROM TRAFFIC, PLACE PCB AND TEMPORARY PAVEMENT MARKING FROM STA 1141+90± TO STA 1184+00± IN ADVANCE FOR WB TRAFFIC AS SHOWN IN PHASE III. SEE TMP-258 THRU TMP-261.

PHASE III (SEE OVERVIEW SHEET TMP-257)

*** REFER TO SHEETS TMP-258 THRU TMP-261 FOR DETAILS ***

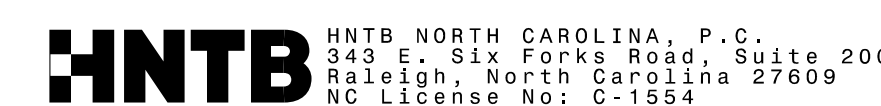
STEP 1: IN COORDINATION WITH AREA 9 AND USING RSD 1101.02 (SHEET 4 OF 14), PLACE PCB FROM STA 1137+42± TO 1141+90± AND TEMPORARY MARKINGS FROM STA 1135+00± TO STA 1141+90± AND SHIFT WB TRAFFIC TO NEW PATTERN. (LN-2) (LN-4)

STEP 2: BEHIND BARRIER AND AWAY FROM TRAFFIC, COMPLETE CONSTRUCTION OF THE FRENCH BROAD RIVER BRIDGE.

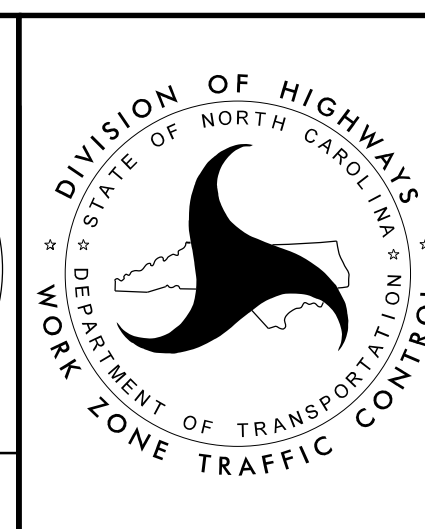
STEP 3: BEHIND BARRIER AND AWAY FROM TRAFFIC, CONSTRUCT WB PAVEMENT FROM STA 1145+25± TO STA 1184+00±.

STEP 4: BEHIND BARRIER AND AWAY FROM TRAFFIC, PLACE TEMPORARY ANCHORED PCB AND TEMPORARY MARKINGS FROM STA 1141+90± TO 1184+00± IN ADVANCE OF EB AND WB TRAFFIC AS SHOWN IN PHASE IV. SEE TMP-263 THRU TMP-266.

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APPROVED: Derek Eugene Yip
 DATE: 3/1/2019
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 NORTH CAROLINA PROFESSIONAL SEAL 047639 ENGINEER DEREK EUGENE YIP



TRANSPORTATION MANAGEMENT PLAN
PHASING
 AREA 7 & 8

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PHASING

PROJ. REFERENCE NO. I-4700	SHEET NO. TMP-003F
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AREA 8 (CONT'D.)

PHASE IV (SEE OVERVIEW SHEET TMP-262)

- *** REFER TO SHEETS TMP-263 THRU TMP-266 FOR DETAILS ***
- STEP 1: IN COORDINATION WITH AREA 9 AND USING RSD 1101.02 (SHEET 4 OF 14), PLACE REMAINING ANCHORED PCB, DRUMS AND TEMPORARY PAVEMENT MARKING FROM STA 1135+00± TO STA 1184+00± AND SHIFT EB AND WB TRAFFIC TO NEW PATTERN. (LN-2)(LN-4)
- STEP 2: BEHIND BARRIER AND AWAY FROM TRAFFIC:
 * CONSTRUCT EB PAVEMENT FROM STA 1145+25± TO STA 1156+00±
 * MILL AND RESURFACE EB OUTSIDE SHOULDER FROM STA 1168+00± TO STA 1175+50±
 * CONSTRUCT EB PAVEMENT FROM STA 1175+00± TO STA 1184+00±
 * PLACE PERMANENT PAVEMENT MARKINGS FOR EB TRAFFIC
- STEP 3: IN COORDINATION WITH AREA 9, SHIFT EB TRAFFIC TO FINAL TRAFFIC CONFIGURATION. (LN-2)
- STEP 4: USING RSD 1101.02 (SHEET 4 OF 14), PLACE PERMANENT PAVEMENT MARKINGS FOR WB TRAFFIC. (LN-4)
- STEP 5: USING RSD 1101.02 (SHEET 4 OF 14), COMPLETE PERMANENT MEDIAN BARRIER FROM STA 1138+65± TO STA 1141+90±. (LN-4)

AREA 9

PHASE I (SEE OVERVIEW SHEET TMP-269)

- *** REFER TO SHEETS TMP-270 THRU TMP-275 FOR DETAILS ***
- STEP 1: USING RSD 1101.02 (SHEET 4 OF 14), PLACE TEMPORARY PAVEMENT MARKING ON EBL TO NARROW LANES AS SHOWN ON SHEETS TMP-271 THRU TMP-276 AND SHIFT TRAFFIC. (LN-2)(LN-4)
- STEP 2: PLACE PCB ALONG EBL INSIDE SHOULDER FROM -L- STA 1184+00± TO STA 1186+00± TO MATCH PCB ON AREA 8. (LN-2)
- STEP 3: USING RSD 1101.02 (SHEET 4 OF 14), WEDGE AND WIDEN PAVEMENT MATCHING EXISTING EDGE, ELEVATION AND SLOPE FROM -L- STA 1184+00± TO STA 1228+32±. PLACE PCB ALONG EBL OUTSIDE SHOULDER FROM -L- STA 1184+00± TO STA 1228+32± TMP-271 THRU TMP-276. (LN-2)(LN-4)

PHASE II (SEE OVERVIEW SHEET TMP-276)

- *** REFER TO SHEETS TMP-277 THRU TMP-282 FOR DETAILS ***
- STEP 1: IN COORDINATION WITH AREA 8, RELOCATE ANCHORED PCB ALONG OUTSIDE OF EBL FROM -L- STA 1184+00± TO STA 1228+08±. (LN-2)
- STEP 2: USING RSD 1101.02 (SHEET 4 OF 14), INSTALL TEMPORARY PAVEMENT MARKING AS SHOWN ON SHEETS TMP-278 THRU TMP-277. SHIFT EB TRAFFIC TO PHASE II PATTERN. (LN-4)
- STEP 3: PLACE ANCHORED PCB ALONG INSIDE EBL FROM -L- STA 1184+00± TO STA 1230+00±. PLACE PCB ALONG BOTH MEDIAN SHOULDERS FROM -L- STA 1233+75± TO STA 1240+00± AS SHOWN ON SHEET TMP-281.
- STEP 4: BEHIND BARRIER AND AWAY FROM TRAFFIC, WEDGE AND WIDEN PAVEMENT FROM -L- STA 1184+00± TO STA 1230+10±. WEDGE PAVEMENT FOR DETOURS 9-1 AND 9-2.

PHASE IIIA (SEE OVERVIEW SHEET TMP-283)

- *** REFER TO SHEETS TMP-284 THRU TMP-289 FOR DETAILS ***
- STEP 1: USING RSD 1101.01 (SHEET 4 OF 14) INSTALL TEMPORARY PAVEMENT MARKING FROM -L- STA 1184+00± TO STA 1230+58± AS SHOWN ON SHEETS TMP-284 THRU TMP-289 AND SHIFT WB TRAFFIC TO PHASE IIIA PATTERN. (LN-4)
- STEP 2: USING RSD 1101.02 (SHEET 4 OF 14), PLACE PCB ON RIGHT SIDE OF WBL FROM -L- STA 1184+00± TO STA 1230+80±. (LN-4)
- STEP 3: BEHIND BARRIER AND AWAY FROM TRAFFIC, CONSTRUCT AS MUCH AS POSSIBLE OF PROPOSED WBL FROM -L- STA 1184+00± TO STA 1230+10± AS SHOWN ON SHEETS TMP-284 THRU TMP-289.

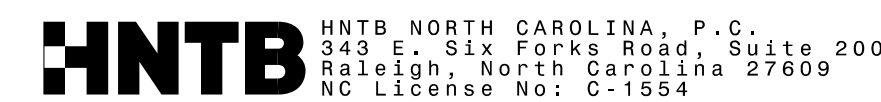
PHASE IIIB (SEE OVERVIEW SHEET TMP-290)

- *** REFER TO SHEETS TMP-291 THRU TMP-296 FOR DETAILS ***
- STEP 1: PLACE ANCHORED PCB ALONG INSIDE WBL FROM -L- STA 1184+00± TO STA 1237+82± AS SHOWN ON SHEETS TMP-291 THRU TMP-296.
- STEP 2: USING RSD 1101.01 (SHEET 4 OF 14) INSTALL TEMPORARY PAVEMENT MARKING AND SIGNING ON NEW WBL FROM -L- STA 1184+00± TO STA 1242+00± AS SHOWN ON SHEETS (LN-4) THRU TMP-297 AND SHIFT WB TRAFFIC TO PHASE IIIB PATTERN.
- STEP 3: BEHIND BARRIER AND AWAY FROM TRAFFIC, CONSTRUCT MEDIAN AND BARRIER FROM -L- STA 1184+00± TO STA 1230+58±.

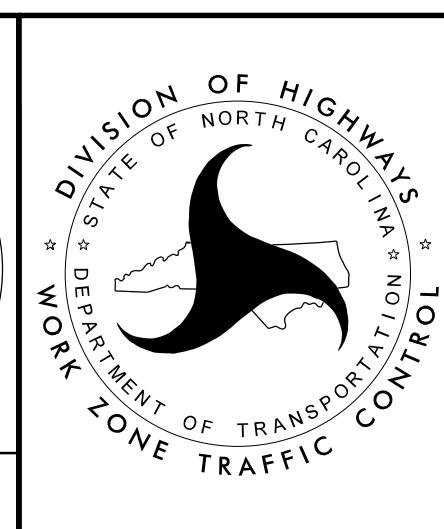
PHASE IV (SEE OVERVIEW SHEET TMP-297)

- *** REFER TO SHEETS TMP-298 THRU TMP-303 FOR DETAILS ***
- STEP 1: USING RSD 1101.01 (SHEET 4 OF 14) INSTALL TEMPORARY PAVEMENT MARKING AND SIGNING ON FROM -L- STA 1184+00± TO STA 1242+00± AS SHOWN ON SHEETS THRU TMP-303 AND SHIFT EB TRAFFIC TO PHASE IV PATTERN. (LN-4)
- STEP 2: BEHIND BARRIER AND AWAY FROM TRAFFIC, CONSTRUCT PROPOSED EBL FROM -L- STA 1184+00± TO STA 1230+58±.
- STEP 3: IN COORDINATION WITH AREA 8, USING RSD 1101.02 AS NEEDED, REMOVE PCB, DIAMOND GRIND CONCRETE, PLACE FINAL PAVEMENT MARKING AND MARKERS, SHIFT EB TRAFFIC, AND OPEN ALL LANES TO TRAFFIC. (LN-2)(LN-4)(LN-7)

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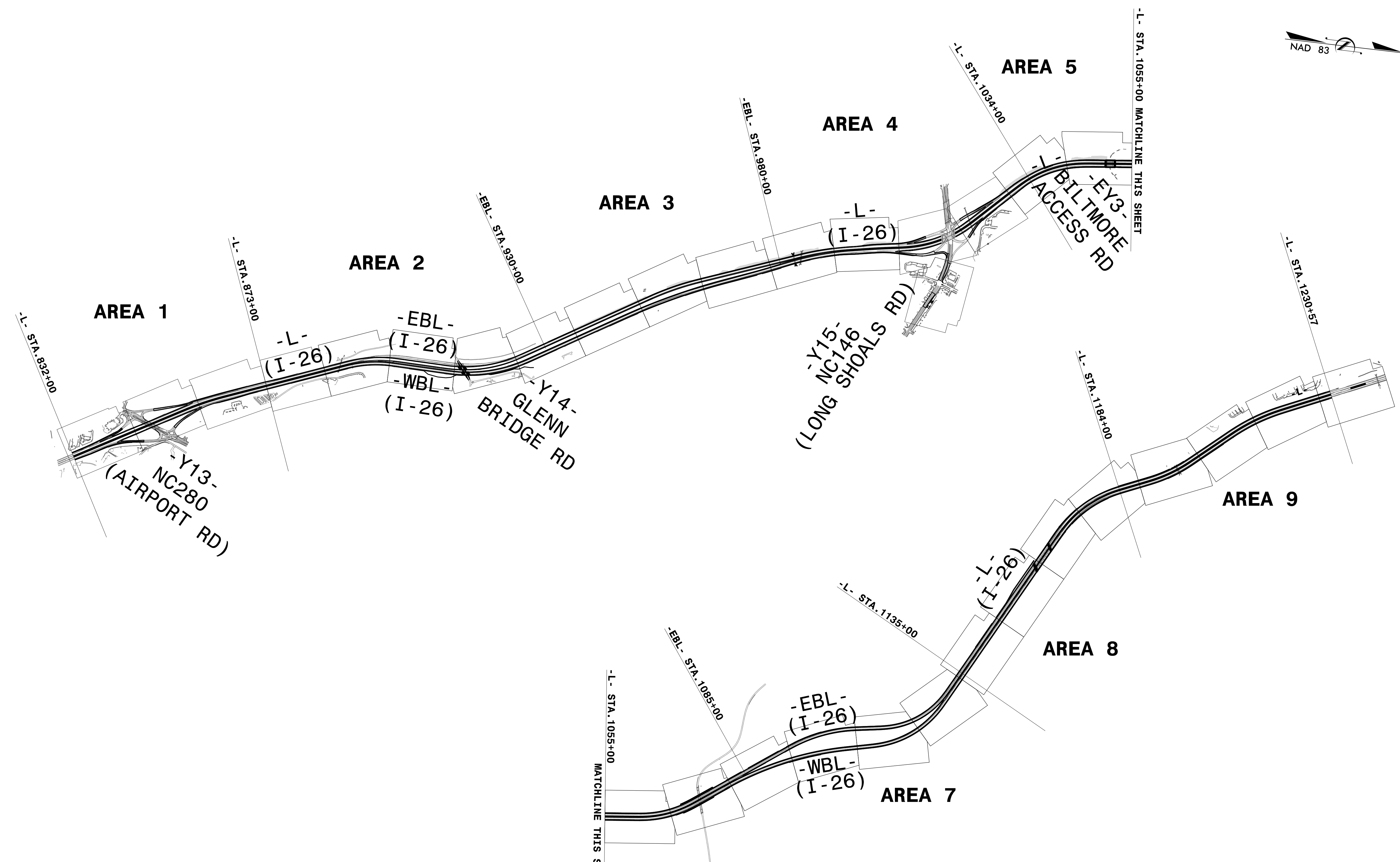
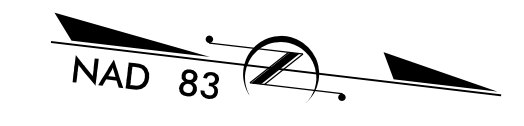
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DATE: 3/1/2019	
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TRANSPORTATION
MANAGEMENT PLAN

PHASING

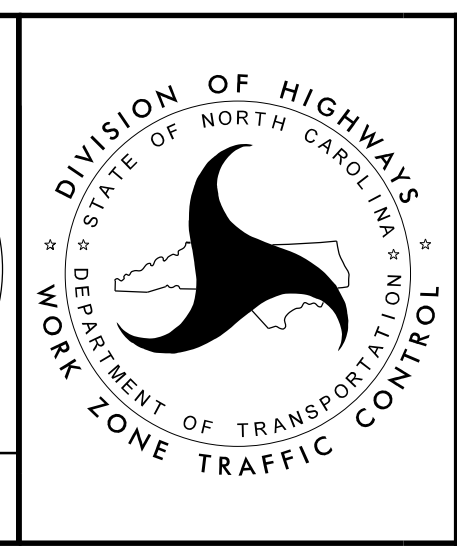
AREA 8 & 9



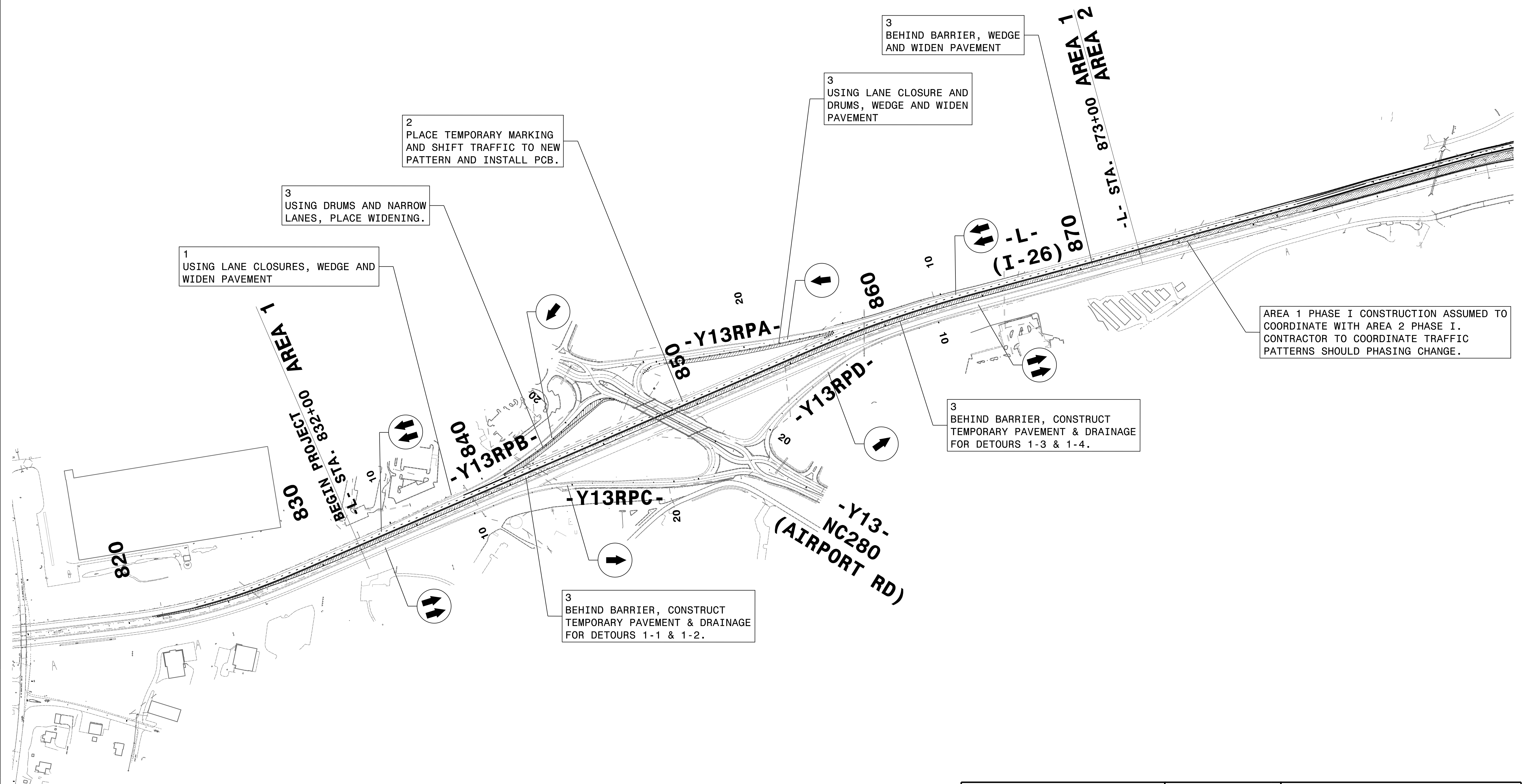
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 RALEIGH, NORTH CAROLINA 27609
 NC LICENSE NO: C-1554

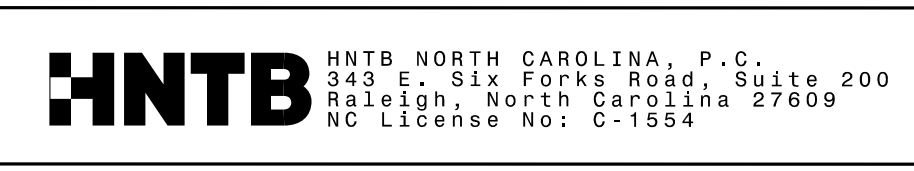
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TRANSPORTATION
 MANAGEMENT PLAN
 PROJECT
 OVERVIEW



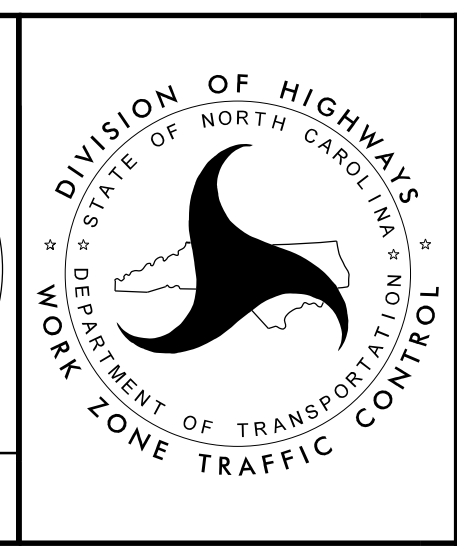
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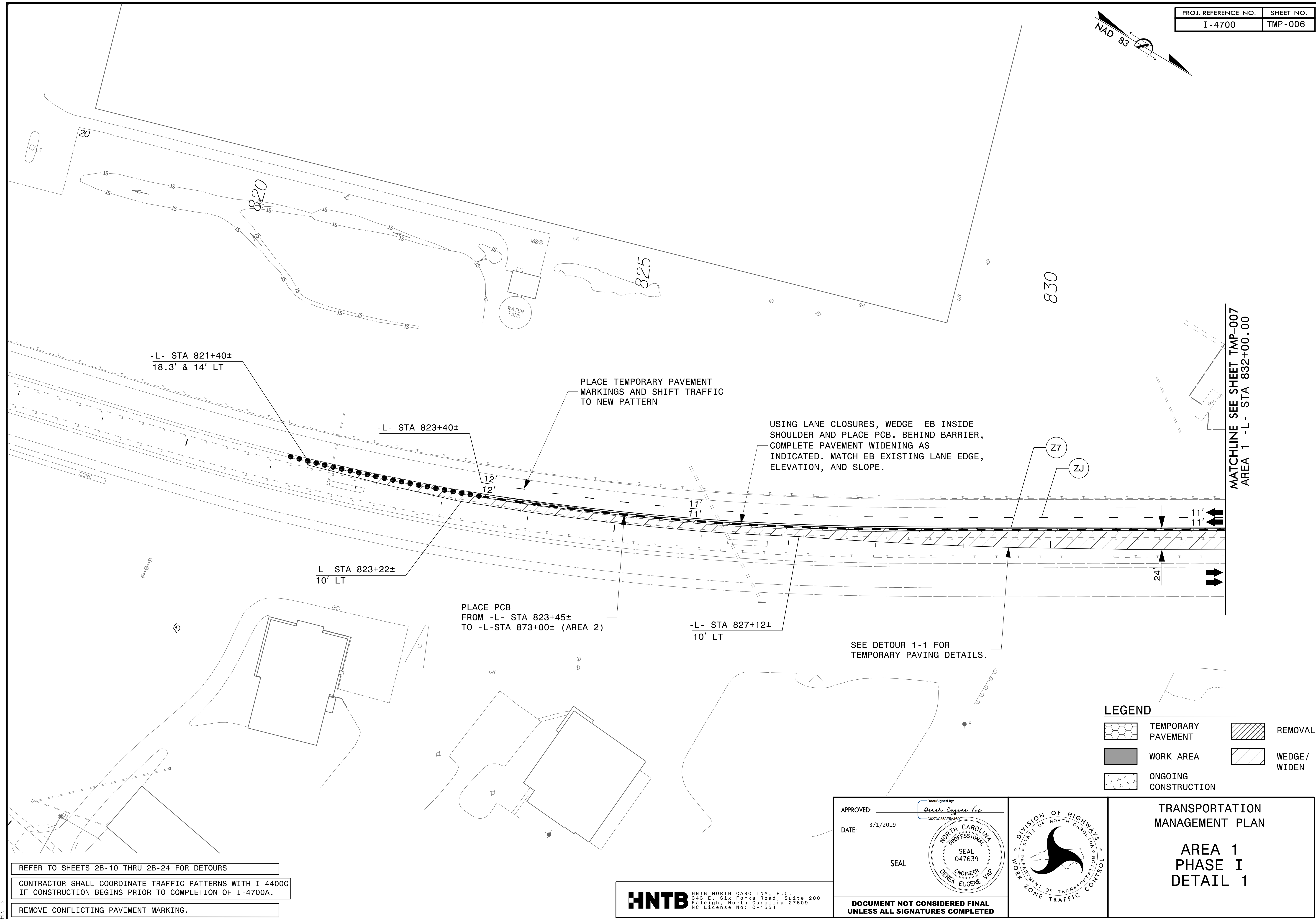
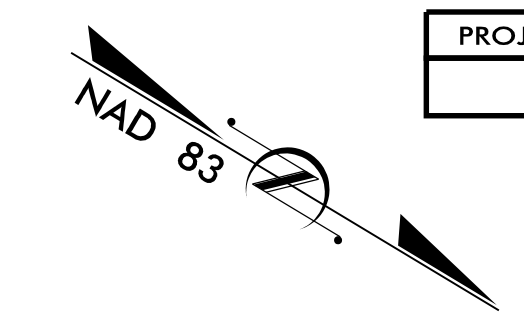
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**TRANSPORTATION
MANAGEMENT PLAN**

**AREA 1
PHASE I
OVERVIEW**



-L- STA 821+40±
18.3' & 14' LT

-L- STA 823+40±

-L- STA 823+22±
10' LT

PLACE PCB
FROM -L- STA 823+45±
TO -L-STA 873+00± (AREA 2)

-L- STA 827+12±
10' LT

PLACE TEMPORARY PAVEMENT
MARKINGS AND SHIFT TRAFFIC
TO NEW PATTERN

USING LANE CLOSURES, WEDGE EB INSIDE
SHOULDER AND PLACE PCB. BEHIND BARRIER,
COMPLETE PAVEMENT WIDENING AS
INDICATED. MATCH EB EXISTING LANE EDGE,
ELEVATION, AND SLOPE.

SEE DETOUR 1-1 FOR
TEMPORARY PAVING DETAILS.

MATCHLINE SEE SHEET TMP-007
AREA 1 -L- STA 832+00.00

LEGEND

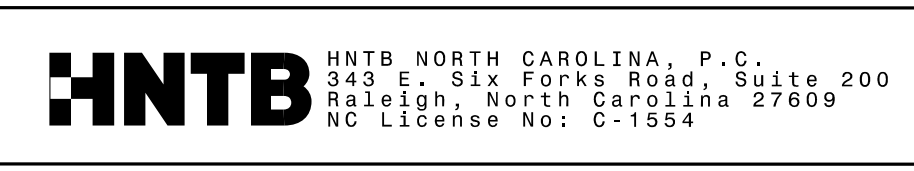
- | | | | |
|--|----------------------|--|---------------|
| | TEMPORARY PAVEMENT | | REMOVAL |
| | WORK AREA | | WEDGE / WIDEN |
| | ONGOING CONSTRUCTION | | |

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REFER TO SHEETS 2B-10 THRU 2B-24 FOR DETOURS

CONTRACTOR SHALL COORDINATE TRAFFIC PATTERNS WITH I-4400C
IF CONSTRUCTION BEGINS PRIOR TO COMPLETION OF I-4700A.

REMOVE CONFLICTING PAVEMENT MARKING.

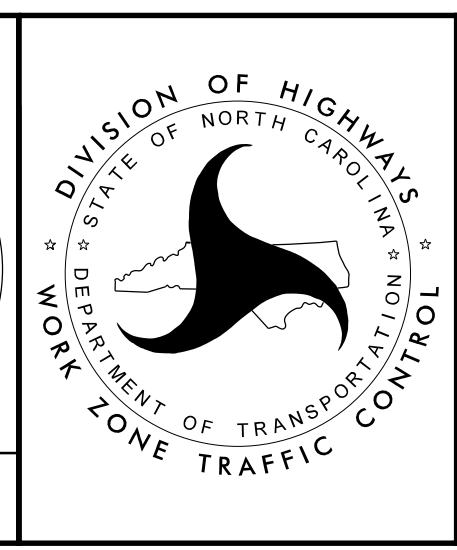


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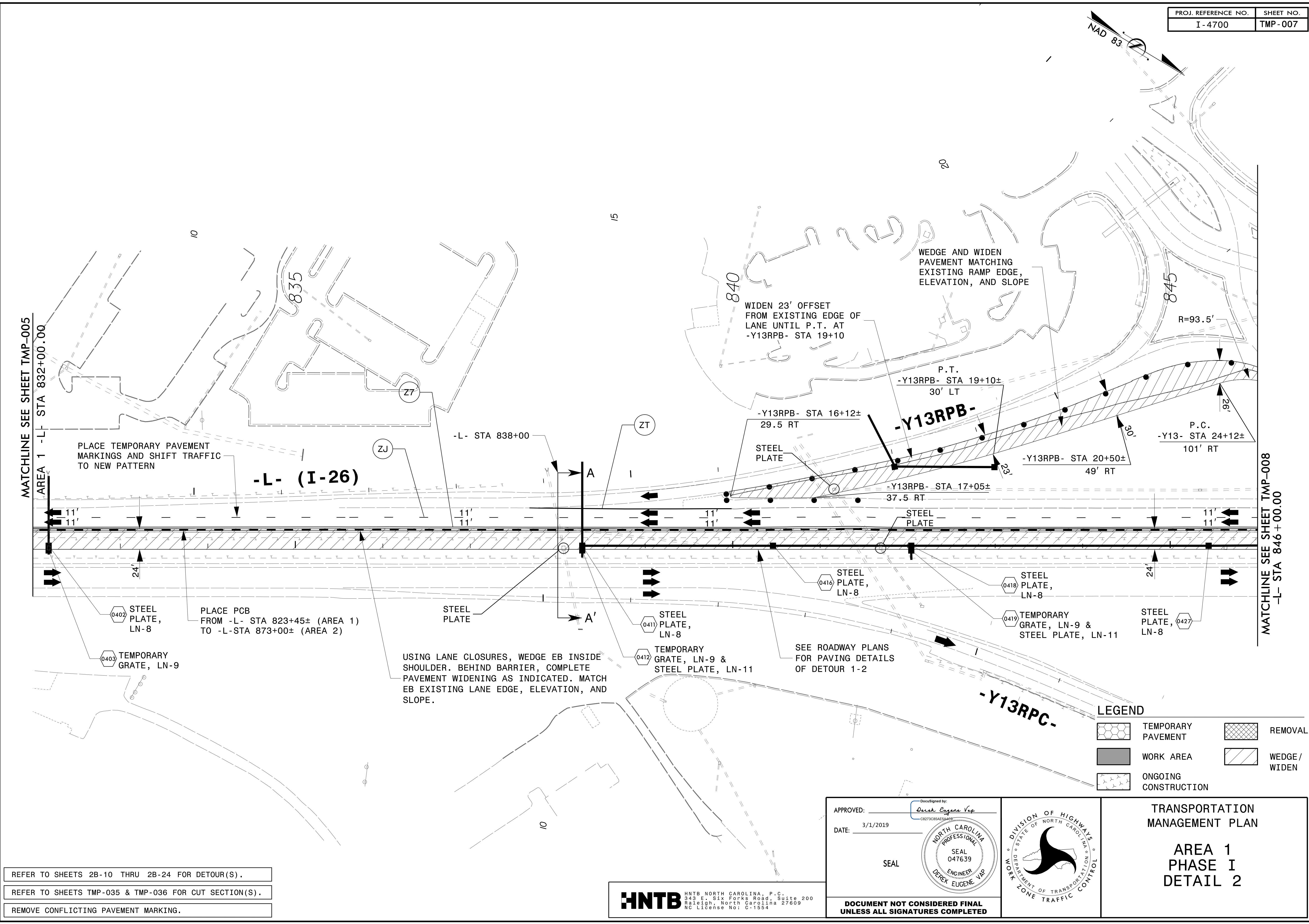
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**TRANSPORTATION
MANAGEMENT PLAN**

**AREA 1
PHASE I
DETAIL 1**



LEGEND

	TEMPORARY PAVEMENT		REMOVAL
	WORK AREA		WEDGE / WIDEN
	ONGOING CONSTRUCTION		

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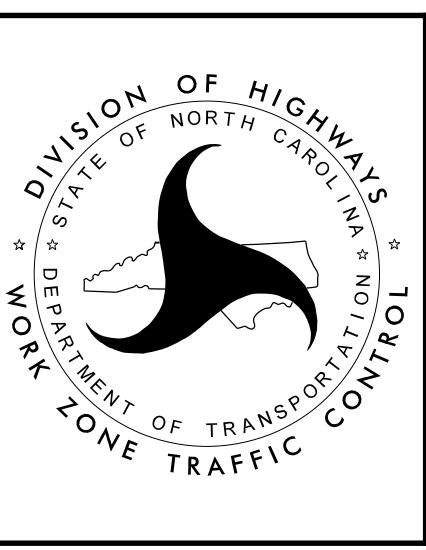


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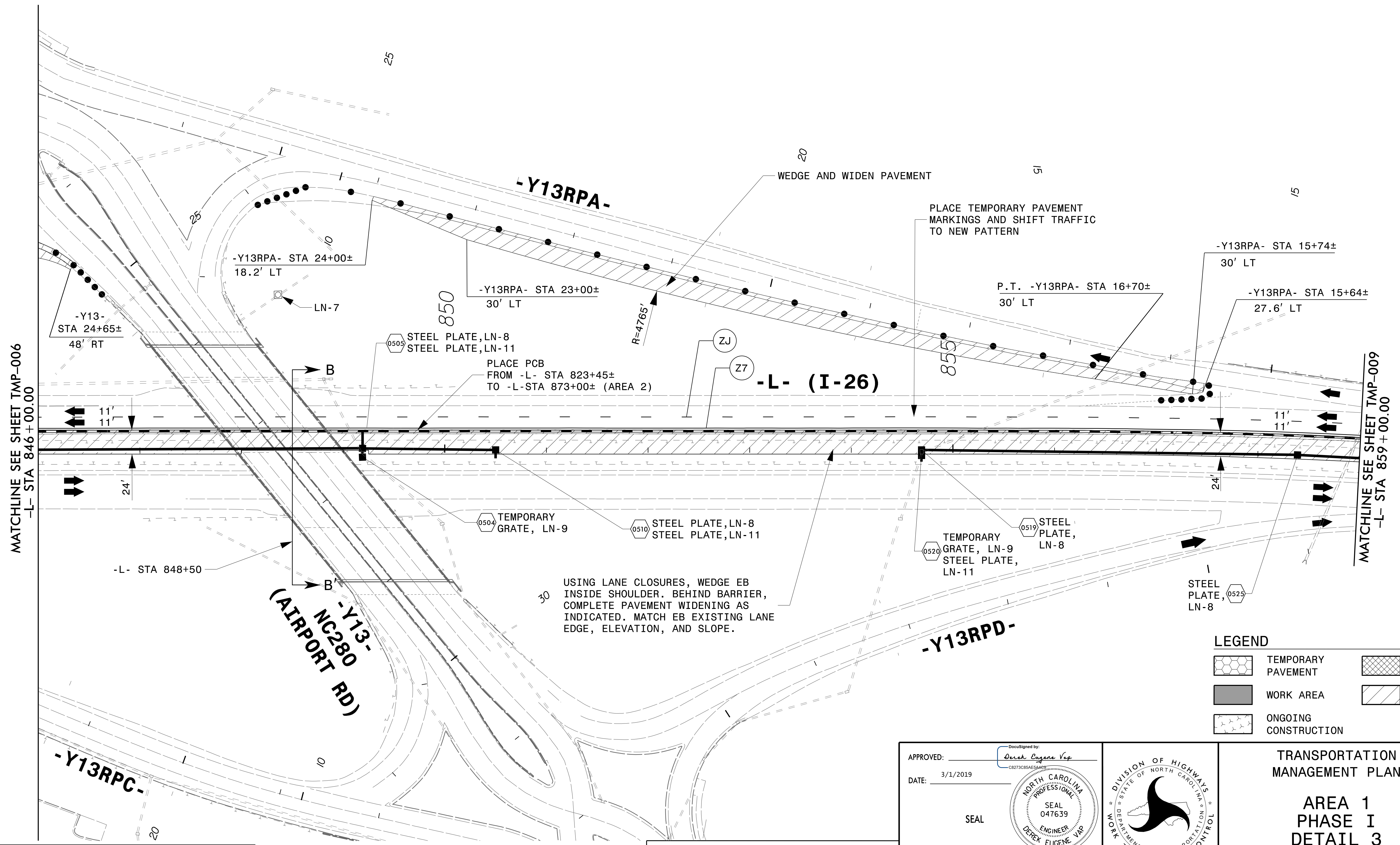
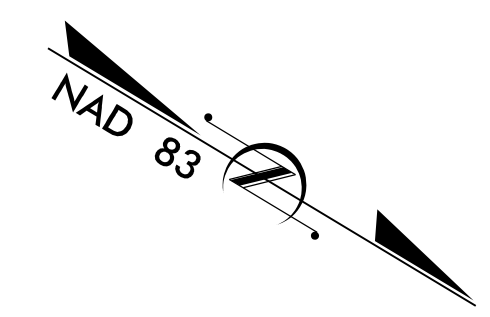


TRANSPORTATION MANAGEMENT PLAN

AREA 1

PHASE I

DETAIL 2



MATCHLINE SEE SHEET TMP-006
-L- STA 846 + 00.00

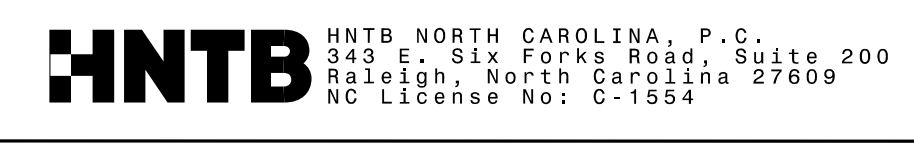
MATCHLINE SEE SHEET TMP-009
-L- STA 859 + 00.00

LEGEND

	TEMPORARY PAVEMENT		REMOVAL
	WORK AREA		WEDGE / WIDEN
	ONGOING CONSTRUCTION		

30 USING LANE CLOSURES, WEDGE EB INSIDE SHOULDER. BEHIND BARRIER, COMPLETE PAVEMENT WIDENING AS INDICATED. MATCH EB EXISTING LANE EDGE, ELEVATION, AND SLOPE.

REFER TO SHEETS TMP-035 & TMP-036 FOR CUT SECTION(S).
REMOVE CONFLICTING PAVEMENT MARKING.

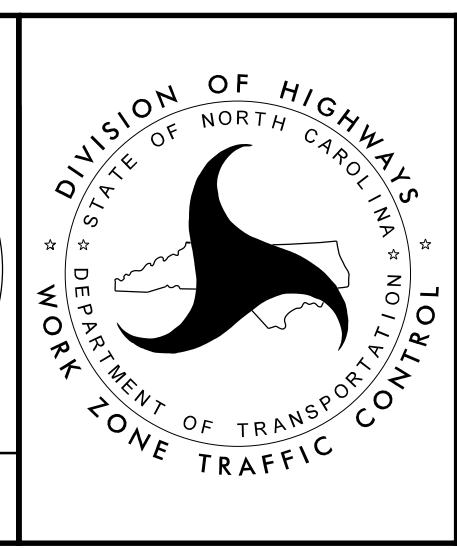


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DATE: 3/1/2019

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NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 047639

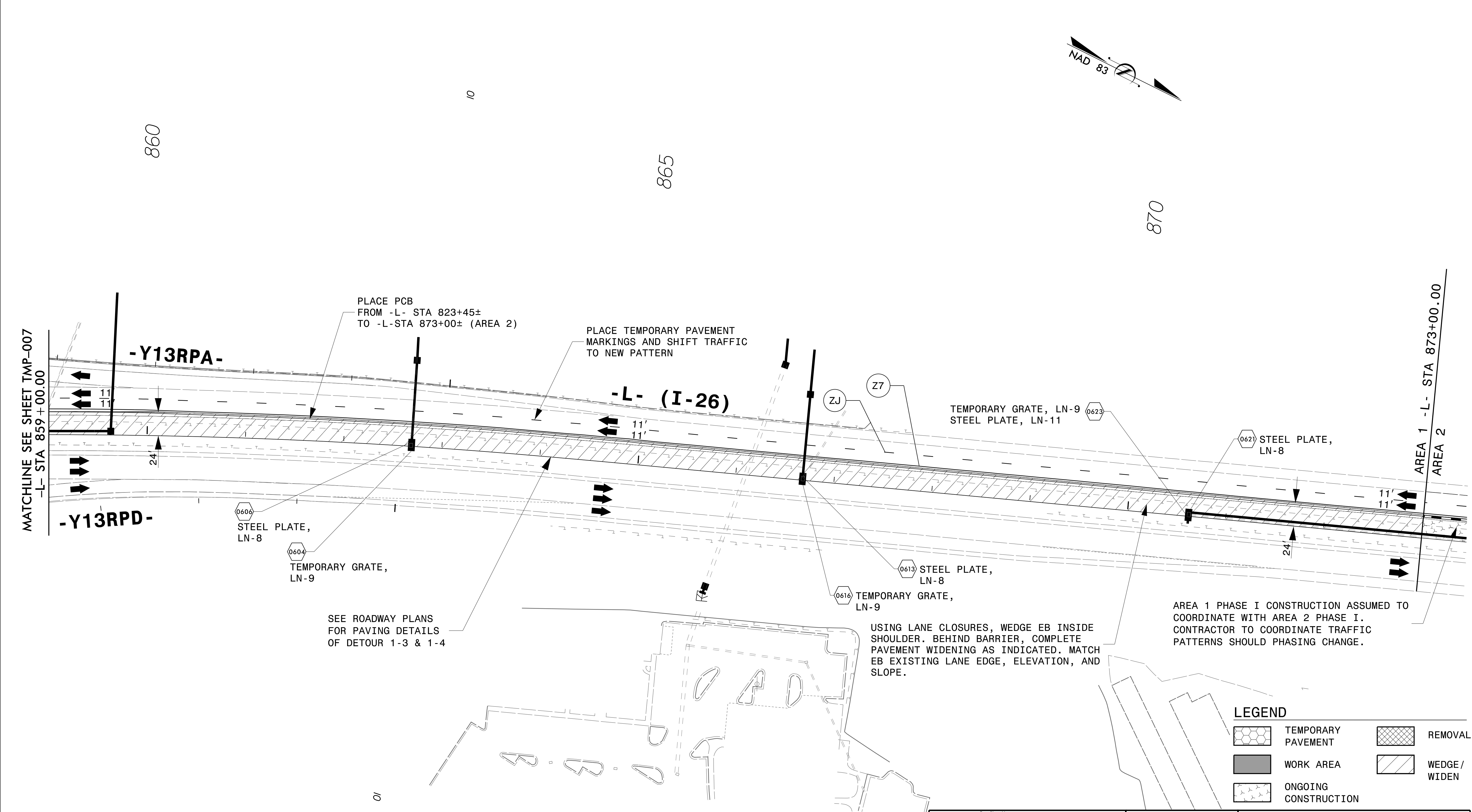
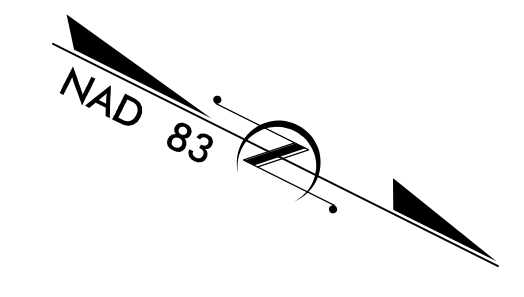
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TRANSPORTATION MANAGEMENT PLAN

**AREA 1
PHASE I
DETAIL 3**

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LEGEND

	TEMPORARY PAVEMENT		REMOVAL
	WORK AREA		WEDGE / WIDEN
	ONGOING CONSTRUCTION		

REFER TO SHEETS 2B-10 THRU 2B-24 FOR DETOUR(S).
 REMOVE CONFLICTING PAVEMENT MARKING.



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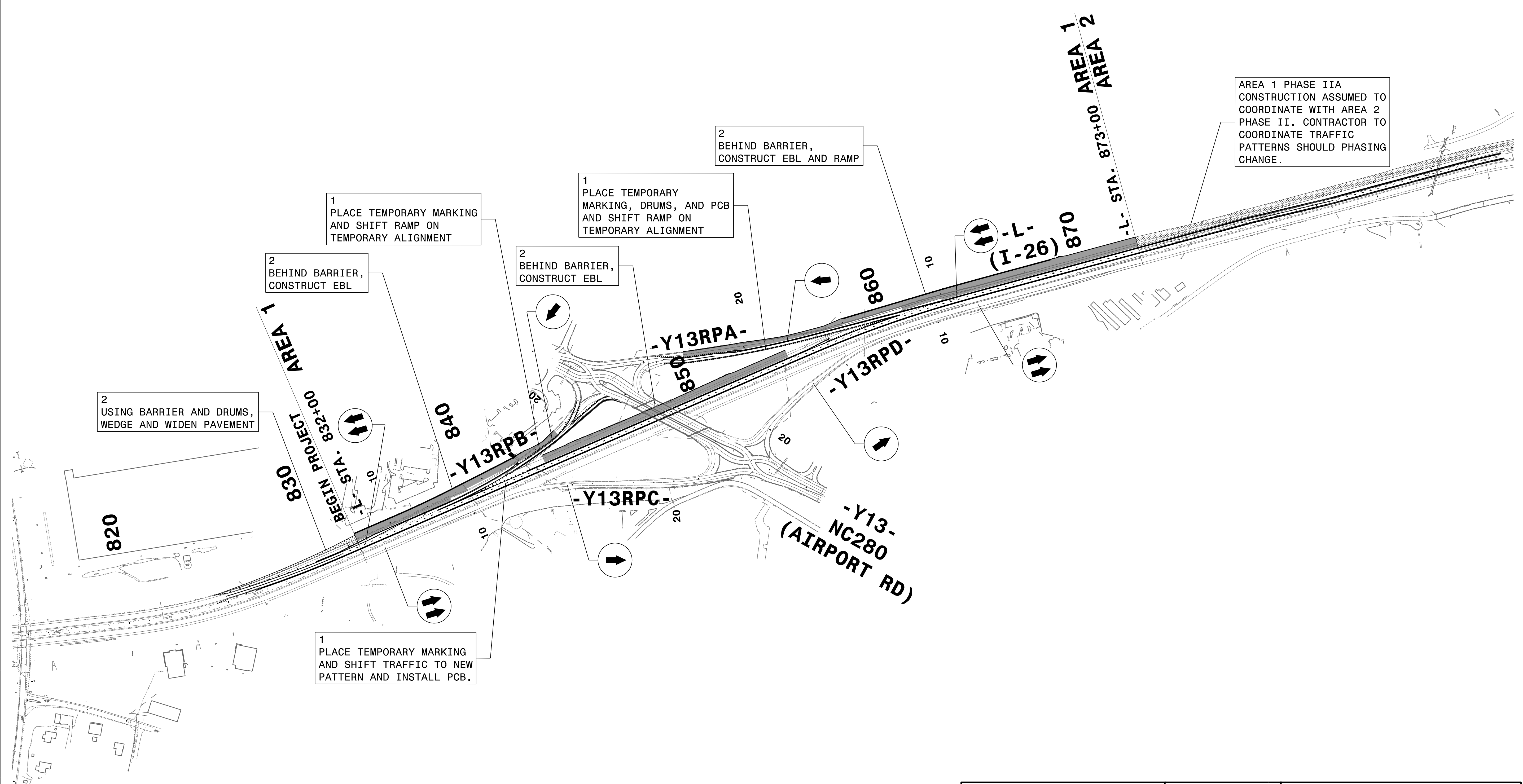
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TRANSPORTATION MANAGEMENT PLAN

AREA 1 PHASE I DETAIL 4

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AREA 1 PHASE IIA
CONSTRUCTION ASSUMED TO
COORDINATE WITH AREA 2
PHASE II. CONTRACTOR TO
COORDINATE TRAFFIC
PATTERNS SHOULD PHASING
CHANGE.

2
USING BARRIER AND DRUMS,
WEDGE AND WIDEN PAVEMENT

1
PLACE TEMPORARY MARKING
AND SHIFT RAMP ON
TEMPORARY ALIGNMENT

2
BEHIND BARRIER,
CONSTRUCT EBL

1
PLACE TEMPORARY
MARKING, DRUMS, AND PCB
AND SHIFT RAMP ON
TEMPORARY ALIGNMENT

2
BEHIND BARRIER,
CONSTRUCT EBL

2
BEHIND BARRIER,
CONSTRUCT EBL AND RAMP

1
PLACE TEMPORARY MARKING
AND SHIFT TRAFFIC TO NEW
PATTERN AND INSTALL PCB.

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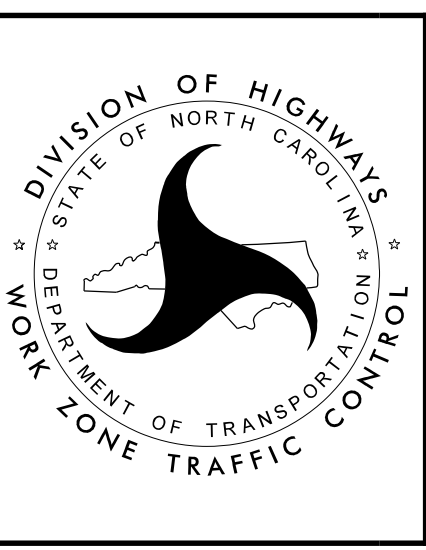
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RALEIGH, NORTH CAROLINA 27609
NC LICENSE NO: C-1554

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DATE: 3/1/2019

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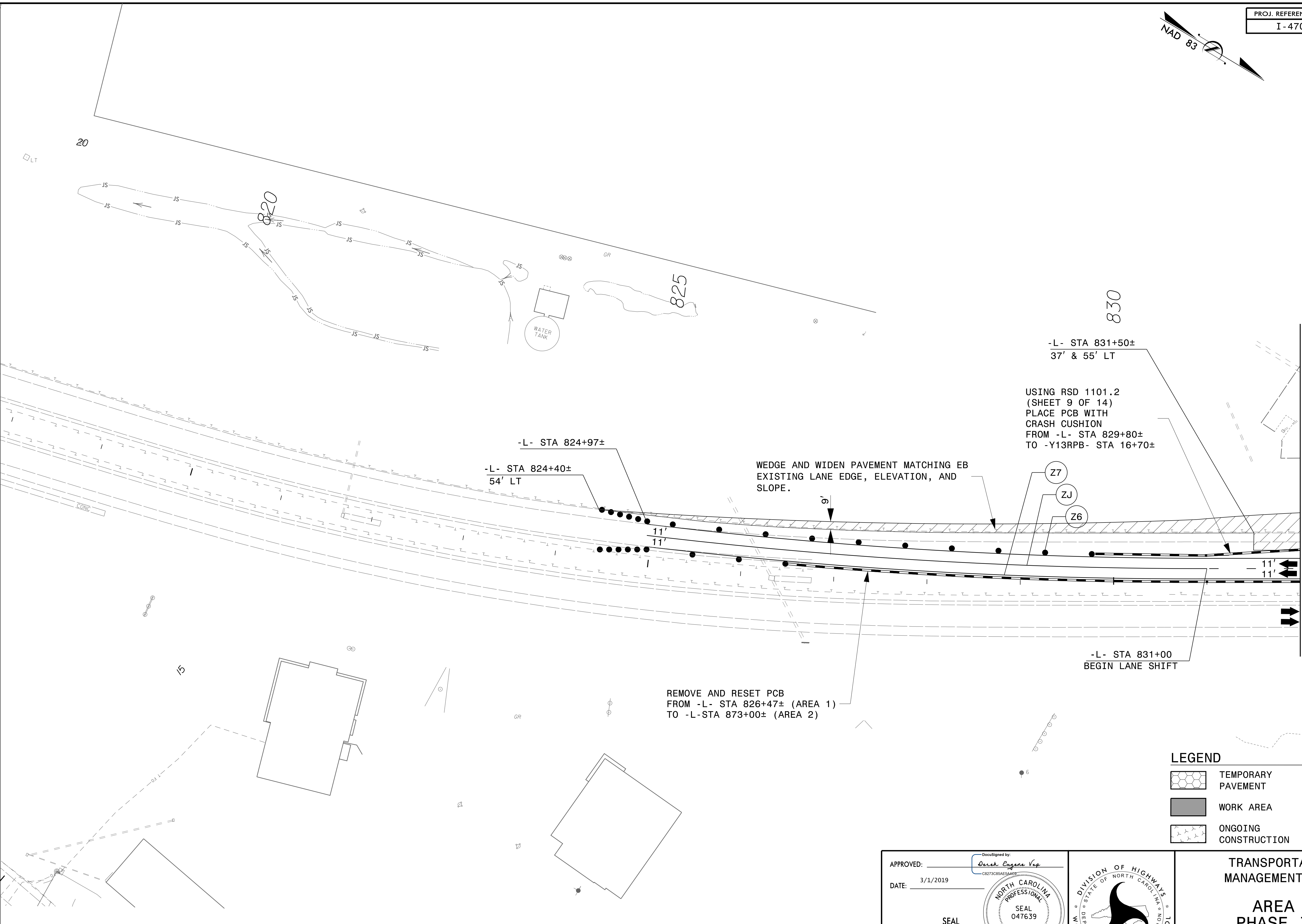
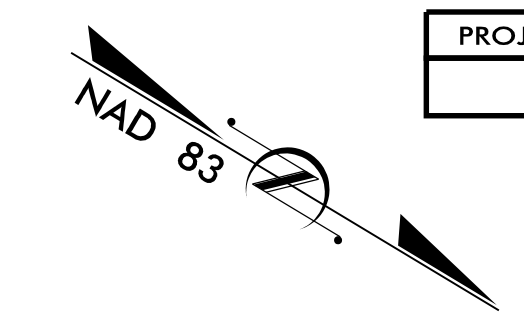
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ENGINEER
DEREK EUGENE VAP

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TRANSPORTATION
MANAGEMENT PLAN

AREA 1
PHASE IIA
OVERVIEW



MATCHLINE SEE SHEET TMP-012
 AREA 1 -L- STA 832+00.00

-L- STA 831+50±
 37' & 55' LT

USING RSD 1101.2
 (SHEET 9 OF 14)
 PLACE PCB WITH
 CRASH CUSHION
 FROM -L- STA 829+80±
 TO -Y13RPB- STA 16+70±

-L- STA 824+97±

-L- STA 824+40±
 54' LT

WEDGE AND WIDEN PAVEMENT MATCHING EB
 EXISTING LANE EDGE, ELEVATION, AND
 SLOPE.

Z7
 ZJ
 Z6

-L- STA 831+00
 BEGIN LANE SHIFT

REMOVE AND RESET PCB
 FROM -L- STA 826+47± (AREA 1)
 TO -L-STA 873+00± (AREA 2)

LEGEND

- | | | | |
|--|----------------------|--|---------------|
| | TEMPORARY PAVEMENT | | REMOVAL |
| | WORK AREA | | WEDGE / WIDEN |
| | ONGOING CONSTRUCTION | | |

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CONTRACTOR SHALL COORDINATE TRAFFIC PATTERNS WITH I-4400C
 IF CONSTRUCTION BEGINS PRIOR TO COMPLETION OF I-4700A.

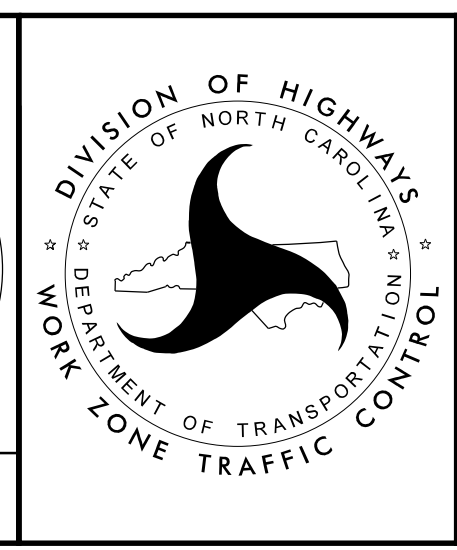
REMOVE CONFLICTING PAVEMENT MARKING.

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DATE: 3/1/2019

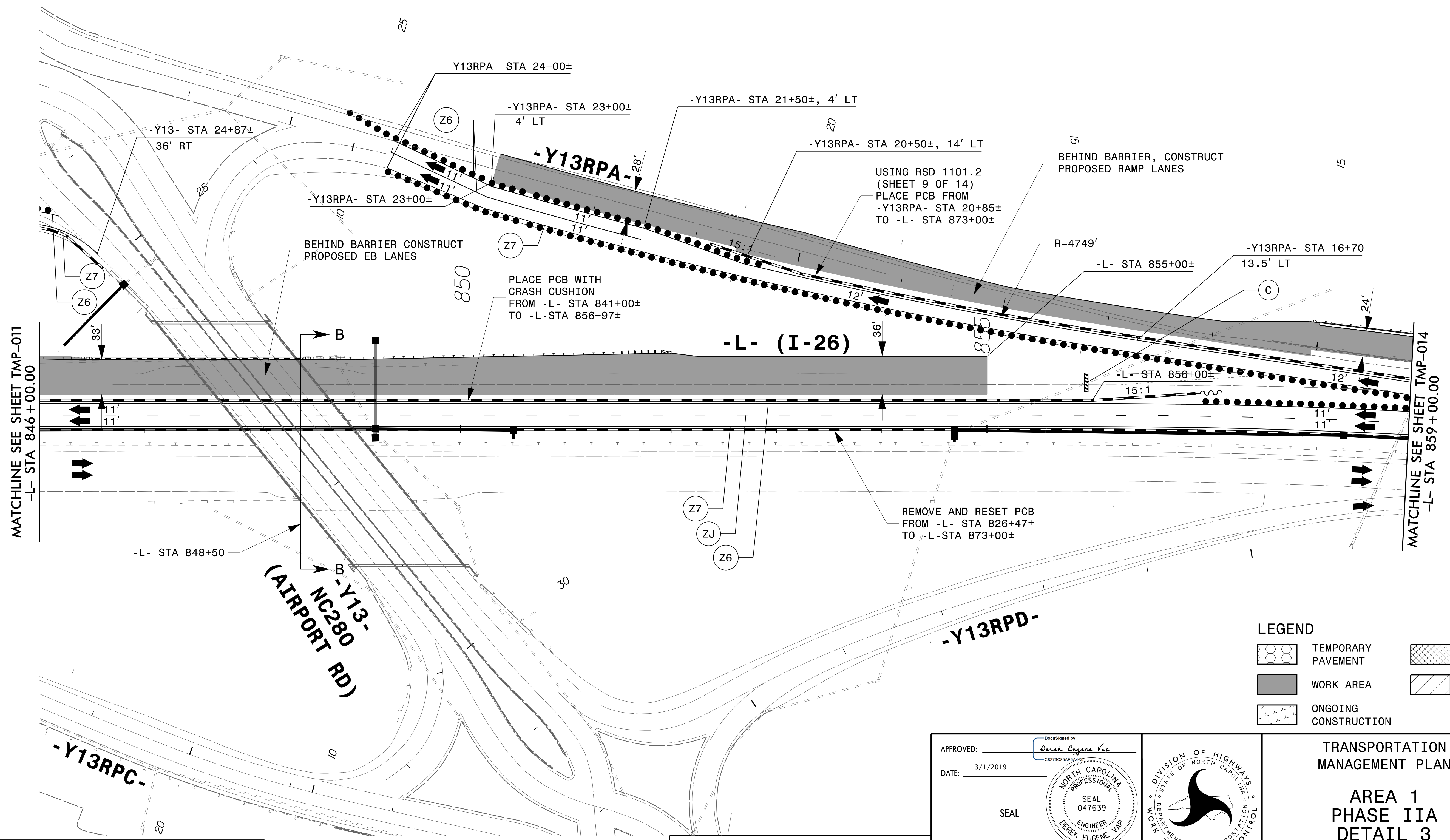
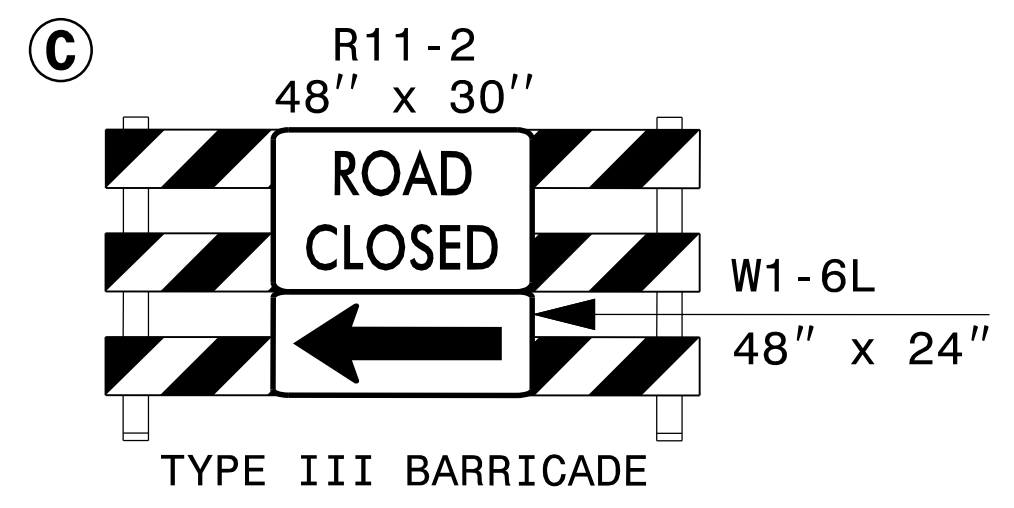
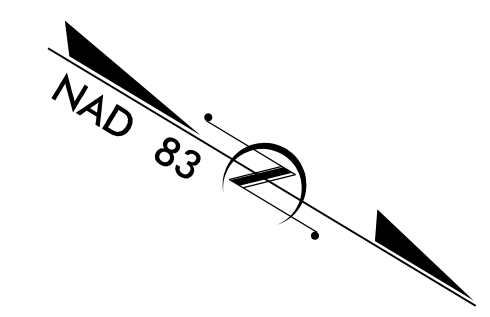
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TRANSPORTATION
 MANAGEMENT PLAN

AREA 1
 PHASE IIA
 DETAIL 1

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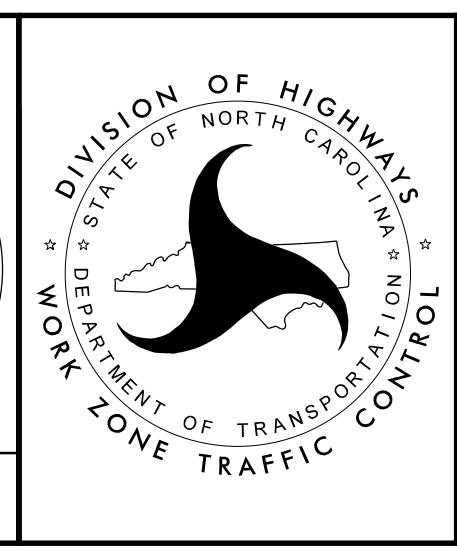
LEGEND

	TEMPORARY PAVEMENT		REMOVAL
	WORK AREA		WEDGE / WIDEN
	ONGOING CONSTRUCTION		

REFER TO SHEETS TMP-035 & TMP-036 FOR CUT SECTION(S).
 REMOVE CONFLICTING PAVEMENT MARKING.

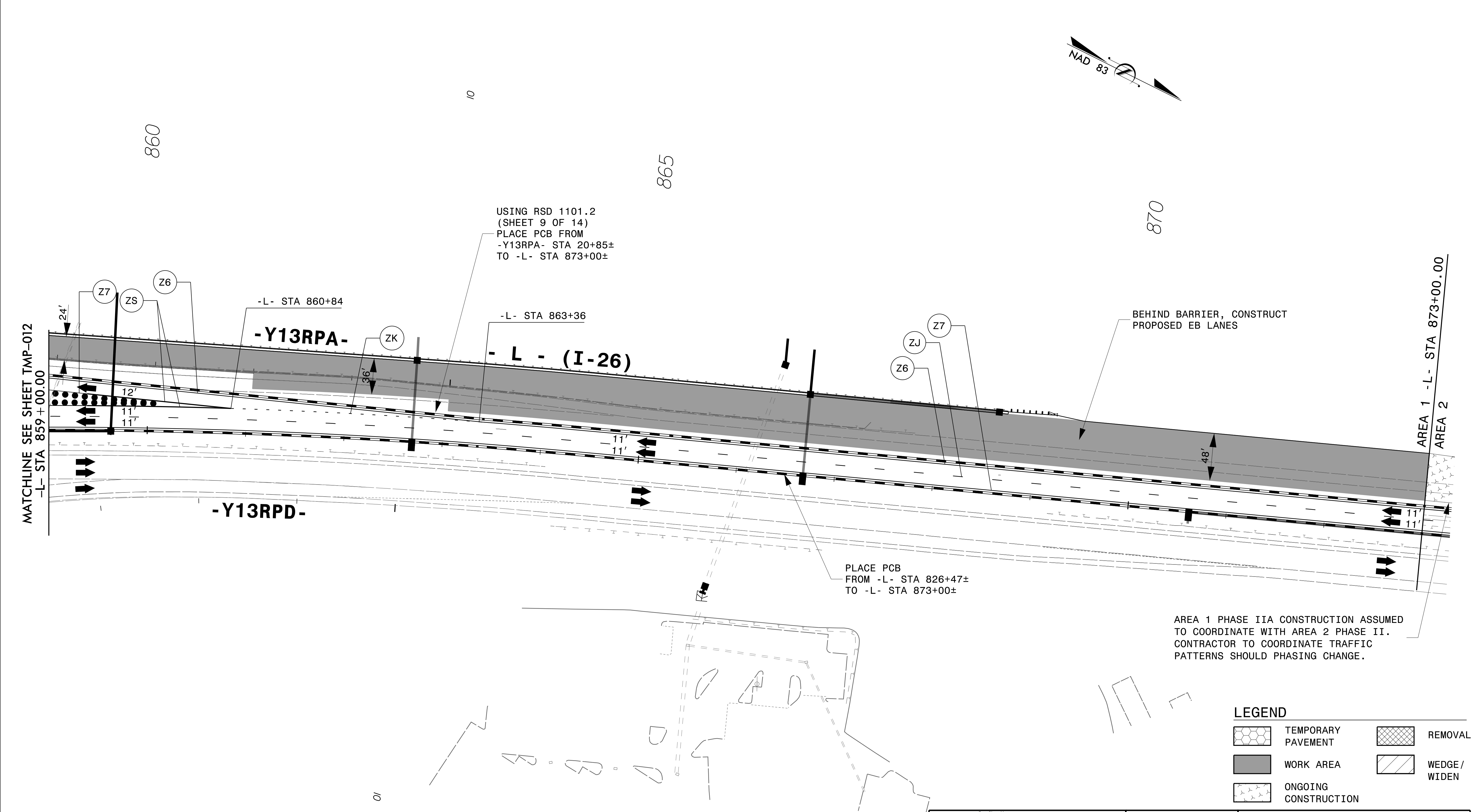
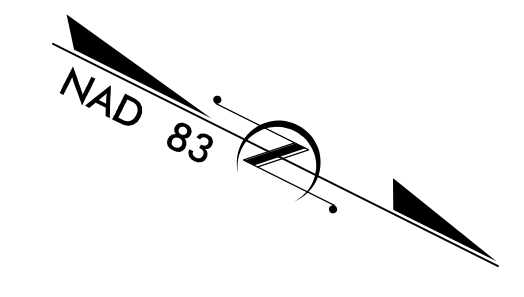
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 SEAL 047639
 DEREK EUGENE VAP



TRANSPORTATION MANAGEMENT PLAN
AREA 1
PHASE IIA
DETAIL 3

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LEGEND

	TEMPORARY PAVEMENT		REMOVAL
	WORK AREA		WEDGE / WIDEN
	ONGOING CONSTRUCTION		

REFER TO SHEETS 2B-10 THRU 2B-24 FOR DETOUR(S).

REMOVE CONFLICTING PAVEMENT MARKING.



DocuSigned by:
DEREK EUGENE VAP
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 DATE: 4/25/2019

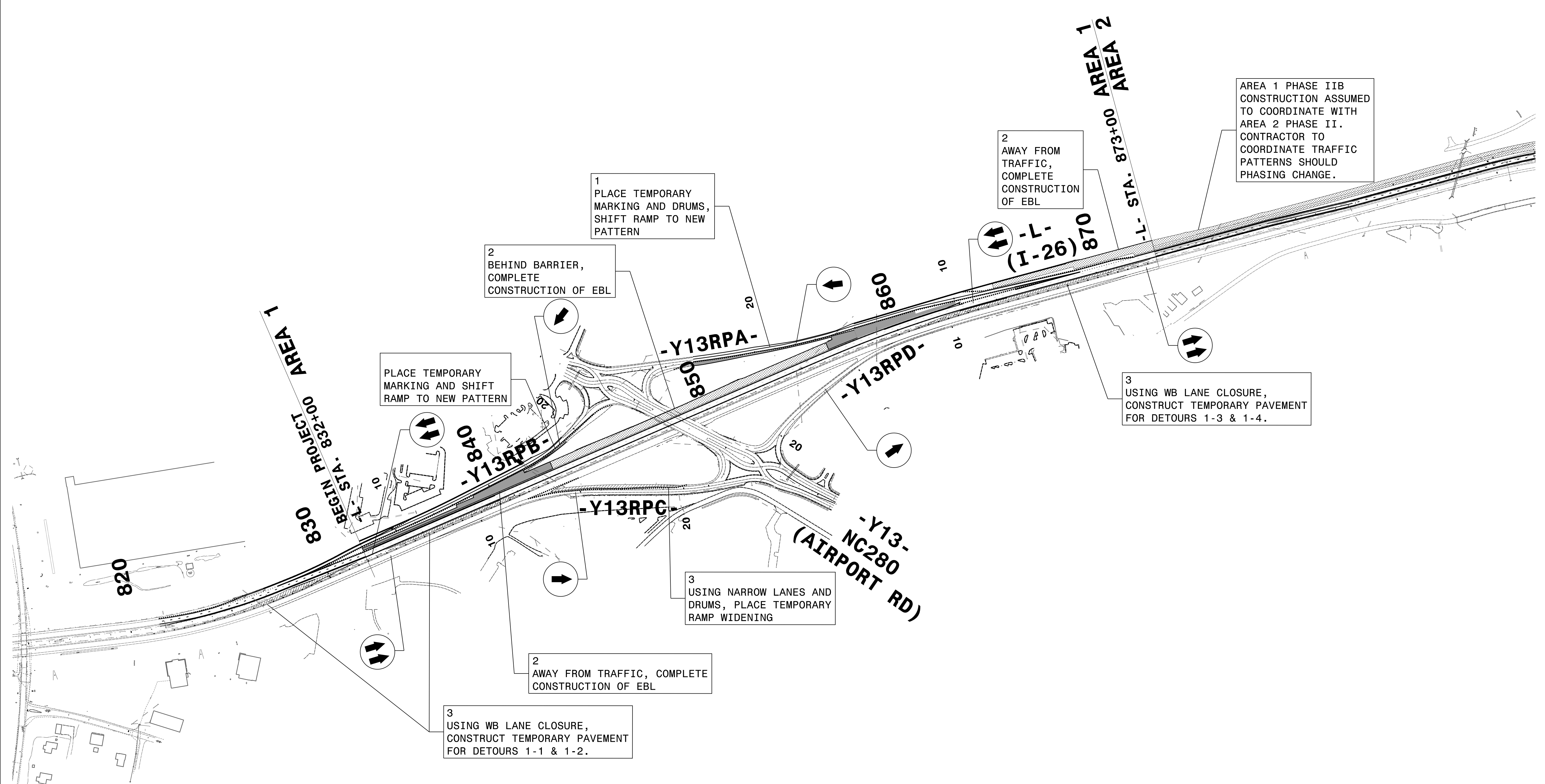
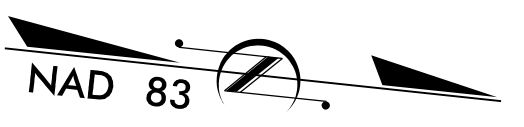
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**TRANSPORTATION
 MANAGEMENT PLAN**

**AREA 1
 PHASE IIA
 DETAIL 4**

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 NC LICENSE NO: C-1554

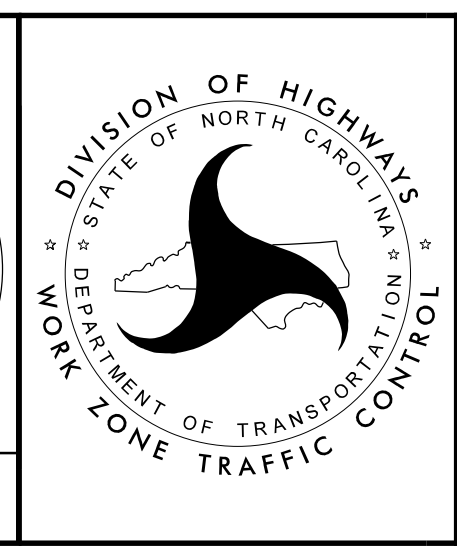
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 DATE: 3/1/2019

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DocuSigned by:
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 C8279C85AE59468

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TRANSPORTATION MANAGEMENT PLAN

AREA 1 PHASE IIB OVERVIEW