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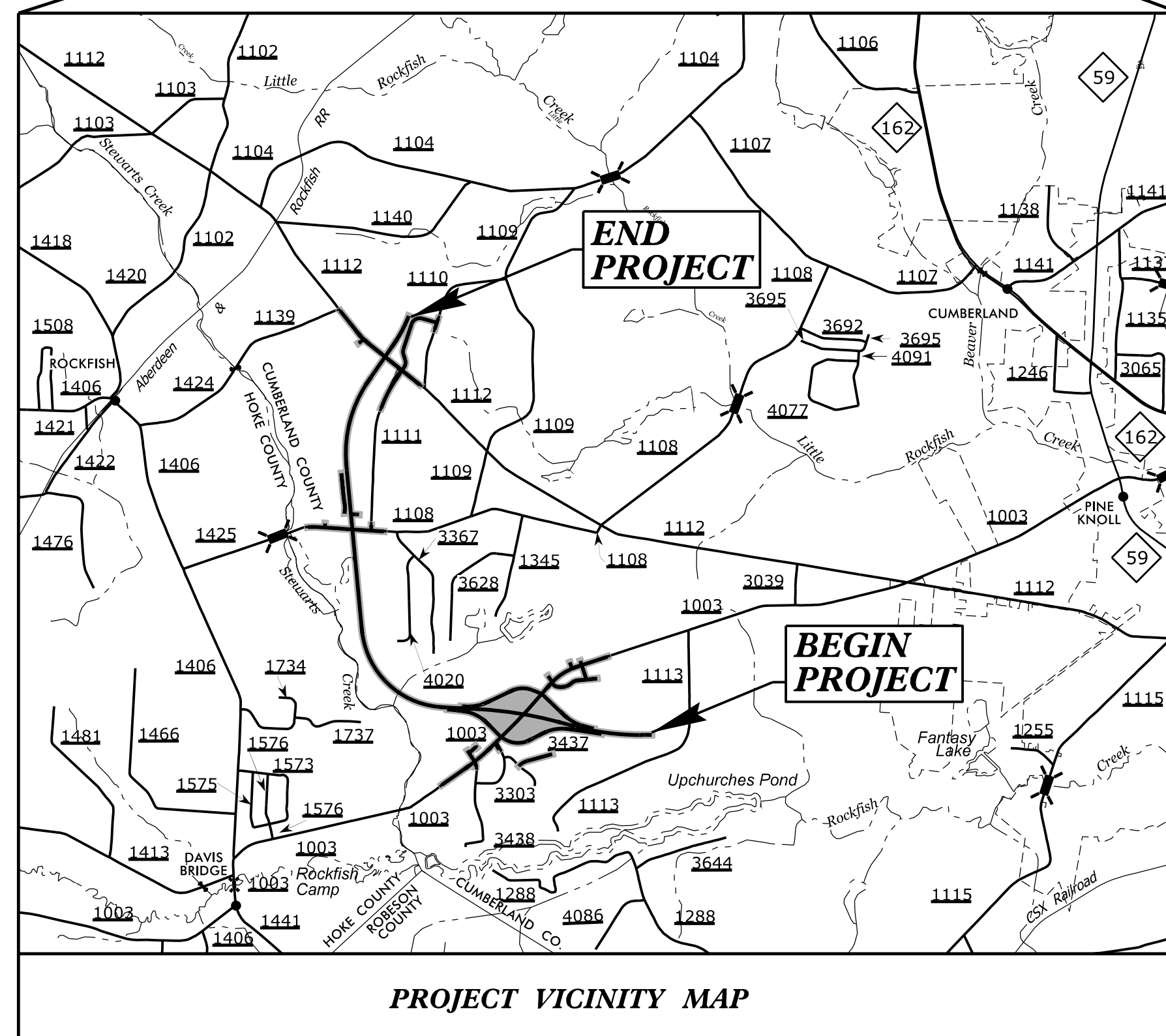
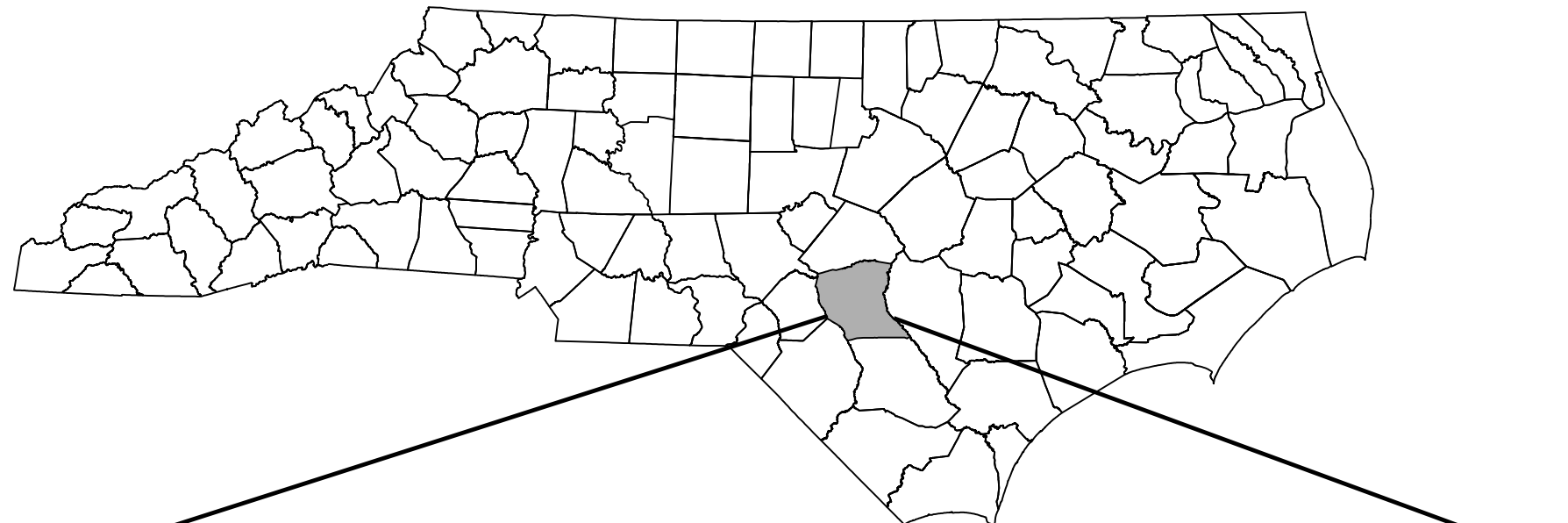
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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

CUMBERLAND COUNTY



LOCATION: FAYETTEVILLE OUTER LOOP FROM SOUTH OF
SR 1003 (CAMDEN ROAD) TO SOUTH OF SR 1104
(STRICKLAND BRIDGE ROAD)

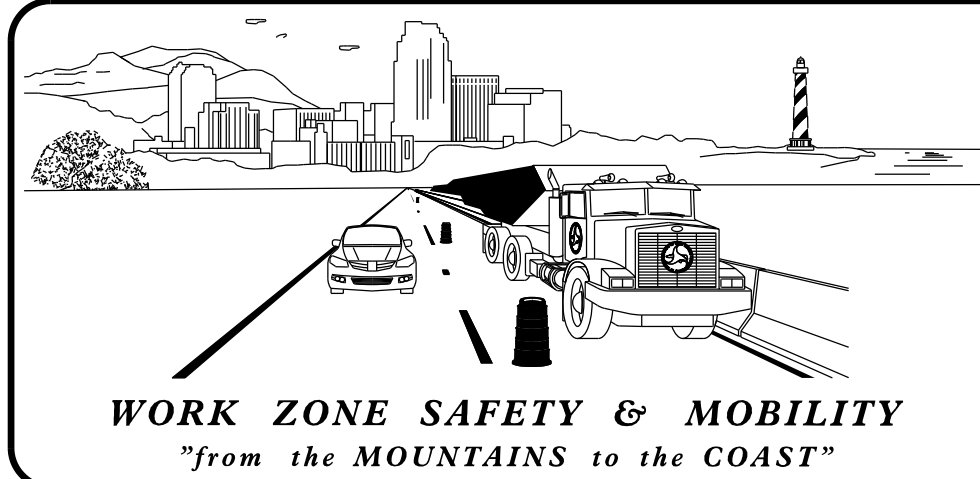
TYPE OF WORK: GRADING, DRAINAGE, PAVING, SIGNALS,
SIGNING, & STRUCTURES

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TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND & TEMPORARY PAVEMENT MARKING SCHEDULE
TMP-2 & TMP-2A	TRANSPORTATION OPERATIONS PLAN
TMP-2B & TMP-2C	DETOUR DETAILS FOR GRIMES RD. CLOSURE
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TMP-3 & TMP-3A	PHASING
TMP-4 THRU TMP-15	PHASE I DETAILS
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TMP-28 THRU TMP-37	PHASE III DETAILS

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PLANS PREPARED BY:

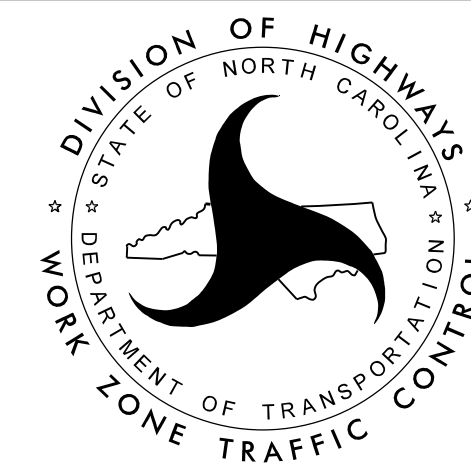
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PROJECT DESIGN ENGINEER

NCDOT CONTACTS:

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PROJECT ENGINEER

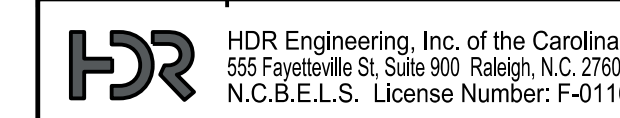
S. JENNINGS
PROJECT DESIGN ENGINEER



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APPROVED: Michael T. Rzepka
DATE: 2/22/2022

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ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 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 ADVANCE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1130.01	DRUM
1135.01	CONES
1145.01	BARRICADES
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION

GENERAL

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

TRAFFIC CONTROL DEVICES

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

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

SIGNALS

- EXISTING
- PROPOSED
- TEMPORARY

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

PAVEMENT MARKERS

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

PAVEMENT MARKING SYMBOLS

- PAVEMENT MARKING SYMBOLS

LEGEND

TEMPORARY PAVEMENT MARKING

<u>SYMBOL</u>	<u>DESCRIPTION</u>
<u>PAINT (4")</u>	
P8	2 FT.-6 FT./SP WHITE MINISKIP
P9	2 FT.-6 FT./SP YELLOW MINISKIP
PA	WHITE EDGELINE
PB	YELLOW EDGELINE
PC	10' WHITE SKIP LINE
PD	3FT.-9FT./SP WHITE MINISKIP
PE	WHITE SOLID LANE LINE
PI	DOUBLE YELLOW CENTERLINE

<u>PAINT (6")</u>	
P6	WHITE EDGELINE
P7	YELLOW EDGELINE
PJ	10' WHITE SKIP LINE
PK	3FT.-9FT./SP WHITE MINISKIP

<u>PAINT (8")</u>	
PP	YELLOW DIAGONAL

<u>PAINT (12")</u>	
PS	WHITE GORELINE

<u>PAINT (24")</u>	
P2	WHITE STOPBAR

<u>SYMBOLS</u>	
QA	LEFT TURN ARROW
QB	RIGHT TURN ARROW

TEMPORARY RAISED MARKERS

MH	YELLOW & YELLOW
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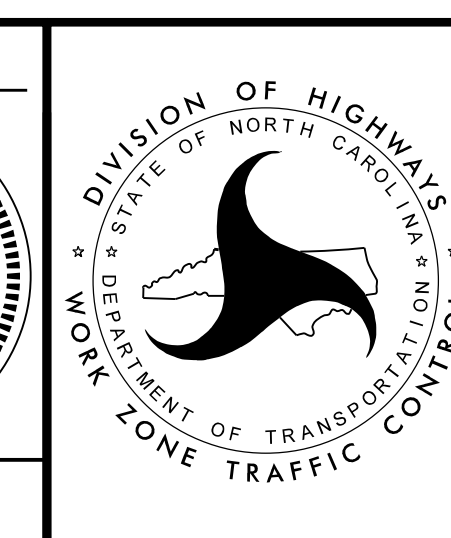
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APPROVED: DocuSigned by: Michael T. Rzepka

DATE: 4/11/2022

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ROADWAY STANDARD
DRAWINGS, LEGEND &
TEMPORARY PAVEMENT
MARKING SCHEDULE

MANAGEMENT STRATEGY

THE FOLLOWING LISTED STRATEGIES DERIVE FROM DETAILED DESIGN LEVEL ASSESSMENTS OF THE WORK ZONE IMPACTS CONDUCTED DURING THE DEVELOPMENTAL STAGES OF THIS TRANSPORTATION MANAGEMENT PLAN (TMP).

RECOMMENDED MANAGEMENT STRATEGIES RELATIVE TO THIS TMP ARE AS FOLLOWS:

FAYETTEVILLE OUTER LOOP (-L-) AND ASSOCIATED RAMPS WILL BE CONSTRUCTED AWAY FROM TRAFFIC. DIFFERENT SECTIONS OF -L- AND RAMPS WILL BE COMPLETED NEAR -Y- LINES AS -Y- LINE TRAFFIC IS SHIFTED BETWEEN ONSITE DETOURS AND PROPOSED ALIGNMENTS.

CAMDEN RD. (-Y13-) AND ASSOCIATED MINOR -Y- LINES WILL UTILIZE DAILY LANE CLOSURES WITH TRAFFIC IN EXISTING PATTERN TO CONSTRUCT ONSITE DETOUR AND PROPOSED WIDENING AT CONSTRUCTION LIMITS. TRAFFIC WILL BE SHIFTED TO DETOUR FOR CONSTRUCTION OF PROPOSED BRIDGE AND ROADWAY APPROACHES AWAY FROM TRAFFIC. TRAFFIC WILL BE PLACED IN TEMPORARY PATTERN ON PROPOSED -Y13- AND, USING DAILY LANE CLOSURES, THE DETOUR REMOVAL AND FINAL SHOULDER CONSTRUCTION WILL BE COMPLETED.

KING RD. (-Y14-) WILL UTILIZE DAILY LANE CLOSURES WITH TRAFFIC IN EXISTING PATTERN TO CONSTRUCT ONSITE DETOUR. TRAFFIC WILL BE SHIFTED TO DETOUR FOR CONSTRUCTION OF PROPOSED BRIDGE AND ROADWAY APPROACHES AWAY FROM TRAFFIC. PROPOSED WIDENING AND ASSOCIATED MINOR -Y- LINES (EXCEPT FOR SR 1111, BRADY DRIVE) WILL BE CONSTRUCTED USING DAILY LANE CLOSURES. PRIOR TO SHIFTING KING RD. TRAFFIC TO PROPOSED -Y14-, BRADY RD. (SR 1111) ACCESS WILL BE CLOSED TO TRAFFIC FOR CONSTRUCTION OF PROPOSED -Y14B- TIE TO -Y14-. TRAFFIC WILL BE PLACED IN TEMPORARY PATTERN ON PROPOSED -Y14- AND, USING DAILY LANE CLOSURES, THE DETOUR REMOVAL AND FINAL SHOULDER CONSTRUCTION WILL BE COMPLETED.

STONEY POINT RD. (-Y16-) WILL UTILIZE DAILY LANE CLOSURES WITH TRAFFIC IN EXISTING PATTERN TO CONSTRUCT ONSITE DETOUR. TRAFFIC WILL BE SHIFTED TO DETOUR FOR CONSTRUCTION OF PROPOSED BRIDGE AND ROADWAY APPROACHES AWAY FROM TRAFFIC. PROPOSED WIDENING AND ASSOCIATED MINOR -Y- LINES WILL BE CONSTRUCTED USING DAILY LANE CLOSURES. GRIMES RD. (-Y16C-) WILL HAVE A SPOT ROAD CLOSURE TO INSTALL MULTIPLE CROSSPIES. UPON SHIFTING STONEY POINT RD. TRAFFIC TO PROPOSED -Y16-, BRADY RD. (SR 1111) ACCESS WILL BE CLOSED TO TRAFFIC TO COMPLETE CONSTRUCTION OF PROPOSED -Y16A- TIE TO Y16-. TRAFFIC WILL BE PLACED IN TEMPORARY PATTERN ON PROPOSED -Y16- AND, USING DAILY LANE CLOSURES, THE DETOUR REMOVAL AND FINAL SHOULDER CONSTRUCTION WILL BE COMPLETED.

GENERAL NOTES

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

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

TIME RESTRICTIONS

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

ROAD NAME	DAY AND TIME RESTRICTIONS
CAMDEN RD. KING RD. STONEY POINT RD.	MONDAY THRU FRIDAY 6:30 AM - 8:30 AM 4:00 PM - 6:30 PM

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

ROAD NAME
CAMDEN RD. KING RD. STONEY POINT RD.

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:30 A.M. DECEMBER 31st TO 6:30 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 6:30 P.M. THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 6:30 A.M. THURSDAY AND 6:30 P.M. MONDAY.

GENERAL NOTES

- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:30 A.M. FRIDAY TO 6:30 P.M. TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:30 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 6:30 P.M. THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 6:30 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 6:30 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.
- FOR LABOR DAY, BETWEEN THE HOURS OF 6:30 A.M. FRIDAY AND 6:30 P.M. TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:30 A.M. TUESDAY TO 6:30 P.M. MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 6:30 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 6:30 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

C) DO NOT CONDUCT SINGLE VEHICLE HAULING AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
CAMDEN RD. KING RD. STONEY POINT RD.	MONDAY THRU FRIDAY 6:30 AM - 8:30 AM 4:00 PM - 6:30 PM

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

ROAD NAME	DAY AND TIME RESTRICTIONS
CAMDEN RD. KING RD. STONEY POINT RD.	MONDAY THRU FRIDAY 6:30 AM - 8:30 AM 4:00 PM - 6:30 PM

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

LANE AND SHOULDER CLOSURE REQUIREMENTS

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 REMAIN 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.

K) DO NOT INSTALL MORE THAN ONE LANE CLOSURE IN ANY ONE DIRECTION ON CAMDEN RD., KING RD. AND STONEY POINT RD.

PAVEMENT EDGE DROP OFF REQUIREMENTS

L) 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.

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

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

O) 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.

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

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

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

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

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

S) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 350' IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC BARRIER

T) 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.

<p>APPROVED: <i>Michael T. Krupka</i> DATE: 6/4/2018</p> <p>SEAL</p>		<p>TRANSPORTATION OPERATIONS PLAN</p>
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GENERAL NOTES (CONT'D)

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

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

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

- V) WHEN LANE CLOSURES ARE NOT IN EFFECT SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER IN FEET THAN TWICE THE POSTED SPEED LIMIT (MPH) EXCEPT, 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTIONS 1130 (DRUMS), 1135 (CONES) AND 1180 (SKINNY DRUMS) FOR ADDITIONAL REQUIREMENTS.
- W) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.

PAVEMENT MARKINGS AND MARKERS

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

<u>ROAD NAME</u>	<u>MARKING</u>	<u>MARKER</u>
ALL ROADS	PAINT	TEMPORARY RAISED

- Y) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX (6) MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS AS DIRECTED BY THE ENGINEER.
- Z) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- AA) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.
- BB) TRACE THE PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO INSTALLATION. PLACE DRUMS TO DELINEATE ANY PROPOSED MONOLITHIC ISLANDS BEFORE INSTALLATION

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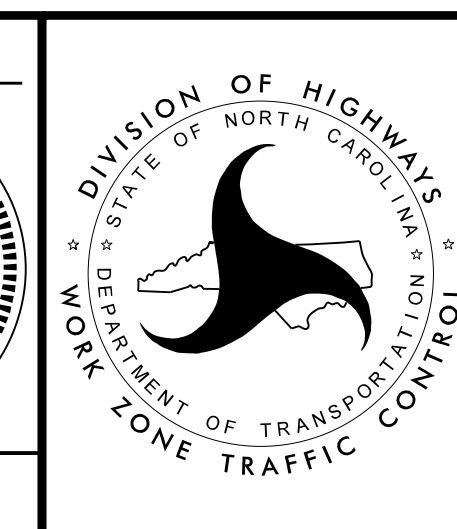
- CC) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE ENGINEER.

LOCAL NOTES

- 1) MAINTAIN EXISTING Bammel Road Access to/from Camden Road until -Y13G- is constructed and opened to Camden Road.
- 2) MAINTAIN EXISTING Pine Cone Lane Access to/from Camden Road until -Y13E- (Flowering Bradford Way) construction is complete.

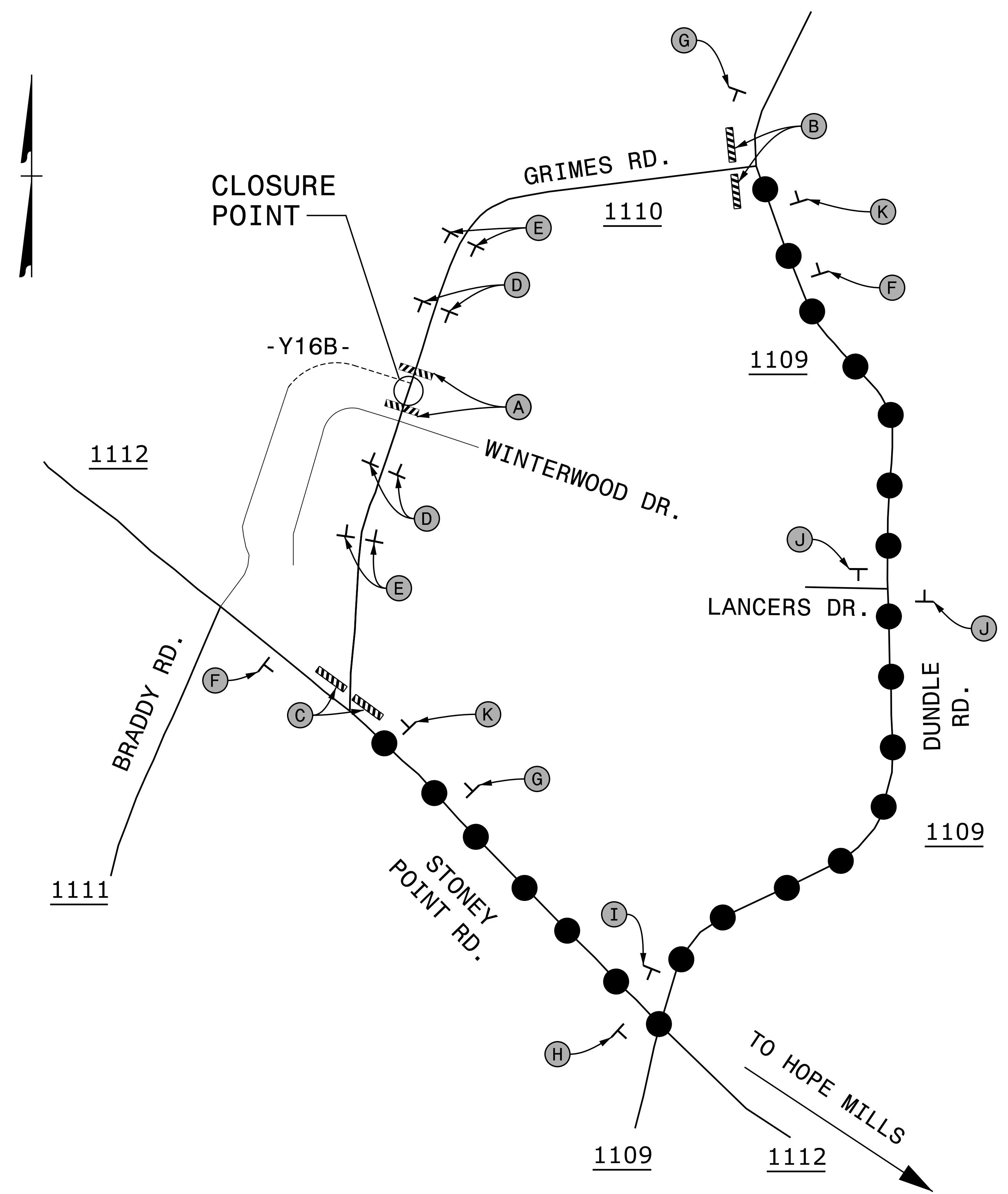
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APPROVED: *Michael T. Rzepka*
 DATE: 6/4/2018
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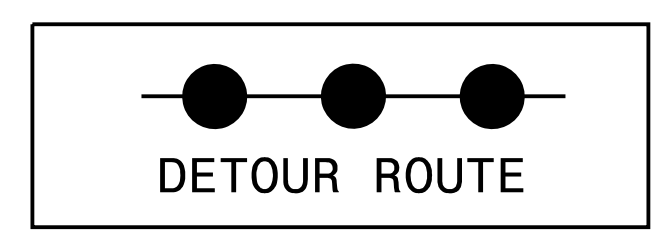


**TRANSPORTATION
 OPERATIONS
 PLAN**

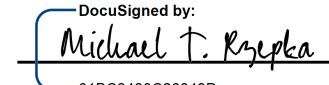
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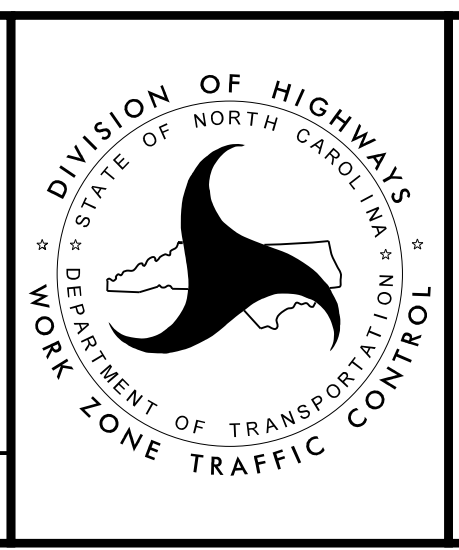


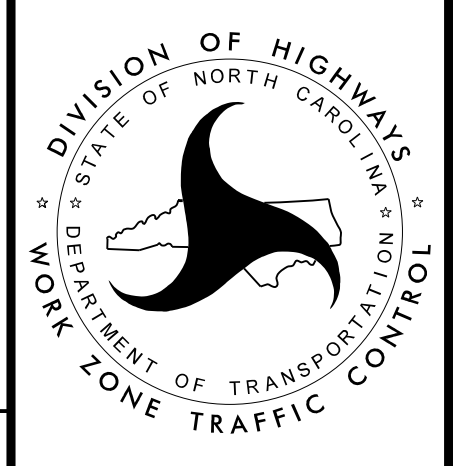
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NOTES: SEE SHEET TMP-2C FOR ROAD CLOSURE SIGNS, DETOUR SIGNS AND SIGN DESIGN
 REFER TO RSD 1101.03, (SHEET 1 OF 9) FOR APPLICABLE NOTES

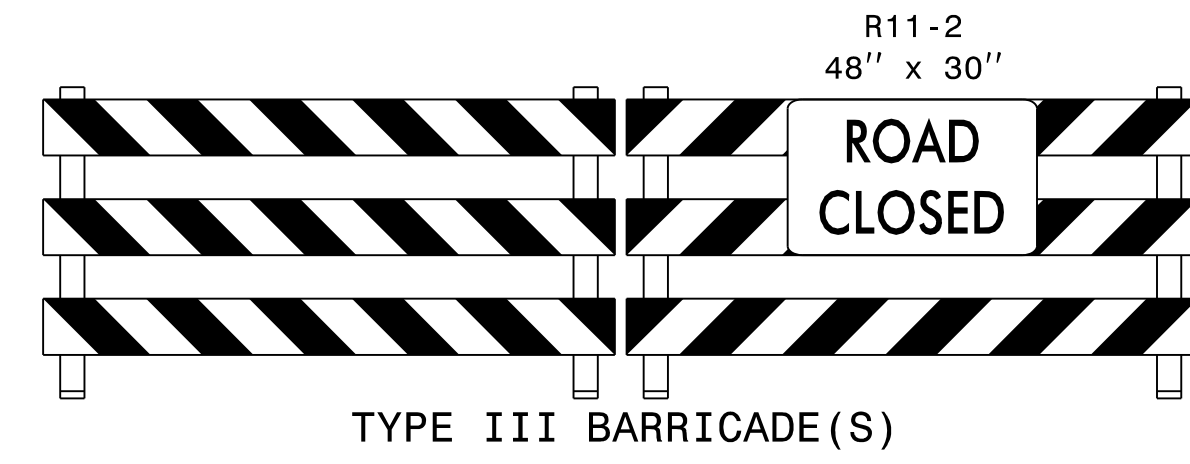
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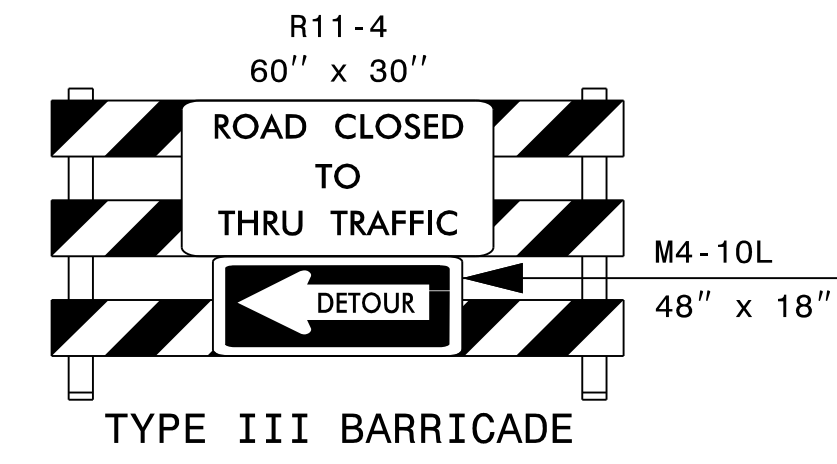


 DETOUR FOR
 GRIMES RD
 (SR 1110)
 ROAD CLOSURE

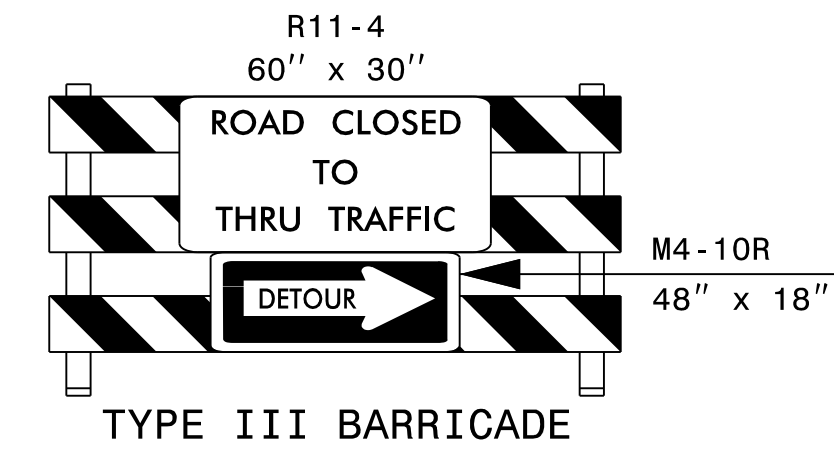
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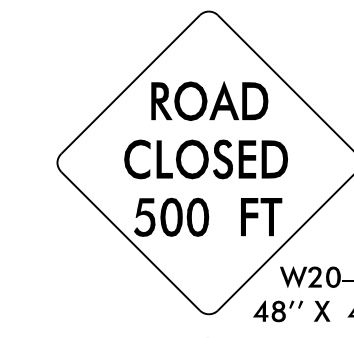
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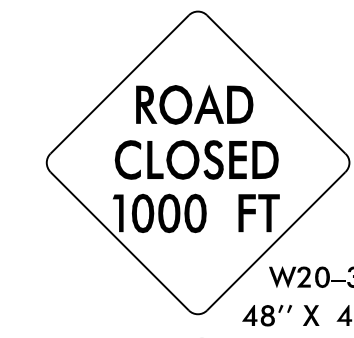
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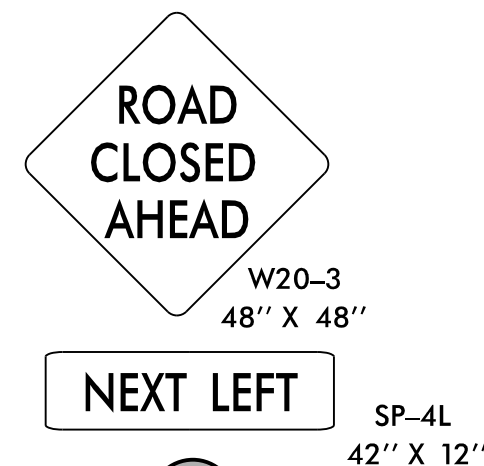
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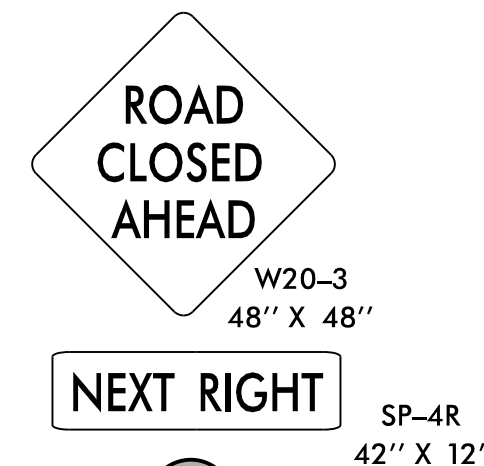
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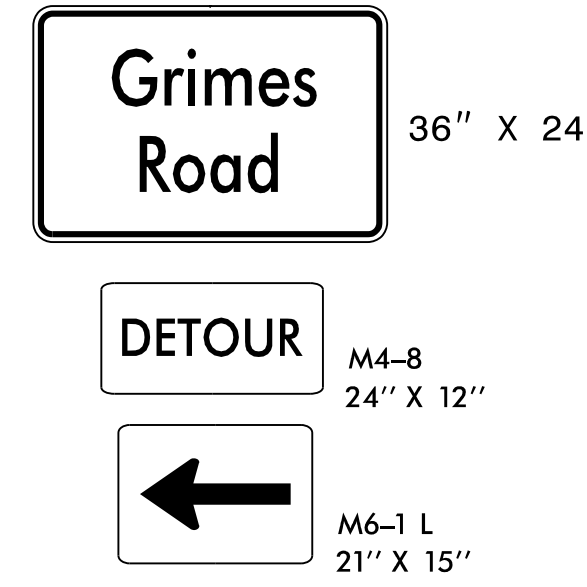
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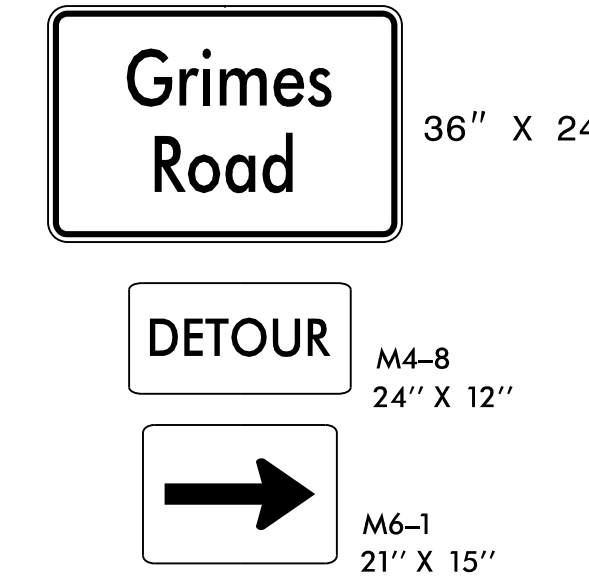
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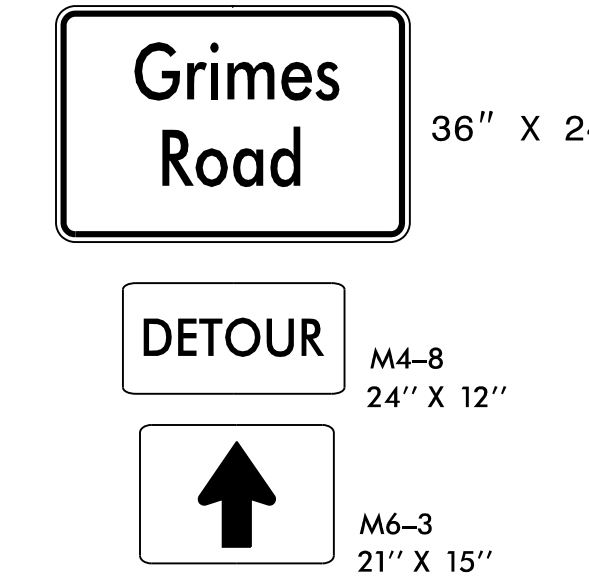
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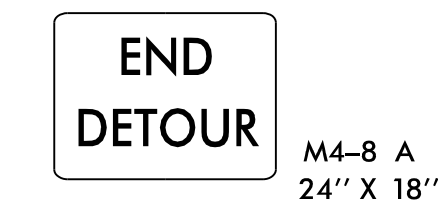
(H)



(I)



(J)



(K)

SIGN NUMBER: Grimes Road		BACKG COLOR: Fluorescent Orange		DESIGN BY: mtr	CHECKED BY:	DATE: Nov 2, 2017
TYPE: STATIONARY		COPY COLOR: Black		PROJECT ID: U-2519BA	DIV: 6	
QUANTITY: SEE PLANS		SYMBOL				
SIGN WIDTH: 3'-0"		X				
HEIGHT: 2'-0"		Y				
TOTAL AREA: 6.0 Sq.Ft.		WID				
BORDER TYPE: INSET		HT				
RECESS: 0.47"						
WIDTH: 0.63"						
RADII: 1.5"						
NO. Z BARS:		MAT'L: 0.080" (2.0 mm) ALUMINUM				
LENGTH:						

USE NOTES: 1,2

- Legend and border shall be direct applied black non-reflective sheeting.
- Background shall be NC GRADE B fluoescent orange retroreflective sheeting.

BORDER
R=1.5"
TH=0.63"
IN=0.47"

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

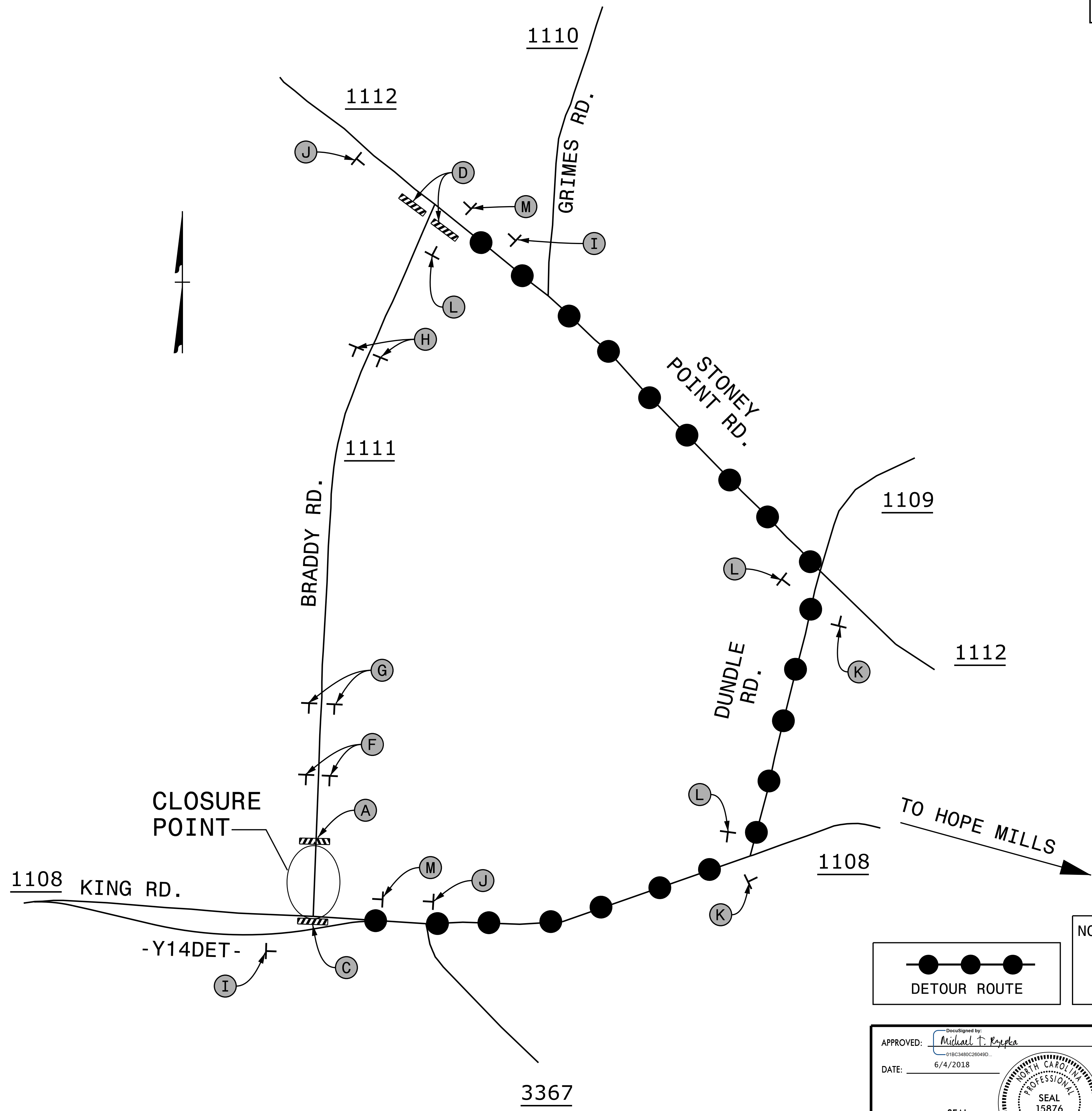
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		D	r	i	v	e														C 2000 13.1
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FILENAME: C16_tmp_detour_4

NORTH CAROLINA D.O.T. SIGN DETAIL

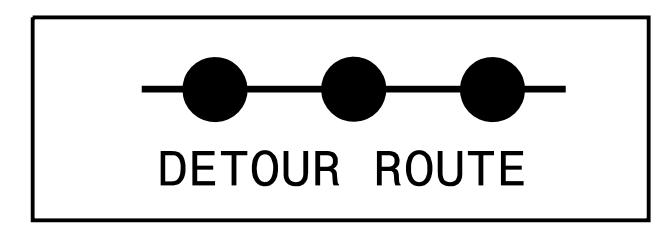
APPROVED: <i>Michael T. Kraska</i>			ROAD CLOSURE SIGNS, DETOUR SIGNS, AND SPECIAL SIGN DESIGN
DATE: 6/4/2018			
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

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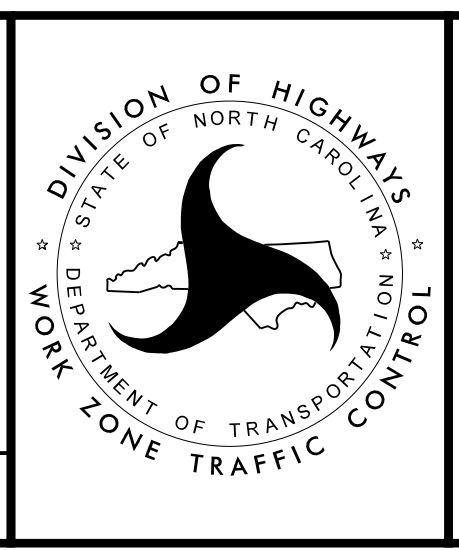


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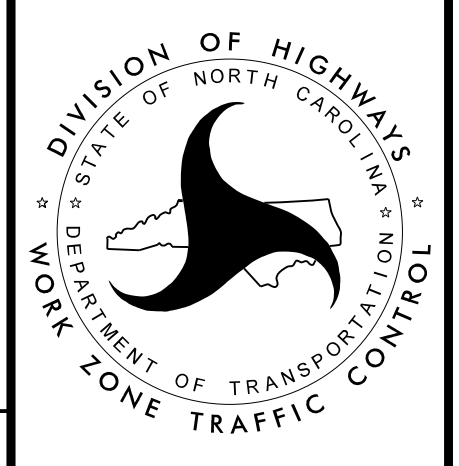
NOTES: SEE SHEET TMP-2F FOR ROAD CLOSURE SIGNS, DETOUR SIGNS AND SIGN DESIGN
REFER TO RSD 1101.03, (SHEET 1 OF 9) FOR APPLICABLE NOTES

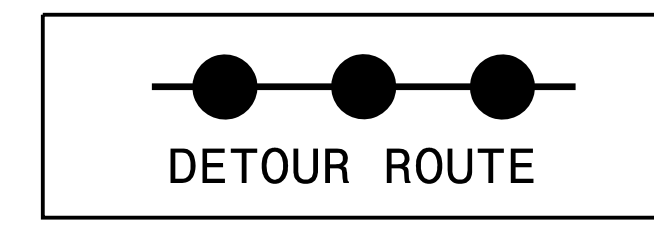
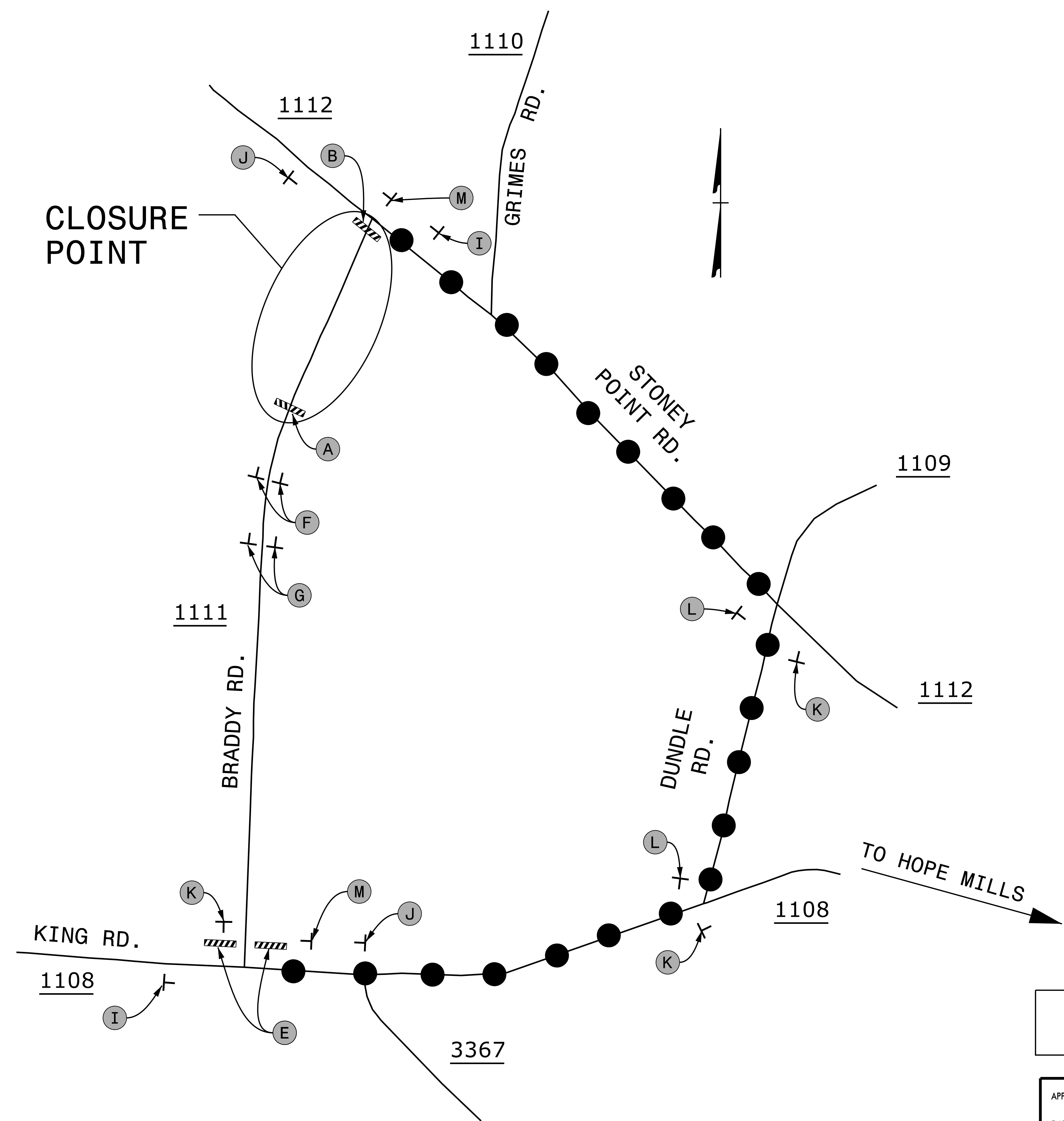


APPROVED: *Michael T. Krepka*
DATE: 6/4/2018
SEAL
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



DETOUR FOR BRADDY RD. (SR 1111) ROAD CLOSURE AT KING RD.

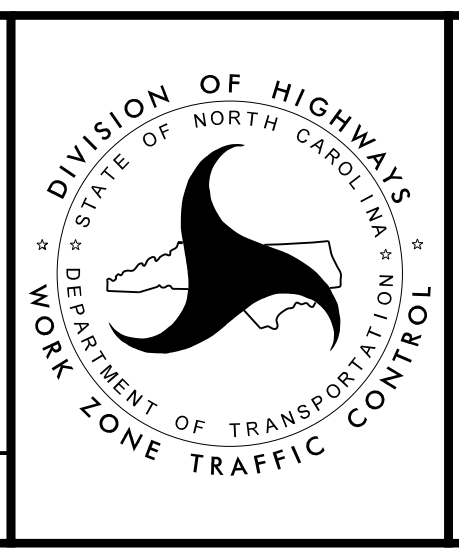




NOTES: SEE SHEET TMP-2F FOR ROAD CLOSURE SIGNS, DETOUR SIGNS AND SIGN DESIGN
REFER TO RSD 1101.03, (SHEET 1 OF 9) FOR APPLICABLE NOTES

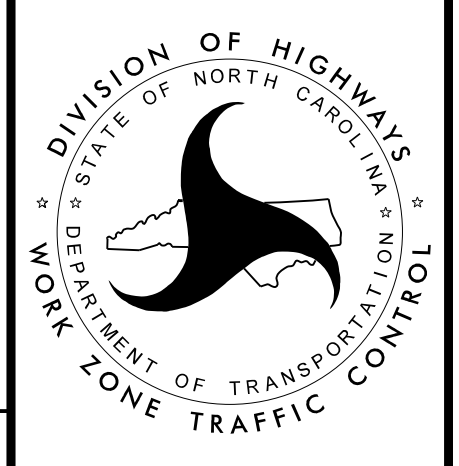
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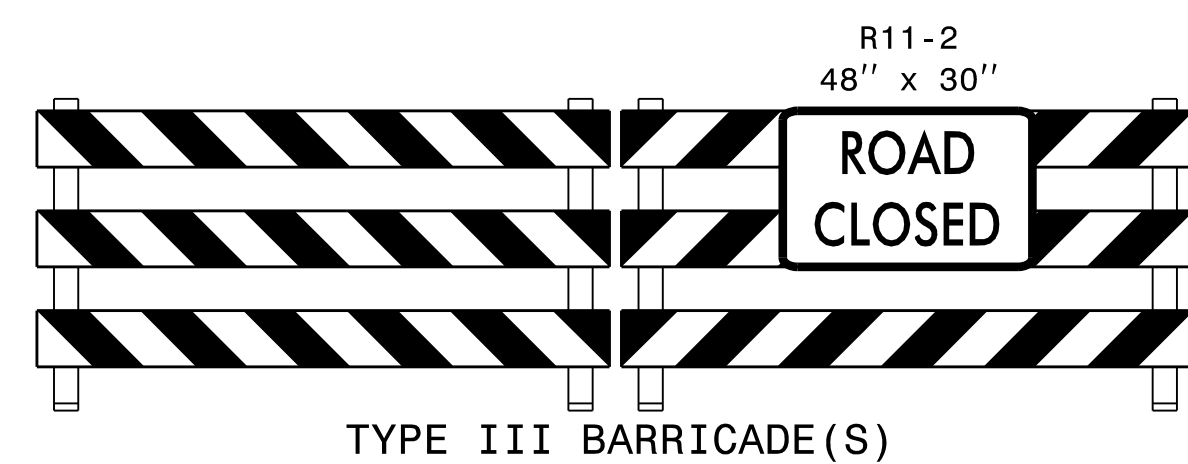
APPROVED: *Michael T. Reppke*
DATE: 6/4/2018
SEAL



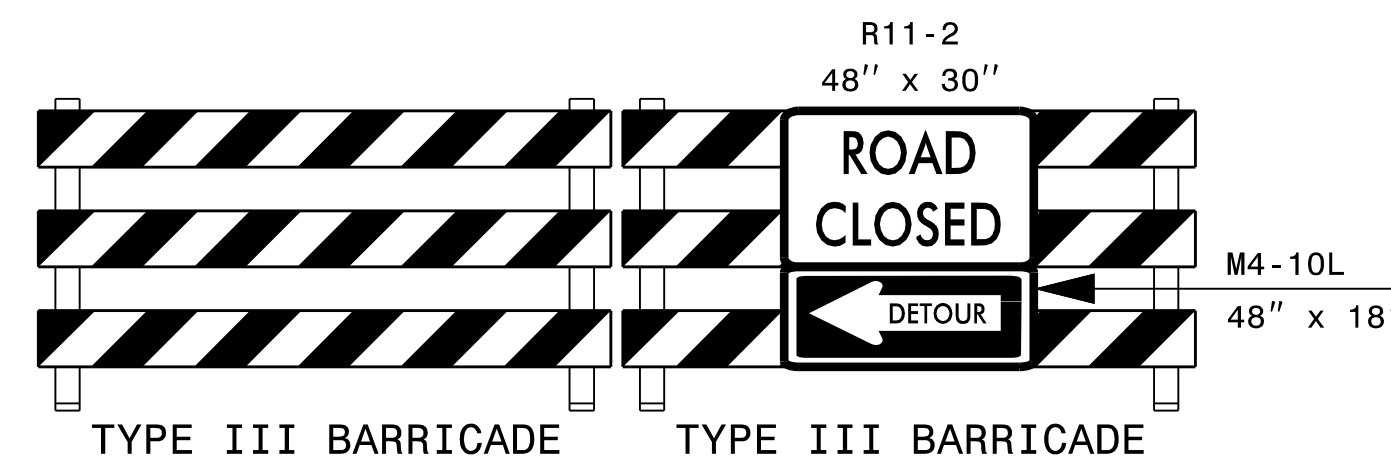
**DETOUR FOR
BRADDY RD. (SR 1111)
ROAD CLOSURE
AT STONEY POINT RD.**

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

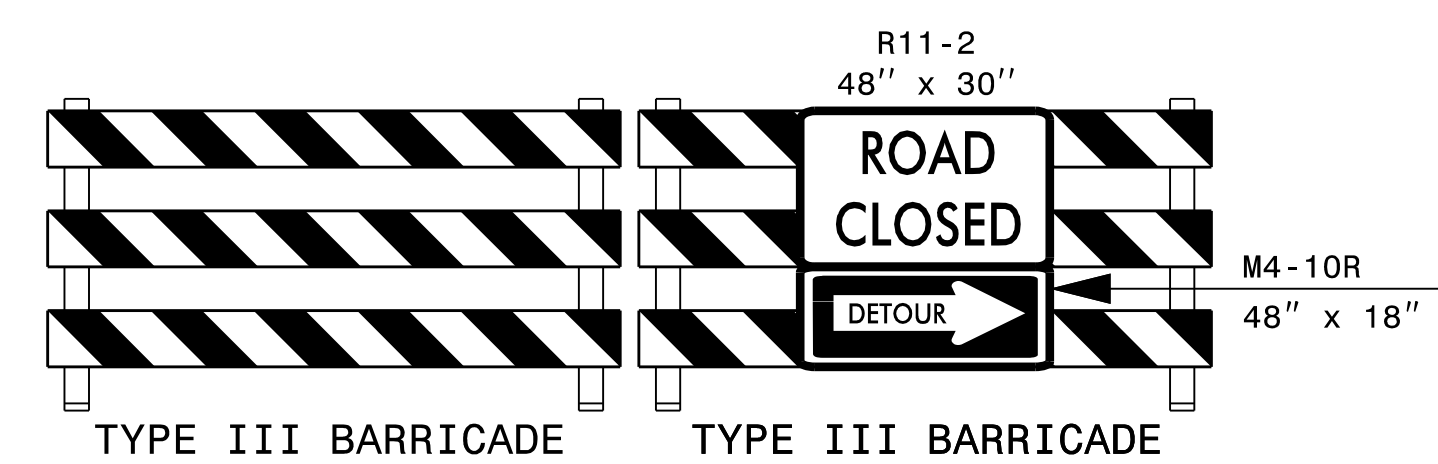




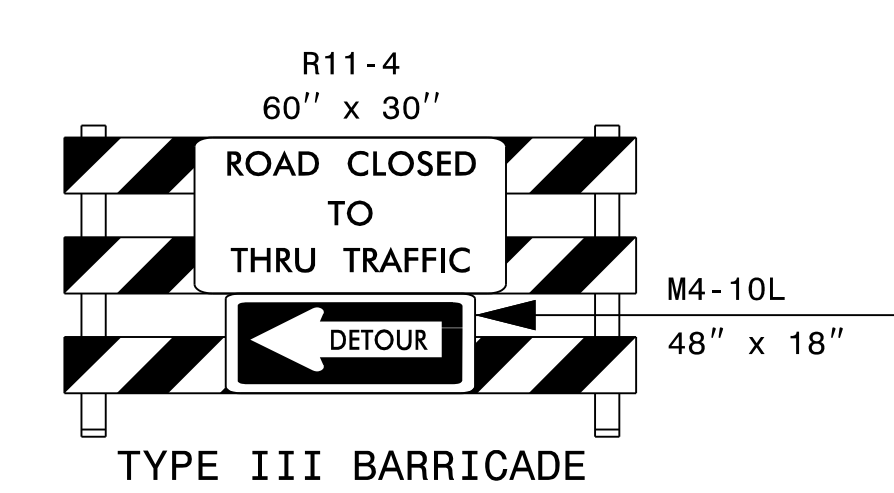
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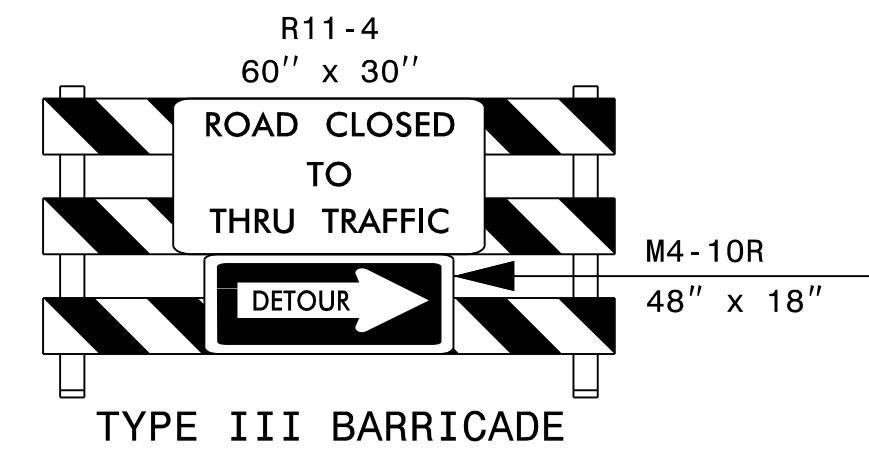
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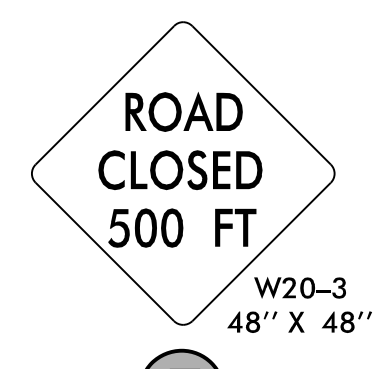
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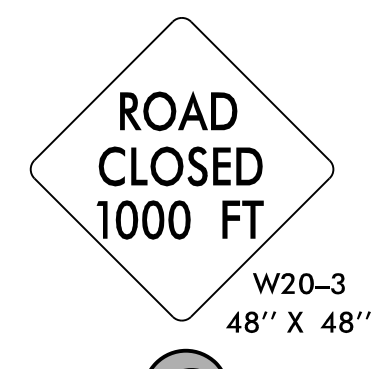
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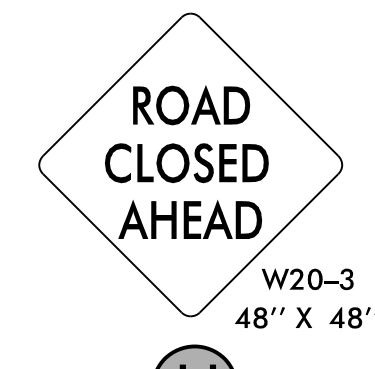
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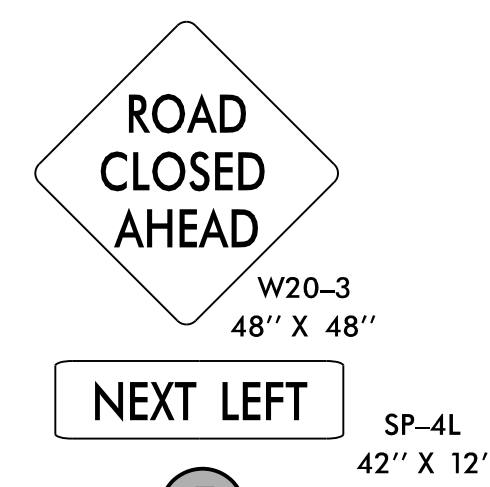
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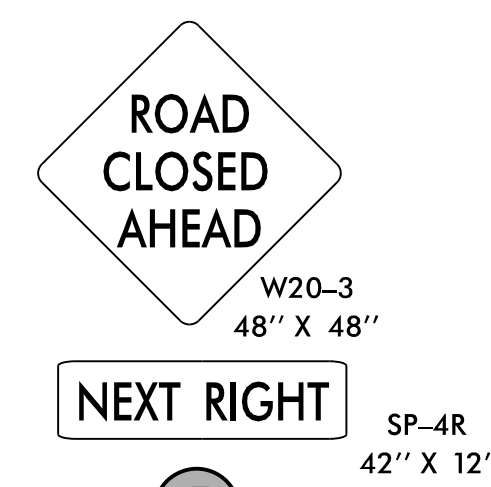
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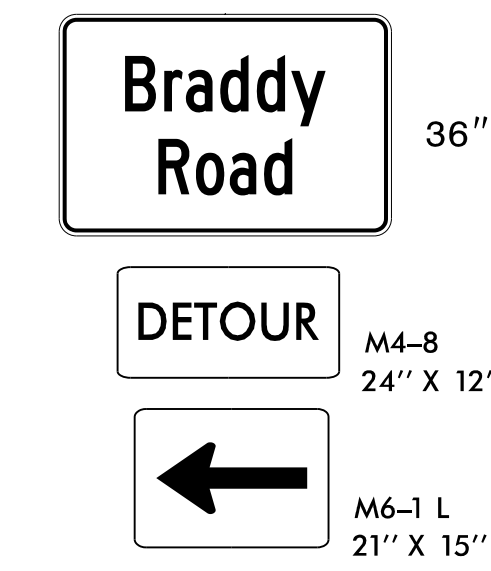
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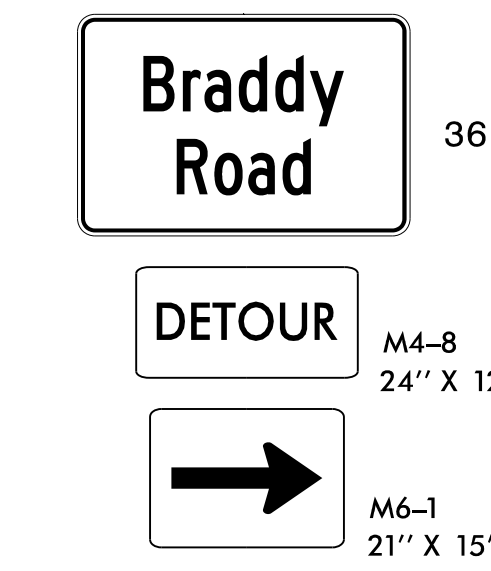
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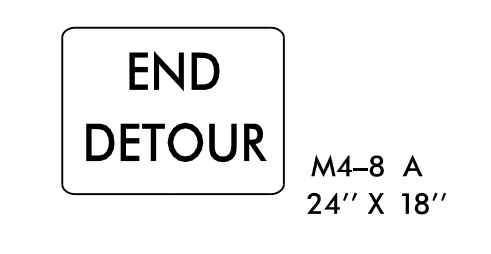
J



K



L



M

SIGN NUMBER: Braddy Road TYPE: Stationary QUANTITY: See Plans	BACKG COLOR: Fluorescent Orange	DESIGN BY: ch	CHECKED BY:	DATE: Oct 02, 2017
	COPY COLOR: Black	PROJECT ID: U-2519BA	DIV: 6	

SYMBOL	X	Y	WIDTH	HEIGHT

MAT'L: 0.080" (2.0 mm) ALUMINUM

BORDER TYPE: INSET
RECESS: 0.47"
WIDTH: 0.63"
RADII: 1.5"

NO. Z BARS:
LENGTH:

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


BORDER
R=1.5"
TH=0.63"
IN=0.47"

Letter spacings are to start of next letter										Series/Size	Text Length
B	r	a	d	d	y					C 2000	21.7
7.1	4.3	2.3	3.7	4	3.7	3.7	7.1				
R	o	a	d							C 2000	14.5
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APPROVED: <i>Michael T. Krepka</i> DATE: 6/4/2018 SEAL			ROAD CLOSURE SIGNS, DETOUR SIGNS AND SPECIAL SIGN DESIGN
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

PHASING



HDR Engineering, Inc. of the Carolinas
555 Fayetteville St., Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

PROJ. REFERENCE NO.	SHEET NO.
U-2519BA	TMP-3

NOTES: - PROJECT IS DIVIDED INTO THE FOLLOWING AREAS. EACH AREA CAN BE WORKED ON INDEPENDENTLY FROM THE OTHER TWO AREAS UNLESS OTHERWISE NOTED IN PHASING.
 - FOR LANE CLOSURES, REFER TO ROADWAY STANDARD DRAWING 1101.02, SHEETS 1 & 2 OF 14.
 - "RSD" REFERS TO NCDOT ROADWAY STANDARD DRAWINGS
 - ALL PROPOSED ASPHALT ROADWAY CONSTRUCTION IS UP TO, BUT NOT INCLUDING, THE FINAL LAYER OF SURFACE COURSE IN PHASES I THROUGH III IN ALL AREAS, UNLESS OTHERWISE NOTED.
 - COORDINATE CONSTRUCTION ACTIVITIES WITH ADJACENT PROJECTS U-2519AB & U-2519BB CONSTRUCTION TO ENSURE CONTINUED SAFETY THROUGH THE WORK ZONE.

AREA 1: FAYETTEVILLE OUTER LOOP

- L-
- Y13RPA-
- Y13RPB-
- Y13RPC-
- Y13RPD-

AREA 2: CAMDEN ROAD CORRIDOR

- Y13- (CAMDEN RD.), -Y13DET-
- Y13B-
- Y13E- (FLOWERING BRADFORD WAY)
- Y13F- (CHAMPS CT.)
- Y13G-
- Y13H- (MILLCREEK RD.)
- Y13I-
- Y13J-
- Y13CUL_1- (FARM CIRCLE RD.)
- Y13CUL_2- (BAMMEL DR.)
- Y13CUL_3- (PINE CONE LN.)
- Y13T_1-

AREA 3: KING ROAD CORRIDOR

- Y14- (KING RD.), -Y14DET-
- Y14A- (MARCELLE DR.)
- Y14B- (BRADY RD.)
- Y14T_1- (EUNICE DR.)
- Y15A- (EUNICE DR.)

AREA 4: STONEY POINT ROAD CORRIDOR

- Y16- (STONEY POINT RD.), -Y16DET-
- Y15- (AMOUR DR.)
- Y16A- (BRADY RD.)
- Y16B- (BRADY RD.)
- Y16C- (GRIMES RD.)

PHASE I

AREA 1: FAYETTEVILLE OUTER LOOP

STEP 1

INSTALL WORK ZONE ADVANCE WARNING AND WORK ZONE VEHICLE ACCESS SIGNS AS NECESSARY ON CAMDEN RD., KING RD., AND STONEY POINT RD.

STEP 2

AWAY FROM TRAFFIC, BEGIN PROPOSED CONSTRUCTION AT THE FOLLOWING LOCATIONS (SEE SHEETS TMP-6, 11 & 13):

- L- STA 344+00± TO STA 357+50±
- L- STA 363+00± TO STA 448+00±
- L- STA 451+50± TO STA 503+00±
- L- STA 505+50± TO STA 519+00±
- Y13RPA- STA 10+00 TO STA 28+00±
- Y13RPD- STA 10+00 TO STA 33+00±

AWAY FROM TRAFFIC AND USING LANE CLOSURES, CONSTRUCT THE FOLLOWING PROPOSED (SEE SHEETS TMP-5-7). PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS FOR PHASE II OPENING (SEE SHEETS TMP-17-19 FOR MARKINGS):

- L- STA 320+00 TO STA 344+00±
- Y13RPB-/-Y13RPB_XOVER- (TIE TO -Y13DET- CONSTRUCTION)
- Y13RPC-/-Y13RPC_XOVER- (TIE TO -Y13DET- CONSTRUCTION)

AREA 2: CAMDEN ROAD CORRIDOR

STEP 1

INSTALL WORK ZONE ADVANCE WARNING SIGNS ON CAMDEN RD. (SR 1003), MILL CREEK RD. (SR 3438), FARM CIRCLE RD. (SR 3303), HARVEST CT. (SR 3437), FLOWERING BRADFORD WAY (SR 4176), CHAMPS CT. (SR 3770) AND BRAMMEL DR.

STEP 2

USING LANE CLOSURES AND AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF PROPOSED AT THE FOLLOWING LOCATIONS (SEE SHEET TMP-4):

- Y13- STA 13+90± TO STA 27+00± (WEDGE & WIDEN EXISTING CAMDEN RD.)
- Y13H- STA 13+70 TO -Y13- (WEDGE & WIDEN EXISTING MILLCREEK RD.)
- Y13I-, -Y13I-, -Y13J- & -Y13T_1-

USING LANE CLOSURES AND AWAY FROM TRAFFIC, CONSTRUCT PROPOSED IN THE FOLLOWING LOCATIONS (SEE LOCAL NOTE 1 AND SHEETS TMP-5 THRU 9):

- Y13DET- STA 3+32± TO STA 37+70±
- > WEDGE TIE TO -Y13RPB_XOVER- OVER EXISTING CAMDEN RD.
- > WEDGE TIE TO -Y13RPC_XOVER- OVER EXISTING CAMDEN RD.
- > CONSTRUCT TEMPORARY TIE TO PINE CONE LN.
- Y13B-
- Y13G- (WITH TEMPORARY TIE TO CAMDEN RD.)
- Y13CUL_1- & -Y13CUL_2-

AREA 3: KING ROAD CORRIDOR

STEP 1

INSTALL WORK ZONE ADVANCE WARNING SIGNS ON KING RD. (SR 1108), SAVANNAH DR., MARCELLE DR., AND BRADY RD. (SR 1111).

STEP 2

USING LANE CLOSURES AND AWAY FROM TRAFFIC, CONSTRUCT PROPOSED IN THE FOLLOWING LOCATIONS (SEE SHEET TMP-10 & 11):

- Y14DET- STA 10+00± TO STA 31+38± (WITH TEMPORARY TIES TO MARCELLE DR. AND BRADY RD.)
- Y14T_1-
- Y15A-

AREA 4: STONEY POINT ROAD CORRIDOR

NOTE: AVAILABILITY OF CONSTRUCTION ALONG STONEY POINT ROAD CORRIDOR BEGINS UPON COMPLETION OF WORK OF PIEDMONT NATURAL GAS (GAS) DISTRIBUTION IN THE STONEY POINT ROAD CORRIDOR (SEE UBO PROJECT SPECIAL PROVISIONS).

STEP 1

INSTALL WORK ZONE ADVANCE WARNING SIGNS ON STONEY POINT RD. (SR 1112), BRADY RD. (SR 1111), AMOUR DR. AND GRIMES RD. (SR 1110).

STEP 2

AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF PROPOSED AT THE FOLLOWING LOCATIONS (SEE SHEET TMP-12):

- Y16A- STA 18+00± TO STA 21+50±
- Y16B- STA 10+33± TO STA 13+00±

USING LANE CLOSURES AND AWAY FROM TRAFFIC, CONSTRUCT PROPOSED IN THE FOLLOWING LOCATIONS (SEE SHEETS TMP-12 THRU 15):

- Y16DET- STA 10+00± TO STA 39+95± (WITH TEMPORARY TIES TO BRADY RD. AND AMOUR DR.)
- Y16B- STA 23+30± TO -Y16C-

USING RSD 1101.03 (SHEET 1 OF 9), CLOSE GRIMES ROAD. CONSTRUCT -Y16C- STA 10+50± TO STA 14+00± (INCL. INSTALLATION OF 4-"49"X"33" CSPA) (SEE SHEET TMP-15, AND SHEET TMP-2B FOR DETOUR ROUTE). UPON COMPLETION, PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AND OPEN Y16B- STA 23+30± TO Y16C-. REOPEN GRIMES ROAD AND REMOVE DETOUR SIGNING (SEE SHEET TMP-27).

PHASE II


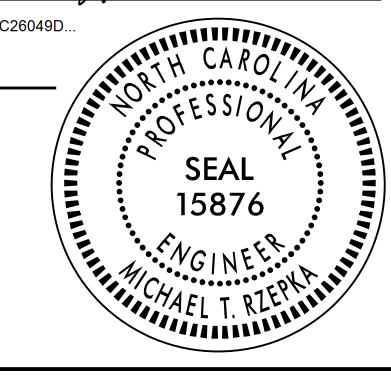
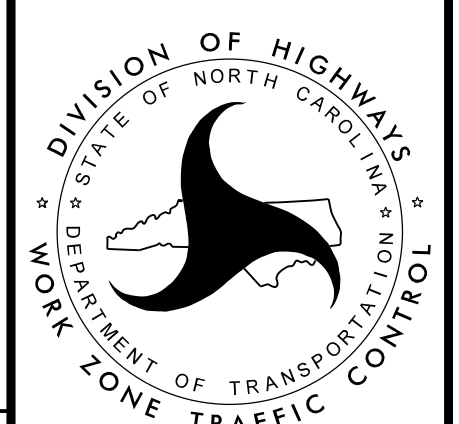
AREA 1: FAYETTEVILLE OUTER LOOP

OPEN -L- FROM STA 320+00 TO -Y13RPB- & -Y13RPC- AND OPEN -Y13RPB- & -Y13RPC- (COORDINATE WITH U-2519AB OPENING AND CAMDEN RD. SHIFT)


UPON SHIFTING TRAFFIC TO ONSITE DETOURS IN AREAS 2, 3 & 4 IN PHASE II, AWAY FROM TRAFFIC, BEGIN PROPOSED CONSTRUCTION AT THE FOLLOWING LOCATIONS (SEE SHEETS TMP-18, 23 & 25):

- L- STA 357+50± TO STA 360+50±
- L- STA 449+50± TO STA 451+50±
- L- STA 504+50± TO STA 505+50±

REVISIONS

APPROVED:  DATE: 4/11/2022 SEAL 		<h2>PHASING</h2>
<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>		

PHASING



HDR Engineering, Inc. of the Carolinas
555 Fayetteville St., Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

PROJ. REFERENCE NO.	SHEET NO.
U-2519BA	TMP-3A

AREA 4: STONEY POINT ROAD CORRIDOR

STEP 1

USING LANE CLOSURES, PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AND SHIFT STONEY POINT RD. TRAFFIC TO -Y16DET-. MAINTAIN ACCESSES TO BRADY RD. (LEFT OF -Y16-) AND AMOUR DR. CLOSE BRADY RD. ACCESS TO STONEY POINT RD. (RIGHT OF -Y16-) (SEE SHEETS TMP-24 THRU 26).

USING LANE CLOSURES AND AWAY FROM TRAFFIC, CONSTRUCT PROPOSED IN THE FOLLOWING LOCATIONS (SEE SHEETS TMP-24 THRU 27):

- Y15- STA 11+45± TO -Y16_REV-
- Y16- STA 11+00± TO STA 14+00± (WEDGE & WIDEN RIGHT)
- Y16- STA 14+00± TO STA 17+00± (PARTIAL WIDTH NEW CONSTRUCTION)
- Y16- STA 17+00± TO -Y16_REV- STA 30+39± (FULL WIDTH NEW CONSTRUCTION)
- Y16_REV- STA 30+39± TO STA 36+00± (FULL WIDTH NEW CONSTRUCTION)
- Y16_REV- STA 36+00± TO STA 37+00± (PARTIAL WIDTH NEW CONSTRUCTION)
- Y16_REV- STA 37+00± TO STA 40+00± (WEDGE & WIDEN RIGHT)
- Y16_REV- STA 40+00± TO STA 45+20± (WEDGE & WIDEN LEFT AND RIGHT)
- Y16B- FROM -Y16- TO -Y16B- STA 15+00±
- TEMPORARY TIE BETWEEN -Y16DET- AND -Y16_REV- AT -Y16_REV- STA 35+00± FOR PHASE III TRAFFIC

COMPLETE CONSTRUCTION OF -Y16B- STA 10+33± TO STA 13+00± BEGUN IN PHASE I.

PHASE III

AREA 1: FAYETTEVILLE OUTER LOOP

UPON SHIFTING TRAFFIC TO ONSITE PROPOSED -Y- LINES IN AREAS 2, 3 & 4 IN PHASE III, AWAY FROM TRAFFIC, CONSTRUCT REMAINING -L- AND RAMPS AT THE FOLLOWING LOCATIONS (SEE SHEETS TMP-30, 34 & 36):

- L- STA 360+50± TO STA 363+00±
- L- STA 448+00± TO STA 449+50±
- L- STA 503+00± TO STA 504+50±
- Y13RPA- STA 28+00± TO -Y13-
- Y13RPD- STA 33+00± TO -Y13-

COMPLETE CONSTRUCTION OF -L- AND RAMPS BEGUN IN PHASES I & II.

AREA 2: CAMDEN ROAD CORRIDOR

STEP 1

USING LANE CLOSURES, PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AND SHIFT CAMDEN RD. TRAFFIC TO TEMPORARY PATTERN ON -Y13- (SEE SHEETS TMP-28 THRU 32).

USING LANE CLOSURES, CONSTRUCT THE FOLLOWING (SEE SHEETS TMP-28 THRU 32):

- Y13- STA 27+00± TO STA 39+00± (REMAINING WIDTH LEFT)
- Y13- STA 54+00± TO STA 62+00± (NEW CONST. LEFT INCL. RAISED ISLAND)
- REMOVE -Y13DET-

AREA 3: KING ROAD CORRIDOR

STEP 1

USING LANE CLOSURES, REMOVE -Y14DET- (SEE SHEETS TMP-33 & 34).

AREA 4: STONEY POINT ROAD CORRIDOR

- NOTES:**
- AREA 4, PHASE III, STEP 1 AND STEP 2 MAY BE PERFORMED SIMULTANEOUSLY
 - COORDINATE THE WORK IN AREA 4, PHASE III STEPS TO MINIMIZE CLOSURE TIME OF BRADY ROAD ACCESS TO STONEY POINT ROAD.
 - AREA 4, PHASE III, STEP 1 CLOSURE OF BRADY RD. ACCESS TO STONEY POINT RD. SHALL NOT COINCIDE WITH THE CLOSURE OF BRADY RD. ACCESS TO KING RD. IN AREA 3, PHASE II, STEP 2.

STEP 1

USING LANE CLOSURES, COMPLETE THE FOLLOWING (SEE SHEETS TMP-35 THRU 37, AND SHEET TMP-2D FOR DETOUR):

- PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AND SHIFT STONEY POINT RD. TRAFFIC TO -Y16-/-Y16_REV- (TEMP. PATTERN)
- OPEN -Y16B-
- INSTALL DETOUR SIGNING, CLOSE BRADY RD. ACCESS TO STONEY POINT RD. (LEFT OF -Y16-) AND DETOUR TRAFFIC
- SHIFT -Y15- TRAFFIC TO -Y16DET- AND TEMPORARY TIE AT -Y16_REV- STA 35+00± FOR ACCESS TO -Y16_REV-

USING LANE CLOSURES AND AWAY FROM TRAFFIC, CONSTRUCT PROPOSED IN THE FOLLOWING LOCATIONS (SEE SHEETS TMP-35 & 37):

- Y16- STA 11+00± TO STA 14+00± (WEDGE & WIDEN LEFT)
- Y16- STA 14+00± TO STA 17+00± (REMAINING WIDTH NEW CONSTRUCTION)
- Y16_REV- STA 36+00± TO STA 40+00± (REMAINING WIDTH NEW CONSTRUCTION)

AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING (SEE SHEET TMP-35):

- Y16A- STA 11+00± TO STA 18+00±
- Y16A- STA 21+50± TO -Y16-

COMPLETE CONSTRUCTION OF -Y16A- STA 18+00± TO STA 21+50± BEGUN IN PHASE I.

PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AND OPEN -Y16A- ACCESS TO -Y16- TO TRAFFIC (NOT SHOWN). REMOVE DETOUR SIGNING.

STEP 2

USING LANE CLOSURES AND FLAGGING, CONSTRUCT -Y15- FROM STA 10+00± TO STA 11+45± (SEE SHEET TMP-36). UPON COMPLETION, SHIFT TRAFFIC TO PROPOSED -Y15-/-Y16_REV- INTERSECTION AND REMOVE ABANDONED -Y16DET- AND TEMPORARY TIE (NOT SHOWN).

USING LANE CLOSURES AND AWAY FROM TRAFFIC, REMOVE -Y16DET- AND EXISTING BRADY RD. ADJACENT TO -Y16A- (SEE SHEETS TMP-35 THRU 37).

PHASE IV

STEP 1

USING LANE CLOSURES, PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AND SHIFT CAMDEN RD. TRAFFIC TO FINAL PATTERN ON -Y13- (AREA 2), AND CONSTRUCT PROPOSED MONOLITHIC ISLANDS.

USING LANE CLOSURES, PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AND SHIFT STONEY POINT RD. TRAFFIC TO FINAL PATTERN ON -Y16-/-Y16_REV- (AREA 4), AND CONSTRUCT PROPOSED MONOLITHIC ISLANDS.

USING LANE CLOSURES, PLACE FINAL LAYER OF SURFACE COURSE AND INSTALL FINAL PAVEMENT MARKINGS AND FINAL MARKERS ON ALL ROADS IN AREA 1 AND AREA 3.

STEP 2

USING LANE CLOSURES, INSTALL & ACTIVATE TRAFFIC SIGNALS AT INTERSECTIONS OF -Y13- AND -Y13- RAMPS AND OPEN -L- AND -Y13- RAMPS TO TRAFFIC, AS DIRECTED BY THE ENGINEER.

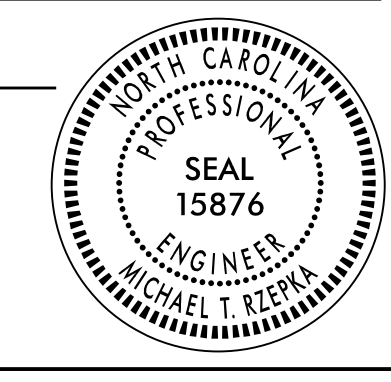
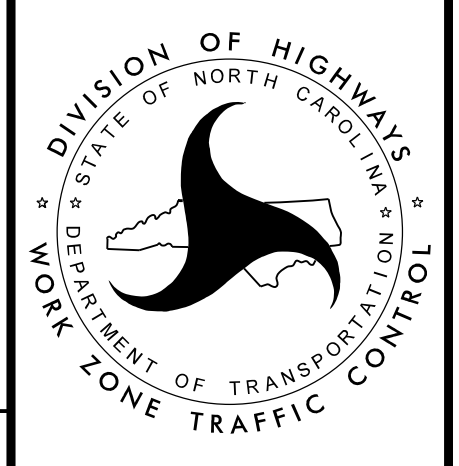
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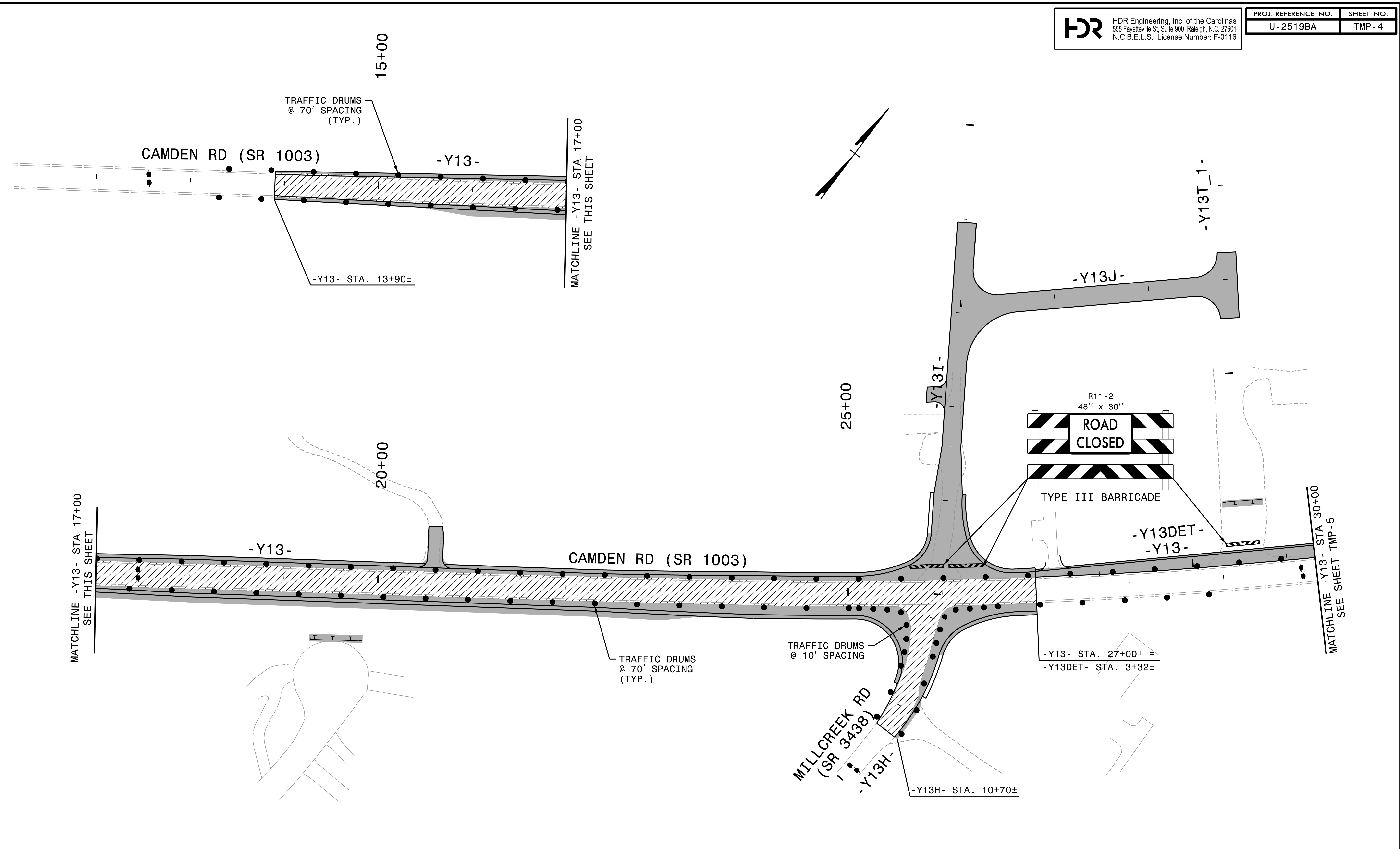
USING LANE CLOSURES, PLACE FINAL LAYER OF SURFACE COURSE AND INSTALL FINAL PAVEMENT MARKINGS AND FINAL MARKERS IN AREA 2 (CAMDEN RD. CORRIDOR) AND AREA 4 (STONEY POINT RD. CORRIDOR).

STEP 3

REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES

REVISIONS

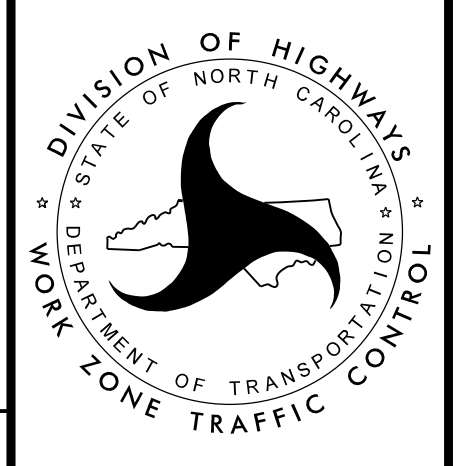
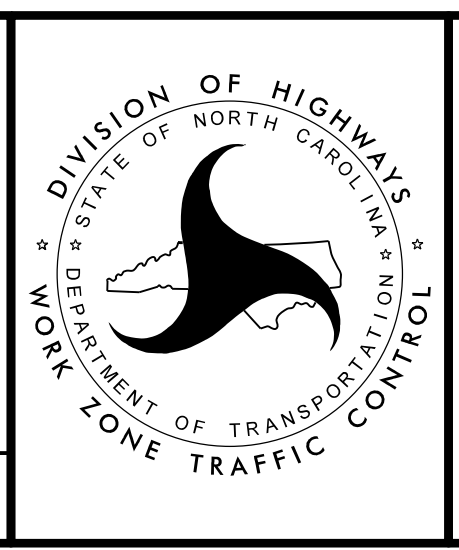
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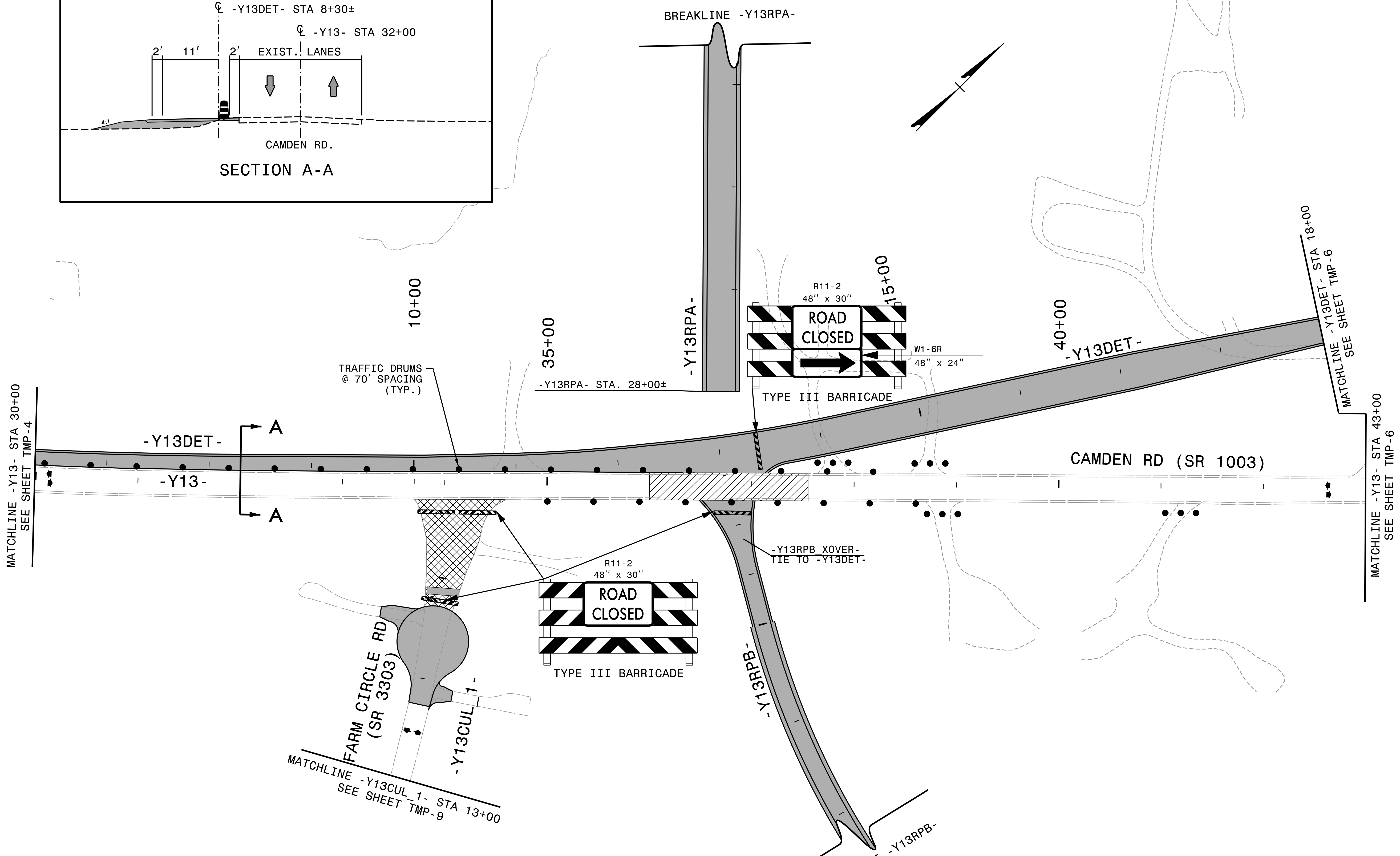
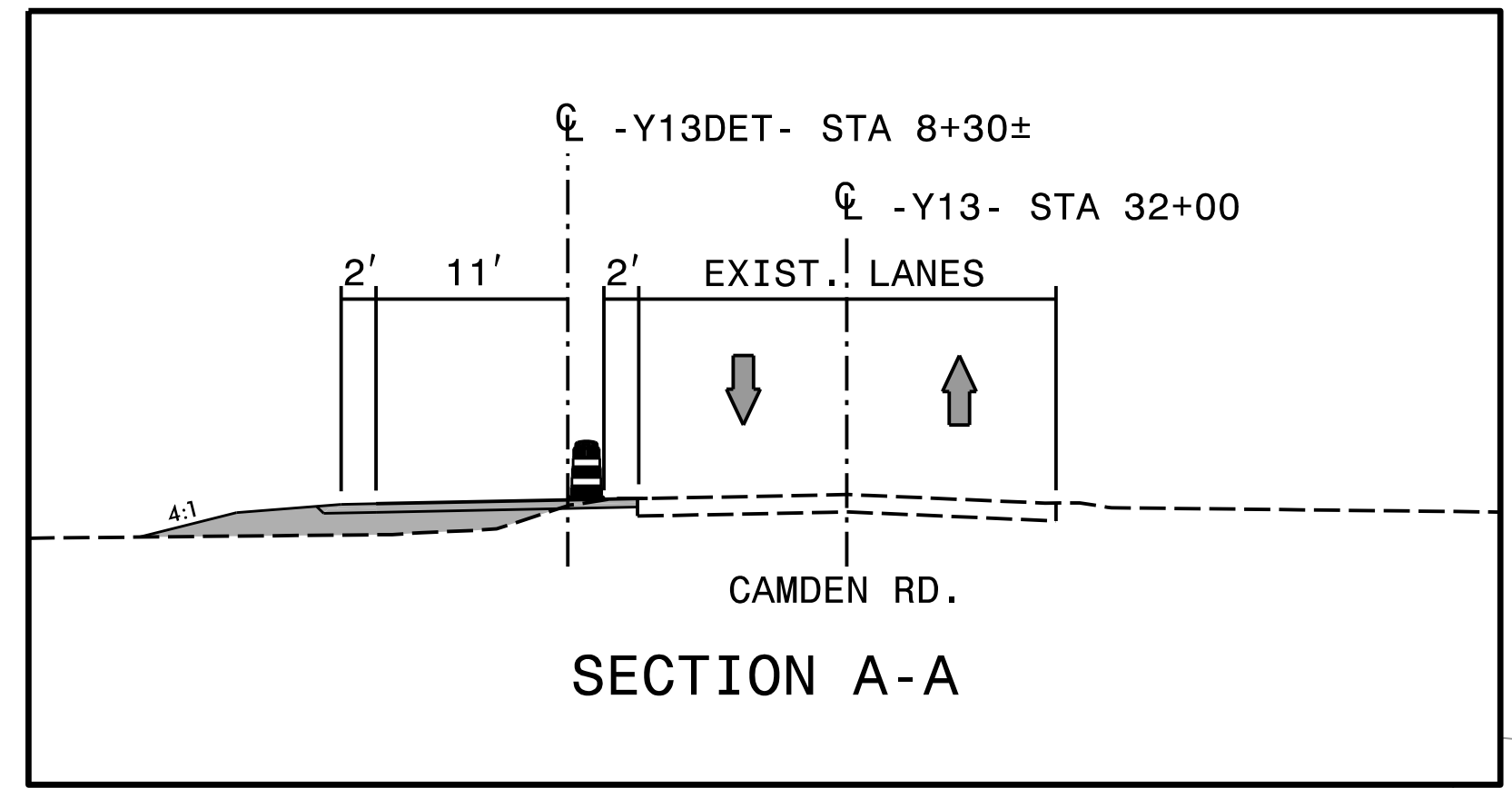
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APPROVED: *Michael T. Reepka*
DATE: 3/15/2022
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PHASE I
DETAIL

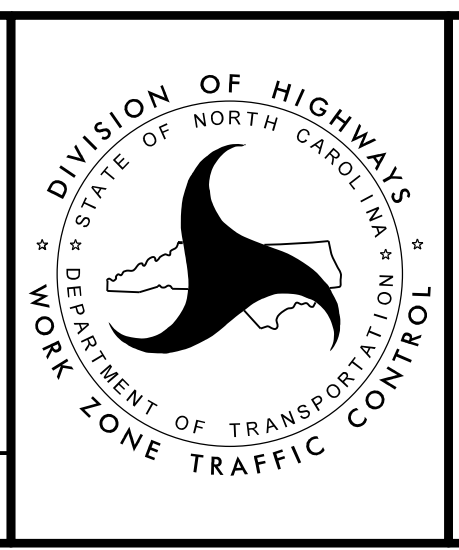
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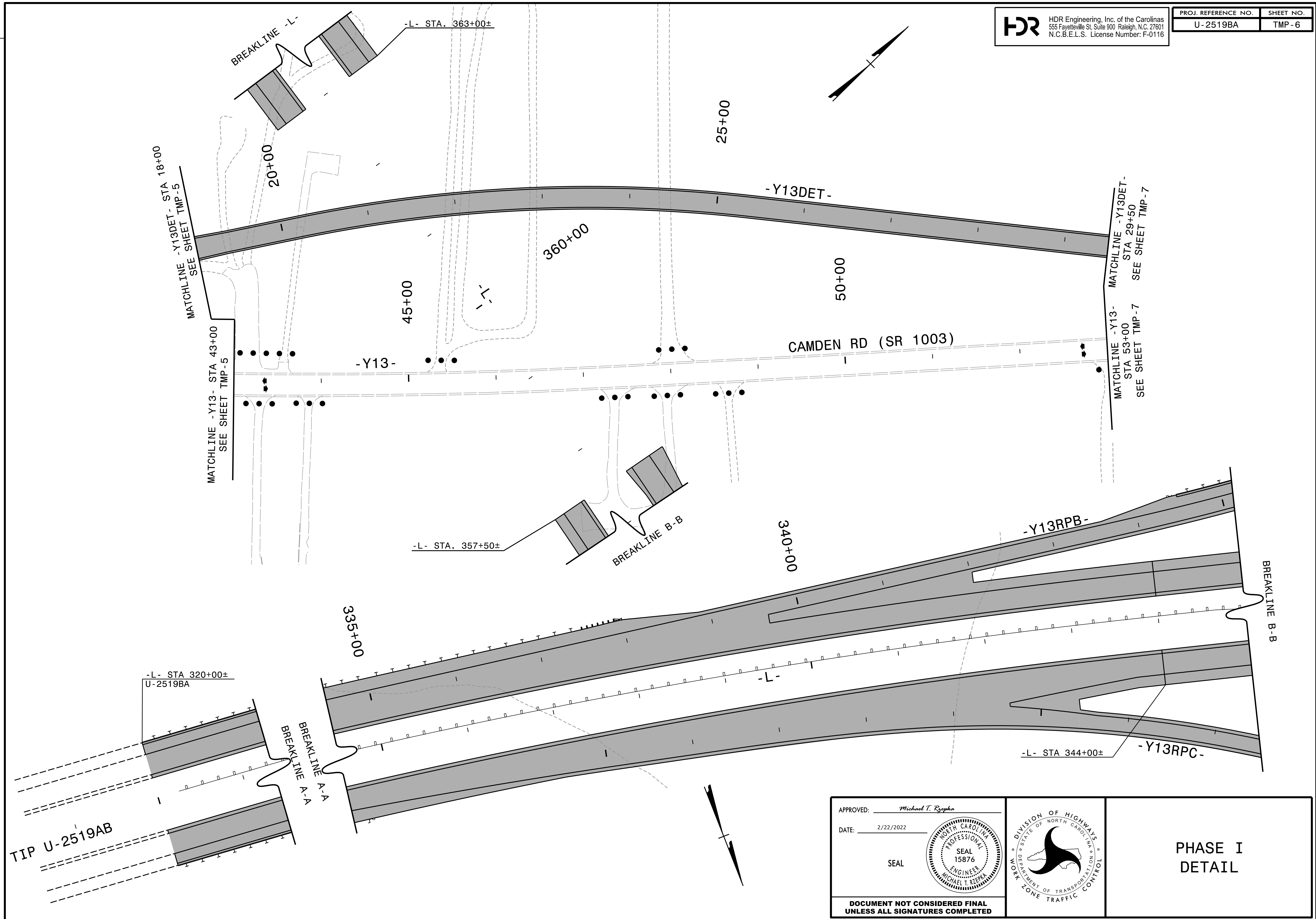
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APPROVED: *Michael T. Rzepka*
DATE: 2/22/2022
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PHASE I
DETAIL

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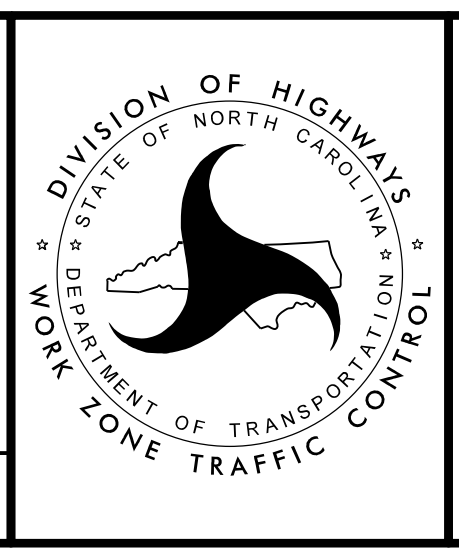


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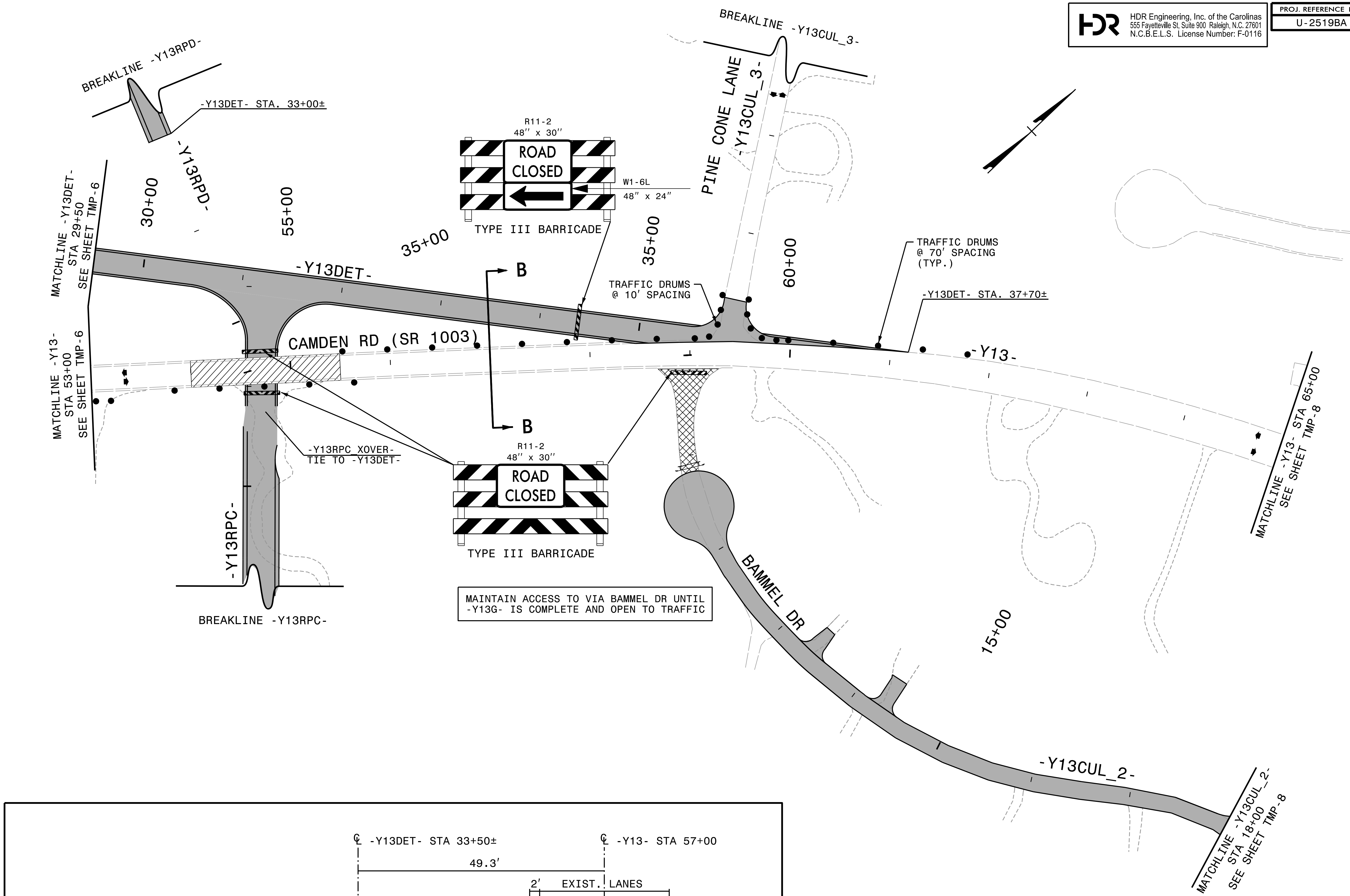
TIP U-2519AB

APPROVED: *Michael T. Rzepka*
DATE: 2/22/2022
SEAL

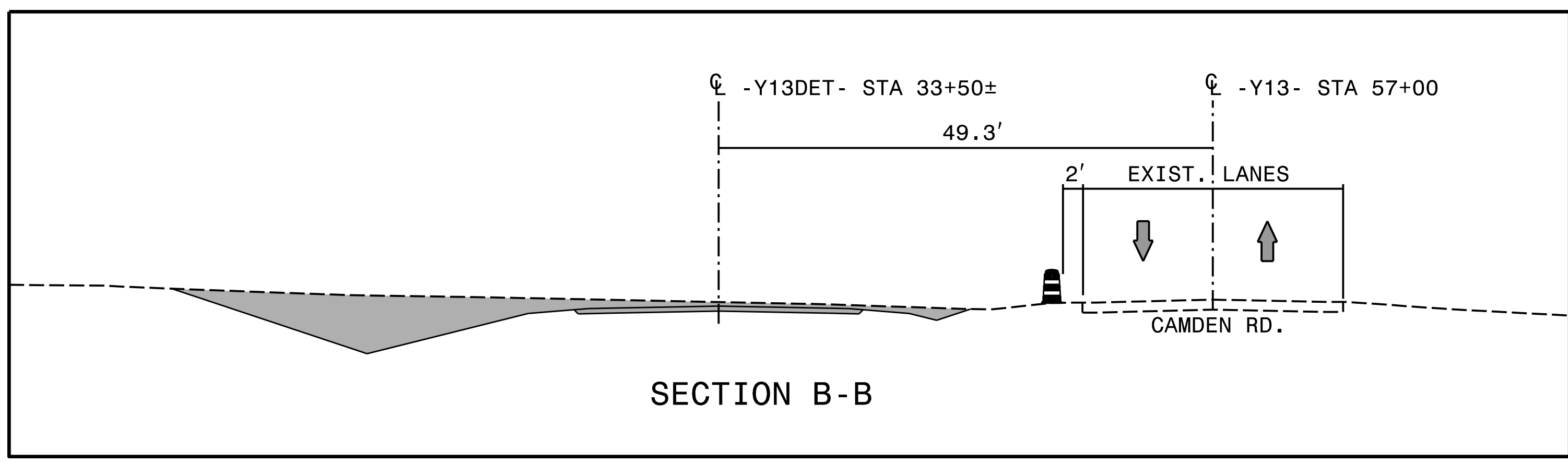


PHASE I
DETAIL

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UNLESS ALL SIGNATURES COMPLETED



MAINTAIN ACCESS TO VIA BAMMEL DR UNTIL -Y13G- IS COMPLETE AND OPEN TO TRAFFIC



REVISIONS

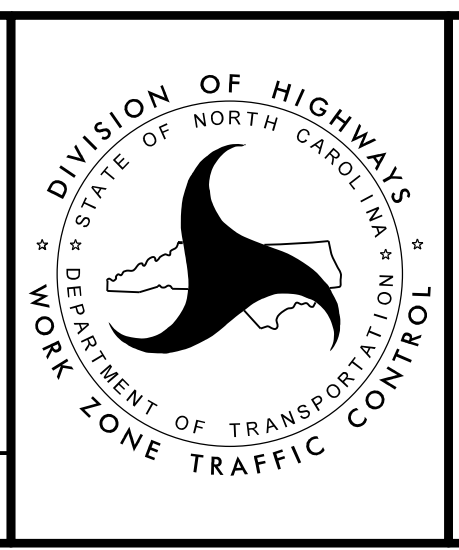
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APPROVED: *Michael T. Rzepka*

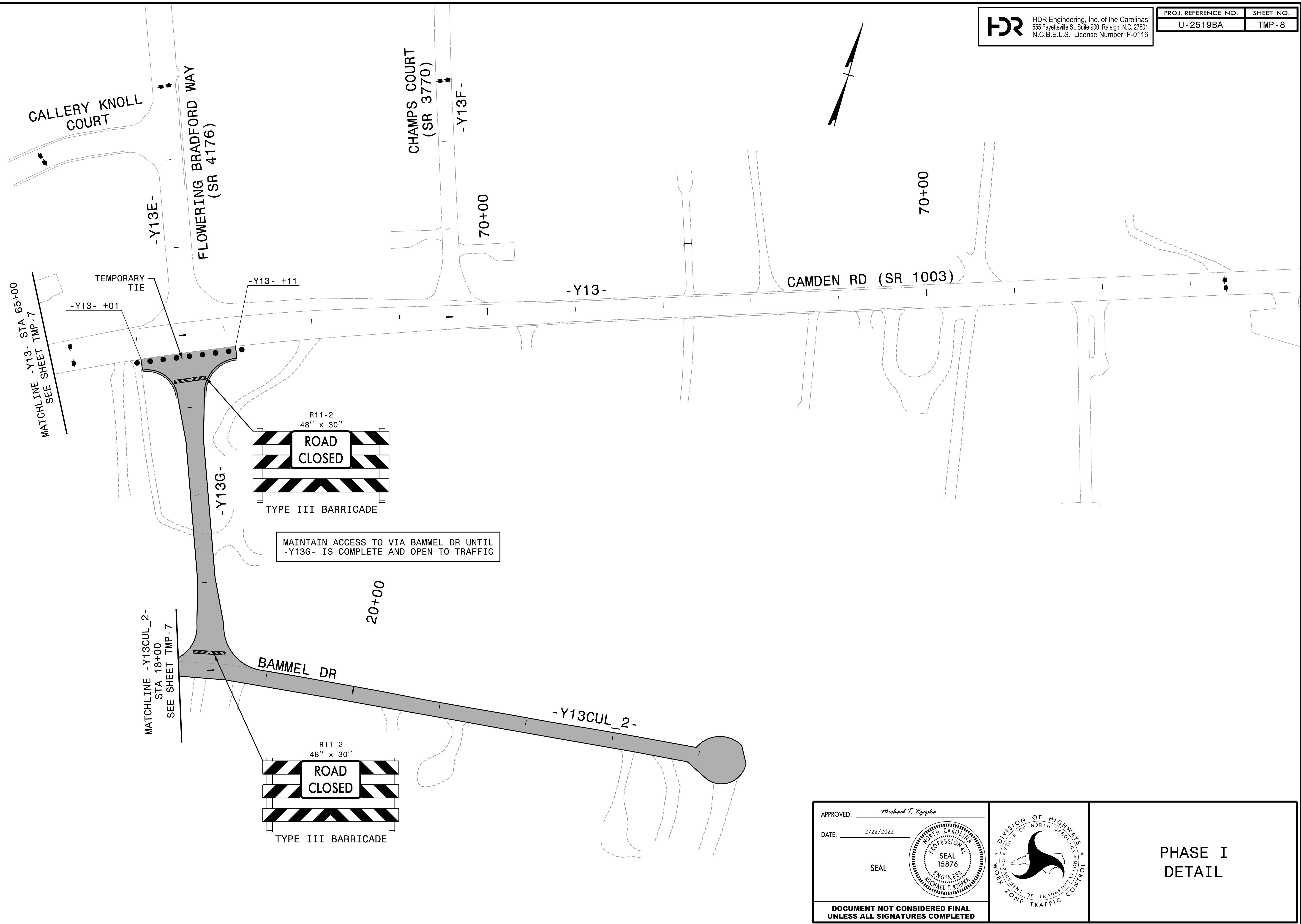
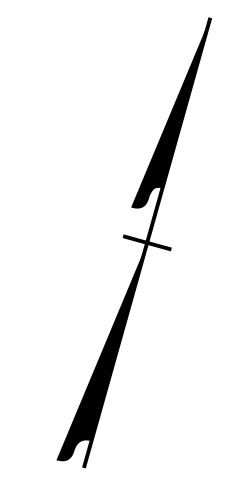
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UNLESS ALL SIGNATURES COMPLETED**



**PHASE I
DETAIL**



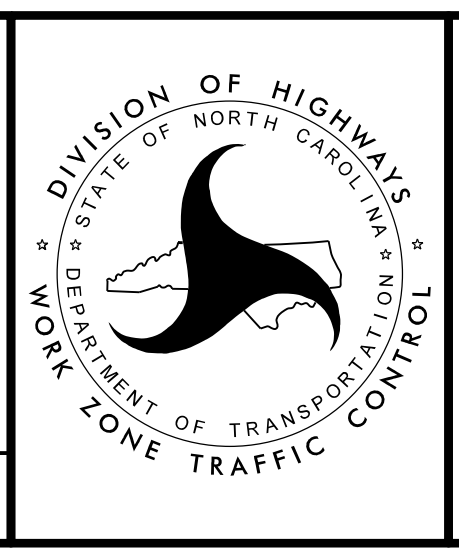
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APPROVED: *Michael T. Rzepka*

DATE: 2/22/2022

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PHASE I
DETAIL

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MATCHLINE -Y13CUL_1- STA 13+00
 SEE SHEET TMP-5

FARM CIRCLE RD
 (SR 3303)

-Y13CUL_1-

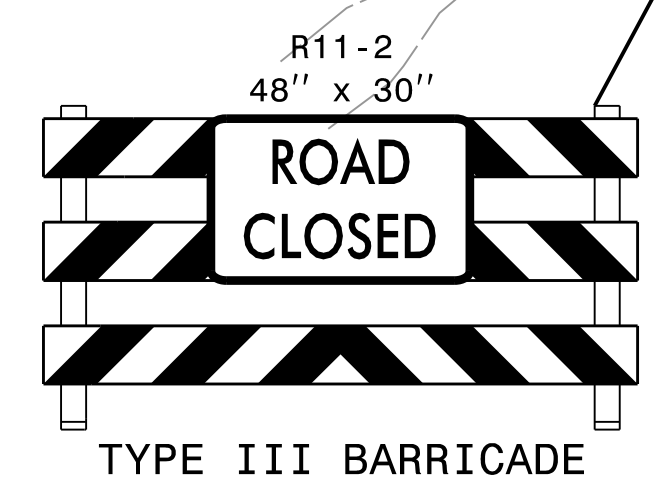
BREAKLINE THIS SHEET

BREAKLINE THIS SHEET

15+00

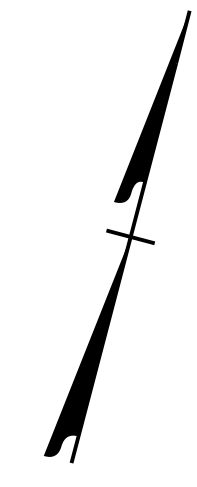
-Y13B-

20+00



TYPE III BARRICADE

HARVEST CT
 (SR 3437)

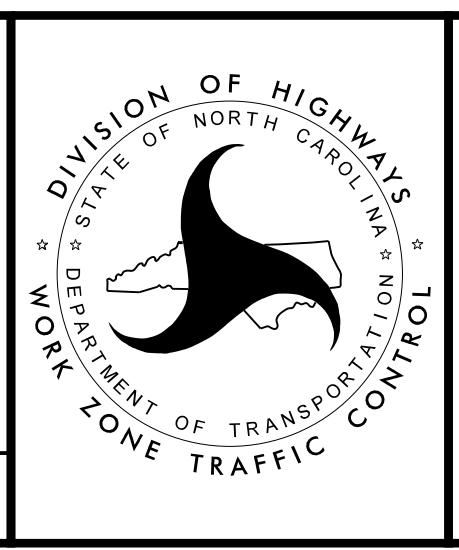


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APPROVED: *Michael T. Reppke*
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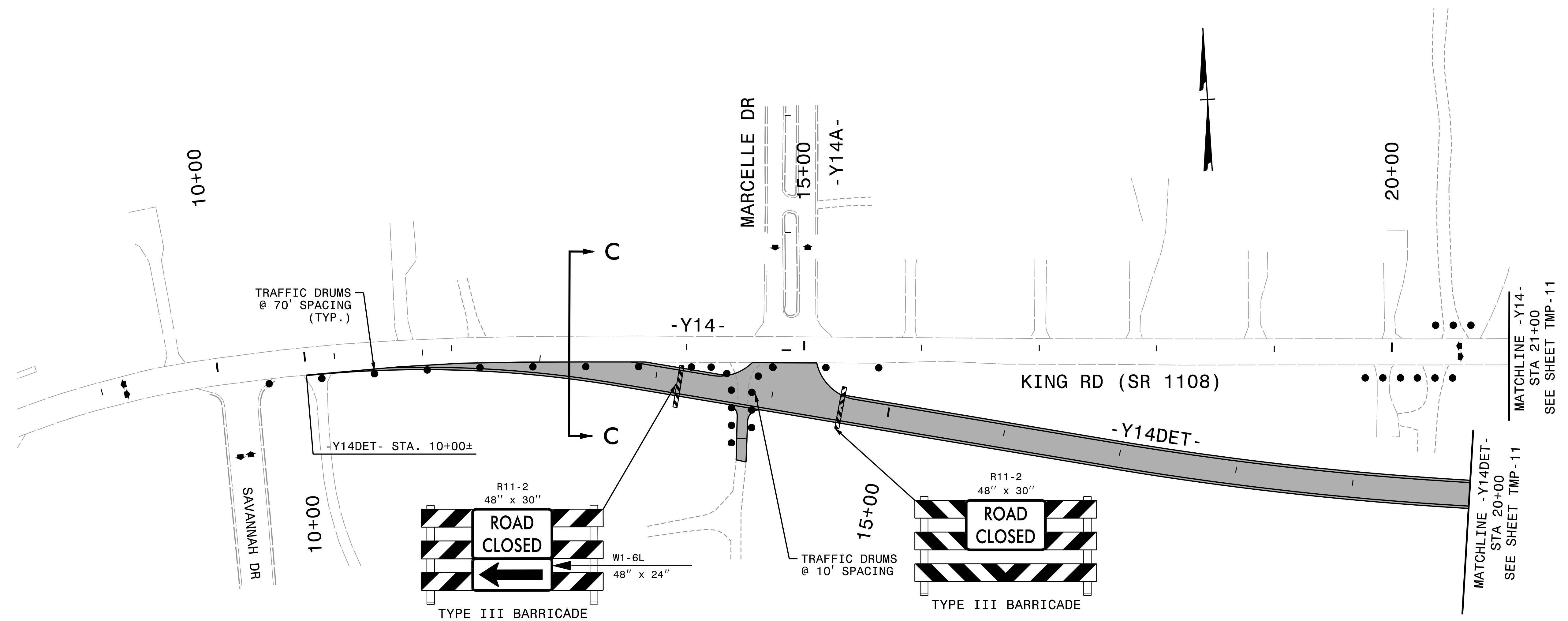
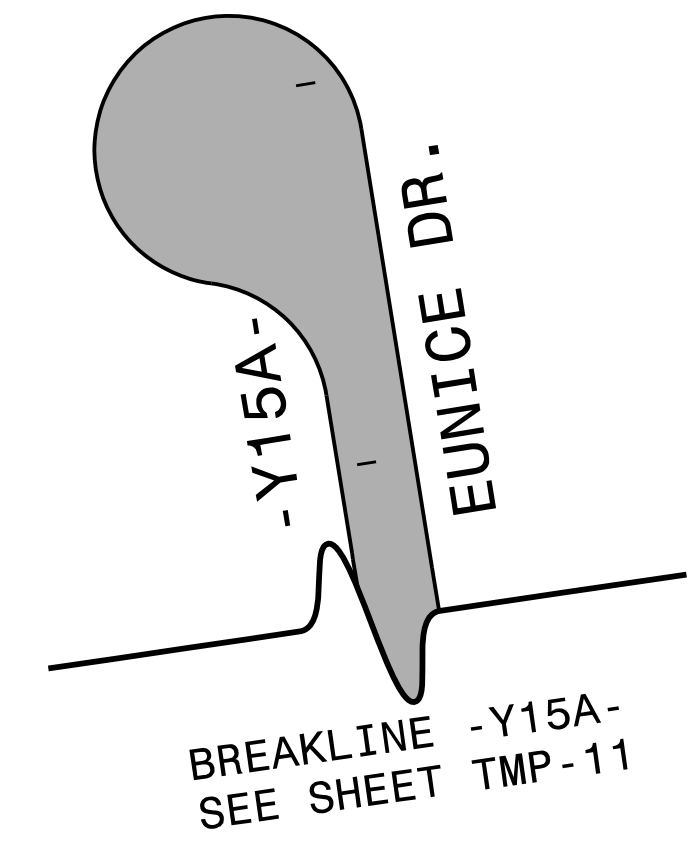
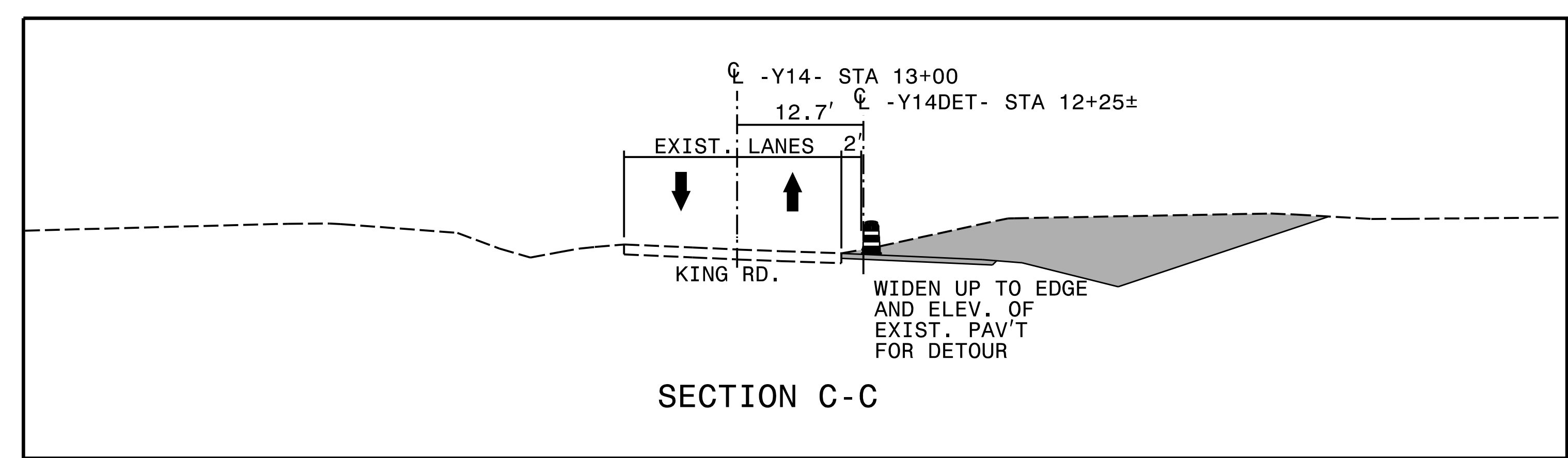
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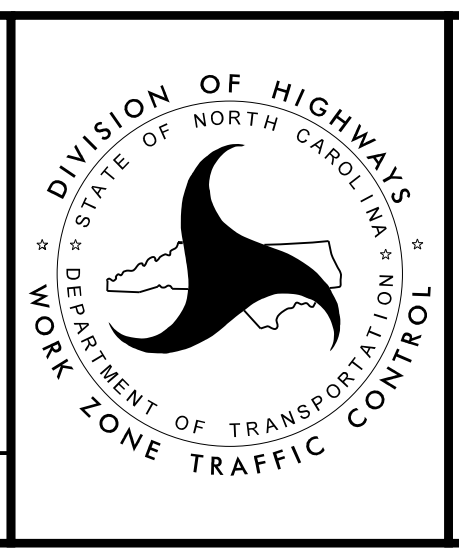
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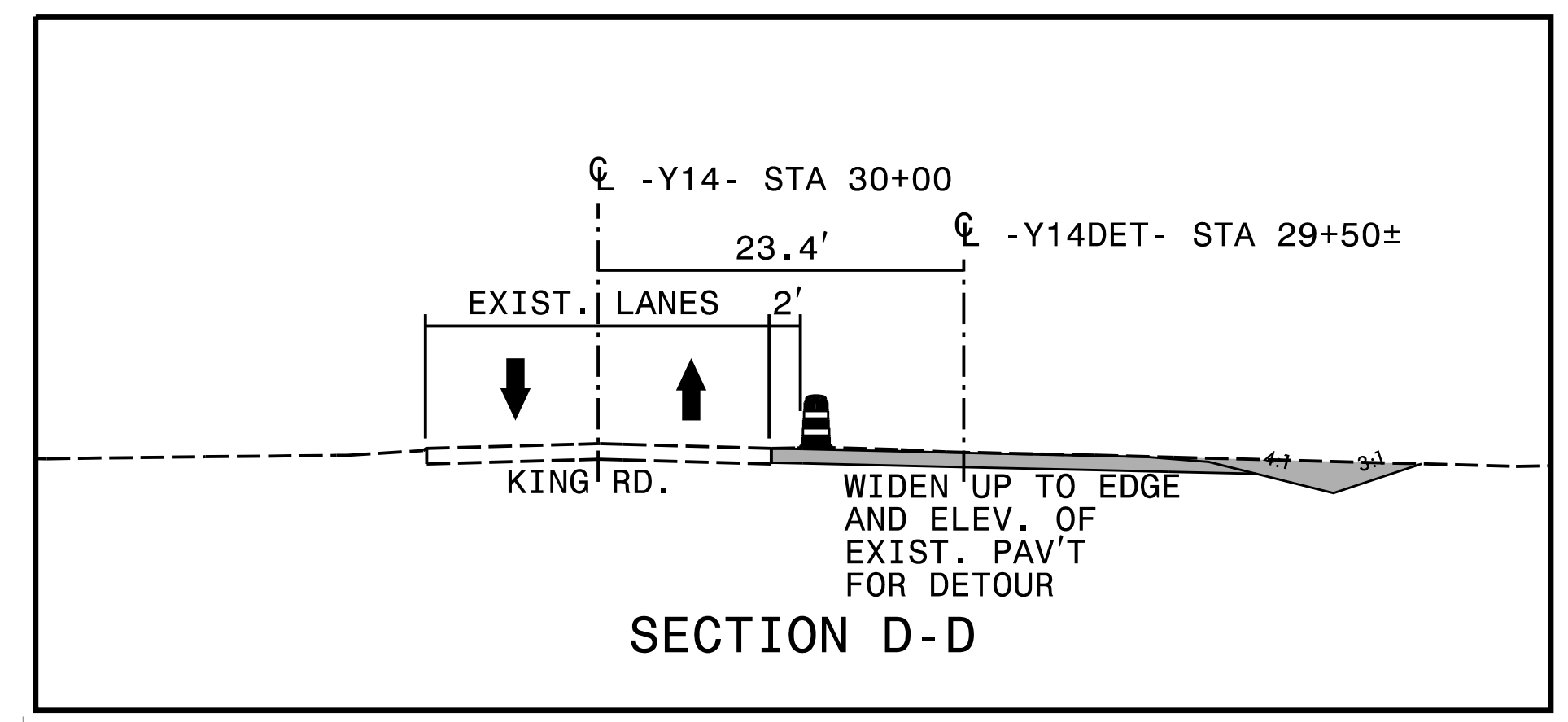
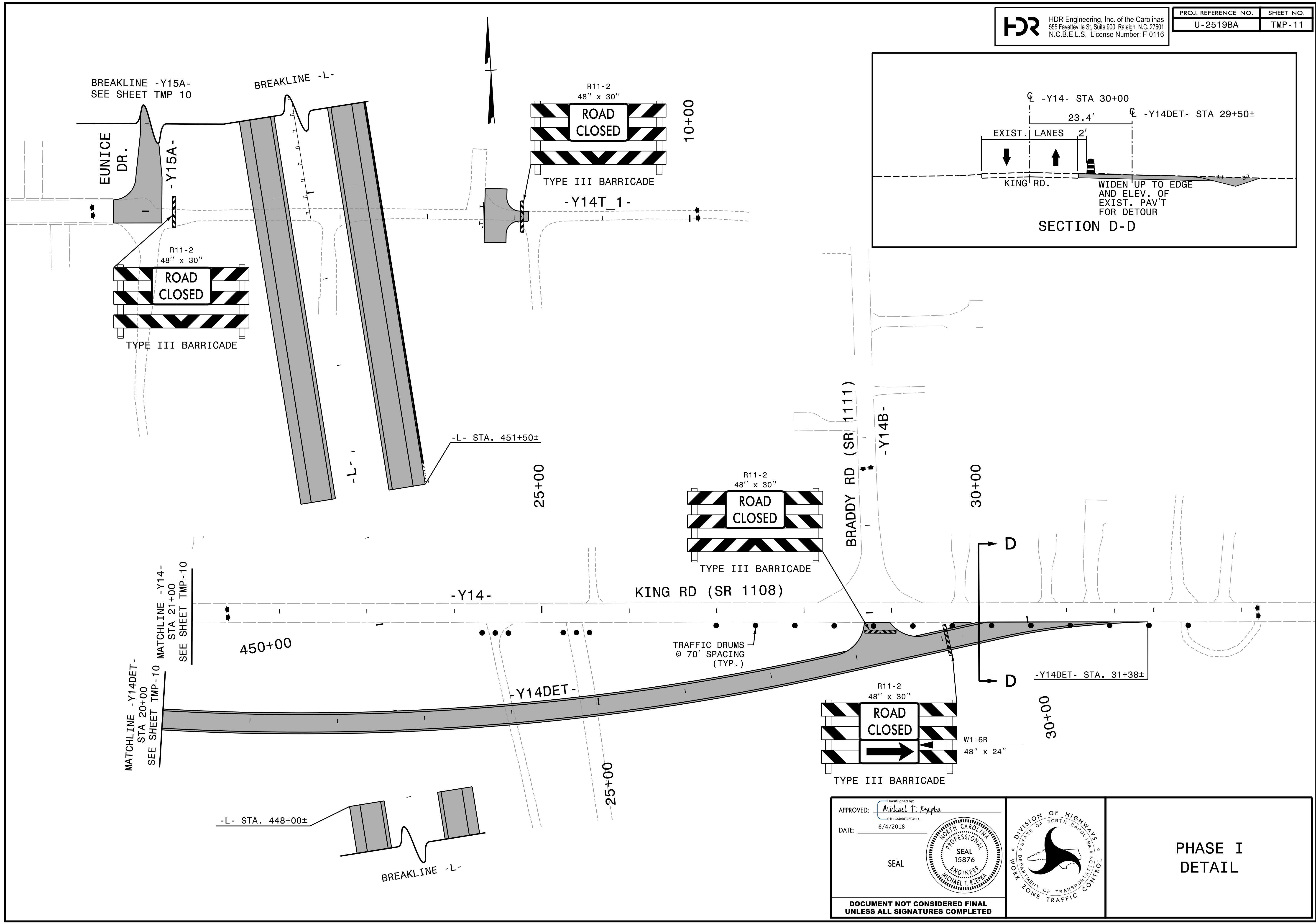
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APPROVED: *Michael T. Reppke*
DATE: 6/4/2018
SEAL
MICHAEL T. REPPKE
ENGINEER
15876
NORTH CAROLINA
PROFESSIONAL
SEAL
15876
ENGINEER



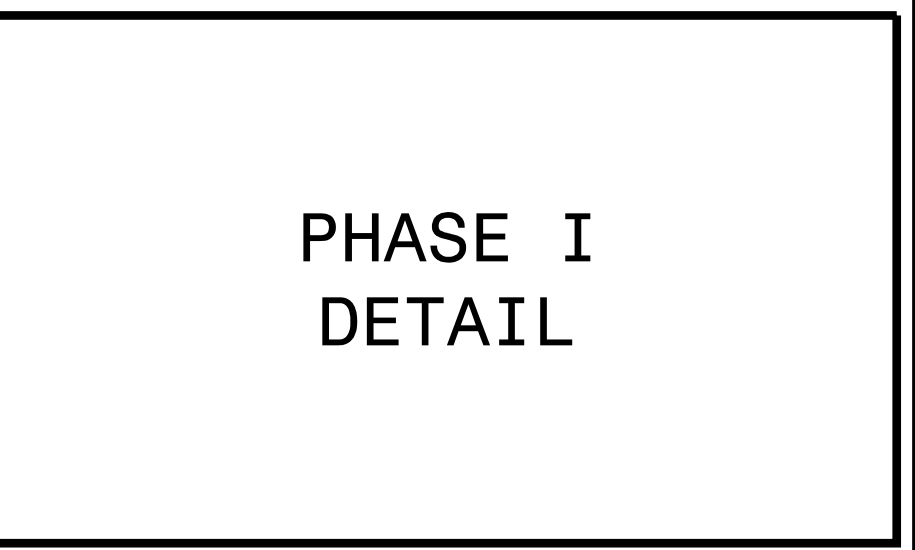
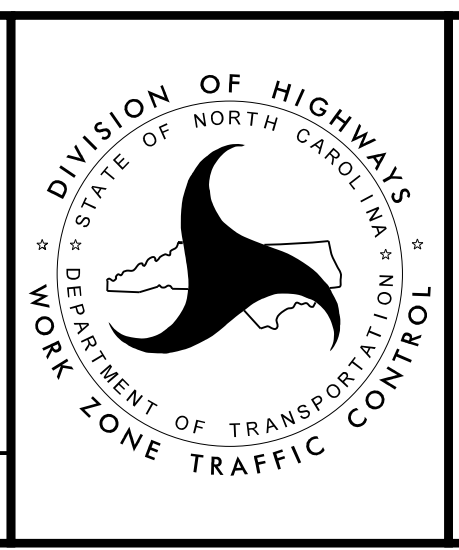
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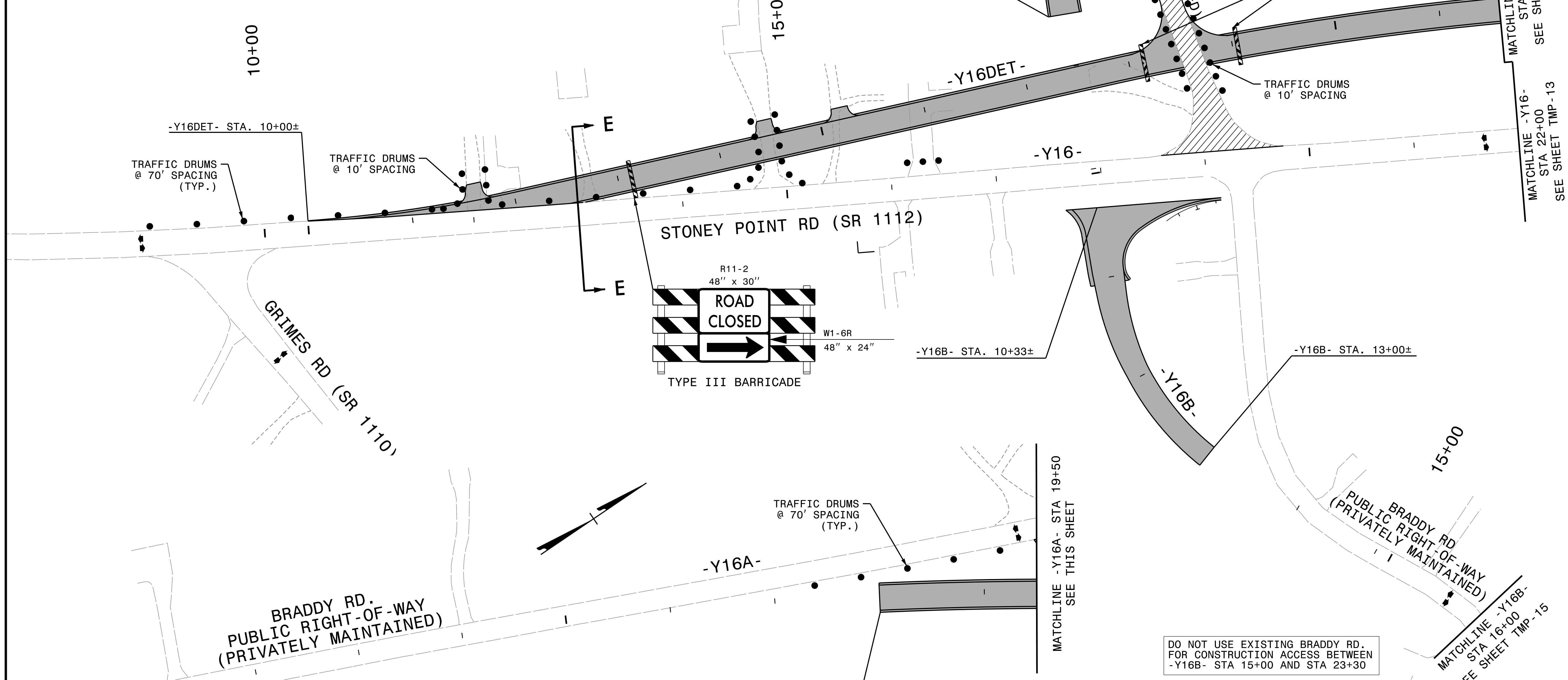
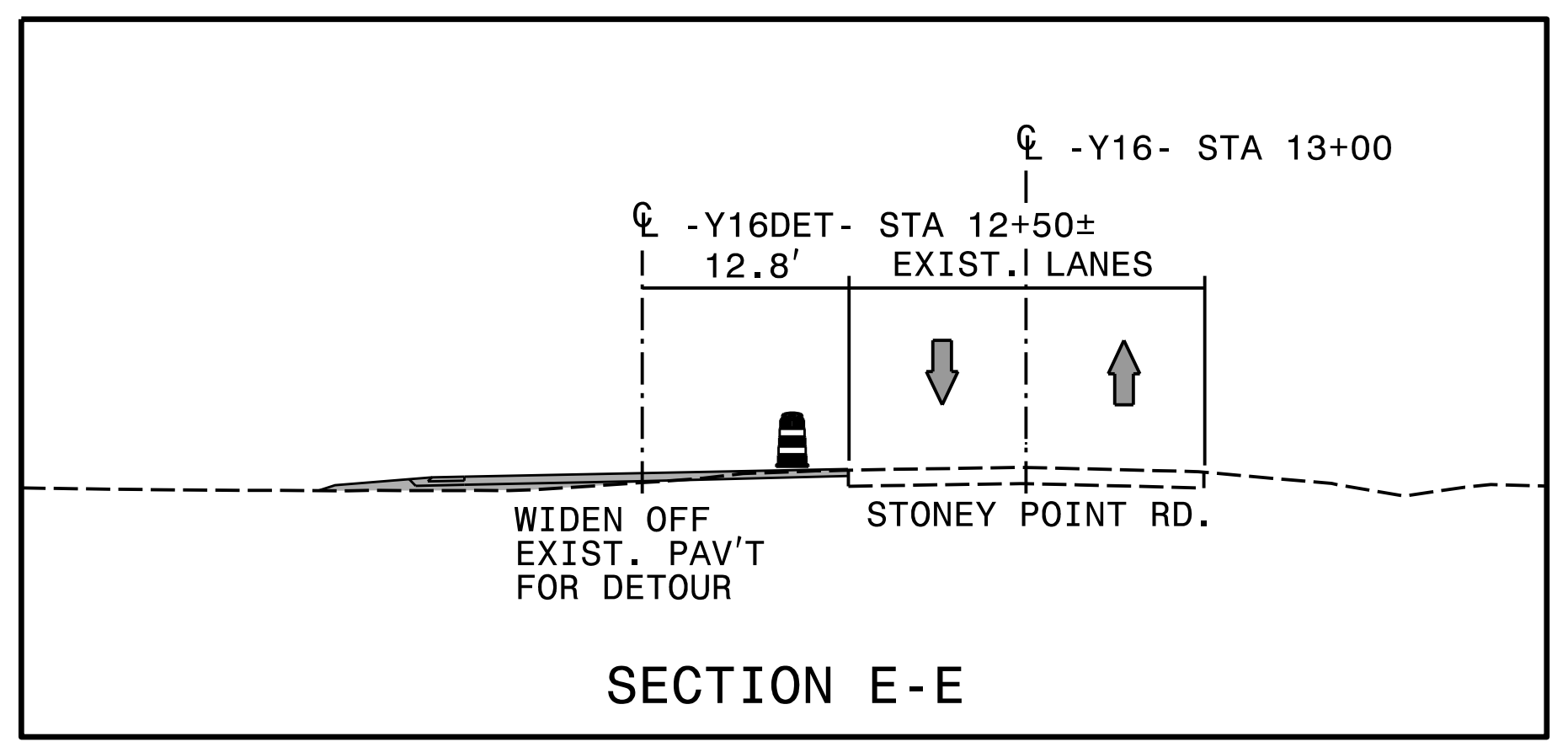
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APPROVED: *Michael T. Reppel*
DATE: 6/4/2018
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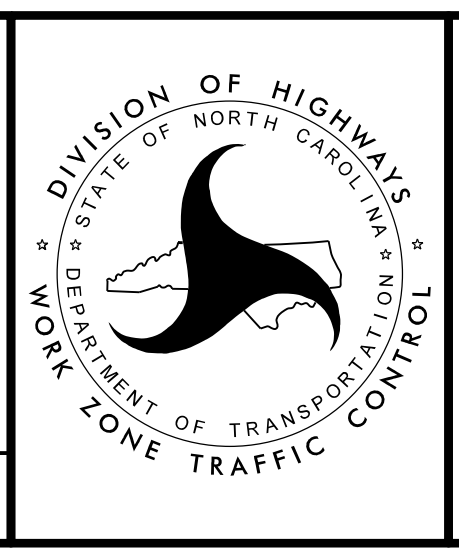




REVISIONS

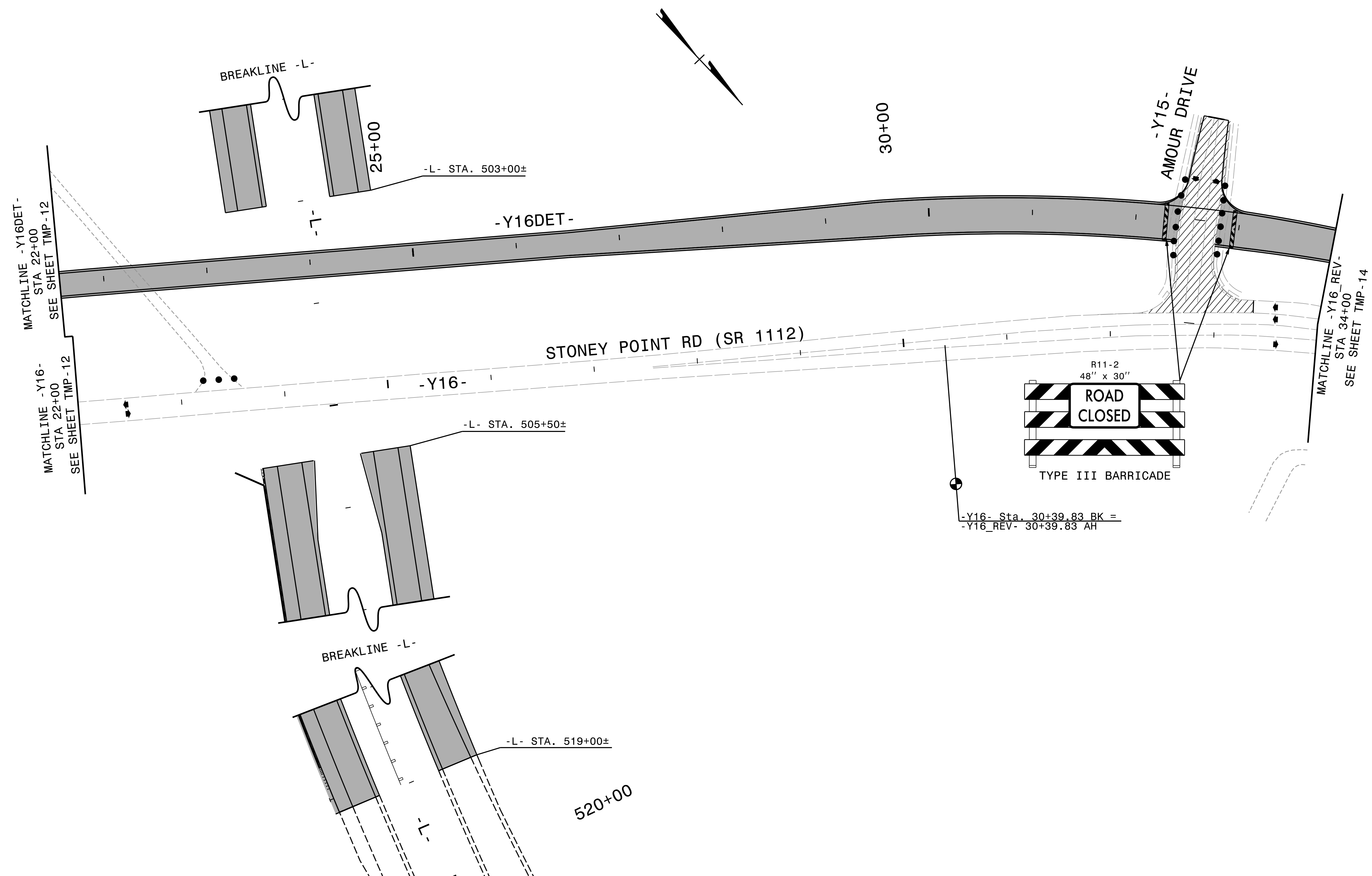
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APPROVED: *Michael T. Rzepka*
DATE: 2/22/2022
SEAL



**PHASE I
DETAIL**

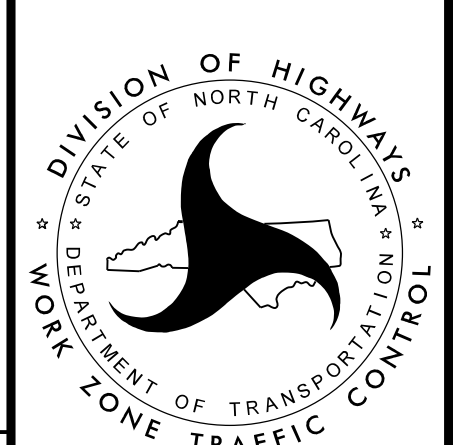
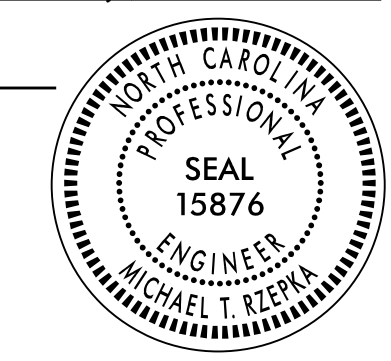
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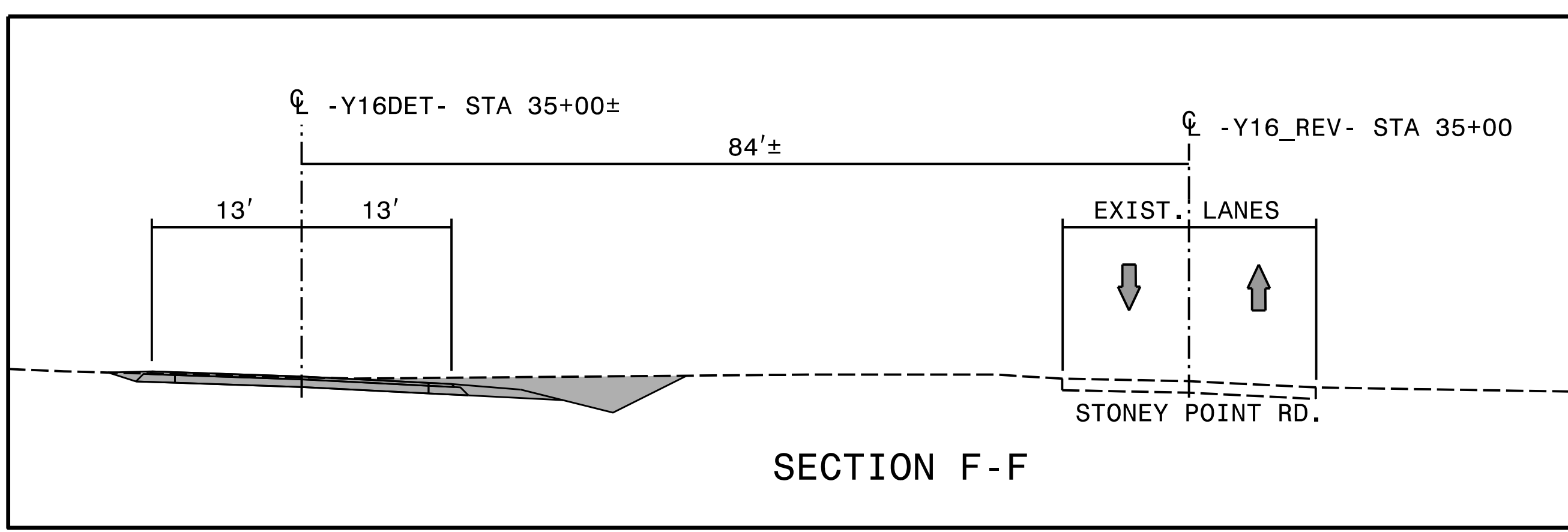
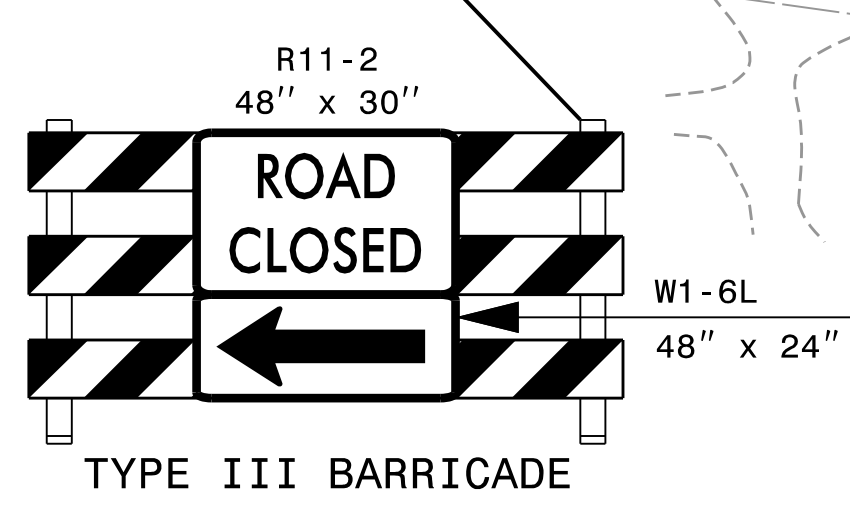
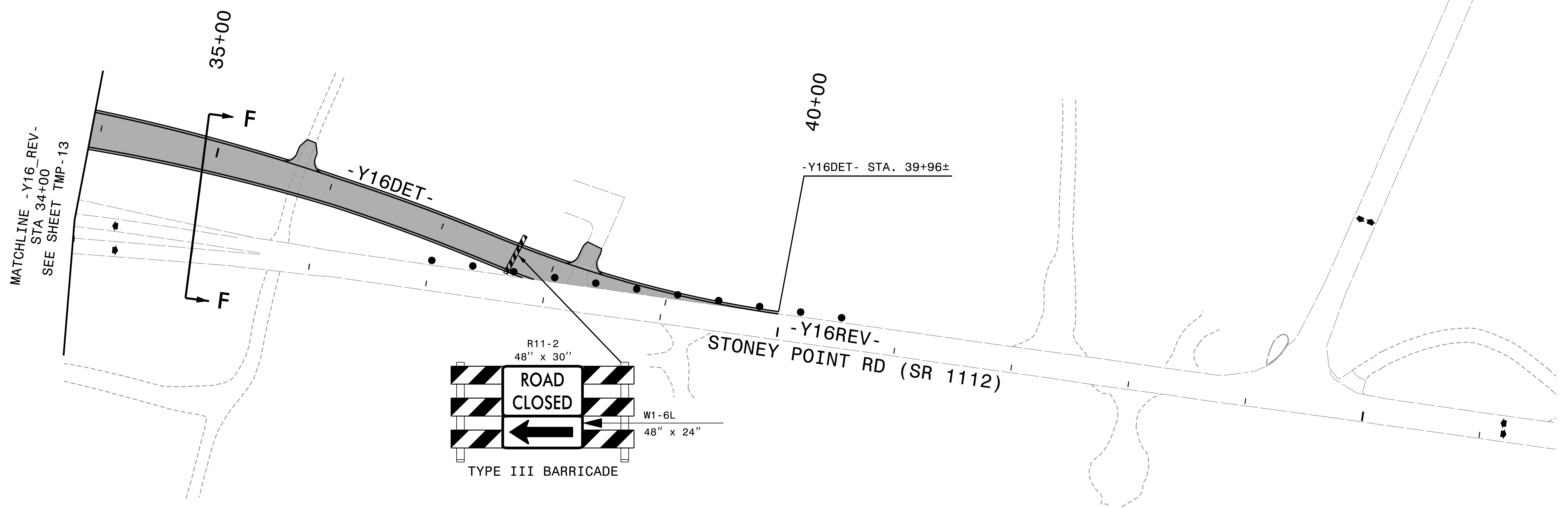
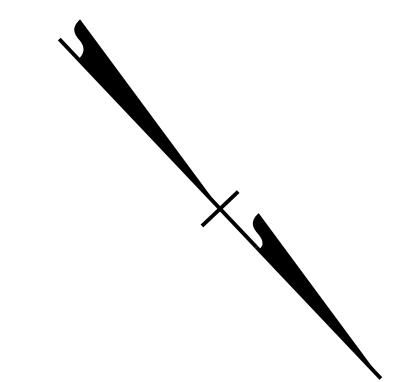
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APPROVED: *Michael T. Rzepka*
DATE: 2/22/2022
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PHASE I
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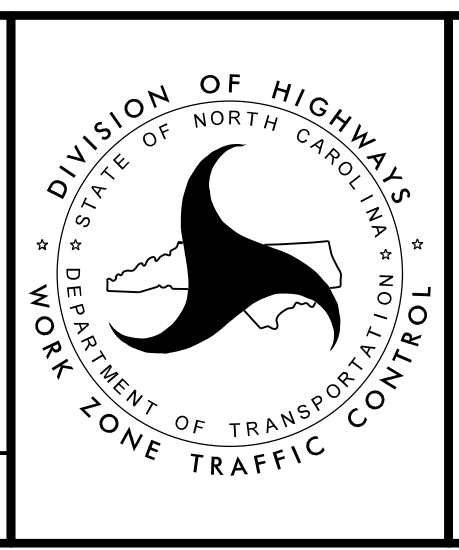
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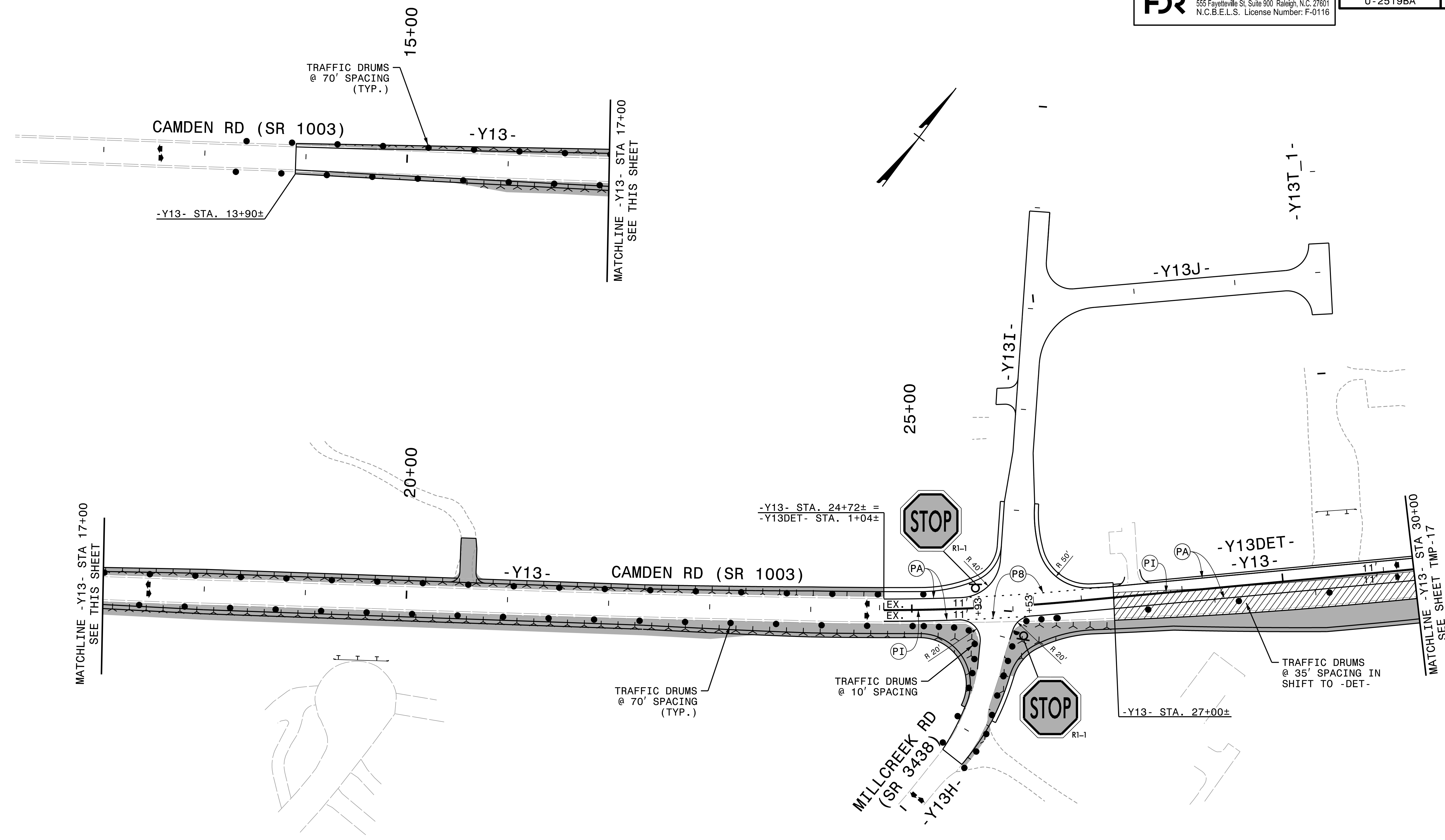
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DATE: 2/22/2022
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PHASE I
DETAIL

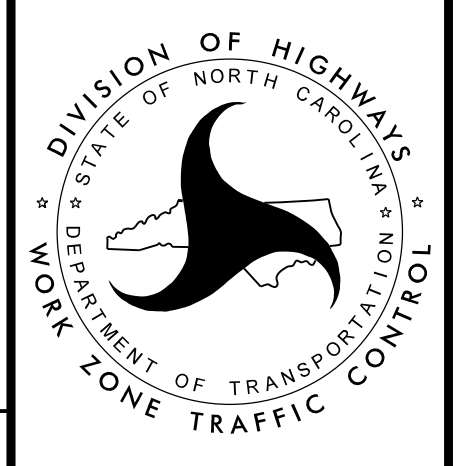
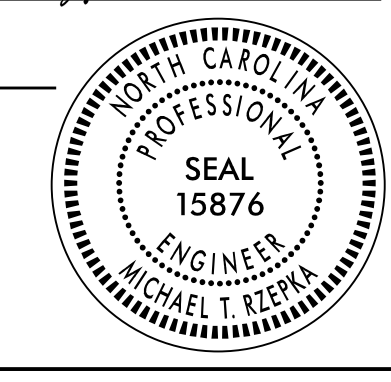
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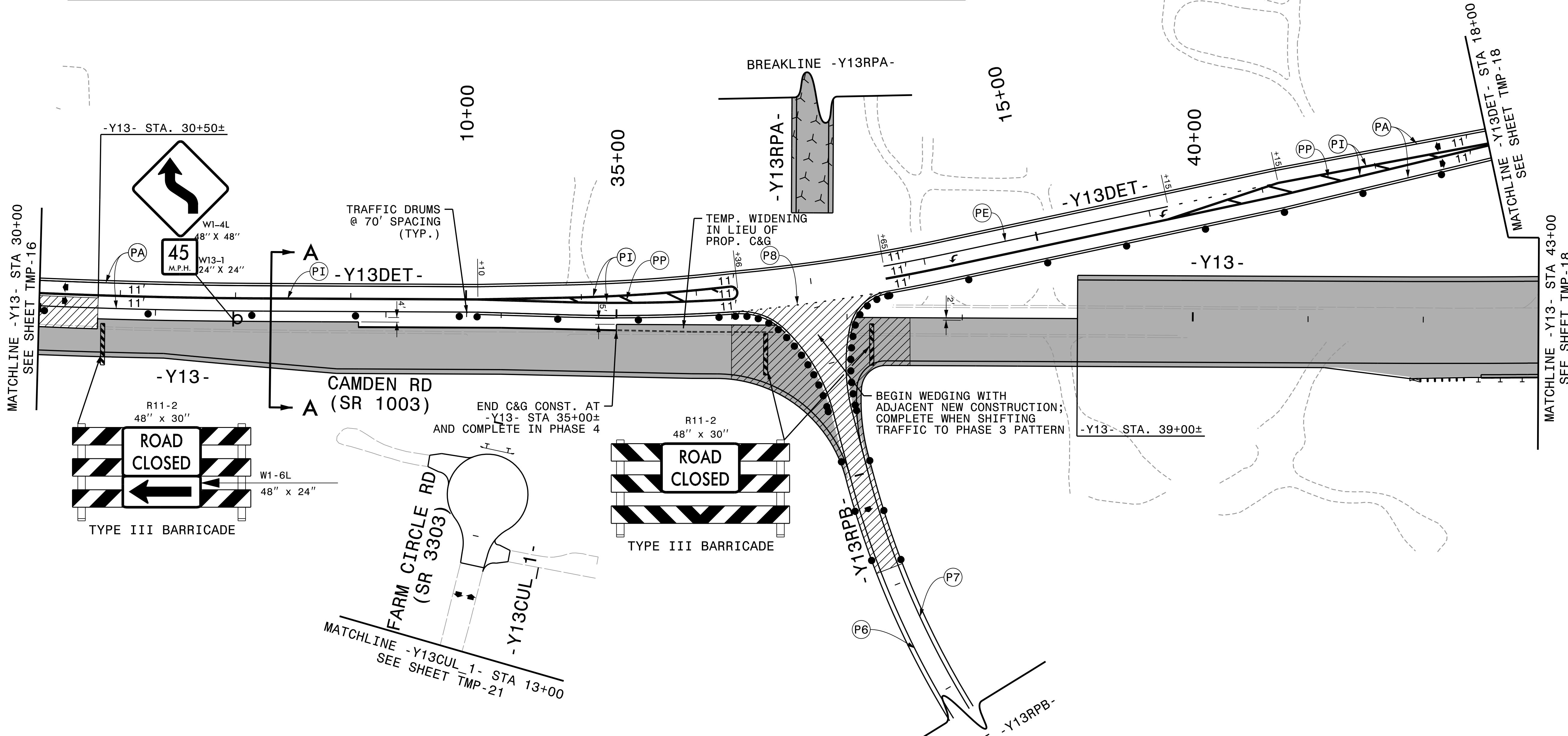
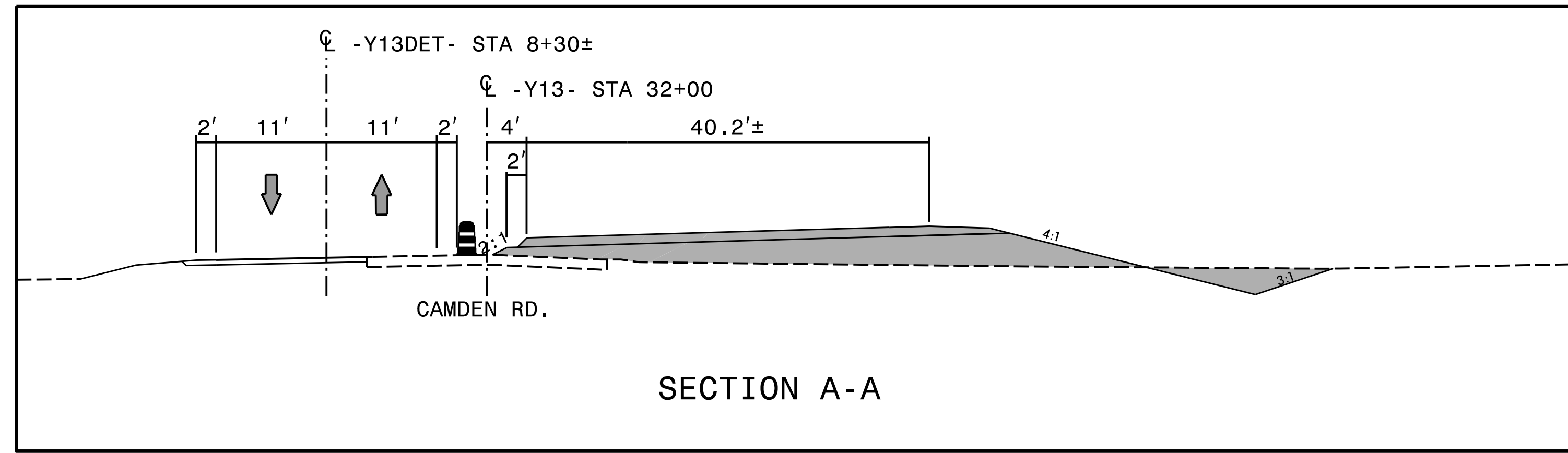
REVISIONS

APPROVED: *Michael T. Zepka*
 DATE: 2/22/2022
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**PHASE II
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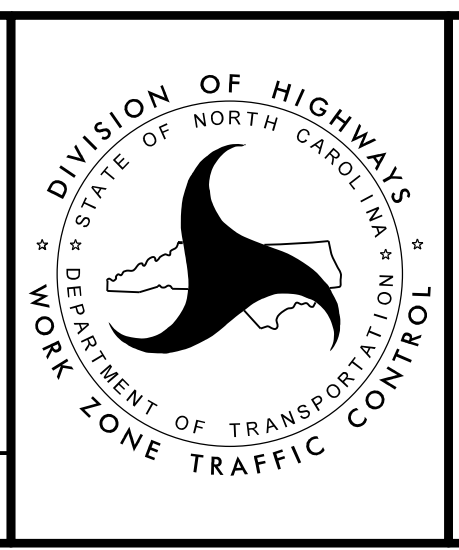


MATCHLINE -Y13- STA 30+00
SEE SHEET TMP-16

MATCHLINE -Y13DET- STA 18+00
SEE SHEET TMP-18

MATCHLINE -Y13CUL_1- STA 13+00
SEE SHEET TMP-21

APPROVED: *Michael T. Ryznar*
DATE: 2/22/2022
SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 15876
MICHAEL T. RYZNAR

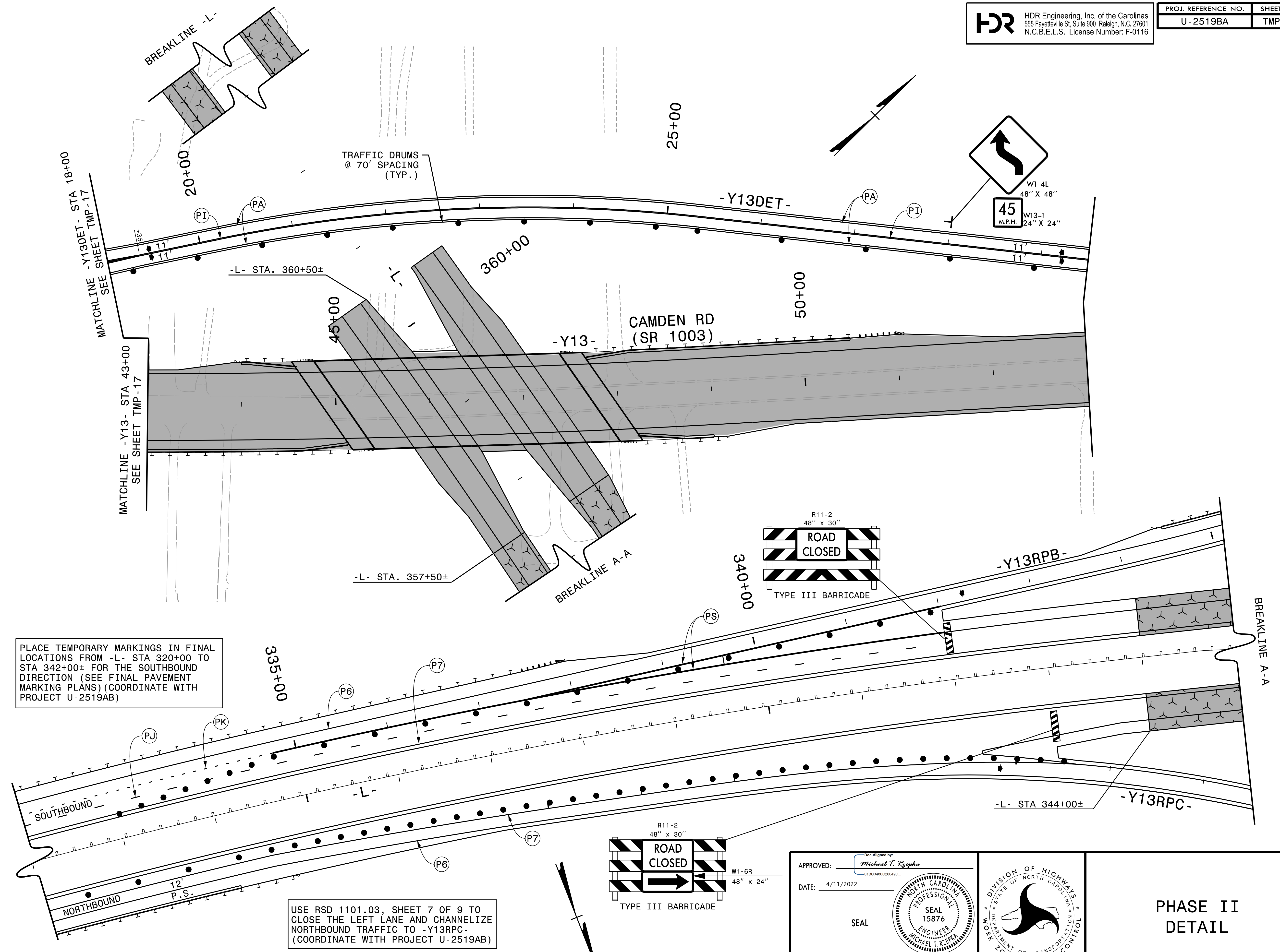


PHASE II
DETAIL

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REVISIONS

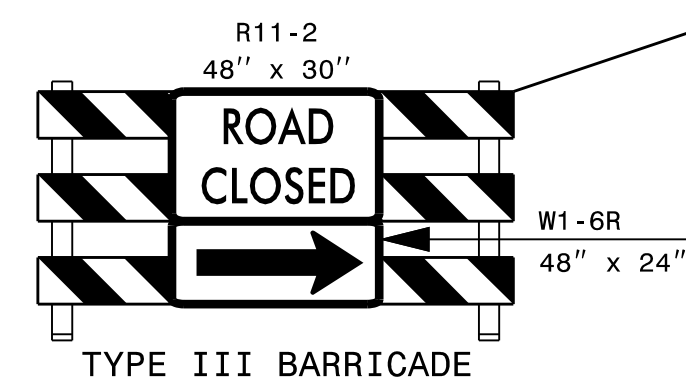
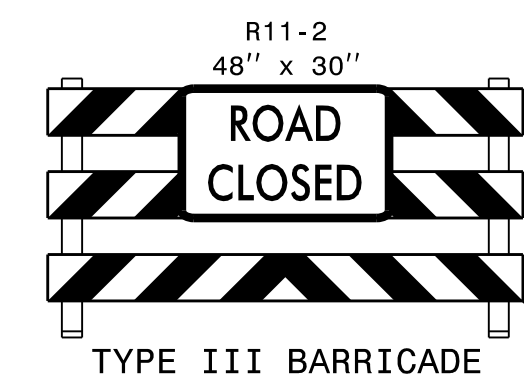


PLACE TEMPORARY MARKINGS IN FINAL LOCATIONS FROM -L- STA 320+00 TO STA 342+00± FOR THE SOUTHBOUND DIRECTION (SEE FINAL PAVEMENT MARKING PLANS) (COORDINATE WITH PROJECT U-2519AB)

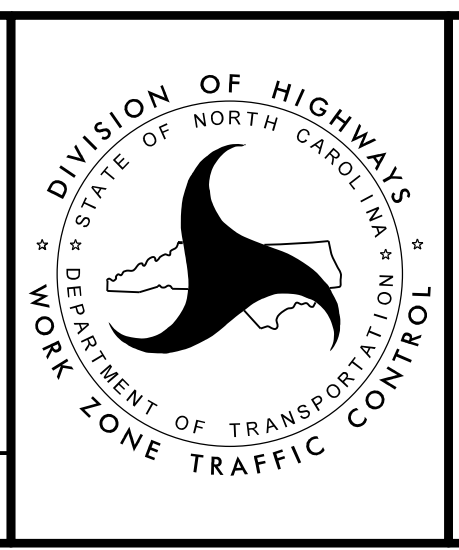
USE RSD 1101.03, SHEET 7 OF 9 TO CLOSE THE LEFT LANE AND CHANNELIZE NORTHBOUND TRAFFIC TO -Y13RPC- (COORDINATE WITH PROJECT U-2519AB)

REVISIONS

PLOT DRIVER: NCDOT_pdr_mono_eng_50.plt
PENTABLE: NCDOT_tcp.tbl
USER: MRZEPKA
DATE: 4/11/2022
TIME: 11:10:05 AM
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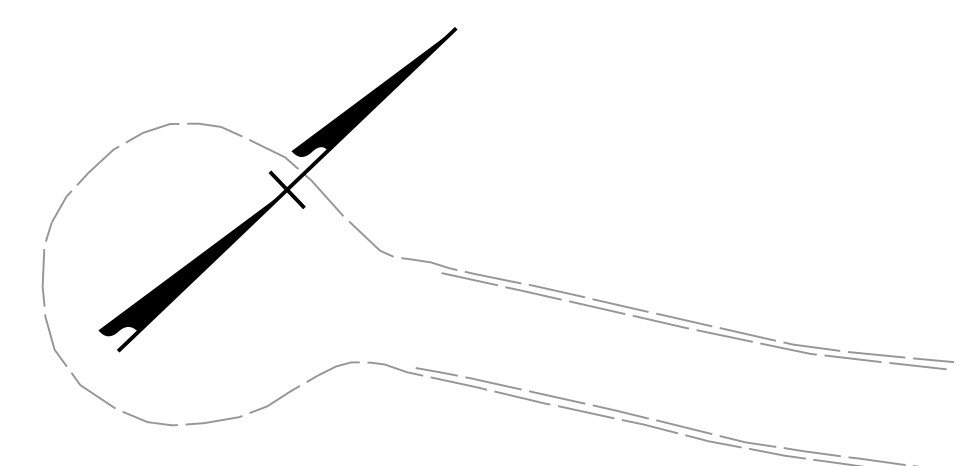
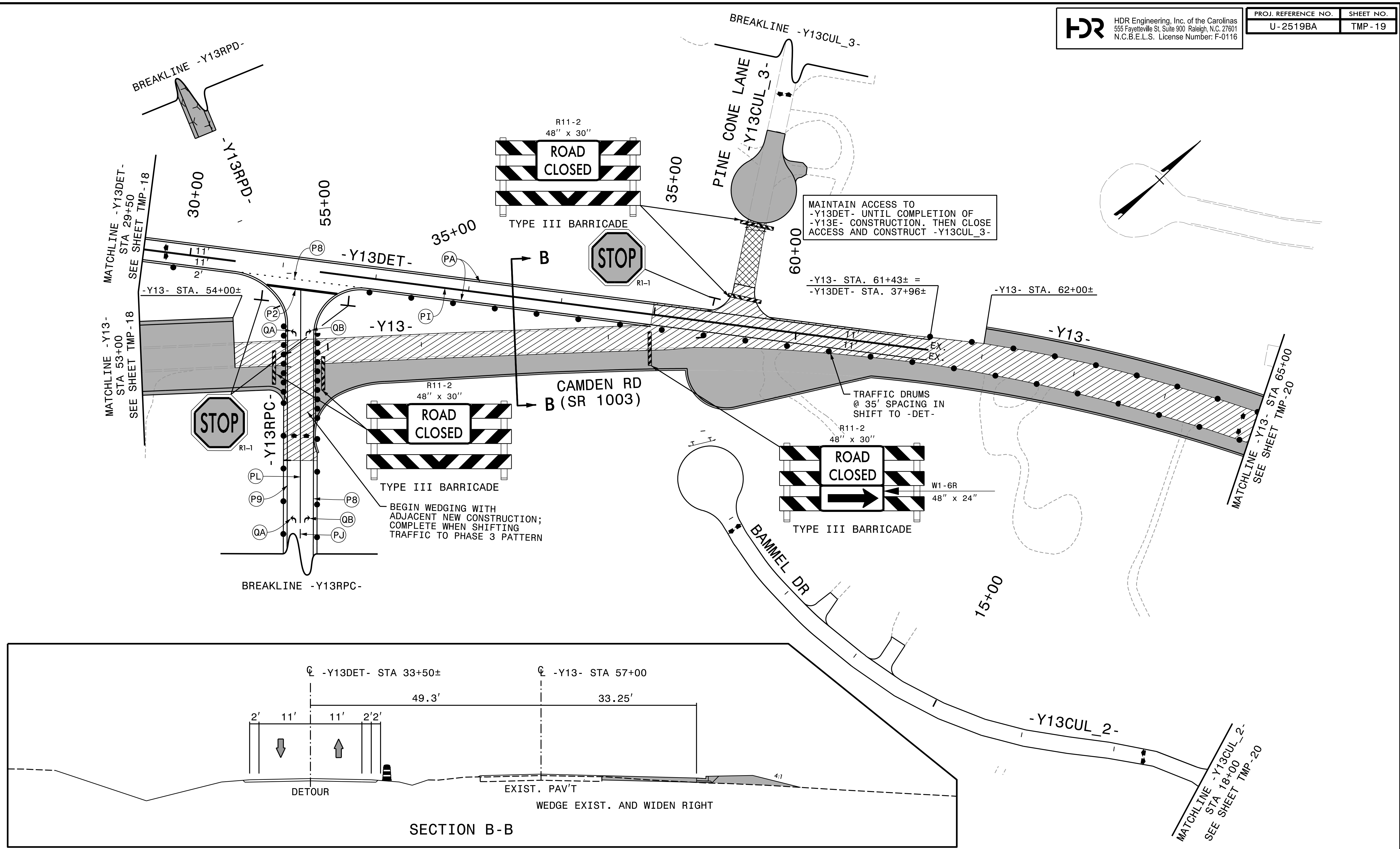


APPROVED: *Michael T. Rzepka*
DATE: 4/11/2022
SEAL



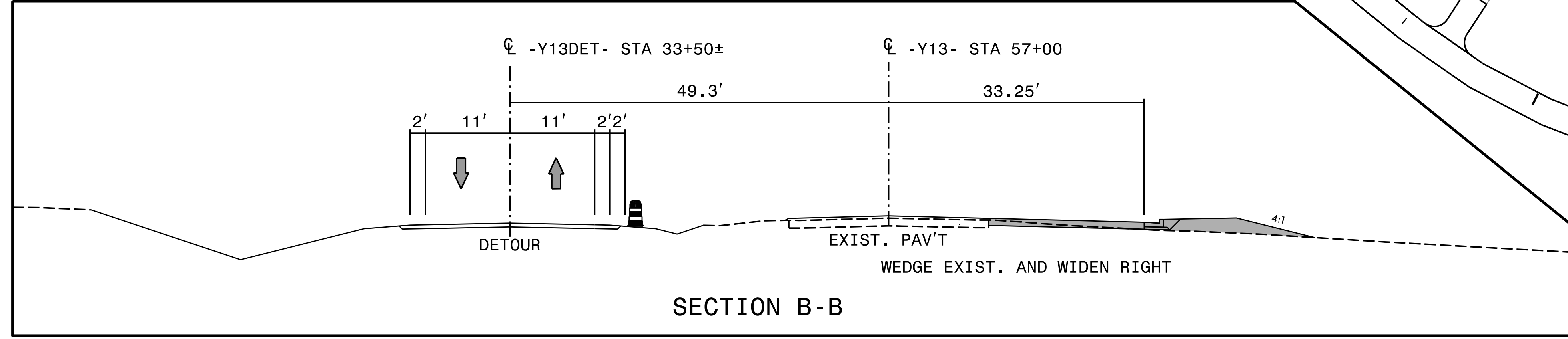
**PHASE II
DETAIL**

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

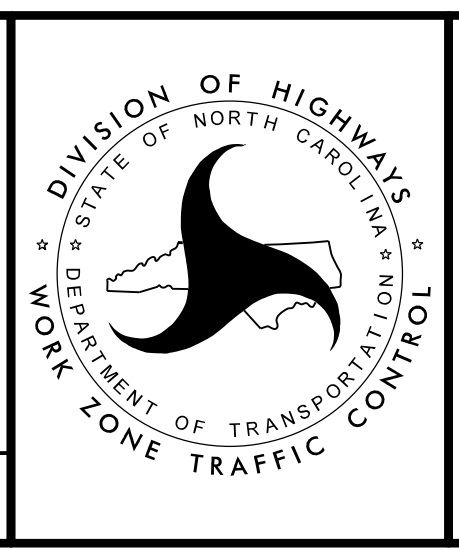


REVISIONS

PLOT DRIVER: NCDOT_pdr_mono_eng_50.plt
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 DATE: 2/22/2022
 TIME: 3:04:09 PM
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APPROVED: *Michael T. Reppke*
 DATE: 2/22/2022
 SEAL



PHASE II
 DETAIL

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

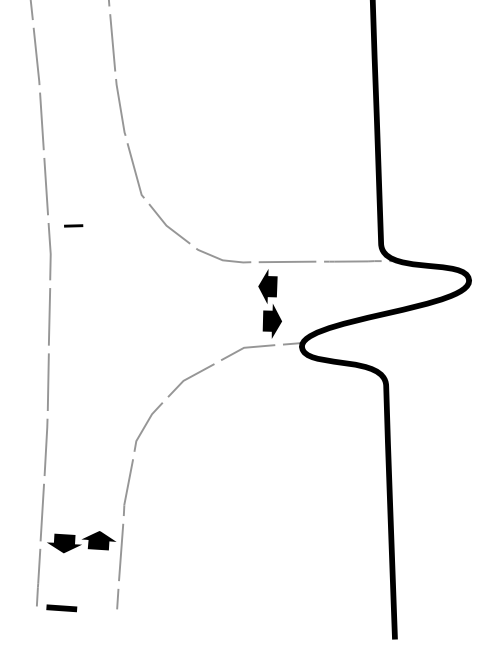
HDR HDR Engineering, Inc. of the Carolinas
 555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
 N.C.B.E.L.S. License Number: F-0116

PROJ. REFERENCE NO.	SHEET NO.
U-2519BA	TMP-21

MATCHLINE -Y13CUL_1- STA 13+00
 SEE SHEET TMP-17

FARM CIRCLE RD
 (SR 3303)

-Y13CUL_1-



BREAKLINE THIS SHEET

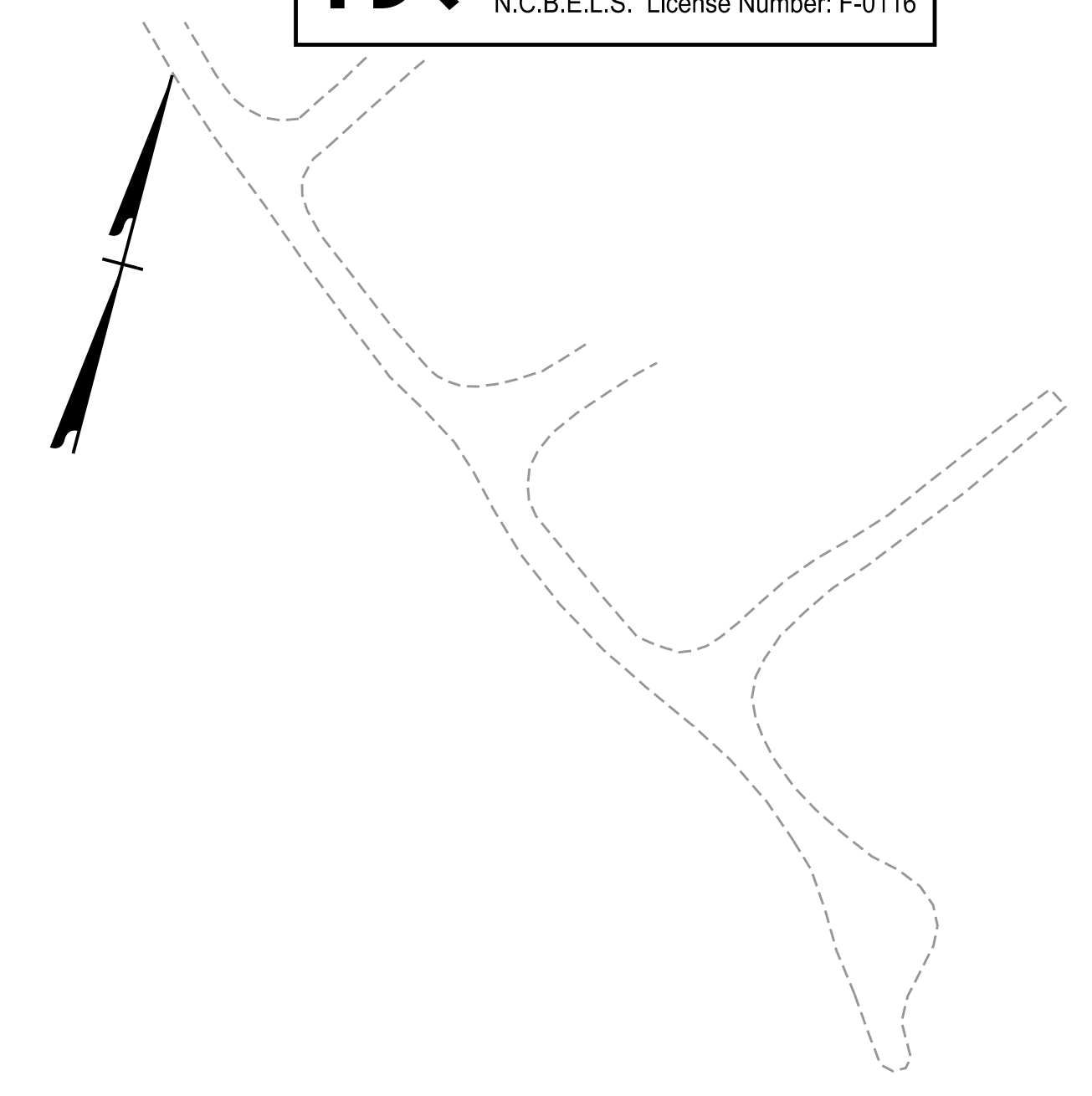
BREAKLINE THIS SHEET

HARVEST CT
 (SR 3437)

15+00

-Y13B-

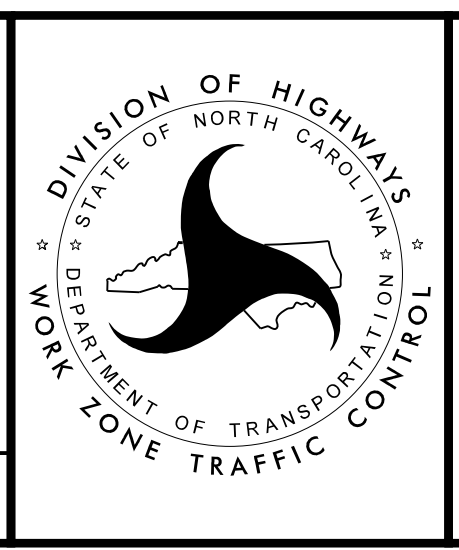
20+00



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 USER: mizpeko DATE: 6/4/2018 TIME: 11:52:24 AM
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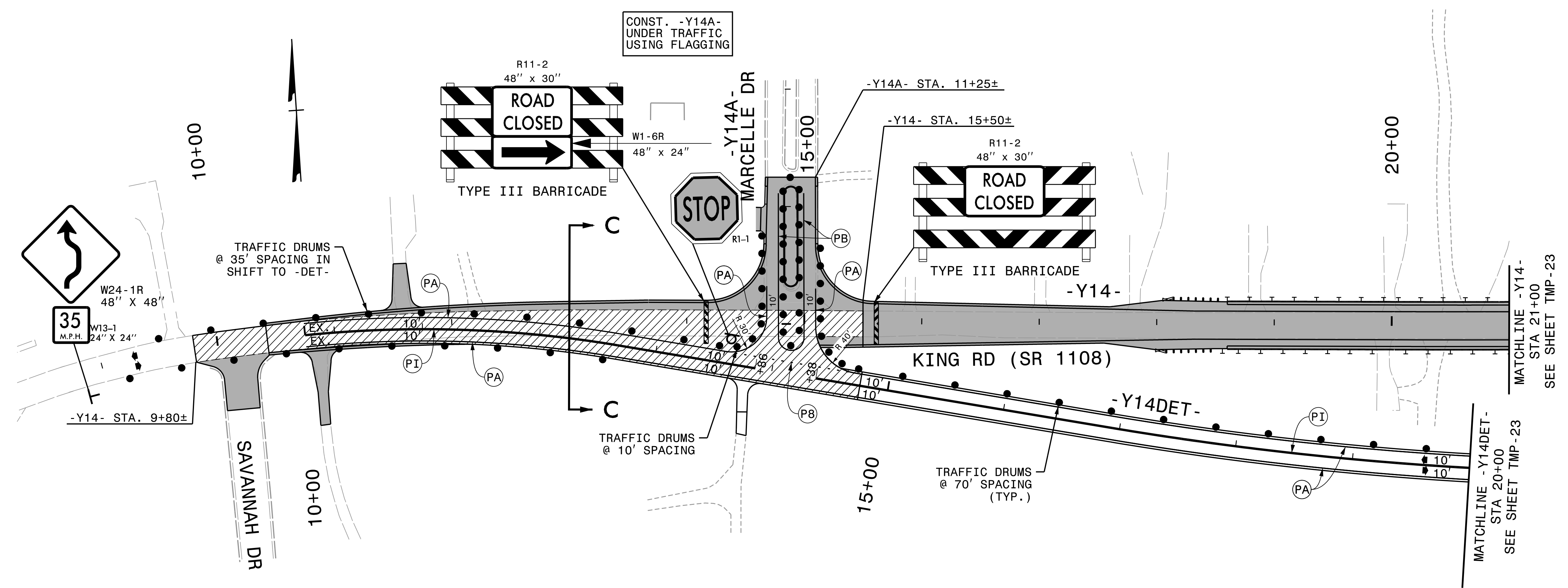
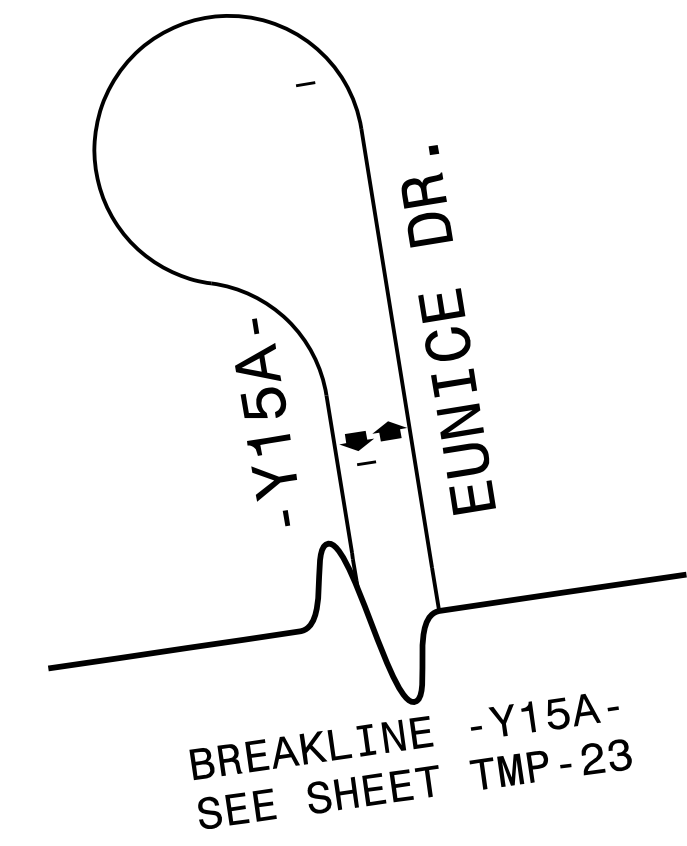
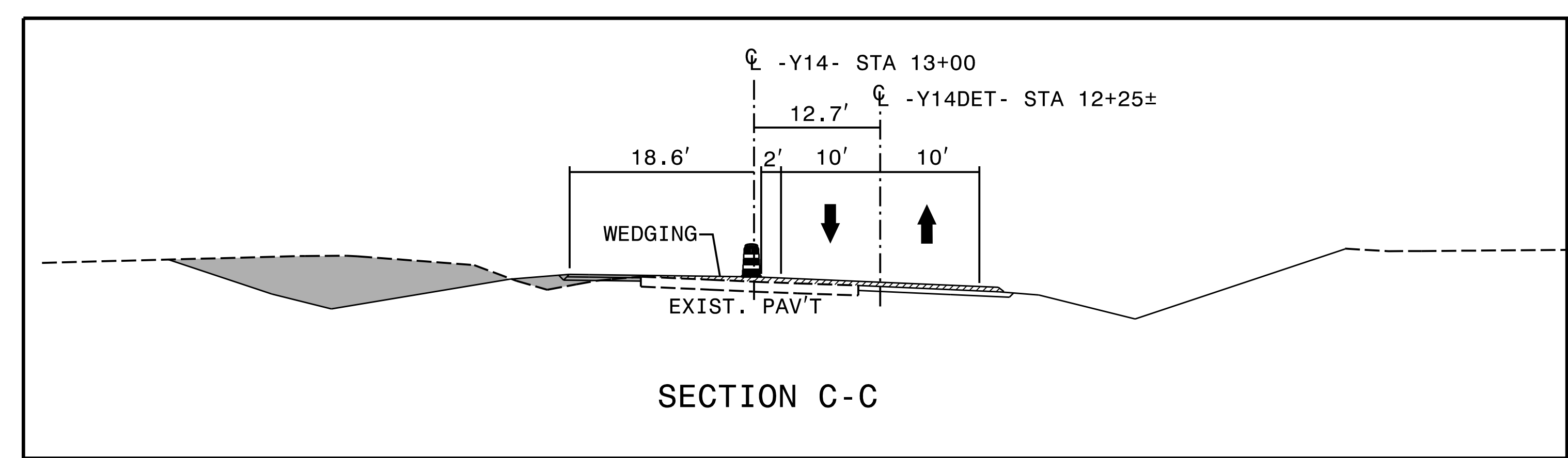
APPROVED: *Michael T. Reppke*
DocuSigned by: Michael T. Reppke
 018C3480C28049D...
 DATE: 6/4/2018

SEAL



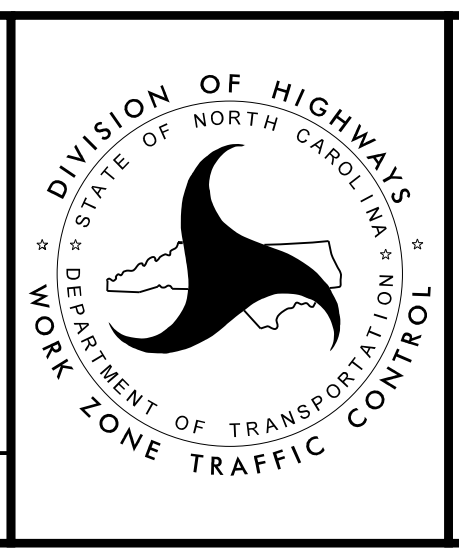
PHASE II
 DETAIL

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED

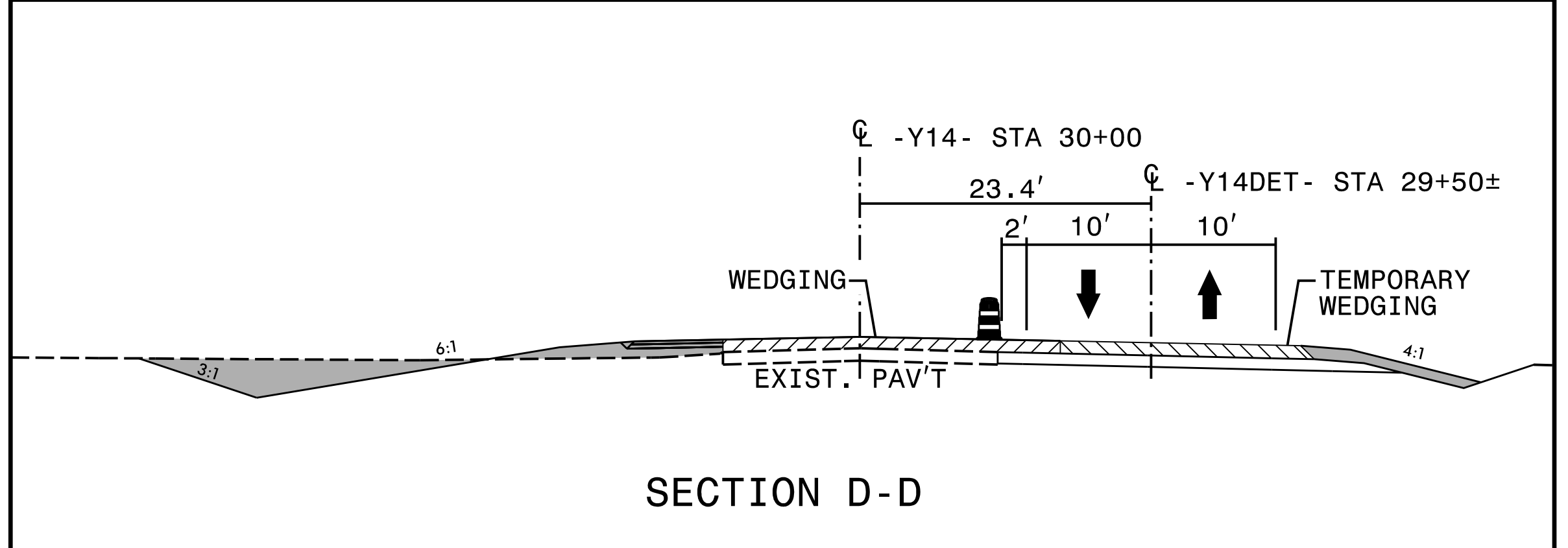
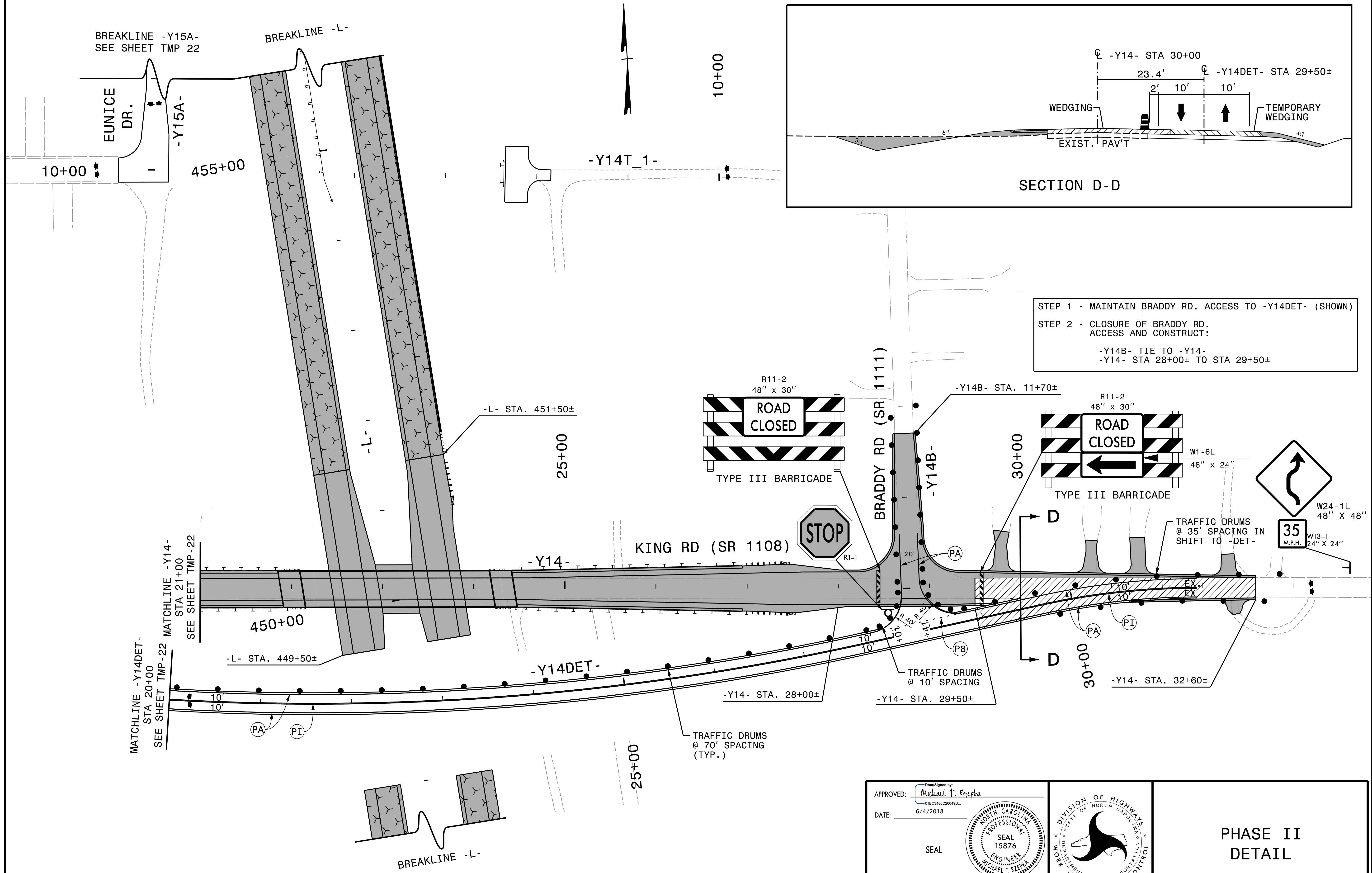


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DATE: 6/4/2018
TIME: 11:52:25 AM

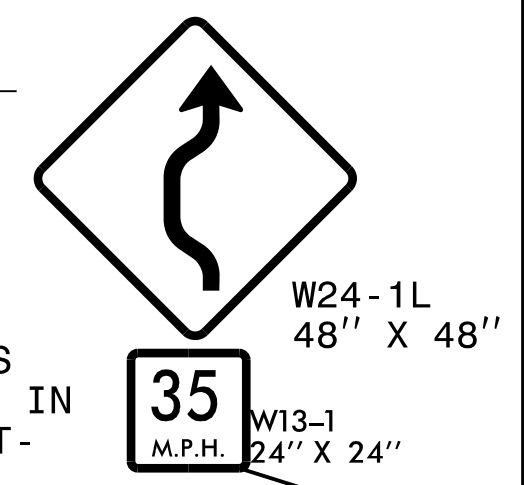
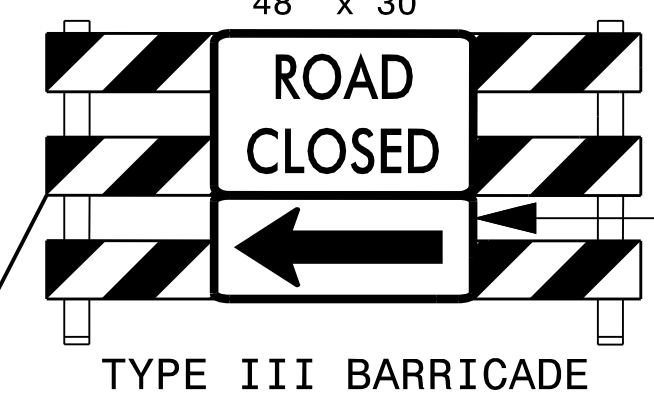
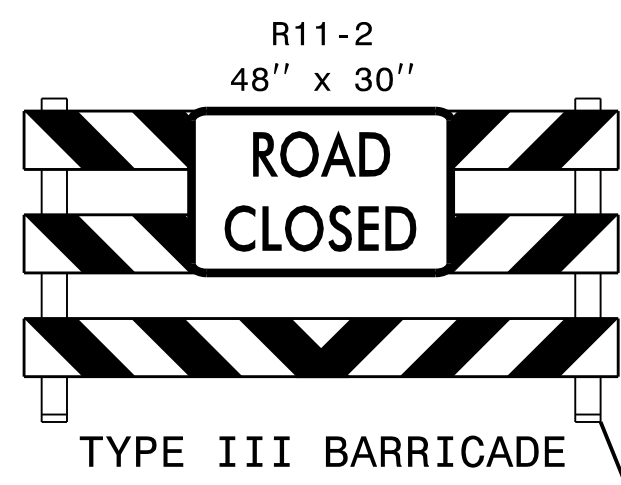
APPROVED: *Michael T. Rzepka*
DATE: 6/4/2018
SEAL
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



PHASE II
DETAIL
DIVISION OF HIGHWAYS
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

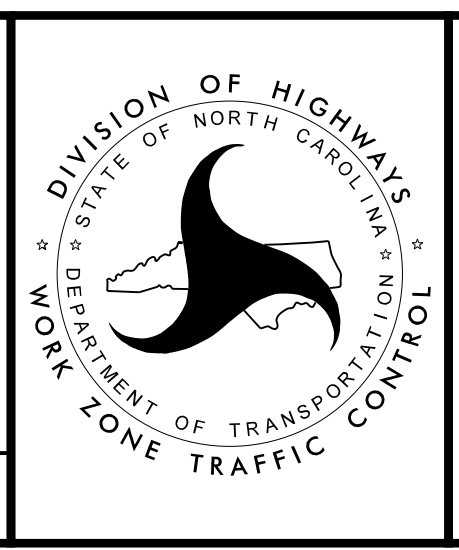


STEP 1 - MAINTAIN BRADY RD. ACCESS TO -Y14DET- (SHOWN)
STEP 2 - CLOSURE OF BRADY RD. ACCESS AND CONSTRUCT:
-Y14B- TIE TO -Y14-
-Y14- STA 28+00± TO STA 29+50±

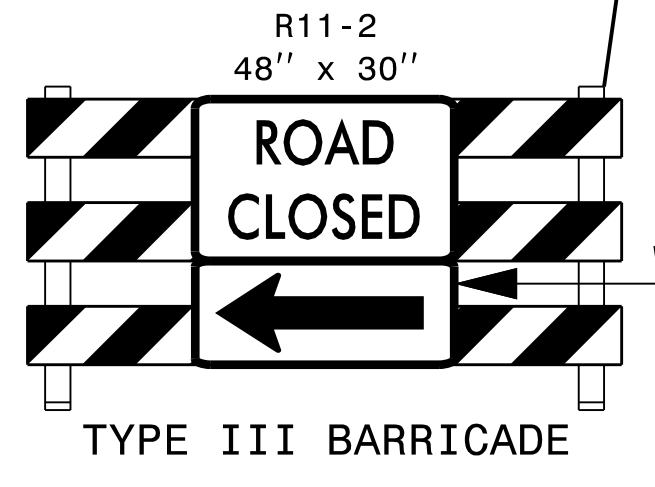
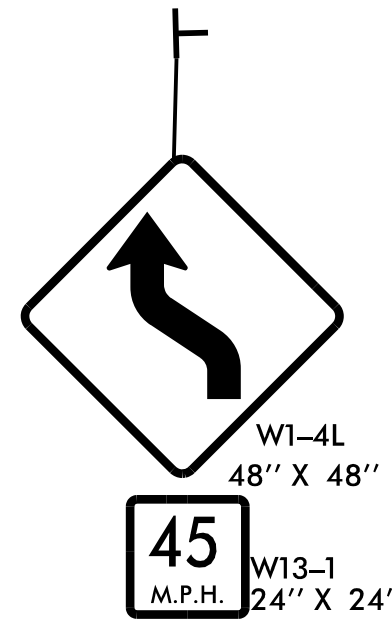
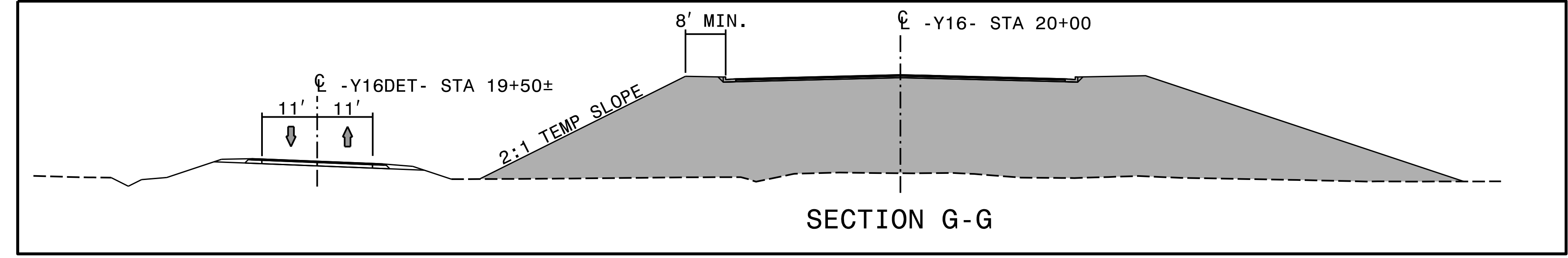
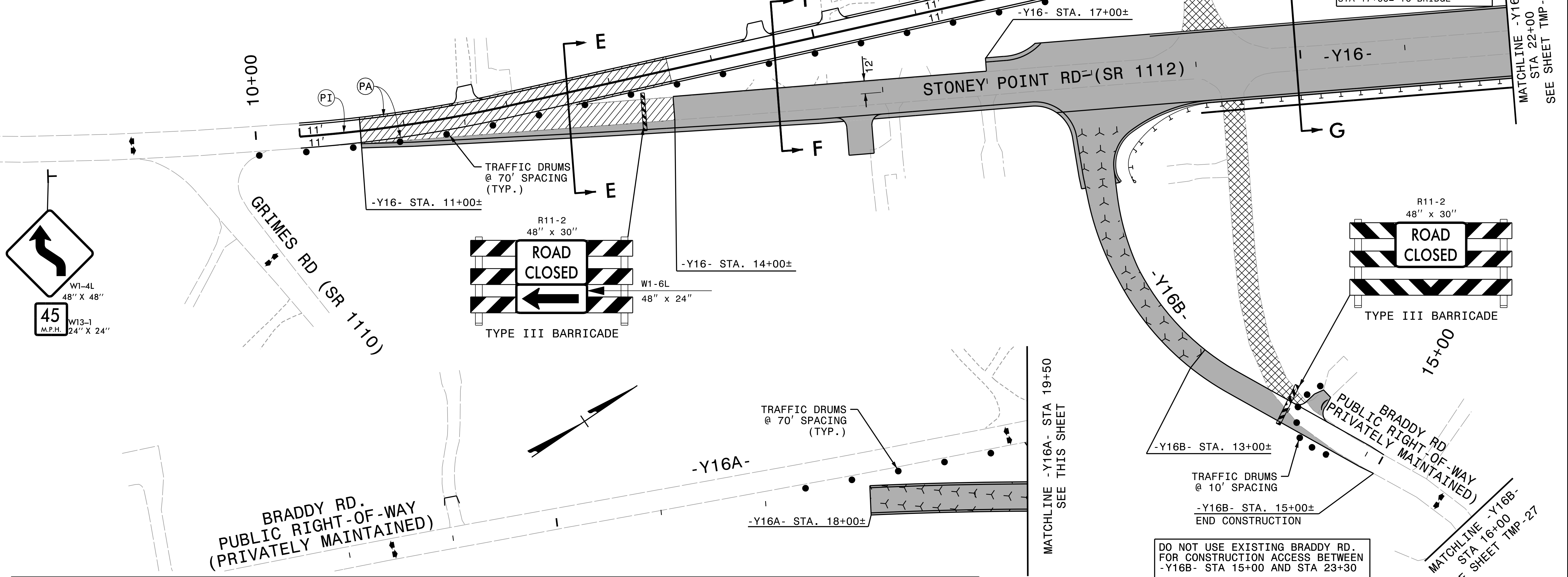
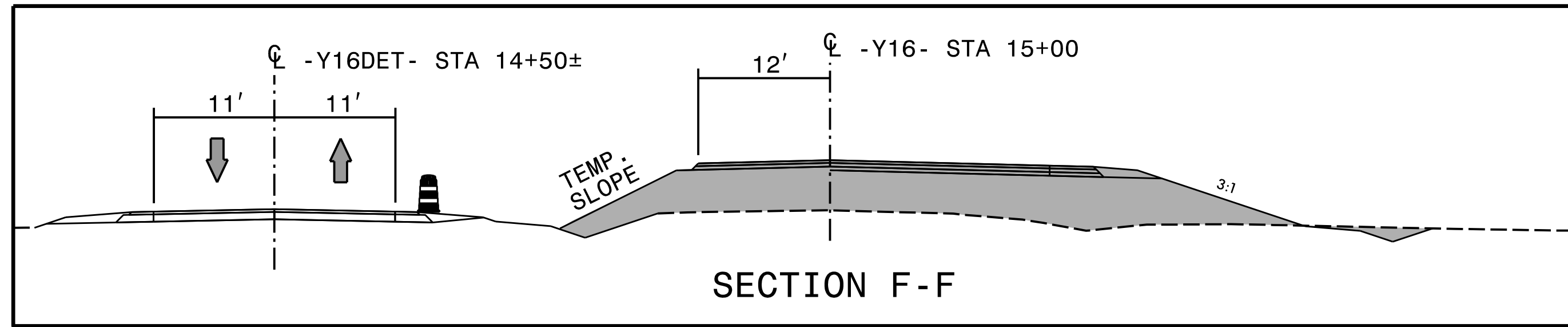
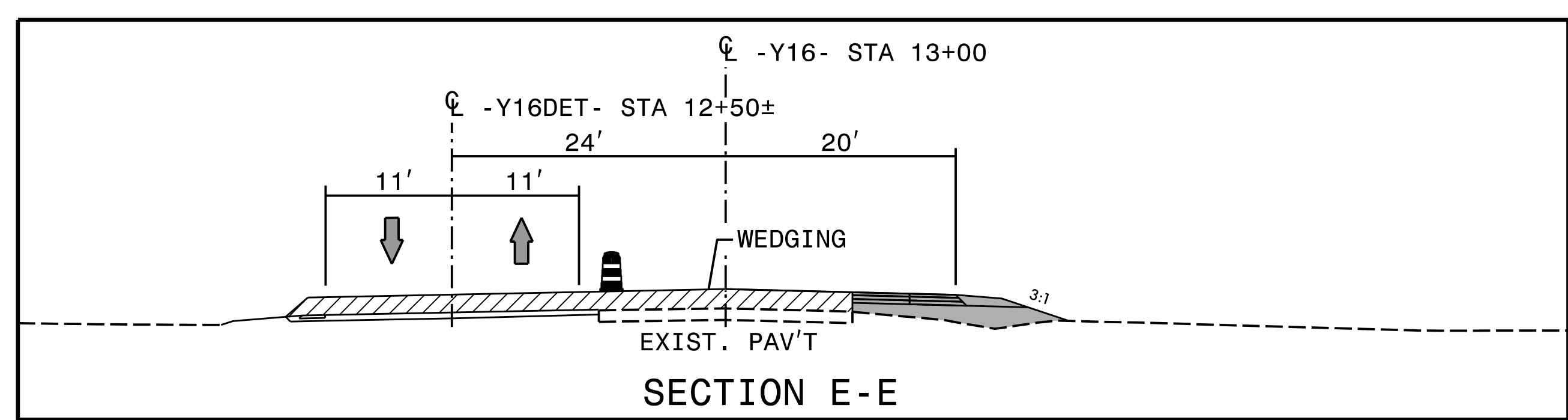


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USER: mrzepko
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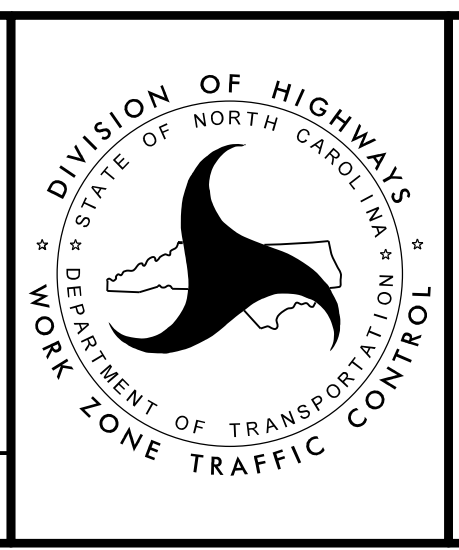
APPROVED: *Michael T. Reppel*
DATE: 6/4/2018
SEAL
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



DIVISION OF HIGHWAYS
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL
**PHASE II
DETAIL**

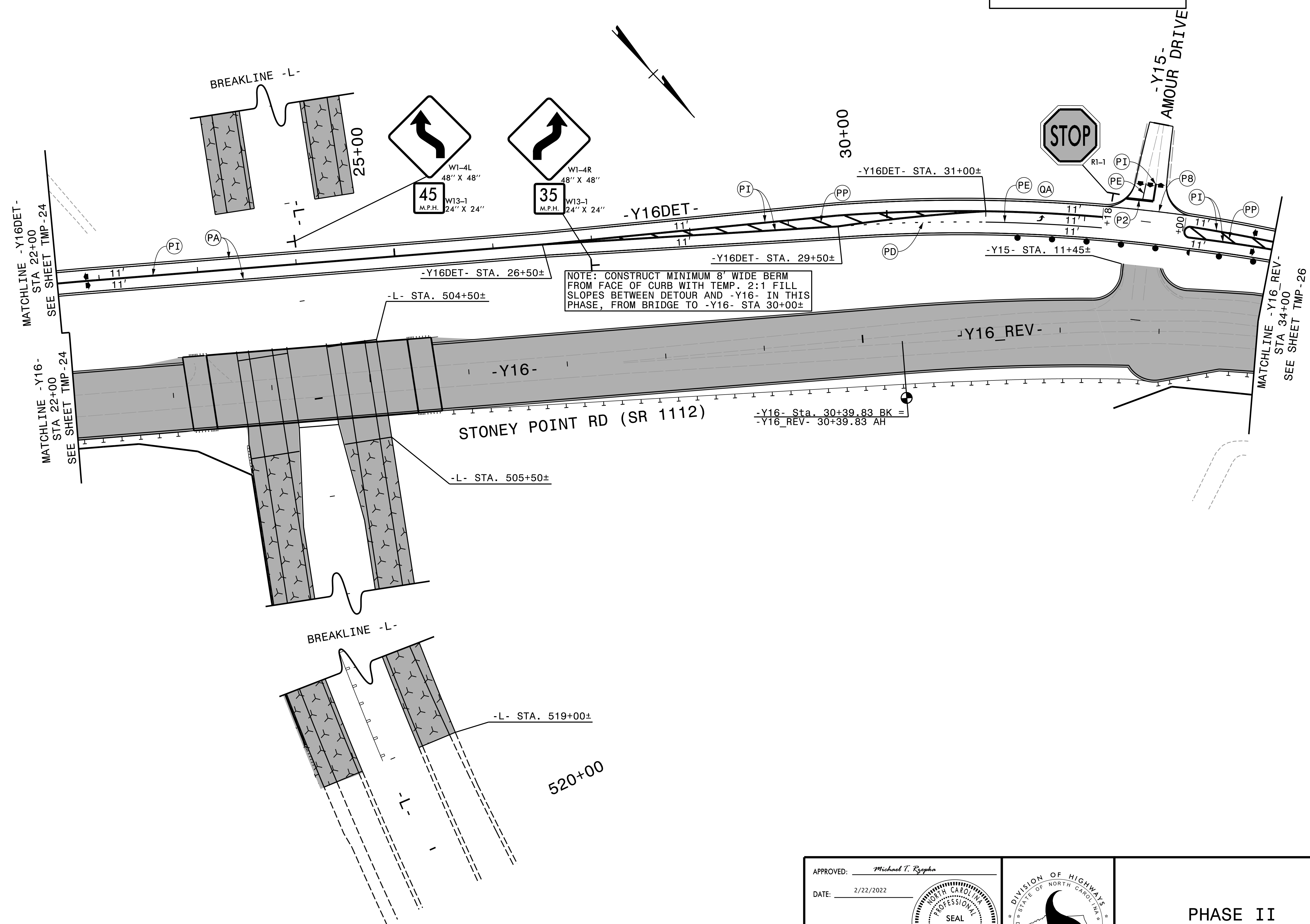


APPROVED: *Michael T. Reepka*
DATE: 2/22/2022
SEAL
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



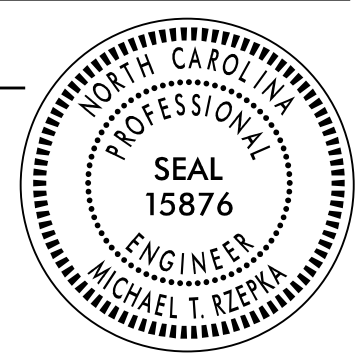

DIVISION OF HIGHWAYS
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL
**PHASE II
DETAIL**

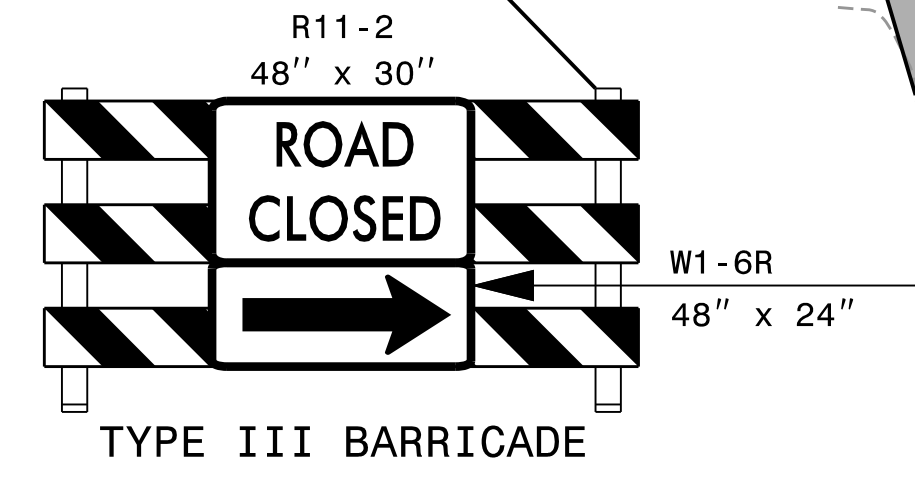
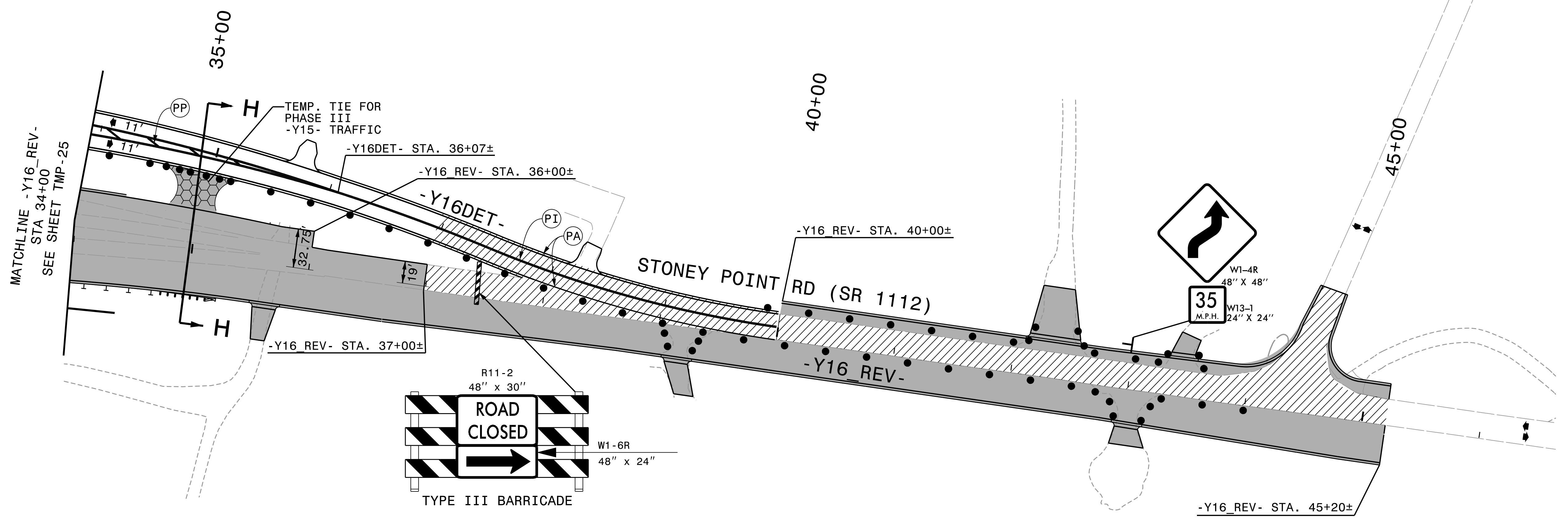
REVISIONS
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USER: MRZEPKA
DATE: 2/22/2022
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TIME: 3:13:37 PM
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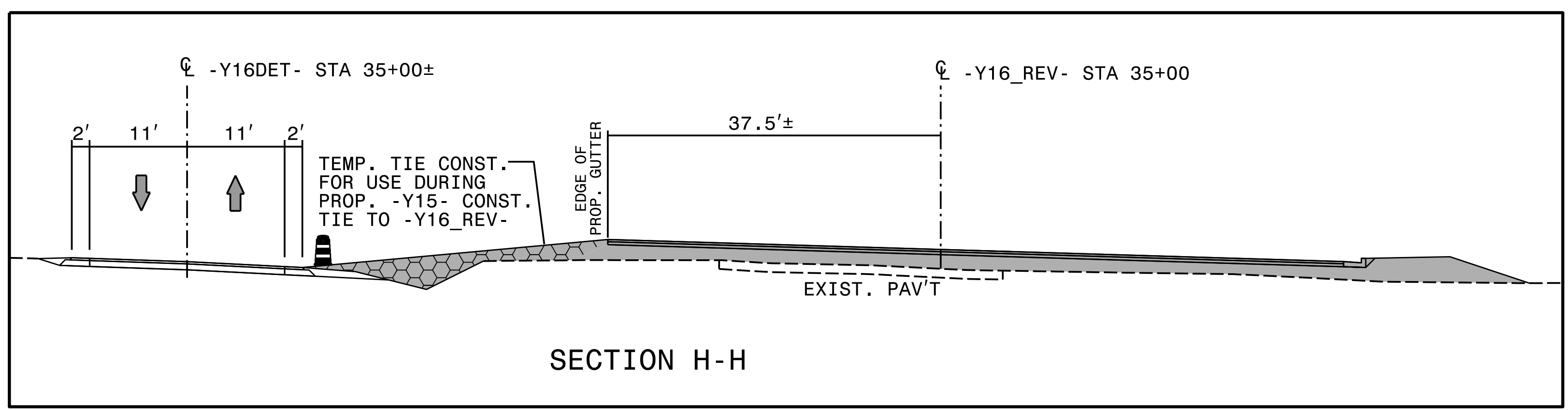
REVISIONS

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 DATE: 2/22/2022
 TIME: 3:14:25 PM
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APPROVED: <i>Michael T. Rzepka</i> DATE: 2/22/2022 SEAL			<p>PHASE II DETAIL</p>
<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>			



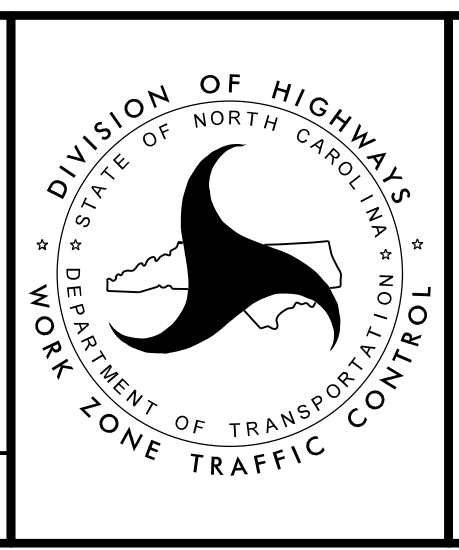
COORDINATE CONSTRUCTION ACTIVITIES AND TRAFFIC MANAGEMENT WITH U-2519BB



PLOT DRIVER: NCDOT_monopeng_50.plt
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DATE: 2/22/2022
TIME: 3:15:15 PM
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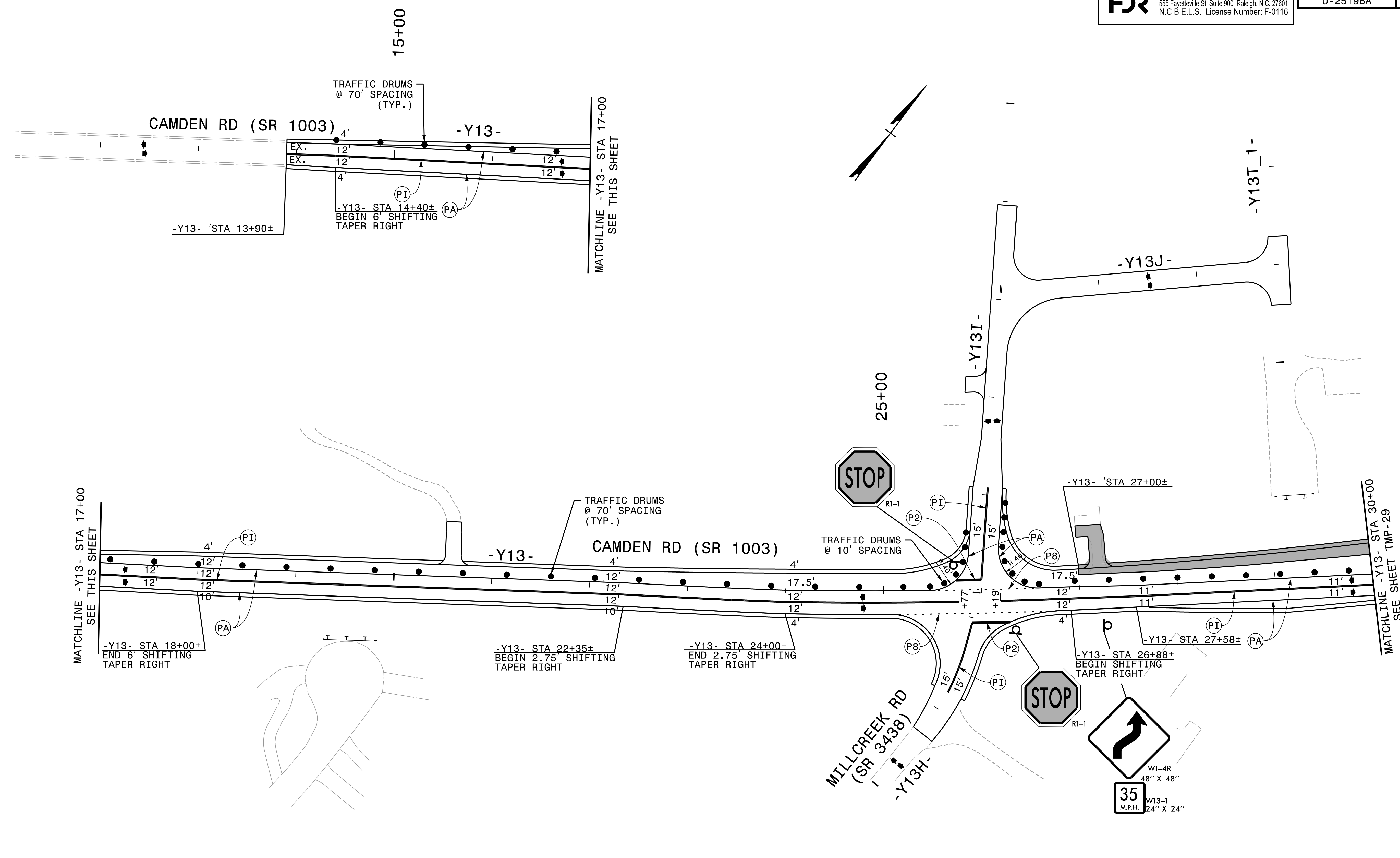
REVISIONS

APPROVED: *Michael T. Rygha*
DATE: 2/22/2022
SEAL



PHASE II
DETAIL

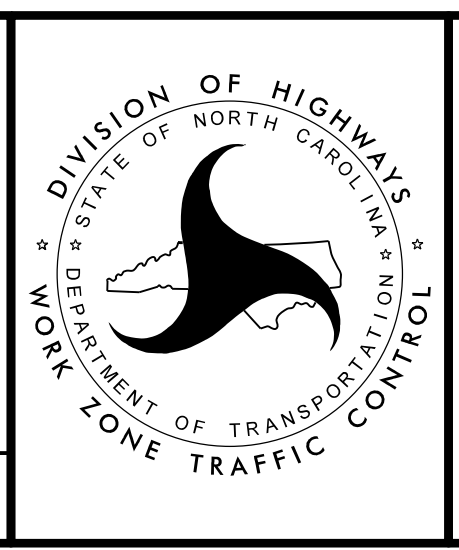
DOCUMENT NOT CONSIDERED FINAL
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REVISIONS

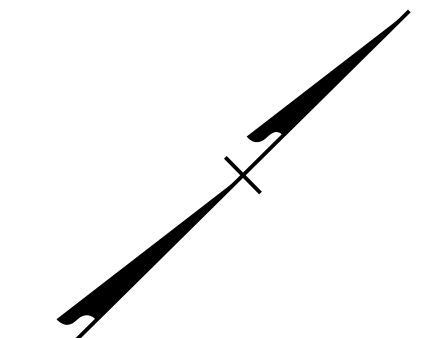
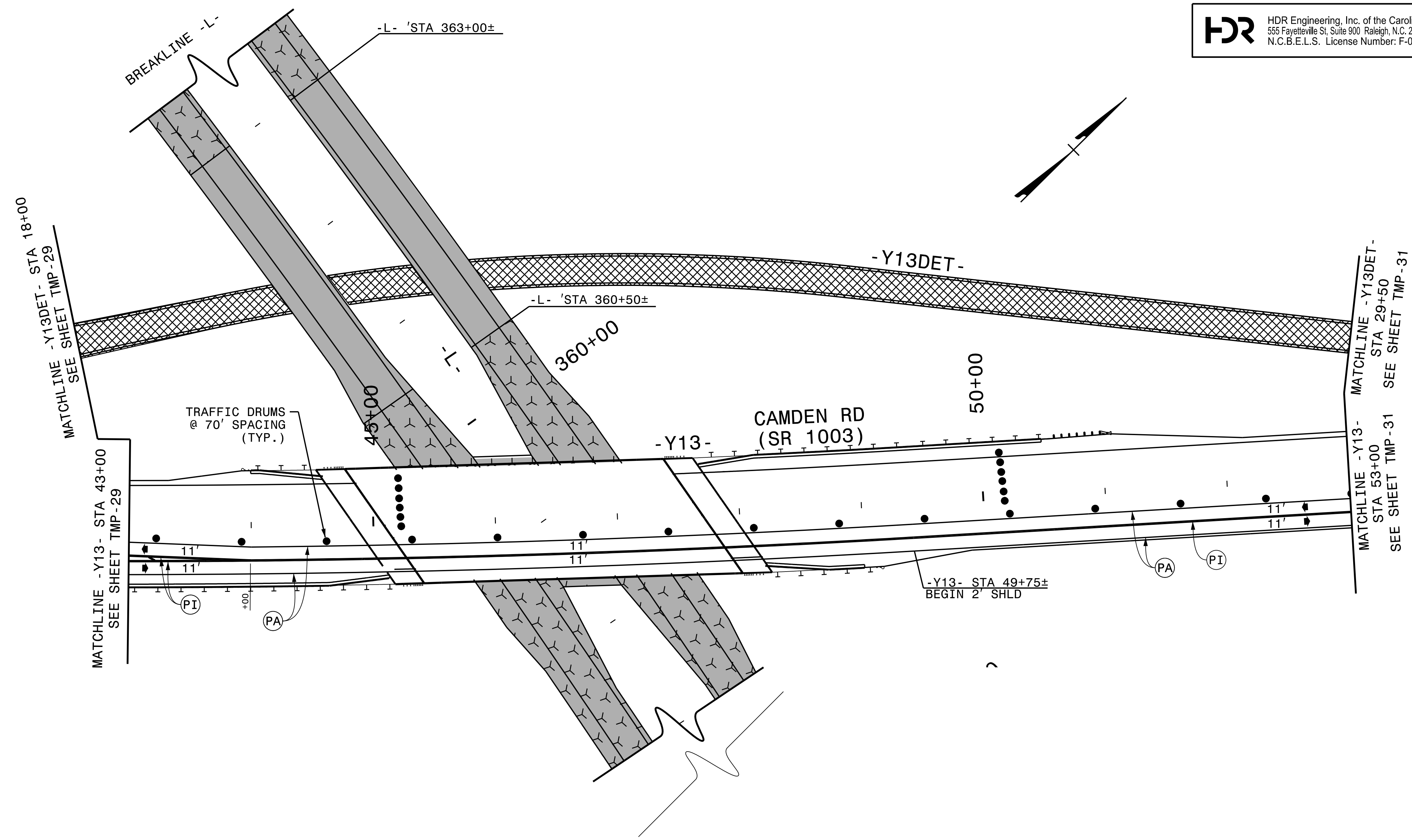
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DATE: 2/22/2022
TIME: 3:06:00 PM
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APPROVED: *Michael T. Rygha*
DATE: 2/22/2022
SEAL
NORTH CAROLINA
PROFESSIONAL
ENGINEER
MICHAEL T. RYGH
SEAL
15876



PHASE III
DETAIL

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

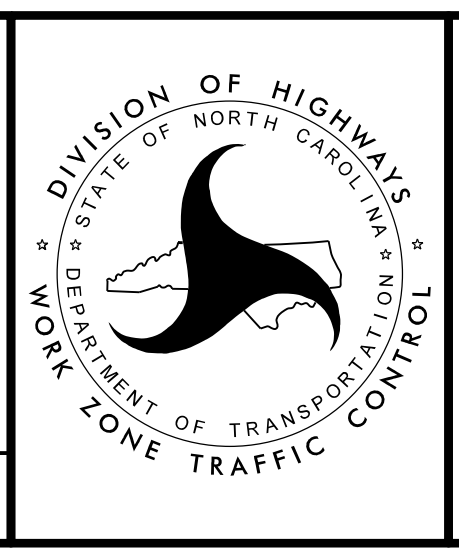


REVISIONS

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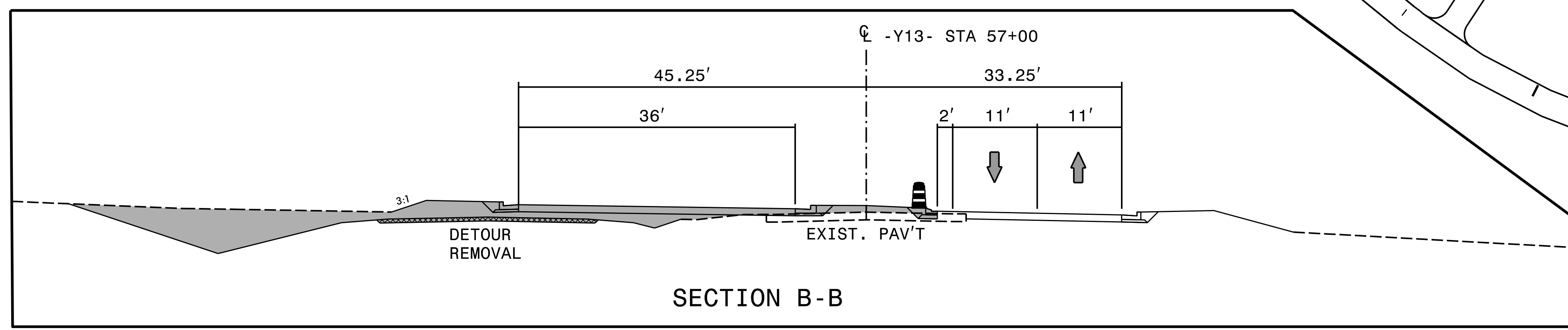
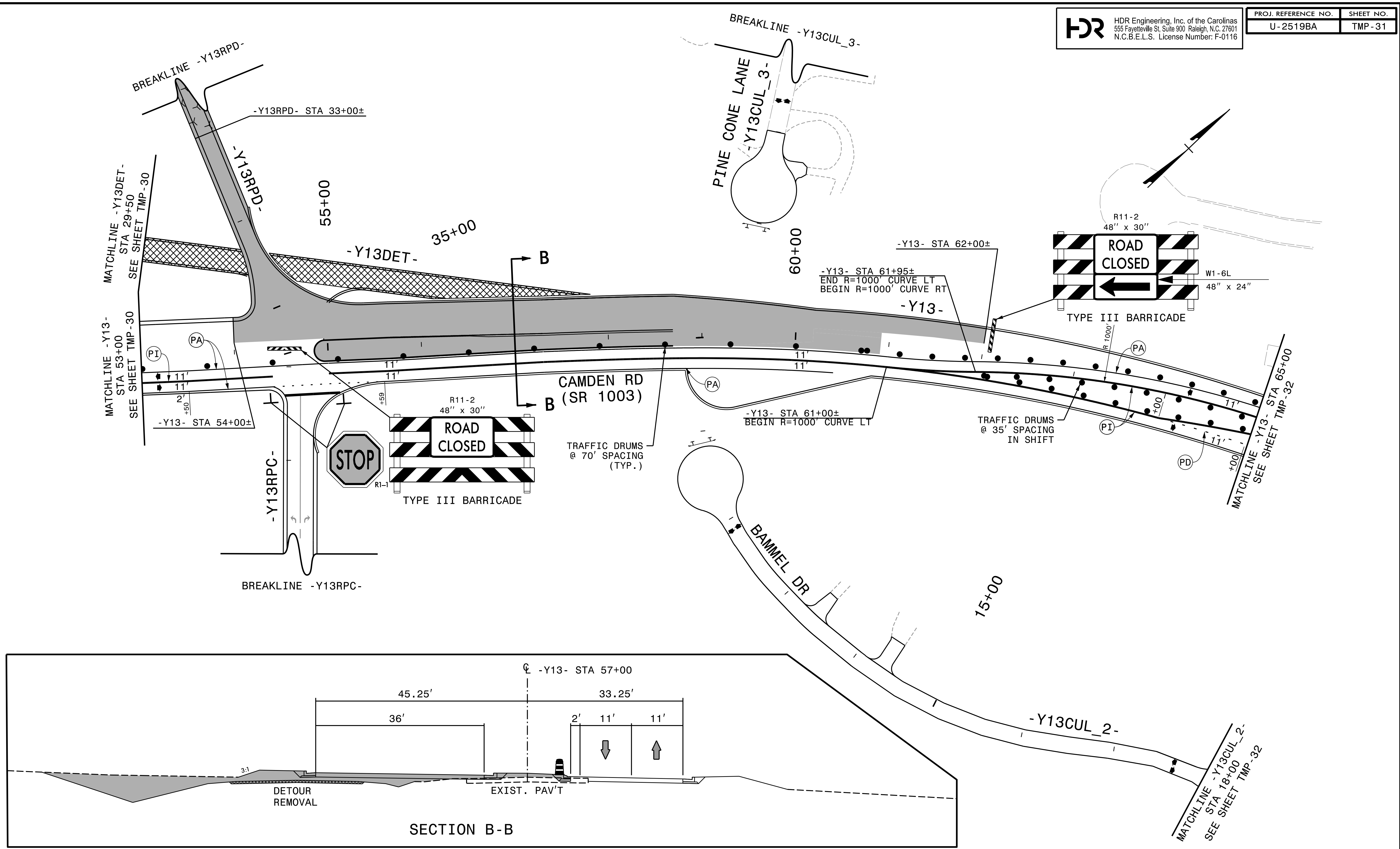
APPROVED: *Michael T. Rzepka*
 DATE: 2/22/2022

SEAL



**PHASE III
 DETAIL**

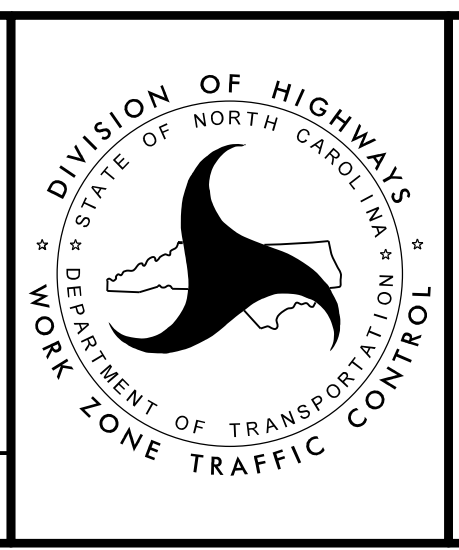
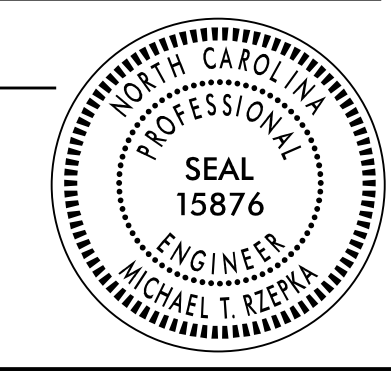
**DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED**



REVISIONS

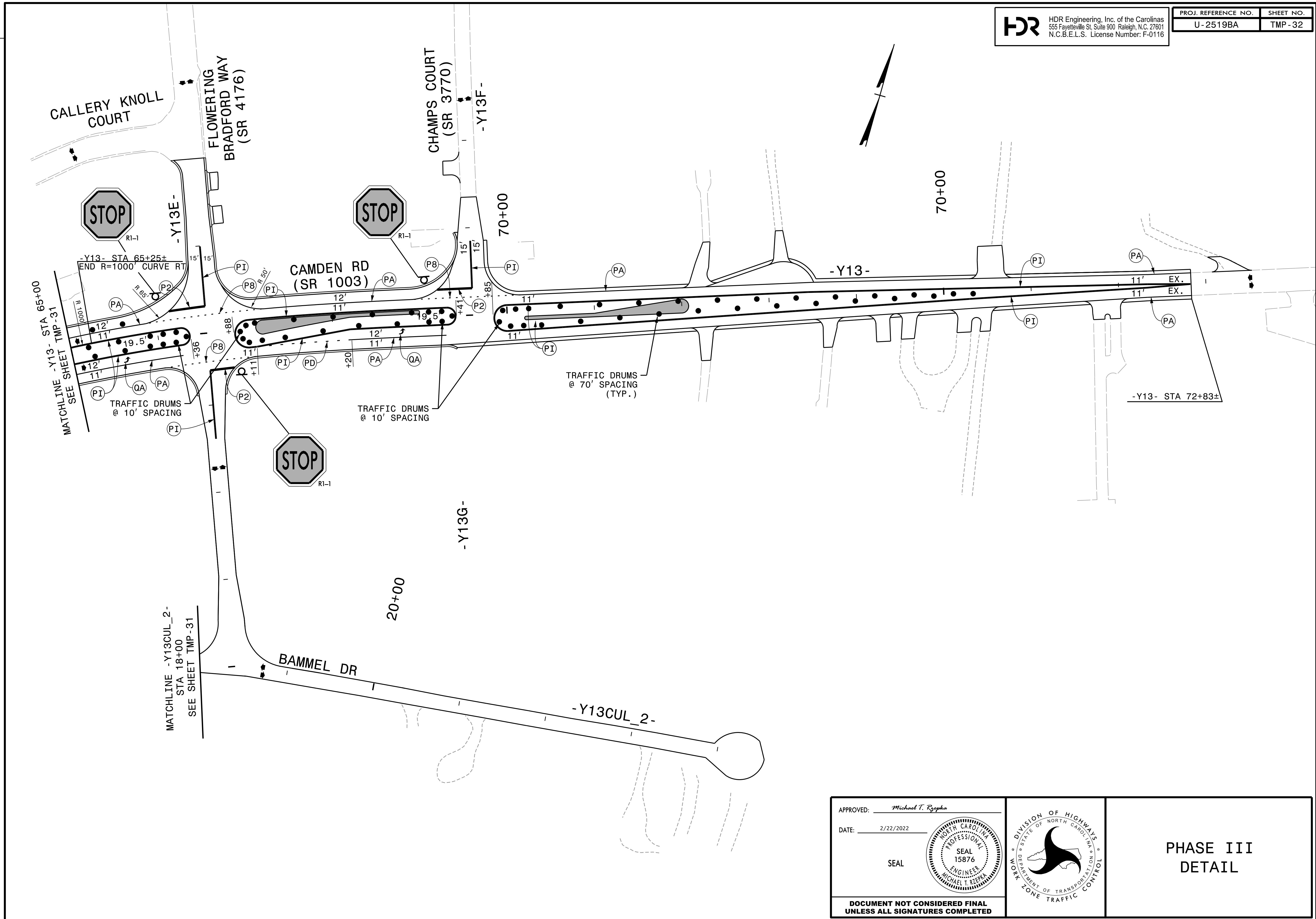
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USER: MRZEPKA
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APPROVED: *Michael T. Ryzha*
DATE: 2/22/2022
SEAL



PHASE III
DETAIL

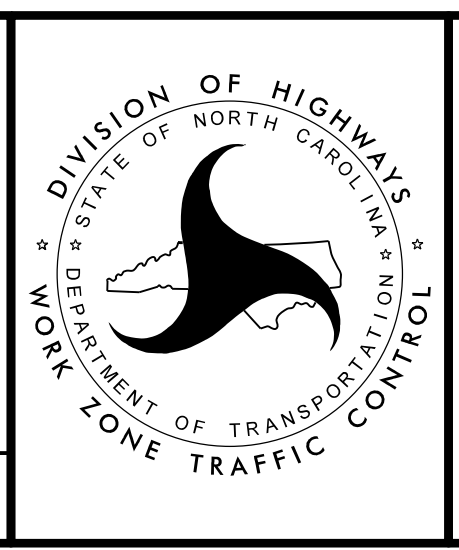
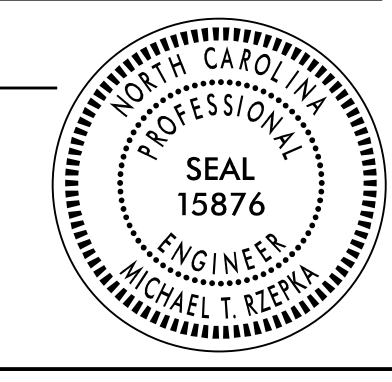
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UNLESS ALL SIGNATURES COMPLETED



REVISIONS

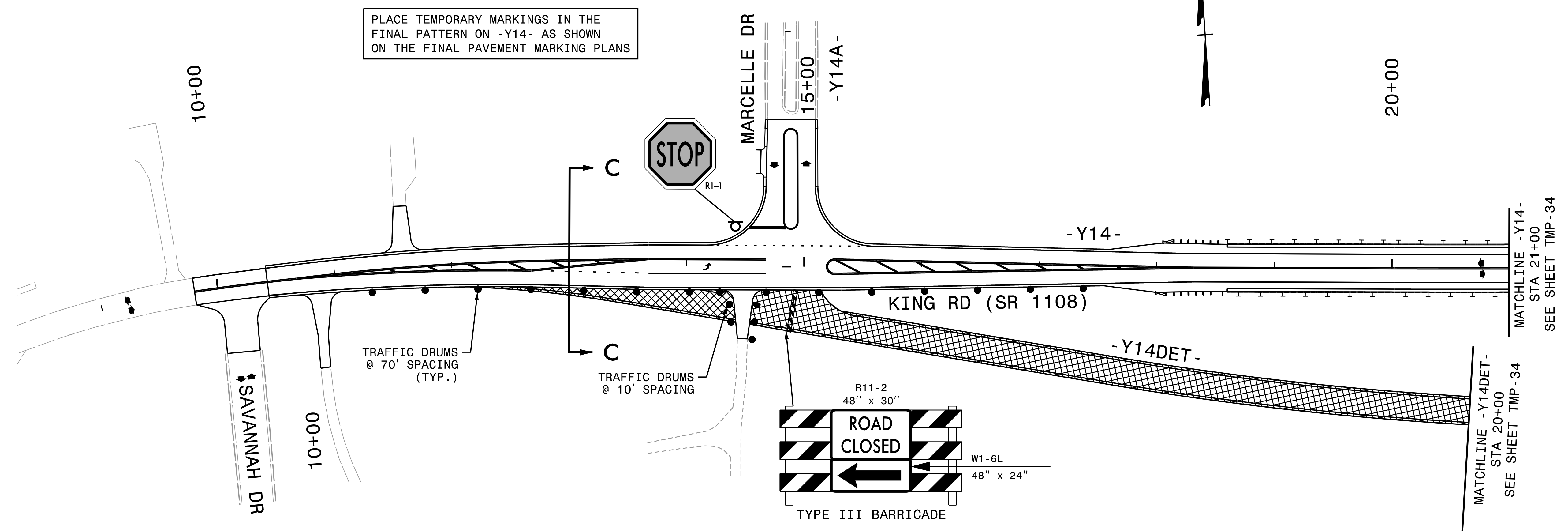
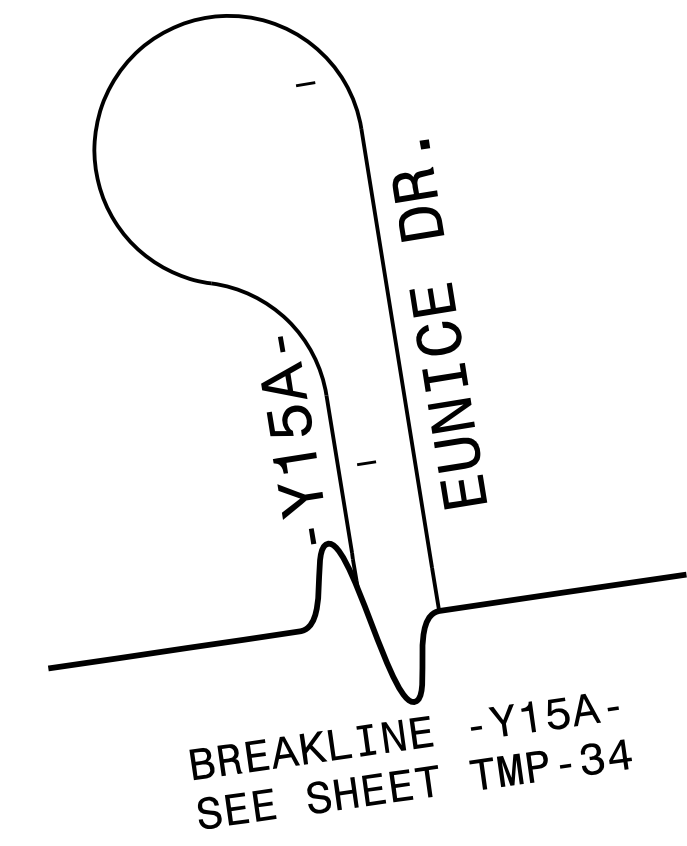
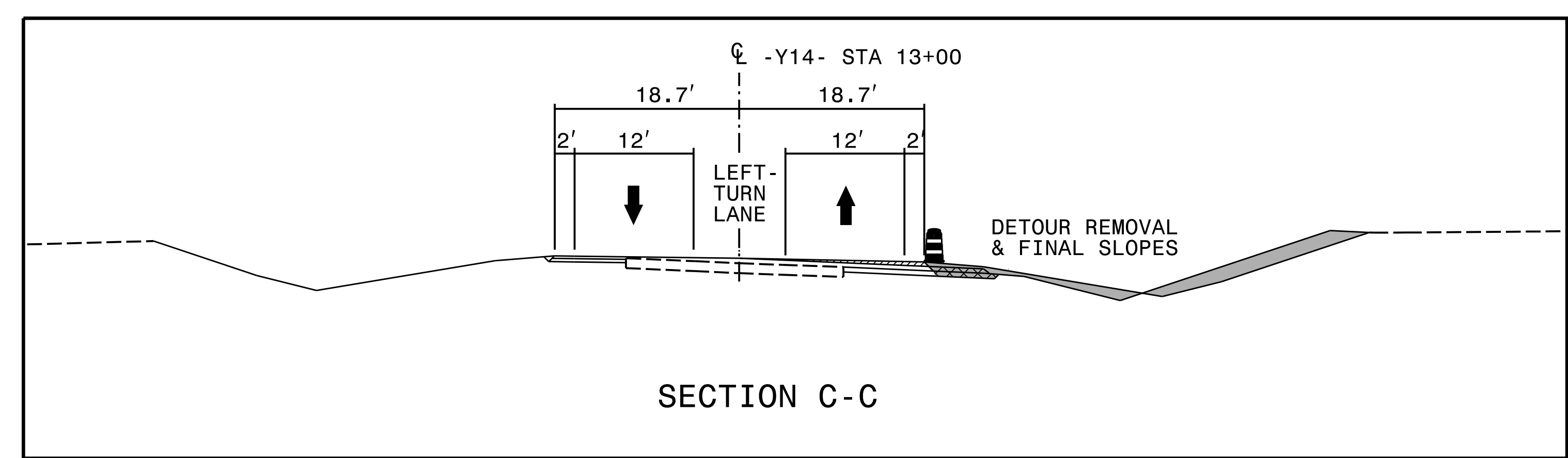
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USER: MRZEPKA
DATE: 2/22/2022
TIME: 3:09:06 PM
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APPROVED: *Michael T. Rzepka*
DATE: 2/22/2022
SEAL



**PHASE III
DETAIL**

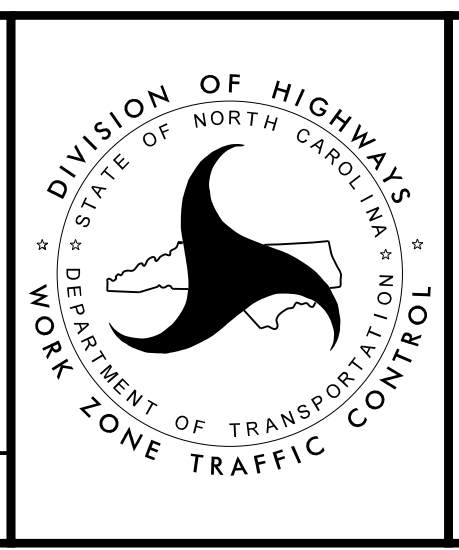
**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



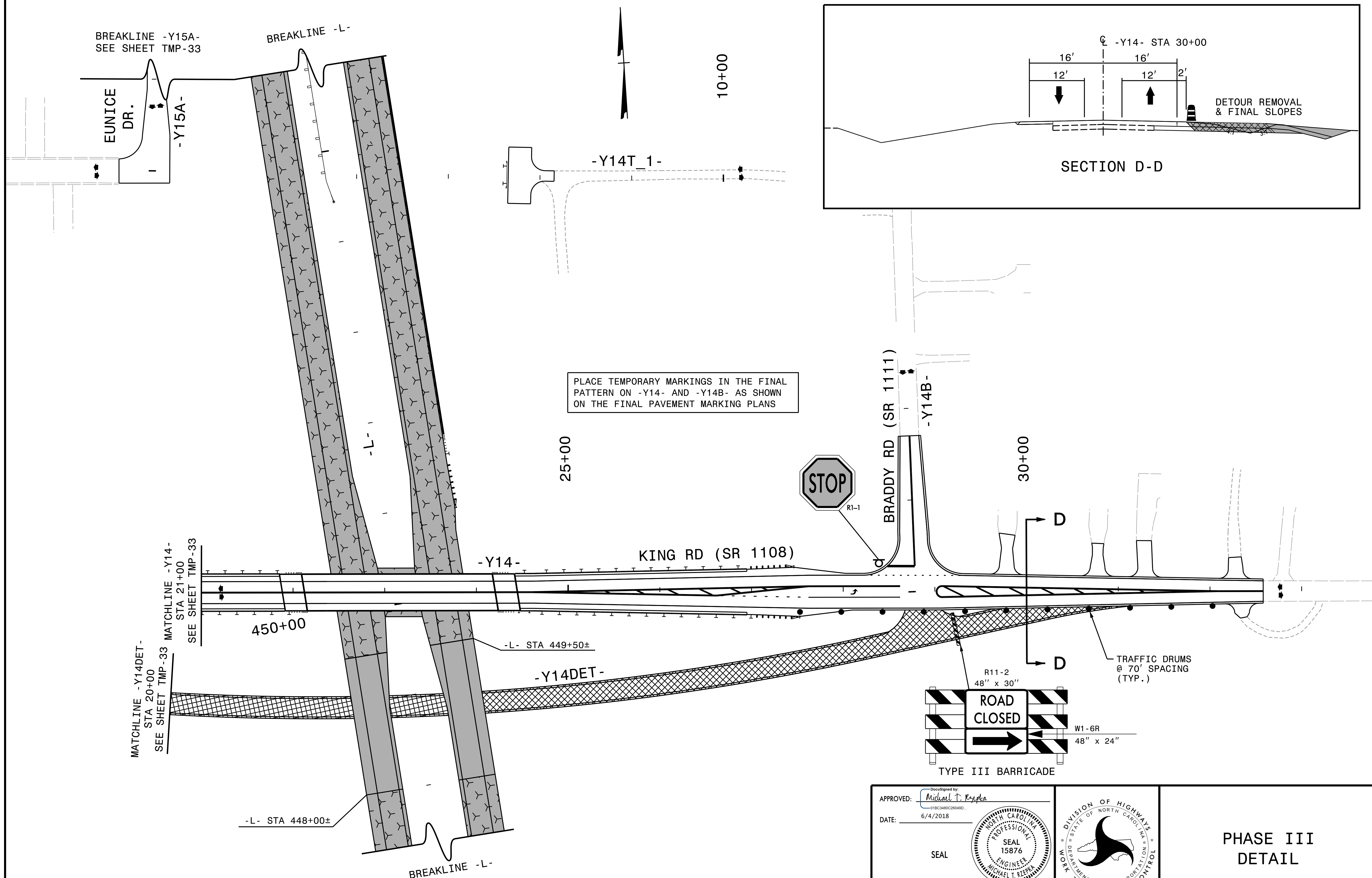
PLACE TEMPORARY MARKINGS IN THE FINAL PATTERN ON -Y14- AS SHOWN ON THE FINAL PAVEMENT MARKING PLANS

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USER: mizpeko
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DATE: 6/4/2018
TIME: 11:52:44 AM

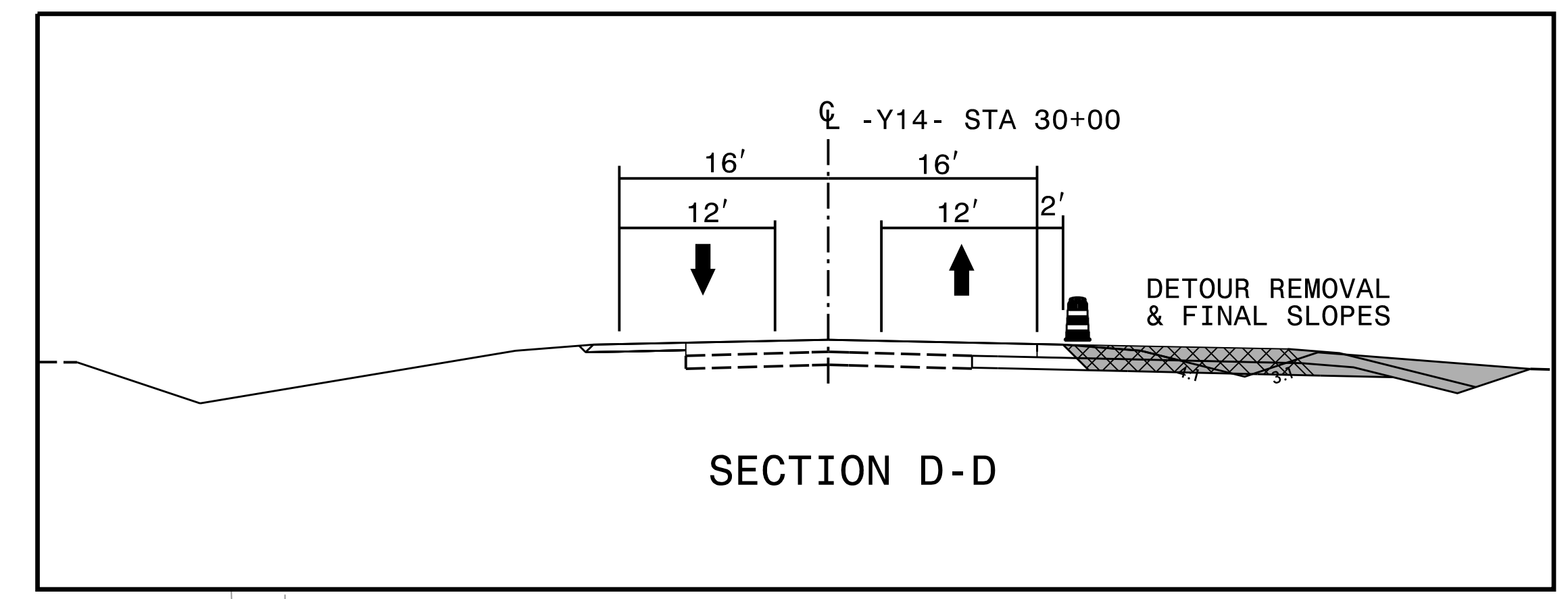
APPROVED: *Michael T. Rzepka*
DATE: 6/4/2018
SEAL
MICHAEL T. RZEPKA
ENGINEER
SEAL 15876
NORTH CAROLINA
PROFESSIONAL
ENGINEER



PHASE III
DETAIL
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

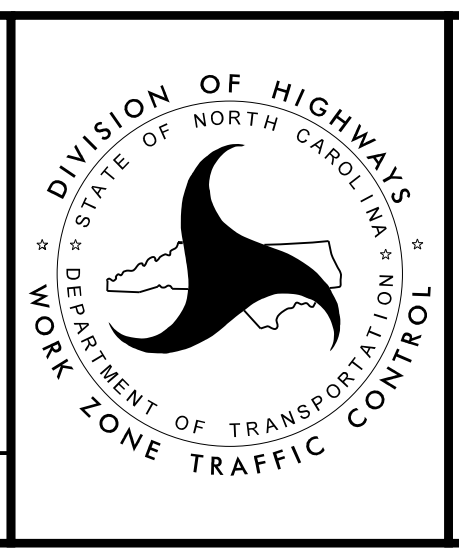


PLACE TEMPORARY MARKINGS IN THE FINAL PATTERN ON -Y14- AND -Y14B- AS SHOWN ON THE FINAL PAVEMENT MARKING PLANS



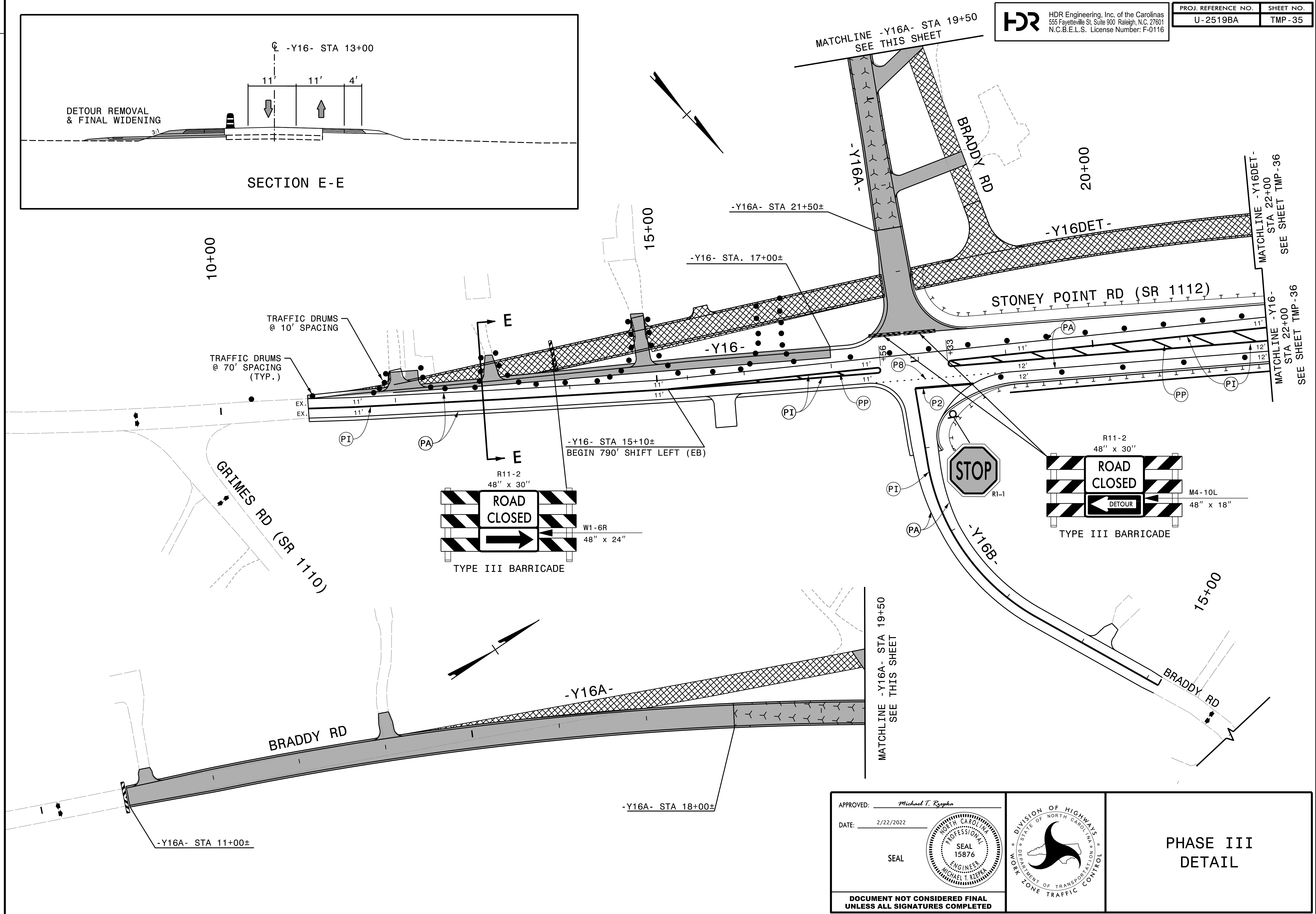
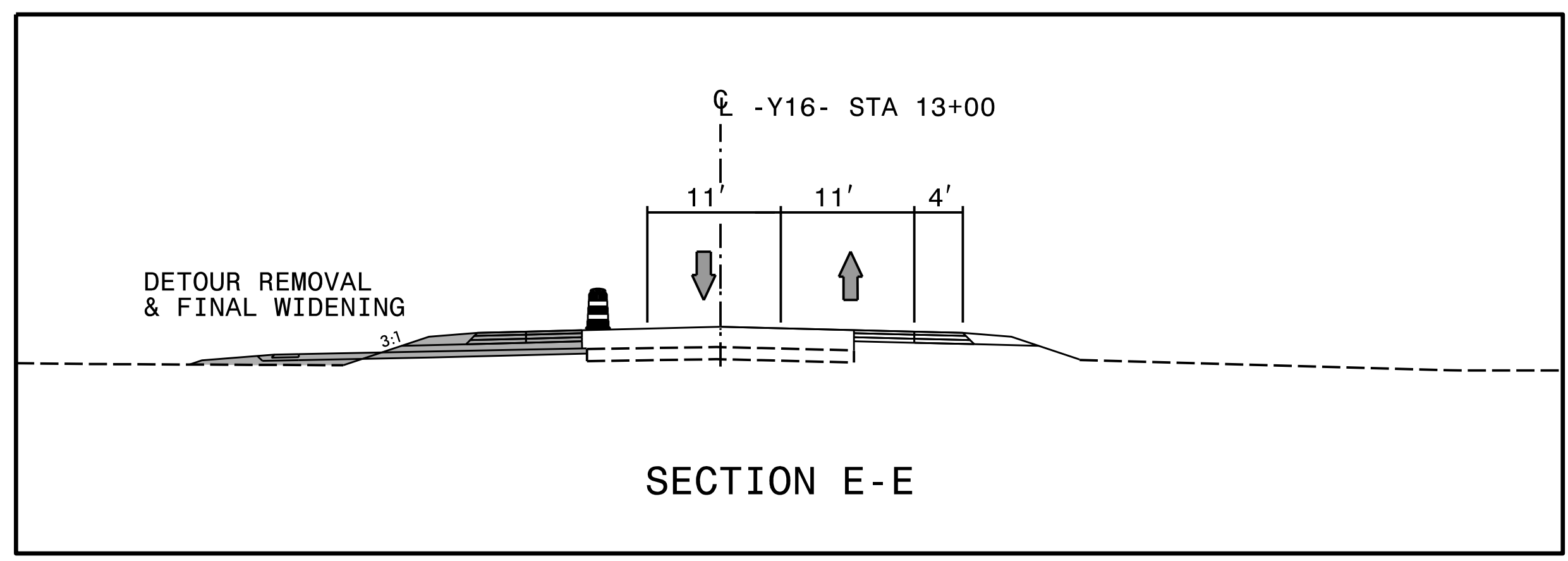
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USER: m7zpepko
FILE: c:\pwworking\hdr\projects\2519ba\temp\psh_34.dgn
PENTABLE: NC00T_tcp.tbl
DATE: 6/4/2018
TIME: 11:52:45 AM

APPROVED: *Michael T. Reppel*
DATE: 6/4/2018
SEAL
NORTH CAROLINA
PROFESSIONAL
ENGINEER
MICHAEL T. REPP
SEAL 15876



PHASE III
DETAIL

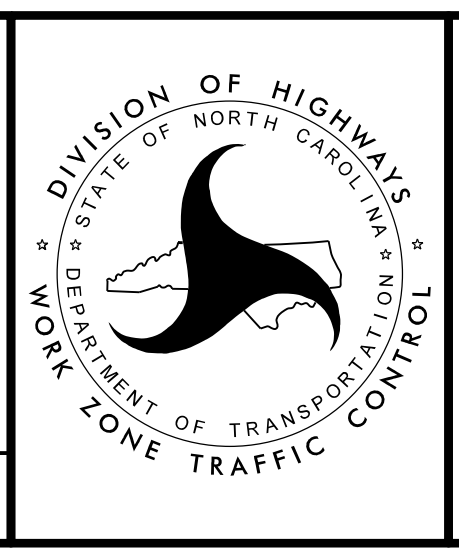
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



REVISIONS

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USER: MRZEPKA
DATE: 2/22/2022
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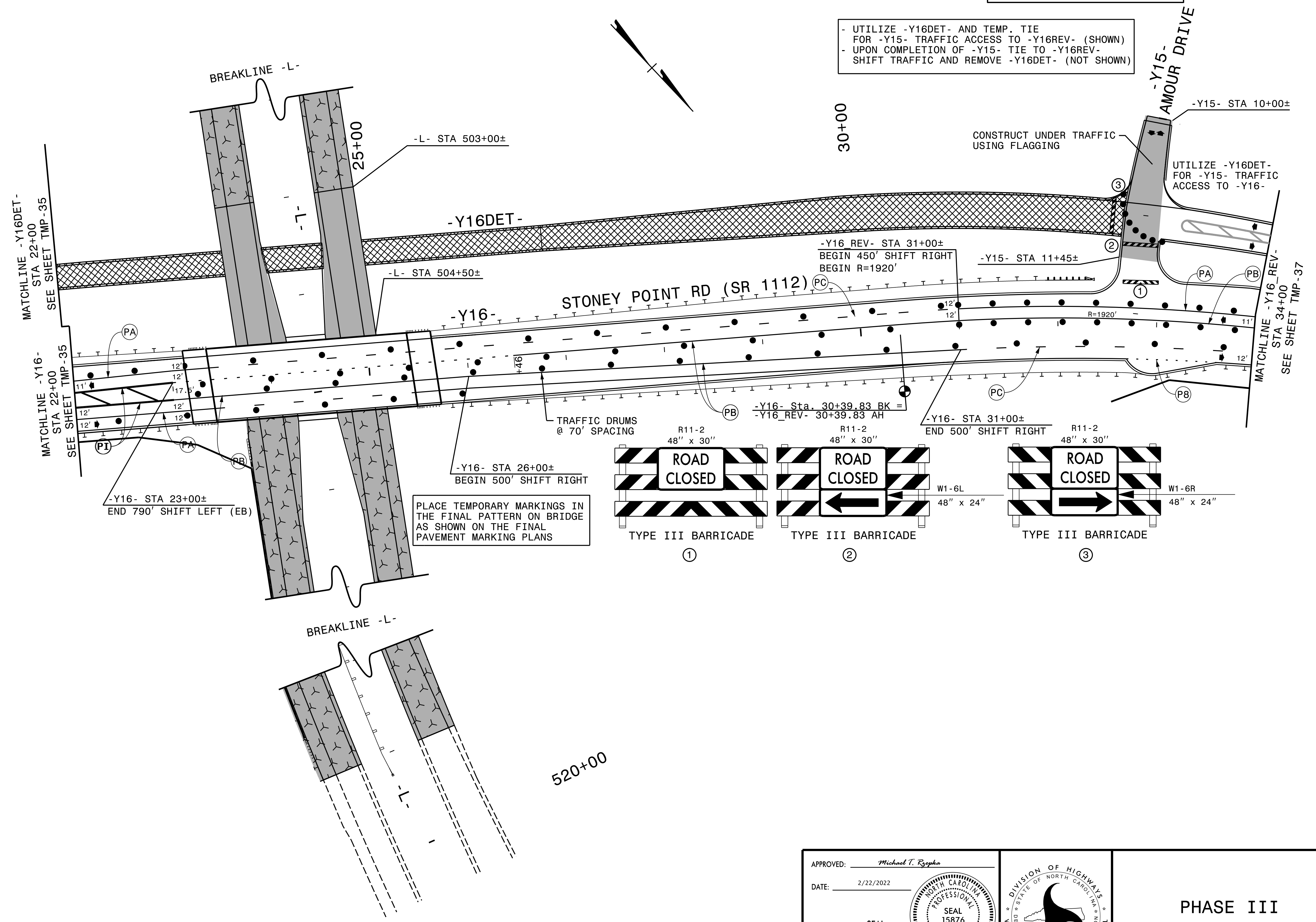
APPROVED: *Michael T. Reepka*
DATE: 2/22/2022
SEAL



**PHASE III
DETAIL**

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

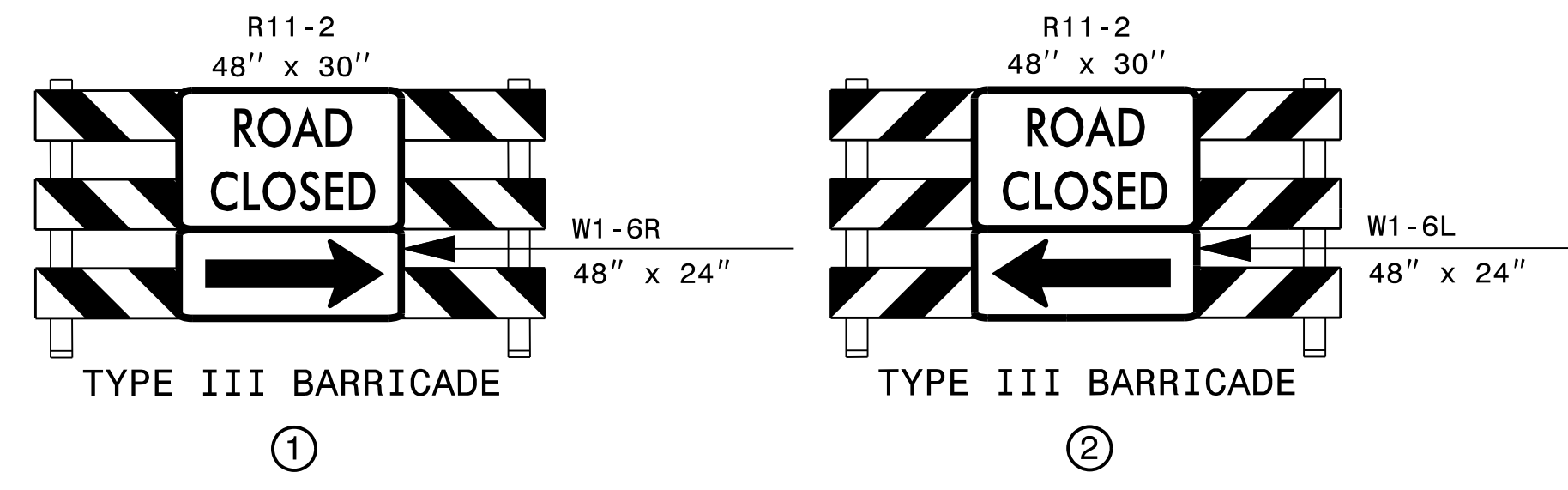
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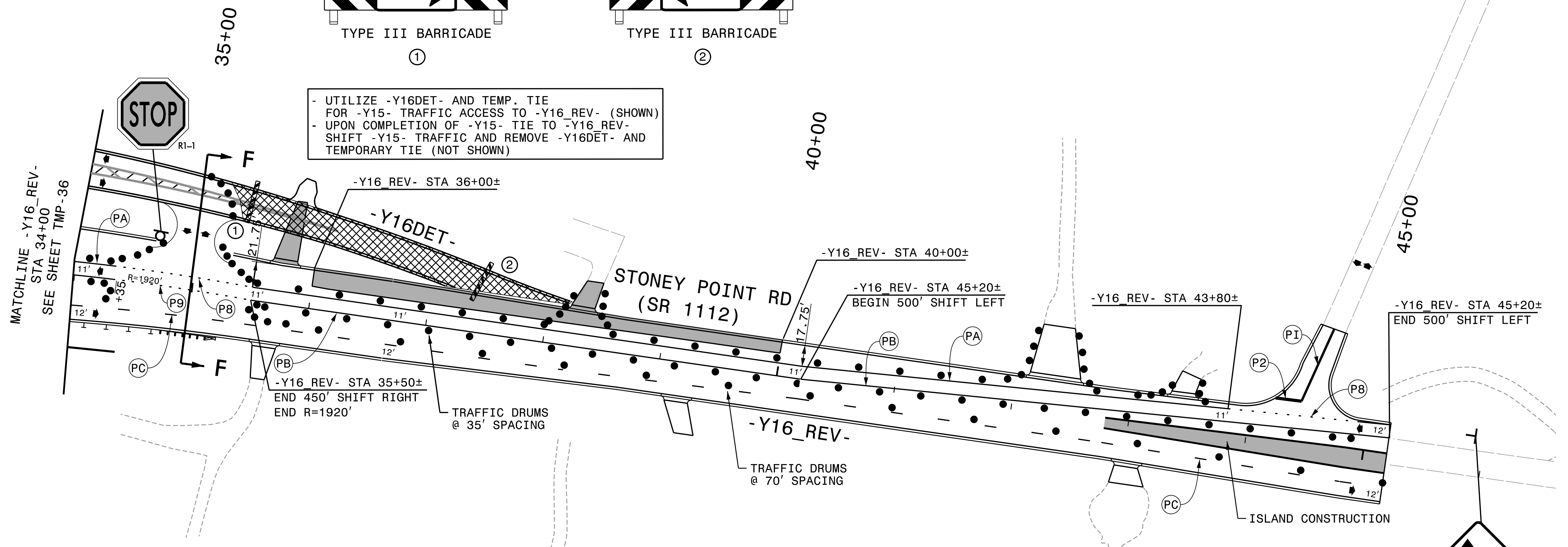
REVISIONS

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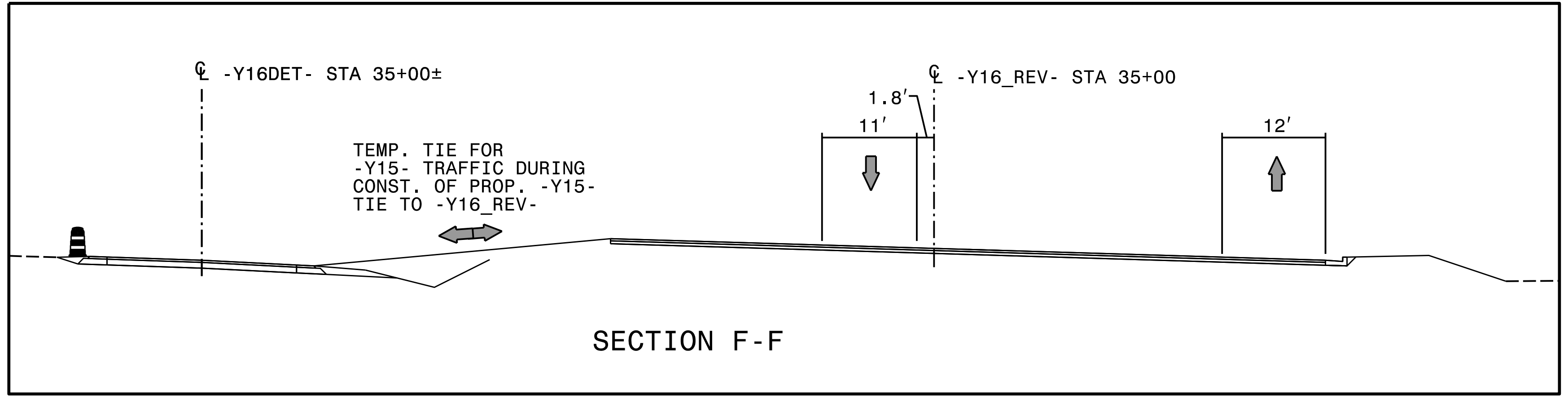
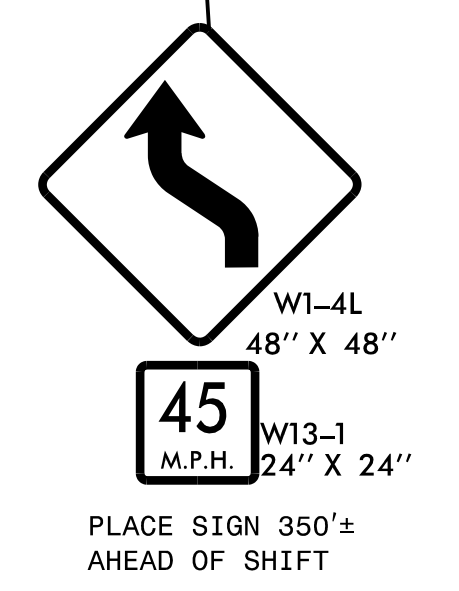
APPROVED: <i>Michael T. Reepka</i>			PHASE III DETAIL
DATE: 2/22/2022			
SEAL	DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		



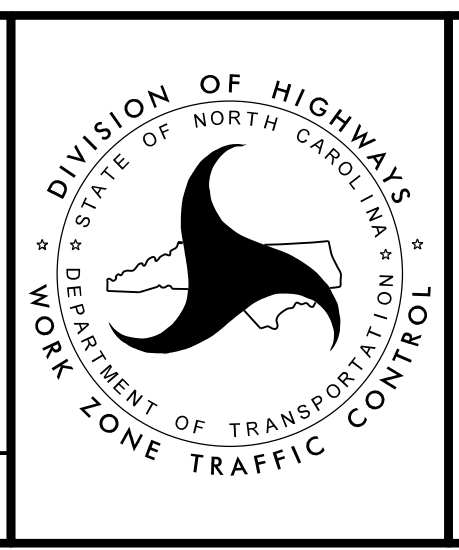
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- UPON COMPLETION OF -Y15- TIE TO -Y16_REV- SHIFT -Y15- TRAFFIC AND REMOVE -Y16DET- AND TEMPORARY TIE (NOT SHOWN)



COORDINATE CONSTRUCTION ACTIVITIES AND TRAFFIC MANAGEMENT WITH U-2519BB AND OPEN TRAFFIC TO THE FINAL PATTERN (OUTSIDE LANE OPEN ONLY).



APPROVED: *Michael T. Ryepka*
DATE: 2/22/2022
SEAL
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PHASE III
DETAIL

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REVISIONS

ROADWAY STANDARD DRAWINGS

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

STD. NO.	TITLE
1101.01	WORK ZONE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1130.01	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGERS
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY - DRUMS
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO LANE AND MULTILANE ROADWAYS
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - (PERMANENT AND TEMPORARY)
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION

LEGEND

GENERAL

- DIRECTION OF TRAFFIC FLOW
- DIRECTION OF PEDESTRIAN TRAFFIC FLOW
- EXIST. PVMT.
- NORTH ARROW
- PROPOSED PVMT.
- WORK AREA
- CONTINUING CONSTRUCTION
- WEDGING/RESURFACING
- REMOVAL
- TEMPORARY PAVEMENT

TEMPORARY PAVEMENT MARKING

SYMBOL	DESCRIPTION
	PAINT (4")
P8	2 FT.-6 FT./SP WHITE MINISKIP
PA	WHITE EDGELINE
PB	YELLOW EDGELINE
PI	DOUBLE YELLOW CENTERLINE

TEMPORARY RAISED MARKERS

MH	YELLOW & YELLOW
----	-----------------

TRAFFIC CONTROL DEVICES

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

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

SIGNALS

- EXISTING
- PROPOSED
- TEMPORARY

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

PAVEMENT MARKERS

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

PAVEMENT MARKING SYMBOLS

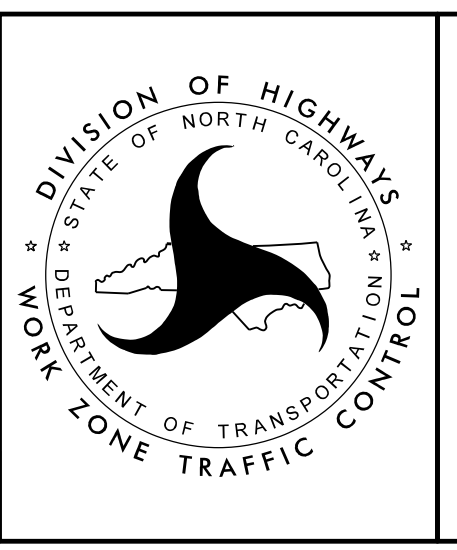
- PAVEMENT MARKING SYMBOLS

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APPROVED:
01BC3480C280480

DATE: 2/14/2022

SEAL



ROADWAY STANDARD DRAWINGS, LEGEND & TEMPORARY PAVEMENT MARKING SCHEDULE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

MANAGEMENT STRATEGY

THE FOLLOWING LISTED STRATEGIES DERIVE FROM DETAILED DESIGN LEVEL ASSESSMENTS OF THE WORK ZONE IMPACTS CONDUCTED DURING THE DEVELOPMENTAL STAGES OF THIS TRANSPORTATION MANAGEMENT PLAN (TMP).

RECOMMENDED MANAGEMENT STRATEGIES RELATIVE TO THIS TMP ARE AS FOLLOWS:

STONEY POINT RD. (-Y16-) AND BAREFOOT RD. (-Y17A-) TRAFFIC WILL BE MAINTAINED IN EXISTING PATTERN WITH DAILY LANE CLOSURES FOR PROPOSED CONSTRUCTION.

STRICKLAND BRIDGE RD. (-Y18-) TRAFFIC WILL BE MAINTAINED IN EXISTING PATTERN, THEN WILL BE CLOSED PERMANENTLY TO COMPLETE -Y17- ACROSS EXISTING STRICKLAND RD. TRAFFIC WILL BE DETOURED DURING THIS TIME.

UPON SWITCHING TRAFFIC TO THE -Y17- CORRIDOR, CUL-DE-SACS WILL BE CONSTRUCTED ON BAREFOOT RD. (-Y17A-) AND STRICKLAND BRIDGE RD. (-Y18-)

CENTURY CIRCLE (-Y19-) TRAFFIC WILL BE MAINTAINED IN EXISTING PATTERN. ACCESS TO EXISTING STRICKLAND BRIDGE RD. WILL BE CLOSED TO CONSTRUCT -Y19- CONNECTION TO -Y17-. TRAFFIC WILL USE OFFSITE DETOUR. AFTER OPENING -Y19- TIE TO -Y17-, CUL-DE-SACS ON CENTURY CENTER WILL BE COMPLETED.

GENERAL NOTES

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

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

TIME RESTRICTIONS

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

ROAD NAME	DAY AND TIME RESTRICTIONS
STONEY POINT RD. BAREFOOT RD. STRICKLAND BRIDGE RD.	MONDAY THRU FRIDAY 6:30 AM - 8:30 AM 4:00 PM - 6:30 PM
CENTURY CIRCLE	6:30 AM - 8:30 AM (WHEN SCHOOL IS IN SESSION) 2:00 PM - 3:30 PM (WHEN SCHOOL IS IN SESSION)

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

ROAD NAME	DAY AND TIME RESTRICTIONS
STONEY POINT RD. BAREFOOT RD. STRICKLAND BRIDGE RD. CENTURY CIRCLE	

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:30 A.M. DECEMBER 31st TO 6:30 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 6:30 P.M. THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 6:30 A.M. THURSDAY AND 6:30 P.M. MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:30 A.M. FRIDAY TO 6:30 P.M. TUESDAY.

5. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:30 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 6:30 P.M. THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 6:30 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 6:30 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.

6. FOR LABOR DAY, BETWEEN THE HOURS OF 6:30 A.M. FRIDAY AND 6:30 P.M. TUESDAY.

7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:30 A.M. TUESDAY TO 6:30 P.M. MONDAY.

8. FOR CHRISTMAS, BETWEEN THE HOURS OF 6:30 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 6:30 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

C) DO NOT CONDUCT SINGLE VEHICLE HAULING AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
STONEY POINT RD. BAREFOOT RD. STRICKLAND BRIDGE RD. CENTURY CIRCLE	MONDAY THRU FRIDAY 6:30 AM - 8:30 AM 4:00 PM - 6:30 PM

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

ROAD NAME	DAY AND TIME RESTRICTIONS
STONEY POINT RD. BAREFOOT RD. STRICKLAND BRIDGE RD. CENTURY CIRCLE	MONDAY THRU FRIDAY 6:30 AM - 8:30 AM 4:00 PM - 6:30 PM

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

LANE AND SHOULDER CLOSURE REQUIREMENTS

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 REMAIN 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.

K) DO NOT INSTALL MORE THAN ONE LANE CLOSURE IN ANY ONE DIRECTION ON STONEY POINT RD., BAREFOOT RD., STRICKLAND BRIDGE RD., AND CENTURY CIRCLE.

PAVEMENT EDGE DROP OFF REQUIREMENTS

L) 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.

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

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

O) 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.

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

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

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

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

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

S) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 350' IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC BARRIER

T) 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.

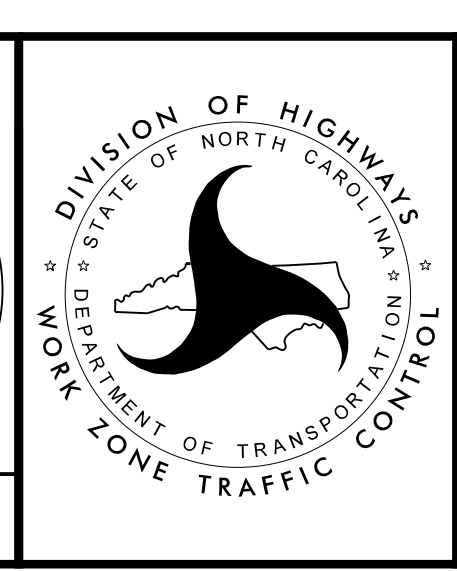
ONCE TEMPORARY BARRIER IS INSTALLED AT ANY LOCATION AND NO WORK IS PERFORMED BEHIND THE TEMPORARY BARRIER FOR A PERIOD LONGER THAN TWO (2) MONTHS, REMOVE / RESET TEMPORARY BARRIER AT NO COST TO THE DEPARTMENT UNLESS OTHERWISE STATED IN THE TRANSPORTATION MANAGEMENT PLANS, TEMPORARY BARRIER IS PROTECTING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

APPROVED: *Michael T. Krepta*
DocuSigned by:
Michael T. Krepta
018C3480C26049D...
 DATE: 6/4/2018

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



TRANSPORTATION OPERATIONS PLAN

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GENERAL NOTES (CONT'D)

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

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

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

- V) WHEN LANE CLOSURES ARE NOT IN EFFECT SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER IN FEET THAN TWICE THE POSTED SPEED LIMIT (MPH) EXCEPT, 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTIONS 1130 (DRUMS), 1135 (CONES) AND 1180 (SKINNY DRUMS) FOR ADDITIONAL REQUIREMENTS.
- W) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.

PAVEMENT MARKINGS AND MARKERS

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

<u>ROAD NAME</u>	<u>MARKING</u>	<u>MARKER</u>
ALL ROADS	PAINT	TEMPORARY RAISED

- Y) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX (6) MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS AS DIRECTED BY THE ENGINEER.
- Z) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- AA) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.
- BB) TRACE THE PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO INSTALLATION. PLACE DRUMS TO DELINEATE ANY PROPOSED MONOLITHIC ISLANDS BEFORE INSTALLATION

MISCELLANEOUS

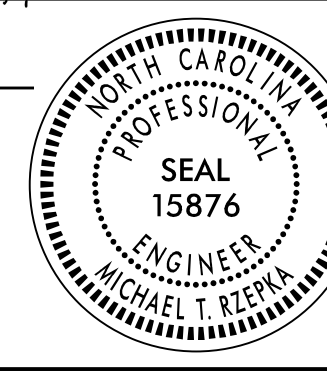
- CC) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE ENGINEER.

LOCAL NOTES

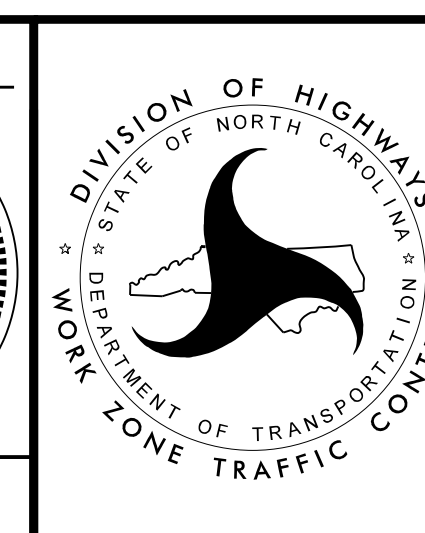
- 1) AS DIRECTED BY THE ENGINEER, COORDINATE CONSTRUCTION ACTIVITIES ON STONEY POINT RD. WITH CONSTRUCTION ACTIVITIES ON ADJACENT PROJECT U-2519BA.

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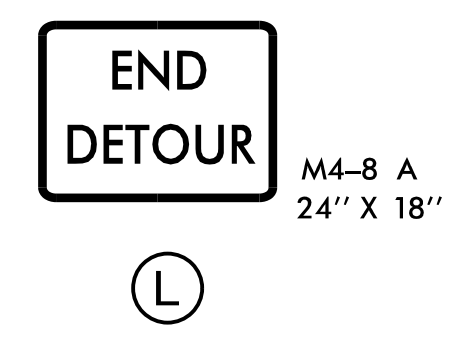
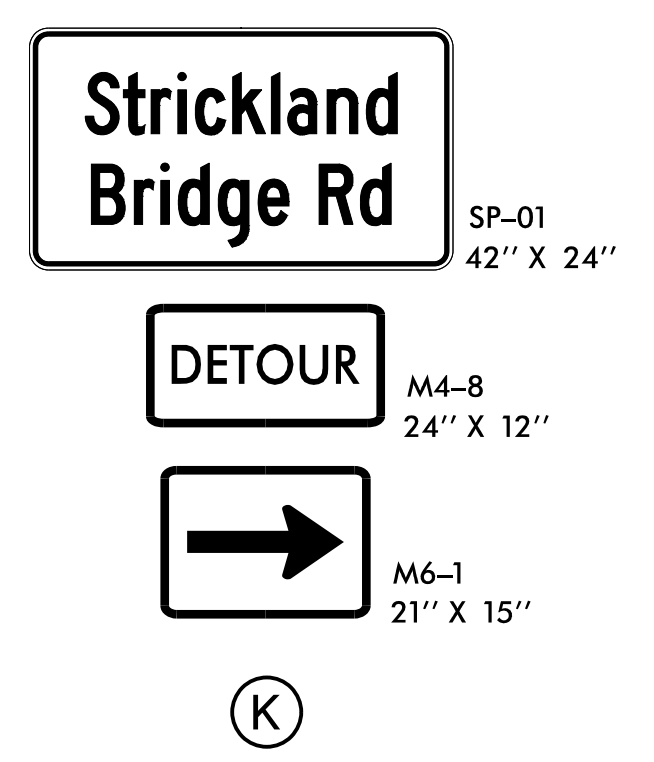
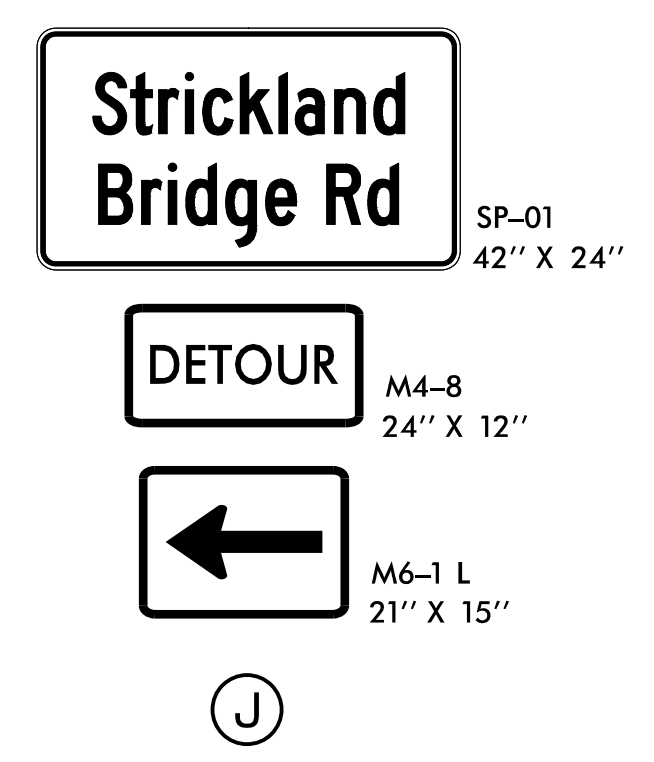
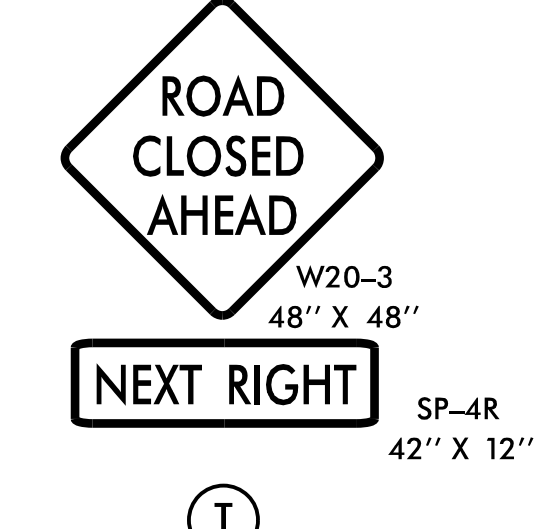
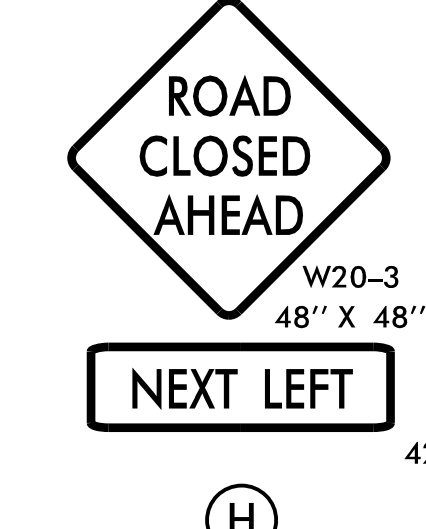
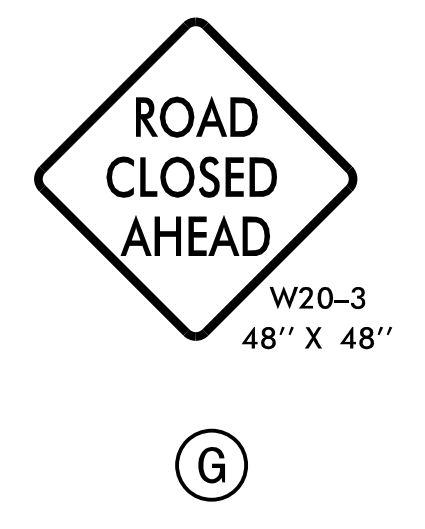
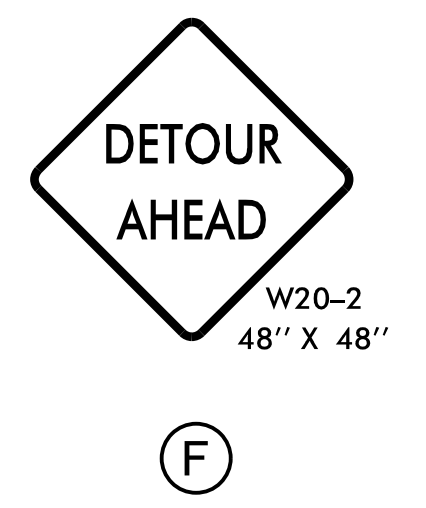
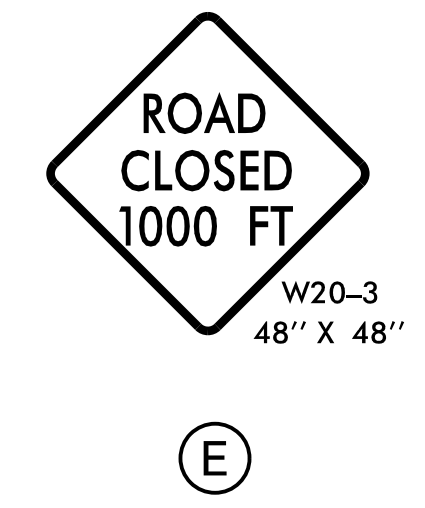
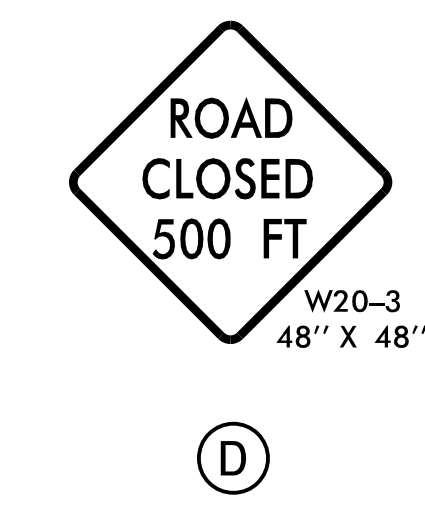
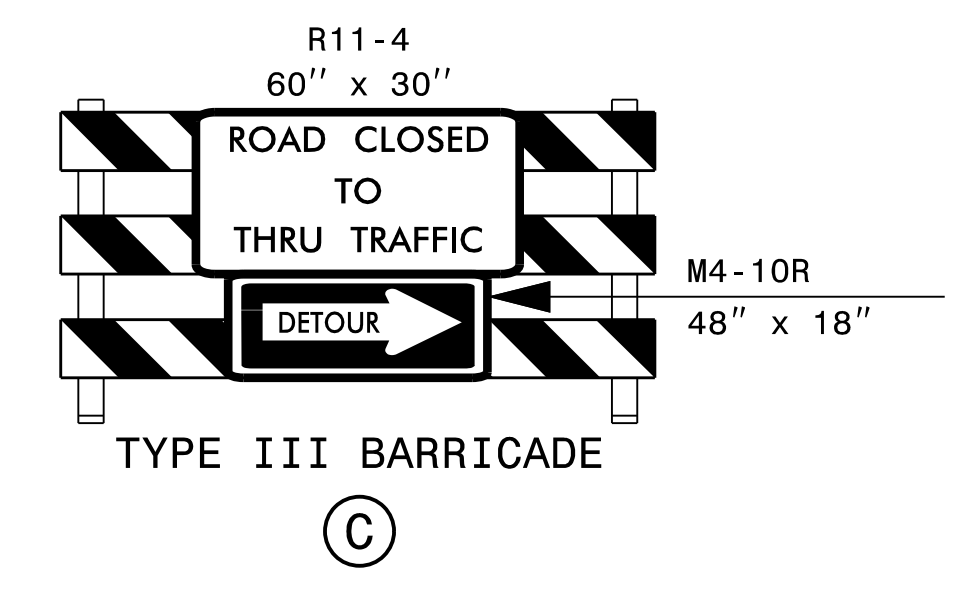
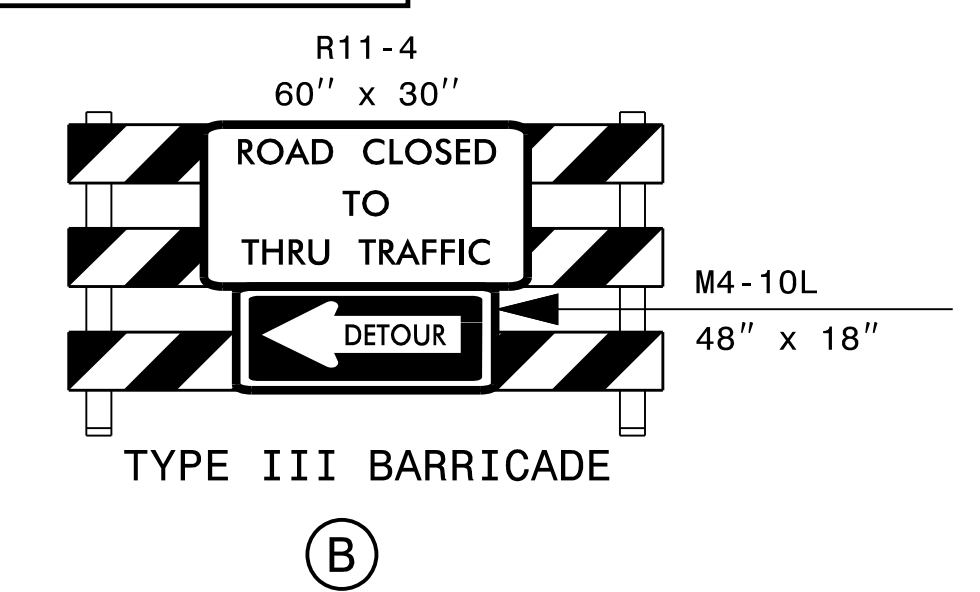
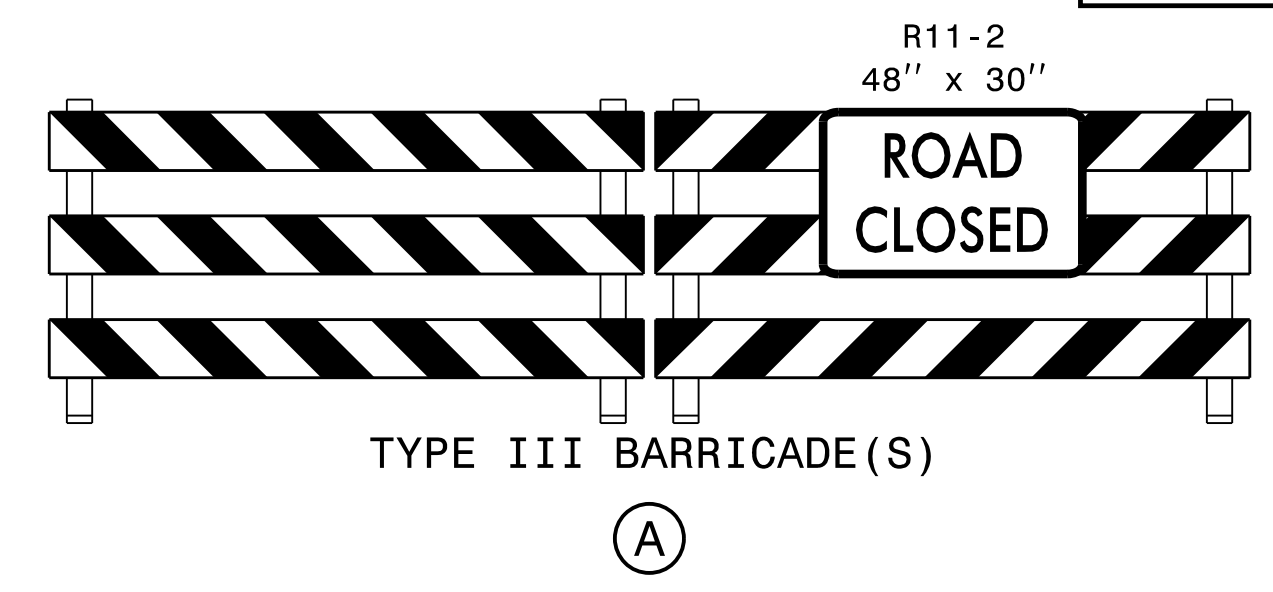
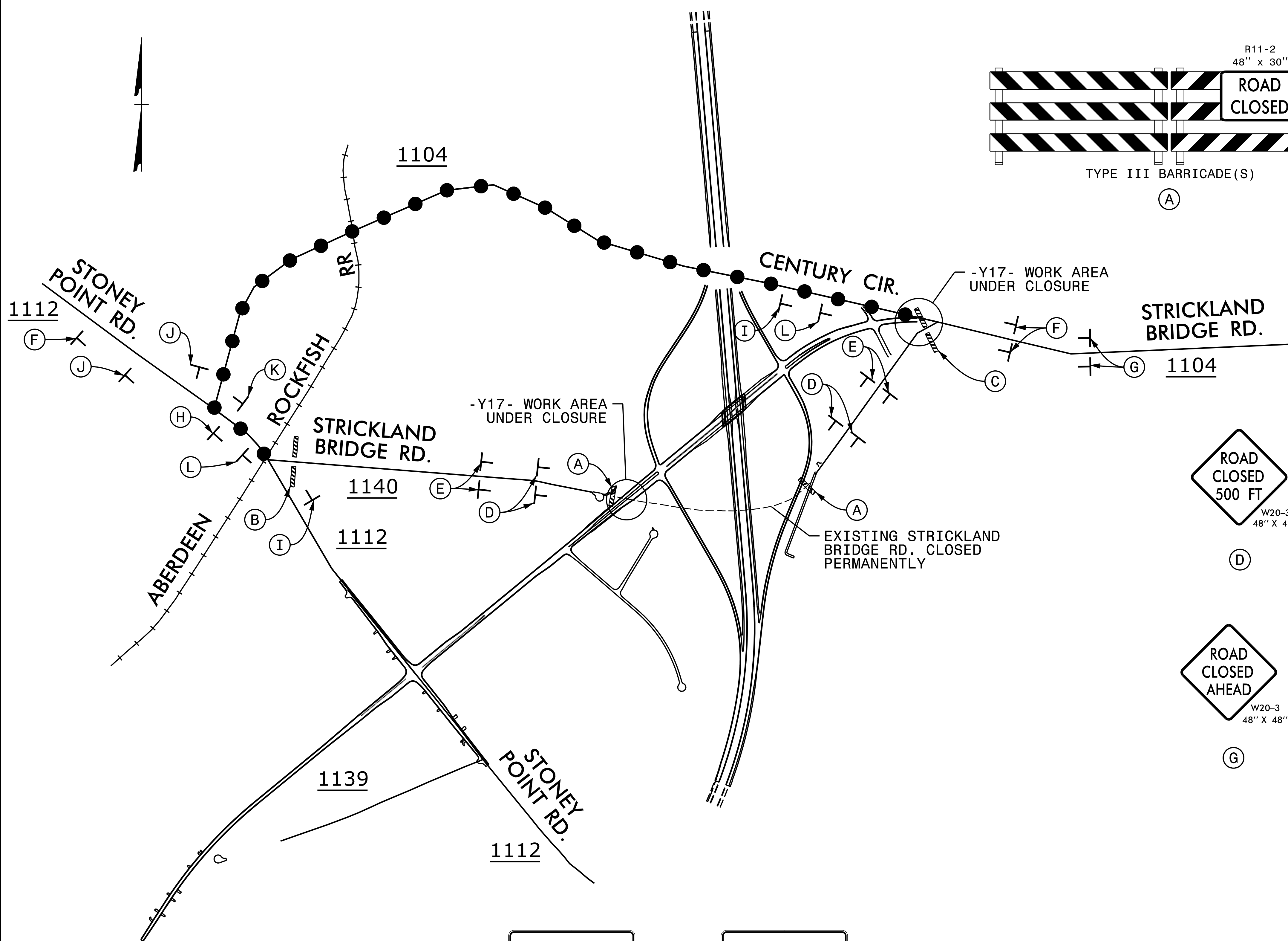
APPROVED: *Michael T. Reppa*
 DATE: 6/4/2018



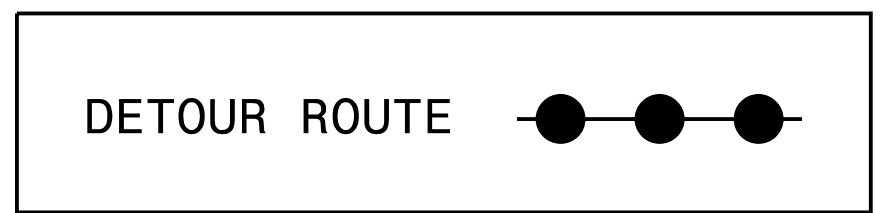
**DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED**



**TRANSPORTATION
 OPERATIONS
 PLAN**



NOTE: SEE SHEET TMP-2D FOR SPECIAL SIGN DESIGN



APPROVED: *Michael T. Rzepka*

DATE: 6/4/2018

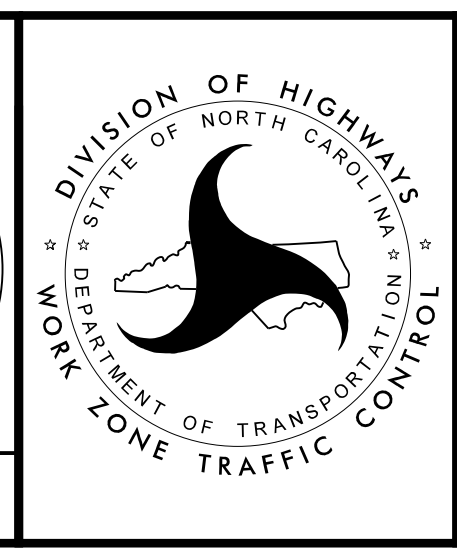
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SEAL 15876

ENGINEER

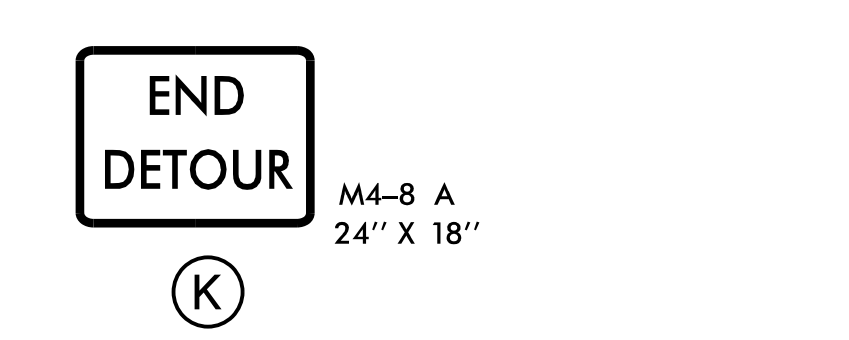
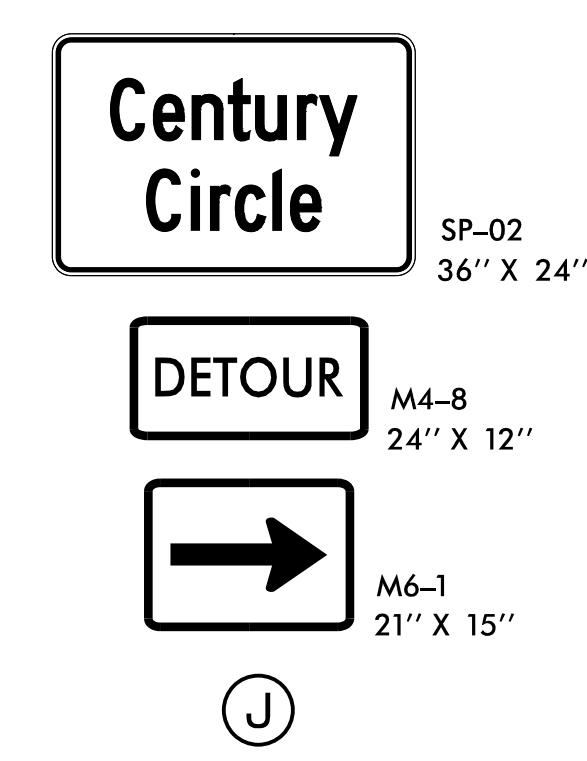
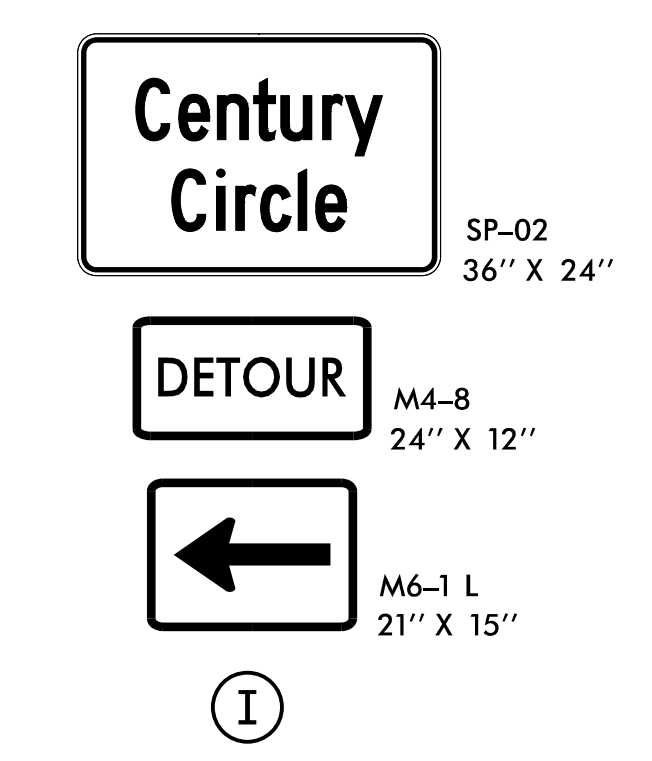
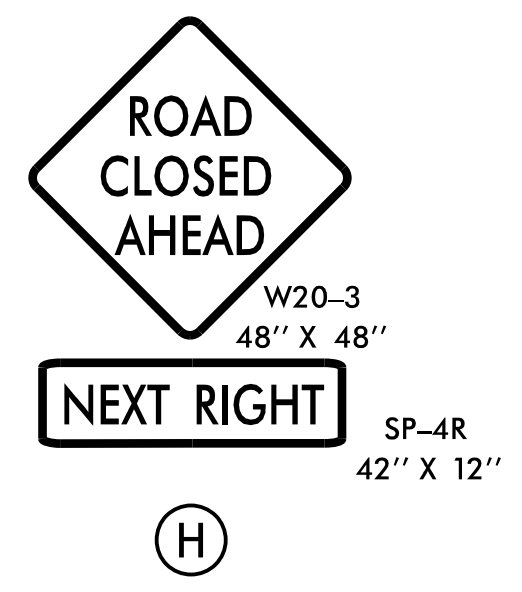
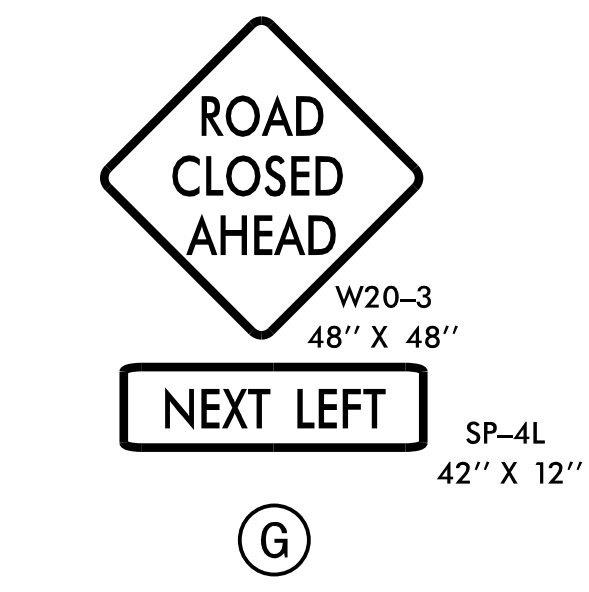
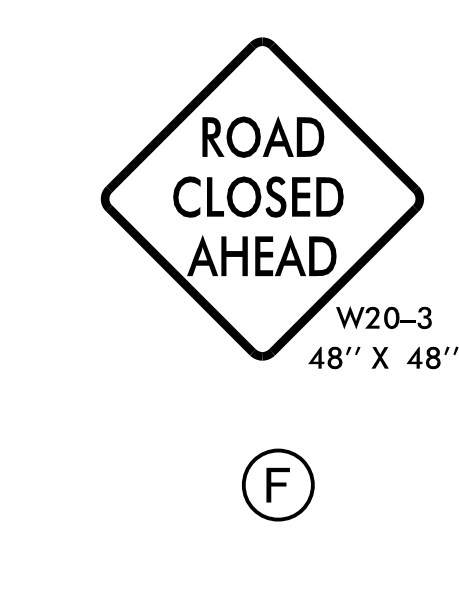
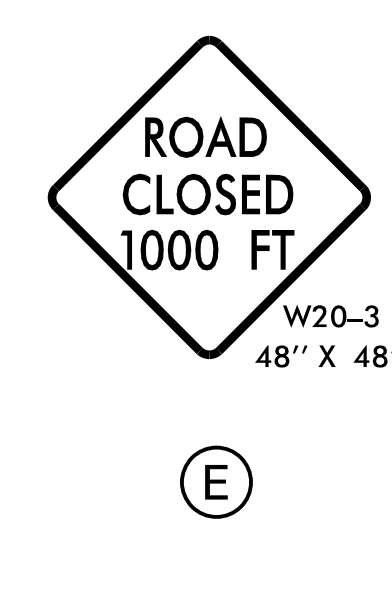
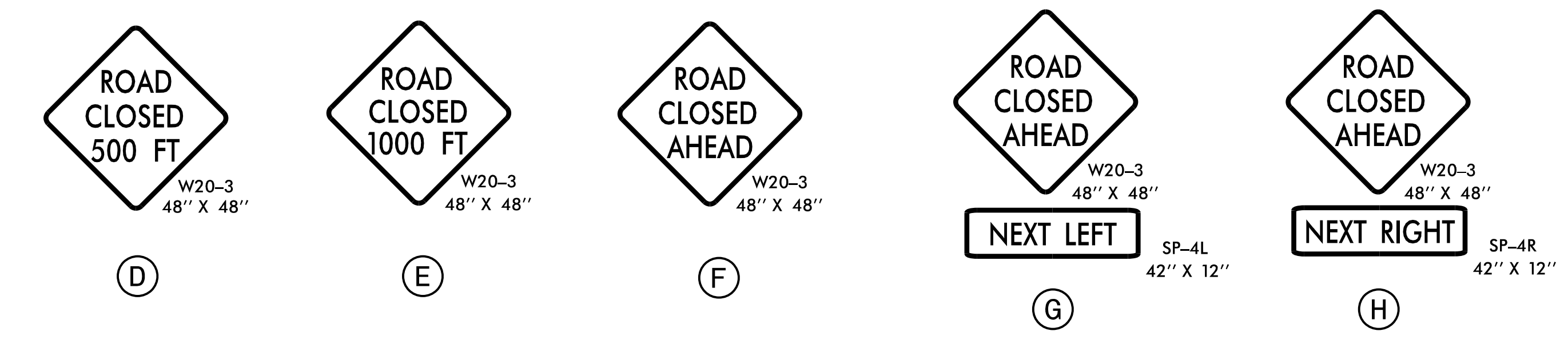
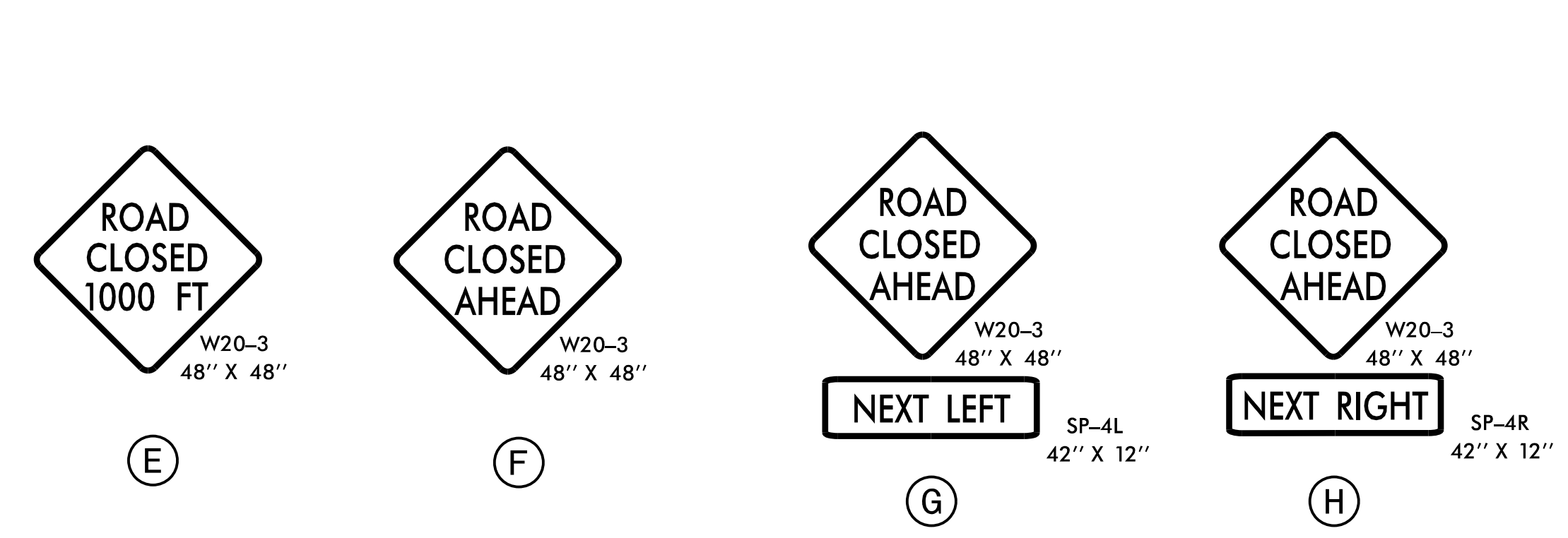
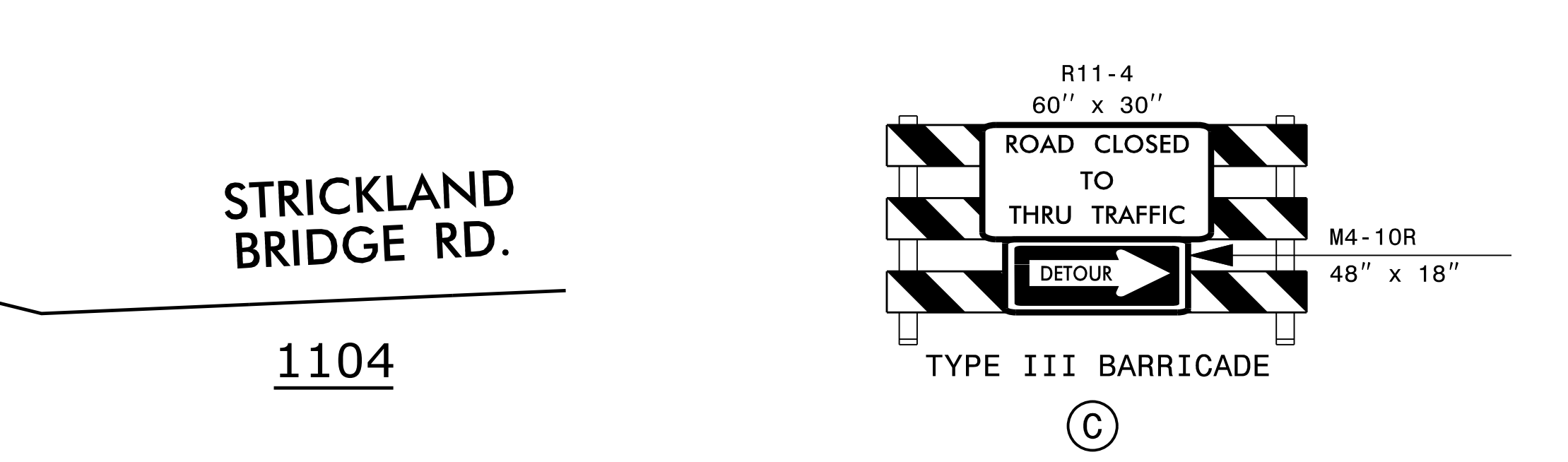
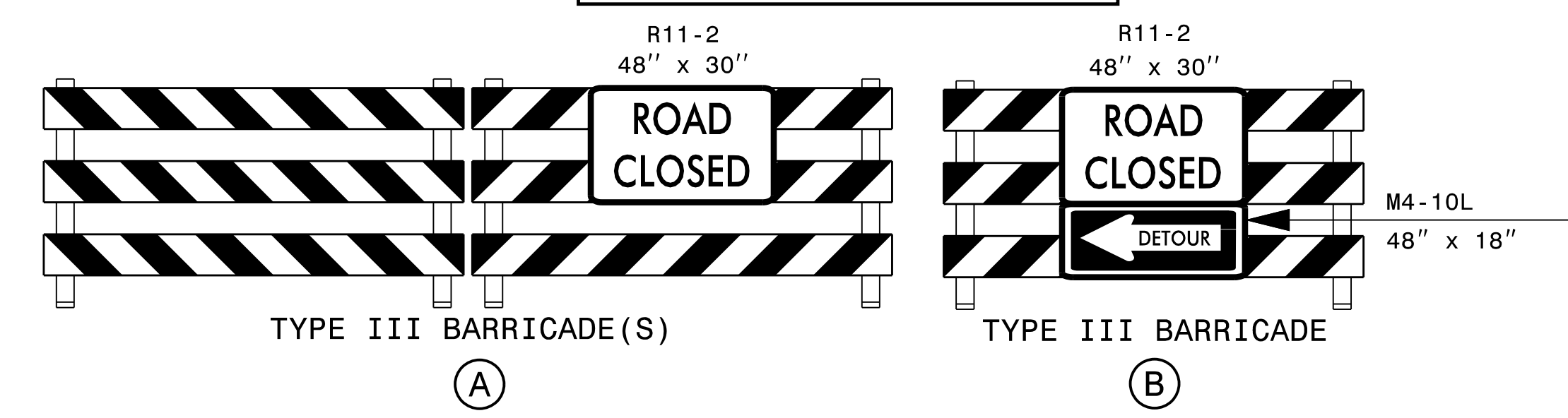
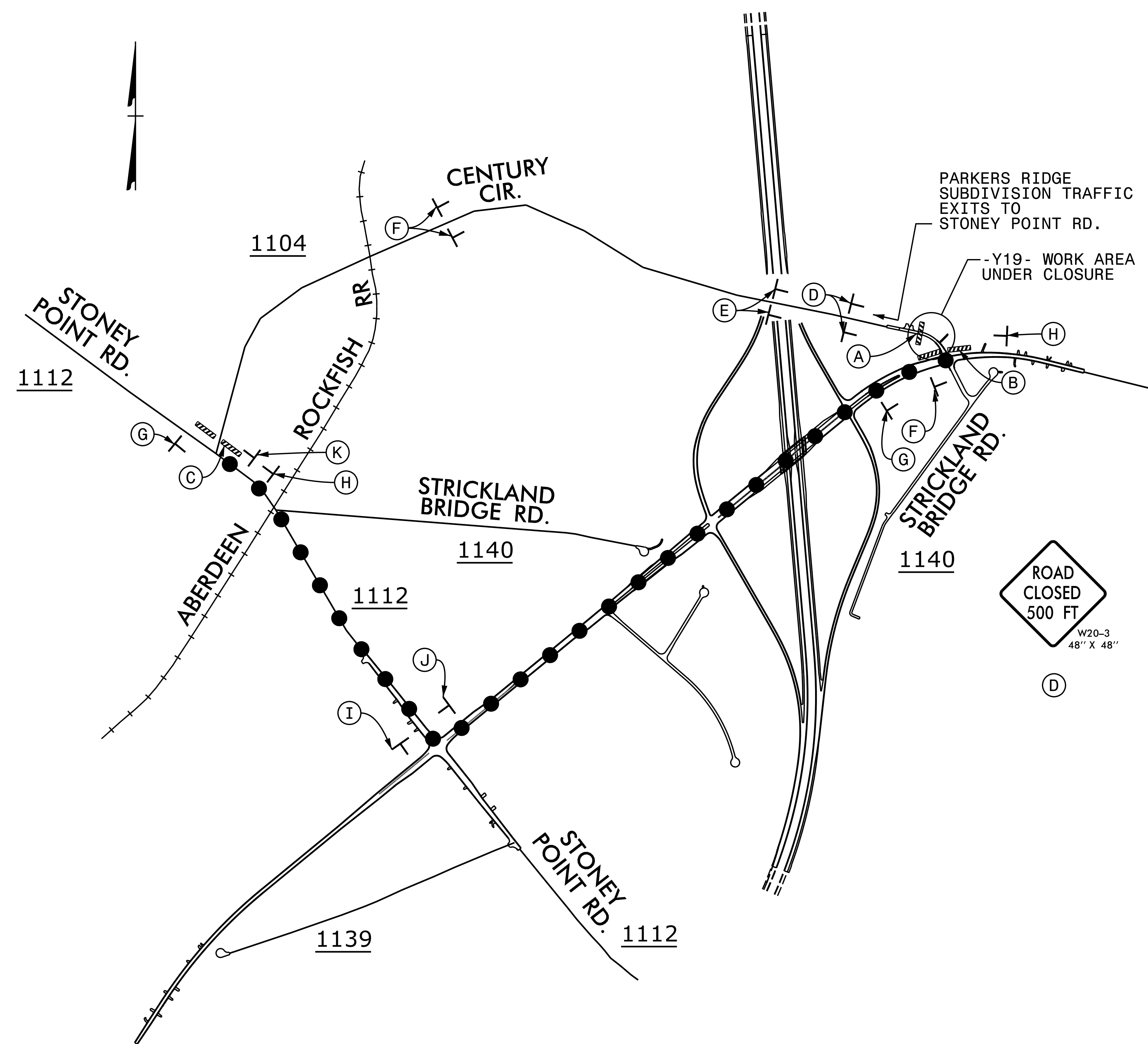
MICHAEL T. RZEPKA

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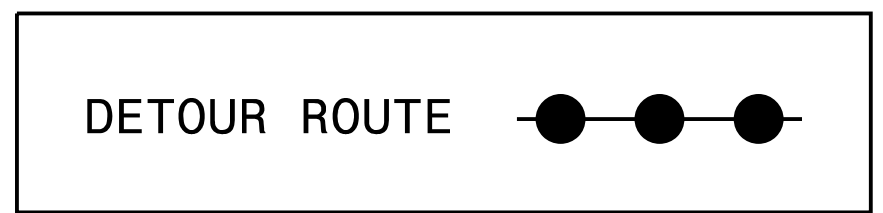


DETOUR FOR STRICKLAND BRIDGE RD CLOSURE

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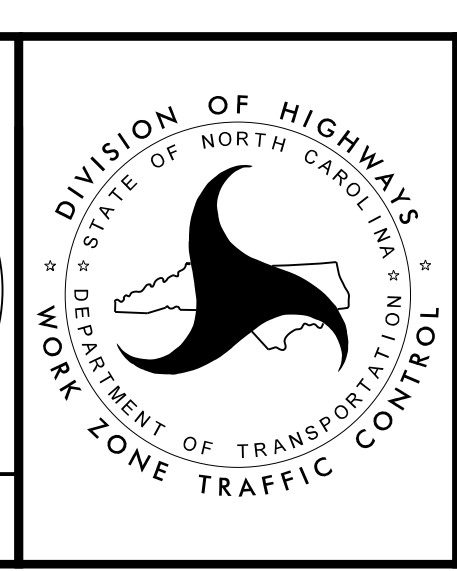
NOTE: SEE SHEET TMP-2D FOR SPECIAL SIGN DESIGN



APPROVED: *Michael T. Rzepka*
 DATE: 6/4/2018

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DETOUR FOR CENTURY CIRCLE ROAD CLOSURE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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--	--	--	--

SYMBOL	X	Y	WIDTH	HEIGHT

MAT'L: 0.125" (3.2 mm) ALUMINUM

USE NOTES: 1,2

- Legend and border shall be direct applied non reflective sheeting.
- Background shall be Grade B reflective sheeting.

BORDER
 R=1.5"
 TH=0.625"
 IN=0.375"

Letter spacings are to start of next letter														Series/Size	Text Length	
	S	t	r	i	c	k	l	a	n	d						C 2000
	5.5	3.8	2.8	2.6	1.7	3.7	3.8	1.6	3.9	3.9	3.1	5.5				31
	B	r	i	d	g	e	R	d								C 2000
	6.1	4.3	2.6	1.7	4	4	3.1	3	4.1	3.1	6.1					29.8

SIGN NUMBER: SP-02 TYPE: D QUANTITY: 1 SIGN WIDTH: 3'-0" HEIGHT: 2'-0" TOTAL AREA: 6.0 Sq.Ft. BORDER TYPE: FLUSH RECESS: 0.375" WIDTH: 0.625" RADII: 1.5" NO. Z BARS: LENGTH:	BACKG COLOR: Fluorescent Orange COPY COLOR: Black	DESIGN BY: CHRIS HARNDEN PROJECT ID: U-2519BB	CHECKED BY: RON KING DIV: 6 DATE: Sep 05, 2017
--	--	--	--

SYMBOL	X	Y	WIDTH	HEIGHT

MAT'L: 0.125" (3.2 mm) ALUMINUM

USE NOTES: 1,2

- Legend and border shall be direct applied non reflective sheeting.
- Background shall be Grade B reflective sheeting.

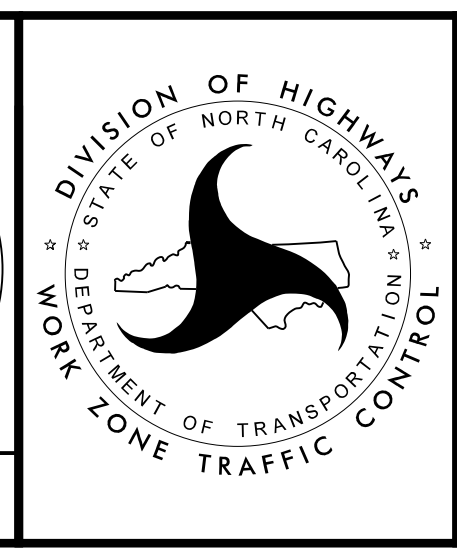
BORDER
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 TH=0.625"
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Letter spacings are to start of next letter														Series/Size	Text Length	
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	5.8	4.3	3.8	3.6	2.7	4.1	2.2	3.7	5.8							24.5
	C	i	r	c	l	e										C 2000
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APPROVED: Michael T. Rzepka
 DATE: 6/4/2018

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**SPECIAL SIGN DESIGNS
 STRICKLAND BRIDGE ROAD
 AND CENTURY CIRCLE**

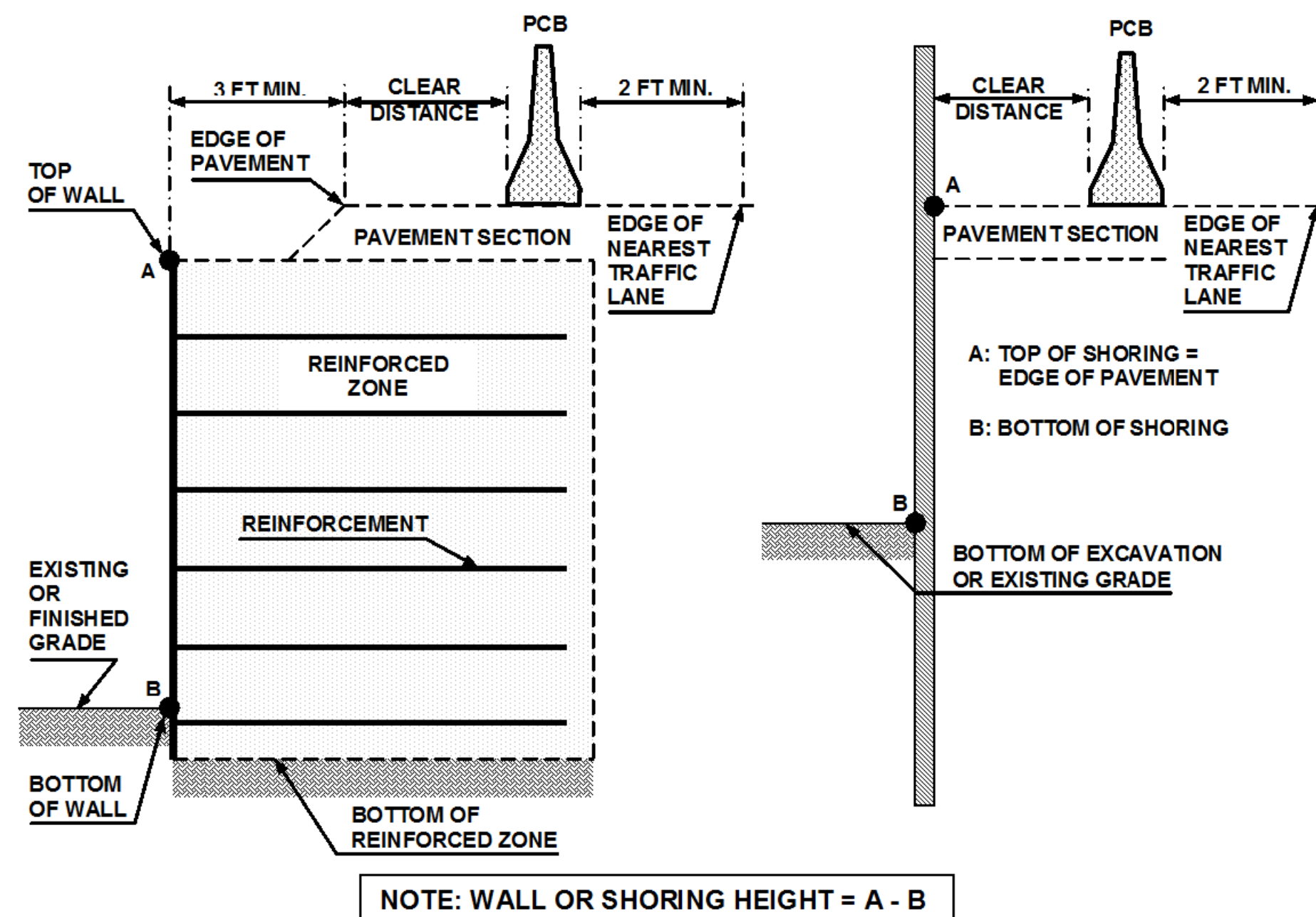


FIGURE A

NOTES

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

MINIMUM REQUIRED CLEAR DISTANCE, inches

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

* See Figure Below

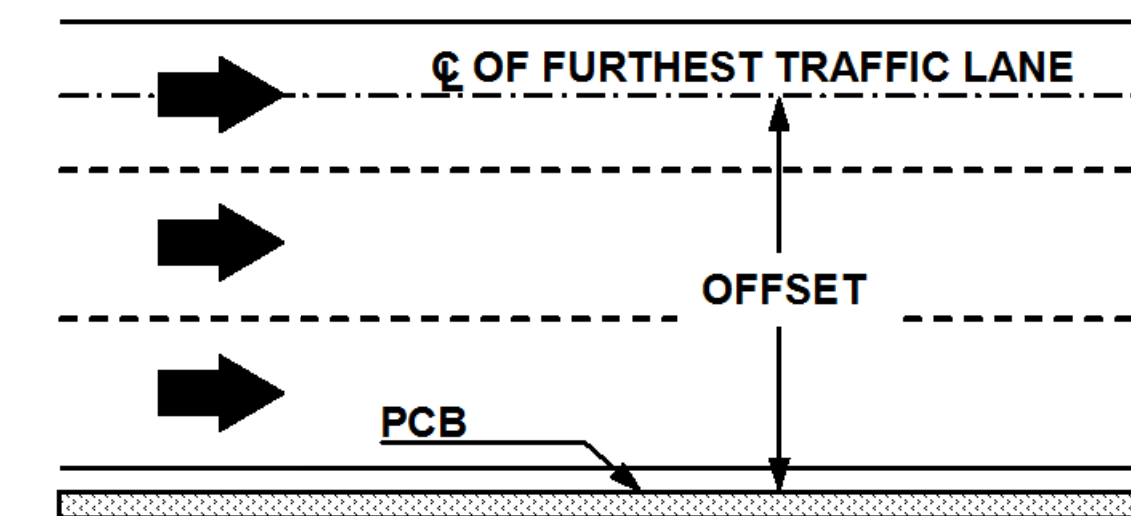


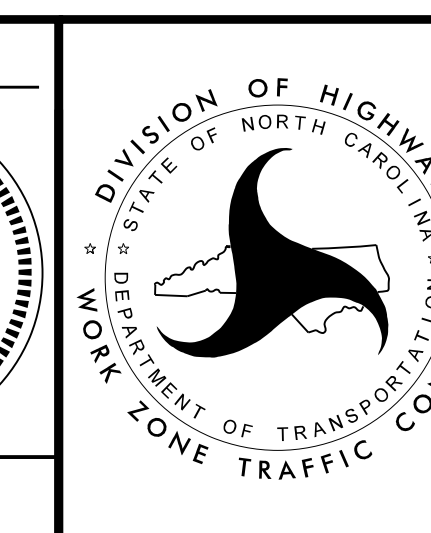
FIGURE B

APPROVED: *Michael T. Rzepka*
 DATE: 6/4/2018

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 MICHAEL T. RZEPKA

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PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS

TEMPORARY SHORING DATA

NOTES FOR TEMPORARY SHORING No. 1

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

DESIGN TEMPORARY SHORING FROM STATION 51+31± -Y16REV-, 13.0 FT RT. TO STATION 52+15± -Y16REV-, 13.0 FT RT. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT ABOVE WATER TABLE (γ) = 120 LB/CF
- UNIT WEIGHT BELOW WATER TABLE (γ) = 60 LB/CF
- FRICTION ANGLE (ϕ) = 32 DEGREES
- COHESION (c) = 0 LB/SF
- GROUNDWATER ELEVATION = 205 FT.±

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

AT THE CONTRACTOR'S OPTION, USE A STANDARD SHORING FOR TEMPORARY SHORING FROM STATION 51+31± -Y16REV-, 13.0 FT RT. TO STATION 52+15± -Y16REV-, 13.0 FT RT. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 51+31± -Y16REV-, 13.0 FT RT. TO STATION 52+15± -Y16REV-, 13.0 FT RT.

NOTES FOR TEMPORARY SHORING No. 2

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

DESIGN TEMPORARY SHORING FROM STATION 51+31± -Y16REV-, 16.5 FT RT. TO STATION 52+15± -Y16REV-, 16.5 FT RT. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT ABOVE WATER TABLE (γ) = 120 LB/CF
- UNIT WEIGHT BELOW WATER TABLE (γ) = 60 LB/CF
- FRICTION ANGLE (ϕ) = 32 DEGREES
- COHESION (c) = 0 LB/SF
- GROUNDWATER ELEVATION = 205 FT.±

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

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 51+31± -Y16REV-, 16.5 FT RT. TO STATION 52+15± -Y16REV-, 16.5 FT RT. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH SEALED DOCUMENTS FROM THE GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENT WAS DATED AND SEALED ON 01/04/2022 BY A PROFESSIONAL ENGINEER, JAMES R. BATTS, JR., LICENSE # 018899.

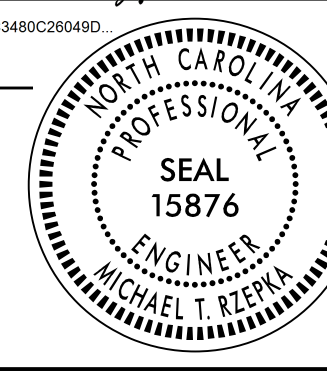
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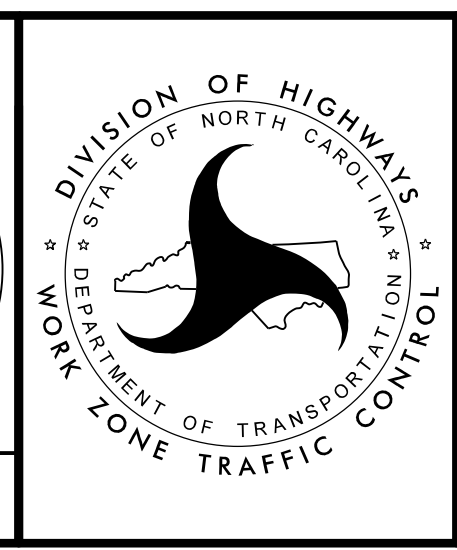
APPROVED: Michael T. Rzepka
DocuSigned by: Michael T. Rzepka 01BC348DC26649D

DATE: 2/14/2022

SEAL



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TEMPORARY SHORING RECOMMENDATIONS

PHASING

HDR HDR Engineering, Inc. of the Carolinas
555 Fayetteville St. Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

PROJ. REFERENCE NO.	SHEET NO.
U-2519BB	TMP-3

PHASE I

- NOTES: - ALL PROPOSED ASPHALT CONSTRUCTION FROM PHASE I THROUGH PHASE III IS UP TO, BUT NOT INCLUDING, THE FINAL LAYER OF SURFACE COURSE.
- COORDINATE CONSTRUCTION ACTIVITIES WITH ADJACENT PROJECT U-2519BA CONSTRUCTION TO ENSURE CONTINUED SAFETY THROUGH THE WORK ZONE.
 - AVAILABILITY OF CONSTRUCTION ALONG STONEY POINT ROAD CORRIDOR BEGINS UPON COMPLETION OF WORK OF PIEDMONT NATURAL GAS (GAS) DISTRIBUTION IN THE STONEY POINT ROAD CORRIDOR (SEE UBO PROJECT SPECIAL PROVISIONS).

STEP 1

INSTALL WORK ZONE ADVANCE WARNING SIGNS ON BAREFOOT RD., STONEY POINT RD., STRICKLAND BRIDGE RD. AND CENTURY CIRCLE.

STEP 2

AWAY FROM TRAFFIC, BEGIN PROPOSED CONSTRUCTION AT THE FOLLOWING LOCATIONS (SEE SHEETS TMP-4 THRU TMP-11):

- L- STA 519+00 TO STA 542+50±
 - L- STA 544+50± TO STA 562+50±
 - L- STA 566+00± TO STA 604+39
 - Y17RPA- FROM -L- TO -Y17RPA- STA 12+85±
 - Y17RPA- FROM STA 16+00± TO -Y17-
 - Y17RPB- FROM -L- TO -Y17RPB- STA 27+00±
 - Y17RPB- FROM STA 29+00± TO -Y17-
 - Y17RPC- FROM -L- TO -Y17RPC- STA 19+50±
 - Y17RPC- FROM STA 26+00± TO -Y17-
 - Y17RPD- FROM -L- TO -Y17RPD- STA 13+05±
 - Y17RPD- FROM STA 17+00± TO -Y17-
 - Y17- STA 21+00± TO STA 43+00±
 - Y17- STA 46+00± TO STA 67+50±
 - Y17- STA 70+00± TO STA 99+00±(INCL. PROP. STRUCTURE)
 - Y19- STA 31+00± TO STA 35+90±
 - SR1-
 - SR2-
- TRAFFIC SIGNALS AT -Y17- RAMP TERMINALS (KEEP DEACTIVATED)
TRAFFIC SIGNAL AT -Y17-/-Y19- INTERSECTION (KEEP DEACTIVATED)

AWAY FROM TRAFFIC AND USING RSD 1101.02 (SHEET 1 OF 14), BEGIN CONSTRUCTION OF THE FOLLOWING (SEE SHEET TMP-9):

- DR1- (INCL. PORTION OF 72" PIPE, #0546)
- Y18- TURNOUT AT STA 36+00±

USING RSD 1101.02 (SHEET 1 OF 14), CONSTRUCT TEMPORARY PAVEMENT WIDENING ALONG LEFT SIDE OF EXISTING STONEY POINT RD. FROM -Y16REV- STA 49+20± TO STA 54+00± . PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AND SHIFT TRAFFIC AS SHOWN (SEE SHEET TMP-5).

USING RSD 1101.02 (SHEET 1 OF 14), INSTALL PORTABLE CONCRETE BARRIER (PCB) AND TEMPORARY SHORING AT 36" & 48" PIPE LOCATIONS ALONG RIGHT SIDE OF -Y16REV- (SEE SHEET TMP-5).

USING RSD 1101.02 (SHEET 1 OF 14), CONSTRUCT PROPOSED WIDENING ALONG RIGHT SIDE OF -Y16REV- FROM -Y16- STA 45+20± TO STA 62+50±. WEDGE PAVEMENT ALONG EXISTING, AS NECESSARY (SEE SHEETS TMP-5 & 6)(SEE LOCAL NOTE 1).

USING RSD 1101.02 (SHEET 1 OF 14), CONSTRUCT TEMPORARY PAVEMENT WIDENING ALONG RIGHT SIDE OF -Y16REV- FROM -Y16REV- STA 45+00± TO STA 47+66± FOR STEP 3 TRAFFIC SHIFT (SEE SHEETS TMP-5 & TMP-6) (SEE LOCAL NOTE 1).

STEP 3

INSTALL PCB FOR STEP 3 TRAFFIC PATTERN ALONG -Y16REV-. USING RSD 1101.02 (SHEET 1 OF 14), PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AND SHIFT -Y16REV- TRAFFIC TO RIGHT SIDE ONTO STEP 2 PROPOSED & TEMPORARY PAVEMENT WIDENING. (SEE SHEETS TMP-12 & TMP-13).

USING RSD 1101.02 (SHEET 1 OF 14) AND BEHIND BARRIER, BEGIN CONSTRUCTION OF PROPOSED WIDENING ALONG LEFT SIDE OF -Y16REV- FROM STA 45+20± TO STA 62+50± AND INTERSECTION WITH -Y17-. WEDGE PAVEMENT ALONG EXISTING, AS NECESSARY. COMPLETE INSTALLATION OF 36" & 48" PIPES. (SEE SHEETS TMP-12 & 13) (SEE LOCAL NOTE 1).

COMPLETE CONSTRUCTION OF THE FOLLOWING BEGUN IN PHASE I, STEP 2:

- Y17- FROM STA 46+00± TO STA 62+30±
- SR1-
- SR2-
- DR1- (INCL. PORTION OF 72" PIPE, #0546)
- Y18- TURNOUT AT STA 36+00±

PHASE II

WORK IN PHASE II, STEP 1 AND PHASE II, STEP 2 MAY BE PERFORMED SIMULTANEOUSLY. COORDINATE WORK IN PHASE II, STEP 1 AND PHASE II, STEP 2 TO MINIMIZE THE TIME BETWEEN THE STRICKLAND BRIDGE RD. CLOSURE IN PHASE II, STEP 2 AND THE OPENING OF THE COMPLETE -Y17- CORRIDOR IN PHASE III, STEP 1.

STEP 1

USING RSD 1101.02 (SHEET 1 OF 14), REMOVE PHASE I PCB ON -Y16REV- AT PIPE INSTALLATIONS. (SEE SHEET TMP-15).

AWAY FROM TRAFFIC, PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AND OPEN TO TRAFFIC -Y17- FROM -Y16REV- PHASE I PATTERN TO -SR1-, -SR2-, -DR1-, AND -Y18- TURNOUT AT STA 36+00± TO TRAFFIC (SEE SHEETS TMP-15 & 17 AND FINAL PAVEMENT MARKING PLANS).

USING RSD 1101.02 (SHEET 1 OF 14), CONSTRUCT PROPOSED -Y17- WIDENING OF SR 1139 (BAREFOOT RD.) FROM -Y17- STA 11+10± TO STA 21+00±. WEDGE AS NECESSARY TO MAINTAIN TRAFFIC ON SR 1139 (SEE SHEET TMP-14).

USING RSD 1101.02 (SHEET 1 OF 14), CONSTRUCT PROPOSED -Y17- WIDENING OF SR 1140 (STRICKLAND BRIDGE RD.) AND SR 1104 (CENTURY CIRCLE) FROM -Y17- STA 99+00± TO STA 106+00±. WEDGE AS NECESSARY TO MAINTAIN TRAFFIC ON SR 1140 AND SR 1104 (SEE SHEET TMP-19).

USING RSD 1101.02 (SHEET 1 OF 14), CONSTRUCT THE FOLLOWING PROPOSED (SEE SHEETS TMP-17 & TMP-19):

- Y19- FROM Y19- STA 35+90± TO -Y18-
- DR2- AT -Y18- STA 15+00± AND CUL-DE-SAC

COMPLETE PROPOSED WIDENING ALONG LEFT SIDE OF -Y16REV- FROM STA 45+20± TO STA 62+50± AND INTERSECTION WITH -Y17-. INSTALL PROPOSED TRAFFIC SIGNAL AT -Y16REV-/-Y17- INTERSECTION AND KEEP DEACTIVATED (SEE SHEETS TMP-15 & TMP-16).

COMPLETE CONSTRUCTION BEGUN IN PHASE I. AWAY FROM TRAFFIC PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS ON -Y17- AND -Y19- (SEE FINAL PAVEMENT MARKING PLANS):

- Y17- STA 21+00± TO -Y16REV-
 - Y17- STA 62+30± TO STA 67+50±
 - Y17- STA 70+00± TO STA 99+00±(INCL. PROP. STRUCTURE)
 - Y19- STA 32+00± TO STA 35+90±
- TRAFFIC SIGNALS AT -Y17- RAMP TERMINALS (KEEP DEACTIVATED)
TRAFFIC SIGNAL AT -Y17-/-Y19- INTERSECTION (KEEP DEACTIVATED)

STEP 2

PERMANENTLY CLOSE -Y18- (EXISTING STRICKLAND BRIDGE RD.) FROM -Y18- STA 16+00± TO -DR1- AND DETOUR TRAFFIC USING STONEY POINT ROAD AND CENTURY CIRCLE (SEE SHEETS TMP-2B, 2D, 17 & 18).

AWAY FROM TRAFFIC, CONSTRUCT -Y17- FROM STA 67+50± TO STA 70+00± (SEE SHEET TMP-17).

AWAY FROM TRAFFIC, BEGIN PROPOSED CONSTRUCTION AT THE FOLLOWING LOCATIONS (SEE SHEETS TMP-17 & TMP-18):

- L- STA 542+50± TO STA 544+50±
- Y17RPB- STA 27+00± TO STA 29+00±
- Y17RPC- FROM STA 19+50± TO STA 26+00±, (INCL. REMAINDER OF 72" PIPE, #0546)

PHASE III

IN A CONTINUOUS MANNER, COMPLETE THE WORK IN PHASE III, STEP 1 TO OPEN -Y17-.

STEP 1

USING RSD 1101.02 (SHEET 1 OF 14), WEDGE Y17- TIES TO SR 1139 (BEGIN PROJECT) AND SR 1104 (END PROJECT). PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AND OPEN TO TRAFFIC -Y17- FROM STA 11+10 TO STA 106+00 (SEE SHEETS TMP-20 THRU TMP-26 AND FINAL PAVEMENT MARKING PLANS).

USING RSD 1101.02 (SHEET 1 OF 14), PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS IN FINAL LOCATIONS AND SHIFT -Y16REV- TRAFFIC INTO OUTSIDE LANES OF FINAL PATTERN AND ACTIVATE TRAFFIC SIGNAL AT INTERSECTION OF -Y16REV- AND -Y17- (SEE SHEETS TMP-21 & TMP-22) (SEE LOCAL NOTE 1).

OPEN -Y19- FROM -Y17- TO -Y18- AND PERMANENTLY CLOSE -Y18- FROM STA 50+00± TO -Y17-. ACTIVATE TRAFFIC SIGNAL AT INTERSECTION OF -Y17- AND -Y19- (SEE SHEET TMP-26).

USING RSD 1101.03 (SHEET 1 OF 9), CLOSE EXISTING SR 1104 (CENTURY CIRCLE) TO TRAFFIC FROM -Y19- STA. 29+00± TO SR 1140 (STRICKLAND BRIDGE RD.) AND DETOUR TRAFFIC ONTO STONEY POINT RD., -Y16- AND -Y17- (SEE SHEETS TMP-2C & D, TMP-26).

STEP 2

USING RSD 1101.02 (SHEET 1 OF 14), INSTALL 2-30" PIPE (#1302) AND CONSTRUCT PROPOSED -Y19- PAVEMENT WIDENING (INCLUDING LEFT SIDE OF 2-30" PIPE #1302) AND WEDGING, WHILE MAINTAINING PROPERTY ACCESSES, FROM -Y19- STA 27+00± TO STA 31+00±(SEE SHEETS TMP-25 & TMP-26).

COMPLETE CONSTRUCTION OF -Y19- STA 31+00± TO STA 32+00± BEGUN IN PHASE I.

USING RSD 1101.02 (SHEET 1 OF 14), CONSTRUCT FINAL SHOULDERS AND SLOPES, WHILE MAINTAINING PROPERTY ACCESSES, AT THE FOLLOWING LOCATIONS (SEE SHEETS TMP-20 & TMP-26):

- Y17- STA 16+00± TO STA 21+00±
- Y17- STA 97+00± TO STA 102+00±

USING FLAGGING, AS NECESSARY, CONSTRUCT CUL-DE-SACS AT -Y17A- STA 19+00± AND -Y18- STA 50+00± AND RESURFACE PAVEMENT ALONG -Y18- (SEE SHEET TMP-26).

STEP 3

AWAY FROM TRAFFIC, PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS AND OPEN -Y19- FROM STA 29+00± TO -Y17- TO FINAL TRAFFIC PATTERN. REMOVE CENTURY CIRCLE DETOUR (SEE FINAL PAVEMENT MARKING PLANS).

PERMANENTLY CLOSE -Y19- FROM STA. 16+00± TO STA. 21+00± AND CONSTRUCT CUL-DE-SACS ON -Y19- (SEE SHEET TMP-27).

AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING (SEE SHEET TMP-27):

- L- FROM STA 562+50± TO STA 566+00±
- Y17RPA- STA 12+85± TO STA 16+00±
- Y17RPD- STA 13+05± TO STA 17+00±

COMPLETE CONSTRUCTION PREVIOUSLY BEGUN ON -L- AND -Y17RPA-, -Y17RPB-, -Y17RPC- AND -Y17RPD-.

PHASE IV

STEP 1

USING RSD 1101.02 (SHEET 1 OF 14), REMOVE TEMPORARY PAVEMENT ALONG -Y16REV- AND CONSTRUCT PROPOSED ISLANDS.

USING RSD 1101.02 (SHEET 1 OF 14) AND AWAY FROM TRAFFIC, PLACE FINAL LAYER OF SURFACE COURSE AND PLACE FINAL PAVEMENT MARKINGS AND FINAL MARKERS ON ALL ROADS (SEE FINAL PAVEMENT MARKING PLANS).

STEP 2

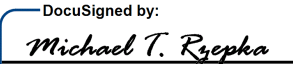
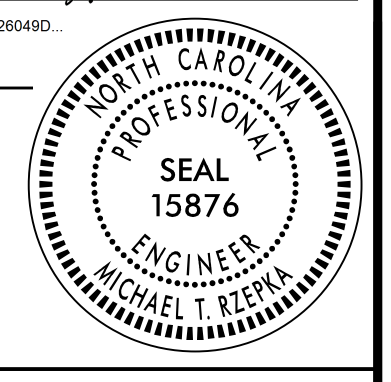

AS DIRECTED BY THE ENGINEER, OPEN -L- AND -Y17- RAMPS TO TRAFFIC. ACTIVATE TRAFFIC SIGNALS AT INTERSECTIONS OF -Y17- AND -Y17- RAMPS.

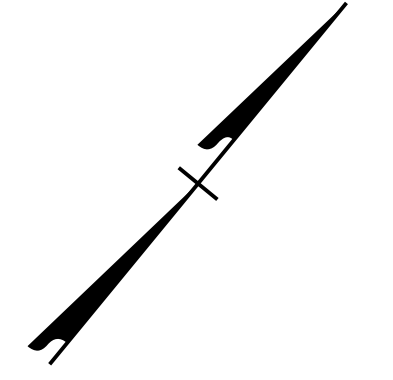
STEP 3

REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES.

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REVISIONS

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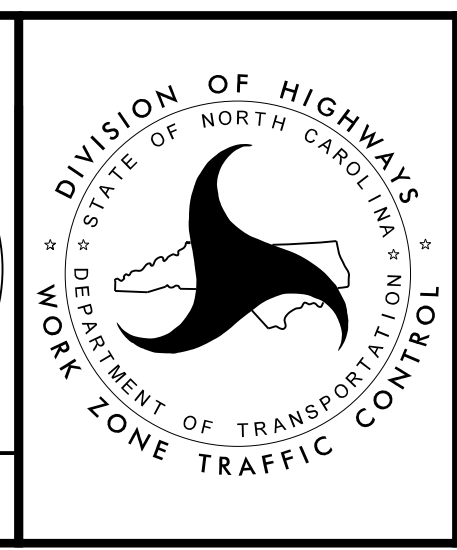


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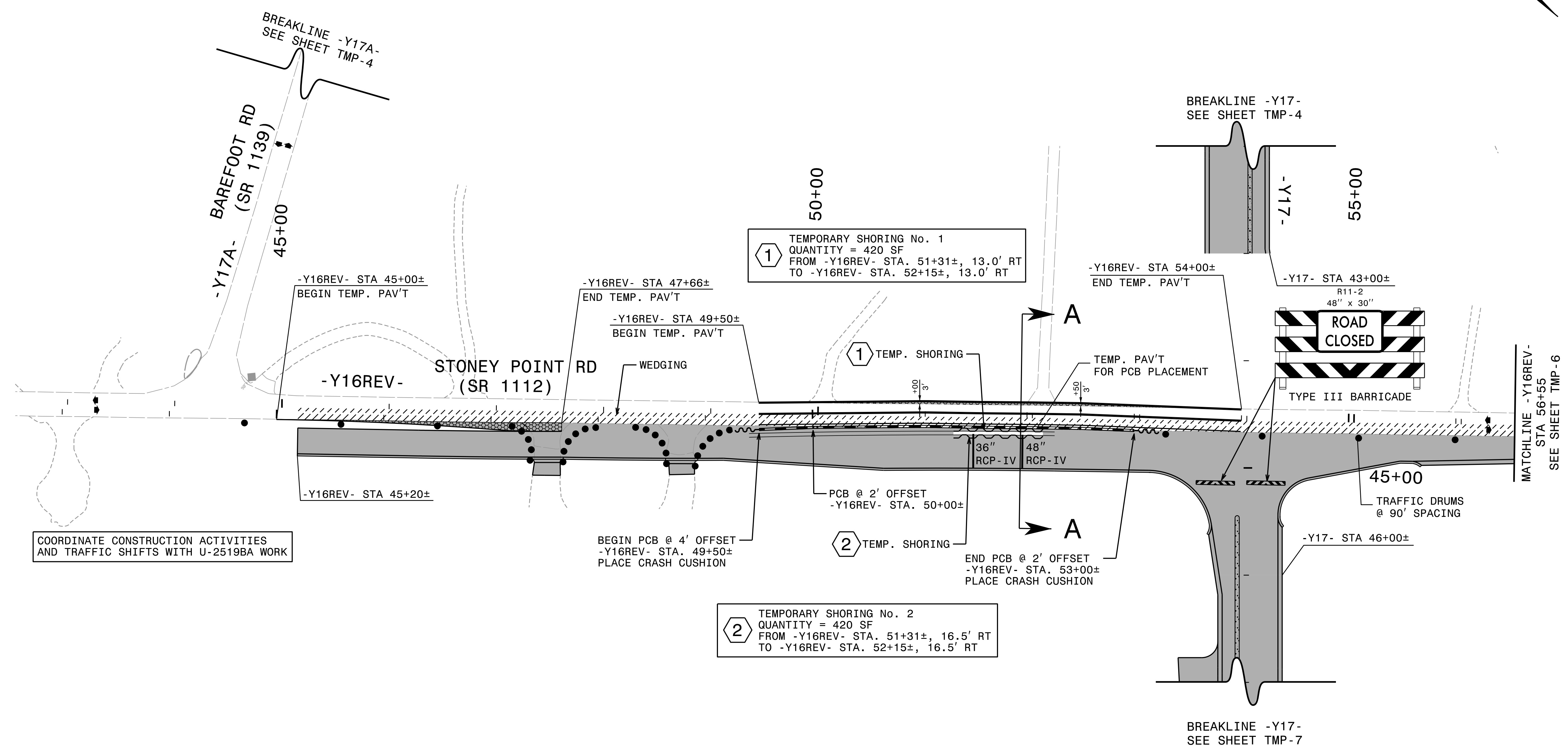
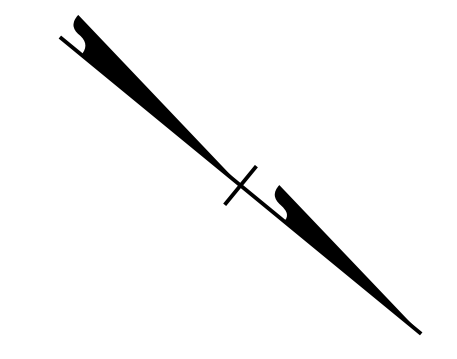
APPROVED: *Michael T. Reppa*
DATE: 6/4/2018

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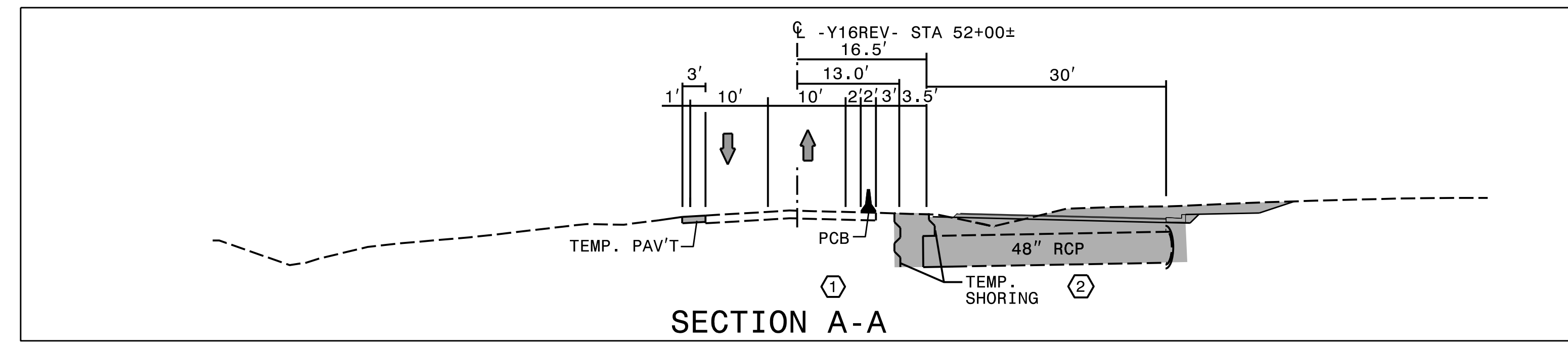
**PHASE I
STEP 2
DETAIL**



COORDINATE CONSTRUCTION ACTIVITIES AND TRAFFIC SHIFTS WITH U-2519BA WORK

1 TEMPORARY SHORING No. 1
QUANTITY = 420 SF
FROM -Y16REV- STA. 51+31±, 13.0' RT
TO -Y16REV- STA. 52+15±, 13.0' RT

2 TEMPORARY SHORING No. 2
QUANTITY = 420 SF
FROM -Y16REV- STA. 51+31±, 16.5' RT
TO -Y16REV- STA. 52+15±, 16.5' RT

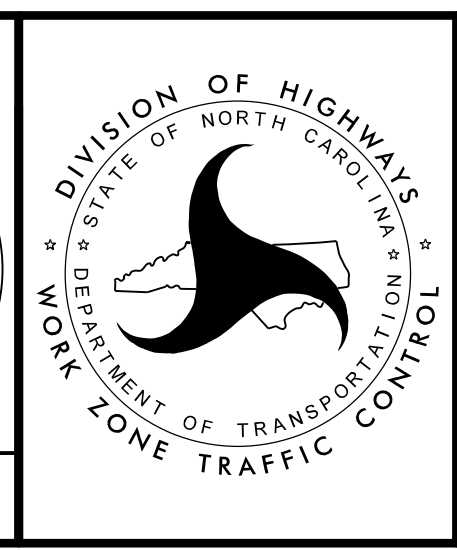


SECTION A-A

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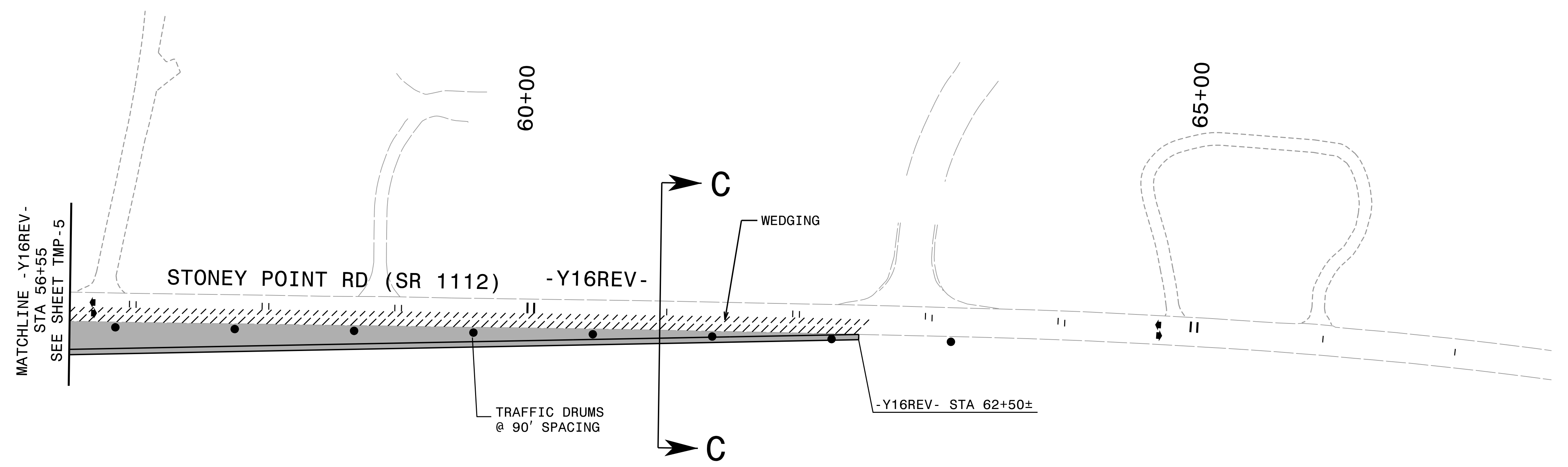
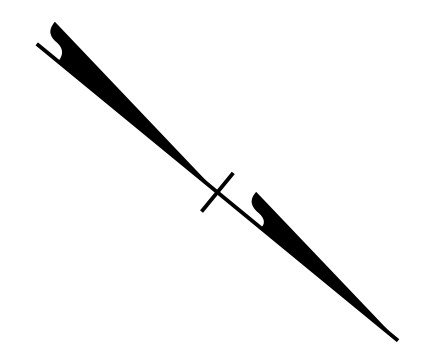
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APPROVED: *Michael T. Rypha*
DATE: 2/14/2022
SEAL



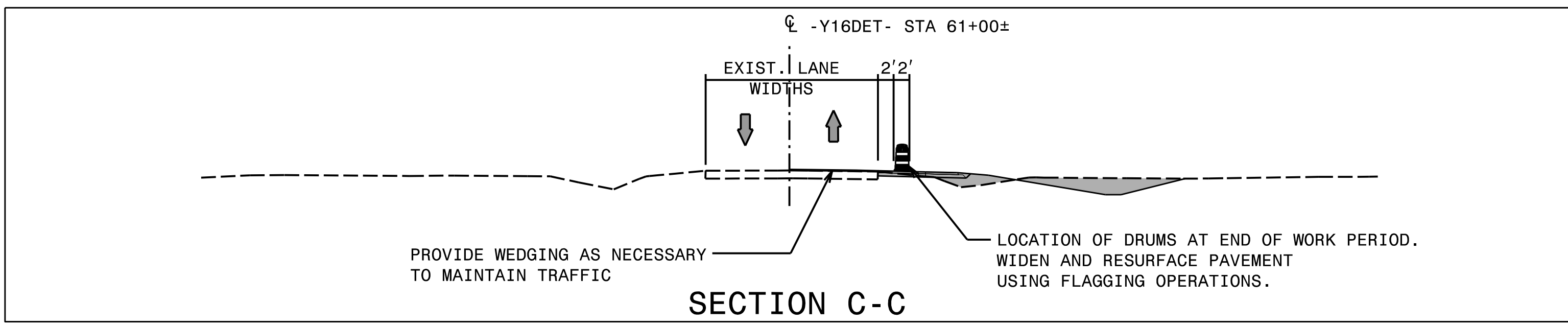
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STEP 2
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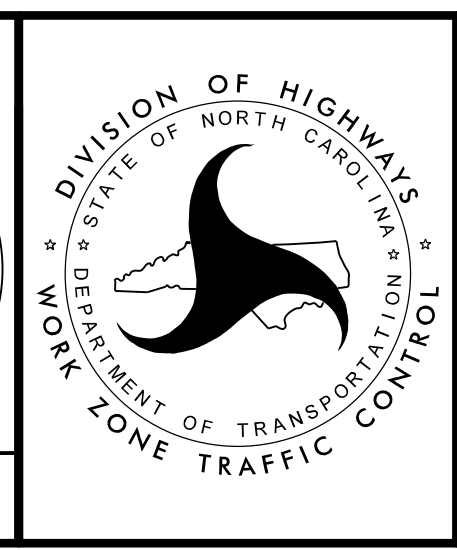


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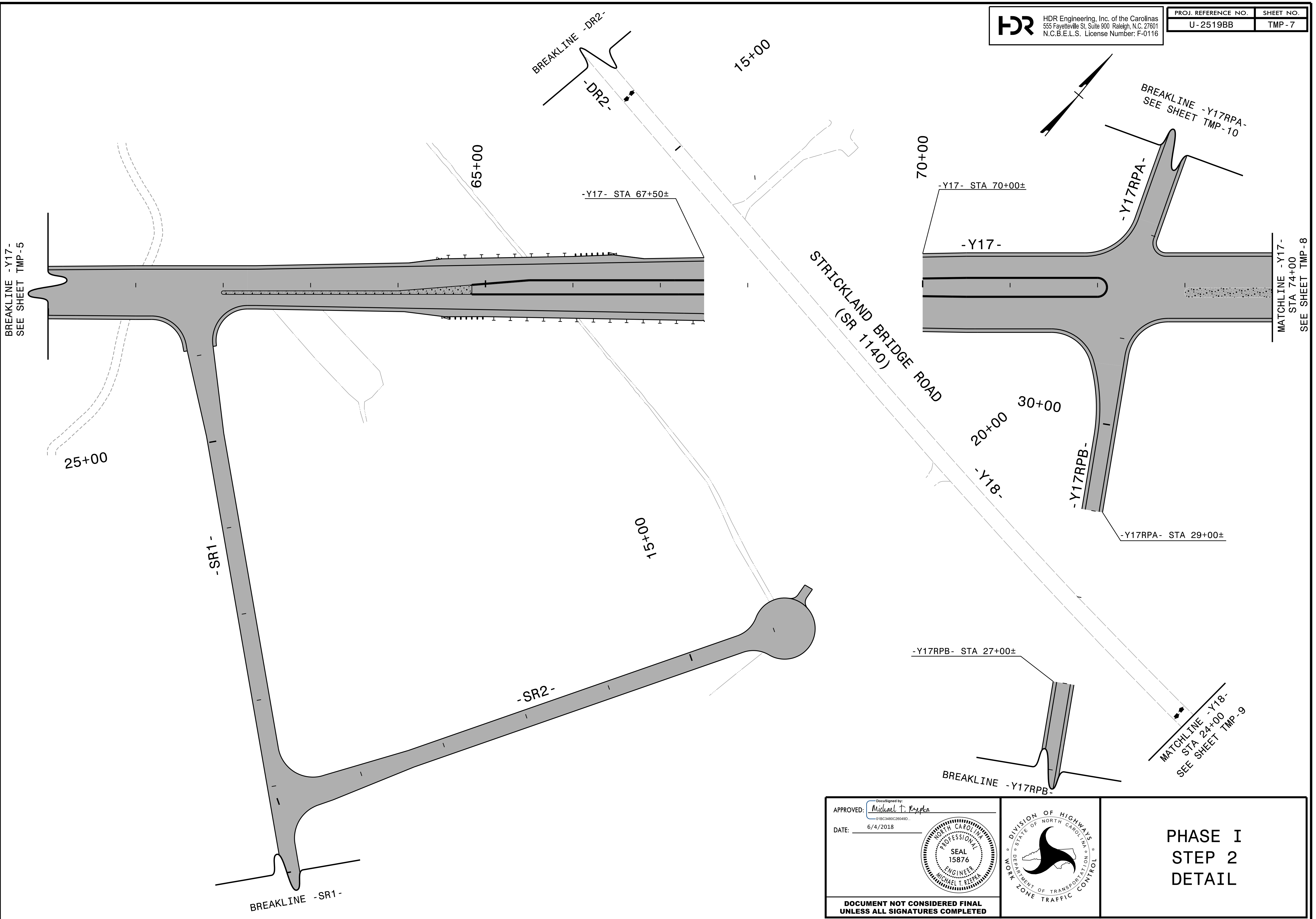


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DATE: 2/14/2022
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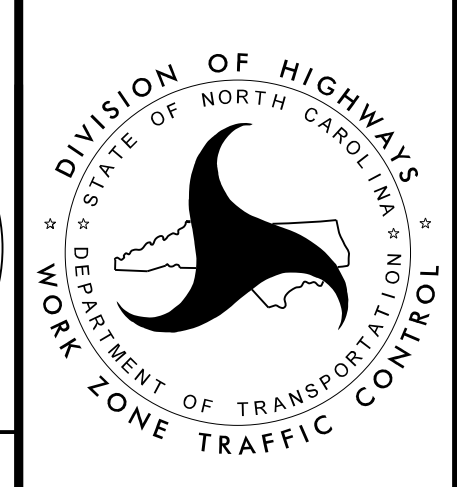
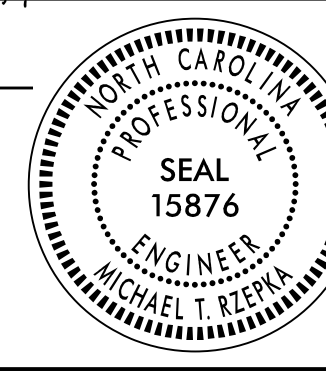
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STEP 2
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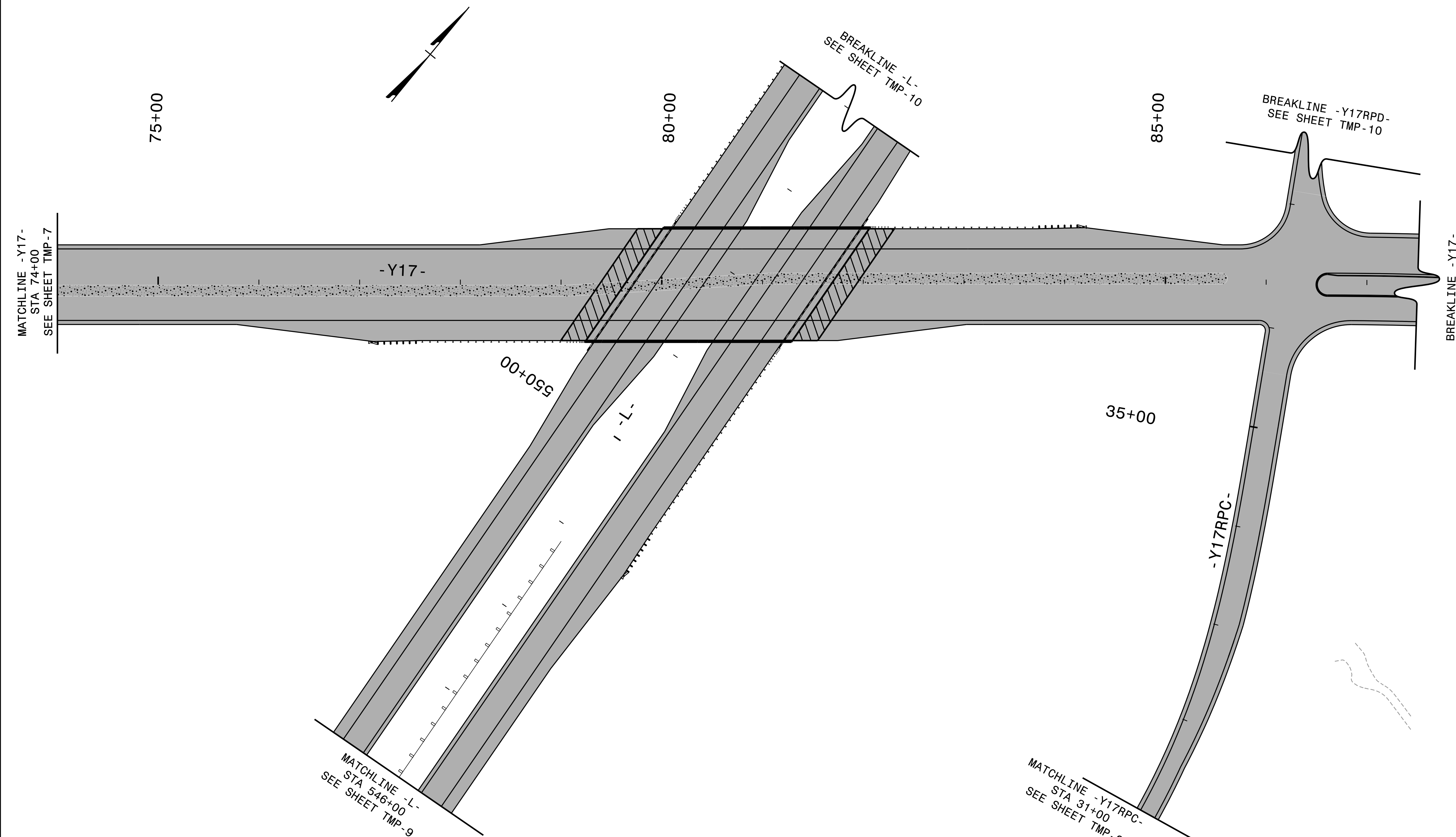
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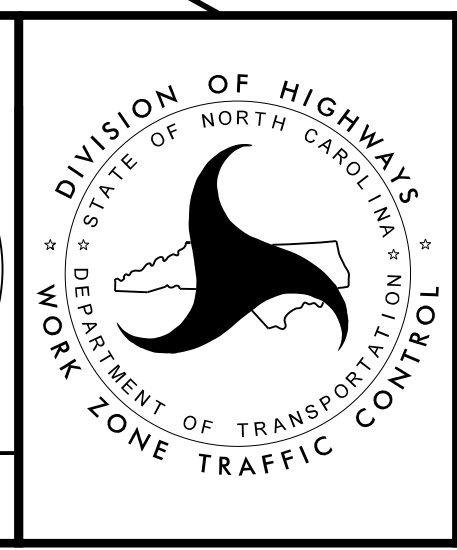
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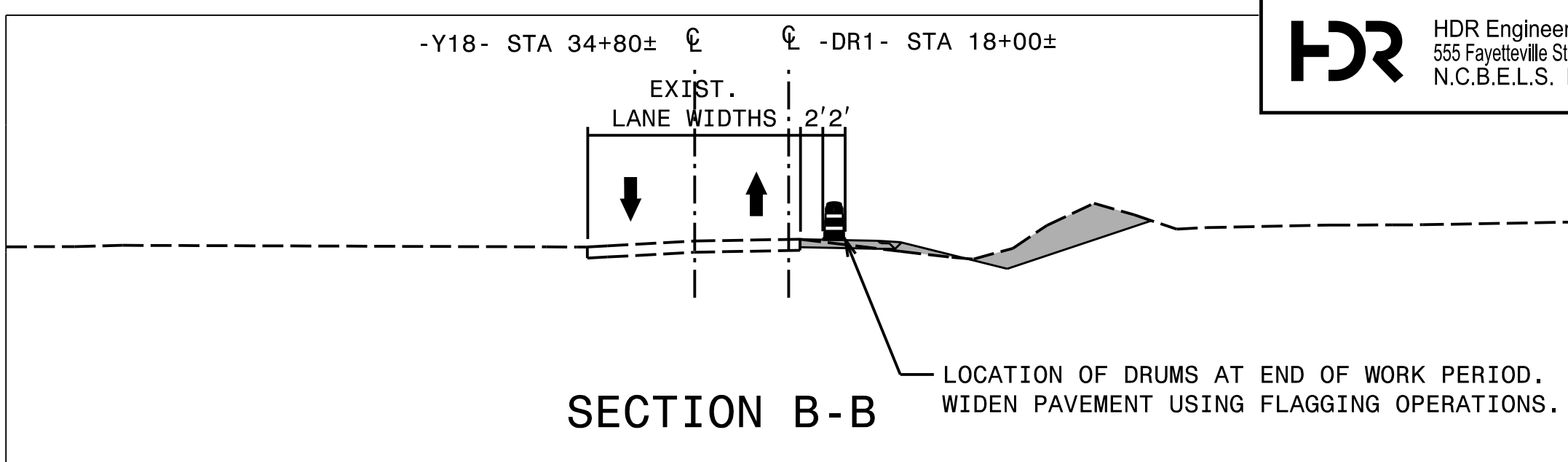
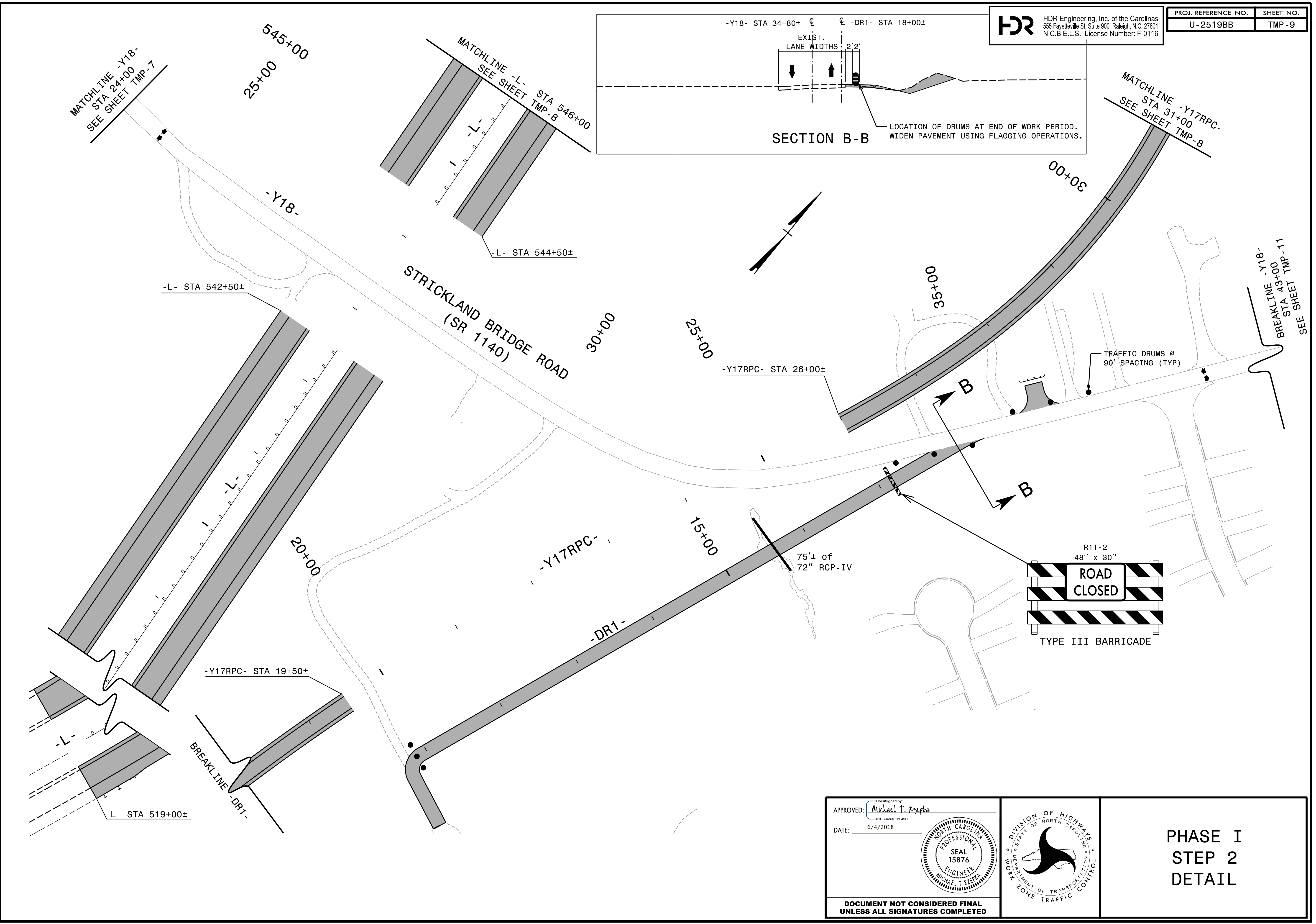
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APPROVED: *Michael T. Rzepka*
DATE: 6/4/2018
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 15876
MICHAEL T. RZEPKA



**PHASE I
STEP 2
DETAIL**

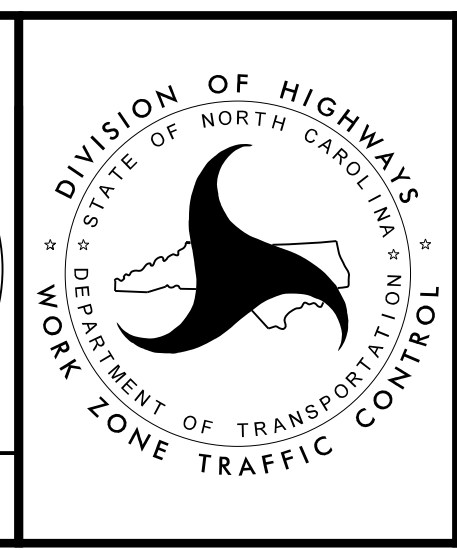
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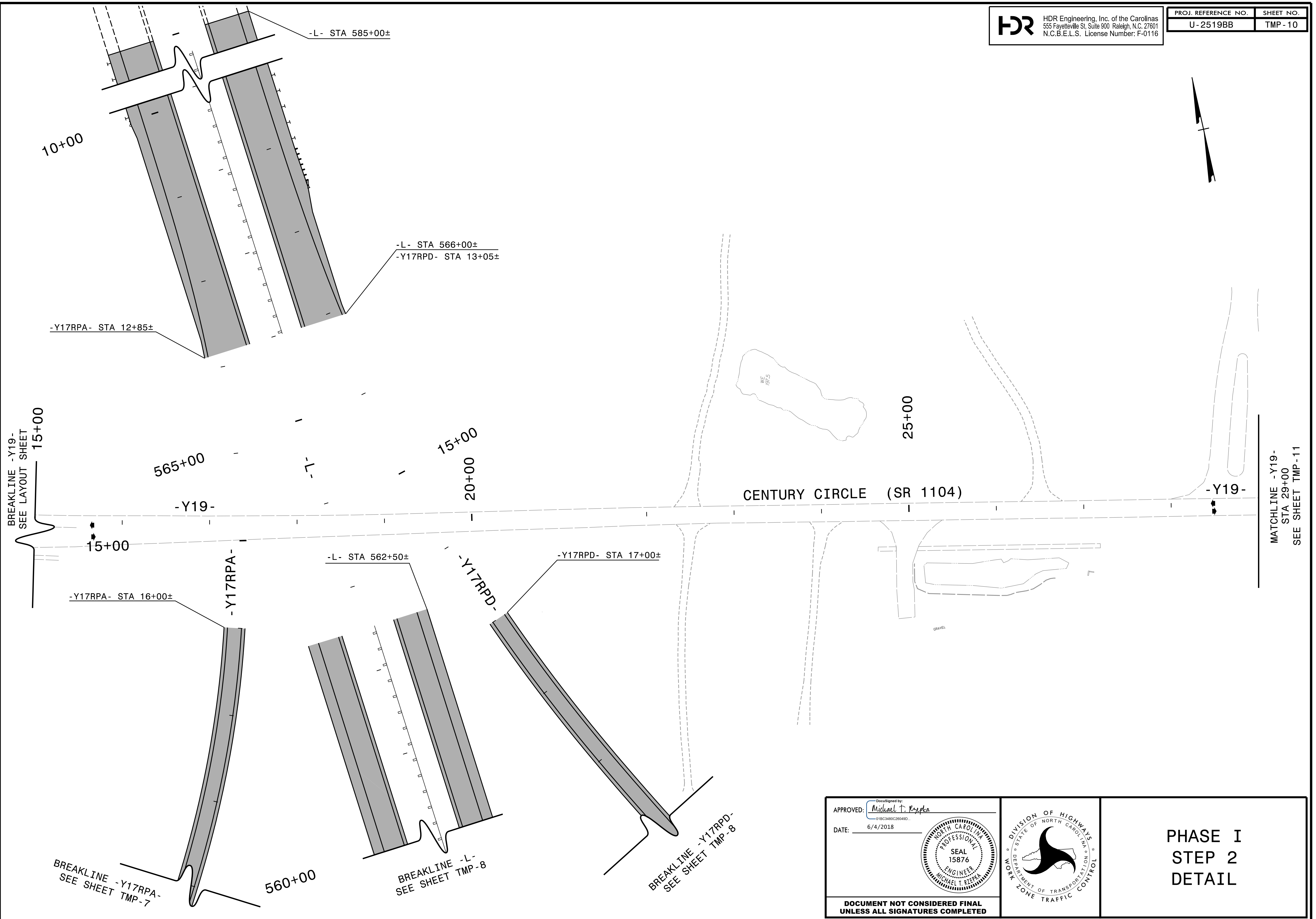
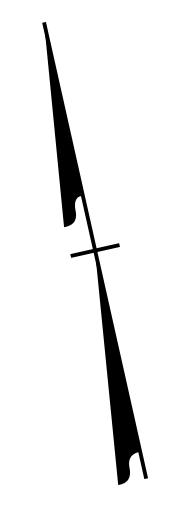
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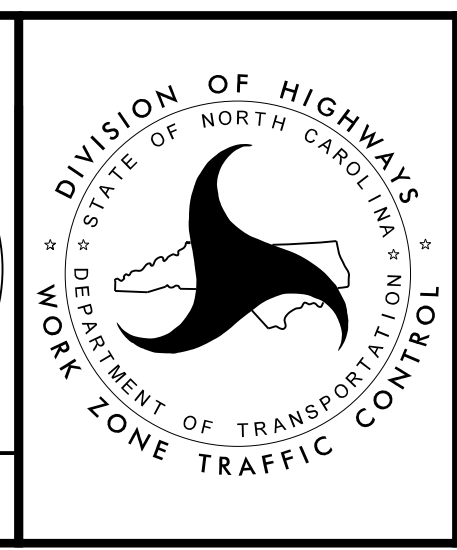


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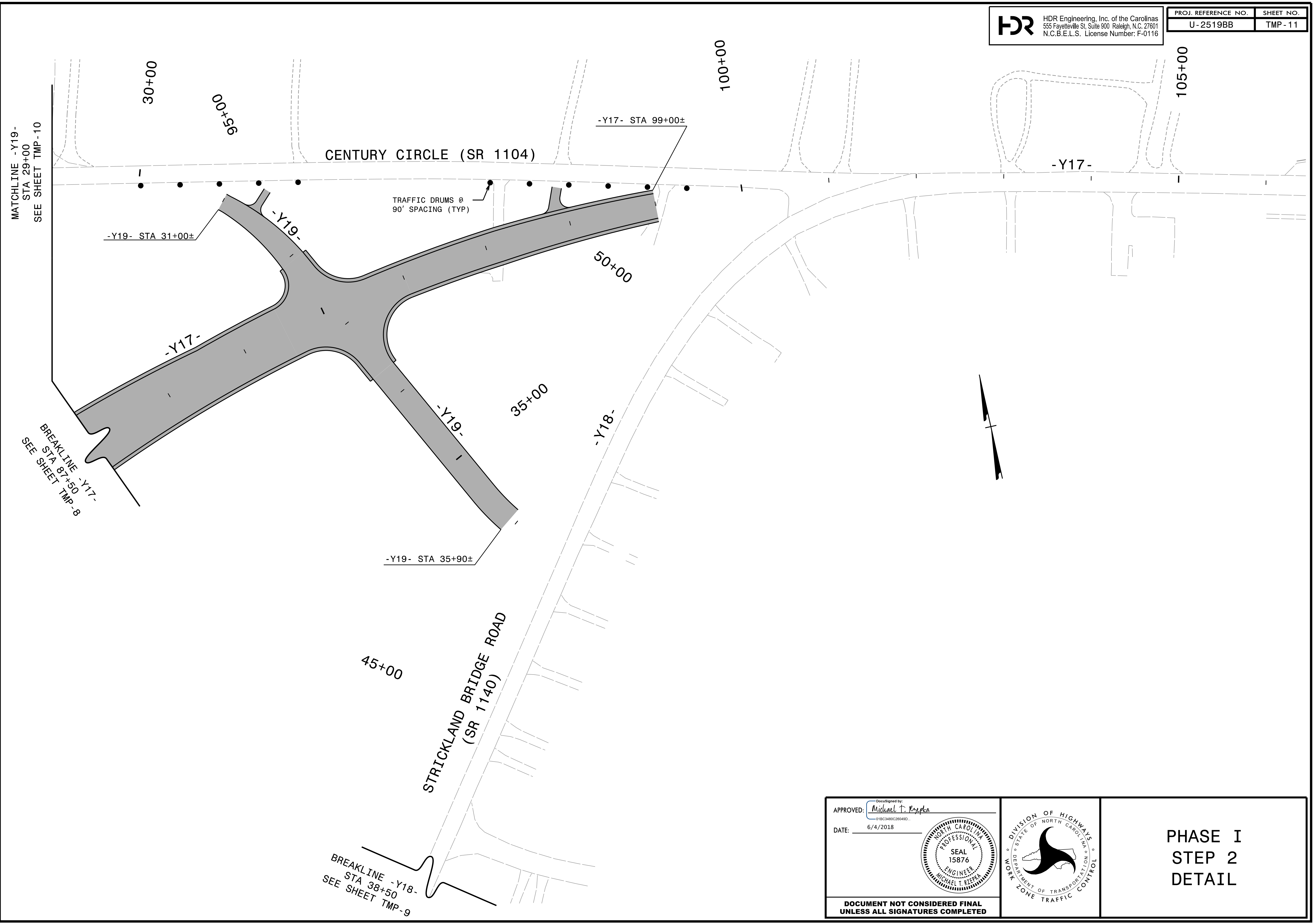
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NORTH CAROLINA PROFESSIONAL SEAL 15876
MICHAEL T. RZEPKA
ENGINEER



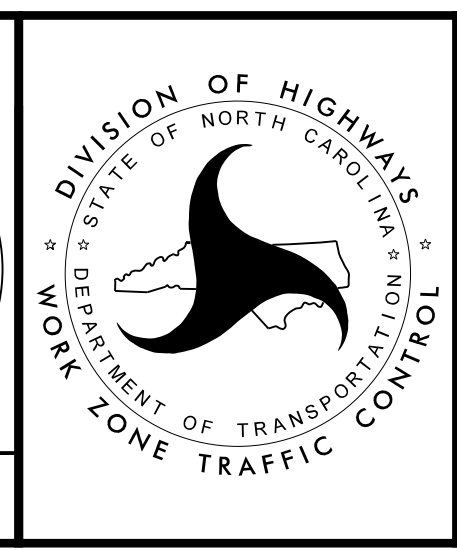
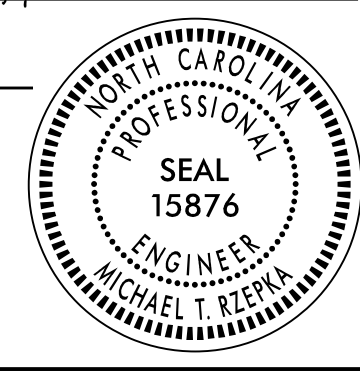
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STEP 2
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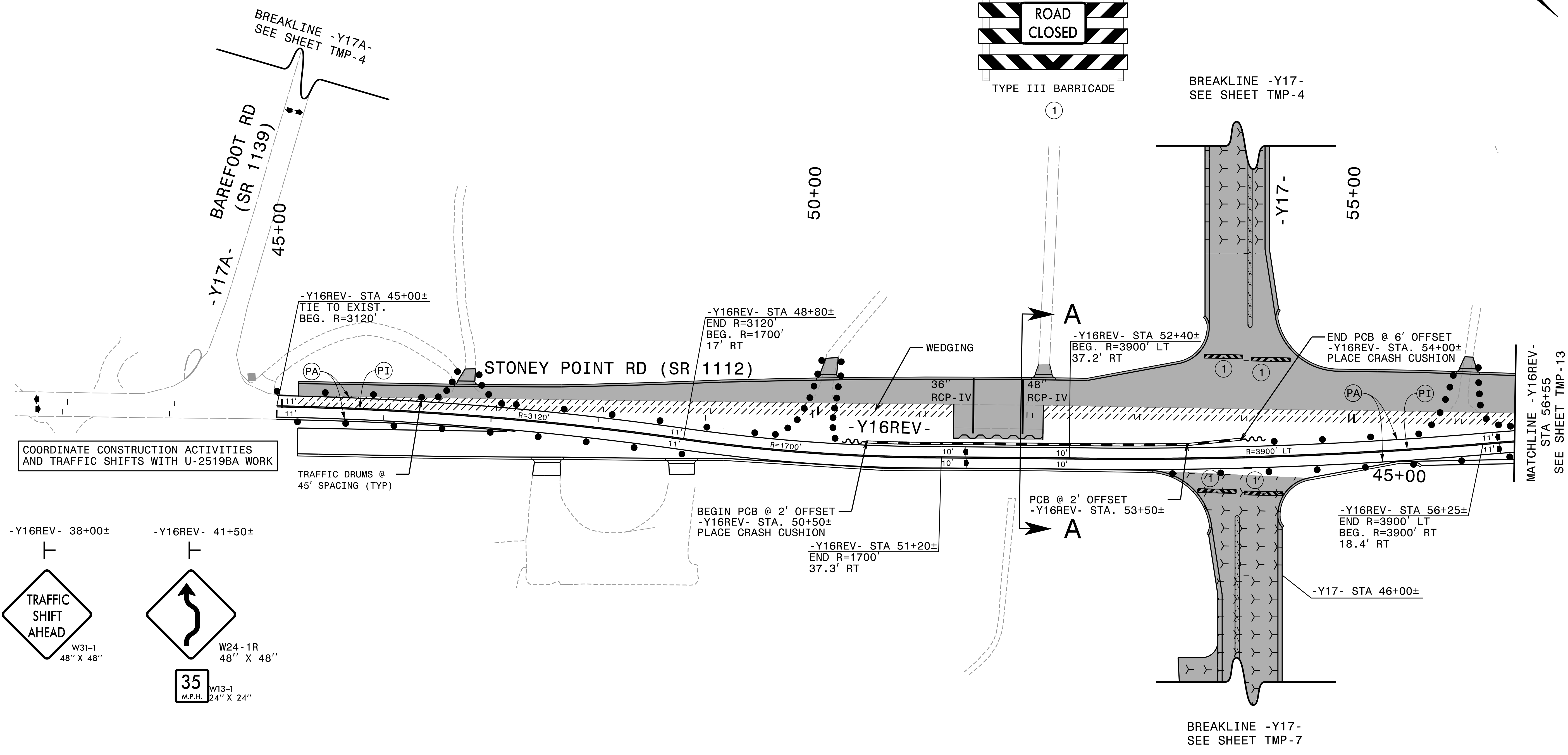
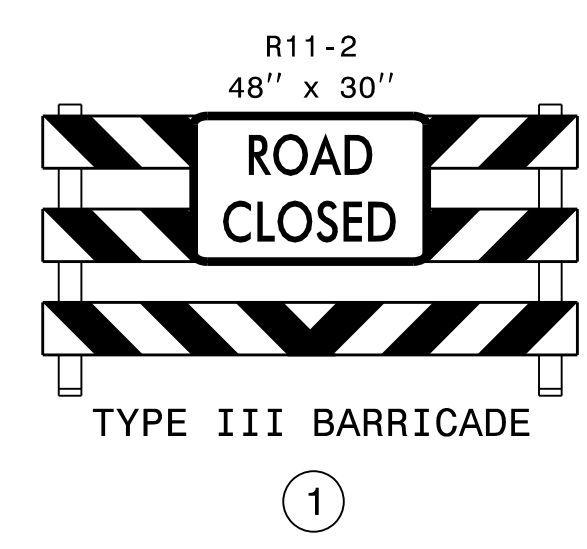
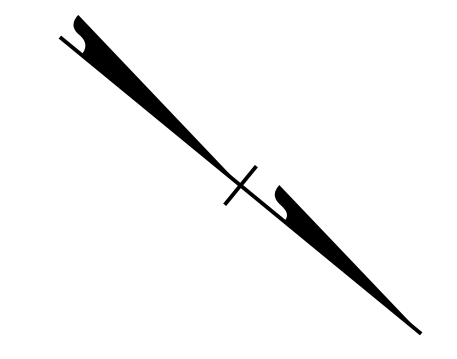
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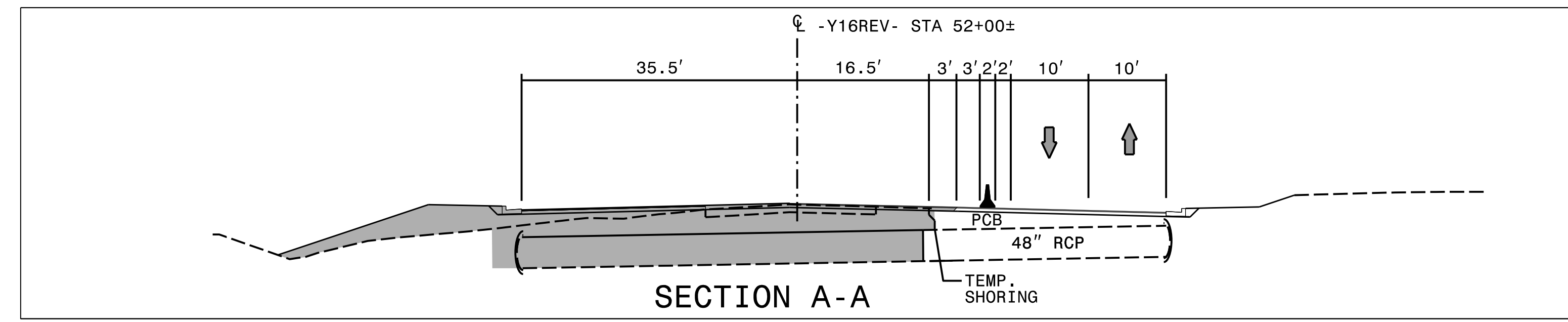
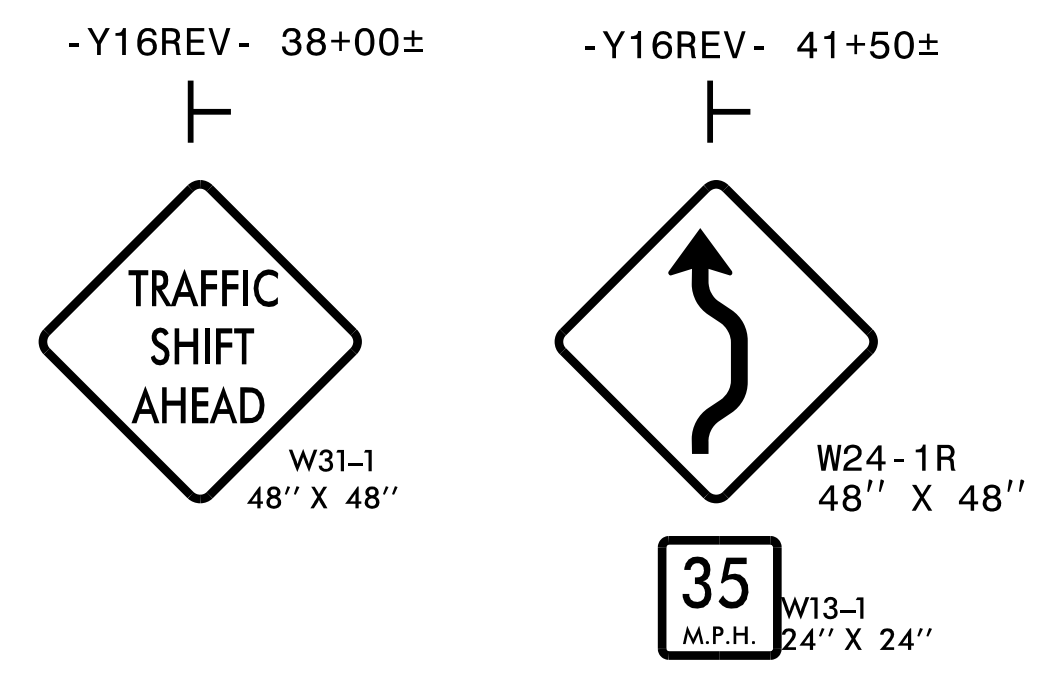


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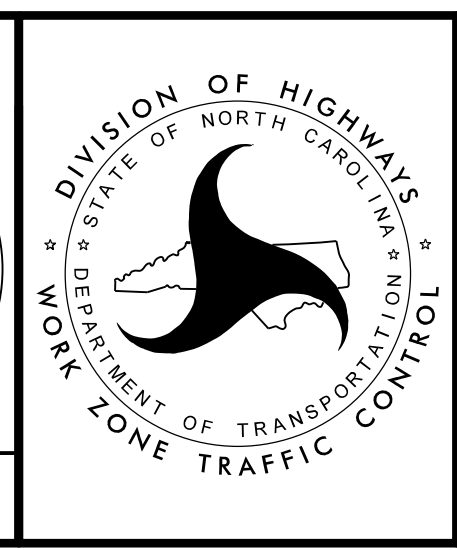
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COORDINATE CONSTRUCTION ACTIVITIES AND TRAFFIC SHIFTS WITH U-2519BA WORK



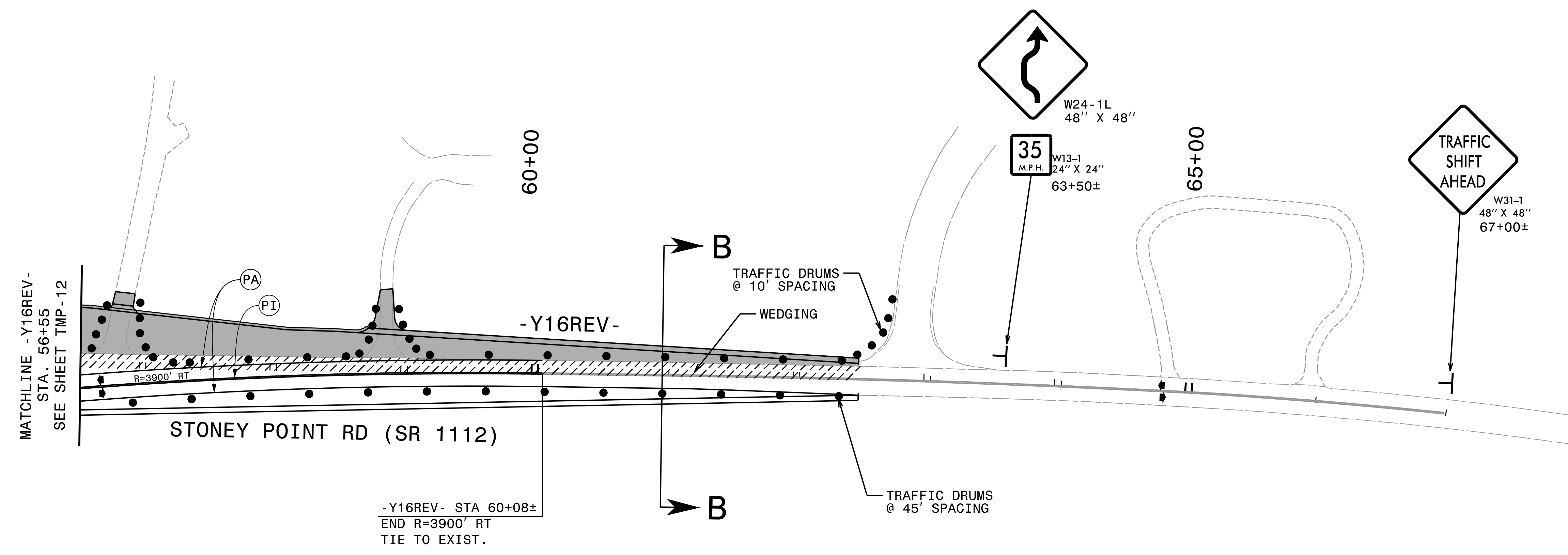
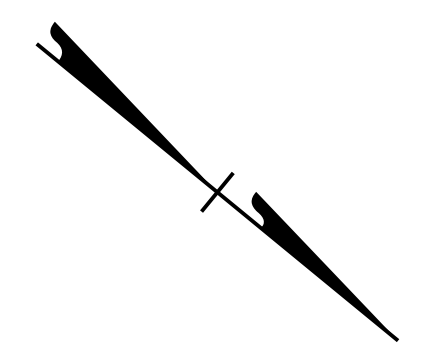
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PHASE I
STEP 3
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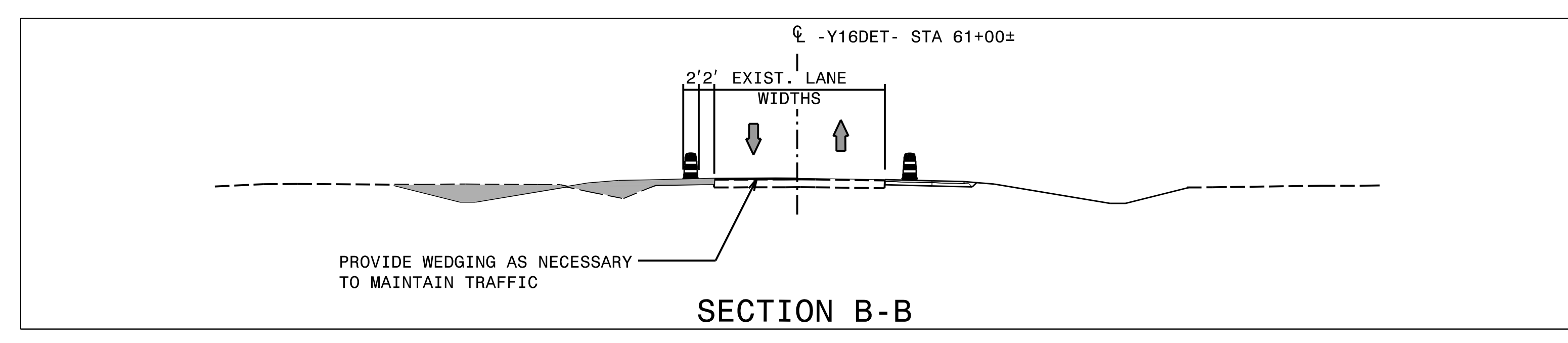
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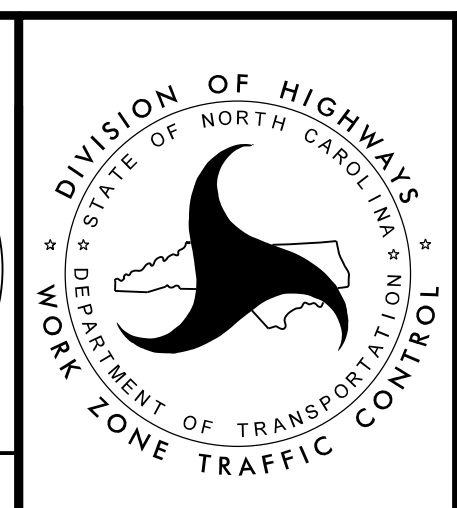
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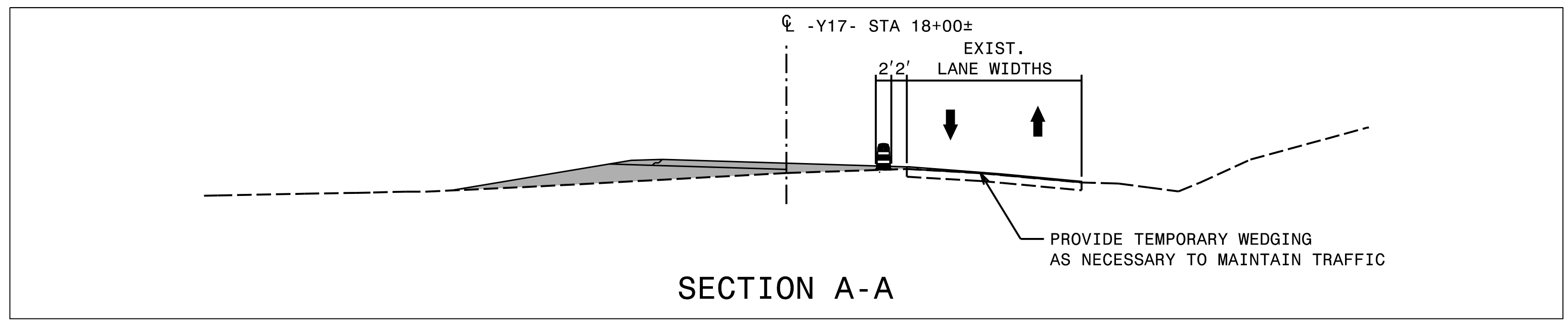
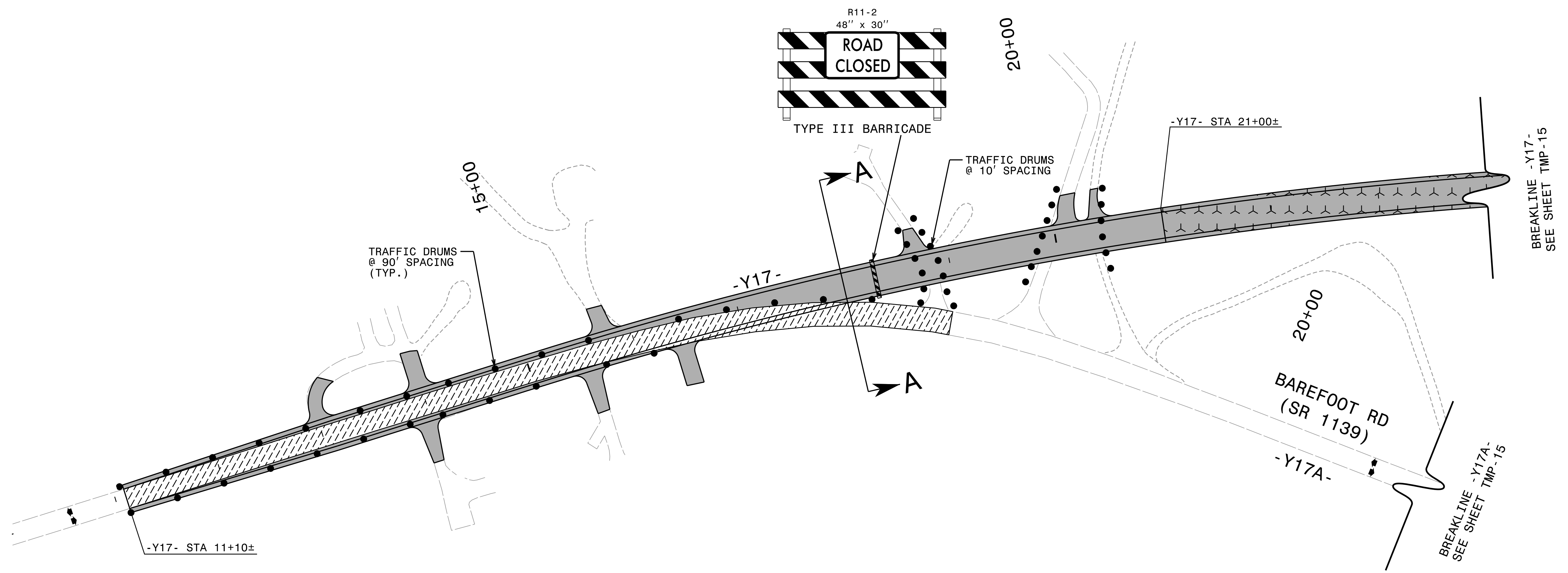
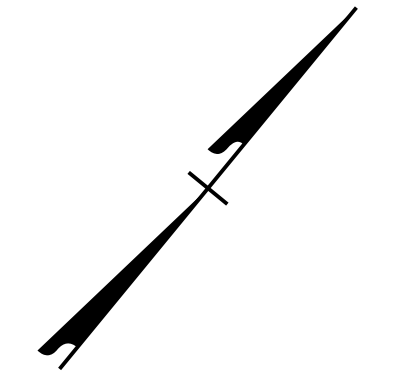
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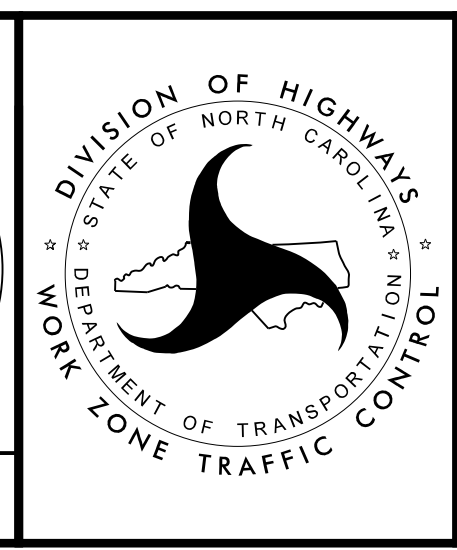
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STEP 3
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APPROVED: *Michael T. Reppa*
DATE: 6/4/2018
Professional Engineer Seal: MICHAEL T. REPPA, ENGINEER, SEAL 15876, NORTH CAROLINA



**PHASE II
DETAIL**

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