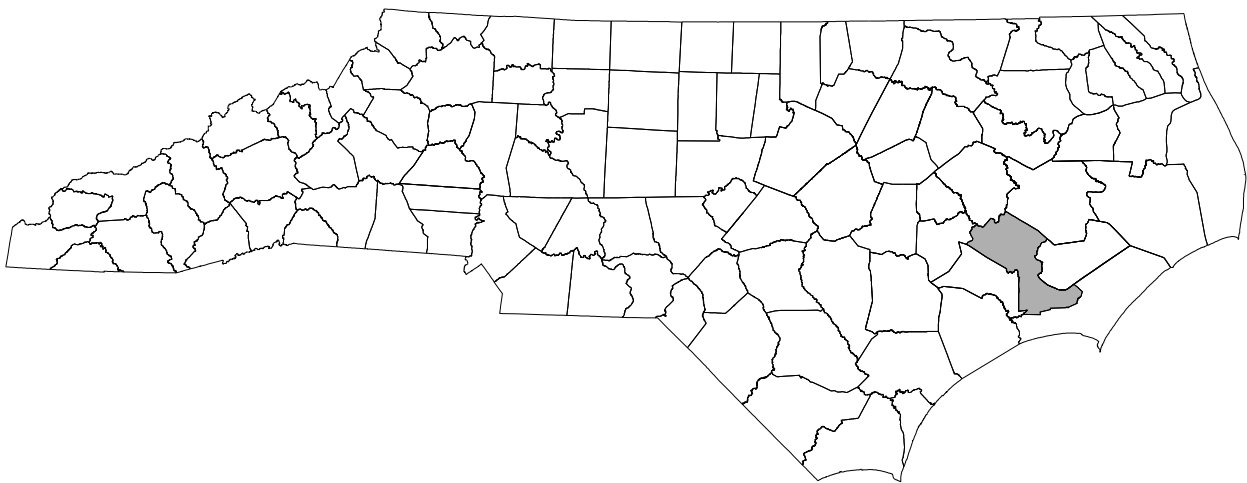


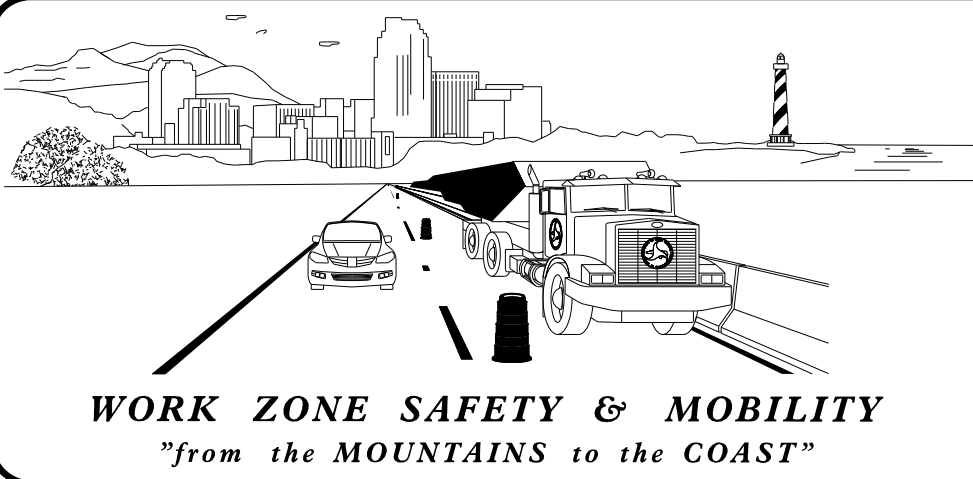
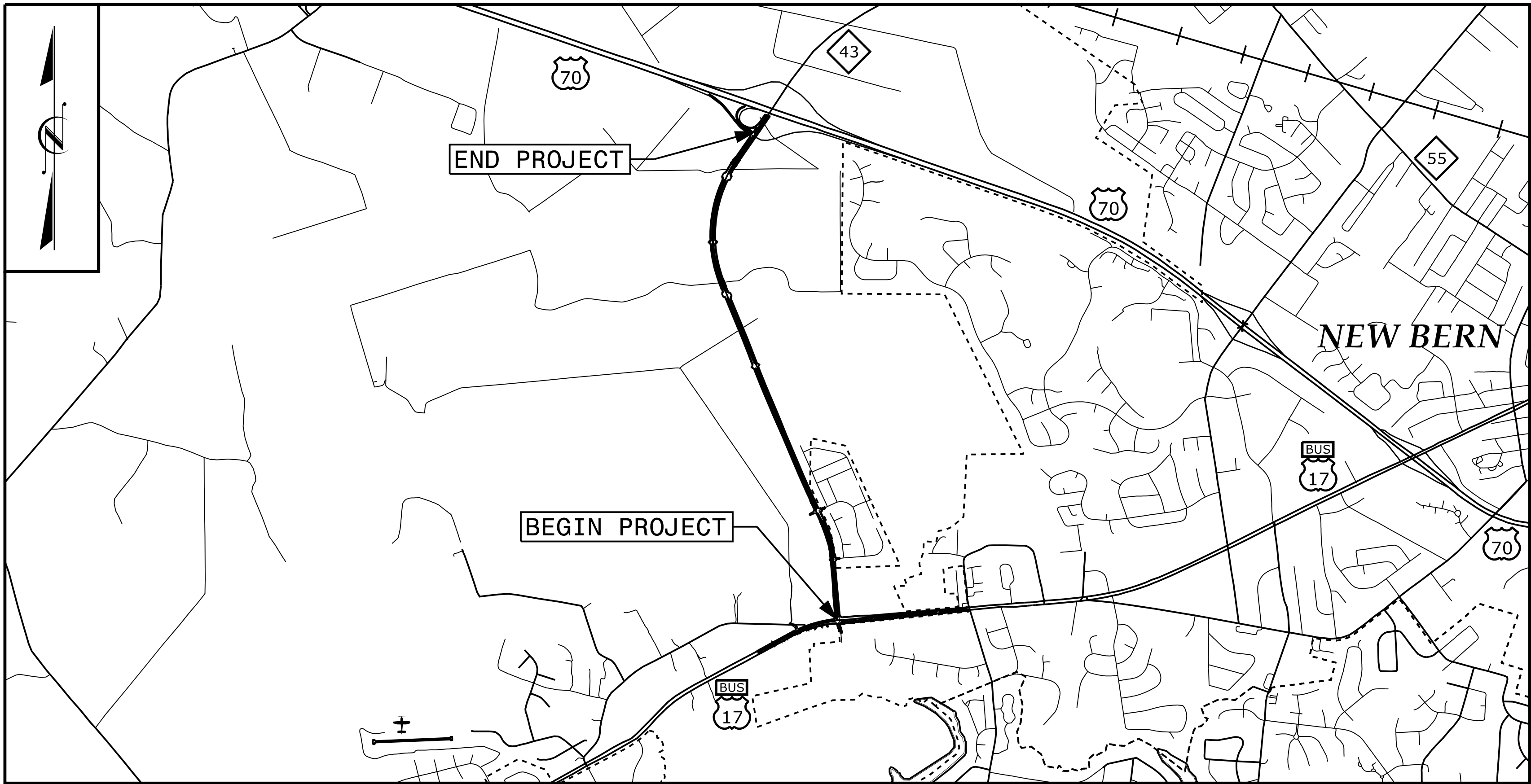
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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN
CRAVEN COUNTY



LOCATION: NC 43 CONNECTOR FROM US 17 BUSINESS TO US 70



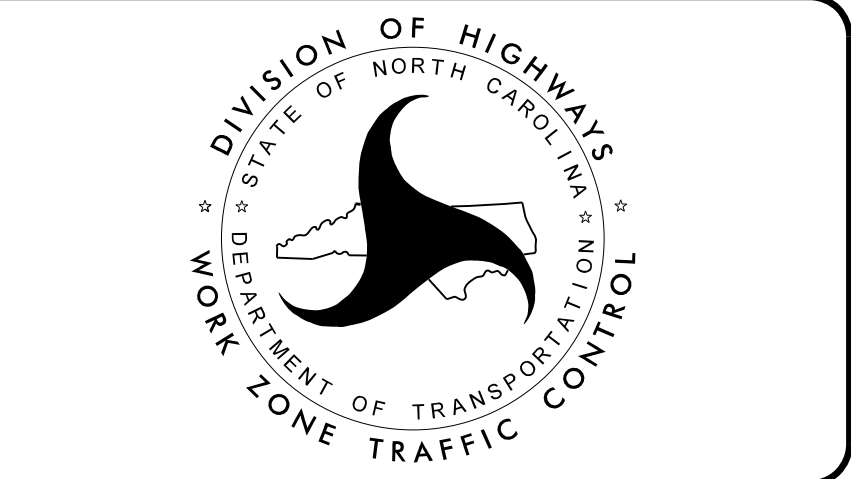
PLANS PREPARED BY:

MICHELLE WARD, P.E.
TRAFFIC CONTROL PROJECT ENGINEER

CHRIS HARNDEN
TRAFFIC CONTROL DESIGN ENGINEER

NCDOT CONTACTS:

CATHRINE HOSSACK MEYER, P.E.
PROJECT MANAGER



INDEX OF SHEETS

SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP, AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, AND LEGEND
TMP-1B AND TMP-1C	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES, AND LOCAL NOTES)
TMP-2	PCB AT TEMPORARY SHORING DETAIL
TMP-2A	TEMPORARY SHORING DATA
TMP-3	TEMPORARY TRAFFIC CONTROL PHASING
TMP-4 THRU TMP-11	PHASE 1, STEP 1 DETAILS
TMP-12 THRU TMP-16	PHASE 1, STEP 2 DETAILS
TMP-17 THRU TMP-19A	PHASE 1, STEP 3 DETAILS
TMP-20 AND TMP-21	PHASE 1, STEP 3A DETAILS
TMP-22 THRU TMP-24	PHASE 1, STEP 4 DETAILS
TMP-25 THRU TMP-34	PHASE 2 DETAILS

PLAN PREPARED BY:



HDR Engineering, Inc. of the Carolinas
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N.C.B.E.I.S. License Number: F-0116

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UNLESS ALL SIGNATURES COMPLETED

APPROVED: Michelle Ward

DATE: 5/22/2025

SEAL



SHEET NO.

TMP - 1

R-4463A

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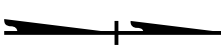
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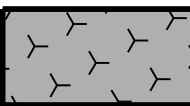
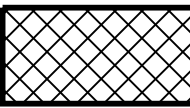
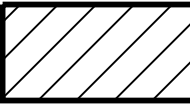
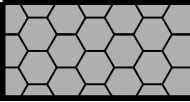
ROADWAY STANDARD DRAWINGS

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

STD. NO.	TITLE
1101.01	WORK ZONE ADVANCE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
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 MULTI-LANE ROADWAYS
1205.03	PAVEMENT MARKINGS - EXITS AND ENTRANCE RAMPS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - LANE DROPS
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.12	PAVEMENT MARKINGS - BRIDGES
1205.13	PAVEMENT MARKINGS - LANE REDUCTIONS
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - 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
1264.01	OBJECT MARKERS - TYPES
1264.02	OBJECT MARKERS - INSTALLATION

GENERAL

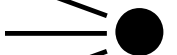
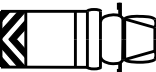
-  DIRECTION OF TRAFFIC FLOW
-  DIRECTION OF PEDESTRIAN TRAFFIC FLOW
-  EXIST. PVMT.
-  NORTH ARROW
-  PROPOSED PVMT.
-  TEMP. SHORING (LOCATION PURPOSES ONLY)

-  WORK AREA
-  CONTINUING CONSTRUCTION
-  REMOVAL
-  WEDGING
-  TEMPORARY PAVEMENT

SIGNALS

-  EXISTING
-  PROPOSED
-  TEMPORARY

TRAFFIC CONTROL DEVICES

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

TEMPORARY SIGNING

-  PORTABLE SIGN
-  STATIONARY SIGN
-  STATIONARY OR PORTABLE SIGN

PAVEMENT MARKINGS

-  EXISTING LINES
-  TEMPORARY LINES

PAVEMENT MARKERS

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

PAVEMENT MARKING SYMBOLS

-  PAVEMENT MARKING SYMBOLS

LEGEND

TEMPORARY PAVEMENT MARKING

-  P1 PAINT 4" WHITE EDGELINE
-  P2 PAINT 4" WHITE SOLID LANE LINE
-  P4 PAINT 4" 3'-9"/SP. WHITE MINI-SKIP
-  P5 PAINT 4" 2'-6"/SP. WHITE MINI-SKIP
-  P10 PAINT 4" YELLOW EDGELINE
-  P13 PAINT 4" YELLOW DOUBLE CENTER
-  P14 PAINT 4" 2'-6"/SP. YELLOW MINI-SKIP
-  P40 PAINT 8" WHITE GORELINE
-  P51 PAINT 12" WHITE DIAGONAL
-  P61 PAINT 24" WHITE STOPBAR
-  P70 PAINT LEFT TURN ARROW
-  P71 PAINT RIGHT TURN ARROW
-  P72 PAINT STRAIGHT ARROW
-  P73 PAINT COMBO LEFT-STRAIGHT ARROW
-  P79 PAINT MERGE ARROW

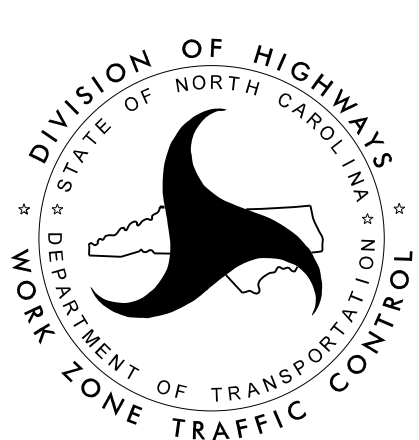
MARKINGS PLACED IN THE FINAL PATTERN
(SEE PHASE 1, STEP 4 AND PHASE 2)
NOT LABELED IN THIS PLAN

-  P20 PAINT 6" WHITE EDGELINE
-  P21 PAINT 6" WHITE SOLID LANE LINE
-  P22 PAINT 6" 10'-30'/SP. WHITE SKIP
-  P23 PAINT 6" 3'-9'/SP. WHITE MINI-SKIP
-  P30 PAINT 6" YELLOW EDGELINE
-  P41 PAINT 8" WHITE DIAGONAL
-  P42 PAINT 8" YELLOW DIAGONAL
-  P43 PAINT 8" WHITE SOLID LANE LINE
-  P44 PAINT 8" 3'-9'/SP. WHITE MINI-SKIP
-  P50 PAINT 12" WHITE GORELINE
-  P74 PAINT COMBO RIGHT-STRAIGHT ARROW
-  P80 PAINT RAMP ARROW

APPROVED: 

DATE: 5/22/2025





ROADWAY STANDARD
DRAWINGS & LEGEND

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

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REVISIONS

MANAGEMENT STRATEGIES

PHASE 1, STEP 1

TRAFFIC IS MAINTAINED IN THE EXISTING PATTERNS. USING SHOULDER CLOSURES AND LANE CLOSURES WHEN NEEDED, COMPLETE WIDENING ON THE RIGHT SIDE, LEFT SIDE, AND A PORTION OF THE MEDIAN OF -Y- (US 17 BUS) FROM THE BEGINNING EXISTING TRENT CREEK RD. CONSTRUCT THE REALIGNMENT OF -Y1- (ROCKY RUN RD), AND CONSTRUCT -DR2- WITH ADDITIONAL TEMPORARY PAVEMENT.

USING SHOULDER CLOSURES AND LANE CLOSURES WHEN NEEDED, CONSTRUCT THE SB LANES OF -L- FROM THE INTERSECTION WITH -Y- (US 17 BUS) TO THE INTERSECTION OF -Y3-/-Y4- (SAVOY DR/SHADOW BROOK LN) AND BOTH SIDES OF -L- FROM THE INTERSECTION OF -Y3-/-Y4- (SAVOY DR/SHADOW BROOK LN) TO THE END OF THE PROJECT.

TEMPORARY MEDIAN CROSSTOVERS (-DET_EB- AND -DET_WB-) FOR -Y- (US 17 BUS) TRAFFIC WILL BE CONSTRUCTED AT THE PROPOSED CULVERT LOCATION.

A TEMPORARY TRAFFIC SIGNAL WILL BE REQUIRED AT THE INTERSECTION OF -L- (TRENT CREEK RD) AND -Y- (US 17 BUS).

PHASE 1, STEP 2

DURING AN ICT TO COMPLETE STEP 2 AND STEP 3, USING THE LANE CLOSURE SHOWN IN THE PLANS, CONSTRUCT STAGE 1 OF THE PROPOSED CULVERT, CULVERT EXTENSION AND WIDENING ALONG THE SOUTHBOUND DIRECTION OF -Y- (US 17 BUS). A PORTION OF THE WIDENING WILL BE IN ITS ENTIRETY AND PART OF IT WILL ONLY REQUIRE PROPOSED FILL TO BE COMPLETED DURING THE ICT.

DURING A SEPARATE ICT TO COMPLETE STEP 2 AND STEP 3 THAT IS BEGUN SIMULTANEOUSLY WITH THE ICT ABOVE, THE FOLLOWING WORK WILL BE COMPLETED. -Y3- (SAVOY DR) TRAFFIC WILL BE DETOURED ONTO THE COMPLETED SB SIDE OF -L- USING A TEMPORARY ALIGNMENT. -Y4- (SHADOW BROOK LN) TRAFFIC WILL BE DETOURED TO -Y2- (MYRTLE GROVE RD) AND ONTO -L- USING A TEMPORARY CROSSOVER. THE NB LANES OF -L- AND THE INTERSECTION OF -L-/-Y3-/-Y4- WILL BE CONSTRUCTED.

SHIFT -DR2- (SCHOOL ENTRANCE) TRAFFIC INTO ITS FINAL PATTERN. SHIFT -DR1- (SCHOOL EXIT) TRAFFIC ONTO THE TEMPORARY PAVEMENT. CONSTRUCT -DR1-.

PHASE 1, STEP 3

CONTINUING THE ICT ABOVE, USING THE LANE CLOSURE SHOWN IN THE PLANS, CONSTRUCT STAGE 2 OF THE PROPOSED CULVERT, AND WIDENING ALONG NORTHBOUND -Y- (US 17 BUS).

CONTINUING THE ICT ABOVE, -Y3-/-Y4- (SAVOY DR/SHADOW BROOK LN) INTERSECTION WILL BE OPEN TO A TEMPORARY PATTERN WITH -L-.-Y2- (MYRTLE GROVE RD) TRAFFIC WILL BE DETOURED TO -Y4- (SHADOW BROOK LN). CONSTRUCT THE REMAINDER OF THE -L- NB LANES.

PHASE 1, STEP 4

PLACE TRAFFIC IN TEMPORARY TRAFFIC PATTERN AND USING LANE CLOSURES, BEGIN ALL REMAINING MEDIAN WORK ON -Y- (US 17 BUS). AWAY FROM TRAFFIC AND USING LANE CLOSURES, COMPLETE REMAINDER OF L (NC 43).

PHASE 2

PLACE ALL TRAFFIC IN THE FINAL PATTERN. USING LANE CLOSURES, CONSTRUCT ALL ADDITIONAL WORK INCLUDING ALL ISLANDS AND CURB & GUTTER, AND PAVEMENT REMOVAL.

UPON COMPLETION OF ALL WORK, THE FINAL LAYER OF SURFACE COURSE AND FINAL MARKINGS WILL BE PLACED AND TRAFFIC SHIFTED TO THE FINAL PATTERN.

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. MODIFICATIONS 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 PROJECT, EXCEPT WHEN OTHERWISE NOTED IN THE PLAN, OR AS DIRECTED BY THE ENGINEER.

TIME RESTRICTIONS

A) EXCEPT AS SHOWN ON THE PLANS FOR CULVERT REPLACEMENT, DO NOT CLOSE OR NARROW TRAVEL LANES AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
-Y- (US 17 BUS) US 70 BYPASS RAMP/LOOP	MONDAY THRU FRIDAY: 7:00 AM TO 9:00 AM 4:00 PM TO 7:00 PM
-DR1- & -DR2- (SCHOOL ACCESS)	MONDAY THRU FRIDAY: 7:00 AM TO 5:00 PM

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

ROAD NAME	
ALL ROADS	
1)	FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
2)	FOR NEW YEAR’S, BETWEEN THE HOURS OF 7:00 A.M. DECEMBER 31ST TO 7:00 P.M. JANUARY 2ND. IF NEW YEARS DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OF MONDAY THEN UNTIL 7:00 P.M. THE FOLLOWING TUESDAY.
3)	FOR EASTER, BETWEEN THE HOURS OF 7:00 A.M. THURSDAY AND 7:00 P.M. MONDAY.
4)	FOR MEMORIAL DAY, BETWEEN THE HOURS OF 7:00 A.M. FRIDAY AND 7:00 P.M. TUESDAY.
5)	FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 7:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 7:00 P.M. THE DAY AFTER INDEPENDENCE DAY. IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN BETWEEN THE HOURS OF 7:00 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 7:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.
6)	FOR LABOR DAY, BETWEEN THE HOURS OF 7:00 A.M. FRIDAY AND 7:00 P.M. TUESDAY.
7)	FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 7:00 A.M. TUESDAY AND 7:00 P.M. MONDAY.
8)	FOR CHRISTMAS, BETWEEN THE HOURS OF 7:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 7:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
9)	ANY EVENT AT BD QUINN ELEMENTARY SCHOOL THAT CREATES HIGH TRAFFIC VOLUMES, FROM 2 HRS. PRIOR TO THE EVENT TILL 2 HRS. AFTER THE EVENT.

C) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME	DURATION & OPERATION
ALL ROADS	MONDAY THRU FRIDAY: 7:00 AM TO 7:00 PM	15 MINUTES FOR TRAFFIC SHIFT AT CULVERT DURING ICT

D) DO NOT CONDUCT MULTI-VEHICLE HAULING AS FOLLOWS; INGRESS AND EGRESS FROM RAMPS WILL BE ALLOWED:

ROAD NAME	DAY AND TIME RESTRICTIONS
-Y- (US 17 BUS) US 70 BYPASS RAMP/LOOP	MONDAY THRU FRIDAY: 7:00 AM TO 9:00 AM 4:00 PM TO 7:00 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.

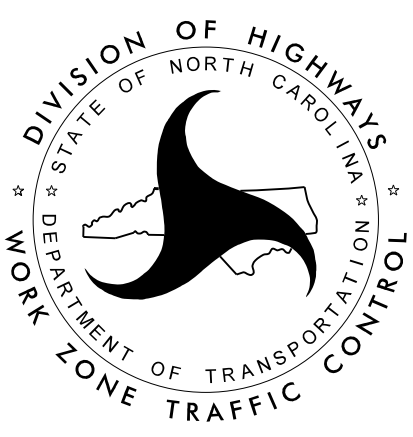
WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO A DIVIDED FACILITY AND WITHIN 10 FT. OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

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 (1) MILE OF LANE CLOSURE ON -Y- (US 17 BUS) MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.

L) DO NOT INSTALL MORE THAN ONE (1) LANE CLOSURE IN ANY ONE DIRECTION ON -Y- (US 17 BUS).

APPROVED: <u>Michelle Ward</u> DATE: <u>5/27/2025</u> SEAL 		TRANSPORTATION OPERATIONS PLAN (SHEET 1 OF 2)
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

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REVISIONS

GENERAL NOTES (CONT.)

PAVEMENT EDGE DROP OFF REQUIREMENTS

- M) BACKFILL AT A 6:1 SLOPE UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN AREAS ADJACENT TO AN OPENED TRAVEL LANE THAT HAS AN EDGE OF PAVEMENT DROP-OFF AS FOLLOWS:
- BACKFILL DROP-OFFS THAT EXCEED 2 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS OF 45 MPH OR GREATER.
- BACKFILL DROP-OFFS THAT EXCEED 3 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS LESS THAN 45 MPH.
- BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.
- N) DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 500 FT. IN ADVANCE AND A MINIMUM OF ONCE EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- P) INSTALL ADVANCE WORK ZONE SIGNS WHEN WORK IS WITHIN 40 FT. FROM THE EDGE OF TRAVEL LANE AND NO MORE THAT THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- Q) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

TRAFFIC BARRIER

- R) 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 TRAFFIC CONTROL 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 TRAFFIC CONTROL 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 THAT 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.

- S) 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

- T) WHEN LANE CLOSURES ARE NOT IN EFFECT SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER IN FEET THAN TWICE THE POSTED SPEED LIMIT (MPH) EXCEPT, 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTIONS 1130 (DRUMS), 1135 (CONES) AND 1180 (SKINNY DRUMS) FOR ADDITIONAL REQUIREMENTS.
- U) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- V) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

- W) INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON INTERIM LAYERS OF PAVEMENT AS FOLLOWS:
- | ROAD NAME | MARKING | MARKER |
|-----------|----------|------------------|
| ALL ROADS | 4" PAINT | TEMPORARY RAISED |
- X) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX (6) MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX (6) MONTHS AS DIRECTED BY THE ENGINEER.
- Y) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- Z) REMOVE/REPLACE ANY CONFLICTING OR DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATIONS.
- AA) TRACE THE PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO INSTALLATIONS. PLACE DRUMS TO DELINEATE ANY MONOLITHIC ISLANDS BEFORE INSTALLATION.

PROJ. REFERENCE NO.
R-4463A

SHEET NO.
TMP-1C



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MISCELLANEOUS

- BB) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE ENGINEER.
- CC) IN THE EVENT A TIE-IN CANNOT BE MADE ON TRENT CREEK ROAD, -Y2-, -Y3-, AND/OR -Y4- IN ONE DAY'S TIME, BRING THE TIE-IN AREA TO AN APPROPRIATE ROADWAY ELEVATION AS DETERMINED BY THE ENGINEER. PLACE BLACK ON ORANGE "LOOSE GRAVEL" SIGNS (W8-7) AND BLACK ON ORANGE "PAVEMENT ENDS" SIGNS (W8-3) 200 FT. AND 200 FT. RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.
- DD) ENGINEER WILL NOTIFY THE OVERSIZE/OVERWEIGHT PERMIT UNIT AT 919-733-7154 TWO WEEKS PRIOR TO TRAFFIC BEING PLACED IN A ONE-LANE TRAFFIC PATTERN IN EITHER DIRECTION, IF NECESSARY, AND WHEN TRAFFIC IS RESTORED TO THE EXISTING PATTERN.

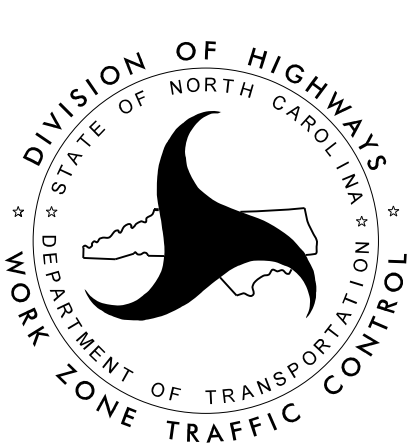
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DATE: 5/22/2025

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TRANSPORTATION
OPERATIONS PLAN
(SHEET 2 OF 2)

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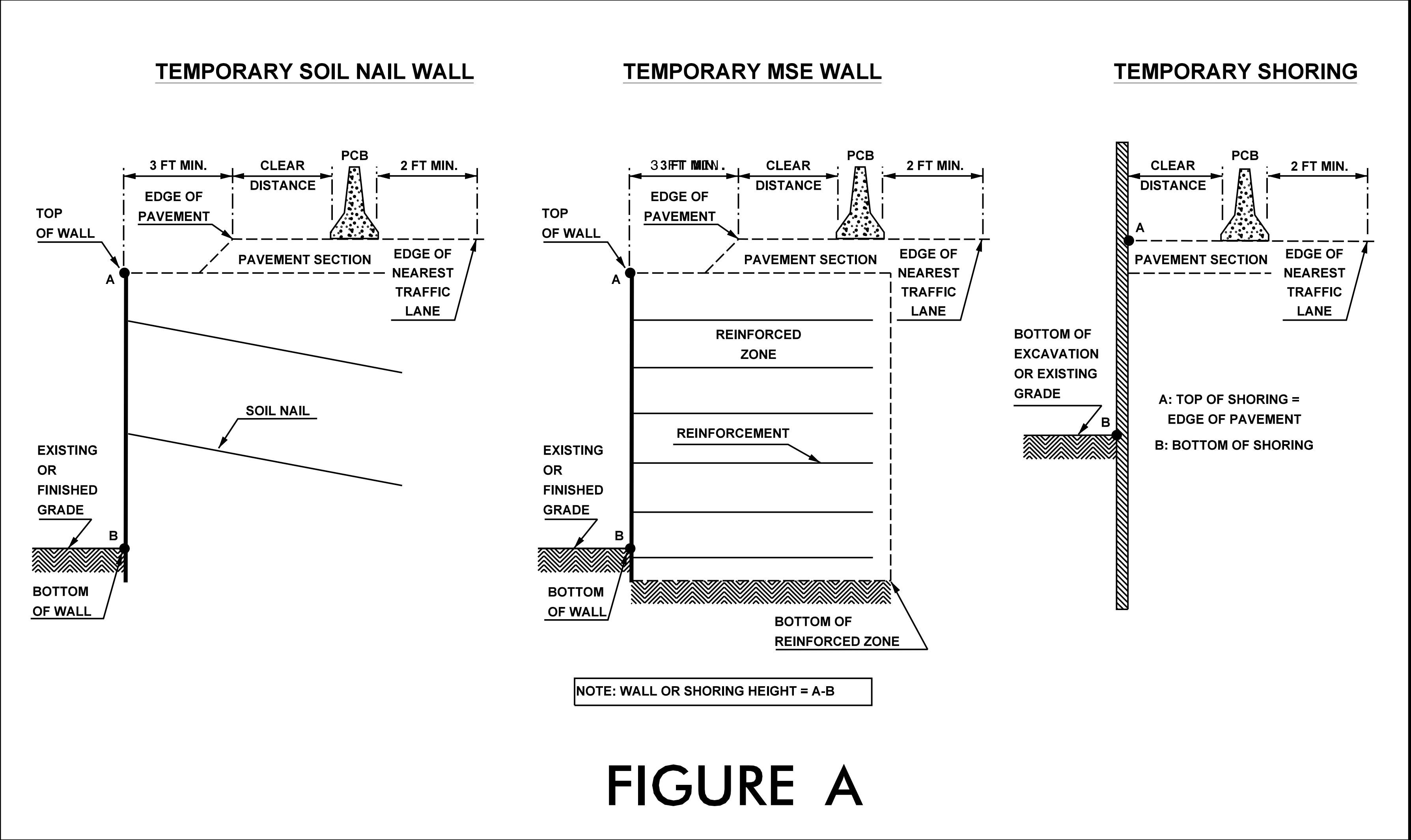
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PROJ. REFERENCE NO.	SHEET NO.
R-4463A	TMP-2A
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TEMPORARY SHORING DATA

SHORING LOCATION NO. 1

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

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

DESIGN TEMPORARY SHORING FROM STATION -Y- 43+23±, 5.5 FT RT, TO STATION -Y- 43+83±, 5.5 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

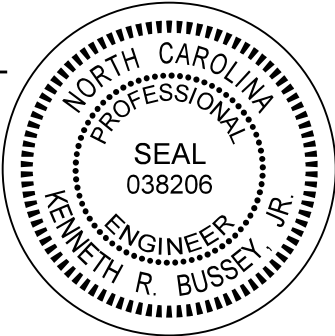
UNIT WEIGHT (γ) = 120 LB/CF
FRICTION ANGLE (ϕ) = 30 DEGREES
COHESION (C) = 0 LB/SF
GROUNDWATER ELEVATION = 20 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -Y- 43+23±, 5.5 FT RT, TO STATION -Y- 43+83±, 5.5 FT RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -Y- 43+23±, 5.5 FT RT, TO STATION -Y- 43+83±, 5.5 FT RT

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -Y- 43+23±, 5.5 FT RT, TO STATION -Y- 43+83±, 5.5 FT RT. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -Y- 43+23±, 5.5 FT RT, TO STATION -Y- 43+83±, 5.5 FT RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

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TEMPORARY SHORING DATA

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NOTES:

BEFORE BEGINNING ANY CONSTRUCTION ACTIVITIES, INSTALL ADVANCE WARNING SIGNS ACCORDING TO RSD 1101.01. FIELD VERIFY LOCATIONS WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.

MAINTAIN ACCESS TO ALL RESIDENCES, SCHOOLS, BUS STOPS, EMERGENCY SERVICES, AND BUSINESSES AT ALL TIMES. PRIOR TO INCORPORATIONS, OBTAIN WRITTEN APPROVAL FROM THE ENGINEER ON METHOD TO MAINTAIN ACCESS.

COMPLETE ANY PROPOSED OR TEMPORARY WIDENING IN SUCH A MANNER THAT NO PONDING OF WATER WILL OCCUR WITHIN THE TRAVEL LANE.

WHEN WEDGING OVER THE EXISTING PAVEMENT, WEDGE TO PROPOSED ELEVATION (LESS THE FINAL LAYER OF SURFACE COURSE), OR WEDGE AS NEEDED TO MAINTAIN TRAFFIC. MAINTAIN POSITIVE DRAINAGE AND MAINTAIN A MAXIMUM .04 ROLLOVER IN BOTH EXISTING AND/OR TEMPORARY TRAVEL LANES.

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

WHEN USING LANE CLOSURES (RSD 1101.02), RETURN TRAFFIC TO EXISTING AND/OR CURRENT TEMPORARY TRAFFIC PATTERN UPON ACTIVITIES COMPLETION, UNLESS OTHERWISE NOTED IN THE PHASING.

WHEN PHASING STATES TO USE LANE CLOSURES, REFER TO THE FOLLOWING FOR ALL EXISTING AND PROPOSED ROADS:

- ALL TWO-LANE/TWO-WAY FACILITIES - SEE RSD 1101.02, SHEET 1 OF 19
- ALL 3-LANE OR 5-LANE ROADWAYS - SEE RSD 1101.02, SHEET 2 OF 19
- ALL MULTI-LANE FACILITIES POSTED < 60 MPH - SEE RSD 1101.02, SHEET 3 OF 19

FOR ALL SHOULDER CLOSURES, SEE RSD 1101.04. INSTALL SHOULDER CLOSURES IN ADVANCE OF PORTABLE CONCRETE BARRIER.

WHEN INSTALLING AND ACTIVATING TEMPORARY AND FINAL SIGNALS, USE LANE CLOSURES (RSD 1101.02, SHEETS 1, 2, AND 3) AND LAW ENFORCEMENT.

COMPLETE PAVING UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE UNTIL STATED TO PLACE FINAL LAYER IN THE PHASING.

PHASE 1 (SEE TMP-4 THRU TMP-24)

STEP 1:

NOTE: DURING PHASE 1, STEP 1, TEMPORARY SIGNAL #02-0629T1 WILL BE NEEDED AT THE -L-/-DR1-/-Y- INTERSECTION TO RELOCATE POLES FOR CONSTRUCTION.

USING LANE CLOSURES, SHOULDER CLOSURES, AND FLAGGERS AS NECESSARY, CONSTRUCT THE FOLLOWING (AND COMPLETE CONSTRUCTION IN THIS STEP), AS SHOWN ON SHEETS TMP-4 THRU TMP-11:

- PROPOSED OUTSIDE WIDENING ON US 17 BUS, FROM -Y- STA. 14+40 +/- TO EX. TRENT CREEK RD, INCLUDING WEDGING OVER EXISTING
- MEDIAN WORK ALONG US 17 BUS (-Y-) NORTHBOUND FROM -Y- STA. 14+40 +/- TO EX. TRENT CREEK RD, INCLUDING CURB & GUTTER AS SHOWN AND WEDGING OVER EXISTING
- -Y1- FROM US 17 BUS TO STA. 12+75 +/-, USING PERMANENT AND TEMPORARY WEDGING ON EXISTING ROCKY RUN RD TO MAINTAIN THE EXISTING TRAFFIC PATTERN
- -DR2- FROM STA. 10+00 +/- TO US 17 BUS, USING PERMANENT AND TEMPORARY WEDGING TO MAINTAIN THE EXISTING TRAFFIC PATTERN. CONSTRUCT ADDITIONAL TEMPORARY WIDENING TO MAINTAIN A 36 FT WIDE TRAVELWAY NEEDED IN THE PHASE 1, STEP 2 PATTERN
- TEMPORARY ALIGNMENT -DET_WB- AND -DET_EB-
- SB PROPOSED PAVEMENT OF -L- FROM EX. US 70 BUS TO STA. 35+52 +/-
- TEMPORARY ALIGNMENT -DET_2-
- TEMPORARY CROSSOVER FROM SHOULDER OF -L- (AT STA. 24+20 +/-) TO TRENT CREEK RD AT -Y2- (MYRTLE GROVE RD) (SEE TMP-7)

AWAY FROM TRAFFIC, AND USING LANE CLOSURES, BEGIN CONSTRUCTION OF -L- FROM STA. 37+00 +/- TO STA. 131+47 +/-, USING WEDGING TO MAINTAIN THE EXISTING TRAFFIC PATTERN.

PHASING

STEP 2:

NOTE: DURING PHASE 1, STEP 2, TEMPORARY SIGNAL #02-0629T2 WILL BE NEEDED AT THE -L-/-DR1-/-Y- INTERSECTION.

USING LANE CLOSURES AND STOPPING TRAFFIC, PLACE TEMPORARY PAVEMENT MARKING AND MARKERS IN THE PHASE 1, STEP 2 PATTERN, SHIFT TRAFFIC AS SHOWN ON SHEETS TMP-12 THRU TMP-16 AND INSTALL TEMPORARY GUARDRAIL AND PCB AS SHOWN ON SHEETS TMP-13 AND TMP-14. -Y4- (SHADOW BROOK LN) WILL BE DETOURED TO -Y2- (MYRTLE GROVE RD) UTILIZING THE TEMPORARY CROSSOVER.

THE FOLLOWING TWO ICTs SHALL BEGIN IMMEDIATELY UPON SHIFTING TO THE PHASE 1, STEP 2 TRAFFIC PATTERN AND WILL BEGIN SIMULTANEOUSLY.

I COMPLETE THE WORK REQUIRED IN PHASE 1, STEPS 2A AND 3 ALONG
C -Y- (US 17 BUS) IN ONE HUNDRED NINETY-FIVE (195) CONSECUTIVE CALENDAR
T DAYS. (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.)

I COMPLETE THE WORK REQUIRED IN PHASE 1, STEPS 2B AND 3A FOR -Y2-,
C -Y3-, -Y4- AND ASSOCIATED -L- LINE IN NINETY (90) CONSECUTIVE CALENDAR
T DAYS. (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.)

ONCE TRAFFIC IS IN THE PHASE 1, STEP 2 PATTERN, USING LANE CLOSURES, SHOULDER CLOSURES, AND FLAGGERS AS NECESSARY, CONSTRUCT THE FOLLOWING:

STEP 2A:
BEHIND BARRIER AND/OR GUARDRAIL, AND USING LANE CLOSURES AS NEEDED, CONSTRUCT (AND COMPLETE) THE FOLLOWING:

- MONOLITHIC ISLANDS IN MEDIAN OF US 17 BUS AS SHOWN ON SHEET TMP-12
- INSTALLATION OF REMAINDER OF TRIPLE 42" RCPs at -L- STA. 11+00 +/- (SEE TMP-13)
- CULVERT EXTENSION ON LEFT SIDE OF -Y- AT STA. 36+41 +/- (SEE TMP-13)
- WIDENING ON THE LEFT SIDE OF -Y- (US 17 BUS), FROM -L- STA. 12+00 +/- TO -Y- STA. 38+75 +/- (NOTE: ONLY PROPOSED FILL NEEDS TO BE COMPLETED DURING STEP 2A UNDER THE ICT - REMAINING CONSTRUCTION MAY BE COMPLETED IN STEP 3 OR STEP 4.) (SEE TMP-13 AND TMP-14)
- STAGE 1 OF THE PROPOSED CULVERT AT -Y- STA. 43+53 +/- (NOTE: TEMPORARY SHORING WILL BE REQUIRED, AS SHOWN, BEFORE EXCAVATING FOR PROPOSED CULVERT.) (SEE TMP-14)
- WIDENING ON LEFT SIDE OF -Y- (US 17 BUS) FROM STA. 38+75 +/- TO STA. 48+25 +/-, INCLUDING PROPOSED FILL, PAVING, WEDGING AND PROPOSED GUARDRAIL (SEE TMP-14)

STEP 2B:
AWAY FROM TRAFFIC AND USING LANE CLOSURES, AS NEEDED, CONSTRUCT THE FOLLOWING:

- -L- FROM STA. 24+63 +/- TO STA. 35+00 +/- (MAY CONTINUE AND BE COMPLETED IN STEP 3A)
- -L- FROM STA. 35+00 +/- TO STA. 37+00 +/-
- -Y3-, USING PERMANENT WEDGING TO MAINTAIN TRAFFIC ON THE TEMPORARY ALIGNMENT
- -Y4- FROM -L- TO STA. 12+00 +/-

STEP 2C:
BEHIND GUARDRAIL AND USING LANE CLOSURES, AS NEEDED, BEGIN CONSTRUCTION OF -L- FROM STA. 12+00 +/- TO -L- STA. 23+79 +/-.

USING LANE CLOSURES, BEGIN CONSTRUCTION OF -DR1- FROM STA. 10+50 +/- TO -Y- (US 17 BUS), USING PERMANENT WEDGING ON -DR2- TO MAINTAIN TRAFFIC.

STEP 3:

NOTE: DURING PHASE 1, STEP 3, TEMPORARY SIGNAL #02-0629T3 WILL BE NEEDED AT THE -L-/-DR1-/-Y- INTERSECTION.

USING LANE CLOSURES AND STOPPING TRAFFIC, COMPLETE WEDGING ALONG -Y- (US 17 BUS) SOUTHBOUND AT CULVERT AREA, PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS ON -Y- AND -Y1- IN THE PHASE 1, STEP 3 PATTERN, SHIFT TRAFFIC AS SHOWN ON SHEETS TMP-17 THRU TMP-19A AND INSTALL/RESET PCB AND TEMPORARY GUARDRAIL AS SHOWN ON SHEETS TMP-18 AND TMP-19. ONCE TRAFFIC IS SHIFTED, BEHIND BARRIER, AND USING LANE CLOSURES AS NEEDED, CONSTRUCT (AND COMPLETE) THE FOLLOWING:

- CULVERT EXTENSION ON RIGHT SIDE OF -Y- AT STA. 36+41 +/- (SEE TMP-18)
- STAGE 2 OF THE PROPOSED CULVERT AT -Y- STA. 43+53 +/- (SEE TMP-19)
- WIDENING ON RIGHT SIDE OF -Y- (US 17 BUS) FROM STA. 32+25 +/- TO STA. 48+25 +/-, INCLUDING PROPOSED FILL, PAVING, WEDGING AND PROPOSED GUARDRAIL (SEE TMP-18 AND TMP-19)

ONCE ALL WORK IN STEP 3 ABOVE HAS BEEN COMPLETED, USING LANE CLOSURES AND STOPPING TRAFFIC, COMPLETE WEDGING ALONG -Y- (US 17 BUS) NORTHBOUND AT CULVERT AREA, PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS IN THE PHASE 1, STEP 4 PATTERN AND SHIFT TRAFFIC TO PHASE 1, STEP 4. (SEE SHEETS TMP-22 THRU TMP-24)

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STEP 3A:
USING LANE CLOSURES, PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS IN THE PHASE 1, STEP 3A PATTERN AND SHIFT -Y2- (MYRTLE GROVE RD), -Y3- (SAVOY DR) AND -Y4- (SHADOW BROOK LN). -Y2- (MYRTLE GROVE RD) WILL BE DETOURED TO -Y4- (SHADOW BROOK LN).

ONCE TRAFFIC HAS BEEN SHIFTED, AWAY FROM TRAFFIC AND USING LANE CLOSURES, AS NEEDED, COMPLETE THE FOLLOWING, THEN OPEN -Y2 (MYRTLE GROVE RD) TO TRAFFIC AS SHOWN ON INSET ON TMP-20:

- -L- (RT SIDE) FROM -L- STA. 23+79 +/- TO STA. 24+63 +/-
- -L- (RT SIDE) FROM -L- STA. 24+63 +/- TO -L- STA. 35+00 +/-, IF NOT ALREADY COMPLETED
- -Y2- FROM -L- TO -Y2- STA. 11+75 +/-

STEP 4:
USING LANE CLOSURES, BEGIN CONSTRUCTION OF THE FOLLOWING: (WORK MAY CONTINUE INTO PHASE 2)

- REMAINING MEDIAN CONSTRUCTION ALONG -Y- (US 17 BUS) AS SHOWN ON SHEETS TMP-22 THRU TMP-24
- REMOVAL OF EX. -Y1- (ROCKY RUN RD) AND REMAINDER OF SHOULDER GRADING ON -Y1- (US 17 BUS) AT EX. ROCKY RUN RD (SEE TMP-22)

AWAY FROM TRAFFIC AND USING LANE CLOSURES, COMPLETE CONSTRUCTION OF THE FOLLOWING:

- -DR1-
- -Y- (US 17 BUS) LEFT SIDE FROM -L- TO -Y- STA. 38+75 +/-
- -L- FROM -Y- (US 17 BUS) TO -L- STA. 23+79 +/-
- -L- FROM STA. 37+00 +/- TO 131+47 +/-

PHASE 2 (TMP-25 THRU TMP-34)

STEP 1:

NOTE: ALL FINAL SIGNALS WILL BE NEEDED FOR THE PHASE 2 TRAFFIC PATTERN.

AWAY FROM TRAFFIC AND USING LANE CLOSURES, PLACE TEMPORARY PAVEMENT MARKINGS AND MARKERS IN THE PHASE 2 TRAFFIC PATTERN AND SHIFT TRAFFIC TO THE FINAL PATTERN, THEN USING LANE CLOSURES, CONDUCT THE FOLLOWING: (SEE SHEETS TMP-25 THRU TMP-32)

- CONSTRUCT ALL REMAINING WORK, PREVIOUSLY BEGUN
- CONSTRUCT MEDIAN WORK BETWEEN -DR1- AND -DR2-
- CONSTRUCT MONOLITHIC ISLANDS ON -L- AS SHOWN ON SHEETS TMP-30 AND TMP-31

I COMPLETE THE WORK REQUIRED IN PHASE 2, STEP 2 DURING A WEEKEND OPERATION
C FROM FRIDAY AT 7:00 P.M. TO MONDAY AT 6:00 A.M.
T (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.)

STEP 2:
INSTALL DETOUR SIGNING AS SHOWN ON SHEETS TMP-33 AND TMP-34, THEN CLOSE RAMP AND LOOP SHOWN ON SHEET TMP-32, PLACE IN THE OFF-SITE DETOURS, THEN CONDUCT MILL AND FILL OPERATION ON RAMP AND LOOP.

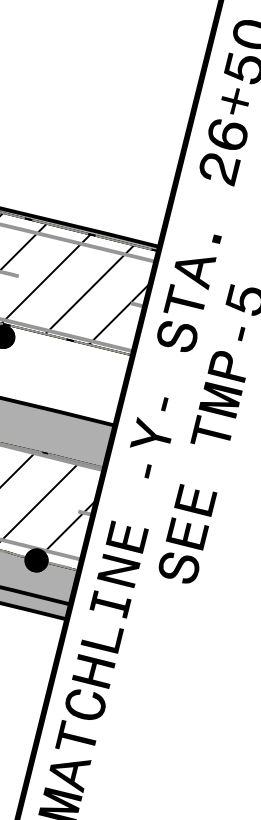
ONCE COMPLETE, OPEN RAMP AND LOOP BACK UP TO TRAFFIC.

STEP 3:
USING LANE CLOSURES, COMPLETE THE FOLLOWING:

- PLACE THE FINAL LAYER OF SURFACE COURSE
- COMPLETE MILL AND FILL OPERATION AT THE BEGINNING AND END OF -Y- AS SHOWN ON THE ROADWAY PLANS AND TYPICAL SECTIONS
- PLACE FINAL PAVEMENT MARKINGS, (SEE FINAL PAVEMENT MARKING PLAN), THEN RETURN TRAFFIC TO THE FINAL PATTERN.

STEP 4:
REMOVE ALL WORK ZONE TRAFFIC CONTROL DEVICES.

APPROVED: <i>Michelle Ward</i> DATE: 5/22/2025 SEAL DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	NORTH CAROLINA PROFESSIONAL SEAL 033789 ENGINEER MICHELLE WARD	DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	TEMPORARY TRAFFIC CONTROL PHASING
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PHASE 1, STEP 1

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REVISIONS

MATCHLINE
-Y- STA. 38+00, SEE TMP-5

-Y- STA. 38+80 +/-
-DET_WB- STA. 10+00 +/-
-DET_EB- STA. 10+00 +/-
BEGIN TEMPORARY ALIGNMENTS
BEGIN WEDGING

-Y- STA. 40+50 +/-
BEGIN WEDGING

USING LANE CLOSURES, CONSTRUCT TEMPORARY
ALIGNMENTS -DET_WB- & -DET_EB- ,
WEDGE AS NECESSARY OVER EXISTING

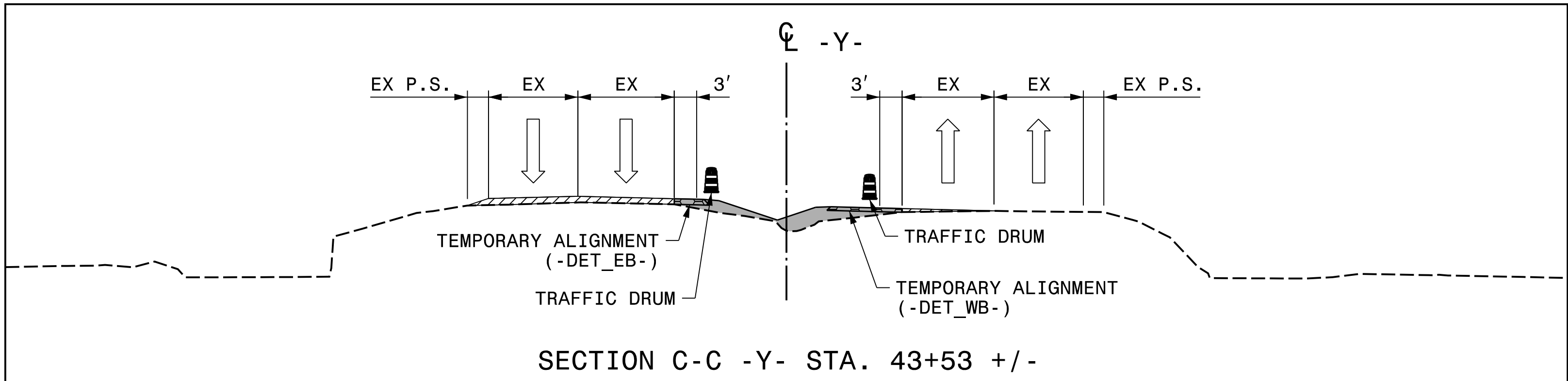
-Y- STA. 41+50 +/-
BEGIN WEDGING

-Y- STA. 46+00 +/-
END WEDGING

-Y- STA. 46+40 +/-
BEGIN 2.5" MILL &
FILL WITH I19.0C

-Y- STA. 47+00 +/-
END WEDGING

-Y- STA. 48+25 +/-
-DET_WB- STA. 19+49 +/-
-DET_EB- STA. 19+51 +/-
END TEMPORARY ALIGNMENTS
END WEDGING
END MILL & FILL



-Y-
US 17 BUS

40+00

45+00

50+00

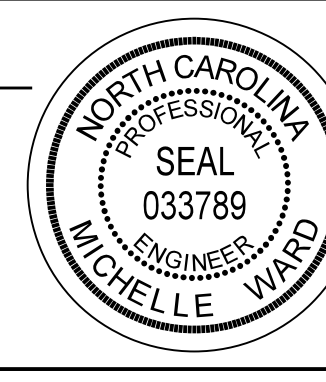


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DATE: 5/22/2025

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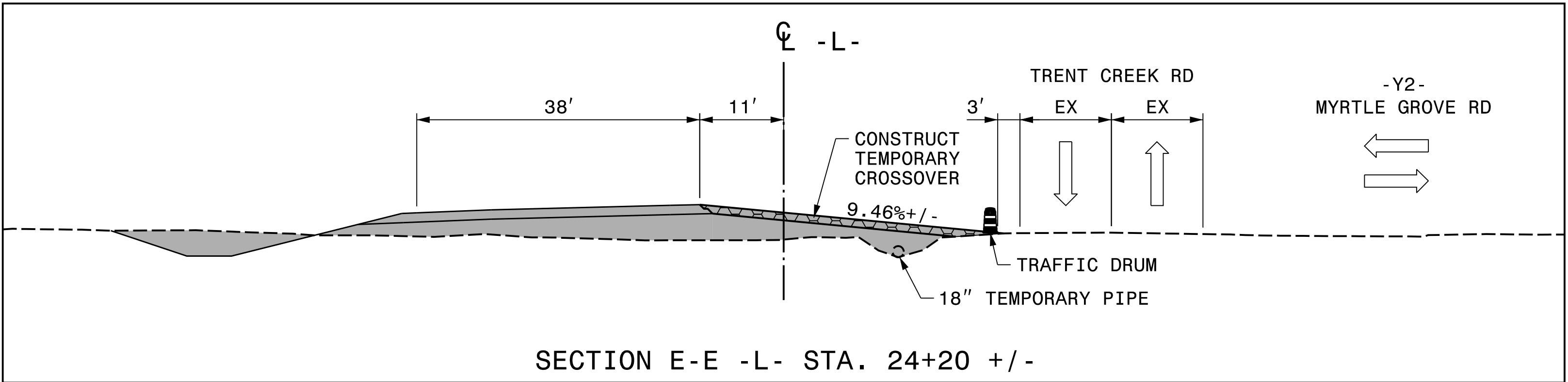
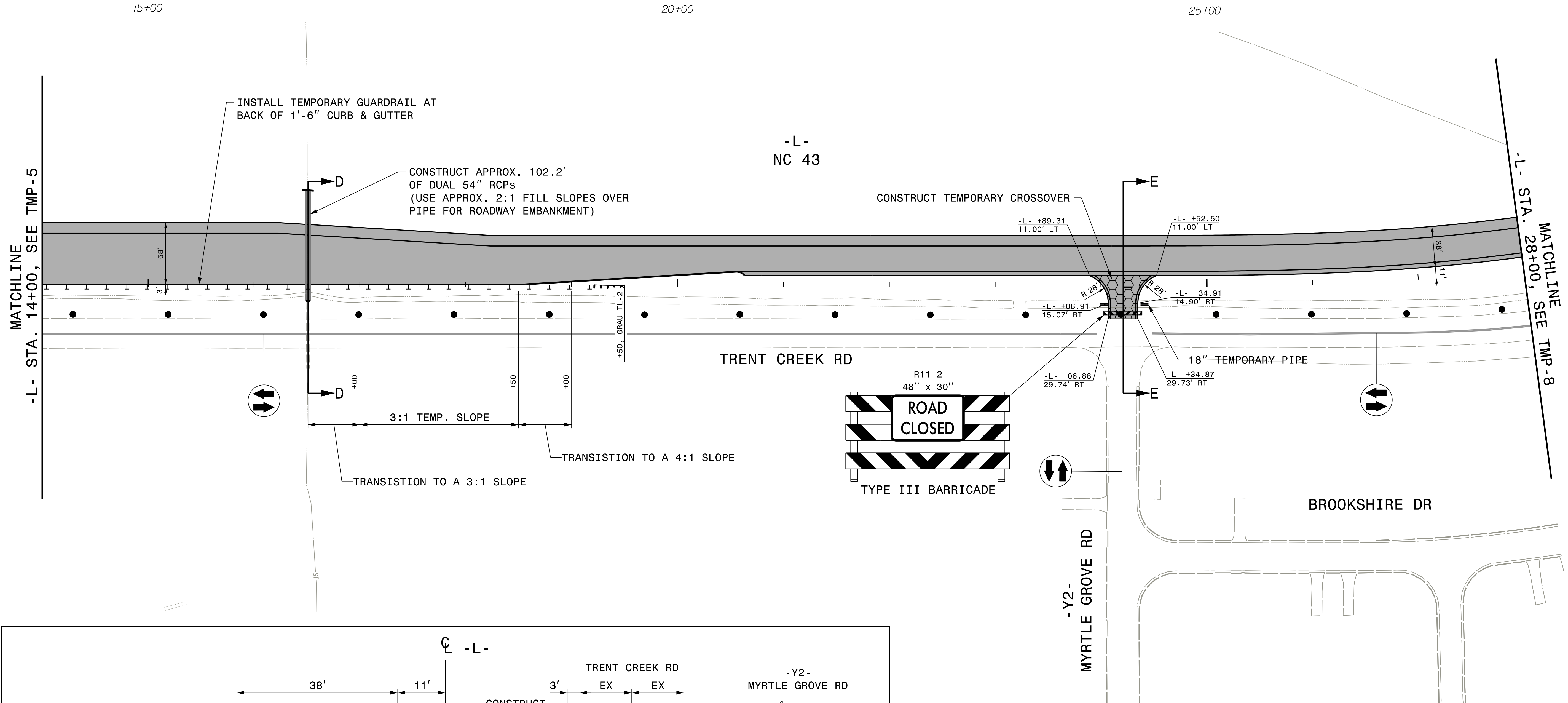
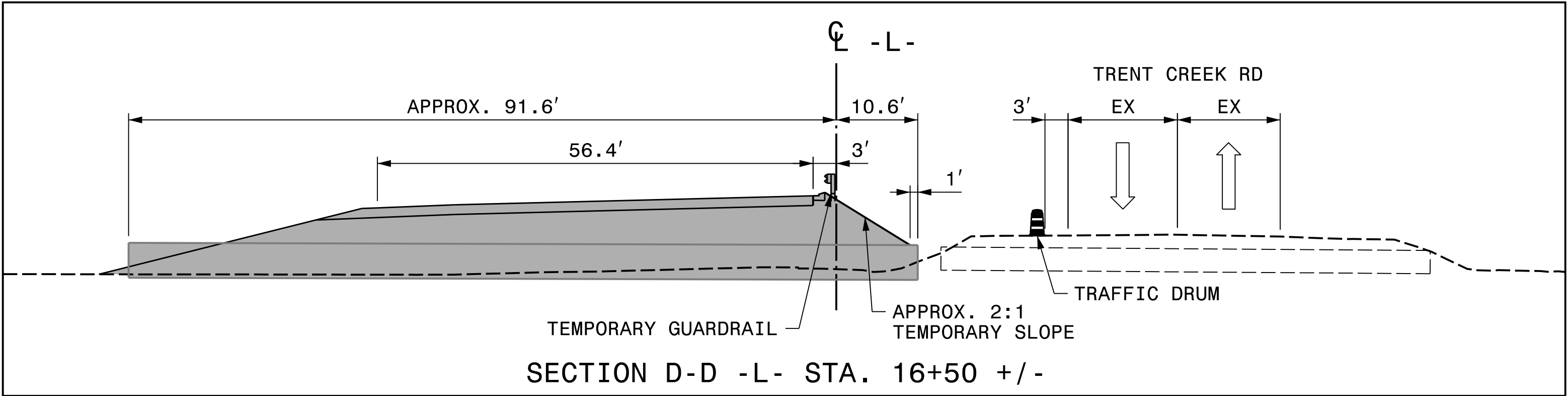
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PHASE 1, STEP 1

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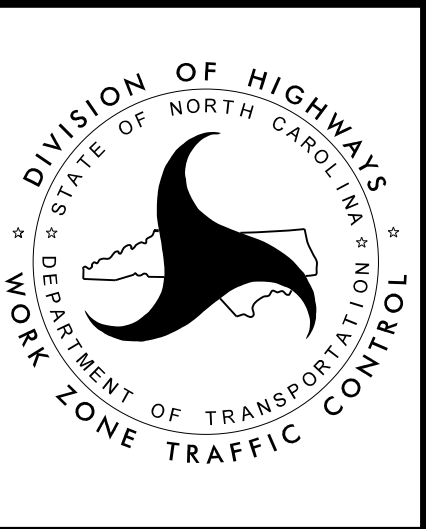
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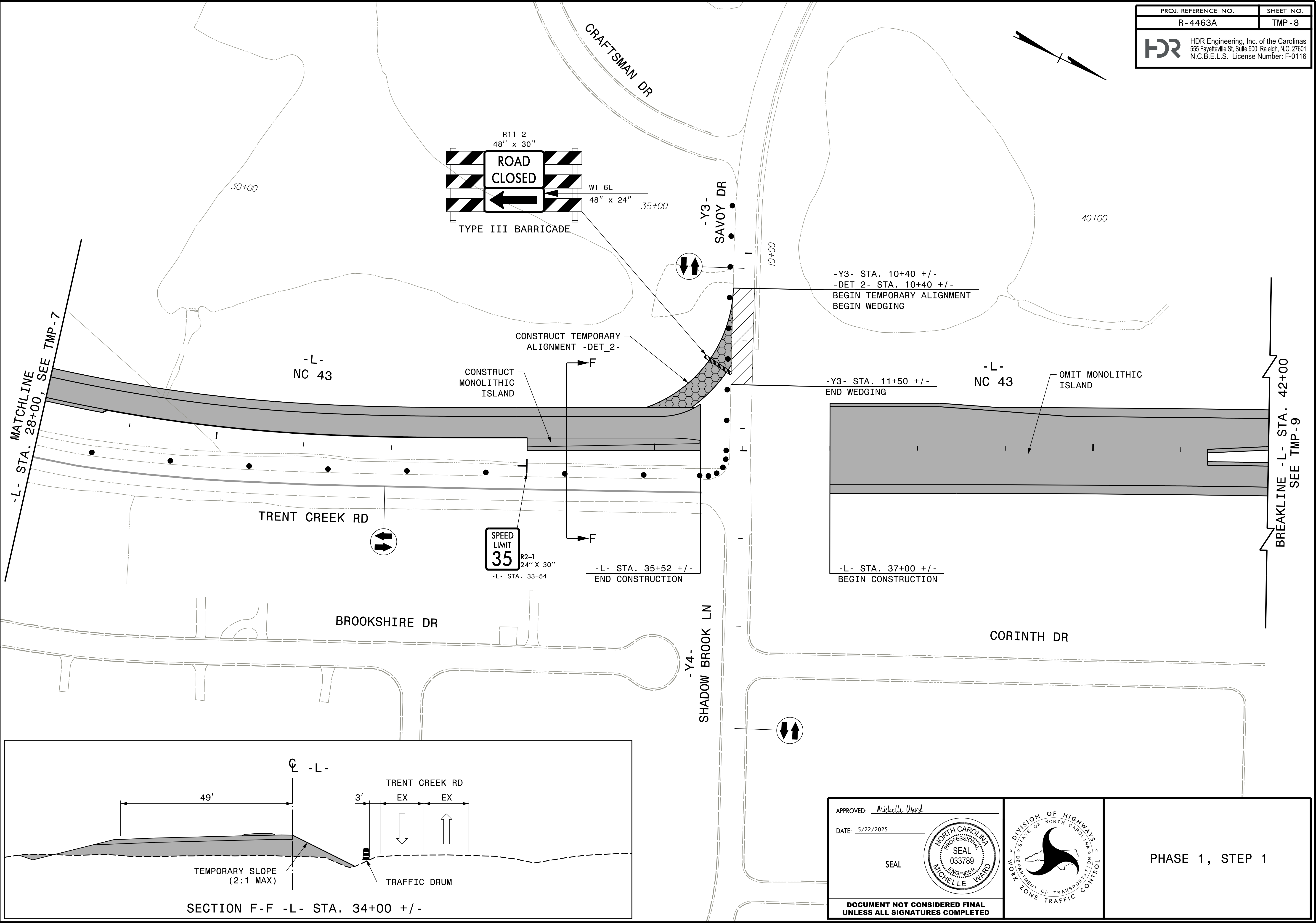


PHASE 1, STEP 1

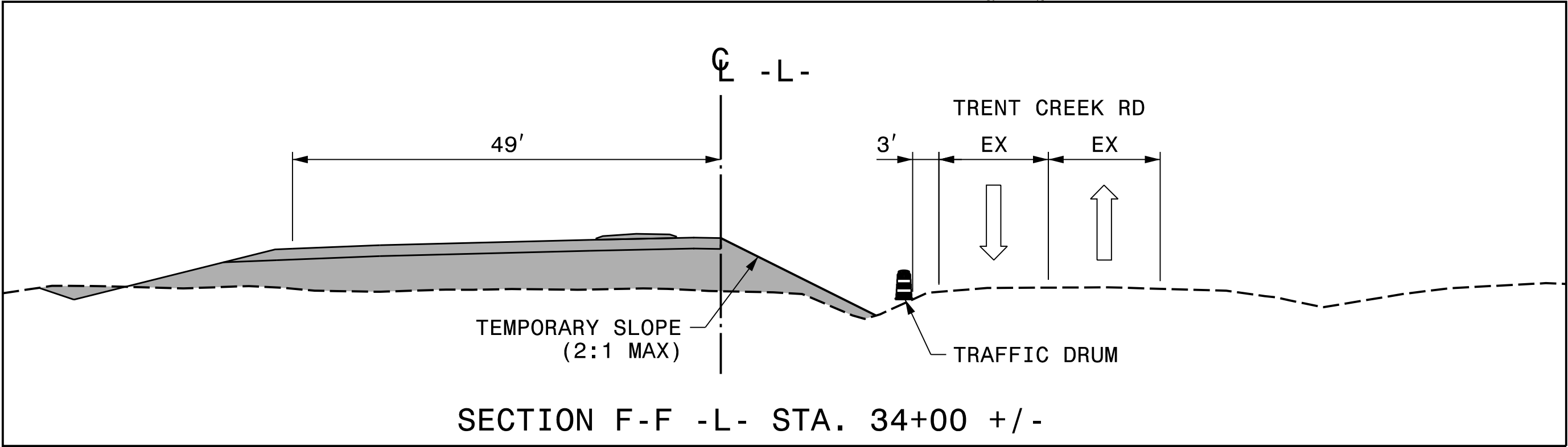
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R-4463A	TMP-8
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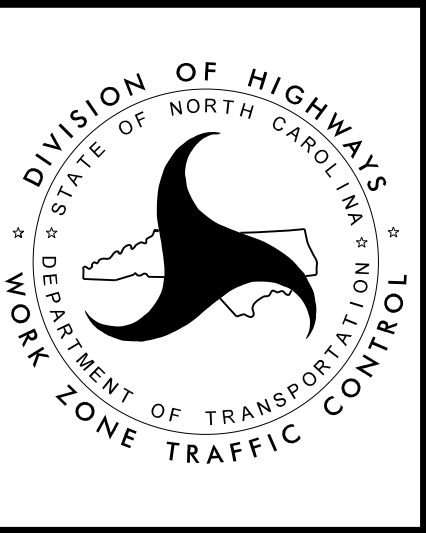
APPROVED: *Michelle Ward*

DATE: 5/22/2025

SEAL



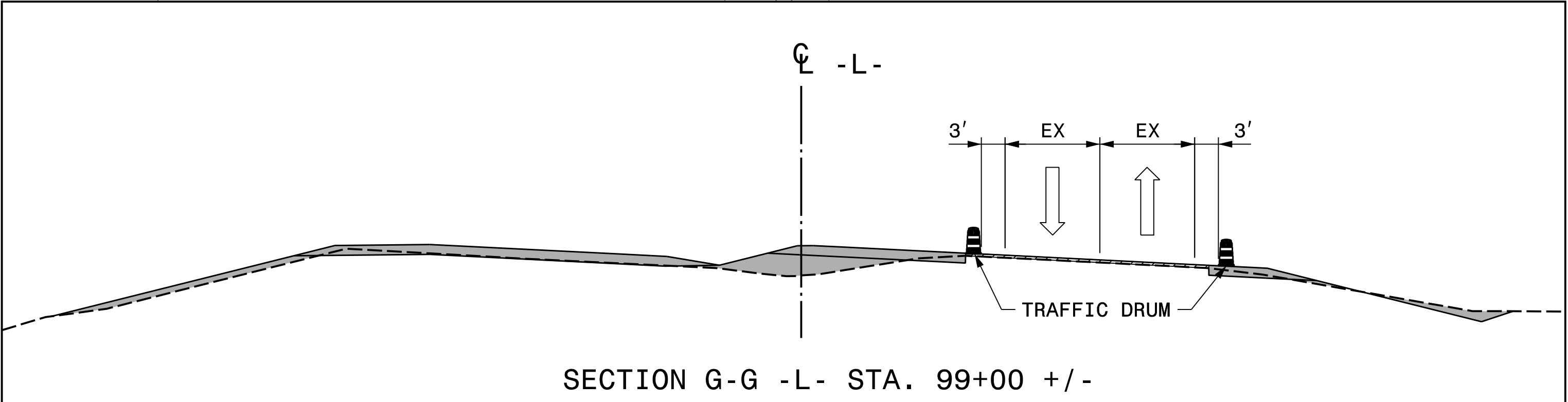
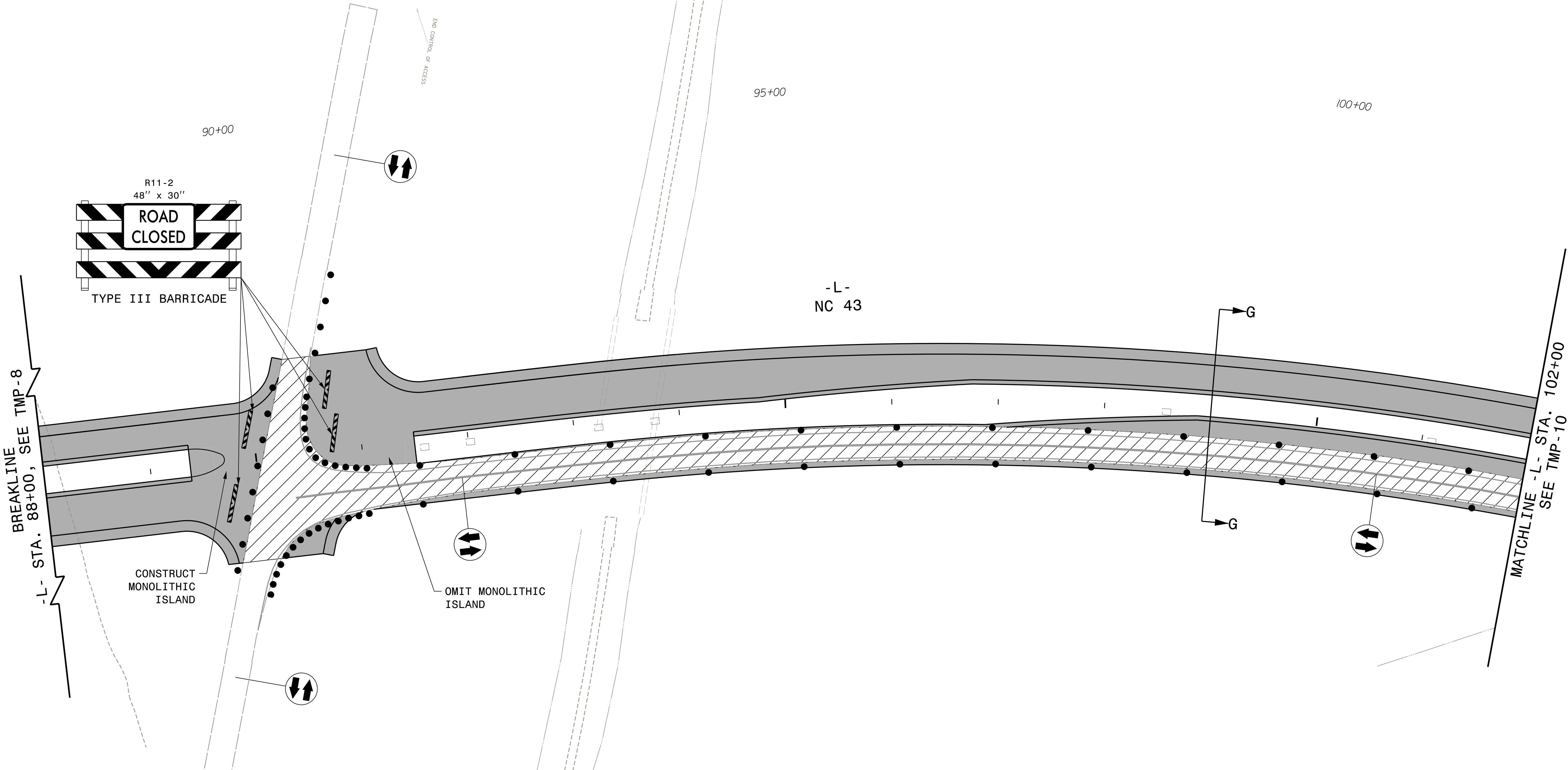
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



PHASE 1, STEP 1

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REVISIONS



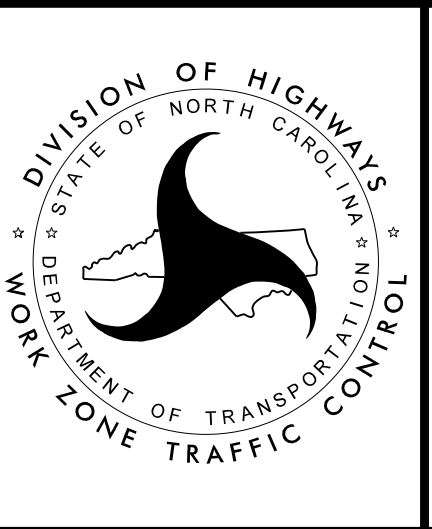
APPROVED: *Michelle Ward*

DATE: 5/22/2025

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SEAL
033789
ENGINEER
MICHELLE WARD

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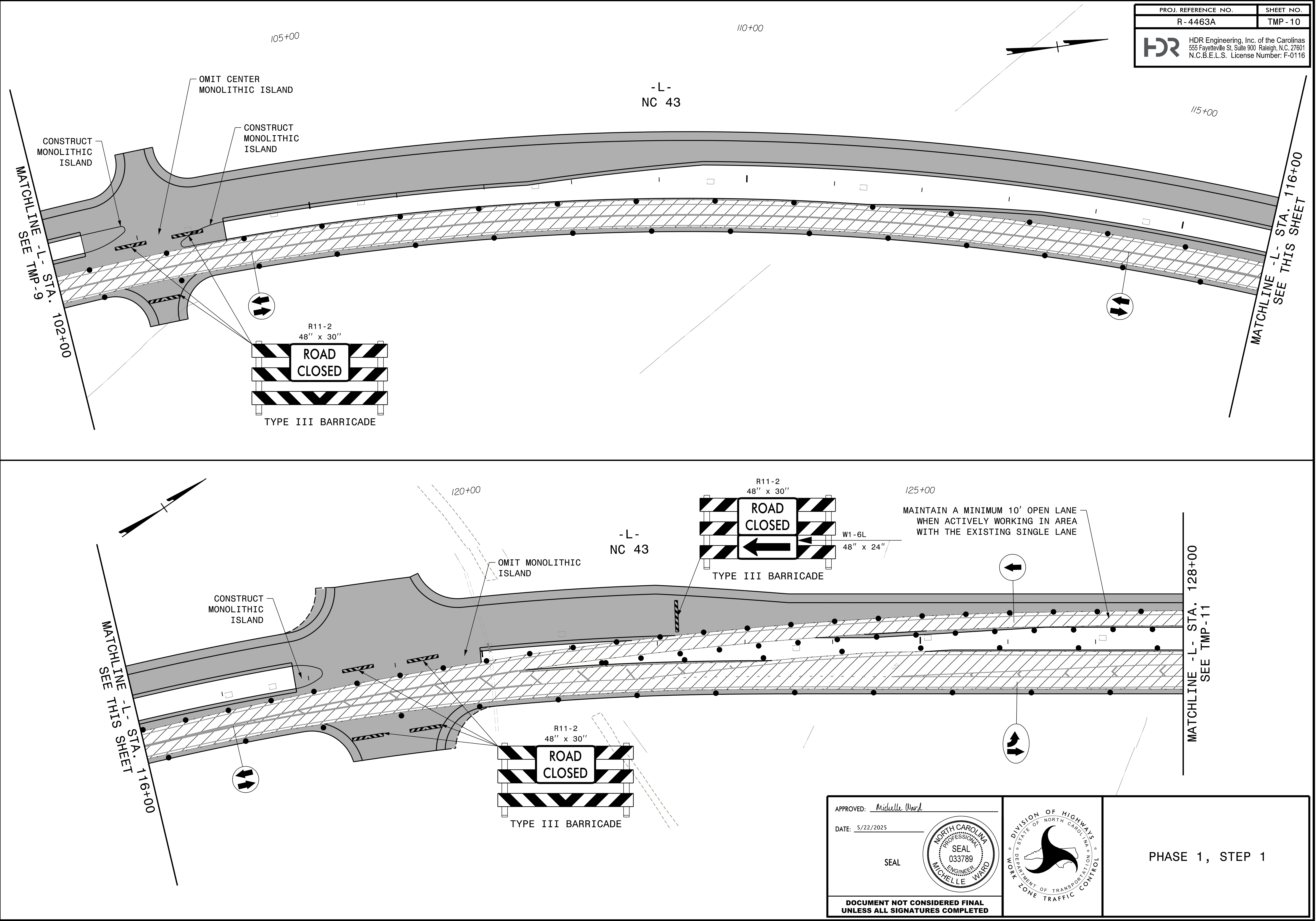
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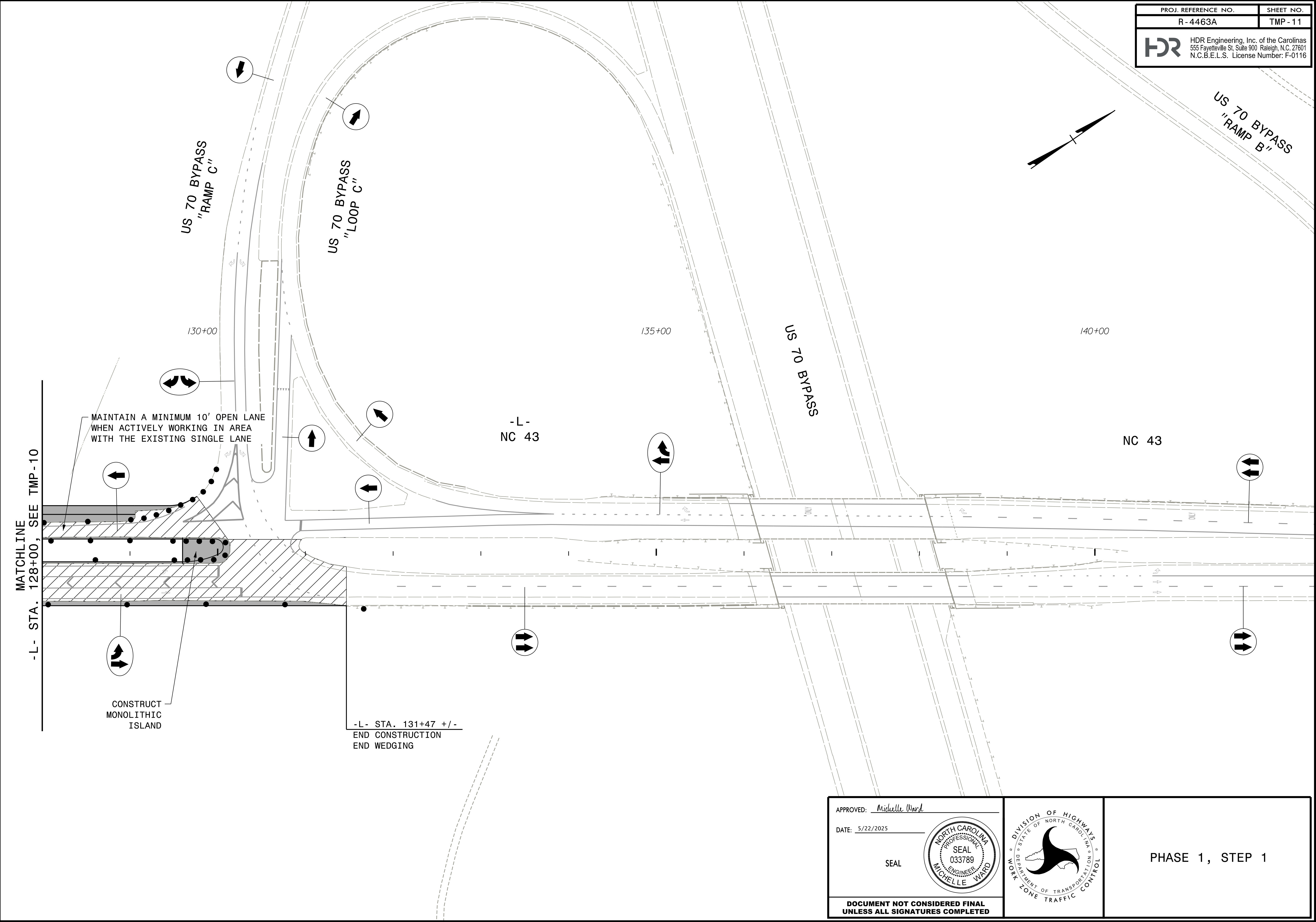
DATE: 4/23/2025

REVISIONS



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REVISIONS



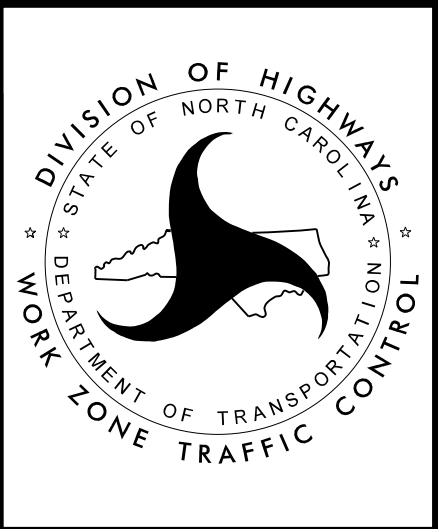
APPROVED: *Michelle Ward*

DATE: 5/22/2025

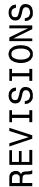
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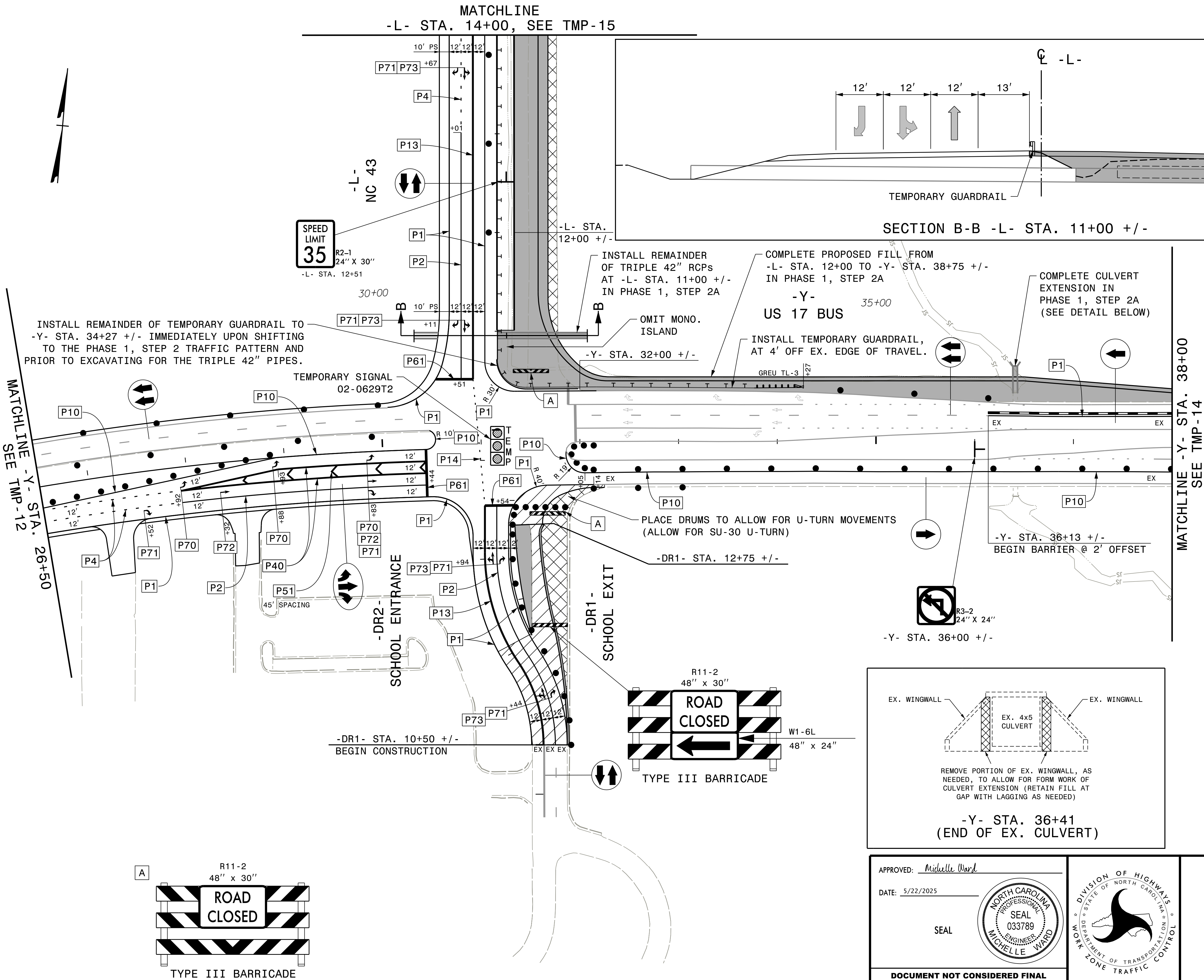
PHASE 1, STEP 1



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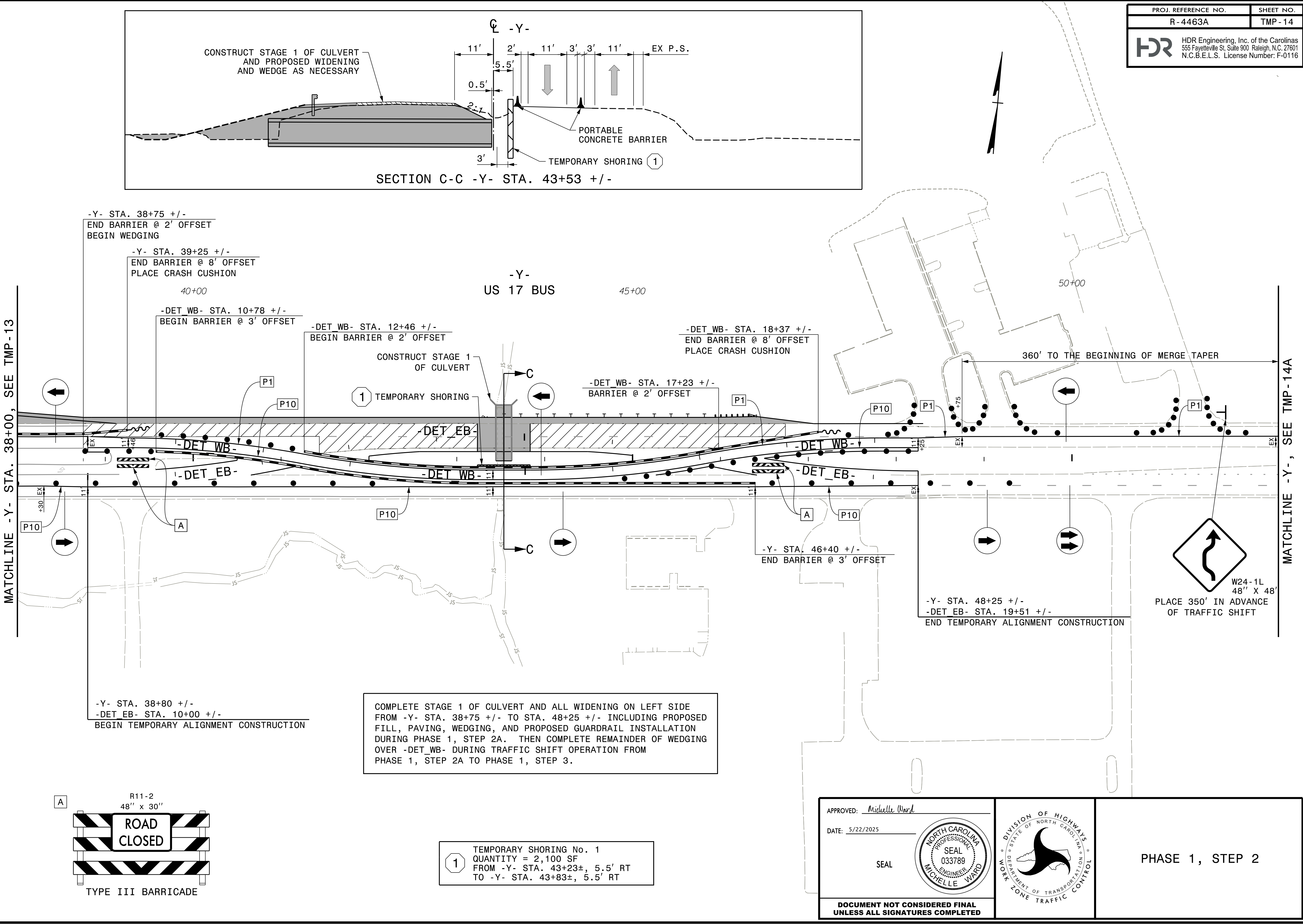
REVISIONS

PROJ. REFERENCE NO.	SHEET NO.
R-4463A	TMP-13
 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	



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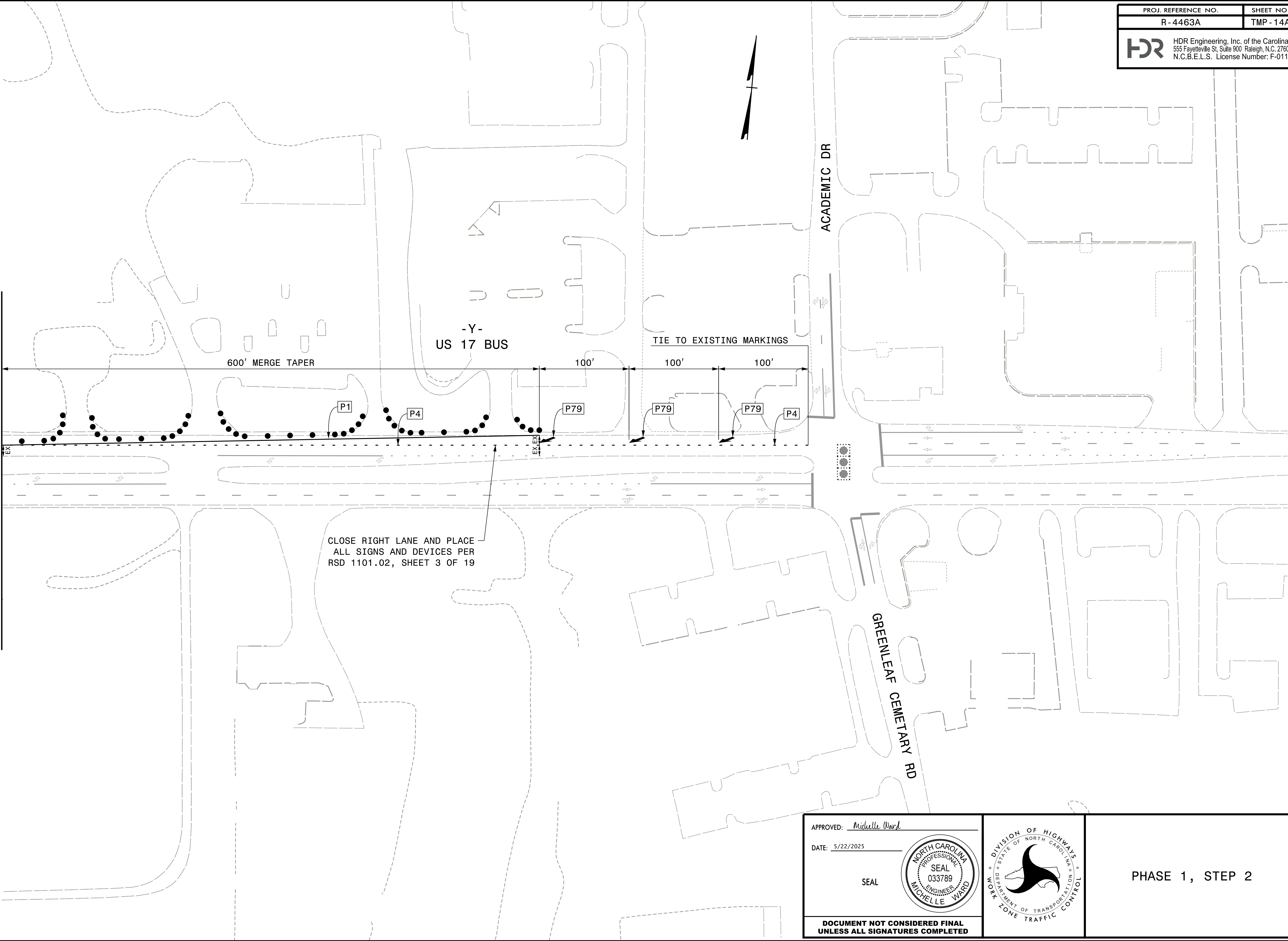
REVISIONS



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REVISIONS

MATCHLINE -Y-, SEE TMP-14

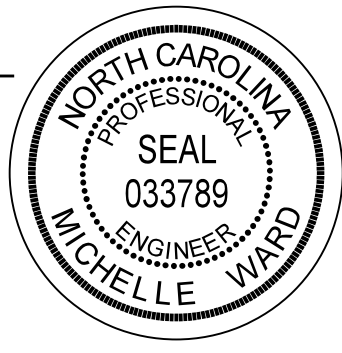


PROJ. REFERENCE NO.	SHEET NO.
R-4463A	TMP-14A
 HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900, Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	

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DATE: 5/22/2025

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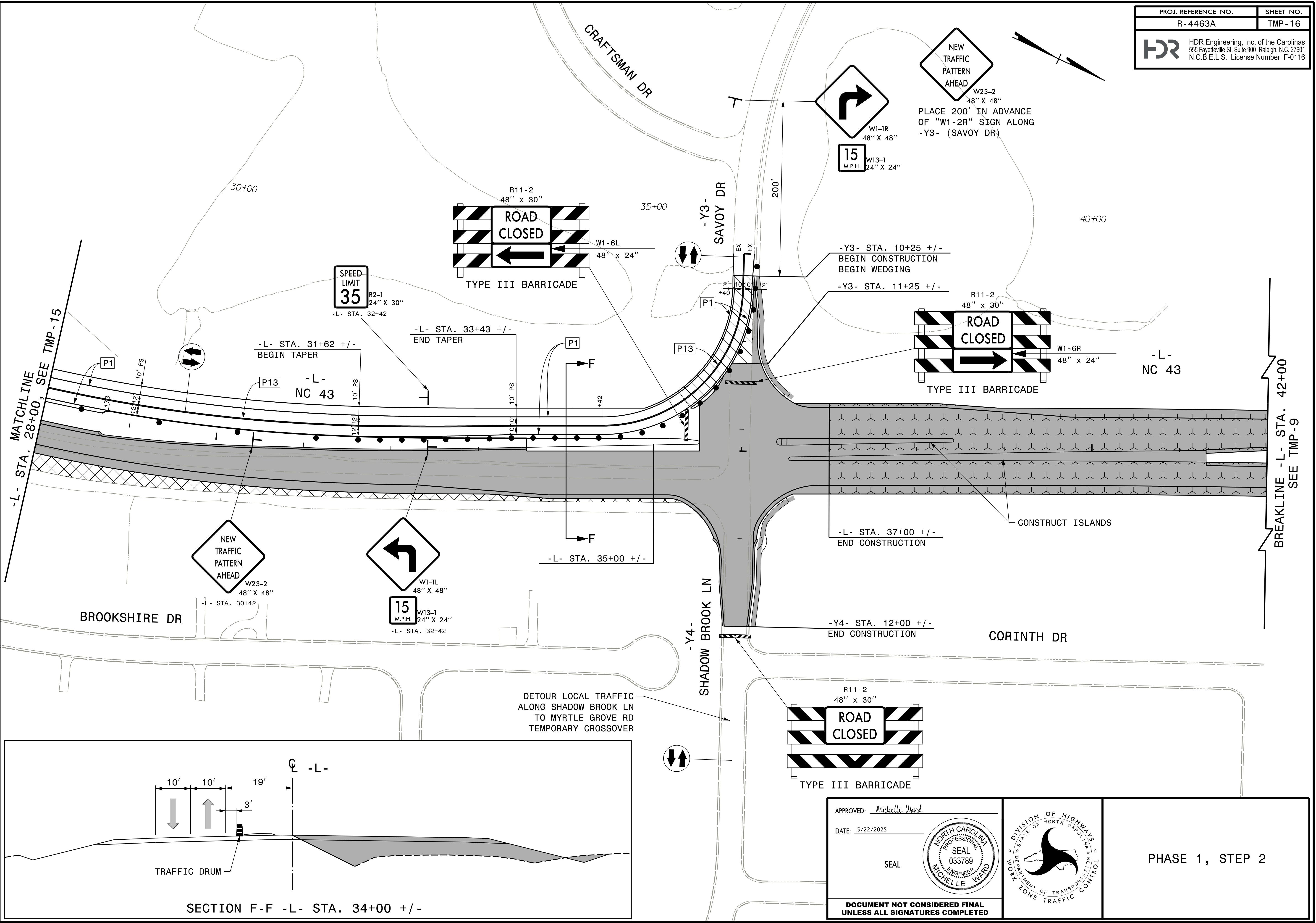
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



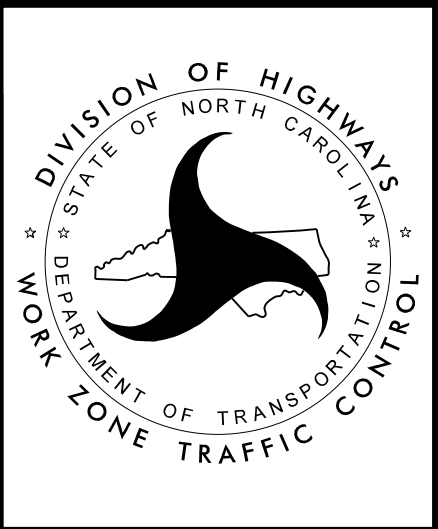
PHASE 1, STEP 2

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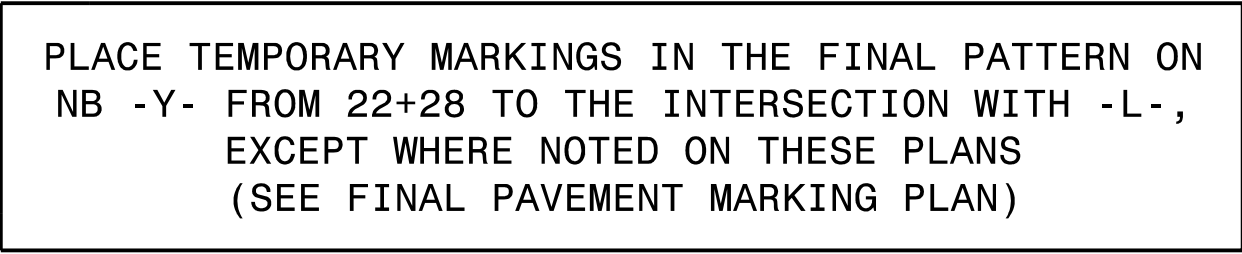
REVISIONS



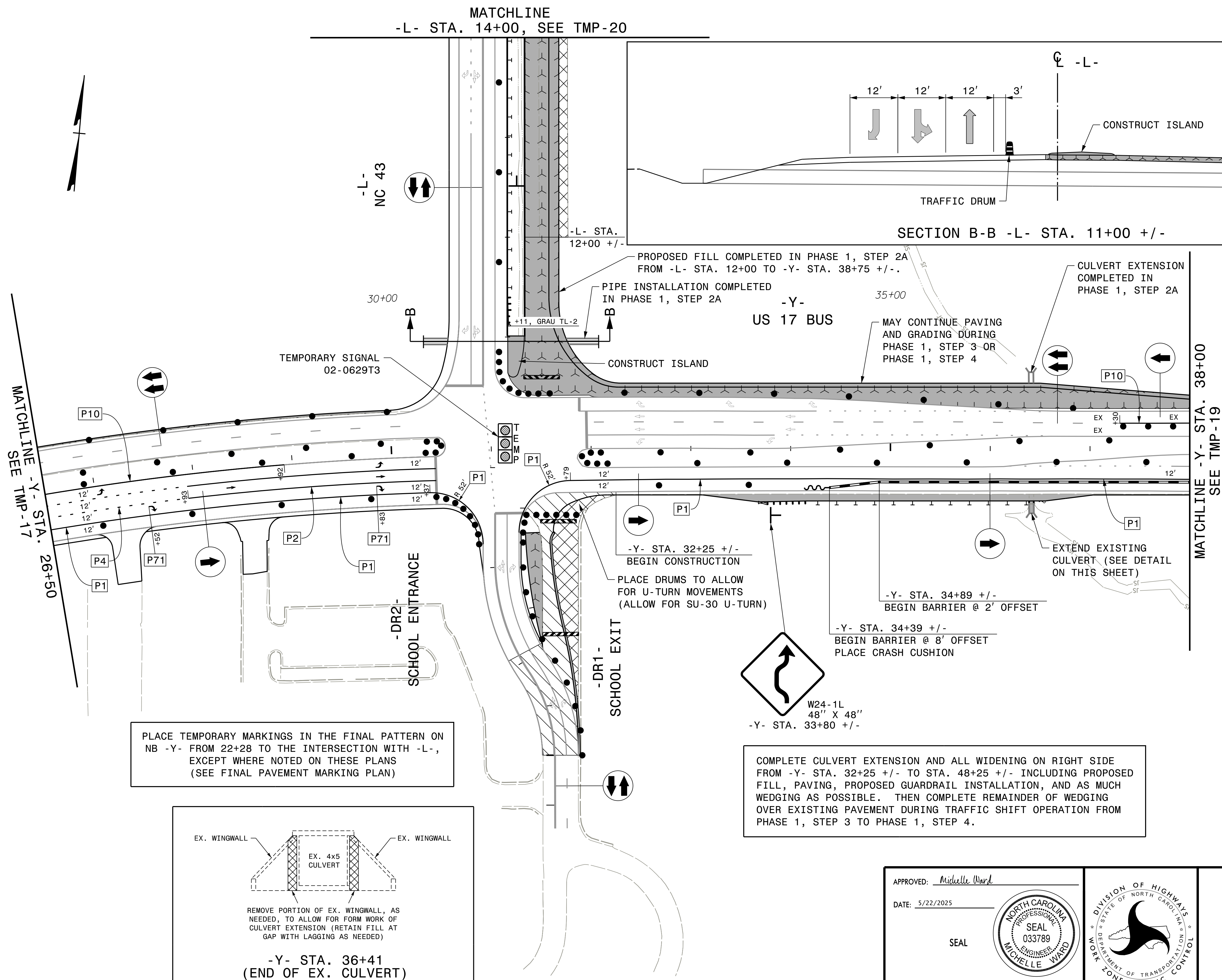
APPROVED: *Michelle Ward*
DATE: 5/22/2025
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033789
MICHELLE WARD
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PHASE 1, STEP 2



PHASE 1, STEP 3



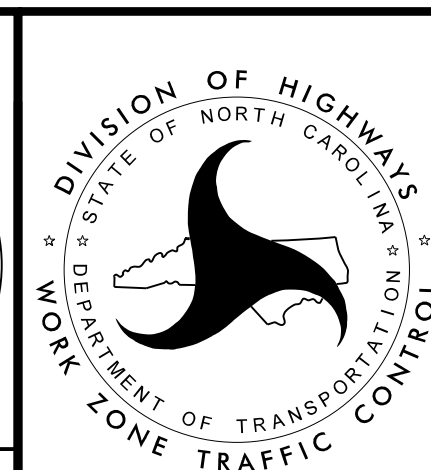
APPROVED: Michelle Ward

DATE: 5/22/2025

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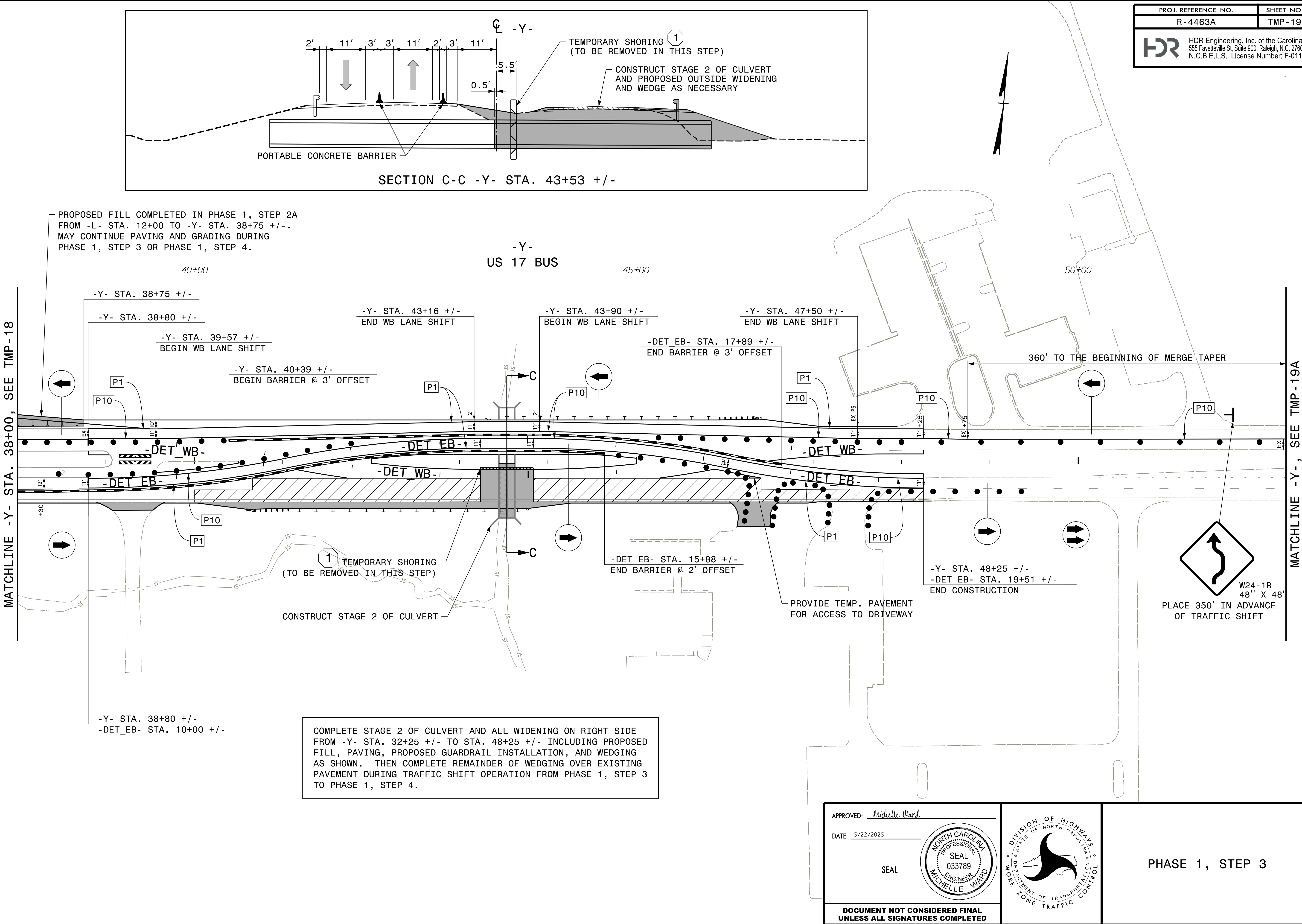
**DOCUMENT NOT CONSIDERED FINAL
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PHASE 1, STEP 3

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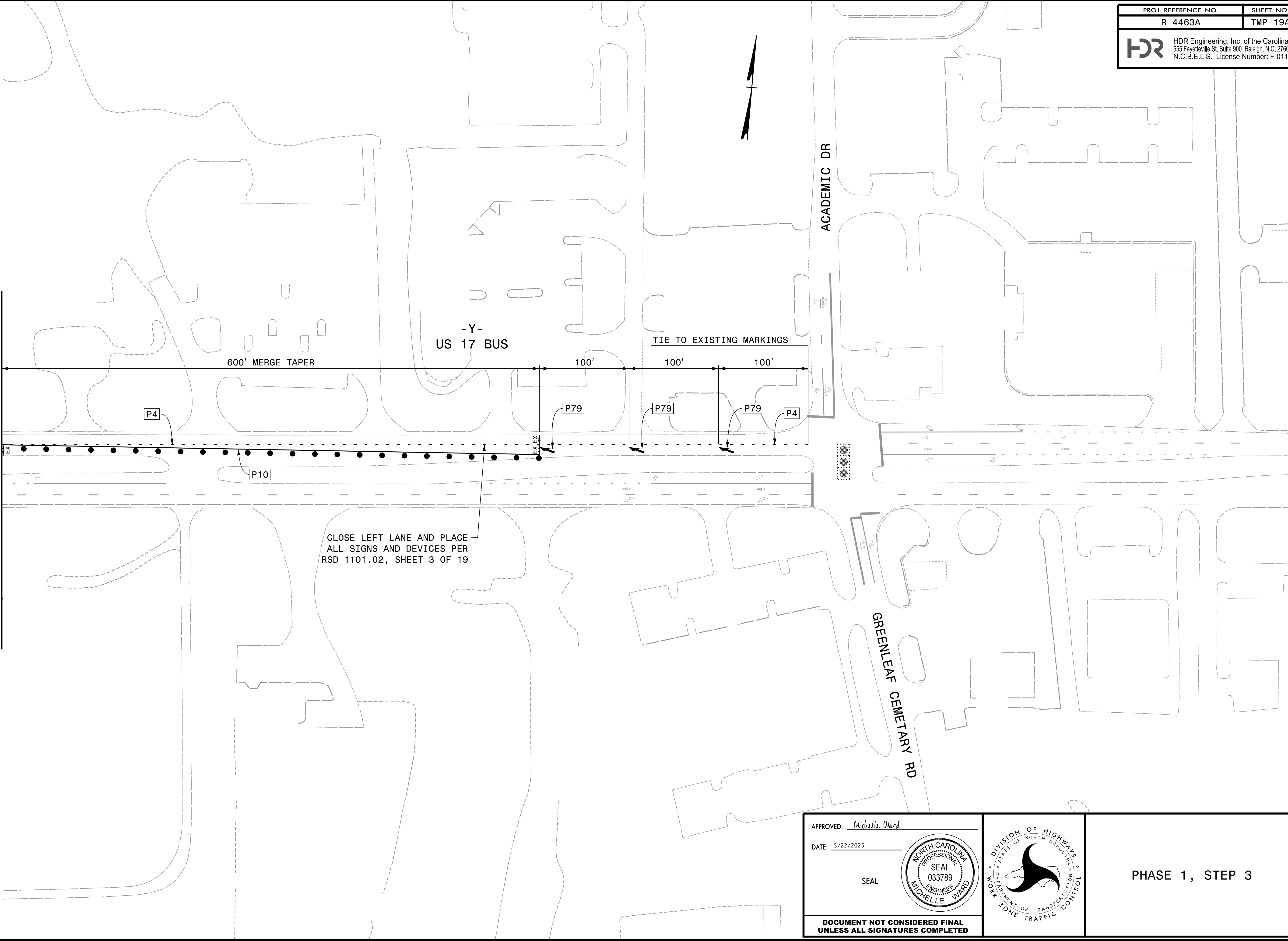
REVISIONS



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REVISIONS

MATCHLINE -Y-, SEE TMP-19



PROJ. REFERENCE NO.	SHEET NO.
R-4463A	TMP-19A



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N.C.B.E.L.S. License Number: F-0116

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DATE: 5/22/2025

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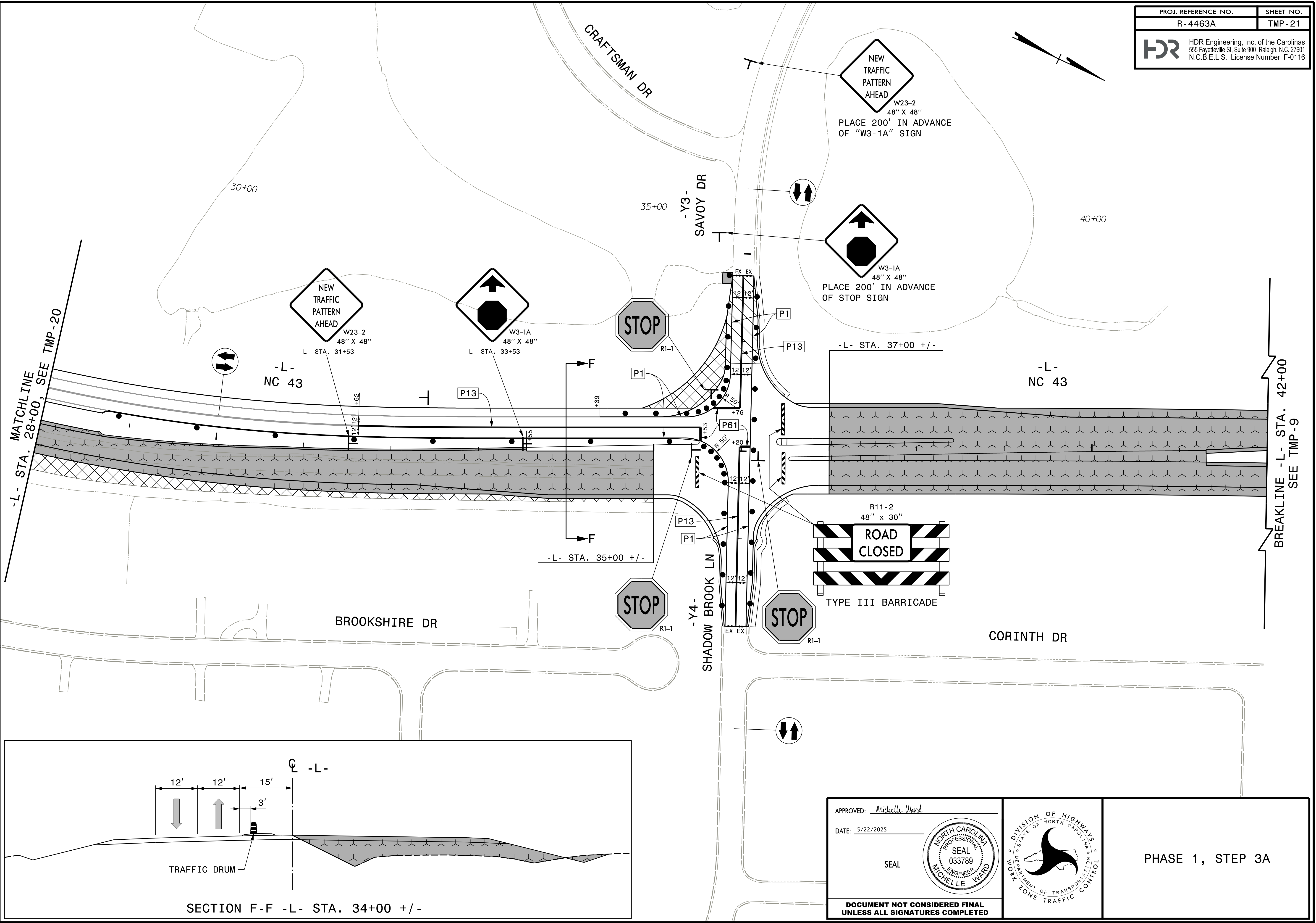
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

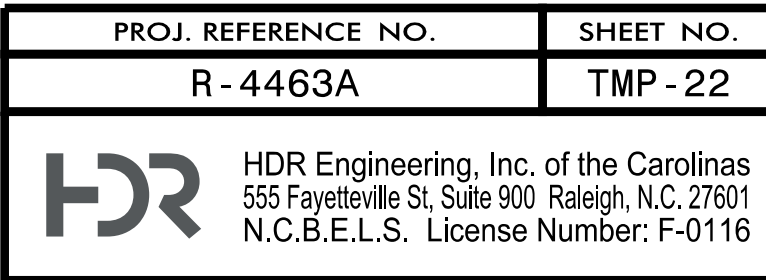


PHASE 1, STEP 3

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REVISIONS



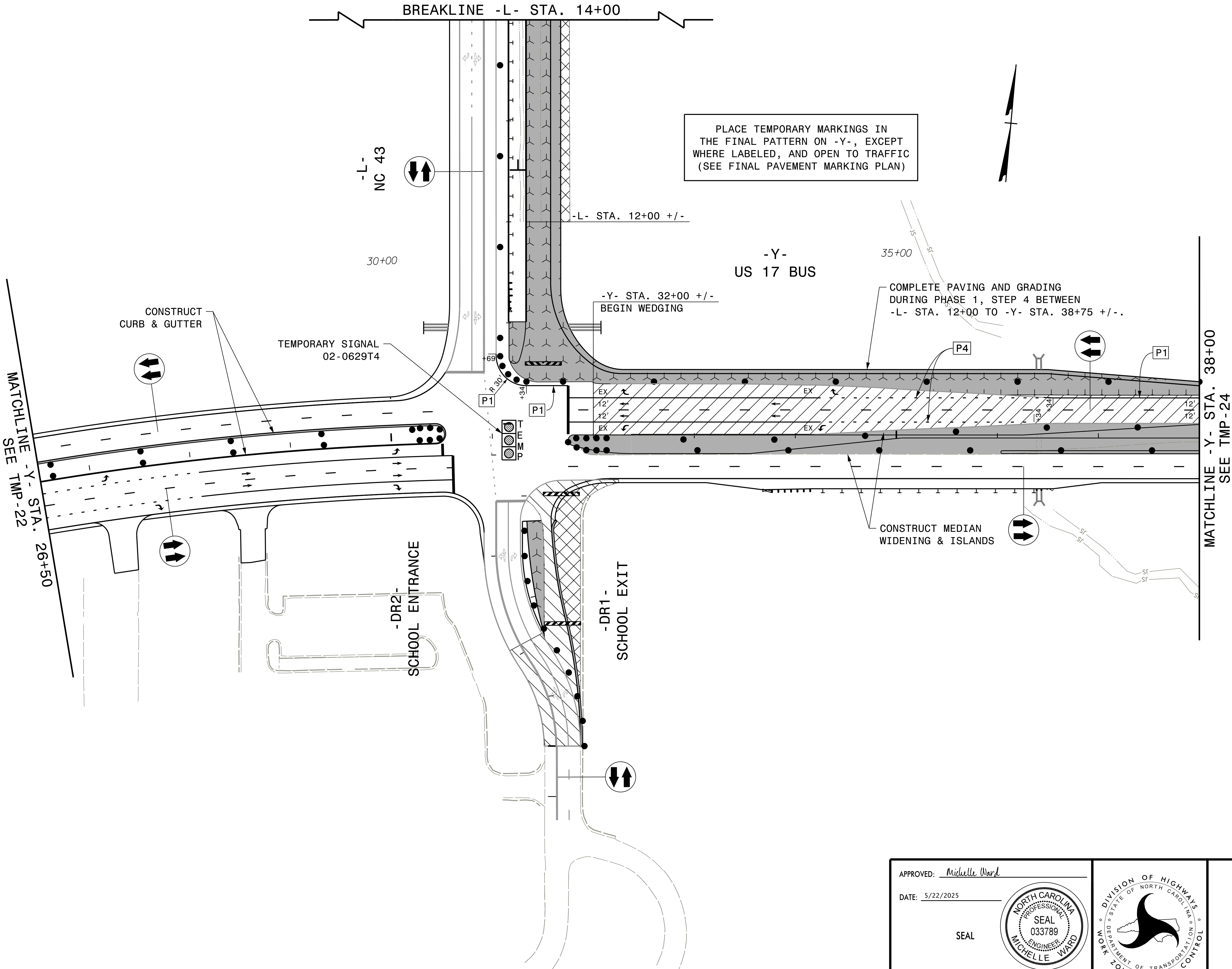


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REVISIONS

PROJ. REFERENCE NO.	SHEET NO.
R-4463A	TMP-23
 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	



PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
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REVISIONS

MATCHLINE
-Y- STA. 38+00, SEE TMP-23

-Y- STA. 38+75 +/-
END WEDGING

P1

CONSTRUCT MEDIAN
WIDENING & ISLANDS

CONSTRUCT
CURB & GUTTER

TYPE III BARRICADE

PLACE TEMPORARY MARKINGS IN
THE FINAL PATTERN ON -Y-, EXCEPT
WHERE LABELED, AND OPEN TO TRAFFIC
(SEE FINAL PAVEMENT MARKING PLAN)



-Y-
US 17 BUS

COMPLETE MEDIAN WORK, INCLUDING
REMOVAL OF CROSSOVERS -DET_EB- & -DET_WB-
AND REMOVAL OF EXISTING MEDIAN OPENING

CONSTRUCT
CURB & GUTTER

-Y- STA. 48+25 +/-
END MILL & OVERLAY

-Y- STA. 46+40 +/-
END CONSTRUCTION
BEGIN MILL & OVERLAY

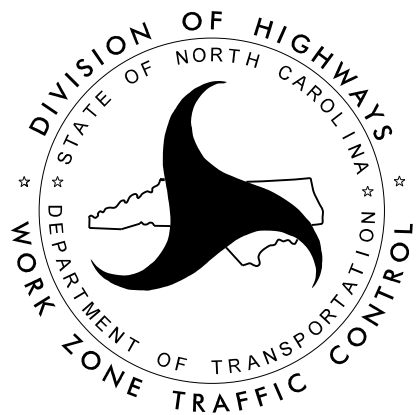
APPROVED: *Michelle Ward*

DATE: 5/22/2025

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PHASE 1, STEP 4

PROJ. REFERENCE NO.

R-4463A

SHEET NO.

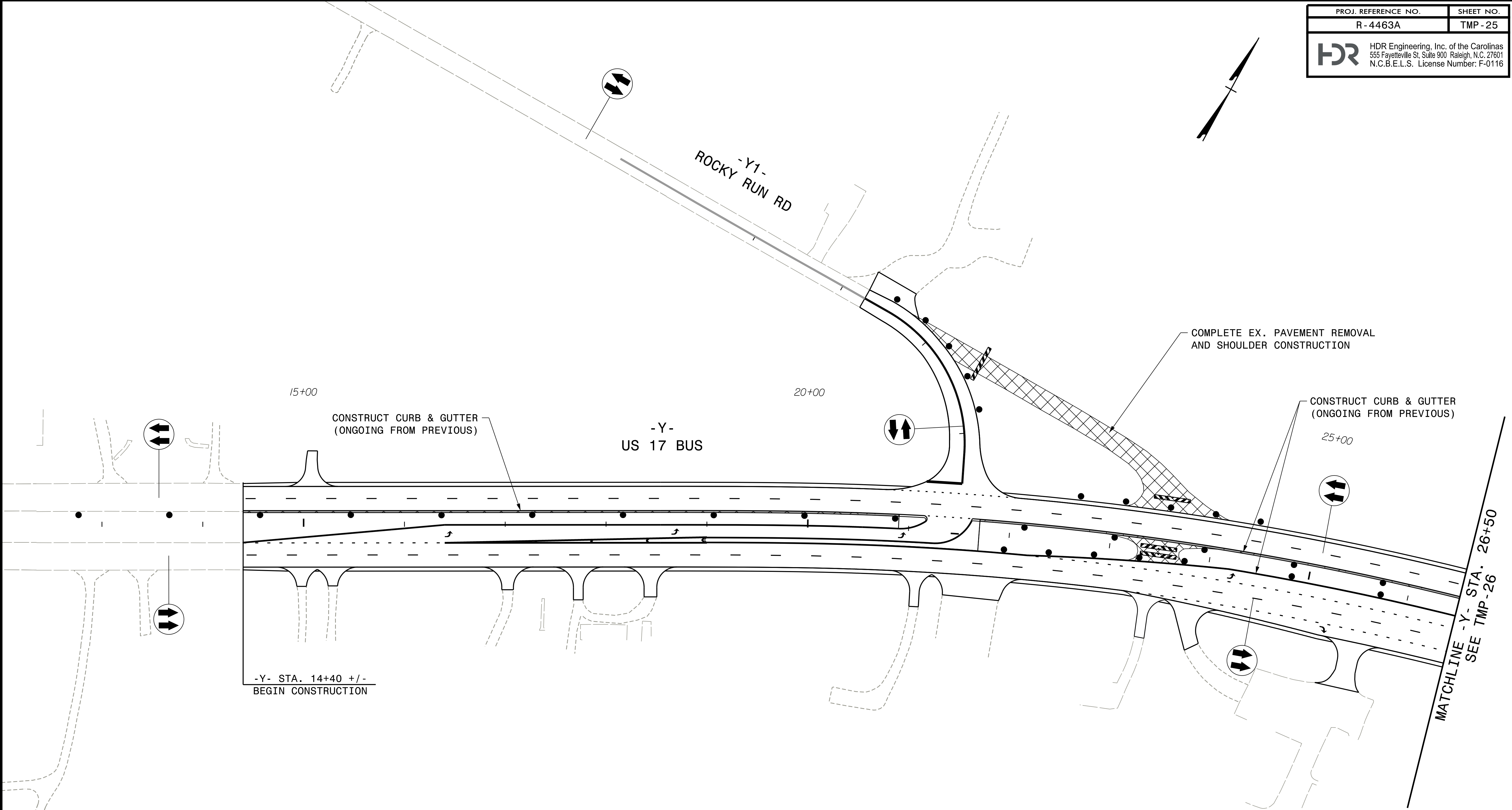
TMP-24



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555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

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REVISIONS

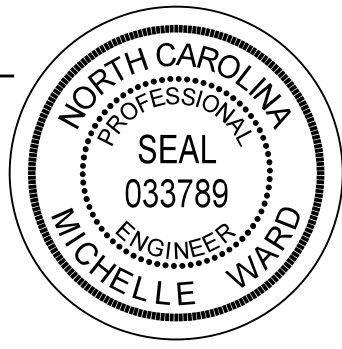


PROJ. REFERENCE NO.	SHEET NO.
R-4463A	TMP-25
 HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	

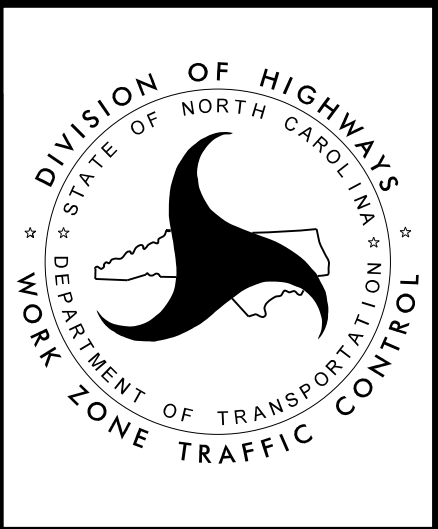
APPROVED: *Michelle Ward*

DATE: 5/22/2025

SEAL



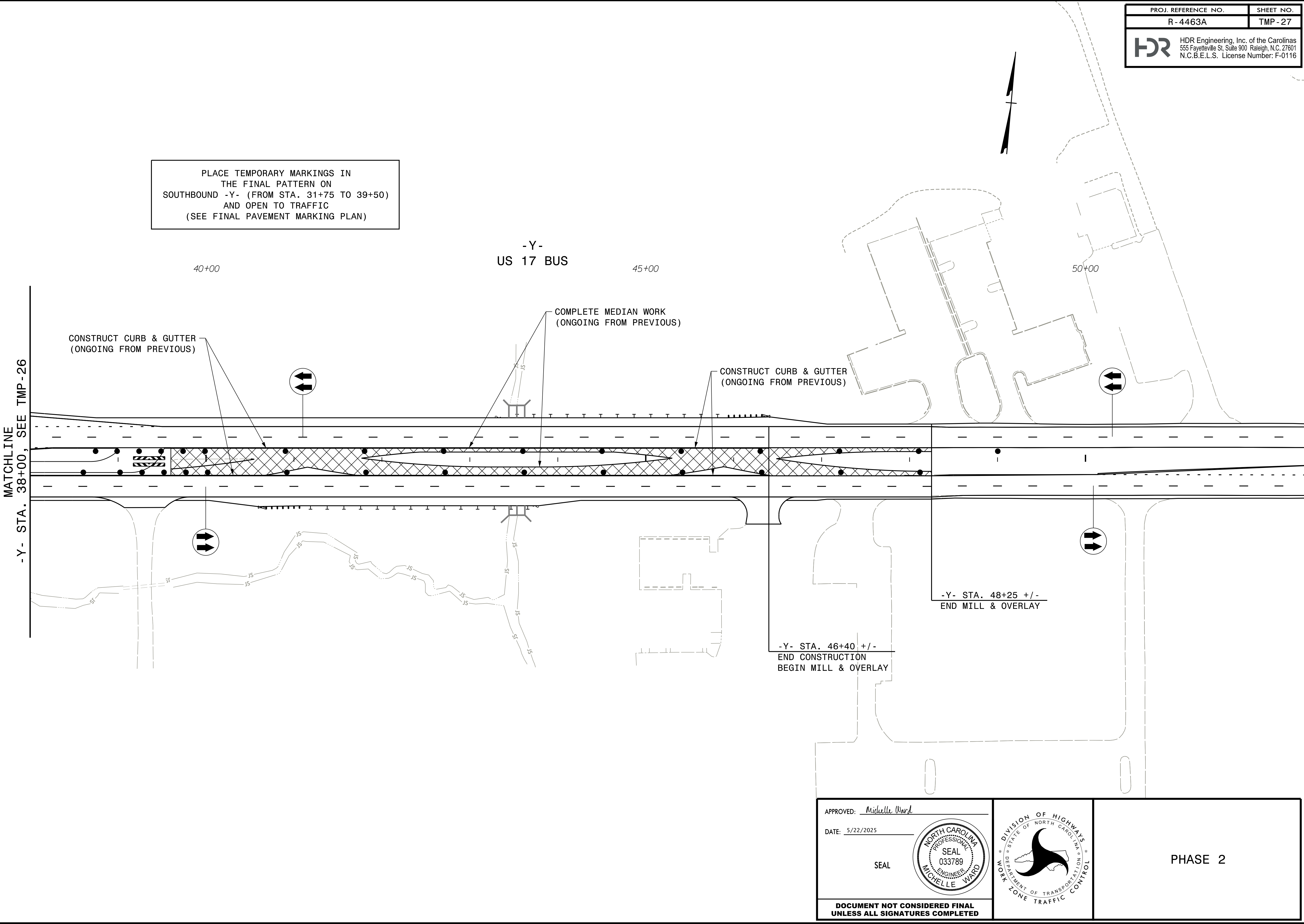
DOCUMENT NOT CONSIDERED FINAL
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PHASE 2

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REVISIONS

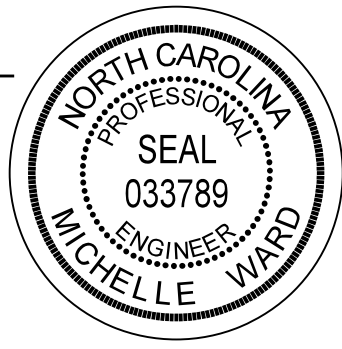


PROJ. REFERENCE NO.	SHEET NO.
R-4463A	TMP-27
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DATE: 5/22/2025

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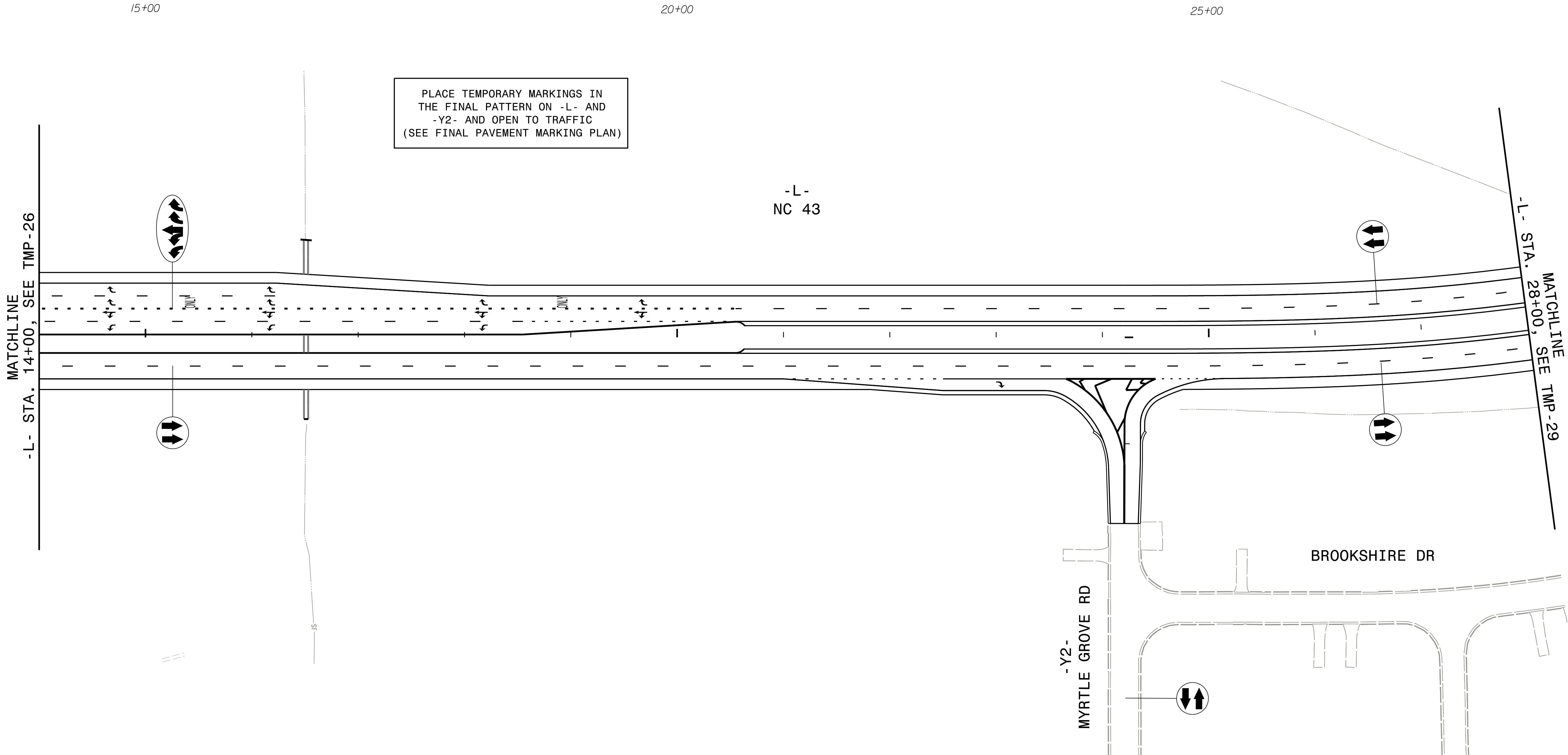
DOCUMENT NOT CONSIDERED FINAL
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PHASE 2

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REVISIONS



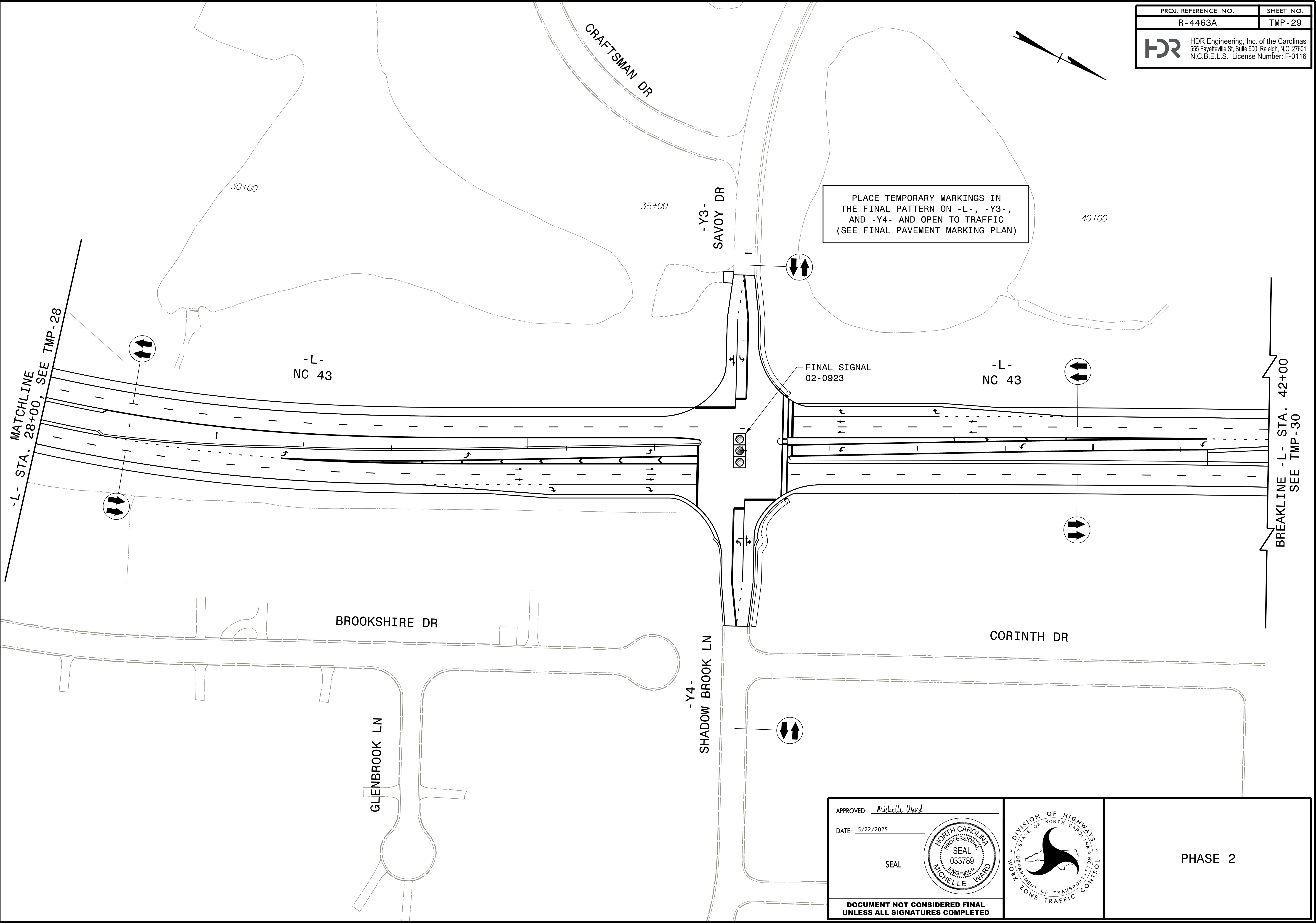
PROJ. REFERENCE NO.	SHEET NO.
R-4463A	TMP-28

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

APPROVED: <i>Michelle Ward</i>			PHASE 2
DATE: 5/22/2025			
SEAL	DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

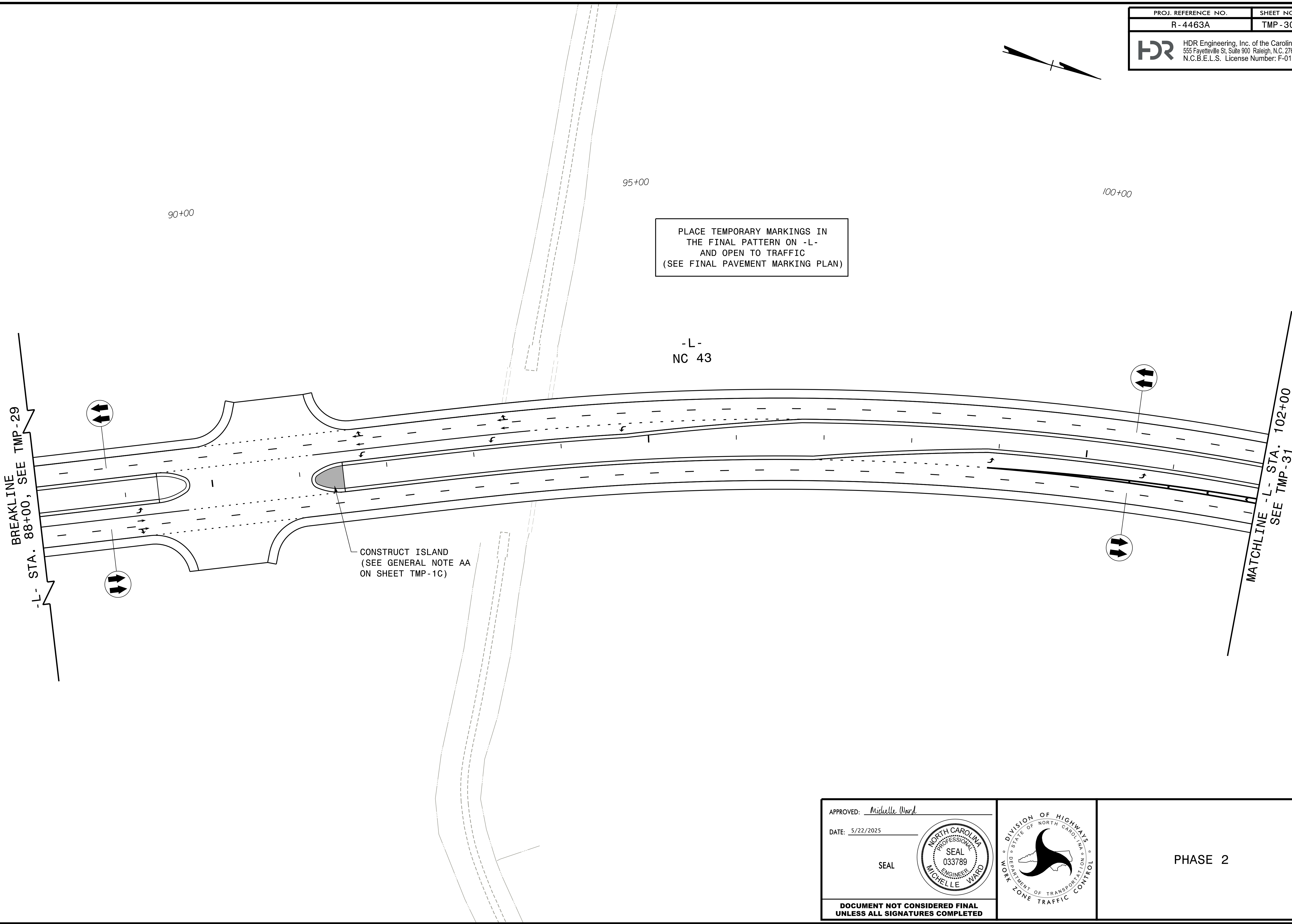
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REVISIONS



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REVISIONS



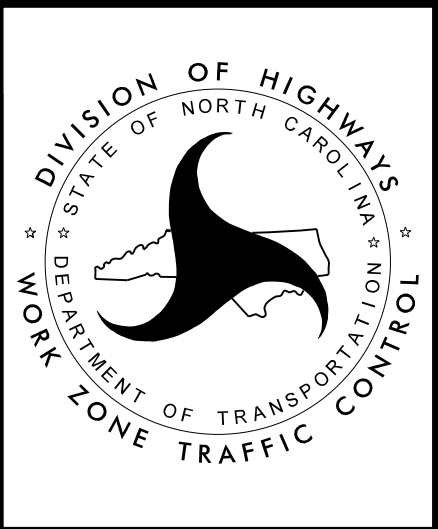
APPROVED: *Michelle Ward*

DATE: 5/22/2025

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MICHELLE WARD

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PHASE 2

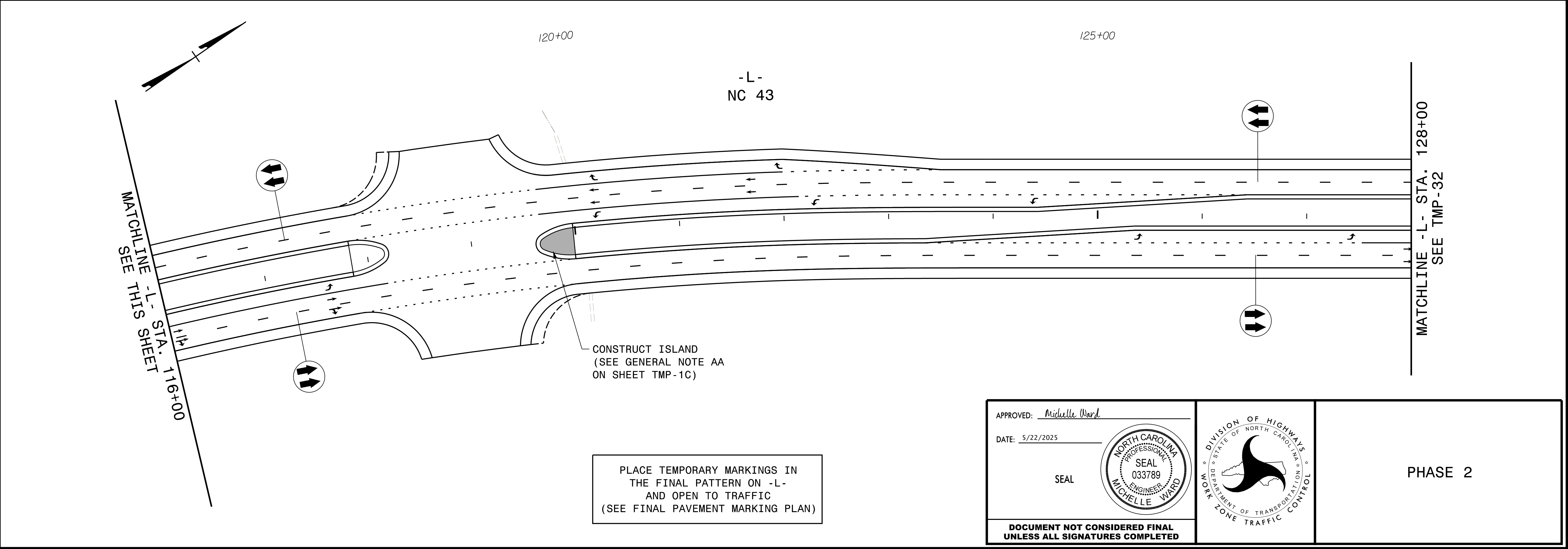
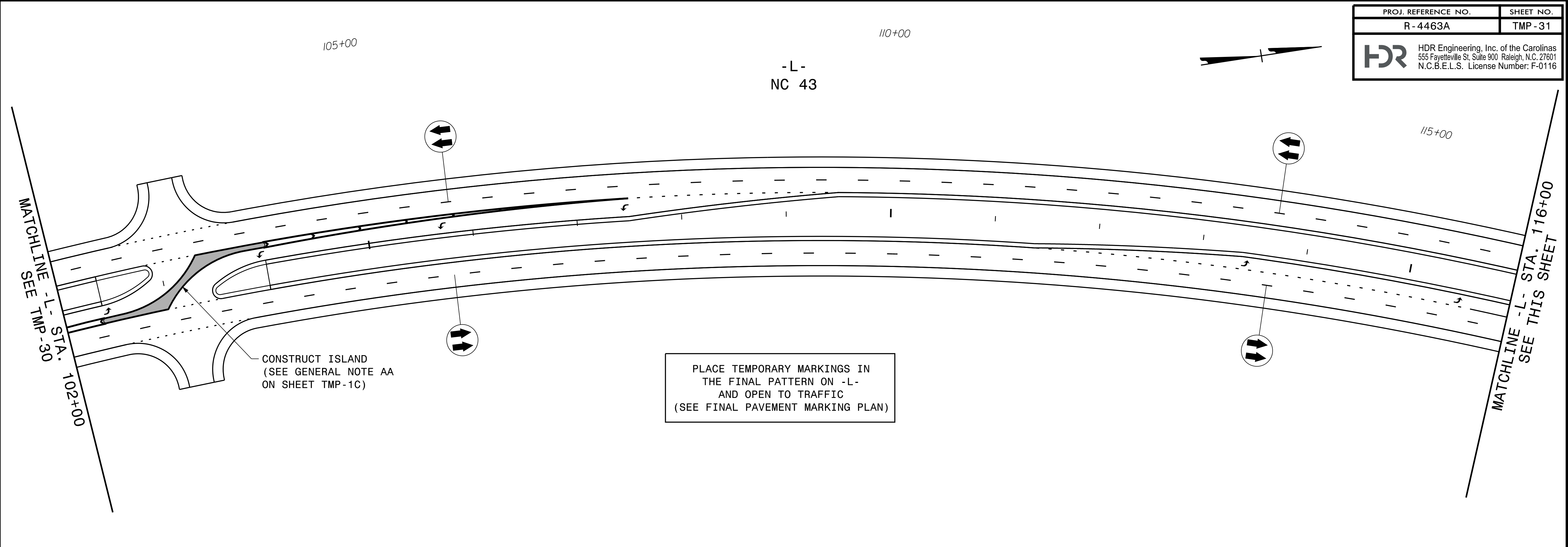
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DATE: 4/23/2025

REVISIONS

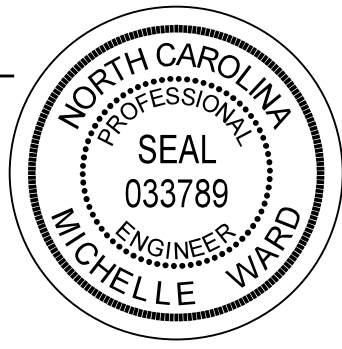
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 HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	



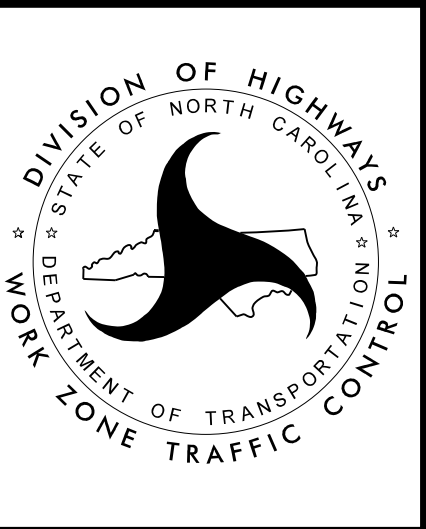
APPROVED: *Michelle Ward*

DATE: 5/22/2025

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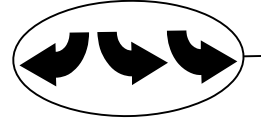
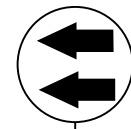
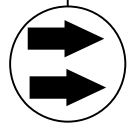
PHASE 2

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REVISIONS

MATCHLINE

-L- STA. 128+00, SEE TMP-31



-L- STA. 130+20 +/-
BEGIN MILL & OVERLAY

FINAL SIGNAL
02-0924

MILL & OVERLAY RAMP AND LOOP
USING ROAD CLOSURES DURING
A WEEKEND OPERATION
(SEE SHEETS TMP-33 AND TMP-34
FOR OFF-SITE DETOUR SIGNING)

PLACE TEMPORARY MARKINGS IN
THE FINAL PATTERN ON -L- AND ALL
RAMPS AND LOOPS AND OPEN TO TRAFFIC
(SEE FINAL PAVEMENT MARKING PLAN)

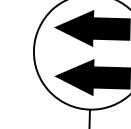
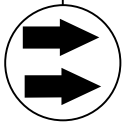
-L-
NC 43

-L- STA. 136+12.49
END MILL & OVERLAY

US 70 BYPASS

140+00

NC 43

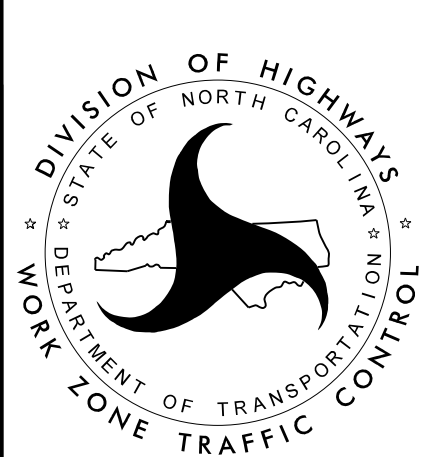


US 70 BYPASS
"RAMP B"

PROJ. REFERENCE NO.	SHEET NO.
R-4463A	TMP-32
 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	

APPROVED: <i>Michelle Ward</i>
DATE: 5/22/2025
SEAL

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



PHASE 2

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
USER: \$USER\$
FILE: pw:\pwhdr\users01\HDR_US_East_01\Documents\3322\10001377\10086176\60_CAD\BIM\6.2_Work_In_Progress\R-4463A\TrafficControl\TCP\R4463A_TC_TMP33.dgn

PENTABLE: NCDOT_tcp.tbl
DATE: 4/23/2025
TIME: 5:11:40 PM

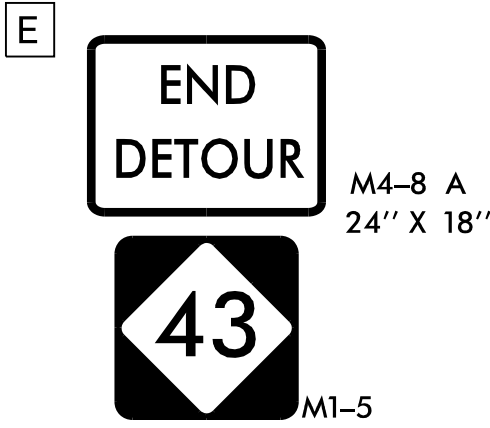
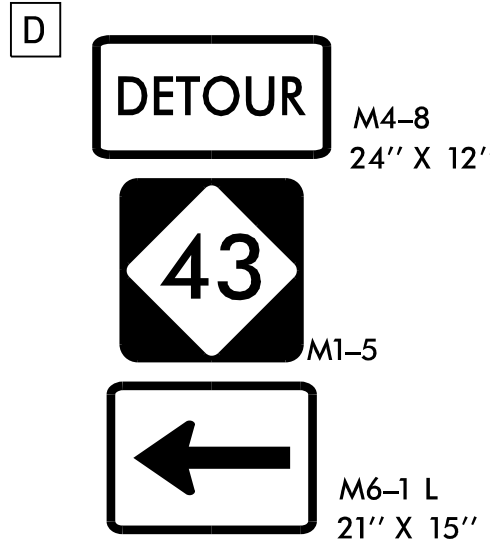
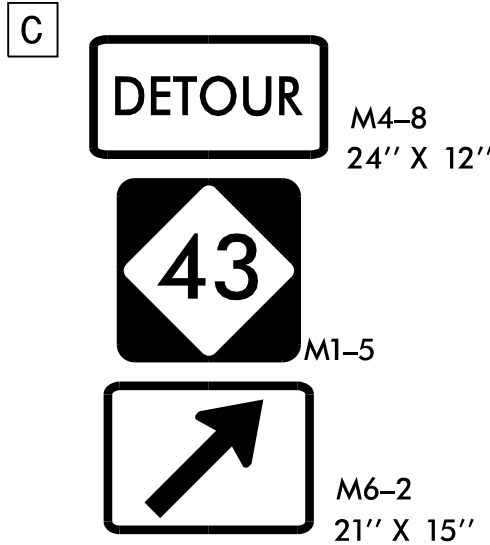
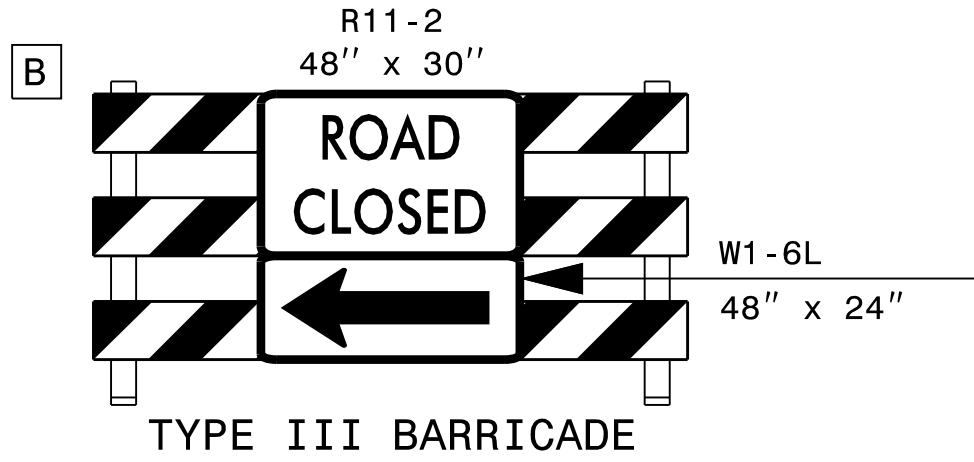
REVISIONS

A1	<table><tr><th>MESSAGE NO. 1</th><th>MESSAGE NO. 2</th></tr><tr><td>EXIT 411 NC 43 CLOSED</td><td>(DATE #1) THRU (DATE #2)</td></tr></table> CHANGEABLE MESSAGE SIGN	MESSAGE NO. 1	MESSAGE NO. 2	EXIT 411 NC 43 CLOSED	(DATE #1) THRU (DATE #2)
MESSAGE NO. 1	MESSAGE NO. 2				
EXIT 411 NC 43 CLOSED	(DATE #1) THRU (DATE #2)				

A2	<table><tr><th>MESSAGE NO. 1</th><th>MESSAGE NO. 2</th></tr><tr><td>EXIT 411 NC 43 CLOSED</td><td>FOLLOW DETOUR</td></tr></table> CHANGEABLE MESSAGE SIGN	MESSAGE NO. 1	MESSAGE NO. 2	EXIT 411 NC 43 CLOSED	FOLLOW DETOUR
MESSAGE NO. 1	MESSAGE NO. 2				
EXIT 411 NC 43 CLOSED	FOLLOW DETOUR				

DISPLAY MESSAGE "A1" 7 DAYS IN ADVANCE OF CLOSURE, INCLUDING THE APPROPRIATE EXACT DATES.
DISPLAY MESSAGE "A2" WHEN THE RAMP IS CLOSED.

NOTE:
1. SEE RSD 1101.02, SHEET 13 OF 19, FOR ADDITIONAL DEVICE AND SIGN PLACEMENT AND ADDITIONAL NOTES.



DETOUR ROUTE = ● ● ●

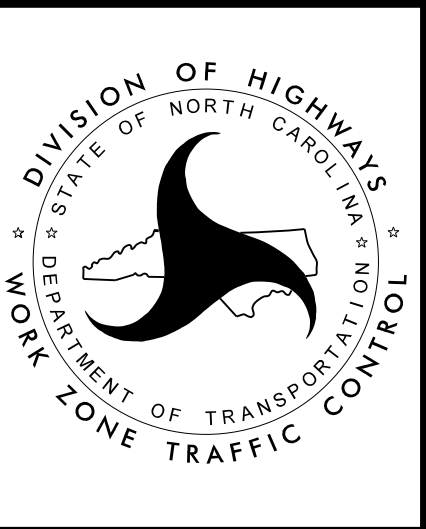
APPROVED: *Michelle Ward*

DATE: 5/22/2025

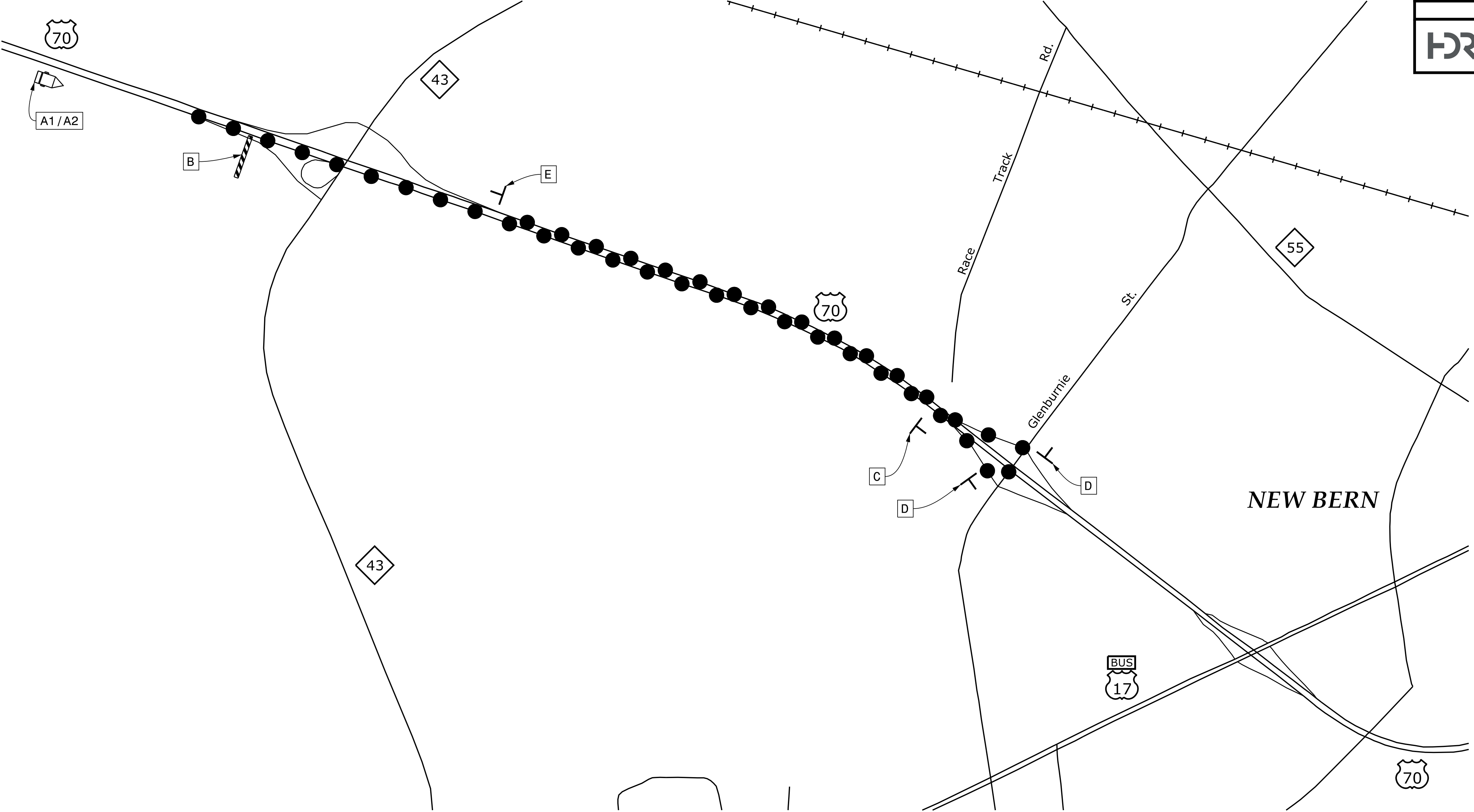
SEAL



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PHASE 2
US 70/NC 43 RAMP
DETOUR ROUTE



PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
PENTABLE: NCDOT_tcp.tbl
USER: \$USER\$
DATE: 4/23/2025
TIME: 5:11:49 PM
FILE: pwt\pwhdr\users01\HDR_US_East_01\Documents\3322\10001377\10086176\60_CAD\BIM\6.2_Work_In_Progress\R-4463A\TrafficControl\TCP\R4463A_TC_TMP34.dgn

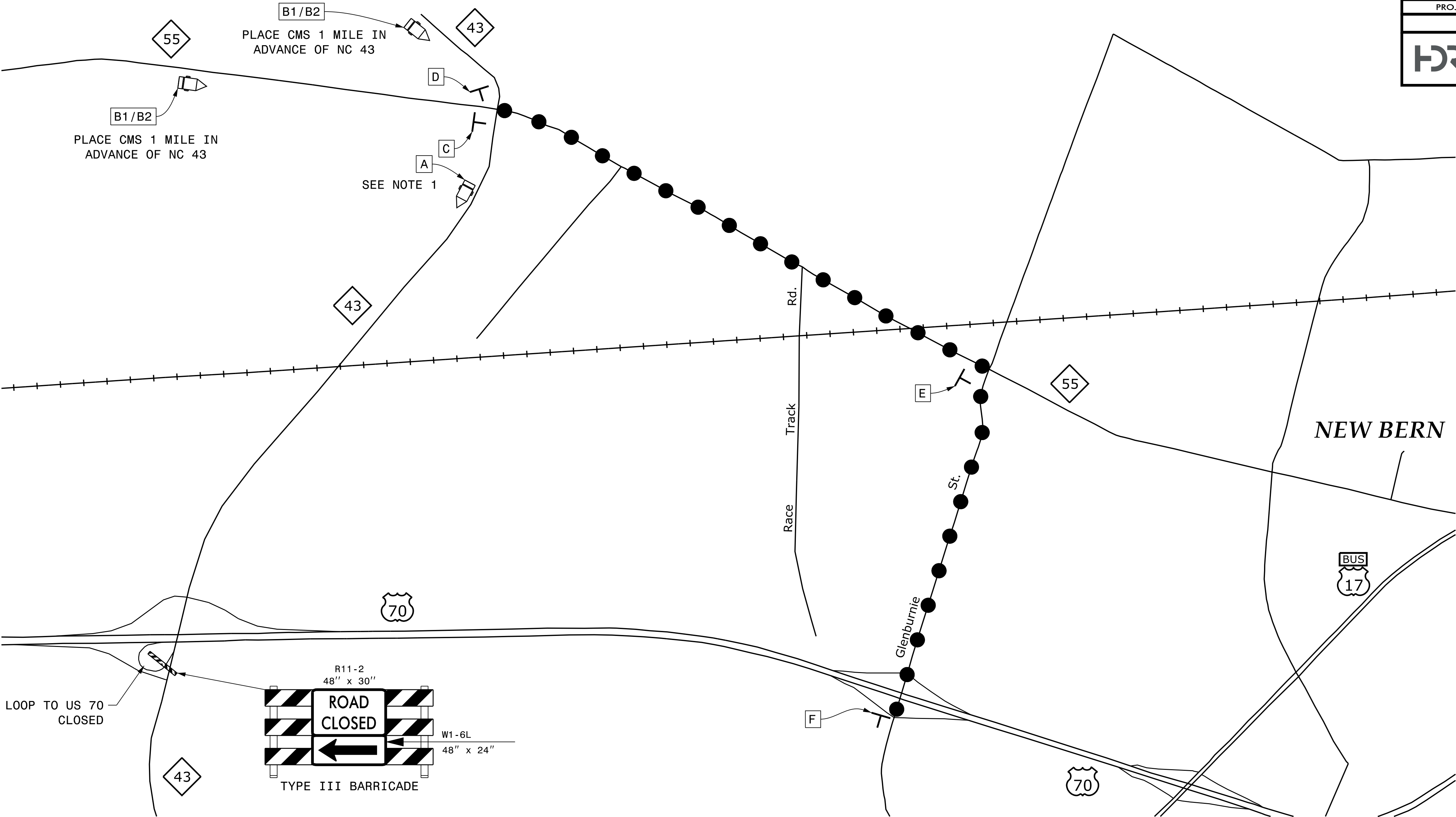
REVISIONS

A	MESSAGE NO. 1	MESSAGE NO. 2
	NC 43 TO 70 EAST CLOSED	(DATE #1) THRU (DATE #2)
	CHANGEABLE MESSAGE SIGN	

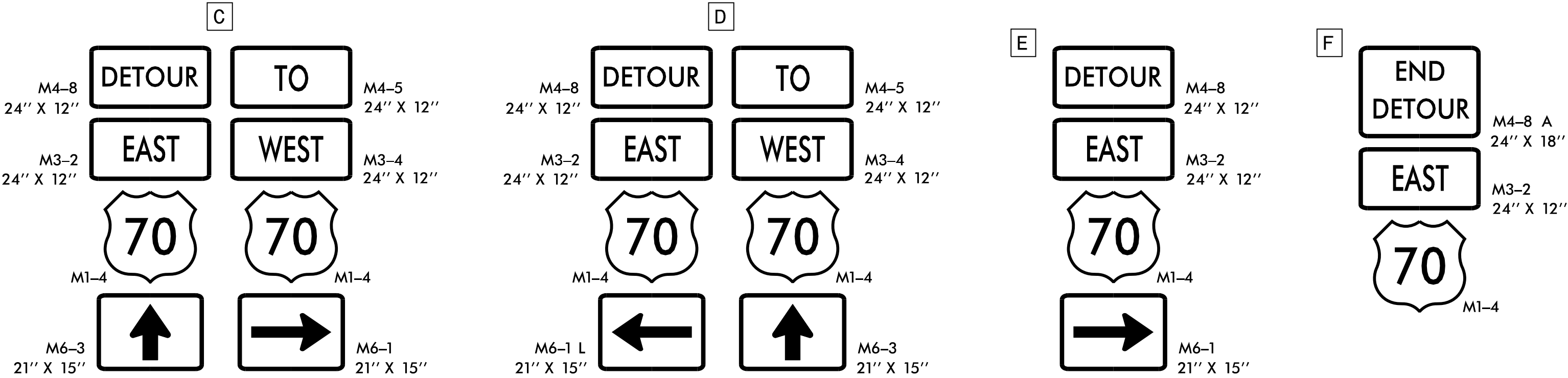
DISPLAY CMS "A" 7 DAYS IN ADVANCE OF CLOSURE AND THROUGHOUT THE CLOSURE, INCLUDING THE APPROPRIATE EXACT DATES.

NOTE:
1. SEE RSD 1101.02, SHEET 12 OF 19 ("EXIT ONLY LANE" DIAGRAM), FOR ADDITIONAL DEVICE AND SIGN PLACEMENT AND ADDITIONAL NOTES.
FOR CMS A, USE MESSAGE SHOWN ABOVE IN LIEU OF MESSAGE SHOWN IN RSD.

B1	MESSAGE NO. 1	MESSAGE NO. 2
	NC 43 TO 70 EAST CLOSED	(DATE #1) THRU (DATE #2)
	CHANGEABLE MESSAGE SIGN DISPLAY CMS "B1" 7 DAYS IN ADVANCE OF CLOSURE.	
B2	MESSAGE NO. 1	MESSAGE NO. 2
	NC 43 TO 70 EAST CLOSED	FOLLOW DETOUR
	CHANGEABLE MESSAGE SIGN DISPLAY CMS "B2" WHEN THE LOOP IS CLOSED.	

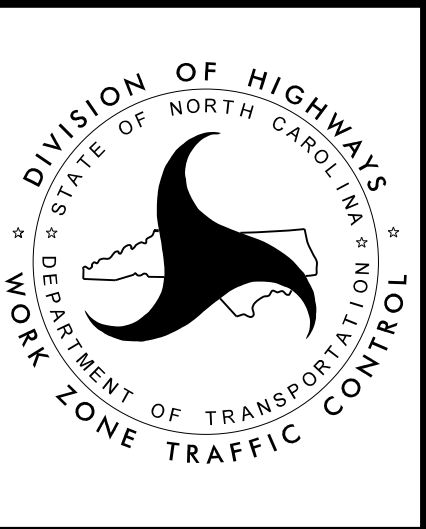


PROJ. REFERENCE NO.	SHEET NO.
R-4463A	TMP-34
HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900, Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	



DETOUR ROUTE = ● ● ●

APPROVED: *Michelle Ward*
DATE: 5/22/2025
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PHASE 2
US 70/NC 43 LOOP
DETOUR ROUTE