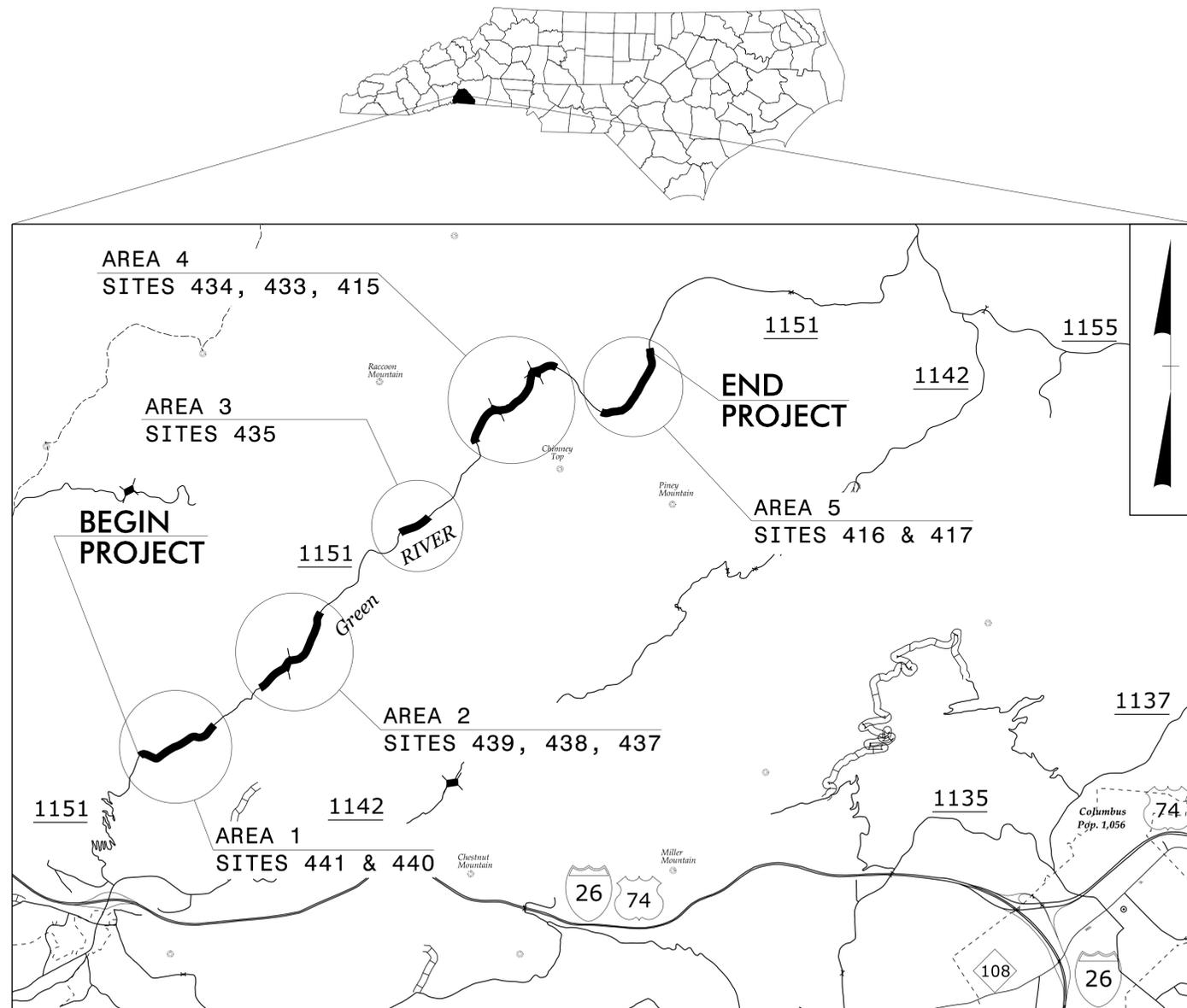


STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**TRANSPORTATION MANAGEMENT PLAN**

**POLK COUNTY**

LOCATION: SR 1151 (GREEN RIVER COVE ROAD)  
TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND STRUCTURE



VICINITY MAP

**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	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES, AND LOCAL NOTES)
TMP-3	TTC NARRATIVE
TMP-4	TTC FOR CROSS PIPE INSTALLATION DETAIL
TMP-5	TTC FOR FULL DEPTH PAVEMENT REPLACEMENT DETAIL
TMP-6	DETOUR SIGNING

SHEET NO.

TMP-1

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PLANS PREPARED FOR N.C.D.O.T. BY: TGS ENGINEERS



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APPROVED:  Don A. Parker  
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DATE: 2/11/2026



**PROJECT: W03291**

# ROADWAY STANDARD DRAWINGS

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

STD. NO.	TITLE
1101.01	WORK ZONE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.11	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
1180.01	SKINNY - DRUMS
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO LANE AND MULTILANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.12	PAVEMENT MARKINGS - BRIDGES
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION

# LEGEND

## GENERAL

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

 WORK AREA

 REMOVAL

 ABC

## SIGNALS

-  EXISTING
-  PROPOSED
-  TEMPORARY

## PAVEMENT MARKINGS

-  EXISTING LINES
-  TEMPORARY LINES

## TRAFFIC CONTROL DEVICES

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

## TEMPORARY SIGNING

-  PORTABLE SIGN
-  STATIONARY SIGN
-  STATIONARY OR PORTABLE SIGN

## PAVEMENT MARKERS

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

## PAVEMENT MARKING SYMBOLS

-  PAVEMENT MARKING SYMBOLS

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<p><b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b></p>			

## 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.

### LANE AND SHOULDER CLOSURE REQUIREMENTS

- A) 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.
- B) 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.
- C) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 5 FT OF AN OPEN TRAVEL LANE ON AN UNDIVIDED FACILITY, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.
- D) 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.
- E) 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.
- F) DO NOT INSTALL MORE THAN 1 MILE OF LANE CLOSURE ON -L- GREEN RIVER COVE RD MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.

### PAVEMENT EDGE DROP OFF REQUIREMENTS

- G) 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.
- H) 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) 100 FT IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

### TRAFFIC PATTERN ALTERATIONS

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

### SIGNING

- J) 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.
- K) 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.

- L) 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.

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

- N) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 100 FT IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

### TRAFFIC CONTROL DEVICES

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

### PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
-L- GREEN RIVER COVE RD	PAINT	NONE

- R) 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.
- S) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- T) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

## MANAGEMENT STRATEGIES

THE FOLLOWING LISTED WORK ZONE STRATEGIES ARE RECOMMENDED FOR INCLUSION WITHIN THIS TRANSPORTATION MANAGEMENT PLAN (TMP).

### RECOMMENDED STRATEGIES:

- TRAFFIC MANAGEMENT STRATEGIES:
  - FULL ROADWAY CLOSURES
  - LANE SHIFTS OR CLOSURES
  - SHOULDER CLOSURES
  - ONE-LANE, TWO WAY OPERATION (FLAGGING)
  - ONE-LANE, TWO WAY OPERATION (SIGNALIZED)
  - OFF-SITE DETOURS / USE OF ALTERNATIVE ROUTES
- WORK ZONE SAFETY & MOBILITY STRATEGIES:
  - TEMPORARY TRAFFIC SIGNALS
  - AUTOMATED FLAGGER ASSISTANCE DEVICES (AFADS)
- CONTRACTING & INNOVATIVE CONSTRUCTION STRATEGIES:
  - INTERMEDIATE CONTRACT TIMES / LIQUIDATED DAMAGES
  - INNOVATIVE CONSTRUCTION TECHNIQUES (PRECAST MEMBERS, RAPID CURE MATERIALS)

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APPROVED:  DATE: 2/11/2026			<h2 style="margin: 0;">TRANSPORTATION OPERATIONS PLAN</h2>
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PROJ. REFERENCE NO.	SHEET NO.
W03291	TMP-3
 TGS ENGINEERS 706 HILLSBOROUGH ST., SUITE 200 RALEIGH, NC 27603 PH (919) 773-8887 CORP. LICENSE NO.: C-0275	

# TTC NARRATIVE

## WORK ZONE TRAFFIC CONTROL NARRATIVE

THIS PROJECT IS BROKEN UP INTO 5 INDEPENDANT AREAS AS DEFINED IN THE ROADWAY PLANS AND LABELED ON TMP-1. THE CONTRACTOR MAY CHOOSE THE ORDER IN WHICH THE AREAS ARE WORKED, AND MAY WORK AREAS CONCURRENTLY.

MAINTAIN TRAFFIC IN ACCORDANCE WITH DIVISIONS 10, 11, AND 12 OF THE NCDOT STANDARD SPECIFICATIONS AND THE TEMPORARY TRAFFIC CONTROL (TTC) DETAILS INCLUDED HEREIN.

REFER TO ROADWAY STANDARD DRAWING NO. 1101.02, 1101.11, 1110.01, 1110.02, 1130.01, 1135.01, 1145.01, 1150.01, AND 1180.01 OF THE NCDOT ROADWAY STANDARD DRAWINGS WHEN CLOSING A LANE OF TRAVEL IN THE WORK ZONE.

UNLESS STATED OTHERWISE IN THIS NARRATIVE OR PERMITTED OTHERWISE BY THE ENGINEER, RETURN TRAFFIC TO 2 LANE-2 WAY TRAFFIC AT THE END OF EACH DAILY WORK PERIOD.

MAINTAIN ACCESS TO RESIDENCES AND BUSINESSES AT ALL TIMES. CONDUCT GRADING AND PAVING OPERATIONS IN A MANNER THAT DOES NOT POND WATER.

THE USE OF TEMPORARY POSITIVE PROTECTION IS NOT ANTICIPATED AND SHALL NOT BE PERMITTED UNLESS APPROVED BY THE ENGINEER.

## FLAGGING

AUTOMATED FLAGGING ASSISTANCE DEVICES (AFAD) OR PORTABLE TRAFFIC SIGNALS (PTS) MAY BE USED TO ASSIST, SUPPLEMENT, OR REPLACE HUMAN FLAGGERS IN ACCORDANCE WITH THE FLAGGER PROVISION.

## WORK ZONE ADVANCE WARNING SIGNS

PRIOR TO BEGINNING CONSTRUCTION IN ANY AREA, INSTALL WORK ZONE ADVANCE WARNING SIGNS IN ACCORDANCE WITH RSD 1101.01, SHEET 3.

## CROSS PIPE INSTALLATION (SEE TMP-4)

INSTALL ALL CROSSPIPES AS FOLLOWS, UNLESS DIRECTED OTHERWISE BY THE ENGINEER:

- A. TO PROVIDE SPACE FOR A 1 LANE-2 WAY FLAGGING OPERATION, USE FLAGGERS TO PLACE A 3 FT WIDE X 100 FT LONG X 6 INCH DEEP PAD OF INCIDENTAL STONE ON THE UPSTREAM SHOULDER.
- B. BEGINNING DOWNSTREAM AND USING FLAGGERS, INSTALL FIRST HALF OF CROSSPIPE TO THE CENTERLINE OF THE EXISTING ROAD. AT NO TIME SHALL THE CONTRACTOR LEAVE THE OPEN EXCAVATION UN-ATTENDED (SEE DETAIL A ON TMP-4).
- C. BACKFILL, COVER WITH TRAFFIC BEARING STEEL PLATE AND REOPEN TO 2 LANE-2 WAY TRAFFIC AT THE END OF EACH DAILY WORK PERIOD.  
  
INSTALL PORTABLE 48" X 48" "STEEL PLATE AHEAD" (W8-24) 200 FT IN ADVANCE OF THE PLATE. SWEEP THE ROAD OF ANY LOOSE STONE AT THE END OF DAILY WORK PERIOD.
- D. REPEAT STEPS A THRU C FOR SECOND HALF OF CROSSPIPE.
- E. REPAIR ASPHALT PAVEMENT, REMOVE STONE, AND RE-GRADE SHOULDERS AS NECESSARY, AS DIRECTED BY THE ENGINEER (SEE DETAIL B ON TMP-4).

## FULL DEPTH PAVING (SEE TMP-5)

FOR FULL DEPTH PAVING OPERATIONS, CONTRACTOR SHALL USE FLAGGERS (INCLUDING AFADS OR PTS) TO MAINTAIN 1 LANE-2 WAY TRAFFIC CONTINUOUSLY UNTIL THE BASE LAYER IN BOTH LANES HAS BEEN PLACED, SUFFICIENTLY CURED, AND SUITABLE FOR 2 LANE-2 WAY TRAFFIC.

ONCE REMOVAL OF EXISTING PAVEMENT BEGINS WITHIN AN AREA, CONTRACTOR SHALL WORK THAT AREA IN A CONTINUOUS MANNER UNTIL 2 LANE-2WAY TRAFFIC IS RESTORED.

AS EXISTING PAVEMENT IS REMOVED AND PRIOR TO PLACEMENT OF BASE LAYER, CONTRACTOR SHALL BACKFILL WITH SUITABLE COMPACTED MATERIAL AT A RATE OF 6:1 TO ELIMINATE 7" +/- DROP OFF PRIOR TO THE END OF EACH DAILY WORK PERIOD (SEE DETAIL A ON TMP-5).

CONTRACTOR SHALL PREPARE SUBGRADE AND PLACE 4" BASE COURSE TO WITHIN 3" MAX OF THE ADJACENT LANE (SEE DETAIL B ON TMP-5).

1 LANE-2 WAY TRAFFIC WILL BE PERMITTED ON THE NEWLY PLACED BASE COURSE WHILE THE ABOVE IS REPEATED FOR THE ADJACENT LANE. CONTRACTOR SHALL BACKFILL WITH SUITABLE COMPACTED MATERIAL AT A RATE OF 6:1 TO ELIMINATE 4" +/- DROP-OFF PRIOR TO THE END OF THE DAILY WORK PERIOD (SEE DETAIL C ON TMP-5).

CONTRACTOR SHALL PREPARE SUBGRADE AND PLACE 4\* BASE COURSE UP TO SAME ELEVATION AS ADJACENT LANE (SEE DETAIL D ON TMP-5).

ONCE BASE COURSE IS PLACED IN BOTH LANES, CURED, AND SUITABLE FOR TRAFFIC, RESTORE TO 2 LANE-2 WAY TRAFFIC.

WITHIN 72 HOURS OF BASE COURSE PLACEMENT, CONTRACTOR SHALL BEGIN PLACEMENT OF THE FIRST LAYER OF SURFACE COURSE UNLESS PERMITTED OTHERWISE BY THE ENGINEER.

## BRIDGE #47 AND #105 REPAIR (SEE TMP-6)

USE FLAGGERS AS NEEDED TO REPAIR BRIDGES #47 AND #105 IN ACCORDANCE WITH STRUCTURE PLANS.

APPROACH SLAB REPAIRS AT BOTH STRUCTURES WILL REQUIRE A FULL CLOSURE OF EACH BRIDGE.

CONTRACTOR WILL BE PERMITTED ONE WEEKEND BRIDGE CLOSURE PER STRUCTURE BEGINNING ON A FRIDAY AT 7:00 PM AND CONCLUDING AT 7:00 AM THE FOLLOWING MONDAY TO COMPLETE THE APPROACH SLAB REPLACEMENT FOR EACH STRUCTURE (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES).

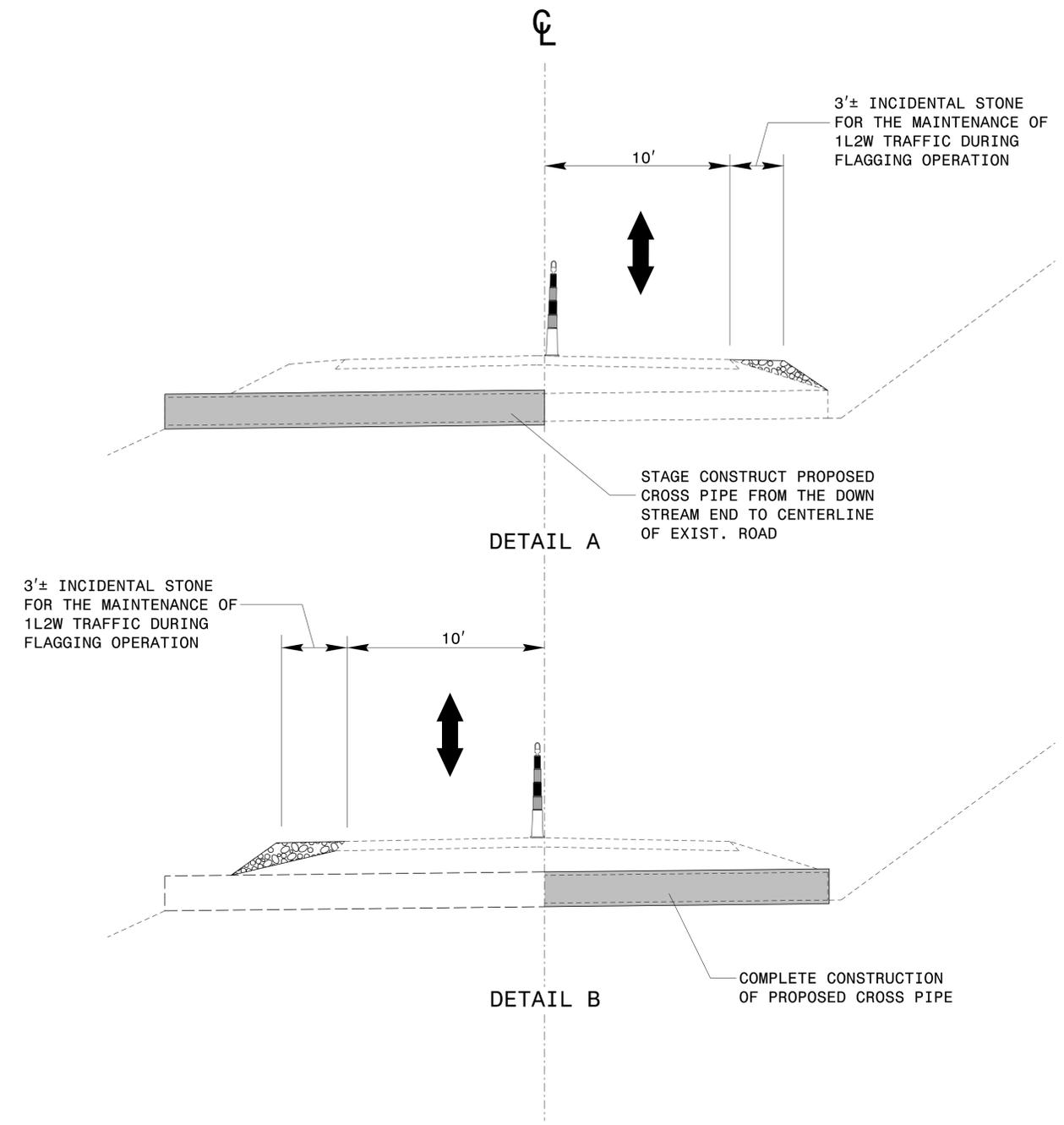
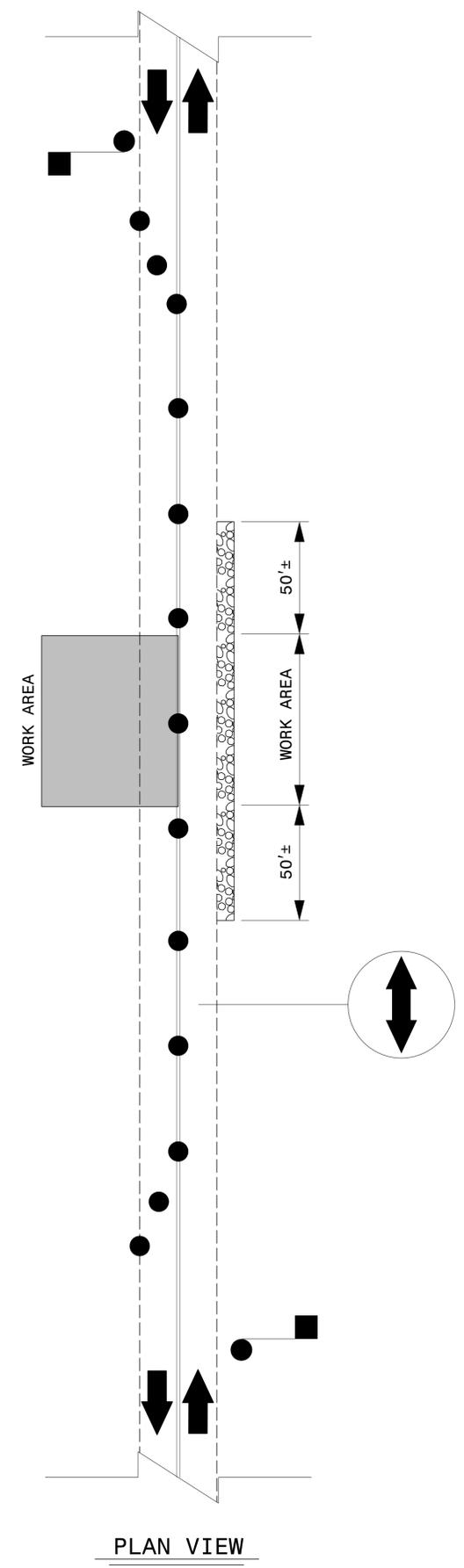
CONTRACTOR WILL USE THE DETOUR INSTALLED FOR THE ADJACENT SWITCHBACKS.

CONTRACTOR SHALL NOT CLOSE EITHER BRIDGE FOR THE APPROACH SLAB REPAIR UNTIL THE ADJACENT SWITCHBACKS TO THE SOUTH ARE OPEN TO 2 LANE-2 WAY TRAFFIC TO HOLBERT COVE ROAD. COVER ANY STATIONARY ADVANCE WARNING SIGNS FOR HARD CLOSURES AT THE SWITHBACKS DURING APPROACH SLAB AND USE PORTABLE ADVANCE WARNING AS SHOWN ON TMP-6.

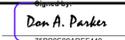
CONTRACTOR MAY CHOOSE THE ORDER IN WHICH THE BRIDGES ARE CLOSED, BUT BOTH BRIDGES SHALL NOT BE CLOSED SIMULATANEOUSLY.

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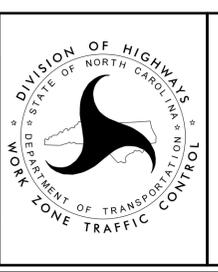


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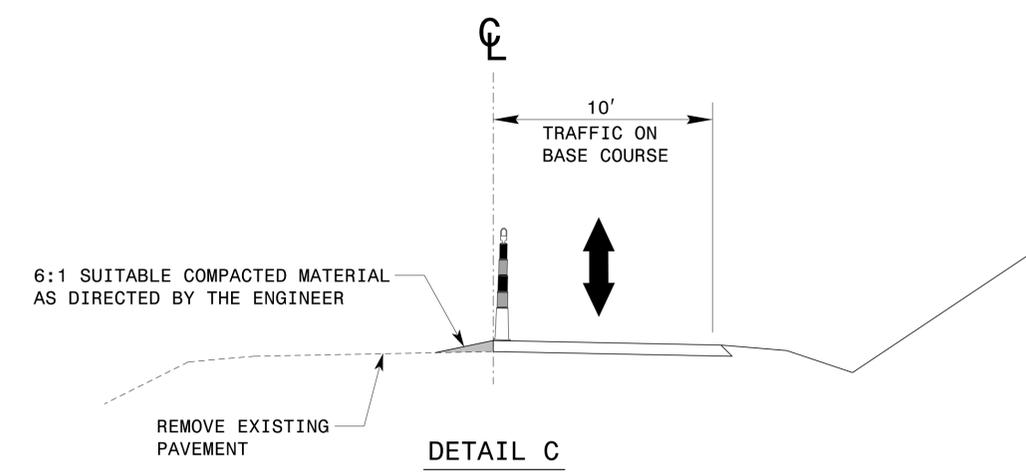
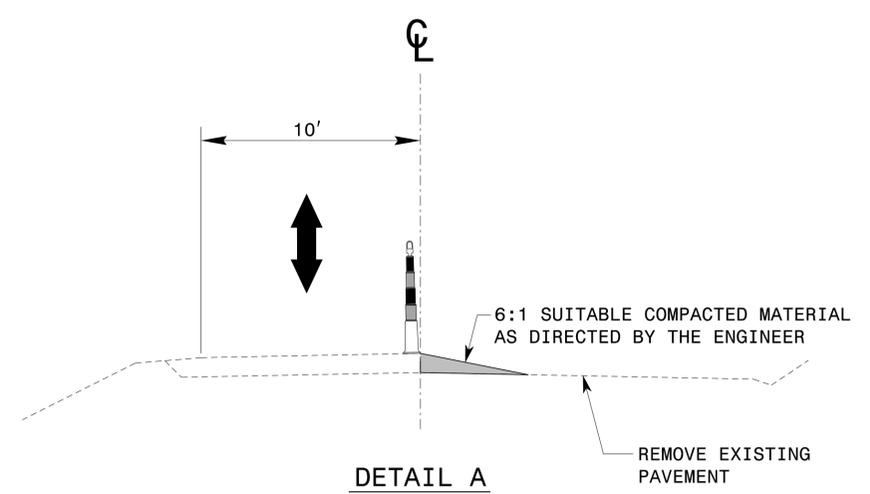
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 DON A. PARKER  
 ENGINEER  
 SEAL  
 043251  
 NORTH CAROLINA  
 PROFESSIONAL

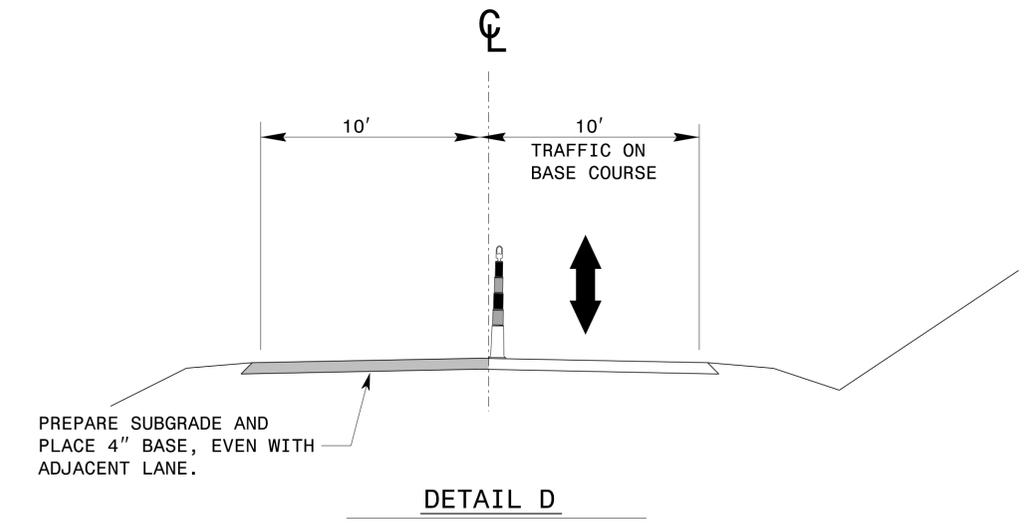
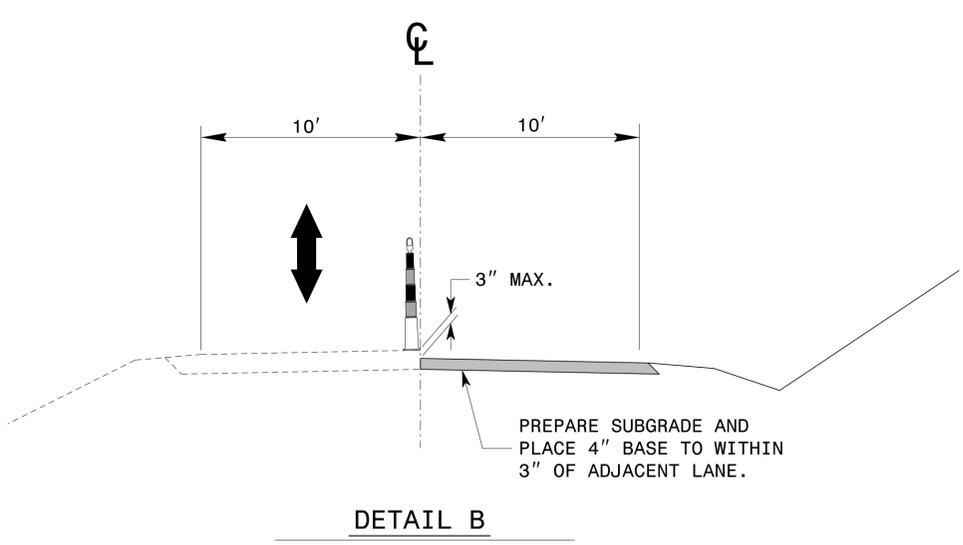
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**TTC FOR  
CROSS PIPE  
INSTALLATION DETAIL**

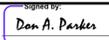


NOTE: MAINTAIN CONTINUOUS 1 LANE-2 WAY TRAFFIC UNTIL BASE LAYER IN BOTH LANES HAS BEEN PLACED.



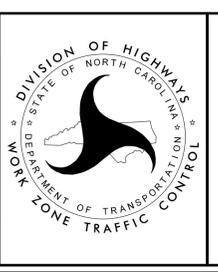
NOTE: ONCE BASE COURSE IS PLACED IN BOTH LANES, RESTORE 2 LANE-2 WAY TRAFFIC.  
 WITHIN 72 HOURS OF BASE COURSE PLACEMENT, BEGIN PLACEMENT OF FIRST LAYER OF SURFACE COURSE.

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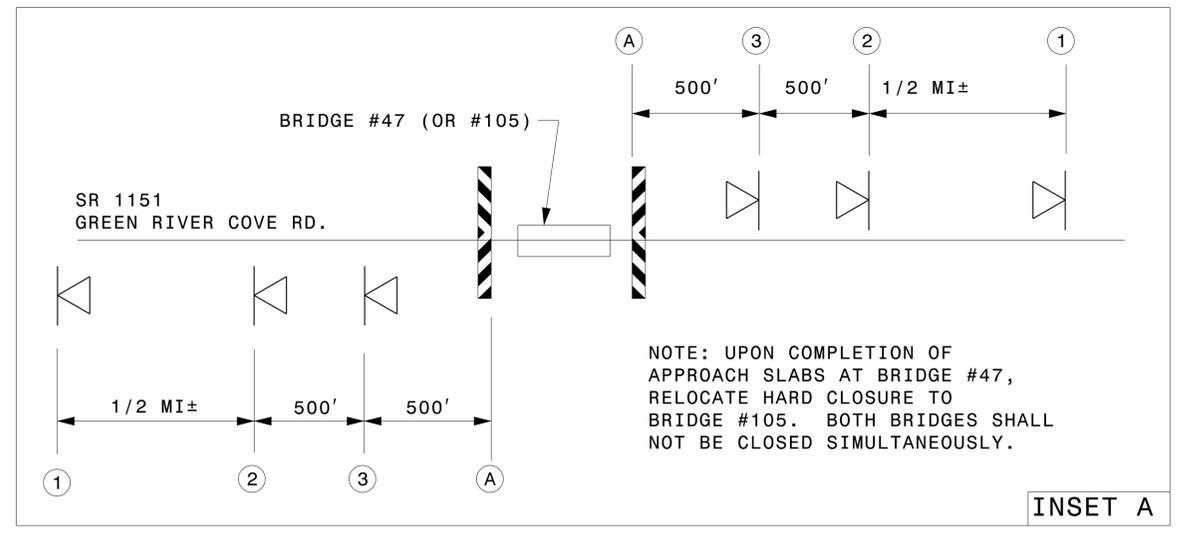
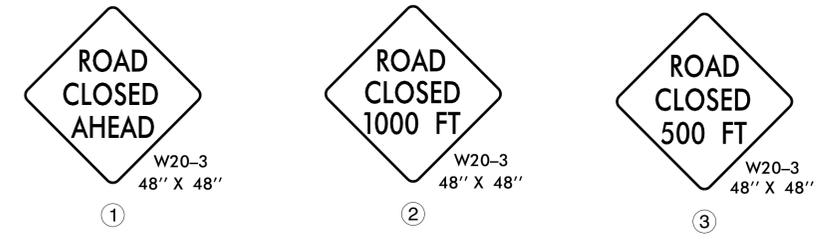
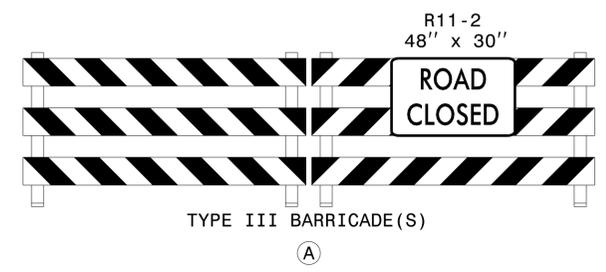
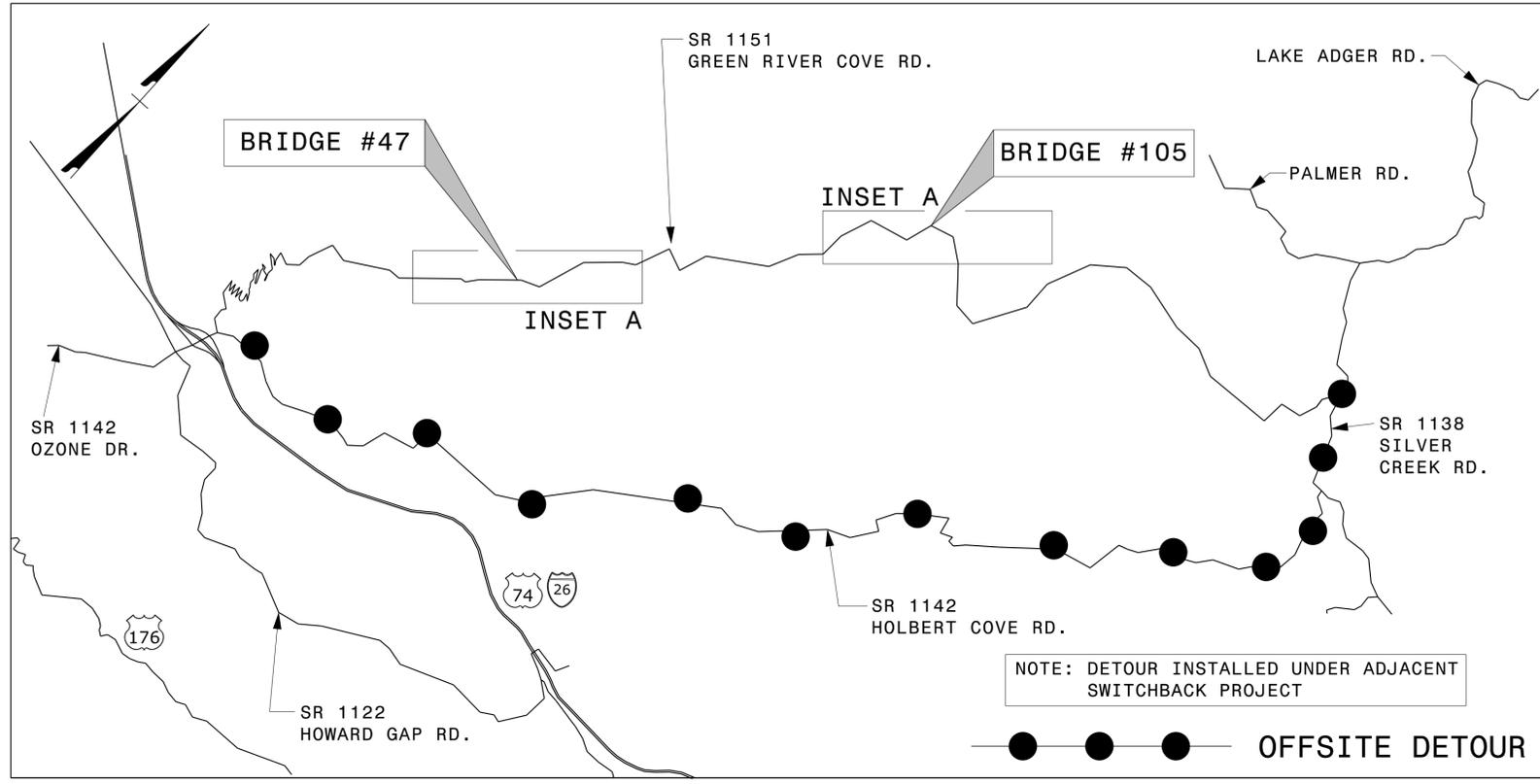
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**TTC FOR FULL DEPTH PAVEMENT REPLACEMENT DETAIL**



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**DETOUR  
SIGNING**