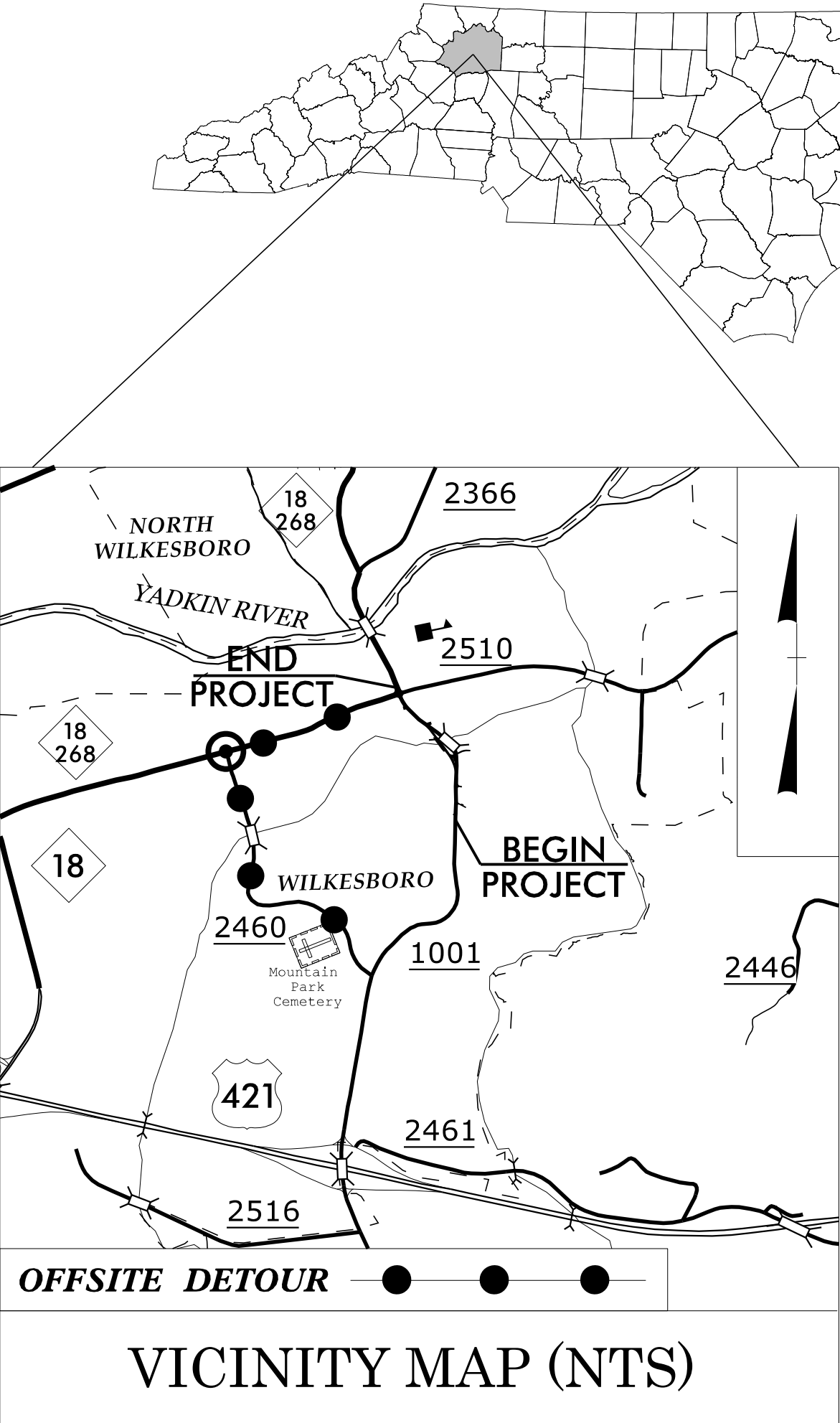


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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

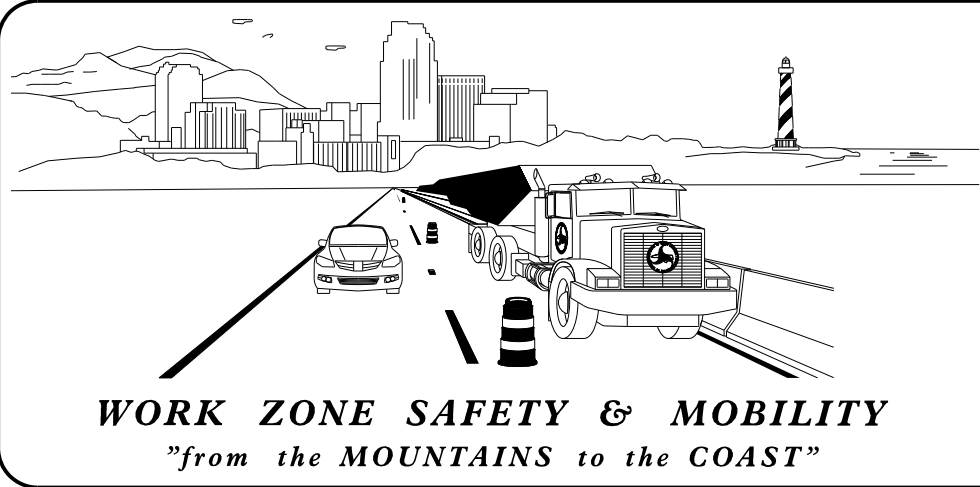
TRANSPORTATION MANAGEMENT PLAN

WILKES COUNTY



LOCATION: *BRIDGE #960029 OVER CUB CREEK ON SR 1001 (OAKWOODS RD)*

TYPE OF WORK: *GRADING, DRAINAGE, PAVING, SIGNALS, AND STRUCTURE*



PLANS PREPARED BY:

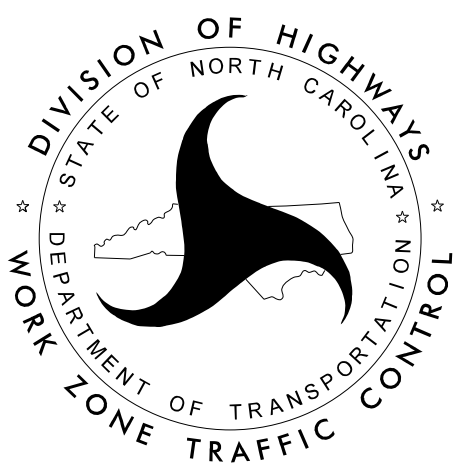
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PROJECT ENGINEER

D. O'NEAL, P.E.
PROJECT DESIGN ENGINEER

NCDOT CONTACTS:

HEATH SLAUGHTER
PROJECT MANAGER

RAMIE A. SHAW, P.E.
PROJECT DEVELOPMENT ENGINEER



INDEX OF SHEETS

SHEET NO.	TITLE
TMP-1	TITLE SHEET: VICINITY MAP AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND, AND TEMPORARY PAVEMENT MARKINGS
TMP-1B - 1C	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES, AND LOCAL NOTES)
TMP-2	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-2A	TEMPORARY SHORING DATA
TMP-2B	OFFSITE DETOUR
TMP-2C	TEMPORARY SIGN DESIGN
TMP-2D	CUT SECTIONS
TMP-3	PHASING
TMP-04 - 05	PHASE I DETAIL SHEETS
TMP-06 - 07	PHASE II DETAIL SHEETS
TMP-08 - 11	PHASE III DETAIL SHEETS

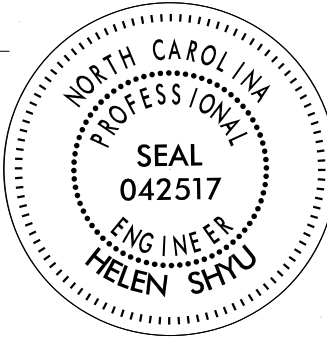
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DATE: 6/18/2026

SEAL



SHEET NO.
TMP-1

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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 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 MULTILANE ROADWAYS
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

LEGEND

GENERAL

	DIRECTION OF TRAFFIC FLOW
	DIRECTION OF PEDESTRIAN TRAFFIC FLOW
	EXIST. PVMT.
	NORTH ARROW
	PROPOSED PVMT.
	TEMP. SHORING (LOCATION PURPOSES ONLY)
	WORK AREA
	ONGOING CONSTRUCTION
	REMOVAL
	WEDGE/ WIDEN (LANE CLOSURE REQUIRED)
	TEMPORARY PAVEMENT
	TEMPORARY CONCRETE SIDEWALK
	TEMP GRADE (MAXIMUM 2%)

TRAFFIC CONTROL DEVICES

	BARRICADE (TYPE III)
	CONE
	DRUM
	SKINNY DRUM
	TUBULAR MARKER
	TEMPORARY CRASH CUSHION
	TEMPORARY CRASH CUSHION (NON-GATING)
	FLASHING ARROW BOARD (TYPE C)
	FLAGGER
	LAW ENFORCEMENT
	TRUCK MOUNTED ATTENUATOR (TMA)
	CHANGEABLE MESSAGE SIGN
	FLASHING ARROW BOARD IN 'CAUTION MODE'
	PORTABLE CONCRETE BARRIER (PCB)
	PEDESTRIAN CHANNELIZATION DEVICE (FENCE)
	PEDESTRIAN CHANNELIZATION DEVICE (BARRICADE)

TEMPORARY SIGNING

	PORTABLE SIGN
	STATIONARY SIGN
	STATIONARY OR PORTABLE SIGN

SIGNALS

	EXISTING
	PROPOSED
	TEMPORARY

CUT SECTION SYMBOLS

	CUT SECTION X
	SEE TMP-2D

TEMPORARY PAVEMENT MARKING

SYMBOL	DESCRIPTION
PAINT (4")	
P2	WHITE SOLID LANE LINE
P4	3 FT. - 9 FT./SP WHITE MINISKIP
P5	2 FT. - 6 FT./SP WHITE MINISKIP
P13	YELLOW DOUBLE CENTER
PAINT (8")	
P42	YELLOW DIAGONAL
COLD APPLIED PLASTIC (4")	
C13	YELLOW DOUBLE CENTER
PAINT (24")	
P61	WHITE STOPBAR
P62	WHITE CROSSWALK LINE
PAINT	
P70	LEFT TURN ARROW
P74	COMBO. RIGHT/STRAIGHT ARROW

PAVEMENT MARKERS

YELLOW & YELLOW	TEMPORARY RAISED MARKERS
CRYSTAL & RED	TEMPORARY RAISED MARKERS

PAVEMENT MARKINGS

--	EXISTING LINES
---	TEMPORARY LINES

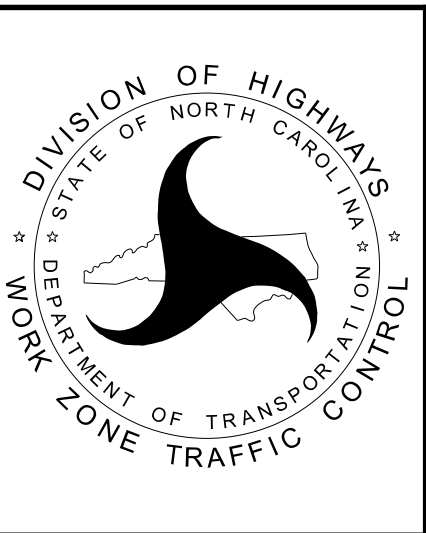
PAVEMENT MARKING SYMBOLS

	PAVEMENT MARKING SYMBOLS
	EXISTING MARKING SYMBOLS



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TRANSPORTATION MANAGEMENT PLAN
ROADWAY STANDARD DRAWINGS AND LEGEND

MANAGEMENT STRATEGIES

TRAFFIC CONTROL STRATEGIES

- ROAD CLOSURES
- OFFSITE DETOUR
- LANE CLOSURES, WIDTH REDUCTIONS, OR SHIFTS
- HOURLY PROHIBITION RESTRICTIONS FOR LANE CLOSURE, SHOULDER CLOSURES, AND TEMPORARY ROAD CLOSURES
- WORK HOUR RESTRICTIONS FOR PEAK HOUR TRAFFIC
- NIGHT WORK
- WEEKEND WORK

TRAFFIC CONTROL DEVICES

- CHANNELIZING DEVICES (DRUMS, CONES, AND TUBULAR MARKERS)
- BARRICADES (TYPE III)
- TEMPORARY SIGNS
- TEMPORARY LONGITUDINAL BARRIERS (CONCRETE)
- WORK ZONE ATTENUATORS (PCB)
- CHANGEABLE MESSAGE SIGNS
- TEMPORARY TRAFFIC SIGNALS
- LAW ENFORCEMENT
- TEMPORARY PAVEMENT MARKINGS
- PEDESTRIAN DEVICES

DEMAND MANAGEMENT STRATEGIES

- PEDESTRIAN TRANSPORT SERVICES

CORRIDOR/NETWORK MANAGEMENT STRATEGIES

- TRAFFIC SIGNAL TIMING / COORDINATION REVISIONS
- TEMPORARY TRAFFIC SIGNALS

WORK ZONE SAFETY MANAGEMENT STRATEGIES

- TEMPORARY TRAFFIC SIGNALS
- TEMPORARY LONGITUDINAL BARRIERS (CONCRETE)
- WORK ZONE ATTENUATORS
- CONSTRUCTION SAFETY SUPERVISORS/INSPECTORS

TRAFFIC/INCIDENT MANAGEMENT AND ENFORCEMENT STRATEGIES

- LOCAL DETOUR ROUTES
- COOPERATIVE LAW ENFORCEMENT

PUBLIC AWARENESS STRATEGIES

- PRESS RELEASES/MEDIA ALERTS
- PUBLIC HEARINGS/MEETINGS
- COORDINATIONS WITH MEDIA/EMERGENCY SERVICES/SCHOOLS/BUSINESSES

MOTORISTS INFORMATION STRATEGIES

- CHANGEABLE MESSAGE SIGNS

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

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
ANY ROAD	MONDAY THRU FRIDAY 7:00 AM TO 9:00 AM AND 3:00 PM TO 6:00 PM

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

ROAD NAME
ANY ROADS

HOLIDAY

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

HOLIDAY CONTINUED

- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 7:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 6:00 P.M. THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN BETWEEN THE HOURS OF 7:00 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 6:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.

- FOR LABOR DAY, BETWEEN THE HOURS OF 7:00 A.M. FRIDAY AND 6:00 P.M. TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 7:00 A.M. TUESDAY AND 6:00 P.M. MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 7:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 6:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
- FOR MERLEFEST, BETWEEN THE HOURS OF 7:00 A.M. ON THE TUESDAY BEFORE THE EVENT TO 7:00 A.M. THE DAY AFTER THE FESTIVAL ENDS.
- FOR BRUSHY MOUNTAIN APPLE FESTIVAL, BETWEEN THE HOURS OF 7:00 AM THE DAY BEFORE THE FESTIVAL TO 7:00 A.M. THE DAY AFTER THE FESTIVAL.
- FOR BRUSHY MOUNTAIN PEACH AND HERITAGE FESTIVAL, BETWEEN THE HOURS OF 7:00 A.M. THE DAY BEFORE THE EVENT TO 7:00 A.M. THE DAY AFTER THE FESTIVAL.
- FOR ANY EVENT, OCCURING AT NORTH WILKESBORO SPEEDWAY, BETWEEN THE HOURS OF 7:00 A.M. THE DAY BEFORE THE START OF THE EVENT AND 6:00 P.M. THE FOLLOWING DAY AFTER THE END OF THE EVENT.

C) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	DURATION AND OPERATION
ANY ROAD	MONDAY THRU SUNDAY 5:00 AM TO 12:00 AM (MIDNIGHT)	30 MINUTES FOR TRAFFIC SHIFTS

D) 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

- 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.
- 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.

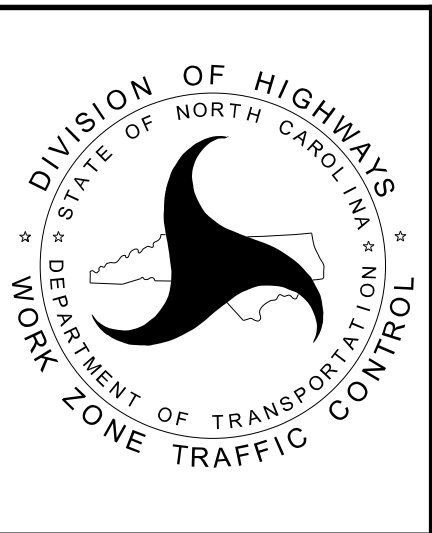
TRANSPORTATION
MANAGEMENT PLAN

MANAGEMENT
STRATEGIES AND
GENERAL NOTES



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GENERAL NOTES

LANE AND SHOULDER CLOSURE REQUIREMENTS (CONTINUED)

G) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 5 FT OF AN OPEN TRAVEL LANE OF 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.

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

H) 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 ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.

I) DO NOT WORK SIMULTANEOUSLY WITHIN 15 FT ON BOTH SIDES OF AN OPEN TRAVELWAY, RAMP, OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.

PAVEMENT EDGE DROP OFF REQUIREMENTS

J) BACKFILL AT A 6:1 SLOPE UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN AREAS ADJACENT TO AN OPEN TRAVEL LANE THAT HAS A 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.

K) 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 FT) IN ADVANCE AND A MINIMUM OF ONCE EVERY HALF MILE THOUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

M) 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.

N) 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.

O) 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.

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

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

TRAFFIC BARRIER

R) INSTALL TEMPORARY BARRIER ACCORDING TO THE TRAFFIC CONTROL 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 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.

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 IMPACT ATTENUATOR (MAXIMUM 72 HOURS) OR A TEMPORARY CRASH CUSHION.

PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER FROM ONCOMING TRAFFIC AT ALL TIMES BY A TEMPORARY CRASH CUSHION (USE NON-GATING CRASH CUSHION AS REQUIRED IN THE TMP) UNLESS THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER IS OFFSET FROM ONCOMING TRAFFIC AS FOLLOWS OR AS SHOWN IN THE PLANS:

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

TRAFFIC CONTROL DEVICES

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 (DRUMS, CONES, OR SKINNY DRUMS) 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	PAINT (ON ASPHALT)	TEMPORARY RAISED
	COLD APPLIED TAPE ON BRIDGE (USE APPROVED METHOD FOR REMOVAL)	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 MONTHS AS DIRECTED BY THE ENGINEER.

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

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

MISCELLANEOUS

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

BB) IN THE EVENT A TIE-IN CANNOT BE MADE 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) (350 FT) AND (700 FT) RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

CC) ALL CURB RAMP LOCATIONS SHALL BE DERIVED FROM STATIONING SHOWN ON PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER IN COORDINATION WITH THE SIGNING AND DELINEATION UNIT.

DD) IN THE PHASING. CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE TEMPORARY SIDEWALKS (CONCRETE, ASPHALT, OR OTHER SUITABLE MATERIAL AS APPROVED BY THE ENGINEER) AT ALL LOCATIONS WHERE THE OPEN PEDESTRIAN TRAVELWAY HAS BEEN REMOVED FOR CONSTRUCTION OPERATIONS (UTILITIES, DRAINAGE, ETC.).

LOCAL NOTES

EE) COORDINATE ACCESS WITH CHURCH PRIOR TO SUNSET DR ROAD CLOSURE. COORDINATE WITH TOWN OF WILKESBORO PRIOR TO CLOSURE OF OAKWOODS RD, SUNSET DR AND FOREST HILL DR.

FF) COORDINATE WITH WILKES COUNTY EMERGENCY SERVICES (EMS) AND LOCAL SCHOOLS PRIOR TO ROAD CLOSURE OF OAKWOODS RD

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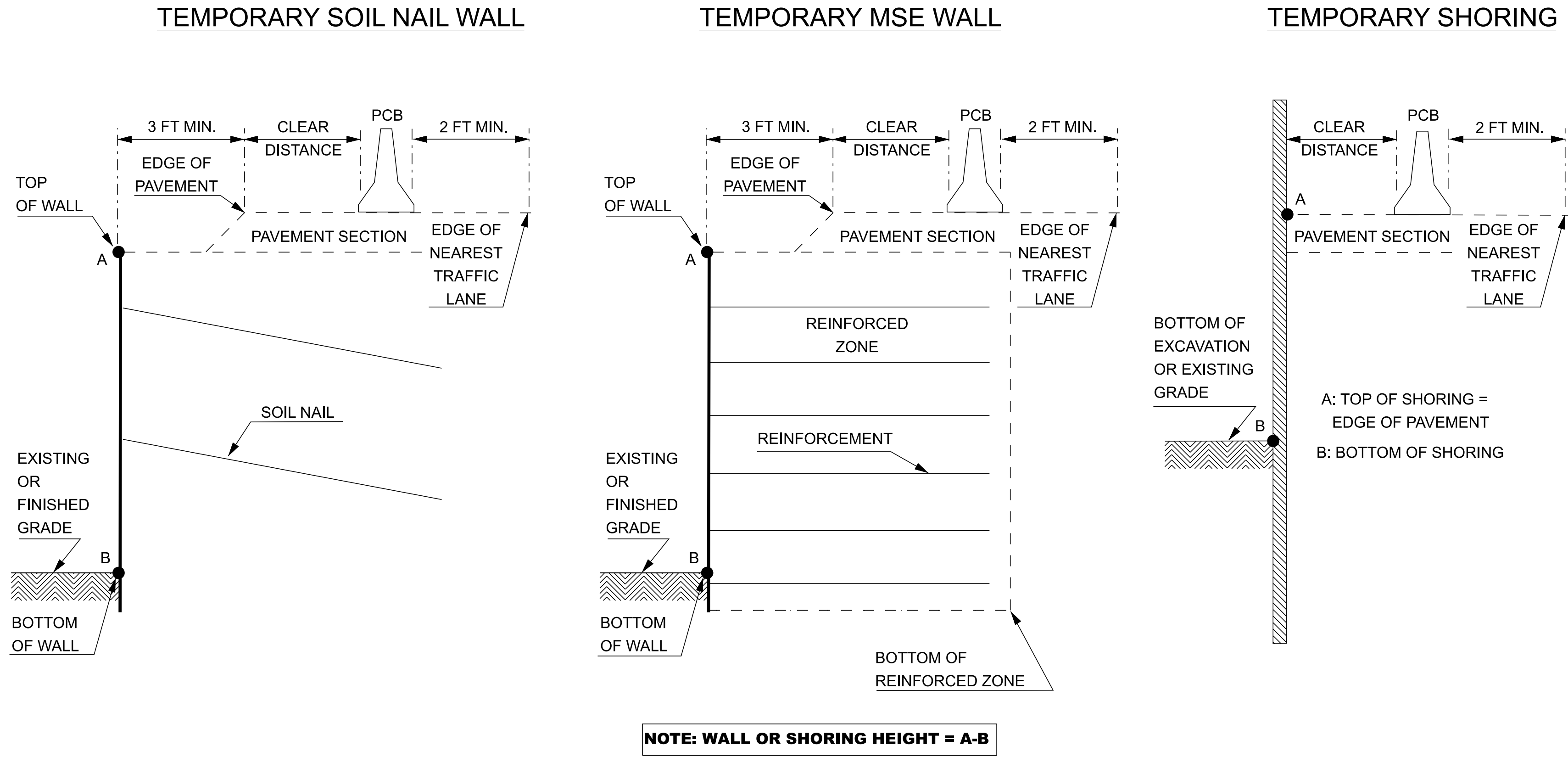
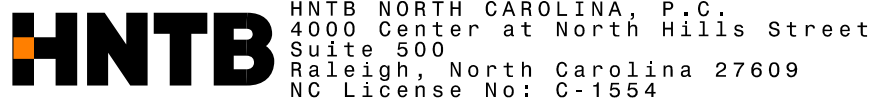


FIGURE A

NOTES

- 1- REFER TO THE TRAFFIC CONTROL PLANS FOR TEMPORARY SHORING LOCATIONS AND NOTES.
- 2- REFER TO THE "TEMPORARY SHORING" STANDARD PROVISION FOR INFORMATION ABOUT TEMPORARY SHORING AND PORTABLE CONCRETE BARRIER (PCB).
- 3- PCB IS REQUIRED IF TEMPORARY SHORING/WALL 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 FOR APPLICABLE PAVEMENT DESIGN).
- 4- BASED ON THE CLEAR DISTANCE, OFFSET, DESIGN SPEED AND PAVEMENT TYPE, CHOOSE AN UNANCHORED OR ANCHORED PCB FROM THE TABLE SHOWN IN FIGURE B. CLEAR DISTANCE IS DEFINED AS SHOWN IN FIGURE A AND OFFSET IS DEFINED AS SHOWN IN FIGURE B.
- 5- AT THE CONTRACTOR'S OPTION OR IF THE MINIMUM REQUIRED CLEAR DISTANCE IS NOT AVAILABLE, SET PCB NEXT TO AND UP AGAINST THE TRAFFIC SIDE OF THE TEMPORARY SHORING/WALLS EXCEPT FOR BARRIER ABOVE TEMPORARY WALLS. PCB WITH THE MINIMUM REQUIRED CLEAR DISTANCE IS REQUIRED ABOVE TEMPORARY WALLS.
- 6- USE NCDOT PORTABLE CONCRETE BARRIER (PCB) IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1170.01 AND SECTION 1170 OF THE STANDARD SPECIFICATIONS.
- 7- 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 OR APPROVED BY THE ENGINEER.
- 8- 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 THIS MINIMUM REQUIRED DISTANCE IS NOT AVAILABLE, CONTACT THE ENGINEER.
- 9- TABLE SHOWN IN FIGURE B IS BASED ON NCDOT RESEARCH PROJECT NO. 2005-010 WITH VEHICLE TYPE USED FOR NCHRP 350 CRASH TESTS.



PROJ. REFERENCE NO.	SHEET NO.
B-4676A	TMP - 2

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

* See Figure Below

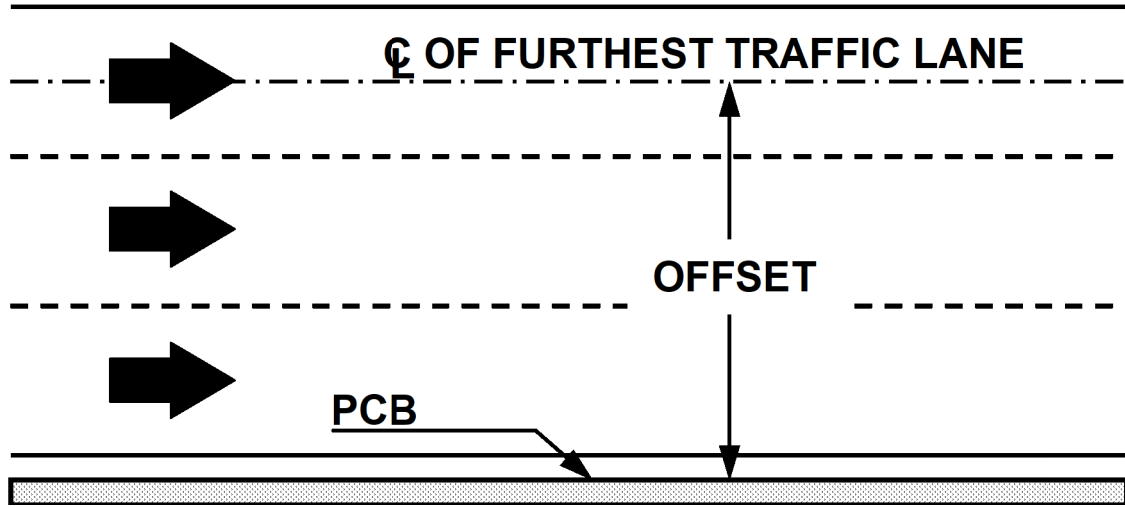


FIGURE B

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TRANSPORTATION
MANAGEMENT PLAN

PORTABLE CONCRETE
BARRIER AT TEMPORARY
SHORING LOCATIONS

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PROJ. REFERENCE NO.	SHEET NO.
B-4676A	TMP - 2A

TEMPORARY SHORING NO. 1

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

TEMPORARY SHORING IS REQUIRED FOR THE END BENT CONSTRUCTION FROM STATION 21+28+/- -L-, 36' RT, TO STATION 23+10+/- -L-, 8.2' LT.

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

DESIGN TEMPORARY SHORING FROM STATION 21+28+/- -L-, 36' RT, TO STATION 23+10+/- -L-, 8.2' LT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:
UNIT WEIGHT (γ) = 120 LB/CF
FRICTION ANGLE (ϕ) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 954 FT

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 21+28+/- -L-, 36' RT, TO STATION 23+10+/- -L-, 8.2' LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

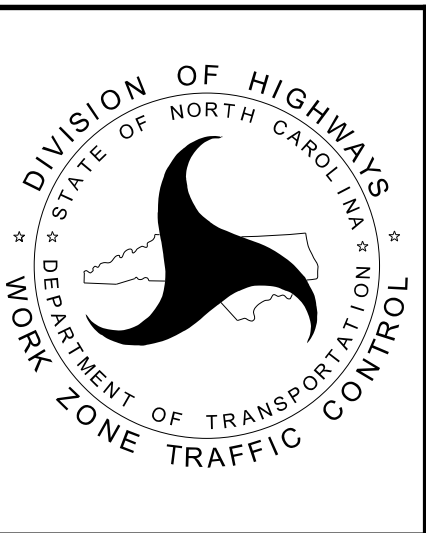
WHEN BACKFILL FOR BRIDGE APPROACH FILLS OVERLAPS WITH THE REINFORCED ZONE OF TEMPORARY WALLS, USE SHORING BACKFILL OR BACKFILL MATERIAL REQUIRED FOR BRIDGE APPROACH FILLS, WHICHEVER IS BETTER, IN THE REINFORCED ZONE OF TEMPORARY WALLS.

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH SEALED DOCUMENTS FROM THE GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENTS WERE SUBMITTED TO DIVISION 11 ON JULY 11, 2025 BY PROFESSIONAL ENGINEER SHIPING YANG, Ph.D., P.E. LICENSE #031361



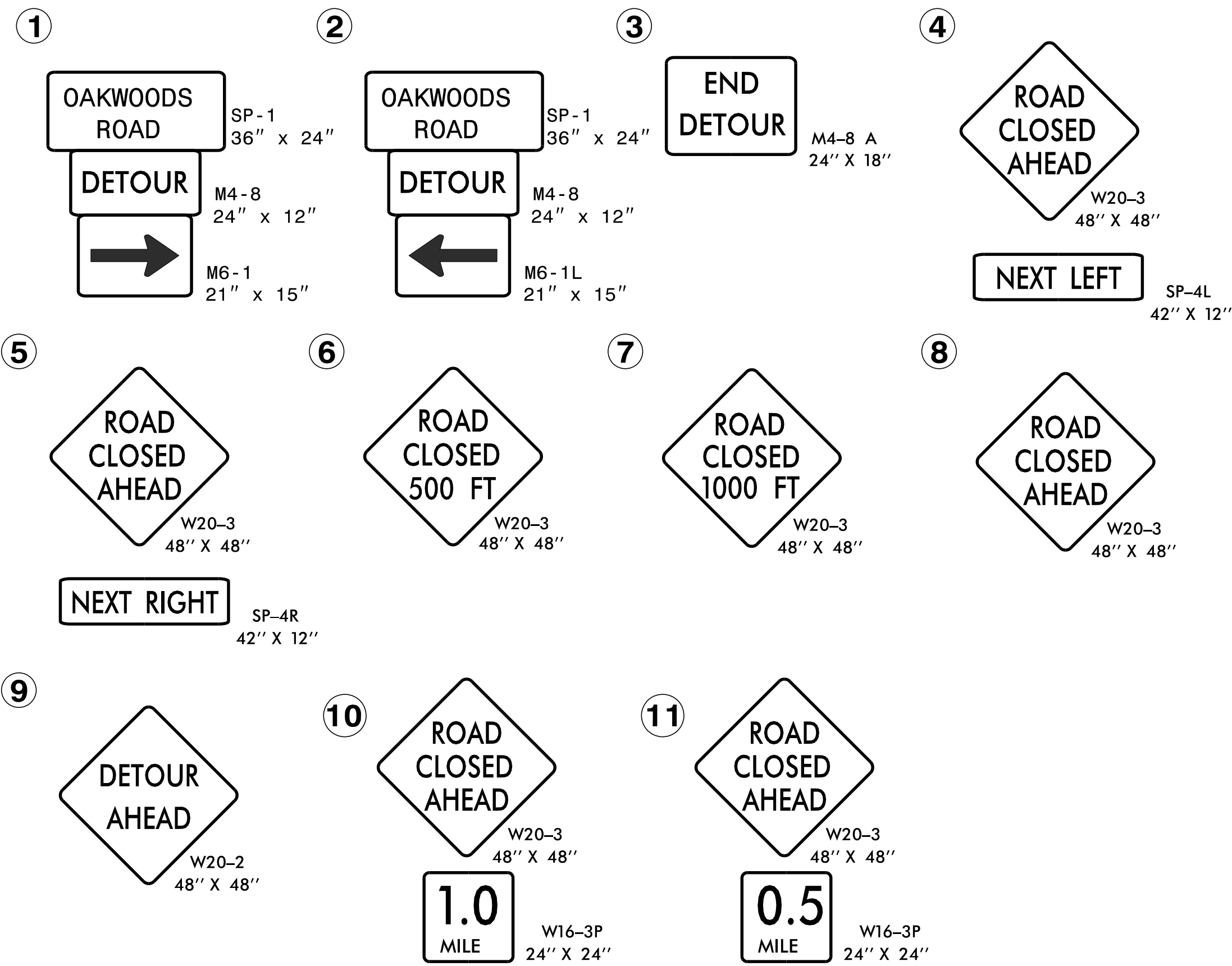
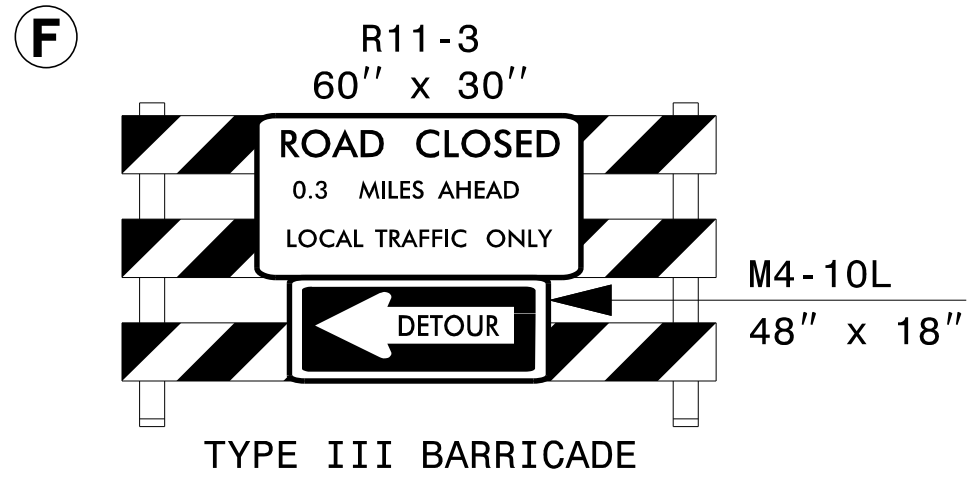
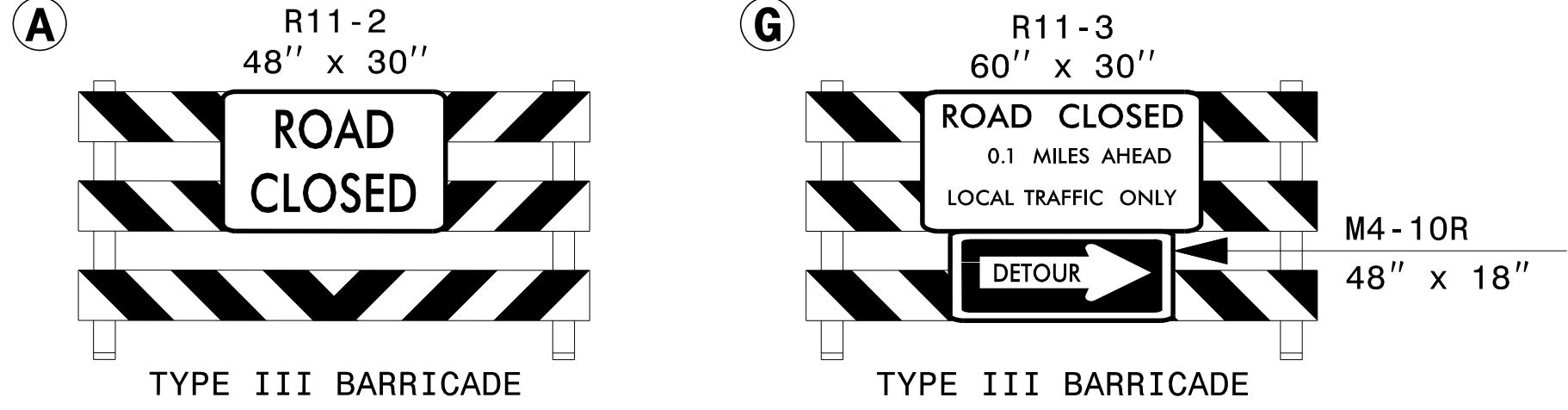
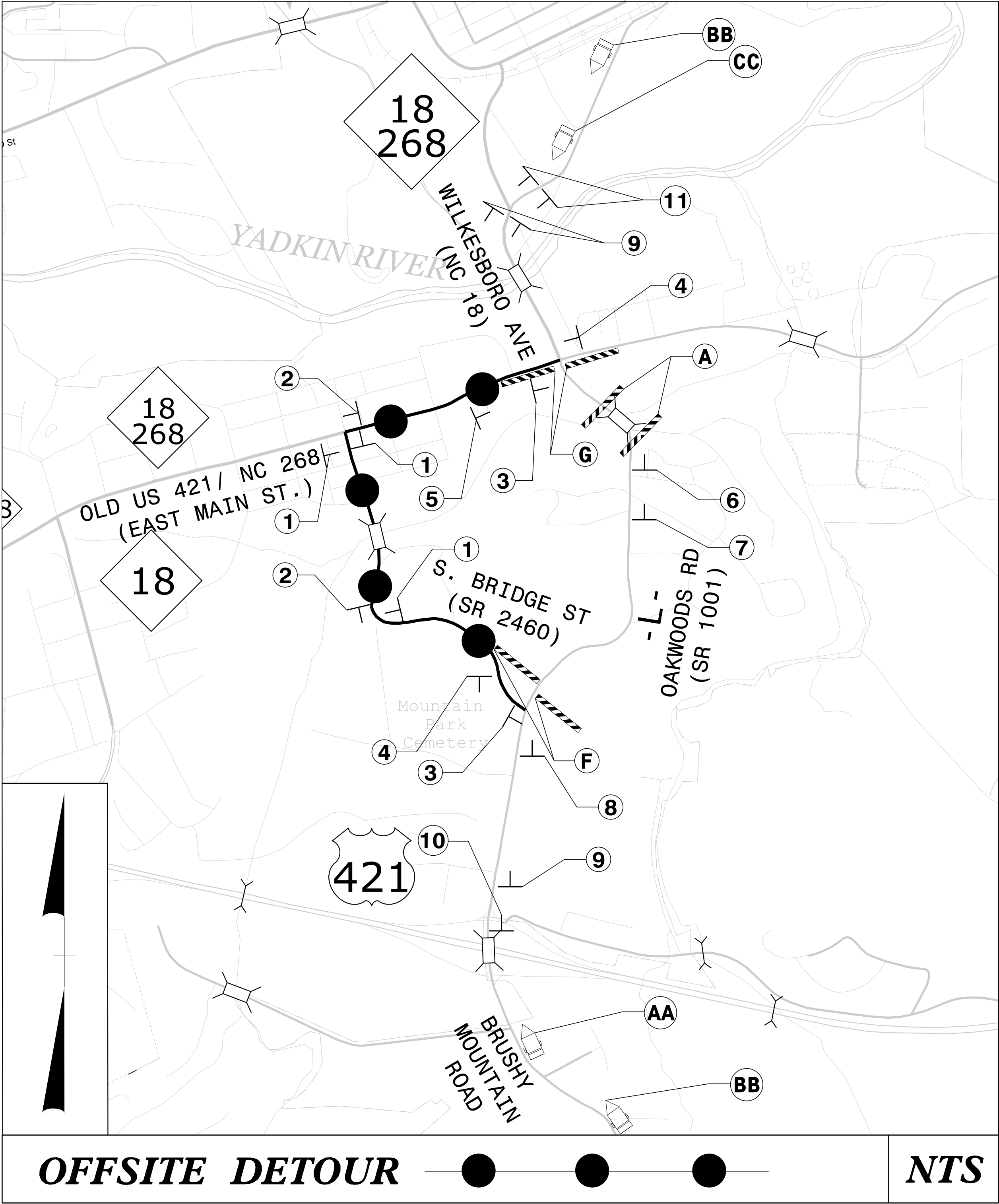
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TRANSPORTATION MANAGEMENT PLAN
TEMPORARY SHORING DATA

PROJ. REFERENCE NO.	SHEET NO.
B-4676A	TMP - 2B



AA

MESSAGE NO. 1	MESSAGE NO. 2
OAKWOODS ROAD DETOUR	USE S BRIDGE STREET
CHANGEABLE MESSAGE SIGN	

BB

MESSAGE PRIOR TO CLOSURE

MESSAGE NO. 1	MESSAGE NO. 2
OAKWOODS ROAD CLOSED	STARTING (DAY) (TIME)
CHANGEABLE MESSAGE SIGN	

MESSAGE DURING CLOSURE

MESSAGE NO. 1	MESSAGE NO. 2
OAKWOODS ROAD CLOSED	FOLLOW POSTED DETOUR
CHANGEABLE MESSAGE SIGN	

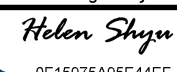
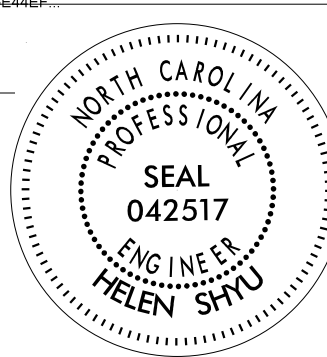
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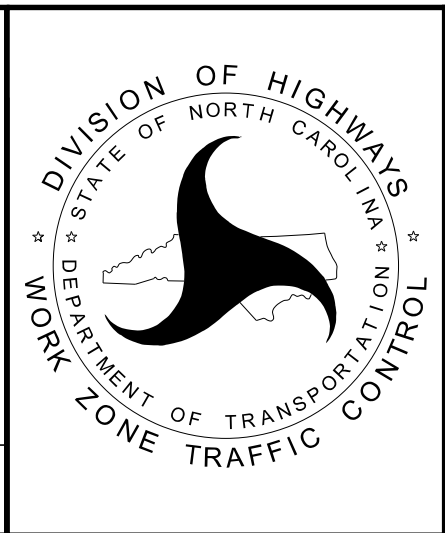
MESSAGE NO. 1	MESSAGE NO. 2
OAKWOODS ROAD DETOUR	USE E MAIN STREET
CHANGEABLE MESSAGE SIGN	

SEE RSD 1101.03 (SHEET 1 OF 9)
FOR ADDITIONAL TRAFFIC CONTROL DEVICES.

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TRANSPORTATION
MANAGEMENT PLAN

OFFSITE
DETOUR

[illegible]

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B-B' SEE TMP-06

CONSTRUCTION FENCE/ PED CHANNELIZATION DEVICE

PED PATH

2:1

5' MIN

EXISTING

2' DRUM

ENSURE WATER CAN PROPERLY DRAIN AND NOT ENCROACH INTO TRAVEL LANE.

PHASE II

TRANSPORTATION MANAGEMENT PLAN

CUT SECTIONS

PHASING

NOTES:

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

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

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

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

THE TERM RSD DENOTES "ROADWAY STANDARD DRAWINGS".

PHASE I (SEE TMP-04 AND TMP-05)

STEP 1: USING RSD 1101.01 (SHEET 3 OF 3), INSTALL WORK ZONE ADVANCE WARNING SIGNS ON -L-.

STEP 2: SHIFT PEDESTRIANS

2A: USING RSD 1102.02 (SHEET 1 OF 19), PLACE TEMPORARY WEDGING ON -L- FROM STA 20+81+/- TO STA 23+62+/- (UTILIZING A MAX TEMPORARY GRADE OF 2% TO TIE TO EXISTING PAVEMENT), TEMPORARY PAVEMENT FROM -L- STA 20+81+/- TO STA 24+98+/-, AND PLACE PCB. (SEE CUT SECTION A-A') AND TMP-05)

2B: AWAY FROM TRAFFIC, CONSTRUCT TEMPORARY CONCRETE SIDEWALK (MAX GRADE OF 8%) AS SHOWN ON TMP-04 AND 05.

- -L- STA 20+80+/- TO 21+29+/- (TMP-5) (GRADE TO DRAIN BEFORE REMOVING EXISTING 15" PIPE)
- -L- STA 23+85+/- TO 24+16+/- (TMP-5)

2C: ERECT CONSTRUCTION FENCE/PEDESTRIAN CHANNELIZATION DEVICE AND SHIFT PEDESTRIANS TO THE TEMPORARY PATTERN AS SHOWN ON TMP-04 AND 05.

NOTE: PHASE I STEPS 3 & 4 CAN BE DONE CONCURRENTLY

STEP 3: BRIDGE CONSTRUCTION: AWAY FROM TRAFFIC, BEGIN TO CONSTRUCT THE FOLLOWING:

- PROPOSED BRIDGE FROM -L- STA 17+19+/- TO -L- STA 23+10+/- USING SHORING #1 (SEE TMP-05).
- -L- STA 17+19+/- TO THE PROPOSED BRIDGE (SEE TMP-04 AND 05)
- -Y3- STA 10+34+/- TO THE BRIDGE APPROACH (MAINTAIN EXISTING DRAINAGE DITCH ALONG EXISTING SR 1001) (SEE TMP-05)
- TEMPORARY CONCRETE SIDEWALK (MAX GRADE OF 8%) BETWEEN -L- STA 15+75+/- TO 17+19+/- (TMP-4) AND -L- STA 23+06+/- TO 24+00+/-.

STEP 4: -Y4-/-Y5- INTERSECTION: INSTALL AND ACTIVATE TEMPORARY SIGNAL. USE WATER FILLED BARRIER, HAND-TRAILING EDGE PEDESTRIAN CHANNELIZING DEVICE, AND TEMPORARY CURB RAMPS TO DIVERT PEDESTRIANS AS NEEDED ONTO SHOULDER TO CONSTRUCT SIDEWALK AND CURB AND GUTTER ON -Y5-. MAINTAIN PEDESTRIAN CROSSWALKS AT SIGNAL. (SEE TMP-05)

PHASE II (SEE TMP-06 AND TMP-07)

STEP 1: SHIFT PEDESTRIANS: COMPLETE PHASE II STEPS 1A AND 1B IN ORDER.

1A: ERECT CONSTRUCTION FENCE/PEDESTRIAN CHANNELIZATION DEVICE ALONG THE NEW PEDESTRIAN PATH. (SEE TMP-06 AND 07)

1B: WITH GUARDRAIL (LT) AND VERTICAL CONCRETE BARRIER IN PLACE, SHIFT PEDESTRIANS ONTO TEMPORARY CONCRETE SIDEWALK AND MUP ON BRIDGE. (SEE TMP-06 AND 07)

NOTE: PHASE II STEPS 2 THRU 4 MAY BE DONE CONCURRENTLY

STEP 2: AWAY FROM TRAFFIC, BEGIN TO REMOVE THE EXISITING PEDESTRIAN BRIDGE.

STEP 3: USING RSD 1101.02 (SHEET 1 OF 19), BEGIN TO CONSTRUCT -L- STA 16+07 TO STA 18+08. (SEE TMP-06 AND 07) (MAINTAIN EXISTING DRAINAGE)

STEP 4: USING RSD 1101.02 (SHEET 1 OF 19), BEGIN TO CONSTRUCT -Y3- STA 10+34+/- TO 10+59+/- . (SEE TMP-06 AND 07) (MAINTAIN EXISTING DRAINAGE)

PHASE III (SEE TMP-08 AND TMP-09)

STEP 1: -L-, -Y1-, AND -Y2-: COMPLETE PHASE III STEPS 1A THROUGH 1E CONCURRENTLY, EXCEPT PHASE III STEPS 1C AND 1D MAY NOT BE DONE AT THE SAME TIME. COORDINATE ACCESS WITH LOCAL CHURCH AND TOWN OF WILKESBORO REGARDING TIMING OF CLOSURE.

1A: CLOSE PEDESTRIAN ACCESS AS SHOWN ON TMP-08 AND TMP-09 AND PROVIDE PEDESTRIAN TRANSPORT SERVICE. CONSTRUCT MUP FROM -L- STA 11+57+/- TO STA 17+19+/- (AS SHOWN ON TMP-08) AND FROM -L- STA 23+06+/- TO -Y4- (AS SHOWN ON TMP-11).

1B: USING RSD 1101.02 (SHEET 1 OF 19), INSTALL PROPOSED DRAINAGE AND WEDGE AND WIDEN -L- FROM STA 10+85+/- TO STA 16+50+/- AS MUCH AS POSSIBLE. (SEE TMP-08)

1C: USE RSD 1101.03 (SHEET 1 OF 9) TO CLOSE SUNSET DRIVE AND CONSTRUCT -Y1-. (SEE TMP-08)

1D: USE RSD 1101.03 (SHEET 1 OF 9) TO CLOSE FOREST HILL DRIVE AND CONSTRUCT -Y2-. (SEE TMP-08)

1E: INSTALL AND COVER DETOUR SIGNS AND DEVICES AS SHOWN ON TMP-2B.

COMPLETE THE REQUIREMENTS OF PHASE III STEP 2 THRU PHASE IIIA STEP 1B IN SEVENTEEN (17) CONSECUTIVE DAYS FROM 6:00 P.M. FRIDAY TO 7:00 A.M. THE THIRD MONDAY AFTER. (SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.)

STEP 2: -L- LINE TIE-INS AND -Y3-: COMPLETE PHASE III STEPS 2A AND 2B IN ORDER.

2A: UNCOVER DETOUR SIGNAGE AS SHOWN ON TMP-2B AND USING RSD 1101.03 (SHEET 1 OF 9), CLOSE -L- BETWEEN STA 16+50+/- AND -Y3-. -Y3- STILL HAS ACCESS TO -Y4-/-Y5- INTERSECTION. (SEE TMP-08 AND 09).

2B: AWAY FROM TRAFFIC, COMPLETE -L- FROM STA 16+50+/- TO PROPOSED BRIDGE. USING RSD 1101.02 (SHEET 1 OF 19) AS NEEDED, INSTALL PROPOSED DRAINAGE AND COMPLETE -Y3-. (SEE TMP-08 AND 09) (EXISTING 15" PIPE ON LEFT OF -L- MAY BE REMOVED.)

PHASE IIIA (SEE TMP-10 AND TMP-11)

STEP 1: -L- LINE TIE-INS: COMPLETE PHASE III STEP 1B AND 2B, THEN COMPLETE PHASE IIIA STEPS 1A THRU 1C IN ORDER UNDER ICT.

1A: PLACE TEMPORARY PAVEMENT MARKINGS AS SHOWN ON TMP-10 AND 11, THEN OPEN -Y3- TO -L- SOUTH OF -Y3-. MOVE BARRICADES TO CLOSE -L- BETWEEN -Y3- AND -L- STA 24+70+/- .

1B: COMPLETE -L- TIE IN AND DRAINAGE ON NORTHERN SIDE OF THE BRIDGE, PLACE TEMPORARY PAVEMENT MARKINGS (AS SHOWN ON TMP-11), THEN OPEN -L- TO TRAFFIC.

STEP 2: USING RSD 1101.02 (SHEET 1 OF 19) AND LAW ENFORCEMENT AT INTERSECTION, COMPLETE PROPOSED DRAINAGE AND -L- FROM STA 24+70+/- TO -Y4-/-Y5-. AWAY FROM TRAFFIC, FINISH CONSTRUCTION OF MUP ALONG -L-, REMOVE PED BARRICADES AND OPEN TO PEDESTRIANS. STOP PEDESTRIAN TRANSPORT SERVICE. INSTALL TEMPORARY PAVEMENT MARKINGS AS SHOWN ON TMP-11, ACTIVATE TEMP SIGNAL AND SHIFT TO FINAL TRAFFIC PATTERN.

NOTE: STEPS 3 & 4 CAN BE COMPLETED IN ANY ORDER

STEP 3: USING RSD 1101.02 (SHEET 1 OF 19), PLACE FINAL LAYER OF SURFACE COURSE THROUGHOUT THE PROJECT LIMITS, INSTALL FINAL PAVEMENT MARKINGS, AND ACTIVATE FINAL SIGNAL.

STEP 4: CONSTRUCT -MUP- (BENEATH PROPOSED BRIDGE) AND REMOVE THE EXISTING ROADWAY BRIDGE.

STEP 5: COMPLETE ANY REMAINING WORK (THAT IS AWAY FROM TRAFFIC), AND REMOVE ALL TRAFFIC CONTROL DEVICES

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User:rgarodriguez



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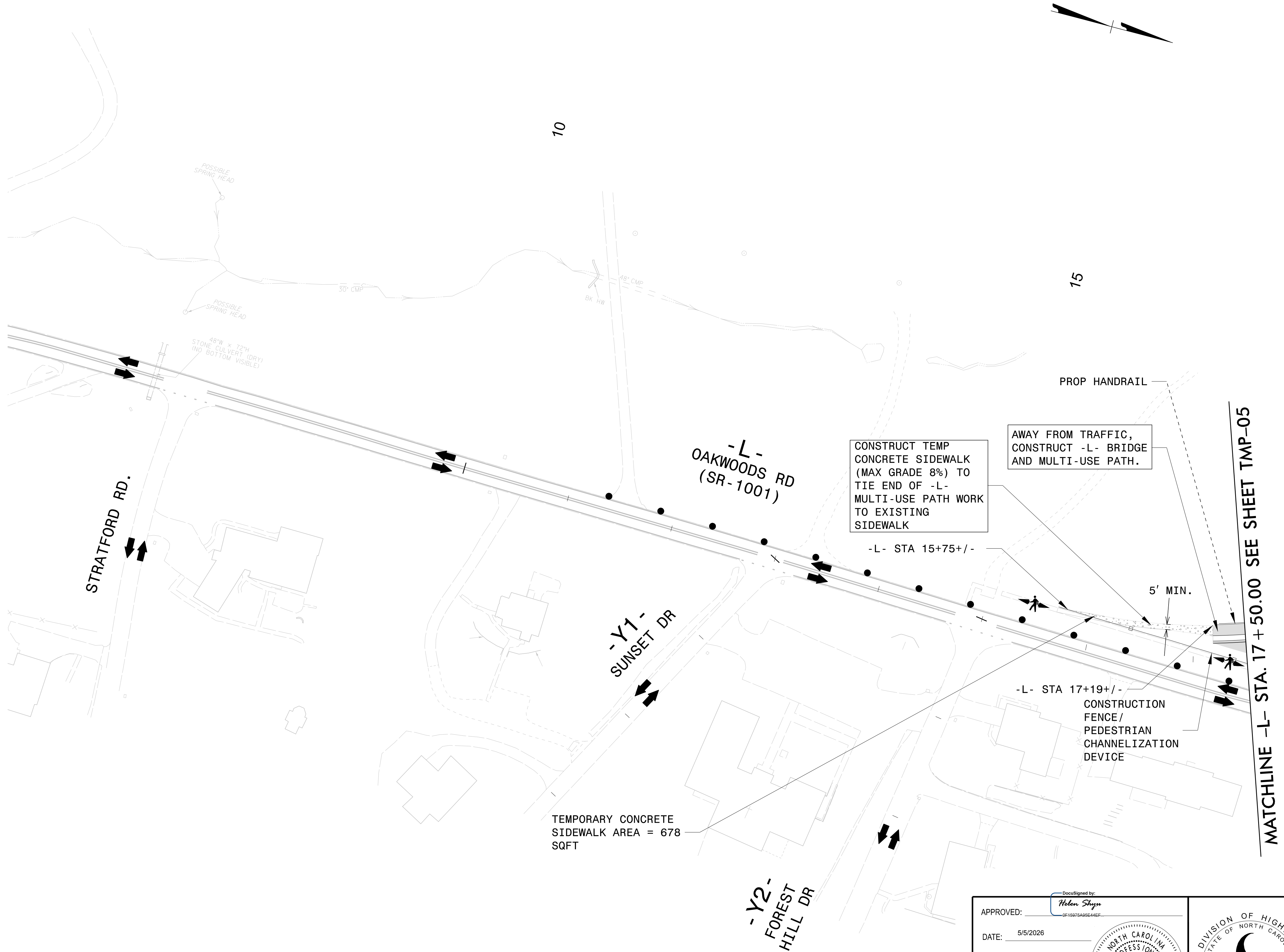
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TRANSPORTATION
MANAGEMENT PLAN

PHASING

PROJ. REFERENCE NO.	SHEET NO.
B-4676A	TMP - 04

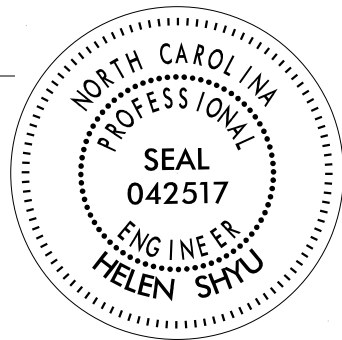


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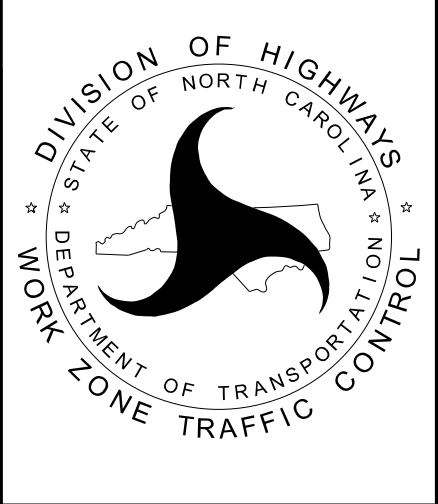


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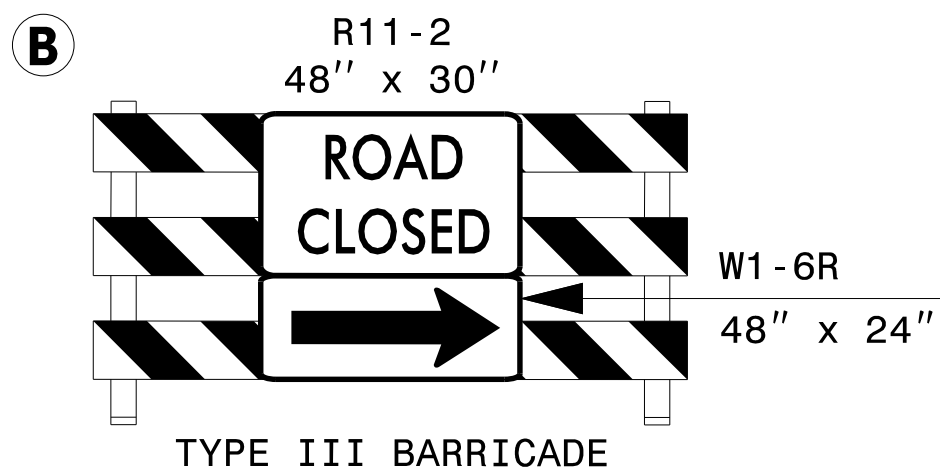
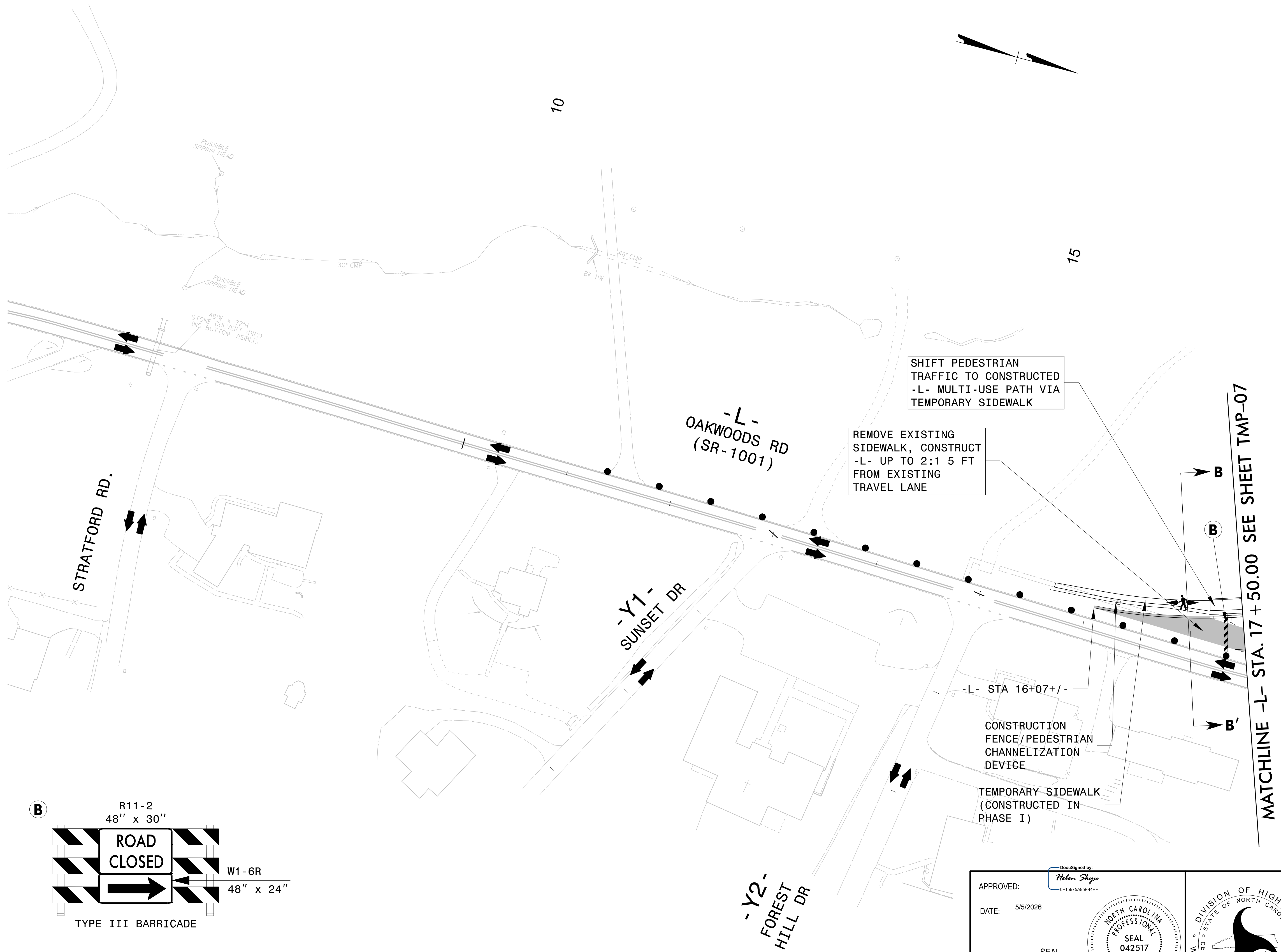
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TRANSPORTATION
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PHASE I

PROJ. REFERENCE NO.	SHEET NO.
B-4676A	TMP - 06



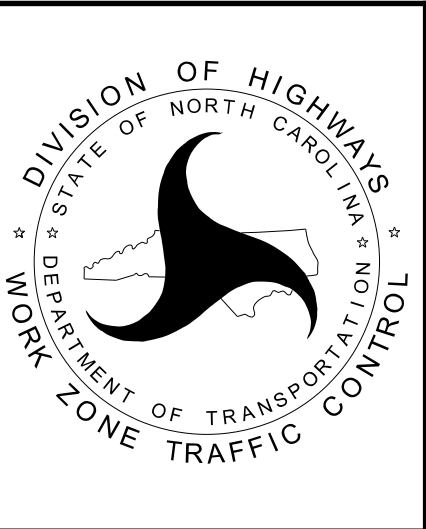
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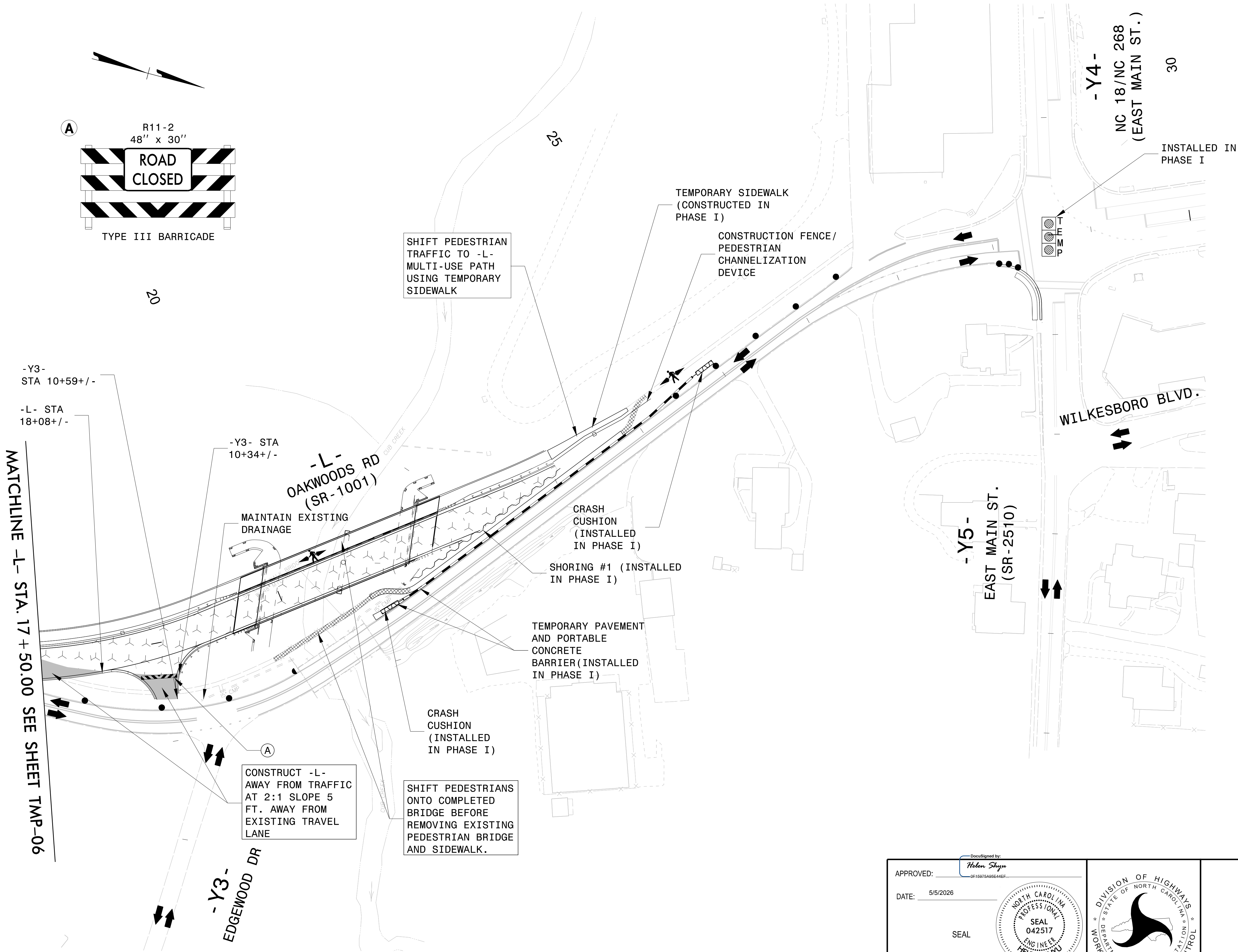
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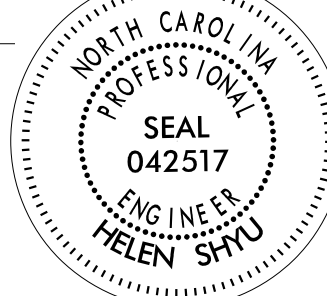
PHASE II

PROJ. REFERENCE NO.	SHEET NO.
B-4676A	TMP - 07



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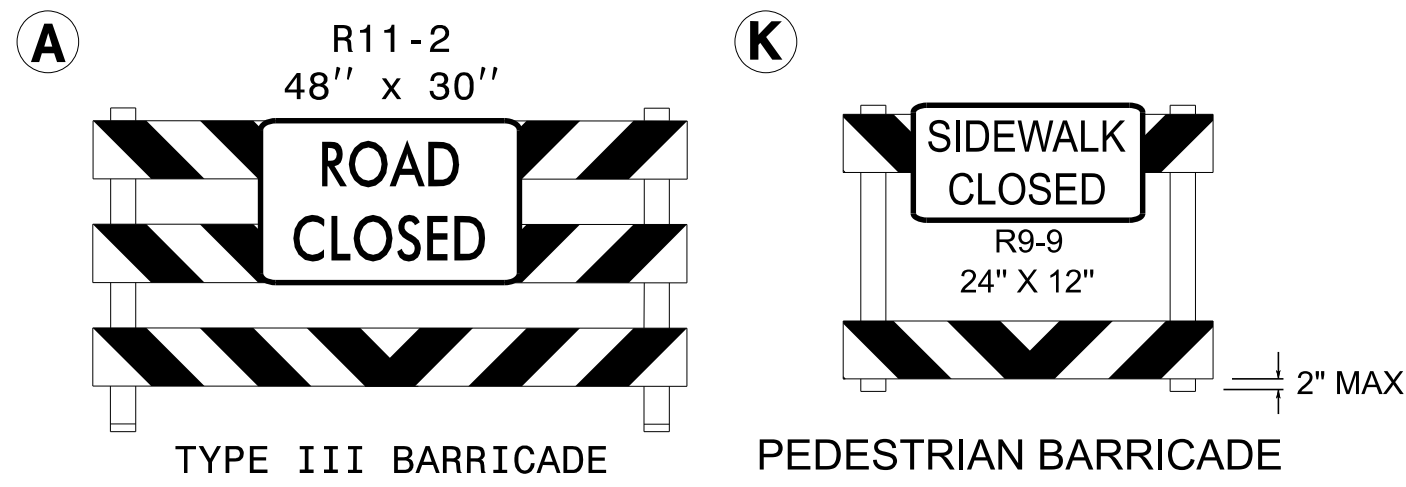
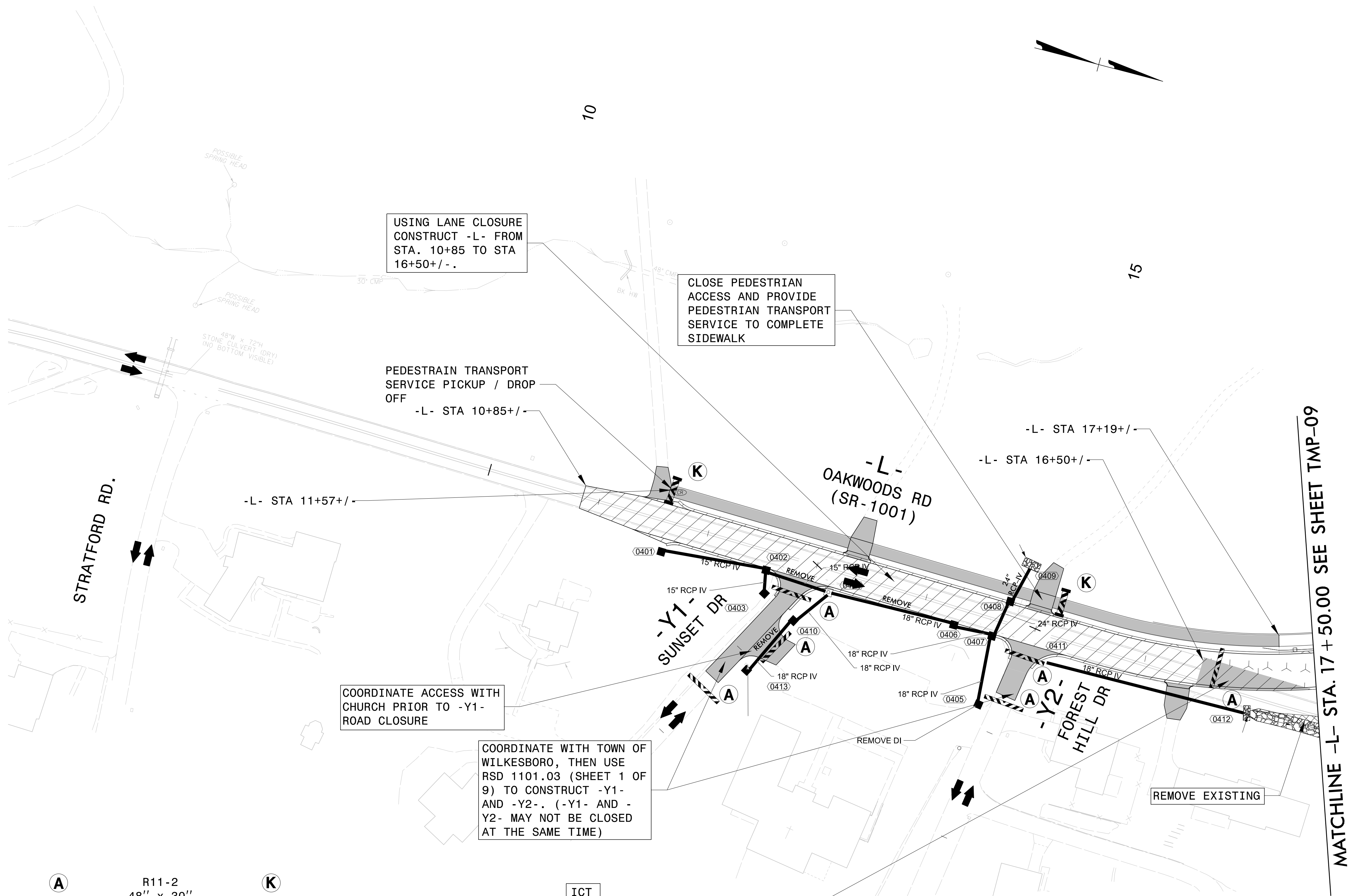
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TRANSPORTATION MANAGEMENT PLAN
PHASE II

PROJ. REFERENCE NO.	SHEET NO.
B-4676A	TMP - 08



ICT
COORDINATE WITH TOWN OF WILKESBORO, THEN USING DETOUR SHOWN ON TMP-2B, CONSTRUCT -L- (FROM STA. 16+50 TO BRIDGE)

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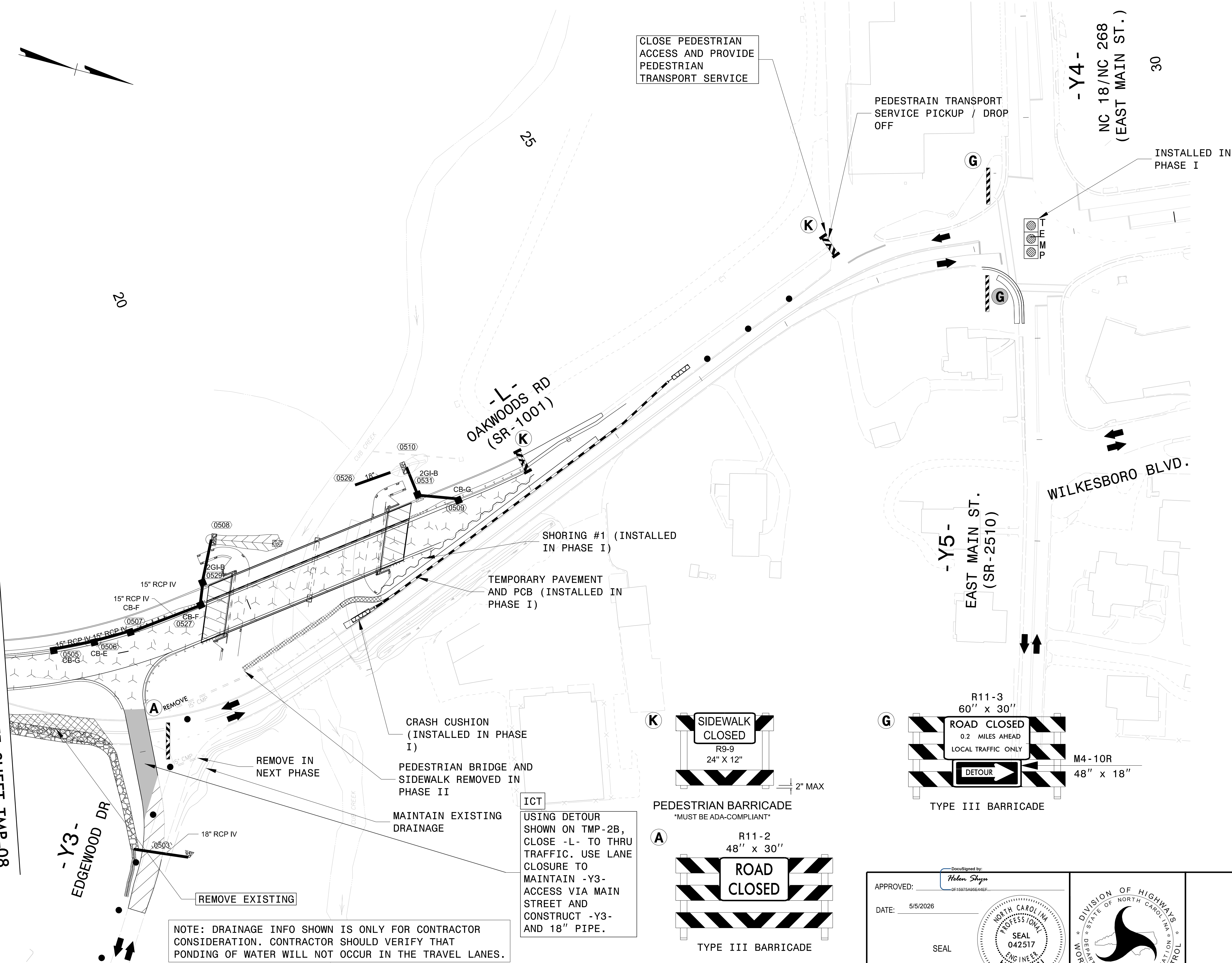
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PHASE III

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User:rgorodriguez

PROJ. REFERENCE NO.	SHEET NO.
B-4676A	TMP-09

MATCHLINE -L- STA. 17 + 50.00 SEE SHEET TMP-08



CLOSE PEDESTRIAN
ACCESS AND PROVIDE
PEDESTRIAN
TRANSPORT SERVICE

PEDESTRAIN TRANSPORT
SERVICE PICKUP / DROP
OFF

INSTALLED IN
PHASE I

-L-
OAKWOODS RD
(SR-1001)

SHORING #1 (INSTALLED
IN PHASE I)

TEMPORARY PAVEMENT
AND PCB (INSTALLED IN
PHASE I)

CRASH CUSHION
(INSTALLED IN PHASE
I)

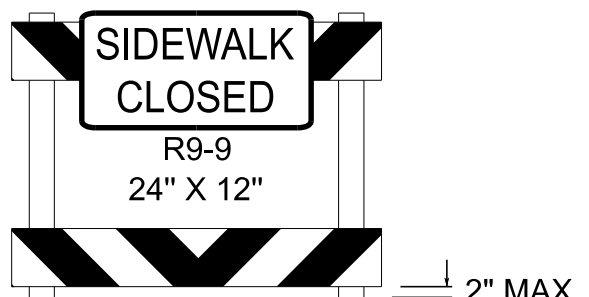
PEDESTRIAN BRIDGE AND
SIDEWALK REMOVED IN
PHASE II

MAINTAIN EXISTING
DRAINAGE

REMOVE IN
NEXT PHASE

REMOVE EXISTING

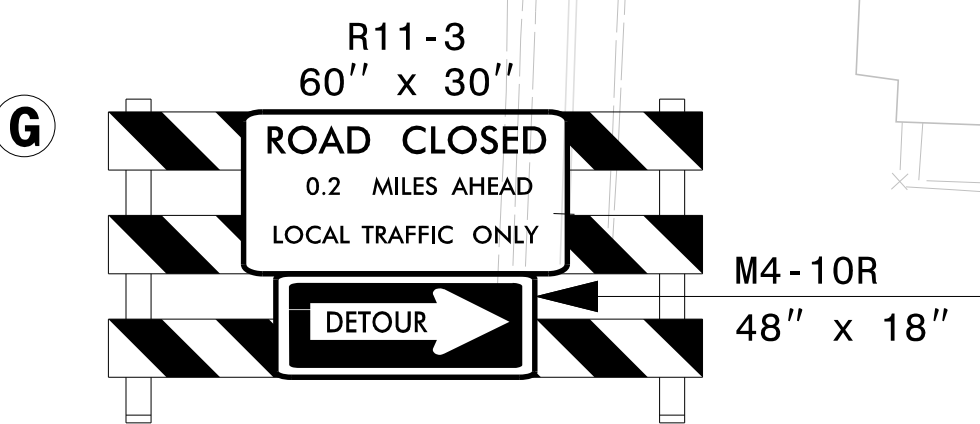
NOTE: DRAINAGE INFO SHOWN IS ONLY FOR CONTRACTOR
CONSIDERATION. CONTRACTOR SHOULD VERIFY THAT
PONDING OF WATER WILL NOT OCCUR IN THE TRAVEL LANES.



PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT

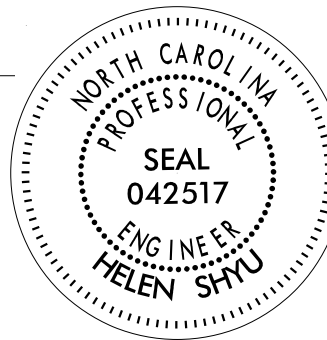


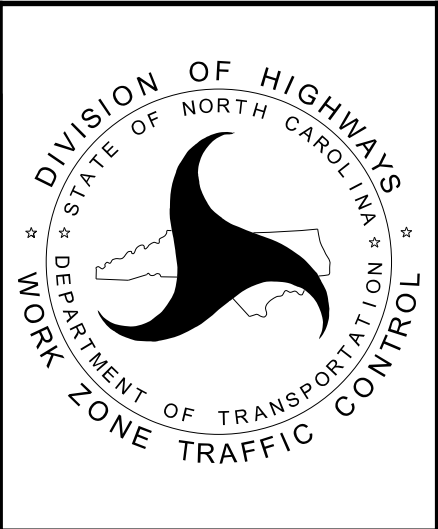
TYPE III BARRICADE



TYPE III BARRICADE

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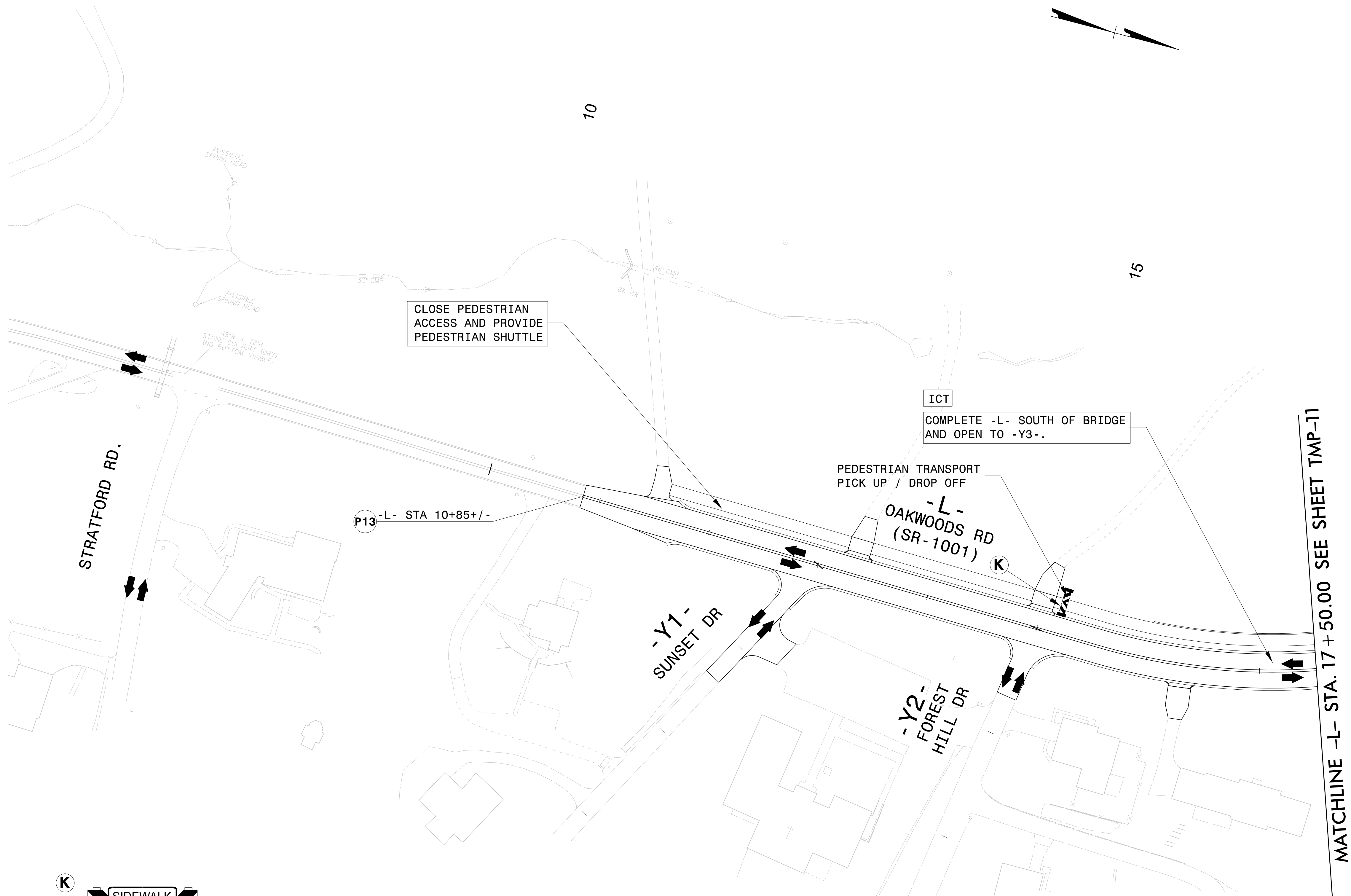


TRANSPORTATION
MANAGEMENT PLAN

PHASE III

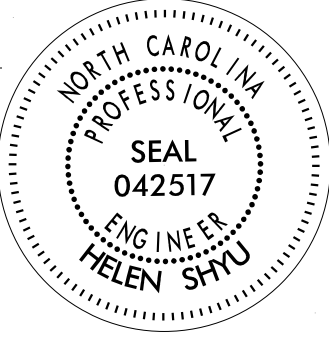
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User:garodriguez

PROJ. REFERENCE NO.	SHEET NO.
B-4676A	TMP - 10



NOTE: INSTALL TEMPORARY RAISED PAVEMENT MARKERS PER RSD 1250.01

HNTB
HNTB NORTH CAROLINA, P.C.
4000 Center at North Hills Street
Suite 500
Raleigh, North Carolina 27609
NC License No: C-1554

APPROVED: 
DATE: 5/5/2026
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MANAGEMENT PLAN

PHASE IIIA

3:46:06 PM
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User:rgorodriguez



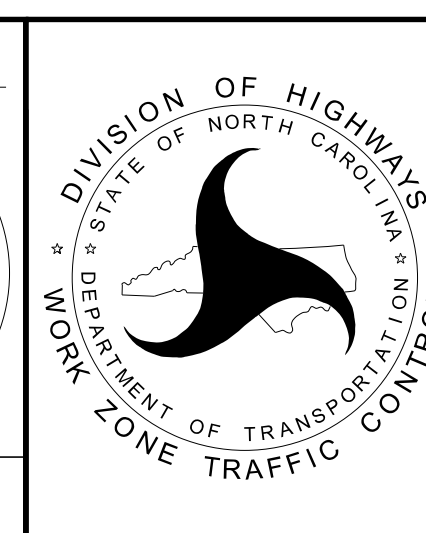
DocuSigned by:
Helen Shyu
CF18B7A89E644EF

APPROVED: _____

DATE: 5/5/2026 _____

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TRANSPORTATION
MANAGEMENT PLAN

PHASE IIIA