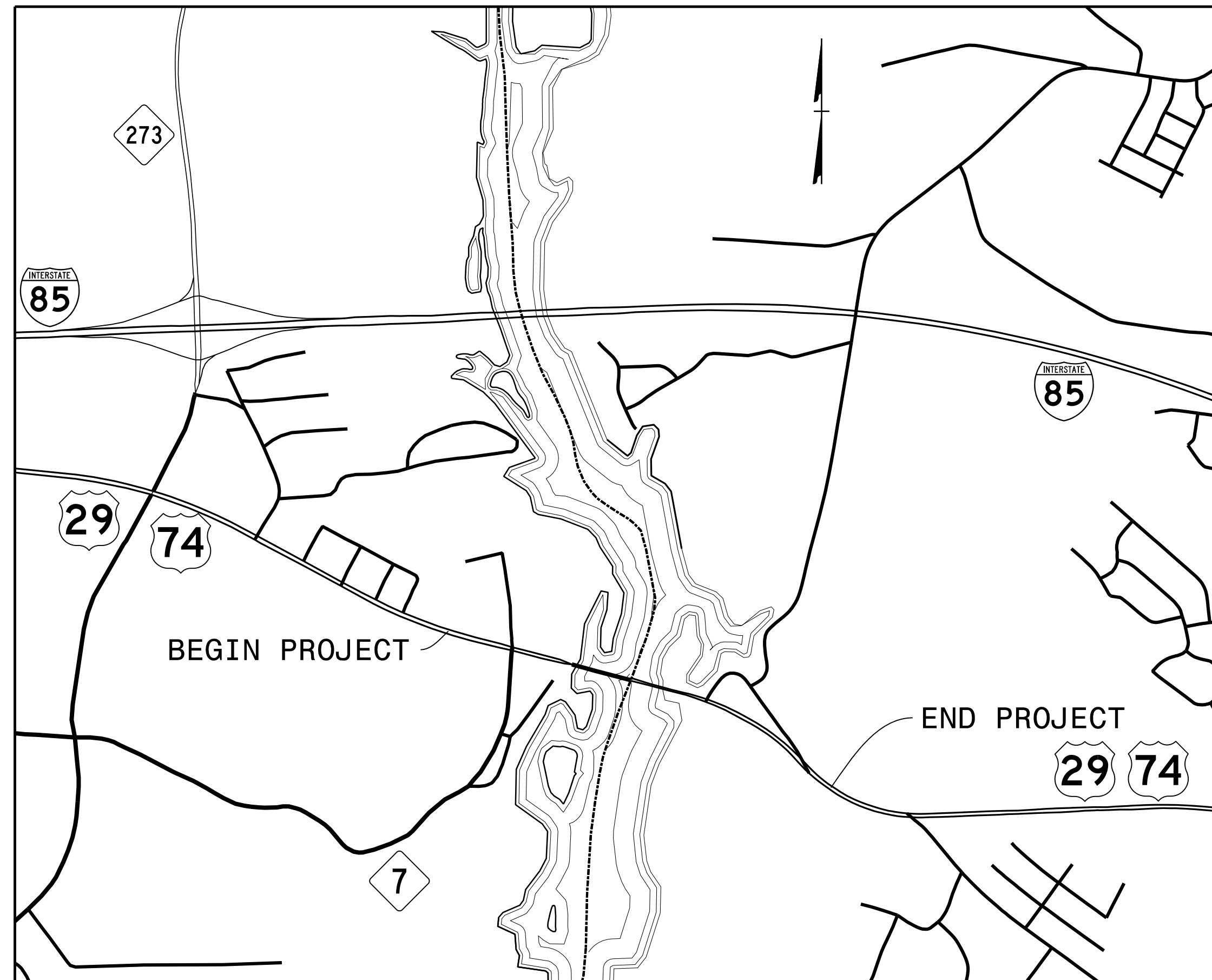
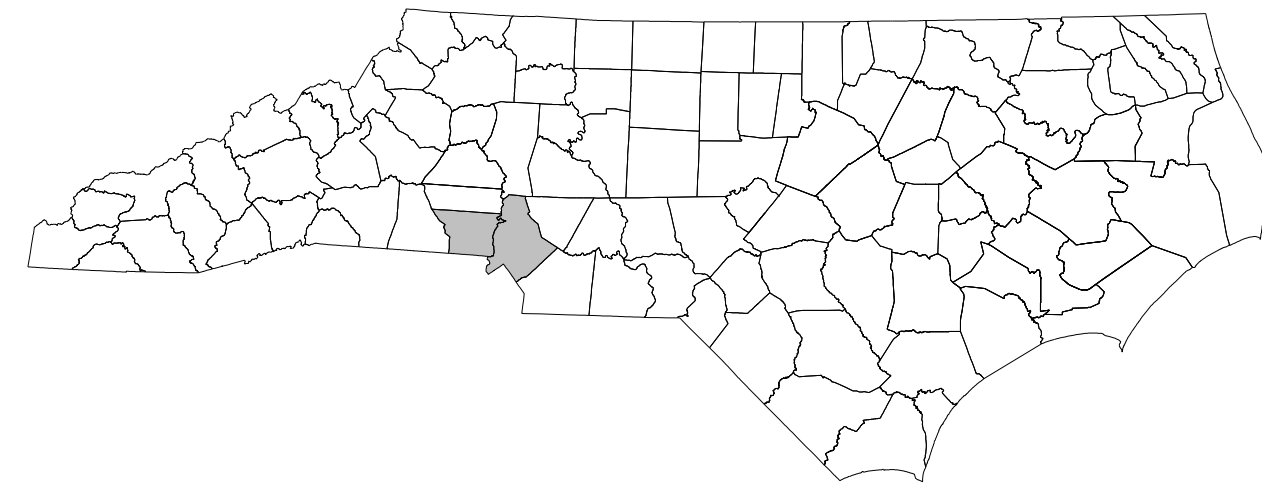


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DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN
GASTON and MECKLENBURG COUNTIES



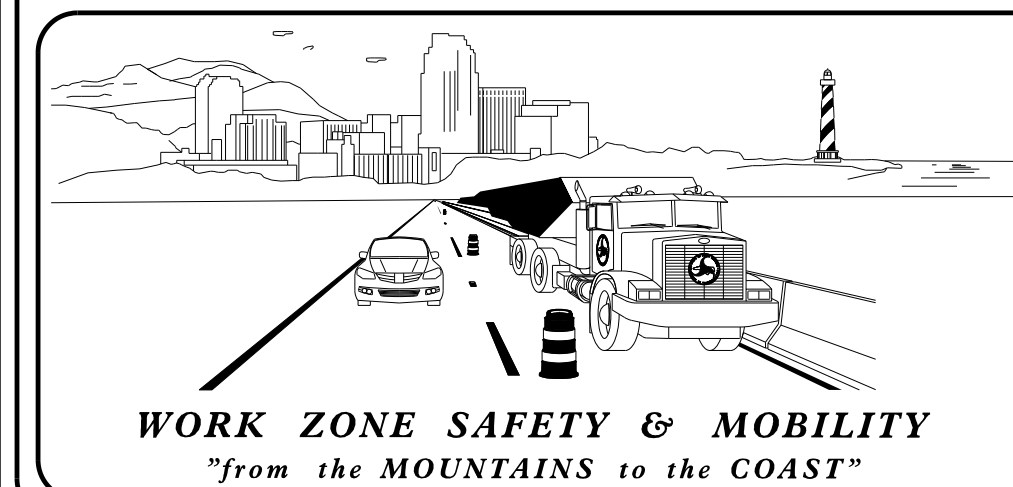
INDEX OF SHEETS

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 1C	TRANSPORTATION OPERATIONS PLAN: GENERAL NOTES
TMP-2	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-2A THROUGH 2AB	TEMPORARY SHORING DATA
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TMP-4 THROUGH 11	PHASE I DETAILS
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SHEET NO.
TMP-1

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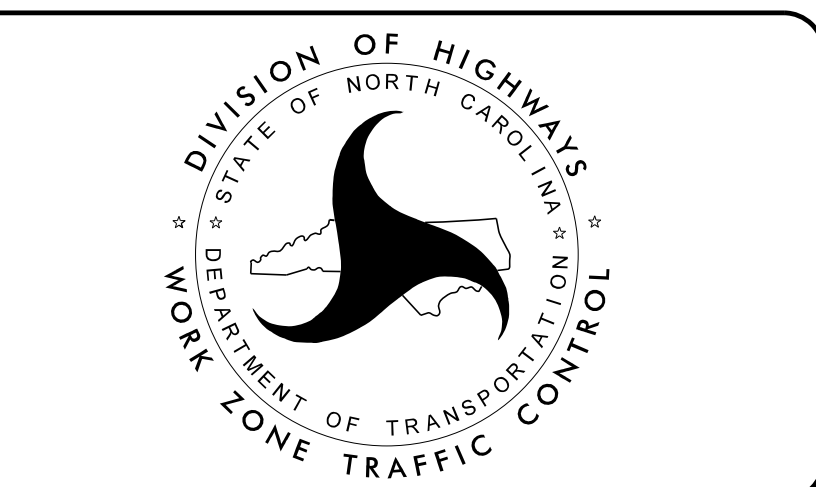
PLANS PREPARED BY:

B. Holden, PE
PROJECT MANAGER

K. Bisby, PE
TECHNICAL MANAGER

NC DOT CONTACTS:

David Stutts, PE
PROJECT MANAGER



RK&K
P: (919) 878-9560
8601 Six Forks Road, Forum 1, Suite 700
Raleigh, North Carolina 27615-3960
NC License No. F-0112
www.rk.com
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DATE: 4/8/2026

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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	DRUM
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1165.01	WORK VEHICLE LIGHTING SYSTEMS AND TMA DELINEATION
1170.01	POSITIVE PROTECTION
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	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
1205.15	PAVEMENT MARKINGS - SUPERSTREETS
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
- REMOVAL
- WEDGING
- TEMPORARY PAVEMENT
- ONGOING CONSTRUCTION

TRAFFIC CONTROL DEVICES

- BARRICADE (TYPE III)
- PEDESTRIAN CHANNELIZING DEVICE
- CONE
- DRUM SKINNY DRUM TUBULAR MARKER
- TEMPORARY CRASH CUSHION
- FLASHING ARROW BOARD
- FLAGGER
- LAW ENFORCEMENT
- TRUCK MOUNTED ATTENUATOR (TMA)
- CHANGEABLE MESSAGE SIGN
- PORTABLE CONCRETE BARRIER
- PORTABLE CONCRETE BARRIER (EXISTING)
- PROPOSED CONCRETE BARRIER
- PORTABLE CONCRETE BARRIER (SECTION VIEW)
- DRUM (SECTION VIEW)

SIGNALS

- EXISTING
- PROPOSED
- TEMPORARY

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

TEMPORARY PAVEMENT MARKING SCHEDULE

PAINT			
Symbol	Description	Symbol	Description
P1	WHITE EDGELINE (4")	P51	WHITE DIAGONAL (12")
P2	WHITE SOLID LANE LINE (4")	P52	YELLOW DIAGONAL (12")
P3	10 FT. WHITE SKIP (4")	P61	WHITE STOPBAR (24")
P4	3 FT. - 9 FT./SP WHITE MINI-SKIP (4")		LEFT TURN ARROW
P5	2 FT. - 6 FT./SP WHITE MINI-SKIP (4")		RIGHT TURN ARROW
P10	YELLOW EDGELINE (4")		STRAIGHT ARROW
P13	YELLOW DOUBLE CENTER (4")		COMBO. LEFT/STRAIGHT ARROW
P14	2 FT. - 6 FT./SP YELLOW MINI-SKIP (4")		COMBO. RIGHT/STRAIGHT ARROW
P40	WHITE GORELINE (8")		U-TURN ARROW
P43	WHITE SOLID LANE LINE (8")		MERGE ARROW
P44	3 FT. - 9 FT./SP WHITE MINI-SKIP (8")	ONLY	ALPHANUMERIC CHARACTER
COLD APPLIED PLASTIC			
Symbol	Description		
C1	WHITE EDGELINE (4")	TEMPORARY RAISED PAVEMENT MARKERS	
C3	10 FT. WHITE SKIP (4")	Symbol	Description
C10	YELLOW EDGELINE (4")	MH	YELLOW/YELLOW
C13	YELLOW DOUBLE CENTER (4")	MI	CRYSTAL RED

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ROADWAY STANDARD DRAWINGS & LEGEND

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RKK
 P: (919) 878-8560
 8601 Six Forks Road, Forum 1, Suite 700
 Raleigh, North Carolina 27615-3960
 NC License No. F-0112
 Engineers | Construction Managers | Planners | Scientists
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GENERAL NOTES

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RKK
 P: (919) 878-8560
 8601 Six Forks Road, Forum 1, Suite 700
 Raleigh, North Carolina 27615-3960
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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, COVERING, OR REMOVAL OF DEVICES AS DIRECTED BY THE ENGINEER.

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

TIME RESTRICTIONS

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

ROAD NAME	DAY AND TIME RESTRICTIONS
US 29/74	MONDAY THROUGH SUNDAY 6:00 AM TO 9:00 PM
-Y1- HAZELEEN AVE, -Y2- NC 7/SR 1910 E. CATAWBA ST AND -Y3- SR 1600 MOORES CHAPEL LOOP	MONDAY THROUGH FRIDAY 7:00 AM TO 9:00 AM 4:00 PM TO 6:00 PM

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

ROAD NAME
ANY ROAD

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00 AM DECEMBER 31ST TO 9:00 PM JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 9:00 PM THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 6:00 AM THURSDAY AND 9:00 PM MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 AM FRIDAY TO 9:00 PM TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 AM THE DAY BEFORE INDEPENDENCE DAY AND 9:00 PM THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN BETWEEN THE HOURS OF 6:00 AM THE THURSDAY BEFORE INDEPENDENCE DAY AND 9:00 PM THE TUESDAY AFTER INDEPENDENCE DAY.
- FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 AM FRIDAY AND 9:00 PM TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 AM TUESDAY TO 9:00 PM MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 AM THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 9:00 PM THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
- FOR CAROLINA PANTHERS FOOTBALL GAMES, THREE (3) HOURS BEFORE THE START OF THE GAME TO THREE (3) HOURS AFTER THE END OF THE GAME
- FOR McADENVILLE CHRISTMAS LIGHT CELEBRATION, OCCURRING IN DOWNTOWN BEGINNING THE DAY BEFORE THANKSGIVING AND ENDING JANUARY 2ND, DO NOT CLOSE LANES FROM 4:00 PM TO 12:00 AM EACH DAY.

LANE AND SHOULDER CLOSURE REQUIREMENTS

- C) 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.
- D) 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.
- E) 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 ON 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.
- F) 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.
- G) 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

- H) 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.

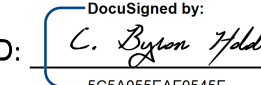
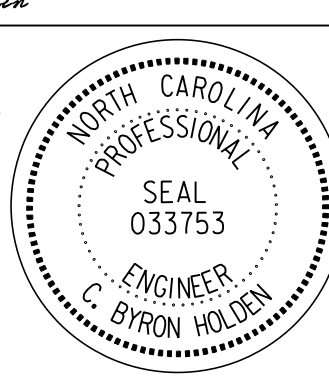
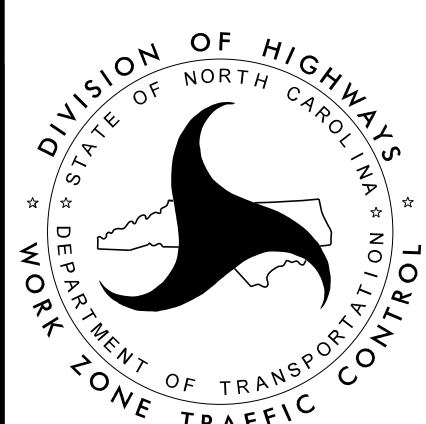
BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.
- I) DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 500 FT IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- K) 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.

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RKK
 P: (919) 878-8560
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- L) 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.
- M) 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.
- N) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- O) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 500 FT IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC BARRIER

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

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

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

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

INSTALL AND SPACE DRUMS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH) TO CLOSE OR KEEP THE SECTION OF THE ROADWAY CLOSED UNTIL THE TEMPORARY BARRIER CAN BE PLACED OR AFTER THE TEMPORARY BARRIER IS REMOVED.
- Q) 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 OR HIGHER	30 FT

TRAFFIC CONTROL DEVICES

- R) 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.
- S) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- T) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES (DRUMS) PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

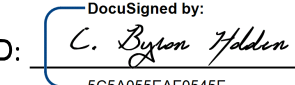
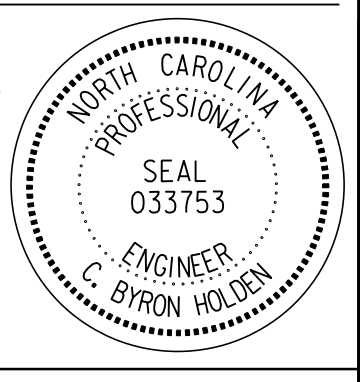
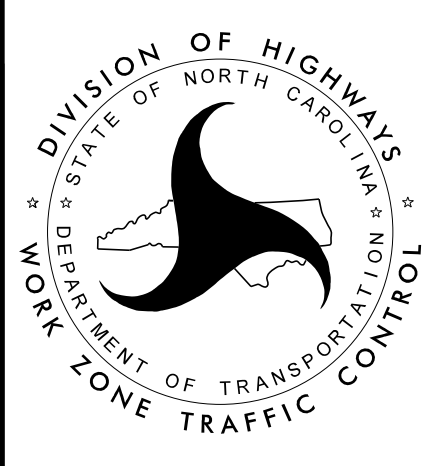
PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
ALL ROADS	PAINT	TEMPORARY RAISED ON US 29/74 AND CATAWBA AVE
CONCRETE SURFACES	COLD APPLIED PLASTIC (TYPE 4)	TEMPORARY RAISED

- V) 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.
 - W) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
 - X) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.
- MISCELLANEOUS**
- Y) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE ENGINEER.
 - Z) 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.

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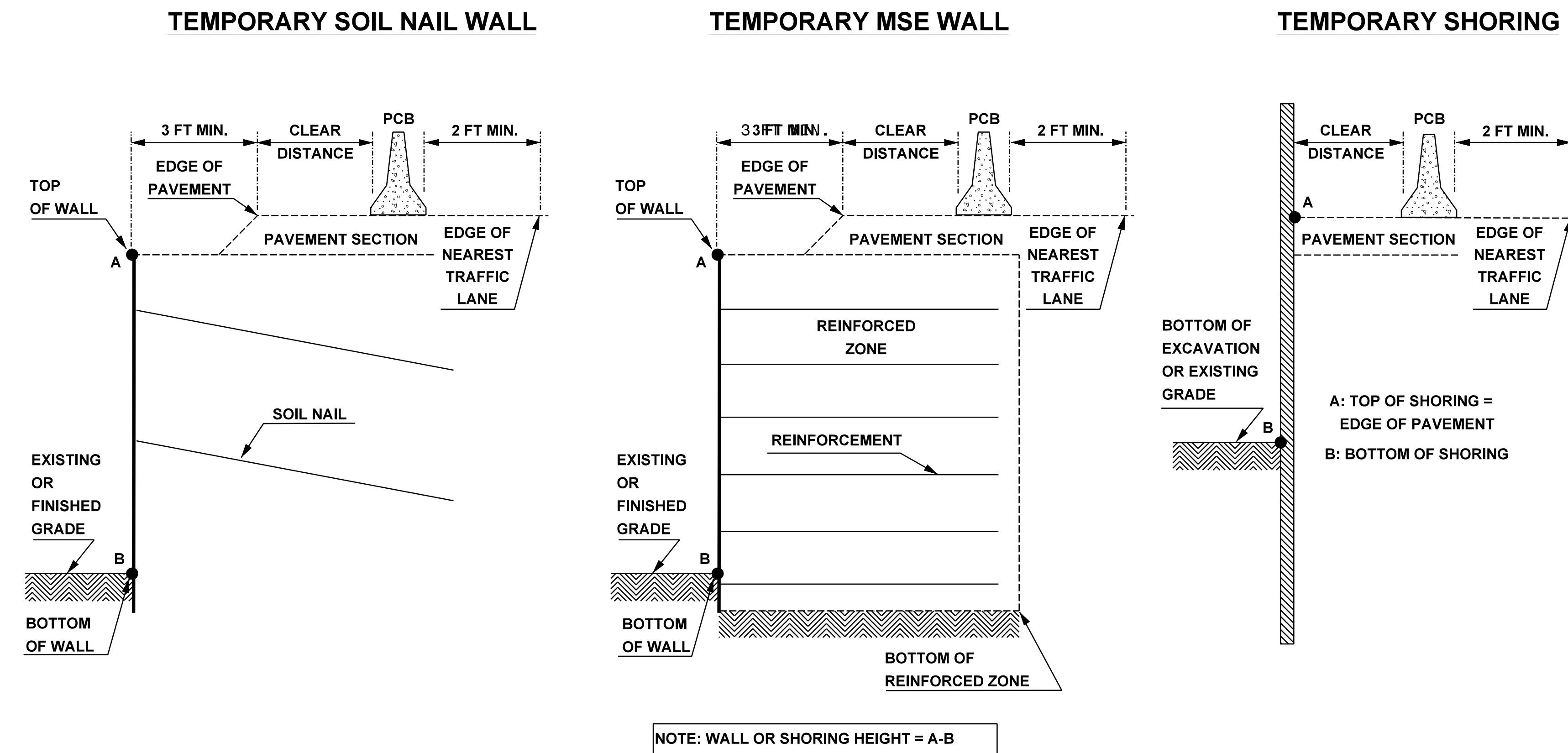


FIGURE A

NOTES

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

MINIMUM REQUIRED CLEAR DISTANCE, inches

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

* See Figure Below

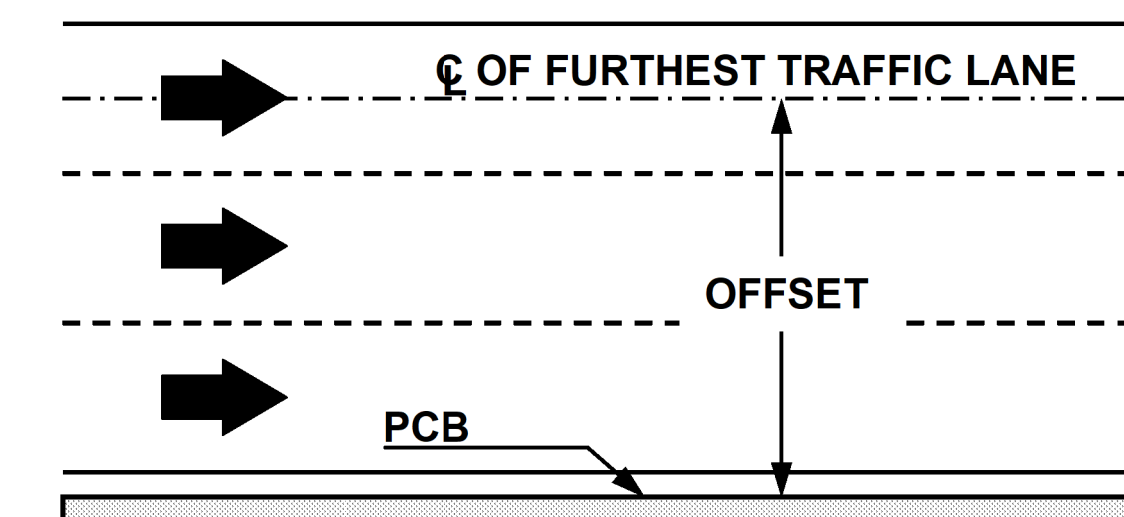


FIGURE B

APPROVED: *C. Byron Holden*
 DATE: 4/8/2026
 SEAL

SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 C. BYRON HOLDEN
 033753

DIVISION OF HIGHWAYS
 NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 WORK ZONE TRAFFIC CONTROL

PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Table 1: Temporary Shoring Locations

Shoring Location No.	Begin Station & Offset	End Station & Offset	Estimated Average Height (ft)	Estimated Maximum Height (ft)	Shoring Location, Type, Traffic Control Plan
1	-Y2- STA 12+07± 24.6 ft RT	-Y2- STA 13+23± 23.5 ft RT	12.2	18.1	Box Culvert and Roadway Embankment Construction (Cut, TC Phase I, Step 2, TMP-4)
2	-Y2- STA 12+07± 24.7 ft LT	-Y2- STA 13+23± 24.5 ft LT	12.2	18.1	Box Culvert and Roadway Embankment Construction (Cut, TC Phase I, Step 2, TMP-4)
3	-L- STA 40+55± 10.3 ft RT	-L- STA 41+22± 10.2 ft RT	4.6	14.4	Roadway Embankment and Bridge End Bent Construction (Cut, TC Phase I, Step 2, TMP-5)
4	-L- STA 40+43± 7.3 ft RT	-L- STA 40+70± 7.3 ft RT	6.6	11.3	Roadway Embankment and Bridge End Bent Construction (Fill, TC Phase I, Step 2, TMP-5)
5	-L- STA 51+80± 10.0 ft RT	-L- STA 52+29± 10.0 ft RT	3.9	8.8	Roadway Embankment and Bridge End Bent Construction (Cut, TC Phase I, Step 2, TMP-6)
6	-L- STA 52+15± 7.2 ft RT	-L- STA 55+25± 3.0 ft RT	8.8	11.2	Roadway Embankment and Bridge End Bent Construction (Fill, TC Phase I, Step 2, TMP-6)

The following notes on plans are recommended for the proposed shoring locations:

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 -Y2- 12+07±, 24.6 FT RT TO STATION -Y2- 13+23±, 23.5 FT RT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ): 120 PCF
FRICTION ANGLE (ϕ): 28 DEGREES
COHESION (c): 0 PSF
GROUNDWATER ELEVATION: VARIES, USE ELEVATION ±567 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -Y2- 12+07±, 24.6 FT RT TO STATION -Y2- 13+23±, 23.5 FT RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION. THE SUBSURFACE INFORMATION THAT IS AVAILABLE CAN BE FOUND IN THE ROADWAY SUBSURFACE INVENTORY REPORT.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -Y2- 12+07±, 24.6 FT RT TO STATION -Y2- 13+23±, 23.5 FT RT.

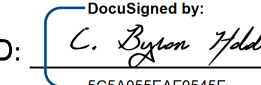
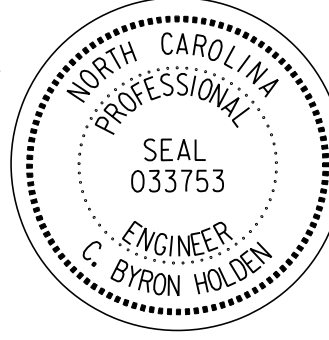

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -Y2- 12+07±, 24.6 FT RT TO STATION -Y2- 13+23±, 23.5 FT RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION -Y2- 12+07±, 24.6 FT RT TO STATION -Y2- 13+23±, 23.5 FT RT MAY NOT PENETRATE BELOW ELEVATION 538 FT DUE TO WEATHERED OR HARD ROCK.

Shoring Location No. 2:

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.

APPROVED:  DATE: 4/8/2026 SEAL 		TEMPORARY SHORING DATA
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		

DESIGN TEMPORARY SHORING FROM STATION -Y2- 12+07±, 24.7 FT LT TO STATION -Y2- 13+23±, 24.5 FT LT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ): 120 PCF
FRICTION ANGLE (ϕ): 28 DEGREES
COHESION (c): 0 PSF
GROUNDWATER ELEVATION: VARIES, USE ELEVATION ±567 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -Y2- 12+07±, 24.7 FT LT TO STATION -Y2- 13+23±, 24.5 FT LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION. THE SUBSURFACE INFORMATION THAT IS AVAILABLE CAN BE FOUND IN THE ROADWAY SUBSURFACE INVENTORY REPORT.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -Y2- 12+07±, 24.7 FT LT TO STATION -Y2- 13+23±, 24.5 FT LT.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -Y2- 12+07±, 24.7 FT LT TO STATION -Y2- 13+23±, 24.5 FT LT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION -Y2- 12+07±, 24.7 FT LT TO STATION -Y2- 13+23±, 24.5 FT LT MAY NOT PENETRATE BELOW ELEVATION 538 FT DUE TO WEATHERED OR HARD ROCK.

Shoring Location No. 3:

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 -L- 40+55±, 10.3 FT RT TO STATION -L- 41+22±, 10.2 FT RT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ): 120 PCF
FRICTION ANGLE (ϕ): 28 DEGREES
COHESION (c): 0 PSF
GROUNDWATER ELEVATION: VARIES, USE ELEVATION ±574 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L- 40+55±, 10.3 FT RT TO STATION -L- 41+22±, 10.2 FT RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION. THE SUBSURFACE INFORMATION THAT IS AVAILABLE CAN BE FOUND IN THE ROADWAY SUBSURFACE INVENTORY REPORT.

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION -L- 40+55±, 10.3 FT RT TO STATION -L- 41+22±, 10.2 FT RT MAY NOT PENETRATE BELOW ELEVATION 544 FT DUE TO WEATHERED OR HARD ROCK.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 40+55±, 10.3 FT RT TO STATION -L- 41+22±, 10.2 FT RT.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 40+55±, 10.3 FT RT TO STATION -L- 41+22±, 10.2 FT RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

Shoring Location No. 4:

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

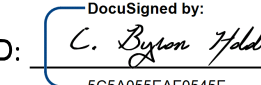
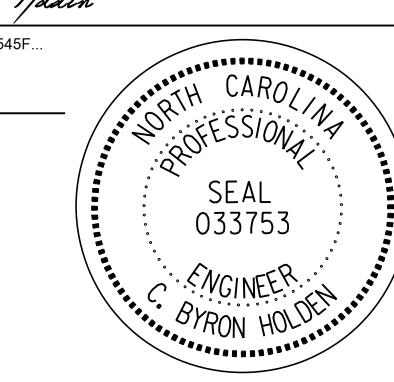

BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.

DESIGN TEMPORARY SHORING FROM STATION -L- 40+43±, 7.3 FT RT TO STATION -L- 40+70±, 7.3 FT RT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ): 120 PCF
FRICTION ANGLE (ϕ): 28 DEGREES
COHESION (c): 0 PSF
GROUNDWATER ELEVATION: VARIES, USE ELEVATION ±574 FT

AT THE CONTRACTOR'S OPTION AND AS APPLICABLE, USE A STANDARD TEMPORARY WALL FOR THE TEMPORARY SHORING FROM STATION -L- 40+43±, 7.3 FT RT TO STATION -L- 40+70±, 7.3 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L- 40+43±, 7.3 FT RT TO STATION -L- 40+70±, 7.3 FT RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING

<p>APPROVED:  <small>SC04055EAF054SF</small></p> <p>DATE: 4/8/2026</p> <p>SEAL</p> 		<p style="text-align: center;">TEMPORARY SHORING DATA</p>
<p style="text-align: center;">DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>		

CONSTRUCTION. THE SUBSURFACE INFORMATION THAT IS AVAILABLE CAN BE FOUND IN THE ROADWAY SUBSURFACE INVENTORY REPORT.

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

Shoring Location No. 5:

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 -L- 51+80±, 10.0 FT RT TO STATION -L- 52+29±, 10.0 FT RT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ): 120 PCF
- FRICTION ANGLE (ϕ): 28 DEGREES
- COHESION (c): 0 PSF
- GROUNDWATER ELEVATION: VARIES, USE ELEVATION ±574 FT

AT THE CONTRACTOR'S OPTION AND AS APPLICABLE, USE STANDARD TEMPORARY SHORING FOR THE TEMPORARY SHORING FROM STATION 51+80±, 10.0 FT RT TO STATION -L- 52+29±, 10.0 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L- 51+80±, 10.0 FT RT TO STATION -L- 52+29±, 10.0 FT RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION. THE SUBSURFACE INFORMATION THAT IS AVAILABLE CAN BE FOUND IN THE ROADWAY SUBSURFACE INVENTORY REPORT.

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION -L- 51+80±, 10.0 FT RT TO STATION -L- 52+29±, 10.0 FT RT MAY NOT PENETRATE BELOW ELEVATION 515 FT DUE TO WEATHERED OR HARD ROCK. ALLUVIAL BOULDERS WERE ALSO ENCOUNTERED AT ELEVATION 545 FT.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 51+80±, 10.0 FT RT TO STATION -L- 52+29±, 10.0 FT RT.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 51+80±, 10.0 FT RT TO STATION -L- 52+29±, 10.0 FT RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

Shoring Location No. 6:

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.

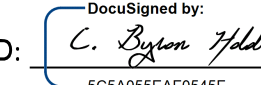
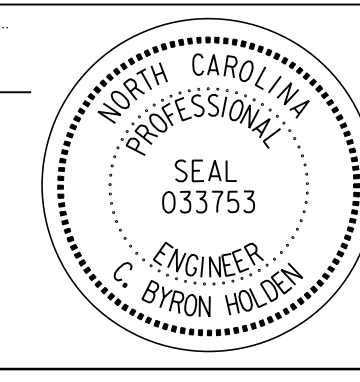

DESIGN TEMPORARY SHORING FROM STATION -L- 52+15±, 7.2 FT RT TO STATION -L- 55+25±, 3.0 FT RT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

- UNIT WEIGHT (γ): 120 PCF
- FRICTION ANGLE (ϕ): 28 DEGREES
- COHESION (c): 0 PSF
- GROUNDWATER ELEVATION: VARIES, USE ELEVATION ±574 FT

AT THE CONTRACTOR'S OPTION AND AS APPLICABLE, USE A STANDARD TEMPORARY WALL FOR THE TEMPORARY SHORING FROM STATION -L- 52+15±, 7.2 FT RT TO STATION -L- 55+25±, 3.0 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L- 52+15±, 7.2 FT RT TO STATION -L- 55+25±, 3.0 FT RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION. THE SUBSURFACE INFORMATION THAT IS AVAILABLE CAN BE FOUND IN THE ROADWAY SUBSURFACE INVENTORY REPORT.

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.

<p>APPROVED:  <small>SCS4055EAF054SF</small></p> <p>DATE: 4/8/2026</p> <p>SEAL</p>  <p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>		<p style="text-align: center;">TEMPORARY SHORING DATA</p>
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RIVER WARNING SIGN

NOTICE

NCDOT is Replacing the Bridge
At US 29/US 74 (Wilkinson Blvd).
A Safe Passage Lane is Being Maintained
Through the Construction Zone.
Scheduled Completion is Season 202X.
Information and Incident Reporting:
"Contractor" - (XXX)XXX-XXXX
NCDOT - (XXX)XXX-XXXX
Duke Energy - (XXX)XXX-XXXX

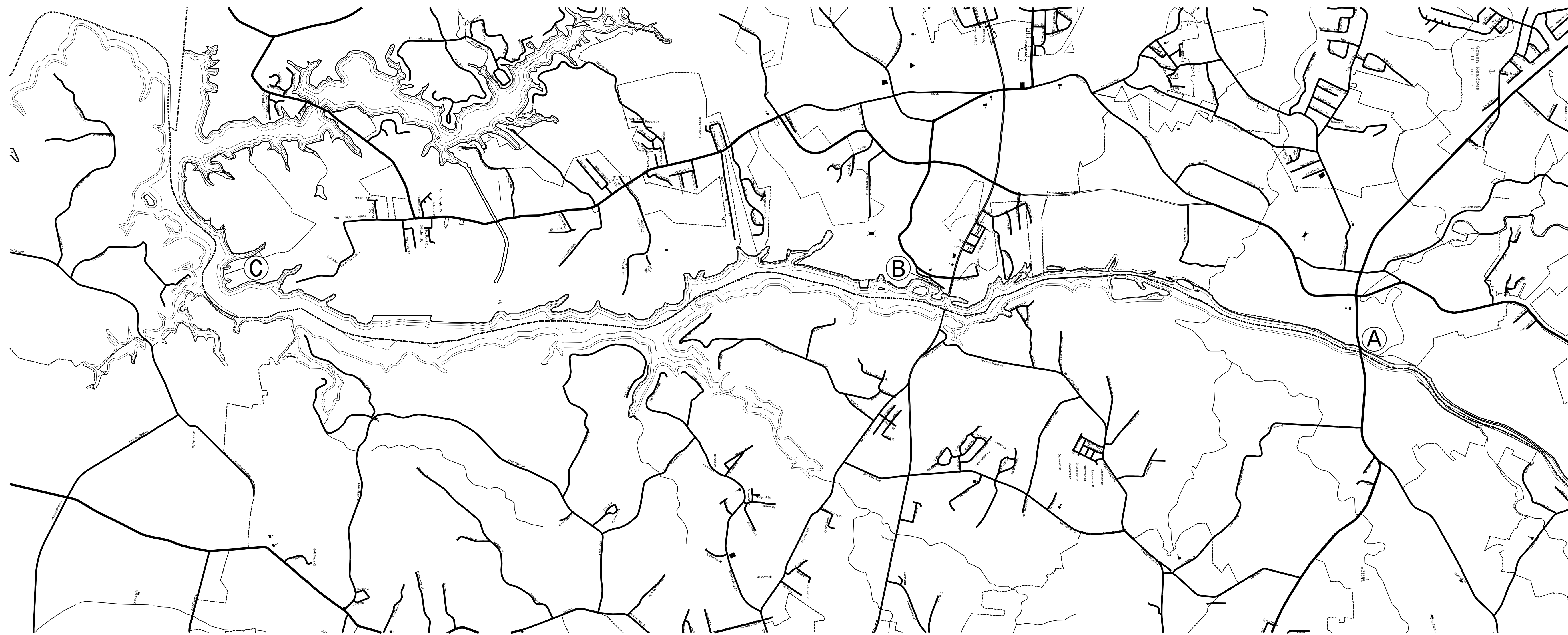
LOCATION

FACILITY

ADDRESS

LAT / LONG

(A)	MT. HOLLY BOAT LANDING	724 ELM AVENUE MT HOLLY, NC	35.29849° N 81.00480° W
(B)	KEVIN LOFTIN RIVERFRONT PARK	1400 E CATAWBA ST. BELMONT, NC	35.24461° N 81.01345° W
(C)	SOUTHPOINT BOAT RAMP	BOAT LAUNCH ROAD BELMONT, NC	35.15627° N 81.01220° W



NOTES:

- ERECT TWO RIVER WARNING SIGNS AT EACH LOCATION LISTED ABOVE; EACH SIGN ON 3LB U-CHANNEL.
- COORDINATE WITH THE BUSINESS OWNER/PARK MANAGER AS TO WHERE ON SITE TO ERECT THE SIGNS TO BE MOST VISIBLE PRIOR TO ENTERING THE RIVER/LAKE.
- SIGNS SHALL BE MAINTAINED FOR THE DURATION OF THE CONSTRUCTION OF BRIDGE NO. 91 OVER THE CATAWBA RIVER.
- REMOVE AND DISPOSE OF SIGN SYSTEMS UPON COMPLETION OF WORK.
- SEE SPECIAL PROVISIONS FOR ADDITIONAL DETAILS.

APPROVED: <i>C. Byron Holden</i> <small>SCS4055EAF0545F</small> DATE: 4/8/2026 SEAL			<h2>RIVER WARNING SIGNS</h2>
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

SIGN NUMBER: RiverWarningSign **BACKG COLOR:** Orange/White
TYPE: D **COPY COLOR:** Black
QUANTITY: 6

SYMBOL	X	Y	WID	HT

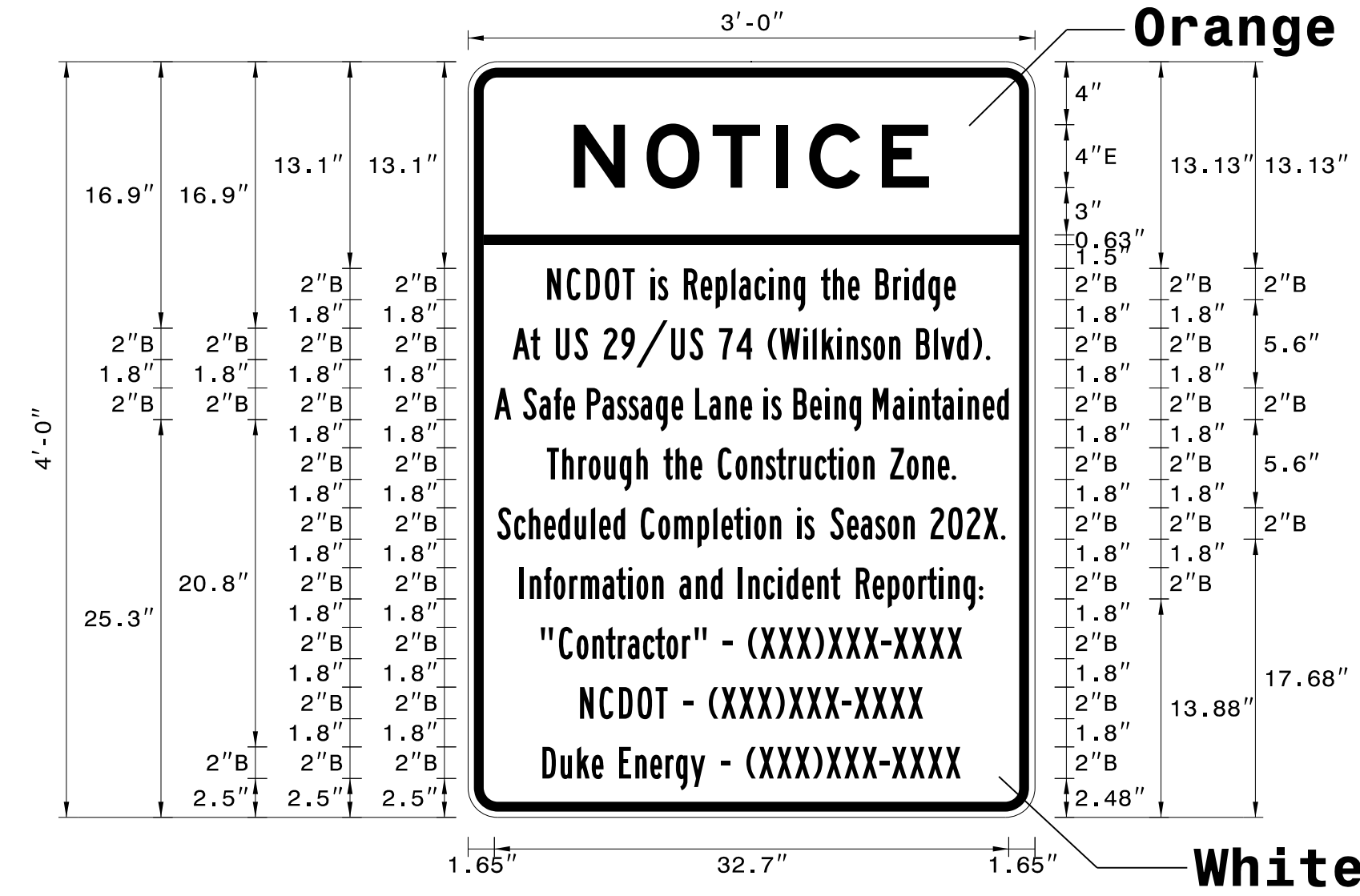
SIGN WIDTH: 3'-0"
HEIGHT: 4'-0"
TOTAL AREA: 12.0 Sq.Ft.

BORDER TYPE: RECESSED
RECESS: 0.38"
WIDTH: 0.63"
RADII: 1.5"

NO. Z BARS: **MAT'L:** 0.125" (3.2 mm) ALUMINUM
LENGTH:

DESIGN BY: D. SEARS **CHECKED BY:** B. HOLDEN
PROJECT ID: B-6051 **LOCATION:** SEE TMP-2AC

Feb 09, 2026
DIV: 10



Spacing Factor is 1 unless specified otherwise
 Spacing Factor is 1.5 for 'NOTICE'

- USE NOTES: 1,2**
- Legend and border(except those that are colored black) shall be direct applied Grade C sheeting.
 - Background shall be Grade C reflective sheeting.

LETTER POSITIONS

Letter spacings are to start of next letter		Series/Size
		Text Length
6.7	N O T I C E	E 2000
22.6	N C D O T i s R e p l a c i n g t h e B r i d g e	B 2000
25.9	A t U S 2 9 / U S 7 4 (W i l k i n s o n B l v d) .	B 2000
30.3	A S a f e P a s s a g e L a n e i s B e i n g	B 2000
23.3	M a i n t a i n e d	B 2000
8.6	T h r o u g h t h e C o n s t r u c t i o n Z o n e .	B 2000
26	S c h e d u l e d C o m p l e t i o n i s 2 0 2 X .	B 2000
32.3	I n f o r m a t i o n a n d I n c i d e n t R e p o r t i n g :	B 2000
29.4	" C o n t r a c t o r " - (X X X) X X X - X X X X	B 2000
26.8	N C D O T - (X X X) X X X - X X X X	B 2000
21.8	D u k e E n e r g y - (X X X) X X X - X X X X	B 2000
26.6		B 2000

FILENAME: B6051_TMP_SIGN DESIGN

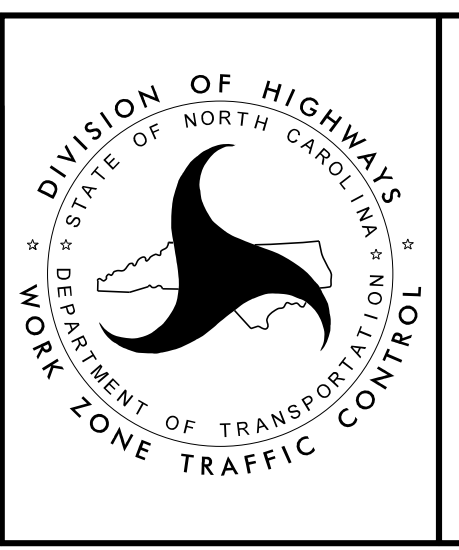
NORTH CAROLINA D.O.T. SIGN DETAIL

3/10/2026
 B6051_TMP_PSH02AD.dgn
 dsears

APPROVED: *C. Byron Holden*
 DATE: 4/8/2026

SEAL

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED



DIVISION OF HIGHWAYS
 NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 WORK ZONE TRAFFIC CONTROL

RIVER WARNING SIGNS

SIGN NUMBER: SD-1 TYPE: STATIONARY QUANTITY: SEE PLANS SIGN WIDTH: 3'-0" HEIGHT: 3'-0" TOTAL AREA: 9.0 Sq.Ft. BORDER TYPE: INSET RECESS: 0.5" WIDTH: 0.75" RADII: 2.75" NO. Z BARS: LENGTH:	BACKG. COLOR: Fluorescent Orange COPY COLOR: Black SYMBOL	DESIGN BY: K. Bisby PROJECT ID: B-6051	CHECKED BY: B. Holden LOCATION: SEE PLAN	Sep 19, 2022 DIV: 10
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Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS										Series/Size
Letter spacings are to start of next letter										Text Length
M	o	o	r	e	s					C 2000
7.4	5	3.8	4	2.5	3.5	2.5	7.4			21.2
C	h	a	p	e	l					C 2000
7.7	4.4	3.8	3.9	3.8	3.8	0.8	7.7			20.6
L	o	o	p							C 2000
10.8	3.6	3.8	4	3.1	10.8					14.4

FILENAME: B6051_TMP_SIGN DESIGN NORTH CAROLINA D.O.T. SIGN DETAIL

SIGN NUMR: SD-2 TYPE: F Ground QUANTITY: 1 SIGN WIDTH: 1'-9" HEIGHT: 1'-9" TOTAL AREA: 3.1 Sq.Ft. MAT'L: 0.063 " ALUMINUM BORDER TYPE: RECESSED RECESS: 0.38" WIDTH: 0.63" RADII: 1.5" NO. Z BARS: LENGTH:	BACKG. COLOR: White COPY COLOR: Black SYMBOL u arrow	DESIGN BY: PROJECT ID:	CHK BY: DIV:	STD #: DATE:	N. C. DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS TRANSPORTATION MOBILITY & SAFETY SIGNING & DELINEATION UNIT
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Spacing Factor is 1 unless specified otherwise

Arrow Details

ARROW DIMENSIONS (INCHES)	F	G	H	M	N	P	Q	R
	2.625	2.625	8.659	5.25	3	5.25	0.375	0.5

FILENAME: 05ENG

3/10/2026
B6051_TMP_PSH02B.dgn
dsear's

APPROVED: DATE: 4/8/2026 SEAL			SIGN DESIGNS
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

PROJ. REFERENCE NO.	SHEET NO.
B-6051/U-6143	TMP-3

RK&K
P: (919) 878-8560
8601 Six Forks Road, Forum 1, Suite 700
Raleigh, North Carolina 27615-3960
NC License No. F-0112
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

TRAFFIC CONTROL PHASING

INSTALL RIVER WARNING SIGNS AS SHOWN ON TMP-2AC AND TMP-2AD OF THE PLANS. OPERATE FOR TWO WEEKS MINIMUM PRIOR TO INSTALLATION OF ANY FLOATING BARRICADE SYSTEM AND THE ASSOCIATED WORK ON THE STRUCTURE (BEGINNING PHASE I, STEP 2).

PHASE I

STEP 1:
ERECT ADVANCED WORK ZONE WARNING SIGN IN ACCORDANCE WITH RDWY STD 1101.01.

STEP 2:
USING RSD 1101.02, INSTALL TEMPORARY PAVEMENT, PORTABLE CONCRETE BARRIER, TEMPORARY SHORING, AND PEDESTRIAN BARRICADES. TEMPORARY SHORING AND PORTABLE CONCRETE BARRIER IS REQUIRED FOR BRIDGE CONSTRUCTION. TEMPORARY PAVEMENT IS REQUIRED ON THE EAST END OF THE PROPOSED BRIDGE. CONSTRUCT AND ACTIVATE TEMPORARY SIGNAL AT THE INTERSECTION OF US 29/74 AND NC 7/E CATAWBA ST.

USING RDWY STD 1101.02 AND BEHIND BARRIER, **BEGIN** WIDENING CONSTRUCTION EXCLUDING THE FINAL LAYER OF SURFACE COURSE: (SEE TMP-4 THROUGH 7)

- -L- STA 24+15± TO STA 55+86± LT (INCLUDING STAGE 1 OF BRIDGE CONSTRUCTION)
- -L- STA 57+59± TO STA 66+00± LT
- -L- STA 25+00± TO STA 30+10± RT
- -Y1- FROM -L- US 29/74 TO STA 12+00±
- -Y1- FROM STA 12+72± TO STA 15+70±
- -DR7-, -DR8- AND -DR9-

USING RDWY STD 1101.02, CONSTRUCT TEMPORARY PAVEMENT ON EXISTING HAZELEEN AVE. (SEE TMP-4)

USING RDWY STD 1101.02, CONSTRUCT CULVERT EXTENSION ON NC 7/SR 1910 E CATAWBA ST. (SEE TMP-4 AND 4A)

STEP 3:
USING RDWY STD 1101.02, PAVE/WEDGE US 29/74 EXCLUDING THE FINAL LAYER OF SURFACE COURSE: (SEE TMP-8, 9 AND 10)

- -L- STA 24+15± TO STA 35+30±
- -L- STA 56+60± TO STA 69+50±

USING RDWY STD 1101.02 CONSTRUCT -Y2- NC 7/E CATAWBA ST EXCLUDING THE FINAL LAYER OF SURFACE COURSE FROM -Y2- STA 10+65± TO STA 17+70± AND -DR5- USING THE FOLLOWING SEQUENCE: (SEE TMP-8, 8A AND 11)

- A) CONSTRUCT WIDENING TO THE EDGE AND ELEVATION OF THE EXISTING PAVEMENT.
- B) PAVE EXCLUDING THE FINAL LAYER OF SURFACE COURSE, APPLY PAVEMENT MARKINGS AND DIRECT TRAFFIC INTO THE PATTERN SHOWN.

USING RDWY STD 1101.02, 1101.03, AND DETOUR DETAILS (SEE TMP-9), CONSTRUCT -Y3- SR 1600 MOORES CHAPEL LOOP FROM US 29/74 TO STA 15+50± AND -L- STA 55+86± TO STA 57+59± EXCLUDING THE FINAL LAYER OF SURFACE COURSE. ACCESS SHALL BE MAINTAINED VIA THE EAST INTERSECTION OF US 29/74 AND SR 1600 MOORES CHAPEL LOOP. (SEE TMP-9)

COMPLETE CONSTRUCTION AS BEGUN IN PHASE I:

- -L- STA 24+15± TO STA 55+86± LT
- -L- STA 57+59± TO STA 66+00± LT
- -L- STA 25+00± TO STA 30+10± RT

PHASE II

STEP 1:
USING RDWY STD 1101.02, SET PORTABLE CONCRETE BARRIER ON US 29/74 WESTBOUND LANES, APPLY PAVEMENT MARKINGS AND SHIFT US 29/74 WESTBOUND ONTO STAGE 1 OF THE BRIDGE. OPEN -Y3- SR 1600 MOORES CHAPEL LOOP TO TRAFFIC. REVISE TEMPORARY SIGNAL PER THE SIGNAL PLAN. PORTABLE CONCRETE BARRIER ON STAGE 1 BRIDGE SHALL BE ANCHORED. (SEE TMP-12 THROUGH 15)

STEP 2:
USING RDWY STD 1101.02, SET/AUGMENT PORTABLE CONCRETE BARRIER ON US 29/74 EASTBOUND AND CONSTRUCT EXCLUDING THE FINAL LAYER OF SURFACE COURSE FROM -L- STA 35+00± TO STA 40+45± AND STA 52+40± TO STA 56+60±. (SEE TMP-12 THROUGH 14A)

STEP 3:
USING RDWY STD 1101.02, RESET PORTABLE CONCRETE BARRIER ON US 29/74, APPLY PAVEMENT MARKINGS AND SHIFT US 29/74E TRAFFIC ONTO STAGE 1 OF THE BRIDGE. REVISE TEMPORARY SIGNAL PER THE SIGNAL PLAN. PORTABLE CONCRETE BARRIER ON STAGE 1 BRIDGE SHALL BE ANCHORED. (SEE TMP-16 THROUGH 19)

STEP 4:
USING RDWY STD 1101.02 AND BEHIND BARRIER, CONSTRUCT -L- US 29/74 EXCLUDING THE FINAL LAYER OF SURFACE COURSE FROM STA 30+10± TO STA 69+50± RT (INCLUDING STAGE 2 OF BRIDGE CONSTRUCTION), -DR2-, -DR4- AND -DR6-. REMOVE EXISTING PAVEMENT ADJACENT TO US 29/74 EASTBOUND PER THE ROADWAY PLAN. (SEE TMP-16 THROUGH 19)

PHASE III

STEP 1:
USING RDWY STD 1101.02, APPLY PAVEMENT MARKINGS, REMOVE PORTABLE CONCRETE BARRIER, AND SHIFT US 29/74E TRAFFIC ONTO STAGE 2 BRIDGE. REVISE TEMPORARY SIGNAL PER THE SIGNAL PLAN. (SEE TMP-20 THROUGH 23)

STEP 2:
USING RDWY STD 1101.02, CONSTRUCT MEDIAN ISLANDS. (SEE TMP-20 THROUGH 22)

COMPLETE CONSTRUCTION AS BEGUN IN PHASE I:

- -Y1- FROM -L- US 29/74 TO STA 15+70±
- -DR1-

NOTE:
COMPLETE THE WORK DESCRIBED IN STEP 3 WITHIN 5 CONSECUTIVE WEEKENDS.

STEP 3:
USING RDWY STD 1101.02 AND 1101.03, CLOSE -DR1- AND CONSTRUCT EXCLUDING THE FINAL LAYER OF SURFACE COURSE: (SEE TMP-23A)

- -Y1- STA 12+00± TO STA 12+72±
- -DR1- FROM -Y1- TO STA 11+90±

USE INCIDENTAL STONE OR OTHER SURFACE APPROVED BY THE ENGINEER TO MAINTAIN DRIVEWAY ACCESS WHEN CONSTRUCTION OPERATIONS ARE SUSPENDED.

STEP 4:
USING RDWY STD 1101.02:

- PAVE/WEDGE -Y1- HAZELEEN AVE EXCLUDING THE FINAL LAYER OF SURFACE COURSE FROM STA 13+25± TO STA 15+70± AND APPLY PAVEMENT MARKINGS. CONSTRUCT NEW TEMPORARY SIGNALS PER THE SIGNAL PLAN. (SEE TMP-24)
- USING RDWY STD 1101.02, APPLY PAVEMENT MARKINGS ON US 29/74 AND -Y2- NC 7/SR 1910 E CATAWBA ST, ACTIVATE TEMPORARY SIGNALS, AND SHIFT TRAFFIC INTO THE PATTERN SHOWN. (SEE TMP-24 THROUGH 25, AND 28)

STEP 5:
USING RDWY STD 1101.02, APPLY PAVEMENT MARKINGS ON WESTBOUND US 29/74, SHIFT TRAFFIC INTO THE PATTERN SHOWN AND CONSTRUCT MEDIAN ISLANDS. (SEE TMP-26 AND 27)

STEP 6:
USING RDWY STD 1101.02, COMPLETE CURB & GUTTER, SIDEWALK, -DR10- AND -DR11-. (SEE TMP-29)

USING RDWY STD 1101.02, APPLY PAVEMENT MARKINGS AND OPEN LEFT TURN LANE FROM US 29/74E TO -Y3- SR 1600 MOORES CHAPEL LOOP AND CLOSE THE EAST INTERSECTION OF US 29/74 AND SR 1600 MOORES CHAPEL LOOP. CONSTRUCT AND ACTIVATE NEW TEMPORARY SIGNAL PER THE SIGNAL PLAN. (SEE TMP-30 AND 31)


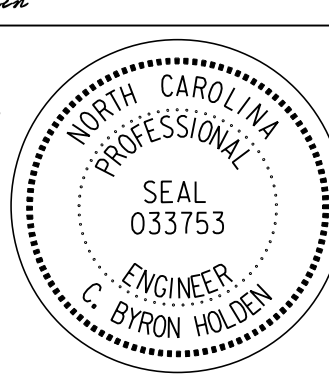
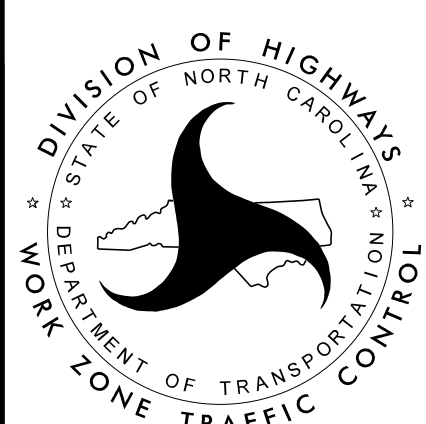
STEP 7:
USING RDWY STD 1101.02, CONSTRUCT -L- US 29/74 EXCLUDING THE FINAL LAYER OF SURFACE COURSE FROM STA 66+00± TO STA 69+50± RT AND -DR3-. (SEE TMP-31)

STEP 8:
USING RDWY STD 1101.02, APPLY PAVEMENT MARKINGS ON US 29/74 SHIFT TRAFFIC INTO THE PATTERN SHOWN AND CONSTRUCT MEDIAN ISLANDS. (SEE TMP-32 AND 33)

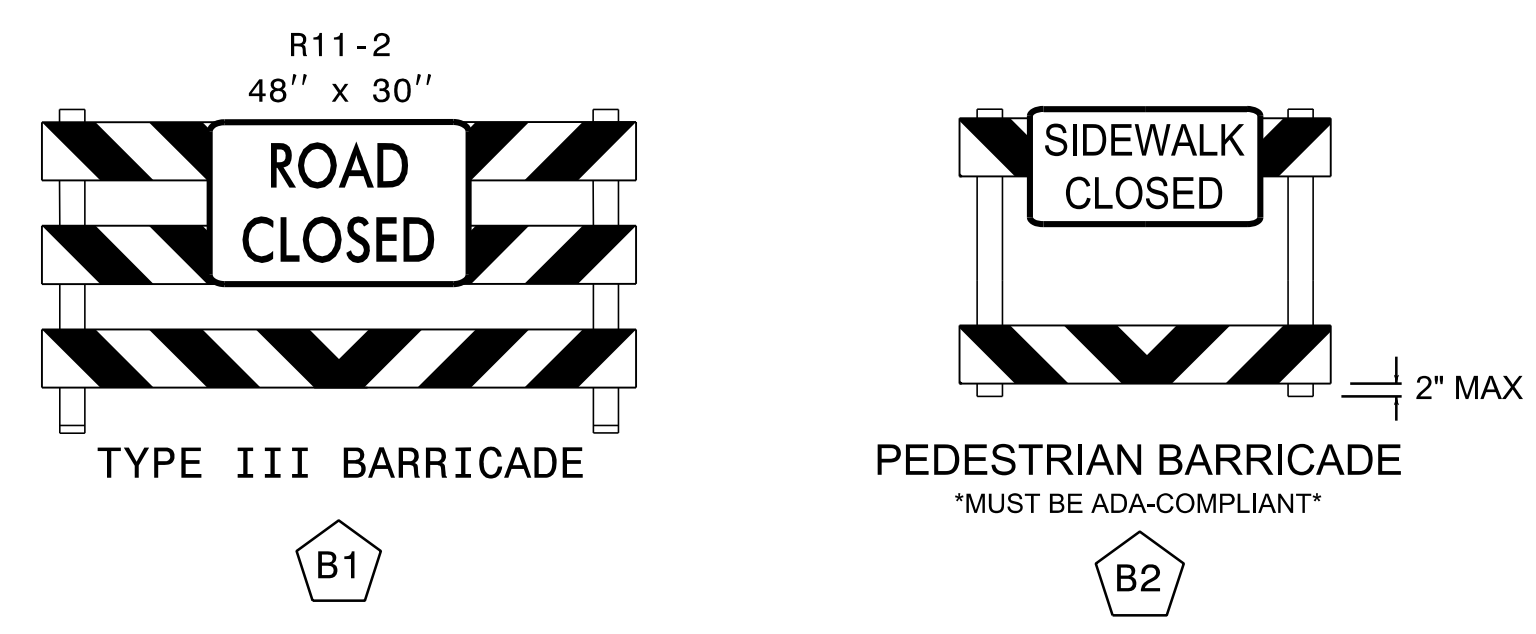
PHASE IV

STEP 1:
USING RDWY STD 1101.02, APPLY PAVEMENT MARKINGS, SHIFT US 29/74W TRAFFIC TO THE INSIDE LANES, RESET PORTABLE CONCRETE BARRIER, AND CONSTRUCT BARRIER/BRIDGE RAIL. REVISE TEMPORARY SIGNALS PER THE SIGNAL PLAN. (SEE TMP-34 THROUGH 37)

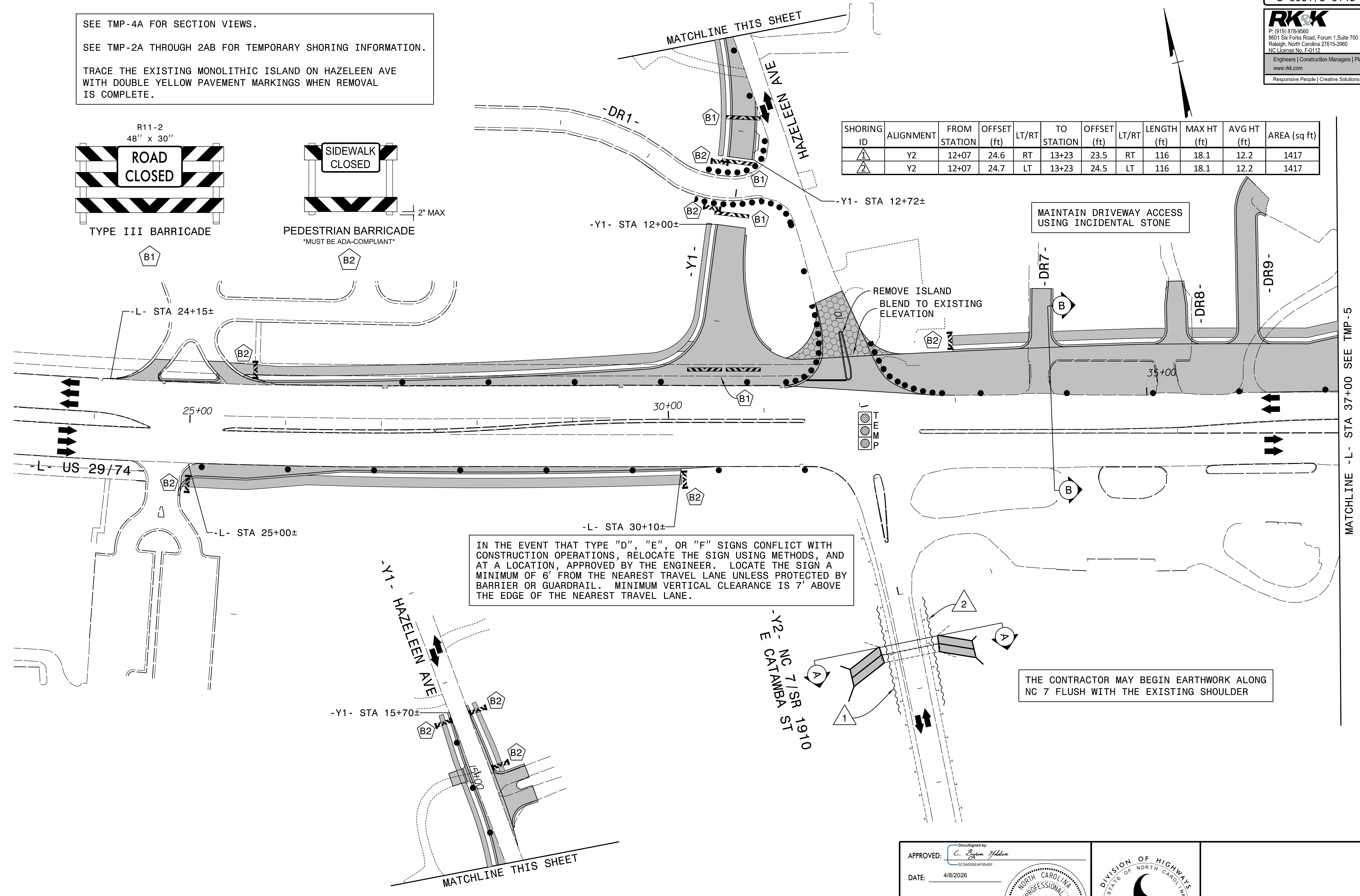
STEP 2:
USING RDWY STD 1101.02, PAVE THE FINAL LAYER OF SURFACE COURSE, APPLY FINAL PAVEMENT MARKINGS, REMOVE TRAFFIC CONTROL DEVICES, OPEN SIDEWALKS, AND DIRECT TRAFFIC INTO THE FINAL PATTERN.

<p>APPROVED:  <small>SCS4055EAF0545F</small></p> <p>DATE: 4/8/2026</p> <p style="text-align: center;">SEAL</p>			<h2 style="margin: 0;">TEMPORARY TRAFFIC CONTROL PHASING</h2>
<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>			

SEE TMP-4A FOR SECTION VIEWS.
 SEE TMP-2A THROUGH 2AB FOR TEMPORARY SHORING INFORMATION.
 TRACE THE EXISTING MONOLITHIC ISLAND ON HAZELEEN AVE WITH DOUBLE YELLOW PAVEMENT MARKINGS WHEN REMOVAL IS COMPLETE.



SHORING ID	ALIGNMENT	FROM STATION	OFFSET (ft)	LT/RT	TO STATION	OFFSET (ft)	LT/RT	LENGTH (ft)	MAX HT (ft)	AVG HT (ft)	AREA (sq ft)
△	Y2	12+07	24.6	RT	13+23	23.5	RT	116	18.1	12.2	1417
△	Y2	12+07	24.7	LT	13+23	24.5	LT	116	18.1	12.2	1417

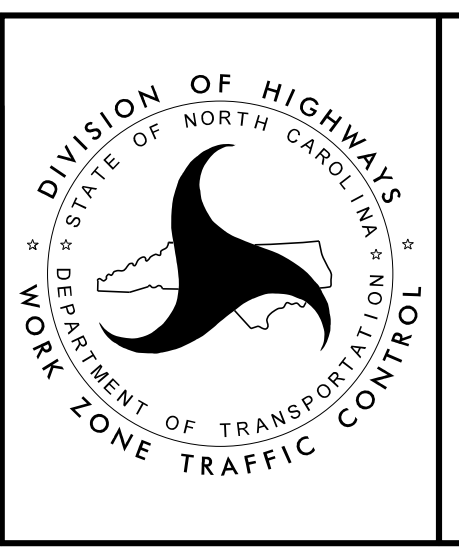


IN THE EVENT THAT TYPE "D", "E", OR "F" SIGNS CONFLICT WITH CONSTRUCTION OPERATIONS, RELOCATE THE SIGN USING METHODS, AND AT A LOCATION, APPROVED BY THE ENGINEER. LOCATE THE SIGN A MINIMUM OF 6' FROM THE NEAREST TRAVEL LANE UNLESS PROTECTED BY BARRIER OR GUARDRAIL. MINIMUM VERTICAL CLEARANCE IS 7' ABOVE THE EDGE OF THE NEAREST TRAVEL LANE.

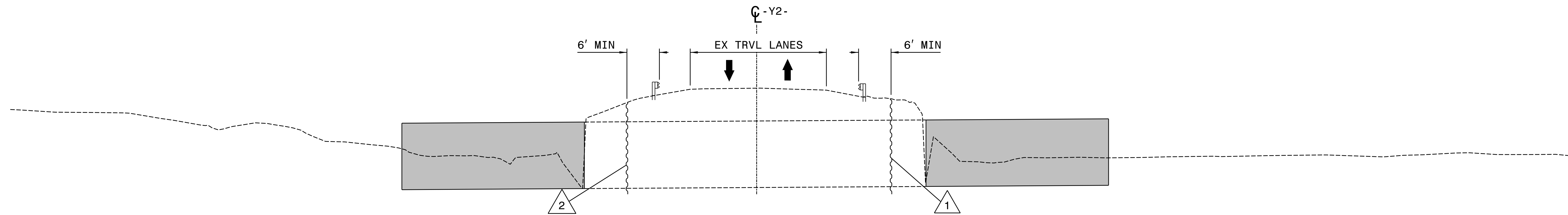
THE CONTRACTOR MAY BEGIN EARTHWORK ALONG NC 7 FLUSH WITH THE EXISTING SHOULDER

3/10/2026
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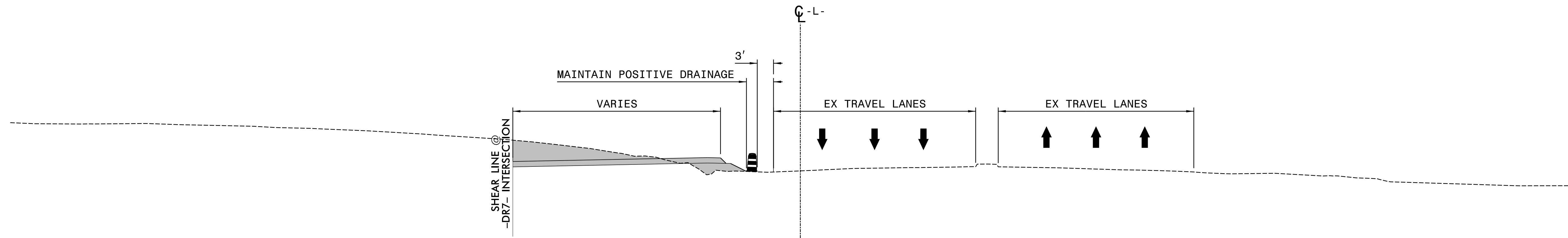
APPROVED: *C. Byron Holden*
 DATE: 4/8/2026
 SEAL



PHASE I - STEP 2



SECTION A-A

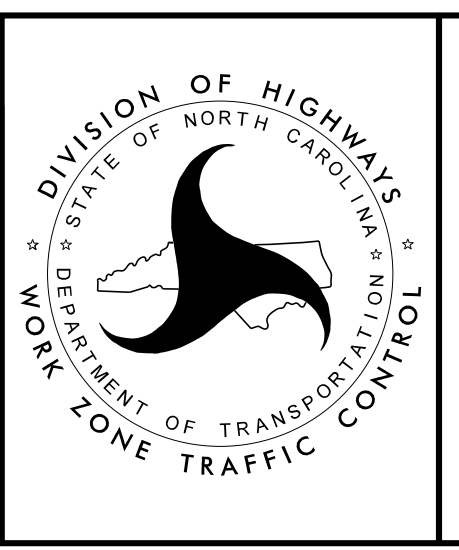


SECTION B-B

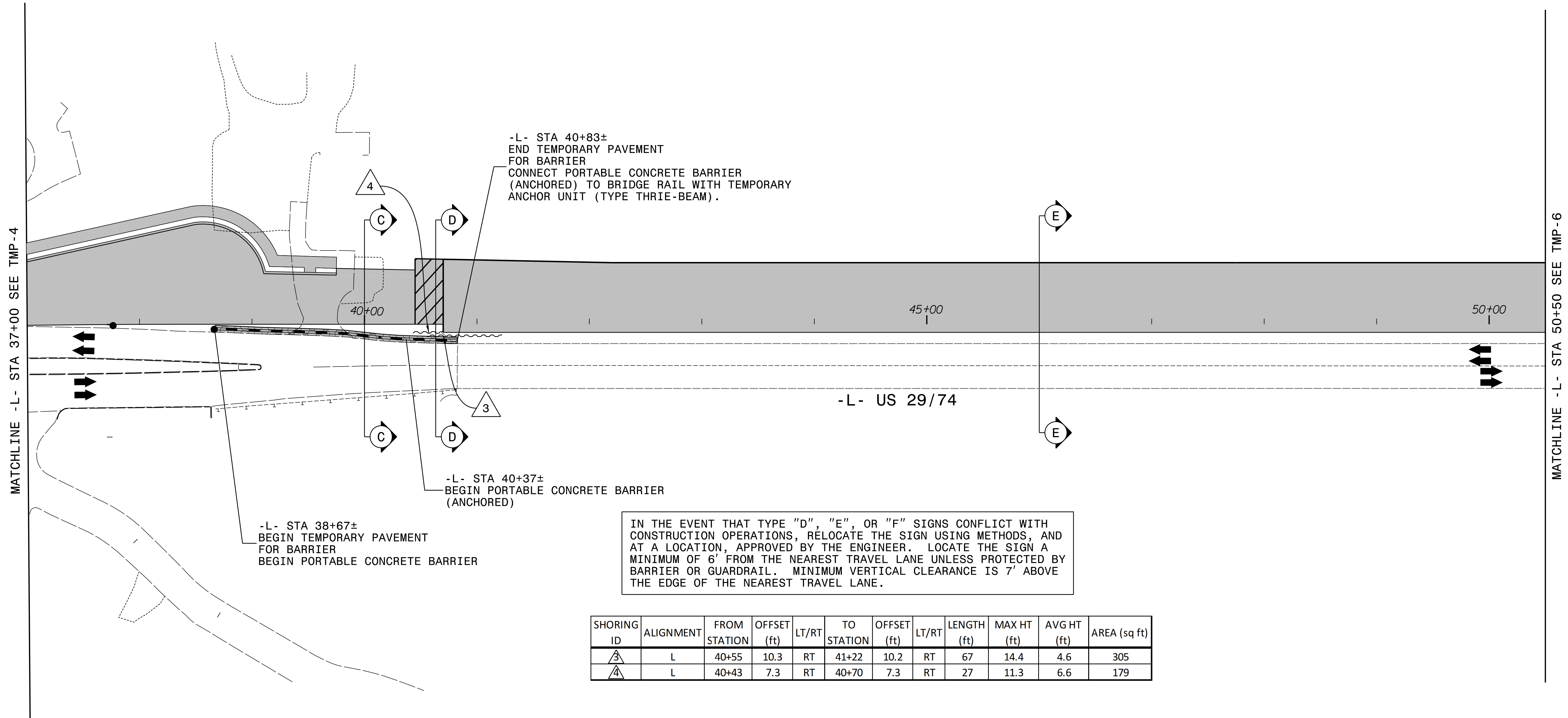
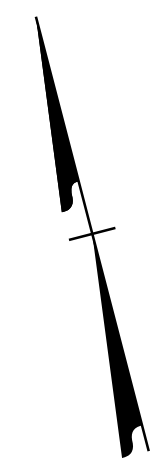
DRUM OFFSET FROM EOT 3' PER GENERAL NOTE R

APPROVED: *C. Byron Holden*
 DATE: 4/8/2026

SEAL



PHASE I - STEP 2



IN THE EVENT THAT TYPE "D", "E", OR "F" SIGNS CONFLICT WITH CONSTRUCTION OPERATIONS, RELOCATE THE SIGN USING METHODS, AND AT A LOCATION, APPROVED BY THE ENGINEER. LOCATE THE SIGN A MINIMUM OF 6' FROM THE NEAREST TRAVEL LANE UNLESS PROTECTED BY BARRIER OR GUARDRAIL. MINIMUM VERTICAL CLEARANCE IS 7' ABOVE THE EDGE OF THE NEAREST TRAVEL LANE.

SHORING ID	ALIGNMENT	FROM STATION	OFFSET (ft)	LT/RT	TO STATION	OFFSET (ft)	LT/RT	LENGTH (ft)	MAX HT (ft)	AVG HT (ft)	AREA (sq ft)
3	L	40+55	10.3	RT	41+22	10.2	RT	67	14.4	4.6	305
4	L	40+43	7.3	RT	40+70	7.3	RT	27	11.3	6.6	179

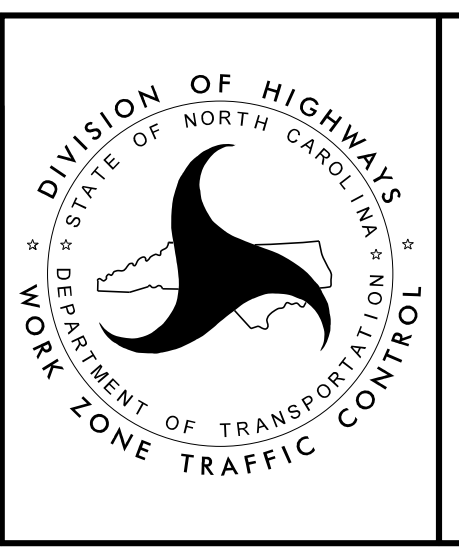
SEE TMP-5A FOR SECTION VIEWS.
SEE TMP-2A THROUGH 2AB FOR TEMPORARY SHORING INFORMATION.

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DATE: 4/8/2026

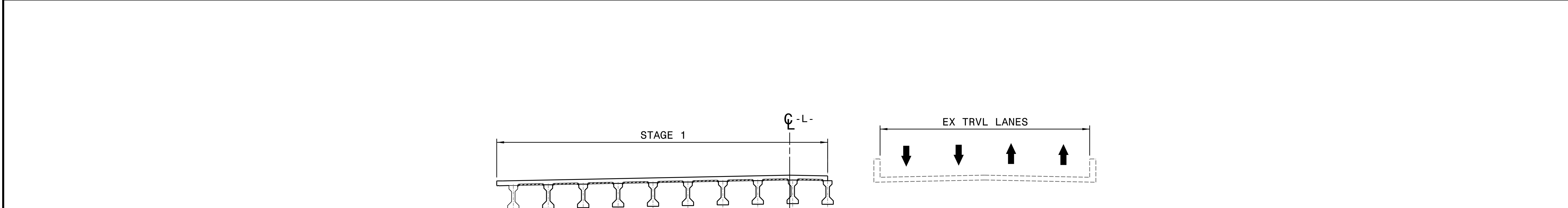
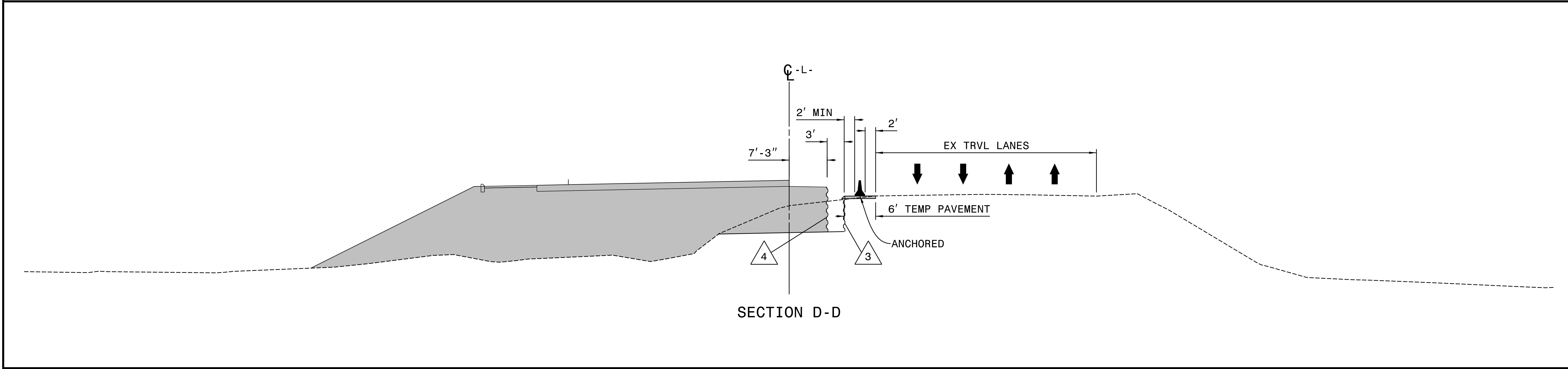
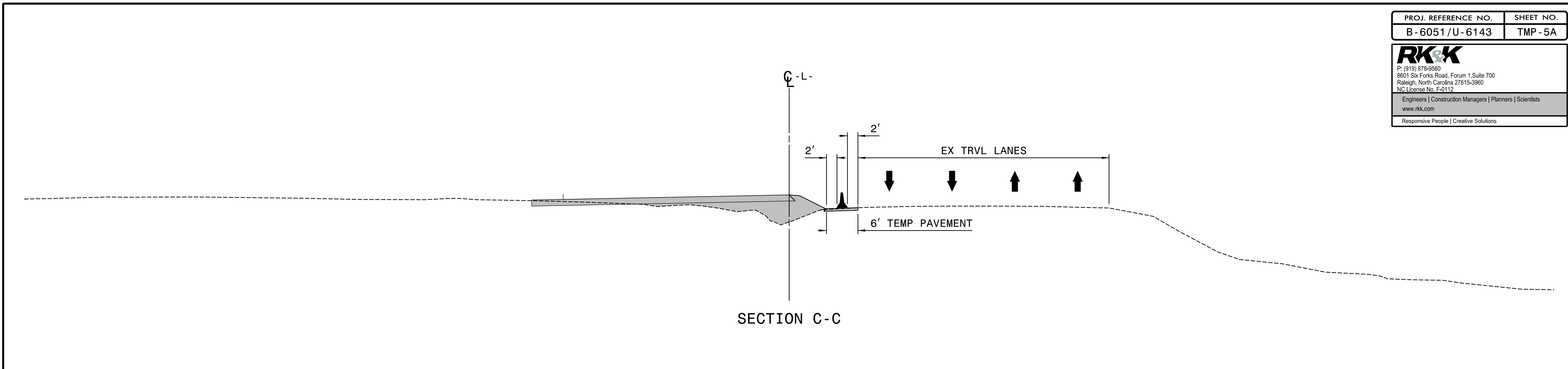
SEAL

NORTH CAROLINA
PROFESSIONAL
SEAL
033753
ENGINEER
C. BYRON HOLDEN

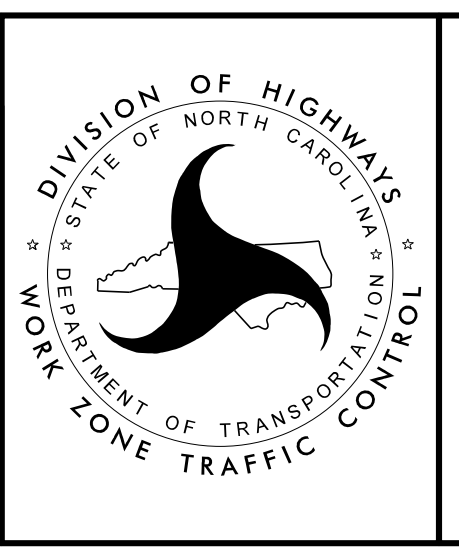
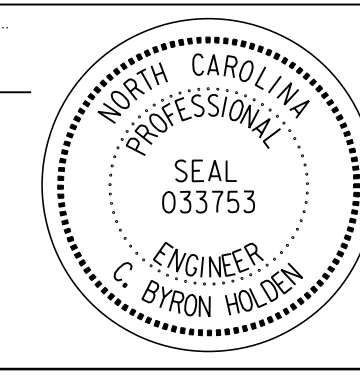
DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



PHASE I - STEP 2



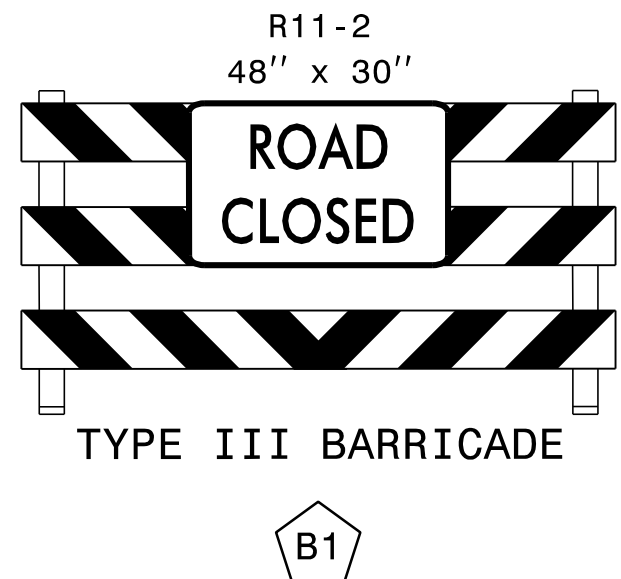
APPROVED: *C. Byron Holden*
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 SEAL



PHASE I - STEP 2

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED

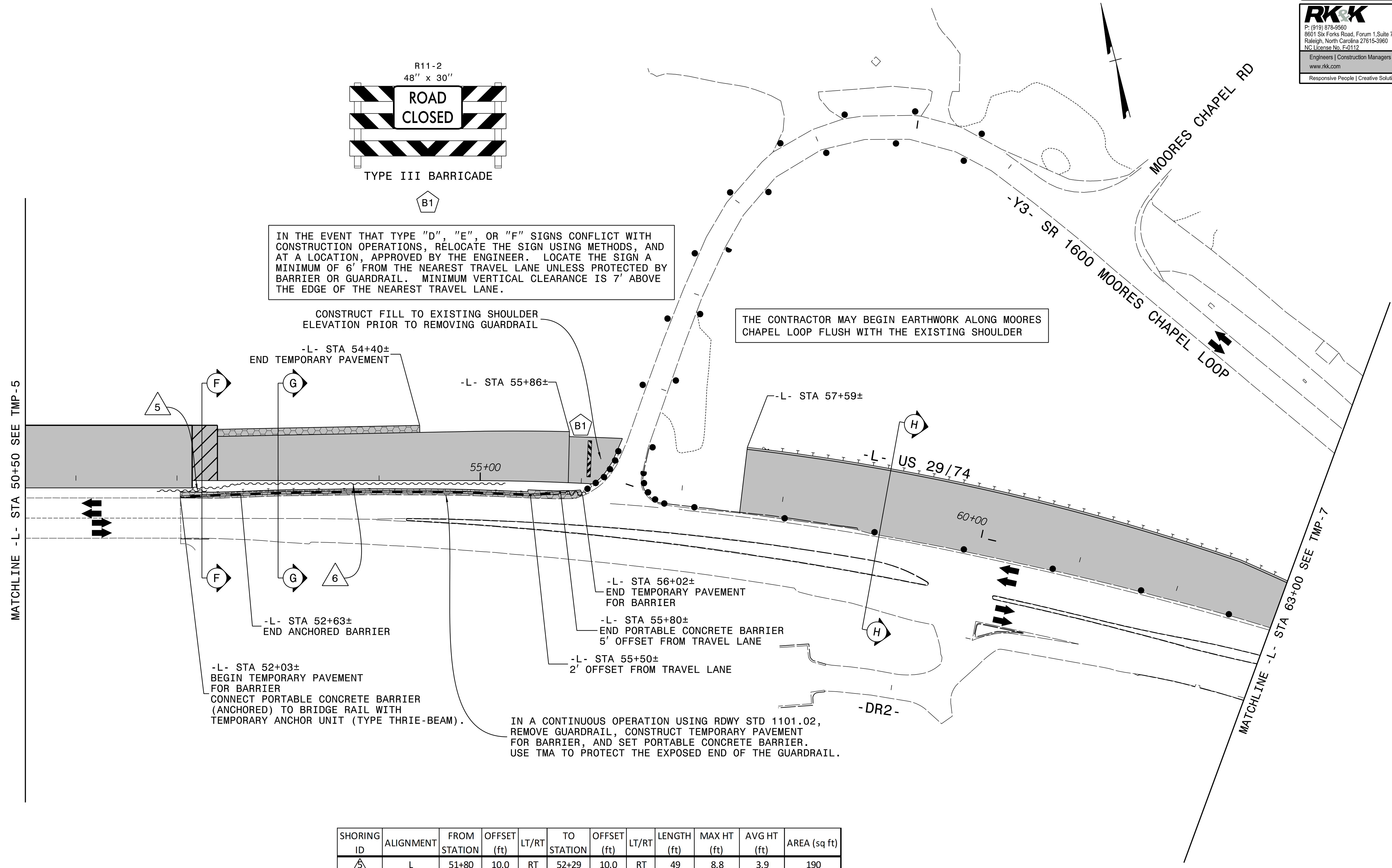
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 cbeard



IN THE EVENT THAT TYPE "D", "E", OR "F" SIGNS CONFLICT WITH CONSTRUCTION OPERATIONS, RELOCATE THE SIGN USING METHODS, AND AT A LOCATION, APPROVED BY THE ENGINEER. LOCATE THE SIGN A MINIMUM OF 6' FROM THE NEAREST TRAVEL LANE UNLESS PROTECTED BY BARRIER OR GUARDRAIL. MINIMUM VERTICAL CLEARANCE IS 7' ABOVE THE EDGE OF THE NEAREST TRAVEL LANE.

THE CONTRACTOR MAY BEGIN EARTHWORK ALONG MOORES CHAPEL LOOP FLUSH WITH THE EXISTING SHOULDER

CONSTRUCT FILL TO EXISTING SHOULDER ELEVATION PRIOR TO REMOVING GUARDRAIL



-L- STA 52+03±
 BEGIN TEMPORARY PAVEMENT FOR BARRIER
 CONNECT PORTABLE CONCRETE BARRIER (ANCHORED) TO BRIDGE RAIL WITH TEMPORARY ANCHOR UNIT (TYPE THRIE-BEAM).

-L- STA 52+63±
 END ANCHORED BARRIER

-L- STA 54+40±
 END TEMPORARY PAVEMENT

-L- STA 55+86±

-L- STA 56+02±
 END TEMPORARY PAVEMENT FOR BARRIER

-L- STA 55+80±
 END PORTABLE CONCRETE BARRIER 5' OFFSET FROM TRAVEL LANE

-L- STA 55+50±
 2' OFFSET FROM TRAVEL LANE

IN A CONTINUOUS OPERATION USING RDWY STD 1101.02, REMOVE GUARDRAIL, CONSTRUCT TEMPORARY PAVEMENT FOR BARRIER, AND SET PORTABLE CONCRETE BARRIER. USE TMA TO PROTECT THE EXPOSED END OF THE GUARDRAIL.

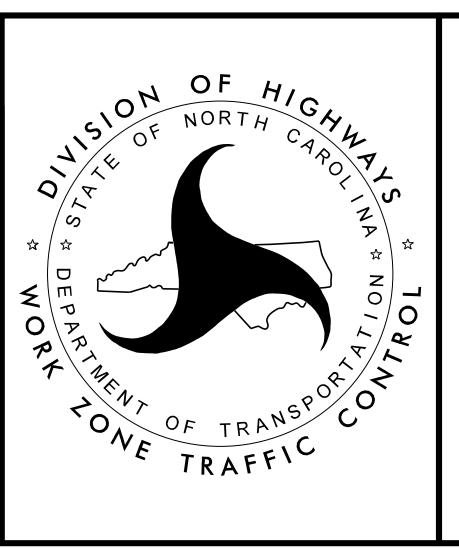
SHORING ID	ALIGNMENT	FROM STATION	OFFSET (ft)	LT/RT	TO STATION	OFFSET (ft)	LT/RT	LENGTH (ft)	MAX HT (ft)	AVG HT (ft)	AREA (sq ft)
5	L	51+80	10.0	RT	52+29	10.0	RT	49	8.8	3.9	190
6	L	52+15	7.2	RT	55+25	3.0	RT	310	11.2	8.8	2743

SEE TMP-6A FOR SECTION VIEWS.
 SEE TMP-2A THROUGH 2AB FOR TEMPORARY SHORING INFORMATION.

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 DATE: 4/8/2026

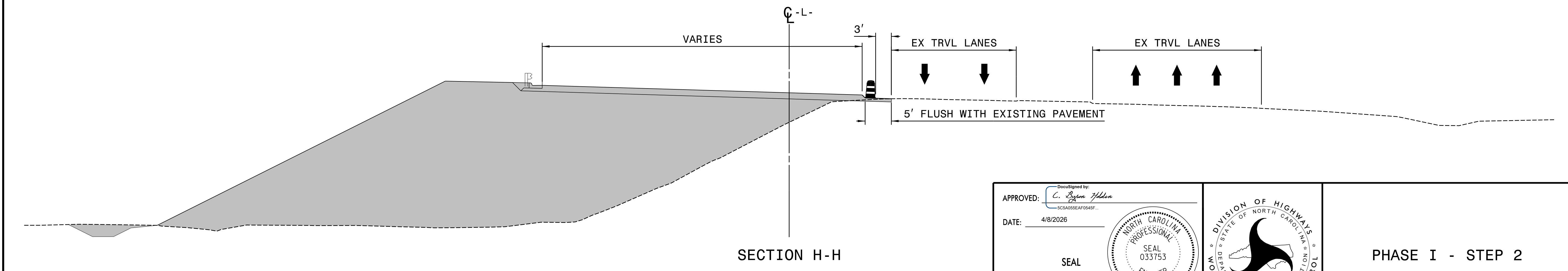
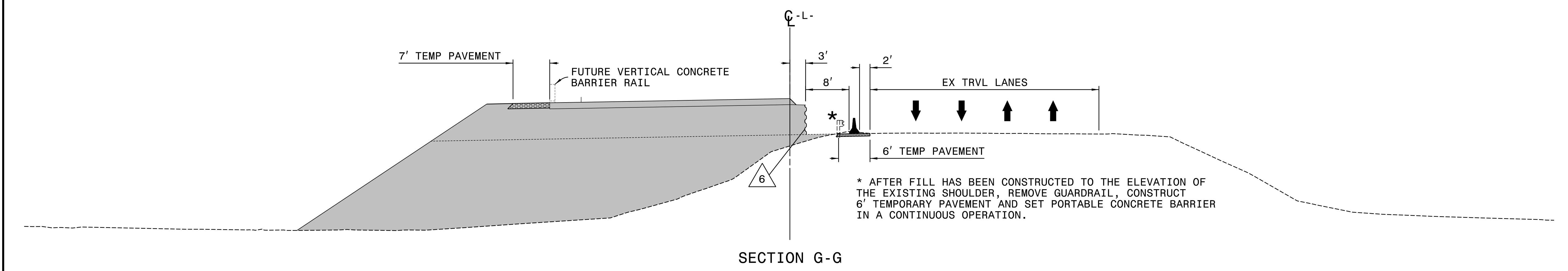
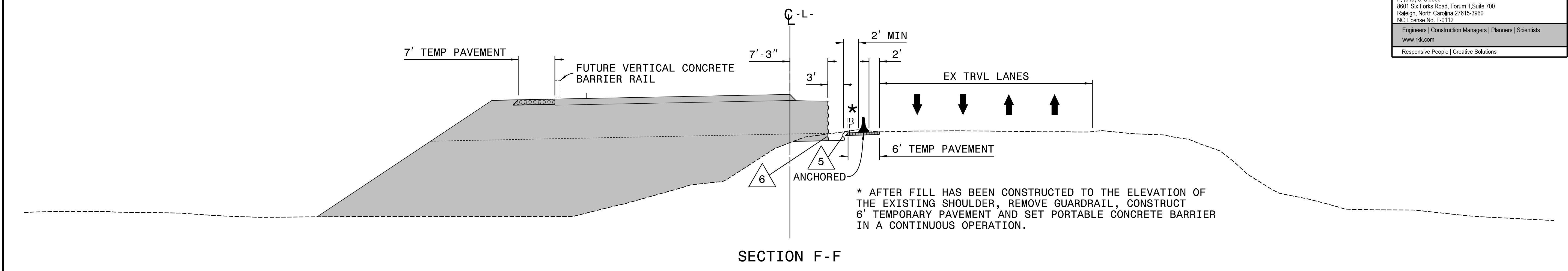
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DIVISION OF HIGHWAYS
 DEPARTMENT OF TRANSPORTATION
 WORK ZONE TRAFFIC CONTROL

PHASE I - STEP 2

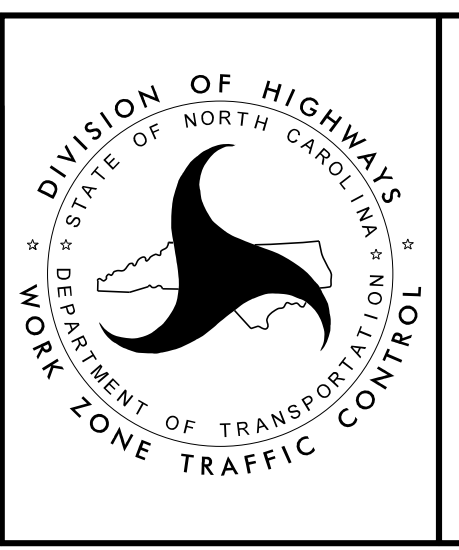


DRUM OFFSET FROM EOT 3' PER GENERAL NOTE R

APPROVED: *C. Byron Holden*
 DATE: 4/8/2026

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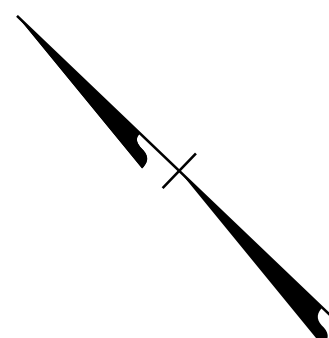
SEAL
 NORTH CAROLINA
 PROFESSIONAL
 SEAL
 033753
 ENGINEER
 C. BYRON HOLDEN



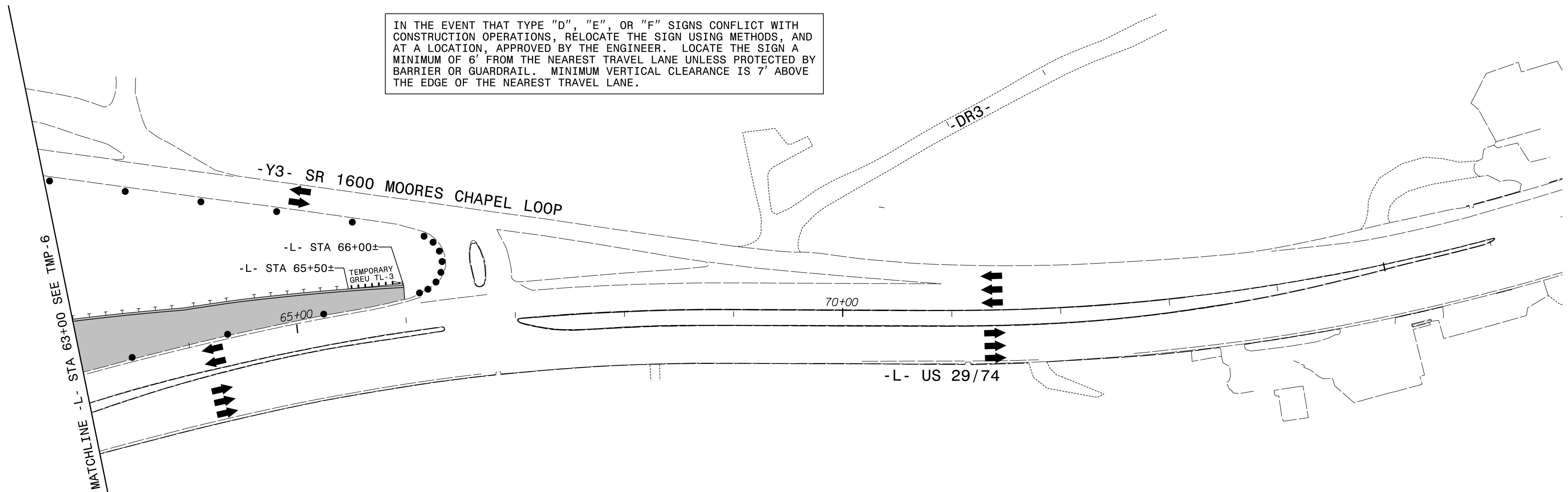
PHASE I - STEP 2

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 cbeard



IN THE EVENT THAT TYPE "D", "E", OR "F" SIGNS CONFLICT WITH CONSTRUCTION OPERATIONS, RELOCATE THE SIGN USING METHODS, AND AT A LOCATION, APPROVED BY THE ENGINEER. LOCATE THE SIGN A MINIMUM OF 6' FROM THE NEAREST TRAVEL LANE UNLESS PROTECTED BY BARRIER OR GUARDRAIL. MINIMUM VERTICAL CLEARANCE IS 7' ABOVE THE EDGE OF THE NEAREST TRAVEL LANE.

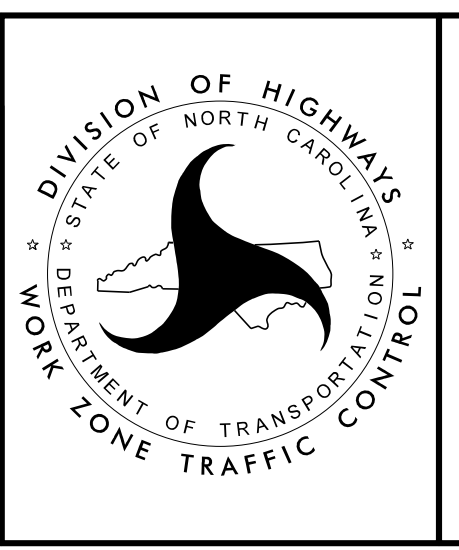


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SC04055EAF0548F

DATE: 4/8/2026

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PHASE I - STEP 2

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REMOVE EXISTING CONCRETE ISLANDS ON US 29/74 AND REPAIR FLUSH WITH EXISTING PAVEMENT.

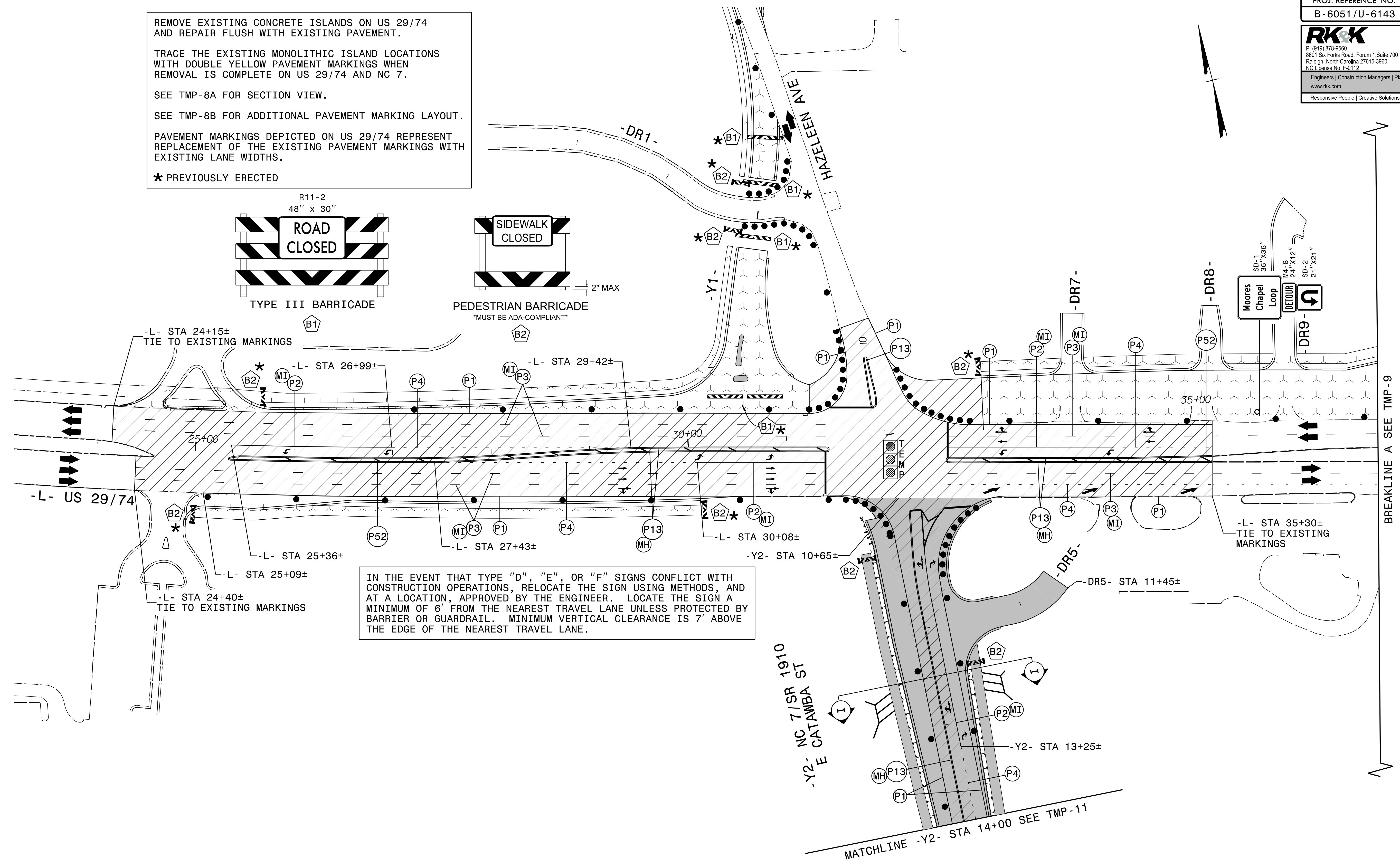
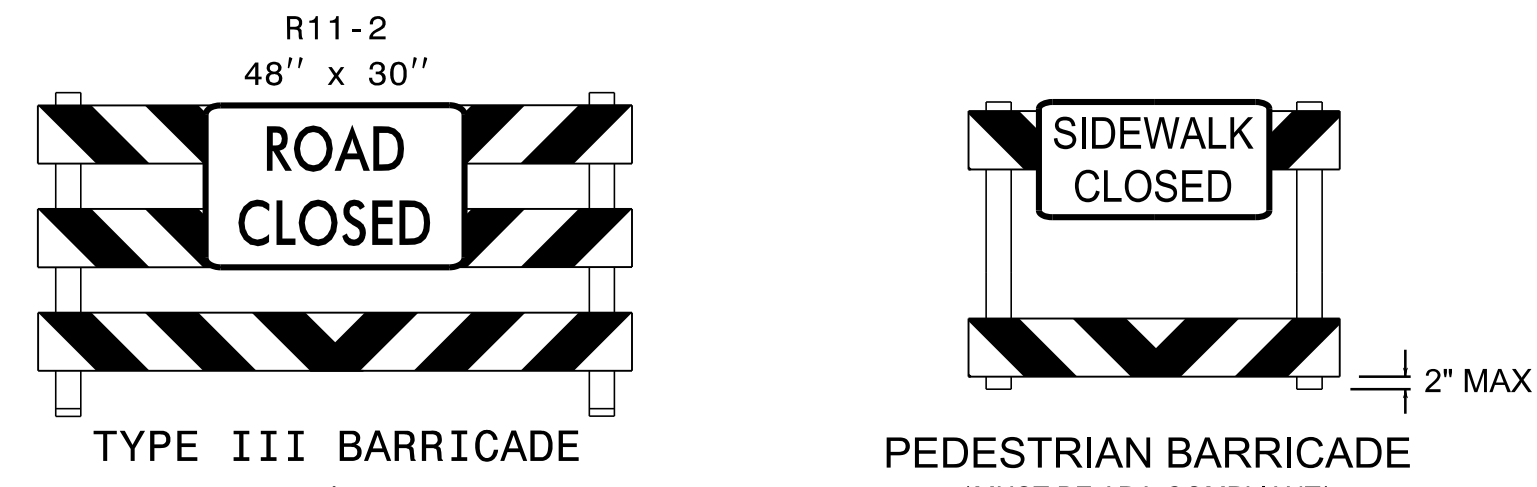
TRACE THE EXISTING MONOLITHIC ISLAND LOCATIONS WITH DOUBLE YELLOW PAVEMENT MARKINGS WHEN REMOVAL IS COMPLETE ON US 29/74 AND NC 7.

SEE TMP-8A FOR SECTION VIEW.

SEE TMP-8B FOR ADDITIONAL PAVEMENT MARKING LAYOUT.

PAVEMENT MARKINGS DEPICTED ON US 29/74 REPRESENT REPLACEMENT OF THE EXISTING PAVEMENT MARKINGS WITH EXISTING LANE WIDTHS.

★ PREVIOUSLY ERECTED



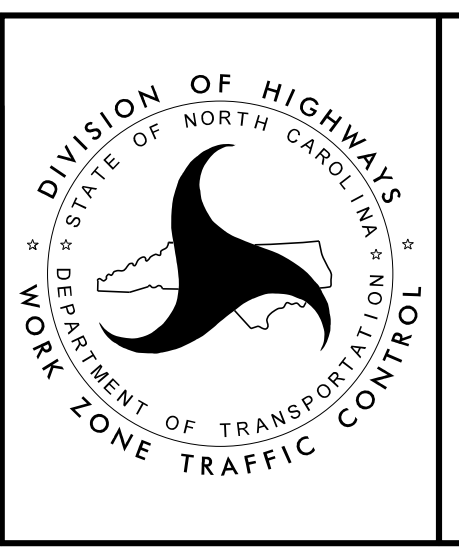
IN THE EVENT THAT TYPE "D", "E", OR "F" SIGNS CONFLICT WITH CONSTRUCTION OPERATIONS, RELOCATE THE SIGN USING METHODS, AND AT A LOCATION, APPROVED BY THE ENGINEER. LOCATE THE SIGN A MINIMUM OF 6' FROM THE NEAREST TRAVEL LANE UNLESS PROTECTED BY BARRIER OR GUARDRAIL. MINIMUM VERTICAL CLEARANCE IS 7' ABOVE THE EDGE OF THE NEAREST TRAVEL LANE.

3/10/2026
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APPROVED: *C. Byron Holden*
 DATE: 4/8/2026

SEAL

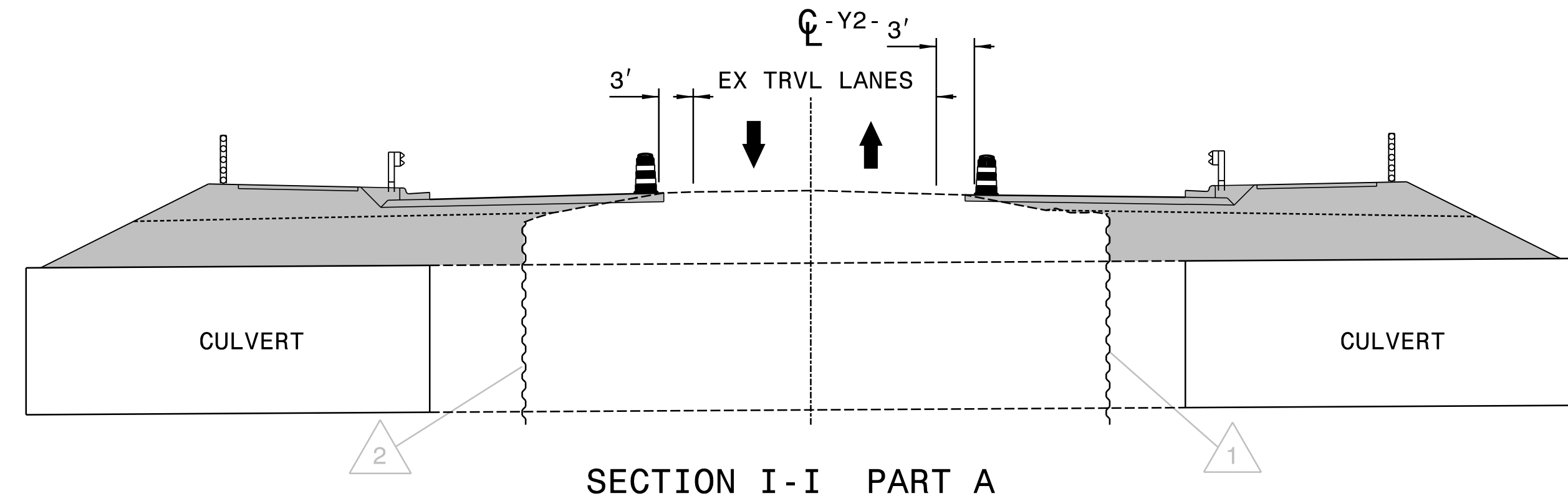
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UNLESS ALL SIGNATURES COMPLETED



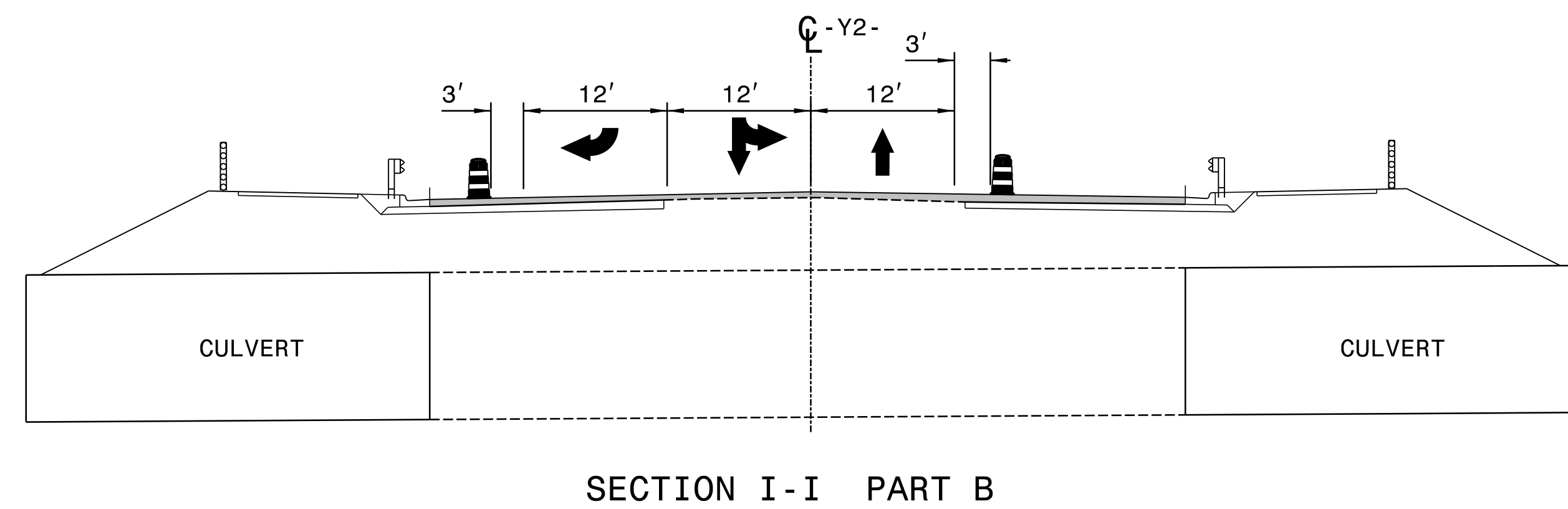
DIVISION OF HIGHWAYS
 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 WORK ZONE TRAFFIC CONTROL

PHASE I - STEP 3

BREAKLINE A SEE TMP-9



* USING RDWY STD 1101.02 AND IN A CONTINUOUS OPERATION, THE CONTRACTOR MAY REMOVE EXISTING GUARDRAIL ONCE FILL HAS BEEN CONSTRUCTED TO THE ELEVATION OF THE EXISTING SHOULDER. USE TMA TO PROTECT THE EXPOSED END OF THE EXISTING GUARDRAIL DURING REMOVAL



SECTION I-I PART B

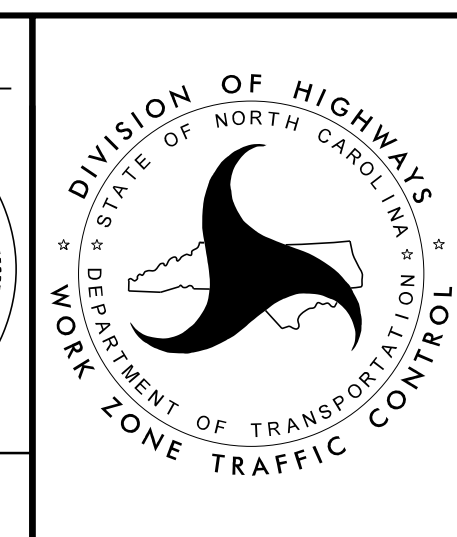
DRUM OFFSET FROM EOT 3' PER GENERAL NOTE R

APPROVED: *C. Byron Holden*
 DATE: 4/8/2026

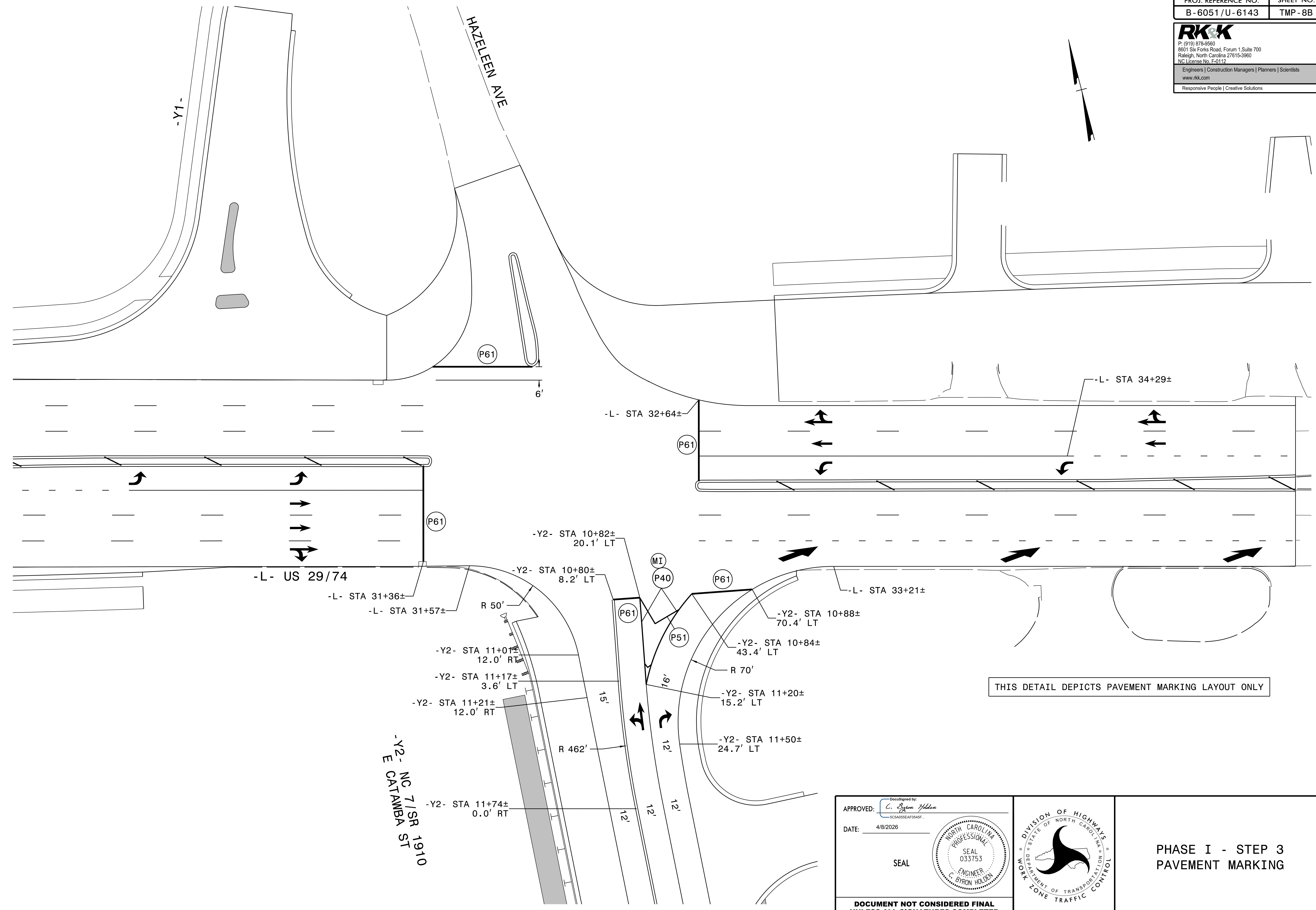
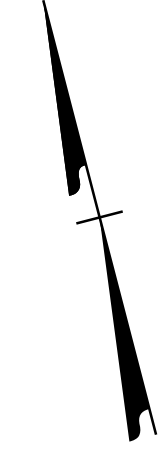
SEAL

NORTH CAROLINA PROFESSIONAL SEAL 033753 ENGINEER C. BYRON HOLDEN

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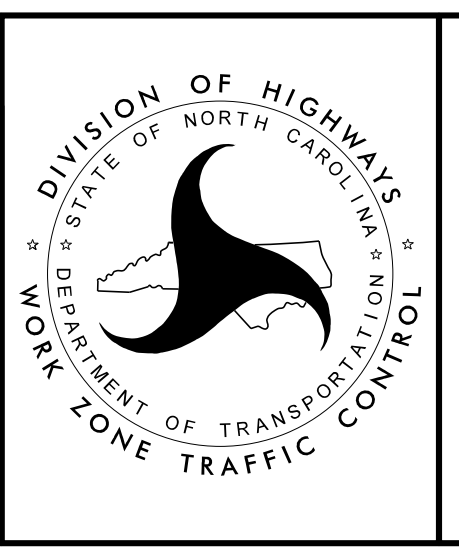


PHASE I - STEP 3



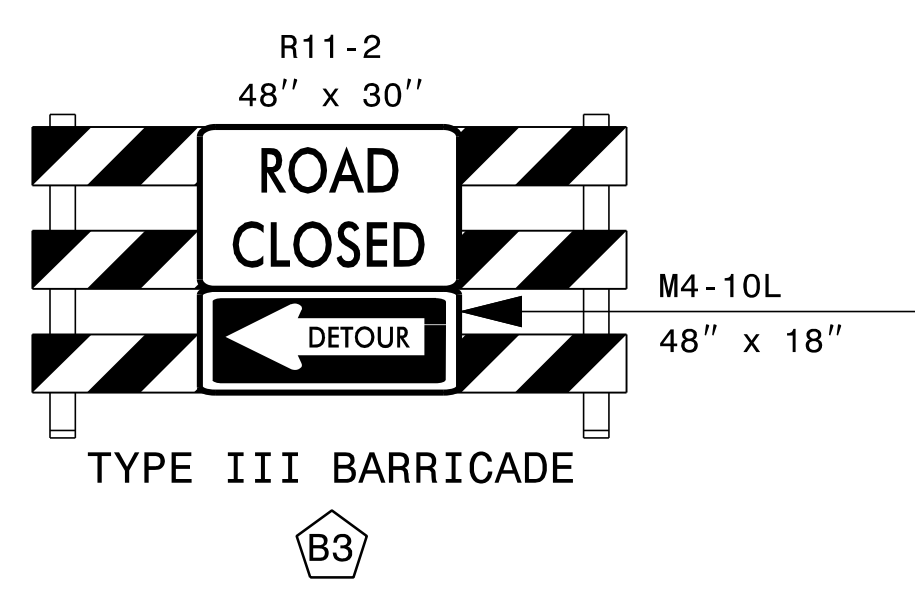
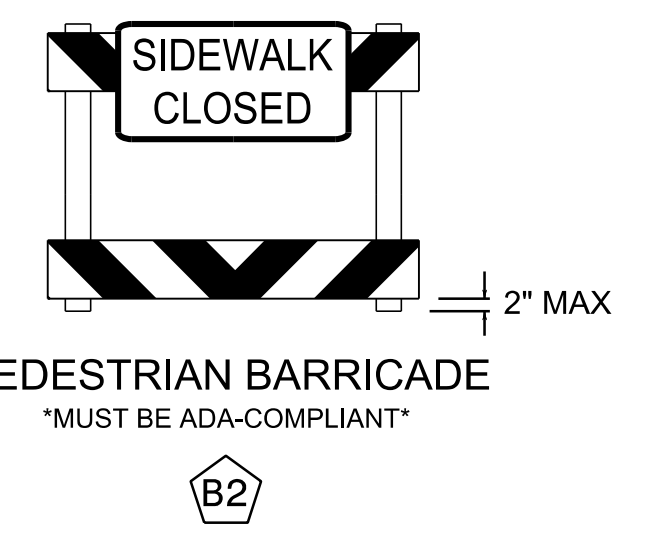
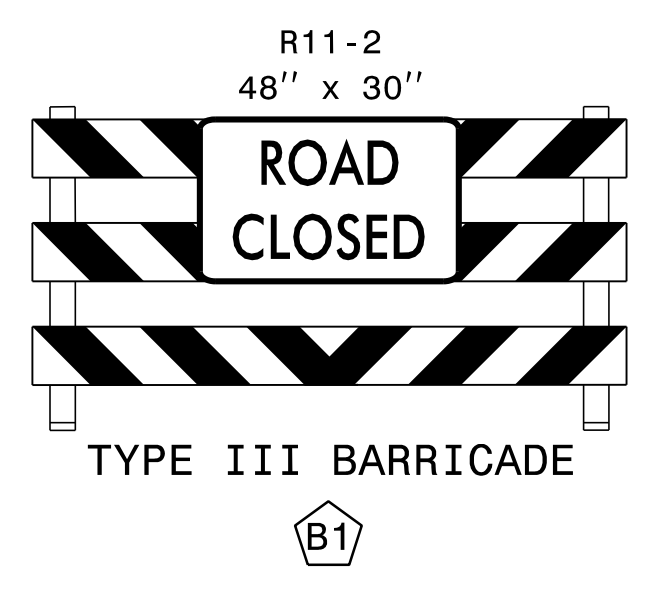
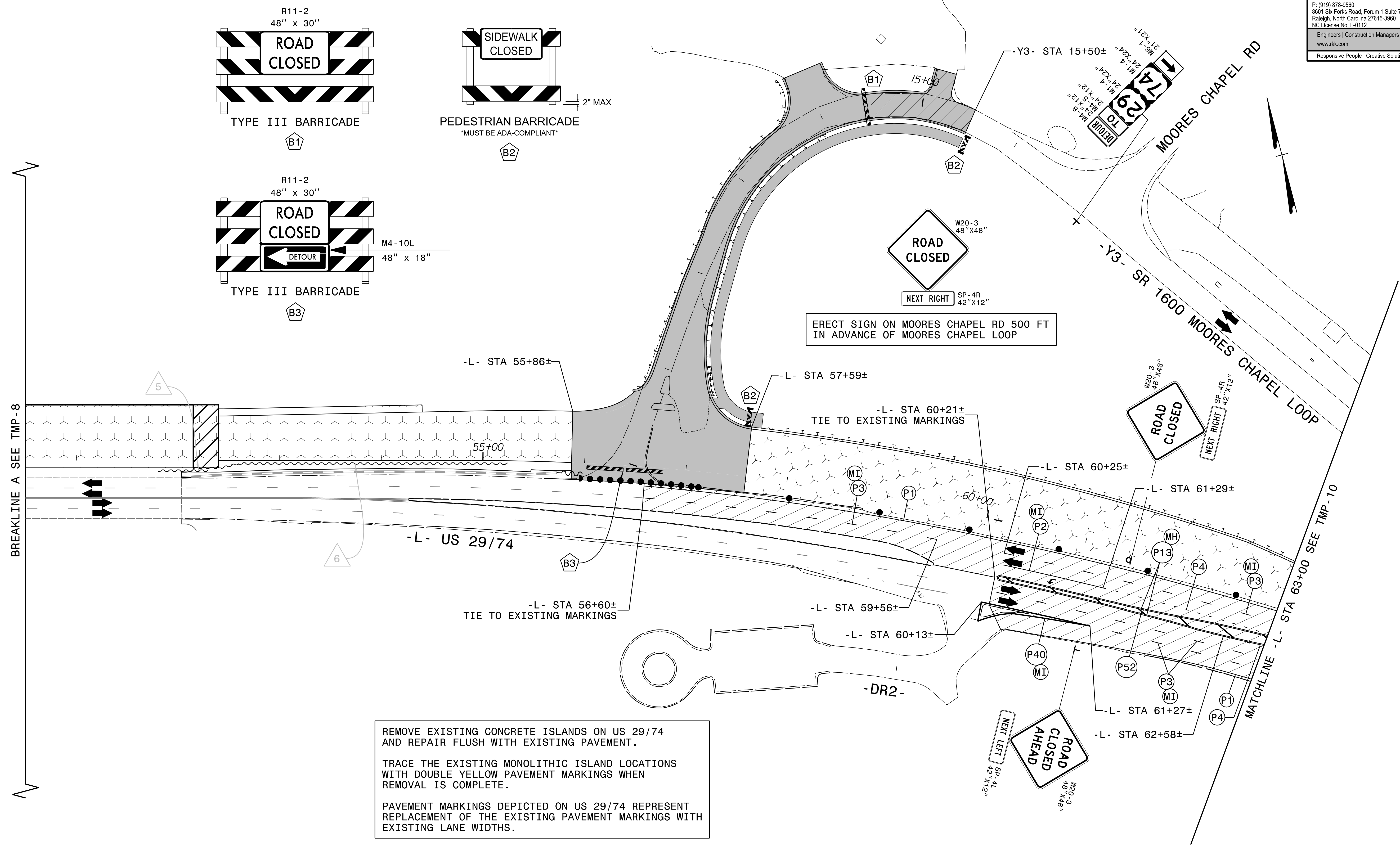
THIS DETAIL DEPICTS PAVEMENT MARKING LAYOUT ONLY

APPROVED: *C. Byron Holden*
 DATE: 4/8/2026
 SEAL
 NORTH CAROLINA PROFESSIONAL SEAL 033753
 ENGINEER C. BYRON HOLDEN



PHASE I - STEP 3
 PAVEMENT MARKING

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED



REMOVE EXISTING CONCRETE ISLANDS ON US 29/74 AND REPAIR FLUSH WITH EXISTING PAVEMENT.

TRACE THE EXISTING MONOLITHIC ISLAND LOCATIONS WITH DOUBLE YELLOW PAVEMENT MARKINGS WHEN REMOVAL IS COMPLETE.

PAVEMENT MARKINGS DEPICTED ON US 29/74 REPRESENT REPLACEMENT OF THE EXISTING PAVEMENT MARKINGS WITH EXISTING LANE WIDTHS.

IN THE EVENT THAT TYPE "D", "E", OR "F" SIGNS CONFLICT WITH CONSTRUCTION OPERATIONS, RELOCATE THE SIGN USING METHODS, AND AT A LOCATION, APPROVED BY THE ENGINEER. LOCATE THE SIGN A MINIMUM OF 6' FROM THE NEAREST TRAVEL LANE UNLESS PROTECTED BY BARRIER OR GUARDRAIL. MINIMUM VERTICAL CLEARANCE IS 7' ABOVE THE EDGE OF THE NEAREST TRAVEL LANE.

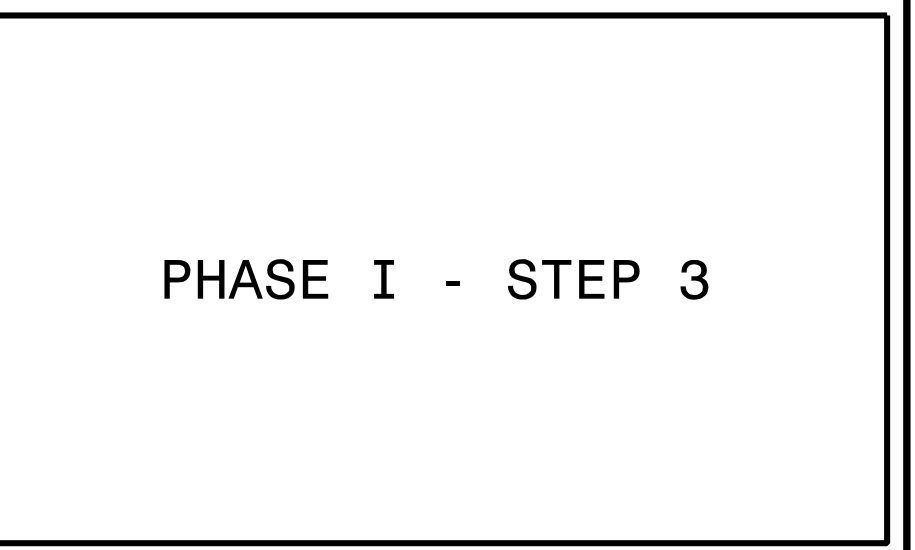
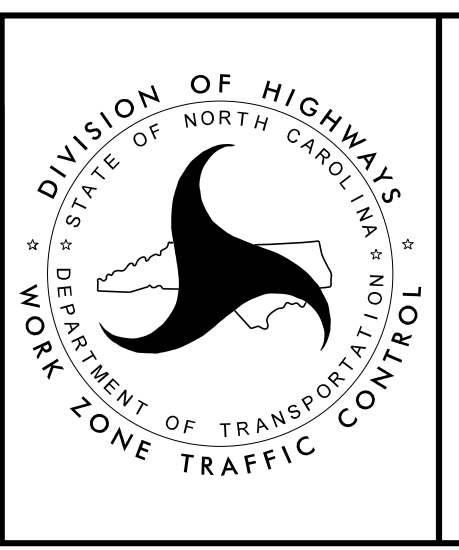
BREAKLINE A SEE TMP-8

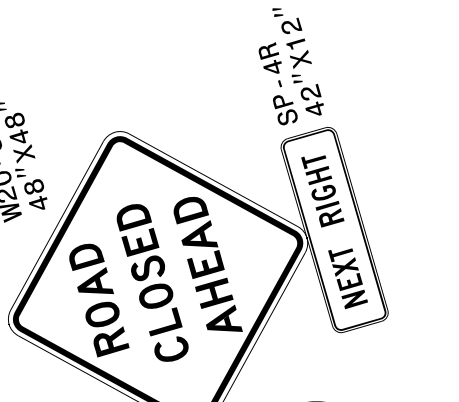
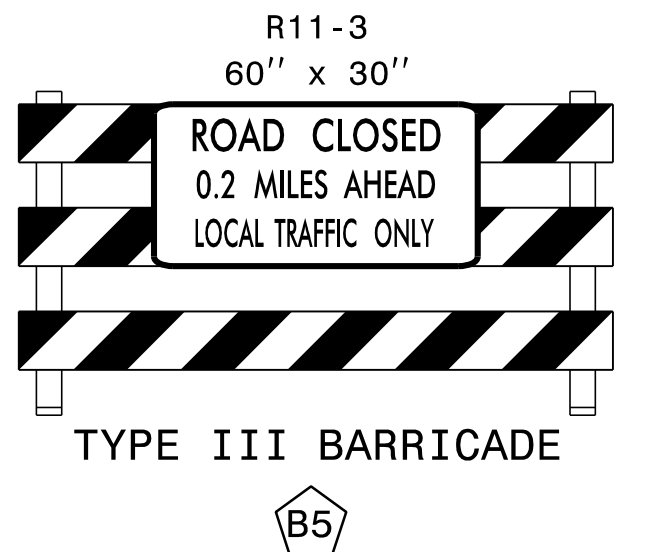
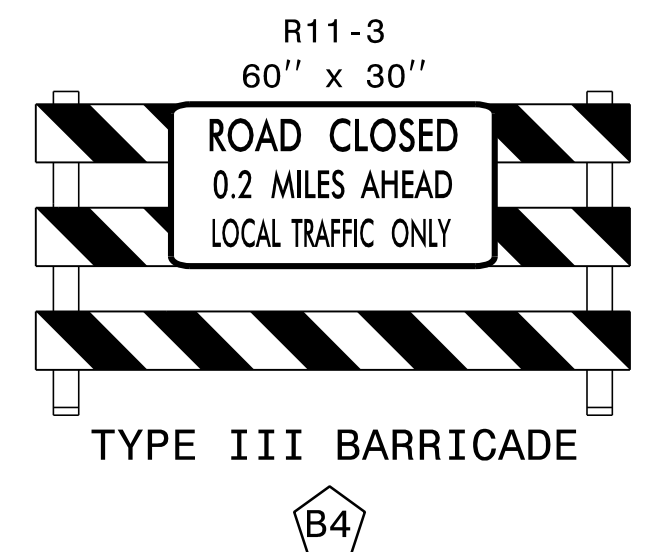
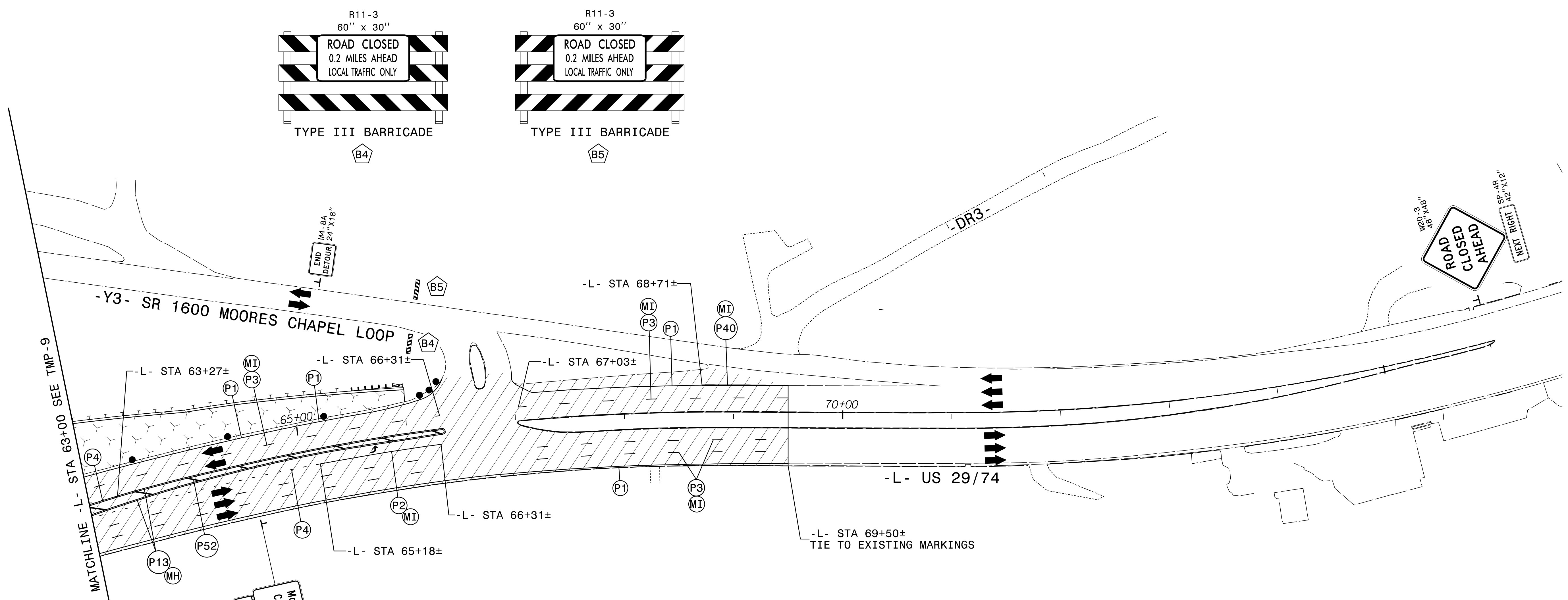
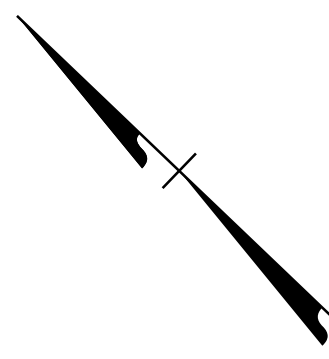
MATCHLINE -L- STA 63+00 SEE TMP-10

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 DATE: 4/8/2026

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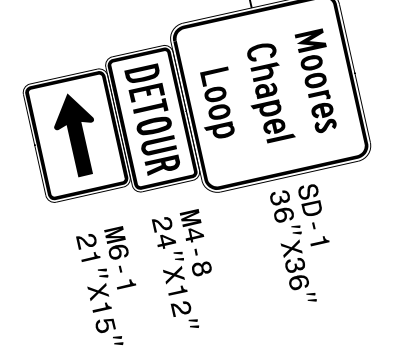


IN THE EVENT THAT TYPE "D", "E", OR "F" SIGNS CONFLICT WITH CONSTRUCTION OPERATIONS, RELOCATE THE SIGN USING METHODS, AND AT A LOCATION, APPROVED BY THE ENGINEER. LOCATE THE SIGN A MINIMUM OF 6' FROM THE NEAREST TRAVEL LANE UNLESS PROTECTED BY BARRIER OR GUARDRAIL. MINIMUM VERTICAL CLEARANCE IS 7' ABOVE THE EDGE OF THE NEAREST TRAVEL LANE.

REMOVE EXISTING CONCRETE ISLAND ON US 29/74 AND REPAIR FLUSH WITH EXISTING PAVEMENT.

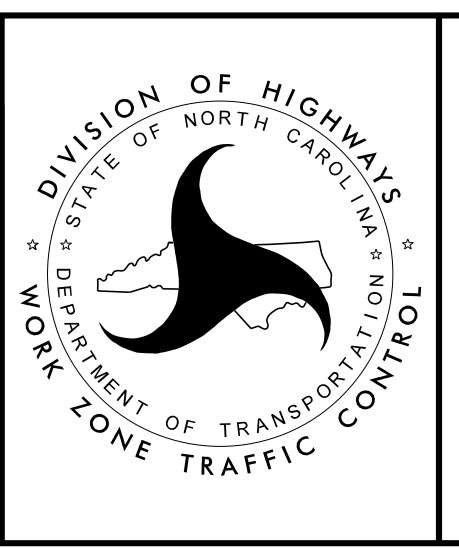
TRACE THE EXISTING MONOLITHIC ISLAND LOCATIONS WITH DOUBLE YELLOW PAVEMENT MARKINGS WHEN REMOVAL IS COMPLETE ON US 29/74.

PAVEMENT MARKINGS DEPICTED ON US 29/74 REPRESENT REPLACEMENT OF THE EXISTING PAVEMENT MARKINGS WITH EXISTING LANE WIDTHS.

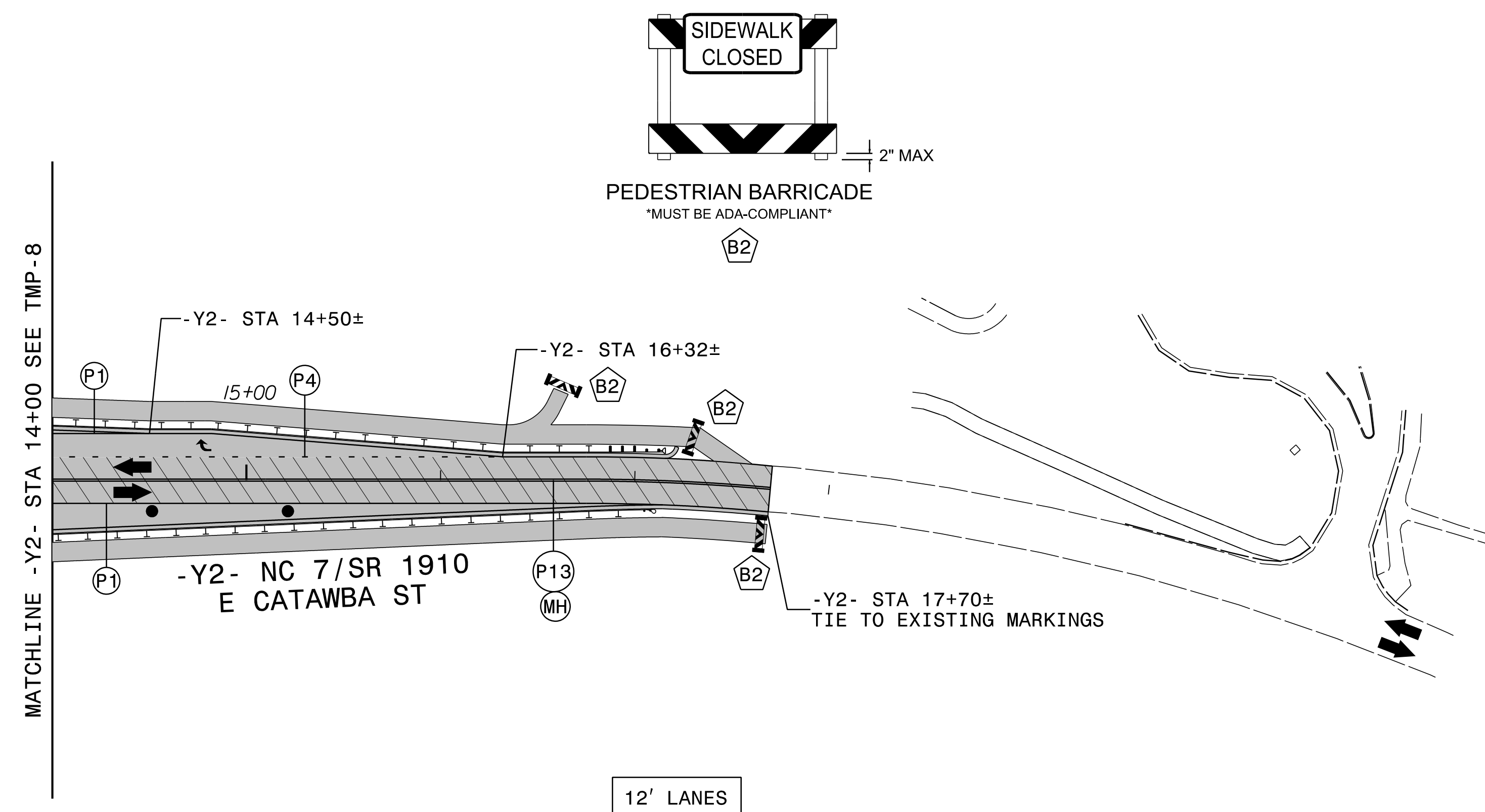


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 DATE: 4/8/2026

SEAL



PHASE I - STEP 3



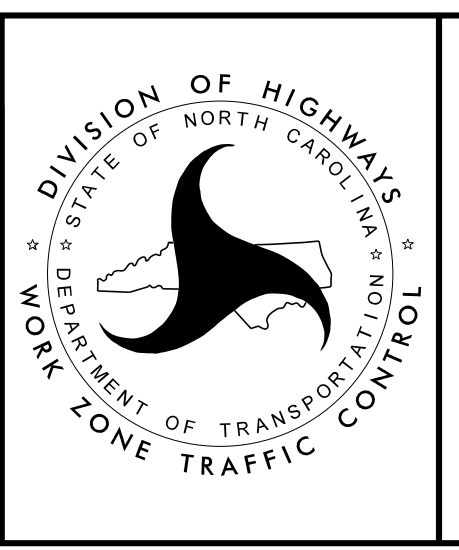
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3/10/2026
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cdear's

APPROVED: *C. Byron Holden*
SC04055EAF0548F

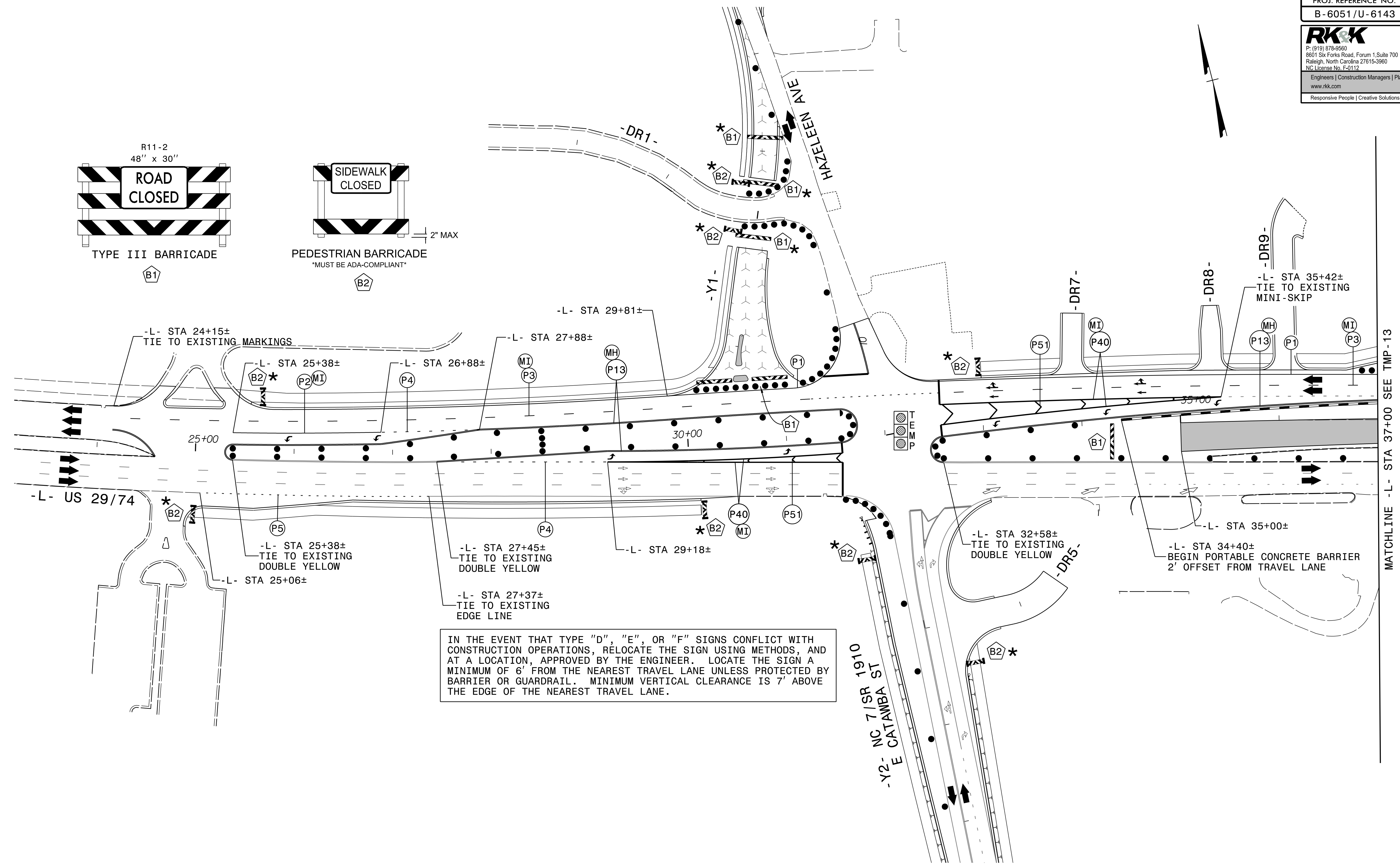
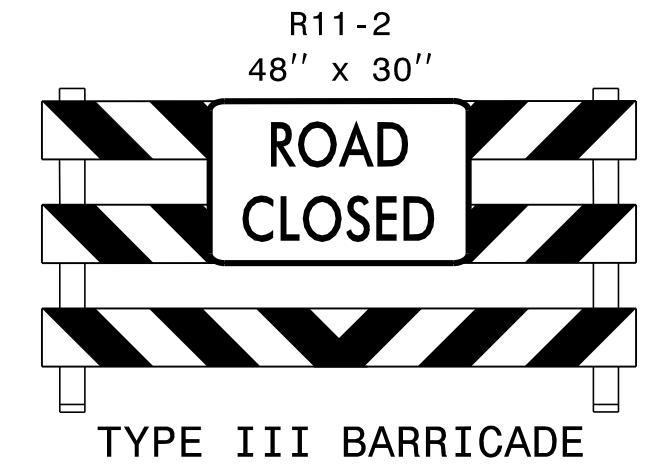
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SEAL



PHASE I - STEP 3

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IN THE EVENT THAT TYPE "D", "E", OR "F" SIGNS CONFLICT WITH CONSTRUCTION OPERATIONS, RELOCATE THE SIGN USING METHODS, AND AT A LOCATION, APPROVED BY THE ENGINEER. LOCATE THE SIGN A MINIMUM OF 6' FROM THE NEAREST TRAVEL LANE UNLESS PROTECTED BY BARRIER OR GUARDRAIL. MINIMUM VERTICAL CLEARANCE IS 7' ABOVE THE EDGE OF THE NEAREST TRAVEL LANE.

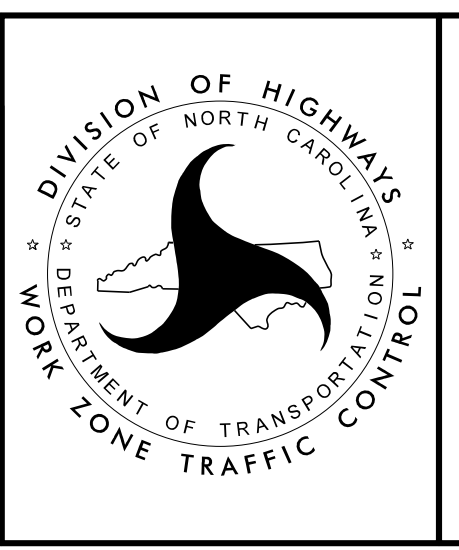
SEE TMP-12A FOR ADDITIONAL PAVEMENT MARKING LAYOUT.
 SEE TMP-12B FOR US 29/74 PAVEMENT MARKING STATION AND OFFSET.
 US 29/74 MEDIAN DRUM SPACING 45 FT.
 * PREVIOUSLY ERECTED

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 DATE: 4/8/2026

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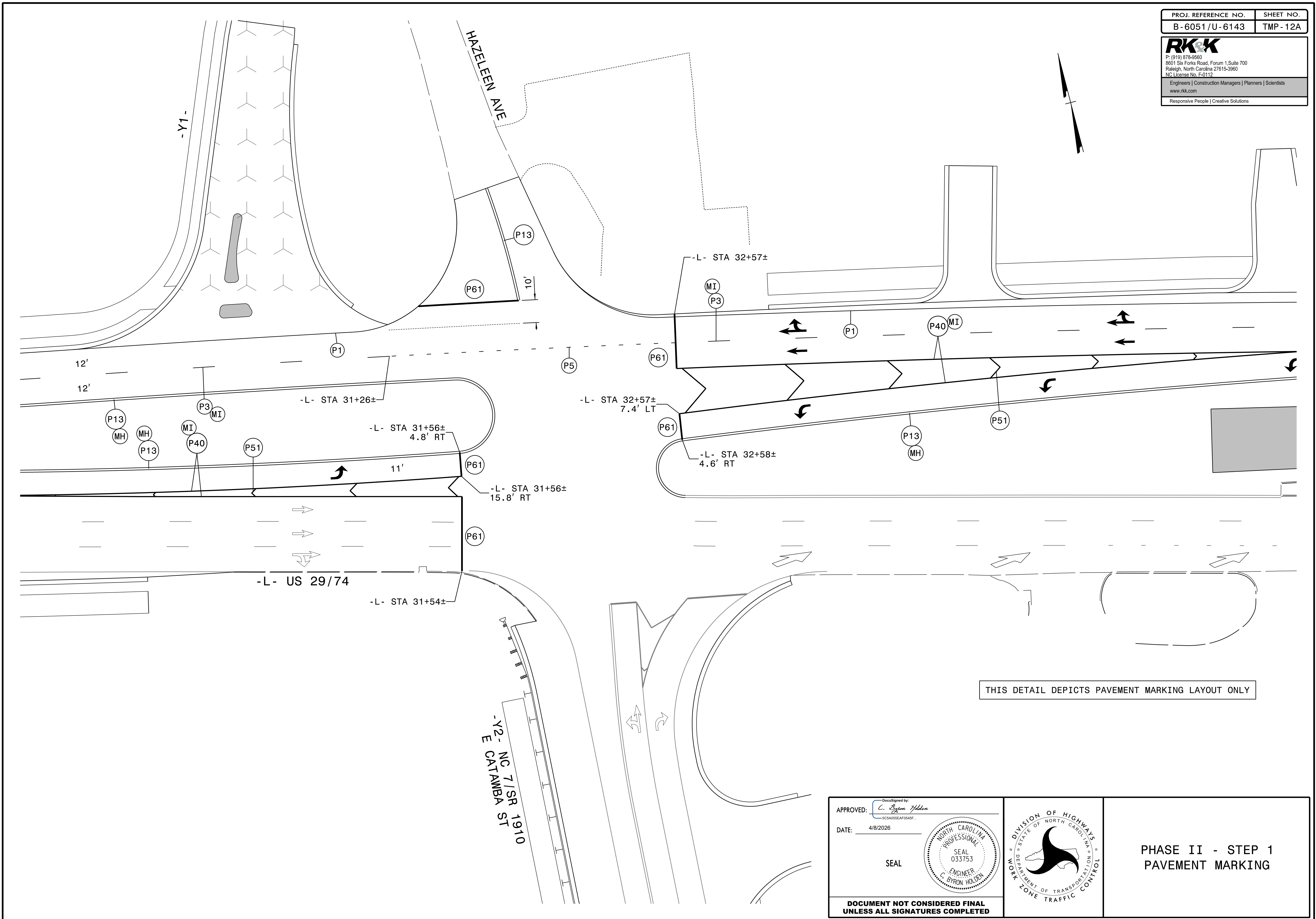
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 NORTH CAROLINA
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 SEAL 033753

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PHASE II - STEPS 1 AND 2

MATCHLINE -L- STA 37+00 SEE TMP-13



THIS DETAIL DEPICTS PAVEMENT MARKING LAYOUT ONLY

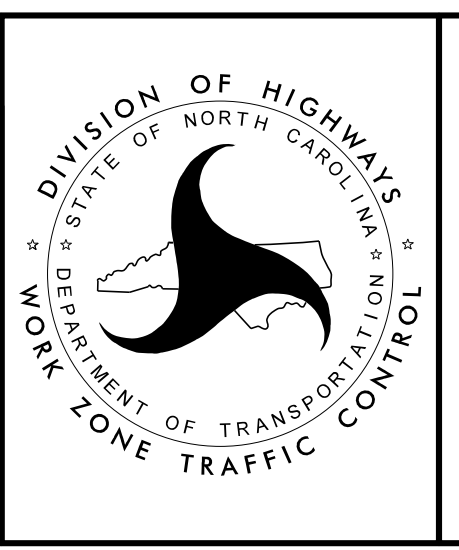
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 B6051.TMP_PSH12A.dgn
 cbe@rkk.com

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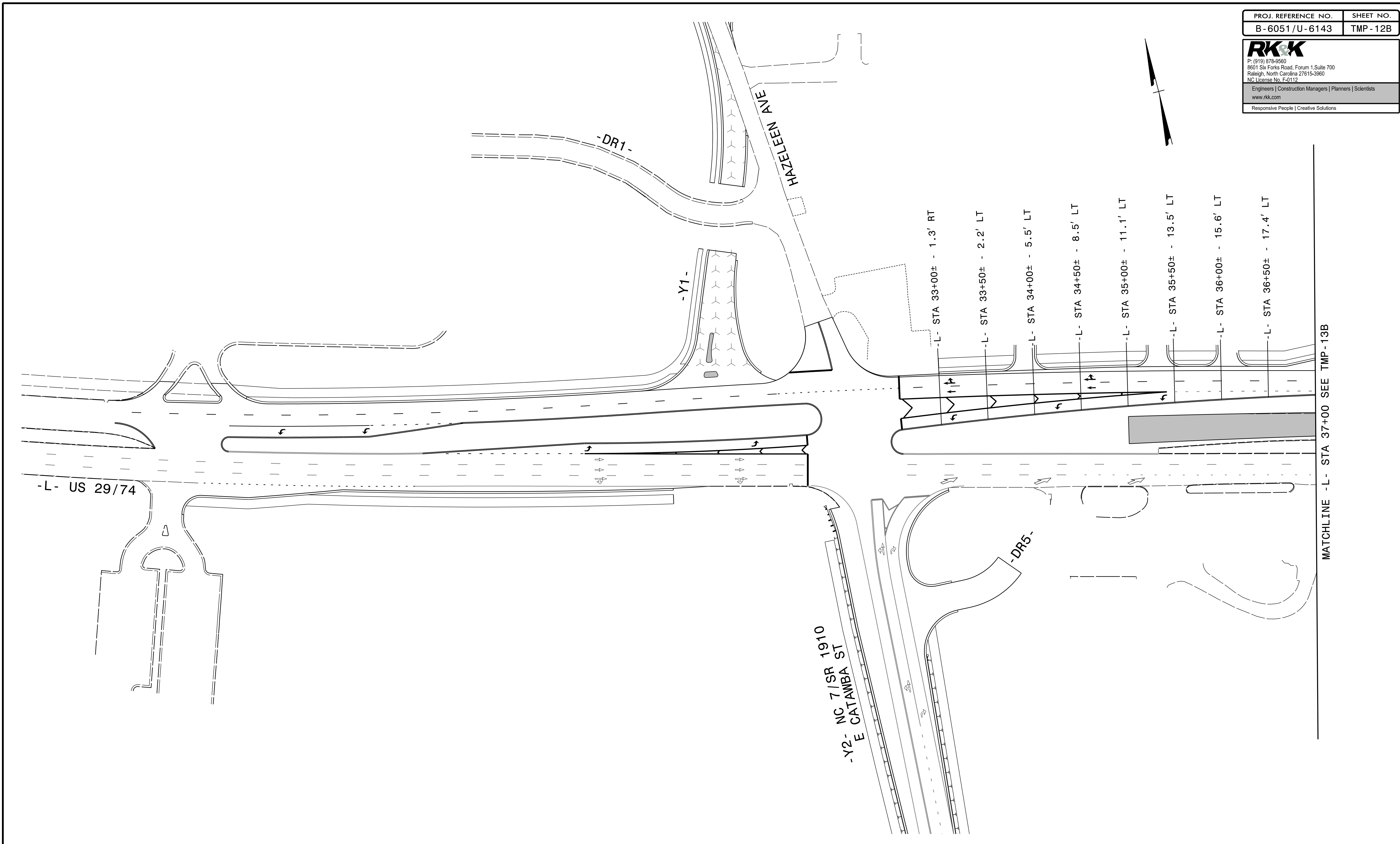
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PHASE II - STEP 1 PAVEMENT MARKING



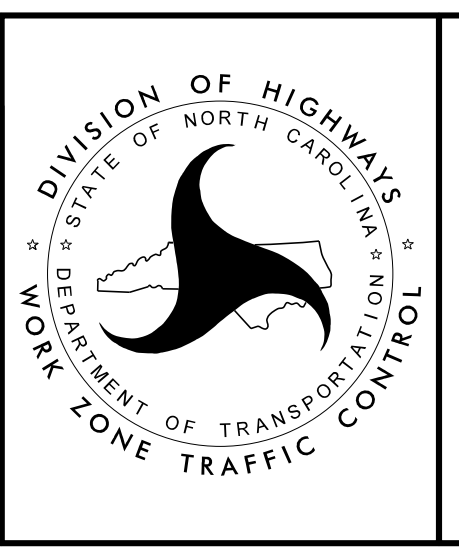
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APPROVED: *C. Byron Holden*
 DATE: 4/8/2026

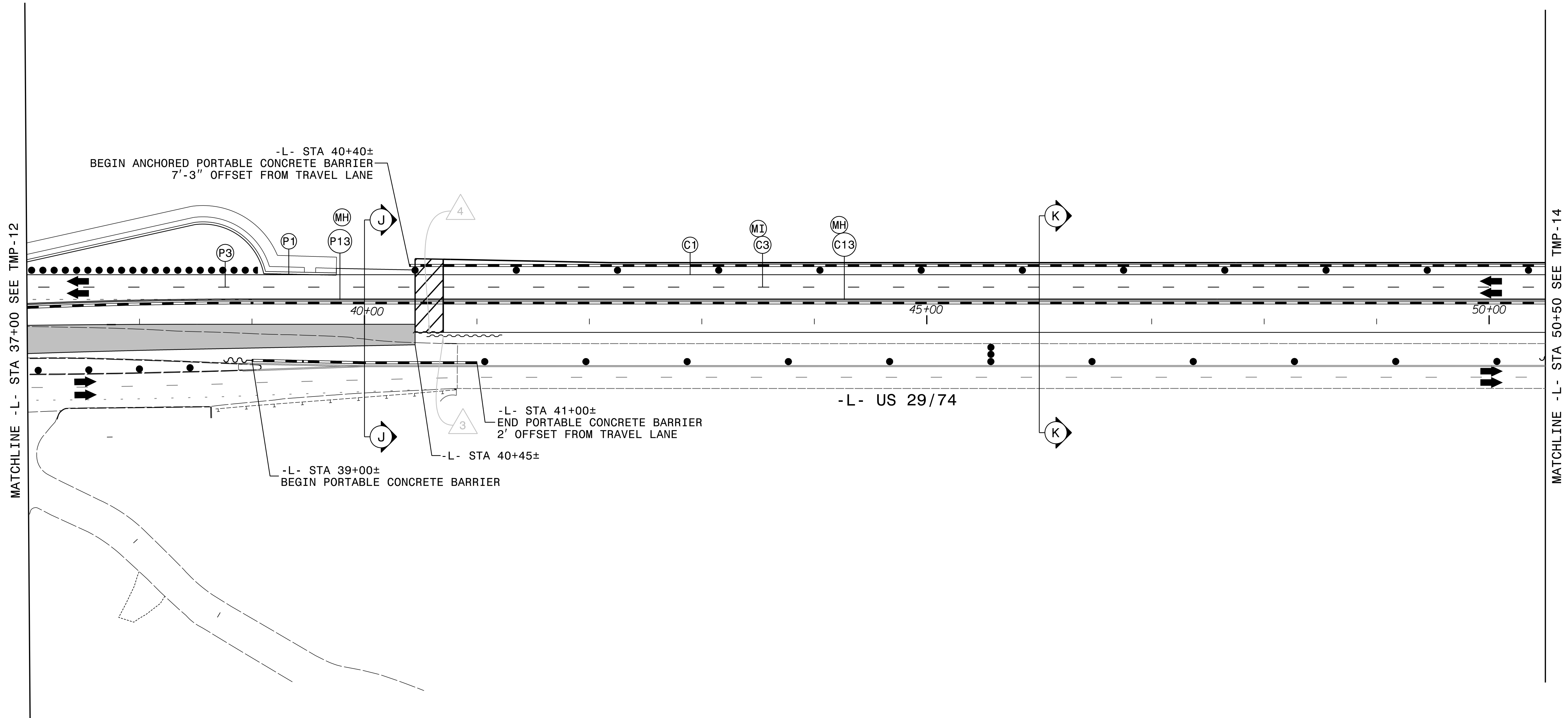
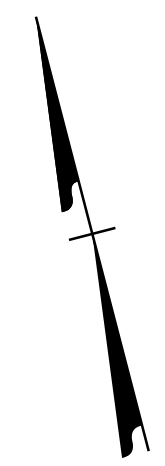
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PHASE II - STEP 1
 PAVEMENT MARKING
 STATION-OFFSET

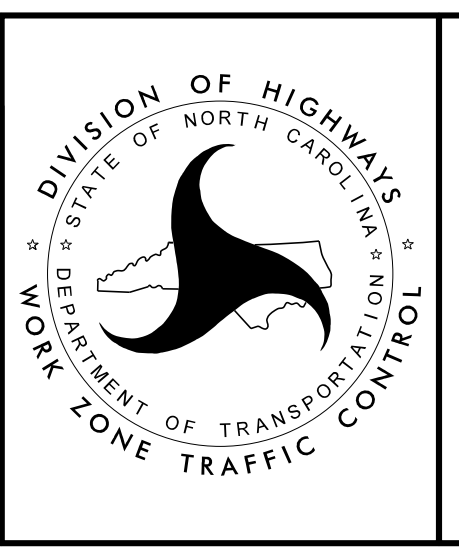


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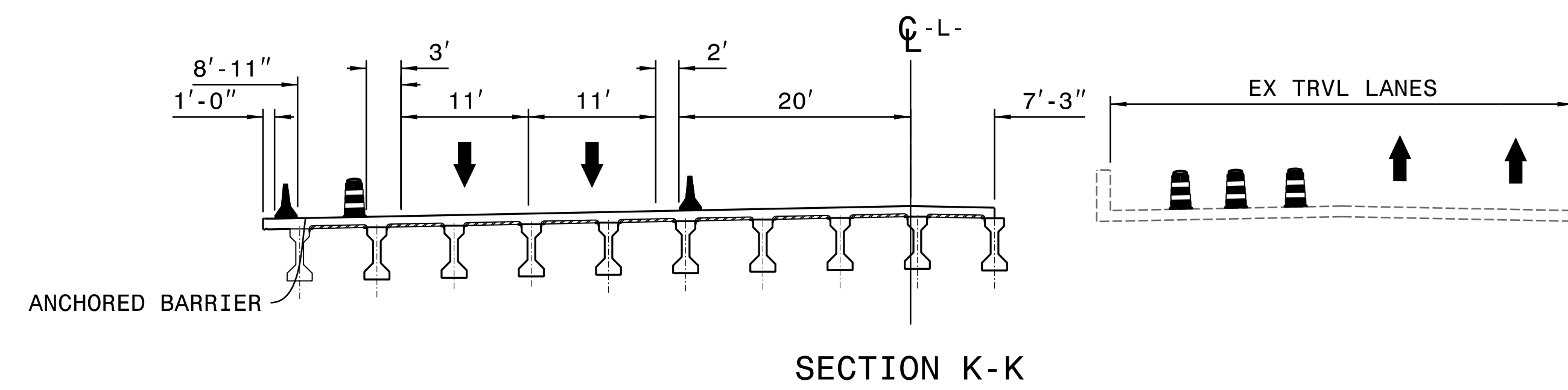
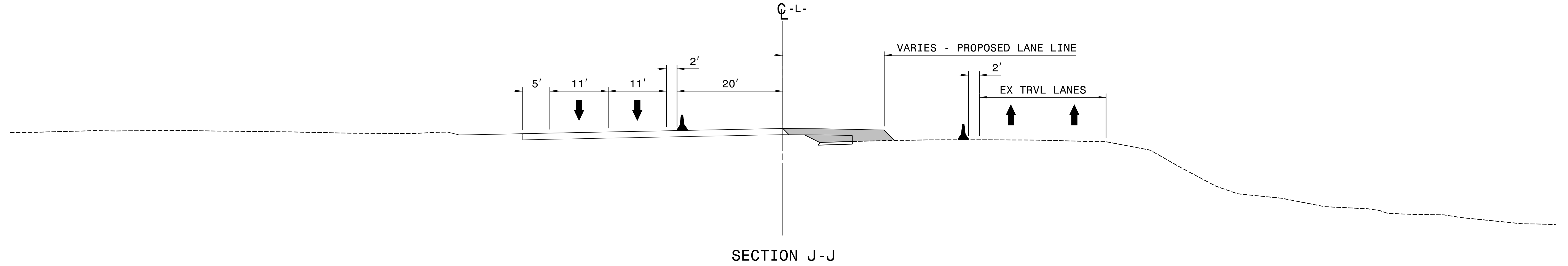
SEE TMP-13A FOR SECTION VIEWS.
 SEE TMP-13B FOR US 29/74 PAVEMENT MARKING STATION AND OFFSET.

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 DATE: 4/8/2026

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PHASE II - STEPS 1 AND 2

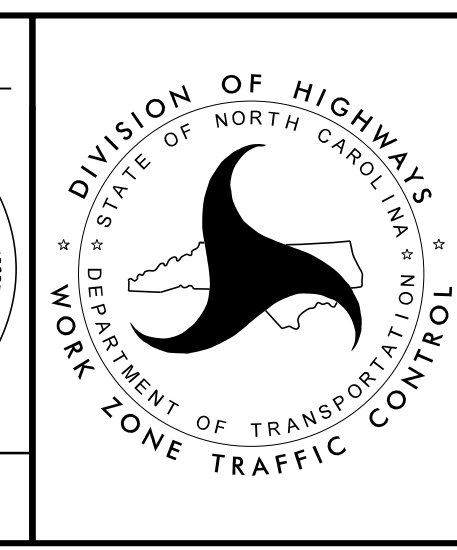


DRUM OFFSET FROM EOT 3' PER GENERAL NOTE R

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 DATE: 4/8/2026

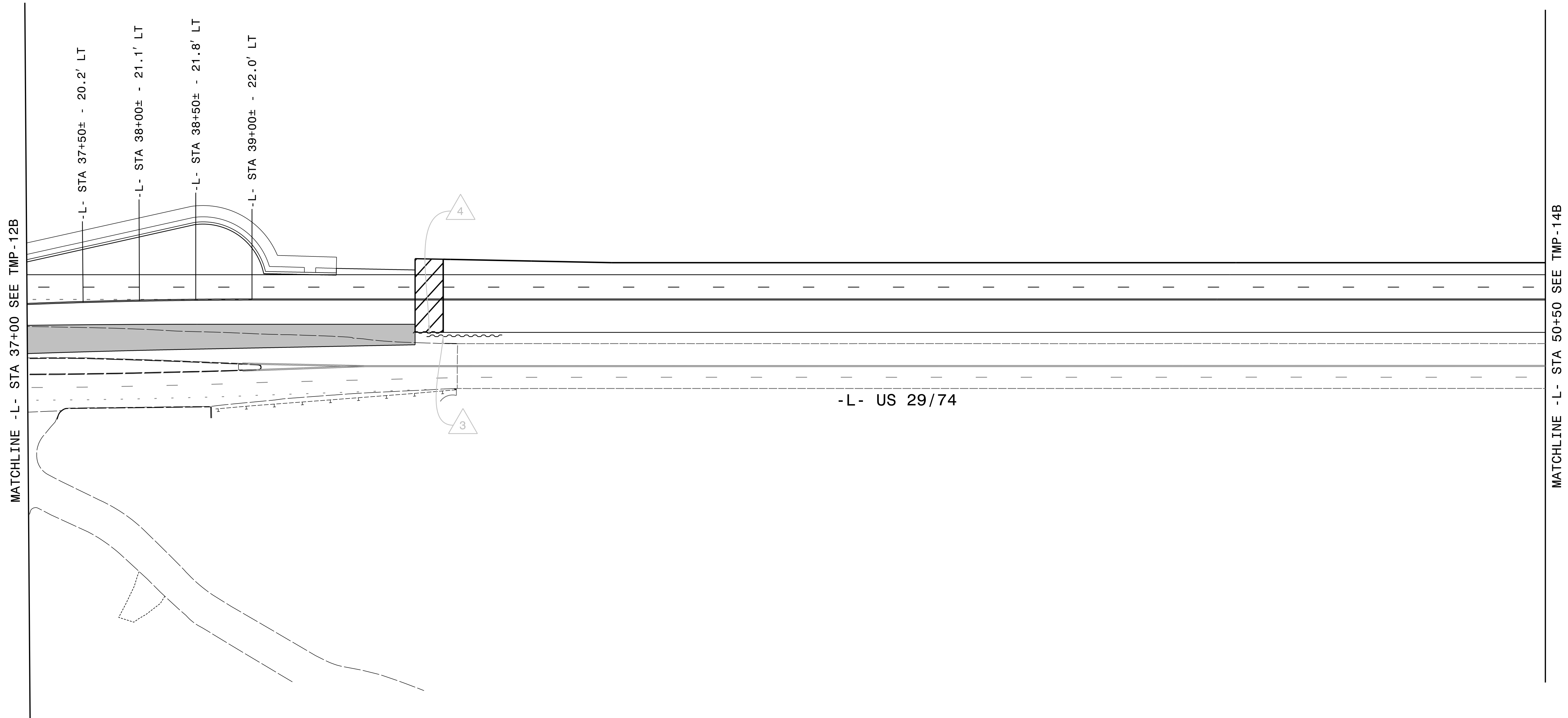
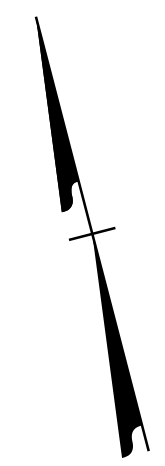
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PHASE II - STEPS 1 AND 2

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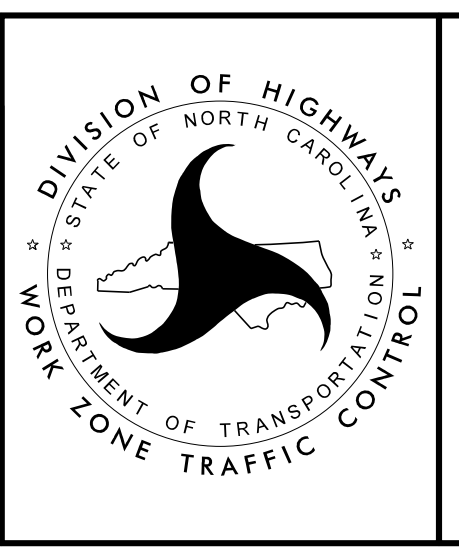


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DocuSigned by:
 C. Byron Holden
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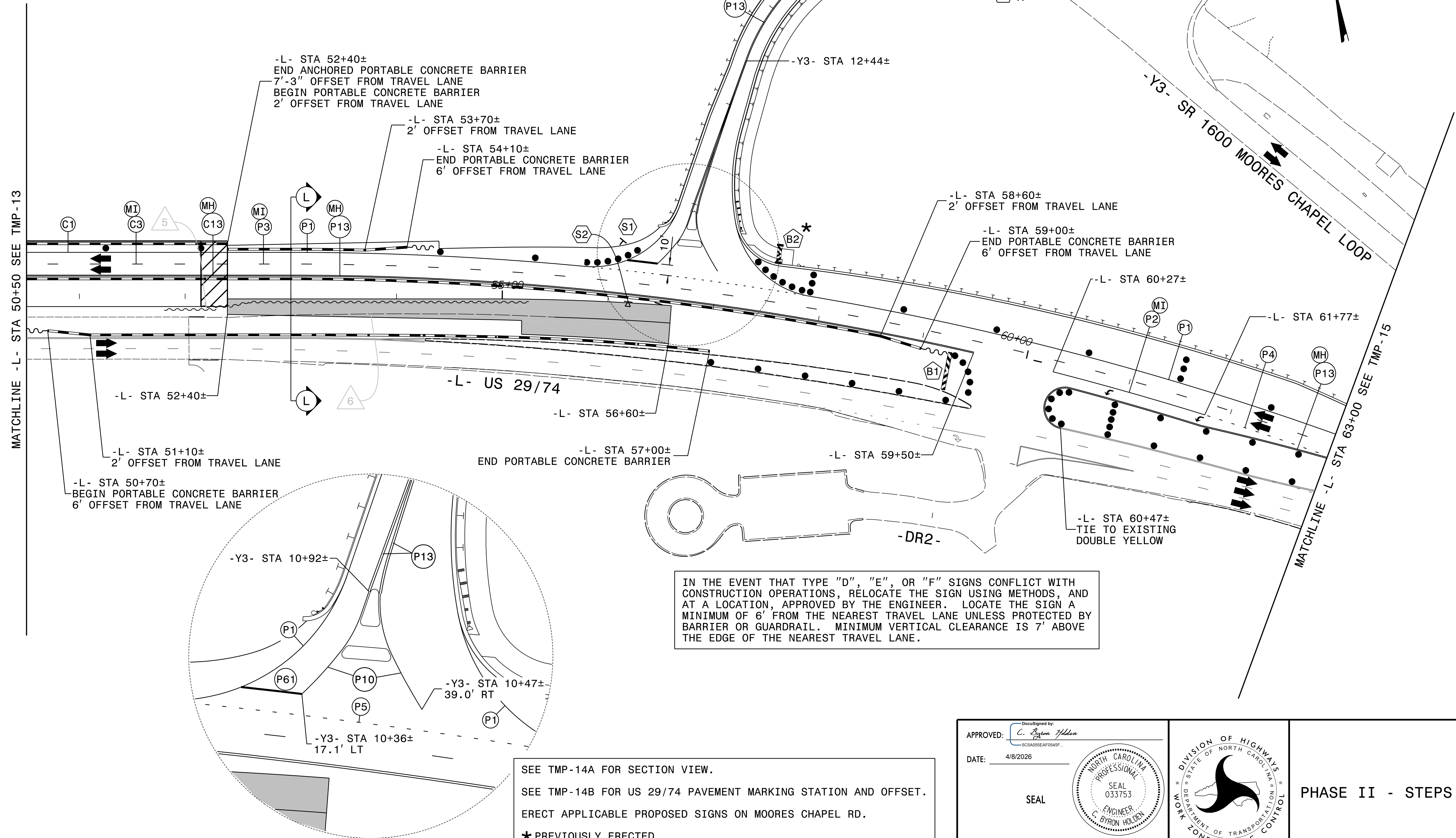
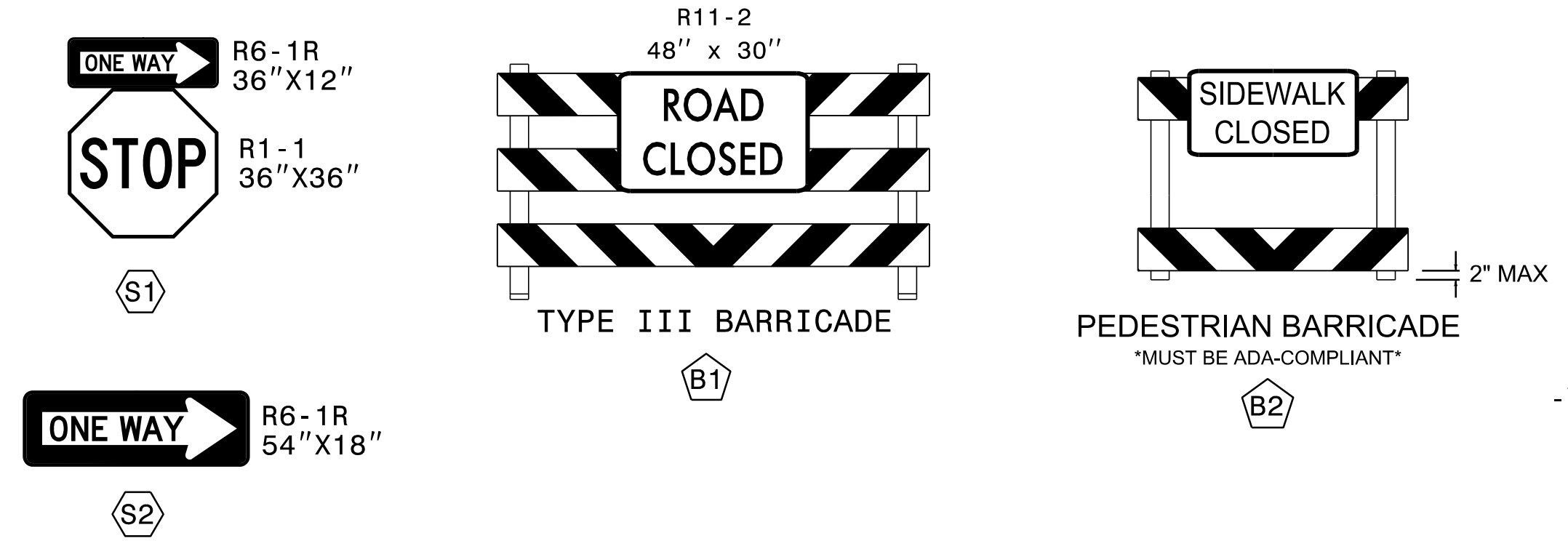
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**PHASE II - STEP 1
 PAVEMENT MARKING
 STATION-OFFSET**

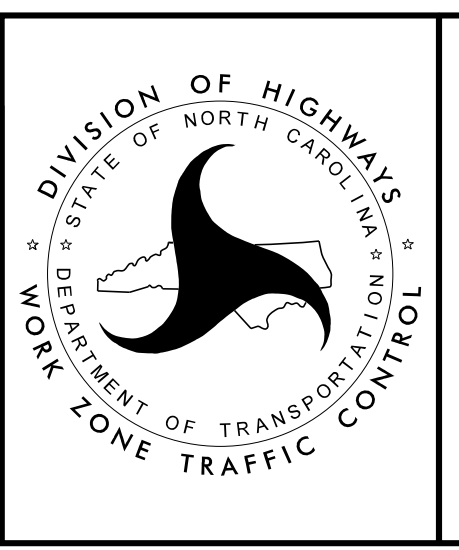
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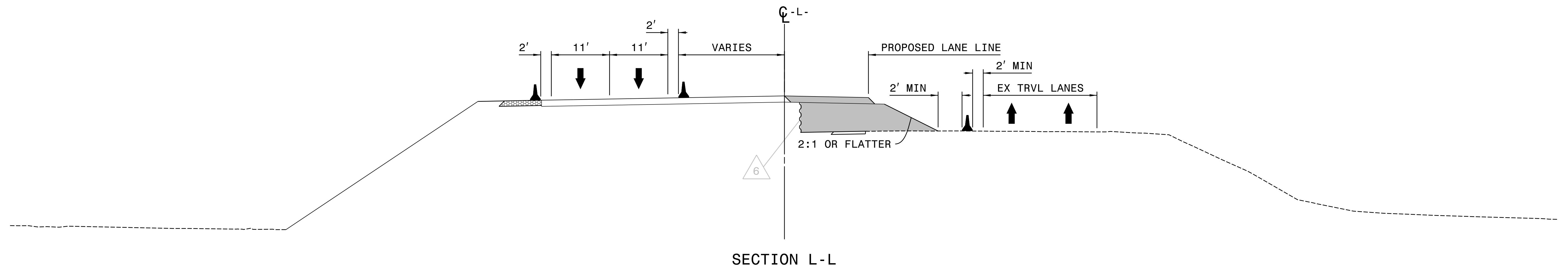
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SEE TMP-14A FOR SECTION VIEW.
 SEE TMP-14B FOR US 29/74 PAVEMENT MARKING STATION AND OFFSET.
 ERECT APPLICABLE PROPOSED SIGNS ON MOORES CHAPEL RD.
 * PREVIOUSLY ERECTED

APPROVED: *C. Byron Holden*
 DATE: 4/8/2026
 SEAL
 NORTH CAROLINA PROFESSIONAL SEAL 033753
 ENGINEER C. BYRON HOLDEN



PHASE II - STEPS 1 AND 2

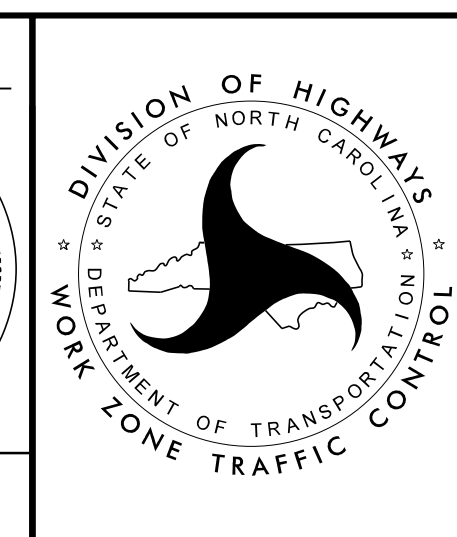


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 DATE: 4/8/2026

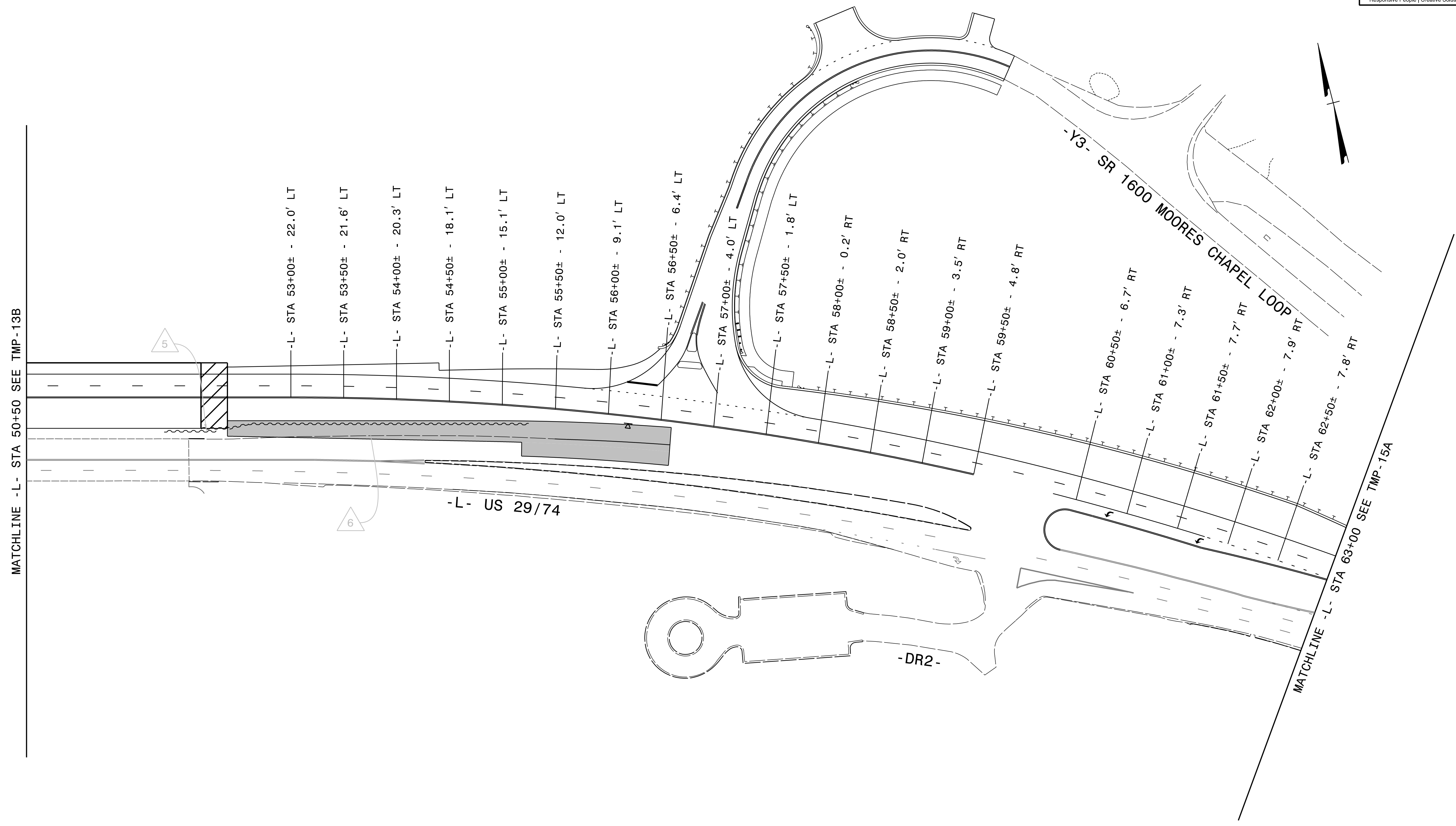
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PHASE II - STEPS 1 AND 2

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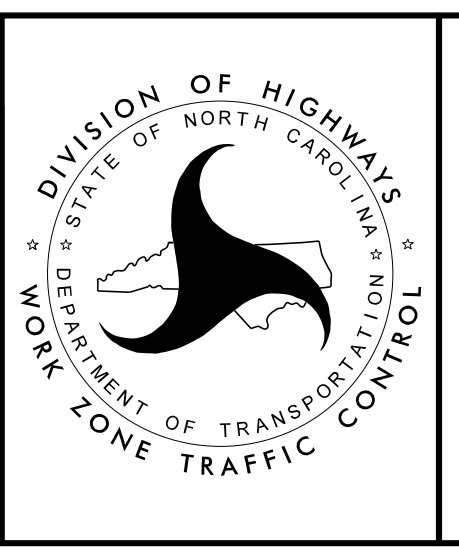


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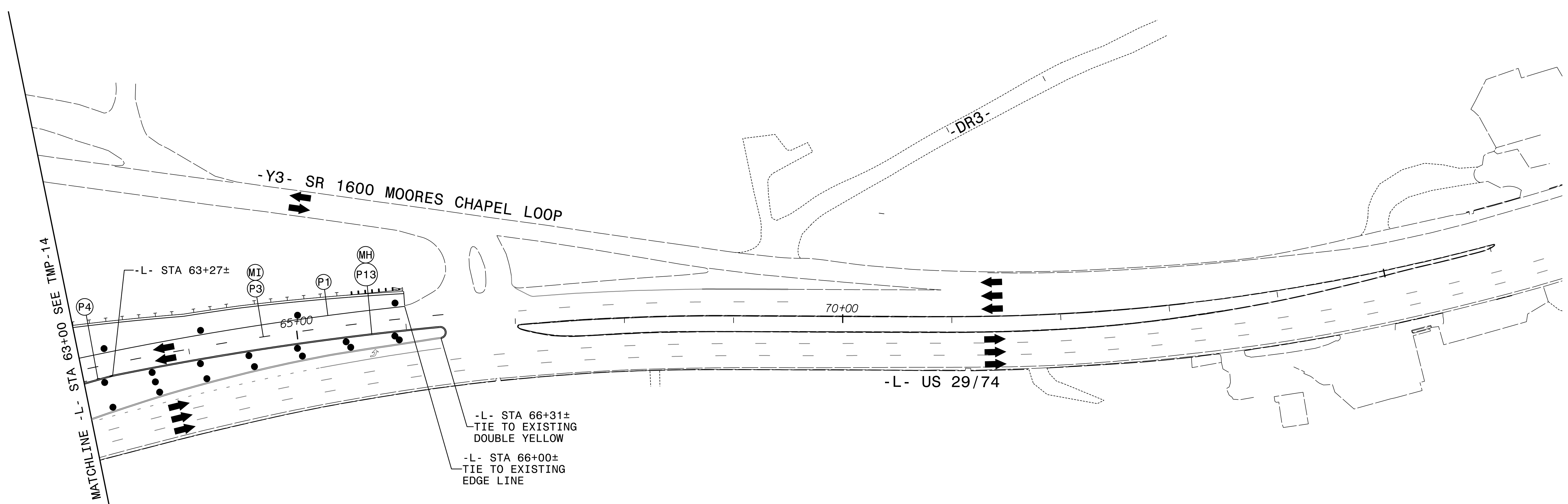
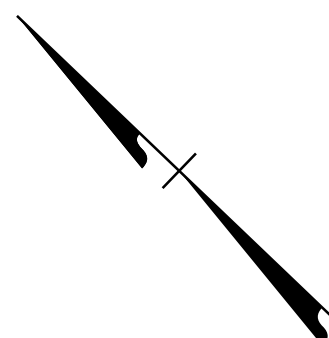
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**PHASE II - STEP 1
 PAVEMENT MARKING
 STATION-OFFSET**

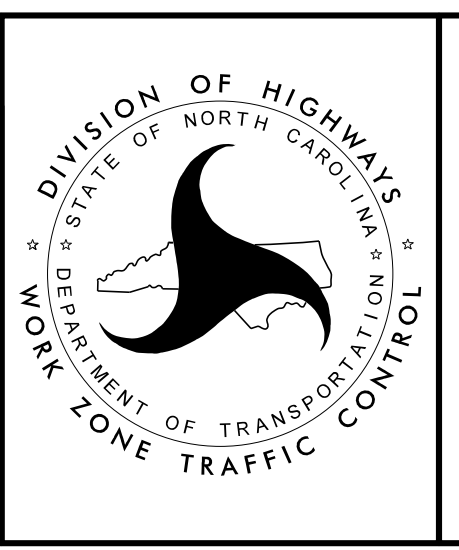


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SEE TMP-15A FOR US 29/74 PAVEMENT MARKING STATION AND OFFSET.

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SC04055EAF0545F
DATE: 4/8/2026

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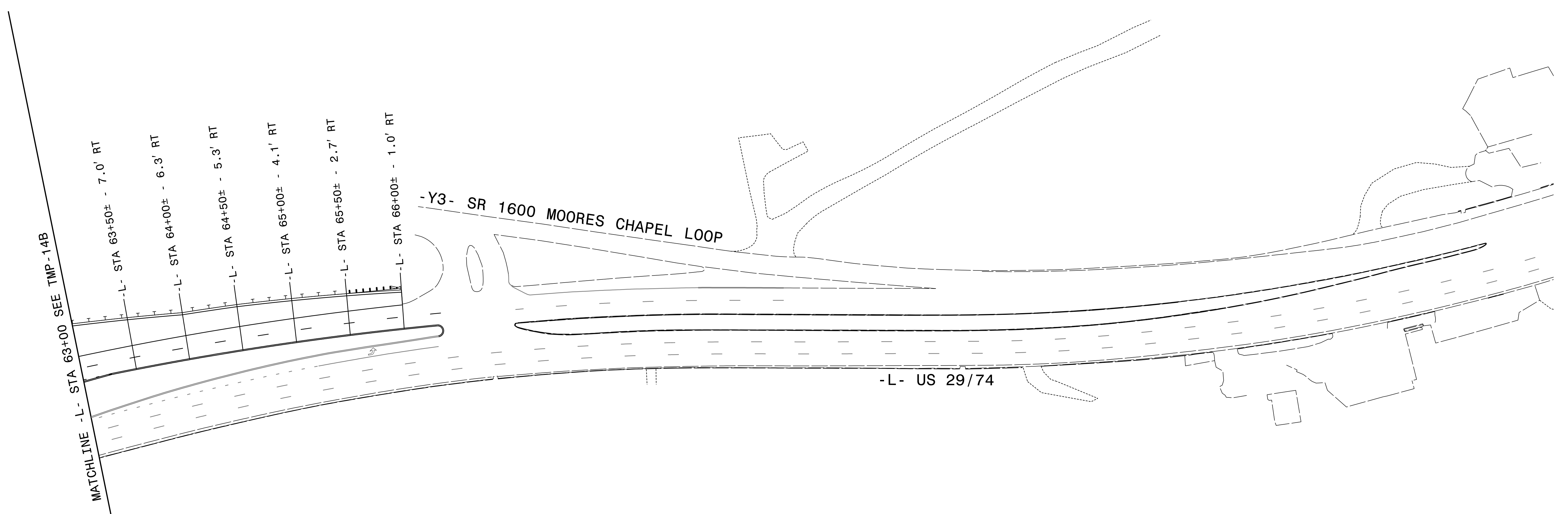
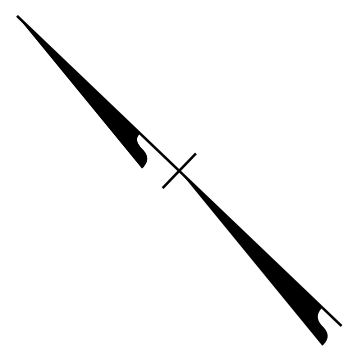


PHASE II - STEP 1

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PROJ. REFERENCE NO.	SHEET NO.
B-6051/U-6143	TMP-15A

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 P: (919) 878-8560
 8601 Six Forks Road, Forum 1, Suite 700
 Raleigh, North Carolina 27615-3960
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 Engineers | Construction Managers | Planners | Scientists
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 Responsive People | Creative Solutions

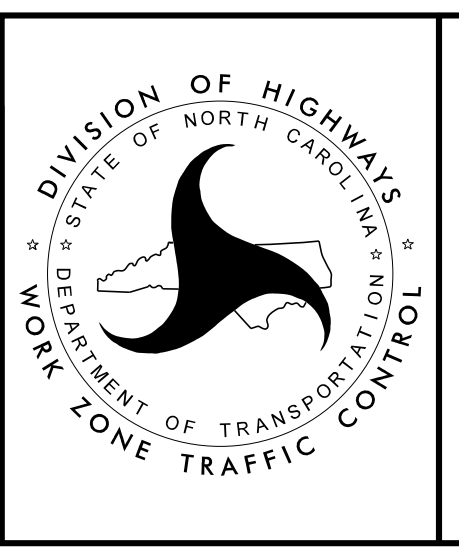


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APPROVED: *C. Byron Holden*
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C. Byron Holden
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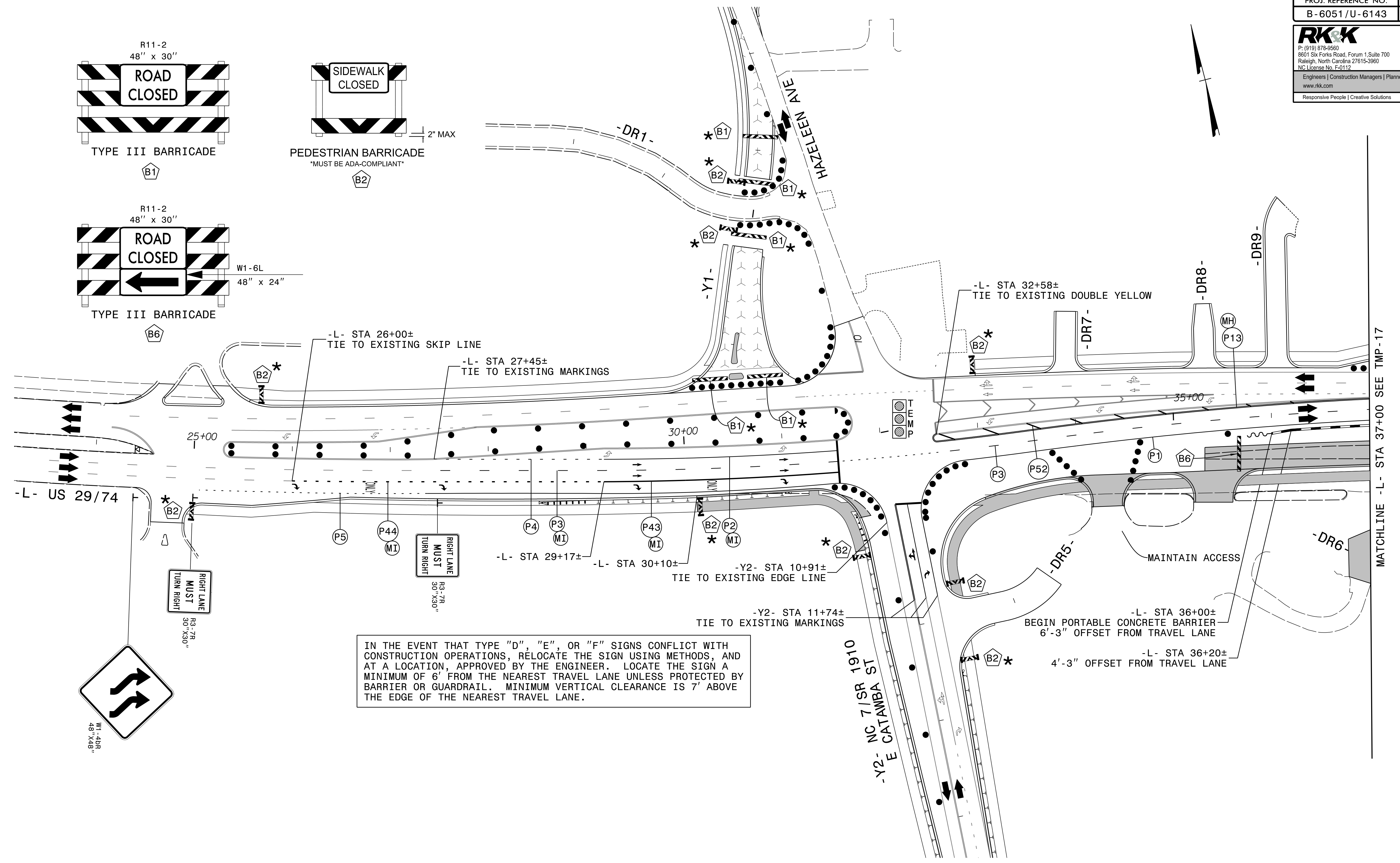
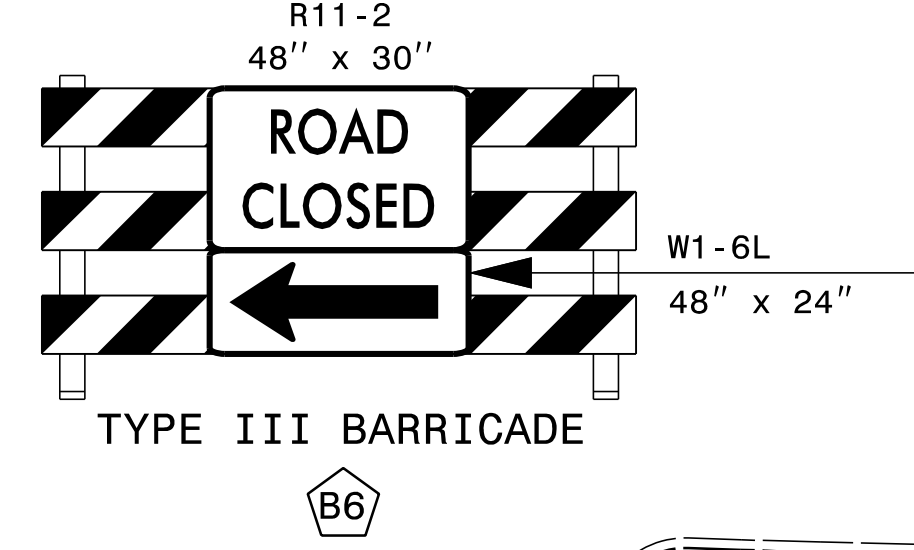
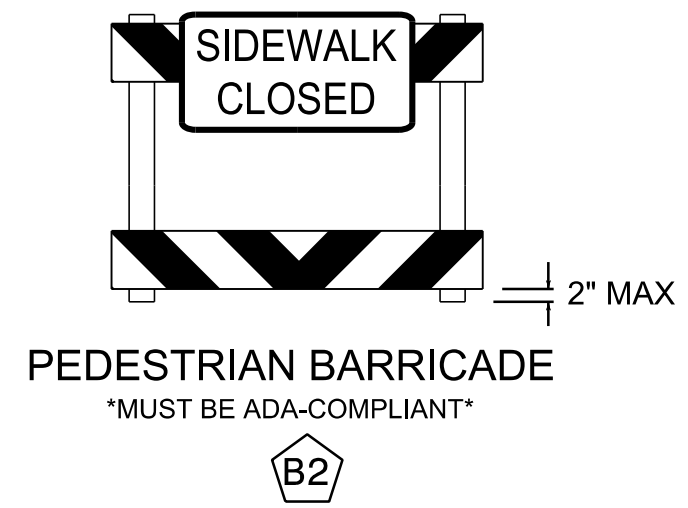
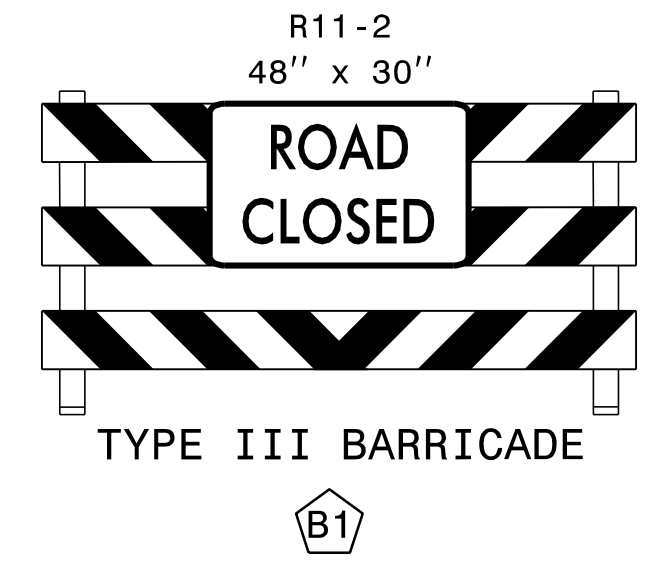
DATE: 4/8/2026

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**PHASE II - STEP 1
 PAVEMENT MARKING
 STATION-OFFSET**

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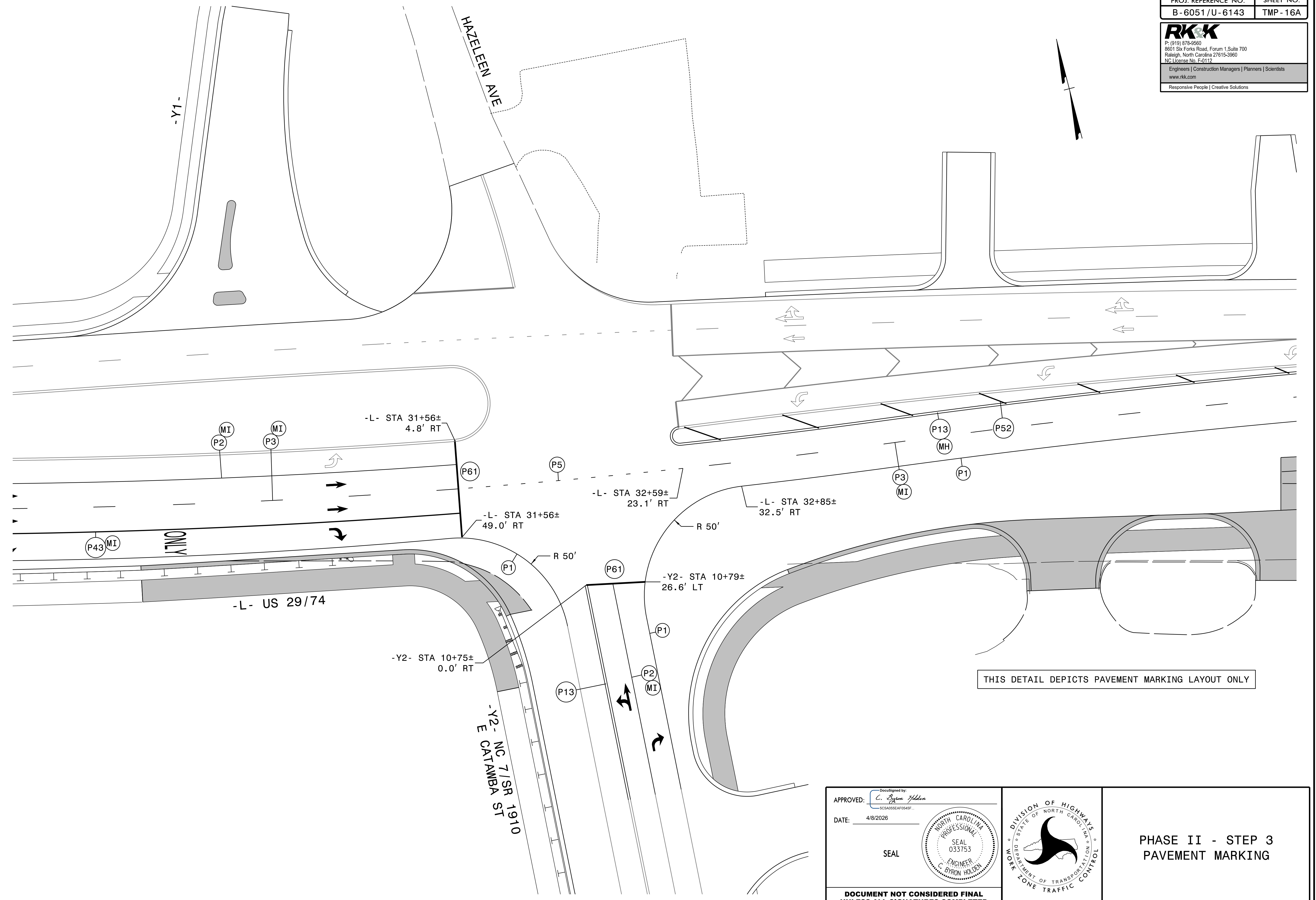
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SEE TMP-16A FOR ADDITIONAL PAVEMENT MARKING LAYOUT.
 SEE TMP-16B FOR US 29/74 PAVEMENT MARKING STATION AND OFFSET.
 *PREVIOUSLY ERECTED

APPROVED: *C. Byron Holden*
 DATE: 4/8/2026
 SEAL
 NORTH CAROLINA PROFESSIONAL SEAL 033753
 ENGINEER C. BYRON HOLDEN

DIVISION OF HIGHWAYS
 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 WORK ZONE TRAFFIC CONTROL

PHASE II - STEPS 3 AND 4



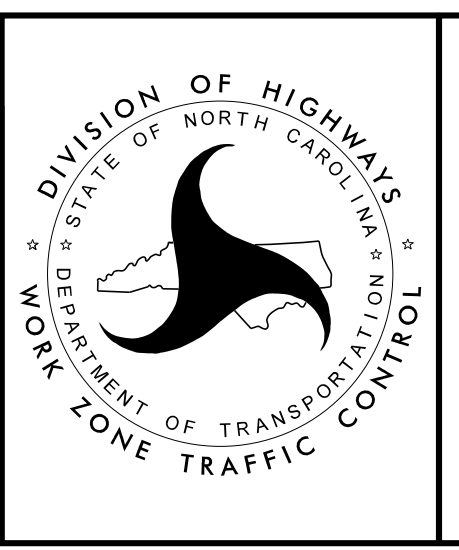
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 cdear's

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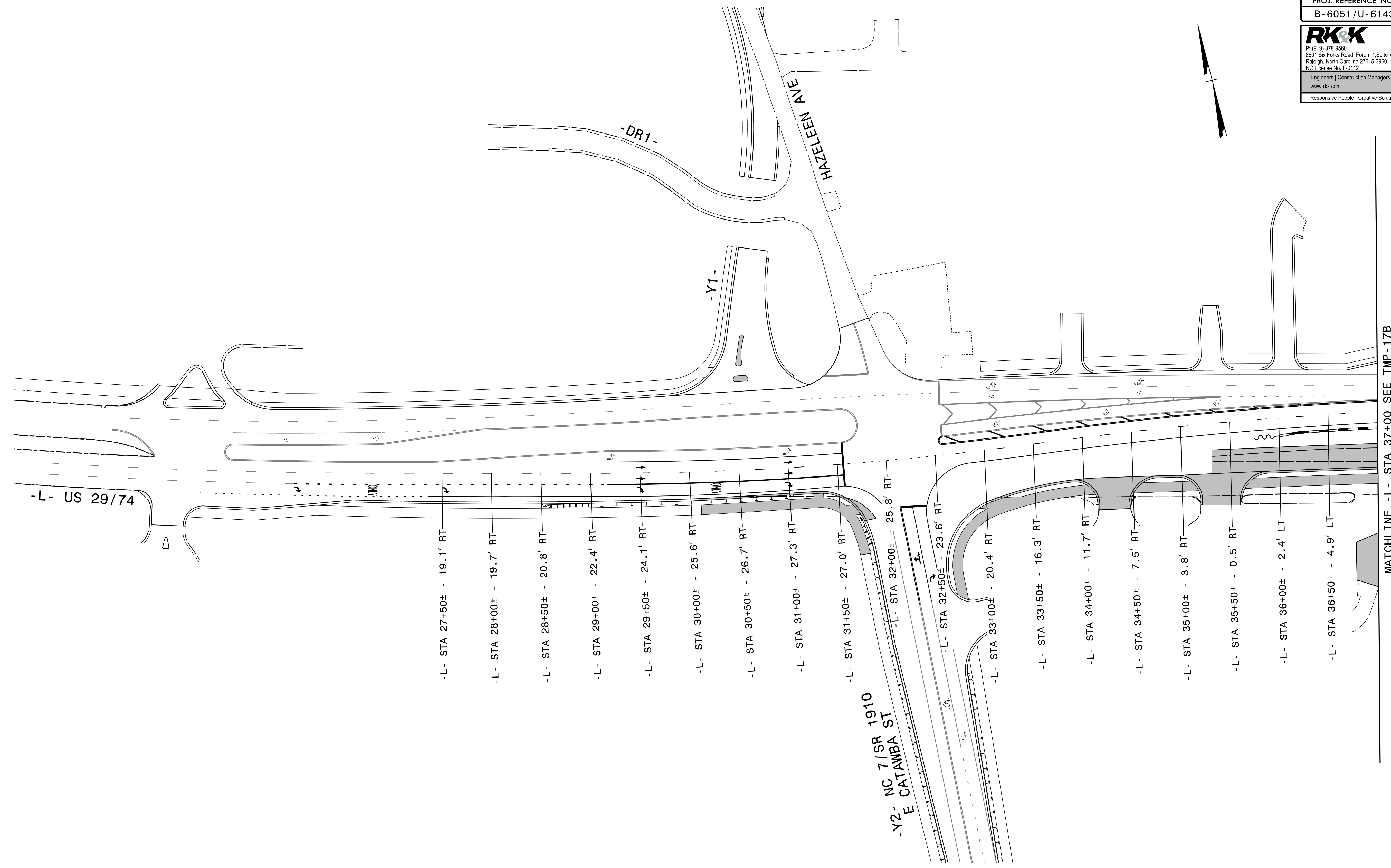
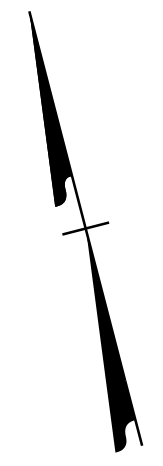
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DIVISION OF HIGHWAYS
 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 WORK ZONE TRAFFIC CONTROL

PHASE II - STEP 3
 PAVEMENT MARKING



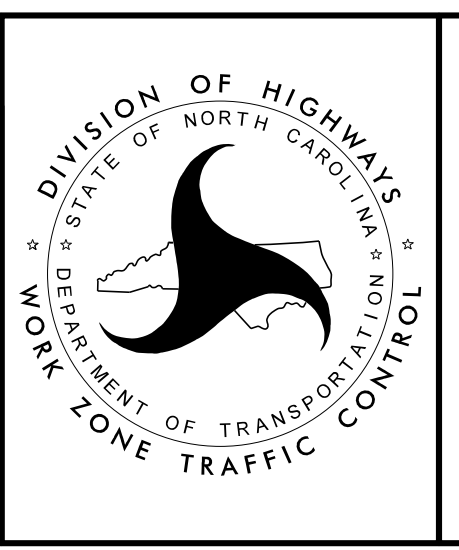
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 cdear's

APPROVED: *C. Byron Holden*
 DATE: 4/8/2026

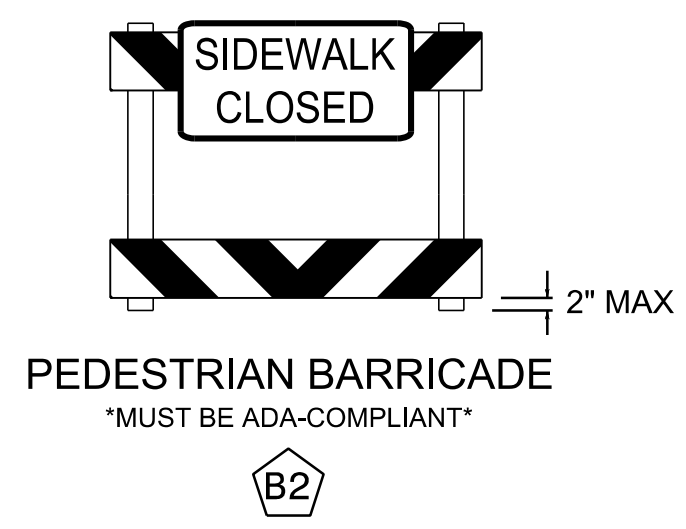
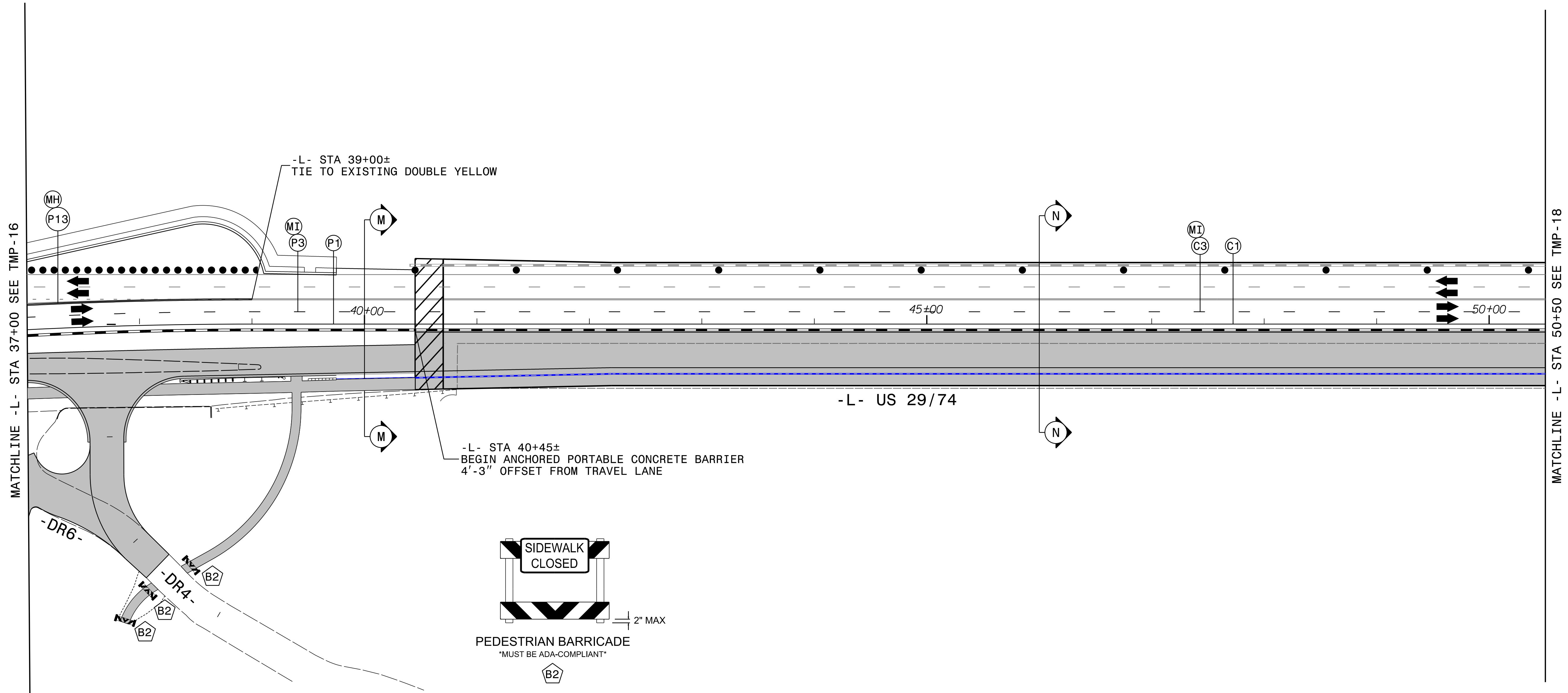
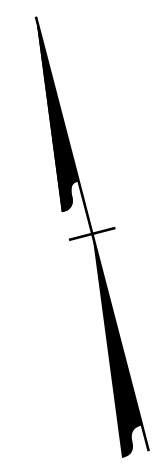
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PHASE II - STEP 3
 PAVEMENT MARKING
 STATION-OFFSET

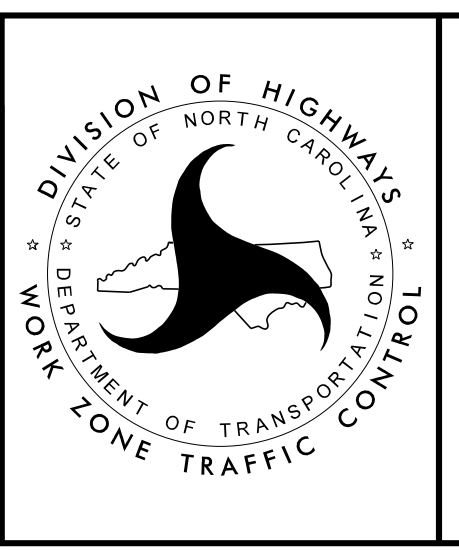


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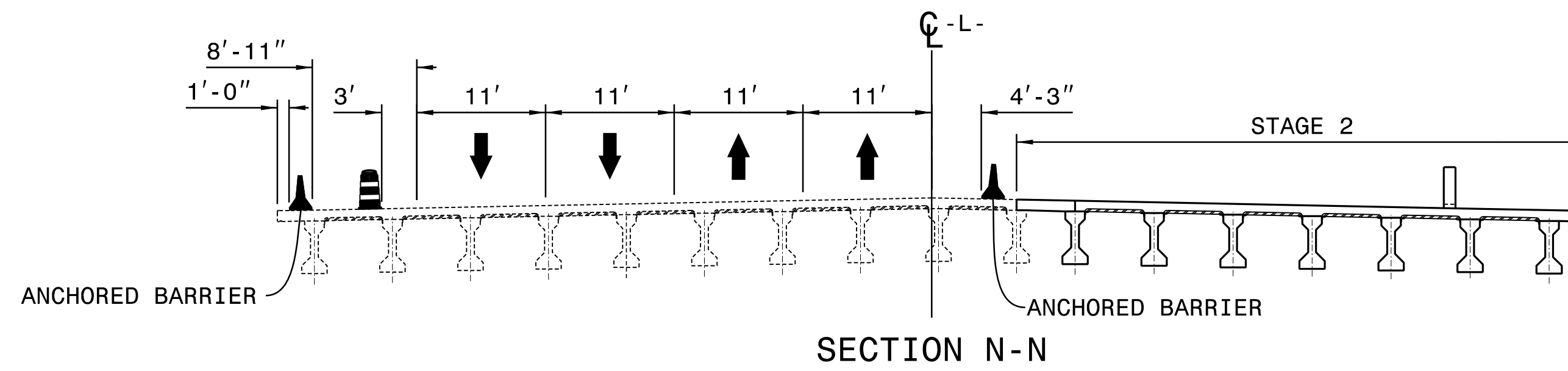
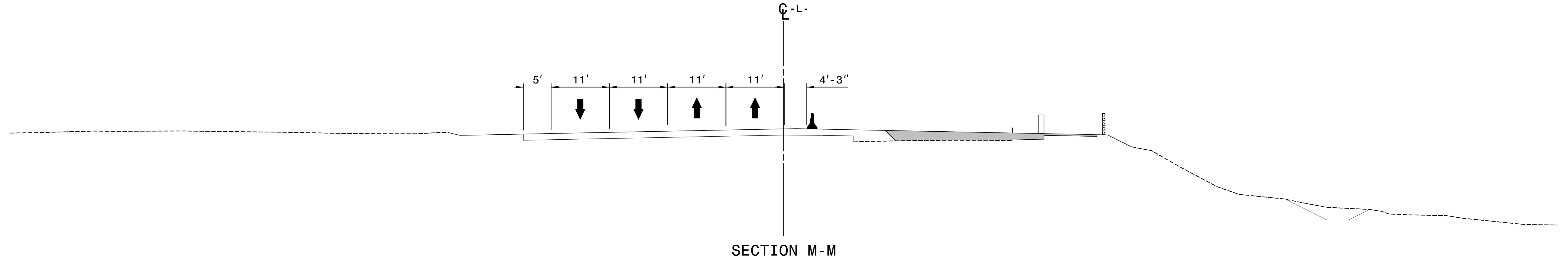
SEE TMP-17A FOR SECTION VIEWS.
SEE TMP-17B FOR US 29/74 PAVEMENT MARKING STATION AND OFFSET.

APPROVED: *C. Byron Holden*
SC04055EAF0545F
DATE: 4/8/2026

SEAL

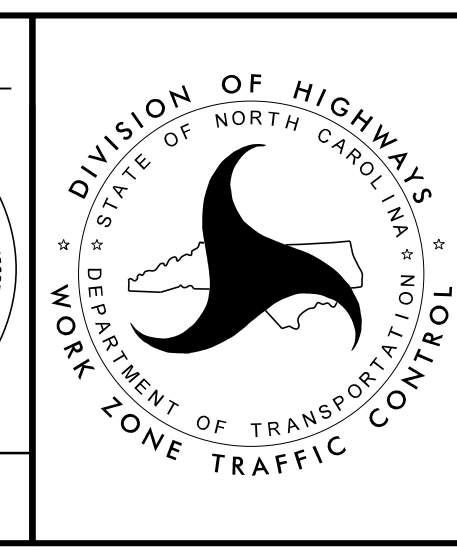


PHASE II - STEPS 3 AND 4



DRUM OFFSET FROM EOT 3' PER GENERAL NOTE R

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 DATE: 4/8/2026
 SEAL
 NORTH CAROLINA
 PROFESSIONAL
 SEAL
 033753
 ENGINEER
 C. BYRON HOLDEN

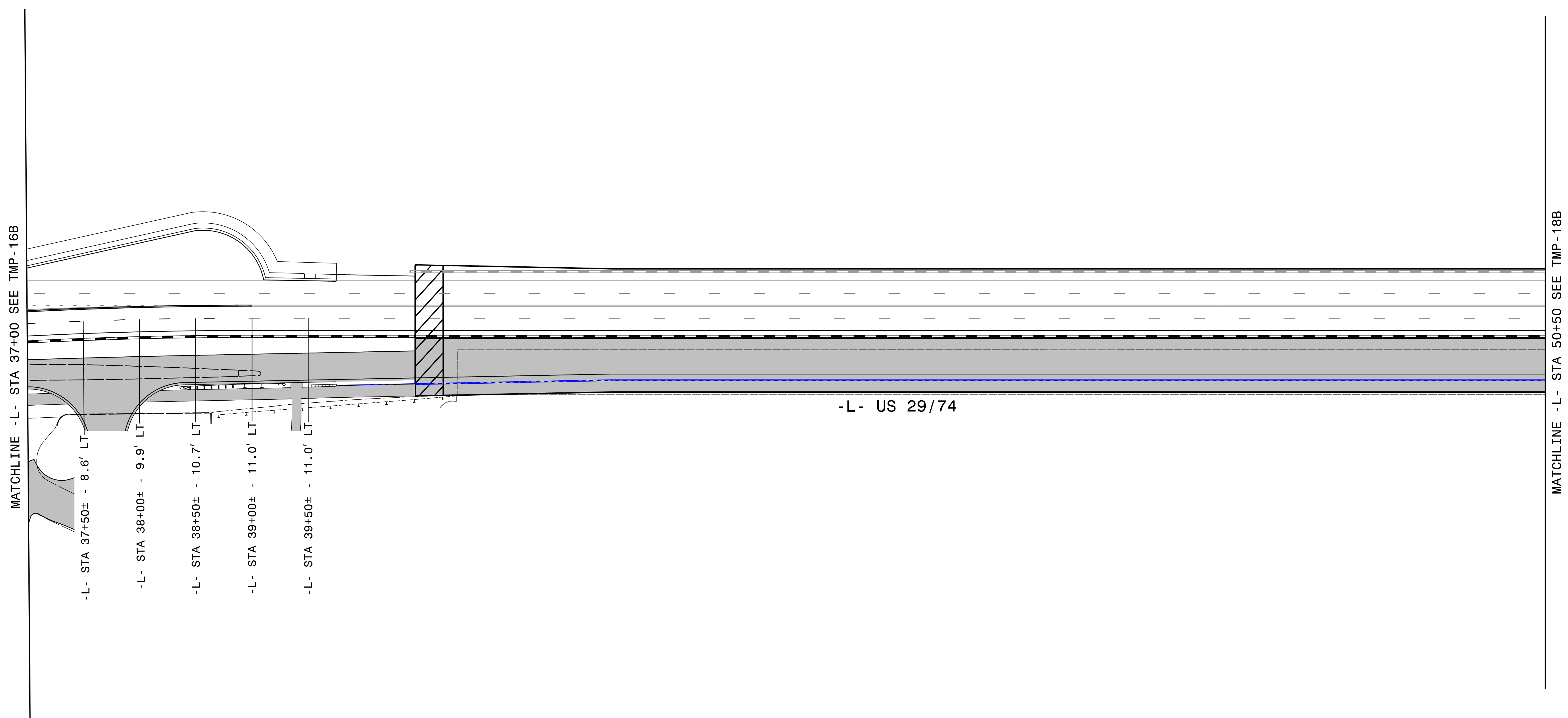
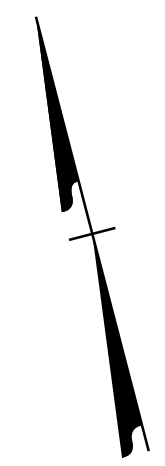


PHASE II - STEPS 3 AND 4


3/10/2026
 B6051_TMP_PSHITA.dgn
 cbeed@s

PROJ. REFERENCE NO.	SHEET NO.
B-6051/U-6143	TMP-17B

RKK
 P: (919) 878-8560
 8601 Six Forks Road, Forum 1, Suite 700
 Raleigh, North Carolina 27615-3960
 NC License No. F-0112
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions

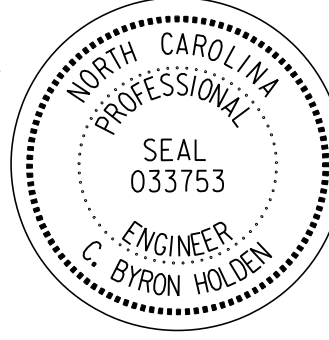
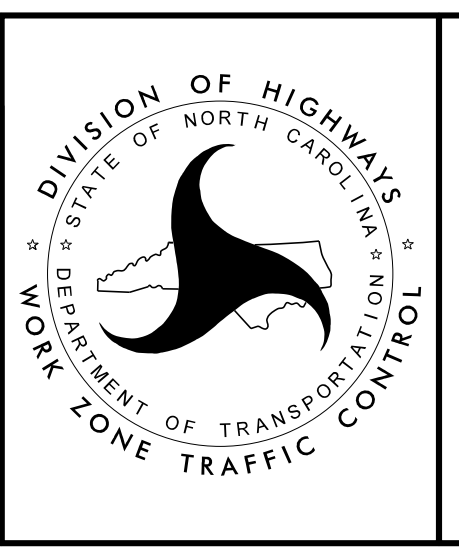


3/10/2026
 B6051_TMP_PSHITB.dgn
 cdear's

APPROVED: 
DocuSigned by:
C. Byron Holden
SC04055EAF0545F

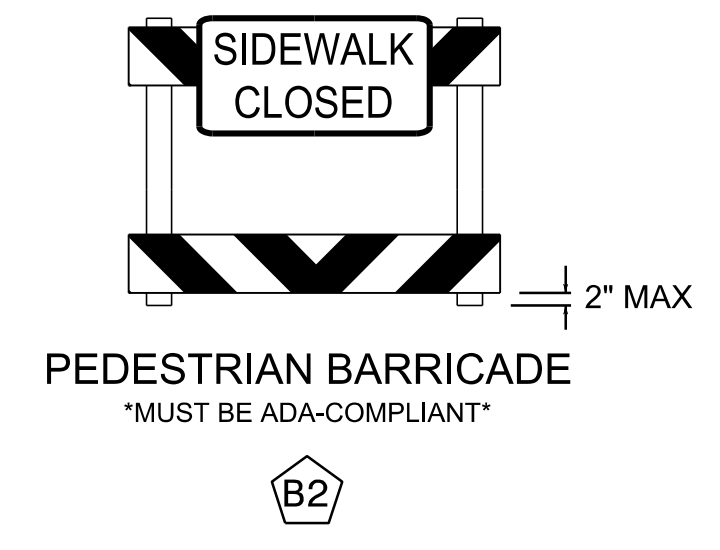
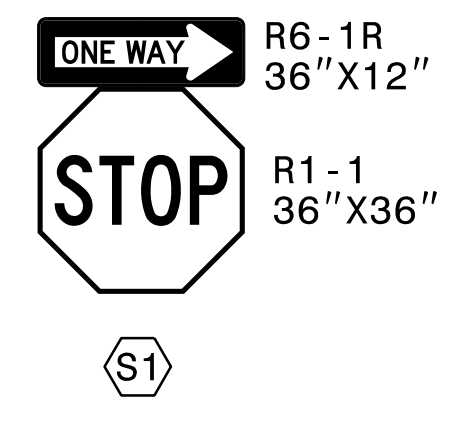
DATE: 4/8/2026

SEAL

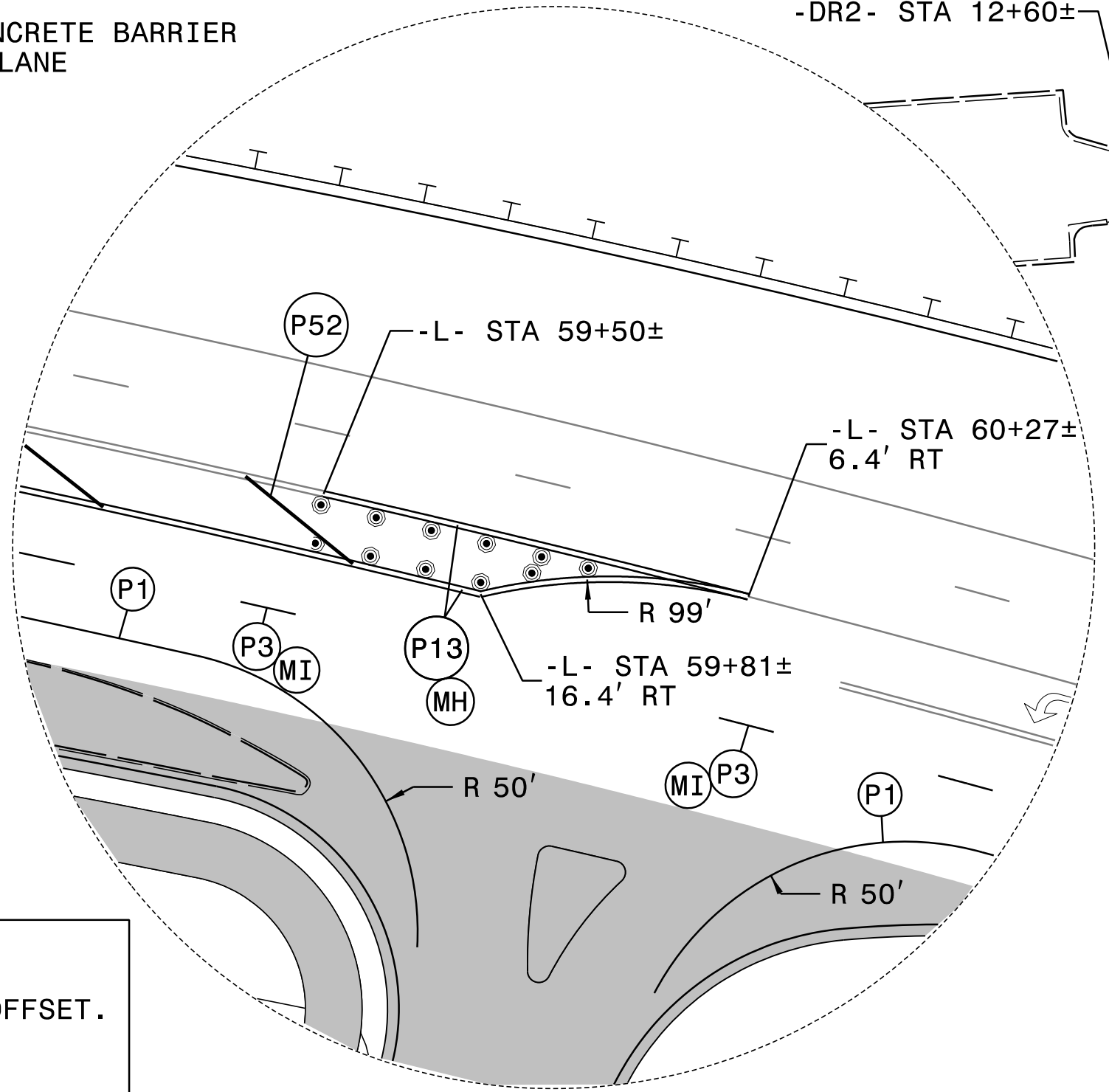
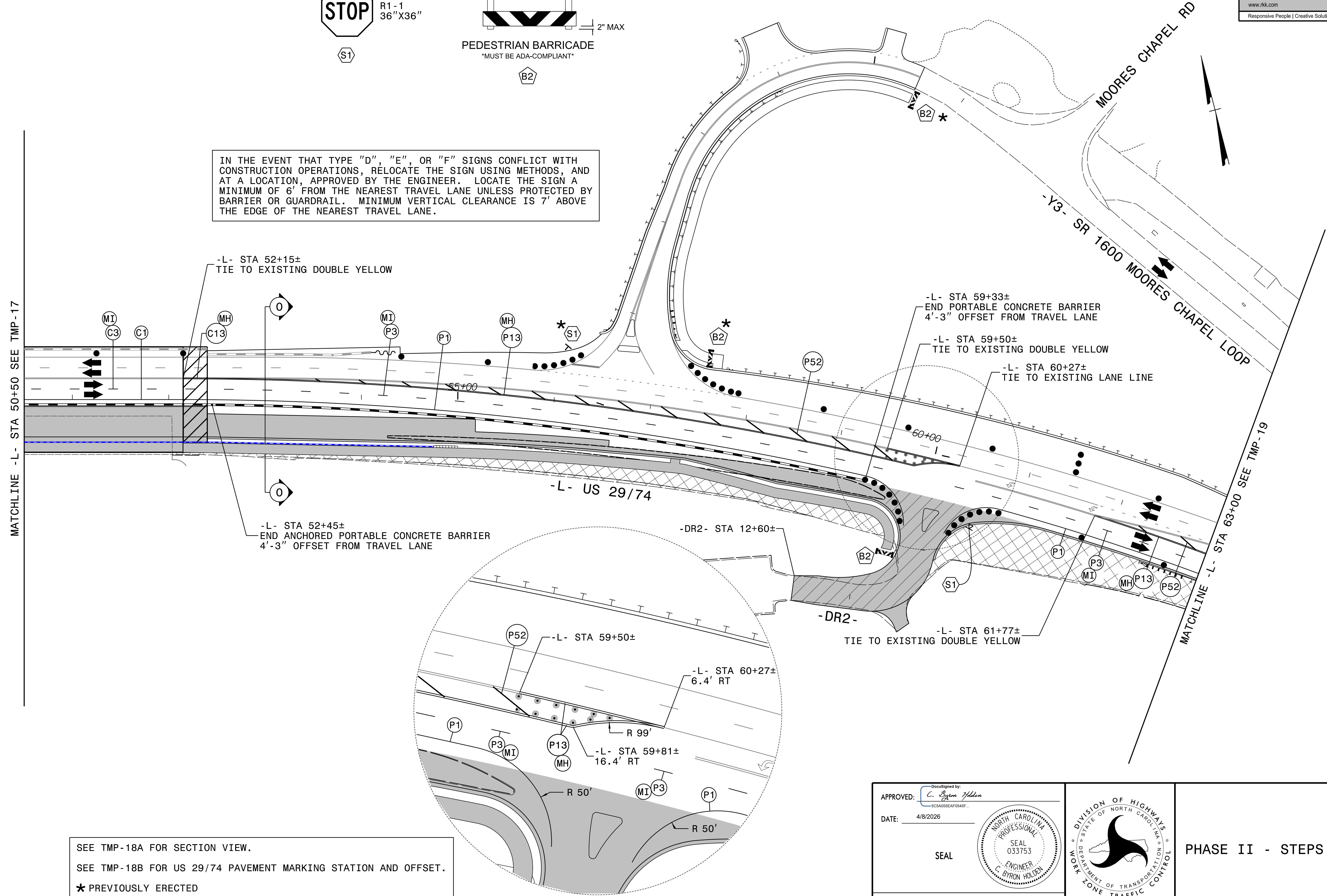



**PHASE II - STEP 3
 PAVEMENT MARKING
 STATION-OFFSET**

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

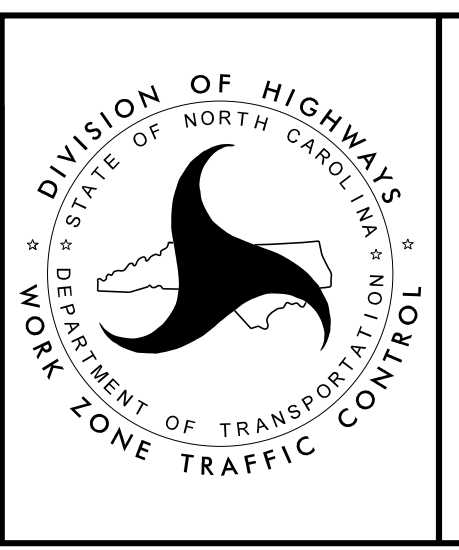


IN THE EVENT THAT TYPE "D", "E", OR "F" SIGNS CONFLICT WITH CONSTRUCTION OPERATIONS, RELOCATE THE SIGN USING METHODS, AND AT A LOCATION, APPROVED BY THE ENGINEER. LOCATE THE SIGN A MINIMUM OF 6' FROM THE NEAREST TRAVEL LANE UNLESS PROTECTED BY BARRIER OR GUARDRAIL. MINIMUM VERTICAL CLEARANCE IS 7' ABOVE THE EDGE OF THE NEAREST TRAVEL LANE.



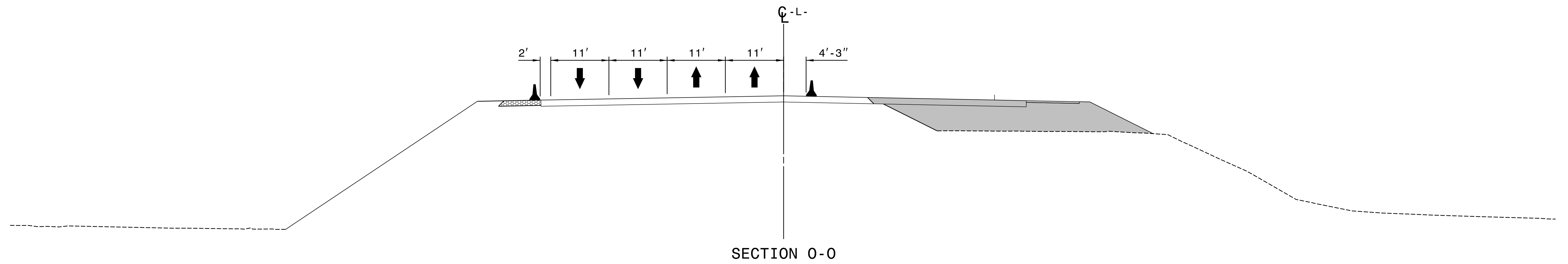
SEE TMP-18A FOR SECTION VIEW.
 SEE TMP-18B FOR US 29/74 PAVEMENT MARKING STATION AND OFFSET.
 ★ PREVIOUSLY ERECTED

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 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 033753
 C. BYRON HOLDEN



PHASE II - STEPS 3 AND 4

3/10/2026 B6051-TMP_PSHIB.dgn dsear/s



3/10/2026
 B6051.TMP_PSH18A.dgn
 cbeard's

<p>APPROVED: <i>C. Byron Holden</i> <small>SCS4055EAF0545F</small></p> <p>DATE: 4/8/2026</p> <p>SEAL</p> <p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>		<p>PHASE II - STEPS 3 AND 4</p>
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3/10/2026
B6051-TMP_PSH18B.dgn
dsear/s

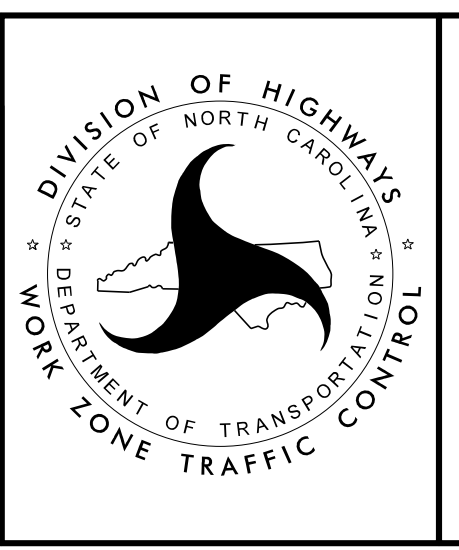
APPROVED: *C. Byron Holden*
SC04055EAP0545F

DATE: 4/8/2026

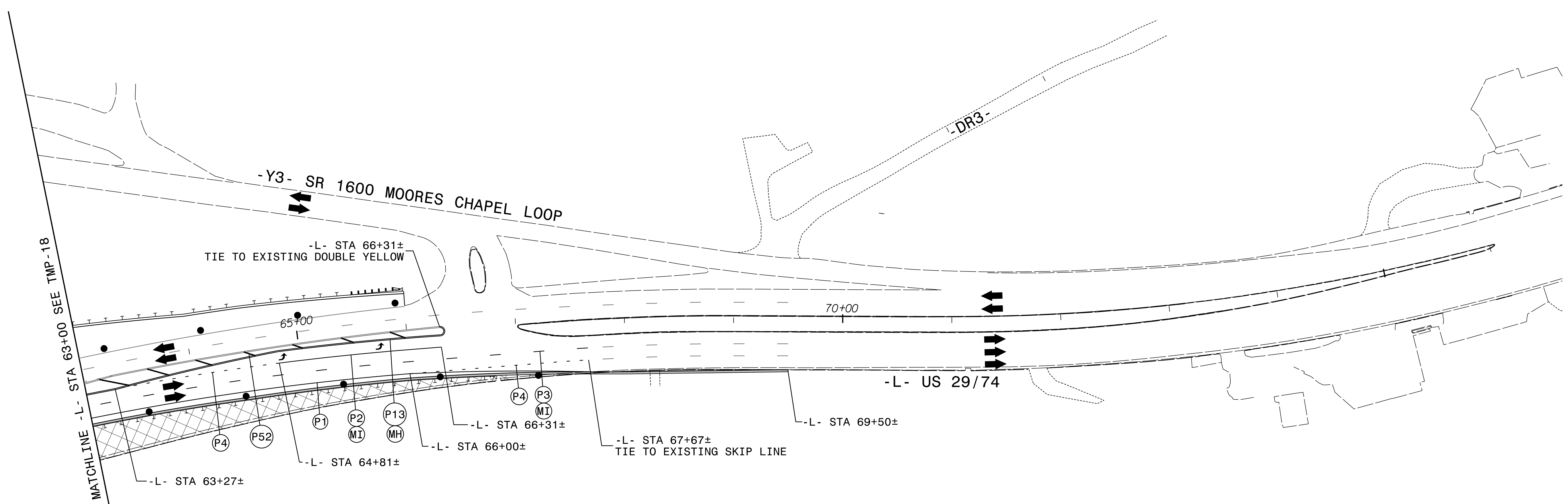
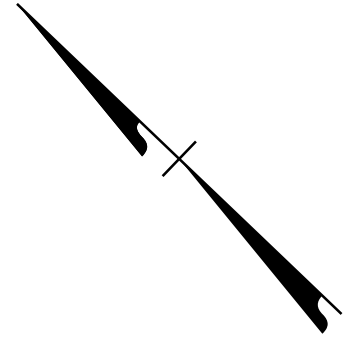
SEAL

NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 033753
C. BYRON HOLDEN

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



**PHASE II - STEP 3
PAVEMENT MARKING
STATION-OFFSET**



IN THE EVENT THAT TYPE "D", "E", OR "F" SIGNS CONFLICT WITH CONSTRUCTION OPERATIONS, RELOCATE THE SIGN USING METHODS, AND AT A LOCATION, APPROVED BY THE ENGINEER. LOCATE THE SIGN A MINIMUM OF 6' FROM THE NEAREST TRAVEL LANE UNLESS PROTECTED BY BARRIER OR GUARDRAIL. MINIMUM VERTICAL CLEARANCE IS 7' ABOVE THE EDGE OF THE NEAREST TRAVEL LANE.

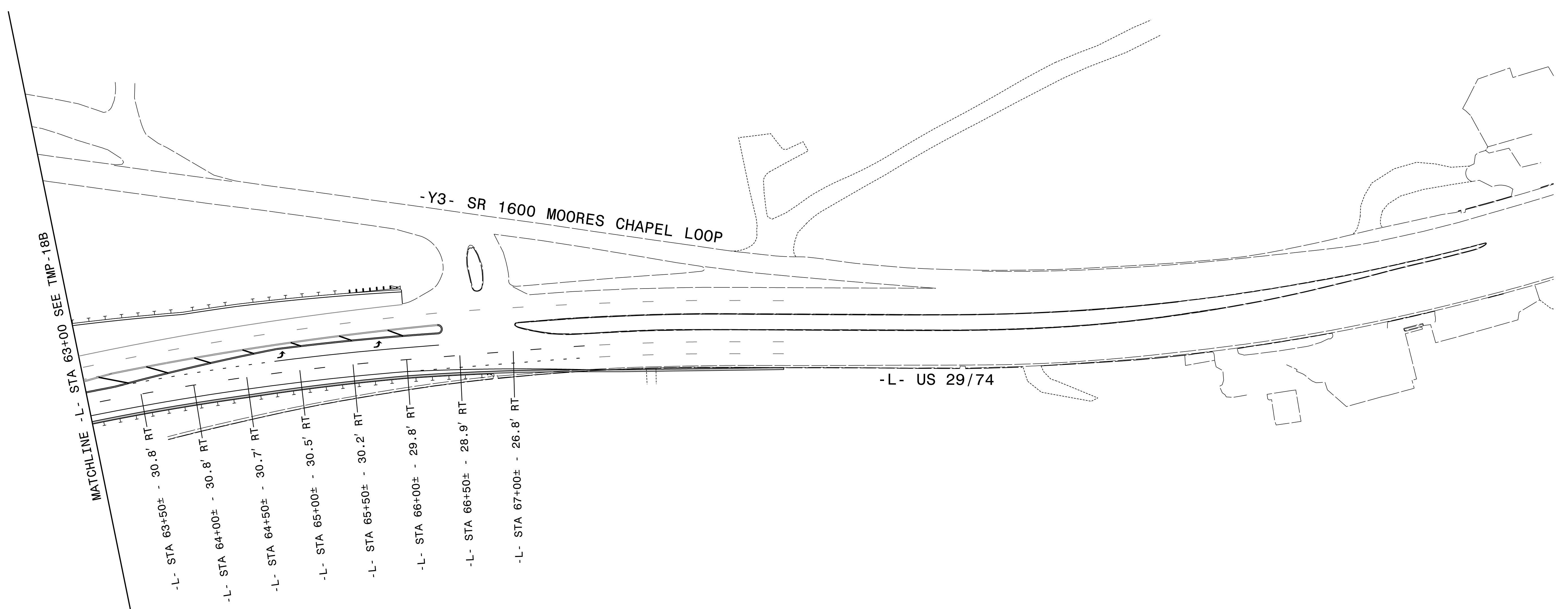
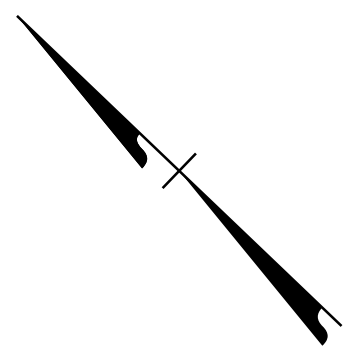
SEE TMP-19A FOR US 29/74 PAVEMENT MARKING STATION AND OFFSET.

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SC04055EAF0545F
DATE: 4/8/2026

SEAL



PHASE II - STEPS 3 AND 4

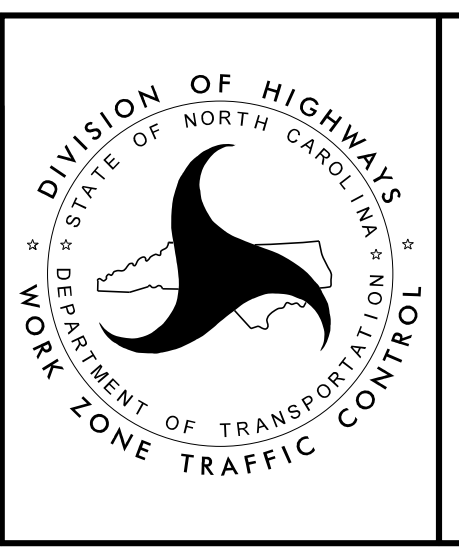


3/7/07/2026
 B6051.TMP_PSH19A.dgn
 cdear's

APPROVED: *C. Byron Holden*
SC04055EAF0545F

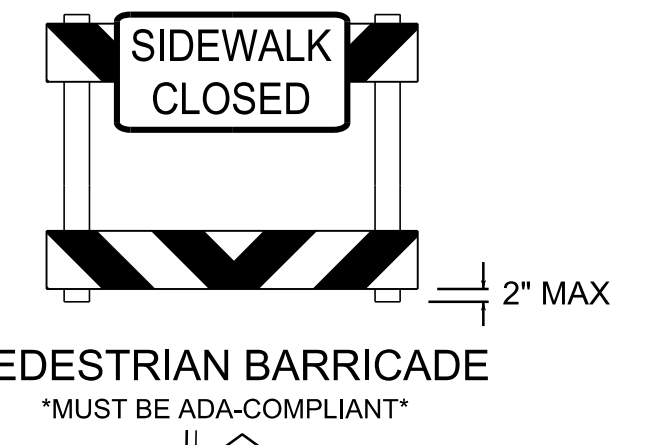
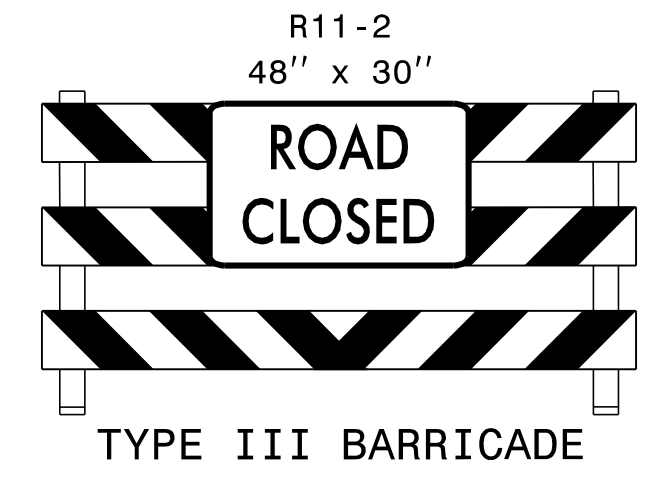
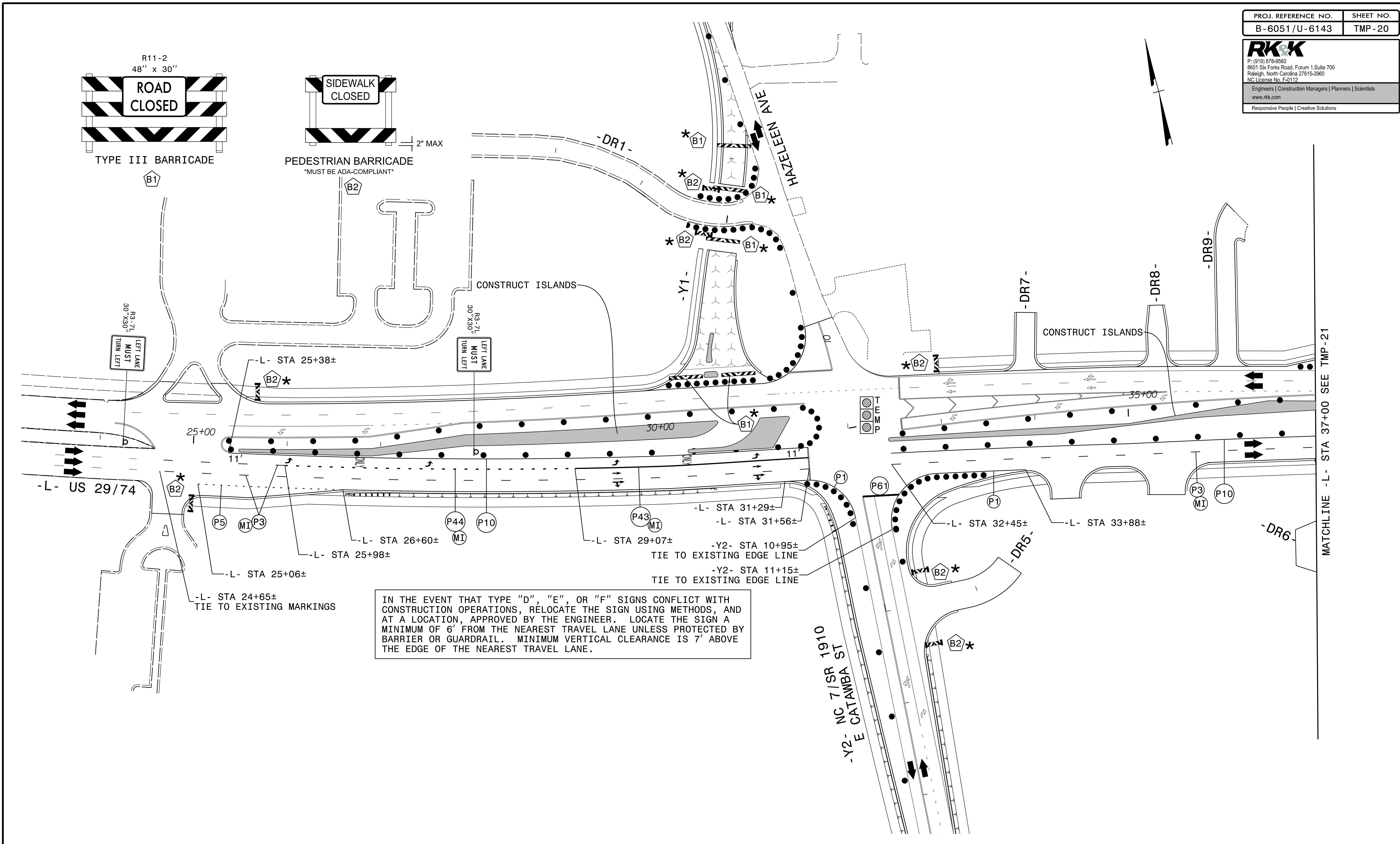
DATE: 4/8/2026

SEAL



**PHASE II - STEP 3
 PAVEMENT MARKING
 STATION-OFFSET**

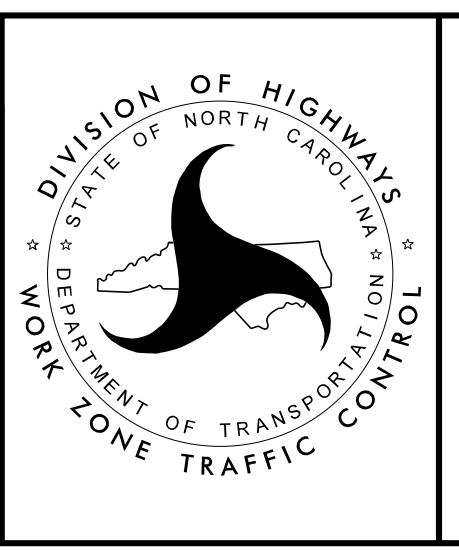
**DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED**



IN THE EVENT THAT TYPE "D", "E", OR "F" SIGNS CONFLICT WITH CONSTRUCTION OPERATIONS, RELOCATE THE SIGN USING METHODS, AND AT A LOCATION, APPROVED BY THE ENGINEER. LOCATE THE SIGN A MINIMUM OF 6' FROM THE NEAREST TRAVEL LANE UNLESS PROTECTED BY BARRIER OR GUARDRAIL. MINIMUM VERTICAL CLEARANCE IS 7' ABOVE THE EDGE OF THE NEAREST TRAVEL LANE.

12' LANES UNLESS OTHERWISE INDICATED.
 US 29/74 MEDIAN DRUM SPACING 45 FT.
 * PREVIOUSLY ERECTED

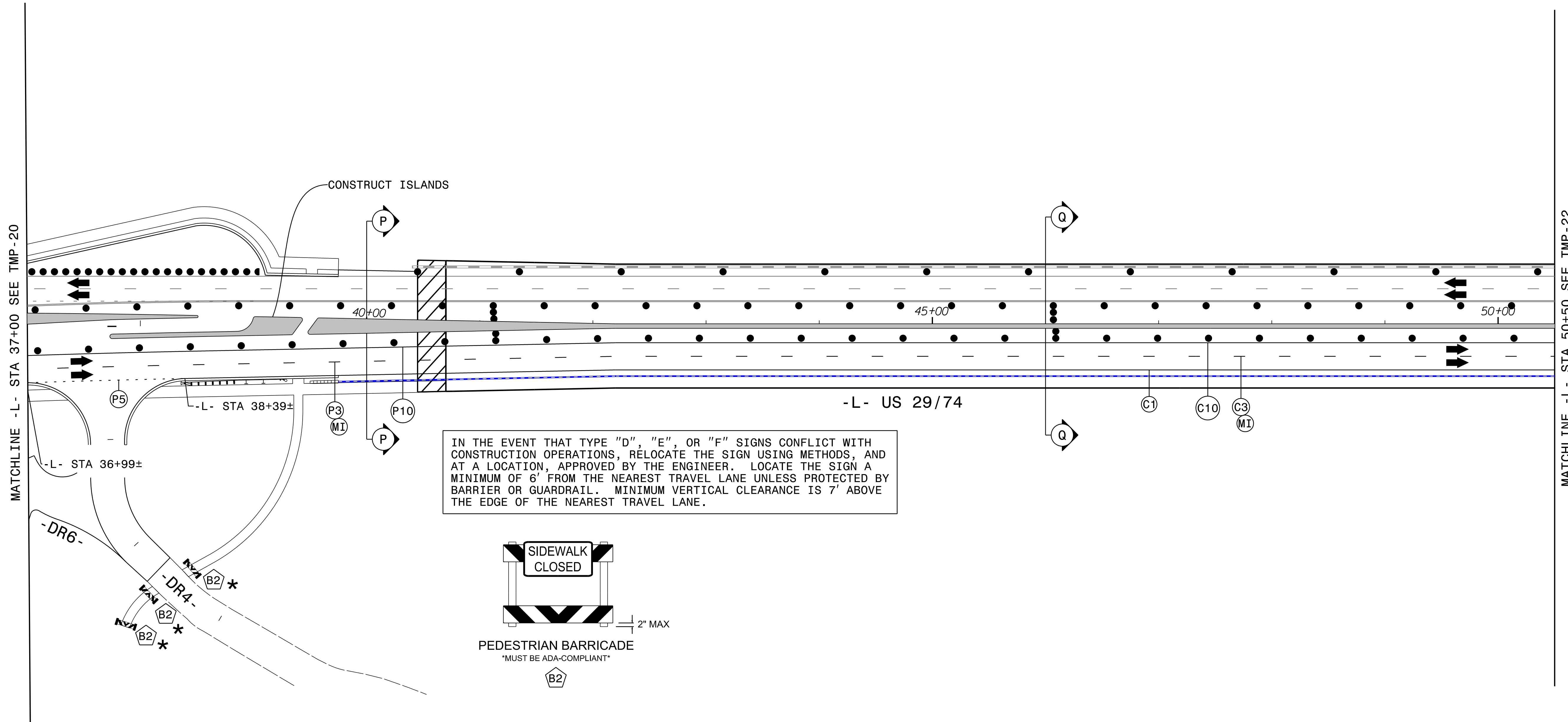
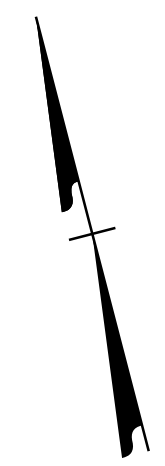
APPROVED: *C. Byron Holden*
 DATE: 4/8/2026
 SEAL
 NORTH CAROLINA PROFESSIONAL SEAL 033753
 ENGINEER C. BYRON HOLDEN



PHASE III - STEPS 1 AND 2

3/10/2026
 B6051_TMP_PSH20.dgn
 cbeed@s

MATCHLINE -L- STA 37+00 SEE TMP-21



IN THE EVENT THAT TYPE "D", "E", OR "F" SIGNS CONFLICT WITH CONSTRUCTION OPERATIONS, RELOCATE THE SIGN USING METHODS, AND AT A LOCATION, APPROVED BY THE ENGINEER. LOCATE THE SIGN A MINIMUM OF 6' FROM THE NEAREST TRAVEL LANE UNLESS PROTECTED BY BARRIER OR GUARDRAIL. MINIMUM VERTICAL CLEARANCE IS 7' ABOVE THE EDGE OF THE NEAREST TRAVEL LANE.

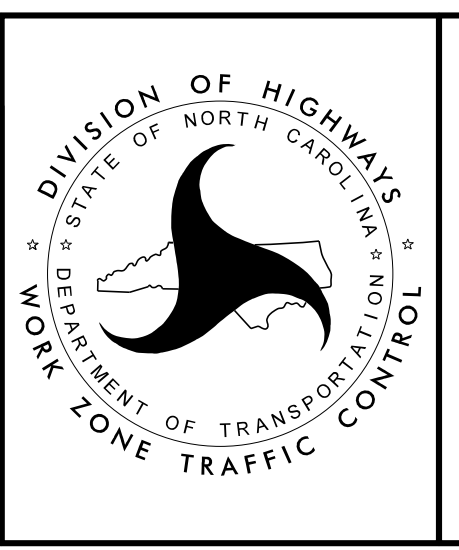


12' LANES
 SEE TMP-21A FOR SECTION VIEWS.
 US 29/74 MEDIAN DRUM SPACING 45 FT.
 * PREVIOUSLY ERECTED

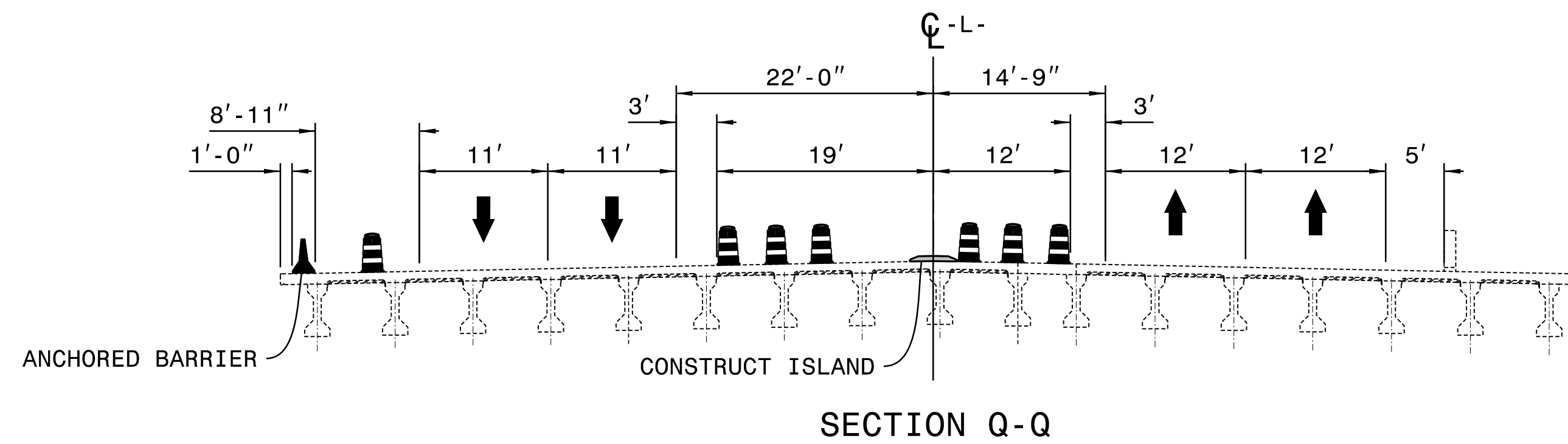
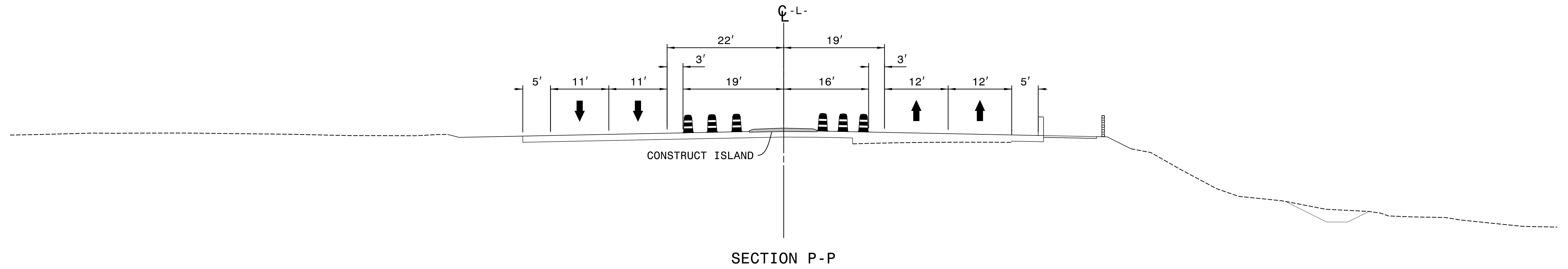
APPROVED: *C. Byron Holden*
 DATE: 4/8/2026

SEAL

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 UNLESS ALL SIGNATURES COMPLETED



PHASE III - STEPS 1 AND 2

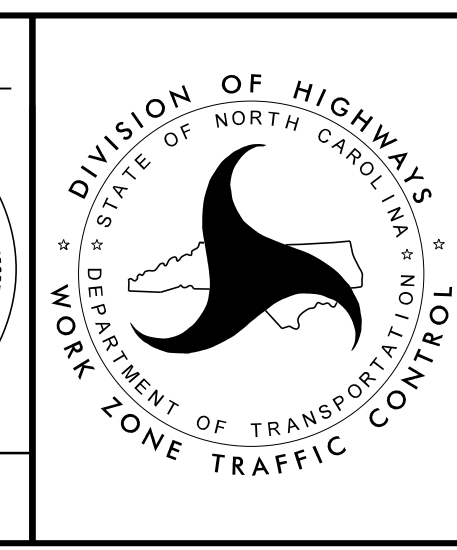


DRUM OFFSET FROM EOT 3' PER GENERAL NOTE R

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 DATE: 4/8/2026

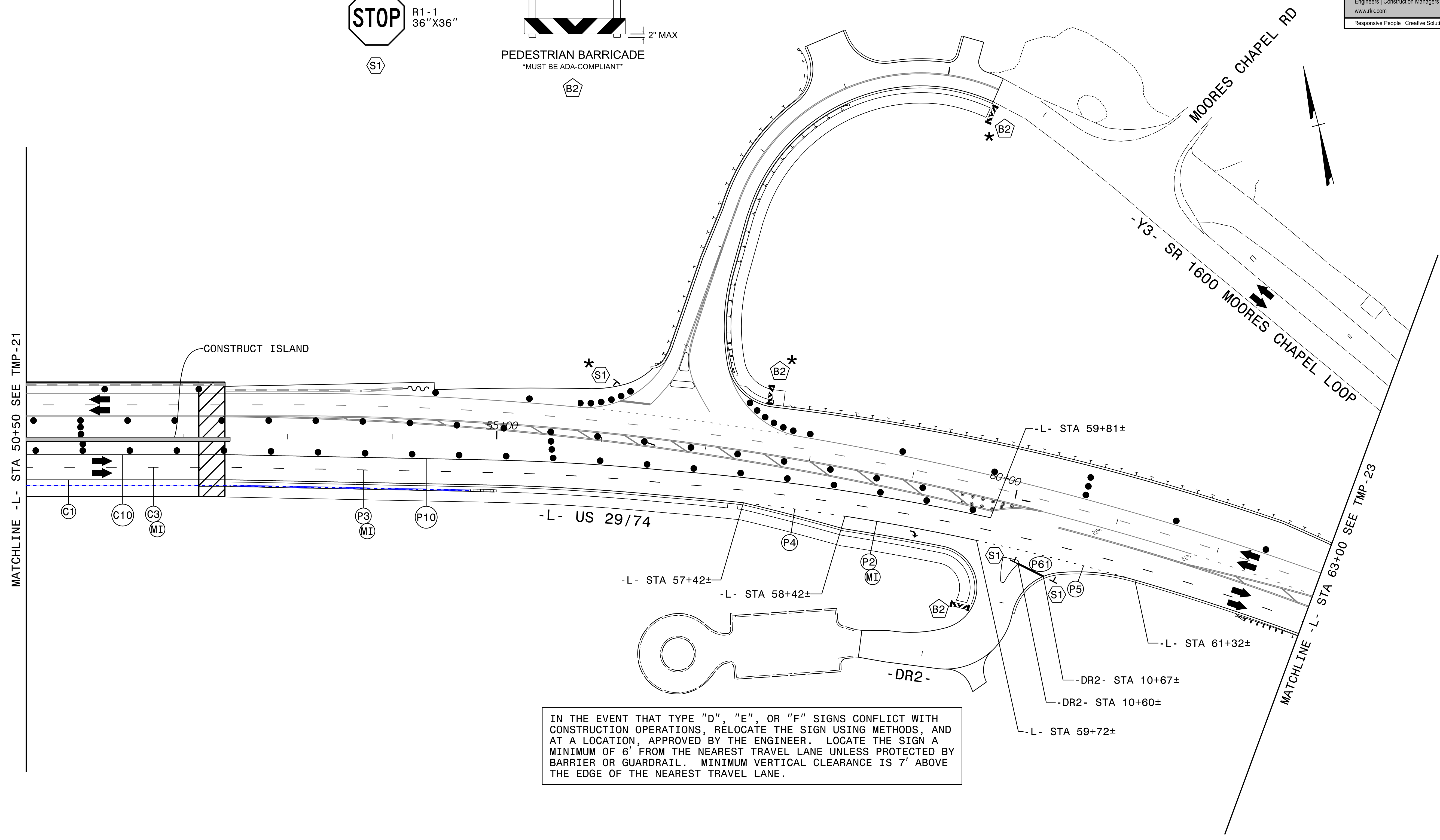
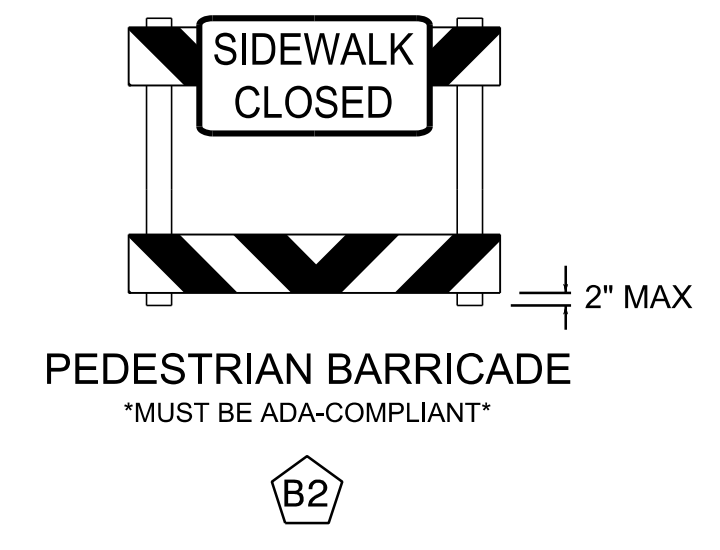
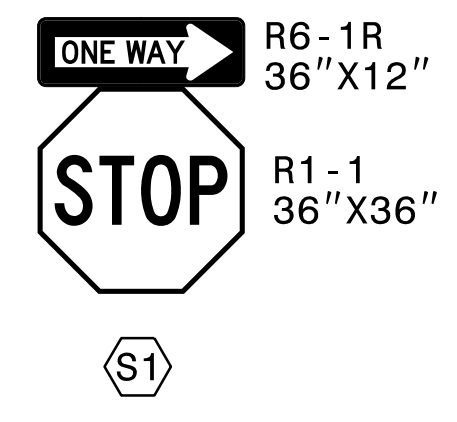
SEAL

PROFESSIONAL SEAL
 NORTH CAROLINA
 033753
 ENGINEER
 C. BYRON HOLDEN



PHASE III - STEPS 1 AND 2

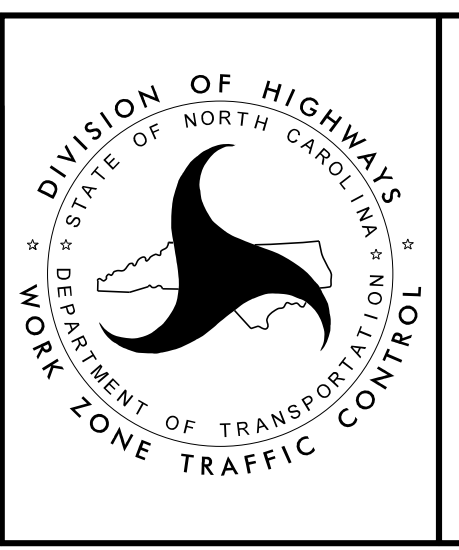
3/10/2026
 B6051_TMP_PSH21A.dgn
 cbeed@s



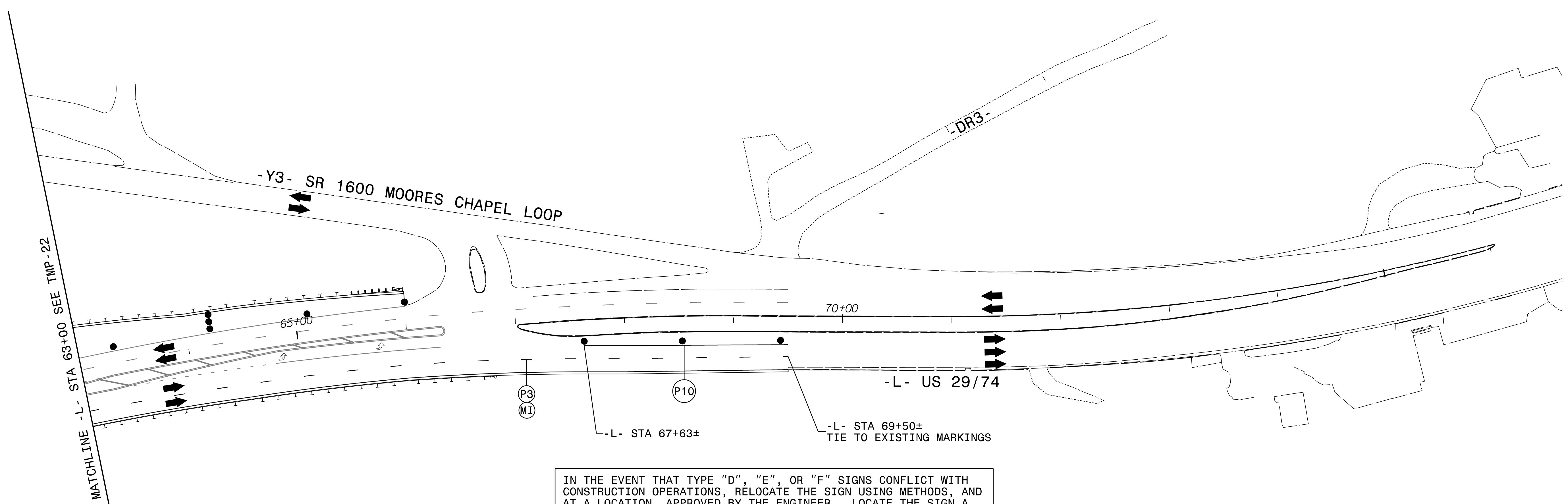
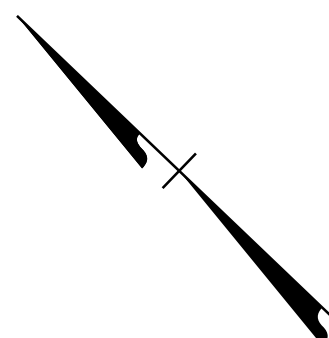
IN THE EVENT THAT TYPE "D", "E", OR "F" SIGNS CONFLICT WITH CONSTRUCTION OPERATIONS, RELOCATE THE SIGN USING METHODS, AND AT A LOCATION, APPROVED BY THE ENGINEER. LOCATE THE SIGN A MINIMUM OF 6' FROM THE NEAREST TRAVEL LANE UNLESS PROTECTED BY BARRIER OR GUARDRAIL. MINIMUM VERTICAL CLEARANCE IS 7' ABOVE THE EDGE OF THE NEAREST TRAVEL LANE.

12' LANES
 US 29/74 MEDIAN DRUM SPACING 45 FT.
 * PREVIOUSLY ERECTED

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 DATE: 4/8/2026
 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 033753
 C. BYRON HOLDEN



PHASE III - STEPS 1 AND 2

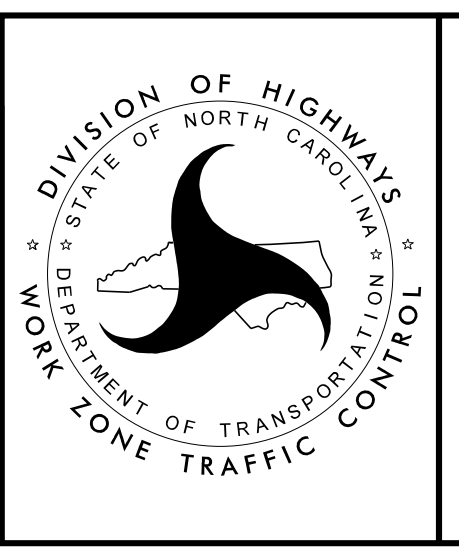


IN THE EVENT THAT TYPE "D", "E", OR "F" SIGNS CONFLICT WITH CONSTRUCTION OPERATIONS, RELOCATE THE SIGN USING METHODS, AND AT A LOCATION, APPROVED BY THE ENGINEER. LOCATE THE SIGN A MINIMUM OF 6' FROM THE NEAREST TRAVEL LANE UNLESS PROTECTED BY BARRIER OR GUARDRAIL. MINIMUM VERTICAL CLEARANCE IS 7' ABOVE THE EDGE OF THE NEAREST TRAVEL LANE.

12' LANES
 US 29/74 MEDIAN DRUM SPACING 45 FT.

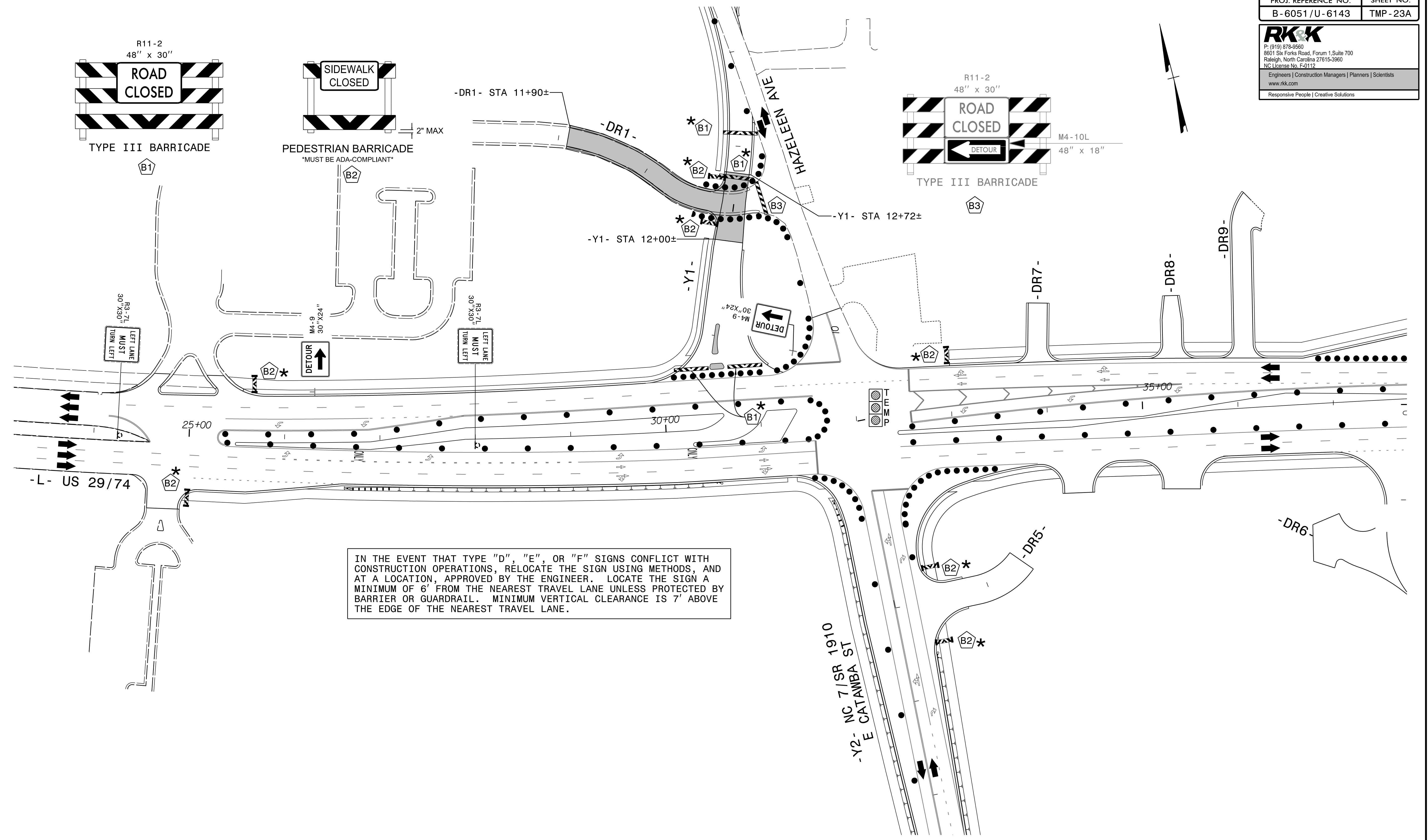
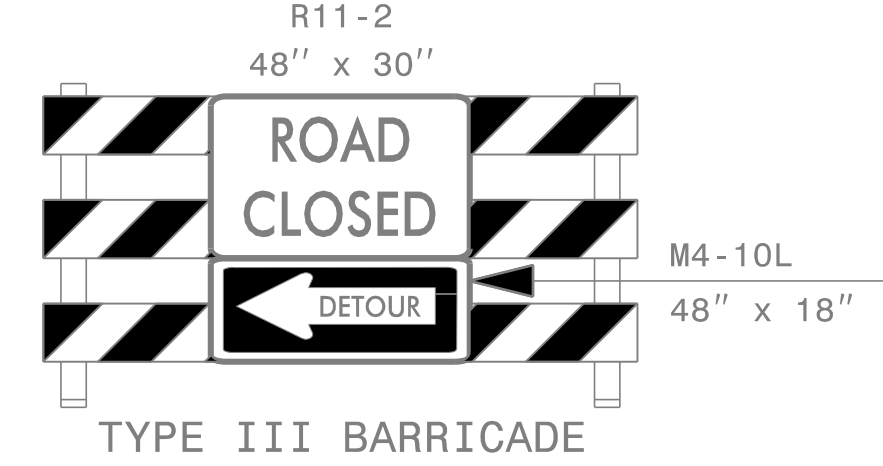
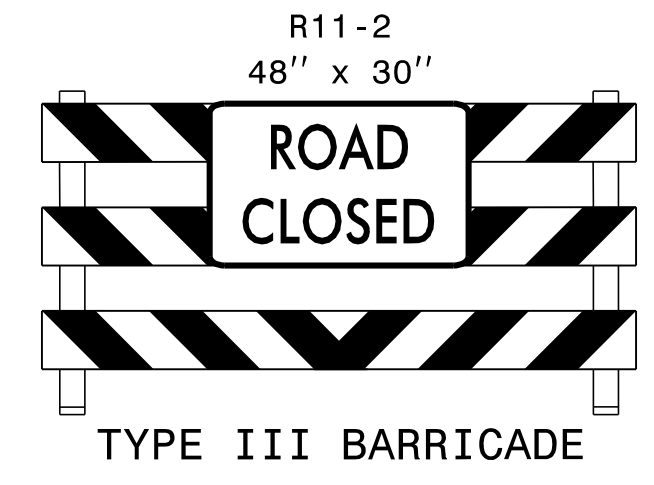
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SC04055EAF0548F
 DATE: 4/8/2026

SEAL



PHASE III - STEP 1

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 UNLESS ALL SIGNATURES COMPLETED



IN THE EVENT THAT TYPE "D", "E", OR "F" SIGNS CONFLICT WITH CONSTRUCTION OPERATIONS, RELOCATE THE SIGN USING METHODS, AND AT A LOCATION, APPROVED BY THE ENGINEER. LOCATE THE SIGN A MINIMUM OF 6' FROM THE NEAREST TRAVEL LANE UNLESS PROTECTED BY BARRIER OR GUARDRAIL. MINIMUM VERTICAL CLEARANCE IS 7' ABOVE THE EDGE OF THE NEAREST TRAVEL LANE.

* PREVIOUSLY ERECTED

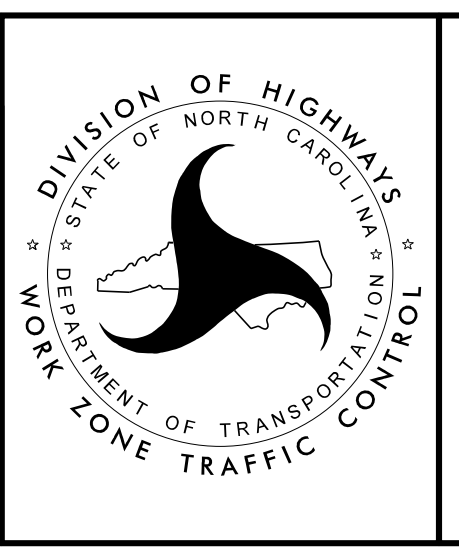
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B6051-TMP_PSH23A.dgn
dsear/s

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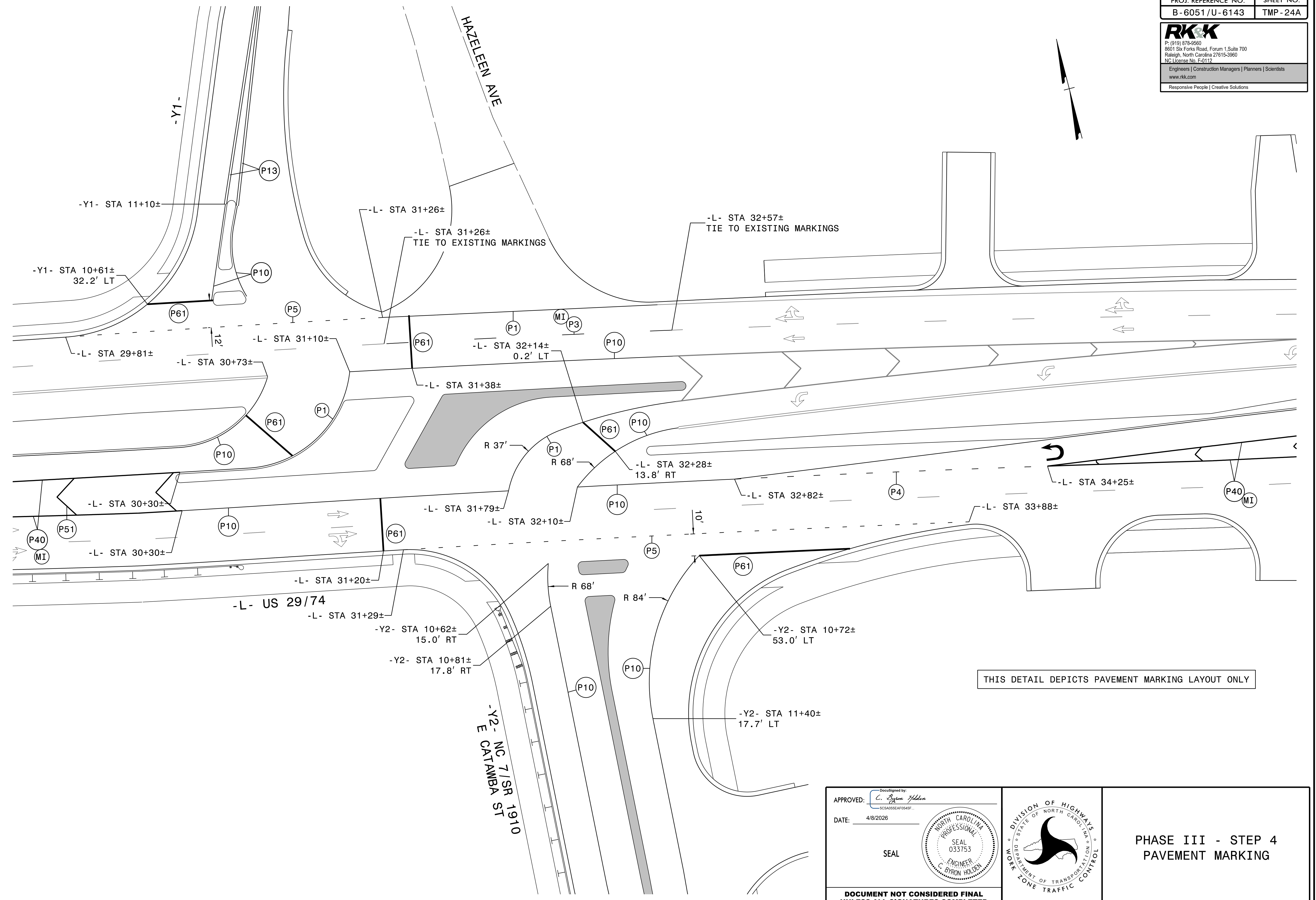
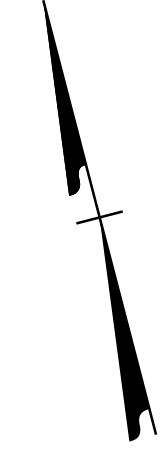
SEAL

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DIVISION OF HIGHWAYS
 STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 WORK ZONE TRAFFIC CONTROL

PHASE III - STEP 3



THIS DETAIL DEPICTS PAVEMENT MARKING LAYOUT ONLY

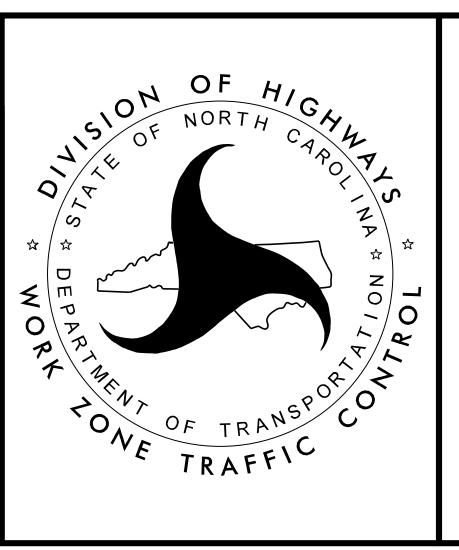
3/10/2026
 B6051-TMP_P5124A.dgn
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APPROVED: *C. Byron Holden*
 DATE: 4/8/2026

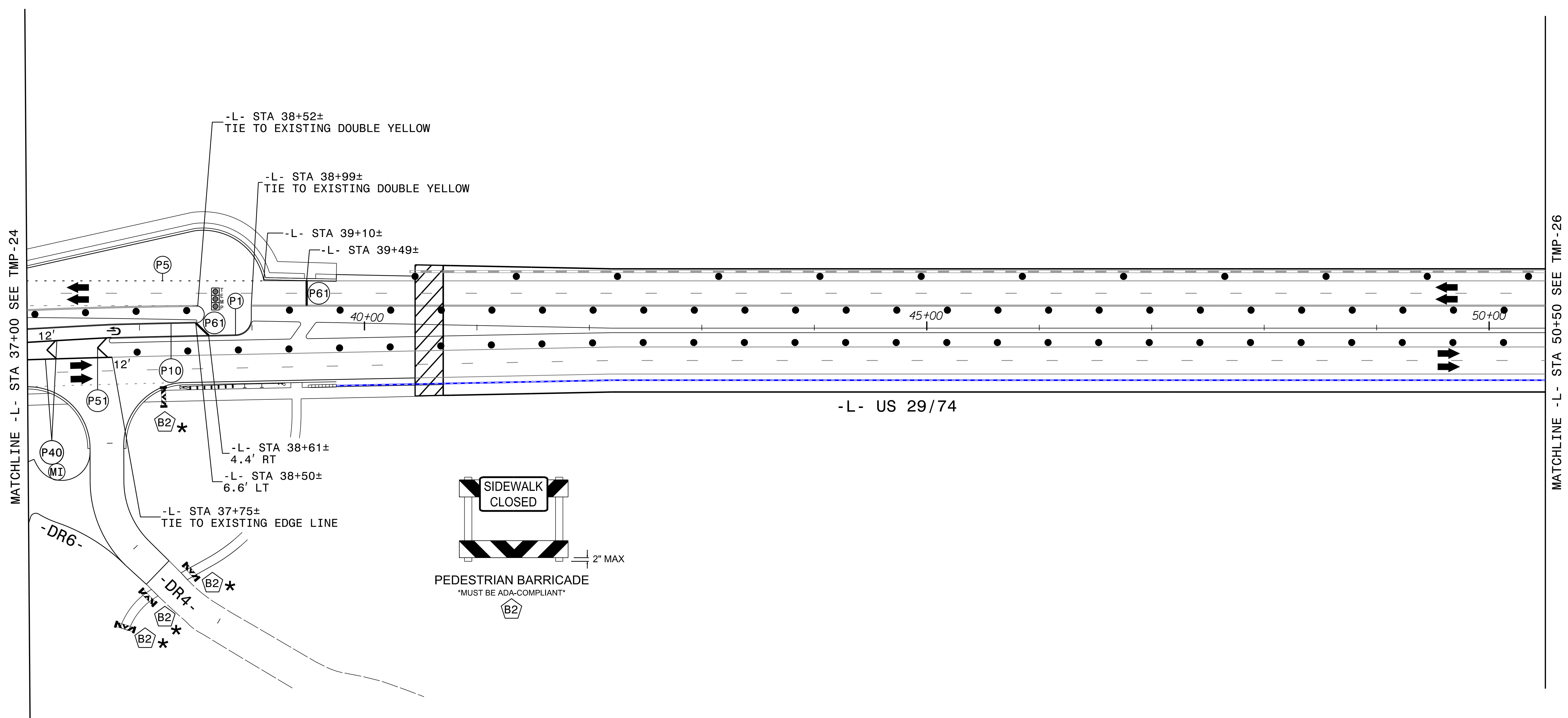
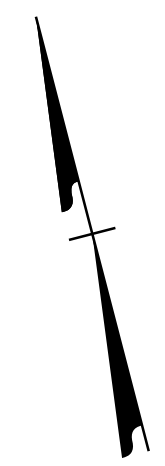
SEAL

SEAL
 NORTH CAROLINA
 PROFESSIONAL
 SEAL
 033753
 ENGINEER
 C. BYRON HOLDEN

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED



PHASE III - STEP 4
 PAVEMENT MARKING

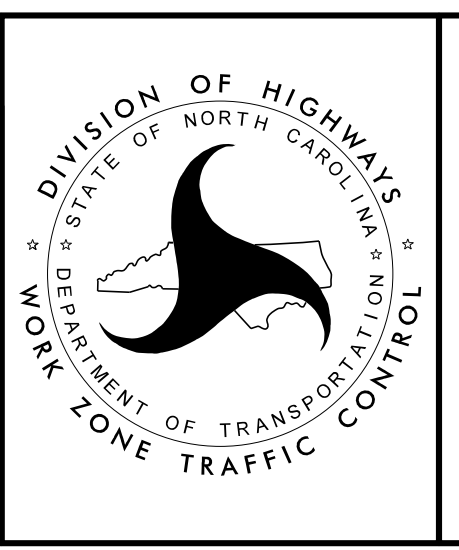


ERECT APPLICABLE PROPOSED SIGNS.
 * PREVIOUSLY ERECTED

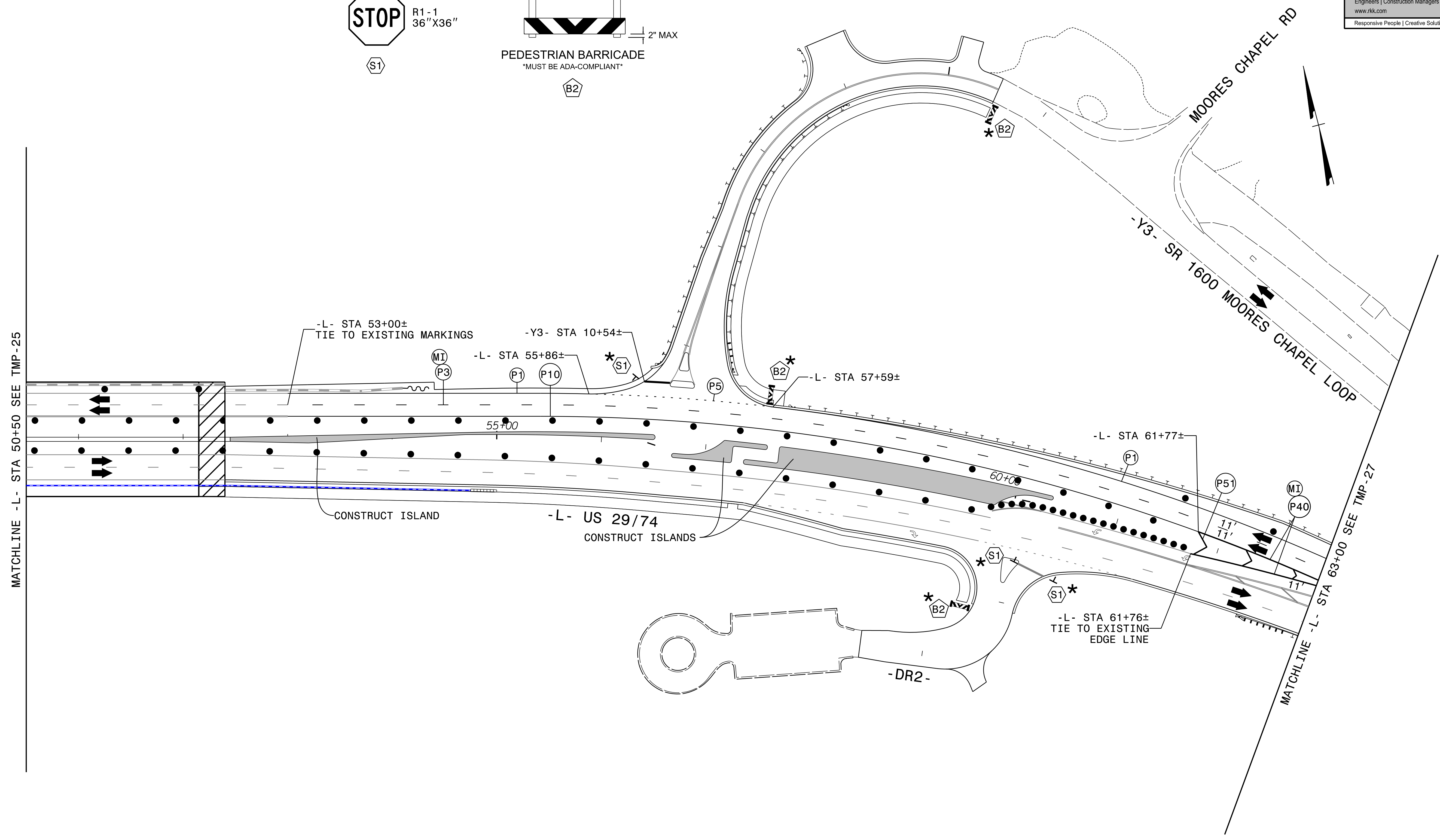
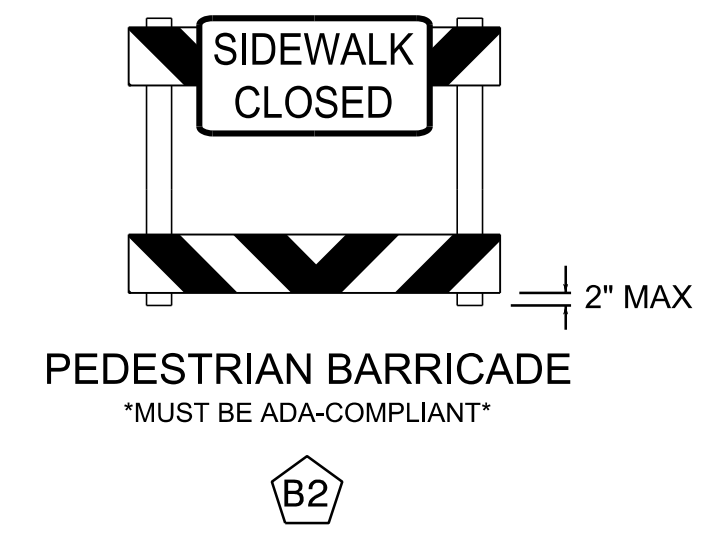
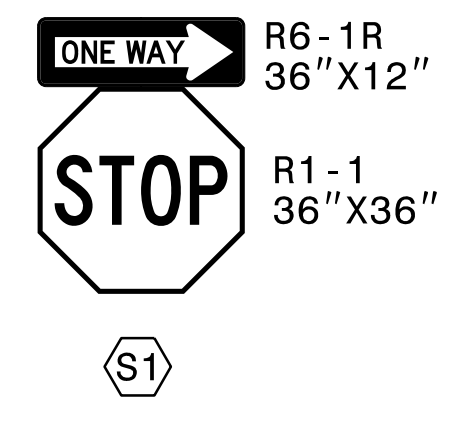
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DOCUMENT NOT CONSIDERED FINAL
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PHASE III - STEP 4



MATCHLINE - L- STA 50+50 SEE TMP-25

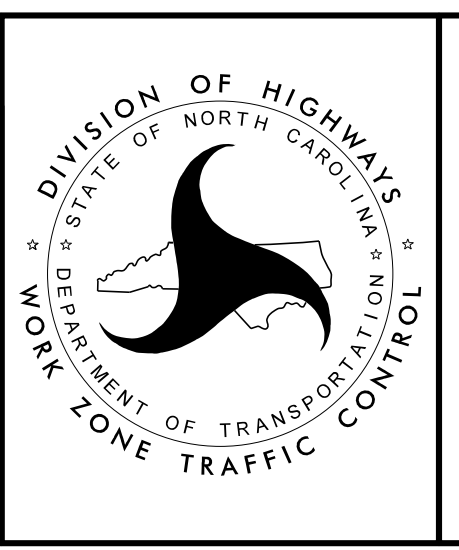
MATCHLINE - L- STA 63+00 SEE TMP-27

US 29/74 MEDIAN DRUM SPACING 45 FT.
 * PREVIOUSLY ERECTED

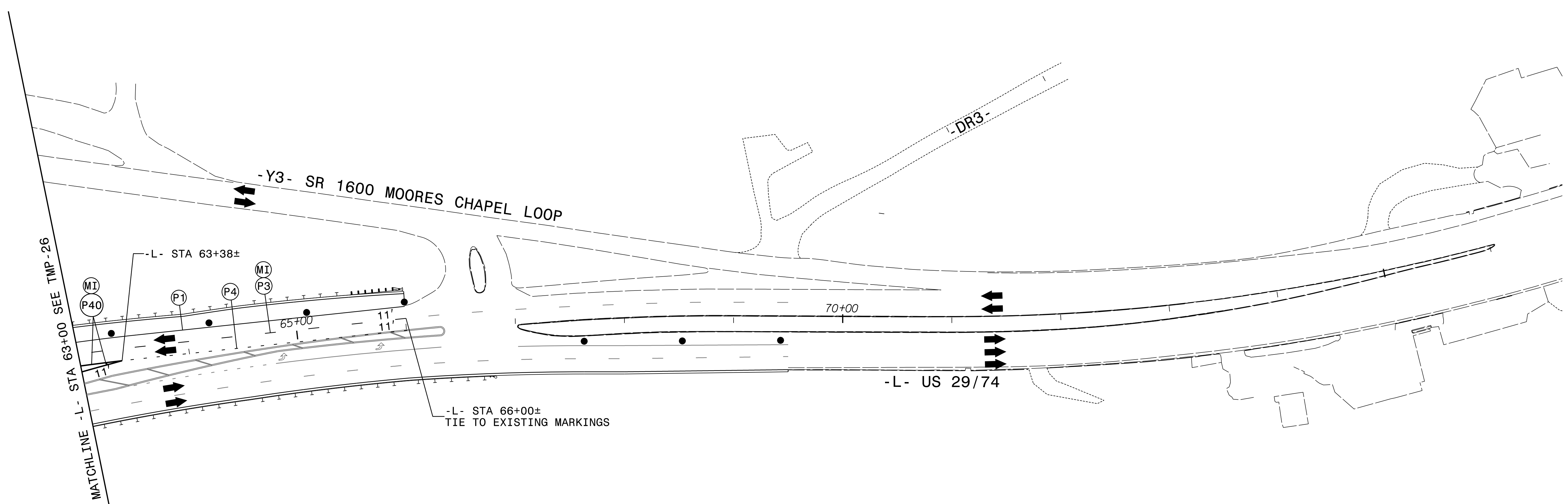
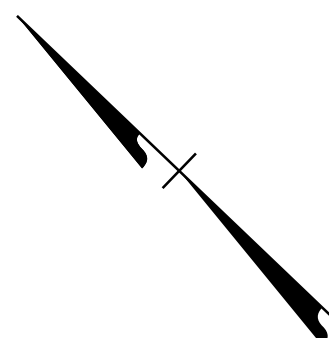
APPROVED: *C. Byron Holden*
 DATE: 4/8/2026

SEAL

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED



PHASE III - STEP 5



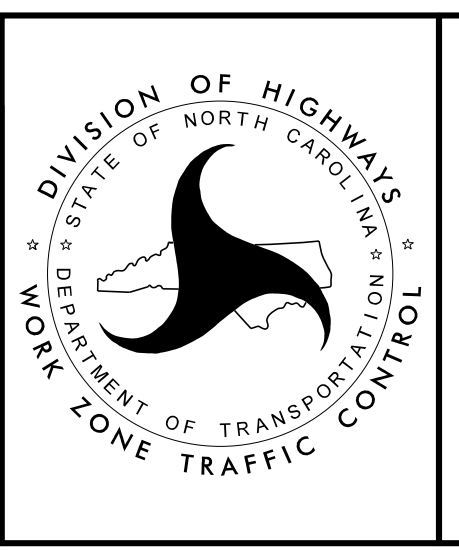
3/10/2026
 B6051-TMP_PSH27.dgn
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APPROVED: *C. Byron Holden*
SC04055EAF0545F

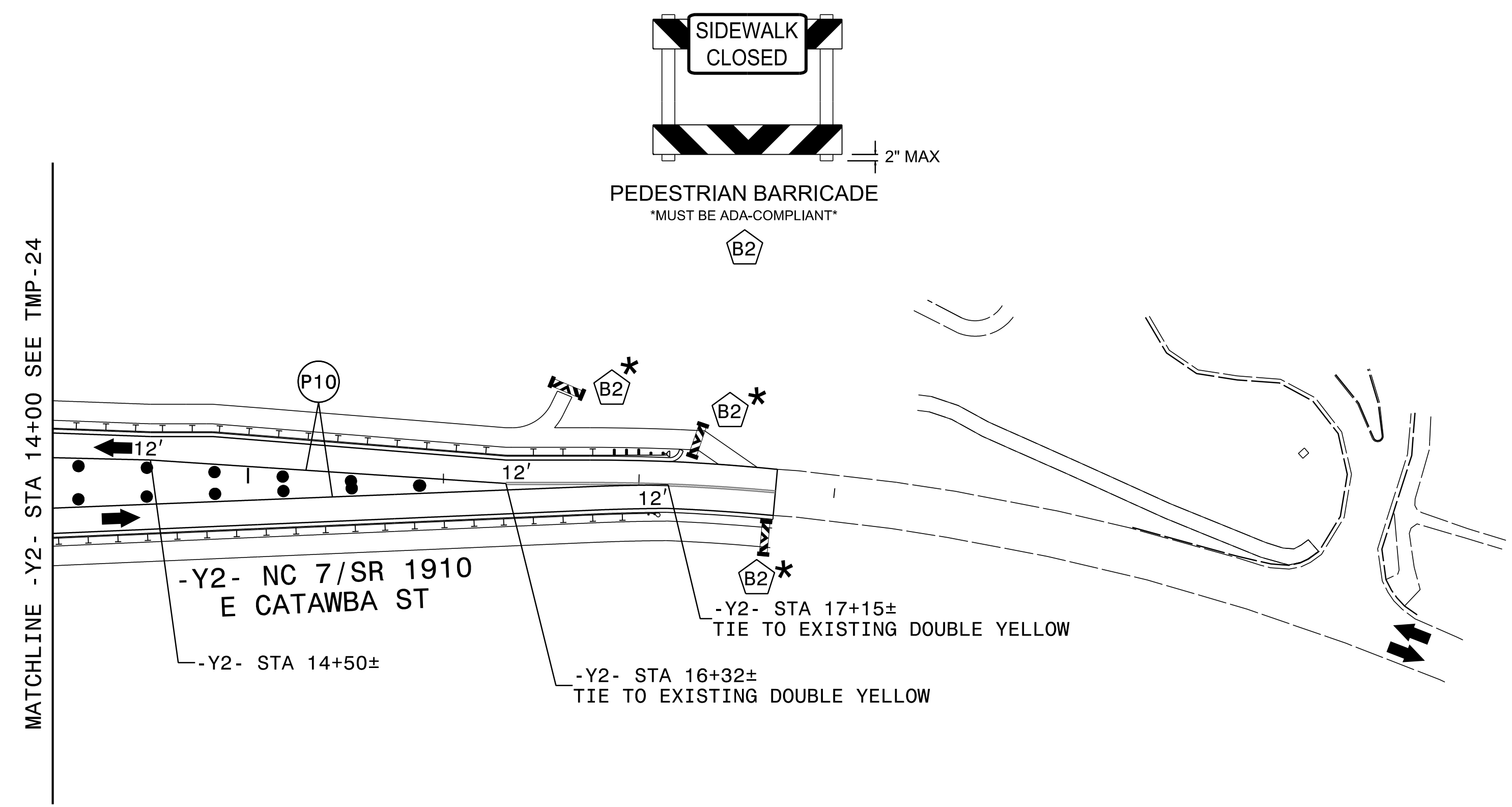
DATE: 4/8/2026

SEAL

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

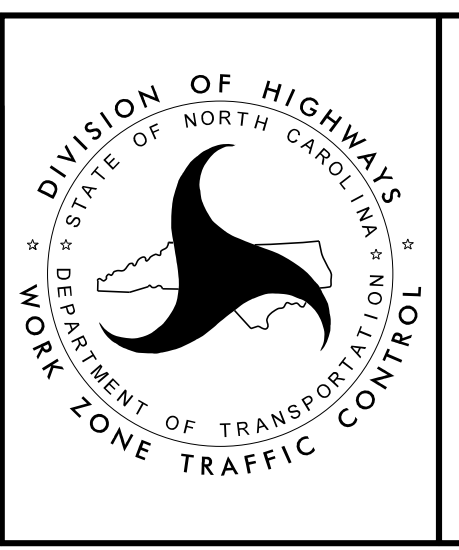


PHASE III - STEP 5



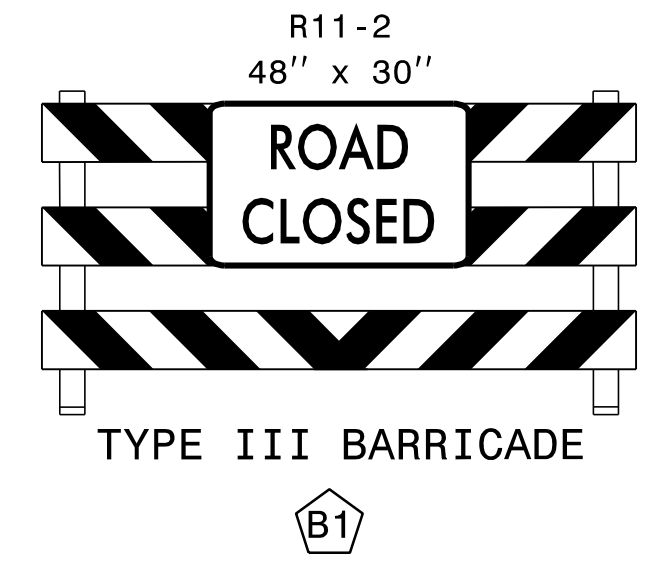
E CATAWBA ST DRUM SPACING 35 FT.
 * PREVIOUSLY ERECTED

APPROVED: *C. Byron Holden*
 DATE: 4/8/2026
 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 033753
 C. BYRON HOLDEN

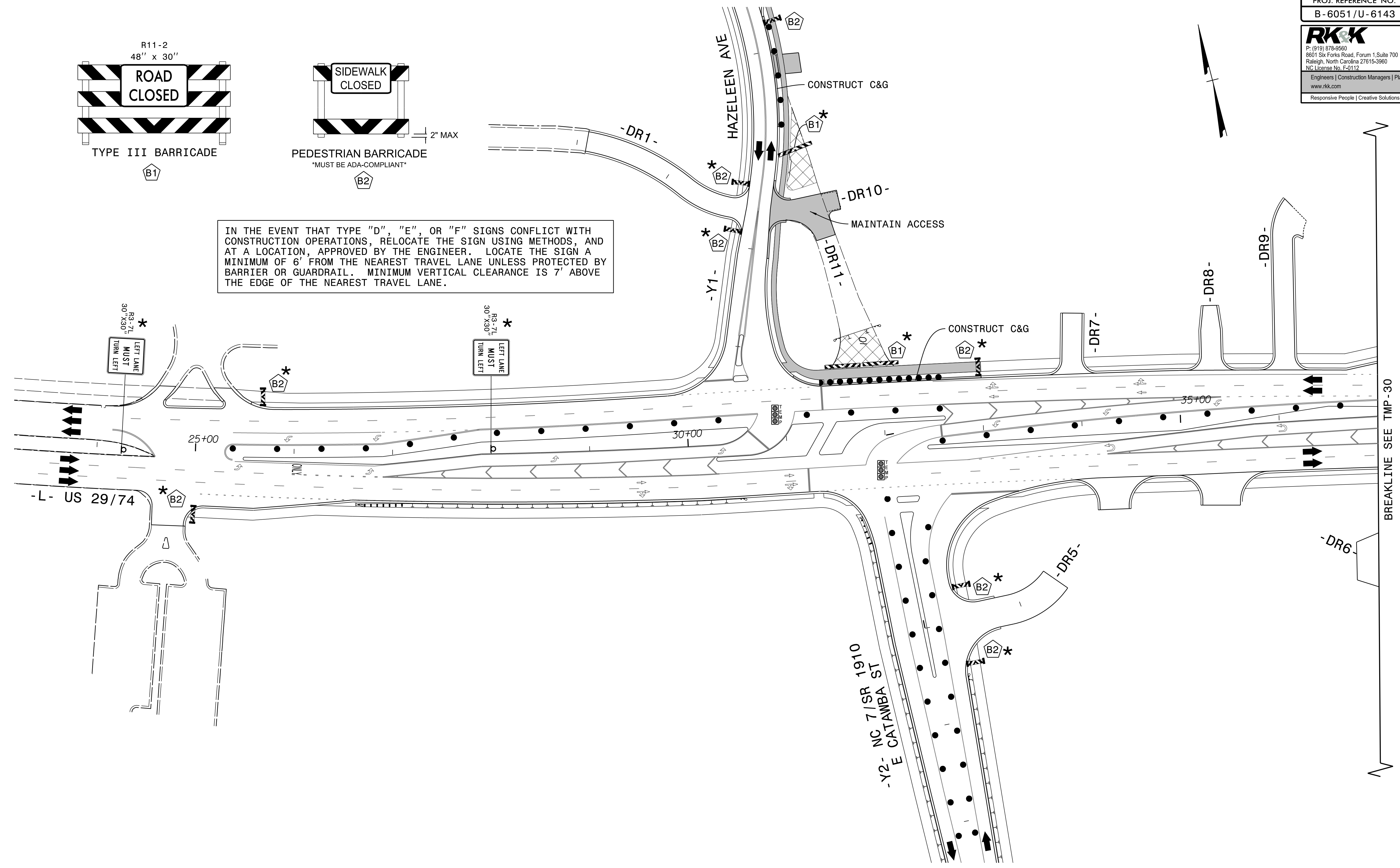


PHASE III - STEP 4

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED



IN THE EVENT THAT TYPE "D", "E", OR "F" SIGNS CONFLICT WITH CONSTRUCTION OPERATIONS, RELOCATE THE SIGN USING METHODS, AND AT A LOCATION, APPROVED BY THE ENGINEER. LOCATE THE SIGN A MINIMUM OF 6' FROM THE NEAREST TRAVEL LANE UNLESS PROTECTED BY BARRIER OR GUARDRAIL. MINIMUM VERTICAL CLEARANCE IS 7' ABOVE THE EDGE OF THE NEAREST TRAVEL LANE.



BREAKLINE SEE TMP-30

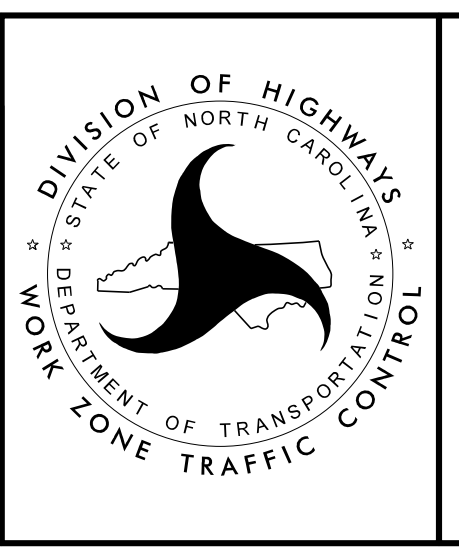
* PREVIOUSLY ERECTED

APPROVED: *C. Byron Holden*
 DATE: 4/8/2026

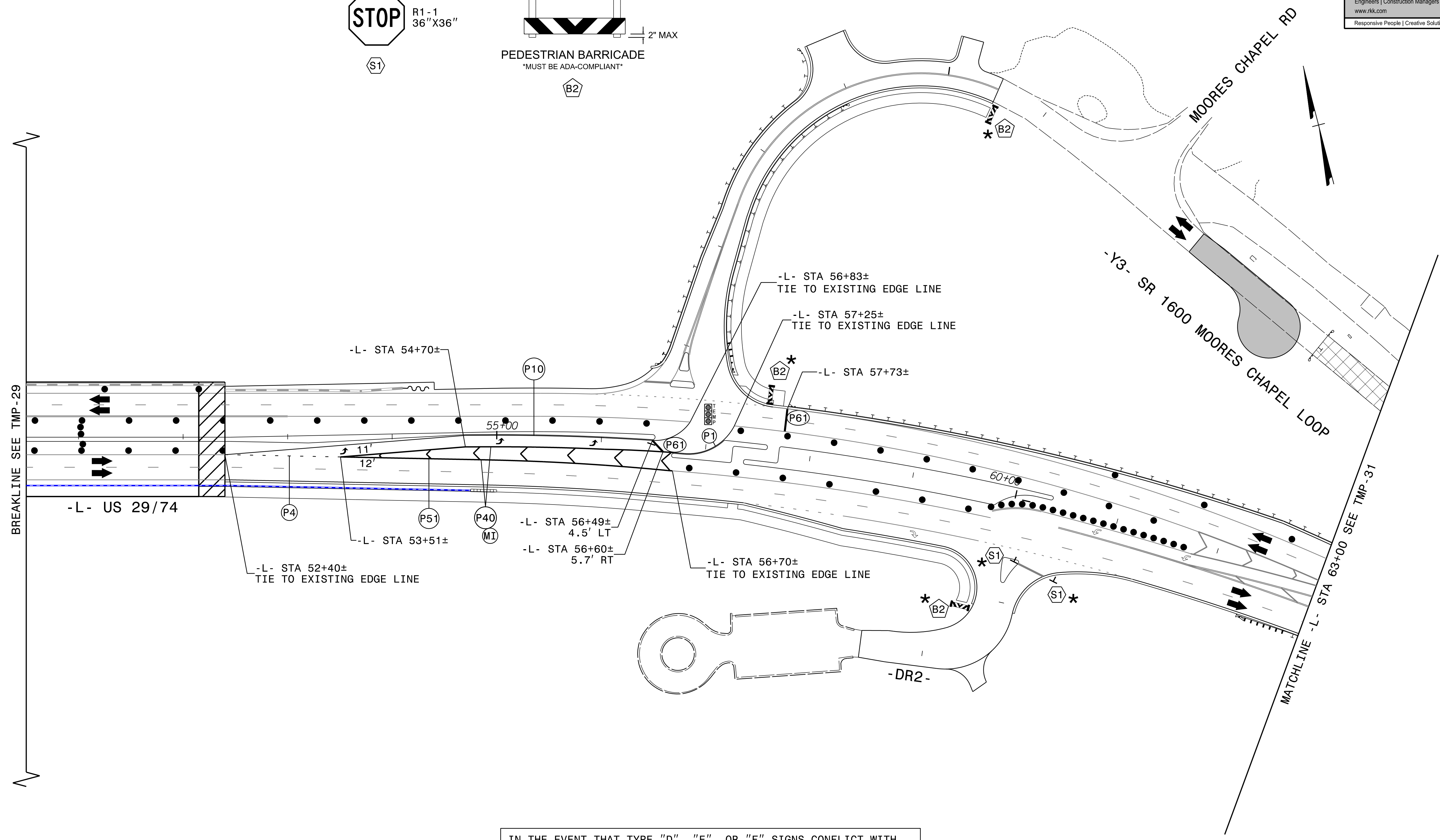
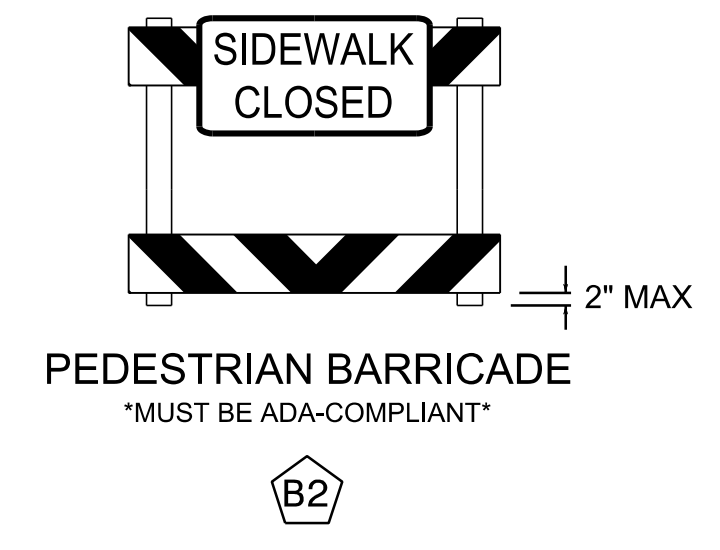
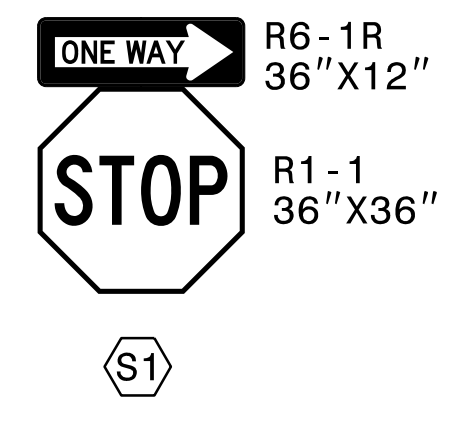
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 ENGINEER
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PHASE III - STEP 6



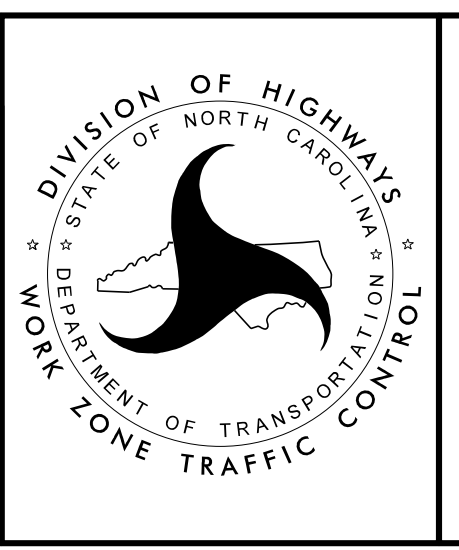
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ERECT APPLICABLE PROPOSED SIGNS.
 * PREVIOUSLY ERECTED

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 DATE: 4/8/2026

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DIVISION OF HIGHWAYS
 NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 WORK ZONE TRAFFIC CONTROL

PHASE III - STEP 6