

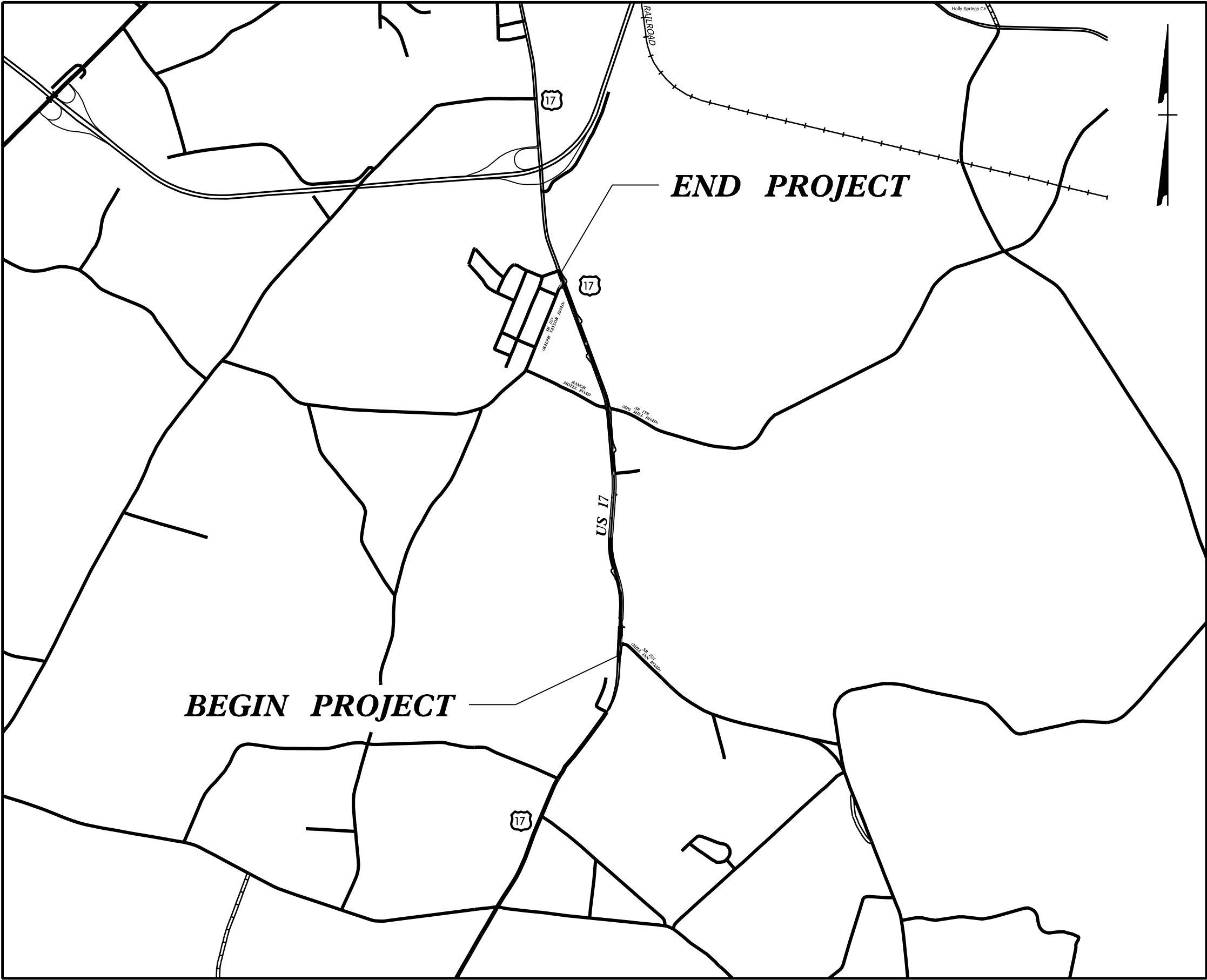
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

MARTIN COUNTY
LOCATION: US 17 FROM SR 1521 (MILL INN ROAD) TO
SR 1119 (RALPH TAYLOR ROAD)
TYPE OF WORK: GRADING, DRAINAGE, AND PAVING



VICINITY MAP



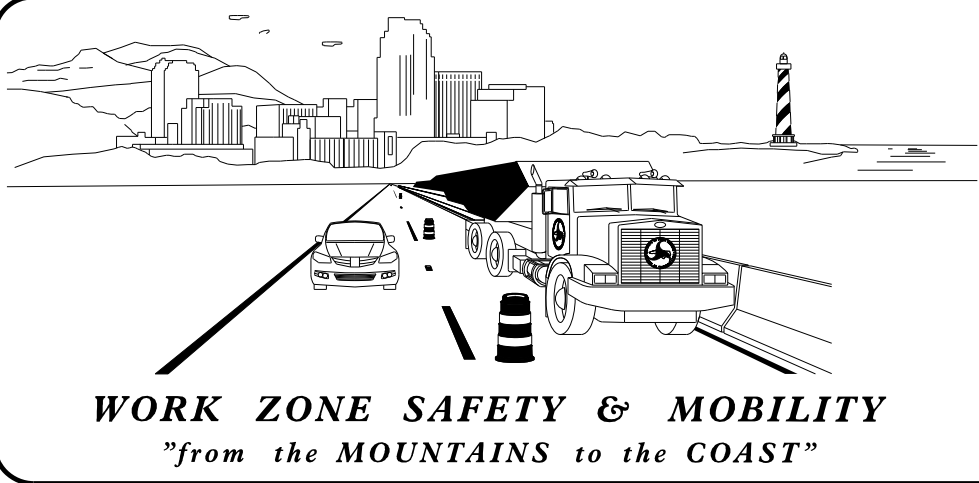
INDEX OF SHEETS

SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP, AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, AND LEGEND
TMP-1B THRU 1C	TRANSPORTATION OPERATIONS PLAN: GENERAL NOTES
TMP-2	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-2A	TEMPORARY SHORING DATA
TMP-3	TEMPORARY TRAFFIC CONTROL PHASING
TMP-4 THRU 10	TEMPORARY TRAFFIC CONTROL PHASE I DETAIL
TMP-11 THRU 16	TEMPORARY TRAFFIC CONTROL PHASE II DETAIL
TMP-17 THRU 20	TEMPORARY TRAFFIC CONTROL PHASE III DETAIL

SHEET NO.

TMP-1

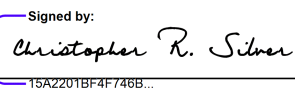
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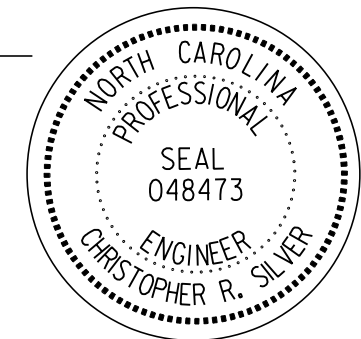
PLANS PREPARED BY:
CHRIS SILVER, PE, PTOE
PROJECT MANAGER
W. PORTER JONES, PE
PROJECT ENGINEER

NCDOT CONTACTS:
JUSTIN R. SMITH, PE
PROJECT ENGINEER - DIVISION 1



APPROVED: 
DATE: 8/19/2026

SEAL



TIP PROJECT: R-5810

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:

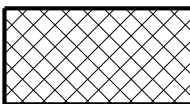
STD. NO.	TITLE
1101.01	WORK ZONE ADVANCE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
1130.01	DRUM
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1165.01	WORK VEHICLE LIGHTING SYSTEMS AND TMA DELINEATION
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
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.15	PAVEMENT MARKINGS - REDUCED CONFLICT INTERSECTIONS
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY

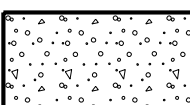
LEGEND

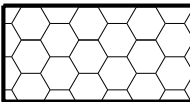
GENERAL

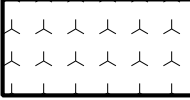
-  DIRECTION OF TRAFFIC FLOW
-  DIRECTION OF PEDESTRIAN TRAFFIC FLOW
-  EXIST. PVMT.
-  NORTH ARROW
-  PROPOSED PVMT.
-  TEMP. SHORING (LOCATION PURPOSES ONLY)

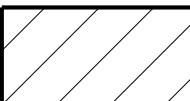
 WORK AREA

 REMOVAL

 MONOLITHIC ISLANDS

 TEMPORARY PAVEMENT

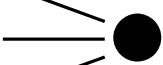
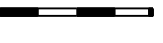
 ONGOING CONSTRUCTION

 WEDGING

PAVEMENT MARKINGS

-  EXISTING LINES
-  TEMPORARY LINES

TRAFFIC CONTROL DEVICES

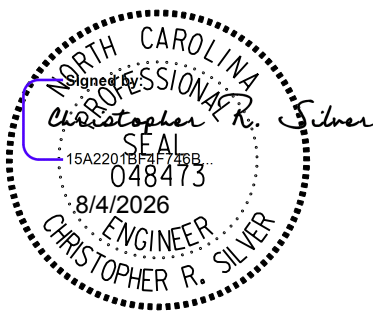
-  BARRICADE (TYPE III)
-  CONE
-  DRUM
-  SKINNY DRUM
-  TUBULAR MARKER
-  TEMPORARY CRASH CUSHION
-  TEMPORARY CRASH CUSHION (NON-GATING)
-  FLASHING ARROW BOARD
-  FLAGGER
-  LAW ENFORCEMENT
-  TRUCK MOUNTED ATTENUATOR (TMA)
-  CHANGEABLE MESSAGE SIGN
-  PORTABLE CONCRETE BARRIER
-  PORTABLE CONCRETE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

TEMPORARY SIGNING

-  PORTABLE SIGN
-  STATIONARY SIGN
-  STATIONARY OR PORTABLE SIGN

TEMPORARY PAVEMENT MARKING SCHEDULE

PAINT				TEMPORARY RAISED PAVEMENT MARKERS	
Symbol	Description	Symbol	Description	Symbol	Description
P1	WHITE EDGELINE (4")	P50	WHITE GORELINE (12")	MH	YELLOW/YELLOW
P10	YELLOW EDGE LINE (4")	P51	WHITE DIAGONAL (12")	M	CRYSTAL RED
P13	YELLOW DOUBLE CENTER (4")	P52	YELLOW DIAGONAL (12")		
P20	WHITE EDGELINE (6")	P61	WHITE STOPBAR (24")		
P21	WHITE SOLID LANE LINE (6")	P62	WHITE CROSSWALK LINE (24")		
P22	10 FT. WHITE SKIP (6")		LEFT TURN ARROW		
P23	3 FT.-9 FT./SP WHITE MINISKIP (6")		RIGHT TURN ARROW		
P24	2 FT.-6 FT./SP WHITE MINISKIP (6")		STRAIGHT ARROW		
P30	YELLOW EDGE LINE (6")		COMBO. RIGHT/STRAIGHT ARROW		
P34	2 FT.-6 FT./SP YELLOW MINISKIP (6")		U-TURN ARROW		



GENERAL NOTES

N) 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

O) USE NON-GATING CRASH CUSHIONS AS REQUIRED IN THE TMP.

TRAFFIC CONTROL DEVICES

P) 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.

Q) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES (DRUMS) (CONES) (SKINNY DRUMS) PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
US 17, SR 1119 (RALPH TAYLOR RD)	PAINT	TEMPORARY RAISED
SR 1521 (MILL INN RD), SR 1501 (BIG MILL RD), RANCH MOTEL RD	PAINT	NONE

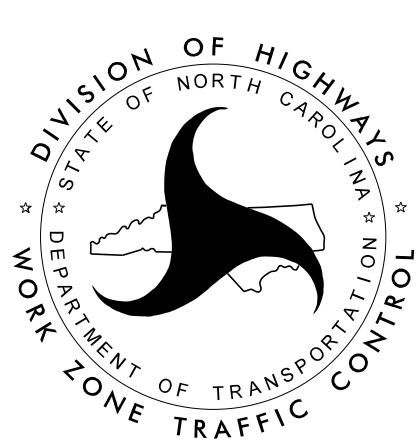
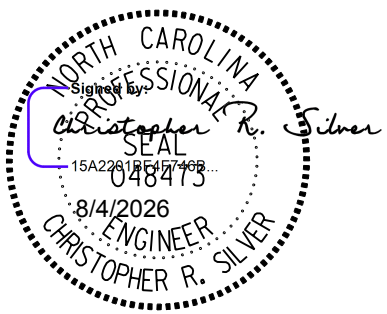
S) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX (6) MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS AS DIRECTED BY THE ENGINEER.

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

U) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH OPERATION.

MISCELLANEOUS

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



TRANSPORTATION OPERATIONS
PLAN

GENERALNOTES

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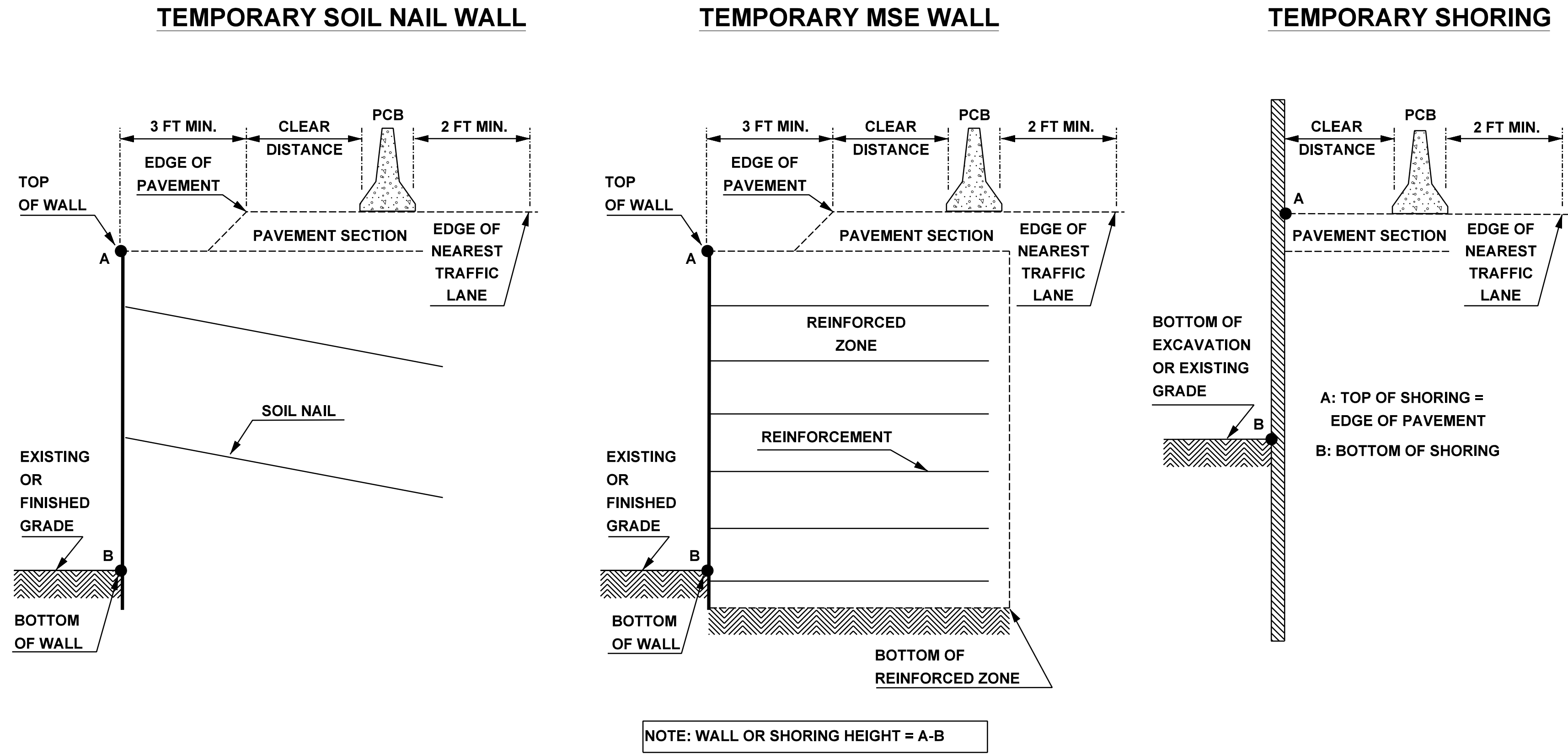


FIGURE A

NOTES

- 1- REFER TO THE TRAFFIC CONTROL PLANS FOR TEMPORARY SHORING LOCATIONS AND NOTES.
- 2- REFER TO THE "TEMPORARY SHORING" STANDARD PROVISION FOR INFORMATION ABOUT TEMPORARY SHORING AND PORTABLE CONCRETE BARRIER (PCB).
- 3- PCB IS REQUIRED IF TEMPORARY SHORING/WALL IS LOCATED WITHIN THE CLEAR ZONE IN ACCORDANCE WITH THE AASHTO ROADSIDE DESIGN GUIDE. DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE. (CONTACT NCDOT PAVEMENT MANAGEMENT FOR APPLICABLE PAVEMENT DESIGN).
- 4- BASED ON THE CLEAR DISTANCE, OFFSET, DESIGN SPEED AND PAVEMENT TYPE, CHOOSE AN UNANCHORED OR ANCHORED PCB FROM THE TABLE SHOWN IN FIGURE B. CLEAR DISTANCE IS DEFINED AS SHOWN IN FIGURE A AND OFFSET IS DEFINED AS SHOWN IN FIGURE B.
- 5- AT THE CONTRACTOR'S OPTION OR IF THE MINIMUM REQUIRED CLEAR DISTANCE IS NOT AVAILABLE, SET PCB NEXT TO AND UP AGAINST THE TRAFFIC SIDE OF THE TEMPORARY SHORING/WALLS EXCEPT FOR BARRIER ABOVE TEMPORARY WALLS. PCB WITH THE MINIMUM REQUIRED CLEAR DISTANCE IS REQUIRED ABOVE TEMPORARY WALLS.
- 6- USE NCDOT PORTABLE CONCRETE BARRIER (PCB) IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1170.01 AND SECTION 1170 OF THE STANDARD SPECIFICATIONS.
- 7- SET PCB WITH A MINIMUM HORIZONTAL DISTANCE OF 2 FT BETWEEN THE FRONT FACE OF THE BARRIER AND THE EDGE OF THE NEAREST TRAFFIC LANE AS SHOWN IN FIGURE A UNLESS OTHERWISE SHOWN IN THE PLANS OR APPROVED BY THE ENGINEER.
- 8- FOR PCB ABOVE AND BEHIND TEMPORARY WALLS, PROVIDE A MINIMUM DISTANCE OF 3 FT BETWEEN THE EDGE OF PAVEMENT AND THE WALL FACE AS SHOWN IN FIGURE A. IF THIS MINIMUM REQUIRED DISTANCE IS NOT AVAILABLE, CONTACT THE ENGINEER.
- 9- TABLE SHOWN IN FIGURE B IS BASED ON NCDOT RESEARCH PROJECT NO. 2005-010 WITH VEHICLE TYPE USED FOR NCHRP 350 CRASH TESTS.

MINIMUM REQUIRED CLEAR DISTANCE, inches

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

* See Figure Below

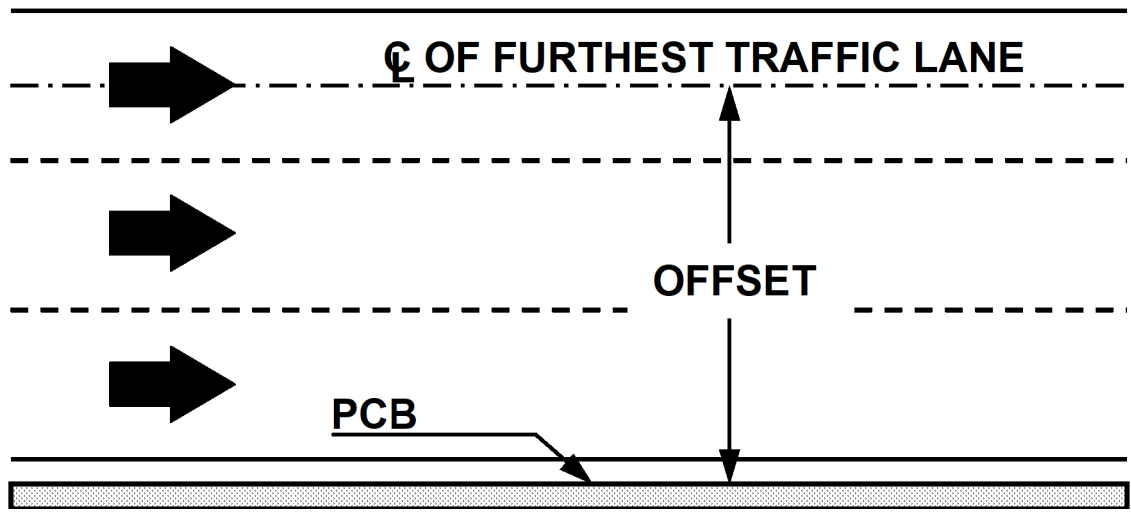
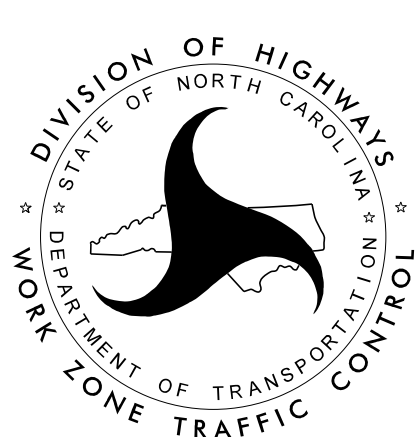
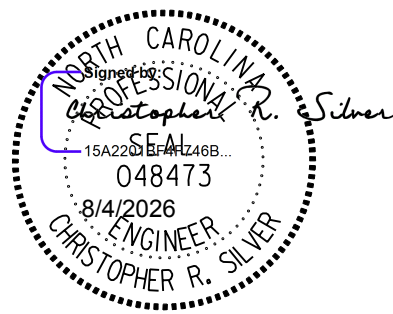


FIGURE B



PORTABLE CONCRETE BARRIER
AT
TEMPORARY SHORING LOCATIONS

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UNLESS ALL SIGNATURES COMPLETED

PROJ. REFERENCE NO.	SHEET NO.
R-5810	TMP-2A

**Table 1: Temporary Shoring Locations**

Shoring Location No.	Begin Station & Offset	End Station & Offset	Average Shoring Height (ft)	Estimated Maximum Height (ft)	Shoring Location, Type, Traffic Control Plan
1	-L- STA 23+90 30.2 FT RT	-L- STA 24+40 30.0 FT RT	5.9	9.0	Roadway -L- Pipe Installation (Cut, TC Phase I, TMP-05A)
2	-L- STA 23+90 26.4 FT RT	-L- STA 24+40 26.0 FT RT	5.9	9.0	Roadway -L- Pipe Installation (Cut, TC Phase I, TMP-05A)

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.

TEMPORARY SHORING IS REQUIRED FOR THE PIPE INSTALLATION FROM STATION -L- STA 23+90±, 30.2 FT RT TO STATION -L- 24+40±, 30.0 FT RT.

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

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L- STA 23+90±, 30.2 FT RT TO STATION -L- 24+40±, 30.0 FT RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- STA 23+90±, 30.2 FT RT TO STATION -L- 24+40±, 30.0 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- STA 23+90±, 30.2 FT RT TO STATION -L- 24+40±, 30.0 FT RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

Shoring Location No. 2:

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

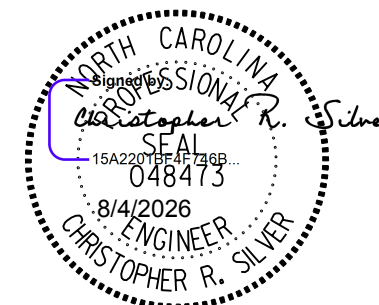
TEMPORARY SHORING IS REQUIRED FOR THE PIPE INSTALLATION FROM
STATION -L- STA 23+90±, 26.4 FT RT and -L- STA 24+40±, 26.0 FT RT.

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

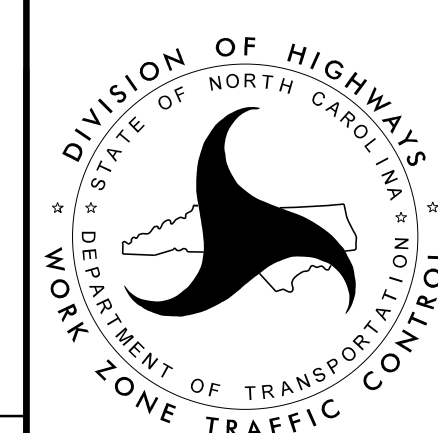
NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L- STA 23+90±, 26.4 FT RT and -L- STA 24+40±, 26.0 FT RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION -L- STA 23+90±, 26.4 FT RT and -L- STA 24+40±, 26.0 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- STA 23+90±, 26.4 FT RT and -L- STA 24+40±, 26.0 FT RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.



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TEMPORARY SHORING DATA

TRAFFIC CONTROL PHASING

PROJ. REFERENCE NO.
R - 5810

SHEET NO.
TMP - 3

RKK
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Raleigh, North Carolina 27615-3960
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Engineers | Construction Managers | Planners | Scientists
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PHASE I

STEP 1:
ERECT ADVANCED WORK ZONE SIGNS IN ACCORDANCE WITH RDWY STD 1101.01 ON US 17.

STEP 2:
USING RDWY STD 1101.02, CONSTRUCT THE PROPOSED MEDIAN AND SHOULDER WIDENING ON -L- (US 17) & -Y- LINES UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT WHILE MAINTAINING CURRENT TRAFFIC PATTERNS.
(REFER TO TMP-4 THROUGH TMP-10)

USING RDWY STD 1101.02, CONSTRUCT MONOLITHIC ISLANDS IN THE MEDIAN AT THE U-TURN BULBS.
(REFER TO TMP-5, TMP-7, TMP-9 & TMP-10)

USING RDWY STD 1101.02, CONSTRUCT THE PROPOSED TEMPORARY PAVEMENT. (REFER TO TMP-4 THROUGH TMP-5)

USING RDWY STD 1101.02, CONSTRUCT THE PROPOSED DRAINAGE AS SHOWN ON THE PLANS. (REFER TO TMP-4 THROUGH TMP-10)

THE CONTRACTOR SHALL COMPLETE THE WORK REQUIRED IN STEPS 2A AND 2B AND INSTALL THE 42” RCP WITHIN (4) CONSECUTIVE CALENDAR DAYS. SEE SPECIAL PROVISIONS FOR INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 2A:
USING RDWY STD 1101.02, SHIFT TRAFFIC, PLACE BARRIER, CONSTRUCT TEMPORARY SHORING LOCATION 1 BETWEEN -L- STA 23+90± AND -L- STA 24+40±, AND CONSTRUCT THE FIRST SEGMENT OF THE PROPOSED 42” RCP AS SHOWN ON THE PLANS. (REFER TO TMP-5A)

STEP 2B:
USING RDWY STD 1101.02, SHIFT TRAFFIC, PLACE BARRIER, CONSTRUCT TEMPORARY SHORING LOCATION 2 BETWEEN -L- STA 23+90± AND -L- STA 24+40±, AND CONSTRUCT THE FINAL SEGMENT OF THE PROPOSED 42” RCP AS SHOWN ON THE PLANS. (REFER TO TMP-5A)

PHASE II

STEP 1:
USING RDWY STD 1101.02, MILL & PAVE THE INITIAL LAYER OF SURFACE COURSE.

STEP 2:
USING RDWY STD 1101.02, APPLY PAVEMENT MARKINGS AND OPEN U-TURN LANES TO TRAFFIC. CLOSE THE EXISTING INTERSECTION MEDIAN OPENINGS ACROSS US 17 ONCE THE MEDIAN U-TURN INTERSECTIONS ARE OPEN TO TRAFFIC. (REFER TO TMP -11 THROUGH TMP-16)

STEP 3:
USING RDWY STD 1101.02, CONSTRUCT MONOLITHIC ISLANDS IN THE MEDIAN AT THE EXISTING INTERSECTION MEDIAN OPENINGS ACROSS THE US 17. (REFER TO TMP-11, TMP-13, TMP-14, TMP-15, AND TMP-16)

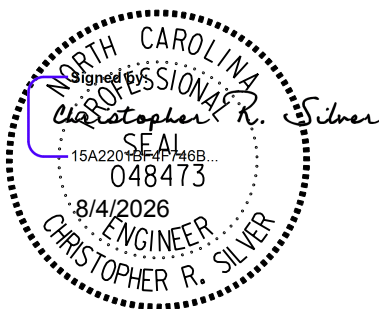
PHASE III

STEP 1:
USING RDWY STD 1101.02, APPLY PAVEMENT MARKINGS AND OPEN THE MEDIAN INTERSECTIONS TO TRAFFIC.
(REFER TO TMP -17 THROUGH TMP-20)

STEP 2:
USING RDWY STD 1101.02, CONSTRUCT MONOLITHIC ISLANDS ON Y LINE-SR 1521 (MILL INN ROAD), SR 1501 (BIG MILL RD), RANCH MOTEL RD AND SR 1119 (RALPH TAYLOR RD).

PHASE IV (NOT SHOWN)

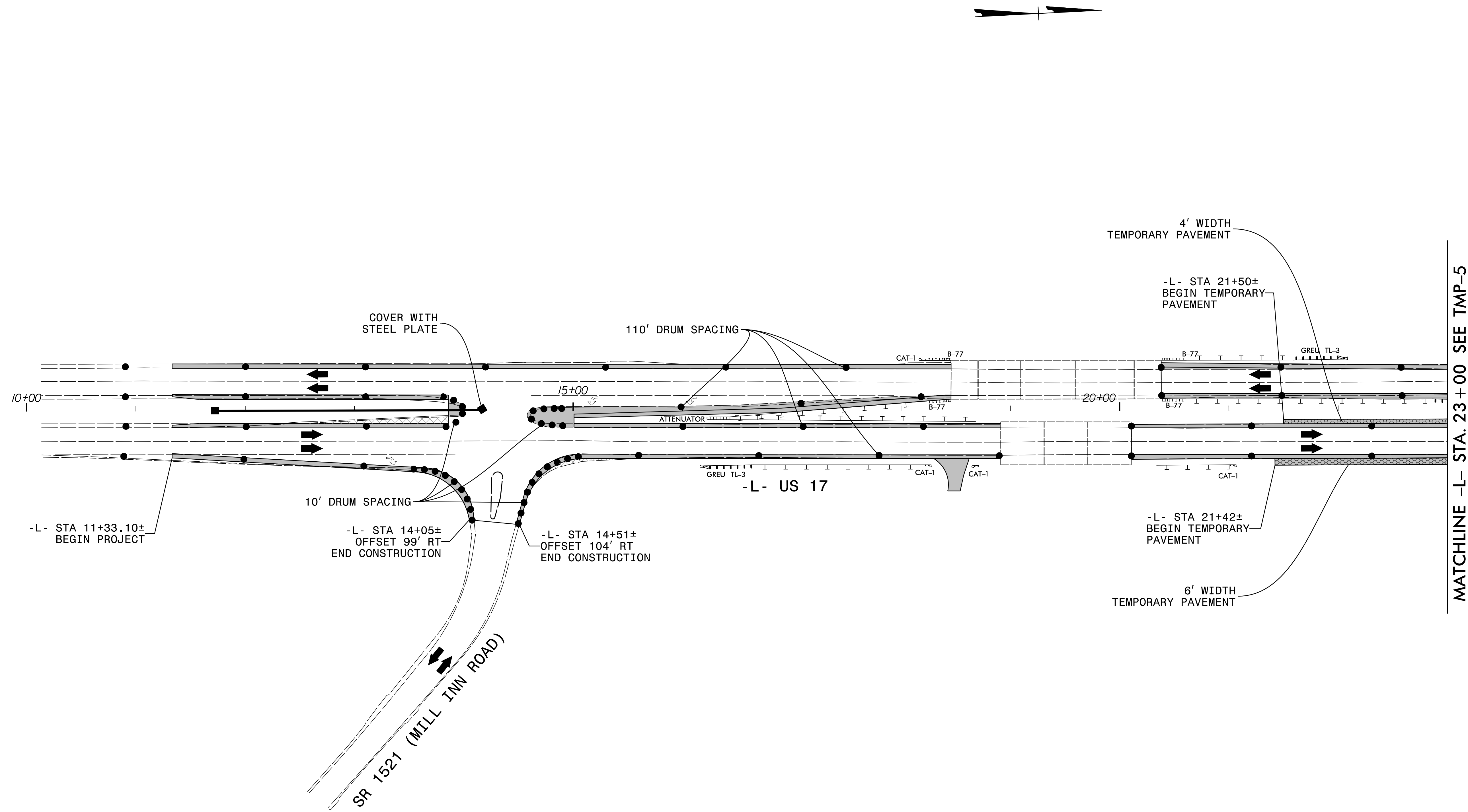
USING RDWY STD 1101.02, PAVE THE FINAL LAYER OF SURFACE COURSE, APPLY THE FINAL PAVEMENT MARKINGS, REMOVE TRAFFIC CONTROL DEVICES AND OPEN TRAFFIC IN THE FINAL PATTERN. (REFER TO THE FINAL PAVEMENT MARKING PLANS)



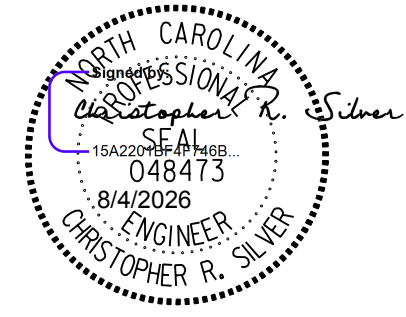
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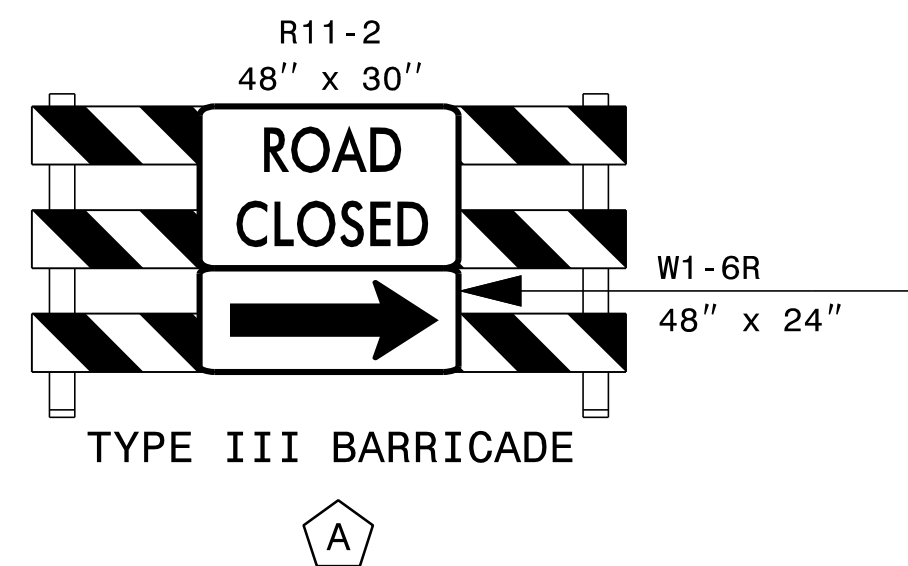
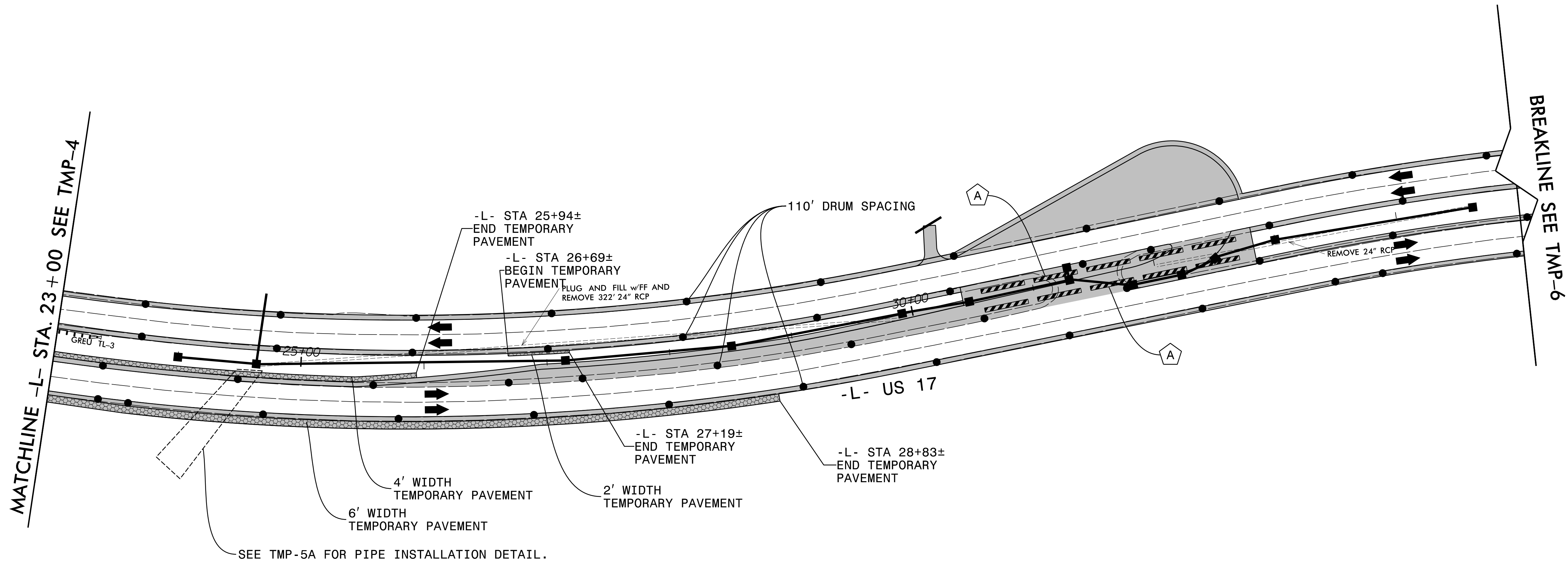


TEMPORARY
TRAFFIC CONTROL PHASING

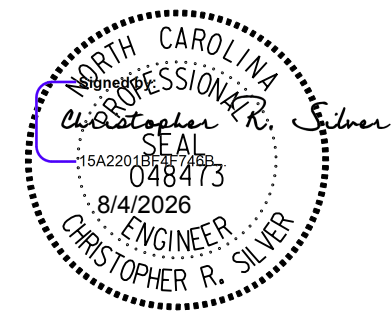


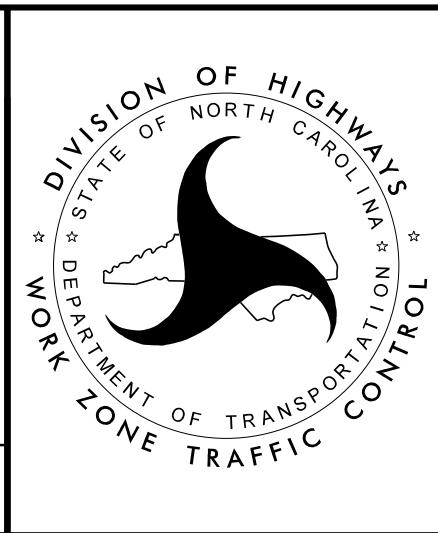
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wpjones

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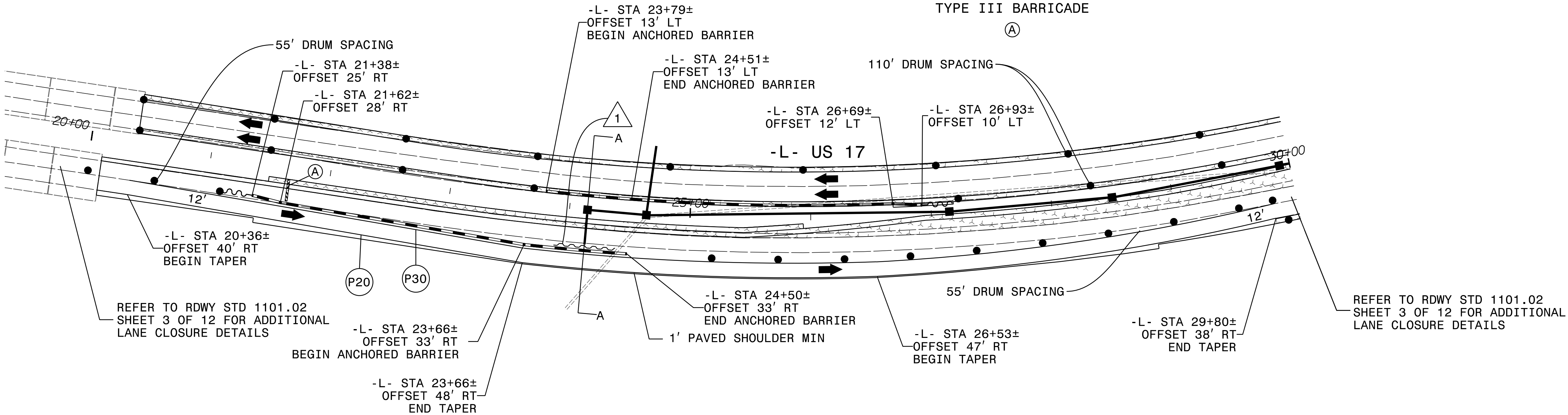
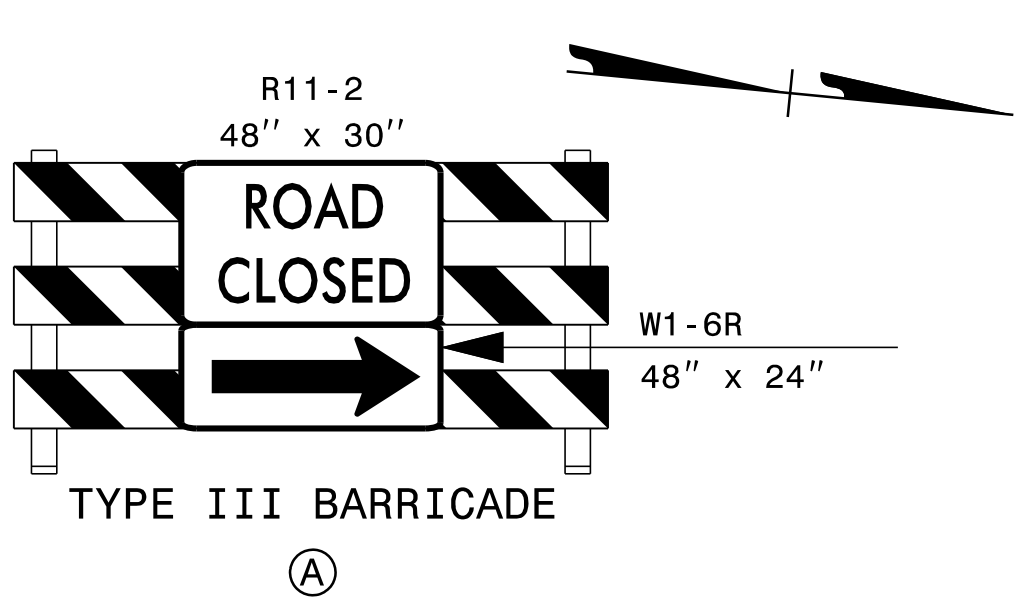

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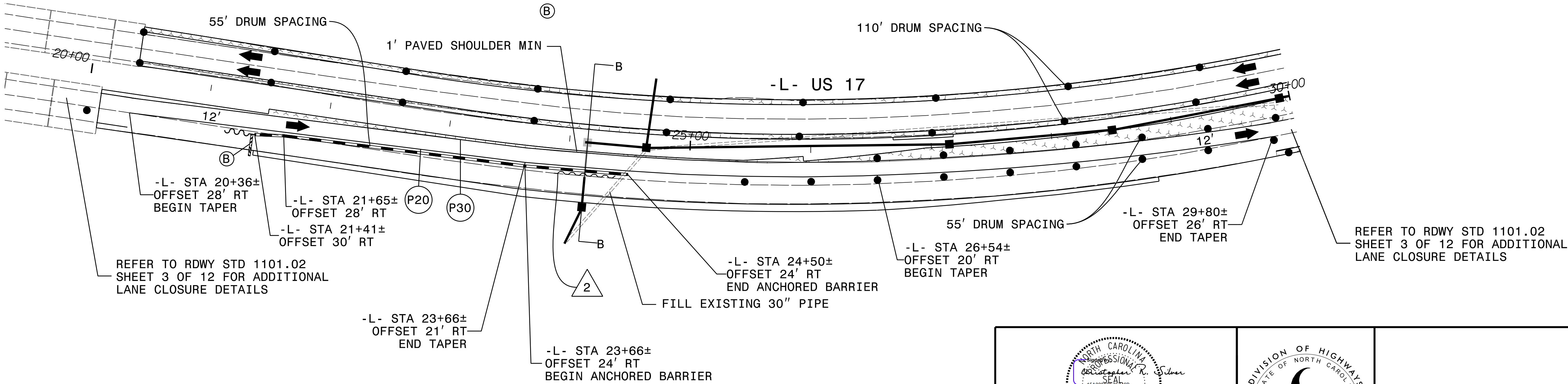
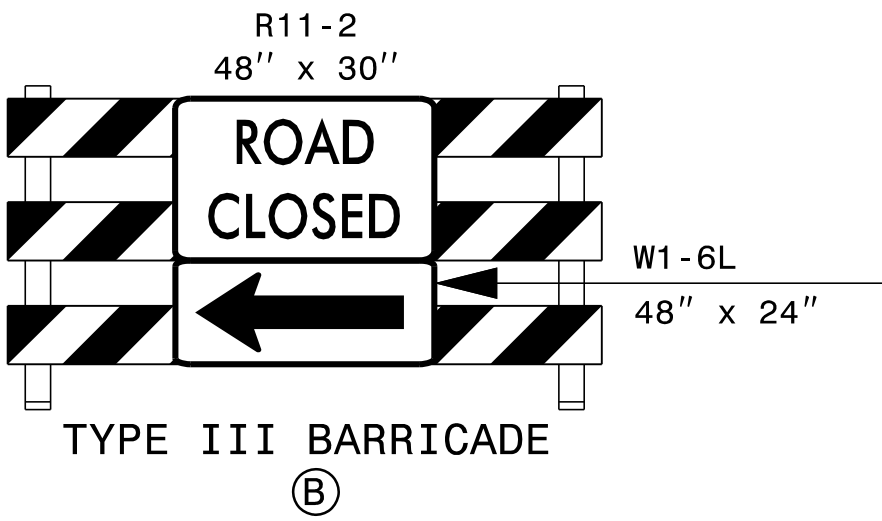
PHASE I - STEP 2

TEMPORARY SHORING TABLE							
ID	FROM	OFFSET	TO	OFFSET	MAXIMUM HEIGHT (FT)	AVERAGE HEIGHT (FT)	AREA (SF)
1	-L- STA 23+90±	30.2' RT	-L- STA 24+40±	30.0' RT	9.0	5.9	297
2	-L- STA 23+90±	26.4' RT	-L- STA 24+40±	26.0' RT	9.0	5.9	297

STEP 2A



STEP 2B



SEE TMP-5B FOR CROSS SECTION DETAILS

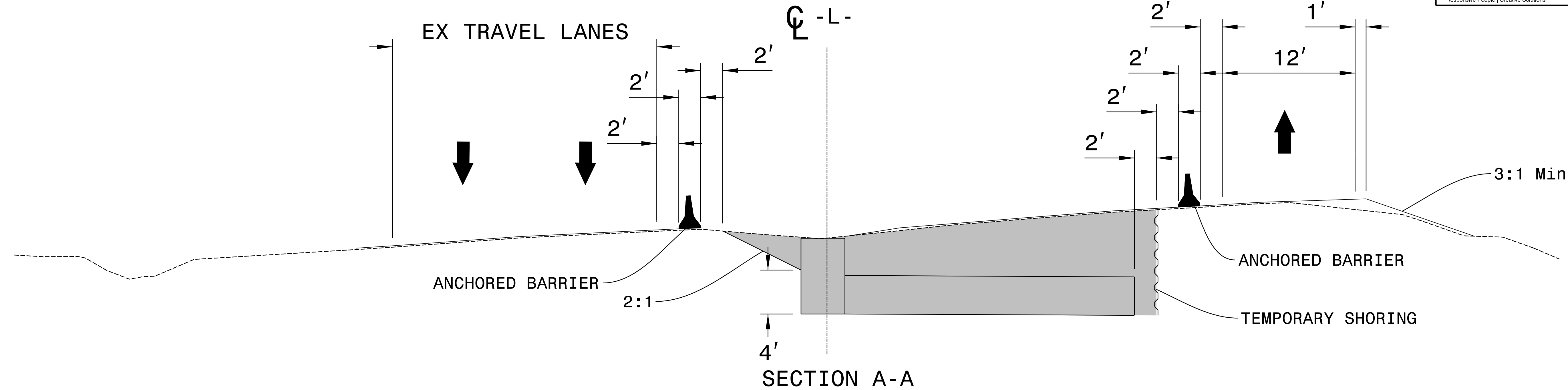
PROFESSIONAL ENGINEER
SEAL
0084175
8/4/2026
CHRISTOPHER R. SILVER

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

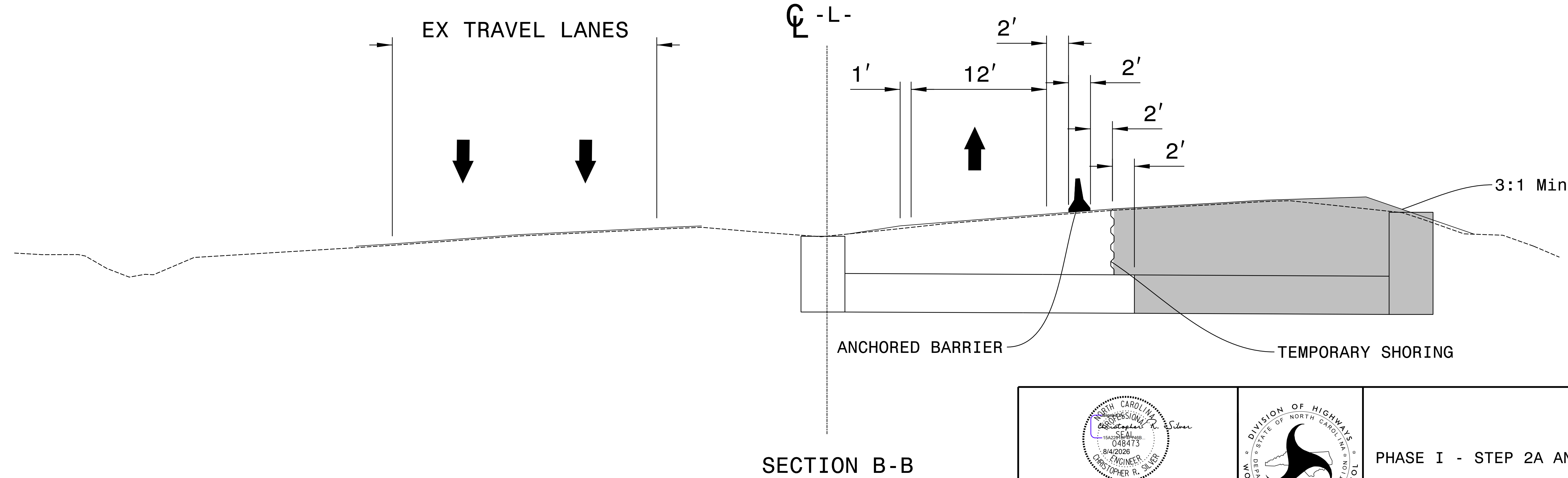


PHASE I - STEP 2A AND 2B

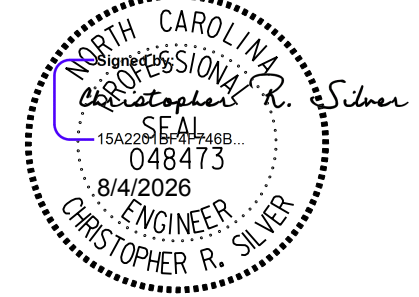
STEP 2A

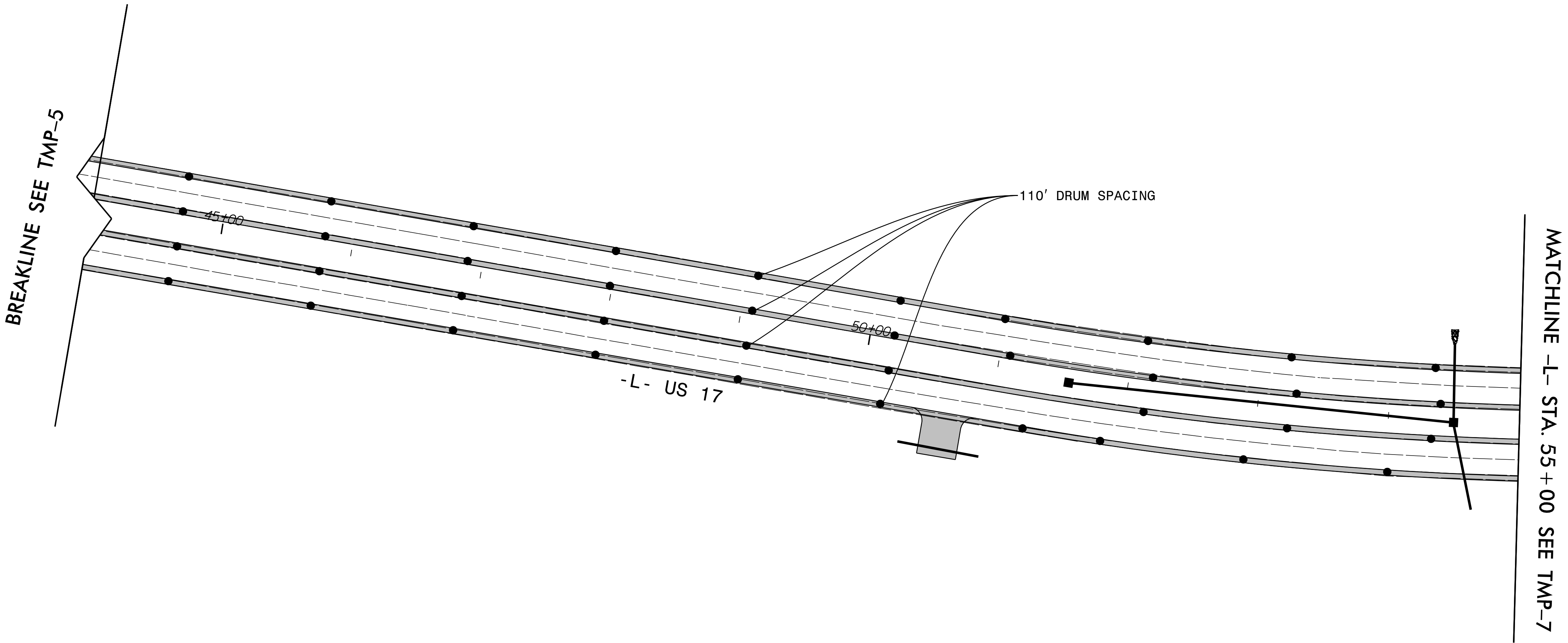


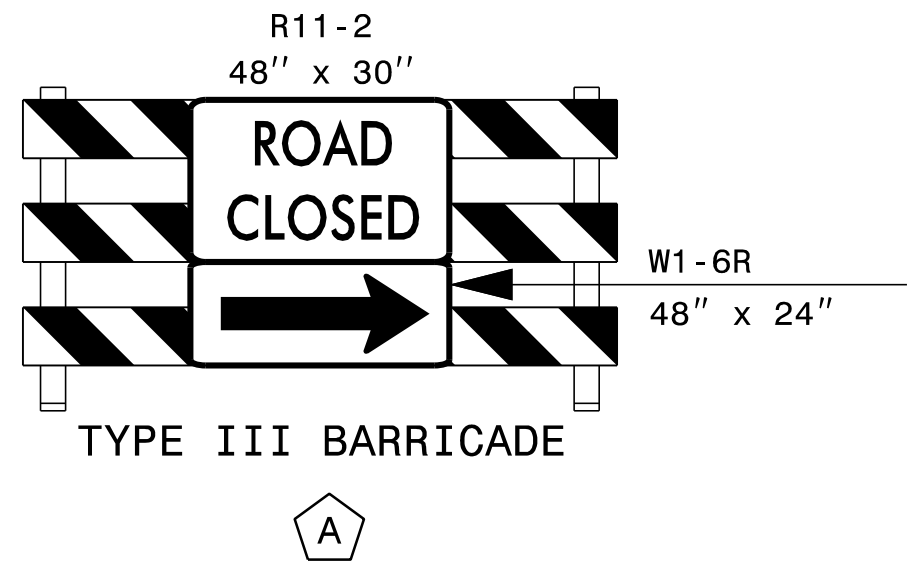
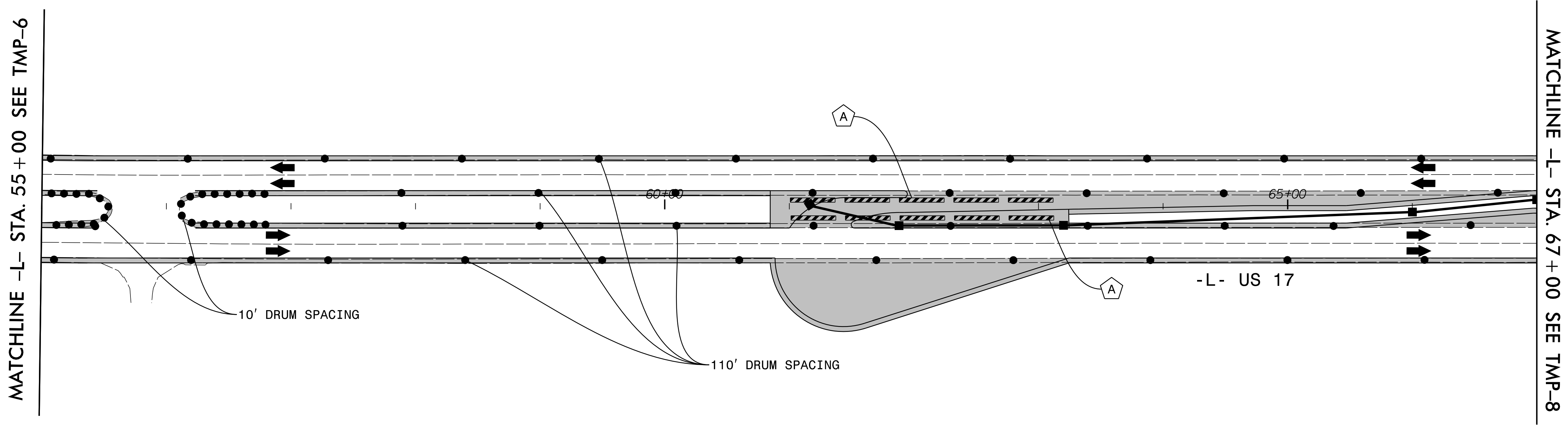
STEP 2B



SECTION B-B

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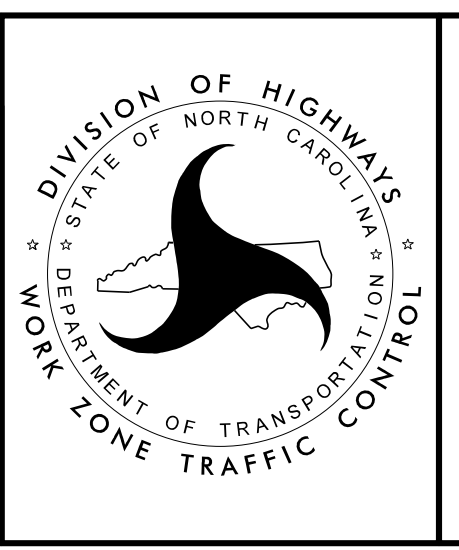




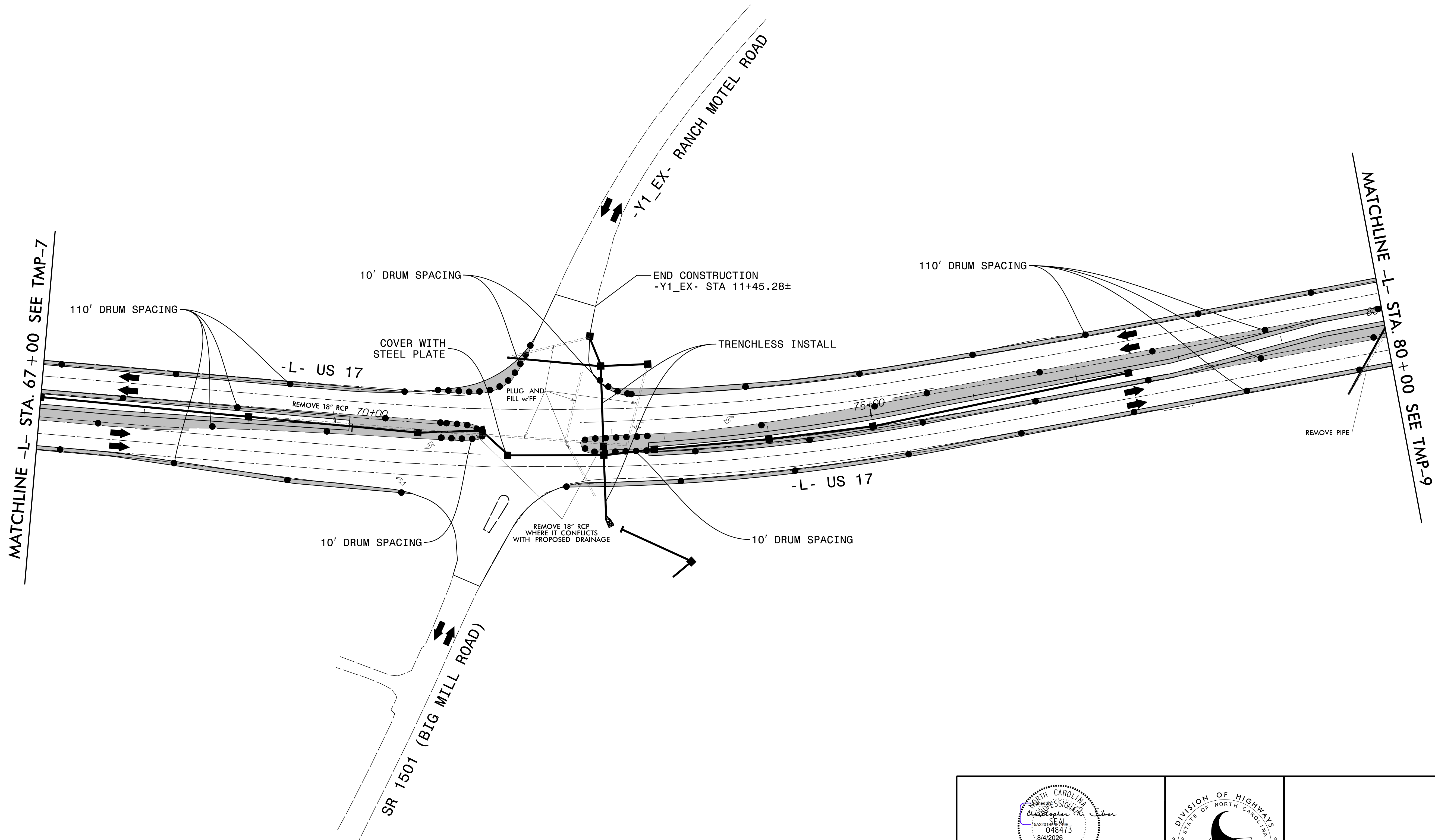
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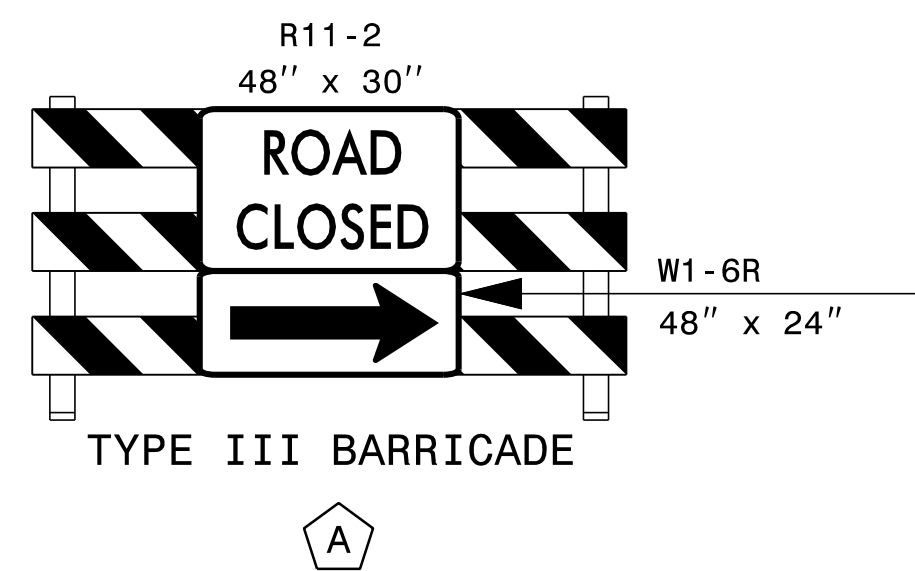
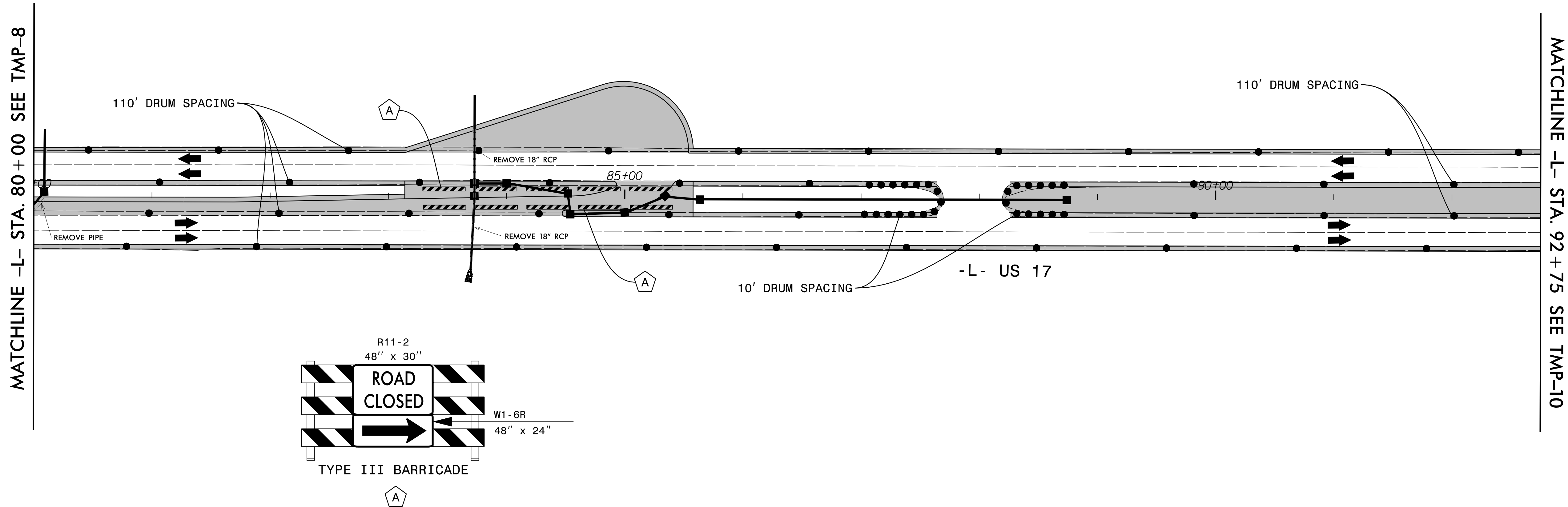
NORTH CAROLINA
PROFESSIONAL ENGINEER
SEAL
048473
8/4/2026
CHRISTOPHER R. SILVER

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UNLESS ALL SIGNATURES COMPLETED**



PHASE I - STEP 2

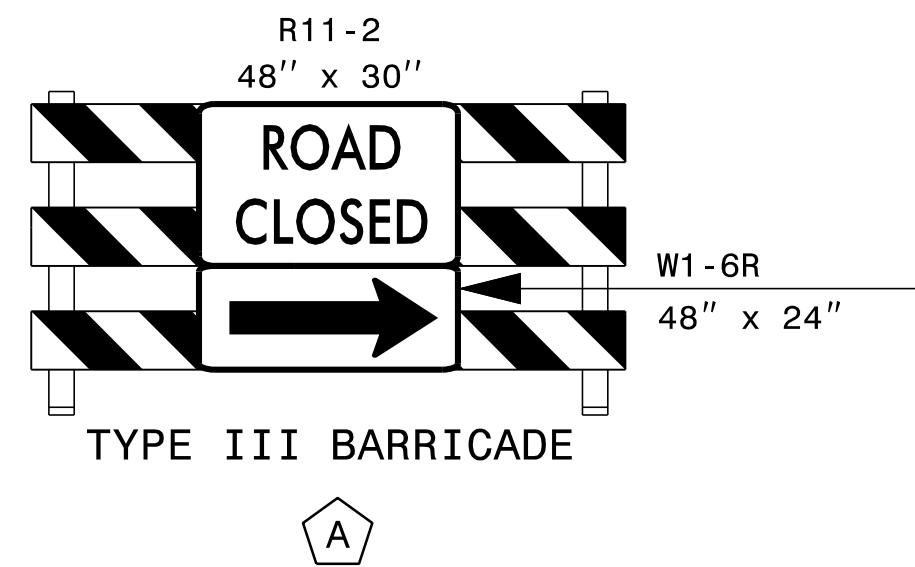
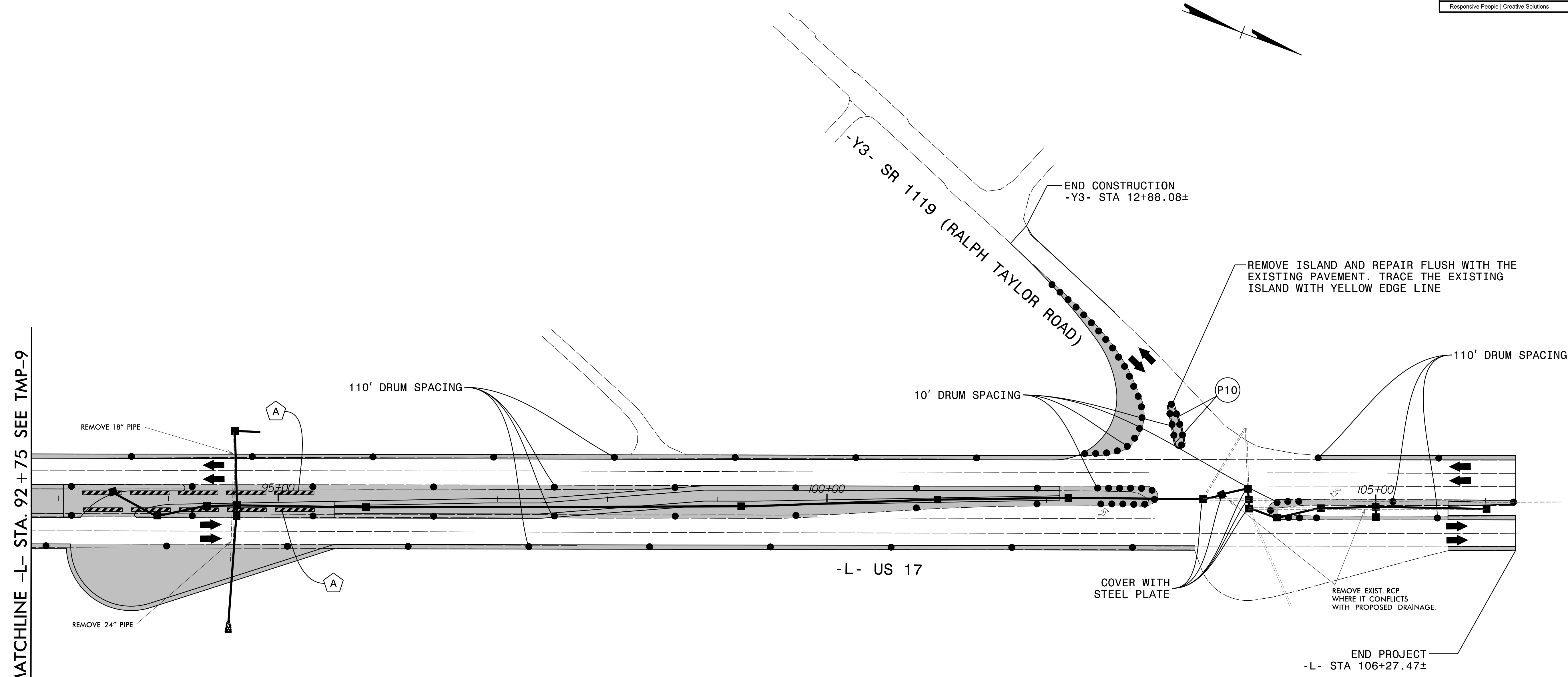


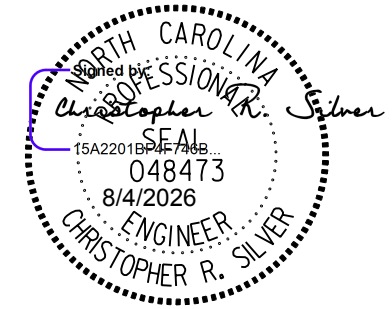
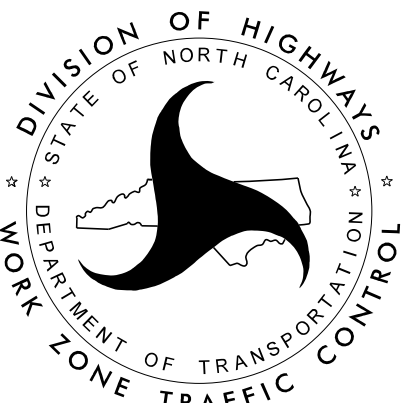


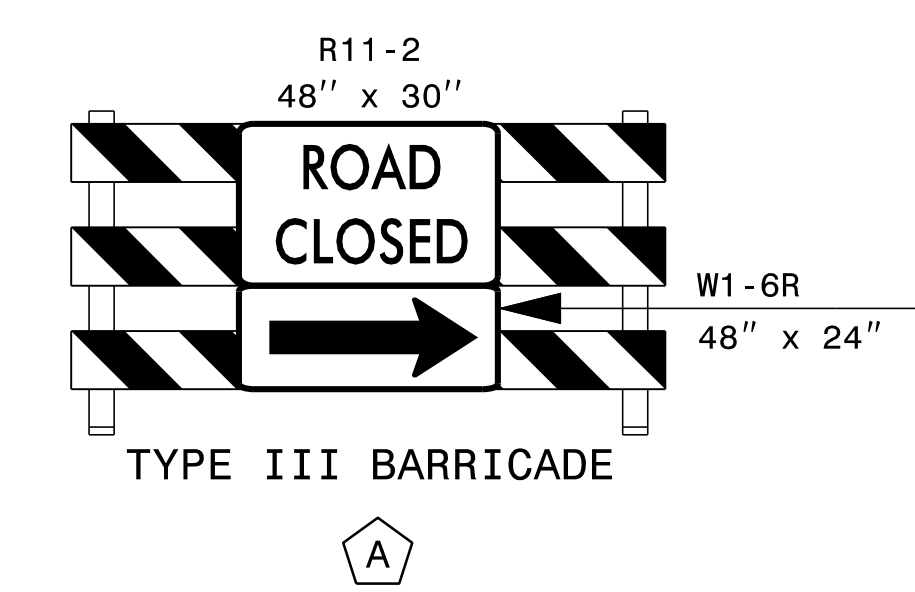
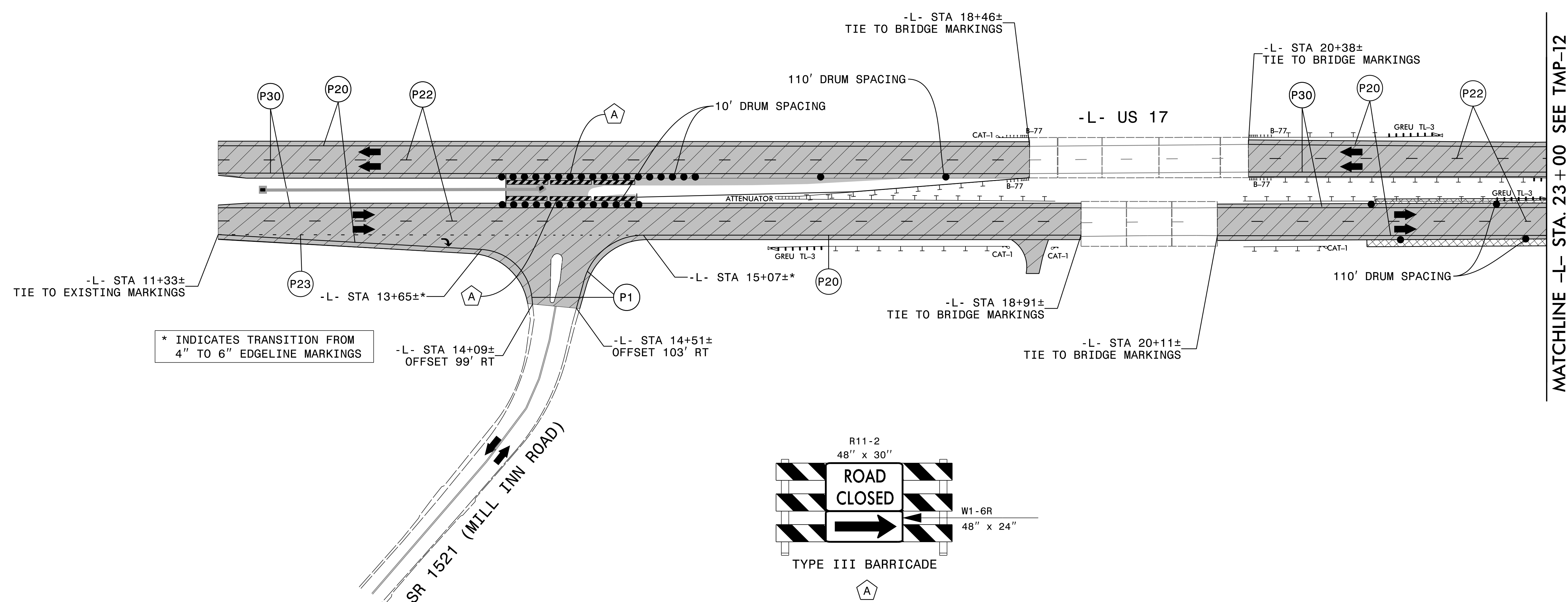
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PHASE I - STEP 2

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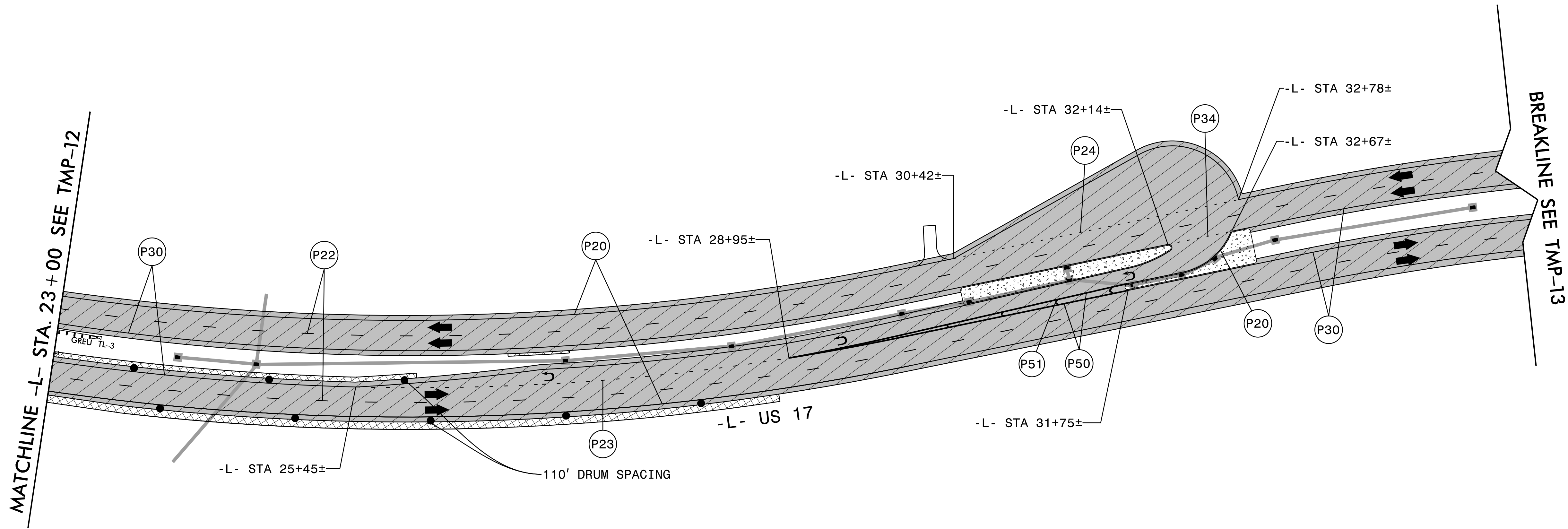
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ERECT PROPOSED SIGNS AS APPLICABLE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	PHASE II - STEP 2 AND 3
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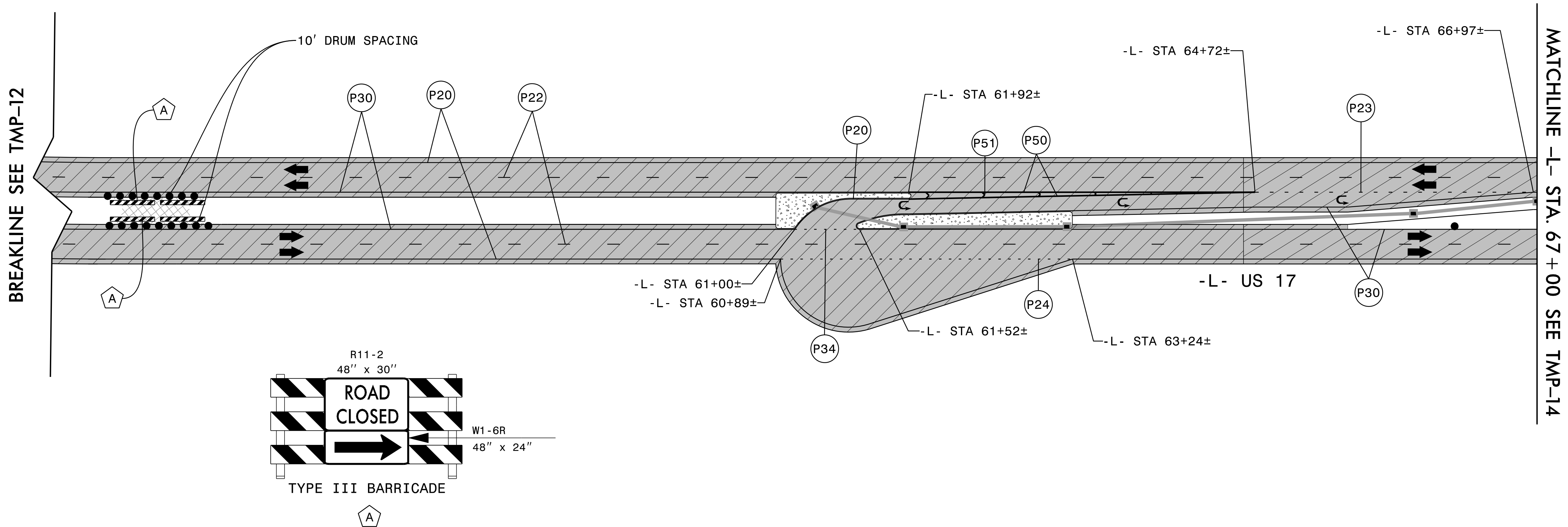
7/24/2026
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R-5810-TMP-PSH2.dgn
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ERECT PROPOSED SIGNS AS APPLICABLE

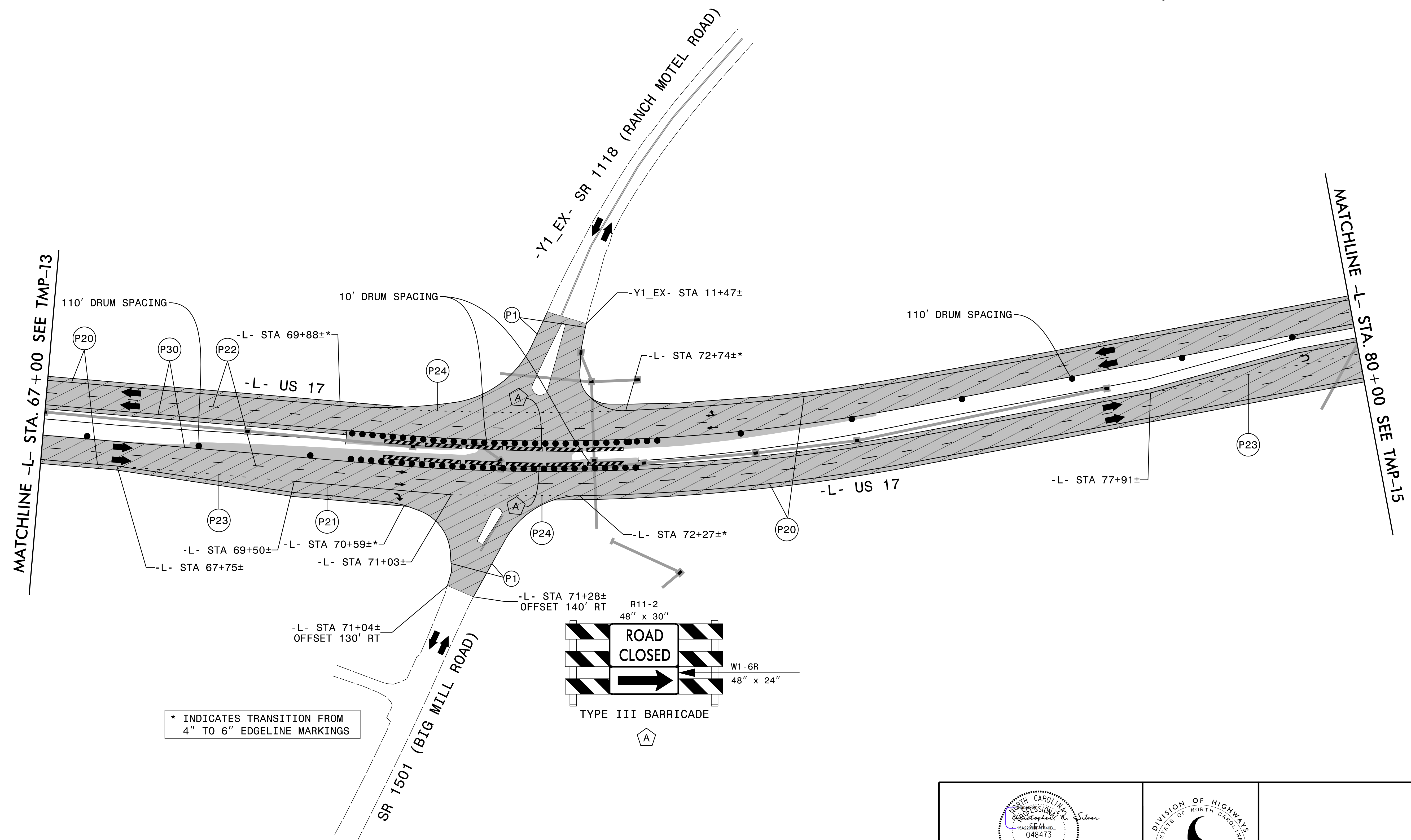
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DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		



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ERECT PROPOSED SIGNS AS APPLICABLE

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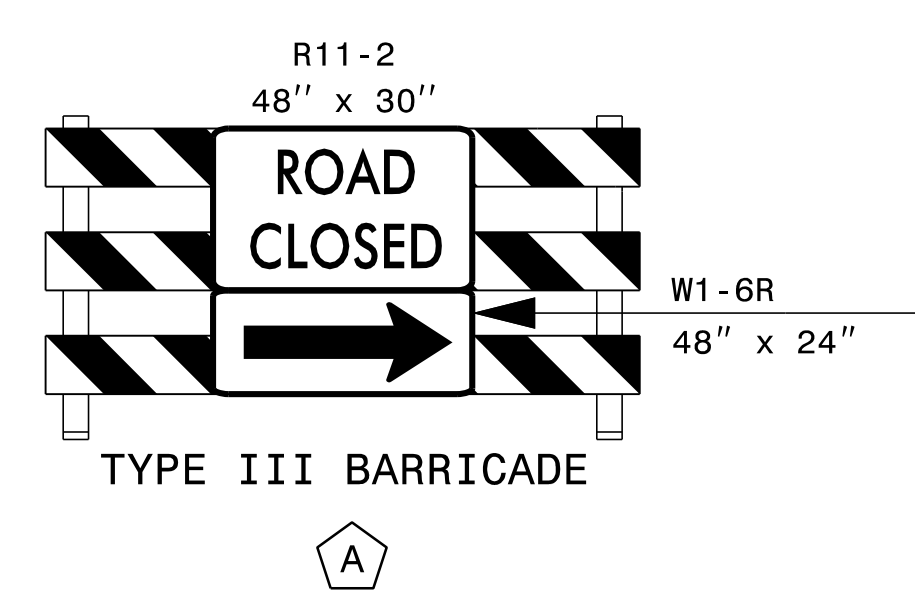
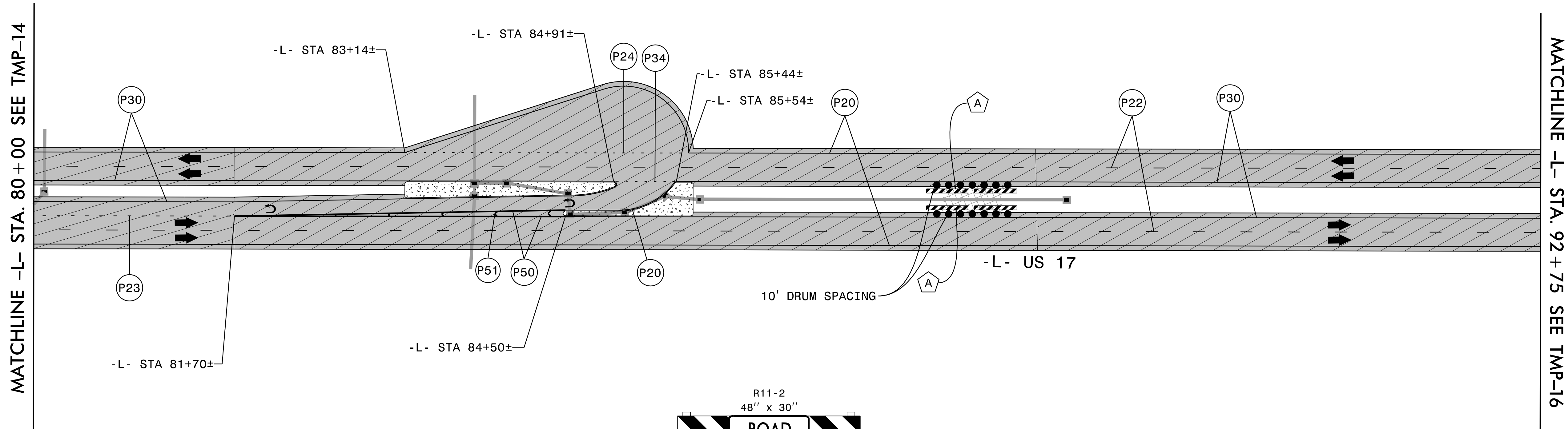


* INDICATES TRANSITION FROM
4" TO 6" EDGELINE MARKINGS

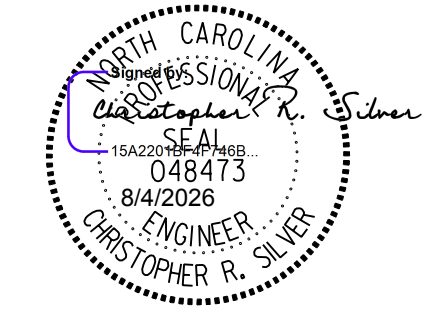
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PHASE II - STEP 2 AND 3

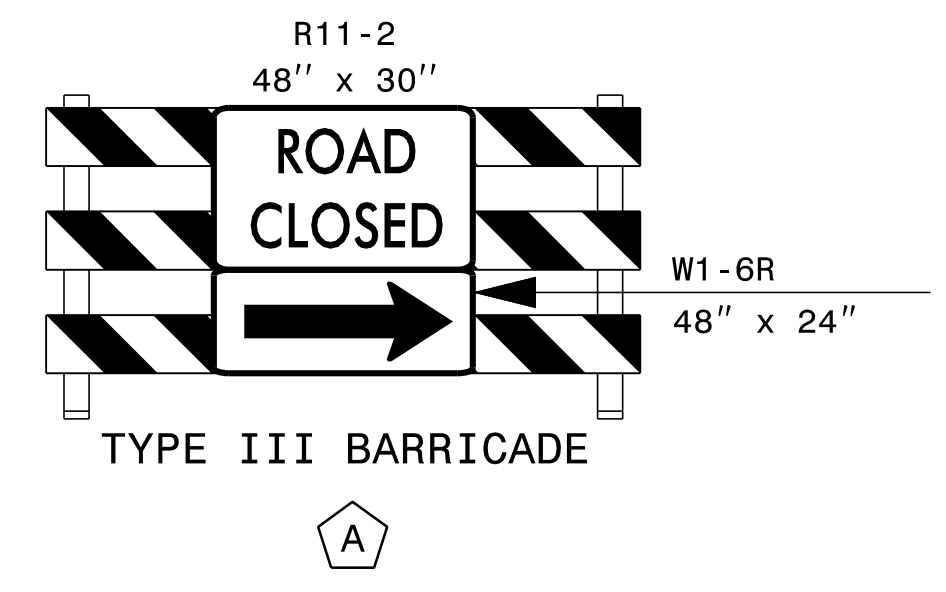
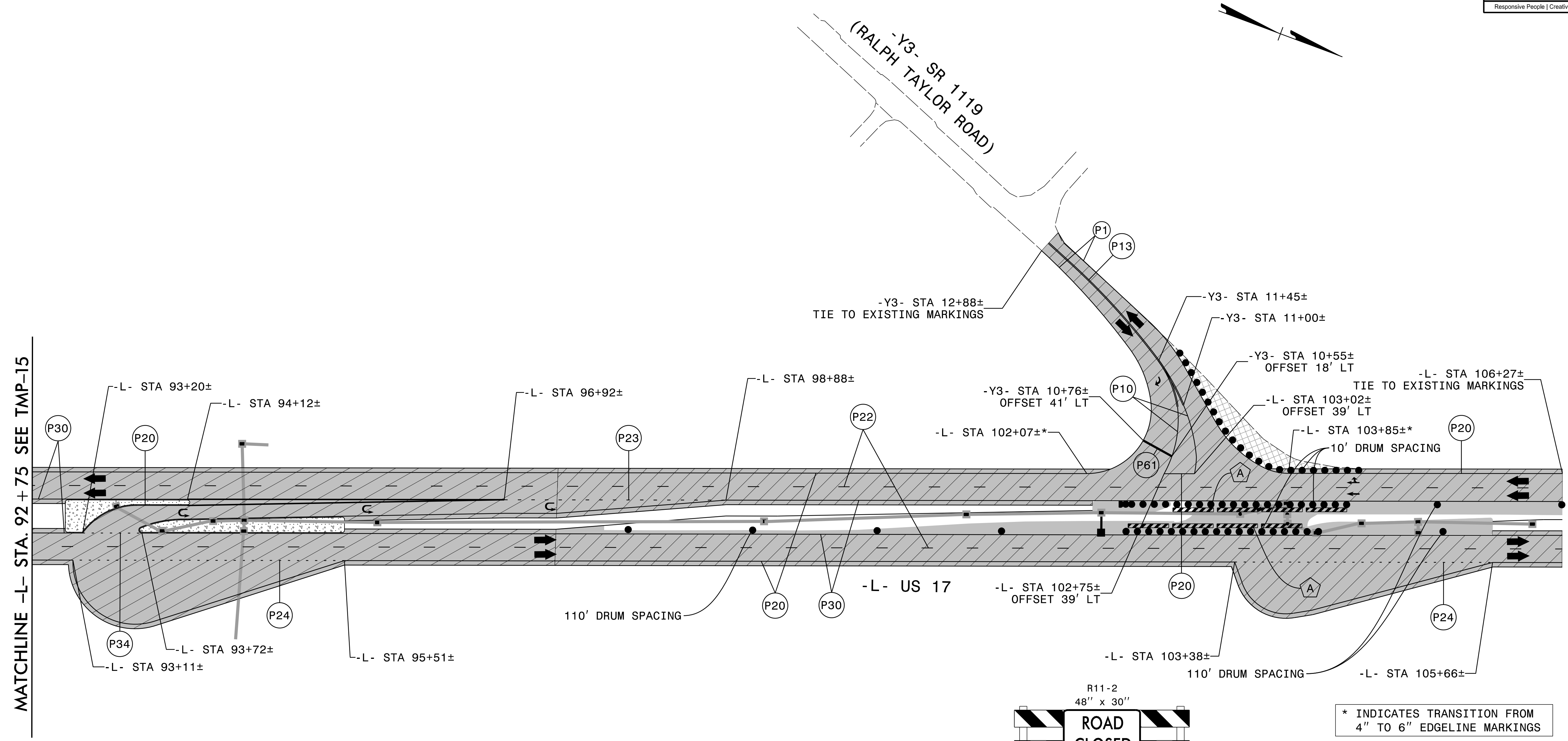
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UNLESS ALL SIGNATURES COMPLETED



ERECT PROPOSED SIGNS AS APPLICABLE

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mdjones



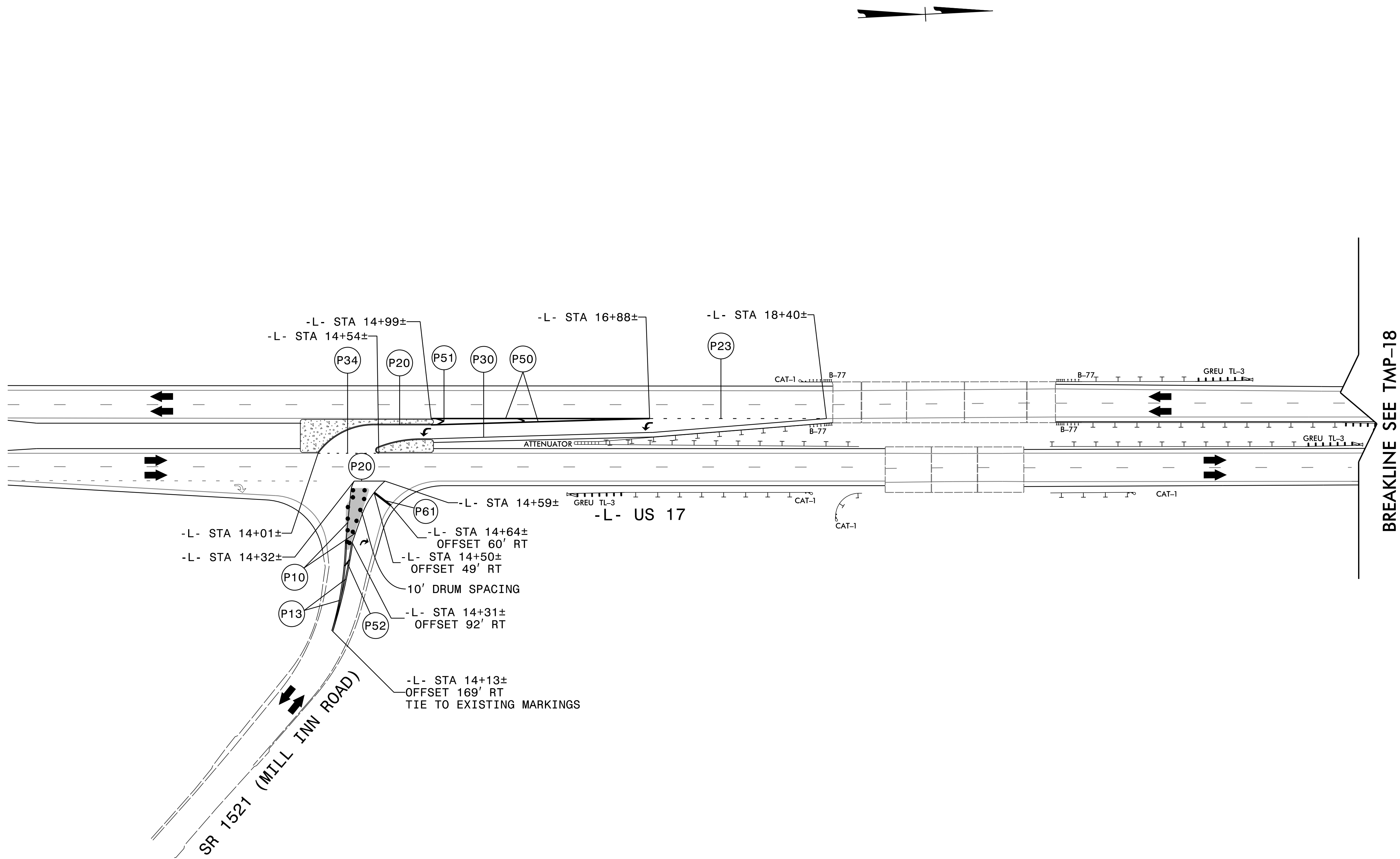
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ERECT PROPOSED SIGNS AS APPLICABLE

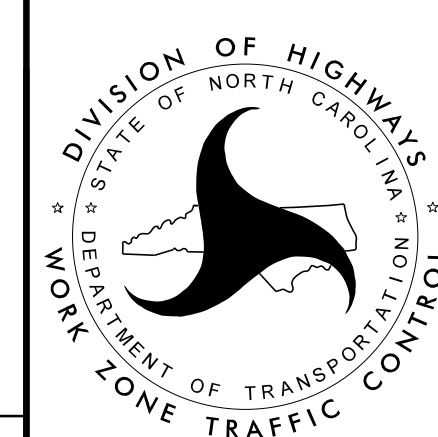
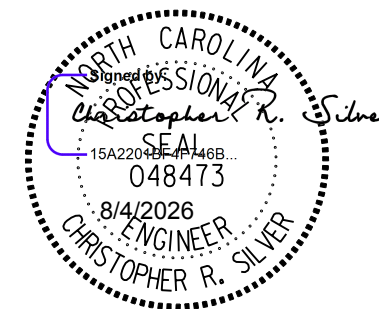
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PHASE II - STEP 2 AND 3

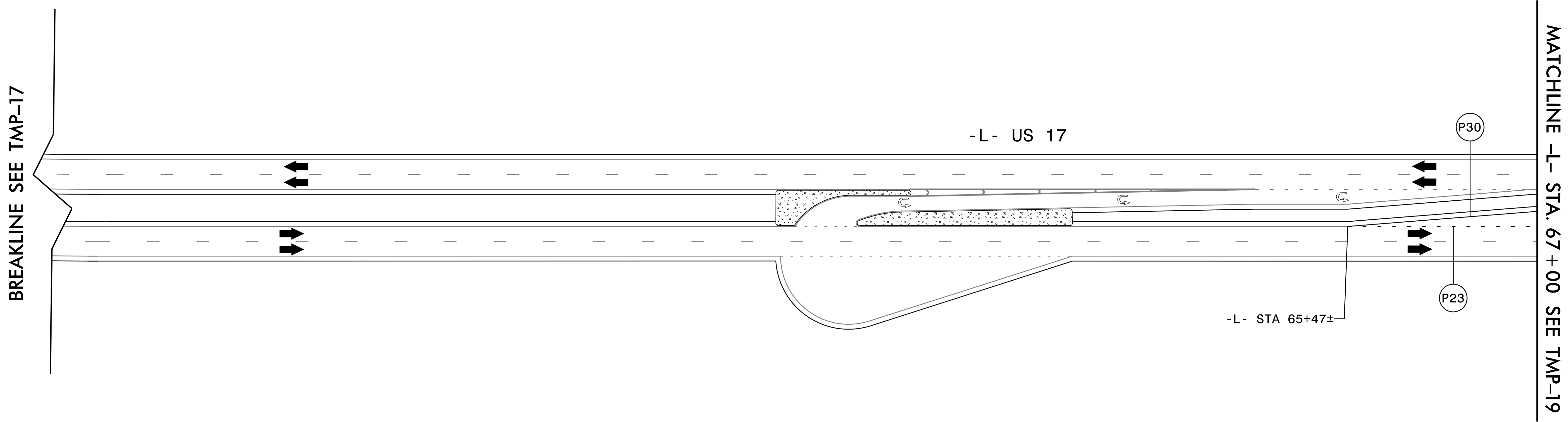


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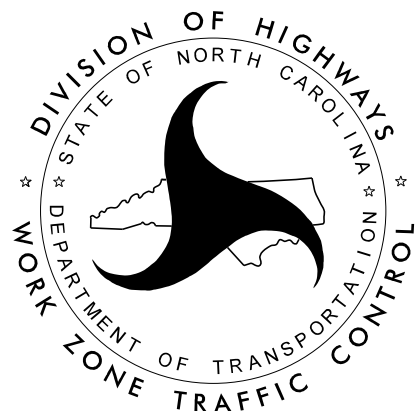
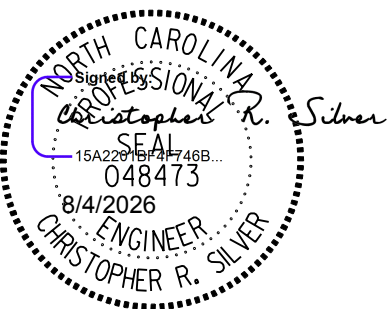


PHASE III - STEP 1 AND 2

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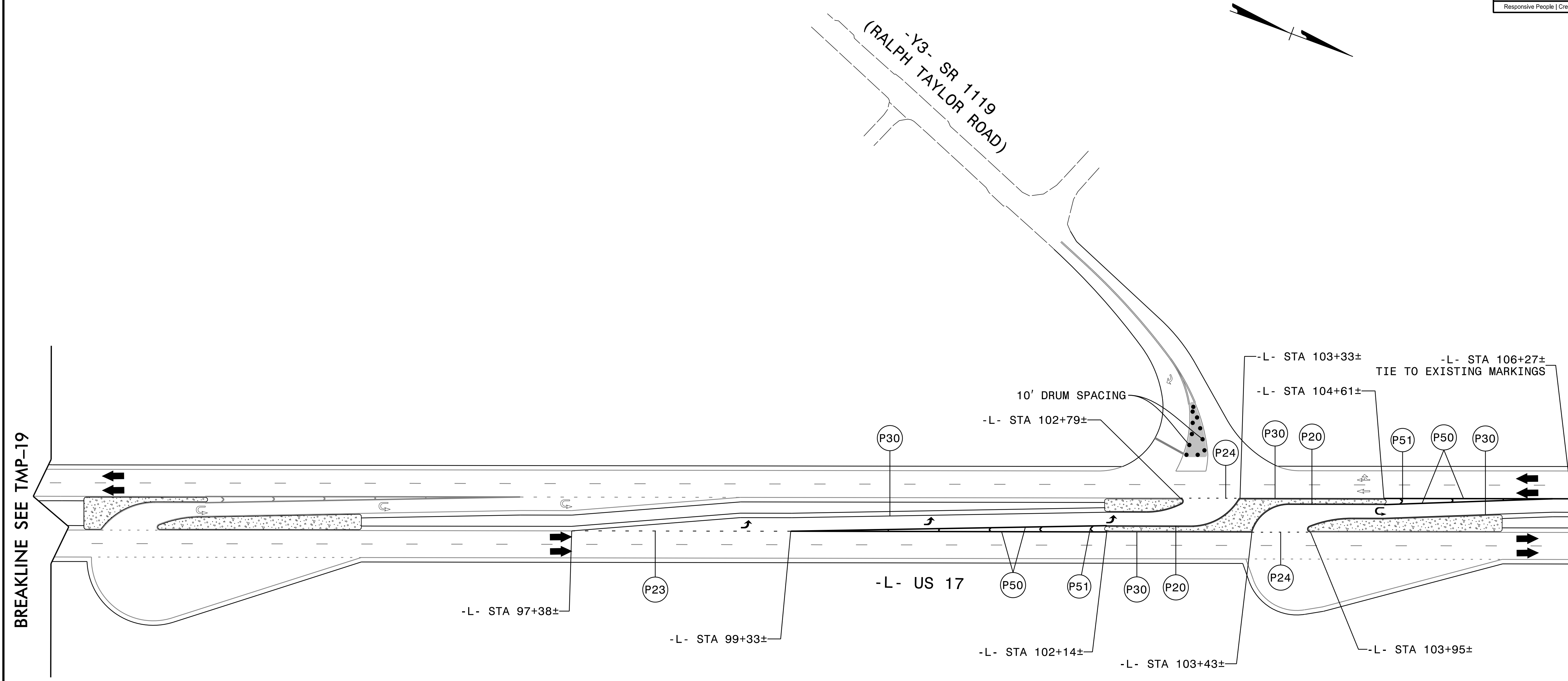


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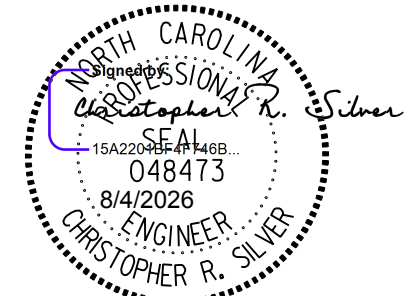
PHASE III - STEP 1 AND 2

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wpjones

ERECT PROPOSED SIGNS AS APPLICABLE

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