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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 2018 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
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1130.01	DRUM
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
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
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.11	PAVEMENT MARKINGS - RAILROAD CROSSINGS
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY

PROJ. REFERENCE NO. R-5768	SHEET NO. TMP-1A
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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  
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# 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

## SIGNALS

- EXISTING
- PROPOSED
- TEMPORARY

## TRAFFIC CONTROL DEVICES

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

## PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

## TEMPORARY PAVEMENT MARKING SCHEDULE

PAINT			
Symbol	Description	Symbol	Description
P1	WHITE EDGELINE (4")		LEFT TURN ARROW
P2	WHITE SOLID LANE LINE (4")		STRAIGHT ARROW
P4	3 FT. - 9 FT./SP WHITE MINISKIP (4")		COMBO. RIGHT/STRAIGHT ARROW
P5	2 FT. - 6 FT./SP WHITE MINISKIP (4")		
P13	YELLOW DOUBLE CENTER (4")		
P42	YELLOW DIAGONAL (8")		
P60	WHITE LINE, RR X (16")		
P61	WHITE STOPBAR (24")		
P100	ALPHANUMERIC CHARACTER		

TEMPORARY RAISED PAVEMENT MARKERS	
Symbol	Description
MH	YELLOW/YELLOW
MI	CRYSTAL RED

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# GENERAL NOTES

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 8601 Six Forks Road, Forum 1, Suite 700  
 Raleigh, North Carolina 27615-3960  
 NC License No. F-0112  
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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 UNDESIRE OVERLAPPING OF DEVICES. MODIFICATION MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING, OR REMOVAL OF DEVICES AS DIRECTED BY THE ENGINEER.

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

**TIME RESTRICTIONS**

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

ROAD NAME	DAY AND TIME RESTRICTIONS
US 311 (SOUTH MAIN ST) NC 65	MONDAY THROUGH FRIDAY
	6:00 AM TO 9:00 AM
	3:00 PM TO 6:00 PM

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

ROAD NAME

US 311 (SOUTH MAIN ST)  
NC 65

HOLIDAY

1. FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
2. FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00 AM DECEMBER 31<sup>st</sup> TO 6:00 PM JANUARY 2<sup>nd</sup>. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY, THEN UNTIL 6:00 PM THE FOLLOWING TUESDAY.
3. FOR EASTER, BETWEEN THE HOURS OF 6:00 AM THURSDAY AND 6:00 PM MONDAY.
4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 AM FRIDAY TO 6:00 PM TUESDAY.
5. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 AM THE DAY BEFORE INDEPENDENCE DAY AND 6:00 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 6:00 PM THE TUESDAY AFTER INDEPENDENCE DAY.
6. FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 AM FRIDAY TO 6:00 PM TUESDAY.
7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 AM TUESDAY AND 6:00 PM MONDAY.
8. FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 AM THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 6:00 PM THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
9. FOR THE WALNUT COVE SPRINGFEST, BETWEEN THE HOURS OF 6:00 AM THE FRIDAY OF THE WEEK OF WALNUT COVE SPRINGFEST AND 6:00 PM THE FOLLOWING SUNDAY AFTER THE WEEK OF WALNUT COVE SPRINGFEST.

C) DO NOT CONDUCT ANY HAULING OPERATION AGAINST THE FLOW OF TRAFFIC OF AN OPEN TRAVEL WAY UNLESS THE HAULING OPERATION IS PROTECTED BY BARRIER OR GUARDRAIL, OR AS DIRECTED BY THE ENGINEER.

**LANE AND SHOULDER CLOSURE REQUIREMENTS**

- D) 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.
- E) WHEN PERSONNEL OR EQUIPMENT ARE WORKING WITHIN 15 FT. OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING RDWY. STD. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL, OR A LANE CLOSURE IS INSTALLED.
- F) WHEN PERSONNEL OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO AN UNDIVIDED FACILITY AND WITHIN 5 FT. OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LAND USING RDWY. STD. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.
- G) WHEN PERSONNEL OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED 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 EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.
- H) DO NOT WORK SIMULTANEOUSLY WITHIN 15 FT. ON BOTH SIDES OF AN OPEN TRAVEL WAY, RAMP, OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.

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# GENERAL NOTES

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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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**PAVEMENT EDGE DROP-OFF REQUIREMENTS**

- I) 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.

- J) 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' IN ADVANCE AND A MINIMUM OF EVERY 2000' THROUGHOUT THE UNEVEN AREA.

**TRAFFIC PATTERN ALTERATIONS**

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

**SIGNING**

- L) 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.

- M) 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.

- N) 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.

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

- P) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) OR "BUMP" SIGNS (W8-1) (500') IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

**TRAFFIC CONTROL DEVICES**

- Q) WHEN LANE CLOSURES ARE NOT IN EFFECT SPACE CHANNELIZING DEVICES IN WORK AREA NO GREATER IN FEET THAN TWICE THE POSTED SPEED LIMIT (35 MPH). EXCEPT, 10 FT. ON-CENTER IN RADII, AND 3 FT. OFF THE EDGE OF AN OPEN TRAVEL WAY. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTION 1130 (DRUMS), 1135 (CONES) AND 1180 (SKINNY DRUMS) FOR ADDITIONAL REQUIREMENTS.

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

**PAVEMENT MARKINGS AND MARKERS**

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

ROAD NAME	MARKING	MARKER
-L- US 311 (SOUTH MAIN ST) -Y1- NC 65	PAINT	RAISED REFLECTIVE, (TEMP.)
-Y- LINES	PAINT	NONE

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


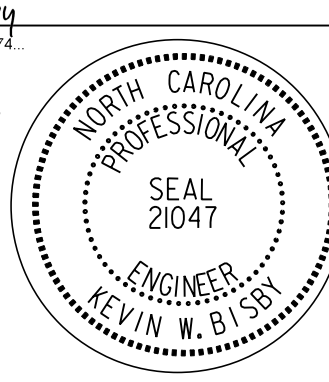
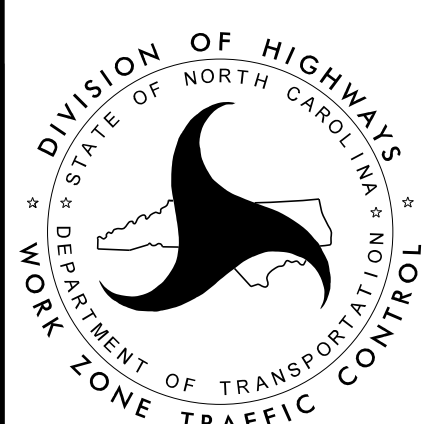
- U) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

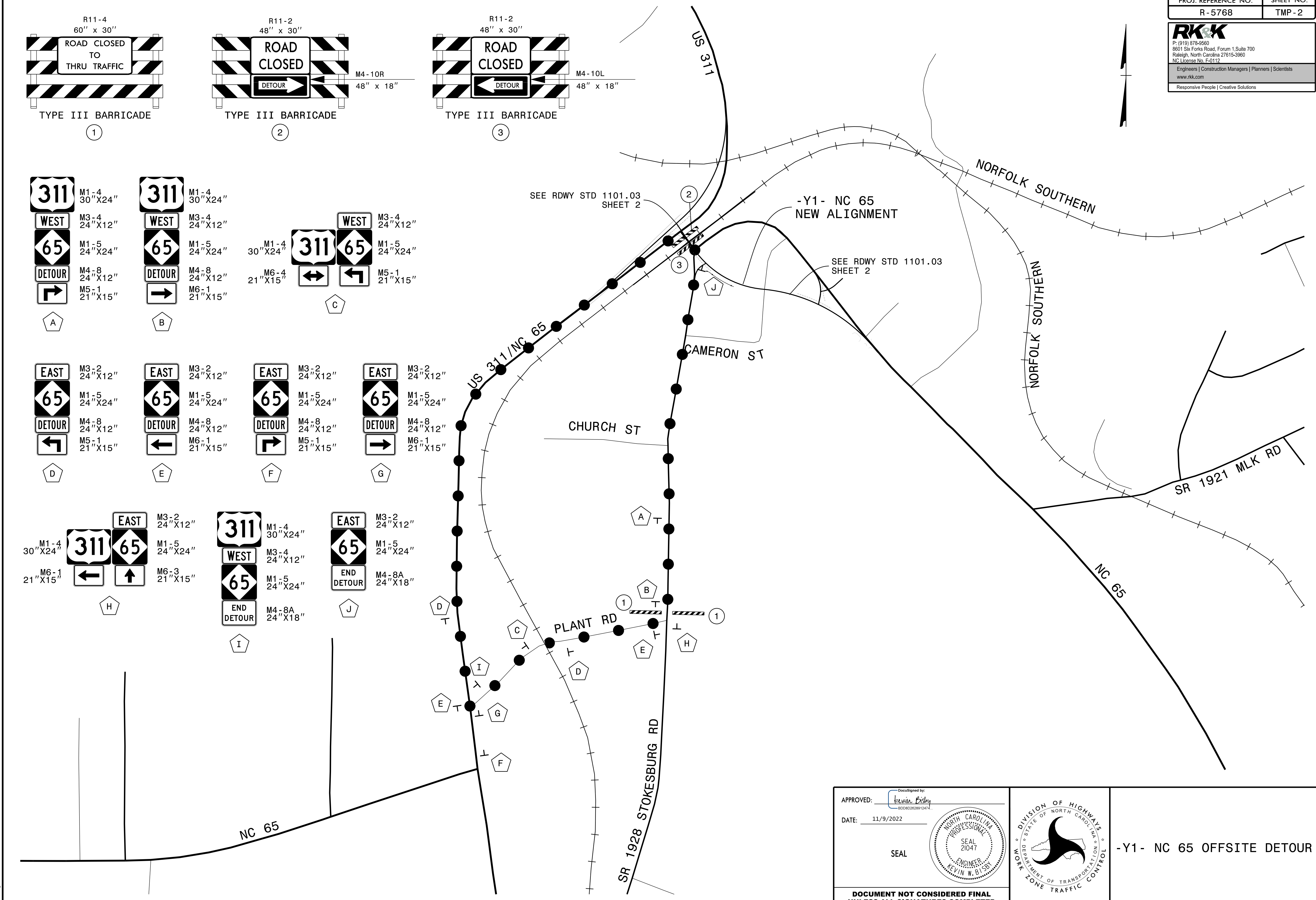
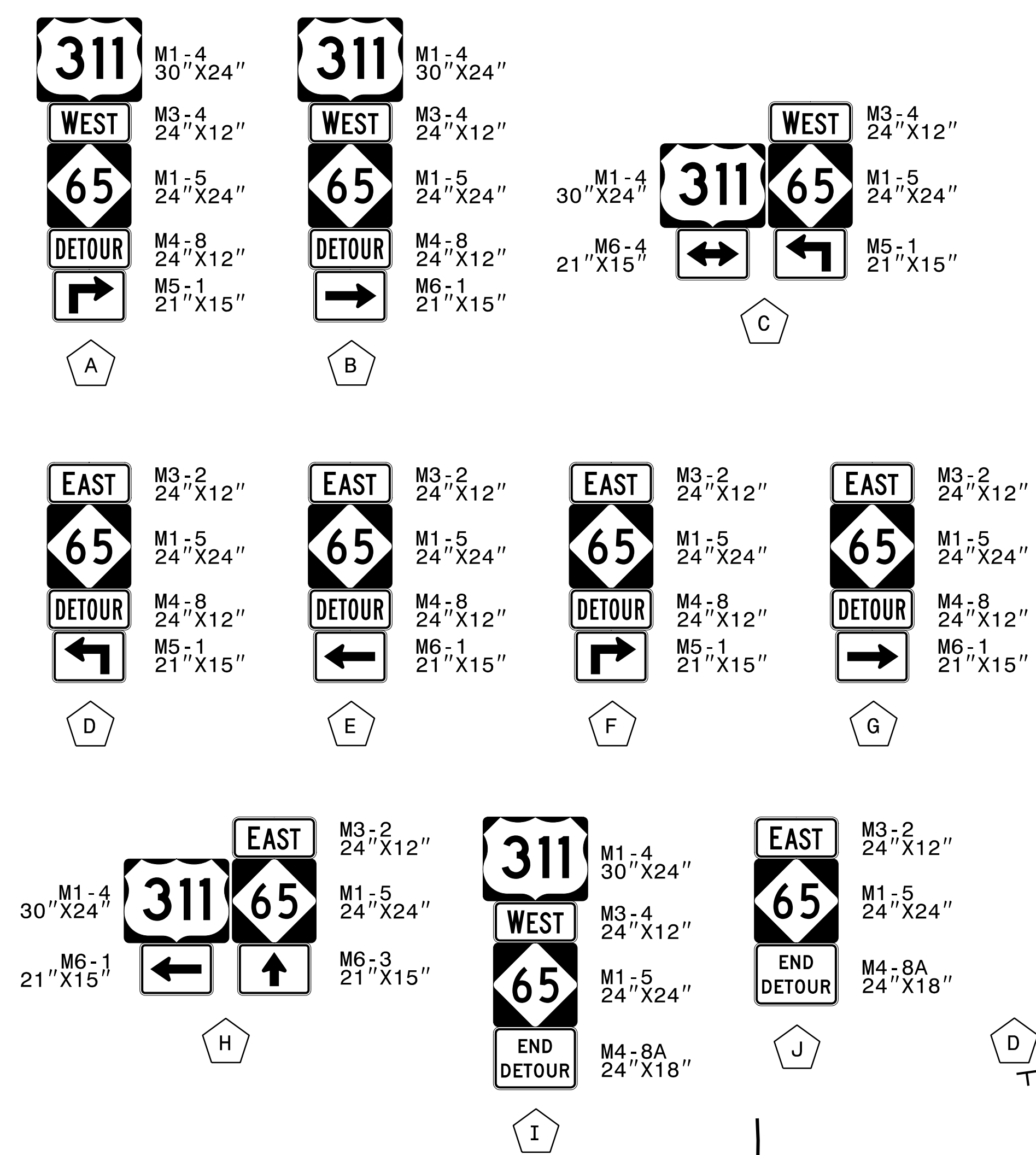
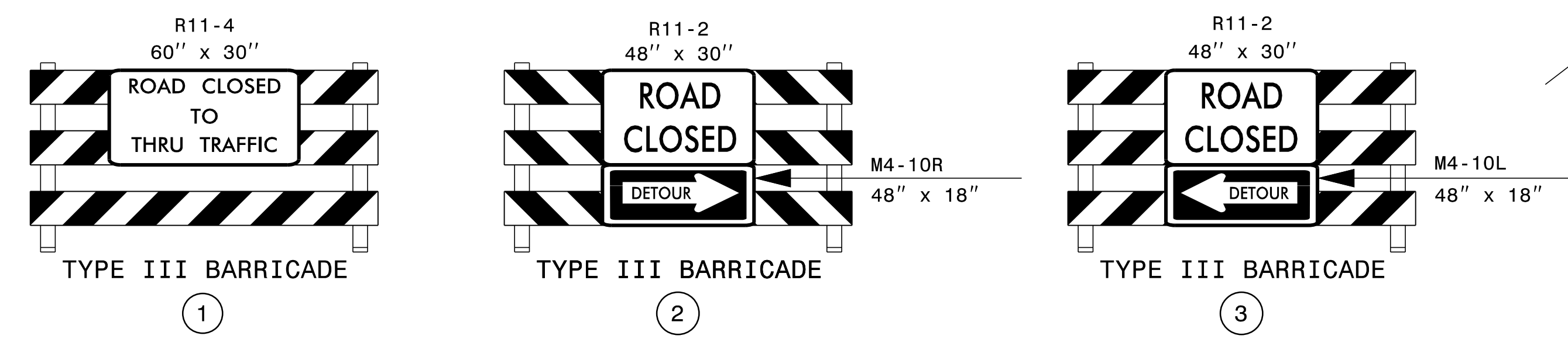
- V) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

**MISCELLANEOUS**

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

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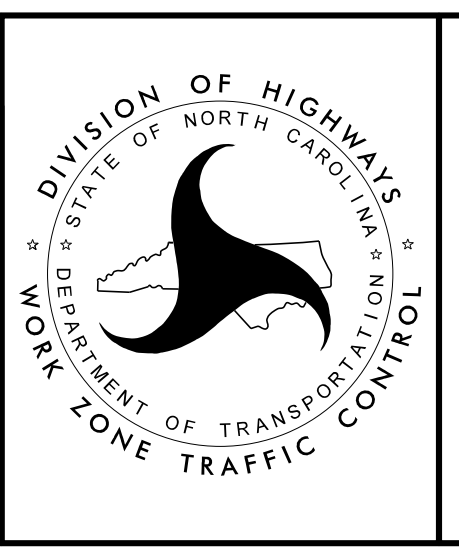


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DIVISION OF HIGHWAYS  
 DEPARTMENT OF TRANSPORTATION  
 WORK ZONE TRAFFIC CONTROL

-Y1- NC 65 OFFSITE DETOUR

# TRAFFIC CONTROL PHASING

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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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**PHASE I**

STEP 1:  
 ERECT WORK ZONE ADVANCE WARNING SIGNS ON -L- US 311 (S. MAIN ST.), -Y1- (NC 65), -Y2- SR 1928 (STOKESBURG RD) AND OTHER -Y- LINES WITHIN THE PROJECT LIMITS IN ACCORDANCE WITH RDWY STD 1101.01.

STEP 2:  
 USING RDWY STD 1101.02 SHEET 1, CONSTRUCT IMPROVEMENTS TO -EY1- PLANT RD. (NOT ILLUSTRATED).

USING RDWY STD 1101.02 SHEET 1, PAVE EXISTING -L- US 311 TO AN ELEVATION THAT WILL FACILITATE CONSTRUCTION OF THE TIE-IN WITH PROPOSED PAVEMENT. (SEE TMP-4, 4A AND 5A)

ERECT PROPOSED SIGNS AND TYPE III BARRICADES, CLOSE EXISTING MCALSTER ST, AND REMOVE EXISTING PAVEMENT AS SHOWN IN THE ROADWAY PLANS. (SEE SIGNING PLAN AND TMP-5)

STEP 3:  
 USING RDWY STD 1101.02 SHEET 1 TO MAINTAIN TRAFFIC, CONSTRUCT THE FOLLOWING LOCATIONS EXCLUDING THE FINAL LAYER OF SURFACE COURSE. CONSTRUCT TO THE EDGE AND ELEVATION OF THE EXISTING PAVEMENT WITHIN 5 FEET OF THE TRAVEL LANES OR AS NEEDED TO MAINTAIN POSITIVE DRAINAGE: (SEE TMP-4 THROUGH 5A)

- -L- US 311 FROM -L- STA. 12+00± TO -L- STA. 27+78±
- -Y1- NC 65 FROM -Y1- STA. 12+20± TO -Y1- STA. 23+75±
- -Y1A- FROM -Y1- STOKESBURG RD TO -Y1A- STA 12+10±
- -Y2- SR 1928 (STOKESBURG RD) FROM -Y2- STA. 14+30± TO -Y1-

**PHASE II**

**COMPLETE THE WORK DESCRIBED IN PHASE II STEPS 1 THROUGH 4 WITHIN TWENTY, (20) CONSECUTIVE CALENDAR DAYS. SEE SPECIAL PROVISIONS FOR INTERMEDIATE CONTRACT TIME.**

STEP 1:  
 USING RDWY STD 1101.02 SHEET 1 AND RDWY STD 1101.03 SHEETS 1 AND 2, PAVE EXCLUDING THE FINAL LAYER OF SURFACE COURSE, APPLY PAVEMENT MARKINGS AND DIRECT TRAFFIC INTO THE PATTERN SHOWN SIMULTANEOUSLY CLOSING EXISTING NC 65. (SEE TMP-2, 6, 7 AND 7A)

- -Y1- STA 21+75± TO STA 23+75±
- -Y1A- STA 11+06± TO STA 12+10±

STEP 2:  
 USING RDWY STD 1101.02, PAVE -L- US 311 EXCLUDING THE FINAL LAYER OF SURFACE COURSE FROM -L- STA 12+00± TO STA 16+84± AND -L- STA 24+23± TO STA 27+77±, APPLY PAVEMENT MARKINGS AND DIRECT TRAFFIC INTO THE PATTERN SHOWN. (SEE TMP-6, 6A AND 7A)

STEP 3:  
 USING RDWY STD 1101.02 SHEET 1, CONSTRUCT EXCLUDING THE FINAL LAYER OF SURFACE COURSE -Y1- NC 65 FROM -L- US 311 TO -Y1- STA. 12+60±, AND -Y2- STOKESBURG RD FROM -Y2- STA 14+30± TO -Y1-. (SEE TMP-6).

USING RDWY STD 1101.02 SHEET 1, CONSTRUCT PROPOSED SIGNAL.


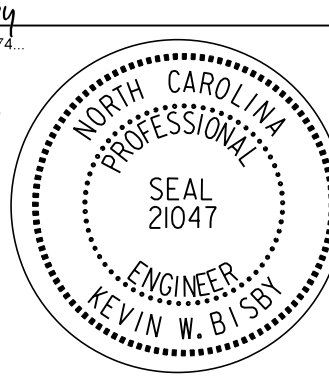

STEP 4:  
 USING RDWY STD 1101.02 SHEET 1, APPLY PAVEMENT MARKINGS, ACTIVATE SIGNAL AND OPEN ALL ROADS TO TRAFFIC IN THE FINAL PATTERN. (SEE TMP-8)

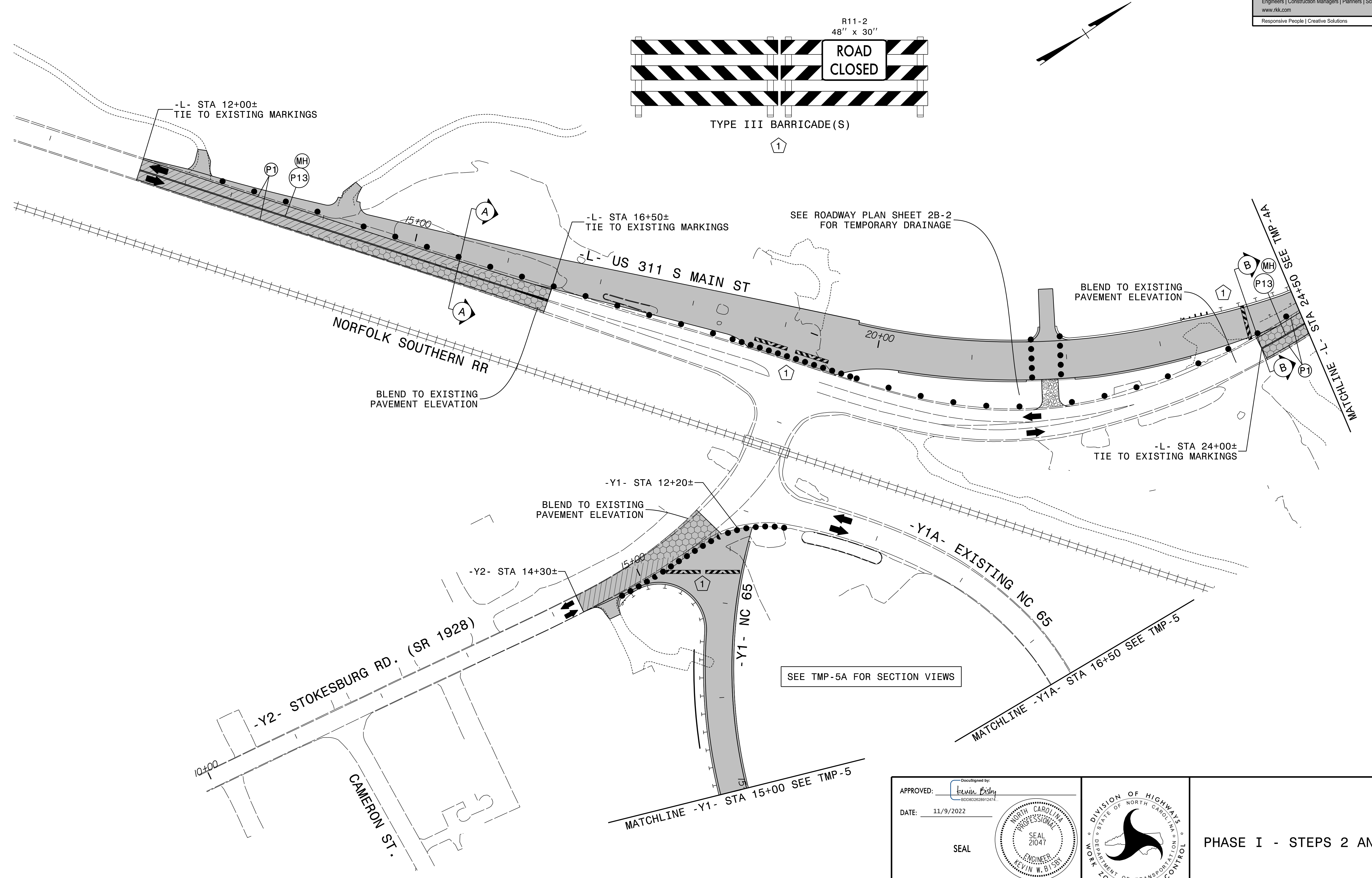
**PHASE III**

STEP 1:  
 USING RDWY STD 1101.02 SHEET 1, CONSTRUCT REMAINING C&G AND REMOVE PAVEMENT PER THE ROADWAY PLAN. (SEE TMP-8 AND 9)

STEP 2:  
 USING RDWY STD 1101.02, (ALTERNATING LANE CLOSURES) PAVE THE FINAL LAYER OF SURFACE COURSE AND APPLY THE FINAL PAVEMENT MARKINGS. (SEE FINAL PAVEMENT MARKING PLANS):

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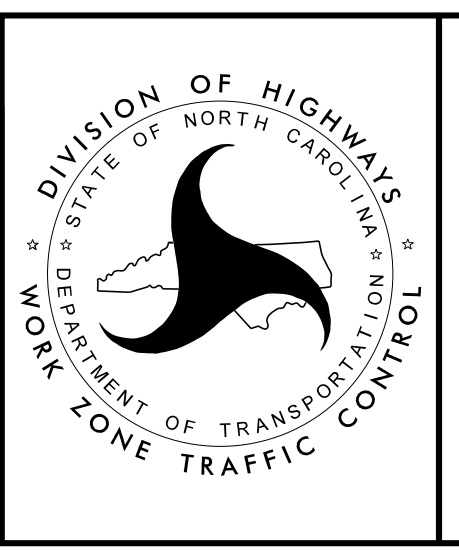
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 NORTH CAROLINA  
 PROFESSIONAL  
 ENGINEER  
 KEVIN W. BISBY  
 21047

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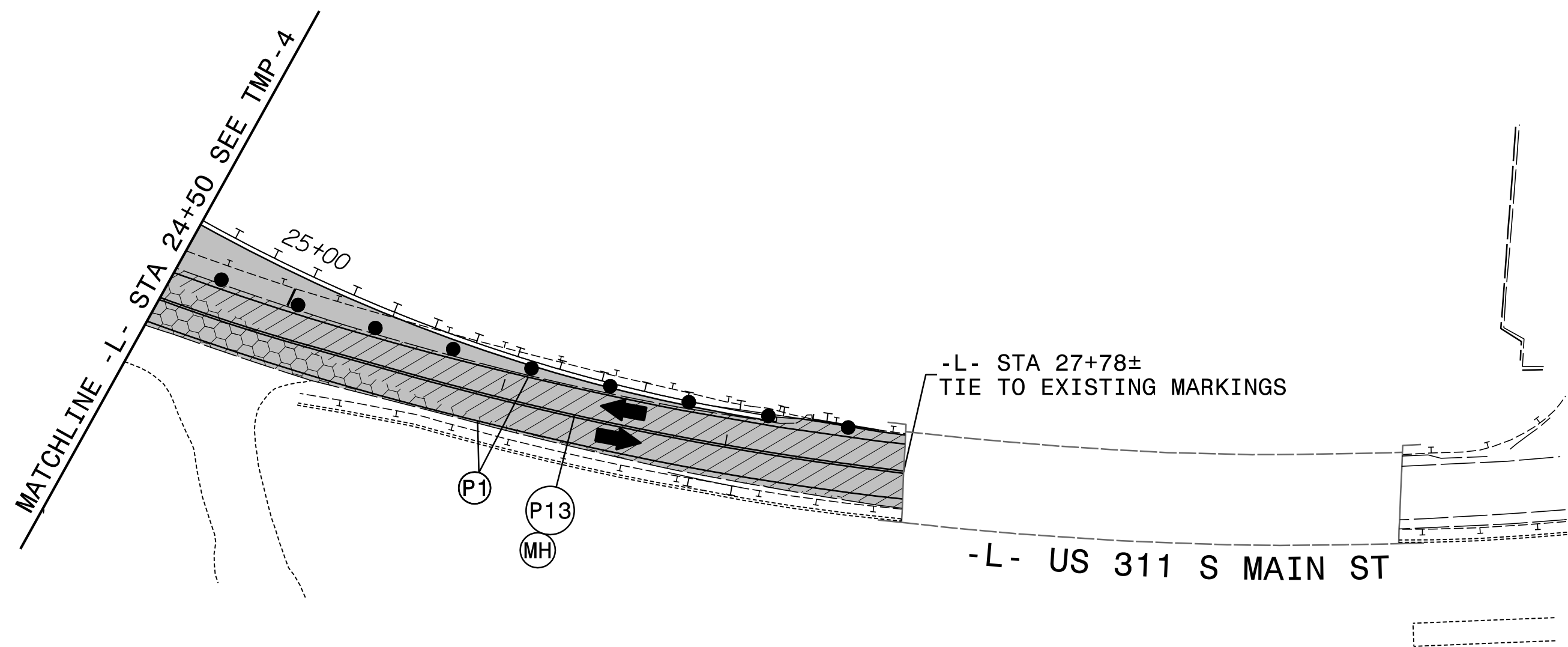
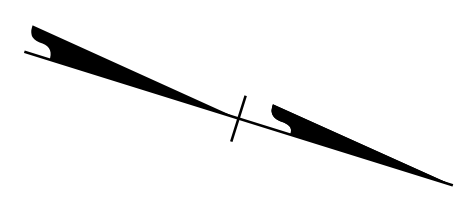


**PHASE I - STEPS 2 AND 3**

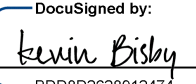


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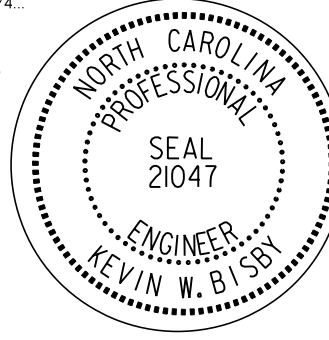


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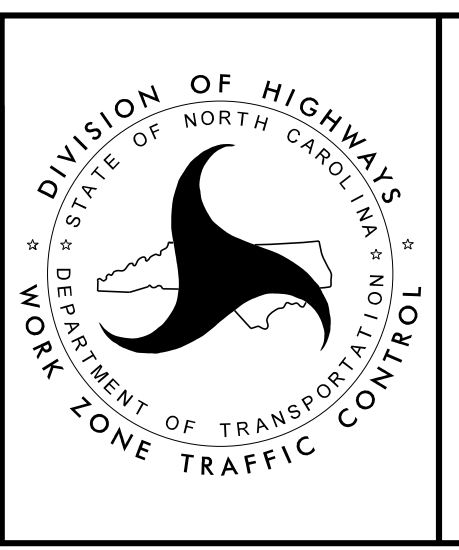
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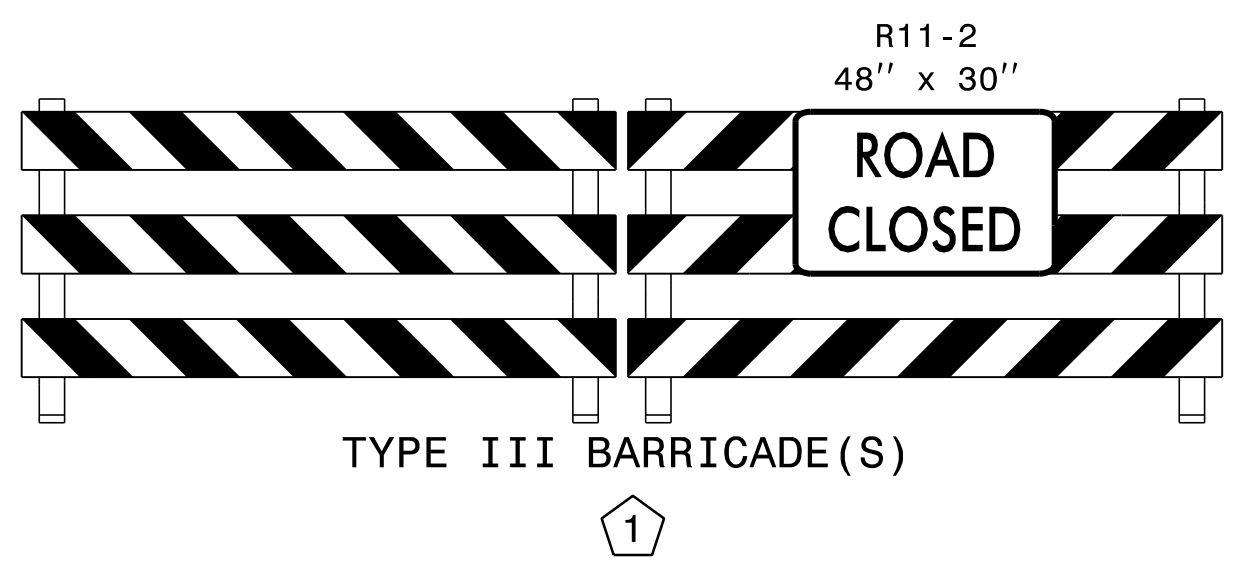
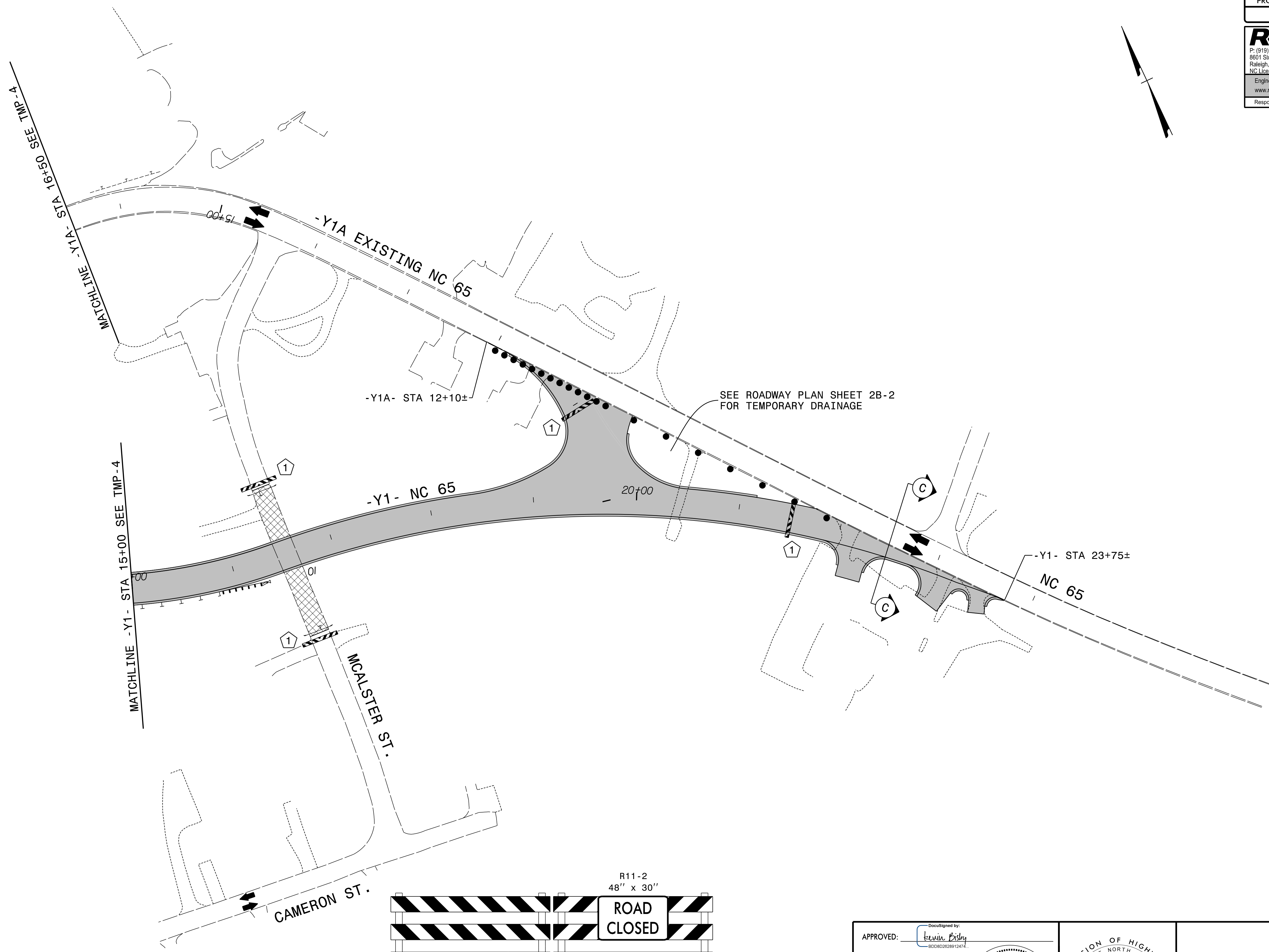
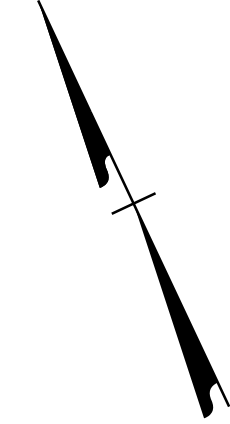
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PHASE I - STEPS 2 AND 3

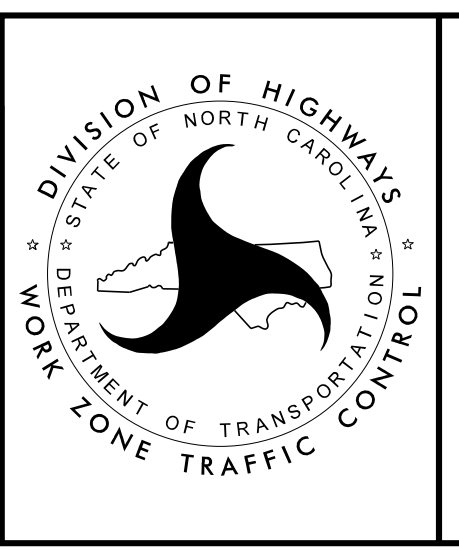


SEE TMP-5A FOR SECTION VIEWS

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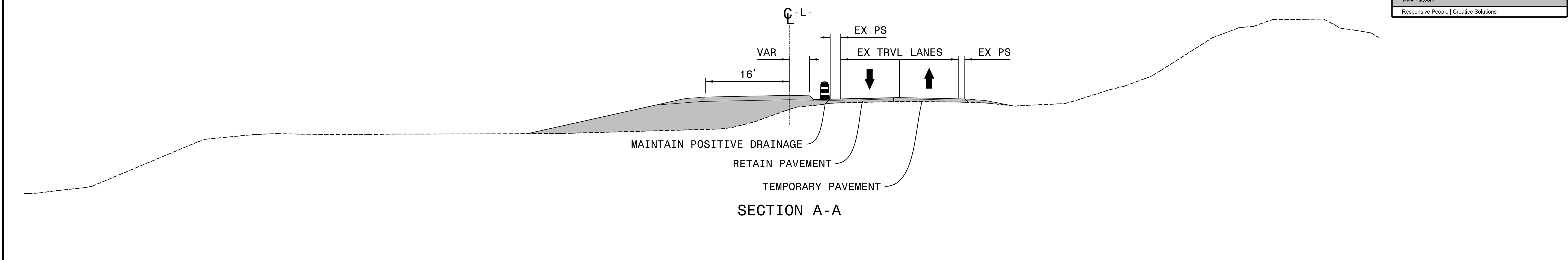
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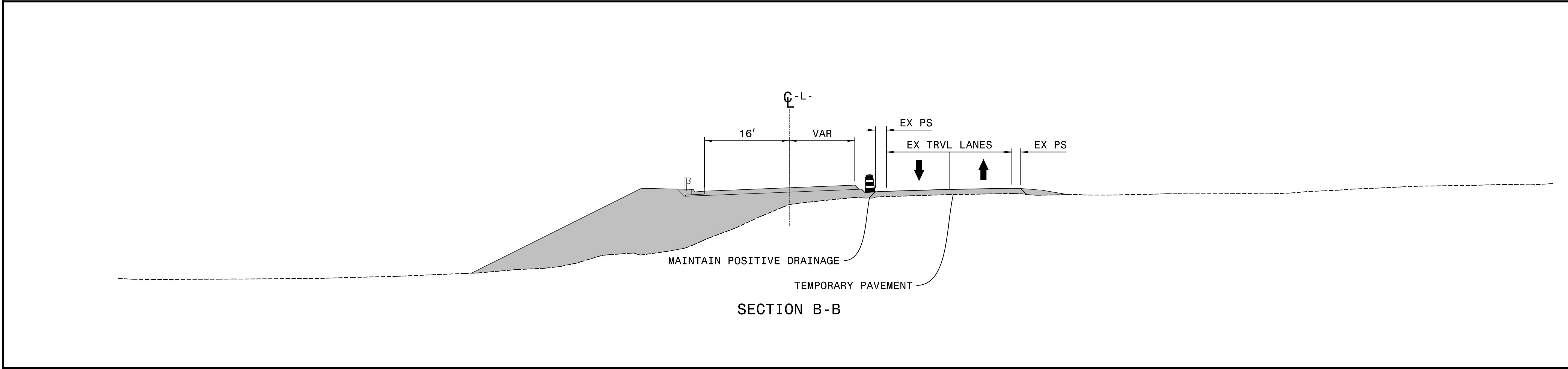
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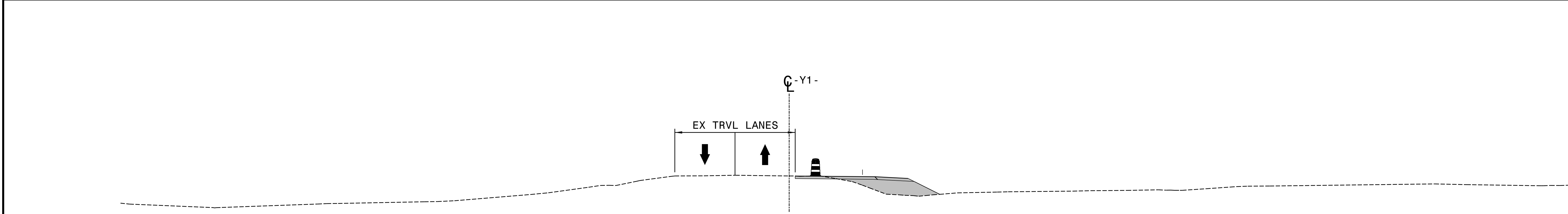
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SECTION A-A




SECTION B-B

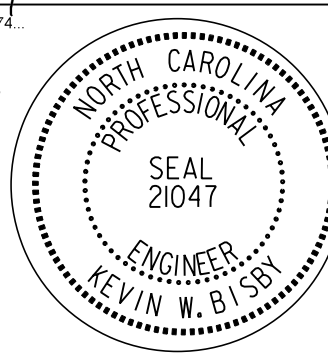
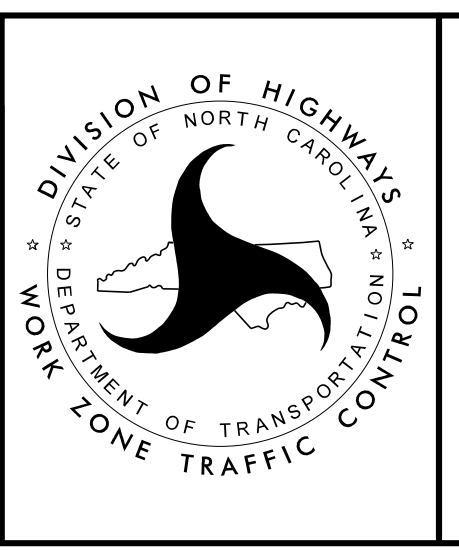


SECTION C-C

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 KRobby

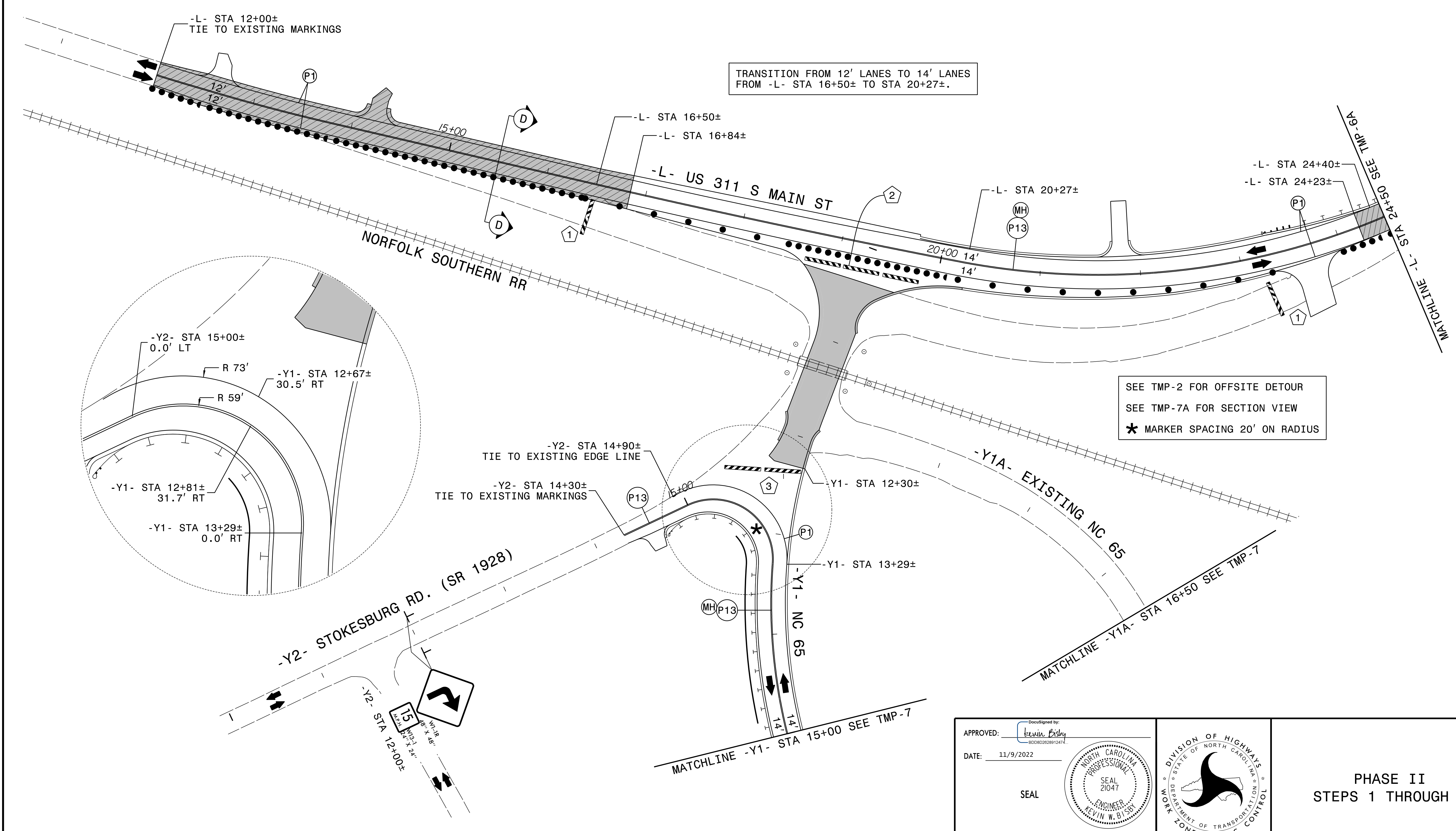
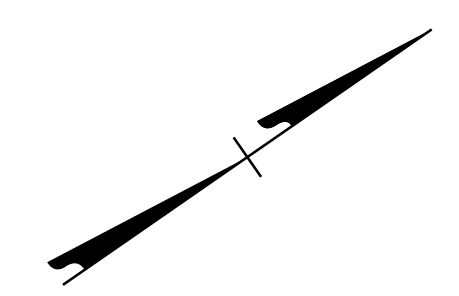
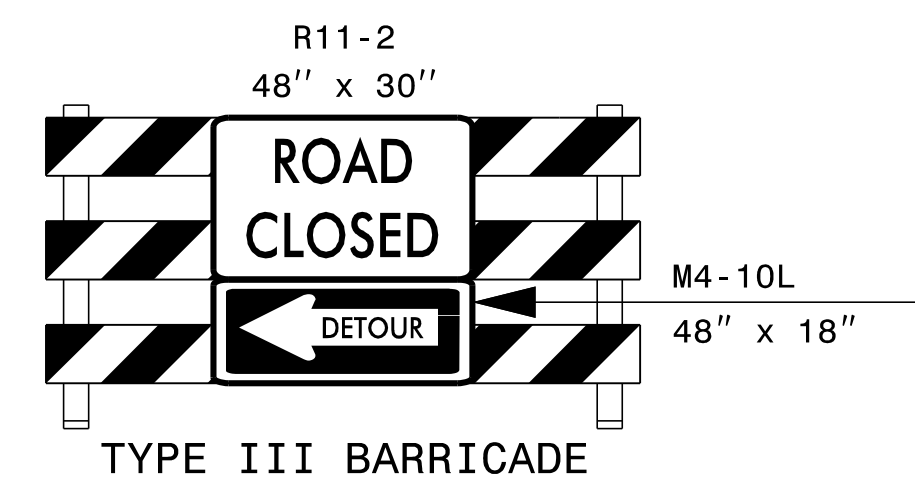
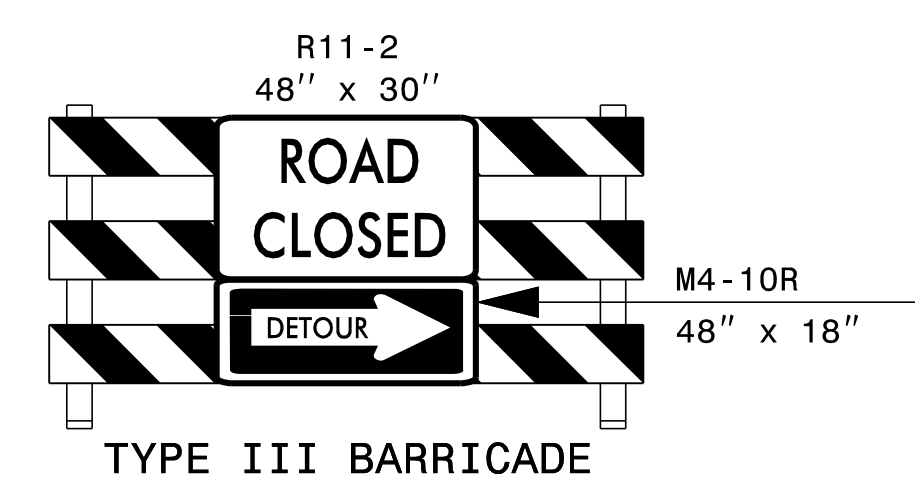
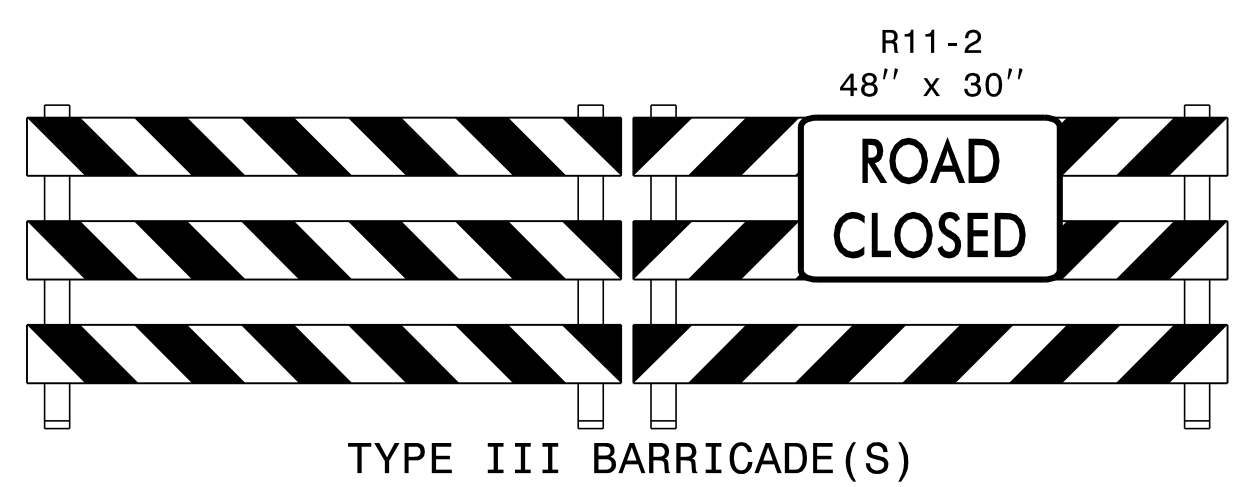
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PHASE I - STEPS 2 AND 3  
 SECTION VIEWS

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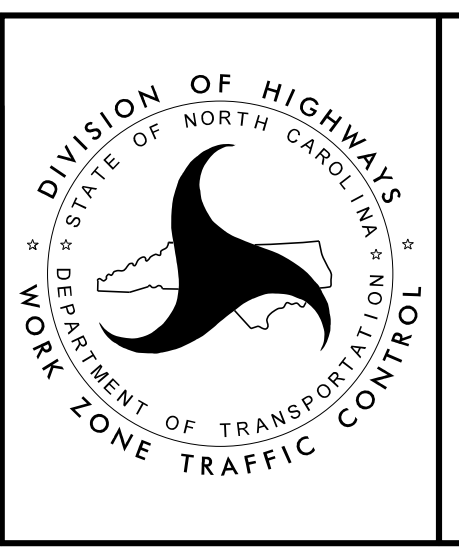


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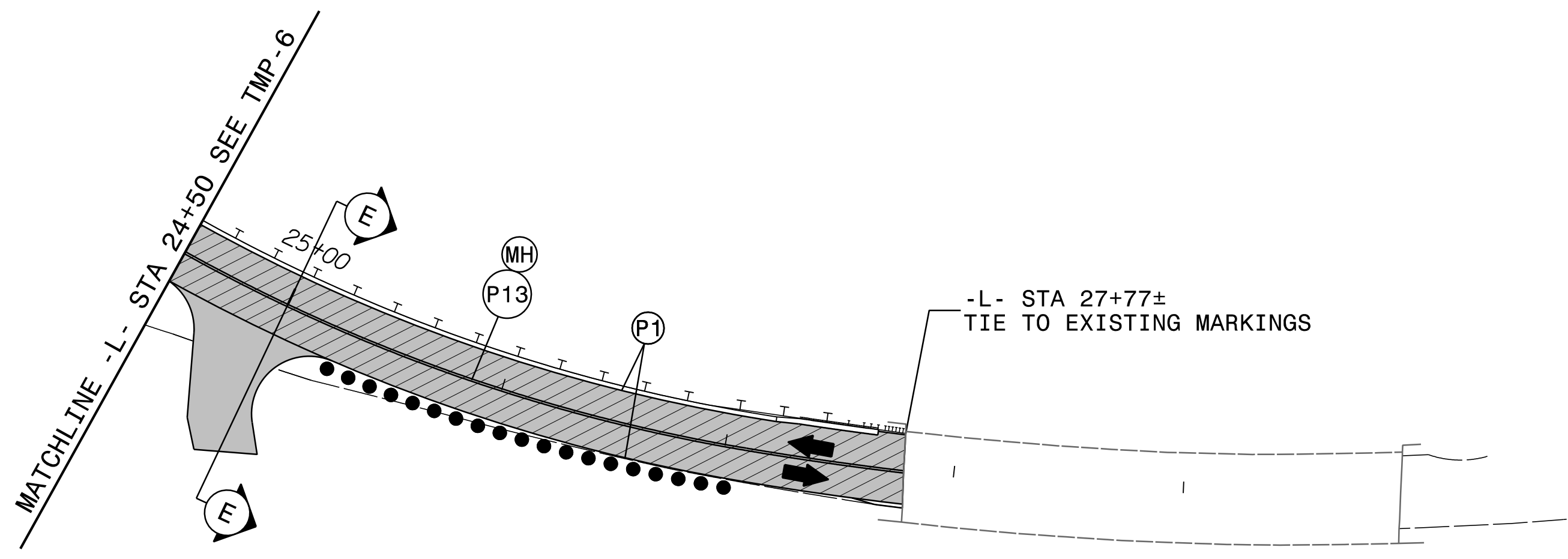
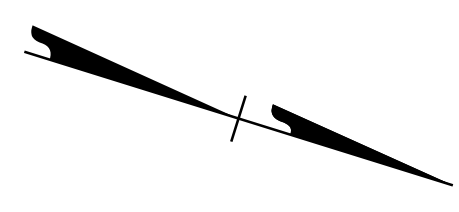


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PHASE II  
 STEPS 1 THROUGH 3

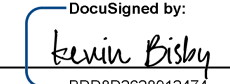
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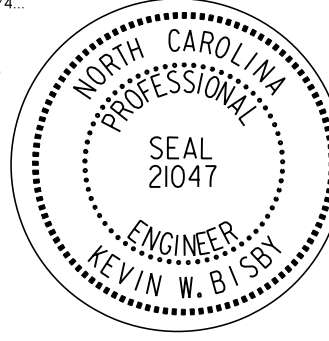


SEE TMP-7A FOR SECTION VIEW

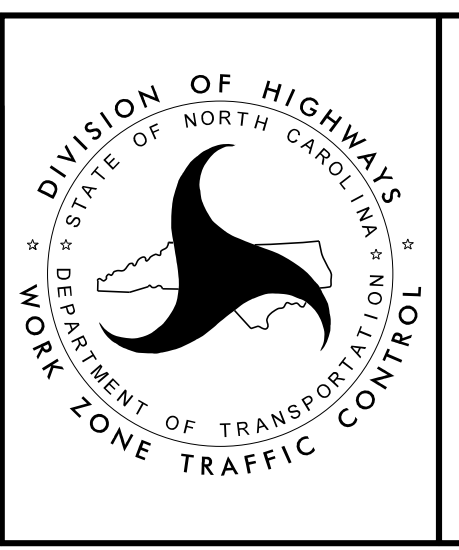
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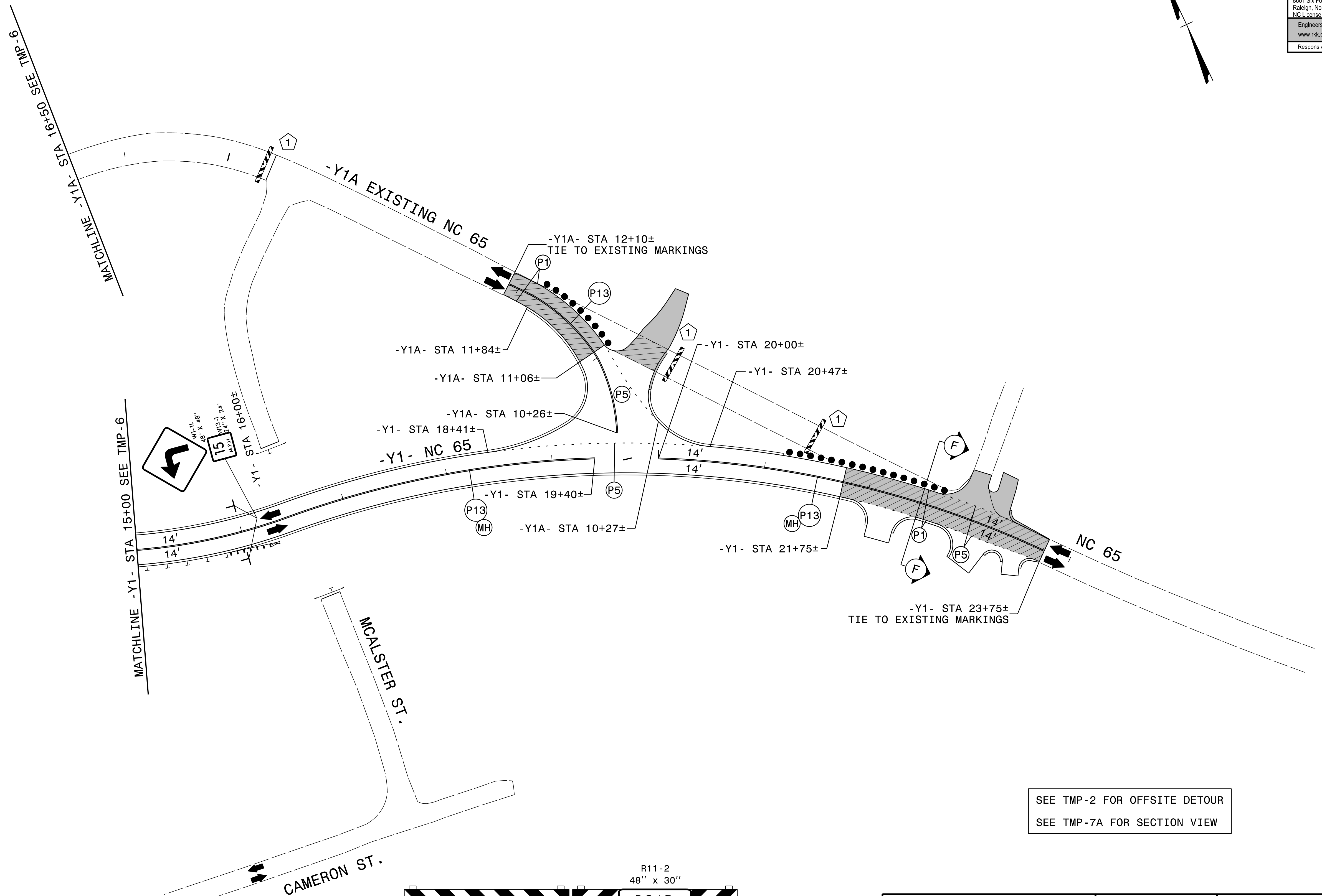
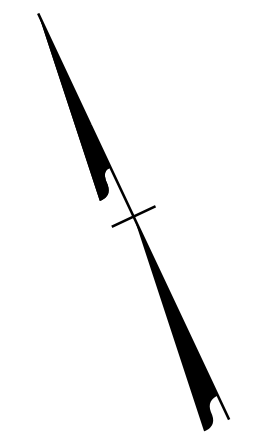
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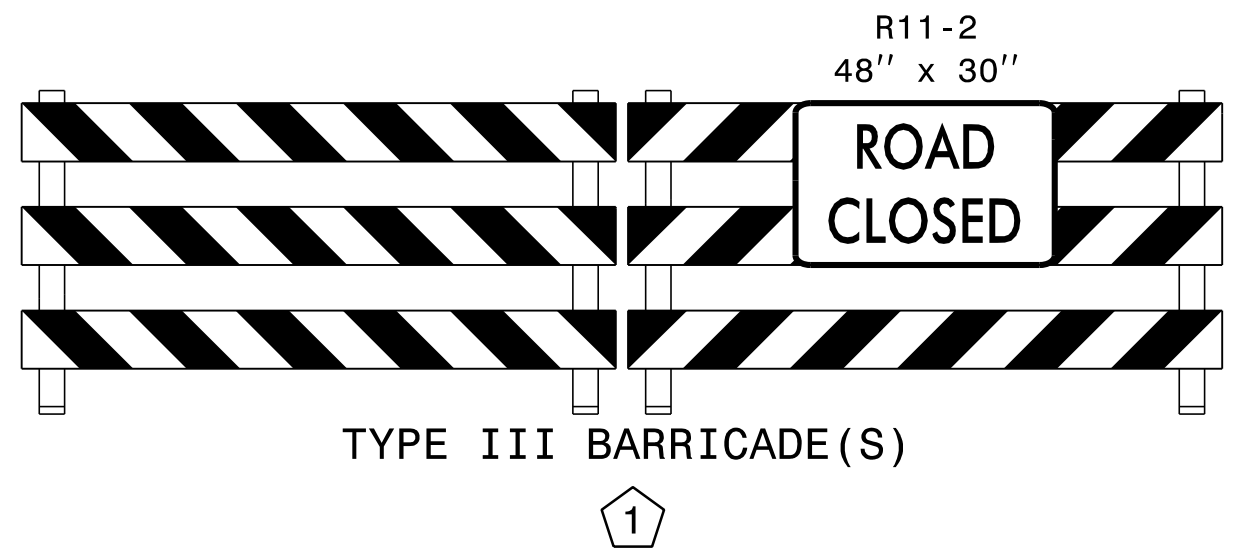
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PHASE II - STEP 2

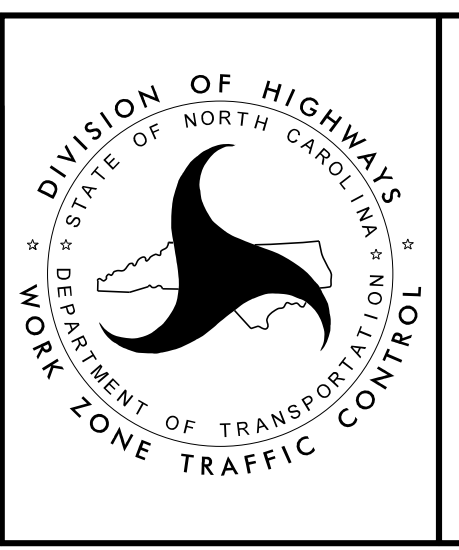


SEE TMP-2 FOR OFFSITE DETOUR  
 SEE TMP-7A FOR SECTION VIEW



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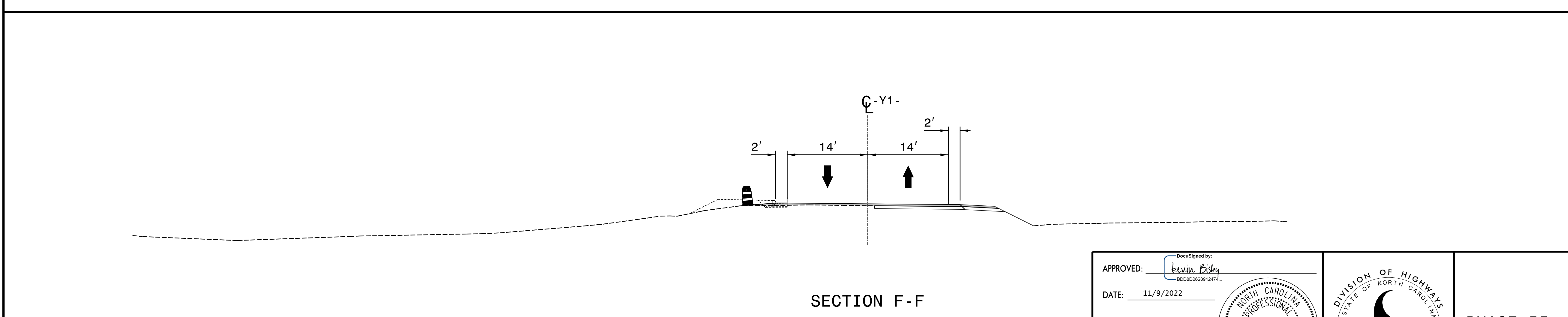
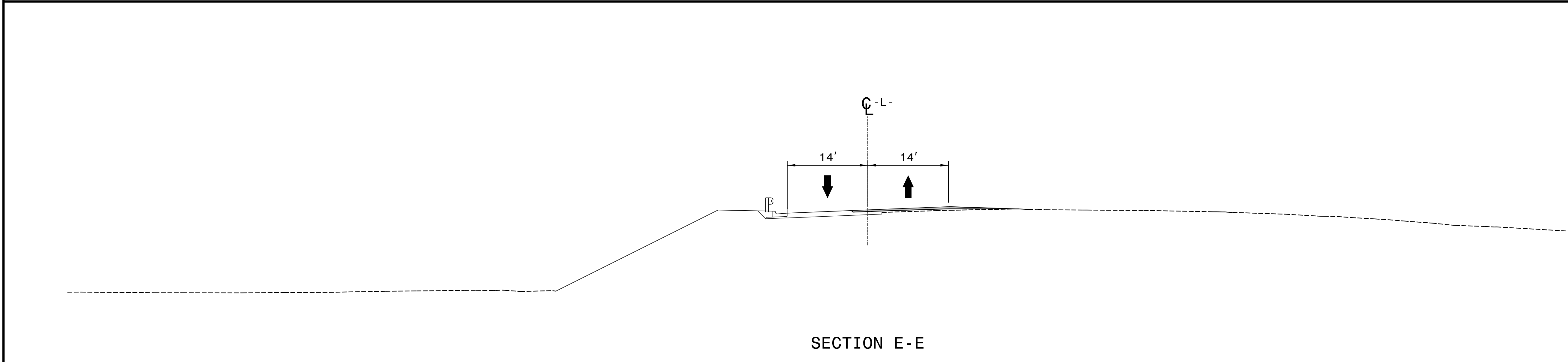
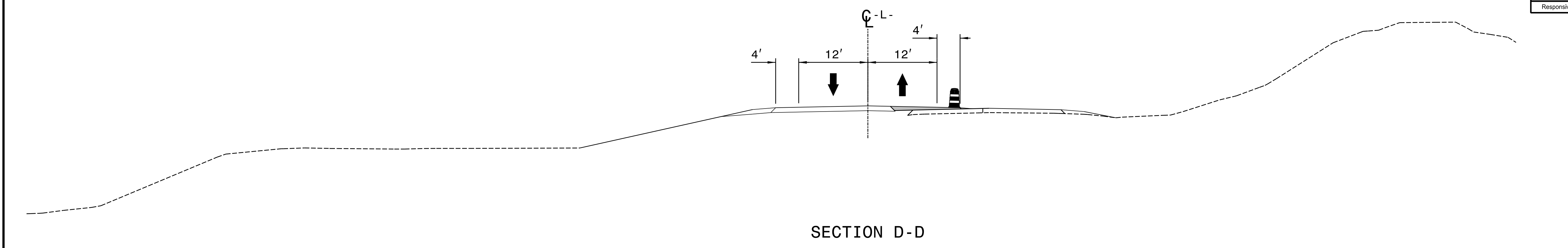


PHASE II - STEP 1


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R - 5768	TMP - 7A

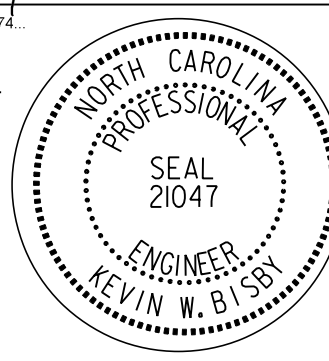
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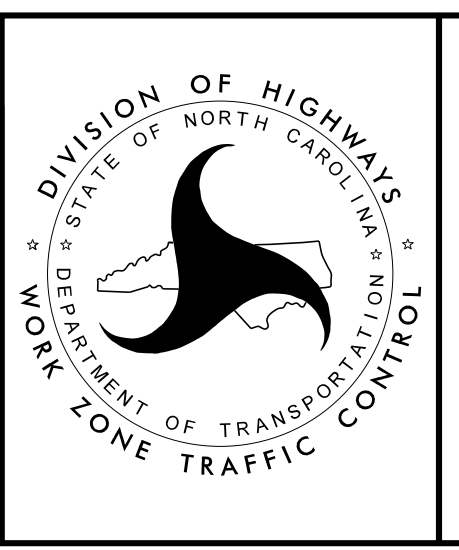
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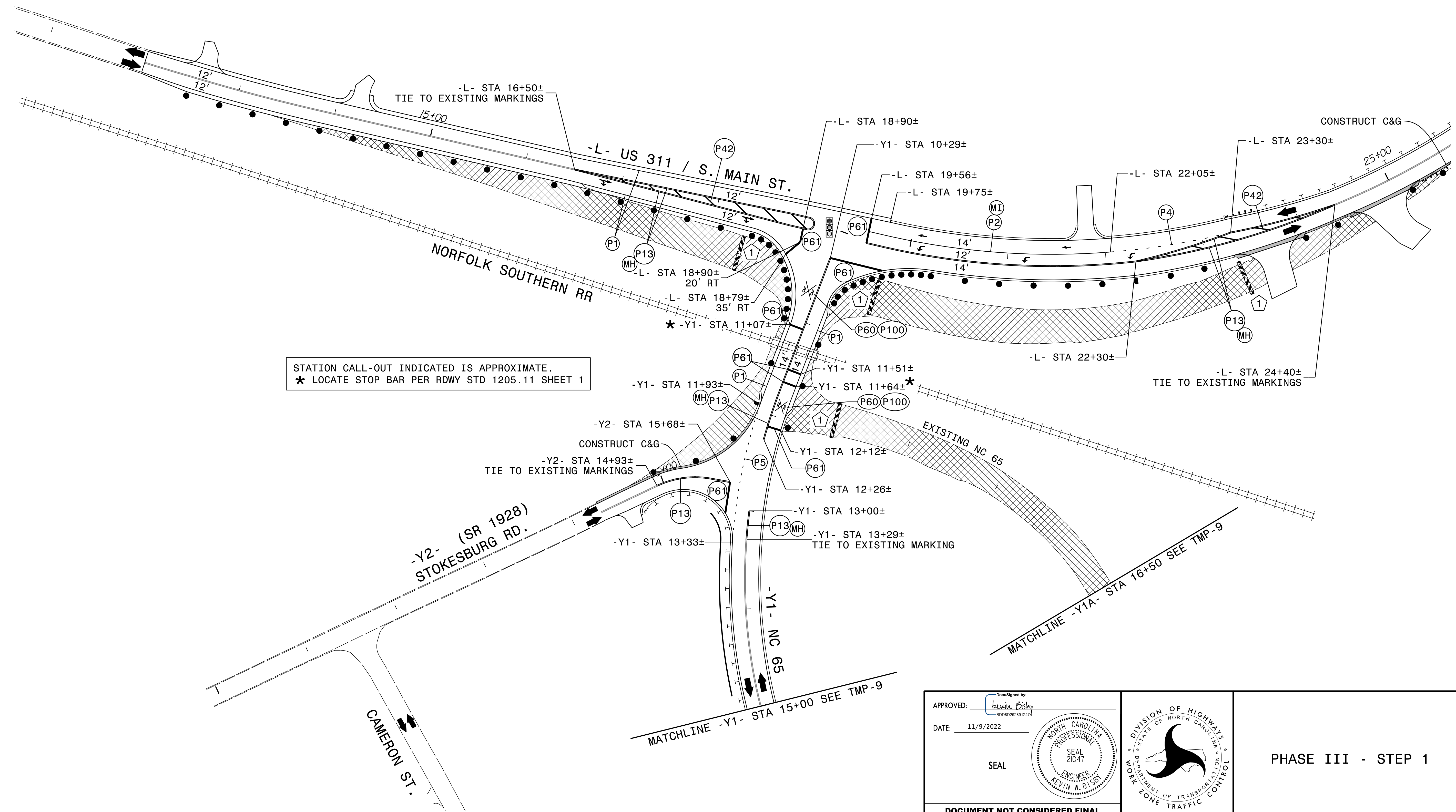
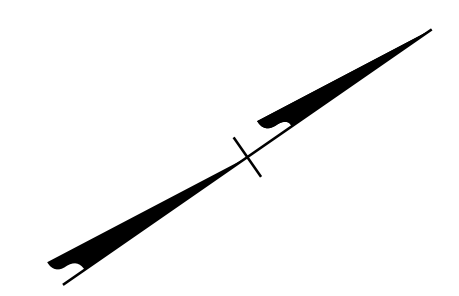
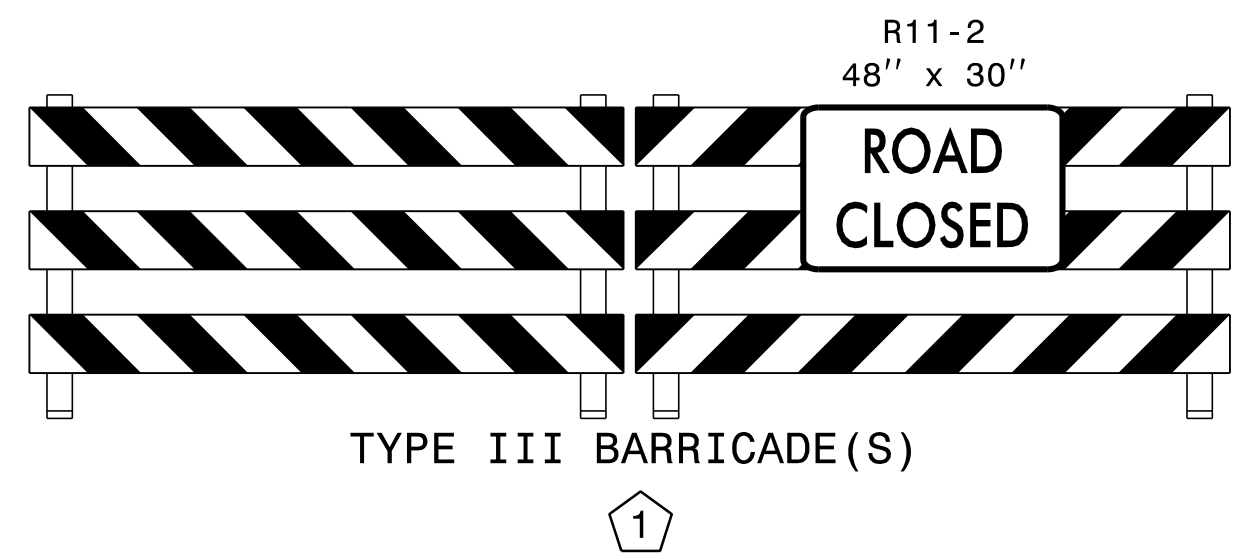
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**PHASE II - STEPS 1 AND 2  
 SECTION VIEWS**

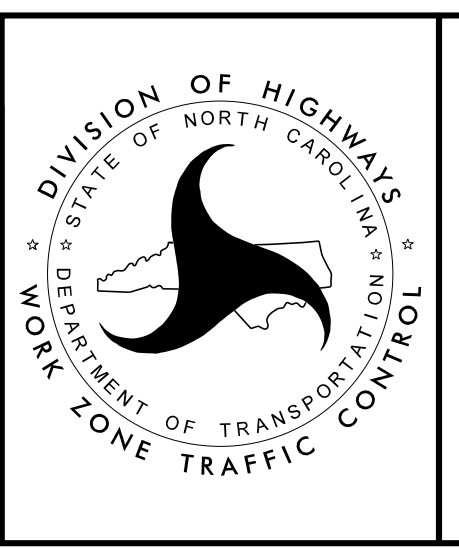


STATION CALL-OUT INDICATED IS APPROXIMATE.  
 \* LOCATE STOP BAR PER RDWY STD 1205.11 SHEET 1

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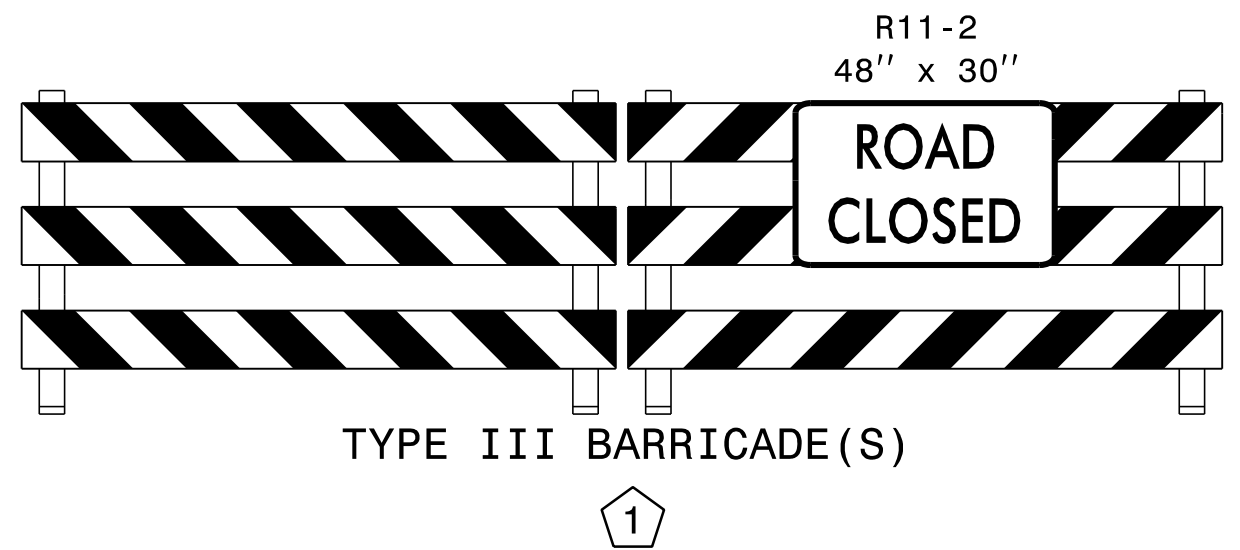
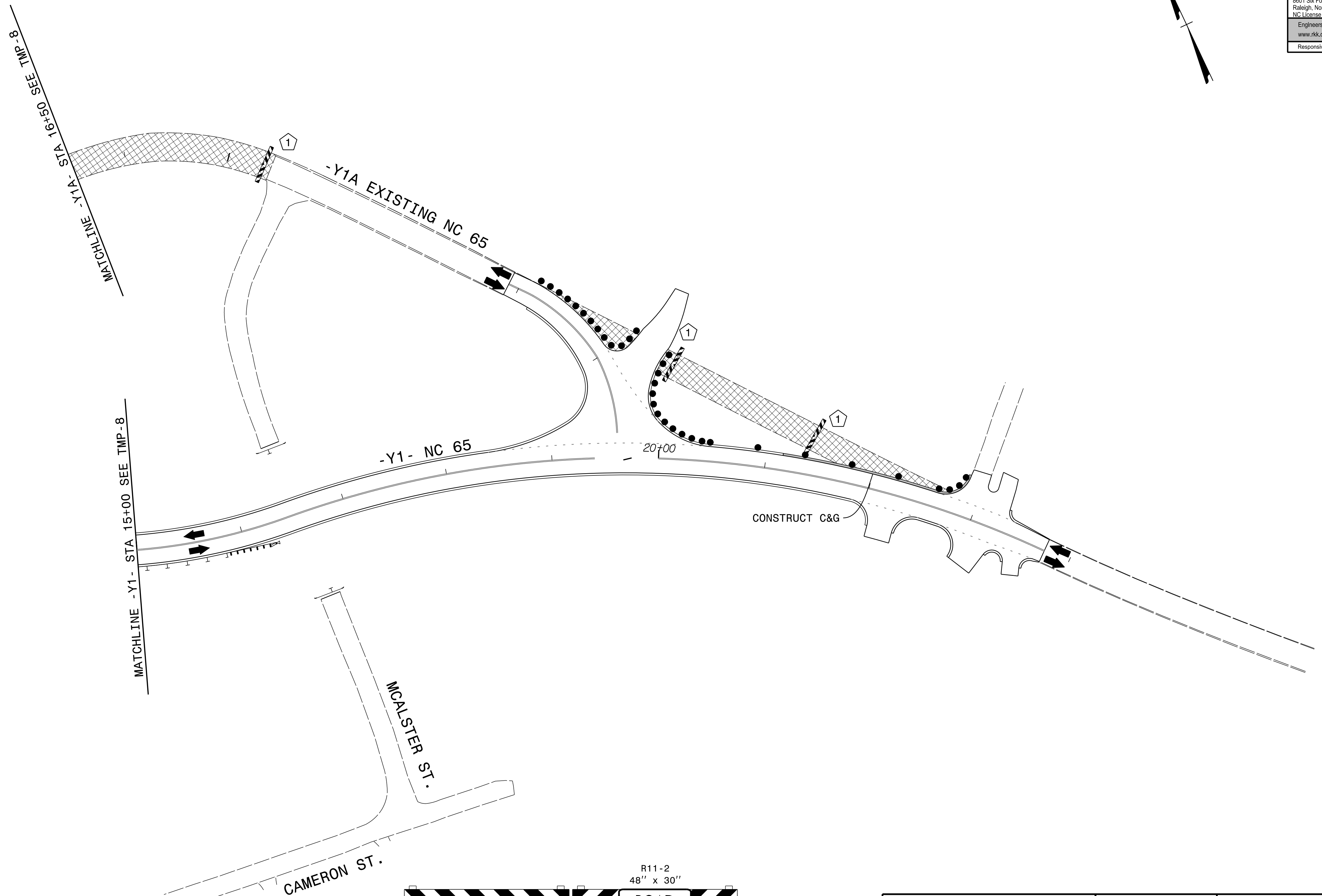
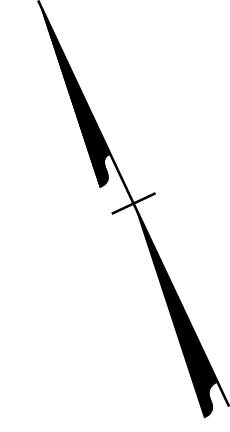


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PHASE III - STEP 1

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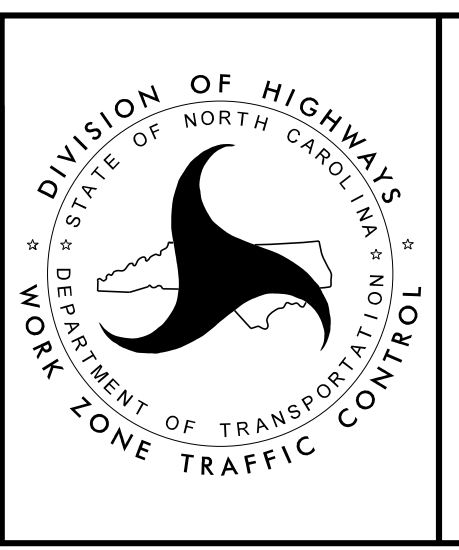




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PHASE III - STEP 1