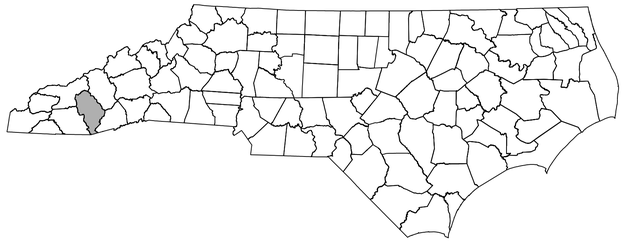
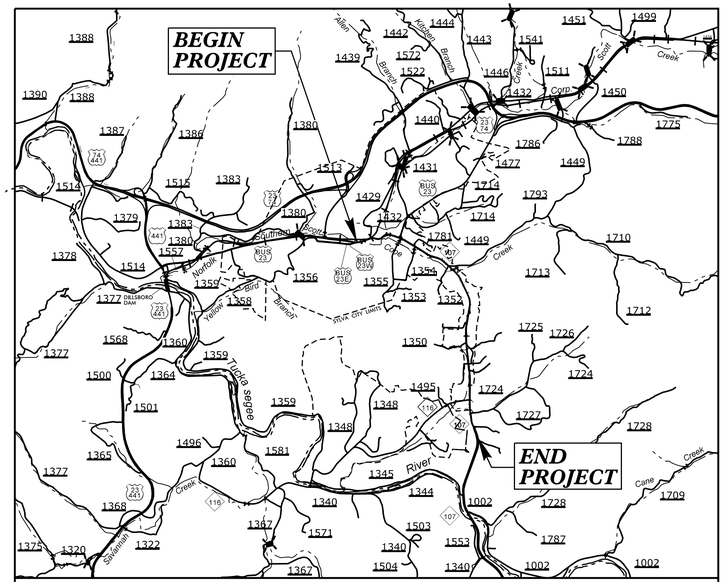
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

JACKSON COUNTY





SKETCH MAP SHOWING THE VICINITY OF STATE PROJECT R-5600

LOCATION: SYLVA – N.C. 107 FROM WEST OF U.S. 23 BUSINESS (ASHEVILLE HIGHWAY) TO SOUTH OF N.C. 116 (WEBSTER ROAD) AND U.S. 23 BUS. FROM SKYLAND DRIVE TO WEST OF MUNICIPAL DRIVE

INDEX OF SHEETS

SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP, AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND & TEMPORARY PAVEMENT MARKING SCHEDULE
TMP-1B & 1C	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES, AND LOCAL NOTES)
TMP-2	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-2A	TEMPORARY SHORING NOTES
TMP-2B	NC 107 (-L-) DETOUR ROUTES
TMP-2C	SUNRISE PARK DETOUR ROUTE
TMP-2D	CHERRY STREET DETOUR ROUTE
TMP-2E	COUNCIL CIRCLE DETOUR ROUTE
TMP-2F THRU 2H	SPECIAL SIGN DESIGNS
TMP-3 & 3A	PHASING
TMP-4 THRU TMP-33	PHASE 1 DETAILS
TMP-34 THRU TMP-47	PHASE 2 DETAILS
TMP-48 THRU TMP-59	PHASE 3 DETAILS

SHEET NO.
TMP-1

R-5600

TIP PROJECT:

WORK ZONE SAFETY & MOBILITY
"from the MOUNTAINS to the COAST"

PLANS PREPARED BY:

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APPROVED: Michael T. Rzepka

DATE: 10/14/2025

SEAL

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 15876 MICHAEL T. RZEPKA

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-1A

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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
1101.06	WARNING SIGNS FOR BLASTING ZONES
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
1205.07	PAVEMENT MARKINGS - PEDESTRIAN CROSSWALKS
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.10	PAVEMENT MARKINGS - SCHOOL AREAS
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION

LEGEND

GENERAL

- DIRECTION OF TRAFFIC FLOW
- DIRECTION OF PEDESTRIAN TRAFFIC FLOW
- EXIST. PVMT.
- NORTH ARROW
- PROPOSED PVMT.
- TEMP. SHORING (LOCATION PURPOSES ONLY)
- WORK AREA
- ONGOING CONSTRUCTION
- TEMPORARY PAVEMENT
- WEDGING
- REMOVAL

SIGNALS

EXISTING PROPOSED TEMP TEMPORARY

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

TRAFFIC CONTROL DEVICES

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

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

PAVEMENT MARKERS

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

PAVEMENT MARKING SYMBOLS

PAVEMENT MARKING SYMBOLS

TEMPORARY PAVEMENT MARKING

C61	COLD APPLIED PLASTIC, TYPE 4 24" STOPBAR	P14	PAINT 4" 2'-6'/SP. YELLOW MINI-SKIP	P71	PAINT RIGHT TURN ARROW
P1	PAINT 4" WHITE EDGELINE	P40	PAINT 8" WHITE GORELINE	P72	PAINT STRAIGHT ARROW
P2	PAINT 4" WHITE SOLID LANE LINE	P41	PAINT 8" WHITE DIAGONAL	P73	PAINT COMBO LEFT-STRAIGHT ARROW
P3	PAINT 4" 10'-30'/SP. WHITE SKIP	P42	PAINT 8" YELLOW DIAGONAL	P74	PAINT COMBO RIGHT-STRAIGHT ARROW
P4	PAINT 4" 3'-9'/SP. WHITE MINI-SKIP	P43	PAINT 8" WHITE SOLID LANE LINE	P75	PAINT COMBO LEFT-RIGHT ARROW
P5	PAINT 4" 2'-6'/SP. WHITE MINI-SKIP	P44	PAINT 8" 3'-9'/SP. WHITE MINI-SKIP	P76	PAINT COMBO LEFT-RIGHT-STRAIGHT ARROW
P10	PAINT 4" YELLOW EDGELINE	P46	PAINT 8" WHITE CROSSWALK LINE	P77	PAINT U-TURN ARROW
P11	PAINT 4" YELLOW SINGLE CENTER	P61	PAINT 24" WHITE STOPBAR	P100	PAINT ALPHANUMERIC CHARACTER
P12	PAINT 4" 10'-30'/SP. YELLOW SKIP	P62	PAINT 24" WHITE CROSSWALK LINE	P101	PAINT HANDICAP PARKING
P13	PAINT 4" YELLOW DOUBLE CENTER	P70	PAINT LEFT TURN ARROW	P103	PAINT 24" YIELD LINE TRIANGLE

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

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

ROADWAY STANDARD DRAWINGS & LEGEND

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-1B

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MANAGEMENT STRATEGIES

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

RECOMMENDED STRATEGIES:

TRAFFIC MANAGEMENT STRATEGIES:
- FULL ROADWAY CLOSURES
- LANE SHIFTS OR CLOSURES
- ONE-LANE, TWO WAY OPERATION (FLAGGING)
- NIGHT WORK
- WEEKEND WORK
- WORK HOUR RESTRICTIONS FOR PEAK TRAVEL
- PEDESTRIAN / BICYCLE ACCOMMODATIONS
- BUSINESS ACCESS IMPROVEMENTS
- OFF-SITE DETOURS / USE OF ALTERNATIVE ROUTES

WORK ZONE SAFETY & MOBILITY STRATEGIES:
- TEMPORARY TRAFFIC SIGNALS

CORRIDOR / NETWORK MANAGEMENT STRATEGIES:
- SIGNAL TIMING / COORDINATION IMPROVEMENTS
- TURN RESTRICTIONS

TRAFFIC / INCIDENT MANAGEMENT & SPEED ENFORCEMENT STRATEGIES:
- ITS FOR TRAFFIC MONITORING / MANAGEMENT (SMART WORKZONE)
- COORDINATION WITH MEDIA
- LOCAL DETOUR ROUTES
- DEDICATED (PAID) LAW ENFORCEMENT

GENERAL NOTES

CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS, AND ROADWAY DETAILS ARE NOT ATTAINABLE TO MEET FIELD CONDITIONS OR RESULT IN DUPLICATE OR UNDESIRED OVERLAPPING OF DEVICES. MODIFICATION MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING, OR REMOVAL OF DEVICES AS DIRECTED BY THE ENGINEER.

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

TIME RESTRICTIONS

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

ROAD NAME	DAY AND TIME RESTRICTIONS
-L- (NC 107) -Y- (ASHEVILLE HWY) -Y21- (NC 116)	MONDAY THROUGH SUNDAY, 6:00 AM - 7:00 PM

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

ROAD NAME

-L- (NC 107)
-Y- (ASHEVILLE HWY)
-Y21- (NC 116)

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 A.M. DECEMBER 31st TO 7:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 7:00 P.M. THE FOLLOWING TUESDAY.

3. FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 7:00 P.M. MONDAY.

4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 7:00 P.M. TUESDAY.

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

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

6. FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 7:00 P.M. TUESDAY.

7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY TO 7:00 P.M. MONDAY.

8. FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 7:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

9. SPECIAL EVENTS

   FOR COMMENCEMENT CEREMONIES OCCURRING AT SOUTHWEST COMMUNITY COLLEGE, BETWEEN ONE HOUR BEFORE THE START AND ONE AND A HALF HOURS AFTER THE END OF THE COMMENCEMENT CEREMONIES.

   FOR COMMENCEMENT CEREMONIES AT WESTERN CAROLINA UNIVERSITY, BETWEEN TWO HOURS BEFORE THE START AND ONE AND A HALF HOURS AFTER THE END OF COMMENCEMENT CEREMONIES.

   FOR FOOTBALL GAMES AT WESTERN CAROLINA UNIVERSITY, BETWEEN TWO HOURS BEFORE THE START AND TWO HOURS AFTER THE END OF FOOTBALL GAMES.

   FOR HOMECOMING PARADE AT WESTERN CAROLINA UNIVERSITY, BETWEEN TWO HOURS BEFORE THE START AND FOUR HOURS AFTER THE END OF HOMECOMING PARADE.

C) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	DURATION AND OPERATION
-L- (NC 107) -Y- LINES	MONDAY THRU SUNDAY 6:00 AM - 7:00 PM	15 MINUTES; TRAFFIC SHIFTS, SIGNALS AND UTILITIES INSTALLATIONS

NOTIFY FIRE DEPARTMENT AND EMERGENCY MANAGEMENT SERVICES DURING THESE OPERATIONS, AS DIRECTED BY THE ENGINEER.

D) DO NOT CONDUCT ANY HAULING OPERATIONS AGAINST THE FLOW OF TRAFFIC OF AN OPEN TRAVELWAY UNLESS THE HAULING OPERATION IS PROTECTED BY BARRIER OR GUARDRAIL OR AS DIRECTED BY THE ENGINEER.

LANE AND SHOULDER CLOSURE REQUIREMENTS

E) 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.

F) 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.

G) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 5 FT OF AN OPEN TRAVEL LANE ON AN UNDIVIDED FACILITY, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

   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.

H) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRAFFIC CONTROL PLANS, ROADWAY STANDARD DRAWINGS, OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.

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

J) DO NOT INSTALL MORE THAN TWO MILE(S) OF LANE CLOSURE ON NC 107 MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.

K) DO NOT INSTALL MULTIPLE SIMULTANEOUS LANE CLOSURES IN ANY ONE DIRECTION ON NC 107, UNLESS APPROVED BY THE ENGINEER.

L) PROVIDE A MINIMUM OF ONE MILE BETWEEN LANE CLOSURES, MEASURED FROM THE END OF ONE CLOSURE TO THE FIRST SIGN OF THE NEXT LANE CLOSURE ON NC 107.

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

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

TRANSPORTATION OPERATIONS PLAN

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-1C

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GENERAL NOTES

PAVEMENT EDGE DROP OFF REQUIREMENTS

M) 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.

N) 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

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

SIGNING

P) 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.

Q) 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.

R) COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROAD WHEN ROAD CLOSURE IS NOT IN OPERATION.

COVER OR REMOVE ALL SIGNS AND DEVICES REQURED TO CLOSE THE ROAD WHEN THE DETOUR IS NOT IN OPERATION.

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

T) 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

U) 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.

V) 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 MPH or HIGHER	30 FT

TRAFFIC CONTROL DEVICES

W) 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.

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

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

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
-L- (NC 107 -Y- (ASHEVILLE HWY) -Y21- (NC 116)	PAINT (ASPHALT) COLD APPLIED PLASTIC, TYPE IV (CONCRETE)	TEMPORARY RAISED
ALL OTHER ROADS	PAINT (IF ROAD IS CURRENTLY STRIPED)	TEMPORARY RAISED (IF EXISTING ARE PRESENT)

AA) 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.

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

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

DD) TRACE THE EXISTING AND PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO REMOVAL AND INSTALLATION. PLACE DRUMS TO DELINEATE ANY EXISTING AND PROPOSED MONOLITHIC ISLANDS AFTER REMOVAL AND BEFORE INSTALLATION.

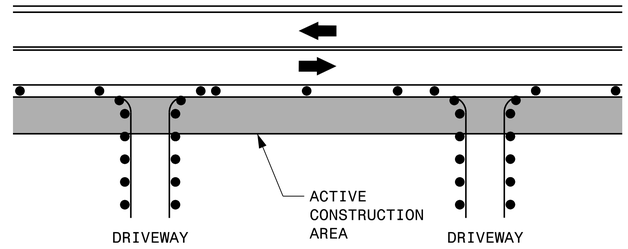
MISCELLANEOUS

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

FF) IN THE EVENT A TIE-IN CANNOT BE MADE IN ONE DAY'S TIME, BRING THE TIE-IN AREA TO AN APPROPRIATE ROADWAY ELEVATION AS DETERMINED BY THE ENGINEER. PLACE BLACK ON ORANGE "LOOSE GRAVEL" SIGNS (W8-7) AND BLACK ON ORANGE PAVEMENT ENDS" SIGNS (W8-3) 500 FT AND 250 FT RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF THE ROADWAY ALONG UNPAVED AREAS. ALLOWABLE ROADS TO USE LOOSE GRAVEL WILL BE DETERMINED BY THE ENGINEER.

GG) PLACE DRUMS ALONG ALL DRIVEWAYS TO PREVENT TRAFFIC FROM ENTERING ACTIVE CONSTRUCTION AREAS.

DRUM PLACEMENT ALONG DRIVEWAYS TYPICAL



HH) INSTALL TEMPORARY STOP SIGNS (R1-1) AND STOP AHEAD SIGNS (W3-1A) AT ALL UNSIGNALIZED -Y- LINES WHEN SHIFTING -Y- LINE ALIGNMENT OR -L- LINE TRAFFIC PATTERNS. SEE RSD 1101.11, SHEET 4 OF 4 FOR ADVANCE WARNING SIGN SPACING CHART.

II) 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.

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

LOCAL NOTES

1) FOR REMOVAL OF EXISTING DRAINAGE SYSTEMS 48" OR GREATER USE NIGHTLY LANE CLOSURES AND SEE DRAINAGE PROJECT SPECIAL PROVISIONS.

2) WHERE IN CONFLICT WITH TRAFFIC PATTERNS, INSTALL PROPOSED DRAINAGE AND UTILITIES USING OVERNIGHT LANE CLOSURES. COVER WORK WITH STEEL PLATES IF NOT SUITABLE FOR TRAFFIC AFTER REMOVING LANE CLOSURE, OR AS DIRECTED BY THE ENGINEER.

3) WHERE IN CONFLICT WITH ACTIVE PEDESTRIAN PATTERNS, INSTALL PROPOSED DRAINAGE AND UTILITIES OVERNIGHT, CLOSING THE SIDEWALK AND DETOURING PEDESTRIANS TO ADJACENT EXISTING SIGNAL WITH CROSSWALKS OR USING ON-CALL PEDESTRIAN TRANSPORT VEHICLE SERVICE, AS DIRECTED BY THE ENGINEER.

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

TRANSPORTATION OPERATIONS PLAN

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-2

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555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
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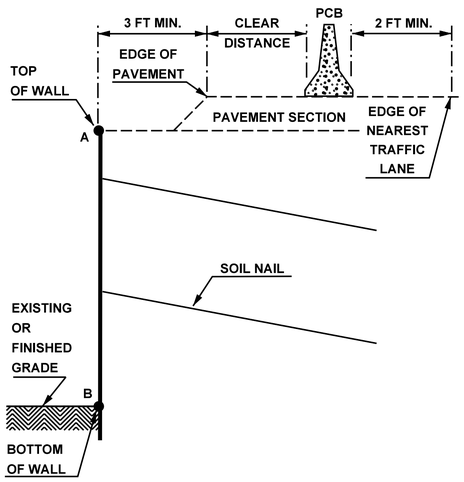
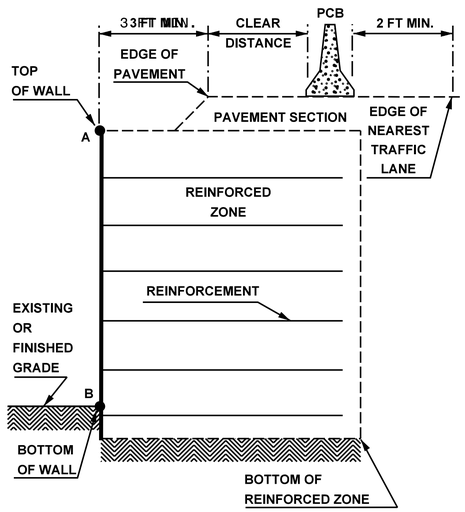
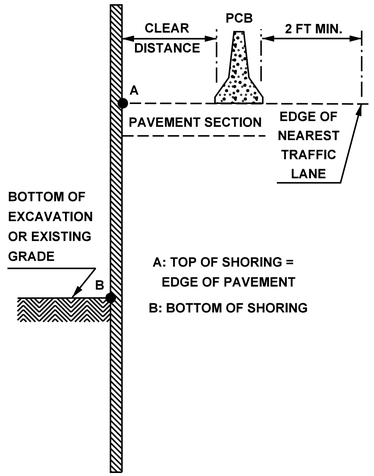
TEMPORARY SOIL NAIL WALL



TEMPORARY MSE WALL



TEMPORARY SHORING



NOTE: WALL OR SHORING HEIGHT = A-B

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
		>56	32	36	42	45	47	51
	Concrete	<8	17	18	21	22	25	26
		8-14	19	20	23	25	26	29
		14-20	22	22	24	26	28	31
		20-26	23	24	26	27	30	34
		26-32	24	25	27	28	32	35
		32-38	24	26	27	30	33	36
		38-44	25	26	28	30	34	37
		44-50	26	26	28	32	35	37
		50-56	26	26	28	32	35	38
		>56	26	27	29	32	36	38
Anchored PCB	Asphalt	All Offsets	24 for All Design Speeds					
Anchored PCB	Concrete (including bridge approach slabs)	All Offsets	12 for All Design Speeds					

* See Figure Below

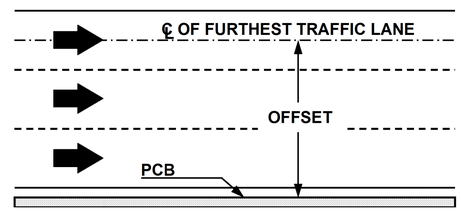


FIGURE B

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

PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS

REVISIONS

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555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
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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.

SHORING LOCATION NO. 1

DESIGN TEMPORARY SHORING FROM STATION 26+58 -L-, 10 FT LT, TO STATION 26+98 -L-, 10 FT LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
FRICTION ANGLE (ϕ) = 24 DEGREES ABOVE ELEVATION 2010 FT
FRICTION ANGLE (ϕ) = 30 DEGREES BELOW ELEVATION 2010 FT
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = 2040 FT

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION 26+58 -L-, 10 FT LT, TO STATION 26+98 -L-, 10 FT LT MAY NOT PENETRATE BELOW ELEVATION 1980 FT DUE TO WEATHERED ROCK.

SHORING LOCATION NO. 2

DESIGN TEMPORARY SHORING FROM STATION 27+55 -L-, 10 FT LT, TO STATION 27+95 -L-, 10 FT LT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
FRICTION ANGLE (ϕ) = 24 DEGREES ABOVE ELEVATION 2035 FT
FRICTION ANGLE (ϕ) = 30 DEGREES BELOW ELEVATION 2035 FT
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = 2042 FT

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION 27+55 -L-, 10 FT LT, TO STATION 29+55 -L-, 10 FT LT MAY NOT PENETRATE BELOW ELEVATION 1996 FT DUE TO WEATHERED ROCK.

SHORING LOCATION NO. 3

DESIGN TEMPORARY SHORING FROM STATION 135+50 -L-, 38 FT RT, TO STATION 135+77 -L-, 38 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
FRICTION ANGLE (ϕ) = 24 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = 2108 FT

SHORING LOCATION NO. 4

DESIGN TEMPORARY SHORING FROM STATION 135+36 -L-, 74 FT RT, TO STATION 135+39 -L-, 53 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
FRICTION ANGLE (ϕ) = 24 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = 2108 FT

MAINTAIN THE EXISTING 9.5 FT TALL CONCRETE CANTILEVER RETAINING WALL ON TOP OF THE SHORING DURING AND AFTER EXCAVATION.

SHORING LOCATION NO. 5 & 6

DESIGN TEMPORARY SHORING FROM STATION 112+43 -L-, 61 TO 87 FT RT, TO STATION 113+59 -L-, 61 TO 87 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
FRICTION ANGLE (ϕ) = 24 DEGREES ABOVE ELEVATION 2116 FT
FRICTION ANGLE (ϕ) = 38 DEGREES BELOW ELEVATION 2116 FT
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = 2130 FT

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION 112+43 -L-, 61 TO 87 FT RT, TO STATION 113+59 -L-, 61 TO 87 FT RT, MAY NOT PENETRATE BELOW ELEVATION 2116 FT DUE TO VERY DENSE OR HARD SOIL, OR WEATHERED ROCK.

SHORING LOCATION NO. 7 & 8

DESIGN TEMPORARY SHORING FROM STATION 114+40 -L-, 61 TO 87 FT RT, TO STATION 115+69 -L-, 61 TO 87 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
FRICTION ANGLE (ϕ) = 24 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = 2123 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION 114+40 -L-, 61 TO 87 FT RT, TO STATION 115+69 -L-, 61 TO 87 FT RT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION 114+40 -L-, 61 TO 87 FT RT, TO STATION 115+69 -L-, 61 TO 87 FT RT, MAY NOT PENETRATE BELOW ELEVATION 2120 FT DUE TO OBSTRUCTIONS, VERY DENSE OR HARD SOIL, OR WEATHERED ROCK

SHORING LOCATION NO. 9, 10 & 11

DESIGN TEMPORARY SHORING FROM STATION 119+42 -L-, 69 TO 98 FT RT, TO STATION 122+72 -L-, 63 TO 103 FT RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
FRICTION ANGLE (ϕ) = 24 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = 2120 FT

THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH SEALED DOCUMENTS FROM HDR GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENT WAS SUBMITTED TO NCDOT DIVISION 14 ON 05/01/2025 AND SEALED BY A PROFESSIONAL ENGINEER, PAUL ZHANG, LICENSE # 030788.

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

TEMPORARY SHORING NOTES

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-2B

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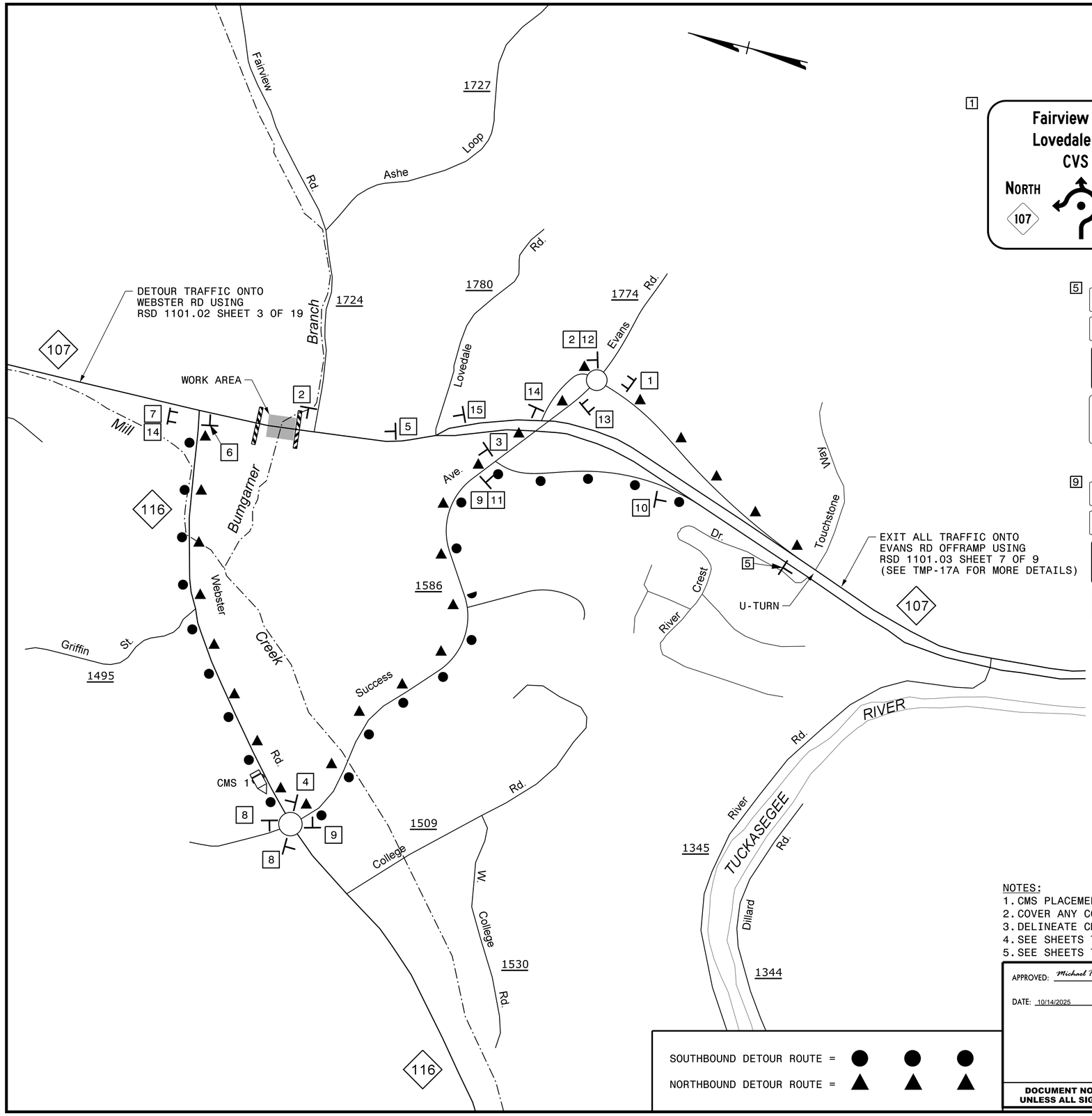

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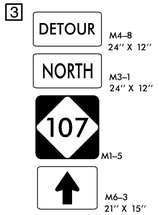

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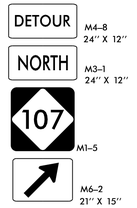

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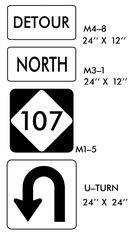

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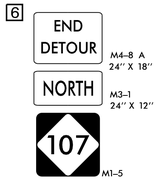

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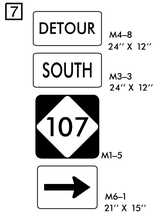

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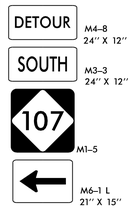

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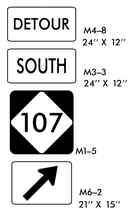

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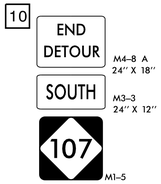

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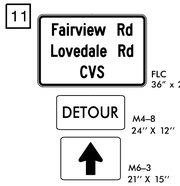

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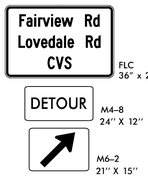

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RAB-2
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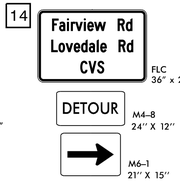

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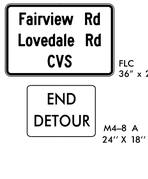

CMS 1

MESSAGE NO. 1	MESSAGE NO. 2
FAIRVIEW LOVEDALE CVS	FOLLOW NC 107 S DETOUR

CHANGEABLE MESSAGE SIGN

NOTES:
1. CMS PLACEMENT & MESSAGE AT THE DISCRETION OF THE ENGINEER.
2. COVER ANY CONFLICTING GROUND-MOUNTED SIGNS.
3. DELINEATE CMS BOARDS WITH DRUMS.
4. SEE SHEETS TMP-2F & TMP-2G FOR SIGN DESIGN DETAILS.
5. SEE SHEETS TMP-15 THRU TMP-17 FOR ADDITIONAL LANE CLOSURE AND SIGNING DETAILS.

SOUTHBOUND DETOUR ROUTE = ● ● ●
NORTHBOUND DETOUR ROUTE = ▲ ▲ ▲

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

NC 107 (-L-) DETOUR ROUTES

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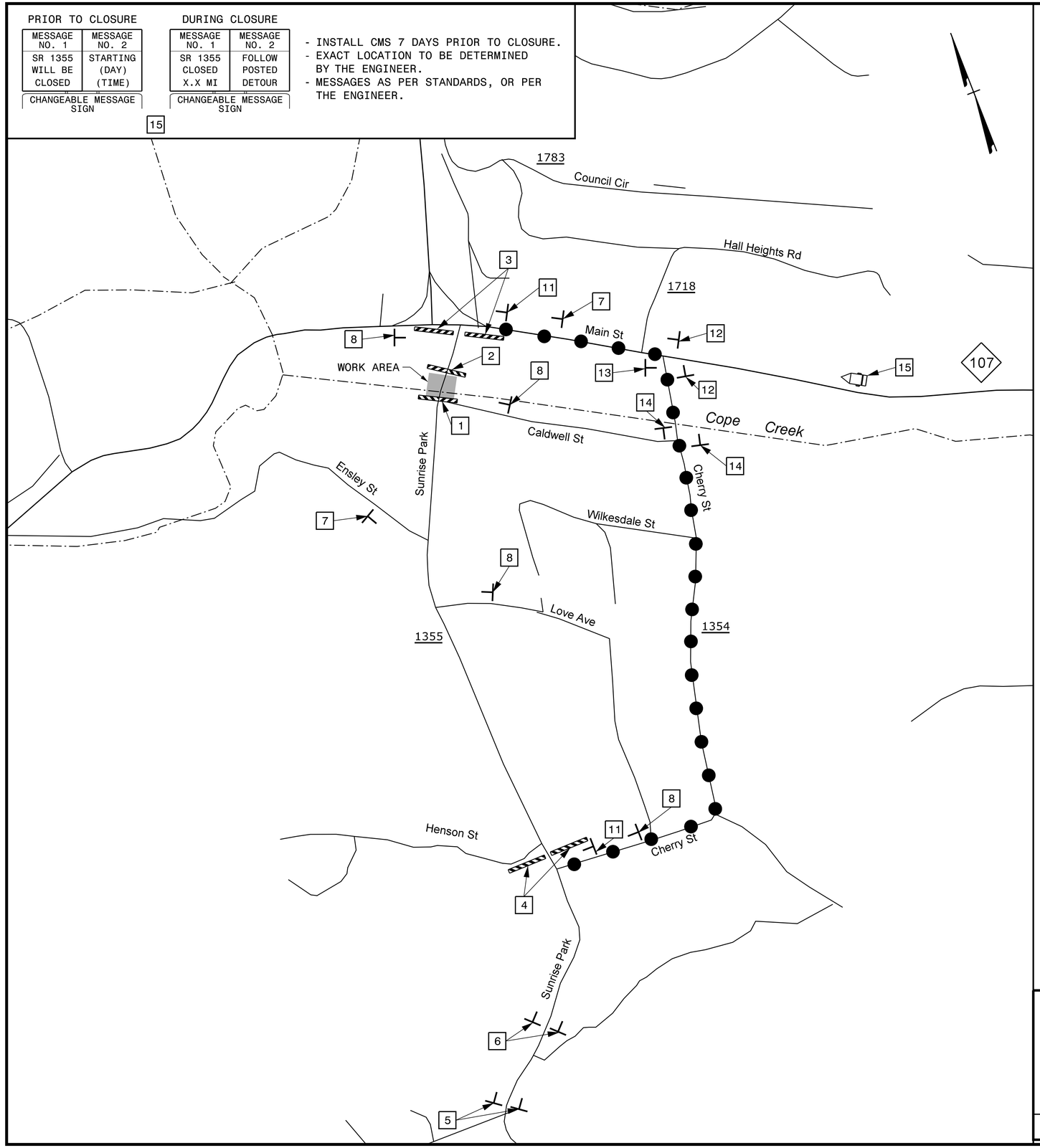
PRIOR TO CLOSURE	
MESSAGE NO. 1	MESSAGE NO. 2
SR 1355 WILL BE CLOSED	STARTING (DAY) (TIME)

CHANGEABLE MESSAGE SIGN

DURING CLOSURE	
MESSAGE NO. 1	MESSAGE NO. 2
SR 1355 CLOSED X.X MI	FOLLOW POSTED DETOUR

CHANGEABLE MESSAGE SIGN

- INSTALL CMS 7 DAYS PRIOR TO CLOSURE.
- EXACT LOCATION TO BE DETERMINED BY THE ENGINEER.
- MESSAGES AS PER STANDARDS, OR PER THE ENGINEER.



PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-2C

HDR Engineering, Inc. of the Carolinas
555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

1 — R11-2, 48″ x 30″: ROAD CLOSED — TYPE III BARRICADE

2 — R11-2, 48″ x 30″: ROAD CLOSED — TYPE III BARRICADE

3 — R11-2, 48″ x 30″: ROAD CLOSED / DETOUR — TYPE III BARRICADE
M4-10L, 48″ x 18″

4 — R11-3, 60″ x 30″: ROAD CLOSED 0.3 MILES AHEAD / LOCAL TRAFFIC ONLY / DETOUR — TYPE III BARRICADE
M4-10R, 48″ x 18″

5 — ROAD CLOSED AHEAD, W20-3, 48″ X 48″
0.2 MILES, W16-3P, 24″ X 24″

6 — DETOUR AHEAD, W20-2, 48″ X 48″

7 — ROAD CLOSED AHEAD, W20-3, 48″ X 48″
NEXT LEFT, SP-4L, 42″ X 12″

8 — ROAD CLOSED AHEAD, W20-3, 48″ X 48″
NEXT RIGHT, SP-4R, 42″ X 12″

9 — ROAD CLOSED 500 FT, W20-3, 48″ X 48″

10 — ROAD CLOSED 1000 FT, W20-3, 48″ X 48″

11 — END DETOUR, M4-8 A, 24″ X 18″

12 — Sunrise Pk, Sunrise, 30″ X 12″
DETOUR, M4-8, 24″ X 12″
M6-1 L, 21″ X 15″

13 — Sunrise Pk, Sunrise, 30″ X 12″
DETOUR, M4-8, 24″ X 12″
M6-1, 21″ X 15″

14 — Sunrise Pk, Sunrise, 30″ X 12″
DETOUR, M4-8, 24″ X 12″
M6-3, 21″ X 15″

●●● = DETOUR ROUTE

NOTE: SEE TMP-2H FOR SPECIAL SIGN DESIGN "SUNRISE".
SEE RSD 1101.03, SHEET 1 OF 9, FOR ADDITIONAL NOTES.

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

SUNRISE PARK DETOUR ROUTE

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt PENTABLE: NCDOT_tcp.tbl
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PRIOR TO CLOSURE

MESSAGE NO. 1	MESSAGE NO. 2
SR 1354 WILL BE CLOSED	STARTING (DAY) (TIME)

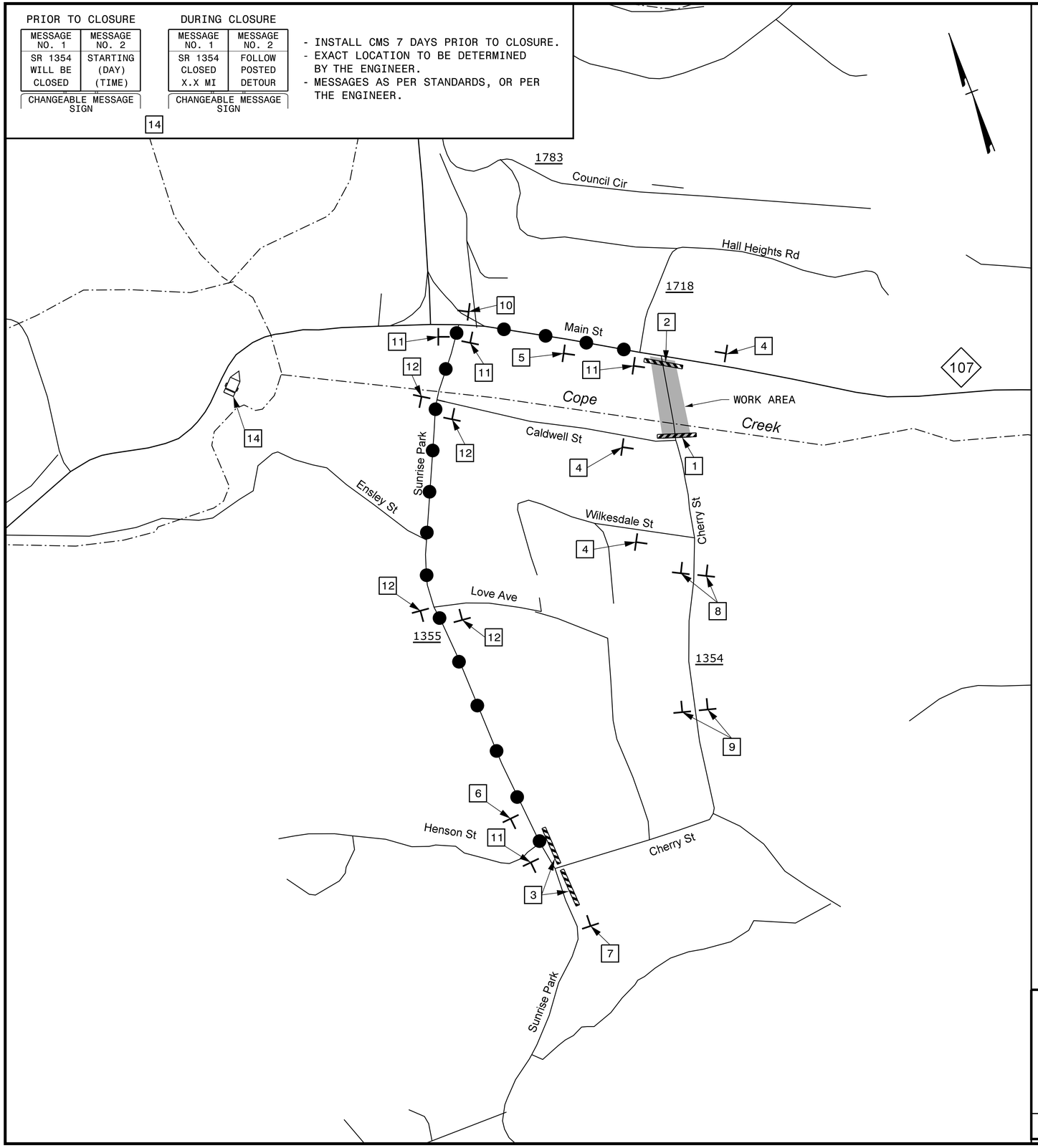
CHANGEABLE MESSAGE SIGN

DURING CLOSURE

MESSAGE NO. 1	MESSAGE NO. 2
SR 1354 CLOSED X.X MI	FOLLOW POSTED DETOUR

CHANGEABLE MESSAGE SIGN

- INSTALL CMS 7 DAYS PRIOR TO CLOSURE.
- EXACT LOCATION TO BE DETERMINED BY THE ENGINEER.
- MESSAGES AS PER STANDARDS, OR PER THE ENGINEER.



PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-2D

HDR Engineering, Inc. of the Carolinas
555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

1 R11-2 48″ x 30″ — ROAD CLOSED — TYPE III BARRICADE

2 R11-2 48″ x 30″ — ROAD CLOSED / DETOUR — M4-10R 48″ x 18″ — TYPE III BARRICADE

3 R11-3 60″ x 30″ — ROAD CLOSED 0.4 MILES AHEAD / LOCAL TRAFFIC ONLY / DETOUR — M4-10L 48″ x 18″ — TYPE III BARRICADE

4 ROAD CLOSED W20-3 48″ X 48″ / NEXT LEFT SP-4L 42″ X 12″

5 ROAD CLOSED W20-3 48″ X 48″ / NEXT RIGHT SP-4R 42″ X 12″

6 ROAD CLOSED AHEAD W20-3 48″ X 48″ / NEXT LEFT SP-4L 42″ X 12″

7 ROAD CLOSED AHEAD W20-3 48″ X 48″ / NEXT RIGHT SP-4R 42″ X 12″

8 ROAD CLOSED 500 FT W20-3 48″ X 48″

9 ROAD CLOSED 1000 FT W20-3 48″ X 48″

10 Cherry St Cherry 30″ X 12″ / DETOUR M4-8 24″ X 12″ / M6-1 L 21″ X 15″

11 Cherry St Cherry 30″ X 12″ / DETOUR M4-8 24″ X 12″ / M6-1 21″ X 15″

12 Cherry St Cherry 30″ X 12″ / DETOUR M4-8 24″ X 12″ / M6-3 21″ X 15″

13 END DETOUR M4-8 A 24″ X 18″

● ● ● = DETOUR ROUTE

NOTE: SEE TMP-2H FOR SPECIAL SIGN DESIGN "CHERRY".
SEE RSD 1101.03, SHEET 1 OF 9, FOR ADDITIONAL NOTES.

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

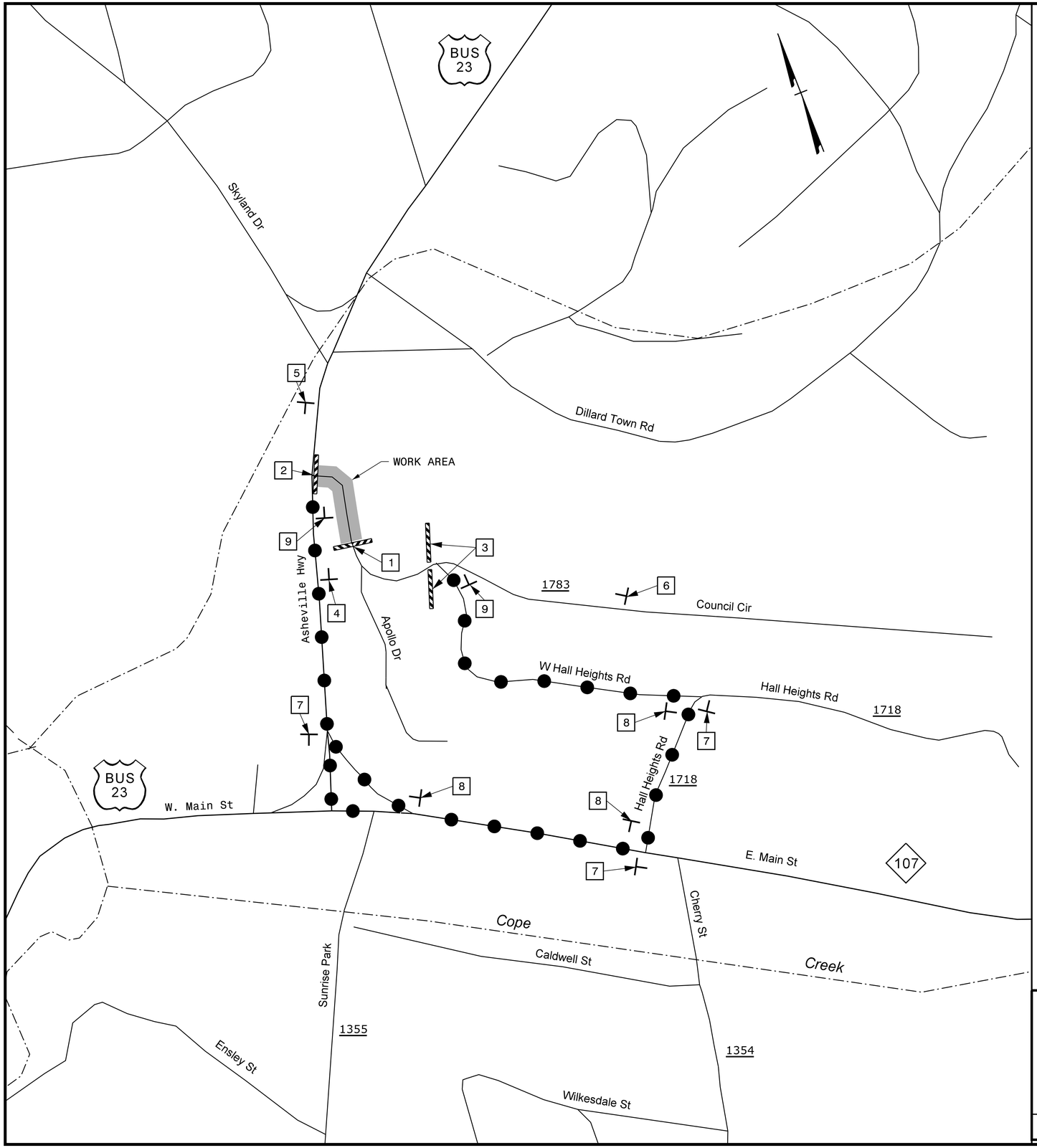
DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

CHERRY STREET DETOUR ROUTE

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt PENTABLE: NCDOT_tcp.tbl
USER: $USER$ DATE: 7/3/2025 TIME: 1:42:56 PM
FILE: pw:\\pwhdrusea01.HDR_US_East_01\Documents\3322\10000286\10082183\6.0_CAD_BIM\6.2_Work_In_Progress\R-5600_NCDOT_File_Structure\Traffic\TrafficControl\TCP\R5600_TMP_TMP-02D.dgn

PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-2E

HDR Engineering, Inc. of the Carolinas
555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116



1

R11-2
48″ x 30″

TYPE III BARRICADE

2

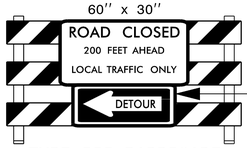
R11-2
48″ x 30″

M4-10R
48″ x 18″

TYPE III BARRICADE

3

R11-3
60″ x 30″



M4-10L
48″ x 18″

TYPE III BARRICADE

4

W20-3
48″ X 48″

NEXT RIGHT SP-4R
42″ X 12″

5

W20-3
48″ X 48″

NEXT LEFT SP-4L
42″ X 12″

6

W20-3
48″ X 48″

7

Council Cir Council
30″ X 12″

DETOUR M4-8
24″ X 12″

M6-1 L
21″ X 15″

8

Council Cir Council
30″ X 12″

DETOUR M4-8
24″ X 12″

M6-1
21″ X 15″

9

END
DETOUR M4-8 A
24″ X 18″

● ● ● = DETOUR ROUTE

NOTE: SEE TMP-2H FOR SPECIAL SIGN DESIGN "COUNCIL".
SEE RSD 1101.03, SHEET 1 OF 9, FOR ADDITIONAL NOTES.

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

COUNCIL CIRCLE DETOUR ROUTE

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt PENTABLE: NCDOT_tcp.tbl
USER: $USER$ DATE: 7/3/2025 TIME: 1:43:27 PM
FILE: pw:\\pwhdruseas01:HDR_US_East_01\Documents\3322\10000286\10082183\6.0_CAD_BIM\6.2_Work_In_Progress\R-5600_NCDOT_File_Structure\Traffic\TrafficControl\TCP\R5600_TMP_TMP-02E.dgn

PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-2F

HDR Engineering, Inc. of the Carolinas
555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

SIGN NUMBER: RAB-1
TYPE: STATIONARY
QUANTITY: SEE PLANS

SIGN WIDTH: 4′-0″
HEIGHT: 4′-0″
TOTAL AREA: 16.0 Sq.Ft.

BORDER TYPE: INSET
RECESS: 0.5″
WIDTH: 0.75″
RADII: 1.88″

NO. Z BARS: 2
LENGTH: 40.0

BACKG COLOR: Fluorescent Orange
COPY COLOR: Black

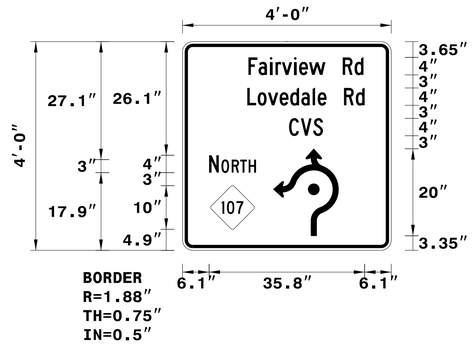
SYMBOL	X	Y	WID	HT
M1-5-3-24-7C	6.5	4.8	10	10
roundabouttcp	20.9	3.3	15	20

MAT′L: 0.080″ (2.0 mm) ALUMINUM

USE NOTES: 1,2

1. Legend and border shall be direct applied black non-reflective sheeting.
2. Background shall be NC GRADE B fluorescent orange retroreflective sheeting.

DESIGN BY: R DRAYTON
PROJECT ID: R-5600
CHECKED BY:M RZEPKA
Aug 19, 2024
DIV: 14



Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

															Series/Size Text Length
	F	a	i	r	v	i	e	w		R	d				C 2000
15.2	2.3	2.6	1.3	1.5	2.8	1.2	2.3	3.8	4	2.7	2	6.4			26.4
	L	o	v	e	d	a	l	e		R	d				C 2000
14.9	2.4	2.4	2.7	2.4	2.6	2.6	1.2	2	4	2.7	2	6.1			27
	C	V	S												C 2000
24.5	2.7	2.8	2.2	15.7											7.8
	N		O	R	T	H									C 2000
6.1	2.2	0.6	2.4	1.9	1.9	1.7	31.1								10.8

FILENAME: R5600_TMP_SGN_Designs

NORTH CAROLINA D.O.T. SIGN DETAIL

SIGN NUMBER: RAB-2
TYPE: STATIONARY
QUANTITY: SEE PLANS

SIGN WIDTH: 4′-6″
HEIGHT: 2′-6″
TOTAL AREA: 11.3 Sq.Ft.

BORDER TYPE: INSET
RECESS: 0.5″
WIDTH: 0.75″
RADII: 1.88″

NO. Z BARS:
LENGTH:

BACKG COLOR: Fluorescent Orange
COPY COLOR: Black

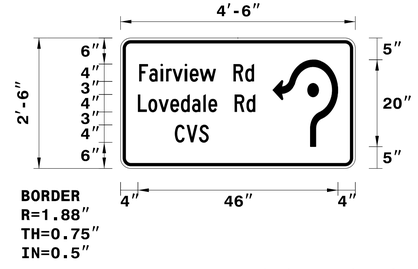
SYMBOL	X	Y	WID	HT
Roundabouttcp2	35	5	15	20

MAT′L: 0.080″ (2.0 mm) ALUMINUM

USE NOTES: 1,2

1. Legend and border shall be direct applied black non-reflective sheeting.
2. Background shall be NC GRADE B fluorescent orange retroreflective sheeting.

DESIGN BY: R DRAYTON
PROJECT ID: R-5600
CHECKED BY:M RZEPKA
Aug 19, 2024
DIV: 14



Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

														Series/Size Text Length
	F	a	i	r	v	i	e	w		R	d			C 2000
4.3	2.3	2.6	1.3	1.5	2.8	1.2	2.3	3.8	4	2.7	2	23.3		26.4
	L	o	v	e	d	a	l	e		R	d			C 2000
4	2.4	2.4	2.7	2.4	2.6	2.6	1.2	2	4	2.7	2	23		27
	C	V	S											C 2000
12.5	2.7	2.8	2.2	33.7										7.8

FILENAME: R5600_TMP_SGN_Designs

NORTH CAROLINA D.O.T. SIGN DETAIL

APPROVED: Michael T. Rzepka
DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SPECIAL SIGN DESIGNS

PLOT DRIVER: NCDOT_pdf_color_eng_50.pit
USER: $USER$
FILE: p:\\pwhdruseas01:HDR_US_East_01\Documents\3322\10000286\10082183\6.0_CAD_BIM\6.2_Work_In_Progress\R-5600_NCDOT_File_Structure\Traffic\TrafficControl\TCP\R5600_TMP_TMP-02F.dgn
PENTABLE: NCDOT_tcp.tbl
DATE: 7/3/2025
TIME: 1:43:47 PM

PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-2G

HDR Engineering, Inc. of the Carolinas
555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

SIGN NUMBER: FLC
TYPE: STATIONARY
QUANTITY: SEE PLANS

SIGN WIDTH: 3′-0″
HEIGHT: 2′-0″
TOTAL AREA: 6.0 Sq.Ft.

BORDER TYPE: INSET
RECESS: 0.38″
WIDTH: 0.63″
RADII: 1.5″

NO. Z BARS:
LENGTH:

BACKG COLOR: Fluorescent Orange
COPY COLOR: Black

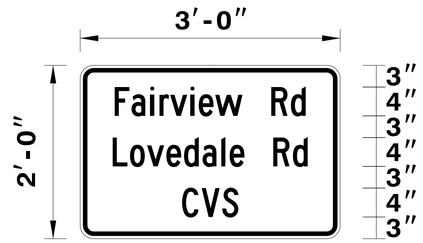
SYMBOL	X	Y	WID	HT

MAT′L: 0.080″ (2.0 mm) ALUMINUM

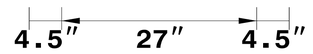
USE NOTES: 1,2

1. Legend and border shall be direct applied black non-reflective sheeting.
2. Background shall be NC GRADE B fluorescent orange retroreflective sheeting.

DESIGN BY: R DRAYTON
PROJECT ID: R-5600
CHECKED BY:M RZEPKA
Aug 19, 2024
DIV: 14



BORDER
R=1.5″
TH=0.63″
IN=0.38″



Spacing Factor is 1 unless specified otherwise

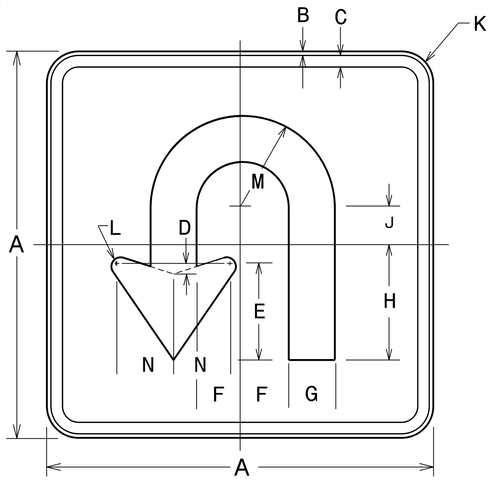
LETTER POSITIONS

Letter spacings are to start of next letter

														Series/Size Text Length
	F	a	i	r	v	i	e	w		R	d			C 2000
4.8	2.3	2.6	1.3	1.5	2.8	1.2	2.3	3.8	4	2.7	2	4.8		26.4
	L	o	v	e	d	a	l	e		R	d			C 2000
4.5	2.4	2.4	2.7	2.4	2.6	2.6	1.2	2	4	2.7	2	4.5		27
	C	V	S											C 2000
14.1	2.7	2.8	2.2	14.1										7.8

FILENAME: R5600_TMP_SGN_Designs — NORTH CAROLINA D.O.T. SIGN DETAIL

SIGN NUMBER: U-TURN
TYPE: E
QUANTITY: 2



SIGN	DIMENSIONS (INCHES)												
	A	B	C	D	E	F	G	H	J	K	L	M	N
SPECIAL	24	½	¾	½	6-3/8	3-1/8	3-1/8	7-1/2	$2\frac{13}{16}$	1-7/8	⅝	6-1/4	3-5/8

COLORS
ARROW AND BORDER - BLACK
BACKGROUND - FLUORESCENT ORANGE

APPROVED: Michael T. Rzepka
DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

SPECIAL SIGN DESIGNS

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt PENTABLE: NCDOT_tcp.tbl
USER: $USER$ DATE: 7/3/2025 TIME: 1:44:15 PM
FILE: pw:\\pwhdrusea01.HDR_US_East_01\Documents\3322\10000286\10082183\6.0_CAD_BIM\6.2_Work_In_Progress\R-5600_NCDOT_File_Structure\Traffic\TrafficControl\TCP\R5600_TMP_TMP-02G.dgn

PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-2H

HDR Engineering, Inc. of the Carolinas
555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

SIGN NUMBER: Council
TYPE: STATIONARY
QUANTITY: SEE PLANS
SIGN WIDTH: 3′-0″
HEIGHT: 1′-0″
TOTAL AREA: 3.0 Sq.Ft.
BORDER TYPE: INSET
RECESS: 0.38″
WIDTH: 0.63″
RADII: 1.5″
NO. Z BARS:
LENGTH:

BACKG COLOR: Fluorescent Orange
COPY COLOR: Black

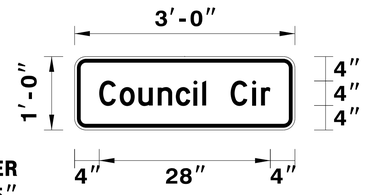
SYMBOL	X	Y	WID	HT

MAT'L: 0.080″ (2.0 mm) ALUMINUM

USE NOTES: 1,2

1. Legend and border shall be direct applied black non-reflective sheeting.
2. Background shall be NC GRADE B fluorescent orange retroreflective sheeting.

DESIGN BY: R DRAYTON
CHECKED BY: M RZEPKA
Sep 17, 2024
PROJECT ID: R-5600
DIV: 14



BORDER
R=1.5″
TH=0.63″
IN=0.38″

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

		C	o	u	n	c	i	l		C	i	r														Series/Size Text Length
	4	3.4	3	3.2	3	2.9	1.4	0.6	4	3.5	1.4	1.5	4													D 2000
	4	3.4	3	3.2	3	2.9	1.4	0.6	4	3.5	1.4	1.5	4													28

FILENAME: RS600_TMP_SGN_Designs

NORTH CAROLINA D.O.T. SIGN DETAIL

SIGN NUMBER: Sunrise
TYPE: STATIONARY
QUANTITY: SEE PLANS
SIGN WIDTH: 3′-0″
HEIGHT: 1′-0″
TOTAL AREA: 3.0 Sq.Ft.
BORDER TYPE: INSET
RECESS: 0.38″
WIDTH: 0.63″
RADII: 1.5″
NO. Z BARS:
LENGTH:

BACKG COLOR: Fluorescent Orange
COPY COLOR: Black

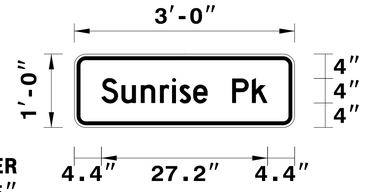
SYMBOL	X	Y	WID	HT

MAT'L: 0.080″ (2.0 mm) ALUMINUM

USE NOTES: 1,2

1. Legend and border shall be direct applied black non-reflective sheeting.
2. Background shall be NC GRADE B fluorescent orange retroreflective sheeting.

DESIGN BY: R DRAYTON
CHECKED BY: M RZEPKA
Sep 17, 2024
PROJECT ID: R-5600
DIV: 14



BORDER
R=1.5″
TH=0.63″
IN=0.38″

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

		S	u	n	r	i	s	e		P	k															Series/Size Text Length
	4.4	3.3	3.2	3.1	2	1.2	2.2	2.4	4	3.2	2.6	4.4														D 2000
	4.4	3.3	3.2	3.1	2	1.2	2.2	2.4	4	3.2	2.6	4.4														27.2

FILENAME: RS600_TMP_SGN_Designs

NORTH CAROLINA D.O.T. SIGN DETAIL

SIGN NUMBER: Cherry
TYPE: STATIONARY
QUANTITY: SEE PLANS
SIGN WIDTH: 3′-0″
HEIGHT: 1′-0″
TOTAL AREA: 3.0 Sq.Ft.
BORDER TYPE: INSET
RECESS: 0.38″
WIDTH: 0.63″
RADII: 1.5″

BACKG COLOR: Fluorescent Orange
COPY COLOR: Black

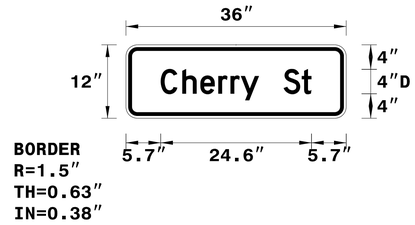
SYMBOL	X	Y	WID	HT

MAT'L: 0.080″ (2.0 mm) ALUMINUM

USE NOTES: 1,2

1. Legend and border shall be direct applied black non-reflective sheeting.
2. Background shall be NC GRADE B fluorescent orange retroreflective sheeting.

DESIGN BY: R DRAYTON
CHECKED BY: M RZEPKA
Mar 01, 2024
PROJECT ID: R-5600
DIV: 14



BORDER
R=1.5″
TH=0.63″
IN=0.38″

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

		C	h	e	r	r	y		S	t																Series/Size Text Length
	5.7	3.5	3	2.9	2	1.7	3	4	3	1.6	5.7															D 2000
	5.7	3.5	3	2.9	2	1.7	3	4	3	1.6	5.7															24.6

FILENAME: RS600_TMP_SGN_Designs

NORTH CAROLINA D.O.T. SIGN DETAIL

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

SPECIAL SIGN DESIGNS

PHASING

PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-3

HDR Engineering, Inc. of the Carolinas
555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

NOTES:

BEFORE BEGINNING ANY CONSTRUCTION ACTIVITIES, INSTALL ADVANCE WARNING SIGNS ON ALL ROADS, ACCORDING TO RSD 1101.01. FIELD VERIFY LOCATIONS WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.

MAINTAIN ACCESS TO ALL RESIDENCES, SCHOOLS, BUS STOPS, EMERGENCY SERVICES, AND BUSINESSES AT ALL TIMES. PRIOR TO INCORPORATION, OBTAIN WRITTEN APPROVAL FROM THE ENGINEER ON METHOD TO MAINTAIN ACCESS.

COMPLETE ANY PROPOSED OR TEMPORARY WIDENING IN SUCH A MANNER THAT NO PONDING OF WATER WILL OCCUR WITHIN THE TRAVEL LANE.

MAINTAIN EXISTING DRAINAGE DITCHES AS LONG AS POSSIBLE AND FIELD ADJUST TO TIE PROPOSED DRAINAGE TO EXISTING PIPES OR DITCHES.

WHEN WEDGING OVER THE EXISTING PAVEMENT, WEDGE TO PROPOSED ELEVATION (LESS THE FINAL LAYER OF SURFACE COURSE), OR WEDGE AS NEEDED TO MAINTAIN TRAFFIC. MAINTAIN POSITIVE DRAINAGE AND MAINTAIN A MAXIMUM .04 ROLLOVER IN BOTH EXISTING AND/OR TEMPORARY TRAVEL LANES.

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

WHEN USING LANE CLOSURES (RSD 1101.02), RETURN TRAFFIC TO EXISTING AND/OR CURRENT TEMPORARY TRAFFIC PATTERN UPON ACTIVITIES COMPLETION, UNLESS OTHERWISE NOTED IN THE PHASING.

WHEN PHASING STATES TO USE LANE CLOSURES, REFER TO THE FOLLOWING FOR ALL EXISTING AND PROPOSED ROADS:

- ALL TWO-LANE/TWO-WAY FACILITIES - SEE RSD 1101.02, SHEET 1 OF 14
- ALL 3-LANE OR 5-LANE ROADWAYS - SEE RSD 1101.02, SHEET 2 OF 14
- ALL MULTI-LANE FACILITIES POSTED < 60 MPH - SEE RSD 1101.02, SHEETS 3 OR 7 OF 14

FOR ALL SHOULDER CLOSURES, SEE RSD 1101.04. WHEN PORTABLE CONCRETE BARRIER (PCB) IS PRESENT ON SHOULDERS, PLACE SHOULDER CLOSURE SIGNS IN ADVANCE OF PCB.

WHEN INSTALLING AND ACTIVATING TEMPORARY AND FINAL SIGNALS, USE LANE CLOSURES AS STATED ABOVE AND LAW ENFORCEMENT.

COMPLETE PAVING UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE UNTIL STATED TO PLACE FINAL LAYER IN THE PHASING.

IN ALL PHASES, AT THE APPROVAL OF THE ENGINEER, MAY CLOSE OR NARROW TRAVEL LANES BEGINNING ON A FRIDAY AT 7:00 PM AND ENDING ON THE FOLLOWING MONDAY AT 6:00 AM (59 HOURS).

PERFORM CONSTRUCTION IN A MANNER THAT MAINTAINS PEDESTRIAN CONTINUITY ALONG PROJECT AS WORK PROGRESSES, USING EXISTING AND PROPOSED SIDEWALK, TEMPORARY SIDEWALKS, AND CROSSINGS. EMPLOY ON-CALL PEDESTRIAN TRANSPORT VEHICLE SERVICE WHERE NOTED OR AS DIRECTED BY THE ENGINEER.

PHASE 1 (SEE SHEETS TMP-4 THRU TMP-33)

STEP 1

AWAY FROM TRAFFIC AND/OR USING OVERNIGHT LANE CLOSURES, BEGIN INSTALLATION/REMOVAL OF PROPOSED UTILITIES AND DRAINAGE (SEE LOCAL NOTES 1, 2 & 3).

USING LANE CLOSURES, CONSTRUCT TEMPORARY PEDESTRIAN SIDEWALK IN THE ISLANDS AT ASHEVILLE HWY. AND ALONG LEFT SIDE OF -L-, CONNECTING EXISTING SIDEWALK SEGMENTS FROM ASHEVILLE HWY. TO FAIRVIEW RD.

USING LANE CLOSURES, RESTRIPE SB NC 107 TO MAINTAIN ONE THROUGH-LANE FROM BEGIN PROJECT TO ASHEVILLE HWY. INSTALL PORTABLE CONCRETE BARRIER (PCB) ALONG NEW WHITE EDGELINE AT PROPOSED BRIDGE SITE.

BEHIND BARRIER, INSTALL TEMPORARY SHORING AND BEGIN CONSTRUCTION OF PROPOSED OF FIRST STAGE OF BRIDGE OVER SCOTTS CREEK AND PROPOSED ROADWAY NEW SECTION AND WIDENING FROM -L- STA 25+00± TO STA 29+77±.

USING LANE CLOSURES, CONSTRUCT PROPOSED WIDENING OF -L- RIGHT FROM BEGIN PROJECT LIMIT TO -L- STA 25+00±, AND FROM -L- STA 29+77± TO STA 33+27±, INCLUDING PROPOSED SIDEWALK AND TEMPORARY CURB RAMPS AS SHOWN FOR USE IN STEP 2. CLOSE SIDEWALK AS NEEDED AND PROVIDE PEDESTRIAN TRANSPORT VEHICLE SERVICE AS SHOWN.

USING LANE CLOSURES, CONSTRUCT PROPOSED -Y7- REALIGNMENT AND TIE TO EXISTING NC 107.

USING LANE CLOSURES, CONSTRUCT THE FOLLOWING. CLOSE SIDEWALK ALONG NC 107 RIGHT AND PROVIDE PEDESTRIAN TRANSPORT VEHICLE SERVICE AS SHOWN BETWEEN WALTER ASHE RD. AND -DR1-:

- BEHIND INSTALLED PCB, PROPOSED CULVERT EXTENSIONS OF EXISTING CULVERT AT -L- STA 64+50±
- PROPOSED SEWER BETWEEN WALTER ASHE RD. AND -DR1-

USING LANE CLOSURES, CONSTRUCT -Y9- (WALTER ASHE RD.), -Y10- (COPE CREEK RD.) & -Y11- (HENSLEY CIR.) RELOCATIONS AND TIE TO EXISTING NC 107 (COORDINATE WITH CULVERT EXTENSIONS). INSTALL TEMPORARY SIGNAL (KEEP DEACTIVATED).

USING LANE CLOSURES AND BEHIND PCB, CONSTRUCT -Y12- CUL-DE-SAC, MAINLINE WALL AND -DRWY1- BETWEEN -L- STA 75+00± AND STA 80+00± LEFT (IN COORDINATION WITH CONSTRUCTION OF TEMPORARY SIDEWALK).

AWAY FROM TRAFFIC, BEGIN CONSTRUCTION OF PROPOSED CULVERT RIGHT OF -L- STA 108+50± TO STA 125+30±, USING TEMPORARY SHORING AS NEEDED TO MAINTAIN TRAFFIC AT EXISTING BUSINESSES. CLOSE SIDEWALK AS NEEDED AND PROVIDE PEDESTRIAN TRANSPORT VEHICLE SERVICE AS SHOWN.

USING LANE CLOSURES AT EXISTING CULVERT -L- STA 136+00± RIGHT, CLOSE ADJACENT DRIVE ENTRANCE TO CVS AND INSTALL PCB ALONG EXISTING TRAVEL LANE WHITE EDGELINE, 2′ OFFSET. CLOSE SIDEWALK AND PROVIDE PEDESTRIAN TRANSPORT VEHICLE SERVICE AS SHOWN. BEHIND BARRIER, INSTALL TEMPORARY SHORING AND BEGIN CONSTRUCTION OF PORTION OF PROPOSED CULVERT AT -L- STA 136+00± RIGHT.

USING LANE CLOSURES, BEGIN PROPOSED WIDENING LEFT AND RIGHT OF -L- SOUTH OF FAIRVIEW RD., INCLUDING RELOCATED -Y24- (LOVEDALE RD.). (NOTE: BULBOUT AT -L- STA 138+00± RT. MUST BE COMPLETED PRIOR TO STEP 1A ICT TRAFFIC PATTERN.)

USING LANE CLOSURES, CONSTRUCT TEMPORARY PAVEMENT WIDENING OF EXISTING COUNCIL CIRCLE AND TIE TO EXISTING ASHEVILLE HWY. INSTALL TEMPORARY GUARDRAIL.

NOTE: PHASE 1, STEP 1A ICT WORK MAY BE SCHEDULED INDEPENDENTLY OF OTHER WORK AND STEPS IN PHASE 1.

WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK IN PHASE 1, STEP 1A. DATE OF AVAILABILITY IS THE FIRST DAY AFTER CLASSES END FOR THE SCHOOL CALENDAR YEAR AT SMOKY MOUNTAIN HIGH SCHOOL. THE COMPLETION DATE IS THE DAY BEFORE CLASSES BEGIN FOR THE FOLLOWING SCHOOL CALENDAR YEAR AT SMOKY MOUNTAIN HIGH SCHOOL. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 1A

USING ROAD CLOSURES, CLOSE SECTION OF NC 107 BETWEEN NC 116 (WEBSTER RD.) AND FAIRVIEW RD. DETOUR TRAFFIC OFFSITE USING NC 116 AND SUCCESS AVE. (SEE SHEETS TMP-2B & TMP-17A). MAINTAIN PEDESTRIAN TRANSPORT VEHICLE SERVICE FROM STEP 1 FOR THIS AREA.

USING ROAD CLOSURE, CLOSE ALEXANDER ST. ACCESS FROM -L- AND DETOUR TRAFFIC TO CLIFFSIDE DR. TO ACCESS HIGH SCHOOL.

CONSTRUCT THE FOLLOWING:

- PROPOSED CULVERT AT -L- STA 136+00± AND REMOVE EXISTING ADJACENT 8′ X 10′ CULVERT
- 42″ PIPE AT -L- STA 135+50±
- REBUILD ALEXANDER ST. (-Y22-) WITH TEMPORARY TIE TO EXISTING NC 107

COMPLETE CONSTRUCTION OF PORTION OF PROPOSED CULVERT AT -L- STA 136+00± BEGUN IN STEP 1.

REOPEN NC 107 AND ALEXANDER ST. TO EXISTING TRAFFIC PATTERNS AND REMOVE DETOURS.

STEP 2

USING LANE CLOSURES, PLACE TEMPORARY MARKINGS AND MARKERS AND SHIFT TRAFFIC TO COMPLETED -Y7- ALIGNMENT. CLOSE EXISTING HALL HEIGHTS EAST ACCESS TO NC 107.

USING LANE CLOSURES, PLACE TEMPORARY MARKINGS AND MARKERS AND SHIFT TRAFFIC TO COMPLETED -Y9- (WALTER ASHE RD.), -Y10- (COPE CREEK RD.) AND -Y11- (HENSLEY CIR.) ALIGNMENTS AND ACTIVATE TEMPORARY SIGNAL. CLOSE EXISTING ACCESSES TO NC 107 AND DEACTIVATE EXISTING SIGNAL.

USING LANE CLOSURES, INSTALL TEMPORARY PEDESTRIAN SIGNALS AND TEMPORARY CROSSWALKS AS SHOWN AT ASHEVILLE HWY. INTERSECTION AND ALONG THE VARIOUS SIGNALIZED -Y- LINE CROSSINGS LEFT OF -L-, ADJUSTING STOP BARS AS NECESSARY. THEN SHIFT PEDESTRIAN TRAFFIC TO LEFT OF -L- AND LEFT OF -Y- (ASHEVILLE HWY.). CLOSE EXISTING PEDESTRIAN ACCESS ALONG RIGHT SIDE OF -L- FROM ASHEVILLE HWY. TO FAIRVIEW RD. AND ALONG RIGHT SIDE OF ASHEVILLE HWY.

SHIFT PEDESTRIAN ACCESS TO PROPOSED SIDEWALK CONSTRUCTED IN STEP 1 ALONG RIGHT SIDE OF -L- FROM PROJECT LIMIT TO ASHEVILLE HWY. IF PROPOSED BRIDGE AND IMMEDIATE ROADWAY APPROACHES ARE NOT COMPLETE, UTILIZE TEMPORARY CURB RAMPS AND STEP 1 PCB TO CHANNELIZE PEDESTRIANS ALONG EXISTING -L- PAVEMENT AS SHOWN.

NOTES (SEE PLANS):
- PHASE SIDEWALK CONSTRUCTION ALONG WEBSTER RD. TO MAINTAIN PEDESTRIAN ACCESS TO AT LEAST ONE SIDE OF WEBSTER RD. DURING CONSTRUCTION
- COORDINATE CONSTRUCTIONS AT -L- INTERSECTIONS AT CLIFFSIDE DR. AND WEBSTER RD./ALEXANDER ST. TO MAINTAIN PEDESTRIAN ACCESS ALONG NC 107

USING LANE CLOSURES, BEGIN CONSTRUCTION OF PROPOSED RIGHT SIDE WIDENING:

-L- FROM ASHEVILLE HWY. INTERSECTION TO STA 119+00±
-L- STA 126+75± TO FAIRVIEW RD. INTERSECTION

USING LANE CLOSURES, INSTALL PCB AND CONSTRUCT PROPOSED RIGHT SIDE WIDENING ALONG US 23BUS (ASHEVILLE HWY) FROM COUNCIL CIR. TO DILLARD TOWN RD. BEGIN PROPOSED WIDENING CONSTRUCTION FROM DILLARD TOWN RD. TO -Y- STA 28+50± RIGHT. MAINTAIN EXISTING DILLARD TOWN RD. ACCESS TO ASHEVILLE HWY.

USING LANE CLOSURES CONSTRUCT PROPOSED -Y2- AND TIE TO ASHEVILLE HWY. EXISTING DILLARD TOWN RD. ACCESS TO REMAIN OPEN UNTIL -Y2- IS COMPLETED AND OPENED IN PHASE 2, STEP 1. INSTALL TEMPORARY SIGNAL (KEEP DEACTIVATED).

USING LANE CLOSURES, BEGIN CONSTRUCTION OF THE FOLLOWING -Y- LINE RELOCATIONS AND TIE TO EXISTING NC 107. MAINTAIN EXISTING ACCESSES UNTIL RELOCATIONS ARE COMPLETE:

-Y4- (SUNRISE PK.)
-Y15- (BARNES ST.)
-Y18- (CHAPPARAL DR.)

USING LANE CLOSURES, CONSTRUCT -Y4-/-Y5A- WIDENING AND -Y5B- WITH TEMPORARY DRIVEWAY TIE.

USING LANE CLOSURES, INSTALL TEMPORARY SIGNAL AT -L-/-Y6-/-Y7- AND KEEP DEACTIVATED.

USING LANE CLOSURES, PLACE TEMPORARY MARKINGS ON COUNCIL CIRCLE AND SHIFT TRAFFIC TO TEMPORARY WIDENING, AND INSTALL WATER-FILLED BARRIER. BEHIND BARRIER AND USING LANE CLOSURES, CONSTRUCT PROPOSED -Y3-, WEDGING TO INTERMEDIATE ELEVATION UNTIL TRAFFIC SHIFT TO FINAL PATTERN.

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

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

PHASING

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PHASING

PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-3A

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PHASE 1 (SEE SHEETS TMP-4 THRU TMP-33)

WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK IN PHASE 1, STEP 3 IN 100 CONSECUTIVE DAYS. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 3

A) USING ROAD CLOSURE, CLOSE CHERRY ST. BETWEEN NC 107 AND -Y5B- TO THROUGH-TRAFFIC. DETOUR TRAFFIC TO SUNRISE PK. (MAINTAIN LOCAL TRAFFIC ONLY ACCESS FROM NC 107 TO EXISTING DRIVEWAY FOR PROPERTY #40)
B) AWAY FROM TRAFFIC, CONSTRUCT PROPOSED CULVERT. BEGIN CONSTRUCTION OF PROPOSED -Y6- FROM STA 12+00± TO STA 13+35±.
C) CONSTRUCT PROPOSED -Y6- FROM STA 13+35± TO NC 107. MAINTAIN DRIVEWAY ACCESS WITH TEMPORARY TIES AS -Y6- GRADE IS RAISED. COMPLETE CONSTRUCTION OF PROPOSED -Y6- FROM STA 12+00± TO STA 13+35± BEGUN IN SUBSTEP 'B'.
D) INSTALL PAVEMENT MARKINGS AND OPEN COMPLETED -Y6-. ACTIVATE TEMPORARY SIGNAL AT -L-/-Y6-/-Y7-. REMOVE CHERRY ST. DETOUR.

NOTE:

- COMPLETE PHASE 1, STEP 4 ICT WORK PRIOR TO MAINLINE TRAFFIC SHIFT AT THE BEGINNING OF PHASE 2.

WORK IN A CONTINUOUS MANNER TO COMPLETE THE WORK IN PHASE 1, STEP 4 IN 65 CONSECUTIVE DAYS. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 4

USING LANE CLOSURES, SHIFT TRAFFIC TO -Y5A- (CALDWELL ST.) RELOCATION. CLOSE SUNRISE PK. (-Y4-) FROM NC 107 TO CALDWELL ST. AND DETOUR TRAFFIC USING CALDWELL ST. AND CHERRY ST.

AWAY FROM TRAFFIC AND USING LANE CLOSURES, CONSTRUCT PROPOSED -Y4- (SUNRISE PK.) AND CULVERT. CONSTRUCT -L- WIDENING RIGHT AT EXISTING SUNRISE PK. ACCESS. COMPLETE PORTION OF -Y4- BEGUN IN STEP 1.

STEP 5

COMPLETE PROPOSED WIDENING CONSTRUCTION ALONG RIGHT SIDE OF -L- (INCLUDING STAGE 1 BRIDGE) BEGUN IN STEPS 1 & 2. INSTALL REMAINING REQUIRED TEMPORARY SIGNALS FOR PHASE 2 TRAFFIC SHIFT.

PHASE 2 (SEE SHEETS TMP-34 THRU TMP-47)

STEP 1

USING LANE CLOSURES, REMOVE PHASE 1 CONFLICTING PCB, PLACE TEMPORARY MARKINGS AND MARKERS AND SHIFT TRAFFIC TO -L- RIGHT SIDE WIDENING AS SHOWN. ACTIVATE/ADJUST TEMPORARY SIGNALS AS REQUIRED ON -L- BETWEEN ASHEVILLE HWY AND CLIFFSIDE DR. SHIFTS MAY OCCUR IN SECTIONS AT A TIME WITH TEMPORARY TIES BACK TO PHASE 1 PATTERN IF NEEDED.

USING LANE CLOSURES, INSTALL TEMPORARY MARKINGS AND MARKERS ON SKYLAND DR., -Y2- AND ASHEVILLE HWY. AND SHIFT TRAFFIC TO TEMPORARY INTERSECTION PATTERN. ACTIVATE TEMPORARY SIGNAL AT -Y-/-Y1-/-Y2-. INSTALL TEMPORARY MARKINGS ON -Y3- AND SHIFT TRAFFIC TO FINAL PATTERN.

SHIFT PEDESTRIAN TRAFFIC TO COMPLETED RIGHT SIDE ALONG NC 107 AND CLOSE TEMPORARY SIDEWALK LEFT OF -L-. MAINTAIN PEDESTRIAN ACCESS LEFT OF -Y- (ASHEVILLE HWY).

NOTE (SEE PLANS):
- COORDINATE CONSTRUCTIONS AT -L- INTERSECTIONS AT CLIFFSIDE DR. AND WEBSTER RD./ALEXANDER ST. TO MAINTAIN PEDESTRIAN ACCESS ALONG NC 107 TO BOTH INTERSECTIONS

USING LANE CLOSURES, BEGIN PROPOSED WIDENING CONSTRUCTION OF -L- LEFT FROM BEGIN PROJECT LIMIT TO FAIRVIEW RD. WEDGE NC 107 AS NECESSARY TO MAINTAIN TRAFFIC AND FOR TEMPORARY DRAINAGE.

USING LANE CLOSURES, INSTALL PCB AND CONSTRUCT REMAINING -Y- WIDENING RIGHT FROM NC 107 TO -Y3- (COUNCIL CIR.), AND AT EXISTING DILLARD TOWN RD. ACCESS.

COMPLETE PROPOSED WIDENING ALONG ASHEVILLE HWY. FROM DILLARD TOWN RD. TO STA 28+50± RIGHT BEGUN IN PHASE 1.

STEP 2

USING LANE CLOSURES, PLACE TEMPORAY MARKINGS AND MARKERS AND SHIFT TRAFFIC TO RIGHT SIDE OF -Y- (ASHEVILLE HWY) AND ADJUST TEMPORARY SIGNALS AT NC 107 AND -Y1-/-Y2- INTERSECTIONS. CLOSE PEDESTRIAN ACCESS TO LEFT SIDE OF -Y- AND REDIRECT TO RIGHT SIDE OF -Y- AT -L- INTERSECTION.

AWAY FROM TRAFFIC AND USING LANE CLOSURES, CONSTRUCT PROPOSED WIDENING ALONG -Y- LEFT SIDE FROM NC 107 TO -Y- STA 28+50± AND ON -Y1- (SKYLAND DR.).

COMPLETE PROPOSED WIDENING CONSTRUCTION ALONG LEFT SIDE OF -L- AND -Y- LINES BEGUN IN PHASES 1 AND 2.

PHASE 3 (SEE SHEETS TMP-48 THRU TMP-59)

STEP 1

USING LANE CLOSURES, PLACE TEMPORARY MARKINGS AND MARKERS AND SHIFT -L- AND -Y- TRAFFIC TO NARROWED LANES ALONG OUTSIDE IN 4-LANE/2-WAY PATTERNS. ADJUST TEMPORARY OR ACTIVATE FINAL SIGNALS AS REQUIRED. SHIFTS MAY OCCUR IN SECTIONS AT A TIME WITH TEMPORARY TIES BACK TO PHASE 1 PATTERN IF NEEDED.

CLOSE PEDESTRIAN ACCESS TO EXISTING ISLANDS AT -L-/-Y- INTERSECTION (DETOUR PEDESTRIANS USING CROSSING AT -Y-/-Y1-/-Y2-).

AWAY FROM TRAFFIC AND USING LANE CLOSURES AS NEEDED, CONSTRUCT THE FOLLOWING:

- PROPOSED MEDIAN RAISED AND MONOLITHIC ISLANDS
- PROPOSED RIGHT SIDE CONSTRUCTION FROM -L- STA 119+00± TO STA 126+75± (DETOUR PEDESTRIAN TRAFFIC USING CROSSINGS AT CLIFFSIDE DR. AND ALEXANDER ST. INTERSECTIONS)

USING LANE CLOSURES AND PORTABLE SIGNALS (RSD 1101.02, SHEETS 1 & 17 OF 19), PERFORM REHAB WORK ON EXISTING BRIDGE OVER SCOTT'S CREEK (-L- STA 14+00±) (SEE SHEET TMP-48).

STEP 2

USING LANE CLOSURES, PLACE THE FINAL LAYER OF SURFACE COURSE AND FINAL MARKINGS AND MARKERS IN THE FINAL PATTERN, THEN PLACE TRAFFIC AND PEDESTRIANS IN THE FINAL PATTERN. ACTIVATE REMAINING FINAL SIGNALS NOT PREVIOUSLY DONE IN STEP 1.

STEP 3

REMOVE ALL REMAINING TRAFFIC CONTROL DEVICES.

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

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PHASING

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-4

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MUNICIPAL DR

CHIPPER CURVE RD

15+00

20+00

-L- NC 107

MATCHLINE -L- STA 24+00
SEE SHEET TMP-5

15" RCP-IV

24" RCP-IV

36" RCP-IV

Adj. DI

CB

P1

PED PICKUP/ DROPOFF

-L- STA. 11+25 +/-
BEGIN CONSTRUCTION

SCOTT'S CREEK

CLOSE SIDEWALK FROM BEGIN CONSTRUCTION LIMIT
TO THE WEST CORNER OF SUNRISE PARK.
DETOUR PEDESTRIANS USING AN ON-CALL TRANSPORT SERVICE.

-L- STA. 21+63 +/-
TIE TO EXISTING MARKINGS

1

SIDEWALK CLOSED

2" MAX

PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT

APPROVED: *Michael T. Rzepka*

DATE: 10/14/2025

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WORK ZONE TRAFFIC CONTROL

PHASE 1 - STEP 1

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-5

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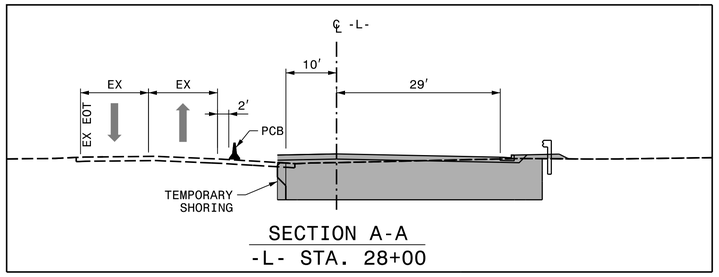

SECTION A-A
-L- STA. 28+00

MATCHLINE -Y- STA 14+50
SEE SHEET TMP-14A

-Y- ASHEVILLE HWY

APOLLO DR

SCOTTS CREEK

30+00

CONSTRUCT 5' TEMP. SIDEWALKS & CURB RAMPS IN EXISTING ISLANDS WITH TEMP. PED SIGNALS TO DETOUR PEDESTRIANS IN NEXT STEP

-L- STA. 29+20 +/-
END PCB, 2' OFFSET
PLACE CRASH CUSHION

CLOSE RT THRU LANE WITH DRUMS

PORTABLE CONCRETE BARRIER (PCB)

25+00

P1

11'

A

A

TEMP. SIGNAL #14-0397T1

-L- NC 107

CONST. TEMP. CURB RAMP IF BRIDGE AND ROADWAY APPROACH IS NOT COMPLETE BY NEXT STEP

PED PICKUP/ DROPOFF

35+00

MATCHLINE -L- STA 24+00
SEE SHEET TMP-4

-L- STA. 24+50 +/-
BEGIN PCB, 2' OFFSET
PLACE CRASH CUSHION

CONST. TEMP. CURB RAMP IF BRIDGE AND ROADWAY APPROACH IS NOT COMPLETE BY NEXT STEP

CLOSE SIDEWALK FROM BEGIN CONSTRUCTION LIMIT TO THE WEST CORNER OF SUNRISE PARK.
DETOUR PEDESTRIANS USING AN ON-CALL TRANSPORT SERVICE.

-L- STA. 33+42 +/-
END CONSTRUCTION

SIDEWALK CLOSED

2" MAX

PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT

MATCHLINE -L- STA 37+00
SEE SHEET TMP-6

-Y5A- CALDWELL ST

-Y4- SUNRISE PK

10+00

1 TEMPORARY SHORING = 200 SF
FROM -L- STA. 26+58+/-, 9.0' LT
TO -L- STA. 26+98+/-, 9.0' LT

2 TEMPORARY SHORING = 200 SF
FROM -L- STA. 27+55+/-, 9.0' LT
TO -L- STA. 27+95+/-, 9.0' LT

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

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PHASE 1 - STEP 1

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-6

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HALL HEIGHTS WEST

HALL HEIGHTS EAST

-Y7-

① R11-2 48″ x 30″ ROAD CLOSED
TYPE III BARRICADE

② SIDEWALK CLOSED
2" MAX
PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT

CONSTRUCT -Y7- REALIGNMENT

CONSTRUCT 5′ TEMPORARY SIDEWALK

CONSTRUCT 5′ TEMPORARY SIDEWALK (ASPHALT 2″ S9.5B)

40+00

45+00

15+00

② -L- NC 107

MATCHLINE -L- STA 37+00
SEE SHEET TMP-5

MATCHLINE -L- STA 49+00
SEE SHEET TMP-7

-Y5B-
CALDWELL ST

-Y6-
CHERRY ST

APPROVED: *Michael T. Rzepka*

DATE: 10/14/2025

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PHASE 1 - STEP 1

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-7

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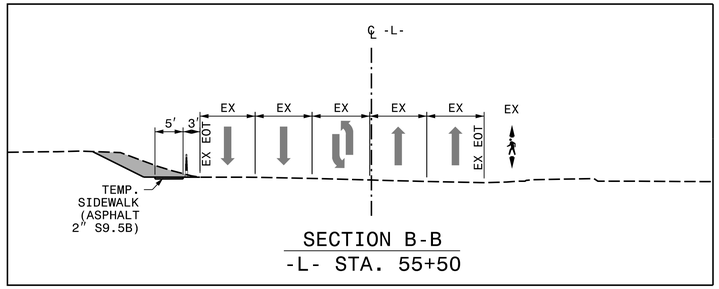
PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT



SECTION B-B
-L- STA. 55+50

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

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PHASE 1 - STEP 1

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-8

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-Y10- STA. 13+70 +/-
END CONSTRUCTION

-Y10-
COPE CREEK RD

R11-2
48'' x 30''
ROAD CLOSED
TYPE III BARRICADE

-Y11-
HENSLEY CIR

1 SIDEWALK CLOSED
2" MAX
PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT

65+00

70+00

INSTALL TEMP. CURB RAMP

CONSTRUCT -Y10- REALIGNMENT

-L- NC 107

MATCHLINE -L- STA 61+00
SEE SHEET TMP-7

PED PICKUP/ DROPOFF

TEMP. SIGNAL #14-0694T1

60" RCP-IV
CB
PROP. PIPE INSTALLATION AND EXIST. PIPE REMOVAL

INSTALL SEWER USING NIGHTLY LANE/SIEWALK CLOSURES PRIOR TO STEP 2 WIDENING

54" RCP-IV

MATCHLINE -L- STA 73+00
SEE SHEET TMP-9

CONSTRUCT -Y9- REALIGNMENT

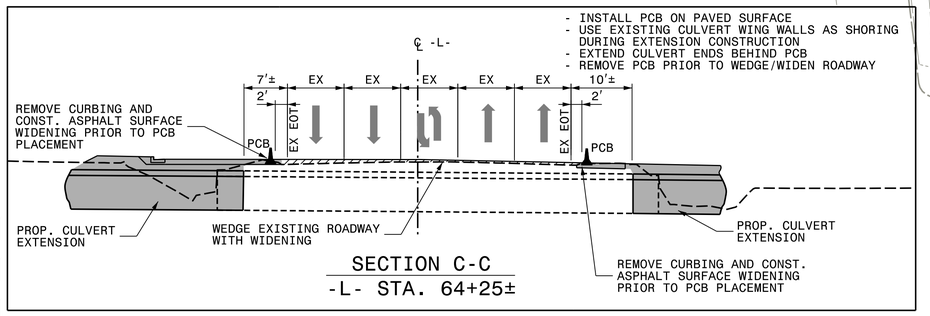
CLOSE SIDEWALK AS NEEDED FROM EXIST. WALTER ASHE RD. TO ENTRANCE TO WALMART (-DR1-) DURING CULVERT, DRAINAGE, -Y9-, SEWER AND PIPE REMOVAL/CONSTRUCTION ALONG RIGHT SIDE OF -L-. DETOUR PEDESTRIANS USING AN ON-CALL TRANSPORT SERVICE BETWEEN WALTER ASHE RD. AND -DR1-

-Y9-
WALTER ASHE RD

R11-2
48'' x 30''
ROAD CLOSED
TYPE III BARRICADE

-Y9- STA. 11+00 +/-
BEGIN CONSTRUCTION

- INSTALL PCB ON PAVED SURFACE
- USE EXISTING CULVERT WING WALLS AS SHORING DURING EXTENSION CONSTRUCTION
- EXTEND CULVERT ENDS BEHIND PCB
- REMOVE PCB PRIOR TO WEDGE/WIDEN ROADWAY



SECTION C-C
-L- STA. 64+25±

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

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

PHASE 1 - STEP 1

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-9

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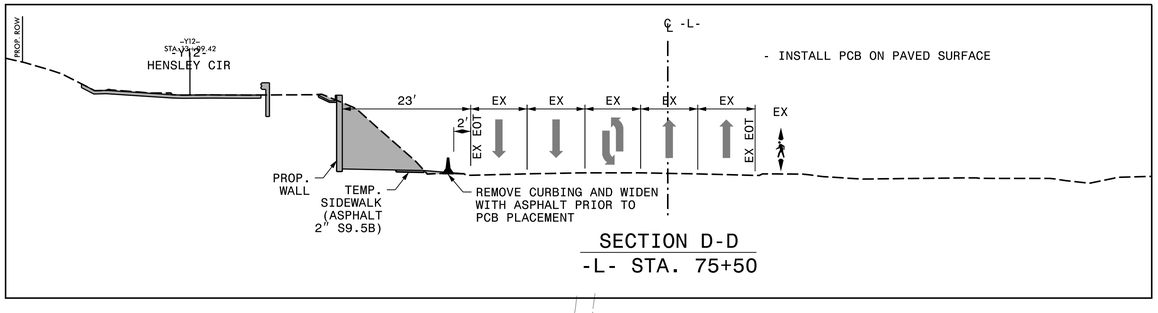
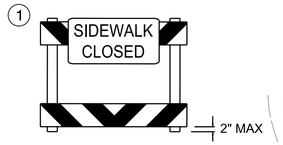
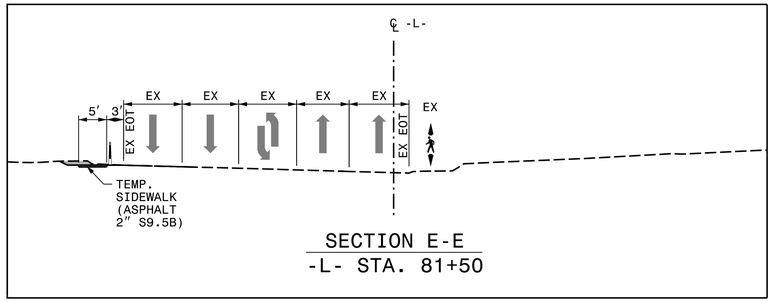




PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT

CLOSE SIDEWALK AS NEEDED FROM EXIST. WALTER ASHE RD. TO ENTRANCE TO WALMART (-DR1-) DURING CULVERT, DRAINAGE, -Y9-, SEWER AND PIPE REMOVAL/CONSTRUCTION ALONG RIGHT SIDE OF -L-. DETOUR PEDESTRIANS USING AN ON-CALL TRANSPORT SERVICE BETWEEN WALTER ASHE RD. AND -DR1-



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DATE: 10/14/2025

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PHASE 1 - STEP 1

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-10

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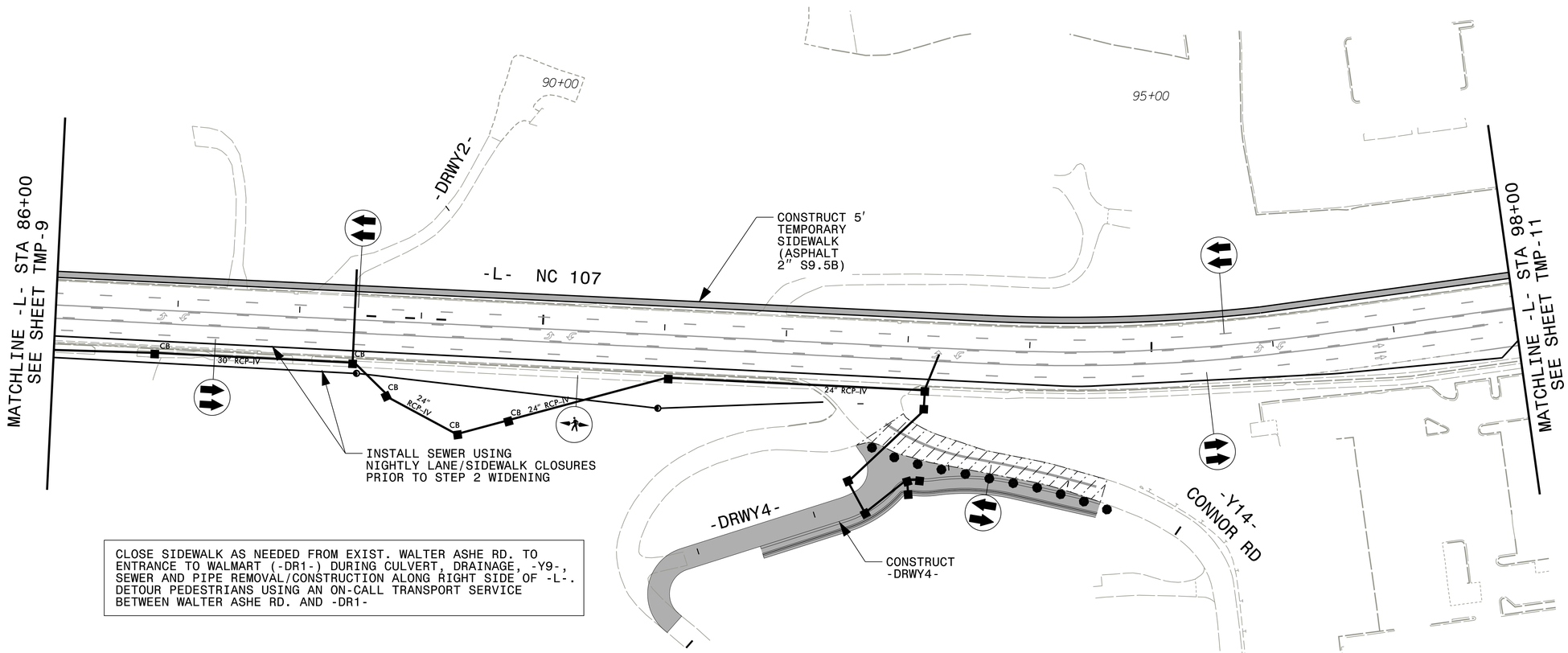

CLOSE SIDEWALK AS NEEDED FROM EXIST. WALTER ASHE RD. TO ENTRANCE TO WALMART (-DR1-) DURING CULVERT, DRAINAGE, -Y9-, SEWER AND PIPE REMOVAL/CONSTRUCTION ALONG RIGHT SIDE OF -L-. DETOUR PEDESTRIANS USING AN ON-CALL TRANSPORT SERVICE BETWEEN WALTER ASHE RD. AND -DR1-

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DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

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PHASE 1 - STEP 1

PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-11

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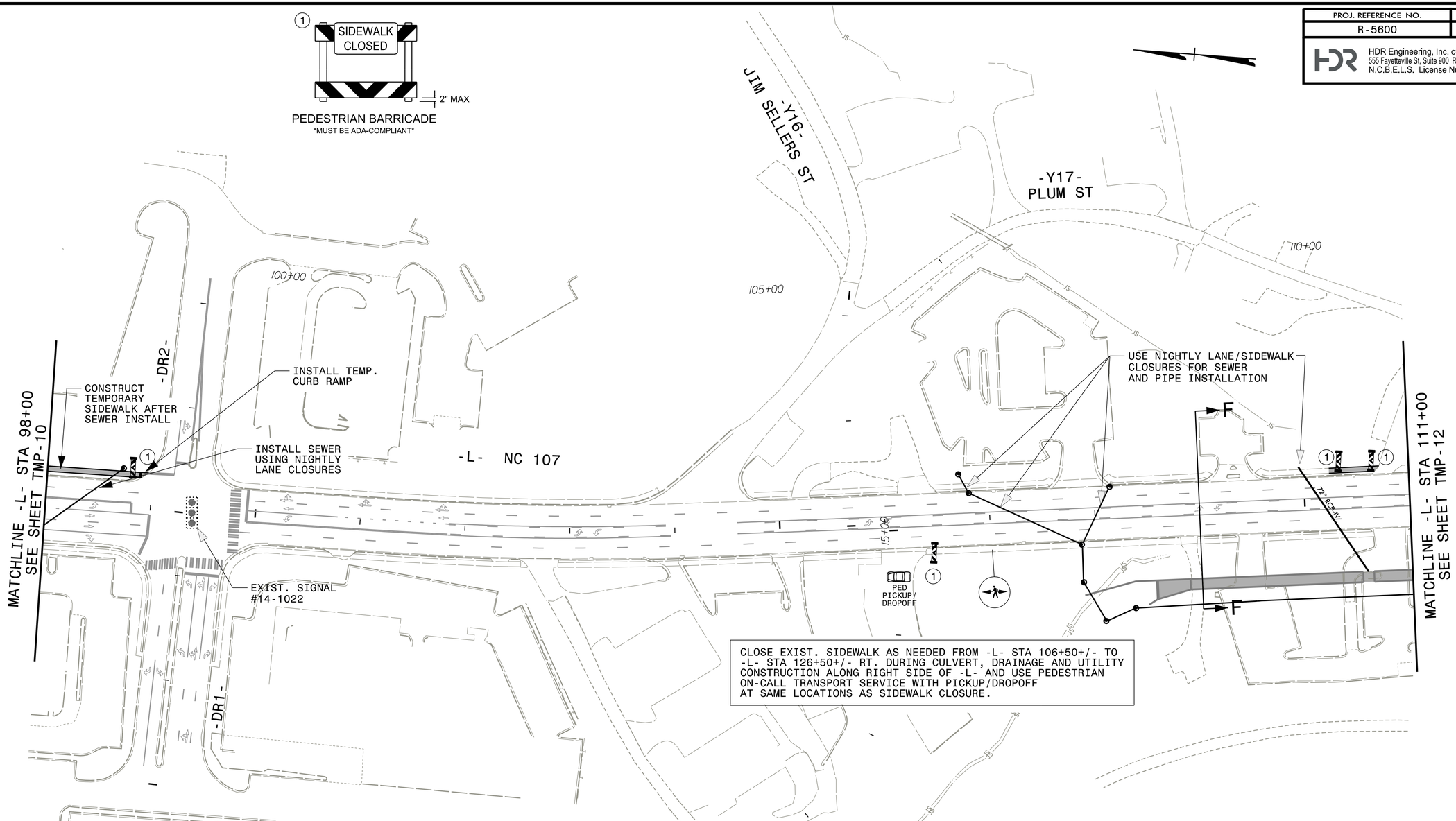
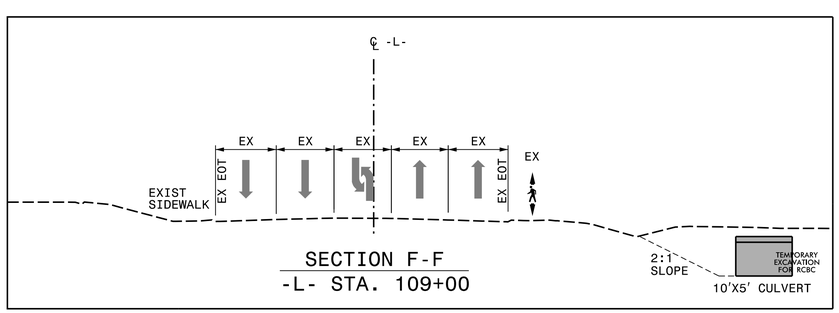
1 SIDEWALK CLOSED

2" MAX

PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT



CLOSE EXIST. SIDEWALK AS NEEDED FROM -L- STA 106+50+/- TO -L- STA 126+50+/- RT. DURING CULVERT, DRAINAGE AND UTILITY CONSTRUCTION ALONG RIGHT SIDE OF -L- AND USE PEDESTRIAN ON-CALL TRANSPORT SERVICE WITH PICKUP/DROPOFF AT SAME LOCATIONS AS SIDEWALK CLOSURE.



SECTION F-F
-L- STA. 109+00

APPROVED: *Michael T. Rzepka*

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

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PHASE 1 - STEP 1

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TIME: 11:01:18 PM

PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-12

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5 TEMPORARY SHORING = 1400 SF
FROM -L- STA. 112+43+/-, 61'-87' RT
TO -L- STA. 113+00+/-, 61'-87' RT

6 TEMPORARY SHORING = 1560 SF
FROM -L- STA. 112+94+/-, 61'-87' RT
TO -L- STA. 113+59+/-, 61'-87' RT

7 TEMPORARY SHORING = 1746 SF
FROM -L- STA. 114+40+/-, 61'-87' RT
TO -L- STA. 115+24+/-, 61'-87' RT

8 TEMPORARY SHORING = 756 SF
FROM -L- STA. 115+18+/-, 61'-87' RT
TO -L- STA. 115+69+/-, 61'-87' RT

9 TEMPORARY SHORING = 1960 SF
FROM -L- STA. 119+42+/-, 69'-98' RT
TO -L- STA. 120+26+/-, 69'-98' RT

10 TEMPORARY SHORING = 4128 SF
FROM -L- STA. 120+20+/-, 69'-98' RT
TO -L- STA. 121+63+/-, 63'-93' RT

11 TEMPORARY SHORING = 2500 SF
FROM -L- STA. 121+57+/-, 63'-93' RT
TO -L- STA. 122+72+/-, 63'-103' RT

-Y20- CLIFFSIDE DR

-Y19- CRESTVIEW HEIGHTS

115+00

120+00

1 SIDEWALK CLOSED

2" MAX

PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT

MAINTAIN MINIMUM TWO ACCESSES TO HIGH SCHOOL DURING SCHOOL YEAR, AND MINIMUM ONE ACCESS DURING SUMMER (SEE PROJECT CONTRACT LANGUAGE)

EXISTING SIGNAL #14-1200

-Y18- STA. 12+10+/-
END TEMP. WIDENING
52' LT

-L- NC 107

USE NIGHTLY LANE/SIDEWALK CLOSURES FOR PIPE INSTALLATION

CONSTRUCT 5' TEMPORARY SIDEWALK (ASPHALT 2" S9.5B)

54" RCP -L-

MATCHLINE -L- STA 111+00
SEE SHEET TMP-11

MATCHLINE -L- STA 124+00
SEE SHEET TMP-13

R=62'

+29 -Y18-
21' LT

+42 -Y18-
21' LT

TEMP PAV'T

SLOPE STAKE

DRAINAGE

SEWER

PROP. LINE

SEE INSET BELOW

TEMP. SHORING SITE 6

CULVERT JOINT
2± RT OF -Y16- C.L.

-Y18- STA. 10+74+/-
BEG. TEMP. WIDENING
6.7' LT

-L- STA. 119+80+/-
BEG. TEMP. WIDENING
39.5' RT

-L- STA. 120+02+/-
END TEMP. WIDENING
72' RT

-Y18- CHAPPARAL DR

CULVERT JOINT
-L- STA 115+21± RT

TEMP. SHORING SITE 8

CULVERT AT STA. 11+63.55 -Y18- TO BE CONSTRUCTED IN STAGES. SEE EROSION CONTROL PLANS AND STRUCTURE PLANS FOR FINAL CONSTRUCTION SEQUENCE.

CULVERT JOINT
-L- STA 121+60± RT

TEMP. SHORING SITE 11

UNTIED COMM. BANK

-L- STA. 121+76+/-
BEG. TEMP. WIDENING
43' RT

-L- STA. 121+85+/-
END TEMP. WIDENING
78' RT

MAINTAIN TWO ACCESS POINTS (ONE-WAY FLOW) TO UNITED COMMUNITY BANK DURING CONSTRUCTION (SEE PROJECT CONTRACT LANGUAGE)

+80 -Y18-
26.4' RT

-Y18- STA. 12+02+/-
BEG. TEMP. WIDENING
24.7' RT

+48 -Y18-
25' RT

-Y18- STA. 11+12+/-
BEG. TEMP. WIDENING
13' RT

TEMP. SHORING SITE 5

CULVERT JOINT
-L- STA 120+22 RT±

TEMP. SHORING SITE 7

OR TO SIGNAL

TEMP. SHORING SITE 10

CLOSE EXIST. SIDEWALK AS NEEDED FROM -L- STA 106+50+/- TO -L- STA 126+50+/- RT. DURING CULVERT, DRAINAGE AND UTILITY CONSTRUCTION ALONG RIGHT SIDE OF -L- AND USE PEDESTRIAN ON-CALL TRANSPORT SERVICE WITH PICKUP/DROPOFF AT SAME LOCATIONS AS SIDEWALK CLOSURE.

-L- STA. 120+48+/-
END TEMP. WIDENING
44' RT

-L- STA. 120+40+/-
BEG. TEMP. WIDENING
71.6' RT

TEMP. SHORING SITE 9

UNTIED COMM. BANK

VARIES
(SEE PLAN VIEW)
1 OR 2-WAY PATTERN
(SEE PLAN VIEW)
3'
EXISTING AND/OR TEMP. PAV'T
WATER-FILLED BARRIER AGAINST SHORING
TEMP. SHORING
CULVERT
DOWNSTREAM
JOINT
DRAINAGE
SEWER

SECTION X-X

WATER-FILLED BARRIER AGAINST SHORING
CULVERT SECTION

SECTION X1-X1

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

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PHASE 1 - STEP 1

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-13

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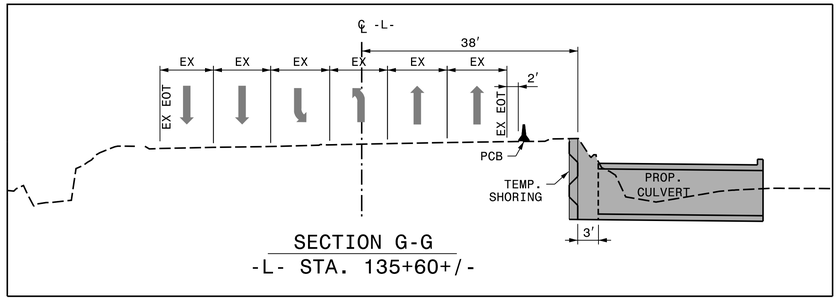
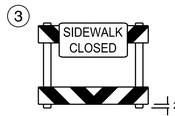
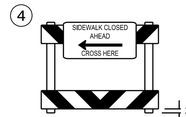


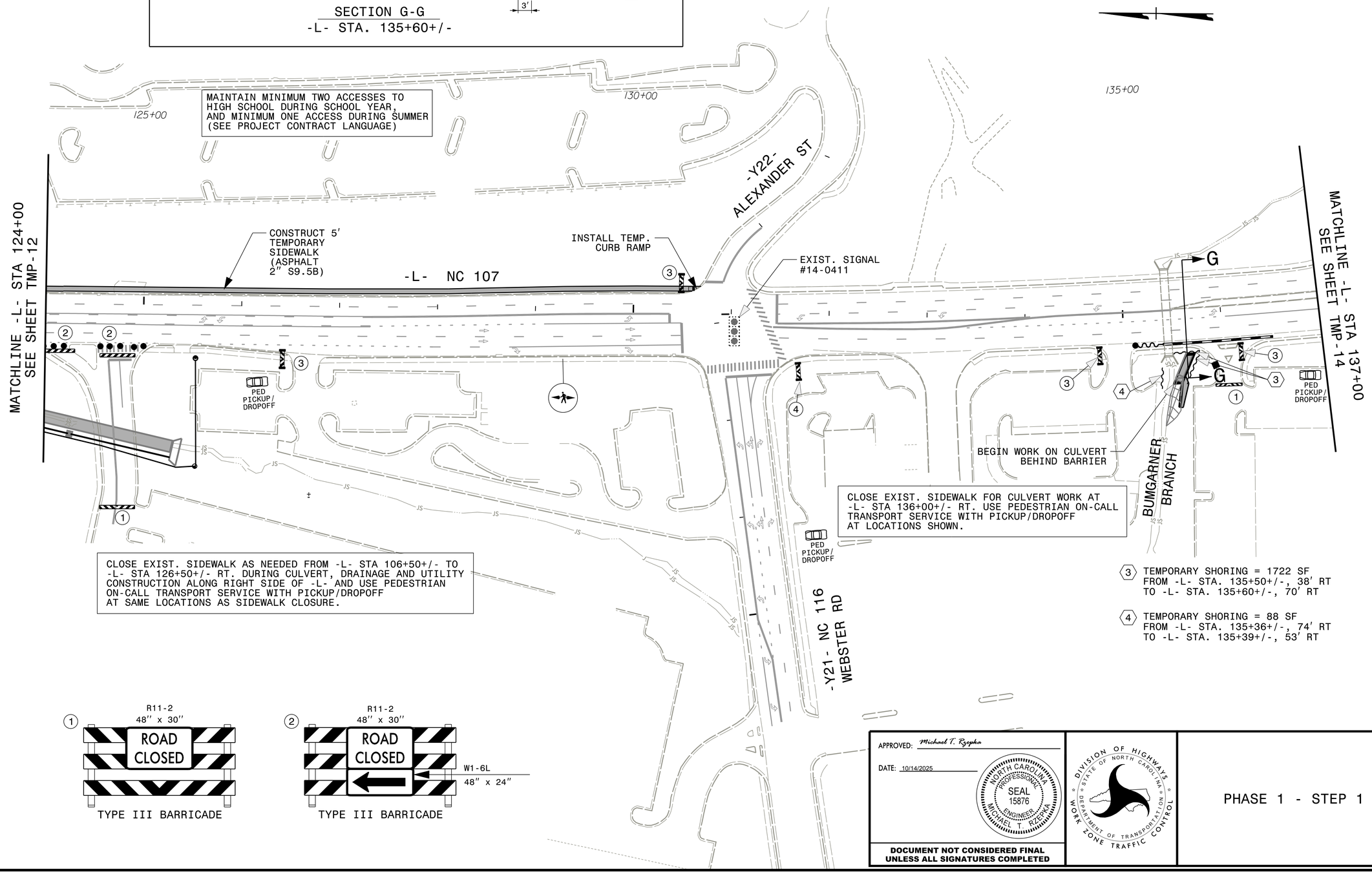
SECTION G-G
-L- STA. 135+60+/-



PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT



PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT
(FOR CULVERT CONSTRUCT. AT -L- STA 135+60)



③ TEMPORARY SHORING = 1722 SF
FROM -L- STA. 135+50+/-, 38′ RT
TO -L- STA. 135+60+/-, 70′ RT

④ TEMPORARY SHORING = 88 SF
FROM -L- STA. 135+36+/-, 74′ RT
TO -L- STA. 135+39+/-, 53′ RT

TYPE III BARRICADE

TYPE III BARRICADE

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

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

PHASE 1 - STEP 1

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-14

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INSET

145+00

P1

P13

SHIFT TRAFFIC AND BEGIN CONST. ACROSS EXIST. LOVEDALE

STOP

R1-1

30" RCP-IV

15" RCP-IV

-Y23- FAIRVIEW RD

-Y24- LOVEDALE RD

140+00

145+00

150+00

-Y24- STA. 12+20 +/-
END CONSTRUCTION

CONST. -Y24- AND SHIFT TRAFFIC (SEE INSET)

24" RCP-IV

MATCHLINE -L- STA 137+00
SEE SHEET TMP-13

TEMP. SIGNAL
#14-0790T1

18" RCP-IV

CB

T
E
M
P

30" RCP-IV

TB JB
W/MH

-L- NC 107

-L- STA. 137+90 +/-
BEGIN CONSTRUCTION

COMPLETE BULBOUT CONSTRUCTION PRIOR TO STEP 1A ICT ROAD CLOSURE

R11-2
48" x 30"

ROAD CLOSED

TYPE III BARRICADE

TOUCHSTONE WAY

USE LANE CLOSURES TO CONSTRUCT BULBOUT AND INTERSECTION IMPROVEMENTS PRIOR TO CLOSURE OF NC 107 IN STEP 1A

-L- STA. 149+57 +/-
END CONSTRUCTION

NC 107 (SOUTH OF SUCCESS AVE.)

SIDEWALK CLOSED

2" MAX

PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

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PHASE 1 - STEP 1

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-14A

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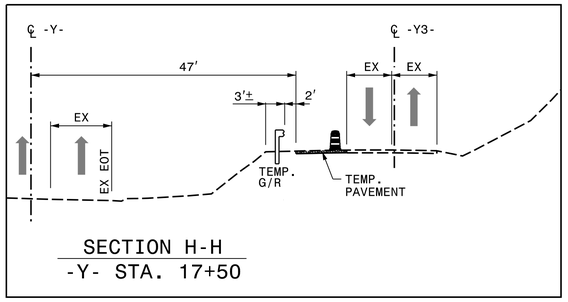

APPROVED: Michael T. Rzepka

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NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

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PHASE 1 - STEP 1

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-15

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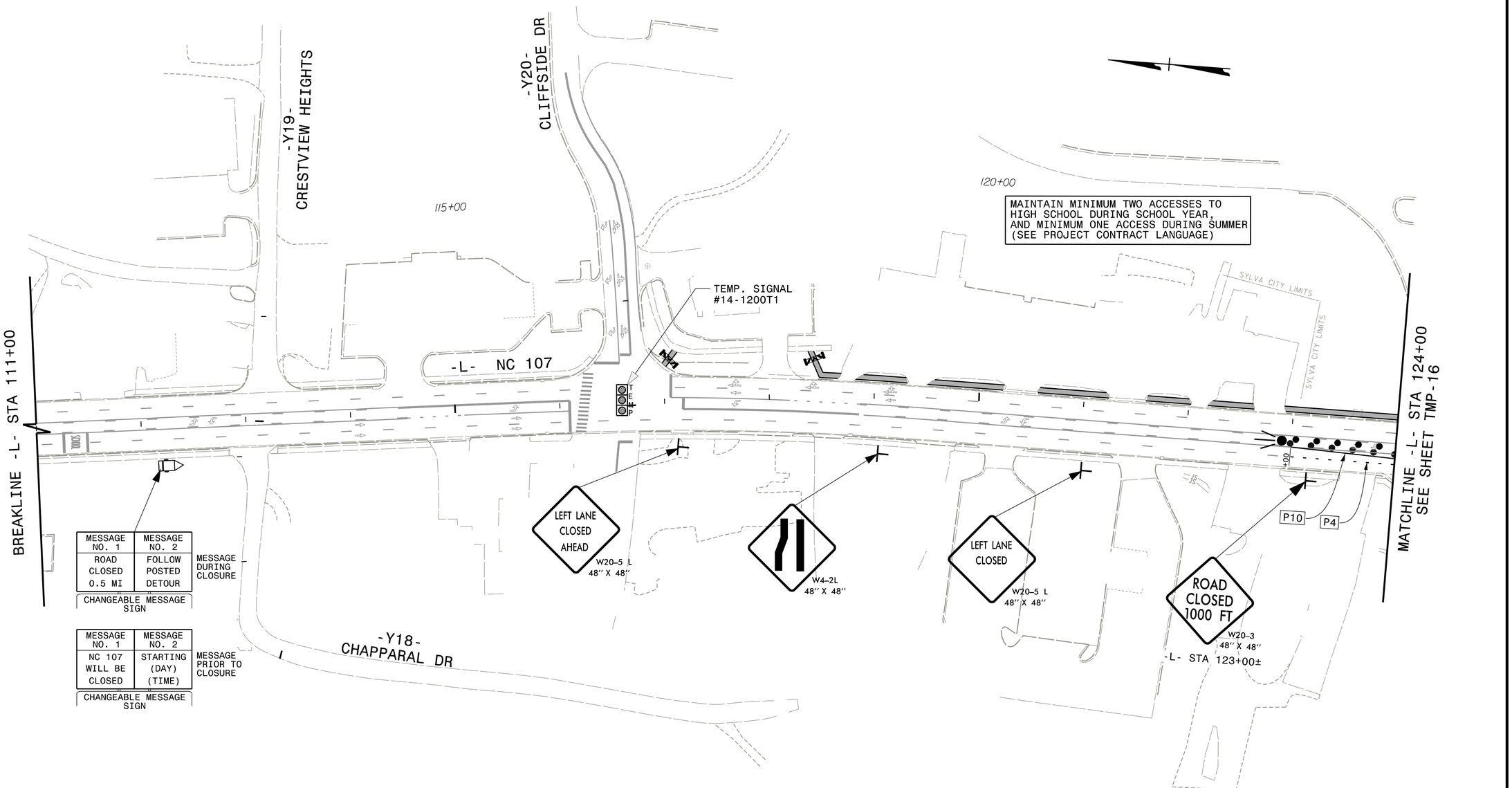
N.C.B.E.L.S. License Number: F-0116



APPROVED: *Michael T. Rzepka*

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

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

PHASE 1 - STEP 1A

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-16

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① R11-2 48" x 30" — ROAD CLOSED — TYPE III BARRICADE(S)

② R11-3 60" x 30" — ROAD CLOSED 200 FT AHEAD LOCAL TRAFFIC ONLY / DETOUR — M4-10R 48" x 18" — TYPE III BARRICADE

③ SIDEWALK CLOSED — 2" MAX — PEDESTRIAN BARRICADE "MUST BE ADA-COMPLIANT"

④ SIDEWALK CLOSED CROSS HERE — 2" MAX — PEDESTRIAN BARRICADE "MUST BE ADA-COMPLIANT"

⑤ ROAD CLOSED — W20-3 48" X 48" — NEXT LEFT — SP-4L 42" X 12"

⑥ ROAD CLOSED — W20-3 48" X 48" — NEXT RIGHT — SP-4R 42" X 12"

⑦ R3-2 24" X 24"

⑧ DO NOT BLOCK INTERSECTION — R7-10 24" X 30"

MAINTAIN MINIMUM TWO ACCESSES TO HIGH SCHOOL DURING SCHOOL YEAR, AND MINIMUM ONE ACCESS DURING SUMMER (SEE PROJECT CONTRACT LANGUAGE)

125+00 130+00 135+00

MATCHLINE -L- STA 124+00 SEE SHEET TMP-15

MATCHLINE -L- STA 137+00 SEE SHEET TMP-17

-L- NC 107

-Y22- ALEXANDER ST

-Y21- NC 116 WEBSTER RD

ACCESS TO/FROM LOWE'S

TEMP. SIGNAL #14-0411T

CONSTRUCT TEMPORARY SIDEWALK TIE

STEP 1A ICT - CLOSE ALEXANDER ST. ACCESS AND CONSTRUCT -Y22- WHEN SCHOOL NOT IN SESSION AND MAINTAIN SCHOOL ACCESS VIA JONES ST. DURING CLOSURE; CONSTRUCT TEMPORARY TIE TO -L AND OPEN BY END OF ICT

STEP 1A ICT - CONSTRUCT NEW CULVERT AND 42" PIPE ACROSS -L- AND REMOVE EXISTING CULVERT

MAY INSTALL SEWER LINES DURING ICT ROAD CLOSURE

Adj. CB, CB, 15" RCP-IV, 18" RCP-IV, TB JB W/MH, TEMP, TMA, PED PICKUP/DROPOFF, P4, P10, P42, P13, P2, P70 P70 P71, P72 P72, +03, +11, +85, +60, +00

BUMGARNER BRANCH

R11-2 48" x 30" — ROAD CLOSED — TYPE III BARRICADE

CONTINUE PEDESTRIAN ON-CALL TRANSPORT SERVICE FROM STEP 1 DURING ROAD CLOSURE

NOTE:
1. SEE SHEET TMP-2B FOR -L- NC 107 DETOUR ROUTE AND DETOUR SIGNING.

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

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

PHASE 1 - STEP 1A

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-17

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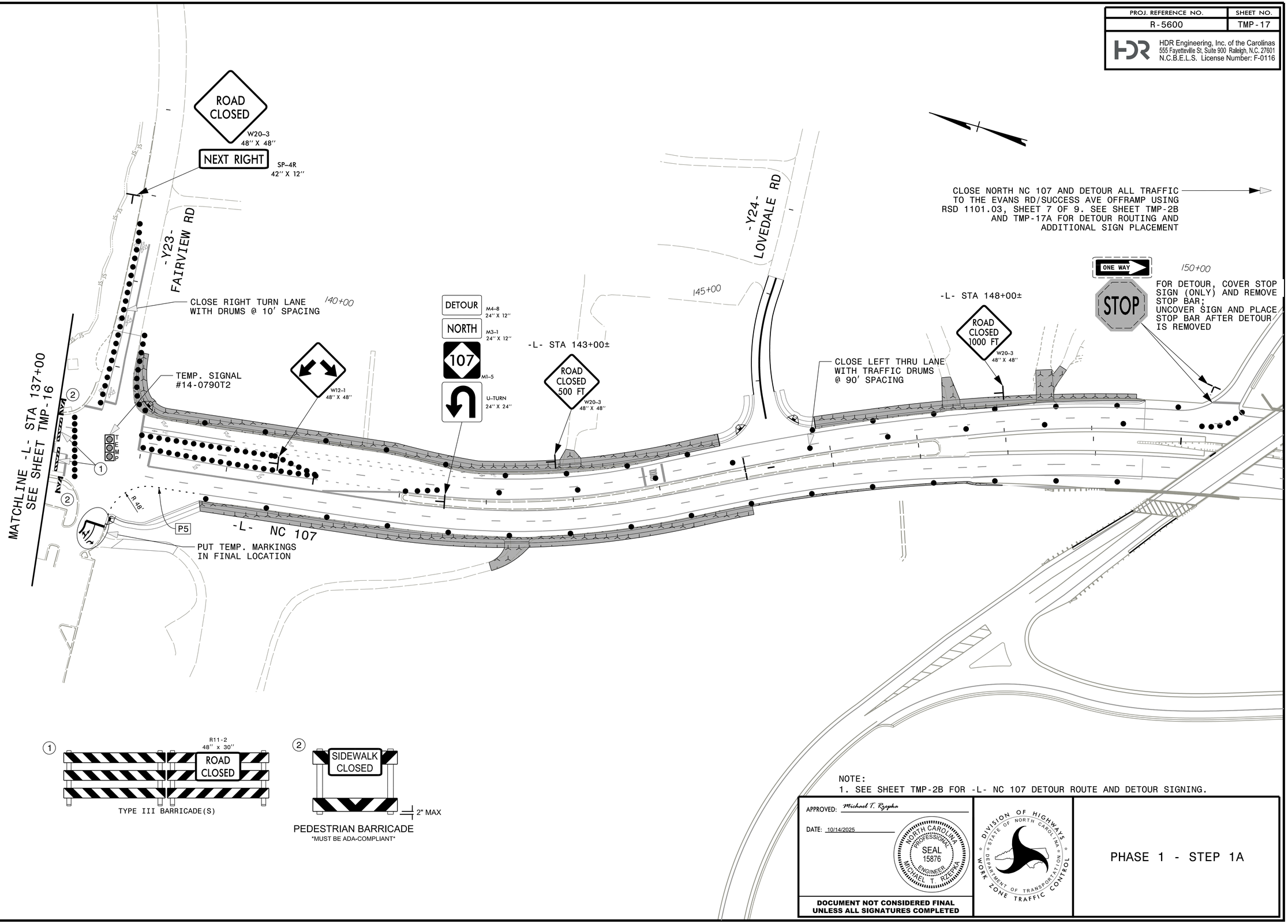
N.C.B.E.L.S. License Number: F-0116



NOTE:
1. SEE SHEET TMP-2B FOR -L- NC 107 DETOUR ROUTE AND DETOUR SIGNING.

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

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

PHASE 1 - STEP 1A

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-17A

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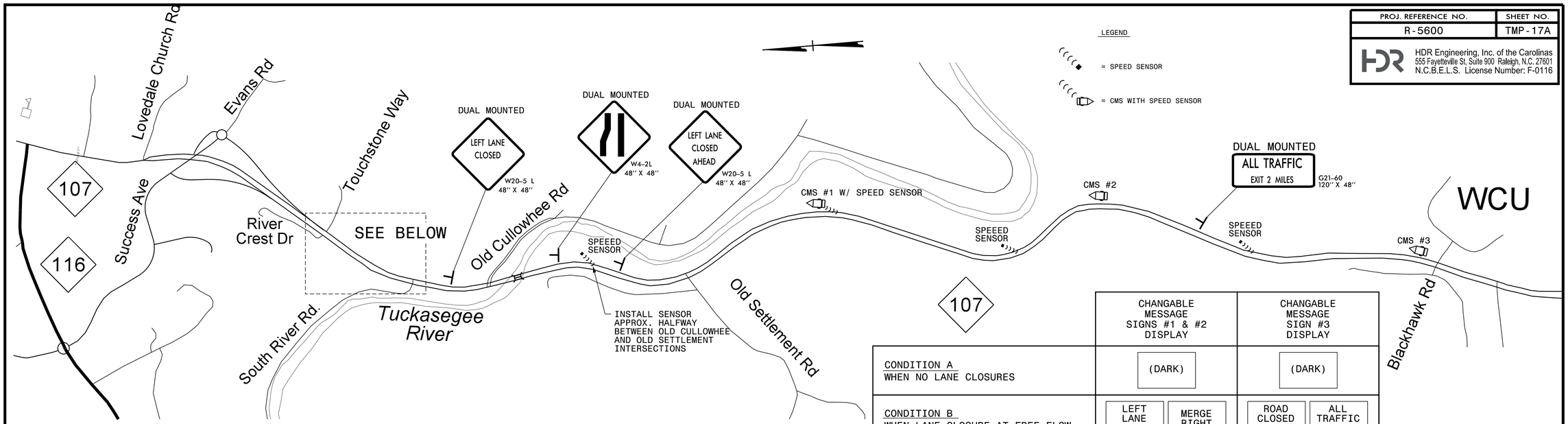
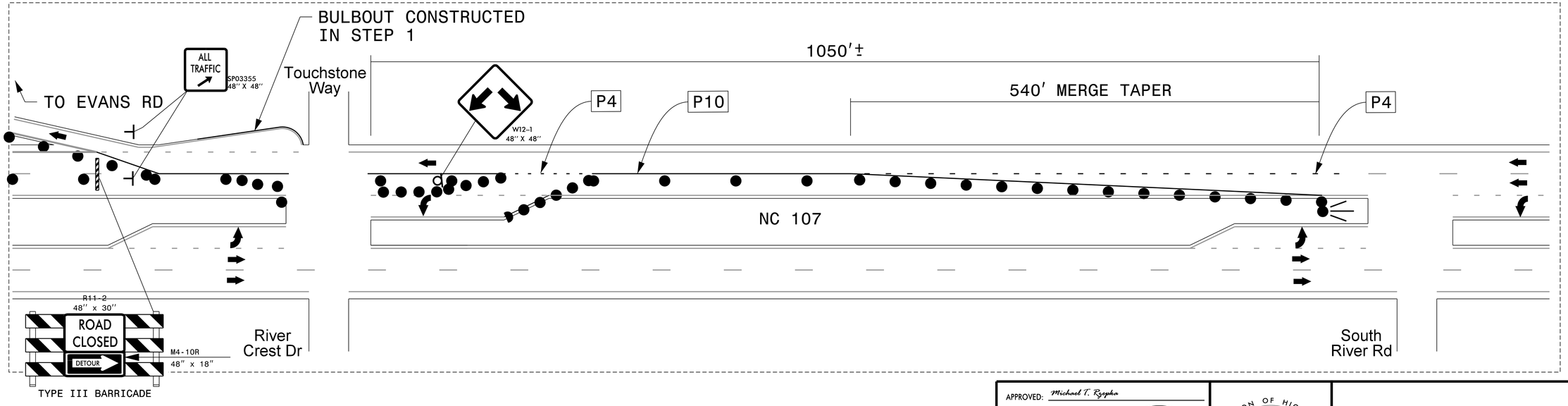


107

	CHANGABLE MESSAGE SIGNS #1 & #2 DISPLAY		CHANGABLE MESSAGE SIGN #3 DISPLAY	
CONDITION A WHEN NO LANE CLOSURES	(DARK)		(DARK)	
CONDITION B WHEN LANE CLOSURE AT FREE FLOW	LEFT LANE CLOSED	MERGE RIGHT	ROAD CLOSED AHEAD	ALL TRAFFIC EXIT
CONDITION C WHEN QUEUE FORMS, SPEEDS 25-45MPH SENSOR TRIGGERS ALL CMS	SLOW TRAFFIC AHEAD	WATCH FOR SLOW TRAFFIC	SLOW TRAFFIC AHEAD	WATCH FOR SLOW TRAFFIC
CONDITION D WHEN SPEEDS < 25MPH SENSOR TRIGGERS ALL CMS	STOPPED TRAFFIC AHEAD	PREPARE TO STOP	STOPPED TRAFFIC AHEAD	PREPARE TO STOP

EXIT ALL TRAFFIC ONTO
EVANS RD OFFRAMP USING
RSD 1101.02, SHEET 3 OF 19
RSD 1101.03 SHEET 7 OF 9



APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

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

PHASE 1 - STEP 1A
PORTABLE QUEUE DETECTION SYSTEM FOR NC 107 CLOSURE (SOUTH END)

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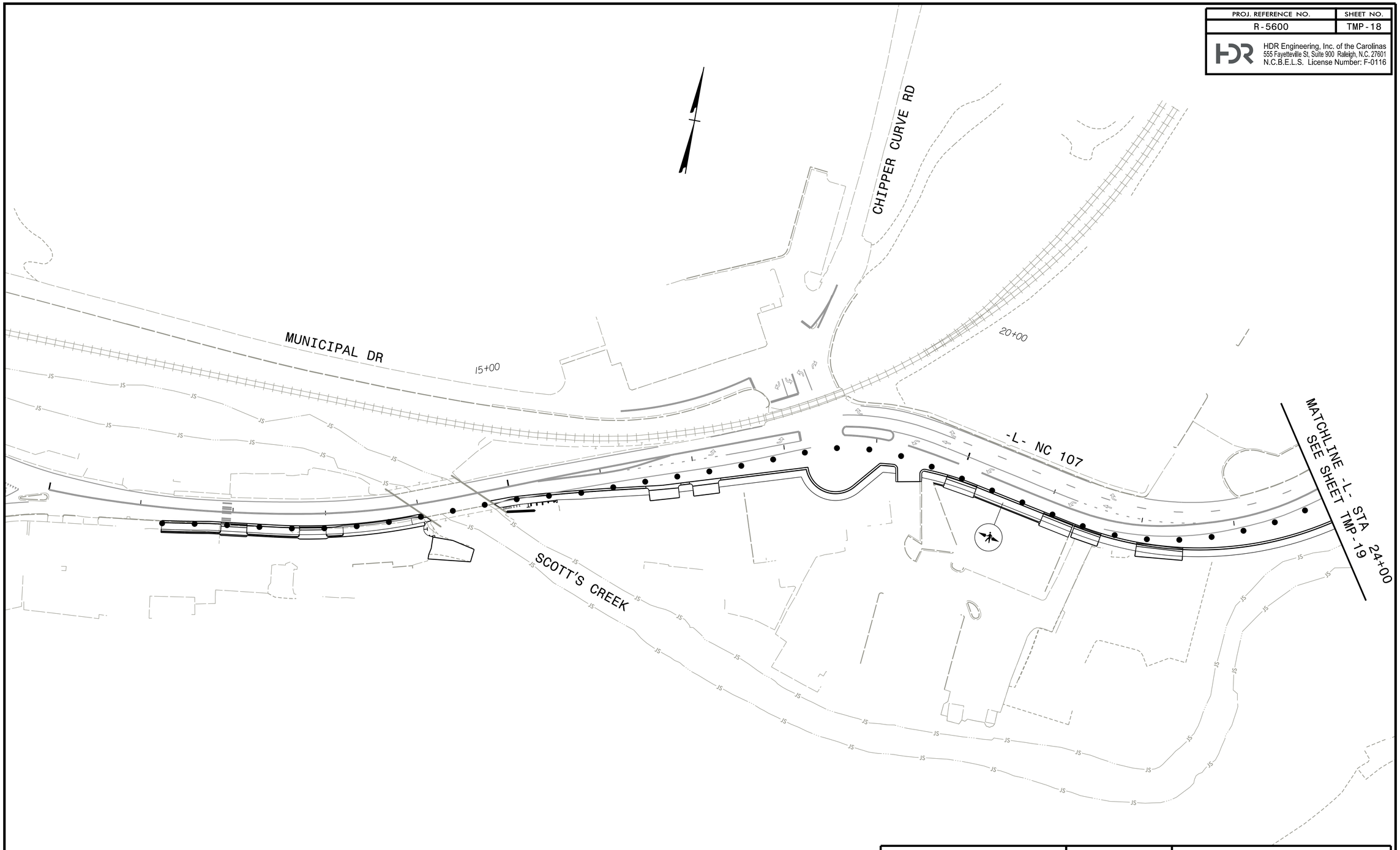
DATE: 7/3/2025
TIME: 1:12:42 PM

PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-18

HDR Engineering, Inc. of the Carolinas
555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116



APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

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PHASE 1 - STEP 2

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-19

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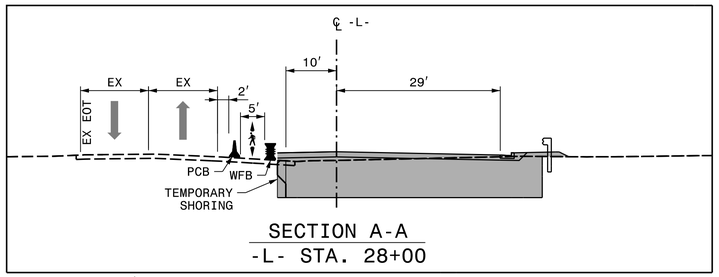

SECTION A-A
-L- STA. 28+00

MATCHLINE -Y- STA 14+50
SEE SHEET TMP-29

-Y- ASHEVILLE HWY

SCOTTS CREEK

WATER-FILLED BARRIER (WFB)

RE-OPEN CROSSWALK

INSTALL CROSSWALKS P46, ADJUST STOP BARS, ACTIVATE PED SIGNALS AND DETOUR PEDESTRIANS TO LEFT SIDE OF -Y- & -L- THROUGH MAINLINE CORRIDOR

P5

P46

P103

P61

TEMP. SIGNAL #14-0397T2

-L- NC 107

PEDESTRIAN HAND-TRAILING CHANNELIZATION DEVICE REQ'D

25+00

30+00

35+00

MATCHLINE -L- STA 24+00
SEE SHEET TMP-18

MATCHLINE -L- STA 37+00
SEE SHEET TMP-20

36" RCP-IV

SHIFT PEDESTRIAN TRAFFIC TO NEW SIDEWALK WITH TEMP. CHANNELIZATION ALONG NC 107 IF BRIDGE/ROADWAY APPROACH WORK IS NOT COMPLETE

-L- STA. 33+42 +/-
BEGIN CONSTRUCTION

-Y5A- STA. 12+50 +/-
END CONSTRUCTION

PROP. SEWER

-Y5A- CALDWELL ST

CONSTRUCT -Y5A- WIDENING

DETOUR
M4-9B
30" X 24"
2" MAX

PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT
(1)

SIDEWALK CLOSED
2" MAX

PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT
(2)

-Y4- STA. 10+29 +/-
BEGIN CONSTRUCTION

10+00

-Y4- SUNRISE PK

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

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

PHASE 1 - STEP 2

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-20

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HALL HEIGHTS WEST

HALL HEIGHTS EAST

-Y7-

-L- NC 107

40+00

45+00

P13

P61

P1

P46

P46

MATCHLINE -L- STA 37+00
SEE SHEET TMP-19

MATCHLINE -L- STA 49+00
SEE SHEET TMP-21

30" RCP-JV

30" RCP-JV

15" RCP-JV

PROTECT TEMPORARY SIGNAL DOWNGUYS DURING USE AND REPAIR PAVEMENT AFTER REMOVAL

-Y5B-
CALDWELL ST

PROP. SEWER

CONSTRUCT -Y5B-
RELOCATION

42" RCP-JV
BURIED 0.7'

-Y6-
CHERRY ST

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

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PHASE 1 - STEP 2

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-21

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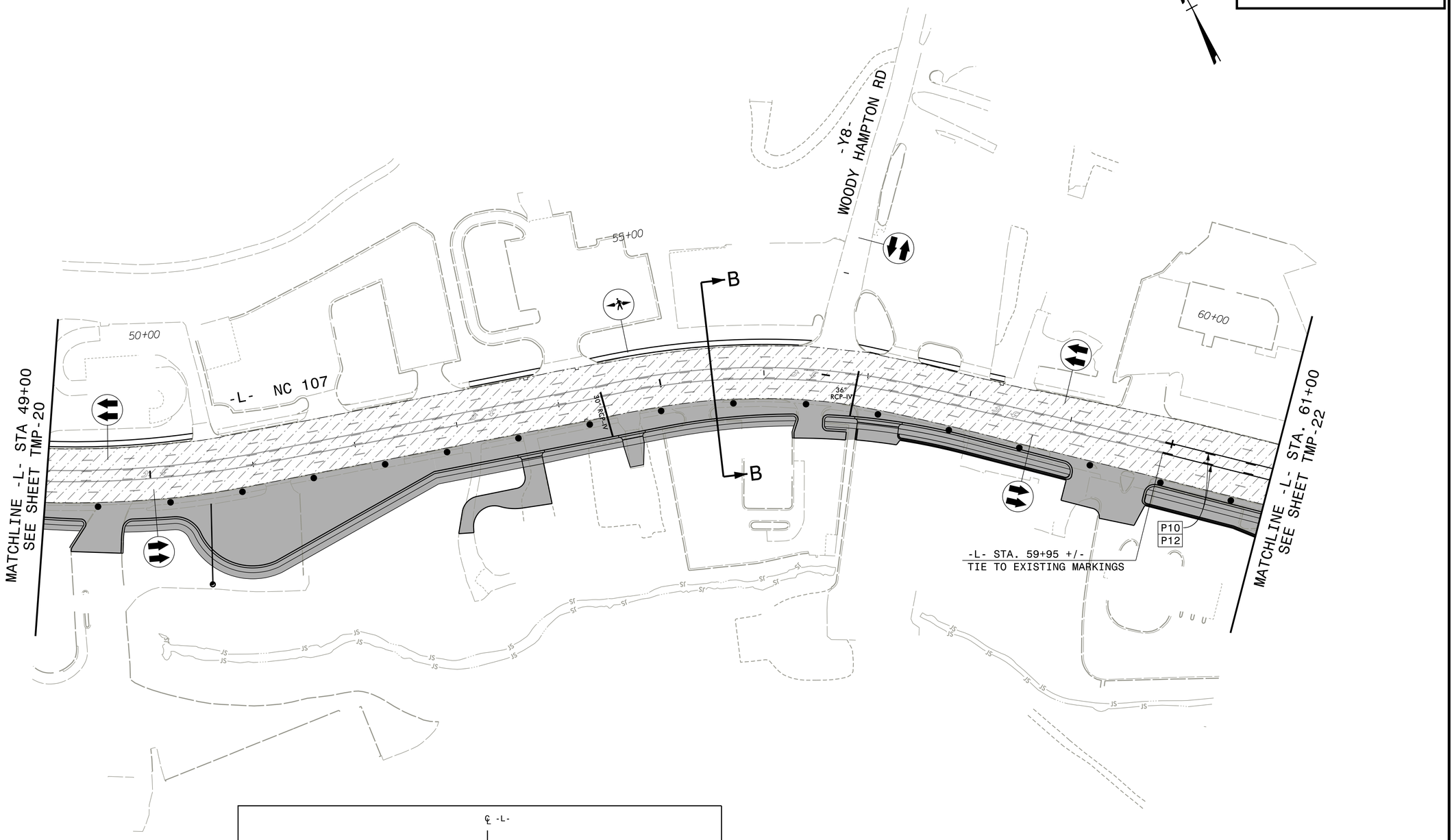

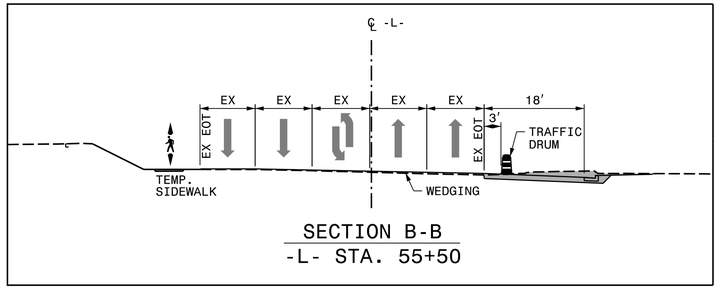

SECTION B-B
-L- STA. 55+50

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

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

PHASE 1 - STEP 2

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
USER: $USER$
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DATE: 7/3/2025
TIME: 1:15:06 PM

PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-22

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1 R11-2 48" x 30" ROAD CLOSED
TYPE III BARRICADE

2 SIDEWALK CLOSED 2" MAX
PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT

3 DETOUR M4-9B 30" X 24" 2" MAX
PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT

-Y10- COPE CREEK RD

-Y11- HENSLEY CIR

-L- STA. 66+48 +/-
TIE TO EXISTING MARKINGS

TEMP. SIGNAL #14-0694T2

MATCHLINE -L- STA 61+00
SEE SHEET TMP-21

-L- NC 107

MATCHLINE -L- STA 73+00
SEE SHEET TMP-23

-L- STA. 66+48 +/-
BEGIN CONSTRUCTION

PLACE STOP BAR
TEMPORARY MARKINGS
IN FINAL LOCATION

SEE PROJECT CONTRACT LANGUAGE
FOR CONSTRUCTION TIMES FOR
WORK AFFECTING UPS PROPERTY

-Y9- WALTER ASHE RD

APPROVED: Michael T. Rzepka
DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

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PHASE 1 - STEP 2

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt PENTABLE: NCDOT_tcp.tbl
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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-23

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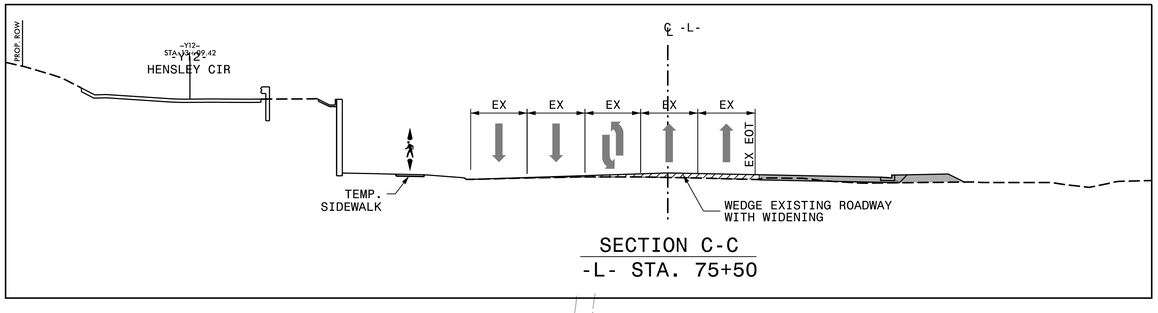
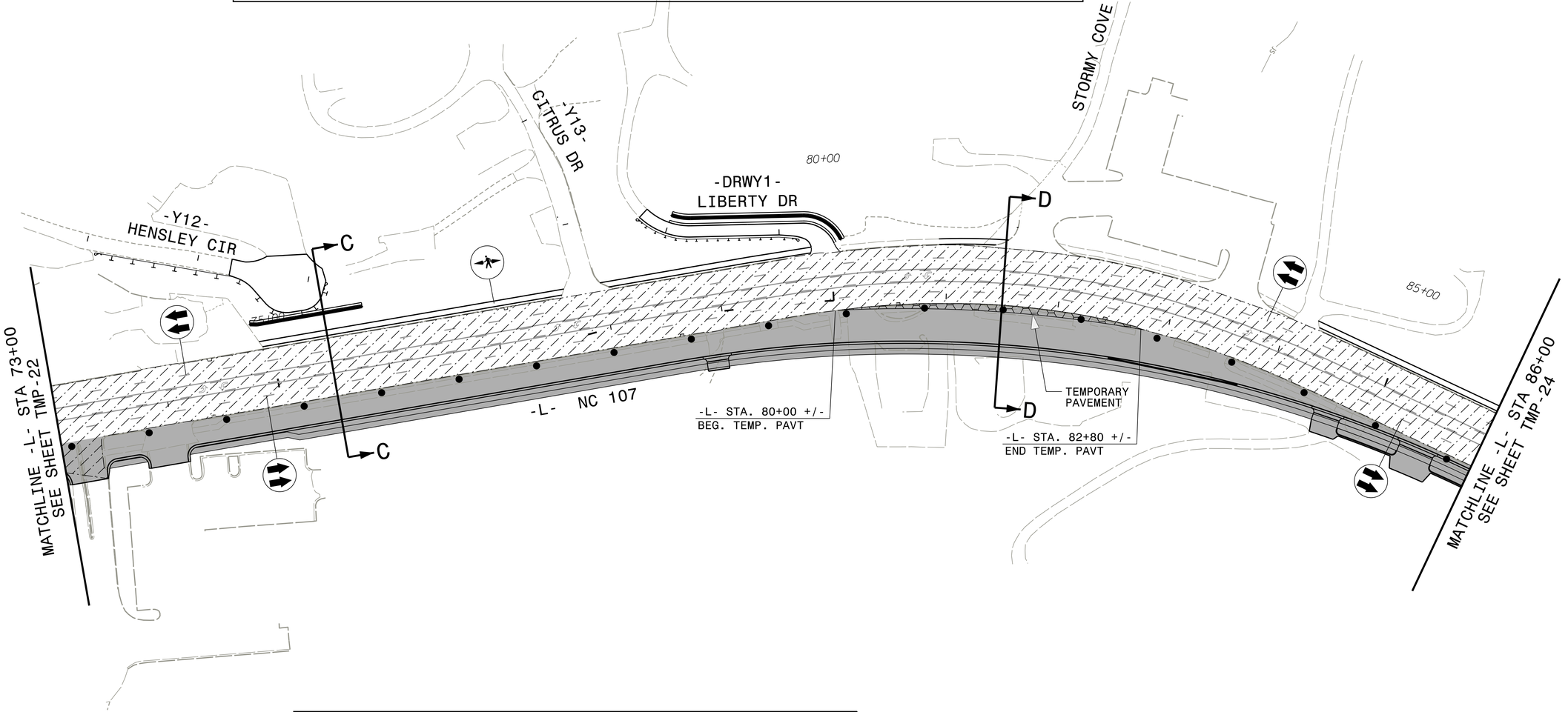
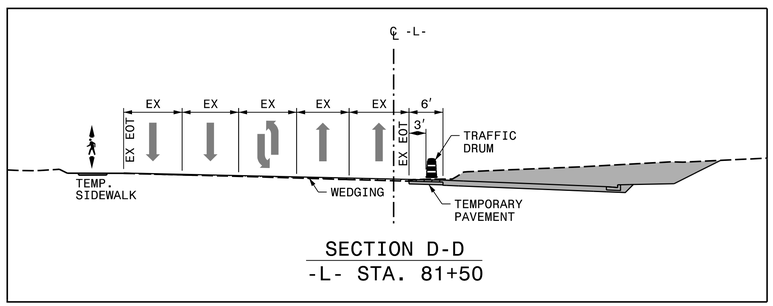
N.C.B.E.L.S. License Number: F-0116



SECTION C-C
-L- STA. 75+50





SECTION D-D
-L- STA. 81+50

APPROVED: *Michael T. Rzepka*

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

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

PHASE 1 - STEP 2

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-24

HDR Engineering, Inc. of the Carolinas
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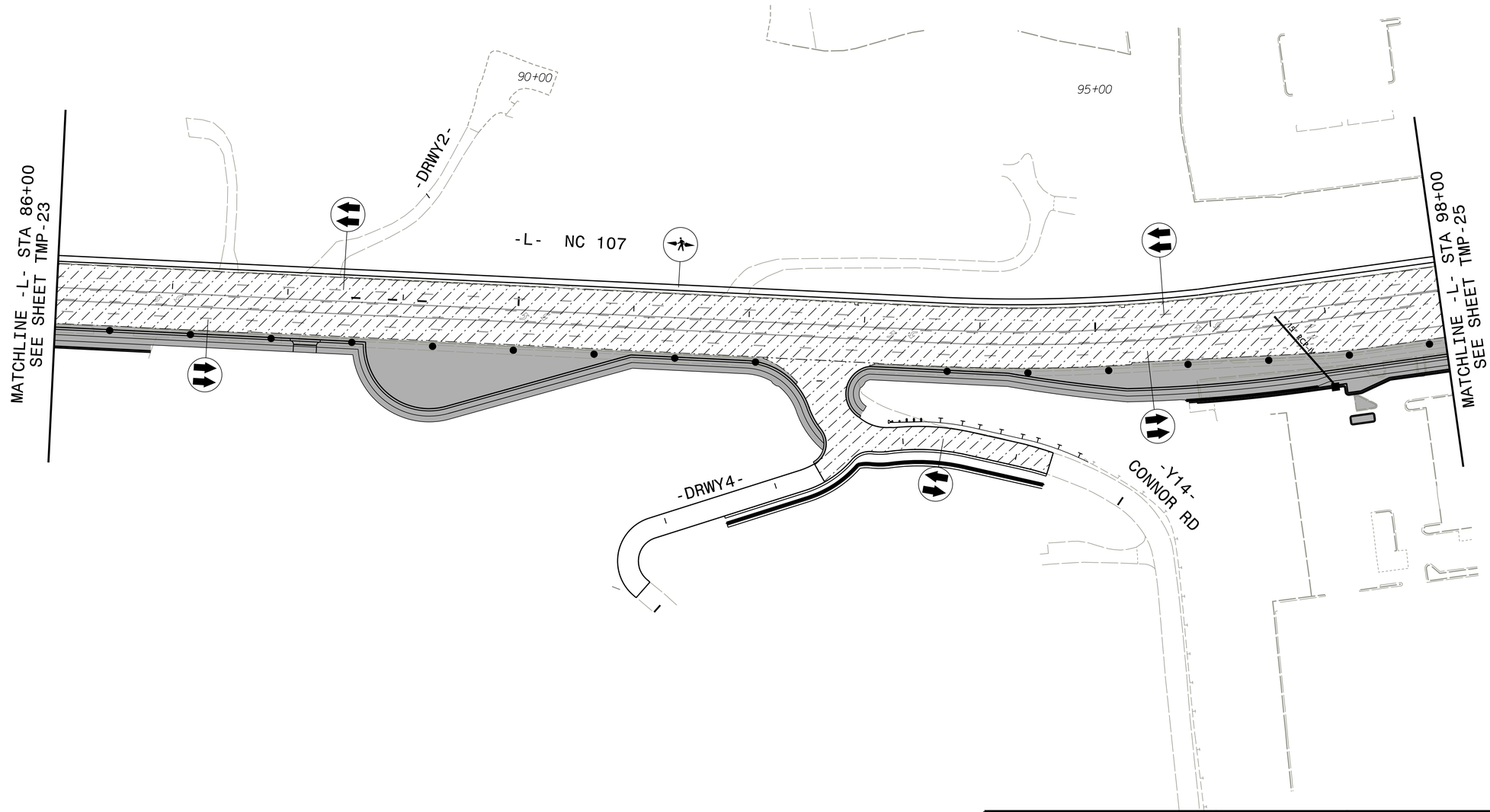

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

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

PHASE 1 - STEP 2

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-25

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N.C.B.E.L.S. License Number: F-0116

SIDEWALK CLOSED

2" MAX

PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT
(1)

-DR2-

TEMP. SIGNAL #14-1022T2

P61

P46

TEMP

CONSTRUCT SW QUAD

SHIFT PED -L- CROSSING

-DR1-

-Y16-
JIM SELLERS ST

-Y17-
PLUM ST

100+00

105+00

110+00

-L- NC 107

P46

P61

P46

TEMP. SIGNAL #14-1022T1

MATCHLINE -L- STA 98+00
SEE SHEET TMP-24

- MAINTAIN PED -L- CROSSING
- DELAY SW QUAD CONSTRUCTION

- CLOSE PED -DR1- CROSSING
- CONSTRUCT NW QUAD

30" RCP-IV
CB
30" RCP-IV
CB
30" RCP-IV
CB
15" RCP-IV
15" RCP-IV

E

E

MATCHLINE -L- STA 111+00
SEE SHEET TMP-26

-Y15-
BARNES ST

SECTION E-E
-L- STA. 109+00

℄ -L-

EX EX EX EX EX

EX EOT

EX EOT

3'

EXIST SIDEWALK

WEDGING

TRAFFIC DRUM

TEMPORARY EXCAVATION FOR RCBC

APPROVED: *Michael T. Rzepka*

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

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PHASE 1 - STEP 2

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-26

HDR Engineering, Inc. of the Carolinas
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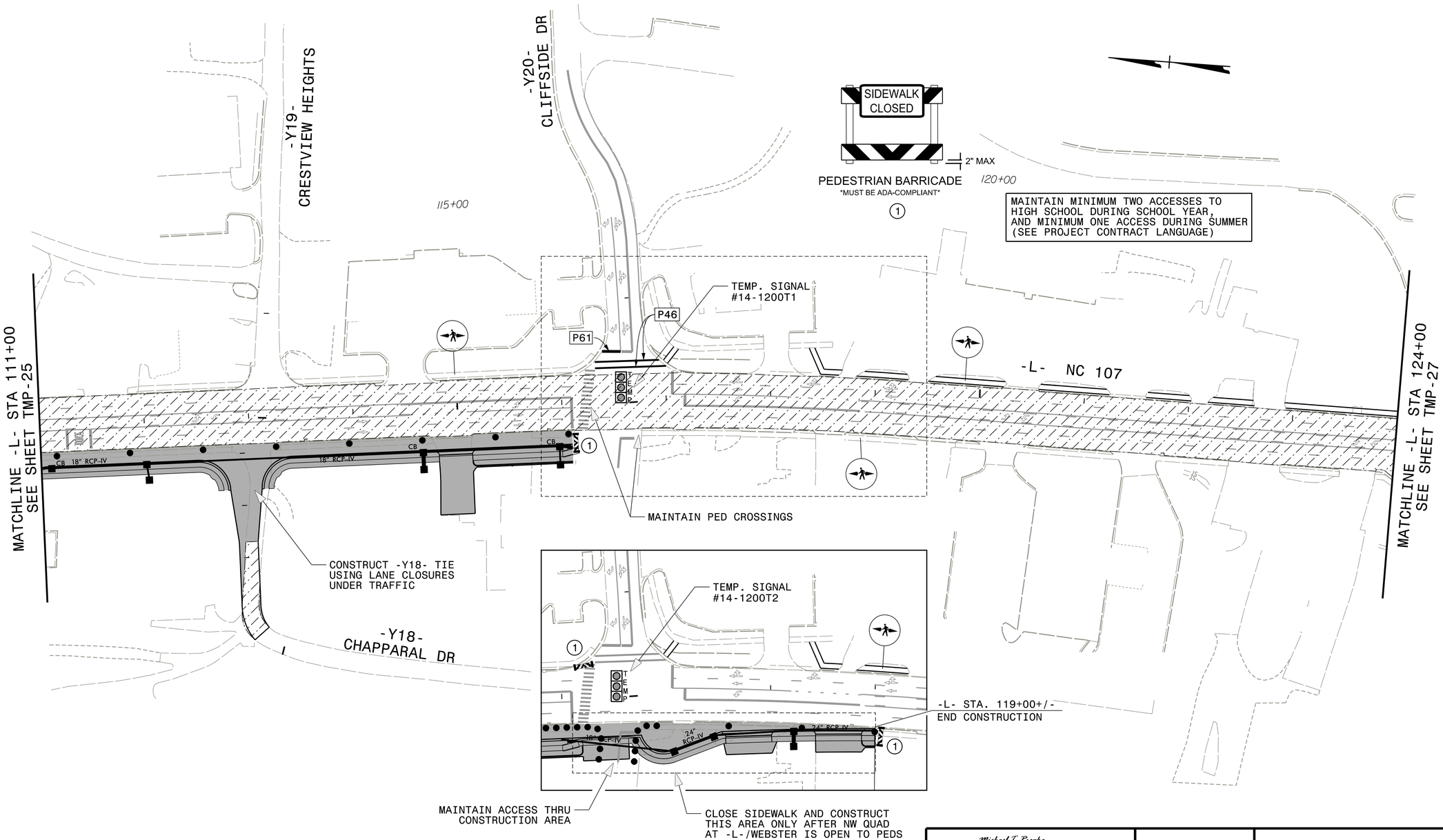
N.C.B.E.L.S. License Number: F-0116



APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

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PHASE 1 - STEP 2

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt PENTABLE: NCDOT_tcp.tbl
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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-27

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MAINTAIN MINIMUM TWO ACCESSES TO HIGH SCHOOL DURING SCHOOL YEAR, AND MINIMUM ONE ACCESS DURING SUMMER (SEE PROJECT CONTRACT LANGUAGE)

TEMP. SIGNAL #14-0411T3

OPEN PED CROSSING ON -L-

PED CROSSING CLOSED

CONSTRUCT REMAINDER OF SW QUAD AND -Y21- RIGHT

P62 P61 P1 +39

125+00

130+00

135+00

-L- NC 107

-Y22- ALEXANDER ST

REMOVE EXISTING MONOLITHIC ISLAND AND STRIPE PRIOR TO RESURFACING OPERATION

TEMP. CURB RAMP

P61 +70

P46

MATCHLINE -L- STA 124+00
SEE SHEET TMP-26

MATCHLINE -L- STA 137+00
SEE SHEET TMP-28

-L- STA. 126+77 +/-
BEGIN CONSTRUCTION

TEMP. SIGNAL #14-0411T2

CONSTRUCT -L- RT WIDENING W/SIDEWALK FROM EXISTING CURB RAMP TO INGLES DRIVE TIE TO EXIST. RAMP FOR USE WHILE COMPLETING SW QUAD.

- MAINTAIN CROSSING ON -L-
- CLOSE CROSSING ON WEBSTER
- CONSTRUCT NW QUAD

P70 P73 P71 +68

P73 P71 +85

BUMGARNER BRANCH

-Y21- NC 116 WEBSTER RD

15" RCP-IV 18" RCP-IV 24" RCP-IV 30" RCP-IV CB Adj. CB

SIDEWALK CLOSED

2" MAX

PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT
(1)

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

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PHASE 1 - STEP 2

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-28

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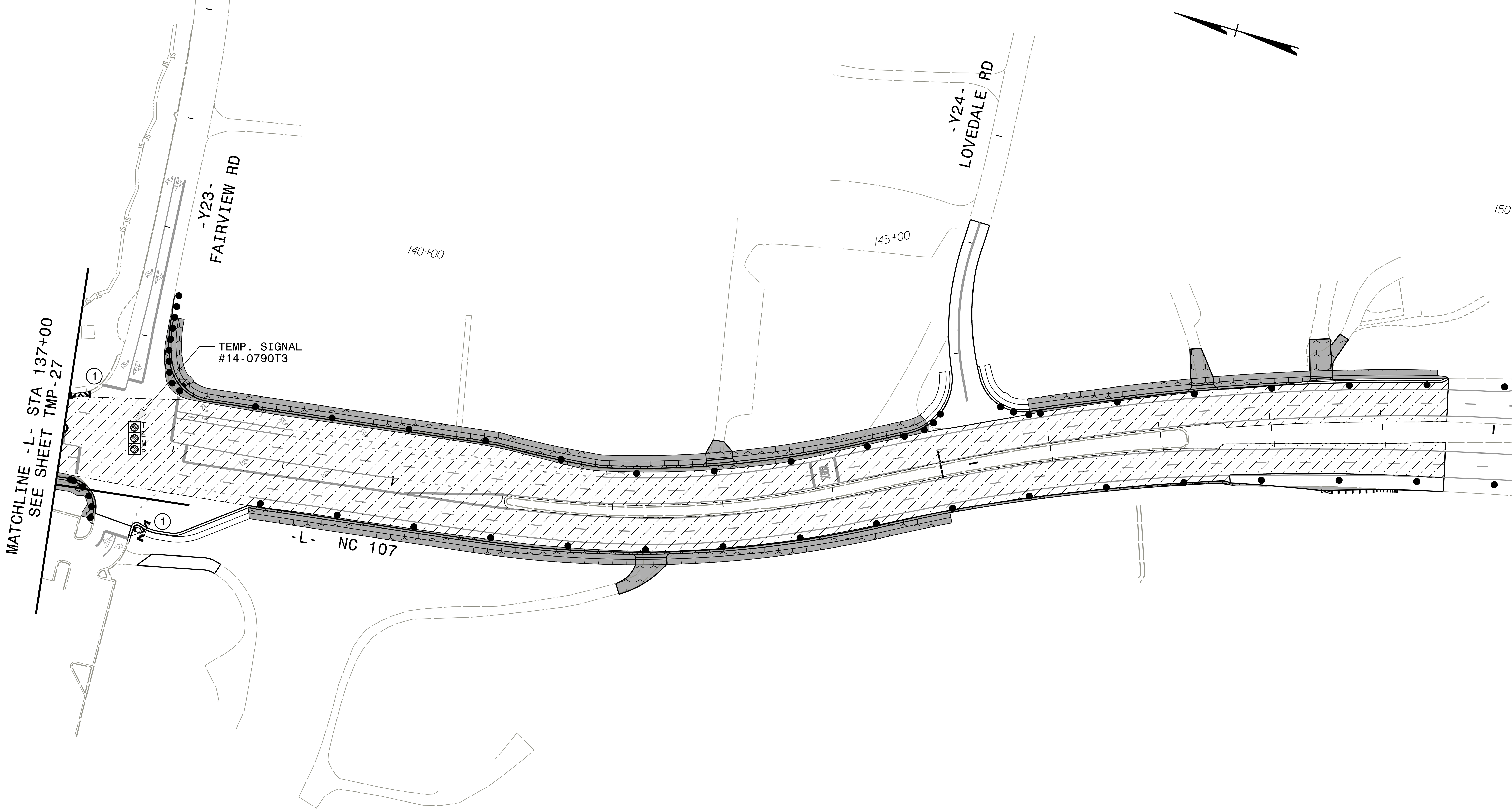

PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT
(1)

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

PHASE 1 - STEP 2

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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-29

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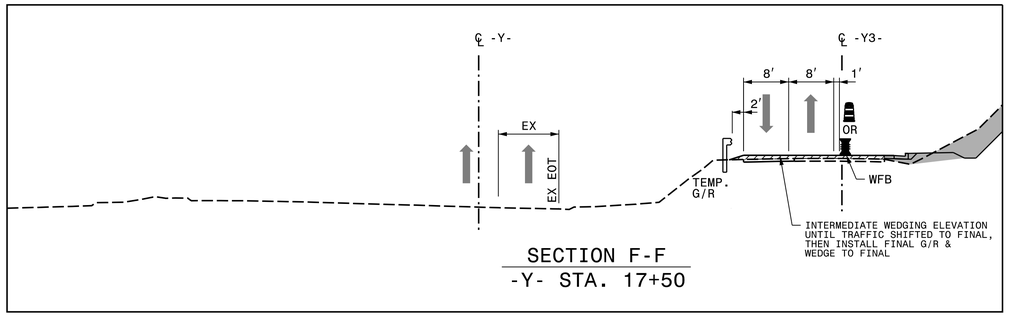
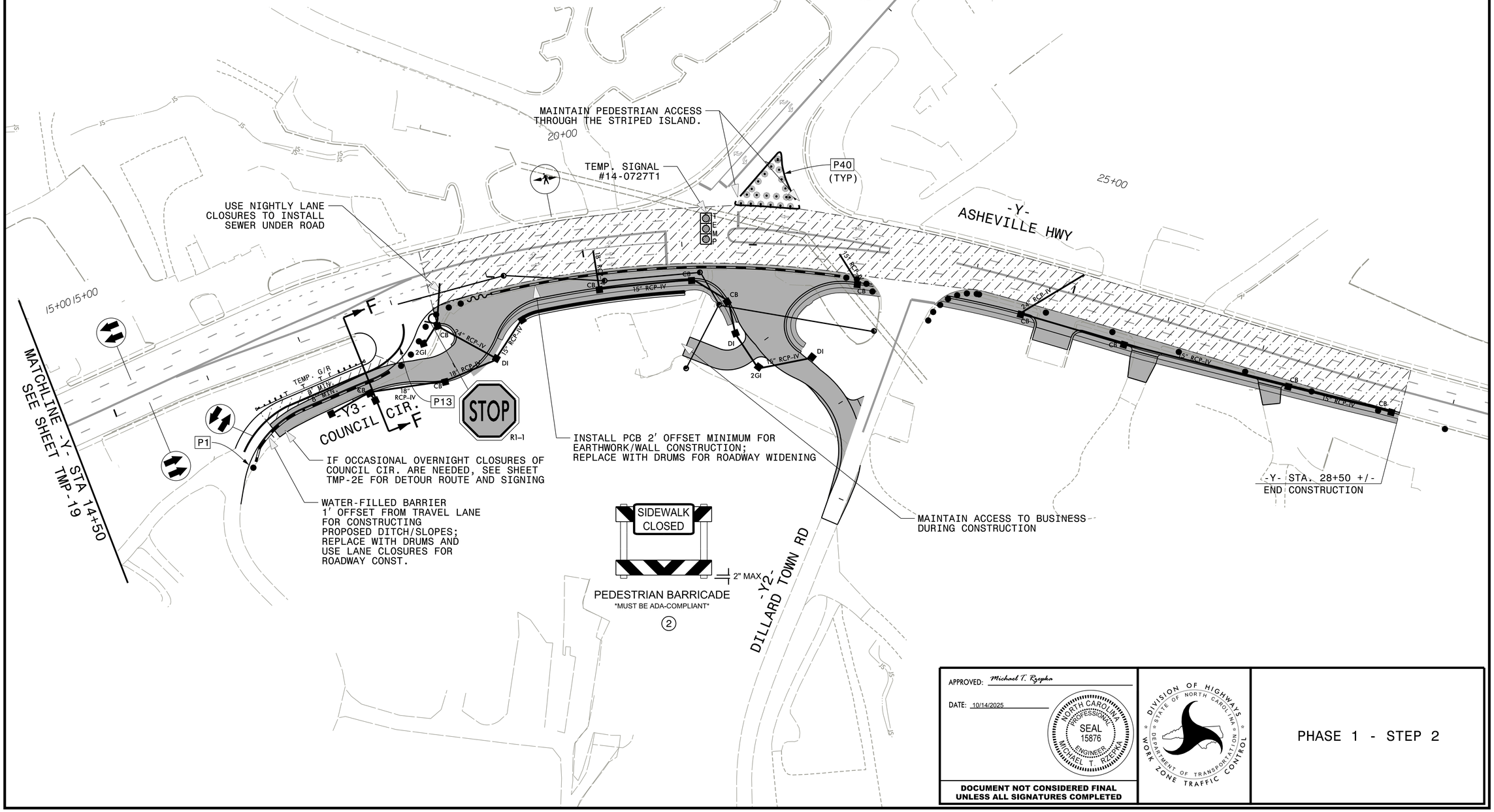


SECTION F-F
-Y- STA. 17+50



APPROVED: Michael T. Rzepka

DATE: 10/14/2025

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PHASE 1 - STEP 2

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt
USER: $USER$
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DATE: 7/3/2025
TIME: 1:20:42 PM

PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-30

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BREAKLINE -Y- STA 14+50

-Y- ASHEVILLE HWY

APOLLO DR

SCOTTS CREEK

30+00

PORTABLE CONCRETE BARRIER (PCB)

25+00

-L- NC 107

TEMP. SIGNAL #14-0397T2

35+00

BREAKLINE -L- STA 24+00

MATCHLINE -L- STA 37+00
SEE SHEET TMP-31

-Y5A- CALDWELL ST

STOP
R1-1

10+00

-Y4- SUNRISE PK

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

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PHASE 1 - STEP 3

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt PENTABLE: NCDOT_tcp.tbl
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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-31

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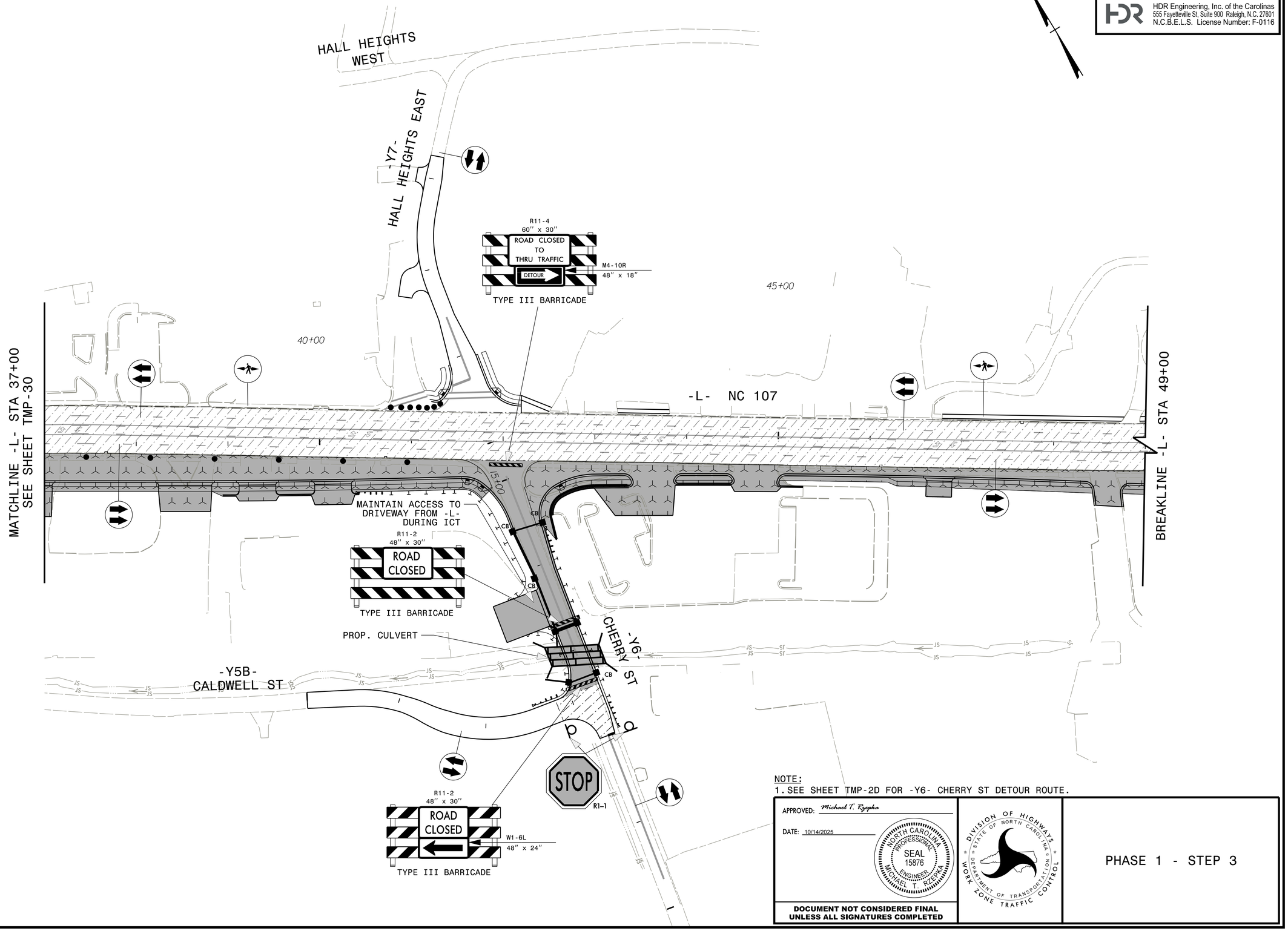

NOTE:
1. SEE SHEET TMP-2D FOR -Y6- CHERRY ST DETOUR ROUTE.

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

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PHASE 1 - STEP 3

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt PENTABLE: NCDOT_tcp.tbl
USER: $USER$ DATE: 7/3/2025 TIME: 1:21:30 PM
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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-32

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BREAKLINE -Y- STA 14+50

APOLLO DR

-Y- ASHEVILLE HWY

SCOTTS CREEK

30+00

R11-2
48" x 30"
ROAD CLOSED
DETOUR
M4-10L
48" x 18"
TYPE III BARRICADE

PORTABLE CONCRETE BARRIER (PCB)

-L- NC 107

25+00

TEMP. SIGNAL #14-0397T3

CLOSE LEFT TURN LANE

35+00

BREAKLINE -L- STA 24+00

MATCHLINE -L- STA 37+00
SEE SHEET TMP-33

MAINTAIN DRIVEWAY ACCESS AS PRACTICAL DURING CONSTRUCTION

PROP. CULVERT

-Y5A- STA. 12+50 +/-
END CONSTRUCTION

-Y5A- CALDWELL ST

R11-2
48" x 30"
ROAD CLOSED
W1-6R
48" x 24"
TYPE III BARRICADE

P61

P13

STOP
R1-1

-Y4- STA. 10+29 +/-
BEGIN CONSTRUCTION

10+00

-Y4- SUNRISE PK

NOTE:
1. SEE SHEET TMP-2C FOR -Y4- SUNRISE PARK DETOUR ROUTE.

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RZEPKA

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PHASE 1 - STEP 4

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt PENTABLE: NCDOT_tcp.tbl
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PROJ. REFERENCE NO.	SHEET NO.
R-5600	TMP-33

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HALL HEIGHTS WEST

HALL HEIGHTS EAST -Y7-

① R11-2 48" x 30" ROAD CLOSED
TYPE III BARRICADE

② SIDEWALK CLOSED
2" MAX
PEDESTRIAN BARRICADE
MUST BE ADA-COMPLIANT

40+00

45+00

TEMP. SIGNAL #14-1333T1

MATCHLINE -L- STA 37+00
SEE SHEET TMP-32

-L- STA. 39+81 +/-
TIE TO EXISTING MARKINGS

P13 P4 P61 P2 P70 P72 P74 P4 P13

-L- NC 107

BREAKLINE -L- STA 49+00

-Y5B-
CALDWELL ST

CHERRY ST -Y6-

PLACE TEMPORARY MARKINGS IN THE FINAL PATTERN ALONG -Y6-

APPROVED: Michael T. Rzepka

DATE: 10/14/2025

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T RZEPKA

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PHASE 1 - STEP 4

PLOT DRIVER: NCDOT_pdf_color_eng_50.plt PENTABLE: NCDOT_tcp.tbl
USER: $USER$ DATE: 7/3/2025 TIME: 1:22:16 PM
FILE: pw:\\pwhdruseos01:HDR_US_East_01\Documents\3322\10000286\10082183\6.0_CAD_BIM\6.2_Work_In_Progress\R-5600_NCDOT_File_Structure\Traffic\TrafficControl\TCP\R5600_TMP_TMP-33_dt103.dgn