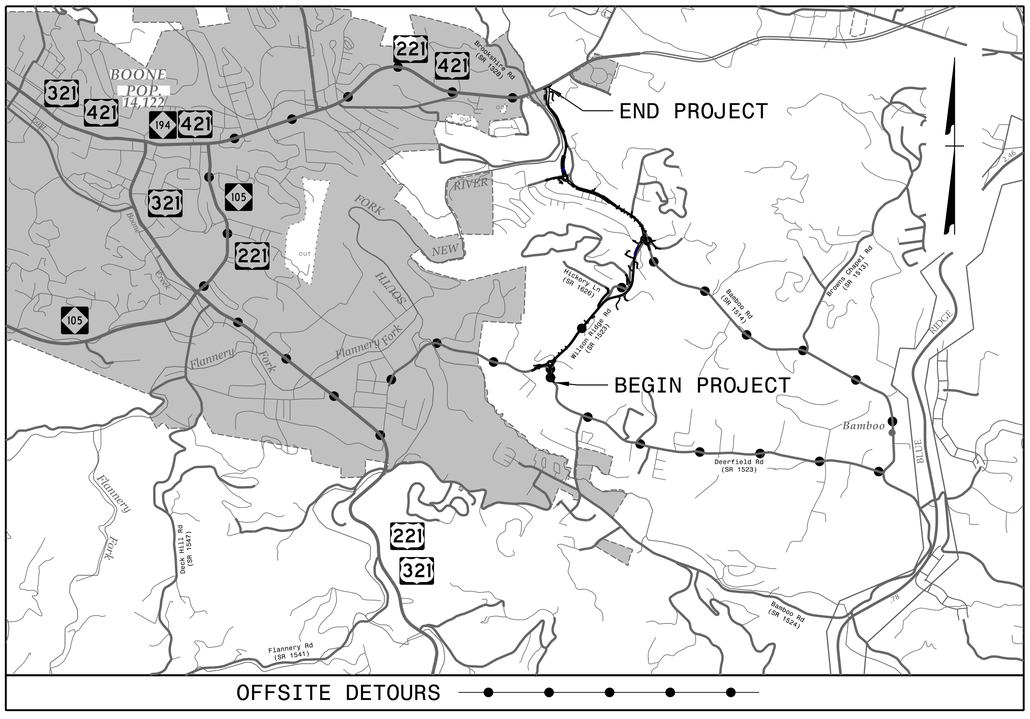
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

# TRANSPORTATION MANAGEMENT PLAN

# WATAUGA COUNTY

***LOCATION: SR 1514 (BAMBOO RD) /SR 1523 (WILSON RODGE RD) FROM SR 1522 (DEERFIELD RD) TO US 421/US 221***




## INDEX OF SHEETS



SHEET NO.
TMP-1

**U-5810**

**TIP PROJECT:**

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


***PLANS PREPARED BY:***

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

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***APPROVED*** DocuSigned by: C. Byron Holden 5C5A055EAF0545F...

***DATE:*** 7/2/2026

***SEAL***

NORTH CAROLINA PROFESSIONAL SEAL 033753 ENGINEER C. BYRON HOLDEN

5/29/2026
U5810_TMP_PSH01.dgn
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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 | FLAGGERS |
| 1160.01 | TEMPORARY CRASH CUSHION |
| 1165.01 | TRUCK MOUNTED ATTENUATOR |
| 1170.01 | PORTABLE CONCRETE BARRIER |
| 1180.01 | SKINNY DRUMS |
| 1205.01 | PAVEMENT MARKINGS - LINE TYPES AND OFFSETS |
| 1205.02 | PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS |
| 1205.04 | PAVEMENT MARKINGS - INTERSECTIONS |
| 1205.05 | PAVEMENT MARKINGS - TURN LANES |
| 1205.08 | PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES |
| 1205.09 | PAVEMENT MARKINGS - PAINTED ISLANDS |
| 1205.12 | PAVEMENT MARKINGS - BRIDGES |
| 1205.14 | PAVEMENT MARKINGS - ROUNDABOUTS |
| 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 |

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# LEGEND

## GENERAL

- DIRECTION OF TRAFFIC FLOW
- DIRECTION OF PEDESTRIAN TRAFFIC FLOW
- TEMP. SHORING (LOCATION PURPOSES ONLY)
- WORK AREA
- REMOVAL
- TEMPORARY PAVEMENT
- WEDGING
- ONGOING CONSTRUCTION
- TEMPORARY EARTHWORK

## SIGNALS

EXISTING PROPOSED TEMPORARY

## PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

## TRAFFIC CONTROL DEVICES

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

## TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN (1 SUPPORT)
- STATIONARY SIGN (2 SUPPORTS)

## TEMPORARY PAVEMENT MARKING SCHEDULE

PAINT (4")

P1 WHITE EDGELINE
P2 WHITE SOLID LANE LINE
P3 10 FT. WHITE SKIP
P4 3 FT.-9 FT./SP WHITE MINISKIP
P5 2 FT.-6 FT./SP WHITE MINISKIP
P10 YELLOW EDGELINE
P13 YELLOW DOUBLE CENTER

PAINT (8")

P40 WHITE GORELINE
P41 WHITE DIAGONAL
P42 YELLOW DIAGONAL
P45 3 FT.-3 FT./SP WHITE MINISKIP

PAINT (12")

P51 WHITE DIAGONAL
P52 YELLOW DIAGONAL

PAINT (24")

P61 WHITE STOPBAR
P103 YIELD LINE TRIANGLE

PAINT SYMBOLS

P70 LEFT TURN ARROW
P71 RIGHT TURN ARROW
P72 STRAIGHT ARROW
P74 COMBO. RIGHT/STRAIGHT ARROW
P75 COMBO. LEFT/RIGHT ARROW

COLD APPLIED PLASTIC, TYPE IV (4")

C1 WHITE EDGELINE
C13 YELLOW DOUBLE CENTER

APPROVED: DocuSigned by: C. Byron Holden — 5C5A055EAF0545F...
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ROADWAY STANDARD DRAWINGS & LEGEND

6/25/2026
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# MANAGEMENT STRATEGIES

TRAFFIC MANAGEMENT STRATEGIES:

- FULL ROADWAY CLOSURES
- LANE SHIFTS OR CLOSURES
- SHOULDER CLOSURES
- ONE-LANE, TWO WAY OPERATION (FLAGGING)
- NIGHT WORK
- WEEKEND WORK
- WORK HOUR RESTRICTIONS FOR PEAK TRAVEL
- OFF-SITE DETOURS / USE OF ALTERNATIVE ROUTES

WORK ZONE SAFETY & MOBILITY STRATEGIES:

- TEMPORARY TRAFFIC SIGNALS

# 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, 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 |
|---|---|
| SR 1522 (DEARFIELD RD), SR 1523 (DEARFIELD RD), SR 1523 (WILSON RIDGE RD), SILVERWOOD DR, RIDGE CREST RD, SR 1630 (RAVENS RIDGE CIR), GLEN COVE LN, SR 1514 (BAMBOO RD), SR 1579 (WILL COOK RD), MEDOW RIDGE DR, SR 1626 (HICKORY LN), SR 1599 (GREENBRIAR RD), SUNNY KNOLL ACRES, SR 1614 (BROOK HOLLOW RD), OLD US HWY 421/US 221 | MONDAY THROUGH FRIDAY<br>7:00 AM TO 8:30 AM<br>4:00 PM TO 6:00 PM |

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

ROAD NAME

SR 1522 (DEARFIELD RD), SR 1523 (DEARFIELD RD), SR 1523 (WILSON RIDGE RD), SILVERWOOD DR, RIDGE CREST RD, SR 1630 (RAVENS RIDGE CIR), GLEN COVE LN, SR 1514 (BAMBOO RD), SR 1579 (WILL COOK RD), MEDOW RIDGE DR, SR 1626 (HICKORY LN), SR 1599 (GREENBRIAR RD), SUNNY KNOLL ACRES, SR 1614 (BROOK HOLLOW RD), OLD US HWY 421/US 221

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 7:00 AM DECEMBER 31st TO 6:00 PM JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 6:00 PM THE FOLLOWING TUESDAY.
3. FOR EASTER, BETWEEN THE HOURS OF 7:00 AM THURSDAY AND 6:00 PM MONDAY.
4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 7:00 AM FRIDAY TO 6:00 PM TUESDAY.
5. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 7:00 AM THE DAY BEFORE INDEPENDENCE DAY AND 6:00 PM THE DAY AFTER INDEPENDENCE DAY.

   IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN BETWEEN THE HOURS OF 7:00 AM THE THURSDAY BEFORE INDEPENDENCE DAY AND 6:00 PM THE TUESDAY AFTER INDEPENDENCE DAY.
6. FOR LABOR DAY, BETWEEN THE HOURS OF 7:00 AM FRIDAY AND 6:00 PM TUESDAY.
7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 7:00 AM TUESDAY TO 6:00 PM MONDAY.
8. FOR CHRISTMAS, BETWEEN THE HOURS OF 7:00 AM THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 6:00 PM THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

C) DO NOT STOP TRAFFIC AS FOLLOWS:

| ROAD NAME | DAY AND TIME RESTRICTIONS | DURATION AND OPERATION |
|---|---|---|
| SR 1522 (DEARFIELD RD), SR 1523 (DEARFIELD RD), SR 1523 (WILSON RIDGE RD), SILVERWOOD DR, RIDGE CREST RD, SR 1630 (RAVENS RIDGE CIR), GLEN COVE LN, SR 1514 (BAMBOO RD), SR 1579 (WILL COOK RD), MEDOW RIDGE DR, SR 1626 (HICKORY LN), SR 1599 (GREENBRIAR **RD**), SUNNY KNOLL ACRES, SR 1614 (BROOK HOLLOW RD), OLD US HWY 421/US 221 | MONDAY THROUGH FRIDAY<br>7:00 AM TO 8:30 AM<br>4:00 PM TO 6:00 PM | 30 MINUTES FOR TRAFFIC SHIFTS AND TIE-IN WORK. |

| ROAD NAME | DAY AND TIME RESTRICTIONS | DURATION AND OPERATION |
|---|---|---|
| SR 1522 (DEARFIELD RD), SR 1523 (DEARFIELD RD), SR 1523 (WILSON RIDGE RD), RIDGE CREST RD, SR 1514 (BAMBOO RD), OLD US HWY 421/US 221 | MONDAY THROUGH FRIDAY<br>7:00 AM TO 8:30 AM<br>4:00 PM TO 6:00 PM | 20 MINUTES FOR BLASTING WORK. |

**LANE AND SHOULDER CLOSURE REQUIREMENTS**

D) REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED OR AS DIRECTED BY THE ENGINEER.

E) WHEN PERSONNEL 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.

F) 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.

G) 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.

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

**PAVEMENT EDGE DROP OFF REQUIREMENTS**

I) BACKFILL AT A 6:1 SLOPE UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN AREAS ADJACENT TO AN OPENED TRAVEL LANE THAT HAS AN EDGE OF PAVEMENT DROP-OFF AS FOLLOWS:

BACKFILL DROP-OFFS THAT EXCEED 2 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS OF 45 MPH OR GREATER.

BACKFILL DROP-OFFS THAT EXCEED 3 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS LESS THAN 45 MPH.

BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.

APPROVED: Docusigned by: C. Byron Holden 5C5A05EAF0545F...

DATE: 7/2/2026

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 033753 ENGINEER C. BYRON HOLDEN

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

TRANSPORTATION OPERATIONS PLAN:
MANAGEMENT STRATEGIES
GENERAL NOTES

6/15/2026
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# GENERAL NOTES

J) DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING “UNEVEN LANES" SIGNS (W8-11) (LENGTH) IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

**TRAFFIC PATTERN ALTERATIONS**

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

**SIGNING**

L) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 40 FT FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.

M) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRAFFIC CONTROL PLANS.

PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRAFFIC CONTROL PLANS.

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

COVER OR REMOVE ALL SIGNS REQUIRED FOR THE OFF-SITE DETOUR WHEN THE DETOUR IS NOT IN OPERATION.

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

P) INSTALL BLACK ON ORANGE ''DIP'' SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 200 FEET IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

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

**TRAFFIC BARRIER**

R) 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.

S) PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER AT ALL TIMES DURING THE INSTALLATION AND REMOVAL OF THE BARRIER BY EITHER A TRUCK MOUNTED ATTENUATOR (MAXIMUM 72 HOURS) OR A TEMPORARY CRASH CUSHION.

PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER FROM ONCOMING TRAFFIC AT ALL TIMES BY A TEMPORARY CRASH CUSHION UNLESS THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER IS OFFSET FROM ONCOMING TRAFFIC AS FOLLOWS OR AS SHOWN IN THE PLANS: (SEE ALSO 1101.05)

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

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

**TRAFFIC CONTROL DEVICES**

U) 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.

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

**PAVEMENT MARKINGS AND MARKERS**

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

| ROAD NAME | MARKING | MARKER |
|---|---|---|
| DEERFIELD RD, WILSON RIDGE RD, BAMBOO RD | PAINT | TEMPORARY RAISED |
| ALL OTHER ROADS | PAINT | NONE |

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

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

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

**MISCELLANEOUS**

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

BB) 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.

CC) MAINTAIN ACCESS TO DRIVEWAYS USING INCIDENTAL STONE OR OTHER METHODS APPROVED BY THE ENGINEER.

APPROVED: DocuSigned by: C. Byron Holden 5C5A05SEAF0545F...

DATE: 7/2/2026

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 033753 ENGINEER C. BYRON HOLDEN

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TRANSPORTATION OPERATIONS PLAN:
GENERAL NOTES

5/18/2026
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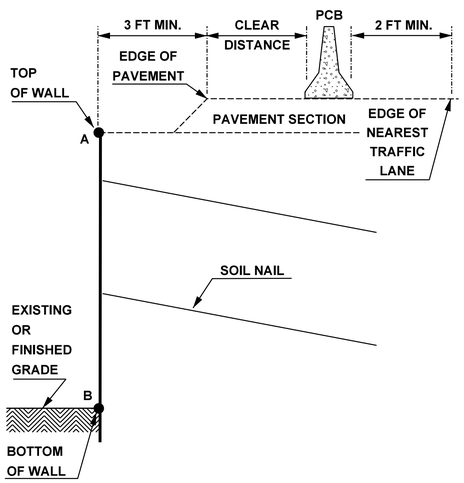
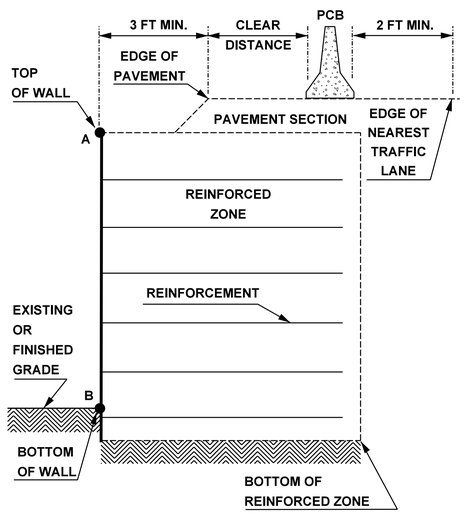
| PROJ. REFERENCE NO. | SHEET NO. |
|---|---|
| U-5810 | TMP-2 |

## TEMPORARY SOIL NAIL WALL

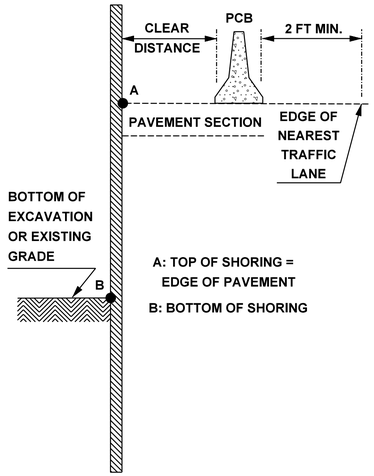



## TEMPORARY MSE WALL




NOTE: WALL OR SHORING HEIGHT = A-B

## TEMPORARY SHORING




# 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.

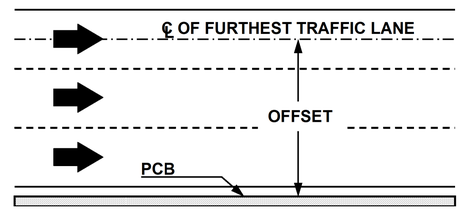
8- FOR PCB ABOVE AND BEHIND TEMPORARY WALLS, PROVIDE A MINIMUM DISTANCE OF 3 FT BETWEEN THE EDGE OF PAVEMENT AND THE WALL FACE AS SHOWN IN FIGURE A. IF THIS MINIMUM REQUIRED DISTANCE IS NOT AVAILABLE, CONTACT THE ENGINEER.

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

APPROVED: Designed by: C. Byron Holden 5C5A055EAF0545F...

DATE: 7/2/2026

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 033753 ENGINEER C. BYRON HOLDEN

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

PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS

5/8/2026
U5810_TMP_psh02.dgn
wbjones

| PROJ. REFERENCE NO. | SHEET NO. |
|---|---|
| U-5810 | TMP-2A |

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Table 1: Temporary Shoring Locations

| Shoring Location No. | Begin Station & Offset | End Station & Offset | Estimated Maximum Height (ft.) | Average Height (ft.) | Shoring Location, Type,Traffic Control Plan |
|---|---|---|---|---|---|
| 1 | -L- 51+33± 29.7′ Rt. | -L- 52+46± 37.0′ Rt. | 17.0 | 10.5 | Culvert (Cut, TC Phase I Step 1, TMP-9) |
| 2 | -L- 51+37± 23.0′ Rt. | -L- 52+57± 23.0′ Rt. | 20.0 | 13.2 | Culvert (Fill, TC Phase I Step 1, TMP-9) |
| 3 | -L2- 66+00± 8.6′ Rt. | -L2- 71+50± 14.4′ Rt. | 10.5 | 7.2 | Roadway (Fill, TC Phase I Step 1, TMP-10) |
| 4 | -L3- 93+00± 7.4′ Lt. | -L3- 101+50± 17.0′ Lt. | 29.7 | 18.9 | Roadway (Fill, TC Phase I Step 1, TMP-12 and TMP-13) |
| 5 | -L2- 67+35± 14.9′ Lt. | -L2- 76+85± 14.0′ Lt. | 18.1 | 14.0 | Roadway (Cut, TC Phase II, Step 1E, TMP-21 and TMP-22) |
| 6 | -DR2- 10+63± 11.0′ Lt. | -DR2- 12+31± 56.2′ Lt. | 18.6 | 7.7 | Driveway (Cut, TC Phase II, Step 2, TMP-26) |

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

**Shoring Location No. 1:**
FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.

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

DESIGN TEMPORARY SHORING FROM STATION -L- 51+33±, 29.7 FT RT TO STATION -L- 52+46±, 37.0 FT RT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:
FROM EXISTING GROUND TO EL 3109± FT:
UNIT WEIGHT (γ): 120 PCF
FRICTION ANGLE (ϕ): 30 DEGREES
COHESION (c): 0 PSF

BELOW EL 3109± FT:
UNIT WEIGHT (γ): 135 PCF
FRICTION ANGLE (ϕ): 40 DEGREES
COHESION (c): 0 PSF

GROUNDWATER ELEVATION: 3123± FT

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

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION -L- 51+33±, 29.7 FT RT TO STATION -L- 52+46±, 37.0 FT RT MAY NOT PENETRATE TO THE MINIMUM TIP ELEVATION DUE TO WEATHERED OR HARD ROCK.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 51+33±, 29.7 FT RT TO STATION -L- 52+46±, 37.0 FT RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

**Shoring Location No. 2:**
FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.

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

DESIGN TEMPORARY SHORING FROM STATION -L- 51+37±, 23.0 FT RT TO STATION -L- 52+57±, 23.0 FT RT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

FROM EXISTING GROUND TO EL 3109± FT:
UNIT WEIGHT (γ): 120 PCF
FRICTION ANGLE (ϕ): 30 DEGREES
COHESION (c): 0 PSF

BELOW EL 3109± FT:
UNIT WEIGHT (γ): 135 PCF
FRICTION ANGLE (ϕ): 40 DEGREES
COHESION (c): 0 PSF

GROUNDWATER ELEVATION: 3123± FT

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

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION -L- 51+37±, 23.0 FT RT TO STATION -L- 52+57±, 23.0 FT RT MAY NOT PENETRATE TO THE MINIMUM TIP ELEVATION DUE TO WEATHERED OR HARD ROCK.

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 51+37±, 23.0 FT RT TO STATION -L- 52+57±, 23.0 FT RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

**Shoring Location No. 3:**
FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.

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

DESIGN TEMPORARY SHORING FROM STATION -L2- 66+00±, 8.6 FT RT TO STATION -L2- 71+50±, 14.4 FT RT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

FROM EXISTING GROUND TO EL 3120± FT:
UNIT WEIGHT (γ): 120 PCF
FRICTION ANGLE (ϕ): 30 DEGREES
COHESION (c): 0 PSF

BELOW EL 3120± FT:
UNIT WEIGHT (γ): 135 PCF
FRICTION ANGLE (ϕ): 40 DEGREES
COHESION (c): 0 PSF

GROUNDWATER ELEVATION: VARIES, USE ELEVATION 3120± FT

THE SUBSURFACE INFORMATION THAT IS AVAILABLE CAN BE FOUND IN THE ROADWAY AND RETAINING WALL INVENTORY REPORTS.

DRIVEN PILING FOR TEMPORARY SHORING FROM -L2- 66+00±, 8.6 FT RT TO STATION -L2- 71+50±, 14.4 FT RT MAY NOT PENETRATE TO THE MINIMUM TIP ELEVATION DUE TO WEATHERED OR HARD ROCK.

**Shoring Location No. 4:**
FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.

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

DESIGN TEMPORARY SHORING FROM STATION -L3- 93+00±, 7.4 FT LT TO STATION -L3- 101+50±, 17.0 FT LT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

FROM EXISTING GROUND TO EL 3080± FT:
UNIT WEIGHT (γ): 120 PCF
FRICTION ANGLE (ϕ): 30 DEGREES
COHESION (c): 0 PSF

BELOW EL 3080± FT:
UNIT WEIGHT (γ): 135 PCF
FRICTION ANGLE (ϕ): 40 DEGREES
COHESION (c): 0 PSF

GROUNDWATER ELEVATION: VARIES, USE ELEVATION 3075± FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM STATION -L3- 93+00±, 7.4 FT LT TO STATION -L3- 101+50±, 17.0 FT LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION

THE SUBSURFACE INFORMATION THAT IS AVAILABLE CAN BE FOUND IN THE ROADWAY AND RETAINING WALL INVENTORY REPORTS.

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION -L3- 93+00±, 7.4 FT LT TO STATION -L3- 101+50±, 17.0 FT LT MAY NOT PENETRATE TO THE MINIMUM TIP ELEVATION DUE TO WEATHERED OR HARD ROCK.

**Shoring Location No. 5:**
FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.

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

DESIGN TEMPORARY SHORING FROM STATION -L2- 67+35±, 14.9 FT LT TO STATION -L2- 76+85±, 14.0 FT LT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

FROM EXISTING GROUND TO EL 3110± FT:
UNIT WEIGHT (γ): 120 PCF
FRICTION ANGLE (ϕ): 30 DEGREES
COHESION (c): 0 PSF
BELOW EL 3110± FT:
UNIT WEIGHT (γ): 135 PCF
FRICTION ANGLE (ϕ): 40 DEGREES
COHESION (c): 0 PSF

GROUNDWATER ELEVATION: VARIES, USE ELEVATION 3109± FT

THE SUBSURFACE INFORMATION THAT IS AVAILABLE CAN BE FOUND IN THE ROADWAY AND RETAINING WALL INVENTORY REPORTS.

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION -L2- 67+35±, 14.9 FT LT TO STATION -L2- 76+85±, 14.0 FT LT MAY NOT PENETRATE TO THE MINIMUM TIP ELEVATION DUE TO WEATHERED OR HARD ROCK.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L2- 67+35±, 14.9 FT LT TO STATION -L2- 76+85±, 14.0 FT LT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

**Shoring Location No. 6:**
FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.

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

DESIGN TEMPORARY SHORING FROM STATION -DR2- 10+63±, 11.0 FT LT TO STATION -DR2- 12+31±, 56.2 FT LT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

FROM EXISTING GROUND TO EL 3312± FT:
UNIT WEIGHT (γ): 120 PCF
FRICTION ANGLE (ϕ): 30 DEGREES
COHESION (c): 0 PSF

BELOW EL 3312± FT:
UNIT WEIGHT (γ): 135 PCF
FRICTION ANGLE (ϕ): 40 DEGREES
COHESION (c): 0 PSF

GROUNDWATER ELEVATION: VARIES, USE ELEVATION 3295± FT

THE SUBSURFACE INFORMATION THAT IS AVAILABLE CAN BE FOUND IN THE ROADWAY AND RETAINING WALL INVENTORY REPORTS.

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION -DR2- 10+63±, 11.0 FT LT TO STATION -DR2- 12+31±, 56.2 FT LT MAY NOT PENETRATE TO THE MINIMUM TIP ELEVATION DUE TO WEATHERED OR HARD ROCK.

APPROVED: Docusigned by: C. Byron Holden 5C5A050EAF0545F...
DATE: 7/2/2026
SEAL

NORTH CAROLINA PROFESSIONAL SEAL 033753 ENGINEER C. BYRON HOLDEN

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

# TEMPORARY SHORING DATA

5/8/2026
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| PROJ. REFERENCE NO. | SHEET NO. |
|---|---|
| U-5810 | TMP-2B |

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

R11-3
60" x 30"
ROAD CLOSED
0.7 MILES AHEAD
LOCAL TRAFFIC ONLY
DETOUR
M4-10R
48" x 18"
TYPE III BARRICADE
2

R11-3
60" x 30"
ROAD CLOSED
0.2 MILES AHEAD
LOCAL TRAFFIC ONLY
DETOUR
M4-10L
48" x 18"
TYPE III BARRICADE
3

THIS DETOUR COVERS INSTALLATION OF 54" PIPE CROSSING AT -L2- STA 58+75± (TMP-9) AND 2-54" PIPE CROSSING AT -L2- STA 64+85± (TMP-10). LOCATE TYPE 3 BARRICADES ACCORDINGLY.

ROAD CLOSED AHEAD
W20-3
48" X 48"
0.6 MILES
W16-3P
24" X 24"
A

ROAD CLOSED AHEAD
W20-3
48" X 48"
B

ROAD CLOSED 1000 FT
W20-3
48" X 48"
C

ROAD CLOSED 500 FT
W20-3
48" X 48"
D

ROAD CLOSED AHEAD
W20-3
48" X 48"
NEXT LEFT
SP-4L
42" X 12"
E

ROAD CLOSED AHEAD
W20-3
48" X 48"
NEXT RIGHT
SP-4R
42" X 12"
F

DETOUR AHEAD
W20-2
48" X 48"
G

DETOUR
TO
421
M4-8 24"X12"
M4-5 24"X12"
M1-4 30"X24"
M5-1 21"X15"
H

DETOUR
TO
421
M4-8 24"X12"
M4-5 24"X12"
M1-4 30"X24"
M6-1 21"X15"
I

DETOUR
TO
421
M4-8 24"X12"
M4-5 24"X12"
M1-4 30"X24"
M6-3 21"X15"
J

421
M1-4 30"X24"
END DETOUR
M4-8A 24"X18"
K

BAMBOO ROAD
DETOUR
SD-2 24"X18"
M4-8 24"X12"
M5-1 21"X15"
L

BAMBOO ROAD
DETOUR
SD-2 24"X18"
M4-8 24"X12"
M6-1 21"X15"
M

BAMBOO ROAD
DETOUR
SD-2 24"X18"
M4-8 24"X12"
M6-3 21"X15"
N

BAMBOO ROAD
END DETOUR
SD-2 24"X18"
M4-8A 24"X18"
O

USE RDWY STD 1101.03 SHEET 1 FOR ADDITIONAL REQUIREMENTS.
ERECT TRAILBLAZING ASSEMBLIES AT LOCATIONS APPROVED BY THE ENGINEER.
SEE TMP-2BF FOR SIGN DESIGN.

APPROVED: DocuSigned by: C. Byron Holden 5C5A055EAF0545F...
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# OFFSITE DETOUR -L2- BAMBOO RD PIPE INSTALLATION

5/8/2026
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R11-2
48" x 30"


TYPE III BARRICADE

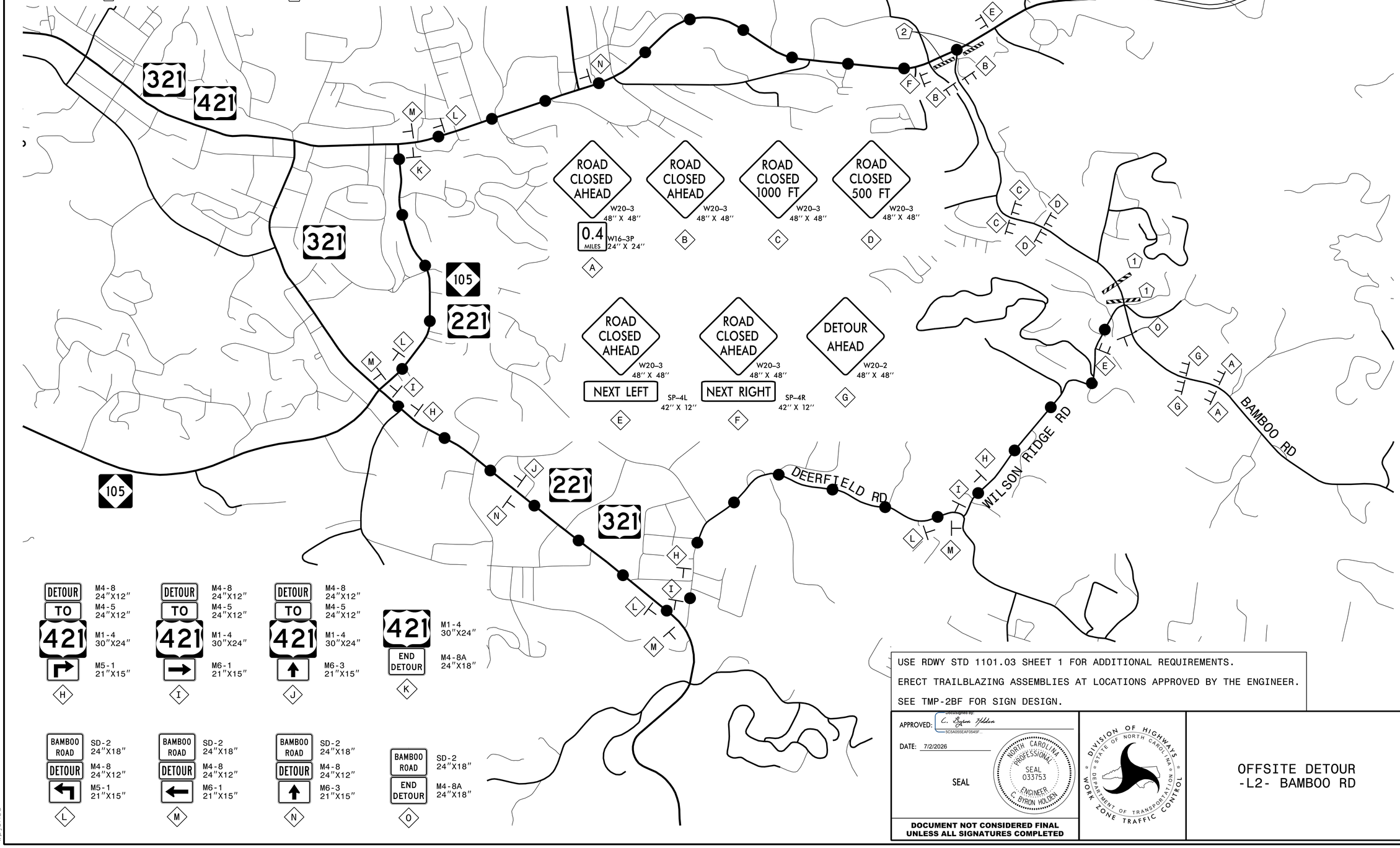
1

R11-3
60" x 30"


M4-10R
48" x 18"

TYPE III BARRICADE

2

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# OFFSITE DETOUR -L2- BAMBOO RD

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ROAD CLOSED
0.5 MILES AHEAD
LOCAL TRAFFIC ONLY
DETOUR
M4-10R
48″ x 18″
TYPE III BARRICADE
1

R11-3
60″ x 30″
ROAD CLOSED
0.3 MILES AHEAD
LOCAL TRAFFIC ONLY
DETOUR
M4-10L
48″ x 18″
TYPE III BARRICADE
2

RAVENS RIDGE CIR
DOUGHERTY FARM LN
WILSON RIDGE RD
DEERFIELD RD
BAMBOO RD
BROWN'S CHAPEL RD
SEE TMP-30,31 AND TMP-34,35 DEVICES
221
321

ROAD CLOSED AHEAD
W20-3
48″ X 48″
A

ROAD CLOSED 1000 FT
W20-3
48″ X 48″
B

ROAD CLOSED 500 FT
W20-3
48″ X 48″
C

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

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

WILSON RIDGE RD
DETOUR
SD-3
30″X18″
M4-8
24″ X 12″
M5-1
21″ X 15″
F

WILSON RIDGE RD
DETOUR
SD-3
30″X18″
M4-8
24″ X 12″
M6-1 L
21″ X 15″
G

WILSON RIDGE RD
DETOUR
SD-3
30″X18″
M4-8
24″ X 12″
M5-1 R
21″ X 15″
H

WILSON RIDGE RD
DETOUR
SD-3
30″X18″
M4-8
24″ X 12″
M6-1
21″ X 15″
I

WILSON RIDGE RD
END DETOUR
SD-3
30″X18″
M4-8 A
24″ X 18″
J

WILSON RIDGE RD
DETOUR
SD-3
30″X18″
M4-8
24″ X 12″
M6-3
21″ X 15″
K

USE RDWY STD 1101.03 SHEETS 1 AND 2 FOR ADDITIONAL REQUIREMENTS.
ERECT TRAILBLAZING ASSEMBLIES AT LOCATIONS APPROVED BY THE ENGINEER.
SEE TMP-2BF FOR SIGN DESIGN.

APPROVED: Docusigned by: C. Byron Holden 5C5A055EAF0545F...
DATE: 7/2/2026
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# OFFSITE DETOUR
# -L- WILSON RIDGE RD

5/8/2026
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R11-3
60'' x 30''
ROAD CLOSED
1.2 MILES AHEAD
LOCAL TRAFFIC ONLY
TYPE III BARRICADE
1

R11-3
60'' x 30''
ROAD CLOSED
1.2 MILES AHEAD
LOCAL TRAFFIC ONLY
TYPE III BARRICADE
2

R11-2
48'' x 30''
ROAD CLOSED
DETOUR
M4-10L
48'' x 18''
TYPE III BARRICADE
3

R11-2
48'' x 30''
ROAD CLOSED
TYPE III BARRICADE
4

R11-3
60'' x 30''
ROAD CLOSED
1.9 MILES AHEAD
LOCAL TRAFFIC ONLY
DETOUR
M4-10R
48'' x 18''
TYPE III BARRICADE
5

RAVENS RIDGE CIR
DOUGHERTY FARM LN
WILSON RIDGE RD
DEERFIELD RD
BAMBOO RD
BROWN'S CHAPEL RD
BAMBOO RD
DEERFIELD RD
221
321

ROAD CLOSED AHEAD
W20-3
48'' X 48''
A

ROAD CLOSED 1000 FT
W20-3
48'' X 48''
B

ROAD CLOSED 500 FT
W20-3
48'' X 48''
C

ROAD CLOSED AHEAD
W20-3
48'' X 48''
NEXT LEFT
SP-4L
42'' X 12''
D

ROAD CLOSED AHEAD
W20-3
48'' X 48''
NEXT RIGHT
SP-4R
42'' X 12''
E

ROAD CLOSED
W20-3
48'' X 48''
NEXT LEFT
SP-4L
42'' X 12''
F

DEERFIELD ROAD
DETOUR
SD-1
30''X18''
M4-8
24'' X 12''
M5-1
21'' X 15''
G

DEERFIELD ROAD
DETOUR
SD-1
30''X18''
M4-8
24'' X 12''
M6-1 L
21'' X 15''
H

DEERFIELD ROAD
DETOUR
SD-1
30''X18''
M4-8
24'' X 12''
M5-1 R
21'' X 15''
I

DEERFIELD ROAD
DETOUR
SD-1
30''X18''
M4-8
24'' X 12''
M6-1
21'' X 15''
J

DEERFIELD ROAD
DETOUR
SD-1
30''X18''
M4-8
24'' X 12''
M6-3
21'' X 15''
K

DEERFIELD ROAD
END DETOUR
SD-1
30''X18''
M4-8 A
24'' X 18''
L

USE RDWY STD 1101.03 SHEET 1 FOR ADDITIONAL REQUIREMENTS.
ERECT TRAILBLAZING ASSEMBLIES AT LOCATIONS APPROVED BY THE ENGINEER.
SEE TMP-2BF FOR SIGN DESIGN.

APPROVED: DocuSigned by: C. Byron Holden 5C5A055EAF0545F...
DATE: 7/2/2026
SEAL
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# OFFSITE DETOUR
# -Y1- DEERFIELD RD

5/18/2026
U5810_TMP_psh02BC.dgn
wpjones

| PROJ. REFERENCE NO. | SHEET NO. |
|---|---|
| U-5810 | TMP-2BD |

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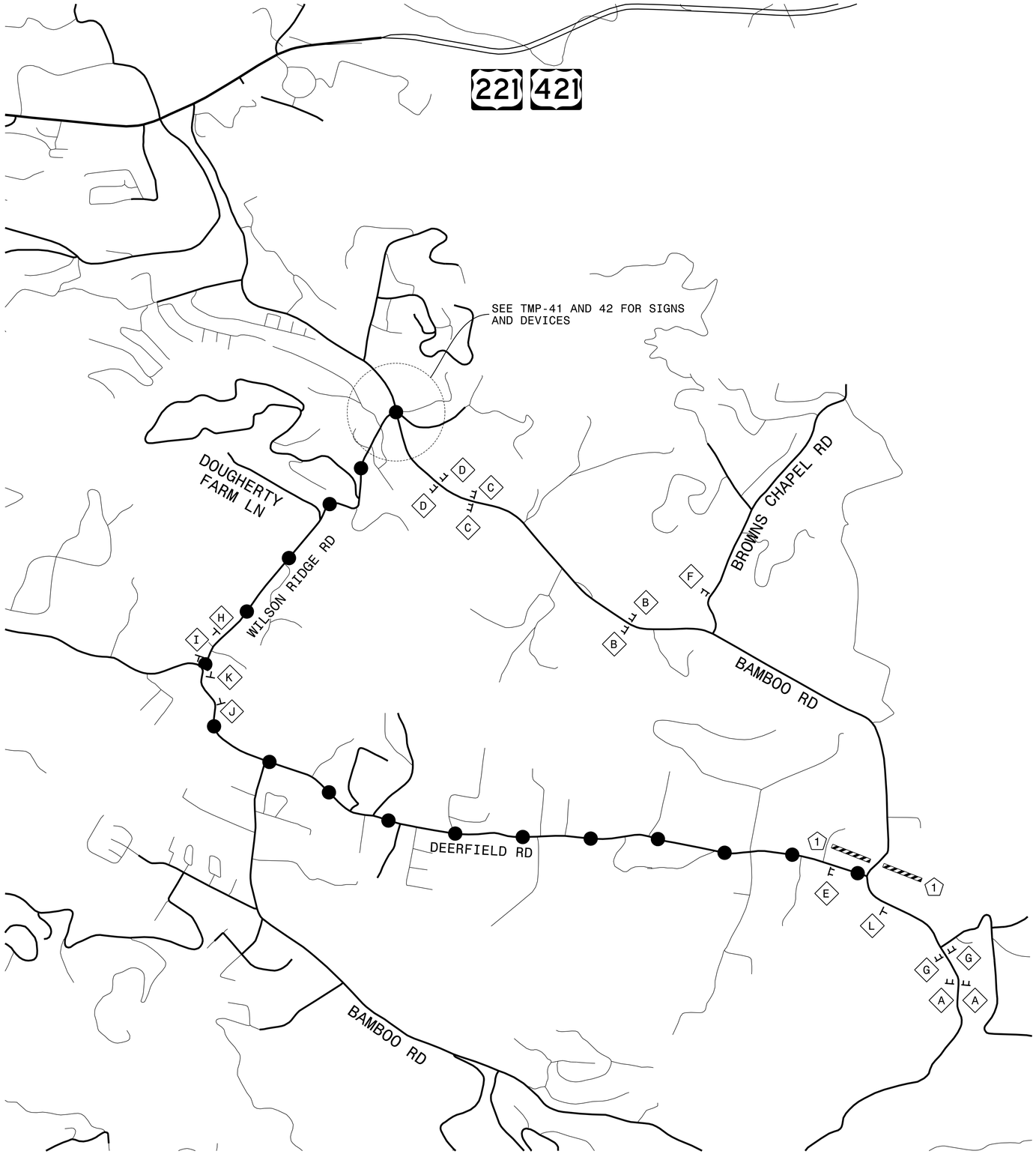
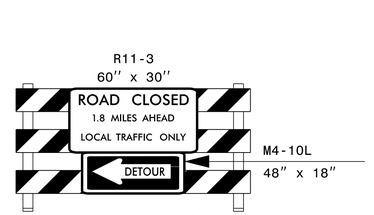
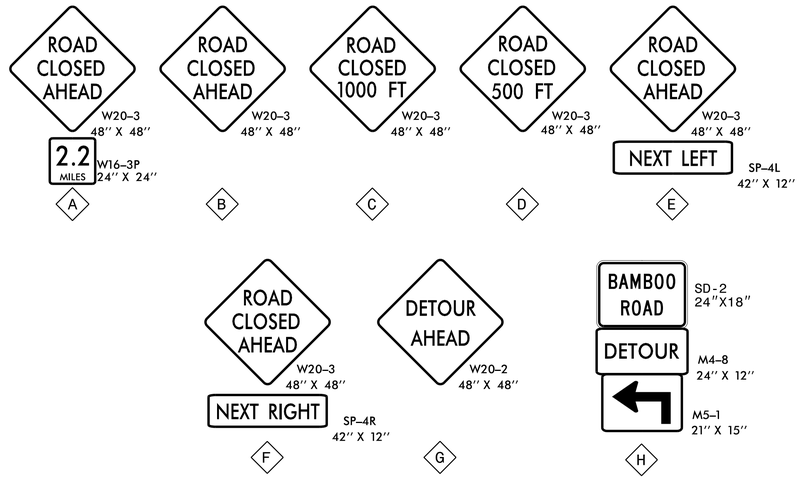



TYPE III BARRICADE

1




USE RDWY STD 1101.03 SHEETS 1 AND 2 FOR ADDITIONAL REQUIREMENTS.

ERECT TRAILBLAZING ASSEMBLIES AT LOCATIONS APPROVED BY THE ENGINEER.

SEE TMP-2BF FOR SIGN DESIGN.

APPROVED: DocuSigned by: C. Byron Holden 5C5A055EAF0545F...

DATE: 7/2/2026

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 033753 ENGINEER C. BYRON HOLDEN

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# OFFSITE DETOUR -Y7- BAMBOO RD

5/18/2026
U5810_TMP_dsh02BD.dgn
wdjones

| PROJ. REFERENCE NO. | SHEET NO. |
|---|---|
| U-5810 | TMP-2BE |

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

R11-3
60" x 30"
ROAD CLOSED
0.3 MILES AHEAD
LOCAL TRAFFIC ONLY
DETOUR
M4-10R
48" x 18"
TYPE III BARRICADE
2

R11-3
60" x 30"
ROAD CLOSED
0.7 MILES AHEAD
LOCAL TRAFFIC ONLY
DETOUR
M4-10L
48" x 18"
TYPE III BARRICADE
3

SEE TMP-44 TRHU 46 FOR SIGNS AND DEVICES

ROAD CLOSED AHEAD
W20-3
48" X 48"
1.0 MILES
W16-3P
24" X 24"
A

ROAD CLOSED AHEAD
W20-3
48" X 48"
B

ROAD CLOSED 1000 FT
W20-3
48" X 48"
C

ROAD CLOSED 500 FT
W20-3
48" X 48"
D

ROAD CLOSED AHEAD
W20-3
48" X 48"
NEXT LEFT
SP-4L
42" X 12"
E

ROAD CLOSED AHEAD
W20-3
48" X 48"
NEXT RIGHT
SP-4R
42" X 12"
F

DETOUR AHEAD
W20-2
48" X 48"
G

DETOUR
TO
421
M4-8 24"X12"
M4-5 24"X12"
M1-4 30"X24"
M5-1 21"X15"
H

DETOUR
TO
421
M4-8 24"X12"
M4-5 24"X12"
M1-4 30"X24"
M6-1 21"X15"
I

DETOUR
TO
421
M4-8 24"X12"
M4-5 24"X12"
M1-4 30"X24"
M6-3 21"X15"
J

421
END DETOUR
M1-4 30"X24"
M4-8A 24"X18"
K

BAMBOO ROAD
DETOUR
SD-2 24"X18"
M4-8 24"X12"
M5-1 21"X15"
L

BAMBOO ROAD
DETOUR
SD-2 24"X18"
M4-8 24"X12"
M6-1 21"X15"
M

BAMBOO ROAD
DETOUR
SD-2 24"X18"
M4-8 24"X12"
M6-3 21"X15"
N

BAMBOO ROAD
END DETOUR
SD-2 24"X18"
M4-8A 24"X18"
O

USE RDWY STD 1101.03 SHEETS 1 AND 2 FOR ADDITIONAL REQUIREMENTS.
ERECT TRAILBLAZING ASSEMBLIES AT LOCATIONS APPROVED BY THE ENGINEER.
SEE TMP-2BF FOR SIGN DESIGN.

APPROVED: C. Byron Holden
DocuSigned by: 5C5A055EAF0545F...
DATE: 7/2/2026
SEAL
NORTH CAROLINA PROFESSIONAL SEAL 033753 ENGINEER C. BYRON HOLDEN

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# OFFSITE DETOUR -L3- BAMBOO RD

5/8/2026
U5810_TMP_psh02BE.dgn
wajones

| PROJ. REFERENCE NO. | SHEET NO. |
|---|---|
| U-5810 | TMP-2BF |

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SIGN NUMBER: SD-1
TYPE: STATIONARY
QUANTITY: SEE PLANS
SIGN WIDTH: 2'-6"
HEIGHT: 1'-6"
TOTAL AREA: 3.8 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

DESIGN BY: K. Bisby
PROJECT ID: U-5810
CHECKED BY: B. Holden
LOCATION: SEE PLAN
Jun 18, 2024
DIV: 11


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.

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

| | | | | | | | | | | | | Series/Size Text Length |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | D | E | E | R | F | I | E | L | D | | | C 2000 |
| 3.5 | 3 | 2.7 | 2.7 | 2.9 | 2.6 | 1.4 | 2.7 | 2.6 | 2.2 | 3.5 | | 23 |
| | R | O | A | D | | | | | | | | C 2000 |
| 9.5 | 2.8 | 2.8 | 3.1 | 2.2 | 9.5 | | | | | | | 11 |

FILENAME: USS1O_TMP_SIGN DESIGNS
NORTH CAROLINA D.O.T. SIGN DETAIL

SIGN NUMBER: SD-2
TYPE: STATIONARY
QUANTITY: SEE PLANS
SIGN WIDTH: 2'-0"
HEIGHT: 1'-6"
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

DESIGN BY: K. Bisby
PROJECT ID: U-5810
CHECKED BY: B. Holden
LOCATION: SEE PLAN
Jun 18, 2024
DIV: 11


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.

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

| | | | | | | | | | | | | Series/Size Text Length |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | B | A | M | B | O | O | | | | | | C 2000 |
| 3.2 | 2.6 | 3.1 | 3.5 | 2.8 | 3.1 | 2.4 | 3.2 | | | | | 17.5 |
| | R | O | A | D | | | | | | | | C 2000 |
| 6.5 | 2.8 | 2.8 | 3.1 | 2.2 | 6.5 | | | | | | | 11 |

FILENAME: USS1O_TMP_SIGN DESIGNS
NORTH CAROLINA D.O.T. SIGN DETAIL

SIGN NUMBER: SD-3
TYPE: STATIONARY
QUANTITY: SEE PLANS
SIGN WIDTH: 2'-6"
HEIGHT: 1'-6"
TOTAL AREA: 3.8 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

DESIGN BY: K. Bisby
PROJECT ID: U-5810
CHECKED BY: B. Holden
LOCATION: SEE PLAN
Jun 18, 2024
DIV: 11


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.

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

| | | | | | | | | | | | | Series/Size Text Length |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | W | I | L | S | O | N | | | | | | C 2000 |
| 7.2 | 3.6 | 1.4 | 2.4 | 2.8 | 3.2 | 2.2 | 7.2 | | | | | 15.7 |
| | R | I | D | G | E | | R | D | | | | C 2000 |
| 4.2 | 2.9 | 1.4 | 3 | 3 | 2 | 4 | 2.9 | 2.2 | 4.2 | | | 21.6 |

FILENAME: USS1O_TMP_SIGN DESIGNS
NORTH CAROLINA D.O.T. SIGN DETAIL

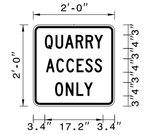
SIGN NUMBER: SD-4
TYPE: STATIONARY
QUANTITY: SEE PLANS
SIGN WIDTH: 2'-0"
HEIGHT: 2'-0"
TOTAL AREA: 4.0 Sq.Ft.
BORDER TYPE: FLUSH
RECESS: 0.38"
WIDTH: 0.63"
RADII: 1.5"
NO. Z BARS:
LENGTH:

BACKG COLOR: Fluorescent Orange
COPY COLOR: Black

| SYMBOL | X | Y | WID | HT |
|---|---|---|---|---|
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

MAT'L: 0.080" (2.0 mm) ALUMINUM

DESIGN BY: K.Bisby
PROJECT ID: U-5810
CHECKED BY: B. Holden
LOCATION: SEE PLAN
Jan 12, 2026
DIV: 11




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.

Spacing Factor is 1 unless specified otherwise

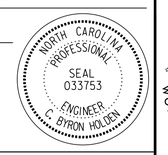
LETTER POSITIONS

Letter spacings are to start of next letter

| | | | | | | | | | | | | Series/Size Text Length |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Q | U | A | R | R | Y | | | | | | C 2000 |
| 3.4 | 3.2 | 2.8 | 3.1 | 2.9 | 2.6 | 2.6 | 3.4 | | | | | 17.2 |
| | A | C | C | E | S | S | | | | | | C 2000 |
| 3.7 | 3 | 3 | 3 | 2.5 | 2.7 | 2.2 | 3.7 | | | | | 16.5 |
| | O | N | L | Y | | | | | | | | C 2000 |
| 6.4 | 3.2 | 3.1 | 2.3 | 2.6 | 6.4 | | | | | | | 11.1 |

FILENAME: USS1O_TMP_SIGN DESIGNS
NORTH CAROLINA D.O.T. SIGN DETAIL

APPROVED: DocuSigned by: C. Byron Holden 5C5A055EAF0545F...
DATE: 7/2/2026
SEAL

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UNLESS ALL SIGNATURES COMPLETED


# SPECIAL SIGN DESIGNS

5/18/2026
U5810_TMP_psh028G.dgn
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# TRAFFIC CONTROL PHASING

| PROJ. REFERENCE NO. | SHEET NO. |
|---|---|
| U-5810 | TMP-3 |

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PHASE I

STEP 0:
USING ROADWAY STANDARD DRAWING 1101.01 INSTALL WORK ZONE ADVANCE WARNING SIGNS ON -L-/-L3- (SR 1523 AND SR 1514) AND ALL -Y- LINES WITHIN PROJECT LIMITS.

STEP 1:
USING RDWY STD 1101.02, CONSTRUCT -DR1- AND THE PERMANENT DRAINAGE ON -DR1-. (SEE TMP-4 AND 4A)

USING ROADWAY STANDARD DRAWING 1101.02, **BEGIN** CONSTRUCTION AS FOLLOWS:

- FROM -L- STA. 10+20± TO STA 25+62± AND -DR17- EXCLUDING THE FINAL LAYER OF SURFACE COURSE. WEDGE EXISTING WILSON RIDGE RD FROM -L- STA 10+72± TO 29+00±. INSTALL PROPOSED DRAINAGE ALONG -L-. (SEE TMP-5 AND 6)
- CONSTRUCT TEMPORARY GUARDRAIL FROM -Y1- STA 17+24± TO -Y1- STA 19+09±. DO NOT ALLOW UNPROTECTED ENDS TO BE EXPOSED TO TRAFFIC. INSTALL PROPOSED DRAINAGE ALONG -Y1-. (SEE TMP-5)
- -Y1- STA 15+00± TO STA 17+50± AND -Y1- STA 19+00± TO STA 20+25± (TEMPORARY GRADE) INCLUDING DRAINAGE. CONSTRUCT AND OPEN -DR1- PRIOR TO RETAINING WALL CONSTRUCTION, AND MAINTAIN -DR1- ACCESS TO DEERFIELD RD. (SEE TMP-5 THROUGH 5B)
- -Y1- STA 22+80± TO STA 25+50± FLUSH WITH THE EXISTING PAVEMENT. CONSTRUCT AND OPEN -DR18-. (SEE TMP-5)
- -L- STA 40+50± TO STA 47+00± INCLUDING PROPOSED DRAINGE AND EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-8)
- -DR8- INCLUDING PROPOSED DRAINGE AND EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-8)
- -DR4- FROM -L- TO STA 10+50± EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-8)
- -Y8A- STA 10+00± TO STA 13+43± FLUSH WITH THE EXISTING PAVEMENT. (SEE TMP-9)
- INSTALL THE PROPOSED DRAINAGE SYSTEMS ALONG -Y7-, -Y8-, AND -Y8A-. (SEE TMP-9)
- -L3- STA 82+50± TO STA 87+00± INCLUDING PROPOSED DRAINGE AND EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-11 AND 12)
- TEMPORARY PAVEMENT, RETAINING WALL, AND TEMPORARY DRAINAGE -L3- STA 90+29± TO STA 101+86± USING TEMPORARY SHORING FROM -L3- STA 93+00± TO STA 101+50± (SEE TMP-12 THROUGH 13)

STEPS 2 AND 3 MAY BE COMPLETED IN ANY ORDER, BUT MAY NOT BE DONE SIMULTANEOUSLY.

NOTE:
THE CONTRACTOR SHALL COMPLETE THE WORK REQUIRED IN STEP 2 WITHIN (72) HOURS. (SEE SPECIAL PROVISIONS FOR INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES)

STEP 2:
PRIOR TO CONSTRUCTION OF -L2- STA 56+65± TO STA 80+20± USE RDWY STD 1101.03 AND OFFSITE DETOUR DETAIL (SEE TMP-2B) TO CLOSE BAMBOO RD AND CONSTRUCT 54" RCP AT -L2- STA 58+75± (SEE TMP-9).

UPON COMPLETION OF 54" RCP, REMOVE THE ROAD CLOSURE AND RETURN BAMBOO ROAD TO THE EXISTING TEMPORARY PATTERN.

NOTE:
THE CONTRACTOR SHALL COMPLETE THE WORK REQUIRED IN STEP 3 WITHIN (72) HOURS. (SEE SPECIAL PROVISIONS FOR INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES)

STEP 3:
PRIOR TO CONSTRUCTION OF -L2- STA 56+65± TO STA 80+20± USE RDWY STD 1101.03 AND OFFSITE DETOUR DETAIL (SEE TMP-2B) TO CLOSE BAMBOO RD AND CONSTRUCT 2-54" RCP AT -L2- STA 65+00± (SEE TMP-10).

UPON COMPLETION OF THE 2-54" RCP, REMOVE THE ROAD CLOSURE AND RETURN BAMBOO ROAD TO THE EXISTING TEMPORARY PATTERN.

STEP 4:
USING ROADWAY STANDARD DRAWING 1101.02, CONSTRUCT AS FOLLOWS:

- -DET- STA 10+00± TO STA 18+50± INCLUDING DETOUR DRAINAGE AND EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-6 AND 7)
- -Y3DET- FROM -DET- TO STA 12+50± INCLUDING DETOUR DRAINAGE AND EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-7)
- -L- STA 25+62± TO STA 29+00± INCLUDING PROPOSED DRAINAGE AND EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-6)
- -Y11_DET- 11+86± TO -L2- INCLUDING DETOUR DRAINAGE AND EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-11)
- -L2- STA 56+65± TO STA 66+00± RT, -DR15- AND -Y9- INCLUDING PROPOSED DRAINAGE AND EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-9 THROUGH 10)
- -L2- STA 66+00± TO STA 80+20± RT TEMPORARY PAVEMENT FLUSH WITH THE EXISTING PAVEMENT, RETAINING WALL, PCB, NON-GATED CRASH CUSHIONS, AND TEMPORORARY AND PROPOSED DRAINAGE USING TEMPORARY SHORING FROM -L2- STA 66+00± TO STA 71+50±. (SEE TMP-10 THROUGH 11A)
- -Y5- AND -DR9- EXCLUDING THE FINAL LAYER OF SURFACE COURSE AND SHIFT TRAFFIC ONTO PROPOSED ALIGNMENTS. PAVE/WEDGE EXISTING WILSON RIDGE RD TO PROVIDE CONNECTIVITY AND A SMOOTH TRANSITION AND INSTALL PROPOSED DRAINAGE. (SEE TMP-8)

USING RDWY STD 1101.02 AND BEHIND BARRIER, CONSTRUCT **STAGE 1** OF CULVERT USING THE FOLLOWING SEQUENCE: (SEE TMP-9 THROUGH 9C, AND EROSION CONTROL PLAN)

1. CONSTRUCT 6' TEMPORARY ASPHALT PAD FOR BARRIER SUPPORT, SET PORTABLE CONCRETE BARRIER (ANCHORED) AND CONSTRUCT THE TEMP SHORING BETWEEN -L- STA 51+33± AND -L- STA 52+46± AND BETWEEN -L- STA 51+37± AND -L- STA 52+57±.
2. CONSTRUCT STAGE 1 OF CULVERT.
3. CONSTRUCT -L- STA 51+50± TO -L2- STA 57+15± EXCLUDING THE FINAL LAYER OF SURFACE COURSE, AND TEMPORARY CONNECTOR.
4. CONSTRUCT -Y6 FROM -L- TO -Y6- STA 12+10± TO THE EDGE AND ELEVATION OF THE EXISTING PAVEMENT.

STEP 5:
USING RDWY STD 1101.02, SET PORTABLE CONCRETE BARRIER, PAVE, APPLY PAVEMENT MARKINGS AND OPEN -Y6- TO TRAFFIC IN THE PATTERN SHOWN. (SEE TMP-14 AND 14A)

STEP 6:
USING RDWY STD 1101.02 CONSTRUCT -L- STA 47+00± TO STA 51+50± INCLUDING PROPOSED DRAINAGE AND EXCLUDING THE FINAL LAYER OF SURFACE COURSE. PAVE EXISTING WILSON RIDGE RD AND APPLY FRESH PAVEMENT MARKINGS IN THE EXISTING PATTERN AS NEEDED. (SEE TMP-15)

COMPLETE CONSTRUCTION AS BEGUN IN STEP 1:

- -L- STA 10+20± TO STA 25+62± AND -DR17-
- -Y1- STA 22+80± TO STA 25+50±

PHASE II

STEPS 1A, 1B AND 1D MAY BE COMPLETED IN ANY ORDER. STEP 1C CONSTRUCTION SHALL COMMENCE AFTER STEP 1B IS COMPLETE. STEP 1E CONSTRUCTION SHALL COMMENCE AFTER STEP 1D IS COMPLETE.

STEP 1A:
USING RDWY STD 1101.02, APPLY PAVEMENT MARKINGS AND DIRECT RIDGE CREST RD TRAFFIC ONTO -DET- AS SHOWN AND CONSTRUCT -DET- STA 18+50± TO STA 20+41± EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-16 THROUGH 18)

NOTE:
THE CONTRACTOR SHALL COMPLETE THE WORK REQUIRED IN STEP 1B BETWEEN FRIDAY AT 9:00 PM AND MONDAY AT 7:00 AM. (SEE SPECIAL PROVISIONS FOR INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES)

STEP 1B:
USING RDWY STD 1101.02, 1101.03 AND OFFSITE DETOUR DETAIL (SEE TMP-2BA), CONSTRUCT EXCLUDING THE FINAL LAYER OF SURFACE COURSE AS FOLLOWS:

1. APPLY PAVEMENT MARKINGS AND DIRECT WILSON RIDGE RD TRAFFIC ONTO THE NEW ALIGNMENT AND OPEN THE TEMPORARY CONNECTOR TO BAMBOO RD. SIMULTANEOUSLY CLOSE BAMBOO RD AT THE TEMPORARY CONNECTOR INTERSECTION. (SEE TMP-19 THROUGH 22)

APPROVED: DocuSigned by: C. Byron Holden 5C5A055EAF0545F...
DATE: 7/2/2026
SEAL

NORTH CAROLINA PROFESSIONAL SEAL 033753 ENGINEER C. BYRON HOLDEN

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

TEMPORARY TRAFFIC CONTROL PHASING

6/25/2026
U5810_TMP_psh03.dgn
wpJones

# TRAFFIC CONTROL PHASING

| PROJ. REFERENCE NO. | SHEET NO. |
|---|---|
| U-5810 | TMP-3A |

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1. CONSTRUCT -L2- STA 55+18± TO STA 56+65± EXCLUDING THE FINAL LAYER OF SURFACE COURSE, APPLY PAVEMENT MARKINGS AND OPEN TO TRAFFIC. (SEE TMP-20)

STEP 1C:
USING RDWY STD 1101.02 AND BEHIND BARRIER, CONSTRUCT AS FOLLOWS:

- CONSTRUCT STAGE 2 CULVERT. (SEE TMP-20)
- CONSTRUCT -Y7- STA 18+80± TO STA 22+13± LT AND -L- STA 51+33± TO -Y7- STA 22+13± RT EXCLUDING THE FINAL LAYER OF SURFACE COURSE AND REMOVE TEMPORARY DRAINAGE. (SEE TMP-20)

STEP 1D:
USING RDWY STD 1101.02, APPLY PAVEMENT MARKINGS AND DIRECT BAMBOO RD AND BROOK HOLLOW RD INTO THE PATTERN SHOWN. (SEE TMP-22)

STEP 1E:
USING RDWY STD 1101.02, CONSTRUCT AS FOLLOWS:

- SET PORTABLE CONCRETE BARRIER FROM -L2- STA 67+00± TO STA 77+00± LT AND CONSTRUCT -L2- STA 56+42 TO STA 77+00± (SEE TMP-20 THROUGH 22)
- INSTALL TEMPORARY SHORING FROM -L2- STA 67+35± TO STA 76+85± LT. (SEE TMP-21 THROUGH 22)
- CONSTRUCT SIDEWALK FROM -L2- STA 54+54± TO -L2- STA 77+00± (SEE TMP-20 THROUGH 22)
- CONSTRUCT PROPOSED DRAINAGE ALONG -L2- LT. (SEE TMP-21)
- CONSTRUCT -L2- STA 78+70± TO -L3- STA 82+50± EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-22)
- CONSTRUCT -Y11- STA 10+50± TO AND INCLUDING THE ROUNDABOUT, PROPOSED ROUNDABOUT DRAINAGE AND EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-22)
- CONSTRUCT -L3- STA 87+00± TO STA 90+03± EXCLUDING THE FINAL LAYER OF SURFACE COURSE AND THE PROPOSED DRAINAGE. (SEE TMP-23)
- REMOVE PORTABLE CONCRETE BARRIER AND CONSTRUCT -L3- STA 90+03± TO STA 106+33± RT AND TEMPORARY PAVEMENT EXCLUDING THE FINAL LAYER OF SURFACE COURSE. INSTALL TEMPORARY AND PROPOSED DRAINAGE. (SEE TMP-23 THROUGH 24)

STEP 2:
USING RDWY STD 1101.02, APPLY PAVEMENT MARKINGS AND DIRECT WILSON RIDGE RD TRAFFIC ONTO THE -DET- ALIGNMENT. UPON COMPLETION OF THE TRAFFIC SHIFT, CONSTRUCT -L- STA 34+50± TO STA 37+00± AND -DR2- INCLUDING THE PROPOSED DRAINAGE AND EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-25 THROUGH 26)

COMPLETE CONSTRUCTION AS BEGUN IN PHASE I:

- -L3- STA 82+50± TO STA 87+00±
- TEMPORARY PAVEMENT AND RETAINING WALL -L3- STA 90+29± TO STA 101+86±

STEP 3:
USING RDWY STD 1101.02, CONSTRUCT -L- STA 29+00± TO STA 34+50± EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-27)

USING RDWY STD 1101.02, WEDGE -L2- STA 64+43± TO STA 78+04± EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-28 AND 29)

PHASE III

THE CONTRACTOR MAY CONSTRUCT STEP 4 PRIOR TO CONSTRUCTION OF STEPS 1 THROUGH 3.

NOTE:
THE CONTRACTOR SHALL COMPLETE THE WORK REQUIRED IN STEPS 1 THROUGH 3 WITHIN (55) CALENDAR DAYS. (SEE SPECIAL PROVISIONS FOR INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES)

STEP 1:
USING RDWY STD 1101.02 AND 1101.03, CONSTRUCT -Y4- STA 10+50± TO STA 13+15± AND -DR4- STA 10+50± TO STA 12+10± EXCLUDING THE FINAL LAYER OF SURFACE COURSE. CONSTRUCT PROPOSED DRAINAGE ACROSS -DR5- AND -DR4-. RAVENS RIDGE CIR TRAFFIC SHALL BE DETOURED VIA WILSON RIDGE RD TO DEERFIELD RD TO BAMBOO RD. -DR4- TRAFFIC SHALL BE DETOURED VIA WILSON RIDGE RD TO BAMBOO RD TO DEERFIELD RD. (SEE TMP-2BB, 30 AND 31)

COMPLETE CONSTRUCTION AS BEGUN IN PHASE I:

- -Y1- STA 15+00± TO STA 20+25±
- -L- STA 40+50± TO STA 47+00±
- -DR8-
- -DR4-

STEP 2:
USING RDWY STD 1101.02 AND 1101.03, APPLY PAVEMENT MARKINGS AND DETOUR RAVENS RIDGE CIR AND -DR4- TRAFFIC VIA WILSON RIDGE RD TO BAMBOO RD TO DEERFIELD RD. (SEE TMP-2BB AND 35)

STEP 3:
USING RDWY STD 1101.02 AND AWAY FROM TRAFFIC, CONSTRUCT -Y3-, -L- STA 37+00± TO STA 40+50±, -DR3- AND -DR5- EXCLUDING THE FINAL LAYER OF SURFACE COURSE. INSTALL REMAINING PROPOSED DRAINAGE ALONG -Y3-. UPON COMPLETION APPLY PAVEMENT MARKINGS AND OPEN WILSON RIDGE RD TO TRAFFIC. (SEE TMP-34 AND 35)

REMOVE OR COVER DETOUR SIGNS SHOWN ON TMP-2BB WHEN NO LONGER IN USE.

STEP 4:
COMPLETE CONSTRUCTION OF -Y8A- AS BEGUN IN PHASE I STEP 1.

STEP 5:
USING RDWY STD 1101.02, APPLY PAVEMENT MARKINGS AND SHIFT BAMBOO RD TRAFFIC AS SHOWN. (SEE TMP-32 AND 33)

PHASE IV

NOTE:
THE CONTRACTOR SHALL COMPLETE THE WORK REQUIRED IN STEPS 1 THROUGH 3 WITHIN (15) CALENDAR DAYS. (SEE SPECIAL PROVISIONS FOR INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES)

STEP 1:
USING RDWY STD 1101.02 AND 1101.03, CLOSE WESTBOUND DEERFIELD RD AND DETOUR VIA BAMBOO RD AND WILSON RIDGE RD. EASTBOUND DEERFIELD RD SHALL BE DETOURED VIA WILSON RIDGE RD TO BAMBOO RD. TIE IN DEERFIELD RD TO WILSON RIDGE RD, APPLY PAVEMENT MARKINGS AND DIRECT TRAFFIC INTO THE PATTERN SHOWN. (SEE TMP-2BC AND 36 THROUGH 38)

STEP 2:
USING FLAGGERS AS DIRECTED TO MAINTAIN DRIVEWAY ACCESS, CONSTRUCT -Y1- STA 20+34± TO STA 25+50± EXCLUDING THE FINAL LAYER OF SURFACE COURSE. INSTALL PROPOSED DRAINAGE ALONG -Y1-. (SEE TMP-36)

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TEMPORARY TRAFFIC CONTROL PHASING

6/25/2026
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# TRAFFIC CONTROL PHASING

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STEP 3:
USING RDWY STD 1101.02, APPLY PAVEMENT MARKINGS AND OPEN DEERFIELD RD AND ROUNDABOUT TO TRAFFIC IN THE PATTERN SHOWN. (SEE TMP-39)

REMOVE OR COVER DETOUR SIGNS SHOWN ON TMP-2BC WHEN NO LONGER IN USE.

STEP 4:
USING RDWY STD 1101.02 CONSTRUCT THE CENTER ISLAND AND REMOVE PAVEMENT PER THE ROADWAY PLAN. (SEE TMP-39)

USING RDWY STD 1101.02 CONSTRUCT -Y8-, -Y8A- AND -DR16 EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-40)

PHASE V

NOTE:
THE CONTRACTOR SHALL COMPLETE THE WORK REQUIRED IN STEPS 1 THROUGH 4 WITHIN (96) HOURS. (SEE SPECIAL PROVISIONS FOR INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES)

STEP 1:
USING RDWY STD 1101.02 AND 1101.03, CLOSE BAMBOO RD AND DETOUR VIA BAMBOO RD TO WILSON RIDGE RD TO DEERFIELD RD. (SEE TMP-2BD AND 41)

STEP 2:
USING FLAGGERS AS DIRECTED TO MAINTAIN DRIVEWAY ACCESS, CONSTRUCT -Y7- STA 18+80± TO STA 20+97± AND -Y8- EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-41)

STEP 3:
USING RDWY STD 1101.02 AND 1101.03, OPEN -Y8- AND CONSTRUCT -Y7- STA 20+97± TO -L2- STA 56+65± RT EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-2BD AND 42)

STEP 4:
USING RDWY STD 1101.02, APPLY PAVEMENT MARKINGS AND OPEN BAMBOO RD AND ROUNDABOUT IN THE PATTERN SHOWN. (SEE TMP-43)

REMOVE OR COVER DETOUR SIGNS SHOWN ON TMP-2BD WHEN NO LONGER IN USE.

STEP 5:
USING RDWY STD 1101.02 CONSTRUCT THE CENTER ISLAND PER THE ROADWAY PLAN. (SEE TMP-43)

PHASE VI

NOTE:
THE CONTRACTOR SHALL COMPLETE THE WORK REQUIRED IN STEPS 1 THROUGH 4 WITHIN (20) CALENDAR DAYS. (SEE SPECIAL PROVISIONS FOR INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES)

STEP 1:
USING RDWY STD 1101.02 AND 1101.03, CLOSE BAMBOO RD AND DETOUR VIA BAMBOO RD TO WILSON RIDGE RD TO DEERFIELD RD. ACCESS TO THE QUARRY AND GAS STATION SHALL BE MAINTAINED USING METHODS APPROVED BY THE ENGINEER. (SEE TMP-2BE AND 44 THROUGH 46)

STEP 2:
USING FLAGGERS AS DIRECTED TO MAINTAIN QUARRY ACCESS, WEDGE -L3- STA 89+50± TO STA 93+00± EXCLUDING THE FINAL LAYER OF SURFACE COURSE. (SEE TMP-45)

USING RDWY STD 1101.02 CONSTRUCT -L3- STA 99+50± TO STA 104+50± EXCLUDING THE FINAL LAYER OF SURFACE COURSE. MAINTAIN GAS STATION ACCESS AS SHOWN. INSTALL PROPOSED DRAINAGE AT APPROXIMATELY -L3- STA 101+50± LT. (SEE TMP-46)

STEP 3:
USING RDWY STD 1101.02 CONSTRUCT -L3- STA 104+50± TO STA 106+33± AND THE GAS STATION DRIVEWAY EXCLUDING THE FINAL LAYER OF SURFACE COURSE. INSTALL PROPOSED DRAINAGE AT APPROXIMATELY -L3- STA 104+50± TO STA 105+00± LT. (SEE TMP-47)

STEP 4:
USING RDWY STD 1101.02, APPLY PAVEMENT MARKINGS AND OPEN BAMBOO RD AND ROUNDABOUT IN THE PATTERN SHOWN. (SEE TMP-48 THROUGH 50)

USING RDWY STD 1101.02, REMOVE DETOUR DRAINAGE AND INSTALL REMAINING PROPOSED DRAINAGE ALONG -Y11-. (SEE TMP-48)

REMOVE OR COVER DETOUR SIGNS SHOWN ON TMP-2BE WHEN NO LONGER IN USE.

STEP 5:
USING RDWY STD 1101.02, CONSTRUCT AS FOLLOWS: (SEE TMP-48)

- CURB AND GUTTER, AND SIDEWALK -L2- STA 77+00± TO -Y11- STA 14+38±.
- CURB AND GUTTER -L2- STA 78+00± TO STA 80+84±.

USING RDWY STD 1101.02, CONSTRUCT AS FOLLOWS: (SEE TMP-49 AND 50)

- CURB AND GUTTER -L3- STA 90+00± TO STA 99+50±.
- SIDEWALK -L3- STA 90+00± TO STA 105+85±.
- REMAINING PROPOSED DRAINAGE ALONG -L3-.

STEP 6:
USING RDWY STD 1101.02 REMOVE PAVEMENT PER THE ROADWAY PLAN AND CONSTRUCT THE CURB AND GUTTER FROM -L3- STA 89+50± TO STA 102+48±. (SEE TMP-51 THROUGH 52)

PHASE VII (NOT ILLUSTRATED)

STEP 1:
USING RDWY STD 1101.02, PAVE THE FINAL LAYER OF SURFACE COURSE AND APPLY FINAL PAVEMENT MARKINGS. (SEE FINAL PAVEMENT MARKING PLAN)

STEP 2:
USING RDWY STD 1101.02, REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES.

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-Y1- SR 1522
DEERFIELD RD

15+00

-DR1-

A

A

REMOVE

RETAIN

RETAIN

MAINTAIN DRIVEWAY CONNECTION
TO EXISTING DEERFIELD RD USING
INCIDENTAL STONE OR OTHER
METHOD APPROVED BY THE ENGINEER.

20+00

10+00

10

RETAIN

RETAIN

RETAIN

RETAIN

RETAIN

RETAIN

RETAIN

RETAIN

RETAIN

RETAIN

15+00

-L- SR 1523 WILSON RIDGE RD

-Y1- SR 1523 DEERFIELD RD

25+00

SEE TMP-4A FOR SECTION VIEW

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PHASE I - STEP 1

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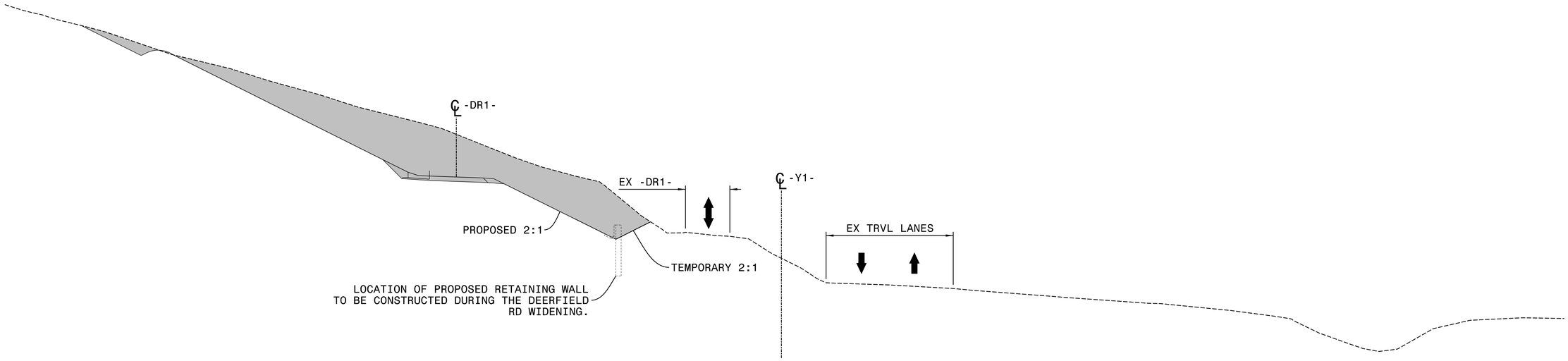


SECTION A-A

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PHASE I - STEP 1

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-Y1- STA 15+00±

15+00

-Y1- SR 1522
DEERFIELD RD

CONSTRUCT FLUSH WITH
THE EXISTING PAVEMENT

-Y1- STA 17+24±
BEGIN TEMP GUARDRAIL

PLUG AND FILL

-Y1- STA 19+09±
END TEMP GUARDRAIL

-DR1-

RETAIN

-Y1- STA 17+50±

REMOVE

-Y1- STA 19+00±

-L- STA 10+20±
-Y1- STA 20+25±

D

E

10

20+00

10+00

RETAIN

REMOVE

1

P1

P13

T004
JB wMH

-L- SR 1523 WILSON RIDGE RD

15+00

PAVE/WEDGE EXISTING PAVEMENT AS NECESSARY
TO MAINTAIN TRAFFIC, ACCESS TO EXISTING
DRIVEWAYS, AND TO MAINTAIN POSITIVE DRAINAGE

-L- STA 10+72±
BLEND TO EXISTING ELEVATION

MATCHLINE -L- STA 16+00 SEE TMP-6

DEERFIELD RD

-Y1- STA 22+80±

CONSTRUCT FLUSH WITH
EXISTING PAVEMENT

CONSTRUCT AND OPEN -DR18- BLENDING
TO EXISTING PAVEMENT ELEVATION

25+00

-DR18-

-Y1- SR 1523

-Y1- STA 25+50±

R11-2
48" x 30"


TYPE III BARRICADE

1

SEE TMP-5A FOR SECTION VIEWS

SEE TMP-5B FOR CONSTRUCTION WIDTH STATION/OFFSET.

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PHASE I - STEP 1

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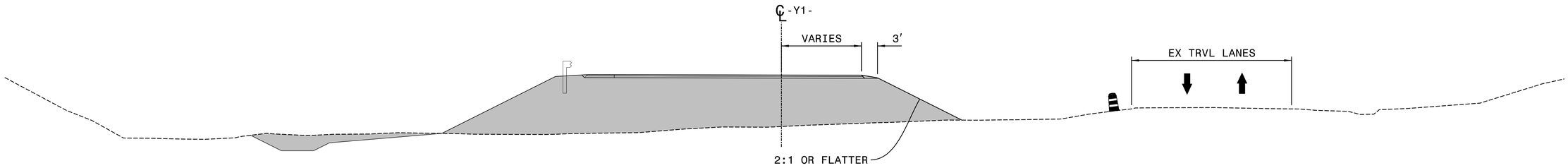
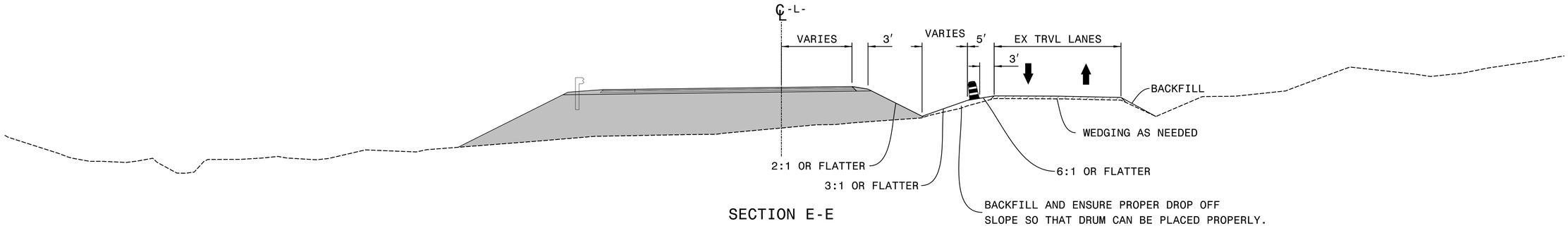



SECTION D-D

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PHASE I - STEP 1

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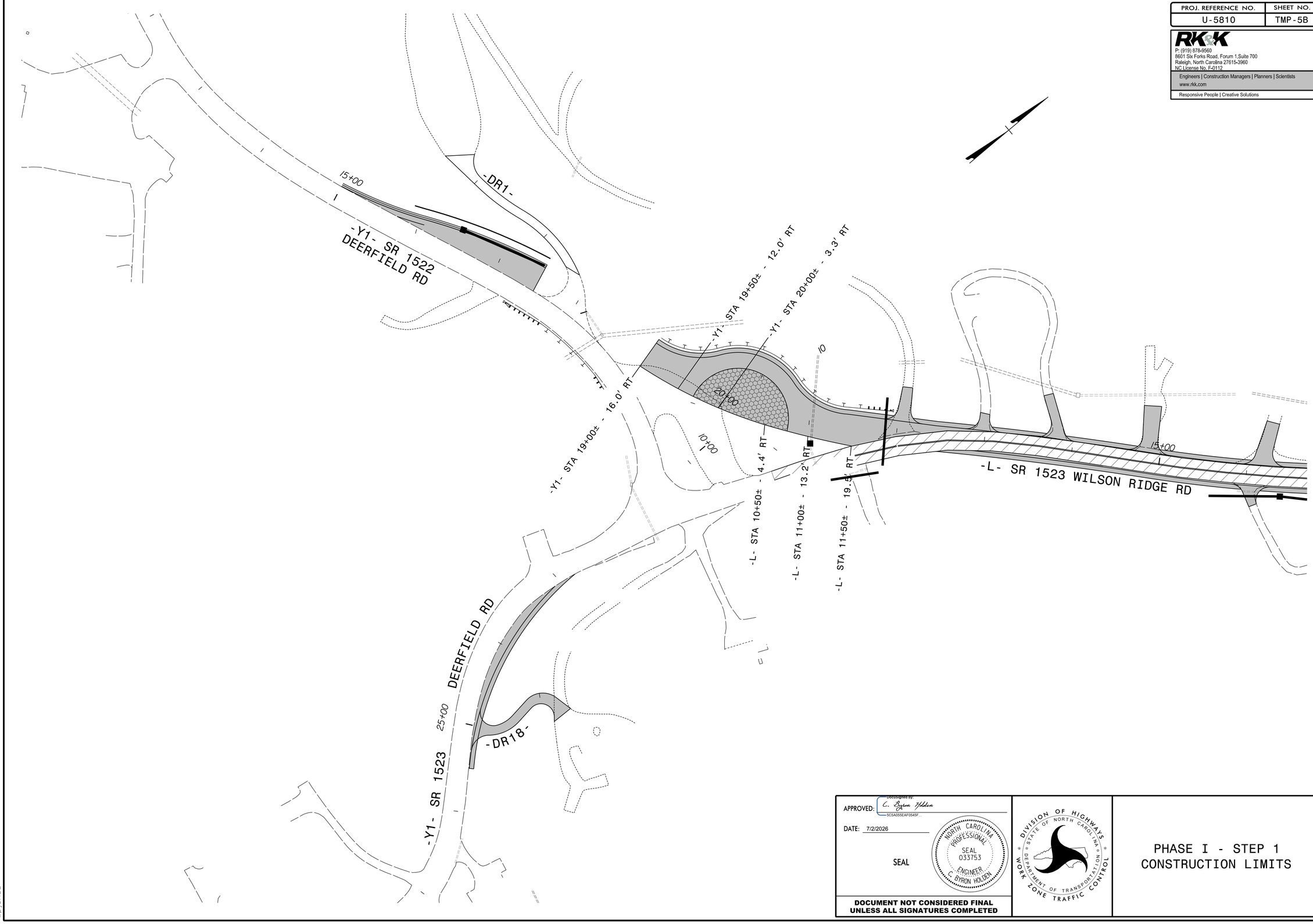


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# PHASE I - STEP 1 CONSTRUCTION LIMITS

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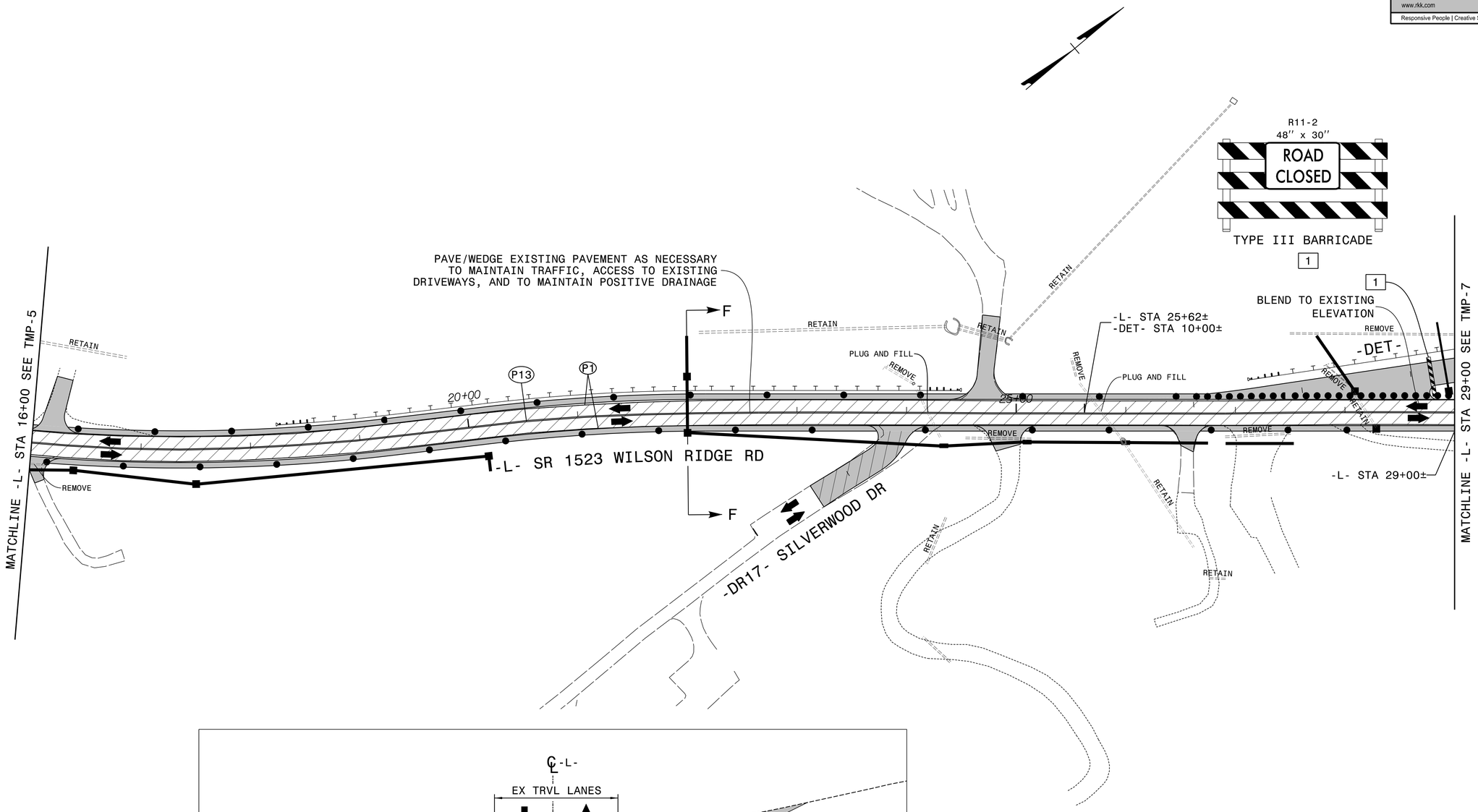


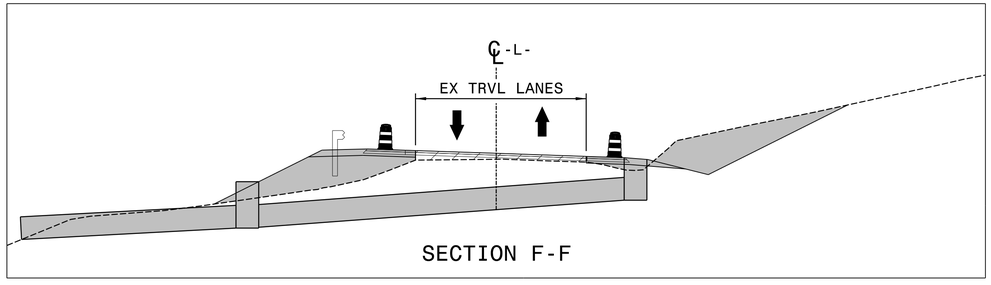


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PHASE I - STEPS 1 AND 4

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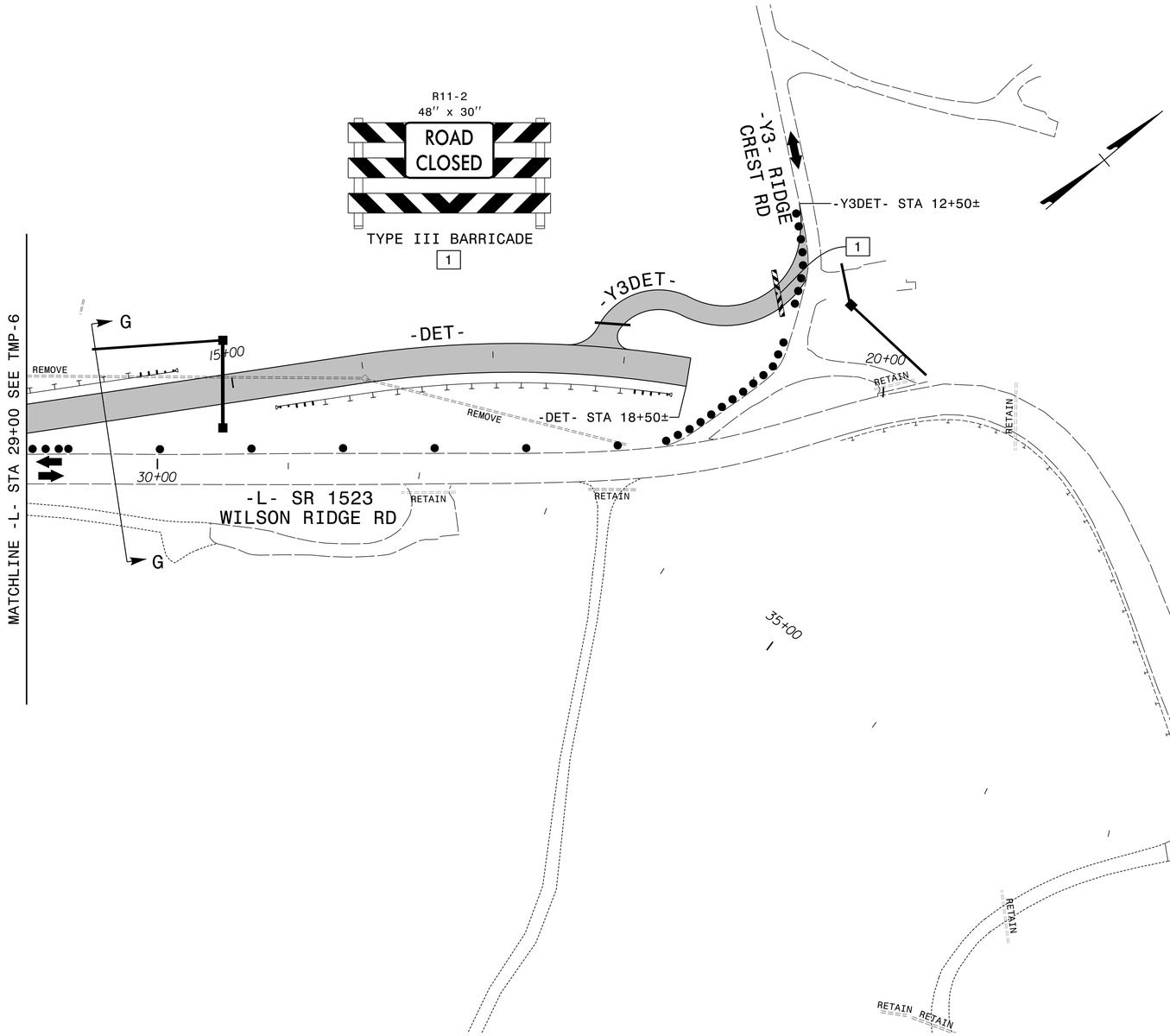


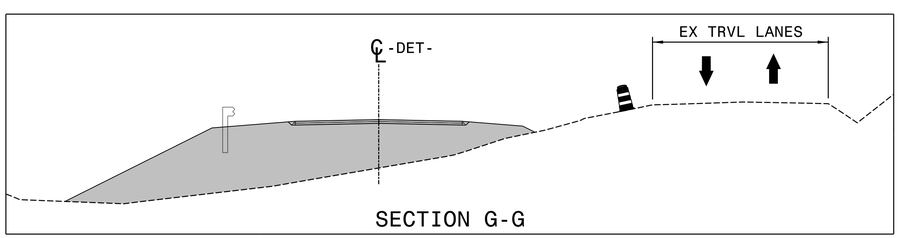


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PHASE I - STEPS 1 AND 4

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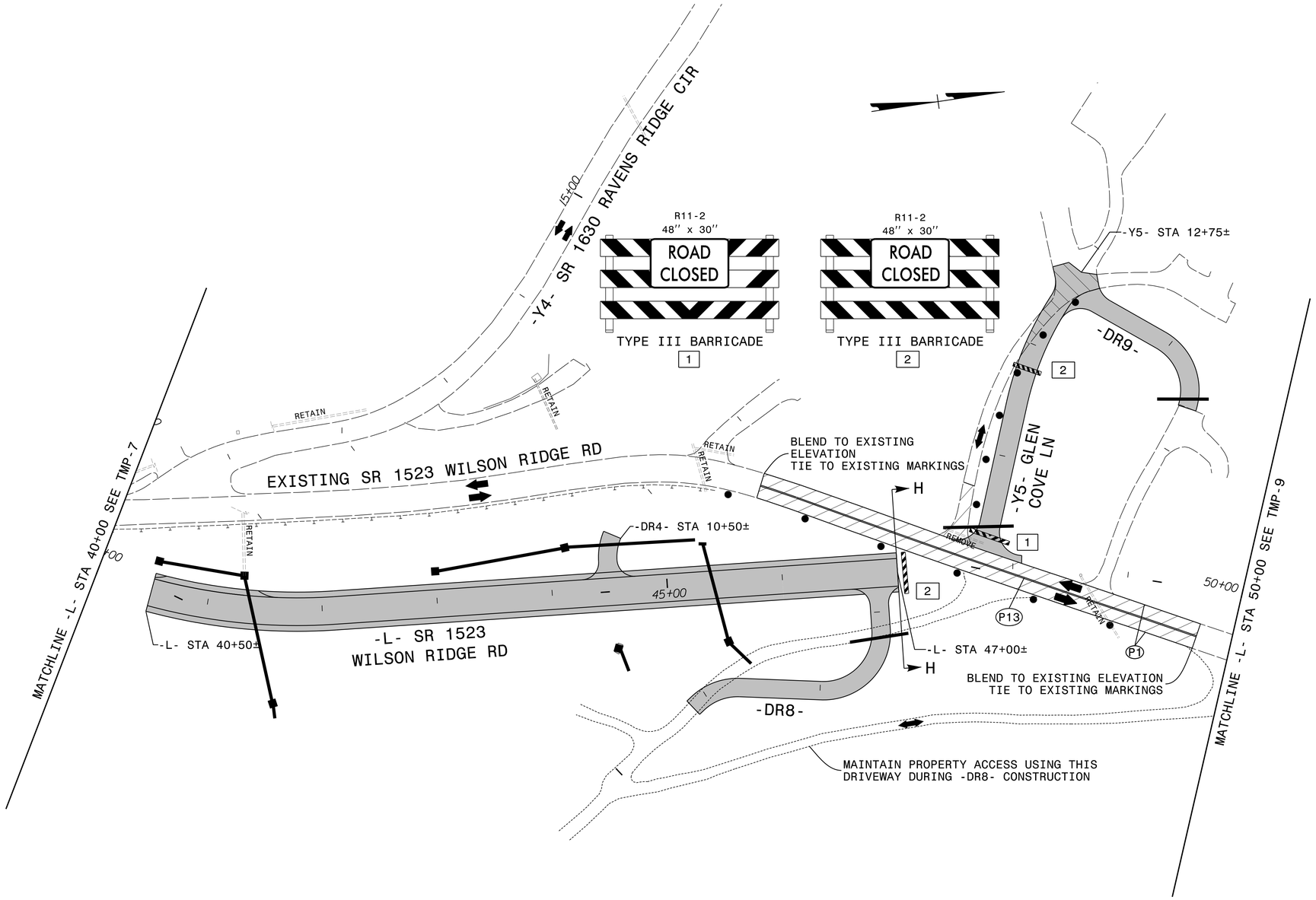


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PHASE I - STEP 1

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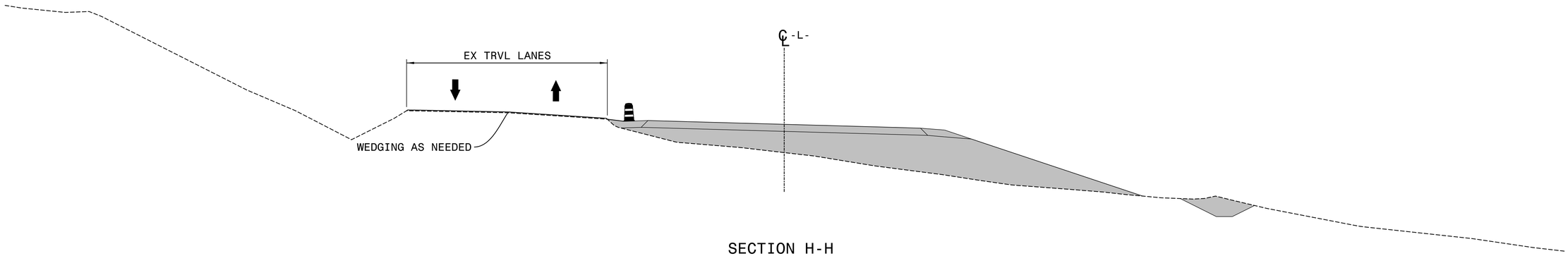


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PHASE I - STEP 1

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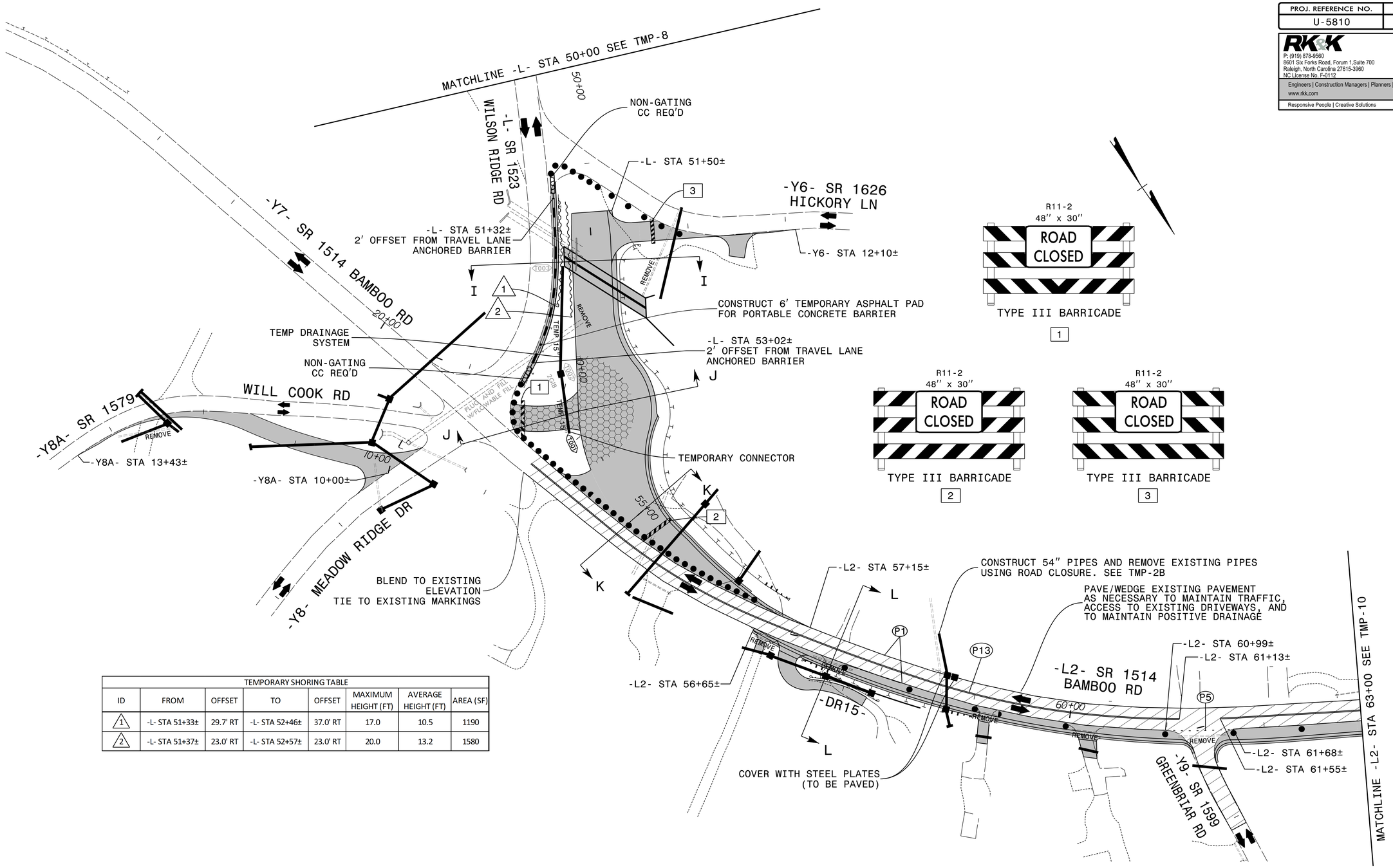


| TEMPORARY SHORING TABLE | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | FROM | OFFSET | TO | OFFSET | MAXIMUM HEIGHT (FT) | AVERAGE HEIGHT (FT) | AREA (SF) |
| 1 | -L- STA 51+33± | 29.7' RT | -L- STA 52+46± | 37.0' RT | 17.0 | 10.5 | 1190 |
| 2 | -L- STA 51+37± | 23.0' RT | -L- STA 52+57± | 23.0' RT | 20.0 | 13.2 | 1580 |

SEE TMP-2A FOR SHORING DESIGN PARAMETERS

SEE TMP-2B FOR PIPE CONSTRUCTION OFFSITE DETOUR.

SEE TMP-9A AND 9B FOR SECTION VIEWS.

SEE TMP-9C FOR INTERIM PAVEMENT EDGE CONSTRUCTION LIMITS.

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PHASE I - STEPS 1 AND 2

5/18/2026
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| PROJ. REFERENCE NO. | SHEET NO. |
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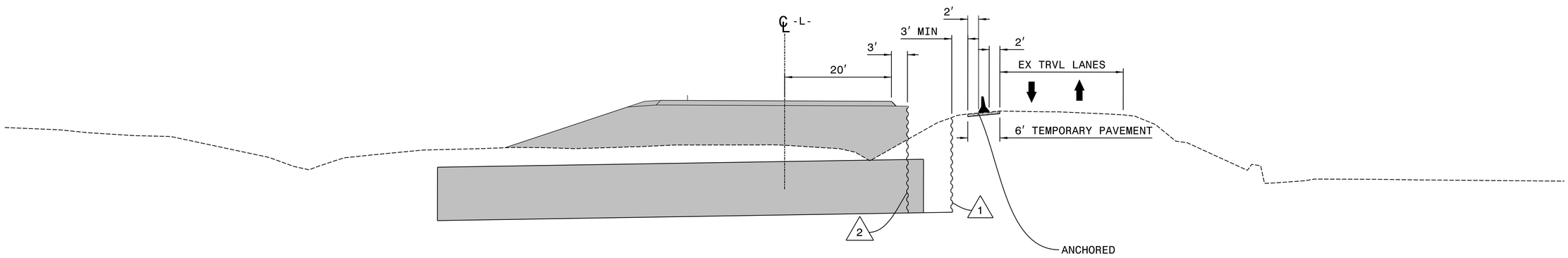
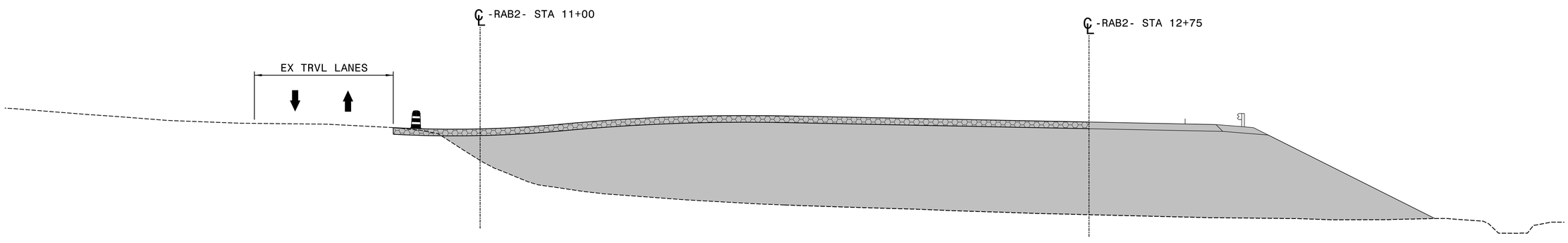



SECTION I-I




SECTION J-J

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PHASE I - STEP 1

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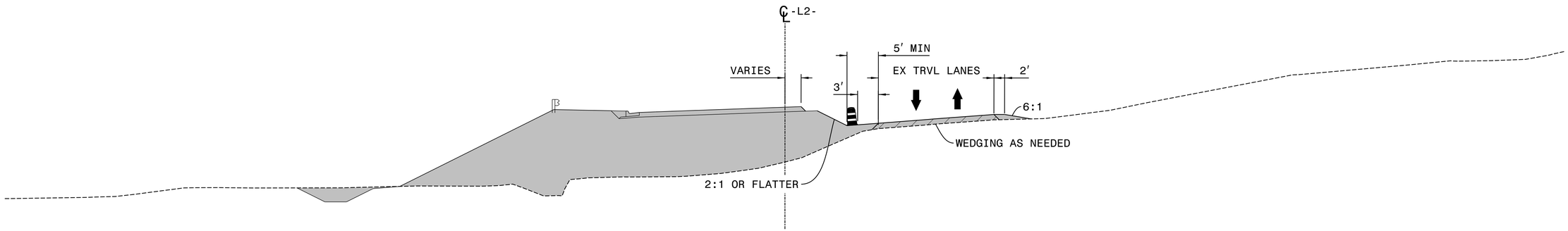


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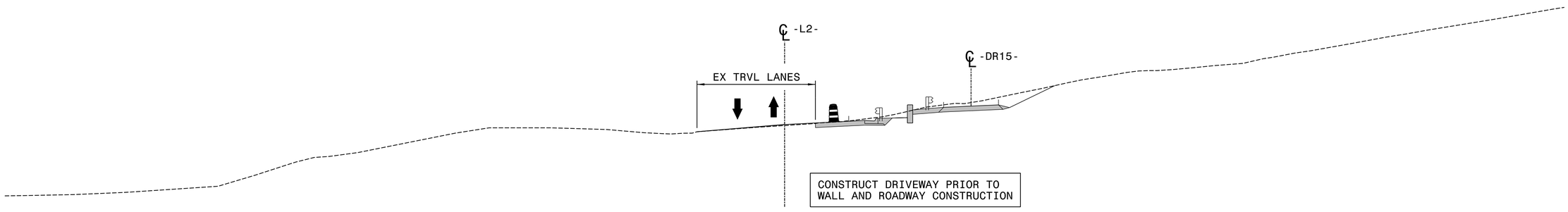


SECTION L-L

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PHASE I - STEP 1

5/8/2026
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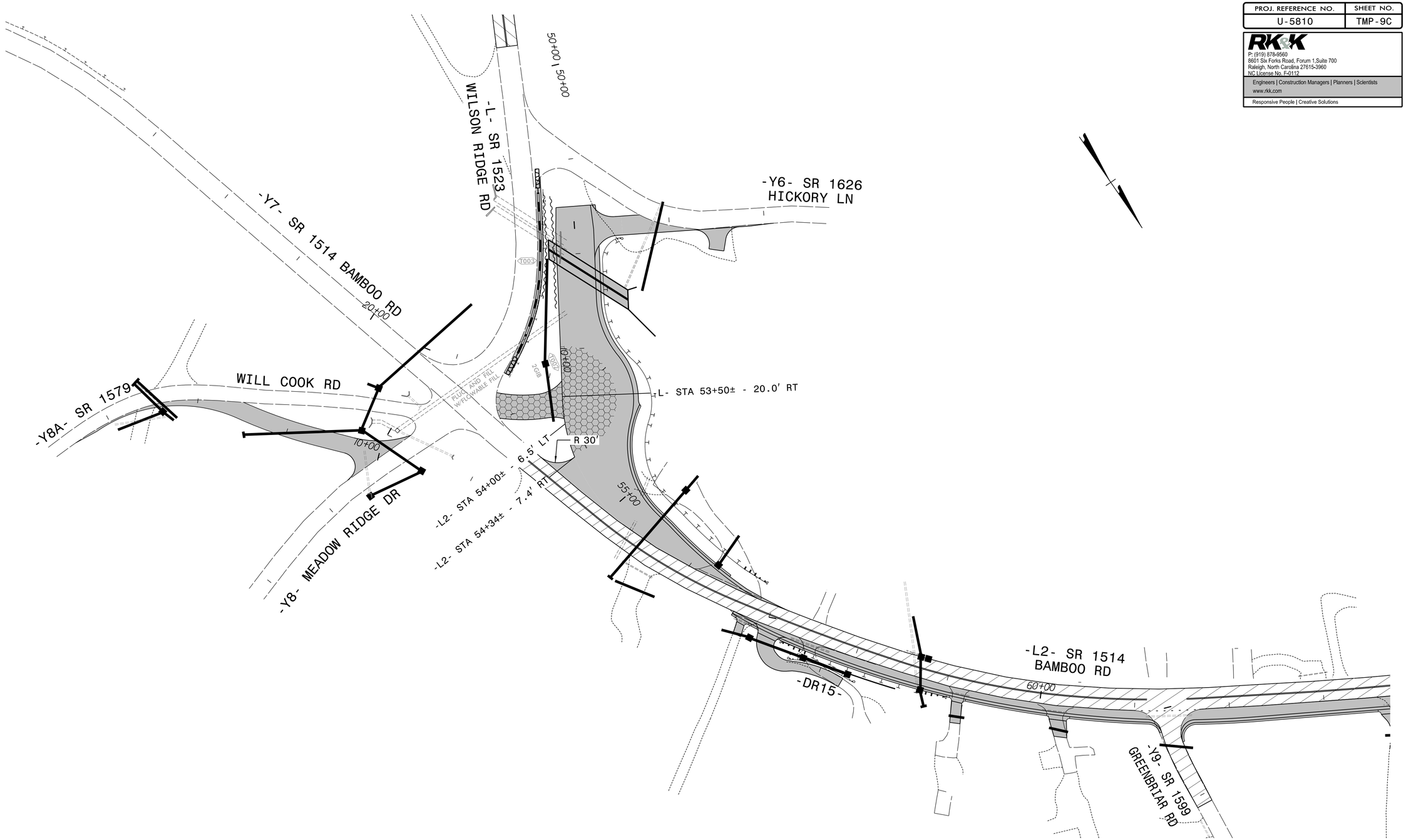


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# PHASE I - STEP 1 CONSTRUCTION LIMITS

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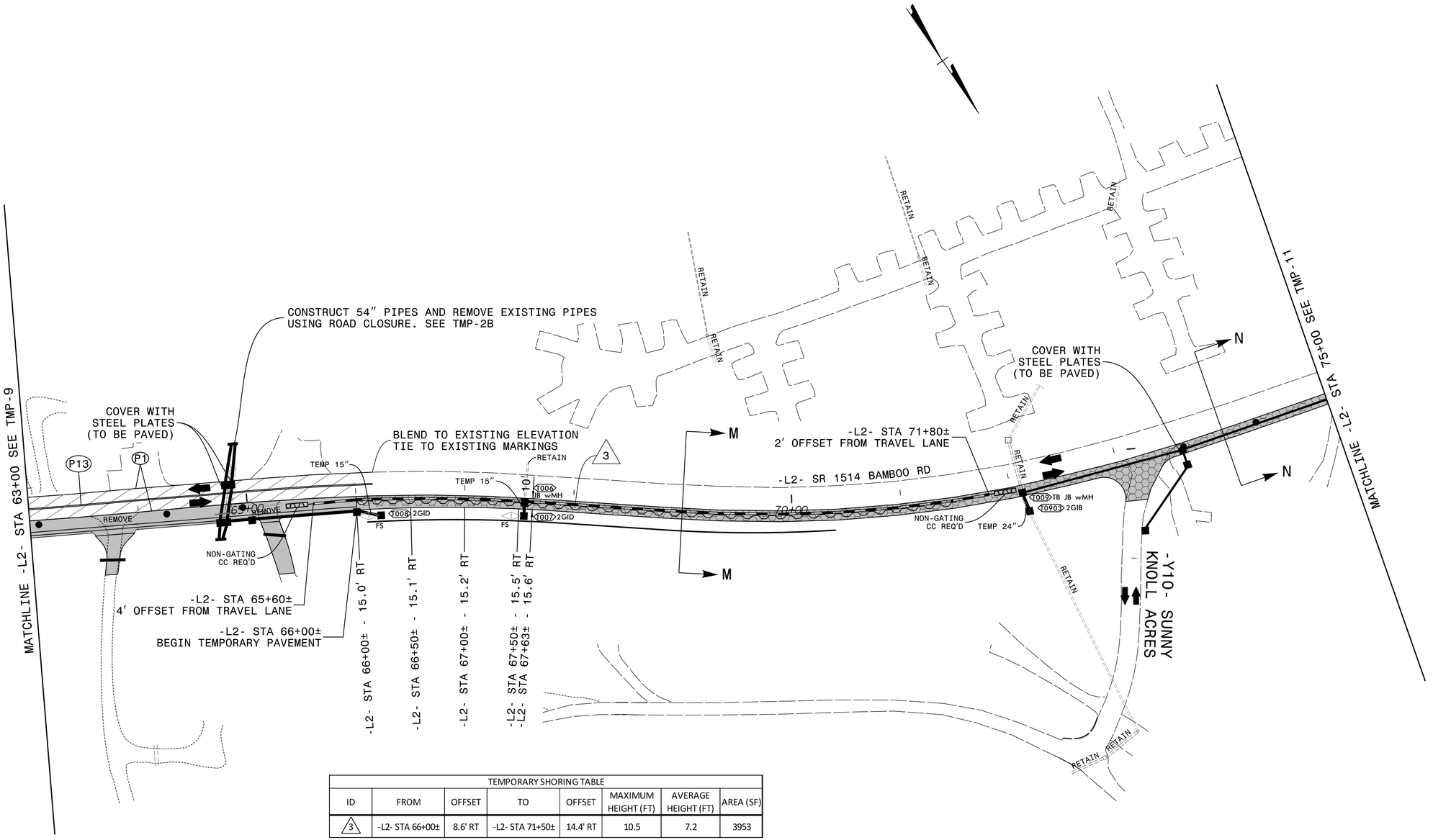


| TEMPORARY SHORING TABLE | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | FROM | OFFSET | TO | OFFSET | MAXIMUM HEIGHT (FT) | AVERAGE HEIGHT (FT) | AREA (SF) |
| 3 | -L2- STA 66+00± | 8.6' RT | -L2- STA 71+50± | 14.4' RT | 10.5 | 7.2 | 3953 |

SEE TMP-2B FOR PIPE CONSTRUCTION OFFSITE DETOUR.
SEE TMP-10A FOR SECTION VIEWS.

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PHASE I
STEPS 1, 3, AND 4

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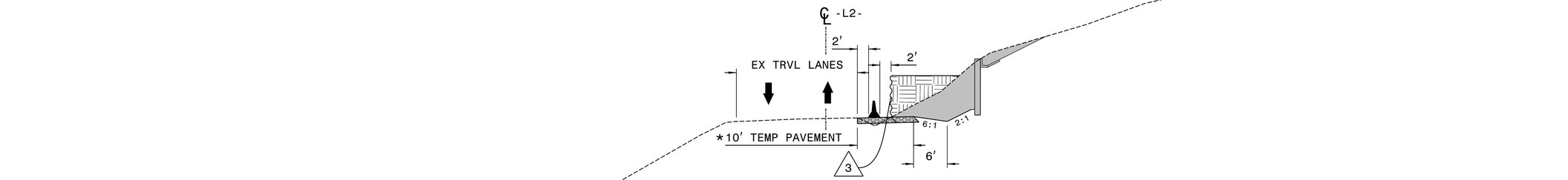
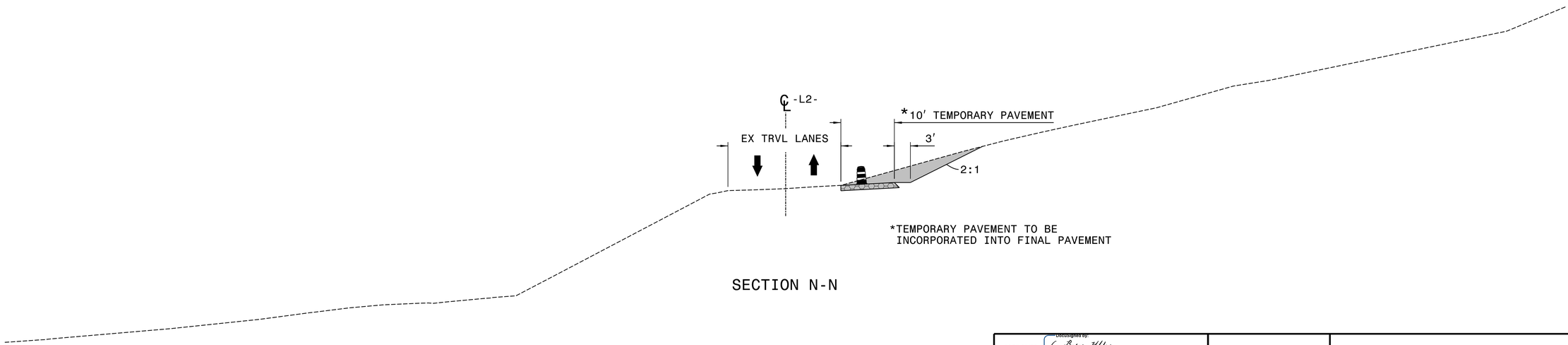



CONSTRUCT 6′ TEMPORARY PAVEMENT INITIALLY FOR BARRIER FOUNDATION.
CONSTRUCT ADDITIONAL 4′ OF TEMPORARY PAVEMENT UPON CONPLETION
OF THE WALL CONSTRUCTION.

*TEMPORARY PAVEMENT TO BE
INCORPORATED INTO FINAL PAVEMENT

SECTION M-M




*TEMPORARY PAVEMENT TO BE
INCORPORATED INTO FINAL PAVEMENT

SECTION N-N

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PHASE I - STEPS 1 AND 4

5/8/2026
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R11-2
48'' x 30''
ROAD CLOSED
TYPE III BARRICADE
1

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

-Y11_DET- STA 11+86±

-Y11- SR 1614 BROOK HOLLOW RD

10+00

10+00

15+00

-Y11_DET-

COVER WITH STEEL PLATES (TO BE PAVED)

RETAIN

RETAIN

RETAIN

RETAIN

RETAIN

RETAIN

RETAIN

1

2

1

2

20+00

10+00

15+00

-L2- SR 1514 BAMBOO RD

10'

-L2- STA 76+88±
15.8' RT

MAINTAIN ACCESS USING FLAGGERS OR OTHER METHODS APPROVED BY THE ENGINEER

COVER WITH STEEL PLATES (TO BE PAVED)

-L2- STA 80+20±
END TEMPORARY PAVEMENT

SEE TMP-11A FOR ADDITIONAL TEMPORARY PAVEMENT LAYOUT INFORMATION

-L3- STA 82+50±

-L3- SR 1514 BAMBOO RD

SEE TMP-12

MATCHLINE -L2- STA 75+00 SEE TMP-10

MATCHLINE -L3- STA 85+00 SEE TMP-12

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PHASE I - STEP 1

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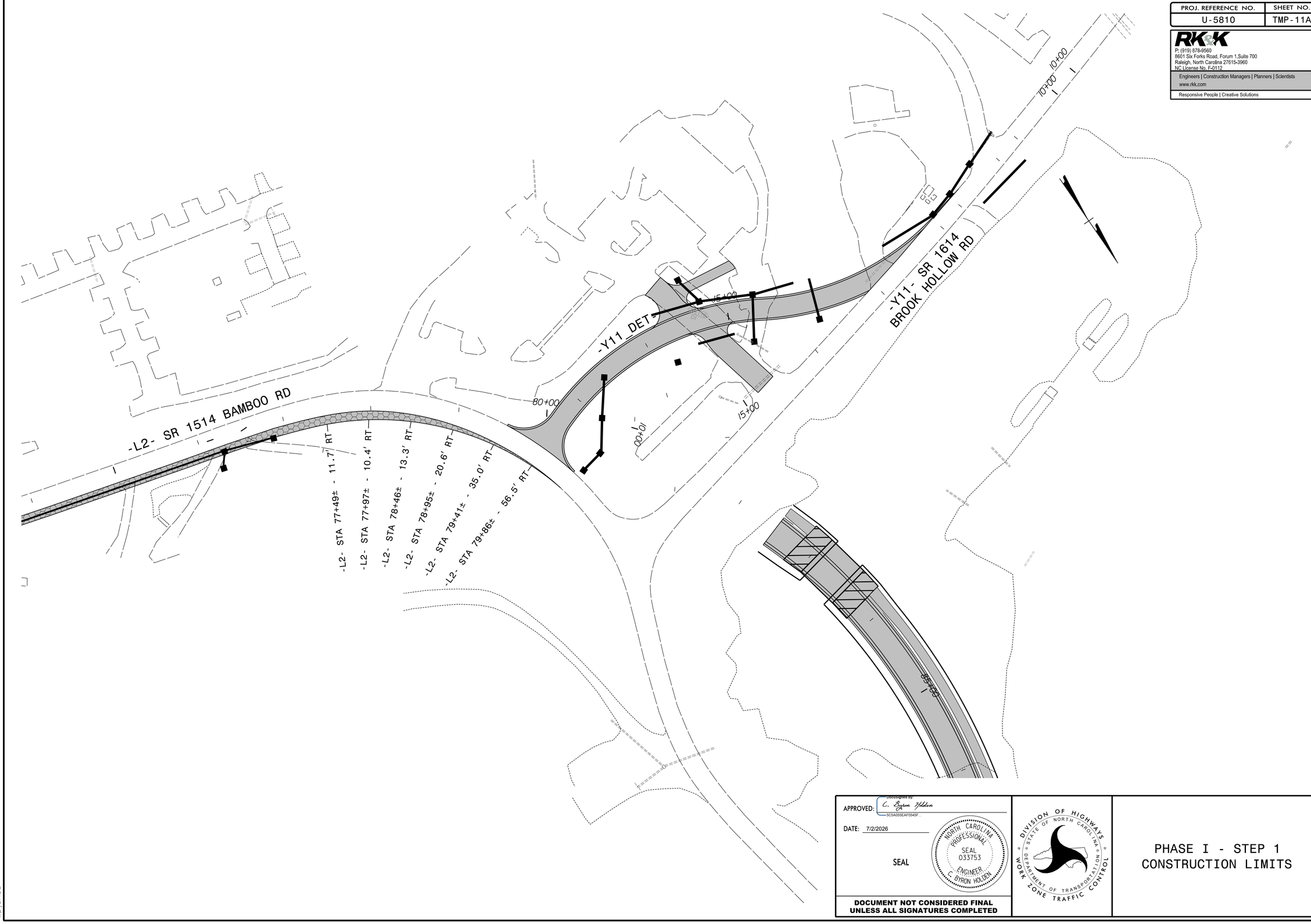


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# PHASE I - STEP 1
# CONSTRUCTION LIMITS

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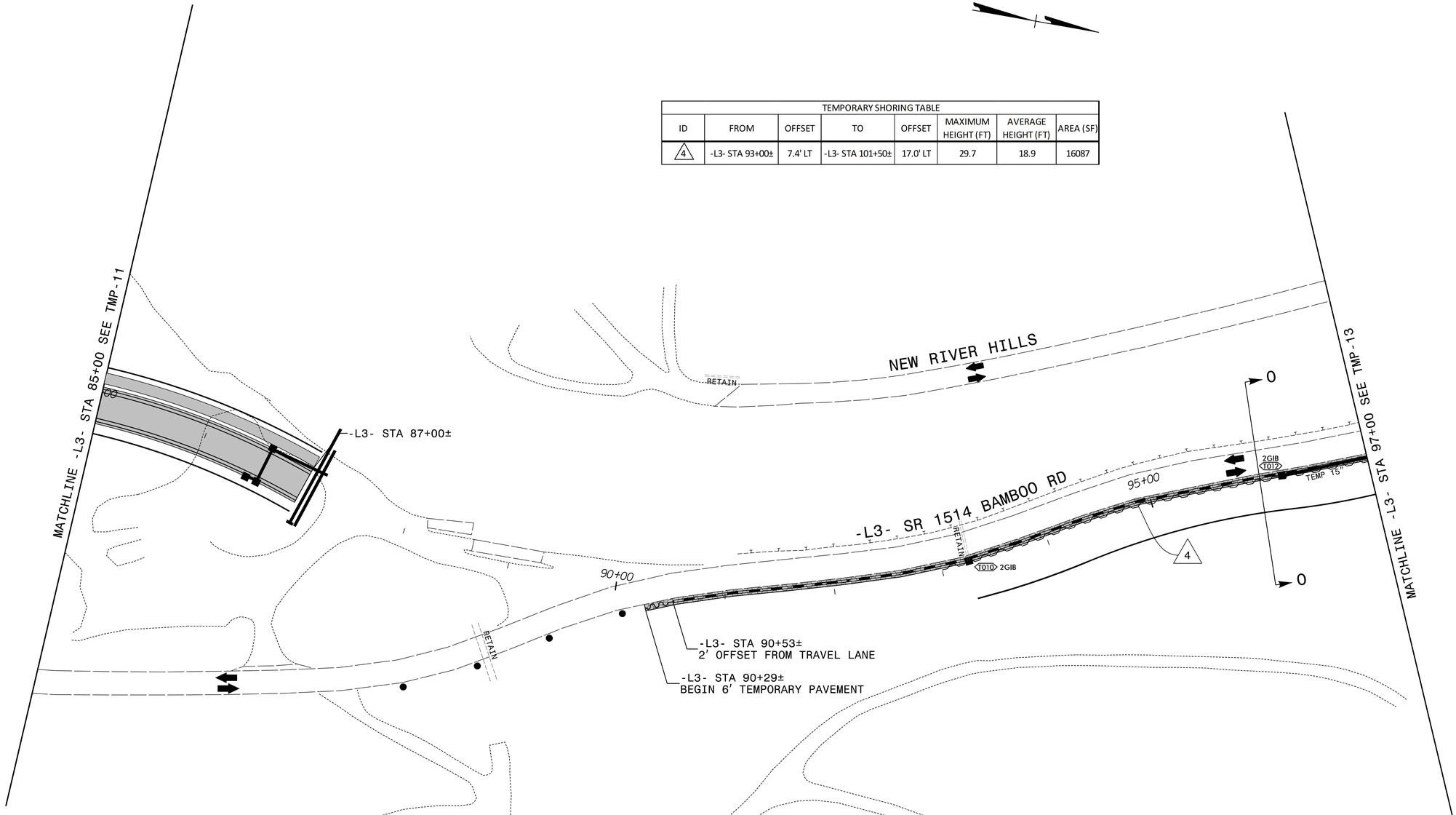
| TEMPORARY SHORING TABLE | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | FROM | OFFSET | TO | OFFSET | MAXIMUM HEIGHT (FT) | AVERAGE HEIGHT (FT) | AREA (SF) |
| 4 | -L3- STA 93+00± | 7.4' LT | -L3- STA 101+50± | 17.0' LT | 29.7 | 18.9 | 16087 |




SEE TMP-12A FOR SECTION VIEW

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PHASE I - STEP 1

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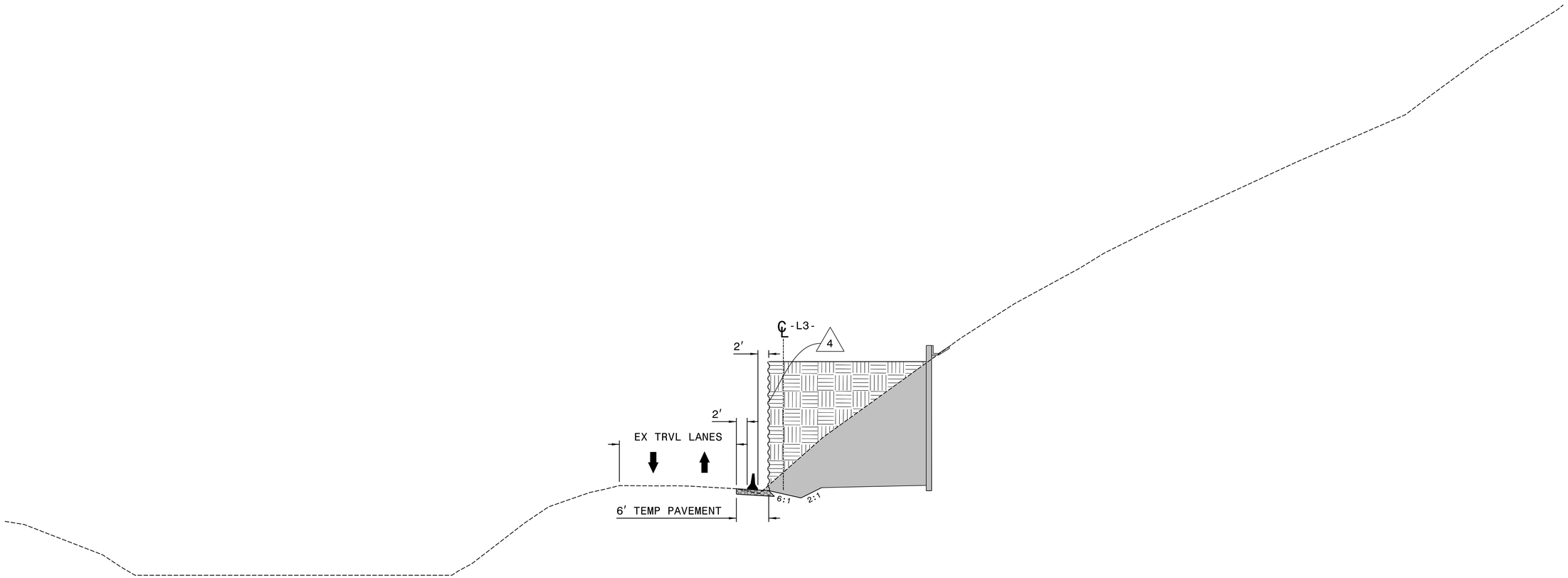


SECTION O-O

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PHASE I - STEP 1

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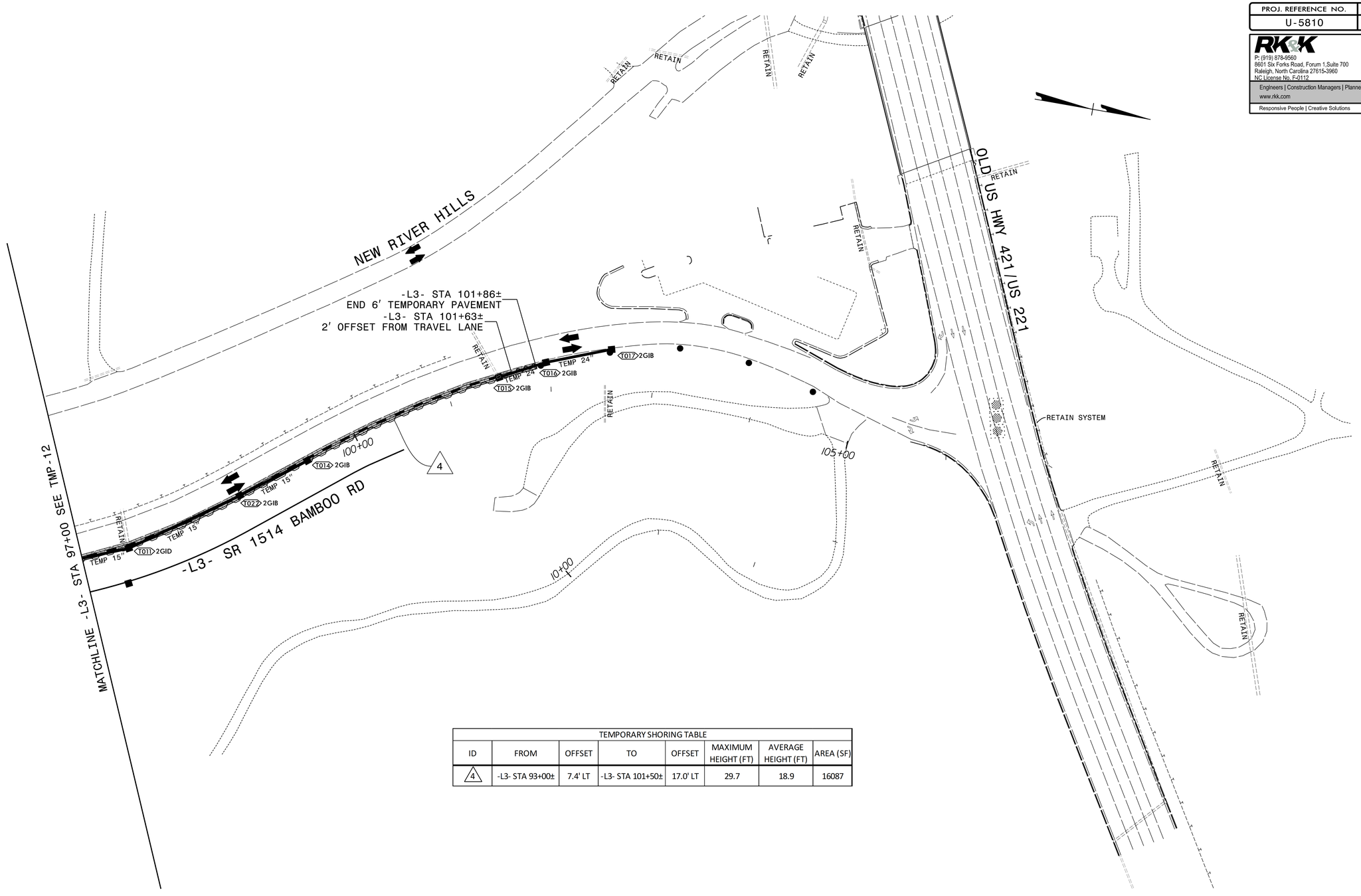


| TEMPORARY SHORING TABLE | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | FROM | OFFSET | TO | OFFSET | MAXIMUM HEIGHT (FT) | AVERAGE HEIGHT (FT) | AREA (SF) |
| 4 | -L3- STA 93+00± | 7.4' LT | -L3- STA 101+50± | 17.0' LT | 29.7 | 18.9 | 16087 |

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PHASE I - STEP 1

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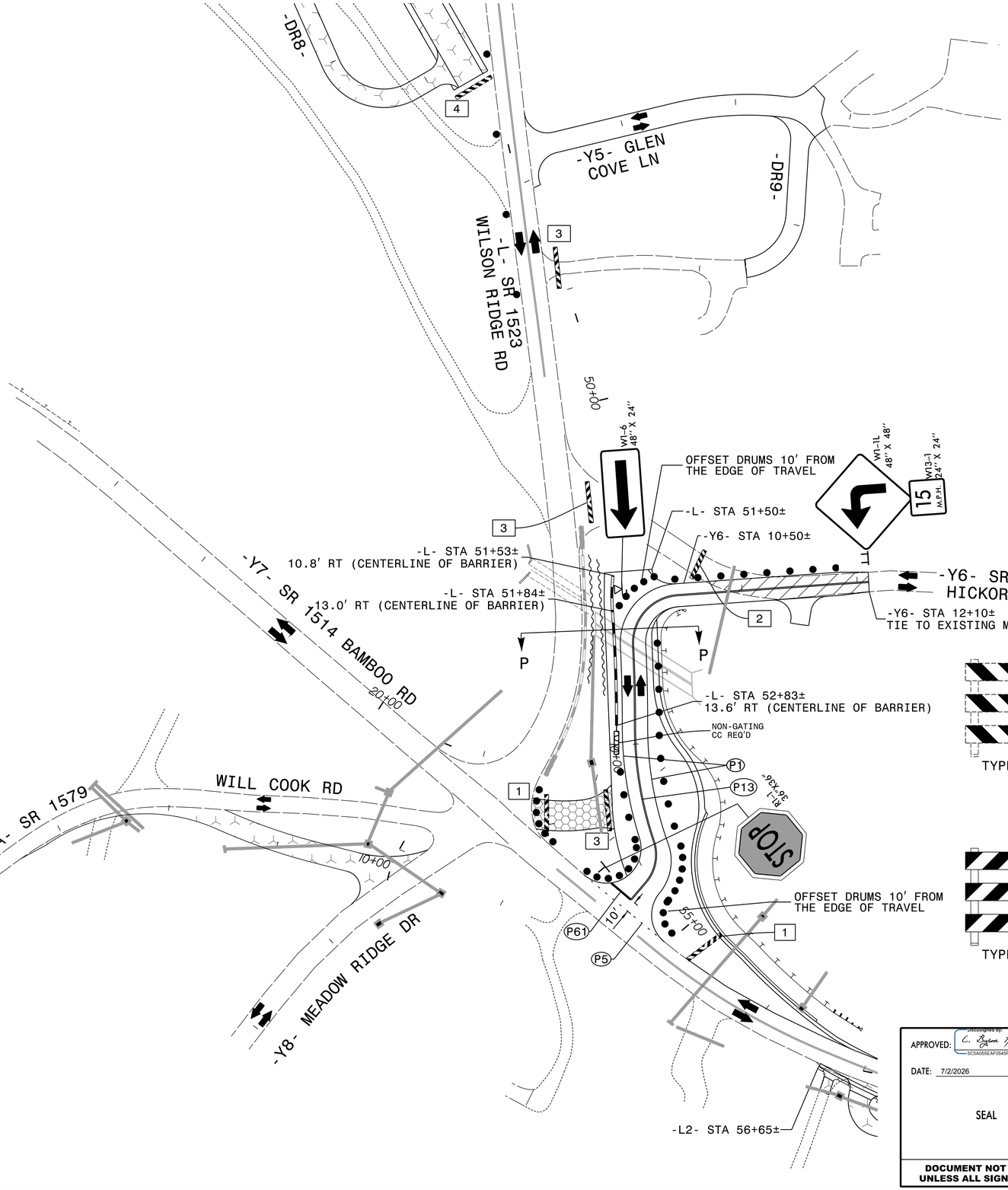


R11-2 48" x 30"
ROAD CLOSED
TYPE III BARRICADE
1

R11-2 48" x 30"
ROAD CLOSED
TYPE III BARRICADE
3

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

R11-2 48" x 30"
ROAD CLOSED
TYPE III BARRICADE
4

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# PHASE I - STEP 5

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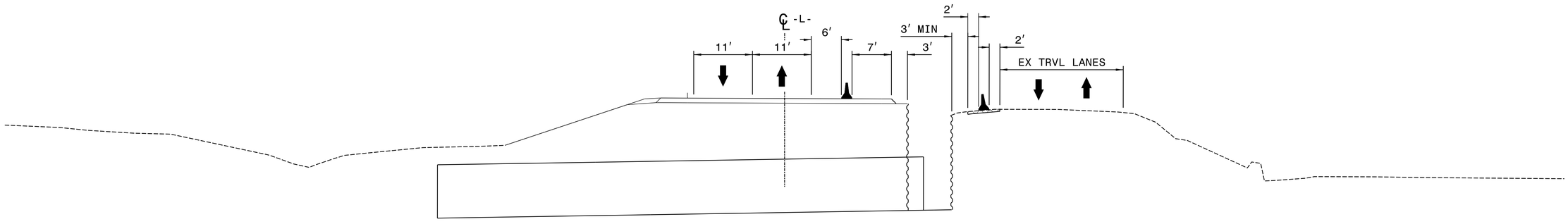


SECTION P-P

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PHASE I - STEP 2

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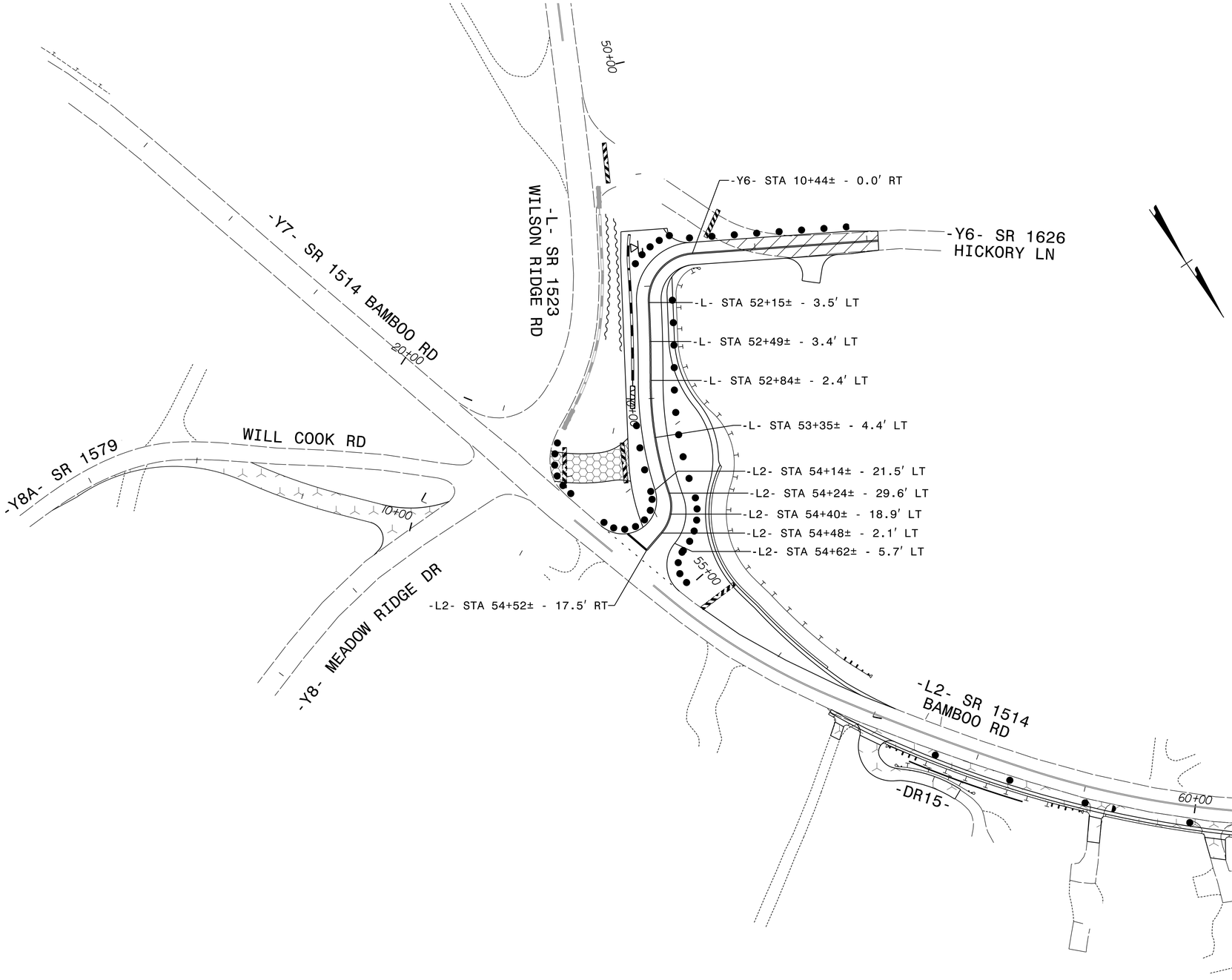


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PHASE I - STEP 2

5/29/2026
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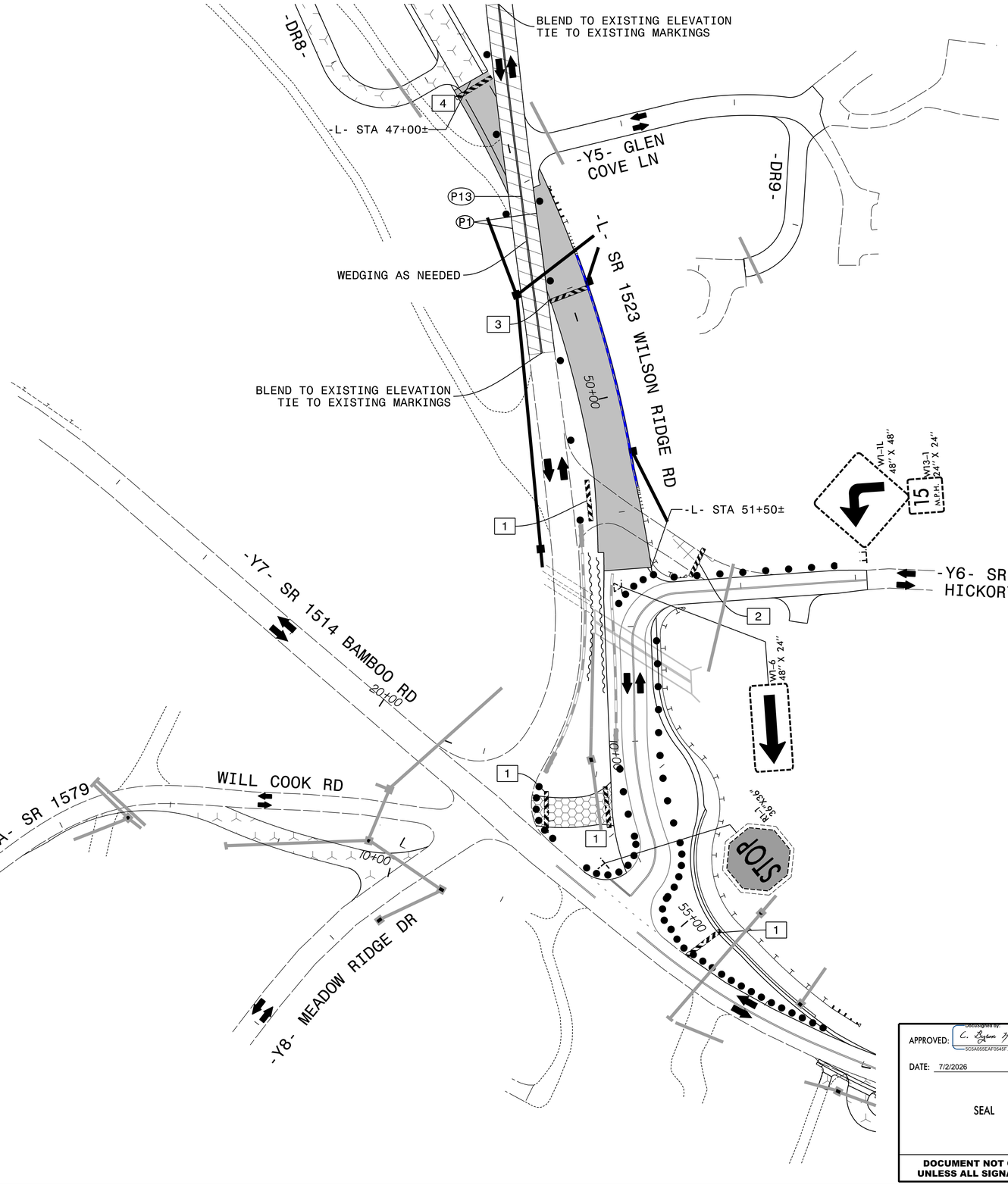


R11-2
48" x 30"
ROAD CLOSED
TYPE III BARRICADE
1

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

R11-2
48" x 30"
ROAD CLOSED
TYPE III BARRICADE
3

R11-2
48" x 30"
ROAD CLOSED
TYPE III BARRICADE
4

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DATE: 7/2/2026

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PHASE I - STEP 6

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

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

-Y1- SR 1522 DEERFIELD RD
15+00
-DR1-
RETAIN
20+00
10+00
2
-L- STA 13+12±
TIE TO EXISTING DOUBLE YELLOW
12' LANES
P1
15+00
P13
-L- SR 1523 WILSON RIDGE RD
-L- STA 11+51±
TIE TO EXISTING MARKINGS
MATCHLINE -L- STA 16+00 SEE TMP-17
RETAIN
RETAIN
DEERFIELD RD
25+00
-DR18-
-Y1- SR 1523

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PHASE II - STEP 1A

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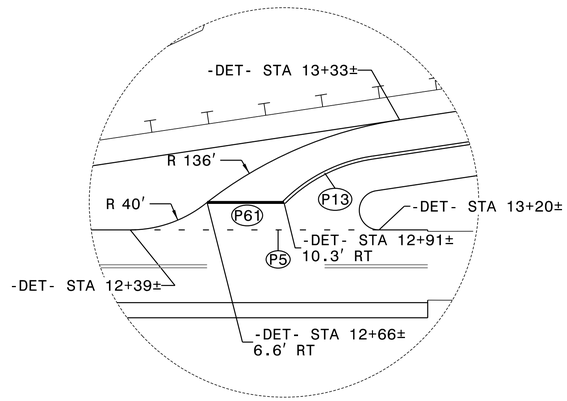


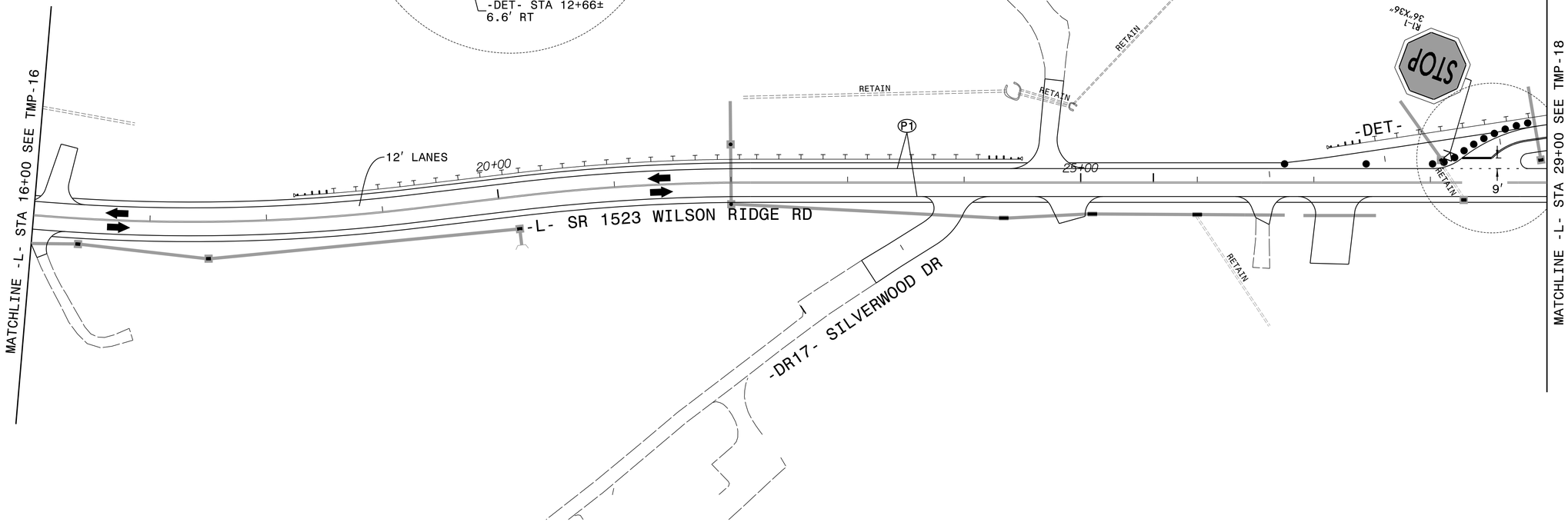


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PHASE II - STEP 1A

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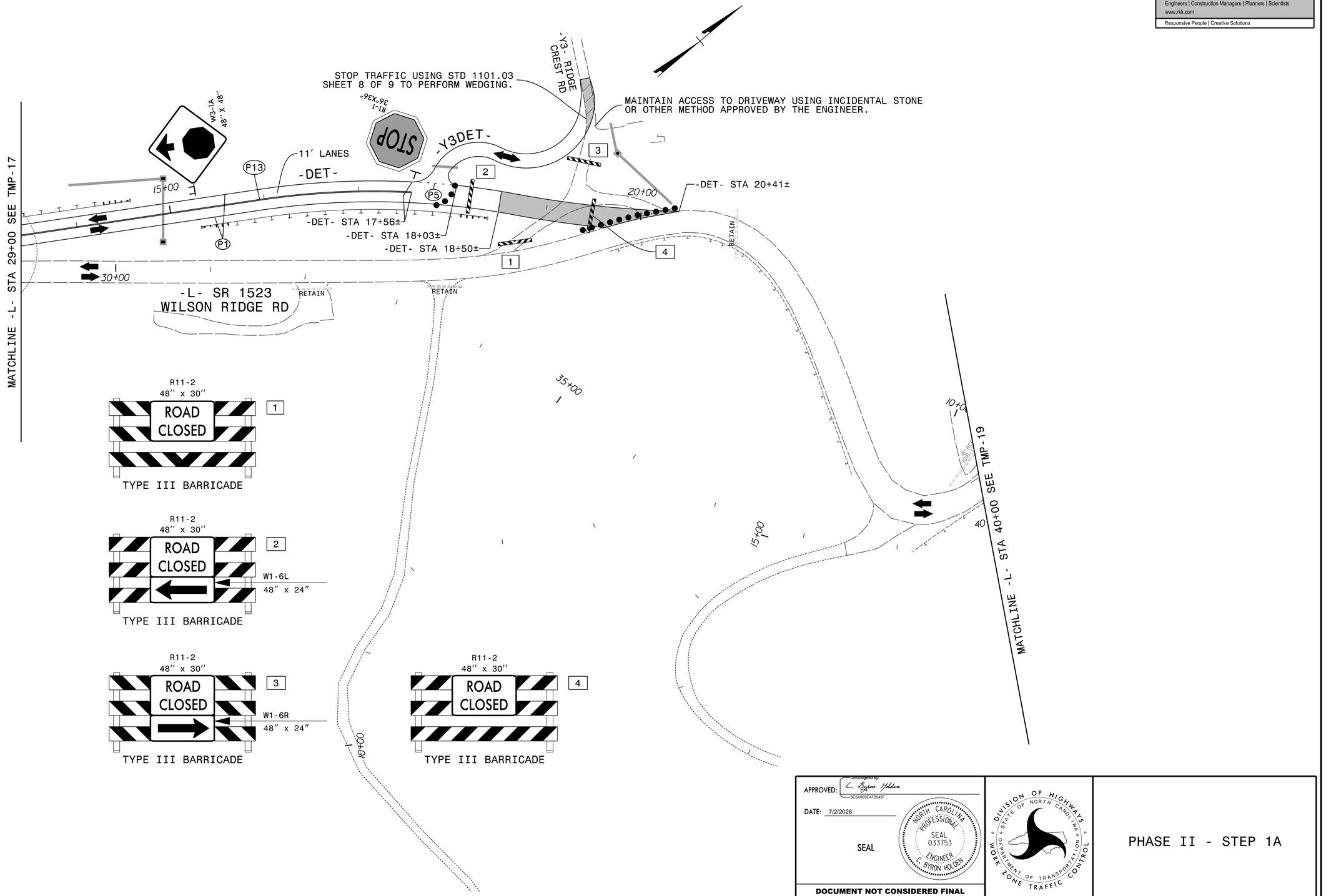


R11-2
48" x 30"
ROAD CLOSED
1
TYPE III BARRICADE

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

R11-2
48" x 30"
ROAD CLOSED
3
W1-6R
48" x 24"
TYPE III BARRICADE

R11-2
48" x 30"
ROAD CLOSED
4
TYPE III BARRICADE

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PHASE II - STEP 1A

5/8/2026
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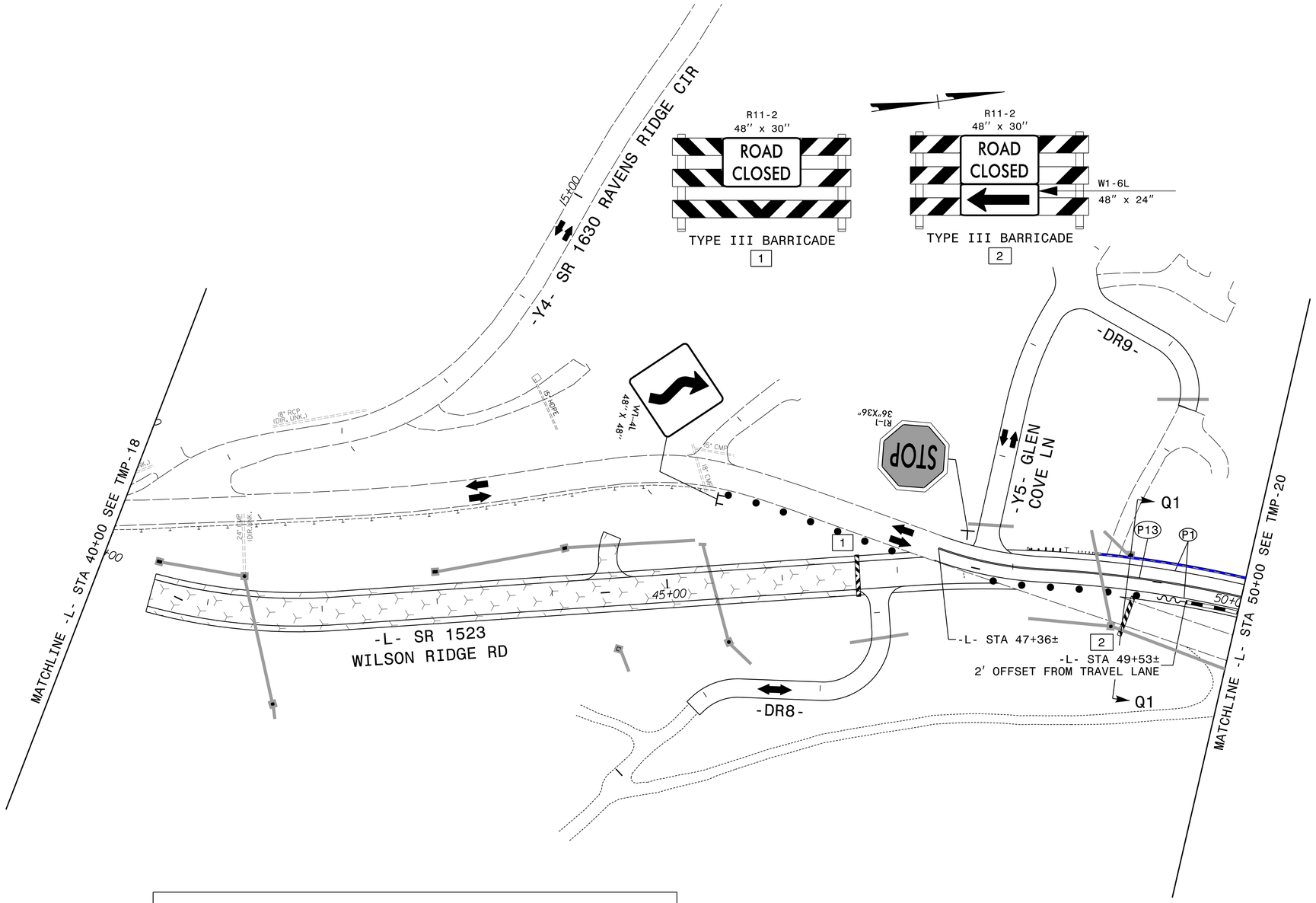


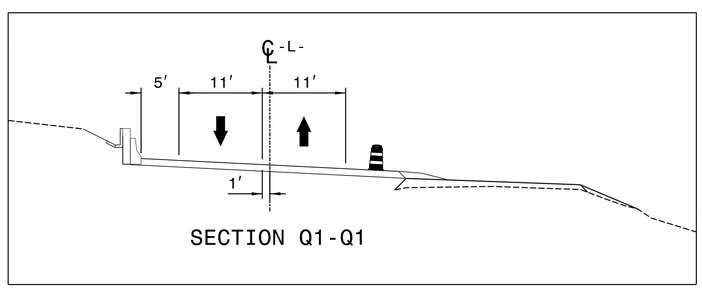


SECTION Q1-Q1

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PHASE II - STEP 1B

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MATCHLINE -L- STA 50+00 SEE TMP-19

-L- SR 1523 WILSON RIDGE RD

STOP R1-1 36"X36"

-Y7- SR 1514 BAMBOO RD

-Y7- STA 18+80±

CONNECT TO EXISTING BARRIER

-L- STA 51+40±

-L- STA 51+33±

-L- STA 51+57±

-L- STA 51+84±

-Y6- STA 10+38±

-Y6- STA 10+44±

-Y6- SR 1626 HICKORY LN

-Y6- STA 10+39±

-Y6- STA 12+10±

Q2

REMOVE TEMPORARY DRAINAGE STRUCTURES

-L- STA 52+08±

-L- STA 53+07±

-Y7- STA 22+13±

-Y7- STA 22+18±

-L2- STA 54+24±

-L2- STA 54+54±

-L2- STA 55+18±

-L2- STA 56+42±

-L2- STA 56+65±

-Y7- STA 20+72±

WILL COOK RD

-Y8A- SR 1579

W3-1A 48" X 48"

CONSTRUCT TO CENTERLINE

STOP R1-1 36"X36"

-Y8- MEADOW RIDGE RD

-L2- SR 1514 BAMBOO RD

UNCOVER AND BUILD TO FINAL GRADE

-L2- STA 61+24±

-L2- STA 61+15±

-DR15-

-L2- STA 61+65±

-L2- STA 61+52±

-Y9- SR 1599 GREENBRIAR RD

MATCHLINE -L2- STA 63+00 SEE TMP-21

P1 P5 P13 P61

1 2 3 4

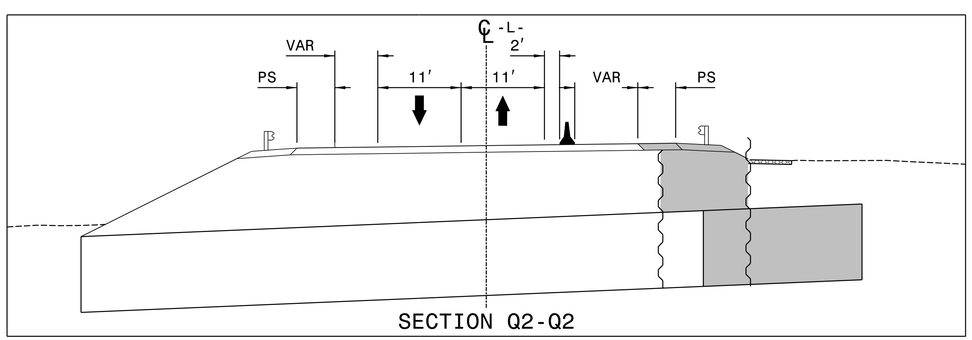
55+00 60+00

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

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

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

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




SECTION Q2-Q2

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

PHASE II
STEPS 1B, 1C AND 1E

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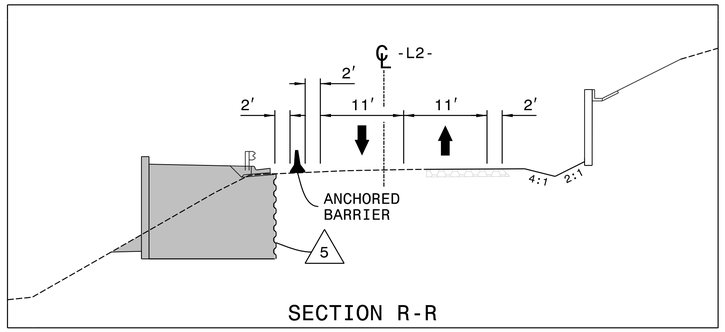
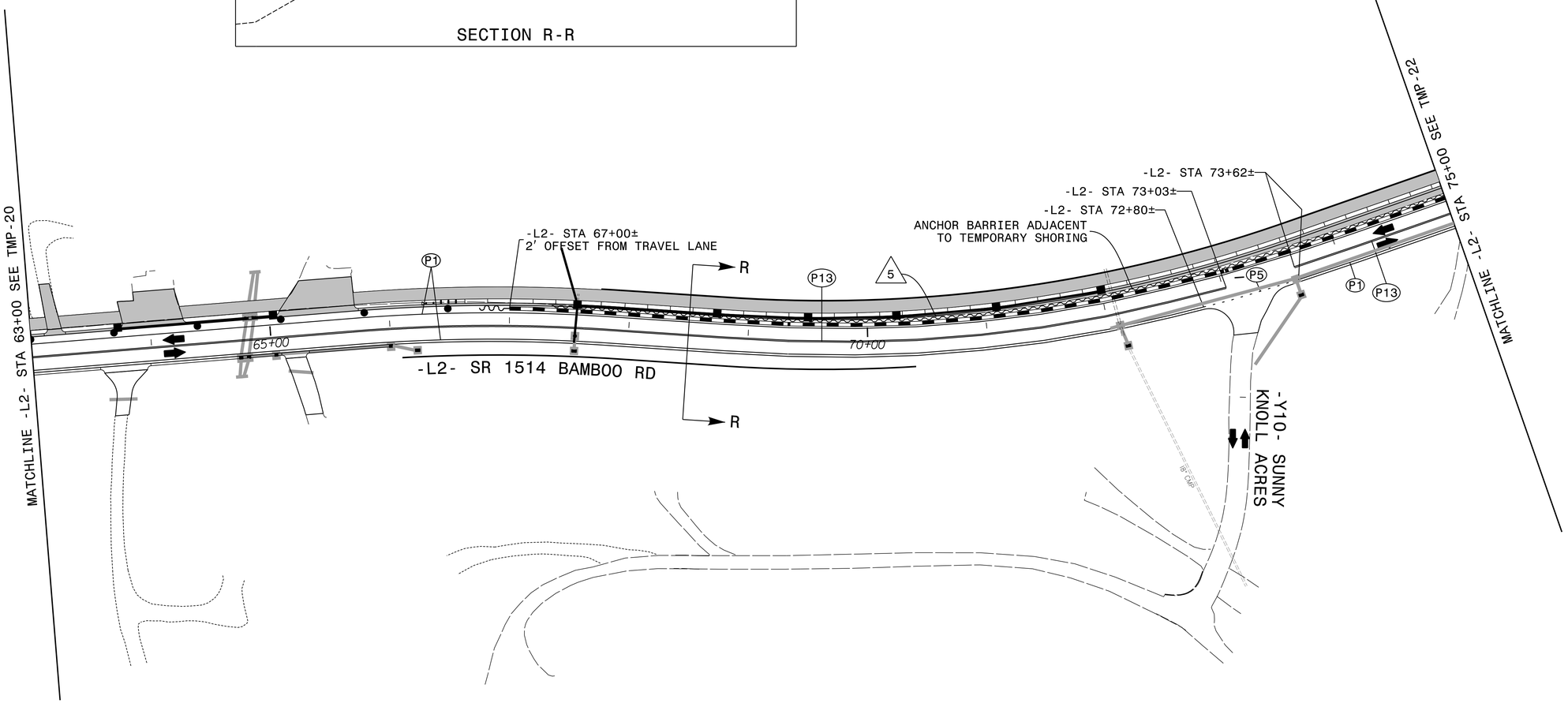



SECTION R-R




| TEMPORARY SHORING TABLE | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | FROM | OFFSET | TO | OFFSET | MAXIMUM HEIGHT (FT) | AVERAGE HEIGHT (FT) | AREA (SF) |
| 5 | -L2- STA 67+35± | 14.9' LT | -L2- STA 76+85± | 14.0' LT | 18.1 | 14.0 | 13291 |

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PHASE II
STEPS 1B AND 1E

5/29/2026
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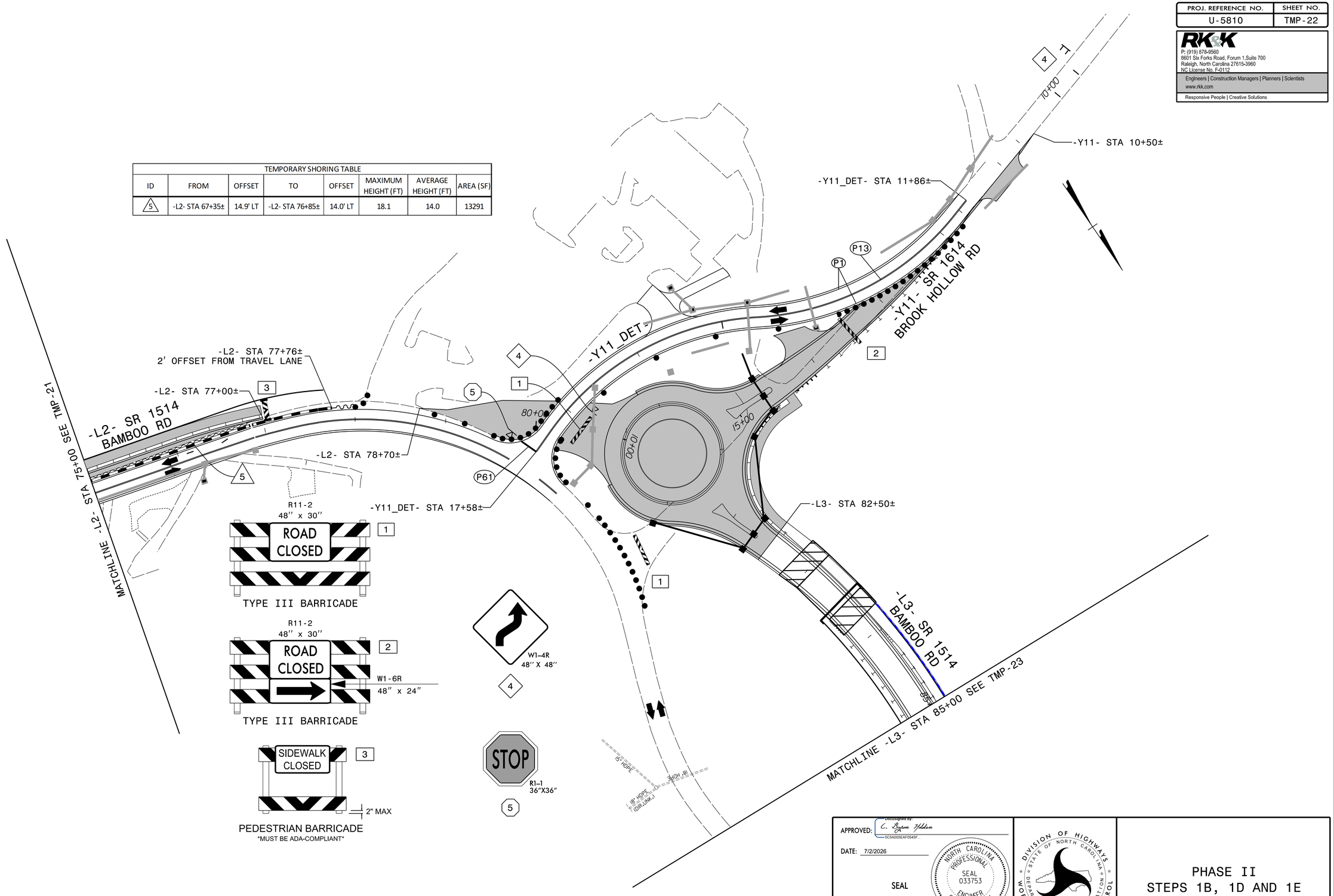
| TEMPORARY SHORING TABLE | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | FROM | OFFSET | TO | OFFSET | MAXIMUM HEIGHT (FT) | AVERAGE HEIGHT (FT) | AREA (SF) |
| 5 | -L2- STA 67+35± | 14.9' LT | -L2- STA 76+85± | 14.0' LT | 18.1 | 14.0 | 13291 |

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PHASE II
STEPS 1B, 1D AND 1E

5/18/2026
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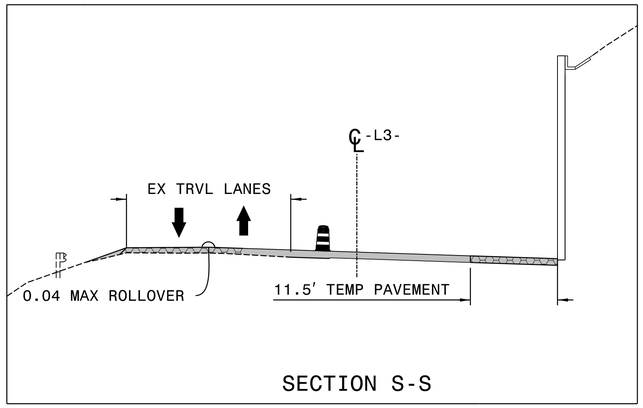
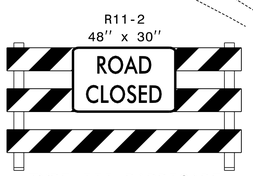



SECTION S-S




TYPE III BARRICADE

1

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PHASE II - STEP 1E

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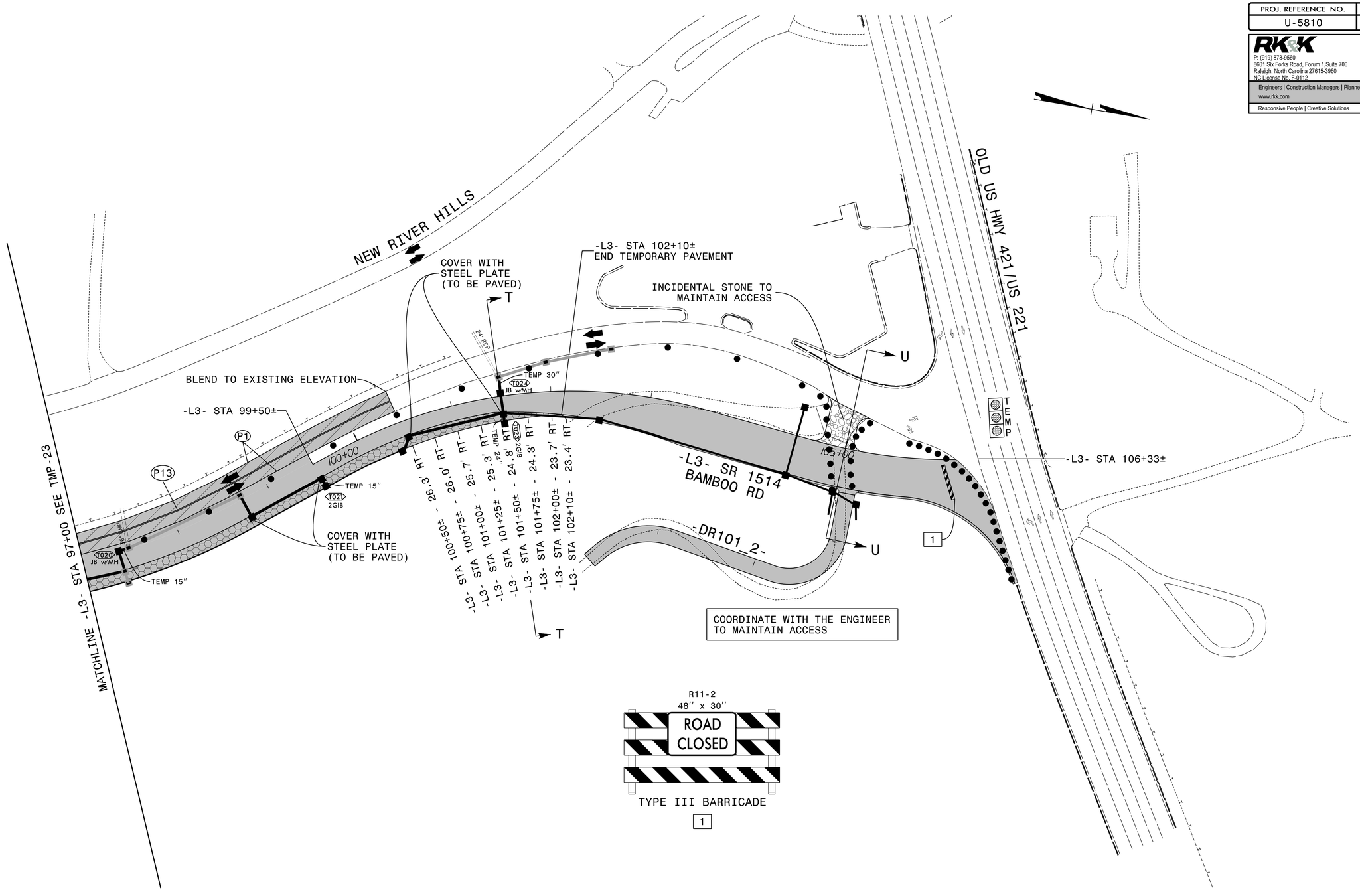


R11-2
48″ x 30″




TYPE III BARRICADE

1

SEE TMP-24A FOR SECTION VIEWS.

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PHASE II - STEP 1E

5/8/2026
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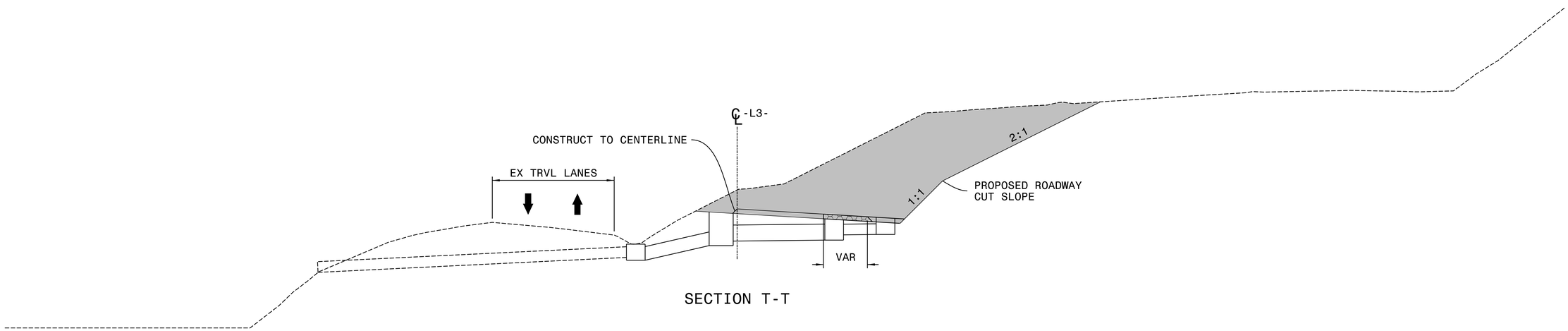
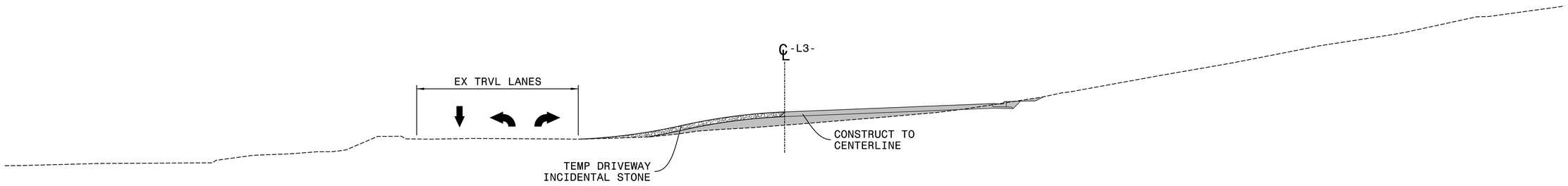



SECTION T-T




SECTION U-U

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PHASE II - STEP 1E

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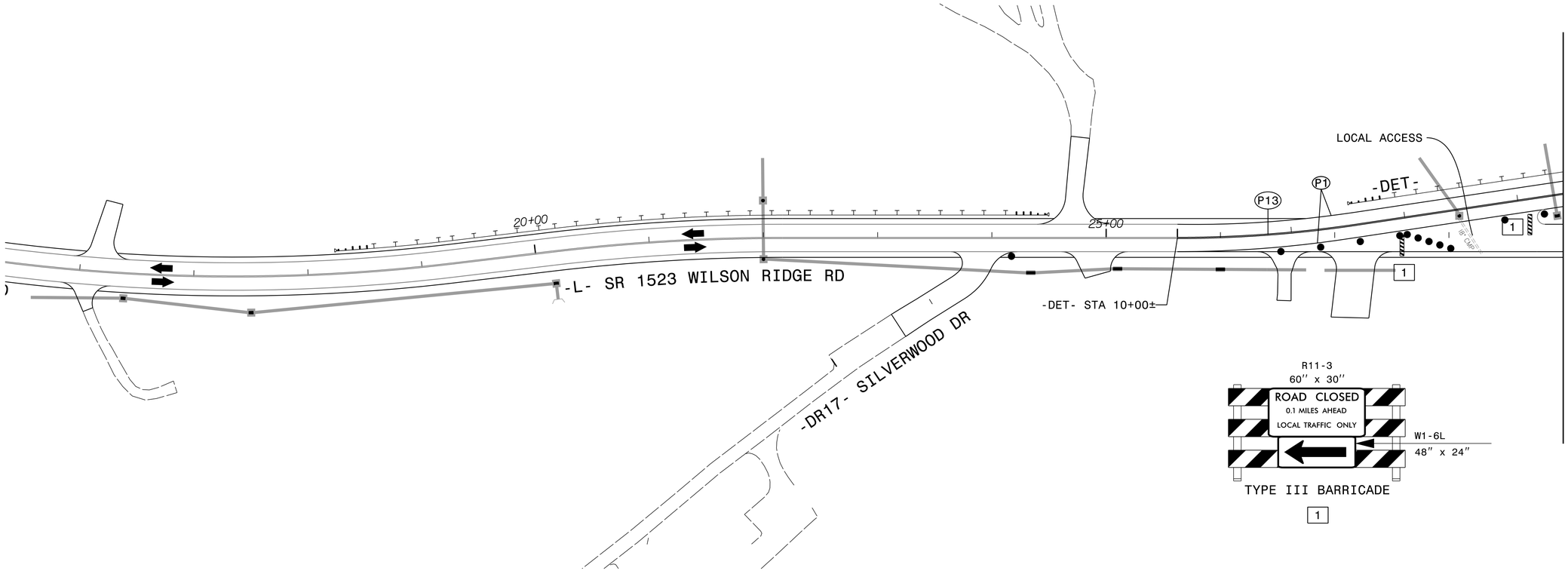





TYPE III BARRICADE

1

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PHASE II - STEP 2

5/18/2026
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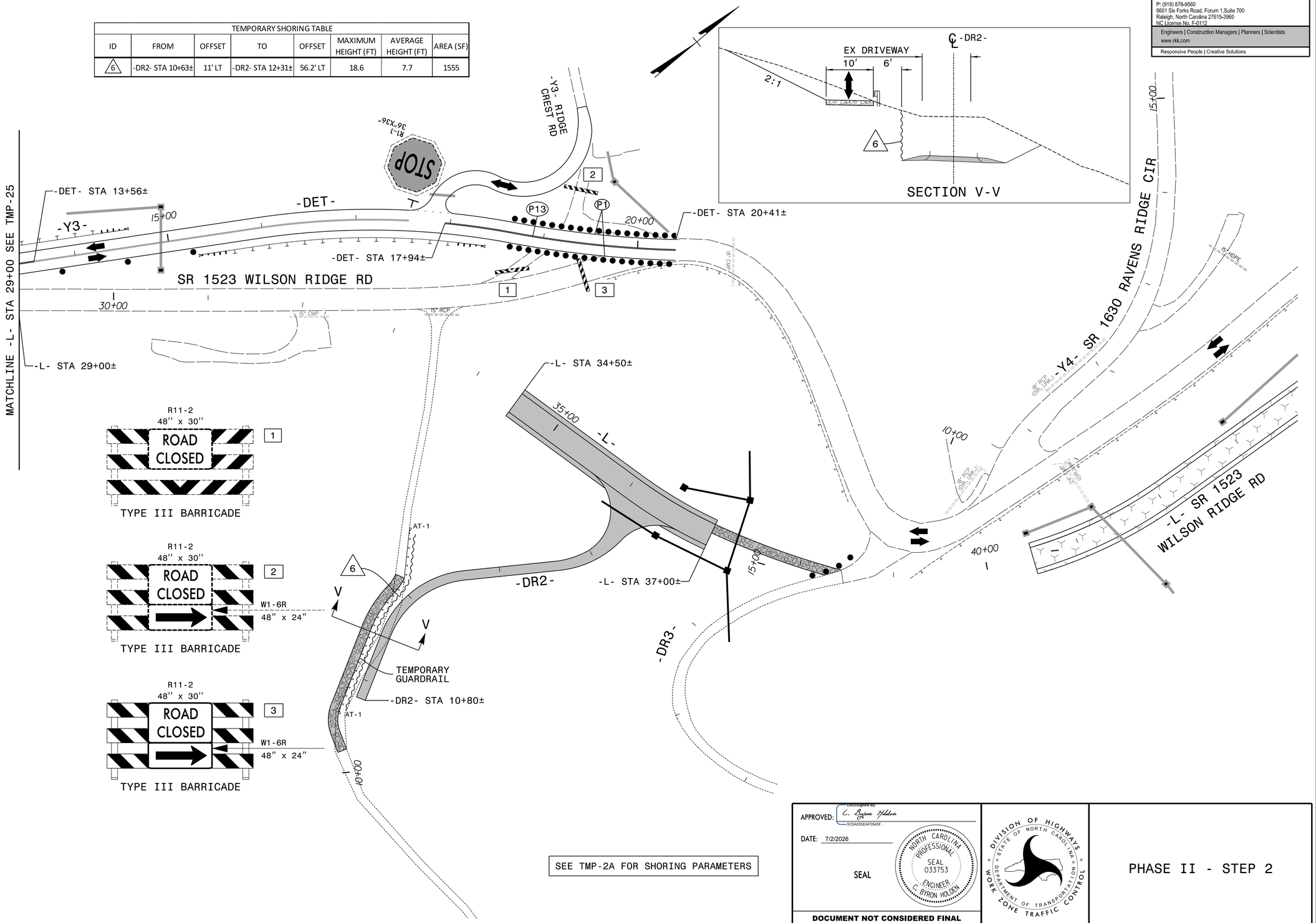
| TEMPORARY SHORING TABLE | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | FROM | OFFSET | TO | OFFSET | MAXIMUM HEIGHT (FT) | AVERAGE HEIGHT (FT) | AREA (SF) |
| 6 | -DR2- STA 10+63± | 11' LT | -DR2- STA 12+31± | 56.2' LT | 18.6 | 7.7 | 1555 |




SEE TMP-2A FOR SHORING PARAMETERS

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PHASE II - STEP 2

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R11-2
48" x 30"
ROAD CLOSED
W1-6R
48" x 24"
TYPE III BARRICADE
3

R11-2
48" x 30"
ROAD CLOSED
W1-6L
48" x 24"
TYPE III BARRICADE
1

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

STOP
R1-1
36"X36"

-Y3- RIDGE CREST RD

-DET-

-Y3-

-DET-

15+00

20+00

30+00

35+00

40+00

8" CMP

18" CMP

-L- STA 29+00±

-L- STA 34+50±

-DR2-

-DR3-

COMPLETE SLOPE CONSTRUCTION

BREAKLINE SEE TMP-28

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PHASE II - STEP 3

5/18/2026
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| PROJ. REFERENCE NO. | SHEET NO. |
|---|---|
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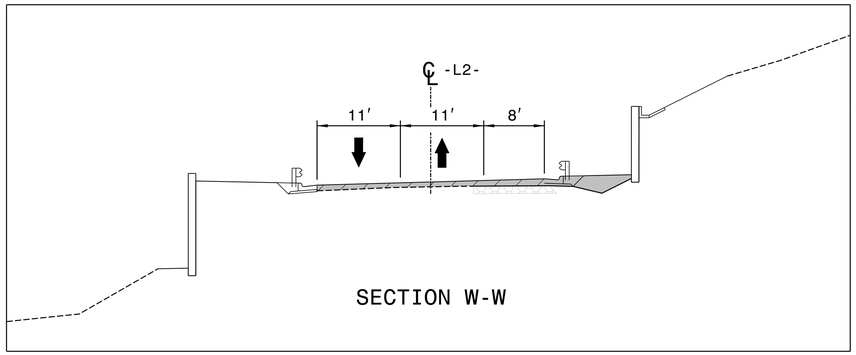


SECTION W-W




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DATE: 7/2/2026

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PHASE II - STEP 3

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-L2- SR 1514
BAMBOO RD

-L2- STA 78+04±

-L2- STA 78+00±

-L2- STA 75+00 SEE TMP-28

MATCHLINE -L2- STA 75+00 SEE TMP-28

-Y11_DET-

-Y11- SR 1614
BROOK HOLLOW RD

-Y11-

-L3- SR 1514
BAMBOO RD

UNCOVER AND BUILD TO FINAL GRADE

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

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

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

W1-4R
48" X 48"

STOP
R1-1
36"X36"

15" HDPE
18" HDPE
(DIP LINK)
18" HDPE

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PHASE II - STEP 3

5/18/2026
U5810_TMP_psh29.dgn
wbjones

| PROJ. REFERENCE NO. | SHEET NO. |
|---|---|
| U-5810 | TMP-30 |

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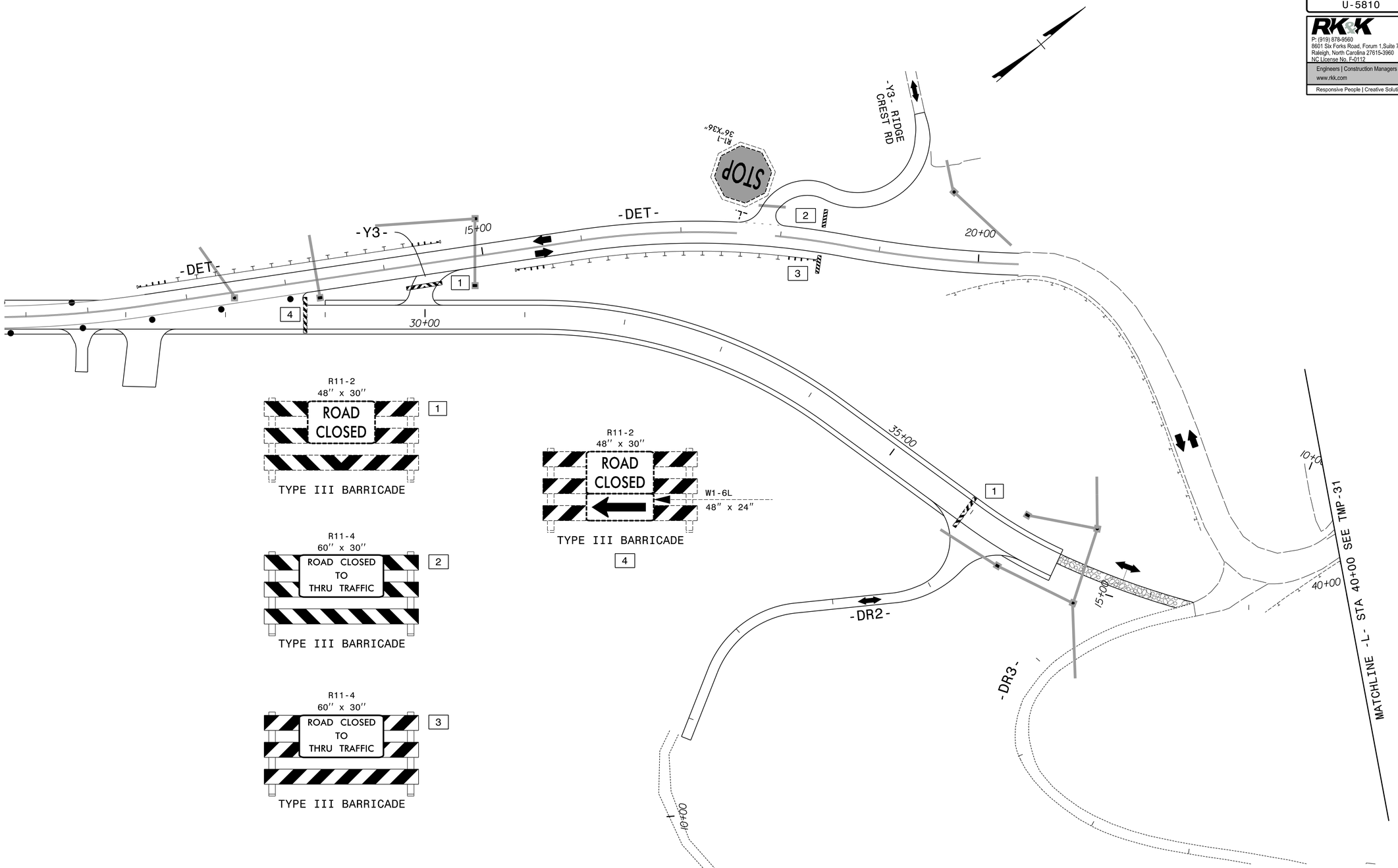


R11-2
48" x 30"




1

TYPE III BARRICADE

R11-2
48" x 30"




W1-6L
48" x 24"

TYPE III BARRICADE

4

R11-4
60" x 30"




2

TYPE III BARRICADE

R11-4
60" x 30"




3

TYPE III BARRICADE

SEE TMP-2BB FOR WILSON RIDGE RD OFFSITE DETOUR

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DATE: 7/2/2026

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PHASE III - STEP 1

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| U-5810 | TMP-31 |

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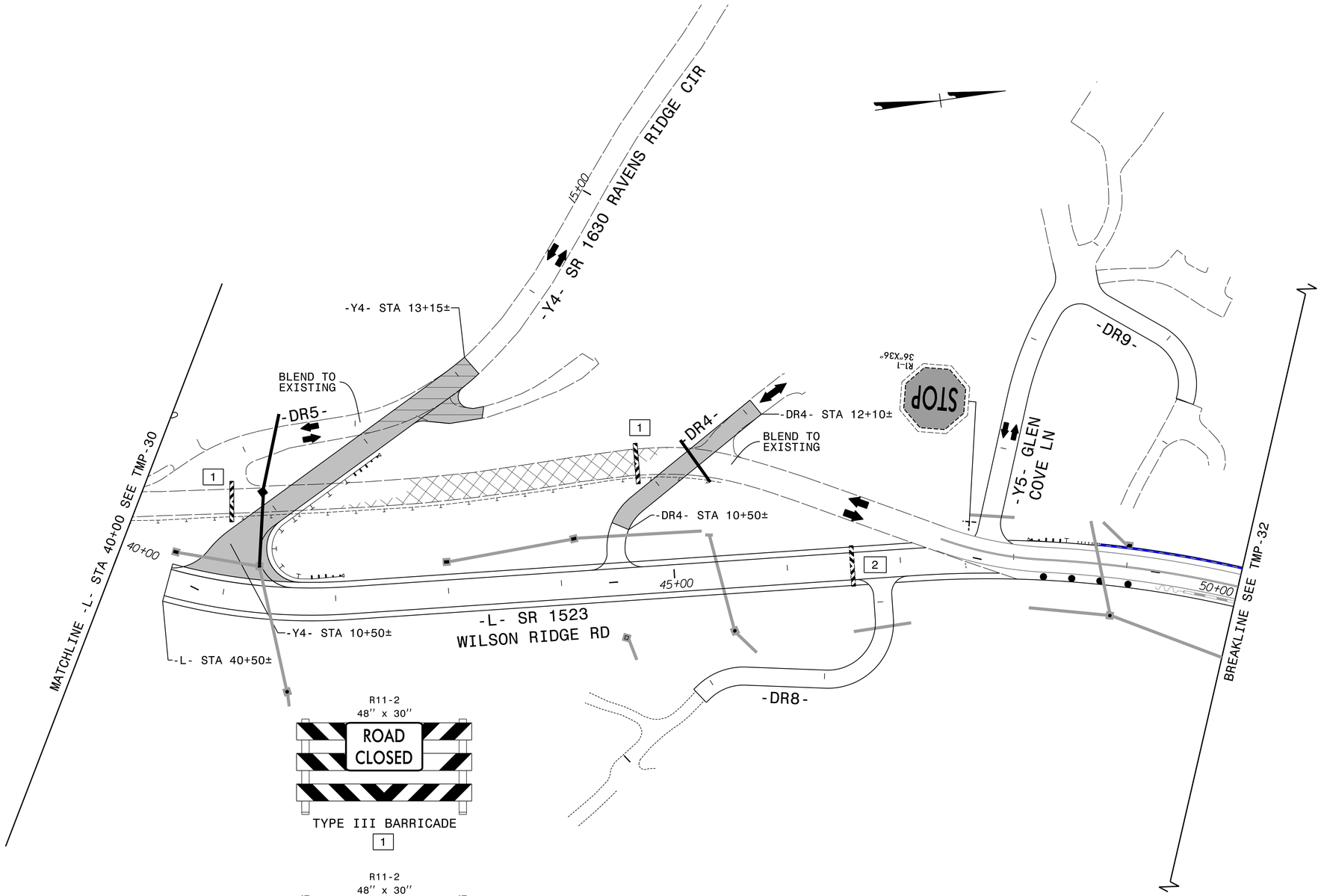


R11-2
48" x 30"




TYPE III BARRICADE
1

R11-2
48" x 30"


TYPE III BARRICADE
2

SEE TMP-2BB FOR WILSON RIDGE RD OFFSITE DETOUR

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PHASE III - STEP 1

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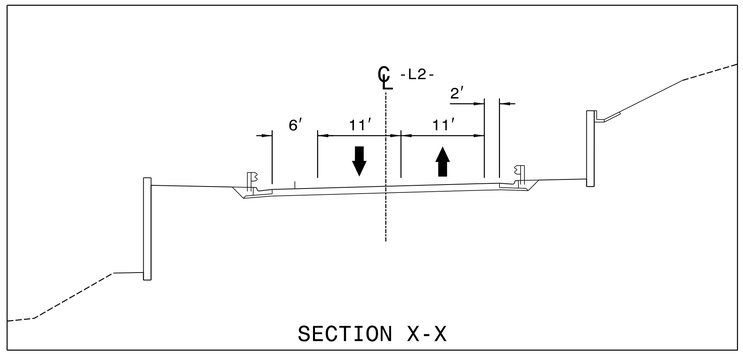


SECTION X-X




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PHASE III - STEP 5

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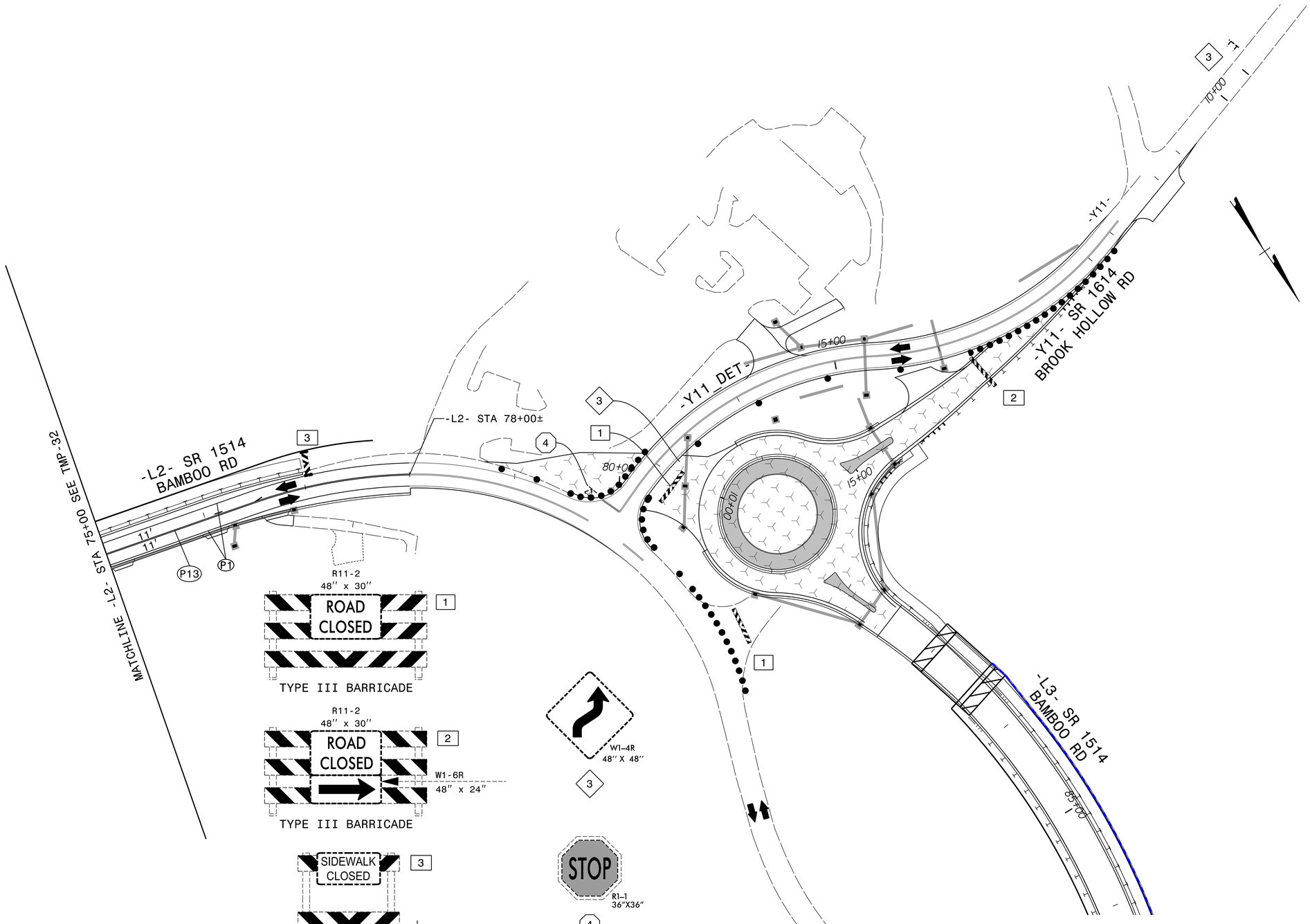


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PHASE III - STEP 5

6/25/2026
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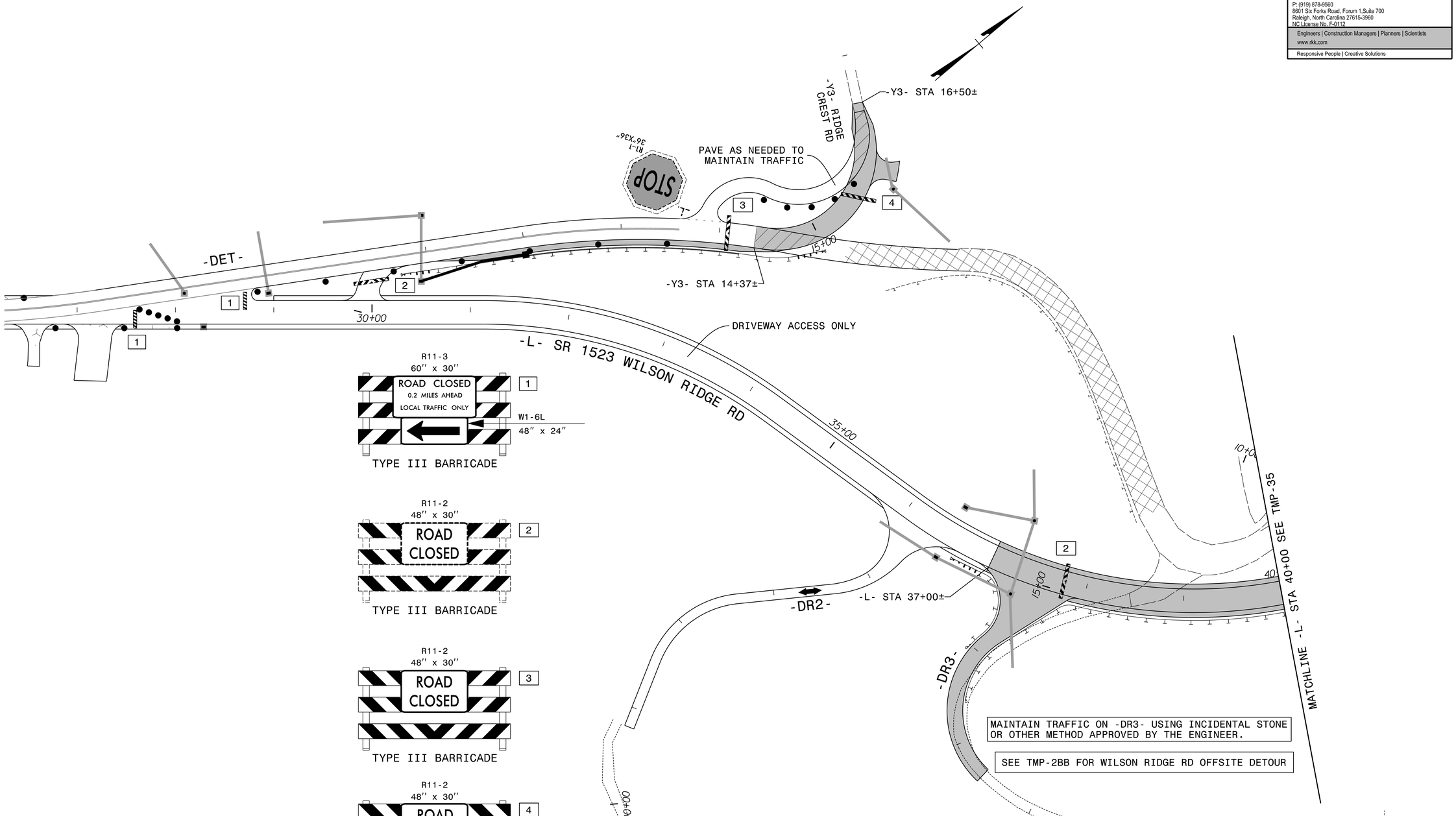


R11-3
60" x 30"
ROAD CLOSED
0.2 MILES AHEAD
LOCAL TRAFFIC ONLY
1
W1-6L
48" x 24"
TYPE III BARRICADE

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

R11-2
48" x 30"
ROAD CLOSED
3
TYPE III BARRICADE

R11-2
48" x 30"
ROAD CLOSED
4
W1-6R
48" x 24"
TYPE III BARRICADE

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PHASE III - STEP 3

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-Y4- SR 1630 RAVENS RIDGE CIR

-DR5-

-DR4-

-DR9-

-Y5- GLEN COVE LN

-Y6- SR 1626 HICKORY LN

-DR8-

-Y7- SR 1514 BAMBOO RD

MATCHLINE -L- STA 40+00 SEE TMP-34

-L- SR 1523 WILSON RIDGE RD

45+00

50+00

R1-1 36"X36"

STOP

1

2

P1

P13

P5

P61

10'

-L- STA 40+50±

-L- STA 41+31±

-L- STA 40+39±

-L- STA 41+61±

-L- STA 47+50±

-L- STA 47+62±

-L- STA 47+92±

-L- STA 48+07±

-L- STA 48+27±

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

W1-6L
48" x 24"

SEE TMP-2BB FOR WILSON RIDGE RD OFFSITE DETOUR

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PHASE III
STEPS 2 AND 3

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W1-4L 48" X 48"

-Y1- STA 15+00±

-Y1- SR 1522 DEERFIELD RD

15+00

-Y1- STA 15+50± 3.3' LT

-Y1- STA 16+00± 0.7' LT

-Y1- STA 16+50± 0.2' LT

-DR1-

-Y1- STA 17+00± 1.0' LT

-Y1- STA 17+50± 2.3' LT

-Y1- STA 18+00± 4.0' LT

-Y1- STA 18+50± 6.0' LT

-Y1- STA 19+00± 8.0' LT

-Y1- STA 19+50± 12.2' LT

-L- STA 10+50± 20.1' LT

-L- STA 11+00± 11.1' LT

-L- STA 11+50± 4.8' LT

-L- STA 12+00± 1.1' LT

-L- STA 12+50± 0.0' LT

-L- STA 13+12±

20+00

10+00

15+00

-L- SR 1523 WILSON RIDGE RD

P1

P13

-Y1- STA 20+34±

MATCHLINE -L- STA 16+00 SEE TMP-37

R11-2
48" x 30"
ROAD CLOSED
DETOUR
M4-10L
48" x 18"
TYPE III BARRICADE
1

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

-Y1- SR 1523 DEERFIELD RD

25+00

-DR18-

-Y1- STA 25+50±

SEE TMP-2BC FOR DEERFIELD RD OFFSITE DETOUR

11' LANES

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PHASE IV
STEPS 1 AND 2

5/8/2026
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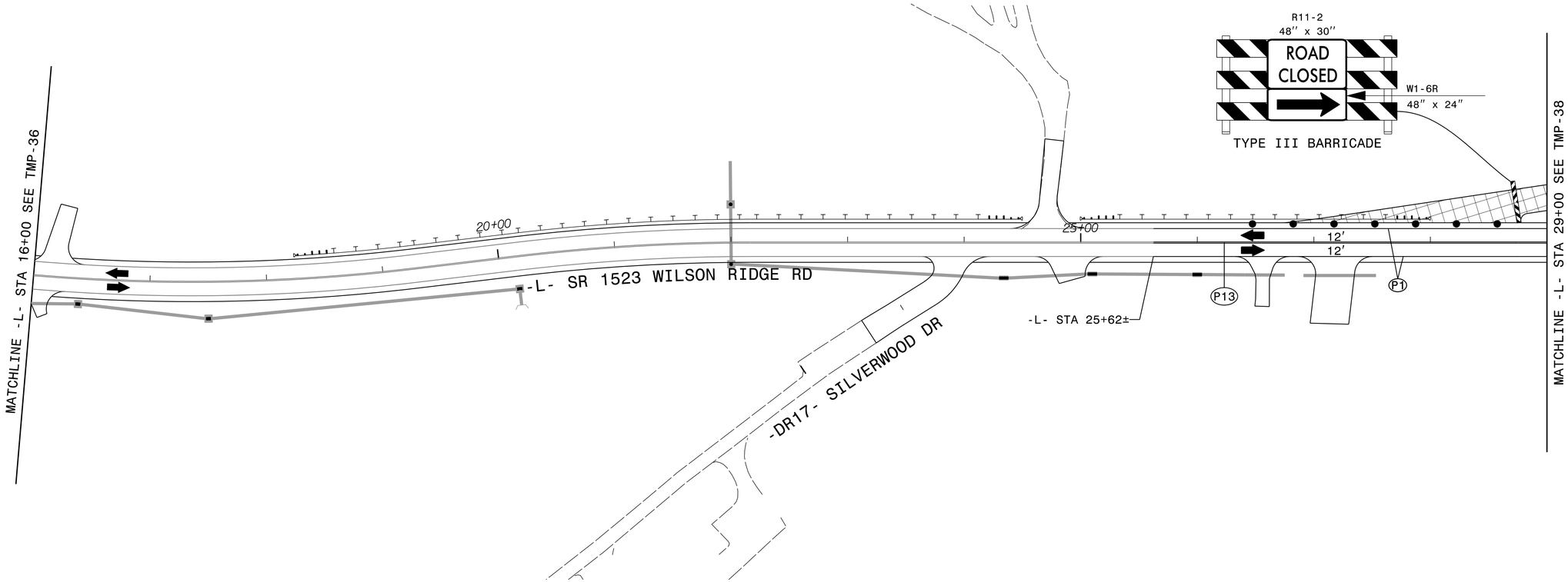


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PHASE IV - STEP 1

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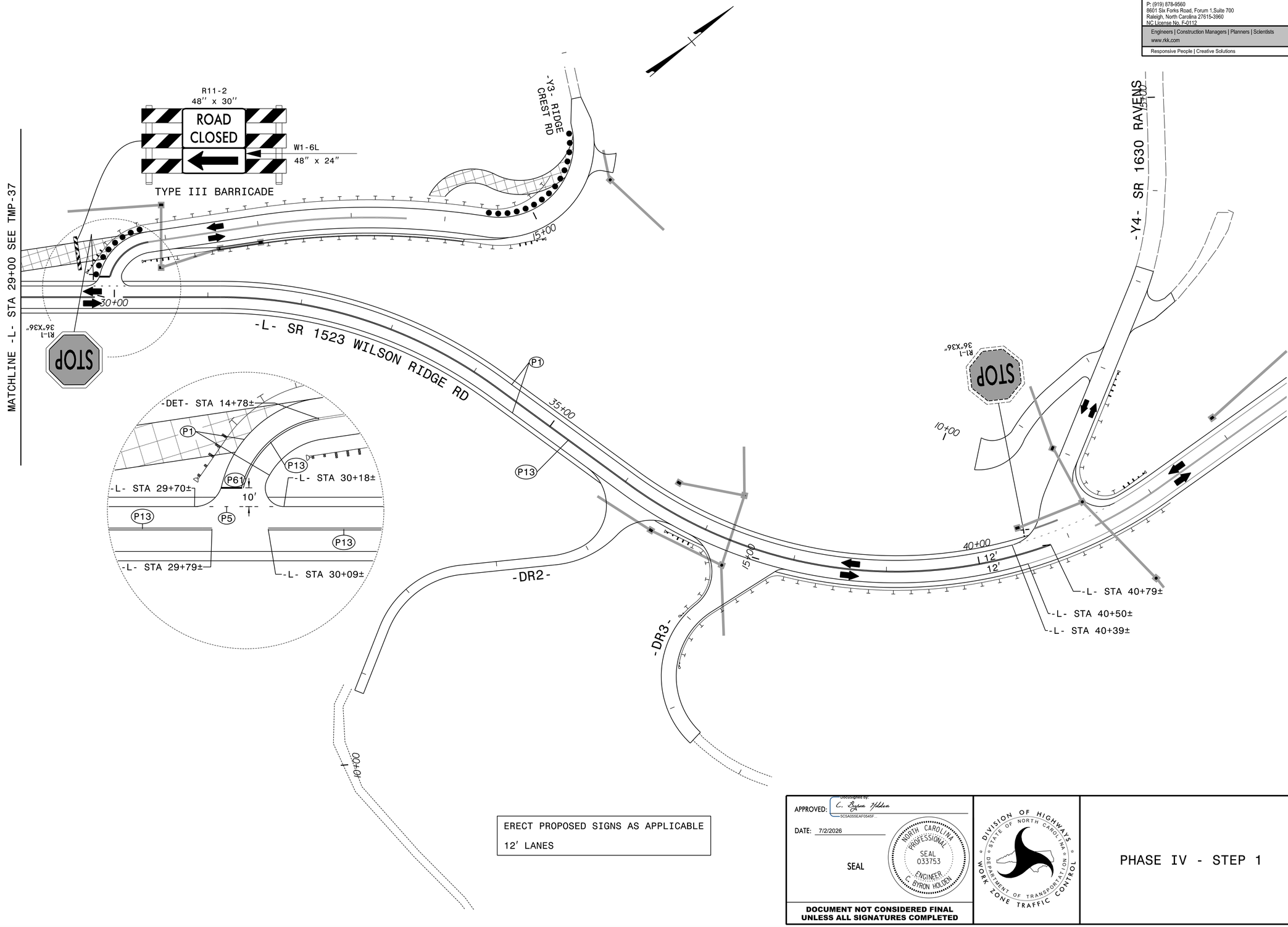


ERECT PROPOSED SIGNS AS APPLICABLE

12' LANES

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# PHASE IV - STEP 1

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ERECT PROPOSED SIGNS AS APPLICABLE

-Y1- STA 16+23±
15+00
-Y1- STA 14+99±
-Y1- SR 1522 DEERFIELD RD
-DR1-
P13
P1
-Y1- STA 18+01±
-Y1- STA 19+01± 4.0' LT
-Y1- STA 19+44± 8.2' LT
-Y1- STA 19+01± 4.0' RT
-Y1- STA 19+48± 9.4' RT
-Y1- STA 21+07± 8.2' RT
-Y1- STA 21+50± 4.0' RT
20+00
10+00
-L- STA 10+97± 9.4' LT
-L- STA 11+44± 4.0' LT
-L- STA 12+44±
-L- STA 11+44± 4.0' RT
-L- STA 11+01± 8.2' RT
-L- SR 1523 WILSON RIDGE RD
15+00
-Y1- STA 21+03± 9.4' LT
-Y1- STA 21+50± 4.0' LT
-Y1- STA 22+51±
-RAB1- STA 12+75± 18.0' RT
-RAB1- STA 11+72± 18.0' RT
-RAB1- STA 12+92± 18.0' RT
-RAB1- STA 11+43± 18.0' RT
-RAB1- STA 13+23± 20.5' RT
-RAB1- STA 11+26± 18.0' RT
-RAB1- STA 13+50± 18.0' RT
-RAB1- STA 10+08± 18.0' RT
-RAB1- STA 10+37± 18.0' RT
P10
P40
P45
P103
DEERFIELD RD
25+00
-DR18-
-Y1- STA 25+50±
-Y1- SR 1523

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PHASE IV
STEPS 3 AND 4

5/18/2026
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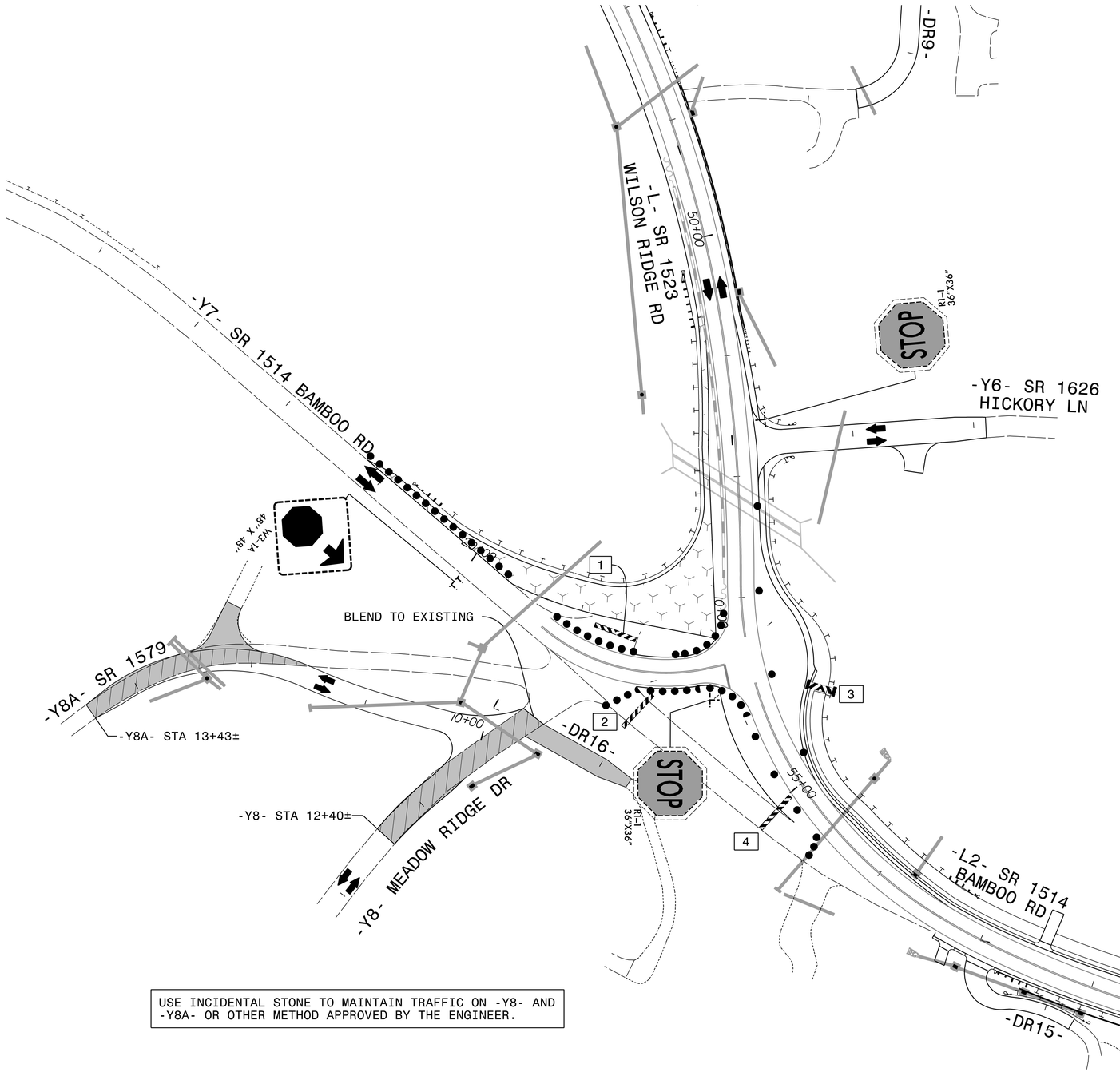


R11-2
48″ x 30″
1 ROAD CLOSED
TYPE III BARRICADE

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

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

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

USE INCIDENTAL STONE TO MAINTAIN TRAFFIC ON -Y8- AND -Y8A- OR OTHER METHOD APPROVED BY THE ENGINEER.

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PHASE IV - STEP 4

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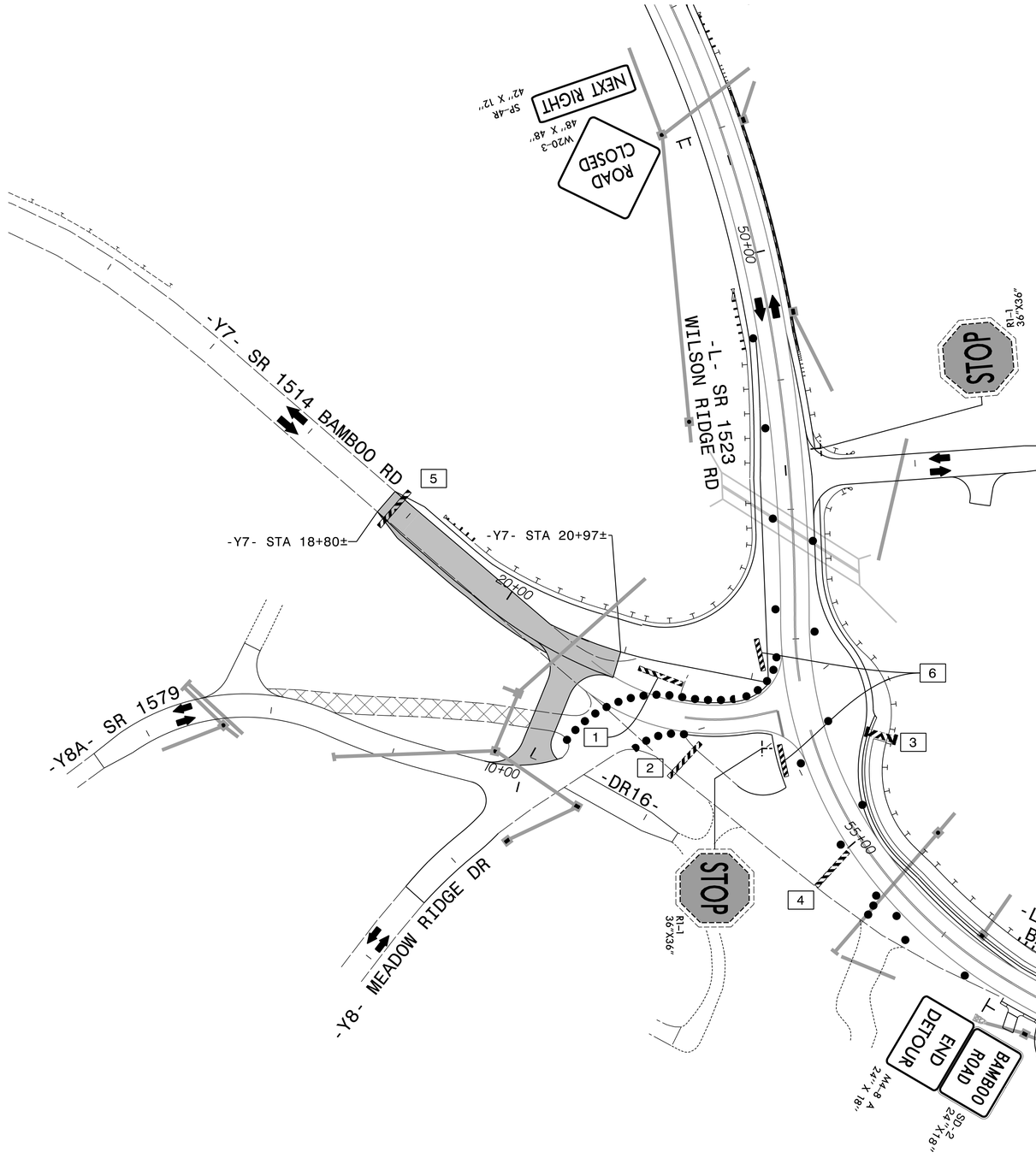


1
R11-2
48" x 30"
ROAD CLOSED
TYPE III BARRICADE

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

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

4
R11-2
48" x 30"
ROAD CLOSED
TYPE III BARRICADE

5
R11-2
48" x 30"
ROAD CLOSED
TYPE III BARRICADE

6
R11-2
48" x 30"
ROAD CLOSED
DETOUR
M4-10R
48" x 18"
TYPE III BARRICADE

SEE TMP-2BD FOR BAMBOO RD OFFSITE DETOUR

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PHASE V
STEPS 1 AND 2

5/18/2026
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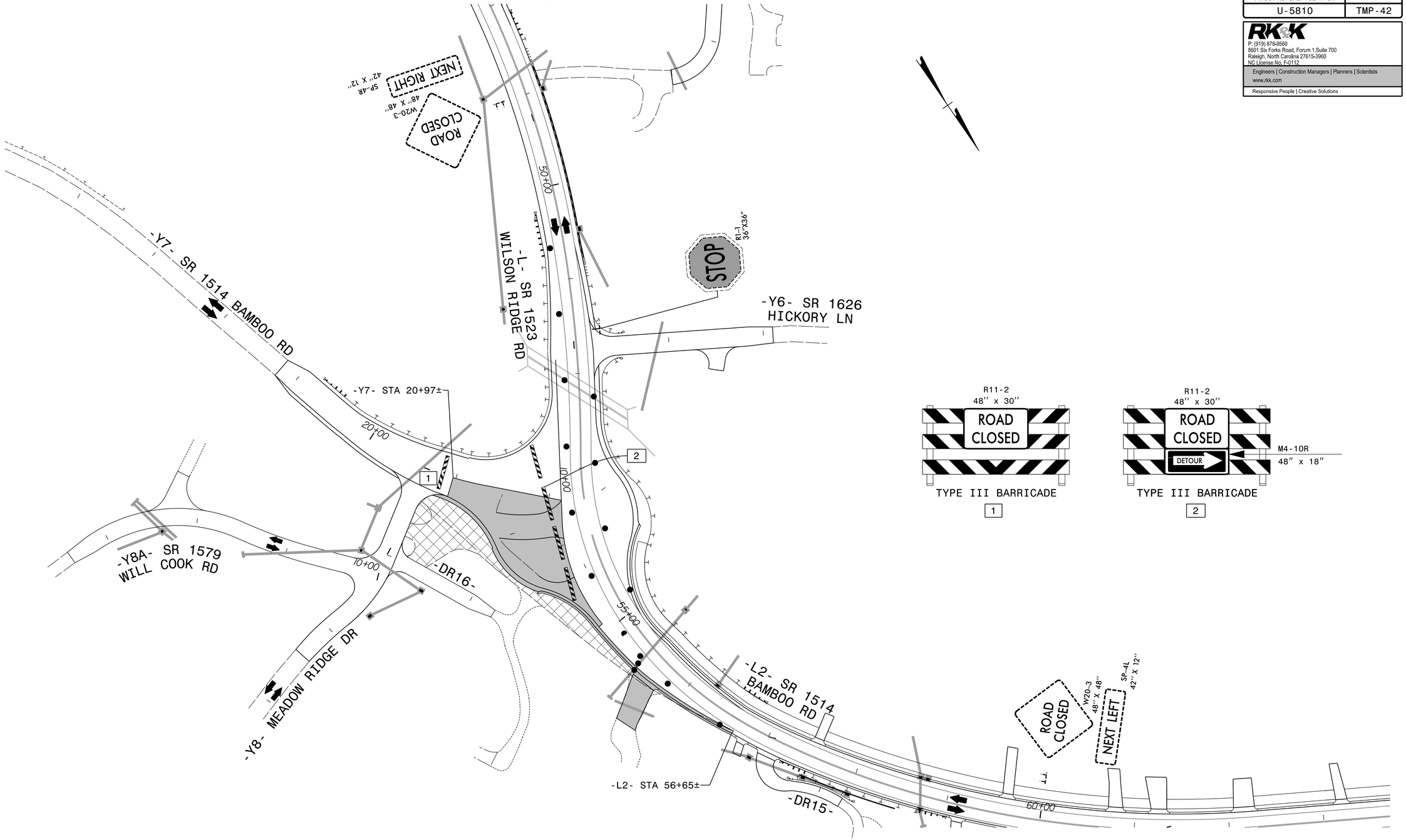


R11-2
48" x 30"




TYPE III BARRICADE

1

R11-2
48" x 30"




M4-10R
48" x 18"

TYPE III BARRICADE

2

SEE TMP-2BD FOR BAMBOO RD OFFSITE DETOUR

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PHASE V - STEP 3

5/18/2026
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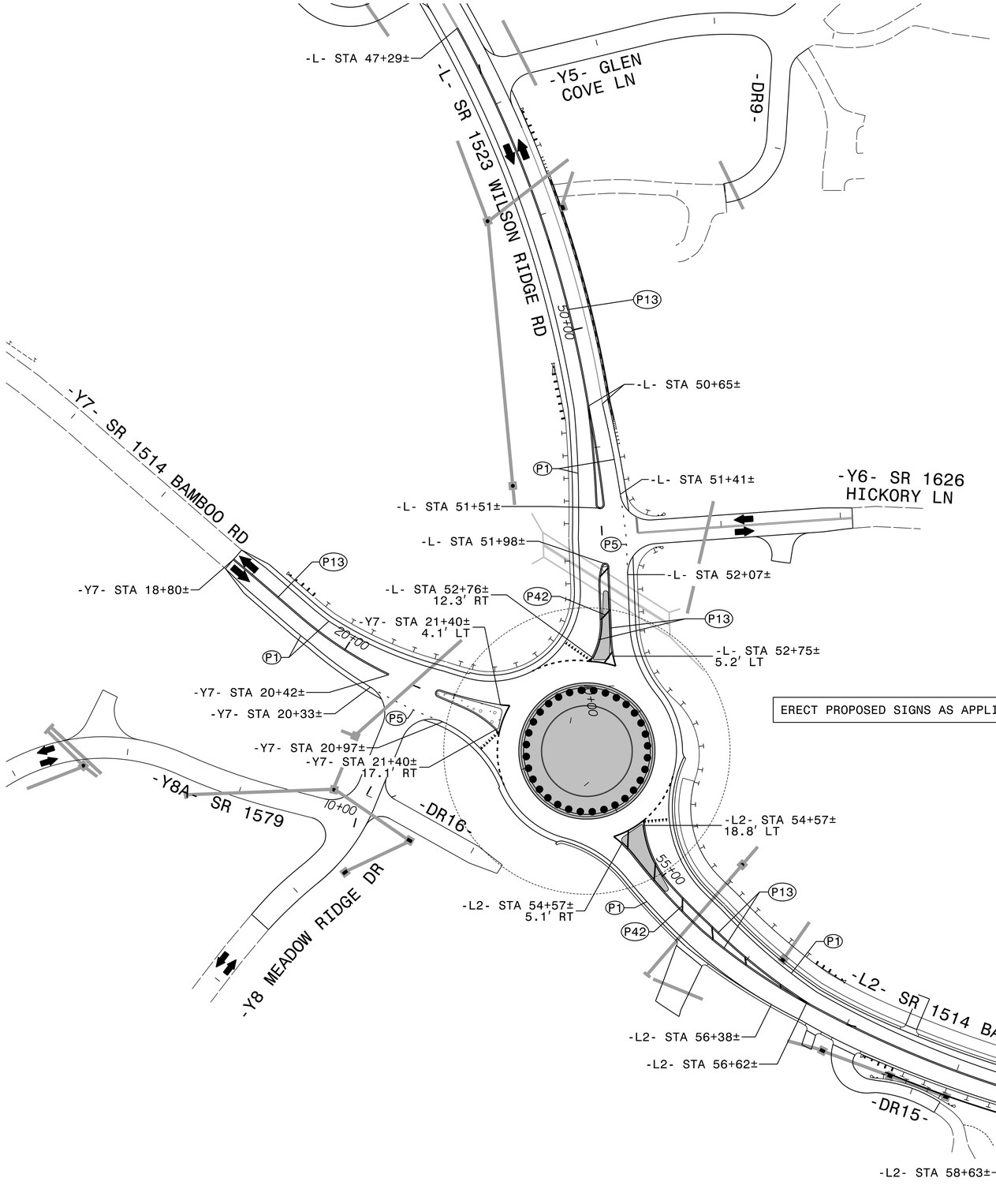
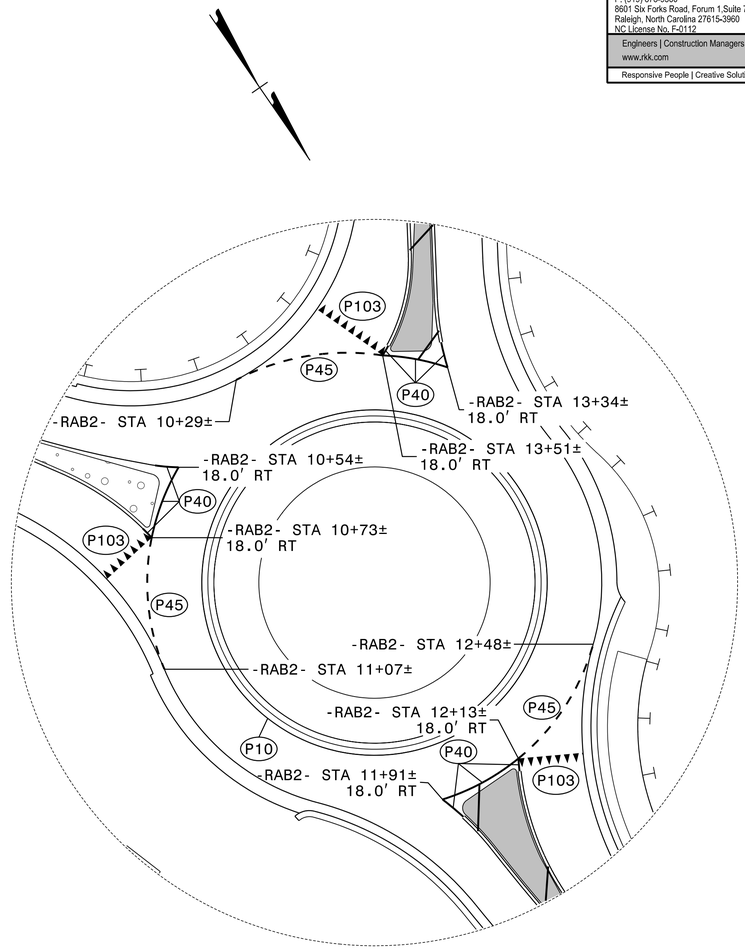



ERECT PROPOSED SIGNS AS APPLICABLE

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PHASE V
STEPS 4 AND 5

5/18/2026
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| U-5810 | TMP-44 |

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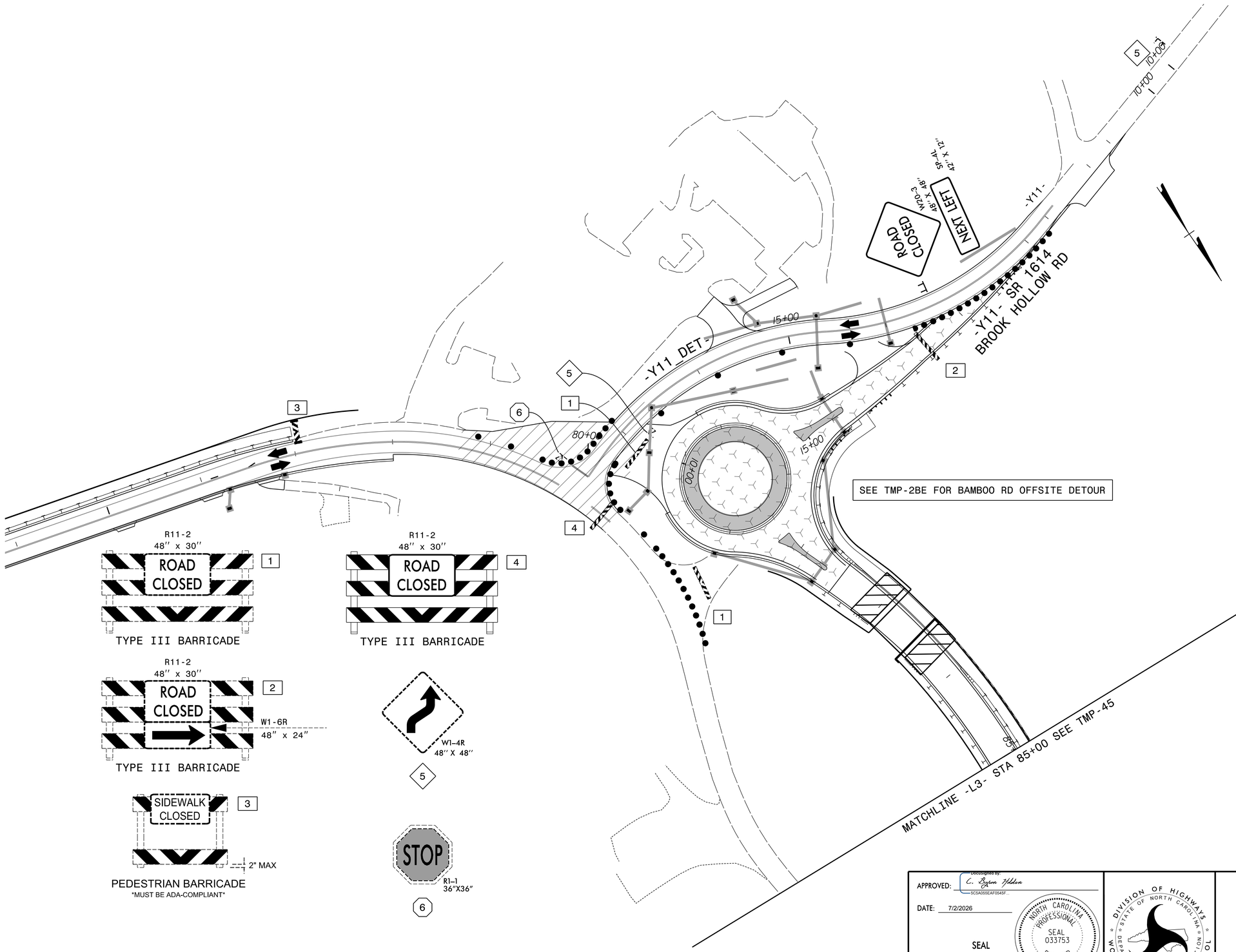


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WORK ZONE TRAFFIC CONTROL

PHASE VI
STEPS 1 AND 2

5/29/2026
U5810_TMP_psh44.dgn
wbjones