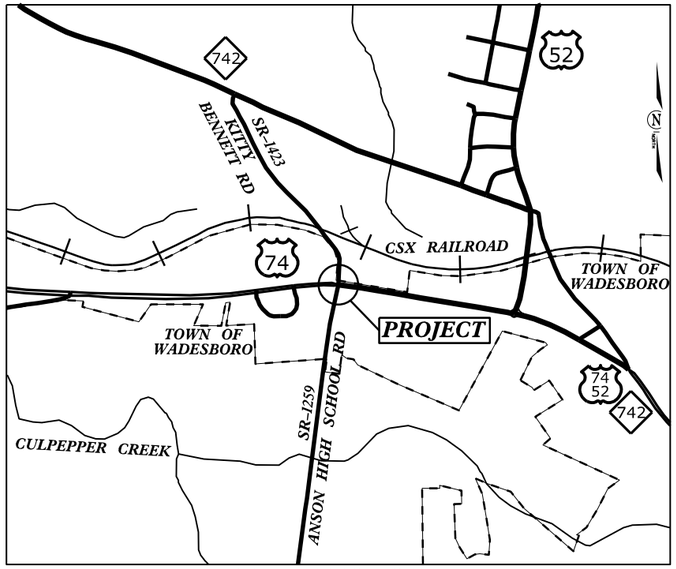
**PROJECT: 51903.3.1**

**TIP: HN-0042**




VICINITY MAP NOT TO SCALE

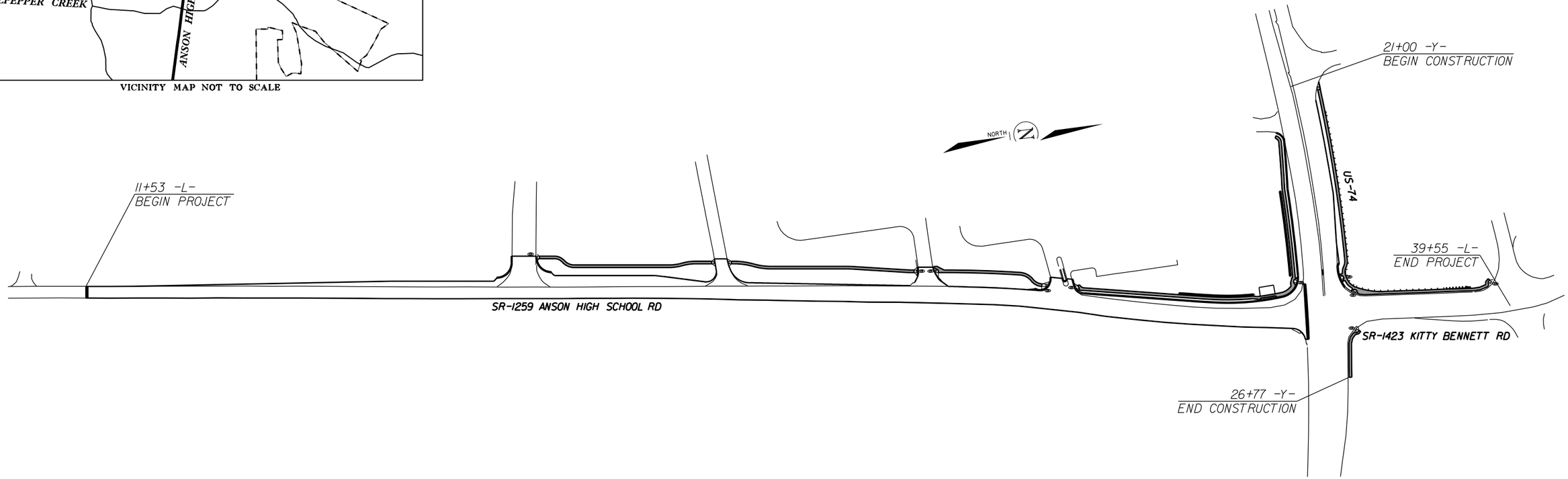
# STATE OF NORTH CAROLINA
## DIVISION OF HIGHWAYS
# ANSON COUNTY

| STATE | STATE PROJECT REFERENCE NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | 51903.3.1 | 1 | |

| STATE PROJ. NO. | F. A. PROJ. NO. | DESCRIPTION |
|---|---|---|
| 51903.1.1 | | P.E. |
| 51903.2.1 | | R/W |
| 51903.3.1 | | CONST. |

***LOCATION:*** *INTERSECTION OF US-74, ANSON HIGH SCHOOL RD. (SR-1259), AND KITTY BENNETT RD. (SR-1423)*

***TYPE OF WORK:*** *GRADING, DRAINAGE, MILLING, PAVING, SIDEWALK, CURB & GUTTER, CONCRETE ISLANDS, SIGNALS, AND THERMOPLASTIC PAVEMENT MARKING*




***GRAPHIC SCALES***

PLANS 0 50 100

PROFILE (HORIZONTAL) 0 50 100

PROFILE (VERTICAL) 0 5 10

***DESIGN DATA***

ADT _____= _____

ADT _____= _____

DHV = ___ %

D = ___ %

T = ___ %

V = ___ MPH

***PROJECT LENGTH***

*LENGTH OF ROADWAY PROJECT* ___51903.1.1___ = 0.225 *MILES*

*TOTAL LENGTH OF STATE PROJECT* ___51903.1.1___ = 0.225 *MILES*

*Prepared in the Office of:*

***DIVISION OF HIGHWAYS***

*DIVISION TEN*

*DIVISION DESIGN / CONSTRUCT UNIT*

*2024 STANDARD SPECIFICATIONS*

***RIGHT OF WAY DATE:***
MARCH 13, 2026

***LETTING DATE:***
NOVEMBER 18, 2026

DONALD HARWARD
*PROJECT ENGINEER*

STEPHEN SAUCIER
*PROJECT DESIGN ENGINEER*

***HYDRAULICS ENGINEER*** 10/26/2026

NORTH CAROLINA PROFESSIONAL SEAL 052432 ENGINEER OWEN BRITT

Signed by: Owen Britt

*SIGNATURE:* C2CFB1771DC448D... *P.E.*

***ROADWAY DESIGN ENGINEER*** 10/26/2026

NORTH CAROLINA PROFESSIONAL SEAL 042673 ENGINEER TRAVIS PRESLAR

DocuSigned by: Travis Preslar

*SIGNATURE:* A32C1AC7A1FF47B... *P.E.*

DIVISION OF HIGHWAYS DIVISION 10 STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION DESIGN CONSTRUCT UNIT

26-OCT-2026 17:32
S:\DDC\RDY\Anson\HN-0042_(HS-2410F)_US 74
$$$$USERNAME$$$$

9/10/2021

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| HN-0042 | 1A |
| F.A. PROJECT NO. | |

STATE OF NORTH CAROLINA, DIVISION OF HIGHWAYS

# CONVENTIONAL PLAN SHEET SYMBOLS

*Note: Not to Scale*

## BOUNDARIES AND PROPERTY:

- State Line
- County Line
- Township Line
- City Line
- Reservation Line
- Property Line
- Existing Iron Pin (EIP)
- Computed Property Corner
- Existing Concrete Monument (ECM)
- Parcel/Sequence Number
- Existing Fence Line
- Proposed Woven Wire Fence
- Proposed Chain Link Fence
- Proposed Barbed Wire Fence
- Existing Wetland Boundary
- Proposed Wetland Boundary
- Existing Endangered Animal Boundary
- Existing Endangered Plant Boundary
- Existing Historic Property Boundary
- Known Contamination Area: Soil
- Potential Contamination Area: Soil
- Known Contamination Area: Water
- Potential Contamination Area: Water
- Contaminated Site: Known or Potential

## BUILDINGS AND OTHER CULTURE:

- Gas Pump Vent or U/G Tank Cap
- Sign
- Well
- Small Mine
- Foundation
- Area Outline
- Cemetery
- Building
- School
- Church
- Dam

## HYDROLOGY:

- Stream or Body of Water
- Hydro, Pool or Reservoir
- Jurisdictional Stream
- Buffer Zone 1
- Buffer Zone 2
- Flow Arrow
- Disappearing Stream
- Spring
- Wetland
- Proposed Lateral, Tail, Head Ditch
- False Sump

## RAILROADS:

- Standard Gauge
- RR Signal Milepost
- Switch
- RR Abandoned
- RR Dismantled

## RIGHT OF WAY & PROJECT CONTROL:

- Primary Horiz Control Point
- Primary Horiz and Vert Control Point
- Secondary Horiz and Vert Control Point
- Vertical Benchmark
- Existing Right of Way Monument
- Proposed Right of Way Monument (Rebar and Cap)
- Proposed Right of Way Monument (Concrete)
- Existing Permanent Easement Monument
- Proposed Permanent Easement Monument (Rebar and Cap)
- Existing C/A Monument
- Proposed C/A Monument (Rebar and Cap)
- Proposed C/A Monument (Concrete)
- Existing Right of Way Line
- Proposed Right of Way Line
- Existing Control of Access Line
- Proposed Control of Access Line
- Proposed ROW and CA Line
- Existing Easement Line
- Proposed Temporary Construction Easement
- Proposed Temporary Drainage Easement
- Proposed Permanent Drainage Easement
- Proposed Permanent Drainage/Utility Easement
- Proposed Permanent Utility Easement
- Proposed Temporary Utility Easement
- Proposed Aerial Utility Easement

## ROADS AND RELATED FEATURES:

- Existing Edge of Pavement
- Existing Curb
- Proposed Slope Stakes Cut
- Proposed Slope Stakes Fill
- Proposed Curb Ramp
- Existing Metal Guardrail
- Proposed Guardrail
- Existing Cable Guiderail
- Proposed Cable Guiderail
- Equality Symbol
- Pavement Removal

## VEGETATION:

- Single Tree
- Single Shrub
- Hedge
- Woods Line
- Orchard
- Vineyard

## EXISTING STRUCTURES:

MAJOR:

- Bridge, Tunnel or Box Culvert
- Bridge Wing Wall, Head Wall and End Wall

MINOR:

- Head and End Wall
- Pipe Culvert
- Footbridge
- Drainage Box: Catch Basin, DI or JB
- Paved Ditch Gutter
- Storm Sewer Manhole
- Storm Sewer

## UTILITIES:

** SUE – Subsurface Utility Engineering*
*LOS – Level of Service – A,B,C or D (Accuracy)*

POWER:

- Existing Power Pole
- Proposed Power Pole
- Existing Joint Use Pole
- Proposed Joint Use Pole
- Power Manhole
- Power Line Tower
- Power Transformer
- U/G Power Cable Hand Hole
- H-Frame Pole
- U/G Power Line Test Hole (SUE – LOS A)*
- U/G Power Line (SUE – LOS B)*
- U/G Power Line (SUE – LOS C)*
- U/G Power Line (SUE – LOS D)*

TELEPHONE:

- Existing Telephone Pole
- Proposed Telephone Pole
- Telephone Manhole
- Telephone Pedestal
- Telephone Cell Tower
- U/G Telephone Cable Hand Hole
- U/G Telephone Test Hole (SUE – LOS A)*
- U/G Telephone Cable (SUE – LOS B)*
- U/G Telephone Cable (SUE – LOS C)*
- U/G Telephone Cable (SUE – LOS D)*
- U/G Telephone Conduit (SUE – LOS B)*
- U/G Telephone Conduit (SUE – LOS C)*
- U/G Telephone Conduit (SUE – LOS D)*
- U/G Fiber Optics Cable (SUE – LOS B)*
- U/G Fiber Optics Cable (SUE – LOS C)*
- U/G Fiber Optics Cable (SUE – LOS D)*

WATER:

- Water Manhole
- Water Meter
- Water Valve
- Water Hydrant
- U/G Water Line Test Hole (SUE – LOS A)*
- U/G Water Line (SUE – LOS B)*
- U/G Water Line (SUE – LOS C)*
- U/G Water Line (SUE – LOS D)*
- Above Ground Water Line

TV:

- TV Pedestal
- TV Tower
- U/G TV Cable Hand Hole
- U/G TV Test Hole (SUE – LOS A)*
- U/G TV Cable (SUE – LOS B)*
- U/G TV Cable (SUE – LOS C)*
- U/G TV Cable (SUE – LOS D)*
- U/G Fiber Optic Cable (SUE – LOS B)*
- U/G Fiber Optic Cable (SUE – LOS C)*
- U/G Fiber Optic Cable (SUE – LOS D)*

GAS:

- Gas Valve
- Gas Meter
- U/G Gas Line Test Hole (SUE – LOS A)*
- U/G Gas Line (SUE – LOS B)*
- U/G Gas Line (SUE – LOS C)*
- U/G Gas Line (SUE – LOS D)*
- Above Ground Gas Line

SANITARY SEWER:

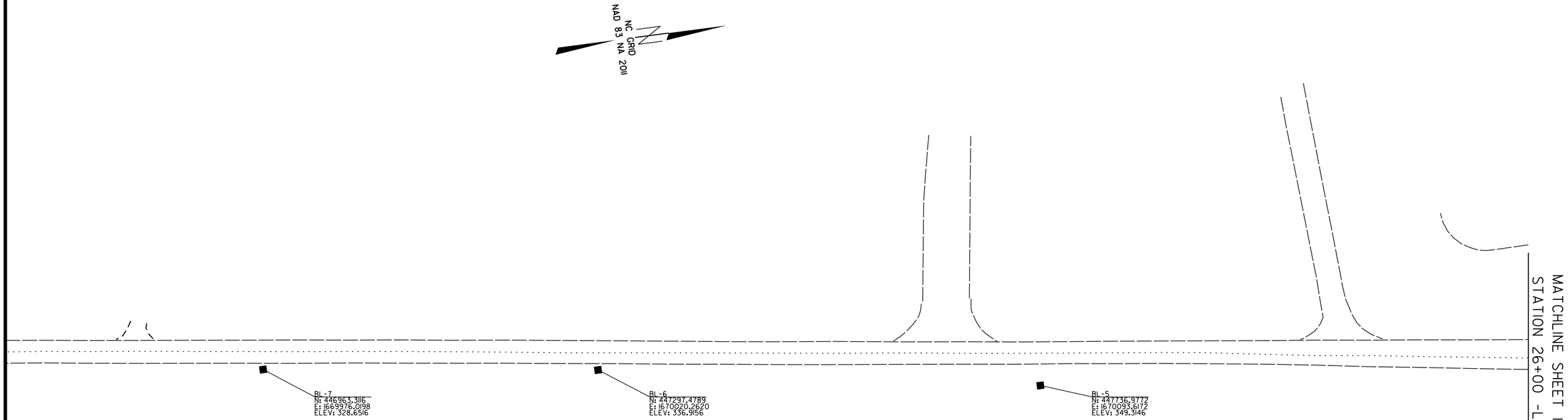
- Sanitary Sewer Manhole
- Sanitary Sewer Cleanout
- U/G Sanitary Sewer Line
- Above Ground Sanitary Sewer
- SS Force Main Line Test Hole (SUE – LOS A)*
- SS Force Main Line (SUE – LOS B)*
- SS Force Main Line (SUE – LOS C)*
- SS Force Main Line (SUE – LOS D)*

MISCELLANEOUS:

- Utility Pole
- Utility Pole with Base
- Utility Located Object
- Utility Traffic Signal Box
- Utility Unknown U/G Line (SUE – LOS B)*
- U/G Tank; Water, Gas, Oil
- Underground Storage Tank, Approx. Loc.
- A/G Tank; Water, Gas, Oil
- Geoenvironmental Boring
- Abandoned According to Utility Records — AATUR
- End of Information — E.O.I.

| PROJECT NO. | SHEET NO. |
|---|---|
| HN-0042 | 1B |
| F.A. PROJECT NO. | |

# *SURVEY CONTROL SHEET*




BL

| POINT | DESC. | NORTH | EAST | ELEVATION | L STATION | OFFSET |
|---|---|---|---|---|---|---|
| 7 | | 446963.3116 | 1669976.0198 | 328.65 | 13+26.44 | 17.51 RT |
| 6 | | 447297.4789 | 1670020.2620 | 336.92 | 16+63.52 | 17.95 RT |
| 5 | | 447736.9772 | 1670093.6172 | 349.31 | 21+08.83 | 33.56 RT |

## DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "GPS-1"
WITH NAD 83/NA 2011 STATE PLANE GRID COORDINATES OF
NORTHING: 449271.2590(ft) EASTING: 1670196.8620(ft)
ELEVATION: 375.42(ft)
THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.99988382
THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "GPS-1" TO -L- STATION IS

ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
VERTICAL DATUM USED IS NAVD 88

## NOTES:

1. PROJECT CONTROL WAS ESTABLISHED USING GNSS, THE GLOBAL NAVIGATION SATELLITE SYSTEM.
2. THE SURVEY CONTROL DATA FOR THIS PROJECT HAS BEEN COMPILED BY THE DIVISION 10 DDC UNIT. IF FURTHER INFORMATION REGARDING PROJECT CONTROL IS NEEDED, PLEASE CONTACT THE DIVISION 10 DDC UNIT.

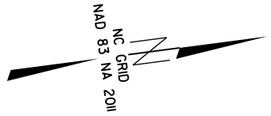
*INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD*

| | |
|---|---|
| SCALE | 1"=50' |
| DATE | 3-3-26 |
| DWG. BY | SLS |
| DESIGN BY | SLS |
| APPROVED | JDH |

| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

# *SURVEY CONTROL SHEET*

| PROJECT NO. | SHEET NO. |
|---|---|
| HN-0042 | IC |
| F.A. PROJECT NO. | |







BL

| POINT | DESC. | NORTH | EAST | ELEVATION | L STATION | OFFSET |
|---|---|---|---|---|---|---|
| 4 | | 448466.4317 | 1670122.1964 | 362.58 | 28+35.81 | 32.91 LT |
| 2 | | 449046.4510 | 1670317.6120 | 373.95 | 34+39.39 | 40.34 RT |
| 1838 | | 449539.5986 | 1670243.7157 | 362.57 | 39+28.32 | 82.72 LT |

BY

| POINT | DESC. | NORTH | EAST | ELEVATION | Y STATION | OFFSET |
|---|---|---|---|---|---|---|
| 3 | | 449249.1730 | 1669867.3890 | 371.66 | 21+28.90 | 53.02 LT |
| 1 | | 449271.2590 | 1670196.8620 | 375.42 | 24+51.84 | 66.99 LT |
| 20 | | 449142.5318 | 1670463.8301 | 375.40 | 27+27.56 | 38.42 RT |

## DATUM DESCRIPTION

THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "GPS-1"
WITH NAD 83/NA 2011 STATE PLANE GRID COORDINATES OF
NORTHING: 449271.2590(ft) EASTING: 1670196.8620(ft)
ELEVATION: 375.42(ft)
THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.99988382
THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "GPS-1" TO -L- STATION IS

ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
VERTICAL DATUM USED IS NAVD 88

## NOTES:

1. PROJECT CONTROL WAS ESTABLISHED USING GNSS, THE GLOBAL NAVIGATION SATELLITE SYSTEM.
2. THE SURVEY CONTROL DATA FOR THIS PROJECT HAS BEEN COMPILED BY THE DIVISION 10 DDC UNIT. IF FURTHER INFORMATION REGARDING PROJECT CONTROL IS NEEDED, PLEASE CONTACT THE DIVISION 10 DDC UNIT.

*INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD*

| | |
|---|---|
| SCALE | 1"=50' |
| DATE | 3-3-26 |
| DWG. BY | SLS |
| DESIGN BY | SLS |
| APPROVED | JDH |

| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

| PROJECT NO. | SHEET NO. |
|---|---|
| HN-0042 | ID |
| F.A. PROJECT NO. | |

# *RIGHT OF WAY, EASEMENT AND PROPOSED ALIGNMENT SHEET*

L

| TYPE | STATION | NORTH | EAST |
|---|---|---|---|
| POT | 10+00.00 | 446641.9154 | 1669916.2338 |
| PC | 28+41.37 | 448467.6704 | 1670155.5465 |
| PRC | 31+56.60 | 448776.3358 | 1670218.2392 |
| PT | 35+70.63 | 449182.8064 | 1670294.3335 |
| PC | 38+51.99 | 449462.7661 | 1670322.3376 |
| PCC | 39+99.76 | 449610.3360 | 1670323.9132 |
| PT | 40+96.33 | 449699.7645 | 1670290.8372 |
| POT | 42+99.49 | 449863.9027 | 1670171.1188 |

Y

| TYPE | STATION | NORTH | EAST |
|---|---|---|---|
| POT | 10+00.00 | 449042.9072 | 1668753.5054 |
| PC | 19+78.90 | 449179.5430 | 1669722.8216 |
| PT | 28+05.35 | 449168.8352 | 1670545.9777 |
| POT | 36+67.89 | 449026.2649 | 1671396.6523 |

ROW MARKER IRON PIN AND CAP

| ALIGN | STATION | OFFSET | NORTH | EAST |
|---|---|---|---|---|
| L | 11+42.68 | -29.97 | 446787.2809 | 1669905.0578 |
| L | 11+45.93 | -40.00 | 446791.8065 | 1669895.5387 |
| L | 18+86.00 | -40.00 | 447525.5995 | 1669991.7214 |
| L | 19+65.00 | -52.00 | 447605.4891 | 1669990.0904 |
| L | 19+65.00 | -72.00 | 447608.0884 | 1669970.2600 |
| L | 20+85.00 | -72.00 | 447727.0706 | 1669985.8557 |
| L | 21+16.00 | -55.00 | 447755.5983 | 1670006.7404 |
| L | 23+00.00 | -55.00 | 447938.0377 | 1670030.6539 |
| L | 23+41.00 | -62.00 | 447979.5997 | 1670029.0418 |
| L | 23+80.00 | -62.00 | 448018.2690 | 1670034.1104 |
| L | 23+80.00 | -68.00 | 448019.0487 | 1670028.1613 |
| L | 24+25.00 | -68.00 | 448063.6671 | 1670034.0097 |
| L | 24+25.00 | -62.00 | 448062.8873 | 1670039.9588 |
| L | 24+41.00 | -62.00 | 448078.7516 | 1670042.0382 |
| L | 25+00.00 | -52.00 | 448135.9516 | 1670059.6213 |
| L | 26+60.00 | -52.00 | 448294.5945 | 1670080.4156 |
| L | 27+75.00 | -45.00 | 448407.7094 | 1670102.3021 |
| L | 27+80.00 | -53.00 | 448413.7067 | 1670095.0198 |
| L | 28+41.37 | -53.00 | 448474.5585 | 1670102.9960 |
| L | 28+41.37 | -45.00 | 448473.5187 | 1670110.9281 |
| L | 31+15.00 | -45.00 | 448747.3674 | 1670163.9182 |
| L | 31+15.00 | -27.00 | 448742.8802 | 1670181.3499 |
| L | 33+22.98 | -34.50 | 448944.9890 | 1670223.3560 |
| L | 33+72.07 | -34.50 | 448992.4850 | 1670232.5742 |
| L | 34+93.00 | -46.18 | 449111.7617 | 1670239.5868 |

ROW MARKER IRON PIN AND CAP

| ALIGN | STATION | OFFSET | NORTH | EAST |
|---|---|---|---|---|
| Y | 22+83.14 | 57.50 | 449147.4856 | 1670027.4085 |
| Y | 24+37.00 | 57.50 | 449147.3146 | 1670177.9729 |

PERMANENT UTILITY EASEMENT

| ALIGN | STATION | OFFSET | NORTH | EAST |
|---|---|---|---|---|
| L | 13+84.00 | -40.00 | 447027.8571 | 1669926.4793 |
| L | 13+84.00 | -53.00 | 447029.5467 | 1669913.5896 |
| L | 14+30.00 | -53.00 | 447075.1565 | 1669919.5679 |
| L | 14+65.00 | -55.00 | 447110.1196 | 1669922.1337 |
| L | 18+86.00 | -55.00 | 447527.5490 | 1669976.8486 |
| L | 19+65.00 | -79.00 | 447608.9981 | 1669963.3194 |
| L | 20+69.00 | -79.00 | 447712.1160 | 1669976.8357 |
| L | 20+61.00 | -99.00 | 447706.7832 | 1669955.9656 |
| L | 20+80.00 | -108.00 | 447726.7917 | 1669949.5112 |
| L | 23+28.00 | -59.78 | 447966.4215 | 1670029.5529 |
| L | 23+41.00 | -197.00 | 447997.1449 | 1669895.1867 |
| L | 23+72.00 | -194.00 | 448027.4921 | 1669902.1902 |
| L | 24+58.70 | -59.00 | 448095.9116 | 1670047.3131 |
| L | 26+61.00 | -59.00 | 448296.4958 | 1670073.6049 |
| L | 29+68.00 | -53.00 | 448602.5280 | 1670123.4471 |
| L | 29+68.00 | -45.00 | 448601.0438 | 1670131.3082 |

PERMANENT DRAINAGE EASEMENT

| ALIGN | STATION | OFFSET | NORTH | EAST |
|---|---|---|---|---|
| L | 23+62.00 | -62.00 | 448000.4216 | 1670031.7710 |
| L | 23+62.00 | -90.00 | 448004.0606 | 1670004.0085 |
| L | 24+41.00 | -90.00 | 448082.3906 | 1670014.2757 |

PERMANENT DUAL UTILITY EASEMENT

| ALIGN | STATION | OFFSET | NORTH | EAST |
|---|---|---|---|---|
| L | 14+30.00 | -40.00 | 447073.4670 | 1669932.4577 |
| L | 14+30.00 | -65.00 | 447076.7161 | 1669907.6697 |
| L | 14+65.00 | -65.00 | 447111.4193 | 1669912.2185 |
| L | 14+65.00 | -40.00 | 447108.1702 | 1669937.0064 |

I, Barry D. Davis, a Professional Land Surveyor in the sate of North Carolina hereby certify to the best of my knowledge and belief that the following work item, R/W and Easement Staking, was performed under my responsible charge meeting NCDOT Survey Standards as directed in the NCDOT Location & Surveys guidelines and procedures as of 2017. Those standards can be found at https://connect.ncdot.gov/resources/Location/Pages/.

I further certify that the right of way and permanent easement points shown herein and outlined in the tables shown hereon (localized coordinates, station/offset) have been checked and are accurate representations of the right of way and permanent easement points depicted on the corresponding highway plans. I also certify that the right of way and permanent easement points shown herein have been field monumented under my supervision from survey control established under my supervision; that the depicted property data shown herein were surveyed under my supervision; and these monuments denote the right of way and easement boundaries at the time of staking which may be subject to change due to right of way revisions (see deeds for final determination)

Witness my signature, registration number and seal this 14th day of Oct 2026

Barry D. Davis, Professional Land Surveyor DocuSigned by: Barry Davis 0E2AAE4F48174DC... PLS® L-4384

NORTH CAROLINA PROFESSIONAL SEAL L-4384 LAND SURVEYOR BARRY D. DAVIS

NOTES:

1. PROJECT CONTROL WAS ESTABLISHED USING GNSS, THE GLOBAL NAVIGATION SATELLITE SYSTEM.
2. THE SURVEY CONTROL DATA FOR THIS PROJECT HAS BEEN COMPILED BY THE DIVISION 10 DDC UNIT. IF FURTHER INFORMATION REGARDING PROJECT CONTROL IS NEEDED, PLEASE CONTACT THE DIVISION 10 DDC UNIT.

*INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD*

| | | REVISIONS | |
|---|---|---|---|
| SCALE | N/A | | |
| DATE | 3-6-26 | | |
| DWG. BY | SLS | | |
| DESIGN BY | SLS | | |
| APPROVED | JDH | | |

| PROJECT NO. | SHEET NO. |
|---|---|
| HN-0042 | 1E |
| F.A. PROJECT NO. | |

NC GRID NAD 83 NA 2011

15+00

20+00

25+00

1
Anson County
Deed Book/Page 197/44

2
Anson County
Board of Education
Deed Book/Page 565/354
Tract Two

11+49.17 -L- 50.00' LT
11+45.93 -L- 40.00' LT
11+42.68 -L- 29.97' LT
13+84 -L- 53.00' LT 50.00' LT 40.00' LT
14+30 -L- 65.00' LT 53.00' LT 40.00' LT
14+65 -L- 65.00' LT 55.00' LT 40.00' LT
18+86 -L- 40.00' LT
18+86 -L- 55.00' LT
19+65 -L- 72.00' LT 52.00' LT
19+65 -L- 90.00' LT 79.00' LT
20+64.60 -L- 90.00' LT
20+69 -L- 79.00' LT
20+61 -L- 99.00' LT
20+80 -L- 108.00' LT
20+92.23 -L- 90.00' LT
20+85 -L- 72.00' LT
21+16 -L- 55.00' LT
23+41 -L- 197.00' LT
23+31 -L- 90.00' LT
23+41 -L- 62.00' LT
23+28 -L- 59.78' LT
23+00 -L- 55.00' LT
23+72 -L- 194.00' LT
23+62 -L- 90.00' LT 62.00' LT
23+80 -L- 68.00' LT 62.00' LT
24+25 -L- 68.00' LT 62.00' LT
24+41 -L- 90.00' LT 62.00' LT
24+58.70 -L- 59.00' LT
25+00 -L- 64.00' LT
25+00 -L- 52.00' LT

E, PUE, DUE, RW

N 7°28'03"E

MATCHLINE SHEET IF STATION 26+00 -L-

BL-7 BL-6 BL-5

ıgram
ım
ge 295/1

Brenda J. Polk
Deed Book/Page 268/19

Daisy L. Davis
Deed Book/Page 588/26

Jenette Taylor
Deed Book/Page 220/453

Sharon E. Ervin
Deed Book/Page 220/196

Heather M. Hall
Deed Book/Page 910/26

George W. Little and
Marie Marshall, as
Tenents In Common
Deed Book/Page 268/23

Vanessa Ann Ratliff Hammond
and husband,
Dennis James Hammond
Deed Book/Page 487/130

Tammy Crawford Davis
and husband,
Allen L. Davis
Deed Book/Page 1366/108

Lois W. Black
and husband,
Fred O. Black, Jr.
Deed Book/Page 650/1

April Rosetta Chavis-Love
Deed Book/Page 1028/258

Harold T. Willoughby
Deed Book/Page 393/103

Bettie Broadway Little
Deed Book/Page 215/299

I, Barry D. Davis, a Professional Land Surveyor in the sate of North Carolina hereby certify to the best of my knowledge and belief that the following work item, R/W and Easement Staking, was performed under my responsible charge meeting NCDOT Survey Standards as directed in the NCDOT Location & Surveys guidelines and procedures as of 2017. Those standards can be found at https://connect.ncdot.gov/resources/Location/Pages/.

I further certify that the right of way and permanent easement points shown herein and outlined in the tables shown hereon (localized coordinates, station/offset) have been checked and are accurate representations of the right of way and permanent easement points depicted on the corresponding highway plans. I also certify that the right of way and permanent easement points shown herein have been field monumented under my supervision from survey control established under my supervision; that the depicted property data shown herein were surveyed under my supervision; and these monuments denote the right of way and easement boundaries at the time of staking which may be subject to change due to right of way revisions (see deeds for final determination)

Witness my signature, registration number and seal this 14th day of Oct 2026

Barry D. Davis, Professional Land Surveyor — DocuSigned by: Barry Davis — 0F2AAE4F48174DC... — PLS® L-4384

NORTH CAROLINA PROFESSIONAL SEAL L-4384 LAND SURVEYOR BARRY D. DAVIS

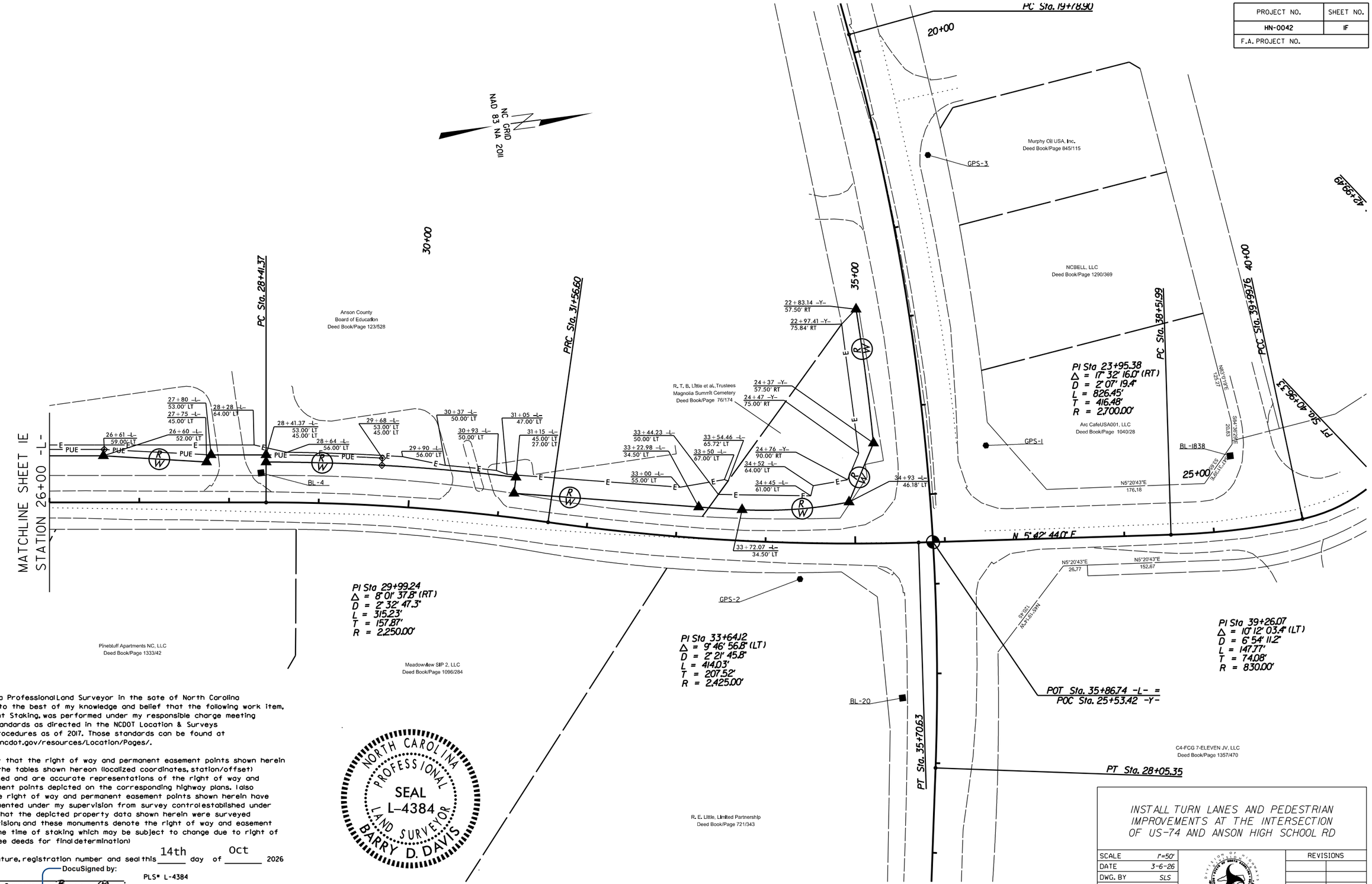
INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD

| | |
|---|---|
| SCALE | 1"=50' |
| DATE | 3-6-26 |
| DWG. BY | SLS |
| DESIGN BY | SLS |
| APPROVED | JDH |

DIVISION OF HIGHWAYS

| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

| PROJECT NO. | SHEET NO. |
|---|---|
| HN-0042 | IF |
| F.A. PROJECT NO. | |




I, Barry D. Davis, a Professional Land Surveyor in the sate of North Carolina hereby certify to the best of my knowledge and belief that the following work item, R/W and Easement Staking, was performed under my responsible charge meeting NCDOT Survey Standards as directed in the NCDOT Location & Surveys guidelines and procedures as of 2017. Those standards can be found at https://connect.ncdot.gov/resources/Location/Pages/.

I further certify that the right of way and permanent easement points shown herein and outlined in the tables shown hereon (localized coordinates, station/offset) have been checked and are accurate representations of the right of way and permanent easement points depicted on the corresponding highway plans. I also certify that the right of way and permanent easement points shown herein have been field monumented under my supervision from survey control established under my supervision; that the depicted property data shown herein were surveyed under my supervision; and these monuments denote the right of way and easement boundaries at the time of staking which may be subject to change due to right of way revisions (see deeds for final determination)

Witness my signature, registration number and seal this 14th day of Oct 2026

Barry D. Davis, Professional Land Surveyor

DocuSigned by: Barry Davis 0E2AAE4F48174DC...

PLS® L-4384

NORTH CAROLINA PROFESSIONAL SEAL L-4384 LAND SURVEYOR BARRY D. DAVIS

# INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD

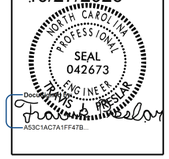
| | |
|---|---|
| SCALE | 1"=50' |
| DATE | 3-6-26 |
| DWG. BY | SLS |
| DESIGN BY | SLS |
| APPROVED | JDH |

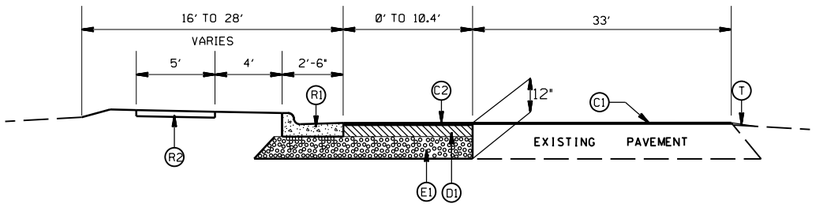
DIVISION OF HIGHWAYS

| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

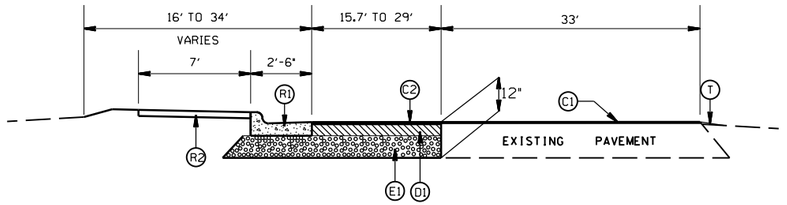
| PROJECT NO. | SHEET NO. |
|---|---|
| 50982.3.7 | 2 |
| F.A. PROJECT NO. | |

ROADWAY DESIGN
10/27/2026

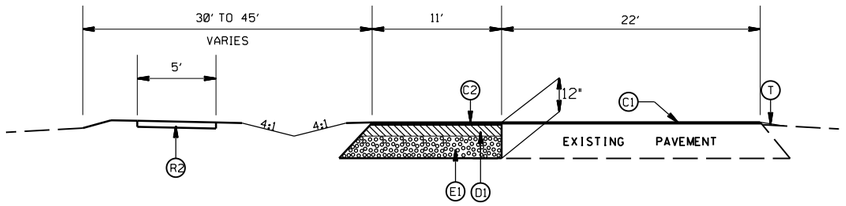


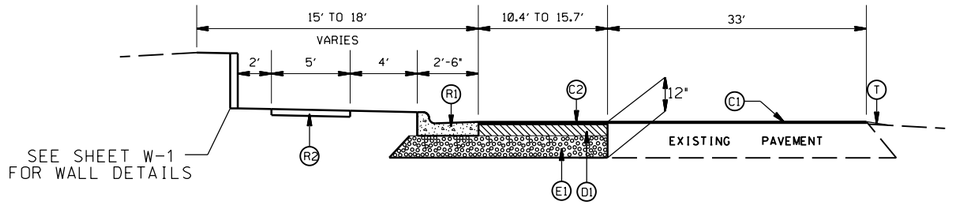

TYPICAL SECTION NO.4
STA. 30+02.22 TO 35+39.39 -L-



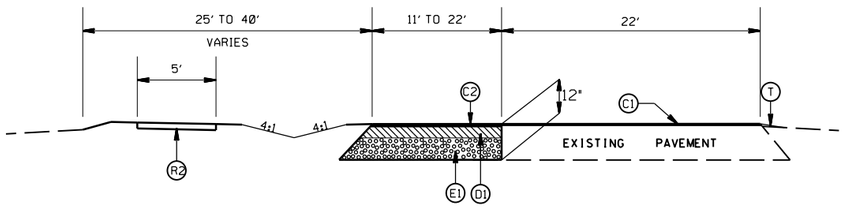

TYPICAL SECTION NO.6
STA. 34+50.00 TO 35+39.39 -L-



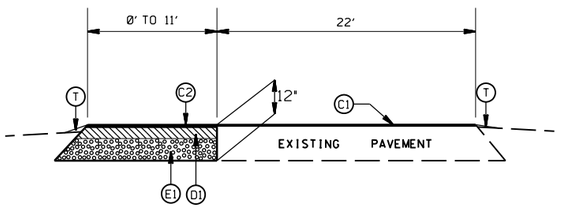

TYPICAL SECTION NO.3
STA. 23+71.71 TO 30+02.22 -L-




TYPICAL SECTION NO.5
STA. 33+00.00 TO 34+50.00 -L-




TYPICAL SECTION NO.2
STA. 20+30.43 TO 23+71.71 -L-




TYPICAL SECTION NO.1
STA. 11+50.00 TO 20+30.43 -L-

## PAVEMENT SCHEDULE

| | |
|---|---|
| C1 | PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. |
| C2 | PROP. APPROX. 3" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS. |
| D1 | PROP. APPROX. 4" ASPHALT CONC. INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. |
| E1 | PROP. APPROX. 5" ASPHALT CONC. BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD. |
| R1 | PROP. 2'-6" CONC. CURB & GUTTER |
| R2 | PROP. 5" CONC. SIDEWALK |
| R3 | MONOLITHIC CONCRETE SURFACE MOUNTED ISLAND |
| T | EARTH MATERIAL |

*INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD*

| | |
|---|---|
| SCALE | N/A |
| DATE | 07-2026 |
| DWG. BY | SLS |
| DESIGN BY | SLS |
| APPROVED | JDH |

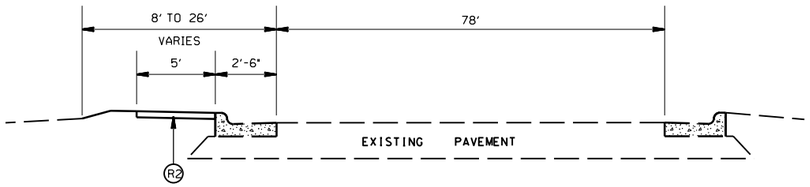
| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

| PROJECT NO. | SHEET NO. |
|---|---|
| 50982.3.7 | 2A |
| F.A. PROJECT NO. | |

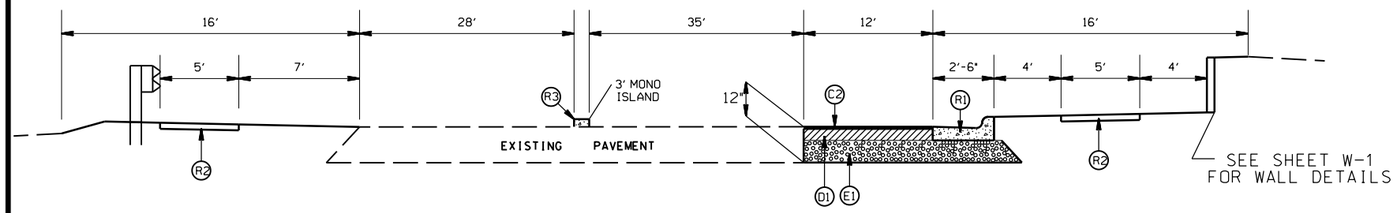
ROADWAY DESIGN
10/27/2026

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 042673

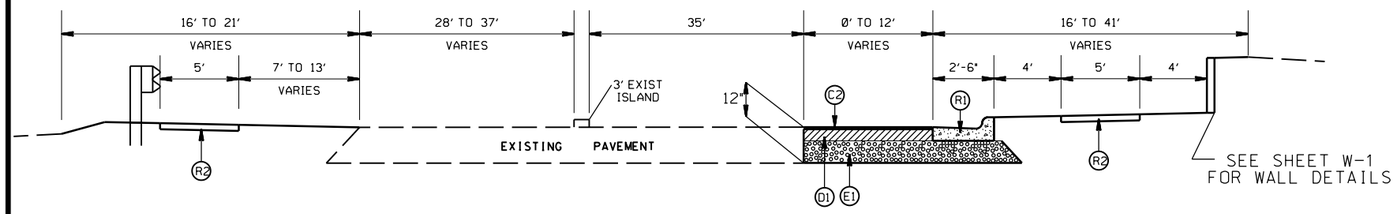
Digitally signed by Travis Preslar
A93C1AC7A1FF47B...



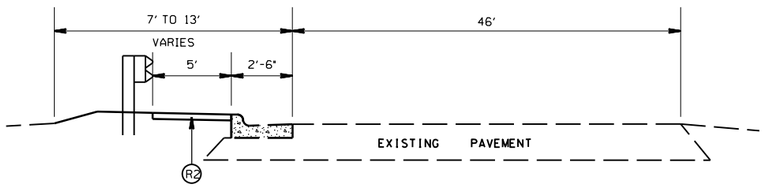

## TYPICAL SECTION NO.10
STA. 25+80.19 TO 26+76.74 -Y-




## TYPICAL SECTION NO.9
STA. 24+64.93 TO 24+74.66 -Y-




## TYPICAL SECTION NO.8
STA. 21+02.64 TO 24+64.93 -Y-




## TYPICAL SECTION NO.7
STA. 36+60.40 TO 39+28.50 -L-

## PAVEMENT SCHEDULE

| | |
|---|---|
| C1 | PROP. APPROX. 1.5" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. |
| C2 | PROP. APPROX. 3" ASPHALT CONC. SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS. |
| D1 | PROP. APPROX. 4" ASPHALT CONC. INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. |
| E1 | PROP. APPROX. 5" ASPHALT CONC. BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD. |
| R1 | PROP. 2'-6" CONC. CURB & GUTTER |
| R2 | PROP. 5" CONC. SIDEWALK |
| R3 | MONOLITHIC CONCRETE SURFACE MOUNTED ISLAND |
| T | EARTH MATERIAL |

*INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD*

| | |
|---|---|
| SCALE | N/A |
| DATE | 07-2026 |
| DWG. BY | SLS |
| DESIGN BY | SLS |
| APPROVED | JDH |

| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| HN-0042 | W-1 |

GEOTECHNICAL ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 028893 ENGINEER MARCUS H. SHEARIN

Signed by: 10/27/2026

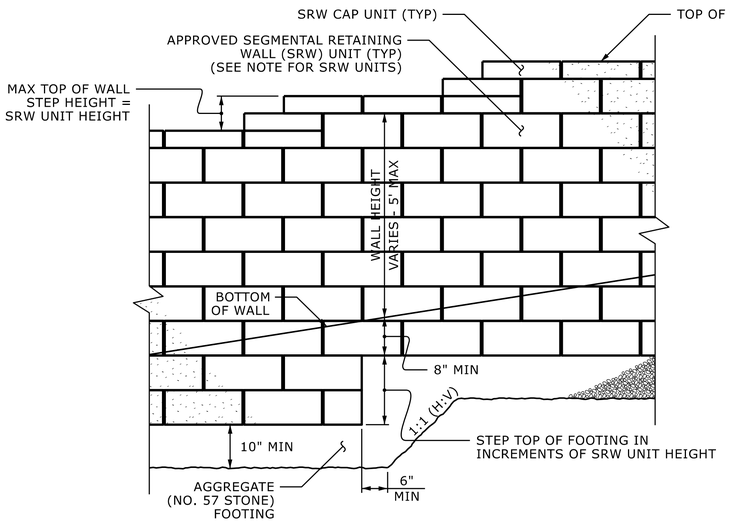
C44768209231 4CC...

SIGNATURE DATE

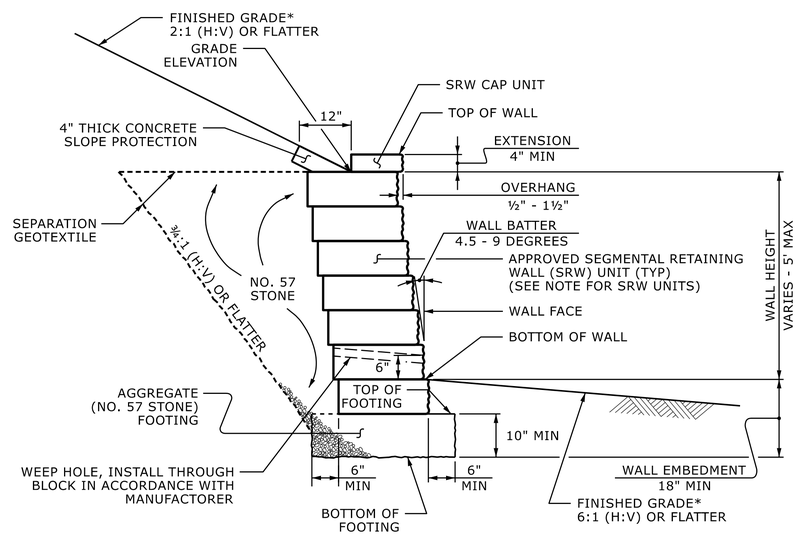
ENGINEER

SIGNATURE DATE

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




## STANDARD SEGMENTAL GRAVITY WALL - PARTIAL ELEVATION




## STANDARD SEGMENTAL GRAVITY WALL WITH SLOPE

*SEE ROADWAY PLANS FOR FINISHED GRADE DETAILS.

## NOTES:

FOR SEGMENTAL GRAVITY RETAINING WALLS, SEE SECTION 454 OF THE STANDARD SPECIFICATIONS.

RETAINING WALL LOCATIONS:
RETAINING WALL NO. 1: STA. 33+00 -L-, 35.5' (LT) TO 34+50 -L-, 40.5' (LT)
RETAINING WALL NO. 2: STA. 23+00 -Y-, 58.8' (RT) TO 24+72.23 -Y-, 58.5' (RT)

DO NOT ATTACH FENCES OR HANDRAILS TO STANDARD SEGMENTAL GRAVITY WALLS.

DO NOT USE STANDARD SEGMENTAL GRAVITY WALLS WHEN SURCHARGE LOADS WILL BE WITHIN 5'-6" OF THE BACK OF SRW CAP UNITS FOR WALL HEIGHTS UP TO 4' AND WITHIN 10' OF THE BACK OF SRW CAP UNITS FOR WALL HEIGHTS GREATER THAN 4' TO 5'.

DO NOT USE STANDARD SEGMENTAL GRAVITY WALLS WHEN VERY LOOSE OR SOFT SOIL OR MUCK IS BELOW WALLS.

SEGMENTAL RETAINING WALL (SRW) UNITS ARE APPROVED FOR EITHER 2' OR 5' MAXIMUM WALL HEIGHTS. FOR DETAILS AND DIMENSIONS OF APPROVED SRW UNITS AND MAXIMUM WALL HEIGHTS, SEE connect.ncdot.gov/resources/Geological/Pages/Products.aspx

DO NOT MIX APPROVED SRW UNITS FROM DIFFERENT VENDORS ON THE SAME STANDARD SEGMENTAL GRAVITY WALL. USE THE SAME SIZE APPROVED SRW UNITS FOR EACH WALL SECTION.

BEFORE BEGINNING STANDARD SEGMENTAL GRAVITY WALL CONSTRUCTION, SURVEY WALL LOCATIONS AND SUBMIT WALL PROFILE VIEWS (WALL ENVELOPES) FOR REVIEW. FOR WALL ENVELOPES, INCLUDE BOTTOM OF WALL, EXISTING GROUND AND GRADE ELEVATIONS AND OTHER ELEVATIONS AS NEEDED AT INTERVALS OF 25' OR LESS ALONG WALLS. DO NOT START WALL CONSTRUCTION UNTIL WALL ENVELOPES ARE ACCEPTED.

FOR SUBSURFACE DRAINAGE AT WEEP HOLES, SEE ARTICLE 414-8 OF THE STANDARD SPECIFICATIONS.

DO NOT PLACE NO. 57 STONE FOR FOOTINGS UNTIL EXCAVATION DIMENSIONS AND FOUNDATION MATERIAL ARE APPROVED.

| | |
|---|---|
| PREPARED BY: MHS | DATE: 2/26 |
| REVIEWED BY: ENW | DATE: 2/26 |

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

GEOTECHNICAL ENGINEERING UNIT

# SEGMENTAL GRAVITY RETAINING WALL NOS. 1 AND 2

REVISIONS

| NO. | BY | DATE | NO. | BY | DATE |
|---|---|---|---|---|---|
| 1 | MHS | 10/26 | 3 | - | - |
| 2 | - | - | 4 | - | - |

B0P8714

| COMPUTED BY: | JOB | DATE: | 10/19/2026 |
|---|---|---|---|
| CHECKED BY: | CWH | DATE: | 10/19/2026 |

# NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
## DIVISION OF HIGHWAYS

| PROJECT NO. | SHEET NO. |
|---|---|
| HN-0042 | 3D-1 |

**Note: Invert Elevations indicated are for Bid Purposes only and shall not be used for project construction stakeout.**
**See "Standard Specifications For Roads and Structures, Section 300-5".**

## *LIST OF PIPES, ENDWALLS, ETC. (FOR PIPES 48 INCHES & UNDER)*

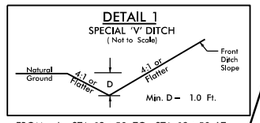
| LINE & STATION | OFFSET | | STRUCTURE NUMBER FROM | STRUCTURE NUMBER TO | TOP ELEVATION FT. | INVERT ELEVATION FT. | INVERT ELEVATION FT. | MINIMUM REQUIRED SLOPE % | R.C. PIPE CLASS III SIZE 12 | 15 | 18 | 24 | 30 | 36 | 42 | 48 | R.C. PIPE CLASS IV SIZE 12 | 15 | 18 | 24 | 30 | 36 | 42 | 48 | R.C. PIPE CLASS V SIZE 12 | 15 | 18 | 24 | 30 | 36 | 42 | 48 | ENDWALLS STD. 840.01 OR STD. 840.11 (UNLESS NOTED OTHERWISE) CY | REINFORCED ENDWALLS CY | DRAINAGE STRUCTURE MASONRY CY | QUANTITIES FOR DRAINAGE STRUCTURES NOTE: TOTAL LIN. FT. FOR PAY QUANTITY SHALL BE A + (1.3 X B) A 0' THRU 5' EACH | B 5' THRU 10' LIN. FT. | B 10' AND ABOVE LIN. FT. | C.B. STD. 840.01 OR STD. 840.02 | FRAME, GRATES, AND HOOD STD. 840.03 GRATE TYPE E | F | G | CONCRETE TRANSITIONAL SECTION D.I. STD. 852.04 OR STD. 852.06 | C.B. STD. 852.05 | OPEN THROAT C.B. STD. 840.04 OR STD. 840.05 | CONCRETE BRIDGE APPROACH D.I. STD. 840.13 | D.I. STD. 840.14 OR STD. 840.15 | D.I. STD. 840.16 | D.I. FRAME AND GRATES STD. 840.17 OR STD. 840.26 | G.D.I. TYPE "A" STD. 840.18 OR STD. 840.27 | G.D.I. TYPE "B" STD. 840.19 OR STD. 840.28 | G.D.I. TYPE "D" STD. 840.20 OR STD. 840.24 | G.D.I. (N.S. SAG) FRAME W/ GRATE STD. 840.24 | G.D.I. (N.S. SAG) FRAME W/ 2 GRATES STD. 840.24 | G.D.I. (N.S. FLAT) FRAME W/ GRATE STD. 840.29 | G.D.I. (N.S. FLAT) FRAME W/ 2 GRATES STD. 840.29 | DRIVEWAY D.I. STD. 840.30 | FRAME W/ GRATE FOR DRIVEWAY STD. 840.30 | J.B. STD. 840.31 OR STD. 840.32 | ANGLED VANE GRATES AND FRAMES STD. 840.33 | T.B.J.B. STD. 840.34 | T.B.D.I. STD. 840.35 | T.B.D.I. FOR STEEL GRATES STD. 840.36 | STEEL FRAME WITH TWO GRATES STD. 840.37 | TEMP STEEL PLATE COVER MASONRY DRAINAGE | M.H. STD. 840.51, STD. 840.52, OR STD. 840.53 | M.H. FRAME AND COVER STD. 840.54 | CONVERT EXISTING C.B. TO J.B. | CONVERT EXISTING C.B. TO D.I. | CONVERT EXISTING D.I. TO J.B. | CONVERT EXISTING J.B. TO D.I. | CONVERT EXISTING OTCB TO 2GI | ADJUST D.I. | MODIFIED CONC. FLUME | G.D.I. MIN DEPTH TYPE "A" STD. 840D17 | MIN DEPTH CONCRETE CATCH BASIN STD. 840D02 | FLOWABLE FILL CY | CONCRETE COLLARS CL. "B" STD. 840.72 CY | CONCRETE AND BRICK PIPE PLUG STD. 840.71 CY | PIPE REMOVAL LIN. FT. | REMARKS |
|---|---|---|---

| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | HN-0042 | 4 | |
| F.A. PROJECT NO. | | | |

ROADWAY DESIGN ENGINEER
10/26/2026
NORTH CAROLINA PROFESSIONAL SEAL 042673 ENGINEER
Docusigned by: Travis Wells A53C1AC7A1FF47B...

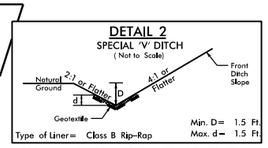
HYDRAULICS ENGINEER
10/26/2026
NORTH CAROLINA PROFESSIONAL SEAL 052432 ENGINEER
Signed by: Owen Britt C26FB1771DC448D...

## DETAIL 1
SPECIAL 'V' DITCH
( Not to Scale)



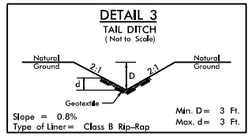

FROM -L- STA. 12+50 TO STA. 19+50 LT
FROM -L- STA. 20+60 TO STA. 23+50 LT
FROM -L- STA. 28+50 TO STA. 30+00 LT

## DETAIL 2
SPECIAL 'V' DITCH
( Not to Scale)



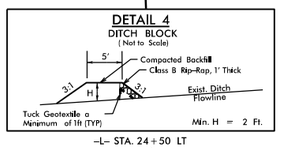

FROM -L- STA. 24+40 TO STA. 27+70 LT

## DETAIL 3
TAIL DITCH
( Not to Scale)




-L- STA. 24+72 LT

## DETAIL 4
DITCH BLOCK
( Not to Scale)




-L- STA. 24+50 LT



15+00

20+00

25+00

1
Anson County
Deed Book/Page 197/44

2
Anson County
Board of Education
Deed Book/Page 565/354
Tract Two

BEGIN PROJECT -L- STA.11+53 TIE TO EXISTING

TELEPHONE CABINET

TIE TO EXISTING DITCH

DITCH BLOCK W/ CLASS B RIP RAP EST 5 TON EST 10 SY GF SEE DETAIL 4

SPECIAL 'V' DITCH SEE DETAIL 1

REMOVE 88 LF OF EXISTING 15" RCP

END 2'-6" C&G -L- STA.19+89 TIE TO EXIST

BEGIN 2'-6" C&G -L- STA.19+61

CLASS B RIP RAP EST 2 TONS EST 7 SY GF

BEGIN 2'-6" C&G -L- STA.20+40 TIE TO EXIST

BEGIN 5' SIDEWALK -L- STA.20+44

MIDDLE SCHOOL ENTRANCE

GRADE TO DRAIN

SPECIAL 'V' DITCH SEE DETAIL

TAIL DITCH W/ CLASS B RIP RAP EST 23 TONS EST 51 SY GF EST 15 CY DDE SEE DETAIL 3

SPECIAL 'V' DITCH W/CLASS B RIP RAP EST 218 TONS EST 484 SY GF SEE DETAIL 2

REMOVE

15" RCP-IV

RETAIN FLOW IN PIPE

36" RCP-IV GRADE TO DRAIN

RIP RAP LINED DITCH

REMOVE 8 LF OF 24" RCP

30" RCP-IV

REMOVE

CONNECT TO EXISTING PIPE

15" RCP

30" RCP-IV

ANSON HIGH SCHOOL RD (SR 1259)

N 7° 28' 03" E

COLLAR AND WING

15" CMP

15" RCP-III

550' TAPER LT

BEGIN TAPER -L- STA.12+03

END TAPER -L- STA.17+53

END 2'-6" C&G -L- STA.20+68

BEGIN TAPER -L- STA.22+72

100' TAPER LT

BEGIN LANE SHIFT -L- STA.22+88

600' LANE SHIFT FROM LT TO RT

END TAPER -L- STA.23+72

Ingram
[illegible]
ram
Page 295/1

Brenda J. Polk
Deed Book/Page 268/19

Dalsy L. Davis
Deed Book/Page 588/26

Jenette Taylor
Deed Book/Page 220/453

Sharon E. Ervin
Deed Book/Page 220/196

Heather M. Hall
Deed Book/Page 910/26

George W. Little and Marie Marshall, as Tenents in Common
Deed Book/Page 268/23

Vanessa Ann Ratliff Hammond and husband, Dennis James Hammond
Deed Book/Page 487/130

Tammy Crawford Davis and husband, Allen L. Davis
Deed Book/Page 1366/108

Lois W. Black and husband, Fred O. Black, Jr.
Deed Book/Page 650/1

April Rosetta Chavis-Love
Deed Book/Page 1028/258

Harold T. Willoughby
Deed Book/Page 393/103

Bettie Broadway Little
Deed Book/Page 215/299

MATCHLINE SHEET 5
STATION 26+00 -L-

INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD

| | |
|---|---|
| SCALE | 1"=20' |
| DATE | 9-17-25 |
| DWG. BY | SLS |
| DESIGN BY | SLS |
| APPROVED | JDH |

DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

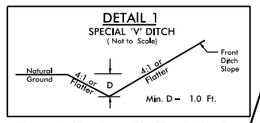
| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | HN-0042 | 4A | |
| F.A. PROJECT NO. | | | |

ROADWAY DESIGN ENGINEER
10/26/2026
NORTH CAROLINA PROFESSIONAL SEAL 042673 ENGINEER JOSEPH DAVID HARTLEY
DocuSigned by: Joseph Hartley
A53C1AC7A1FF47B...

HYDRAULICS ENGINEER
10/26/2026
NORTH CAROLINA PROFESSIONAL SEAL 052432 ENGINEER OWEN BRITT
Signed by: Owen Britt
C20FB1771DC448D...

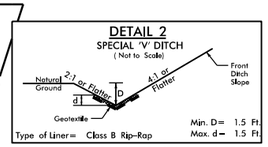
## DETAIL 1
SPECIAL 'V' DITCH
( Not to Scale)




Min. D = 1.0 Ft.

FROM –L– STA. 12+50 TO STA. 19+50 LT
FROM –L– STA. 20+60 TO STA. 23+50 LT
FROM –L– STA. 28+50 TO STA. 30+00 LT

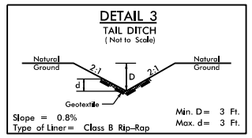
## DETAIL 2
SPECIAL 'V' DITCH
( Not to Scale)




Min. D= 1.5 Ft.
Max. d = 1.5 Ft.
Type of Liner = Class B Rip-Rap

FROM –L– STA. 24+40 TO STA. 27+70 LT

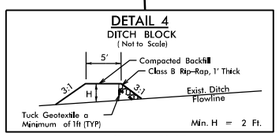
## DETAIL 3
TAIL DITCH
( Not to Scale)




Min. D= 3 Ft.
Max. d= 3 Ft.
Slope = 0.8%
Type of Liner = Class B Rip-Rap

–L– STA. 24+72 LT

## DETAIL 4
DITCH BLOCK
( Not to Scale)




Min. H = 2 Ft.

–L– STA. 24+50 LT

15+00

20+00

25+00

1
Anson County
Deed Book/Page 197/44

2
Anson County
Board of Education
Deed Book/Page 565/354
Tract Two

TELEPHONE CABINET
11+49.17 –L– 50.00' LT
11+45.93 –L– 40.00' LT
11+42.68 –L– 29.97' LT
14+30 –L– 65.00' LT 53.00' LT 40.00' LT
13+84 –L– 53.00' LT 50.00' LT 40.00' LT
14+65 –L– 65.00' LT 55.00' LT 40.00' LT
18+86 –L– 40.00' LT
19+65 –L– 90.00' LT 79.00' LT
19+65 –L– 72.00' LT 52.00' LT
20+64.50 –L– 90.00' LT
20+69 –L– 79.00' LT
20+61 –L– 99.00' LT
20+80 –L– 108.00' LT
20+92.23 –L– 90.00' LT
20+85 –L– 72.00' LT
21+16 –L– 55.00' LT
18+86 –L– 55.00' LT
23+41 –L– 197.00' LT
23+72 –L– 194.00' LT
23+62 –L– 90.00' LT 62.00' LT
23+80 –L– 68.00' LT 62.00' LT
23+31 –L– 90.00' LT
23+41 –L– 62.00' LT
23+28 –L– 59.78' LT
23+00 –L– 55.00' LT
24+25 –L– 68.00' LT 62.00' LT
24+41 –L– 90.00' LT 62.00' LT
24+58.70 –L– 59.00' LT
25+00 –L– 64.00' LT
25+00 –L– 52.00' LT

15" CMP
15" RCP-III
COULTER AND BYERS
WOODS
ANSON HIGH SCHOOL RD (SR 1259)
N 72°28'03" E
15" RCP-IV
36" RCP-IV
2GI
RIP RAP LINED DITCH
30" RCP-IV
CONNECT TO EXISTING PIPE
18" RCP
MATCHLINE SHEET 5
STATION 26+00 -L-

Ingram
ram
age 295/1

Brenda J. Polk
Deed Book/Page 268/19

Daisy L. Davis
Deed Book/Page 588/26

Jenette Taylor
Deed Book/Page 220/453

Sharon E. Ervin
Deed Book/Page 220/196

Heather M. Hall
Deed Book/Page 910/26

George W. Little and
Marie Marshall, as
Tenents in Common
Deed Book/Page 268/23

Vanessa Ann Ratliff Hammond
and husband,
Dennis James Hammond
Deed Book/Page 487/130

Tammy Crawford Davis
and husband,
Allen L. Davis
Deed Book/Page 1366/108

Lois W. Black
and husband,
Fred O. Black, Jr.
Deed Book/Page 650/1

April Rosetta Chavis-Love
Deed Book/Page 1028/258

Harold T. Willoughby
Deed Book/Page 393/103

Bettie Broadway Little
Deed Book/Page 215/299

INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD

| | |
|---|---|
| SCALE | 1"=20' |
| DATE | 9-17-25 |
| DWG. BY | SLS |
| DESIGN BY | SLS |
| APPROVED | JDH |

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

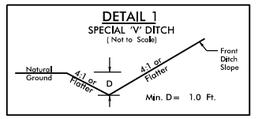
| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | HN-0042 | 5 | |
| F.A. PROJECT NO. | | | |

ROADWAY DESIGN ENGINEER
10/27/2026
SEAL 042673 — NORTH CAROLINA PROFESSIONAL ENGINEER
Docusigned by: Frank Vecello — A53C1AC7A1FF47B...

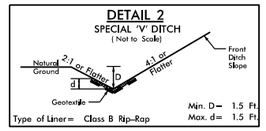
HYDRAULICS ENGINEER
10/27/2026
SEAL 052432 — NORTH CAROLINA PROFESSIONAL ENGINEER
Docusigned by: Owen Britt — C26FB1771DC448D...

## DETAIL 1
SPECIAL 'V' DITCH
( Not to Scale)




FROM –L– STA. 12+50 TO STA. 19+50 LT
FROM –L– STA. 20+60 TO STA. 23+50 LT
FROM –L– STA. 28+50 TO STA. 30+00 LT

## DETAIL 2
SPECIAL 'V' DITCH
( Not to Scale)




FROM –L– STA. 24+40 TO STA. 27+70 LT



MATCHLINE SHEET 4
STATION 26+00 -L-

PC Sta. 28+41.37

30+00

PRC Sta. 31+56.60

PC Sta. 19+78.90

20+00

3
Anson County
Board of Education
Deed Book/Page 123/528

4
R, T, B. Little et al, Trustees
Magnolia Summit Cemetery
Deed Book/Page 76/174

SPECIAL 'V' DITCH W/CLASS B RIP RAP SEE DETAIL 2

HIGH SCHOOL ENTRANCE

CONC

2' C&G

RETAIN

END 2'-6" C&G –L– STA.30+44 TIE TO EXIST

BEGIN 2'-6" C&G –L– STA.30+89 TIE TO EXIST

REMOVE

2' C&G

12" RCP

24" RCP

RIP RAP LINED DITCH

REMOVE

Conv. OTCB To 26I

REMOVE 8 LF OF EXISTING 24" RCP

SPECIAL 'V' DITCH SEE DETAIL 1

CLASS B RIP RAP EST 3 TONS EST 10 SY GF

BEGIN TAPER –L– STA.30+03

600' LANE SHIFT FROM LT TO RT

END LANE SHIFT –L– STA.28+88

PI Sta 29+99.24
Δ = 8° 01' 37.8" (RT)
D = 2° 32' 47.3"
L = 315.23'
T = 157.87'
R = 2,250.00'

Pinebluff Apartments NC, LLC
Deed Book/Page 1333/42

3286

Meadowview SIP 2, LLC
Deed Book/Page 1096/284

NOSE OF 2'-6" C&G –L– STA.30+74 / 35.31' LT SAW CUT TO NEAREST JOINT

BEGIN WALL 1 –L– STA.33+00

END WALL 1 –Y– STA.24+72

1' RETAINING WALL

END WALL 1 C –L– STA.34+50

ANSON HIGH SCHOOL RD (SR 1259)

320' TAPER LT

CHARTER, COAX

END TAPER –L– STA.33+23

PI Sta 33+64.12
Δ = 9° 46' 56.8" (LT)
D = 2° 21' 45.8"
L = 414.03'
T = 207.52'
R = 2,425.00'

R. E. Little, Limited Partnership
Deed Book/Page 721/343

BEGIN CONSTRUCTION –Y– STA.21+00

CLASS B RIP RAP EST 2 TONS EST 7 SY GF

6" CURB

BEGIN 5' SIDEWALK –Y– STA.21+18

Murphy Oil USA, Inc.
Deed Book/Page 845/115

BEGIN GUARDRAIL –Y– STA.21+63

BEGIN 2'-6" C&G AND 5' SIDEWALK –Y– STA.21+85 R=18'

SCHOOL ENTRANCE

BEGIN TAPER –Y– STA.21+97

15" RCP-IV

MIN DEPTH CB

RETAIN

100' TAPER RT

RELOCATE EXIST HISTORICAL MARKER

END TAPER –Y– STA.22+97

BEGIN WALL 2 –Y– STA.23+00

NCBELL, LLC
Deed Book/Page 1290/369

PI Sta 23+95.38
Δ = 17° 32' 16.0" (RT)
D = 2° 07' 19.4"
L = 826.45'
T = 416.48'
R = 2,700.00'

SAW CUT ISLAND TO NEAREST JOINT UPSTATION

END SURFACE MOUNTED MONO. ISLAND –Y– STA.24+75

BEGIN 2'-6" C&G –Y– STA.24+57

Arc CafeUSA001, LLC
Deed Book/Page 1040/28

R=30'
R=35.5'
R=30'
R=143'

END 2'-6" C&G –L– STA.36+60

END GUARDRAIL –L– STA.38+79

PC Sta. 38+51.99

END 5' SIDEWALK –L– STA.39+20

PRC Sta. 39+69.76

PT Sta. 40+96.33

40+00

25+00

GRFL

2'6" C&G CHARTER, COAX

2'6" C&G

RETAIN

6' PLANTING STRIP
MIN DEPTH CB
REMOVE 8 LF OF 18" RCP
COLLAR & EXTEND 18" RCP-V

N 5° 42' 44.0" E

KITTY BENNETT RD (SR 1423)

N5°20'43"E 26.77

N5°20'43"E 152.67

RETAIN

BEGIN 5' SIDEWALK –Y– STA.25+87

END PROJECT –L– STA.11+53

PI Sta 39+26.07
Δ = 10° 12' 03.4" (LT)
D = 6° 54' 11.2"
L = 147.77'
T = 74.08'
R = 830.00'

POT Sta. 35+86.74 -L- =
POC Sta. 25+53.42 -Y-

TIE TO EXISTING SIDEWALK

PT Sta. 35+70.63

C4-FCG 7-ELEVEN JV, LLC
Deed Book/Page 1357/470

PT Sta. 28+05.35

BEGIN INCIDENTAL MILLING –L– STA.35+07

END INCIDENTAL MILLING –L– STA.35+57 TIE TO EXISTING

END CONSTRUCTION –Y– STA.26+77

35+00

RETAINING WALL

SIDEWALK

SHRUB

18" RCP

2' C&G

15" SIDE

HDPE

POSSIBLE PROPOSED LINE

INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD

| | |
|---|---|
| SCALE | 1"=20' |
| DATE | 9-17-25 |
| DWG. BY | SLS |
| DESIGN BY | SLS |
| APPROVED | JDH |

DIVISION OF HIGHWAYS

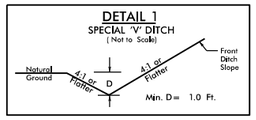
| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | HN-0042 | 5A | |
| F.A. PROJECT NO. | | | |

ROADWAY DESIGN ENGINEER
10/26/2026
NORTH CAROLINA PROFESSIONAL SEAL 042673 ENGINEER
DocuSigned by: Thomas Wheeler A53C1AC7A1FF47B...

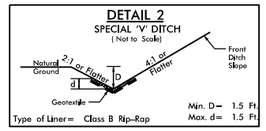
HYDRAULICS ENGINEER
10/26/2026
NORTH CAROLINA PROFESSIONAL SEAL 052432 ENGINEER
Signed by: Owen Britt C20FB1771DC448D...

**DETAIL 1**
SPECIAL 'V' DITCH
( Not to Scale)




FROM –L– STA. 12+50 TO STA. 19+50 LT
FROM –L– STA. 20+60 TO STA. 23+50 LT
FROM –L– STA. 28+50 TO STA. 30+00 LT

**DETAIL 2**
SPECIAL 'V' DITCH
( Not to Scale)




Type of Liner= Class B Rip-Rap

FROM –L– STA. 24+40 TO STA. 27+70 LT



MATCHLINE SHEET 4
STATION 26+00 -L-

PC Sta. 28+41.37

30+00

PRC Sta. 31+56.60

PC Sta. 19+78.90

20+00

35+00

40+00

PT Sta. 42+99.49

PT Sta. 40+96.33

PC Sta. 38+51.99

PT Sta. 39+89.76

25+00

3

Anson County
Board of Education
Deed Book/Page 123/528

4

R, T, B. Little et al, Trustees
Magnolia Summit Cemetery
Deed Book/Page 76/174

Murphy Oil USA, Inc.
Deed Book/Page 845/115

NCBELL, LLC
Deed Book/Page 1290/369

Arc CafeUSA001, LLC
Deed Book/Page 1040/28

Pinebluff Apartments NC, LLC
Deed Book/Page 1333/42

Meadowview SIP 2, LLC
Deed Book/Page 1096/284

R. E. Little, Limited Partnership
Deed Book/Page 721/343

C4-FCG 7-ELEVEN JV, LLC
Deed Book/Page 1357/470

3286

PI Sta 29+99.24
Δ = 8° 01' 37.8" (RT)
D = 2° 32' 47.3"
L = 315.23'
T = 157.87'
R = 2,250.00'

PI Sta 33+64.12
Δ = 9° 46' 56.8" (LT)
D = 2° 21' 45.8"
L = 414.03'
T = 207.52'
R = 2,425.00'

PI Sta 23+95.38
Δ = 11° 32' 16.0" (RT)
D = 2° 07' 19.4"
L = 826.45'
T = 416.48'
R = 2,700.00'

PI Sta 39+26.07
Δ = 10° 12' 03.4" (LT)
D = 6° 54' 11.2"
L = 147.77'
T = 74.08'
R = 830.00'

POT Sta. 35+86.74 -L- =
POC Sta. 25+53.42 -Y-

PT Sta. 35+70.63

PT Sta. 28+05.35

N 5° 42' 44.0" E

ANSON HIGH SCHOOL RD (SR 1259)

KITTY BENNETT RD (SR 1423)

CHARTER, COAX

RIP RAP LINED DITCH

Conv. OTCB To 2GI

SCHOOL ENTRANCE

SHOPPING ENTRANCE

MIN DEPTH CB

POSSIBLE PROPOSED LINE ON RECORDS

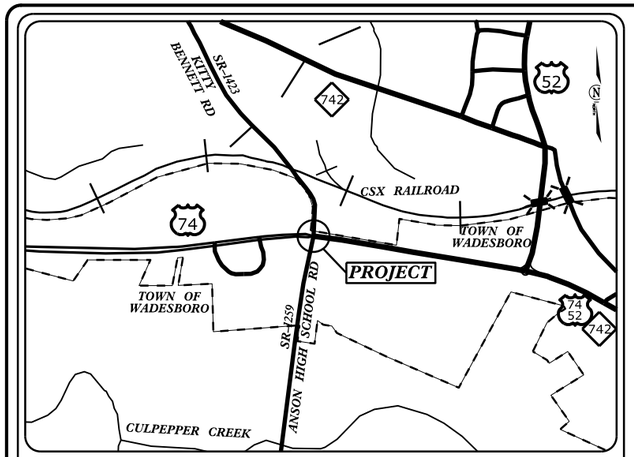
INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD

| | |
|---|---|
| SCALE | 1"=20' |
| DATE | 9-17-25 |
| DWG. BY | SLS |
| DESIGN BY | SLS |
| APPROVED | JDH |

DIVISION OF HIGHWAYS

| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

**TIP PROJECT: HN-0042**



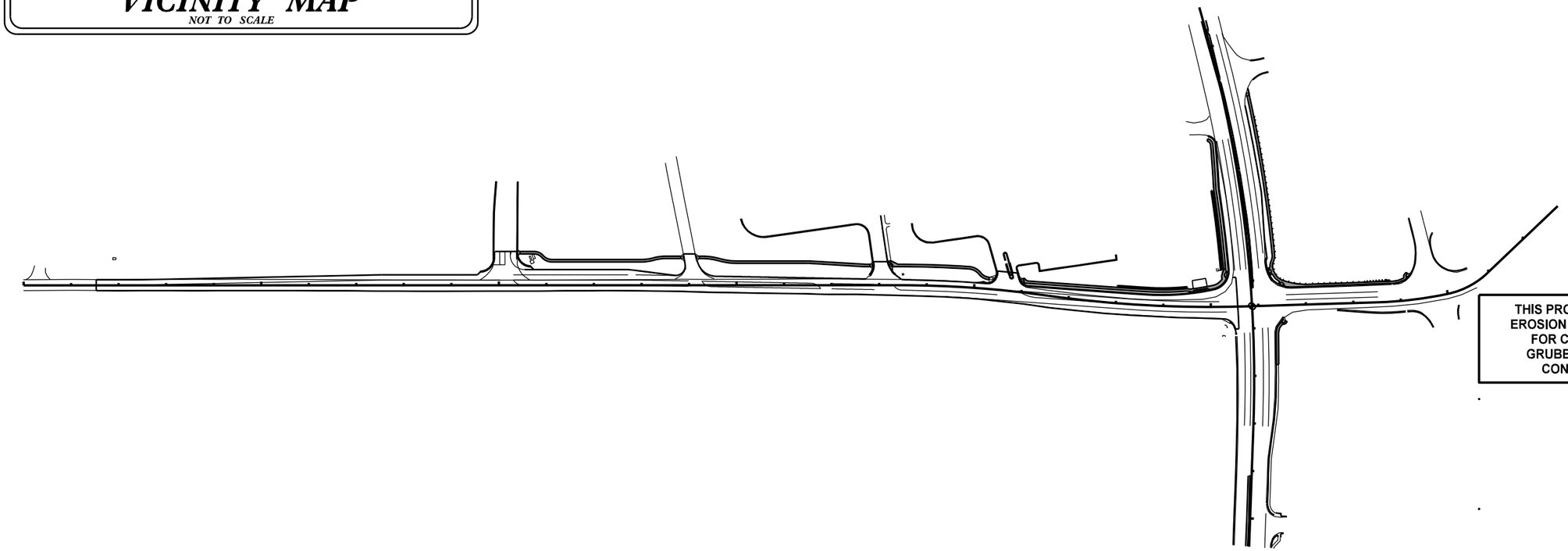

***VICINITY MAP***
*NOT TO SCALE*

# STATE OF NORTH CAROLINA
# DIVISION OF HIGHWAYS

## PLAN FOR PROPOSED
## HIGHWAY EROSION CONTROL

| STATE | STATE PROJECT REFERENCE NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | HN-0042 | EC-1 | |

| STATE PROJ. NO. | F. A. PROJ. NO. | DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |



**THIS PROJECT CONTAINS EROSION CONTROL PLANS FOR CLEARING AND GRUBBING PHASE OF CONSTRUCTION.**

*GRAPHIC SCALE*

50 25 0 50 100

PLANS

*THESE EROSION AND SEDIMENT CONTROL PLANS COMPLY WITH THE REGULATIONS SET FORTH BY THE NCG 010000 GENERAL STORMWATER CONSTRUCTION PERMIT ISSUED BY THE NORTH CAROLINA DEPARTMENT OF ENVIRONMENTAL QUALITY DIVISION OF ENERGY, MINERAL, AND LAND RESOURCES.*


*Prepared in the Office of:*

***ROADSIDE ENVIRONMENTAL UNIT***

*1 South Wilmington St.*
*Raleigh, NC 27611*


***2024 STANDARD SPECIFICATIONS***

*Designed by:*

*CHAD BURRIS* *4159*

*NAME* *LEVEL III CERTIFICATION NO.*

**Roadway Standard Drawings**

**The "Roadway Standard Drawings"- Roadway Design Unit - N. C. Department of Transportation - Raleigh, N. C., dated January 2024 and the latest revision thereto are applicable to this project and by reference hereby are considered a part of these plans.**


02-OCT-2026 16:16
C:\Projects\Anson High\erosion\HN-0042_US74_Crosswalk_Anson High_esc_tsh.dgn
$$$$USERNAME$$$$

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| HN-0042 | EC-1A |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |

# DIVISION OF HIGHWAYS
# STATE OF NORTH CAROLINA

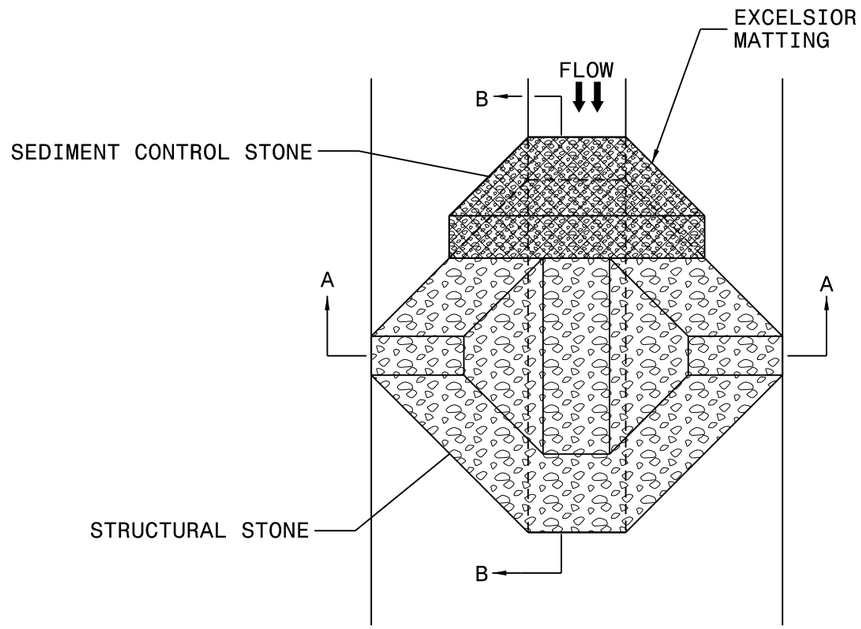
# EROSION & SEDIMENT CONTROL LEGEND

| Std. # | Description | Symbol |
|---|---|---|
| 1605.01 | Temporary Silt Fence | |
| 1606.01 | Special Sediment Control Fence | |
| 1622.01 | Temporary Berms and Slope Drains | |
| 1630.02 | Silt Basin Type B | |
| 1630.03 | Temporary Silt Ditch | TSD |
| 1630.04 | Stilling Basin | |
| 1630.05 | Temporary Diversion | TD |
| 1630.06 | Special Stilling Basin | |
| 1630.07 | Skimmer Basin | |
| 1630.08 | Tiered Skimmer Basin | |
| 1630.09 | Earthen Dam with Skimmer | |
| | Infiltration Basin | |
| | Rock Inlet Sediment Trap: | |
| 1632.01 | Type A | A |
| 1632.02 | Type B | B |
| 1632.03 | Type C | C |

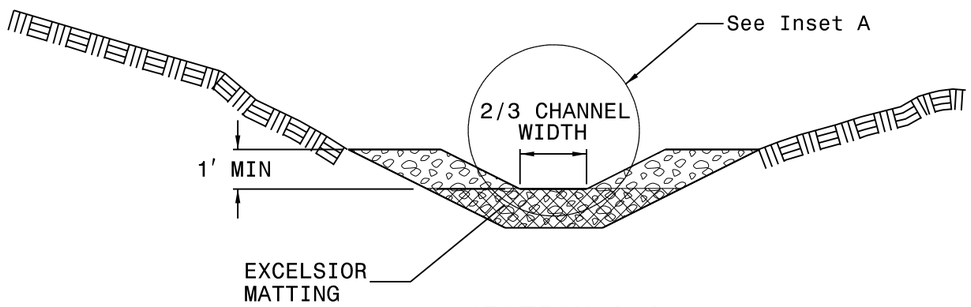
| Std. # | Description | Symbol |
|---|---|---|
| 1633.01 | Temporary Rock Silt Check Type A | |
| 1633.02 | Temporary Rock Silt Check Type B | |
| 1633.03 | Temporary Rock Silt Check Type A with Excelsior Matting and Flocculant | |
| 1634.01 | Temporary Rock Sediment Dam Type A | |
| 1634.02 | Temporary Rock Sediment Dam Type B | |
| 1635.01 | Rock Pipe Inlet Sediment Trap Type A | A |
| 1635.02 | Rock Pipe Inlet Sediment Trap Type B | B |
| 1636.01 | Excelsior Wattle Check | |
| 1636.01 | Excelsior Wattle Check with Flocculant | |
| 1636.01 | Coir Fiber Wattle Check | |
| 1636.01 | Coir Fiber Wattle Check with Flocculant | |
| 1636.02 | Silt Fence Excelsior Wattle Break | EW |
| | Silt Fence Coir Fiber Wattle Break | CFW |
| 1636.03 | Excelsior Wattle Barrier | —EW—EW—EW— |
| 1636.03 | Coir Fiber Wattle Barrier | —CFW—CFW—CFW— |

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| HN-0042 | EC-2 |
| R/W SHEET NO. | |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |

# TEMPORARY ROCK SILT CHECK TYPE 'A' WITH EXCELSIOR MATTING AND POLYACRYLAMIDE (PAM)




PLAN




SECTION A-A

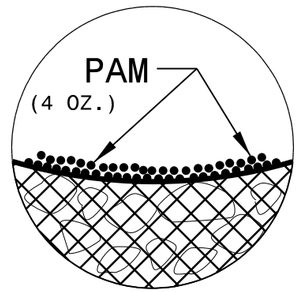
NOTES:

INSTALL TEMPORARY ROCK SILT CHECK TYPE A IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1633.01.

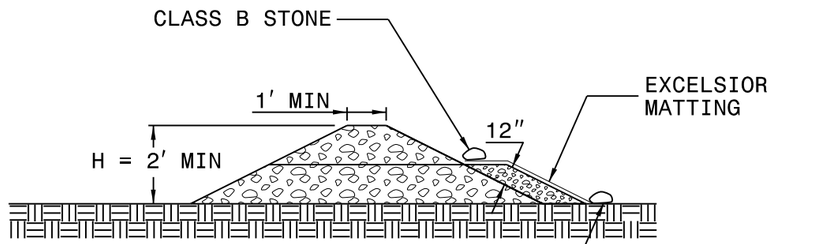
USE EXCELSIOR FOR MATTING MATERIAL AND ANCHOR MATTING SECTION AT TOP AND BOTTOM WITH CLASS B STONE.

PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH ROCK SILT CHECK.

INITIALLY APPLY 4 OUNCES OF POLYACRYLAMIDE (PAM) TO TOP OF MATTING SECTION AND AFTER EVERY RAINFALL EVENT THAT EQUALS OR EXCEEDS 0.50 INCHES.




INSET A

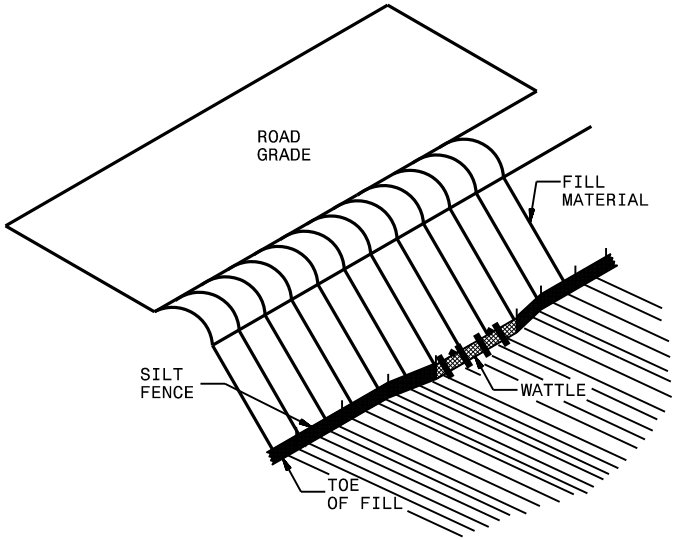



SECTION B-B

NOT TO SCALE

# SILT FENCE COIR FIBER WATTLE BREAK DETAIL

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| HN-0042 | EC-2A |
| RW SHEET NO. | |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |




**ISOMETRIC VIEW**

NOTES:

USE MINIMUM 12 IN. DIAMETER COIR FIBER (COCONUT FIBER) WATTLE AND LENGTH OF 10 FT.

EXCAVATE A 1 TO 2 INCH TRENCH FOR WATTLE TO BE PLACED.

DO NOT PLACE WATTLE ON TOE OF SLOPE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO GROUND.

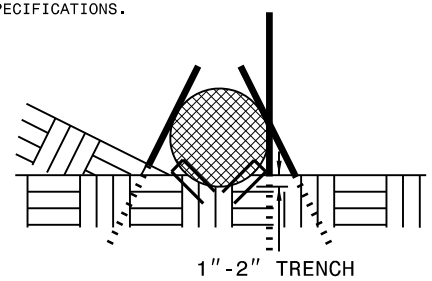
PROVIDE STAPLES MADE OF 11 GUAGE STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 6″ IN LENGTH.

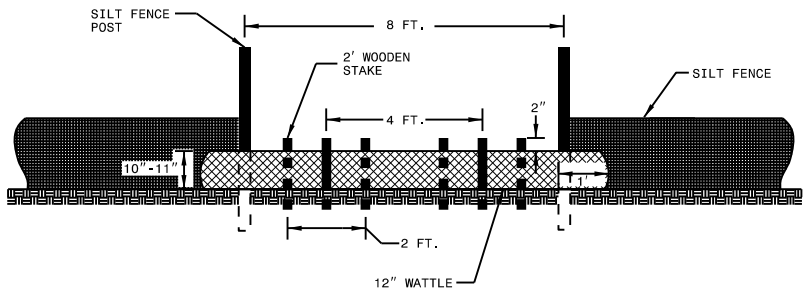
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

WATTLE INSTALLATION CAN BE ON OUTSIDE OF THE SILT FENCE AS DIRECTED.

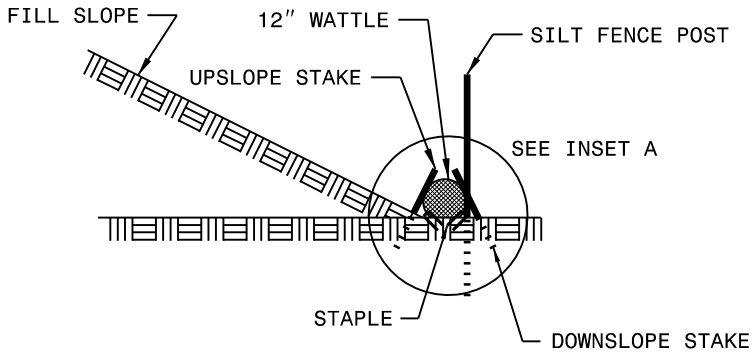
INSTALL TEMPORARY SILT FENCE IN ACCORDANCE WITH SECTION 1605 OF THE STANDARD SPECIFICATIONS.

INSET A



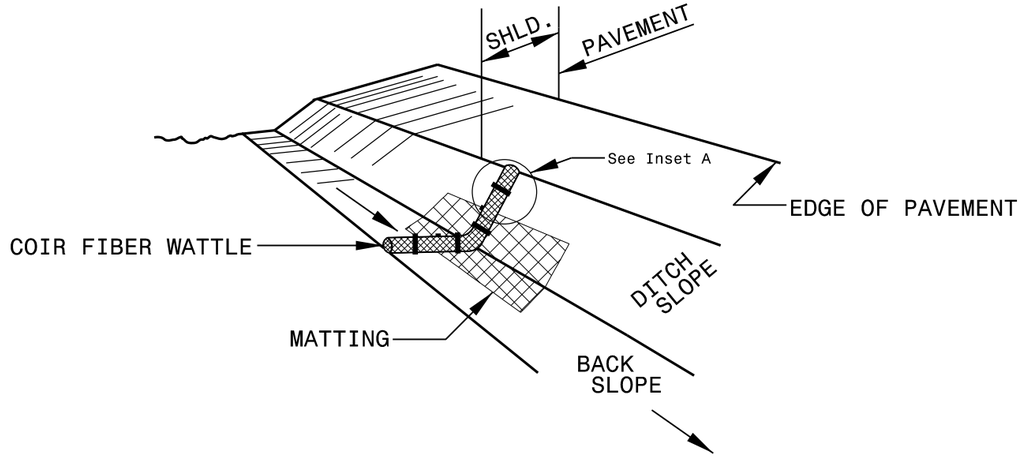

**VIEW FROM SLOPE**



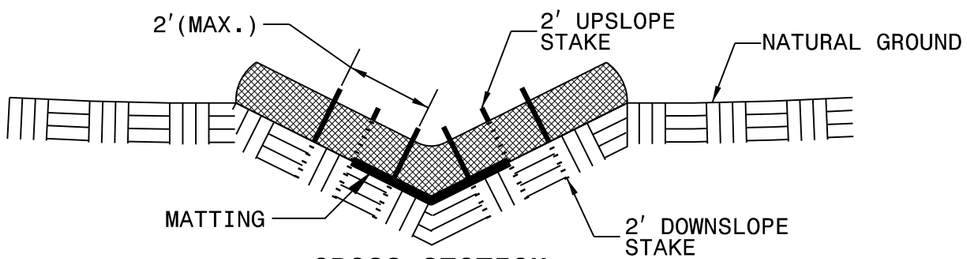

**SIDE VIEW**

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| HN-0042 | EC-2B |
| R/W SHEET NO. | |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |

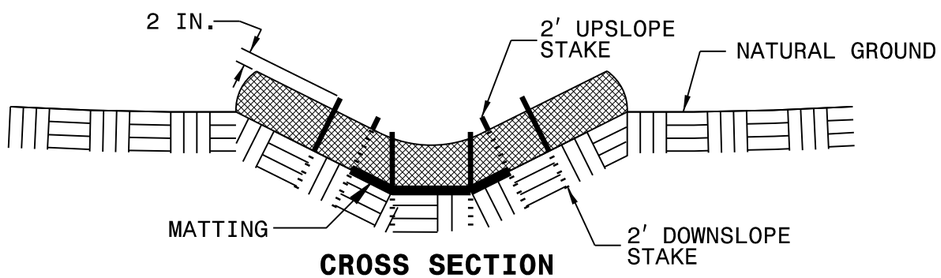
# COIR FIBER WATTLE DETAIL




**ISOMETRIC VIEW**




**CROSS SECTION VEE DITCH**




**CROSS SECTION TRAPEZOIDAL DITCH**

NOTES:

USE MINIMUM 12 IN. DIAMETER COIR FIBER (COCONUT FIBER) WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

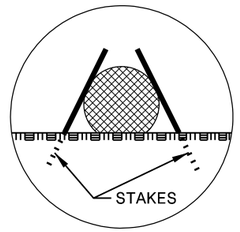
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

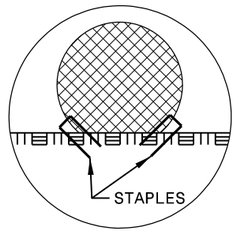
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12″ IN LENGTH.

INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

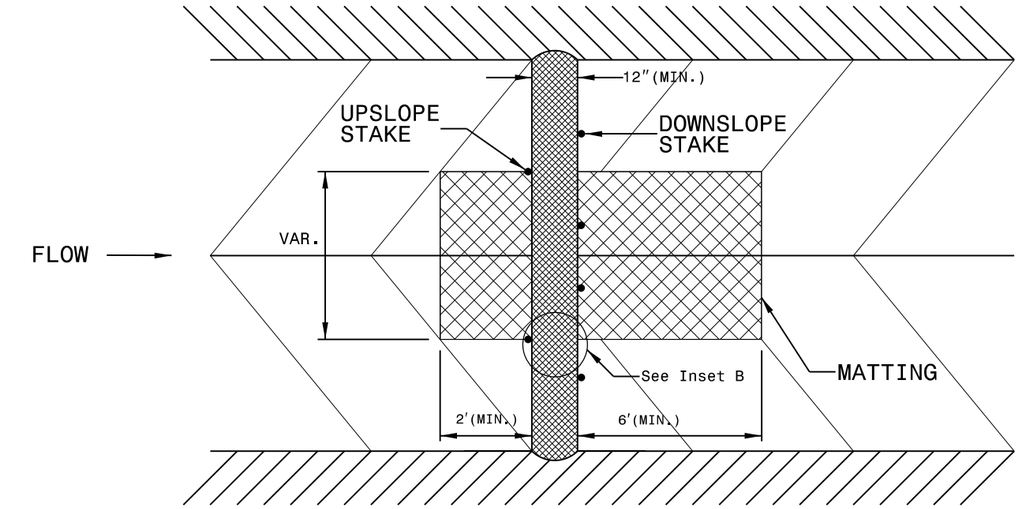
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.




INSET A




INSET B




**TOP VIEW**

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| HN-0042 | EC-3 |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |

# DIVISION OF HIGHWAYS
# STATE OF NORTH CAROLINA

## *SOIL STABILIZATION SUMMARY SHEET*

### *MATTING FOR EROSION CONTROL*

| CONST SHEET NO. | LINE | FROM STATION | TO STATION | SIDE | ESTIMATE (SY) |
|---|---|---|---|---|---|
| 4 | L | 23+72 | 23+72 | LT | 51 |
| 4 | L | 24+40 | 27+70 | LT | 484 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | SUBTOTAL | | 484 |
| MISCELLANEOUS MATTING TO BE INSTALLED AS DIRECTED BY THE ENGINEER | | | | | |
| | | | | TOTAL | 484 |
| | | | | SAY | 500 |

### *PERMANENT SOIL REINFORCEMENT MAT*

| CONST SHEET NO. | LINE | FROM STATION | TO STATION | SIDE | ESTIMATE (SY) |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | SUBTOTAL | | |
| | | ADDITIONAL PSRM TO BE INSTALLED | | | |
| | | | | TOTAL | |
| | | | | SAY | |

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| HN-0042 | EC-3A |
| ROADWAY DESIGN ENGINEER | HYDRAULICS ENGINEER |

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA

# *SOIL STABILIZATION TIMEFRAMES*

| *SITE DESCRIPTION* | *STABILIZATION TIME* | *TIMEFRAME EXCEPTIONS* |
|---|---|---|
| PERIMETER DIKES, SWALES, DITCHES AND SLOPES | 7 DAYS | NONE |
| HIGH QUALITY WATER (HQW) ZONES | 7 DAYS | NONE |
| SLOPES STEEPER THAN 3:1 | 7 DAYS | IF SLOPES ARE 10' OR LESS IN LENGTH AND ARE NOT STEEPER THAN 2:1, 14 DAYS ARE ALLOWED. |
| SLOPES 3:1 TO 4:1 | 14 DAYS | 7 DAYS FOR SLOPES GREATER THAN 50' IN LENGTH WITH SLOPES STEEPER THAN 4:1.<br>7 DAYS FOR PERIMETER DIKES, SWALES, DITCHES PERIMETER SLOPES, AND HQW ZONES |
| ALL OTHER AREAS WITH SLOPES FLATTER THAN 4:1 | 14 DAYS | 7 DAYS FOR PERIMETER DIKES, SWALES, DITCHES PERIMETER SLOPES, AND HQW ZONES |

| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | HN-0042 | EC-4/CONST 4 | |
| F.A. PROJECT NO. | | | |

15+00

20+00

25+00

CLEAN WATER DIVERSION
(Not to Scale)

1
Anson County
Deed Book/Page 197/44

2
Anson County
Board of Education
Deed Book/Page 565/354
Tract Two

ACTIVE CONSTRUCTION ON WATERLINE TO NEW MIDDLE SCHOOL

MIDDLE SCHOOL ENTRANCE

TELEPHONE CABINET

11+49.17 -L- 50.00' LT
11+45.93 -L- 40.00' LT
11+42.68 -L- 29.97' LT
WOODS
3" CMP
WOODS
13+84 -L- 53.00' LT 50.00' LT 40.00' LT
14+30 -L- 65.00' LT 53.00' LT 40.00' LT
14+65 -L- 65.00' LT 55.00' LT 40.00' LT
PUE
WOODS
8" PVC
18+86 -L- 40.00' LT
18+86 -L- 55.00' LT
19+65 -L- 90.00' LT 79.00' LT
19+65 -L- 72.00' LT 52.00' LT
20+61 -L- 99.00' LT
20+64.60 -L- 90.00' LT
20+80 -L- 108.00' LT
20+89 -L- 79.00' LT
20+92.23 -L- 90.00' LT
20+85 -L- 72.00' LT
21+16 -L- 55.00' LT
WOODS
8" PVC
23+41 -L- 197.00' LT
23+72 -L- 194.00' LT
23+62 -L- 90.00' LT 62.00' LT
23+31 -L- 90.00' LT
23+41 -L- 62.00' LT
23+26 -L- 59.78' LT
23+00 -L- 55.00' LT
23+80 -L- 68.00' LT 62.00' LT
24+25 -L- 68.00' LT 62.00' LT
24+41 -L- 90.00' LT 62.00' LT
24+58.70 -L- 59.00' LT
25+00 -L- 40.00' LT
25+00 -L- 52.50' LT
PLASTIC
WOODS
8" PVC
RIP RAP LINED DITCH
8" PVC
N 7°28'03" E
ANSON HIGH SCHOOL RD (SR 1259)
ANSON HIGH SCHOOL RD (SR 1259)
8" AC
WINDTREAM COPPER
TELEPHONE EXPOSED AND CUT
8" AC
WINDTREAM COPPER

MATCHLINE SHEET 5
STATION 26+00 -L-

Ingram
ram
Page 295/1

Brenda J. Polk
Deed Book/Page 268/19

Dalsy L. Davis
Deed Book/Page 588/26

Jenette Taylor
Deed Book/Page 220/453

Sharon E. Ervin
Deed Book/Page 220/196

Heather M. Hall
Deed Book/Page 910/26

George W. Little and
Marie Marshall, as
Tenents in Common
Deed Book/Page 268/23

Vanessa Ann Ratliff Hammond
and husband,
Dennis James Hammond
Deed Book/Page 487/130

Tammy Crawford Davis
and husband,
Allen L. Davis
Deed Book/Page 1366/108

METER NOT FOUND

Lois W. Black
and husband,
Fred O. Black, Jr.
Deed Book/Page 650/1

April Rosetta Chavis-Love
Deed Book/Page 1028/258

Harold T. Willoughby
Deed Book/Page 393/103

Bettie Broadway Little
Deed Book/Page 215/299

INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD

| | | REVISIONS | |
|---|---|---|---|
| SCALE | 1"=20' | | |
| DATE | 9-17-25 | | |
| DWG. BY | SLS | | |
| DESIGN BY | SLS | | |
| APPROVED | JDH | | |

| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | HN-0042 | EC-5/CONST 5 | |
| F.A. PROJECT NO. | | | |

MATCHLINE SHEET 4
STATION 26+00 -L-

PC Sta. 28+41.37

PRC Sta. 31+56.60

PC Sta. 19+78.90

PC Sta. 38+51.99

PC Sta. 39+99.76

PRC Sta. 42+99.49

3 Anson County Board of Education Deed Book/Page 123/528

4 R, T, B. Little et al, Trustees Magnolia Summit Cemetery Deed Book/Page 76/174

Murphy Oil USA, Inc. Deed Book/Page 845/115

NCBELL, LLC Deed Book/Page 1290/369

Arc CafeUSA001, LLC Deed Book/Page 1040/28

C4-FCG 7-ELEVEN JV, LLC Deed Book/Page 1357/470

Pinebluff Apartments NC, LLC Deed Book/Page 1333/42

Meadowview SIP 2, LLC Deed Book/Page 1096/284

R. E. Little, Limited Partnership Deed Book/Page 721/343

3286

PI Sta 29+99.24
Δ = 8° 01' 37.8" (RT)
D = 2° 32' 47.3"
L = 315.23'
T = 157.87'
R = 2,250.00'

PI Sta 33+64.12
Δ = 9° 46' 56.8" (LT)
D = 2° 21' 45.8"
L = 414.03'
T = 207.52'
R = 2,425.00'

PI Sta 23+95.38
Δ = 11° 32' 16.0" (RT)
D = 2° 07' 19.4"
L = 826.45'
T = 416.48'
R = 2,700.00'

PI Sta 39+26.07
Δ = 10° 12' 03.4" (LT)
D = 6° 54' 11.2"
L = 147.77'
T = 74.08'
R = 830.00'

POT Sta. 35+86.74 -L- =
POC Sta. 25+53.42 -Y-

PT Sta. 35+70.63

PT Sta. 28+05.35

N 5° 42' 44.0" E

KITTY BEANETT RD (SR 1423)

ANSON HIGH SCHOOL RD (SR 1259)

SCHOOL ENTRANCE

POSSIBLE PROPOSED LINE ON RECORDS

POSSIBLE RIGHT-OF-WAY LINE NOT FOUND.

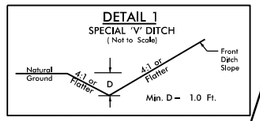
INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD

| | |
|---|---|
| SCALE | 1"=20' |
| DATE | 9-17-25 |
| DWG. BY | SLS |
| DESIGN BY | SLS |
| APPROVED | JDH |

| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

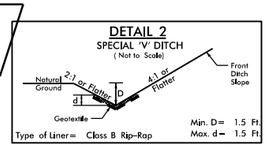
| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | HN-0042 | EC-6/CONST 4 | |
| F.A. PROJECT NO. | | | |

**DETAIL 1**
SPECIAL 'V' DITCH
( Not to Scale)



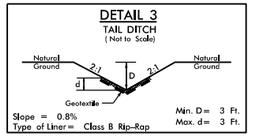

FROM -L- STA. 12+50 TO STA. 19+50 LT
FROM -L- STA. 20+60 TO STA. 23+50 LT
FROM -L- STA. 28+50 TO STA. 30+00 LT

**DETAIL 2**
SPECIAL 'V' DITCH
( Not to Scale)



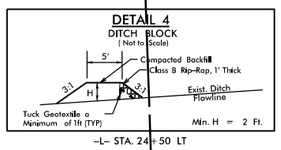

FROM -L- STA. 24+40 TO STA. 27+70 LT

**DETAIL 3**
TAIL DITCH
( Not to Scale)




-L- STA. 24+72 LT

**DETAIL 4**
DITCH BLOCK
( Not to Scale)




-L- STA. 24+50 LT

15+00

20+00

25+00

1
Anson County
Deed Book/Page 197/44

2
Anson County
Board of Education
Deed Book/Page 565/354
Tract Two

ACTIVE CONSTRUCTION ON
WATERLINE TO NEW MIDDLE SCHOOL

DITCH BLOCK W/
CLASS B RIP RAP
EST 5 TON
EST 10 SY GF
SEE DETAIL 4

TIE TO EXISTING DITCH

SPECIAL 'V' DITCH
SEE DETAIL 1

REMOVE 88 LF OF
EXISTING 15" RCP

CLASS B RIP RAP
EST 2 TONS
EST 7 SY GF

GRADE TO DRAIN

TAIL DITCH W/
CLASS B RIP RAP
EST 23 TONS
EST 51 SY GF
EST 15 CY DDE
SEE DETAIL 3

SPECIAL 'V' DITCH
W/CLASS B RIP RAP
EST 218 TONS
EST 484 SY GF
SEE DETAIL 2

SPECIAL 'V' DITCH
SEE DETAIL 1

RIP RAP LINED DITCH

REMOVE 8 LF OF 24" RCP

30" RCP-IV

REMOVE

CONNECT TO EXISTING PIPE

COLLAR AND EXTEND

15" RCP-III

36" RCP-IV

GRADE TO DRAIN

RETAIN

TELEPHONE EXPOSED
AND CUT

METER NOT FOUND

ANSON HIGH SCHOOL RD (SR 1259)

N 7°28'03" E

WINDTREAM, COPPER

8" AC

8" PVC

Ingram
ram
age 295/1

Brenda J. Polk
Deed Book/Page 268/19

Daisy L. Davis
Deed Book/Page 588/26

Jenette Taylor
Deed Book/Page 220/453

Sharon E. Ervin
Deed Book/Page 220/196

Heather M. Hall
Deed Book/Page 910/26

George W. Little and
Marie Marshall, as
Tenents in Common
Deed Book/Page 268/23

Vanessa Ann Ratliff Hammond
and husband,
Dennis James Hammond
Deed Book/Page 487/130

Tammy Crawford Davis
and husband,
Allen L. Davis
Deed Book/Page 1366/108

Lois W. Black
and husband,
Fred O. Black, Jr.
Deed Book/Page 650/1

April Rosetta Chavis-Love
Deed Book/Page 1028/258

Harold T. Willoughby
Deed Book/Page 393/103

Bettie Broadway Little
Deed Book/Page 215/299

MATCHLINE SHEET 5
STATION 26+00 -L-

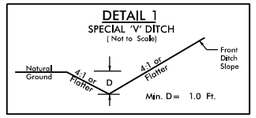
INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD

| | |
|---|---|
| SCALE | 1"=20' |
| DATE | 9-17-25 |
| DWG. BY | SLS |
| DESIGN BY | SLS |
| APPROVED | JDH |

| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

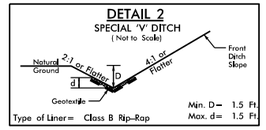
| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | HN-0042 | EC-7/CONST 5 | |
| F.A. PROJECT NO. | | | |

## DETAIL 1
SPECIAL 'V' DITCH
( Not to Scale)




FROM –L– STA. 12+50 TO STA. 19+50 LT
FROM –L– STA. 20+60 TO STA. 23+50 LT
FROM –L– STA. 28+50 TO STA. 30+00 LT

## DETAIL 2
SPECIAL 'V' DITCH
( Not to Scale)




Type of Liner= Class B Rip-Rap

FROM –L– STA. 24+40 TO STA. 27+70 LT



MATCHLINE SHEET 4
STATION 26+00 -L-

PC Sta. 28+41.37

30+00

PRC Sta. 31+56.60

3
Anson County
Board of Education
Deed Book/Page 123/528

NOSE OF 2'-6" C&G
-L- STA.30+74.35 LT
SAW CUT TO NEAREST JOINT

SPECIAL 'V' DITCH
W/CLASS B RIP RAP
SEE DETAIL 2

HIGH SCHOOL ENTRANCE

POSSIBLE WINDSTREAM FOCOPPER RECORDS LINE NOT FOUND.

RETAIN

2' C&G

12" RCP

2' C&G

HIGH SCHOOL ENTRANCE

REMOVE

2" PLASTIC

WINDSTREAM, COPPER

BEGIN WALL
-L- STA.33+00

END WALL
-Y- STA.24+72

END WALL
-L- STA.34+50

1' RETAINING WALL

SPIGOT

Potential Buried Utility No Notification

Conv. OT CB To 2GI

REMOVE 8 LF OF EXISTING 24" RCP

SPECIAL 'V' DITCH
SEE DETAIL 1

RIP RAP LINED DITCH

6" PVC ABANDONED

600' LANE SHIFT FROM LT TO RT

+89.72

CLASS B RIP RAP
EST 3 TONS
EST 10 SY GF

BFP WITH FDC

OUTLET

YLT

8" AC

TELEPHONE CANISTER ON POST

320' TAPER LT

CHARTER, COAX

WINDTREAM, COPPER

+22.98

ANSON HIGH SCHOOL RD (SR 1259)

6" CURB AND GUTTER

4' PLANTING STRIP

7' SIDEWALK

PI Sta 29+99.24
Δ = 8° 01' 37.8" (RT)
D = 2° 32' 47.3"
L = 315.23'
T = 157.87'
R = 2,250.00'

BEGIN INCIDENTAL MILLING
-L- STA.35+07

END INCIDENTAL MILLING
-L- STA.35+57
TIE TO EXISTING

PI Sta 33+64.12
Δ = 9° 46' 56.8" (LT)
D = 2° 21' 45.8"
L = 414.03'
T = 207.52'
R = 2,425.00'

PT Sta. 35+70.63

POT Sta. 35+86.74 -L- =
POC Sta. 25+53.42 -Y-

PT Sta. 28+05.35

Pinebluff Apartments NC, LLC
Deed Book/Page 1333/42

Meadowview SIP 2, LLC
Deed Book/Page 1096/284

R. E. Little, Limited Partnership
Deed Book/Page 721/343

3286

PC Sta. 19+78.90

20+00

CLASS B RIP RAP
EST 2 TONS
EST 7 SY GF

BEGIN 2'-6" C&G
-Y- STA.21+85

R=18'

SCHOOL ENTRANCE

REMOVE

BEGIN GUARDRAIL
-Y- STA.21+63

SHOPPING ENTRANCE

Murphy Oil USA, Inc.
Deed Book/Page 845/115

NCBELL, LLC
Deed Book/Page 1290/369

BEGIN WALL
-Y- STA.23+00

4
R. T. B. Little et al, Trustees
Magnolia Summit Cemetery
Deed Book/Page 76/174

PI Sta 23+95.38
Δ = 17° 32' 16.0" (RT)
D = 2° 07' 19.4"
L = 826.45'
T = 416.48'
R = 2,700.00'

SAW CUT ISLAND TO NEAREST JOINT

END MOUNTABLE MONO.ISLAND
-Y- STA.24+75

BEGIN 2'-6" C&G
-Y- STA.24+57

Arc CafeUSA001, LLC
Deed Book/Page 1040/28

R=30'
R=35.5'
R=30'
R=143'

END GUARDRAIL
-L- STA.38+79

PC Sta. 38+51.99

PT Sta. 39+89.76

40+00

25+00

GREEN LAKE DR

2' C&G

CHARTER, COAX
WINDTREAM, FOCOPPER

RETAIN

REMOVE 8 LF OF 18" RCP
COLLAR EXTEND 18" REP-Y-

N 5° 42' 44.0" E

KITTY BENNETT RD (SR 1423)

N5°20'43"E 26.77

N5°20'43"E 152.62

4" PLASTIC

POSSIBLE PROPOSED LINE NO RECORDS

PI Sta 39+26.07
Δ = 10° 12' 03.4" (LT)
D = 6° 54' 11.2"
L = 147.77'
T = 74.08'
R = 830.00'

C4-FCG 7-ELEVEN JV, LLC
Deed Book/Page 1357/470

# INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD

| | |
|---|---|
| SCALE | 1"=20' |
| DATE | 9-17-25 |
| DWG. BY | SLS |
| DESIGN BY | SLS |
| APPROVED | JDH |

DIVISION OF HIGHWAYS

| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | HN-0042 | PMP01 | |
| F.A. PROJECT NO. | | | |

ROADWAY DESIGN ENGINEER
10/28/2025
NORTH CAROLINA PROFESSIONAL SEAL 042673 ENGINEER JOSHUA D PRESSLER
DocuSigned by: Joshua Pressler
A33C1AC7A1FF47B...

## PAVEMENT MARKING SCHEDULE

### PAVEMENT MARKING LINES

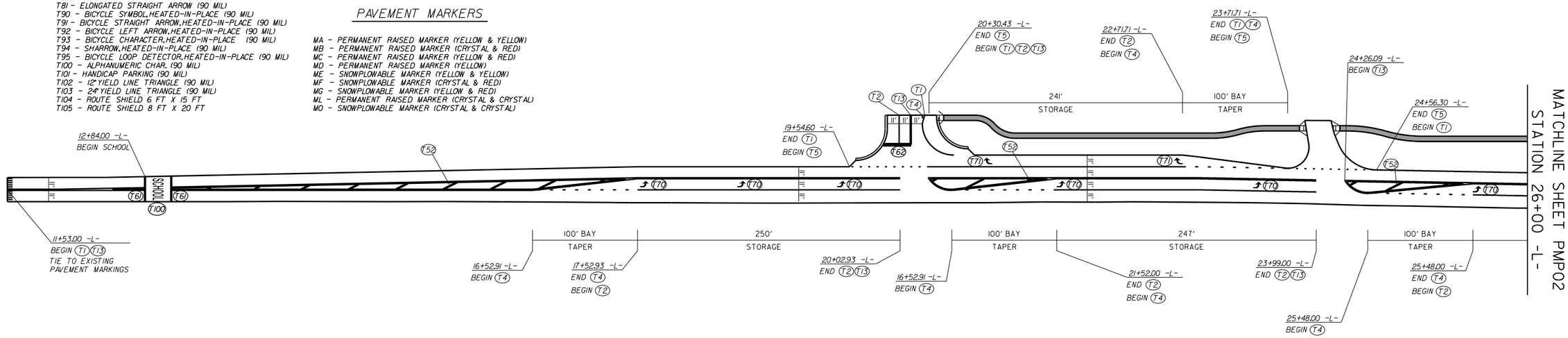
T1 - WHITE EDGELINE (4",90 MIL)
T2 - WHITE SOLID LANE LINE (4",90 MIL)
T3 - 10FT.WHITE SKIP (4",90 MIL)
T4 - 3FT.-9FT./SP WHITE MINISKIP (4",90 MIL)
T5 - 2FT.-6FT./SP WHITE MINISKIP (4",90 MIL)
T9 - WHITE RUMBLE STRIP (4",240 MIL)
T10 - YELLOW EDGELINE (4",90 MIL)
T11 - YELLOW SINGLE CENTER (4",90 MIL)
T12 - 10FT.YELLOW SKIP (4",90 MIL)
T13 - YELLOW DOUBLE CENTER (4",90 MIL)
T14 - 2FT.-6FT./SP YELLOW MINISKIP (4",90 MIL)
T15 - WHITE DIAGONAL (4",90 MIL)
T16 - YELLOW DIAGONAL (4",90 MIL)
T20 - WHITE EDGELINE (6",90 MIL)
T21 - WHITE SOLID LANE LINE (6",90 MIL)
T22 - 10FT.WHITE SKIP (6",90 MIL)
T23 - 3FT.-9FT./SP WHITE MINISKIP (6",90 MIL)
T24 - 2FT.-6FT./SP WHITE MINISKIP (6",90 MIL)
T30 - YELLOW EDGELINE (6",90 MIL)
T31 - YELLOW SINGLE CENTER (6",90 MIL)
T32 - 10FT.YELLOW SKIP (6",90 MIL)
T33 - YELLOW DOUBLE CENTER (6",90 MIL)
T34 - 2FT.-6FT./SP YELLOW MINISKIP (6",90 MIL)
T35 - WHITE DIAGONAL (6",90 MIL)
T36 - YELLOW DIAGONAL (6",90 MIL)
T40 - WHITE GORELINE (8",90 MIL)
T41 - WHITE DIAGONAL (8",90 MIL)
T42 - YELLOW DIAGONAL (8",90 MIL)
T43 - WHITE SOLID LANE LINE (8",90 MIL)
T44 - 3FT.-9FT./SP WHITE MINISKIP (8",90 MIL)
T45 - 3FT.-3FT./SP WHITE MINISKIP (8",90 MIL)
T46 - WHITE CROSSWALK LINE (8",90 MIL)
T50 - WHITE GORELINE (12",90 MIL)
T51 - WHITE DIAGONAL (12",90 MIL)
T52 - YELLOW DIAGONAL (12",90 MIL)
T53 - WHITE SOLID LANE LINE (12",90 MIL)
T54 - 3FT.-9FT./SP WHITE MINISKIP (12",90 MIL)
T55 - 3FT.-3FT./SP WHITE MINISKIP (12",90 MIL)
T60 - WHITE LINE,RR X (16",90 MIL)
T61 - WHITE CROSSWALK LINE (24",90 MIL)
T62 - WHITE STOPBAR (24",90 MIL)

### PAVEMENT MARKING SYMBOLS

T70 -LEFT TURN ARROW (90 MIL)
T71 - RIGHT TURN ARROW (90 MIL)
T72 - STRAIGHT ARROW (90 MIL)
T73 - COMBO.LEFT/STRAIGHT ARROW (90 MIL)
T74 - COMBO.RIGHT/STRAIGHT ARROW (90 MIL)
T75 - COMBO.LEFT/RIGHT ARROW (90 MIL)
T76 - COMBO.LEFT/RIGHT/STRAIGHT ARROW (90 MIL)
T77 - U-TURN ARROW (90 MIL)
T78 - COMBO.LEFT/U-TURN ARROW (90 MIL)
T79 - MERGE ARROW (90 MIL)
T80 - WRONG-WAY RAMP ARROW (90 MIL)
T81 - ELONGATED STRAIGHT ARROW (90 MIL)
T90 - BICYCLE SYMBOL,HEATED-IN-PLACE (90 MIL)
T91 - BICYCLE STRAIGHT ARROW,HEATED-IN-PLACE (90 MIL)
T92 - BICYCLE LEFT ARROW,HEATED-IN-PLACE (90 MIL)
T93 - BICYCLE CHARACTER,HEATED-IN-PLACE (90 MIL)
T94 - SHARROW,HEATED-IN-PLACE (90 MIL)
T95 - BICYCLE LOOP DETECTOR,HEATED-IN-PLACE (90 MIL)
T100 - ALPHANUMERIC CHAR. (90 MIL)
T101 - HANDICAP PARKING (90 MIL)
T102 - 12"YIELD LINE TRIANGLE (90 MIL)
T103 - 24"YIELD LINE TRIANGLE (90 MIL)
T104 - ROUTE SHIELD 6 FT X 15 FT
T105 - ROUTE SHIELD 8 FT X 20 FT
T110 - FISH-HOOK STRAIGHT ARROW (90 MIL)
T111 - FISH-HOOK LEFT/STRAIGHT ARROW (90 MIL)
T112 - FISH-HOOK RIGHT/STRAIGHT ARROW (90 MIL)
T-113 - FISH-HOOK LEFT/RIGHT ARROW (90 MIL)
T114 - FISH-HOOK LEFT/RIGHT/STRAIGHT ARROW (90 MIL)
T115 - FISH-HOOK W/CIRCLE STRAIGHT ARROW (90 MIL)
T-116 - FISH-HOOK W/CIRCLE LEFT ARROW (90 MIL)
T117 - FISH-HOOK W/CIRCLE LEFT/STRAIGHT ARROW (90 MIL)
T118 - FISH-HOOK W/CIRCLE LEFT/RIGHT/STRAIGHT ARROW (90 MIL)

### PAVEMENT MARKERS

MA - PERMANENT RAISED MARKER (YELLOW & YELLOW)
MB - PERMANENT RAISED MARKER (CRYSTAL & RED)
MC - PERMANENT RAISED MARKER (YELLOW & RED)
MD - PERMANENT RAISED MARKER (YELLOW)
ME - SNOWPLOWABLE MARKER (YELLOW & YELLOW)
MF - SNOWPLOWABLE MARKER (CRYSTAL & RED)
MG - SNOWPLOWABLE MARKER (YELLOW & RED)
ML - PERMANENT RAISED MARKER (CRYSTAL & CRYSTAL)
MO - SNOWPLOWABLE MARKER (CRYSTAL & CRYSTAL)




INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD

| | |
|---|---|
| SCALE | 1"=20' |
| DATE | 9-17-25 |
| DWG. BY | SLS |
| DESIGN BY | SLS |
| APPROVED | JDH |

| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

# PAVEMENT MARKING SCHEDULE

## PAVEMENT MARKING LINES

T1 - WHITE EDGELINE (4",90 MIL)
T2 - WHITE SOLID LANE LINE (4",90 MIL)
T3 - 10FT.WHITE SKIP (4",90 MIL)
T4 - 3FT.-9FT./SP WHITE MINISKIP (4",90 MIL)
T5 - 2FT.-6FT./SP WHITE MINISKIP (4",90 MIL)
T9 - WHITE RUMBLE STRIP (4",240 MIL)
T10 - YELLOW EDGELINE (4",90 MIL)
T11 - YELLOW SINGLE CENTER (4",90 MIL)
T12 - 10FT.YELLOW SKIP (4",90 MIL)
T13 - YELLOW DOUBLE CENTER (4",90 MIL)
T14 - 2FT.-6FT./SP YELLOW MINISKIP (4",90 MIL)
T15 - WHITE DIAGONAL (4",90 MIL)
T16 - YELLOW DIAGONAL (4",90 MIL)
T20 - WHITE EDGELINE (6",90 MIL)
T21 - WHITE SOLID LANE LINE (6",90 MIL)
T22 - 10FT.WHITE SKIP (6",90 MIL)
T23 - 3FT.-9FT./SP WHITE MINISKIP (6",90 MIL)
T24 - 2FT.-6FT./SP WHITE MINISKIP (6",90 MIL)
T30 - YELLOW EDGELINE (6",90 MIL)
T31 - YELLOW SINGLE CENTER (6",90 MIL)
T32 - 10FT.YELLOW SKIP (6",90 MIL)
T33 - YELLOW DOUBLE CENTER (6",90 MIL)
T34 - 2FT.-6FT./SP YELLOW MINISKIP (6",90 MIL)
T35 - WHITE DIAGONAL (6",90 MIL)
T36 - YELLOW DIAGONAL (6",90 MIL)
T40 - WHITE GORELINE (8",90 MIL)
T41 - WHITE DIAGONAL (8",90 MIL)
T42 - YELLOW DIAGONAL (8",90 MIL)
T43 - WHITE SOLID LANE LINE (8",90 MIL)
T44 - 3FT.-9FT./SP WHITE MINISKIP (8",90 MIL)
T45 - 3FT.-3FT./SP WHITE MINISKIP (8",90 MIL)
T46 - WHITE CROSSWALK LINE (8",90 MIL)
T50 - WHITE GORELINE (12",90 MIL)
T51 - WHITE DIAGONAL (12",90 MIL)
T52 - YELLOW DIAGONAL (12",90 MIL)
T53 - WHITE SOLID LANE LINE (12",90 MIL)
T54 - 3FT.-9FT./SP WHITE MINISKIP (12",90 MIL)
T55 - 3FT.-3FT./SP WHITE MINISKIP (12",90 MIL)
T60 - WHITE LINE,RR X (16",90 MIL)
T61 - WHITE CROSSWALK LINE (24",90 MIL)
T62 - WHITE STOPBAR (24",90 MIL)

## PAVEMENT MARKING SYMBOLS

T70 -LEFT TURN ARROW (90 MIL)
T71 - RIGHT TURN ARROW (90 MIL)
T72 - STRAIGHT ARROW (90 MIL)
T73 - COMBO.LEFT/STRAIGHT ARROW (90 MIL)
T74 - COMBO.RIGHT/STRAIGHT ARROW (90 MIL)
T75 - COMBO.LEFT/RIGHT ARROW (90 MIL)
T76 - COMBO.LEFT/RIGHT/STRAIGHT ARROW (90 MIL)
T77 - U-TURN ARROW (90 MIL)
T78 - COMBO.LEFT/U-TURN ARROW (90 MIL)
T79 - MERGE ARROW (90 MIL)
T80 - WRONG-WAY RAMP ARROW (90 MIL)
T81 - ELONGATED STRAIGHT ARROW (90 MIL)
T90 - BICYCLE SYMBOL,HEATED-IN-PLACE (90 MIL)
T91 - BICYCLE STRAIGHT ARROW,HEATED-IN-PLACE (90 MIL)
T92 - BICYCLE LEFT ARROW,HEATED-IN-PLACE (90 MIL)
T93 - BICYCLE CHARACTER,HEATED-IN-PLACE (90 MIL)
T94 - SHARROW,HEATED-IN-PLACE (90 MIL)
T95 - BICYCLE LOOP DETECTOR,HEATED-IN-PLACE (90 MIL)
T100 - ALPHANUMERIC CHAR. (90 MIL)
T101 - HANDICAP PARKING (90 MIL)
T102 - 12"YIELD LINE TRIANGLE (90 MIL)
T103 - 24"YIELD LINE TRIANGLE (90 MIL)
T104 - ROUTE SHIELD 6 FT X 15 FT
T105 - ROUTE SHIELD 8 FT X 20 FT
T110 - FISH-HOOK STRAIGHT ARROW (90 MIL)
T111 - FISH-HOOK LEFT/STRAIGHT ARROW (90 MIL)
T112 - FISH-HOOK RIGHT/STRAIGHT ARROW (90 MIL)
T-113 - FISH-HOOK LEFT/RIGHT ARROW (90 MIL)
T114 - FISH-HOOK LEFT/RIGHT/STRAIGHT ARROW (90 MIL)
T115 - FISH-HOOK W/CIRCLE STRAIGHT ARROW (90 MIL)
T-116 - FISH-HOOK W/CIRCLE LEFT ARROW (90 MIL)
T117 - FISH-HOOK W/CIRCLE LEFT/STRAIGHT ARROW (90 MIL)
T118 - FISH-HOOK W/CIRCLE LEFT/RIGHT/STRAIGHT ARROW (90 MIL)

## PAVEMENT MARKERS

MA - PERMANENT RAISED MARKER (YELLOW & YELLOW)
MB - PERMANENT RAISED MARKER (CRYSTAL & RED)
MC - PERMANENT RAISED MARKER (YELLOW & RED)
MD - PERMANENT RAISED MARKER (YELLOW)
ME - SNOWPLOWABLE MARKER (YELLOW & YELLOW)
MF - SNOWPLOWABLE MARKER (CRYSTAL & RED)
MG - SNOWPLOWABLE MARKER (YELLOW & RED)
ML - PERMANENT RAISED MARKER (CRYSTAL & CRYSTAL)
MO - SNOWPLOWABLE MARKER (CRYSTAL & CRYSTAL)

| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | HN-0042 | PMP02 | |
| F.A. PROJECT NO. | | | |

ROADWAY DESIGN
10/28/2026

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 042673 TRAFFIC ENGINEERING BRANCH
Digitally signed by Joshua Pressler
A93C1AC7A11FF4FB...

MATCHLINE SHEET PMPOI
STATION 26+00 -L-

27+72.45 -L- END (T1) BEGIN (T5)
28+47.60 -L- END (T5) BEGIN (T1)
30+26.90 -L- END (T1) BEGIN (T5)
30+91.21 -L- BEGIN (T13)
31+09.75 -L- END (T5) BEGIN (T1)
33+78.89 -L- BEGIN SCHOOL
24+75.66 -Y- END (T2)
21+97.19 -Y- BEGIN (T4) TIE TO EXISTING PAVEMENT MARKINGS
22+97.19 -Y- END (T4) BEGIN (T2)
39+00.00 -L- END (T3)
39+55.00 -L- END (T11)(T12)
27+90.00 -L- END (T2)(T13)
28+29.32 -L- BEGIN (T3)
28+47.70 -L- BEGIN (T4)
29+47.73 -L- END (T4) BEGIN (T2)
30+02.22 -L- BEGIN (T4)
30+50.00 -L- END (T2)(T13)
31+36.00 -L- BEGIN (T4)
33+22.98 -L- END (T4) BEGIN (T2)
35+17.66 -L- END (T13)
35+33.19 -L- END (T1)(T2)
36+58.57 -L- BEGIN (T2)(T13)
37+98.57 -L- END (T13) BEGIN (T11)(T12)
31+09.75 -L- END (T2) BEGIN (T3)(T4)

242' STORAGE
100' BAY TAPER
100' STORAGE
187' BAY TAPER
195' STORAGE
100' BAY TAPER
178' STORAGE
100' STORAGE
12' 12'

EXISTING LANE LINE FOR REFERENCE ONLY
EXISTING LANE LINE FOR REFERENCE ONLY

INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD

| | |
|---|---|
| SCALE | 1"=20' |
| DATE | 9-17-25 |
| DWG. BY | SLS |
| DESIGN BY | SLS |
| APPROVED | JDH |

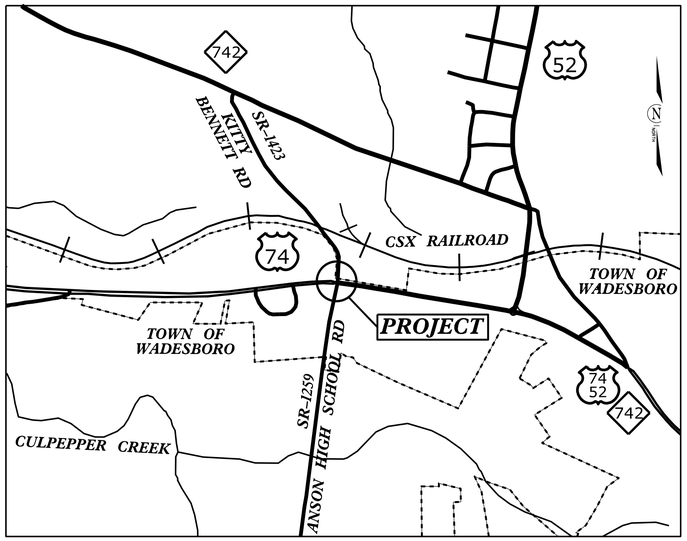
DIVISION OF HIGHWAYS

| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

Docusign Envelope ID: 2BB7E3CA-DFF1-8A8E-811B-D9A0A68F7695

**TIP: HN-0042**

**PROJECT: 51903.3.1**




VICINITY MAP NOT TO SCALE

# STATE OF NORTH CAROLINA
# DIVISION OF HIGHWAYS

# *UTILITY CONSTRUCTION PLANS*
# *ANSON COUNTY*

| STATE | STATE PROJECT REFERENCE NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | 51903.3.1 | 1 | 7 |

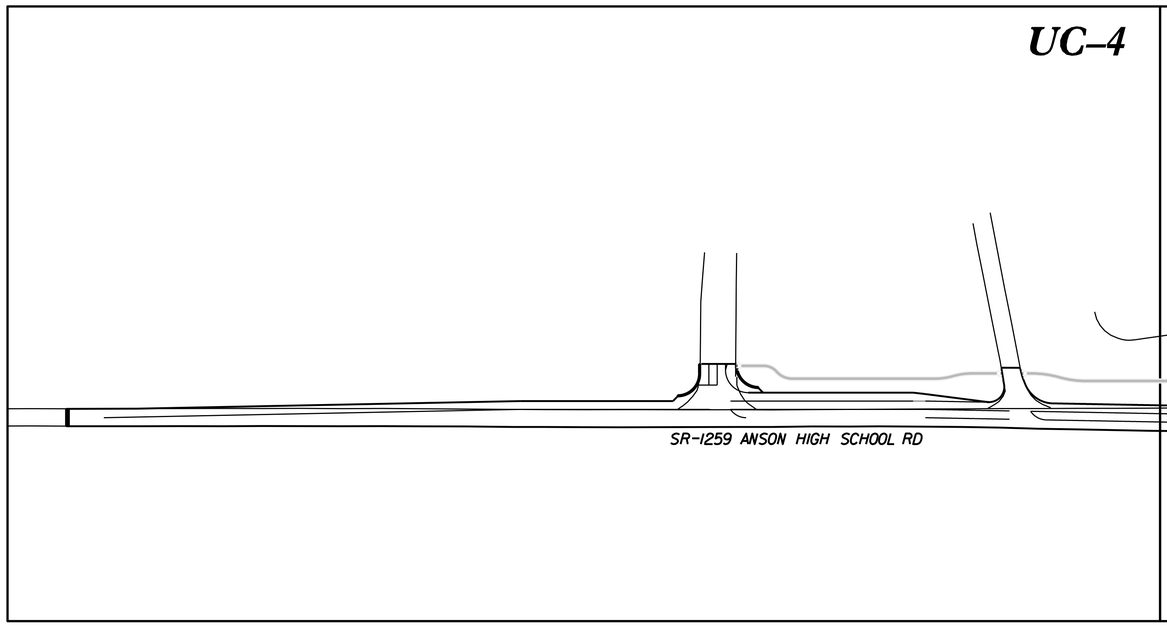
| STATE PROJ. NO. | F. A. PROJ. NO. | DESCRIPTION |
|---|---|---|
| 51903.1.1 | | *P.E.* |
| 51903.2.1 | | *R/W* |
| 51903.3.1 | | *CONST.* |



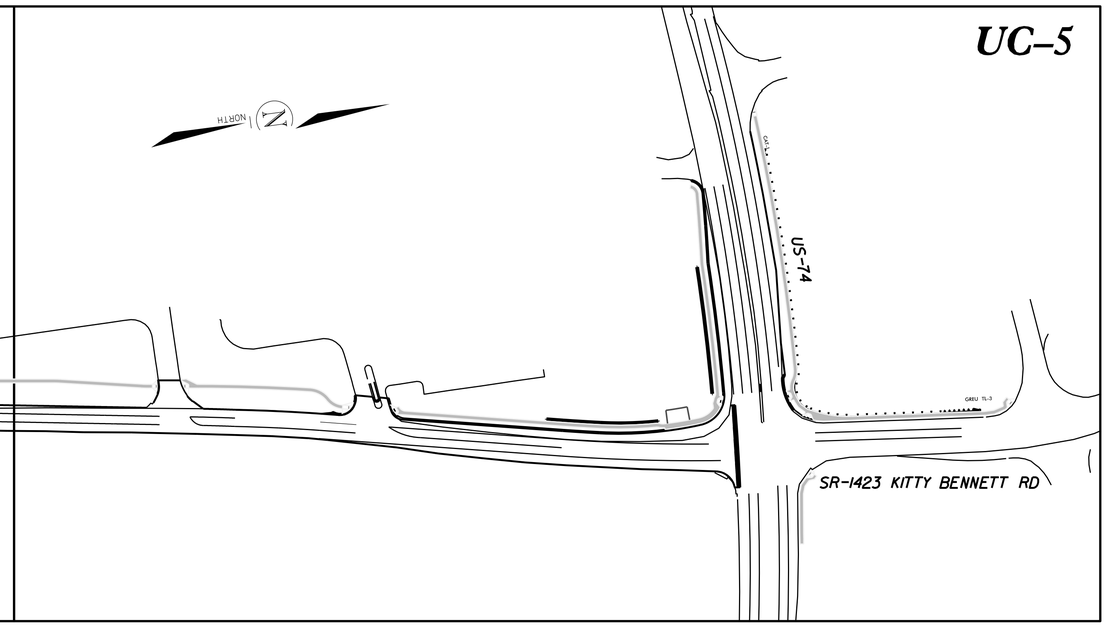
***LOCATION:*** *INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD*

***TYPE OF WORK:*** *SANITARY SEWER RELOCATION*

***UC–4***




***UC–5***




*GRAPHIC SCALES*

50 25 0 50 100
PLANS

50 25 0 50 100
PROFILE (HORIZONTAL)

10 5 0 10 20
PROFILE (VERTICAL)

## *INDEX OF SHEETS*



| *SHEET NO.:* | *DESCRIPTION:* |
|---|---|
| *UC–1* | *TITLE SHEET* |
| *UC–2* | *UTILITY SYMBOLOGY* |
| *UC–3* | *NOTES* |
| *UC–3A* | *DETAILS* |
| *UC–4* | *UTILITY CONSTRUCTION SHEET* |
| *UC–5* | *UTILITY CONSTRUCTION SHEET* |
| *UC–6* | *SANITARY SEWER PROFILE* |



## *WATER AND SEWER OWNERS ON PROJECT*

*(A) SANITARY SEWER – ANSON COUNTY*

*SEAL*

NORTH CAROLINA PROFESSIONAL SEAL 049868 ENGINEER BRANDT P. BROUGHTON
Brandt P. Broughton
10/21/2026


*PREPARED IN THE OFFICE OF*

wsp

1001 MOREHEAD SQUARE DR., ST. 610
CHARLOTTE, N.C. 28203
NC ENG F-0165

*BRANDT BROUGHTON, PE* — *CONSULTANT CONTACT #1*
*CHARLES HEAFNER, PE* — *CONSULTANT CONTACT #2*
*CONSULTANT CONTACT #3*

*DIVISION OF HIGHWAYS*
*DIVISION 10*
*716 W. MAIN STREET*
*ALBEMARLE, NC 28001*
*CARTHAGE, NC 28327*
*PHONE (704) 983-4400*
*FAX (704) 982-3146*

*DONALD HARWARD* — *PROJECT MANAGER*
*STEPHEN SAUCIER* — *DDC ENGINEER*
*KIRK ST. ARROMAND* — *ASSISTANT DIVISION UTILITIES ENGINEER*


10/21/2026 9:24:56 AM
...\HN-0042_US 74_Crosswalk_Anson High_U
User:broughtonbp

Docusign Envelope ID: 2BB7E3CA-DFF1-8A8E-811B-D9A0A68F7695

5/14/99

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| HN-0042 | UC-2 |

# STATE OF NORTH CAROLINA
# DIVISION OF HIGHWAYS

# *UTILITIES PLAN SHEET SYMBOLS*

## PROPOSED WATER SYMBOLS

- Water Line (Sized as Shown) — 12" WL
- 11¼ Degree Bend
- 22½ Degree Bend
- 45 Degree Bend
- 90 Degree Bend
- Plug
- Tee
- Cross
- Reducer
- Gate Valve — GV
- Butterfly Valve — BV
- Tapping Valve — TGV
- Line Stop — LS
- Line Stop with Bypass — LS/BP
- Blow Off — BO
- Fire Hydrant — PFH
- Relocate Fire Hydrant — REH
- Remove Fire Hydrant — REM FH
- Water Meter — PWM
- Relocate Water Meter — RWM
- Remove Water Meter — REM WM
- Water Pump Station — PS(W)
- RPZ Backflow Preventer — PRPZ
- DCV Backflow Preventer — PBFP
- Relocate RPZ Backflow Preventer — RRPZ
- Relocate DCV Backflow Preventer — RBFP

## PROPOSED SEWER SYMBOLS

- Gravity Sewer Line (Sized as Shown) — 12" SS
- Force Main Sewer Line (Sized as Shown) — 12" FSS
- Manhole (Sized per Note)
- Sewer Pump Station — PS(SS)

## PROPOSED MISCELLANOUS UTILITIES SYMBOLS

- Power Pole
- Telephone Pole
- Joint Use Pole
- Telephone Pedestal — TEL PED
- Utility Line by Others (Type as Shown) — PROP O/H POW LINES
- Trenchless Installation — 12" TL INSTALL
- Encasement by Open Cut — 24" ENCAS BY OC
- Encasement — 24" ENCASEMENT
- Thrust Block
- Air Release Valve — AR
- Utility Vault — UV
- Concrete Pier — CP
- Steel Pier — SP
- Plan Note — NOTE
- Pay Item Note — PAY ITEM

## EXISTING UTILITIES SYMBOLS

- Power Pole
- Telephone Pole
- Joint Use Pole
- Utility Pole
- Utility Pole with Base
- H-Frame Pole
- Power Transmission Line Tower
- Water Manhole
- Power Manhole
- Telephone Manhole
- Sanitary Sewer Manhole
- Hand Hole for Cable
- Power Transformer
- Telephone Pedestal — T
- CATV Pedestal
- Gas Valve
- Gas Meter
- Located Miscellaneous Utility Object
- Abandoned According to Utility Records — AATUR
- End of Information — E.O.I.
- *Underground Power Line — P
- *Underground Telephone Cable — T
- *Underground Telephone Conduit — TC
- *Underground Fiber Optics Telephone Cable — T FO
- *Underground TV Cable — TV
- *Underground Fiber Optics TV Cable — TV FO
- *Underground Gas Pipeline — G
- Aboveground Gas Pipeline — A/G Gas
- *Underground Water Line — W
- Aboveground Water Line — A/G Water
- *Underground Gravity Sanitary Sewer Line — SS
- Aboveground Gravity Sanitary Sewer Line — A/G Sanitary Sewer
- *Underground SS Forced Main Line — FSS
- Underground Unknown Utility Line — ?UTL
- SUE Test Hole
- Water Meter
- Water Valve
- Fire Hydrant
- Sanitary Sewer Cleanout

*For Existing Utilities

- Utility Line Drawn from Record (Type as Shown) — W
- Designated Utility Line (Type as Shown) — W

REV: 2/1/2012

\HN-0042_UC-2_Utilities\CADD\PSH\HN-0042_US_74_Crosswalk_Anson High_UTL_LEGEND.dgn
6/26/2026
PARSONS BRINCKERHOFF

Docusign Envelope ID: 2BB7E3CA-DFF1-8A8E-811B-D9A0A68F7695

| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | HN-0042 | UC-3 | 7 |
| F.A. PROJECT NO. | | | |

# UTILITY CONSTRUCTION




10/21/2026

## GENERAL NOTES:

1. THE PROPOSED UTILITY CONSTRUCTION SHALL MEET THE APPLICABLE REQUIREMENTS OF THE NC DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES" DATED JANUARY 2024.

2. THE EXISTING UTILITIES BELONG TO ANSON COUNTY. THE ANSON COUNTY UTILITY CONTACT IS CHRIS HARRINGTON 704-694-8210.

3. ALL WATER LINES TO BE INSTALLED WITHIN COMPLIANCE OF THE RULES AND REGULATIONS OF THE NORTH CAROLINA DEPARTMENT OF ENVIRONMENTAL QUALITY, DIVISION OF WATER RESOURCES, PUBLIC WATER SUPPLY SECTION. ALL SEWER LINES TO BE INSTALLED WITHIN COMPLIANCE OF THE RULES AND REGULATIONS OF THE NORTH CAROLINA DEPARTMENT OF ENVIRONMENT QUALITY, DIVISION OF WATER RESOURCES, WATER QUALITY SECTION. PERFORM ALL WORK IN ACCORDANCE WITH THE APPLICABLE PLUMBING CODES.

4. THE UTILITY OWNER OWNS THE EXISTING UTILITY FACILITIES AND WILL OWN THE NEW UTILITY FACILITIES AFTER ACCEPTANCE BY THE DEPARTMENT. THE DEPARTMENT OWNS THE CONSTRUCTION CONTRACT AND HAS ADMINISTRATIVE AUTHORITY. COMMUNICATIONS AND DECISIONS BETWEEN THE CONTRACTOR AND UTILITY OWNER ARE NOT BINDING UPON THE DEPARTMENT OR THIS CONTRACT UNLESS AUTHORIZED BY THE ENGINEER. AGREEMENTS BETWEEN THE UTILITY OWNER AND CONTRACTOR FOR THE WORK THAT IS NOT PART OF THIS CONTRACT OR IS SECONDARY TO THIS CONTRACT ARE ALLOWED, BUT ARE NOT BINDING UPON THE DEPARTMENT.

5. PROVIDE ACCESS FOR THE DEPARTMENT PERSONNEL AND THE OWNER'S REPRESENTATIVES TO ALL PHASES OF CONSTRUCTION. NOTIFY DEPARTMENT PERSONNEL AND THE UTILITY OWNER TWO WEEKS PRIOR TO COMMENCEMENT OF ANY WORK AND ONE WEEK PRIOR TO SERVICE INTERRUPTION. KEEP UTILITY OWNERS' REPRESENTATIVES INFORMED OF WORK PROGRESS AND PROVIDE OPPORTUNITY FOR INSPECTION OF CONSTRUCTION AND TESTING.

6. THE PLANS DEPICT THE BEST AVAILABLE INFORMATION FOR THE LOCATION, SIZE, AND TYPE OF MATERIAL FOR ALL EXISTING UTILITIES. MAKE INVESTIGATIONS FOR DETERMINING THE EXACT LOCATION, SIZE, AND TYPE MATERIAL OF THE EXISTING FACILITIES AS NECESSARY FOR THE CONSTRUCTION OF THE PROPOSED UTILITIES AND FOR AVOIDING DAMAGE TO EXISTING FACILITIES. REPAIR ANY DAMAGE INCURRED TO EXISTING FACILITIES TO THE ORIGINAL OR BETTER CONDITION AT NO ADDITIONAL COST TO THE DEPARTMENT.

7. MAKE FINAL CONNECTIONS OF THE NEW WORK TO THE EXISTING SYSTEM WHERE INDICATED ON THE PLANS, AS REQUIRED TO FIT THE ACTUAL CONDITIONS, OR AS DIRECTED.

8. MAKE CONNECTIONS BETWEEN EXISTING AND PROPOSED UTILITIES AT TIMES MOST CONVENIENT TO THE PUBLIC, WITHOUT ENDANGERING THE UTILITY SERVICE, AND IN ACCORDANCE WITH THE UTILITY OWNER'S REQUIREMENTS. MAKE CONNECTIONS ON WEEKENDS, AT NIGHT, AND ON HOLIDAYS IF NECESSARY.

9. ALL UTILITY MATERIALS SHALL BE APPROVED PRIOR TO DELIVERY TO THE PROJECT. SEE 1500-7, " SUBMITTALS AND RECORDS" IN SECTION 1500 OF THE STANDARD SPECIFICATIONS.

## PROJECT SPECIFIC NOTES:

1. PROPOSED SEWER LINE SHALL BE SDR 35 PVC UNLESS OTHERWISE INDICATED ON PLANS.

2. COORDINATE ANY SCHOOL DRIVEWAY CLOSURES WITH ANSON COUNTY SCHOOLS.

3. EXISTING SANITARY SEWER LINE SHALL REMAIN ACTIVE DURING CONSTRUCTION. CONTRACTOR SHALL COORDINATE BYPASS PUMPING WITH ANSON COUNTY.

4. PRIOR TO PLACEMENT OF PROPOSED SANITARY SEWER, THE CONTRACTOR SHALL LOCATE ALL EXISTING SEWER SERVICE LATERALS (DEPTH AND PIPE DIAMETER) AND NOTIFY ENGINEER IF THERE ARE COMPLICATIONS WITH CONNECTING TO THE PROPOSED GRAVITY SANITARY SEWER. THE CONTRACTORS COST FOR ALL WORK ASSOCIATED WITH SEWER SERVICES IS INCIDENTAL TO SEWER SERVICE PAYMENT ITEM.

5. CONTRACTOR SHALL ADHERE TO SECTION 1530 "ABANDON OR REMOVE UTILITIES" FOR ABANDONMENT OF ANY EXISTING UTILITIES.

6. PRIOR TO THE START OF PROJECT CONTRACTOR MUST CONTACT CHRIS HARRINGTON, ASSISTANT UTILITY DIRECTOR OF THE ANSON COUNTY UTILITIES DEPARTMENT AT (704) 694-8210. THE ANSON COUNTY UTILITIES DEPARTMENT MAY INSPECT THE WORK AT ANY TIME.

*INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD*

| | | REVISIONS | |
|---|---|---|---|
| SCALE | 1"=50' | | |
| DATE | 5-12-26 | | |
| DWG. BY | CLJ | | |
| DESIGN BY | CLJ | | |
| APPROVED | BPB | | |

Docusign Envelope ID: 2BB7E3CA-DFF1-8A8E-811B-D9A0A68F7695

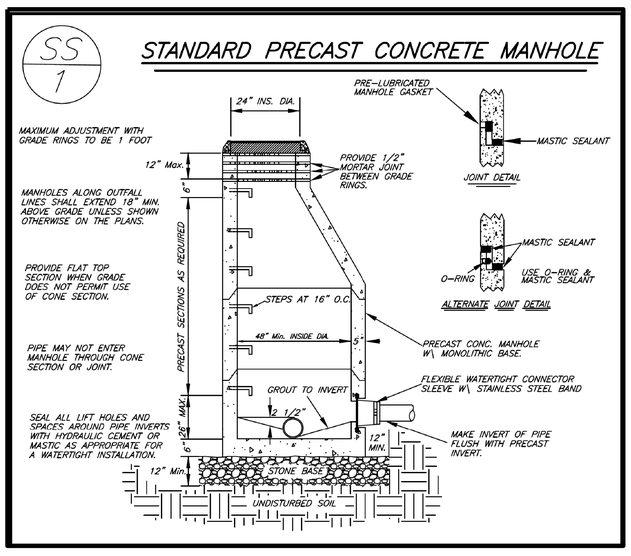
| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | HN-0042 | UC-3A | 7 |
| F.A. PROJECT NO. | | | |

# UTILITY CONSTRUCTION



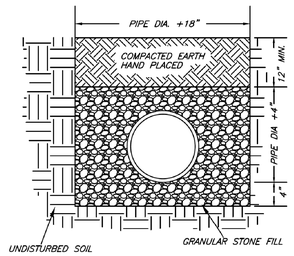

SS 1

## STANDARD PRECAST CONCRETE MANHOLE




SS 6.1

## SINGLE WALL(SDR 35) PVC PIPE BEDDING




GRANULAR STONE FILL NOT REQUIRED WITH DUCTILE IRON PIPE.

P.V.C. PIPE FOR RESIDENTIAL USE ONLY.

INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD

| | | REVISIONS | |
|---|---|---|---|
| SCALE | 1"=50' | | |
| DATE | 5-12-26 | | |
| DWG. BY | CLJ | | |
| DESIGN BY | CLJ | | |
| APPROVED | BPB | | |

Docusign Envelope ID: 2BB7E3CA-DFF1-8A8E-811B-D9A0A68F7695

| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | HN-0042 | UC-4 | 7 |
| F.A. PROJECT NO. | | | |

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 028945 Digitally Signed by Edward T. Brannan, PE, CPM, PMP, PTOE, CONSTRUCTION ENGINEER, NOT TO BE BROUGHT

10/21/2026

11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00 25+00

MATCHLINE SHEET UC5
STATION 26+00 -L-

SANITARY SEWER CLEAN-OUT
20 LF SEWER SERVICE LINE

201.69 LF 8" SANITARY GRAVITY SEWER
PC 350 DIP

PROP. SSMH #2 4' DIA.
SS1 STA. 0+31.49
-L- 14+15.34
42.35' LT

31.49 LF 8" SANITARY GRAVITY SEWER
PC 350 DIP

BEGIN INCIDENTAL MILLING
-L- STA.11+53

TIE TO EXISTING

DITCH BLOCK W/
CLASS B RIP RAP
EST 5 TONS
EST 10 SY GF
SEE DETAIL 3

TIE TO EXISTING DITCH

14+80 -L-
65.00' LT
53.00' LT
40.00' LT

1

Anson County
Deed Book/Page 197/44

Brenda J. Polk
Deed Book/Page 268/19

Dalsy L. Davis
Deed Book/Page 588/26

END INCIDENTAL MILLING
-L- STA.12+03

EXISTING MANHOLE
SS1 STA. 0+00.00
(-L- 13+94.22, 19.01' LT)

270.28 LF 8" SANITARY GRAVITY SEWER
SDR 35 PVC

PROP. SSMH #3 4' DIA.
SS1 STA. 2+33.18
-L- 16+17.03
42.90' LT

14+65 -L-
65.00' LT
55.00' LT
40.00' LT

SPECIAL 'V' DITCH
SEE DETAIL 1

550' TAPER LT

SANITARY SEWER CLEAN-OUT
24 LF SEWER SERVICE LINE

Jenette Taylor
Deed Book/Page 220/453

Sharon E. Ervin
Deed Book/Page 220/196

SANITARY SEWER CLEAN-OUT
24 LF SEWER SERVICE LINE

Heather M. Hall
Deed Book/Page 910/26

PROP. SSMH #4 4' DIA.
SS1 STA. 5+03.46
-L- 18+87.31
44.54' LT

REMOVE 88 LF OF
EXISTING 15" RCP

REMOVE UTILITY MANHOLE

SANITARY SEWER CLEAN-OUT
24 LF SEWER SERVICE LINE

George W. Little and
Marie Marshall, as
Tenents in Common
Deed Book/Page 268/23

85.43 LF 8" SANITARY GRAVITY SEWER
SDR 35 PVC

SANITARY SEWER CLEAN-OUT
26 LF SEWER SERVICE LINE

Vanessa Ann Ratliff Hammond
and husband,
Dennis James Hammond
Deed Book/Page 487/130

125.19 LF 8" SANITARY GRAVITY SEWER
SDR 35 PVC

PROP. SSMH #5 4' DIA.
SS1 STA. 5+88.89
-L- 19+69.24
68.75' LT

2

Anson County
Board of Education
Deed Book/Page 565/354
Tract Two

BEGIN 2'-6" C&G
-L- STA.19+61

CLASS B RIP RAP
EST 2 TONS
EST 7 SY GF

ACTIVE CONSTRUCTION
WATERLINE TO NEW MIDDLE SCHOOL

ABANDON 1321 LF
8" UTILITY PIPE
(BEGIN TO ML)

END 2'-6" C&G
-L- STA.20+68

SANITARY SEWER CLEAN-OUT
32 LF SEWER SERVICE LINE

METER NOT FOUND

Tammy Crawford Davis
and husband,
Allen L. Davis
Deed Book/Page 1366/108

SANITARY SEWER CLEAN-OUT
20 LF SEWER SERVICE LINE

65.31 LF 8" SANITARY GRAVITY SEWER
SDR 35 PVC

PROP. SSMH #6 4' DIA.
SS1 STA. 7+14.08
-L- 20+94.42
68.03' LT

33.29 LF 8" SANITARY GRAVITY SEWER
SDR 35 PVC

PROP. SSMH #7 4' DIA.
SS1 STA. 7+47.37
-L- 21+17.90
44.44' LT

182.63 LF 8" SANITARY GRAVITY SEWER
SDR 35 PVC

PROP. SSMH #8 4' DIA.
SS1 STA. 9+30.00
-L- 23+00.53
44.78' LT

SPECIAL 'V' DITCH
SEE DETAIL 3

TAIL DITCH W/
CLASS B RIP RAP
EST 23 TONS
EST 51 SY GF
EST 15 CY DDE
SEE DETAIL 3

REMOVE UTILITY MANHOLE

SANITARY SEWER CLEAN-OUT
25 LF SEWER SERVICE LINE

Lois W. Black
and husband,
Fred O. Black, Jr.
Deed Book/Page 650/1

PROP. SSMH #9 4' DIA.
SS1 STA. 9+95.31
-L- 23+63.11
26.08' LT

PROP. SSMH #10 4' DIA.
SS1 STA. 11+06.08
-L- 24+73.84
23.29' LT

110.77 LF 8" SANITARY GRAVITY SEWER
SDR 35 PVC

PROP. SSMH #11 4' DIA.
SS1 STA. 11+42.14
-L- 24+99.76
48.38' LT

36.06 LF 8" SANITARY GRAVITY SEWER
SDR 35 PVC

23+62 -L-
90.00' LT
62.00' LT

SPECIAL 'V' DITCH
24+31 -L-
90.00' LT
62.00' LT
EST 484 SY GF
SEE DETAIL 2

REMOVE 8 LF OF 24" RCP

30" RCP-IV

CONNECT TO EXISTING PIPE

100' TAPER LT

SANITARY SEWER CLEAN-OUT
7 LF SEWER SERVICE LINE

60' LANE SHIFT FROM LT TO RT

SANITARY SEWER CLEAN-OUT
26 LF SEWER SERVICE LINE

April Rosetta Chavis-Love
Deed Book/Page 1028/258

SANITARY SEWER CLEAN-OUT
8 LF SEWER SERVICE LINE

Harold T. Willoughby
Deed Book/Page 393/103

Bettie Broadway Little
Deed Book/Page 215/299

ANSON HIGH SCHOOL RD (SR 1259)

N 7°28'03" E

THE ESTIMATED QUANTITY OF "SANITARY SEWER CLEAN-OUT" ON THIS PLAN SHEET IS 13 EACH. THE ACTUAL QUANTITY WILL VARY BASED ON FIELD CONDITIONS AND WILL BE DETERMINED DURING CONSTRUCTION.

THE ESTIMATED QUANTITY OF "SEWER SERVICE LINE" ON THIS PLAN SHEET IS 280 LINEAR FEET. THE ACTUAL QUANTITY WILL VARY BASED ON FIELD CONDITIONS AND WILL BE DETERMINED DURING CONSTRUCTION.

NOTE:
1. CONTRACTOR SHALL FIELD LOCATE THE EXISTING SEWER SERVICE LINES AND SEWER CLEANOUTS. THE EXISTING SEWER SERVICE LINES SHALL BE RECONNECTED TO THE PROPOSED SANITARY SEWER LINE. CLEANOUTS SHALL BE REPLACED AS NECESSARY DURING CONSTRUCTION.

INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD

| | |
|---|---|
| SCALE | 1"=50' |
| DATE | 5-12-26 |
| DWG. BY | CLJ |
| DESIGN BY | CLJ |
| APPROVED | BPB |

DIVISION OF HIGHWAYS — NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

Docusign Envelope ID: 2BB7E3CA-DFF1-8A8E-811B-D9A0A68F7695

| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | HN-0042 | UC-5 | 7 |
| F.A. PROJECT NO. | | | |

NORTH CAROLINA PROFESSIONAL SEAL 049285 ENGINEER BRANDT P. BROUGHTON
Engineering Evaluation
10/21/2026

MATCHLINE SHEET UC4
STATION 26+00 -L-

59.67 LF 8" SANITARY GRAVITY SEWER
SDR 35 PVC – ML TO SSMH 12

PROP. SSMH #12 4' DIA.
SS1 STA. 13+02.05
-L- 26+59.66
48.17' LT

288.92 LF 8" SANITARY GRAVITY SEWER
SDR 35 PVC

29.78 LF 8" SANITARY GRAVITY SEWER
SDR 35 PVC

EXISTING MANHOLE
SS1 STA. 16+20.75
(-L- 29+65.30, 18.50' LT)

PROP. SSMH #13 4' DIA.
SS1 STA. 15+90.97
-L- 29+46.56
41.43' LT

29.68 -L-
53.00' LT
45.00' LT

NOSE OF 2'-6" C&G
-L- STA.30+74 / 35.31' LT
SAW CUT TO NEAREST JOINT

PC Sta. 28+41.37

PRC Sta. 31+56.60

SPECIAL 'V' DITCH
W/CLASS B RIP RAP
SEE DETAIL 2
26+61 -L-
59.00' LT

ABANDON 515 LF
8" UTILITY PIPE
(ML TO END)

600' LANE SHIFT FROM LT TO RT

REMOVE UTILITY MANHOLE

SANITARY SEWER CLEAN-OUT

27 LF SEWER SERVICE LINE

REMOVE 8 LF OF EXISTING 24" RCP

SPECIAL 'V' DITCH
SEE DETAIL 1

CLASS B RIP RAP
EST 3 TONS
EST 10 SY GF

PI Sta 29+99.24
Δ = 8° 01' 37.8" (RT)
D = 2° 32' 47.3"
L = 315.23'
T = 157.87'
R = 2,250.00'

SANITARY SEWER CLEAN-OUT

24 LF SEWER SERVICE LINE

BEGIN INCIDENTAL MILLING
-L- STA.35+07

END INCIDENTAL MILLING
-L- STA.35+57
TIE TO EXISTING

PI Sta 33+64.12
Δ = 9° 46' 56.8" (LT)
D = 2° 21' 45.8"
L = 414.03'
T = 207.52'
R = 2,425.00'

THE ESTIMATED QUANTITY OF "SANITARY SEWER CLEAN-OUT" ON THIS PLAN SHEET IS 2 EACH. THE ACTUAL QUANTITY WILL VARY BASED ON FIELD CONDITIONS AND WILL BE DETERMINED DURING CONSTRUCTION.

THE ESTIMATED QUANTITY OF "SEWER SERVICE LINE" ON THIS PLAN SHEET IS 51 LINEAR FEET. THE ACTUAL QUANTITY WILL VARY BASED ON FIELD CONDITIONS AND WILL BE DETERMINED DURING CONSTRUCTION.

NOTE:
1. CONTRACTOR SHALL FIELD LOCATE THE EXISTING SEWER SERVICE LINES AND SEWER CLEANOUTS. THE EXISTING SEWER SERVICE LINES SHALL BE RECONNECTED TO THE PROPOSED SANITARY SEWER LINE. CLEANOUTS SHALL BE REPLACED AS NECESSARY DURING CONSTRUCTION.

DO NOT DISTURB EXIST. WATER MAIN

CLASS B RIP RAP
EST 2 TONS
EST 7 SY GF

BEGIN 5' SIDEWALK
-Y- STA.21+18

BEGIN GUARDRAIL
-Y- STA.21+63

BEGIN 2'-6" C&G
AND 5' SIDEWALK
-Y- STA.21+85 R=18'

RELOCATE EXIST HISTORICAL MARKER

BEGIN WALL
-Y- STA.23+00

SAW CUT ISLAND
TO NEAREST JOINT
UPSTATION

END MOUNTABLE
MONO.ISLAND
-Y- STA.24+75

BEGIN 2'-6" C&G
-Y- STA.24+57
R=30'
R=35.5'
R=30'

DO NOT DISTURB
EXIST. FORCE MAIN

END GUARDRAIL
-L- STA.38+79

END 5' SIDEWALK
-L- STA.39+20

PI Sta 23+95.38
Δ = 17° 32' 16.0" (RT)
D = 2° 07' 19.4"
L = 826.45'
T = 416.48'
R = 2,700.00'

PC Sta. 38+51.99

PT Sta. 39+78.44

END WALL
-Y- STA.24+72

BEGIN WALL
-L- STA.33+00

END WALL
-L- STA.34+50

RETAINING WALL

BEGIN 5' SIDEWALK
-Y- STA.25+87

PI Sta 39+26.07
Δ = 10° 12' 03.4" (LT)
D = 6° 54' 11.2"
L = 147.77'
T = 74.08'
R = 830.00'

POT Sta. 35+86.74 -L- =
POC Sta. 25+53.42 -Y-

TIE TO EXISTING SIDEWALK

PT Sta. 35+70.63

PT Sta. 28+05.35

N 5° 42' 44.0" E

KITTY BENNETT RD (SR 1423)

ANSON HIGH SCHOOL RD (SR 1259)

Pinebluff Apartments NC, LLC
Deed Book/Page 1333/42

Meadowview SIP 2, LLC
Deed Book/Page 1096/284

R, E, Little, Limited Partnership
Deed Book/Page 721/343

Anson County
Board of Education
Deed Book/Page 123/528

R. T. B. Little et al., Trustees
Magnolia Summit Cemetery
Deed Book/Page 76/174

Murphy Oil USA, Inc.
Deed Book/Page 845/115

NCBELL, LLC
Deed Book/Page 1290/369

Arc CafeUSA001, LLC
Deed Book/Page 1040/28

C4-FCG 7-ELEVEN JV, LLC
Deed Book/Page 1357/470

3286

# INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD

| | |
|---|---|
| SCALE | 1"=50' |
| DATE | 5-12-26 |
| DWG. BY | CLJ |
| DESIGN BY | CLJ |
| APPROVED | BPB |

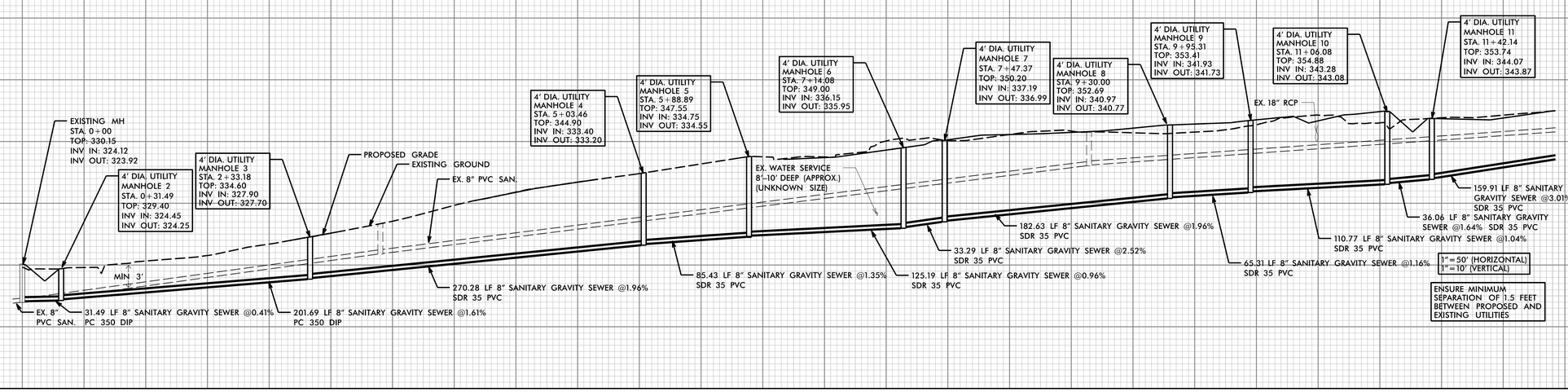
DIVISION OF HIGHWAYS – STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |
| | |

Docusign Envelope ID: 2BB7E3CA-DFF1-8A8E-811B-D9A0A68F7695

| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| N.C. | HN-0042 | UC-6 | 7 |
| F.A. PROJECT NO. | | | |







INSTALL TURN LANES AND PEDESTRIAN IMPROVEMENTS AT THE INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD

| | |
|---|---|
| SCALE | 1"=50' |
| DATE | 5-12-25 |
| DWG. BY | CLJ |
| DESIGN BY | CLJ |
| APPROVED | BPB |

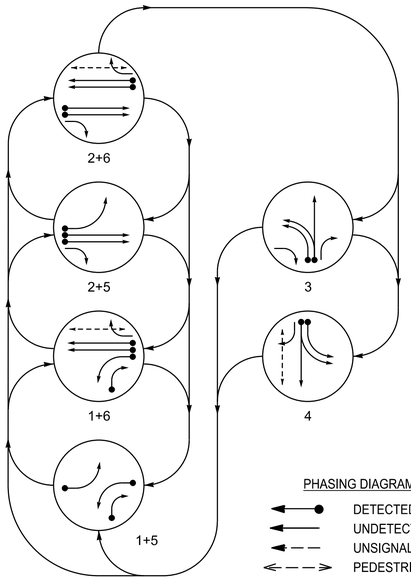
DIVISION OF HIGHWAYS
TRAFFIC ENGINEERING BRANCH
TRAFFIC ENGINEERING DESIGN UNIT

| REVISIONS | |
|---|---|
| | |
| | |
| | |
| | |

10/5/2026
J:\3600\0455_NCDOT_GESC\010 Division 10\HN-0042\HN-0042\Utilities\CADD\PSH\HN-0042_US 74_Crosswalk_Anson High_UTL_psh06.dgn
DARSONS BRANCKEHOFF

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| HN-0042 | Sig. 1.0 |

# PHASING DIAGRAM




PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

## TABLE OF OPERATION

| SIGNAL FACE | PHASE | | | | | | |
|---|---|---|---|---|---|---|---|
| | 1+5 | 1+6 | 2+5 | 2+6 | 3 | 4 | FLASH |
| 11 | ← | ← | ~~R~~ | ~~R~~ | ~~R~~ | ~~R~~ | ~~R~~ |
| 21, 22 | R | R | G | G | R | R | R |
| 23 | R | R | F | F | F | R | R |
| 31 | ~~R~~ | ~~R~~ | ~~R~~ | ~~R~~ | ← | ~~R~~ | ~~R~~ |
| 32 | R | R | R | R | G | R | R |
| 33 | R / → | R / → | R | R | G | R | R |
| 41 | ~~R~~ | ~~R~~ | ~~R~~ | ~~R~~ | ~~R~~ | ← | ~~R~~ |
| 42 | R | R | R | R | R | G | R |
| 43 | R | R | R | R | R | G | R |
| 44 | R | R | R | R | R | F | R |
| 51 | ← | ~~R~~ | ← | ~~R~~ | ~~R~~ | ~~R~~ | ~~R~~ |
| 61, 62 | R | G | R | G | R | R | R |
| 63 | R | F | R | F | R | R | R |
| P41, P42 | DW | DW | DW | DW | DW | W | DRK |
| P61, P62 | DW | W | DW | W | DW | DW | DRK |

## MICROWAVE DETECTION

| FUNCTION | SENSOR 1 - (2A) | |
|---|---|---|
| Channel | 1 | |
| Phase | 2 | |
| Direction of Travel | EB | |
| Type | Priority | |
| Level | 2 | QUEUE |
| Detection Zone (ft) | <750 | N/A |
| Range | 600 - 100 | 150 - 100 |
| Enable Speed | Y | Y |
| Speed Range (mph) | 35 - 100 | 1 - 35 |
| Enable Estimated Time of Arrival | Y | N |
| Estimated Time of Arrival (sec) | 2.5 - 6.5 | - |

## MAXTIME DETECTOR INSTALLATION CHART

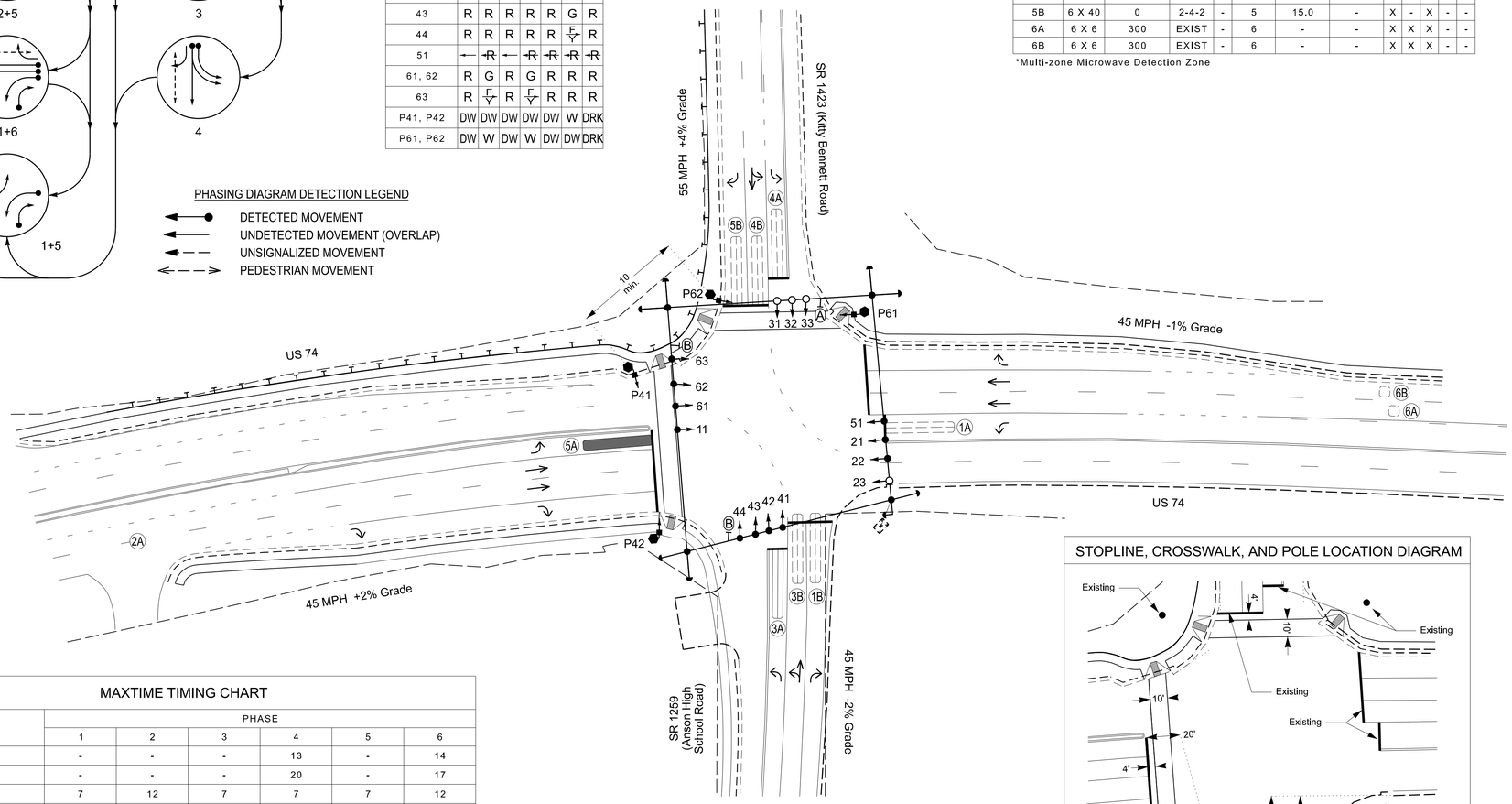
| DETECTOR | | | | | PROGRAMMING | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| LOOP | SIZE (FT) | DISTANCE FROM STOP LINE (FT) | TURNS | NEW LOOP | CALL PHASE | DELAY TIME | EXTEND TIME | EXTEND | ADDED INITIAL | CALL DELAY DURING GREEN | NEW CARD |
| 1A | 6 X 40 | 0 | 2-4-2 | - | 1 | 3.0 | - | X | - | X | - | - |
| 1B | 6 X 40 | +5 | 2-4-2 | - | 1 | 15.0 | - | X | - | X | - | - |
| 2A | * | 300 | * | * | 2 | - | - | X | X | X | - | * |
| 3A | 6 X 40 | 0 | 2-4-2 | X | 3 | - | - | X | - | X | - | X |
| 3B | 6 X 40 | +5 | 2-4-2 | - | 3 | - | - | X | - | X | - | - |
| 4A | 6 X 40 | 0 | 2-4-2 | - | 4 | - | - | X | - | X | - | - |
| 4B | 6 X 40 | 0 | 2-4-2 | - | 4 | - | - | X | - | X | - | - |
| 5A | * | 0 | * | * | 5 | - | - | X | - | X | - | * |
| 5B | 6 X 40 | 0 | 2-4-2 | - | 5 | 15.0 | - | X | - | X | - | - |
| 6A | 6 X 6 | 300 | EXIST | - | 6 | - | - | X | X | X | - | - |
| 6B | 6 X 6 | 300 | EXIST | - | 6 | - | - | X | X | X | - | - |

*Multi-zone Microwave Detection Zone

6-Phase
Fully Actuated
D10-37_Wadesboro

## NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 or phase 5 may be lagged.
4. The order of phase 3 and phase 4 may be reversed.
5. Install backplates with retro-reflective sheeting for all signal heads.
6. Rename existing loop 3A to 3B.
7. Set all detector units to presence mode.
8. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
9. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
10. To provide a leading pedestrian interval on phase 4, program FYA heads numbered 44 to delay for 6 seconds after the start of the phase 4 walk interval. See Electrical Details for programming.
11. To provide a leading pedestrian interval on phase 6, program FYA heads numbered 63 to delay for 7 seconds after the start of the phase 6 walk interval. See Electrical Details for programming.
12. This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
13. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

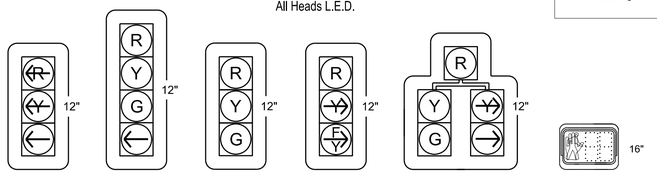



## STOPLINE, CROSSWALK, AND POLE LOCATION DIAGRAM




## SIGNAL FACE I.D.

All Heads L.E.D.




| | | | | | |
|---|---|---|---|---|---|
| 11<br>31<br>41<br>51 | 32<br>42 | 21, 22<br>43<br>61, 62 | 23<br>44<br>63 | 33 | P41, P42<br>P61, P62 |

## MAXTIME TIMING CHART

| FEATURE | PHASE | | | | | |
|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| Walk * | - | - | - | 13 | - | 14 |
| Ped Clear | - | - | - | 20 | - | 17 |
| Min Green * | 7 | 12 | 7 | 7 | 7 | 12 |
| Passage * | 2.0 | 6.0 | 2.0 | 2.0 | 2.0 | 6.0 |
| Max 1 * | 15 | 90 | 25 | 25 | 15 | 90 |
| Yellow Change | 3.0 | 4.6 | 4.7 | 4.8 | 3.0 | 4.6 |
| Red Clear | 2.9 | 2.0 | 1.8 | 1.5 | 3.3 | 2.0 |
| Added Initial * | - | 1.5 | - | - | - | 1.5 |
| Maximum Initial * | - | 34 | - | - | - | 34 |
| Time Before Reduction * | - | 15 | - | - | - | 15 |
| Time To Reduce * | - | 30 | - | - | - | 30 |
| Minimum Gap | - | 3.0 | - | - | - | 3.0 |
| Advance Walk | - | - | - | ** | - | *** |
| Non Lock Detector | X | - | X | X | X | - |
| Vehicle Recall | - | MIN RECALL | - | - | - | MIN RECALL |
| Dual Entry | - | - | - | - | - | - |

* These values may be field adjusted. Do not adjust Min Green and Passage times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.
** See Note 10.
*** See Note 11.

## LEGEND

| PROPOSED | | EXISTING |
|---|---|---|
| ○→ | Traffic Signal Head | ●→ |
| ◐→ | Modified Signal Head | N/A |
| ⊣ | Sign | ⊣ |
| □→ | Pedestrian Signal Head | ■→ |
| ○ | Signal Pole with Guy | ● |
| ○ | Signal Pole with Sidewalk Guy | ● |
| ▭ | Inductive Loop Detector | ▭ |
| ⊠ | Controller & Cabinet | ⊠ |
| □ | Junction Box | ■ |
| X-UC | 2-in Underground Conduit | UC |
| N/A | Right of Way | |
| → | Directional Arrow | → |
| ▬ | Non-Intrusive Detection Zone | ▬ |
| N/A | Guardrail | |
| N/A | Curb Ramp | |
| ⬡ | Type II Signal Pedestal | ⬢ |
| Ⓐ | "NO TURN ON RED" Sign (R10-11) | Ⓐ |
| Ⓑ | "RIGHT TURN SIGNAL" Sign (R10-10R) | Ⓑ |

Signal Upgrade - Final Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N. Greenfield Pkwy, Garner, NC 27529

US 74
at
SR 1423 (Kitty Bennett Rd.) /
SR 1259 (Anson High School Rd.)

Division 10 Anson County Wadesboro

| PLAN DATE: | July 2026 | REVIEWED BY: | M.F. Cowhig |
|---|---|---|---|
| PREPARED BY: | K. Singleton | REVIEWED BY: | |

SCALE 0 40 1"=40'

| REVISIONS | INIT. | DATE |
|---|---|---|
| | | |

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 047223 ENGINEER MATTHEW F. COWHIG

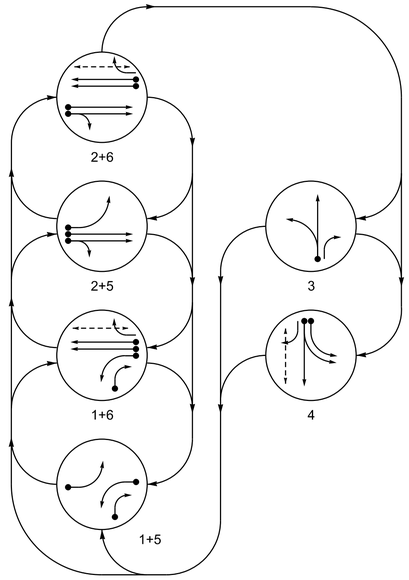
Digitally signed by Matthew Cowhig 07/17/2026
DATE

SIG. INVENTORY NO. 10-0896

17-JUL-2026 11:08
M:\Traffic Projects\Projects\Alley,comodo\dwg\HN-0042\Documents\NCDOT Units\NCDOT TSMO\Signal Design Section\Division_10\10-0896\Signal Design\2025-11\10-0896_sig_dsn_YYYYmmdd.dgn
Matthew Cowhig

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| HN-0042 | Sig. 1.0 |

## PHASING DIAGRAM




PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

## TABLE OF OPERATION

| SIGNAL FACE | PHASE 1+5 | 1+6 | 2+5 | 2+6 | 3 | 4 | FLASH |
|---|---|---|---|---|---|---|---|
| 11 | ←̶ | ←̶ | R̶ | R̶ | R̶ | R̶ | R̶ |
| 21, 22 | R | R | G | G | R | R | R |
| 31 | R | R | R | R | G | R | R |
| 32 | R/ | R/ | R | R | G | R | R |
| 41 | R̶ | R̶ | R̶ | R̶ | R̶ | ←̶ | R̶ |
| 42 | R | R | R | R | R | G | R |
| 43 | R | R | R | R | R | G | R |
| 44 | R | R | R | R | R | FY | R |
| 51 | ←̶ | R̶ | ←̶ | R̶ | R̶ | R̶ | R̶ |
| 61, 62 | R | G | R | G | R | R | R |
| 63 | R | FY | R | FY | R | R | R |
| P41, P42 | DW | DW | DW | DW | DW | W | DRK |
| P61, P62 | DW | W | DW | W | DW | DW | DRK |

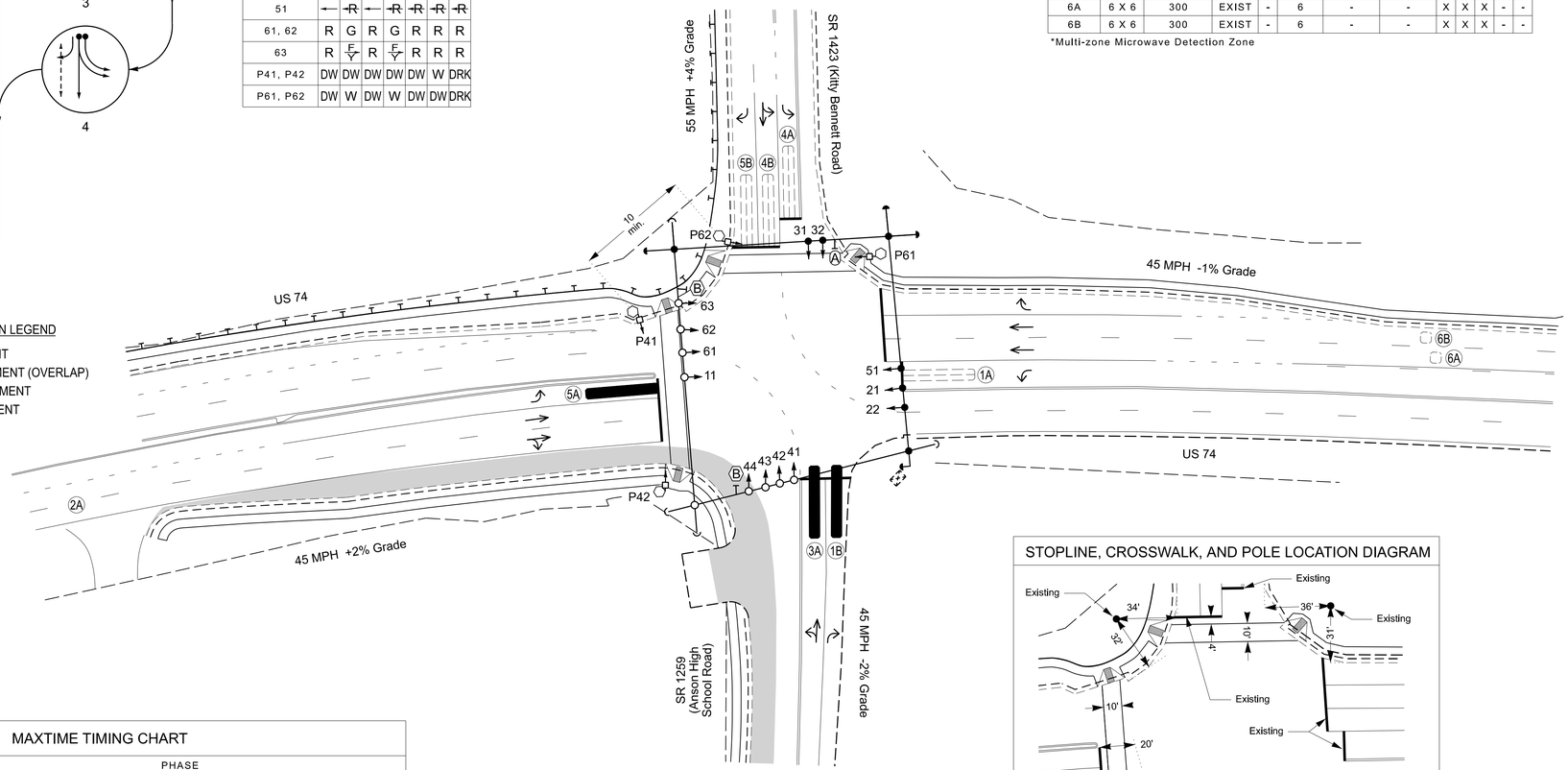
## MICROWAVE DETECTION

| FUNCTION | SENSOR 1 - (2A) | |
|---|---|---|
| Channel | 1 | |
| Phase | 2 | |
| Direction of Travel | EB | |
| Type | Priority | |
| Level | 2 | QUEUE |
| Detection Zone (ft) | <750 | N/A |
| Range | 600 - 100 | 150 - 100 |
| Enable Speed | Y | Y |
| Speed Range (mph) | 35 - 100 | 1 - 35 |
| Enable Estimated Time of Arrival | Y | N |
| Estimated Time of Arrival (sec) | 2.5 - 6.5 | - |

## MAXTIME DETECTOR INSTALLATION CHART

| DETECTOR | | | | | PROGRAMMING | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| LOOP | SIZE (FT) | DISTANCE FROM STOP LINE (FT) | TURNS | NEW LOOP | CALL PHASE | DELAY TIME | EXTEND TIME | EXTEND | ADDED INITIAL | CALL DELAY DURING GREEN | NEW CARD |
| 1A | 6 X 40 | 0 | 2-4-2 | - | 1 | 3.0 | - | X | - | X | - | - |
| 1B | * | +5 | * | * | 1 | 15.0 | - | X | - | X | - | * |
| 2A | * | 300 | * | * | 2 | - | - | X | X | X | - | * |
| 3A | * | +5 | * | * | 3 | - | - | X | - | X | - | * |
| 4A | 6 X 40 | 0 | 2-4-2 | - | 4 | - | - | X | - | X | - | - |
| 4B | 6 X 40 | 0 | 2-4-2 | - | 4 | - | - | X | - | X | - | - |
| 5A | * | 0 | * | * | 5 | - | - | X | - | X | - | * |
| 5B | 6 X 40 | 0 | 2-4-2 | - | 5 | 15.0 | - | X | - | X | - | - |
| 6A | 6 X 6 | 300 | EXIST | - | 6 | - | - | X | X | X | - | - |
| 6B | 6 X 6 | 300 | EXIST | - | 6 | - | - | X | X | X | - | - |

*Multi-zone Microwave Detection Zone



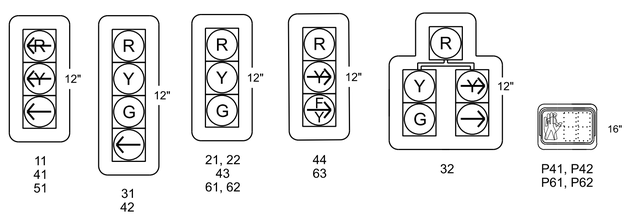

## MAXTIME TIMING CHART

| FEATURE | PHASE 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Walk * | - | - | - | 14 | - | 14 |
| Ped Clear | - | - | - | 20 | - | 17 |
| Min Green * | 7 | 12 | 7 | 7 | 7 | 12 |
| Passage * | 2.0 | 6.0 | 2.0 | 2.0 | 2.0 | 6.0 |
| Max 1 * | 15 | 90 | 25 | 25 | 15 | 90 |
| Yellow Change | 3.0 | 4.6 | 4.7 | 4.8 | 3.0 | 4.6 |
| Red Clear | 2.4 | 2.0 | 1.8 | 1.4 | 3.3 | 2.0 |
| Added Initial * | - | 1.5 | - | - | - | 1.5 |
| Maximum Initial * | - | 34 | - | - | - | 34 |
| Time Before Reduction * | - | 15 | - | - | - | 15 |
| Time To Reduce * | - | 30 | - | - | - | 30 |
| Minimum Gap | - | 3.0 | - | - | - | 3.0 |
| Advance Walk | - | - | - | ** | - | *** |
| Non Lock Detector | X | - | X | X | X | - |
| Vehicle Recall | - | MIN RECALL | - | - | - | MIN RECALL |
| Dual Entry | - | - | - | - | - | - |

* These values may be field adjusted. Do not adjust Min Green and Passage times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.
** See Note 12.
*** See Note 13.

## SIGNAL FACE I.D.

All Heads L.E.D.




## STOPLINE, CROSSWALK, AND POLE LOCATION DIAGRAM




6-Phase
Fully Actuated
D10-37_Wadesboro

## NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Phase 1 or phase 5 may be lagged.
4. The order of phase 3 and phase 4 may be reversed.
5. Install backplates with retro-reflective sheeting for all signal heads.
6. Rename existing loop 3A to 3B.
7. Disconnect all existing system loops.
8. Set all detector units to presence mode.
9. Install new controller in existing cabinet.
10. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
11. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
12. To provide a leading pedestrian interval on phase 4, program FYA heads numbered 44 to delay for 6 seconds after the start of the phase 4 walk interval. See Electrical Details for programming.
13. To provide a leading pedestrian interval on phase 6, program FYA heads numbered 63 to delay for 7 seconds after the start of the phase 6 walk interval. See Electrical Details for programming.
14. Remove Existing Left Arrow "ONLY" sign (R3-5L) and Combined Through and Left Arrow sign (R3-6L).
15. This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
16. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

## LEGEND

| PROPOSED | | EXISTING |
|---|---|---|
| | Traffic Signal Head | |
| | Modified Signal Head | N/A |
| | Sign | |
| | Pedestrian Signal Head | |
| | Signal Pole with Guy | |
| | Signal Pole with Sidewalk Guy | |
| | Inductive Loop Detector | |
| | Controller & Cabinet | |
| | Junction Box | |
| X-UC | 2-in Underground Conduit | UC |
| N/A | Right of Way | |
| | Directional Arrow | |
| | Non-Intrusive Detection Zone | |
| | Construction Zone | |
| N/A | Guardrail | |
| N/A | Curb Ramp | |
| | Type II Signal Pedestal | |
| (A) | "NO TURN ON RED" Sign (R10-11) | (A) |
| (B) | "RIGHT TURN SIGNAL" Sign (R10-10R) | (B) |

Signal Upgrade - Temporary Design

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared in the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N. Greenfield Pkwy, Garner, NC 27529

US 74
at
SR 1423 (Kitty Bennett Rd.) /
SR 1259 (Anson High School Rd.)

| Division 10 | Anson County | Wadesboro |
|---|---|---|
| PLAN DATE: July 2026 | REVIEWED BY: M.F. Cowhig | |
| PREPARED BY: K. Singleton | REVIEWED BY: | |

SCALE 0 40 1"=40'

| REVISIONS | INIT. | DATE |
|---|---|---|
| | | |

SEAL 047223 ENGINEER MATTHEW F. COWHIG NORTH CAROLINA PROFESSIONAL

DocuSigned by: Matthew Cowhig 37D9F39CB81444A... 07/21/2026 DATE

SIG. INVENTORY NO. 10-0896T

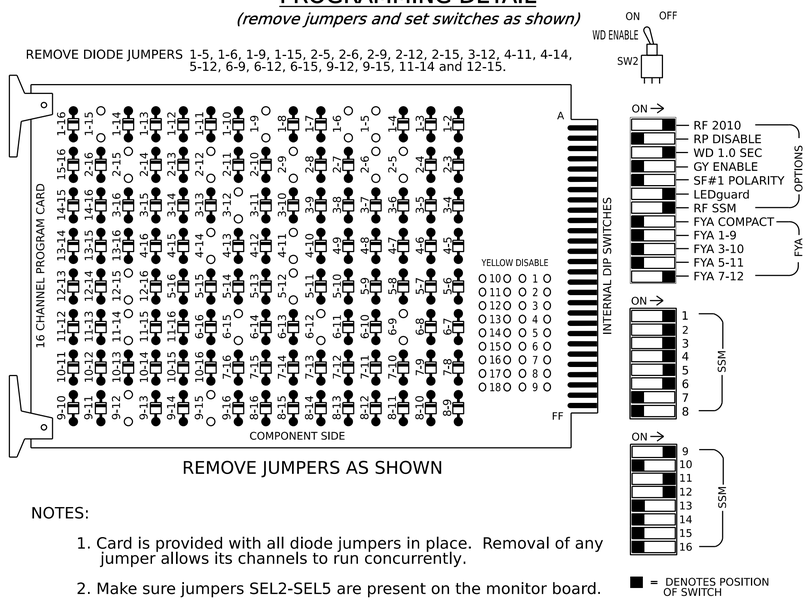

2:\NLS\2026\10-0896\Signal Design\Signal Design Section\Division_10\10-0896_Signal Design_2026-05\10896T_sig_des_YYYY.mmdd.dgn
Tuesday, July 21, 2026 10:47:25 AM
Kristington

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| HN-0042 | Sig. 1.1 |

# 16 CHANNEL CONFLICT MONITOR PROGRAMMING DETAIL

*(remove jumpers and set switches as shown)*

REMOVE DIODE JUMPERS 1-5, 1-6, 1-9, 1-15, 2-5, 2-6, 2-9, 2-12, 2-15, 3-12, 4-11, 4-14, 5-12, 6-9, 6-12, 6-15, 9-12, 9-15, 11-14 and 12-15.




REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Make sure jumpers SEL2-SEL5 are present on the monitor board.

■ = DENOTES POSITION OF SWITCH

# INPUT FILE POSITION LAYOUT

*(front view)*

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FILE "I" | U | Ø 1 1A | Ø 1 1B | SLOT EMPTY | SLOT EMPTY | Ø 3 3A | Ø 3 3B | Ø 4 4B | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | NOT USED | Ø6 PED DC ISOLATOR | FS DC ISOLATOR |
| | L | NOT USED | NOT USED | | | NOT USED | Ø 4 4A | NOT USED | | | | | Ø4 PED DC ISOLATOR | NOT USED | ST DC ISOLATOR |
| FILE "J" | U | Ø 5 5B | Ø 6 6A | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY |
| | L | NOT USED | Ø 6 6B | | | | | | | | | | | | |

EX. : 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

# INPUT FILE CONNECTION & PROGRAMMING CHART

| LOOP NO. | LOOP TERMINAL | INPUT FILE POS. | PIN NO. | INPUT POINT | DETECTOR NO. | CALL PHASE | DELAY TIME | EXTEND TIME | EXTEND | ADDED INITIAL | CALL | DELAY DURING GREEN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1A | TB2-1,2 | I1U | 56 | 18 | 1 | 1 | 3.0 | | X | | X | |
| 1B | TB2-5,6 | I2U | 39 | 1 | 2 | 1 | 15.0 | | X | | X | |
| 2A | - | - | - | * | 38 | 2 | | | X | X | X | |
| 3A | TB4-5,6 | I5U | 58 | 20 | 7 | 3 | | | X | | X | |
| 3B | TB4-9,10 | I6U | 41 | 3 | 8 | 3 | | | X | | X | |
| 4A | TB4-11,12 | I6L | 45 | 7 | 9 | 4 | | | X | | X | |
| 4B | TB6-1,2 | I7U | 65 | 31 | 10 | 4 | | | X | | X | |
| 5A | - | - | - | * | 35 | 5 | | | X | | X | |
| 5B | TB3-1,2 | J1U | 55 | 17 | 15 | 5 | 15.0 | | X | | X | |
| 6A | TB3-5,6 | J2U | 40 | 2 | 16 | 6 | | | X | X | X | |
| 6B | TB3-7,8 | J2L | 44 | 6 | 17 | 6 | | | X | X | X | |
| PED PUSH BUTTONS | | | | | | | | | | | | |
| P41,P42 | TB8-5,6 | I12L | 69 | 35 | 4 | PED 4 | | | | | | |
| P61,P62 | TB8-7,9 | I13U | 68 | 34 | 6 | PED 6 | | | | | | |

NOTE:
INSTALL DC ISOLATORS IN INPUT FILE SLOTS I12 AND I13.

*For Input Point numbers, see SDLC NON-INTRUSIVE DETECTION CHART this sheet.

INPUT FILE POSITION LEGEND: J2L
FILE J
SLOT 2
LOWER

# NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the signal plan.
2. Ensure Red Enable is active at all times during normal operation. To prevent Red Failures on unused monitor channels, tie unused red monitor inputs 7, 8, 10, 13, 14, 15 and 16 to load switch AC+ per the cabinet manufacturer's instructions.
3. Program controller to start up in phase 2 Green No Walk and 6 Green No Walk.
4. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.
5. The cabinet and controller are part of the D10-37_Wadesboro System.

# EQUIPMENT INFORMATION

Controller..... 2070LX
Cabinet..... 332 w/ Aux
Software..... Q-Free MAXTIME
Cabinet Mount..... Base
Output File Positions..... 18 With Aux. Output File
Load Switches Used..... S1, S2, S3, S4, S4P, S5, S6, S6P, S9, S12, S13
Phases Used..... 1, 2, 3, 4, 4PED, 5, 6, 6PED
Overlap "1"..... *
Overlap "2"..... Not Used
Overlap "3"..... *
Overlap "4"..... *

*See overlap programming detail on sheet 2

# FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO INSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-2.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-3.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

# SDLC NON-INTRUSIVE DETECTION CHART

| | DETECTOR RACK #3 | | DETECTOR RACK #4 | |
|---|---|---|---|---|
| Input Point | Det # (Index) | Detector Zone | Det # (Index) | Detector Zone |
| 1 | 33 | NU | 49 | NU |
| 2 | 34 | NU | 50 | NU |
| 3 | 35 | 5A | 51 | NU |
| 4 | 36 | NU | 52 | NU |
| 5 | 37 | NU | 53 | NU |
| 6 | 38 | 2A | 54 | NU |
| 7 | 39 | NU | 55 | NU |
| 8 | 40 | NU | 56 | NU |
| 9 | 41 | NU | 57 | NU |
| 10 | 42 | NU | 58 | NU |
| 11 | 43 | NU | 59 | NU |
| 12 | 44 | NU | 60 | NU |
| 13 | 45 | NU | 61 | NU |
| 14 | 46 | NU | 62 | NU |
| 15 | 47 | NU | 63 | NU |
| 16 | 48 | NU | 64 | NU |

NU = Not Used

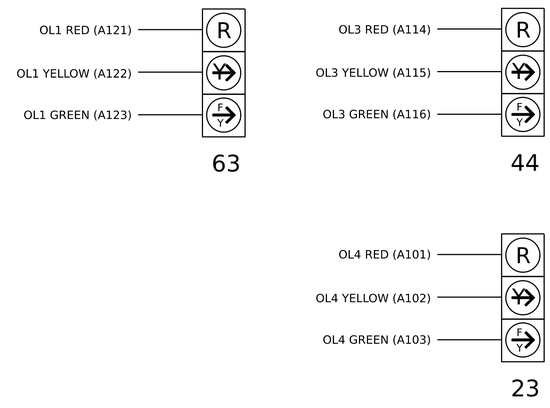
# SIGNAL HEAD HOOK-UP CHART

| LOAD SWITCH NO. | S1 | | S2 | S2P | S3 | | | S4 | | | S4P | S5 | S6 | S6P | S7 | S8 | S8P | S9 | S10 | S11 | S12 | S13 | S14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CMU CHANNEL NO. | 1 | | 2 | 13 | 3 | | | 4 | | | 14 | 5 | 6 | 15 | 7 | 8 | 16 | 9 | 10 | NONE | 11 | 12 | NONE |
| PHASE | 1 | | 2 | 2 PED | 3 | | | 4 | | | 4 PED | 5 | 6 | 6 PED | 7 | 8 | 8 PED | OL1 | OL2 | SPARE | OL3 | OL4 | SPARE |
| SIGNAL HEAD NO. | 11 | 33 | 21,22 | NU | 31 | 32 | 33 | 41 | 42 | 43 | P41, P42 | 51 | 61,62 | P61, P62 | NU | NU | NU | 63 ★ | NU | NU | 44 ★ | 23 ★ | NU |
| RED | | | 128 | | | 116 | 116 | | 101 | 101 | | | 134 | | | | | A121 | | | A114 | A101 | |
| YELLOW | | | 129 | | | 117 | 117 | | 102 | 102 | | | 135 | | | | | | | | | | |
| GREEN | | | 130 | | | 118 | 118 | | 103 | 103 | | | 136 | | | | | | | | | | |
| RED ARROW | 125 | | | | 116 | | | 101 | | | | 131 | | | | | | | | | | | |
| YELLOW ARROW | 126 | 126 | | | 117 | | | 102 | | | | 132 | | | | | | A122 | | | A115 | A102 | |
| FLASHING YELLOW ARROW | | | | | | | | | | | | | | | | | | A123 | | | A116 | A103 | |
| GREEN ARROW | 127 | 127 | | | 118 | 118 | | 103 | 103 | | | 133 | | | | | | | | | | | |
| ✋ | | | | | | | | | | | 104 | | | 119 | | | | | | | | | |
| 🚶 | | | | | | | | | | | 106 | | | 121 | | | | | | | | | |

NU = Not Used
★See pictorial of head wiring in detail this sheet.

# FYA SIGNAL WIRING DETAIL

*(wire signal heads as shown)*




# SPECIAL DETECTOR NOTE

For loops 2A and 5A, install a multi-zone microwave detection system for vehicle detection. Perform installation according to manufacturer's directions and NCDOT engineer-approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 10-0896
DESIGNED: July 2026
SEALED: 07/17/2026
REVISED: N/A

Electrical Detail - Sheet 1 of 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Electrical and Programming Details For:

US 74
at
SR 1423 (Kitty Bennet Rd.) /
SR 1259 (Anson High School Rd.)

Division 10 | Anson County | Wadesboro

PLAN DATE: July 2026 | REVIEWED BY:
PREPARED BY: Tim Langston | REVIEWED BY:

| REVISIONS | INIT. | DATE |
|---|---|---|
| | | |

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 031001 ENGINEER D. TODD JOYCE

DocuSigned by: D. Todd Joyce 07/22/2026
A90CADFDBDE841D... DATE

SIG. INVENTORY NO. 10-0896

Prepared In the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signals Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

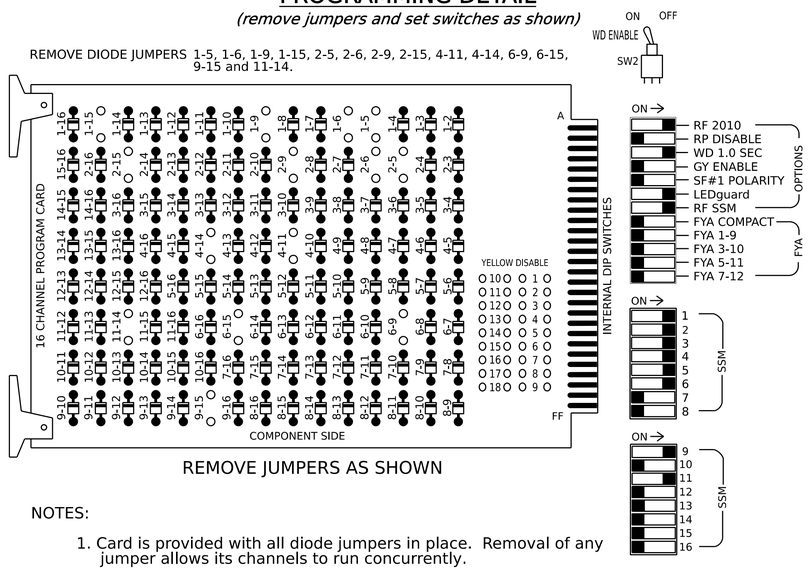
20-JUL-2026 09:16
\\ncdot.ds.dot.ktkey.com:ncdot-pw-01\Documents\NCDOT Units\NCDOT TSMO\Signal Design Section\Division_10\10-0896\Signals Management\2100896_sm_ele_yyyymmdd.dgn
tslangston

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| HN-0042 | Sig. 1.1 |

# 16 CHANNEL CONFLICT MONITOR PROGRAMMING DETAIL

*(remove jumpers and set switches as shown)*

REMOVE DIODE JUMPERS 1-5, 1-6, 1-9, 1-15, 2-5, 2-6, 2-9, 2-15, 4-11, 4-14, 6-9, 6-15, 9-15 and 11-14.




REMOVE JUMPERS AS SHOWN

NOTES:

1. Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
2. Make sure jumpers SEL2-SEL5 are present on the monitor board.

■ = DENOTES POSITION OF SWITCH

# INPUT FILE POSITION LAYOUT

*(front view)*

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FILE "I" | U | Ø 1 1A | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | NOT USED | Ø 4 4B | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | NOT USED | Ø6 PED DC ISOLATOR | FS DC ISOLATOR |
| | L | NOT USED | | | | | Ø 4 4A | NOT USED | | | | | Ø4 PED DC ISOLATOR | NOT USED | ST DC ISOLATOR |
| FILE "J" | U | Ø 5 5B | Ø 6 6A | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY | SLOT EMPTY |
| | L | NOT USED | Ø 6 6B | | | | | | | | | | | | |

EX. : 1A, 2A, ETC. = LOOP NO.'S

FS = FLASH SENSE
ST = STOP TIME

# INPUT FILE CONNECTION & PROGRAMMING CHART

| LOOP NO. | LOOP TERMINAL | INPUT FILE POS. | PIN NO. | INPUT POINT | DETECTOR NO. | CALL PHASE | DELAY TIME | EXTEND TIME | EXTEND | ADDED INITIAL | CALL | DELAY DURING GREEN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1A | TB2-1,2 | I1U | 56 | 18 | 1 | 1 | 3.0 | | X | | X | |
| 1B | - | - | - | * | 49 | 1 | 15.0 | | X | | X | |
| 2A | - | - | - | * | 38 | 2 | | | X | X | X | |
| 3A | - | - | - | * | 34 | 3 | | | X | | X | |
| 4A | TB4-11,12 | I6L | 45 | 7 | 9 | 4 | | | X | | X | |
| 4B | TB6-1,2 | I7U | 65 | 31 | 10 | 4 | | | X | | X | |
| 5A | - | - | - | * | 35 | 5 | | | X | | X | |
| 5B | TB3-1,2 | J1U | 55 | 17 | 15 | 5 | 15.0 | | X | | X | |
| 6A | TB3-5,6 | J2U | 40 | 2 | 16 | 6 | | | X | X | X | |
| 6B | TB3-7,8 | J2L | 44 | 6 | 17 | 6 | | | X | X | X | |
| PED PUSH BUTTONS | | | | | | | | | | | | |
| P41,P42 | TB8-5,6 | I12L | 69 | 35 | 4 | PED 4 | | | | | | |
| P61,P62 | TB8-7,9 | I13U | 68 | 34 | 6 | PED 6 | | | | | | |

*For Input Point numbers, see SDLC NON-INTRUSIVE DETECTION CHART this sheet.

NOTE:
INSTALL DC ISOLATORS IN INPUT FILE SLOTS I12 AND I13.

INPUT FILE POSITION LEGEND: J2L
- FILE J
- SLOT 2
- LOWER

# NOTES

1. To prevent "flash-conflict" problems, insert red flash program blocks for all vehicle load switches in the output file. The installer shall verify that signal heads flash in accordance with the signal plan.
2. Ensure Red Enable is active at all times during normal operation. To prevent Red Failures on unused monitor channels, tie unused red monitor inputs 7, 8, 10, 12, 13, 14, 15 and 16 to load switch AC+ per the cabinet manufacturer's instructions.
3. Program controller to start up in phase 2 Green No Walk and 6 Green No Walk.
4. If this signal will be managed by an ATMS software, enable controller and detector logging for all detectors used at this location.
5. The cabinet and controller are part of the D10-37_Wadesboro System.

# EQUIPMENT INFORMATION

Controller..... 2070LX
Cabinet..... 332 w/ Aux
Software.....Q-Free MAXTIME
Cabinet Mount.....Base
Output File Positions..... 18 With Aux. Output File
Load Switches Used..... S1, S2, S3, S4, S4P, S5, S6, S6P, S9, S12
Phases Used.....1, 2, 3, 4, 4PED, 5, 6, 6PED
Overlap "1"..... *
Overlap "2"..... Not Used
Overlap "3"..... *
Overlap "4"..... Not Used

*See overlap programming detail on sheet 2

# FLASHER CIRCUIT MODIFICATION DETAIL

IN ORDER TO INSURE THAT SIGNALS FLASH CONCURRENTLY ON THE SAME APPROACH, MAKE THE FOLLOWING FLASHER CIRCUIT CHANGES:

1. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-4 AND TERMINATE ON T2-2.
2. ON REAR OF PDA - REMOVE WIRE FROM TERM. T2-5 AND TERMINATE ON T2-3.
3. REMOVE FLASHER UNIT 2.

THE CHANGES LISTED ABOVE TIES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

# SDLC NON-INTRUSIVE DETECTION CHART

| | DETECTOR RACK #3 | | DETECTOR RACK #4 | |
|---|---|---|---|---|
| Input Point | Det # (Index) | Detector Zone | Det # (Index) | Detector Zone |
| 1 | 33 | NU | 49 | 1B |
| 2 | 34 | 3A | 50 | NU |
| 3 | 35 | 5A | 51 | NU |
| 4 | 36 | NU | 52 | NU |
| 5 | 37 | NU | 53 | NU |
| 6 | 38 | 2A | 54 | NU |
| 7 | 39 | NU | 55 | NU |
| 8 | 40 | NU | 56 | NU |
| 9 | 41 | NU | 57 | NU |
| 10 | 42 | NU | 58 | NU |
| 11 | 43 | NU | 59 | NU |
| 12 | 44 | NU | 60 | NU |
| 13 | 45 | NU | 61 | NU |
| 14 | 46 | NU | 62 | NU |
| 15 | 47 | NU | 63 | NU |
| 16 | 48 | NU | 64 | NU |

NU = Not Used

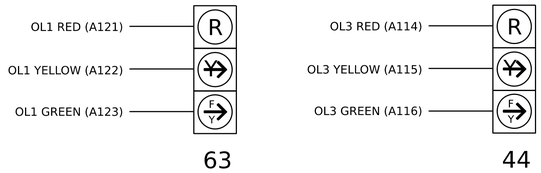
# SIGNAL HEAD HOOK-UP CHART

| LOAD SWITCH NO. | S1 | | S2 | S2P | S3 | | S4 | | | S4P | S5 | S6 | S6P | S7 | S8 | S8P | S9 | S10 | S11 | S12 | S13 | S14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CMU CHANNEL NO. | 1 | | 2 | 13 | 3 | | 4 | | | 14 | 5 | 6 | 15 | 7 | 8 | 16 | 9 | 10 | NONE | 11 | 12 | NONE |
| PHASE | 1 | | 2 | 2 PED | 3 | | 4 | | | 4 PED | 5 | 6 | 6 PED | 7 | 8 | 8 PED | OL1 | OL2 | SPARE | OL3 | OL4 | SPARE |
| SIGNAL HEAD NO. | 11 | 32 | 21,22 | NU | 31 | 32 | 41 | 42 | 43 | P41, P42 | 51 | 61,62 | P61, P62 | NU | NU | NU | 63 ★ | NU | NU | 44 ★ | NU | NU |
| RED | | | 128 | | 116 | 116 | | 101 | 101 | | | 134 | | | | | A121 | | | A114 | | |
| YELLOW | | | 129 | | 117 | 117 | | 102 | 102 | | | 135 | | | | | | | | | | |
| GREEN | | | 130 | | 118 | 118 | | 103 | 103 | | | 136 | | | | | | | | | | |
| RED ARROW | 125 | | | | | | 101 | | | | 131 | | | | | | | | | | | |
| YELLOW ARROW | 126 | 126 | | | | | 102 | | | | 132 | | | | | | A122 | | | A115 | | |
| FLASHING YELLOW ARROW | | | | | | | | | | | | | | | | | A123 | | | A116 | | |
| GREEN ARROW | 127 | 127 | | | 118 | | 103 | 103 | | | 133 | | | | | | | | | | | |
| ✋ | | | | | | | | | | 104 | | 119 | | | | | | | | | | |
| 🚶 | | | | | | | | | | 106 | | 121 | | | | | | | | | | |

NU = Not Used
★See pictorial of head wiring in detail this sheet.

# FYA SIGNAL WIRING DETAIL

*(wire signal heads as shown)*




# SPECIAL DETECTOR NOTE

For loops 1B, 2A, 3A and 5A, install a multi-zone microwave detection system for vehicle detection. Perform installation according to manufacturer's directions and NCDOT engineer-approved mounting locations to accomplish the detection schemes shown on the Signal Design Plans.

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 10-0896T
DESIGNED: July 2026
SEALED: 07/21/2026
REVISED: N/A

Electrical Detail - Sheet 1 of 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Electrical and Programming Details For:

US 74
at
SR 1423 (Kitty Bennet Rd.) /
SR 1259 (Anson High School Rd.)

Division 10 | Anson County | Wadesboro

PLAN DATE: July 2026 | REVIEWED BY:
PREPARED BY: Tim Langston | REVIEWED BY:

| REVISIONS | INIT. | DATE |
|---|---|---|
| | | |

Prepared in the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Traffic Engineering Branch
Traffic Signal Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 031001 ENGINEER D. TODD JOYCE

DocuSigned by: D. Todd Joyce 07/22/2026
Date: 2026.07.22 08:45:47 -04'00' DATE

SIG. INVENTORY NO. 10-0896T

21-JUL-2026 11:45
\\ncdot.gov\dfs\ncdot_common\dot-pw-01\Documents\NCDOT Units\NCDOT TSMO\Signal Design Section\Division_10\10-0896\Signals Management\1008967_sm_ele_yyyymmdd.dgn
tslangston

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| HN-0042 | Sig. 1.2 |

## SPECIAL DETECTION IO MODULE PROGRAMMING

The Enhanced Out of Pavement Detection requires adjustments to the IO Modules in use. Follow the programming instructions below to ensure desired operation.

Front Panel
Main Menu >Controller >More >Advanced IO >IO Modules

Web Interface
Home >Controller >Advanced IO >Cabinet Configuration >IO Modules

| IO Module | Type | Fault Response |
|---|---|---|
| 1 | Caltrans 332 | Default |
| 2 | TS2 DR3 BIU | Default |
| 3 | TS2 DR4 BIU | Default |
| 4 | TS2 MMU | Default |

Advanced Cabinet Options

☑ Disable TS2 Cabinet Alarms

## MAXTIME STARTUP AND SOFTWARE FLASH PROGRAMMING DETAIL

Front Panel
Main Menu >Controller >Unit

Web Interface
Home >Controller >Unit

Modify parameters as shown below and save changes.

Start Up Parameters

| StartUp Clearance Hold |
|---|
| 6 |

Unit Flash Parameters

| All Red Flash Exit Time |
|---|
| 6 |

## OVERLAP PROGRAMMING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

Overlap Plan 1

| Overlap (Signal Head No.) | 1 (63) | 3 (44) | 4 (23) |
|---|---|---|---|
| Type | FYA 4 - Section | FYA 4 - Section | FYA 4 - Section |
| Included Phases | 6 | 4 | 2,3 |
| Modifier Phases | - | - | - |
| Modifier Overlaps | - | - | - |
| Trail Green | 0 | 0 | 0 |
| Trail Yellow | 0.0 | 0.0 | 0.0 |
| Trail Red | 0.0 | 0.0 | 0.0 |
| FYA Ped Delay | 7.0 | 6.0 | 0.0 |

← NOTICE FYA PED DELAY

## COUNTDOWN PEDESTRIAN SIGNAL OPERATION

Countdown Ped Signals are required to display timing only during Ped Clearance Interval. Consult Ped Signal Module user's manual for instructions on selecting this feature.

## OUTPUT CHANNEL CONFIGURATION

Front Panel
Main Menu >Controller >More>Channels>Channels Config

Web Interface
Home >Controller >Advanced IO>Channels>Channel Configuration

Channel Configuration

| Channel | Control Type | Control Source | Flash Yellow | Flash Red | Flash Alt | MMU Channel |
|---|---|---|---|---|---|---|
| 1 | Phase Vehicle | 1 | | X | X | 1 |
| 2 | Phase Vehicle | 2 | | X | | 2 |
| 3 | Phase Vehicle | 3 | | X | X | 3 |
| 4 | Phase Vehicle | 4 | | X | | 4 |
| 5 | Phase Vehicle | 5 | | X | | 5 |
| 6 | Phase Vehicle | 6 | | X | X | 6 |
| 7 | Phase Vehicle | 7 | | X | | 7 |
| 8 | Phase Vehicle | 8 | | X | X | 8 |
| 9 | Overlap | 1 | | X | X | 9 |
| 10 | Overlap | 2 | | X | X | 10 |
| 11 | Overlap | 3 | | X | | 11 |
| 12 | Overlap | 4 | | X | | 12 |
| 13 | Phase Ped | 2 | | | | 13 |
| 14 | Phase Ped | 4 | | | | 14 |
| 15 | Phase Ped | 6 | | | | 15 |
| 16 | Phase Ped | 8 | | | | 16 |
| 17 | Overlap | 5 | | X | X | 17 |
| 18 | Overlap | 6 | | X | | 18 |

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 10-0896
DESIGNED: July 2026
SEALED: 07/17/2026
REVISED: N/A

Electrical Detail - Sheet 2 of 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Electrical and Programming Details For:

Prepared In the Offices of:

Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Signals Management Section

750 N. Greenfield Pkwy, Garner, NC 27529

US 74
at
SR 1423 (Kitty Bennet Rd.) /
SR 1259 (Anson High School Rd.)

Division 10 | Anson County | Wadesboro

| PLAN DATE: | July 2026 | REVIEWED BY: | |
|---|---|---|---|
| PREPARED BY: | Tim Langston | REVIEWED BY: | |

| REVISIONS | INIT. | DATE |
|---|---|---|
| | | |

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 031001 ENGINEER D. TODD JOYCE

DocuSigned by: D. Todd Joyce 07/22/2026
SIGNATURE DATE

SIG. INVENTORY NO. 10-0896

20-JUL-2026 09:18
pw://ncdot-pw.bentley.com:ncdot-pw-01/Documents/NCDOT Units/NCDOT TSMO/Signal Design Section/Division_10/10-0896/Signals Management/10-0896_sm_ele_yyyymmdd.dgn
tslangston

| PROJECT REFERENCE NO. | SHEET NO. |
|---|---|
| HN-0042 | Sig. 1.2 |

## SPECIAL DETECTION IO MODULE PROGRAMMING

The Enhanced Out of Pavement Detection requires adjustments to the IO Modules in use. Follow the programming instructions below to ensure desired operation.

Front Panel
Main Menu >Controller >More >Advanced IO >IO Modules

Web Interface
Home >Controller >Advanced IO >Cabinet Configuration >IO Modules

| IO Module | Type | Fault Response |
|---|---|---|
| 1 | Caltrans 332 | Default |
| 2 | TS2 DR3 BIU | Default |
| 3 | TS2 DR4 BIU | Default |
| 4 | TS2 MMU | Default |

Advanced Cabinet Options

☑ Disable TS2 Cabinet Alarms

## MAXTIME STARTUP AND SOFTWARE FLASH PROGRAMMING DETAIL

Front Panel
Main Menu >Controller >Unit

Web Interface
Home >Controller >Unit

Modify parameters as shown below and save changes.

Start Up Parameters

| StartUp Clearance Hold |
|---|
| 6 |

Unit Flash Parameters

| All Red Flash Exit Time |
|---|
| 6 |

## OVERLAP PROGRAMMING

Front Panel
Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface
Home >Controller >Overlap Configuration >Overlaps

Overlap Plan 1

| Overlap (Signal Head No.) | 1 (63) | 3 (44) |
|---|---|---|
| Type | FYA 4 - Section | FYA 4 - Section |
| Included Phases | 6 | 4 |
| Modifier Phases | - | - |
| Modifier Overlaps | - | - |
| Trail Green | 0 | 0 |
| Trail Yellow | 0.0 | 0.0 |
| Trail Red | 0.0 | 0.0 |
| FYA Ped Delay | 7.0 | 6.0 |

← NOTICE FYA PED DELAY

## COUNTDOWN PEDESTRIAN SIGNAL OPERATION

Countdown Ped Signals are required to display timing only during Ped Clearance Interval. Consult Ped Signal Module user's manual for instructions on selecting this feature.

## OUTPUT CHANNEL CONFIGURATION

Front Panel
Main Menu >Controller >More>Channels>Channels Config

Web Interface
Home >Controller >Advanced IO>Channels>Channel Configuration

Channel Configuration

| Channel | Control Type | Control Source | Flash Yellow | Flash Red | Flash Alt | MMU Channel |
|---|---|---|---|---|---|---|
| 1 | Phase Vehicle | 1 | | X | X | 1 |
| 2 | Phase Vehicle | 2 | | X | | 2 |
| 3 | Phase Vehicle | 3 | | X | X | 3 |
| 4 | Phase Vehicle | 4 | | X | | 4 |
| 5 | Phase Vehicle | 5 | | X | | 5 |
| 6 | Phase Vehicle | 6 | | X | X | 6 |
| 7 | Phase Vehicle | 7 | | X | | 7 |
| 8 | Phase Vehicle | 8 | | X | X | 8 |
| 9 | Overlap | 1 | | X | X | 9 |
| 10 | Overlap | 2 | | X | X | 10 |
| 11 | Overlap | 3 | | X | | 11 |
| 12 | Overlap | 4 | | X | | 12 |
| 13 | Phase Ped | 2 | | | | 13 |
| 14 | Phase Ped | 4 | | | | 14 |
| 15 | Phase Ped | 6 | | | | 15 |
| 16 | Phase Ped | 8 | | | | 16 |
| 17 | Overlap | 5 | | X | X | 17 |
| 18 | Overlap | 6 | | X | | 18 |

THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 10-0896T
DESIGNED: July 2026
SEALED: 07/21/2026
REVISED: N/A

Electrical Detail - Sheet 2 of 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Electrical and Programming Details For:

Prepared In the Offices of:
Transportation Mobility and Safety Division
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Traffic Engineering Branch
Signals Management Section

750 N. Greenfield Pkwy, Garner, NC 27529

US 74
at
SR 1423 (Kitty Bennet Rd.) /
SR 1259 (Anson High School Rd.)

Division 10 | Anson County | Wadesboro

PLAN DATE: July 2026 | REVIEWED BY:
PREPARED BY: Tim Langston | REVIEWED BY:

| REVISIONS | INIT. | DATE |
|---|---|---|
| | | |

SEAL
NORTH CAROLINA
PROFESSIONAL
SEAL 031001
ENGINEER
D. TODD JOYCE

DocuSigned by: D. Todd Joyce 07/22/2026
SIGNATURE DATE

SIG. INVENTORY NO. 10-0896T

21-JUL-2026 11:45
\\ad.ncdot.gov\LakeWay.com\ncdot-pw-01\Documents\NCDOT Units\NCDOT TSMO\Signal Design Section\Division_10\10-0896\Signals Management\10089867_sm_ele_yyyymmdd.dgn
tslangston

5/26/20

# STATE OF NORTH CAROLINA
# DEPARTMENT OF TRANSPORTATION

# SIGNING PLAN
# ANSON COUNTY

## LOCATION: INTERSECTION OF US-74 AND ANSON HIGH SCHOOL RD

## ROADWAY STANDARD DRAWING

THE FOLLOWING ROADWAY STANDARDS AS APPEAR IN "ROADWAY STANDARD DRAWINGS" - PROJECT SERVICES UNIT - 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 |
|---|---|
| 901.50 | ARROWS AND SHIELDS |
| 904.10 | ORIENTATION OF GROUND MOUNTED SIGNS |
| 904.50 | MOUNTING OF TYPE `D', `E' AND `F' SIGNS ON `U' CHANNEL POSTS |
| 910.20 | SCHOOL MARKED AND UNMARKED CROSSWALKS / SPEED REDUCTION REQUIREMENTS |

## GENERAL NOTES

. SIGNS FURNISHED BY STATE

. CONFIRM IN WRITING AT LEAST 4 MONTHS IN ADVANCE, THE ACTUAL DATE THE DEPARTMENT FURNISHED SIGNS WILL BE REQUIRED.

. ALL TYPE 'D' SIGNS SHALL BE MOUNTED ON TW0 U-CHANNEL POSTS UNLESS OTHERWISE INDICATED ON THE PLANS.

. IF REMOVAL OR RELOCATION OF SIGNS ON PRIVATE STREET (NON-STATE MAINTAINED) IS REQUIRED DUE TO CONSTRUCTION, THE CONTRACTOR SHALL INFORM THE ENGINEER. THE WORK WILL BE COMPLETED BY OTHERS.

. WHEN NOT STATIONED OR DIMENSIONED ON PLANS, ALL 'E' AND 'F' SIGNS SHALL BE FIELD LOCATED BY THE ENGINEER

. ALL EXISTING SIGNS ON "U" CHANNEL POST WITHIN THE PROJECT LIMITS SHALL BE REMOVED AND DISPOSED OF UNLESS OTHERWISE NOTED ON PLANS.

. WHEN EXISTING SIGNS ARE REMOVED AND INSTALLED ON NEW SUPPORTS, THE RE-ERECTION SHALL IMMEDIATELY FOLLOW THE REMOVAL.

. THE BACKGROUND FOR TYPE E & F SIGNS SHALL BE TYPE C REFLECTIVE SHEETING.

. SEE ROADWAY PLANS FOR GUARD/GUIDE RAIL DETAILS.

## SUMMARY OF QUANTITIES

| ITEM NO. | | ITEM DESCRIPTION | QUANTITY | UNIT |
|---|---|---|---|---|
| DESC. NO. | SECT. NO. | | | |
| 4072000000 | 903 | SUPPORTS, 3 LB STEEL U-CHANNEL | 713 | L.F. |
| 4096000000 | 904 | SIGN ERECTION, TYPE D | 2 | EA. |
| 4102000000 | 904 | SIGN ERECTION, TYPE E | 32 | EA. |
| 4108000000 | 904 | SIGN ERECTION, TYPE F | 1 | EA. |
| 4155000000 | 907 | DISPOSAL OF SIGN SYSTEM, U-CHANNEL | 19 | EA. |
| 4116100000 | 904 | SIGN ERECTION, RELOCATE SIGN TYPE E (GROUND MOUNTED) | 1 | EA. |
| 4192000000 | 907 | DISPOSAL OF SUPPORT, U-CHANNEL | 1 | EA. |

## INDEX


| SHEET NO. | DESCRIPTION |
|---|---|
| SIGN-1 | TITLE SHEET |
| SIGN-2 | SIGN DESIGN |
| SIGN-3 | E AND F SHEETS |
| SIGN-4-7 | SIGNING PLAN SHEETS |



PLAN PREPARED BY: N.C.D.O.T. SIGNING AND DELINEATION UNIT

JOSE MARTINEZ, PE — SIGNING & DELINEATION REGIONAL ENGINEER

WALTER JOHNSON — SIGNING & DELINEATION PROJECT DESIGN ENGINEER


HN-0042
SIGN 001

NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

APPROVED: DocuSigned by: Jose G. Martinez 4A7DB418C886461...

DATE: 07/17/2026

SEAL:

NORTH CAROLINA PROFESSIONAL SEAL 046786 ENGINEER JOSE G MARTINEZ

**INCOMPLETE PLANS**
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

T.I.P.: HN-0042

5/26/20

SIGN NUMBER: 301
TYPE: D
QUANTITY: 1

SIGN WIDTH: 60"
HEIGHT: 24"
TOTAL AREA: 10" Sq.Ft.

BORDER TYPE: FLUSH
RECESS: 0*
WIDTH: 0.75"
RADII: 3"

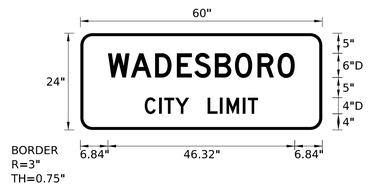
NO. Z BARS:
LENGTH:

BACKG COLOR: Green
COPY COLOR: White

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

MAT'L: 0.125" (3.2 mm) ALUMINUM

DESIGN BY: W. Johnson
PROJECT ID: HN-0042
CHECKED BY: JGM
LOCATION: ANSON HIGH SCHOOL RD
Jul 08, 2026
DIV: 10




Spacing Factor is 1 unless specified otherwise

USE NOTES:

1. Legend and border(except those that are colored black) shall be direct applied Grade C sheeting.
2. Background shall be Grade C reflective sheeting.

LETTER POSITIONS

Letter spacings are to start of next letter

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Series/Size Text Length |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | W | A | D | E | S | J | O | R | O | | | | | | | | | | | | | | | | | | | D 2000 |
| | 6.84" | 5.7" | 6" | 5.4" | 4.32" | 5.1" | 4.98" | 5.58" | 4.98" | 4.26" | 6.84" | | | | | | | | | | | | | | | | | | 46.32" |
| | | C | I | T | Y | | L | I | M | I | T | | | | | | | | | | | | | | | | | | D 2000 |
| | 15.96" | 3.6" | 1.24" | 2.72" | 3.56" | 4.48" | 3.08" | 1.6" | 4.08" | 1.24" | 2.48" | 15.96" | | | | | | | | | | | | | | | | | | 28.08" |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

HN-0042_Signing_Plans

NORTH CAROLINA D.O.T. SIGN DETAIL

SIGN NUMBER: 302
TYPE: D
QUANTITY: 1

SIGN WIDTH: 72"
HEIGHT: 42"
TOTAL AREA: 21" Sq.Ft.

BORDER TYPE: FLUSH
RECESS: 0"
WIDTH: 1"
RADII: 3"

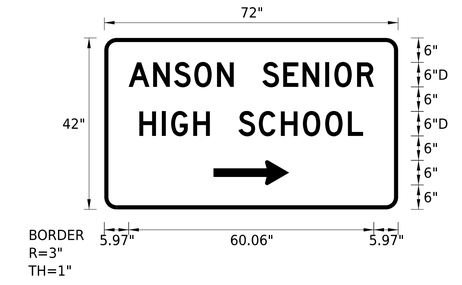
NO. Z BARS:
LENGTH:

BACKG COLOR: Green
COPY COLOR: White

| SYMBOL | X | Y | WID | HT |
|---|---|---|---|---|
| LONG ARROW | 26.8" | 6" | 6" | 18.4" |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

MAT'L: 0.125" (3.2 mm) ALUMINUM

DESIGN BY: none
PROJECT ID: ID
CHECKED BY:
LOCATION:
Jul 13, 2026
DIV: DIV




Spacing Factor is 1 unless specified otherwise

USE NOTES:

1. Legend and border(except those that are colored black) shall be direct applied Grade C sheeting.
2. Background shall be Grade C reflective sheeting.

LETTER POSITIONS

Letter spacings are to start of next letter

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Series/Size Text Length |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | A | N | S | O | N | | S | E | N | I | O | R | | | | | | | | | | | | | | | | D 2000 |
| | 5.97" | 6" | 5.1" | 4.98" | 5.58" | 4.8" | 6.3" | 5.1" | 4.74" | 5.52" | 2.28" | 5.58" | 4.08" | 5.97" | | | | | | | | | | | | | | | 60.06" |
| | | H | I | G | H | | S | C | H | O | O | L | | | | | | | | | | | | | | | | | D 2000 |
| | 8.58" | 5.52" | 2.28" | 5.4" | 4.8" | 6.3" | 4.98" | 5.4" | 5.4" | 5.46" | 5.58" | 3.72" | 8.58" | | | | | | | | | | | | | | | | 54.84" |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

HN-0042_Signing_Plans

NORTH CAROLINA D.O.T. SIGN DETAIL

HN-0042
SIGN 002

NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

APPROVED: DocuSigned by: Jose G. Martinez 4A7D8418C886461...

DATE: 07/17/2026

SEAL:

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 046786 JOSE G MARTINEZ

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

SIGN DESIGNS

5/26/20

401 QUANTITY REQ'D 7




30" X 30"
R1-1

ONE "U" POST PER SIGN

406 QUANTITY REQ'D 2



36"X 36"
S1-1

Fluorescent Yellow-Green
ONE "U" POST PER SIGN

411 QUANTITY REQ'D 2



12" X 9"
M6-3P

MOUNT BELOW SIGN 410
IN 2 INSTALLATIONS

501




24" X 12"

24" X 24"

ONE "U" POST PER SIGN

402 QUANTITY REQ'D 2




30" X 36"
R2-1

ONE "U" POST PER SIGN

407 QUANTITY REQ'D 1




36" X 36"
R5-1

ONE "U" POST PER SIGN

412 QUANTITY REQ'D 2




24" X 30"
S5-2

ONE "U" POST PER SIGN

MOUNT BELOW SIGN 402
IN 1 INSTALLATION

403 QUANTITY REQ'D 2




30" X 36"
R2-1

ONE "U" POST PER SIGN

408 QUANTITY REQ'D 3




36" X 12"
R6-1(R)

MOUNTED BACK TO BACK WITH SIGN 409.
IN 2 INSTALLATIONS

MOUNT ABOVE SIGN 401
IN 1 INSTALLATION

413 QUANTITY REQ'D 1




42" X 30"
R2-27

MOUNT BELOW SIGN 301
IN 1 INSTALLATION

404 QUANTITY REQ'D 1




36" X 36"
S4-5

Fluorescent Yellow-Green
ONE "U" POST PER SIGN

409 QUANTITY REQ'D 2




36" X 12"
R6-1(L)

ONE "U" POST PER SIGN

414 QUANTITY REQ'D 1




42" X 30"
M1-80

ONE "U" POST PER SIGN

405 QUANTITY REQ'D 4




24" X 9"
S4-3P

Fluorescent Yellow-Green

MOUNT ABOVE SIGN 403.
IN 2 INSTALLATIONS

MOUNT BELOW SIGN 406
IN 2 INSTALLATIONS

410 QUANTITY REQ'D 2




18" X 24"
M1-8

ONE "U" POST PER SIGN

HN-0042
SIGN 003

NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

APPROVED: DocuSigned by: Jose G. Martinez 4A7DB418C886461...

DATE: 07/17/2026

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 046786 ENGINEER JOSE G MARTINEZ

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED.

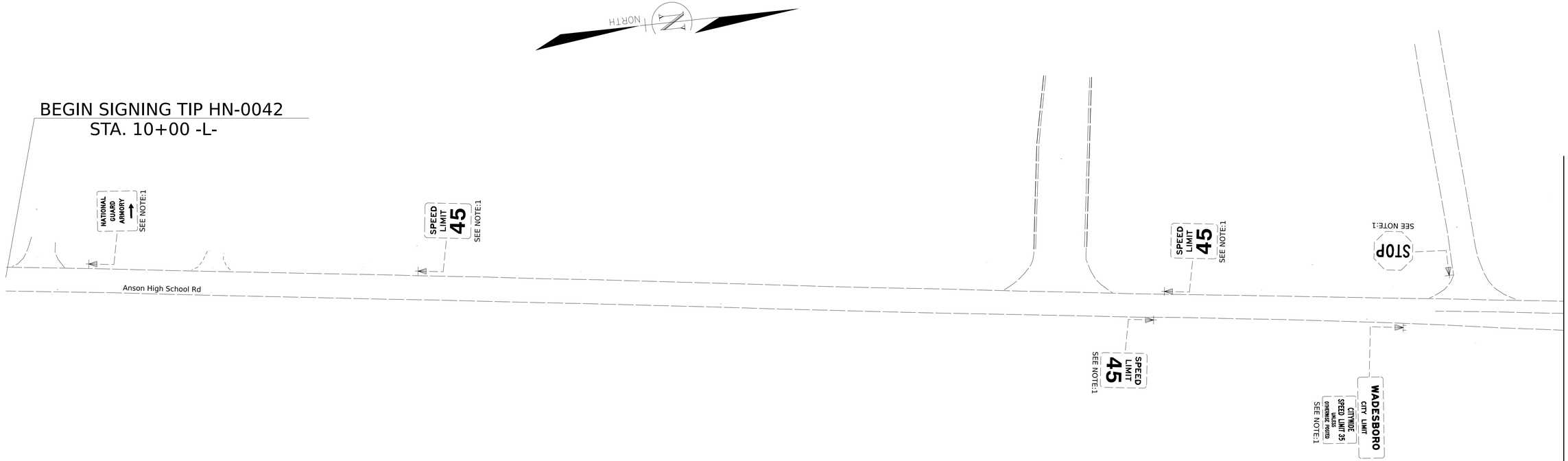
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

E & F SIGNS

5/26/20

# EXISTING DETAIL

MATCHLINE STA. 25+00 -L- SIGN - 5




NOTES:

1 DISPOSAL OF SIGN SYSTEM, U–CHANNEL
2 RELOCATE SIGN, TYPE E

HN-0042
SIGN 004

NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

APPROVED: DocuSigned by: Jose G. Martinez 4A7DB418C886461...

DATE: 07/17/2026

SEAL:

NORTH CAROLINA PROFESSIONAL SEAL 046786 ENGINEER JOSE G MARTINEZ

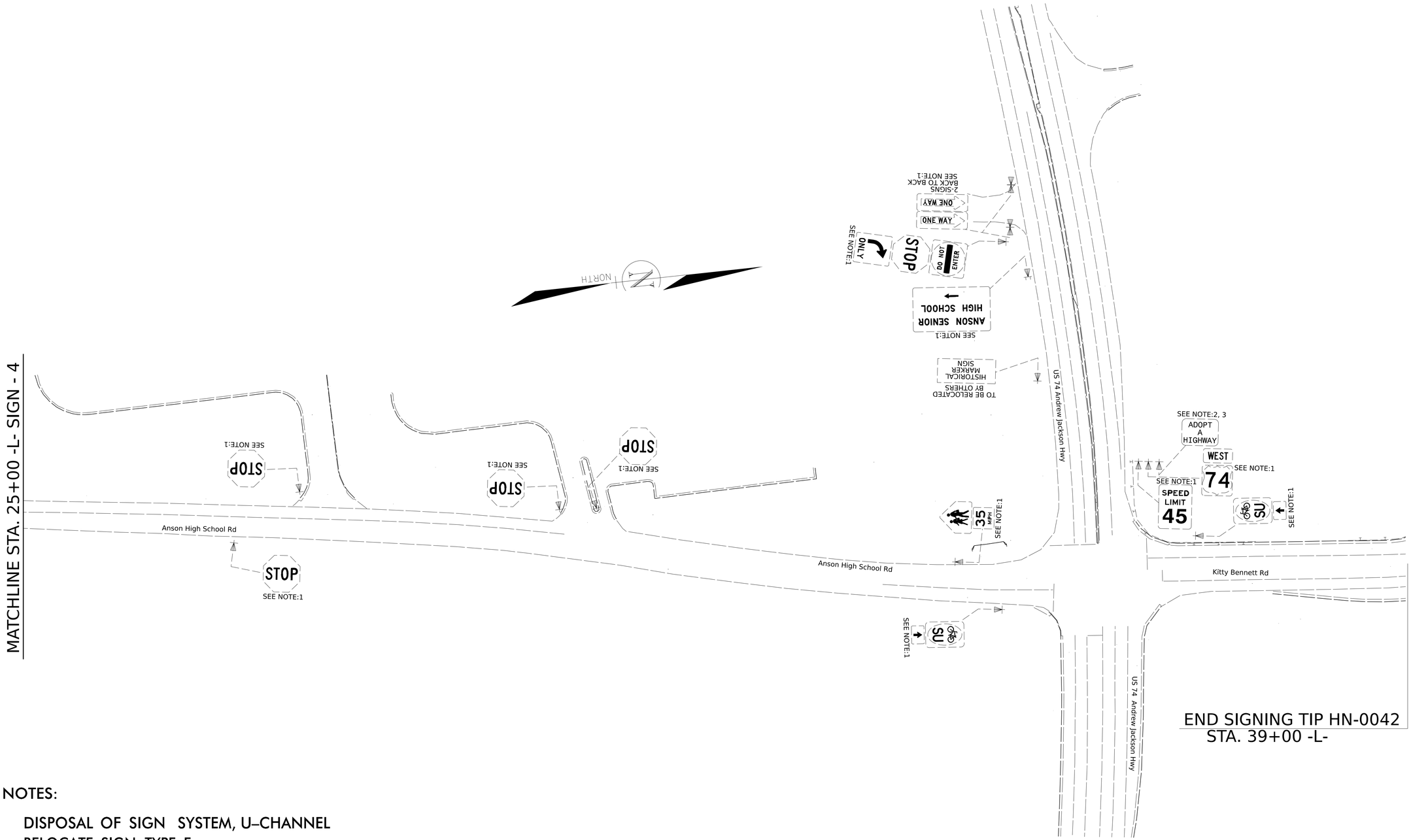
**INCOMPLETE PLANS**
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

5/26/20

# EXISTING DETAIL




NOTES:

1 DISPOSAL OF SIGN SYSTEM, U–CHANNEL
2 RELOCATE SIGN, TYPE E
3 DISPOSAL OF SUPPORT, U–CHANNEL

HN-0042
SIGN 005

NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

APPROVED: DocuSigned by: Jose G. Martinez 4A7DB418C886461...

DATE: 07/17/2026

SEAL:

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 046786 JOSE G MARTINEZ

**INCOMPLETE PLANS**
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

5/26/20

# PROPOSED DETAIL

MATCHLINE STA. 25+00 -L- SIGN - 7

NORTH

BEING SIGNING TIP HN-0042

STA. 10+00 -L-

Anson High School Rd

Anson High School Rd

414 NATIONAL GUARD ARMORY

402 SPEED LIMIT 45

412 END SCHOOL ZONE

401 STOP

401 STOP

SCHOOL

405 SCHOOL SPEED LIMIT 35

403

404 SCHOOL SPEED LIMIT 35

405 SCHOOL

406

413 CITY LIMIT SPEED LIMIT 35 WHEN FLASHING

301 WADESBORO CITY LIMIT

HN-0042

SIGN 006

NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

APPROVED: DocuSigned by: Jose G. Martinez 4A7DB418C886461...

DATE: 07/17/2026

SEAL:

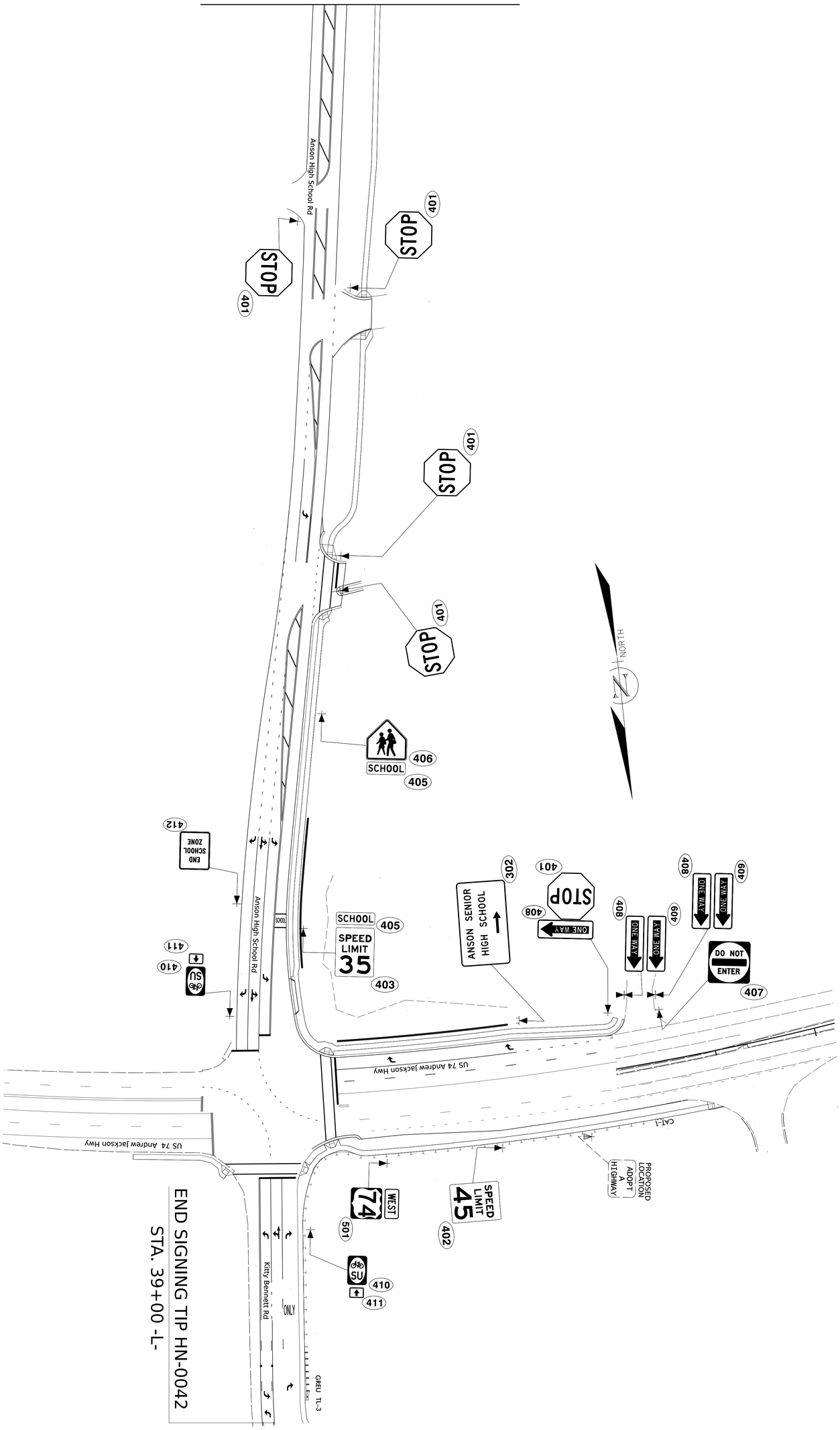
NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 046786 JOSE G MARTINEZ

**INCOMPLETE PLANS**
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED.

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

MATCHLINE STA. 25+00 -L- SIGN - 6




# PROPOSED DETAIL

INCOMPLETE PLANS
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 040786 JOSE G MARTINEZ

Digitally signed by: Jose G Martinez
APPROVED: 4437D941923B481...
DATE: 07/17/2026
SEAL:

DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

HN-0042
SIGN 007

6/23/16

| 0 2.5 5 | PROJ. REFERENCE NO. | SHEET NO. |
|---|---|---|
| | HN-0042 | X-1 |

DITCH BLOCK

S.S. 328.78

328.20

332.15
14 + 50.00

S.S. 329.26

327.29

331.02
14 + 00.00

S.S. 329.01

326.79

329.88
13 + 50.00

S.S. 328.44

326.29

328.75
13 + 00.00

325.79

327.71
12 + 50.00

326.63
12 + 00.00

325.40
11 + 50.00

324.25
11 + 00.00

4:1

15-OCT-2025 13:10
$$$$USERNAME$$$$
C:\DOCUMENTS\Anson\HN-0042_IHS-2410F)_US 74_Crosswalk_Anson High\XSC\HN-0042_US 74_Crosswalk_Anson High_xpl_L.dgn

6/23/16

| 0 2.5 5 | PROJ. REFERENCE NO. | SHEET NO. |
|---|---|---|
| | HN-0042 | X-2 |

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

345
340
335
345
340
335
330
340
335
330
340
335
330

S.S. 337.79 4% 4%
336.79
339.16
17+00.00

S.S. 335.74 4% 4%
334.50
337.52
16+50.00

S.S. 335.95 4% 4%
332.80
335.97
16+00.00

S.S. 332.23 4% 4%
331.25
334.57
15+50.00

S.S. 331.05 4% 4%
330.08
333.32
15+00.00

-4-

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

15-OCT-2026 13:12
$$$$USERNAME$$$$
S:\DOCUMENTS\Anson\HN-0042_IHS-2410F_US 74_Crosswalk_Anson High\XSC\HN-0042_US 74_Crosswalk_Anson High_xpl_L.dgn

6/23/16

| 0 2.5 5 | PROJ. REFERENCE NO. | SHEET NO. |
|---|---|---|
| | HN-0042 | X-3 |

355 350 345 340 350 345 340 350 345 340 350 345 340 350 345 340 335 345 335

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

347.58
20+00.00

S.S. 346.13
4:1
4:1
343.05
346.29
19+50.00

S.S. 345.09
4:1
4:1
342.78
345.03
19+00.00

S.S. 343.62
4:1
4:1
341.70
343.77
18+50.00

S.S. 342.17
4:1
4:1
340.74
342.38
18+00.00

S.S. 340.23
4:1
4:1
339.03
340.83
17+50.00

-4-

15-OCT-2026 13:12
S:\DOC_CBPP_Anson\HN-0042_IHS-2410F_US 74_Crosswalk_Anson High\XSC\HN-0042_US 74_Crosswalk_Anson High_xpl_L.dgn
$$$$USERNAME$$$$

6/23/16

| 0 2.5 5 | PROJ. REFERENCE NO. | SHEET NO. |
|---|---|---|
| | HN-0042 | X-4 |

S.S. 350.63 — 4:1 — 6:1 — 4:1 — 351.18 — 353.19 — 23+00.00

S.S. 350.72 — 4:1 — 4:1 — 4:1 — 350.70 — 352.52 — 22+50.00

S.S. 351.27 — 4:1 — 4:1 — 4:1 — 350.11 — 351.84 — 22+00.00

S.S. 350.01 — 4:1 — 4:1 — 4:1 — 349.55 — 351.11 — 21+50.00

S.S. 350.41 — 4:1 — 4:1 — 4:1 — 348.26 — 350.08 — 21+00.00

4:1 S.S. 348.09 — 4:1 — 347.19 — 348.89 — 20+50.00

—4—

15-OCT-2026 13:13
$$$$USERNAME$$$$
$$$$DGN_CREATION$$$$
S:\DOC_CREATION\HN-0042_IHS-2410F_US 74_Crosswalk_Anson High\XSC\HN-0042_US 74_Crosswalk_Anson High_xpl_L.dgn

6/23/16

| 0 2.5 5 | PROJ. REFERENCE NO. | SHEET NO. |
|---|---|---|
| | HN-0042 | X-5 |

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

365 360 355 350

S.S. 353.78 4:1 4:1 4:1

352.13

355.99

25 + 00.00

365 360 355 350

S.S. 353.29 4:1 2:1 3:1

349.49

355.18

24 + 50.00

345 360 355 350

354.57

24 + 00.00

360 355 350

S.S. 350.71 4:1 12.5:1

353.83

23 + 50.00

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

15-OCT-2026 13:44
$$$$USERNAME$$$$
$$$$ \DOCUMENTS\Anson\HN-0042_IHS-2410F)_US 74_Crosswalk_Anson High\XSC\HN-0042_US 74_Crosswalk_Anson High_xpl_L.dgn

| 0 2.5 5 | PROJ. REFERENCE NO. | SHEET NO. |
|---|---|---|
| | HN-0042 | X-6 |

6/23/16

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

375 370 365 360 355 350

S.S. 355.92 4:1 4:1 4:1 353.91 358.75

26+50.00

S.S. 354.98 4:1 4:1 4:1 353.14 357.71

26+00.00

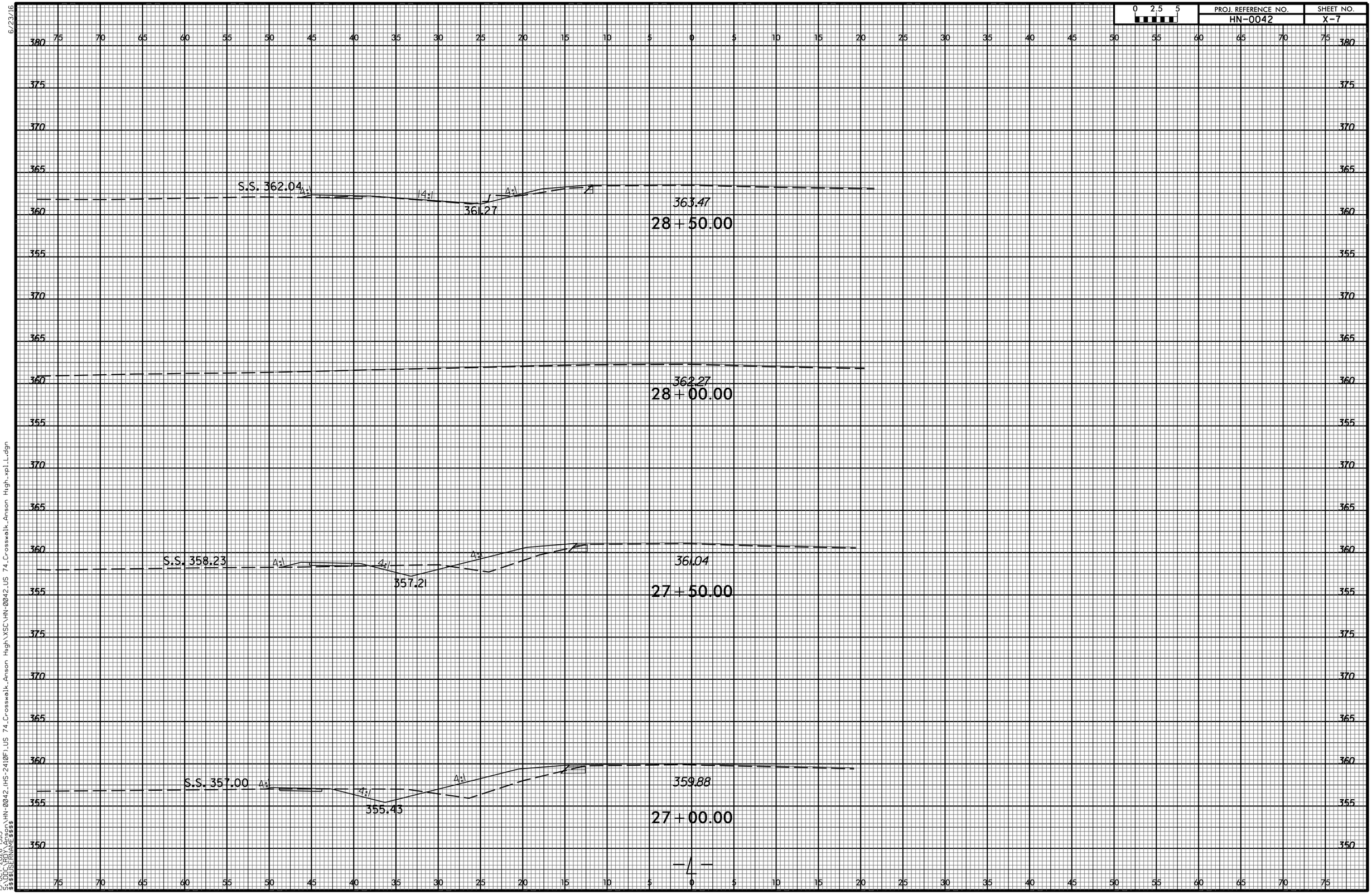
S.S. 354.17 4:1 4:1 4:1 352.49 356.82

25+50.00

—4—

15-OCT-2026 13:15
S:\DOC_CRDP\Anson\HN-0042_IHS-2410F_US 74_Crosswalk_Anson High\XSC\HN-0042_US 74_Crosswalk_Anson High_xpLL.dgn
$$$$USERNAME$$$$

| 0 2.5 5 | PROJ. REFERENCE NO. | SHEET NO. |
|---|---|---|
| | HN-0042 | X-7 |




6/23/16
05-OCT-2026 13:15
$$$$USERNAME$$$$
C:\DOCUMENTS AND SETTINGS\$$$$USERNAME$$$$\LOCAL SETTINGS\TEMP\HN-0042_IHS-2410F)_US 74_Crosswalk_Anson High\XSC\HN-0042_US 74_Crosswalk_Anson High_xpLL.dgn

| 0 2.5 5 | PROJ. REFERENCE NO. | SHEET NO. |
|---|---|---|
| | HN-0042 | X-8 |

6/23/16

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

385 380 375 370 365 360

368.86
30 + 50.00

S.S. 366.42
4:1
4:1
365.36
367.53
30 + 00.00

S.S. 365.32
4:1
8:1
4:1
363.66
366.12
29 + 50.00

S.S. 364.02
4:1
7:1
4:1
362.23
364.73
29 + 00.00

—4—

15-OCT-2026 13:15
$$$$USERNAME$$$$
S:\DOT_GROUP\Asheville\HN-0042_IHS-2410F_US 74_Crosswalk_Anson High\XSC\HN-0042_US 74_Crosswalk_Anson High_xpLL.dgn

6/23/16

| 0 2.5 5 | PROJ. REFERENCE NO. | SHEET NO. |
|---|---|---|
| | HN-0042 | X-9 |

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

385 380 375 370 365

S.S. 372.07 4:1

373.92

32 + 50.00

S.S. 370.62 4:1

372.90

32 + 00.00

S.S. 369.57 4:1

371.72

31 + 50.00

S.S. 369.77 4:1

370.26

31 + 00.00

— 4 —

15-OCT-2026 13:46
$$$$USERNAME$$$$
$$$$LOGIN_ID$$$$
S:\DOCUMENTS\Anson\HN-0042_IHS-2410F_US 74_Crosswalk_Anson High\XSC\HN-0042_US 74_Crosswalk_Anson High_xpl_L.dgn

6/23/16

| 0 2.5 5 | PROJ. REFERENCE NO. | SHEET NO. |
|---|---|---|
| | HN-0042 | X-10 |

S.S. 376.53

374.21
34 + 50.00

S.S. 378.06

374.62
34 + 00.00

S.S. 379.68

374.88
33 + 50.00

S.S. 376.15

374.66
33 + 00.00

—L—

15-OCT-2026 13:17
$$$$USERNAME$$$$
C:\DOCUMENTS\Anson\HN-0042_IHS-2410F)_US 74_Crosswalk_Anson High\XSC\HN-0042_US 74_Crosswalk_Anson High_xpLL.dgn

| PROJ. REFERENCE NO. | SHEET NO. |
|---|---|
| HN-0042 | X-11 |

0 2.5 5

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

385 380 375 370

S.S. 376.07 2%

376.86
36 + 50.00

380 375 370

376.20
36 + 00.00

375 370

373.53
35 + 50.00

385 380 375 370

S.S. 374.41 4%

373.64
35 + 00.00

370 365

385 380 375 370

S.S. 376.90 6%

373.98
34 + 70.00

6/23/16

15-OCT-2026 13:20
S:\DOT\DIV\Anson\HN-0042.IHS-2410F1.US 74_Crosswalk_Anson High\XSC\HN-0042_US 74_Crosswalk_Anson High_xpl_L.dgn
$$$$USERNAME$$$$

6/23/16

| 0 2.5 5 | PROJ. REFERENCE NO. | SHEET NO. |
|---|---|---|
| | HN-0042 | X-12 |

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

385 380 375 370 365 360

S.S. 369.14 4:1

369.44

38+00.00

385 380 375 370 365 360

S.S. 371.85

372.16

37+50.00

385 380 375 370 365 360

S.S. 374.0

374.67

37+00.00

385 380 375 370 365 360

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

15-OCT-2026 13:21
S:\DOT\HDY\Anson\HN-0042.IHS-2410F1.US 74_Crosswalk_Anson High\XSC\HN-0042_US 74_Crosswalk_Anson High_xpl_L.dgn
$$$$USERNAME$$$$

| 0 2.5 5 | PROJ. REFERENCE NO. | SHEET NO. |
|---|---|---|
| | HN-0042 | X-13 |

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

370
365
360
355
370
365
360
355
375
370
365
360
380
375
370
365
360

361.31
40+00.00

363.21
39+50.00

S.S. 364.40

364.97
39+00.00

S.S. 367.00

367.03
38+50.00

15-OCT-2026 13:21
S:\DOCUMENTS\Anson\HN-0042_(HS-2410F)_US 74_Crosswalk_Anson High\XSC\HN-0042_US 74_Crosswalk_Anson High_xpl_L.dgn
$$$$USERNAME$$$$

6/23/16

| 0 2.5 5 | PROJ. REFERENCE NO. | SHEET NO. |
|---|---|---|
| | HN-0042 | X-14 |

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

385
380
375
370
365

S.S. 371.65 2%

371.33

22+00.00

4:1

S.S. 367.99

385
380
375
370
365

2%

S.S. 371.53

370.79

21+50.00

370.28

21+00.00

360

—Y—

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

15-OCT-2026 13:24
$\DOCUMENTS$\$USERNAME$$$$$
C:\Users\Jason\HN-0042_IHS-2410F_US 74_Crosswalk_Anson High\XSC\HN-0042_US 74_Crosswalk_Anson High_xpl_Y.dgn

6/23/16

| 0 2.5 5 | PROJ. REFERENCE NO. | SHEET NO. |
|---|---|---|
| | HN-0042 | X-15 |

S.S. 374.58

373.12

23+50.00

S.S. 376.88

S.S. 373.80

372.56

23+00.00

S.S. 373.31

S.S. 372.63

371.98

22+50.00

S.S. 369.41

—Y—

15-OCT-2026 13:24
$$$$USERNAME$$$$
$$$$DGN_NAME$$$$
S:\DOT_GRP\...\HN-0042_IHS-2410F_US 74_Crosswalk_Anson High\XSC\HN-0042_US 74_Crosswalk_Anson High_xpl_Y.dgn

6/23/16

| 0 2.5 5 | PROJ. REFERENCE NO. | SHEET NO. |
|---|---|---|
| | HN-0042 | X-16 |

65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85

385
380
375
370
365

374.90

S.S. 374.48

4:1

25+00.00

385
380
375
370
365

2%

S.S. 375.55

374.34

S.S. 377.03

24+50.00

385
380
375
370
365

2%

S.S. 374.98

373.71

S.S. 379.33

24+00.00

—Y—

65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85

15-OCT-2026 13:25
$\DOC_CRDP\Area2\HN-0042_IHS-2410F_US 74_Crosswalk_Anson High\XSC\HN-0042_US 74_Crosswalk_Anson High_xpl_Y.dgn
$$$$USERNAME$$$$

6/23/16

| 0 2.5 5 | PROJ. REFERENCE NO. | SHEET NO. |
|---|---|---|
| | HN-0042 | X-17 |

85 80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65

390
385
380
375
370
385
380
375
370
365
385
380
375
370
365

376.41

26+50.00

375.83

S.S. 371.28

26+00.00

375.43

25+50.00

—Y—

15-OCT-2026 13:26
S:\DOT_PROJ_A-Z\HN-0042_(HS-2410F)_US 74_Crosswalk_Anson High\XSC\HN-0042_US 74_Crosswalk_Anson High_xpl_Y.dgn
$$$$USERNAME=$$$$

6/23/16

| 0 2.5 5 | PROJ. REFERENCE NO. | SHEET NO. |
|---|---|---|
| | HN-0042 | X-18 |

379.52
30+00.00

379.21
29+50.00

378.72
29+00.00

378.33
28+50.00

377.87
28+00.00

377.41
27+50.00

376.96
27+00.00

—Y—

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

380 375 370 385

15-OCT-2026 13:27
$$$$USERNAME$$$$
$$$$DGN_FILE$$$$
S:\DOT\Crossroads\Anson\HN-0042_IHS-2410F_US 74_Crosswalk_Anson High\XSC\HN-0042_US 74_Crosswalk_Anson High_xpl_Y.dgn