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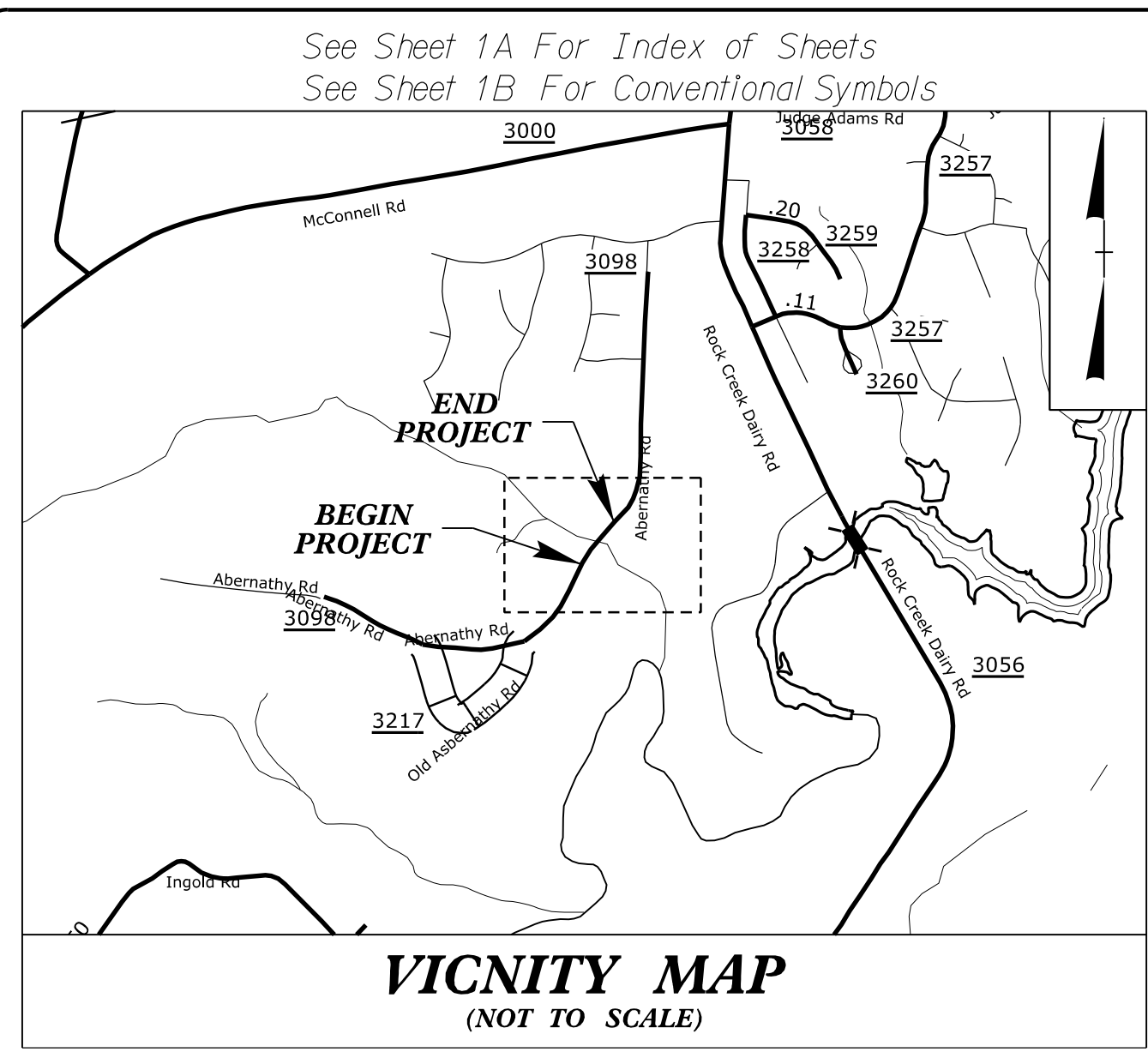
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09/28/2019

PROJECT: BP7-C002

CONTRACT: DG00695



STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

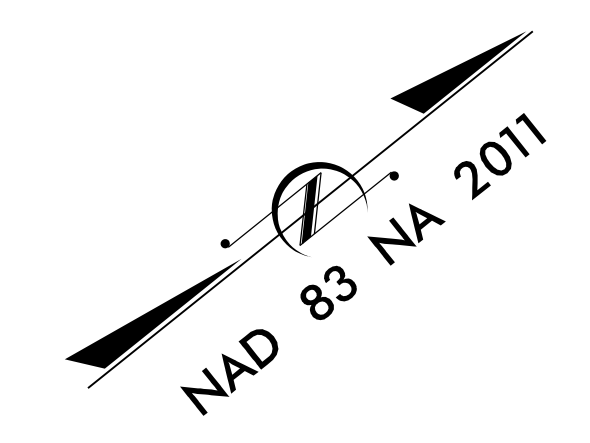
GUILFORD COUNTY

**LOCATION: CULVERT 40-2179 OVER UT TO BIG ALAMANCE CREEK
ON SR 3098 (ABERNATHY RD)**

**TYPE OF WORK: PAVING, GRADING, GUARDRAIL, DRAINAGE,
PAVEMENT MARKINGS AND CULVERT**

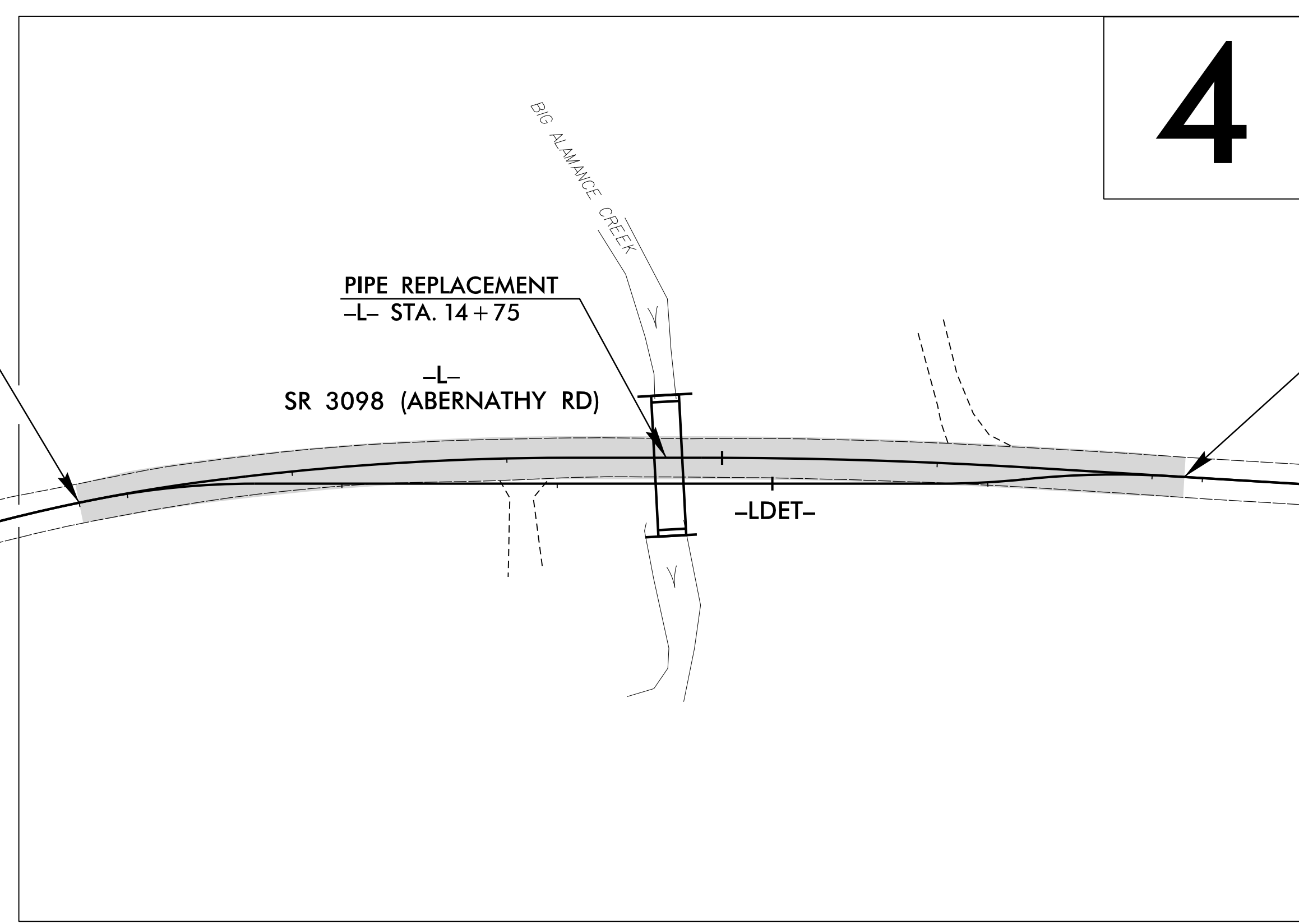
100% PLANS

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	BP7-C002	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
BP7.C002.1		P.E.	
BP7.C002.2		ROWUTIL	
BP7.C002.3		CONST	



**BEGIN STATE PROJECT BP7.C002.1
BEGIN CONSTRUCTION
-L- STA. 12+00.00**

TO OLD
ABERNATHY RD

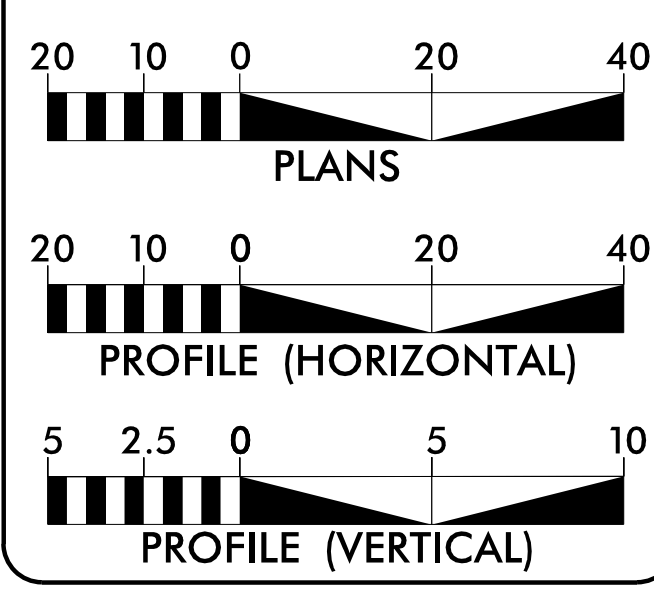


**END STATE PROJECT BP7.C002.1
END CONSTRUCTION
-L- STA. 17+15.00**

TO RESERVE PKWY

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES



DESIGN DATA

ADT 2026 = < 400
ADT 2046 = < 400
T = N/A
V = 40 MPH
* TTST = N/A DUAL N/A
FUNC CLASS = LOCAL
SUB-REGIONAL TIER

PROJECT LENGTH

LENGTH OF ROADWAY STATE PROJECT BP7-C002 = 0.098 mi.
LENGTH OF STRUCTURES STATE PROJECT BP7-C002 = 0.000 mi.
LENGTH OF STATE PROJECT BP7-C002 = 0.098 mi.

Prepared in the Office of:
moffatt & nichol
4700 FALLS OF NEUSE ROAD, SUITE 300
RALEIGH, NORTH CAROLINA 27609
19191 TR +4626 VOICE 19191 TR +4663 FAX
NC License NO.: F-0105

2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:
DECEMBER 18, 2024

LETTING DATE:
APRIL 29, 2026

EDWARD GLENN EDENS, PE
PROJECT ENGINEER

MATT MURRAY
PROJECT DESIGN ENGINEER

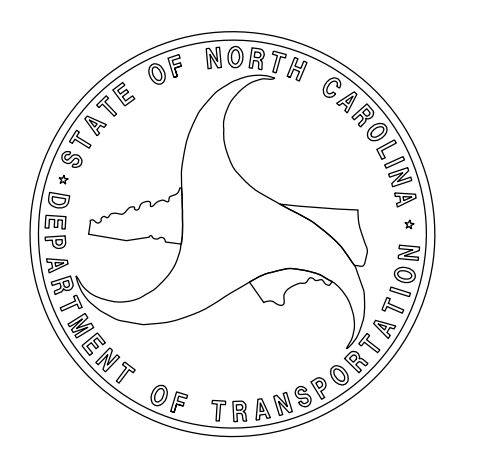
DANIEL DAGENHART
NCDOT CONTACT

HYDRAULICS ENGINEER

Signed by: *Craig Lee*
SEAL: 042644
ENGINEER
CRAIG J LEE
P.E.
4/16/2026

ROADWAY DESIGN ENGINEER

Signed by: *Edward Glenn Edens*
SEAL: 018470
ENGINEER
EDWARD GLENN EDENS
P.E.
4/15/2026



4/15/2026
F:\RA\10704-03\20 CADD\BP7.C002.N.Roadway\Proj\BP7.C002.L_rdy_.tsh.dgn
jtdavenport

SHEET NUMBER	SHEET
1	TITLE SHEET
1A	INDEX OF SHEETS, GENERAL NOTES, AND STANDARD DRAWINGS
1B	CONVENTIONAL SYMBOLS
2A-1 THRU 2A-2	PAVEMENT SCHEDULE AND TYPICAL SECTIONS
2B-1 THRU 2B-2	DETOUR PLAN AND PROFILE DETAILS
2C-1 THRU 2C-3	SPECIAL DETAILS
3B-1	ROADWAY SUMMARIES
3D-1	DRAINAGE SUMMARIES
4 THRU 5	PLAN AND PROFILE SHEET
RW02C-1 THRU RW02C-3	SURVEY CONTROL SHEETS
TMP-1 THRU TMP-9	TRAFFIC MANAGEMENT PLANS
PMP-1 THRU PMP-3	PAVEMENT MARKING PLANS
EC-1 THRU EC-6	EROSION CONTROL PLANS
RF-1	REFORESTATION PLANS
UO-1 THRU UO-2B-1	UTILITY BY OTHERS PLANS
X-1	CROSS SECTION INDEX
X-1A	EARTHWORK VOLUME SHEET
X-2 THRU X-8	CROSS-SECTIONS

EFF. 08-11-2025
 2024 ROADWAY ENGLISH STANDARD DRAWINGS

The following Roadway Standards as appear in "Roadway Standard Drawings" Contracts Standards and Development Unit - N. C. Department of Transportation - Raleigh, N. C., Dated January 16, 2024 are applicable to this project and by reference hereby are considered a part of these plans:

STD.NO.	TITLE
DIVISION 2 - EARTHWORK	
200.02	Method of Clearing - Method II
225.02	Guide for Grading Subgrade - Secondary and Local
225.04	Method of Obtaining Superelevation - Two Lane Pavement
DIVISION 3 - PIPE CULVERTS	
300.01	Method of Pipe Installation (Use Details in Lieu of Standards for Sheets 1 and 2 of 2)
310.10	Driveway Pipe Construction
DIVISION 5 - SUBGRADE, BASES AND SHOULDERS	
560.01	Method of Shoulder Construction - High Side of Superelevated Curve - Method I
DIVISION 6 - ASPHALT BASES AND PAVEMENTS	
654.01	Pavement Repairs
DIVISION 8 - INCIDENTALS	
862.01	Guardrail Placement (Use Details in Lieu of Standards for Sheets 4, 6, 12, and 14 of 15)
862.02	Guardrail Installation
876.01	Rip Rap in Channels and Ditches
876.02	Guide for Rip Rap at Pipe Outlets
876.04	Drainage Ditches with Class 'B' Rip Rap

GENERAL NOTES: 2024 SPECIFICATIONS
 EFFECTIVE: 01-16-2024
 REVISED:

GRADE LINE:
 GRADING AND SURFACING:

THE GRADE LINES SHOWN DENOTE THE FINISHED ELEVATION OF THE PROPOSED SURFACING AT GRADE POINTS SHOWN ON THE TYPICAL SECTIONS. GRADE LINES MAY BE ADJUSTED AT THEIR BEGINNING AND ENDING AND AT STRUCTURES AS DIRECTED BY THE ENGINEER IN ORDER TO SECURE A PROPER TIE-IN.

CLEARING:

CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD 11.

SUPERELEVATION:

ALL CURVES ON THIS PROJECT SHALL BE SUPERELEVATED IN ACCORDANCE WITH STD. NO. 225.04 USING THE RATE OF SUPERELEVATION AND RUNOFF SHOWN ON THE PLANS. SUPERELEVATION IS TO BE REVOLVED ABOUT THE GRADE POINTS SHOWN ON THE TYPICAL SECTIONS.

SHOULDER CONSTRUCTION:

ASPHALT, EARTH, AND CONCRETE SHOULDER CONSTRUCTION ON THE HIGH SIDE OF SUPERELEVATED CURVES SHALL BE IN ACCORDANCE WITH STD. NO. 560.01

SIDE ROADS:

THE CONTRACTOR WILL BE REQUIRED TO DO ALL NECESSARY WORK TO PROVIDE SUITABLE CONNECTIONS WITH ALL ROADS, STREETS, AND DRIVES ENTERING THIS PROJECT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PARTICULAR ITEMS INVOLVED.

GUARDRAIL:

THE GUARDRAIL LOCATIONS SHOWN ON THE PLANS MAY BE ADJUSTED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHOULD CONSULT WITH THE ENGINEER PRIOR TO ORDERING GUARDRAIL MATERIAL.

TEMPORARY SHORING:

SHORING REQUIRED FOR THE MAINTENANCE OF TRAFFIC NOT SHOWN ON THE PLANS WILL BE PAID FOR AT THE CONTRACT PRICE FOR "TEMPORARY SHORING".

UTILITIES:

UTILITY OWNERS ON THIS PROJECT ARE CENTURY LINK
 ANY RELOCATION OF EXISTING UTILITIES WILL BE ACCOMPLISHED BY OTHERS.

RIGHT-OF-WAY MARKERS:

ALL RIGHT-OF-WAY MARKERS ON THIS PROJECT SHALL BE PLACED BY CONTRACT.



4/20/2026

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	(123)
Existing Fence Line	-x-x-x-
Proposed Woven Wire Fence	○
Proposed Chain Link Fence	□
Proposed Barbed Wire Fence	◇
Existing Wetland Boundary	WLB
Proposed Wetland Boundary	WLB
Existing Endangered Animal Boundary	EAB
Existing Endangered Plant Boundary	EPB
Existing Historic Property Boundary	HPB
Known Contamination Area: Soil	☠-s-☠-s-
Potential Contamination Area: Soil	☠-s-☠-s-
Known Contamination Area: Water	☠-w-☠-w-
Potential Contamination Area: Water	☠-w-☠-w-
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	JS
Buffer Zone 1	BZ 1
Buffer Zone 2	BZ 2
Flow Arrow	←
Disappearing Stream	→
Spring	○
Wetland	WLB
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	E
Proposed Temporary Drainage Easement	TDE
Proposed Permanent Drainage Easement	PDE
Proposed Permanent Drainage/Utility Easement	DUE
Proposed Permanent Utility Easement	PUE
Proposed Temporary Utility Easement	TUE
Proposed Aerial Utility Easement	AUE

ROADS AND RELATED FEATURES:

Existing Edge of Pavement	-----
Existing Curb	-----
Proposed Slope Stakes Cut	C
Proposed Slope Stakes Fill	F
Proposed Curb Ramp	CR
Existing Metal Guardrail	T
Proposed Guardrail	T
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	CONC
Bridge Wing Wall, Head Wall and End Wall	CONC WW
MINOR:	
Head and End Wall	CONC HW
Pipe Culvert	-----
Footbridge	-----
Drainage Box: Catch Basin, DI or JB	CB
Paved Ditch Gutter	-----
Storm Sewer Manhole	⊕
Storm Sewer	S

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	PH
H-Frame Pole	●
U/G Power Line Test Hole (SUE - LOS A)*	⊕
U/G Power Line (SUE - LOS B)*	P
U/G Power Line (SUE - LOS C)*	P
U/G Power Line (SUE - LOS D)*	P

TELEPHONE:

Existing Telephone Pole	●
Proposed Telephone Pole	○
Telephone Manhole	⊕
Telephone Pedestal	⊕
Telephone Cell Tower	⊕
U/G Telephone Cable Hand Hole	PH
U/G Telephone Test Hole (SUE - LOS A)*	⊕
U/G Telephone Cable (SUE - LOS B)*	T
U/G Telephone Cable (SUE - LOS C)*	T
U/G Telephone Cable (SUE - LOS D)*	T
U/G Telephone Conduit (SUE - LOS B)*	TC
U/G Telephone Conduit (SUE - LOS C)*	TC
U/G Telephone Conduit (SUE - LOS D)*	TC
U/G Fiber Optics Cable (SUE - LOS B)*	T FO
U/G Fiber Optics Cable (SUE - LOS C)*	T FO
U/G Fiber Optics Cable (SUE - LOS D)*	T FO

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)*	P
U/G Water Line (SUE - LOS C)*	P
U/G Water Line (SUE - LOS D)*	P
Above Ground Water Line	A/G Water

TV:

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

GAS:

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

SANITARY SEWER:

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

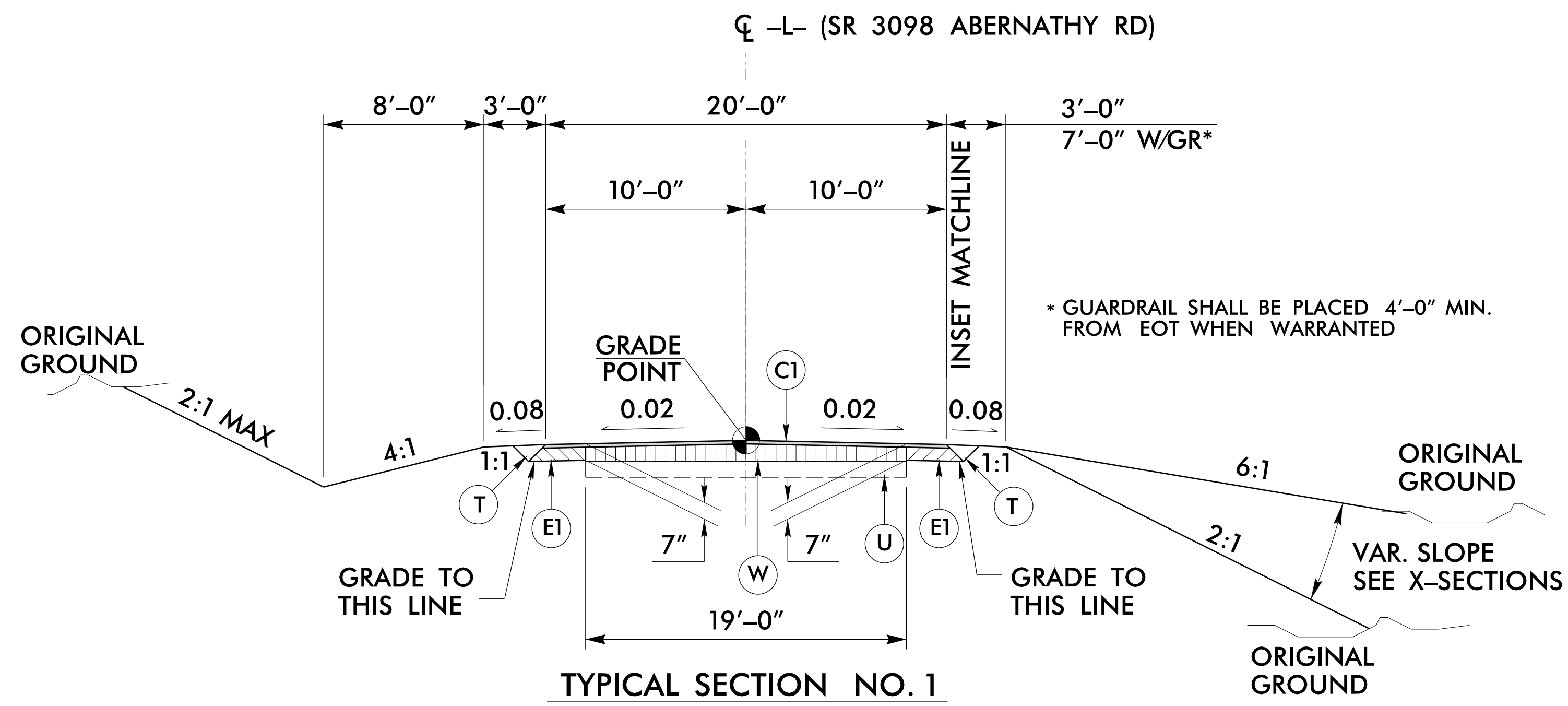
MISCELLANEOUS:

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

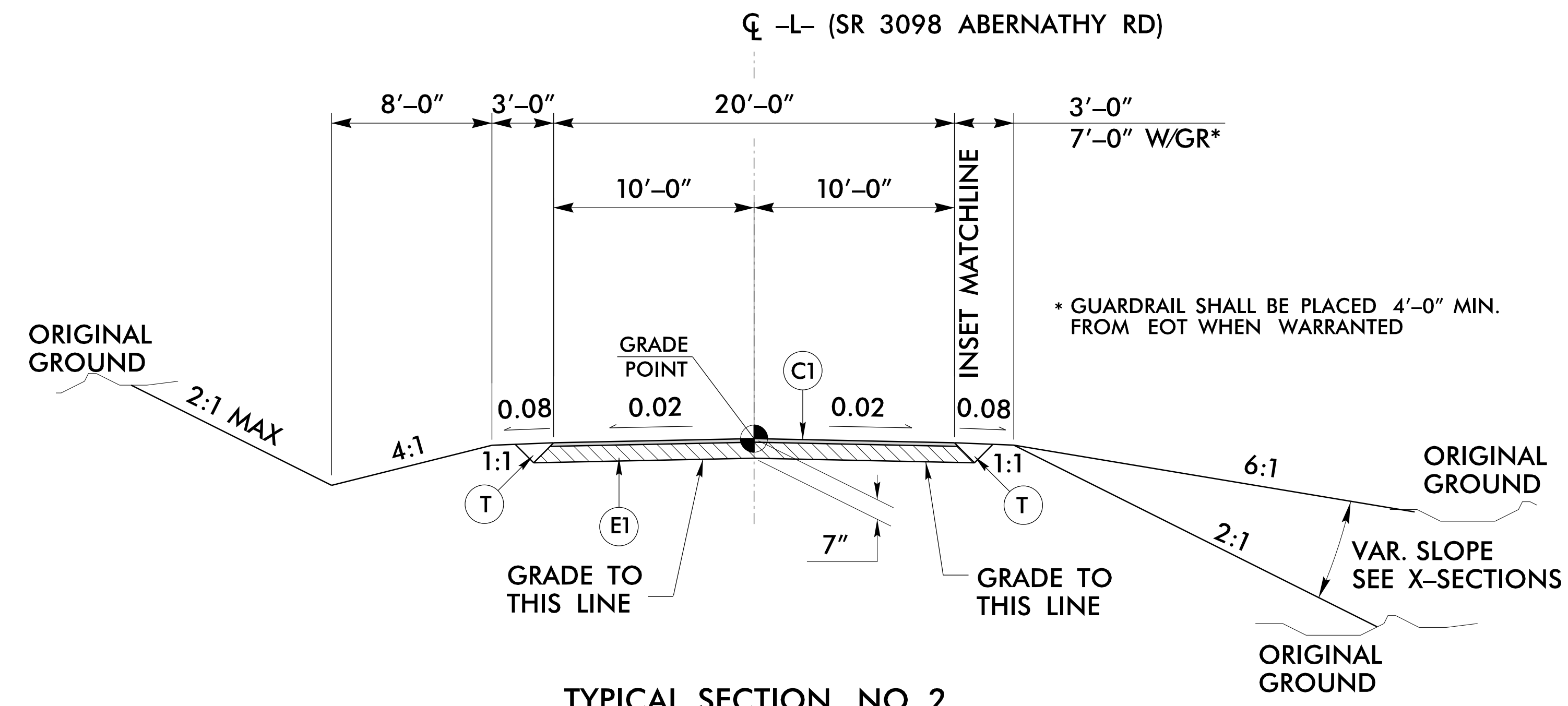
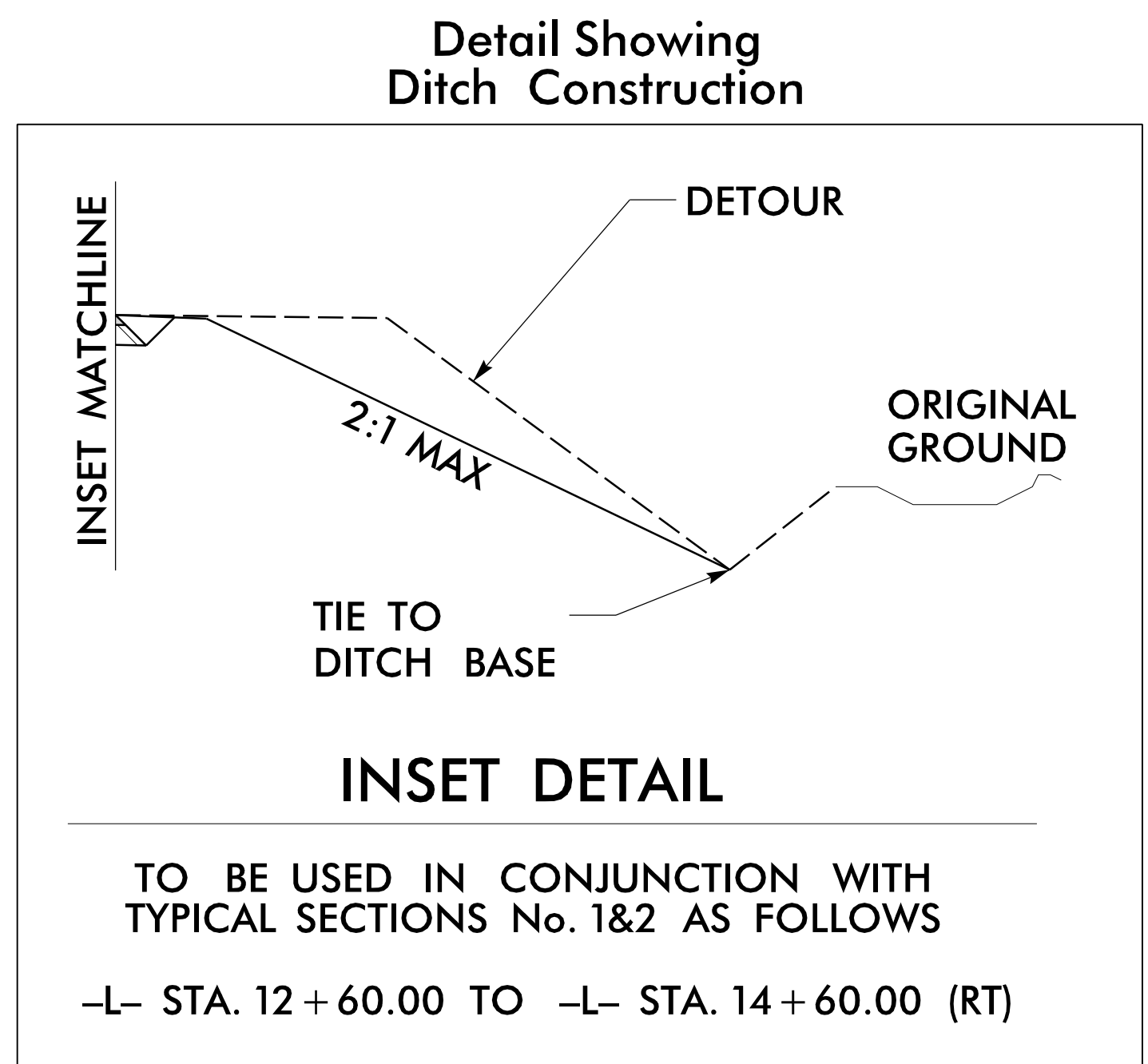
PAVEMENT SCHEDULE <i>(FINAL PAVEMENT DESIGN DATED 9/1/2023)</i>	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165.0 LBS. PER SQ. YD.
C2	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 1½" IN DEPTH.
E1	PROP. APPROX. 5 ½" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
E2	PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT LESS THAN 3" IN DEPTH OR GREATER THAN 5½" IN DEPTH.
J1	6" AGGREGATE BASE COURSE
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V	INCIDENTAL MILLING
W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE STANDARD WEDGING DETAIL ON THIS SHEET)

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

PROJECT REFERENCE NO. <i>BP7.C002</i>	SHEET NO. <i>2A-1</i>
ROADWAY DESIGN ENGINEER <i>Edward Glenn Edenton</i> SEAL 018470 EDWARD GLENN EDENTON EDENTON ENGINEERING, INC. 1/12/2026	PAVEMENT DESIGN ENGINEER <i>James B. Yalton</i> SEAL 036425 JAMES B. YALTON EDENTON ENGINEERING, INC. 1/12/2026
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

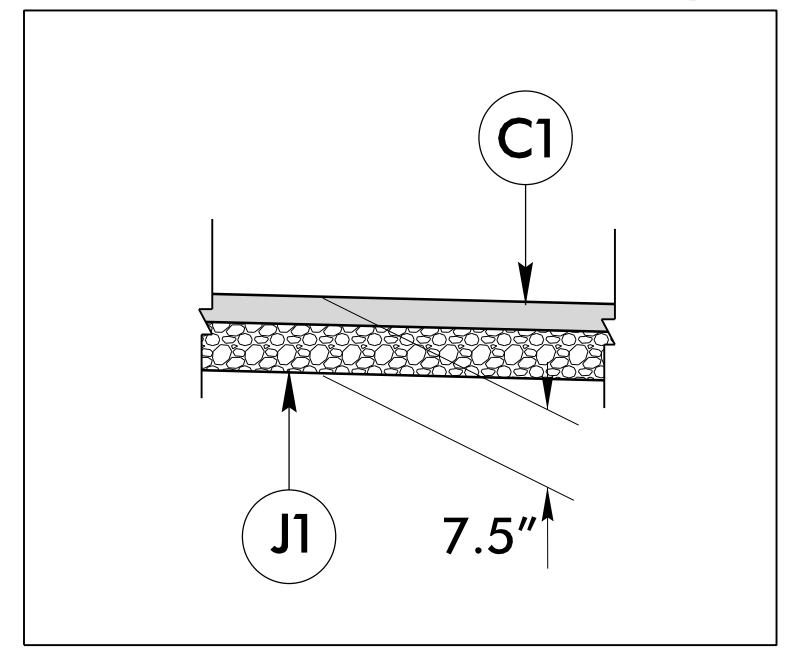


TYPICAL SECTION NO. 1
 -L- STA. 12+00 TO -L- STA. 12+85
 -L- STA. 16+40 TO -L- STA. 17+15



TYPICAL SECTION NO. 2
 -L- STA. 12+85 TO -L- STA. 16+40

**Detail For Pavement Repair
 Detail For Paved Driveway
 See Plans For Limits of Driveway Pavement**



4-03-20 CAD:\BP7.C002\1\Roadway\Proj\BP7.C002.1.rdy_tup.dgn
 1/8/2026 10:02:11 AM
 4-03-20 CAD:\BP7.C002\1\Roadway\Proj\BP7.C002.1.rdy_tup.dgn

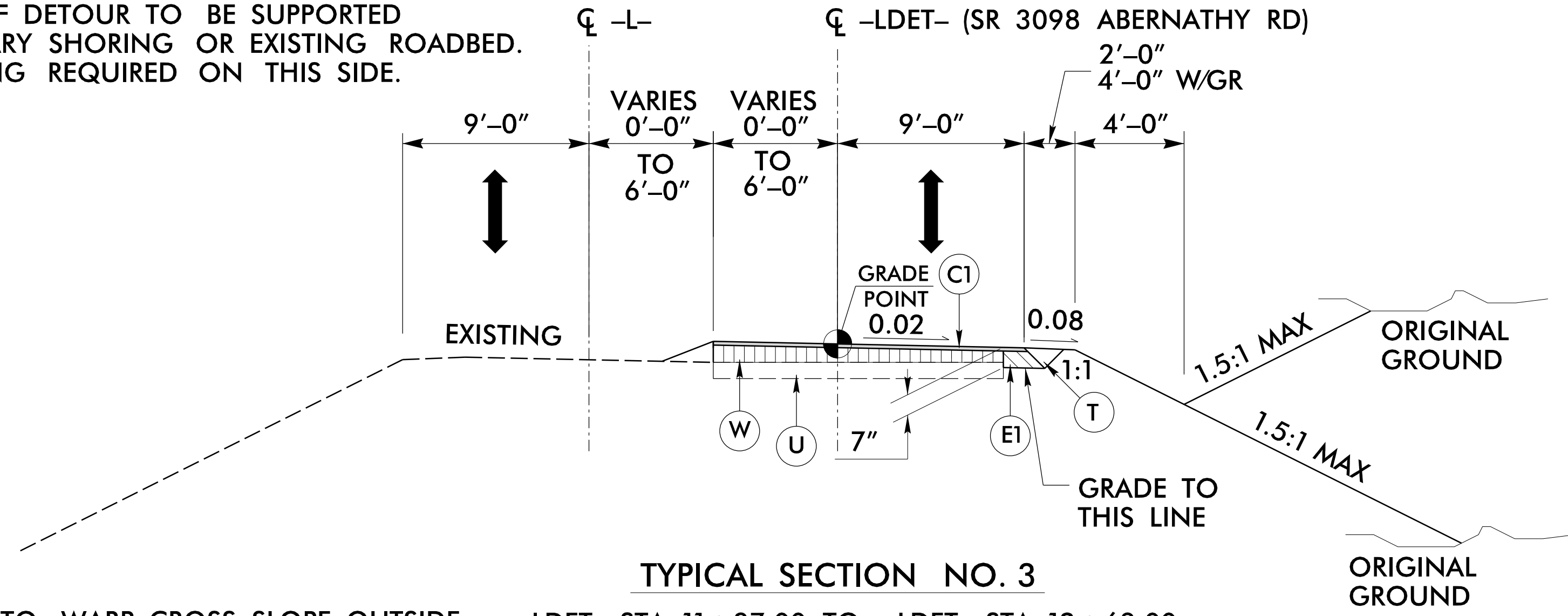
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E1	PROP. APPROX. 5 ½" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
E2	PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT LESS THAN 3" IN DEPTH OR GREATER THAN 5½" IN DEPTH.
J1	6" AGGREGATE BASE COURSE
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V	INCIDENTAL MILLING
W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE STANDARD WEDGING DETAIL ON THIS SHEET)

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

****NOTE**
LEFT SIDE OF DETOUR TO BE SUPPORTED BY TEMPORARY SHORING OR EXISTING ROADBED. NO GRADING REQUIRED ON THIS SIDE.

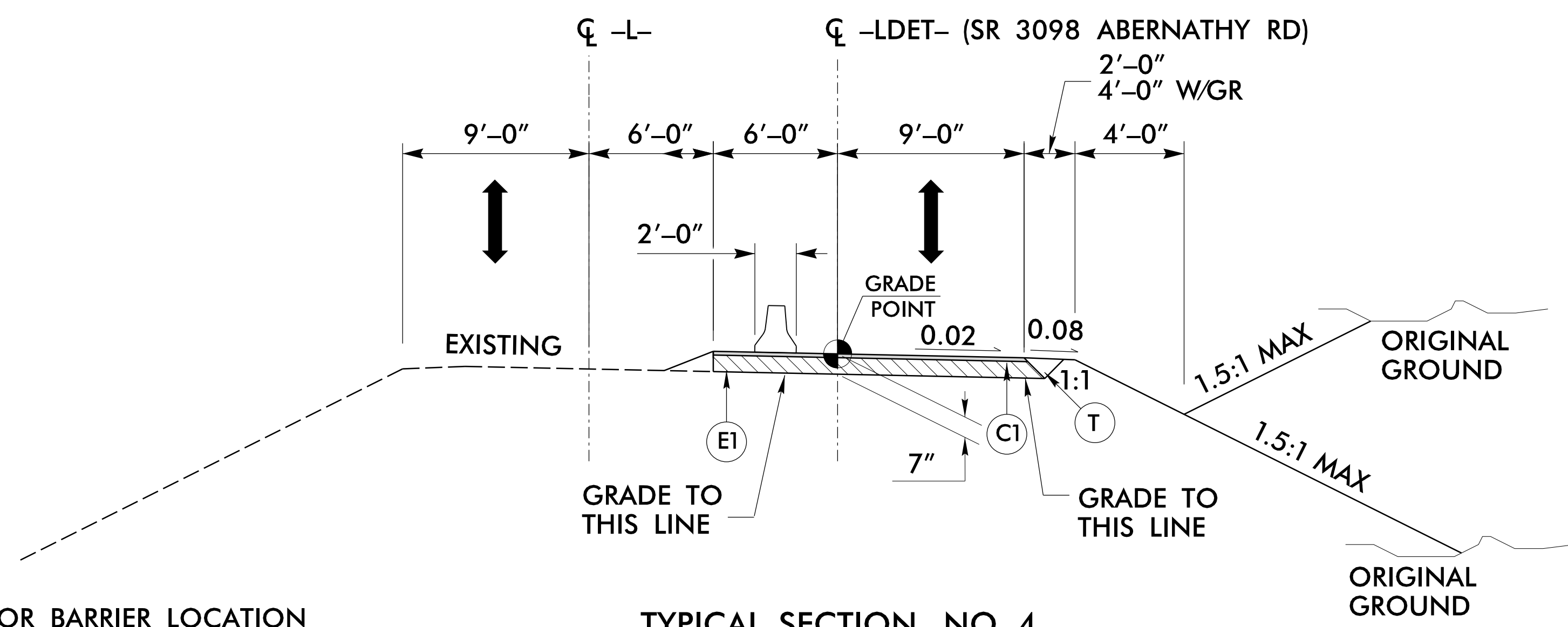
NOTE:
CONTRACTOR TO WARP CROSS SLOPE OUTSIDE OF DETOUR LANE TO PROVIDE SUITABLE TIE TO EXISTING PAVEMENT SURFACE AS REQUIRED, WHERE SUITABLE TIE IN CANNOT BE ACHIEVED USE INCIDENTAL MILLING

PROJECT REFERENCE NO. <i>BP7.C002</i>	SHEET NO. <i>2A-2</i>
ROADWAY DESIGN ENGINEER <i>Edmund Glenn Edmonds</i> SEAL 08470 EDMUND GLENN EDMONDS 1/12/2026	PAVEMENT DESIGN ENGINEER <i>James B. Yarbrough</i> SEAL 05625 JAMES B. YARBROUGH 1/12/2026
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
<small>moftatt & nichol 4700 FALLS OF NEUSE ROAD, SUITE 300 RALEIGH, NORTH CAROLINA 27609 919 781-4626 VOICE 919 781-4609 FAX NC LICENSE NO.: F-0105</small>	



TYPICAL SECTION NO. 3

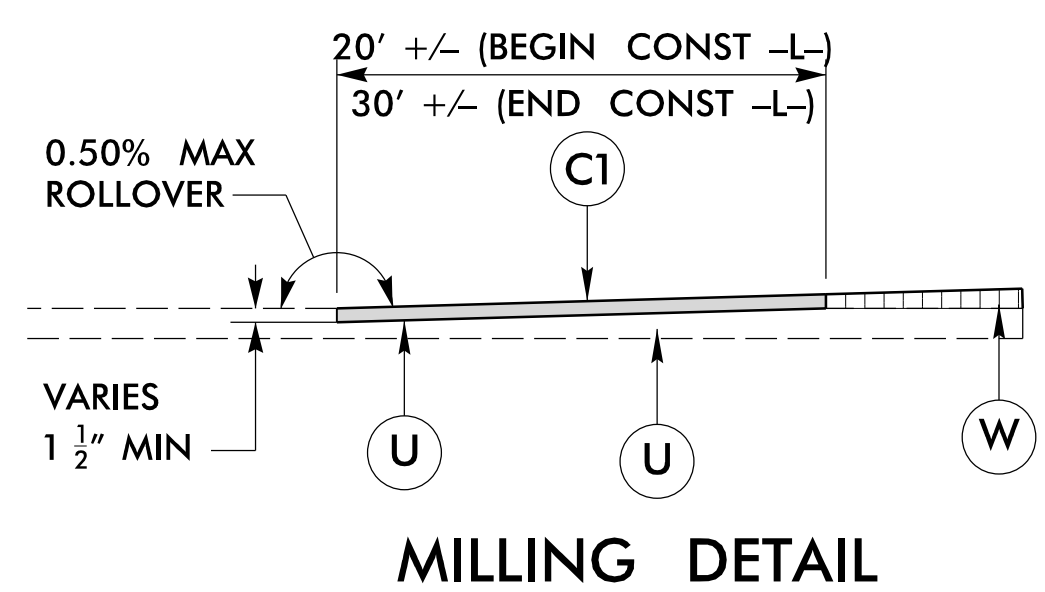
-LDET- STA. 11+87.00 TO -LDET- STA. 12+63.00
-LDET- STA. 16+14.00 TO -LDET- STA. 16+84.00



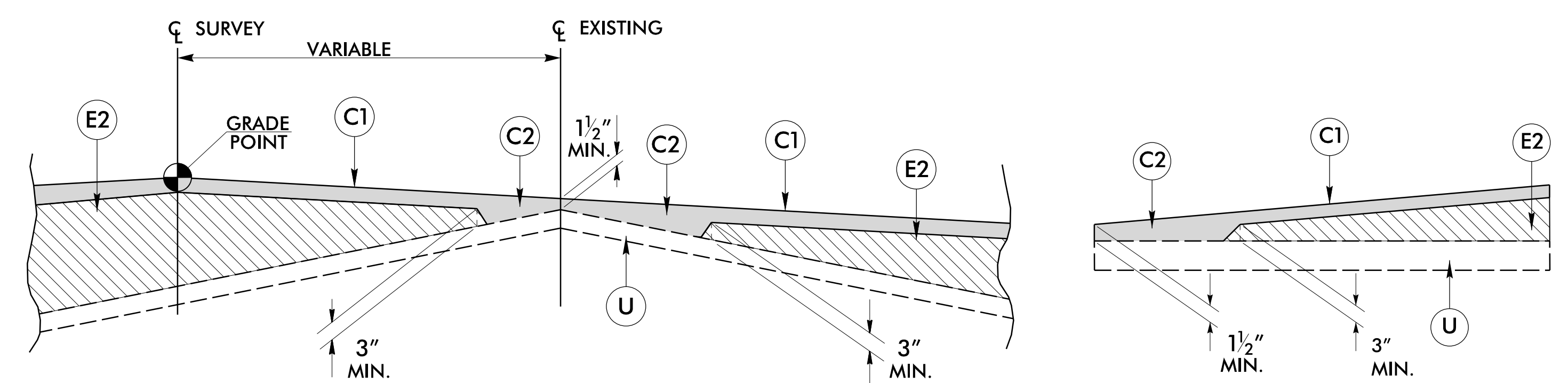
TYPICAL SECTION NO. 4

-LDET- STA. 12+63.00 TO -LDET- STA. 16+14.00

NOTE:
SEE PLANS FOR BARRIER LOCATION



MILLING DETAIL

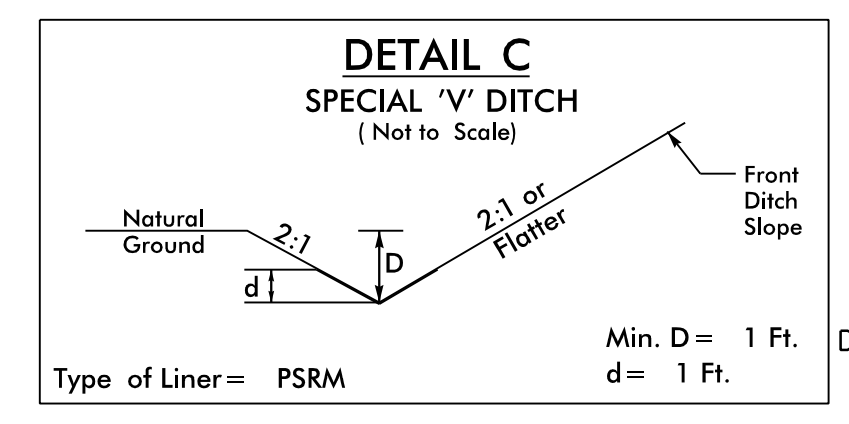


Wedging Detail

4-031\20 CAD\BP7.C002\1\Roadway\Proj\BP7.C002.1.rdy_tup.dgn 1/8/2023 10:06:00 AM

PROJECT REFERENCE NO. <i>BP7-C002</i>	SHEET NO. <i>2B-1</i>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER SEAL 018470 EDWARD J. GLENN, INC.	HYDRAULICS ENGINEER SEAL 042644 CRAIG B. PARR, P.E.
4/15/2026	4/15/2026
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
moffatt & nichol	

-LDET-



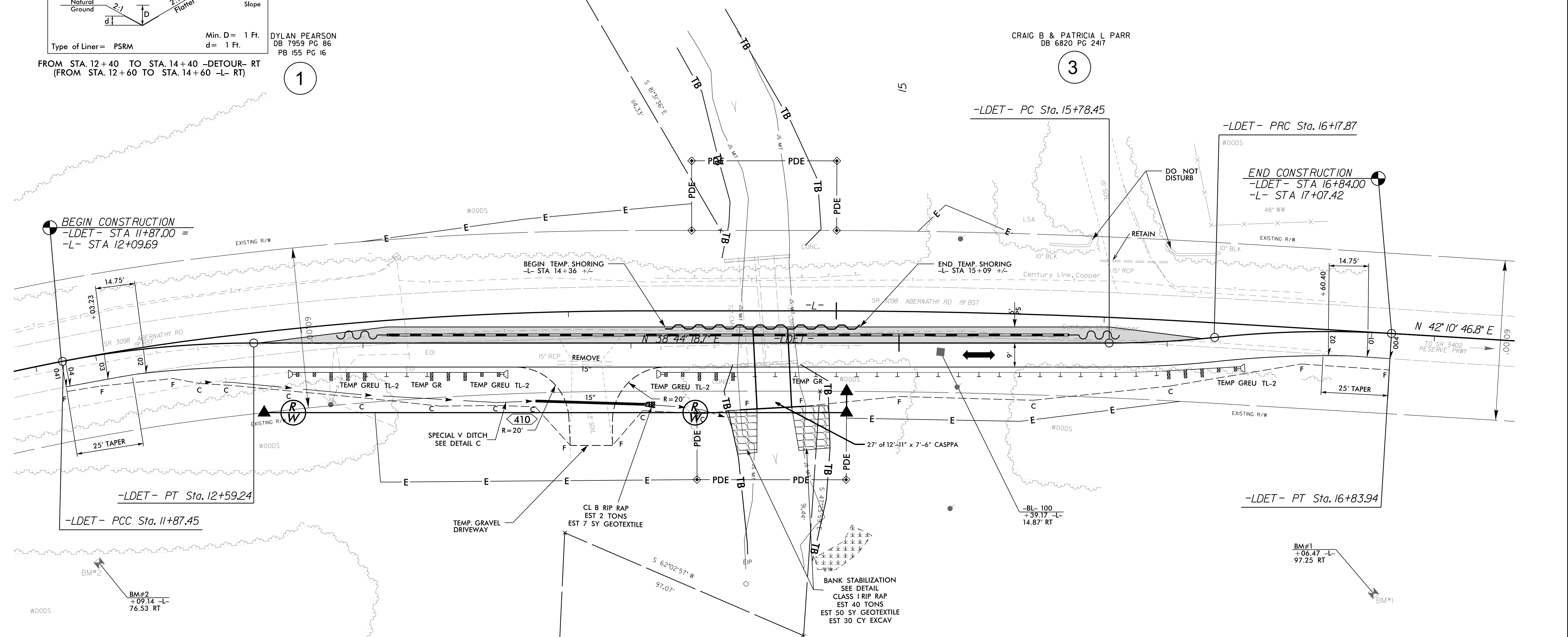
DYLAN PEARSON
DB 7959 PG 86
PB 155 PG 16

FROM STA. 12+40 TO STA. 14+40 -DETOUR- RT
(FROM STA. 12+60 TO STA. 14+60 -L- RT)

1

CRAIG B & PATRICIA L PARR
DB 6820 PG 2417

3

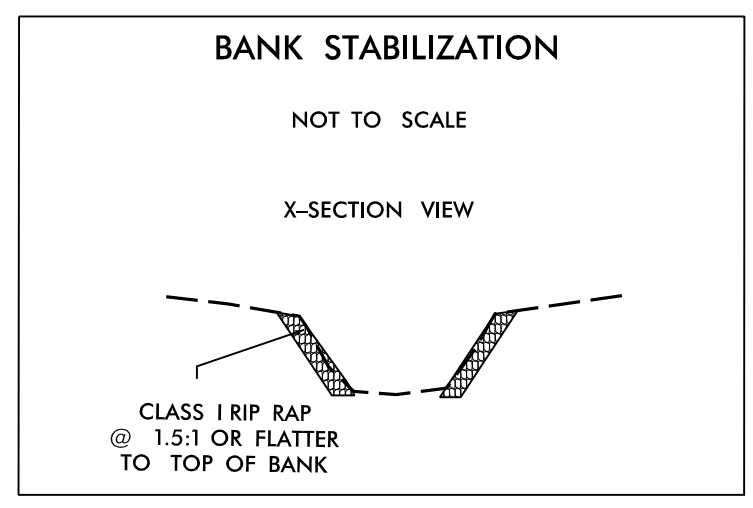


-LDET- PT Sta. 12+59.24
-LDET- PCC Sta. 11+87.45

-LDET- PT Sta. 16+83.94

DONNA F LUCAS
DB 7098 PG 2057

2



CITY OF BURLINGTON
DB 2991 PG 814

CLYDE A & NANCY W HINLEY
DB 2549 PG 656

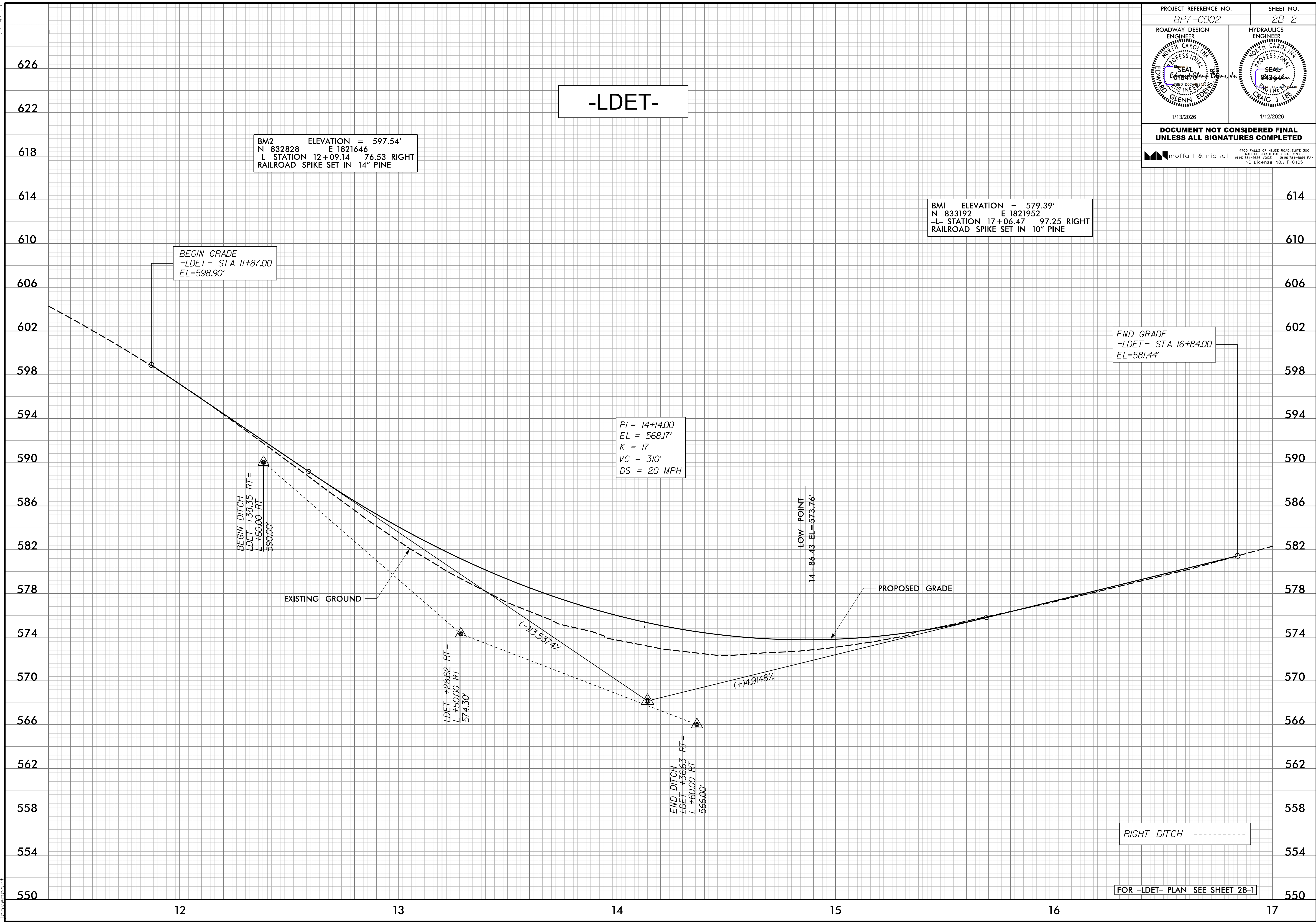
4

-LDET-			
PI Sta 11+41.30 Δ = 6' 37" 02.4" (RT) D = 7' 09' 43.1" L = 92.40' T = 46.25' R = 800.00' e = NC	PI Sta 12+23.45 Δ = 10' 58' 06.6" (RT) D = 15' 16' 43.9" L = 71.79' T = 36.00' R = 375.00' e = NC	PI Sta 15+98.17 Δ = 6' 01' 22.1" (LT) D = 15' 16' 43.9" L = 39.42' T = 19.73' R = 375.00' e = NC	PI Sta 16+50.98 Δ = 9' 27' 50.2" (RT) D = 14' 19' 26.2" L = 66.07' T = 33.11' R = 400.00' e = NC

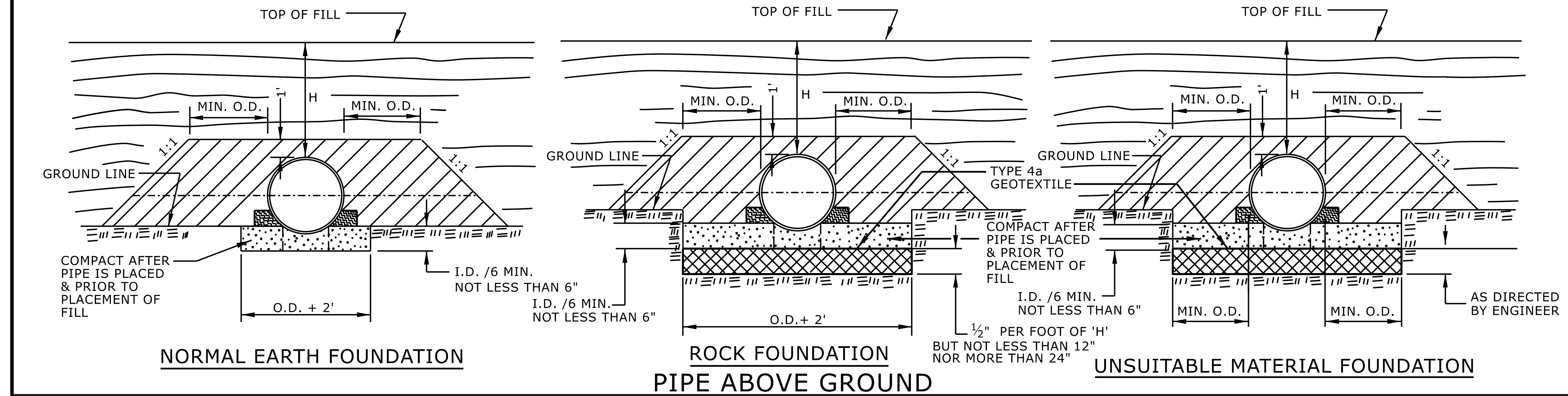
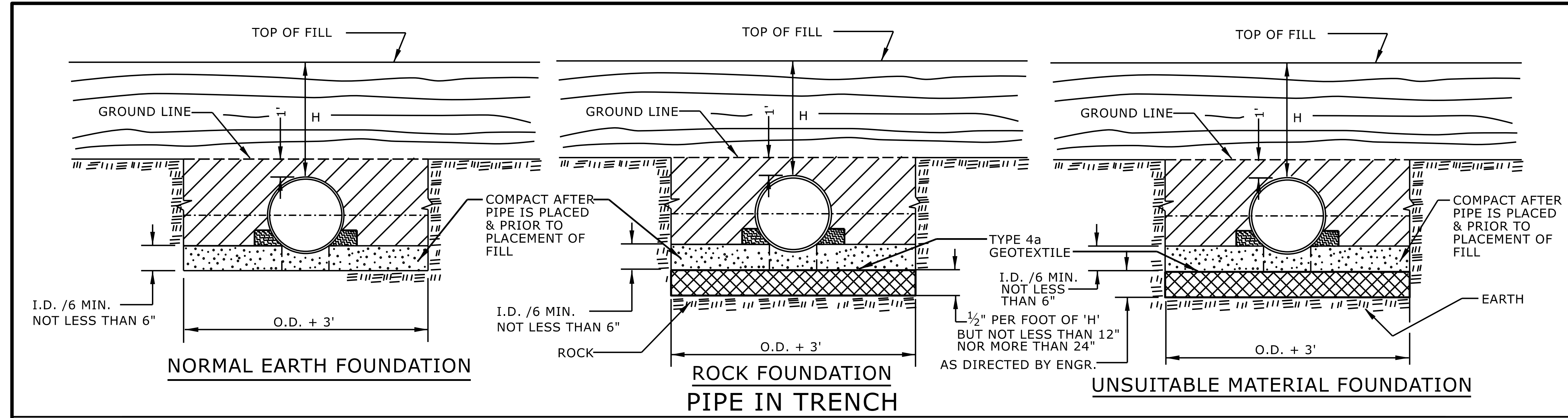
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 4/15/2026
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5/14/99
I:\9\03\17704-03\20 CADDD\BP7.C002\1\Roadway\Pro\BP7.C002\1_rdy_DETOUR_2B-2.dgn



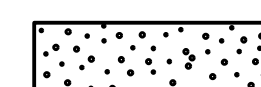
PROJECT REFERENCE NO. <i>BP7-C002</i>	SHEET NO. <i>2B-2</i>
ROADWAY DESIGN ENGINEER EDWARD GLENN EDELS SEAL <i>0102170</i>	HYDRAULICS ENGINEER CRAIG J LEE SEAL <i>042644c</i>
1/13/2026	1/12/2026
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
moffatt & nichol 4700 FALLS OF NEUSE ROAD, SUITE 300 RALEIGH, NORTH CAROLINA 27609 919 781-4600 VOIC 919 781-4605 FAX NC License NO.: F-10105	



FOR -LDET- PLAN SEE SHEET 2B-1

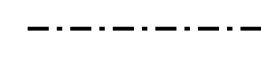
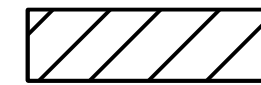
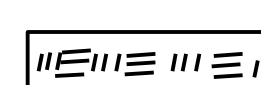



GENERAL NOTES:
 I.D. = THE MAXIMUM HORIZONTAL INSIDE DIAMETER DIMENSION.
 O.D. = THE MAXIMUM HORIZONTAL OUTSIDE DIAMETER DIMENSION.
 H = THE FILL HEIGHT MEASURED VERTICALLY AT ANY POINT ALONG THE PIPE FROM THE TOP OF THE PIPE TO THE TOP OF THE EMBANKMENT AT THAT POINT.

-  APPROVED SUITABLE LOCAL MATERIAL.
-  TAKE CARE TO FULLY COMPACT HAUNCH ZONE OF PIPE BACKFILL.
-  LOOSELY PLACED SELECT MATERIAL CLASS III OR CLASS II, TYPE 1 FOR PIPE BEDDING. LEAVE SECTION DIRECTLY BENEATH PIPE UNCOMPACTED AS PIPE SEATING AND BACKFILL WILL ACCOMPLISH COMPACTION.

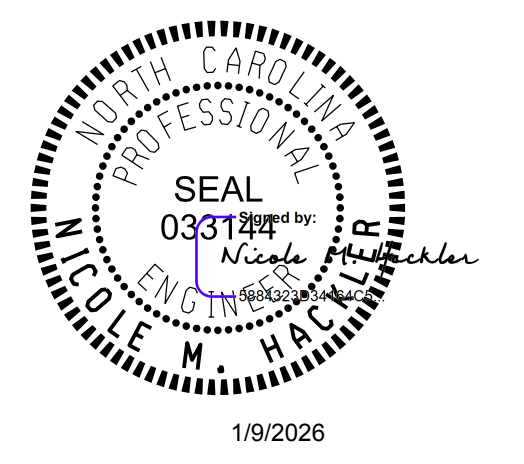
DO NOT OPERATE HEAVY EQUIPMENT OVER ANY PIPE CULVERT UNTIL THE PIPE CULVERT HAS BEEN PROPERLY BACKFILLED AND COVERED WITH AT LEAST 3 FEET OF APPROVED MATERIAL.

REFER TO NCDOT PIPE MATERIAL SELECTION GUIDE AND STANDARD SPECIFICATIONS FOR ALLOWABLE PIPE FILL HEIGHTS AND PIPE SPECIFICATIONS.

-  SPRINGLINE OF PIPE
-  SELECT BACKFILL MATERIAL CLASS III OR CLASS II, TYPE 1 ABOVE AND BELOW SPRINGLINE.
-  UNDISTURBED EARTH MATERIAL
-  SELECT MATERIAL CLASS V OR VI FOR FOUNDATION CONDITIONING. ENCAPSULATE WITH TYPE IV GEOTEXTILE AS DIRECTED BY THE ENGINEER.

STATE OF
 NORTH CAROLINA
 DEPT. OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
METHOD OF PIPE INSTALLATION
 FLEXIBLE PIPE



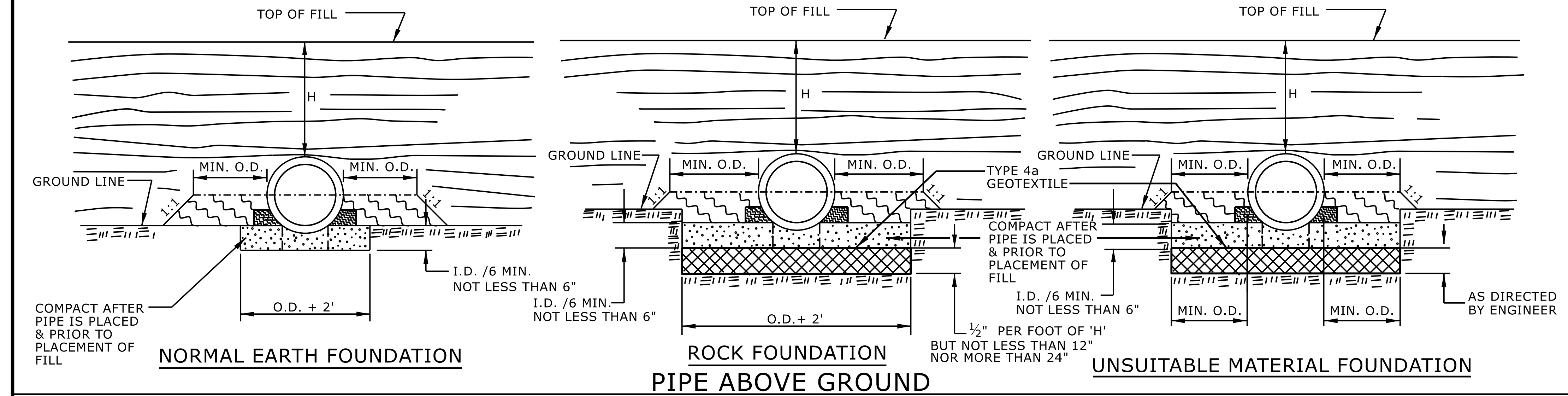
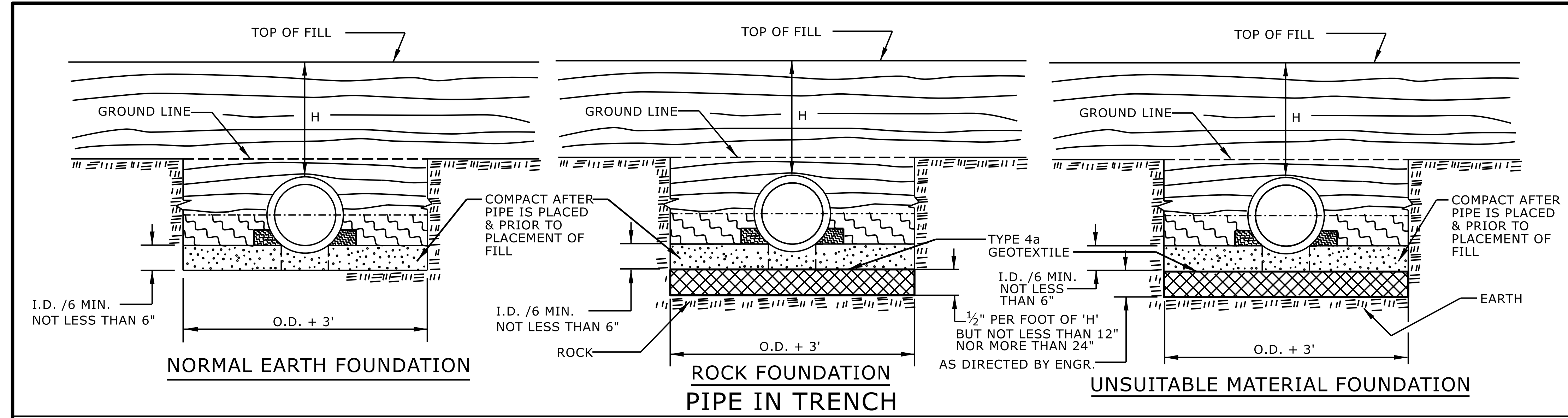
SHEET 1 OF 2
300.01

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED



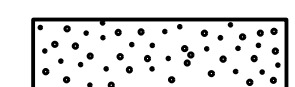
CONTRACTS STANDARDS
 AND DEVELOPMENT UNIT
 Office 919-707-6950 FAX 919-250-4119

SEE TITLE BLOCK

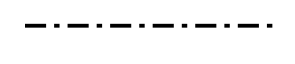

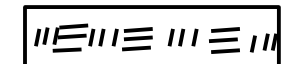
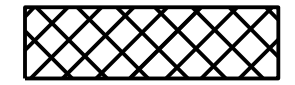
ORIGINAL BY: S.CALHOUN DATE: 7-25-2024
 MODIFIED BY: DATE:
 CHECKED BY: DATE:
 FILE SPEC.:



GENERAL NOTES:
 I.D. = THE MAXIMUM HORIZONTAL INSIDE DIAMETER DIMENSION.
 O.D. = THE MAXIMUM HORIZONTAL OUTSIDE DIAMETER DIMENSION.
 H = THE FILL HEIGHT MEASURED VERTICALLY AT ANY POINT ALONG THE PIPE FROM THE TOP OF THE PIPE TO THE TOP OF THE EMBANKMENT AT THAT POINT.

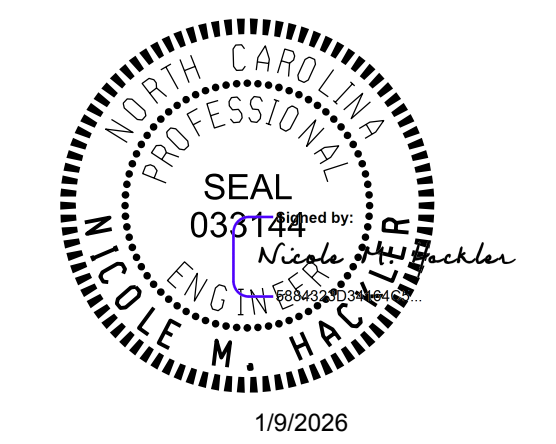
 APPROVED SUITABLE LOCAL MATERIAL.
 TAKE CARE TO FULLY COMPACT HAUNCH ZONE OF PIPE BACKFILL.
 LOOSELY PLACED SELECT MATERIAL CLASS III OR CLASS II, TYPE 1 FOR PIPE BEDDING. LEAVE SECTION DIRECTLY BENEATH PIPE UNCOMPACTED AS PIPE SEATING AND BACKFILL WILL ACCOMPLISH COMPACTION.

DO NOT OPERATE HEAVY EQUIPMENT OVER ANY PIPE CULVERT UNTIL THE PIPE CULVERT HAS BEEN PROPERLY BACKFILLED AND COVERED WITH AT LEAST 3 FEET OF APPROVED MATERIAL.
 REFER TO NCDOT PIPE MATERIAL SELECTION GUIDE AND STANDARD SPECIFICATIONS FOR ALLOWABLE PIPE FILL HEIGHTS AND PIPE SPECIFICATIONS.

-  SPRINGLINE OF PIPE
-  SELECT BACKFILL MATERIAL CLASS III OR CLASS II, BELOW SPRINGLINE.
-  UNDISTURBED EARTH MATERIAL
-  SELECT MATERIAL CLASS V OR VI FOR FOUNDATION CONDITIONING. ENCAPSULATE WITH TYPE IV GEOTEXTILE AS DIRECTED BY THE ENGINEER.

STATE OF NORTH CAROLINA
 DEPT. OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
METHOD OF PIPE INSTALLATION
 RIGID PIPE



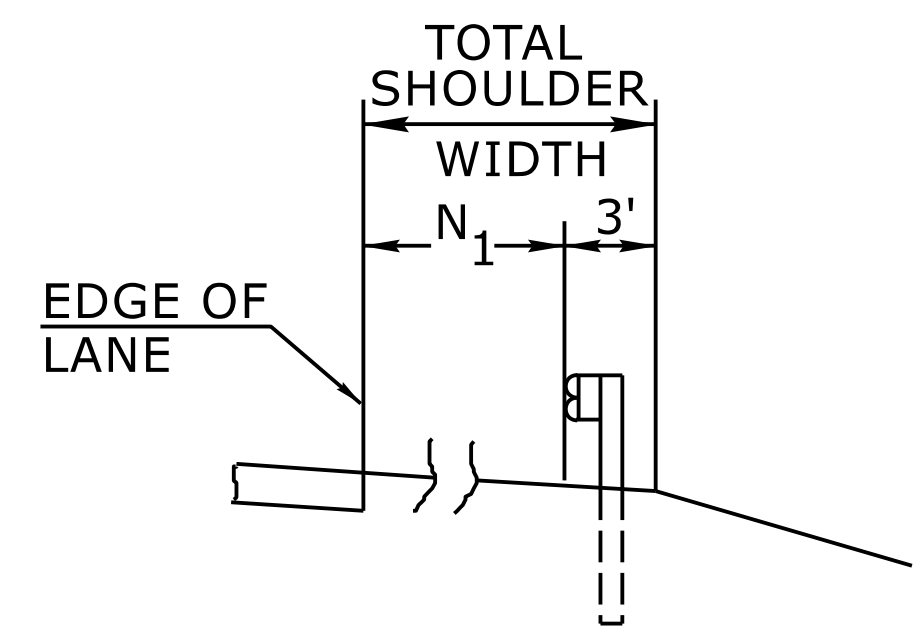
SHEET 2 OF 2
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DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED

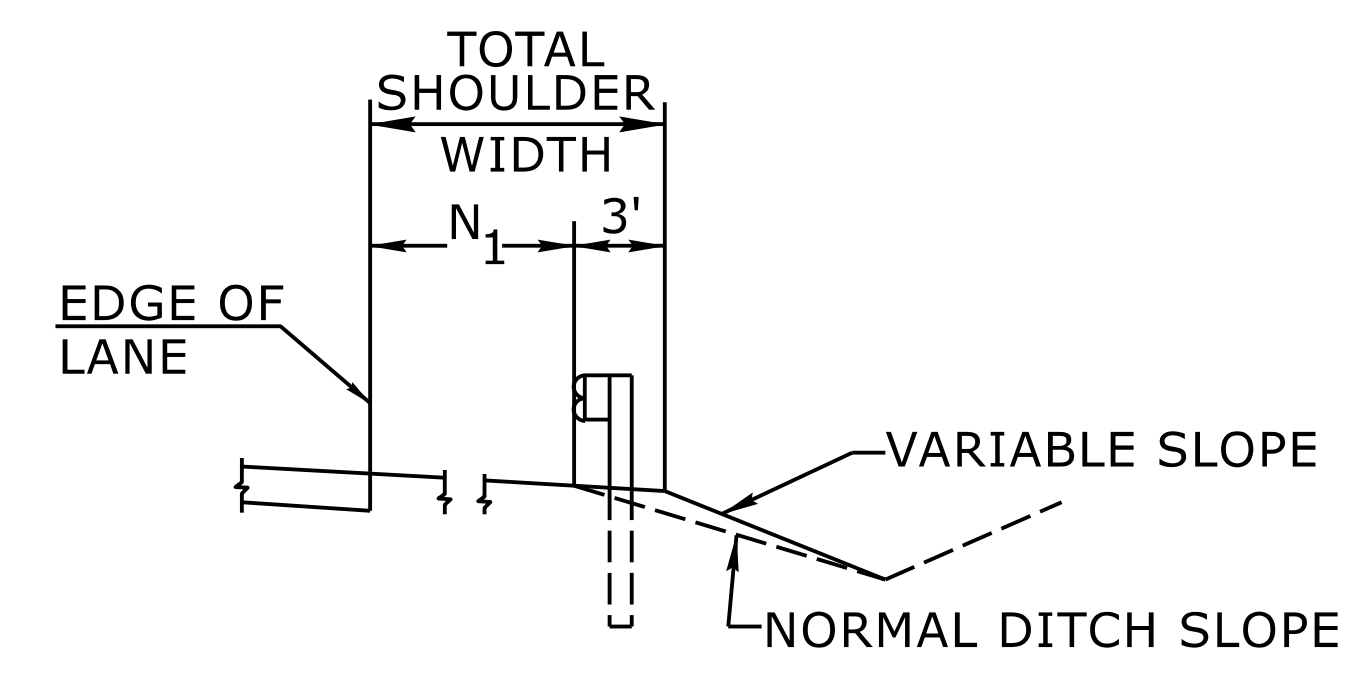
CONTRACTS STANDARDS AND DEVELOPMENT UNIT
 Office 919-707-6950 FAX 919-250-4119

SEE TITLE BLOCK

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 MODIFIED BY: DATE:
 CHECKED BY: DATE:
 FILE SPEC.:

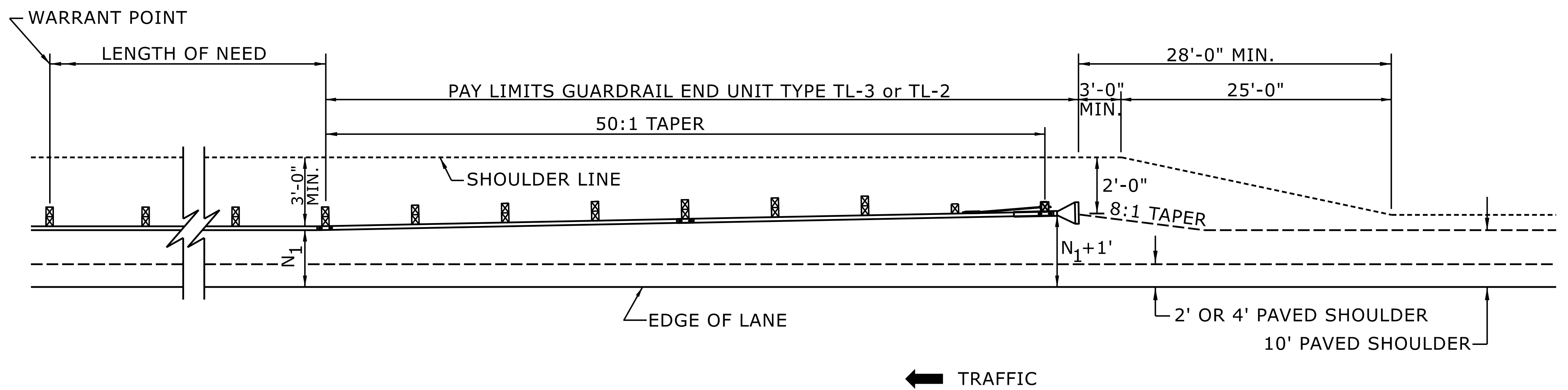


FILL SECTION



CUT SECTION

"N₁" = DISTANCE FROM EDGE OF LANE TO FACE OF GUARDRAIL WHERE GUARDRAIL IS PARALLEL TO LANE.

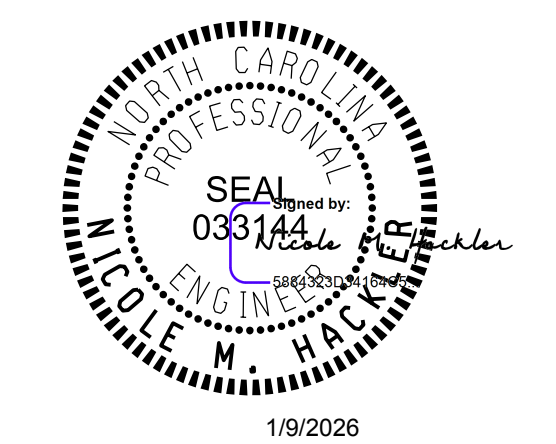


FOR POSTED SPEEDS ≥ 45mph USE GREU TYPE TL-3
FOR POSTED SPEEDS < 45mph USE GREU TYPE TL-2

DETAIL OF BEGINNING OF GUARDRAIL IN CUT OR FILL SECTION

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
GUARDRAIL PLACEMENT



SHEET 6 OF 15
862D01

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

**CONTRACTS STANDARDS
AND DEVELOPMENT UNIT**
Office 919-707-6950 FAX 919-250-4119

SEE TITLE BLOCK

ORIGINAL BY: S.CALHOUN	DATE: 7-25-2024
MODIFIED BY:	DATE:
CHECKED BY:	DATE:
FILE SPEC.:	

5/14/2026
I:\9\2026\03\03\20 CADDD\BP7.C002.L\Roadway\Proc\BP7.C002.L.rdy.p1.05.dgn

PROJECT REFERENCE NO. BP7-C002	SHEET NO. 5
ROADWAY DESIGN ENGINEER EDWARD GLENN EDWARDS, JR. SEAL 018470 1/13/2026	HYDRAULICS ENGINEER CRAIG J. LEE SEAL 042644 1/12/2026
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
4700 FALLS OF NEUSE ROAD, SUITE 300 RALEIGH, NORTH CAROLINA 27609 (919) 784-8800 VOICEMAIL (919) 784-8805 FAX NC LICENSE NO.: F-10105	

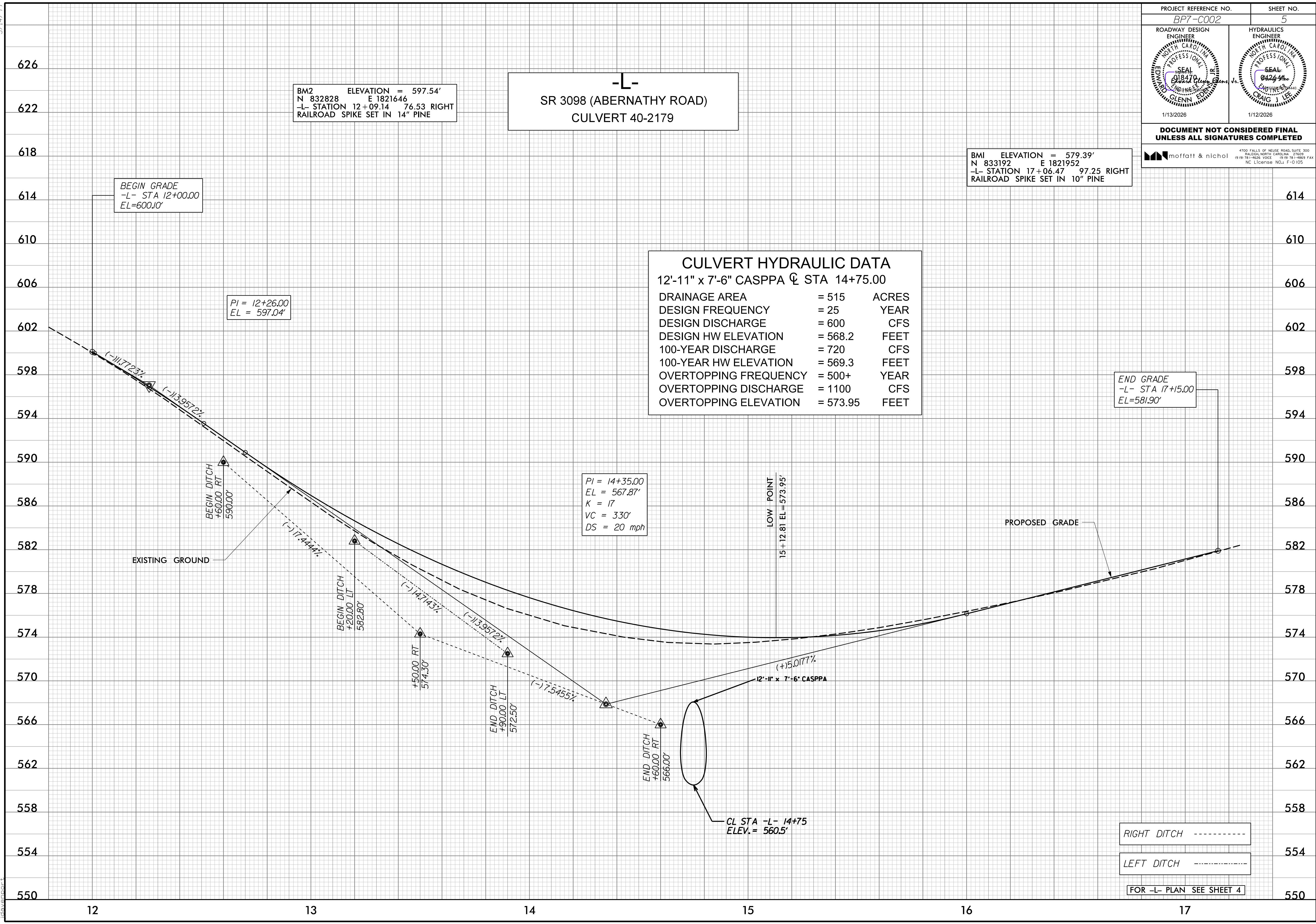
BM2 ELEVATION = 597.54'
 N 832828 E 1821646
 -L- STATION 12+09.14 76.53 RIGHT
 RAILROAD SPIKE SET IN 14" PINE

-L-
 SR 3098 (ABERNATHY ROAD)
 CULVERT 40-2179

BM1 ELEVATION = 579.39'
 N 833192 E 1821952
 -L- STATION 17+06.47 97.25 RIGHT
 RAILROAD SPIKE SET IN 10" PINE

CULVERT HYDRAULIC DATA
 12'-11" x 7'-6" CASPPA @ STA 14+75.00

DRAINAGE AREA	= 515	ACRES
DESIGN FREQUENCY	= 25	YEAR
DESIGN DISCHARGE	= 600	CFS
DESIGN HW ELEVATION	= 568.2	FEET
100-YEAR DISCHARGE	= 720	CFS
100-YEAR HW ELEVATION	= 569.3	FEET
OVERTOPPING FREQUENCY	= 500+	YEAR
OVERTOPPING DISCHARGE	= 1100	CFS
OVERTOPPING ELEVATION	= 573.95	FEET



BEGIN GRADE
 -L- STA 12+00.00
 EL=600.10'

PI = 12+26.00
 EL = 597.04'

END GRADE
 -L- STA 17+15.00
 EL=581.90'

PI = 14+35.00
 EL = 567.87'
 K = 17
 VC = 330'
 DS = 20 mph

LOW POINT
 15+12.81 EL=573.95'


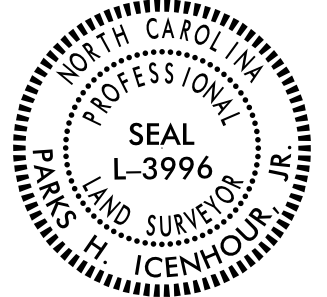
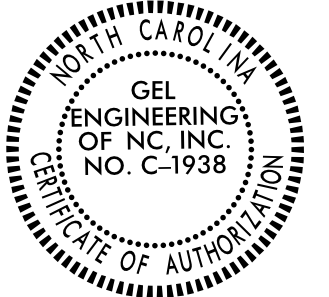
12'-11" x 7'-6" CASPPA

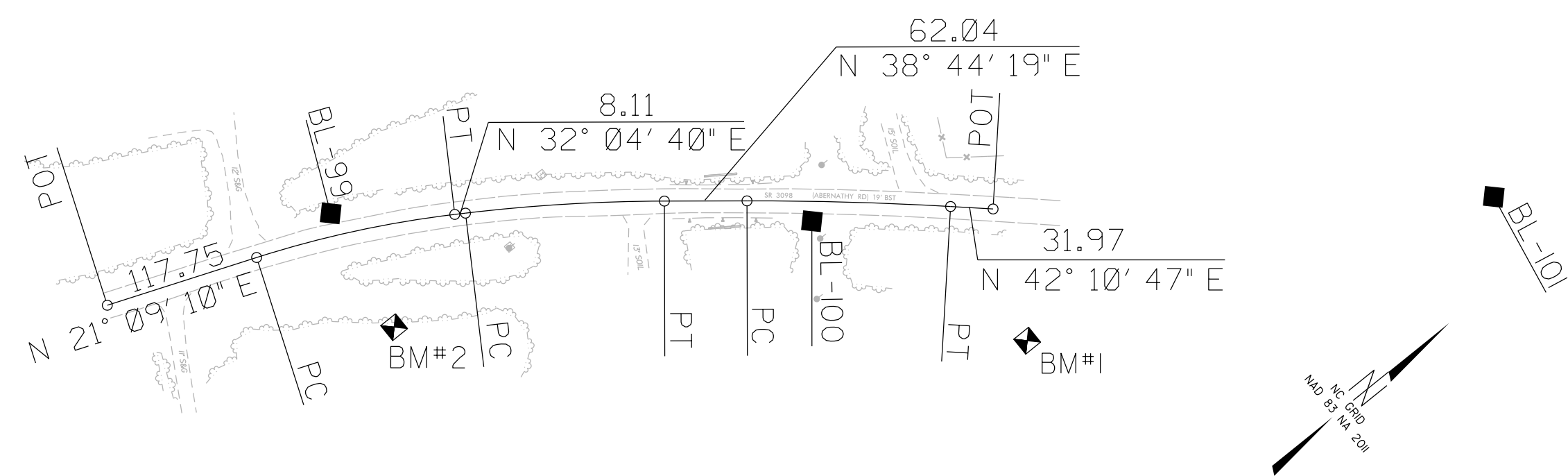
CL STA -L- 14+75
 ELEV. = 560.5'

RIGHT DITCH -----
 LEFT DITCH -.-.-.-.-
 FOR -L- PLAN SEE SHEET 4

SURVEY CONTROL SHEET

W/ EXISTING CENTERLINE ALIGNMENTS PRIOR TO CONSTRUCTION

PROJECT REFERENCE NO. BP7-C002	SHEET NO. RW02C-1
Location and Surveys	
 GEL SOLUTIONS 111-C CREEKRIDGE ROAD GREENSBORO, NC 27406	
PROJECT SURVEYOR	
 	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



I, Parks H Icenhour Jr, PLS, certify that the Project Control was Verified under my supervision from an actual survey made under my supervision and the following information was used to perform the survey:

Class of survey: **AA**
 Type of GPS field procedure: [Static, OPUS, RTN]
 Dates of survey: Unknown
 Datum/Epoch: NAD83/NA2011
 Published/Fixed-control use: NA
 Localized around: BL-101
 Northing: 833532.4150
 Easting: 1822088.1050
 Combined grid factor: 0.999942352
 Geoid model: 12BNC
 Units: Feet

I also certify that the Baseline Control for this project was completed under my direct and responsible charge from an actual survey made under my supervision; that all horizontal closures had a minimum ratio of precision of 1:20,000 (Class AA) and Vertical accuracy to Class A. Field work was performed from 5-09-2022 to 5-10-2022 , and all coordinates are based on NAD 83/2011 and all elevations are based on NAVD 88; that this survey was performed to meet the requirements of 21NCAC 56.1600 as applicable.

This 20th day of MAY, 2022.

Date: *Parks H. Icenhour Jr* 2022.05.20
 Professional Land Surveyor L-3996 11:49:48 -04'00'


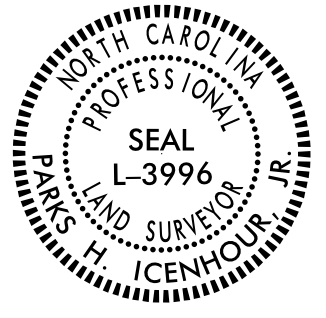
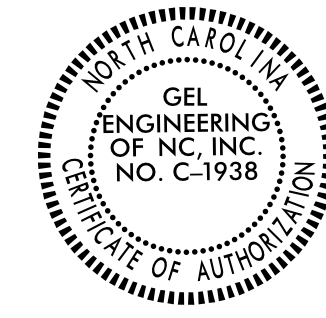
SEE SHEET RW2C-3
 FOR FURTHER
 ALIGNMENT DETAILS

NOTES:

1. PROJECT CONTROL WAS ESTABLISHED USING GNSS, THE GLOBAL NAVIGATION SATELLITE SYSTEM.
2. THE SURVEY CONTROL DATA FOR THIS PROJECT HAS BEEN COMPILED FROM VARIOUS SOURCES. IF FURTHER INFORMATION REGARDING PROJECT CONTROL IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.

SURVEY CONTROL SHEET

W/ EXISTING CENTERLINE ALIGNMENTS PRIOR TO CONSTRUCTION

PROJECT REFERENCE NO. BP7-CO02	SHEET NO. RW02C-2
Location and Surveys	
 GEL SOLUTIONS 111-C CREEKRIDGE ROAD GREENSBORO, NC 27406	
PROJECT SURVEYOR	
	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

BL	POINT	DESC.	NORTH	EAST	ELEVATION
99		BL - 99	832844.5260	1821549.4290	602.61
100		BL - 100	833122.2290	1821780.8860	573.15
101		BL - 101	833532.4150	1822088.1050	610.67
102		BL - 102	834436.8811	1822111.5816	638.26

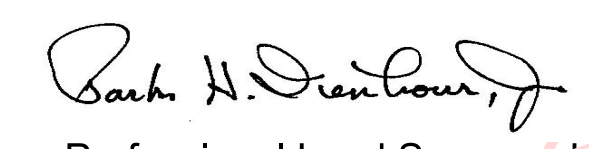
 BM1 ELEVATION = 579.39
 N 833192 E 1821952
 RAILROAD SPIKE IN 10" PINE

 BM2 ELEVATION = 597.54
 N 832828 E 1821646
 RAILROAD SPIKE IN 14" PINE

I, Parks H Icenhour Jr, PLS, certify that the Project Control was Verified under my supervision from an actual survey made under my supervision and the following information was used to perform the survey:

Class of survey: **AA**
 Type of GPS field procedure: [Static, OPUS, RTN]
 Dates of survey: Unknown
 Datum/Epoch: NAD83/NA2011
 Published/Fixed-control use: NA
 Localized around: BL-101
 Northing: 833532.4150
 Easting: 1822088.1050
 Combined grid factor: 0.999942352
 Geoid model: 12BNC
 Units: Feet

I also certify that the Baseline Control for this project was completed under my direct and responsible charge from an actual survey made under my supervision; that all horizontal closures had a minimum ratio of precision of 1:20,000 (Class AA) and Vertical accuracy to Class A. Field work was performed from 5-09-2022 to 5-10-2022, and all coordinates are based on NAD 83/2011 and all elevations are based on NAVD 88; that this survey was performed to meet the requirements of 21NCAC 56.1600 as applicable.

This 20th day of MAY, 2022.
 Date: **2022.05.20**

 Professional Land Surveyor L-3996
 11:55:08 -04'00'

REVISIONS

NOTES:

1. PROJECT CONTROL WAS ESTABLISHED USING GNSS, THE GLOBAL NAVIGATION SATELLITE SYSTEM.
2. THE SURVEY CONTROL DATA FOR THIS PROJECT HAS BEEN COMPILED FROM VARIOUS SOURCES. IF FURTHER INFORMATION REGARDING PROJECT CONTROL IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.

SURVEY CONTROL SHEET

W/ EXISTING CENTERLINE ALIGNMENTS PRIOR TO CONSTRUCTION

PROJECT REFERENCE NO. BP7-COO2	SHEET NO. RW02C-3
Location and Surveys	
 111-C CREEKRIDGE ROAD GREENSBORO, NC 27406	
PROJECT SURVEYOR	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

EL POINT	N	E	BEARING	DIST	DELTA	D	L	T	R
POT	832670.607	1821497.883							
LINE			N 21°09'09.7" E	117.75					
PC	832780.420	1821540.372							
CURVE			N 26°36'55.0" E	152.31	10°55'30.6"(RT)	07°09'43.1"	152.54	76.50	800.00
PT	832916.593	1821608.608							
LINE			N 32°04'40.3" E	8.11					
PC	832923.462	1821612.913							
CURVE			N 35°24'29.5" E	149.68	06°39'38.3"(RT)	04°26'50.5"	149.77	74.97	1288.31
PT	833045.459	1821699.639							
LINE			N 38°44'18.7" E	62.04					
PC	833093.848	1821738.459							
CURVE			N 40°27'32.7" E	152.99	03°26'28.1"(RT)	02°14'56.0"	153.02	76.53	2547.74
PT	833210.255	1821837.737							
LINE			N 42°10'46.8" E	31.97					
POT	833233.946	1821859.202							

I, Parks H Icenhour Jr, PLS, certify that the Project Control was Verified under my supervision from an actual survey made under my supervision and the following information was used to perform the survey:

Class of survey: **AA**
 Type of GPS field procedure: [Static, OPUS, RTN]
 Dates of survey: Unknown
 Datum/Epoch: NAD83/NA2011
 Published/Fixed-control use: NA
 Localized around: BL-101
 Northing: 833532.4150
 Easting: 1822088.1050
 Combined grid factor: 0.999942352
 Geoid model: 12BNC
 Units: Feet

I also certify that the Baseline Control for this project was completed under my direct and responsible charge from an actual survey made under my supervision; that all horizontal closures had a minimum ratio of precision of 1:20,000 (Class AA) and Vertical accuracy to Class A. Field work was performed from 5-09-2022 to 5-10-2022, and all coordinates are based on NAD 83/2011 and all elevations are based on NAVD 88; that this survey was performed to meet the requirements of 21NCAC 56.1600 as applicable.

This 20th day of MAY, 2022.

Date: **2022.05.20**

 Professional Land Surveyor L-3996 **11:51:12 -04'00'**

NOTES:

1. PROJECT CONTROL WAS ESTABLISHED USING GNSS, THE GLOBAL NAVIGATION SATELLITE SYSTEM.
2. THE SURVEY CONTROL DATA FOR THIS PROJECT HAS BEEN COMPILED FROM VARIOUS SOURCES. IF FURTHER INFORMATION REGARDING PROJECT CONTROL IS NEEDED, PLEASE CONTACT THE LOCATION AND SURVEYS UNIT.

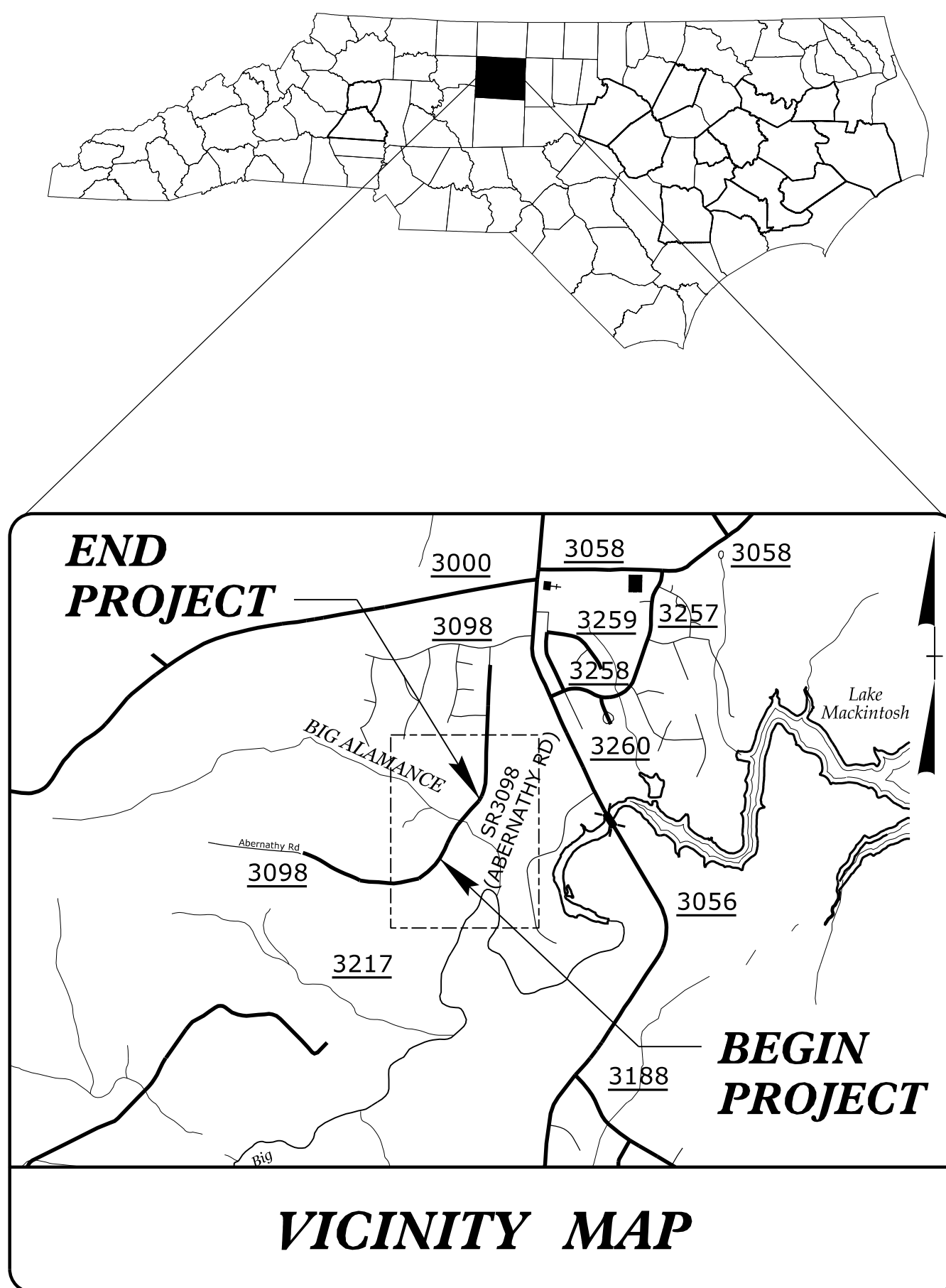
REVISIONS

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

GUILFORD COUNTY

**LOCATION: CULVERT NO. 40-2179 ON SR 3098 (ABERNATHY RD)
OVER UT TO BIG ALAMANCE CREEK**



INDEX OF SHEETS

<u>SHEET NO.</u>	<u>TITLE</u>
TMP-1	TITLE SHEET, VICINITY MAP, AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND AND TRAFFIC MANAGEMENT STRATEGY
TMP-1B	GENERAL NOTES AND LOCAL NOTES
TMP-2	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATION
TMP-2A	TEMPORARY SHORING NOTES
TMP-3	TRAFFIC CONTROL PHASING
TMP-4 THRU TMP-5	PHASE 1 DETAILS
TMP-6 THRU TMP-7	PHASE 2 DETAILS
TMP-8 THRU TMP-9	PHASE 3 DETAILS

SHEET NO.
TMP-1

BP7-C002

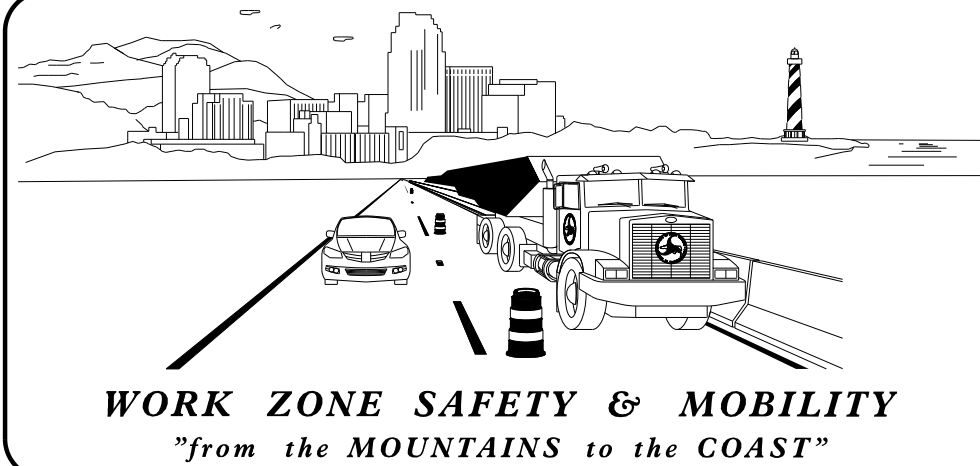
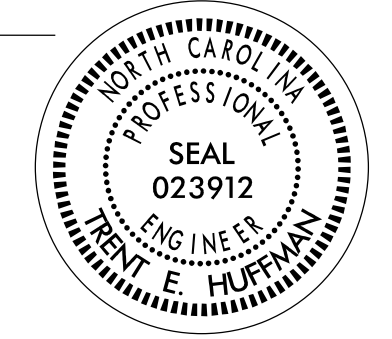
TIP PROJECT:

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

APPROVED: *Trist E. Huffman*

DATE: 12/9/2025

SEAL



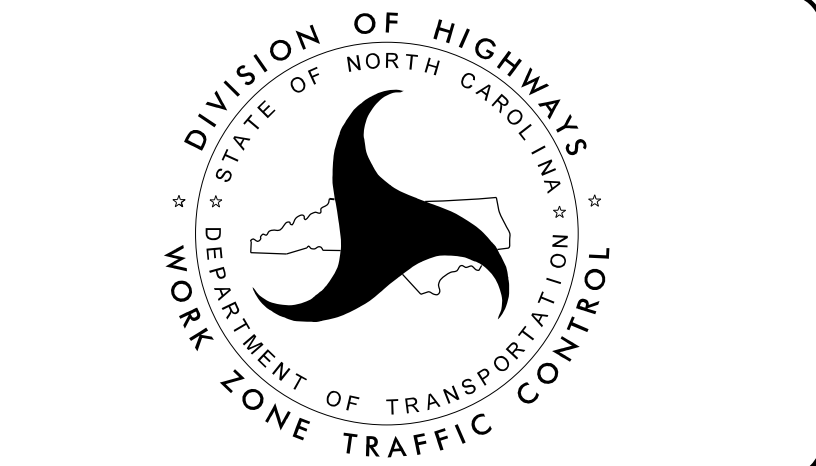
PLANS PREPARED BY:

moffatt & nichol
4700 FALLS OF NEUSE ROAD, SUITE 300
RALEIGH, NORTH CAROLINA 27609
(919) 781-4626 VOICE (919) 781-4869 FAX
NC License NO.: F-0105

NCDOT CONTACTS:

KEN THORNEWELL, PE
PROJECT ENGINEER

JUSTIN BEAVER, PE
PROJECT DESIGN ENGINEER



12/9/2025
G:\RA\16704-03\20 CADD\BPT7.C002\1\TrafficControl\TCP\BP7.C002.L.tc_tmp_01.dgn
gmedlin





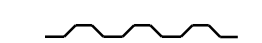
ROADWAY STANDARD DRAWINGS



THE FOLLOWING ROADWAY STANDARDS AS SHOWN 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
1101.01	WORK ZONE ADVANCE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1135.01	CONES
1145.01	BARRICADES
1160.01	TEMPORARY CRASH CUSHION
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY DRUMS
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION
1264.01	OBJECT MARKERS - TYPES
1264.02	OBJECT MARKERS - INSTALLATION

LEGEND

GENERAL






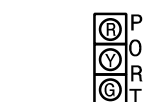
-  DIRECTION OF TRAFFIC FLOW
-  EXIST. PVMT.
-  NORTH ARROW
-  PROPOSED PVMT.
-  TEMP. SHORING (LOCATION PURPOSES ONLY)

-  WORK AREA
-  PAVEMENT WEDGING
-  REMOVAL


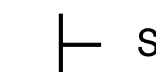
PAVEMENT MARKINGS

-  EXISTING LINES
-  TEMPORARY LINES

TRAFFIC CONTROL DEVICES

-  BARRICADE (TYPE III)
-  SKINNY DRUM
-  CONE
-  PORTABLE CONCRETE BARRIER
-  TEMPORARY CRASH CUSHION
-  PORTABLE SIGNAL

TEMPORARY SIGNING

-  PORTABLE SIGN
-  STATIONARY SIGN

TEMPORARY PAVEMENT MARKING

- P61 YELLOW DOUBLE CENTER (PAINT 24")

TRAFFIC MANAGEMENT STRATEGY

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

RECOMMENDED STRATEGIES:

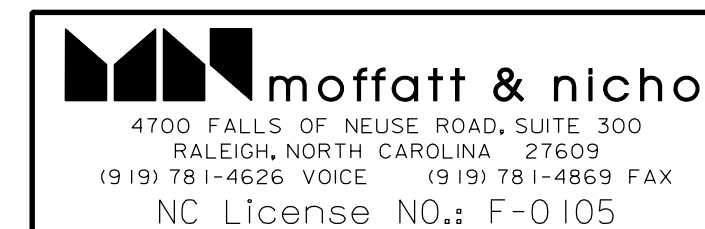
TRAFFIC MANAGEMENT STRATEGIES:

- LANE SHIFTS OR CLOSURES
- ONE-LANE, TWO WAY OPERATION (SIGNALIZED)
- ON-SITE DETOURS

WORK ZONE SAFETY & MOBILITY STRATEGIES:

- SPEED LIMIT REDUCTION
- AUTOMATED FLAGGER ASSISTANCE DEVICES (AFADS)

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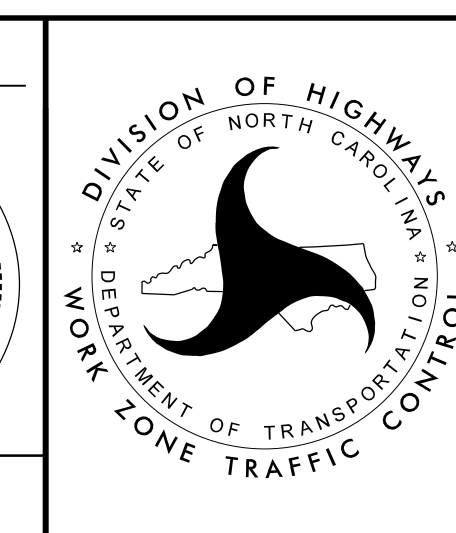


APPROVED: *Trent E. Huffman*
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DATE: 12/9/2025

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LIST OF APPLICABLE
ROADWAY STANDARD DRAWINGS,
LEGEND AND TRAFFIC
MANAGEMENT STRATEGY

GENERAL NOTES / LOCAL NOTES

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

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

A) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	DURATION AND OPERATION
ABERNATHY RD (-L-)	MONDAY THRU SUNDAY	TRAFFIC SHIFT 15 MINUTES

LANE AND SHOULDER CLOSURE REQUIREMENTS

- B) REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED OR AS DIRECTED BY THE ENGINEER.
- C) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 15 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL OR A LANE CLOSURE IS INSTALLED.
- D) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO AN UNDIVIDED FACILITY AND WITHIN 5 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO A DIVIDED FACILITY AND WITHIN 10 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.
- E) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRAFFIC CONTROL PLANS, ROADWAY STANDARD DRAWINGS, OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.
- F) DO NOT WORK SIMULTANEOUSLY WITHIN 15 FT ON BOTH SIDES OF AN OPEN TRAVELWAY, RAMP, OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.

PAVEMENT EDGE DROP OFF REQUIREMENTS

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

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

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

BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.
- H) DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 500 FT IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- J) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 40 FT FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- K) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- L) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 500 FT IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC BARRIER

- M) INSTALL TEMPORARY BARRIER ACCORDING TO THE TRANSPORTATION MANAGEMENT PLANS A MAXIMUM OF TWO (2) WEEKS PRIOR TO BEGINNING WORK IN ANY LOCATION. ONCE TEMPORARY BARRIER IS INSTALLED AT ANY LOCATION PROCEED IN A CONTINUOUS MANNER TO COMPLETE THE PROPOSED WORK IN THAT LOCATION UNLESS OTHERWISE STATED IN THE TRANSPORTATION MANAGEMENT PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE.

ONCE TEMPORARY BARRIER IS INSTALLED AT ANY LOCATION AND NO WORK IS PERFORMED BEHIND THE TEMPORARY BARRIER FOR A PERIOD LONGER THAN TWO (2) MONTHS, REMOVE / RESET TEMPORARY BARRIER AT NO COST TO THE DEPARTMENT UNLESS OTHERWISE STATED IN THE TRANSPORTATION MANAGEMENT PLANS, TEMPORARY BARRIER IS PROTECTING A HAZARD, OR AS DIRECTED BY THE ENGINEER.

INSTALL TEMPORARY BARRIER WITH THE TRAFFIC FLOW BEGINNING WITH THE UPSTREAM SIDE OF TRAFFIC. REMOVE TEMPORARY BARRIER AGAINST THE TRAFFIC FLOW BEGINNING WITH THE DOWNSTREAM SIDE OF TRAFFIC.

INSTALL AND SPACE DRUMS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH) TO CLOSE OR KEEP THE SECTION OF THE ROADWAY CLOSED UNTIL THE TEMPORARY BARRIER CAN BE PLACED OR AFTER THE TEMPORARY BARRIER IS REMOVED.

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

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

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

TRAFFIC CONTROL DEVICES

- O) WHEN LANE CLOSURES ARE NOT IN EFFECT SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER IN FEET THAN TWICE THE POSTED SPEED LIMIT (MPH) EXCEPT, 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTIONS 1130 (DRUMS), 1135 (CONES) AND 1180 (SKINNY DRUMS) FOR ADDITIONAL REQUIREMENTS.
- P) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- Q) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES SKINNY DRUMS PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
SR 3908 ABERNATHY RD (-L-)	PAINT	NONE

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

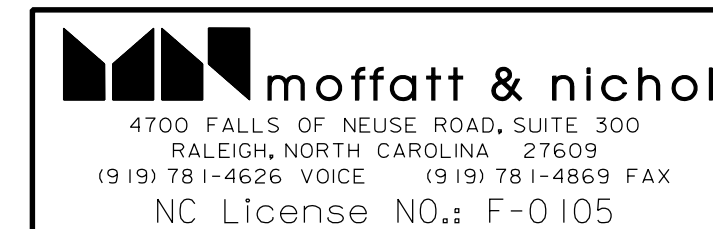
- T) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

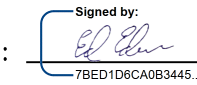
- U) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

MISCELLANEOUS

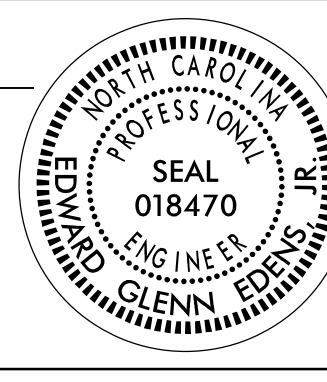
- V) IN THE EVENT A TIE-IN CANNOT BE MADE IN ONE DAY'S TIME, BRING THE TIE-IN AREA TO AN APPROPRIATE ROADWAY ELEVATION AS DETERMINED BY THE ENGINEER. PLACE BLACK ON ORANGE "LOOSE GRAVEL" SIGNS (W8-7) AND BLACK ON ORANGE "PAVEMENT ENDS" SIGNS (W8-3) 500 FT AND 100 FT RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

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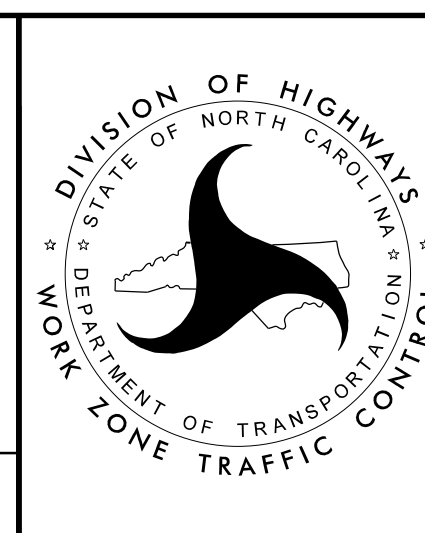


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**GENERAL NOTES
AND
LOCAL NOTES**

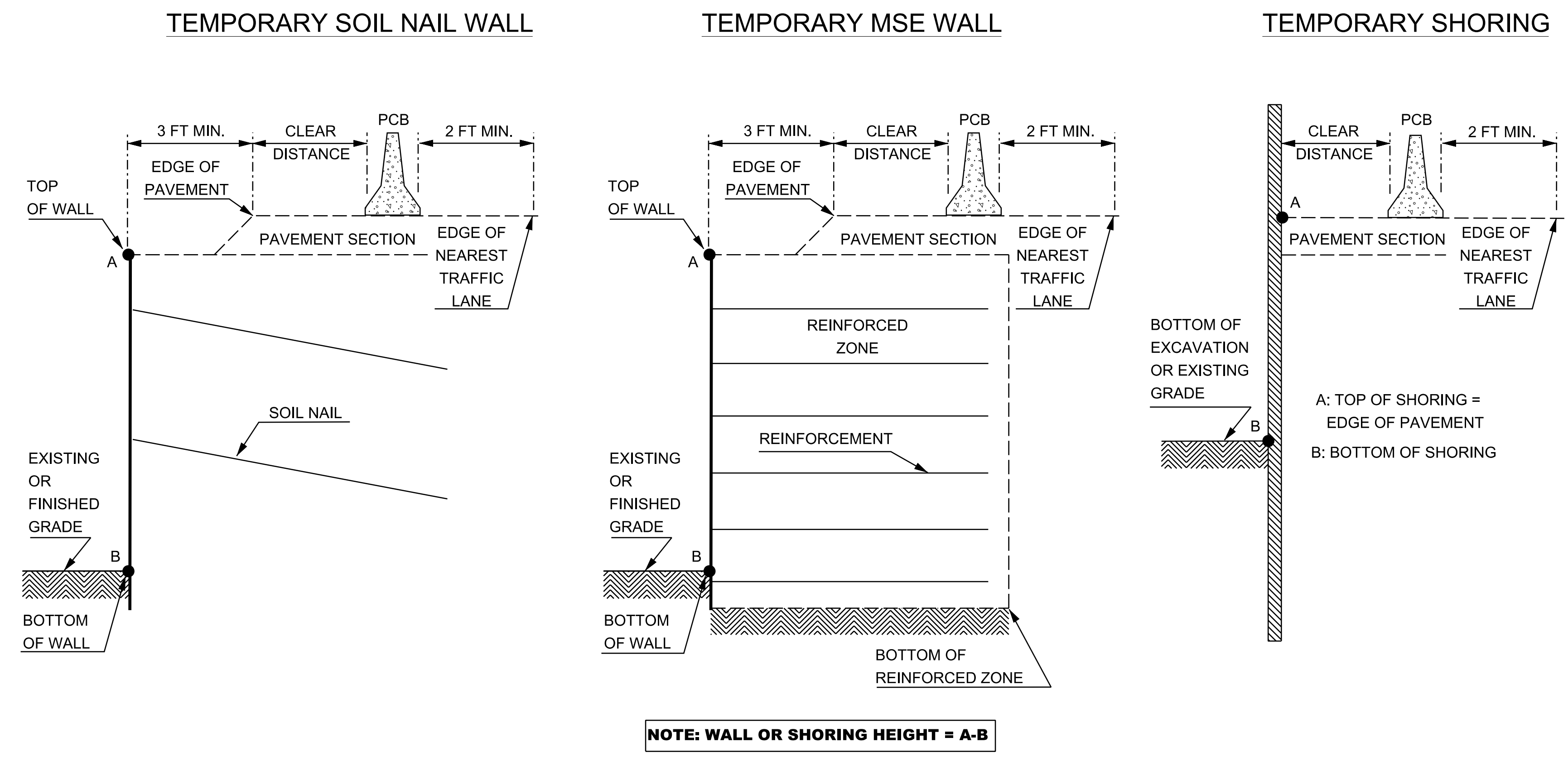


FIGURE A

NOTES

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

MINIMUM REQUIRED CLEAR DISTANCE, inches

Barrier Type	Pavement Type	Offset * ft	Design Speed, mph					
			<30	31-40	41-50	51-60	61-70	71-80
Unanchored PCB	Asphalt	<8	24	26	29	32	36	40
		8-14	26	28	31	35	38	42
		14-20	27	29	34	36	39	43
		20-26	28	31	35	38	40	44
		26-32	29	32	36	39	42	45
		32-38	30	34	38	41	43	46
		38-44	31	34	41	43	45	48
	44-50	31	35	41	43	46	49	
	50-56	32	36	42	44	47	50	
	>56	32	36	42	45	47	51	
	Concrete	<8	17	18	21	22	25	26
		8-14	19	20	23	25	26	29
		14-20	22	22	24	26	28	31
		20-26	23	24	26	27	30	34
26-32		24	25	27	28	32	35	
32-38		24	26	27	30	33	36	
38-44		25	26	28	30	34	37	
44-50	26	26	28	32	35	37		
50-56	26	26	28	32	35	38		
>56	26	27	29	32	36	38		
Anchored PCB	Asphalt	All Offsets	24 for All Design Speeds					
Anchored PCB	Concrete (including bridge approach slabs)	All Offsets	12 for All Design Speeds					

* See Figure Below

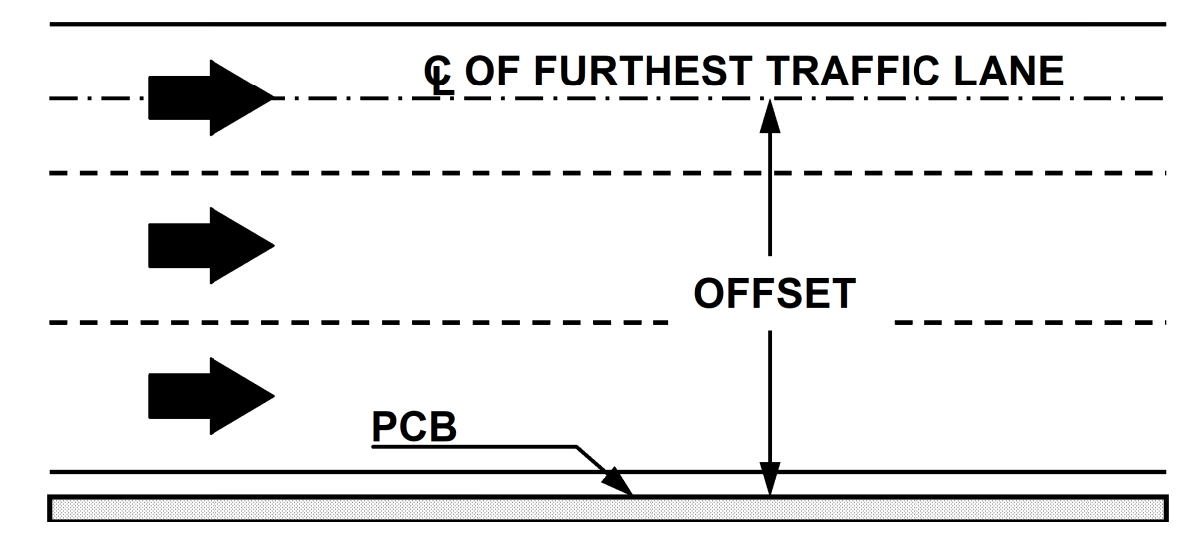


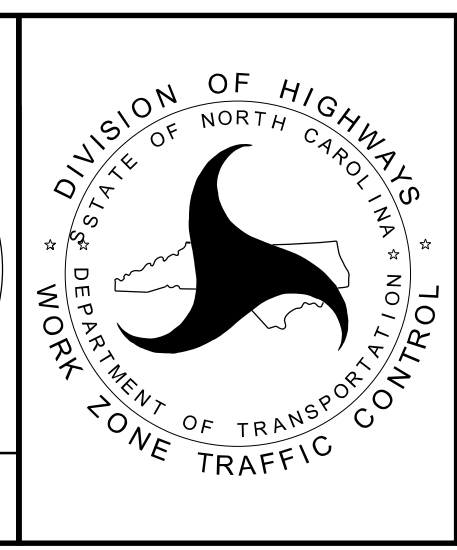
FIGURE B

Prepared in the Office of:
moffatt & nichol
 4700 FALLS OF NEUSE ROAD, SUITE 300
 RALEIGH, NORTH CAROLINA 27609
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 NC LICENSE NO.: F-0105

APPROVED: *Trout E. Huffman*
 DATE: 12/9/2025

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PORTABLE CONCRETE BARRIER
 AT
 TEMPORARY SHORING LOCATIONS

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PROJ. REFERENCE NO.	SHEET NO.
BP7 - C002	TMP - 2A

SHORING NOTES

Shoring Location No. 1

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

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

DESIGN TEMPORARY SHORING FROM STATION 14+36 +/- -L-, 6 FT. RT. TO STATION 15+09 +/- -L-, 6 FT. RT, FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

ABOVE ELEVATION 561.4 FT:
 UNIT WEIGHT, γ = 110 PCF
 FRICTION ANGLE, ϕ f= 28 DEGREES
 COHESION, c = 0 PSF

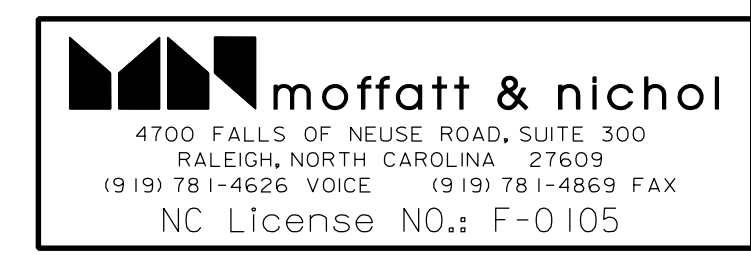
FROM ELEVATION 561.4 FT TO 556.1 FT:
 UNIT WEIGHT, γ = 125 PCF
 FRICTION ANGLE, ϕ f= 32 DEGREES
 COHESION, c = 0 PSF

BELOW ELEVATION 556.1 FT:
 ROCK MASS SHEAR STRENGTH = 8,000 PSF
 GROUNDWATER ELEVATION = 570 FT

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION 14+36, 6 FT. RT. TO STATION 15+09, 6 FT. RT. (STAGE 1). FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

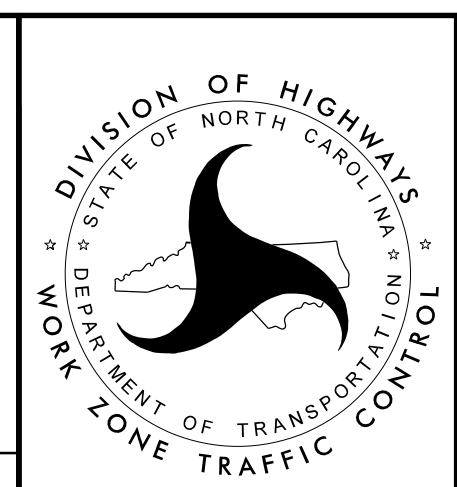
IT MAY BE PREFERRED TO USE A TEMPORARY MSE WALL FOR TEMPORARY SHORING FROM STATION 14+36, 6 FT. RT. TO STATION 15+09, 6 FT. RT. (STAGE 2).

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Trent E. Huffman
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**TEMPORARY
 SHORING
 NOTES**

PROJ. REFERENCE NO.	SHEET NO.
BP7-C002	TMP-3

TRAFFIC CONTROL PHASING

PHASE I

STEP 1

USING RSD 1101.01 (3 OF 3) INSTALL WORK ZONE ADVANCE WARNING SIGNS ON -L- (ABERNATHY RD).

STEP 2

USING RSD 1101.02 (17 OF 19) SHIFT TRAFFIC TO LEFT SIDE OF -L- IN TWO WAY ONE LANE PATTERN. INSTALL PORTABLE CONCRETE BARRIER, IMPACT ATTENUATORS AND TEMPORARY GUARDRAIL AS SHOWN ON TMP-4 AND TMP-5.

STEP 3

CONSTRUCT SECTION OF PROPOSED CULVERT.

CONSTRUCT -LDET- FROM -LDET- STA 11+87 +/- TO -LDET- STA 16+84 +/- . PROVIDE A SMOOTH SURFACE BETWEEN EXISTING AND NEW PAVEMENT.

PHASE II

STEP 1

USING RSD 1101.02 (17 OF 19) SHIFT TRAFFIC TO NEWLY CONSTRUCTED -LDET- IN TWO WAY ONE LANE PATTERN. INSTALL PORTABLE CONCRETE BARRIER, IMPACT ATTENUATORS AND TEMPORARY GUARDRAIL AS SHOWN ON TMP-6 AND TMP-7.

STEP 2

CONSTRUCT -L- FROM -L- STA 12+00 +/- TO -L- STA 17+15 +/- INCLUDING NEW CULVERT AND PAVEMENT UP TO THE FINAL LAYER. AS SHOWN ON TMP-6 AND TMP-7

PHASE III

STEP 1

USING RSD 1101.02 (17 OF 19) SHIFT TRAFFIC TO LEFT SIDE ON NEW PAVEMENT OF -L- IN TWO WAY ONE LANE PATTERN. INSTALL PORTABLE CONCRETE BARRIER, IMPACT ATTENUATORS AND TEMPORARY GUARDRAIL AS SHOWN ON TMP-8 AND TMP-9.

STEP 2

CONSTRUCT FINAL CULVERT EXTENSION.

STEP 3

REMOVE DETOUR AND CONSTRUCT -L- FROM STA 12+00 +/- TO STA 17+15 +/- UP TO THE FINAL LAYER. AS SHOWN ON TMP-8 AND TMP-9.

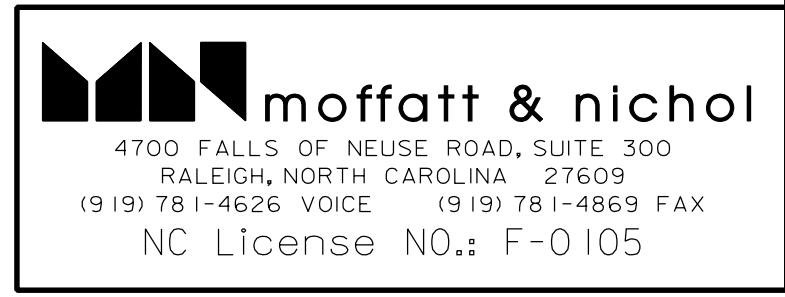
STEP 4

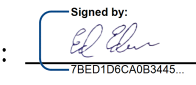
USING RSD 1101.02 (1 OF 19) PLACE FINAL PAVEMENT LAYER AND FINAL PAVEMENT MARKINGS. AS SHOWN ON THE PAVEMENT MARKING PLANS.

STEP 5

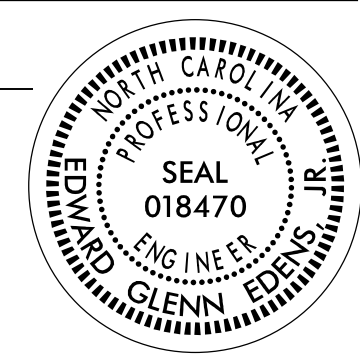
REMOVE ALL REMAINING TRAFFIC CONTROL DEVICES AND PLACE TRAFFIC INTO FINAL TRAFFIC PATTERN.

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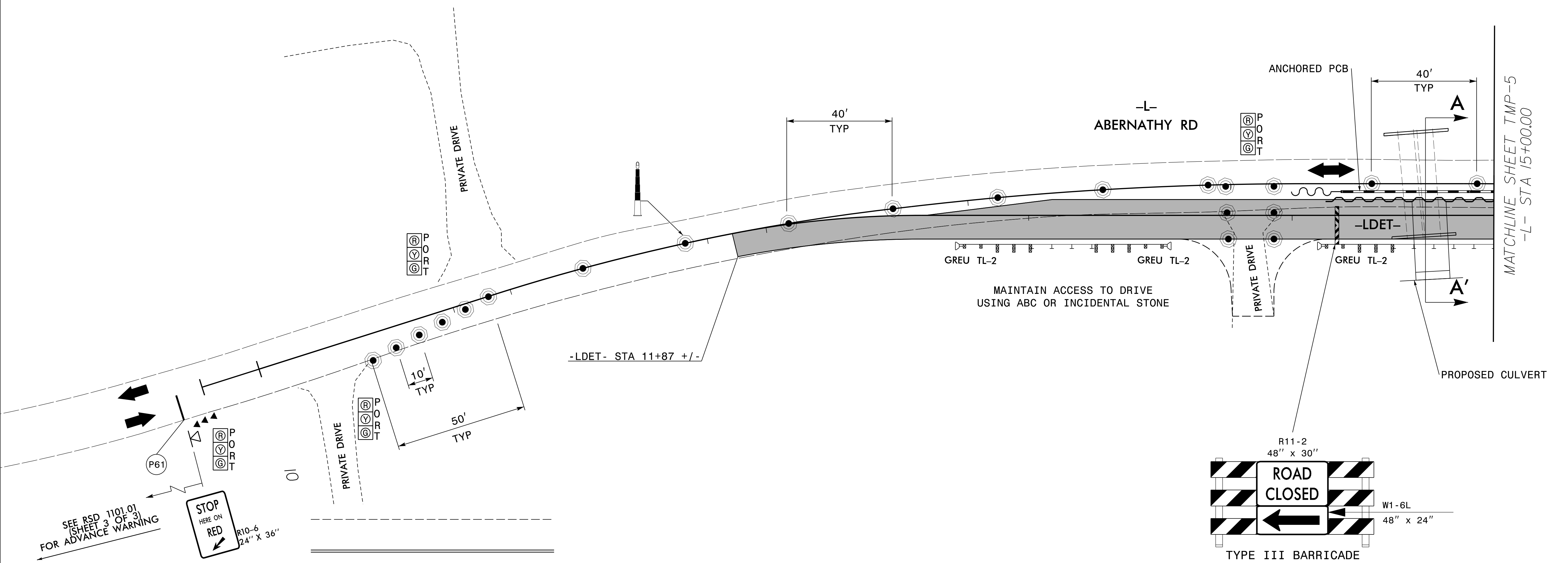
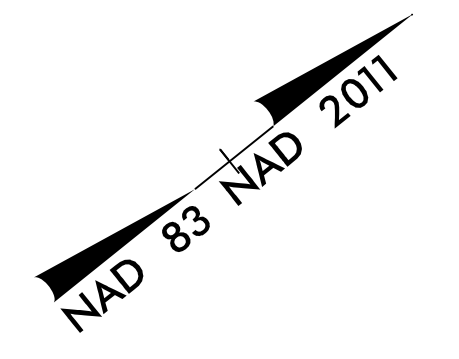
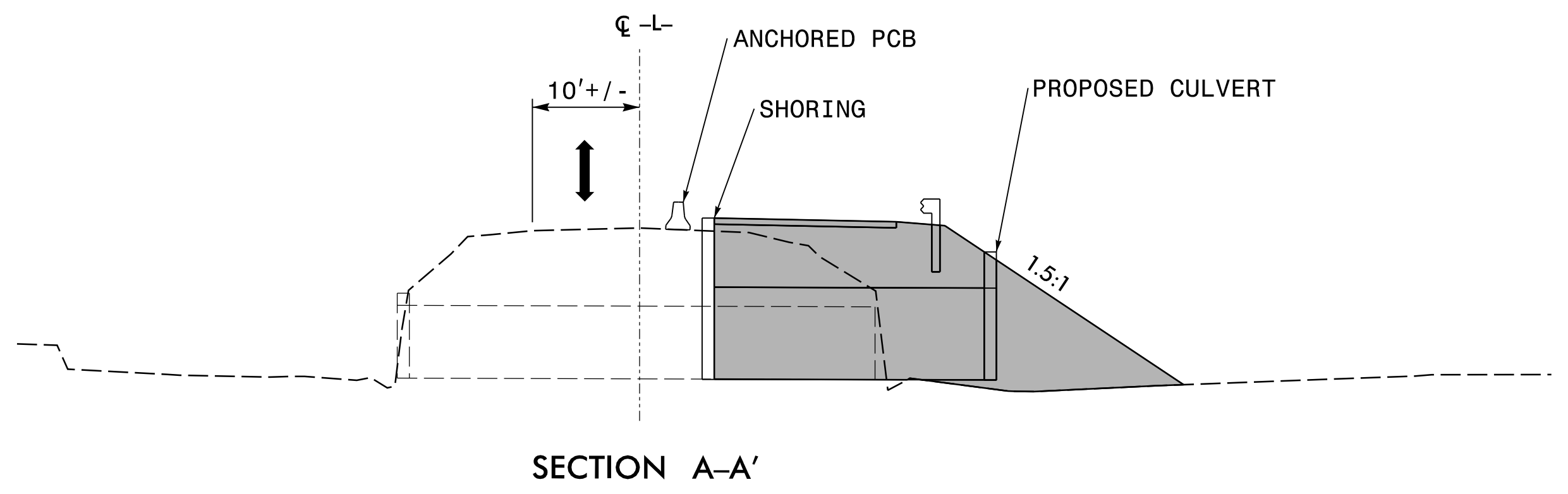
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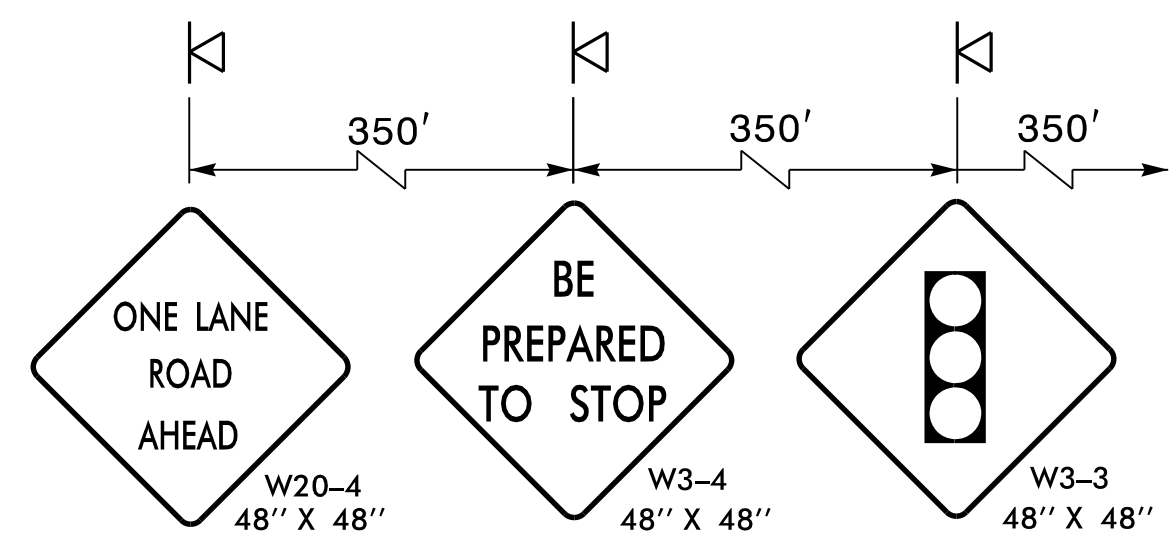
**TRAFFIC CONTROL
PHASING**



SEE RSD 1101.01 (SHEET 3 OF 3) FOR ADVANCE WARNING

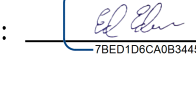
STOP HERE ON RED

R10-6 24" X 36"



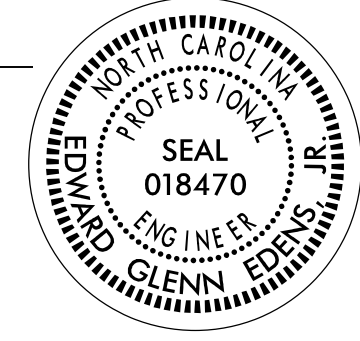
SEE RSD 1101.02 (17 OF 19) FOR DETAILS

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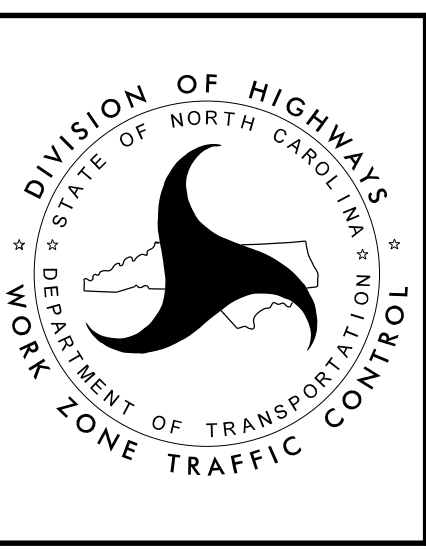
APPROVED: 

DATE: 4/15/2026

SEAL

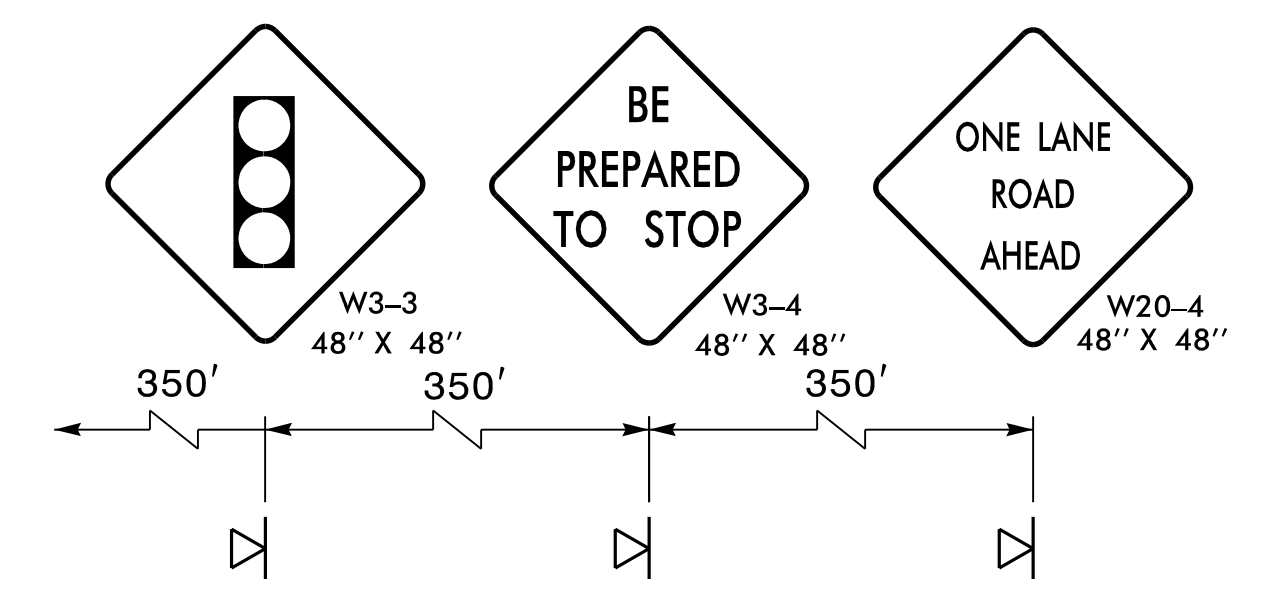


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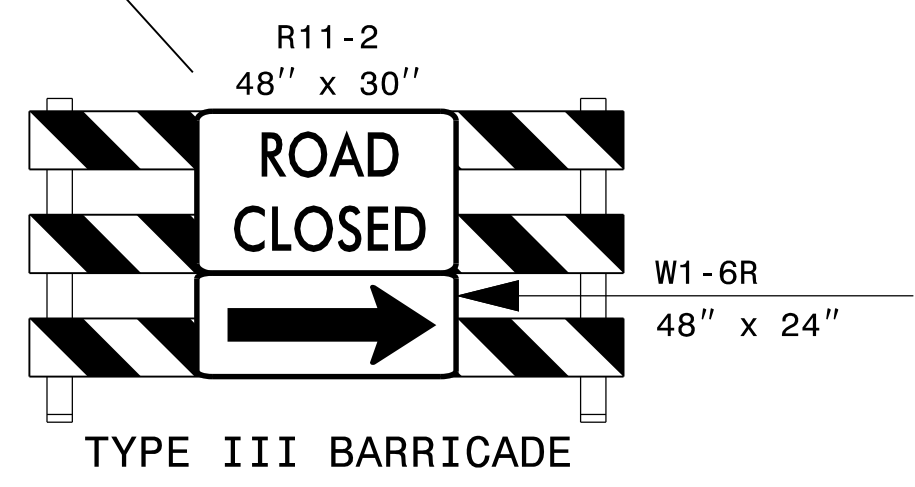
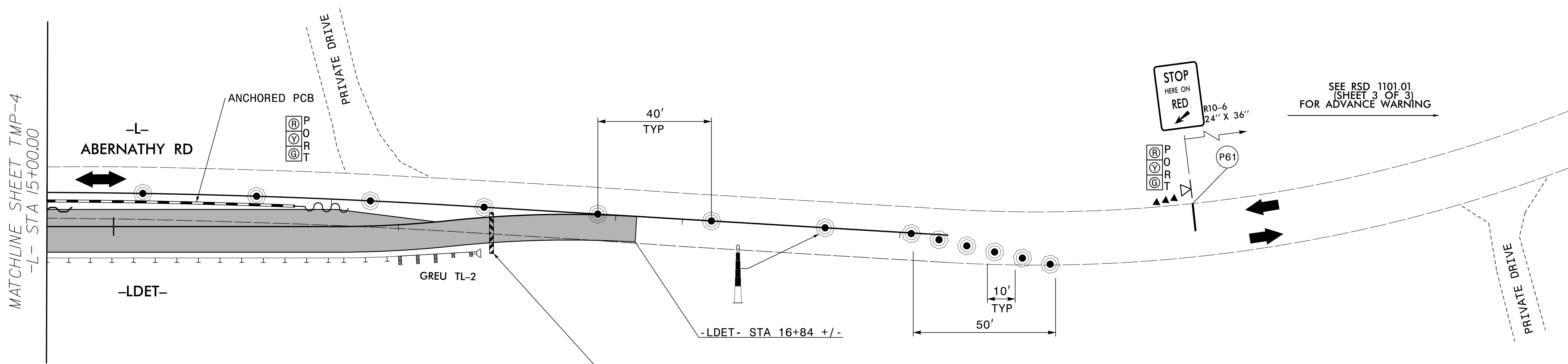


PHASE 1 DETAILS
 -L-

4/15/2026
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 j.davenport



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FOR DETAILS



MATCHLINE SHEET TMP-4
-L- STA 15+00.00

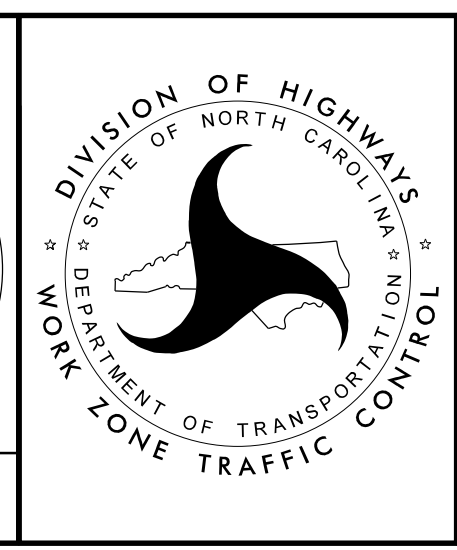
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15

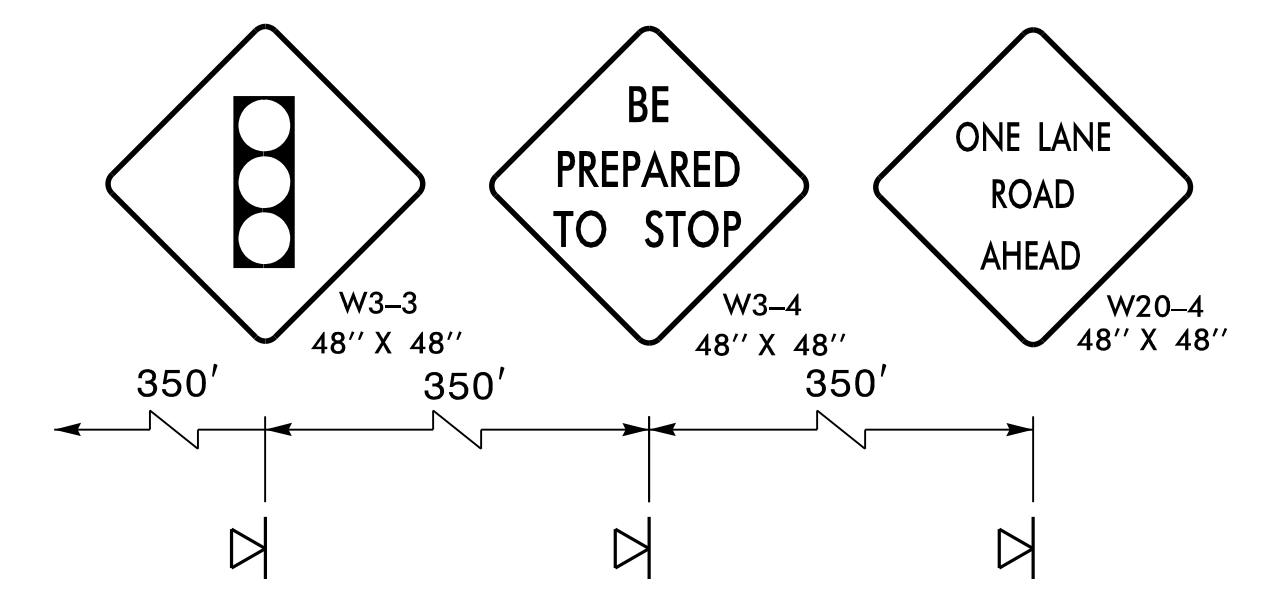
12/9/2025
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gmedlin

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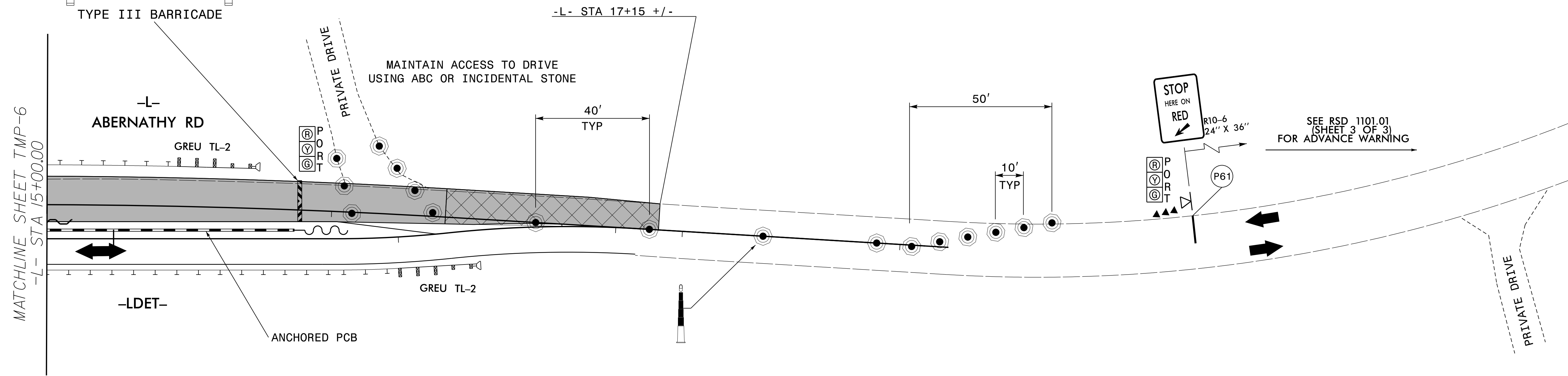
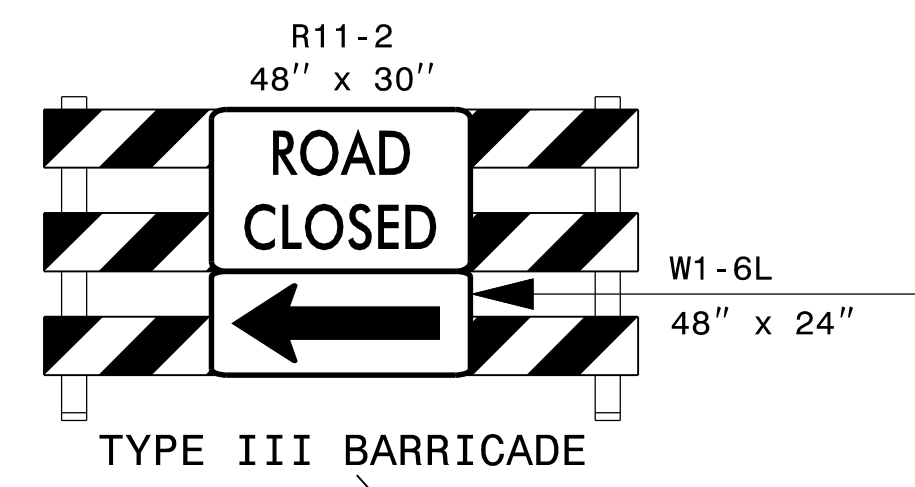
APPROVED: *Trout E. Huffman*
DATE: 12/9/2025
SEAL
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PHASE 1 DETAILS
-L-



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SEE RSD 1101.01
(SHEET 3 OF 3)
FOR ADVANCE WARNING

MATCHLINE SHEET TMP-6
-L- STA 15+00.00

-LDET-

15

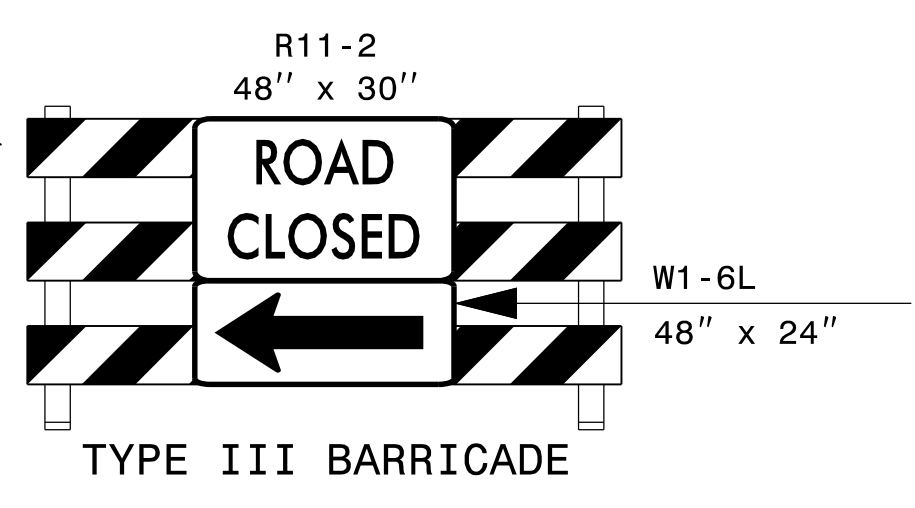
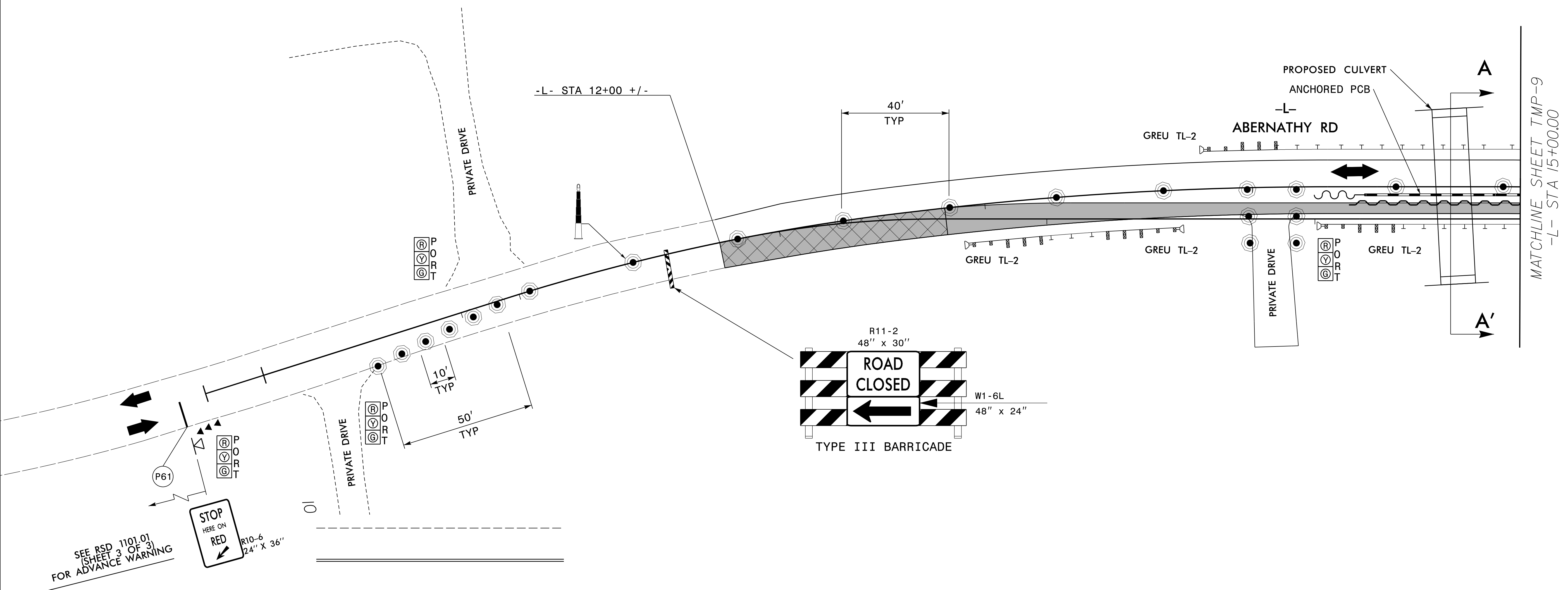
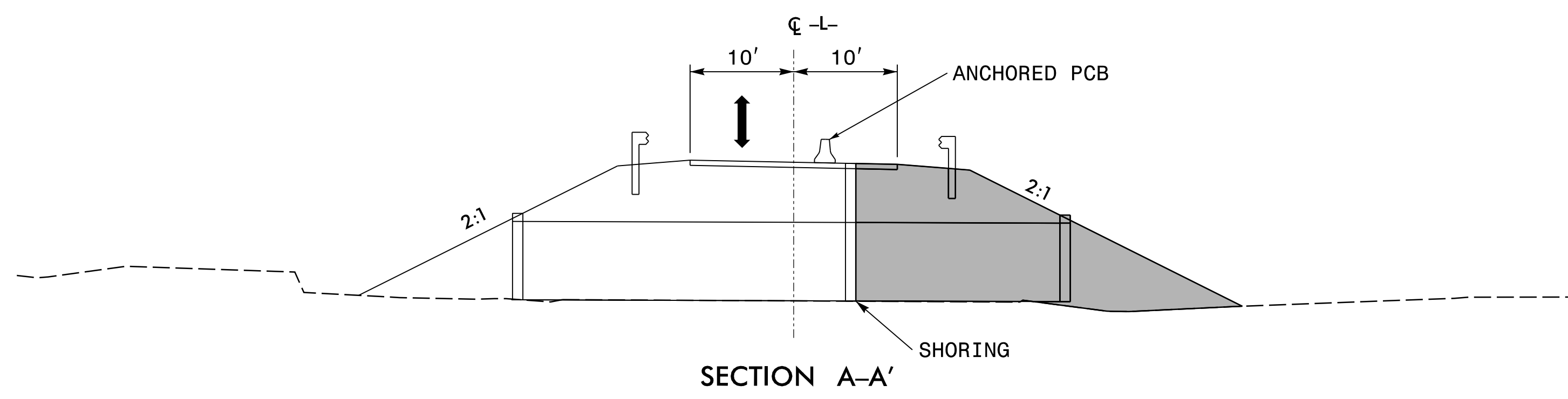
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APPROVED: *Trent E. Huffman*
DATE: 12/9/2025

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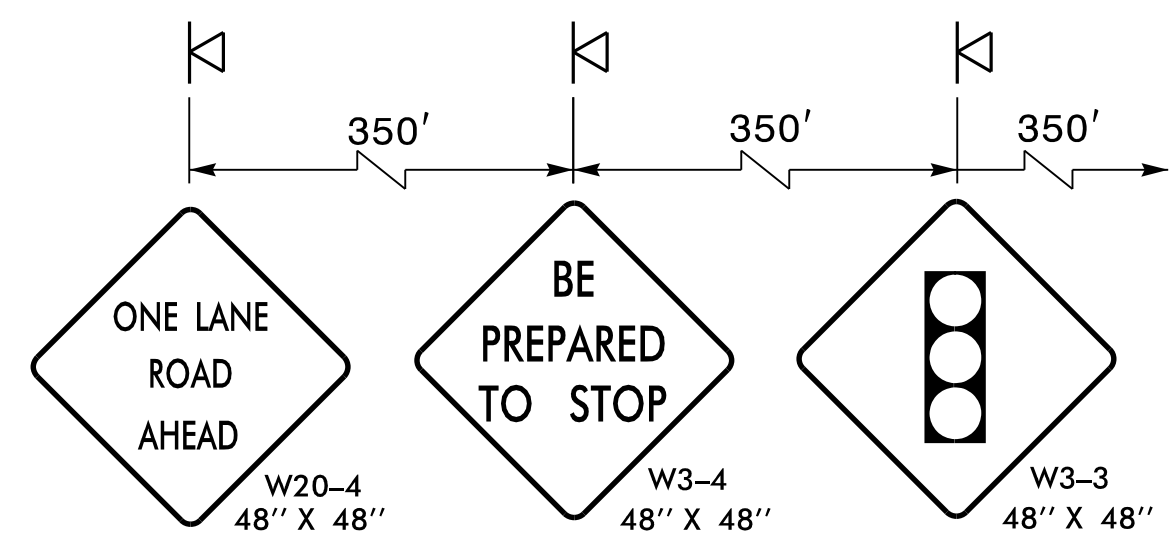
PHASE 2 DETAILS
-L-



SEE RSD 1101.01 (SHEET 3 OF 3) FOR ADVANCE WARNING

STOP HERE ON RED

R10-6
24" X 36"



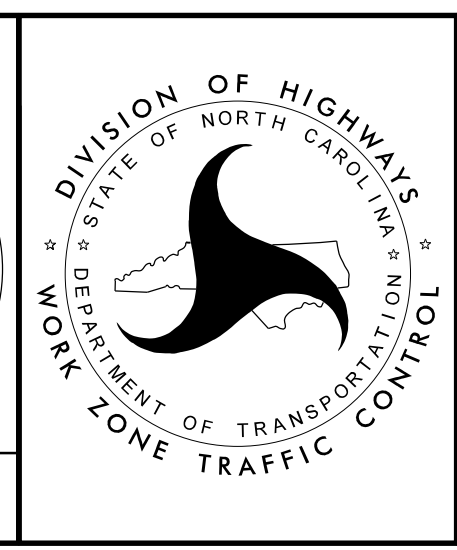
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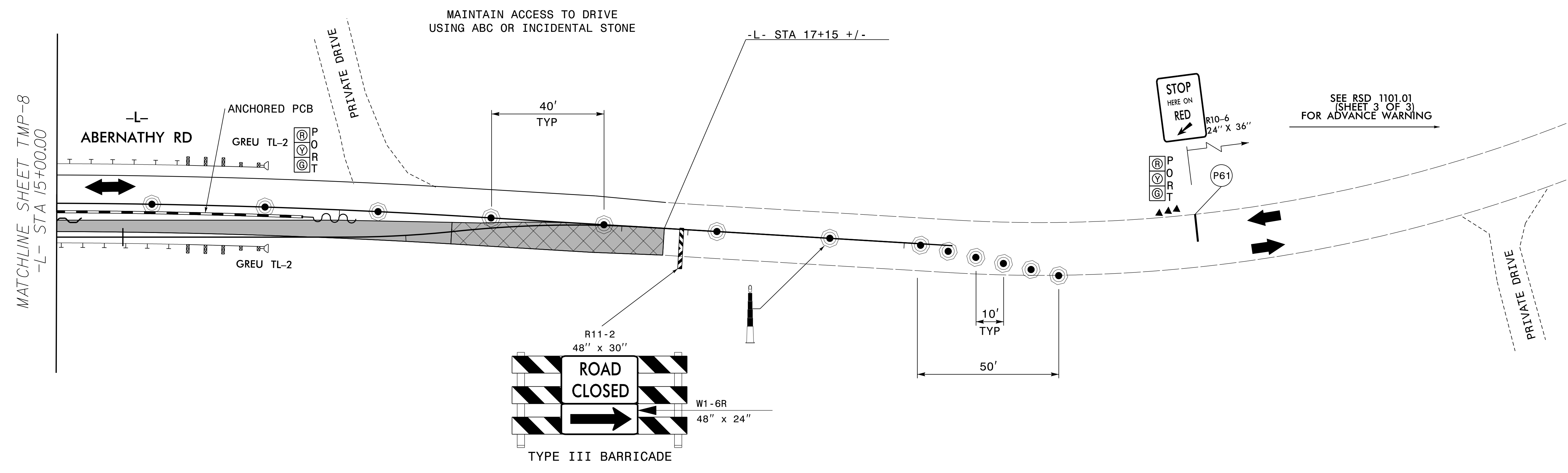
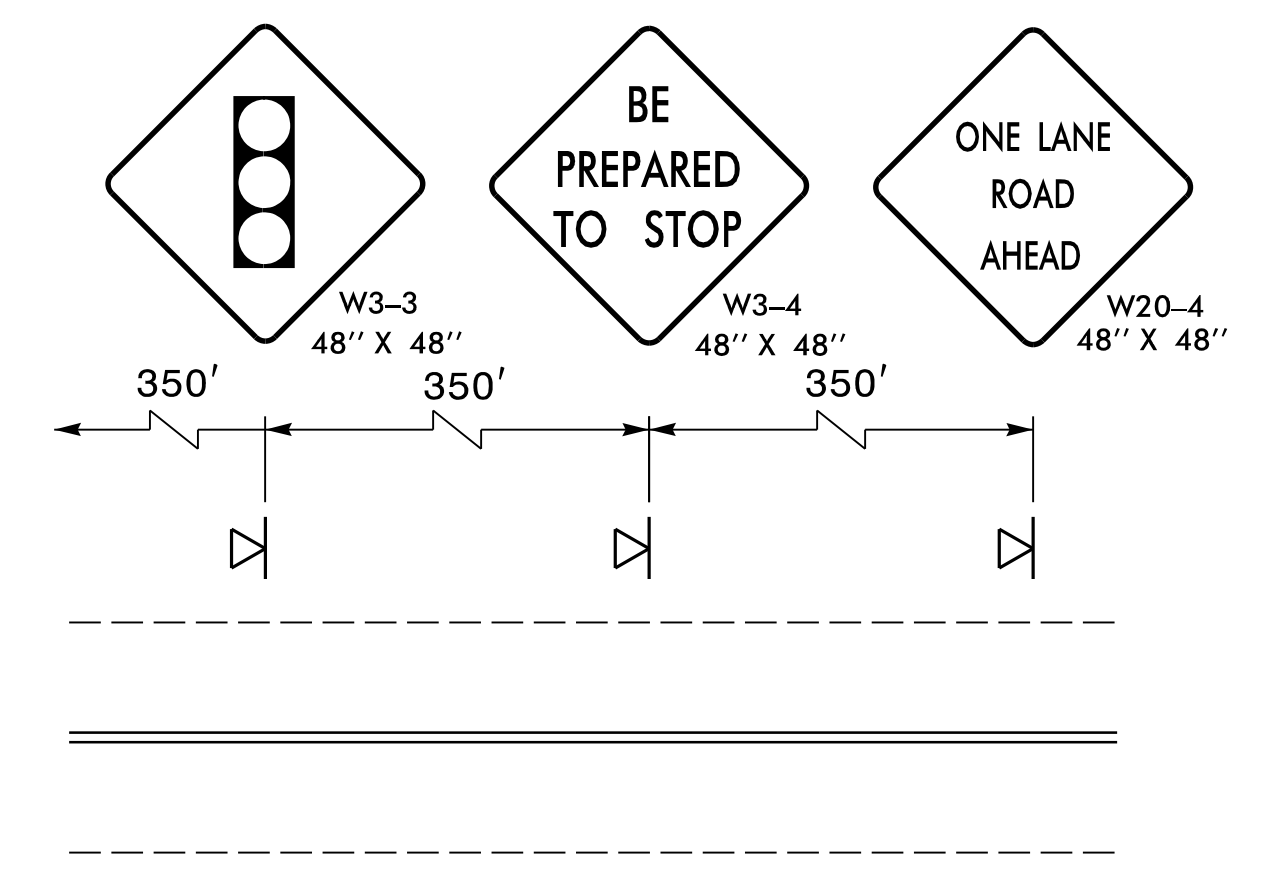
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PHASE 3 DETAILS
 -L-

MATCHLINE SHEET TMP-9
 -L- STA 15+00.00

12/9/2025
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 gmedlin



MATCHLINE SHEET TMP-8
-L- STA 15+00.00

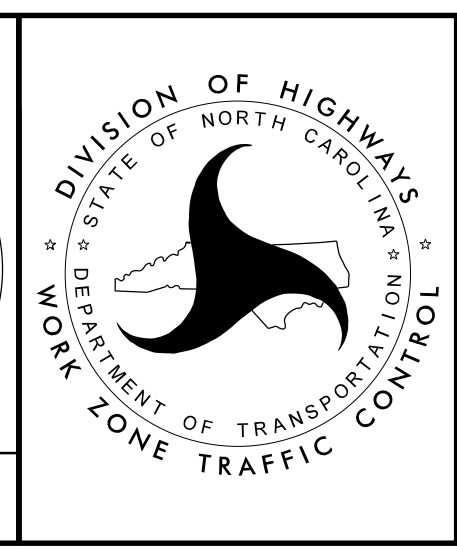
SEE RSD 1101.01
(SHEET 3 OF 3)
FOR ADVANCE WARNING

15

12/9/2025
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PHASE 3 DETAILS
-L-