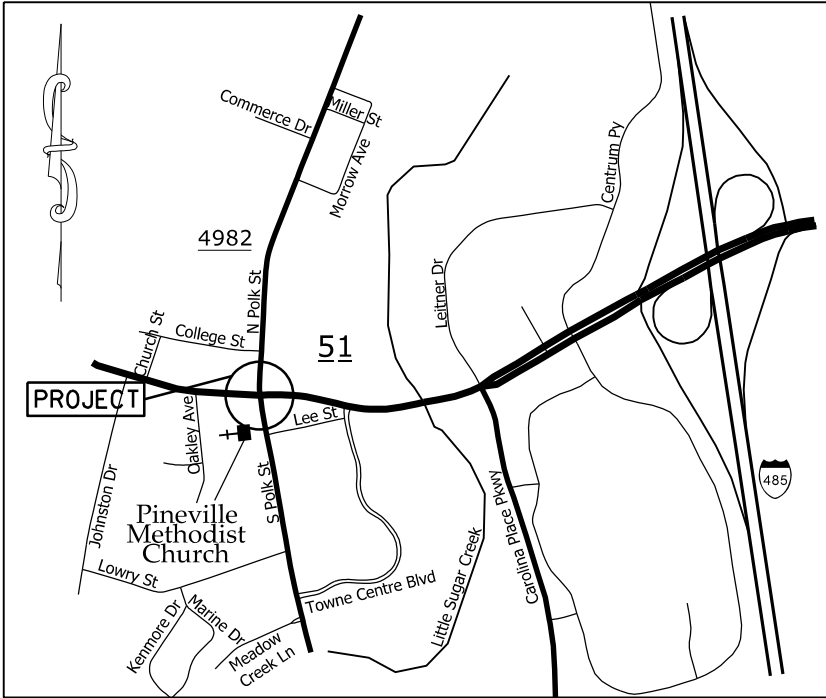


PROJECT: 49291.3.7 TIP: HS-2010G



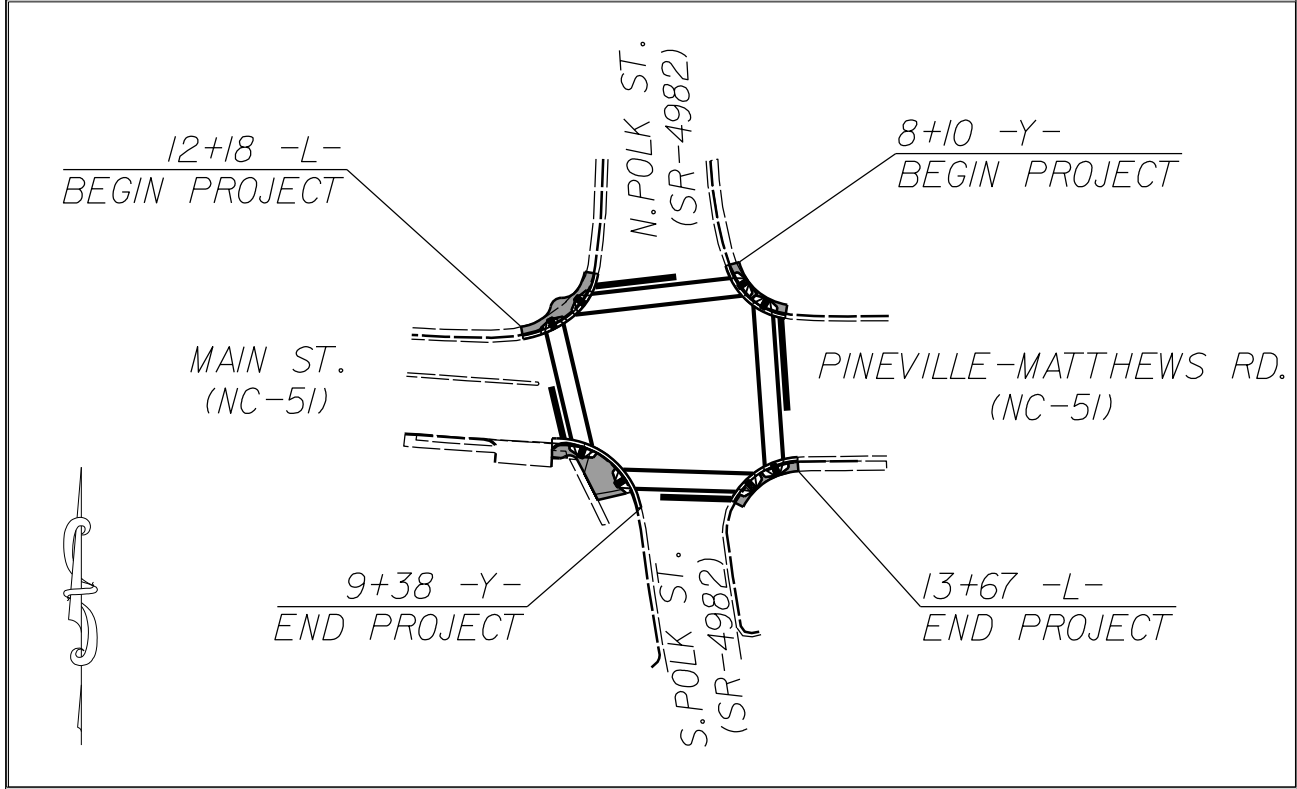
VICINITY MAP NOT TO SCALE

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS
MECKLENBURG COUNTY

LOCATION: INTERSECTION OF N. POLK ST. (SR-4982)
AND PINEVILLE-MATTHEWS RD. (NC-51)

TYPE OF WORK: GRADING, CONCRETE CURB AND GUTTER, SIDEWALK,
SIGNAL AND THERMOPLASTIC PAVEMENT MARKINGS

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	49291.3.7	1	
STATE PROJ. NO.	P.A. PROJ. NO.	DESCRIPTION	
49291.1.7	0051037	P.E.	
49291.2.9	0051037	R/W	
49291.3.7	0051037	CONST.	



GRAPHIC SCALES



DESIGN DATA

ADT _____ = _____
ADT _____ = _____
DHV = _____ %
D = _____ %
T = _____ %
V = _____ MPH

PROJECT LENGTH

LENGTH OF ROADWAY PROJECT 49291.3.7 = 0.03 MILES
TOTAL LENGTH OF STATE PROJECT 49291.3.7 = 0.03 MILES

Prepared in the Office of:
DIVISION OF HIGHWAYS
DIVISION TEN
DIVISION DESIGN / CONSTRUCT UNIT

RIGHT OF WAY DATE:
APRIL 9, 2024

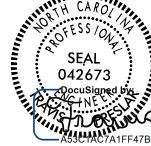
LETTING DATE:
FEBRUARY 19, 2025

DONALD HARWARD
PROJECT ENGINEER

TRAVIS LOWDER
PROJECT DESIGN ENGINEER



DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
01/13/2025



APPROVED BY
DIVISION PROJECT TEAM LEAD DATE

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	
Single Tree	
Single Shrub	
Hedge	

VEGETATION:

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:

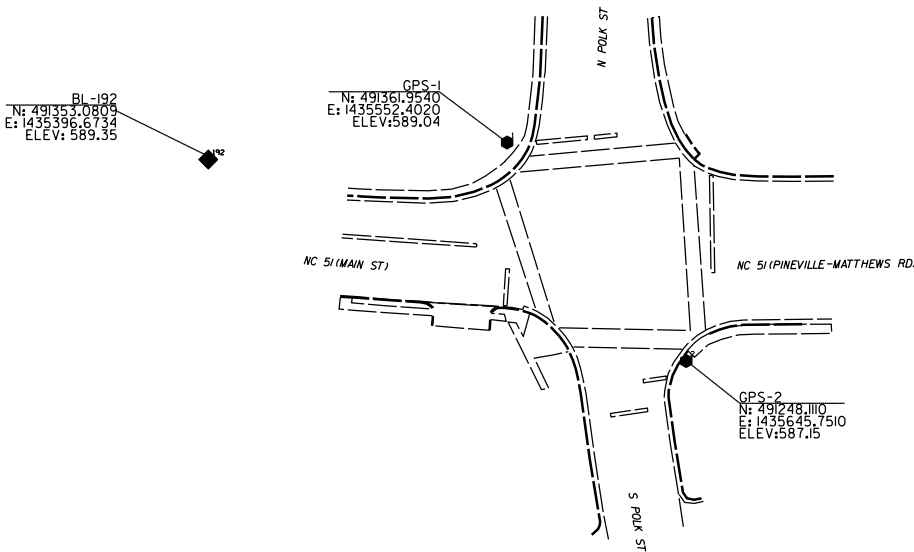
Sanitary Sewer Manhole	
Sanitary Sewer Cleanout	
U/G Sanitary Sewer Line	
Above Ground Sanitary Sewer	
SS Force Main Line Test Hole (SUE - LOS A)*	
SS Force Main Line (SUE - LOS B)*	
SS Force Main Line (SUE - LOS C)*	
SS Force Main Line (SUE - LOS D)*	

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	
End of Information	

SURVEY CONTROL SHEET

PROJECT NO.	SHEET NO.
49291.3.7	1B
F.A. PROJECT NO.	0051037



BL	POINT	DESC.	NORTH	EAST	ELEVATION	L STATION	OFFSET
192			491353.0809	1435396.6734	589.35	10+86.89	40.06 LT
1			491361.9540	1435552.4020	589.04	12+41.60	59.92 LT
2			491248.1110	1435645.7510	587.15	13+38.76	50.89 RT

BY	POINT	DESC.	NORTH	EAST	ELEVATION	Y STATION	OFFSET
1			491361.9540	1435552.4020	589.04	8+19.82	51.29 RT
2			491248.1110	1435645.7510	587.15	9+38.81	34.38 LT

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 IO DDC UNIT.
- IF FURTHER INFORMATION REGARDING PROJECT CONTROL IS NEEDED, PLEASE CONTACT THE DIVISION IO DDC UNIT.

INSTALL PEDESTRIAN ACCOMMODATION
AT NC 51 (PINEVILLE-MATTHEWS RD) AND
POLK ST

SCALE	1"=50'		REVISIONS	
DATE	11-2024			
DWG. BY	VSC			
DESIGN BY	TBL			
APPROVED	JDH			

PROJECT NO.	SHEET NO.
49291.3.7	IC
F.A. PROJECT NO.	0051037

RIGHT OF WAY, EASEMENT AND
PROPOSED ALIGNMENT SHEET

L			
TYPE	STATION	NORTH	EAST
POT	10+00.00	491319.2618	1435307.1674
POT	12+93.77	491298.5009	1435600.2029
POT	13+93.89	491299.6085	1435700.3168

Y			
TYPE	STATION	NORTH	EAST
POT	6+00.00	491582.3307	1435612.1818
PC	7+46.33	491436.1791	1435604.9592
PT	10+02.99	491180.5556	1435620.9856
POT	13+99.99	490789.5919	1435689.9524

ROW MARKER IRON PIN AND CAP-E				
ALIGN	STATION	OFFSET	NORTH	EAST
L	12+24.00	-40.00	491343.3315	1435533.4341

ROW MARKER IRON PIN AND CAP-E				
ALIGN	STATION	OFFSET	NORTH	EAST
Y	7+95.00	40.00	491387.8081	1435563.5908

I, Barry D. Davis, a Professional Land Surveyor in the state 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 26th day of NOV 2024

Barry D. Davis, DocuSigned by: PLS* L-4384
Professional Land Surveyor



0622AAE4F48174DC...

NOTES:

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

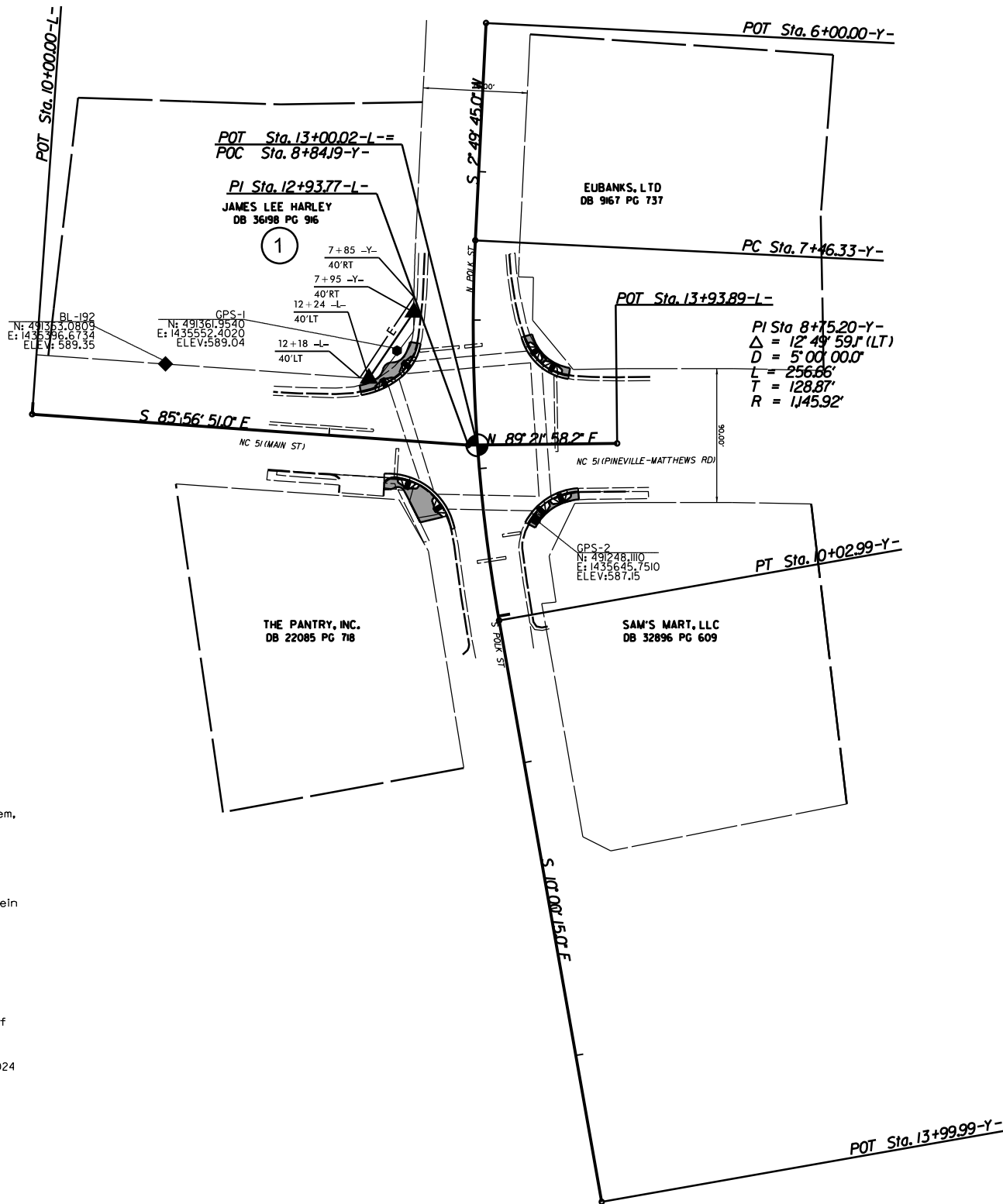
INSTALL PEDESTRIAN ACCOMMODATION
AT NC 51 (PINEVILLE-MATTHEWS RD) AND
POLK ST

SCALE	1"=50'	REVISIONS	
DATE	11-2024		
DWG. BY	VSC		
DESIGN BY	TBL		
APPROVED	JDH		



PROJECT NO.	SHEET NO.
49291.3.7	ID
F.A. PROJECT NO.	0051037

DATUM DESCRIPTION
THE LOCALIZED COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT IS BASED ON THE STATE PLANE COORDINATES ESTABLISHED BY NCDOT FOR MONUMENT "BL-1" WITH NAD 83/NA 2011 STATE PLANE GRID COORDINATES OF NORTHING: 491361.954(±) EASTING: 1435552.402(±) ELEVATION: 589.041(±) THE AVERAGE COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS: 0.99987679 THE N.C. LAMBERT GRID BEARING AND LOCALIZED HORIZONTAL GROUND DISTANCE FROM "BL-1" TO -L- STATION 10+00 IS S 80° 07' 28" W 639.48' ALL LINEAR DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES VERTICAL DATUM USED IS NAVD 88

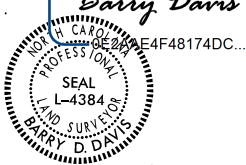


I, Barry D. Davis, a Professional Land Surveyor in the state of North Carolina hereby certify to the best of my knowledge and belief that the following work item, R/W and Easement Staking, was performed under my responsible charge meeting NCDOT Survey Standards as directed in the NCDOT Location & Surveys 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).

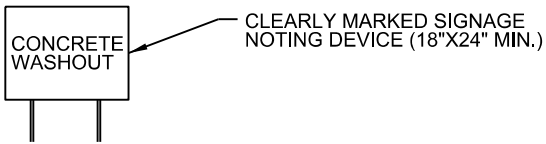
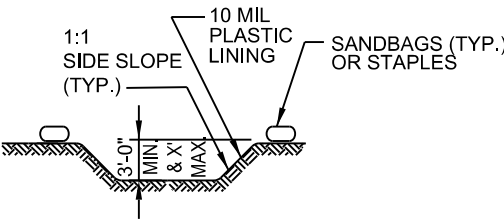
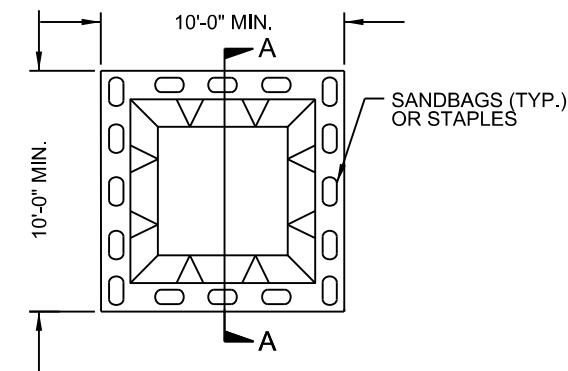
Witness my signature, registration number and seal this 26th day of NOV 2024

Barry D. Davis, Professional Land Surveyor, PLS# L-4384



INSTALL PEDESTRIAN ACCOMMODATION AT NC 51 (PINEVILLE-MATTHEWS RD) AND POLK ST		
SCALE	1"=50'	REVISIONS
DATE	11-2024	
DWG. BY	VSC	
DESIGN BY	TBL	
APPROVED	JDH	

ONSITE CONCRETE WASHOUT
STRUCTURE WITH LINER

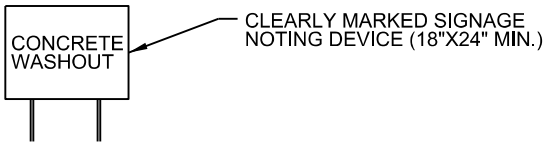
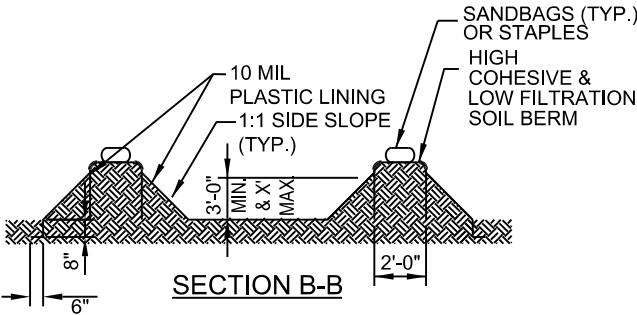
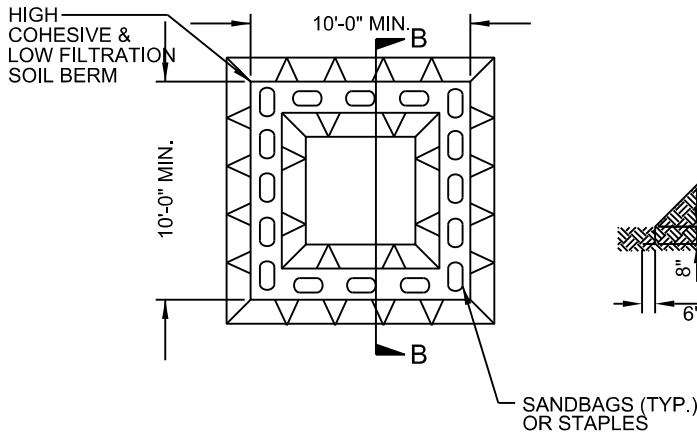


SECTION A-A

- NOTES:
1. ACTUAL LOCATION DETERMINED IN FIELD
 2. THE CONCRETE WASHOUT STRUCTURES SHALL BE MAINTAINED WHEN THE LIQUID AND/OR SOLID REACHES 75% OF THE STRUCTURES CAPACITY.
 3. CONCRETE WASHOUT STRUCTURE NEEDS TO BE CLEARLY MARKED WITH SIGNAGE NOTING DEVICE.

PLAN

BELOW GRADE WASHOUT STRUCTURE
NOT TO SCALE



- NOTES:
1. ACTUAL LOCATION DETERMINED IN FIELD
 2. THE CONCRETE WASHOUT STRUCTURES SHALL BE MAINTAINED WHEN THE LIQUID AND/OR SOLID REACHES 75% OF THE STRUCTURES CAPACITY TO PROVIDE ADEQUATE HOLDING CAPACITY WITH A MINIMUM 12 INCHES OF FREEBOARD.
 3. CONCRETE WASHOUT STRUCTURE NEEDS TO BE CLEARLY MARKED WITH SIGNAGE NOTING DEVICE.

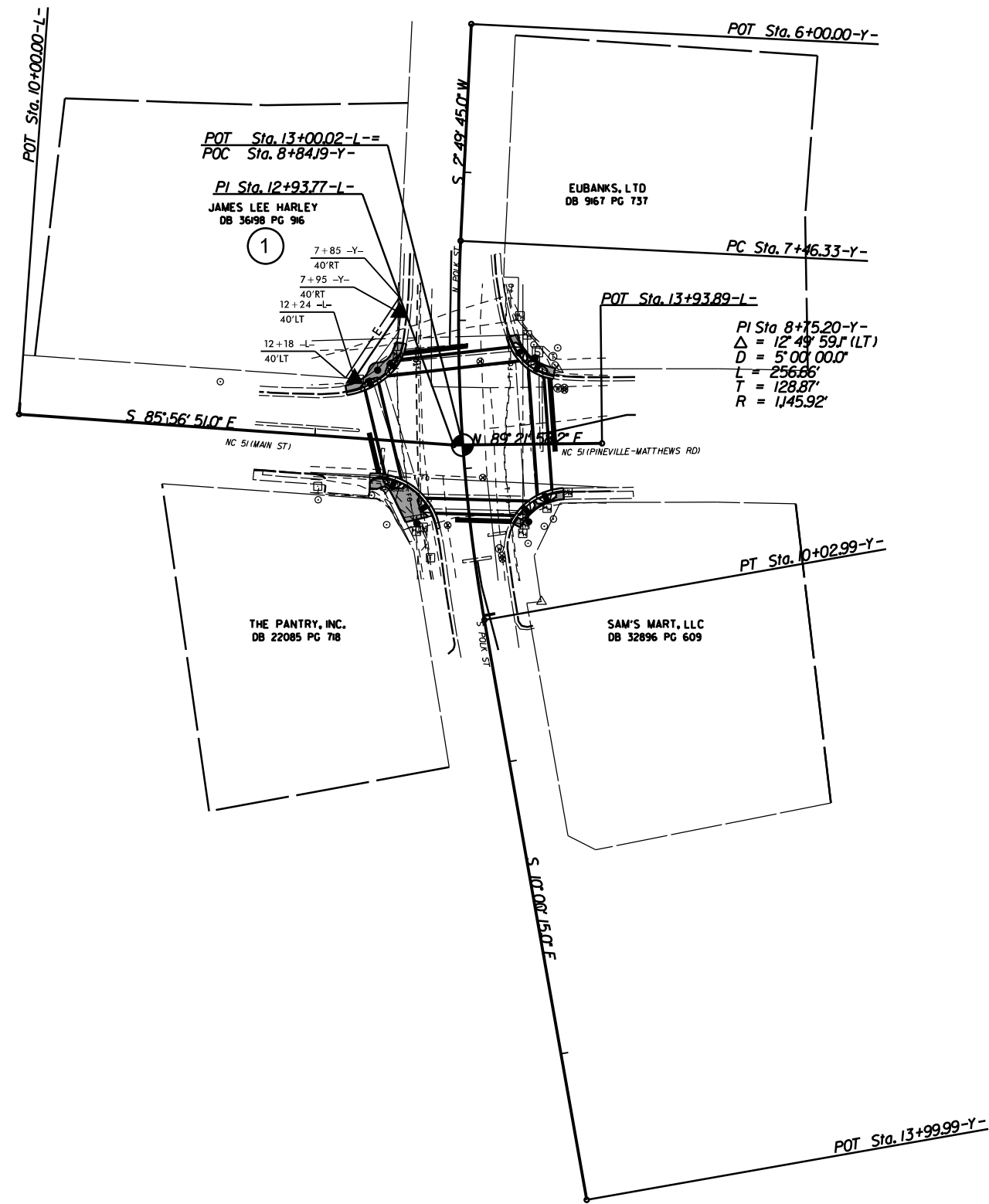
PLAN

ABOVE GRADE WASHOUT STRUCTURE
NOT TO SCALE

INSTALL PEDESTRIAN ACCOMMODATION
AT NC 51 (PINEVILLE-MATTHEWS RD)
AND POLK ST

SCALE	1"=50'		REVISIONS	
DATE	11-2024			
DWG. BY	VSC			
DESIGN BY	TBL			
APPROVED	JDH			

PROJECT NO.	SHEET NO.
49291.3.7	4
F.A. PROJECT NO. 0051037	
ROADWAY DESIGN ENGINEER	
01/13/2025	
SEAL 042673	
THOMAS J. PRESTON	
A53C1AC7A1FF47B...	



INSTALL PEDESTRIAN ACCOMMODATION AT NC 51 (PINEVILLE-MATTHEWS RD) AND POLK ST	
SCALE 1"=50'	REVISIONS
DATE 11-2024	
DWG. BY TBL	
DESIGN BY TBL	
APPROVED JDH	

ROADWAY DESIGN
ENGINEER
01/13/2025



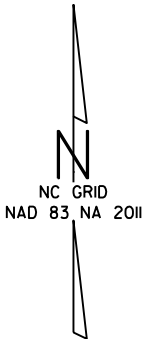
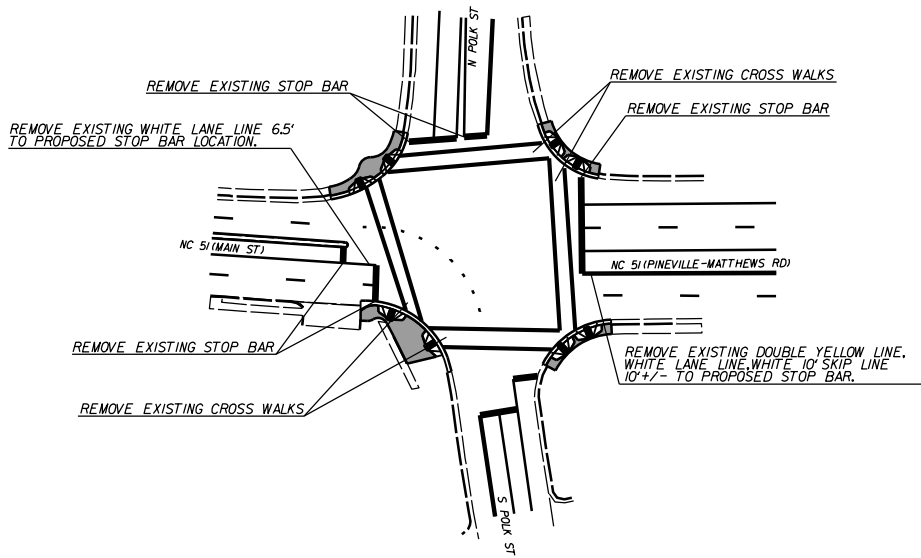
REVISIONS	

PROJECT NO.	SHEET NO.
49291.3.7	PMP-2
F.A. PROJECT NO. 0051037	

ROADWAY DESIGN
ENGINEER
01/13/2025

PROFESSIONAL
SEAL
042673
ENGINEER
THOMAS J. PRESLEY

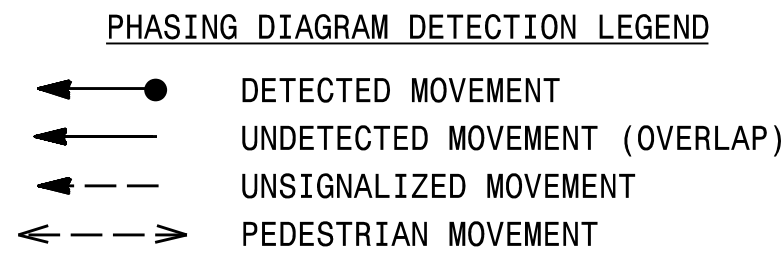
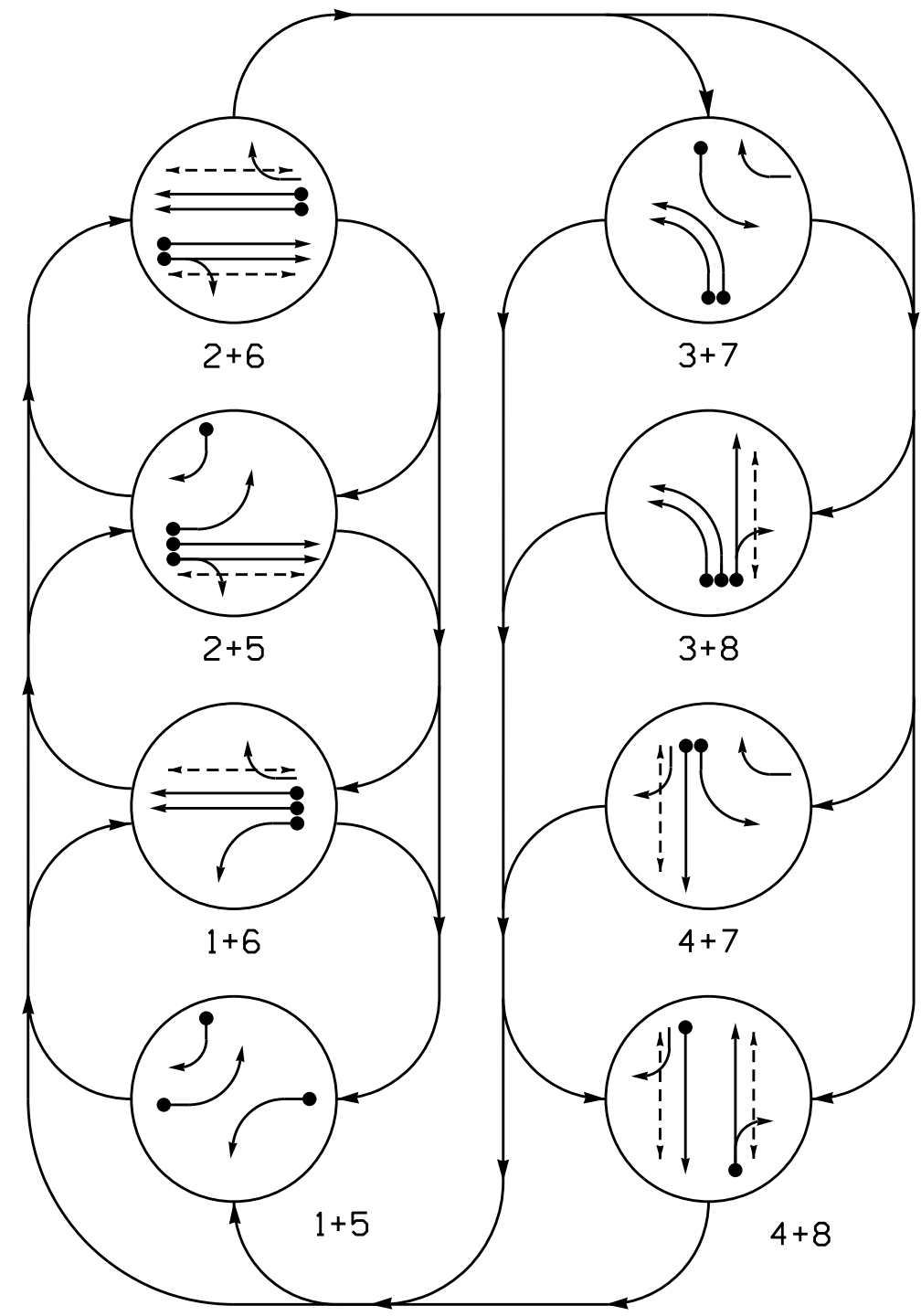
Associates, Inc.
ASSOCIATES, INC.



INSTALL PEDESTRIAN ACCOMMODATION
AT NC 51(PINEVILLE-MATTHEWS RD) AND
POLK ST

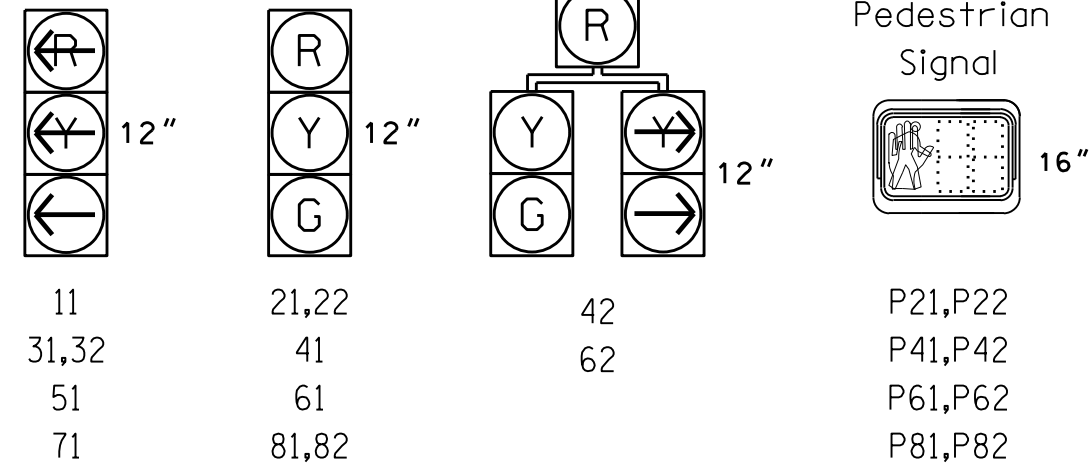
SCALE	1"=50'		REVISIONS	
DATE	11-2024			
DWG. BY	TBL			
DESIGN BY	TBL			
APPROVED	JDH			

PHASING DIAGRAM



SIGNAL FACE I.D.

All Heads L.E.D.



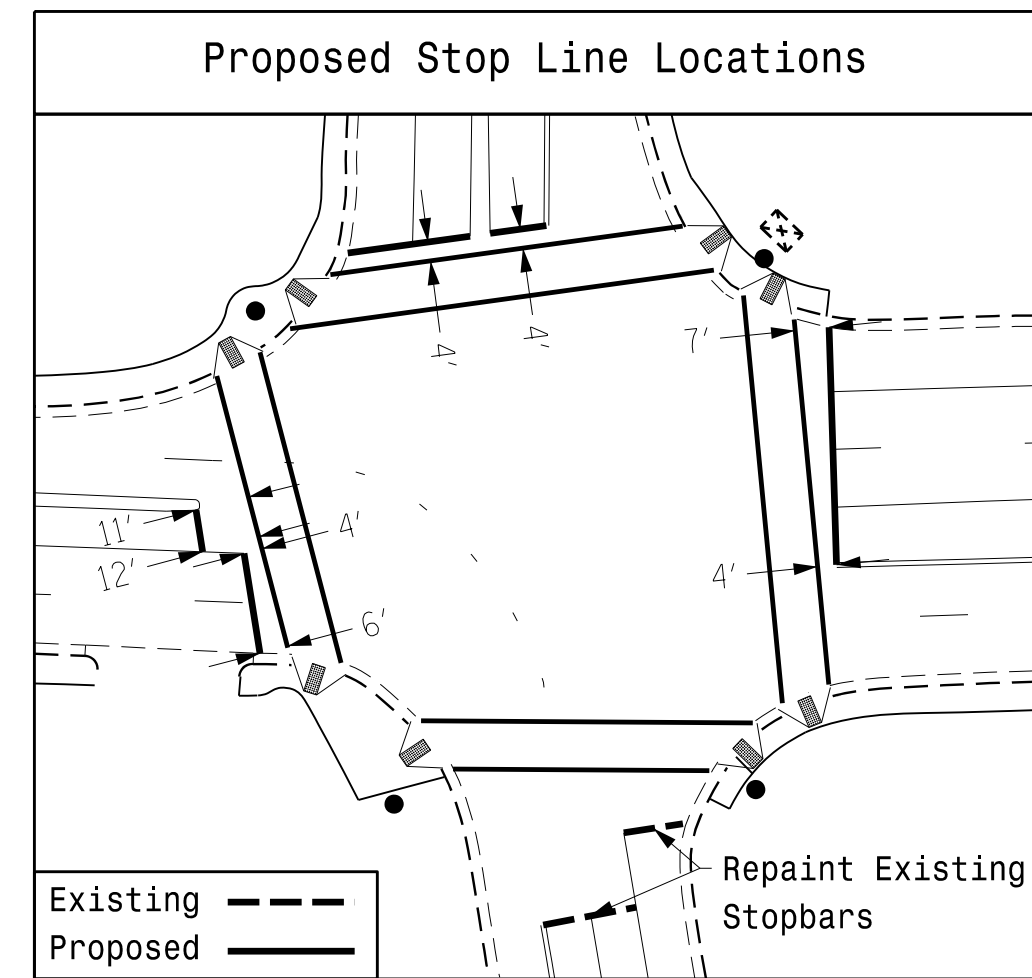
SIGNAL FACE	PHASE									
	1+5	1+6	2+5	2+6	3+7	3+8	4+7	4+8	FLSH	HS
11	←	←	←	←	←	←	←	←	←	←
21,22	R	R	G	G	R	R	R	R	R	R
31,32	←	←	←	←	←	←	←	←	←	←
41	R	R	R	R	R	R	G	G	R	R
42	←	←	←	←	←	←	G	G	R	R
51	←	←	←	←	←	←	←	←	←	←
61	R	G	R	G	R	R	R	R	R	R
62	R	G	R	G	←	←	←	←	R	R
71	←	←	←	←	←	←	←	←	←	←
81,82	R	R	R	R	R	G	R	G	R	R
P21,P22	DW	DW	W	W	DW	DW	DW	DW	DRK	DRK
P41,P42	DW	DW	DW	DW	DW	DW	W	W	DRK	DRK
P61,P62	DW	W	DW	W	DW	DW	DW	DW	DRK	DRK
P81,P82	DW	DW	DW	DW	DW	W	DW	W	DRK	DRK

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART									
INDUCTIVE LOOPS					DETECTOR PROGRAMMING				
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME
1A	6X40	0	2-4-2	-	1	Y	Y	-	3
2A	6X6	65	EXIST	-	2	Y	Y	-	-
2B	6X6	65	EXIST	-	2	Y	Y	-	-
3A	6X40	+10	2-4-2	-	3	Y	Y	-	3
3B	6X40	+10	2-4-2	-	3	Y	Y	-	-
4A	6X40	+5	2-4-2	-	4	Y	Y	-	-
5A	6X40	+5	2-4-2	-	5	Y	Y	-	3
5B	6X40	+5	2-4-2	-	5	Y	Y	-	15
6A	6X6	60	EXIST	-	6	Y	Y	-	-
6B	6X6	60	EXIST	-	6	Y	Y	-	-
7A	6X40	+5	2-4-2	-	7	Y	Y	-	3
8A	6X40	+5	2-4-2	-	8	Y	Y	-	10
S3	6X6	+175	EXIST	-	-	-	-	-	-
S4	6X6	+175	EXIST	-	-	-	-	-	-
S5	6X6	+165	EXIST	-	-	-	-	-	-
S6	6X6	+165	EXIST	-	-	-	-	-	-

8 Phase
Fully Actuated
D10-16_Pineville

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Phase 3 and/or phase 7 may be lagged.
- Set all detector units to presence mode.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- This intersection features accessible pedestrian signals utilizing percussive tone walk indications and/or speech messages.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data: Intersection # 254.



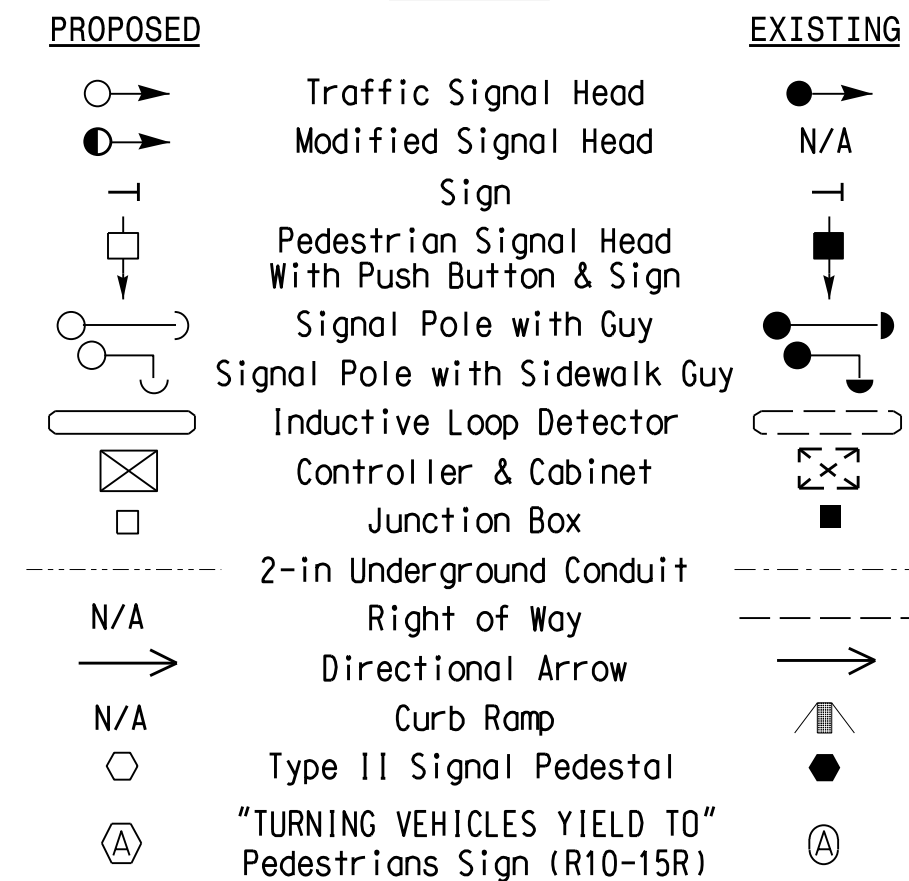
This plan supersedes the plan signed and sealed on 7/20/23.

OASIS 2070 TIMING CHART								
FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green 1 *	7	10	7	7	7	10	7	7
Extension 1 *	3.0	3.0	2.0	2.0	2.0	3.0	2.0	2.0
Max Green 1 *	25	90	30	60	25	90	30	60
Yellow Clearance	3.0	3.7	3.0	3.7	3.0	3.7	3.0	3.7
Red Clearance	2.9	3.4	3.6	2.3	3.6	3.4	3.2	2.3
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	-	7	-	7	-	7	-	7
Don't Walk 1	-	16	-	15	-	20	-	21
Advanced Walk *	-	7	-	6	-	7	-	6
Seconds Per Actuation *	-	-	-	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-	-	-
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL	-	-
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW	-	-
Dual Entry	-	-	-	-	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON	ON	ON	ON	ON

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

ACCESSIBLE PEDESTRIAN SIGNAL OPERATION				
SIGNAL FACE	VOICE	TONES	INTERVAL	SPEECH MESSAGE
P21	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk / Don't Walk	Wait, wait to cross Polk.
P22	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk / Don't Walk	Wait, wait to cross Polk.
P41	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk / Don't Walk	Wait, wait to cross Main.
P42	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk / Don't Walk	Wait, wait to cross Main.
P61	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk / Don't Walk	Wait, wait to cross Polk.
P62	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk / Don't Walk	Wait, wait to cross Polk.
P81	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk / Don't Walk	Wait, wait to cross Pineville-Matthews.
P82	-	X	Walk	(Percussive Tone)
	X	-	Flashing Don't Walk / Don't Walk	Wait, wait to cross Pineville-Matthews.

LEGEND



Signal Upgrade

Prepared in the Offices of:

NC 51 (Main Street) / NC 51 (Pineville-Matthews Road) at SR 4982 (Polk Street)

Division 10 Mecklenburg County Pineville

PLAN DATE: December 2024 REVIEWED BY: R.N. Zinser

PREPARED BY: T.A. Kenion REVIEWED BY:

REVISIONS

INIT. DATE

Seal: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 043914

Documented by: R. Nicholas Zinser 01/13/2025

SIG. INVENTORY NO. 10-0254

