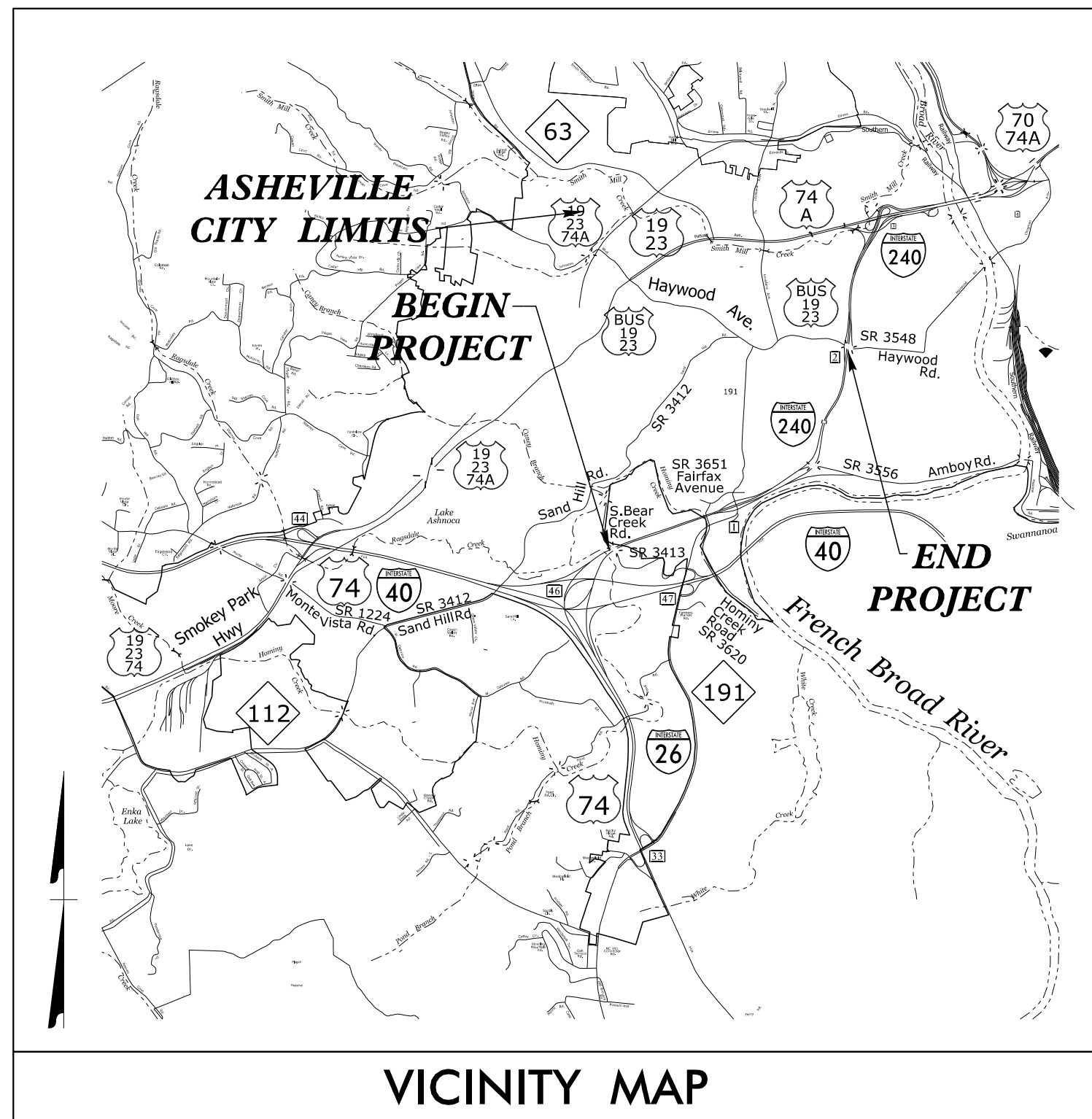


A map of North Carolina showing its county boundaries. Wayne County, located in the western part of the state, is highlighted in gray. The map shows the state's irregular shape, including the Pamlico River and the Outer Banks.

TYPE OF WORK – DRAINAGE, GRADING, PAVING, AND STRUCTURES



JAY W. WOOLARD, PE
SENIOR TRANSPORTATION ENGINEER

DONNIE RICHARDSON
SENIOR TRANSPORTATION DESIGNER

ANDREW N. GOOD
TRANSPORTATION DESIGNER

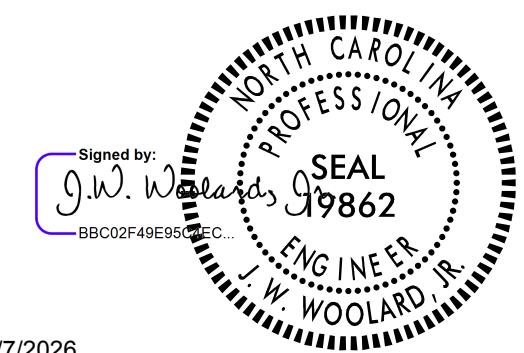
ZACHARY CLARK, PE
PROJECT ENGINEER

SHEENA GREEN
PROJECT DESIGN ENGINEER



<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, AND LEGEND
TMP-1B,1C	GENERAL NOTES/TEMP PVMT MARKING SCHEDULE
TMP-2	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-2A-2C3	TEMPORARY SHORING NOTES
TMP-2D	SPECIAL SIGN DESIGNS
TMP-2E	-Y2- NC 191 DETOUR
TMP-2F	-Y2RPA- DETOUR
TMP-2G	-Y3- AMBOY RD EB DETOUR AND -Y15- HANOVER ST DETOUR
TMP-2H	-Y3- AMBOY RD WB DETOUR AND -Y3RPD- CLOSURE
TMP-2I	-Y2RPB- DETOUR
TMP-2J	-Y2RPD- DETOUR
TMP-2K	-Y6RPC- DETOUR AND -Y14- STATE ST DETOUR
TMP-2L	-Y6RPB- DETOUR
TMP-2M	MOTORIST PULL-OFF AREA
TMP-2N	PULL-OFF AREA SPECIAL SIGN DESIGNS
TMP-2O	TEMPORARY DETOUR ALIGNMENT SUMMARY
TMP-2P - 2T	PHASE OVERVIEW DETAILS
TMP-2U	DYNAMIC ZIPPER MERGE SYSTEM LAYOUT
TMP-3 - 3C	TEMPORARY TRAFFIC CONTROL PHASING
TMP-4 - 11	I-26/I-240 -L- PHASE I STEPS 02
TMP-12 - 15A	I-26/I-240 -L- PHASE I STEP 03, 04
TMP-16 - 17	I-26/I-240 -L- PHASE I STEP 04A
TMP-18	I-26/I-240 -L- PHASE I STEP 04B
TMP-19	I-26/I-240 -L- PHASE I STEP 05
TMP-20 - 24	I-26/I-240 -L- PHASE I STEP 06
TMP-25	I-26/I-240 -L- PHASE II STEP 01
TMP-26 - 30	I-26/I-240 -L- PHASE II STEP 02
TMP-31 - 34	I-26/I-240 -L- PHASE II STEP 03
TMP-35 - 39	I-26/I-240 -L- PHASE II STEP 04
TMP-40 - 45	I-26/I-240 -L- PHASE III STEP 01
TMP-45A - 45D	I-26/I-240 -L- PHASE III STEP 02
TMP-46 - 47	I-26/I-240 -L- PHASE III STEP 03
TMP-48 - 55	I-26/I-240 -L- PHASE III STEP 04
TMP-56 - 63	I-26/I-240 -L- PHASE IV STEP 01, 02
TMP-64 - 65A	I-26/I-240 -L- PHASE IV STEP 03
TMP-66 - 67	I-26/I-240 -L- PHASE IV STEP 04
TMP-68	I-26/I-240 -L- PHASE IV STEP 06
TMP-69	I-26/I-240 -L- PHASE IV STEP 07
TMP-70 - 71	I-26/I-240 -L- PHASE IV STEP 08
TMP-72	I-26/I-240 -L- PHASE IV STEP 09
TMP-73 - 189	TEMPORARY SIGNING PLAN

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



8/7/2026

MP-1

TTIP PROJECT: I-25/3AC

ROADWAY STANDARD DRAWINGS

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
1101.01	WORK ZONE ADVANCE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
1130.01	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGERS
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - DIVIDED AND UNDIVIDED ROADWAYS
1205.03	PAVEMENT MARKINGS - INTERCHANGES
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - THRU LANE DROPS
1205.07	PAVEMENT MARKINGS - PEDESTRIAN CROSSWALKS
1205.08	PAVEMENT MARKINGS - SYMOBOLS AND WORD MESSAGES
1205.09	PAVEMENT MARKINGS - PAINTED ISLANDS
1205.12	PAVEMENT MARKINGS - BRIDGES
1205.13	PAVEMENT MARKINGS - NEW INTERCHANGES AND INTERSECTIONS
1205.14	PAVEMENT MARKINGS - ROUNDABOUTS
1250.01	PAVEMENT MARKER SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY
1261.01	GUARDRAIL AND BARRIER DELINEATOR SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS TYPES
1262.01	GUARDRAIL END DELINEATION
1264.01	OBJECT MARKERS
1264.02	PLACEMENT OF OBJECT MARKERS
1266.01	RAISED PAVEMENT MARKERS

SEE TMP-1C FOR TEMPORARY PAVEMENT MARKING SCHEDULE

LEGEND

GENERAL

	DIRECTION OF TRAFFIC FLOW
	EXIST. PVMT.
	PROPOSED PVMT.
	NORTH ARROW
	TEMP. SHORING (LOCATION PURPOSES ONLY)
	WORK AREA
	PREVIOUSLY STARTED / CONCURRENT CONSTRUCTION
	PAVEMENT REMOVAL
	TEMPORARY PAVEMENT

TRAFFIC CONTROL DEVICES

TEMPORARY DEVICES	PREVIOUSLY PLACED	
		BARRICADE (TYPE III)
		CONE
		DRUM
		FLASHING ARROW BOARD
		FLAGGER
		LAW ENFORCEMENT
		TRUCK MOUNTED ATTENUATOR (TMA)
		CHANGEABLE MESSAGE SIGN
		TEMPORARY CRASH CUSHION
		TEMPORARY CRASH CUSHION (NON-GATING)
		PORTABLE CONCRETE BARRIER (PLAN VIEW)

PAVEMENT MARKINGS

TEMPORARY MARKINGS	EXISTING LINES	PREVIOUSLY PLACED	
			WHITE EDGE LINE
			YELLOW EDGE LINE
			BROKEN LANE LINES
			MINISKIP LANE LINES
			DOUBLE YELLOW LINES
			GORELINE
			STOP BAR

SIGNALS

EXISTING	PROPOSED	TEMPORARY

TEMPORARY SIGNING

TEMPORARY SIGNS	PREVIOUSLY PLACED	
		PORTABLE SIGN
		STATIONARY SIGN
		STATIONARY OR PORTABLE SIGN

PAVEMENT MARKING SYMBOLS

TEMPORARY SYMBOLS	EXISTING PAVEMENT MARKING SYMBOLS (HOLLOW)	PREVIOUSLY PLACED	
			PAVEMENT MARKING SYMBOLS
			PAVEMENT MARKING ALPHANUMERIC CHARACTERS

PAVEMENT MARKERS

	CRYSTAL/CRYSTAL
	CRYSTAL/RED
	YELLOW/YELLOW

8/7/2026
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Stantec Consulting Services Inc.
801 Jones Franklin Road
Suite 300
Raleigh, NC 27606
Tel. 919.851.6866
Fax. 919.851.7024
www.stantec.com
License No. F-0672

Signed by:

J.W. WOOLARD, P.E.
8/7/2026

PROFESSIONAL SEAL
19862
ENGINEER
J.W. WOOLARD, P.E.

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

ROADWAY STANDARD
DRAWINGS,
AND LEGEND

GENERAL NOTES

PROJ. REFERENCE NO.	SHEET NO.
I-2513AC	TMP-1B

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 UNDESIRABLE OVERLAPPING OF DEVICES. MODIFICATION MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING, OR REMOVAL OF DEVICES AS DIRECTED BY THE ENGINEER.

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

TIME RESTRICTIONS

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

<u>ROAD NAME</u>	<u>DAY AND TIME RESTRICTIONS</u>
	<u>SINGLE LANE CLOSURE</u>
I-26 AND ALL RAMPS/LOOPS	MONDAY THRU FRIDAY FROM 6:00 AM TO 9:00 PM AND SATURDAY AND SUNDAY FROM 9:00 AM TO 9:00 PM
NC 191 AND AMBOY RD	MONDAY THRU FRIDAY FROM 6:00 AM TO 9:00 AM AND MONDAY THRU FRIDAY FROM 4:00 PM TO 7:00 PM
	<u>DOUBLE LANE CLOSURE (PHASE IV)</u>
I-26 AND ALL RAMPS/LOOPS	MONDAY THRU FRIDAY FROM 6:00 AM TO 9:00 PM AND SATURDAY AND SUNDAY FROM 9:00 AM TO 9:00 PM

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

ROAD NAME
ALL ROADS

HOLIDAY

- 1) FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- 2) FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00 A.M. DECEMBER 31ST TO 9:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 9:00 P.M. THE FOLLOWING TUESDAY.
- 3) FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 9:00 P.M. MONDAY.
- 4) FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 9:00 P.M. TUESDAY.
- 5) FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 9:00 P.M. THE DAY AFTER INDEPENDENCE DAY. IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY; THEN BETWEEN THE HOURS OF 6:00 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 9:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.
- 6) FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 9:00 P.M. TUESDAY.
- 7) FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY TO 9:00 P.M. MONDAY.
- 8) FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 9:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

C) DO NOT STOP TRAFFIC AS FOLLOWS:

<u>ROAD NAME</u>	<u>DAY AND TIME RESTRICTIONS</u>	<u>DURATION AND OPERATION</u>
I-26 (AND ALL RAMPS) -Y2- NC 191 -Y8- HOMINY CREEK RD -Y14- STATE ST	MONDAY TO SUNDAY 6:00AM TO 9:00PM	30 MINUTES FOR HANGING GIRDERS, REMOVING STRUCTURES O/H SIGNS, TRAFFIC SHIFTS, ALL SIGNAL WORK
-Y8- HOMINY CREEK RD (NOTE: FOR PHASE I, STEP 1E ONLY)	MONDAY TO SUNDAY 6:00AM TO 9:00PM	OVERNIGHT SEWER INSTALLATION

D) DO NOT CONDUCT SINGLE VEHICLE HAULING AS FOLLOWS; INGRESS AND EGRESS FROM RAMPS WILL NOT BE ALLOWED:

ROAD NAME	DAY AND TIME RESTRICTIONS
I-26	MONDAY TO FRIDAY FROM 6:00AM TO 9:00AM AND 4:00PM TO 7:00PM

E) DO NOT CONDUCT MULTI-VEHICLE HAULING AS FOLLOWS; INGRESS AND EGRESS FROM RAMPS WILL NOT BE ALLOWED:

ROAD NAME	DAY AND TIME RESTRICTIONS
I-26	MONDAY TO FRIDAY FROM 6:00AM TO 9:00PM
	SATURDAY AND SUNDAY FROM 8:00AM TO 9:00PM

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

LANE AND SHOULDER CLOSURE REQUIREMENTS

g) 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.

H) 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.

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

WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 10 FT OF AN OPEN TRAVEL LANE ON A DIVIDED FACILITY, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

9) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRANSPORTATION MANAGEMENT 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.

K) 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.

L) DO NOT INSTALL MORE THAN TWO MILES OF LANE CLOSURE ON -L- I-26 MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.

M) USE SEQUENTIAL FLASHING WARNING LIGHTS ON DRUMS USED FOR THE MERGING TAPERS OF NIGHTTIME LANE CLOSURES IN ACCORDANCE WITH SECTION 1140 IN THE STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES.

N) NOTIFY THE NCDOT STATEWIDE TRANSPORTATION OPERATIONS CENTER (STOC) AT 877-627-7862 APPROXIMATELY 30 MINUTES PRIOR TO INSTALLATION AND IMMEDIATELY AFTER REMOVING LANE CLOSURES ON INTERSTATES, FREEWAYS, CONTROLLED ACCESS FACILITIES, AND US ROUTES.

PAVEMENT EDGE DROP OFF REQUIREMENTS

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

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

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

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

N) DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 500 FT IN ADVANCE AND A MINIMUM OF ONCE EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

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

Q) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRANSPORTATION MANAGEMENT PLANS.

AND

PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRANSPORTATION MANAGEMENT PLANS.

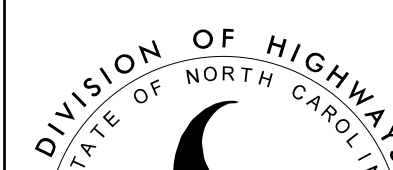
R) COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROAD WHEN ROAD CLOSURE IS NOT IN OPERATION.

AND

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

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

7) 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.

 Stantec Consulting Services Inc. 801 Jones Franklin Road Suite 300 Raleigh, NC 27606 Tel. 919.851.6866 Fax. 919.851.7024 www.stantec.com License No. F-0672	Signed by: <i>J.W. Woolard Jr.</i> BBO0249695-NC  8/7/2026 DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		GENERAL NOTES
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GENERAL NOTES

TRAFFIC BARRIER

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

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

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

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

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

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

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

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

TRAFFIC CONTROL DEVICES

W) WHEN LANE CLOSURES ARE NOT IN EFFECT SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER IN FEET THAN TWICE THE POSTED SPEED LIMIT (MPH), EXCEPT 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTIONS 1130 (DRUMS), 1135 (CONES) AND 1180 (SKINNY DRUMS) FOR ADDITIONAL REQUIREMENTS.

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

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

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
I-26 AND RAMP	HIGH PERFORMANCE MARKINGS	TEMPORARY RAISED
ALL OTHER ROADS	PAINT	TEMPORARY RAISED
CONCRETE BRIDGES	COLD APPLIED PLASTIC TYPE IV	TEMPORARY RAISED

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

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

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

DD) TRACE THE (EXISTING AND/OR PROPOSED) MONOLITHIC ISLAND LOCATIONS WITH THE PROPER COLOR PAVEMENT MARKING PRIOR TO (REMOVAL AND/OR INSTALLATION). PLACE (DRUMS, CONES, OR TUBULAR MARKERS) TO DELINEATE ANY (EXISTING AND/OR PROPOSED) MONOLITHIC ISLANDS (AFTER REMOVAL AND/OR BEFORE INSTALLATION).

MISCELLANEOUS

EE) USE LAW ENFORCEMENT TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND OR INTERSECTIONS AS SHOWN IN PLANS OR DIRECTED BY THE ENGINEER.

FF) ALL CURB RAMP LOCATIONS SHALL BE DERIVED FROM STATIONING SHOWN ON PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER IN COORDINATION WITH THE SIGNING AND DELINEATION UNIT.

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

HH) COMPLETE ANY PROPOSED OR TEMPORARY WIDENING IN SUCH A MANNER THAT PONDING OF WATER WILL NOT OCCUR IN THE TRAVEL LANE.

II) UNLESS OTHERWISE NOTED IN THE TMP, THE CONTRACTOR SHALL CONSTRUCT ALL PERMANENT DRAINAGE COMPONENTS SO THAT POSITIVE DRAINAGE IS ACCOMPLISHED

JJ) ALL TEMPORARY DRAINAGE ASSOCIATED WITH TEMPORARY DETOURS IS SHOWN ON THE ROADWAY 2 SERIES SHEETS FOR EACH DETOUR.

KK) THE TEMPORARY DRAINAGE SHOWN IN THE TMP IS SHOWN AS A FUNCTIONING TEMPORARY DRAINAGE SYSTEM. WHEN THE TEMPORARY DRAINAGE IS INSTALLED IS UP TO THE CONTRACTOR.

LL) SANDBAGS USED FOR TEMPORARY DRAINAGE, INCLUDING TEMPORARY DETOURS AND PLUGGING PCB DRAINAGE SLOTS, WILL BE CONSIDERED INCIDENTAL TO THE TMP PAY ITEMS IN THE CONTRACT.

TEMPORARY PAVEMENT MARKING SCHEDULE

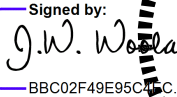
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
PAINT PAVEMENT MARKING LINES (4")		PAINT PAVEMENT MARKING SYMBOLS	
(P1)	WHITE EDGELINE	(P70)	LEFT TURN ARROW
(P2)	WHITE SOLID LANE LINE	(P71)	RIGHT TURN ARROW
(P3)	10 FT. WHITE SKIP	(P72)	STRAIGHT ARROW
(P4)	3 FT. - 9 FT./SP WHITE MINISKIP	(P73)	COMBO. LEFT/STRAIGHT ARROW
(P5)	2 FT. - 6 FT./SP WHITE MINISKIP	(P74)	COMBO. RIGHT/STRAIGHT ARROW
(P10)	YELLOW EDGELINE	(P75)	COMBO. LEFT/RIGHT ARROW
(P13)	YELLOW DOUBLE CENTER	(P76)	COMBO. LEFT/RIGHT/STRAIGHT ARROW
(P14)	2 FT. - 6 FT./SP YELLOW MINISKIP	(P79)	MERGE ARROW
WORK ZONE PERFORMANCE		(P80)	WRONG-WAY RAMP ARROW
PAVEMENT MARKING LINES (6")		(P90)	BICYCLE SYMBOL
(P20)	WHITE EDGELINE	(P91)	BICYCLE STRAIGHT ARROW
(P21)	WHITE SOLID LANE LINE	(P100)	ALPHANUMERIC CHARACTER
(P22)	10 FT. WHITE SKIP	(P103)	24" YIELD TRIANGLE
(P23)	3 FT. - 9 FT./SP WHITE MINISKIP	(P110)	FISH-HOOK STRAIGHT ARROW
(P30)	YELLOW EDGELINE	(P115)	FISH-HOOK W/CIRCLE STRAIGHT ARROW
PAINT PAVEMENT MARKING LINES (8")		(P117)	FISH-HOOK W/CIRCLE LEFT/STRAIGHT ARROW
(P40)	WHITE GORELINE	COLD APPLIED PLASTIC (TYPE IV)	
(P42)	YELLOW DIAGONAL	PAVEMENT MARKING LINES (4")	
(P43)	WHITE SOLID LANE LINE	(C1)	WHITE EDGELINE
(P44)	3 FT. - 9 FT./SP WHITE MINISKIP	(C2)	WHITE SOLID LANE LINE
(P45)	3 FT. - 3 FT./SP WHITE MINISKIP	(C3)	10 FT. WHITE SKIP
PAINT PAVEMENT MARKING LINES (12")		(C4)	3 FT. - 9 FT./SP WHITE MINISKIP
(P50)	WHITE GORELINE	(C10)	YELLOW EDGELINE
(P51)	WHITE DIAGONAL	(C13)	YELLOW DOUBLE CENTER
(P52)	YELLOW DIAGONAL	PAVEMENT MARKING LINES (6")	
(P53)	WHITE SOLID LANE LINE	(C20)	WHITE EDGELINE
(P54)	3 FT. - 9 FT./SP WHITE MINISKIP	(C21)	WHITE SOLID LANE LINE
PAINT PAVEMENT MARKING LINES (24")		(C22)	10 FT. WHITE SKIP
(P61)	WHITE STOPBAR	(C23)	3 FT. - 9 FT./SP WHITE MINISKIP
(P62)	WHITE CROSSWALK LINE	(C30)	YELLOW EDGELINE
		(C33)	YELLOW DOUBLE CENTER

PAINT PAVEMENT MARKING SYMBOLS	
(C70)	LEFT TURN ARROW
(C72)	STRAIGHT ARROW
(C73)	COMBO. LEFT/STRAIGHT ARROW
(C79)	MERGE ARROW

9/10/2026
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Stantec Consulting Services Inc.
801 Jones Franklin Road
Suite 300
Raleigh, NC 27606
Tel. 919.851.6866
Fax. 919.851.7024
www.stantec.com
License No. F-0672

Signed by:

J.W. WOOLARD, P.E.
Professional Engineer
No. 9862
State of North Carolina

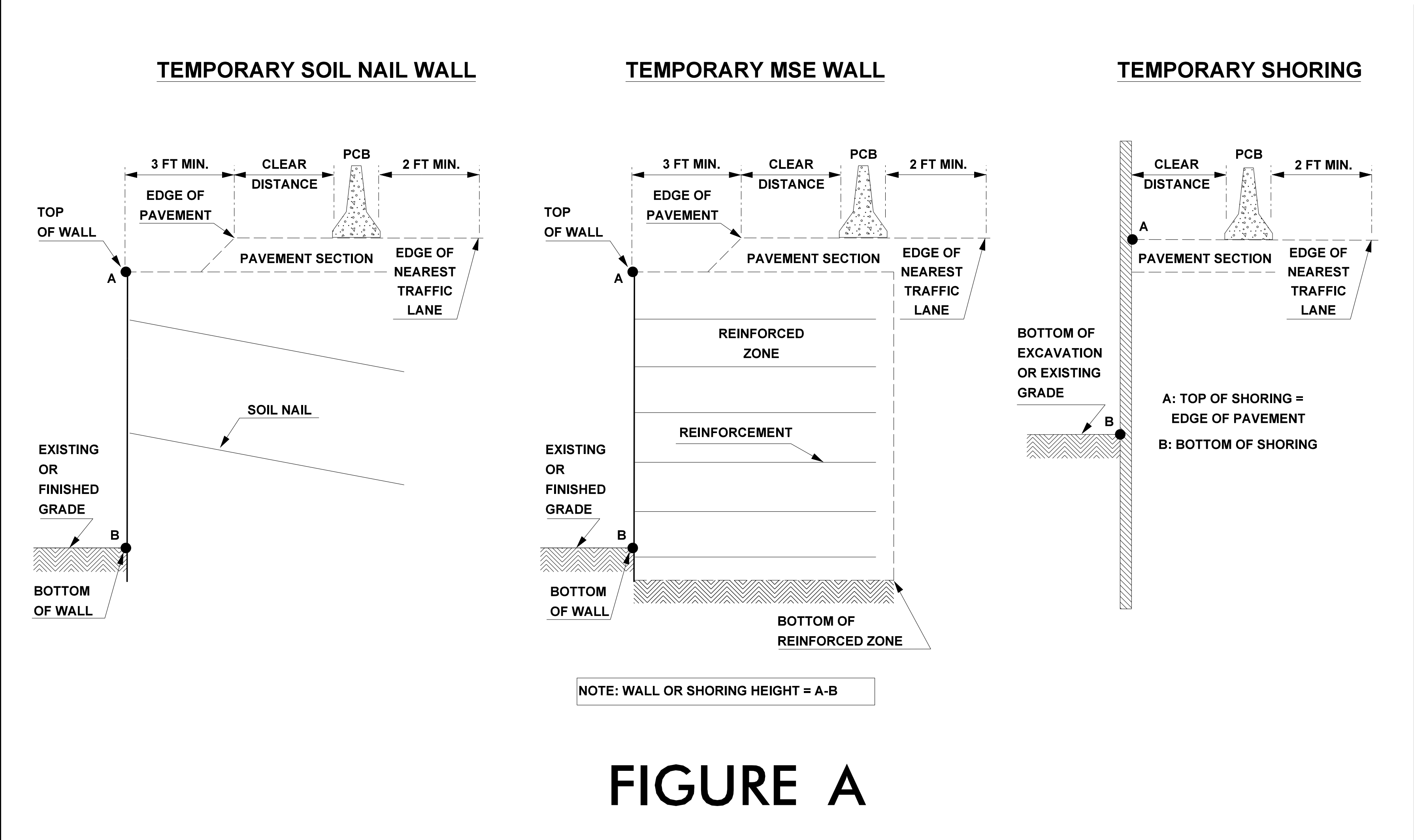
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DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



GENERAL NOTES

TEMPORARY PPAVEMENT MARKING SCHEDULE



- 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.

PROJ. REFERENCE NO.		SHEET NO.	
I-2513AC		TMP-2	

Barrier Type	Pavement Type	Offset * ft	Design Speed, mph						
			<30	31-40	41-50	51-60	61-70	71-80	
			<8	8-14	14-20	20-26	26-32	32-38	38-44
Unanchored PCB	Asphalt	<8	24	26	29	32	36	40	42
		8-14	26	28	31	35	38	42	44
		14-20	27	29	34	36	39	43	45
		20-26	28	31	35	38	40	44	46
		26-32	29	32	36	39	42	45	48
		32-38	30	34	38	41	43	46	49
		38-44	31	34	41	43	45	48	50
		44-50	31	35	41	43	46	49	51
	Concrete	<8	17	18	21	22	25	26	29
		8-14	19	20	23	25	26	28	31
		14-20	22	22	24	26	27	30	34
		20-26	23	24	26	27	30	33	36
		26-32	24	25	27	28	30	32	35
		32-38	24	26	27	30	33	36	37
		38-44	25	26	28	30	34	37	38
		44-50	26	26	28	32	35	37	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

DETAIL PROVIDED BY NCDOT

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

PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS

PROJ. REFERENCE NO.	SHEET NO.
I-2513AC	TMP-2A

TEMPORARY SHORING LOCATION NO.

01

SEE SHEET TMP-6

ESTIMATED QUANTITY = 690.0 SF

-L- STA. 41+00±, 2.0' LT TO -L- STA. 43+30±, 2.0' LT
LENGTH = 230'± AVERAGE HEIGHT = 3.0' MAXIMUM HEIGHT = 6.0'

- 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 -L- STATION 41+00, 2' LT TO STATION 43+30, 2' LT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

ABOVE ELEVATION 2005:
UNIT WEIGHT (γ) = 120 LB/CF
FRICTION ANGLE (φ) = 30 DEGREES
COHESION (c) = 0 LB/SF

BELOW ELEVATION 2005:
UNIT WEIGHT (γ) = 140 LB/CF
FRICTION ANGLE (φ) = 38 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 2,000 FT
- AT THE CONTRACTOR'S OPTION, USE STANDARD SHORING FOR TEMPORARY SHORING FROM -L- STATION 41+00, 2' LT TO STATION 43+30, 2' LT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING AND DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.
- DRIVEN PILING FOR TEMPORARY SHORING FROM -L- STATION 41+00, 2' LT TO STATION 43+30, 2' LT MAY NOT PENETRATE BELOW ELEVATION 2005 FT DUE TO OBSTRUCTIONS, VERY DENSE OR HARD SOIL, BULDERS OR WEATHERED OR HARD ROCK.
- WHEN BACKFILL FOR BRIDGE APPROACH FILLS OVERLAPS WITH THE REINFORCED ZONE OF TEMPORARY WALLS, USE SHORING BACKFILL OR BACKFILL MATERIAL REQUIRED FOR BRIDGE APPROACH FILLS, WHICHEVER IS BETTER, IN THE REINFORCED ZONE OF TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO.

02

SEE SHEET TMP-6

ESTIMATED QUANTITY = 280.0 SF

-L- STA. 43+30±, 5.0' LT TO -L- STA. 43+70±, 5.0' LT
LENGTH = 40'± AVERAGE HEIGHT = 7.0' MAXIMUM HEIGHT = 7.0'

- 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 -L- STATION 43+30, 2' RT TO STATION 43+70, 2' RT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

ABOVE ELEVATION 2005 FT:
UNIT WEIGHT (γ) = 120 LB/CF
FRICTION ANGLE (φ) = 30 DEGREES
COHESION (c) = 0 LB/SF

BELOW ELEVATION 2005-2000 FT:
UNIT WEIGHT (γ) = 130 LB/CF
FRICTION ANGLE (φ) = 34 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 2,000 FT
- AT THE CONTRACTOR'S OPTION, USE STANDARD SHORING FOR TEMPORARY SHORING FROM -L- STATION 43+300, 2' RT TO STATION 43+70, 2' RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING AND DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.
- WHEN BACKFILL FOR BRIDGE APPROACH FILLS OVERLAPS WITH THE REINFORCED ZONE OF TEMPORARY WALLS, USE SHORING BACKFILL OR BACKFILL MATERIAL REQUIRED FOR BRIDGE APPROACH FILLS, WHICHEVER IS BETTER, IN THE REINFORCED ZONE OF TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO.

2A

SEE SHEET TMP-5&6

ESTIMATED QUANTITY = 300.0 SF

-Y2RPB- STA. 16+60±, 25.0' RT TO -Y2RPB- STA. 17+20±, 25.0' RT
LENGTH = 60'± AVERAGE HEIGHT = 5.0' MAXIMUM HEIGHT = 5.0'

- 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 -Y2RPB- STATION 16+60, 25' RT TO STATION 17+20, 25' RT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 115 LB/CF
FRICTION ANGLE (φ) = 28 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 2000 FT
- IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM -Y2RPB- STATION 16+60, 25' RT TO STATION 17+20, 25' RT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

TEMPORARY SHORING LOCATION NO.

2B

SEE SHEET TMP-5

ESTIMATED QUANTITY = 764.4 SF

-DET01- STA. 15+50±, 6.6' RT TO -DET01- STA. 18+23±, 23.6' RT
LENGTH = 273'± AVERAGE HEIGHT = 2.8' MAXIMUM HEIGHT = 6.0'

- 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 -DET01- STATION 15+50, 6.6' RT TO STATION 18+23, 23.6' RT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
FRICTION ANGLE (φ) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 2000 FT
- AT THE CONTRACTOR'S OPTION, USE STANDARD SHORING FOR TEMPORARY SHORING FROM -DET01- STATION 15+50, 6.6' RT TO STATION 18+23, 23.6' RT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING AND DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.
- WHEN BACKFILL FOR BRIDGE APPROACH FILLS OVERLAPS WITH THE REINFORCED ZONE OF TEMPORARY WALLS, USE SHORING BACKFILL OR BACKFILL MATERIAL REQUIRED FOR BRIDGE APPROACH FILLS, WHICHEVER IS BETTER, IN THE REINFORCED ZONE OF TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO.

2C

SEE SHEET TMP-6

ESTIMATED QUANTITY = 612.5 SF

-Y8- STA. 19+75±, 25.1' LT TO -Y8- STA. 20+45±, 25.1' LT
LENGTH = 70'± AVERAGE HEIGHT = 8.75' MAXIMUM HEIGHT = 17.5'

- FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.
- BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.
- DESIGN TEMPORARY SHORING FROM -Y8- STATION 19+75, 25.1' LT TO STATION 20+45, 25.1' LT FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 LB/CF
FRICTION ANGLE (φ) = 30 DEGREES
COHESION (c) = 0 LB/SF
GROUNDWATER ELEVATION = 2005 FT
- LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM -Y8- STATION 19+75, 25.1' LT TO STATION 20+45, 25.1' LT. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.
- IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM -Y8- STATION 19+75, 25.1' LT TO STATION 20+45, 25.1' LT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

TEMPORARY SHORING LOCATION NO.

2D

SEE SHEET TMP-10B

ESTIMATED QUANTITY = 2020 SF

-Y14- STA. 10+22±, 3.6' RT TO -Y14- STA. 11+23±, 3.6' RT
LENGTH = 101'± AVERAGE HEIGHT = 20' MAXIMUM HEIGHT = 20'

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

TEMPORARY SHORING IS REQUIRED FOR THE PIPE UTILITY INSTALLATION FROM STATION -Y14- 10+22, 3.60 FT RIGHT, TO STATION -Y14- 11+23, 3.60 FT RIGHT. BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.

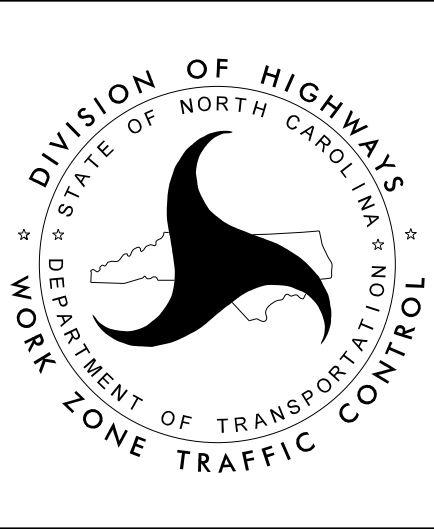
DESIGN TEMPORARY SHORING FROM STATION -Y14- 10+22, 3.60 FT RIGHT, TO STATION -Y14- 11+23, 3.60 FT RIGHT. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
FRICTION ANGLE (φ.) = 32 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = 2069 FEET

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION -Y14- 10+22, 3.6 FT RIGHT, TO STATION -Y14- 11+23, 3.60 FT RIGHT WILL NOT PENETRATE BELOW ELEVATION 2027.0 FT DUE TO VERY DENSE OR HARD SOIL, OR WEATHERED ROCK.

THE TEMPORARY SHORING NOTES FOR LOCATIONS 1 THRU 2C AS SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEER. THE DOCUMENT WAS SUBMITTED IN A MEMO DATED APRIL 27, 2026 AND SEALED BY A PROFESSIONAL ENGINEER, STEPHEN C. CROCKETT, PE, LICENSE #48207.

THE TEMPORARY SHORING NOTES FOR LOCATION 2D AS SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEER. THE DOCUMENT WAS SUBMITTED IN A MEMO DATED MAY 6, 2026 AND SEALED BY A PROFESSIONAL ENGINEER, ABNER F. RIGGS, PE, LICENSE #14155.



TEMPORARY
SHORING
NOTES

PROJ. REFERENCE NO.	SHEET NO.
I-2513AC	TMP-2B

TEMPORARY SHORING LOCATION NO. 2E

SEE SHEET TMP-10B

ESTIMATED QUANTITY = 900 SF

-Y14- STA. 14+96±, 1' LT TO -Y14- STA. 15+26±, 1' LT
LENGTH = 30'± AVERAGE HEIGHT = 30' MAXIMUM HEIGHT = 30'

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

TEMPORARY SHORING IS REQUIRED FOR THE PIPE UTILITY INSTALLATION FROM STATION -Y14- 14+96, 1.00 FT LEFT, TO STATION -Y14- 15+26, 1.00 FT LEFT. 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 -Y14- 14+96, 1.00 FT LEFT, TO STATION -Y14- 15+26, 1.00 FT LEFT. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
FRICTION ANGLE (φ) = 32 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = 2060 FEET

DRIVEN PILING FOR TEMPORARY SHORING FROM STATION -Y14- 14+96, 1.00 FT LEFT, TO STATION -Y14- 15+26, 1.00 FT LEFT WILL NOT PENETRATE BELOW ELEVATION 2050.0 FT DUE TO VERY DENSE OR HARD SOIL, OR WEATHERED ROCK.

TEMPORARY SHORING LOCATION NO. 03

SEE SHEET TMP-15

ESTIMATED QUANTITY = 1749.0 SF

-Y2RPB- STA. 28+14±, 65.0' RT TO -RP32- STA. 10+64±, 33.5' RT
LENGTH = 159'± AVERAGE HEIGHT = 11.0' MAXIMUM HEIGHT = 11.0'

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.

WHERE THE STANDARD TEMPORARY SHORING DETAILS DO NOT APPLY, DESIGN TEMPORARY SHORING LOCATION NO. 03 FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
FRICTION ANGLE (φ) = 30 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = NOT ENCOUNTERED AT EXPLORED DEPTHS

AT THE CONTRACTOR'S OPTION, USE STANDARD SHORING FOR TEMPORARY SHORING FOR TEMPORARY SHORING LOCATION NO. 03. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING AND DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING LOCATION NO. 03. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

WHEN BACKFILL FOR BRIDGE APPROACH FILL OVERLAPS WITH THE REINFORCED ZONE OF TEMPORARY WALLS, USE SHORING BACKFILL OR BACKFILL MATERIAL REQUIRED FOR BRIDGE APPROACH FILLS, WHICHEVER IS BETTER, IN THE REINFORCED ZONE OF TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO. 04

SEE SHEET TMP-18

ESTIMATED QUANTITY = 1410.0 SF

-Y2RPB- STA. 28+26±, 21.5' RT TO -RP32- STA. 10+53±, 6.5' LT
LENGTH = 141'± AVERAGE HEIGHT = 10.0' MAXIMUM HEIGHT = 10.0'

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.

WHERE THE STANDARD TEMPORARY SHORING DETAILS DO NOT APPLY, DESIGN TEMPORARY SHORING LOCATION NO. 04 FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
FRICTION ANGLE (φ) = 30 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = NOT ENCOUNTERED AT EXPLORED DEPTHS

AT THE CONTRACTOR'S OPTION, USE STANDARD SHORING FOR TEMPORARY SHORING FOR TEMPORARY SHORING LOCATION NO. 04. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING AND DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING LOCATION NO. 04. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

TEMPORARY SHORING LOCATION NO. 4A

SEE SHEET TMP-22

ESTIMATED QUANTITY = 620.0 SF

-L- STA. 59+35±, 44.8' RT TO -L- STA. 60+90±, 61.0' RT
LENGTH = 155'± AVERAGE HEIGHT = 4.0' MAXIMUM HEIGHT = 7.2'

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

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

WHERE THE STANDARD TEMPORARY SHORING DETAILS DO NOT APPLY, DESIGN TEMPORARY SHORING LOCATION NO. 04A FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
FRICTION ANGLE (φ) = 30 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = NOT ENCOUNTERED IN EXPLORED DEPTHS

AT THE CONTRACTOR'S OPTION, USE STANDARD SHORING FOR TEMPORARY SHORING FOR TEMPORARY SHORING LOCATION NO. 04A. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING AND DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING LOCATION NO. 04A. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

TEMPORARY SHORING LOCATION NO. 4B

SEE SHEET TMP-26

ESTIMATED QUANTITY = 3589 SF

-DET05- STA 14+41±, 19' LT TO -DET05- STA 19+26±, 19' LT
LENGTH = 485'± AVERAGE HEIGHT = 7.4' MAXIMUM HEIGHT = 9.7'

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.

WHERE THE STANDARD TEMPORARY SHORING DETAILS DO NOT APPLY, DESIGN TEMPORARY SHORING LOCATION NO. 04B FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
FRICTION ANGLE (φ) = 30 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = VARIES, ASSUMED ELEVATION BELOW BOTTOM OF SHORING ELEVATION.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING LOCATION NO. 04B. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

AT THE CONTRACTOR'S OPTION, USE STANDARD SHORING FOR TEMPORARY SHORING LOCATION NO. 04B. SEE STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING AND 1801.02 FOR STANDARD TEMPORARY WALLS.

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING LOCATION NO. 04B. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

TEMPORARY SHORING LOCATION NO. 05

SEE SHEET TMP-30

ESTIMATED QUANTITY = 2502 SF

-Y3- STA. 18+58±, 12.5' LT TO -Y3- STA. 22+75±, 9.0' RT
LENGTH = 417'± AVERAGE HEIGHT = 6' MAXIMUM HEIGHT = 12'

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.

WHERE THE STANDARD TEMPORARY SHORING DETAILS DO NOT APPLY, DESIGN TEMPORARY SHORING LOCATION NO. 04 FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (γ) = 120 PCF
FRICTION ANGLE (φ) = 31 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = NOT ENCOUNTERED AT EXPLORED DEPTHS

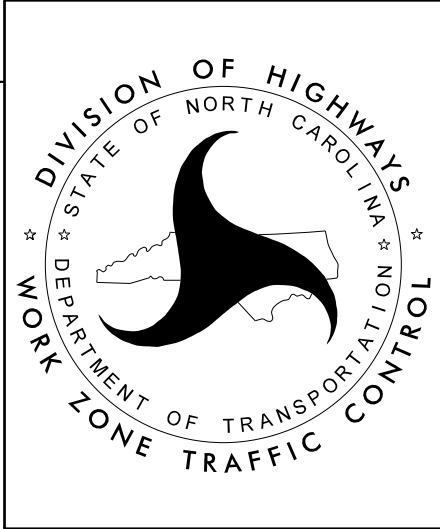
AT THE CONTRACTOR'S OPTION, USE STANDARD SHORING FOR TEMPORARY SHORING FOR TEMPORARY SHORING LOCATION NO. 04. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.01 FOR STANDARD TEMPORARY SHORING AND DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING LOCATION NO. 05. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

8/7/2026
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THE TEMPORARY SHORING NOTES FOR LOCATION 2E AS SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEER. THE DOCUMENT WAS SUBMITTED IN A MEMO DATED MAY 6, 2026 AND SEALED BY A PROFESSIONAL ENGINEER, ABNER F. RIGGS, PE, LICENSE #14155.

THE TEMPORARY SHORING NOTES FOR LOCATIONS 3 THRU 5 AS SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEER. THE DOCUMENT WAS SUBMITTED IN A MEMO DATED APRIL 23, 2026 AND SEALED BY A PROFESSIONAL ENGINEER, MOHAMMED A. MULLA, PE, LICENSE #18979.



TEMPORARY SHORING NOTES

PROJ. REFERENCE NO.	SHEET NO.
I-2513AC	TMP-2C1

TEMPORARY SHORING LOCATION NO.	5A	SEE SHEET TMP-30
ESTIMATED QUANTITY = 1540 SF		

-Y3- STA. 18+15±, 40' RT TO -Y3- STA. 19+25±, 16' RT
LENGTH = 110'± AVERAGE HEIGHT = 14' MAXIMUM HEIGHT = 20'

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.

WHERE THE STANDARD TEMPORARY SHORING DETAILS DO NOT APPLY, DESIGN TEMPORARY SHORING LOCATION NO. 04 FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (Y) = 120 PCF
FRICTION ANGLE (φ) = 31 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = NOT ENCOUNTERED AT EXPLORED DEPTHS

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING LOCATION NO. 05A. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

IT MAY BE PREFERRED TO USE A TEMPORARY SOILD NAIL WALL FOR TEMPORARY SHORING LOCATION NO. 05A. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

TEMPORARY SHORING LOCATION NO.	06	SEE SHEET TMP-28
ESTIMATED QUANTITY = 1837.5 SF		

-Y3A- STA 12+20±, 10.7' RT TO -Y3A- STA 14+65±, 55.5' RT
LENGTH = 245'± AVERAGE HEIGHT = 7.5' MAXIMUM HEIGHT = 15.0'

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.

WHERE THE STANDARD TEMPORARY SHORING DETAILS DO NOT APPLY, DESIGN TEMPORARY SHORING LOCATION NO. 06 FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (Y) = 120 PCF
FRICTION ANGLE (φ) = 28 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = 1978 FT

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING LOCATION NO. 06. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

TEMPORARY SHORING LOCATION NO.	6B	SEE SHEET TMP-42
ESTIMATED QUANTITY = 3454.4 SF		

-L- STA. 82+15±, 53' LT TO -L- STA. 84+87±, 23' LT
LENGTH = 272'± AVERAGE HEIGHT = 12.7' MAXIMUM HEIGHT = 19'

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 82+15, 53.00 FT LEFT, TO STATION -L- 84+87, 23.00 FT LEFT. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (Y) = 120 PCF
FRICTION ANGLE (φ) = 30 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = NOT ENCOUNTERED AT EXPLORED DEPTHS

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 82+15, 53.00 FT LEFT, TO STATION -L- 84+87, 23.00 FT LEFT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

DO NOT USE CANTILEVER, BRACED and/or ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 82+15, 53.00 FT LEFT, TO STATION -L- 84+87, 23.00 FT LEFT.

TEMPORARY SHORING LOCATION NO.	6C	SEE SHEET TMP-42
ESTIMATED QUANTITY = 1392 SF		

-L- STA. 82+15±, CL TO -L- STA. 83+02±, CL
LENGTH = 87'± AVERAGE HEIGHT = 16' MAXIMUM HEIGHT = 24'

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 82+15, CENTERLINE, TO STATION -L- 83+02, CENTERLINE. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (Y) = 120 PCF
FRICTION ANGLE (φ) = 30 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = NOT ENCOUNTERED AT EXPLORED DEPTHS

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 82+15, CENTERLINE, TO STATION -L- 83+02, CENTERLINE. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

DO NOT USE CANTILEVER, BRACED and/or ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 82+15, CENTERLINE, TO STATION -L- 83+02, CENTERLINE.

TEMPORARY SHORING LOCATION NO.	6D	SEE SHEET TMP-42
ESTIMATED QUANTITY = 1680 SF		

-L- STA. 84+03±, CL TO -L- STA. 84+87±, CL
LENGTH = 84'± AVERAGE HEIGHT = 20' MAXIMUM HEIGHT = 30'

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 84+03, CENTERLINE, TO STATION -L- 84+87, CENTERLINE. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (Y) = 120 PCF
FRICTION ANGLE (φ) = 30 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = NOT ENCOUNTERED AT EXPLORED DEPTHS

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 84+03, CENTERLINE, TO STATION -L- 84+87, CENTERLINE. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

DO NOT USE CANTILEVER, BRACED and/or ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 84+03, CENTERLINE, TO STATION -L- 84+87, CENTERLINE.

TEMPORARY SHORING LOCATION NO.	07	SEE SHEET TMP-29
ESTIMATED QUANTITY = 2364.3 SF		

-L- STA. 104+10±, 4.0' RT TO -L- STA. 105+21±, 9.5' RT
LENGTH = 111'± AVERAGE HEIGHT = 21.3' MAXIMUM HEIGHT = 32'

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

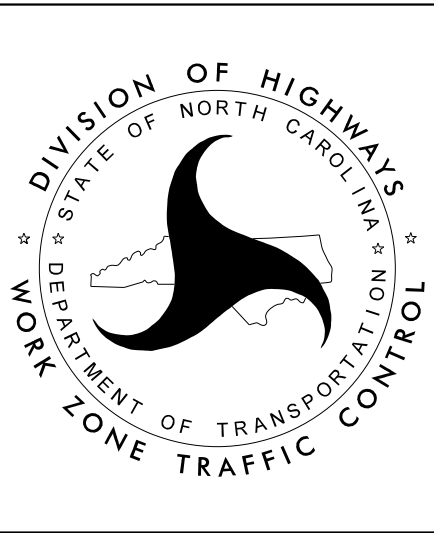
BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.

DESIGN TEMPORARY SHORING FROM STATION -L- 104+10, 4.00 FT RIGHT, TO STATION -L- 105+21, 9.5 FT RIGHT. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (Y) = 120 PCF
FRICTION ANGLE (φ) = 30 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = 2060 FT

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 104+10, 4.00 FT RIGHT, TO STATION -L- 105+21, 9.5 FT RIGHT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

DO NOT USE CANTILEVER, BRACED and/or ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 104+10, 4.00 FT RIGHT, TO STATION -L- 105+21, 9.5 FT RIGHT.



TEMPORARY
SHORING
NOTES

THE TEMPORARY SHORING NOTES FOR LOCATIONS 5A THRU 6 AS SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEER. THE DOCUMENT WAS SUBMITTED IN A MEMO DATED APRIL 23, 2026 AND SEALED BY A PROFESSIONAL ENGINEER, MOHAMMED A. MULLA, PE, LICENSE #18979.

THE TEMPORARY SHORING NOTES FOR LOCATIONS 6B THRU 7 AS SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEER. THE DOCUMENT WAS SUBMITTED IN A MEMO DATED MAY 6, 2026 AND SEALED BY A PROFESSIONAL ENGINEER, ABNER F. RIGGS, PE, LICENSE #14155.

TEMPORARY SHORING LOCATION NO. 08

SEE SHEET TMP-29

ESTIMATED QUANTITY = 2044.8 SF

-L- STA. 104+10±, 26.0' RT TO -L- STA. 105+06±, 26.0' RT
LENGTH = 96'± AVERAGE HEIGHT = 21.3' MAXIMUM HEIGHT = 32'

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 104+10, 26.00 FT RIGHT, TO STATION -L- 105+06, 26.00 FT RIGHT. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (Y) = 120 PCF
FRICTION ANGLE (φ) = 30 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = 2060 FT

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 104+10, 26.00 FT RIGHT, TO STATION -L- 105+06, 26.00 FT RIGHT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

WHEN BACKFILL FOR RETAINING WALLS and/or BRIDGE APPROACH FILLS OVERLAPS WITH THE REINFORCED ZONE OF TEMPORARY WALLS, USE SHORING BACKFILL OR BACKFILL MATERIAL REQUIRED FOR RETAINING WALLS and/or BRIDGE APPROACH FILLS, WHICHEVER IS BETTER, IN THE REINFORCED ZONE OF TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO. 09

SEE SHEET TMP-29

ESTIMATED QUANTITY = 1331.1 SF

-L- STA. 105+60±, 9.5' RT TO -L- STA. 106+47±, 13.0' RT
LENGTH = 87'± AVERAGE HEIGHT = 15.3' MAXIMUM HEIGHT = 23'

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 105+60, 9.5 FT RIGHT, TO STATION -L- 106+47, 13.00 FT RIGHT. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (Y) = 120 PCF
FRICTION ANGLE (φ) = 30 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = 2060 FT

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 105+60, 9.5 FT RIGHT, TO STATION -L- 106+47, 13.00 FT RIGHT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

DO NOT USE CANTILEVER, BRACED and/or ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 105+60, 9.5 FT RIGHT, TO STATION -L- 106+47, 13.00 FT RIGHT.

TEMPORARY SHORING LOCATION NO. 10

SEE SHEET TMP-29

ESTIMATED QUANTITY = 1235.8 SF

-L- STA. 105+42±, 26.0' RT TO -L- STA. 106+16±, 26.0' RT
LENGTH = 74'± AVERAGE HEIGHT = 16.7' MAXIMUM HEIGHT = 25'

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 105+42, 26.00 FT RIGHT, TO STATION -L- 106+16, 26.00 FT RIGHT. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (Y) = 120 PCF
FRICTION ANGLE (φ) = 30 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = 2060 FT

AT THE CONTRACTOR'S OPTION, USE A STANDARD TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION -L- 105+42, 26.00 FT RIGHT, TO STATION -L- 106+16, 26.00 FT RIGHT. SEE GEOTECHNICAL STANDARD DETAIL NO. 1801.02 FOR STANDARD TEMPORARY WALLS.

WHEN BACKFILL FOR RETAINING WALLS and/or BRIDGE APPROACH FILLS OVERLAPS WITH THE REINFORCED ZONE OF TEMPORARY WALLS, USE SHORING BACKFILL OR BACKFILL MATERIAL REQUIRED FOR RETAINING WALLS and/or BRIDGE APPROACH FILLS, WHICHEVER IS BETTER, IN THE REINFORCED ZONE OF TEMPORARY WALLS.

TEMPORARY SHORING LOCATION NO. 11

SEE SHEET TMP-54

ESTIMATED QUANTITY = 600.3 SF

-L- STA. 104+46±, 2.0' LT TO -L- STA. 105+15±, 2.0' LT
LENGTH = 69'± AVERAGE HEIGHT = 8.7' MAXIMUM HEIGHT = 13'

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 104+46, 2.00 FT LEFT, TO STATION -L- 105+15, 2.00 FT LEFT. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (Y) = 120 PCF
FRICTION ANGLE (φ) = 30 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = 2060 FT

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 104+46, 2.00 FT LEFT, TO STATION -L- 105+15, 2.00 FT LEFT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

DO NOT USE CANTILEVER, BRACED and/or ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 104+46, 2.00 FT LEFT, TO STATION -L- 105+15, 2.00 FT LEFT.

TEMPORARY SHORING LOCATION NO. 11A

SEE SHEET TMP-54

ESTIMATED QUANTITY = 724.5 SF

-L- STA. 104+42±, 3.0' RT TO -L- STA. 105+11±, 3.0' RT
LENGTH = 69'± AVERAGE HEIGHT = 10.5' MAXIMUM HEIGHT = 21'

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

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

DESIGN TEMPORARY SHORING FROM STATION -L- 104+42, 3.00 FT RIGHT, TO STATION -L- 105+11, 3.00 FT RIGHT. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (Y) = 120 PCF
FRICTION ANGLE (φ) = 30 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = 2060 FT

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 104+42, 3.00 FT RIGHT, TO STATION -L- 105+11, 3.00 FT RIGHT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

DO NOT USE CANTILEVER, BRACED and/or ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 104+42, 3.00 FT RIGHT, TO STATION -L- 105+11, 3.00 FT RIGHT.

TEMPORARY SHORING LOCATION NO. 12

SEE SHEET TMP-54

ESTIMATED QUANTITY = 952 SF

-L- STA. 105+88±, 2.0' LT TO -L- STA. 106+56±, 2.0' LT
LENGTH = 68'± AVERAGE HEIGHT = 14' MAXIMUM HEIGHT = 21'

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

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

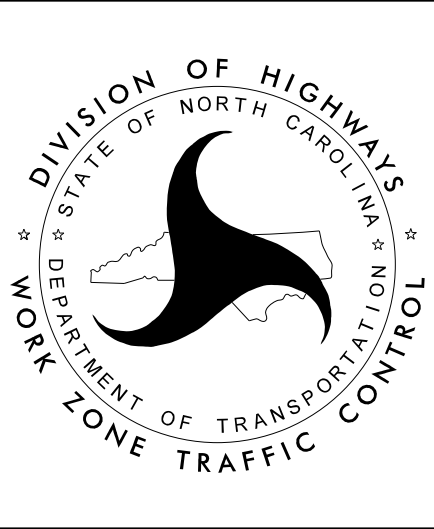
DESIGN TEMPORARY SHORING FROM STATION -L- 105+88, 2.00 FT LEFT, TO STATION -L- 106+56, 2.00 FT LEFT. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (Y) = 120 PCF
FRICTION ANGLE (φ) = 30 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = 2060 FT

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 105+88, 2.00 FT LEFT, TO STATION -L- 106+56, 2.00 FT LEFT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

DO NOT USE CANTILEVER, BRACED and/or ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 105+88, 2.00 FT LEFT, TO STATION -L- 106+56, 2.00 FT LEFT.

THE TEMPORARY SHORING NOTES FOR LOCATIONS 8 THRU 12 AS SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEER. THE DOCUMENT WAS SUBMITTED IN A MEMO DATED MAY 6, 2026 AND SEALED BY A PROFESSIONAL ENGINEER, ABNER F. RIGGS, PE, LICENSE #14155.



TEMPORARY SHORING NOTES

PROJ. REFERENCE NO.	SHEET NO.
I-2513AC	TMP-2C3

TEMPORARY SHORING LOCATION NO.

12A

SEE SHEET TMP-54

ESTIMATED QUANTITY = 714 SF

-L- STA. 105+83±, 3.0' RT TO -L- STA. 106+51±, 3.0' RT
LENGTH = 68'± AVERAGE HEIGHT = 10.5' MAXIMUM HEIGHT = 21'

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

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

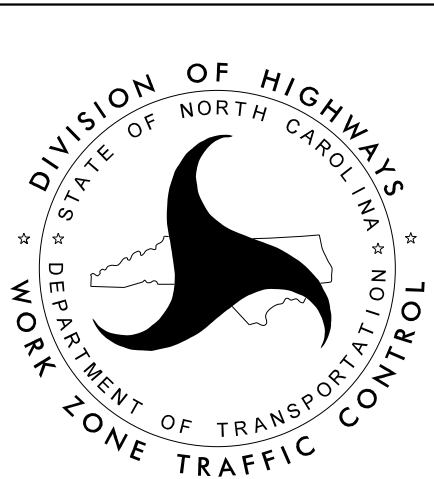
DESIGN TEMPORARY SHORING FROM STATION -L- 105+83, 3.00 FT RIGHT, TO STATION -L- 106+51, 3.00 FT RIGHT. FOR THE FOLLOWING ASSUMED SOIL PARAMETERS AND GROUNDWATER ELEVATION:

UNIT WEIGHT (Y) = 120 PCF
FRICTION ANGLE (φ) = 30 DEGREES
COHESION (c) = 0 PSF
GROUNDWATER ELEVATION = 2060 FT

IT MAY BE PREFERRED TO USE A TEMPORARY SOIL NAIL WALL FOR TEMPORARY SHORING FROM STATION -L- 105+83, 3.00 FT RIGHT, TO STATION -L- 106+51, 3.00 FT RIGHT. FOR TEMPORARY SOIL NAIL WALLS, SEE TEMPORARY SOIL NAIL WALLS PROVISION.

DO NOT USE CANTILEVER, BRACED and/or ANCHORED SHORING FOR TEMPORARY SHORING FROM STATION -L- 105+83, 3.00 FT RIGHT, TO STATION -L- 106+51, 3.00 FT RIGHT.

THE TEMPORARY SHORING NOTES FOR LOCATION 12A AS SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM THE GEOTECHNICAL ENGINEER. THE DOCUMENT WAS SUBMITTED IN A MEMO DATED MAY 6, 2026 AND SEALED BY A PROFESSIONAL ENGINEER, ABNER F. RIGGS, PE, LICENSE #14155.



TEMPORARY
SHORING
NOTES

SIGN NUMBER:	SD-1	BACKG COLOR:	Fluorescent Orange
TYPE:	STATIONARY	COPY COLOR:	Black
QUANTITY:	SEE PLANS		
SIGN WIDTH:	36"		
HEIGHT:	12"		
TOTAL AREA:	3.0 Sq.Ft.		
BORDER TYPE:	RECESSED		
RADII:	1.5"		
WIDTH:	0.44"		
RECESS:	0.38"		
NO. Z BARS:			
LENGTH:			

SYMBOL	X	Y	WID	HT

MAT'L: 0.080" (2.0MM) ALUMINUM

USE NOTES

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

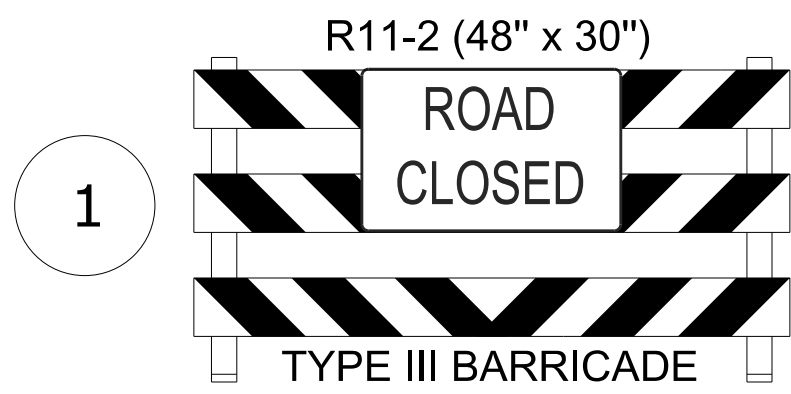
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**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

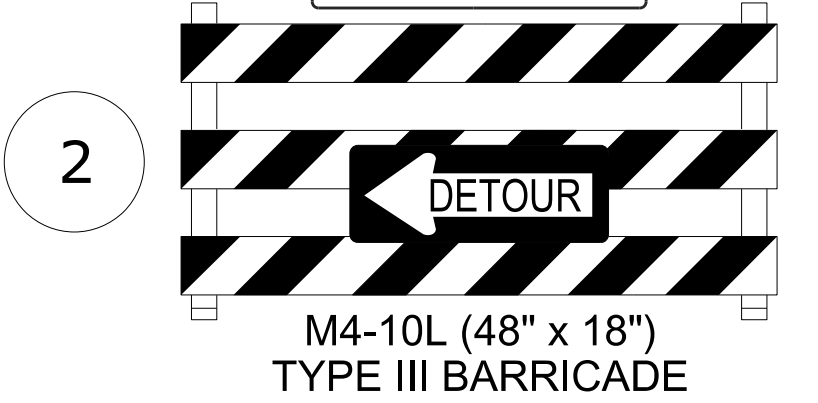


- COORDINATE WITH HL-0003

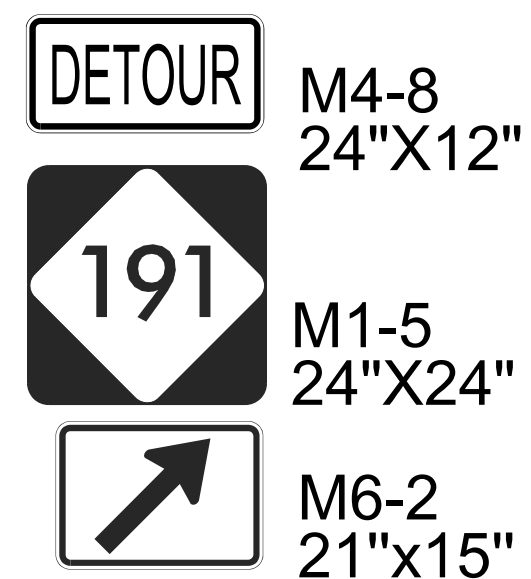
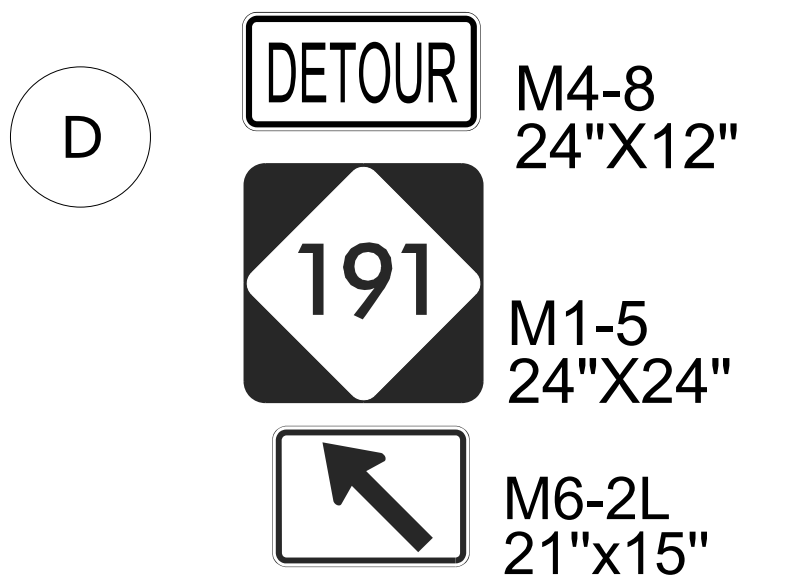
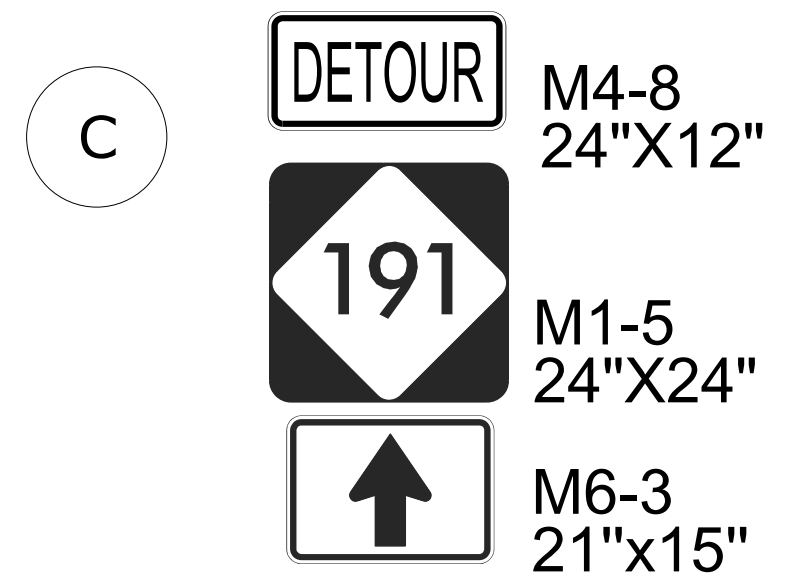
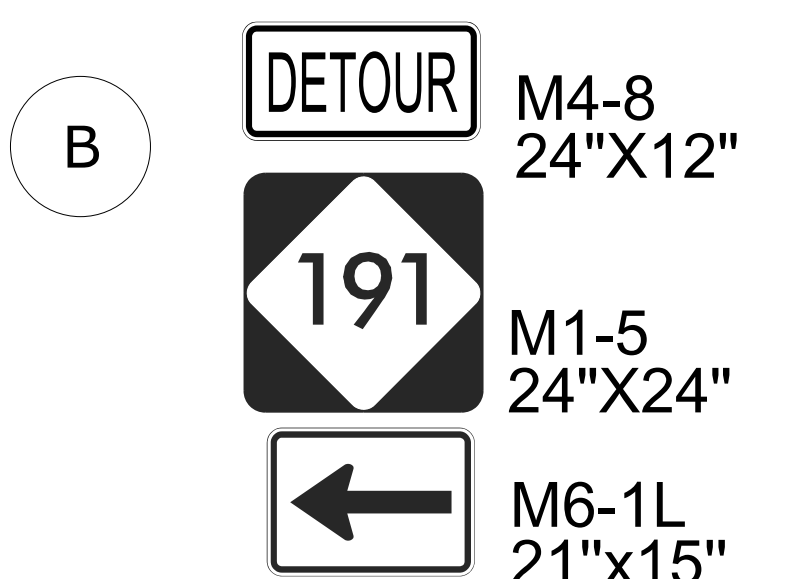
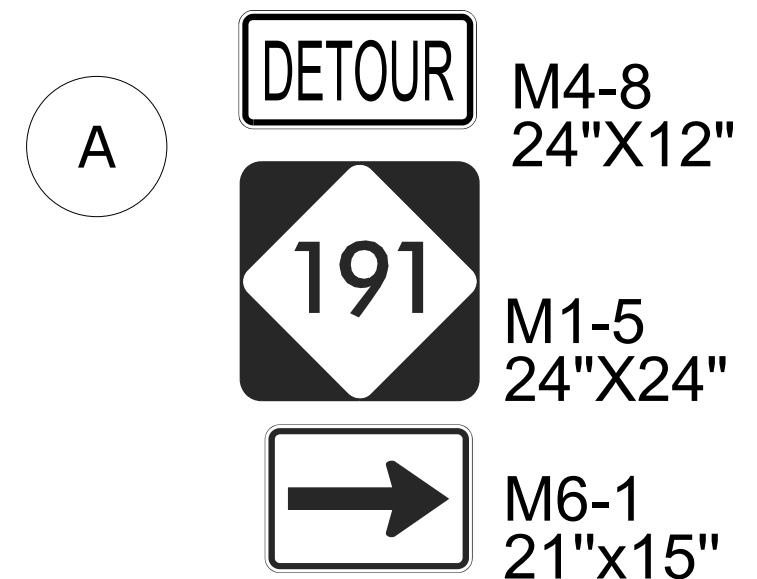
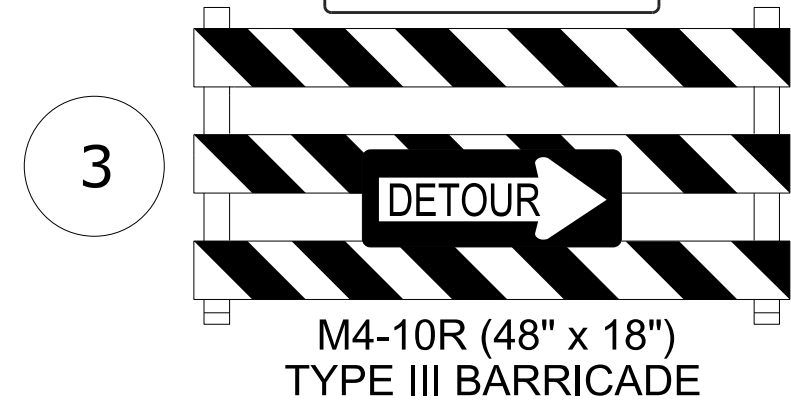
ADJUST EXISTING SIGNAL TIMING AS DIRECTED
BY THE ENGINEER AT IMPACTED TRAFFIC SIGNALS



ROAD CLOSED
XX MILES AHEAD
LOCAL TRAFFIC ONLY



ROAD CLOSED
XX MILES AHEAD
LOCAL TRAFFIC ONLY



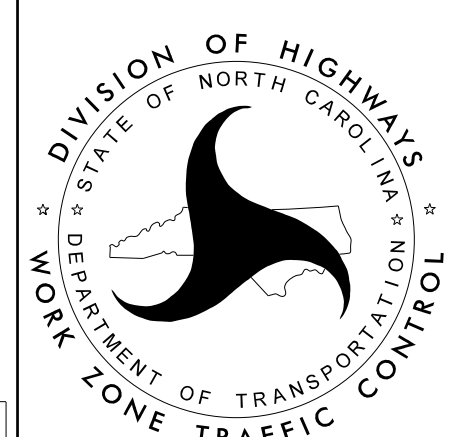
END
DETOUR

M4-8a
24"X18"



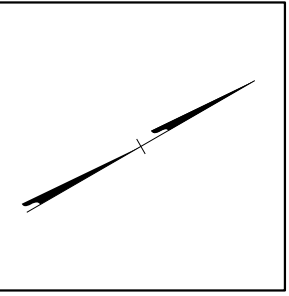
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-Y2- NC 191 DETOUR

-Y2RPA- RAMP A DETOUR



PROJ. REFERENCE NO.	SHEET NO.
I-2513AC	TMP-2F

ADJUST EXISTING SIGNAL TIMING AS DIRECTED
BY THE ENGINEER AT IMPACTED TRAFFIC SIGNALS

- DETOUR
M4-8
24"x12"
- 191
M1-5
24"x24"
- M6-2L
21"x15"

R11-2 (48" x 30")

ROAD
CLOSED

W1-6L (48" x 24")
TYPE III BARRICADE

- DETOUR
M4-8
24"x12"
- 191
M1-5
24"x24"
- M6-3
21"x15"

END
DETOUR

M4-8a
24"x18"

EXIT 33

191

TO Blue Ridge Pkwy
EXIT ONLY
(EXIST)

SEE RSD 1101.02, SHEET 12 FOR DECELERATION
LANE/RAMP CLOSURE SIGN AND DEVICE PLACEMENT ON I-240

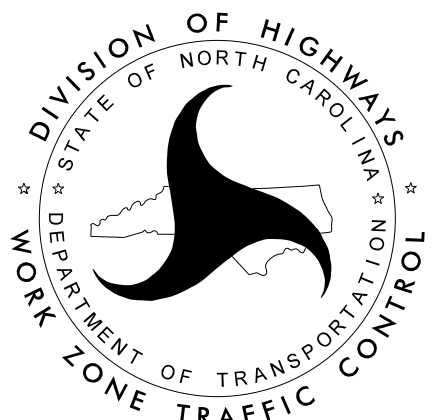
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Signed by:

J.W. WOOLARD, P.E.
Professional Engineer
No. 9862
State of North Carolina

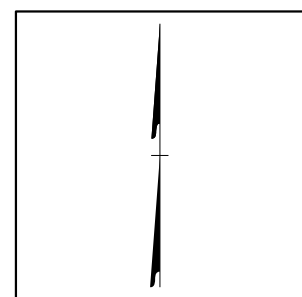
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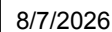
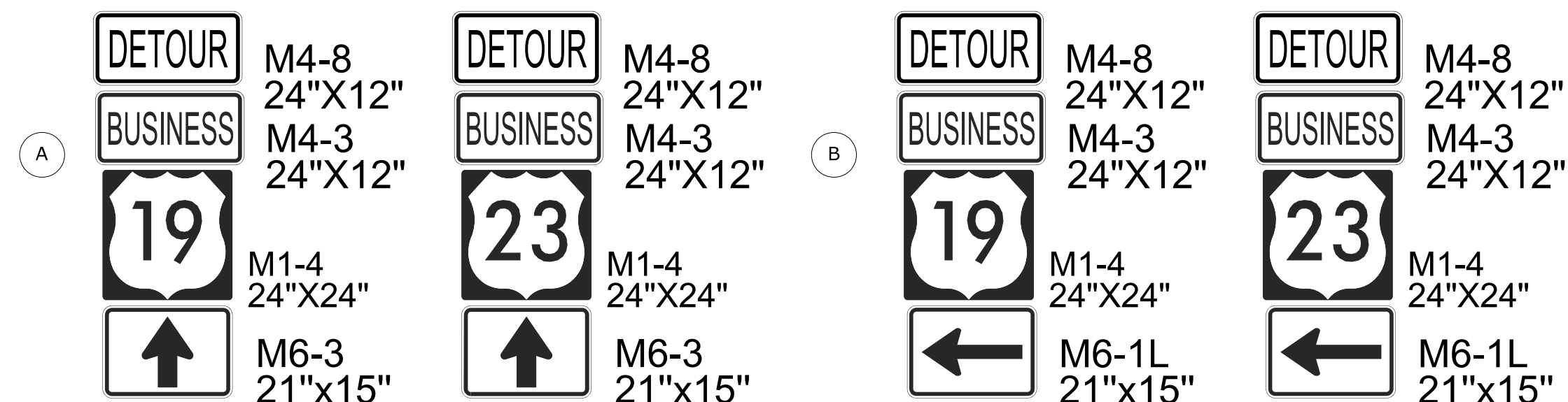


-Y2RPA- RAMP A DETOUR

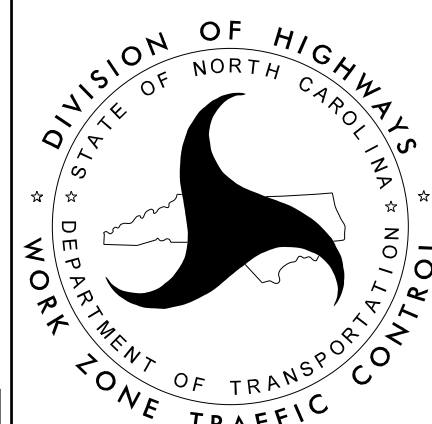
ADJUST EXISTING SIGNAL TIMING AS DIRECTED
BY THE ENGINEER AT IMPACTED TRAFFIC SIGNALS



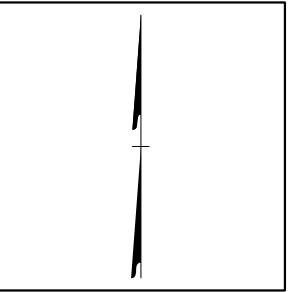
PROJ. REFERENCE NO.	SHEET NO.
I-2513AC	TMP-2G



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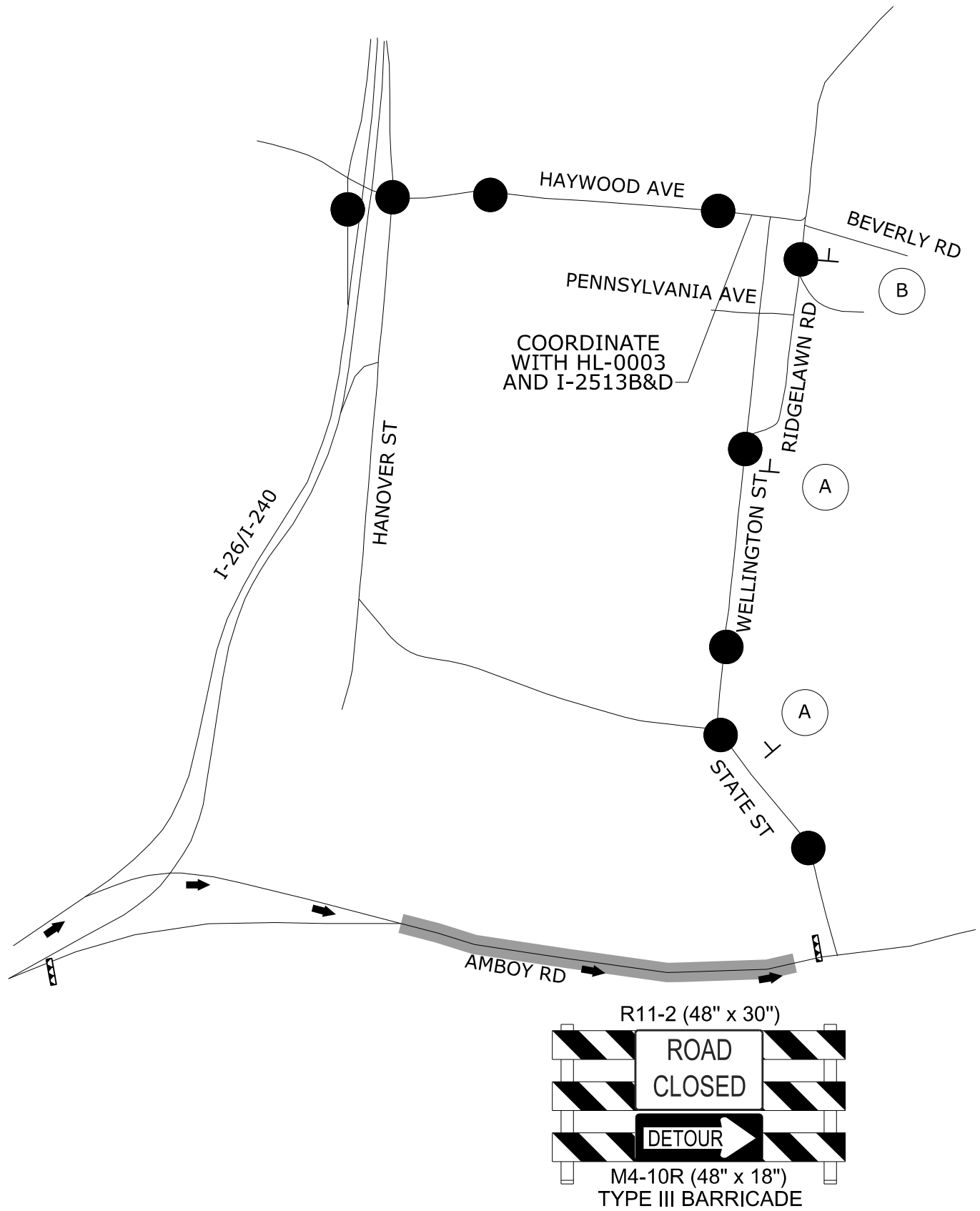


-Y3- EB AMBOY RD DETOUR
AND
-Y15- HANOVER ST DETOUR

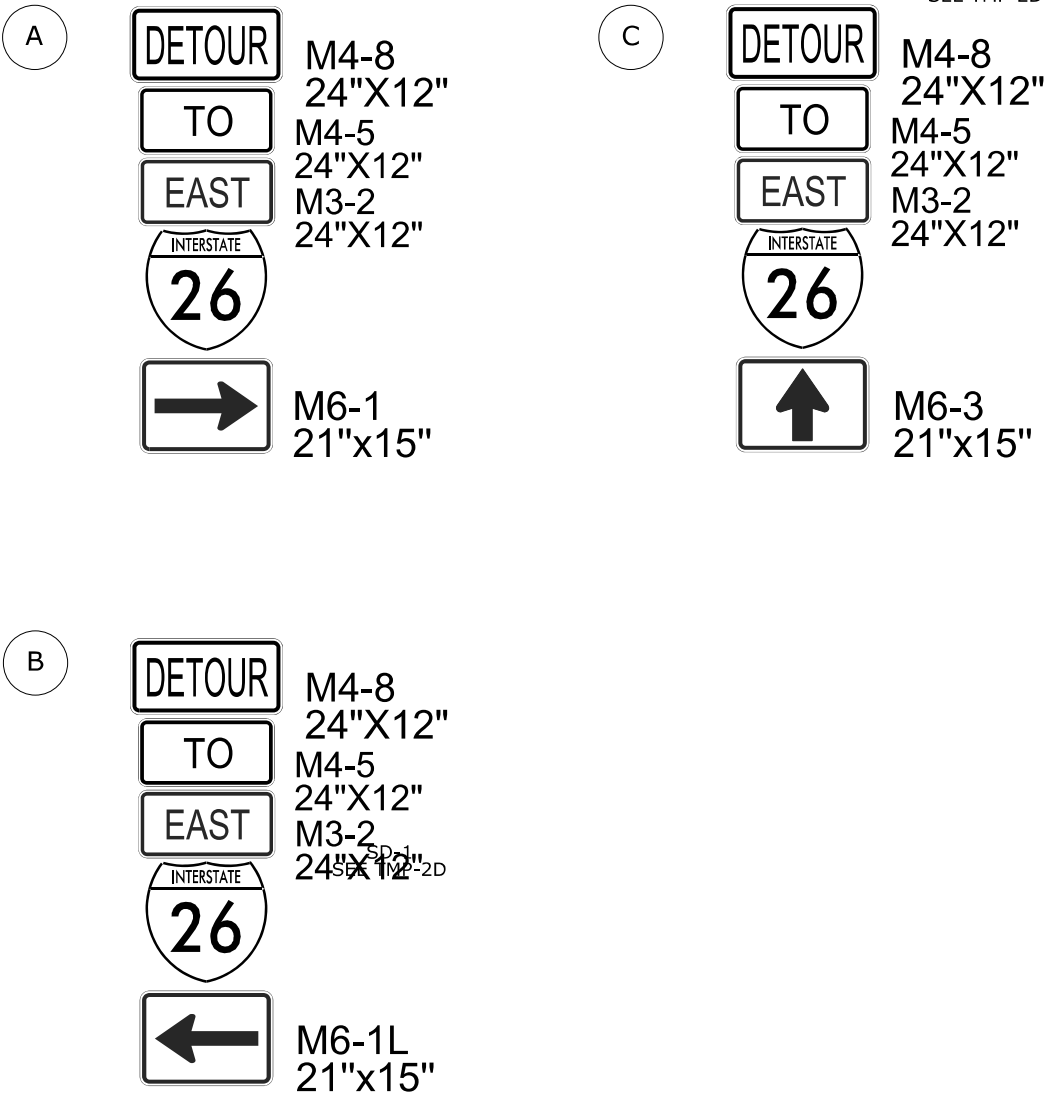


PROJ. REFERENCE NO.	SHEET NO.
I-2513AC	TMP-2H

-Y3- WB AMBOY DETOUR

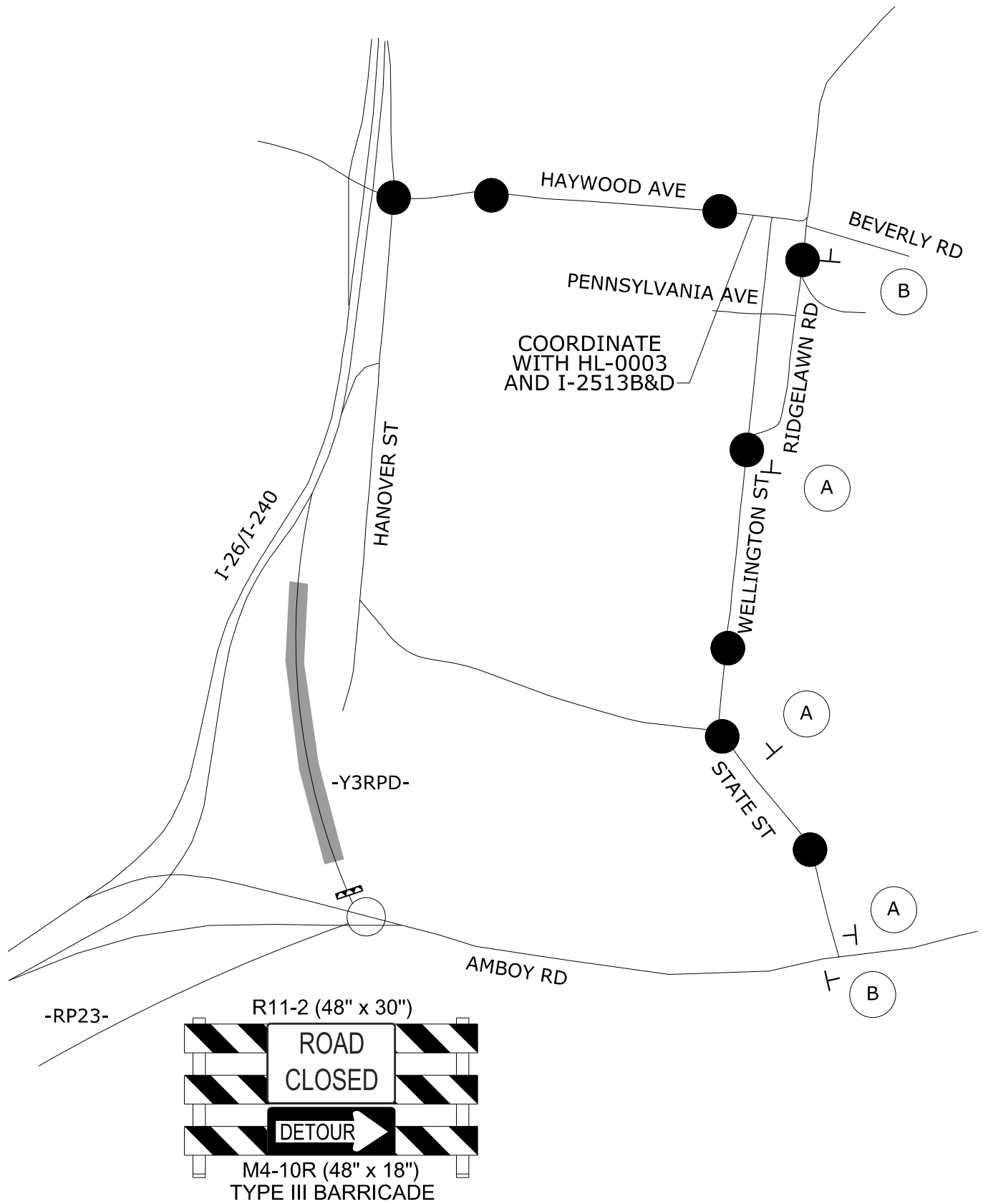


ADJUST EXISTING SIGNAL TIMING AS DIRECTED
BY THE ENGINEER AT IMPACTED TRAFFIC SIGNALS

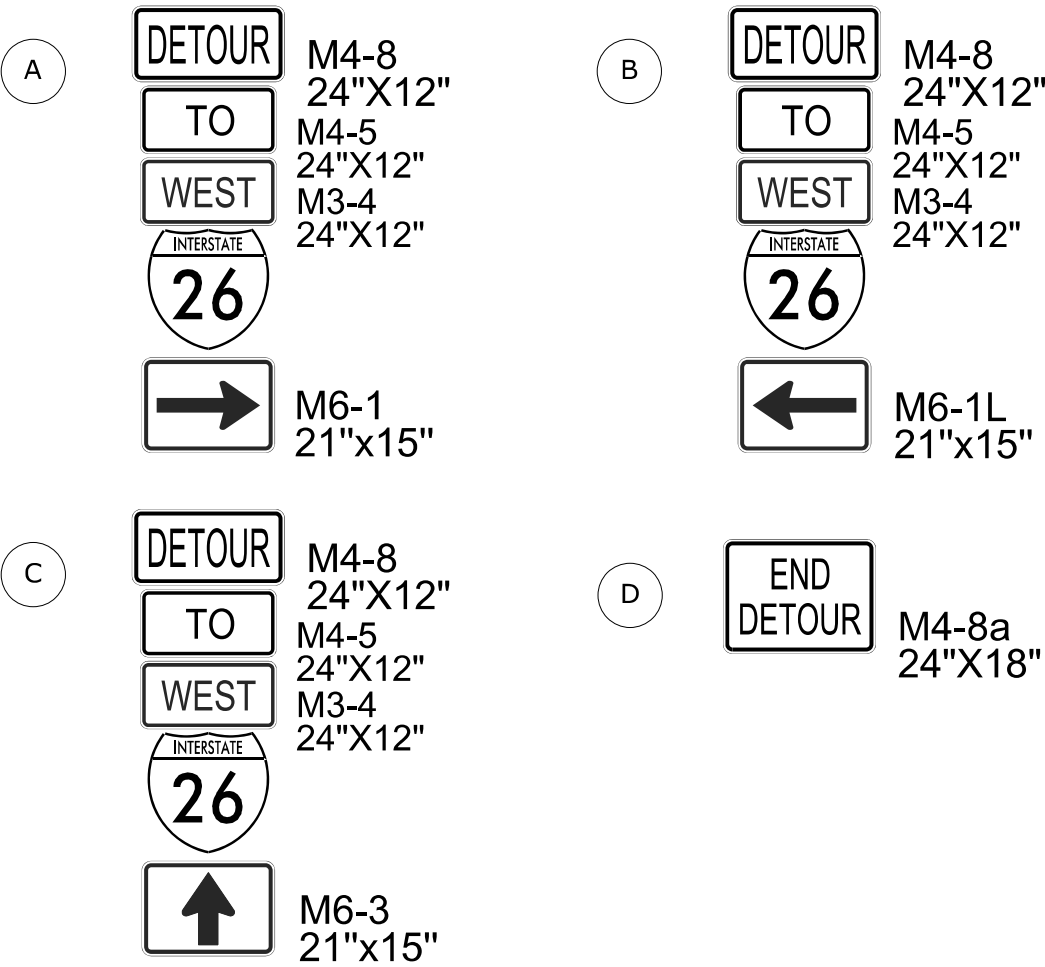


SEE RSD 1101.03, SHEET 2 FOR CLOSURE
SIGN AND DEVICE PLACEMENT ON AMBOY RD

-Y3RPD- DETOUR



ADJUST EXISTING SIGNAL TIMING AS DIRECTED
BY THE ENGINEER AT IMPACTED TRAFFIC SIGNALS

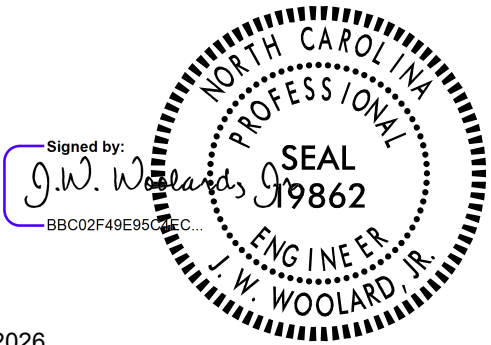


SEE RSD 1101.03, SHEET 2 FOR CLOSURE
SIGN AND DEVICE PLACEMENT ON AMBOY RD

8/7/2026
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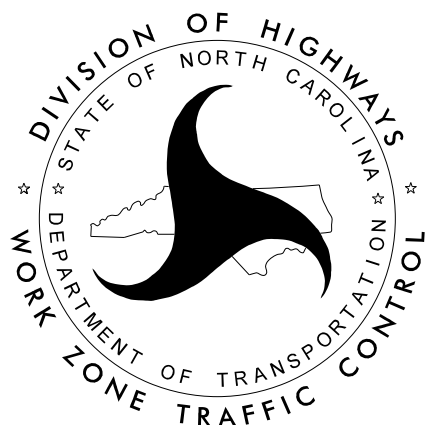


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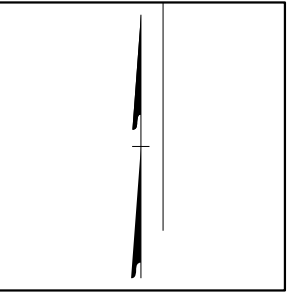


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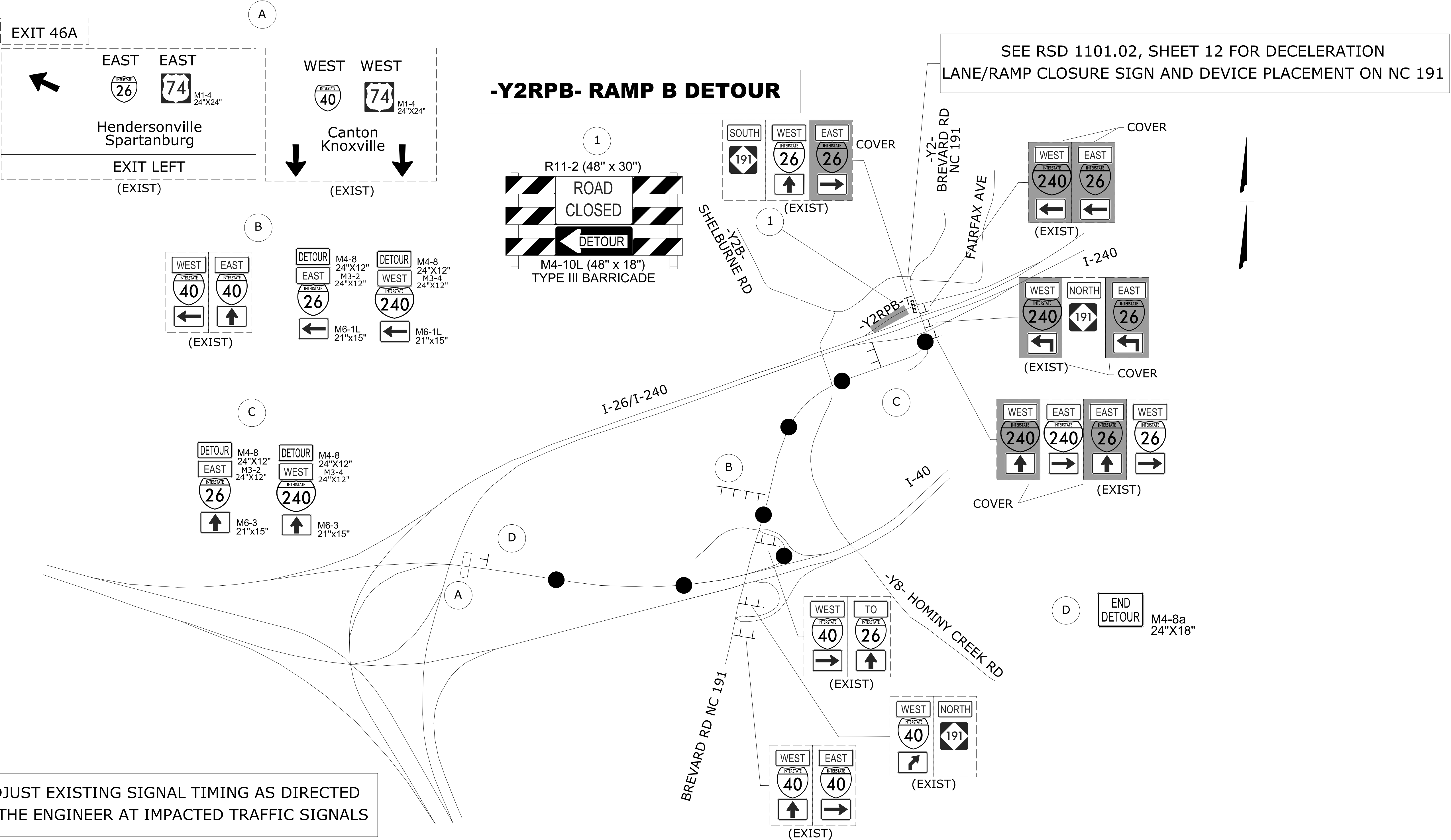
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-Y3- WB AMBOY DETOUR
AND
-Y3RPD- CLOSURE



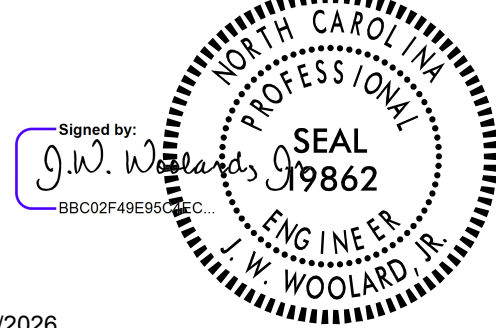
PROJ. REFERENCE NO.	SHEET NO.
I-2513AC	TMP-2I



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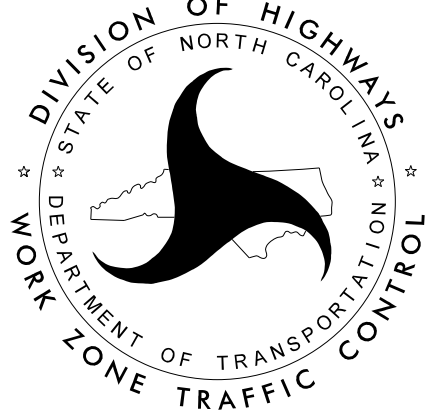


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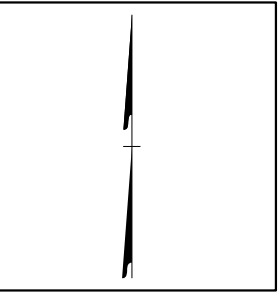


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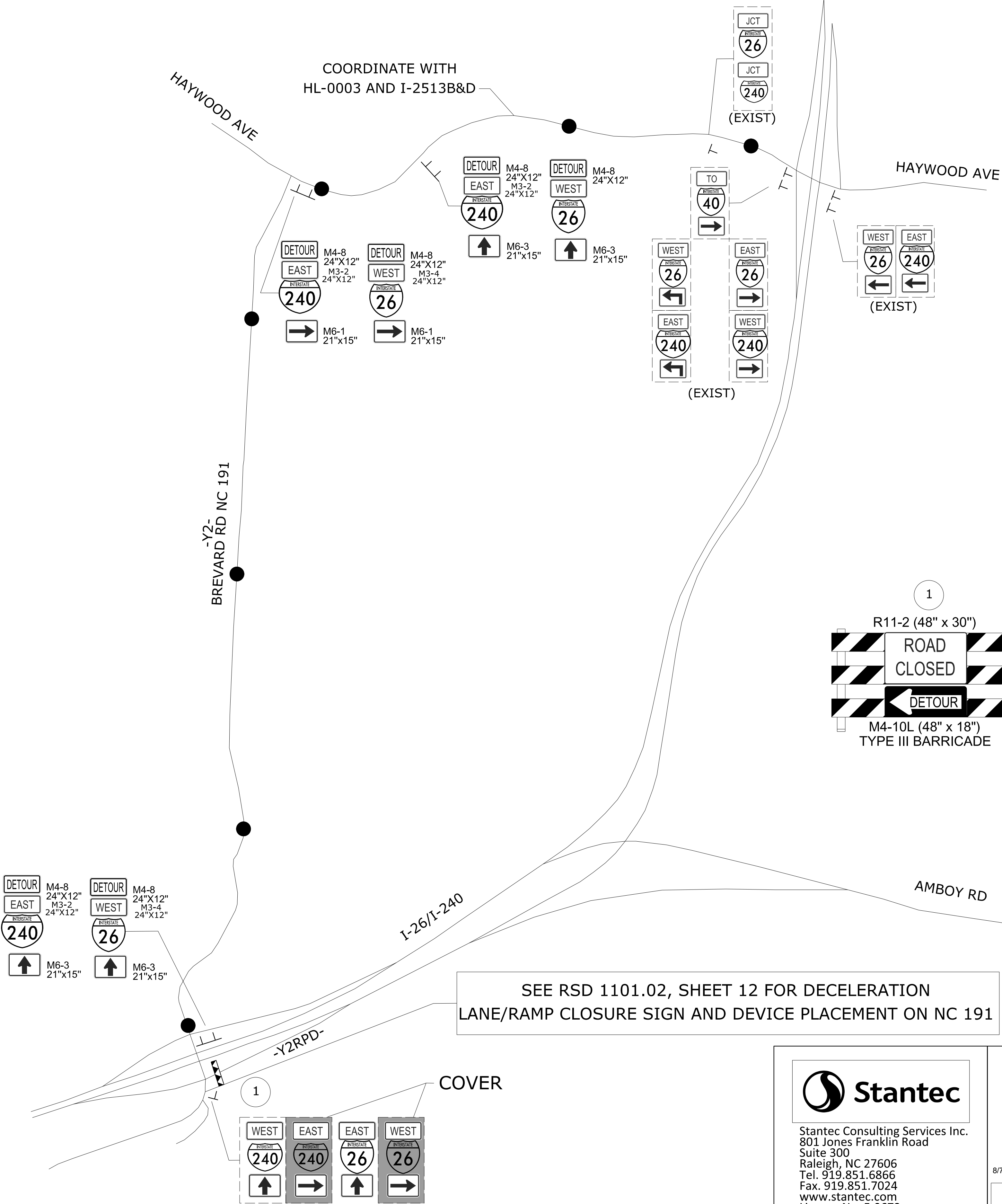


-Y2RPB- DETOUR



PROJ. REFERENCE NO.	SHEET NO.
I-2513AC	TMP-2J

-Y2RPD- RAMP D DETOUR

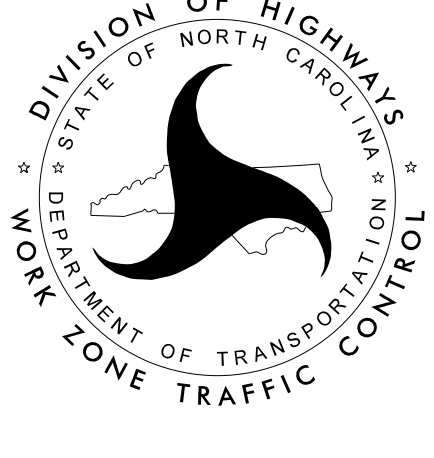


ADJUST EXISTING SIGNAL TIMING AS DIRECTED
BY THE ENGINEER AT IMPACTED TRAFFIC SIGNALS

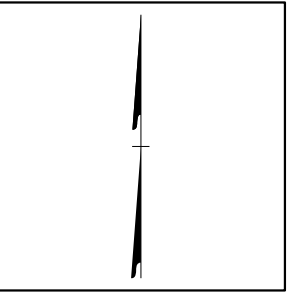
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Signed by:
 SEAL 99862
J.W. WOOLARD, P.E.
8/7/2026
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-Y2RPD- DETOUR

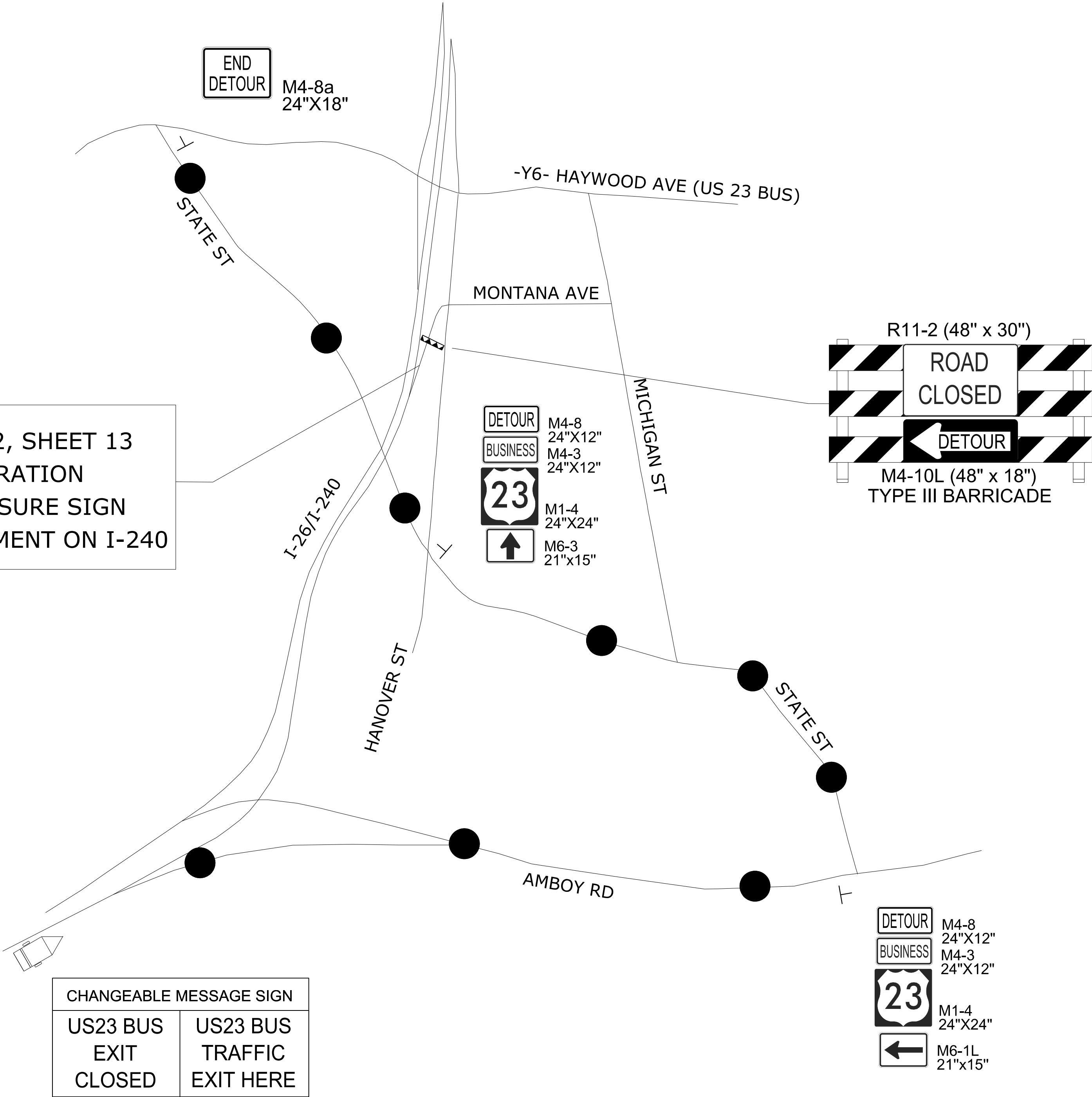


PROJ. REFERENCE NO.	SHEET NO.
I-2513AC	TMP-2K

-Y6- HAYWOOD ST (US 23 BUS) RAMP C DETOUR

ADJUST EXISTING SIGNAL TIMING AS DIRECTED
BY THE ENGINEER AT IMPACTED TRAFFIC SIGNALS

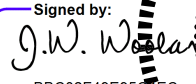
SEE RSD 1101.02, SHEET 13
FOR DECELERATION
LANE/RAMP CLOSURE SIGN
AND DEVICE PLACEMENT ON I-240



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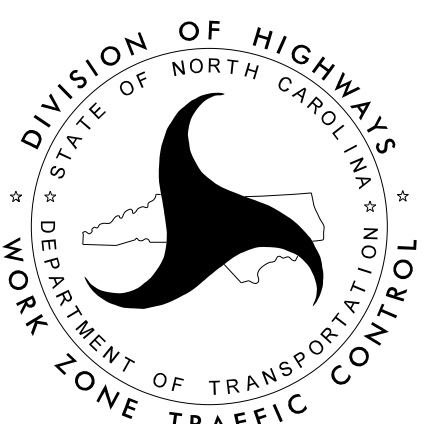
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J.W. WOOLARD, P.E.
Professional Engineer
BB02748680-0001

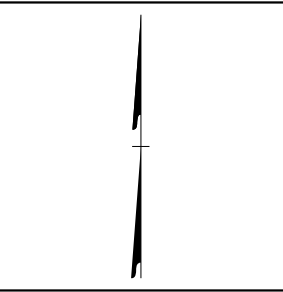


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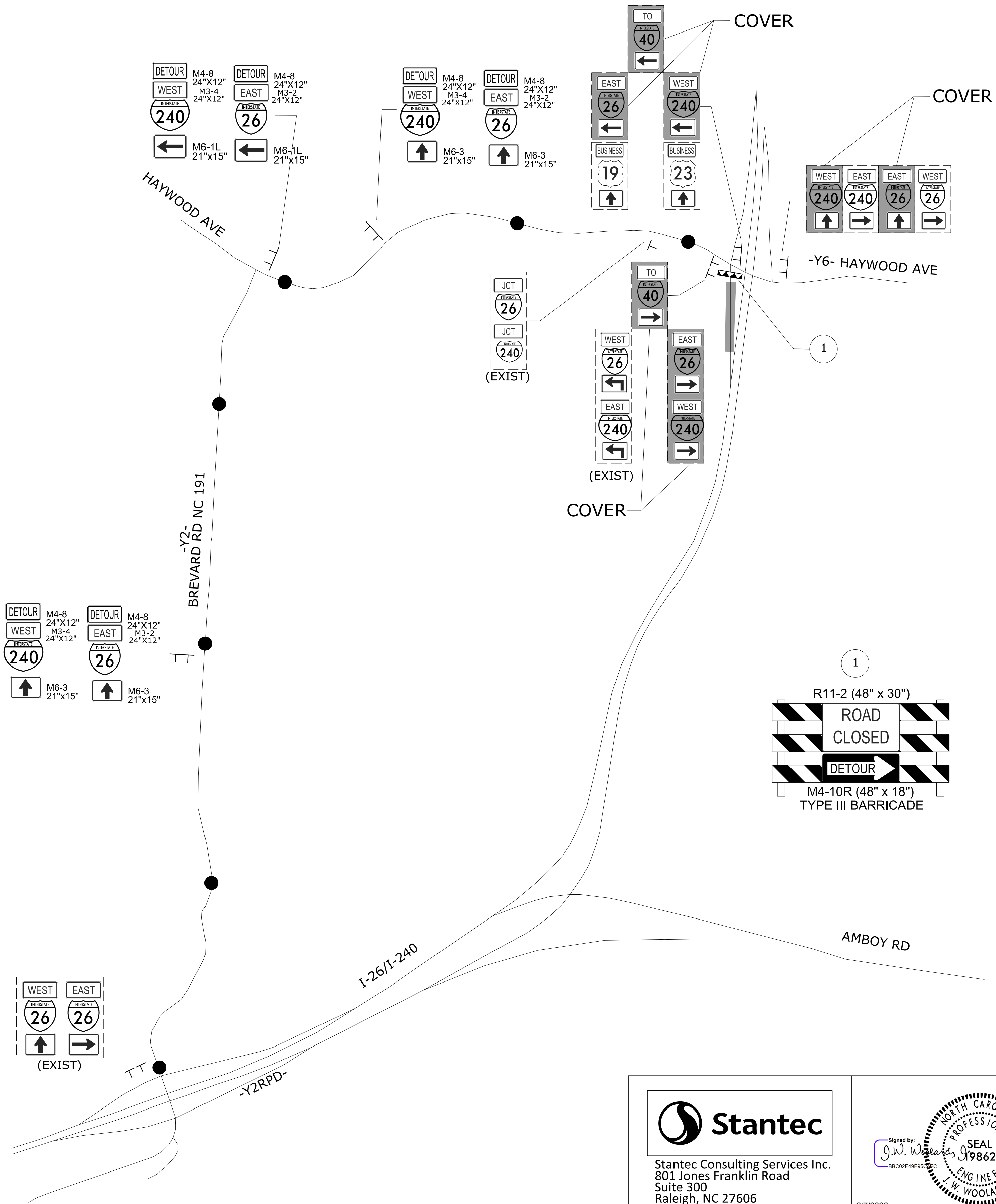


-Y6RPC- DETOUR

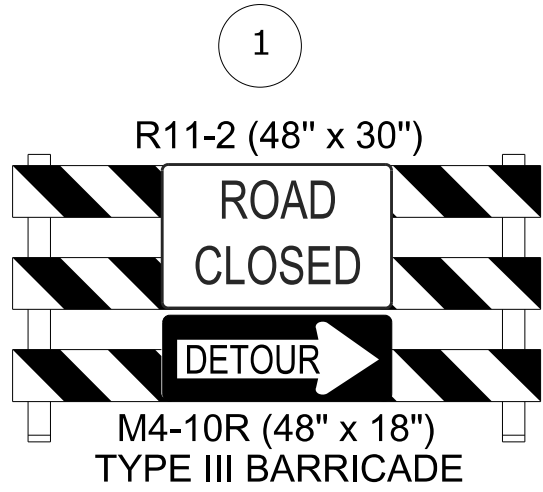


PROJ. REFERENCE NO.	SHEET NO.
I-2513AC	TMP-2L

-Y6- HAYWOOD AVE RAMP B DETOUR



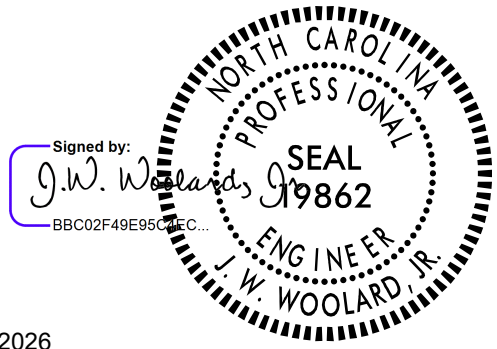
ADJUST EXISTING SIGNAL TIMING AS DIRECTED
BY THE ENGINEER AT IMPACTED TRAFFIC SIGNALS



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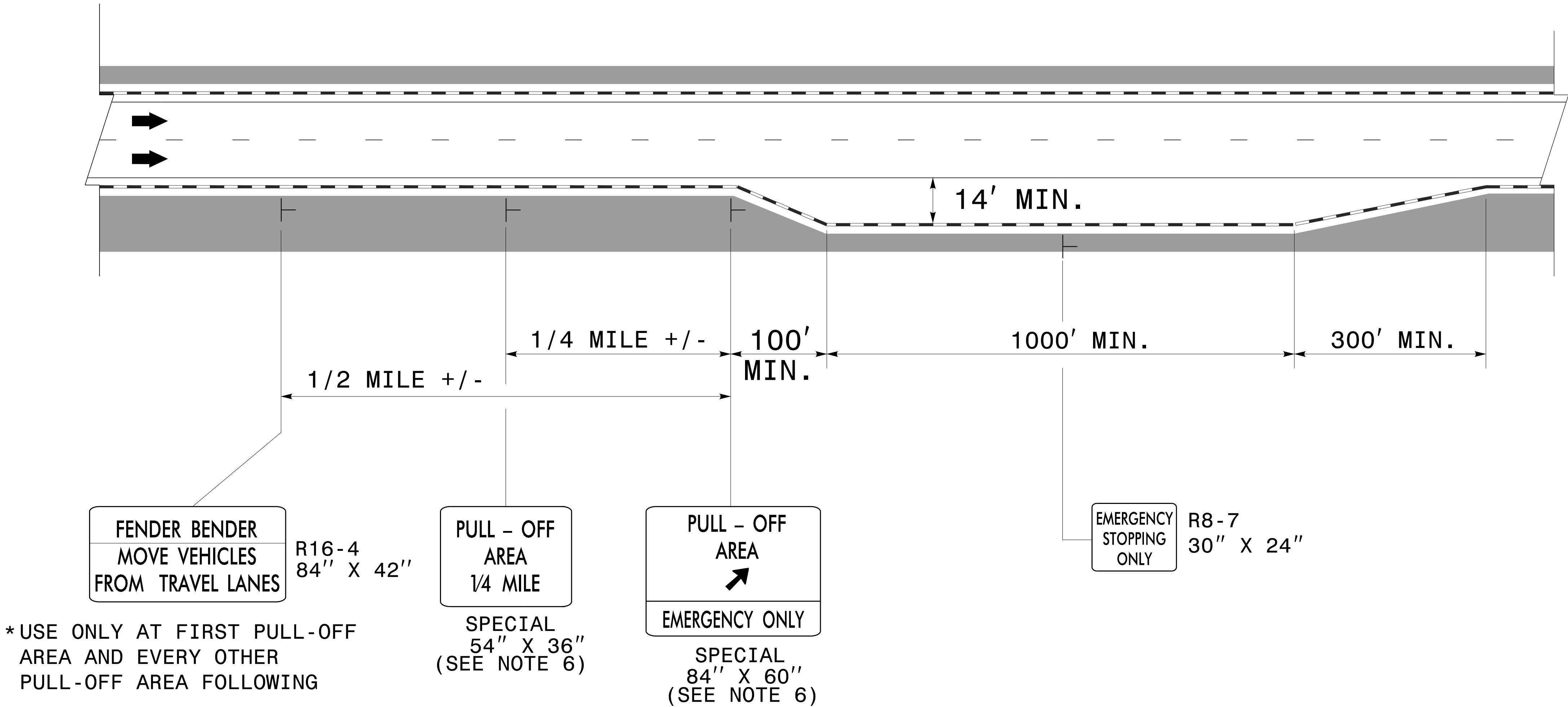
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-Y6RPB- DETOUR



GENERAL NOTES FOR MOTORIST PULL-OFF AREAS

- PULL-OFF AREAS SHALL BE PROVIDED IN WORK ZONES ALONG HIGHWAYS WITH SPEED LIMITS GREATER THAN OR EQUAL TO 55 MPH WHERE INSUFFICIENT SHOULDERS EXIST FOR TWO MILES OR GREATER. INSUFFICIENT SHOULDERS EXIST WHEN 10' OF PAVED RIGHT SHOULDER IS NOT CONSISTENTLY AVAILABLE FOR MOTORIST USE.
- THE SPACING OF PULL-OFF AREAS SHALL BE AS FOLLOWS:
 - FOR AREAS WITH INSUFFICIENT SHOULDERS UP TO 3.0 MILES IN LENGTH, ONE PULL-OFF AREA APPROXIMATELY CENTERED IN THE WORK ZONE.
 - FOR AREAS WITH INSUFFICIENT SHOULDERS GREATER THAN 3.0 MILES IN LENGTH, ONE PULL-OFF AREA EVERY MILE.
- PULL-OFF AREAS SHALL BE A MINIMUM OF 1000' LONG. THE WIDTH OF PULL-OFF AREAS SHALL BE 14' AND SHALL CONSIST OF A PAVED SURFACE.
- PULL-OFF AREAS MAY BE ON EITHER THE LEFT OR RIGHT SIDE OF THE TRAVEL LANES.
- PORTABLE CONCRETE BARRIER SHALL ONLY BE USED IF WARRANTED BY FIELD CONDITIONS.
- REFER TO TMP-2N FOR SPECIAL SIGN DESIGNS.

 Stantec Consulting Services Inc. 801 Jones Franklin Road Suite 300 Raleigh, NC 27606 Tel. 919.851.6866 Fax. 919.851.7024 www.stantec.com License No. F-0672	 8/7/2026 DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	 DIVISION OF HIGHWAYS STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION WORK ZONE TRAFFIC CONTROL	MOTORIST PULL-OFF AREA DETAIL
--	--	--	-------------------------------------

SIGN NUMBER: SP18266 **BACKG COLOR:** Orange-Top/White-Bottom
TYPE: A **COPY COLOR:** Black
QUANTITY: 1

SYMBOL	X	Y	WID	HT
AR_Type A	37	17.7	8	12.6

SIGN WIDTH: 7'-0"
HEIGHT: 5'-0"
TOTAL AREA: 35.0 Sq.Ft.

BORDER TYPE: FLUSH
RECESS: 0"
WIDTH: 1.25"
RADII: 3"

NO. Z BARS: 2
LENGTH: 76.0

MAT'L: 0.125" (3.2 mm) ALUMINUM

DATE: Oct 30, 2018
DIV: 5

MAT'L: 0.125" (3.2 mm) ALUMINUM

USE NOTES: 1,2,3

-
- Diagram of a rectangular sign with dimensions and text. The sign is divided into two horizontal sections. The top section contains the text "PULL - OFF AREA" and a white arrow pointing up and to the right. The bottom section contains the text "EMERGENCY ONLY". The sign has a black border. Dimensions are indicated by arrows and text:
- Overall width: 84"
 - Overall height: 60"
 - Top section height: 50.2"
 - Bottom section height: 6" (with a note "6" D")
 - Bottom section height: 3.8"
 - Top section width: 84" (with a note "84" D")
 - Bottom section width: 6.75"
 - Bottom section width: 70.5"
 - Bottom section width: 6.75"
 - Bottom section width: 3.8"
 - Bottom section width: 6" (with a note "6" D")
 - Bottom section width: 9.9"
 - Bottom section width: 4.4"
 - Bottom section width: 2.5"
 - Bottom section width: 6" (with a note "6" D")
 - Bottom section width: 4.4"
 - Bottom section width: 8" (with a note "8" D")
 - Bottom section width: 6" (with a note "6" D")
 - Bottom section width: 8" (with a note "8" D")
 - Bottom section width: 4.4"
- BORDER

Spacing Factor is 1 unless specified otherwise

Letter spacings are to start of next letter

FILENAME: Full_Off

NORTH CAROLINA D.O.T. SIGN DETAIL



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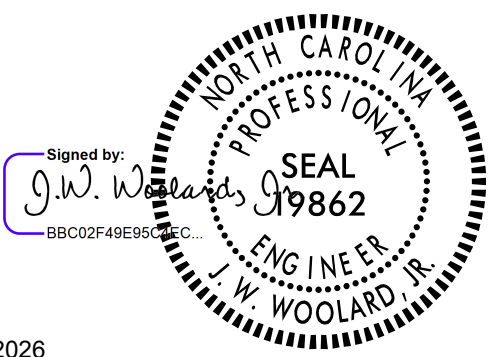
TEMPORARY ALIGNMENT	PHASE, STEP CONSTRUCTED STARTED	PHASE, STEP DECOMMISSIONED	TMP SHEET REFERENCE
-DET01-	Phase 1, Step 2	Phase IV, Step 1	TMP-5,6
-DET02-	Phase 1, Step 2	Phase IV, Step 1	TMP-7, 8
-DET03-	Phase 1, Step 3 (partial); Phase I, Step 4 (remainder)	Phase III, Step 4	TMP-12,16,17
-DET04-	Phase I, Step 6	Phase II, Step 5	TMP-24
-DET05-	Phase I, Step 6 (partial); Phase II, Step 1 (remainder)	Phase II, Step 4	TMP-22,25
-DET06-	Phase II, Step 2	Phase III, Step 4	TMP-29
-DET07-	Phase IV, Step 1	Phase IV, Step 4	TMP-48
-DET08-	Phase IV, Step 1	Phase IV, Step 3	TMP-57,58
-DET09-	Phase IV, Step 1	Phase IV, Step 4	TMP-59,60
-DET10-	Removed from TMP		
-DET11-	Phase IV, Step 3	Phase IV, Step 4	TMP-64,65
-DET12-	Removed from TMP		
-DET13-	Removed from TMP		
-DET14-	Phase I, Step 2	Phase I, Step 4	TMP-6,7
-DET15-	Removed from TMP		
-DET16-	Phase I, Step 2	Phase I, Step 4	TMP-5
-DET17-	Phase I, Step 2	Phase III, Step 3	TMP-11
-DET18-	Phase III, Step 1	Phase IV, Step 1	TMP-43,44
-DET19-	Phase III, Step 4 (partial); Phase IV, Step 1 (remainder)	Phase IV, Step 4	TMP-55,56,63

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Fax. 919.851.7024
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Signed by:
J.W. Woollard
BB02F49E8BEC

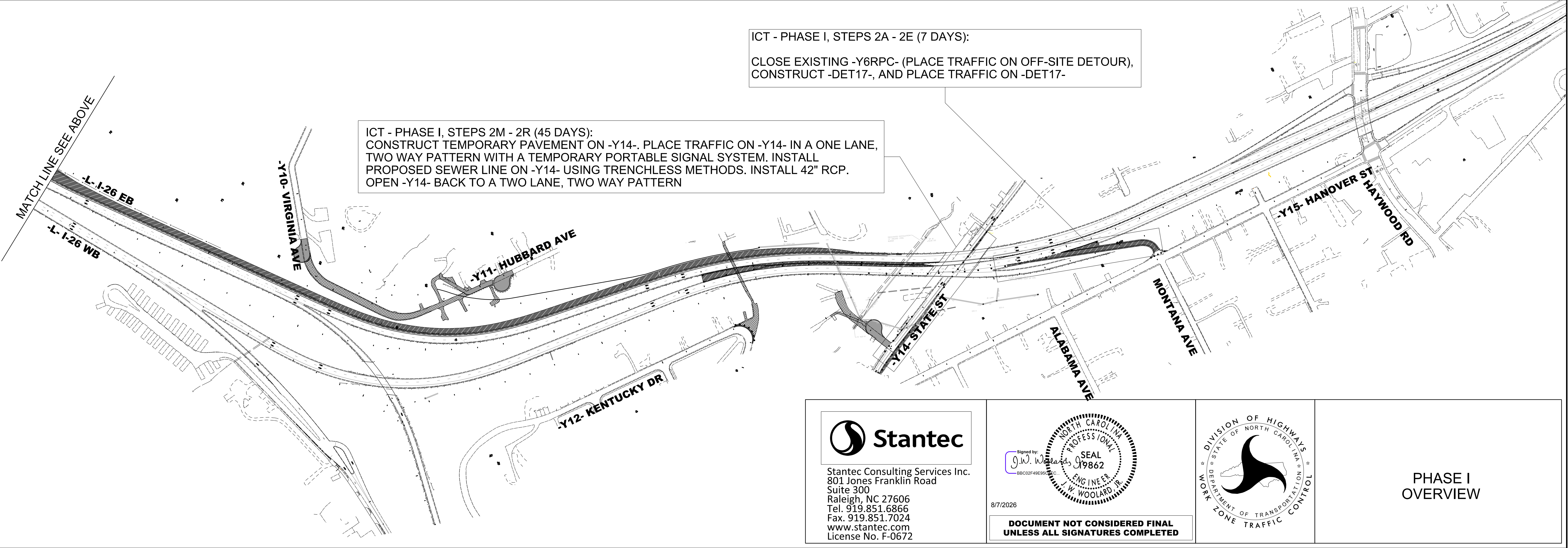
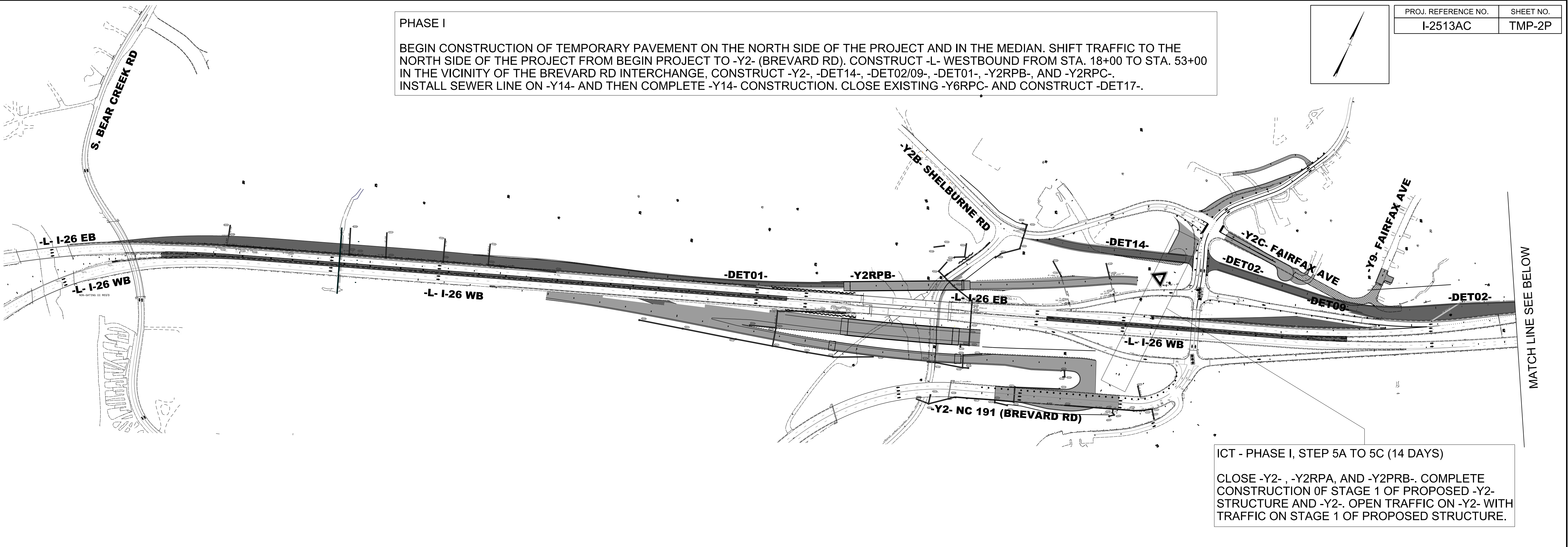


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TEMPORARY DETOUR
ALIGNMENT SUMMARY



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Fax. 919.851.7024
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Signed by:

J.W. Woolard

SEAL

19862

ENGINEER

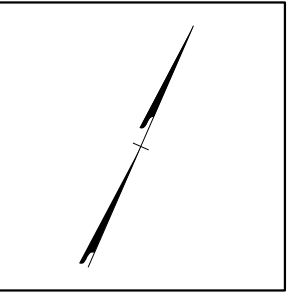
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DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

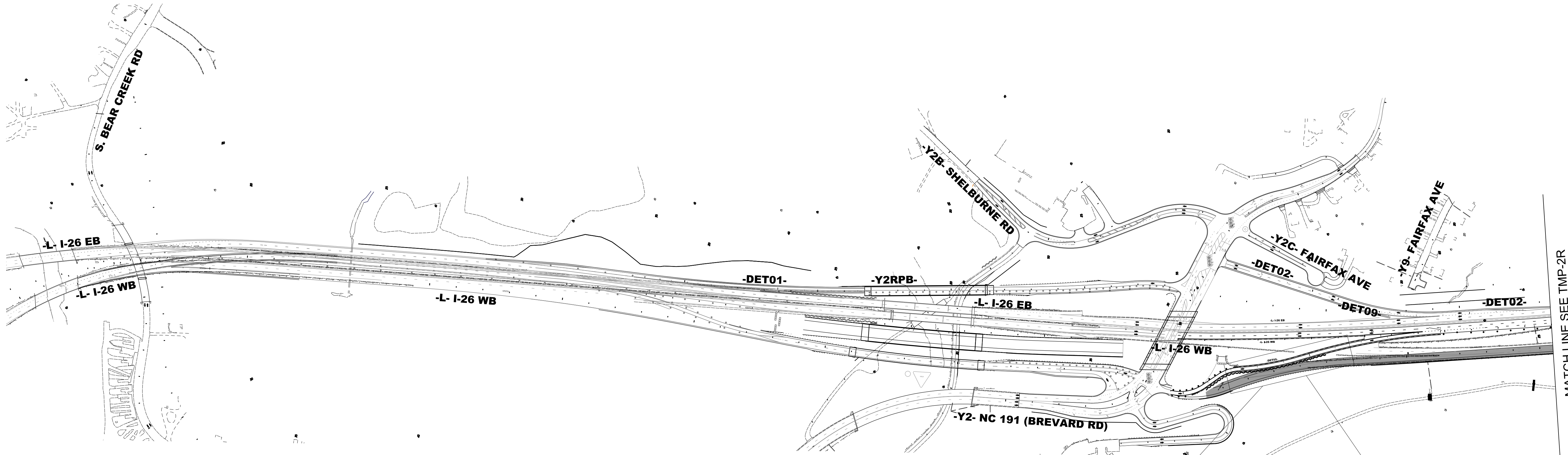
PHASE I
OVERVIEW



PROJ. REFERENCE NO.	SHEET NO.
I-2513AC	TMP-2Q

PHASE II

SHIFT TRAFFIC TO THE I-26 EB SIDE OF THE COORIDOR FROM THE -Y2- (BREVARD RD) INTERCHANGE TO -Y14- (STATE ST) CONSTRUCT -L- WB FROM STA. 91+76 TO STA. 107+00 INCLUDING STAGE 1 OF THE I-26 WB STRUCTURE OVER -Y14-. IN THE VICINITY OF THE AMBOY RD INTERCHANGE ON THE WB SIDE OF -L-, CONSTRUCT -Y3- FROM STA. 16+79 TO STA. 31+51, -Y3A-, -Y3B-, -Y3RPD-, AND -RP23-.



MATCH LINE SEE TMP-2R

ICT - PHASE II, STEP 2A TO 2D (9 PM FRIDAY TO 6 AM MONDAY)

CLOSE -Y2RPD- AND PLACE ON OFF-SITE DETOUR.
CONSTRUCT REMAINDER OF -DET05-. OPEN TRAFFIC ON -DET05- AT THE END OF THE ICT.

ICT - PHASE II, STEP 4A - 4C (9 PM FRIDAY TO 6 AM MONDAY)

CLOSE -Y2PRD-/ -DET05- AND PLACE TRAFFIC ON OFF-SITE DETOUR.
AT THE END OF THE ICT, OPEN -RP23- TO A 2-LANE, 2-WAY TRAFFIC PATTEN BETWEEN -Y2- AND -Y3-.

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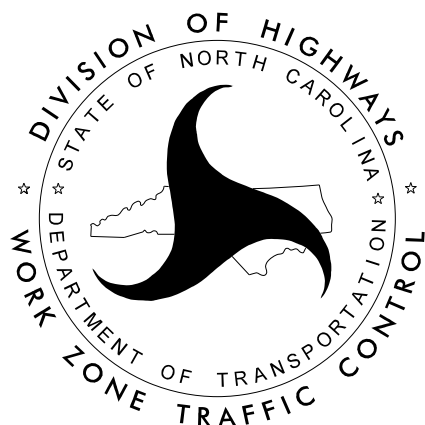


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801 Jones Franklin Road
Suite 300
Raleigh, NC 27606
Tel. 919.851.6866
Fax. 919.851.7024
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Signed by:
J.W. Woolard
SEAL
19862
ENGINEER
W. WOOLARD, R.
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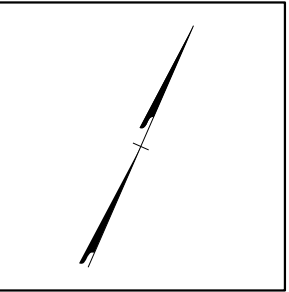
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DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

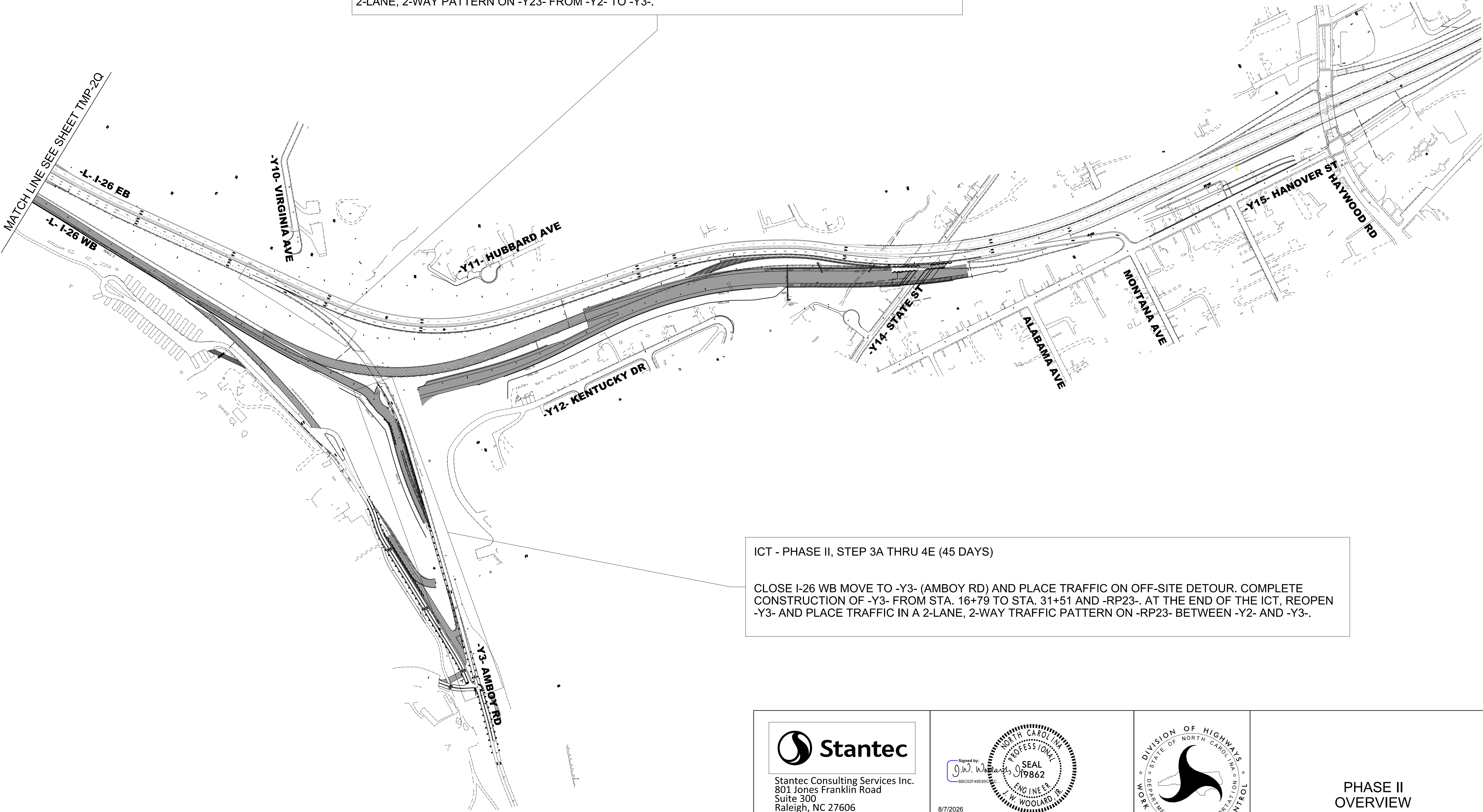
PHASE II
OVERVIEW



PROJ. REFERENCE NO.	SHEET NO.
I-2513AC	TMP-2R

ICT - PHASE II, STEPS 1A THRU 4E (420 DAYS)

CLOSE -Y3- (AMBOY RD) MOVEMENT TO I-26 EB AND PLACE TRAFFIC ON OFF-SITE DETOUR. CONSTRUCT PORTION OF -Y3-, -Y3A-, -Y3B-, AND -RP23-. AT THE END OF THE ICT, REOPEN -Y3- AND PLACE TRAFFIC IN A 2-LANE, 2-WAY PATTERN ON -Y23- FROM -Y2- TO -Y3-.



ICT - PHASE II, STEP 3A THRU 4E (45 DAYS)

CLOSE I-26 WB MOVE TO -Y3- (AMBOY RD) AND PLACE TRAFFIC ON OFF-SITE DETOUR. COMPLETE CONSTRUCTION OF -Y3- FROM STA. 16+79 TO STA. 31+51 AND -RP23-. AT THE END OF THE ICT, REOPEN -Y3- AND PLACE TRAFFIC IN A 2-LANE, 2-WAY TRAFFIC PATTERN ON -RP23- BETWEEN -Y2- AND -Y3-.

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801 Jones Franklin Road
Suite 300
Raleigh, NC 27606
Tel. 919.851.6866
Fax. 919.851.7024
www.stantec.com
License No. F-0672

Signed by: *J.W. Woollard*
Professional Engineer
No. 19862
J.W. WOOLLARD, P.E.

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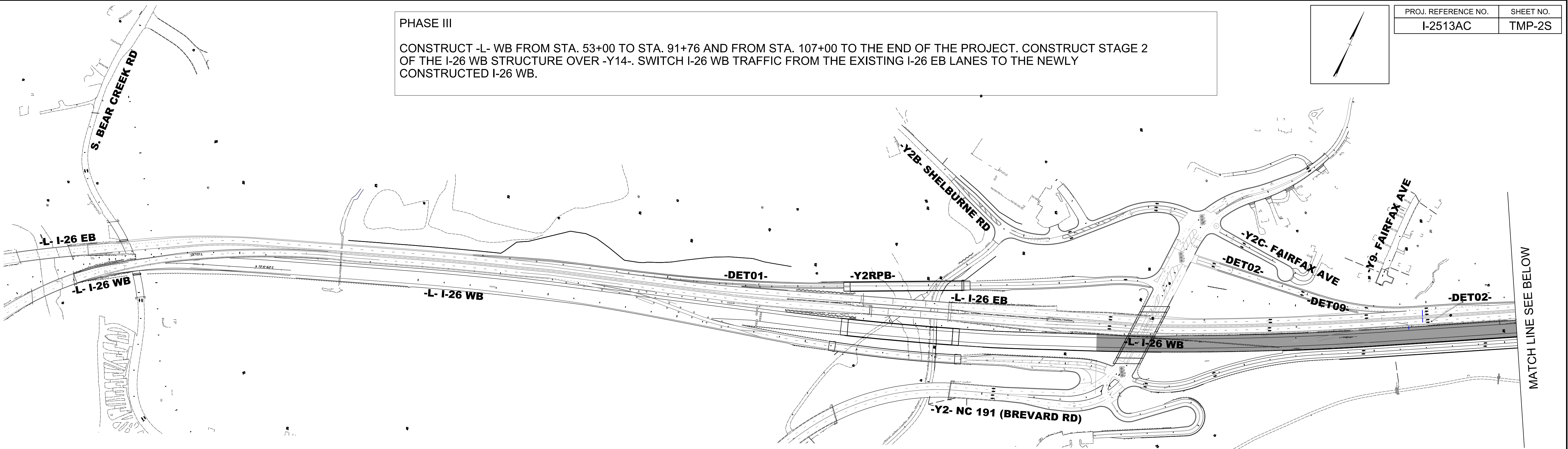


PHASE II
OVERVIEW

PROJ. REFERENCE NO.	SHEET NO.
I-2513AC	TMP-2S

PHASE III

CONSTRUCT -L- WB FROM STA. 53+00 TO STA. 91+76 AND FROM STA. 107+00 TO THE END OF THE PROJECT. CONSTRUCT STAGE 2 OF THE I-26 WB STRUCTURE OVER -Y14-. SWITCH I-26 WB TRAFFIC FROM THE EXISTING I-26 EB LANES TO THE NEWLY CONSTRUCTED I-26 WB.

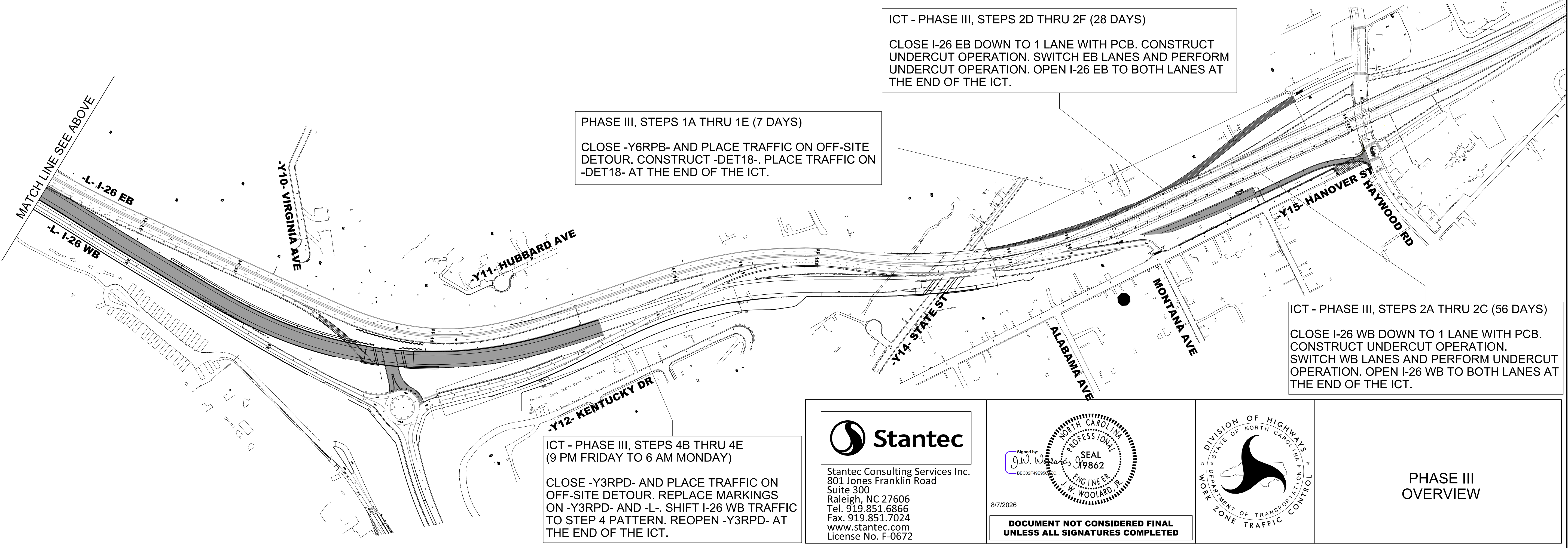


ICT - PHASE III, STEPS 2D THRU 2F (28 DAYS)

CLOSE I-26 EB DOWN TO 1 LANE WITH PCB. CONSTRUCT UNDERCUT OPERATION. SWITCH EB LANES AND PERFORM UNDERCUT OPERATION. OPEN I-26 EB TO BOTH LANES AT THE END OF THE ICT.

PHASE III, STEPS 1A THRU 1E (7 DAYS)

CLOSE -Y6RPB- AND PLACE TRAFFIC ON OFF-SITE DETOUR. CONSTRUCT -DET18-. PLACE TRAFFIC ON -DET18- AT THE END OF THE ICT.



ICT - PHASE III, STEPS 2A THRU 2C (56 DAYS)

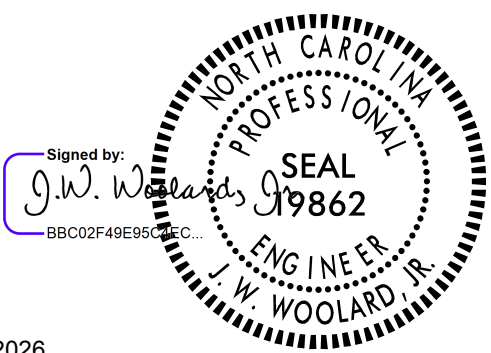
CLOSE I-26 WB DOWN TO 1 LANE WITH PCB. CONSTRUCT UNDERCUT OPERATION. SWITCH WB LANES AND PERFORM UNDERCUT OPERATION. OPEN I-26 WB TO BOTH LANES AT THE END OF THE ICT.

ICT - PHASE III, STEPS 4B THRU 4E (9 PM FRIDAY TO 6 AM MONDAY)

CLOSE -Y3RPD- AND PLACE TRAFFIC ON OFF-SITE DETOUR. REPLACE MARKINGS ON -Y3RPD- AND -L-. SHIFT I-26 WB TRAFFIC TO STEP 4 PATTERN. REOPEN -Y3RPD- AT THE END OF THE ICT.



Stantec Consulting Services Inc.
801 Jones Franklin Road
Suite 300
Raleigh, NC 27606
Tel. 919.851.6866
Fax. 919.851.7024
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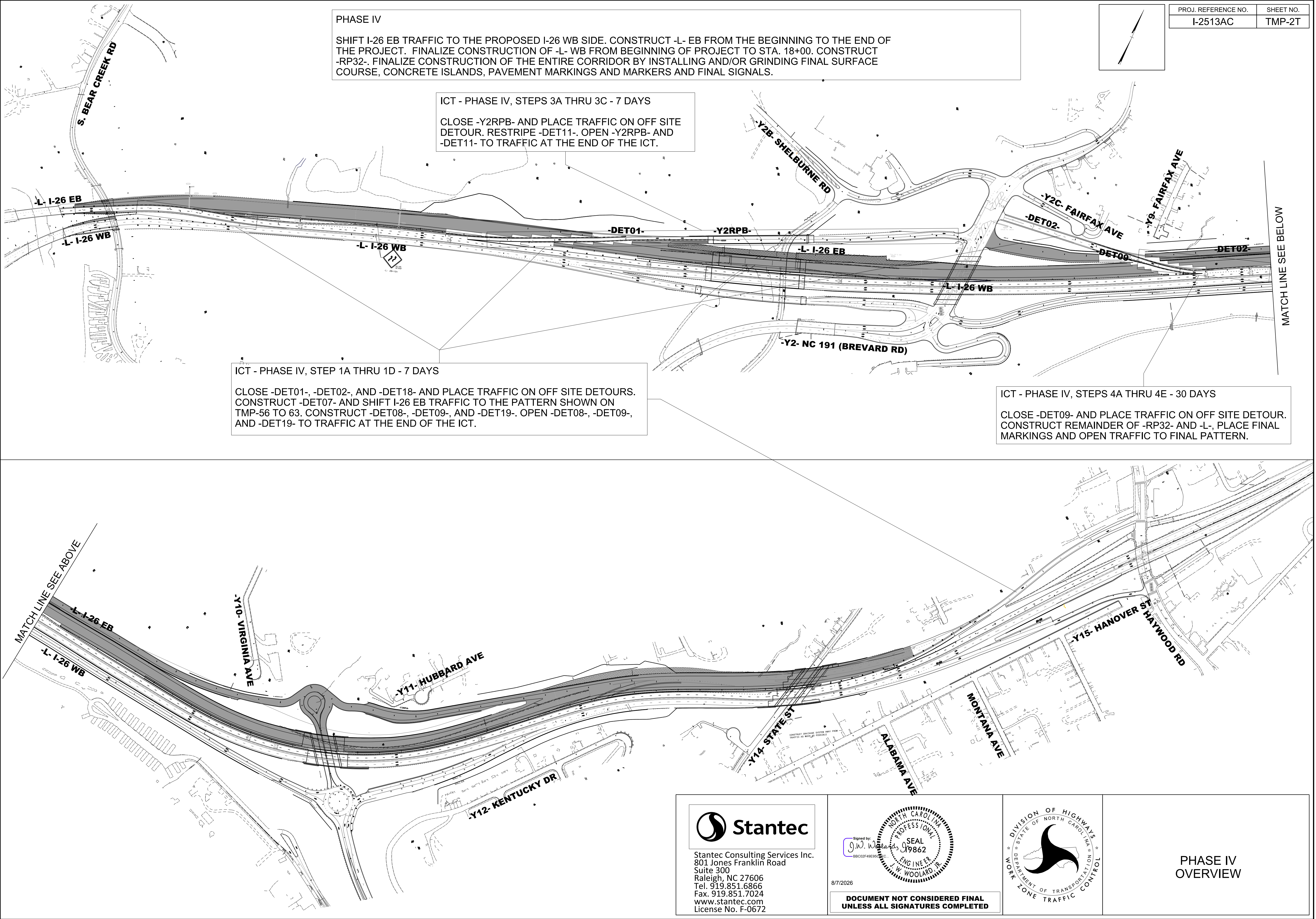


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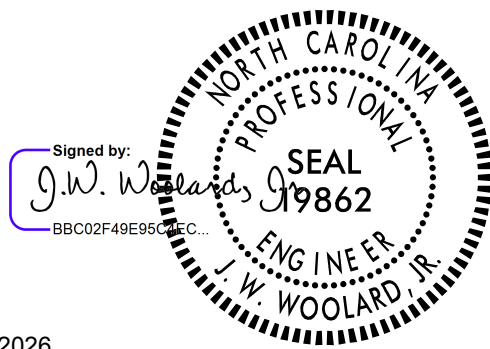


PHASE III
OVERVIEW

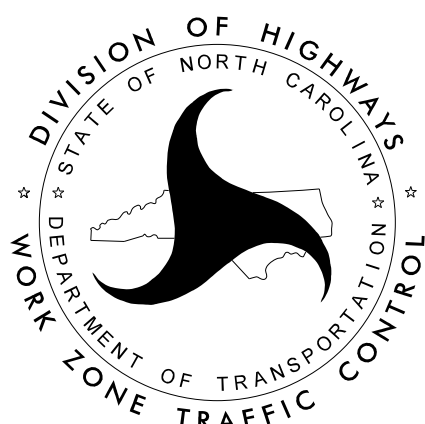


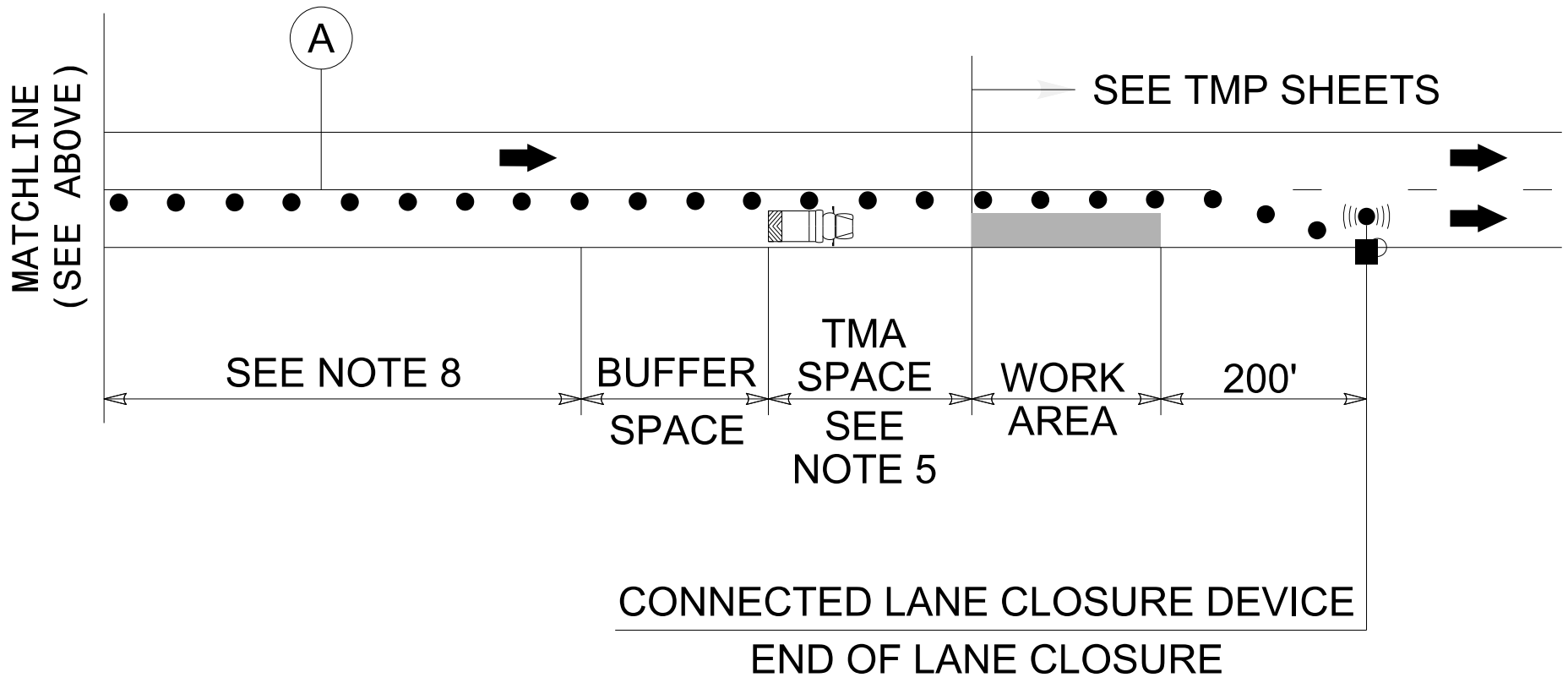
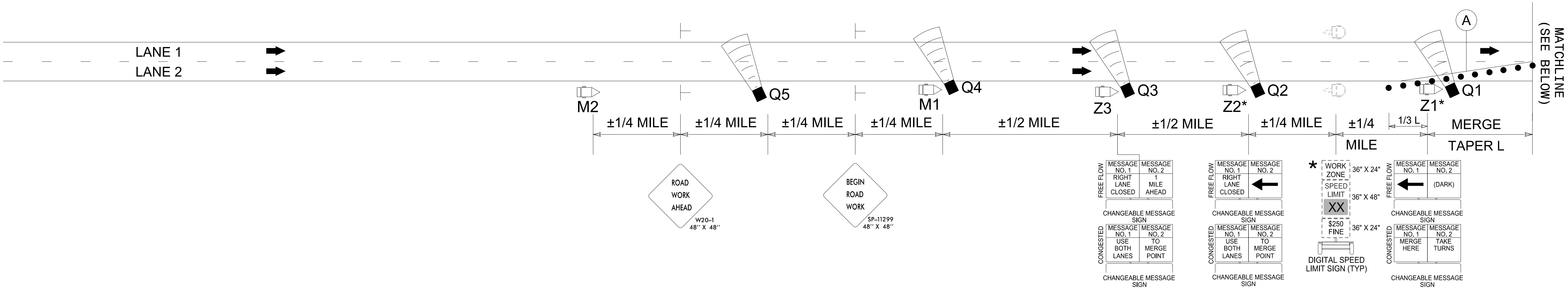
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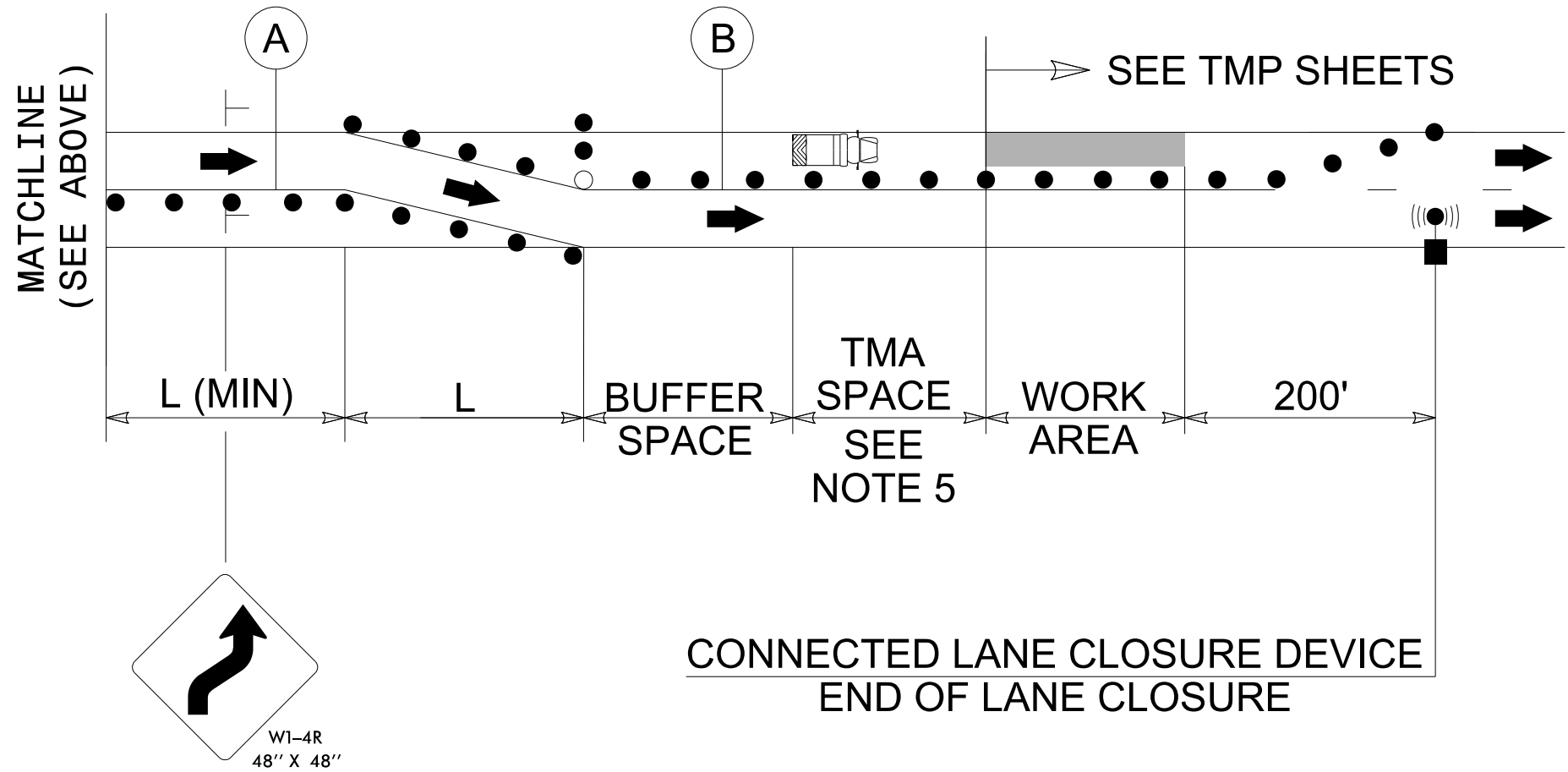


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RIGHT LANE WORK AREA



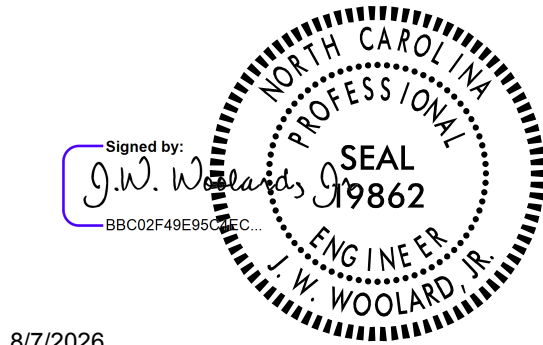
LEFT LANE WORK AREA * (IF APPLICABLE)

GENERAL NOTES

- 1- PLACE DRUMS IN TAPERS AT THE MAXIMUM SPACING EQUAL IN FEET TO THE POSTED SPEED LIMIT. PLACE DRUMS ALONG THE WORK AREA AT THE MAXIMUM SPACING EQUAL TO 2 TIMES THE POSTED SPEED LIMIT.
- 2- REFER TO RSD. 1101.11, SHEETS 1 & 2, FOR "L" DISTANCE AND BUFFER SPACE.
- 3- REFER TO RSD. 1101.02, SHEETS 9 & 10, FOR TREATMENT OF LANE CLOSURES THRU INTERCHANGES.
- 4- INSTALL LANE CLOSURES WITH THE FLOW OF TRAFFIC, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC. REMOVE LANE CLOSURES AGAINST THE FLOW OF TRAFFIC, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
5. POSITION THE TMAS TO MAINTAIN A ROLL-AHEAD DISTANCE AS RECOMMENDED BY THE MANUFACTURER AND CONTINUOUSLY ADVANCE TMAS AS WORK PROGRESSES. USE TMAS AS REQUIRED TO SHIELD WORKERS FROM ERRANT VEHICLES AND TRAFFIC FROM POTENTIAL HAZARDS IN THE WORK AREA.
6. REMOVE OR COVER EXISTING ADVANCED WARNING SIGNS PREVIOUSLY INSTALLED USING RSD 1101.01, SHEET 2 OF 3.
7. IN THE EVENT OF A SYSTEM MALFUNCTION, IMMEDIATELY INSTALL WORK ZONE SIGNS ACCORDING TO RSD 1101.02, SHEET 4. SIGNAGE SHOULD REMAIN IN PLACE UNTIL SYSTEM OPERATION IS FULLY RESTORED.
8. IF A LEFT LANE WORK AREA WILL BE NEEDED AT ANY TIME DURING THE PROJECT, USE 2L. IF NO LEFT LANE WORK AREA IS NEEDED, OMIT THIS SPACE.
9. REMOVE ANY CONFLICTING PAVEMENT MARKINGS & MARKERS.

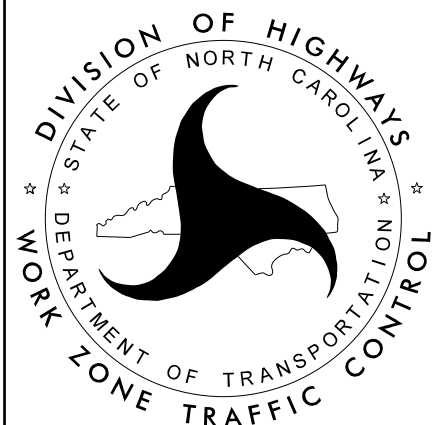
LEGEND

- SPEED SENSOR Q#(1-5)
- PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS)
 - M#(1-2) = MAINLINE
 - Z#(1-3) = ZIPPER MERGE
 - *Z1 & Z2 SHALL BE FULL MATRIX
- CONNECTED LANE CLOSURE DEVICE
- DRUM
- TRUCK MOUNTED ATTENUATOR (TMA)
- STATIONARY SIGN



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DYNAMIC ZIPPER MERGE
SYSTEM LAYOUT

PHASING

PROJ. REFERENCE NO.	SHEET NO.
I-2513AC	TMP-3

PHASE I

PRIOR TO BEGINNING ANY CONSTRUCTION, INSTALL WORK ZONE ADVANCE WARNING SIGNS PER RSD 1101.01 ON ALL ROADS.

STEP 1 (SEE INSERT ON TMP-4)

USING RSD 1101.02, SHEET 3, CONSTRUCT THE FOLLOWING:
° -L- LT OUTSIDE 13+58± TO 39+76± (8' TEMP PVMT)
° -L- LT OUTSIDE 55+00± TO 65+18± (8' TEMP PVMT)
° -L- LT OUTSIDE 64+00± TO 103+05± (8' TEMP PVMT)
° UPON COMPLETION OF EACH STRETCH OF TEMP PVMT, INSTALL PCB (SEE TMP-4 THRU TMP-10)

USING RSD 1101.02, SHEET 3, INSTALL PCB:
° -L- RT OUTSIDE 29+90± TO BEG EXIST BRIDGE. SEE TMP-5 TO TMP-6
° -L- LT OUTSIDE 39+90± TO BEG EXIST BRIDGE. SEE TMP-5 TO TMP-6

PERMANENTLY CLOSE THE FOLLOWING:
° -Y2C- AND -Y9- FAIRFAX AVE AND, AWAY FROM TRAFFIC, CONSTRUCT AS SHOWN. SEE TMP-7
° -Y10- VIRGINIA AVE (TMP-8) AND -Y11- HUBBARD AVE (TMP-9) AND, AWAY FROM TRAFFIC, CONSTRUCT AS SHOWN.
° -Y13- NEW JERSEY AVE AND, AWAY FROM TRAFFIC, CONSTRUCT AS SHOWN. SEE TMP-10

USING ROLLING ROAD BLOCK PER RSD 1101.03, SHEET 9, PERMANENTLY REMOVE OVERHEAD PEDESTRIAN BRIDGE OVER I-26. SEE TMP-10.

ICT
PHASE I, STEP 1A THRU 1E SHALL BE COMPLETED BY JULY 1, 2027. SEE ICT FOR LIQUIDATED DAMAGES.

- 1A: PLACE TEMPORARY PAVEMENT AND PCB ON -Y8- AS SHOWN ON TMP-6. INSTALL TEMPORARY SHORING LOC 2C ABD CONSTRUCT PROPOSED DRAINAGE.
- 1B: CONSTRUCT BORE PITS ON -Y8- AS SHOWN IN THE CONSTRUCTION PLANS.
- 1C: USING TRECHLESS METHODS, INSTALL PROPOSED SEWER LINE ON -Y8- AS SHOWN IN THE CONSTRUCTION PLANS.
- 1D: REMOVE BORE PITS WHEN THE TRENCLLESS INSTALLATION OF THE SEWER LINE IS COMPLETE.

ICT
PHASE I, STEP 1E SHALL BE COMPLETED IN NO MORE THAN 14 CONSECUTIVE DAYS. SEE ICT FOR LIQUIDATED DAMAGES.

ICT
PHASE I, STEP 1E NIGHTLY ROAD CLOSURES OF -Y8- SHALL NOT OCCUR BETWEEN 6:00AM AND 9:00PM, MONDAY THRU SUNDAY. SEE ICT FOR LIQUIDATED DAMAGES.

1E: USING NIGHTLY ROAD CLOSURES, INSTALL REMAINDER OF SANITARY SEWER LINE ON -Y8- AS SHOWN IN CONSTRUCTION PLANS. -Y8- MUST BE REOPENED TO TRAFFIC EACH MORNING BY 6:00AM.

STEP 2 (SEE TMP-4 THRU TMP-11)

BEHIND PCB AND/OR AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING:
° BEGIN -L- RT 31+85 TO 48+50 INCLUDING PROPOSED BRIDGE AND TS LOC 1 AND 2. SEE TMP-5, 6.
° BEGIN -Y2RPB- 16+76± TO 28+00± INCLUDING PROPOSED BRIDGE AND TS LOC 2A. SEE TMP-6, 7.
° BEGIN -Y2RPC- 14+94± TO 38+00 INCLUDING PROPOSED BRIDGE. SEE TMP-5 TO TMP-7.
° CONSTRUCT -DET16- (TEMP PVMT). SEE TMP-5.

USING RSD 1101.02, SHEET 1, CONSTRUCT THE FOLLOWING:
° -Y12- STEWART ST. SEE TMP-10.
° RESTRIPE ALL LANES OF -Y2- NC 191. SEE TMP-7.
° -DW3-. SEE TMP-7.
° BEGIN -Y2- NC 191 FROM STA. 12+35± TO STA. 17+53± AND STA. 18+35± TO STA. 19+31±. SEE TMP-7.
° BEGIN -DET14- FROM STA. 11+50± TO STA. 18+05±. SEE TMP-6 AND TMP-7.

STEP 2 CONT'D

ICT
PHASE I, STEP 2A THRU 2E MUST BE COMPLETED IN NO MORE THAN 7 CONSECUTIVE DAYS. SEE ICT FOR LIQUIDATED DAMAGES.

CONSTRUCT -DET17- AS FOLLOWS:
A: INSTALL AND COVER DETOUR ROUTE SIGNS AS SHOWN ON TMP-2K.
B: UNCOVER DETOUR SIGNS AND USING RSD 1101.02, SHEET 13 FOR SIGN PLACEMENT, CLOSE EXISTING RAMP C TO -Y6- HAYWOOD AVE.
C: USING RSD 1101.02, SHEETS 3 AND 11 WHERE NECESSARY, CONSTRUCT -DET17- AS SHOWN ON TMP-10 AND TMP-11.
D: REMOVE ROAD CLOSURE DEVICES AND COVER DETOUR SIGNS.
E: OPEN -DET17- TO TRAFFIC PATTERN SHOWN ON TMP-11.

USING RSD 1101.02, SHEETS 1 AND/OR 3, CONSTRUCT THE FOLLOWING:
° -L- MED 16+99 TO 41+25 (TEMP PVMT) (INSTALL PCB AS EXIST GUIDERAIL IS REMOVED) SEE TMP-4 AND TMP-5
° -L- MED 51+00 TO 62+50 (TEMP PVMT) (INSTALL PCB AS EXIST GUIDERAIL IS REMOVED) SEE TMP-6 AND TMP-7
° -Y2- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM STA. 24+11± TO STA. 29+50± INCLUDING CONSTRUCTION OF RETAINING WALL. INSTALL TS LOC 4D. REPLACE EXISTING MARKINGS ON EXISTING NC 191. SEE TMP-6 AND TMP-7.

BEHIND PCB,
° BEGIN -L- LT 13+58± TO 39+90± (TEMP PVMT) SEE TMP-4 THRU TMP-5
° CONSTRUCT -DET01- 10+00± TO 18+26±. SEE TMP-5 AND TMP-6
° BEGIN -DET02- AND -DET09- AS SHOWN (TEMP PVMT) SEE TMP-7, 8.
° BEGIN -L- LT OUT 55+00± TO 63+35± (TEMP PVMT) SEE TMP-7.
° BEGIN -L- LT OUT 66+08± TO 103+05± (TEMP PVMT) SEE TMP-7 THRU TMP-10.
° BEGIN -L- MED 96+00± TO 105+06± (TEMP PVMT) (INSTALL PCB AS EXIST GUIDERAIL IS REMOVED).

CONTRACTOR MAY BEGIN CONSTRUCTION OF 60" WELDED STEEL PIPE FROM STRUCTURE 7104 TO STRUCTURE 7112 AND 42" WELDED STEEL PIPE FROM STRUCTURE 7015 TO STRUCTURE 7112 USING TRENCHLESS METHODS.

USING RSD 1101.02, SHEET 1 AS NEEDED, THE CONTRACTOR MAY BEGIN THE FOLLOWING WORK ON -Y8- (HOMINY CREEK RD):

2F: USING NIGHTLY FLAGGING OPERATIONS, INSTALL PROPOSED 24" WATERLINE ON -Y8- AS SHOWN IN THE CONSTRUCTION PLANS. AT THE END OF EACH NIGHTLY WORKING PERIOD, REOPEN -Y8- TO TWO-LANE, TWO-WAY TRAFFIC USING INCIDENTAL STONE TO COVER UP THE INSTALLED WATERLINE.
2G: ONCE THE ENTIRE WATERLINE IS INSTALLED ON -Y8-, REPLACE THE INCIDENTAL STONE WITH ASPHALT AND REPLACE ANY PAVEMENT MARKINGS.

2H: USING RSD 1101.02, SHEET 1, WATERLINE ON -Y14- AS SHOWN ON UTILITY PLANS.

ICT
PHASE I, STEP 2I THRU 2N MUST BE COMPLETED IN NO MORE THAN 45 CONSECUTIVE DAYS. SEE ICT FOR LIQUIDATED DAMAGES. NOTE: MAINTAIN ACCESS TO ALL RESIDENCES WITHIN THE -Y14- WORK ZONE AT ALL TIMES.

USING RSD 1101.02, SHEET 1, CONSTRUCT THE FOLLOWING ON -Y14- , IN ORDER:
2I: CONSTRUCT TEMP PVMT AS SHOWN ON TMP-10.
2J: INSTALL PEDESTRIAN CHANNELIZING DEVICE AS SHOWN ON TMP-10B.

USING PORTABLE SIGNAL SYSTEM TO DIRECT TRAFFIC ONTO TEMP PVMT, CONSTRUCT THE FOLLOWING:
2K: BEHIND PCB, 24" ENCASED SEWER PIPE BY TRENCHLESS METHODS AND DRAINAGE AS SHOWN.
2L: IN A SINGLE WORK PERIOD, REMOVE AND RESET PCB TO PATTERN SHOWN ON TMP-10C.

STEP 2 (CONT'D)

2M: BEHIND PCB, INSTALL REMAINING DRAINAGE AS SHOWN ON TMP-10C.
2N: REMOVE PORTABLE SIGNAL SYSTEM AND OPEN -Y14- STATE ST TO EXISTING PATTERN.

2O: USING RSD 1101.02, SHEET 1, CONSTRUCT -Y14- FROM 9+94± TO 15+40±

STEP 3 (SEE TMP-12 THRU TMP-14)

NOTE
STEPS 3 AND 4 MUST BE DONE IN ORDER AND CANNOT BE DONE CONCURRENTLY

CONSTRUCT -L- (I-26) AS FOLLOWS:
3A: USING RSD 1101.02, SHEET 3, COMPLETE TEMP PVMT -L- LT OUT 13+58± TO 39+90±
3B: USING RSD 1101.02, SHEET 3, INSTALL TEMPORARY MARKINGS AND MARKERS ON TEMP EB LANES. SEE TMP-12 THRU 14.
3C: USING RSD 1101.02, SHEET 3, SHIFT I-26 EB TRAFFIC TO NEW LANES. SEE TMP-12 THRU TMP-14.
3D: USING RSD 1101.02, SHEET 3, REMOVE AND RESET PCB FROM -L- LT SHOULDER TO TEMPORARY MEDIAN. SEE TMP-12 THRU TMP-14.
3E: USING RSD 1101.02, SHEET 3, INSTALL TEMPORARY MARKINGS AND MARKERS ON TEMP WB LANES INCLUDING -DET03- AS SHOWN ON TMP-12 AND 13
3F: USING RSD 1101.02, SHEET 3, SHIFT I-26 WB TRAFFIC TO NEW LANES. SEE TMP-11 THRU TMP-13.
3G: USING RSD 1101.02, SHEET 3, INSTALL PCB ON OUTSIDE OF TEMPORARY WB LANES AS SHOWN. SEE TMP-12 THRU TMP-14.
3H: BEHIND PCB, COMPLETE CONSTRUCTION OF -Y2RPC- 14+94± TO 38+00± INCLUDING PROPOSED BRIDGE AND -DET16-.
3I: USING RSD 1101.02, SHEET 3 WHERE NECESSARY, INSTALL REMAINING TEMP PVMT MARKINGS AND MARKERS, CLOSE EXISTING Y2RPC, AND SHIFT -Y2RPC- TRAFFIC ONTO -DET16- AND PROPOSED -Y2RPC- AS SHOWN ON TMP-13 AND TMP-14.
3J: BEHIND PCB, BEGIN CONSTRUCTION OF -L- 48+50± TO 52+95±. SEE TMP-14.
BEHIND PCB, CONSTRUCT -L- RT 13+49± TO 31+85± AND REMAINDER OF -DET03-. SEE TMP-12 AND 13.

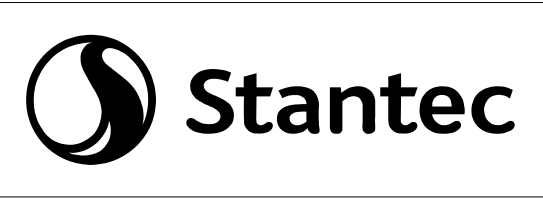
STEP 4 (SEE TMP-14 THRU TMP-18)

BEHIND PCB AND USING RSD 1101.02, SHEET 11 AS NECESSARY, INSTALL TEMPORARY PAVEMENT MARKINGS FOR -Y2RPC- AND -DET03- PATTERN SHOWN ON TMP-16 AND TMP-17 AND SHIFT -Y2RPC- TRAFFIC TO NEW PATTERN. THEN, BEHIND PCB AND USING RSD 1101.02, SHEET 11 AS NECESSARY, CONSTRUCT -L- RT 31+86± TO 40+30± AS SHOWN ON TMP-17.

CONSTRUCT STAGE ONE OF PROPOSED -Y2- BRIDGE AND APPROACHES AS FOLLOWS:
4A: USING RSD 1101.02, SHEET 3, RESTRIPE EXISTING -L- (I-26 WB) FROM 51+00± TO 56+70± AS SHOWN ON TMP-14 AND 15.
4B: USING RSD 1101.02, SHEET 3, INSTALL PCB ON I-26 WB OUTSIDE SHOULDER AS SHOWN ON TMP-14 AND 15.
4C: USING RSD 1101.02, SHEET 1, COMPLETE -DET14-, INSTALL TEMP PAVEMENT MARKINGS AND SHIFT SHELBURNE RD TRAFFIC TO NEW PATTERN ON -DET14- SHOWN ON TMP-14 AND 15.

BEHIND PCB AND/OR AWAY FROM TRAFFIC, CONSTRUCT THE FOLLOWING:
° ALL MEDIAN WORK INCLUDING PROPOSED FOOTING AS SHOWN ON TMP-15
° END BENTS AS SHOWN ON TMP-15
° USING A ROLLING ROAD BLOCK, PER RSD 1101.03, SHEET 9, INSTALL PROPOSED -Y2- GIRDERS OVER I-26.

PHASING



Stantec Consulting Services Inc.
801 Jones Franklin Road
Suite 300
Raleigh, NC 27606
Tel. 919.851.6866
Fax. 919.851.7024
www.stantec.com
License No. F-0672

Signed by:
J.W. Woodard, Jr.
SBC02F48E950C



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