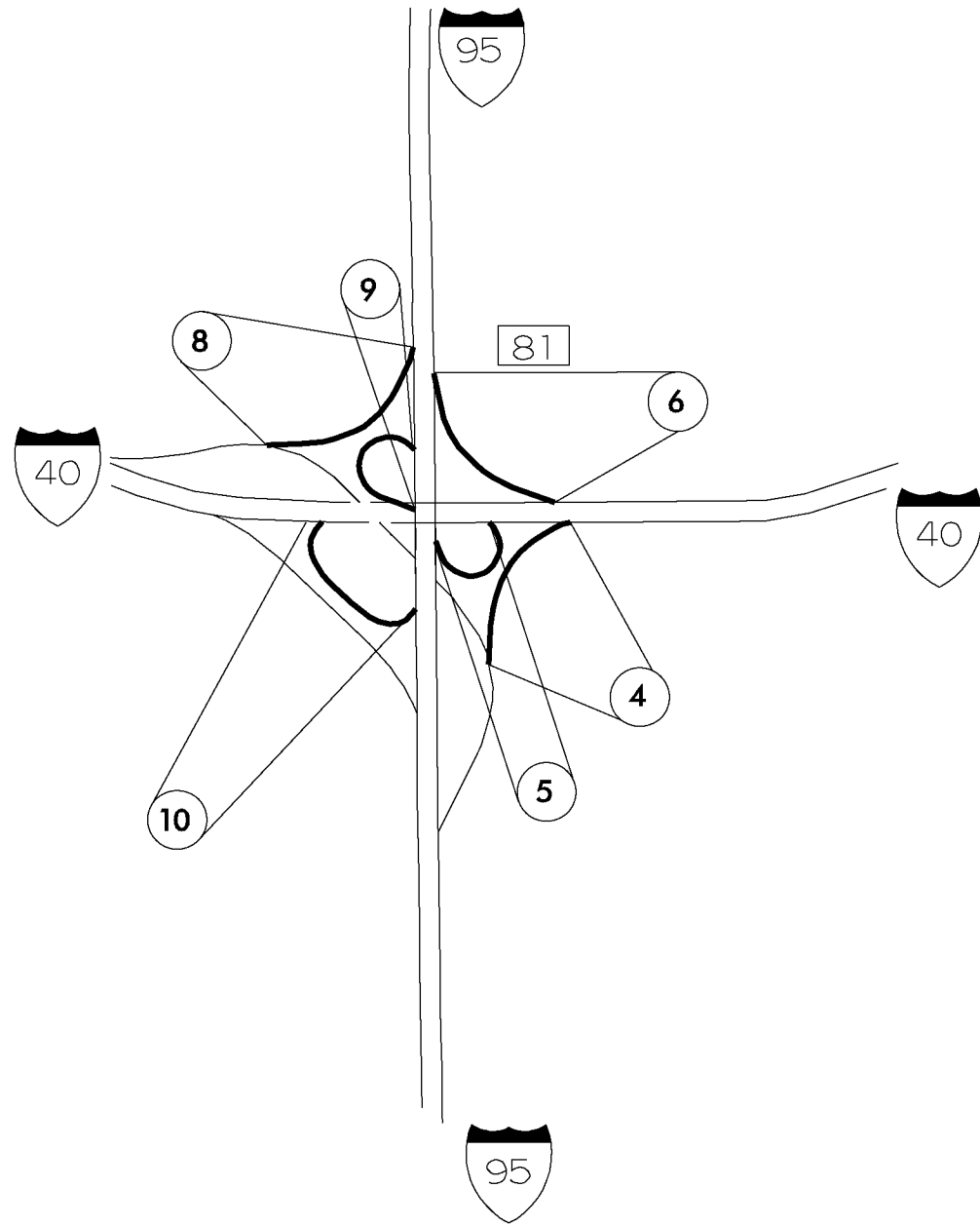
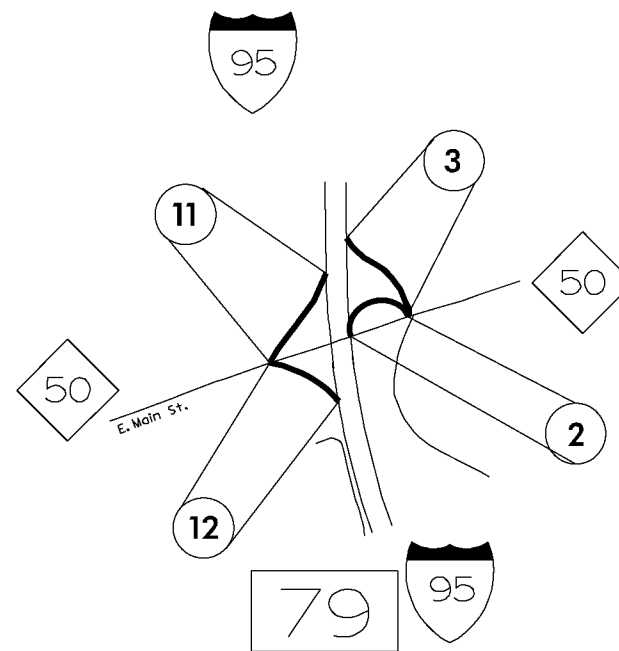
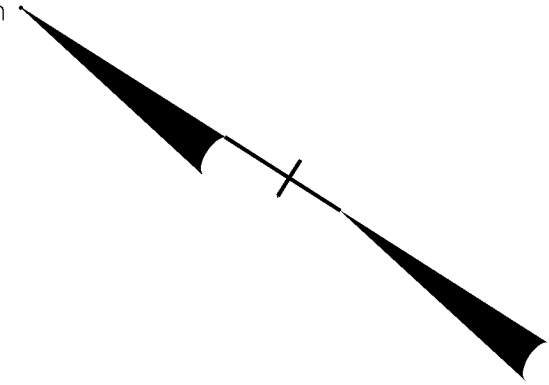


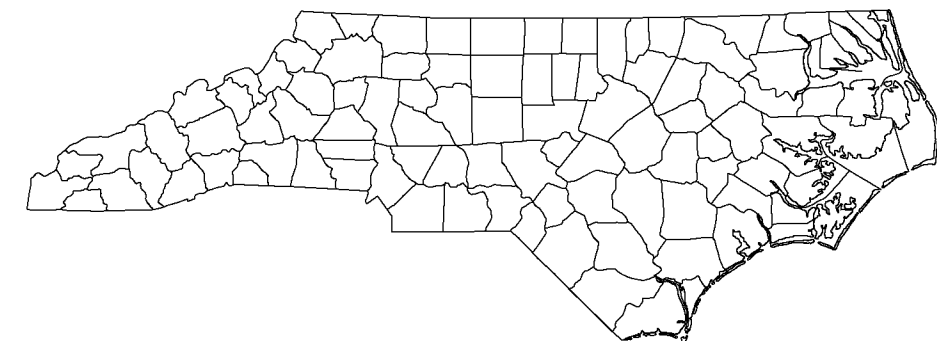
PROJECT	SHEET NO.	TOTAL SHEETS
I-5303	2	
DESCRIPTION		
I-95 REHAB FROM HARNETT COUNTY LINE TO MM84		

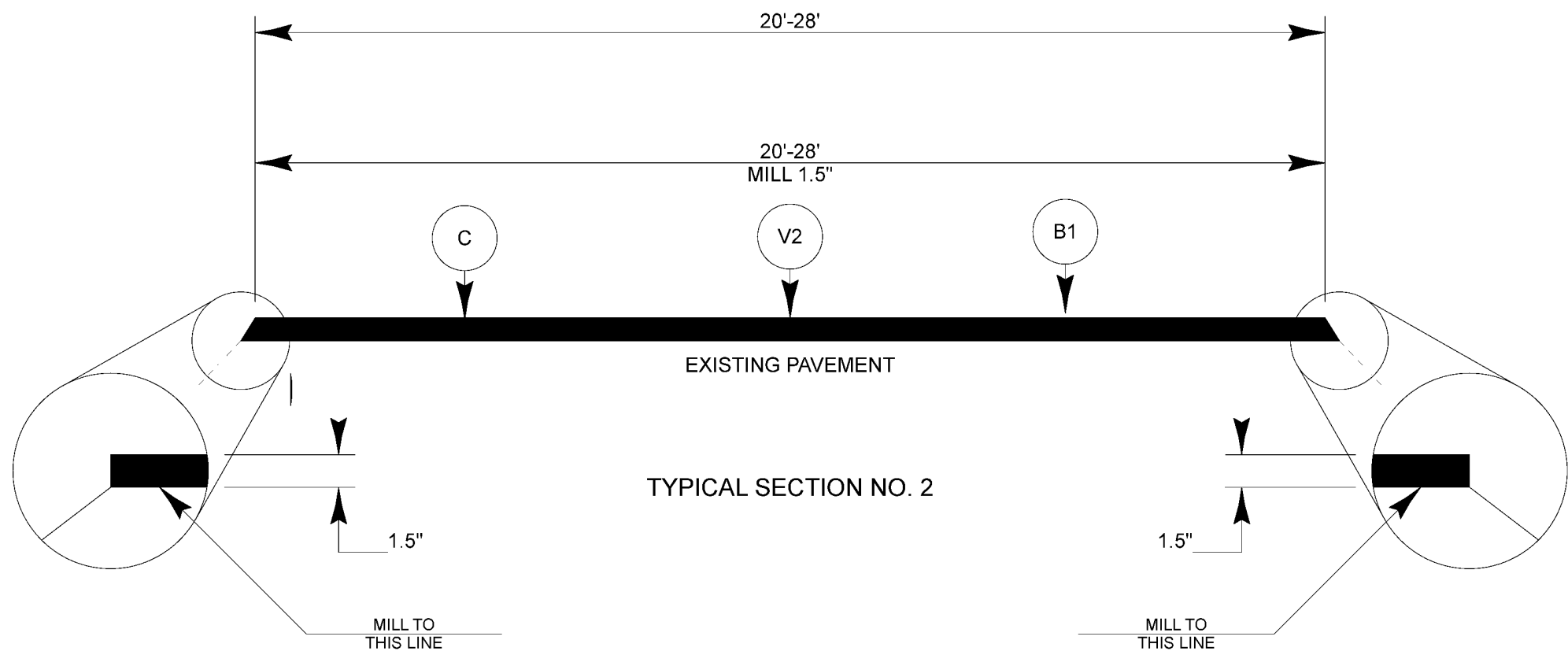
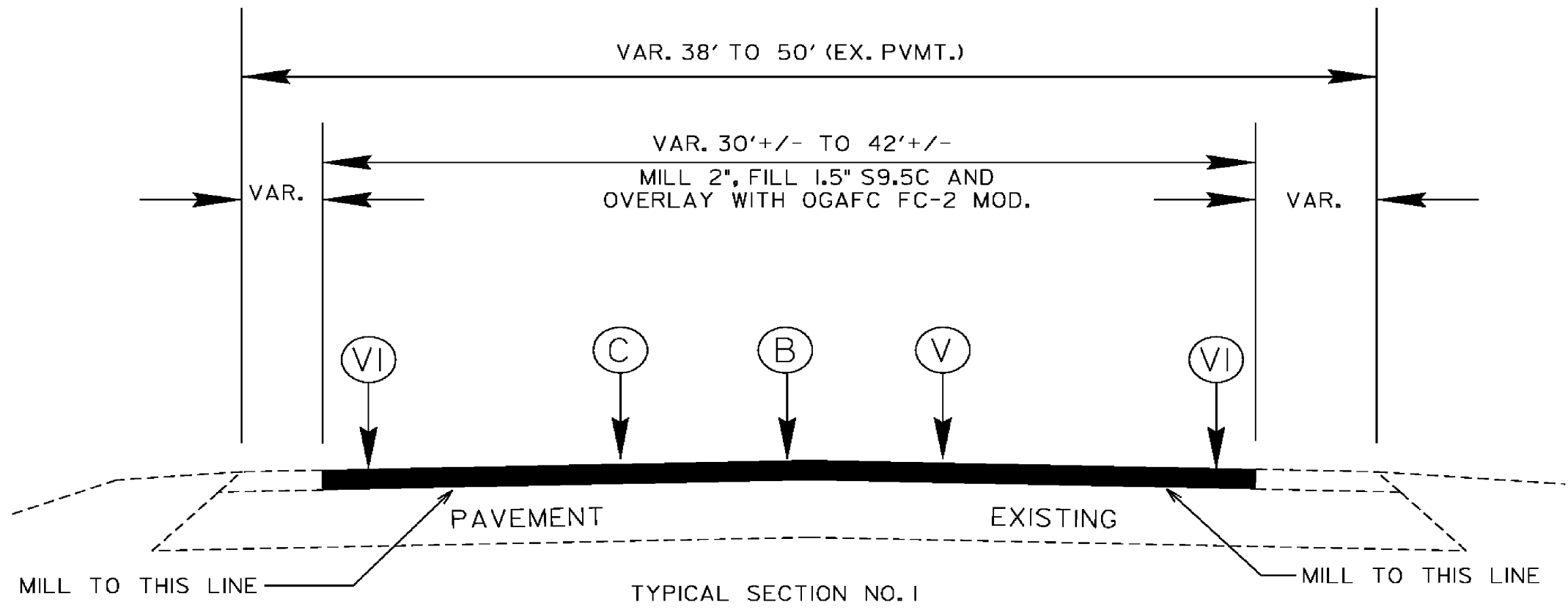


When OGAF C Type FC-2 Modified mixture is specified, use OGAF C, Type FC-1 Modified on entrance and exit ramps, gore areas and at the end of project construction joints. Adjust the thickness of placement as specified in Standards Specifications Section 650 page 6-43.



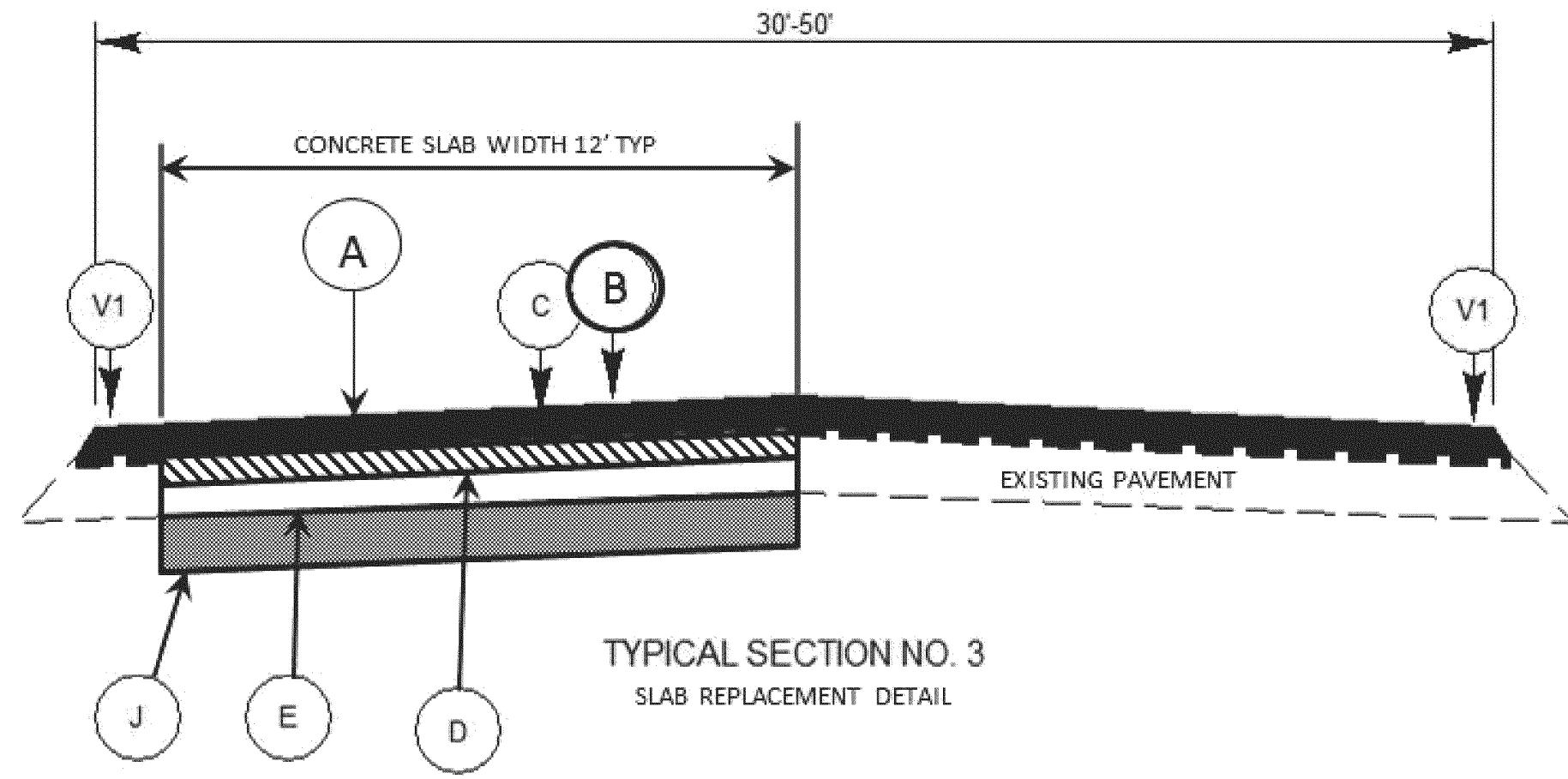
JOHNSTON COUNTY
NORTH CAROLINA
SHEET 2 OF 2





PAVEMENT SCHEDULE	
A	REMOVE EXISTING CONCRETE SLAB
B	PROP. OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-2 MODIFIED, AT AN AVERAGE RATE OF 90 LBS PER SQ. YD.
B1	PROP. OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 MODIFIED, AT AN AVERAGE RATE OF 70 LBS PER SQ. YD. USE AT BEGINNING AND END OF RAMPS FOR TRANSITION
C	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
D	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C., AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACE IN LAYERS NOT LESS THAN 2-1/4" OR GREATER THAN 4" IN DEPTH
E	PROP. APPROX 5-1/2" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE 627 LBS PER SQ. YD.
J	PROP. 12" AGGREGATE BASE COURSE
V	2" MILLING
V1	MILLED RUMBLE STRIPS
V2	1.5" MILLING

PROJECT NO.	SHEET NO.	TOTAL SHEETS
I-5303	4	



PAVEMENT SCHEDULE	
A	REMOVE EXISTING CONCRETE SLAB
B	PROP. OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-2 MODIFIED, AT AN AVERAGE RATE OF 90 LBS PER SQ. YD.
B1	PROP. OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 MODIFIED, AT AN AVERAGE RATE OF 70 LBS PER SQ. YD. USE AT BEGINNING AND END OF RAMPS FOR TRANSITION
C	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YARD
D	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C., AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACE IN LAYERS NOT LESS THAN 2-1/4" OR GREATER THAN 4" IN DEPTH
E	PROP. APPROX 5-1/2" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE 627 LBS PER SQ.
J	PROP. 12" AGGREGATE BASE COURSE
V	2" MILLING
V1	MILLED RUMBLE STRIPS
V2	1.5" MILLING

PROJECT NO.	SHEET NO.	TOTAL NO.
I-5303	5	

SUMMARY OF QUANTITIES

PROJECT NO.	COUNTY	MAP NO.	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	UNDERCUT EXCAVATION CY	REMOVAL EXISTING CONCRETE SLABS SY	GEOTEXTILE FOR SOIL STABILIZATION SY	AGGREGATE BASE COURSE TONS	2" MILLING SY	1.5" MILLING SY	BASE COURSE, B25.0C TONS	INTER-MEDIATE COURSE, I19.0C TONS	SURFACE COURSE, S9.5C TONS	ASPHALT BINDER FOR PLANT MIX TONS	POLYMER MODIFIED ASPHALT BINDER FOR PLANT MIX TONS	OGAFC, TYPE FC-1 MOD TON	OGAFC, TYPE FC-2 MOD TON	MILLED RUMBLE STRIPS ASPHALT LF	PORTABLE LIGHTING LS	INDUCTIVE LOOP LF	
I-5303	Johnston	1	I-95 NORTHBOUND	COUNTY LINE	1	2	MD	YES	NO	6.12	30	65	200	200	170	118,302		125	68	11,340	678	319		5,231	64,627	1	200	
		2	EXIT 79 RAMP OFF	I-95 NB - NC 50	2	1		NO	NO	0.12	25							1,760		149	9	1	20					
		3	EXIT 79 RAMP ON	NC 50 - I-95 NB	2	1		NO	NO	0.2	20							2,347		198	12	1	16					
		4	EXIT 81 RAMP	I-95 NB - I-40 EB	2	1		NO	NO	0.28	22							3,614		305	18	1	18					
		5	EXIT 81 RAMP	I-40 EB - I-95 NB	2	1		NO	NO	0.18	24							2,470		214	13	1	19					
		6	EXIT 81 RAMP	I-40 WB - I-95 NB	2	1		NO	NO	0.22	24							3,098		262	15	1	19					
		7	I-95 SOUTHBOUND	COUNTY LINE	1	2	MD	YES	NO	6.12	30	65		200	200	170	123,352		125	68	9,086	545	330		5,405	64,627		200
		8	EXIT 81 RAMP	RAMP I-95 SB- I-40 WB	2	1		NO	NO	0.29	20								3,403		288	17	1	16				
		9	EXIT 81 RAMP	I-40 WB - I-95 SB	2	1		NO	NO	0.19	22								2,452		170	10	1	20				
		10	EXIT 81 RAMP	I-95 SB - I-40 EB	2	1		NO	NO	0.3	22								3,872		327	19	1	18				
		11	EXIT 79 RAMP	I-95 SB - NC 50	2	1		NO	NO	0.16	24								2,253		190	11	1	19				
		12	EXIT 79 RAMP	NC 50 I-95 SB	2	1		NO	NO	0.13	28								2,136		180	11	1	22				
TOTAL FOR PROJ NO. I-5303										14.31		130	400	400	340	241,654	27,405	250	136	22,709	1,358	659	187	10,636	129,254	1	400	
GRAND TOTAL										14.31		130	400	400	340	241,654	27,405	250	136	22,709	1,358	659	187	10,636	129,254	1	400	

PROJECT NO.	SHEET NO.	TOTAL NO.
I-5303	6	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4400000000-E	4405000000-E	4410000000-E	4415000000-N	4420000000-N	4422000000-N	4430000000-N	4445000000-E	4480000000-N	4510000000-N	4650000000-N	4686000000-E		4700000000-E	4702000000-E			
										STATIONARY WORK ZONE SIGN SF	PORTABLE WORK ZONE SIGN SF	BARRICADE MOUNTED WORK ZONE SIGN SF	FLASHING ARROW BOARD EA	PORTABLE CHANGEABLE MESSAGE SIGN EA	PORTABLE CHANGEABLE MESSAGE SIGN (SHORT TERM) DAY	DRUMS EA	BARRICADES (TYPE III) LF	TMA EA	LAW ENFORCEMENT HR	TEMPORARY RAISED PAVEMENT MARKERS EA	6" X 120 M WHITE THERMO LF	6" X 90 M WHITE THERMO LF	6" X 90 M YELLOW THERMO LF	12" X 90 M WHITE THERMO LF	12" X 120 M WHITE THERMO LF		
I-5303	Johnston	1	I-95 NORTHBOUND	FROM MM 84 TO HARNETT COUNTY LINE	1	2	MD	6.12	30	240	458	26	3	7	14	200	48	2	168	1,254	9,570	36,100	32,340	1,560	1,400		
		2	EXIT 79 RAMP OFF	I-95 NB - NC 50	2	1		0.12	25													230					
		3	EXIT 79 RAMP ON	NC 50 - I 95 NB	2	1		0.2	20														990	980			
		4	EXIT 81 RAMP	I-95 NB - I-40 EB	2	1		0.28	22														1,500	1,500			
		5	EXIT 81 RAMP	I-40 EB - I-95 NB	2	1		0.18	24															890			
		6	EXIT 81 RAMP	I-40 WB - I-95 NB	2	1		0.22	24															1,030	1,030		
		7	I-95 SOUTHBOUND	MM84 TO HARNETT COUNTY LINE	1	2	MD	6.12	30														13,450	33,970	32,340	2,240	1,100
		8	EXIT 81 RAMP	RAMP I-95 SB- I-40 WB	2	1		0.29	20															1,330	1,330		
		9	EXIT 81 RAMP	I-40 WB - I 95 SB	2	1		0.19	22																890		
		10	EXIT 81 RAMP	I-95 SB - I-40 EB	2	1		0.3	22																1,450		
		11	EXIT 79 RAMP	I-95 SB - NC 50	2	1		0.16	24														180	760	760		
		12	EXIT 79 RAMP	NC 50 I-95 SB	2	1		0.13	28															550	550		
TOTAL FOR PROJ NO. I-5303									14.31	240	458	26	3	7	14	200	48	2	168	1,254	23,430	76,230	74,640	3,800	2,500		
GRAND TOTAL									14.31	240	458	26	3	7	14	200	48	2	168	1,254	23,430	76,230	74,640	3,800	2,500		

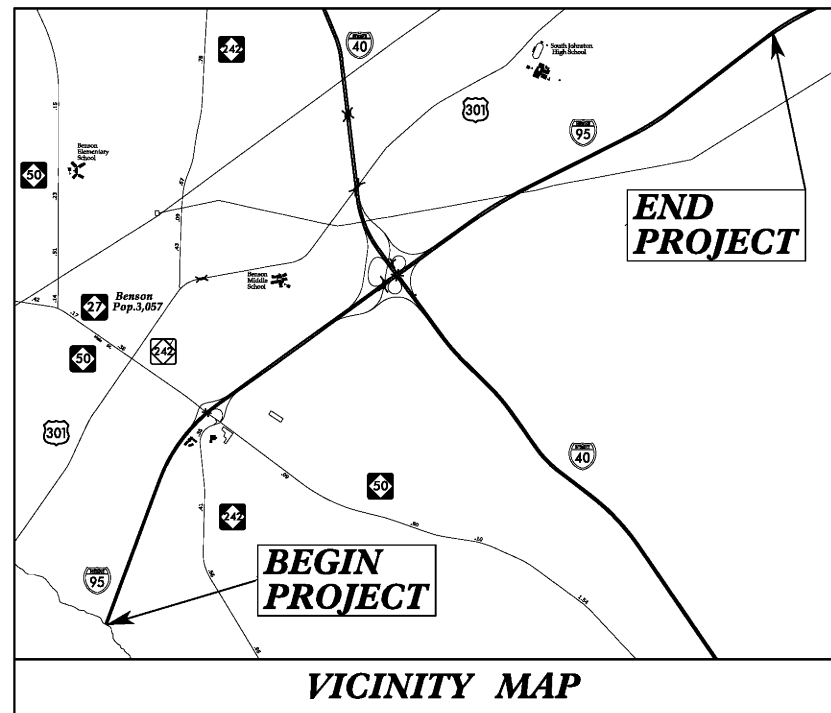
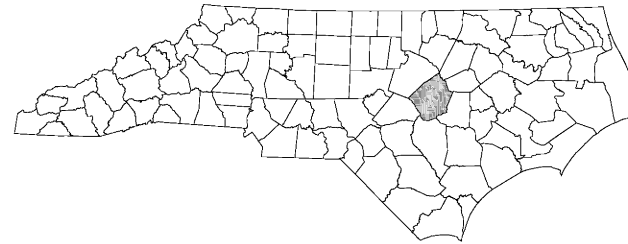
THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4710000000-E	4721000000-E	4725000000-E				4815000000-E		4825000000-E	4835000000-E	4840000000-N	4845000000-N				4905000000-N	
										24" X 120 M WHITE THERMO LF	THERMO MSG ONLY 120 M EA	THERMO MERGE ARROW 90 M EA	THERMO RT ARROW 90 M EA	THERMO STR & LT ARROW 90 M EA	THERMO LT ARROW 90 M EA	6" WHITE PAINT LF	6" YELLOW PAINT LF	12" WHITE PAINT LF	24" WHITE PAINT LF	PAINT MSG ONLY EA	PAINT MERGE ARROW EA	PAINT RT ARROW EA	PAINT STR & LT ARROW EA	PAINT LT ARROW EA	SNOW PLOWABLE MARKERS EA	
I-5303	Johnston	1	I-95 NORTHBOUND	FROM MM 84 TO HARNETT COUNTY LINE	1	2	MD	6.12	30		16	6	8			91,340	64,680	5,920		32	12	16				626
		2	EXIT 79 RAMP OFF	I-95 NB - NC 50	2	1		0.12	25	60			2	2		460	1,160		120				4	4		12
		3	EXIT 79 RAMP ON	NC 50 - I 95 NB	2	1		0.2	20							1,980	1,960									
		4	EXIT 81 RAMP	I-95 NB - I-40 EB	2	1		0.28	22							3,000	3,000									
		5	EXIT 81 RAMP	I-40 EB - I-95 NB	2	1		0.18	24								1,780									
		6	EXIT 81 RAMP	I-40 WB - I-95 NB	2	1		0.22	24							2,060	2,060									
		7	I-95 SOUTHBOUND	MM84 TO HARNETT COUNTY LINE	1	2	MD	6.12	30		16	6	8			94,840	64,680	6,680		32	12	16				839
		8	EXIT 81 RAMP	RAMP I-95 SB- I-40 WB	2	1		0.29	20							2,660	2,660									
		9	EXIT 81 RAMP	I-40 WB - I 95 SB	2	1		0.19	22								1,780									
		10	EXIT 81 RAMP	I-95 SB - I-40 EB	2	1		0.3	22								2,900									
		11	EXIT 79 RAMP	I-95 SB - NC 50	2	1		0.16	24	40			2		2	1,880	1,520		80				4		4	9
		12	EXIT 79 RAMP	NC 50 I-95 SB	2	1		0.13	28							1,100	1,100									
TOTAL FOR PROJ NO. I-5303									14.31	100	32	12	20	2	2	199,320	149,280	12,600	200	64	24	40	4	4	1,486	
GRAND TOTAL									14.31	100	32	12	20	2	2	199,320	149,280	12,600	200	64	24	40	4	4	1,486	

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

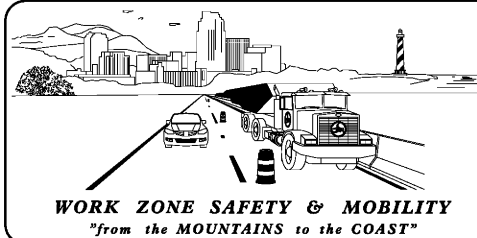
JOHNSTON COUNTY



VICINITY MAP

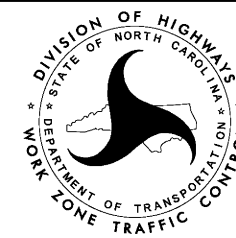
TEMPORARY PAVEMENT MARKINGS AND MARKERS

6" PAINT	12" PAINT	24" PAINT	SYMBOLS AND CHARACTERS	MARKERS
WHITE EDGELINE YELLOW EDGELINE 10 FT. WHITE SKIP 3-FT-9FT WHITE MINISKIP	WHITE GORELINE WHITE SOLID LANE LINE	WHITE STOP BAR	LEFT TURN ARROW RIGHT TURN ARROW COMBO STRAIGHT/LEFT MERGE ARROW ALPHANUMERIC CHAR.	CRYSTAL & RED



N.C.D.O.T. WORK ZONE TRAFFIC CONTROL
1561 MAIL SERVICE CENTER (MSC) RALEIGH, NC 27699-1561
750 N. GREENFIELD PARKWAY, GARNER, NC 27529 (DELIVERY)
PHONE: (919) 773-2800 FAX: (919) 771-2745

J. S. BOURNE, P.E. STATE TRAFFIC MANAGEMENT ENGINEER
J. STEVE KITE, P.E. TRAFFIC CONTROL PROJECT ENGINEER
DON A. PARKER TRAFFIC CONTROL PROJECT DESIGN ENGINEER
SPENCER B. JENNINGS TRAFFIC CONTROL DESIGN ENGINEER



INDEX OF SHEETS

SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP, INDEX OF SHEETS, LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, AND TEMPORARY PAVEMENT MARKINGS
TMP-1A - 1B	TRANSPORTATION OPERATIONS PLAN: (WORK ZONE TRAFFIC CONTROL REQUIREMENTS AND NARRATIVE)
TMP-2A	RESURFACING ADVANCE WARNING SIGNS FOR HIGH SPEED FACILITIES > 60 MPH
TMP-2B	WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION
TMP-2C	TYPICAL SIGNAL LOOP LOCATIONS
TMP-3	DETOUR EXIT 81 RAMP I-95 NB - I-40
TMP-4	MAP 2 DETOUR EXIT 79 RAMP OFF 195-NB - NC 50
TMP-5	MAP 3 DETOUR EXIT 79 RAMP ON NC 50 - I-95 NB
TMP-6	MAP 4 DETOUR EXIT 81 RAMP I-95-NB - I-40 EB
TMP-7	MAP 5 DETOUR EXIT 81 RAMP I-40 EB - I-95 NB
TMP-8	MAP 6 DETOUR EXIT 81 RAMP I-40 WB - I-95 NB
TMP-9	DETOUR EXIT 81 RAMP I-40 EB - I-95 SB
TMP-10	MAP 8 DETOUR EXIT 81 RAMP I-95 SB - I-40 WB
TMP-11	MAP 9 DETOUR EXIT 81 RAMP I-40 WB - I-95 SB
TMP-12	MAP 10 DETOUR EXIT 81 RAMP I-95 SB - I-40 EB
TMP-13	MAP 11 DETOUR EXIT 79 RAMP I-95 SB - NC 50
TMP-14	MAP 12 DETOUR EXIT 79 RAMP NC 50 - I-95 SB

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 2012 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
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	DRUM
1145.01	BARRICADES
1165.01	WORK VEHICLE LIGHTING SYSTEMS AND TMA DELINEATION
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS
1205.03	PAVEMENT MARKINGS - EXITS AND ENTRANCE RAMPS
1205.06	PAVEMENT MARKINGS - LANE DROPS
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY

APPROVED: Steve Kite
DATE: 2/7/2015

SEAL



SHEET NO.
TMP-1

I-5303

TIP PROJECT:

WORK ZONE TRAFFIC CONTROL GENERAL REQUIREMENTS

LANE CLOSURE RESTRICTIONS

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 (SEE SPECIAL PROVISION, INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES)

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

ROAD NAME	DAY AND TIME RESTRICTIONS
I-95	FRIDAY AT 12:00 P.M. NOON TO SUNDAY AT 12:00 A.M. MIDNIGHT

DO NOT CLOSE OR NARROW TWO TRAVEL LANES AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
I-95	MONDAY THROUGH THURSDAY FROM 6:00 A.M. TO 12:00 A.M. MIDNIGHT

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

ROAD NAME

I-95

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 6:30 A.M. DECEMBER 31st TO 7:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 7:00 P.M. THE FOLLOWING TUESDAY.
3. FOR EASTER, BETWEEN THE HOURS OF 6:30 A.M. THURSDAY AND 7:00 P.M. MONDAY.
4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:30 A.M. FRIDAY TO 7:00 P.M. TUESDAY.
5. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:30 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 7:00 P.M. THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 6:30 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 7:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.
6. FOR LABOR DAY, BETWEEN THE HOURS OF 6:30 A.M. FRIDAY AND 7:00 P.M. TUESDAY.
7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:30 A.M. TUESDAY TO 7:00 P.M. MONDAY.
8. FOR CHRISTMAS, BETWEEN THE HOURS OF 6:30 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 7:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

C) DO NOT CLOSE RAMPS/LOOPS AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
I-95 AT I-40 RAMP & LOOPS (MAPS 1, 4-10)	MONDAY THRU THURSDAY FROM 5:00 A.M. TO 11:00 P.M. AND FRIDAY 5:00 A.M. TO SUNDAY 12:00 A.M. MIDNIGHT
I-95 AT NC 50 RAMP & LOOPS (MAPS 2,3,11,12)	MONDAY THRU THURSDAY FROM 5:00 A.M. TO 9:00 P.M. AND FRIDAY 5:00 A.M. TO SUNDAY 12:00 A.M. MIDNIGHT

D) 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.

WORK ZONE SIGNING:

(A) INSTALLATION

IF THERE IS A PERIOD OF CONSTRUCTION INACTIVITY LONGER THAN 14 CALENDAR DAYS, REMOVE OR COVER ADVANCE/GENERAL WARNING WORK ZONE SIGNS. UNCOVER ADVANCE/GENERAL WARNING WORK ZONE SIGNS NO MORE THAN 7 CALENDAR DAYS BEFORE WORK RESUMES. ALL OTHER OPERATIONS MAY BE SUSPENDED UPON FAILURE TO COMPLY WITH THE ABOVE REQUIREMENTS. SUCH SUSPENDED OPERATIONS WOULD NOT BE RESUMED UNTIL THE ABOVE REQUIREMENTS ARE FULFILLED.

(B) SIGN REMOVAL

ALL STATIONARY WORK ZONE SIGNS SHALL BE REMOVED ONCE THE PROJECT IS SUBSTANTIALLY COMPLETE. THE PROJECT IS SUBSTANTIALLY COMPLETE WHEN THE RESURFACING OPERATIONS ARE COMPLETED AND THE SHOULDERS ARE BROUGHT UP TO THE SAME ELEVATION AS THE PROPOSED PAVEMENT AND WHEN PAVEMENT MARKINGS ARE INSTALLED. THE PAVEMENT MARKING DOESN'T HAVE TO BE THE FINAL MARKING MATERIAL TO BE CONSIDERED SUBSTANTIALLY COMPLETE. ANY REMAINING PUNCH LIST ITEMS ARE TO BE COMPLETED WITH PORTABLE WORK ZONE SIGNING.

(C) LANE CLOSURE WORK ZONE SIGNS

INSTALL ANY REQUIRED LANE CLOSURE SIGNING NEEDED DURING THE LIFE OF THE PROJECT IN ACCORDANCE WITH THE STANDARD DRAWING NO. 1101.02, 1101.11 AND 1110.02 OF THE 2012 ROADWAY STANDARD DRAWINGS.

(D) ROAD CLOSURE SIGNS

NOTIFY THE ENGINEER FOURTEEN (14) CALENDAR DAYS PRIOR TO RAMP/LOOP CLOSURE. PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRAFFIC CONTROL PLANS AND PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRAFFIC CONTROL PLANS. COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROAD AND ALL SIGNS REQUIRED FOR THE OFF-SITE DETOUR WHEN THE DETOUR IS NOT IN OPERATION. ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

PAVEMENT MARKING AND MARKERS:

DESCRIPTION

TEMPORARY PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD DRAWINGS 1205.01 THROUGH 1205.13 OF THE 2012 ROADWAY STANDARD DRAWINGS AND SECTION 1205 OF THE 2012 STANDARD SPECIFICATIONS.

(A) MARKERS


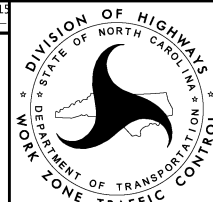
REMOVE EXISTING SNOWPLOWABLE PAVEMENT MARKERS IN PREPARATION FOR PAVING. REPAIR ANY PAVEMENT DAMAGE DUE TO EXISTING PAVEMENT MARKER REMOVAL PRIOR TO THE END OF THE WORK DAY. DISPOSE OF EXISTING PAVEMENT MARKERS AS DIRECTED BY THE ENGINEER. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK AS IT WILL BE INCIDENTAL TO THE PAVING OPERATION.

INSTALL PERMANENT PAVEMENT MARKERS WITHIN 60 CALENDAR DAYS AFTER COMPLETING THE RESURFACING. PAVEMENT MARKERS SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD DRAWING 1205.12 AND STANDARD DRAWINGS 1250.01 THROUGH 1253.01 OF THE 2012 ROADWAY STANDARD DRAWINGS AND SECTIONS 1250 THROUGH 1253 OF THE 2012 STANDARD SPECIFICATIONS.

(B) MARKING AND MARKERS

FOR TEMPORARY PAVEMENT MARKING USE RSD 1205.01, 1205.02, 1205.03, 1205.06, 1205.08, 1205.12, 1205.13.

FOR TEMPORARY RAISED PAVEMENT MARKERS USE RSD 1250.01 AND 1251.01.

APPROVED: <u>Steve Eel</u> DATE: <u>2/5/2015</u> <small>BY: 022104</small>			<h3 style="margin: 0;">TRANSPORTATION OPERATIONS PLAN</h3>
---	---	---	--

WZTC GENERAL REQUIREMENTS CONT.

TEMPORARY TRAFFIC CONTROL (TTC):

MAINTAIN TRAFFIC IN ACCORDANCE WITH DIVISIONS 10, 11 AND 12 OF THE 2012 STANDARD SPECIFICATIONS AND THE FOLLOWING PROVISIONS:

INSTALL WORK ZONE ADVANCE WARNING SIGNS IN ACCORDANCE WITH THE DETAIL DRAWING PROVIDED IN THESE PLANS PRIOR TO BEGINNING ANY OTHER WORK.

WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO AND WITHIN 10 FEET OF OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING STANDARD DRAWING NO. 1101.02 OF THE 2012 ROADWAY STANDARD DRAWINGS. WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRAFFIC CONTROL PLANS, 2012 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.

WHEN UTILIZING A SLOW-MOVING OPERATION FOR SUCH ITEMS AS PAVEMENT MARKING AND MARKER PLACEMENT, AS A MINIMUM THE SLOW MOVING OPERATION CARAVAN SHALL CONSIST OF THE VEHICLES AND DEVICES SHOWN ON THE MOVING OPERATION CARAVAN DETAILS ACCORDING TO ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 13 OF THE 2012 ROADWAY STANDARD DRAWINGS. TRAFFIC CONES MAY BE USED WHEN NECESSARY TO PROVIDE ADDITIONAL PROTECTION OF WET PAVEMENT MARKINGS. BALLAST ALL TRAFFIC CONES SO THEY WILL NOT BE BLOWN OVER BY TRAFFIC.

CONSTRUCTION OPERATIONS:

1. CONTRACTOR SHALL MILL AND PAVE LANES IN AN ORDER SUCH THAT WATER SHALL NOT ACCUMULATE.
2. IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, THE CONTRACTOR IS TO FURNISH AND INSTALL THE FOLLOWING PORTABLE SIGNS TO WARN DRIVERS OF THE CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" (W8-8), "UNEVEN LANES" (W8-11), AND "GROOVED PAVEMENT" (W8-15) W/ MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DUAL INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS.
3. REMOVE /REPLACE ANY CONFLICTING OR DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.
4. OPERATE EQUIPMENT AND CONDUCT OPERATIONS IN THE SAME DIRECTION AS THE FLOW OF TRAFFIC. MAINTAIN VEHICULAR ACCESS IN ACCORDANCE WITH ARTICLE 1101-05 OF THE 2012 STANDARD SPECIFICATIONS.

WORK ZONE TRAFFIC CONTROL NARRATIVE

WORK ZONE TRAFFIC CONTROL NARRATIVE

1) MILLING AND RESURFACING I-95 NB AND SB (MAP 1 AND 7 AND TYPICAL SECTION 1)

FOR MILLING AND RESURFACING OF I-95 NB AND SB, USE WORK ZONE "VARIABLE SPEED LIMIT REDUCTION", (TMP-2B) AND RSD 1101.02 SHEET 4, 9 AND 10. WHEN WORK IS OCCURRING IN THE CENTER LANE OF A 3 LANE SECTION, USE RSD 1101.02, SHEET 8 TO CLOSE THE RIGHT 2 LANES. MILL 2" AND PAVE BACK 1.5" ASPHALT CONCRETE SURFACE COURSE AND PLACE TEMPORARY PAVEMENT MARKINGS BY THE END OF EACH WORK DAY. REMOVE LANE CLOSURE AND REOPEN TO EXISTING TRAFFIC PATTERN AT THE END OF EACH DAY'S WORK PERIOD. (SEE INTERMEDIATE CONTRACT TIME FOR ALLOWABLE LANE CLOSURE TIMES).

FOR 2 LANE SECTIONS, BRING ALL NEWLY RESURFACED LANES TO THE SAME ELEVATION WITHIN 24 HOURS FOR NOMINAL LIFTS OF 1.5 INCHES OR LESS OF ASPHALT SURFACE COURSE.

FOR 3 LANE SECTIONS, BRING ALL NEWLY RESURFACED LANES TO THE SAME ELEVATION WITHIN 36 HOURS FOR NOMINAL LIFTS OF 1.5 INCHES OR LESS OF ASPHALT SURFACE COURSE.

FOR REMOVAL OF EXISTING CONCRETE SLABS (SEE TYPICAL SECTION 3)

USE WORK ZONE "VARIABLE SPEED LIMIT REDUCTION", (TMP-2B) AND RSD 1101.02 SHEET 4, 8, 9, AND 10. WORK IN A CONTINUOUS MANNER WITH PERSONNEL ONSITE BEHIND A LANE CLOSURE UNTIL THE SLAB IS REMOVED AND PAVED BACK THRU THE 1.5" ASPHALT SURFACE COURSE AND PLACE TEMPORARY PAVEMENT MARKINGS.



MILLING AND RESURFACING OF RAMPS THAT DO NOT INCLUDE INDUCTIVE LOOPS (SEE MAP 3 THRU 6, 8 THRU 10, AND 12 AND TYPICAL SECTION 2)

FOR MILLING AND RESURFACING OF RAMPS, USE WORK ZONE "VARIABLE SPEED LIMIT REDUCTION", (TMP-2B) AND THE ASSOCIATED OFFSITE DETOUR DETAIL. MILL 2" AND PAVE BACK 1.5" ASPHALT CONCRETE SURFACE AND PLACE TEMPORARY PAVEMENT MARKINGS BY THE END OF EACH WORK PERIOD. (SEE INTERMEDIATE CONTRACT TIME FOR ALLOWABLE LANE AND RAMP CLOSURE TIMES).

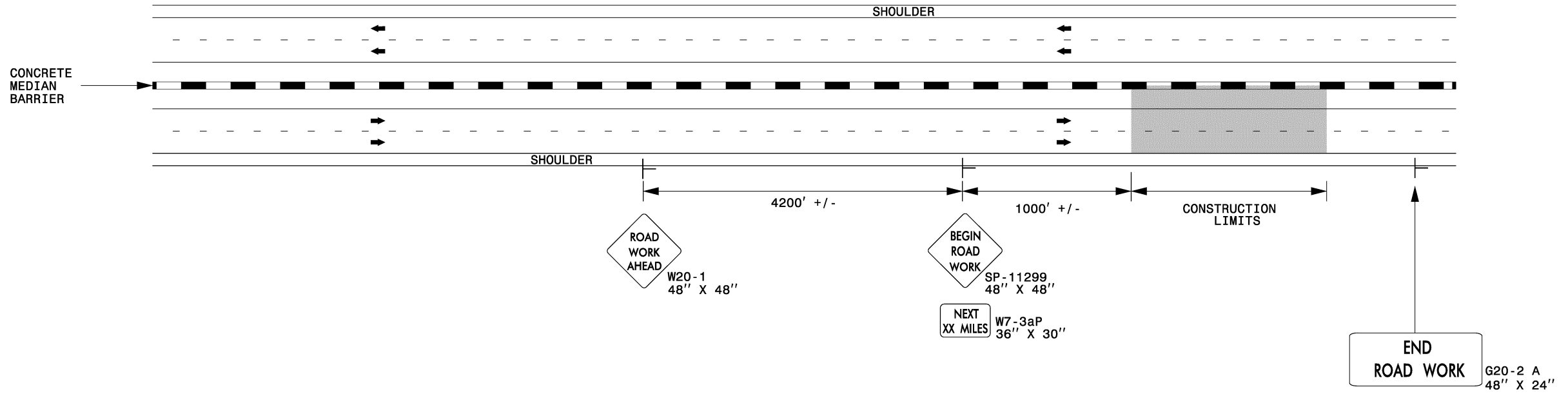
MILLING AND RESURFACING OF RAMPS THAT INCLUDE INDUCTIVE LOOPS (MAP 2 AND 11 AND TYPICAL SECTION 2)

FOR MILLING AND RESURFACING OF RAMPS, USE WORK ZONE "VARIABLE SPEED LIMIT REDUCTION", (TMP-2B) AND THE ASSOCIATED OFFSITE DETOUR DETAIL. MILL 2" AND PAVE BACK 1.5" ASPHALT CONCRETE SURFACE AND PLACE TEMPORARY PAVEMENT MARKINGS BY THE END OF EACH WORK PERIOD. INSTALL NEW INDUCTIVE LOOP WITHIN 7 CONSECUTIVE CALENDAR DAYS FROM THE DATE WHEN THE EXISTING INDUCTIVE LOOP WAS DISTURBED. (SEE INTERMEDIATE CONTRACT TIME FOR ALLOWABLE LANE AND RAMP CLOSURE TIMES AND REPLACEMENT OF INDUCTIVE SIGNAL LOOPS).

- 2) PLACEMENT OF OPEN GRADED FRICTION COURSE AND FINAL PAVEMENT MARKINGS IS A SEPARATE OPERATION TO BE COMPLETED AFTER MILLING, SLAB REPLACEMENT, AND FIRST 1.5" OF ASPHALT SURFACE COURSE. USE SAME TRAFFIC CONTROL SET-UPS AS DESCRIBED ABOVE.

APPROVED: <u>Steve Ert</u> DATE: <u>2/5/2015</u> <small>BY: 022104</small>			<h1 style="margin: 0;">TRANSPORTATION OPERATIONS PLAN</h1>
---	---	---	--

DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER



NOTES:

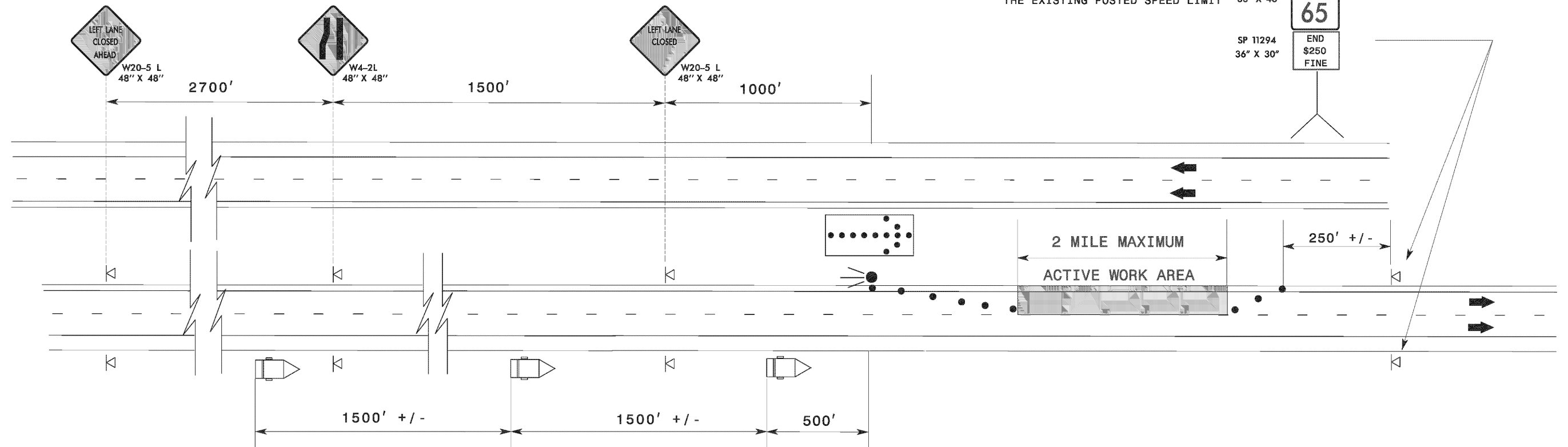
- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
- 4) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER AND WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS.

LEGEND	
	STATIONARY SIGN
➔	DIRECTION OF TRAFFIC FLOW

APPROVED: <i>Steve Ede</i> DATE: 2/5/2013 SEAL 		RESURFACING ADVANCE WARNING SIGNS FOR HIGH SPEED FACILITIES ≥ 60 MPH
---	--	---

2/4/2015
 P:\TIP\Projects\I-5303\TrafficControl\TCPN-5303_TC_TMP-2A.dgn
 User: sngreen

THE EXISTING POSTED SPEED LIMIT R2-1 36" X 48"
 SPEED LIMIT 65
 SP 11294 36" X 30"
 END \$250 FINE



MESSAGE NO. 1	MESSAGE NO. 2
55 MPH ZONE AHEAD	\$250 FINE AHEAD

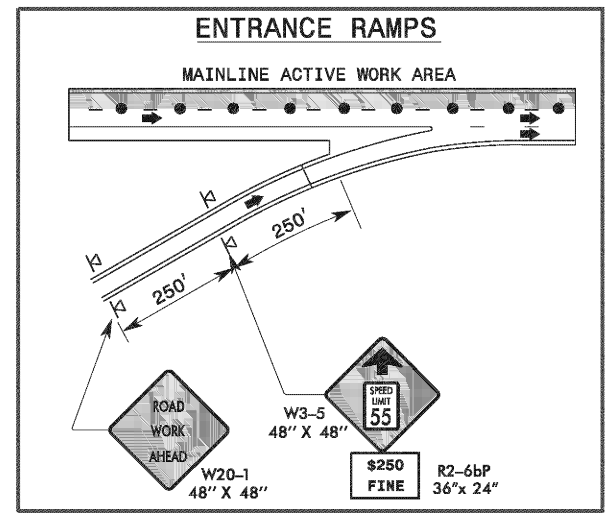
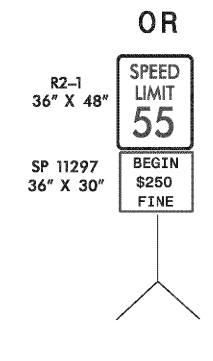
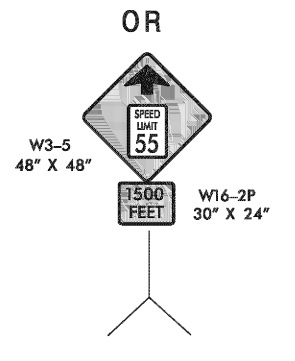
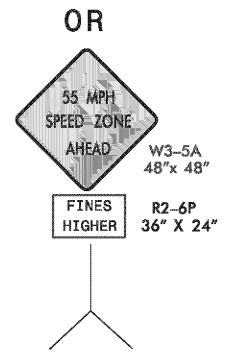
CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
BEGIN 55 MPH 1500 FT	WORKERS IN ROADWAY

CHANGEABLE MESSAGE SIGN

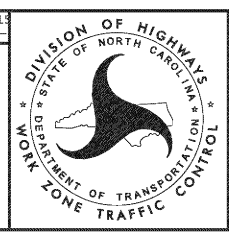
MESSAGE NO. 1	MESSAGE NO. 2
SPEED LIMIT 55	BEGIN \$250 FINE

CHANGEABLE MESSAGE SIGN



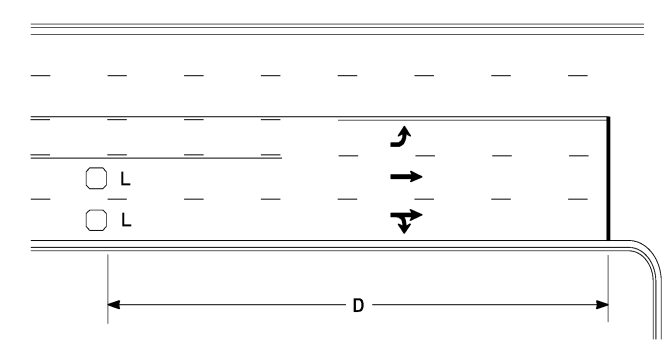
- NOTES**
1. THE WORK ZONE "VARIABLE" SPEED LIMIT WILL BE ESTABLISHED IN COLLABORATION BETWEEN THE REGIONAL TRAFFIC ENGINEER, THE DIVISION, AND THE WORK ZONE TRAFFIC CONTROL SECTION. THIS DRAWING SHOWS THE TYPICAL APPLICATION OF REDUCING THE SPEED LIMIT TO 55 MPH.
 2. TYPICALLY THE WORK ZONE "VARIABLE" SPEED LIMIT APPLIES TO A SPECIFIC PORTION AND NOT THE ENTIRE PROJECT. THE WORK AREA AFFECTED BY THE SPEED REDUCTION SHOULD NOT EXCEED 2 MILES UNLESS THE MAXIMUM LENGTH OF LANE CLOSURE ALLOWED BY THE PLANS EXCEEDS THE 2 MILE MAXIMUM.
 3. THE WORK ZONE "VARIABLE" SPEED LIMIT AND THE \$250 SPEEDING FINE IS TO BEGIN 500' IN ADVANCE OF THE FLASHING ARROW PANEL AT THE MERGE TAPER. THE EXISTING SPEED LIMIT SIGNS AND THE "END \$250 FINE" SIGNS ARE TO BE INSTALLED AT THE LOCATION WHERE THE EXISTING SPEED LIMIT IS TO RESUME.
 4. THE NEED AND LOCATION OF ADDITIONAL POSTED WORK ZONE "VARIABLE" SPEED LIMIT SIGNS WITHIN THE LANE CLOSURE IS TO BE DETERMINED BY THE REGIONAL TRAFFIC ENGINEER.
 5. WHEN WORK ZONE "VARIABLE" SPEED LIMIT REDUCTIONS ARE IN EFFECT, THE CONTRACTOR IS TO COVER ANY EXISTING SPEED LIMIT SIGNS LOCATED WITHIN THE ACTIVE WORK AREA THAT CONFLICT WITH THE WORK ZONE "VARIABLE" SPEED LIMIT' REDUCTION.

APPROVED: *Steve Ert* DATE: 2/5/2013



WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION

High Speed Detection (≥40 mph)

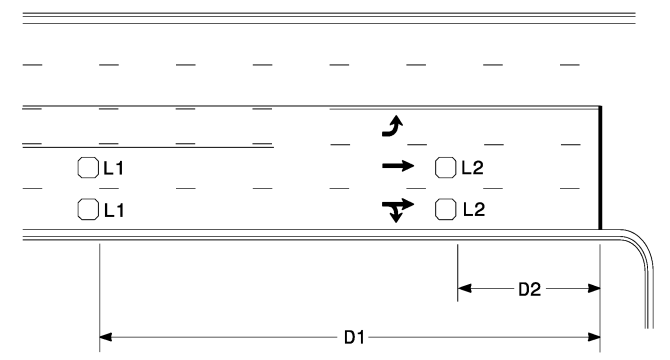


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

L = 6ft X 6ft
Wired in series for TS1
Controllers
Wired separately for TS2,
170, and 2070L Controllers

Volume Density Operation

OR

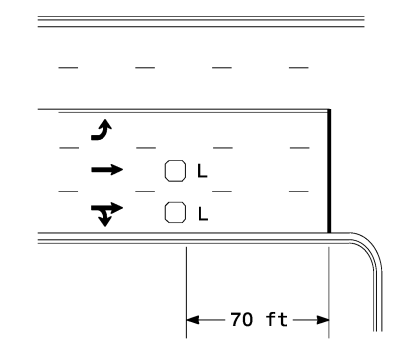


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

L1 = 6ft X 6ft
Wired in series
L2 = 6ft X 6ft
Wired in series

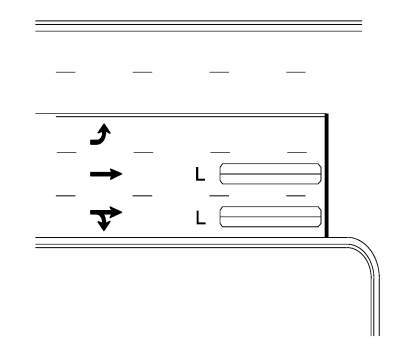
"Stretch" Operation

Low Speed Detection (≤35 mph)



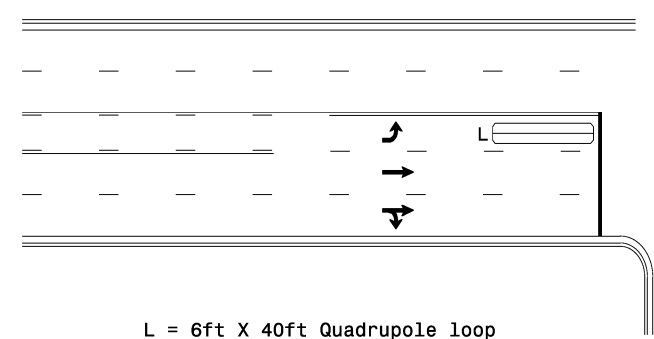
L = 6ft X 6ft
Wired in series

OR



L = 6ft X 40ft
Quadrupole loop, wired separately

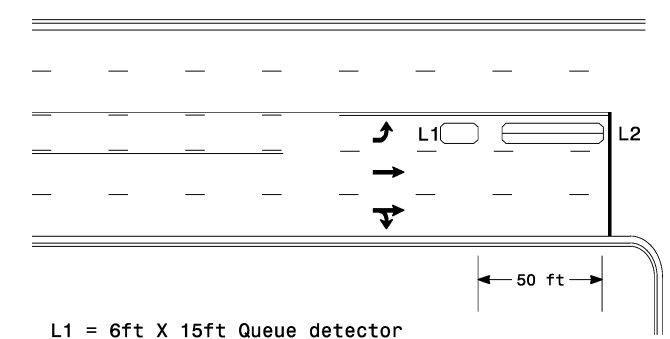
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

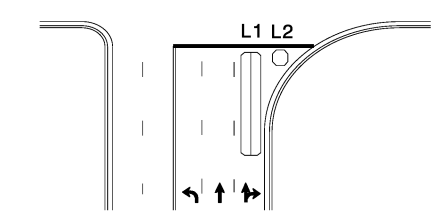
OR



L1 = 6ft X 15ft Queue detector
L2 = 6ft X 40ft Quadrupole loop

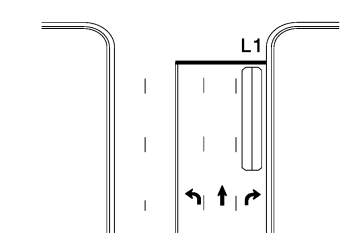
Queue Loop Detection

Right Turn Lane Detection

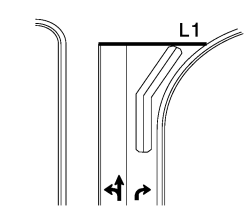


L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately

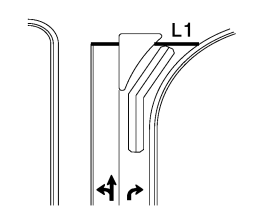
Shared Lane/
Wide Radius Turn



Standard Turn

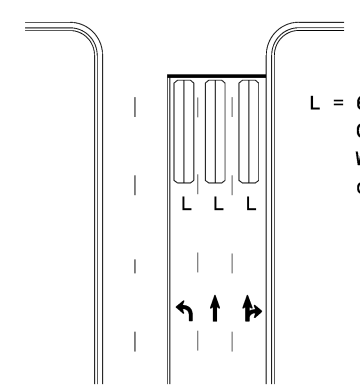


Wide Radius Turn



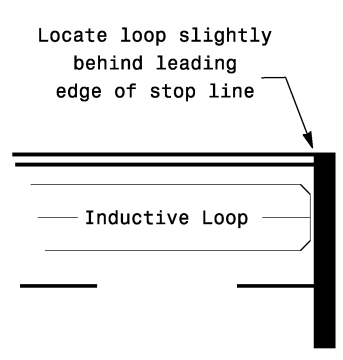
Channelized Turn

Side Street Detection



L = 6ft X 40ft
Quadrupole loop
Wired to separate
detectors/channels

Presence Loop Placement at Stop Lines



Note:
Loop may be located in advance of stop line under any of the following conditions:
1) stop line is greater than 15' from edge of intersecting roadway
2) loop detects a permissive or protected/permissive left turn
3) for an exclusive right turn lane

Recommended Number of Turns

Single 6' X 6' loop
(when wired separately):

Length of Lead-in ft	Number of Turns
< 250	3
250-375	4
375-525	5
> 525	6

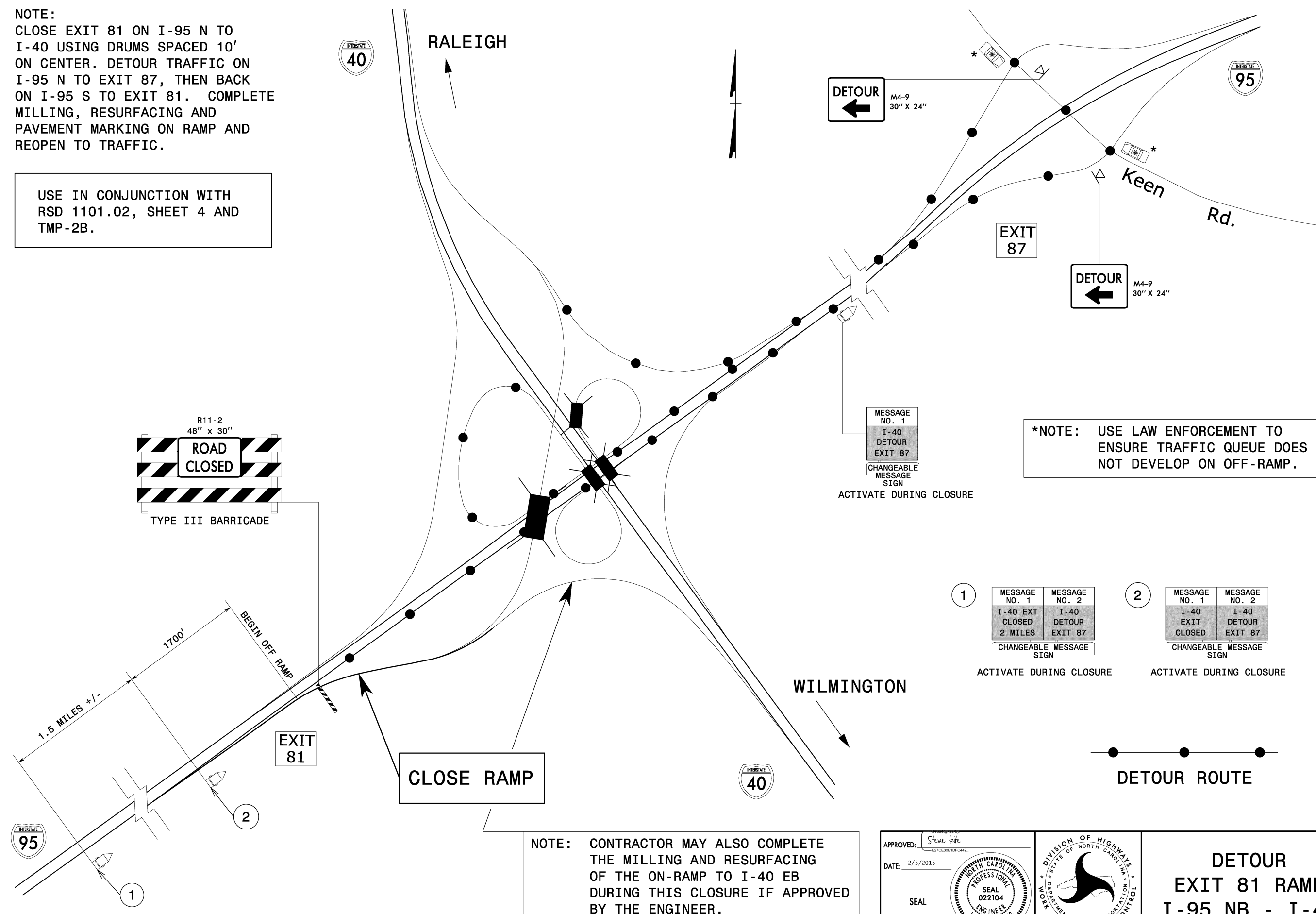
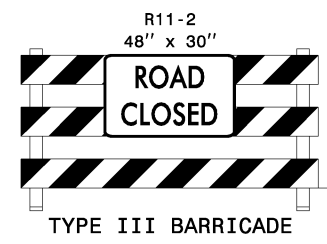
Quadrupole loops: Use 2-4-2 turns
6' X 15' Loops:
Lead-in < 150', use 2 turns
Lead-in > 150', use 3 turns

	Typical Signal Loop Locations		
	PLAN DATE: January 2015 PREPARED BY: PLA	REVIEWED BY: JPG REVIEWED BY:	
REVISIONS		INIT. DATE	DATE
SIG. INVENTORY NO.		1/30/2015	

30-144-2015 12:39
 S:\MITSUBISHI\SIGNAL DESIGN SECTION\Eastern Region\copytyp\ca2015.dgn
 P:\alexander

NOTE:
 CLOSE EXIT 81 ON I-95 N TO
 I-40 USING DRUMS SPACED 10'
 ON CENTER. DETOUR TRAFFIC ON
 I-95 N TO EXIT 87, THEN BACK
 ON I-95 S TO EXIT 81. COMPLETE
 MILLING, RESURFACING AND
 PAVEMENT MARKING ON RAMP AND
 REOPEN TO TRAFFIC.

USE IN CONJUNCTION WITH
 RSD 1101.02, SHEET 4 AND
 TMP-2B.



***NOTE:** USE LAW ENFORCEMENT TO
 ENSURE TRAFFIC QUEUE DOES
 NOT DEVELOP ON OFF-RAMP.

MESSAGE
NO. 1
I-40
DETOUR
EXIT 87
CHANGEABLE
MESSAGE
SIGN
ACTIVATE DURING CLOSURE

1
MESSAGE NO. 1 MESSAGE NO. 2
I-40 EXT I-40
CLOSED DETOUR
2 MILES EXIT 87
CHANGEABLE MESSAGE
SIGN
ACTIVATE DURING CLOSURE

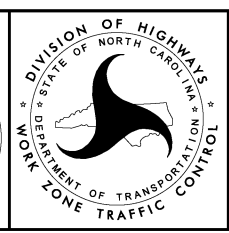
2
MESSAGE NO. 1 MESSAGE NO. 2
I-40 I-40
EXIT DETOUR
CLOSED EXIT 87
CHANGEABLE MESSAGE
SIGN
ACTIVATE DURING CLOSURE



CLOSE RAMP

NOTE: CONTRACTOR MAY ALSO COMPLETE
 THE MILLING AND RESURFACING
 OF THE ON-RAMP TO I-40 EB
 DURING THIS CLOSURE IF APPROVED
 BY THE ENGINEER.

APPROVED: *Steve Kite*
 DATE: 2/5/2015
 SEAL

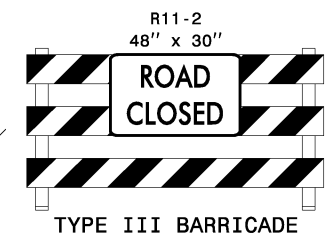
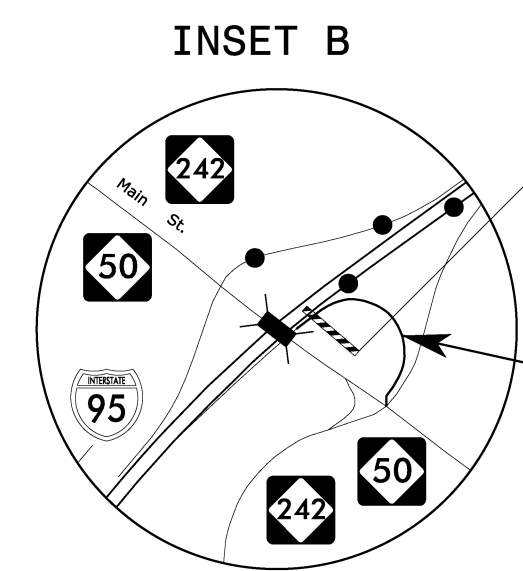
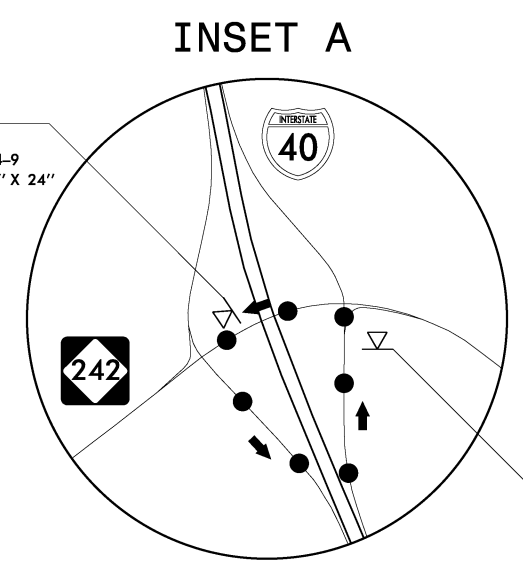
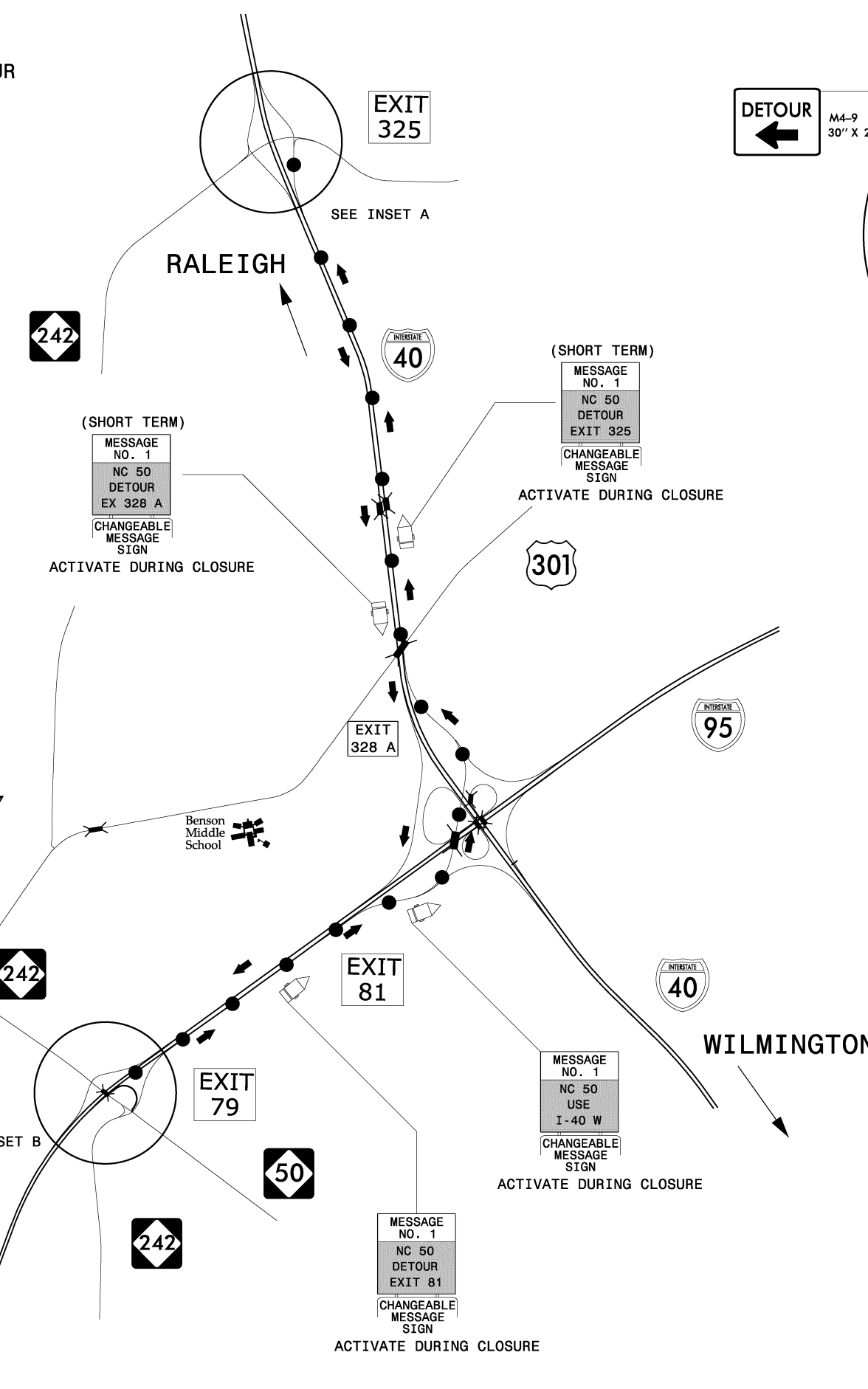
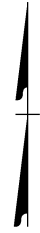


**DETOUR
 EXIT 81 RAMP
 I-95 NB - I-40**

2/4/2015
 P:\TIP\Projects-N5303\TrafficControl\CPN-5303_TC_TMP_Detour2.dgn
 User: sngreen

NOTE:
 CLOSE EXIT 79 FOR NC 50 USING
 DRUMS SPACED 10' ON CENTER. DETOUR
 TRAFFIC ON I-95 N TO I-40 W TO
 EXIT 325, THEN BACK ON I-40 E TO
 EXIT 328 A TO I-95 S TO EXIT 79.
 COMPLETE MILLING, RESURFACING AND
 PAVEMENT MARKING ON LOOP AND
 REOPEN TO TRAFFIC.

USE IN CONJUNCTION WITH
 RSD 1101.02, SHEET 4 AND
 TMP-2B.



CLOSE LOOP
 MAP NO. 2



(SHORT TERM)
 MESSAGE NO. 1 NC 50 EXIT CLOSED
 MESSAGE NO. 2 USE EXIT 81
 CHANGEABLE MESSAGE SIGN
 ACTIVATE DURING CLOSURE

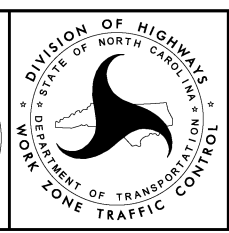
(SHORT TERM)
 MESSAGE NO. 1 NC 50 DETOUR EX 328 A
 CHANGEABLE MESSAGE SIGN
 ACTIVATE DURING CLOSURE

(SHORT TERM)
 MESSAGE NO. 1 NC 50 DETOUR EXIT 325
 CHANGEABLE MESSAGE SIGN
 ACTIVATE DURING CLOSURE

MESSAGE NO. 1 NC 50 USE I-40 W
 CHANGEABLE MESSAGE SIGN
 ACTIVATE DURING CLOSURE

MESSAGE NO. 1 NC 50 DETOUR EXIT 81
 CHANGEABLE MESSAGE SIGN
 ACTIVATE DURING CLOSURE

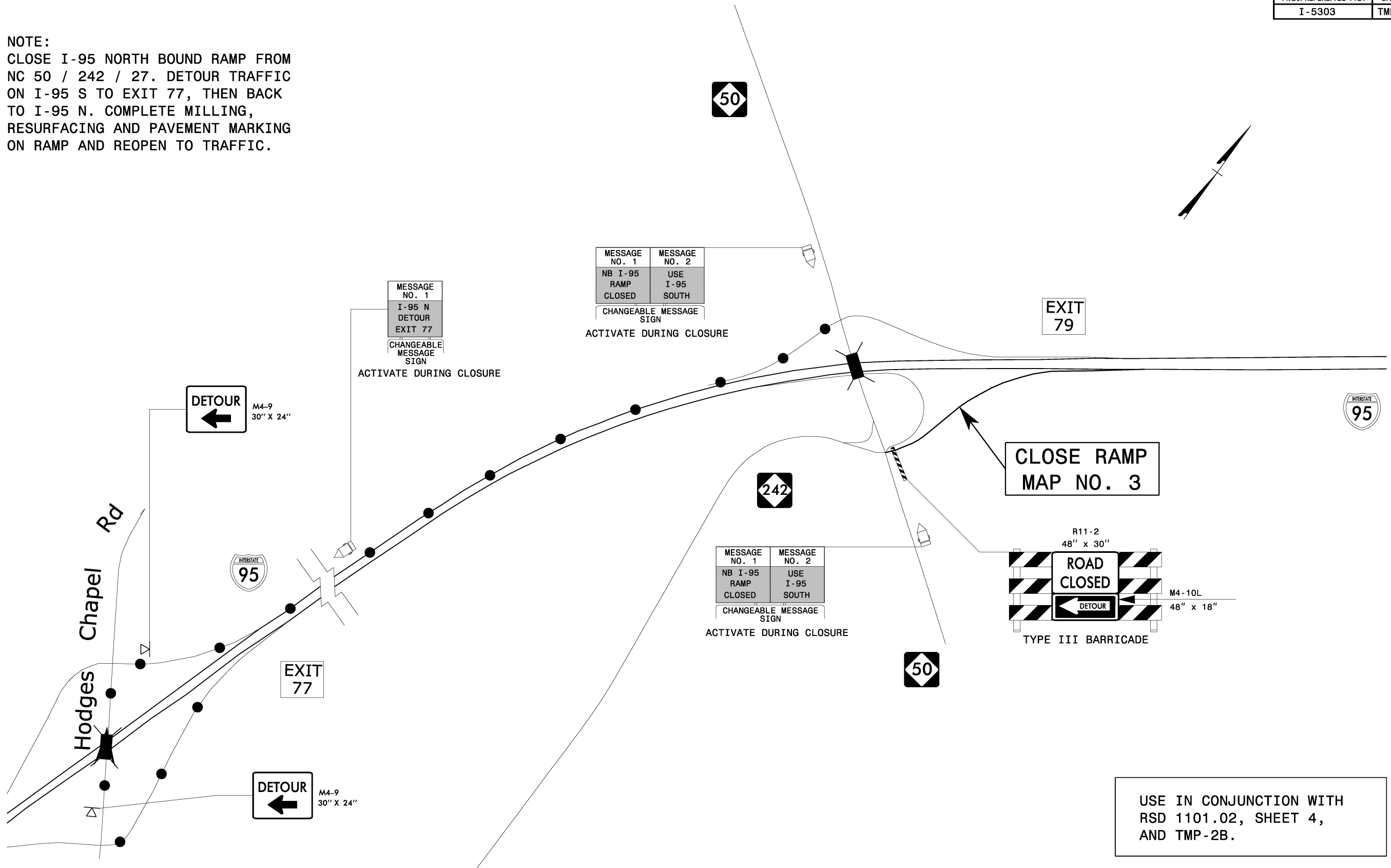
APPROVED: *Steve Tate*
 DATE: 2/5/2015
 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 022104
 JOHN S. KITTE



MAP 2 - DETOUR
 EXIT 79 RAMP OFF
 I-95 NB - NC 50

2/4/2015
 P:\TIP\Projects\N5303\TrafficControl\CP\I-5303_TC_TMP_Detour2.dgn
 User: sngreen

NOTE:
 CLOSE I-95 NORTH BOUND RAMP FROM
 NC 50 / 242 / 27. DETOUR TRAFFIC
 ON I-95 S TO EXIT 77, THEN BACK
 TO I-95 N. COMPLETE MILLING,
 RESURFACING AND PAVEMENT MARKING
 ON RAMP AND REOPEN TO TRAFFIC.



DETOUR
 ←
 M4-9
 30" X 24"

MESSAGE
 NO. 1
 I-95 N
 DETOUR
 EXIT 77

CHANGEABLE
 MESSAGE
 SIGN

ACTIVATE DURING CLOSURE

MESSAGE NO. 1	MESSAGE NO. 2
NB I-95 RAMP CLOSED	USE I-95 SOUTH

CHANGEABLE MESSAGE
SIGN

ACTIVATE DURING CLOSURE

MESSAGE NO. 1	MESSAGE NO. 2
NB I-95 RAMP CLOSED	USE I-95 SOUTH

CHANGEABLE MESSAGE
SIGN

ACTIVATE DURING CLOSURE

CLOSE RAMP
 MAP NO. 3

R11-2
 48" x 30"
 ROAD
 CLOSED

←
 DETOUR

TYPE III BARRICADE

M4-10L
 48" x 18"

EXIT
 77

DETOUR
 ←
 M4-9
 30" X 24"

USE IN CONJUNCTION WITH
 RSD 1101.02, SHEET 4,
 AND TMP-2B.

● — ● — ●
 DETOUR ROUTE

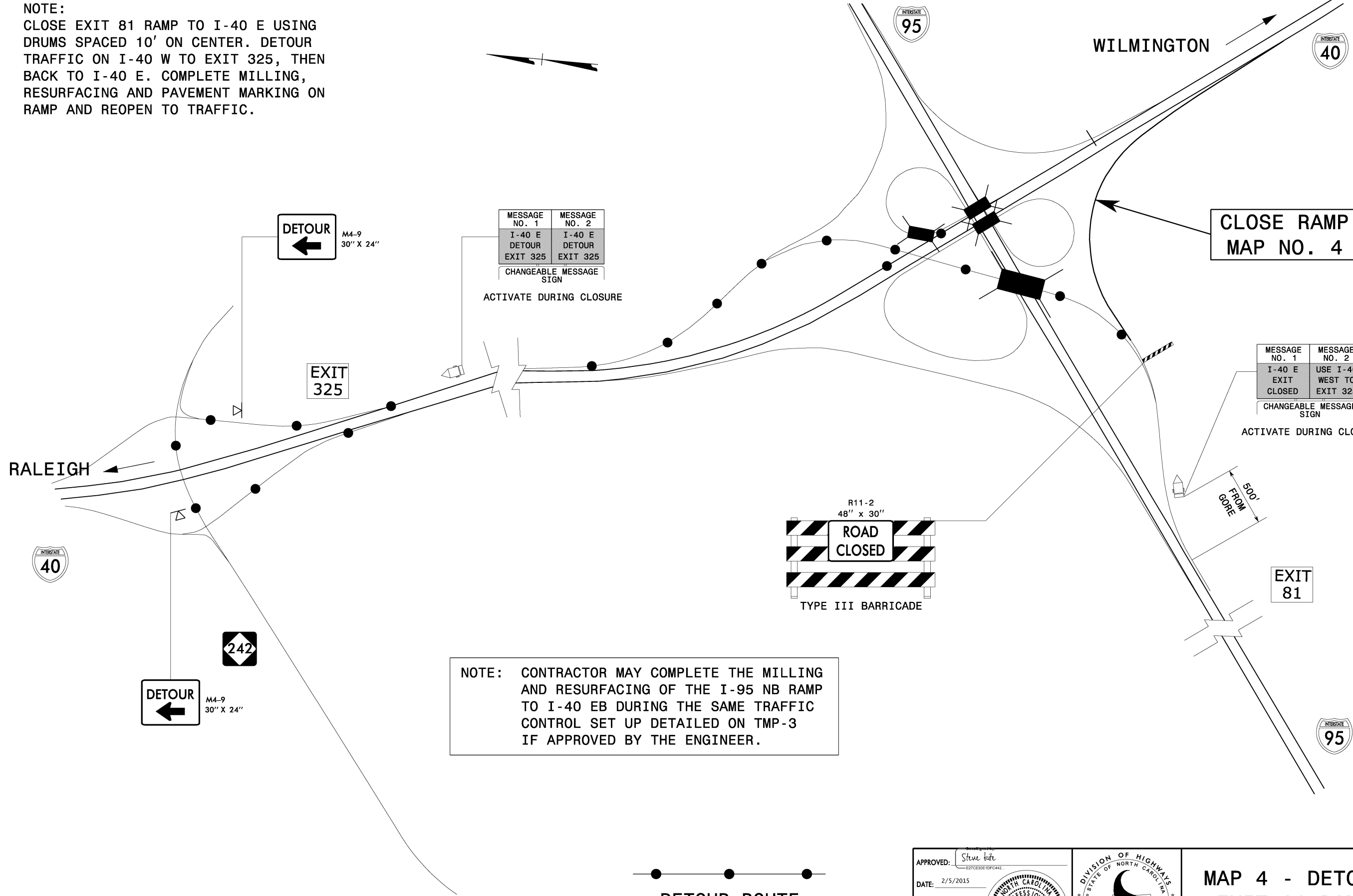
APPROVED: *Steve Kite*
 DATE: 2/5/2015
 SEAL



MAP 3 - DETOUR
 EXIT 79 RAMP ON
 NC 50 - I-95 NB

2/4/2015
 P:\TIP\Projects\N5303\TrafficControl\TCP\I-5303_TC_TMP_Detour2.dgn
 User:rsngreen

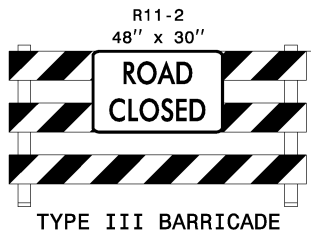
NOTE:
 CLOSE EXIT 81 RAMP TO I-40 E USING
 DRUMS SPACED 10' ON CENTER. DETOUR
 TRAFFIC ON I-40 W TO EXIT 325, THEN
 BACK TO I-40 E. COMPLETE MILLING,
 RESURFACING AND PAVEMENT MARKING ON
 RAMP AND REOPEN TO TRAFFIC.



MESSAGE NO. 1	MESSAGE NO. 2
I-40 E DETOUR EXIT 325	I-40 E DETOUR EXIT 325
CHANGEABLE MESSAGE SIGN	
ACTIVATE DURING CLOSURE	

CLOSE RAMP
 MAP NO. 4

MESSAGE NO. 1	MESSAGE NO. 2
I-40 E EXIT CLOSED	USE I-40 WEST TO EXIT 325
CHANGEABLE MESSAGE SIGN	
ACTIVATE DURING CLOSURE	



NOTE: CONTRACTOR MAY COMPLETE THE MILLING
 AND RESURFACING OF THE I-95 NB RAMP
 TO I-40 EB DURING THE SAME TRAFFIC
 CONTROL SET UP DETAILED ON TMP-3
 IF APPROVED BY THE ENGINEER.



APPROVED: *Steve Kite*
 DATE: 2/5/2015
 SEAL



MAP 4 - DETOUR
 EXIT 81 RAMP
 I-95 NB - I-40 EB

2/4/2015
 P:\TIP\Projects\N5303\TrafficControl\TCP\I-5303_TC_TMP_Detour2.dgn
 User: sngrreen

NOTE:
 CLOSE EXIT 328 B ON I-40 E FOR
 I-95 N USING DRUMS SPACE 10' ON
 CENTER. DETOUR TRAFFIC USING
 EXIT 328 A TO I-95 S TO EXIT 77,
 THEN BACK TO I-95 N. COMPLETE
 MILLING, RESURFACING AND
 PAVEMENT MARKING ON RAMP AND
 REOPEN TO TRAFFIC.

*NOTE: USE LAW ENFORCEMENT TO
 ENSURE TRAFFIC QUEUE DOES
 NOT DEVELOP ON OFF-RAMP.

MESSAGE NO. 1	MESSAGE NO. 2
I-95 N CLOSED 1 MILE	I-95 N USE EXT 328A
CHANGEABLE MESSAGE	

ACTIVATE DURING CLOSURE

(SHORT TERM)

MESSAGE NO. 1	MESSAGE NO. 2
I-95 N EXIT CLOSED	I-95 N USE EXT 328A
CHANGEABLE MESSAGE	

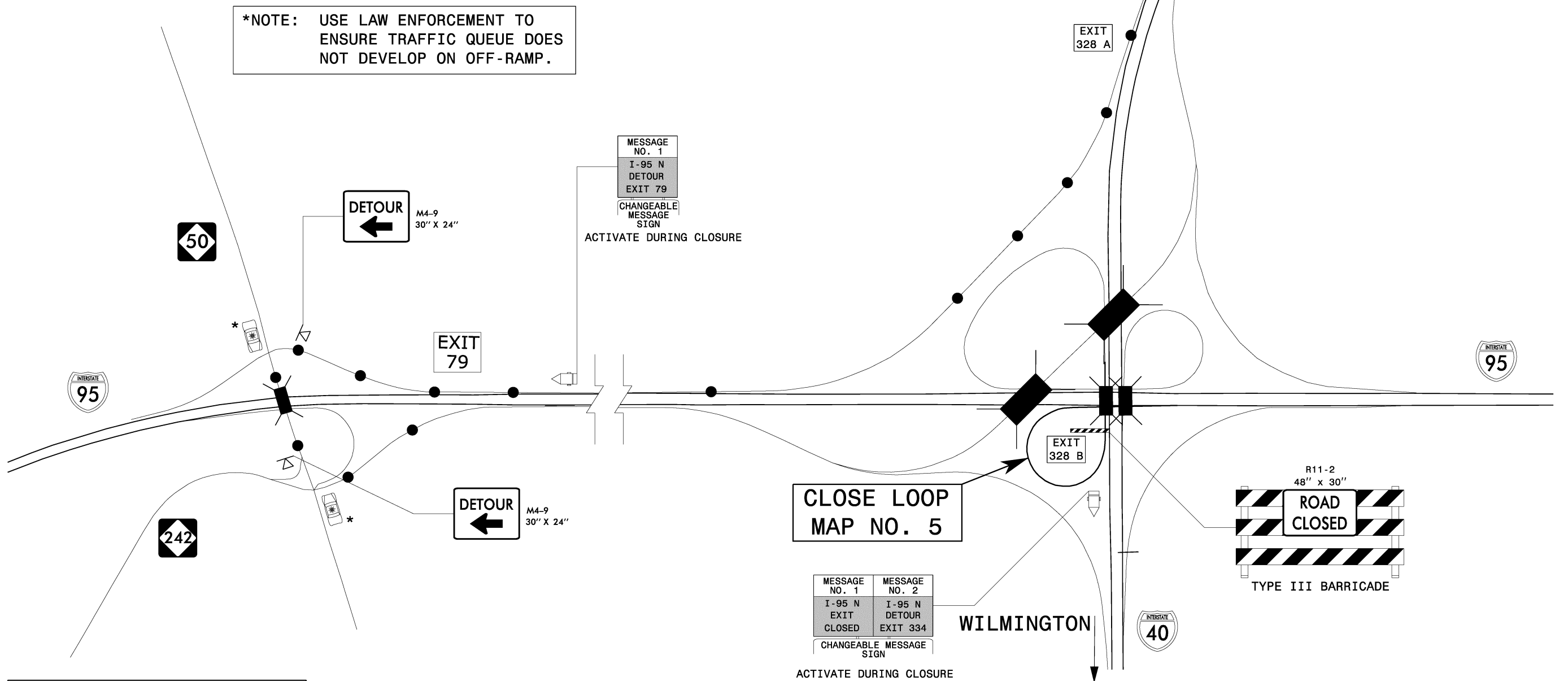
ACTIVATE DURING CLOSURE

MESSAGE NO. 1
I-95 N DETOUR EXIT 79
CHANGEABLE MESSAGE SIGN

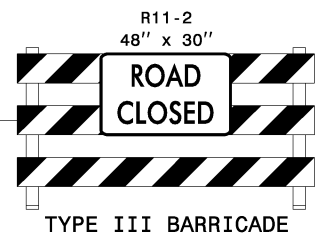
ACTIVATE DURING CLOSURE

MESSAGE NO. 1	MESSAGE NO. 2
I-95 N EXIT CLOSED	I-95 N DETOUR EXIT 334
CHANGEABLE MESSAGE SIGN	

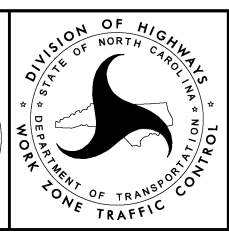
ACTIVATE DURING CLOSURE



USE IN CONJUNCTION WITH
 RSD 1101.02, SHEET 4,
 AND TMP-2B.



APPROVED: *Steve Kite*
 DATE: 2/5/2015
 SEAL

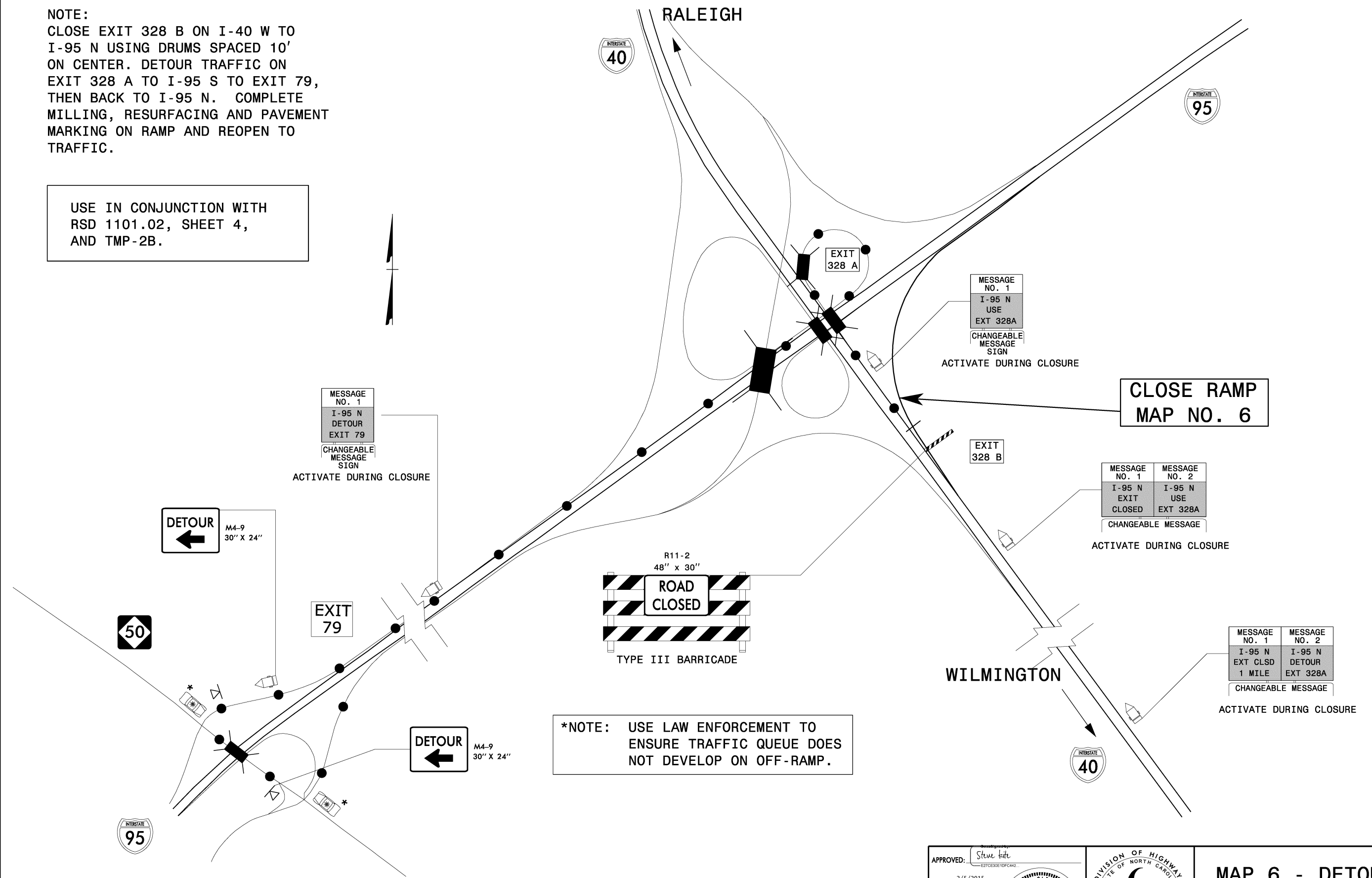


MAP 5 - DETOUR
 EXIT 81 RAMP
 I-40 EB - I-95 NB

2/4/2015
 P:\TIP\Projects\N5303\TrafficControl\TCP\I-5303_TC_TMP_Detour2.dgn
 User: sngreen

NOTE:
 CLOSE EXIT 328 B ON I-40 W TO
 I-95 N USING DRUMS SPACED 10'
 ON CENTER. DETOUR TRAFFIC ON
 EXIT 328 A TO I-95 S TO EXIT 79,
 THEN BACK TO I-95 N. COMPLETE
 MILLING, RESURFACING AND PAVEMENT
 MARKING ON RAMP AND REOPEN TO
 TRAFFIC.

USE IN CONJUNCTION WITH
 RSD 1101.02, SHEET 4,
 AND TMP-2B.



DETOUR
 ←
 M4-9
 30" X 24"

DETOUR
 ←
 M4-9
 30" X 24"

*NOTE: USE LAW ENFORCEMENT TO
 ENSURE TRAFFIC QUEUE DOES
 NOT DEVELOP ON OFF-RAMP.

● — ● — ●
 DETOUR ROUTE

CLOSE RAMP
 MAP NO. 6

MESSAGE
 NO. 1
 I-95 N
 USE
 EXT 328A
 CHANGEABLE
 MESSAGE
 SIGN
 ACTIVATE DURING CLOSURE

MESSAGE
 NO. 1
 I-95 N
 DETOUR
 EXIT 79
 CHANGEABLE
 MESSAGE
 SIGN
 ACTIVATE DURING CLOSURE

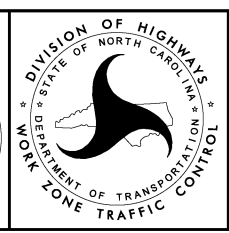
MESSAGE NO. 1	MESSAGE NO. 2
I-95 N EXIT CLOSED	I-95 N USE EXT 328A
CHANGEABLE MESSAGE	

ACTIVATE DURING CLOSURE

MESSAGE NO. 1	MESSAGE NO. 2
I-95 N EXT CLSD 1 MILE	I-95 N DETOUR EXT 328A
CHANGEABLE MESSAGE	

ACTIVATE DURING CLOSURE

APPROVED: *Steve Kite*
 DATE: 2/5/2015
 SEAL



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

MAP 6 - DETOUR
 EXIT 81 RAMP
 I-40 WB - I-95 NB

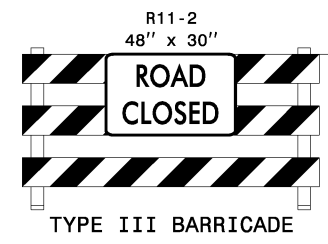
2/4/2015
 P:\TIP\Projects\N5303\TrafficControl\TCP\I-5303_TC_TMP_Detour2.dgn
 User:rsngreen

MESSAGE NO. 1	MESSAGE NO. 2
I-95 S EXT CLSD 1 MILE	I-95 S DETOUR EXIT 334
CHANGEABLE MESSAGE	

ACTIVATE DURING CLOSURE

MESSAGE NO. 1	MESSAGE NO. 2
I-95 S EXIT CLOSED	I-95 S USE EXIT 334
CHANGEABLE MESSAGE	

ACTIVATE DURING CLOSURE



CLOSE RAMP

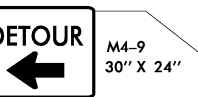
EXIT 328 A

EXIT 328 A

EXIT 334

MESSAGE NO. 1
I-95 S DETOUR EXIT 334
CHANGEABLE MESSAGE SIGN

ACTIVATE DURING CLOSURE



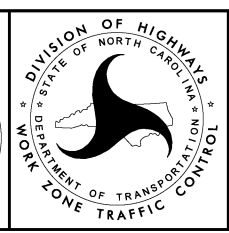
NOTE:
CLOSE EXIT 328 A ON I-40 E TO I-95 S USING DRUMS SPACED 10' ON CENTER. DETOUR TRAFFIC ON I-40 E TO EXIT 334 TO I-40 W TO EXIT 328 A, THEN BACK TO I-95 S. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON RAMP AND REOPEN TO TRAFFIC.

USE IN CONJUNCTION WITH RSD 1101.02, SHEET 4, AND TMP-2B.

*NOTE: USE LAW ENFORCEMENT TO ENSURE TRAFFIC QUEUE DOES NOT DEVELOP ON OFF-RAMP.



APPROVED: *Steve Kite*
DATE: 2/5/2015
SEAL

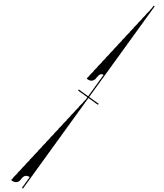


DETOUR
EXIT 81 RAMP
I-40 EB - I-95 SB

NOTE:
 USE DRUMS TO KEEP THE OUTSIDE AUXILLARY LANE ON I-95 SB FROM DEVELOPING NORTH OF EXIT 81 TO THE BACK OF GORE AT THE OFF RAMP TO I-40 WB.

CLOSE EXIT 81 A ON I-95 S TO I-40 W USING DRUMS SPACED 10' ON CENTER. DETOUR TRAFFIC ON I-95 S TO EXIT 79, THEN BACK ON I-95 N TO EXIT 81 TO I-40 W. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON RAMP AND REOPEN TO TRAFFIC.

RALEIGH



**CLOSE RAMP
 MAP NO. 8**

MESSAGE NO. 1	MESSAGE NO. 2
I-40 W EXIT CLOSED	I-40 W USE EXIT 79
CHANGEABLE MESSAGE	

ACTIVATE DURING CLOSURE

MESSAGE NO. 1	MESSAGE NO. 2
I-40 W EXT CLSD 1 MILE	I-40 W DETOUR EXIT 79
CHANGEABLE MESSAGE	

ACTIVATE DURING CLOSURE

(SHORT TERM)

MESSAGE NO. 1
I-40 W DETOUR EXIT 79
CHANGEABLE MESSAGE SIGN

ACTIVATE DURING CLOSURE

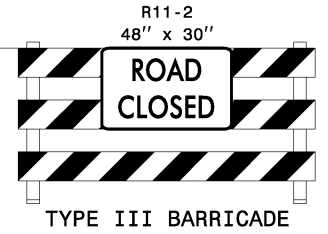
DETOUR
 M4-9
 30" X 24"



EXIT 79



EXIT 81 A



*NOTE: USE LAW ENFORCEMENT TO ENSURE TRAFFIC QUEUE DOES NOT DEVELOP ON OFF-RAMP.

WILMINGTON

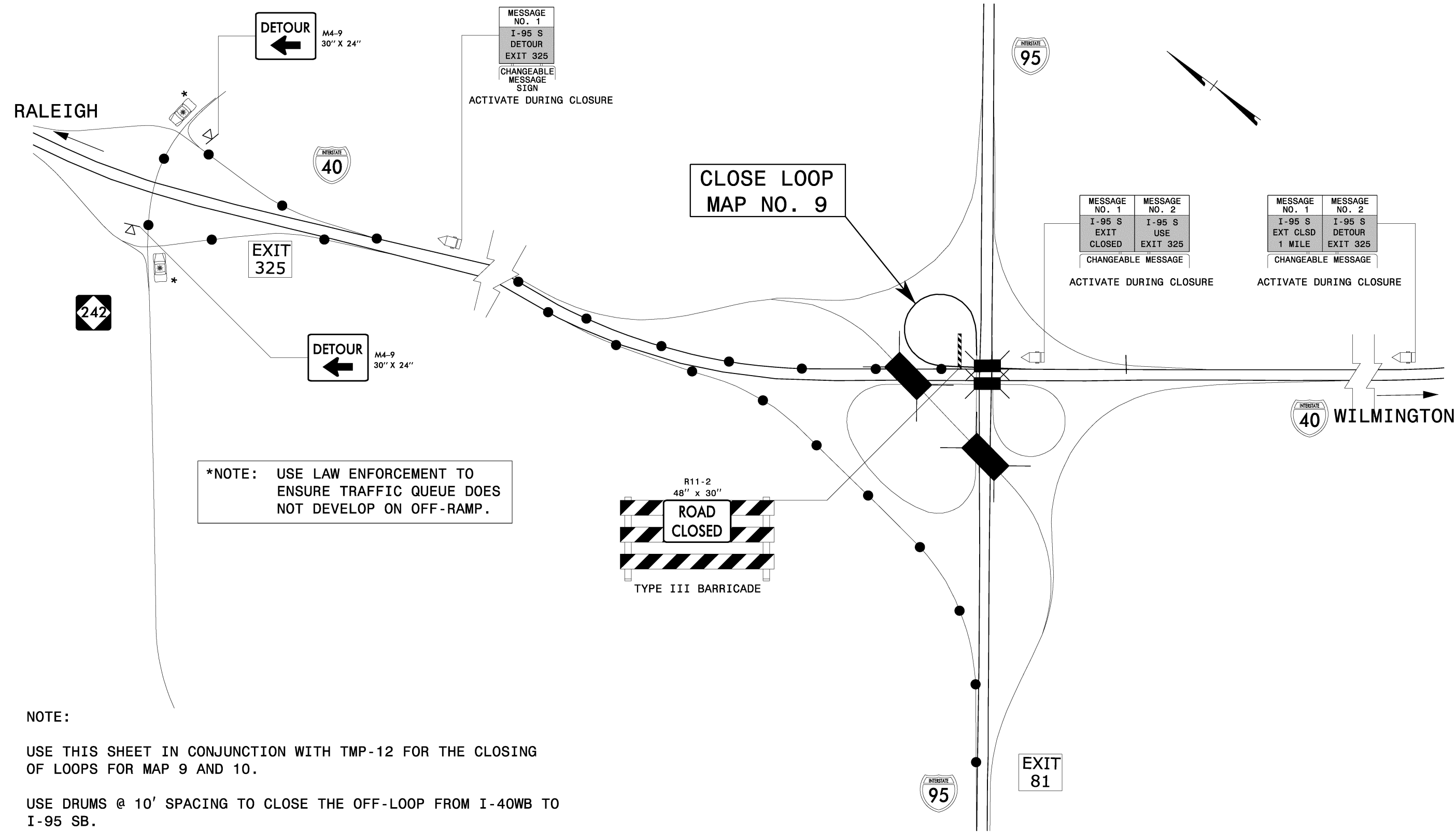


DETOUR
 M4-9
 30" X 24"



APPROVED: <i>Steve Tate</i>			MAP 8 - DETOUR EXIT 81 RAMP I-95 SB - I-40 WB
DATE: 2/5/2015			
SEAL			

2/4/2015
 P:\TIP\Projects-N5303\TrafficControl\TCP\I-5303_TC_TMP_Detour2.dgn
 User: sngreen



*NOTE: USE LAW ENFORCEMENT TO ENSURE TRAFFIC QUEUE DOES NOT DEVELOP ON OFF-RAMP.

NOTE:

USE THIS SHEET IN CONJUNCTION WITH TMP-12 FOR THE CLOSING OF LOOPS FOR MAP 9 AND 10.

USE DRUMS @ 10' SPACING TO CLOSE THE OFF-LOOP FROM I-40WB TO I-95 SB.

CLOSE THE I-95SB AUXILLERY LANE AND THE LOOP ONTO I-40EB AS FOLLOWS: INSTALL 660' MERGE TAPER AT THE GORE OF THE OFF-RAMP TO I-40WB. USE 10' DRUM SPACING AT THE LOOP (SEE RSD 1101.02, SHEET 4 AND TMP-2B).

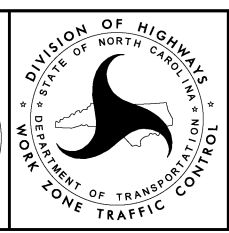
COMPLETE MILLING, RESURFACING, AND TEMPORARY PAVEMENT MARKING ON BOTH LOOPS AND RE-OPEN TO TRAFFIC.



APPROVED: *Steve Kite*

DATE: 2/5/2015

SEAL

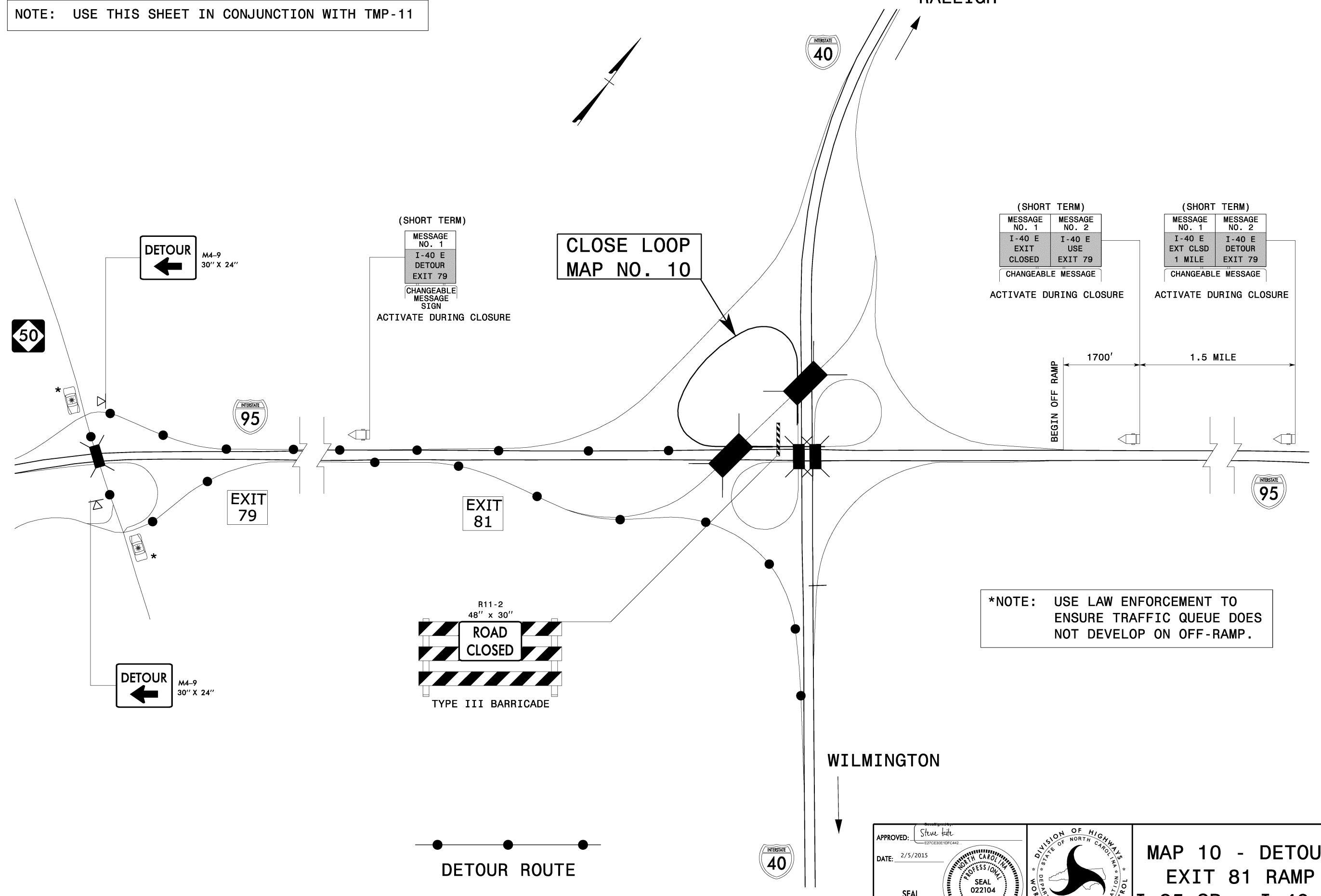


MAP 9 - DETOUR
EXIT 81 RAMP
I-40 WB - I-95 SB

2/4/2015
 P:\TIP\Projects\N5303\TrafficControl\CPN\5303_TC_TMP_Detour2.dgn
 User:rsngreen

NOTE: USE THIS SHEET IN CONJUNCTION WITH TMP-11

RALEIGH



CLOSE LOOP
MAP NO. 10

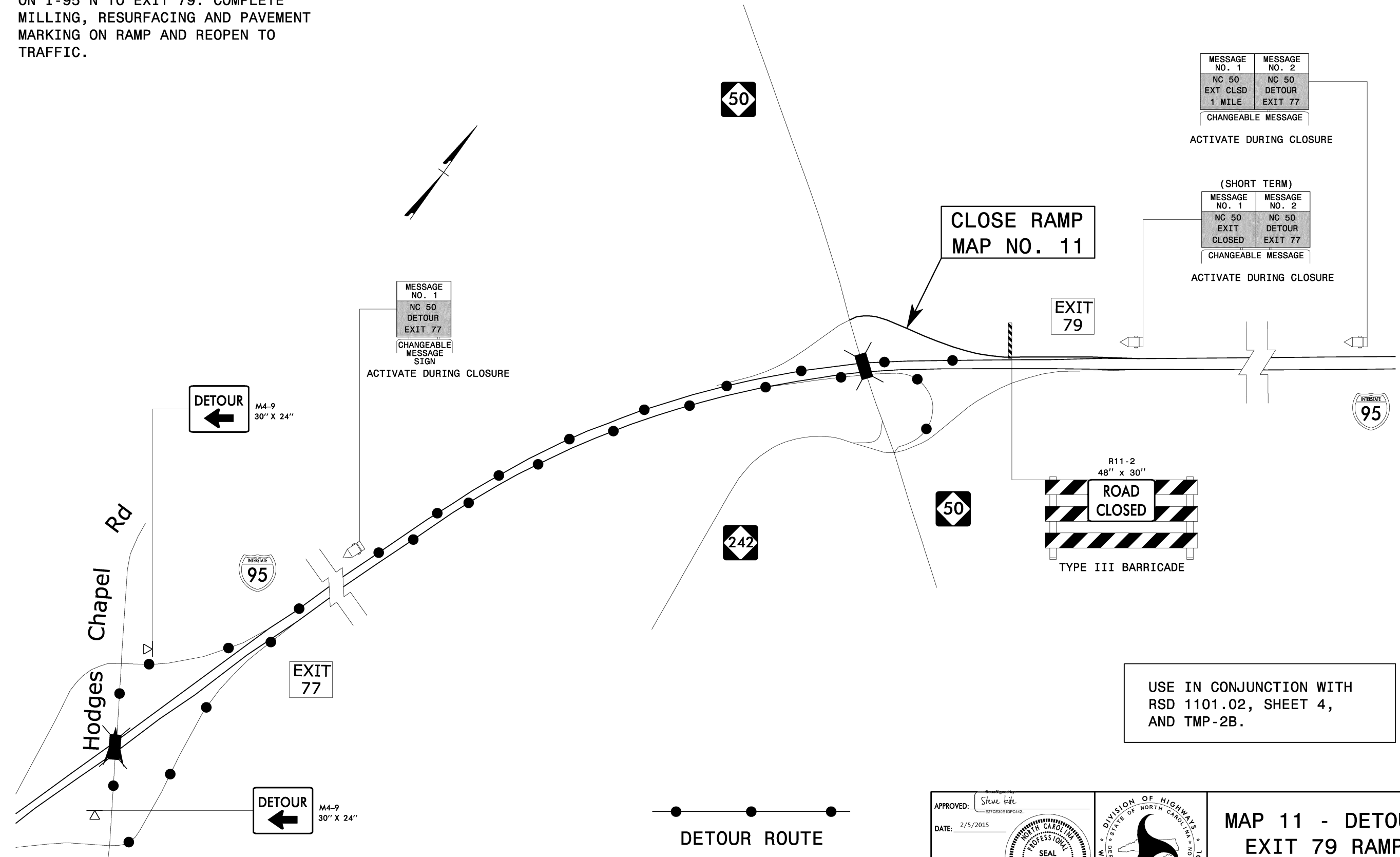
(SHORT TERM)		(SHORT TERM)	
MESSAGE NO. 1	MESSAGE NO. 2	MESSAGE NO. 1	MESSAGE NO. 2
I-40 E EXIT CLOSED	I-40 E USE EXIT 79	I-40 E EXT CLSD 1 MILE	I-40 E DETOUR EXIT 79
CHANGEABLE MESSAGE		CHANGEABLE MESSAGE	
ACTIVATE DURING CLOSURE		ACTIVATE DURING CLOSURE	

*NOTE: USE LAW ENFORCEMENT TO ENSURE TRAFFIC QUEUE DOES NOT DEVELOP ON OFF-RAMP.

APPROVED: <i>Steve Kite</i> DATE: 2/5/2015 SEAL			MAP 10 - DETOUR EXIT 81 RAMP I-95 SB - I-40 EB
---	--	--	---

2/4/2015
 P:\TIP\Projects\N5303\TrafficControl\TCP\I-5303_TC_TMP_Detour2.dgn
 User: sngrgreen

NOTE:
 CLOSE I-95 SOUTH BOUND RAMP FOR
 NC 50 / 242 / 27. DETOUR TRAFFIC
 ON I-95 S TO EXIT 77, THEN BACK
 ON I-95 N TO EXIT 79. COMPLETE
 MILLING, RESURFACING AND PAVEMENT
 MARKING ON RAMP AND REOPEN TO
 TRAFFIC.



MESSAGE NO. 1	MESSAGE NO. 2
NC 50 EXT CLSD 1 MILE	NC 50 DETOUR EXIT 77

CHANGEABLE MESSAGE

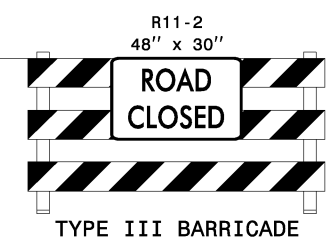
ACTIVATE DURING CLOSURE

(SHORT TERM)

MESSAGE NO. 1	MESSAGE NO. 2
NC 50 EXIT CLOSED	NC 50 DETOUR EXIT 77

CHANGEABLE MESSAGE

ACTIVATE DURING CLOSURE



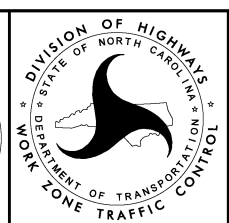
TYPE III BARRICADE

USE IN CONJUNCTION WITH
 RSD 1101.02, SHEET 4,
 AND TMP-2B.

2/4/2015
 P:\TIP\Projects\N5303\TrafficControl\TCP\I-5303_TC_TMP_Detour2.dgn
 User: sngreen

APPROVED: *Steve Kite*
 DATE: 2/5/2015

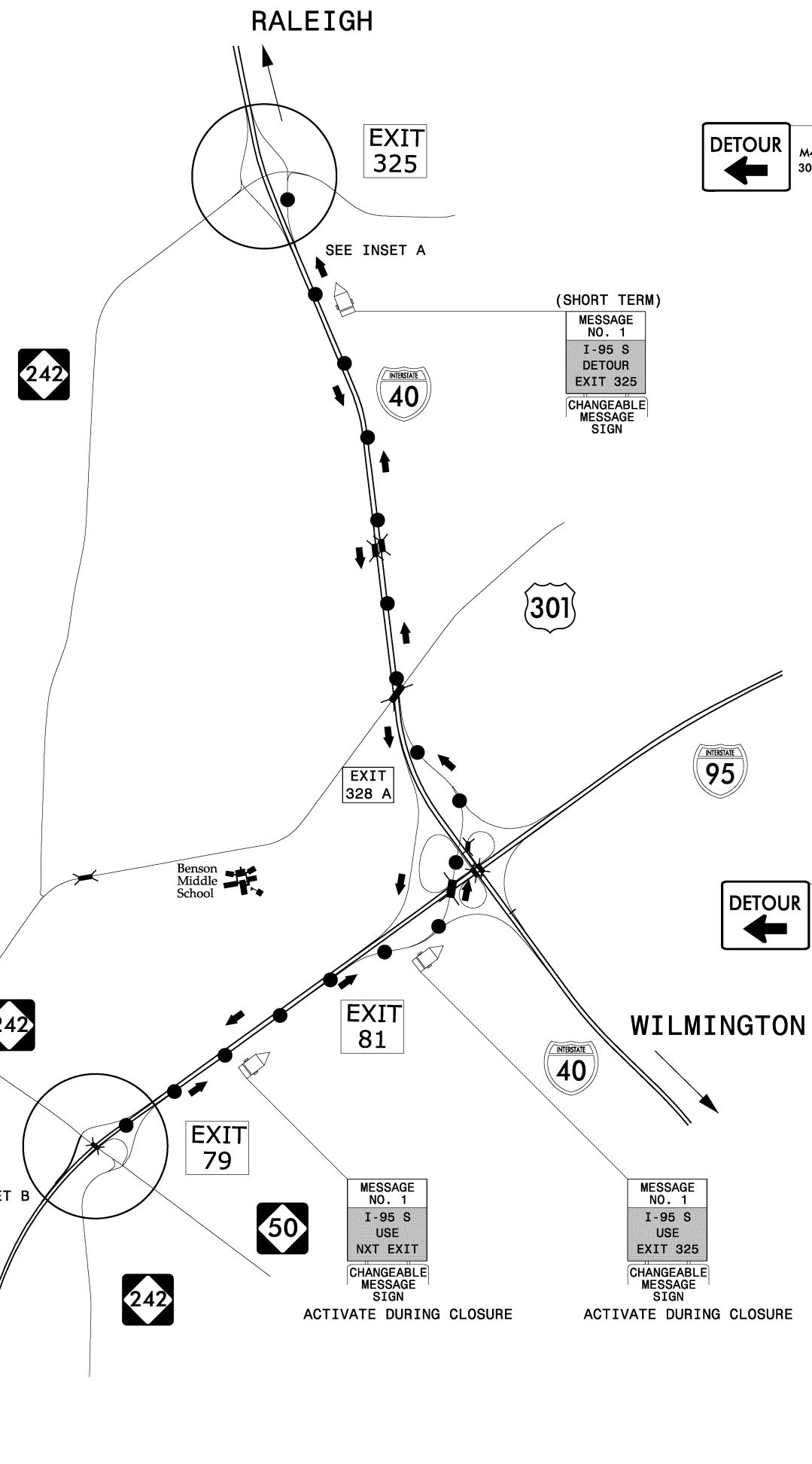
SEAL



**MAP 11 - DETOUR
 EXIT 79 RAMP
 I-95 SB - NC 50**

NOTE:
 CLOSE I-95 SOUTH BOUND RAMP FROM
 NC 50 / 242 / 27. DETOUR TRAFFIC
 ON I-95 N TO EXIT 81 TO I-40 W TO
 EXIT 325, THEN BACK ON I-40 E TO
 EXIT 328 A TO I-95 S. COMPLETE
 MILLING, RESURFACING AND PAVEMENT
 MARKING ON RAMP AND REOPEN TO
 TRAFFIC.

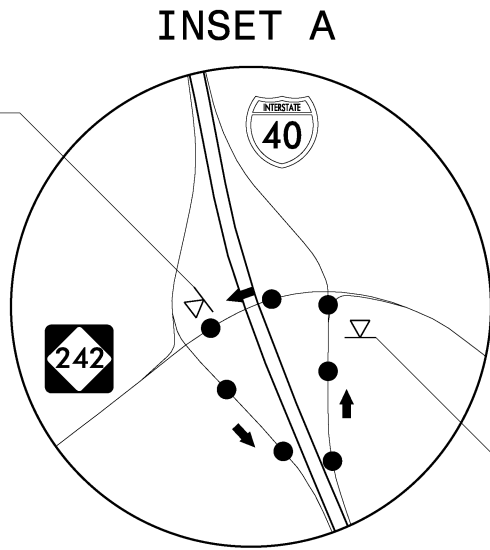
USE IN CONJUNCTION WITH
 RSD 1101.02, SHEET 4,
 AND TMP-2B.



(SHORT TERM)
 MESSAGE NO. 1
 I-95 S
 DETOUR
 EXIT 325
 CHANGEABLE MESSAGE SIGN

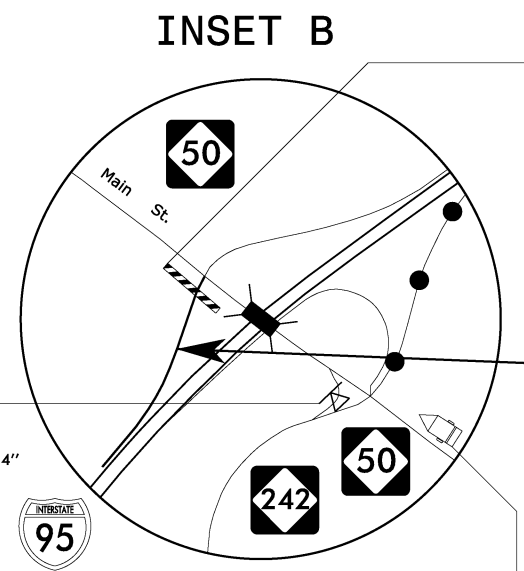
MESSAGE NO. 1
 I-95 S
 USE
 NXT EXIT
 CHANGEABLE MESSAGE SIGN
 ACTIVATE DURING CLOSURE

MESSAGE NO. 1
 I-95 S
 USE
 EXIT 325
 CHANGEABLE MESSAGE SIGN
 ACTIVATE DURING CLOSURE

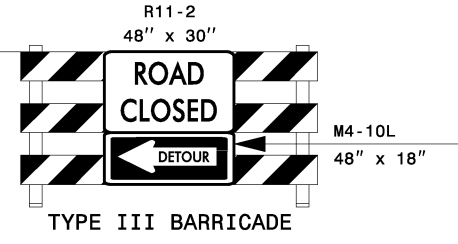


DETOUR
 ←
 M4-9
 30" X 24"

DETOUR
 ←
 M4-9
 30" X 24"



DETOUR
 ←
 M4-9
 30" X 24"



CLOSE RAMP
 MAP NO. 12

MESSAGE NO. 1 MESSAGE NO. 2
 I-95 S I-95 N
 RAMP USE
 CLOSED I-95 N
 CHANGEABLE MESSAGE SIGN
 ACTIVATE DURING CLOSURE

APPROVED: *Steve Kite*
 DATE: 2/5/2015
 SEAL



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

MAP 12 - DETOUR
 EXIT 79 RAMP
 NC 50 - I-95 SB

2/4/2015
 P:\TIP\Projects\N5303\TrafficControl\CP\I-5303_TC_TMP_Detour2.dgn
 User:rsngreen