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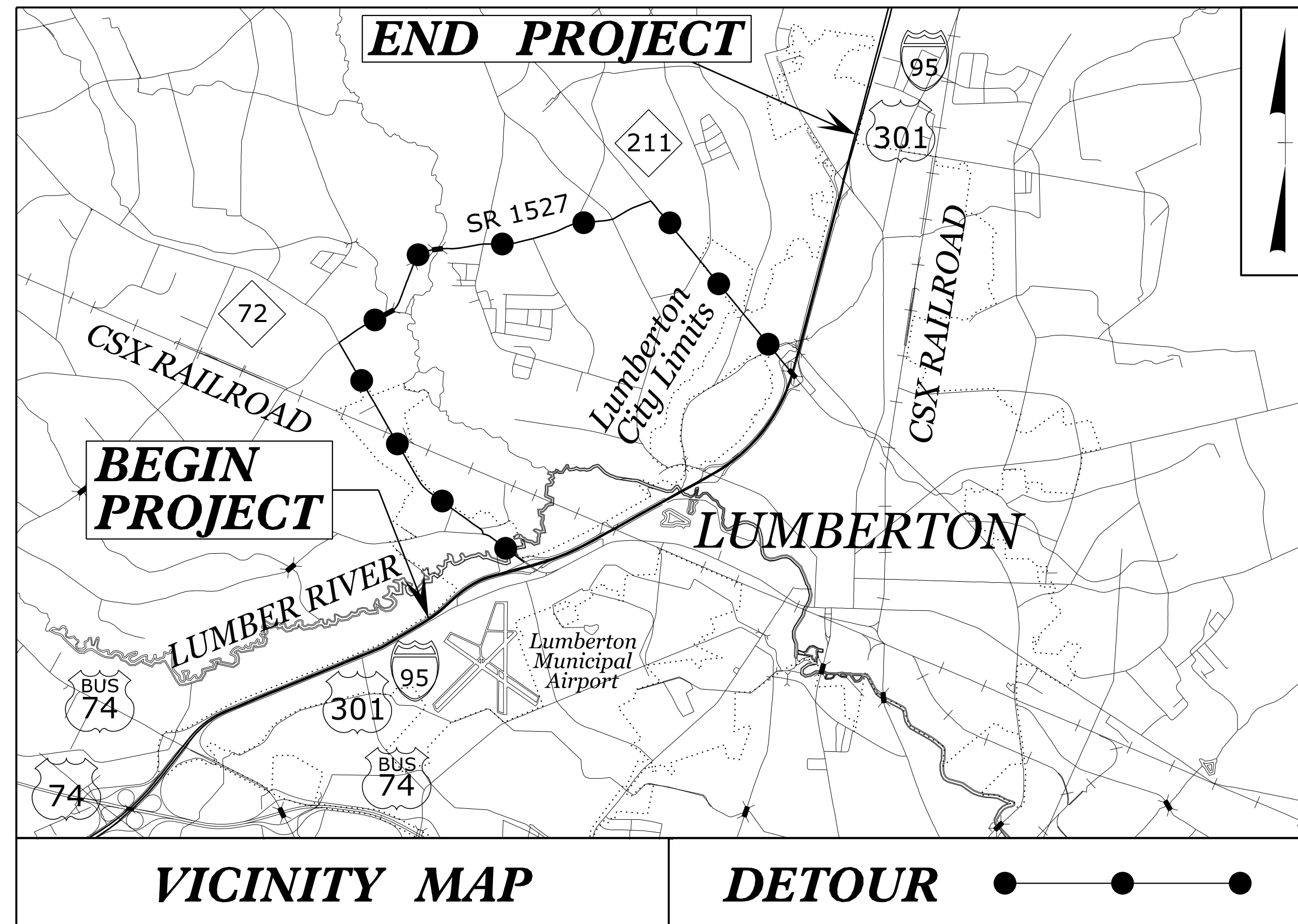
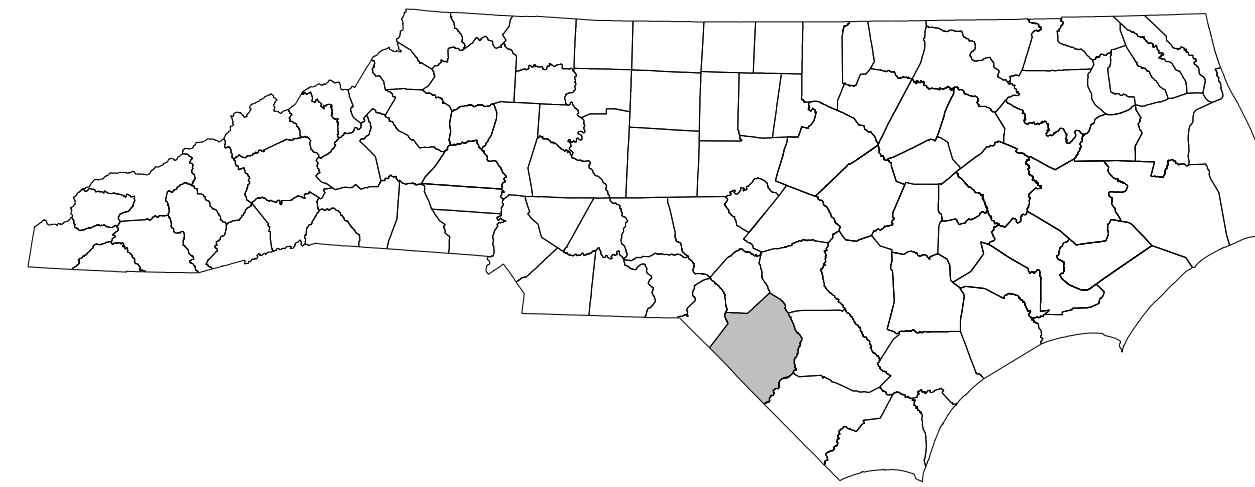
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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

ROBESON COUNTY



BEGIN PROJECT

END PROJECT

VICINITY MAP

DETOUR

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 WORKING SIGNS FOR HIGH SPEED FACILITIES > 60 MPH
TMP-2B	WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION
TMP-3	I-95 DETOUR ROUTE
TMP-4	I-95 ROAD CLOSURE
TMP-5	BRIDGE NO. 102 I-95 NB LOOP DETOUR
TMP-6	BRIDGE NO. 102 I-95 SB LOOP DETOUR

ROADWAY STANDARD DRAWINGS

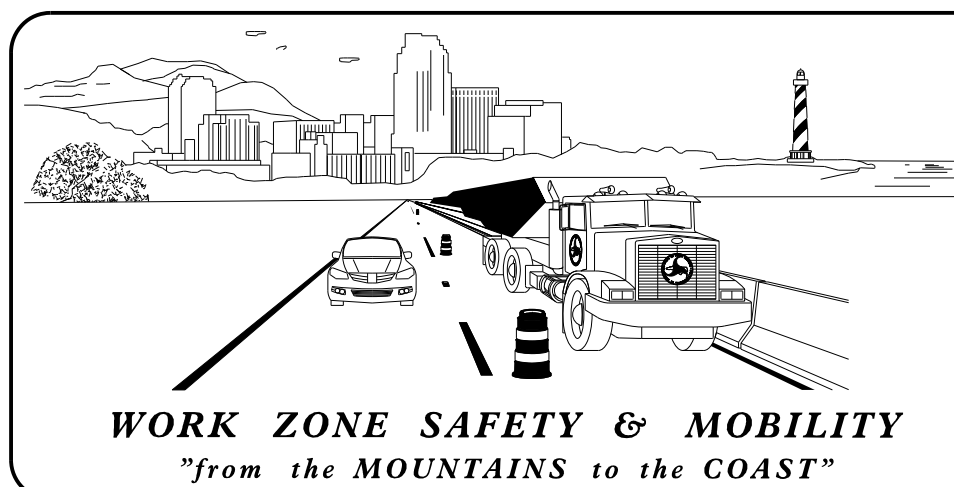
THE FOLLOWING ROADWAY STANDARDS AS APPEAR IN "ROADWAY STANDARD DRAWINGS" - PROJECT SERVICES UNIT - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2012 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

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 RAMP
1205.06	PAVEMENT MARKINGS - LANE DROPS
1205.12	PAVEMENT MARKINGS - BRIDGES
1205.13	PAVEMENT MARKINGS - LANE REDUCTIONS
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY

TEMPORARY PAVEMENT MARKINGS

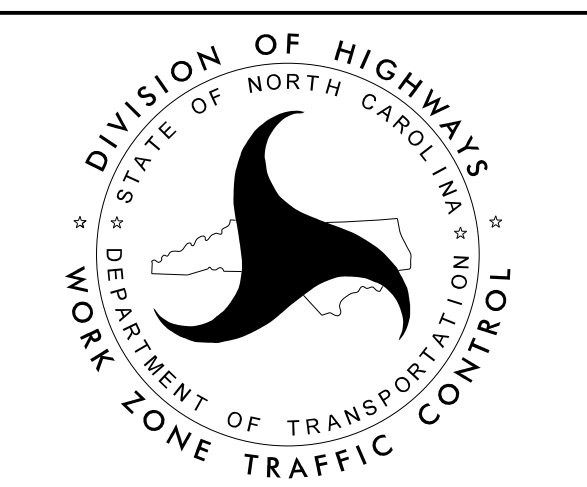
6" PAINT	12" PAINT
WHITE EDGE LINE	WHITE GORE LINE
YELLOW EDGE LINE	WHITE SOLID LANE LINE
10 FT. WHITE SKIP	
3-FT-9FT WHITE MINISKIP	

12/18/2014 R:\Traffic\TrafficControl\CPN-5308_1C_TMP_1.dgn User: sbjennings



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



APPROVED: *Steve Kite*
DATE: 12/18/2014

SEAL

I-5308

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 UNDESIRE 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 PROVISIONS, INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES)

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

ROAD NAME	DAY AND TIME RESTRICTIONS
I-95	MONDAY THROUGH THURSDAY FROM 6:00 A.M. TO 7:00 P.M. AND FRIDAY 6:00 A.M. TO SUNDAY 9:00 P.M.

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

ROAD NAME

I-95

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- 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.
- FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 9:00 P.M. MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 9:00 P.M. TUESDAY.
- 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.
- FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 9:00 P.M. TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY TO 9:00 P.M. MONDAY.
- 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.
- FOR THE DAYTONA 500, BETWEEN THE HOURS OF 6:00 A.M. THE DAY OF THE EVENT AND 9:00 P.M. THE DAY AFTER THE EVENT.

C) DO NOT CLOSE ROADS AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
I-95	MONDAY THROUGH THURSDAY FROM 6:00 A.M. TO 9:00 P.M. AND FRIDAY 6:00 A.M. TO SUNDAY 9:00 P.M.

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 ROAD 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

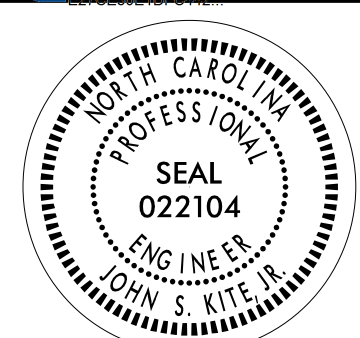

REMOVE EXISTING SNOWPLOWABLE PAVEMENT MARKERS IN PREPARATION FOR PAVING. REPAIR ANY PAVEMENT DAMAGE DUE TO EXISTING PAVEMENT MARKER REMOVAL PRIOR TO THE END OF THE WORK DAY. DISPOSE OF EXISTING PAVEMENT MARKERS AS DIRECTED BY THE ENGINEER. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK AS IT WILL BE INCIDENTAL 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 Kite</u> DATE: <u>3/26/2015</u>			<h3 style="margin: 0;">TRANSPORTATION OPERATIONS PLAN</h3>
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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.

WORK ZONE TRAFFIC CONTROL NARRATIVE

MILLING AND RESURFACING:

PARTIAL LANE MILLING:

(SEE ROADWAY TYPICAL SECTION NO. 2, DETAIL NO. 1)

FOR PARTIAL MILLING OF INSIDE SOUTHBOUND EDGE OF TRAVEL LANE FROM MILE MARKER 20 TO MILE MARKER 22, USE WORK ZONE 'VARIABLE' SPEED LIMIT REDUCTION (TMP-2B) AND RSD 1101.02, SHEETS 4, 9 AND 10. MILL AND PAVE BACK BY THE END OF EACH WORK DAY.

RESURFACING AND FULL WIDTH MILLING:

(SEE ROADWAY TYPICAL SECTION NO. 2, DETAIL NO. 2)

FOR MILLING AND RESURFACING OF I-95, USE WORK ZONE 'VARIABLE' SPEED LIMIT REDUCTION (TMP-2B) AND RSD 1101.02 SHEETS 4, 9 AND 10. MILL AND PAVE BACK BY THE END OF EACH WORK DAY.

DURING A RESURFACING ONLY OPERATION, BRING ALL NEWLY RESURFACED LANES TO THE SAME ELEVATION WITHIN 24 HOURS FOR NOMINAL LIFTS OF 1.5 INCHES OR LESS OF ASPHALT COURSE AND BY THE END OF EACH WORK DAY FOR NOMINAL LIFTS OF GREATER THAN 1.5 INCHES OF ASPHALT COURSE.

FOR MILLING AND RESURFACING OF THE LOOPS AT EXIT 20 (SEE ROADWAY DETAIL NO. 7) FROM NC 211 IN-BOUND TO I-95, CLOSE ONE LOOP AT A TIME AND DETOUR TRAFFIC AS SHOWN ON TMP-5 AND 6. USE WORK ZONE 'VARIABLE' SPEED LIMIT REDUCTION (TMP-2B), RSD 1101.02, SHEETS 4 AND 9, TO CLOSE INSIDE LANE OF I-95 TO COMPLETE OPERATION. AT COMPLETION OF MILLING AND PAVING OPERATION OPEN LOOP TO TRAFFIC.

FOR MILLING AND RESURFACING OF RAMPS (SEE ROADWAY DETAIL NO. 6), USE WORK ZONE 'VARIABLE' SPEED LIMIT REDUCTION RSD 1101.02, SHEETS 4, 9 AND 10. MILL AND PAVE BACK BY THE END OF EACH WORK DAY.

SLOPE THE PAVEMENT AT THE BEGINNING AND ENDING OF THE DAILY MILLING OPERATION AS DIRECTED BY THE ENGINEER. SWEEP AND REMOVE ALL MILLED MATERIAL FROM THE ROADWAY AS SOON AS THE DAILY MILLING OPERATION IS COMPLETED. CONTINUE MILLING OPERATIONS UNTIL THE PARTICULAR SECTION OF ROADWAY BEING MILLED IS COMPLETE. REMOVE ANY EXISTING PAVEMENT ADJACENT TO THE MILLED AREA THAT HAS BEEN DAMAGED AND REPLACE WITH PATCH MATERIAL AS DIRECTED BY THE ENGINEER.

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.

REPAIR OF BRIDGES:

LATEX MODIFIED CONCRETE OVERLAY - VERY EARLY STRENGTH:

BRIDGES NO. 144 AND 146 ON I-95 NB, AND 145 ON I-95 SB (SEE STRUCTURE PLANS AND ROADWAY TYPICAL SECTION NO. 2, DETAIL NO. 3)

COMPLETE THE MILLING, REPAIR AND OVERLAY OF EACH BRIDGE OVER SUCCESSIVE NIGHTS IN ACCORDANCE WITH THE ROAD CLOSURE TIME RESTRICTIONS.

CLOSE ONE DIRECTION OF I-95 AND DETOUR TRAFFIC AS SHOWN ON TMP-3 AND TMP-4. COMPLETE EACH NIGHT'S OPERATION AND PLACE TEMPORARY PAVEMENT MARKINGS BEFORE RE-OPENING THE ROADWAY.



BEFORE REOPENING ROADWAY TO TRAFFIC, MILL EXISTING PAVEMENT ON THE LEADING AND TRAILING ENDS OF REPAIRED DECK SURFACE.

COMPLETE THE REPAIR AND OVERLAY WORK ON ONE BRIDGE BEFORE BEGINNING THE WORK ON ANOTHER.

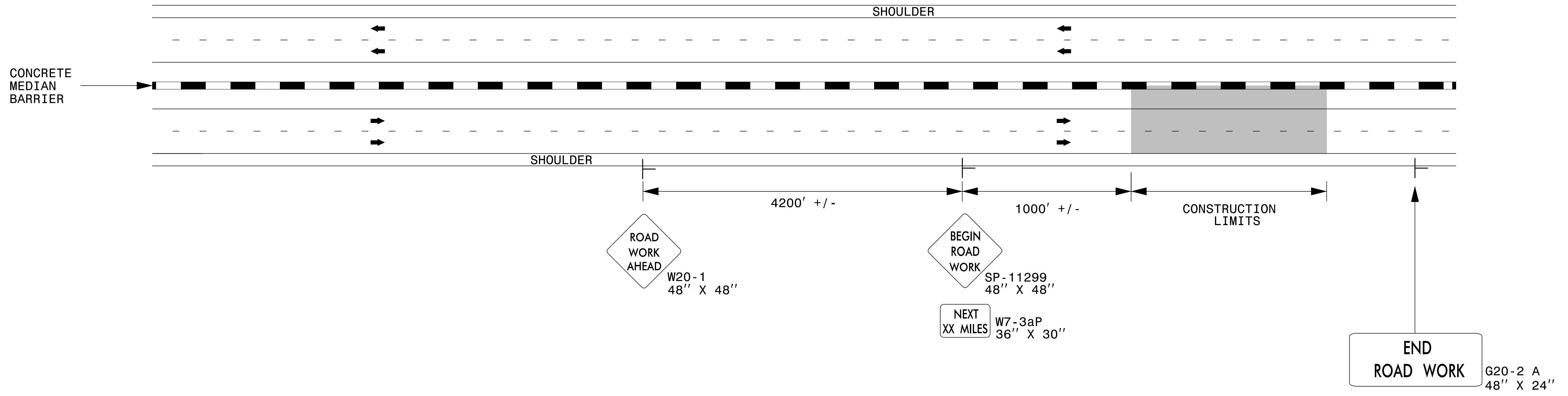
EPOXY OVERLAY ON BRIDGE NO. 147:

(SEE STRUCTURE PLANS AND ROADWAY TYPICAL SECTION NO. 2, DETAIL NO. 4)

USE USE WORK ZONE 'VARIABLE' SPEED LIMIT REDUCTION (TMP-2B) AND RSD 1101.02, SHEETS 4 AND 9, AS NEEDED TO COMPLETE THE EPOXY OVERLAY OPERATION. CONTINUE EPOXY OVERLAY OVER SUCCESSIVE WORK PERIODS UNTIL COMPLETE.

APPROVED: <u>Steve Edt</u> DATE: 12/18/2014 <small>DocuSigned by: Steve Edt 8792832E107C442</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.

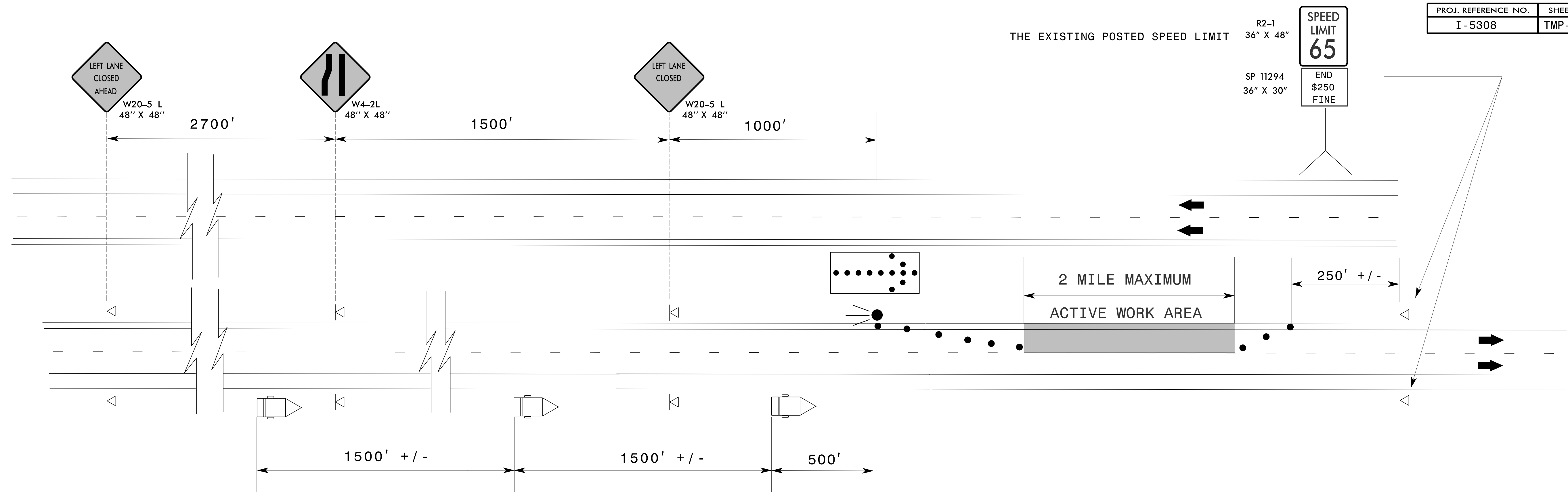
LEGEND

┌ STATIONARY SIGN

➔ DIRECTION OF TRAFFIC FLOW

APPROVED: <i>Steve Edt</i> DATE: 12/18/2014 <small>8772832E107C42</small>		
RESURFACING ADVANCE WARNING SIGNS FOR HIGH SPEED FACILITIES ≥ 60 MPH		

12/18/2014
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 User: sbjennings



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

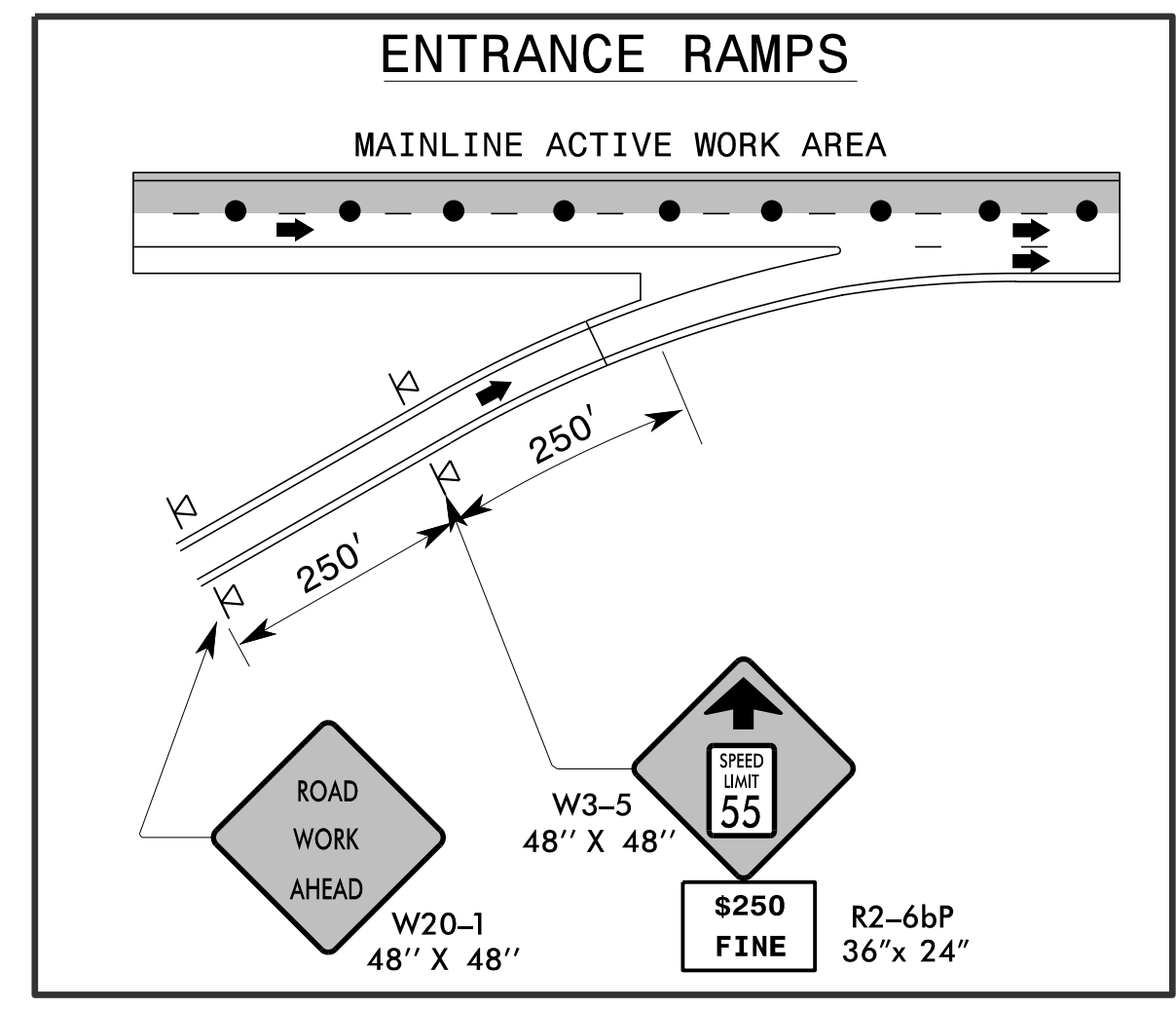
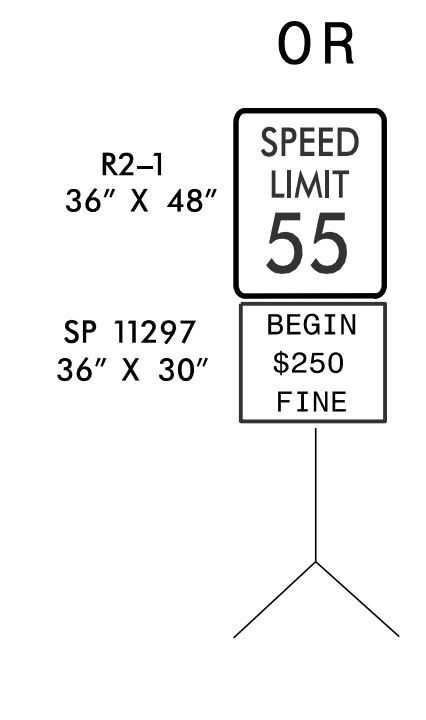
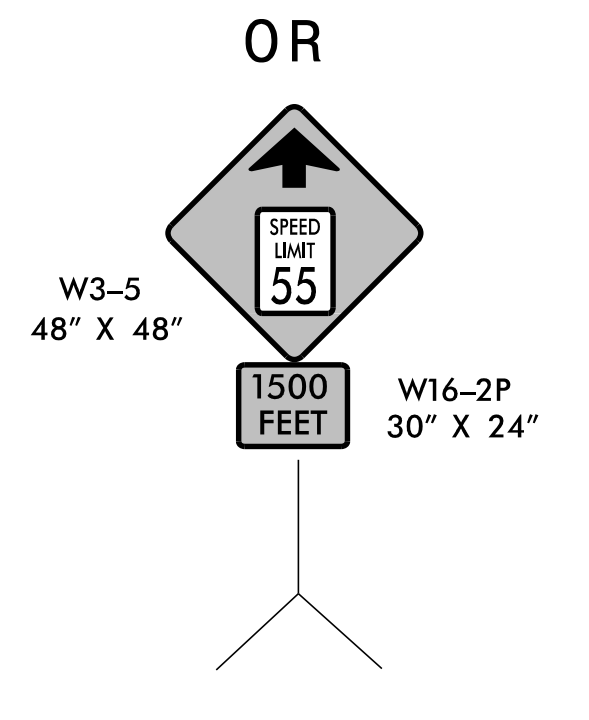
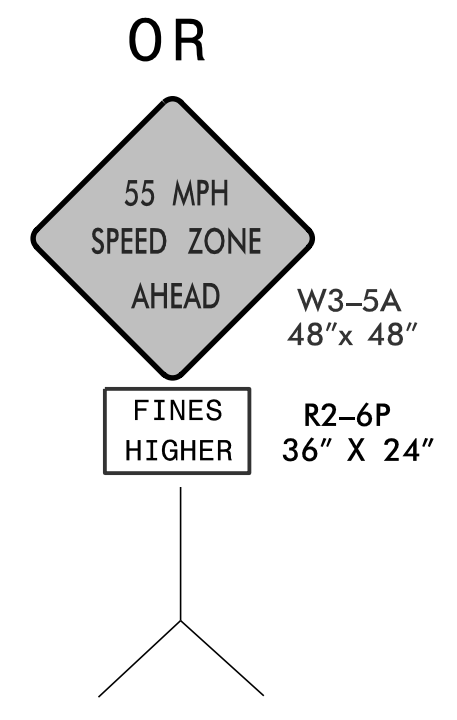
CHANGEABLE MESSAGE SIGN

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

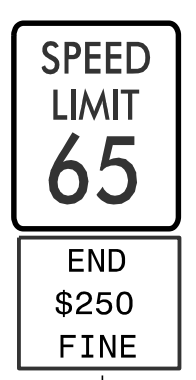
CHANGEABLE MESSAGE SIGN

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

CHANGEABLE MESSAGE SIGN



THE EXISTING POSTED SPEED LIMIT R2-1 36" X 48"



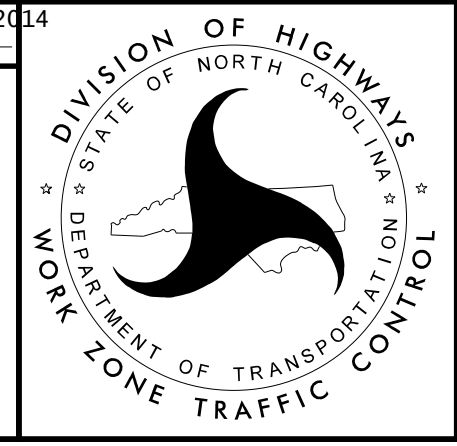
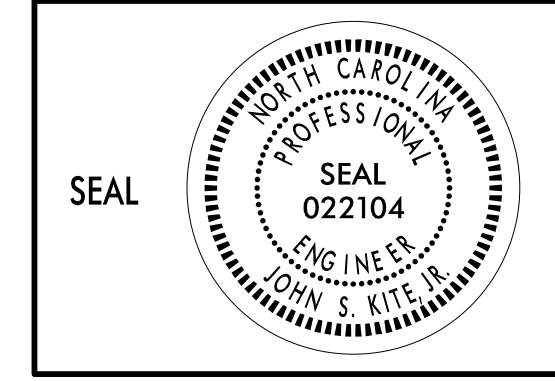
2 MILE MAXIMUM
ACTIVE WORK AREA

250' +/-

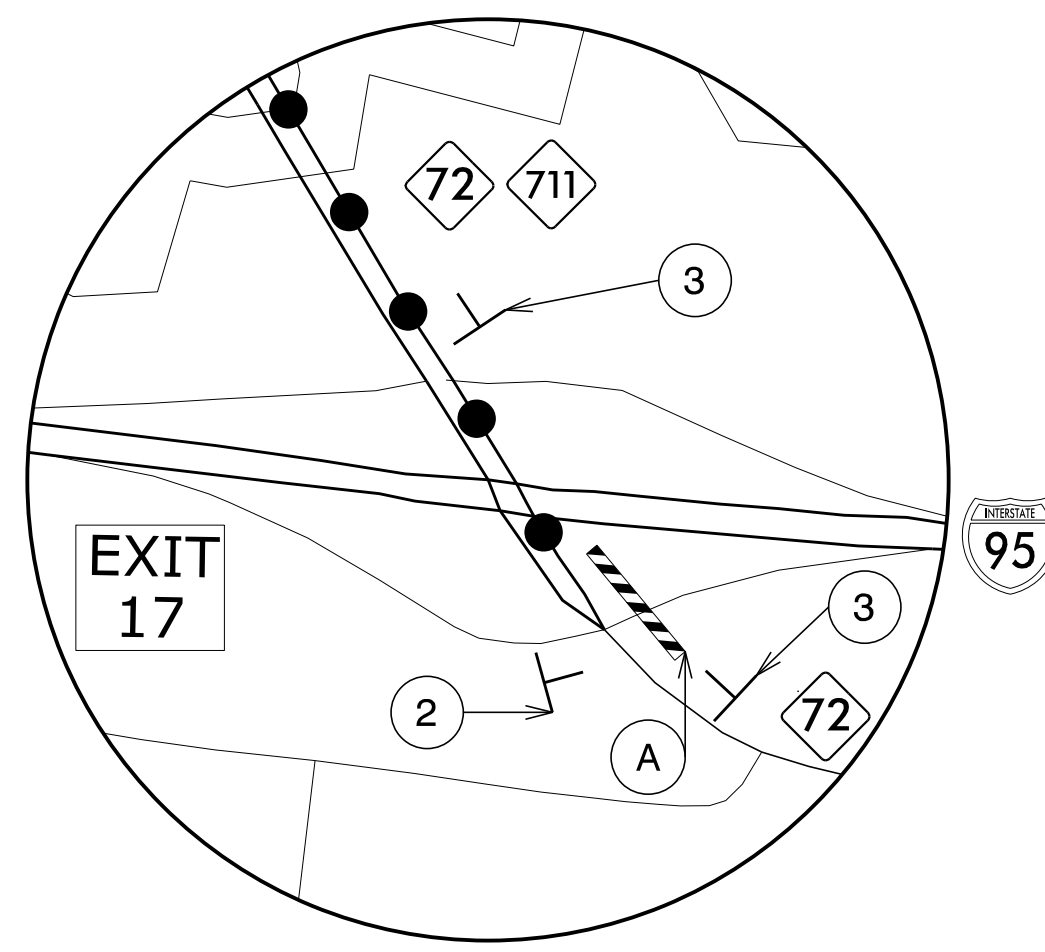
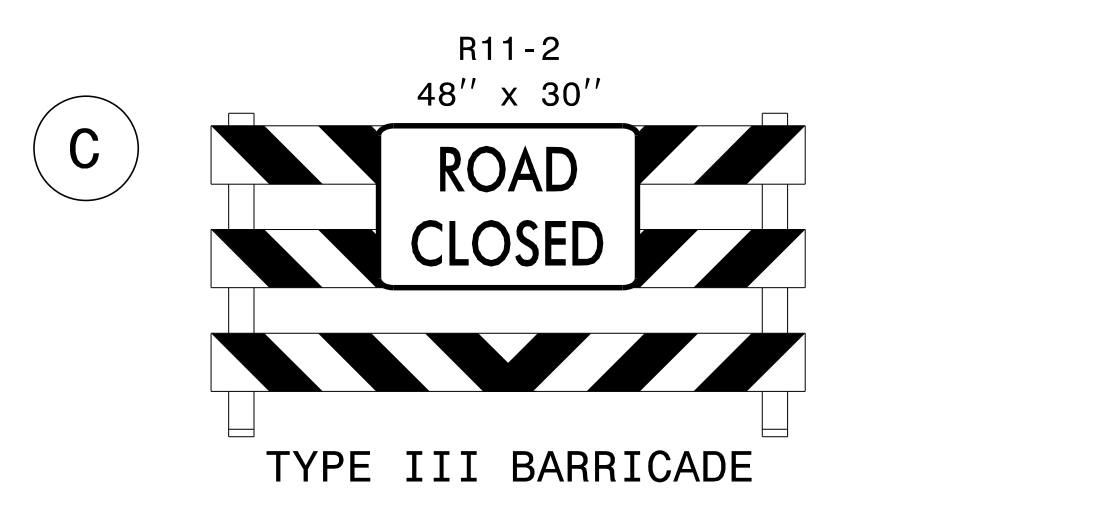
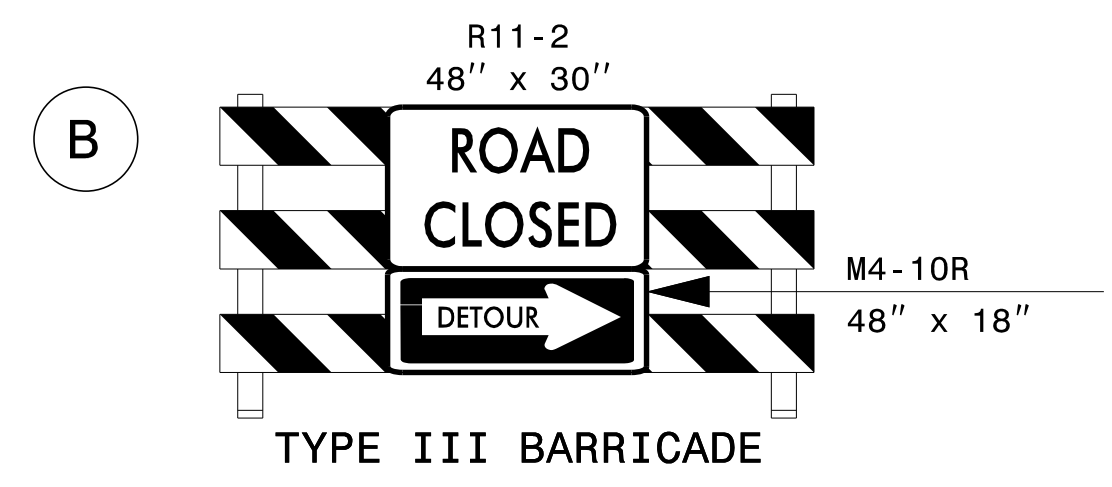
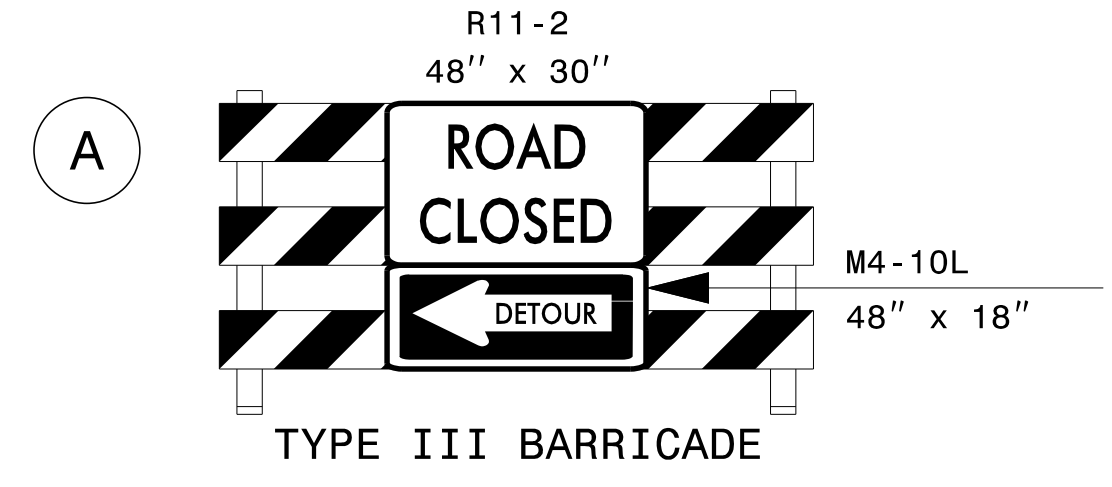
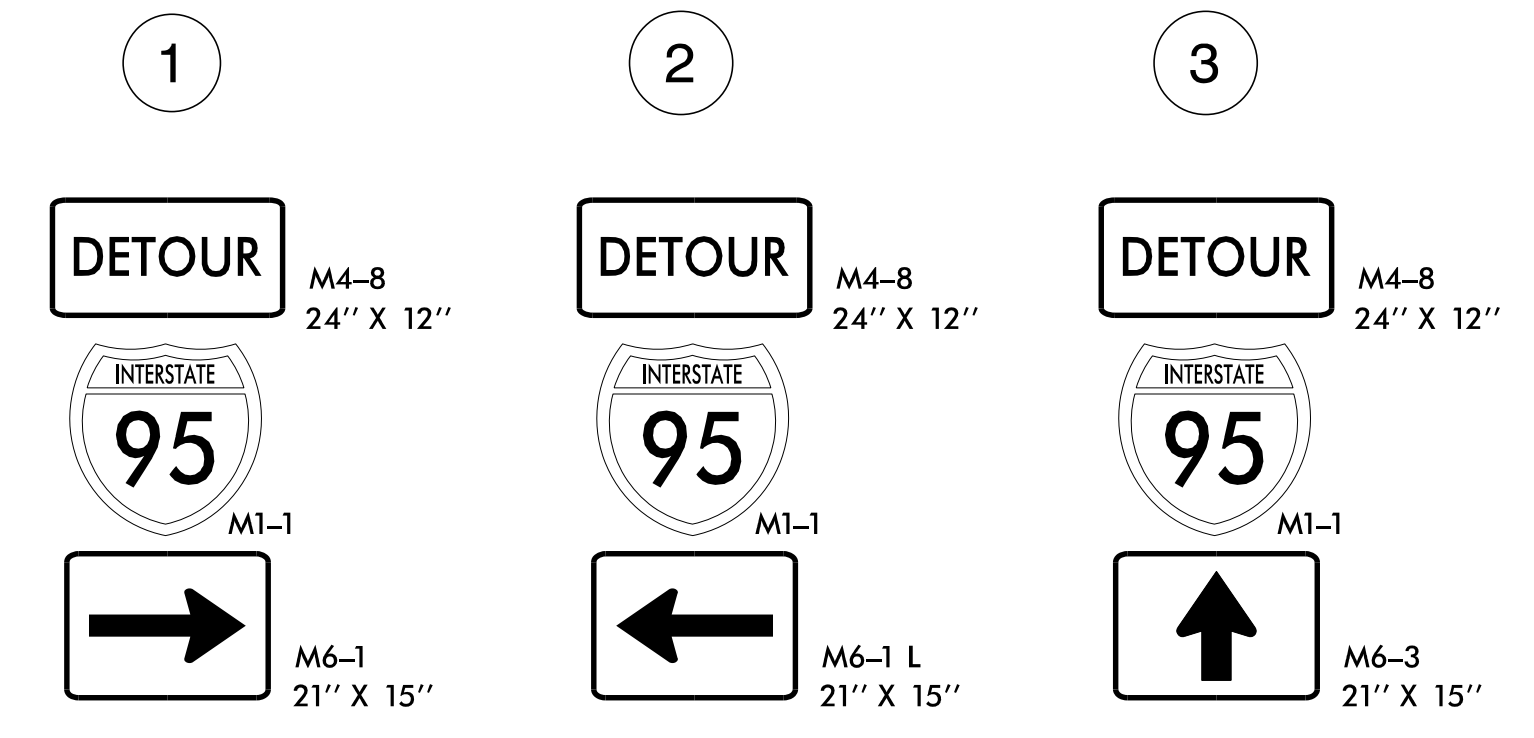
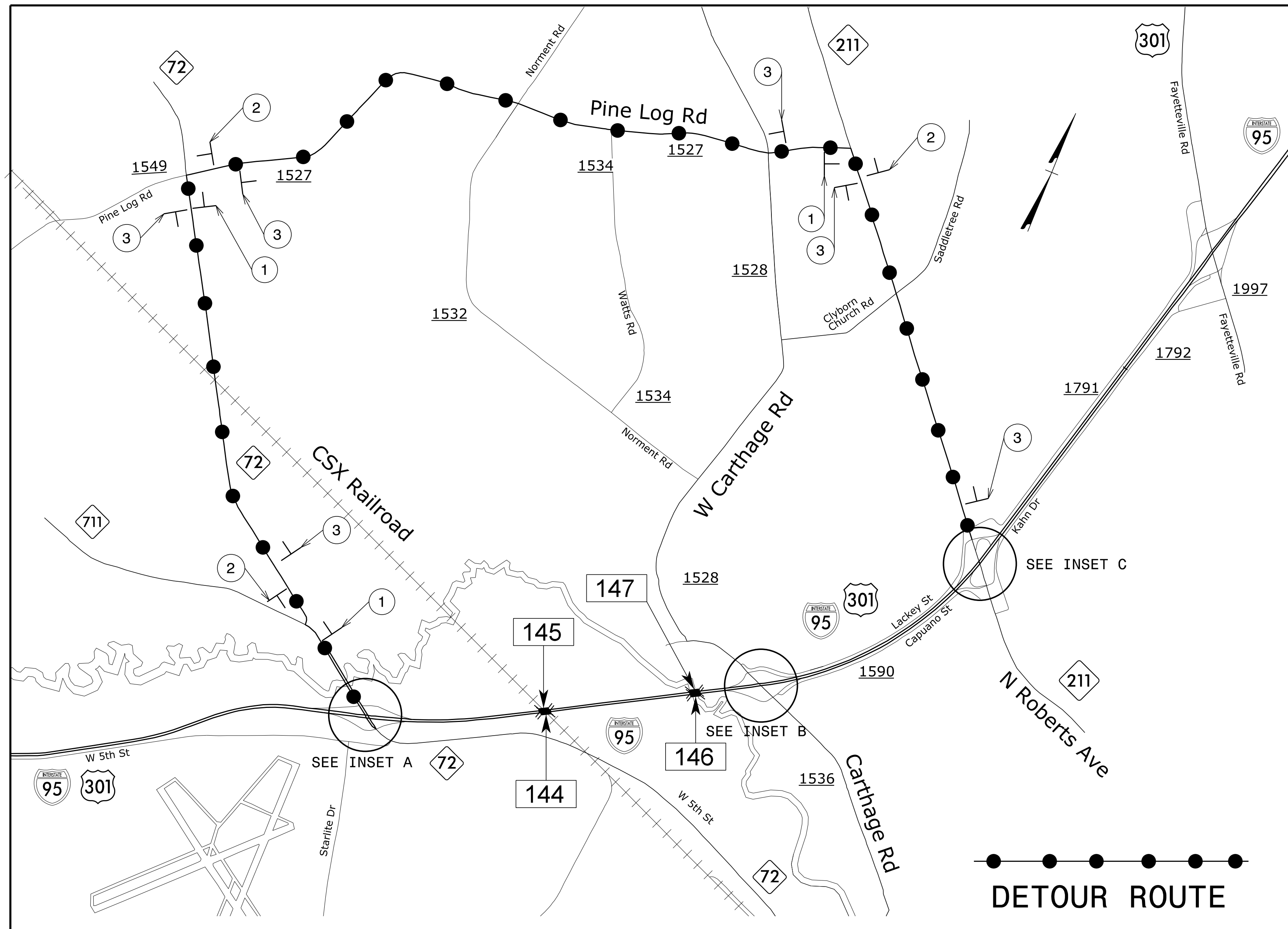
NOTES

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.

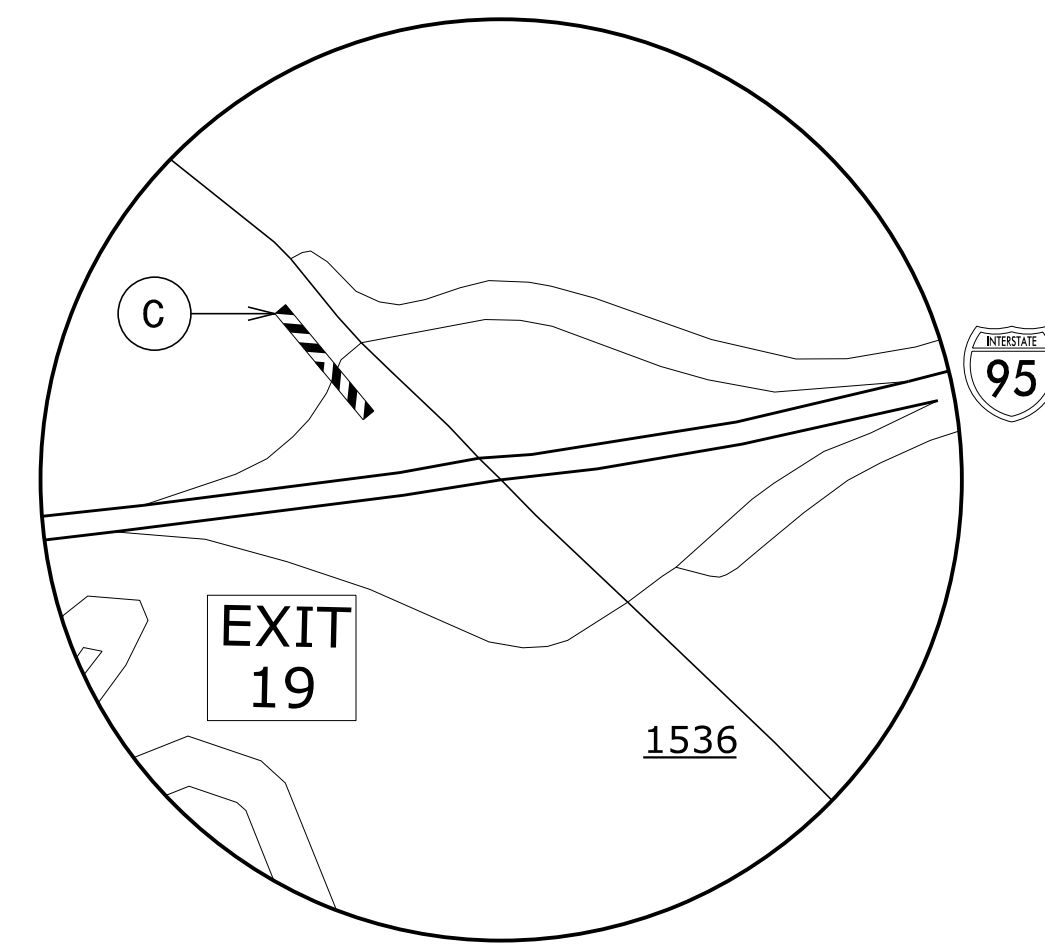
APPROVED: *Steve Ert* DATE: 12/18/2014



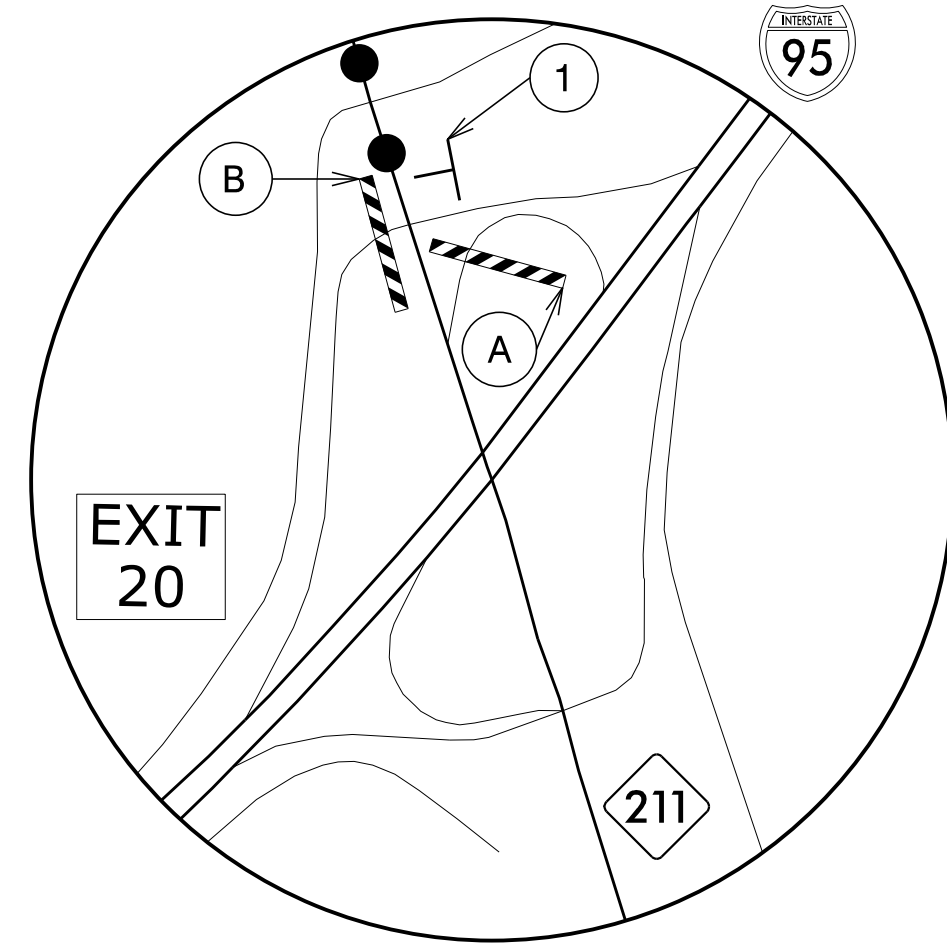
**WORK ZONE
"VARIABLE"
SPEED LIMIT
REDUCTION**



INSET A
NB CLOSURE



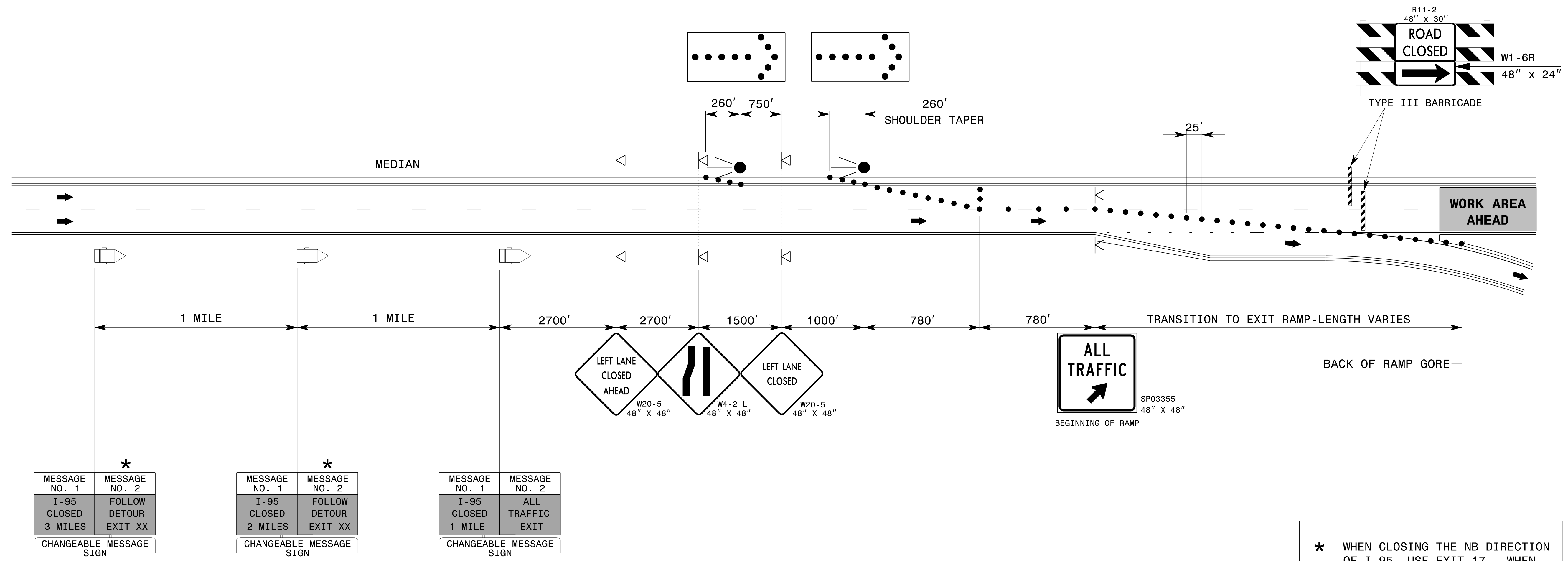
INSET B
SB CLOSURE



INSET C
SB CLOSURE

APPROVED: <i>Steve Eide</i> DATE: 12/18/2014			<h2>I-95 DETOUR ROUTE</h2>
SEAL			

12/18/2014
 R:\Traffic\TrafficControl\CPN\5308_TC_TMP_3.dgn
 User: sbjennings



* WHEN CLOSING THE NB DIRECTION OF I-95, USE EXIT 17. WHEN CLOSING THE SB DIRECTION OF I-95, USE EXIT 20.

NOTES

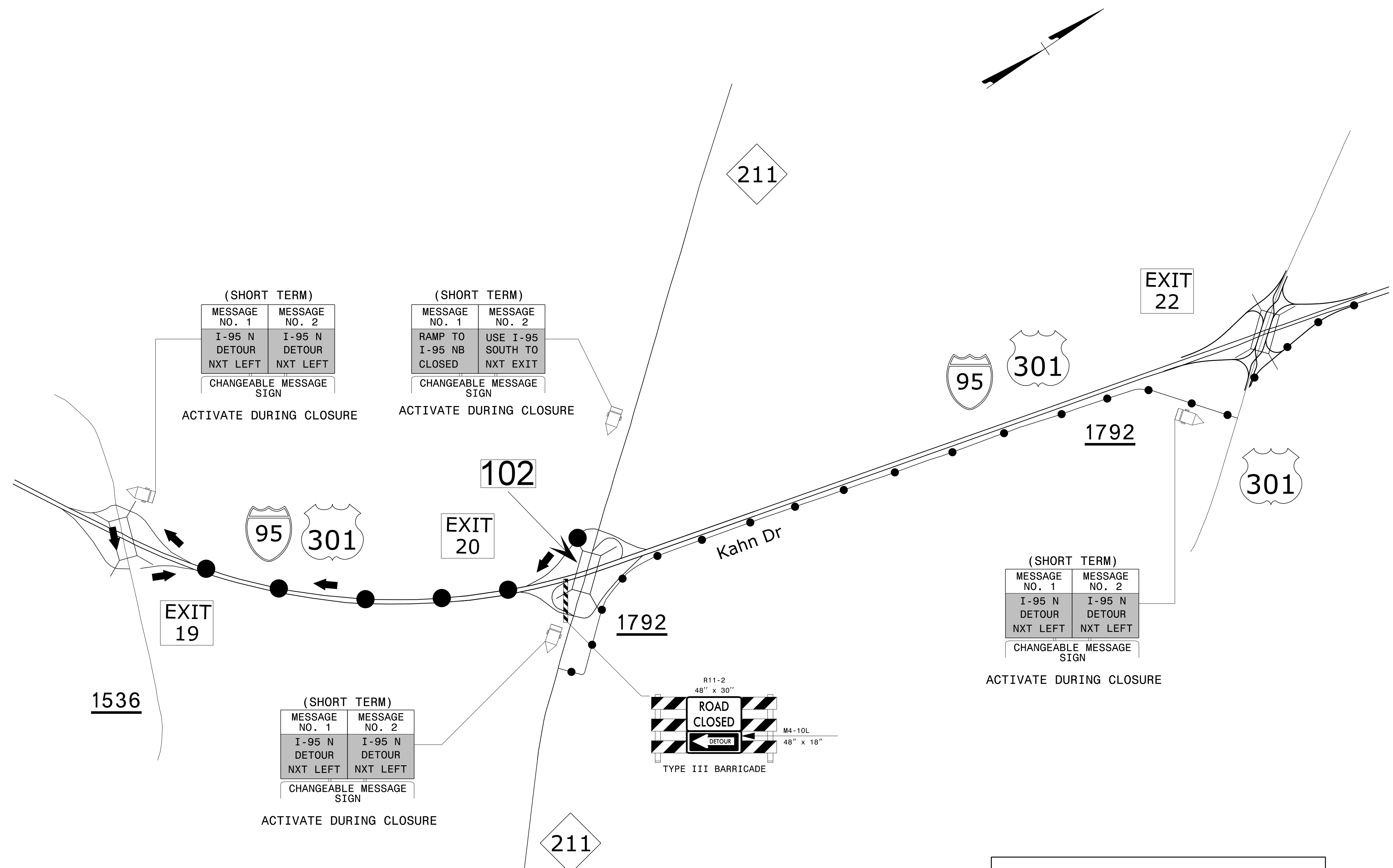
- 1- AT RAMPS, PLACE SIGNALS IN FLASH MODE AND USE LAW ENFORCEMENT TO DIRECT TRAFFIC.
- 2- REFER TO NOTES ON STD. 1101.02 SHEET 3.

LEGEND

- CHANGEABLE MESSAGE SIGN (CMS)
- FLASHING ARROW BOARD (TYPE C)
- DRUM
- PORTABLE SIGN
- DIRECTION OF TRAFFIC FLOW

12/18/2014 R:\TrafficControl\TrafficControl\I-5308_TC_TMP_4.dgn User:rsb|ennings

APPROVED: <i>Steve Edt</i> DATE: 12/18/2014 SEAL 		<h1>I-95 ROAD CLOSURE</h1>
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NOTE:
 CLOSE I-95 NORTH BOUND LOOP AT NC 211, DETOUR TRAFFIC ON I-95 S TO EXIT 19, THEN BACK TO I-95 N. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON LOOP AND REOPEN TO TRAFFIC.

● — ● — ●
 PRIMARY DETOUR ROUTE

● — ● — ● — ● — ●
 SECONDARY DETOUR ROUTE

USE IN CONJUNCTION WITH
 RSD 1101.02, SHEETS 4 & 9,
 AND TMP-2B.

APPROVED: *Steve Edt* DATE: 12/18/2014

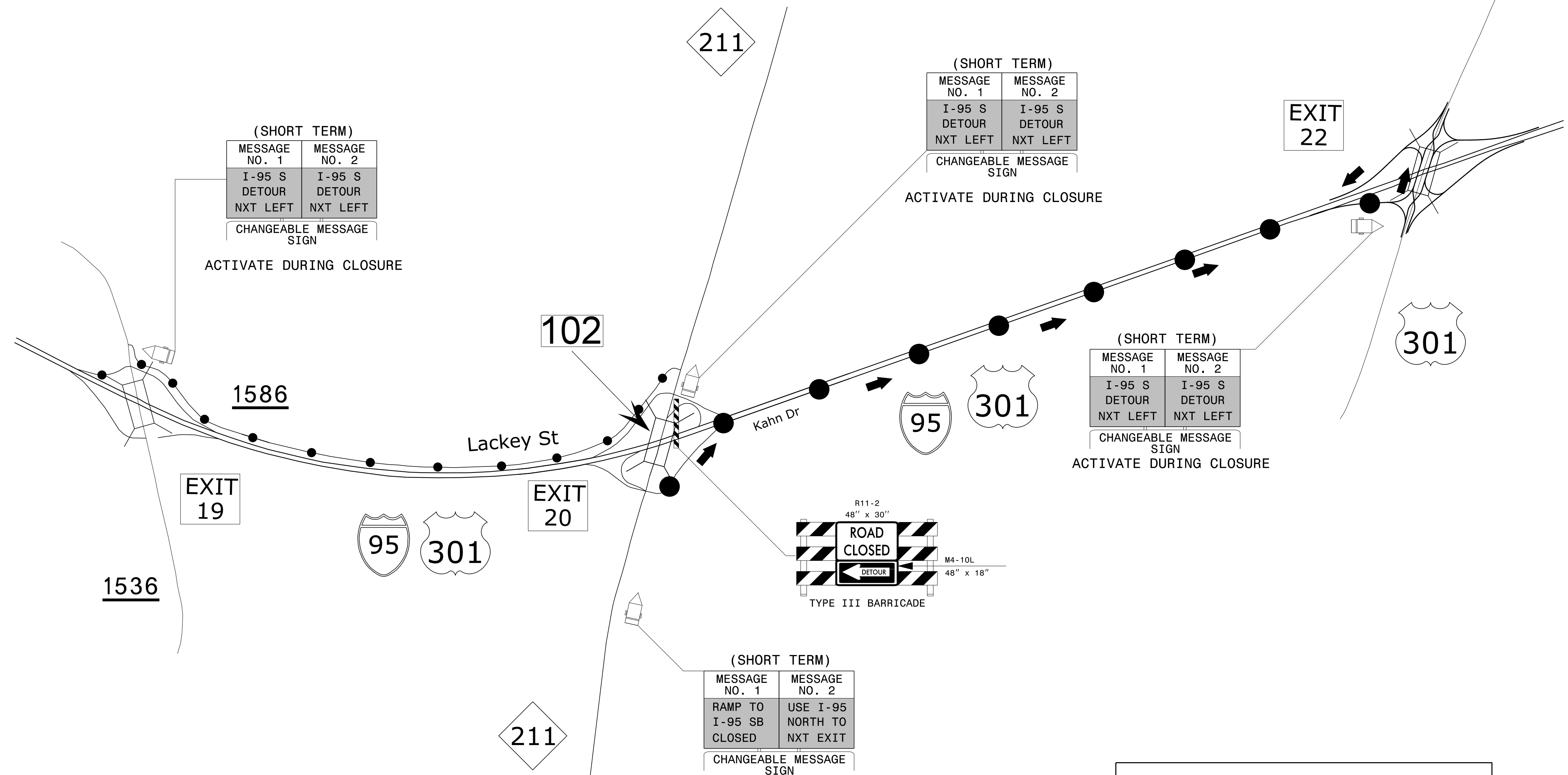
DocuSigned by:
 Steve Edt
 8772832E107C442

SEAL

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

**BRIDGE #102
 I-95 NB LOOP
 DETOUR**

12/18/2014
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 User: sbjennings



NOTE:
CLOSE I-95 SOUTH BOUND LOOP AT NC 211, DETOUR TRAFFIC ON I-95 N TO EXIT 22, THEN BACK TO I-95 S. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON LOOP AND REOPEN TO TRAFFIC.

PRIMARY DETOUR ROUTE

SECONDARY DETOUR ROUTE

USE IN CONJUNCTION WITH
RSD 1101.02, SHEETS 4 & 9,
AND TMP-2B.

APPROVED: *Steve Edt* DATE: 12/18/2014

SEAL

PROFESSIONAL
SEAL
022104
ENGINEER
JOHN S. KITTE JR.



**BRIDGE #102
I-95 SB LOOP
DETOUR**

12/18/2014 R:\Traffic\TrafficControl\CPN\5308_TC_TMP_6.dgn User:rsb|ennings