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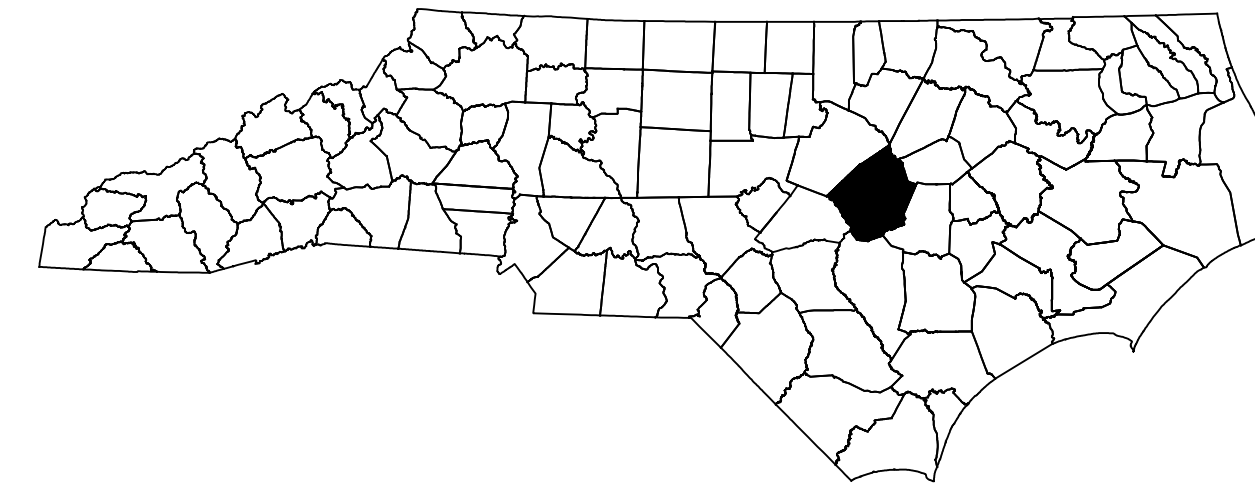
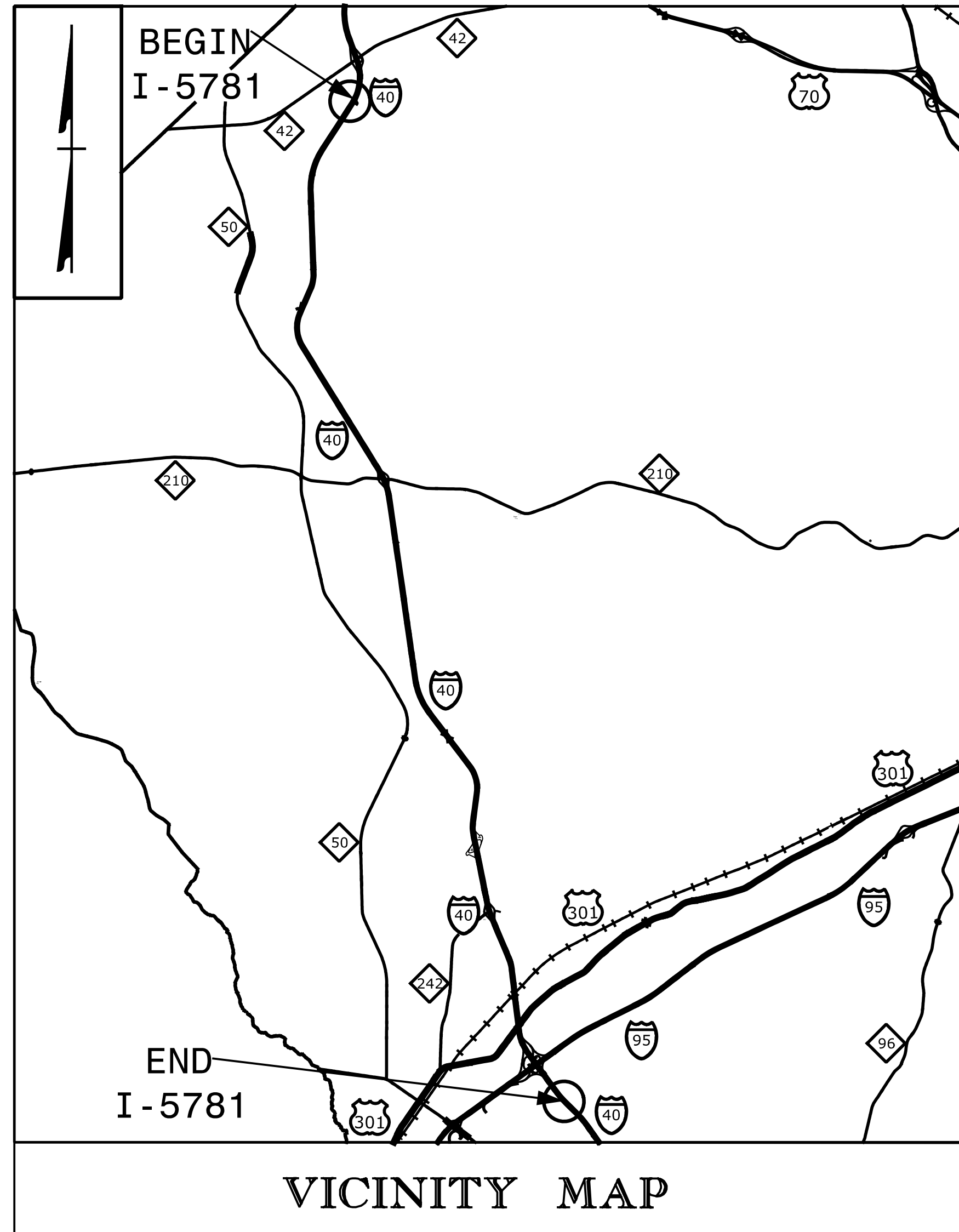
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STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

JOHNSTON COUNTY



**LOCATION: I-40 FROM SR 1010 (CLEVELAND ROAD)
TO WEST OF SR 1211 (MORGAN ROAD)**

**TYPE OF WORK: MILLING, RESURFACING,
AND BRIDGE REHABILITATION**

VICINITY MAP

INDEX OF SHEETS

SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP, INDEX OF SHEETS,
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, AND LEGEND
TMP-1B	TRANSPORTATION OPERATIONS PLAN: (GENERAL NOTES)
TMP-1C	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES AND PHASING)
TMP-2	SIGN LEGEND
TMP-3-10	I-40 OFFSITE DETOUR DETAILS
TMP-11	WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION
TMP-12	RESURFACING ADVANCE WARNING SIGNS FOR HIGH SPEED FACILITIES 60 MPH
TMP-13	RAMP CLOSURE TYPICAL
TMP-14	-Y- PHASE I INTERSECTION IMPROVEMENTS
TMP-15	-Y- PHASE II INTERSECTION IMPROVEMENTS
TMP-16	-Y1- RAMP RECONSTRUCTION
TMP-17	STATIONARY ADVANCE WARNING SIGNS FOR INTERSTATE/FREEWAY RESURFACING PROJECTS
TMP-18	SEQUENTIAL FLASHING WARNING LIGHTS AND WORK ZONE PRESENCE LIGHTING
TMP-19	SHORT TERM CLOSURE AND DETOUR OF INTERSTATE/ FREEWAY RAMPS
TMP-20	WORK ZONE VARIABLE SPEED LIMIT USING DIGITAL SPEED LIMIT SIGNS FOR INTERSTATE/FREEWAY RESURFACING PROJECTS

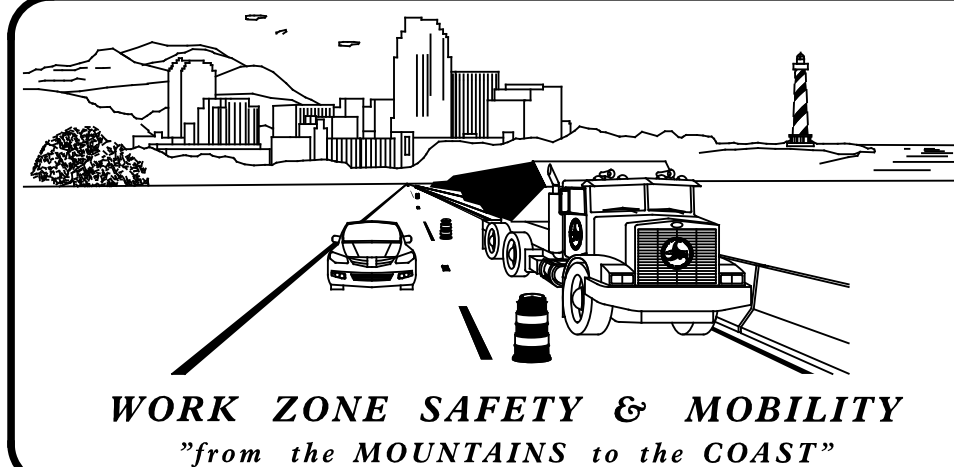
SHEET NO.

TMP-1

I-5781

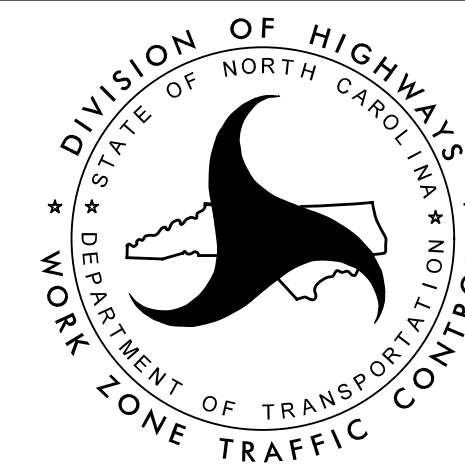
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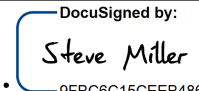
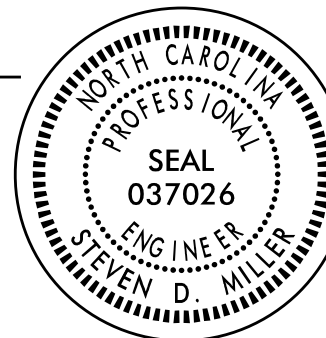
N.C.D.O.T. WORK ZONE TRAFFIC CONTROL
1561 MAIL SERVICE CENTER (MSC) RALEIGH, NC 27699-1561
750 N. GREENFIELD PARKWAY, GARNER, NC 27529 (DELIVERY)
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J. E. HUMMER Ph.D. P.E. STATE TRAFFIC MANAGEMENT ENGINEER
J. S. KITE P.E. TRAFFIC CONTROL PROJECT ENGINEER
TRAFFIC CONTROL PROJECT DESIGN ENGINEER
TRAFFIC CONTROL DESIGN ENGINEER



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APPROVED: 
DATE: 8/24/2017
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ROADWAY STANDARD DRAWINGS

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

<u>STD. NO.</u>	<u>TITLE</u>
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	DRUM
1135.01	CONES
1145.01	BARRICADES - TYPE III
1150.01	FLAGGING DEVICES
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 MULTILANE ROADWAYS
1205.03	PAVEMENT MARKINGS - EXITS AND ENTRANCE RAMP
1205.04	PAVEMENT MARKINGS - INTERSECTIONS
1205.05	PAVEMENT MARKINGS - TURN LANES
1205.06	PAVEMENT MARKINGS - LANE DROPS
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
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

LEGEND

GENERAL

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

- WORK AREA
- REMOVAL
- WEDGING
- USER DEFINED (IF NEEDED)

SIGNALS

- EXISTING
- PROPOSED
- TEMPORARY

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

TRAFFIC CONTROL DEVICES

- BARRICADE (TYPE III)
- CONE
- DRUM SKINNY DRUM TUBULAR MARKER
- TEMPORARY CRASH CUSHION
- FLASHING ARROW BOARD
- FLAGGER
- LAW ENFORCEMENT
- TRUCK MOUNTED ATTENUATOR (TMA)
- CHANGEABLE MESSAGE SIGN

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

PAVEMENT MARKERS

- CRYSTAL/CRYSTAL
- CRYSTAL/RED
- YELLOW/YELLOW

PAVEMENT MARKING SYMBOLS

- PAVEMENT MARKING SYMBOLS

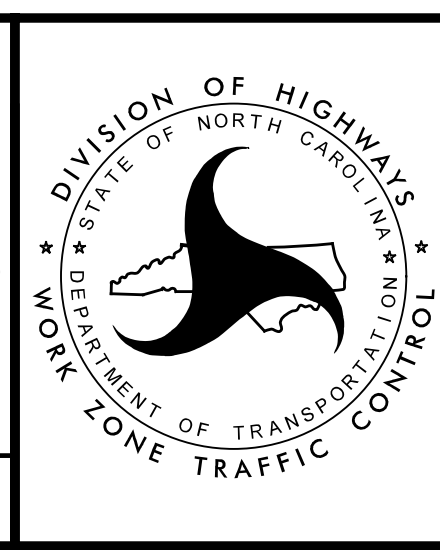
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**ROADWAY STANDARD
DRAWINGS & LEGEND**

GENERAL NOTES

PROJ. REFERENCE NO. I-5781	SHEET NO. TMP-1B
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CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS, AND ROADWAY DETAILS ARE NOT ATTAINABLE TO MEET FIELD CONDITIONS OR RESULT IN DUPLICATE OR UNDESIRED OVERLAPPING OF DEVICES. MODIFICATION MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING, OR REMOVAL OF DEVICES AS DIRECTED BY THE ENGINEER.

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

TIME RESTRICTIONS

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

ROAD NAME	DAY AND TIME RESTRICTIONS
I 40 EASTBOUND FROM NC 42 TO NC 210	MONDAY TO THURSDAY 4:00 PM TO 8:00 PM FRIDAY 12:00 PM (NOON) TO 8:00 PM SATURDAY 7:00 AM TO 12:00 PM (NOON)
I 40 WESTBOUND FROM NC 42 TO NC 210	MONDAY TO FRIDAY 6:00 AM TO 9:00 AM SUNDAY 12:00 PM (NOON) TO 8:00 PM
I 40 EASTBOUND FROM NC 210 TO SAMPSON COUNTY LINE	FRIDAY 12:00 PM (NOON) TO 8:00 PM SATURDAY 7:00 AM TO 12:00 PM (NOON)
I 40 WESTBOUND FROM NC 210 TO SAMPSON CO LINE	SUNDAY 12:00 PM (NOON) TO 8:00 PM
I-95 RAMPS AND LOOPS AT I-40	MONDAY TO THURSDAY 5:00 AM TO 11:00 PM FRIDAY 5:00 AM TO SUNDAY 12:00 AM (MIDNIGHT)
EXIT RAMP OF NC 210	MONDAY TO THURSDAY 4:00 PM TO 8:00 PM

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

ROAD NAME: I-40

HOLIDAY

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

LANE AND SHOULDER CLOSURE REQUIREMENTS

C) 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.

D) 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.

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

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

F) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRAFFIC CONTROL PLANS, ROADWAY STANDARD DRAWINGS, OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.

G) DO NOT WORK SIMULTANEOUSLY WITHIN 15 FT ON BOTH SIDES OF AN OPEN TRAVELWAY, RAMP, OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.

PAVEMENT EDGE DROP OFF REQUIREMENTS

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

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

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

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

I) 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) 1000 FEET IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

K) INSTALL ADVANCE WORK ZONE WARNING SIGNS NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.

L) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRAFFIC CONTROL PLANS.

PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRAFFIC CONTROL PLANS.

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

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

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

TRAFFIC CONTROL DEVICES

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

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

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

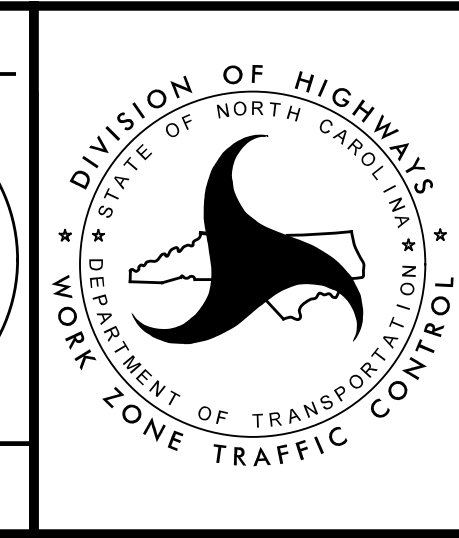
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DATE: 7/31/2017

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TRANSPORTATION OPERATIONS PLAN

MANAGEMENT STRATEGIES

- MAINTAIN I-40 TRAFFIC THROUGH LANE CLOSURES
- RAMPS AND LOOPS MAY BE CLOSED AND TRAFFIC DETOURED OFF-SITE
- PROVIDE THIRTY (30) CALENDAR DAYS NOTICE TO THE ENGINEER, JOHNSTON COUNTY EMERGENCY SERVICES, AND JOHNSTON COUNTY SCHOOL OFFICIALS PRIOR TO ROAD CLOSURE

PHASING

- STEP 1: USING RSD 1101.01 SHEET 1 OF 3 AND TMP-12, PLACE ADVANCE WARNING SIGNS ALONG I-40/I-95 AND RAMPS WHERE NECESSARY.
- STEP 2: USING RSD 1101.02 SHEETS 4, 8, 9, AND 10 OF 15, COMPLETE PAVEMENT REHABILITATION OPERATIONS FOR THE ESTABLISHED WORK AREA, PLACING TEMPORARY PAVEMENT MARKINGS ON INTERIM LAYERS OF PAVEMENT AS NECESSARY. INTERCHANGE RAMPS AND LOOPS MAY BE CLOSED USING RSD 1101.03 SHEETS 1 AND 2 OF 9. SEE TMP-3 THROUGH TMP-10 FOR THE OFF-SITE DETOUR FOR EACH RAMP. SEE TMP-13 FOR ADDITIONAL CLOSURE SIGNS. RETURN TRAFFIC TO THE EXISTING PATTERN AT THE END OF EACH WORK DAY. THE CONTRACTOR SHALL NOT CLOSE ANY RAMP OR LANE OF A RAMP THAT IS INCLUDED AS PART OF AN ACTIVE DETOUR.
- STEP 3: PERFORM THE FOLLOWING IN A CONTINUOUS MANNER:
- BEGIN CONSTRUCTION ON RAMPS -Y- AND -Y1- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.
 - PLACE PORTABLE SIGNS & MOVE DEVICES
- STEP 4: COMPLETE CONSTRUCTION AND PLACE THE FINAL LAYER OF SURFACE COURSE AND FINAL PAVEMENT MARKINGS ACCORDING TO THE PAVEMENT MARKING PLANS. SHIFT TRAFFIC TO THE FINAL PATTERN.
- STEP 5: REMOVE ALL WORK ZONE TRAFFIC CONTROL DEVICES.

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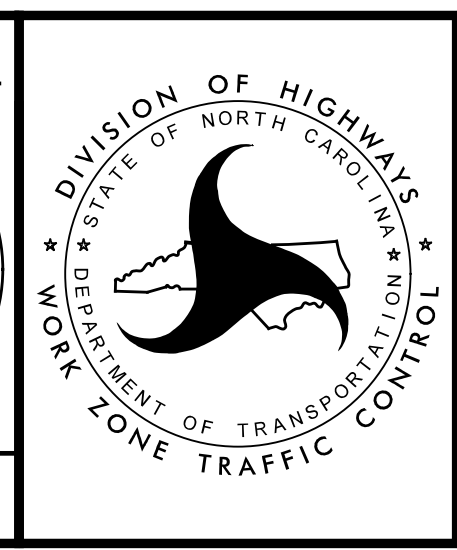
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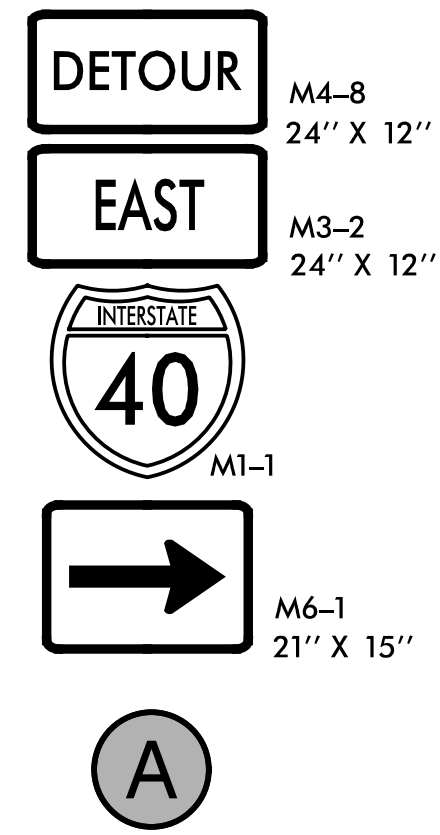
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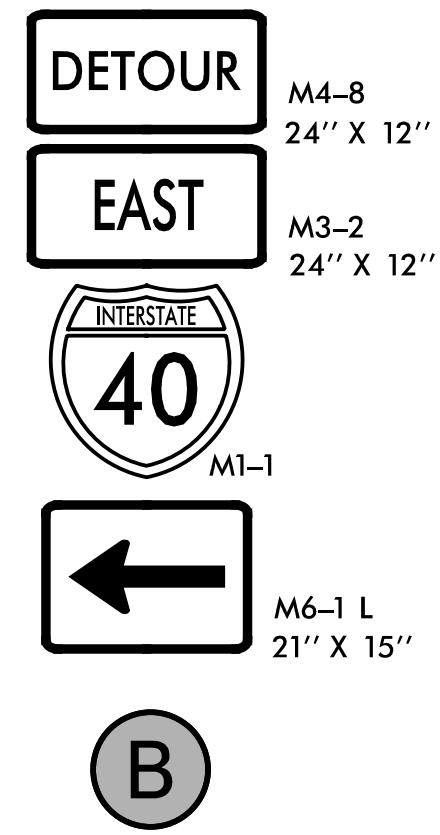
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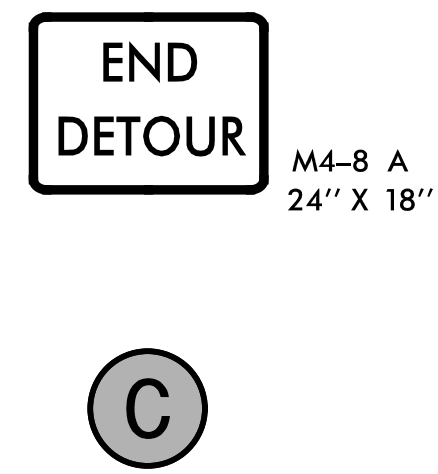
**TRANSPORTATION
 OPERATIONS
 PLAN**



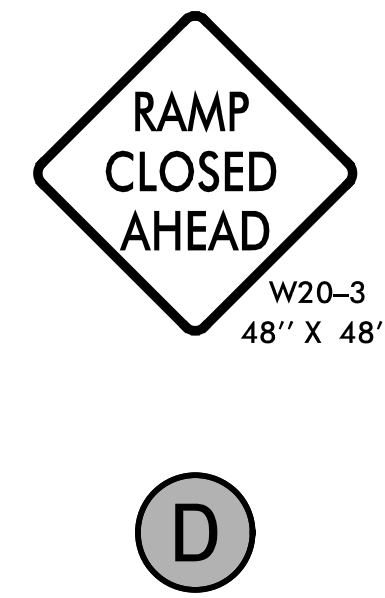
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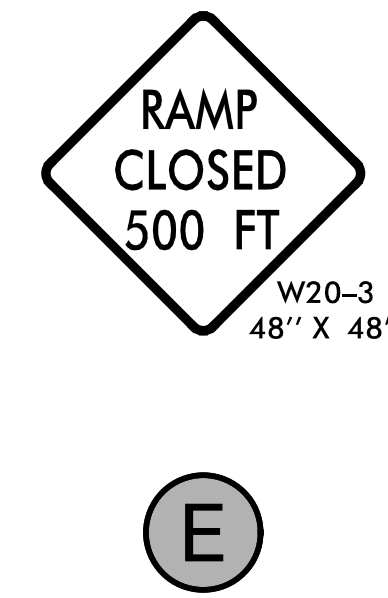
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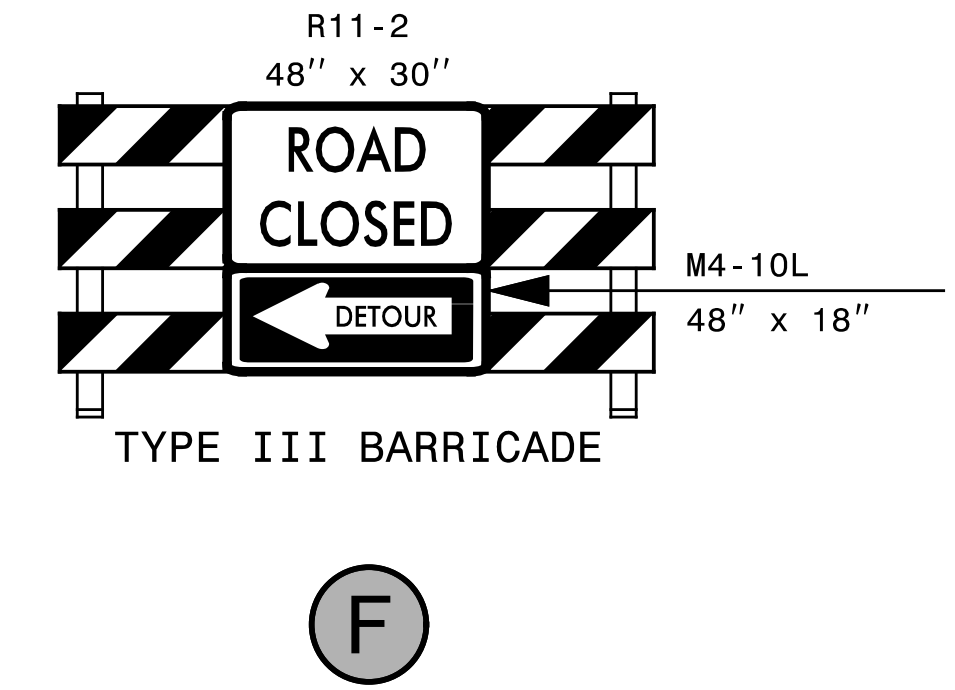
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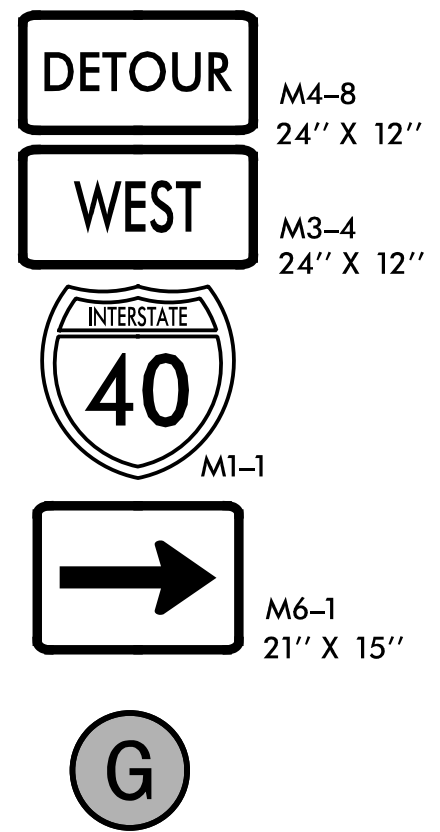
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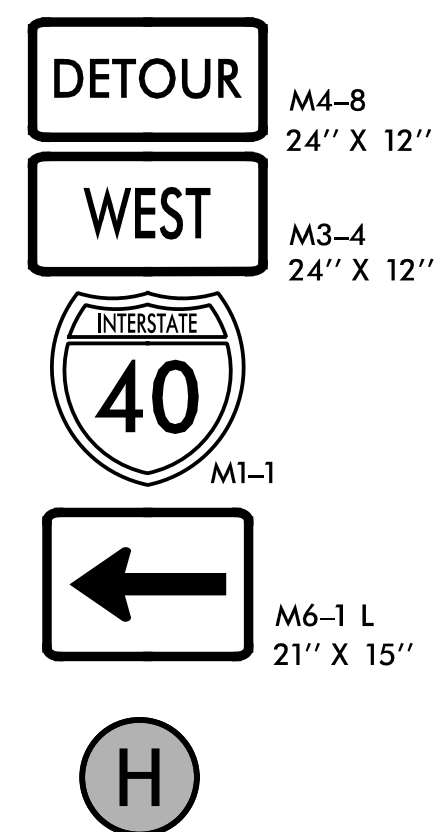
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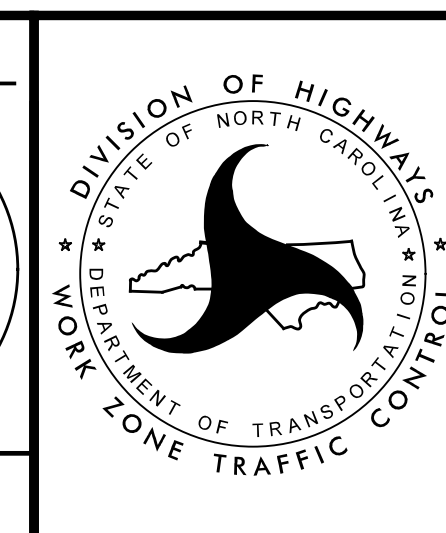
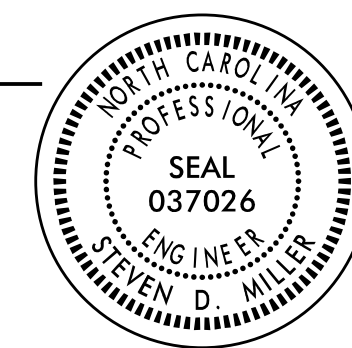
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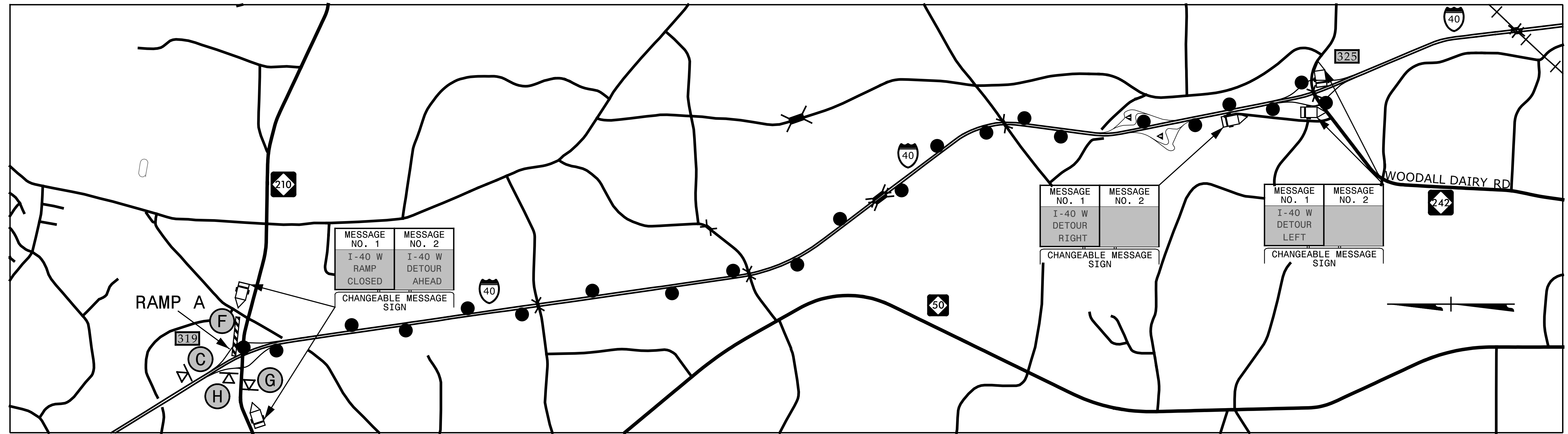
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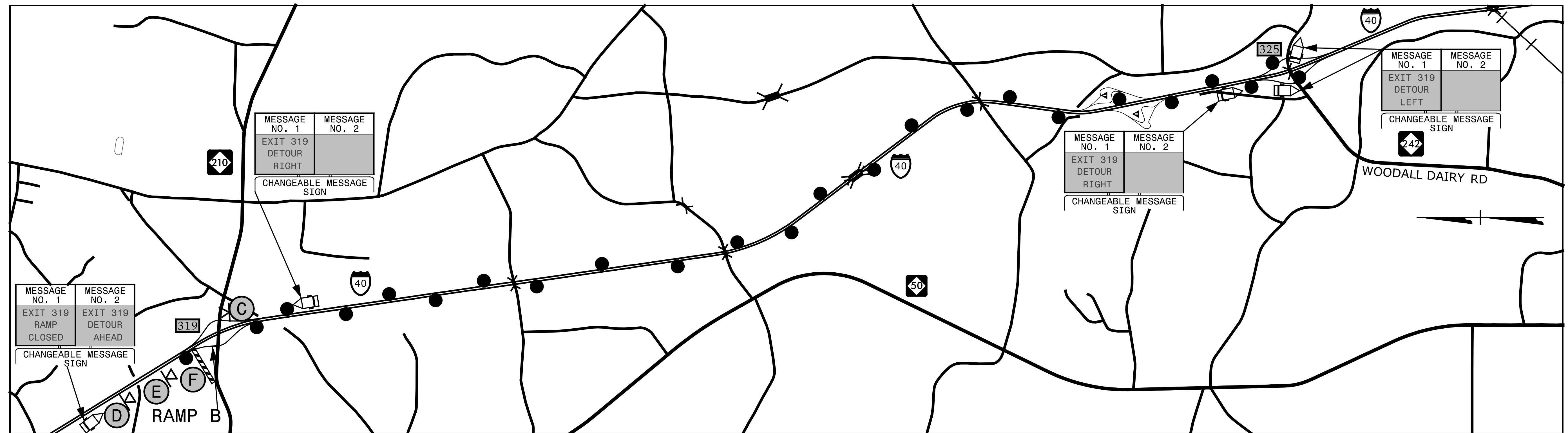
SIGN LEGEND

EXIT 319 RAMP A - I-40 / NC 210

PROJ. REFERENCE NO.	SHEET NO.
I-5781	TMP-3



EXIT 319 RAMP B - I-40 / NC 210

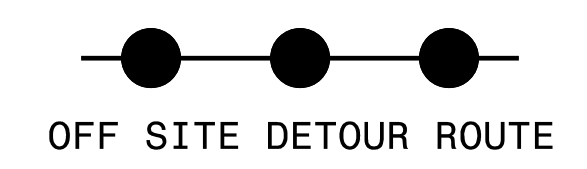


MESSAGE NO. 1	MESSAGE NO. 2
EXIT 319 RAMP CLOSED	EXIT 319 DETOUR AHEAD

MESSAGE NO. 1	MESSAGE NO. 2
EXIT 319 DETOUR RIGHT	

MESSAGE NO. 1	MESSAGE NO. 2
EXIT 319 DETOUR RIGHT	

MESSAGE NO. 1	MESSAGE NO. 2
EXIT 319 DETOUR LEFT	



SEE TMP-2 FOR SIGN LEGEND
SEE TMP-13 FOR RAMP CLOSURE TYPICAL

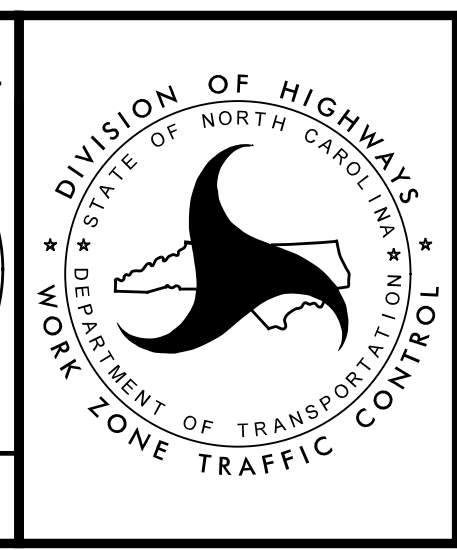
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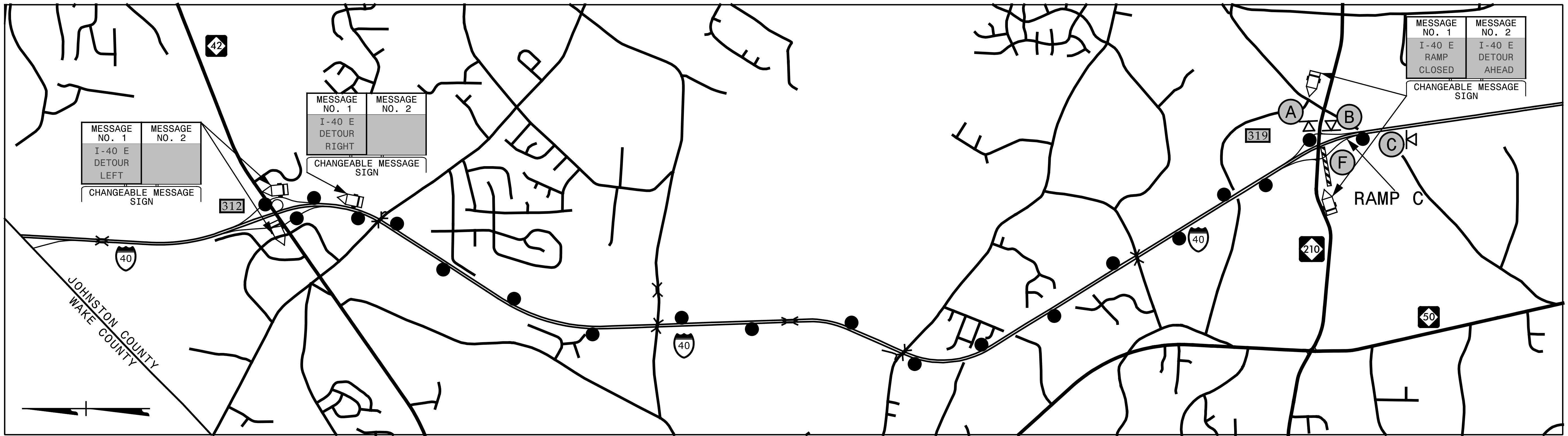
I-40 & NC 210 DETOUR

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

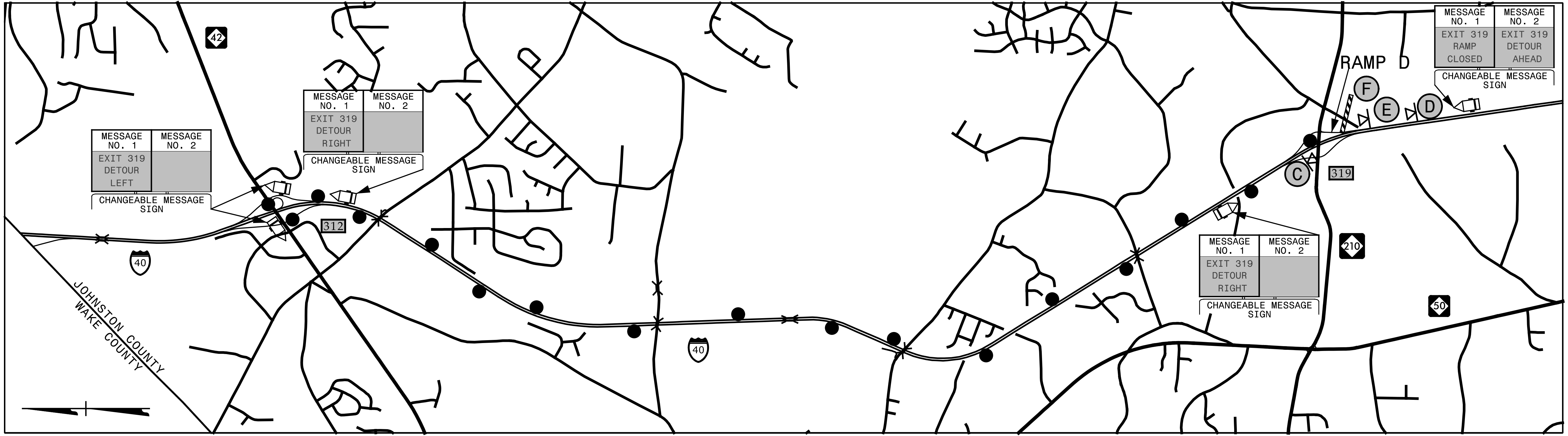
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EXIT 319 RAMP C - I-40 / NC 210

PROJ. REFERENCE NO.	SHEET NO.
I-5781	TMP-4



EXIT 319 RAMP D - I-40 / NC 210



5/9/2017 11:58:00 I-5781\TP\Tr-off\io\TMP\N-5781\TMP-4.dgn
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jbauman

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OFF SITE DETOUR ROUTE

SEE TMP-2 FOR SIGN LEGEND
SEE TMP-13 FOR RAMP CLOSURE TYPICAL

SEPI
ENGINEERING & CONSTRUCTION

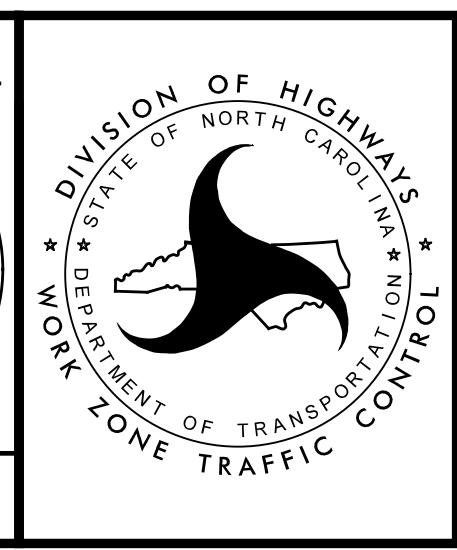
1025 Wade Avenue
Raleigh, NC 27605
Tel: 919-789-9977
Fax: 919-789-9591
License: C-2197

APPROVED: *Steven D. Miller*
1583A42932284A...

DATE: 7/31/2017

SEAL

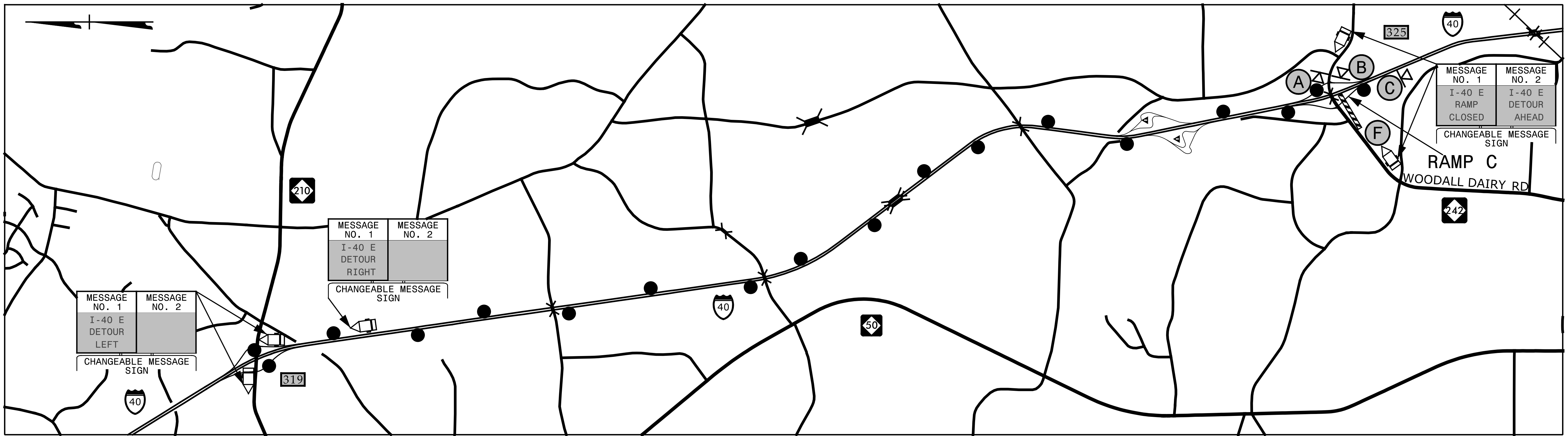
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UNLESS ALL SIGNATURES COMPLETED



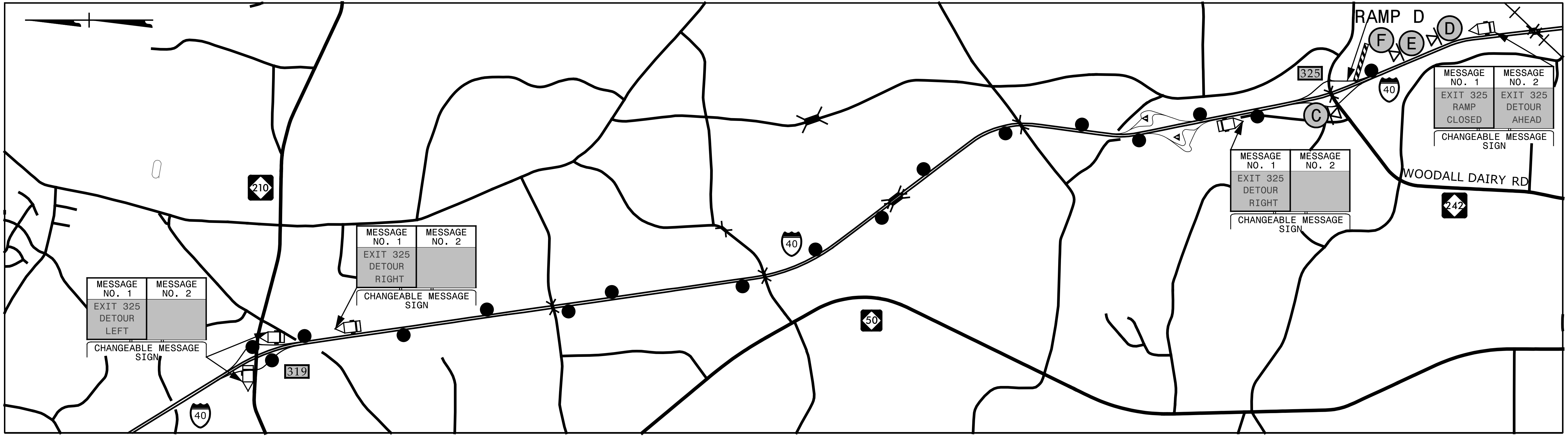
**I-40 & NC 210
DETOUR**

EXIT 325 RAMP C - I-40 / NC 242

PROJ. REFERENCE NO.	SHEET NO.
I-5781	TMP-5



EXIT 325 RAMP D - I-40 / NC 242



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OFF SITE DETOUR ROUTE

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SEE TMP-13 FOR RAMP CLOSURE TYPICAL

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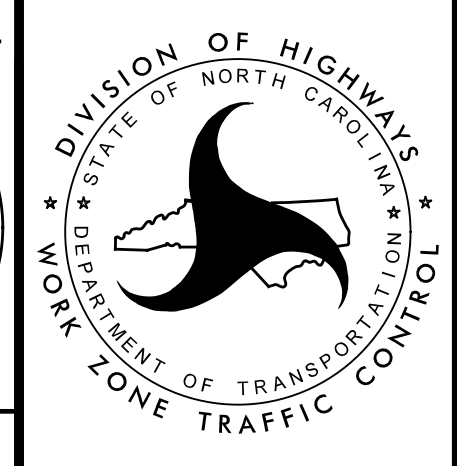
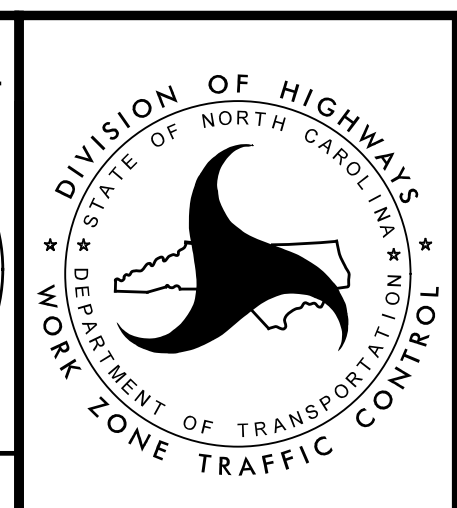
1025 Wade Avenue
Raleigh, NC 27605
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Fax: 919-789-9591
License: C-2197

DocuSigned by:
Steven V. Miller
1583A49322841A

APPROVED: _____
DATE: 7/31/2017

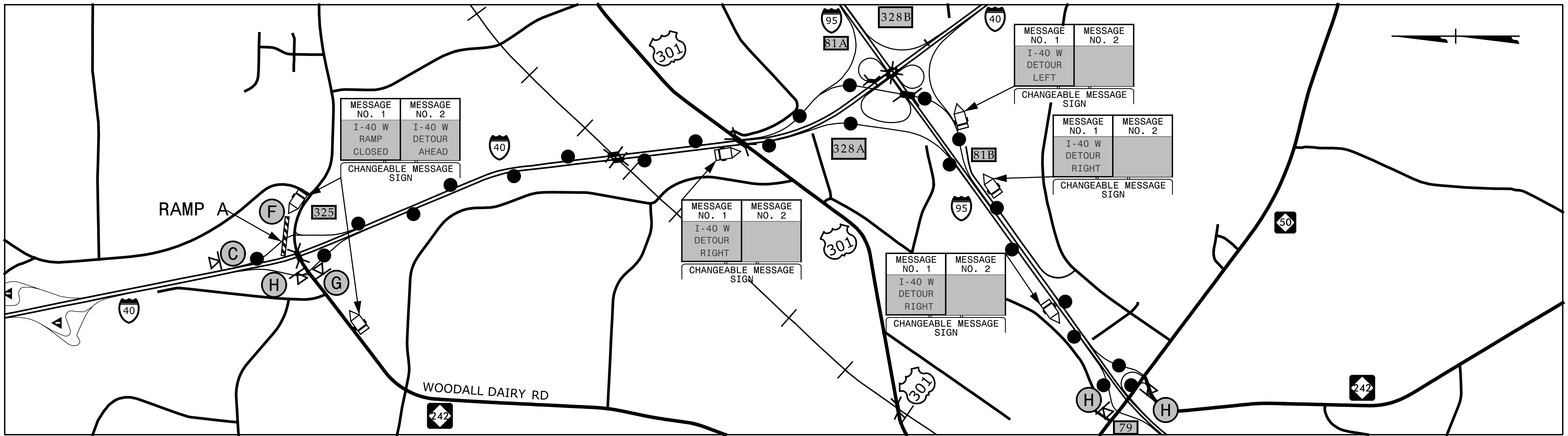
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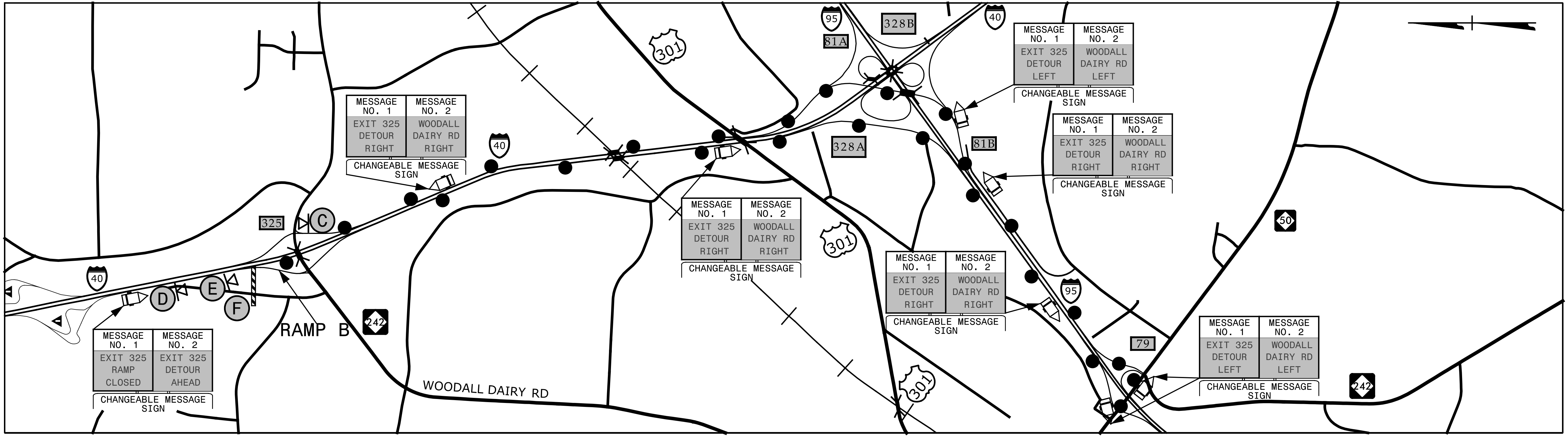



I-40 & NC 242
DETOUR

EXIT 325 RAMP A - I-40 / NC 242



EXIT 325 RAMP B - I-40 / NC 242




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 SEE TMP-2 FOR SIGN LEGEND
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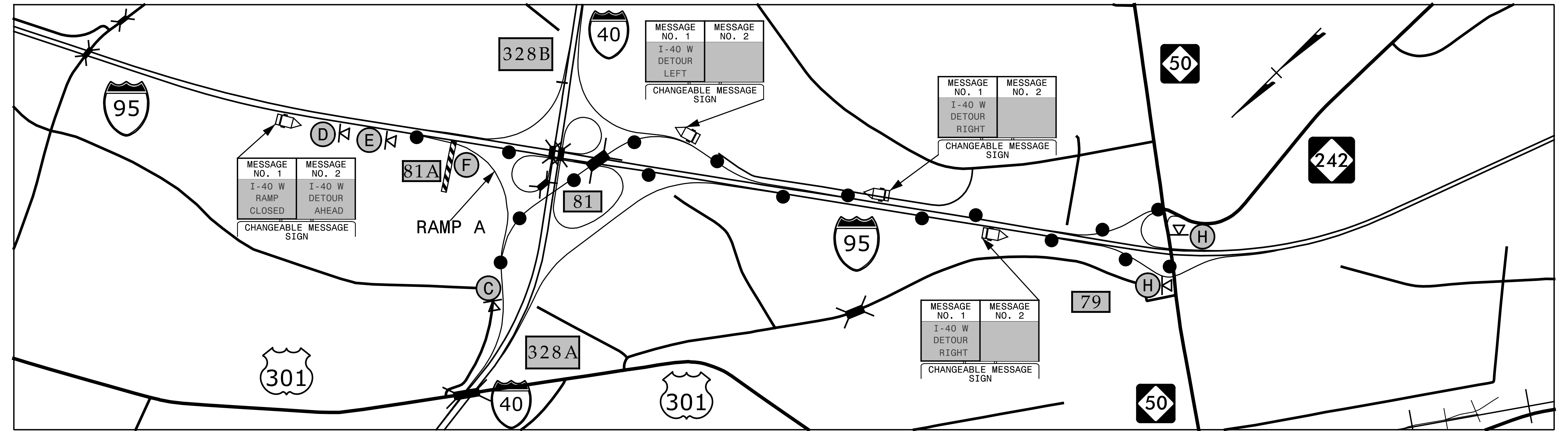
APPROVED: *Steven D. Miller*
 DATE: 7/31/2017
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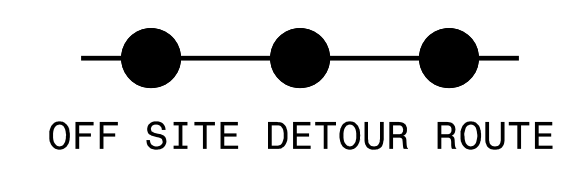
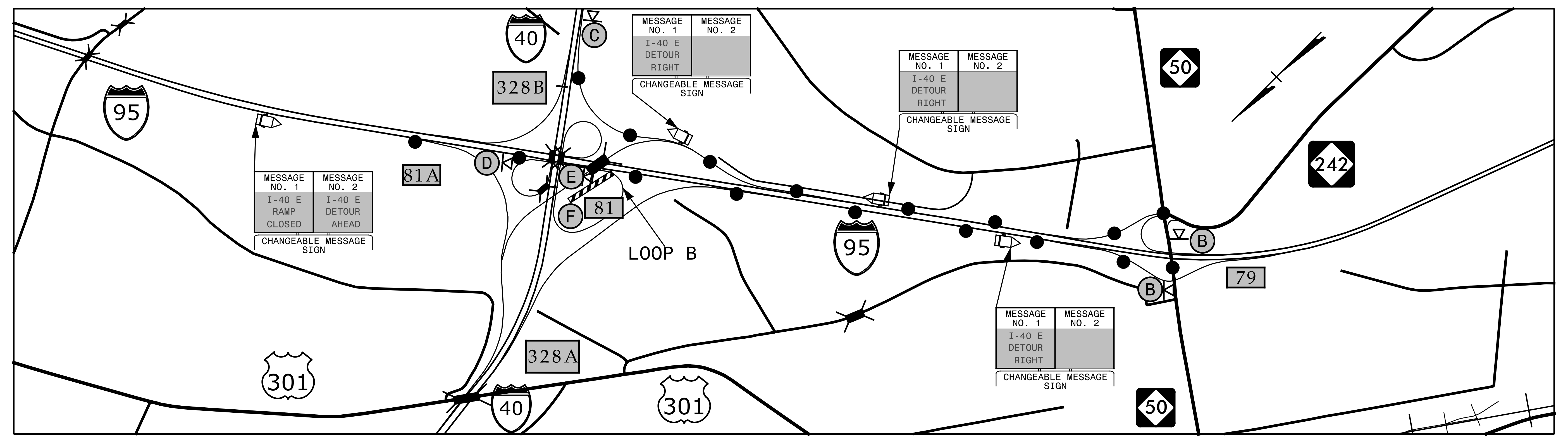
**I-40 & NC 242
 DETOUR**

5/9/2017
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EXIT 81A RAMP A - I-40 / I-95



EXIT 81B LOOP B - I-40 / I-95



SEE TMP-2 FOR SIGN LEGEND
SEE TMP-13 FOR RAMP CLOSURE TYPICAL

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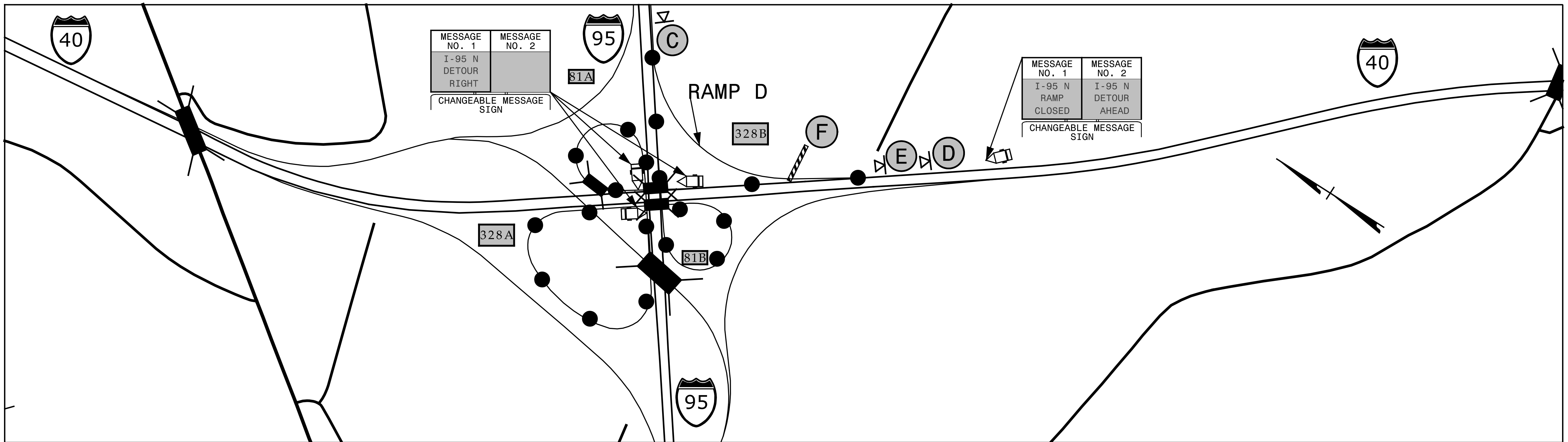
**I-95 & I-40
DETOUR**

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

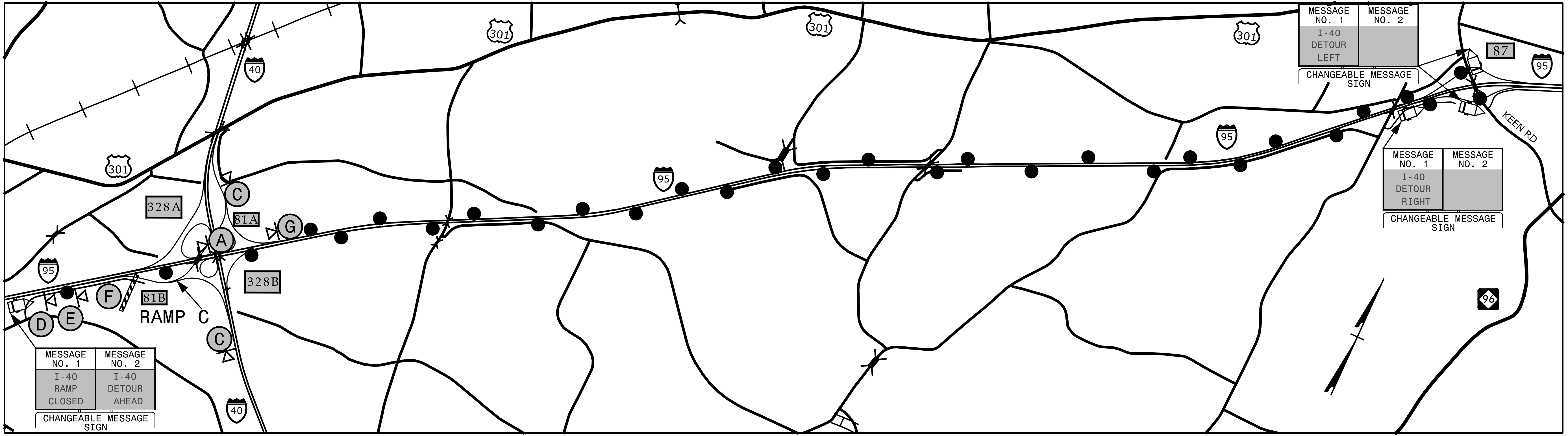
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ibauman

EXIT 328B RAMP D - I-40 / I-95

PROJ. REFERENCE NO.	SHEET NO.
I-5781	TMP-8



EXIT 81B RAMP C - I-40 / I-95

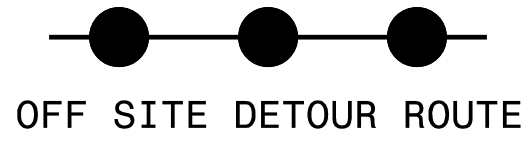


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MESSAGE NO. 1	MESSAGE NO. 2
I-40 RAMP CLOSED	I-40 DETOUR AHEAD
CHANGEABLE MESSAGE SIGN	

MESSAGE NO. 1	MESSAGE NO. 2
I-40 DETOUR LEFT	
CHANGEABLE MESSAGE SIGN	

MESSAGE NO. 1	MESSAGE NO. 2
I-40 DETOUR RIGHT	
CHANGEABLE MESSAGE SIGN	



SEE TMP-2 FOR SIGN LEGEND
SEE TMP-13 FOR RAMP CLOSURE TYPICAL

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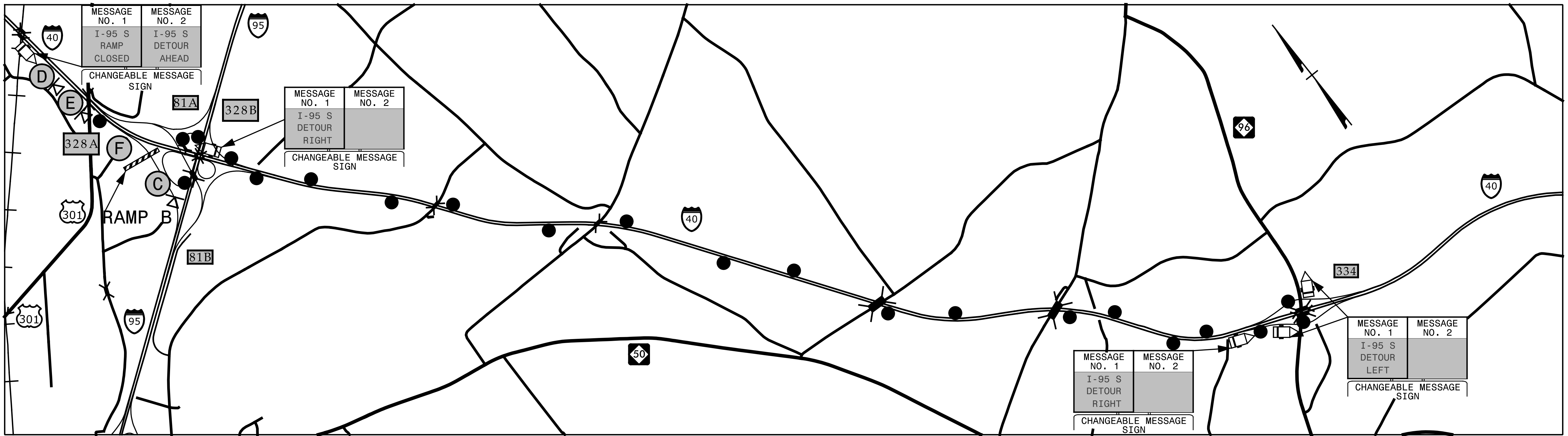
DOCUMENT NOT CONSIDERED FINAL
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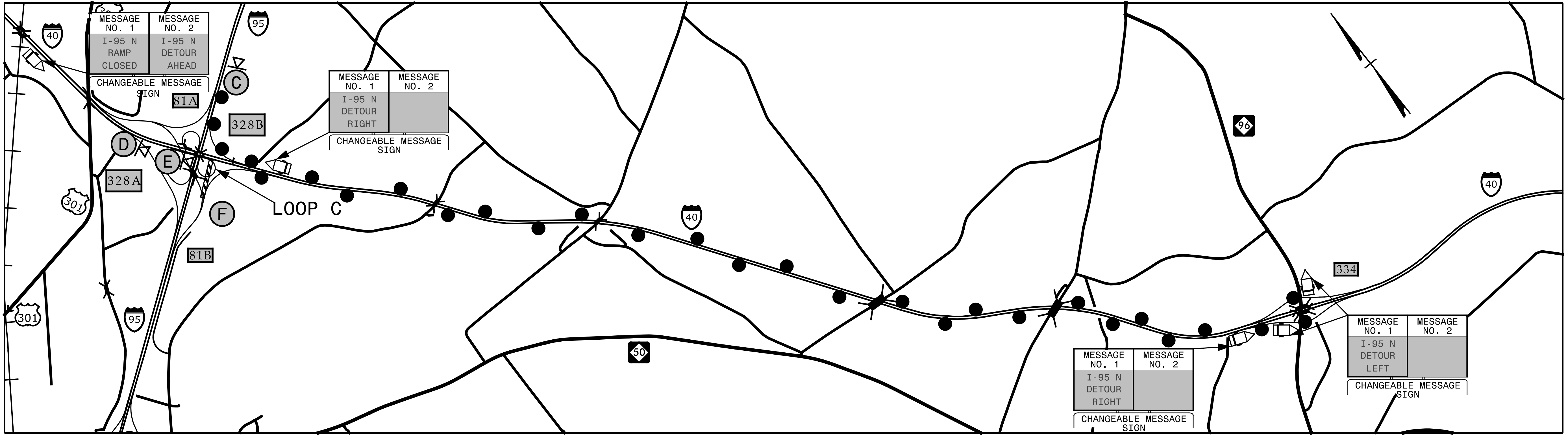
I-95 & I-40 DETOUR

EXIT 328A RAMP B - I-40 / I-95

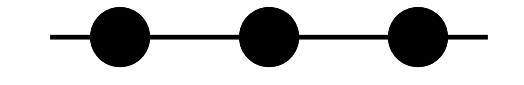
PROJ. REFERENCE NO.	SHEET NO.
I-5781	TMP-9



EXIT 328B LOOP C - I-40 / I-95



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 SEE TMP-2 FOR SIGN LEGEND
 SEE TMP-13 FOR RAMP CLOSURE TYPICAL

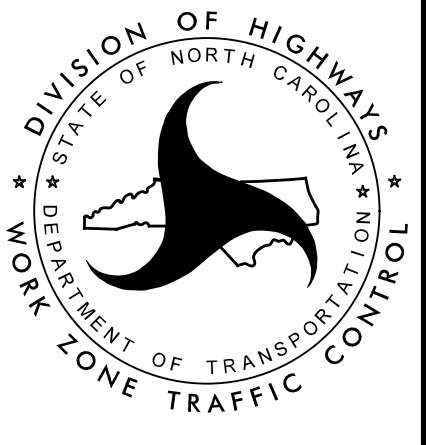
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1585429322844A
DATE: 7/31/2017

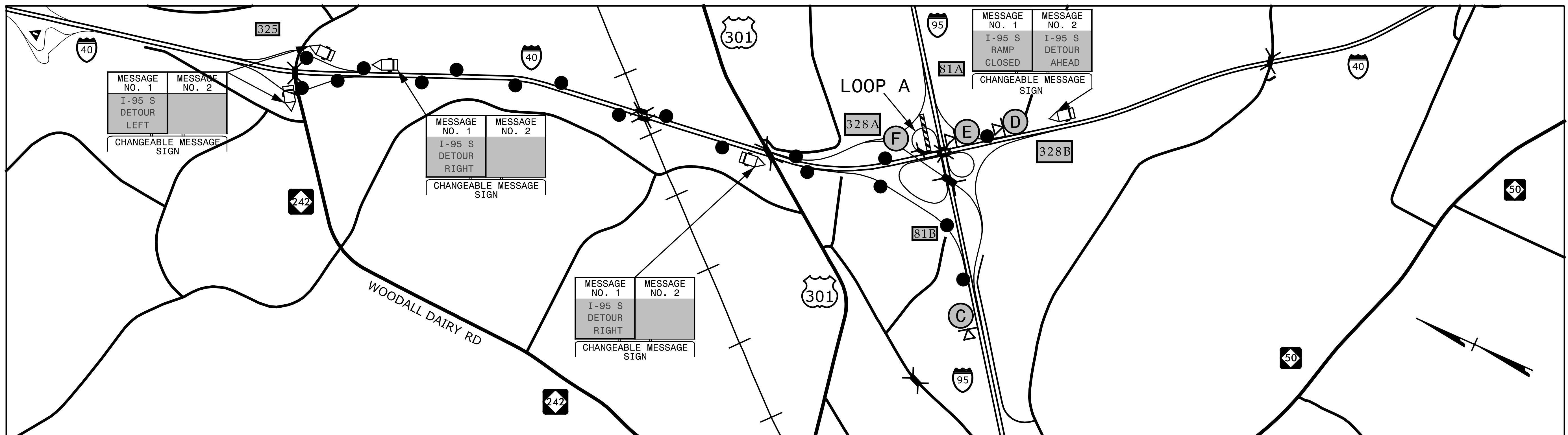
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**I-95 & I-40
DETOUR**

EXIT 328A LOOP A - I-40 / I-95



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DATE: 7/31/2017

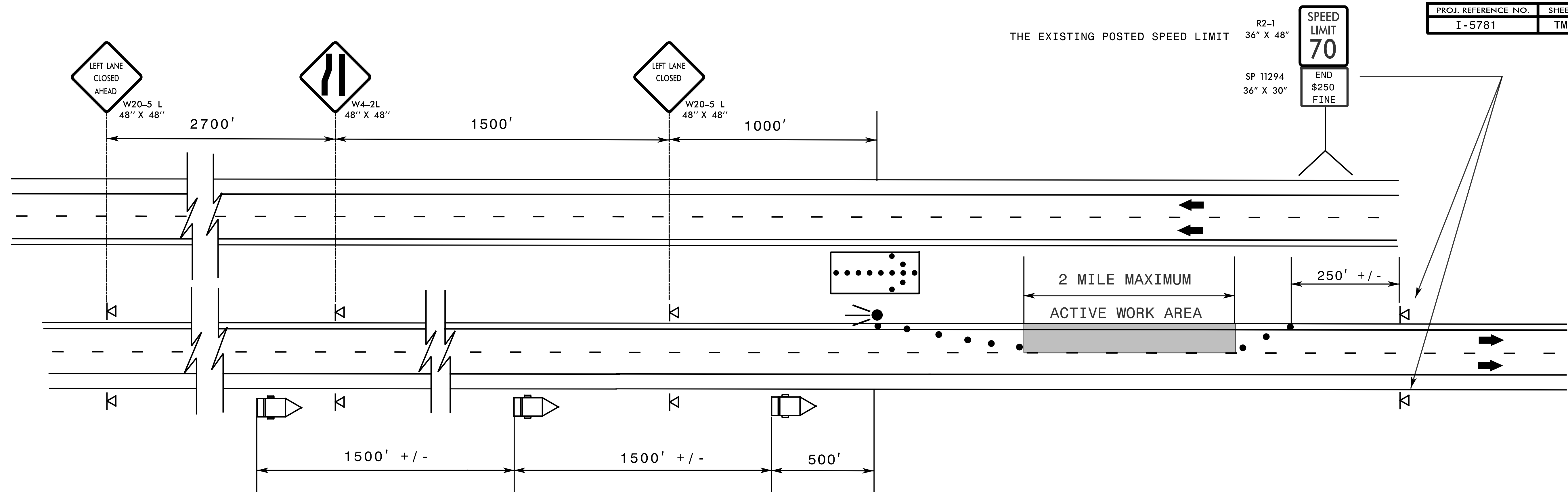
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**I-95 S
DETOUR**





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

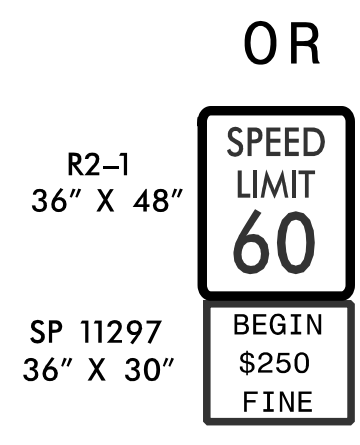
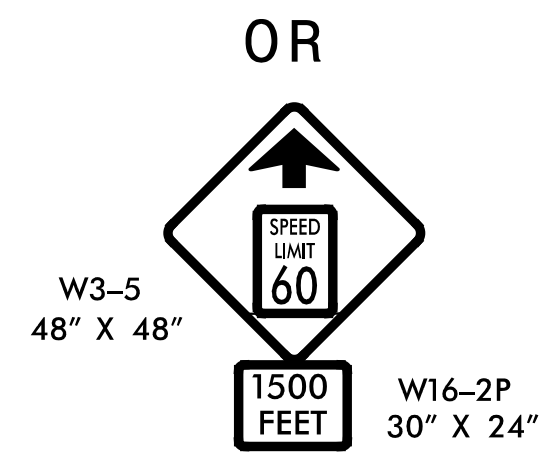
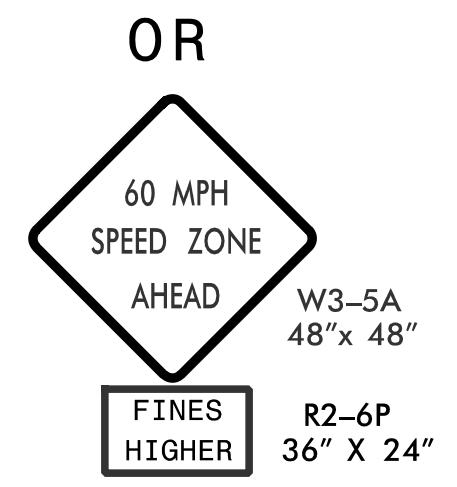
CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
BEGIN 60 MPH 1500 FT	WORKERS IN ROADWAY

CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
SPEED LIMIT 60	BEGIN \$250 FINE

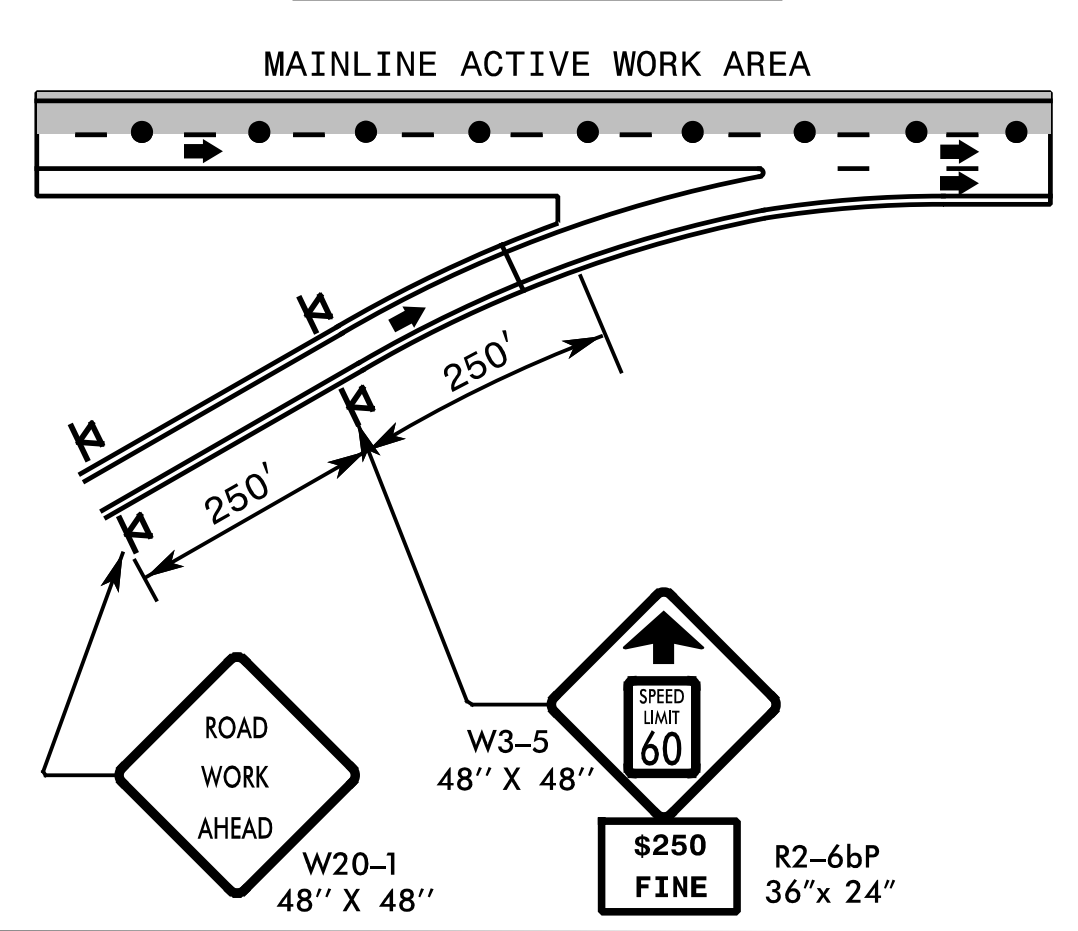
CHANGEABLE MESSAGE SIGN



GUIDELINES

1. THIS DRAWING IS FOR USE ONLY AFTER AN ENGINEERING INVESTIGATION HAS BEEN PERFORMED BY THE REGIONAL TRAFFIC ENGINEER AND WORK ZONE TRAFFIC CONTROL SECTION. THE WORK ZONE "VARIABLE" SPEED LIMIT IS INTENDED FOR USE ON FREEWAYS WITH SPEED LIMITS 65 MPH OR GREATER. SEE WORK ZONE "VARIABLE" SPEED LIMIT GUIDELINES FOR CRITERIA.
2. THE STATE TRAFFIC ENGINEER HAS TO ORDINANCE THE SPEED LIMIT REDUCTION IN ORDER FOR THE REDUCTION AND/OR \$250 SPEEDING FINE TO BE VALID AND ENFORCEABLE. NO SPEED LIMIT MESSAGE/SIGNS SHALL BE INSTALLED PRIOR TO RECEIVING A SIGNED ORDINANCE. IN ADDITION, THE \$250 SPEEDING FINE ALSO REQUIRES A SEPARATE SIGNED ORDINANCE BY THE STATE TRAFFIC ENGINEER.
3. EACH DIRECTION OF THE PROJECT IS TO BE EVALUATED FOR THE WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION. THIS DRAWING INTENTIONALLY HAS 1 DIRECTION SIGNED AS A REMINDER TO CAREFULLY CONSIDER WHETHER BOTH DIRECTIONS OF THE PROJECT NEED TO HAVE THE SPEED LIMIT REDUCED.
4. THE MAXIMUM LANE CLOSURE LENGTH IS 2 MILES UNLESS OTHERWISE SHOWN IN THE PLANS. IN ADDITION, FOR ACTIVE WORK AREAS THAT EXCEED 1 MILE IN LENGTH, AN EVALUATION IS TO BE MADE TO DETERMINE IF ADDITIONAL CMS'S/SIGNS ARE NEEDED TO SUPPLEMENT THE INITIAL ONES. PORTABLE MOUNTED W3-5 SIGNS WITH SPEEDING PENALTY SIGNS ARE TO BE PLACED ALONG ENTRANCE RAMPS LOCATED WITHIN THE ACTIVE WORK AREA.
5. THE \$250 SPEEDING FINE PENALTY APPLIES FOR ALL PROJECTS THAT QUALIFY FOR A WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION.
6. THIS APPLICATION IS FOR SHORT-TERM ACTIVITIES SUCH AS LANE CLOSURES AND ROAD CLOSURES. THE WORK ZONE "VARIABLE" SPEED LIMIT SHALL NOT BE IN OPERATION CONTINUOUSLY (24/7) FOR A PERIOD EXCEEDING 30 CALENDAR DAYS. THE WORK ZONE "VARIABLE" SPEED LIMIT MESSAGING/SIGNAGE SHALL BE REMOVED AT THE COMPLETION OF THE ACTIVITY. THE REGIONAL TRAFFIC ENGINEER WILL BE NOTIFIED BY THE RESIDENT ENGINEER TO RESCIND THE ORDINANCE.
7. 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.

ENTRANCE RAMPS



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.

5/8/2017 10:05:00 I-5781\TP\Tr-off\I-5781\TMP-11.dgn
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Raleigh, NC 27605
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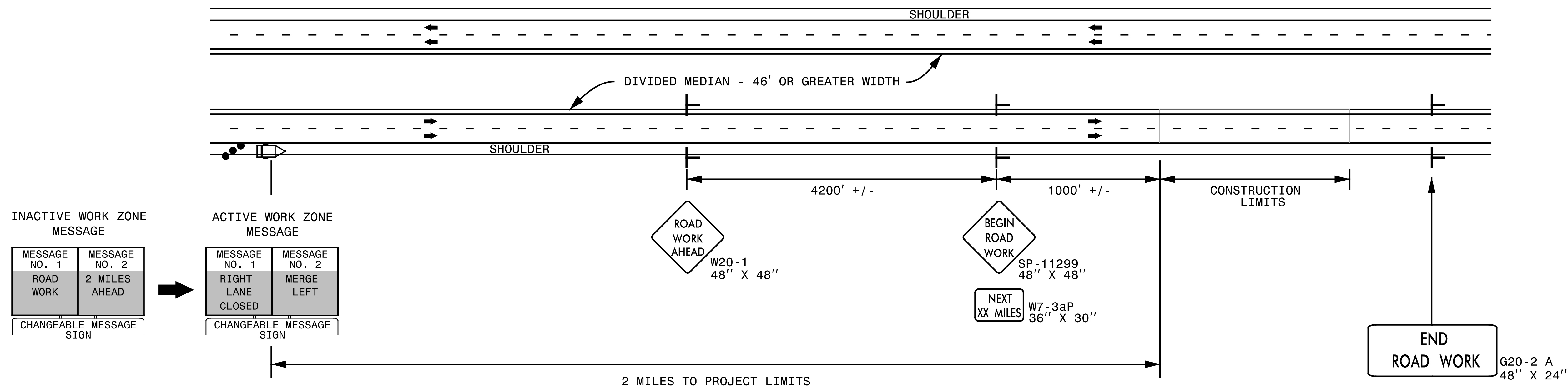
DATE: 7/31/2017

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WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION

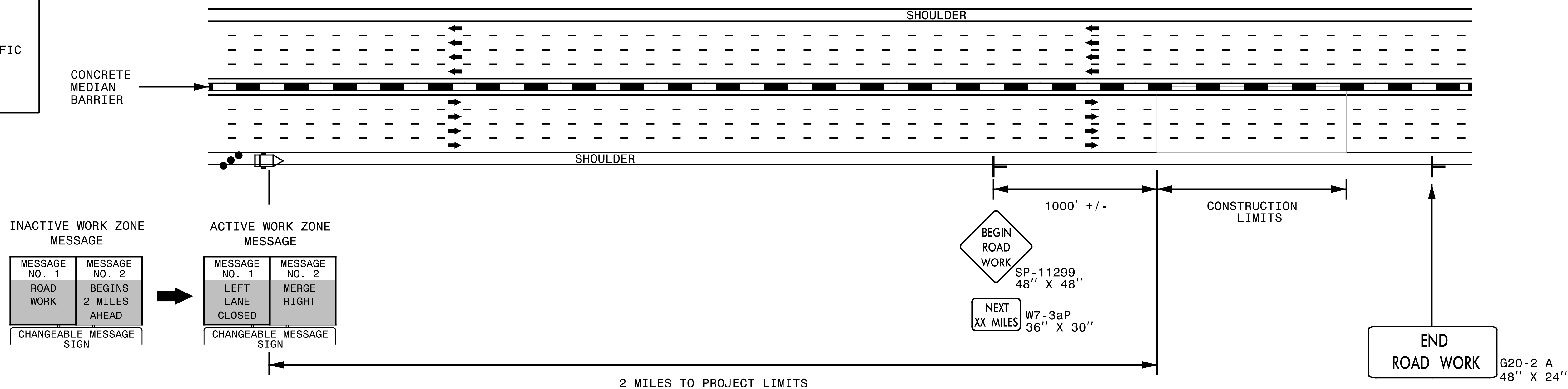
DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



LEGEND

- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM

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) FOR MEDIAN WIDTHS LESS THAN 46' (MEASURED EDGELINE TO EDGELINE) USE THE BOTTOM DRAWING.
- 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 5) 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.
- 6) 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 WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

5/8/2017 10:58:00 I-5781\TP\Tr-off\I-5781\TMP-12.dgn jbauman

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DATE: 7/31/2017

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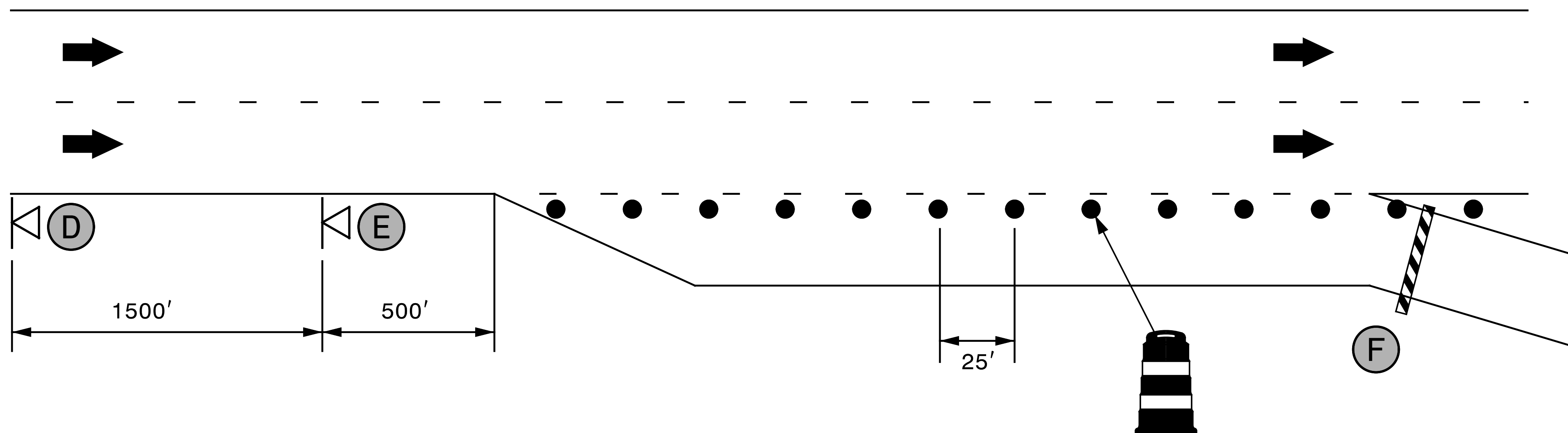
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DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

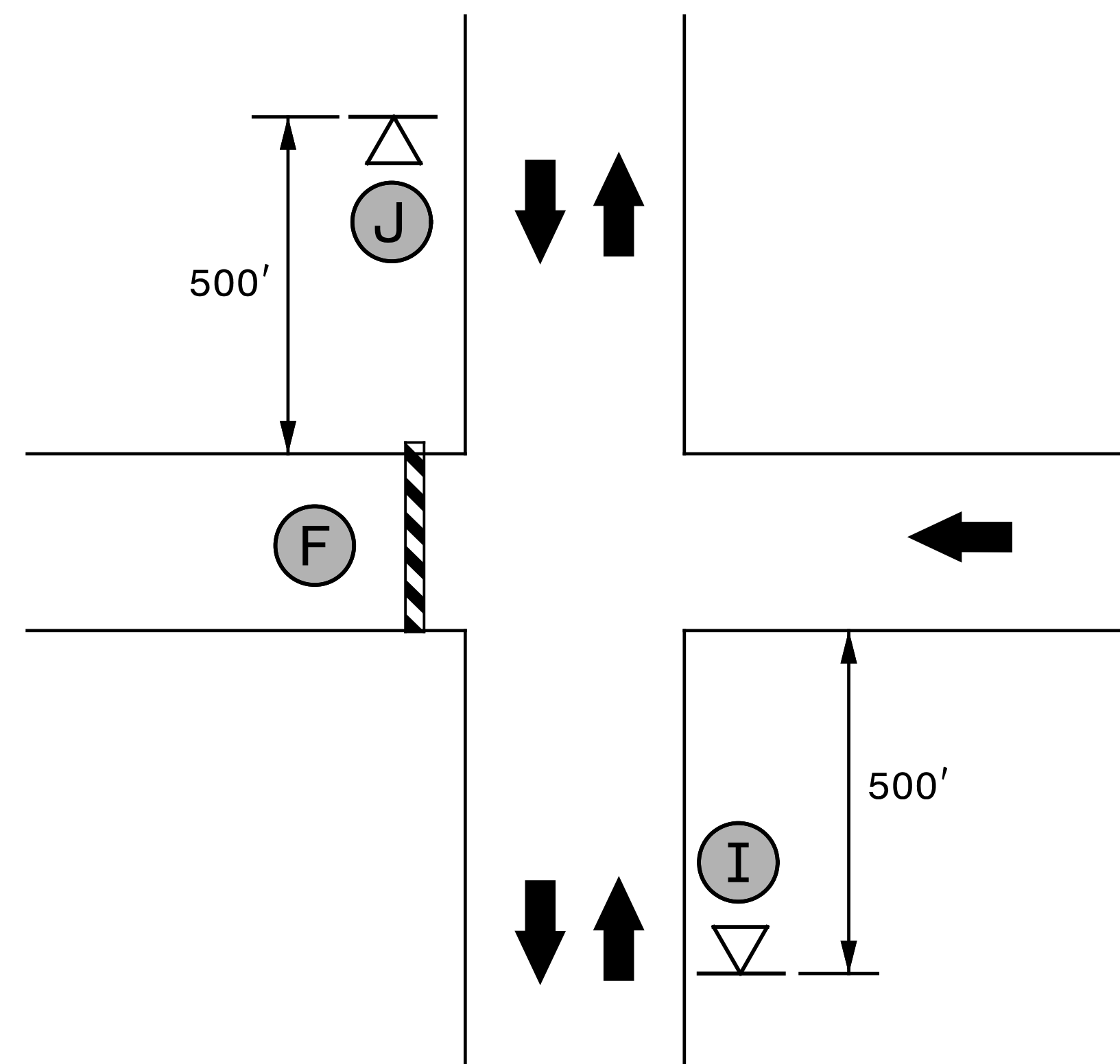
RESURFACING ADVANCE WARNING SIGNS FOR HIGH SPEED FACILITIES ≥ 60 MPH

RAMP B, RAMP D, LOOP A, LOOP C, LOOP B CLOSURE

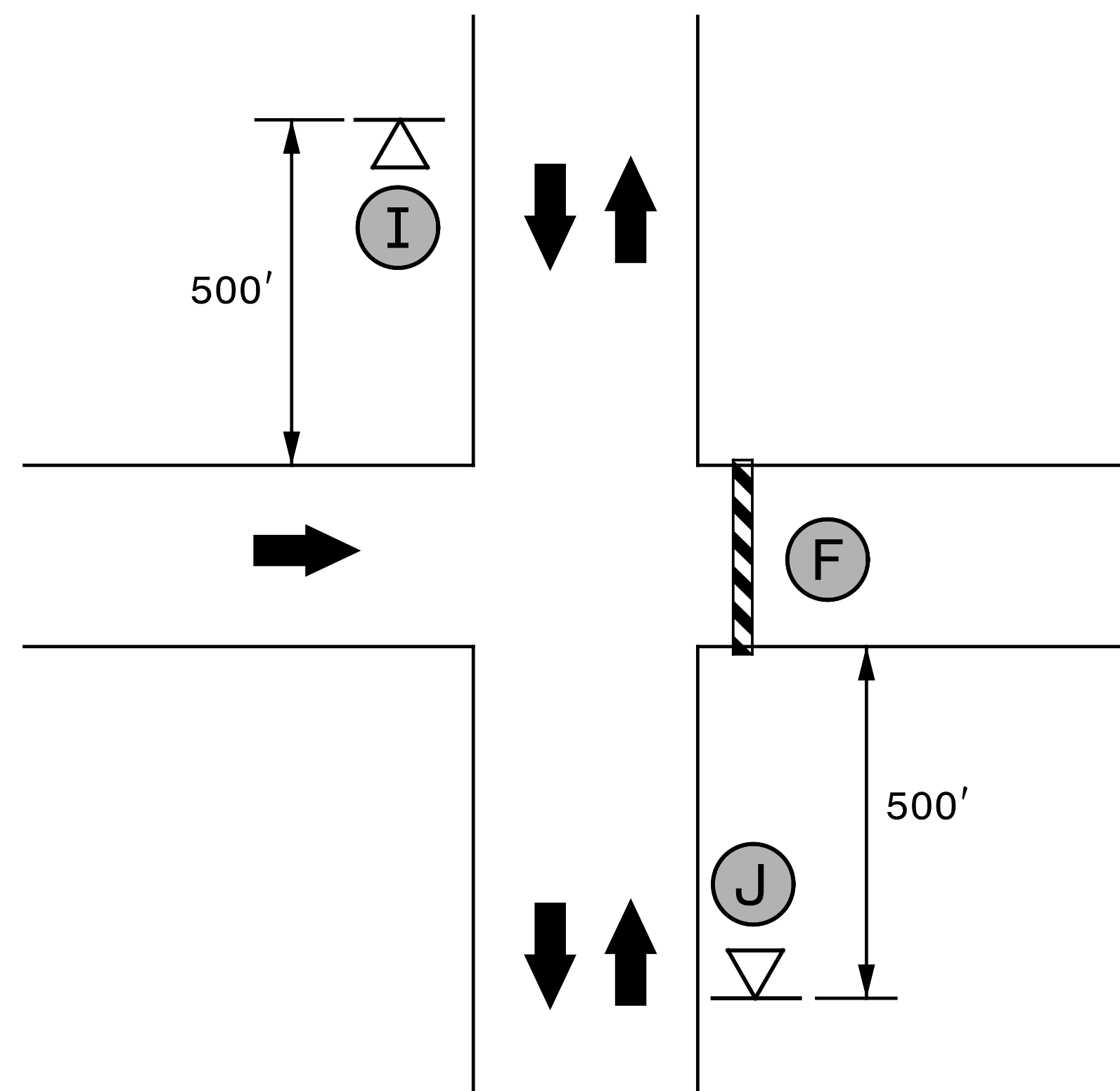
PROJ. REFERENCE NO.	SHEET NO.
I-5781	TMP-13



RAMP A CLOSURE



RAMP C CLOSURE



NOTE: SEE TMP-2 FOR SIGN LEGEND

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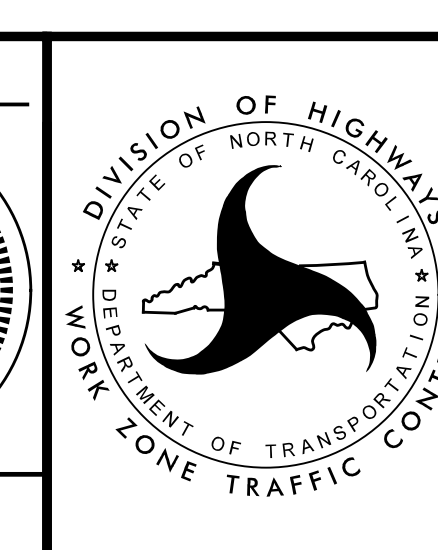
1025 Wade Avenue
 Raleigh, NC 27605
 Tel: 919-789-9977
 Fax: 919-789-9591
 License: C-2197

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11834493328454

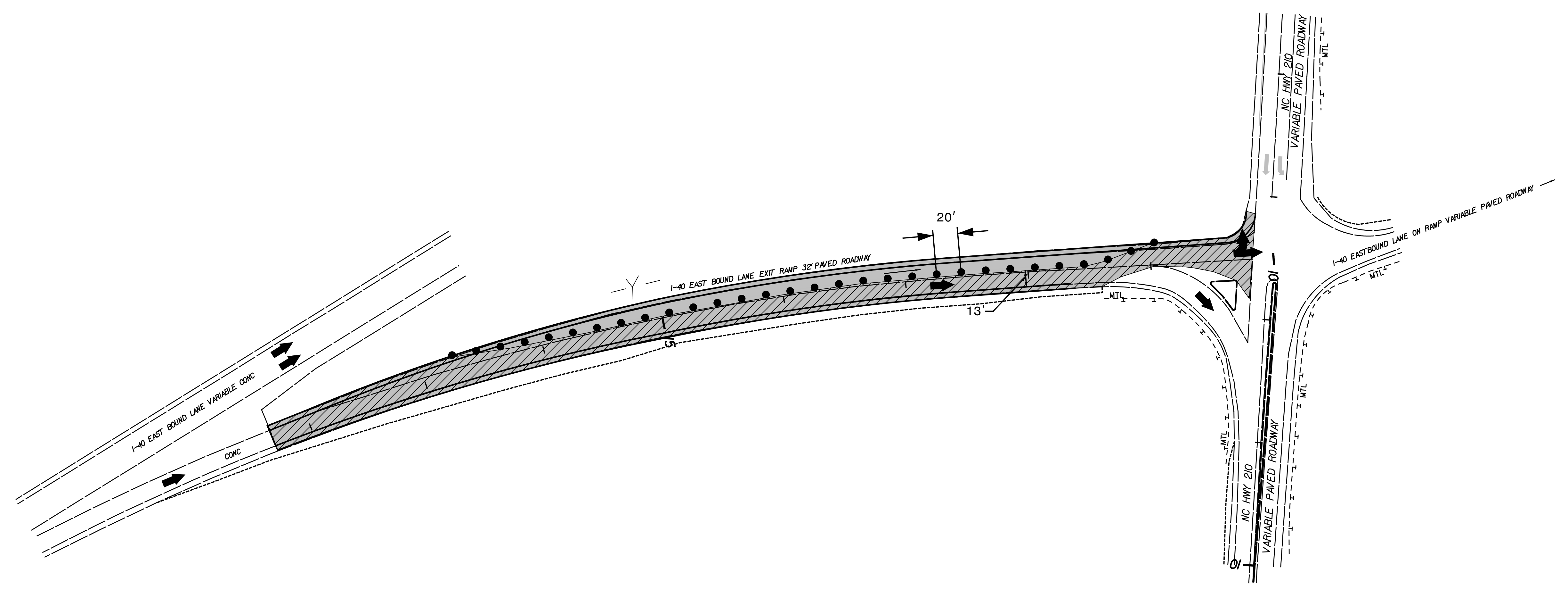
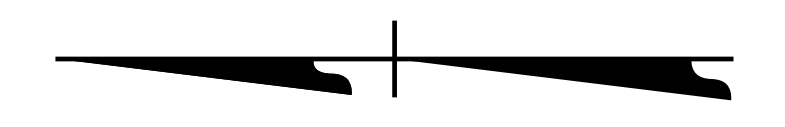
DATE: 7/31/2017

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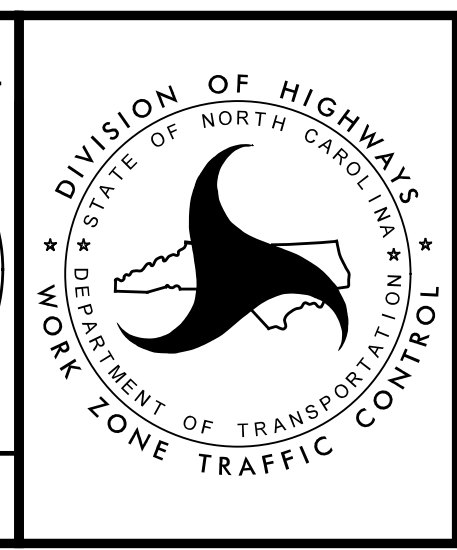
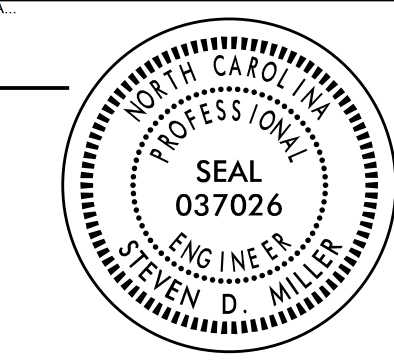
**RAMP
 CLOSURE
 TYPICAL**



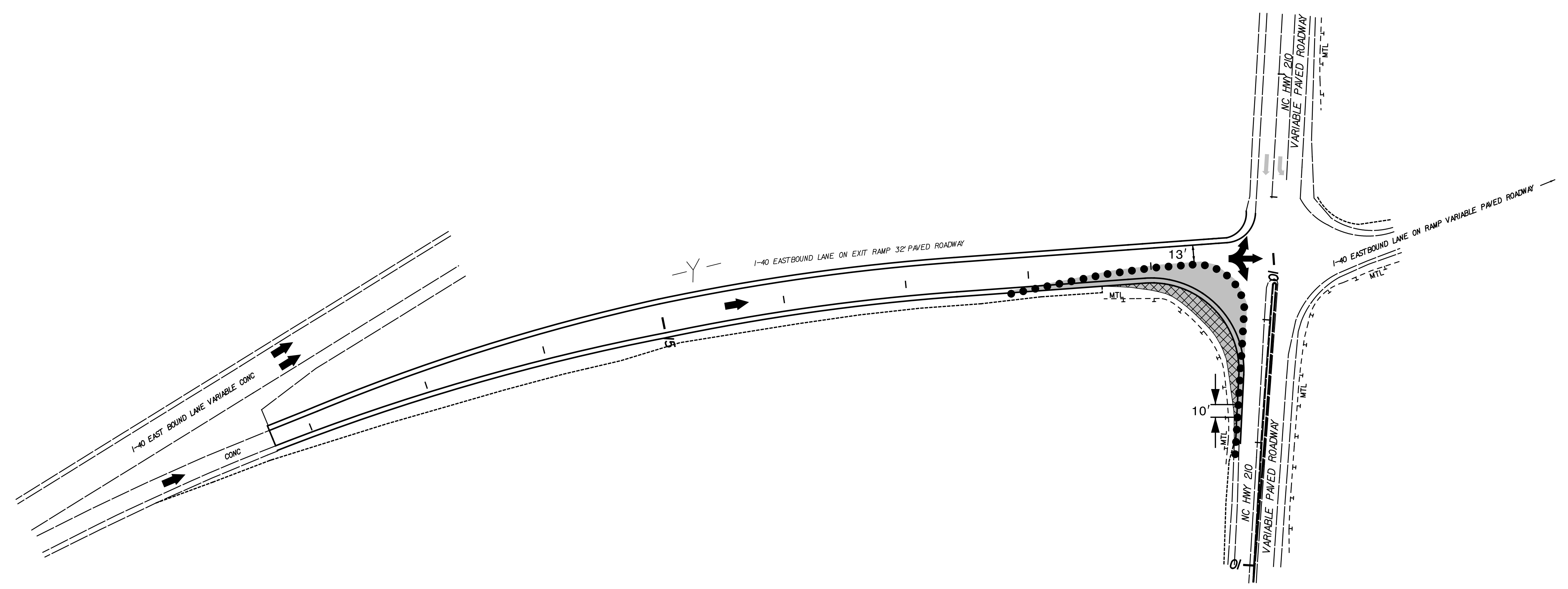
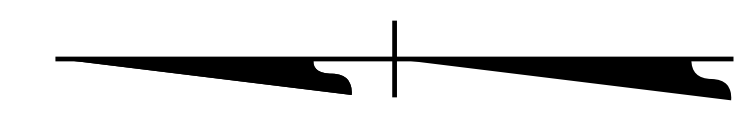
6/15/2017
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1083429329844...
 DATE: 7/31/2017
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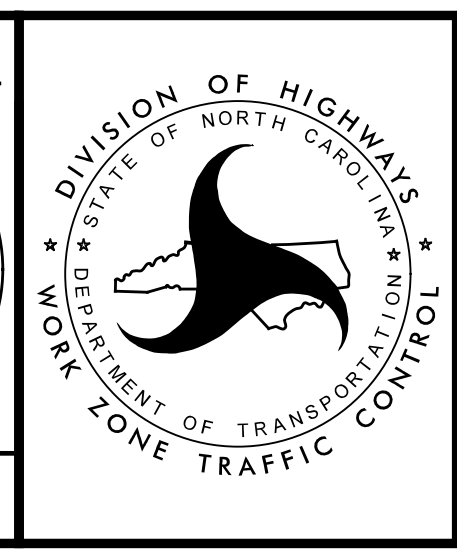
**-Y- PHASE I
 INTERSECTION
 IMPROVEMENT**



6/15/2017
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 DATE: 7/31/2017
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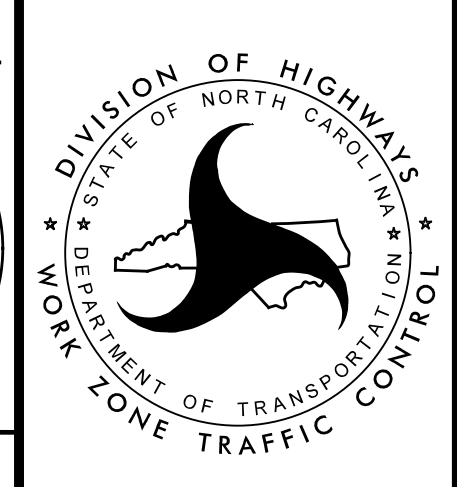
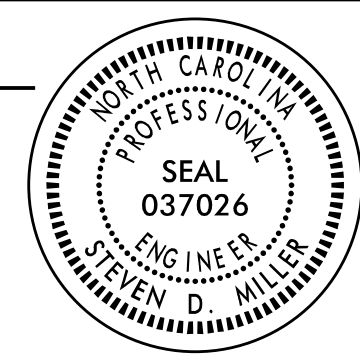
**-Y- PHASE II
 INTERSECTION
 IMPROVEMENT**



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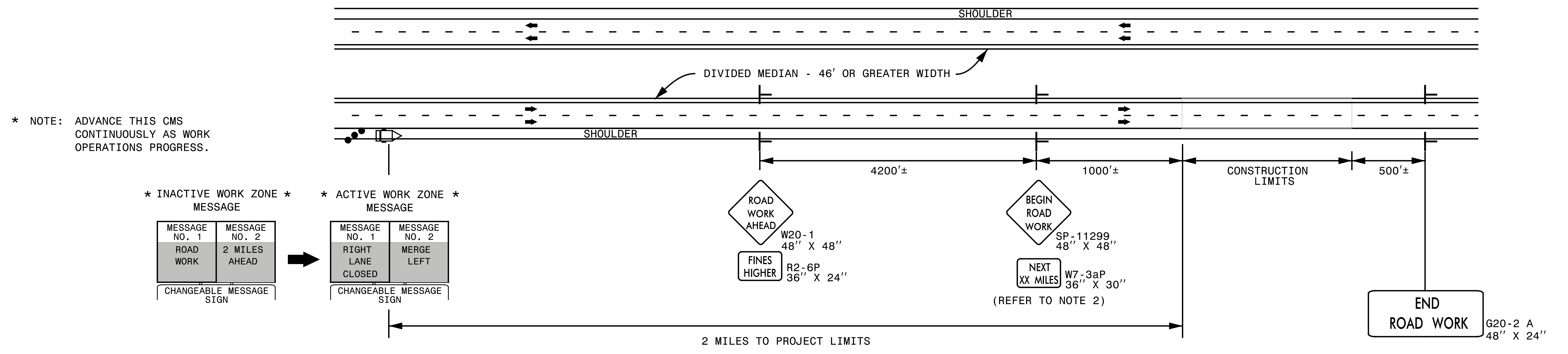
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 ENGINEERING &
 CONSTRUCTION
 1025 Wade Avenue
 Raleigh, NC 27605
 Tel: 919-789-9977
 Fax: 919-789-9591
 License: C-2197

APPROVED: *Steven D. Miller*
 DATE: 7/31/2017
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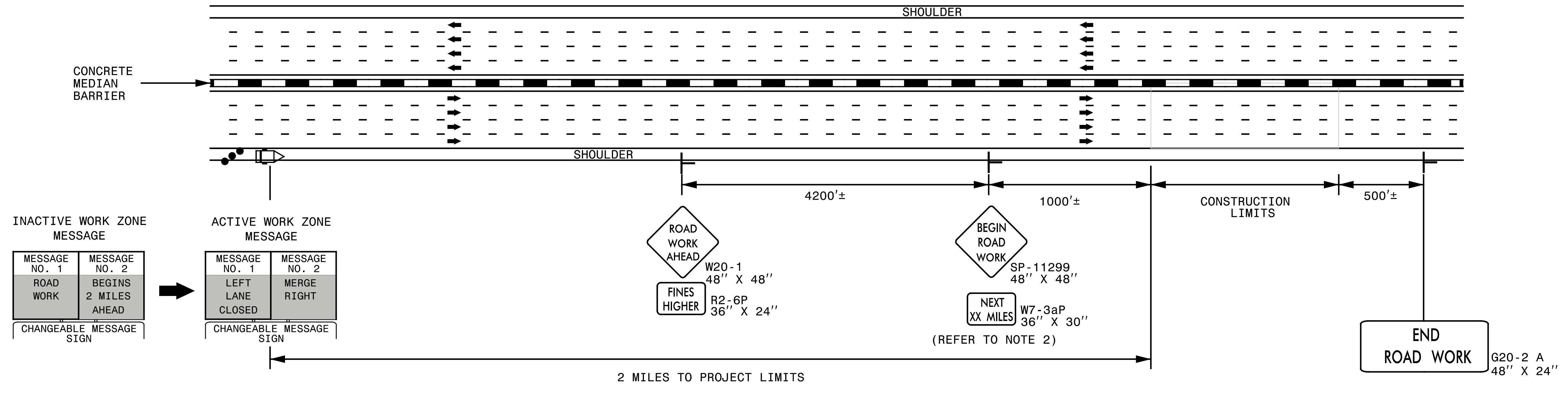


**INTERSECTION
 IMPROVEMENT**

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



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



NOTES

1. THIS DRAWING IS TO BE USED IN CONJUNCTION WITH THE WORK ZONE VARIABLE SPEED LIMIT USING DIGITAL SPEED LIMIT SIGNS FOR INTERSTATE/FREEWAY RESURFACING PROJECTS DETAIL.
2. FOR SIGN W7-3aP, ROUND TO THE NEAREST MILE.
3. FOR ENTRANCE AND EXIT RAMPS, REFER TO RSD 1101.01, SHEET 1, DETAIL B & C.
4. FOR ADDITIONAL NOTES, REFER TO RSD 1101.01, SHEET 1.

LEGEND

- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM

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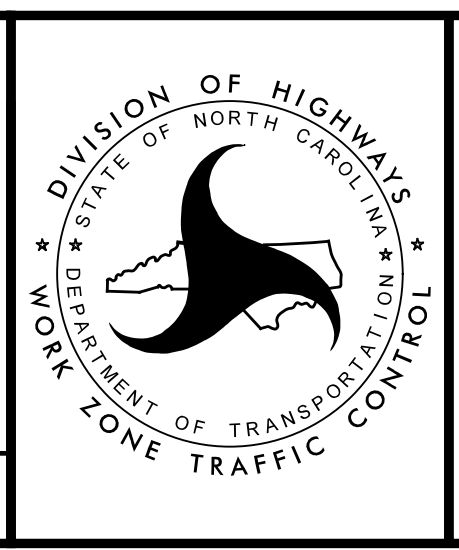
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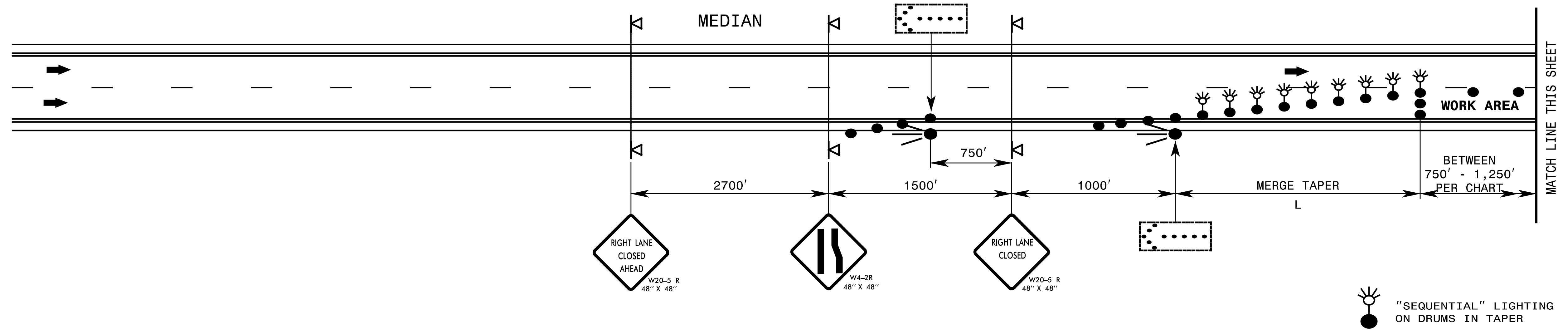


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DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

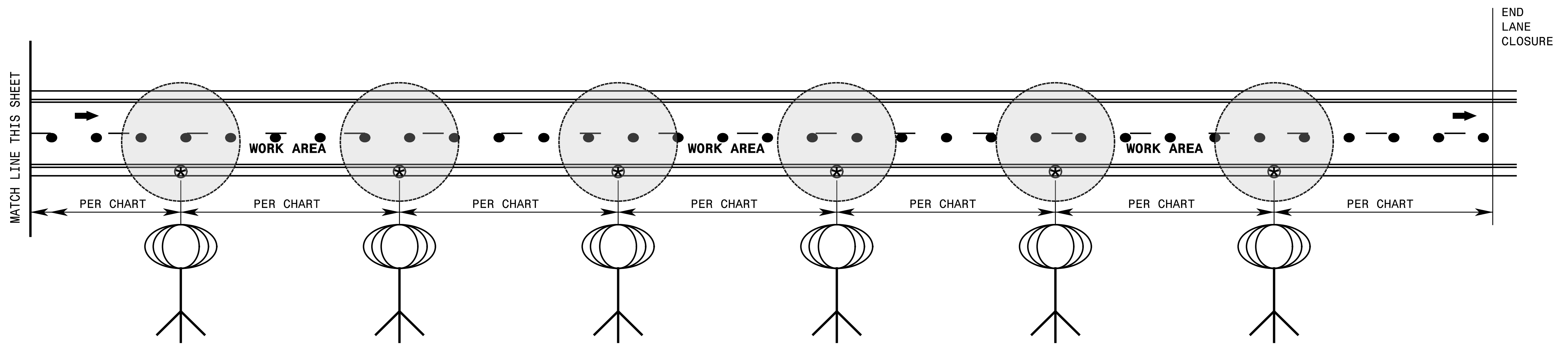
STATIONARY ADVANCE WARNING SIGNS FOR INTERSTATE/FREEWAY RESURFACING PROJECTS

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ADVANCE WARNING AREA



WORK ZONE AREA



LOCATE ON SHOULDERS

NOTES

- 1) SPACE LIGHT UNITS ACCORDING TO THE CHART.
- 2) EACH LIGHT UNIT SHALL BE CAPABLE OF ELEVATING TO A MINIMUM HEIGHT OF 14' ABOVE THE PAVEMENT.
- 3) PLACE ON PAVED SHOULDER IF POSSIBLE.

SPACING CHART

LIGHT OUTPUT (LUMENS)	MINIMUM LIGHTED FIXTURE AREA (SQUARE FEET)	MAXIMUM SPACING (FEET)	LIGHT UNITS (PER MILE)
50,000 TO 65,000	5.5	750'	6
66,000 TO 80,000	5.5	1,000'	5
81,000 TO 100,000	36	1,250'	4

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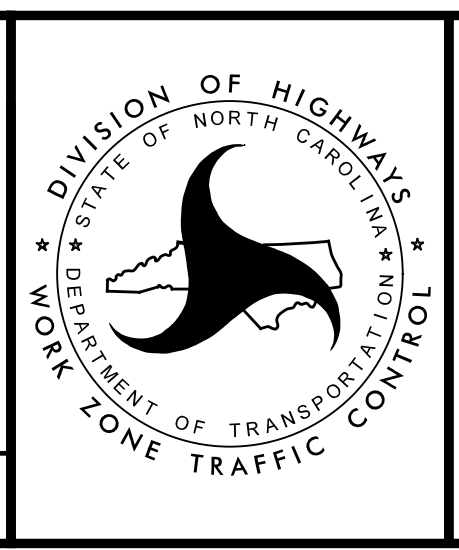
APPROVED: Steve Miller
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DATE: 8/24/2017

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NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 037026
STEVEN D. MILLER

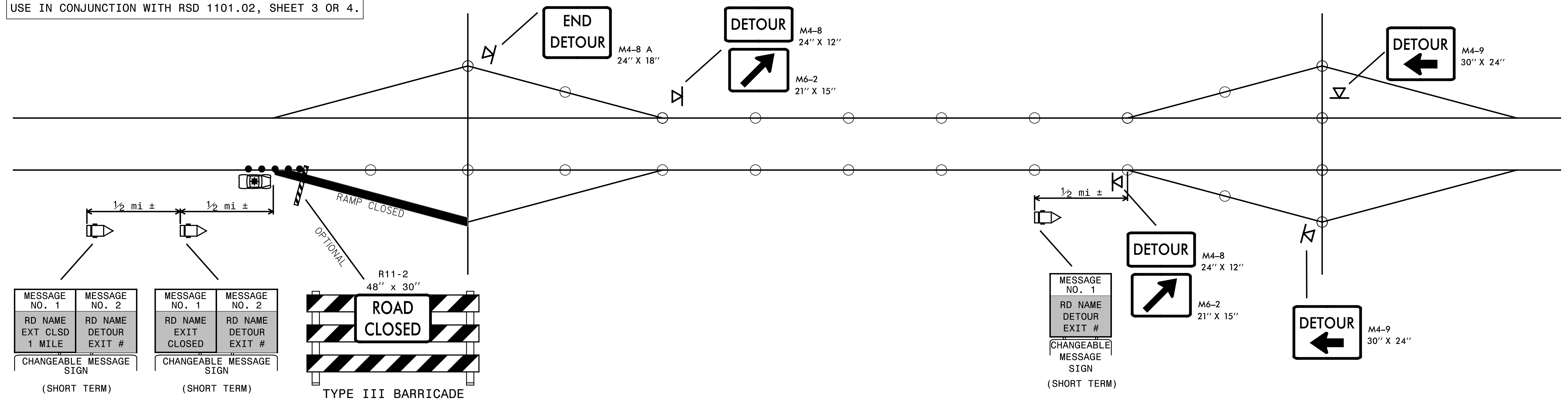
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SEQUENTIAL FLASHING
WARNING LIGHTS
AND
WORK ZONE
PRESENCE LIGHTING

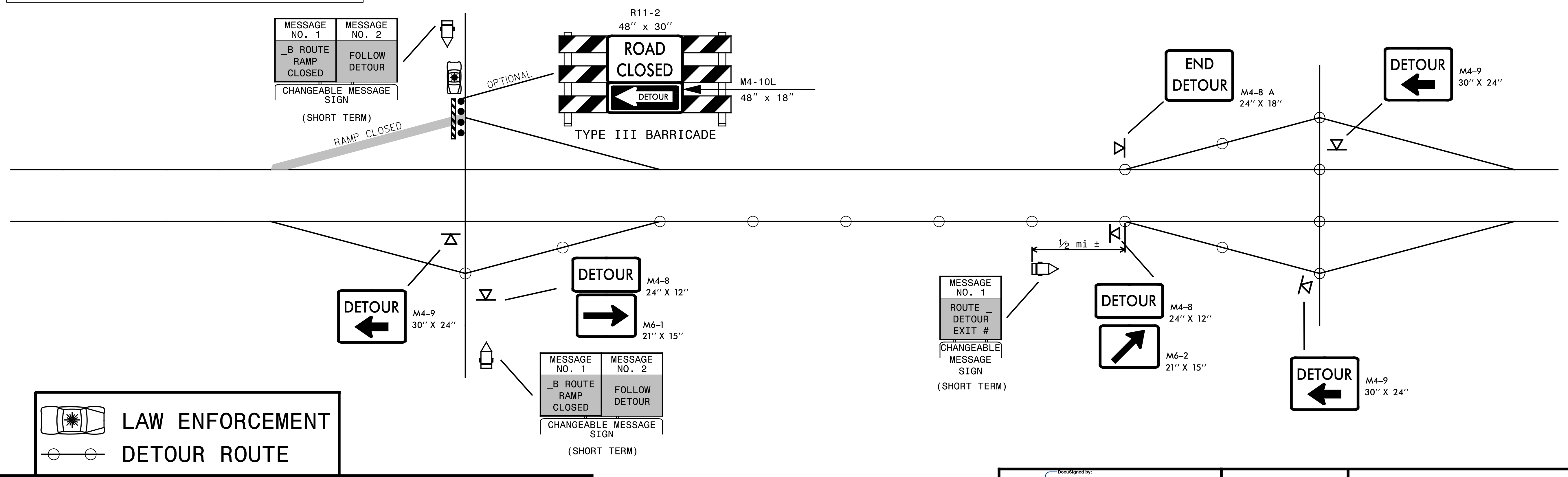
SHORT TERM CLOSURE AND DETOUR OF OFF-RAMP TO ADJACENT INTERCHANGE

USE IN CONJUNCTION WITH RSD 1101.02, SHEET 3 OR 4.



SHORT TERM CLOSURE AND DETOUR OF ON-RAMP TO ADJACENT INTERCHANGE

USE IN CONJUNCTION WITH RSD 1101.02, SHEET 3 OR 4.



GENERAL NOTES:

1. THIS DRAWING IS INTENDED FOR USE DURING SHORT TERM CLOSURES OF INTERSTATE AND FREEWAY RAMPS.
2. RAMP CLOSURES SHALL BE APPROVED BY THE ENGINEER.
3. IF RAMP CLOSURE RESTRICTIONS APPLY, SEE SPECIAL PROVISION, "INTERMEDIATE CONTRACT TIMES AND LIQUIDATED DAMAGES".

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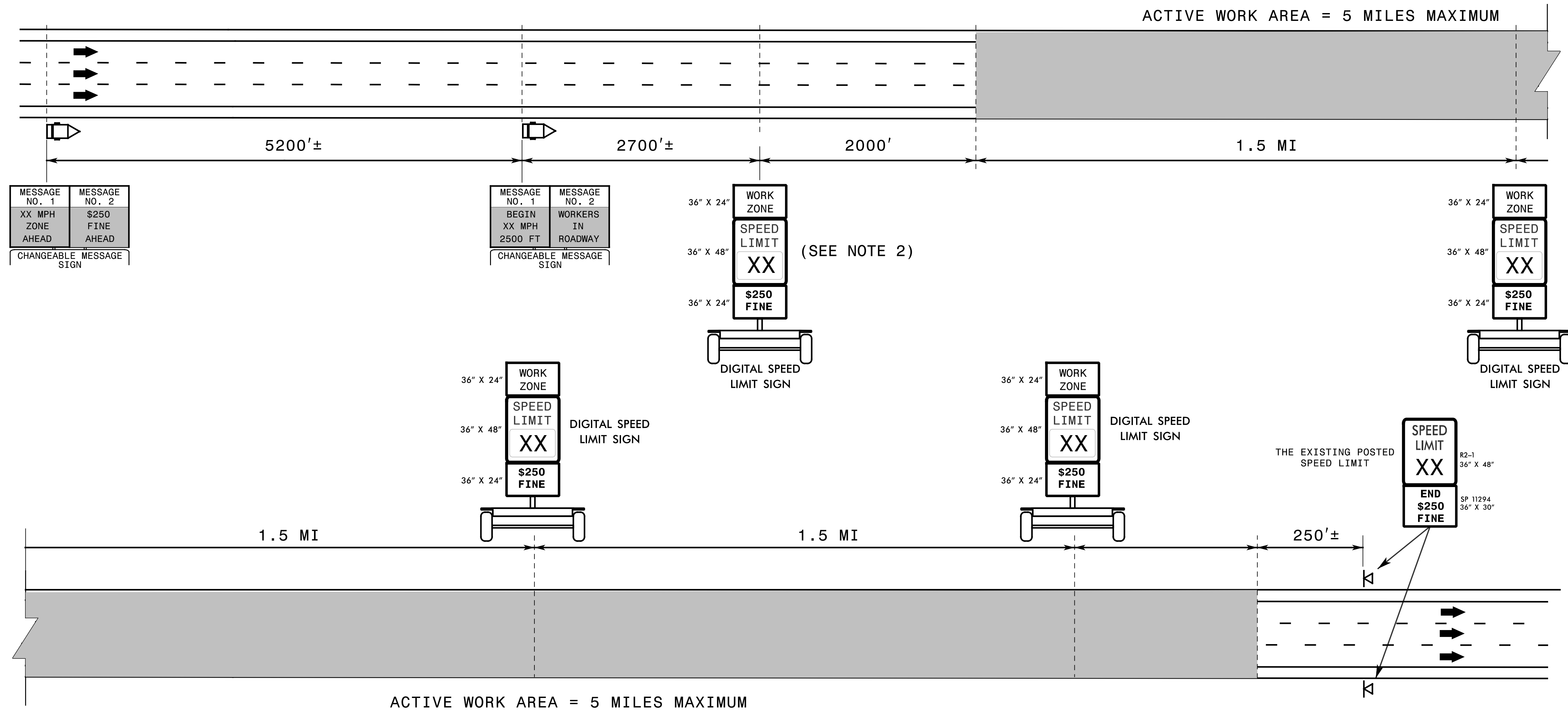
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DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

SHORT TERM CLOSURE AND DETOUR OF INTERSTATE/FREEWAY RAMPS

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INTERSTATE RESURFACING OPERATIONS WITH DIGITAL SPEED LIMIT SIGNS



WHEN THERE IS NOT ACTIVE WORK IN THE TRAVEL LANE

SPEED LIMIT DISPLAY	CONDITIONS	
	DROP-OFFS BETWEEN OPEN TRAVEL LANES	PAVED SHOULDER DROP-OFFS
USE EXISTING SPEED LIMIT	< 1.0"	≤ 3.0"
REDUCE SPEED LIMIT 5 MPH	1.0" - 2.0"	> 3.0"

DROP-OFFS BETWEEN OPEN TRAVEL LANES SHOULD NOT EXCEED 2.0"

NOTES

1. THE SPEED LIMITS DISPLAYED WITHIN THE ACTIVE WORK AREA MAY VARY BETWEEN 55 MPH AND 70 MPH, DEPENDENT UPON ROAD WORK CONDITIONS AND THE EXISTING SPEED LIMIT. 55 MPH IS ONLY DISPLAYED DURING ACTIVE LANE CLOSURE OPERATIONS.
2. AT THE FIRST DIGITAL SPEED LIMIT LOCATION, PLACE A DIGITAL SPEED LIMIT SIGN ON BOTH THE INSIDE AND OUTSIDE SHOULDERS, UNLESS DIRECTED OTHERWISE BY THE ENGINEER WHEN THERE IS NOT ENOUGH ROOM ON THE INSIDE SHOULDER DUE TO NARROW MEDIAN AND PERMANENT MEDIAN BARRIER. AT SUBSEQUENT LOCATIONS DOWNSTREAM, PLACE A SINGLE DIGITAL SPEED LIMIT SIGN ON THE OUTSIDE SHOULDER.
3. THE ENGINEER MAY DETERMINE TO INSTALL THE DIGITAL SPEED LIMIT SIGNS ON THE OUTSIDE SHOULDER OR ON THE MEDIAN SIDE IF THE SIGNS ARE NOT HIGHLY VISIBLE TO ALL MOTORISTS.
4. THIS APPLICATION IS FOR SHORT-TERM ACTIVITIES. THE MAXIMUM ACTIVE WORK AREA IS 5 MILES.
5. THE DIGITAL SPEED LIMIT SIGNS TAKE PRECEDENCE OVER EXISTING SPEED LIMIT SIGNS. ALL EXISTING SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED.
6. THE DIGITAL SPEED LIMITS SIGNS WILL BE INSTALLED (TRAILER MOUNTED OR STATIONARY MOUNTED) IN ADVANCE AND SPACED APPROXIMATELY 1.5 MILES THROUGHOUT THE ACTIVE WORK AREA, UNLESS DIRECTED OTHERWISE.
7. NCDOT HAS SOLE AUTHORITY OF THE SPEED LIMITS DISPLAYED ON THE DIGITAL SPEED LIMIT SIGNS.
8. THE WORK ZONE VARIABLE SPEED LIMIT AND THE \$250 SPEEDING PENALTY ARE SEPARATE ORDINANCES THAT MUST BE SIGNED BY THE STATE TRAFFIC ENGINEER TO BE VALID AND ENFORCEABLE. WITHOUT A SIGNED ORDINANCE, THE SPEED LIMIT ON A FACILITY SHALL REMAIN UNCHANGED.

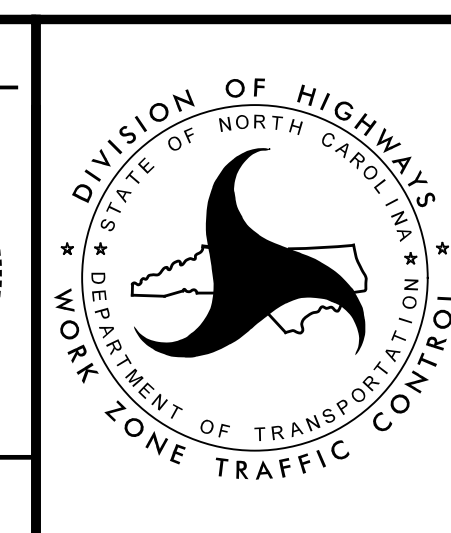
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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

WORK ZONE "VARIABLE"
SPEED LIMIT USING
DIGITAL SPEED LIMIT
SIGNS FOR INTERSTATE/
FREEWAY RESURFACING
PROJECTS