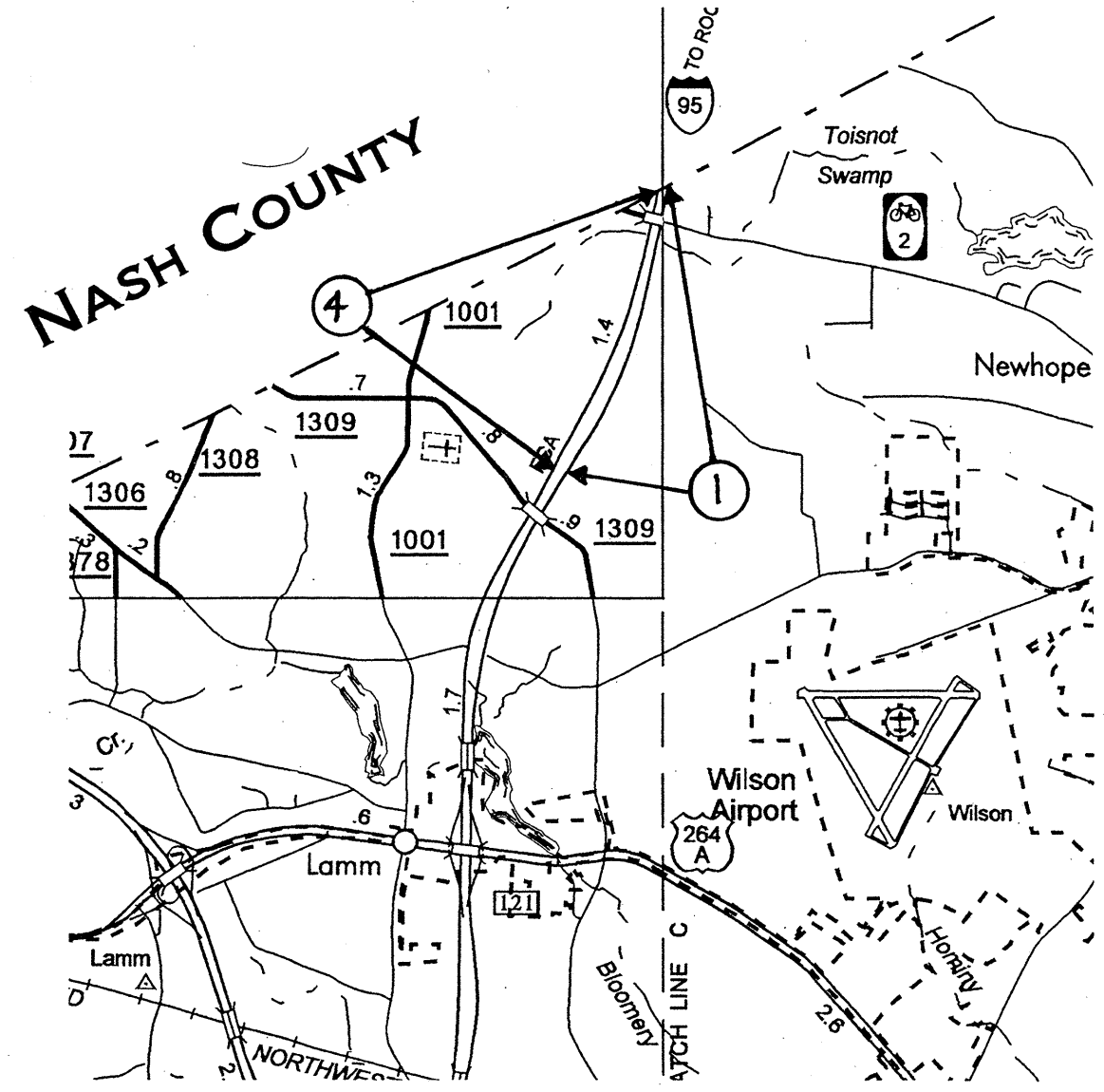
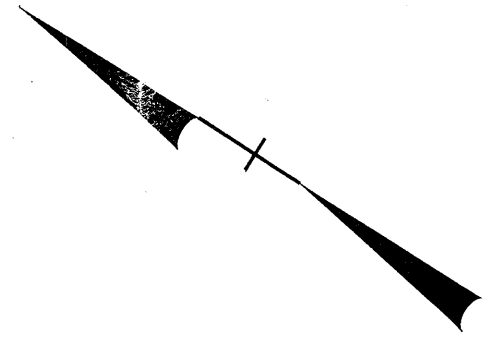
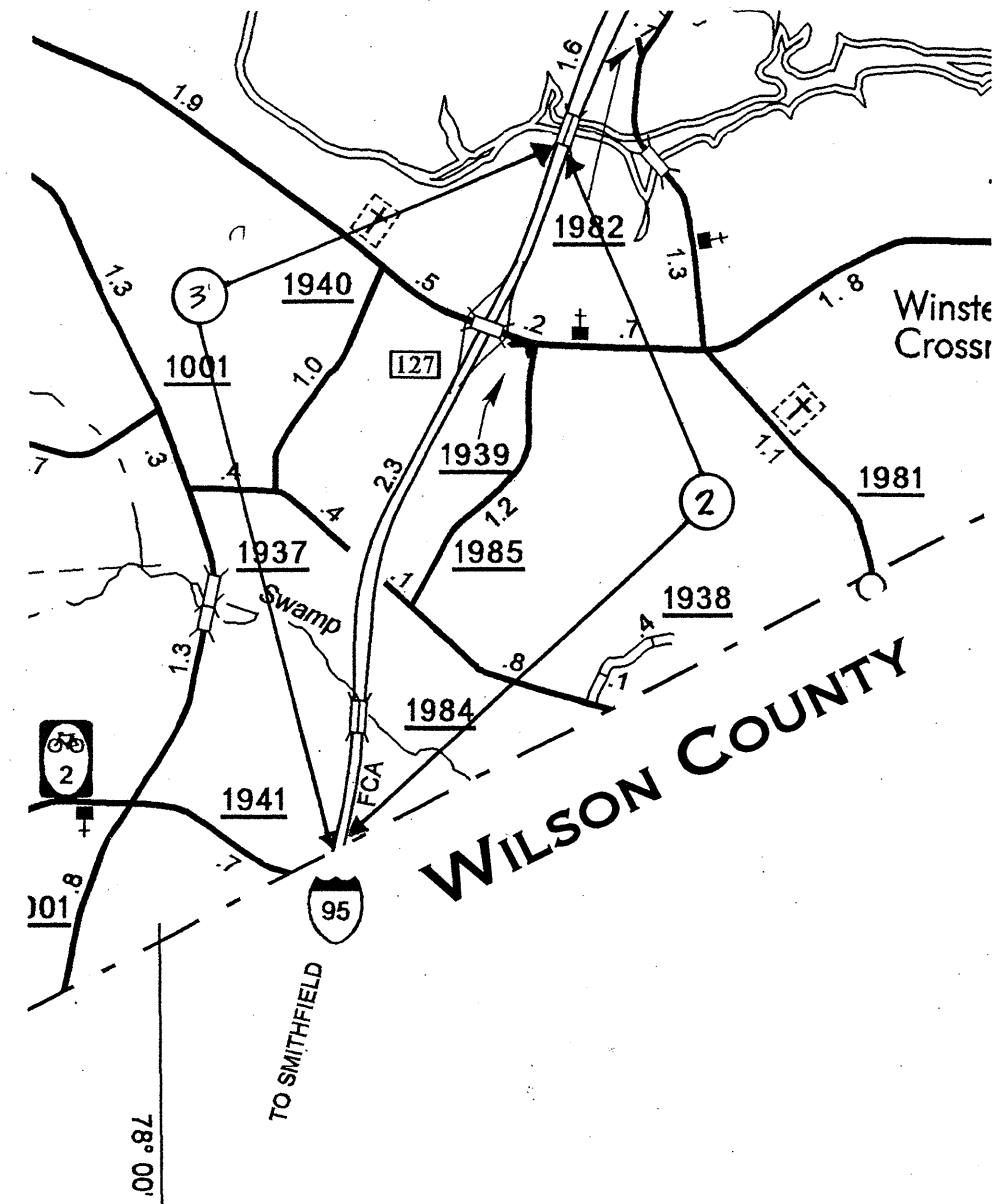


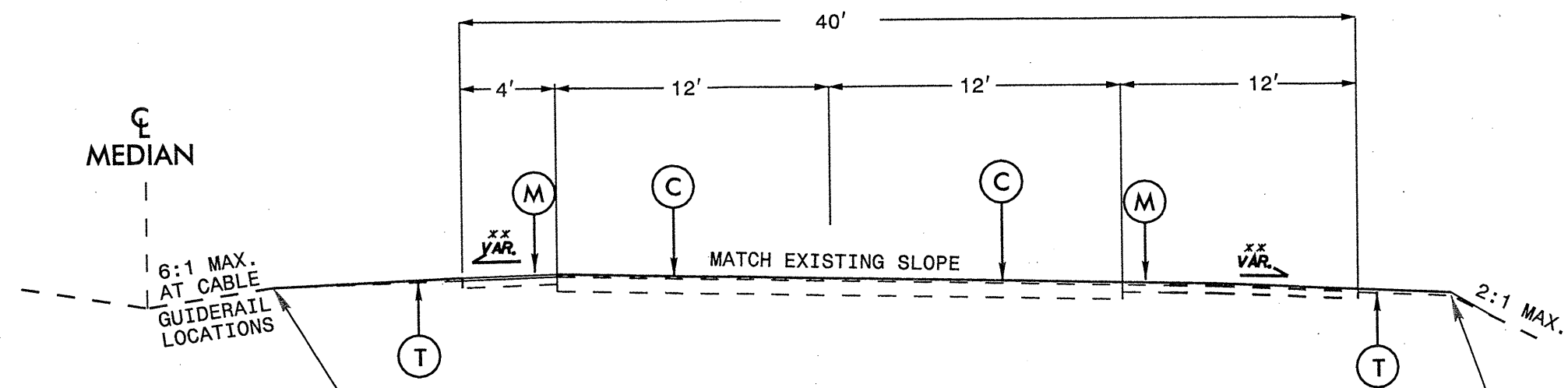
WBS ELEMENT		SHEET NO.	TOTAL SHEETS
I-5137 45226.3.ST1		1	3
WBS ELEMENT	F. A. PROJ. NO.	DESCRIPTION	



WILSON COUNTY



NASH COUNTY



**TYPICAL SECTION 1**

FOR SHOULDER CONSTRUCTION OPERATIONS, MAINTAIN DISTANCE TO EXISTING SHOULDER POINT. TIE TO EXISTING SHOULDER POINT WHEREVER POSSIBLE. TIE TO EXISTING SLOPE AT LOCATIONS AS DIRECTED BY THE ENGINEER

FOR SHOULDER CONSTRUCTION OPERATIONS, MAINTAIN DISTANCE TO EXISTING SHOULDER POINT. TIE TO EXISTING SHOULDER POINT WHEREVER POSSIBLE. TIE TO EXISTING SLOPE AT LOCATIONS AS DIRECTED BY THE ENGINEER

PAVEMENT SCHEDULE	
C	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD. ACROSS ENTIRE ROADWAY
M	MILLED RUMBLE STRIPS
T	SHOULDER CONSTRUCTION

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

**PAVED SHOULDER SLOPES**

TAPER PAVING OPERATIONS ACROSS PAVED SHOULDERS AS DIRECTED BY THE ENGINEER TO ACCOMPLISH THE MINIMUM AND MAXIMUM SLOPES STATED BELOW, AND TO MINIMIZE CONSTRUCTION OF SHOULDERS

OUTSIDE PAVED SHOULDERS

- \*\* 0.04 MIN. AND 0.08 MAX. IN NORMAL CROWN SECTIONS
- \*\* 0.06 MAX. ROLLOVER IN SUPERELEVATED SECTIONS

MEDIAN PAVED SHOULDERS

- \*\* 0.02 MIN. IN NORMAL CROWN SECTIONS
- \*\* 0.06 MAX. ROLLOVER IN SUPERELEVATED SECTIONS

6/2/99  
SYSTEMS  
DESIGN  
GROUP

PROJECT NO.	SHEET NO.	TOTAL NO.
45226.3.ST1	3	3
I-5137		

## SUMMARY OF QUANTITIES

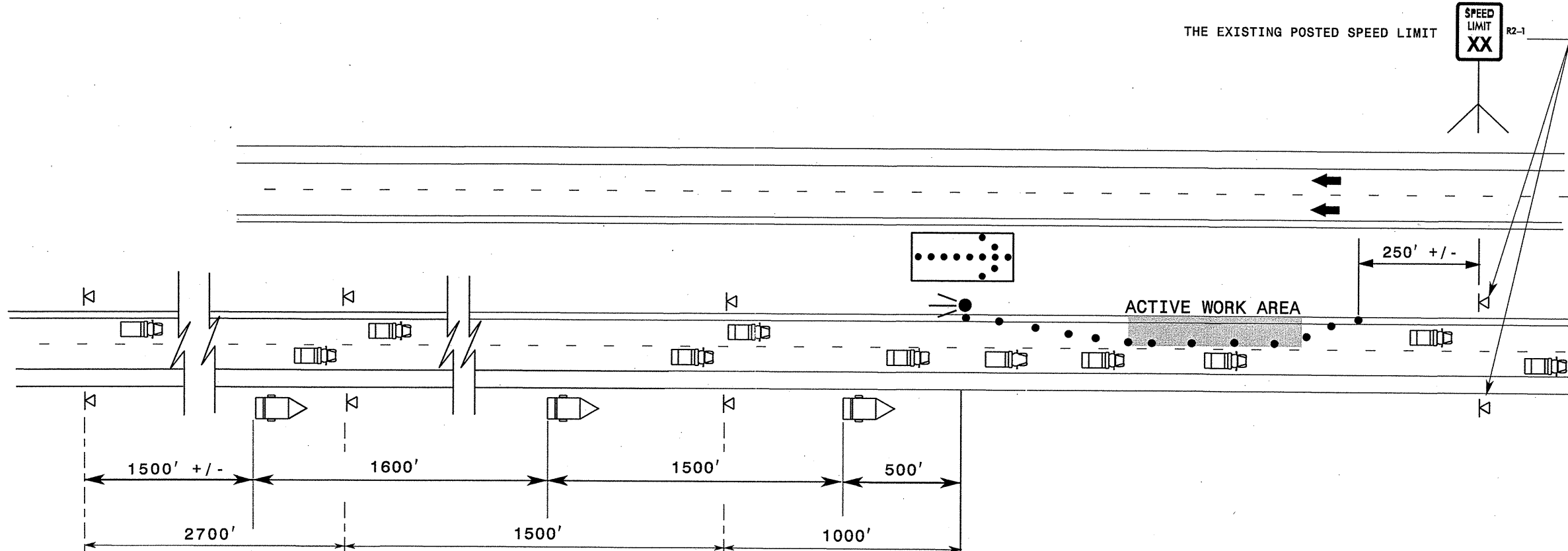
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	MAP LENGTH MI	WIDTH FT	SHOULDER CONSTRUCTION SMI	SEEDING AND MULCHING ACRE	MILLED RUMBLE STRIPS LF	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5C TONS	PG 70-22 PLANT MIX TONS
I-5137 45226.3.ST1	Wilson	1	I-95 NB	FROM THE JOINT JUST NORTH OF MM 123 TO THE NASH CO. LINE	1	NO	1.8	40	0.8	1	19100	50	5,000	300
<b>TOTAL FOR MAP NO. 1</b>							1.8		0.8	1	19100	50	5,000	300
	Nash	2	I-95 NB	FROM THE WILSON CO. LINE TO THE TAR RIVER	1	NO	2.7	40	1.4	1.5	28600	50	7,500	450
<b>TOTAL FOR MAP NO. 2</b>							2.7		1.4	1.5	28600	50	7,500	450
	Nash	3	I-95 SB	FROM THE TAR RIVER TO THE WILSON CO. LINE	1	NO	2.7	40	1.4	1.5	28600	50	7,500	450
<b>TOTAL FOR MAP NO. 3</b>							2.7		1.4	1.5	28600	50	7,500	450
	Wilson	4	I-95 SB	FROM THE NASH CO. LINE TO THE JOINT JUST NORTH OF MM 123	1	NO	1.8	40	0.8	1	19100	50	5,000	300
<b>TOTAL FOR MAP NO. 4</b>							1.8		0.8	1	19100	50	5,000	300
<b>TOTAL FOR PROJ NO. 45226.3.ST1</b>							9		4.4	5	95400	200	25,000	1,500
<b>GRAND TOTAL</b>							9		4.4	5	95400	200	25,000	1,500

TOTAL PROJECT LENGTH 4.5

## THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	4400000000-E	4405000000-E	4415000000-E	4420000000-N	4430000000-E	4480000000-N	4725000000-E	4847100000-E		4847120000-E	4905000000-N
					STATIONARY WORK ZONE SIGN SF	PORTABLE WORK ZONE SIGN SF	FLASHING ARROW PANELS, TYPE C EA	CHANGEABLE MESSAGE SIGNS EA	DRUMS EA	TMIA EA	THERMO STR ARROW 90 M EA	6" WHITE POLYUREA HRE LF	6" YELLOW POLYUREA HRE LF	12" WHITE POLYUREA HRE LF	SNOW PLOWABLE MARKERS EA
I-5137 45226.3.ST1	Wilson	1	I-95 NB	FROM THE JOINT JUST NORTH OF MM 123 TO THE NASH CO. LINE	100	100			50	1		11,880	9,504		135
<b>TOTAL FOR MAP NO. 1</b>					100	100			50	1		11,880	9,504		135
	Nash	2	I-95 NB	FROM THE WILSON CO. LINE TO THE TAR RIVER	100	100	1	4	50		3	17,820	14,256	300	203
<b>TOTAL FOR MAP NO. 2</b>					100	100	1	4	50		3	17,820	14,256	300	203
		3	I-95 SB	FROM THE TAR RIVER TO THE WILSON CO. LINE	100	100	1	4	50		3	17,820	14,256	300	203
<b>TOTAL FOR MAP NO. 3</b>					100	100	1	4	50		3	17,820	14,256	300	203
	Wilson	4	I-95 SB	FROM THE NASH CO. LINE TO THE JOINT JUST NORTH OF MM 123	100	100			50	1		11,880	9,504		135
<b>TOTAL FOR MAP NO. 4</b>					100	100			50	1		11,880	9,504		135
<b>TOTAL FOR PROJ NO. 45226.3.ST1</b>					400	400	2	8	200	2	6	59,400	47,520	600	676
<b>GRAND TOTAL</b>					400	400	2	8	200	2	6	59,400	47,520	600	676

106,920



### GUIDELINES

1. THIS DRAWING IS INTENDED TO SHOW THE CMS LOCATION AND MESSAGING REQUIRED FOR A WORK ZONE "VARIABLE SPEED LIMIT" REDUCTION ON A FREEWAY WHICH IS TO BE REDUCED TO 55 MPH.
2. EACH DIRECTION OF THE PROJECT IS TO BE EVALUATED FOR THE "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.
3. IN ADDITION, FOR ACTIVE WORK AREAS THAT EXCEED 1 MILE IN LENGTH, AN EVALUATION IS TO BE MADE TO DETERMINE IF ADDITIONAL CMS'S ARE NEEDED TO SUPPLEMENT THE INITIAL ONES. PORTABLE MOUNTED W3-5 SIGNS WITH SPEED PENALTY SIGNS ARE TO BE PLACED ALONG ENTRANCE RAMP LOCATED WITHIN THE ACTIVE WORK AREA.
4. THE \$250 SPEEDING PENALTY APPLIES FOR ALL PROJECTS THAT QUALIFY FOR A "VARIABLE SPEED LIMIT" REDUCTION.
5. THE "VARIABLE SPEED LIMIT" REDUCTION IS ONLY IN EFFECT WHEN WORKERS ARE PRESENT. THE SPEED LIMIT AND SPEED PENALTY MESSAGES ARE TO BE REMOVED AND THE SIGNS ARE TO BE TURNED OFF OR OTHER PERTINENT MESSAGING MAY BE DISPLAYED. AT THE COMPLETION OF THE ACTIVITY, THE REGIONAL TRAFFIC ENGINEER SHALL BE NOTIFIED BY THE RESIDENT ENGINEER TO RESCIND THE ORDINANCE.
6. WHEN "VARIABLE SPEED LIMIT" REDUCTIONS ARE IN EFFECT, THE CONTRACTOR IS TO COVER ANY ANY EXISTING SPEED LIMIT SIGNS LOCATED WITHIN THE ACTIVE WORK AREA THAT CONFLICT WITH THE "VARIABLE SPEED LIMIT" REDUCTION.

MESSAGE NO. 1	MESSAGE NO. 2
SPEED REDUCTION AHEAD	WZ SPEED LIMIT 55 MPH

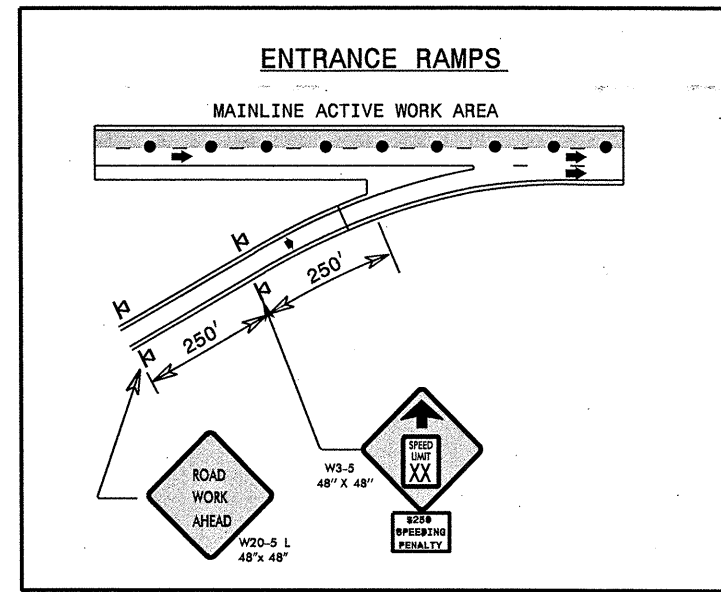
CHANGEABLE MESSAGE SIGN

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

CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
SPEED LIMIT 55	\$250 SPEEDING PENALTY

CHANGEABLE MESSAGE SIGN



**NOTE TO ALL:**

THE ACTIVITY MUST FIRST BE EVALUATED BY THE REGIONAL TRAFFIC ENGINEER UTILIZING THE APPROVED GUIDELINES BEFORE ANY "VARIABLE SPEED LIMIT" REDUCTIONS AS SHOWN ON THIS DRAWING ARE INSTALLED.

THE "VARIABLE SPEED LIMIT" REDUCTION MUST ORDINANCED AND SIGNED BY THE STATE TRAFFIC ENGINEER BEFORE ANY CMS IS USED FOR REDUCING THE SPEED LIMIT.

APPROVED: _____	DATE: _____	<b>"VARIABLE SPEED LIMIT" REDUCTION WITH PORTABLE CMS'S</b>		
SEAL	SCALE: NONE			
	DATE: 09/04/09	REVISIONS		
	DESIGN BY: SK	REVIEWED BY:		

09-SEP-2009 16:01 \\dot\pfsr001\groups\wjtccc\design\group\wz\variable speed limit\I-5137 1-95 wilson ond nash\I-5137.dgn