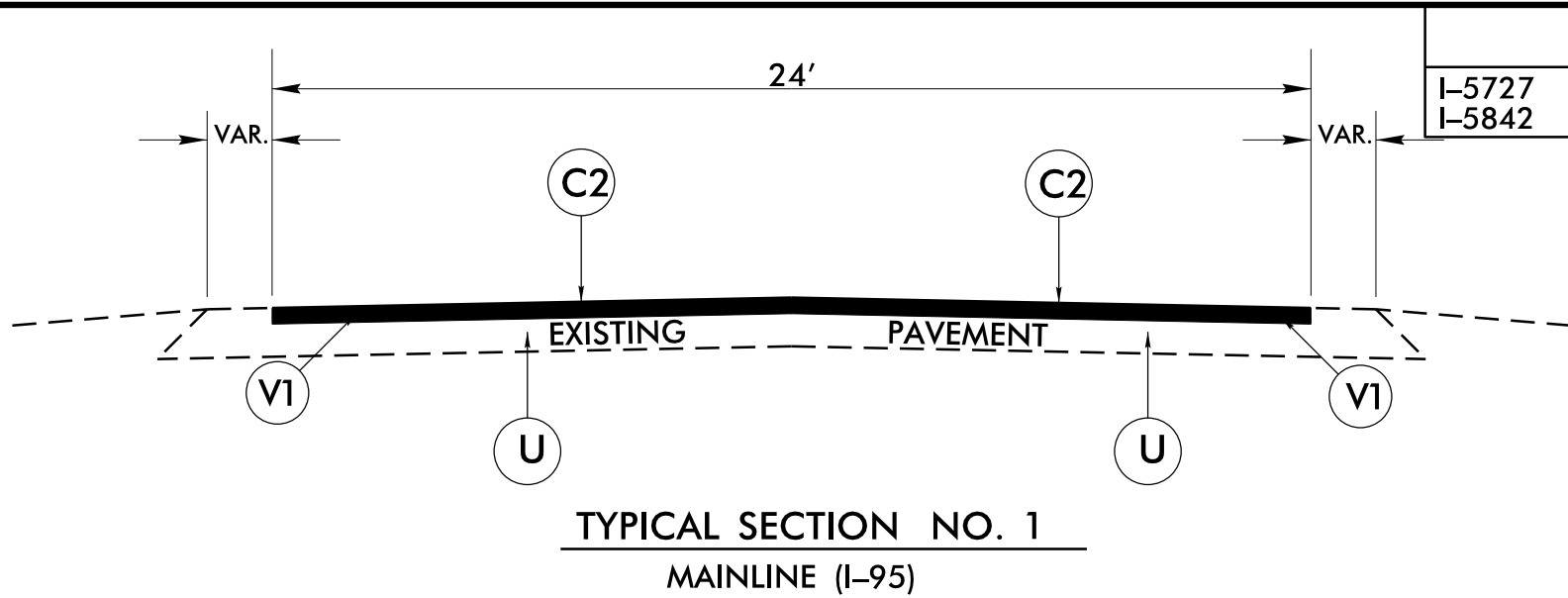
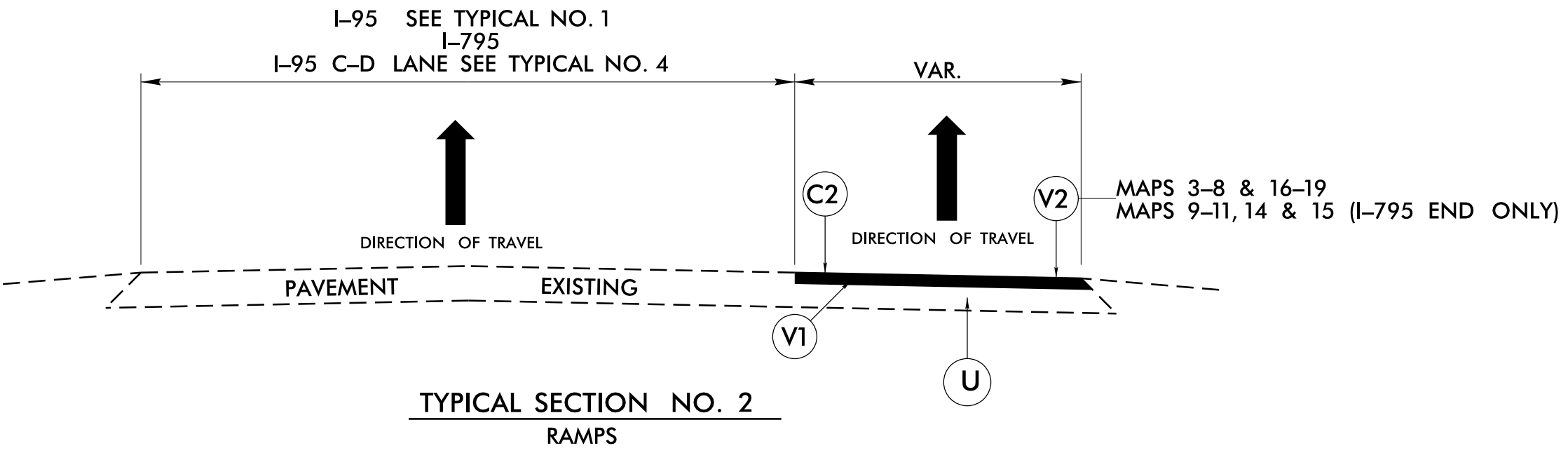


5/14/99



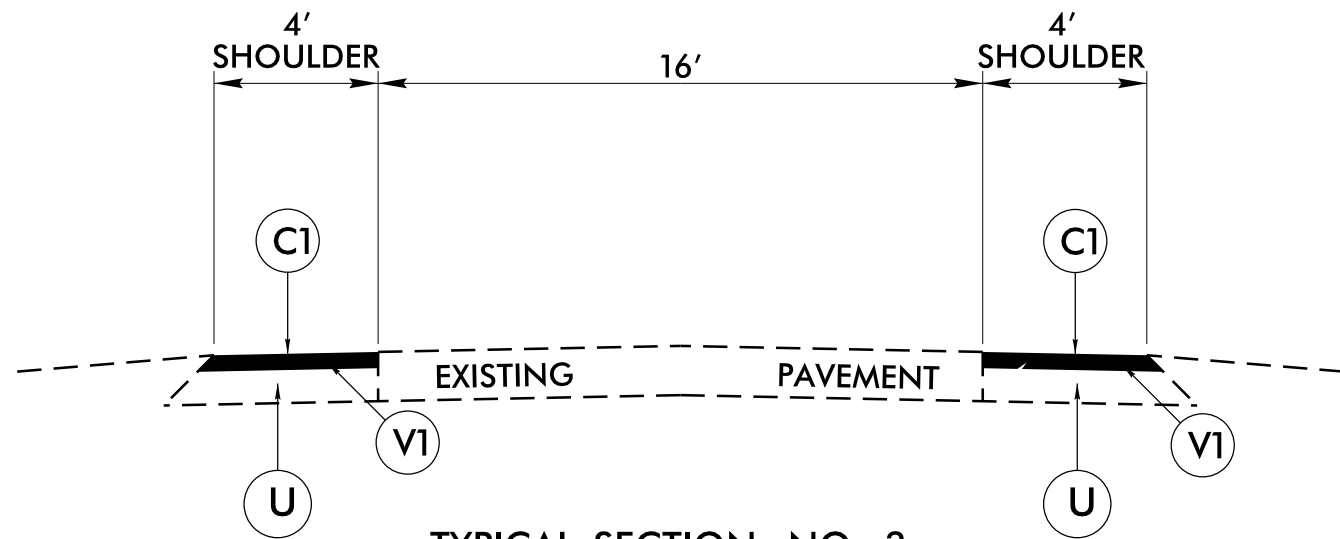
PROJECT NO.			SHEET NO.	TOTAL NO.
I-5727	-	52005.3.1 - NHPP-0095(22)124	3	
I-5842	-	53048.3.1 - NHPP-0095(26)125		

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. APPROX. 0.75" OF OGFC TYPE FC-2 MOD, AT AN AVERAGE RATE OF 90 LBS. PER SQ. YD.
U	EXISTING PAVEMENT.
V1	MILLING BITUMINOUS PAVEMENT, 1.5" DEPTH.
V2	MILLED RUMBLE STRIPS (ASPHALT CONCRETE)

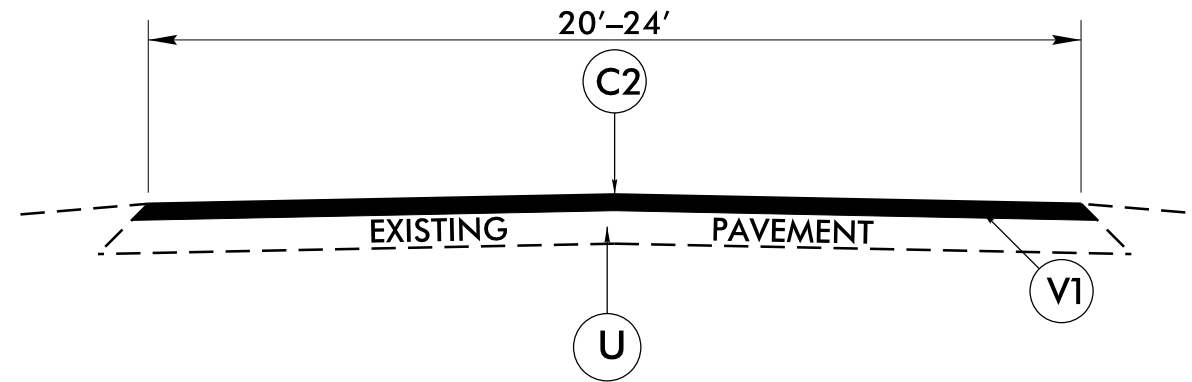


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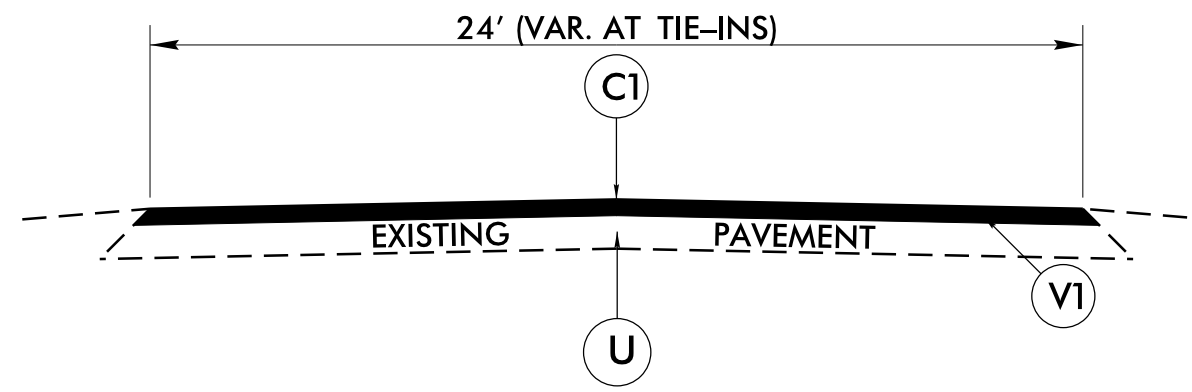
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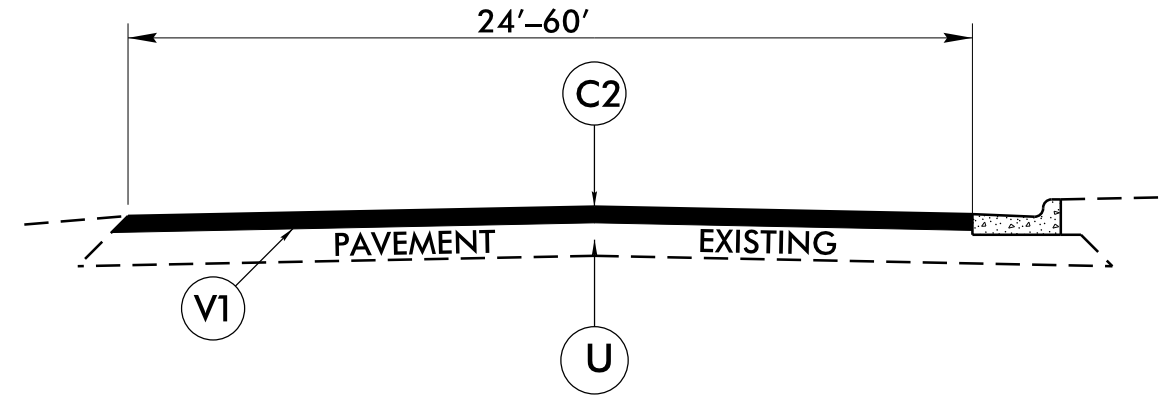
TYPICAL SECTION NO. 3
RAMPS



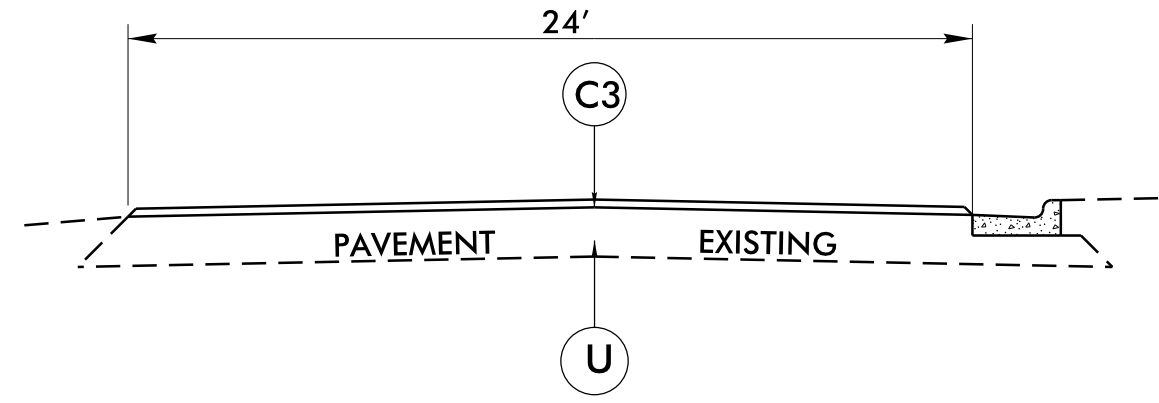
TYPICAL SECTION NO. 4
RAMPS



TYPICAL SECTION NO. 6
RAMPS



TYPICAL SECTION NO. 5
LOOPS



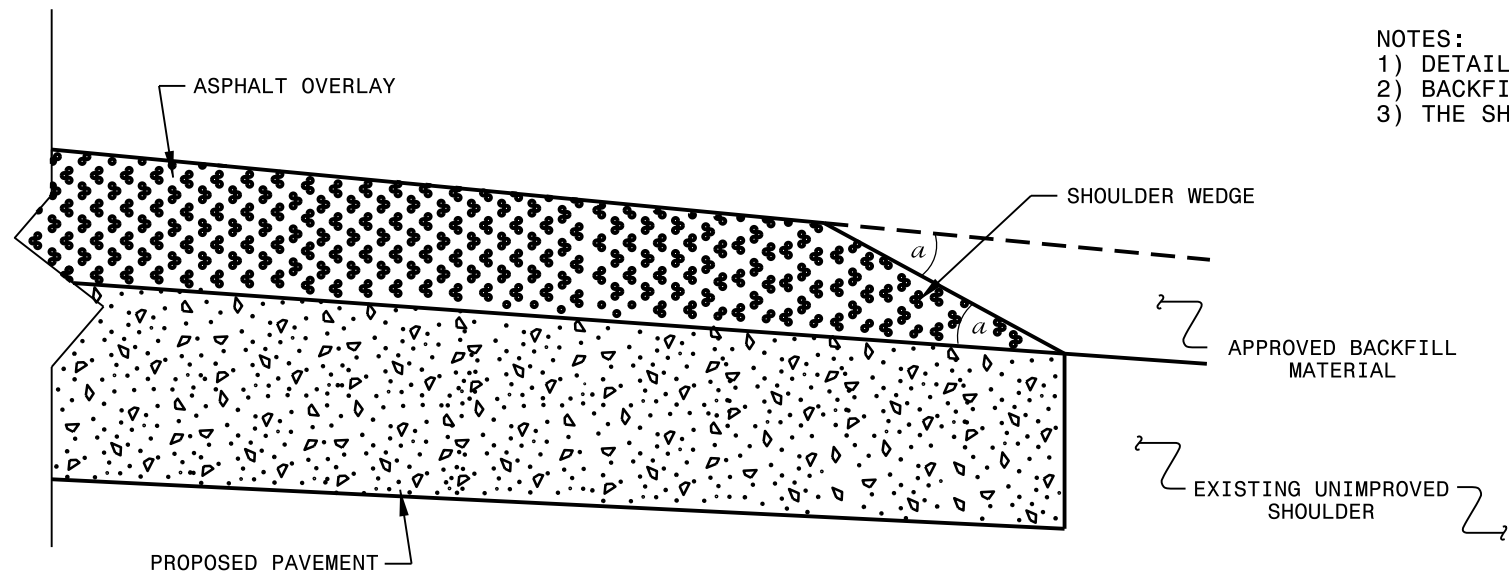
TYPICAL SECTION NO. 7
LOOPS

PROJECT NO.			SHEET NO.	TOTAL NO.
I-5727	- 52005.3.1	- NHPP-0095(22)124	4	
I-5842	- 53048.3.1	- NHPP-0095(26)125		

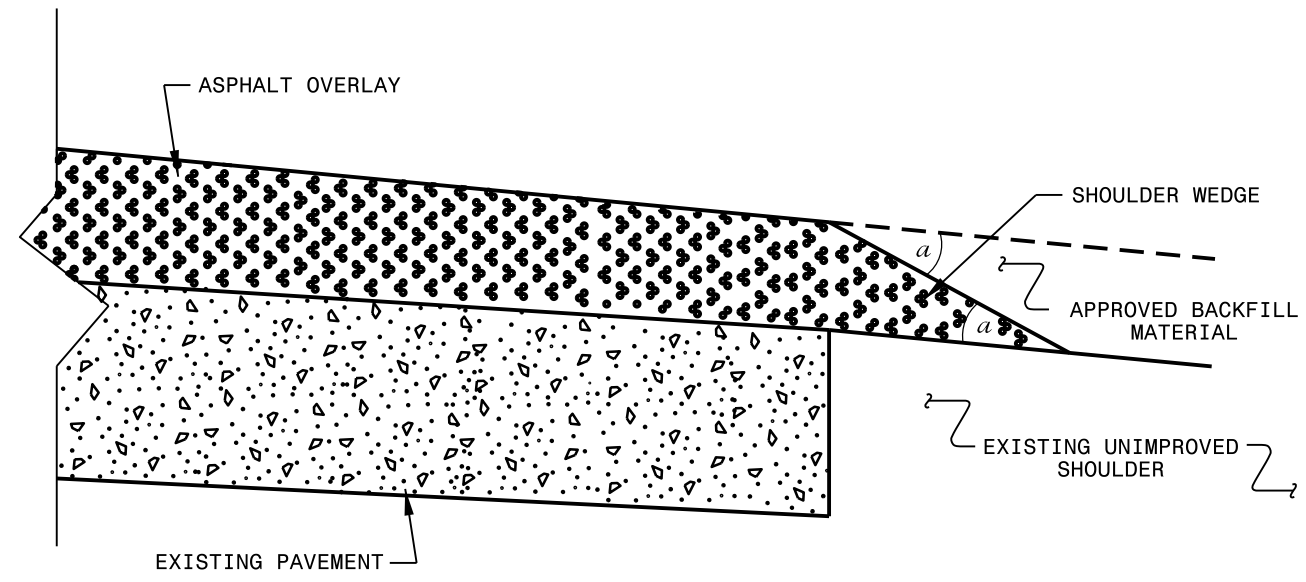
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. APPROX. 0.75" OF OGFC TYPE FC-2 MOD, AT AN AVERAGE RATE OF 90 LBS. PER SQ. YD.
U	EXISTING PAVEMENT.
V1	MILLING BITUMINOUS PAVEMENT, 1.5" DEPTH.
V2	MILLED RUMBLE STRIPS (ASPHALT CONCRETE)

09-FEB-2016 09:42
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 27 & I-5842
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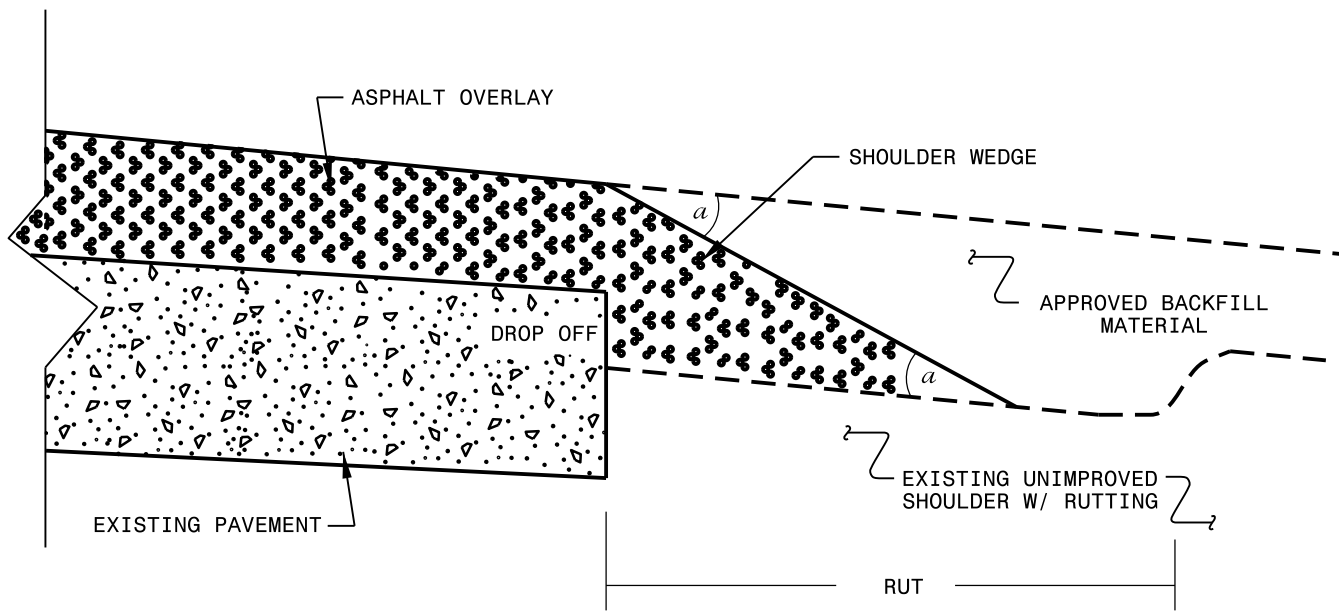
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ Widening or
 with Existing Paved Shoulder having no dropoffs)



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4119	
SHOULDER WEDGE DETAILS			
ORIGINAL BY: T.SPELL	DATE: 7-19-11		
MODIFIED BY:	DATE: 10/16/12		
CHECKED BY:	DATE:		
FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn			

SYSTEMS DESIGN
 USER NAME

SUMMARY OF QUANTITIES

PROJECT NO.	SHEET NO.	TOTAL NO.
I-5727 - 52005.3.1 - NHPP-0095(22)124 I-5842 - 53048.3.1 - NHPP-0095(26)125	6	

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	1297000000-E	1308000000-E	1330000000-E	1523000000-E	1524200000-E	1575000000-E	1577000000-E	1663000000-E	1840000000-E	7444000000-E	5255000000-N	
												MILLING ASPHALT PAVEMENT, 1.5"DEPTH	MILLING ASPHALT PAVEMENT, 0"TO 1.5"	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, TYPE S9.5C	ASPHALT CONC SURFACE COURSE, TYPE S9.5D	ASPHALT BINDER FOR PLANT MIX	POLYMER MODIFIED ASPHALT BINDER FOR PLANT MIX	OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-2 MODIFIED	MILLED RUMBLE STRIPS (ASPHALT CONCRETE)	INDUCTIVE LOOP SAWCUT	PORTABLE LIGHTING	
												SY	SY	SY	TON	TON	TON	TON	TON	LF	LF	LS	
		1	I-95 SBL	SOUTH OF SR-1116 TO NORTH OF SR-1309 MP 114.5 TO MP 123.7	1	2	MD	NO	NO	9.20	24	129540	845	400		10885		621					
TOTAL FOR MAP 1										9.20		129540	845	400		10885		621					
		2	I-95 NBL	SOUTH OF SR-1116 TO NORTH OF SR-1309 MP 114.5 TO MP 123.7	1	2	MD	NO	NO	9.20	24	129540		400		10885		621					
TOTAL FOR MAP 2										9.20		129540		400		10885		621					
		3	I-95 SB ENTRANCE RAMP	I-95 TO NC-42	2	1		NO	NO	0.18	15-47	2780				235		14		935			
	3				1		NO	NO	0.19	8	890				75		5						
	6				1		NO	NO	0.02	24	400				35		3						
TOTAL FOR MAP 3										0.39		4070			110	235	8	14		935			
		4	I-95 SB EXIT RAMP	I-95 TO NC-42	2	1		NO	NO	0.11	12-52	1570				135		8		590			
	3				1		NO	NO	0.21	8	980				85		6						
	6				1		NO	NO	0.05	24	1070				90		6						
TOTAL FOR MAP 4										0.37		3620			175	135	12	8		590			
		5	I-95 NB ENTRANCE RAMP	I-95 TO NC-42	2	1		NO	NO	0.20	12-46	2940				250		15		1070			
	3				1		NO	NO	0.17	8	800				70		5						
	6				1		NO	NO	0.02	24	490				45		3						
TOTAL FOR MAP 5										0.39		4230			115	250	8	15		1070			
		6	I-95 NB EXIT RAMP	I-95 TO NC-42	2	1		NO	NO	0.11	12-52	1540				130		8		590			
	3				1		NO	NO	0.17	8	810				70		5						
	6				1		NO	NO	0.04	24	680				60		4						
TOTAL FOR MAP 6										0.32		3030			130	130	9	8		590			
		7	I-95 SB Collector-Distributor Lane	I-95 at I-795	2	1		NO	NO	0.17	12-52	2670				225		13		900			
	4				1		NO	NO	1.06	20-24	14010						68						
	2				1		NO	NO	0.22	15-47	2690						14				1150		
TOTAL FOR MAP 7										1.45		19370				1635		95		2050			
		8	I-95 NB Collector-Distributor Lane	I-95 at I-795	2	1		NO	NO	0.12	12-52	1930				165		10		625			
	4				1		NO	NO	0.98	20-24	12630						61						
	2				1		NO	NO	0.27	12-45	3010						15				1435		
TOTAL FOR MAP 8										1.37		17570				1485		86		2060			
		9	I-95 SB C-D Lane ENTRANCE RAMP	I-795 to Collector-Distributor Lane	2	1		NO	NO	0.05	22-54	1070				90		6		275			
	4				1		NO	NO	0.46	24	6470						32						
	2				1		NO	NO	0.26	4-45	2330						12						
TOTAL FOR MAP 9										0.77		9870				835		50		275			
		10	I-95 SB C-D Lane EXIT RAMP	Collector-Distributor Lane TO I-795	2	1		NO	NO	0.13	4-50	1290				110		7					
	4				1		NO	NO	0.29	24	4100						20						
	2				1		NO	NO	0.03	22-46	590						3				170		
TOTAL FOR MAP 10										0.45		5980				505		30		170			
		11	I-95 SB C-D Lane ENTRANCE LOOP	I-795 to Collector-Distributor Lane	5	1		NO	NO	0.03	24-60	700				60		4		170			
	5				1		NO	NO	0.18	24	2500						12						
	2				1		NO	NO	0.16	12-37	1460						8						
TOTAL FOR MAP 11										0.37		4660				395		24		170			

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	1297000000-E	1308000000-E	1330000000-E	1523000000-E	1524200000-E	1575000000-E	1577000000-E	1663000000-E	1840000000-E	7444000000-E	5255000000-N		
												MILLING ASPHALT PAVEMENT, 1.5"DEPTH	MILLING ASPHALT PAVEMENT, 0"TO 1.5"	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, TYPE S9.5C	ASPHALT CONC SURFACE COURSE, TYPE S9.5D	ASPHALT BINDER FOR PLANT MIX	POLYMER MODIFIED ASPHALT BINDER FOR PLANT MIX	OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-2 MODIFIED	MILLED RUMBLE STRIPS (ASPHALT CONCRETE)	INDUCTIVE LOOP SAWCUT	PORTABLE LIGHTING		
NO		NO			NO					MI	FT	SY	SY	SY	TON	TON	TON	TON	TON	LF	LF	LS		
I-5727	WILSON	12	I-95 NB C-D Lane ENTRANCE LOOP	I-795 to Collector-Distributor Lane	2	1		NO	NO	0.03	18-50	540				45		3						
					5	1		NO	NO	0.18	24	2500				210		12						
					2	1		NO	NO	0.08	16-36	880				75		5						
		TOTAL FOR MAP 12									0.29		3920				330		20					
		13	I-95 NB C-D Lane EXIT LOOP	Collector-Distributor Lane TO I-795	2	1		NO	NO	0.08	18-42	930					80		5					
					5	1		NO	NO	0.22	24	3040				255		15						
					2	1		NO	NO	0.02	16-40	370				35		2						
		TOTAL FOR MAP 13									0.32		4340				370		22					
		14	I-95 NB C-D Lane EXIT RAMP	Collector-Distributor Lane TO I-795	2	1		NO	NO	0.12	4-50	1420					120		7					
					4	1		NO	NO	0.29	24	4030				340		20						
2	1					NO	NO	0.03	22-42	610				55		4			175					
TOTAL FOR MAP 14									0.44		6060				515		31		175					
15	I-95 NB C-D Lane ENTRANCE RAMP	I-795 to Collector-Distributor Lane	2	1		NO	NO	0.07	17-55	1370					115		7		390					
			4	1		NO	NO	0.44	24	6210				525		30								
			2	1		NO	NO	0.24	4-34	2220				190		11								
TOTAL FOR MAP 15									0.75		9800				830		48		390					
16	I-95 SB ENTRANCE RAMP	I-95 TO US-264A	2	1		NO	NO	0.18	13-46	2630					225		13		960					
			3	1		NO	NO	0.22	8	1030			90		6									
			6	1		NO	NO	0.01	24	270			25		2									
TOTAL FOR MAP 16									0.41		3930			115	225	8	13		960					
17	I-95 SB EXIT RAMP	I-95 TO US-264A	2	1		NO	NO	0.14	12-52	1880					160		10		720					
			3	1		NO	NO	0.24	8	1120			95		6									
			6	1		NO	NO	0.02	24	450			40		3									
TOTAL FOR MAP 17									0.40		3450			135	160	9	10		720					
18	I-95 NB EXIT RAMP	I-95 TO US-264A	2	1		NO	NO	0.10	12-52	1450					125		8		530					
			3	1		NO	NO	0.20	8	940			80		5									
			6	1		NO	NO	0.01	24	460			40		3									
TOTAL FOR MAP 18									0.31		2850			120	125	8	8		530					
19	I-95 NB ENTRANCE RAMP	I-95 TO US-264A	2	1		NO	NO	0.27	12-45	3560					300		18		1410					
			3	1		NO	NO	0.21	8	1000			85		6									
			6	1		NO	NO	0.01	24	380			35		3					300				
TOTAL FOR MAP 19									0.49		4940			120	300	9	18		1410	300				
22	I-95 SB EXIT LOOP	I-95 To Collector-Distributor Lane	7	1		NO	NO	0.21	24								8	130						
			TOTAL FOR MAP 22									0.21							8	130				
TOTAL FOR PROJ NO. I-5727																								
										27.90		370770	845	800	1020	30230	71	1750	130	12095	300	1		
I-5842	WILSON	20	I-95 SBL	0.7 MILE NORTH OF SR-1309 TO THE NASH COUNTY LINE MP 123.7 TO MP 124.6	1	2	MD	NO	NO	0.90	24	12680				1065		61						
					TOTAL FOR MAP 20									0.90		12680			1065		61			
		21	I-95 NBL	0.7 MILE NORTH OF SR-1309 TO THE NASH COUNTY LINE MP 123.7 TO MP 124.6	1	2	MD	NO	NO	0.90	24	12680					1065		61					
TOTAL FOR MAP 21										0.90		12680			1065		61							
TOTAL FOR PROJ NO. I-5842																								
										1.80		25360				2130		122						
GRAND TOTAL																								
										29.70		396130	845	800	1020	32360	71	1872	130	12095	300	1		

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO.
I-5727 - 52005.3.1 - NHPP-0095(22)124
I-5842 - 53048.3.1 - NHPP-0095(26)125

SHEET NO.
8

TOTAL NO.

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH MI	WIDTH FT	4688000000-E	4688000000-E	4690000000-E	4695000000-E	4702000000-E	4710000000-E	4721000000-E	4725000000-E			4805000000-N	4815000000-E	4815000000-E	4825000000-E	4835000000-E	4845000000-N									
										THERMOPLASTIC PAVEMENT MARKING LINES (6", 90 MILS)	THERMOPLASTIC PAVEMENT MARKING LINES (6", 90 MILS)	THERMOPLASTIC PAVEMENT MARKING LINES (6", 120 MILS)	THERMOPLASTIC PAVEMENT MARKING LINES (8", 90 MILS)	THERMOPLASTIC PAVEMENT MARKING LINES (12", 120 MILS)	THERMOPLASTIC PAVEMENT MARKING LINES (24", 120 MILS)	THERMOPLASTIC PAVEMENT MARKING CHARACTER (120 MILS)	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90MILS)	COLD APPLIED PLASTIC PAVEMENT MARKING SYMBOL, TYPE II	PAINT PAVEMENT MARKING LINES (6")	PAINT PAVEMENT MARKING LINES (6")	PAINT PAVEMENT MARKING LINES (12")	PAINT PAVEMENT MARKING LINES (24")	PAINT PAVEMENT MARKING SYMBOL	RIGHT	THRU LEFT	MERGE	WHITE	YELLOW	WHITE	WHITE	WHITE	RIGHT	THRU LEFT	MERGE
										WHITE LF	YELLOW LF	WHITE LF	WHITE LF	WHITE LF	WHITE LF	WHITE "ONLY" EA	WHITE ARROWS EA EA EA	WHITE RAMP ARROW EA	WHITE LF	YELLOW LF	WHITE LF	WHITE LF	WHITE ARROWS EA EA EA											
I-5727	WILSON	1	I-95 SBL	SOUTH OF SR-1116 TO NORTH OF SR-1309 MP 114.5 TO MP 123.7	1	2	MD	9.20	24	43,452	48,580	12,019									60716	48573												
										TOTAL FOR MAP 1								43,452	48,580	12,019								60716	48573					
										2	I-95 NBL	SOUTH OF SR-1116 TO NORTH OF SR-1309 MP 114.5 TO MP 123.7	1	2	MD	9.20	24	43,047	48,580	12,019											60716	48573		
		TOTAL FOR MAP 2																43,047	48,580	12,019								60716	48573					
		3	I-95 SB ENTRANCE RAMP	I-95 TO NC-42	2	1		0.18	15-47									935		234		500						2			768		446	
										TOTAL FOR MAP 3	0.39	2,055	1,130	234	500	2	1504	1129	446															
																							995	995				654	994					
		6	1	0.02	24	125	135															82	135											
		4	I-95 SB EXIT RAMP	I-95 TO NC-42	2	1		0.11	12-52	590		73		600									435		535									
										TOTAL FOR MAP 4	0.37	1,955	1,300	73	390	600	1	1	1	1331	1299	535							177	205			1	1
		6	1	0.05	24	270	205		390						1	1											1	1						
5	I-95 NB ENTRANCE RAMP	I-95 TO NC-42	2	1		0.2	12-46	1,070		268		770							2			879		687				4						
								TOTAL FOR MAP 5	0.39	2,070	1,000	268	770	2	1536	999	687																	
																					890	890				585	889							
6	1	0.02	24	110	110															72	110													
6	I-95 NB EXIT RAMP	I-95 TO NC-42	2	1		0.11	12-52	590		89		470									446		420											
								TOTAL FOR MAP 6	0.32	1,705	1,115	89	120	470	64	1	1	1	1179	1115	420	64	1	1										
																									905	905				594	904			
6	1	0.04	24	210	210		120		64				1	1						139	211		64	1	1									
7	I-95 SB Collector-Distributor Lane	I-95 at I-795	2	1		0.17	12-52	900		134		730									967		593											
								TOTAL FOR MAP 7	1.45	4,780	5,605	334	1,430	2	4782	6141	1161																	
																					2,730	5,605				2553	6141							
2	1	0.22	15-47	1,150	200		700													1262		568				2								
8	I-95 NB Collector-Distributor Lane	I-95 at I-795	2	1		0.12	12-52	625		57		800									689		665											
								TOTAL FOR MAP 8	1.37	4,510	5,190	331	1,480	2	4889	5116	1229																	
																					2,450	5,190				2474	5116							
2	1	0.27	12-45	1,435	274		680													1726		564				2								
9	I-95 SB C-D Lane ENTRANCE RAMP	I-795 to Collector-Distributor Lane	2	1		0.05	22-54	275				550									257		447											
								TOTAL FOR MAP 9	0.77	4,075	2,425	267	1,170	2	4059	2657	950																	
																					2,425	2,425				2267	2657							
2	1	0.26	4-45	1,375	267		620													1535		503				2								
10	I-95 SB C-D Lane EXIT RAMP	Collector-Distributor Lane TO I-795	2	1		0.13	4-50	680		113		460									741		373											
								TOTAL FOR MAP 10	0.45	2,390	1,540	113	800																					
																					1,540	1,540				1440	1687							
2	1	0.03	22-46	170			340													159		276												
11	I-95 SB C-D Lane ENTRANCE LOOP	I-795 to Collector-Distributor Lane	5	1		0.03	24-60	170				340									159		276											
								TOTAL FOR MAP 11	0.37	990	940	167	650	4	2																			
																					940					924		252						
2	1	0.16	12-37	820	167		310		4	2										924		252												
12	I-95 NB C-D Lane ENTRANCE LOOP	I-795 to Collector-Distributor Lane	2	1		0.03	18-50					140											116											
								TOTAL FOR MAP 12	0.29	410	940	48	580																					
																					410	940	48	440						462		365		
5	1	0.18	24																			927												
2	1	0.08	16-36	410	48		440														462		365											

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO. I-5727 - 52005.3.1 - NHPP-0095(22)124 I-5842 - 53048.3.1 - NHPP-0095(26)125	SHEET NO. 9	TOTAL NO.
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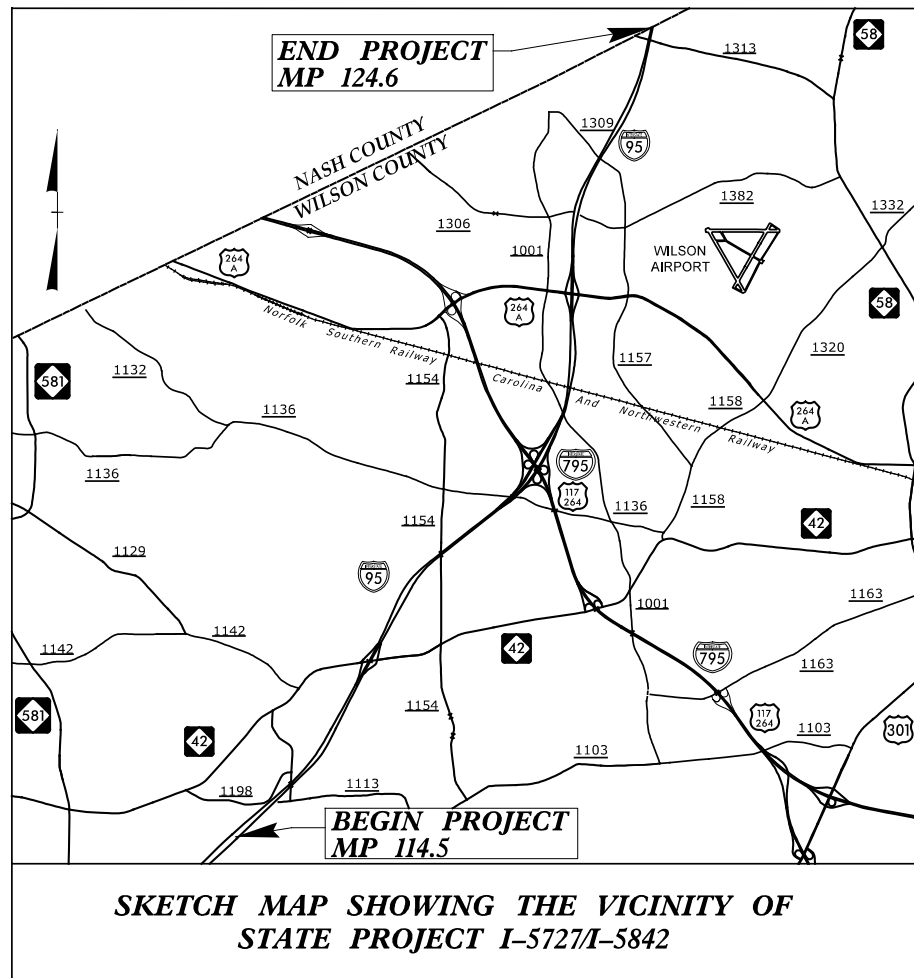
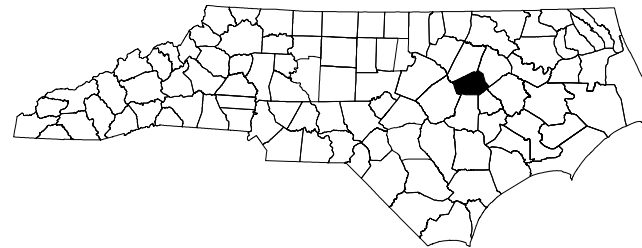
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH MI	WIDTH FT	4688000000-E	4688000000-E	4690000000-E	4695000000-E	4702000000-E	4710000000-E	4721000000-E	4725000000-E	4805000000-N	4815000000-E	4815000000-E	4825000000-E	4835000000-E	4845000000-N										
										THERMOPLASTIC PAVEMENT MARKING LINES (6", 90 MILS)	THERMOPLASTIC PAVEMENT MARKING LINES (6", 90 MILS)	THERMOPLASTIC PAVEMENT MARKING LINES (6", 120 MILS)	THERMOPLASTIC PAVEMENT MARKING LINES (8", 90 MILS)	THERMOPLASTIC PAVEMENT MARKING LINES (12", 120 MILS)	THERMOPLASTIC PAVEMENT MARKING LINES (24", 120 MILS)	THERMOPLASTIC PAVEMENT MARKING CHARACTER (120 MILS)	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90MILS)	COLD APPLIED PLASTIC PAVEMENT MARKING SYMBOL, TYPE II	PAINT PAVEMENT MARKING LINES (6")	PAINT PAVEMENT MARKING LINES (6")	PAINT PAVEMENT MARKING LINES (12")	PAINT PAVEMENT MARKING LINES (24")	PAINT PAVEMENT MARKING SYMBOL										
										WHITE LF	YELLOW LF	WHITE LF	WHITE LF	WHITE LF	WHITE LF	WHITE "ONLY" EA	WHITE ARROWS EA EA EA	WHITE RAMP ARROW EA	WHITE LF	YELLOW LF	WHITE LF	WHITE LF	WHITE ARROWS EA EA EA										
I-5727	WILSON	13	I-95 NB C-D Lane EXIT LOOP	Collector-Distributor Lane TO I-795	2	1		0.08	18-42			59		410		4	2				60		340										
								0.22	24																								
								0.02	16-40	120						240												121		200			
		TOTAL FOR MAP 13								0.32		120	1,140	59		650		4	2				181	1124	540								
		14	I-95 NB C-D Lane EXIT RAMP	Collector-Distributor Lane TO I-795	2	1		0.12	4-50				69		680								70		565								
								0.29	24	1,515	1,515																1530	1493					
								0.03	22-42	175						350												175		290			
		TOTAL FOR MAP 14								0.44		1,690	1,515	69		1,030										1775	1493	855					
		15	I-95 NB C-D Lane ENTRANCE RAMP	I-795 to Collector-Distributor Lane	2	1		0.07	17-55	390					780								394		647								
								0.44	24	2,330	2,330																2352	2296					
								0.24	4-34	1,275		250		550						2								1540		456		2	
		TOTAL FOR MAP 15								0.75		3,995	2,330	250		1,330			2						4286	2296	1103			2			
		16	I-95 SB ENTRANCE RAMP	I-95 TO US-264A	2	1		0.18	13-46	960			240		310								2										
								0.22	8	1,155	1,155																766		344				
								0.01	24	75	55																	48	55				
		TOTAL FOR MAP 16								0.41		2,190	1,210	240		310			2							1551	1218	344			4		
		17	I-95 SB EXIT RAMP	I-95 TO US-264A	2	1		0.14	12-52	720			180		680									574		755							
								0.24	8	1,255	1,255																801	1264					
								0.02	24	115	85	160	165	32					1	1				1			176	86		32	1	1	
TOTAL FOR MAP 17								0.4		2,090	1,340	340	165	680	32		1	1		1				1551	1350	755	32	1	1				
18	I-95 NB EXIT RAMP	I-95 TO US-264A	2	1		0.1	12-52	530			133		470									423		521									
						0.2	8	1,055	1,055																673	1062							
						0.01	24	115	75	285	285						1	1				1			255	76		32	1	1			
TOTAL FOR MAP 18								0.31		1,700	1,130	418	285	470			1	1		1				1351	1138	521	32	1	1				
19	I-95 NB ENTRANCE RAMP	I-95 TO US-264A	2	1		0.27	12-45	1,410			353		330									1125		366									
						0.21	8	1,120	1,120																715	1127							
						0.01	24	115	65																	73	65						
TOTAL FOR MAP 19								0.49		2,645	1,185	353		330			2								1913	1192	366			4			
22	I-95 SB EXIT LOOP	I-95 To Collector-Distributor Lane	7	1		0.21	24	1,100																									
						TOTAL FOR MAP 19								0.21		1,100																	
TOTAL FOR PROJ NO. I-5727								27.90		126,969	128,195	27,691	960	13,250	96	8	8	4	16	4				157205	129057	11570	128	4	4	24			
I-5842	WILSON	20	I-95 SBL	0.7 MILE NORTH OF SR-1309 TO THE NASH COUNTY LINE MP 123.7 TO MP 124.6	1	2	MD	0.9	24	4,755	4,755	1,189									5944	4755											
								TOTAL FOR MAP 20								0.9		4,755	4,755	1,189										5944	4755		
								21	I-95 NBL	0.7 MILE NORTH OF SR-1309 TO THE NASH COUNTY LINE MP 123.7 TO MP 124.6	1	2	MD	0.9	24	4,755	4,755	1,189												5944	4755		
TOTAL FOR MAP 21														0.9		4,755	4,755	1,189										5944	4755				
TOTAL FOR PROJ NO. I-5842														1.80		9,510	9,510	2,378											11888	9510			
GRAND TOTAL								29.70		136,479	137,705	30,069	960	13,250	96	8	8	4	16	4				169093	138567	11570	128	4	4	24			
										274,184												307660						32					

			THERMOPLASTIC AND PAINT QUANTITIES													PROJECT NO.		SHEET NO.	TOTAL NO.			
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	4855000000-E REMOVAL OF PAVEMENT MARKING LINES (6")	4875000000-N REMOVAL OF PAVEMENT MARKING SYMBOLS & CHARACTERS	4905000000-N SNOWPLOWABLE PAVEMENT MARKERS	4405000000-E WORK ZONE SIGNS (PORTABLE)	4410000000-E WORK ZONE SIGNS (BARRICADE MOUNTED)	4415000000-N FLASHING ARROW BOARD	4420000000-N PORTABLE CHANGEABLE MESSAGE SIGN	4422000000-N PORTABLE CHANGEABLE MESSAGE SIGN (SHORT TERM)	4430000000-N DRUMS	4445000000-E BARRICADES (TYPE III)	4480000000-N TMA	4510000000-N LAW ENFORCEMENT	4516000000-N SKINNY DRUM	4650000000-N TEMPORARY RAISED PAVEMENT MARKERS			
						LF	EA	EA	SF	SF	EA	EA	DAY	EA	LF	EA	HR	EA	EA			
I-5727	WILSON	13	I-95 NB C-D Lane EXIT LOOP	Collector-Distributor Lane TO I-795	2																	
					5																	
					2																	
					TOTAL FOR MAP 13																	
		14	I-95 NB C-D Lane EXIT RAMP	Collector-Distributor Lane TO I-795	2																	
					4																	
					2																	
					TOTAL FOR MAP 14																	
		15	I-95 NB C-D Lane ENTRANCE RAMP	I-795 to Collector-Distributor Lane	2																	
					4																	
					2																	
					TOTAL FOR MAP 15																	
		16	I-95 SB ENTRANCE RAMP	I-95 TO US-264A	2			26														
					3	2310																
					6																	
			TOTAL FOR MAP 16			2310		26														
17	I-95 SB EXIT RAMP	I-95 TO US-264A	2			42																
			3	2510																		
			6		1																	
			TOTAL FOR MAP 17			2510	1	42														
18	I-95 NB EXIT RAMP	I-95 TO US-264A	2			30																
			3	2110	1																	
			6																			
			TOTAL FOR MAP 18			2110	1	30														
19	I-95 NB ENTRANCE RAMP	I-95 TO US-264A	2			32																
			3	2240																		
			6																			
			TOTAL FOR MAP 19			2240		32														
		22	I-95 SB EXIT LOOP	I-95 To Collector-Distributor Lane	7																	
			TOTAL FOR MAP 19																			
TOTAL FOR PROJ NO. I-5727						19214	4	1670	601	20	2	3	94	108	48	1	115	72	1371			
I-5842	WILSON	20	I-95 SBL	0.7 MILE NORTH OF SR-1309 TO THE NASH COUNTY LINE MP 123.7 TO MP 124.6	1			60														
		TOTAL FOR MAP 20						60														
21	I-95 NBL	0.7 MILE NORTH OF SR-1309 TO THE NASH COUNTY LINE MP 123.7 TO MP 124.6	1			60																
TOTAL FOR MAP 21						60																
TOTAL FOR PROJ NO. I-5842								120	67			1	10	12			13	8	152			
GRAND TOTAL						19214	4	1790	668	20	2	4	104	120	48	1	128	80	1523			

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

WILSON COUNTY



SKETCH MAP SHOWING THE VICINITY OF
STATE PROJECT I-5727/I-5842

TEMPORARY PAVEMENT MARKING

PAINT (6")
WHITE EDGELINE
YELLOW EDGELINE
10 FT. WHITE SKIP
3 FT/9 FT WHITE MINISKIP

PAINT (12")
WHITE GORELINE
WHITE SOLID LANE LINE

PAINT (24")
WHITE STOP BAR

SYMBOLS & CHARACTERS
RIGHT TURN ARROW
COMBO STRAIGHT/LEFT ARROW
MERGE ARROW

TEMPORARY RAISED MARKERS

CRYSTAL & RED

TRAFFIC CONTROL DEVICES

BARRICADE (TYPE III)

LAW ENFORCEMENT

CHANGEABLE MESSAGE SIGN

TEMPORARY SIGNING

PORTABLE SIGN

SHEET NO.

TITLE

TMP-1	TITLE SHEET, VICINITY MAP, INDEX OF SHEETS, LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS AND TEMPORARY PAVEMENT MARKINGS AND MARKERS
TMP-1A & 1B	TRANSPORTATION OPERATION PLAN (GENERAL NOTES, MANAGEMENT STRATEGIES, WZTC GENERAL REQUIREMENTS AND WZTC NARRATIVE)
TMP-2A	WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION
TMP-2B	TYPICAL SIGNAL LOOP LOCATIONS
TMP-3	DETOUR FOR EXIT 119A-B I-95 NB CD AT US 264
TMP-4	DETOUR FOR EXIT 119A I-95 NB RAMP TO US 264E
TMP-5	DETOURS FOR EXITS 119B & 38B I-95 NB CD TO/FROM US 264W
TMP-6	DETOUR FOR EXIT 38B US 264W TO I-95 NB
TMP-7	DETOUR FOR EXIT 38B RAMP & CD US 264 TO I-95 NB
TMP-8	DETOUR FOR EXIT 119B-A I-95 SB CD AT US 264
TMP-9	DETOUR FOR EXIT 119B I-95 SB RAMP TO US 264W
TMP-10	DETOURS FOR EXITS 119A & 38A I-95 SB CD TO/FROM US 264E
TMP-11	DETOUR FOR EXIT 38A US 264E TO I-95 SB
TMP-12	DETOUR FOR EXIT 38A RAMP & CD US 264 TO 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.

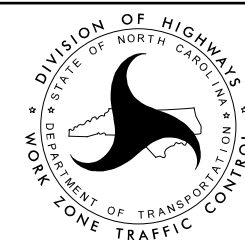
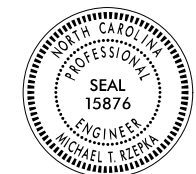
TITLE

1101.01	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
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
1205.08	PAVEMENT MARKINGS - SYMBOLS AND WORD MESSAGES
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

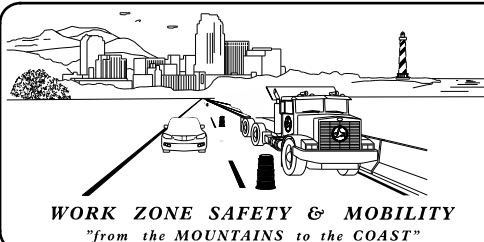
APPROVED: DATE: 12/10/2015

SEAL



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, PE STATE TRAFFIC MANAGEMENT ENGINEER
J.S. KITE, PE TRAFFIC CONTROL PROJECT ENGINEER
D.A. PARKER TRAFFIC CONTROL PROJECT DESIGN ENGINEER
S.B. JENNINGS TRAFFIC CONTROL DESIGN ENGINEER



GENERAL NOTES

CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS, AND ROADWAY DETAILS ARE NOT ATTAINABLE TO MEET FIELD CONDITIONS OR RESULT IN DUPLICATE OR UNDESIRABLE OVERLAPPING OF DEVICES. MODIFICATION MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING, OR REMOVAL OF DEVICES AS DIRECTED BY THE ENGINEER.

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

TIME RESTRICTIONS

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

ROAD NAME	DAY AND TIME RESTRICTIONS
I-95 & I-95 CD, RAMPS & LOOPS	MONDAY TO THURSDAY, 7:00AM TO 8:00PM FRIDAY TO SUNDAY, 7:00AM TO 10:00PM

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

ROAD NAME

I-95 & I-95 CD, RAMPS & LOOPS

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 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 6:30 A.M. THURSDAY AND 8:00 P.M. TUESDAY.
4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:30 A.M. FRIDAY TO 8:00 P.M. WEDNESDAY.
5. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:30 A.M. THE FRIDAY BEFORE THE WEEK OF INDEPENDENCE DAY AND 8:00 P.M. THE FOLLOWING MONDAY AFTER THE WEEK OF INDEPENDENCE DAY.
6. FOR LABOR DAY, BETWEEN THE HOURS OF 6:30 A.M. FRIDAY AND 8:00 P.M. WEDNESDAY.
7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:30 A.M. TUESDAY TO 8:00 P.M. MONDAY.
8. FOR CHRISTMAS, BETWEEN THE HOURS OF 6:30 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 8:00 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 CD, RAMPS & LOOPS AT US 264	MONDAY THRU THURSDAY, 5:00AM TO 11:00PM AND FRIDAY 5:00AM TO SUNDAY 12:00AM (MIDNIGHT)

D) 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.

LANE AND SHOULDER CLOSURE REQUIREMENTS

- E) 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.
- F) 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.
- G) 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.

- H) 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.
- I) 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.
- J) DO NOT INSTALL MORE THAN TWO MILES OF LANE CLOSURE ON I-95 MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.
- K) DO NOT INSTALL MORE THAN ONE LANE CLOSURE IN ANY ONE DIRECTION ON I-95.

TRAFFIC PATTERN ALTERATIONS

L) NOTIFY THE ENGINEER TWENTY ONE (21) CALENDAR DAYS PRIOR TO ANY TRAFFIC PATTERN ALTERATION.

SIGNING

- M) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 40 FT FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- N) 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.
- O) 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.
- P) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

TRAFFIC CONTROL DEVICES

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

PAVEMENT MARKINGS AND MARKERS

R) INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON FINAL LAYER OF PAVEMENT AS FOLLOWS:

ROAD NAME	MARKING	MARKER
I-95 & I-95 CD, RAMPS & LOOPS	PAINT	TEMPORARY RAISED

- S) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- T) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

MISCELLANEOUS

U) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE ENGINEER.



MANAGEMENT STRATEGIES

THIS PROJECT CONSISTS OF MILLING AND PAVING EXISTING ASPHALT SURFACES USING LANE CLOSURES AND OFFSITE DETOURS FOR RAMP AND LOOP CLOSURES. SEE SHEET TMP-1B NARRATIVE FOR DETAILS.

12/10/2015
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DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

APPROVED: *Michael T. Rzepka* DATE: 12/10/2015

TRANSPORTATION
OPERATIONS
PLAN

WORK ZONE TRAFFIC CONTROL GENERAL REQUIREMENTS

TEMPORARY TRAFFIC CONTROL (TTC)

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

- INSTALL WORK ZONE ADVANCE WARNING SIGN IN ACCORDANCE WITH ROADWAY STANDARD DRAWING 1101.01, SHEET 1 OF 3, PRIOR TO BEGINNING ANY OTHER WORK.
- 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 THE 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.

PAVEMENT 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 PAVEMENT 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 DRAWINGS 1250.01 THROUGH 1253.01 OF THE 2012 ROADWAY STANDARD DRAWINGS AND SECTIONS 1250 THROUGH 1253 OF THE 2012 STANDARD SPECIFICATIONS.

CONSTRUCTION OPERATIONS

- CONTRACTOR SHALL MILL AND PAVE LANES IN ORDER SUCH THAT WATER SHALL NOT ACCUMULATE.
- MESSAGES ON CHANGEABLE MESSAGE SIGNS ARE AS SHOWN ON SHEETS TMP-3 THROUGH TMP-12, OR AS DIRECTED BY THE ENGINEER.

WORK ZONE TRAFFIC CONTROL NARRATIVE

1) MILLING AND RESURFACING I-95 NB AND SB (MP 114.5 TO MP 124.6)

FOR MILLING AND RESURFACING OF I-95 NB AND SB, USE WORK ZONE "VARIABLE SPEED LIMIT REDUCTION" (TMP-2A) AND RSD 1101.02 SHEETS 4, 9 AND 10. MILL 1.5" AND PAVE BACK 1.5" ASPHALT SURFACE COURSE AND PLACE TEMPORARY PAVEMENT MARKINGS AND TEMPORARY MARKERS BY THE END OF EACH WORK DAY. REMOVE LANE CLOSURE AND REOPEN TO EXISTING TRAFFIC PATTERN BY THE END OF EACH WORK PERIOD. (SEE INTERMEDIATE CONTRACT TIME FOR ALLOWABLE LANE CLOSURE TIMES).

2) MILLING AND RESURFACING OF COLLECTOR-DISTRIBUTORS (CD) AND RAMPS/LOOPS AT I-95/US 264 INTERCHANGE (TMP-3 THRU TMP-12)

FOR MILLING AND RESURFACING OF CD AND RAMPS/LOOPS, USE WORK ZONE "VARIABLE SPEED LIMIT REDUCTION" (TMP-2A). CLOSE SEGMENT OF ROADWAY AND USE THE ASSOCIATED OFFSITE DETOUR DETAIL. MILL 1.5" AND PAVE BACK 1.5" ASPHALT SURFACE COURSE AND PLACE TEMPORARY PAVEMENT MARKINGS BY THE END OF EACH WORK DAY. REMOVE ROAD CLOSURE AND REOPEN TO EXISTING TRAFFIC PATTERN BY THE END OF EACH WORK PERIOD. (SEE INTERMEDIATE CONTRACT TIME FOR ALLOWABLE LANE AND RAMP CLOSURE TIMES).

3) MILLING AND RESURFACING OF RAMPS AT I-95/NC 42 AND I-95/US 264A INTERCHANGES

FOR MILLING AND RESURFACING OF RAMPS, USE WORK ZONE "VARIABLE SPEED LIMIT REDUCTION" (TMP-2A) AND RSD 1101.02, SHEETS 3, 4, 9 AND 10. MILL 1.5" AND PAVE BACK 1.5" ASPHALT SURFACE COURSE AND PLACE TEMPORARY PAVEMENT MARKINGS BY THE END OF EACH WORK DAY. REMOVE LANE CLOSURE AND REOPEN TO EXISTING TRAFFIC PATTERN BY THE END OF EACH WORK PERIOD. (SEE INTERMEDIATE CONTRACT TIME FOR ALLOWABLE LANE CLOSURE TIMES).


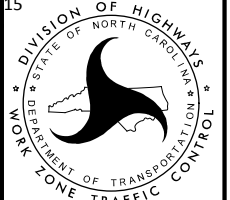
4) MILLING AND RESURFACING OF I-95 SB OFF-RAMP AT US 264A INTERCHANGE THAT INCLUDES INDUCTIVE LOOP

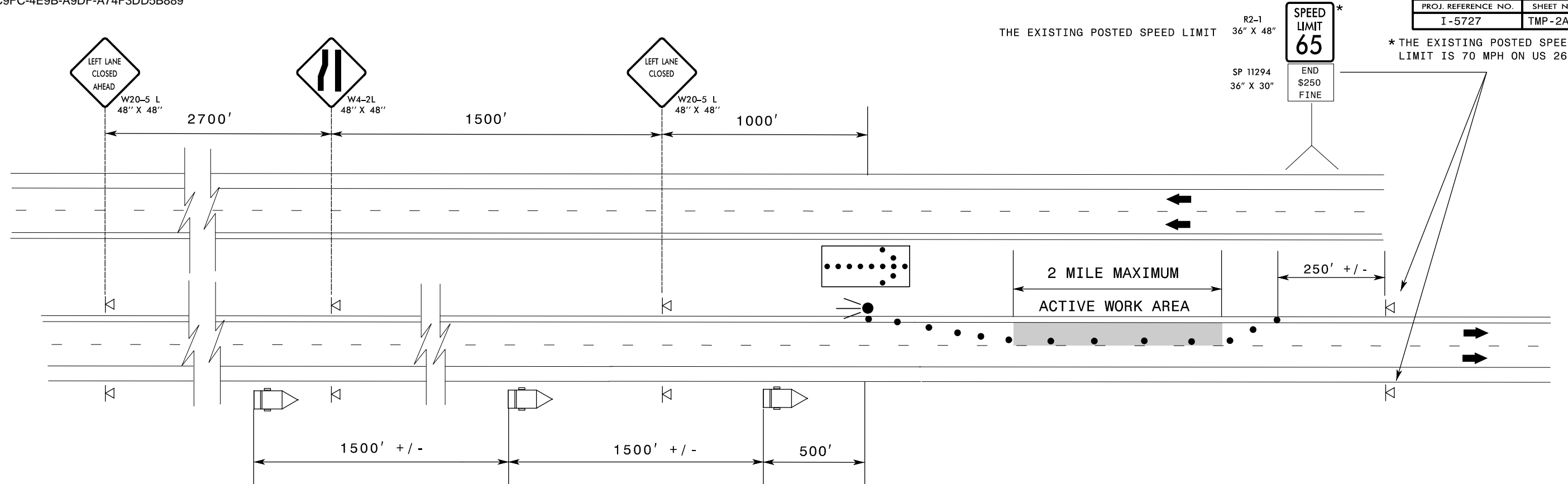
FOR MILLING AND RESURFACING OF I-95 SB OFF-RAMP AT US 264A, USE WORK ZONE "VARIABLE SPEED LIMIT REDUCTION" (TMP-2A) AND RSD 1101.02, SHEET 10. MILL 1.5" AND PAVE BACK 1.5" ASPHALT CONCRETE SURFACE AND PLACE TEMPORARY PAVEMENT MARKINGS BY THE END OF EACH WORK DAY. REMOVE LANE CLOSURE AND REOPEN TO EXISTING TRAFFIC PATTERN AT THE END OF EACH WORK PERIOD. INSTALL NEW INDUCTIVE LOOP WITHIN 7 CONSECUTIVE CALENDAR DAYS FROM THE DATE WHEN THE EXISTING INDUCTIVE LOOP WAS DISTURBED. (SEE TMP-2B INTERMEDIATE CONTRACT TIME FOR ALLOWABLE LANE CLOSURE TIMES AND REPLACEMENT OF INDUCTIVE SIGNAL LOOPS).

5) PLACEMENT OF FINAL PAVEMENT MARKINGS AND FINAL MARKERS IS A SEPARATE OPERATION TO BE COMPLETED AFTER MILLING AND RESURFACING. USE RSD 1101.02, SHEETS 4, 9, 10 & 13, FOR INSTALLATION OF FINAL PAVEMENT MARKINGS AND FINAL MARKERS.

12/10/2015
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APPROVED: <i>Michael T. Rzepka</i> DATE: 12/10/2015 		<h3>TRANSPORTATION OPERATIONS PLAN</h3>
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THE EXISTING POSTED SPEED LIMIT R2-1 36" X 48"
 65
 SP 11294 36" X 30"
 END \$250 FINE

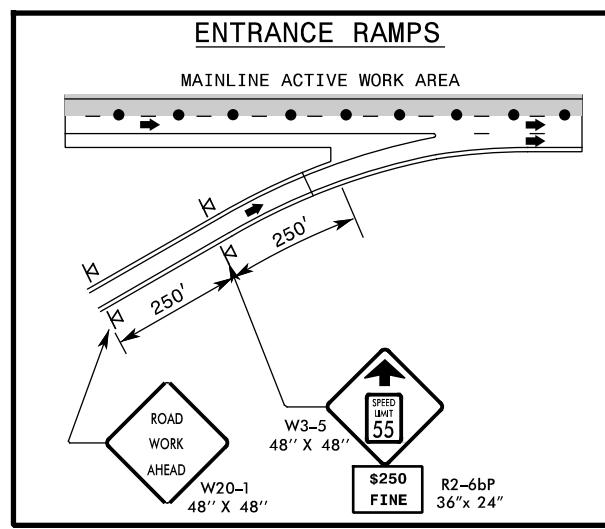
* THE EXISTING POSTED SPEED LIMIT IS 70 MPH ON US 264

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.



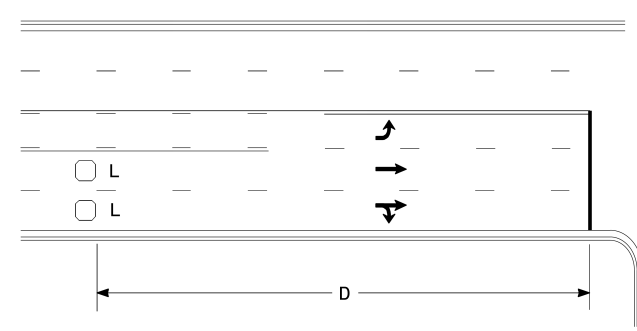
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APPROVED: *Michael T. Ryopha* DATE: 12/10/2015

SEAL

WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION

High Speed Detection (≥40 mph)

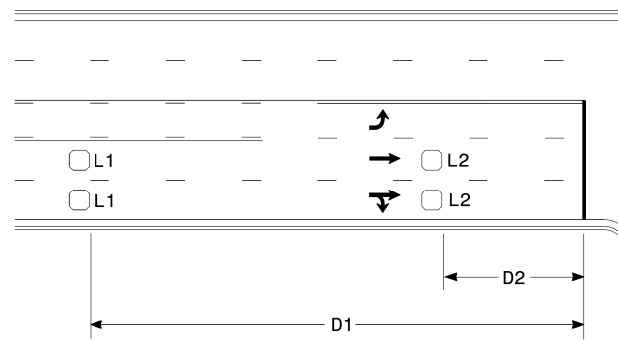


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR

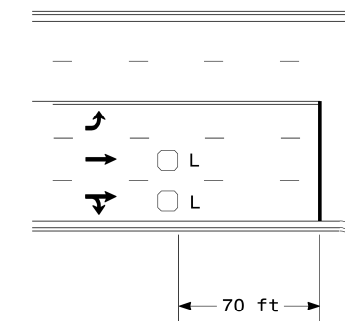


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

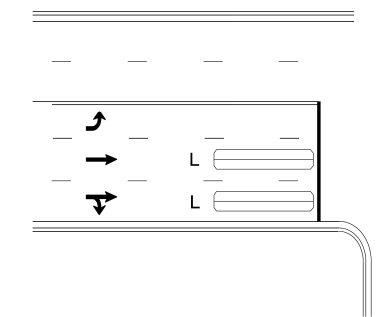
"Stretch" Operation

Low Speed Detection (≤35 mph)



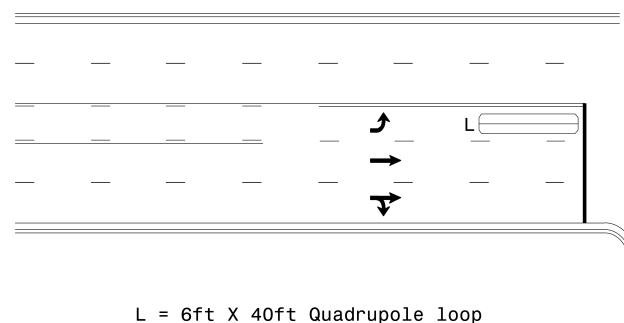
L = 6ft X 6ft
Wired in series

OR



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

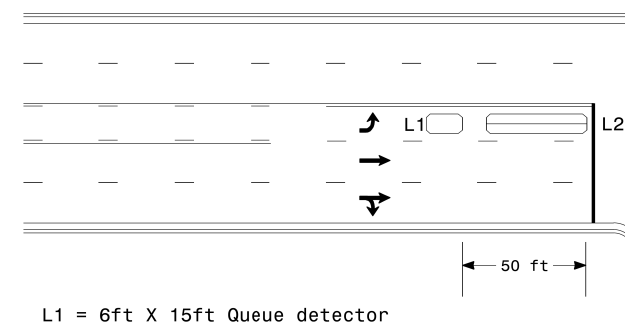
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

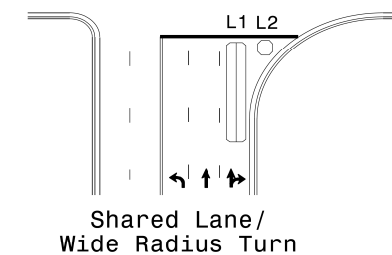
OR



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

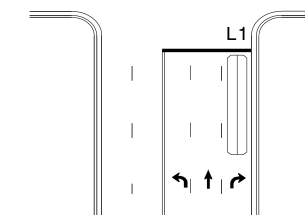
Queue Loop Detection

Right Turn Lane Detection

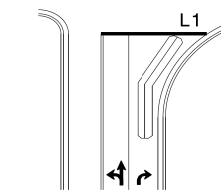


Shared Lane/
Wide Radius Turn

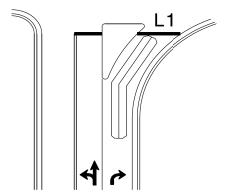
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

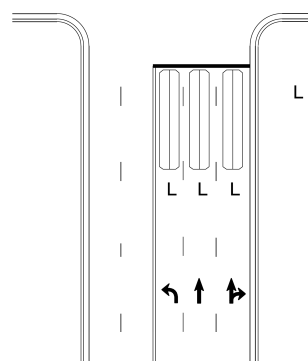


Wide Radius Turn



Channelized Turn

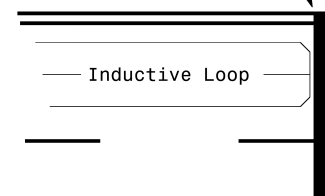
Side Street Detection



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

Presence Loop Placement at Stop Lines

Locate loop slightly
behind leading
edge of stop line



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):

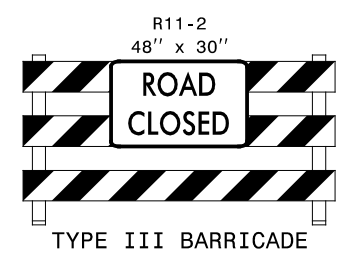
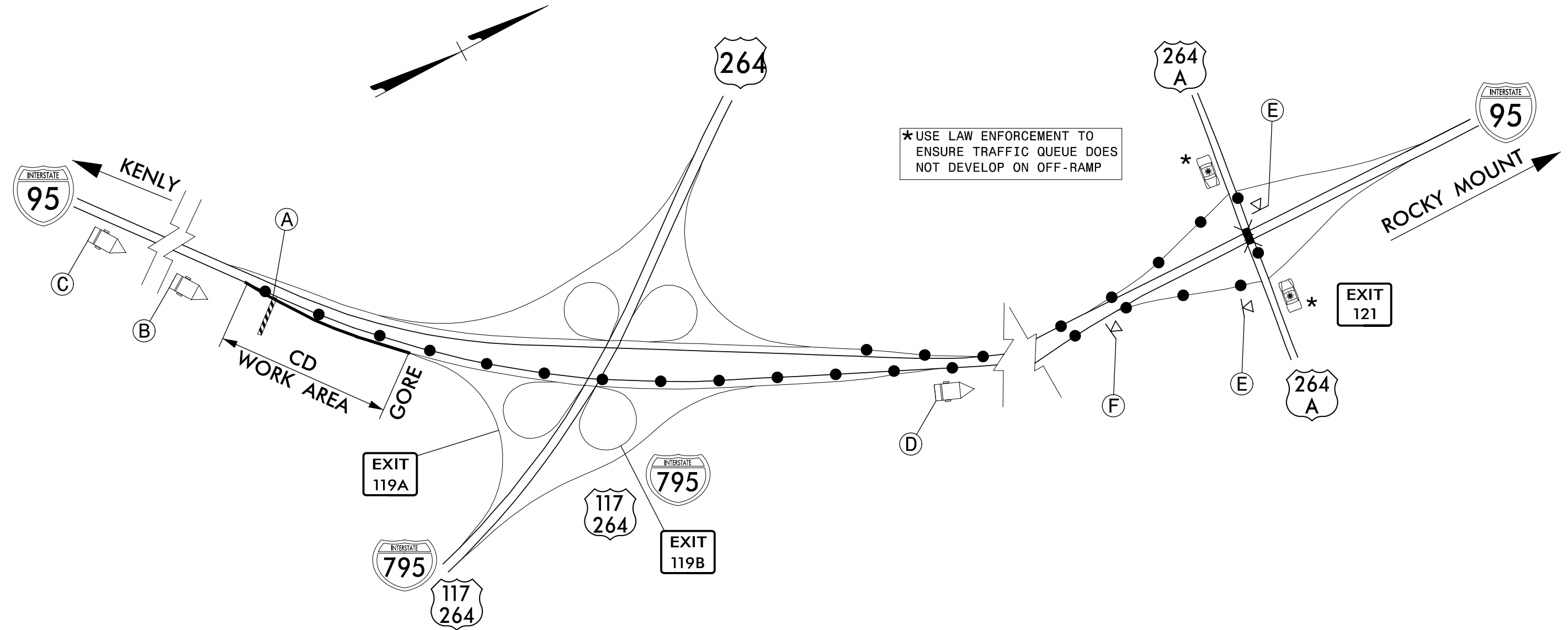
Length of Lead-in ft	Number of Turns
< 250	3
250-375	4
375-525	5
> 525	6

Quadrupole loops: Use 2-4-2 turns

6' X 15' Loops:

- Lead-in < 150', use 2 turns
- Lead-in > 150', use 3 turns

 750 N. Greenfield Pkwy, Garner, NC 27529	Prepared In the Offices of:		SEAL NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 23489 J. L. ALEXANDER
	Typical Signal Loop Locations		
SCALE N/A	PLAN DATE: January 2015 PREPARED BY: PLA	REVIEWED BY: JPG REVIEWED BY:	DATE: 1/30/2015 DATE:
	REVISIONS	INIT.	DATE
			SIG. INVENTORY NO.



(A)

MESSAGE NO. 1	MESSAGE NO. 2
US 264 EXIT CLOSED	DETOUR I-95 NB EXIT 121

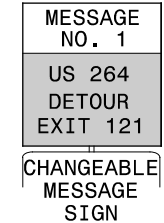
CHANGEABLE MESSAGE SIGN

(B)

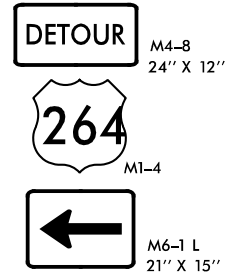
MESSAGE NO. 1	MESSAGE NO. 2
US 264 EXT CLSD 2 MILES	US 264 DETOUR EXIT 121

CHANGEABLE MESSAGE SIGN

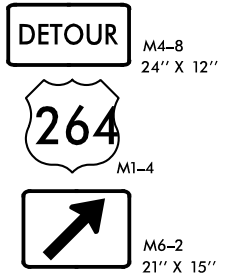
(C)



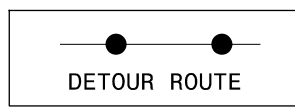
(D)



(E)



(F)



NOTE:
CLOSE EXIT 119A/B RAMP (CD) I-95 NB TO US 264 USING DRUMS SPACED 10' ON CENTER. DETOUR TRAFFIC ON I-95 NB TO EXIT 121 (US 264A), THEN BACK ON I-95 SB. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON CD AND REOPEN TO TRAFFIC.

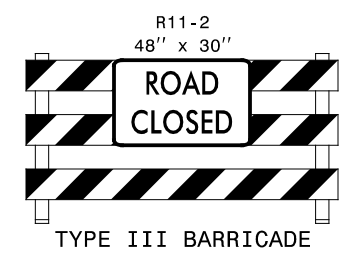
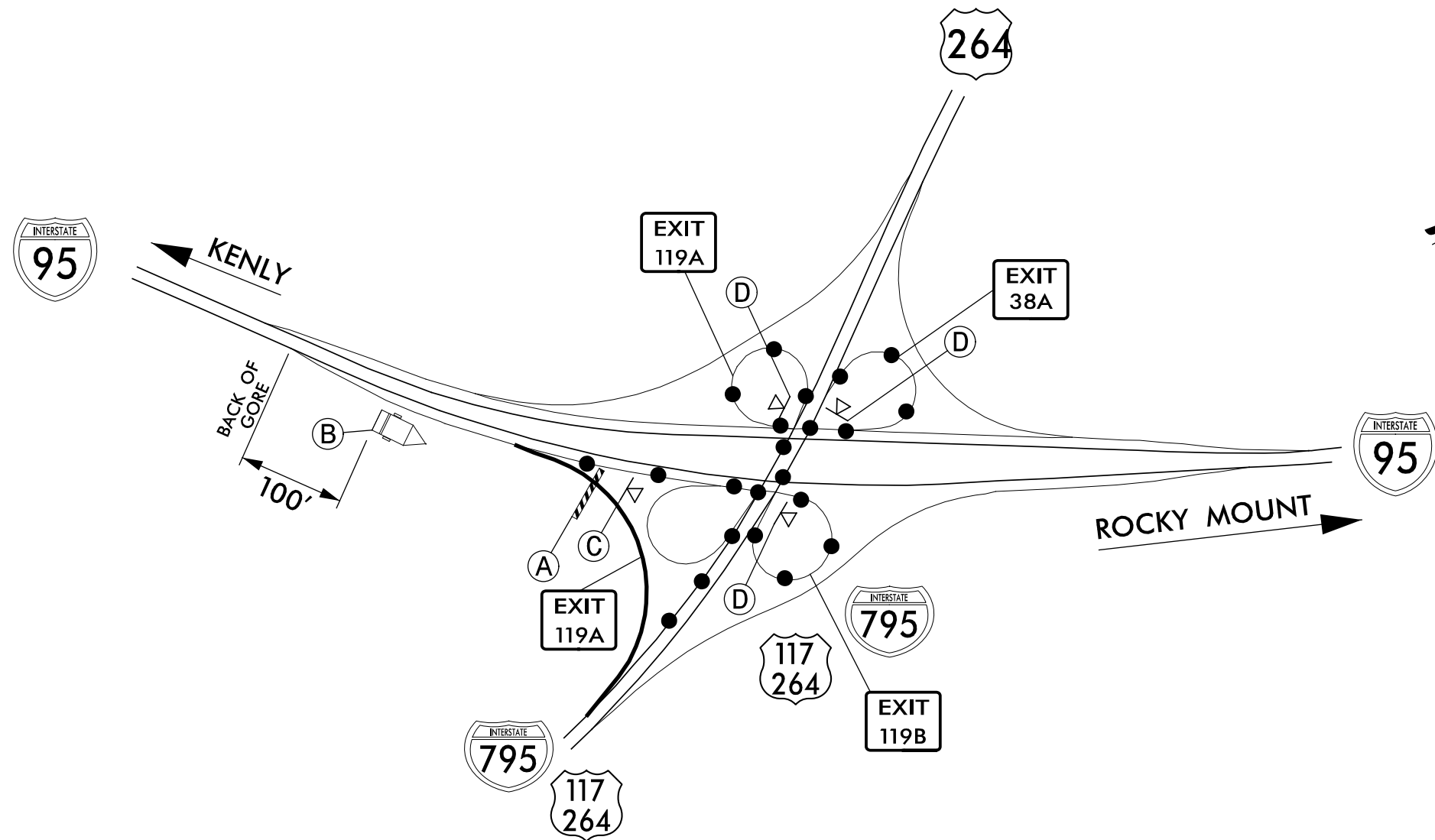
USE IN CONJUNCTION WITH RSD 1101.02, SHEET 4 AND TMP-2A

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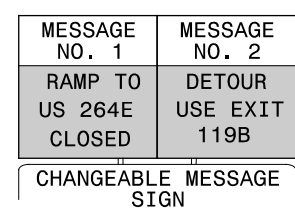
APPROVED: *Michael T. Rzepka* DATE: 12/10/2015

DETOUR FOR
EXIT 119A-B
I-95 NB CD AT US 264

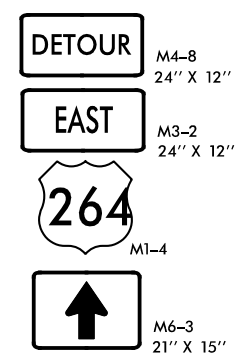
12/10/2015 R:\15727_tmp_det_psh_3.dgn ICA Engineering



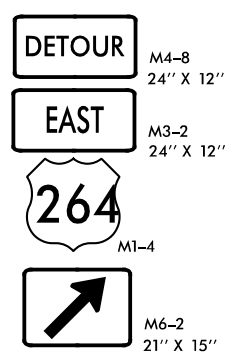
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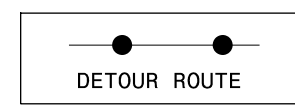
(B)



(C)



(D)



NOTE:
CLOSE EXIT 119A OFF-RAMP I-95 NB TO US 264E USING DRUMS SPACED 10' ON CENTER. DETOUR TRAFFIC ON I-95 NB CD TO EXIT 119B LOOP, TO EXIT 38A LOOP, TO EXIT 119A LOOP THEN ONTO US 264E. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON RAMP AND REOPEN TO TRAFFIC.

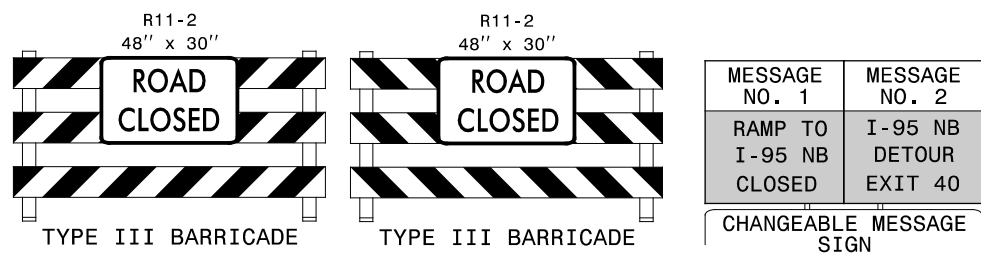
USE IN CONJUNCTION WITH RSD 1101.02, SHEET 4 AND TMP-2A

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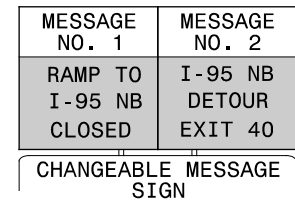
SEAL

**DETOUR FOR EXIT 119A
I-95 NB RAMP TO
US 264E**

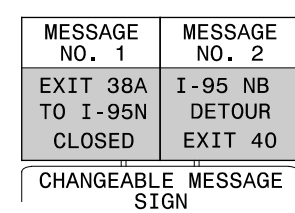


(A)

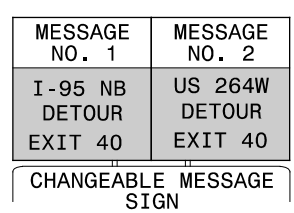
(B)



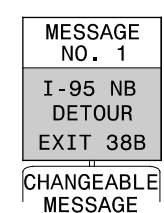
(C)



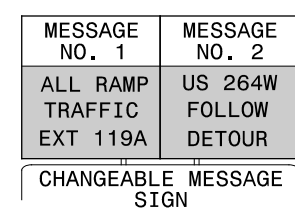
(D)



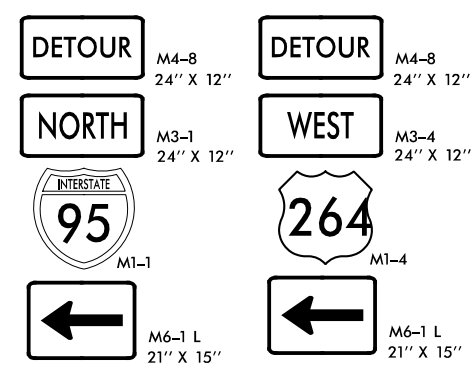
(E)



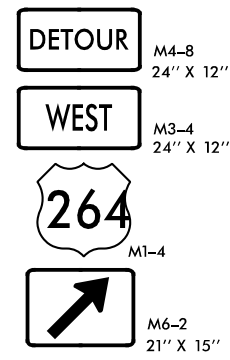
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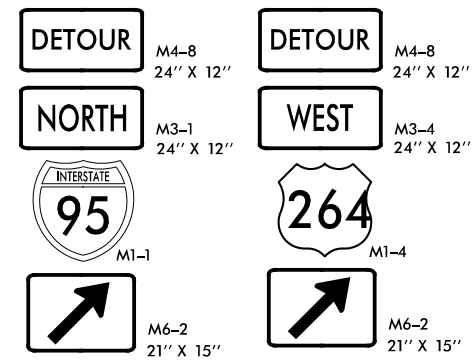
(G)



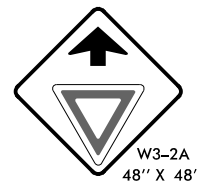
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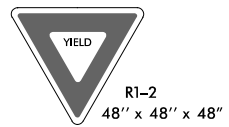
(I)



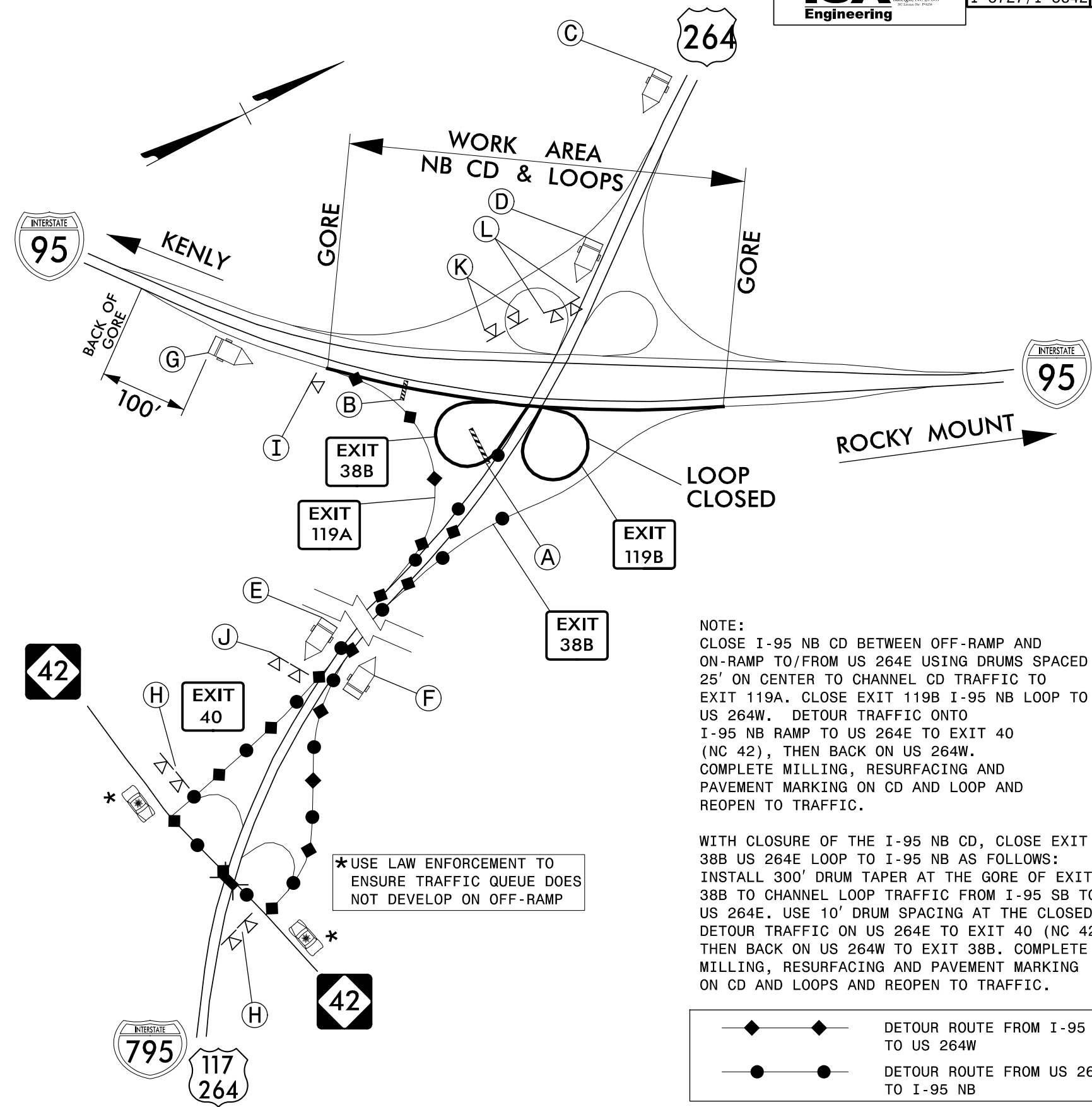
(J)



(K)



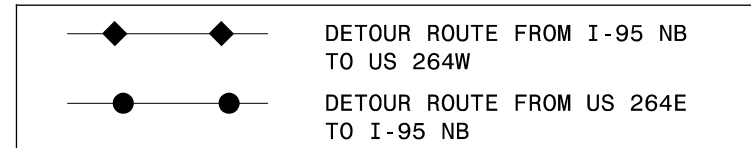
(L)



NOTE:
CLOSE I-95 NB CD BETWEEN OFF-RAMP AND ON-RAMP TO/FROM US 264E USING DRUMS SPACED 25' ON CENTER TO CHANNEL CD TRAFFIC TO EXIT 119A. CLOSE EXIT 119B I-95 NB LOOP TO US 264W. DETOUR TRAFFIC ONTO I-95 NB RAMP TO US 264E TO EXIT 40 (NC 42), THEN BACK ON US 264W. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON CD AND LOOP AND REOPEN TO TRAFFIC.

WITH CLOSURE OF THE I-95 NB CD, CLOSE EXIT 38B US 264E LOOP TO I-95 NB AS FOLLOWS:
INSTALL 300' DRUM TAPER AT THE GORE OF EXIT 38B TO CHANNEL LOOP TRAFFIC FROM I-95 SB TO US 264E. USE 10' DRUM SPACING AT THE CLOSED LOOP. DETOUR TRAFFIC ON US 264E TO EXIT 40 (NC 42), THEN BACK ON US 264W TO EXIT 38B. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON CD AND LOOPS AND REOPEN TO TRAFFIC.

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



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

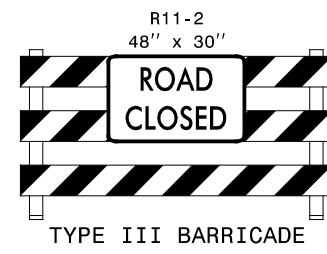
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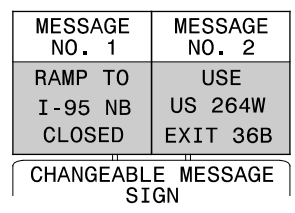
SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
SEAL 15876
MICHAEL T. RZEPKA

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

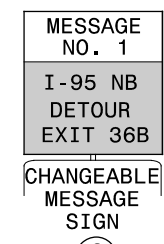
DETOURS FOR EXITS 119B & 38B I-95 NB CD TO/FROM US 264W



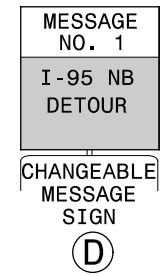
(A)



(B)



(C)



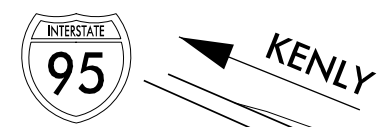
(D)



(E)



(F)



KENLY



264



264



264
A



264
A



ROCKY MOUNT



EXIT
121



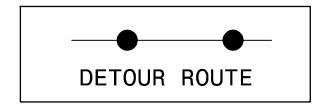
EXIT
38B



INTERSTATE
795



117
264



DETOUR ROUTE

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

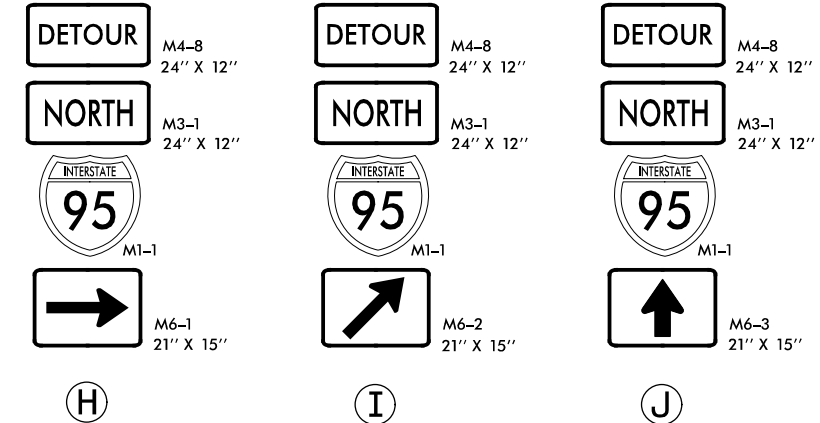
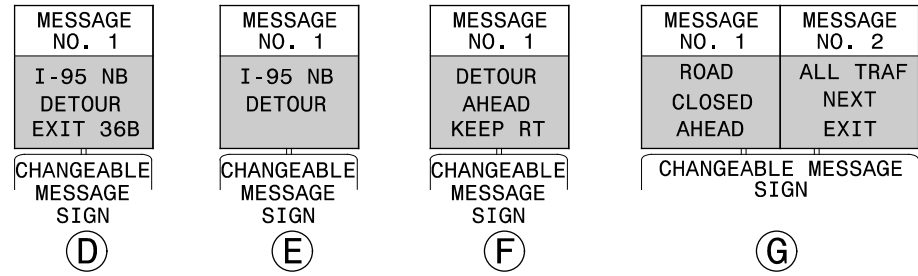
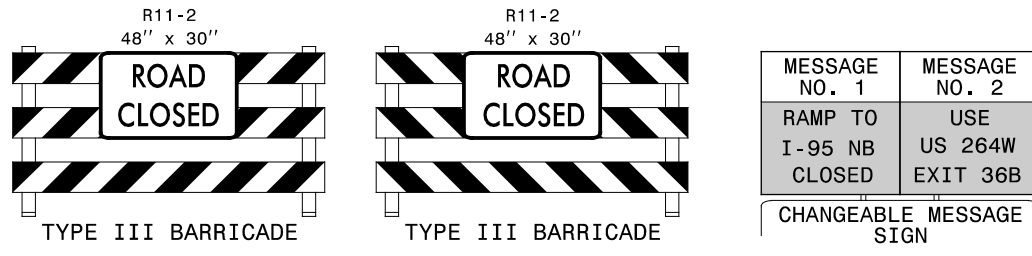
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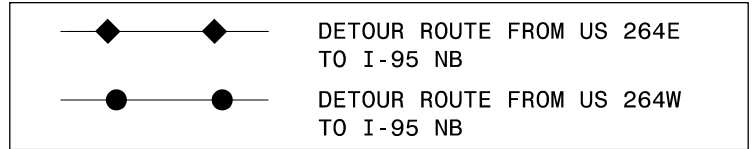
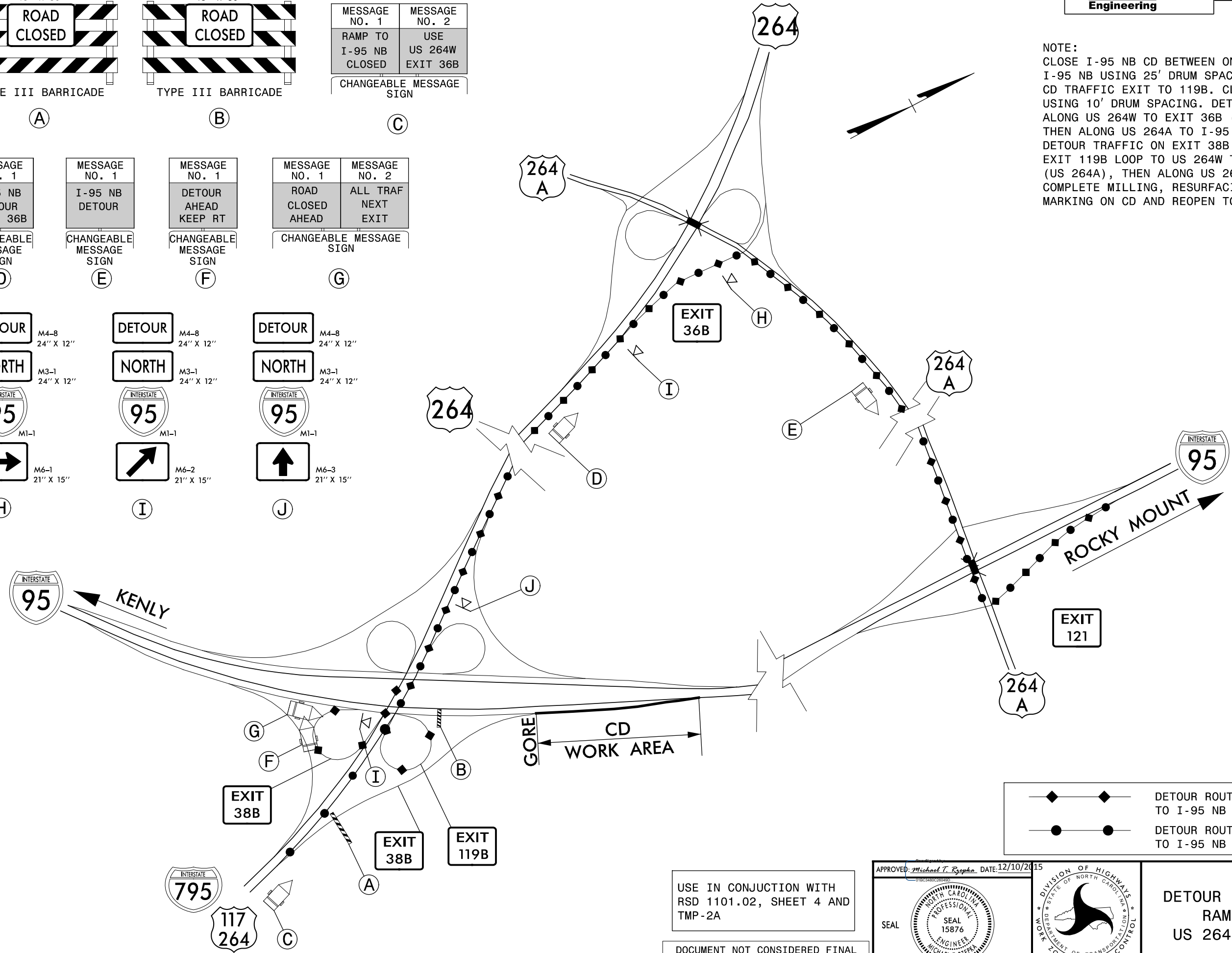
DETOUR FOR EXIT 38B
US 264W TO I-95 NB

NOTE:
CLOSE EXIT 38B RAMP US 264W
TO I-95 NB USING DRUMS SPACED
10' ON CENTER. DETOUR TRAFFIC
ALONG US 264W TO EXIT 36B
US 264A, THEN ALONG US 264A TO
I-95 NB. COMPLETE MILLING,
RESURFACING AND PAVEMENT MARKING
ON RAMP AND REOPEN TO TRAFFIC.

12/10/2015
R:\15727_tmp_det_psh_6.dgn
ICA_Engineering



NOTE:
CLOSE I-95 NB CD BETWEEN ON-RAMP AND I-95 NB USING 25' DRUM SPACING TO CHANNEL CD TRAFFIC EXIT TO 119B. CLOSE EXIT 38B RAMP USING 10' DRUM SPACING. DETOUR RAMP TRAFFIC ALONG US 264W TO EXIT 36B (US 264A), THEN ALONG US 264A TO I-95 NB. DETOUR TRAFFIC ON EXIT 38B LOOP TO EXIT 119B LOOP TO US 264W TO EXIT 36B (US 264A), THEN ALONG US 264A TO I-95 NB. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON CD AND REOPEN TO TRAFFIC.



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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

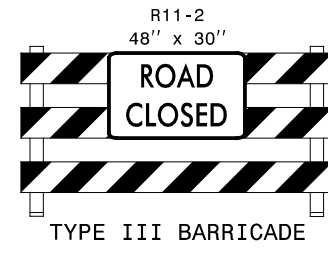
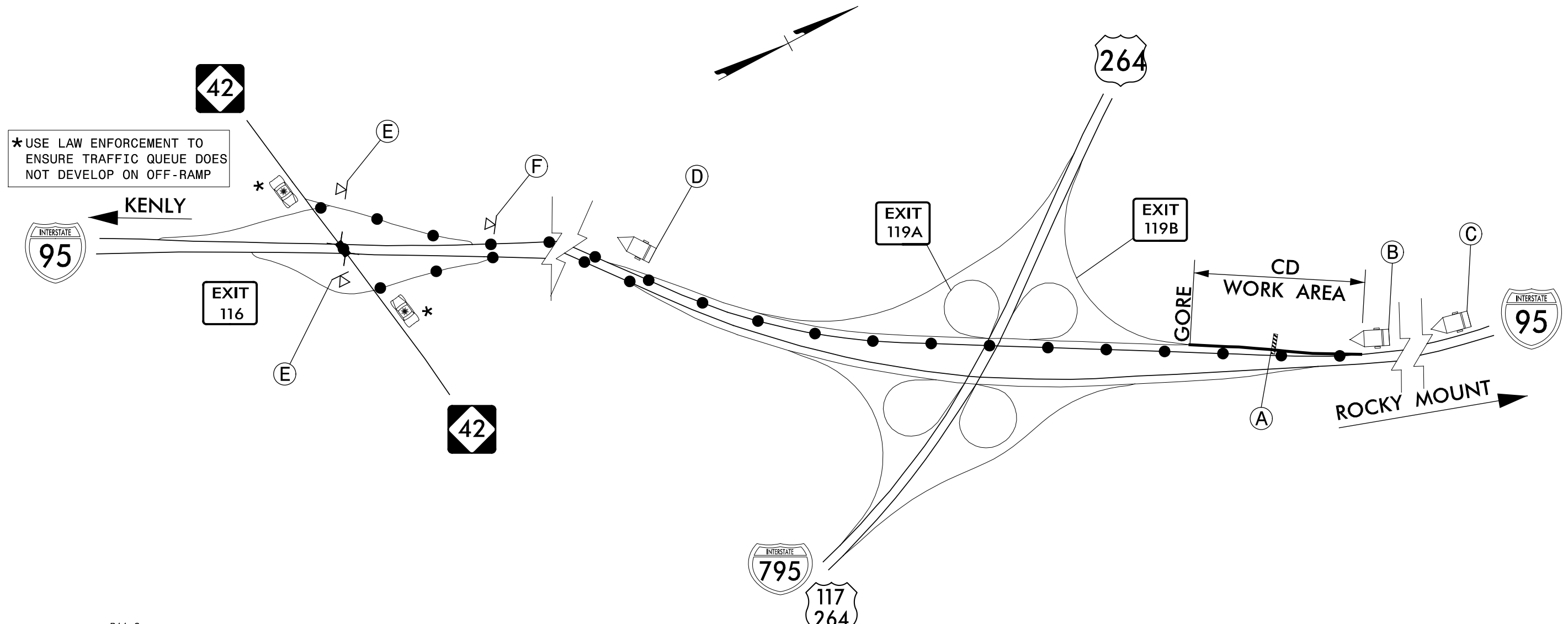
APPROVED: *Michael T. Rzepka* DATE: 12/10/2015

SEAL

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

DETOUR FOR EXIT 38B RAMP AND CD US 264 TO I-95 NB

12/10/2015 R:\15727_tmp_det_psh_7.dgn ICA Engineering



(A)

MESSAGE NO. 1	MESSAGE NO. 2
US 264 EXIT CLOSED	DETOUR I-95 SB EXIT 116

CHANGEABLE MESSAGE SIGN

(B)

MESSAGE NO. 1	MESSAGE NO. 2
US 264 EXT CLSD 2 MILES	US 264 DETOUR EXIT 116

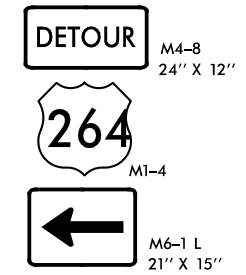
CHANGEABLE MESSAGE SIGN

(C)

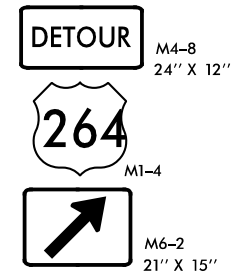
MESSAGE NO. 1
US 264 DETOUR EXIT 116

CHANGEABLE MESSAGE SIGN

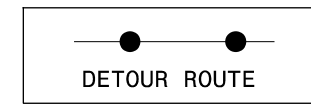
(D)



(E)



(F)



NOTE:
CLOSE EXIT 119B/A RAMP (CD) I-95 SB TO US 264 USING DRUMS SPACED 10' ON CENTER. DETOUR TRAFFIC ON I-95 SB TO EXIT 116 (NC 42), THEN BACK ON I-95 NB. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON CD AND REOPEN TO TRAFFIC.

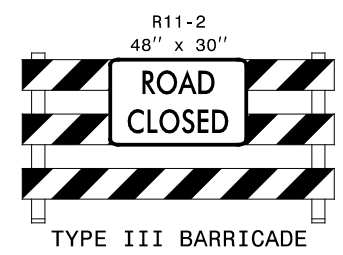
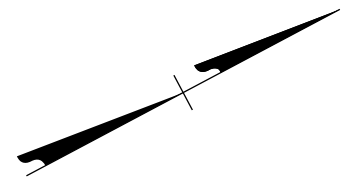
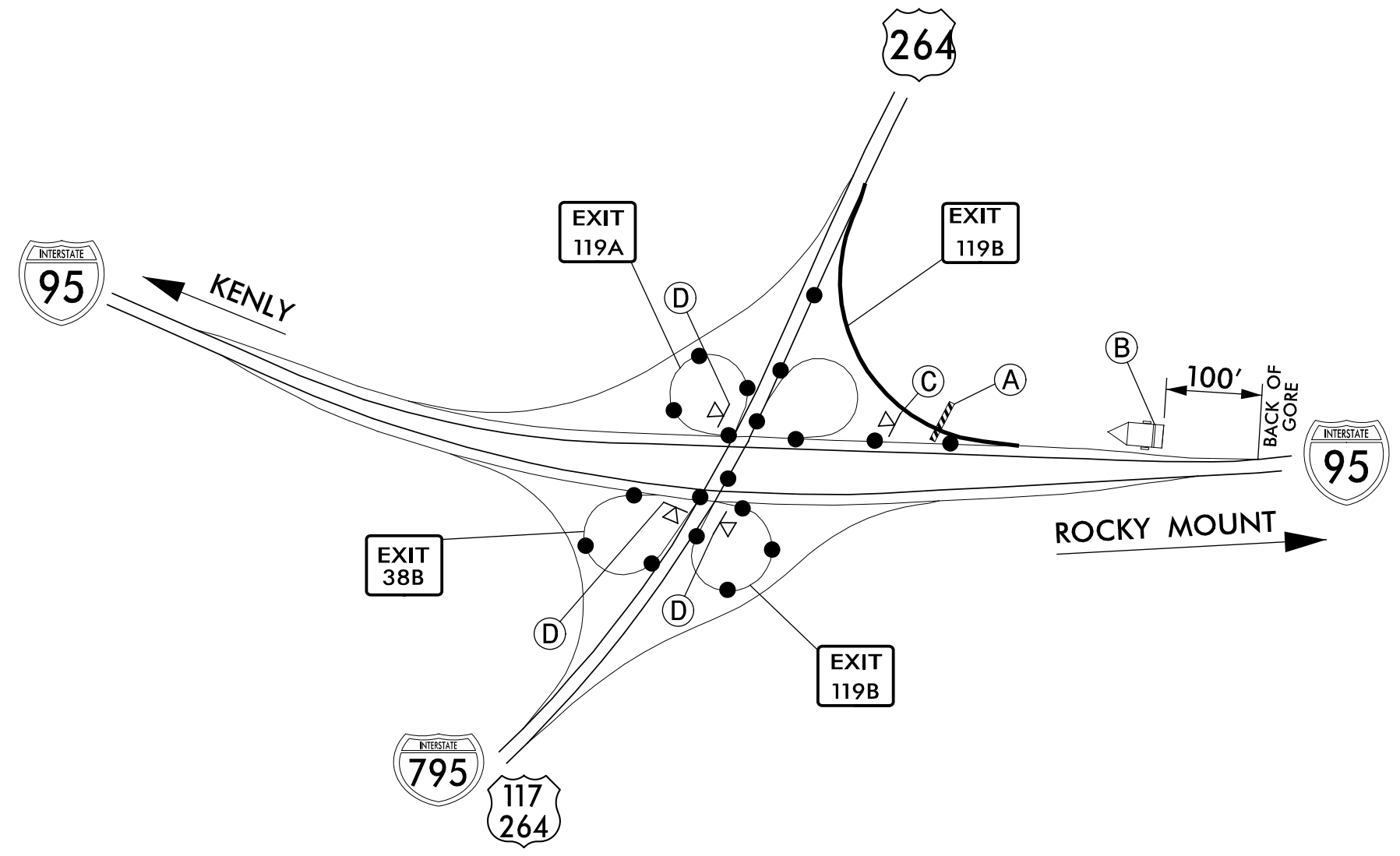
USE IN CONJUNCTION WITH RSD 1101.02, SHEET 4 AND TMP-2A

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

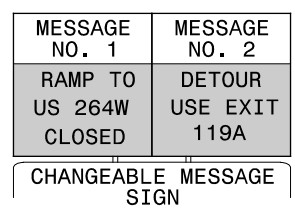
APPROVED: *Michael T. Rzepka* DATE: 12/10/2015

**DETOUR FOR
EXIT 119B-A
I-95 SB CD AT US 264**

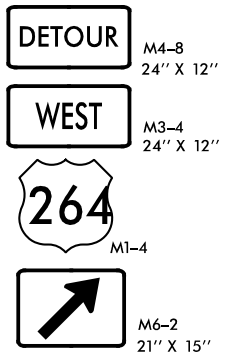
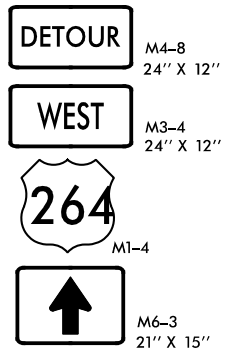
12/10/2015
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(A)



(B)



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

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APPROVED: *Michael T. Rzepka* DATE: 12/10/2015

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DETOUR FOR EXIT 119B
I-95 SB RAMP TO
US 264W

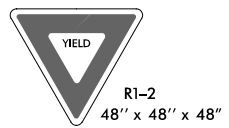
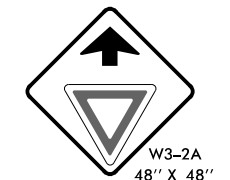
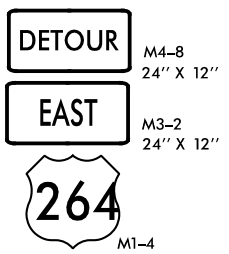
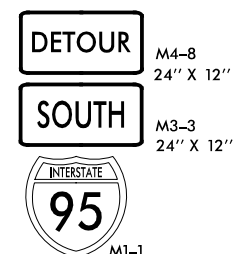
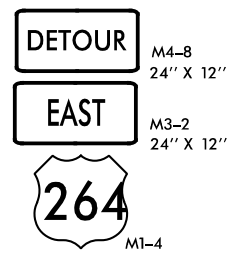
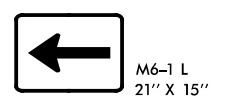
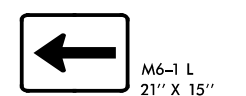
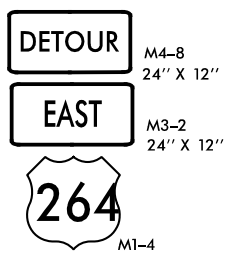
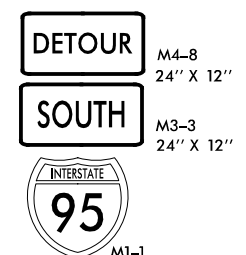
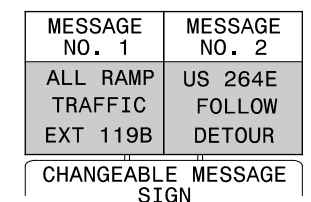
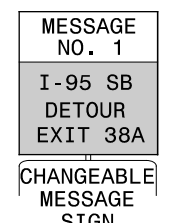
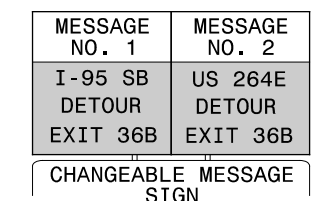
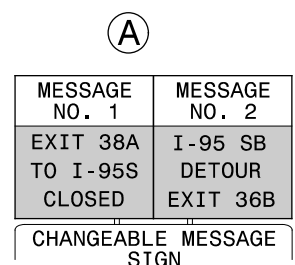
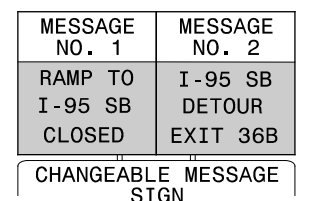
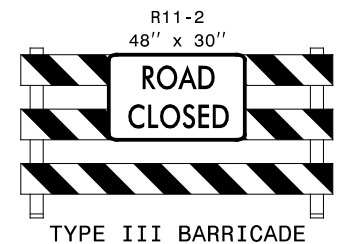
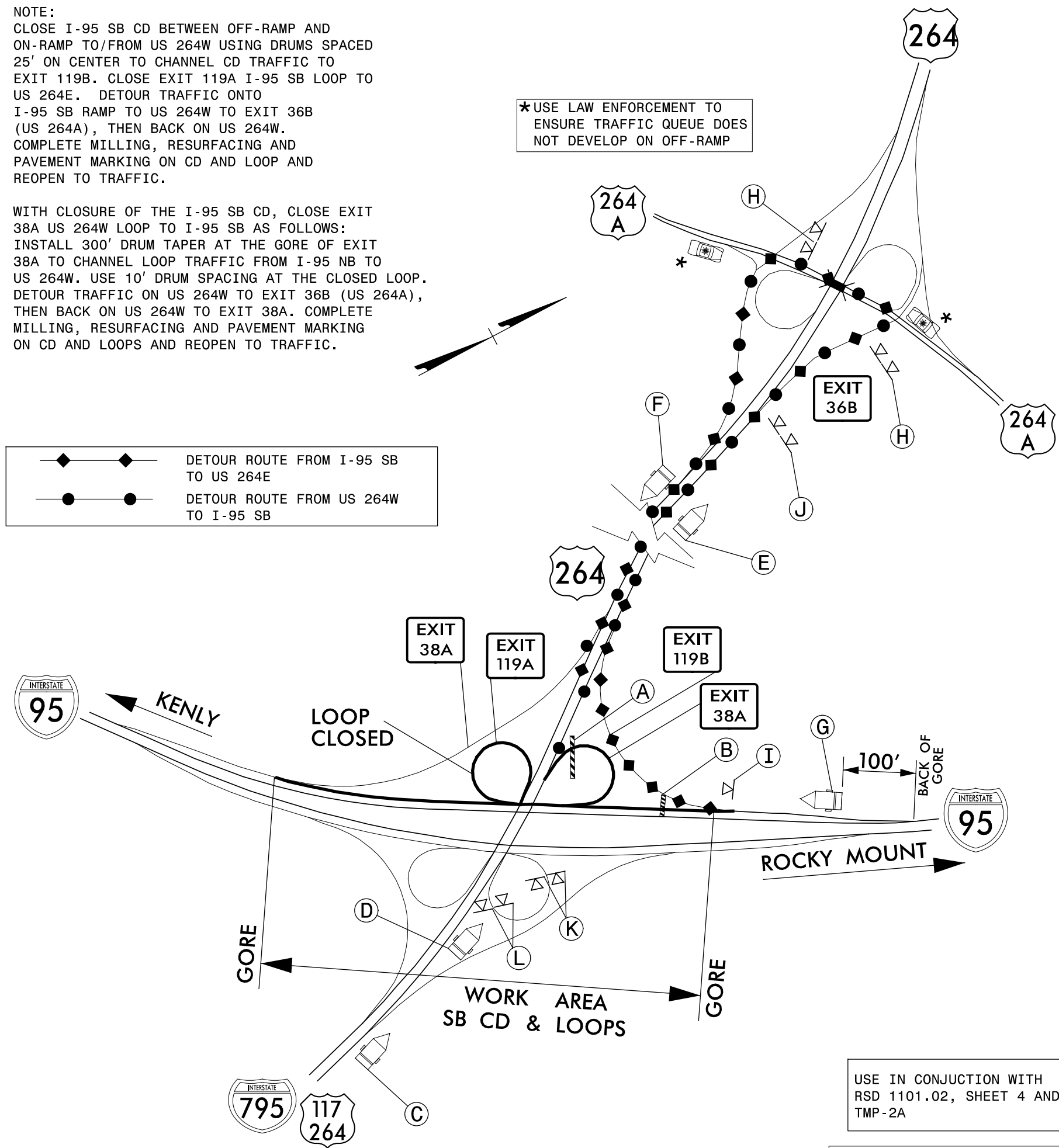
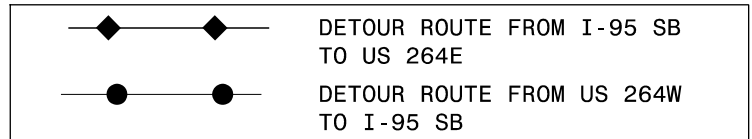
NOTE:
CLOSE EXIT 119B OFF-RAMP I-95 SB
TO US 264W USING DRUMS SPACED
10' ON CENTER. DETOUR TRAFFIC
ON I-95 SB CD TO EXIT 119A
LOOP, TO EXIT 38B LOOP, TO EXIT
119B LOOP THEN ONTO US 264W.
COMPLETE MILLING, RESURFACING
AND PAVEMENT MARKING ON RAMP
AND REOPEN TO TRAFFIC.

12/10/2015
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NOTE:
 CLOSE I-95 SB CD BETWEEN OFF-RAMP AND ON-RAMP TO/FROM US 264W USING DRUMS SPACED 25' ON CENTER TO CHANNEL CD TRAFFIC TO EXIT 119B. CLOSE EXIT 119A I-95 SB LOOP TO US 264E. DETOUR TRAFFIC ONTO I-95 SB RAMP TO US 264W TO EXIT 36B (US 264A), THEN BACK ON US 264W. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON CD AND LOOP AND REOPEN TO TRAFFIC.

WITH CLOSURE OF THE I-95 SB CD, CLOSE EXIT 38A US 264W LOOP TO I-95 SB AS FOLLOWS:
 INSTALL 300' DRUM TAPER AT THE GORE OF EXIT 38A TO CHANNEL LOOP TRAFFIC FROM I-95 NB TO US 264W. USE 10' DRUM SPACING AT THE CLOSED LOOP. DETOUR TRAFFIC ON US 264W TO EXIT 36B (US 264A), THEN BACK ON US 264W TO EXIT 38A. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON CD AND LOOPS AND REOPEN TO TRAFFIC.

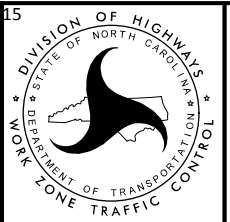
★USE LAW ENFORCEMENT TO ENSURE TRAFFIC QUEUE DOES NOT DEVELOP ON OFF-RAMP



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

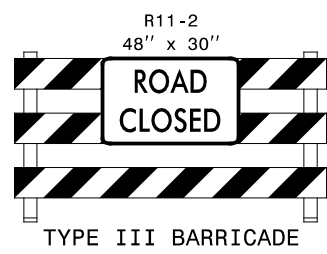
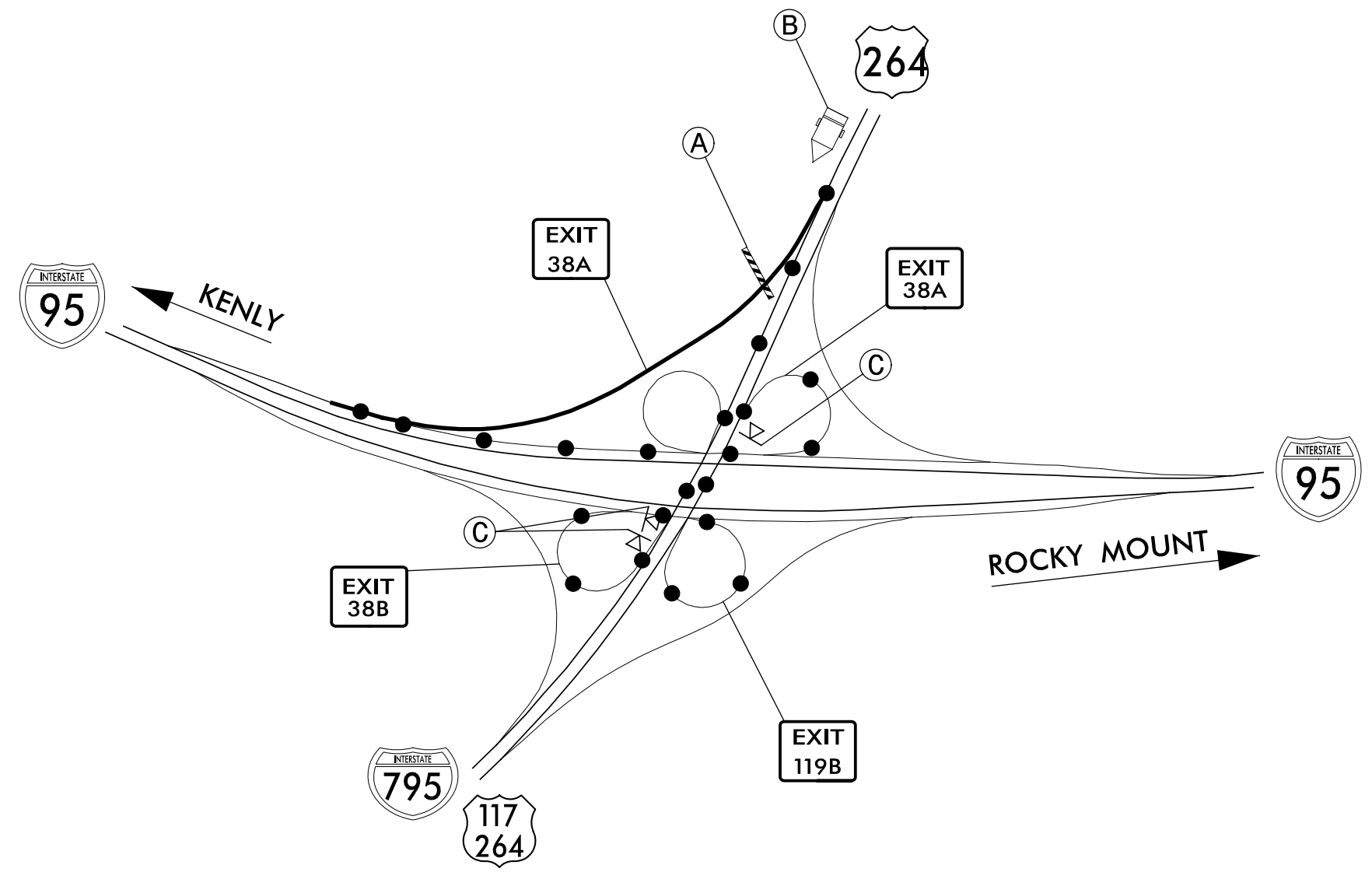
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APPROVED: Michael T. Rzepka DATE 12/10/2015
 SEAL
 NORTH CAROLINA PROFESSIONAL ENGINEER
 SEAL 15876
 MICHAEL T. RZEPKA



DETOURS FOR EXITS 119A & 38A I-95 SB CD TO/FROM US 264E

12/10/2015
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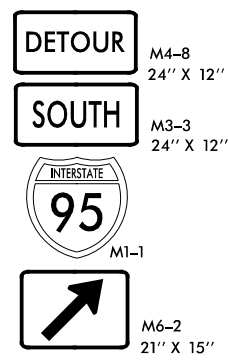


(A)

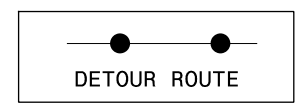
MESSAGE NO. 1	MESSAGE NO. 2
RAMP TO I-95 SB CLOSED	USE EXIT 38B

CHANGEABLE MESSAGE SIGN

(B)



(C)



NOTE:
CLOSE EXIT 38A RAMP US 264E TO I-95 SB USING DRUMS SPACED 10' ON CENTER. DETOUR TRAFFIC ON US 264E TO EXIT 38B LOOP, TO EXIT 119B LOOP, TO EXIT 38A LOOP THEN ONTO I-95 SB. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON RAMP AND REOPEN TO TRAFFIC.

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

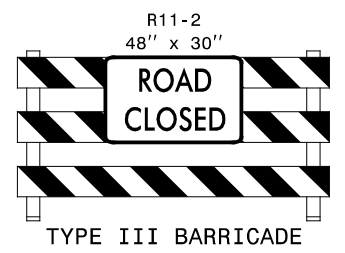
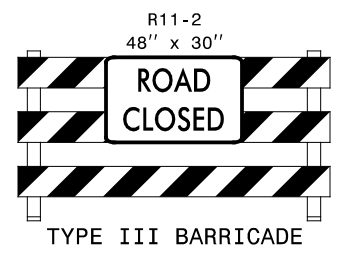
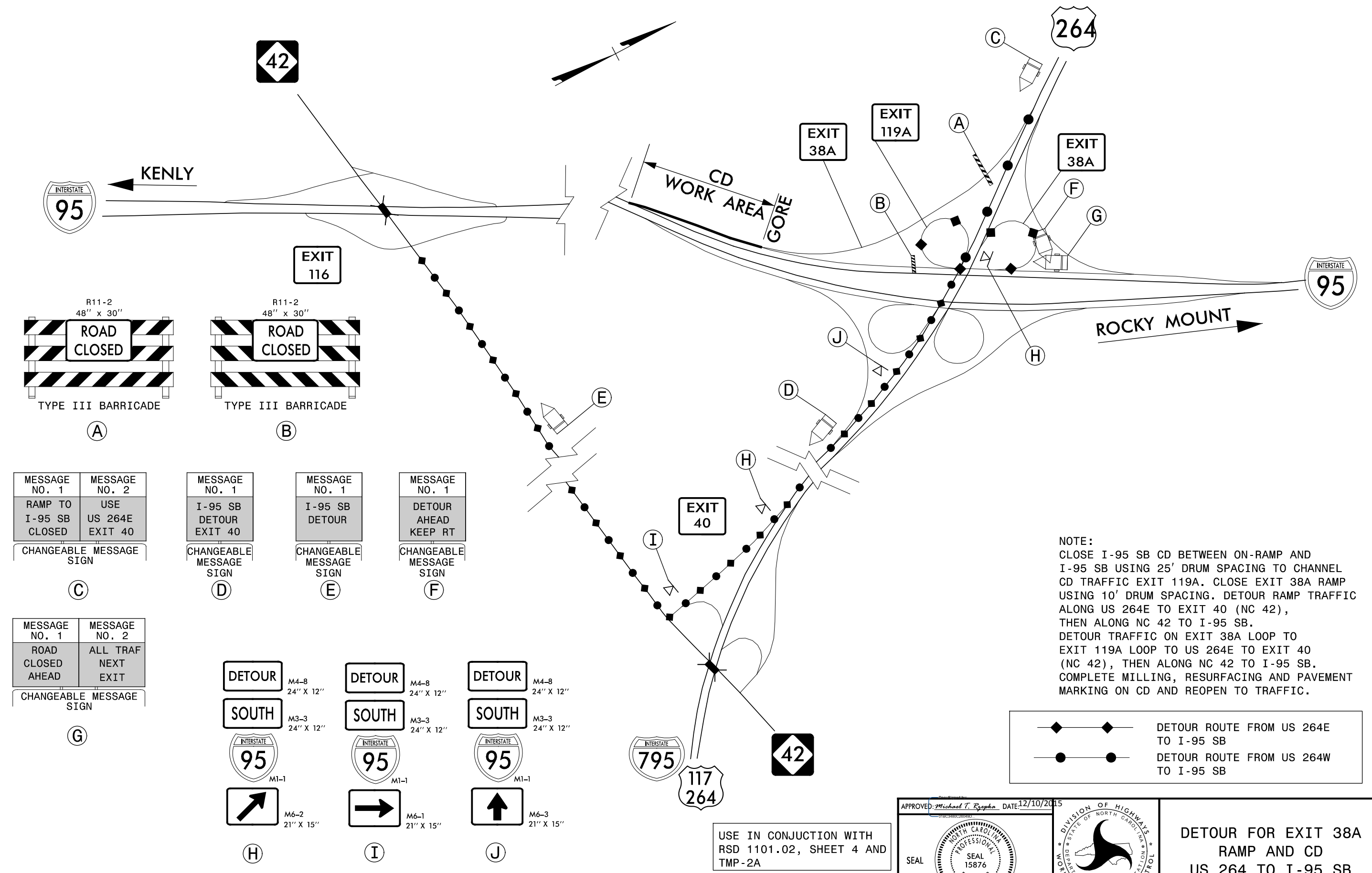
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DETOUR FOR EXIT 38A US 264E TO I-95 SB

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MESSAGE NO. 1	MESSAGE NO. 2
RAMP TO I-95 SB CLOSED	USE US 264E EXIT 40

CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1
I-95 SB DETOUR EXIT 40

CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1
I-95 SB DETOUR

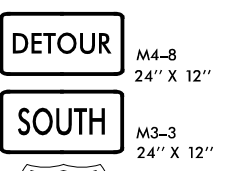
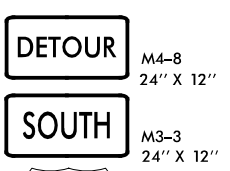
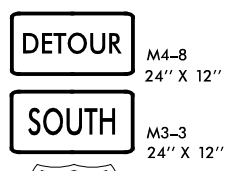
CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1
DETOUR AHEAD KEEP RT

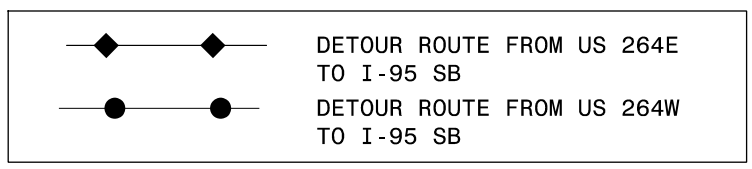
CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
ROAD CLOSED AHEAD	ALL TRAF NEXT EXIT

CHANGEABLE MESSAGE SIGN



NOTE:
CLOSE I-95 SB CD BETWEEN ON-RAMP AND I-95 SB USING 25' DRUM SPACING TO CHANNEL CD TRAFFIC EXIT 119A. CLOSE EXIT 38A RAMP USING 10' DRUM SPACING. DETOUR RAMP TRAFFIC ALONG US 264E TO EXIT 40 (NC 42), THEN ALONG NC 42 TO I-95 SB. DETOUR TRAFFIC ON EXIT 38A LOOP TO EXIT 119A LOOP TO US 264E TO EXIT 40 (NC 42), THEN ALONG NC 42 TO I-95 SB. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON CD AND REOPEN TO TRAFFIC.



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

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APPROVED: *Michael T. Rzepka* DATE: 12/10/2015

DETOUR FOR EXIT 38A RAMP AND CD US 264 TO I-95 SB

12/10/2015 RA15727_tmp_det_psh_12.dgn ICA Engineering