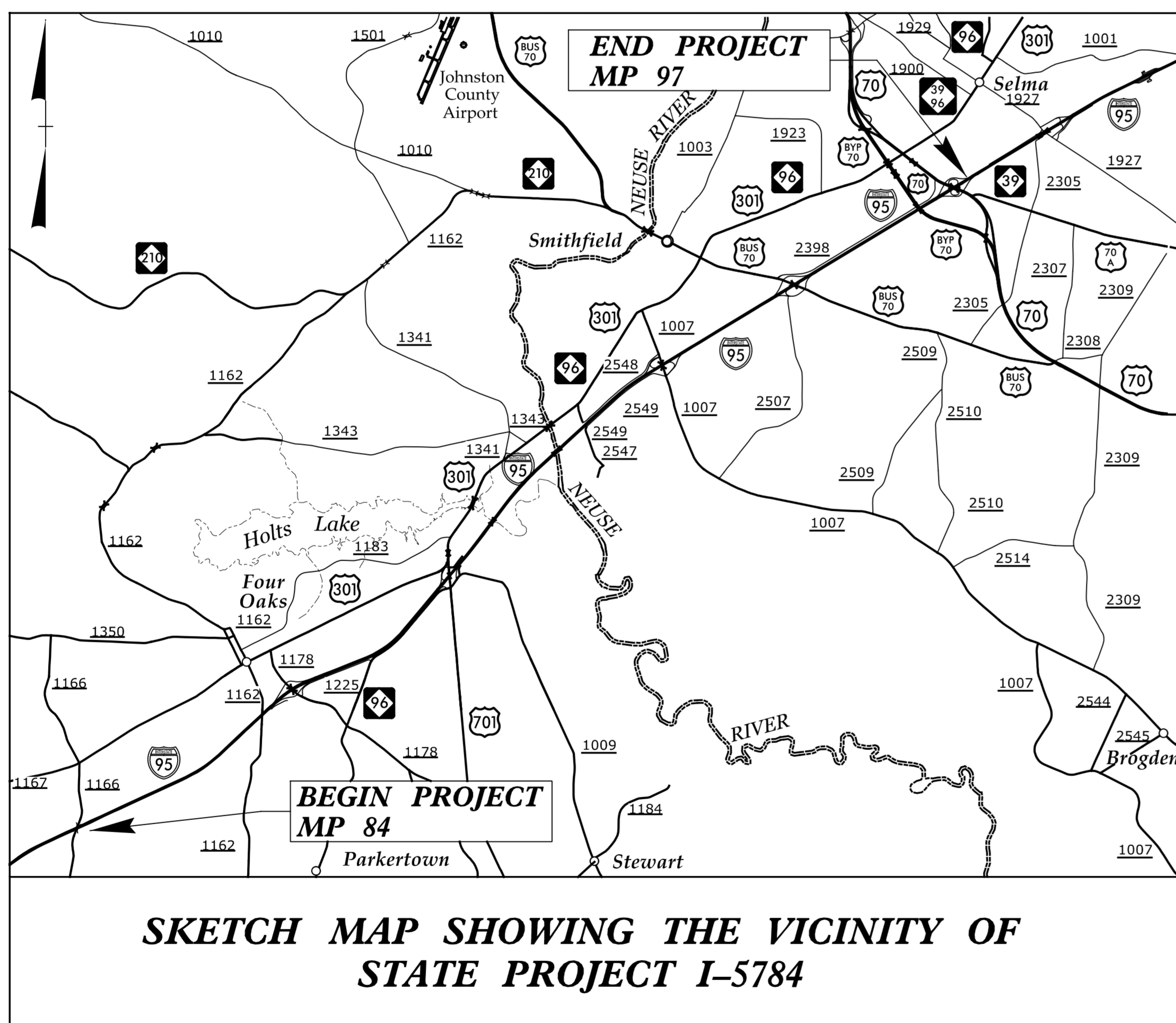
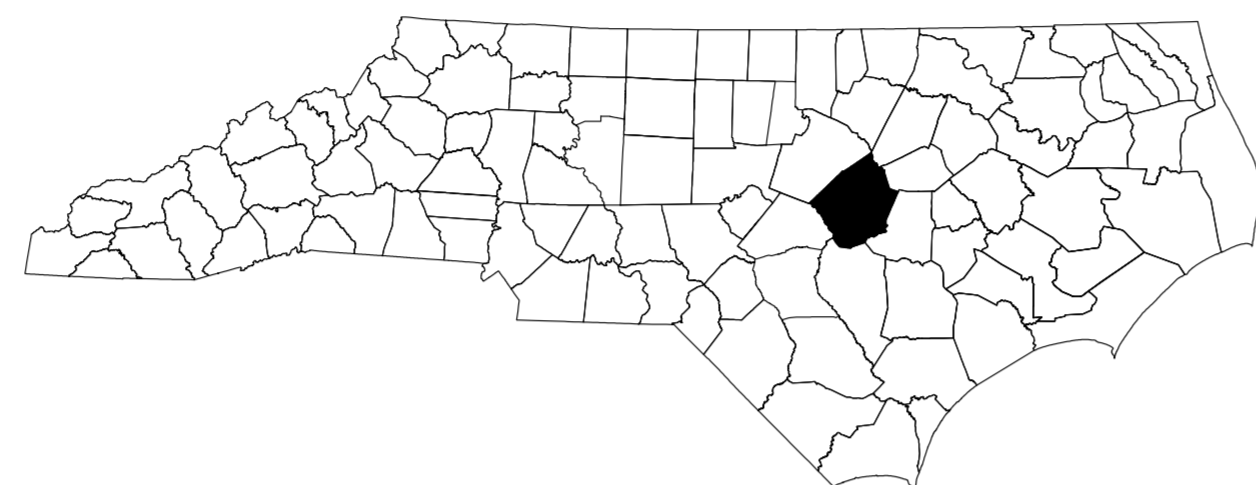


STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**TRANSPORTATION MANAGEMENT PLAN**

**JOHNSTON COUNTY**



**SKETCH MAP SHOWING THE VICINITY OF  
STATE PROJECT I-5784**

**TEMPORARY PAVEMENT MARKING**

- PAINT (6")**  
 WHITE EDGELINE  
 WHITE LANE LINE  
 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  
 LEFT TURN ARROW  
 COMBO STRAIGHT/RIGHT 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

**INDEX OF SHEETS**

SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP, INDEX OF SHEETS, LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS AND TEMPORARY PAVEMENT MARKINGS 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 90 I-95 NB TO US 701
TMP-4	DETOUR FOR EXIT 90 US 701 TO I-95 NB
TMP-5	DETOURS FOR EXIT 90 (OFF-RAMP) I-95 SB TO US 701
TMP-6	DETOUR FOR EXIT 90 (ON-RAMP) US 701 TO I-95 SB
TMP-7	DETOUR FOR US 301 SB & I-95 NB ON-RAMP
TMP-8	DETOUR FOR EXIT 93 I-95 NB TO BROGDEN RD (SR 1007)
TMP-9	DETOUR FOR EXIT 93 BROGDEN RD (SR 1007) TO I-95 NB
TMP-10	DETOUR FOR EXIT 93 I-95 SB TO BROGDEN RD (SR 1007)
TMP-11	DETOUR FOR EXIT 93 BROGDEN RD (SR 1007) TO I-95 SB
TMP-12	DETOUR FOR EXIT 95 I-95 NB TO E. MARKET ST (US 70 BUS)
TMP-13	DETOUR FOR EXIT 95 E. MARKET ST (US 70 BUS) TO I-95 NB
TMP-14	DETOUR FOR EXIT 95 E. MARKET ST (US 70 BUS) TO I-95 NB
TMP-15	DETOUR FOR EXIT 95 E. MARKET ST (US 70 BUS) TO I-95 SB
TMP-16	DETOUR FOR EXIT 95 I-95 SB TO E. MARKET ST (US 70 BUS)
TMP-17	DETOUR FOR EXIT 97 US 70 E TO I-95 NB
TMP-18	DETOUR FOR EXIT 97 US 70 W 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:

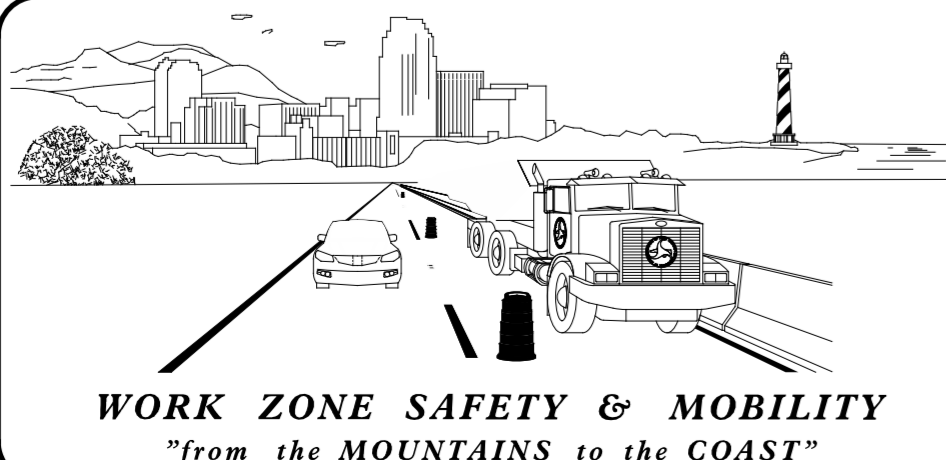
STD. NO.	TITLE
1101.01	WORK ZONE ADVANCE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	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: Michael T. Ryzopha  
DATE: 12/1/2015

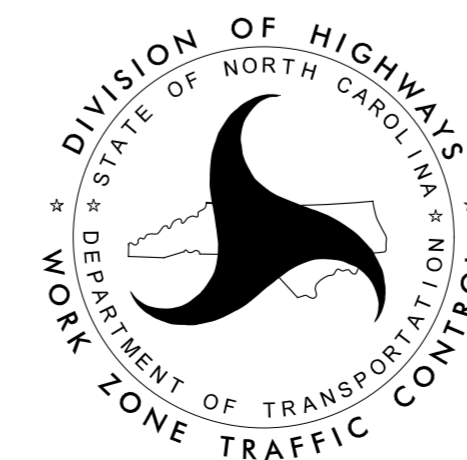


SEAL



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



PROJ. REFERENCE NO.	SHEET NO.
I-5784	TMP-1A

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

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

TIME RESTRICTIONS

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

ROAD NAME	DAY AND TIME RESTRICTIONS
I-95	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 RAMPS & LOOPS

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:30 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.
- FOR EASTER, BETWEEN THE HOURS OF 6:30 A.M. THURSDAY AND 8:00 P.M. TUESDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:30 A.M. FRIDAY TO 8:00 P.M. WEDNESDAY.
- 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.
- FOR LABOR DAY, BETWEEN THE HOURS OF 6:30 A.M. FRIDAY AND 8:00 P.M. WEDNESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:30 A.M. TUESDAY TO 8:00 P.M. MONDAY.
- 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 FOR NON-ISLAND WORK AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
US 301, US 70 BROGDEN RD., US 70 BUS, US 70 (LOOPS ONLY)	MONDAY TO THURSDAY, 7:00AM TO 8:00PM FRIDAY TO SUNDAY, 7:00AM TO 10:00PM

D) DO NOT CLOSE RAMPS/LOOPS FOR ISLAND WORK AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
US 701 (INCL. SEGMENTS OF US 301, NC 98 AND DEVILS RACETRACK RD.) BROGDEN ROAD US 70 BUS (IN QUADRANTS SOUTH OF US 70 BUS. ONLY)	FRIDAY 12:00PM (NOON) TO SUNDAY 10:00PM

E) 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

- F) 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.
- G) 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.

H) 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.

I) 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.

J) 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.

K) DO NOT INSTALL MORE THAN FIVE (5) MILES OF LANE CLOSURE ON I-95 MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.

L) DO NOT INSTALL MORE THAN ONE LANE CLOSURE IN ANY ONE DIRECTION ON I-95.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

N) 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.

O) 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.

P) 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.

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

TRAFFIC CONTROL DEVICES

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

PAVEMENT MARKINGS AND MARKERS

S) INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON INTERIM LAYERS OF PAVEMENT AS FOLLOWS:

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

T) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

U) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

V) TRACE THE EXISTING AND PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO REMOVAL AND INSTALLATION. PLACE DRUMS TO DELINEATE ANY EXISTING AND PROPOSED MONOLITHIC ISLANDS AFTER REMOVAL AND BEFORE INSTALLATION

MISCELLANEOUS

W) 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 SURFACES ON I-95 AND SOME RAMPS USING LANE CLOSURES, AND OFFSITE DETOURS FOR RAMP AND LOOP CLOSURES. SEE SHEET TMP-1B NARRATIVE FOR DETAILS.

DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

APPROVED: <u>Michael T. Rzepka</u> DATE: 3/9/2016 		<h3 style="margin: 0;">TRANSPORTATION OPERATIONS PLAN</h3>
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3/9/2016  
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PROJ. REFERENCE NO.	SHEET NO.
I-5784	TMP-1B

# WORK ZONE TRAFFIC CONTROL GENERAL REQUIREMENTS

# WORK ZONE TRAFFIC CONTROL NARRATIVE

## 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-18, OR AS DIRECTED BY THE ENGINEER.
- DELINEATE REMOVED ISLANDS WITH APPROPRIATE PAVEMENT MARKINGS AND DRUMS PRIOR TO INSTALLING PROPOSED ISLAND.
- WORK WITHIN THE MEDIAN SHALL REQUIRE MEDIAN LANE CLOSURES UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- WORK ON DRAINAGE ITEMS IN A CONTINUOUS MANNER OR SECURE THE WORK AREA AT THE END OF EACH DAY'S OPERATION, SO THAT UNATTENDED WORK AREA IS NOT LEFT IN AN UNSAFE MANNER BETWEEN WORK PERIODS.
- WORK ON GUARDRAIL IN A CONTINUOUS MANNER, SO AS TO NOT LEAVE UNPROTECTED GAPS IN GUARDRAIL AT THE END OF EACH DAY'S OPERATIONS OR UPON REMOVAL OF LANE CLOSURES.
- ALL EXISTING MEDIAN GUARDRAIL SHALL REMAIN IN PLACE UNTIL NEW GUARDRAIL OR GUIDERAIL IS INSTALLED AS REQUIRED BY THE CONTRACT. MEDIAN PROTECTION SHALL REMAIN IN PLACE AND IN COMPLIANCE WITH DEPARTMENT POLICIES.

### 1) MILLING AND RESURFACING I-95 NB AND SB (MP 84 TO MP 97)

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" 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) REMOVAL OF EXISTING CONCRETE SLABS ON I-95

FOR REMOVAL OF EXISTING CONCRETE SLABS, USE WORK ZONE "VARIABLE SPEED LIMIT REDUCTION" (TMP-2A) AND RSD 1101.02 SHEET 4, 9 AND 10. WORK IN A CONTINUOUS MANNER BEHIND A LANE CLOSURE UNTIL THE SLAB IS REMOVED AND PAVED BACK THROUGH THE 1.5" ASPHALT SURFACE COURSE AND PLACE TEMPORARY PAVEMENT MARKINGS AND TEMPORARY MARKERS (SEE INTERMEDIATE CONTRACT TIME FOR ALLOWABLE LANE CLOSURE TIMES).

### 3) MILLING AND RESURFACING OF RAMPS AT THE FOLLOWING I-95 INTERCHANGES:

KEEN ROAD  
US 70 (EXCLUDING LOOPS)

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" 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. INSTALL NEW INDUCTIVE LOOPS AT US 70 OFF-RAMPS WITHIN SEVEN (7) CONSECUTIVE DAYS FROM THE DATE WHEN EXISTING INDUCTIVE LOOPS ARE DISTURBED. (SEE TMP-2B AND INTERMEDIATE CONTRACT TIME FOR ALLOWABLE LANE CLOSURE TIMES AND REPLACEMENT OF INDUCTIVE SIGNAL LOOPS).

### 4) REMOVAL AND REPLACEMENT OF EXISTING CONCRETE ISLANDS AT THE FOLLOWING I-95 INTERCHANGES:

US 701 (INCLUDES ROAD SEGMENTS OF US 301, NC 96 AND DEVILS RACETRACK ROAD)  
BROGDEN ROAD  
US 70 BUSINESS (IN QUADRANTS SOUTH OF US 70 BUSINESS ONLY)

FOR REMOVAL AND REPLACEMENT OF EXISTING CONCRETE ISLANDS, USE RSD 1101.02, SHEETS 9 AND 10 TO NARROW RAMP/LOOP, OR CLOSE RAMP/LOOP AND USE THE ASSOCIATED OFFSITE DETOUR DETAIL (SEE SHEETS TMP-3 THRU TMP-13 AND TMP-15), AS DRIECTED BY THE ENGINEER. REMOVE EXISTING ISLAND AND REPLACE WITH CONCRETE ISLAND.

REMOVE LANE CLOSURE AND REOPEN TO EXISTING TRAFFIC PATTERN BY THE END OF EACH WORK PERIOD. CONCRETE ISLAND REMOVAL AND REPLACEMENT MUST BE COMPLETED PRIOR TO MILLING AND/OR REPAVING ADJACENT RAMP/LOOP (SEE INTERMEDIATE CONTRACT TIMES FOR ALLOWABLE LANE AND RAMP CLOSURE TIMES AND FOR REMOVAL/REPLACEMENT OF ISLANDS).

4A) AN INTERMEDIATE CONTRACT TIME WILL BE REQUIRED TO COMPLETE THE WORK AT EACH ISLAND LOCATION IN FOURTEEN (14) CONSECUTIVE CALENDAR DAYS AND WILL BEGIN WHEN EXISTING ISLAND IS REMOVED AND END AT THE COMPLETION OF PROPOSED ISLAND INSTALLATION.

### 5) MILLING (ASPHALT)/ SEALING (CONCRETE) AND RESURFACING OF RAMPS/LOOPS AT THE FOLLOWING I-95 INTERCHANGES:

US 701 (INCLUDES ROAD SEGMENTS OF US 301, NC 96 AND DEVILS RACETRACK ROAD)  
BROGDEN ROAD  
US 70 BUSINESS  
US 70 (LOOPS ONLY)

FOR MILLING/SEALING AND RESURFACING OF RAMPS/LOOPS, USE WORK ZONE "VARIABLE SPEED LIMIT REDUCTION" (TMP-2A). CLOSE RAMP/LOOP AND USE THE ASSOCIATED OFFSITE DETOUR DETAIL (SEE SHEETS TMP-3 THRU TMP-17). MILL 1" (ASPHALT) OR SEAL (CONCRETE) 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. RAMP/LOOP MILLING/SEALING AND PAVING MUST BE PERFORMED AFTER ADJACENT ISLAND REMOVAL AND REPLACEMENT (SEE INTERMEDIATE CONTRACT TIME FOR ALLOWABLE LANE AND RAMP CLOSURE TIMES).

### 6) DRAINAGE AND GUARDRAIL REPAIR/IMPROVEMENTS ON I-95:

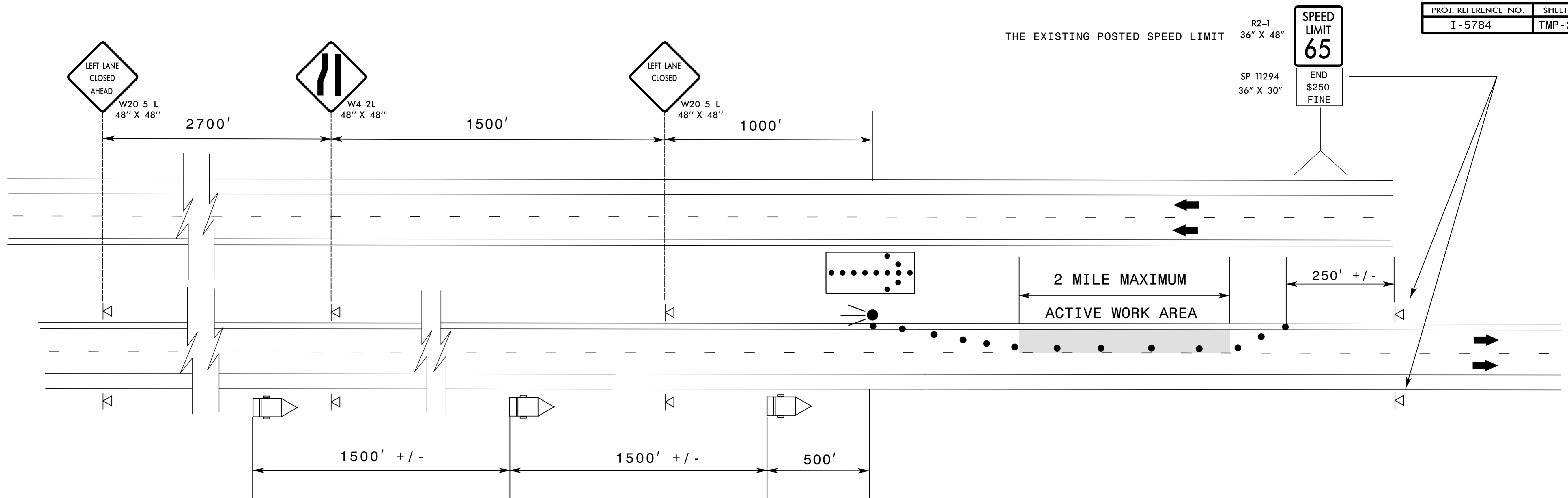
FOR REPAIR AND IMPROVEMENTS TO DRAINAGE ITEMS AND GUARDRAIL IN ALONG I-95 SHOULDERS AND MEDIAN, USE RSD 1101.04, OR WORK ZONE "VARIABLE SPEED LIMIT REDUCTION" (TMP-2A) AND RSD 1101.02, SHEET 4, AS DIRECTED BY THE ENGINEER. REPAIR/IMPROVE DRAINAGE ITEMS AND GUARDRAIL AS DIRECTED BY THE ENGINEER (SEE INTERMEDIATE CONTRACT TIME FOR ALLOWABLE LANE CLOSURE TIMES)..

### 7) PLACEMENT OF OPEN GRADED FRICTION COURSE, FINAL PAVEMENT MARKINGS AND FINAL MARKERS IS A SEPARATE OPERATION TO BE COMPLETED AFTER MILLING, SLAB REPLACEMENT AND THE 1.5" OF ASPHALT SURFACE COURSE. USE RSD 1101.02, SHEETS 4, 9, 10 & 13, FOR PLACEMENT OF THE OPEN GRADED FRICTION COURSE, FINAL PAVEMENT MARKINGS AND FINAL MARKERS.

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APPROVED: <i>Michael T. Rzepka</i> DATE: 12/1/2015 		<h2>TRANSPORTATION OPERATIONS PLAN</h2>
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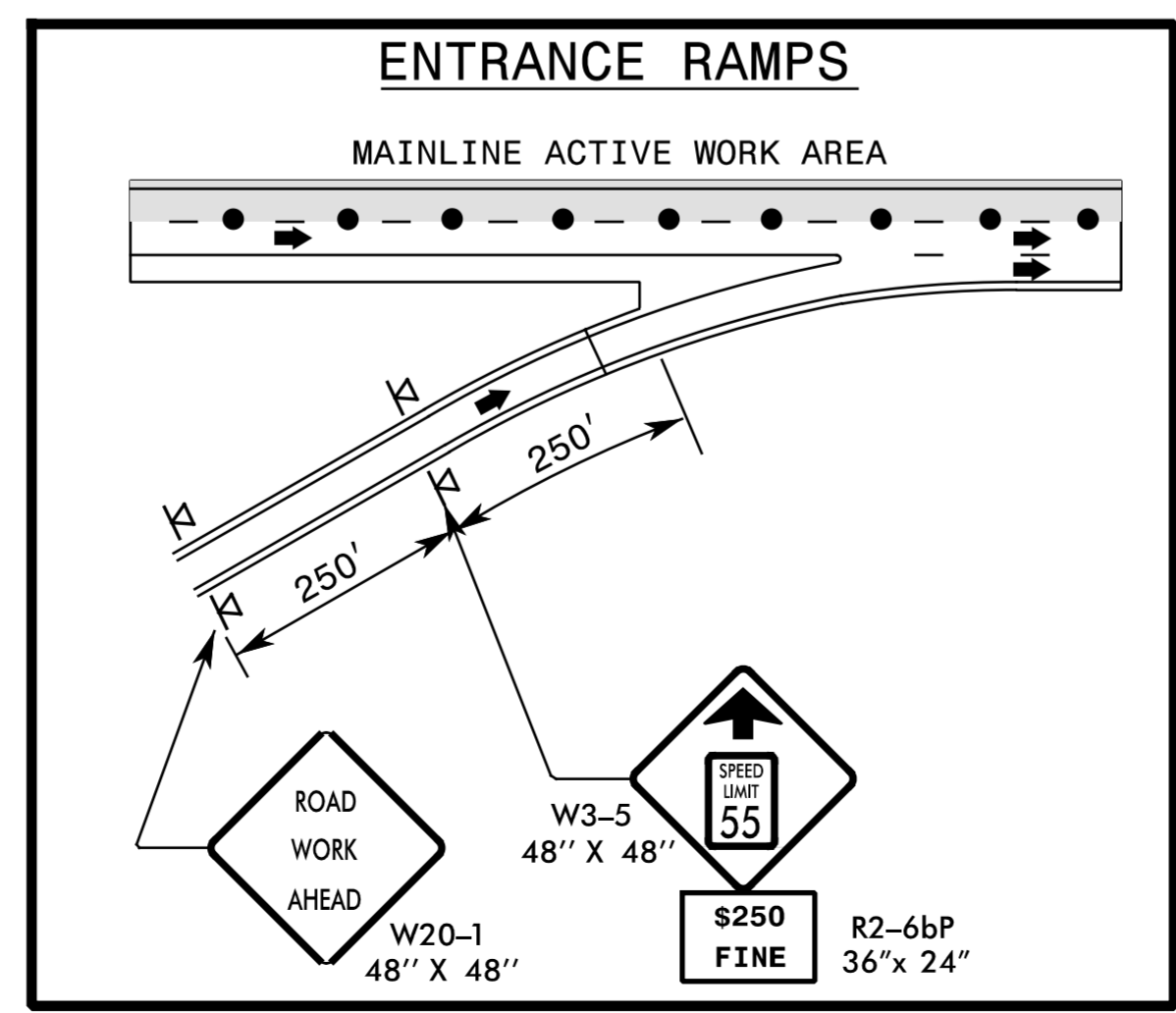


MESSAGE NO. 1	MESSAGE NO. 2
55 MPH ZONE AHEAD	\$250 FINE AHEAD
CHANGEABLE MESSAGE SIGN	

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.



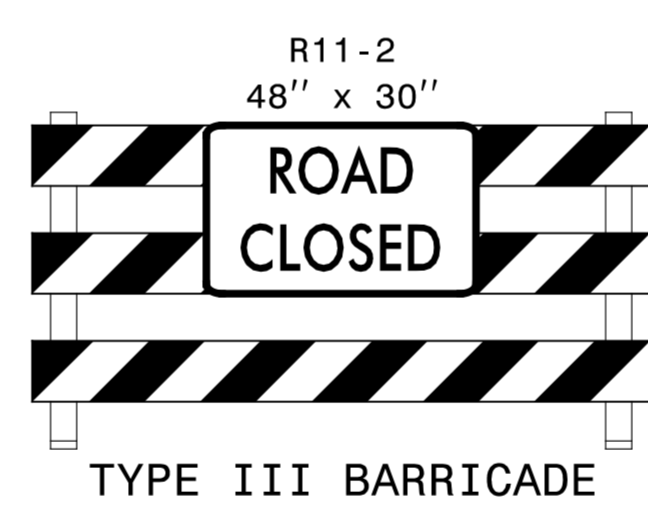
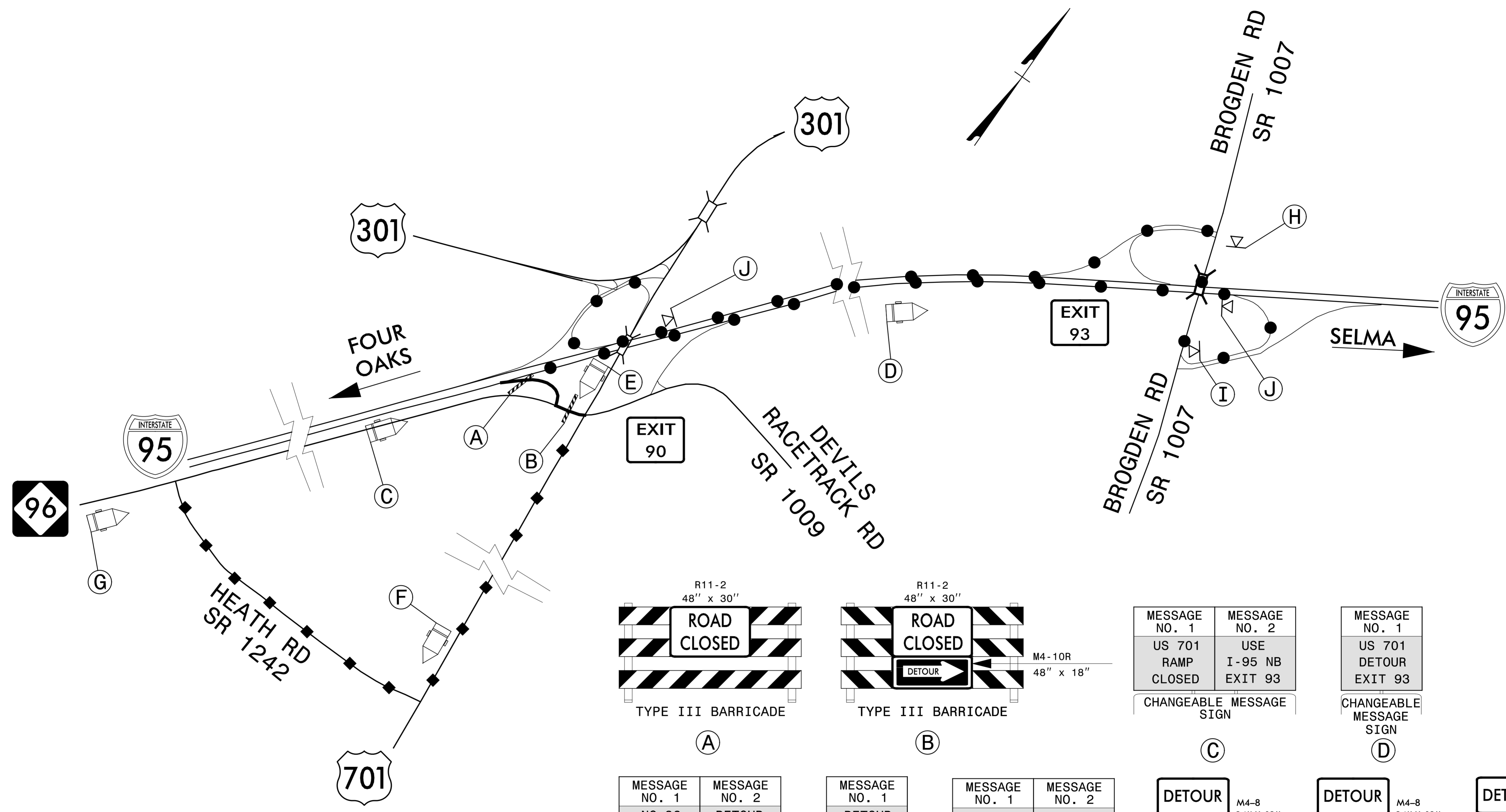
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APPROVED: *Michael T. Rzepka* DATE: 12/1/2015

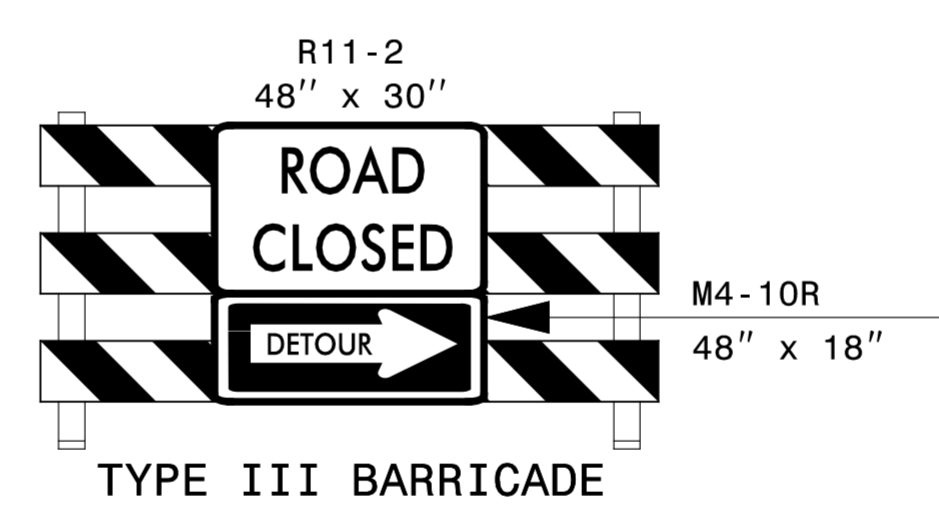
SEAL

## WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION

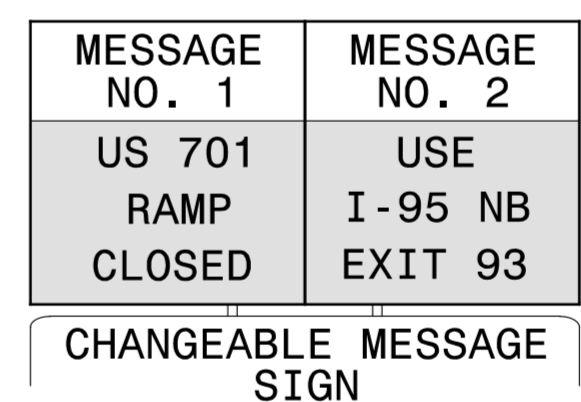




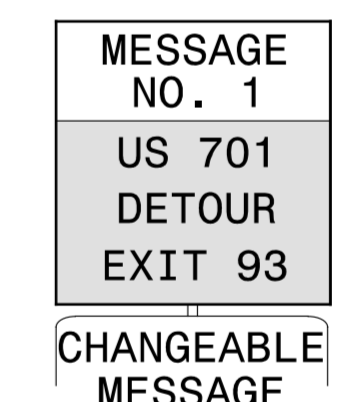
(A)



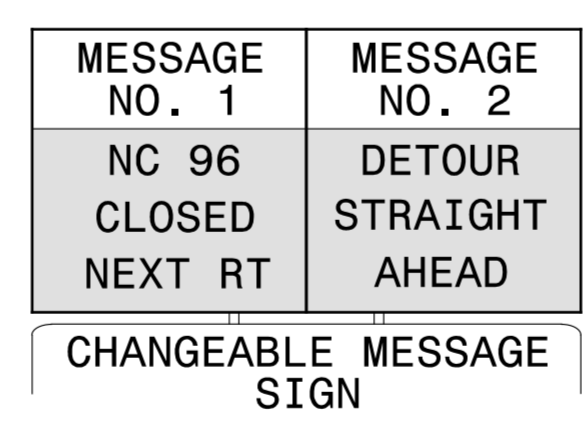
(B)



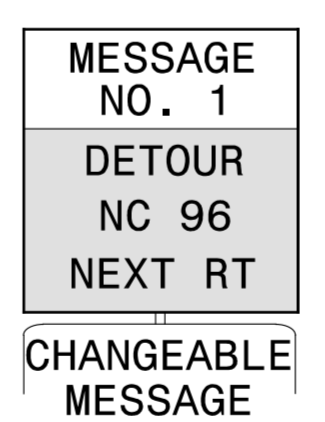
(C)



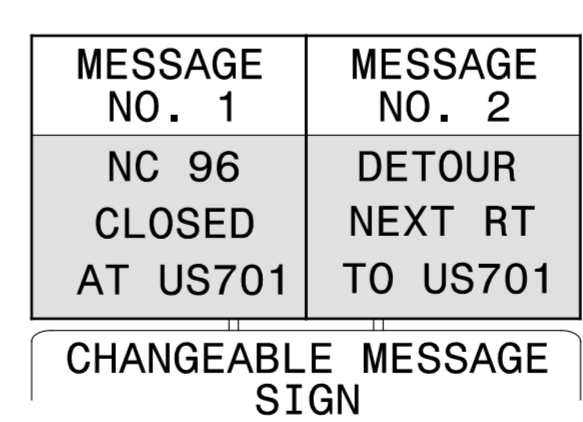
(D)



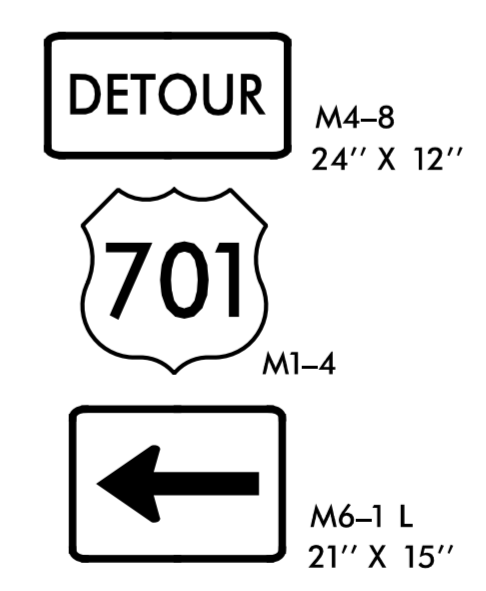
(E)



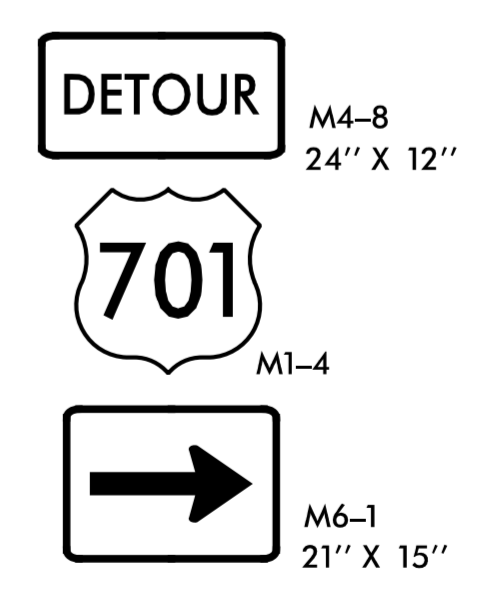
(F)



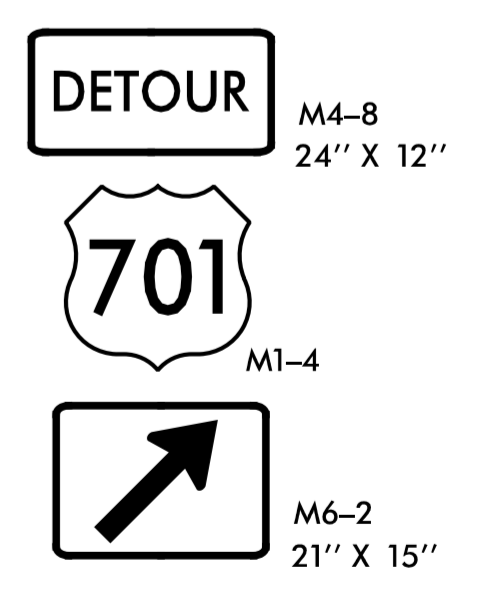
(G)



(H)

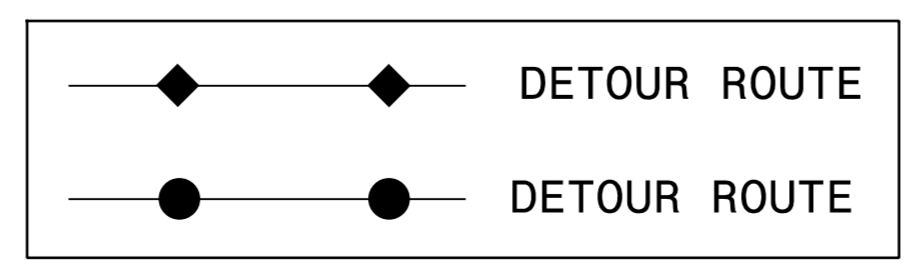


(I)



(J)

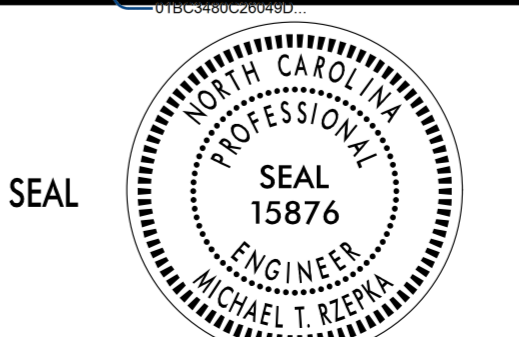
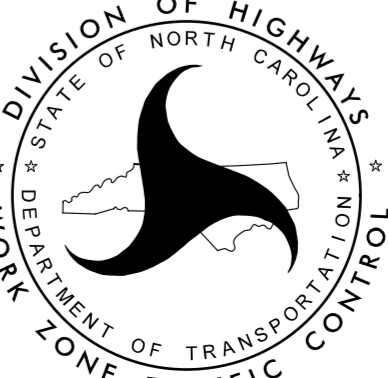
NOTE:  
 CLOSE EXIT 90 OFF-RAMP I-95 NB TO US 701 USING DRUMS SPACED 10' ON CENTER. DETOUR TRAFFIC ALONG I-95 NB TO EXIT 93 BROGDEN RD (SR 1007), THEN BACK ON I-95 SB TO EXIT 90 US 701. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON RAMP AND REOPEN TO TRAFFIC.



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

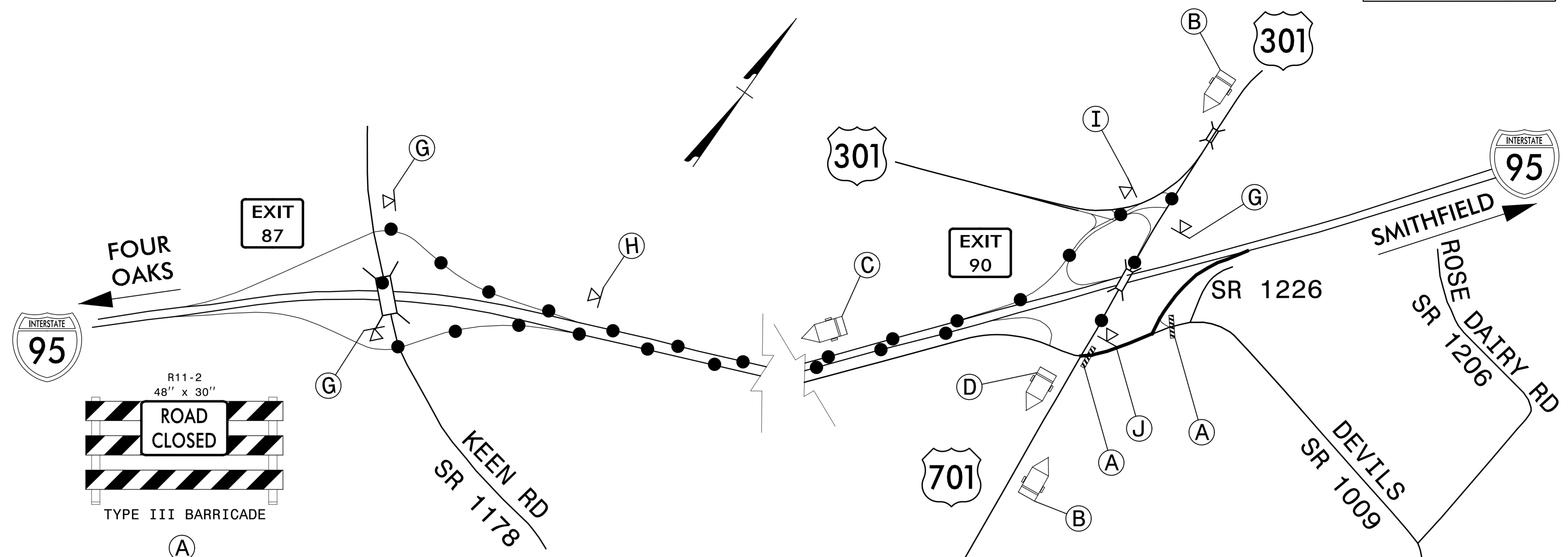
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

APPROVED: *Michael T. Rzepka* DATE: 12/1/2015

DETOUR FOR EXIT 90 I-95 NB TO US 701

12/1/2015 R:\15784\_tmp\_det\_psh\_3.dgn ICA Engineering



MESSAGE NO. 1	MESSAGE NO. 2
I-95 NB ON RAMP CLOSED	DETOUR USE I-95 SB

CHANGEABLE MESSAGE SIGN

(B)

MESSAGE NO. 1
I-95 NB DETOUR EXIT 87

CHANGEABLE MESSAGE SIGN

(C)

MESSAGE NO. 1	MESSAGE NO. 2
DEVILS RACETR ACCESS	USE STEWART ROAD

CHANGEABLE MESSAGE SIGN

(D)

MESSAGE NO. 1	MESSAGE NO. 2
DEVILS RACETR ROAD	NEXT LEFT

CHANGEABLE MESSAGE SIGN

(E)

MESSAGE NO. 1	MESSAGE NO. 2
DEVILS RACETR ROAD	NEXT RIGHT

CHANGEABLE MESSAGE SIGN

(F)

DETOUR NORTH 24" X 12" (M4-8)  
 INTERSTATE 95 24" X 12" (M3-1)  
 INTERSTATE 95 24" X 12" (M1-1)  
 ← 21" X 15" (M6-1 L)

(G)

DETOUR NORTH 24" X 12" (M4-8)  
 INTERSTATE 95 24" X 12" (M3-1)  
 INTERSTATE 95 24" X 12" (M1-1)  
 ↗ 21" X 15" (M6-2)

(H)

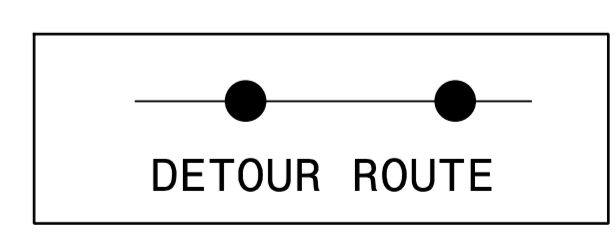
DETOUR NORTH 24" X 12" (M4-8)  
 INTERSTATE 95 24" X 12" (M3-1)  
 INTERSTATE 95 24" X 12" (M1-1)  
 ↖ 21" X 15" (M6-2 L)

(I)

DETOUR NORTH 24" X 12" (M4-8)  
 INTERSTATE 95 24" X 12" (M3-1)  
 INTERSTATE 95 24" X 12" (M1-1)  
 ↑ 21" X 15" (M6-3)

(J)

NOTE:  
 CLOSE EXIT 90 ON-RAMP US 701 TO I-95 NB USING DRUMS SPACED 10' ON CENTER. DETOUR TRAFFIC ONTO I-95 SB TO EXIT 87 KEEN RD (SR 1178), THEN BACK ON I-95 NB. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON RAMP AND REOPEN TO TRAFFIC.



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

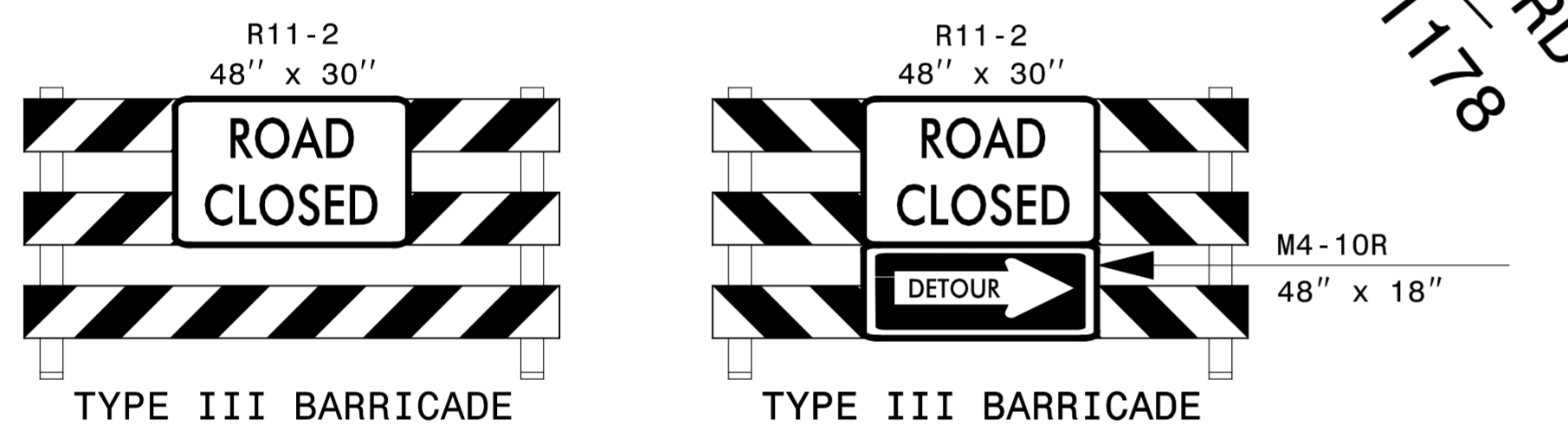
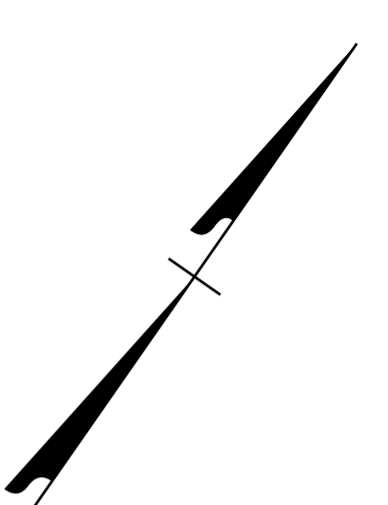
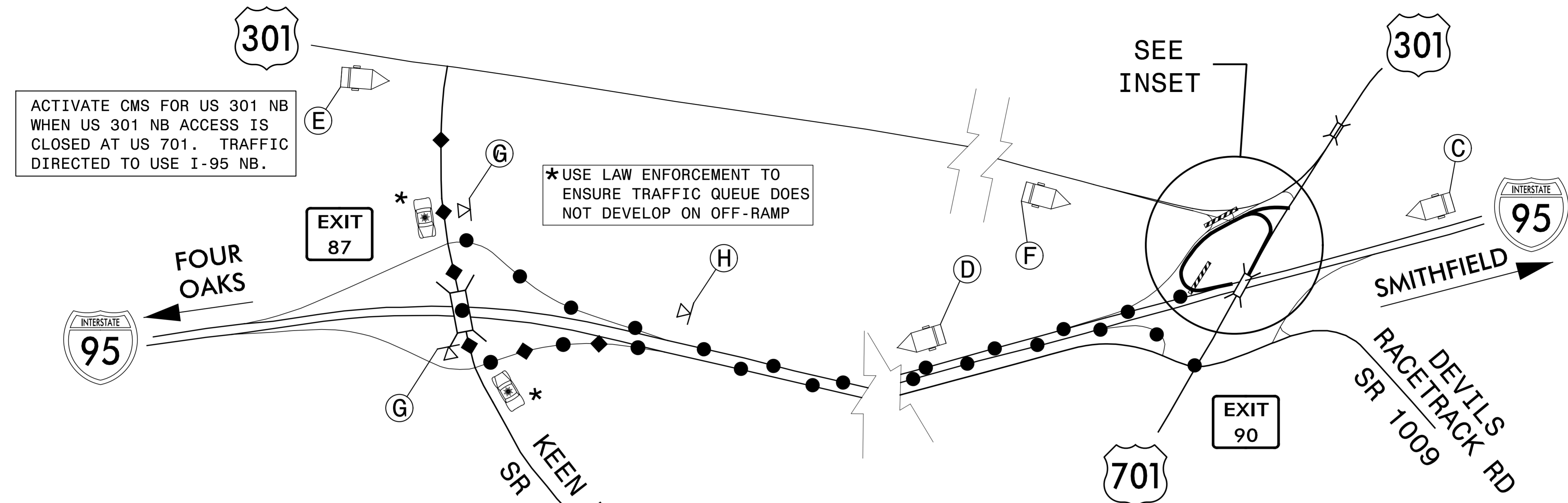
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

APPROVED: Michael T. Rzepka DATE: 12/1/2015  
 SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER 15876 MICHAEL T. RZEPKA

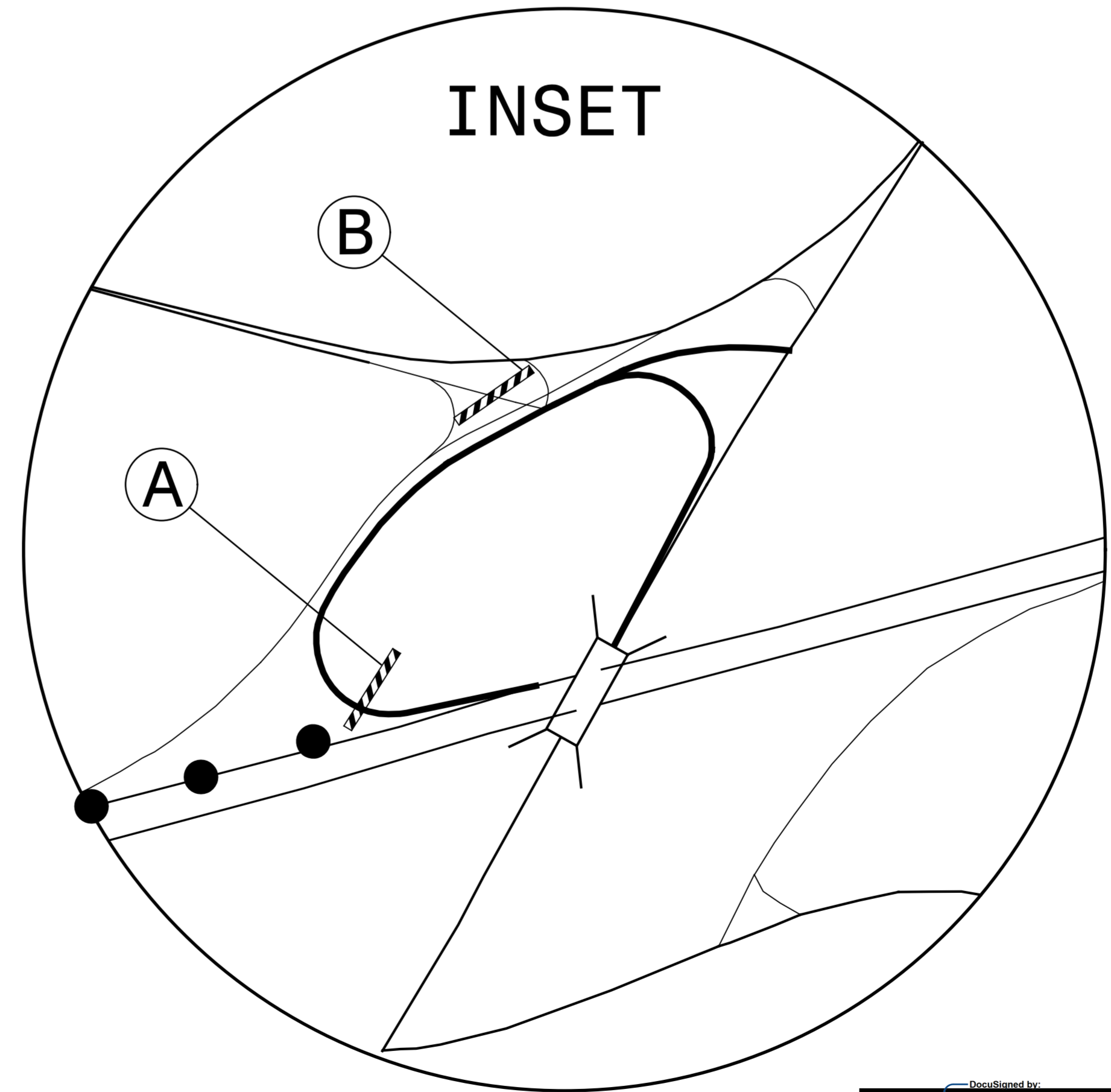
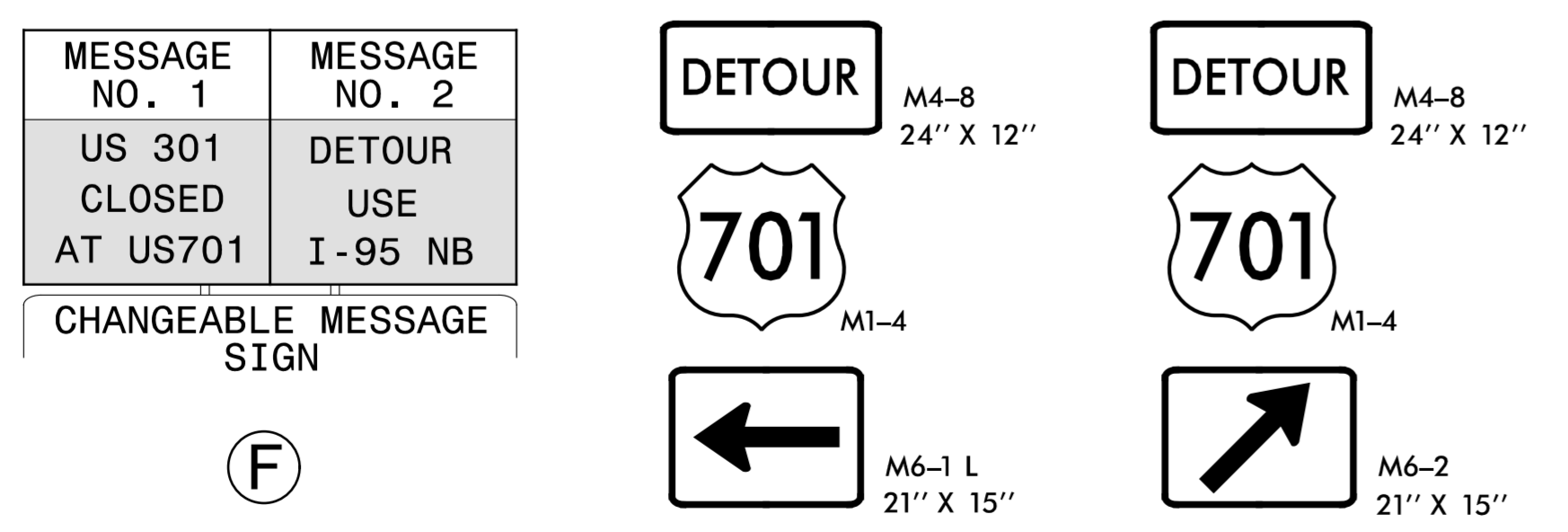
DIVISION OF HIGHWAYS  
 NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 WORK ZONE TRAFFIC CONTROL

DETOUR FOR EXIT 90 US 701 TO I-95 NB

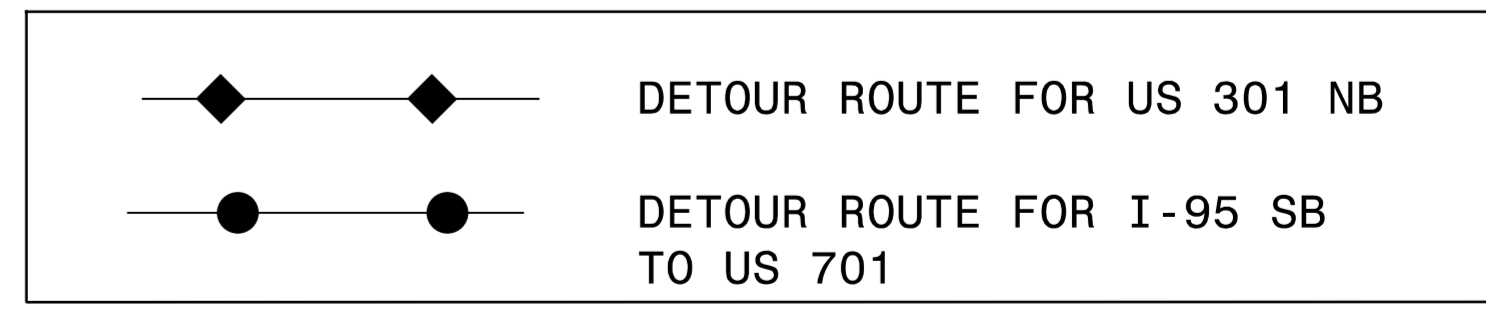
12/1/2015 R:\15784\_tmp\_det\_psh\_4.dgn ICA Engineering



MESSAGE NO. 1	MESSAGE NO. 2	MESSAGE NO. 1	MESSAGE NO. 2
US 301 RAMP CLOSED	USE I-95 SB EXIT 87	US 301 DETOUR EXIT 87	US 301 CLOSED AT US701
CHANGEABLE MESSAGE SIGN		CHANGEABLE MESSAGE SIGN	



NOTE:  
 CLOSE EXIT 90 OFF-RAMP I-95 SB TO US 701 USING DRUMS SPACED 10' ON CENTER. DETOUR TRAFFIC ALONG I-95 SB TO EXIT 87 KEEN RD (SR 1178), THEN BACK ON I-95 NB TO EXIT 90 US 701. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON RAMP 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. Ryopka DATE: 12/1/2015

SEAL

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 15876 MICHAEL T. RYOPKA

DIVISION OF HIGHWAYS

STATE OF NORTH CAROLINA

DEPARTMENT OF TRANSPORTATION

WORK ZONE TRAFFIC CONTROL

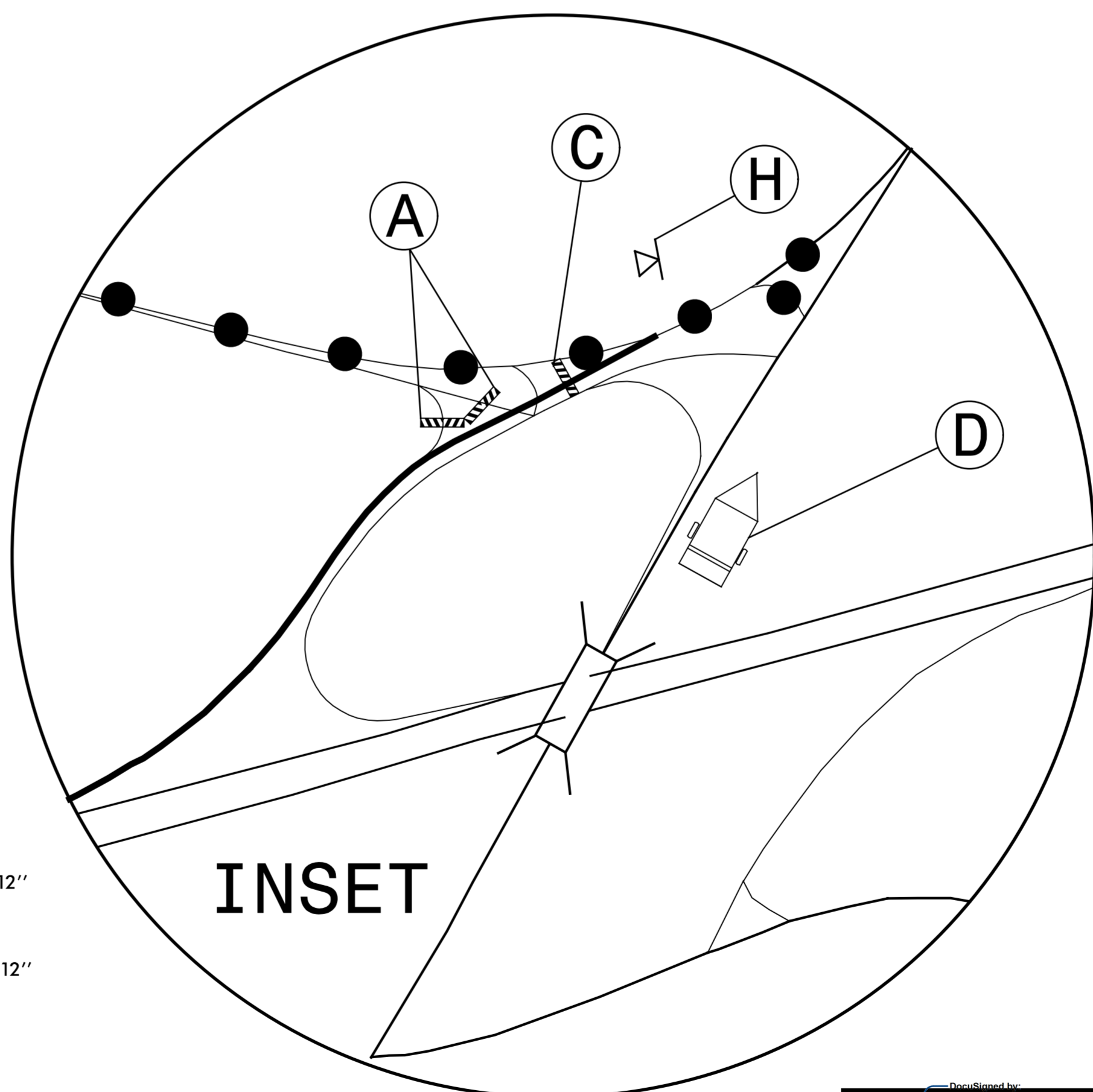
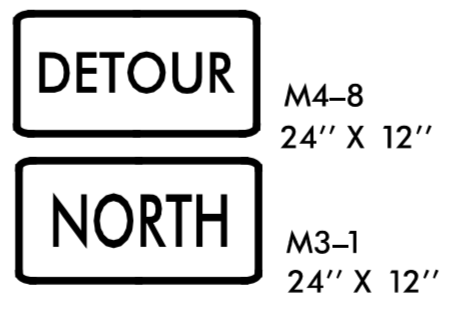
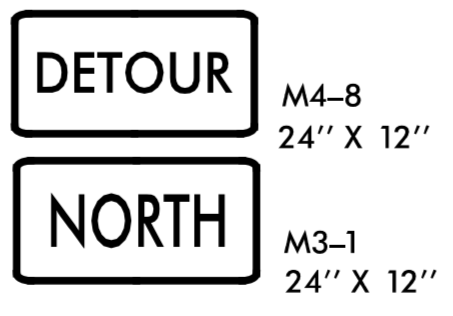
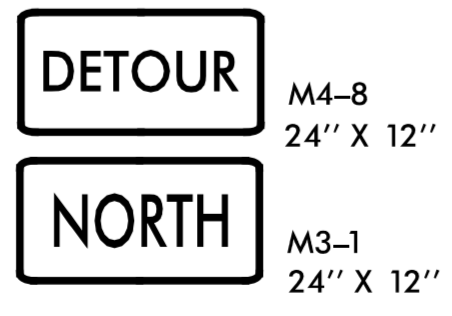
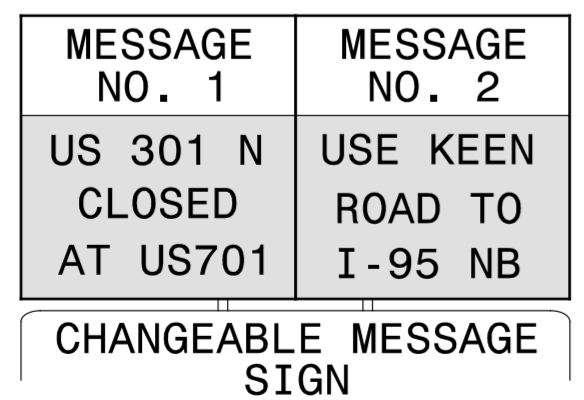
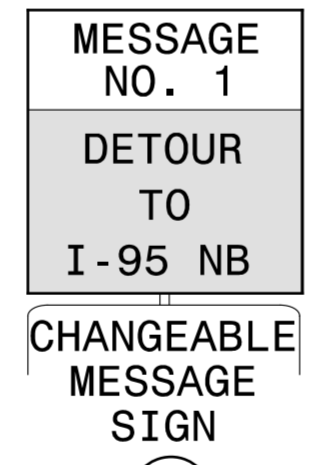
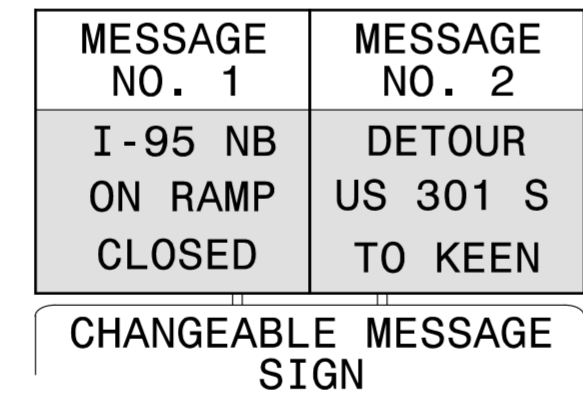
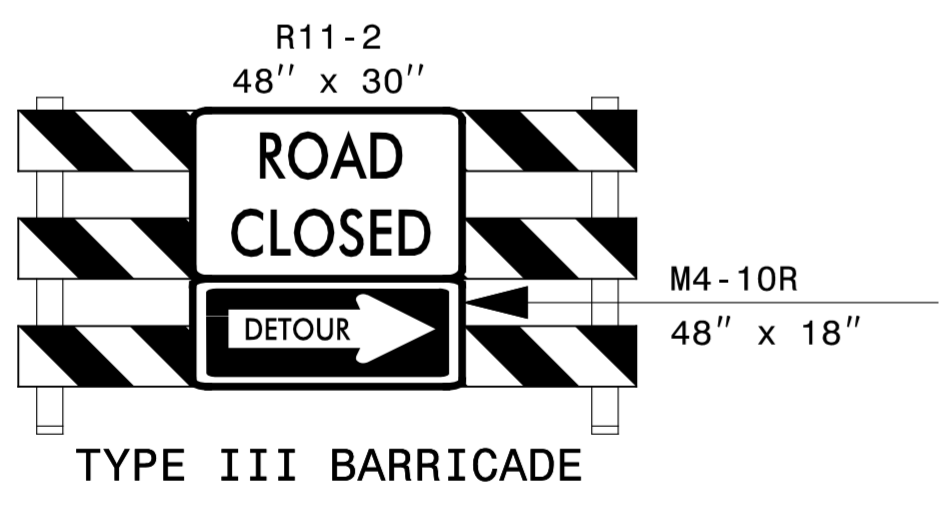
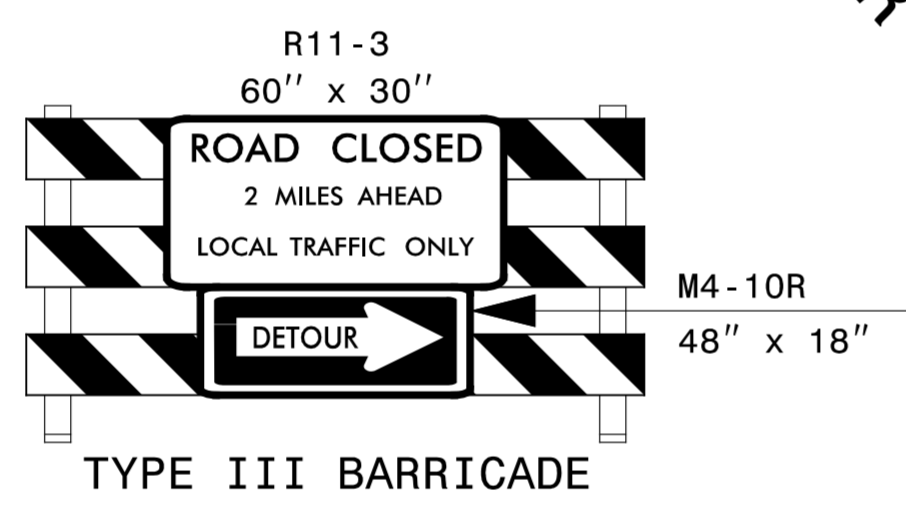
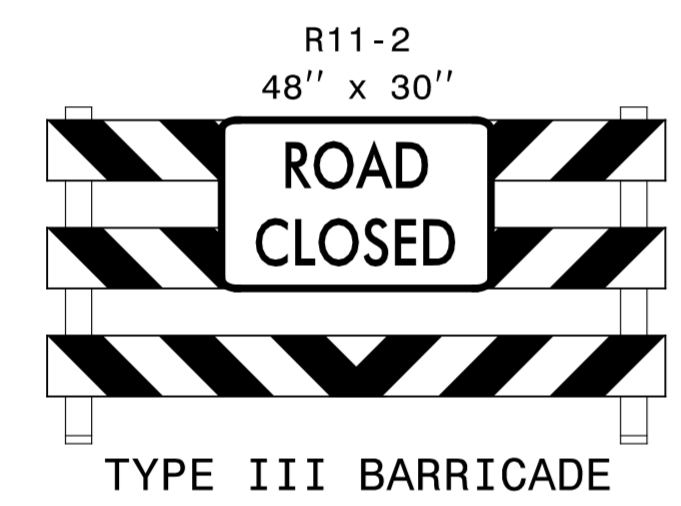
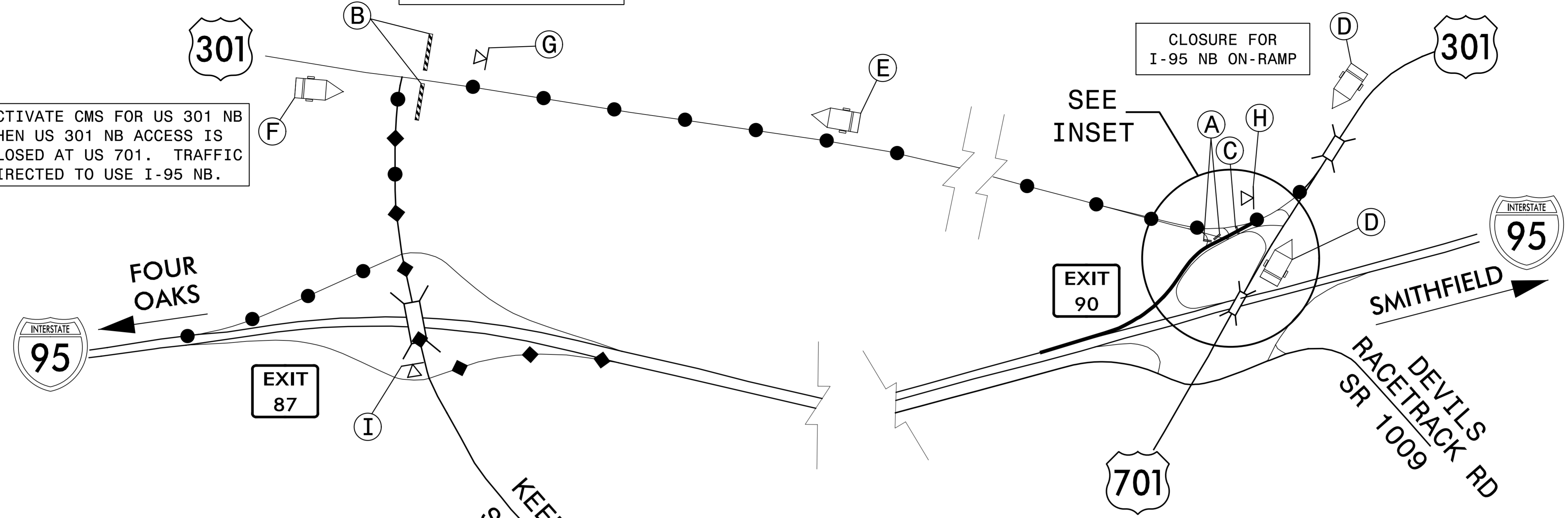
DETOUR FOR EXIT 90 (OFF-RAMP) I-95 SB TO US 701



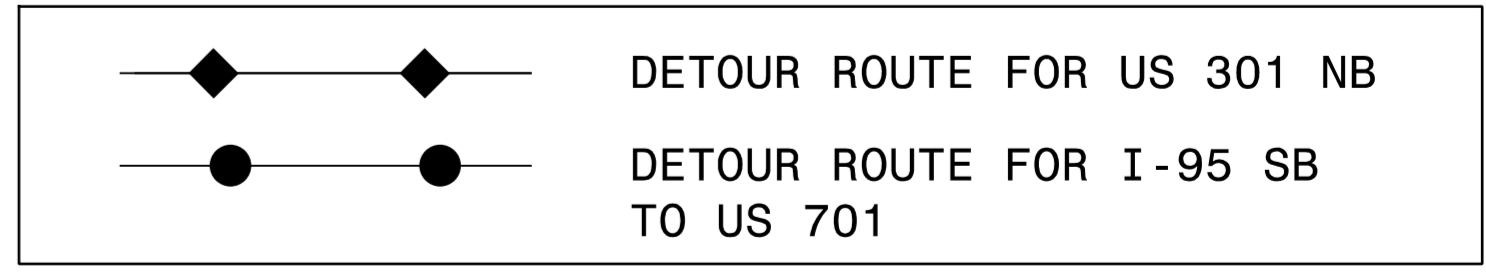
NOTE: USE RSD 1101.02, SHEET 1 OF 9 TO CLOSE US 301 NB AT US 701.

ACTIVATE CMS FOR US 301 NB WHEN US 301 NB ACCESS IS CLOSED AT US 701. TRAFFIC DIRECTED TO USE I-95 NB.

CLOSURE FOR I-95 NB ON-RAMP



NOTE: CLOSE EXIT 90 ON-RAMP US 701 TO I-95 SB USING DRUMS SPACED 10' ON CENTER. DETOUR TRAFFIC ALONG US 301 TO KEEN RD (1178), THEN BACK ON 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

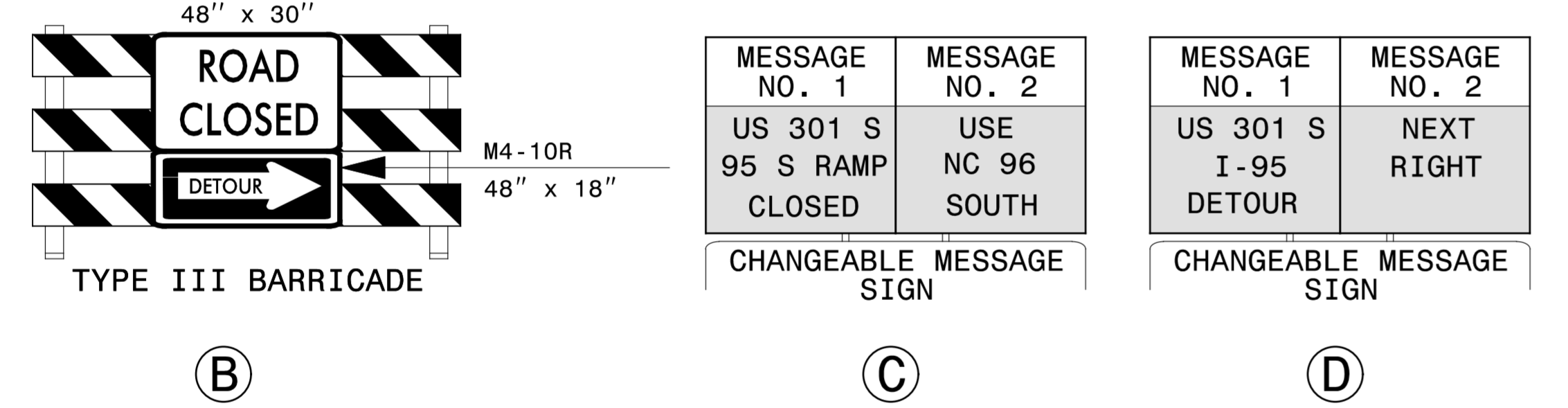
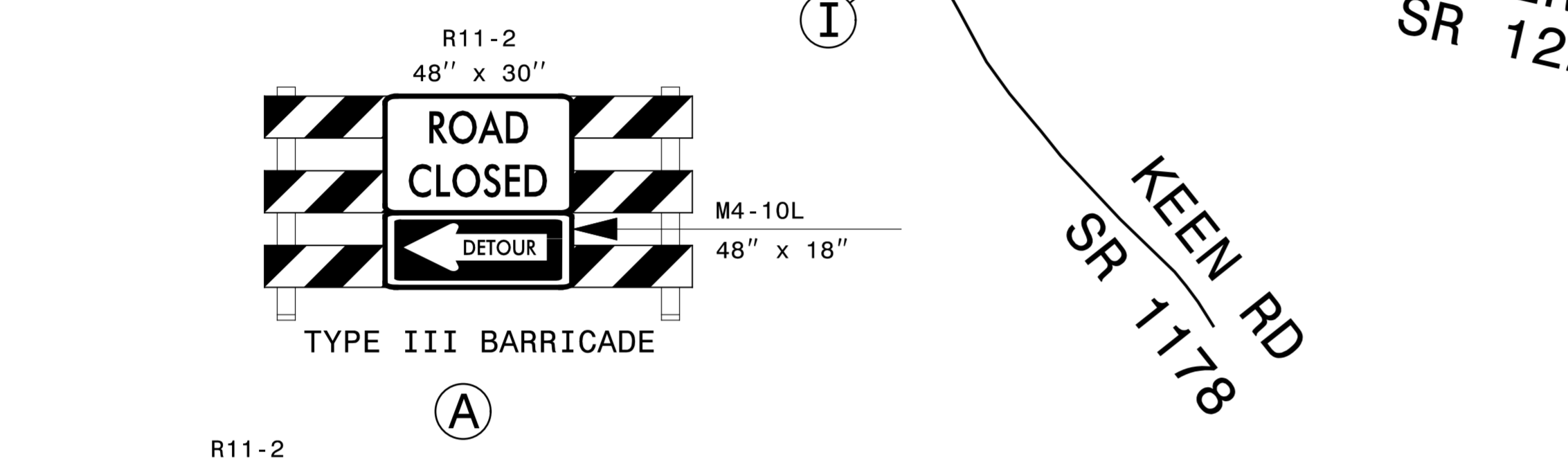
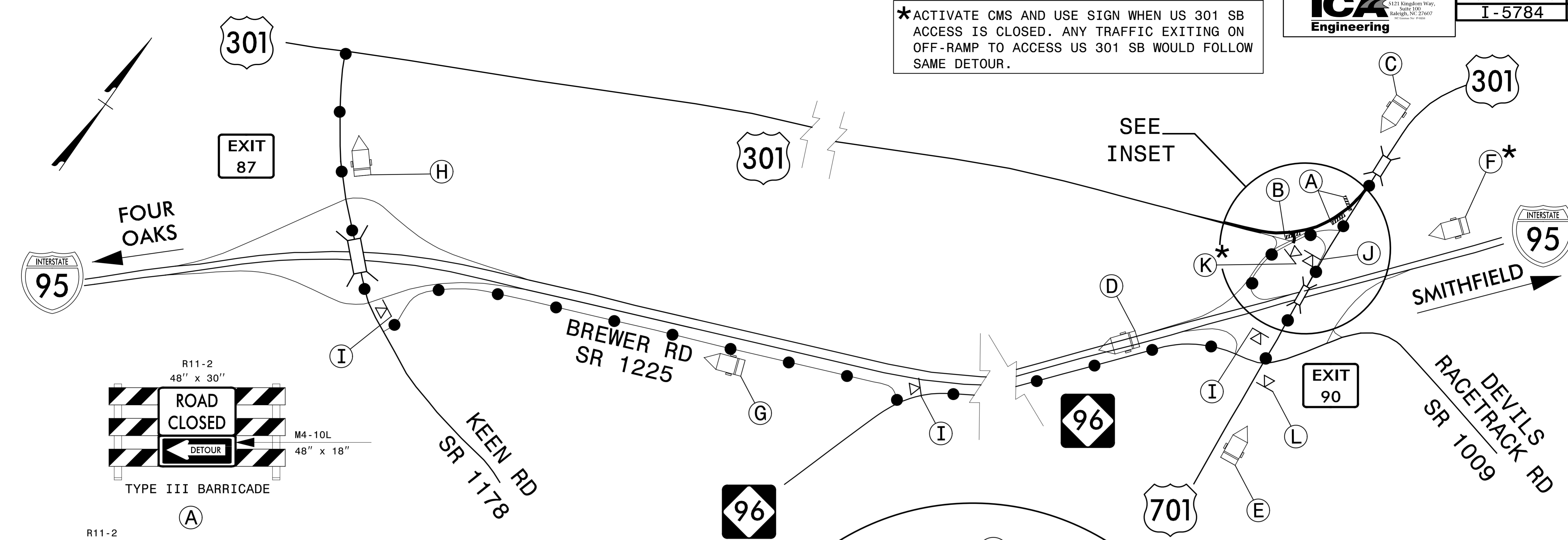
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

APPROVED: Michael T. Rzepka DATE: 12/1/2015

SEAL

DETOUR FOR EXIT 90 (ON-RAMP) US 701 TO I-95 SB

\*ACTIVATE CMS AND USE SIGN WHEN US 301 SB ACCESS IS CLOSED. ANY TRAFFIC EXITING ON OFF-RAMP TO ACCESS US 301 SB WOULD FOLLOW SAME DETOUR.



MESSAGE NO. 1	MESSAGE NO. 2
US 301 S 95 S RAMP CLOSED	USE NC 96 SOUTH

CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
US 301 S I-95 NB DETOUR	NEXT RIGHT

CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
US 301 S 95 S RAMP CLOSED	USE NC 96 NXT LEFT

CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
US 301 S ACCESS CLOSED	FOLLOW NC 96 S

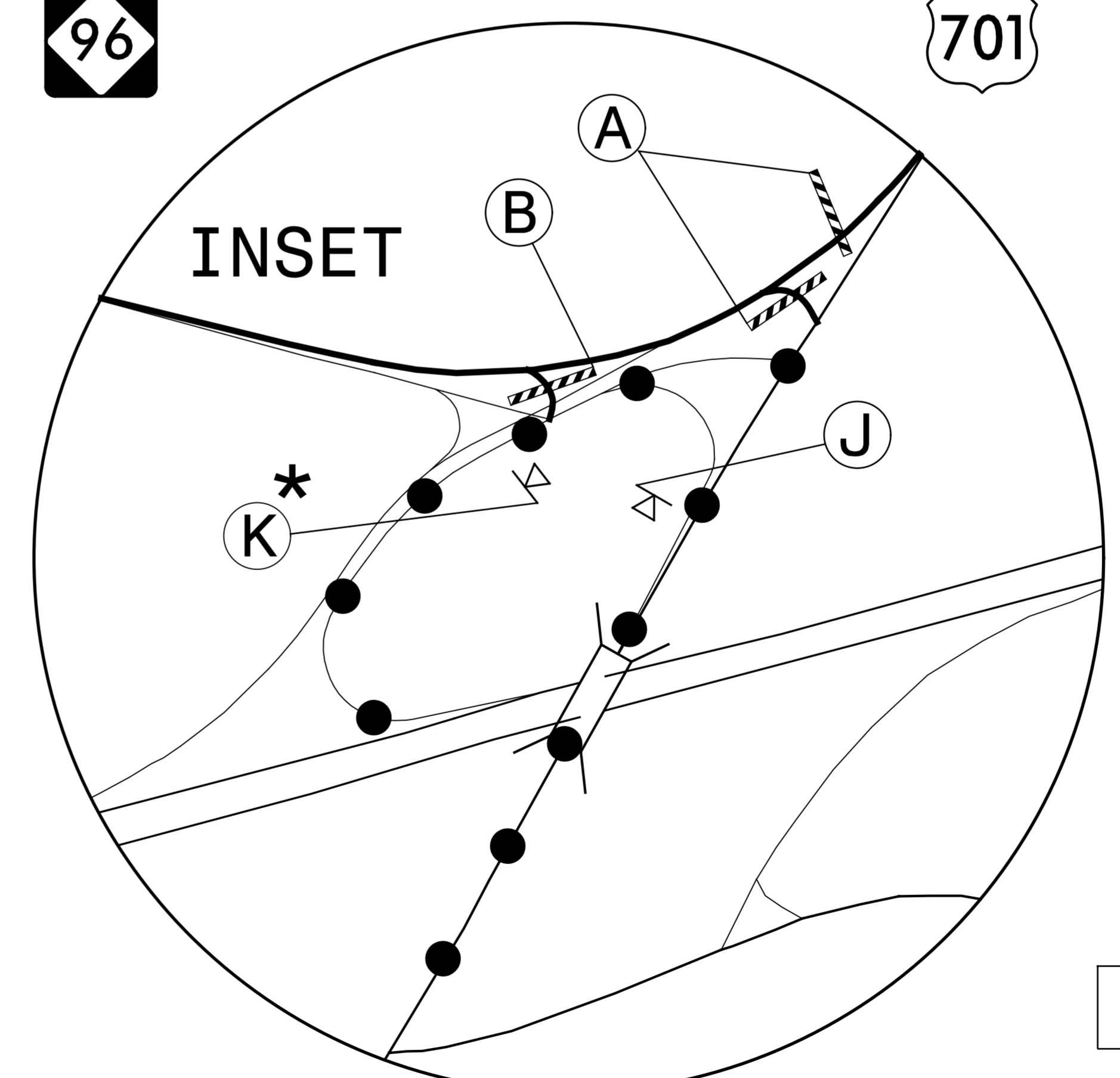
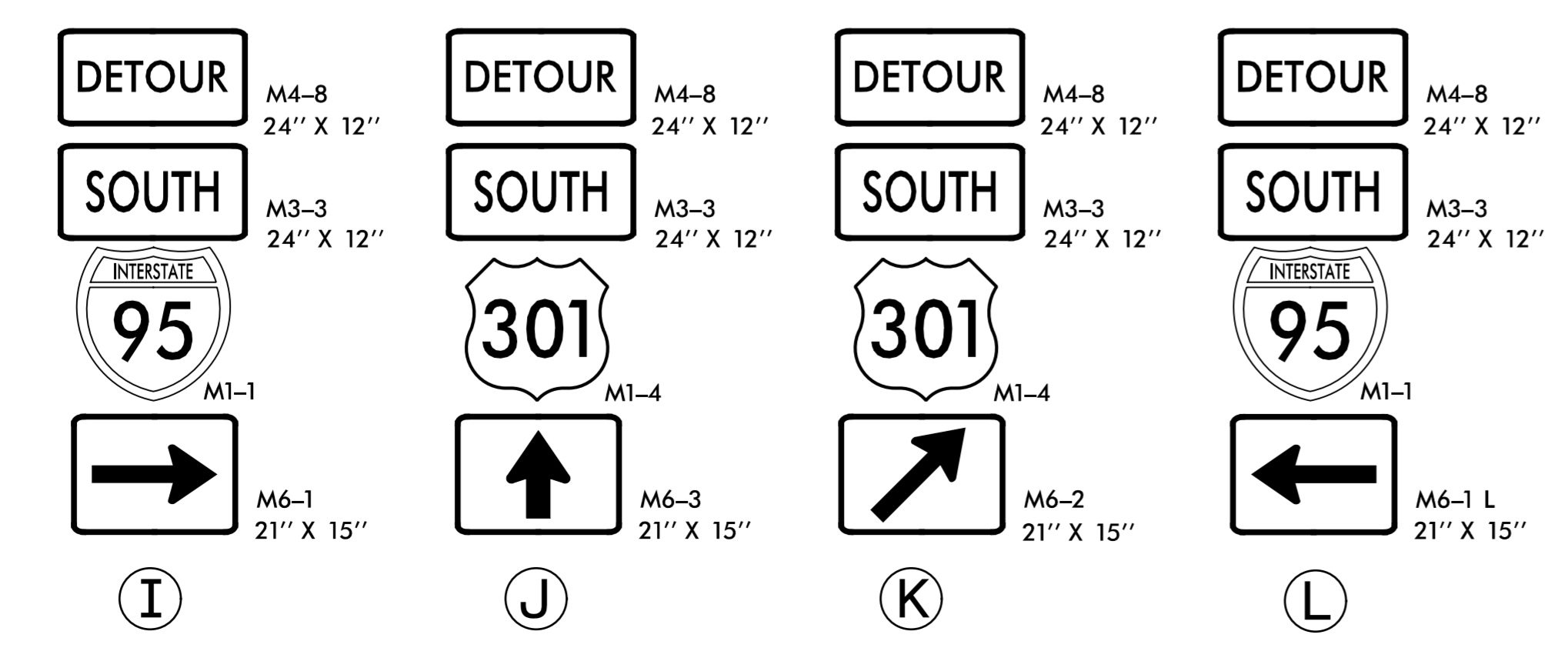
CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1
US 301 S I-95 NB DETOUR

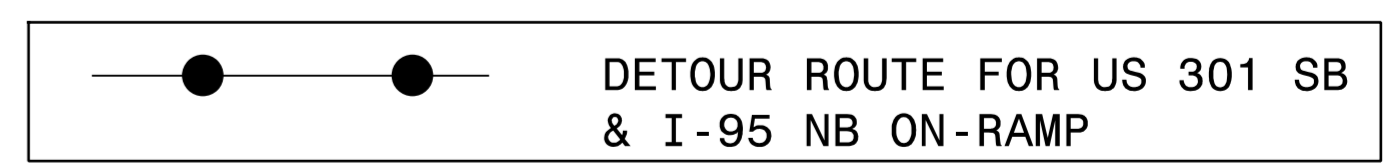
CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1
US 301 S DETOUR STRAIGHT

CHANGEABLE MESSAGE SIGN



NOTE:  
 CLOSE US 301 SB USING DRUMS SPACED 10' ON CENTER. DETOUR TRAFFIC ALONG US 701 TO NC 96 THEN ONTO BREWER RD (SR 1225), THEN ON KEEN RD TO US 301. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON RAMP AND REOPEN TO TRAFFIC.



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

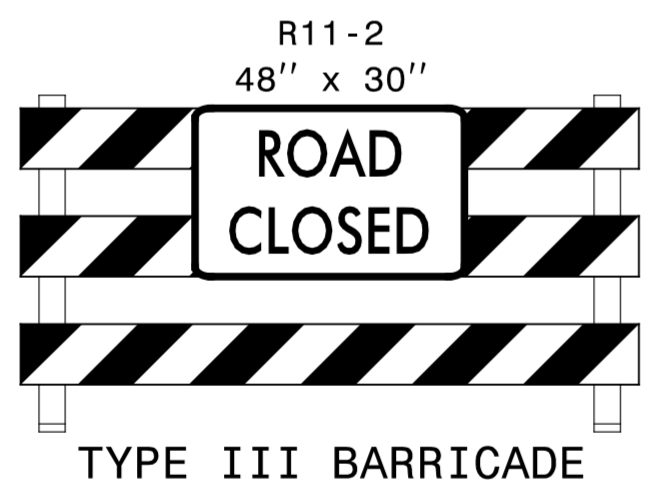
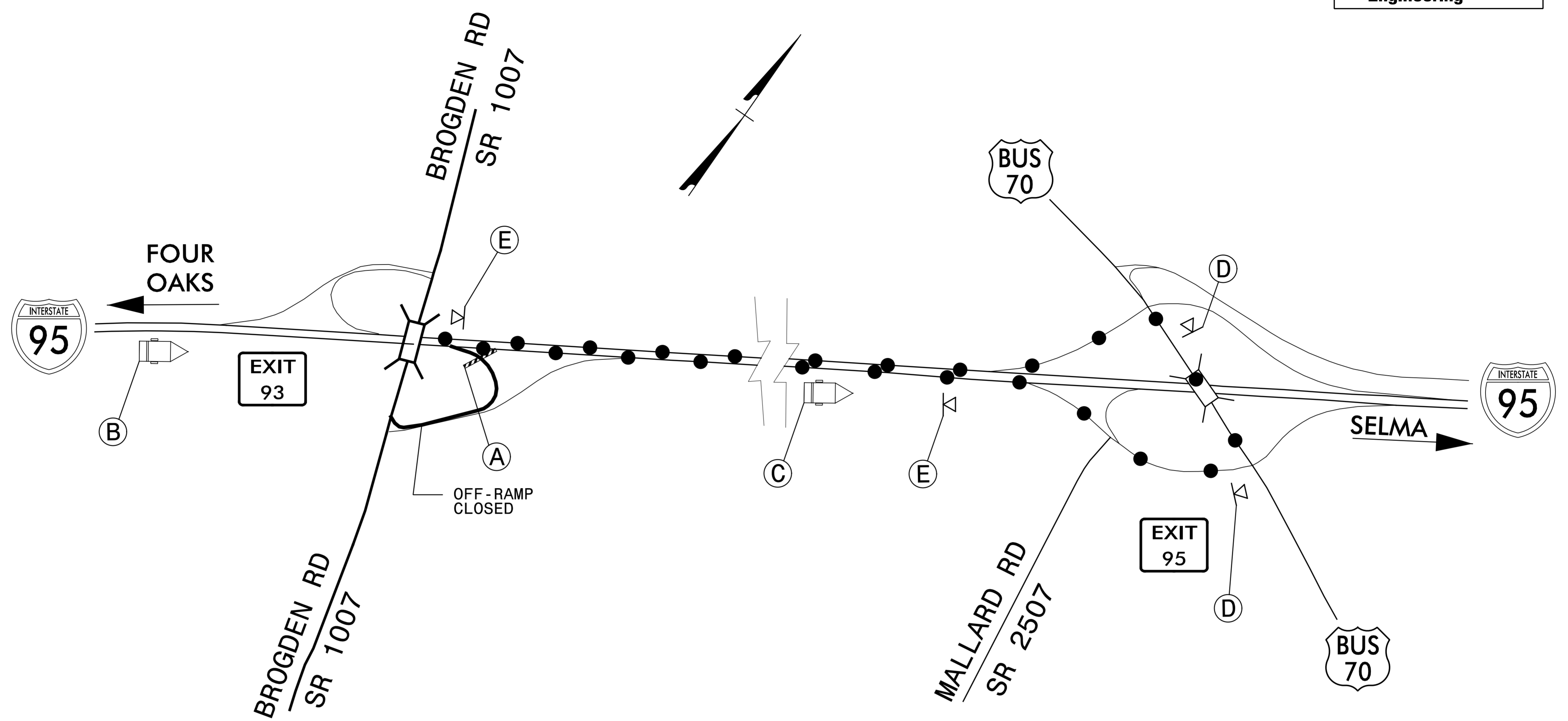
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

APPROVED: *Michael T. Ryzko* DATE: 12/1/2015

SEAL: NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 15876 MICHAEL T. RYZKO

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

DETOUR FOR US 301 SB & I-95 NB ON-RAMP

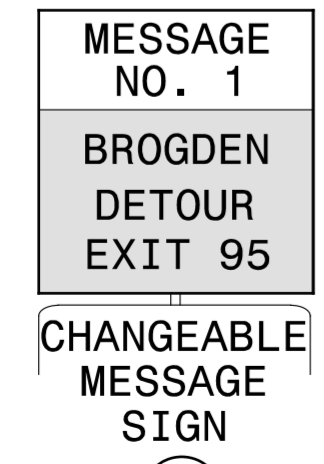


(A)

MESSAGE NO. 1	MESSAGE NO. 2
EXIT 93 BROGDEN CLOSED	USE I-95 NB EXIT 95

CHANGEABLE MESSAGE SIGN

(B)



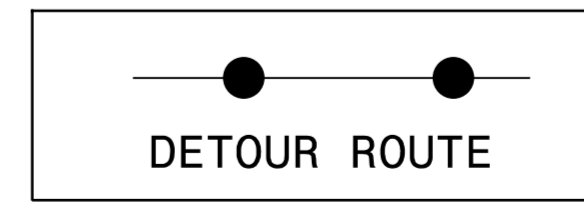
(C)



(D)



(E)

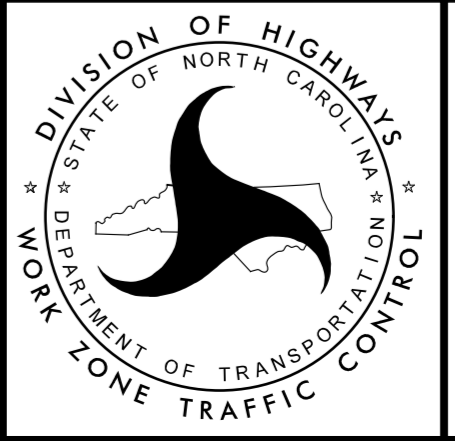
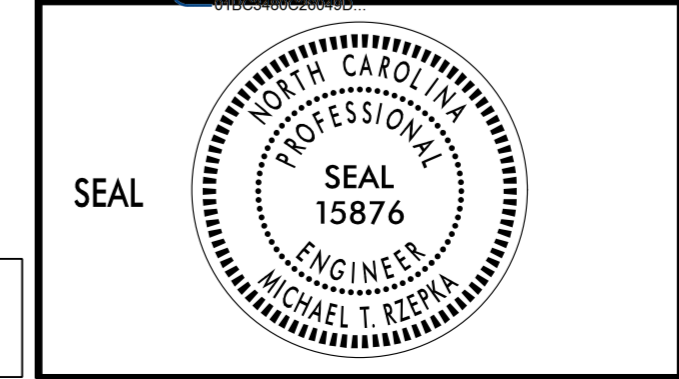


NOTE:  
CLOSE EXIT 93 OFF-RAMP I-95 NB TO BROGDEN RD (SR 1007) USING DRUMS SPACED 10' ON CENTER. DETOUR TRAFFIC ALONG I-95 NB TO EXIT 95 US 70 BUS, THEN ON I-95 SB TO EXIT 93 BROGDEN RD (SR 1007). COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON RAMP AND REOPEN TO TRAFFIC.

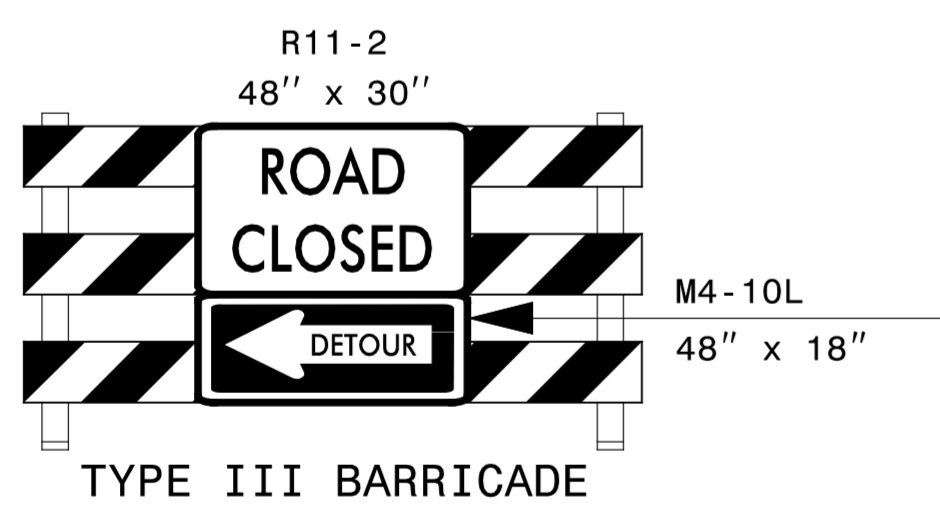
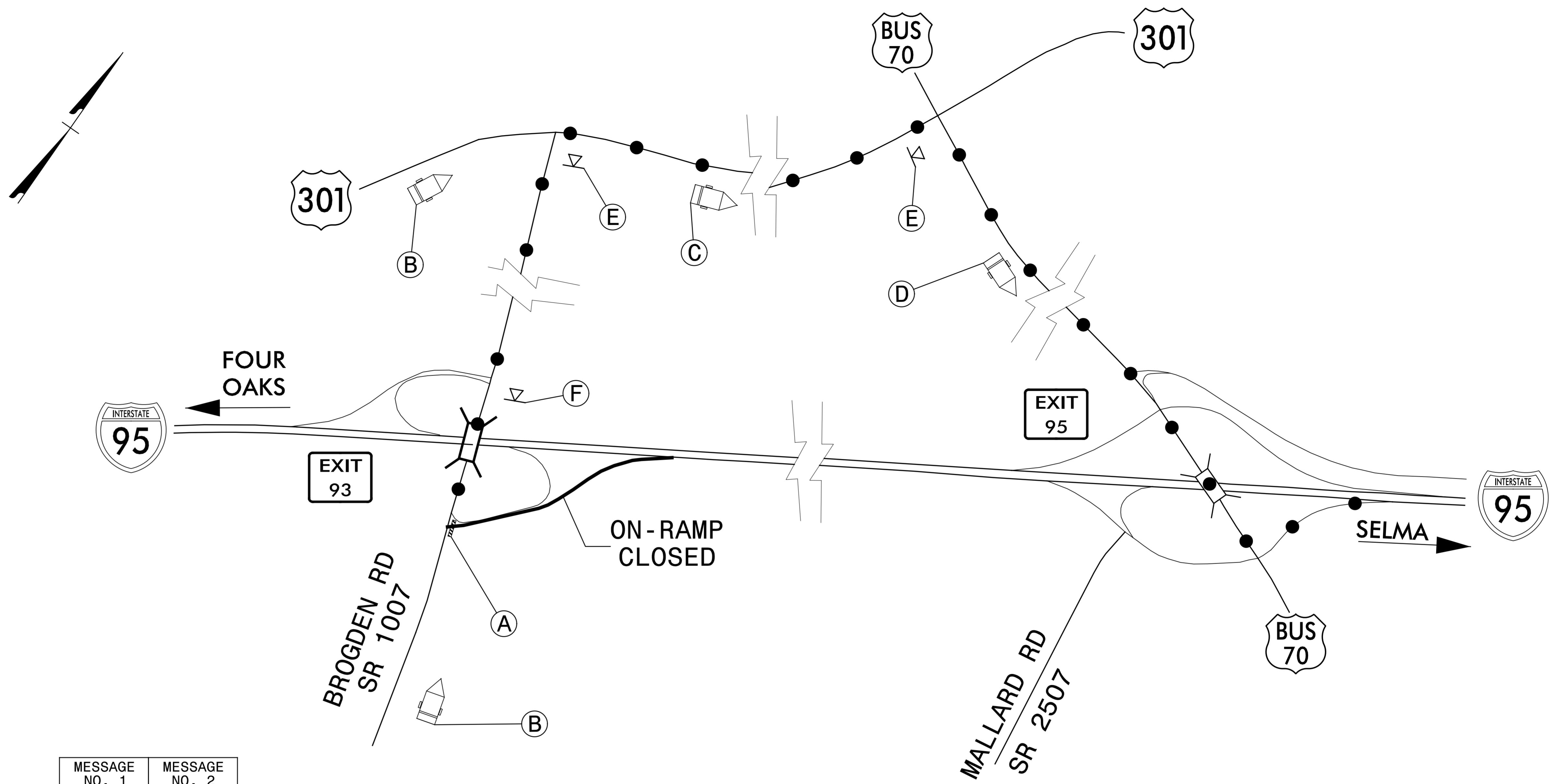
USE IN CONJUNCTION WITH RSD 1101.02, SHEET 4 AND TMP-2A

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

APPROVED: *Michael T. Rygala* DATE: 12/1/2015



DETOUR FOR EXIT 93  
I-95 NB TO  
BROGDEN RD (SR 1007)



MESSAGE NO. 1	MESSAGE NO. 2
I-95 NB RAMP CLOSED	USE US 301 NORTH

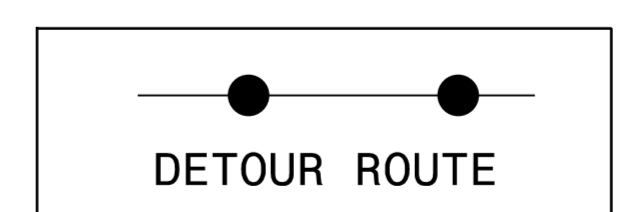
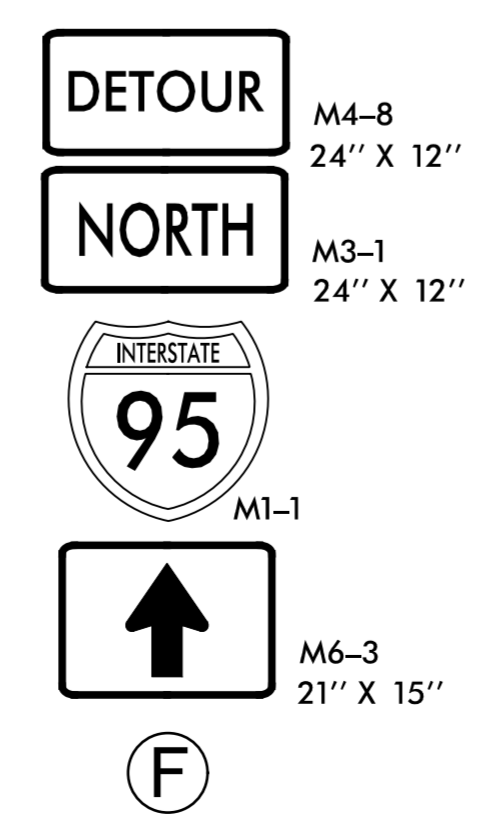
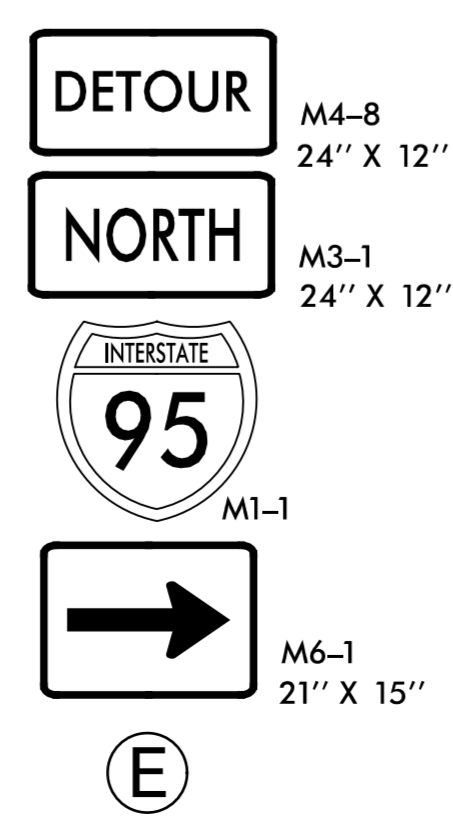
CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
I-95 NB DETOUR	USE US 70 BUS EAST

CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1
DETOUR TO I-95 NB

CHANGEABLE MESSAGE SIGN



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: 12/1/2015

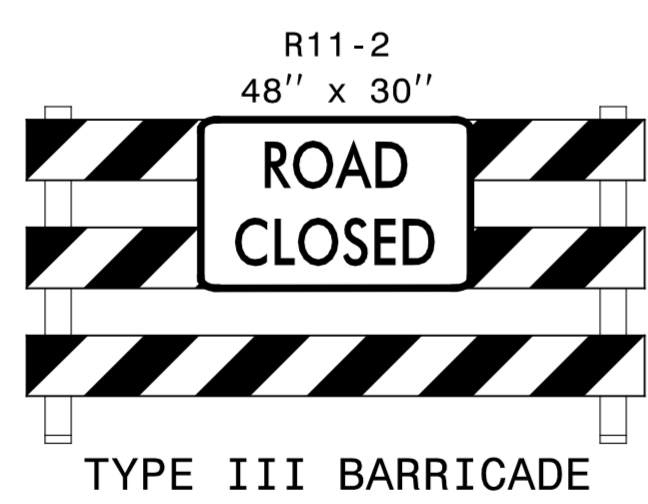
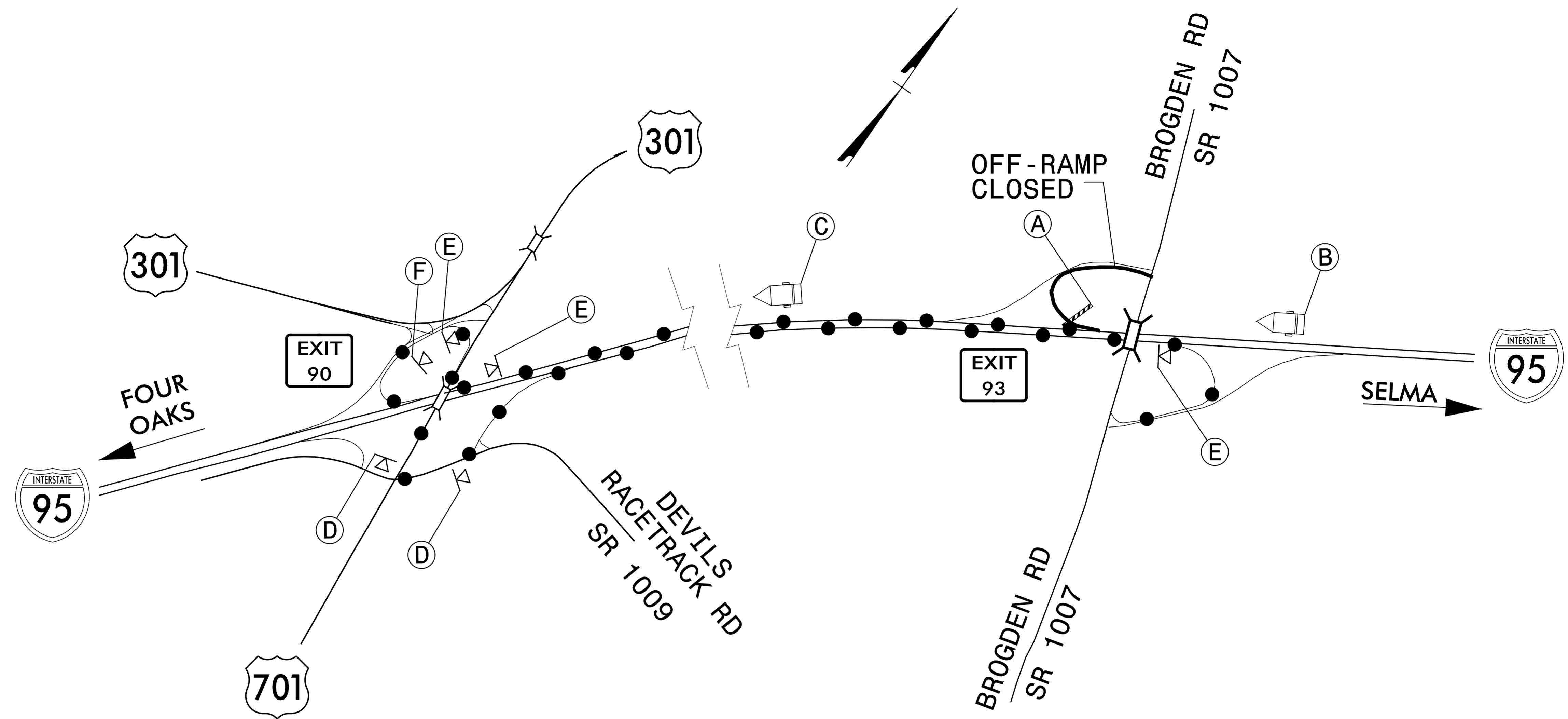
SEAL  
NORTH CAROLINA PROFESSIONAL ENGINEER  
MICHAEL T. RZEPKA  
15876

DIVISION OF HIGHWAYS  
DEPARTMENT OF TRANSPORTATION  
WORK ZONE TRAFFIC CONTROL

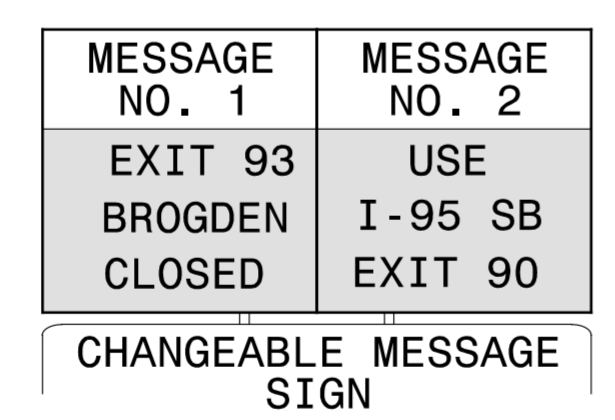
NOTE:  
CLOSE EXIT 93 ON-RAMP BROGDEN RD (SR 1007) TO I-95 NB USING DRUMS SPACED 10' ON CENTER. DETOUR TRAFFIC ALONG BROGDEN RD (SR 1007) TO US 301, THEN TO US 70 BUS, THEN TO EXIT 95 I-95 NB. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON RAMP AND REOPEN TO TRAFFIC.

DETOUR FOR EXIT 93 BROGDEN RD (SR 1007) TO I-95 NB

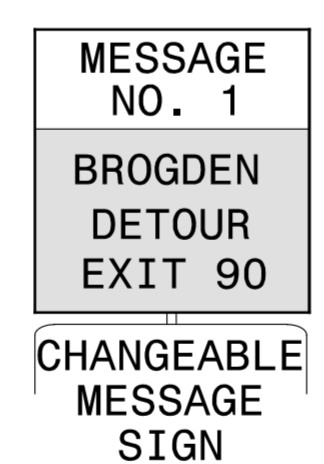
12/1/2015  
R:\15784\_tmp\_det\_psh\_9.dgn  
ICA Engineering



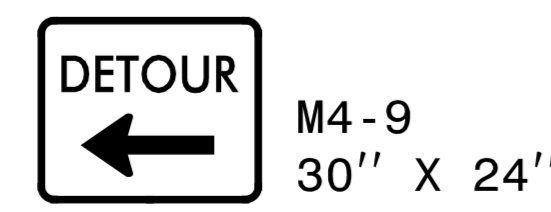
(A)



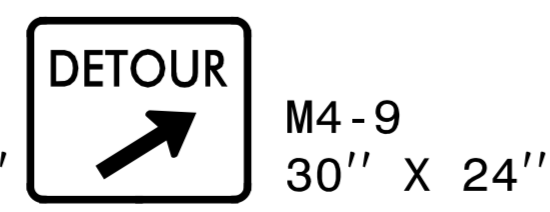
(B)



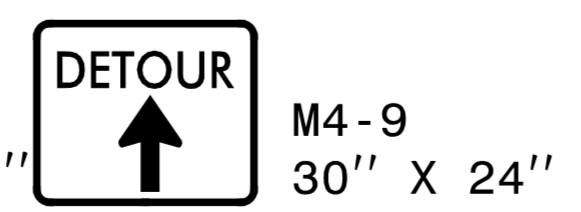
(C)



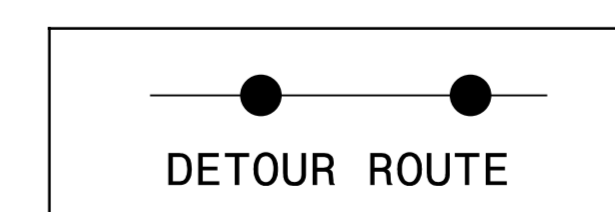
(D)



(E)



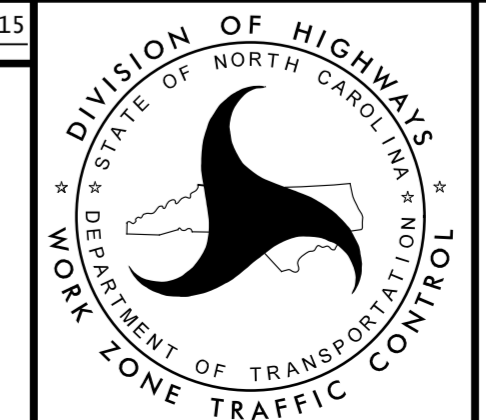
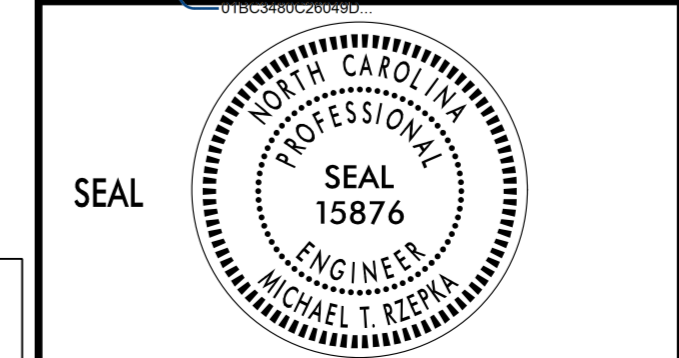
(F)



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

DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

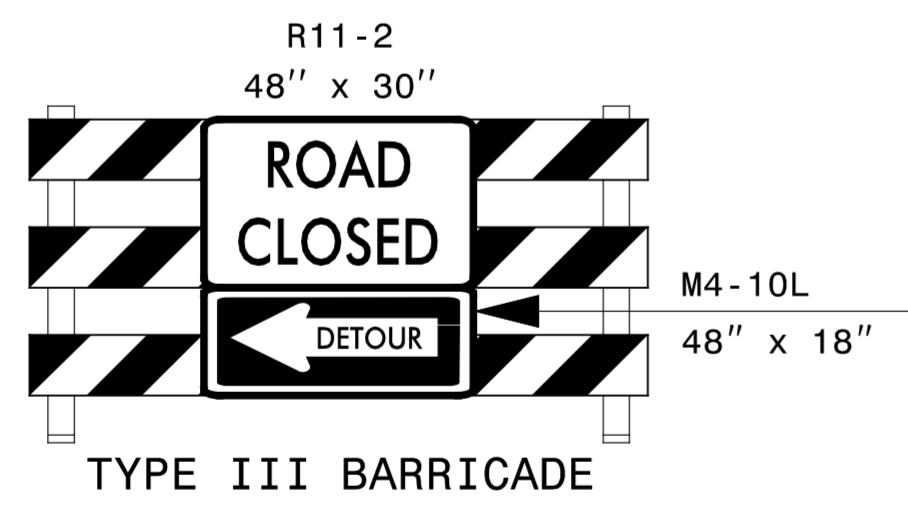
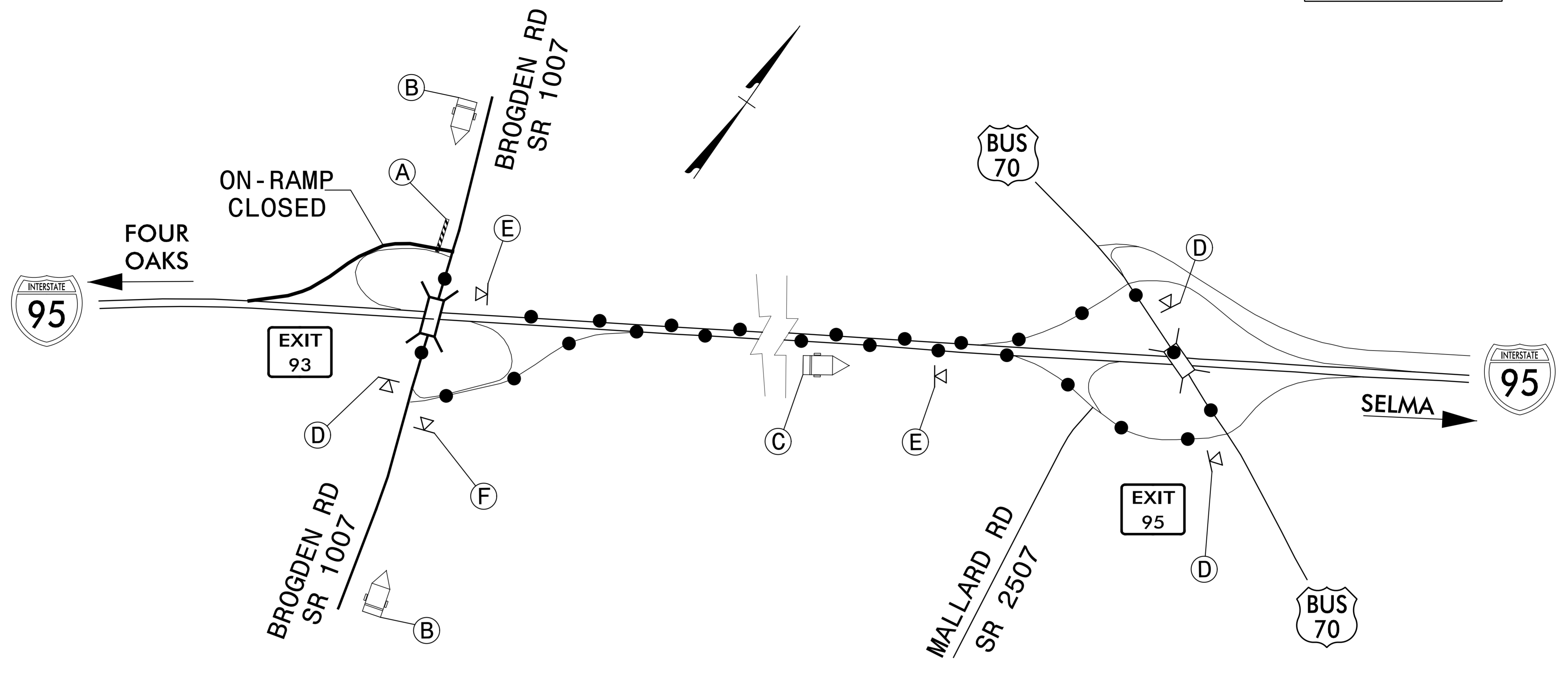
APPROVED: *Michael T. Rzepka* DATE: 12/1/2013



DETOUR FOR EXIT 93  
BROGDEN RD (SR 1007)  
TO I-95 SB

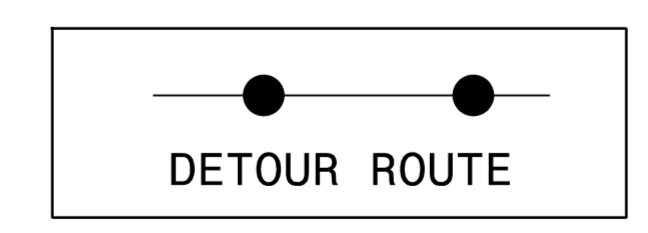
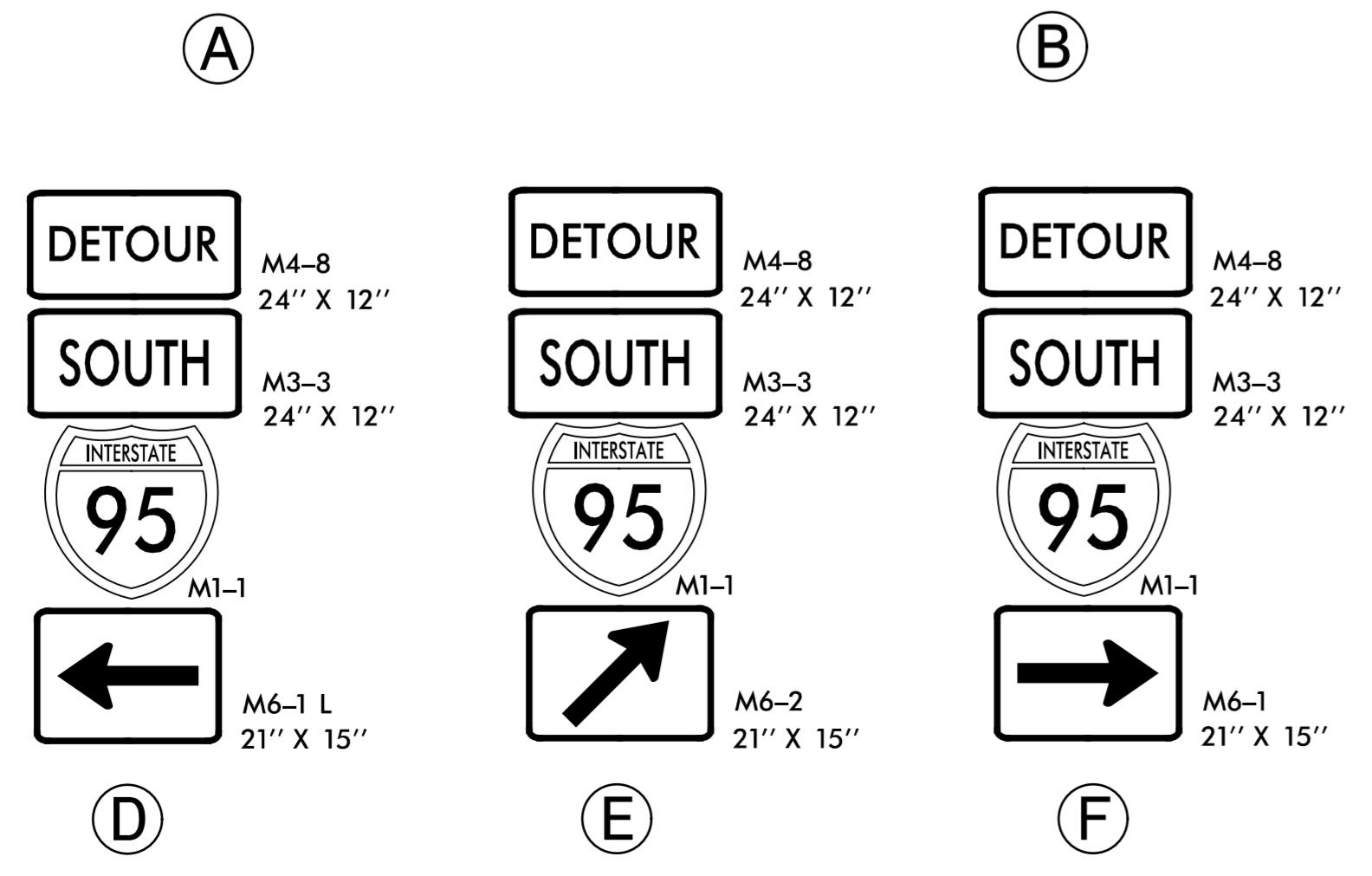
NOTE:  
CLOSE EXIT 93 OFF-RAMP I-95 SB TO BROGDEN RD (SR 1007) USING DRUMS SPACED 10' ON CENTER. DETOUR TRAFFIC ALONG I-95 SB TO EXIT 90 US 701 THEN ON I-95 NB TO EXIT 93 BROGDEN RD (SR 1007). COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON RAMP AND REOPEN TO TRAFFIC.

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MESSAGE NO. 1	MESSAGE NO. 2
I-95 SB RAMP CLOSED	DETOUR USE I-95 NB
CHANGEABLE MESSAGE SIGN	

MESSAGE NO. 1
I-95 SB DETOUR EXIT 95
CHANGEABLE MESSAGE SIGN



NOTE:  
CLOSE EXIT 93 ON-RAMP BROGDEN RD (SR 1007) TO I-95 SB USING DRUMS SPACED 10' ON CENTER. DETOUR TRAFFIC ALONG I-95 NB TO EXIT 95 US 70 BUS, THEN BACK ON I-95 SB. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON RAMP AND REOPEN TO TRAFFIC.

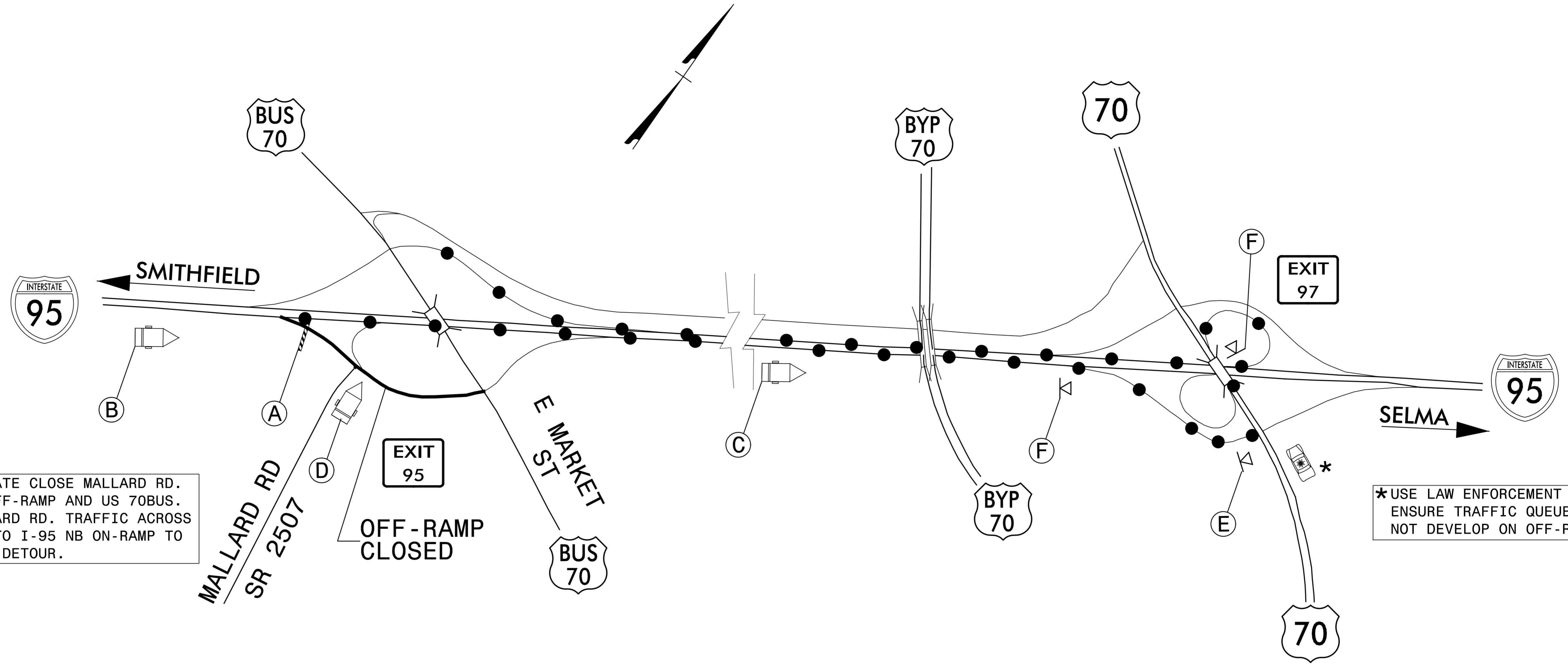
USE IN CONJUNCTION WITH RSD 1101.02, SHEET 4 AND TMP-2A

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

APPROVED: *Michael T. Rzepka* DATE: 12/1/2015

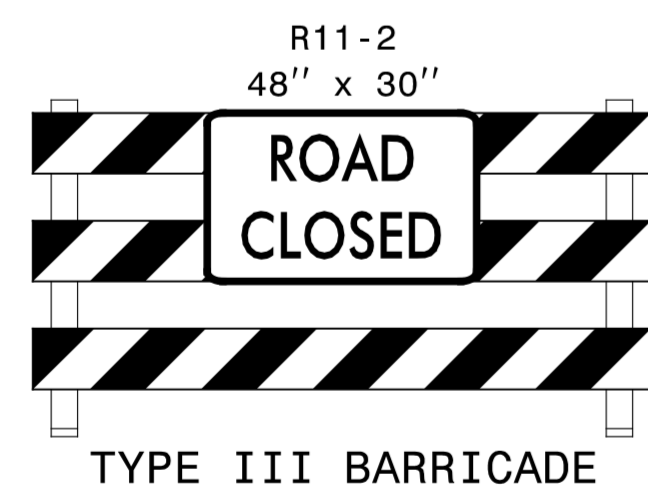
DETOUR FOR EXIT 93 BROGDEN RD (SR 1007) TO I-95 SB

12/1/2015 R:\15784\_tmp\_det\_psh.ll.dgn ICA Engineering

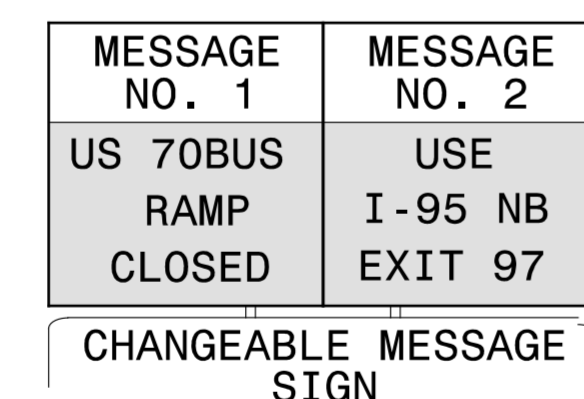


AS APPROPRIATE CLOSE MALLARD RD.  
ACCESS TO OFF-RAMP AND US 70BUS.  
DIRECT MALLARD RD. TRAFFIC ACROSS  
OFF-RAMP ONTO I-95 NB ON-RAMP TO  
FOLLOW SAME DETOUR.

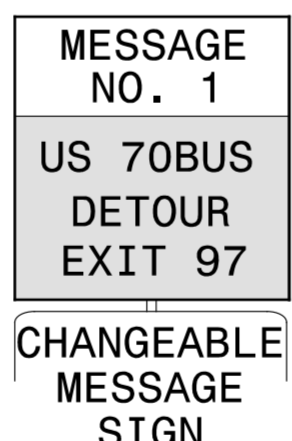
\*USE LAW ENFORCEMENT TO  
ENSURE TRAFFIC QUEUE DOES  
NOT DEVELOP ON OFF-RAMP



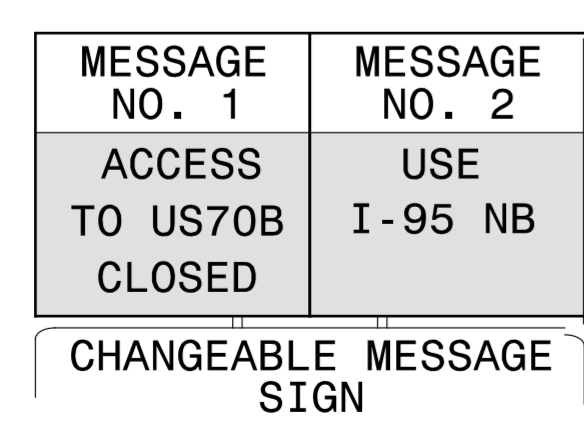
(A)



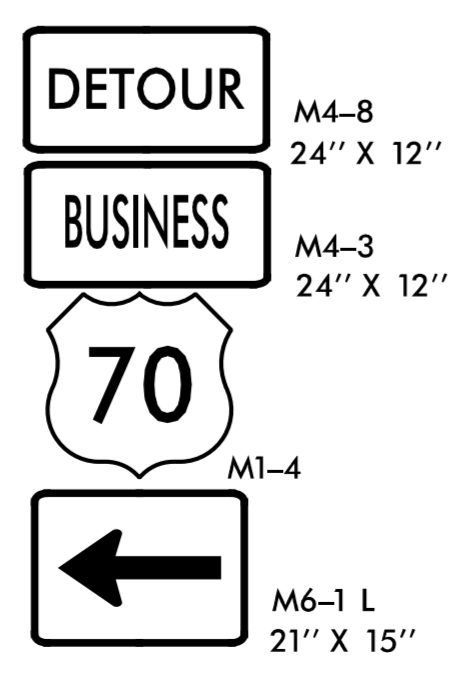
(B)



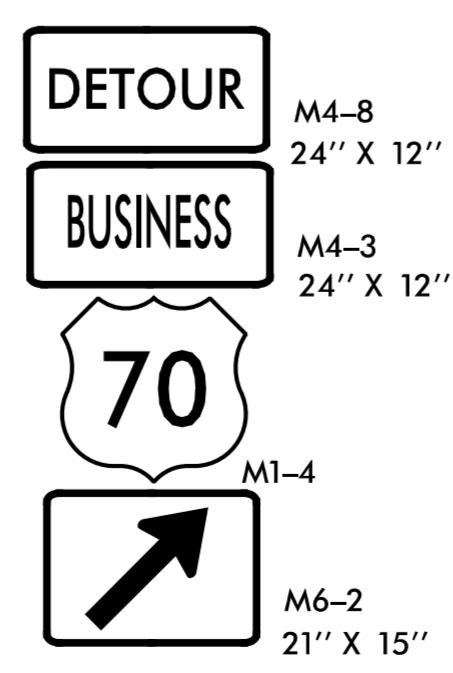
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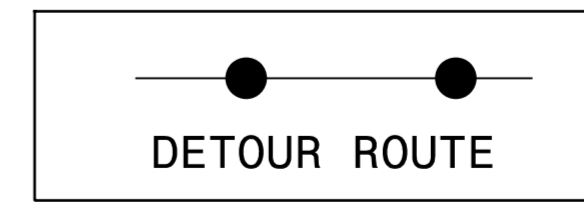
(D)



(E)



(F)



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

DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

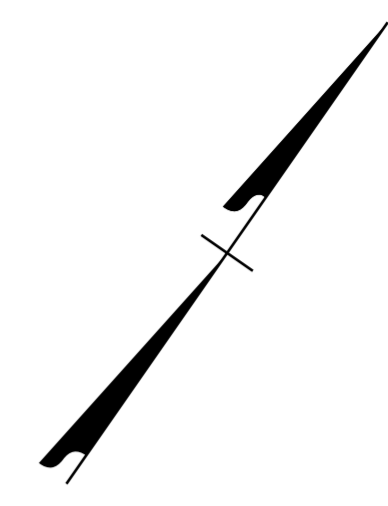
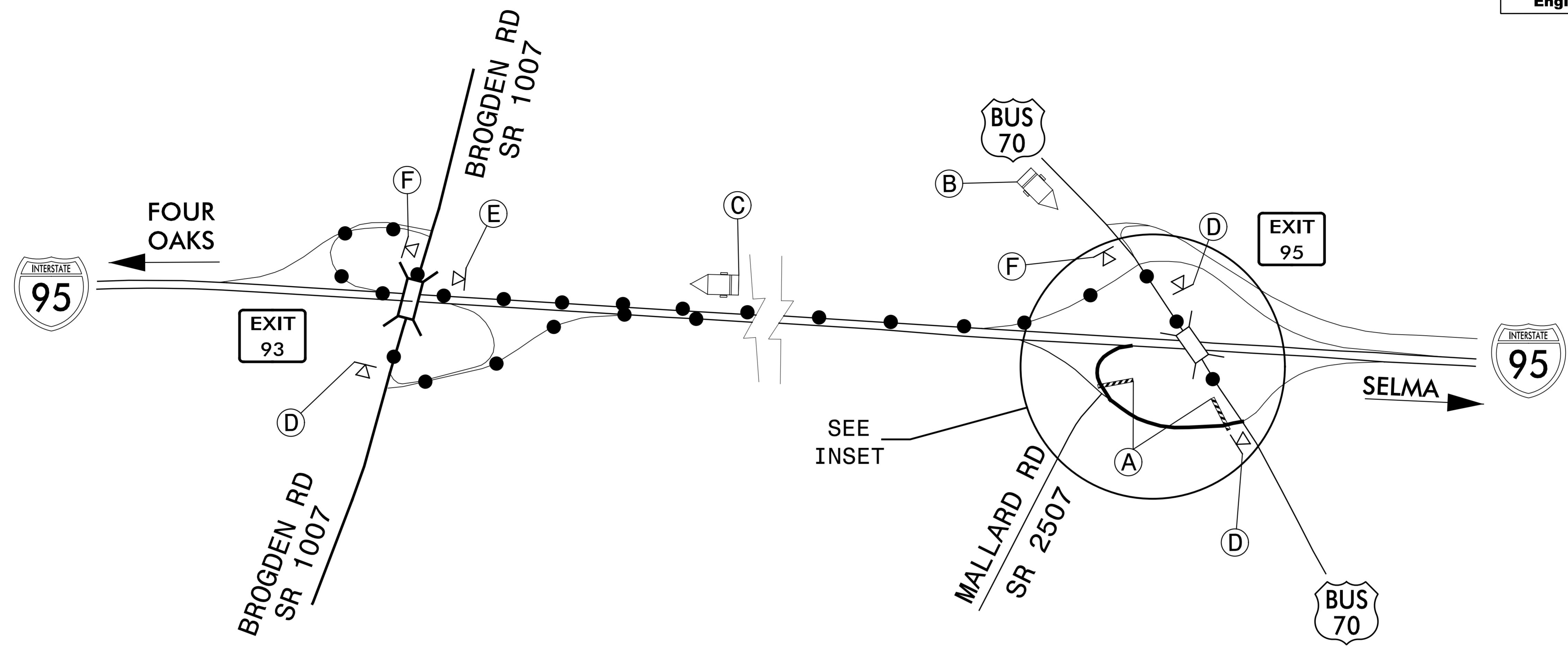
APPROVED: *Michael T. Ryopka* DATE: 12/1/2015

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NORTH CAROLINA PROFESSIONAL ENGINEER  
SEAL 15876  
MICHAEL T. RYOPKA

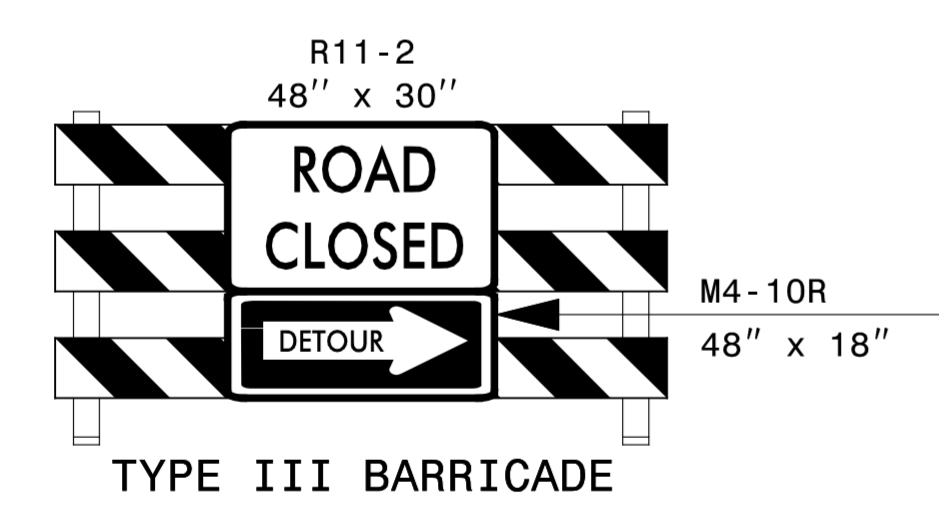
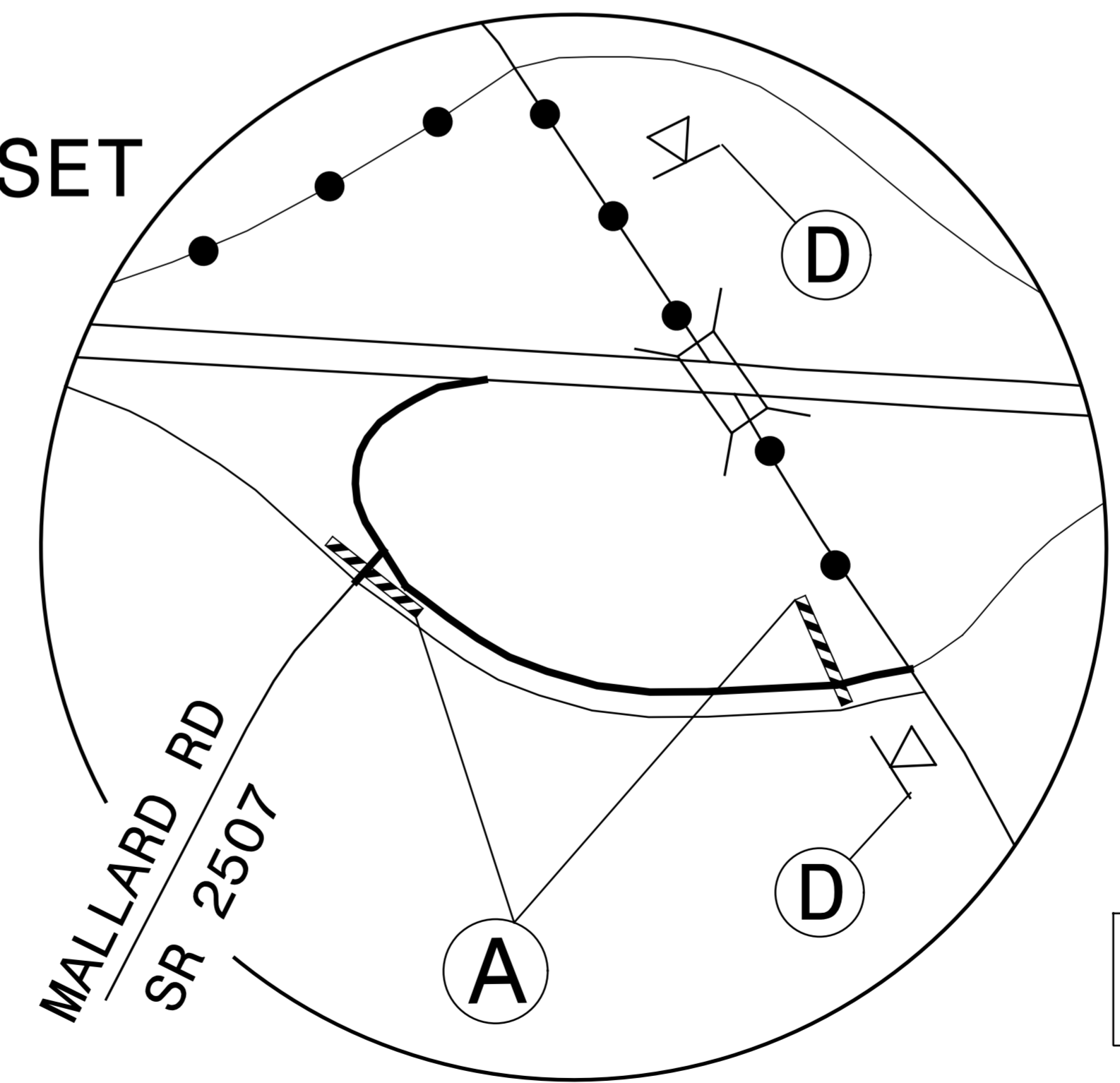
DIVISION OF HIGHWAYS  
MEMBER STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
WORK ZONE TRAFFIC CONTROL

NOTE:  
CLOSE EXIT 95 OFF-RAMP I-95 NB  
TO E. MARKET ST (US 70 BUS)  
USING DRUMS SPACED 10' ON  
CENTER. DETOUR TRAFFIC ALONG  
I-95 NB TO EXIT 97 US 70,  
THEN BACK ON I-95 SB TO EXIT  
95. COMPLETE MILLING,  
RESURFACING AND PAVEMENT  
MARKING ON RAMP AND REOPEN  
TO TRAFFIC.

DETOUR FOR EXIT 95  
I-95 NB TO  
E MARKET ST  
(US 70 BUS)

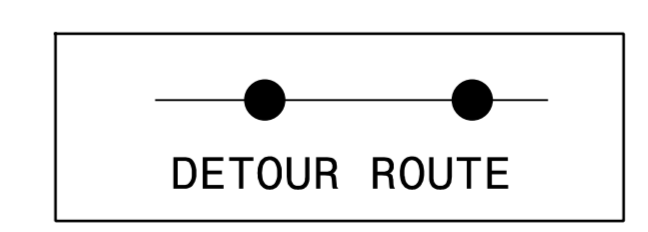
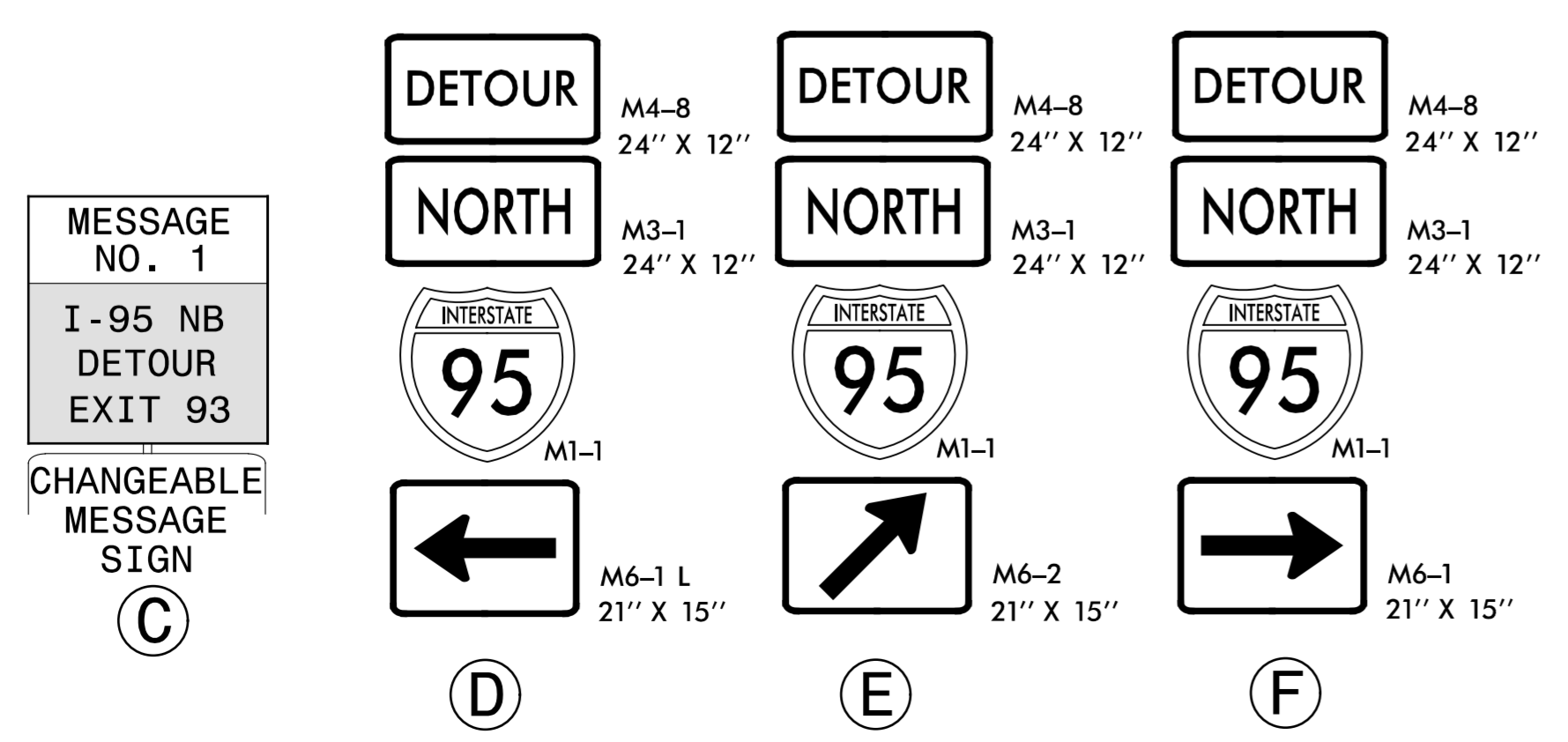


**INSET**



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

**CHANGEABLE MESSAGE SIGN**

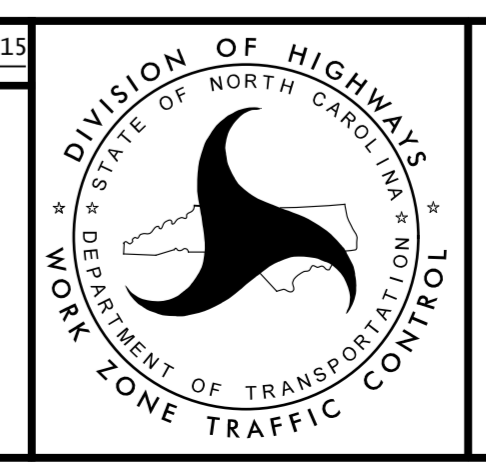
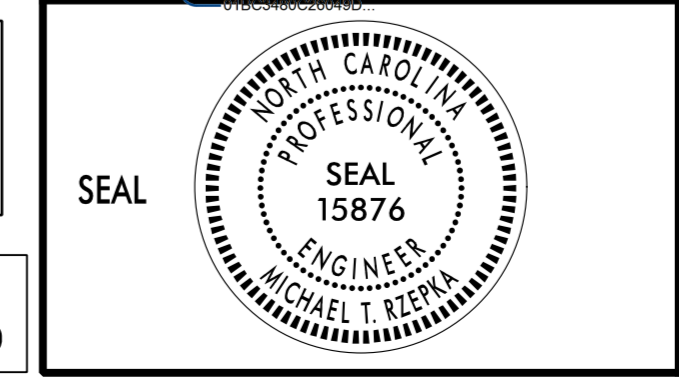


**NOTE:**  
CLOSE EXIT 95 LOOP FROM E. MARKET ST (US 70 BUS) TO I-95 NB USING DRUMS SPACED 10' ON CENTER. DETOUR TRAFFIC ALONG I-95 SB TO EXIT 93 BROGDEN RD (SR 1007), THEN BACK ON I-95 NB. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON RAMP AND REOPEN TO TRAFFIC.

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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

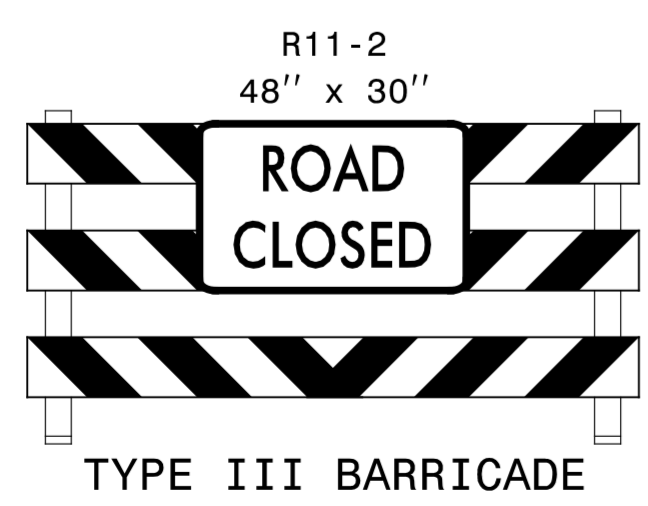
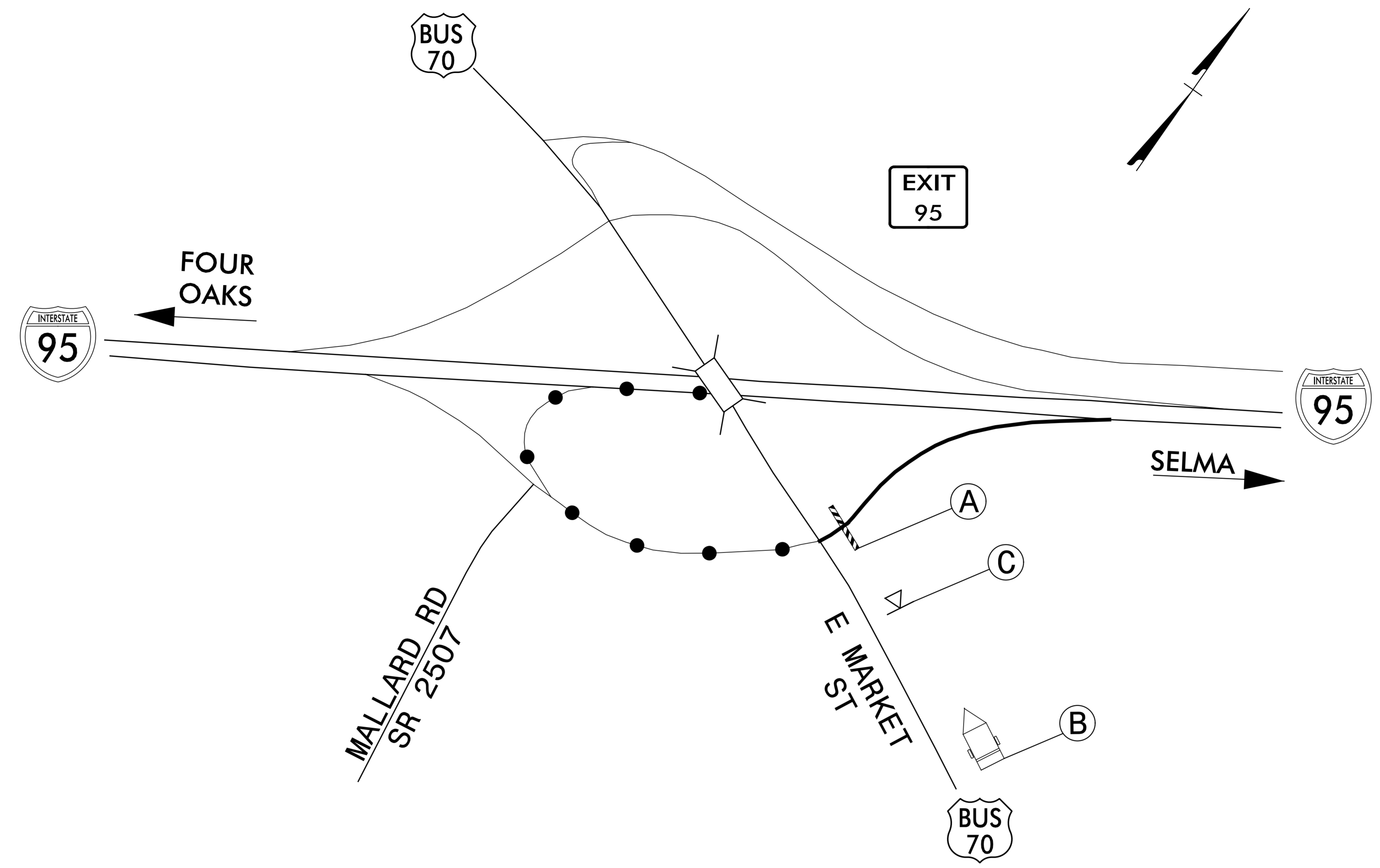
APPROVED: *Michael T. Rzepka* DATE: 12/1/2015



**DETOUR FOR EXIT 95  
E MARKET ST  
(US 70 BUS)  
TO I-95 NB**

12/1/2015  
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ICA Engineering



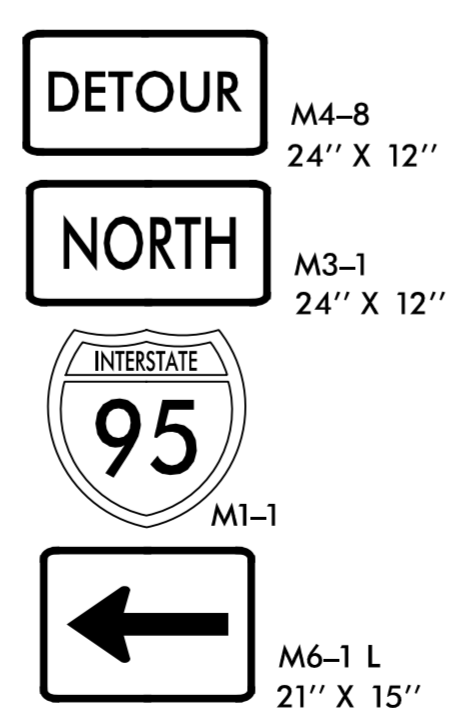


(A)

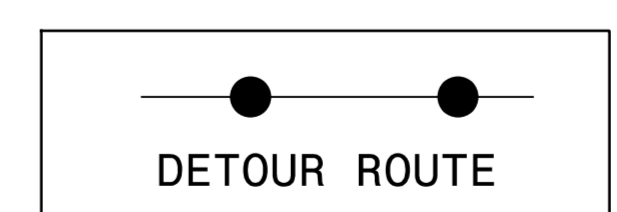
MESSAGE NO. 1	MESSAGE NO. 2
I-95 NB NEXT RT CLOSED	USE RAMP I-95 NB NEXT LT

CHANGEABLE MESSAGE SIGN

(B)



(C)



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

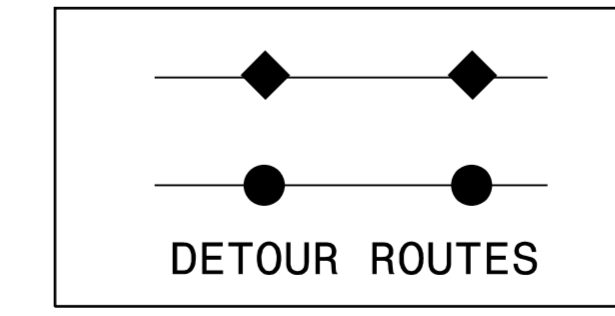
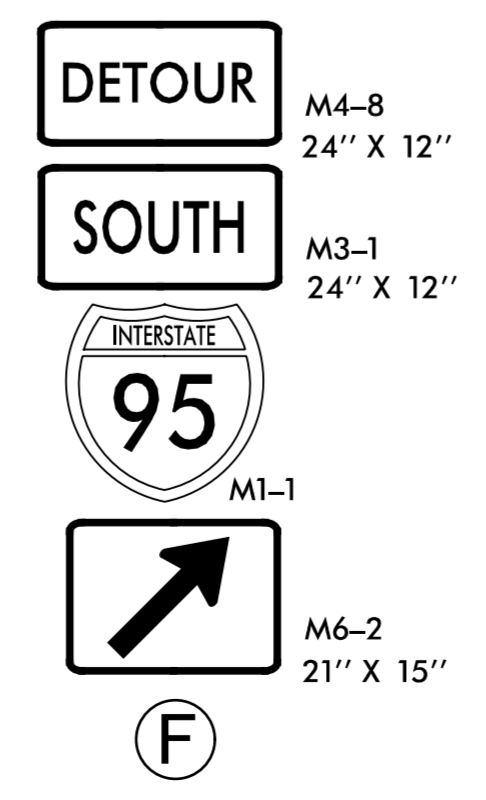
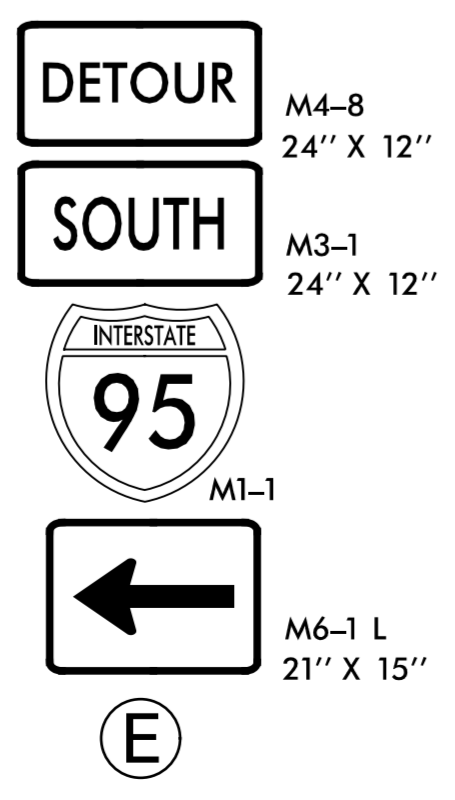
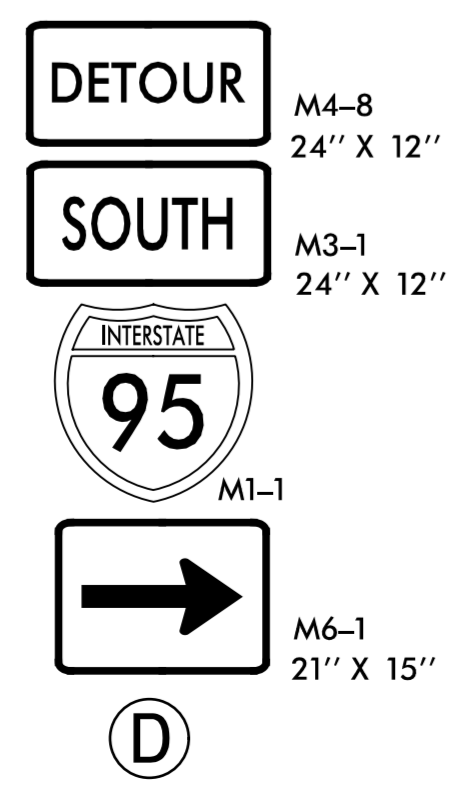
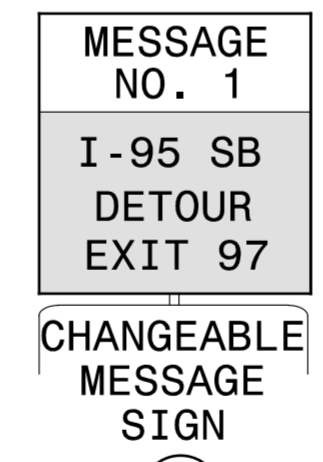
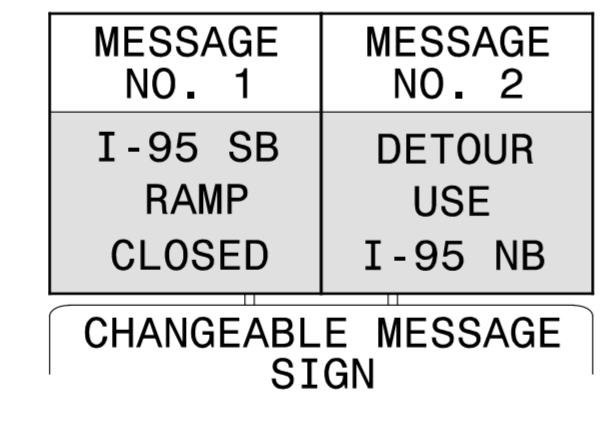
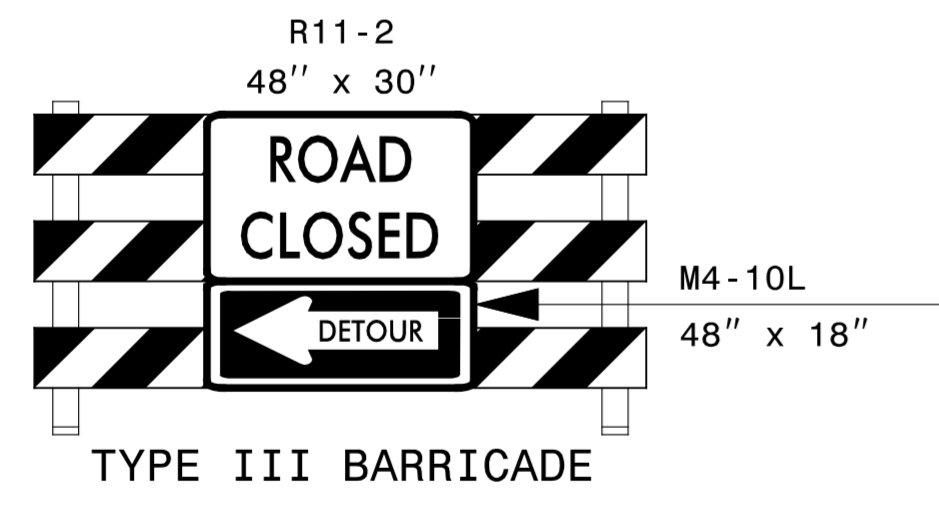
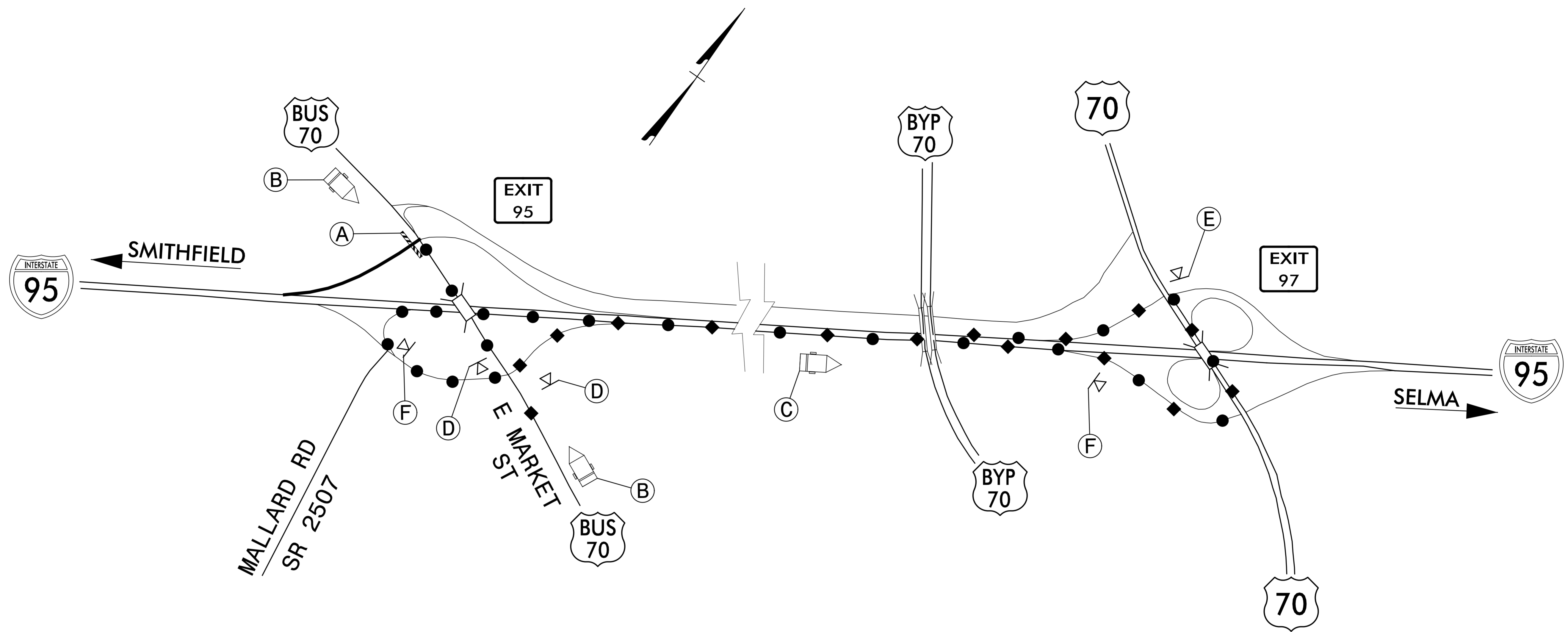
DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

NOTE:  
CLOSE EXIT 95 ON-RAMP E. MARKET  
ST (US 70 BUS) TO I-95 NB  
USING DRUMS SPACED 10' ON  
CENTER. DETOUR TRAFFIC  
ONTO I-95 NB LOOP FROM  
E. MARKET ST (US 70 BUS).  
COMPLETE MILLING, RESURFACING  
AND PAVEMENT MARKING ON RAMP  
AND REOPEN TO TRAFFIC.

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DETOUR FOR EXIT 95  
E MARKET ST  
(US 70 BUS)  
TO I-95 NB

12/1/2015  
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ICA Engineering



**NOTE:**  
 CLOSE EXIT 95 ON-RAMP E. MARKET ST. (US 70 BUS) TO I-95 SB USING DRUMS SPACED 10' ON CENTER. DETOUR TRAFFIC ALONG I-95 NB TO EXIT 97 US 70, THEN BACK ON 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

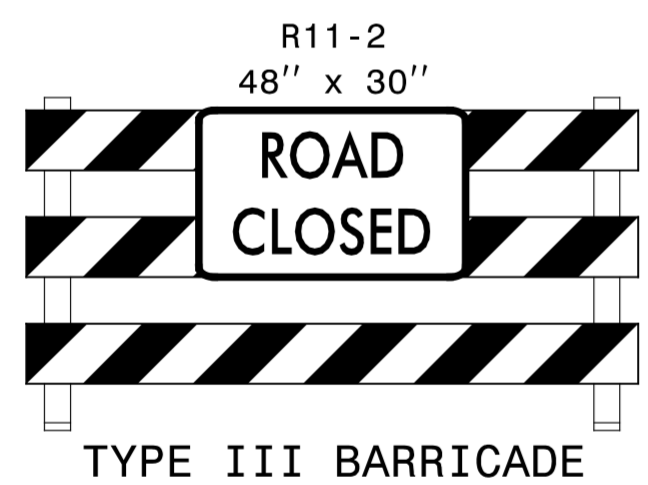
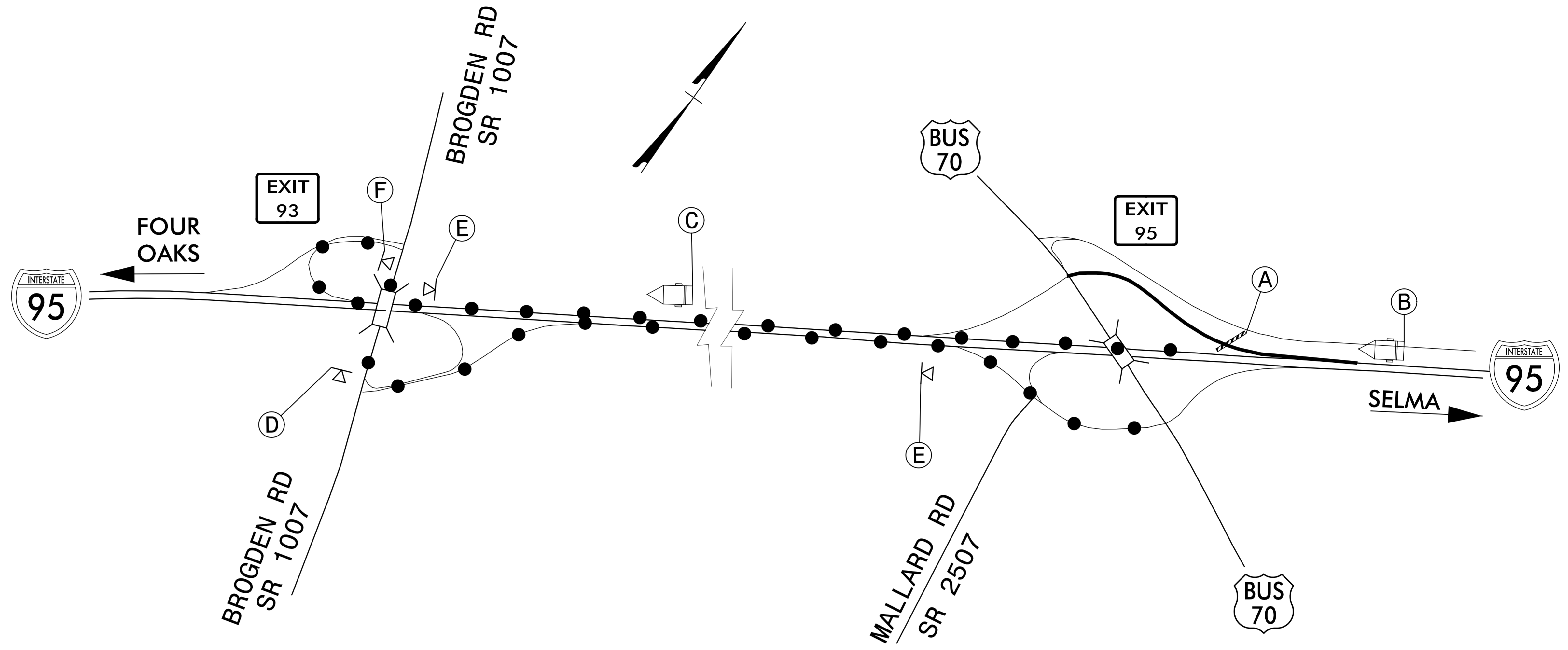
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

APPROVED: *Michael T. Rzepka* DATE: 12/1/2015  
 SEAL  
 NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 15876  
 MICHAEL T. RZEPKA

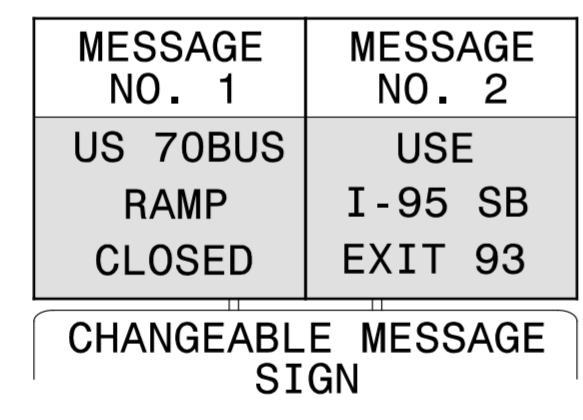
DIVISION OF HIGHWAYS  
 STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 WORK ZONE TRAFFIC CONTROL

DETOUR FOR EXIT 97  
 E MARKET ST  
 (US 70 BUS)  
 TO I-95 SB

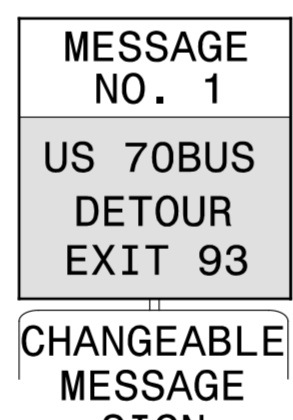
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 ICA Engineering



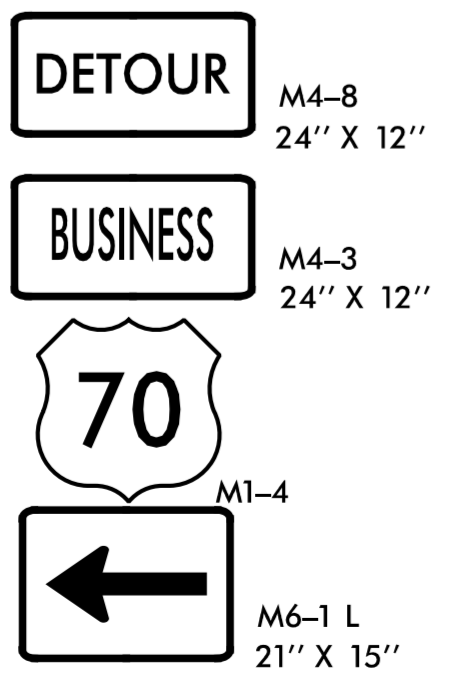
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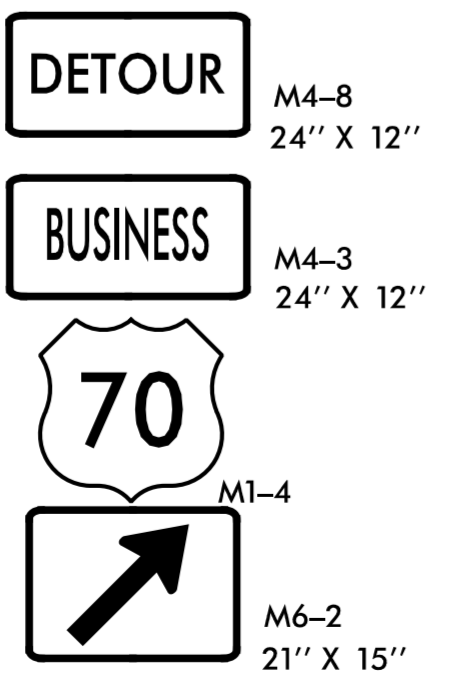
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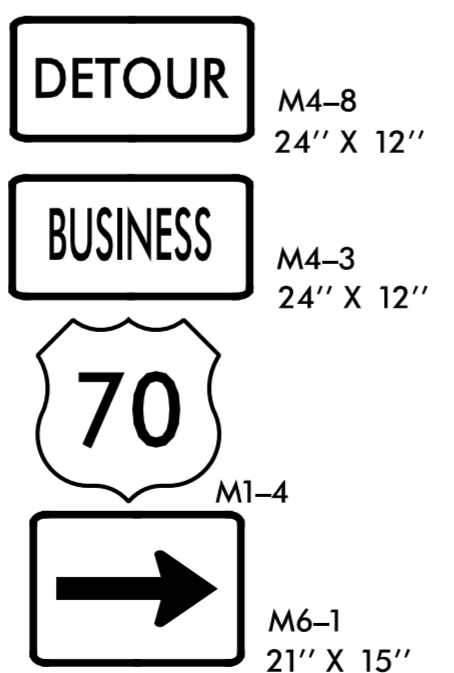
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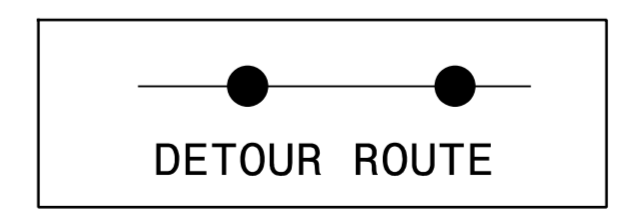
(D)



(E)



(F)



DETOUR ROUTE

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

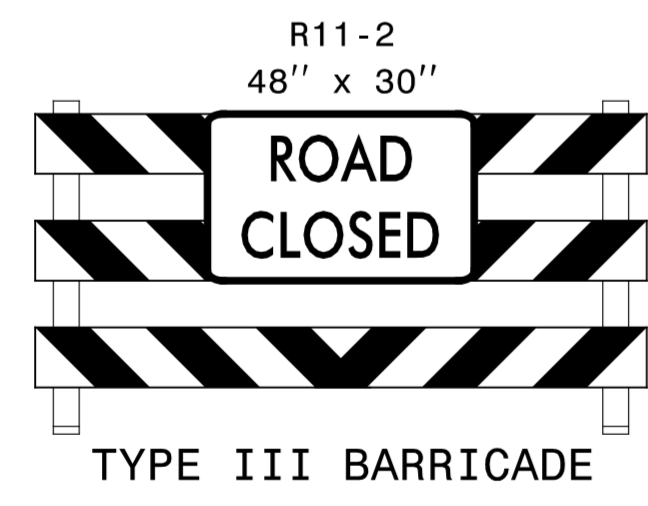
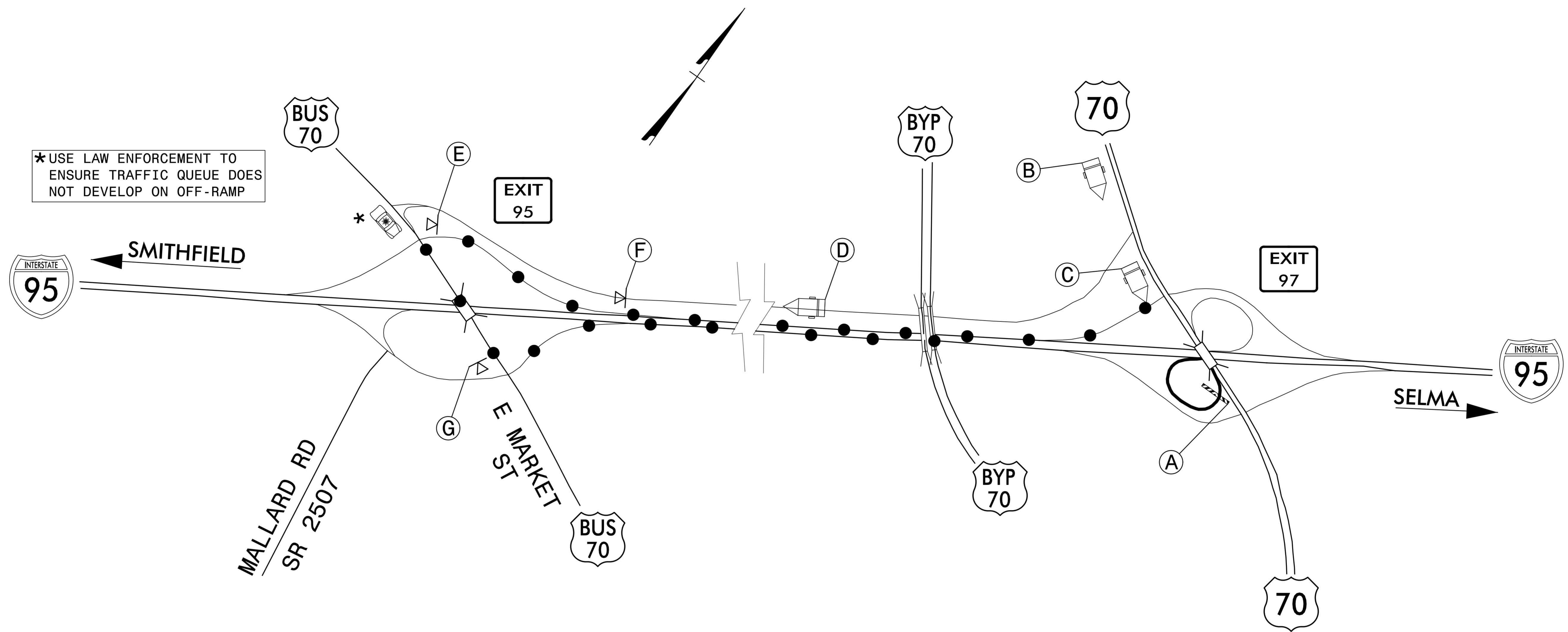
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

APPROVED: *Michael T. Rzepka* DATE: 12/1/2015  
SEAL  
NORTH CAROLINA PROFESSIONAL ENGINEERS  
SEAL 15876  
MICHAEL T. RZEPKA

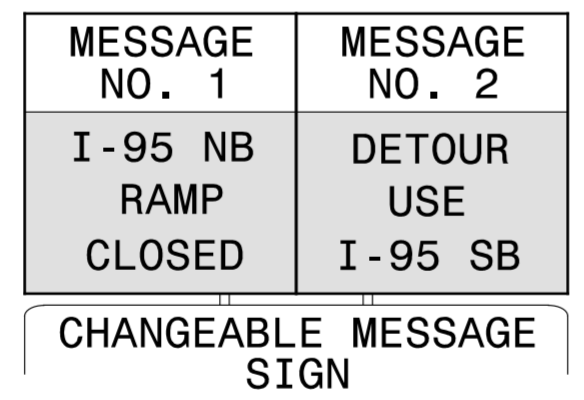
DETOUR FOR EXIT 95  
I-95 SB TO  
E MARKET ST  
(US 70 BUS)

NOTE:  
CLOSE EXIT 95 OFF-RAMP I-95 SB TO E. MARKET ST (US 70 BUS) USING DRUMS SPACED 10' ON CENTER. DETOUR TRAFFIC ALONG I-95 SB TO EXIT 93 BROGDEN RD (SR 1007), THEN ON I-95 NB TO EXIT 95. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON RAMP AND REOPEN TO TRAFFIC.

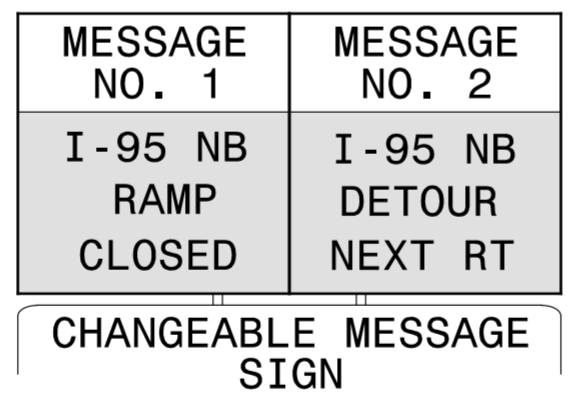
12/1/2015  
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ICA Engineering



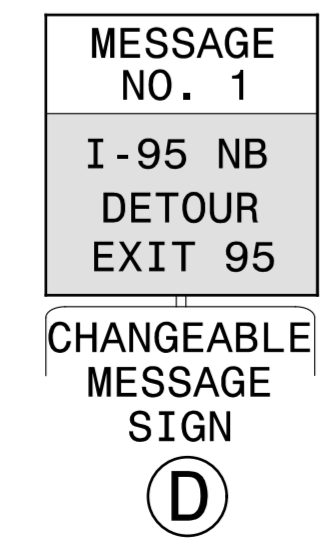
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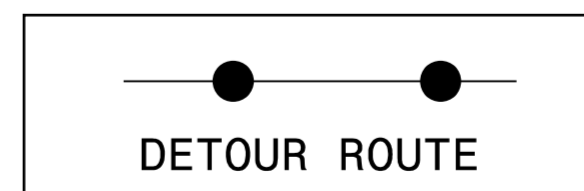
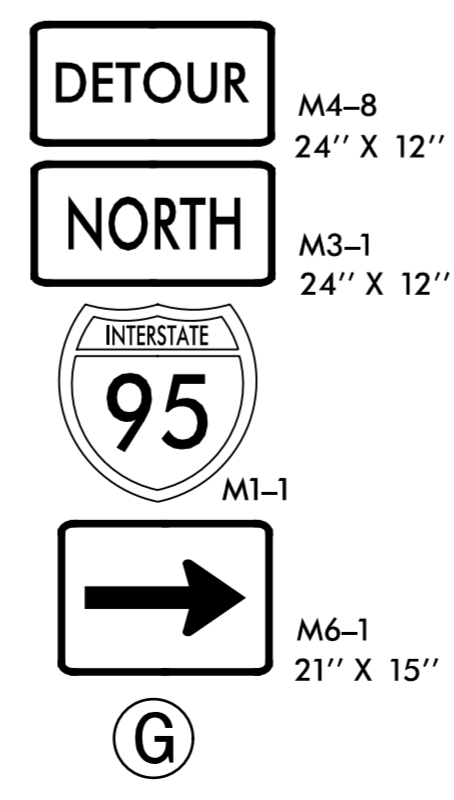
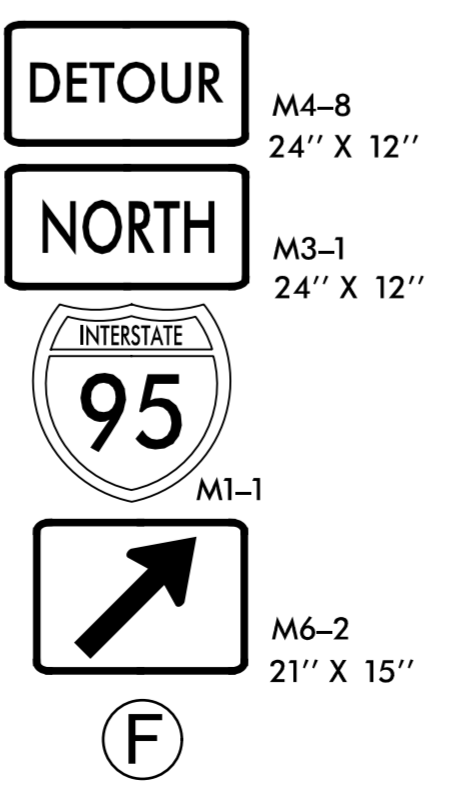
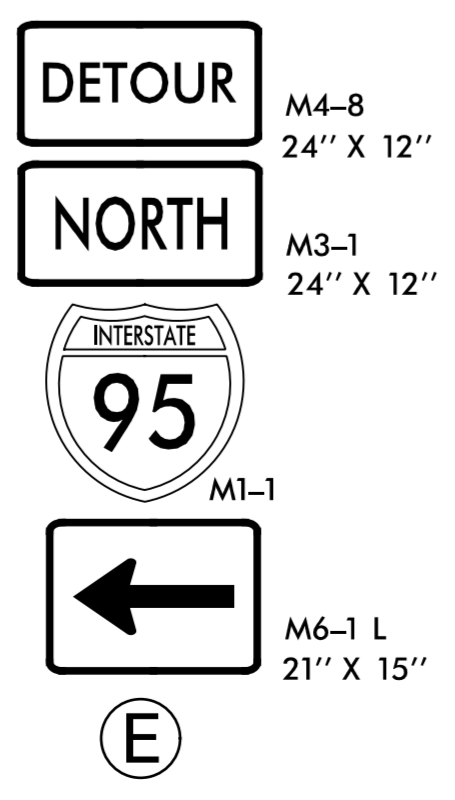
(B)



(C)



(D)



DETOUR ROUTE

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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

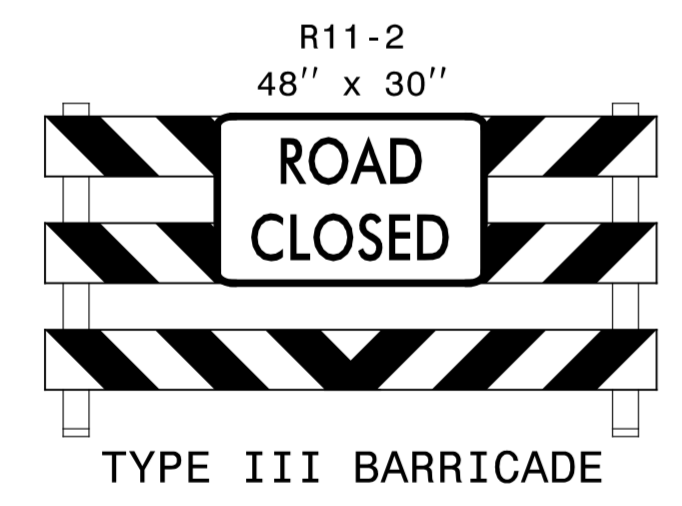
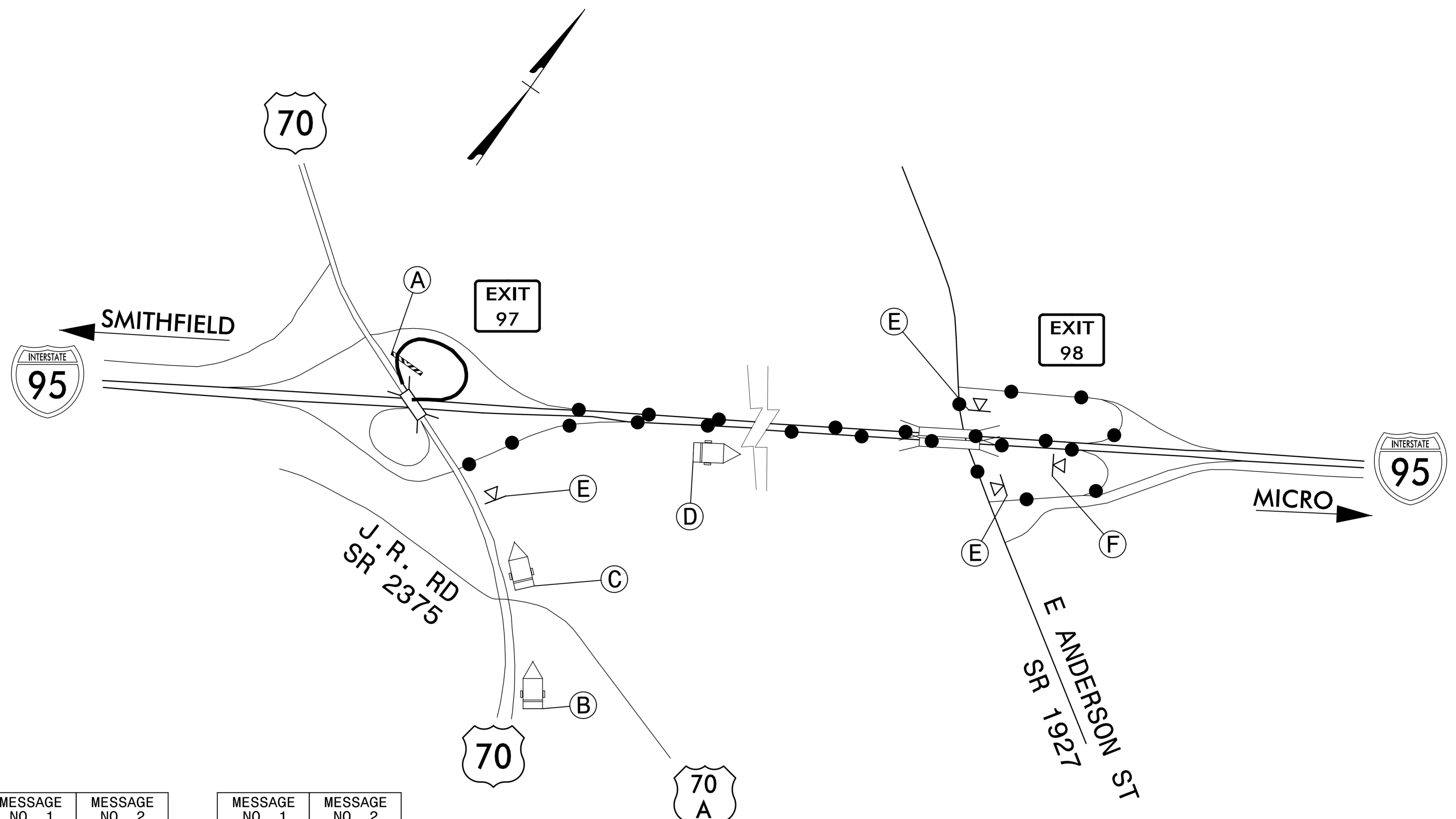
APPROVED: Michael T. Rzepka DATE: 12/1/2015  
 SEAL: NORTH CAROLINA PROFESSIONAL ENGINEERS SEAL 15876 MICHAEL T. RZEPKA

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

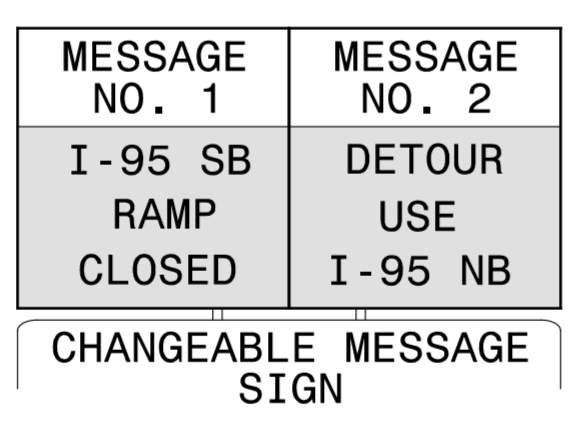
NOTE:  
 CLOSE EXIT 97 FROM US 70 TO I-95 NB USING DRUMS SPACED 10' ON CENTER. DETOUR TRAFFIC ALONG I-95 SB TO EXIT 95 E. MARKET ST (US 70 BUS), THEN BACK ON I-95 NB. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON RAMP AND REOPEN TO TRAFFIC.

DETOUR FOR EXIT 97 US 70 E TO I-95 NB

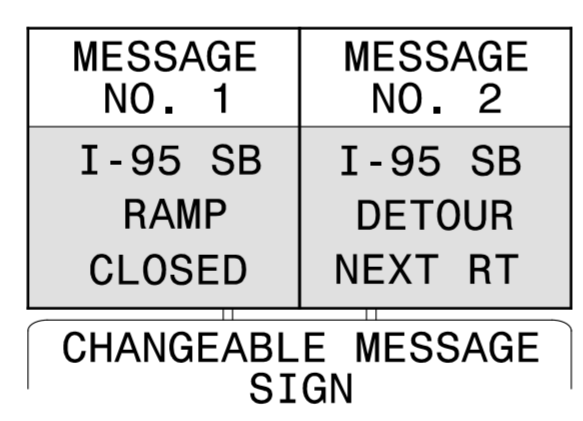
12/1/2015  
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 ICA Engineering



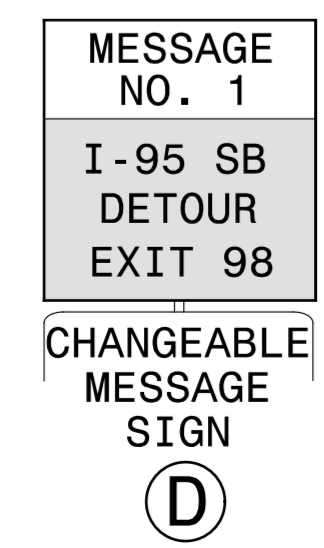
A



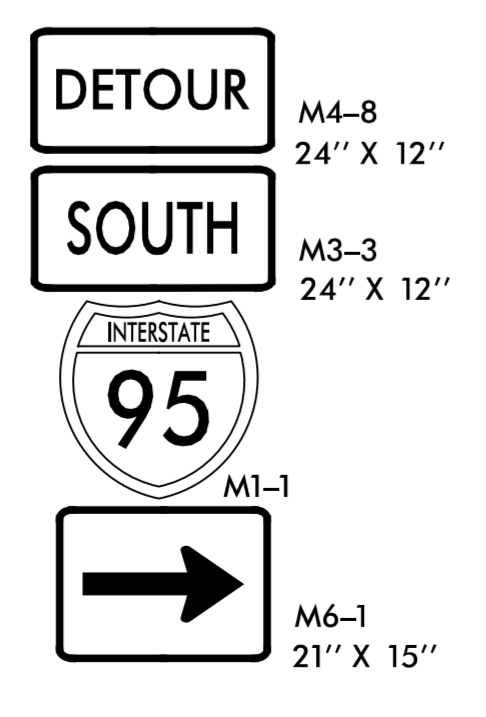
B



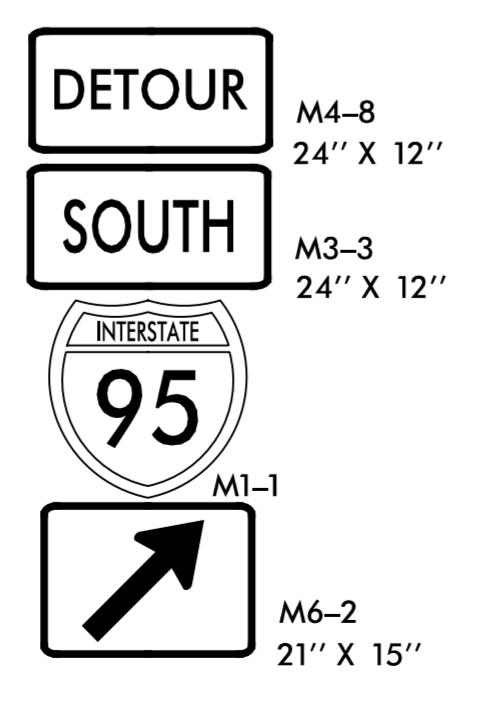
C



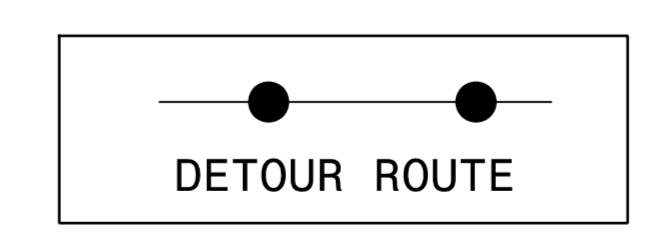
D



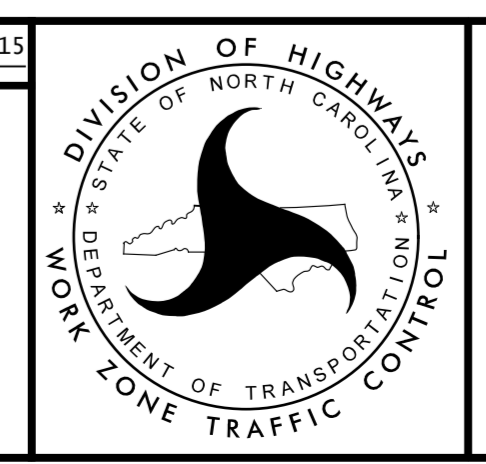
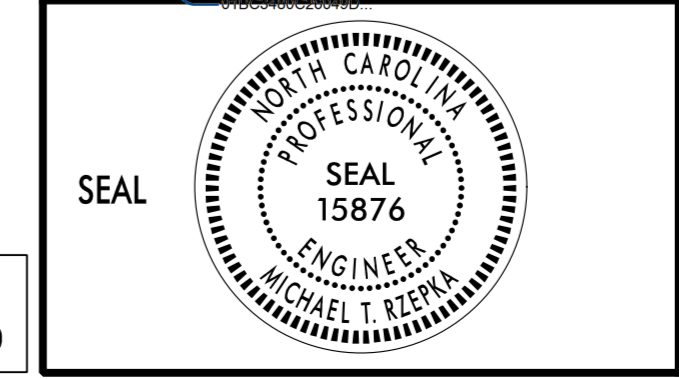
E



F



APPROVED: Michael T. Rzepka DATE: 12/1/2015



NOTE:  
CLOSE EXIT 97 FROM US 70 TO I-95 SB USING DRUMS SPACED 10' ON CENTER. DETOUR TRAFFIC ALONG I-95 NB TO EXIT 98 (E. ANDERSON ST), THEN BACK ON 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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

DETOUR FOR EXIT 97 US 70 W TO I-95 SB

12/1/2015  
R:\15184\_tmp\_det\_psh\_18.dgn  
ICA Engineering