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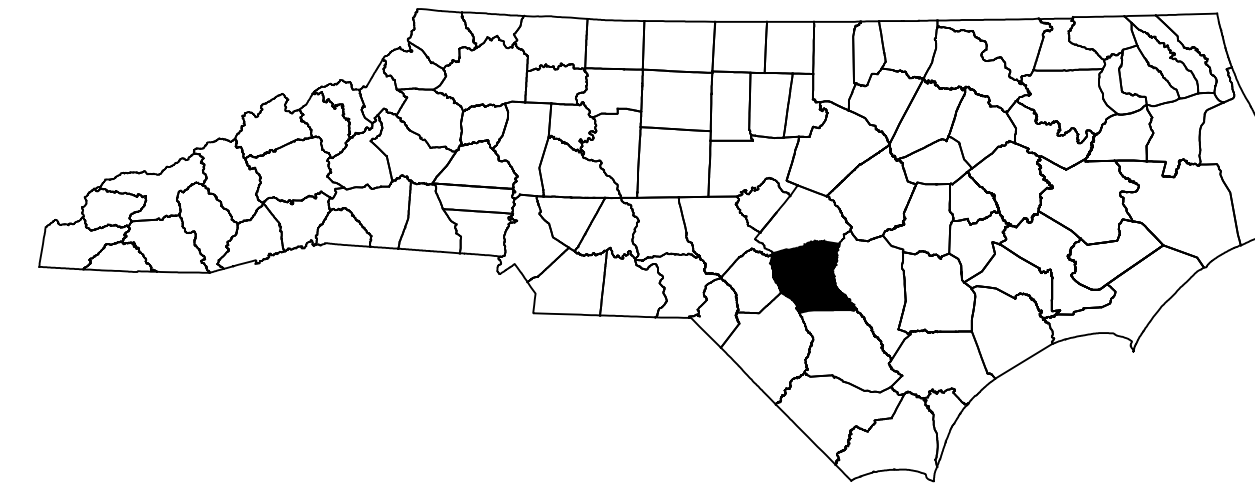
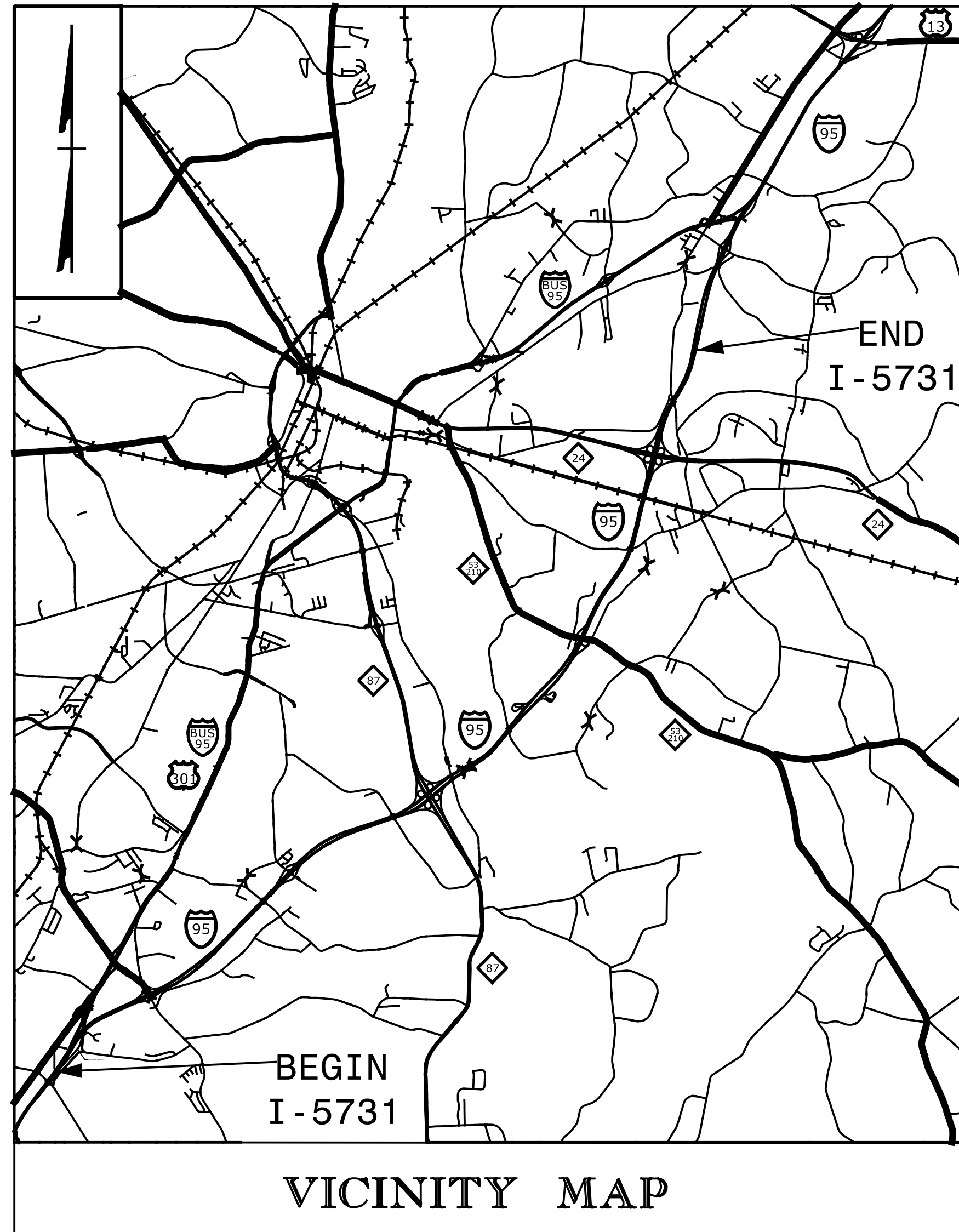
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STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**TRANSPORTATION MANAGEMENT PLAN**

**CUMBERLAND COUNTY**



**LOCATION: I-95 FROM MILE MARKER 40 TO MILE MARKER 53**

**TYPE OF WORK: MILLING, RESURFACING, REPLACING GUARDRAIL ANCHOR UNITS AND BRIDGE REHABILITATION**

**INDEX OF SHEETS**

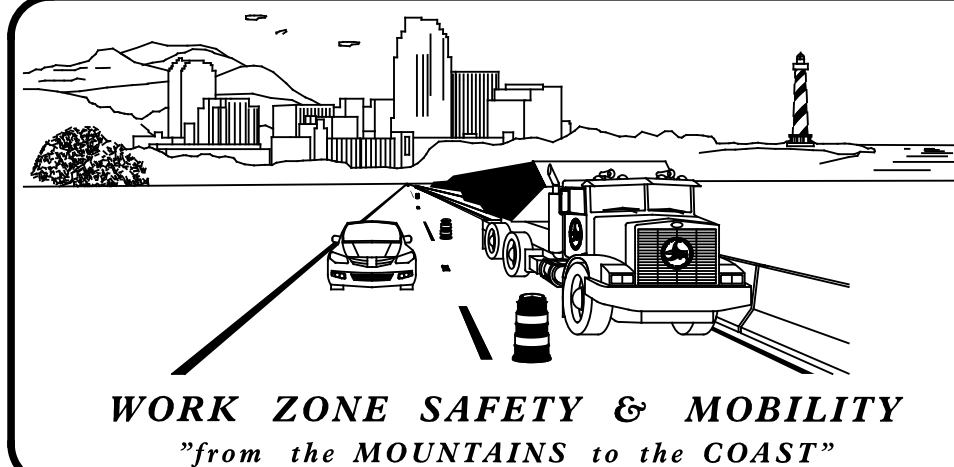
SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP, INDEX OF SHEETS, LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, AND TEMPORARY PAVEMENT MARKINGS
TMP-1A-1B	TRANSPORTATION OPERATIONS PLAN: (WORK ZONE TRAFFIC CONTROL REQUIREMENTS AND NARRATIVE)
TMP-2	WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION
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**ROADWAY STANDARD DRAWINGS**

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

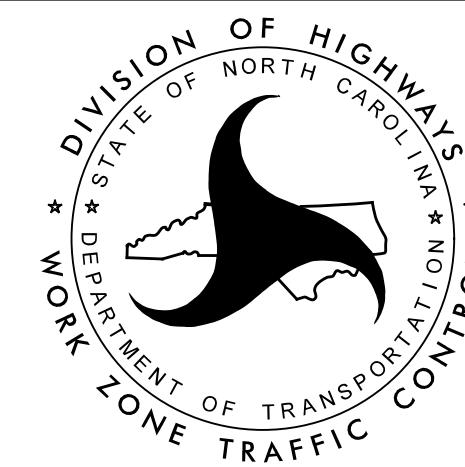
STD. NO.	TITLE
1101.01	WORK ZONE ADVANCE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW BOARDS
1130.01	DRUM
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1145.01	BARRICADES - TYPE III
1165.01	WORK VEHICLE LIGHTING SYSTEMS AND TMA DELINEATION SKINNY - DRUM
1180.01	SKINNY - DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO LANE AND MULTILANE ROADWAYS
1205.03	PAVEMENT MARKINGS - EXITS AND ENTRANCE RAMP
1205.06	PAVEMENT MARKINGS - LANE DROPS
1205.12	PAVEMENT MARKINGS - BRIDGES
1205.13	PAVEMENT MARKINGS - LANE REDUCTIONS
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY

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750 N. GREENFIELD PARKWAY, GARNER, NC 27529 (DELIVERY)  
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J. S. KITE, P.E. TRAFFIC CONTROL PROJECT ENGINEER  
D. A. PARKER TRAFFIC CONTROL PROJECT DESIGN ENGINEER  
TRAFFIC CONTROL DESIGN ENGINEER



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APPROVED: Steve Miller  
DATE: 2/29/2016  
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NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 037026  
STEVEN D. MILLER

SHEET NO.  
TMP-1

**I-5731**

**TIP PROJECT:**

## WORK ZONE TRAFFIC CONTROL GENERAL REQUIREMENTS

### LANE CLOSURE RESTRICTIONS

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

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

TIME RESTRICTIONS (SEE SPECIAL PROVISION, INTERMEDIATE CONTRACT TIME, AND LIQUIDATED DAMAGES)

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

ROAD NAME	DAY AND TIME RESTRICTIONS
I-95 RAMPS & LOOPS	MONDAY THROUGH THURSDAY FROM 6:00 AM TO 7:00 PM AND FRIDAY 6:00 AM TO SUNDAY 9:00 PM

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

ROAD NAME  
  
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 6:00 AM DECEMBER 31ST AND 9:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 9:00 P.M. THE FOLLOWING TUESDAY.
- FOR EASTER, BETWEEN THE HOURS OF 6:00 AM THURSDAY AND 9:00 P.M. MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 AM FRIDAY AND 9:00 P.M. TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 AM THE DAY BEFORE INDEPENDENCE DAY AND 9:00 P.M. THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN BETWEEN THE HOURS OF 6:00 AM THE THURSDAY BEFORE INDEPENDENCE DAY AND 9:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.

- FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 AM FRIDAY AND 9:00 P.M. TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 AM TUESDAY TO 9:00 P.M. MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 AM THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 9:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.
- FOR THE DAYTONA 500, BETWEEN THE HOURS OF 6:00 AM THE DAY OF THE EVENT AND 9:00 P.M. THE DAY AFTER THE EVENT.
- FOR THE MYRTLE BEACH BIKE WEEK, BETWEEN THE HOURS OF 6:00 A.M. THE THURSDAY BEFORE THE WEEKEND OF THE MYRTLE BEACH BIKE WEEK AND 6:00 A.M. THE MONDAY AFTER THE WEEKEND OF THE MYRTLE BEACH BIKE WEEK.

C) DO NOT CLOSE RAMPS/LOOPS AS FOLLOWS:

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

D) DO NOT CONDUCT ANY HAULING OPERATIONS AGAINST THE FLOW OF TRAFFIC OF AN OPEN TRAVELWAY UNLESS THE HAULING OPERATION IS PROTECTED BY BARRIER OR GUARDRAIL OR AS DIRECTED BY THE ENGINEER.

WORK ZONE SIGNING:

(A) INSTALLATION

IF THERE IS A PERIOD OF CONSTRUCTION INACTIVITY LONGER THAN 14 CALENDAR DAYS, REMOVE OR COVER ADVANCE/GENERAL WARNING WORK ZONE SIGNS. UNCOVER ADVANCE/GENERAL WARNING WORK ZONE SIGNS NO MORE THAN 7 CALENDAR DAYS BEFORE WORK RESUMES. ALL OTHER OPERATIONS MAY BE SUSPENDED UPON FAILURE TO COMPLY WITH THE ABOVE REQUIREMENTS. SUCH SUSPENDED OPERATIONS WOULD NOT BE RESUMED UNTIL THE ABOVE REQUIREMENTS ARE FULFILLED.

(B) SIGN REMOVAL

ALL STATIONARY WORK ZONE SIGNS SHALL BE REMOVED ONCE THE PROJECT IS SUBSTANTIALLY COMPLETE. THE PROJECT IS SUBSTANTIALLY COMPLETE WHEN THE RESURFACING OPERATIONS ARE COMPLETED AND THE SHOULDERS ARE BROUGHT UP TO THE SAME ELEVATION AS THE PROPOSED PAVEMENT AND WHEN PAVEMENT MARKINGS ARE INSTALLED. THE PAVEMENT MARKING DOESN'T HAVE TO BE THE FINAL MARKING MATERIAL TO BE CONSIDERED SUBSTANTIALLY COMPLETE. ANY REMAINING PUNCH LIST ITEMS ARE TO BE COMPLETED WITH PORTABLE WORK ZONE SIGNING.

(C) LANE CLOSURE WORK ZONE SIGNS

INSTALL ANY REQUIRED LANE CLOSURE SIGNING NEEDED DURING THE LIFE OF THE PROJECT IN ACCORDANCE WITH THE STANDARD DRAWING NO. 1101.02, 1101.11, AND 1110.02 OF THE 2012 ROADWAY STANDARD DRAWINGS.

(D) RAMP/LOOP CLOSURE SIGNS

NOTIFY THE ENGINEER FOURTEEN (14) CALENDAR DAYS PRIOR TO RAMP/LOOP CLOSURE. PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE RAMP/LOOP ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRAFFIC CONTROL PLANS AND PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRAFFIC CONTROL PLANS. COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE RAMP/LOOP AND ALL SIGNS REQUIRED FOR THE OFF-SITE DETOUR WHEN THE DETOUR IS NOT IN OPERATION. ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

PAVEMENT MARKING AND MARKERS:

DESCRIPTION

TEMPORARY PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD DRAWINGS 1205.01 THROUGH 1205.13 OF THE 2012 ROADWAY STANDARD DRAWINGS AND SECTION 1205 OF THE 2012 STANDARD SPECIFICATIONS.

(A) MARKERS

REMOVE EXISTING SNOWPLOWABLE PAVEMENT MARKERS IN PREPARATION FOR PAVING. REPAIR ANY PAVEMENT DAMAGE DUE TO EXISTING PAVEMENT MARKER REMOVAL PRIOR TO THE END OF THE WORK DAY. DISPOSE OF EXISTING PAVEMENT MARKERS AS DIRECTED BY THE ENGINEER. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK AS IT WILL BE INCIDENTAL TO THE PAVING OPERATION.

INSTALL PERMANENT PAVEMENT MARKERS WITHIN 60 CALENDAR DAYS AFTER COMPLETING THE RESURFACING. PAVEMENT MARKERS SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD DRAWING 1205.12 AND STANDARD DRAWINGS 1250.01 THROUGH 1253.01 OF THE 2012 ROADWAY STANDARD DRAWINGS AND SECTIONS 1250 THROUGH 1253 OF THE 2012 STANDARD SPECIFICATIONS.

(B) MARKING AND MARKERS

FOR TEMPORARY PAVEMENT MARKING USE RSD 1205.01, 1205.02, 1205.03, 1205.06, 1205.08, 1205.12, 1205.13.

FOR TEMPORARY RAISED PAVEMENT MARKERS USE RSD 1250.01 AND 1251.01.

TEMPORARY TRAFFIC CONTROL (TTC):

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

INSTALL WORK ZONE ADVANCE WARNING SIGNS IN ACCORDANCE WITH THE DETAIL DRAWING PROVIDED IN THESE PLANS PRIOR TO BEGINNING ANY OTHER WORK.

WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO AND WITHIN 10 FEET OF OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING STANDARD DRAWING NO. 1101.02 OF THE 2012 ROADWAY STANDARD DRAWINGS. WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRAFFIC CONTROL PLANS, 2012 ROADWAY STANDARD DRAWINGS OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.

WHEN UTILIZING A SLOW-MOVING OPERATION FOR SUCH ITEMS AS PAVEMENT MARKING AND MARKER PLACEMENT, AS A MINIMUM THE SLOW MOVING OPERATION CARAVAN SHALL CONSIST OF THE VEHICLES AND DEVICES SHOWN ON THE MOVING OPERATION CARAVAN DETAILS ACCORDING TO ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 13 OF THE 2012 ROADWAY STANDARD DRAWINGS. TRAFFIC CONES MAY BE USED WHEN NECESSARY TO PROVIDE ADDITIONAL PROTECTION OF WET PAVEMENT MARKINGS. BALLAST ALL TRAFFIC CONES SO THEY WILL NOT BE BLOWN OVER BY TRAFFIC.

CONSTRUCTION OPERATIONS:

- CONTRACTOR SHALL MILL AND PAVE LANES IN AN ORDER SUCH THAT WATER SHALL NOT ACCUMULATE.
- CONTRACTOR SHALL MILL AND PAVE BACK 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).
- REMOVE/REPLACE ANY CONFLICTING OR DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.
- 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.
- DO NOT INSTALL MORE THAN 2 MILES OF LANE CLOSURE ON I-95, MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE, AND DO NOT INSTALL ANY MORE THAN ONE PER DIRECTION.

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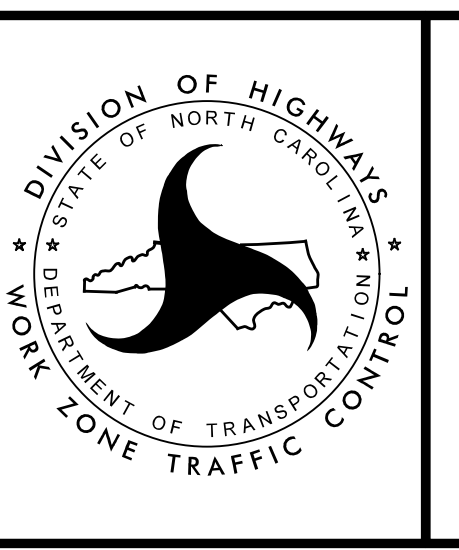
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**TRANSPORTATION OPERATIONS PLAN**

## WORK ZONE TRAFFIC CONTROL NARRATIVE

**MILLING AND RESURFACING:**

**RESURFACING AND FULL WIDTH MILLING:**

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

DURING NIGHTLY WORK ACTIVITIES INSTALL SEQUENTIAL FLASHING WARNING LIGHTS ON DRUMS USED FOR MERGING TAPERS (SEE SPECIAL PROVISIONS).

DURING NIGHTLY WORK ACTIVITIES, SUPPLEMENT PORTABLE CONSTRUCTION LIGHTING WITH WORK ZONE PRESENCE LIGHTING (SEE SPECIAL PROVISIONS).

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

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

OPERATE EQUIPMENT AND CONDUCT OPERATIONS IN THE SAME DIRECTION AS THE FLOW OF TRAFFIC. MAINTAIN VEHICULAR ACCESS IN ACCORDANCE WITH ARTICLE 1101-05 OF THE 2012 STANDARD SPECIFICATIONS.

**REPAIR OF BRIDGES:**

**EPOXY OVERLAY:**

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

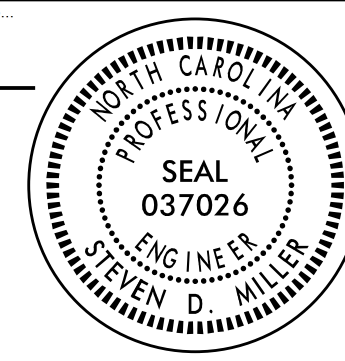
CLOSE ONE RAMP DIRECTION OF I-95 AND DETOUR TRAFFIC AS SHOWN ON TMP-4 THRU TMP-19. COMPLETE EACH NIGHT'S OPERATION AND PLACE TEMPORARY PAVEMENT MARKINGS BEFORE RE-OPENING THE ROADWAY.

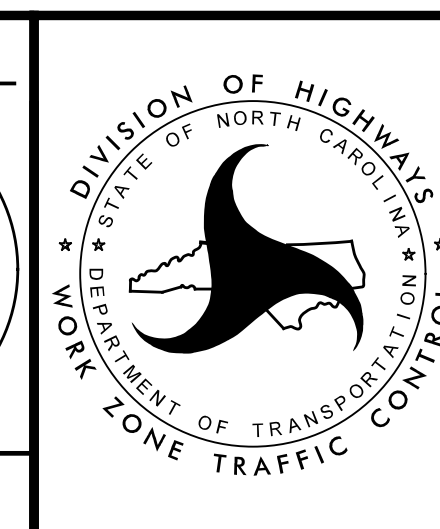
BEFORE REOPENING ROADWAY TO TRAFFIC, MILL EXISTING PAVEMENT ON THE LEADING AND TRAILING ENDS OF REPAIRED DECK SURFACE.

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

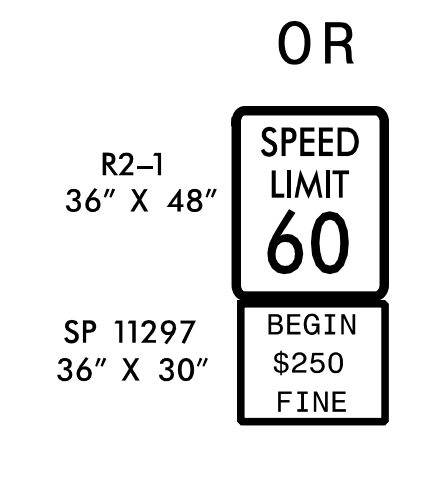
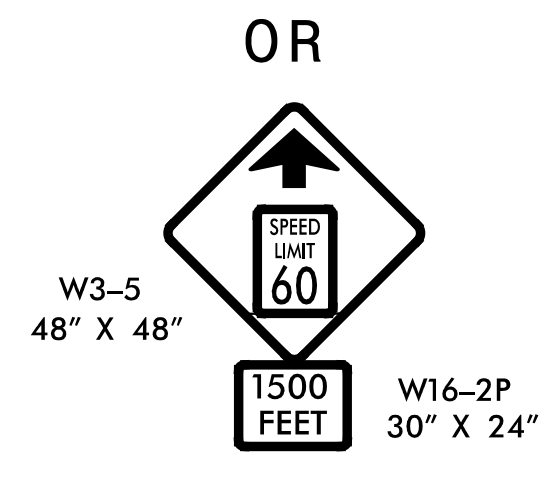
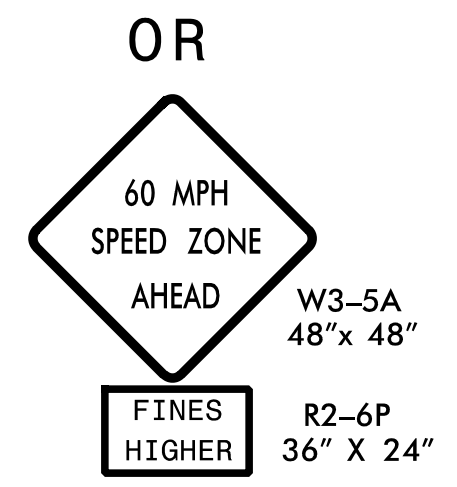
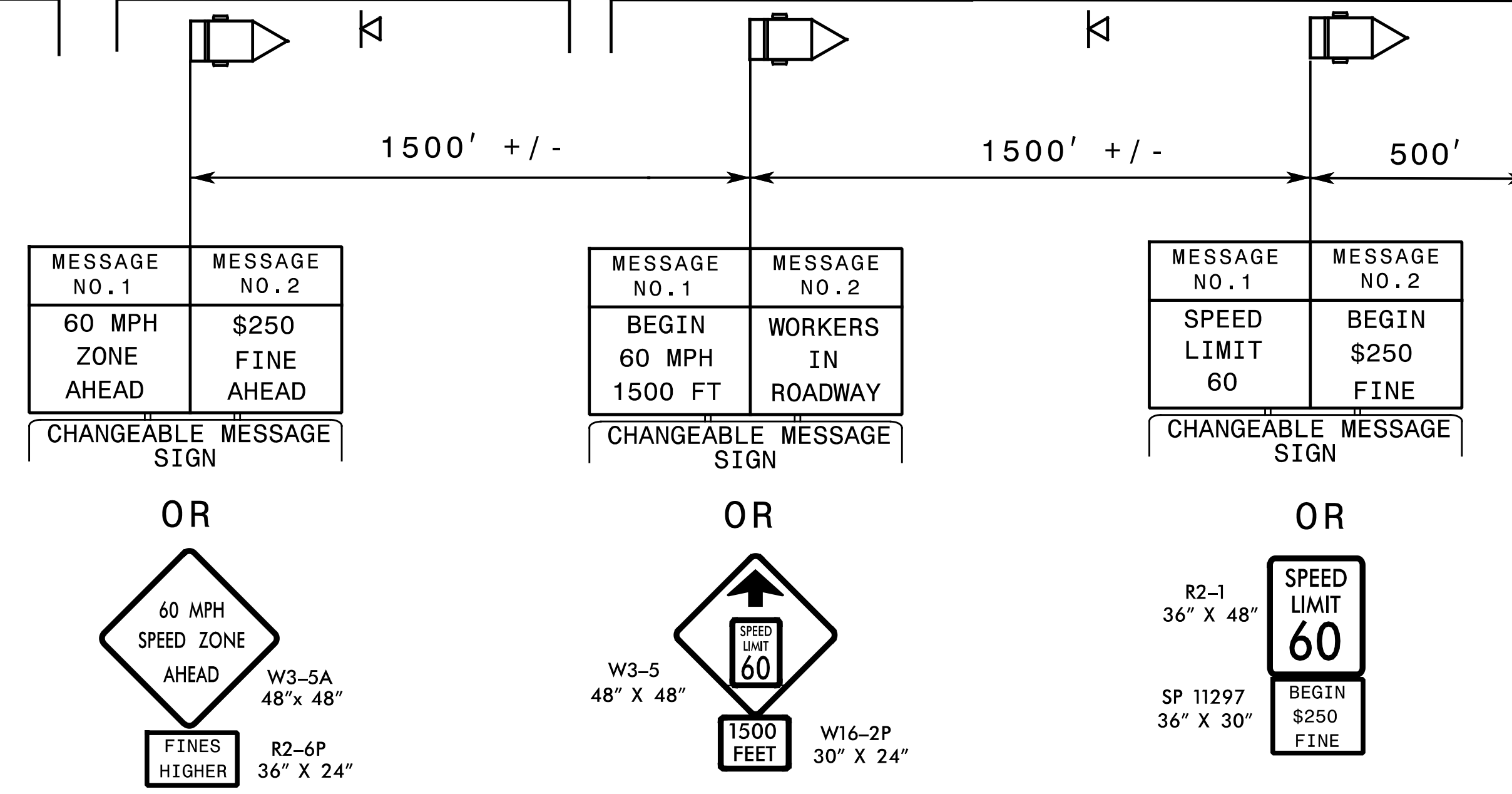
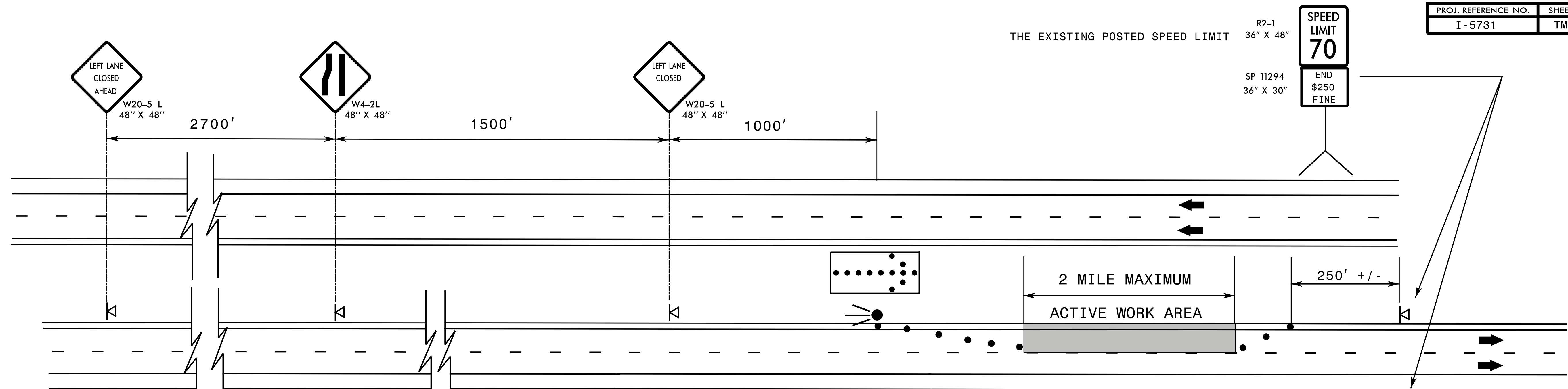
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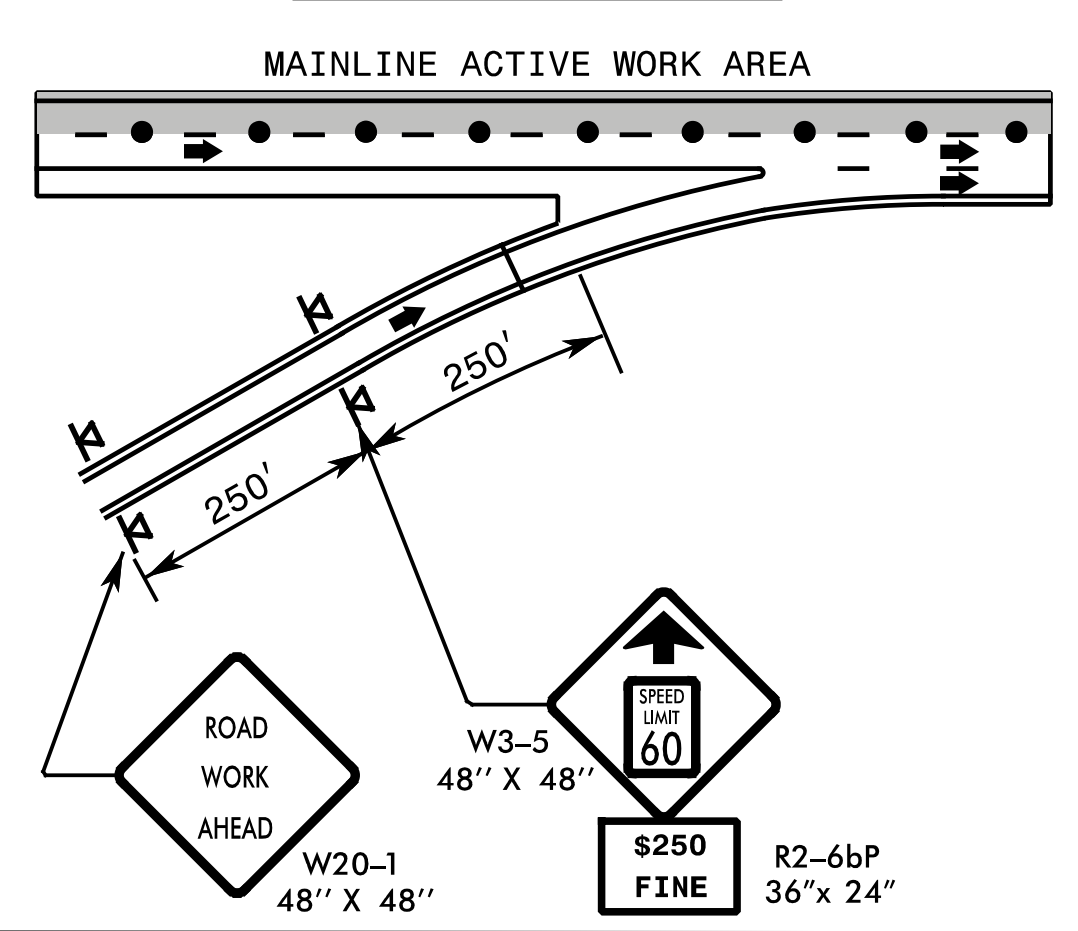
**TRANSPORTATION  
OPERATIONS  
PLAN**



### GUIDELINES

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

### ENTRANCE RAMPS



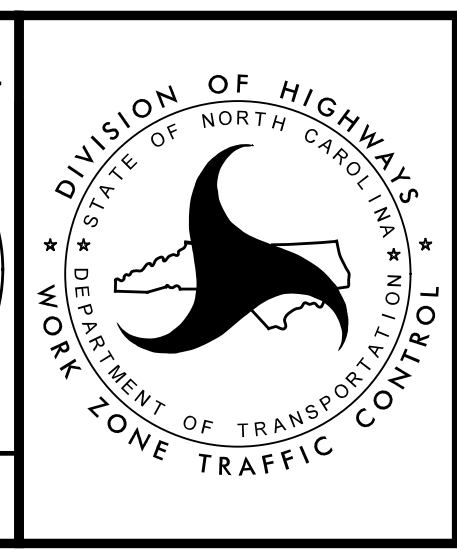
### NOTES

1. THE WORK ZONE "VARIABLE" SPEED LIMIT WILL BE ESTABLISHED IN COLLABORATION BETWEEN THE REGIONAL TRAFFIC ENGINEER, THE DIVISION, AND THE WORK ZONE TRAFFIC CONTROL SECTION. THIS DRAWING SHOWS THE TYPICAL APPLICATION OF REDUCING THE SPEED LIMIT TO 55 MPH.
2. TYPICALLY THE WORK ZONE "VARIABLE" SPEED LIMIT APPLIES TO A SPECIFIC PORTION AND NOT THE ENTIRE PROJECT. THE WORK AREA AFFECTED BY THE SPEED REDUCTION SHOULD NOT EXCEED 2 MILES UNLESS THE MAXIMUM LENGTH OF LANE CLOSURE ALLOWED BY THE PLANS EXCEEDS THE 2 MILE MAXIMUM.
3. THE WORK ZONE "VARIABLE" SPEED LIMIT AND THE \$250 SPEEDING FINE IS TO BEGIN 500' IN ADVANCE OF THE FLASHING ARROW PANEL AT THE MERGE TAPER. THE EXISTING SPEED LIMIT SIGNS AND THE "END \$250 FINE" SIGNS ARE TO BE INSTALLED AT THE LOCATION WHERE THE EXISTING SPEED LIMIT IS TO RESUME.
4. THE NEED AND LOCATION OF ADDITIONAL POSTED WORK ZONE "VARIABLE" SPEED LIMIT SIGNS WITHIN THE LANE CLOSURE IS TO BE DETERMINED BY THE REGIONAL TRAFFIC ENGINEER.

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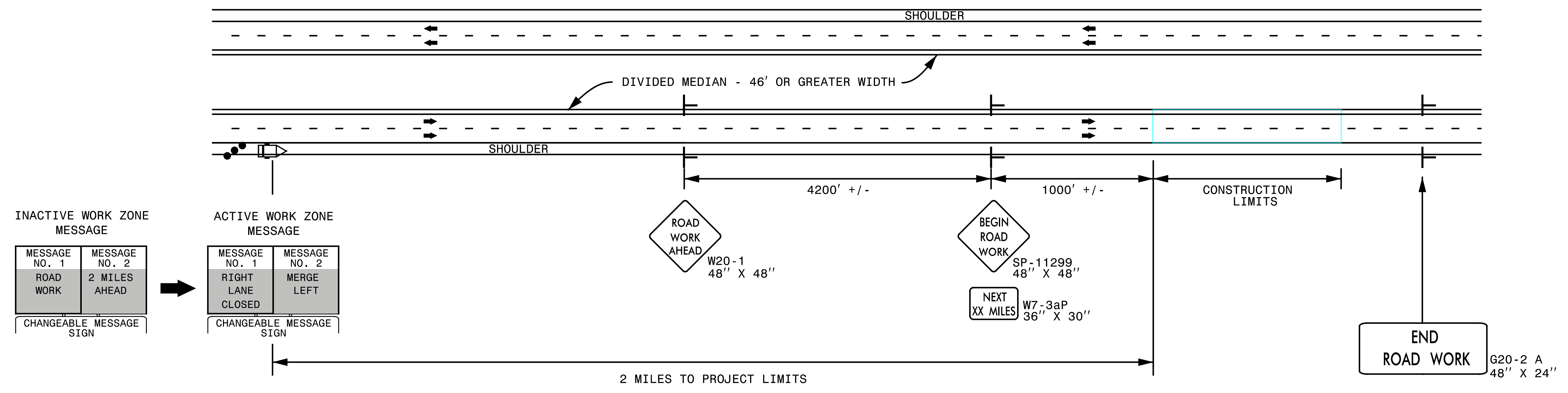
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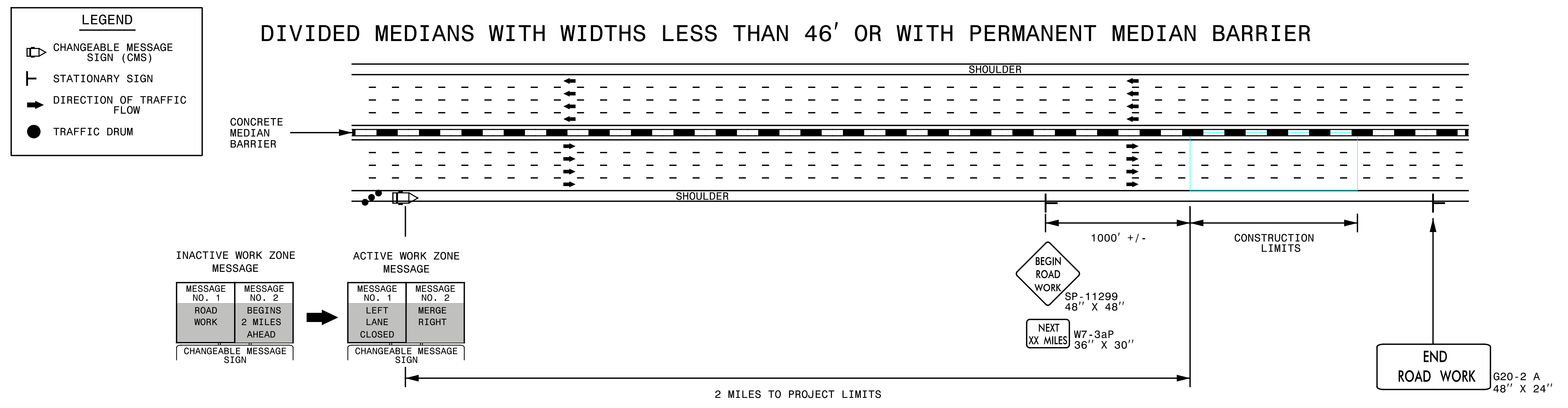


**WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION**

## DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



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



**NOTES:**

- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) FOR MEDIAN WIDTHS LESS THAN 46' (MEASURED EDGELINE TO EDGELINE) USE THE BOTTOM DRAWING.
- 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 5) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
- 6) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER AND WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

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DATE: 2/29/2016

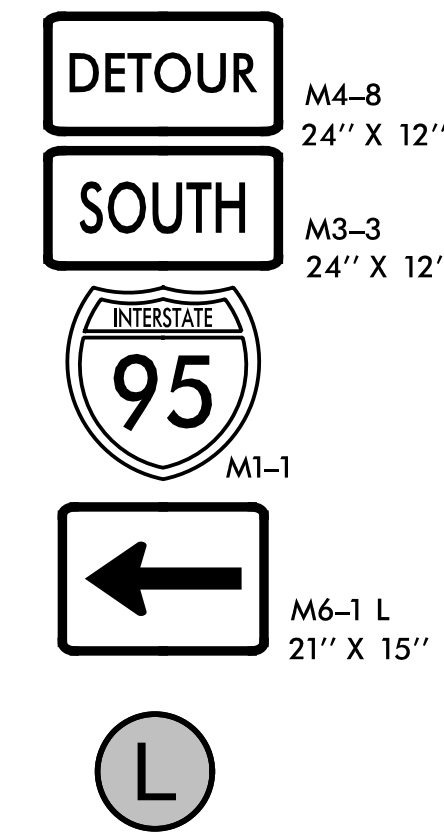
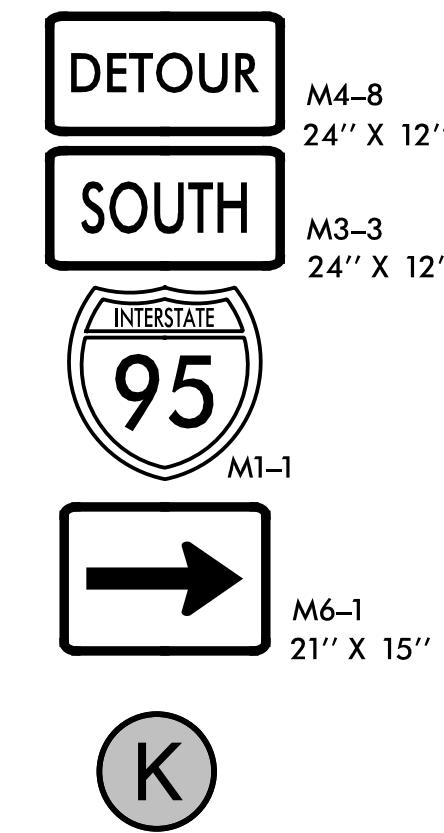
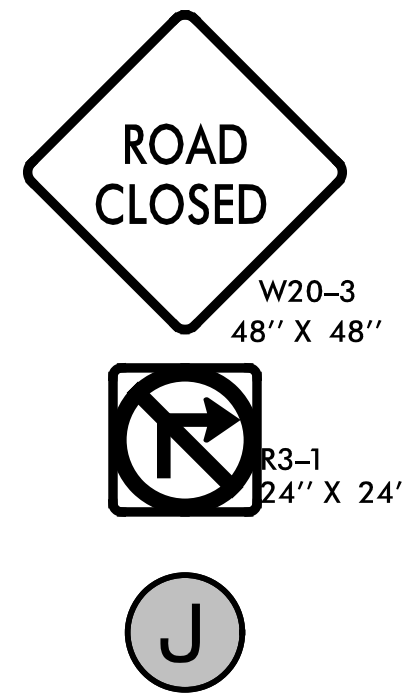
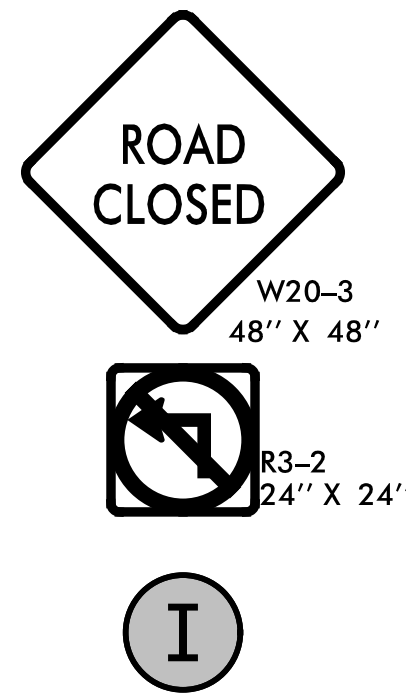
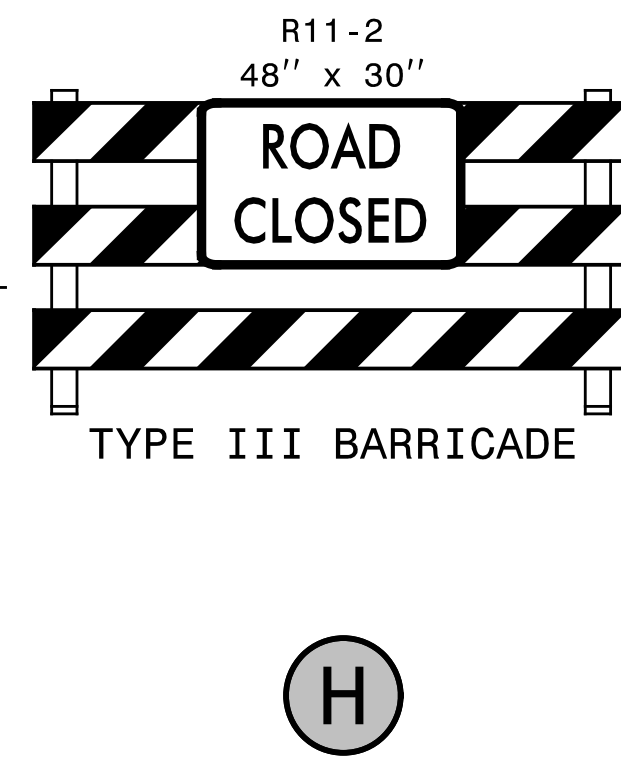
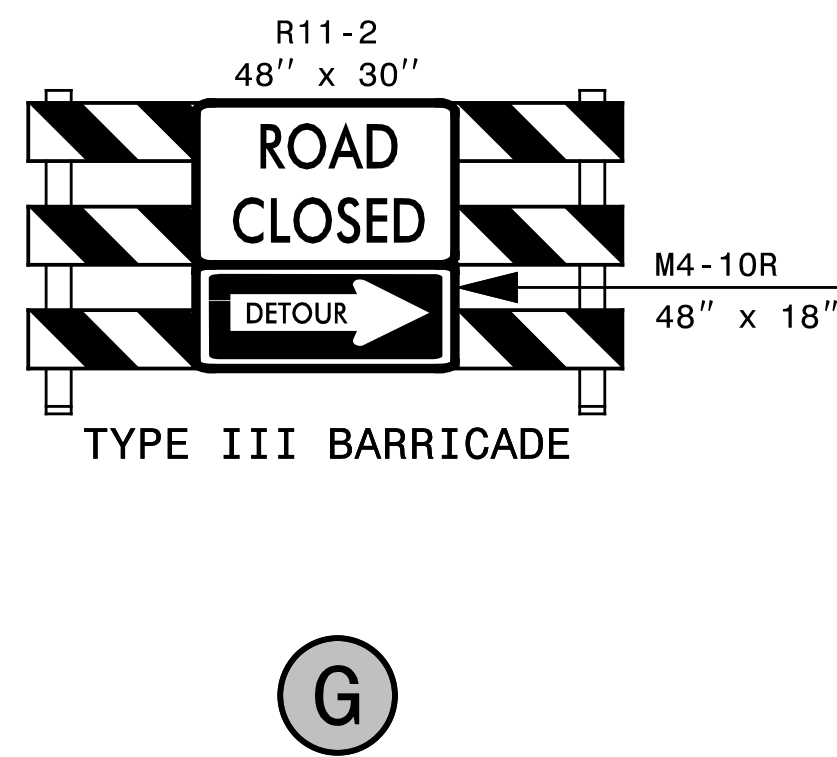
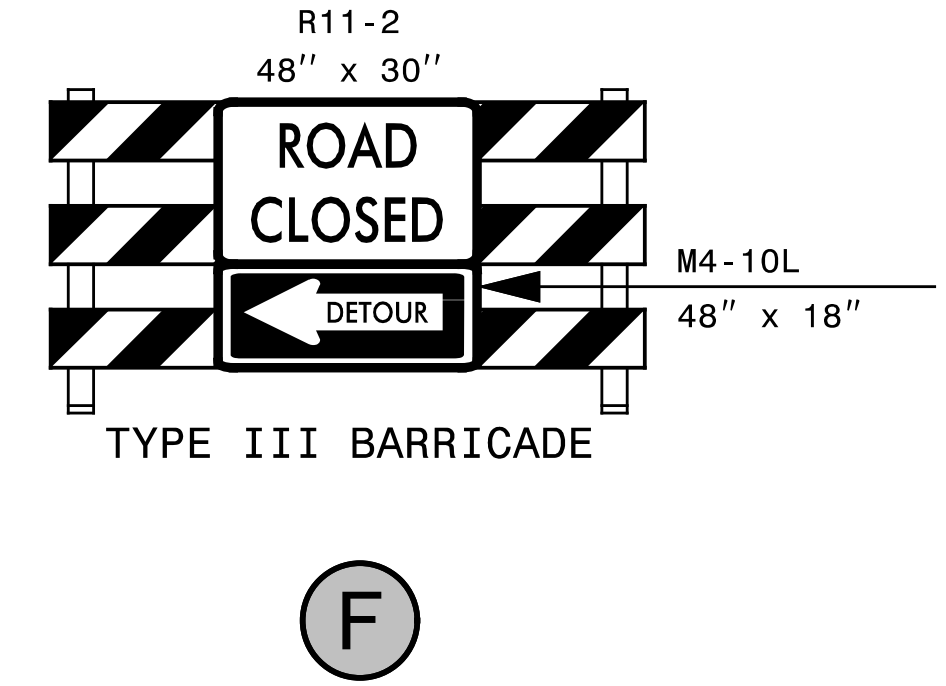
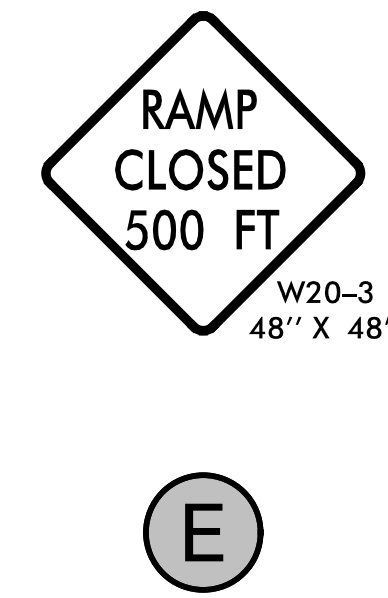
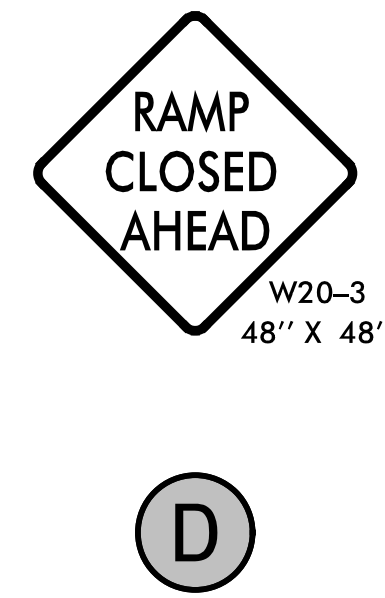
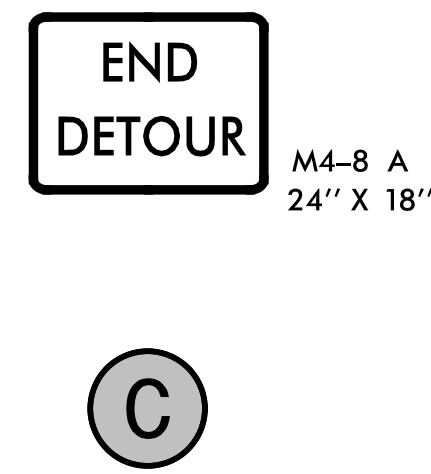
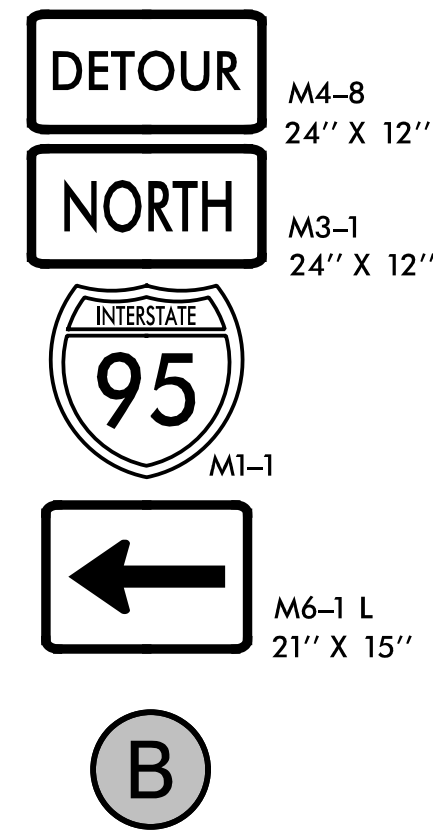
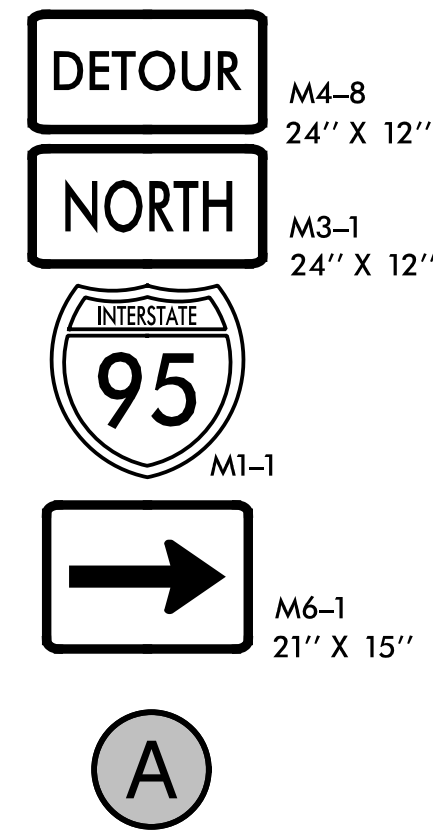
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WORK ZONE TRAFFIC CONTROL

RESURFACING ADVANCE  
WARNING SIGNS FOR  
HIGH SPEED FACILITIES  
≥ 60 MPH

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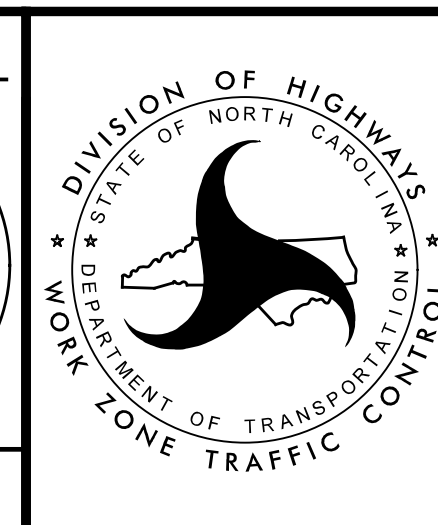
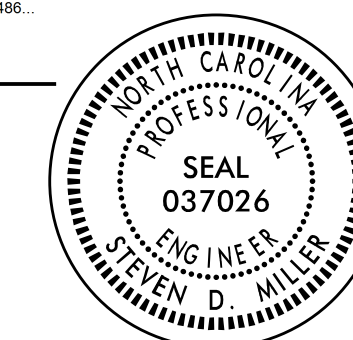
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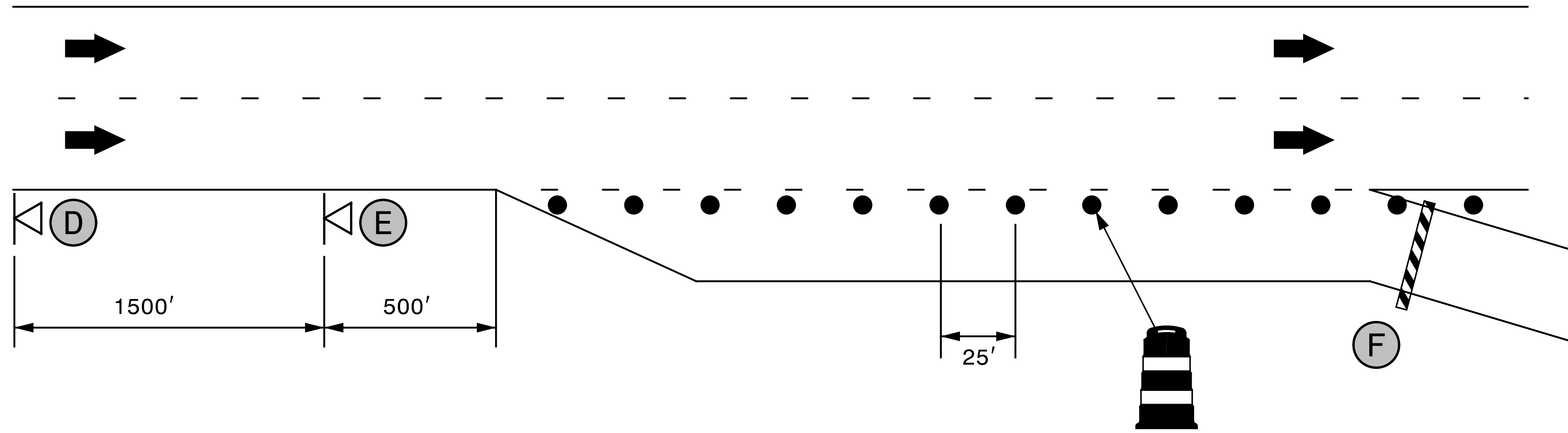
APPROVED: *Steve Miller*  
DATE: 2/29/2016

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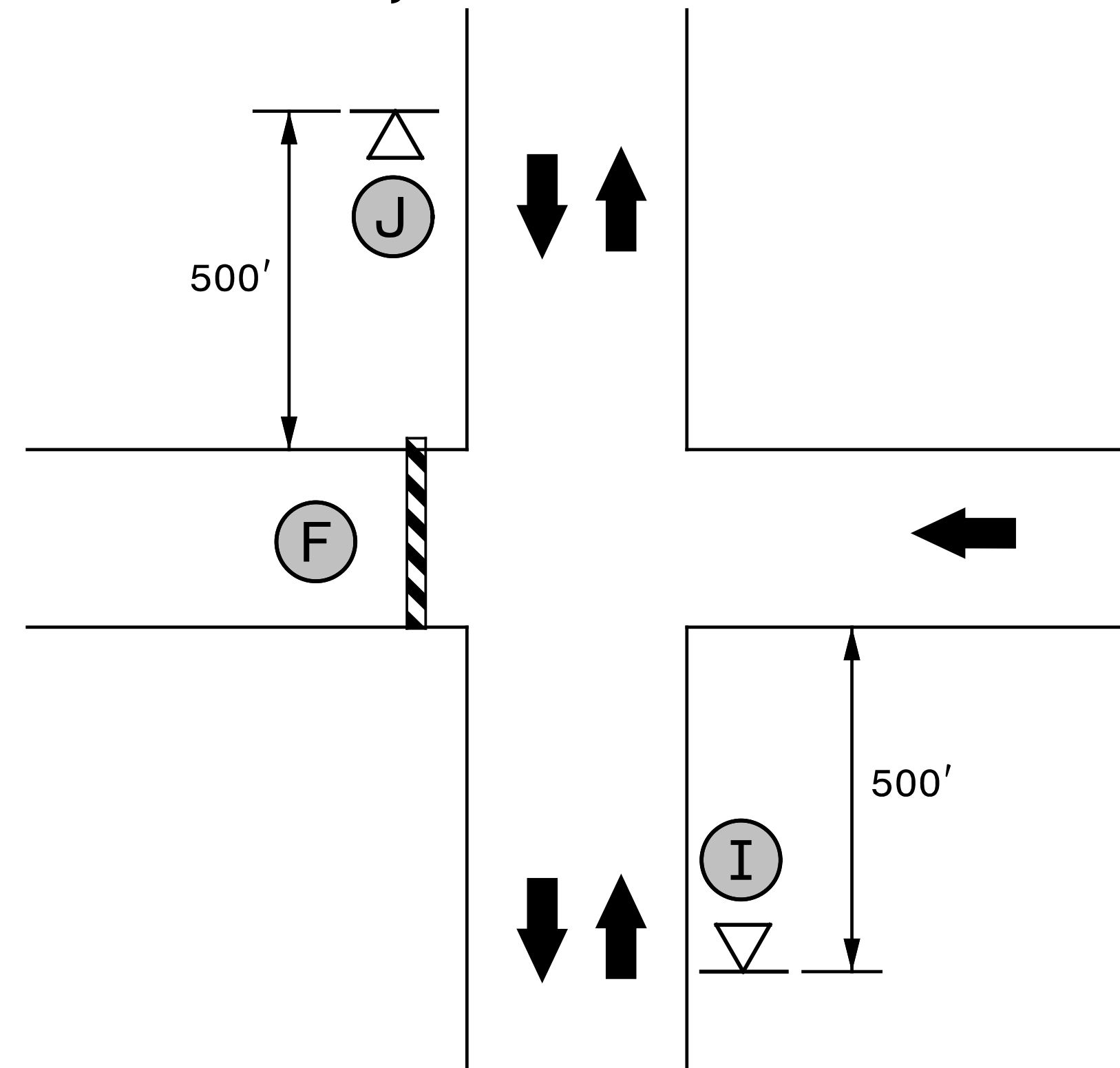


SIGN LEGEND

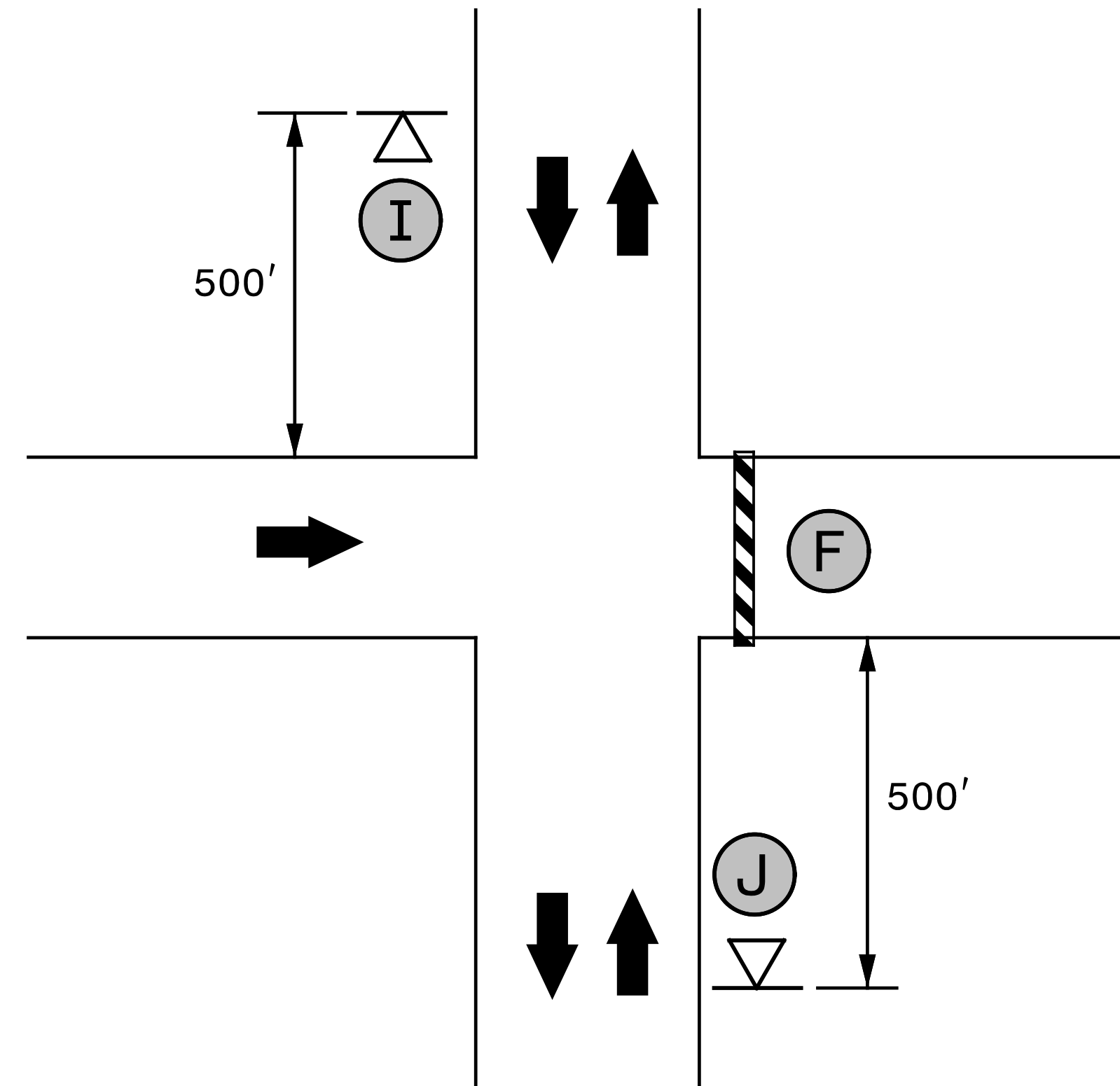
# RAMP A, RAMP C CLOSURE



## RAMP B, LOOP C CLOSURE



## RAMP D CLOSURE



NOTE: SEE TMP-2B FOR SIGN LEGEND

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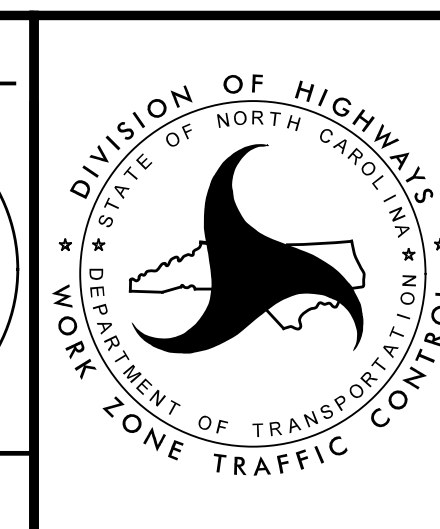
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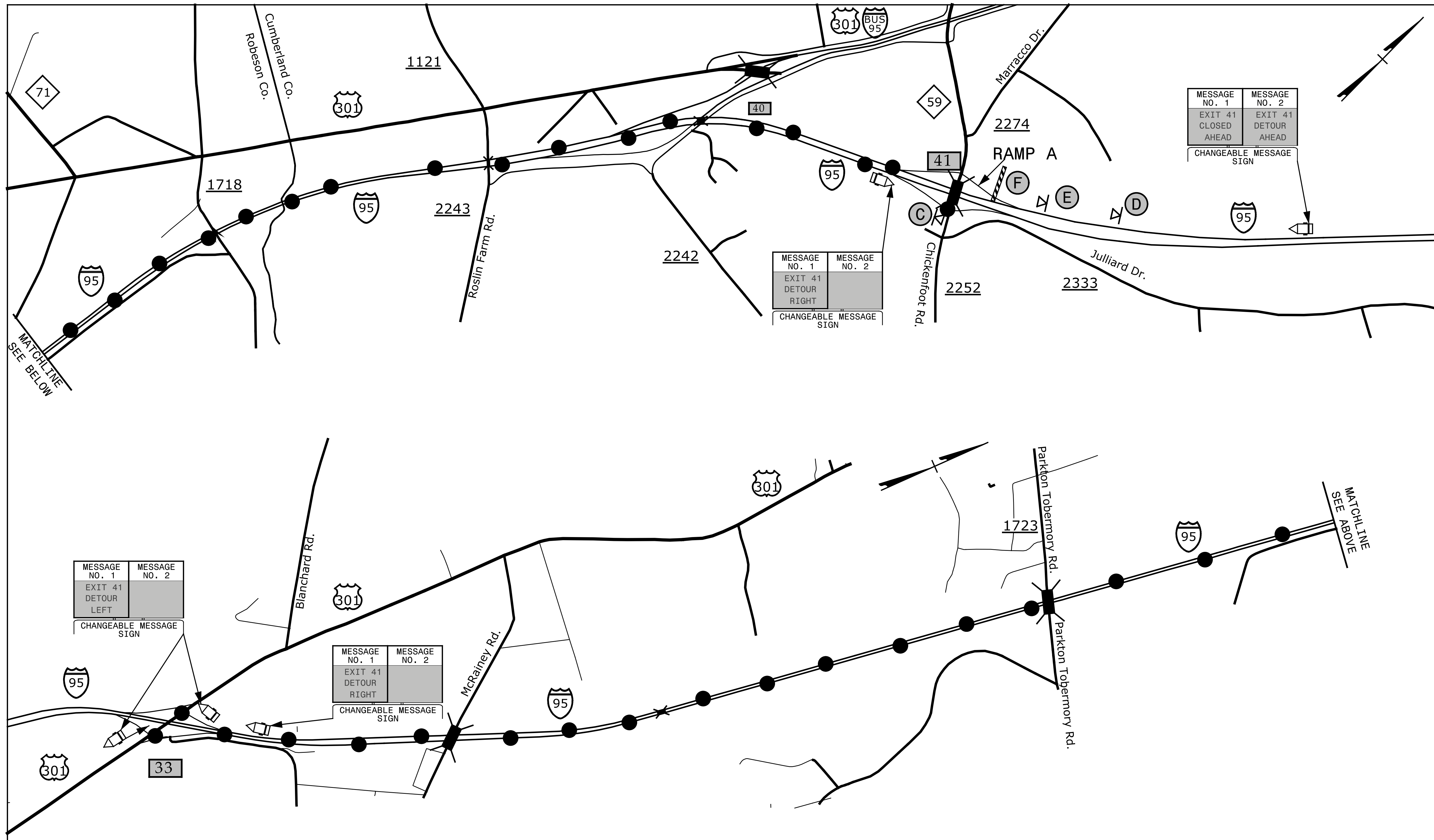


**RAMP  
 CLOSURE  
 TYPICAL**



# EXIT 41 RAMP A - I-95

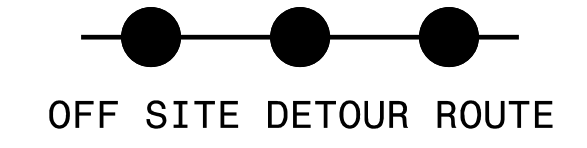
PROJ. REFERENCE NO.	SHEET NO.
I-5731	TMP-4



MESSAGE NO. 1	MESSAGE NO. 2
EXIT 41 DETOUR LEFT	
CHANGEABLE MESSAGE SIGN	

MESSAGE NO. 1	MESSAGE NO. 2
EXIT 41 DETOUR RIGHT	
CHANGEABLE MESSAGE SIGN	

MESSAGE NO. 1	MESSAGE NO. 2
EXIT 41 CLOSED AHEAD	EXIT 41 DETOUR AHEAD
CHANGEABLE MESSAGE SIGN	



NOTE: 1. SEE TMP-2B FOR SIGN LEGEND  
2. SEE TMP-3 FOR RAMP CLOSURE

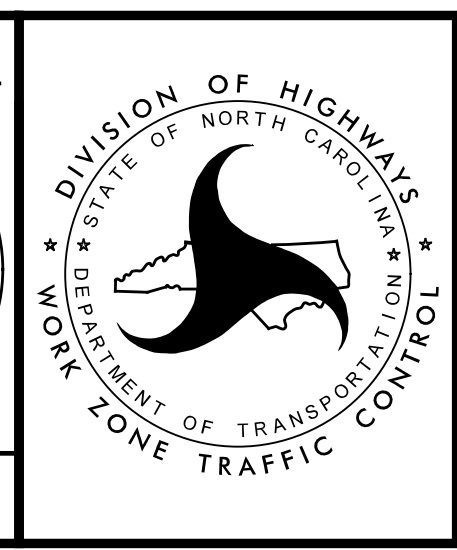
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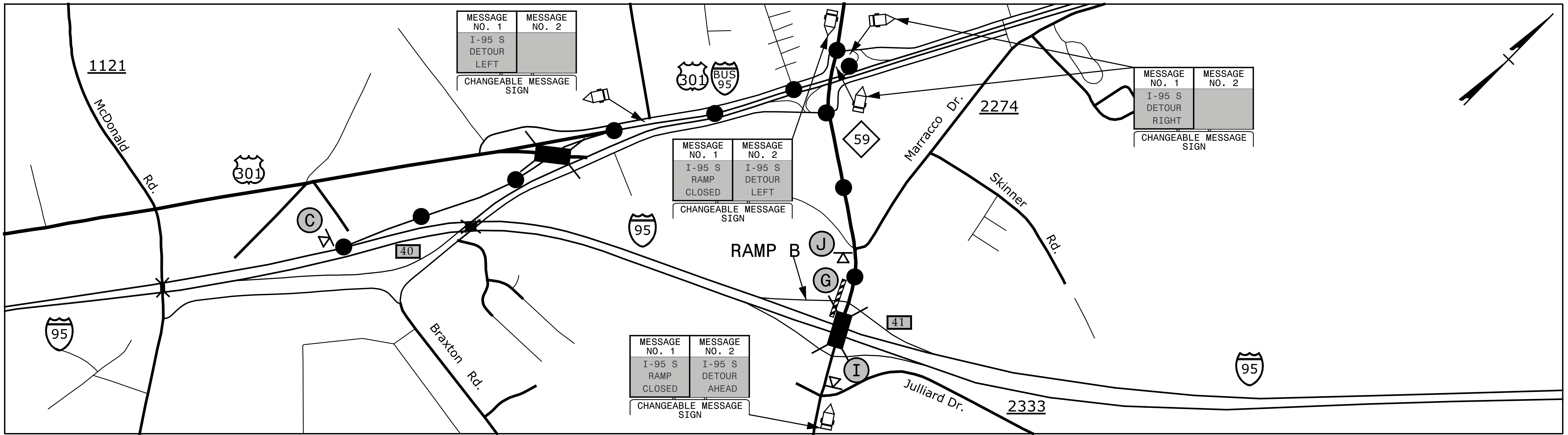


**NC 59  
DETOUR**

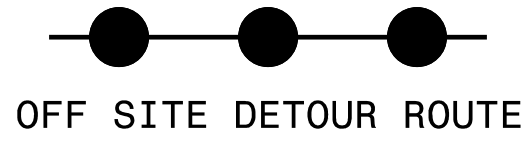
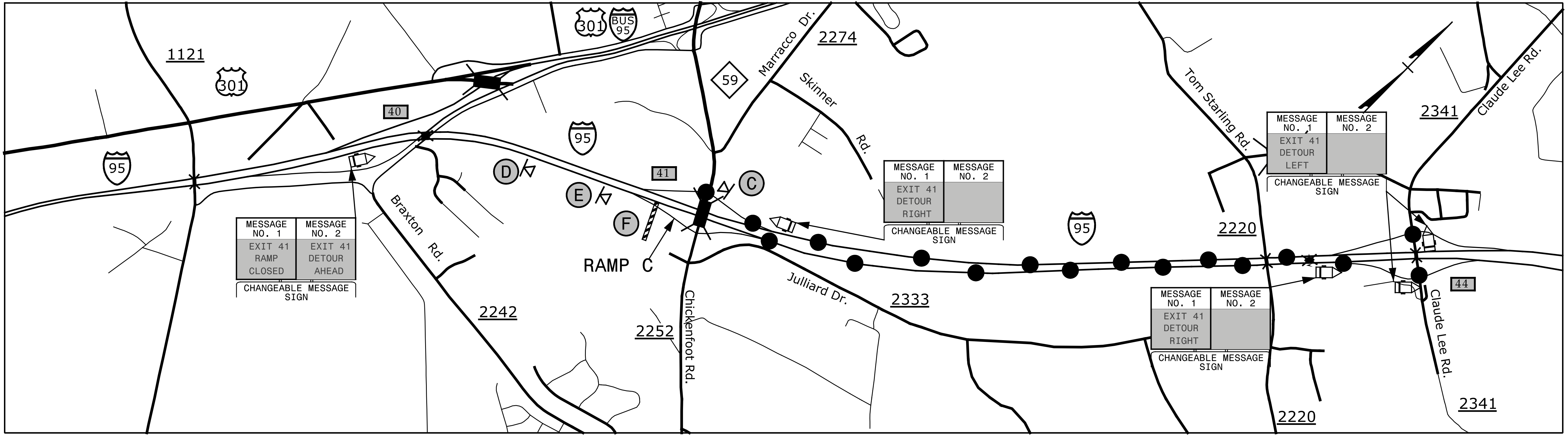
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### EXIT 41 RAMP B - I-95



### EXIT 41 RAMP C - I-95



NOTE: 1. SEE TMP-2B FOR SIGN LEGEND  
2. SEE TMP-3 FOR RAMP CLOSURE

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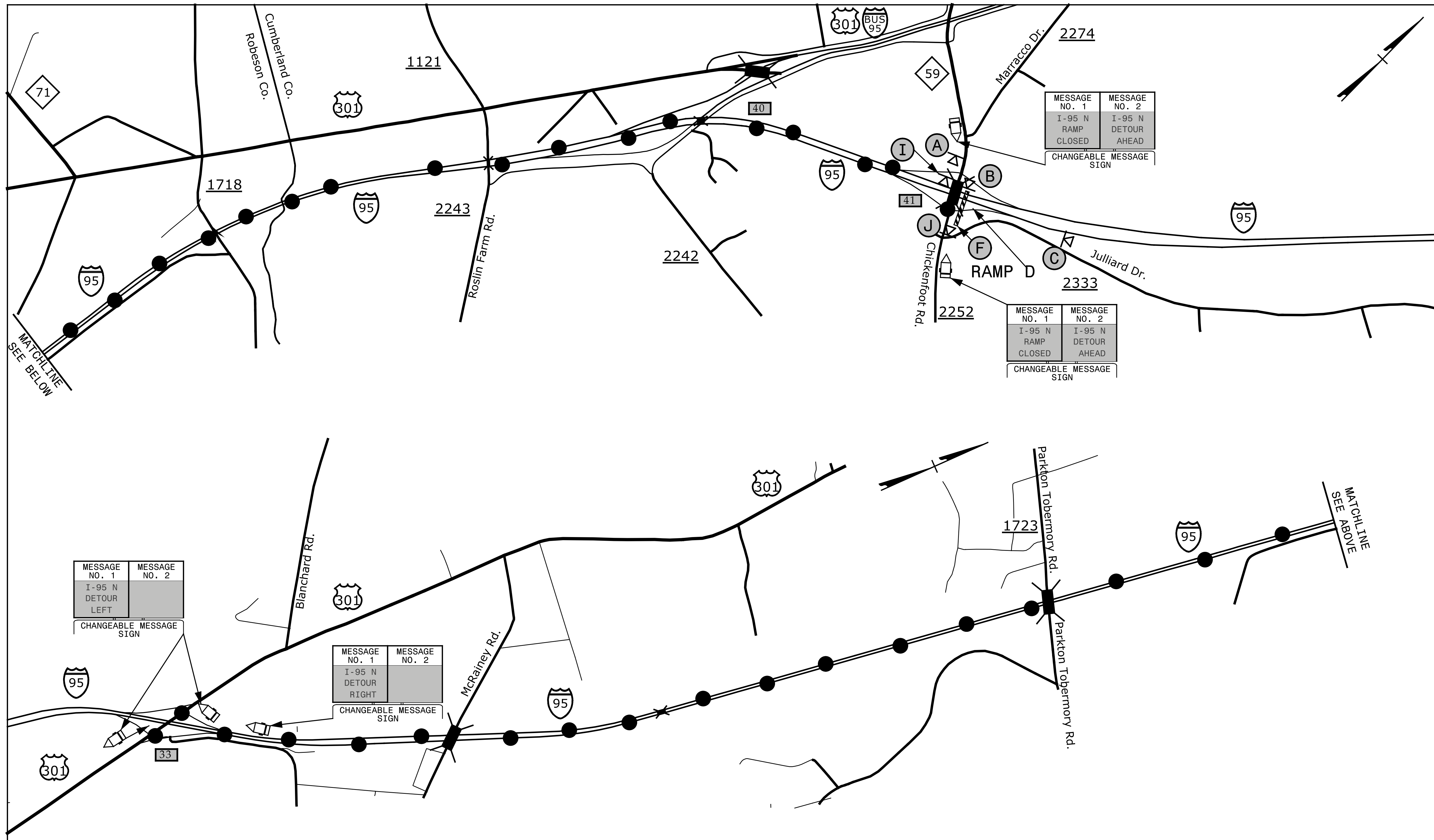
**NC 59 DETOUR**

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WORK ZONE TRAFFIC CONTROL

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# EXIT 41 RAMP D - I-95

PROJ. REFERENCE NO.	SHEET NO.
I-5731	TMP-6

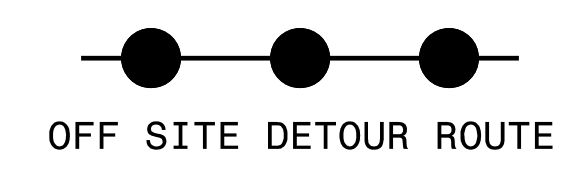


MESSAGE NO. 1	MESSAGE NO. 2
I-95 N RAMP CLOSED	I-95 N DETOUR AHEAD
CHANGEABLE MESSAGE SIGN	

MESSAGE NO. 1	MESSAGE NO. 2
I-95 N RAMP CLOSED	I-95 N DETOUR AHEAD
CHANGEABLE MESSAGE SIGN	

MESSAGE NO. 1	MESSAGE NO. 2
I-95 N DETOUR LEFT	
CHANGEABLE MESSAGE SIGN	

MESSAGE NO. 1	MESSAGE NO. 2
I-95 N DETOUR RIGHT	
CHANGEABLE MESSAGE SIGN	



NOTE: 1. SEE TMP-2B FOR SIGN LEGEND  
2. SEE TMP-3 FOR RAMP CLOSURE

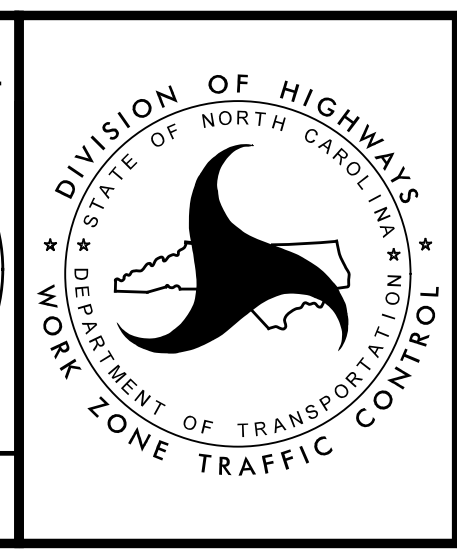
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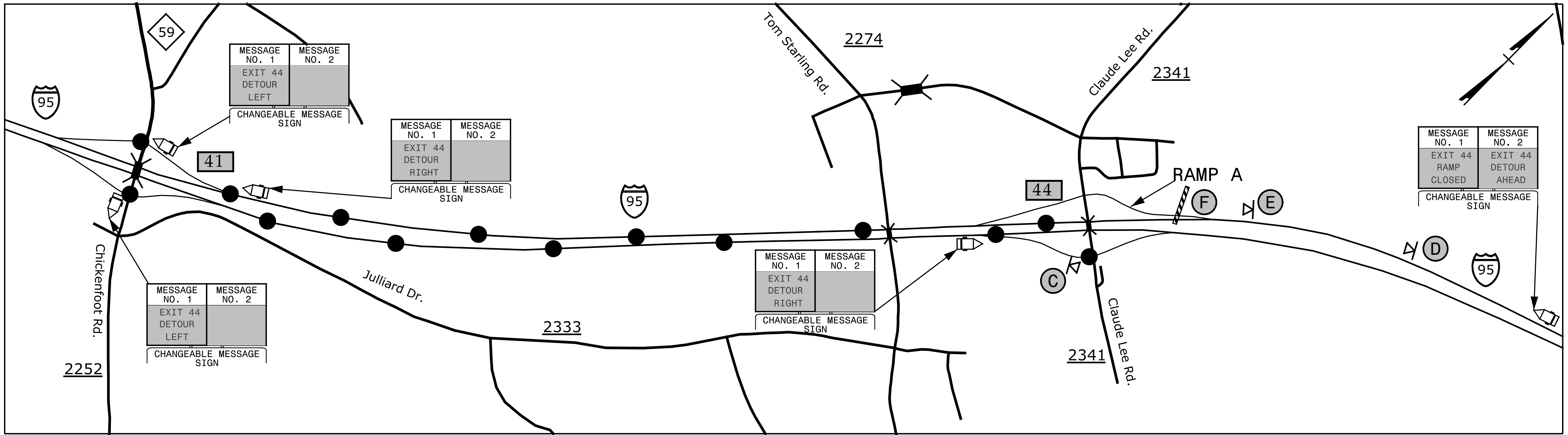


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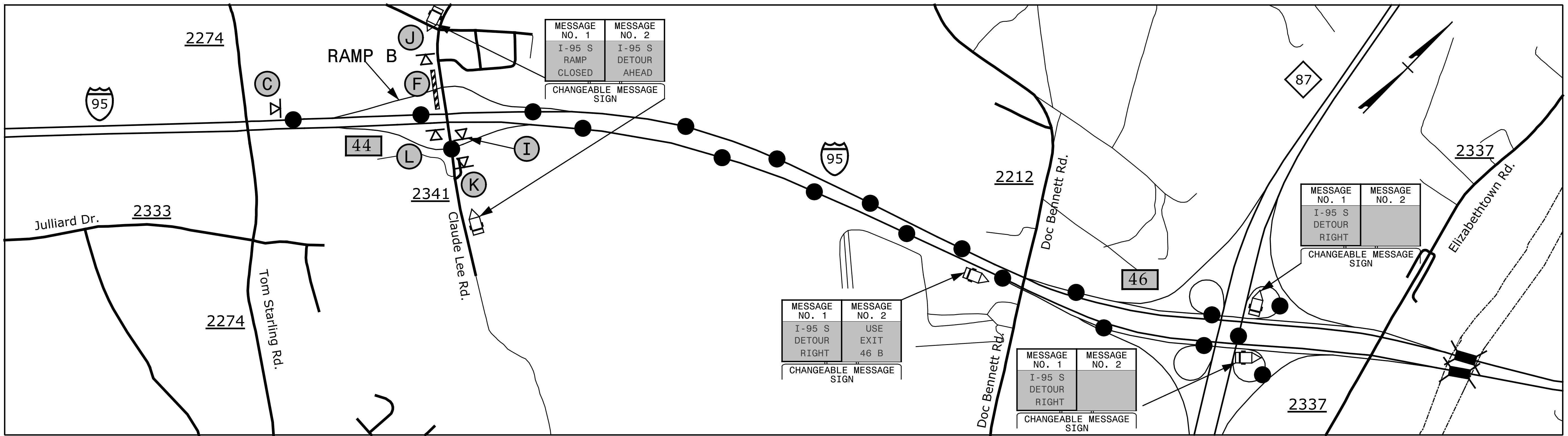
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DEPARTMENT OF TRANSPORTATION  
WORK ZONE TRAFFIC CONTROL

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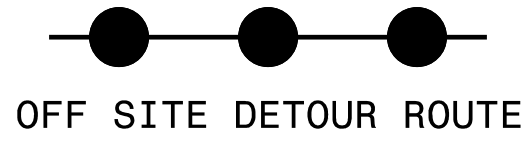
### EXIT 44 RAMP A - I-95



### EXIT 44 RAMP B - I-95



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NOTE: 1. SEE TMP-2B FOR SIGN LEGEND  
2. SEE TMP-3 FOR RAMP CLOSURE

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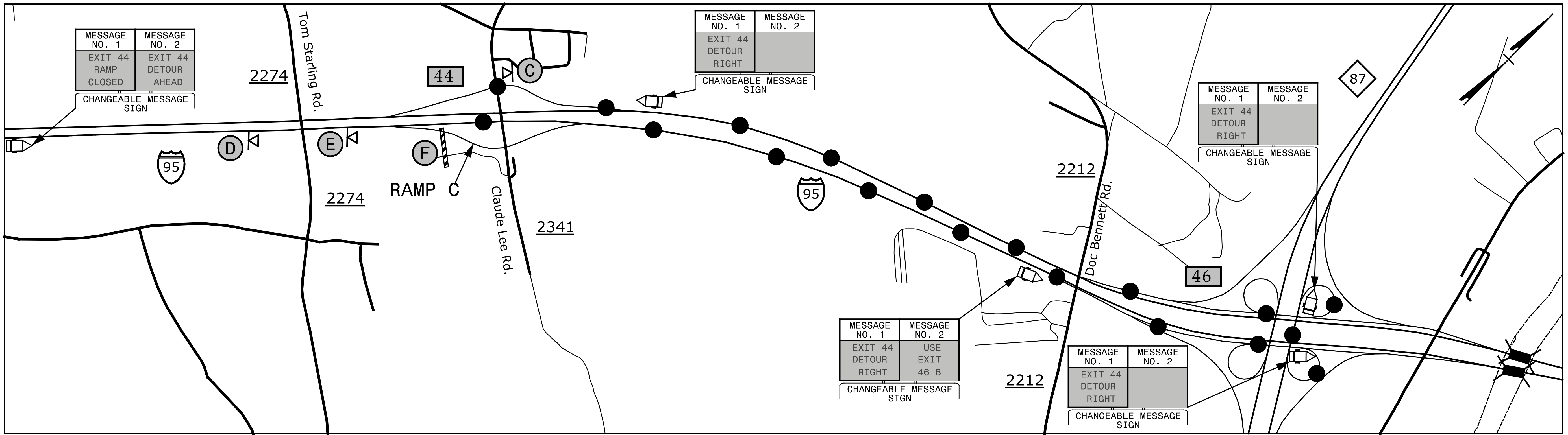
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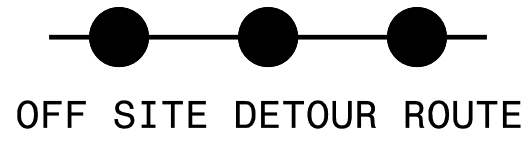
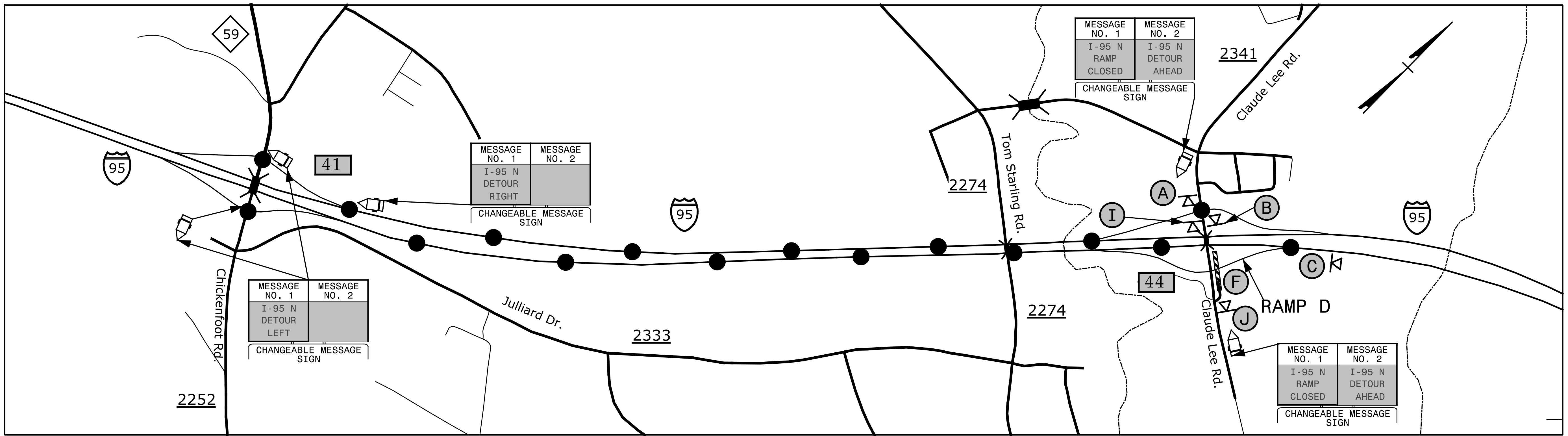
**CLAUDE LEE RD. DETOUR**

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

### EXIT 44 RAMP C - I-95



### EXIT 44 RAMP D - I-95



NOTE: 1. SEE TMP-2B FOR SIGN LEGEND  
2. SEE TMP-3 FOR RAMP CLOSURE

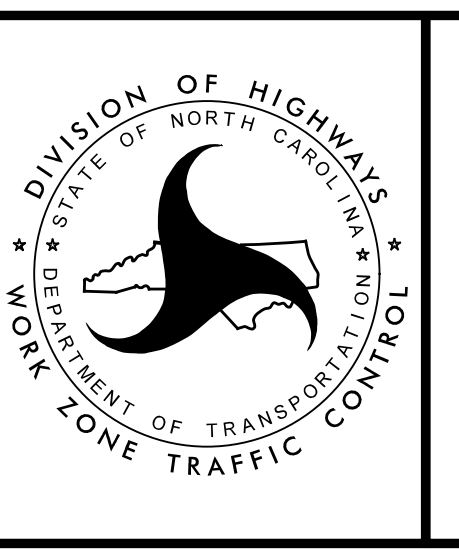
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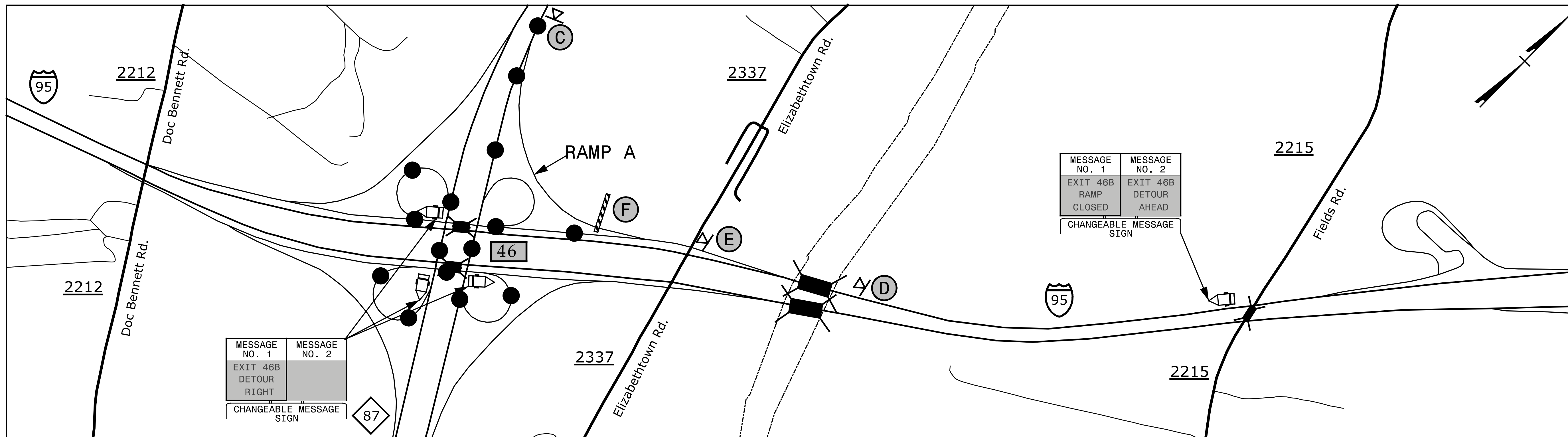
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DEPARTMENT OF TRANSPORTATION  
WORK ZONE TRAFFIC CONTROL

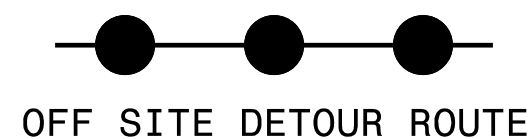
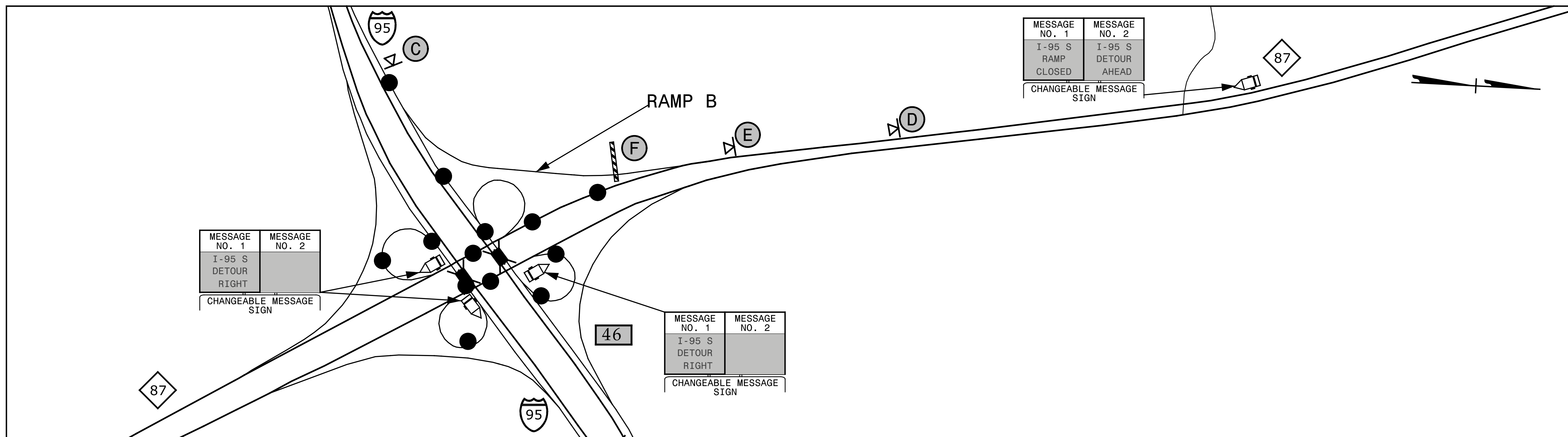
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# EXIT 46 RAMP A - I-95

PROJ. REFERENCE NO.	SHEET NO.
I-5731	TMP-9



# EXIT 46 RAMP B - I-95



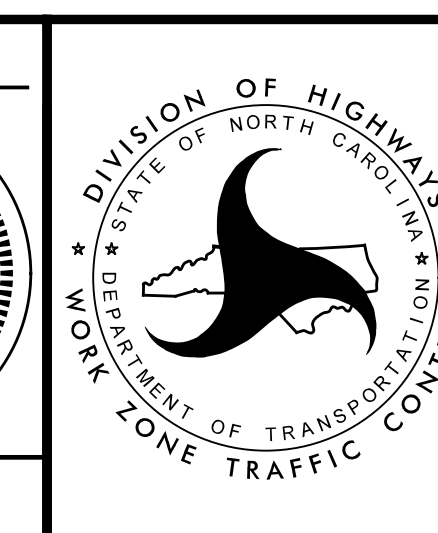
NOTE: 1. SEE TMP-2B FOR SIGN LEGEND  
2. SEE TMP-3 FOR RAMP CLOSURE

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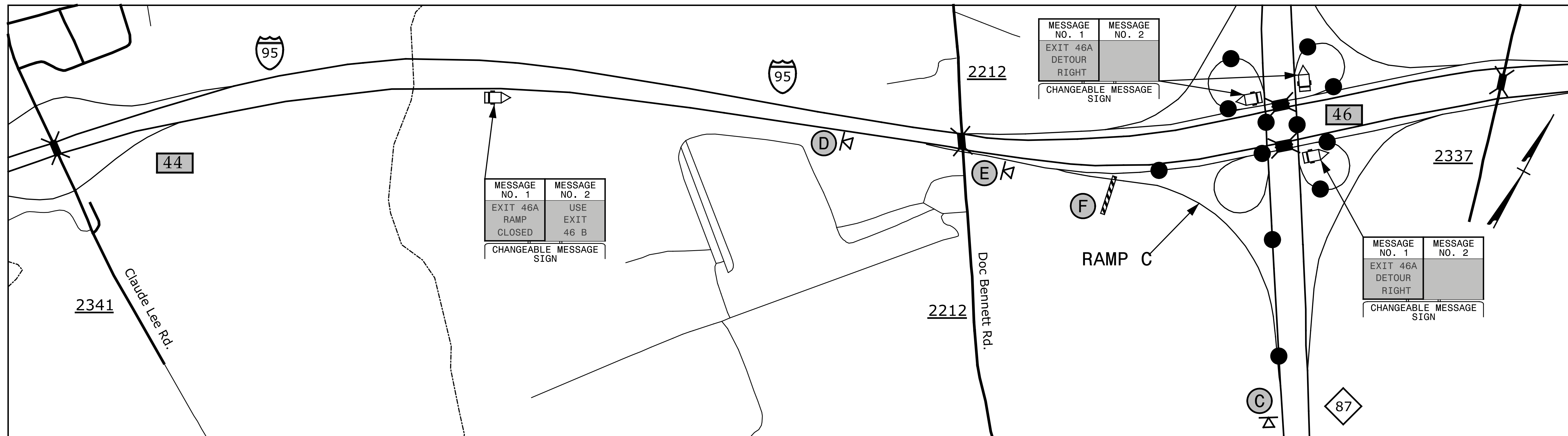


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DETOUR**

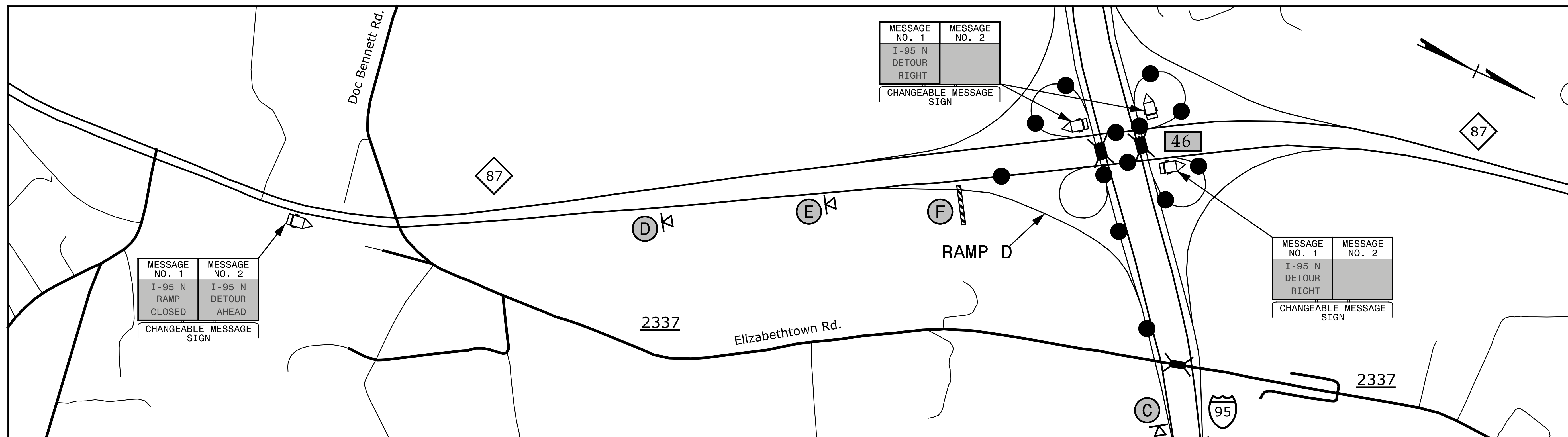
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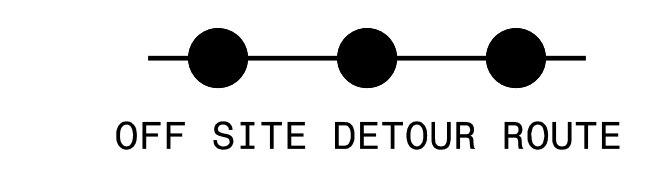
PROJ. REFERENCE NO.	SHEET NO.
I-5731	TMP-10



# EXIT 46 RAMP D - I-95



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NOTE: 1. SEE TMP-2B FOR SIGN LEGEND  
 2. SEE TMP-3 FOR RAMP CLOSURE

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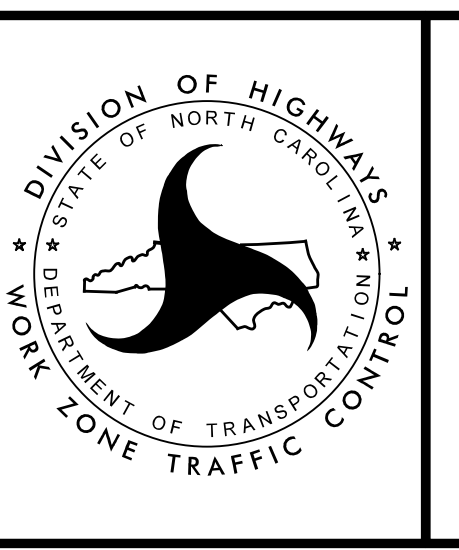
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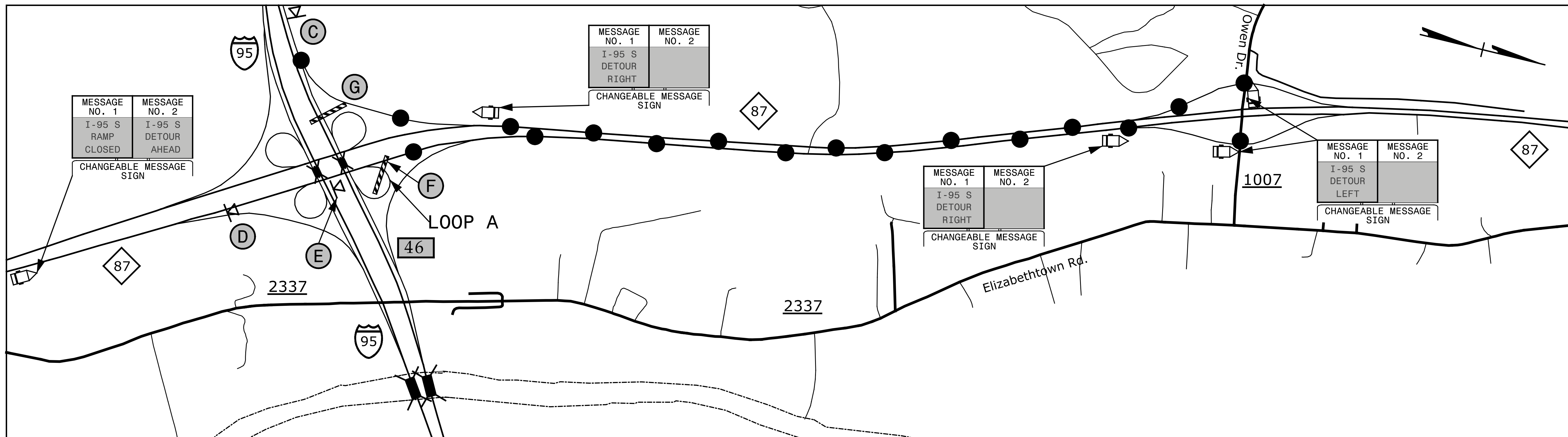


**NC 87  
 DETOUR**

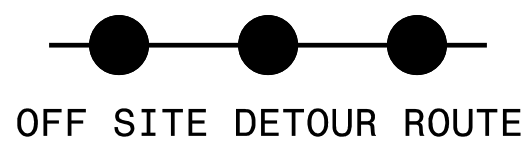
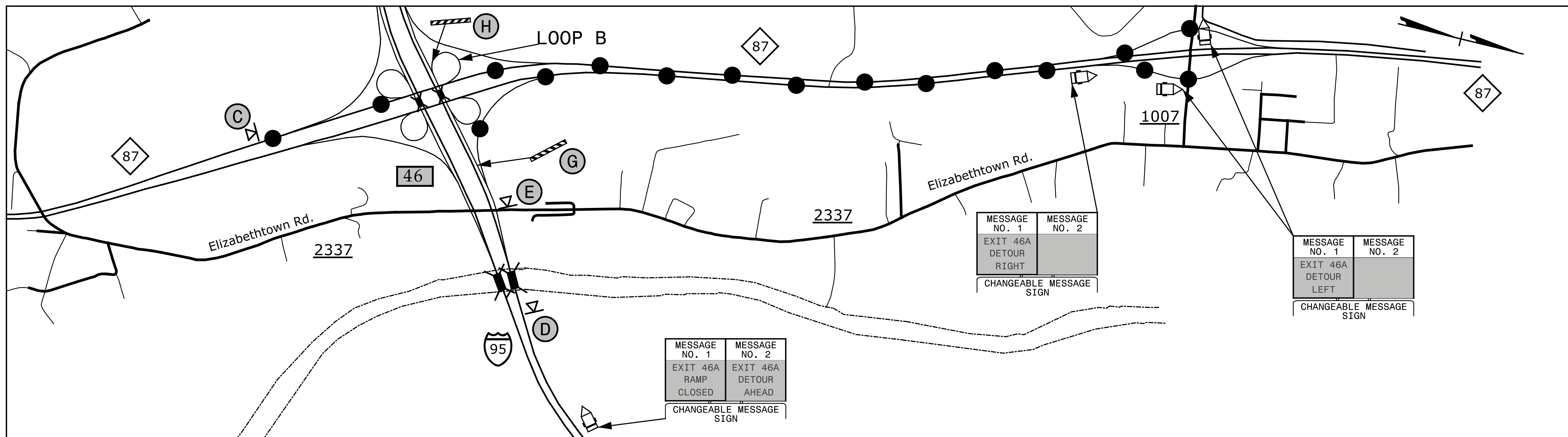
DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 STATE OF NORTH CAROLINA  
 WORK ZONE TRAFFIC CONTROL

# EXIT 46 LOOP A - I-95

PROJ. REFERENCE NO.	SHEET NO.
I-5731	TMP-11



# EXIT 46 LOOP B - I-95



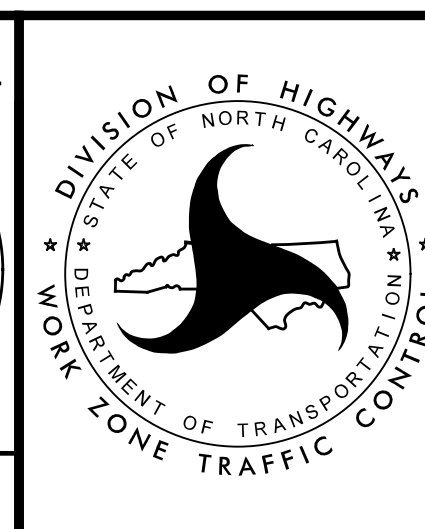
NOTE: 1. SEE TMP-2B FOR SIGN LEGEND  
2. SEE TMP-3 FOR RAMP CLOSURE

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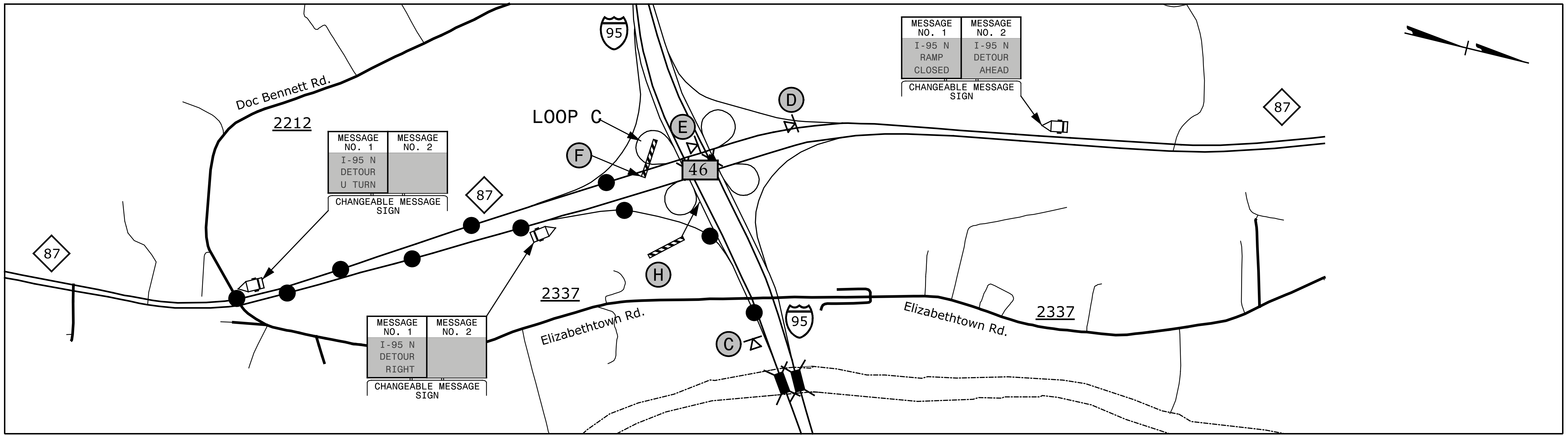


NC 87  
DETOUR

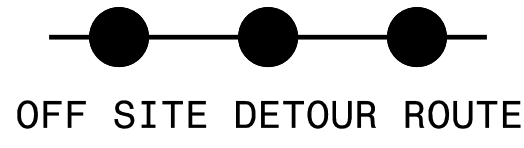
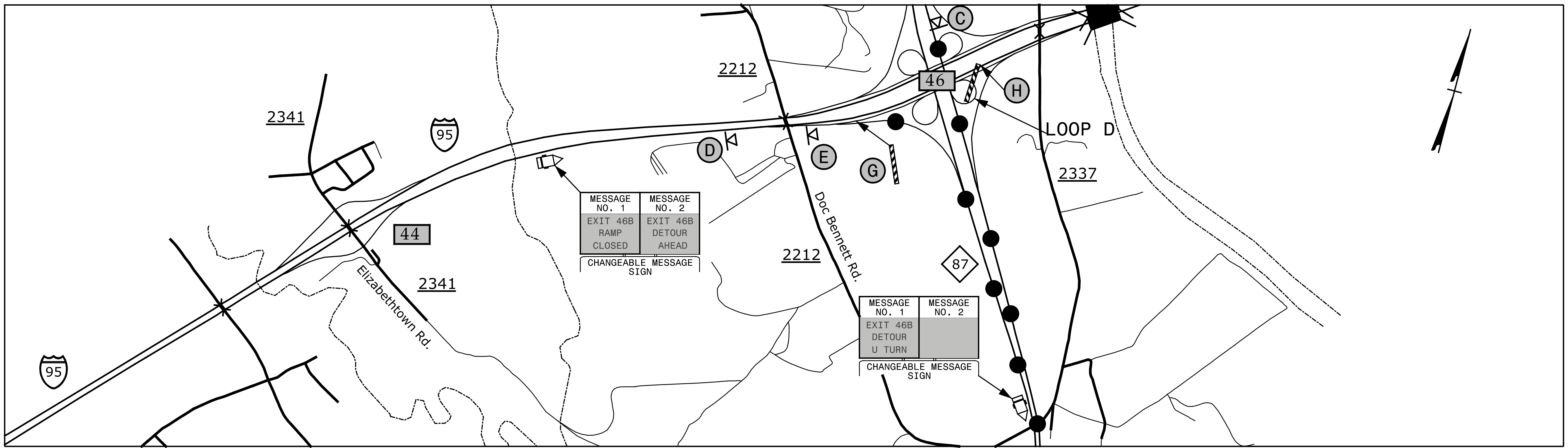
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### EXIT 46 LOOP C - I-95



### EXIT 46 LOOP D - I-95



NOTE: 1. SEE TMP-2B FOR SIGN LEGEND  
2. SEE TMP-3 FOR RAMP CLOSURE

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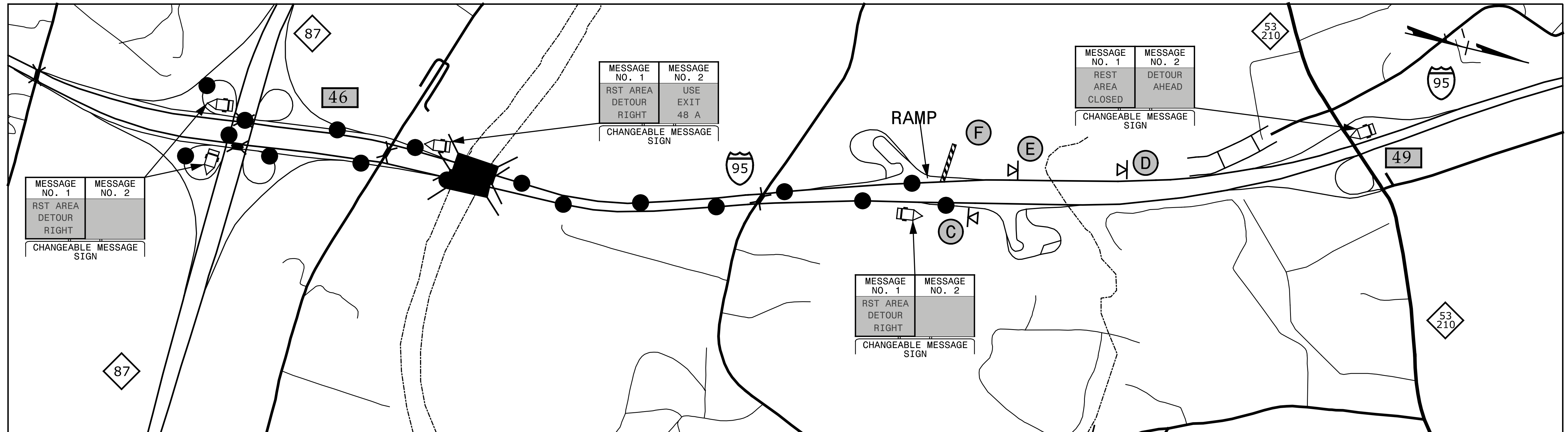
NC 87  
DETOUR

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DEPARTMENT OF TRANSPORTATION  
WORK ZONE TRAFFIC CONTROL

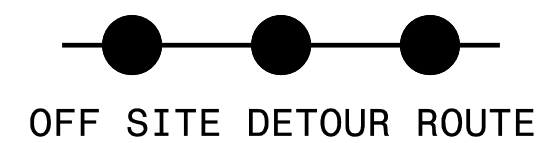
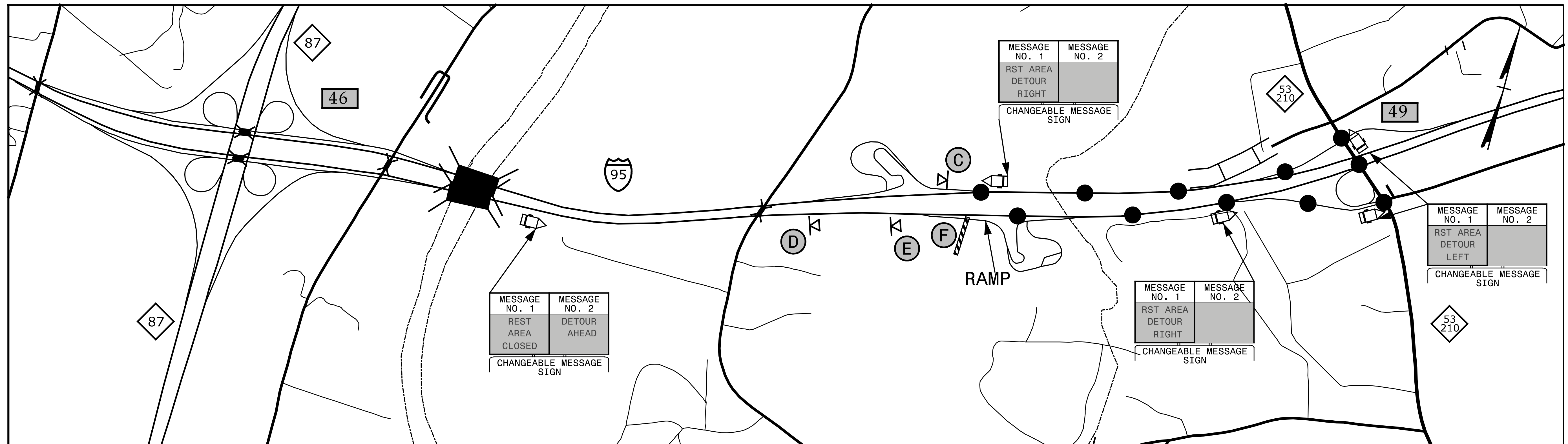
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# REST AREA - I-95 NORTHBOUND

PROJ. REFERENCE NO.	SHEET NO.
I-5731	TMP-13



# REST AREA - I-95 SOUTHBOUND



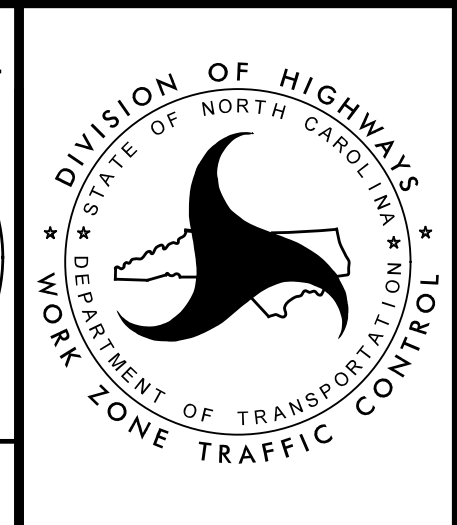
NOTE: 1. SEE TMP-2B FOR SIGN LEGEND  
2. SEE TMP-3 FOR RAMP CLOSURE

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

APPROVED: *Steve Miller*  
DATE: 2/29/2016

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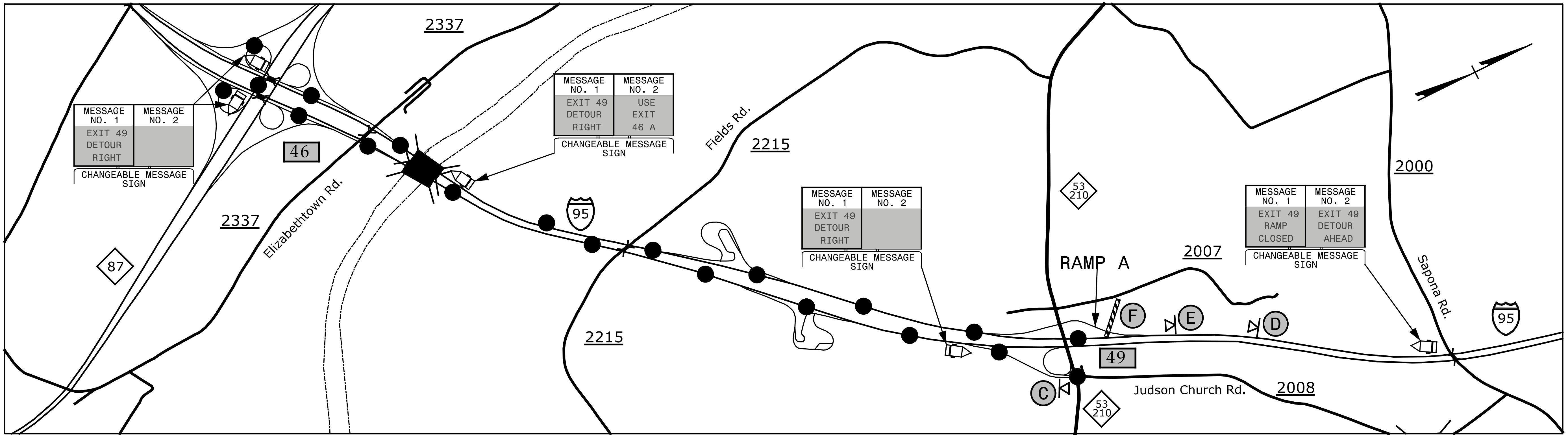
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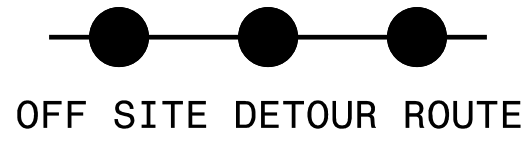
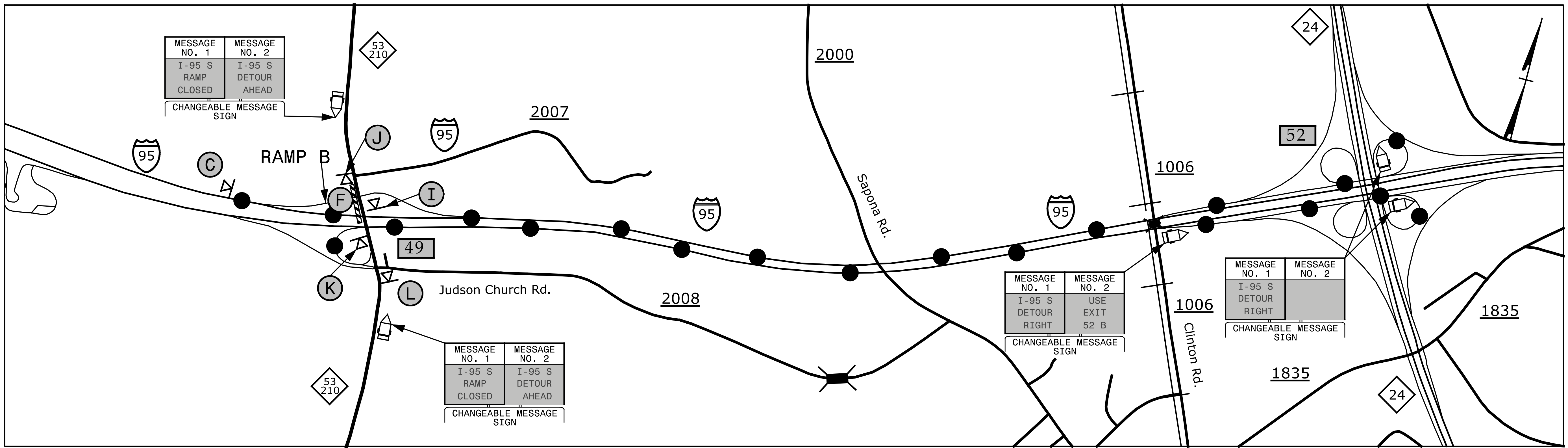
**REST AREA  
DETOUR**

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### EXIT 49 RAMP A - I-95



### EXIT 49 RAMP B - I-95



NOTE: 1. SEE TMP-2B FOR SIGN LEGEND  
2. SEE TMP-3 FOR RAMP CLOSURE

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DATE: 2/29/2016

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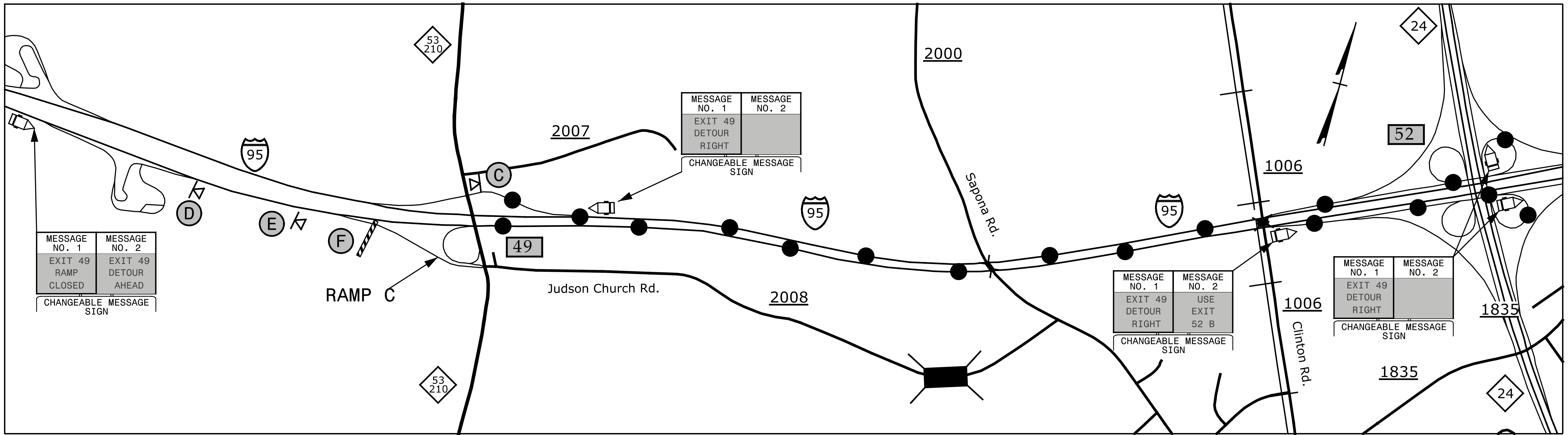
DOCUMENT NOT CONSIDERED FINAL  
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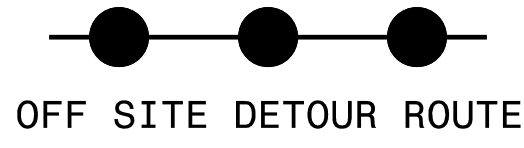
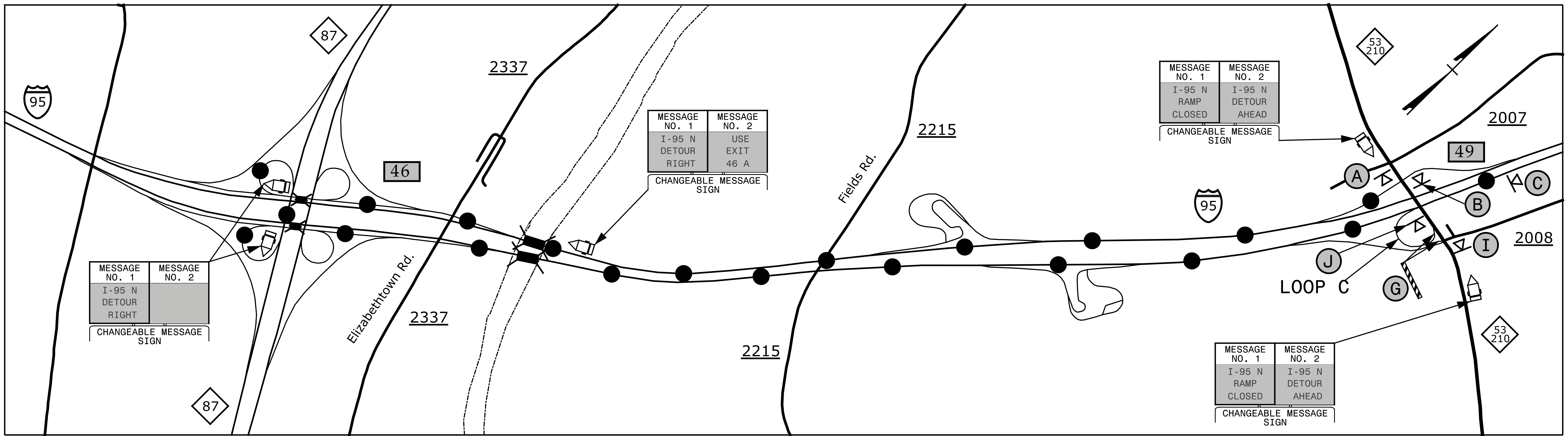
NC 53/NC 210  
DETOUR

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### EXIT 49 RAMP C - I-95



### EXIT 49 LOOP C - I-95



NOTE: 1. SEE TMP-2B FOR SIGN LEGEND  
2. SEE TMP-3 FOR RAMP CLOSURE

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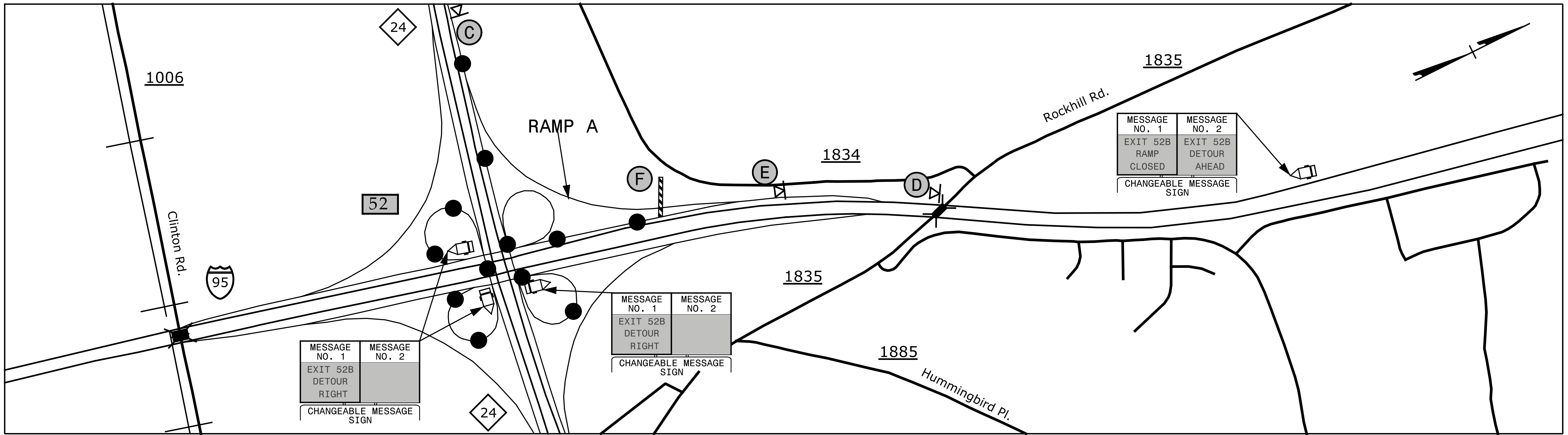
APPROVED: *Steve Miller*  
DATE: 2/29/2016  
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DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



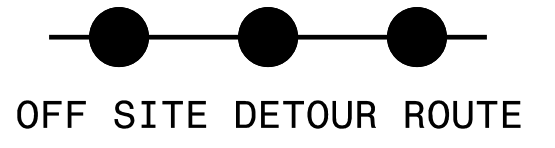
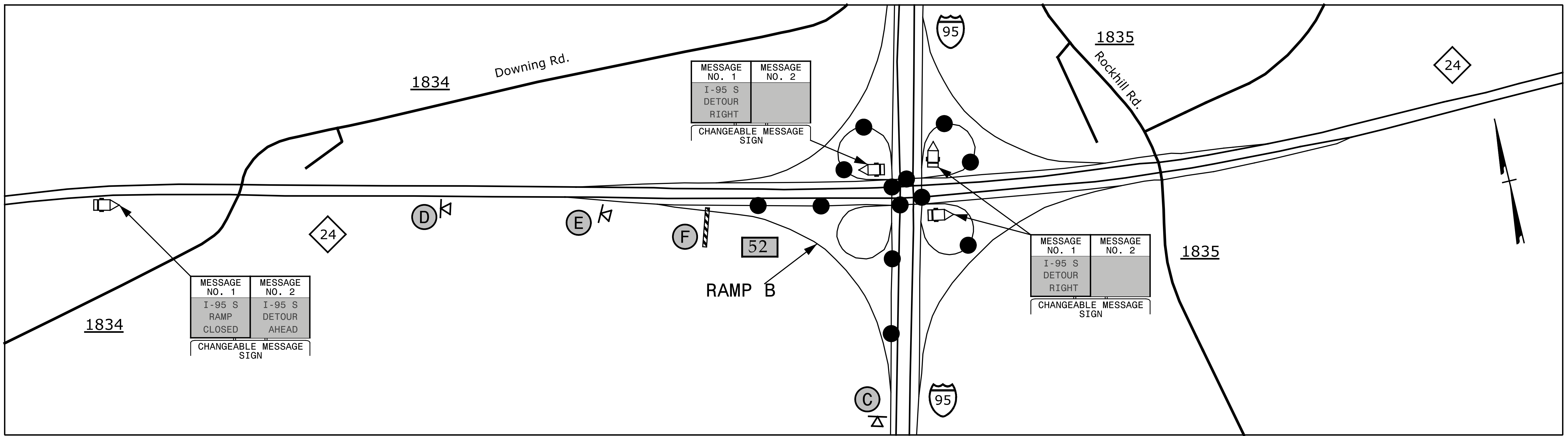
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DETOUR

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### EXIT 52 RAMP A - I-95



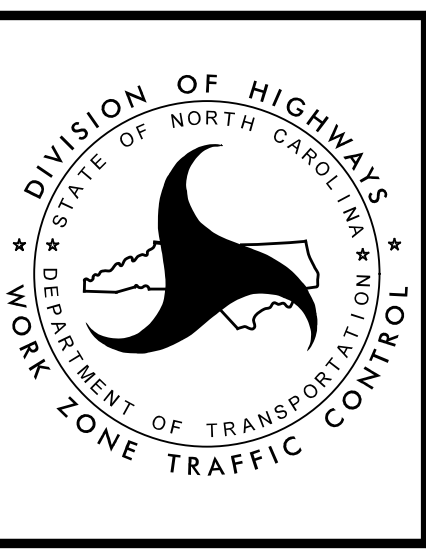
### EXIT 52 RAMP B - I-95



NOTE: 1. SEE TMP-2B FOR SIGN LEGEND  
2. SEE TMP-3 FOR RAMP CLOSURE

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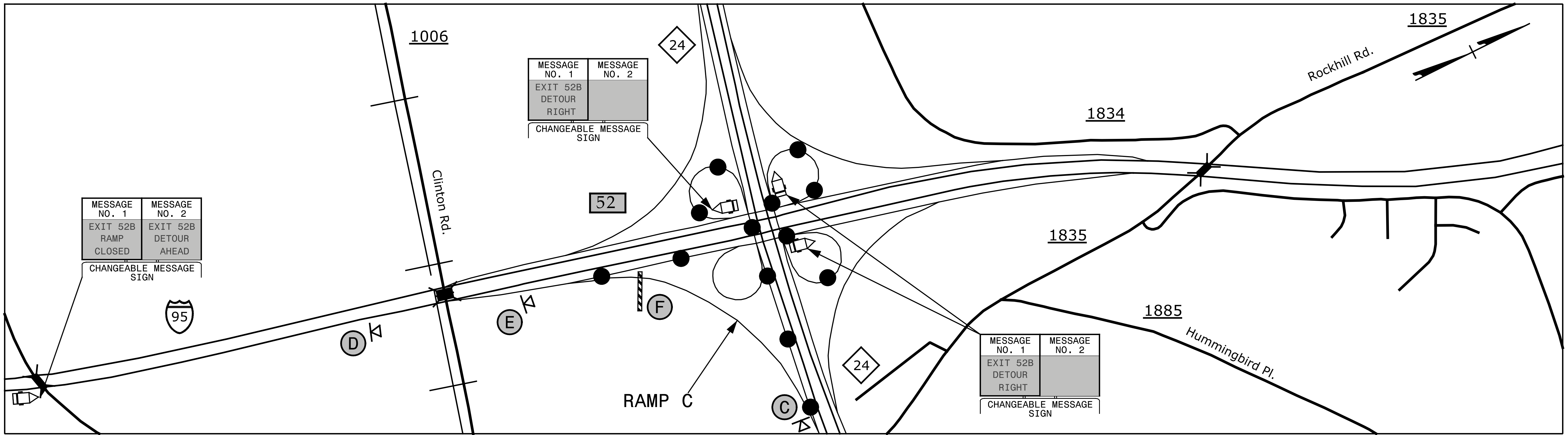
APPROVED: *Steve Miller*  
DATE: 2/29/2016  
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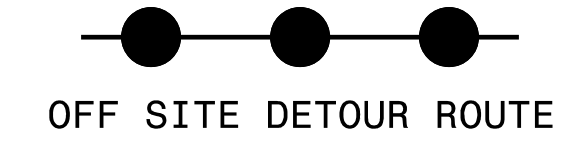
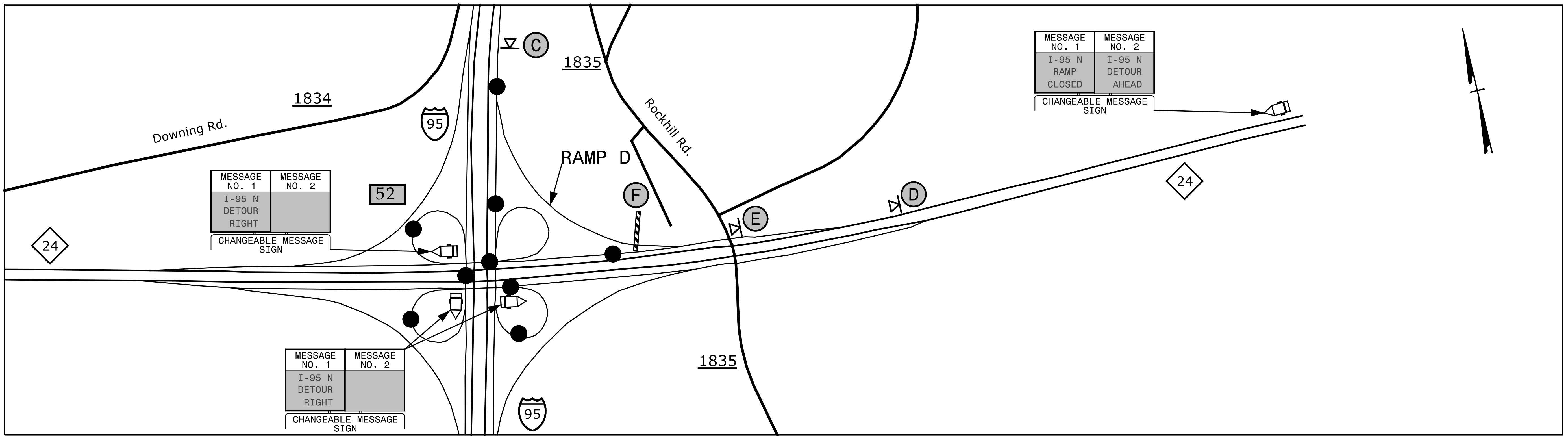
NC 24  
DETOUR

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### EXIT 52 RAMP C - I-95



### EXIT 52 RAMP D - I-95



NOTE: 1. SEE TMP-2B FOR SIGN LEGEND  
2. SEE TMP-3 FOR RAMP CLOSURE

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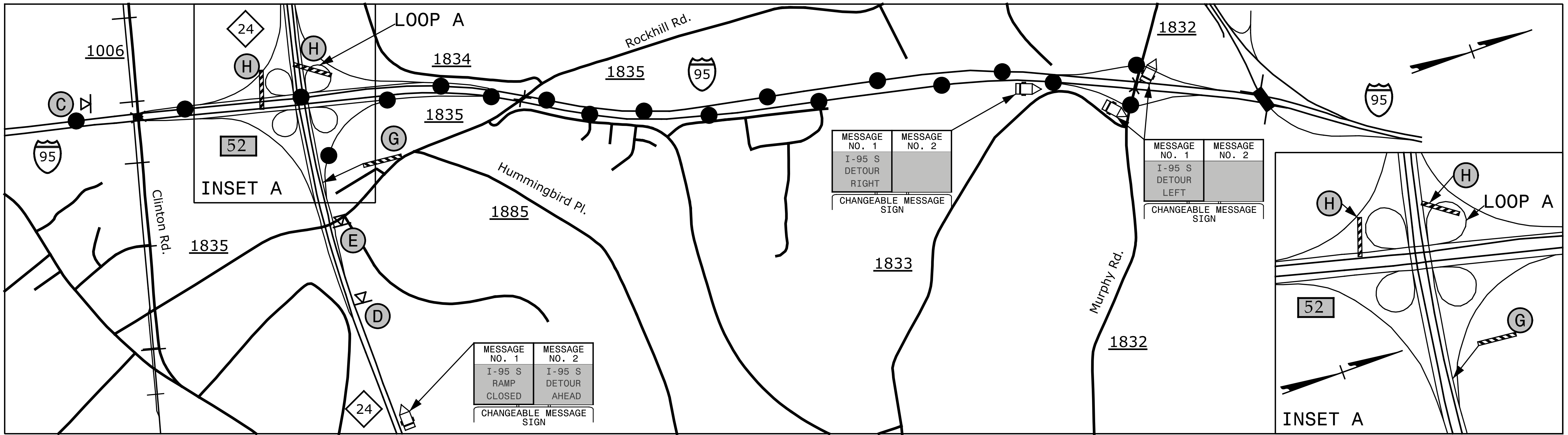
APPROVED: *Steve Miller*  
DATE: 2/29/2016  
SEAL  
DOCUMENT NOT CONSIDERED FINAL  
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DIVISION OF HIGHWAYS  
STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
WORK ZONE TRAFFIC CONTROL

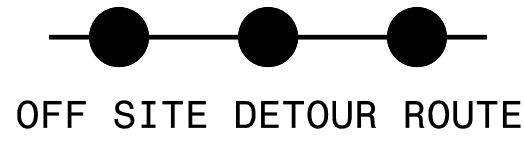
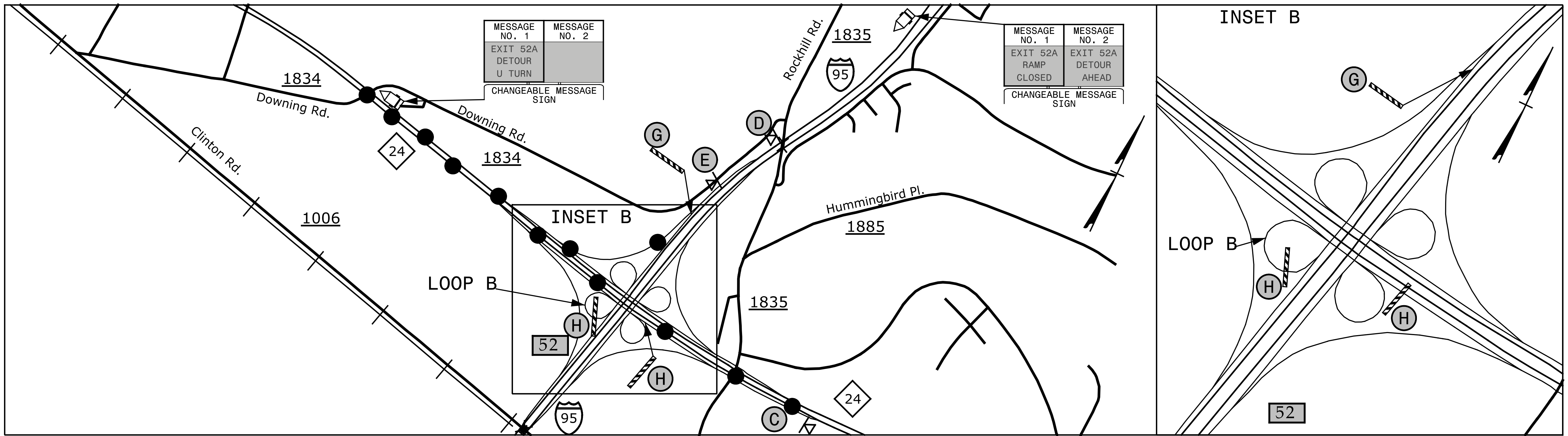
NC 24  
DETOUR

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### EXIT 52 LOOP A - I-95



### EXIT 52 LOOP B - I-95



NOTE: 1. SEE TMP-2B FOR SIGN LEGEND  
2. SEE TMP-3 FOR RAMP CLOSURE

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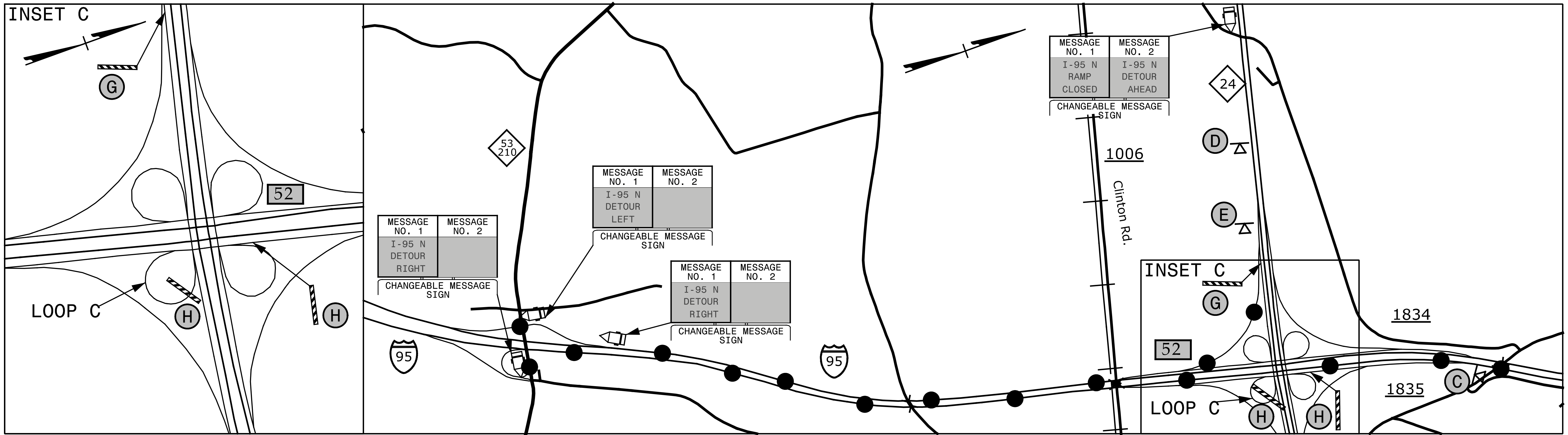
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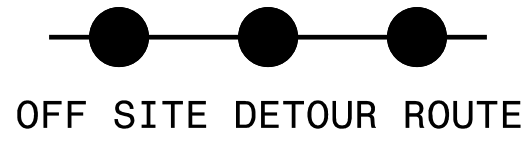
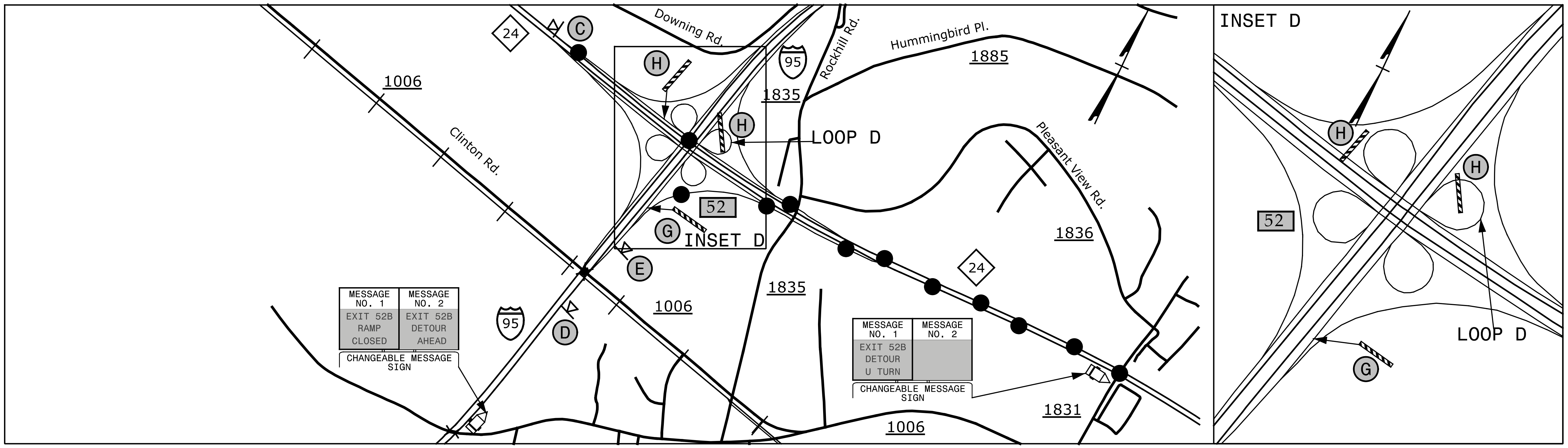
**NC 24  
DETOUR**

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### EXIT 52 LOOP C - I-95



### EXIT 52 LOOP D - I-95



NOTE: 1. SEE TMP-2B FOR SIGN LEGEND  
2. SEE TMP-3 FOR RAMP CLOSURE

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