

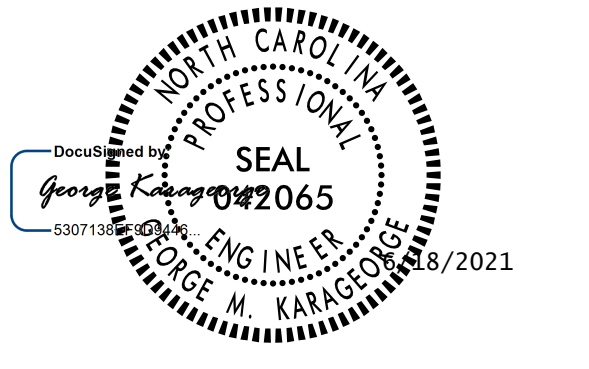
WORK ZONE IMPACTS - MANAGEMENT STRATEGIES

PROJECT REFERENCE NO.	SHEET NO.
I-5878 / I-5883 / I-5986B	TMP - 1C

IN GENERAL, CONTROL STRATEGIES ARE AS FOLLOWS:

SPRING BRANCH RD, JONESBORO RD, HODGES CHAPEL RD, AND NC 50 WILL BE CLOSED UNDER INTERMEDIATE CONTRACT TIMES WITH LIQUIDATED DAMAGES FOR BRIDGE REPLACEMENT, INTERCHANGE RECONSTRUCTION, STAGED BRIDGES, AND CULVERTS.

I-95 WIDENING WILL OCCUR BY ADDING TEMPORARY PAVEMENT AND SHIFTING TRAFFIC TOWARDS THE MEDIAN IN ORDER TO COMPLETE THE OUTSIDE WIDENING. TRAFFIC WILL THEN BE SHIFTED TO THE OUTSIDE IN ORDER TO COMPLETE THE MEDIAN.



**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



TEMPORARY TRAFFIC CONTROL (TTC)			TRANSPORTATION OPERATIONS (TO)			PUBLIC INFORMATION (PI)	
A. CONTROL STRATEGIES	B. TRAFFIC CONTROL DEVICES	C. PROJECT COORDINATION, CONTRACTING AND INNOVATIVE CONSTRUCTION STRATEGIES	A. CORRIDOR/ NETWORK MANAGEMENT STRATEGIES	B. WORK ZONE SAFETY MANAGEMENT STRATEGIES	C. TRAFFIC/INCIDENT MANAGEMENT AND ENFORCEMENT STRATEGIES	A. PUBLIC AWARENESS STRATEGIES (NCDOT WILL TAKE THE LEAD ROLE AND THE CONTRACTOR WILL COORDINATE WITH THE DEPARTMENT TO PROMOTE PUBLIC AWARENESS FOR THE PROJECT.)	B. MOTORIST INFORMATION STRATEGIES
<p>CONSTRUCTION PHASING</p> <p>FULL ROADWAY CLOSURES</p> <p>LANE SHIFTS</p> <p>REDUCED LANE WIDTHS TO MAINTAIN NUMBER OF LANES (CONSTRUCTION)</p> <p>LANE CLOSURES TO PROVIDE WORKER SAFETY</p> <p>REDUCED SHOULDER WIDTH TO MAINTAIN NUMBER OF LANES</p> <p>SHOULDER CLOSURES TO PROVIDE WORKER SAFETY</p> <p>LANE SHIFT TO SHOULDER/MEDIAN TO MAINTAIN NUMBER OF LANES</p> <p>ONE-LANE, TWO-WAY OPERATION</p> <p>RAMP CLOSURES</p> <p>NIGHT WORK</p> <p>WEEKEND WORK</p> <p>WORK HOUR RESTRICTIONS FOR PEAK TRAVEL</p> <p>OFF-SITE DETOURS/USE OF ALTERNATE ROUTES</p>	<p>TEMPORARY SIGNS</p> <p>WARNING</p> <p>REGULATORY</p> <p>GUIDE/ INFORMATION</p> <p>CHANGEABLE MESSAGE SIGNS (CMS)</p> <p>ARROW BOARDS</p> <p>CHANNELIZING DEVICES</p> <p>TEMPORARY PAVEMENT MARKINGS</p> <p>FLAGGERS</p> <p>UNIFORMED LAW ENFORCEMENT OFFICERS</p> <p>LIGHTING DEVICES</p> <p>HIGH VISIBILITY DEVICES</p> <p>DIGITAL SPEED DISPLAYS</p> <p>WORK ZONE PERFORMANCE MARKINGS</p> <p>CONNECTED LANE CLOSURE DEVICES</p> <p>WORKZONE PRESENCE LIGHTING</p> <p>SEQUENTIAL FLASHING WARNING LIGHTS</p>	<p>COORDINATION WITH OTHER PROJECTS</p> <p>UTILITIES COORDINATION</p> <p>RIGHT-OF-WAY COORDINATION</p>	<p>RAMP CLOSURES</p> <p>COORDINATION WITH ADJACENT CONSTRUCTION SITE(S)</p> <p>HAULING RESTRICTIONS</p>	<p>SPEED LIMIT PENALTIES (FINES)</p> <p>VARIABLE SPEED LIMITS</p> <p>TEMPORARY TRAFFIC BARRIER</p> <p>CRASH-CUSHIONS</p> <p>WARNING LIGHTS</p> <p>ROAD SAFETY AUDITS</p> <p>TMP MONITOR/ INSPECTION TEAM</p> <p>TEAM MEETINGS</p>	<p>TRANSPORTATION MANAGEMENT CENTER (TMC)</p> <p>TOW/FREEWAY SERVICE PATROL</p> <p>LOCAL DETOUR ROUTES</p> <p>INCIDENT/EMERGENCY RESPONSE PLAN</p> <p>INCREASED PENALTIES FOR WORK ZONE VIOLATIONS</p>	<p>PRESS RELEASES/MEDIA ALERTS</p> <p>PLANNED LANE CLOSURES</p> <p>PLANNED ROAD CLOSURES</p> <p>PUBLIC MEETINGS/HEARINGS</p> <p>COORDINATION WITH MEDIA/SCHOOLS/ BUSINESSES/EMERGENCY SERVICES</p> <p>WORK ZONE EDUCATION AND SAFETY CAMPAIGNS</p>	<p>CHANGEABLE MESSAGE SIGNS (CMS)</p> <p>WORK ZONE ITS - REAL TIME TRAVEL INFORMATION</p>

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