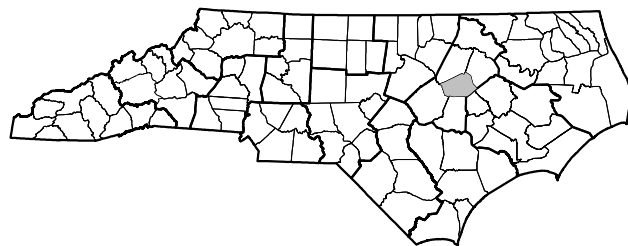


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DIVISION OF HIGHWAYS

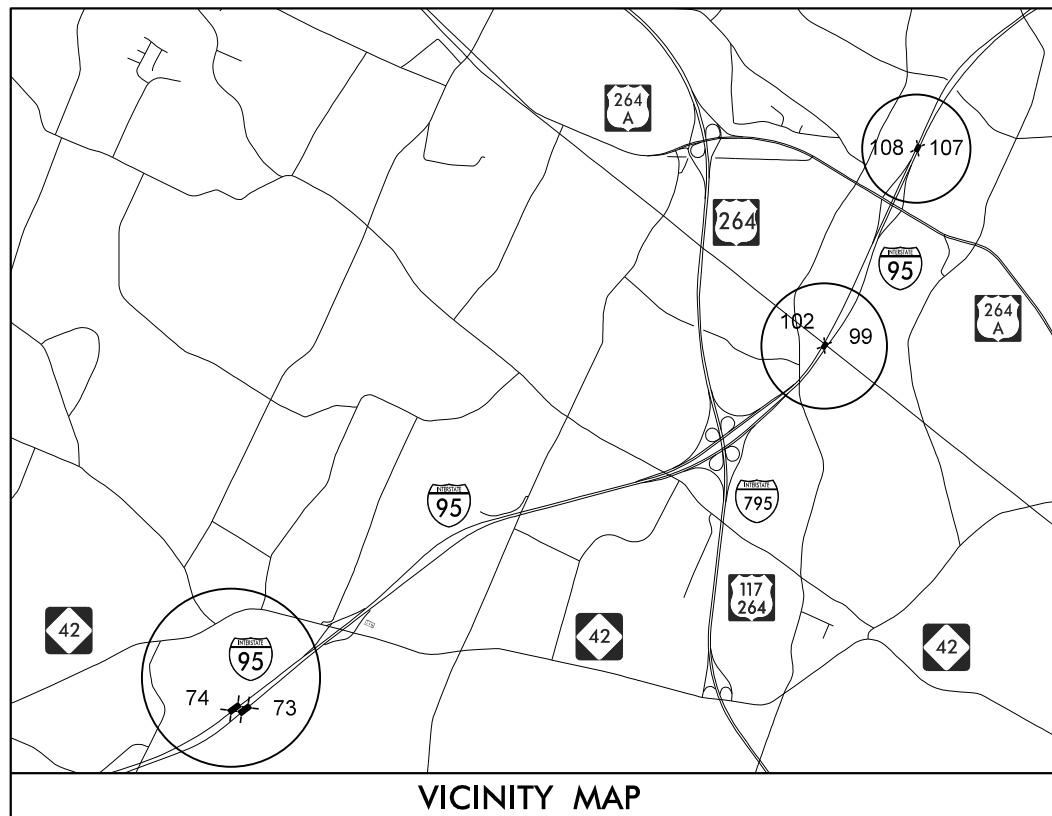
TRANSPORTATION MANAGEMENT PLAN

WILSON COUNTY

DIVISION 4



I-95 BRIDGE PRESERVATIONS



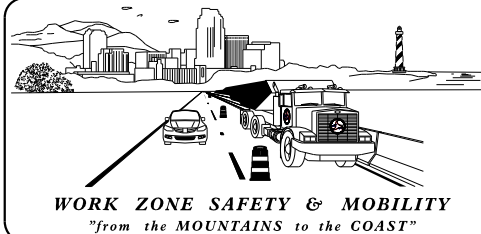
VICINITY MAP

INDEX OF SHEETS

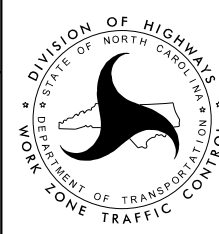
SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP, AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, AND LEGEND
TMP-1B	GENERAL NOTES
TMP-2	WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION TYPICAL
TMP-2A	BRIDGE STAGING TYPICAL
TMP-3	TEMPORARY TRAFFIC CONTROL PHASING
TMP-4	I 95 NB/SB BRIDGE 73/74 DETOUR ROUTE
TMP-5	I 95 NB/SB BRIDGE 99/102 DETOUR ROUTE
TMP-6	I 95 NB/SB BRIDGE 107/108 DETOUR ROUTE
TMP-7,7A	I 95 NB/SB DETOUR ROUTE SIGNS

SHEET NO.
TMP-1

TIP PROJECT: I-5976



N.C.D.O.T. CONTACT:
DIVISION 4 PROJECT MANAGER
MATT CLARKE, P.E. DIVISION PROJECT MANAGER



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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	DRUMS
1135.01	CONES
1145.01	BARRICADES
1160.01	TEMPORARY CRASH CUSHION
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 MULTILANE ROADWAYS
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY

LEGEND

GENERAL

- DIRECTION OF TRAFFIC FLOW
- EXIST. PVMT.
- PROPOSED PVMT.
- NORTH ARROW
- TEMP. SHORING (LOCATION PURPOSES ONLY)
- WORK AREA
- PREVIOUSLY STARTED / CONCURRENT CONSTRUCTION
- PAVEMENT REMOVAL
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT ASPHALT PAD
- TEMPORARY PAVEMENT BREAKDOWN LANE

PAVEMENT MARKINGS

- | | |
|--|---------------------|
| | EXISTING LINES |
| | TEMPORARY MARKINGS |
| | PREVIOUSLY PLACED |
| | WHITE EDGE LINE |
| | YELLOW EDGE LINE |
| | BROKEN LANE LINES |
| | MINISKIP LANE LINES |
| | DOUBLE YELLOW LINES |
| | GORELINE |
| | STOP BAR |

PAVEMENT MARKING SYMBOLS

- EXISTING PAVEMENT MARKING SYMBOLS (HOLLOW)
- TEMPORARY SYMBOLS
- PREVIOUSLY PLACED
- PAVEMENT MARKING SYMBOLS
- ONLY
- ONLY
- PAVEMENT MARKING ALPHANUMERIC CHARACTERS

TRAFFIC CONTROL DEVICES

- | TEMPORARY DEVICES | PREVIOUSLY PLACED | |
|-------------------|-------------------|-----------------------------------|
| | | BARRICADE (TYPE III) |
| | | CONE |
| | | DRUM |
| | | FLASHING ARROW BOARD |
| | | FLAGGER |
| | | LAW ENFORCEMENT |
| | | TRUCK MOUNTED ATTENUATOR (TMA) |
| | | CHANGEABLE MESSAGE SIGN |
| | | TEMPORARY CRASH CUSHION |
| | | TEMPORARY CRASH CUSHION RESET |
| | | PORTABLE CONCRETE BARRIER |
| | | PORTABLE CONCRETE BARRIER (RESET) |
| | | ANCHORED CONCRETE BARRIER |
| | | ANCHORED CONCRETE BARRIER (RESET) |

SIGNALS

- | | | | | | |
|--|----------|--|----------|--|-----------|
| | EXISTING | | PROPOSED | | TEMPORARY |
|--|----------|--|----------|--|-----------|

TEMPORARY SIGNING

- | TEMPORARY SIGNS | PREVIOUSLY PLACED | |
|-----------------|-------------------|-----------------------------|
| | | PORTABLE SIGN |
| | | STATIONARY SIGN |
| | | STATIONARY OR PORTABLE SIGN |

PAVEMENT MARKERS

- CRYSTAL/CRYSTAL
- CRYSTAL/RED
- YELLOW/YELLOW

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 J.W. Woolard
 12/5/2016
 PROFESSIONAL SEAL
 19862
 ENGINEER
 J.W. WOOLARD JR.

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

ROADWAY STANDARD DRAWINGS, AND LEGEND

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GENERAL NOTES

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

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

TIME RESTRICTIONS

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

ROAD NAME	DAY AND TIME RESTRICTIONS
I-95	7:00 A.M.-8:00 P.M. MONDAY THRU THURSDAY 7:00 A.M.-10:00 P.M. FRIDAY THRU SUNDAY

WEEK AFTER LABOR DAY TO WEEK BEFORE MEMORIAL DAY	ROAD NAME	OPERATION	DAY AND TIME RESTRICTIONS
	I-95	PPC OVERLAY ONLY	12:00 P.M. FRIDAY TO 12:00 A.M. SUNDAY

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

ROAD NAME
ALL ROADS

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 ROADS AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
I-95	5:00 A.M.-10:00 P.M. MONDAY THRU SUNDAY

LANE AND SHOULDER CLOSURE REQUIREMENTS

- D) 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.
- E) 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.
- F) 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.
- G) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO A DIVIDED FACILITY AND WITHIN 10 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.
- H) 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.
- I) DO NOT INSTALL MORE THAN TWO(2) MILES OF LANE CLOSURE ON I-95 MEASURED FROM THE BEGINNING OF TAPER TO THE END OF THE LANE CLOSURE.
- J) DO NOT INSTALL MORE THAT ONE LANE CLOSURE IN ANY ONE DIRECTION ON I-95.
- K) FOR DAY TIME LANE CLOSURES, PLACE CMS BOARDS 1,2,3,4,5, AND 7 MILES IN ADVANCE OF THE LANE CLOSURE TAPER AS DIRECTED BY THE ENGINEER. USE A MESSAGE SIMILAR TO "RIGHT LANE CLOSED / XX MILES" AS DIRECTED BY THE ENGINEER.

PAVEMENT EDGE DROP OFF REQUIREMENTS

- L) BACKFILL AT A 6:1 SLOPE UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN AREAS ADJACENT TO AN OPEN TRAVEL LANE THAT HAS A DROP-OFF AS FOLLOWS:

BACKFILL DROP-OFFS THAT EXCEED 2 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS OF 45 MPH OR GREATER.

BACKFILL DROP-OFFS THAT EXCEED 3 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS LESS THAN 45 MPH.

BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.
- M) DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 500 FT IN ADVANCE AND A MINIMUM OF ONCE EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- O) 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.
- P) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRANSPORTATION MANAGEMENT PLANS.
- Q) COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROAD WHEN ROAD CLOSURE IS NOT IN OPERATION.
- R) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- S) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 500 FT IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC CONTROL DEVICES

- T) PLACE TYPE III BARRICADES WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- U) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES (DRUMS, CONES OR SKINNY DRUMS) PERPENDICULAR TO THE EDGE OF TRAVELWAY ON (250 FT) CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS




- V) INSTALL PAVEMENT MARKINGS AND PAVEMENT MARKERS AS FOLLOWS:

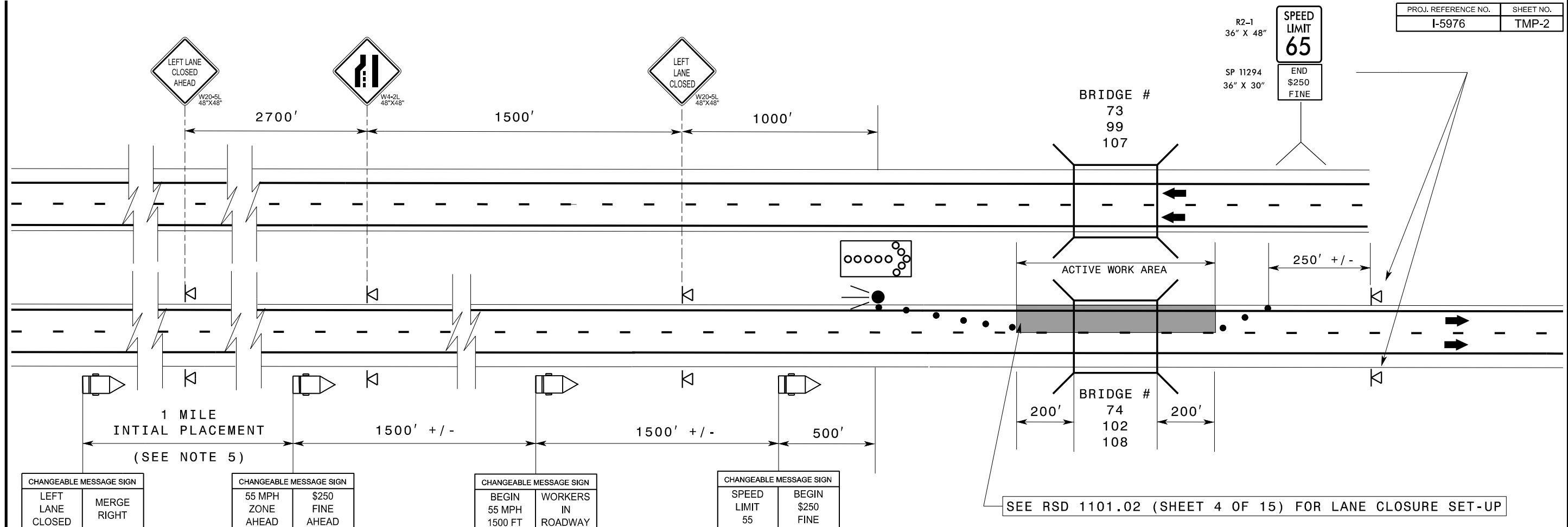
ROAD NAME	MARKING	MARKER
I-95	POLYUREA	SNOW PLOWABLE
BRIDGES	POLYUREA	PERMANENT RAISED
- W) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- X) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

MISCELLANEOUS

- Y) OPERATE EQUIPMENT AND CONDUCT OPERATIONS IN THE SAME DIRECTION AS THE FLOW OF TRAFFIC.

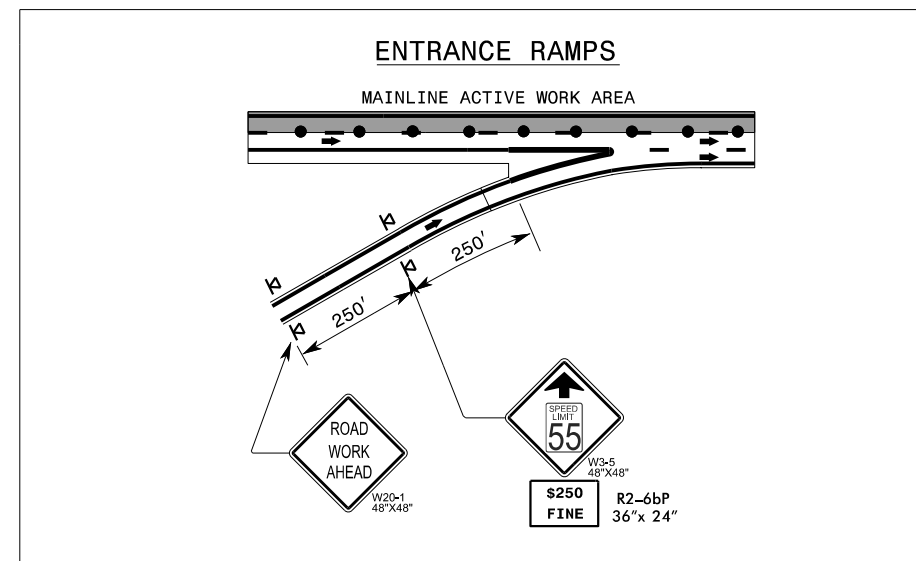
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OR
MESSAGES AS
DIRECTED BY
THE ENGINEER

- ### 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. PLACE CMS APPROXIMATELY 1 MILE IN ADVANCE OF THE W20-5 SIGNS. IF TRAFFIC BACKS UP TO WHERE THE CMS IS INITIALLY PLACED, RELOCATE CMS 1/2 MILE IN ADVANCE OF ANTICIPATED BACKUP.



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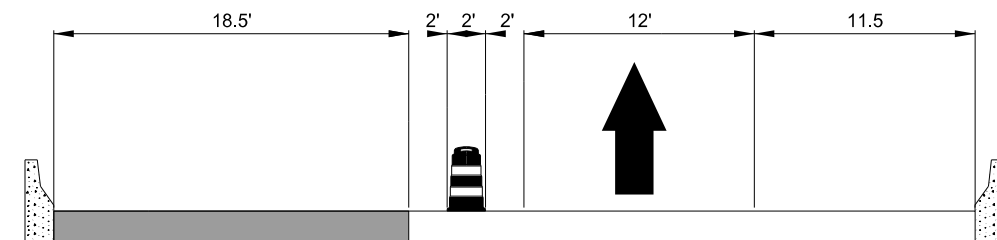
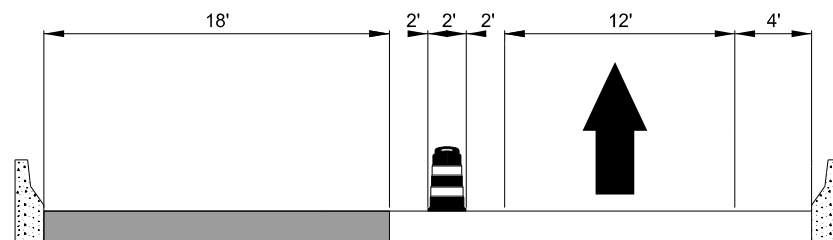
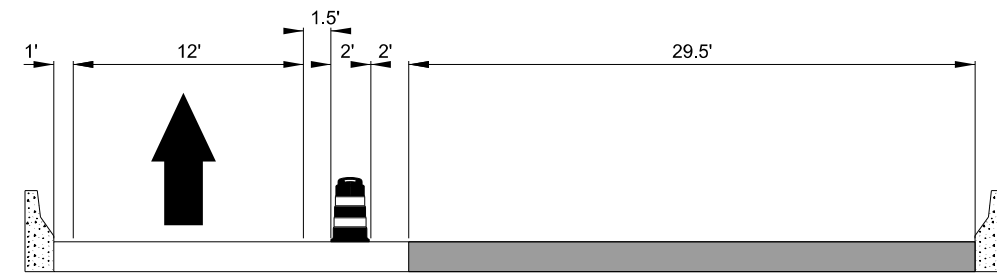
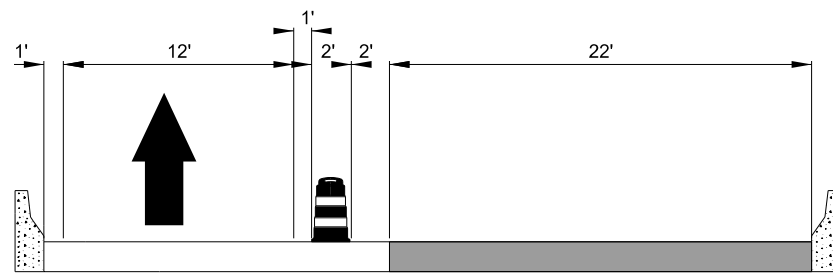
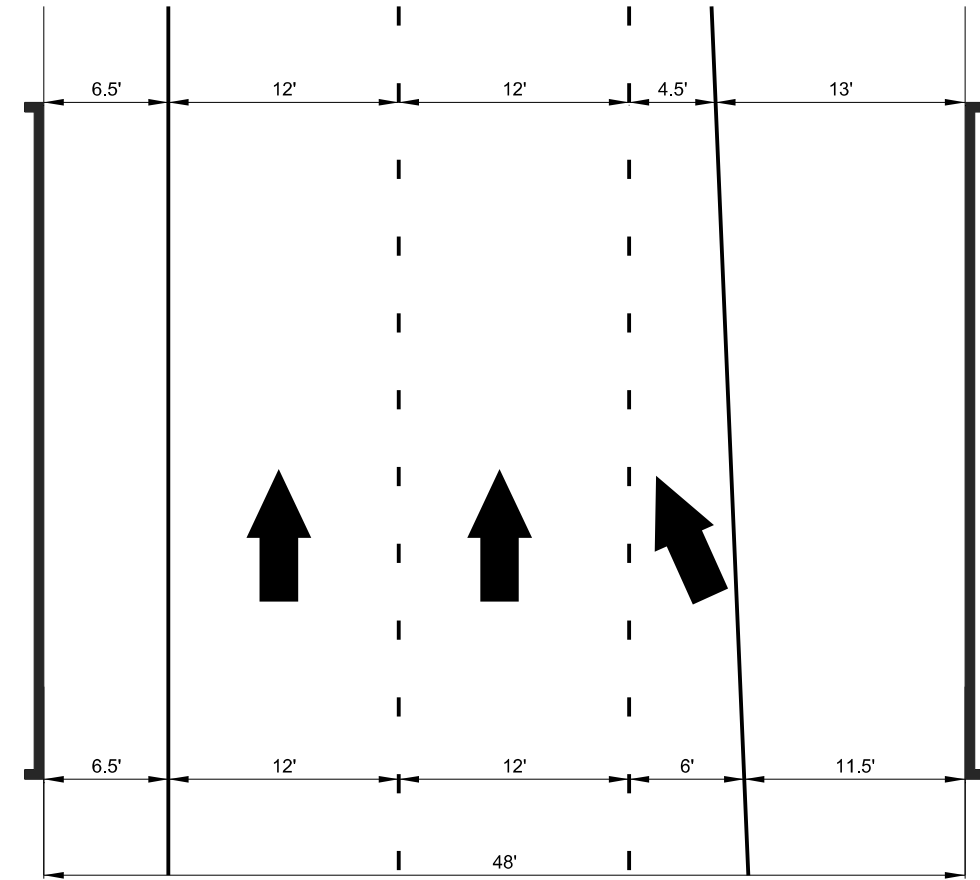
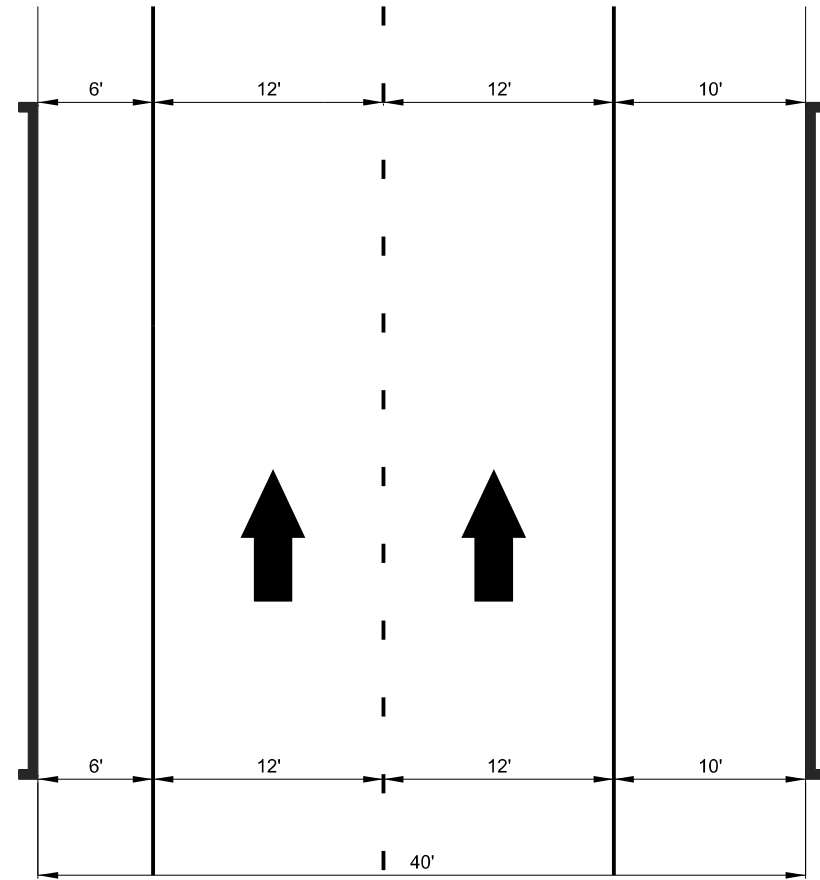


WORK ZONE
"VARIABLE"
SPEED LIMIT
REDUCTION
TYPICAL

BRIDGE #73,74,99,102,108

BRIDGE #107

PROJ. REFERENCE NO.	SHEET NO.
I-5976	TMP-2A

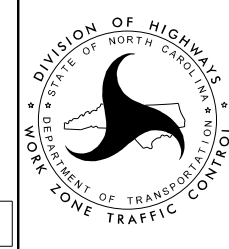


NOTE: CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO NOTIFY THE OVERSIZE/OVERWEIGHT UNIT TO MAKE THEM AWARE OF NARROWED LANES DURING LANE CLOSURE OPERATIONS AND TO RESTRICT OVERSIZED/OVERWEIGHT VEHICLES DURING ROAD CLOSURE OPERATIONS.

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**BRIDGE STAGING
TYPICAL**

PHASING

PROJ. REFERENCE NO.	SHEET NO.
I-5976	TMP-3

NOTE: CONTRACTOR MAY WORK ON THE BRIDGES IN ANY ORDER, BUT SHALL ONLY WORK ON ONE BRIDGE AT A TIME. ONLY ONE OFF-SITE DETOUR ON I-95 WILL BE ALLOWED AT ANY ONE TIME.

COMPLETE THE FOLLOWING FOR BRIDGES 73, 74, 99, 102, 107 AND 108:

NOTE: ALL MILLED SURFACES MUST BE OVERLAYED WITH PPC OVERLAY WITHIN THE SAME CLOSURE PERIOD PRIOR TO OPENING THAT LANE TO TRAFFIC. TRAFFIC SHALL NOT RUN ON ANY MILLED SURFACE ON I-95 IN ANY LANE CONFIGURATION.

NOTE: WHEN USING RSD 1101.02 (SHEET 4 OF 15), PLACE TRAFFIC CONTROL DEVICES FOR A WORK ZONE VARIABLE SPEED LIMIT REDUCTION AS SHOWN ON TMP-2 OR AS OTHERWISE SHOWN IN AN APPROVED WORK ZONE ORDINANCE. THE DETAILS OF TMP-2 AND AN APPROVED WORK ZONE ORDINANCE FOR "WORK ZONE VARIABLE SPEED LIMIT" REDUCTION AND \$250 SPEEDING PENALTY SHALL BE ADHERED TO FOR ALL LANE CLOSURES. REMOVE OR COVER/TURN OFF THESE DEVICES WHENEVER THE LANE CLOSURE IS REMOVED.

NOTE: ONCE A CONTRATOR BEGINS WORK IN A LANE OF TRAFFIC, THE CONTRACTOR SHALL COMPLETE WORK IN THAT LANE BEFORE MOVING TO ANOTHER LANE.

STEP 1: INSTALL AND COVER OFF-SITE DETOUR SIGNS AS SHOWN ON TMP-4, TMP-5, TMP-6, TMP-7 OR TMP-7A.

STEP 2: USING RSD 1101.02 (SHEET 4 OF 15), CLOSE A LANE ON I-95 AND BEGIN BRIDGE PRESERVATION WORK (SEE CONSTRUCTION PLANS AND SHEET TMP-2A). GO TO STEP 3 OR REOPEN LANE TO TRAFFIC.




STEP 3: USING TIME RESTRICTIONS NOTED IN THE CONTRACT FOR I-95 ROAD CLOSURES, UNCOVER OFF-SITE DETOUR SIGNS, CLOSE ENTIRE BRIDGE, PLACE PPC OVERLAY, PLACE STEEL PLATE AT THE APPROACH ROADWAY SLAB JOINT, AND COMPLETE PRESERVATION WORK (SEE CONSTRUCTION PLANS AND SHEET TMP-2A). PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) IN THE FINAL PATTERN. REOPEN A MINIMUM OF ONE LANE OF I-95 BRIDGE TO TRAFFIC AT THE END OF THE ROAD CLOSURE PERIOD.

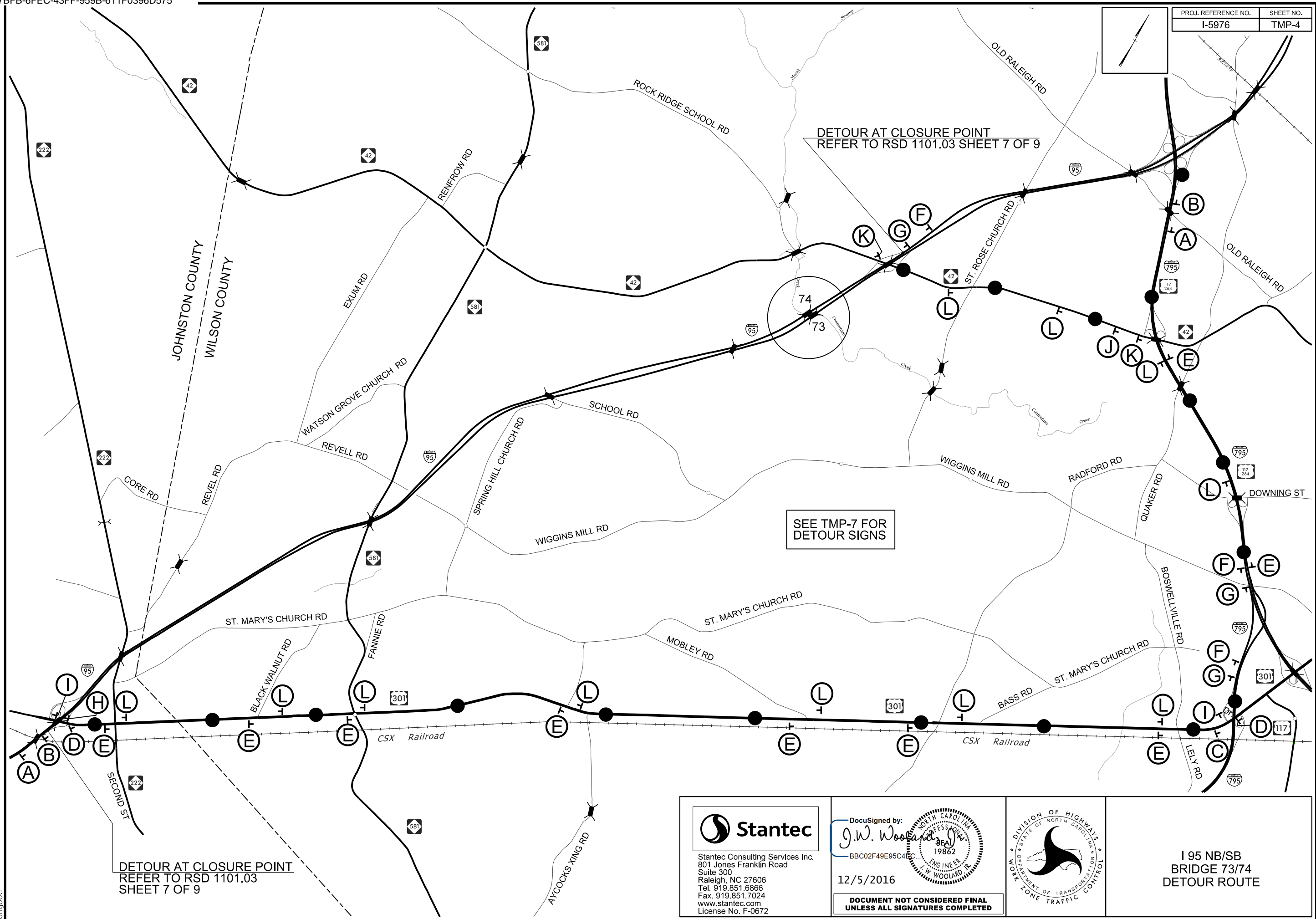
STEP 4: REPEAT STEPS 2 THROUGH 3 UNTIL ALL BRIDGE PRESERVATION WORK IS COMPLETED.

STEP 5: USING RSD 1101.02 (SHEET 4 OF 15), CLOSE A LANE ON I-95, PLACE FINAL PAVEMENT MARKINGS (POLYUREA) AND PAVEMENT MARKERS (SEE NOTE CC ON TMP-1B) ON THE NEWLY PLACED PPC OVERLAY. REOPEN LANE TO TRAFFIC.

STEP 6: REMOVE ALL TRAFFIC CONTROL DEVICES AND OPEN I-95 TO THE FINAL TRAFFIC PATTERN.

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DETOUR AT CLOSURE POINT
REFER TO RSD 1101.03 SHEET 7 OF 9

SEE TMP-7 FOR
DETOUR SIGNS

DETOUR AT CLOSURE POINT
REFER TO RSD 1101.03
SHEET 7 OF 9

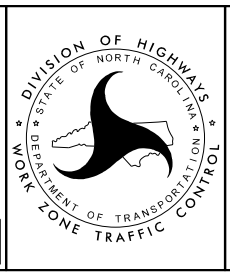
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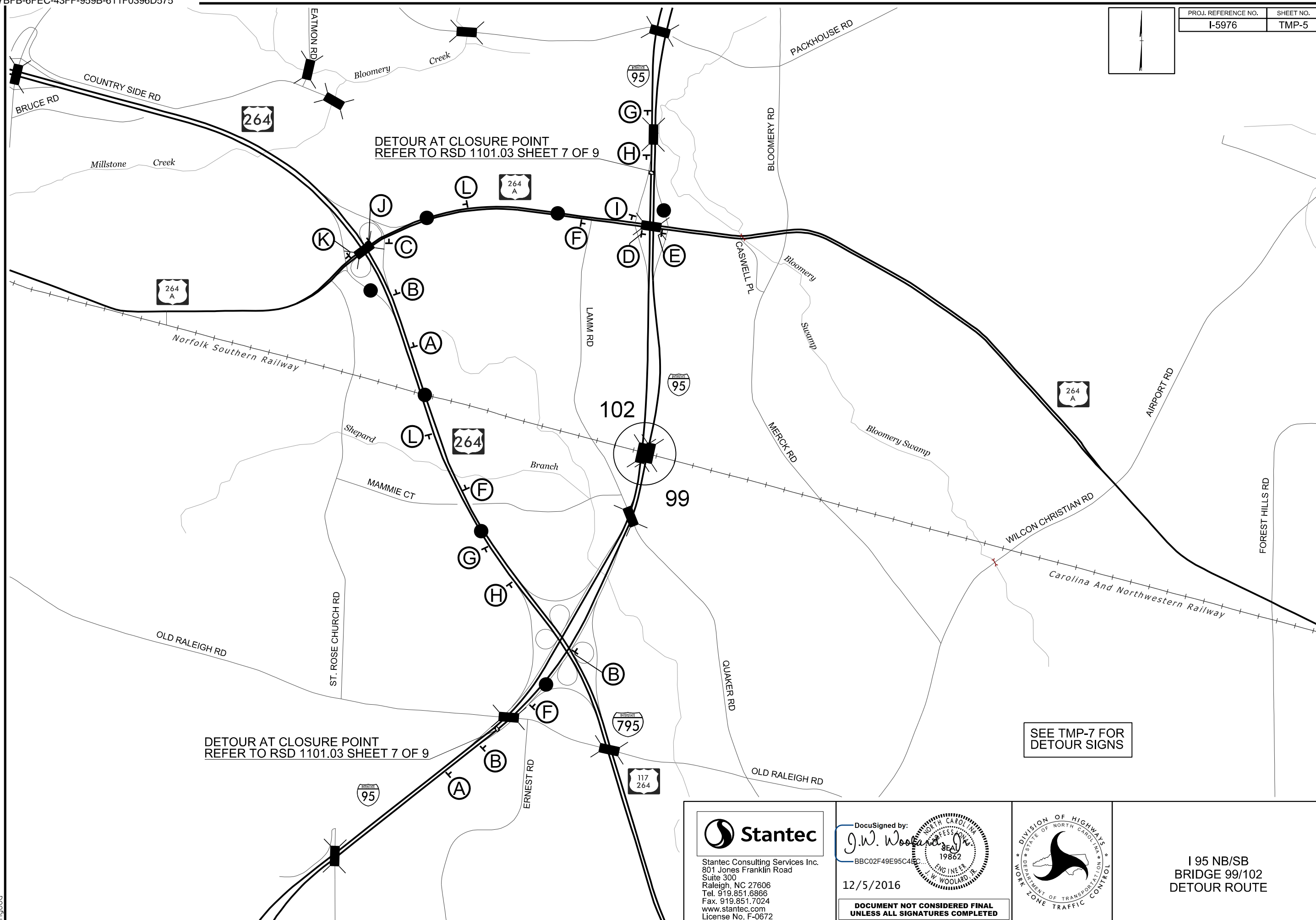
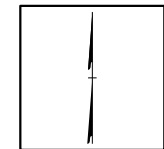
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I 95 NB/SB
 BRIDGE 73/74
 DETOUR ROUTE



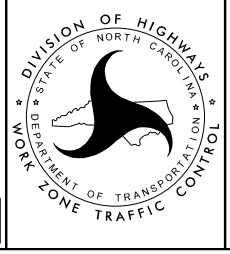
SEE TMP-7 FOR
DETOUR SIGNS

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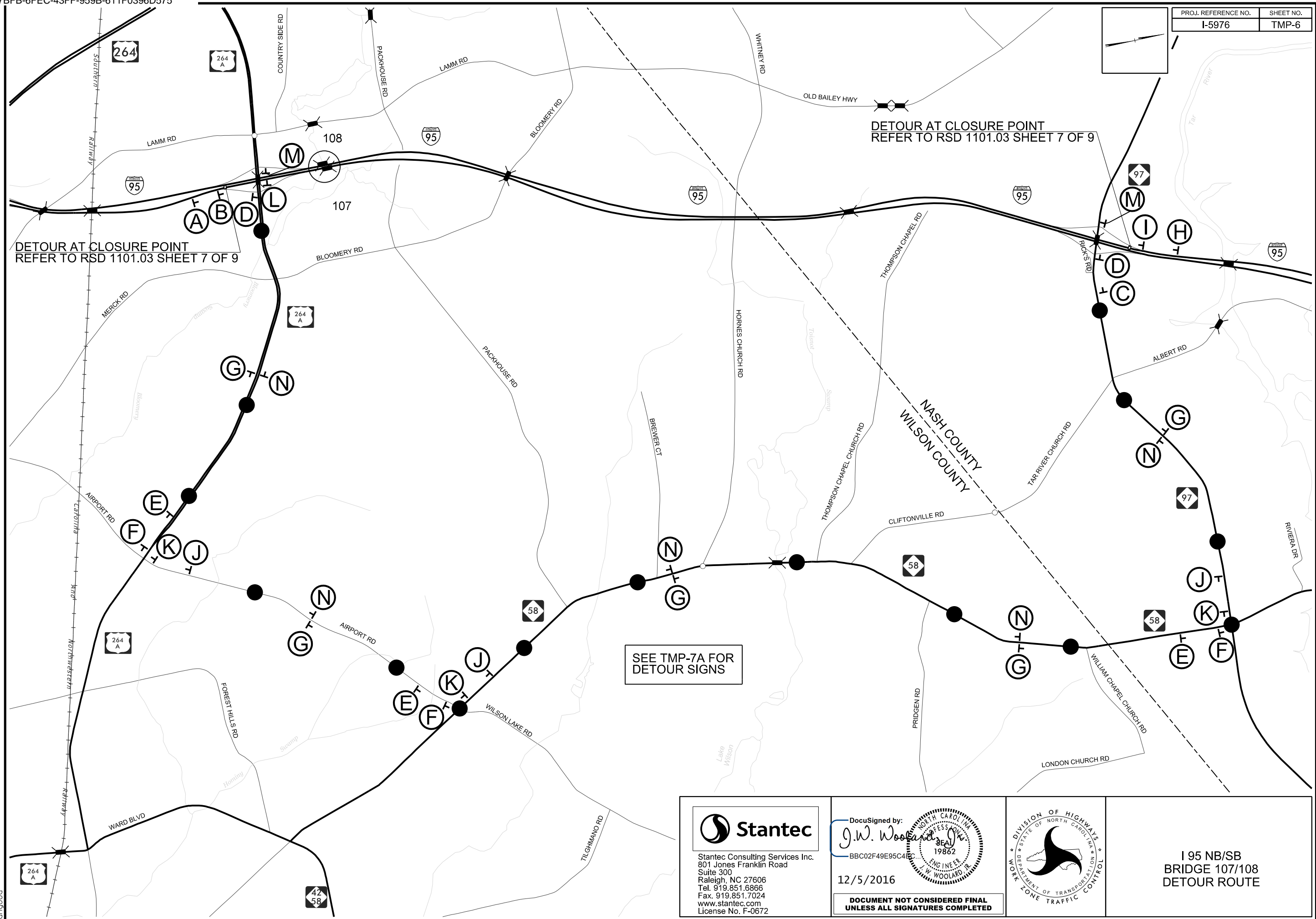
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DETOUR AT CLOSURE POINT
REFER TO RSD 1101.03 SHEET 7 OF 9

DETOUR AT CLOSURE POINT
REFER TO RSD 1101.03 SHEET 7 OF 9

SEE TMP-7A FOR
DETOUR SIGNS

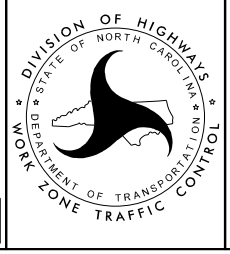
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PROFESSIONAL ENGINEER
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I 95 NB/SB
 BRIDGE 107/108
 DETOUR ROUTE

BRIDGE 73/74 DETOUR ROUTE SIGNS

<p>(A) DETOUR M4-8 24"x12" NORTH M3-1 24"x12"   M5-2 21"x15"</p>	<p>(B) DETOUR M4-8 24"x12" NORTH M3-1 24"x12"   M6-2 21"x15"</p>	<p>(C) DETOUR M4-8 24"x12" NORTH M3-1 24"x12"   M5-1R 21"x15"</p>	<p>(D) DETOUR M4-8 24"x12" NORTH M3-1 24"x12"   M6-1 21"x15"</p>	<p>(E) DETOUR M4-8 24"x12" NORTH M3-1 24"x12"   M6-3 21"x15"</p>		
<p>(F) DETOUR M4-8 24"x12" SOUTH M3-3 24"x12"   M5-2 21"x15"</p>	<p>(G) DETOUR M4-8 24"x12" SOUTH M3-3 24"x12"   M6-2 21"x15"</p>	<p>(H) DETOUR M4-8 24"x12" SOUTH M3-3 24"x12"   M5-1R 21"x15"</p>	<p>(I) DETOUR M4-8 24"x12" SOUTH M3-3 24"x12"   M6-1 21"x15"</p>	<p>(J) DETOUR M4-8 24"x12" SOUTH M3-3 24"x12"   M5-1 21"x15"</p>	<p>(K) DETOUR M4-8 24"x12" SOUTH M3-3 24"x12"   M6-1L 21"x15"</p>	<p>(L) DETOUR M4-8 24"x12" SOUTH M3-3 24"x12"   M6-3 21"x15"</p>

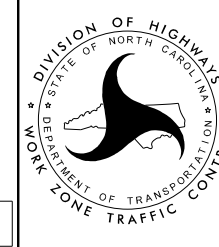
BRIDGE 99/102 DETOUR ROUTE SIGNS

<p>(A) DETOUR M4-8 24"x12" NORTH M3-1 24"x12"   M5-2 21"x15"</p>	<p>(B) DETOUR M4-8 24"x12" NORTH M3-1 24"x12"   M6-2 21"x15"</p>	<p>(C) DETOUR M4-8 24"x12" NORTH M3-1 24"x12"   M6-1 21"x15"</p>	<p>(D) DETOUR M4-8 24"x12" NORTH M3-1 24"x12"   M5-1 21"x15"</p>	<p>(E) DETOUR M4-8 24"x12" NORTH M3-1 24"x12"   M6-1L 21"x15"</p>	<p>(F) DETOUR M4-8 24"x12" NORTH M3-1 24"x12"   M6-3 21"x15"</p>
<p>(G) DETOUR M4-8 24"x12" SOUTH M3-3 24"x12"   M5-2 21"x15"</p>	<p>(H) DETOUR M4-8 24"x12" SOUTH M3-3 24"x12"   M6-2 21"x15"</p>	<p>(I) DETOUR M4-8 24"x12" SOUTH M3-3 24"x12"   M6-1 21"x15"</p>	<p>(J) DETOUR M4-8 24"x12" SOUTH M3-3 24"x12"   M5-1 21"x15"</p>	<p>(K) DETOUR M4-8 24"x12" SOUTH M3-3 24"x12"   M6-1L 21"x15"</p>	<p>(L) DETOUR M4-8 24"x12" SOUTH M3-3 24"x12"   M6-3 21"x15"</p>

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DETOUR ROUTE SIGNS

BRIDGE 107/108 DETOUR ROUTE SIGNS

<p>(A) M4-8 24"x12" M3-1 24"x12" 95 M5-2 21"x15"</p>	<p>(B) M4-8 24"x12" M3-1 24"x12" 95 M6-2 21"x15"</p>	<p>(C) M4-8 24"x12" M3-1 24"x12" 95 M5-1R 21"x15"</p>	<p>(D) M4-8 24"x12" M3-1 24"x12" 95 M6-1 21"x15"</p>	<p>(E) M4-8 24"x12" M3-1 24"x12" 95 M5-1 21"x15"</p>	<p>(F) M4-8 24"x12" M3-1 24"x12" 95 M6-1L 21"x15"</p>	<p>(G) M4-8 24"x12" M3-1 24"x12" 95 M6-3 21"x15"</p>
<p>(H) M4-8 24"x12" M3-3 24"x12" 95 M5-2 21"x15"</p>	<p>(I) M4-8 24"x12" M3-3 24"x12" 95 M6-2 21"x15"</p>	<p>(J) M4-8 24"x12" M3-3 24"x12" 95 M5-1R 21"x15"</p>	<p>(K) M4-8 24"x12" M3-3 24"x12" 95 M6-1 21"x15"</p>	<p>(L) M4-8 24"x12" M3-3 24"x12" 95 M5-1 21"x15"</p>	<p>(M) M4-8 24"x12" M3-3 24"x12" 95 M6-1L 21"x15"</p>	<p>(N) M4-8 24"x12" M3-3 24"x12" 95 M6-3 21"x15"</p>

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