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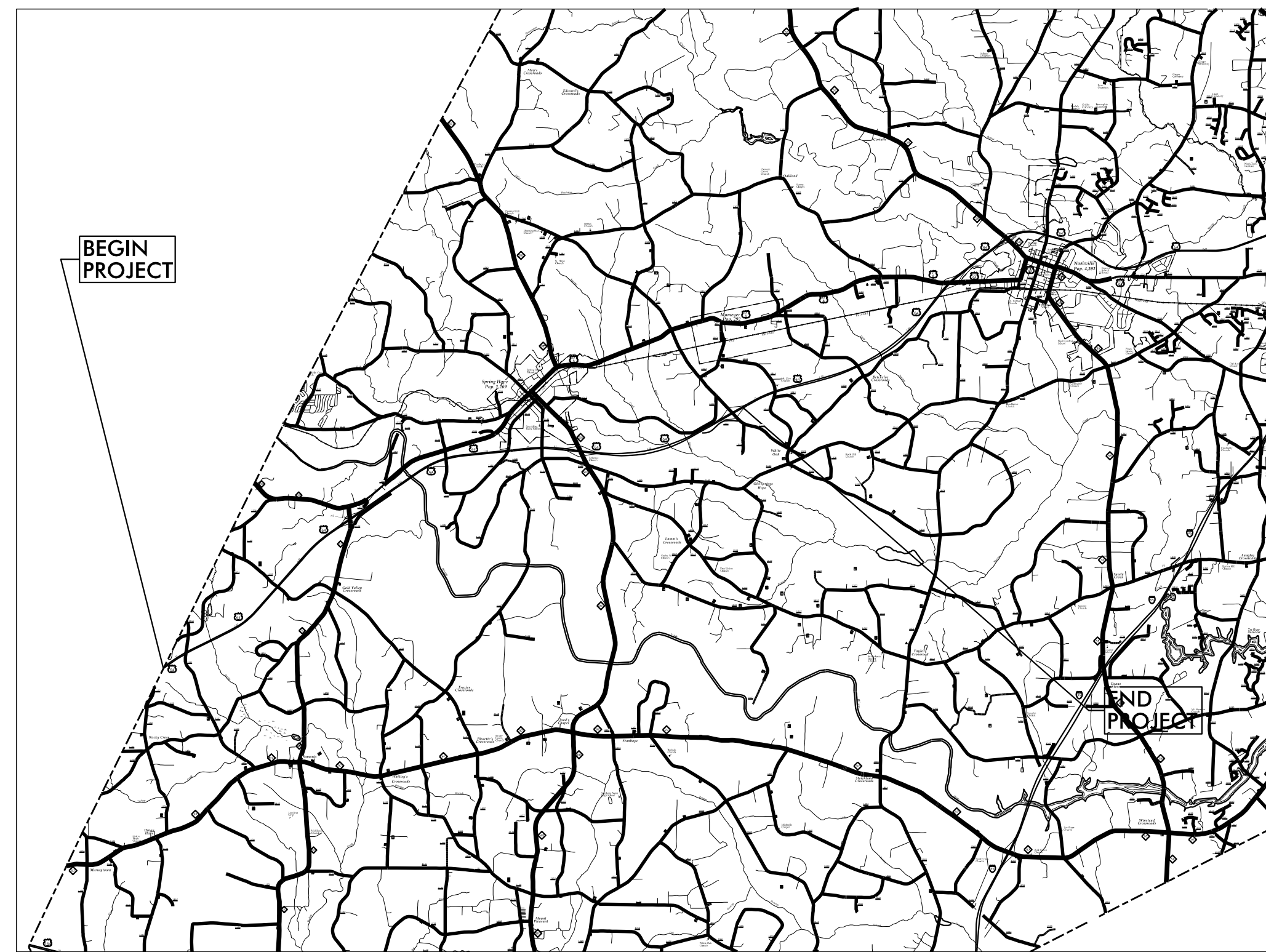
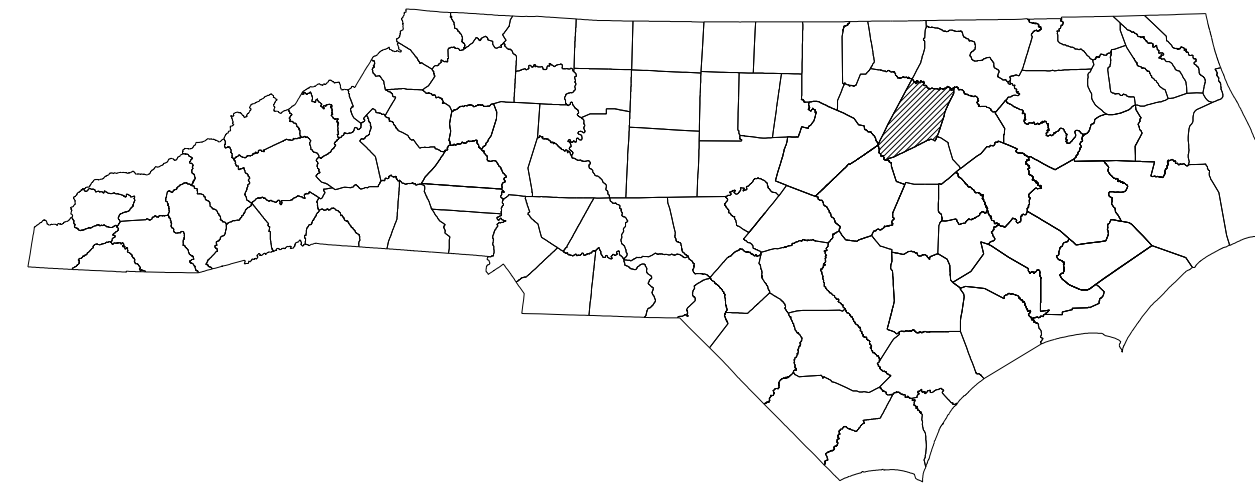
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STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**TRANSPORTATION MANAGEMENT PLAN**

**NASH COUNTY**



**VICINITY MAP**

**INDEX OF SHEETS**

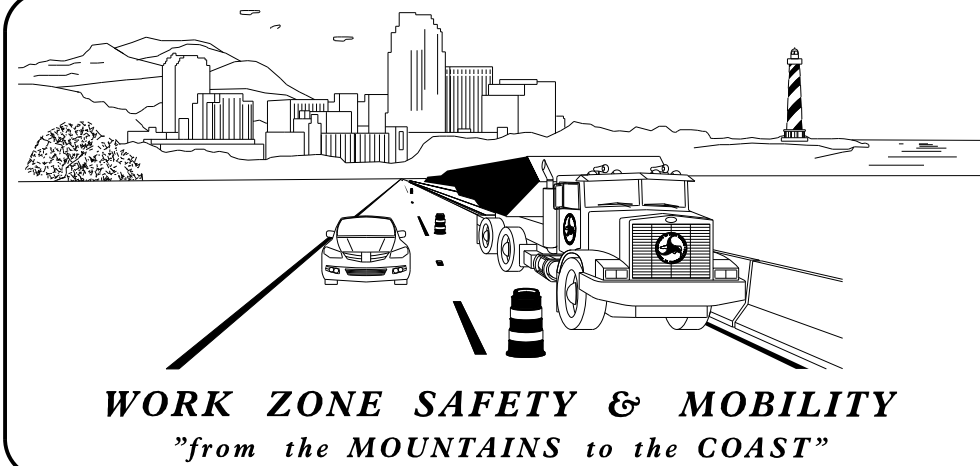
SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP, AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, AND LEGEND
TMP-1B-1C	TRANSPORTATION OPERATIONS PLAN: (GENERAL NOTES, AND LOCAL NOTES)
TMP-2	"WORK ZONE" SPEED LIMIT REDUCTION
TMP-3	TEMPORARY TRAFFIC CONTROL PHASING
TMP-4-9	OFFSITE DETOUR DETAILS
TMP-10	SIGN DESIGNS

SHEET NO.  
TMP-1

**2017CPT.04.07.1064I**

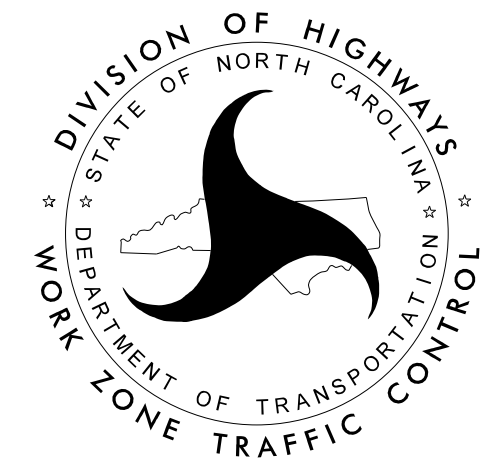
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**N.C.D.O.T. WORK ZONE TRAFFIC CONTROL**  
1561 MAIL SERVICE CENTER (MSC) RALEIGH, NC 27699-1561  
750 N. GREENFIELD PARKWAY, GARNER, NC 27529 (DELIVERY)  
PHONE: (919) 773-2800 FAX: (919) 771-2745

J. S. BOURNE, P.E. STATE TRAFFIC MANAGEMENT ENGINEER  
STEVE KITE, P.E. TRAFFIC CONTROL PROJECT ENGINEER  
TRAFFIC CONTROL PROJECT DESIGN ENGINEER  
TRAFFIC CONTROL DESIGN ENGINEER



4000 WestChase Boulevard, Suite 530 Raleigh, NC 27607  
NC License No. C-3705

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JOSEPH LEWIS, PE  
TRAFFIC CONTROL  
PROJECT ENGINEER

A. MATTHEW THIGPEN, PE  
TRAFFIC CONTROL  
PROJECT DESIGN ENGINEER

APPROVED: \_\_\_\_\_

DATE: \_\_\_\_\_

SEAL




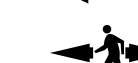





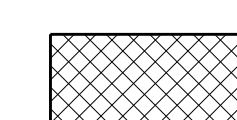
## ROADWAY STANDARD DRAWINGS

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:

<u>STD. NO.</u>	<u>TITLE</u>
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 RAMPS
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY

## LEGEND

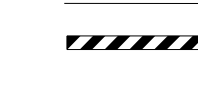




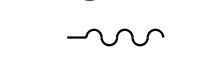
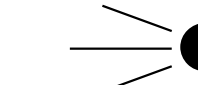

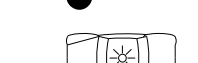

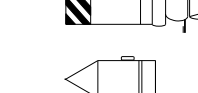
### GENERAL

-  DIRECTION OF TRAFFIC FLOW
-  DIRECTION OF PEDESTRIAN TRAFFIC FLOW
-  EXIST. PVMT.
-  NORTH ARROW
-  PROPOSED PVMT.
-  TEMP. SHORING (LOCATION PURPOSES ONLY)
-  WORK AREA
-  REMOVAL


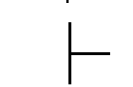

### PAVEMENT MARKINGS

-  EXISTING LINES
-  TEMPORARY LINES

### TRAFFIC CONTROL DEVICES

-  BARRICADE (TYPE III)
-  CONE
-  DRUM     SKINNY DRUM     TUBULAR MARKER
-  TEMPORARY CRASH CUSHION
-  FLASHING ARROW BOARD
-  FLAGGER
-  LAW ENFORCEMENT
-  TRUCK MOUNTED ATTENUATOR (TMA)
-  CHANGEABLE MESSAGE SIGN

### TEMPORARY SIGNING

-  PORTABLE SIGN
-  STATIONARY SIGN
-  STATIONARY OR PORTABLE SIGN

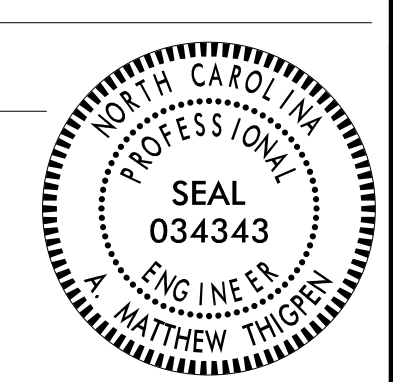
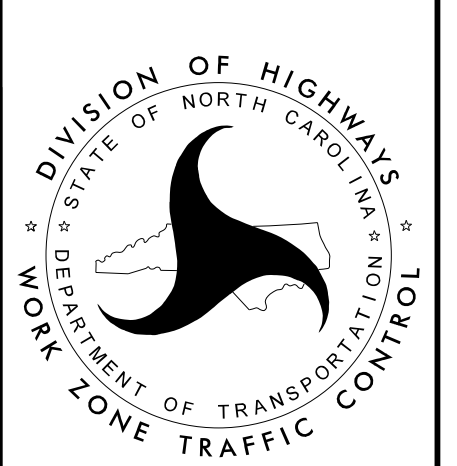
### PAVEMENT MARKERS

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

### PAVEMENT MARKING SYMBOLS

-  PAVEMENT MARKING SYMBOLS

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APPROVED: _____ DATE: _____	SEAL 		<b>ROADWAY STANDARD DRAWINGS &amp; LEGEND</b>
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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 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
US-64	FRANKLIN/NASH CO. LINE TO SR 1603 (OLD CARRIAGE ROAD) MONDAY TO FRIDAY 7:00 A.M. TO 9:00 A.M.
	SR 1603 TO US 64 ALT. (MP 472) MONDAY TO FRIDAY 7:00 A.M. TO 9 A.M. AND 4:00 P.M. TO 6:00 P.M. MAXIMUM LENGTH OF LANE CLOSURE IS 3 MILES
	US 64 ALT. (MP 472) TO EDGECOMBE/MARTIN CO. LINE NO TIME RESTRICTIONS

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

ROAD NAME
US-64

HOLIDAY
1. FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
2. FOR NEW YEAR'S DAY, BETWEEN THE HOURS OF 7:00 A.M. DECEMBER 31st TO 6:00 P.M. JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 6:00 P.M. THE FOLLOWING TUESDAY.
3. FOR EASTER, BETWEEN THE HOURS OF 7:00 A.M. THURSDAY AND 6:00 P.M. TUESDAY.
4. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 7:00 A.M. FRIDAY TO 6:00 P.M. TUESDAY.
5. FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 7:00 A.M. THE FRIDAY BEFORE THE WEEK OF INDEPENDENCE DAY AND 6:00 P.M. THE FOLLOWING MONDAY AFTER THE WEEK OF INDEPENDENCE DAY.
6. FOR LABOR DAY, BETWEEN THE HOURS OF 7:00 A.M. FRIDAY TO 6:00 P.M. TUESDAY.
7. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 7:00 A.M. TUESDAY AND 6:00 P.M. MONDAY.

8. FOR CHRISTMAS, BETWEEN THE HOURS OF 7:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 6:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

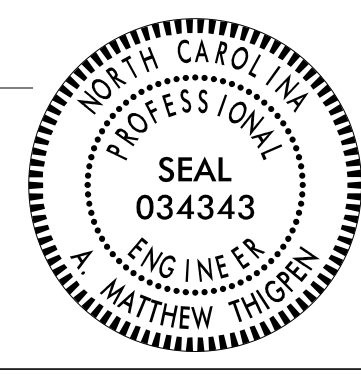

### LANE AND SHOULDER CLOSURE REQUIREMENTS

- C) 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.
- D) 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.
- E) 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.

- F) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRANSPORTATION MANAGEMENT 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.
- G) 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.
- H) DO NOT INSTALL MORE THAN 3 MILES OF LANE CLOSURE ON US-64 MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.
- I) DO NOT INSTALL MORE THAN ONE LANE CLOSURE IN ANY ONE DIRECTION ON US-64.

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# GENERAL NOTES CONTINUED

## PAVEMENT EDGE DROP OFF REQUIREMENTS

- J) BACKFILL AT A 6:1 SLOPE UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN AREAS ADJACENT TO AN OPENED TRAVEL LANE THAT HAS AN EDGE OF PAVEMENT 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.

- K) 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 EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

## TRAFFIC PATTERN ALTERATIONS

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

## SIGNING

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

- P) WHEN LANE CLOSURES ARE NOT IN EFFECT SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER IN FEET THAN TWICE THE POSTED SPEED LIMIT (MPH) EXCEPT, 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTIONS 1130 (DRUMS), 1135 (CONES) AND 1180 (SKINNY DRUMS) FOR ADDITIONAL REQUIREMENTS.
- Q) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- R) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES (DRUMS) PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

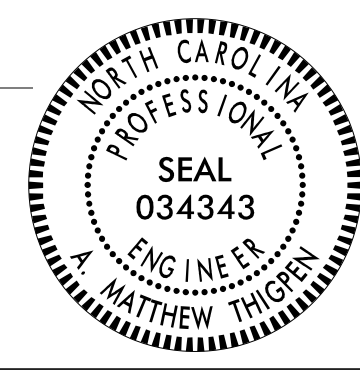

## PAVEMENT MARKINGS AND MARKERS

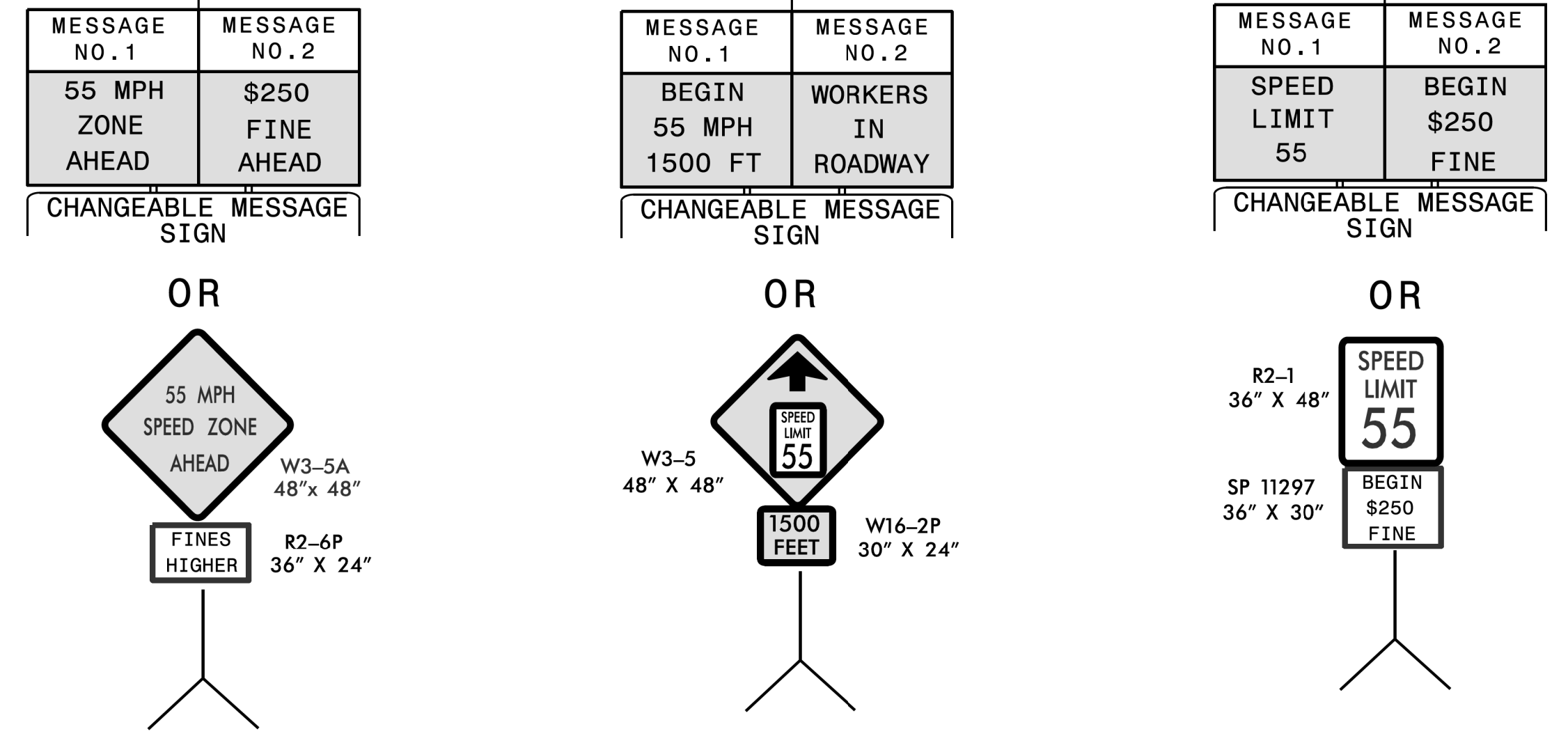
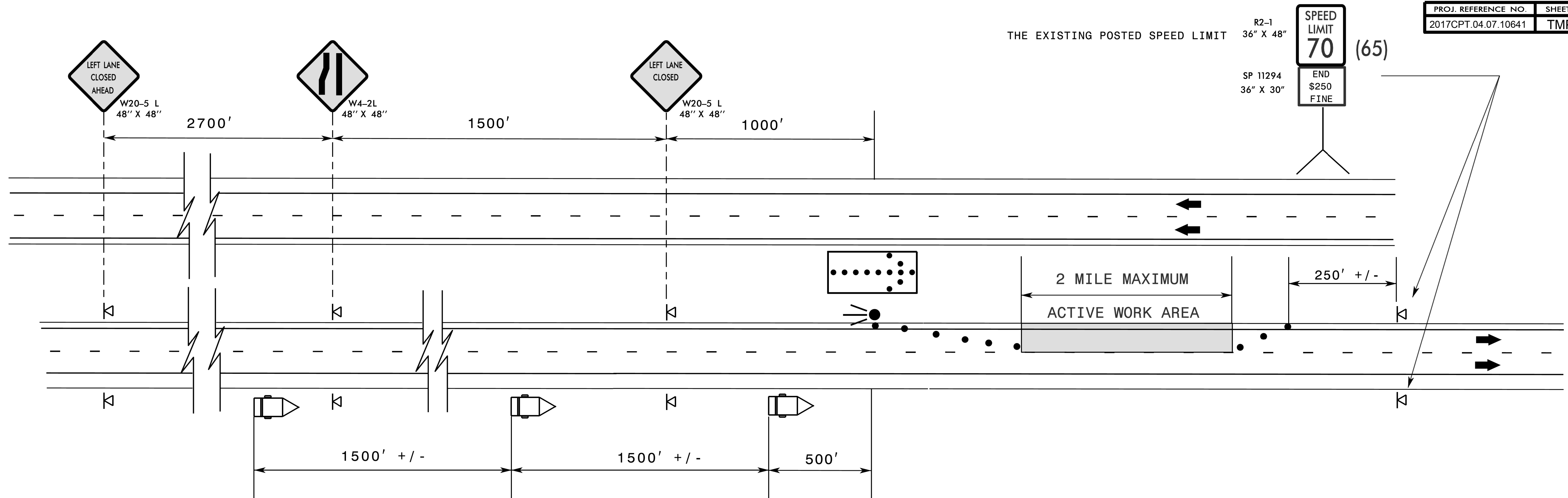
- S) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

## LOCAL NOTES

- LN-1) THE FOLLOWING OPTIONS ARE AVAILABLE DURING RESURFACING AND MILLING OPERATIONS ON MULTI-LANE FACILITIES WHEN ALL LANES OR A SINGLE LANE IN ONE DIRECTION ARE TO BE MILLED:

(A) MILL A SINGLE LANE AND PAVE BACK BY THE END OF EACH WORK DAY.

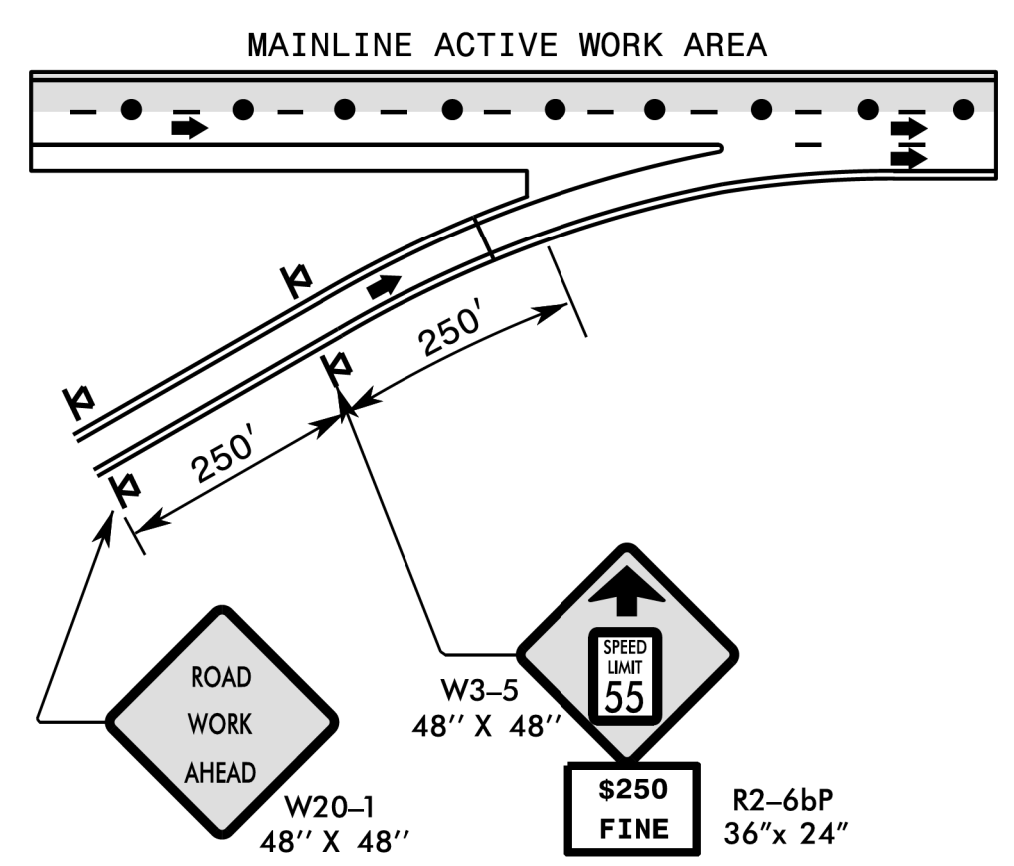
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### GUIDELINES

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 RAMP 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 RAMP



### 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.

APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

SEAL

## WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION

## PHASING

**STEP 1**

INSTALL WORK ZONE ADVANCE WARNING SIGNS. SEE RSD 1101.02.

INSTALL AND COVER THE OFF SITE DETOUR SIGNING SHOWN ON SHEETS TMP-04 THRU TMP-10.

**STEP 2**

USING RSD 1101.02, SHEET 4 OF 15, MILL (2.25") AND RESURFACE (1.5" OF SURFACE COURSE) THE EXISTING PAVEMENT ON US-64 FROM THE FRANKLIN COUNTY LINE TO MILEMARKER 453 AND PLACE TEMPORARY PAVEMENT MARKINGS IN THE EXISTING PATTERN (SEE LOCAL NOTE LN-1).

**STEP 3**

USING RSD 1101.02, SHEET 4 OF 15, PERFORM THE FOLLOWING:

- PLACE FINAL LAYER OF OPEN GRADED FRICTION COURSE ON ALL LANES.
- PLACE TEMPORARY MARKINGS ON ALL LANES IN THE FINAL TRAFFIC PATTERN.
- REMOVE ALL ROAD CLOSURE AND DETOUR SIGNING, REMOVE ALL ROAD CLOSURE BARRICADES AND OPEN ALL LANES TO TRAFFIC.

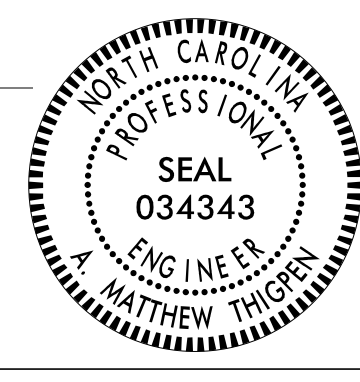
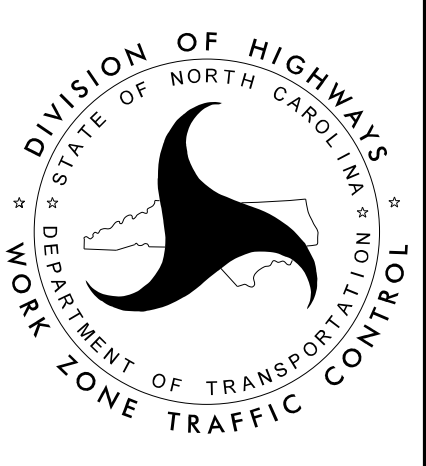
**STEP 4**

USING RSD 1101.02, SHEET 4 OF 15, INSTALL FINAL PAVEMENT MARKINGS AND MARKERS.

**STEP 5**

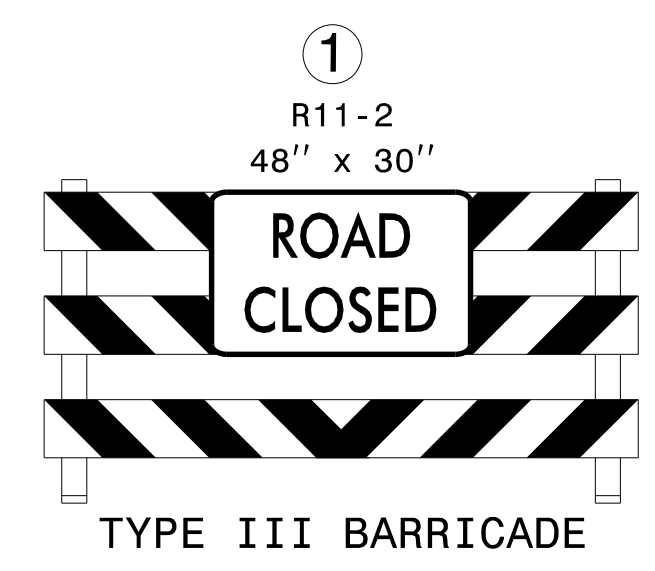
REMOVE ALL REMANING TRAFFIC CONTROL DEVICES.

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<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>		

**DETOUR ROUTES**

- US 64 EB OFF RAMP CLOSED AT NC 231
- ▲ ON RAMP FROM NC 231 TO US 64 EB CLOSED



**CMS 1**

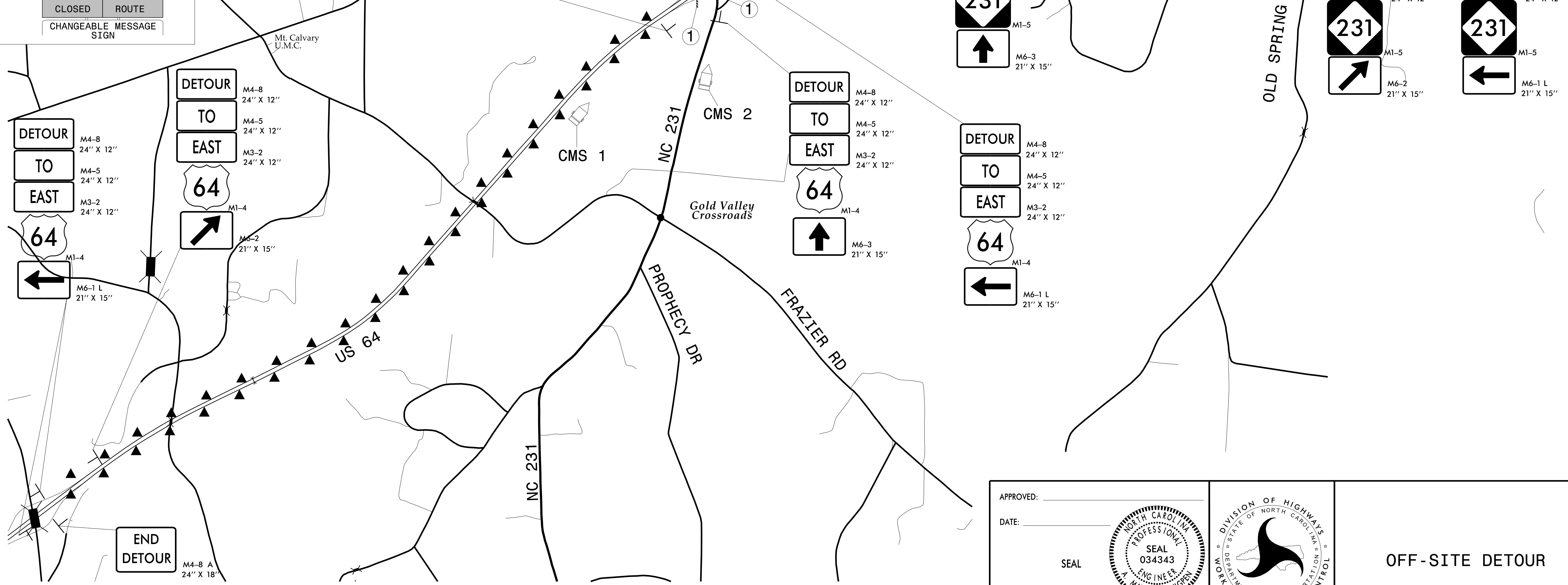
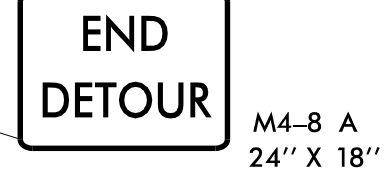
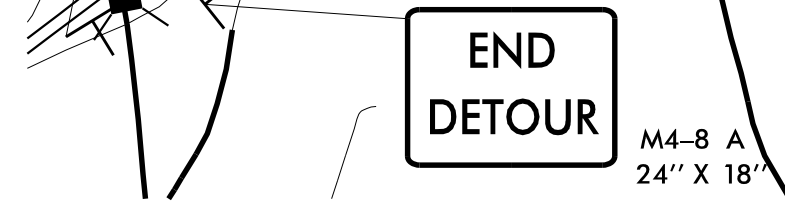
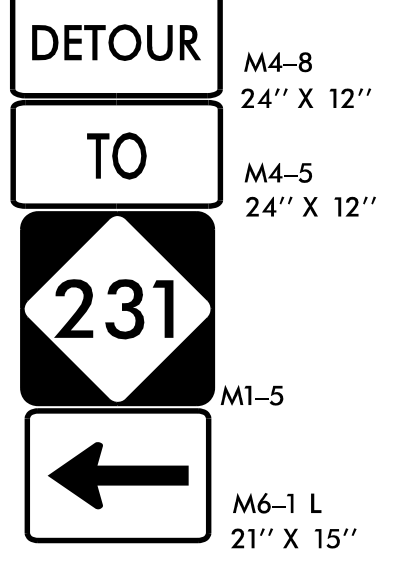
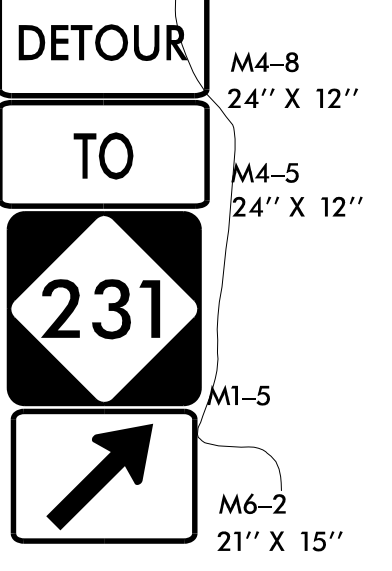
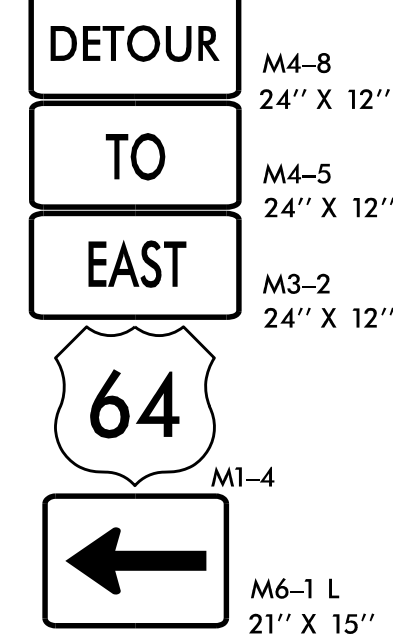
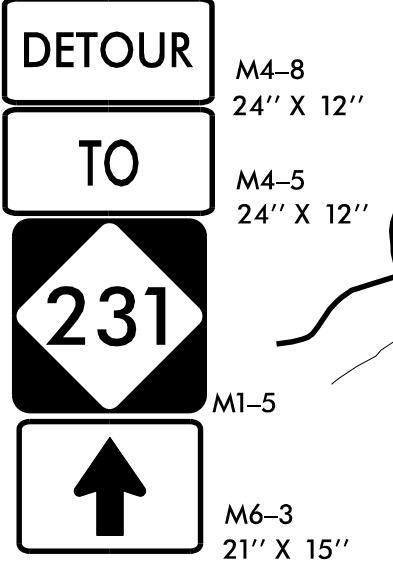
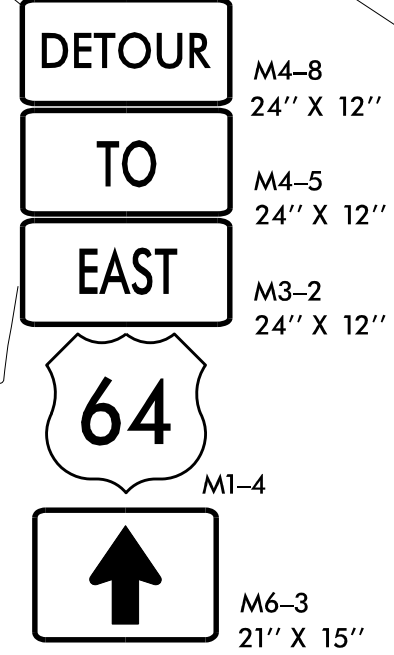
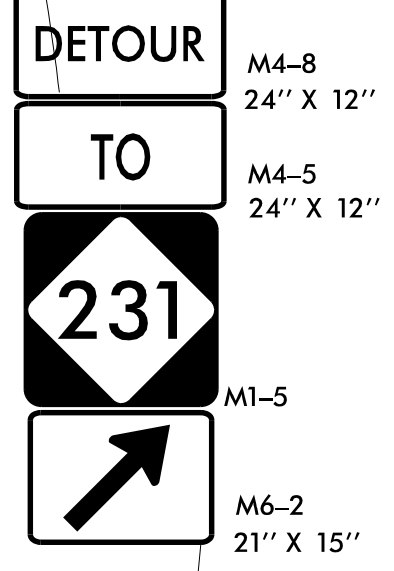
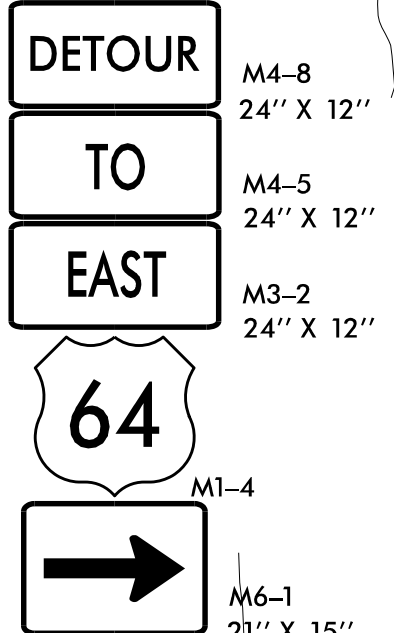
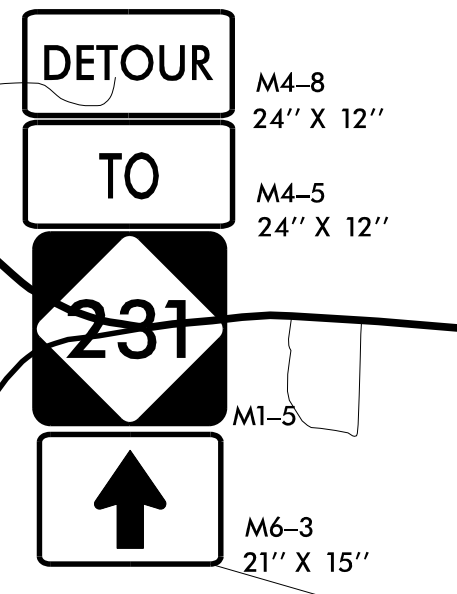
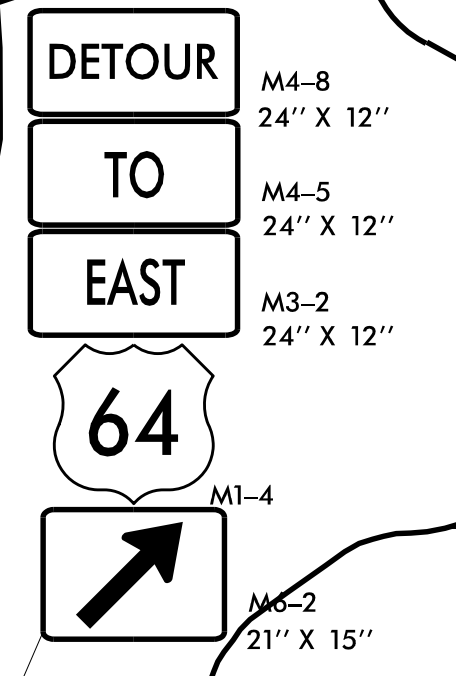
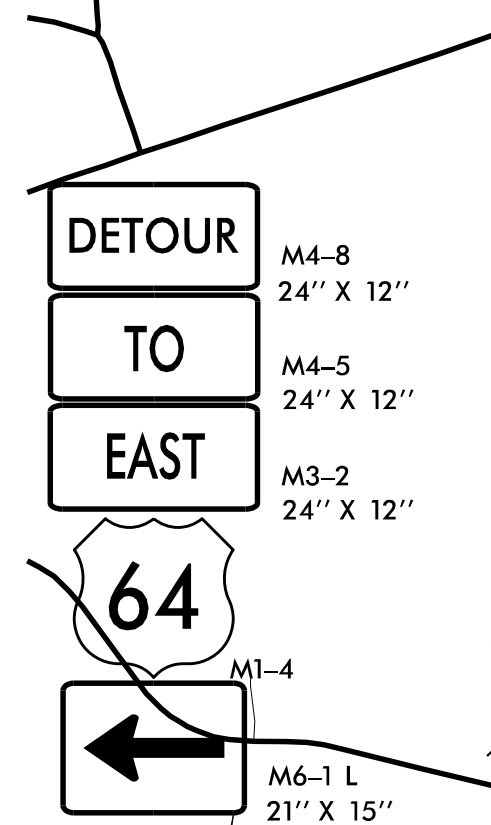
MESSAGE NO. 1	MESSAGE NO. 2
EXIT TO NC 231 CLOSED	FOLLOW DETOUR ROUTE

CHANGEABLE MESSAGE SIGN

**CMS 2 & 3**

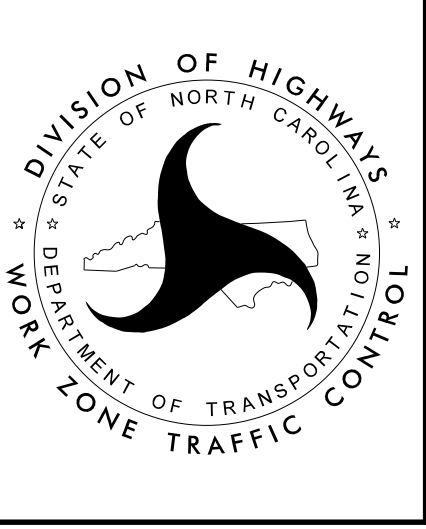
MESSAGE NO. 1	MESSAGE NO. 2
NC 64 EB RAMP CLOSED	FOLLOW DETOUR ROUTE

CHANGEABLE MESSAGE SIGN



APPROVED: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 SEAL

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



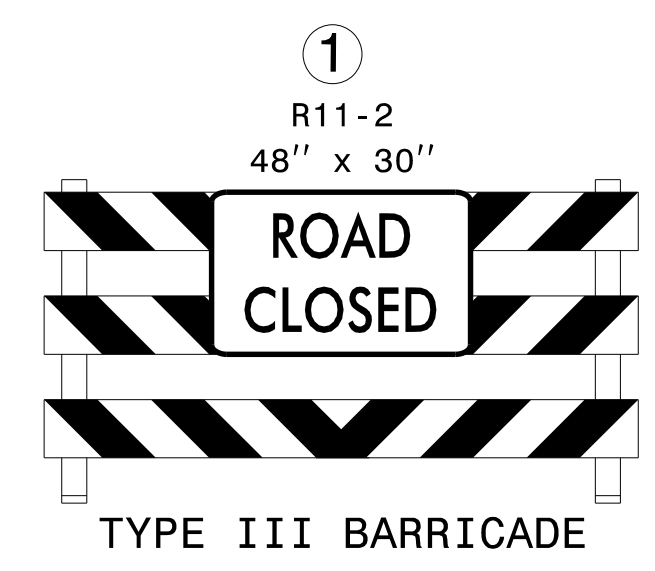
**OFF-SITE DETOUR**

2/2/2017 11:45:00 AM \\vb\proj\raleigh\38564.07 NCDOT 2017CPT Nash\NCDOT\TrafficControl\TCP\US\_64\_TC\_TMP\_Detour Route IA.dgn User:tmthigpen



**DETOUR ROUTES**

- ON RAMP FROM NC 231 TO US 64 WB CLOSED
- ▲ US 64 WB OFF RAMP CLOSED AT NC 231



**CMS 1**

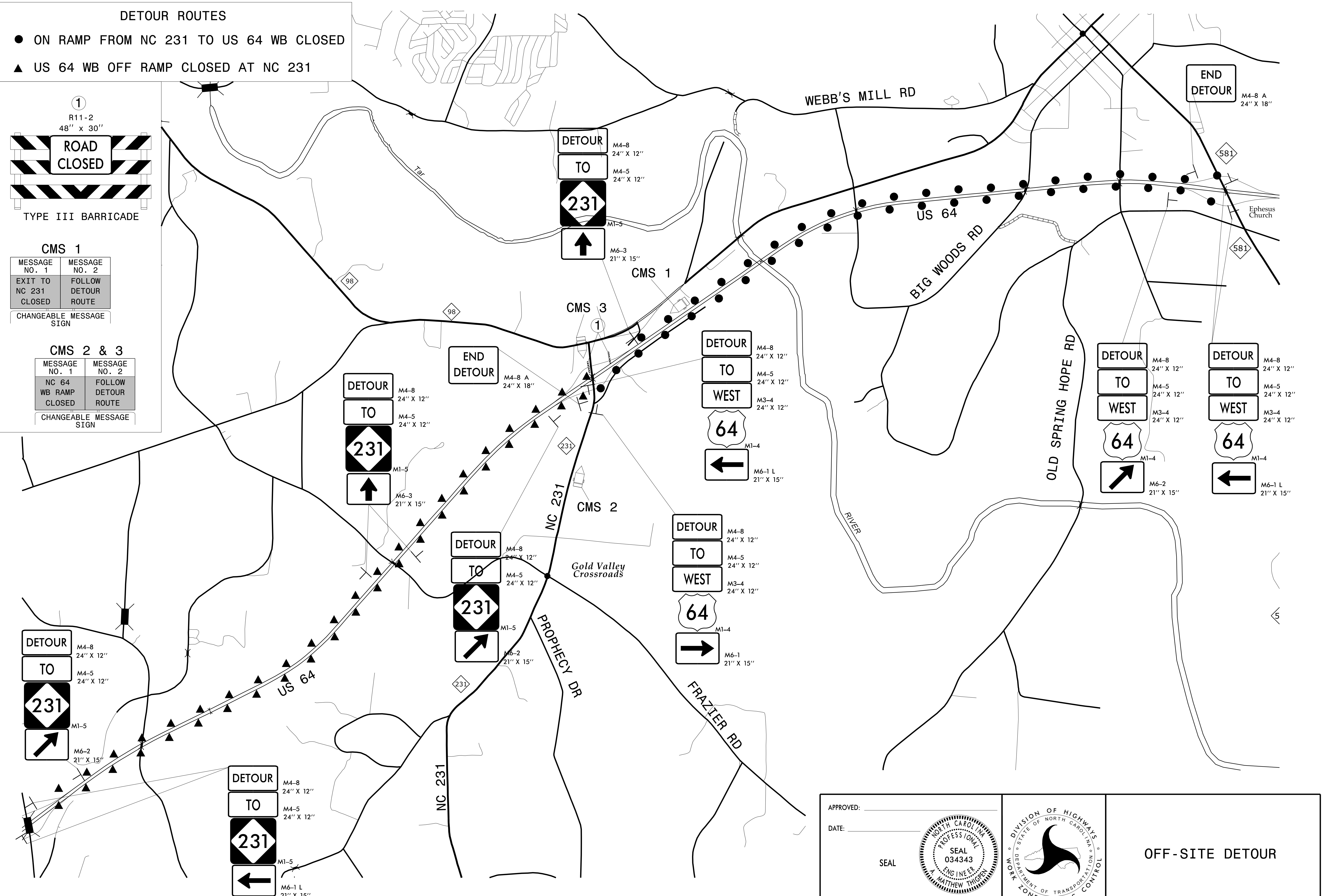
MESSAGE NO. 1	MESSAGE NO. 2
EXIT TO NC 231 CLOSED	FOLLOW DETOUR ROUTE

CHANGEABLE MESSAGE SIGN

**CMS 2 & 3**

MESSAGE NO. 1	MESSAGE NO. 2
NC 64 WB RAMP CLOSED	FOLLOW DETOUR ROUTE

CHANGEABLE MESSAGE SIGN

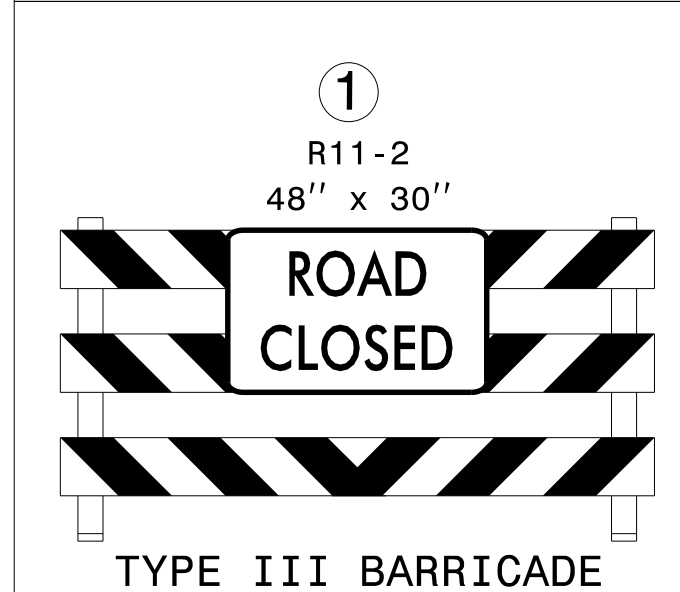


2/2/2017 \\vb\proj\raleigh\38564.07 NCDOT 2017CPT Nash\NCDOT\TrafficControl\TCP\US\_64\_TC\_TMP\_Detour Route IB.dgn User:tmfhighen

APPROVED: _____			<b>OFF-SITE DETOUR</b>
DATE: _____			
SEAL			
<b>DOCUMENT NOT CONSIDERED FINAL                  UNLESS ALL SIGNATURES COMPLETED</b>			

**DETOUR ROUTES**

- US 64 EB OFF RAMP CLOSED AT NC 581
- ▲ ON RAMP FROM NC 581 TO US 64 EB CLOSED



**CMS 1**

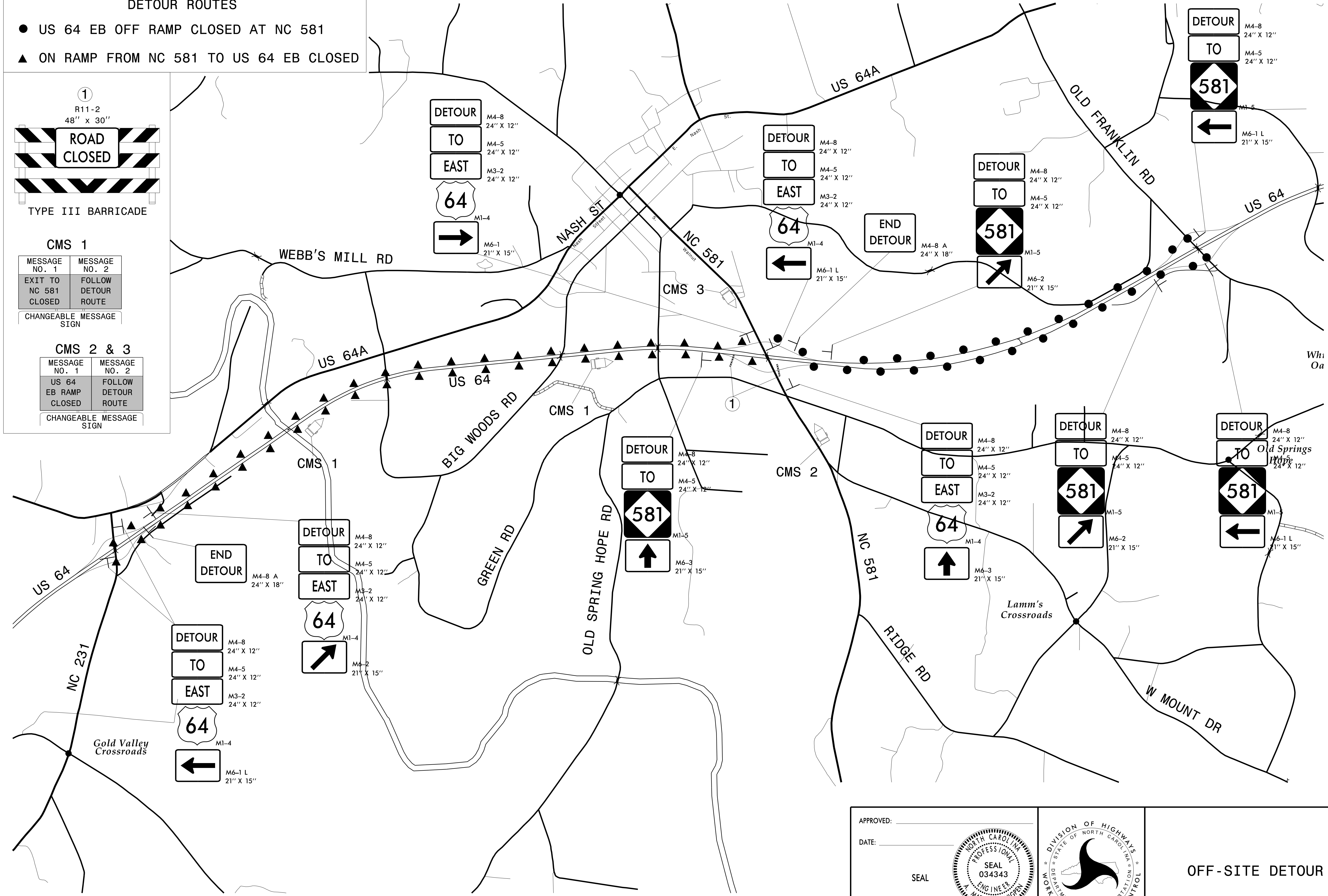
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EXIT TO NC 581 CLOSED	FOLLOW DETOUR ROUTE

CHANGEABLE MESSAGE SIGN

**CMS 2 & 3**

MESSAGE NO. 1	MESSAGE NO. 2
US 64 EB RAMP CLOSED	FOLLOW DETOUR ROUTE

CHANGEABLE MESSAGE SIGN

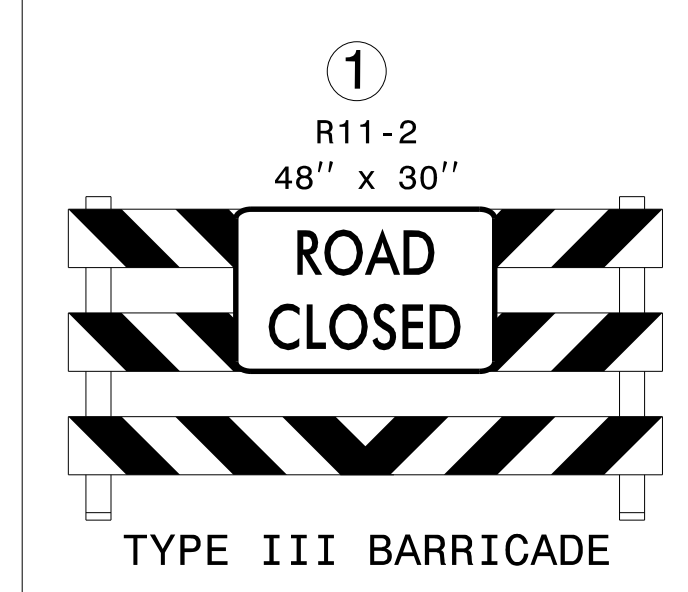


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APPROVED: _____			<p><b>OFF-SITE DETOUR</b></p>
DATE: _____			
<p><b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b></p>			

**DETOUR ROUTES**

- ON RAMP FROM NC 581 TO US 64 WB CLOSED
- ▲ US 64 WB OFF RAMP CLOSED AT NC 581



**CMS 1**

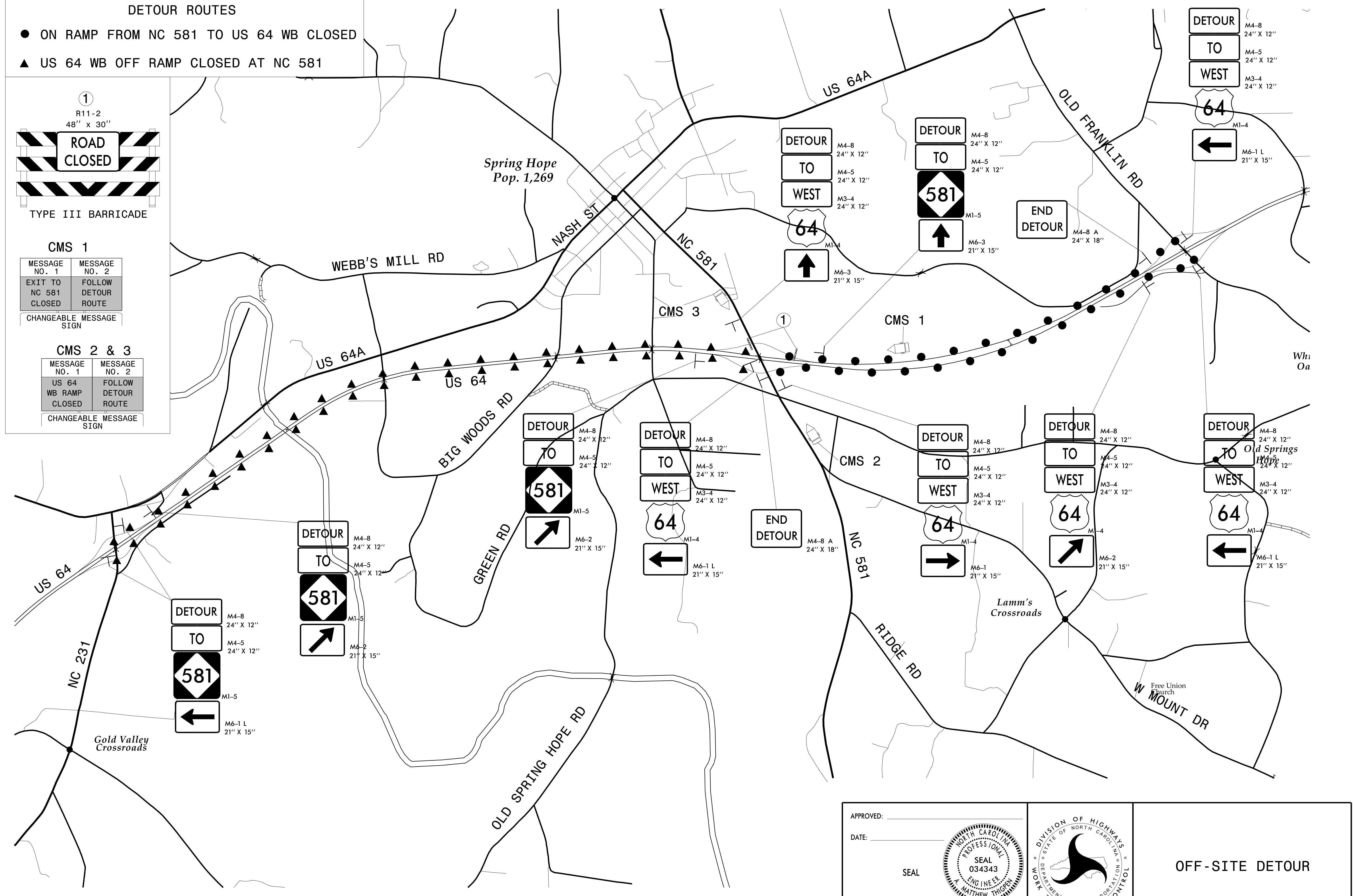
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EXIT TO NC 581 CLOSED	FOLLOW DETOUR ROUTE

CHANGEABLE MESSAGE SIGN

**CMS 2 & 3**

MESSAGE NO. 1	MESSAGE NO. 2
US 64 WB RAMP CLOSED	FOLLOW DETOUR ROUTE

CHANGEABLE MESSAGE SIGN

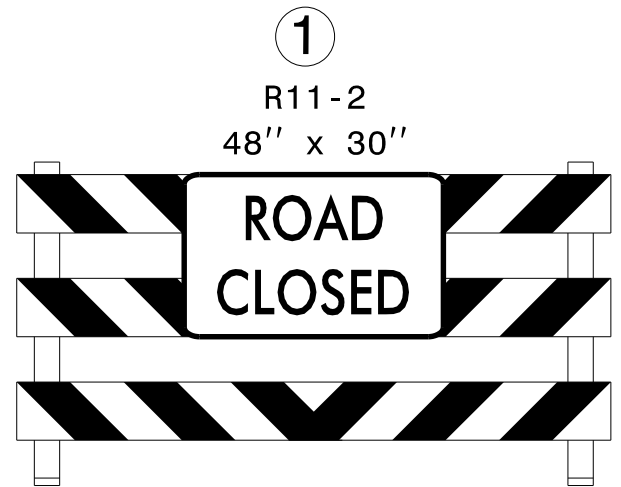


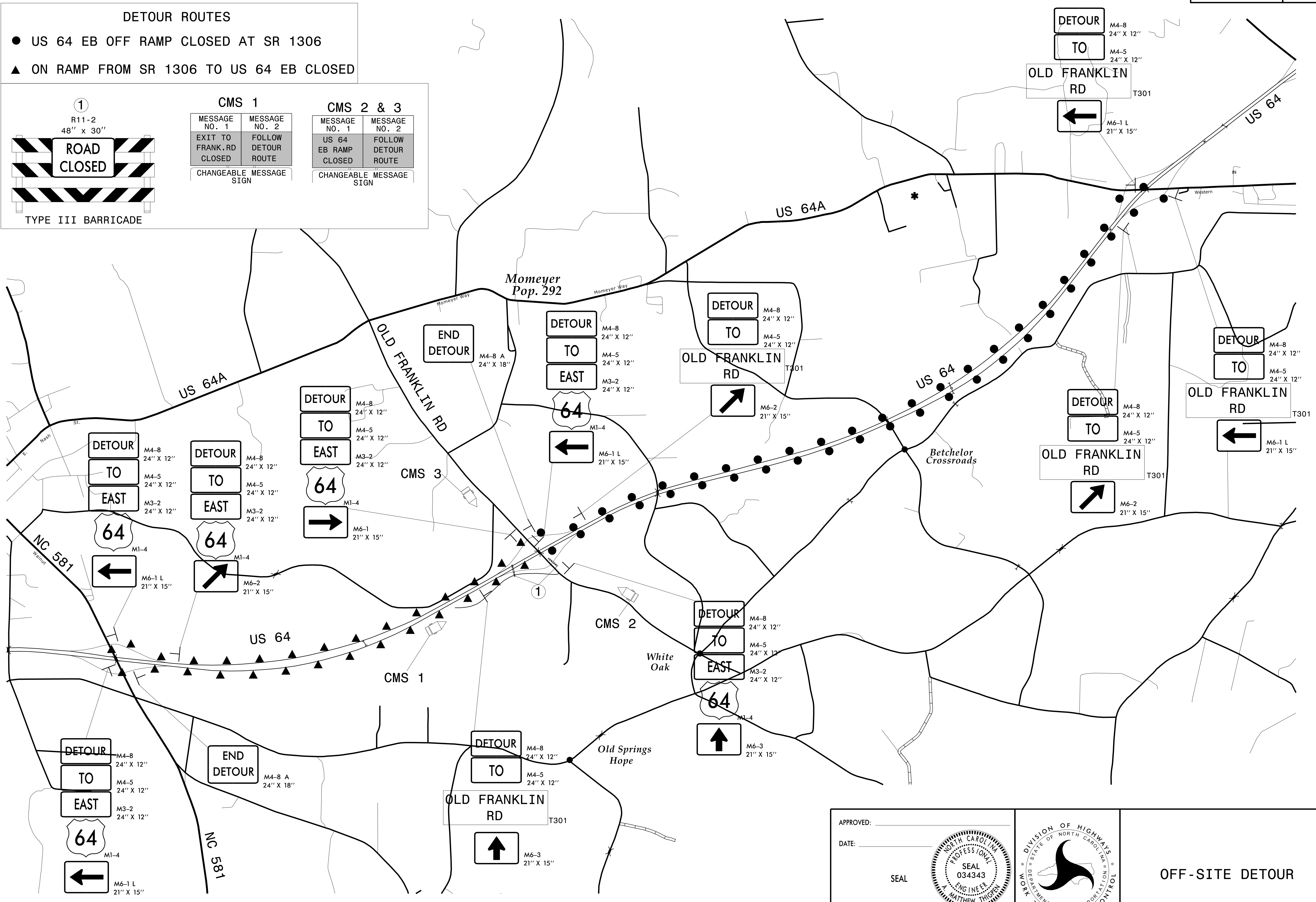
APPROVED: _____			<p><b>OFF-SITE DETOUR</b></p>
DATE: _____			
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2/2/2017 \\vnb\proj\raleigh\38564.07 NCDOT 2017CPT Nash\NCDOT\TrafficControl\TCP\US\_64\_TC\_TMP\_Detour\_Route 2B.dgn User:mthigpen

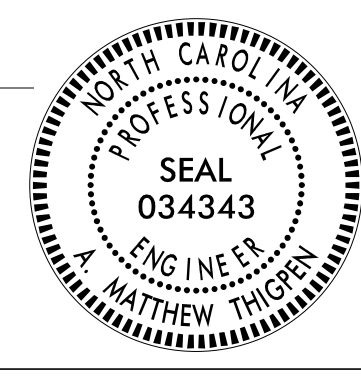
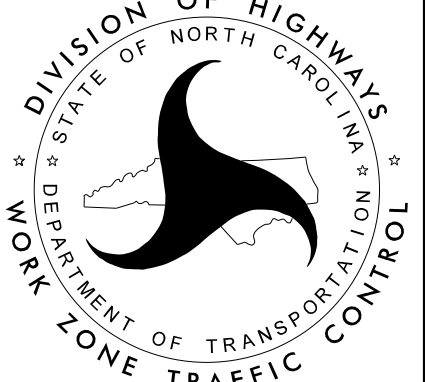
**DETOUR ROUTES**

- US 64 EB OFF RAMP CLOSED AT SR 1306
- ▲ ON RAMP FROM SR 1306 TO US 64 EB CLOSED

 <p>R11-2 48" x 30"</p> <p><b>ROAD CLOSED</b></p> <p>TYPE III BARRICADE</p>	<p><b>CMS 1</b></p> <table border="1"> <tr> <th>MESSAGE NO. 1</th> <th>MESSAGE NO. 2</th> </tr> <tr> <td>EXIT TO FRANK. RD CLOSED</td> <td>FOLLOW DETOUR ROUTE</td> </tr> </table> <p>CHANGEABLE MESSAGE SIGN</p>		MESSAGE NO. 1	MESSAGE NO. 2	EXIT TO FRANK. RD CLOSED	FOLLOW DETOUR ROUTE	<p><b>CMS 2 &amp; 3</b></p> <table border="1"> <tr> <th>MESSAGE NO. 1</th> <th>MESSAGE NO. 2</th> </tr> <tr> <td>US 64 EB RAMP CLOSED</td> <td>FOLLOW DETOUR ROUTE</td> </tr> </table> <p>CHANGEABLE MESSAGE SIGN</p>		MESSAGE NO. 1	MESSAGE NO. 2	US 64 EB RAMP CLOSED	FOLLOW DETOUR ROUTE
	MESSAGE NO. 1	MESSAGE NO. 2										
	EXIT TO FRANK. RD CLOSED	FOLLOW DETOUR ROUTE										
MESSAGE NO. 1	MESSAGE NO. 2											
US 64 EB RAMP CLOSED	FOLLOW DETOUR ROUTE											




2/2/2017 \\vnb\proj\Raleigh\38564.07 NCDOT 2017CPT Nash\NCDOT\TrafficControl\TCP\US\_64\_TC\_TMP\_Detour\_Route\_3A.dgn User:tmfhiben

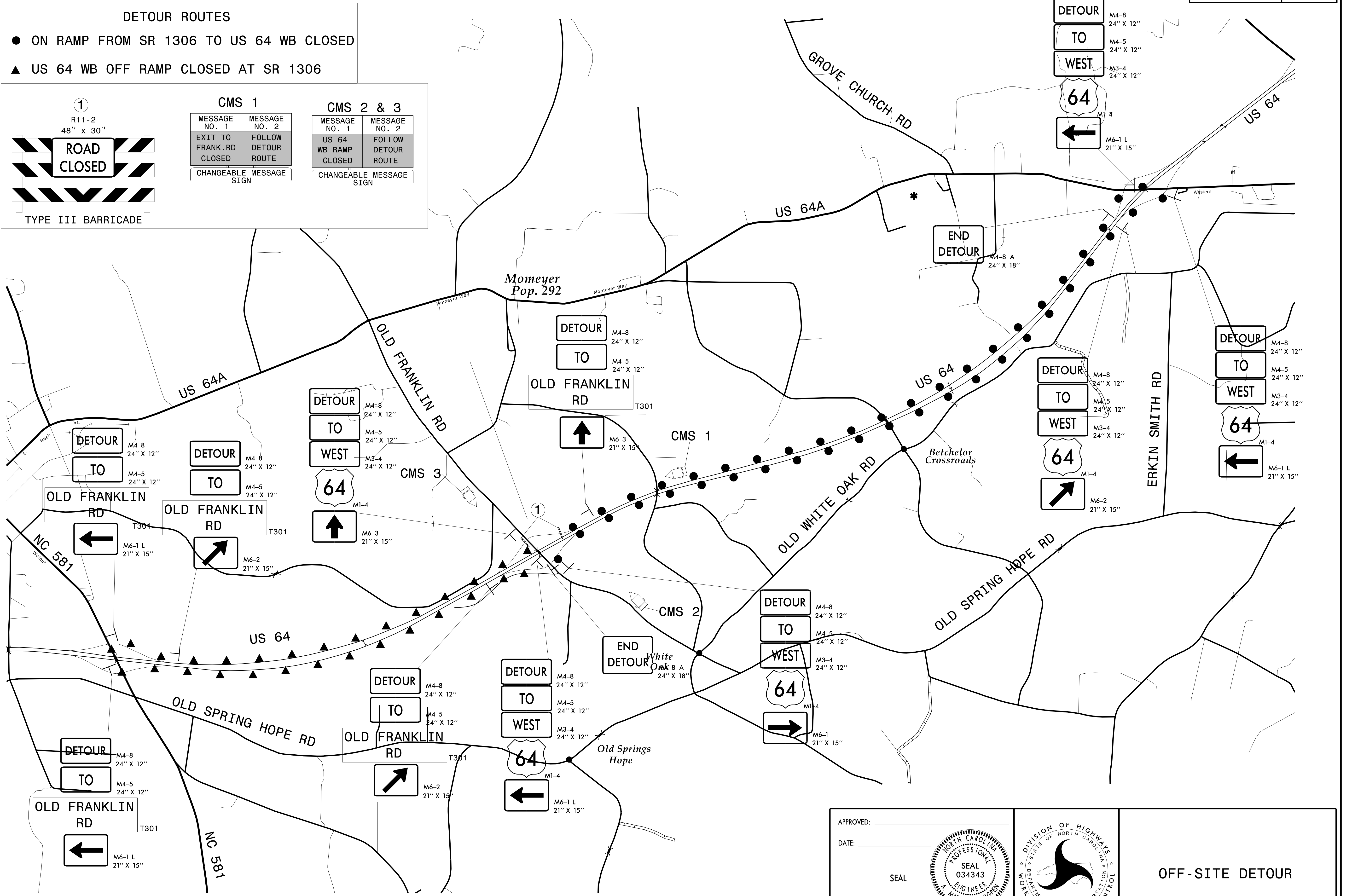
APPROVED: _____ DATE: _____ SEAL			<p><b>OFF-SITE DETOUR</b></p>
<p><b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b></p>			



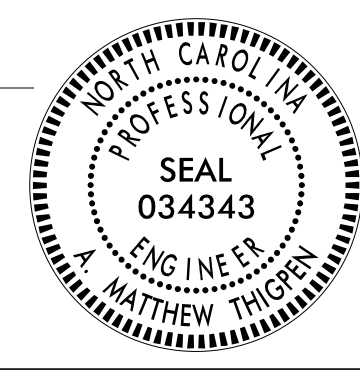
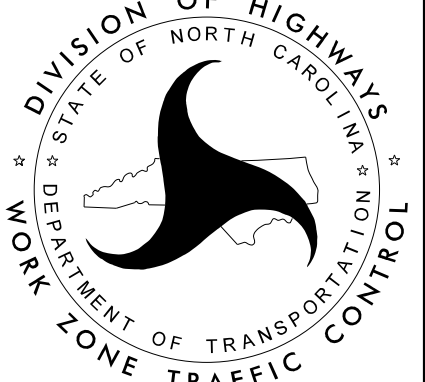
**DETOUR ROUTES**

- ON RAMP FROM SR 1306 TO US 64 WB CLOSED
- ▲ US 64 WB OFF RAMP CLOSED AT SR 1306

 TYPE III BARRICADE	<b>CMS 1</b> MESSAGE NO. 1 EXIT TO FRANK. RD CLOSED CHANGEABLE MESSAGE SIGN		<b>CMS 2 &amp; 3</b> MESSAGE NO. 1 US 64 WB RAMP CLOSED CHANGEABLE MESSAGE SIGN	
	MESSAGE NO. 2 FOLLOW DETOUR ROUTE CHANGEABLE MESSAGE SIGN		MESSAGE NO. 2 FOLLOW DETOUR ROUTE CHANGEABLE MESSAGE SIGN	
	R11-2 48" x 30"			



2/2/2017 \\vnb\proj\raleigh\38564.07 NCDOT 2017CPT Nash\NCDOT\TrafficControl\TCP\US\_64\_TC\_TMP\_Detour\_Route\_3B.dgn User:mthigben

APPROVED: _____ DATE: _____ SEAL			<b>OFF-SITE DETOUR</b>
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			

