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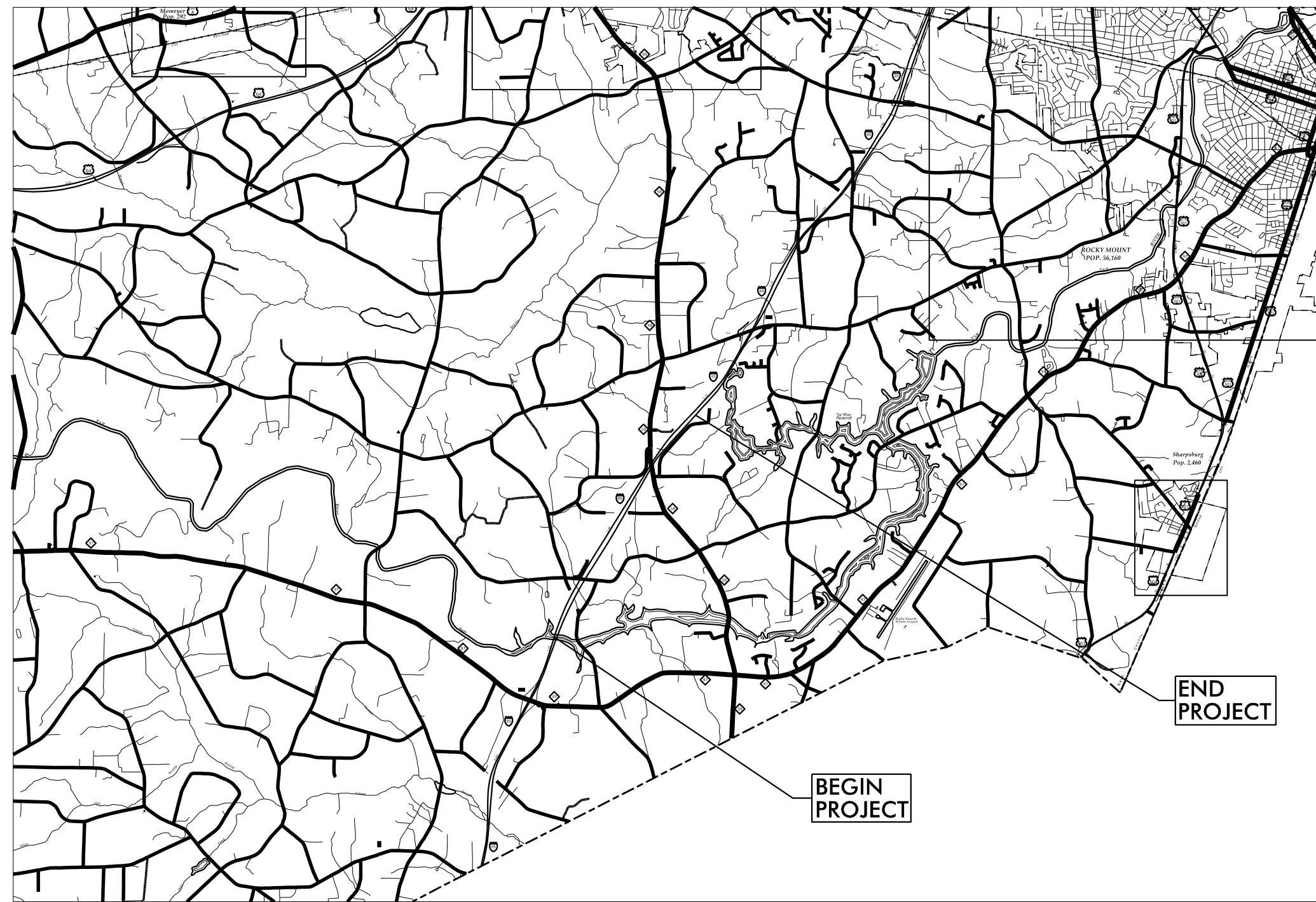
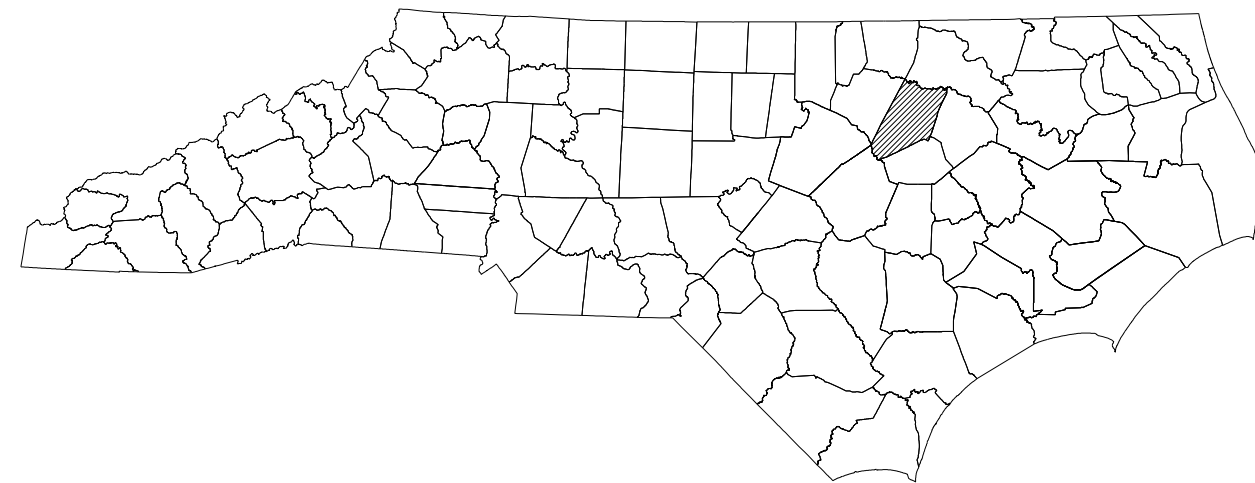
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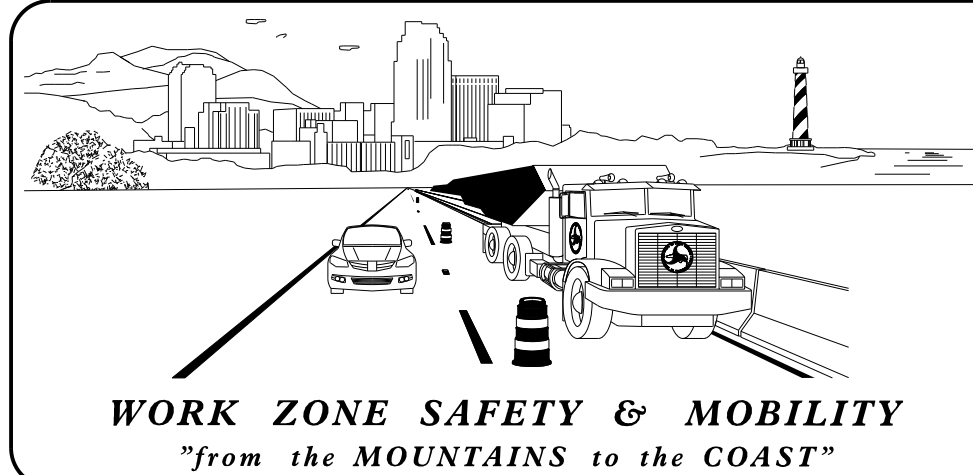
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

NASH COUNTY

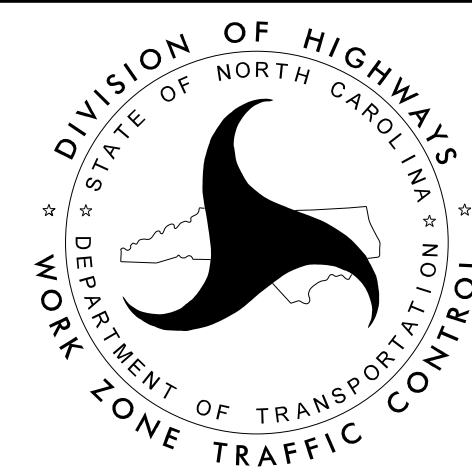


VICINITY MAP



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



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-2A-2B	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES)
TMP-2C	WORK ZONE VARIABLE SPEED LIMIT DETAIL
TMP-2D	OFF SITE DETOUR DETAIL
TMP-3	TEMPORARY TRAFFIC CONTROL PHASING



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JOSEPH LEWIS, PE
TRAFFIC CONTROL
PROJECT ENGINEER

A. MATTHEW THIGPEN, PE
TRAFFIC CONTROL
PROJECT DESIGN ENGINEER

APPROVED: _____
DATE: _____
SEAL
NORTH CAROLINA
PROFESSIONAL
SEAL
034343
ENGINEER
A. MATTHEW THIGPEN

SHEET NO.
TMP-1

I-5841

TIP PROJECT:








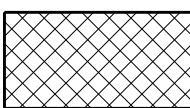
ROADWAY STANDARD DRAWINGS

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:










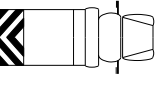

STD. NO.	TITLE
1101.01	WORK ZONE ADVANCE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
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1115.01	FLASHING ARROW BOARDS
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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




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


PAVEMENT MARKINGS

-  EXISTING LINES
-  TEMPORARY LINES

APPROVED: _____

DATE: _____

SEAL





ROADWAY STANDARD
DRAWINGS & LEGEND

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User:MT Higben

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 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

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

ROAD NAME	DAY AND TIME RESTRICTIONS
	DURING THE TIME FROM THE WEEK AFTER LABOR DAY TO THE WEEK BEFORE MEMORIAL DAY
I-95	FRIDAY NOON TO SUNDAY MIDNIGHT
	DURING THE TIME FROM THE WEEK BEFORE MEMORIAL DAY TO THE WEEK AFTER LABOR DAY
I-95	MONDAY TO THURSDAY - 7:00 A.M. TO 8:00 P.M. FRIDAY TO SUNDAY - 7:00 A.M. TO 10:00 P.M.

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

ROAD NAME
I-95

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY
HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S DAY, 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 TO 8:00 P.M. WEDNESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:30 A.M.
TUESDAY AND 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.

PROJ. REFERENCE NO.	SHEET NO.
I -5841	TMP -2A

C) DO NOT CLOSE ROADS AS FOLLOWS:
"ROAD CLOSURE IS ONLY FOR THE REPAIR OF JOINTED CONCRETE PAVEMENT SLABS"

ROAD NAME	DAY AND TIME RESTRICTIONS
	DURING THE TIME FROM THE WEEK AFTER LABOR DAY TO THE WEEK BEFORE MEMORIAL DAY
I-95	MONDAY THROUGH WEDNESDAY 5:00 A.M. TO 11:00 P.M. THURSDAY AT 5:00 A.M. THROUGH SUNDAY AT 11:00 P.M.

DURING THE TIME FROM THE WEEK BEFORE MEMOIRAL DAY
TO THE WEEK AFTER LABOR DAY.

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.

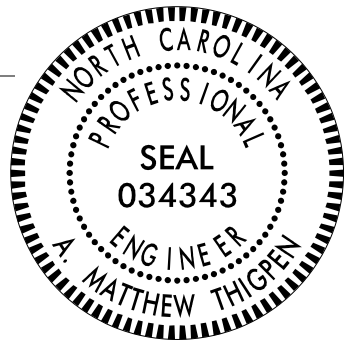
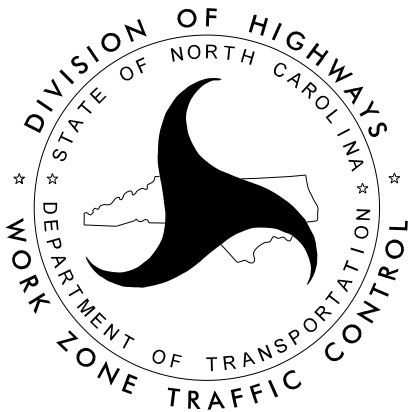
WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT
TO A DIVIDED FACILITY AND WITHIN 10 FT OF AN OPEN TRAVEL LANE, CLOSE
THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02
UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

G) 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.

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 1 MILE OF LANE CLOSURE ON I-95 MEASURED
FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.

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

APPROVED: _____ DATE: _____ SEAL			TRANSPORTATION OPERATIONS PLAN: (GENERAL NOTES)
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GENERAL NOTES CONTINUED

PROJ. REFERENCE NO.	SHEET NO.
I - 5841	TMP - 2B

PAVEMENT EDGE DROP OFF REQUIREMENTS

K) 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.

L) 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

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

SIGNING

N) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 40 FT FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.

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

P) 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

Q) 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.

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

S) 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

T) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

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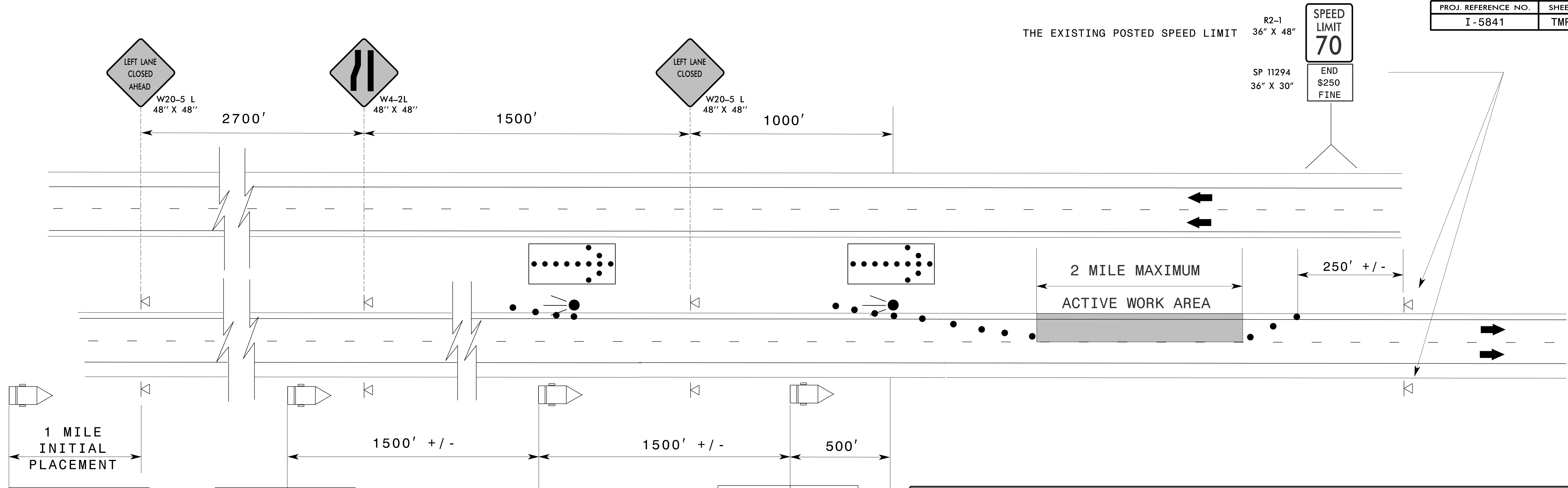
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TRANSPORTATION OPERATIONS
PLAN: (GENERAL NOTES)

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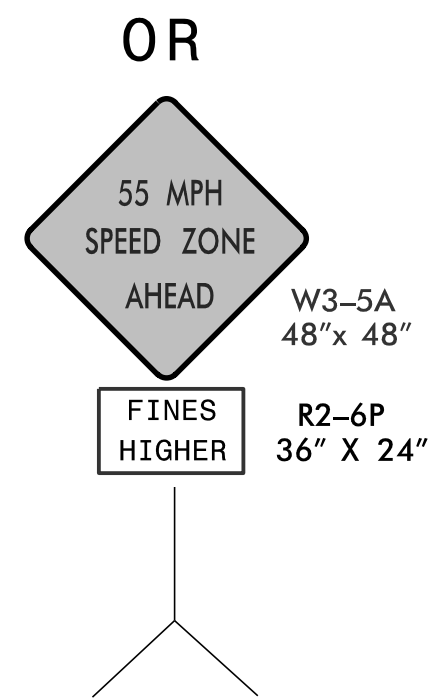
MESSAGE NO.1	MESSAGE NO.2
LEFT LANE CLOSED	MERGE RIGHT

CHANGEABLE MESSAGE SIGN

SEE NOTE 8
RSD 1101.02
SHEET 4 OF 15

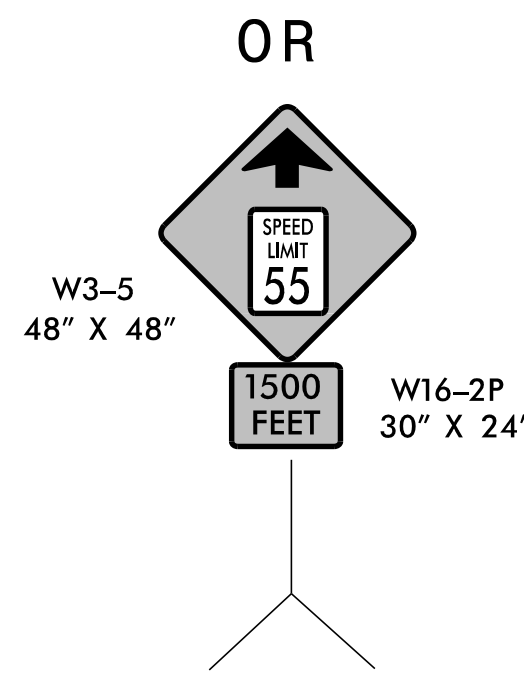
MESSAGE NO.1	MESSAGE NO.2
55 MPH ZONE AHEAD	\$250 FINE AHEAD

CHANGEABLE MESSAGE SIGN



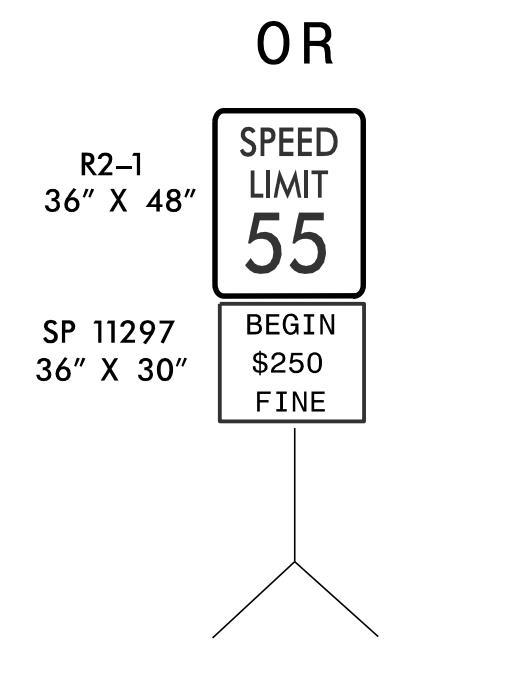
MESSAGE NO.1	MESSAGE NO.2
BEGIN 55 MPH 1500 FT	WORKERS IN ROADWAY

CHANGEABLE MESSAGE SIGN



MESSAGE NO.1	MESSAGE NO.2
SPEED LIMIT 55	BEGIN \$250 FINE

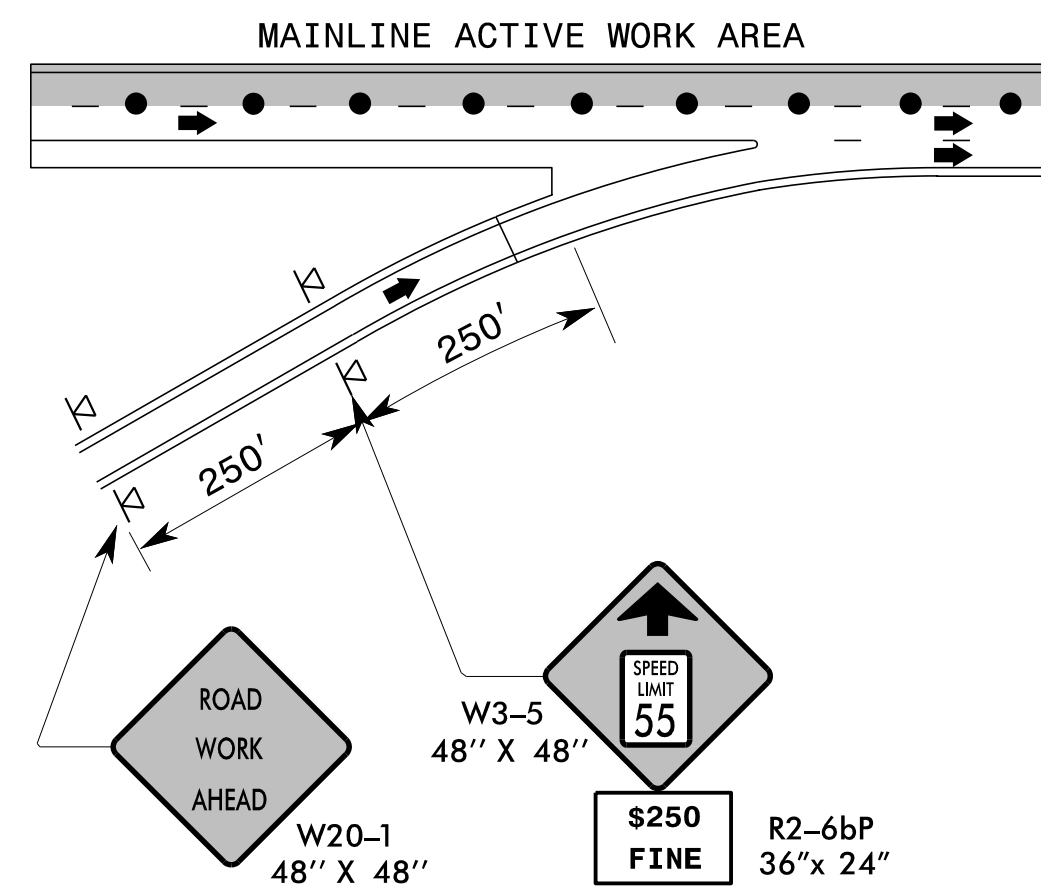
CHANGEABLE MESSAGE SIGN



GUIDELINES

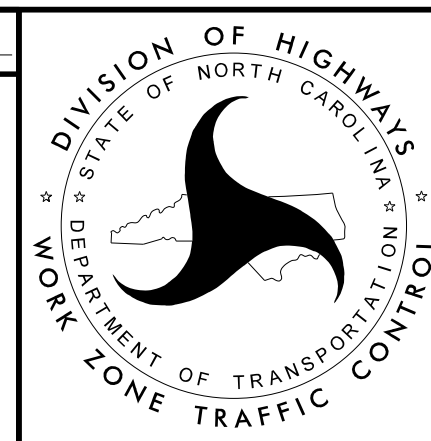
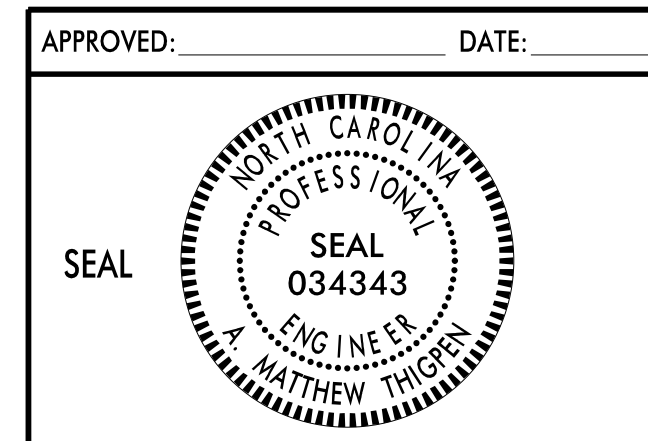
1. THIS DRAWING IS FOR USE ONLY AFTER AN ENGINEERING INVESTIGATION HAS BEEN PERFORMED BY THE REGIONAL TRAFFIC ENGINEER AND WORK ZONE TRAFFIC CONTROL SECTION. THE WORK ZONE "VARIABLE" SPEED LIMIT IS INTENDED FOR USE ON FREEWAYS WITH SPEED LIMITS 65 MPH OR GREATER. SEE WORK ZONE "VARIABLE" SPEED LIMIT 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

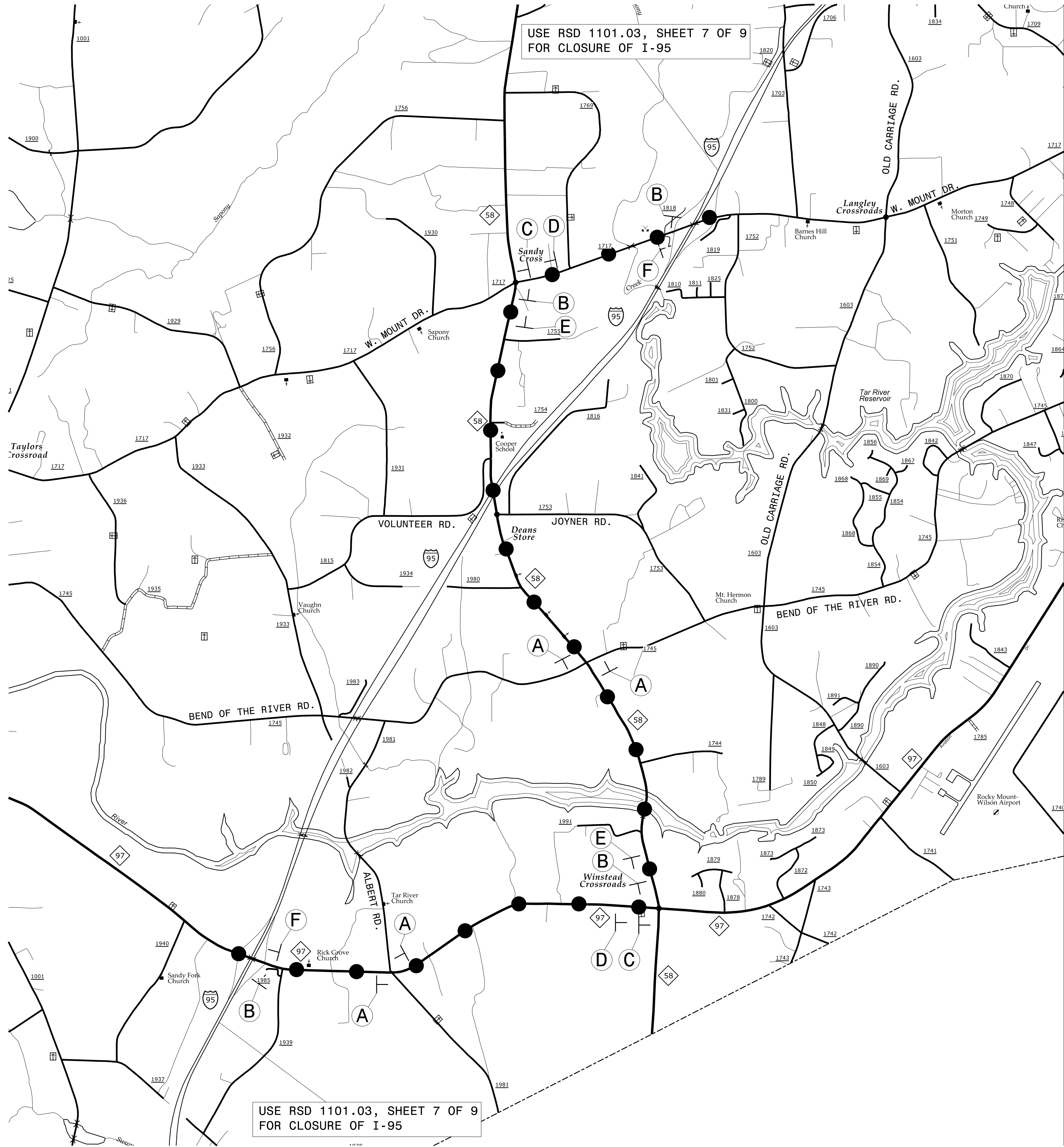


NOTES

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.



WORK ZONE
"VARIABLE"
SPEED LIMIT
REDUCTION



A

DETOUR

M4-8
24" X 12"

INTERSTATE
95

↑

M6-3
21" X 15"

B

DETOUR

M4-8
24" X 12"

INTERSTATE
95

→

M6-1
21" X 15"

C

DETOUR

M4-8
24" X 12"

INTERSTATE
95

←

M6-1 L
21" X 15"

D

DETOUR

M4-8
24" X 12"

INTERSTATE
95

↶

M5-1
21" X 15"

E

DETOUR

M4-8
24" X 12"

INTERSTATE
95

↷

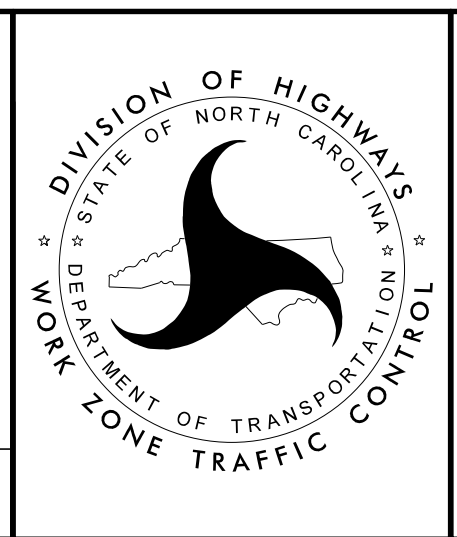
M5-1 R
21" X 15"

F

END
DETOUR

M4-8 A
24" X 18"

APPROVED: _____
DATE: _____
SEAL
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OFF-SITE DETOUR

2/2/2017
\\vhb\proj\Raleigh\38564.06 NCDOT I-5841Nash\NCDOT\TrafficControl\TCPI-5841_TC_TMP_03.dgn
User:tmthigben

CONSTRUCTION NARRATIVE

THIS PROJECT CONSISTS OF REPAIRING A CONCRETE ROADWAY SECTION OF I-95. THE PROCESS CONSISTS OF SEALING CRACKS AND REPLACEMENT OF SOME SLABS. THE PROCEDURE TO ACCOMPLISH THE CONSTRUCTION IS DETAILED BELOW:

SLAB REMOVAL AND REPLACEMENT:

TRAFFIC MANAGEMENT PROCEDURE: I-95 WILL BE CLOSED AND PLACED ON THE OFF SITE DETOUR AS SHOWN ON SHEET TMP-2D DURING THE SLAB REMOVAL AND REPLACEMENT PROCESS. THESE SLABS WILL BE REMOVED AND REPLACED WITHIN THE ALLOWABLE OVERNIGHT TIME PERIOD STATED IN THE INTERMEDIATE CONTRACT TIME. I-95 WILL BE OPENED TO TRAFFIC BY 7:00 AM IN A ONE LANE PATTERN PER DIRECTION TO ALLOW FOR THE NEW SLAB IN THE CLOSED LANE TO CURE. THE INTERMEDIATE CONTRACT TIME DOES NOT ALLOW FOR LANE CLOSURES ON I-95 DURING WEEKENDS STARTING AT NOON ON FRIDAY AND ENDING AT MIDNIGHT ON SUNDAY. ALL SLAB REPLACEMENTS SHOULD BE COORDINATED SO THAT ALL LANES OF I-95 CAN BE OPENED TO TRAFFIC DURING THE TIMES STATED IN THE INTERMEDIATE CONTRACT TIME. THE FOLLOWING IS AN EXAMPLE CONSTRUCTION SEQUENCE FOR THE SLAB REPLACEMENTS:

-CLOSE I-95 ON SUNDAY NIGHT AT 12:00 AM. COMPLETE SLAB REMOVAL AND REPLACEMENT ON X NUMBER OF SLABS.

-REOPEN I-95 TO ONE LANE BY 7:00 AM MONDAY MORNING.

-CLOSE I-95 ON MONDAY NIGHT AT 12:00 AM. COMPLETE SLAB REMOVAL AND REPLACEMENT ON X NUMBER OF SLABS.

-REOPEN I-95 TO ONE LANE BY 7:00 AM TUESDAY MORNING.

THIS PROCESS IS TO CONTINUE UP TO THE FRIDAY THROUGH SUNDAY LANE CLOSURE RESTRICTIONS. ALL SLABS THAT ARE REMOVED SHALL BE REPLACED WITHIN THE SAME ROAD CLOSURE PERIOD PRIOR TO OPENING I-95 BACK UP TO TRAFFIC. SLAB REMOVAL DROP OFFS WILL NOT BE ALLOWED ON I-95 WHEN I-95 IS OPENED TO TRAFFIC IN ANY LANE CONFIGURATION.

PHASING

PROJ. REFERENCE NO.	SHEET NO.
I-5841	TMP-3

STEP 1

INSTALL WORK ZONE ADVANCE WARNING SIGNS. SEE RSD 1101.02.

INSTALL AND COVER THE OFF SITE DETOUR SIGNING SHOWN ON SHEET TMP-2D.

THE CONTRACTOR SHALL COMPLETE THE WORK IN STEPS 2 AND 3 OVER SUCCESSIVE OVERNIGHT WORK PERIODS UNTIL ALL REQUIRED SLABS HAVE BEEN REPLACED ON I-95.

CONTRACTOR SHALL COMPLETE WORK OF STEPS 2 AND 3 BETWEEN THE HOURS OF 12:00 AM AND 7:00 AM MONDAY THRU FRIDAY. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES.

STEP 2

USING RSD 1101.03, SHEET 7 OF 9, CLOSE I-95. DETOUR TRAFFIC ALONG ROUTE SHOWN ON TMP-2D.

COMPLETE THE SLAB REMOVAL AND REPLACEMENT PROCESS AS DESCRIBED WITHIN THE CONSTRUCTION NARRATIVE SECTION. SEAL CRACKS IN CONCRETE. DO NOT REMOVE AND REPLACE SLABS IN BOTH THE INSIDE AND OUTSIDE LANES DURING THE SAME OVERNIGHT WORK PERIOD.

STEP 3

USING RSD 1101.02, SHEET 4 OF 15, INSTALL LANE CLOSURE DEVICES ON I-95, REMOVE THE ROAD CLOSURE DEVICES FROM I-95 INSTALLED IN STEP 2 AND PLACE I-95 TRAFFIC INTO A ONLE LANE PATTERN. I-95 MUST REOPEN TO A TWO LANE PATTERN ON FRIDAY BY 12:00 PM UNTIL MONDAY AT 12:00 AM.

STEP 4

USING ROADWAY STANDARD DRAWING 1101.02 (SHEET 4 OF 15), INSTALL FINAL PAVEMENT MARKINGS AND MARKERS IN ALL AREAS WHERE THE SLAB REPLACEMENT WAS CONDUCTED.

STEP 5

REMOVE ALL REMANING TRAFFIC CONTROL DEVICES.

APPROVED: _____ DATE: _____ SEAL 		PHASING NOTES
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		