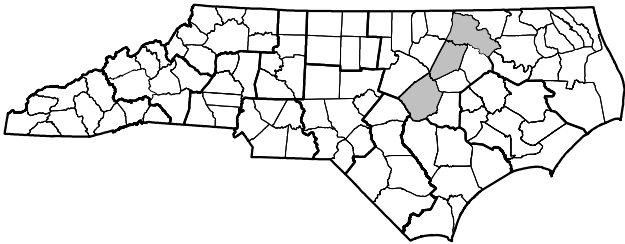


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

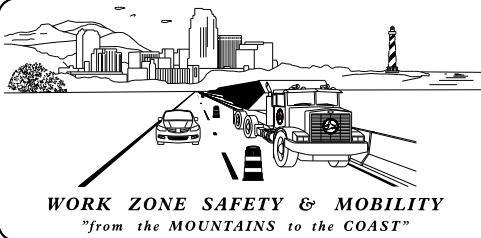
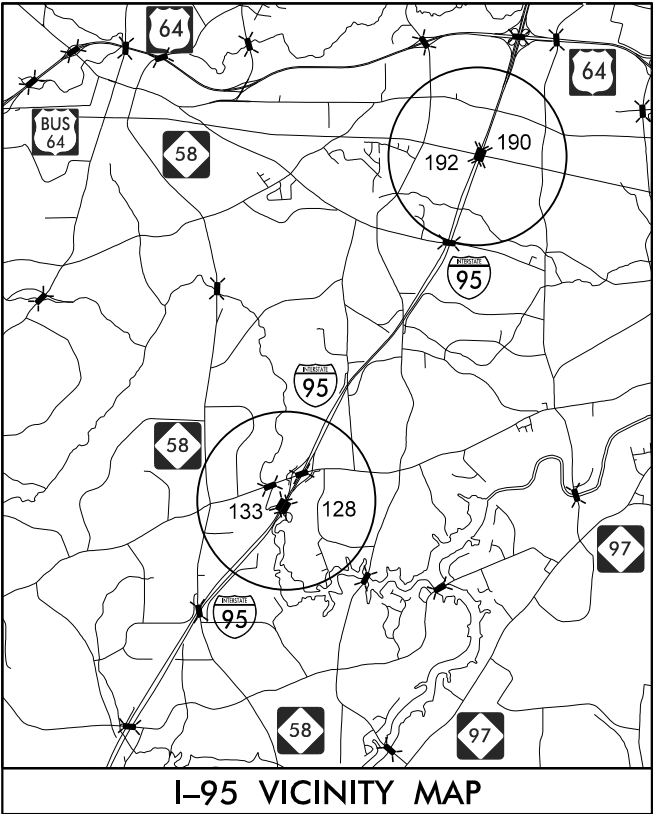
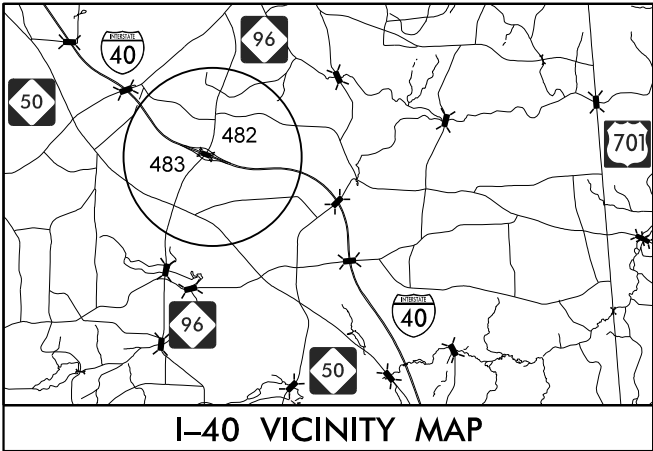
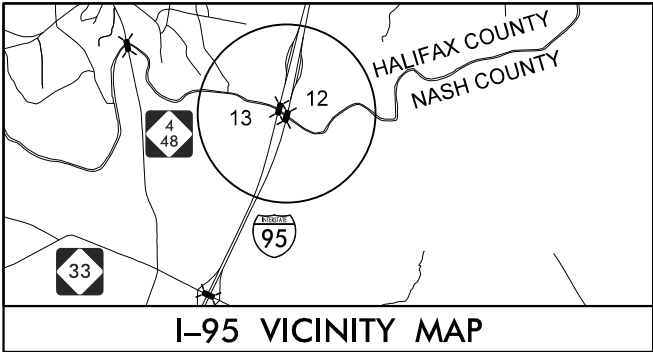
TRANSPORTATION MANAGEMENT PLAN

HALIFAX, JOHNSTON, NASH COUNTY

DIVISION 4



I-40, I-95 BRIDGE PRESERVATIONS



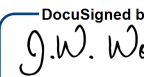
N.C.D.O.T. CONTACT:
DIVISION 4 PROJECT MANAGER


MATT CLARKE, P.E. DIVISION PROJECT MANAGER





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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 128/133 DETOUR ROUTE
TMP-5	I 95 NB/SB BRIDGE 190/192 DETOUR ROUTE
TMP-6	I 40 WB/EB BRIDGE 482/483 DETOUR ROUTE
TMP-7	I 95 NB/SB DETOUR ROUTE SIGNS

TIP PROJECT: I-5977

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

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

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)
	PAVEMENT MARKING SYMBOLS
	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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ROADWAY STANDARD
DRAWINGS,
AND LEGEND

GENERAL NOTES

PROJ. REFERENCE NO.	SHEET NO.
I-5977	TMP-1B

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

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) THE CONTRACTOR SHALL BE ALLOWED TO CLOSE OR NARROW A LANE OF TRAFFIC ON I-95, I-40 AND RAMPS ONLY DURING THE FOLLOWING TIMES:

<u>ROAD NAME</u>		<u>DAY AND TIME RESTRICTIONS</u>
I-95, I-40		MONDAY TO THURSDAY - 8:00 P.M. - 7:00 A.M. FRIDAY TO SUNDAY 10:00 P.M. - 7:00 A.M.
<u>WEEK AFTER LABOR DAY TO WEEK BEFORE MEMORIAL DAY</u>		
<u>ROAD NAME</u>	<u>OPERATION</u>	<u>DAY AND TIME RESTRICTIONS</u>
I-95, I-40	EPOXY OVERLAY ONLY	SUNDAY MIDNIGHT TO NOON FRIDAY

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

ROAD NAME	ALL ROADS
HOLIDAY	
1)	FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
2)	FOR NEW YEAR'S, BETWEEN THE HOURS OF 7:00 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.
3)	FOR EASTER, BETWEEN THE HOURS OF 7:00 A.M. THURSDAY AND 8:00 P.M. TUESDAY.
4)	FOR MEMORIAL DAY, BETWEEN THE HOURS OF 7:00 A.M. FRIDAY TO 8:00 P.M. WEDNESDAY.
5)	FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 7:00 A.M. THE FRIDAY BEFORE THE WEEK OF INDEPENDENCE DAY AND 8:00 P.M. THE FOLLOWING MONDAY AFTER THE WEEK OF INDEPENDENCE DAY.
6)	FOR LABOR DAY, BETWEEN THE HOURS OF 7:00 A.M. FRIDAY AND 8:00 P.M. WEDNESDAY.
7)	FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 7:00 A.M. TUESDAY TO 8:00 P.M. MONDAY.
8)	FOR CHRISTMAS, BETWEEN THE HOURS OF 7:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 8:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

- C) THE CONTRACTOR SHALL BE ALLOWED TO CLOSE I-95 AND I-40, ONLY DURING THE FOLLOWING TIME RESTRICTIONS:

ROAD NAME	DAY AND TIME RESTRICTIONS
I-95, I-40	MONDAY TO THURSDAY - 11:00 P.M. TO 5:00 A.M.

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 TWO(2) MILES OF LANE CLOSURE ON I-95 AND I-40 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 OR I-40.
- 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, I-40 BRIDGES	POLYUREA POLYUREA	SNOW PLOWABLE 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.

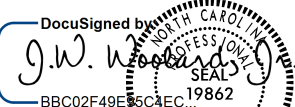
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- Y) OPERATE EQUIPMENT AND CONDUCT OPERATIONS IN THE SAME DIRECTION AS THE FLOW OF TRAFFIC.

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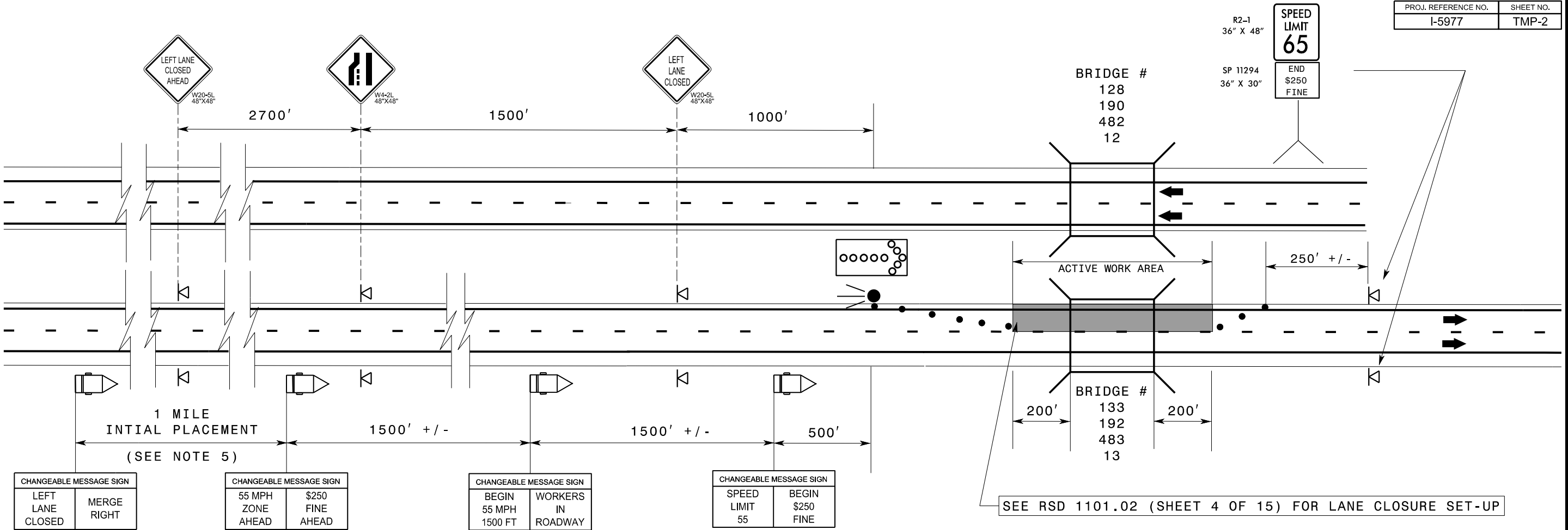
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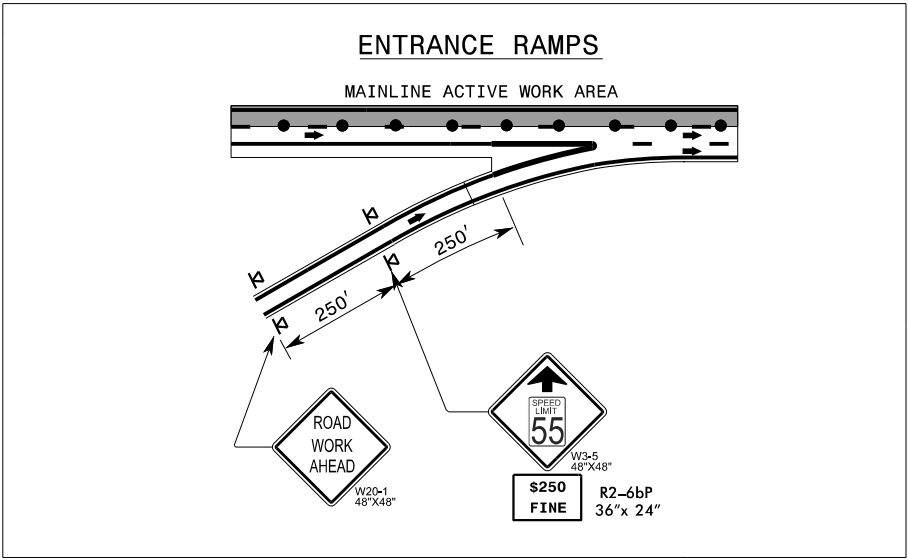
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GENERAL NOTES



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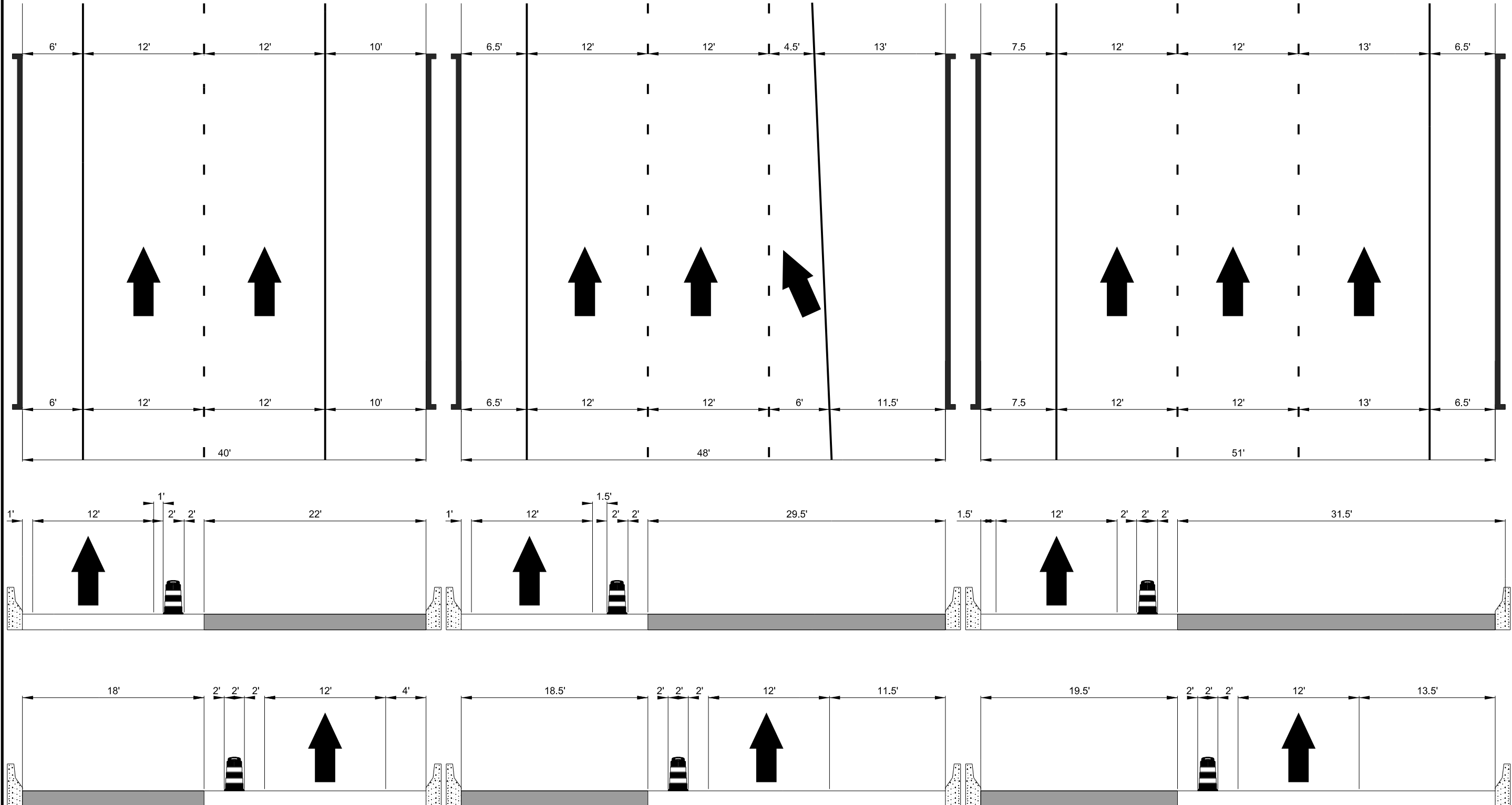
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DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL

WORK ZONE
"VARIABLE"
SPEED LIMIT
REDUCTION
TYPICAL

BRIDGE #133

PROJ. REFERENCE NO.	SHEET NO.
I-5977	TMP-2A



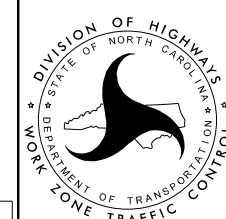
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BRIDGE STAGING
TYPICAL

PHASING

PROJ. REFERENCE NO.	SHEET NO.
I-5977	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 128, 133, 190, AND 192 IN NASH COUNTY AND BRIDGES 482 AND 483 IN JOHNSTON COUNTY:

NOTE: ALL MILLED SURFACES MUST BE OVERLAYED WITH EPOXY 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 OR TMP-7.

STEP 2: USING RSD 1101.02 (SHEET 4 OF 15), CLOSE A LANE ON I-95 OR I-40 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 EPOXY OVERLAY, 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 OR I-40 BRIDGE TO TRAFFIC AT THE END OF THE ROAD CLOSURE PERIOD.

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

STEP 5: USING RSD 1101.02 (SHEET 4 OF 15), CLOSE A LANE ON I-95 OR I-40, PLACE FINAL PAVEMENT MARKINGS (POLYUREA) AND PAVEMENT MARKERS (SEE NOTE CC ON TMP-1B) ON THE NEWLY PLACED EPOXY OVERLAY. REOPEN LANE TO TRAFFIC.

STEP 6: REMOVE ALL TRAFFIC CONTROL DEVICES AND OPEN I-95 OR I-40 TO THE FINAL TRAFFIC PATTERN.

COMPLETE THE FOLLOWING FOR BRIDGES 12 AND 13 IN HALIFAX COUNTY:

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.

STEP 1: 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). REOPEN LANE TO TRAFFIC.

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

STEP 3: USING RSD 1101.02 (SHEET 4 OF 15) OR AN OFF-SITE DETOUR, CLOSE A LANE ON I-95 OR I-40, PLACE PAVEMENT MARKINGS (POLYUREA) AND PERMANENT RAISED PAVEMENT MARKERS. REOPEN LANE TO TRAFFIC.

STEP 4: REPEAT STEPS 1 THROUGH 3 UNITL ALL BRIDGE PRESERVATION WORK IS COMPLETED.

STEP 5: REMOVE ALL TRAFFIC CONTROL DEVICES AND OPEN I-95 TO THE FINAL TRAFFIC PATTERN.

PHASING

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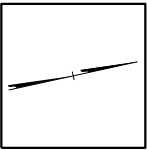
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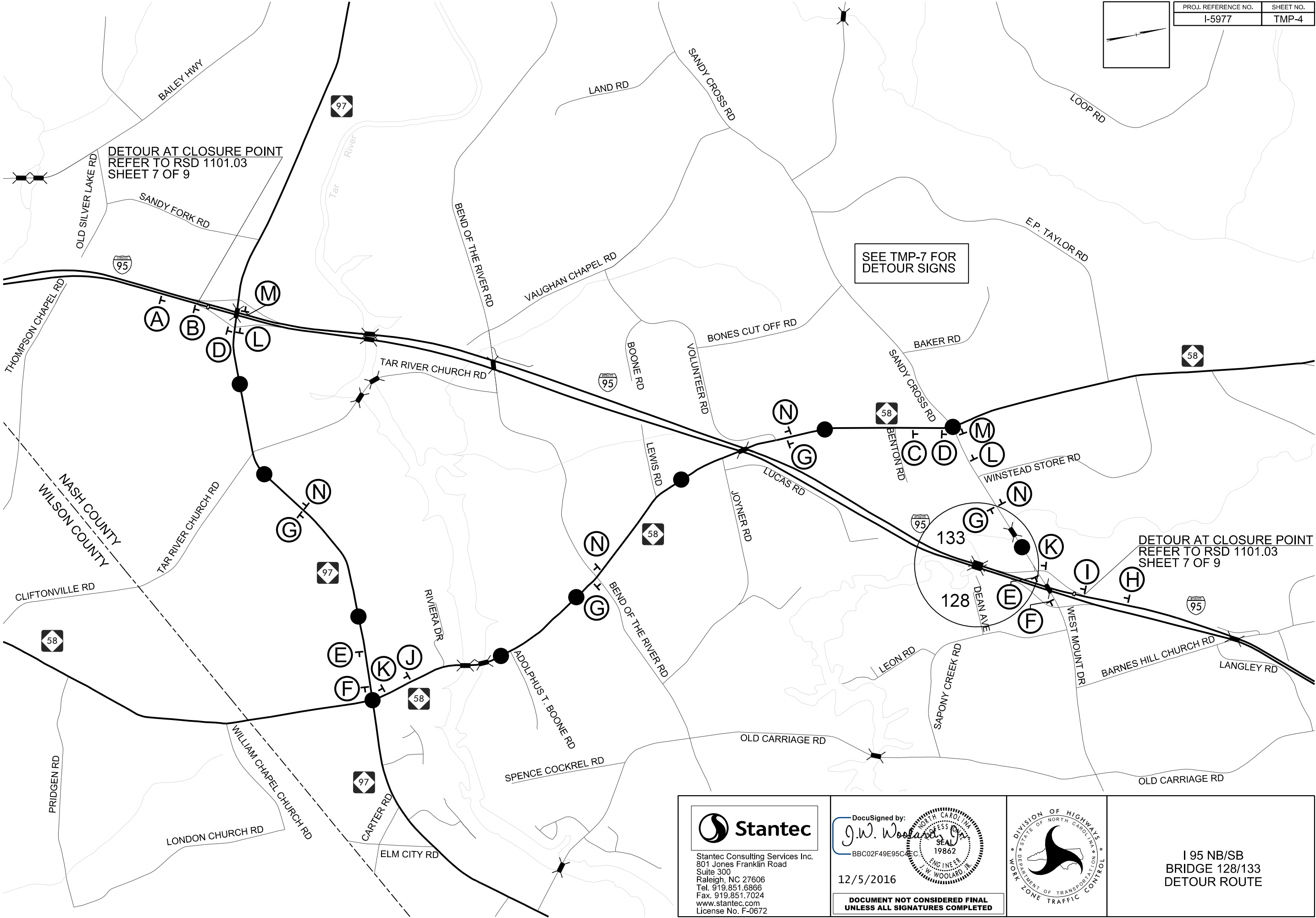
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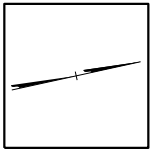


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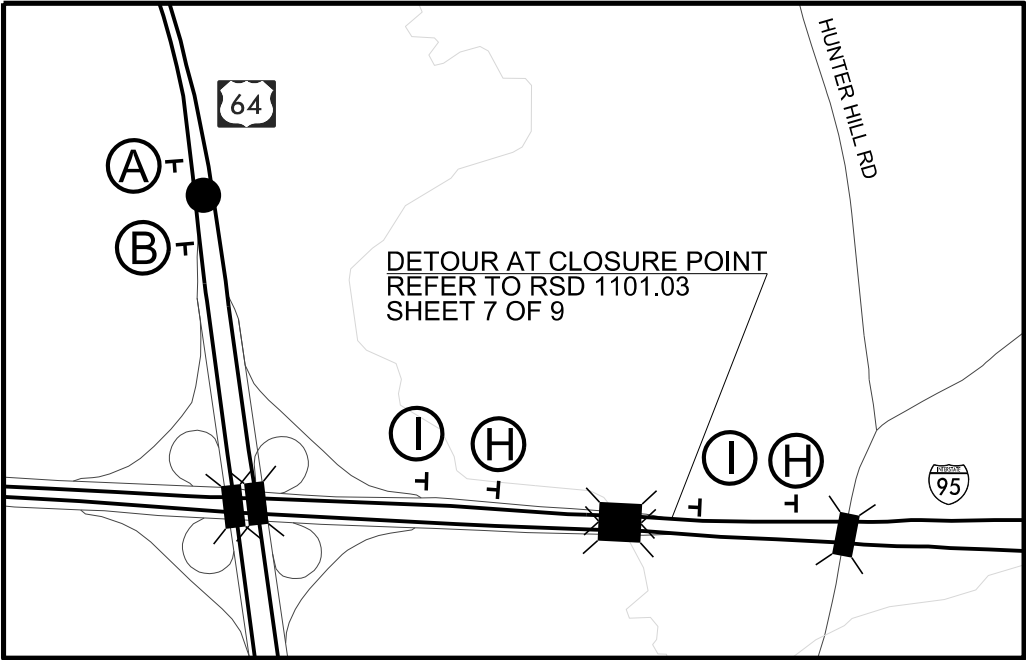
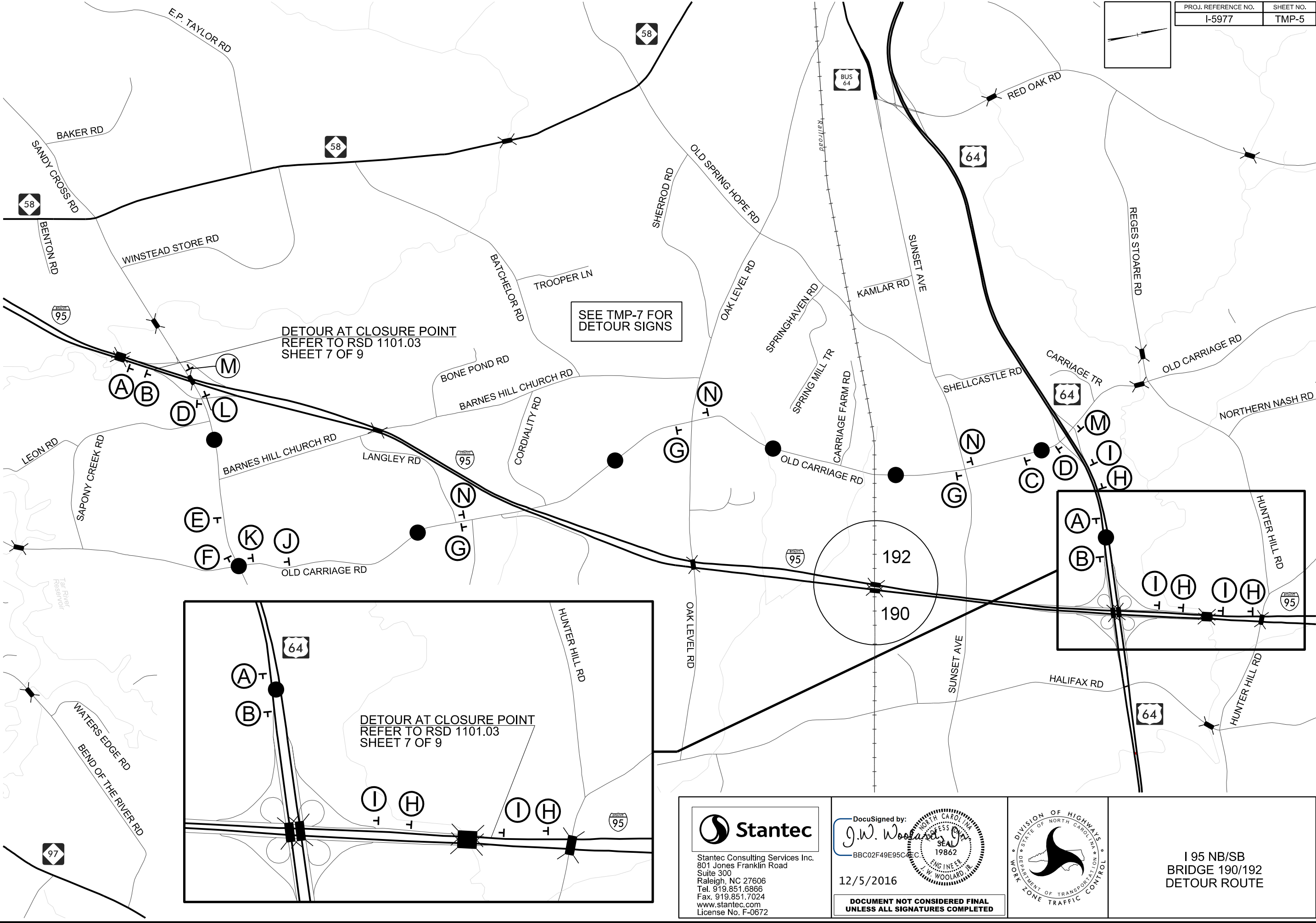
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I 95 NB/SB
BRIDGE 128/133
DETOUR ROUTE



PROJ. REFERENCE NO.	SHEET NO.
I-5977	TMP-5

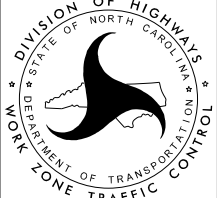


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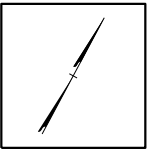
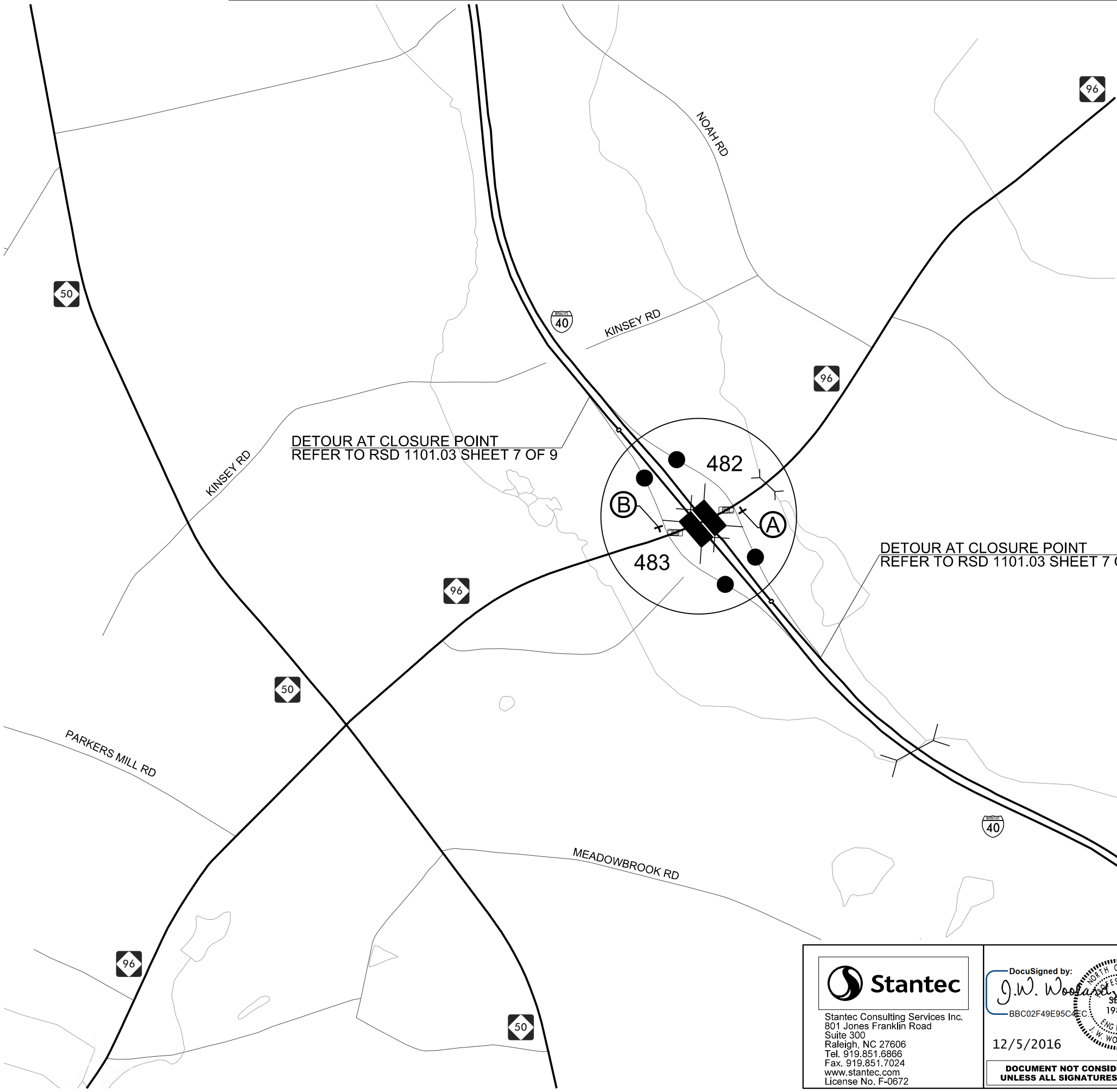
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BRIDGE 190/192
DETOUR ROUTE

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Us\\Traffic\\Transportation Management Plan\\TCP\\PLAN SHEETS\\I-5977-TMP_06_BRIDGE-482-483.dgn
angood



PROJ. REFERENCE NO.	SHEET NO.
I-5977	TMP-6

(A)

TO

WEST

INTERSTATE 40

↑

M4-5
24"X12"

M3-4
24"X12"

M6-3
21"x15"

(B)

TO

EAST

INTERSTATE 95

↑

M4-5
24"X12"

M3-2
24"X12"

M6-3
21"x15"



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I 40 WB/EB
BRIDGE 482/483
ONSITE DETOUR ROUTE

BRIDGE 128/133 DETOUR ROUTE SIGNS

A

DETOUR

NORTH

INTERSTATE

95

↗

M4-8

M3-1

M5-2

24"X12"

24"X12"

21"x15"

B

DETOUR

NORTH

INTERSTATE

95

↗

M4-8

M3-1

M6-2

24"X12"

24"X12"

21"x15"

C

DETOUR

NORTH

INTERSTATE

95

↘

M4-8

M3-1

M5-1R

24"X12"

24"X12"

21"x15"

D

DETOUR

NORTH

INTERSTATE

95

→

M4-8

M3-1

M6-1

24"X12"

24"X12"

21"x15"

E

DETOUR

NORTH

INTERSTATE

95

↖

M4-8

M3-1

M5-1

24"X12"

24"X12"

21"x15"

F

DETOUR

NORTH

INTERSTATE

95

←

M4-8

M3-1

M6-1L

24"X12"

24"X12"

21"x15"

G

DETOUR

NORTH

INTERSTATE

95

↑

M4-8

M3-1

M6-3

24"X12"

24"X12"

21"x15"

H

DETOUR

SOUTH

INTERSTATE

95

↗

M4-8

M3-3

M5-2

24"X12"

24"X12"

21"x15"

I

DETOUR

SOUTH

INTERSTATE

95

↗

M4-8

M3-3

M6-2

24"X12"

24"X12"

21"x15"

J

DETOUR

SOUTH

INTERSTATE

95

↘

M4-8

M3-3

M5-1R

24"X12"

24"X12"

21"x15"

K

DETOUR

SOUTH

INTERSTATE

95

→

M4-8

M3-3

M6-1

24"X12"

24"X12"

21"x15"

L

DETOUR

SOUTH

INTERSTATE

95

↖

M4-8

M3-3

M5-1

24"X12"

24"X12"

21"x15"

M

DETOUR

SOUTH

INTERSTATE

95

←

M4-8

M3-3

M6-1L

24"X12"

24"X12"

21"x15"

N

DETOUR

SOUTH

INTERSTATE

95

↑

M4-8

M3-3

M6-3

24"X12"

24"X12"

21"x15"

BRIDGE 190/192 DETOUR ROUTE SIGNS

A

DETOUR

NORTH

INTERSTATE

95

↗

M4-8

M3-1

M5-2

24"X12"

24"X12"

21"x15"

B

DETOUR

NORTH

INTERSTATE

95

↗

M4-8

M3-1

M6-2

24"X12"

24"X12"

21"x15"

C

DETOUR

NORTH

INTERSTATE

95

↘

M4-8

M3-1

M5-1R

24"X12"

24"X12"

21"x15"

D

DETOUR

NORTH

INTERSTATE

95

→

M4-8

M3-1

M6-1

24"X12"

24"X12"

21"x15"

E

DETOUR

NORTH

INTERSTATE

95

↖

M4-8

M3-1

M5-1

24"X12"

24"X12"

21"x15"

F

DETOUR

NORTH

INTERSTATE

95

←

M4-8

M3-1

M6-1L

24"X12"

24"X12"

21"x15"

G

DETOUR

NORTH

INTERSTATE

95

↑

M4-8

M3-1

M6-3

24"X12"

24"X12"

21"x15"

H

DETOUR

SOUTH

INTERSTATE

95

↗

M4-8

M3-3

M5-2

24"X12"

24"X12"

21"x15"

I

DETOUR

SOUTH

INTERSTATE

95

↗

M4-8

M3-3

M6-2

24"X12"

24"X12"

21"x15"

J

DETOUR

SOUTH

INTERSTATE

95

↘

M4-8

M3-3

M5-1R

24"X12"

24"X12"

21"x15"

K

DETOUR

SOUTH

INTERSTATE

95

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M4-8

M3-3

M6-1

24"X12"

24"X12"

21"x15"

L

DETOUR

SOUTH

INTERSTATE

95

↖

M4-8

M3-3

M5-1

24"X12"

24"X12"

21"x15"

M

DETOUR

SOUTH

INTERSTATE

95

←

M4-8

M3-3

M6-1L

24"X12"

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N

DETOUR

SOUTH

INTERSTATE

95

↑

M4-8

M3-3

M6-3

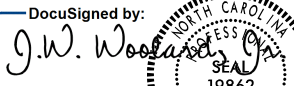
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