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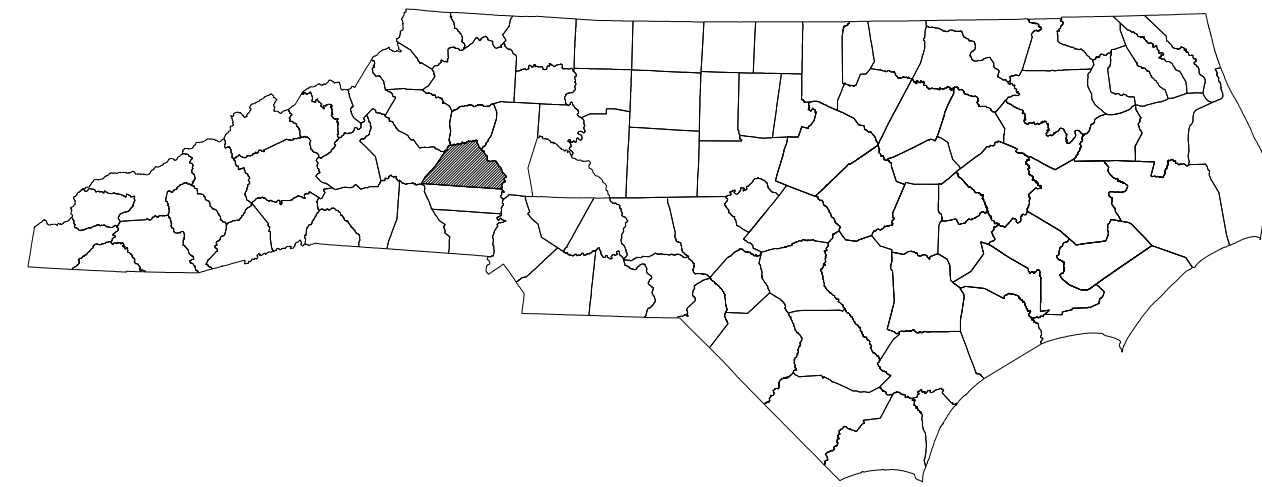
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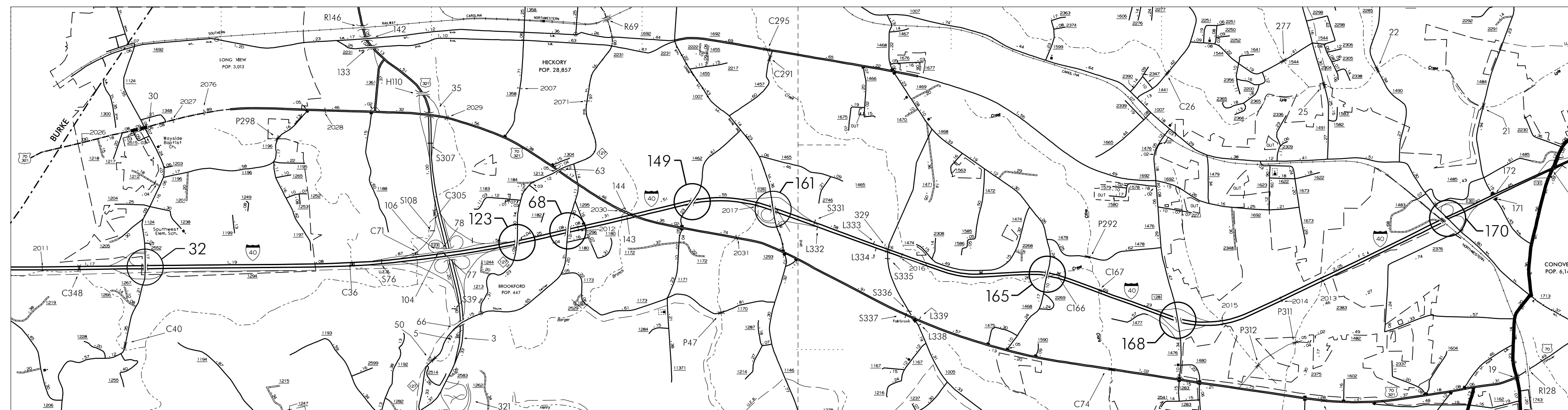
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

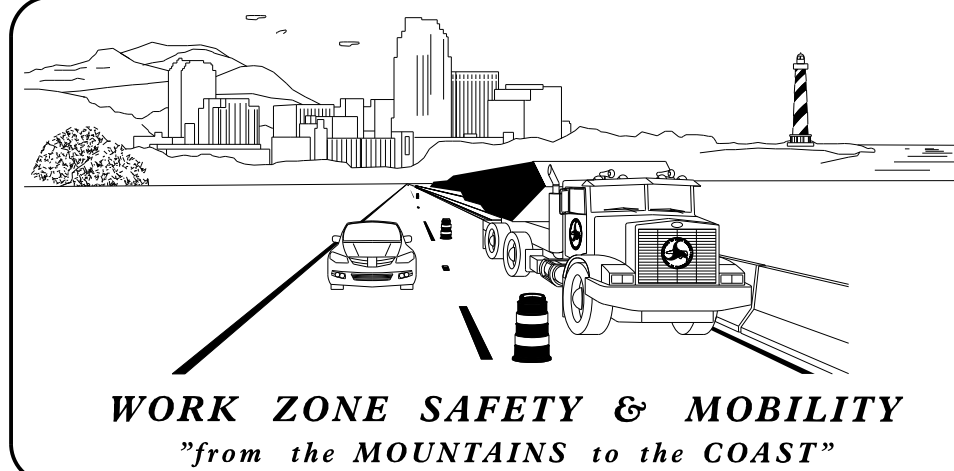
CATAWBA COUNTY



LOCATION: CATAWBA COUNTY:
BRIDGE #32 ON SR 1124 (33rd STREET SW) OVER INTERSTATE 40
BRIDGE #68 ON SR 2959 (SOUTH CENTER STREET) OVER INTERSTATE 40
BRIDGE #123 ON NC 127 (2nd STREET SW) OVER INTERSTATE 40
BRIDGE #149 ON SR 1462 (10th AVENUE DR. SE) OVER INTERSTATE 40
BRIDGE #161 ON SR 1007 (LENOIR RHYNE BLVD.) OVER INTERSTATE 40
BRIDGE #165 ON SR 1468 (21st STREET DR. SE) OVER INTERSTATE 40
BRIDGE #168 ON SR 1476 (FAIRGROVE CHURCH RD. SE) OVER INTERSTATE 40
BRIDGE #170 ON SR 1007 (1st STREET SW) OVER INTERSTATE 40

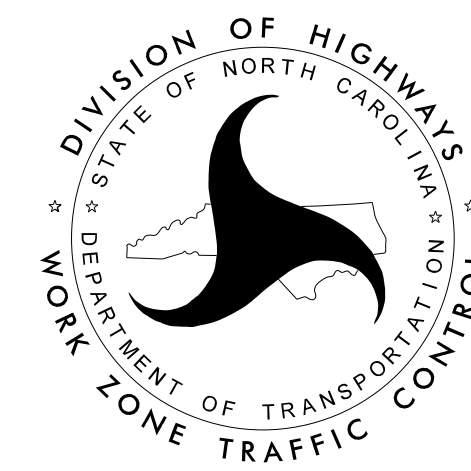


SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND AND TRANSPORTATION MANAGEMENT PHASING
TMP-1B	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES, GENERAL NOTES AND LOCAL NOTES)
TMP-1C	SPECIAL SIGN DESIGNS
TMP-2	PROJECT OVERVIEW
TMP-3	BRIDGE NO. 32 ON SR 1124 (33RD ST. SW) - DETOUR FOR I-40 W EXIT RAMP CLOSURE AT EXIT 121
TMP-4	BRIDGE NO. 123 ON NC 127 (2ND ST. SW) - DETOURS TO I-40 E FOR US 321 N EXIT 43A & US 321 S EXIT 43A RAMP CLOSURES
TMP-5	BRIDGE NO. 123 ON NC 127 (2ND ST. SW) - DETOURS FOR I-40 W EXIT 123 A & B TO US 321
TMP-6	BRIDGE NO. 161 ON SR 1007 (LENOIR RHYNE BLVD.) - DETOUR FOR I-40 E ENTRANCE RAMP CLOSURE AT EXIT 125
TMP-7	BRIDGE NO. 170 ON SR 1007 (1ST ST. SW) - DETOUR FOR I-40 E EXIT RAMP CLOSURE AT EXIT 130
TMP-8	BRIDGE NO. 170 ON SR 1007 (1ST ST. SW) - DETOUR FOR I-40 W ENTRANCE RAMP CLOSURE AT EXIT 130
TMP-9	DETOUR RAMP CLOSURE INSETS
TMP-10	TEMPORARY SHOULDER CLOSURES
TMP-11	TEMPORARY LANE CLOSURES - DIVIDED MULTI-LANE ROADWAY



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
 J. W. WOOLARD, P.E. TRAFFIC CONTROL PROJECT ENGINEER
 L. D. STOUCHKO, P.E. TRAFFIC CONTROL PROJECT DESIGN ENGINEER
 TRAFFIC CONTROL DESIGN ENGINEER



APPROVED: *Lori Stouchko*
 DATE: 8/17/2015

SEAL

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SHEET NO.
TMP-1

BP-5500E

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:

<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
1150.01	FLAGGING DEVICES
1165.01	WORK VEHICLE LIGHTING SYSTEMS AND TMA DELINEATION
1180.01	SKINNY-DRUM

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

PHASING

STEP 1: PERFORM PAINT REMOVAL AND PAINTING OPERATIONS AS SHOWN IN THE CONTRACT AND CONSTRUCTION PLANS IN ACCORDANCE WITH THE "NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES - JANUARY 2012" AND USING THE FOLLOWING TMP SHEETS AS REQUIRED:

TMP-3 TMP-5 TMP-7 TMP-9 TMP-11
 TMP-4 TMP-6 TMP-8 TMP-10

NOTE: COORDINATE THE CLOSURE OF RAMPS TO COMPLETE PROPOSED WORK OF BRIDGES IN SUCH A WAY THAT SUCH CLOSURE DOES NOT IMPEDE OR CONFLICT WITH DETOURS ASSOCIATED WITH RAMP CLOSURES REQUIRED IN THE TRANSPORTATION MANAGEMENT PLAN OF TIP BP-5500D.

NOTE: DO NOT INSTALL ANY COMBINATION OF DETOURS SHOWN ON TMP-3 THROUGH TMP-8 SIMULTANEOUSLY.

NOTE: INSTALL CHANGEABLE MESSAGE SIGNS IN ADVANCE OF THE PORTABLE WORK ZONE AS SHOWN IN THE TRANSPORTATION MANAGEMENT PLANS, OR AS DIRECTED BY THE ENGINEER, ONE WEEK PRIOR TO THE ROADWAY BEING CLOSED TO INFORM THE TRAVELING PUBLIC OF THE IMPENDING CLOSURE AND NIGHTLY STATUS.

NOTE: CONTRACTOR SHALL NOT PERFORM WORK FROM THE STRUCTURE.

STEP 2: UPON COMPLETION OF THE PROJECT, REMOVE ALL TRAFFIC CONTROL DEVICES.

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APPROVED: <small>902CB01B918146C</small>	DATE: 8/17/2015			ROADWAY STANDARD DRAWINGS & LEGEND
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MANAGEMENT STRATEGIES

THE PROJECT WILL BE COMPLETED USING A COMBINATION OF LANE CLOSURES, AND RAMP CLOSURES.

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
I-40	MONDAY THRU SUNDAY 6:00 A.M. - 8:00 P.M

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

I-40

HOLIDAY

- FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES, AS DIRECTED BY THE ENGINEER.
- FOR NEW YEAR'S, BETWEEN THE HOURS OF 6:00 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.
- FOR EASTER, BETWEEN THE HOURS OF 6:00 A.M. THURSDAY AND 8:00 P.M. MONDAY.
- FOR MEMORIAL DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY TO 8:00 P.M. TUESDAY.
- FOR INDEPENDENCE DAY, BETWEEN THE HOURS OF 6:00 A.M. THE DAY BEFORE INDEPENDENCE DAY AND 8:00 P.M. THE DAY AFTER INDEPENDENCE DAY.

IF INDEPENDENCE DAY IS ON A FRIDAY, SATURDAY, SUNDAY OR MONDAY THEN BETWEEN THE HOURS OF 6:00 A.M. THE THURSDAY BEFORE INDEPENDENCE DAY AND 8:00 P.M. THE TUESDAY AFTER INDEPENDENCE DAY.

- FOR LABOR DAY, BETWEEN THE HOURS OF 6:00 A.M. FRIDAY AND 8:00 P.M. TUESDAY.
- FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 A.M. TUESDAY TO 8:00 P.M. MONDAY.
- FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 A.M. THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 8:00 P.M. THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

C) DO NOT CLOSE ROADS AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
I-40 W EXIT 121 TO SR 1124 (OLD SHELBY RD.)	
I-40 E ENTRANCE RAMP FROM SR 1007 (LENOIR RHYNE BLVD. SE) AT EXIT 125	
I-40 E EXIT 130 TO SR 1007 (1ST ST. W.)	MONDAY THRU SUNDAY 6:00 A.M - 8:00 P.M.
I-40 W ENTRANCE RAMP FROM SR 1007 (1ST ST. SW) AT EXIT 130	
I-40 W EXIT 123A & B TO US 321	
US 321 N EXIT 43A & US 321 S EXIT 43A	

LANE AND SHOULDER CLOSURE REQUIREMENTS

- 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.
- 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.
- 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.
- WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRAFFIC CONTROL 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.
- 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.
- DO NOT INSTALL MORE THAN ONE SIMULTANEOUS LANE CLOSURE IN ANY ONE DIRECTION ON I-40

TRAFFIC PATTERN ALTERATIONS

- NOTIFY THE ENGINEER THIRTY (30) CALENDAR DAYS PRIOR TO ANY TRAFFIC PATTERN ALTERATION.

SIGNING

- 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.
- PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRAFFIC CONTROL PLANS.

PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRAFFIC CONTROL PLANS.
- COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROAD WHEN ROAD CLOSURE IS NOT IN OPERATION.


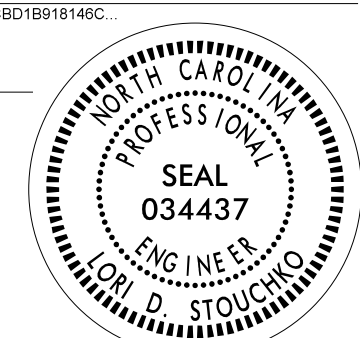
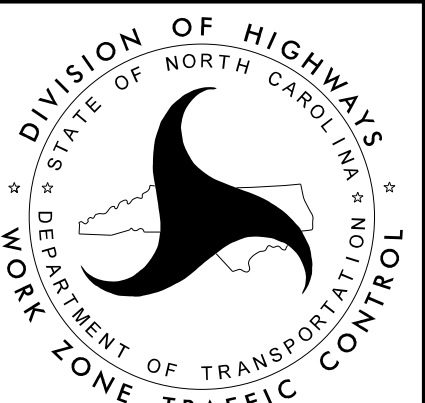
COVER OR REMOVE ALL SIGNS REQUIRED FOR THE OFF-SITE DETOUR WHEN THE DETOUR IS NOT IN OPERATION.
- ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

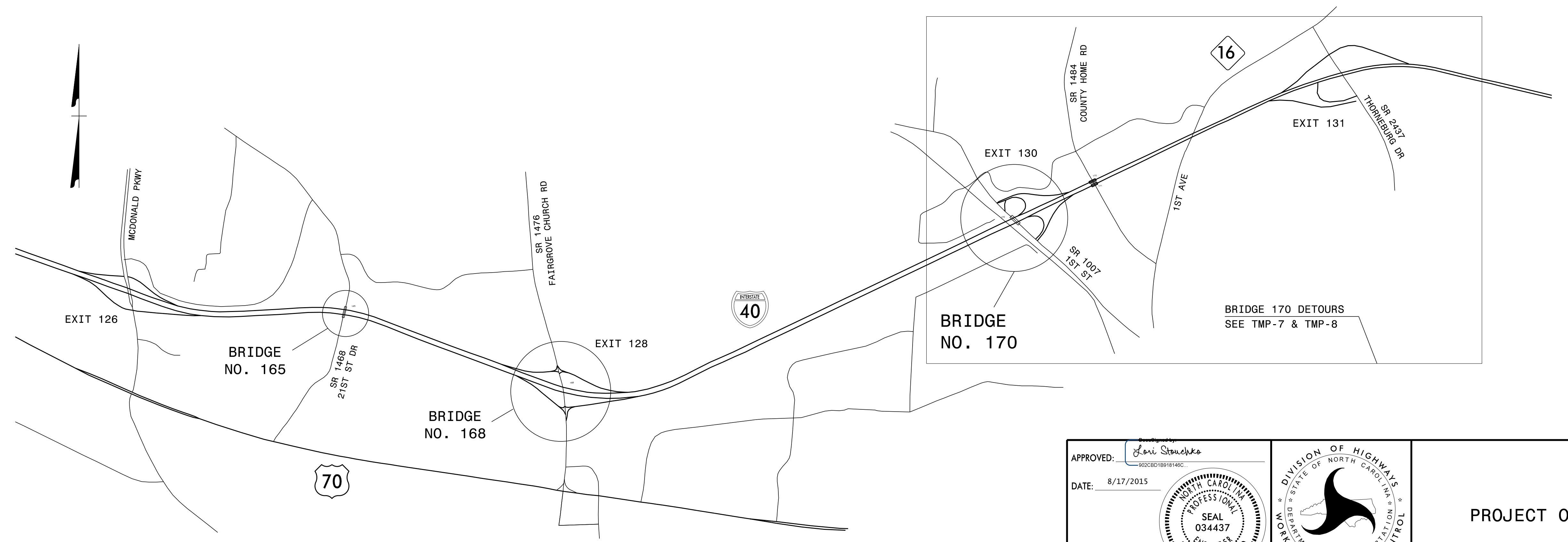
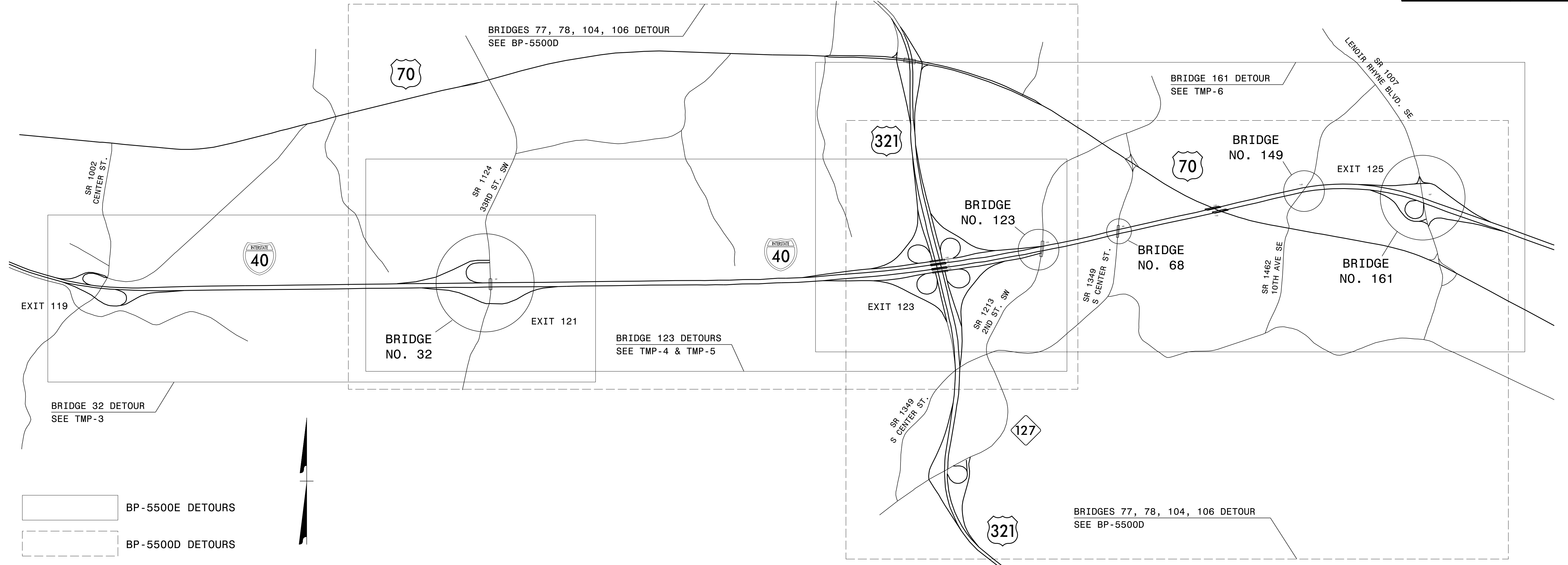
TRAFFIC CONTROL DEVICES

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

MISCELLANEOUS

- LAW ENFORCEMENT SHALL BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE ENGINEER.
- RETURN TRAFFIC TO EXISTING LANE & TRAFFIC/PEDESTRIAN CONFIGURATION AT THE END OF EACH WORK PERIOD.

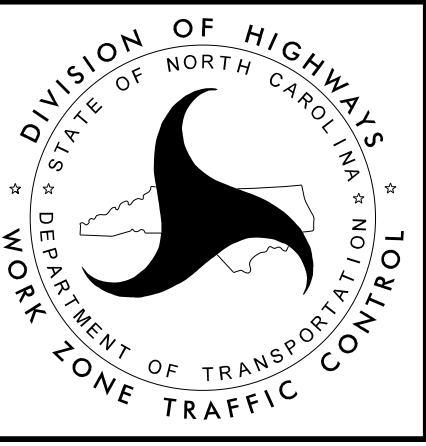
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DATE: 8/17/2015	<h2 style="margin: 0;">TRANSPORTATION OPERATIONS PLAN</h2>	



APPROVED: *Lori Stouchka*
03020018818140C

DATE: 8/17/2015

PROFESSIONAL SEAL
 034437
 ENGINEER
 LORI D. STOUCHKA

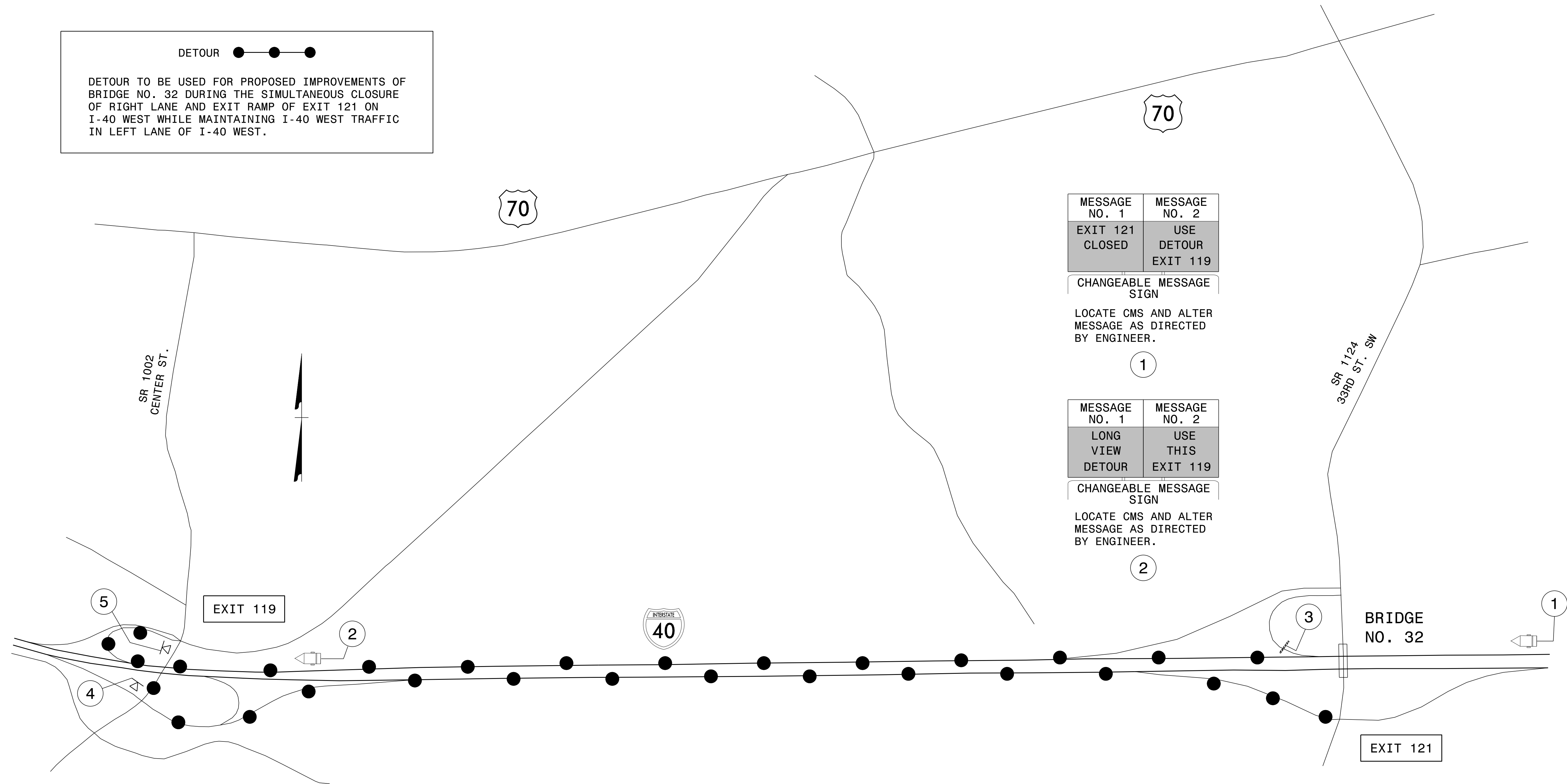


PROJECT OVERVIEW

8/17/2015
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DETOUR ●—●—●

DETOUR TO BE USED FOR PROPOSED IMPROVEMENTS OF BRIDGE NO. 32 DURING THE SIMULTANEOUS CLOSURE OF RIGHT LANE AND EXIT RAMP OF EXIT 121 ON I-40 WEST WHILE MAINTAINING I-40 WEST TRAFFIC IN LEFT LANE OF I-40 WEST.



MESSAGE NO. 1	MESSAGE NO. 2
EXIT 121 CLOSED	USE DETOUR EXIT 119

CHANGEABLE MESSAGE SIGN

LOCATE CMS AND ALTER MESSAGE AS DIRECTED BY ENGINEER.

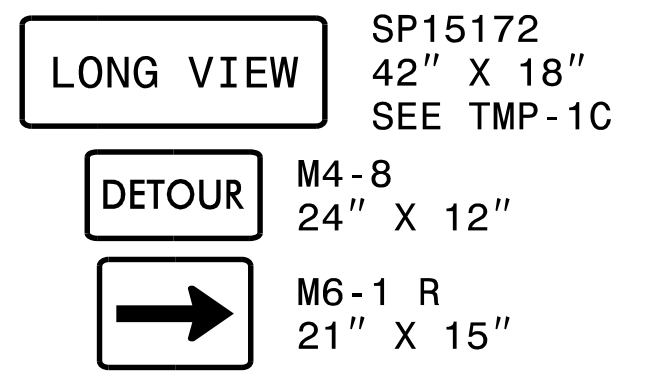
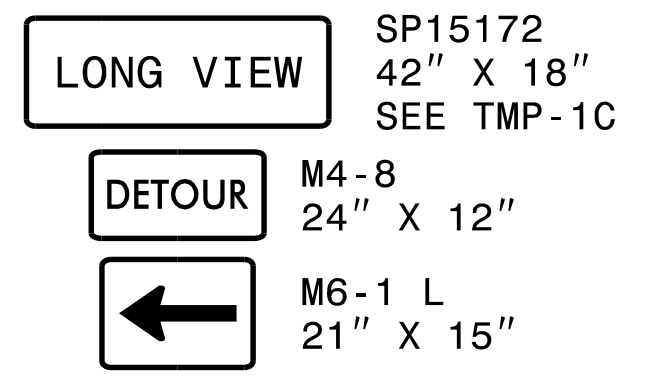
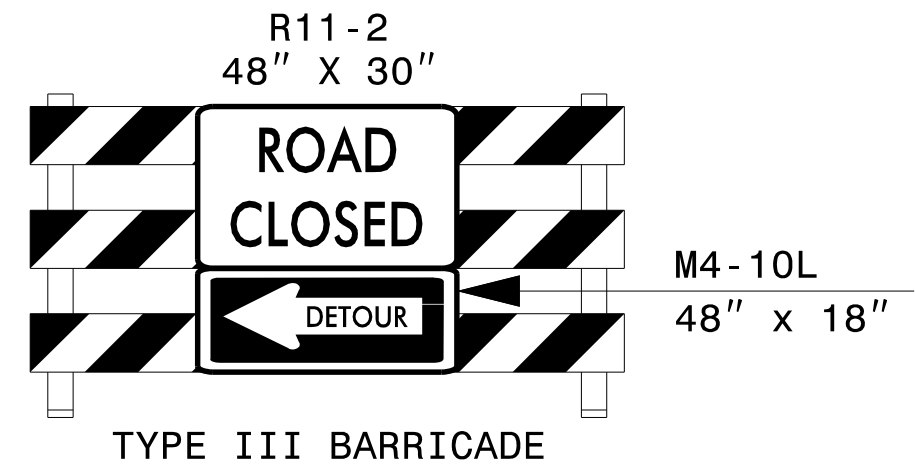
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MESSAGE NO. 1	MESSAGE NO. 2
LONG VIEW DETOUR	USE THIS EXIT 119

CHANGEABLE MESSAGE SIGN

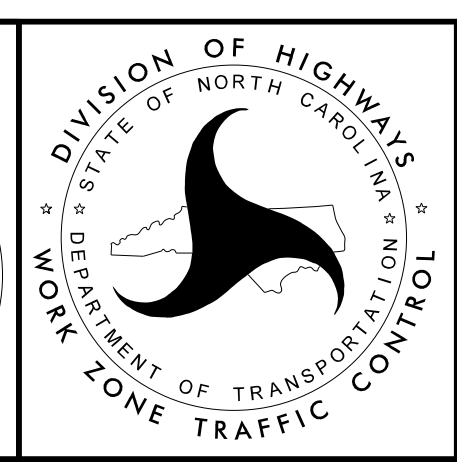
LOCATE CMS AND ALTER MESSAGE AS DIRECTED BY ENGINEER.

2



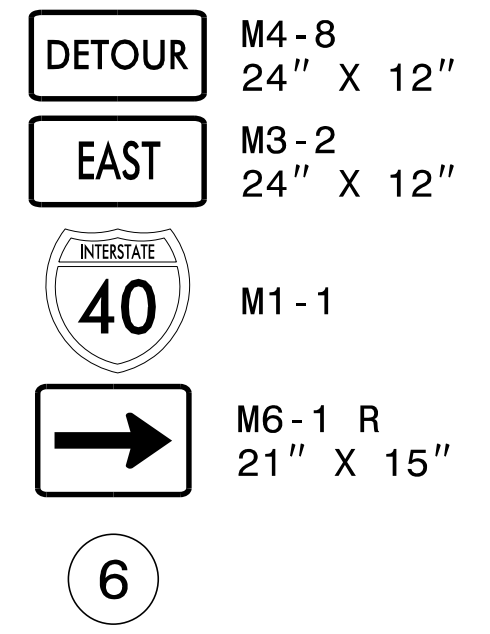
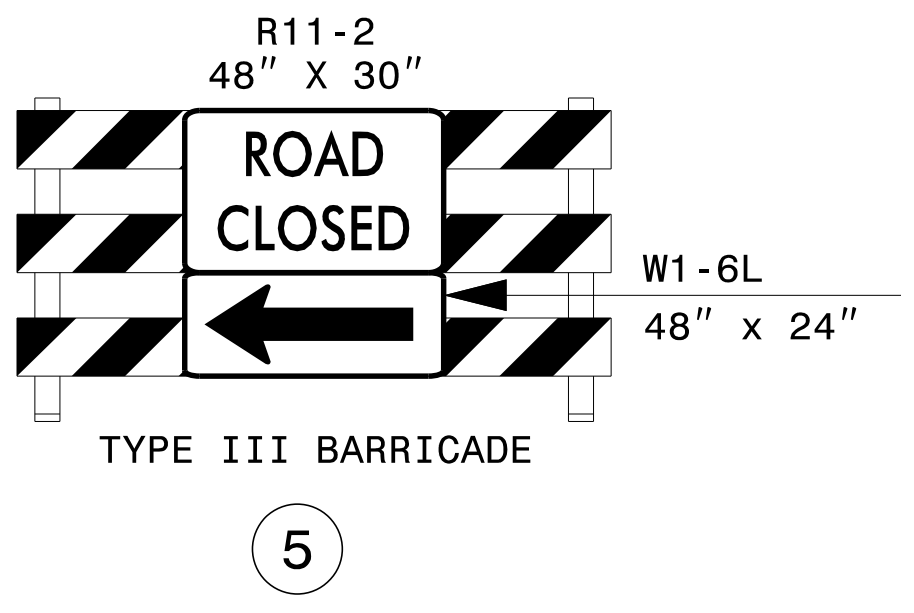
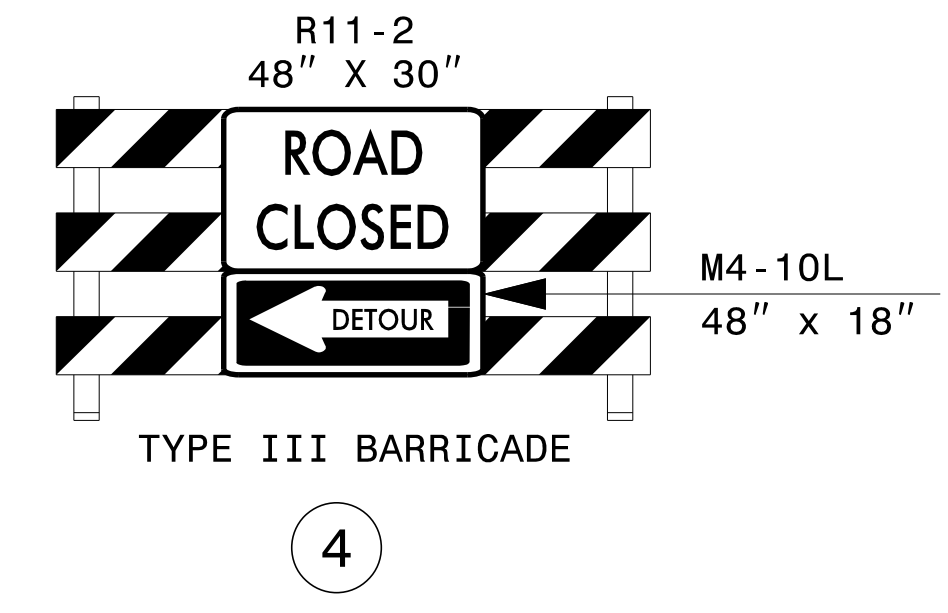
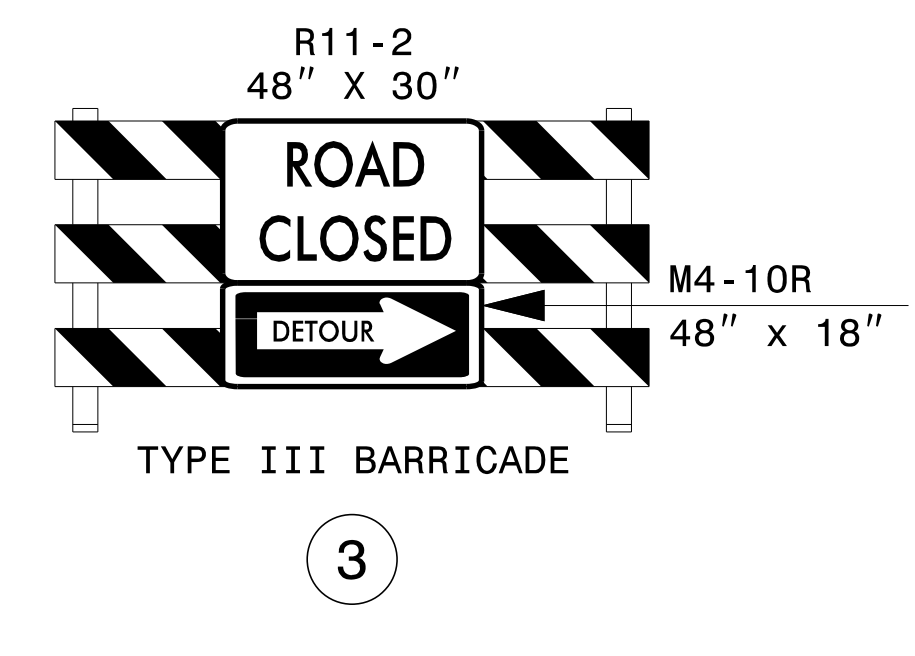
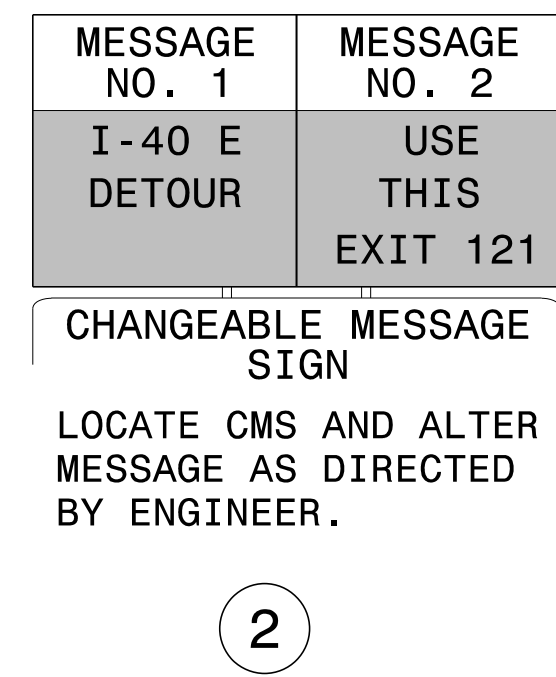
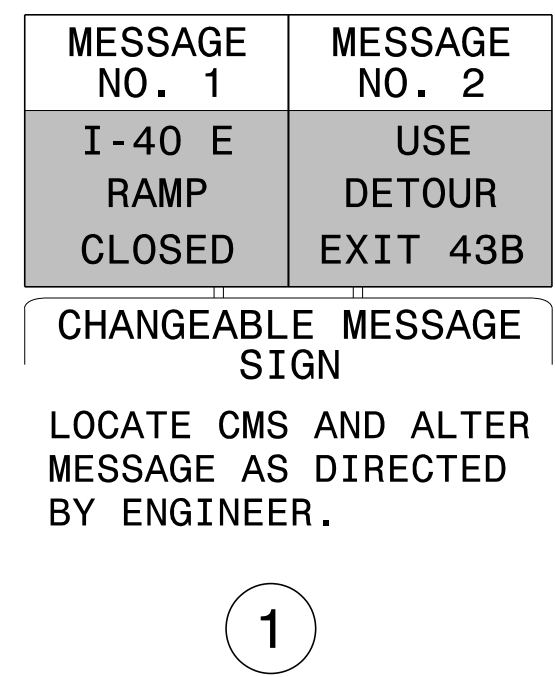
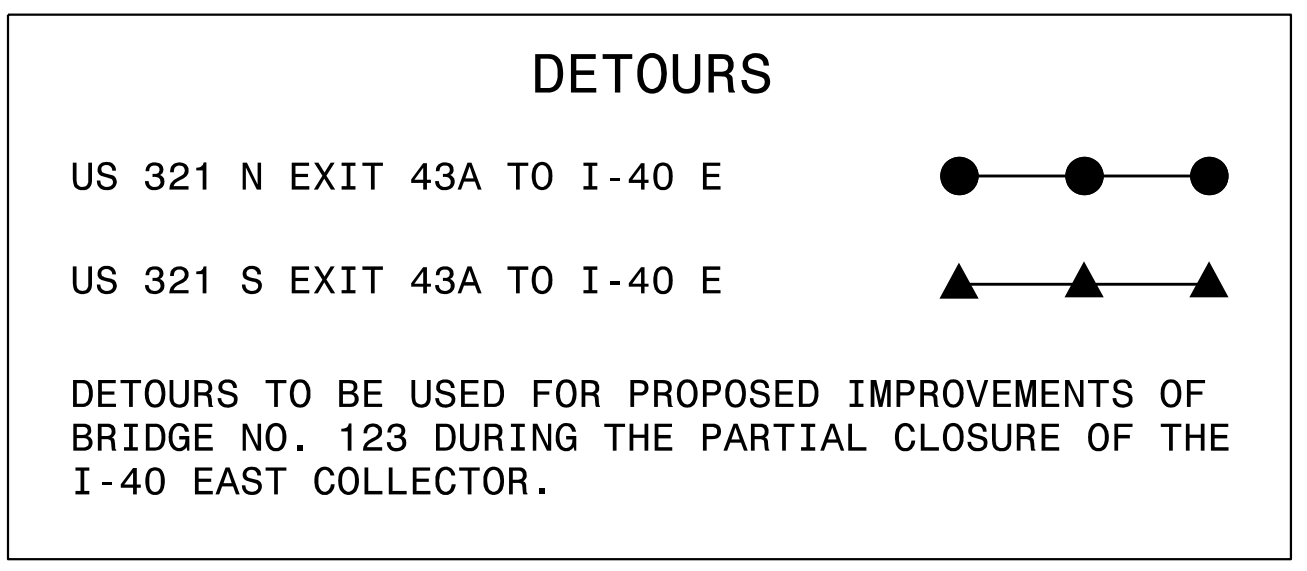
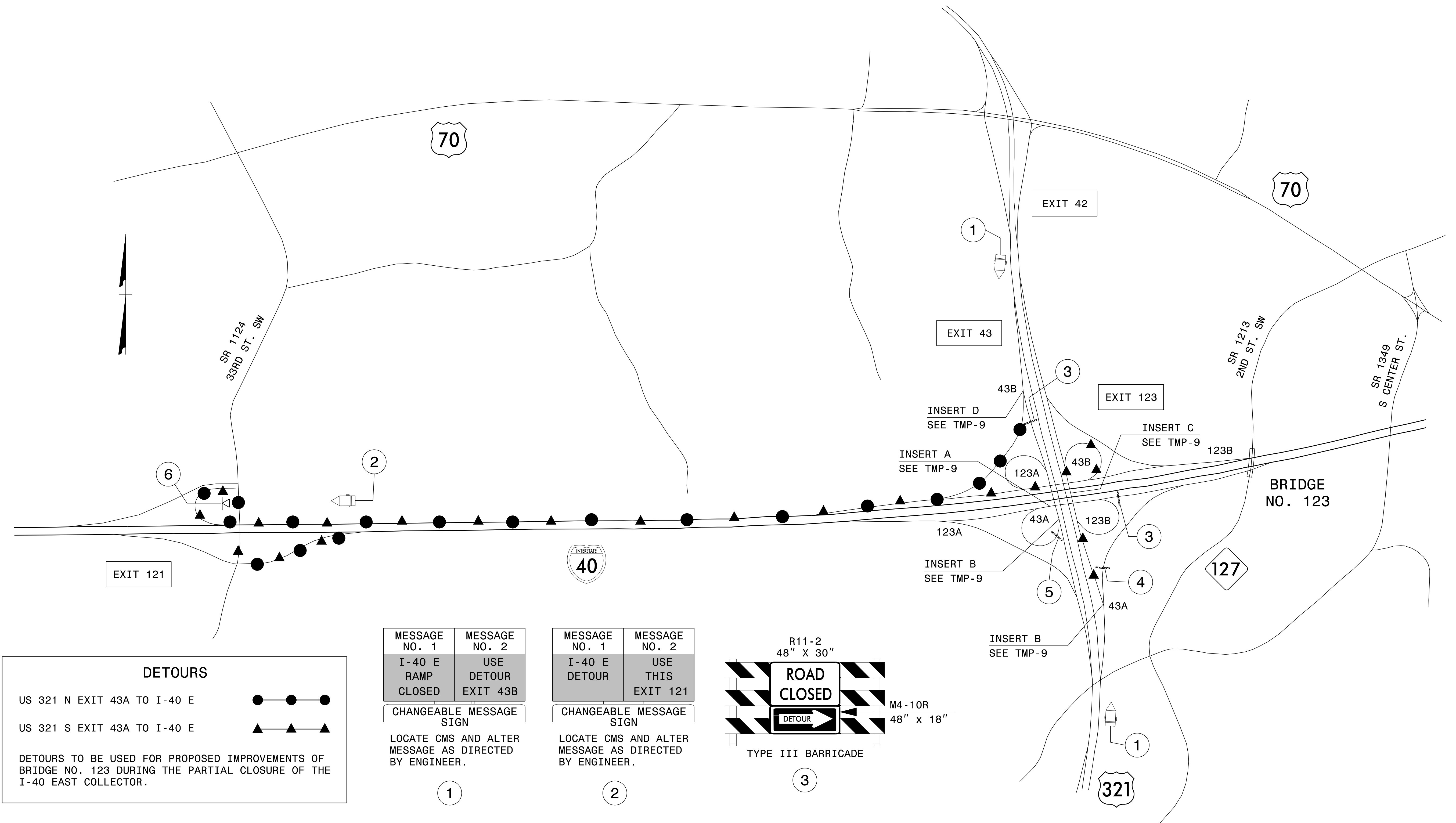
APPROVED: *Lori Stouchka*
DATE: 8/17/2015

PROFESSIONAL SEAL
034437
ENGINEER
LORI D. STOUCHKA



BRIDGE NO. 32
DETOUR FOR CLOSURE
OF I-40 W EXIT RAMP
AT EXIT 121 TO
SR 1124 (33RD ST SW)

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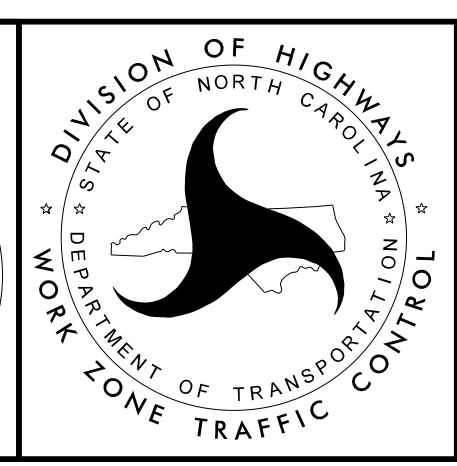


APPROVED: *Lori Stouchka*

DATE: 8/17/2015

PROFESSIONAL SEAL 034437

ENGINEER LORI D. STOUCHKA



BRIDGE NO. 123

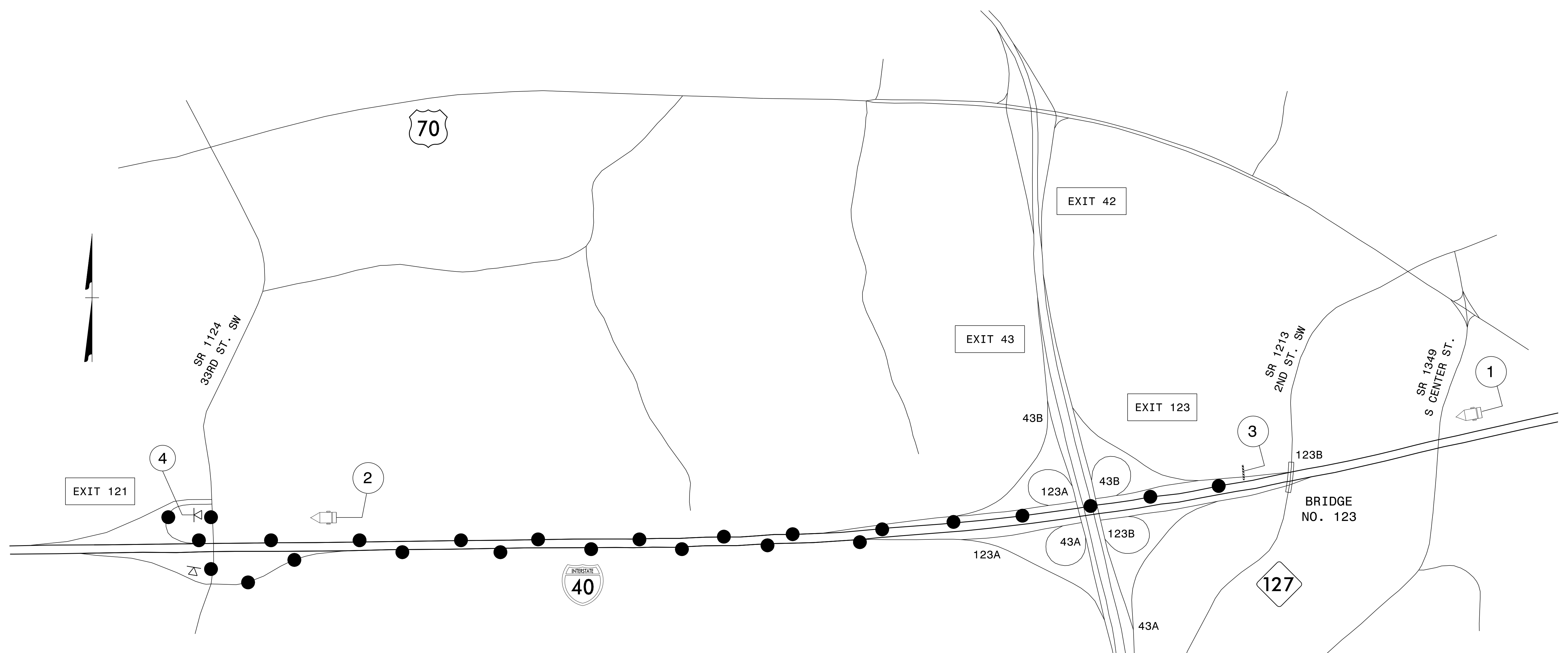
DETOUR FOR CLOSURES OF

US 321 N EXIT 43A & US 321 S

EXIT 43A RAMP TO I-40 E

EXIT 123 COLLECTOR

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DETOUR ●—●—●

DETOUR TO BE USED FOR PROPOSED IMPROVEMENTS OF BRIDGE NO. 123 DURING THE SIMULTANEOUS CLOSURE OF RIGHT LANE AND EXIT RAMP OF EXIT 123 ON I-40 WEST WHILE MAINTAINING TRAFFIC ON I-40 WEST IN THE LEFT LANE OF I-40 WEST.

MESSAGE NO. 1	MESSAGE NO. 2
US 321 RAMP CLOSED	DETOUR USE EXIT 121

CHANGEABLE MESSAGE SIGN

LOCATE CMS AND ALTER MESSAGE AS DIRECTED BY ENGINEER.

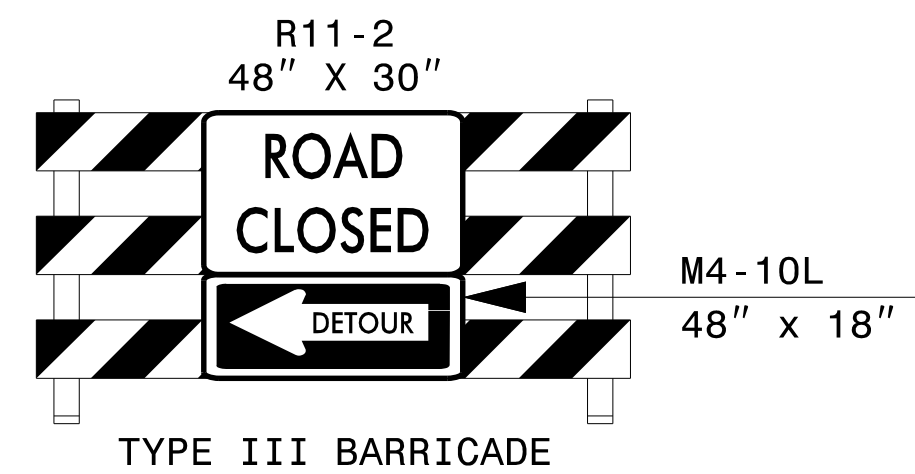
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MESSAGE NO. 1	MESSAGE NO. 2
US 321 DETOUR	USE THIS EXIT 121

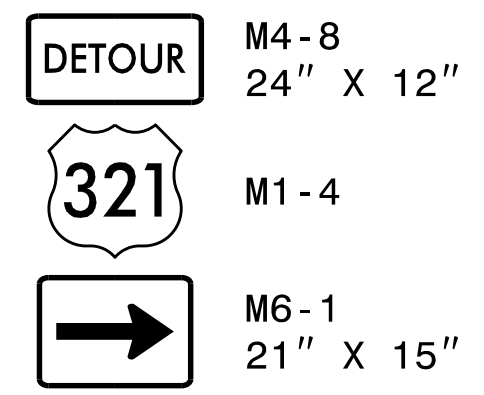
CHANGEABLE MESSAGE SIGN

LOCATE CMS AND ALTER MESSAGE AS DIRECTED BY ENGINEER.

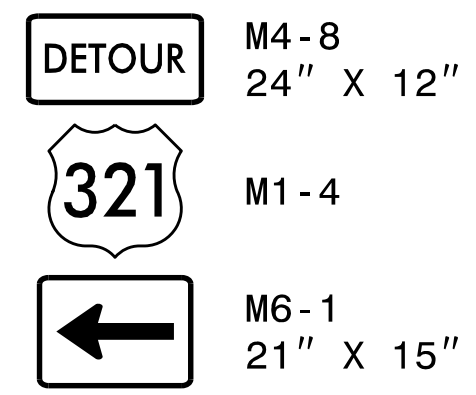
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3

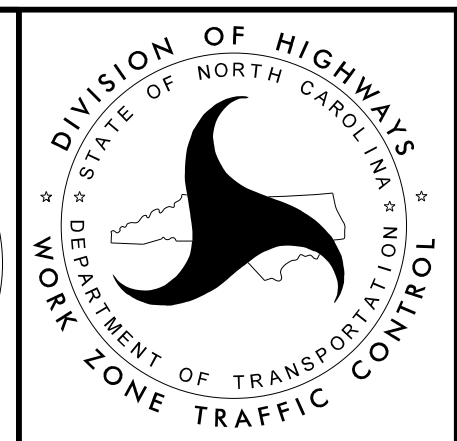


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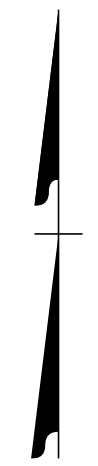
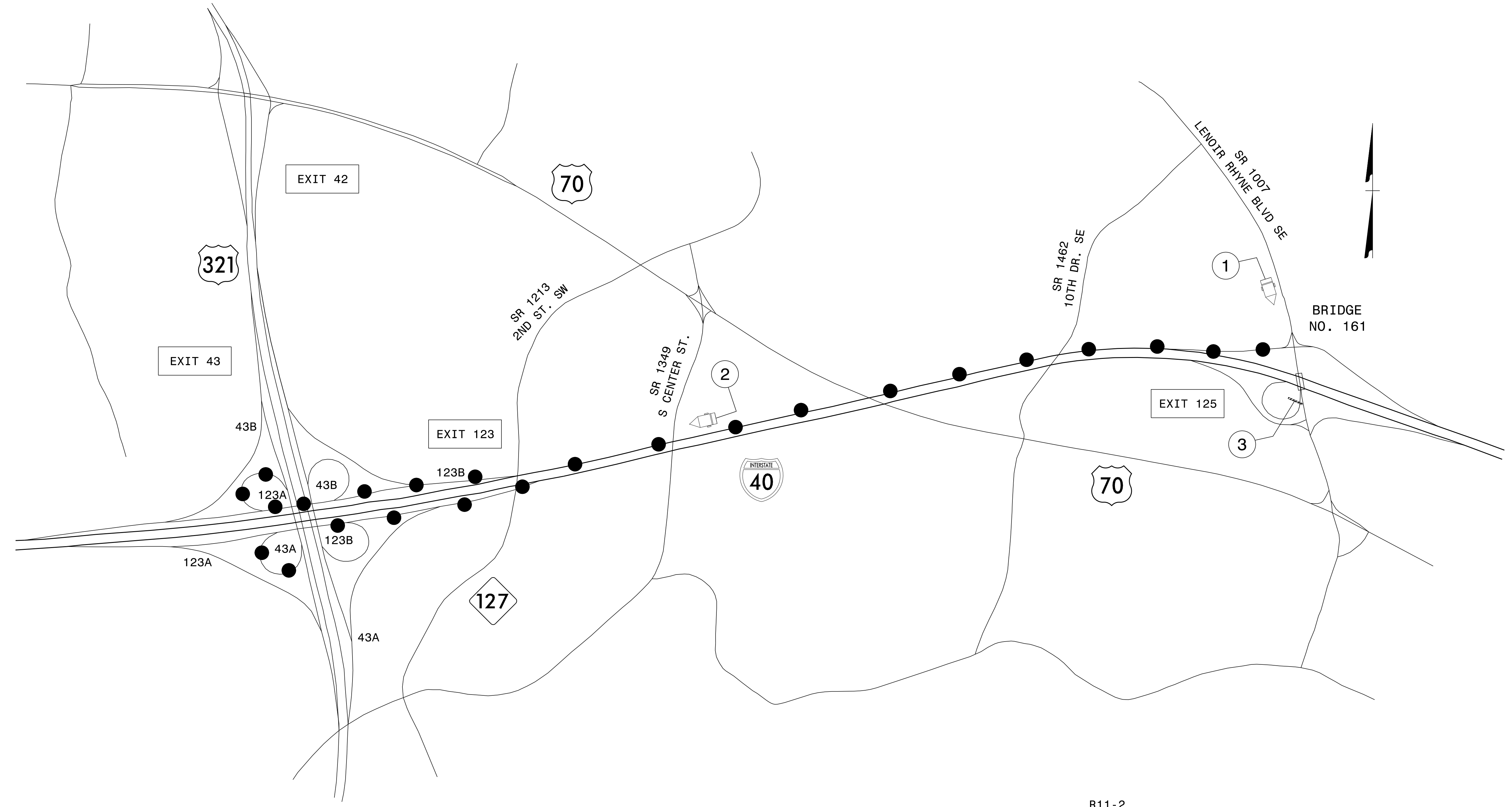
4

APPROVED: *Lori Stouchka*
PROFESSIONAL ENGINEER
034437
8/17/2015



**BRIDGE NO. 123
 DETOUR FOR CLOSURE
 OF I-40 W EXIT RAMP
 AT EXIT 123 TO US 321**

8/17/2015
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 User:idsfouchko



DETOUR ●—●—●

DETOUR TO BE USED FOR PROPOSED IMPROVEMENTS OF BRIDGE NO. 161 DURING THE SIMULTANEOUS CLOSURE OF RIGHT LANE AND ENTRANCE RAMP OF EXIT 125 ON I-40 EAST WHILE MAINTAINING TRAFFIC ON I-40 EAST IN THE LEFT LANE OF I-40 EAST.

MESSAGE NO. 1	MESSAGE NO. 2
I-40 E RAMP CLOSED	DETOUR USE I-40 W

CHANGEABLE MESSAGE SIGN

LOCATE CMS AND ALTER MESSAGE AS DIRECTED BY ENGINEER.

1

MESSAGE NO. 1	MESSAGE NO. 2
I-40 E DETOUR	USE EXIT 123 A

CHANGEABLE MESSAGE SIGN

LOCATE CMS AND ALTER MESSAGE AS DIRECTED BY ENGINEER.

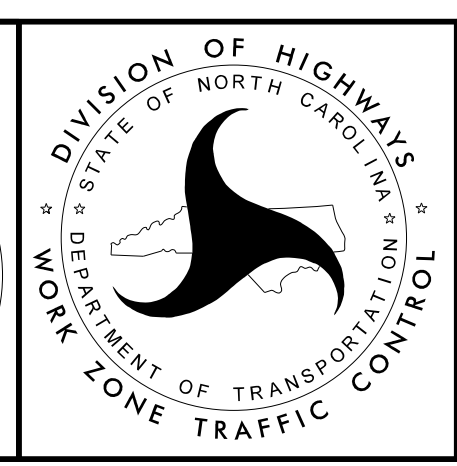
2



3

APPROVED: *Lori Stouchka*
032CRD18518146C

DATE: 8/17/2015

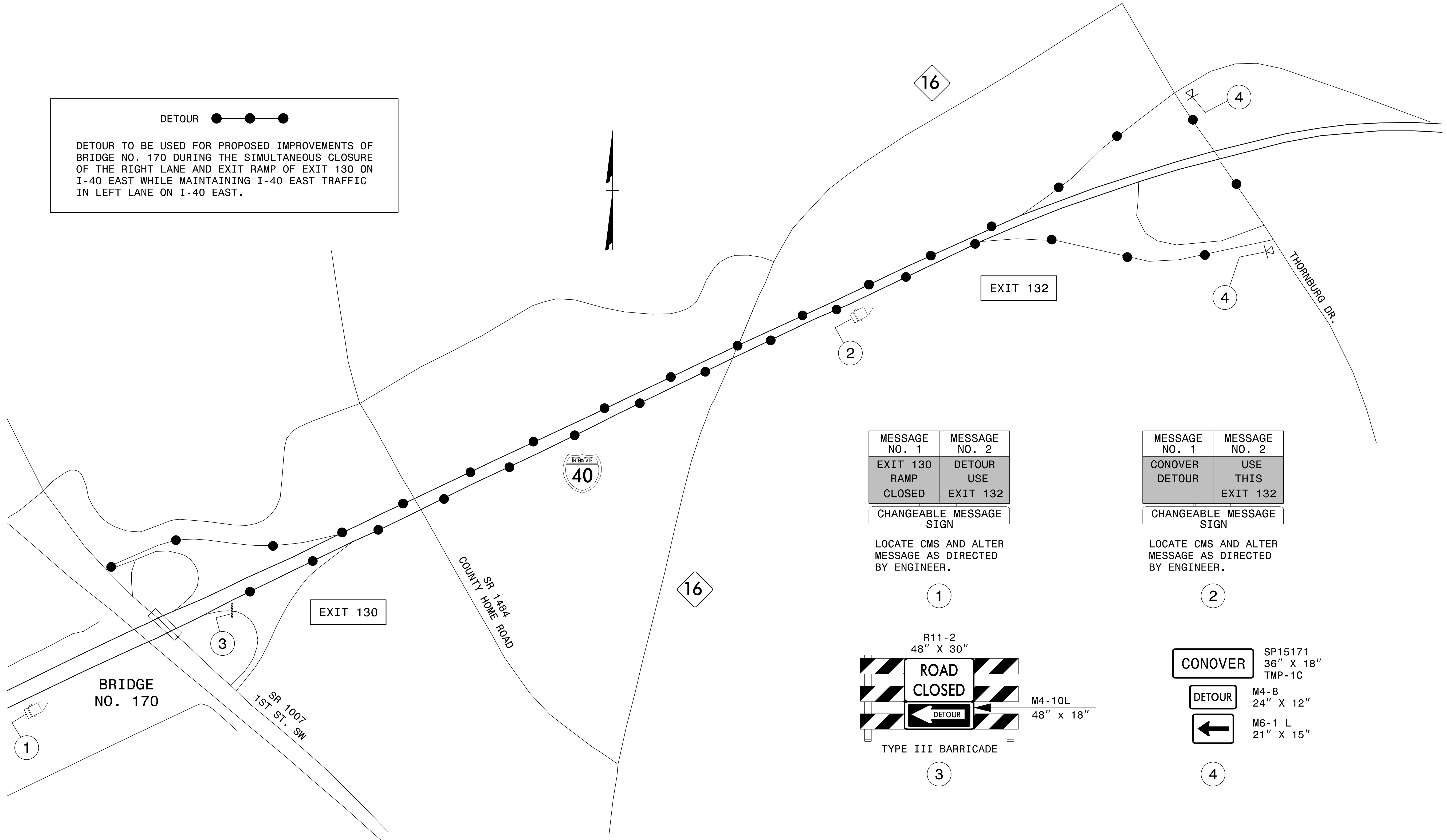


**BRIDGE NO. 161
 DETOUR FOR CLOSURE
 OF I-40 E ENTRANCE
 RAMP AT EXIT 125 FROM
 SR 1007 (LENOIR RHYNE BLVD)**

8/17/2015
 P:\TIP\Projects-BP\BP5500E\TrafficControl\TCP\BP-5500E_TC_TMP-06_bridg_161_detour.dgn
 User:idsfouchko

DETOUR ●—●—●

DETOUR TO BE USED FOR PROPOSED IMPROVEMENTS OF BRIDGE NO. 170 DURING THE SIMULTANEOUS CLOSURE OF THE RIGHT LANE AND EXIT RAMP OF EXIT 130 ON I-40 EAST WHILE MAINTAINING I-40 EAST TRAFFIC IN LEFT LANE ON I-40 EAST.



MESSAGE NO. 1	MESSAGE NO. 2
EXIT 130 RAMP CLOSED	DETOUR USE EXIT 132

CHANGEABLE MESSAGE SIGN

LOCATE CMS AND ALTER MESSAGE AS DIRECTED BY ENGINEER.

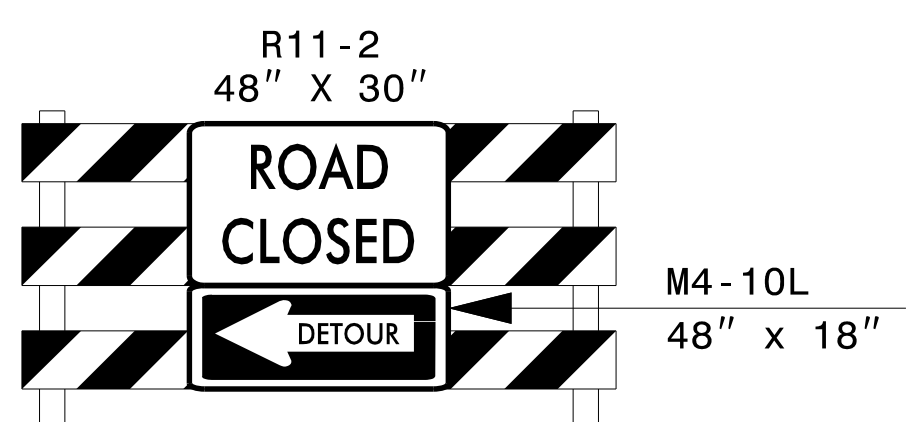
1

MESSAGE NO. 1	MESSAGE NO. 2
CONOVER DETOUR	USE THIS EXIT 132

CHANGEABLE MESSAGE SIGN

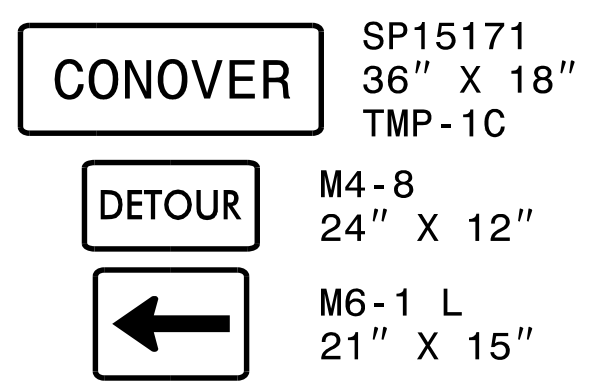
LOCATE CMS AND ALTER MESSAGE AS DIRECTED BY ENGINEER.

2



TYPE III BARRICADE

3



SP15171
36" X 18"
TMP-1C

M4-8
24" X 12"

M6-1 L
21" X 15"

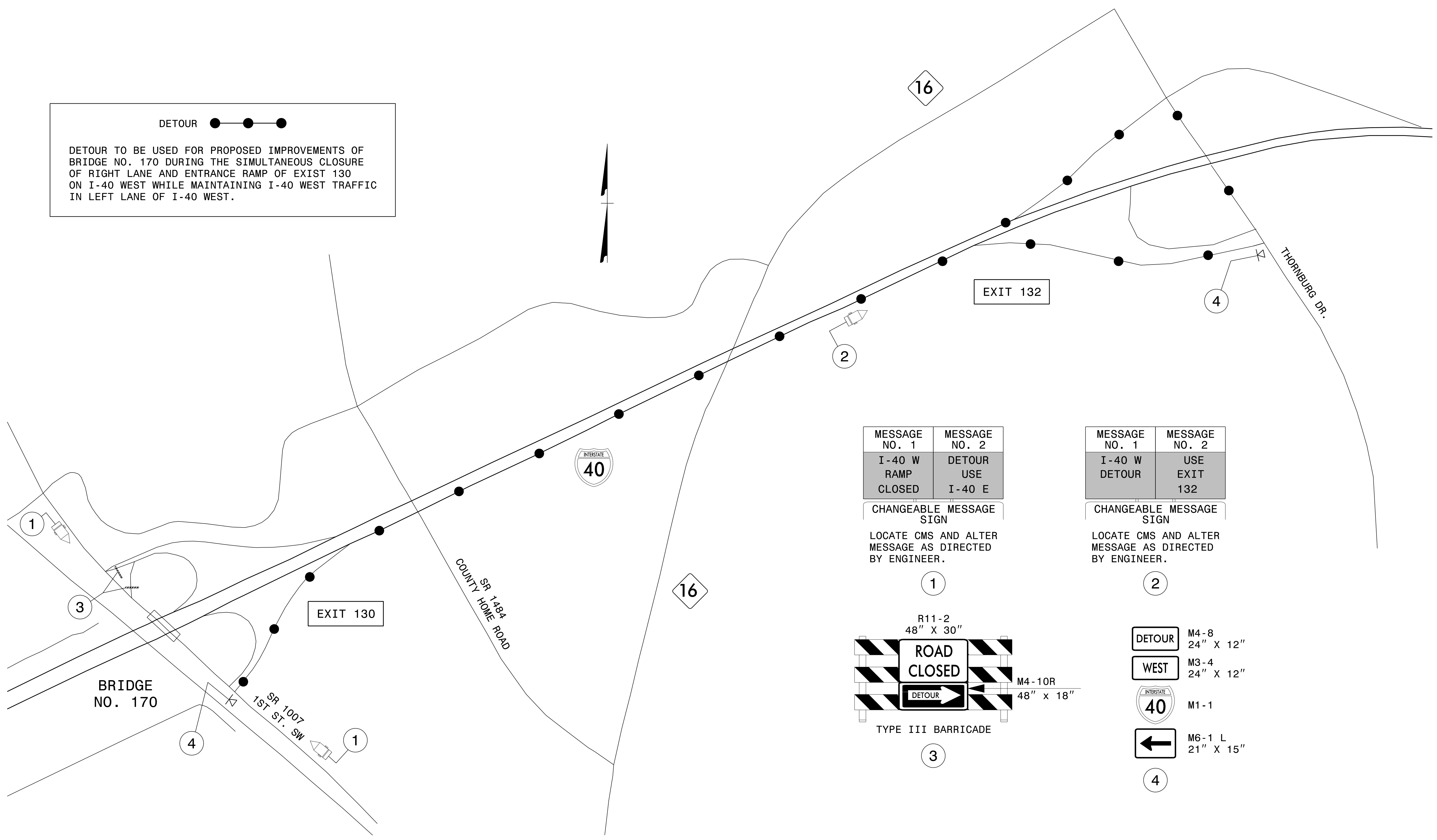
4

8/17/2015 P:\TIP\Projects-BP\BP5500E\TrafficControl\TCP\BP-5500E_TC-TMP-07_Bridge 170 Detour 140 Exit Ramp 130.dgn User:idsfouchko

APPROVED: <i>Lori Stouchka</i> DATE: 8/17/2015 		BRIDGE NO. 170 DETOUR FOR CLOSURE OF I-40 E EXIT 130 RAMP TO SR 1007 (1ST ST SW)
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DETOUR ●—●—●

DETOUR TO BE USED FOR PROPOSED IMPROVEMENTS OF BRIDGE NO. 170 DURING THE SIMULTANEOUS CLOSURE OF RIGHT LANE AND ENTRANCE RAMP OF EXIST 130 ON I-40 WEST WHILE MAINTAINING I-40 WEST TRAFFIC IN LEFT LANE OF I-40 WEST.



MESSAGE NO. 1	MESSAGE NO. 2
I-40 W RAMP CLOSED	DETOUR USE I-40 E

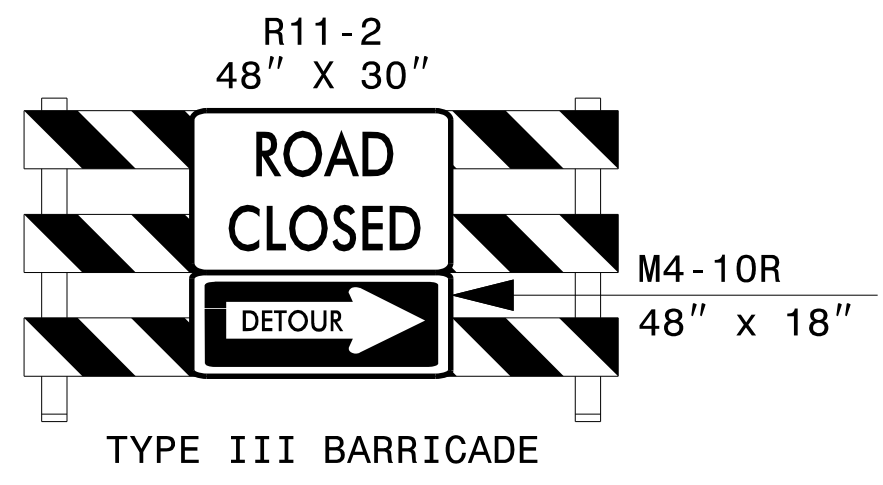
CHANGEABLE MESSAGE SIGN
LOCATE CMS AND ALTER MESSAGE AS DIRECTED BY ENGINEER.

1

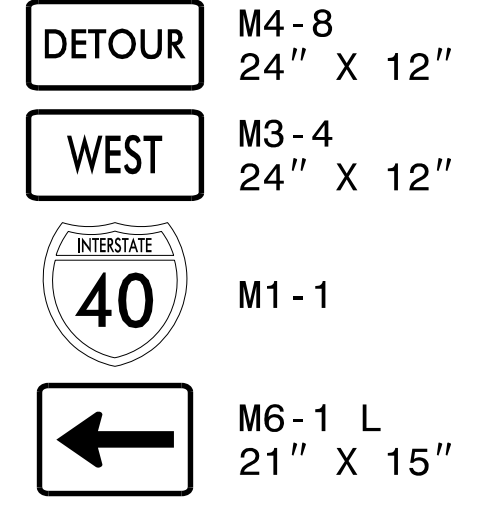
MESSAGE NO. 1	MESSAGE NO. 2
I-40 W DETOUR	USE EXIT 132

CHANGEABLE MESSAGE SIGN
LOCATE CMS AND ALTER MESSAGE AS DIRECTED BY ENGINEER.

2



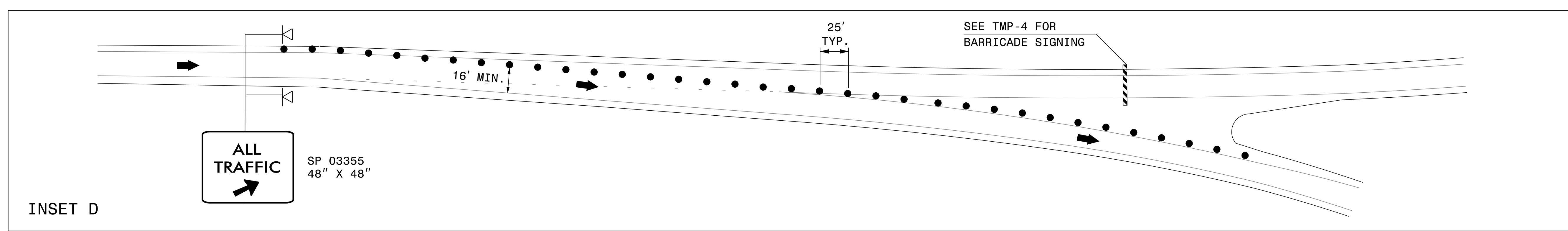
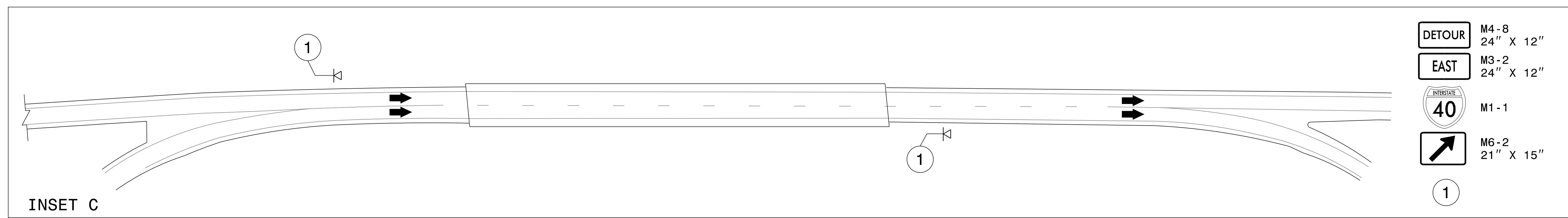
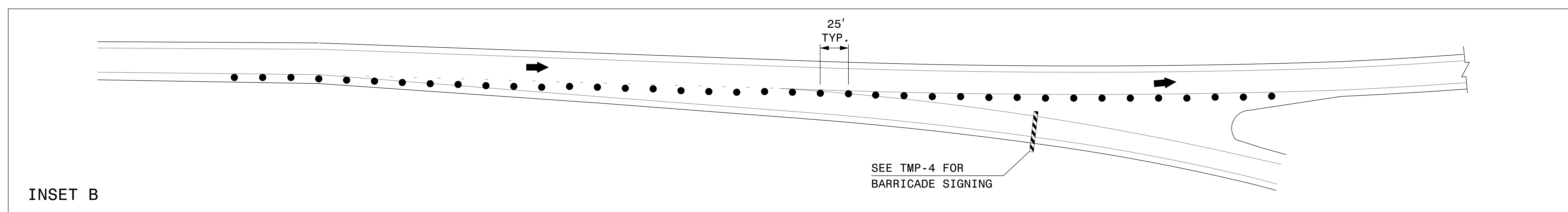
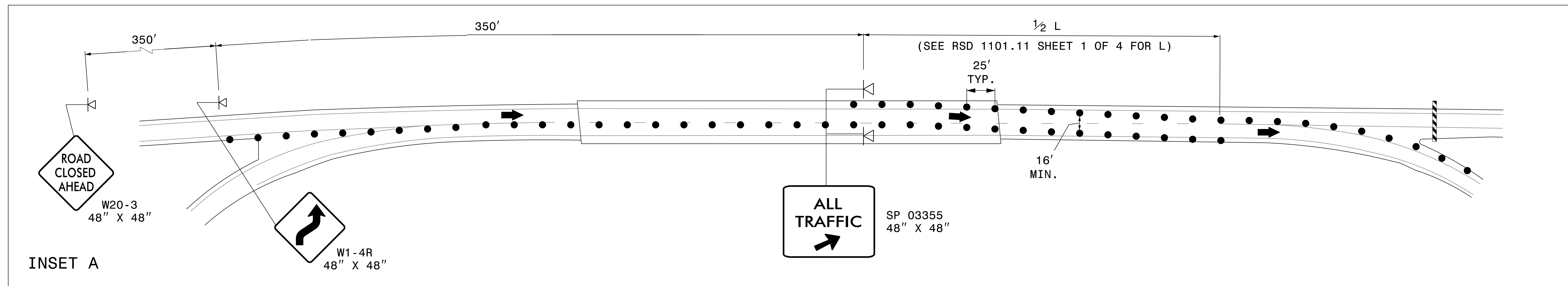
3



4

8/17/2015 P:\TIP\Projects-BP\BP5500E\TrafficControl\TCP\BP-5500E_TC_TMP-08_Bridge 170 Detour 140 Entrance Ramp Exit 130.dgn User:idsfouchko

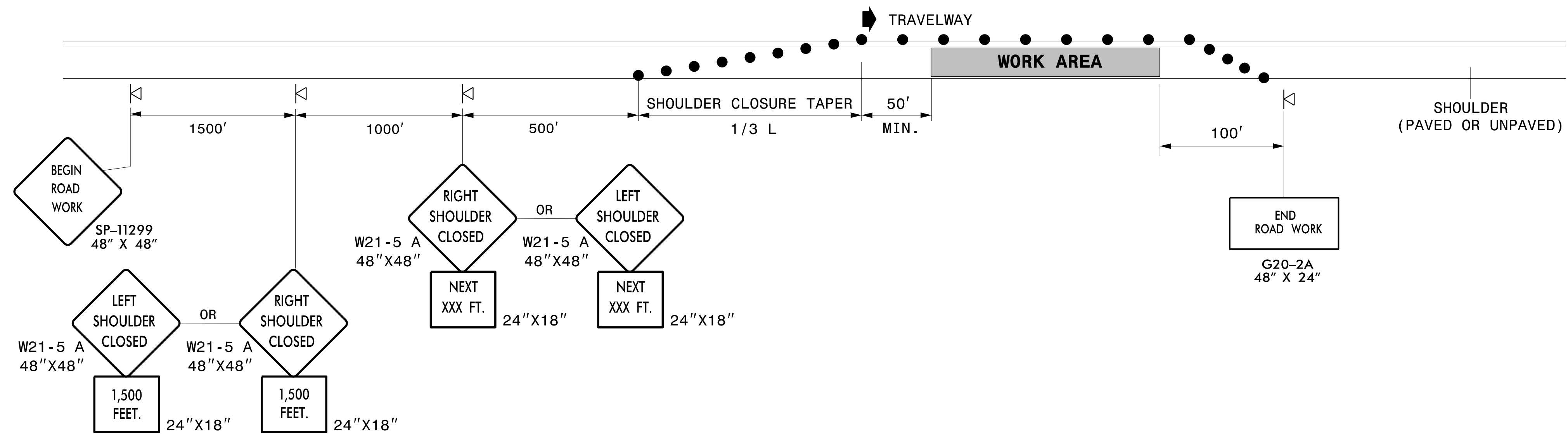
APPROVED: <i>Lori Stouchka</i> DATE: 8/17/2015 		BRIDGE NO. 170 DETOUR FOR CLOSURE OF I-40 W ENTRANCE RAMP OF EXIT 130 FROM SR 1007 (1ST ST SW)
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8/17/2015
 P:\TIP\Projects-BP\BP5500E\TrafficControl\TCP\BP-5500E_TC-TMP-09_insets.dgn
 User:idsfouchko

APPROVED: <i>Lori Stouchka</i> <small>0326018518140C</small> DATE: 8/17/2015			<p align="center">DETOUR RAMP CLOSURE INSETS</p>
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SHOULDER CLOSURE ON CONTROLLED ACCESS FACILITIES - ≥ 60 MPH



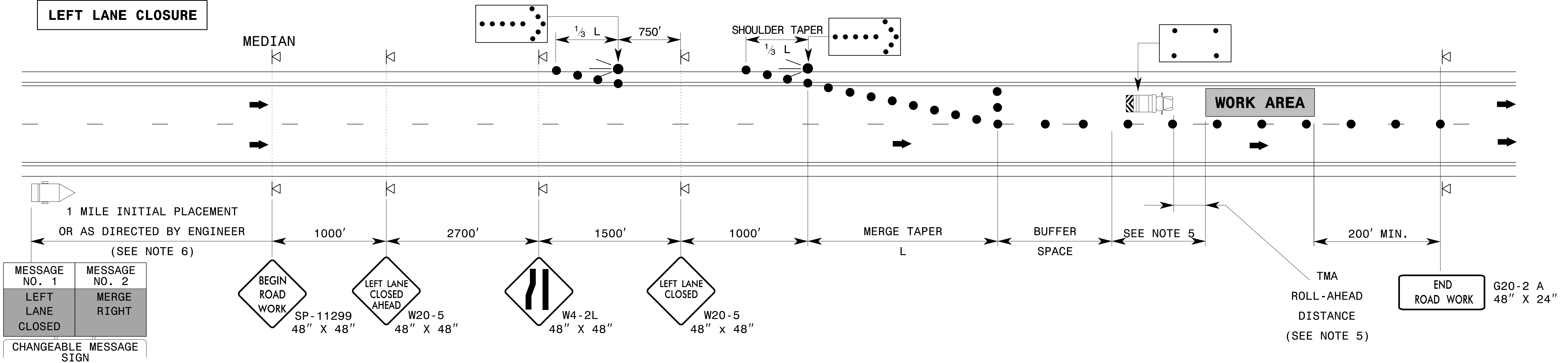
NOTES

- PLACE SHOULDER CLOSED SIGNS ON THE SAME SIDE AS THE SHOULDER THAT IS CLOSED.
- PLACE DRUMS IN THE SHOULDER TAPER AT THE MAXIMUM SPACING EQUAL IN FEET TO THE POSTED SPEED LIMIT. THE MAXIMUM SPACING OF DRUMS ALONG THE WORK AREA IS EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
- REFER TO STD. 1101.11 SHEET 1 FOR "L" DISTANCE.

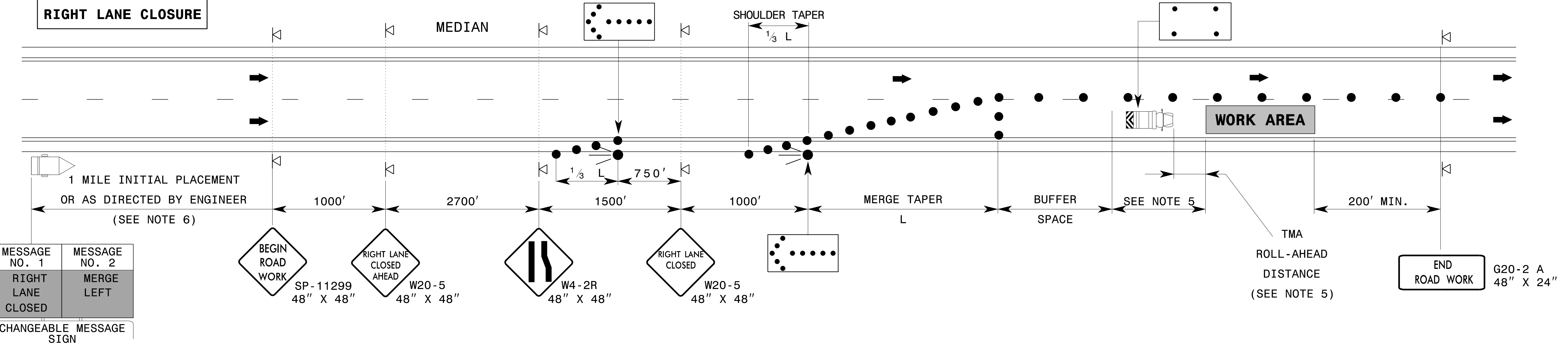
8/17/2015 P:\TIP\Projects-BP\BP5500E\TrafficControl\TCP\BP-5500E_TC-TMP-10_Shoulder_Closure_Individed.dgn User:idsfouchko

APPROVED: <i>Lori Stouchko</i> <small>032CRD18818140C</small> DATE: 8/17/2015		
TEMPORARY SHOULDER CLOSURES ≥ 60 MPH		

LEFT LANE CLOSURE



RIGHT LANE CLOSURE



NOTES

- PLACE ARROW BOARDS ON THE SHOULDER (PAVED OR UNPAVED). PLACE ARROW BOARDS WITHIN THE TAPER IF SHOULDERS DO NOT EXIST. MEET THE REQUIREMENTS FOR STOPPING SIGHT DISTANCE AT THE ARROW BOARD LOCATION. IF NEEDED, EXTEND LANE CLOSURES AT THE BUFFER SPACE, SUCH THAT STOPPING SIGHT DISTANCE TO THE ARROW BOARD IS MET (SEE STD. 1101.11 SHEET 2).
- PLACE DRUMS IN TAPERS AT THE MAXIMUM SPACING EQUAL IN FEET TO THE POSTED SPEED LIMIT. PLACE DRUMS ALONG THE WORK AREA AT THE MAXIMUM SPACING EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
- REFER TO STD. 1101.11, FOR "L" DISTANCE AND BUFFER SPACE.
- INSTALL LANE CLOSURES WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC. REMOVE LANE CLOSURES AGAINST THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
- POSITION THE TMA TO MAINTAIN A ROLL-AHEAD DISTANCE AS RECOMMENDED BY THE MANUFACTURER AND CONTINUOUSLY ADVANCE TMA'S AS WORK PROGRESSES.
- PLACE CHANGEABLE MESSAGE SIGN (CMS) ON THE OUTSIDE OF THE TRAVELWAY AS DIRECTED BY THE ENGINEER. PLACE CMS APPROXIMATELY 1 MILE IN ADVANCE OF THE W20-5 SIGNS OR AS DIRECTED BY ENGINEER. IF TRAFFIC BACKS UP TO WHERE THE CMS IS INITIALLY PLACED, RELOCATE CMS $\frac{1}{2}$ MILE IN ADVANCE OF ANTICIPATED BACKUP. CONTINUE TO MONITOR TRAFFIC, MOVE CMS APPROXIMATELY $\frac{1}{2}$ MILE IN ADVANCE OF ANTICIPATED BACKUP.
- DURING EMERGENCY SITUATIONS, ADJUSTMENTS TO THIS STANDARD MAY BE NECESSARY TO ACCOMMODATE THE ACTIVE SCENE BEING WORKED BY LAW ENFORCEMENT, TOWING SERVICES, AND OTHER EMERGENCY SERVICES PERSONNEL.

8/17/2015 P:\TIP\Projects-BP\BP5500E\TrafficControl\TCP\BP-5500E_TC_TMP-11 Temporary Lane Closures.dgn User:idsfouchko

APPROVED: <i>Lori Stouchko</i> DATE: 8/17/2015			TEMPORARY LANE CLOSURES DIVIDED MULTI-LANE ROADWAY 1 LANE CLOSED (FOR ROADWAYS ≥ 60 MPH)
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