

I-40 RESURFACING / PAVING OPERATIONS

FOR ANY RESURFACING / PAVING OPERATIONS BEING DONE OUTSIDE OF THE LANE CLOSURES ESTABLISHED FOR THE BRIDGE DECK REHABILITATIONS DEPICTED ON SHEETS TMP-4 THROUGH AND INCLUDING TMP-6 THE CONTRACTOR IS TO MAINTAIN TRAFFIC IN ACCORDANCE WITH DIVISIONS 10, 11 AND 12 OF THE 2012 STANDARD SPECIFICATIONS, TMP-11 AND THE FOLLOWING PROVISIONS:

TRAFFIC OPERATIONS:

1) PAVING LIFT REQUIREMENTS AND TIME LIMITATIONS:

FOR PAVING LIFTS OF 2.0" OR LESS, BRING ALL NEWLY RESURFACED LANES TO THE SAME STATION AND ELEVATION WITHIN 72 HOURS. IF NOT BROUGHT UP TO THE SAME STATION AND ELEVATION WITHIN 72 HOURS, THE CONTRACTOR SHALL PLACE PORTABLE "UNEVEN PAVEMENT" SIGNS IN ADVANCE OF THE UNEVEN PAVEMENT AND SPACED EVERY 1/2 MILE ALONG THE SECTION OF UNEVEN PAVEMENT. ONCE MITIGATED, ALL PORTABLE "UNEVEN PAVEMENT" SIGNS SHALL BE REMOVED. NO ADDITIONAL COMPENSATION WILL BE MADE FOR THESE SIGNS.

FOR PAVING LIFTS GREATER THAN 2", BRING ALL NEWLY RESURFACED LANES TO THE SAME STATION AND ELEVATION BY THE END OF EACH WORK DAY UNLESS THE CONTRACTOR UTILIZES THE NOTCHED WEDGE PAVING METHODS AS DESCRIBED BELOW. FAILURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS WILL RESULT IN A SUSPENSION OF ALL OTHER OPERATIONS UNTIL ALL LANES OF TRAFFIC ARE BROUGHT TO THE SAME STATION AND ELEVATION:

A. DURING PAVING OPERATIONS, ANY PAVING LIFT GREATER THAN 2" FOR ASPHALT SURFACE COURSE MIXES SHALL BE MITIGATED BY HAVING AN APPROVED WEDGE APPARATUS ON THE PAVER THAT SHAPES THE EDGE 1" VERTICALLY AND THE REMAINING AT A MAXIMUM SLOPE STEEPNESS OF 2:1. FOR INTERMEDIATE AND BASE COURSE MIXES, USE AN APPROVED WEDGE DEVICE THAT SHAPES THE EDGE WITH A MAXIMUM SLOPE STEEPNESS OF 2:1. THE MAXIMUM PAVING LIFT ALLOWED TO USE THIS METHOD IS 3".

B. AT THE END OF THE WORK DAY, THE CONTRACTOR SHALL PLACE PORTABLE "UNEVEN PAVEMENT" SIGNS IN ADVANCE OF THE UNEVEN PAVEMENT AND SPACED EVERY 1/2 MILE ALONG THE SECTION OF UNEVEN PAVEMENT. ONCE MITIGATED, ALL PORTABLE "UNEVEN PAVEMENT" SIGNS SHALL BE REMOVED. NO ADDITIONAL COMPENSATION WILL BE MADE FOR THESE SIGNS.

C. IN THE NEXT DAY'S PAVING OPERATION AND NOT TO EXCEED 72 HOURS, THE CONTRACTOR SHALL BRING UP THE ADJACENT LANE TO THE SAME STATION AND ELEVATION BEFORE ANY FURTHER PAVING TAKES PLACED ON THE PROJECT.

2) PROJECT REQUIREMENTS:

FAILURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS WILL RESULT IN A SUSPENSION OF ALL OTHER OPERATIONS:

1. CONTRACTOR SHALL MILL AND PAVE LANES IN AN ORDER SUCH THAT WATER SHALL NOT ACCUMULATE.

2. TRAFFIC CONTROL FOR THE MILLING AND/OR PAVING OF RAMPS IS TO BE DONE ACCORDING TO STANDARD DRAWING NUMBER 1101.02, SHEETS 9 & 10 UNLESS OTHERWISE APPROVED TO BE CLOSED BY THE ENGINEER. IF APPROVED, CONTRACTOR WILL PROVIDE PLANS AND DEVICES FOR THE DETOUR AT NO ADDITIONAL COST TO THE DEPARTMENT.

3. IF LANE CLOSURE RESTRICTIONS APPLY, SEE SPECIAL PROVISION, "INTERMEDIATE CONTRACT TIMES AND LIQUIDATED DAMAGES".

4. IF MILLED AREAS ARE NOT PAVED BACK WITHIN 72 HOURS, THE CONTRACTOR IS TO FURNISH AND INSTALL THE FOLLOWING PORTABLE SIGNS TO WARN DRIVERS OF THE CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" (W8-8), "UNEVEN LANES" (W8-11), AND "GROOVED PAVEMENT" (W8-15) W/ MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DUAL INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK.

BRIDGE DECK REHABILITATIONS / GUARDRAIL REPLACEMENTS

STEP 1
USING ROADWAY STANDARD DRAWING NUMBER 1101.02, SHEET 4 OF 15 AND SHEETS TMP-4 AND TMP-5 CLOSE THE RIGHT LANE OF I-40 FROM JUST WEST OF BRIDGE NUMBERS 209 & 222 (MM-22.5) TO JUST EAST OF BRIDGE NUMBERS 231 AND 232 (MM-26).

PERFORM RIGHT SIDE BRIDGE DECK REHABILITATIONS TO BRIDGE NUMBERS 209, 222, 223, 224, 228, 230, 231, AND 232.

REPLACE / INSTALL GUARDRAIL ALONG RIGHT SIDE OF ROADWAY DURING RIGHT LANE CLOSURE.

STEP 2
USING ROADWAY STANDARD DRAWING NUMBER 1101.02 SHEET 4 OF 15 AND SHEET TMP-6 CLOSE THE LEFT LANE OF I-40 FROM JUST WEST OF BRIDGE NUMBERS 209 & 222 (MM-22.5) TO JUST EAST OF BRIDGE NUMBERS 231 AND 232 (MM-26).

PERFORM LEFT SIDE BRIDGE DECK REHABILITATIONS TO BRIDGE NUMBERS 209, 222, 223, 224, 228, 230, 231 AND 232.

REPLACE / INSTALL GUARDRAIL ALONG LEFT SIDE OF ROADWAY DURING LEFT LANE CLOSURE.

STEP 3
USING ROADWAY STANDARD DRAWING NUMBER 1101.02, SHEET 4 OF 15 AND ROADWAY STANDARD DRAWING 1101.02, SHEET 12 OF 15 AS NEEDED, INSTALL PAVEMENT MARKINGS IN THE FINAL TRAFFIC PATTERN AT ALL REHABILITATED BRIDGE DECKS AND APPROACHES.

REMOVE TRAFFIC CONTROL DEVICES NECESSARY TO CLOSE THE LEFT LANE OF TRAFFIC IN STEP 2 AND OPEN ALL LANES TO TRAFFIC IN THE FINAL PATTERN.

REPAIRS TO STRUCTURAL STEEL/CONCRETE AND BRIDGE PAINTING

NOTE: BRIDGES MAY BE WORKED SEPARATELY OR CONCURRENTLY.

STEP 1
PLACE ADVANCE WORK ZONE WARNING SIGNS AT US-276 (JONATHAN CREEK ROAD), SR 1364 (COLEMAN MOUNTAIN ROAD), SR 1366 (ORCHARD COVE ROAD), AND SR 1364 (IRON DUFF ROAD) AND SR 1513 (HYDER MOUNTAIN ROAD) AS PER ROADWAY STANDARD DRAWING NUMBER 1101.01, SHEET 3 OF 3.

STEP 2

USE PORTABLE SIGNALS AS NECESSARY TO PLACE TRAFFIC IN A LONG TERM 1 LANE, 2 WAY TRAFFIC PATTERN ALONG EACH ROADWAY LYING UNDER BRIDGES BEING REPAIRED. (BRIDGES 205/208 * SR 1364 - COLEMAN MOUNTAIN ROAD; 209/222 * ORCHARD COVE ROAD; 223/224 * IRON DUFF ROAD; 231/232 * HYDER MOUNTAIN ROAD). FOR DETAILS CONCERNING BRIDGE NUMBER 183 OVER US 276 SEE SHEETS TMP-7 AND TMP-8.

FOR BRIDGE NUMBERS 228 AND 230 (OVER THE PIGEON RIVER)

USE ROADWAY STANDARD DRAWING 1101.04, SHEET 1 OF 1 AND ROADWAY STANDARD DRAWING NUMBER 1101.02, SHEET 3 OF 15 ALONG I-40 AS DIRECTED BY THE ENGINEER TO OBTAIN ACCESS UNDER THE BRIDGES.

STEP 3
IMMEDIATELY FOLLOWING COMPLETION OF THE WORK AT EACH BRIDGE LOCATION THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES AND RETURN TRAFFIC TO THE NORMAL PATTERNS.

NOTES:

THE DIVISION WILL ENSURE THE PAVED SHOULDERS ON I-40 ARE ADEQUATE TO HANDLE TRAFFIC SHIFTS ONTO THEM.

THE BRIDGES MAY BE WORKED SEPARATELY OR CONCURRENTLY FOR EACH DIRECTION.

I-40 RESURFACING / PAVING OPERATIONS MAY BE WORKED SEPARATELY OR CONCURRENTLY WITH BRIDGE DECK WORK AS DIRECTED BY THE ENGINEER.

PRIOR TO BEGINNING ANY WORK INSTALL WORK ZONE ADVANCE WARNING SIGNS USING RSD 1101.01, SHEET 2 OF 3 AND SHEET TMP-10. (SEE LOCAL NOTE LN1, SHEET TMP-2)

FINAL PAVEMENT MARKING TO BE INSTALLED PER THE THERMOPLASTIC PAVEMENT MARKING MATERIAL (50 MIL) SPECIAL PROVISION.

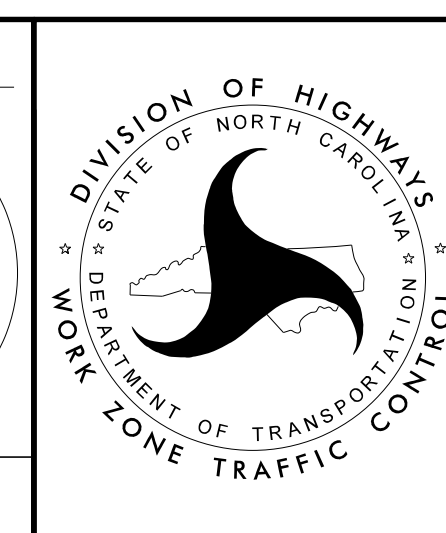
SNOWPLOWABLE PAVEMENT MARKERS ARE TO BE INSTALLED PER THE 2012 STANDARD SPECIFICATIONS AND ROADWAY STANDARD DRAWINGS.

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