

TRAFFIC BARRIER

U) INSTALL TEMPORARY BARRIER ACCORDING TO THE TRANSPORTATION MANAGEMENT PLANS A MAXIMUM OF TWO (2) WEEKS PRIOR TO BEGINNING WORK IN ANY LOCATION. ONCE TEMPORARY BARRIER IS INSTALLED AT ANY LOCATION PROCEED IN A CONTINUOUS MANNER TO COMPLETE THE PROPOSED WORK IN THAT LOCATION UNLESS OTHERWISE STATED IN THE TRANSPORTATION MANAGEMENT PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE.

ONCE TEMPORARY BARRIER IS INSTALLED AT ANY LOCATION AND NO WORK IS PERFORMED BEHIND THE TEMPORARY BARRIER FOR A PERIOD LONGER THAN TWO (2) MONTHS, REMOVE / RESET TEMPORARY BARRIER AT NO COST TO THE DEPARTMENT UNLESS OTHERWISE STATED IN THE TRANSPORTATION MANAGEMENT PLANS, TEMPORARY BARRIER IS PROTECTING A HAZARD, OR AS DIRECTED BY THE ENGINEER.

INSTALL TEMPORARY BARRIER WITH THE TRAFFIC FLOW BEGINNING WITH THE UPSTREAM SIDE OF TRAFFIC. REMOVE TEMPORARY BARRIER AGAINST THE TRAFFIC FLOW BEGINNING WITH THE DOWNSTREAM SIDE OF TRAFFIC.

INSTALL AND SPACE DRUMS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH) TO CLOSE OR KEEP THE SECTION OF THE ROADWAY CLOSED UNTIL THE TEMPORARY BARRIER CAN BE PLACED OR AFTER THE TEMPORARY BARRIER IS REMOVED.

V) PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER AT ALL TIMES DURING THE INSTALLATION AND REMOVAL OF THE BARRIER BY EITHER A TRUCK MOUNTED ATTENUATOR (MAXIMUM 72 HOURS) OR A TEMPORARY CRASH CUSHION.

PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER FROM ONCOMING TRAFFIC AT ALL TIMES BY A TEMPORARY CRASH CUSHION UNLESS THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER IS OFFSET FROM ONCOMING TRAFFIC AS FOLLOWS OR AS SHOWN IN THE PLANS: (SEE ALSO 1101.05)

POSTED SPEED LIMIT	MINIMUM OFFSET
40 OR LESS	15 FT
45 - 50	20 FT
55	25 FT
60 MPH or HIGHER	30 FT

TRAFFIC CONTROL DEVICES

W) 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.

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

Y) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

Z) INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON INTERIM LAYERS OF PAVEMENT AS FOLLOWS:

ROAD NAME	MARKING	MARKER
CONCRETE PAVEMENT: I-40 AND RAMPS AND ALL BRIDGE DECKS	PAINT	TEMP RAISED
ASPHALT PAVEMENT: I-40 AND RAMPS I-26 AND RAMPS	HIGH PERFORMANCE MARKINGS	TEMP RAISED
ALL -Y- LINES	PAINT	TEMP RAISED

AA) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX (6) MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS AS DIRECTED BY THE ENGINEER.

BB) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

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

DD) TRACE THE 5 MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO FINAL SURFACE COURSE PLACE PAINT TO DELINEATE MONOLITHIC ISLANDS

MISCELLANEOUS

EE) LAW ENFORCEMENT WILL BE USED DURING NIGHT TIME LANE CLOSURES ON I-40, I-26 AND ALL RAMPS.

FF) LAW ENFORCEMENT WILL BE USED TO MAINTAIN TRAFFIC THROUGH INTERSECTIONS DURING SIGNAL INSTALLATIONS OR INTERSECTION CONSTRUCTION INCLUDING PAVING OPERATIONS.

GG) ALL CURB RAMP LOCATIONS SHALL BE DERIVED FROM STATIONING SHOWN ON PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER IN COORDINATION WITH THE SIGNING AND DELINEATION UNIT.

HH) CONTRACTOR SHALL MAINTAIN SIDEWALK ACCESS AT ALL TIMES AS STATED IN THE PHASING. CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE TEMPORARY SIDEWALKS (CONCRETE, ASPHALT, OR OTHER SUITABLE MATERIAL AS APPROVED BY THE ENGINEER) AT ALL LOCATIONS WHERE THE OPEN PEDESTRIAN TRAVELWAY HAS BEEN REMOVED FOR CONSTRUCTION OPERATIONS (UTILITIES, DRAINAGE, ETC.).

TRAFFIC MANAGEMENT STRATEGIES

THIS PROJECT IS DIVIDED INTO TWO PARTS:


AREA A IS I-40 FROM EAST OF SR 1224 (MONTE VISTA RD) TO PAVEMENT JOINT WEST OF SR 3412 (SAND HILL RD)

AREA B IS I-26 FROM POND ROAD BRIDGE TO I-26/I-40/I-240 INTERCHANGE WHICH INCLUDES INITIAL IMPROVEMENTS AT I-40EB TO I-26EB RAMP AND US 19/23 (SMOKEY PARK HIGHWAY)

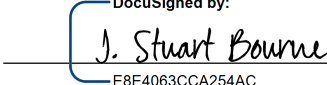
THE TRAFFIC MANAGEMENT STRATEGY FOR PART A IS A SERIES OF MULTI-LANE TRAFFIC SHIFTS TO CONSTRUCT THE PROPOSED AND TEMPORARY WESTBOUND WIDENING AND TO REMOVE AND REPLACE THE EXISTING CONCRETE PAVEMENT IN BOTH THE WESTBOUND AND EASTBOUND LANES. IN PHASE III TEMPORARY PAVEMENT IS USED AT RAMPS B, C AND D TO RECONSTRUCT THE GORE AND RAMP PAVEMENT WITHOUT CLOSING THE RAMPS. NO DETOUR IS USED IN THIS TRAFFIC MANAGEMENT PLAN SINCE ALL THE RAMPS ARE MAINTAINED. IN PHASE IV EAST BOUND AND WEST BOUND TRAFFIC ARE SHIFTED TO THE OUTSIDE WIDENING WHERE THE INSIDE LANES ARE RE-CONSTRUCTED. IN PHASE V EASTBOUND TRAFFIC IS CROSSED OVER TO I-40 WESTBOUND SIDE PLACING TRAFFIC IN A 4-LANE 2-WAY TRAFFIC PATTERN WHILE STILL MAINTAINING THE EASTBOUND SMOKEY PARK INTERCHANGE EXIT AND ENTERANCE RAMPS ON THE EASTBOUND SIDE. WHILE IN THIS TRAFFIC PATTERN LANES 2 AND 3 ARE CONSTRUCTED. IN PHASE VI TRAFFIC IS PLACED IN THE PROPOSED TRAFFIC PATTERN, THE OUTSIDE SHOULDERS ARE MILLED, AND THE I-40 CONCRETE PAVEMENT IS MICRO GROOVED WHERE THE FINAL PAVEMENT MARKING IS PLACED.

AREA B BEGINS WITH THE CONSTRUCTION OF THE US 74 RAMP FROM I-40 EASTBOUND TO I-26 EASTBOUND AWAY FROM TRAFFIC. PHASES II AND III ARE A SERIES OF TRAFFIC SHIFTS TO CONSTRUCT THE WIDENING AND FULL DEPTH SHOULDERS OF I-26 WESTBOUND RAMP -RPD- AND RAMP -L1-WB-. IN PHASE IV THE INSIDE SHOULDER OF I-26 WESTBOUND IS COMPLETED AND I-26 AND RAMPS ARE RESURFACED AND THE FINAL PAVEMENT MARKING AND MARKERS ARE PLACED.

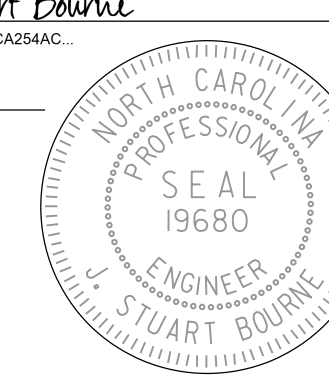
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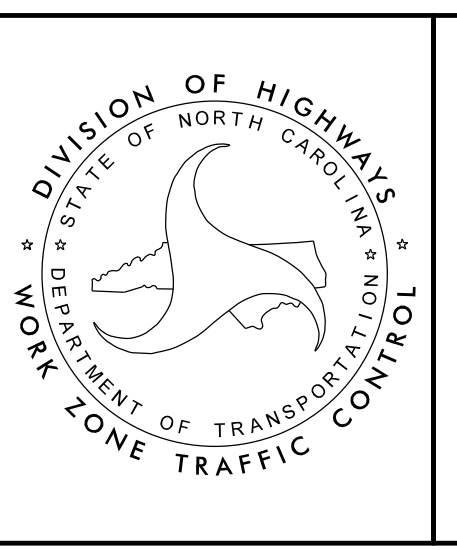
ICE of Carolinas, PLLC
4505 Falls of Neuse Road, Suite 110
Raleigh, North Carolina 27609
Phone: 803-822-0333
License #: P-0999

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SEAL



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GENERAL NOTES