PROJ. REFERENCE NO.	SHEET NO.
I-0914BB	TMP-1B

MANAGEMENT STRATEGIES

1. MAINLINE I-85
   THIS PROJECT UTILIZES CROSS-OVERS TO PLACE I-85 TRAFFIC IN A 2-LANE, 2-WAY PATTERN SEPARATED BY PORTABLE CONCRETE BARRIER. THIS STRATEGY ALLOWS FOR MAXIMUM WORK PRODUCTIVITY, REDUCES THE CONSTRUCTION DURATION AND LESSENS THE OVERALL IMPACT TO I-85 TRAFFIC.
   - THE IMPACT TO THE I-85 TRAFFIC IS MITIGATED BY DIVIDING THE WORK ZONE INTO A SOUTHERN (STA. 28+33+/- TO STA. 380+55+/-) AND NORTHERN (STA. 330+00+/- TO STA. 539+30+/-) WORK ZONE. THE SOUTHERN SECTION COMPRISES APPROXIMATELY 2/3's OF THE PROJECT AND IS CONSTRUCTED DURING THE FIRST THREE CONSTRUCTION SEASONS. THE NORTHERN SECTION OF THE PROJECT IS CONSTRUCTED DURING THE FORTH CONSTRUCTION SEASON.
   - OFF SITE DETOURS WILL BE UTILIZED DURING RAMP CONSTRUCTION AND -Y- LINE BRIDGE DECK REHABILITATION OPERATIONS.
   - HOLIDAY "PEAK" TRAFFIC VOLUMES WILL BE ACCOMMODATED BY RETURNING I-85 TO ITS ORIGINAL 4-LANE PATTERN BETWEEN NOVEMBER 15 AND JANUARY 5.

2. RAMP ACCESS
   - RAMPS WILL REMAIN OPEN ALLOWING ACCESS TO I-85 THROUGH TEMPORARY ALIGNMENTS EXCEPT DURING RAMP RECONSTRUCTION OPERATIONS.

3. INCIDENT MANAGEMENT/LAW ENFORCEMENT
   - THIS PROJECT WILL UTILIZE IMAP SERVICE TO ASSIST MOTORISTS WITH BREAKDOWNS AND TO ASSIST IN THE REMOVAL OF MINOR CRASHES FROM THE INTERSTATE.
   - LAW ENFORCEMENT WILL BE UTILIZED TO ASSIST IN SPEED CONTROL AND TO ASSIST IN QUICK CLEARANCE OF CRASH SCENES. OFF-DUTY STATE HIGHWAY WILL BE ALLOCATED THROUGH THE "HAWKS" PROGRAM.

4. WORK ZONE SPEED LIMIT REDUCTION
   - THE SPEED LIMIT IN THE WORK ZONE WILL BE REDUCED FROM 65 MPH TO 55 MPH IN ACTIVE LANE CLOSURE AREAS. WORK ZONE LOCATIONS OUTSIDE OF THE ACTIVE LANE CLOSURE AREAS WILL OPERATE AT 65 MPH. THIS WILL AID IN REDUCING THE SPEED VARIANCE AND WORK ZONE CRASHES.

     THE WORK ZONE VARIABLE SPEED LIMIT REDUCTION IS TO BE USED ONLY FOR THE AREA CURRENTLY UNDER CONSTRUCTION, NOT FOR THE ENTIRE PROJECT LENGTH. THE WORK ZONE VARIABLE SPEED LIMIT REDUCTION WILL BE USED DURING PHASES I AND IV CONSTRUCTION ACTIVITIES.

     THE WORK ZONE SPEED LIMIT REDUCTION AND $250 FINE IS TO BE USED ONLY FOR THE AREA CURRENTLY UNDER CONSTRUCTION, NOT FOR THE ENTIRE PROJECT LENGTH. THE STATIONARY WORK ZONE SPEED LIMIT REDUCTION WILL BE USED DURING PHASES II, III, IVA AND V CONSTRUCTION ACTIVITIES.

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 DURING HOLIDAYS AND SPECIAL EVENTS UTILIZING DRUMS AS FOLLOWS:

ROAD NAME

I-85, INCLUDING RAMPS AND LOOPS

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 6:00 AM DECEMBER 31st TO 6:00 PM JANUARY 2ND. IF NEW YEAR'S DAY IS ON A FRIDAY, SATURDAY, SUNDAY, OR MONDAY THEN UNTIL 6:00 PM THE FOLLOWING TUESDAY.
3. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 6:00 AM TUESDAY TO 6:00 PM MONDAY.
4. FOR CHRISTMAS, BETWEEN THE HOURS OF 6:00 AM THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 6:00 PM THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS.

B) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS	DURATION AND OPERATION
I-85, INCLUDING RAMPS AND LOOPS	MONDAY THROUGH SUNDAY 5:00 A.M. TO 12:00 MIDNIGHT	30 MINUTES FOR ANY STRUCTURE ACTIVITY

C) DO NOT CONDUCT ANY HAULING OPERATIONS AGAINST THE FLOW OF TRAFFIC OF AN OPEN TRAVELWAY UNLESS THE HAULING OPERATION IS PROTECTED BY BARRIER OR GUARDRAIL OR AS DIRECTED BY THE ENGINEER.

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.

G) 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.

H) 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.

I) 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.

J) DO NOT INSTALL MORE THAN 2 SIMULTANEOUS LANE CLOSURES IN ANY ONE DIRECTION ON I-85.

K) PROVIDE A MINIMUM OF 2 MILES BETWEEN LANE CLOSURES, MEASURED FROM THE END OF ONE CLOSURE TO THE FIRST SIGN OF THE NEXT LANE CLOSURE.

L) PROVIDE TRAFFIC CONTROL FOR APPROPRIATE LANE CLOSURES FOR SURVEYING DONE BY THE DEPARTMENT.

PAVEMENT EDGE DROP OFF REQUIREMENTS

M) 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.

N) 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

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

SIGNING

P) 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.

Q) 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.

R) 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.

COVER ALL EXISTING SIGNS THAT CONFLICT WITH THE OFF SITE DETOUR ROUTING SIGNS, INCLUDING ALL EXIT SIGNS, ROUTE SIGN ASSEMBLIES, ETC., THAT ARE NOT APPLICABLE DURING ROAD/RAMP CLOSURES. UNCOVER EXISTING SIGNS WHEN OFF SITE DETOUR IS NOT IN OPERATION.

INSTALL SIGNS BEFORE BARRICADES WHEN CLOSING THE ROADWAY TO TRAFFIC. REMOVE BARRICADES BEFORE SIGNS WHEN OPENING THE ROADWAY TO TRAFFIC. INSTALL/REMOVE SIGNS AND BARRICADES WITHIN THE SAME CALENDAR DAY.

PLAN PREPARED IN THE OFFICE OF:

PROGRESSIVE DESIGN GROUP, INC.

ENGINEERS • CONSULTANTS

APPROVED: DocuSigned by: Tim Arey DATE: 2/4/2015

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 025465 ENGINEER TIM AREY

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

TRANSPORTATION OPERATIONS PLAN
GENERAL NOTES