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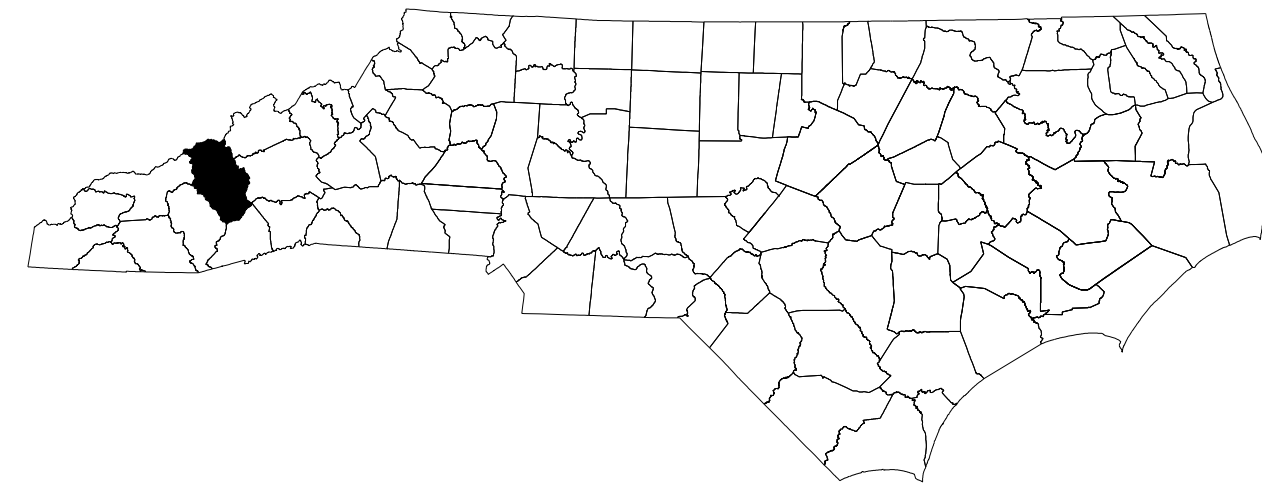
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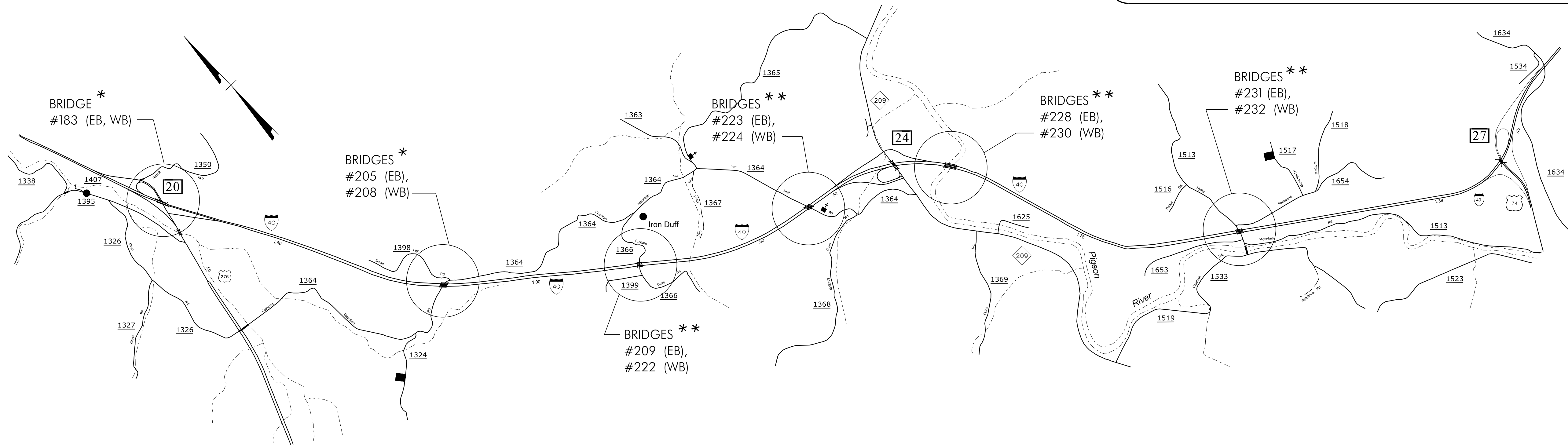
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

HAYWOOD COUNTY



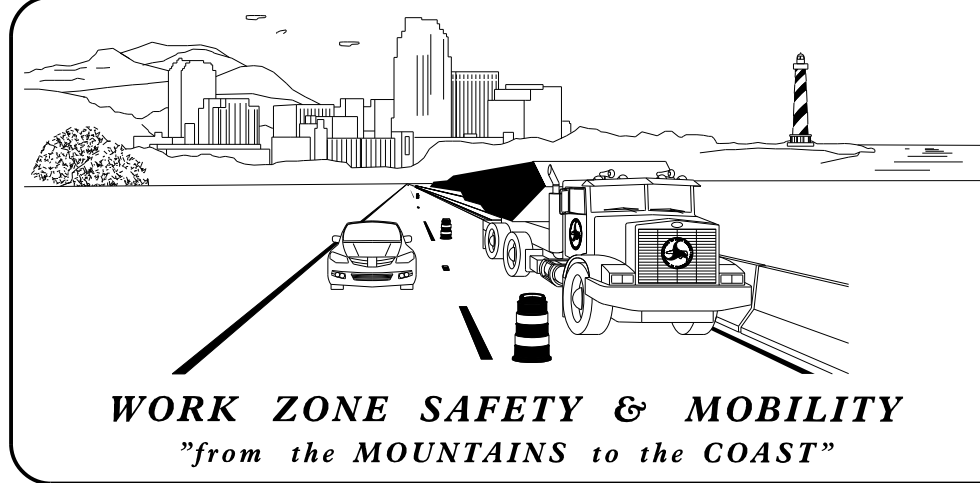
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* - INDICATES REPAIRS UNDER BRIDGE
 ** - INDICATES BRIDGE DECK REHAB AND REPAIRS UNDER BRIDGE

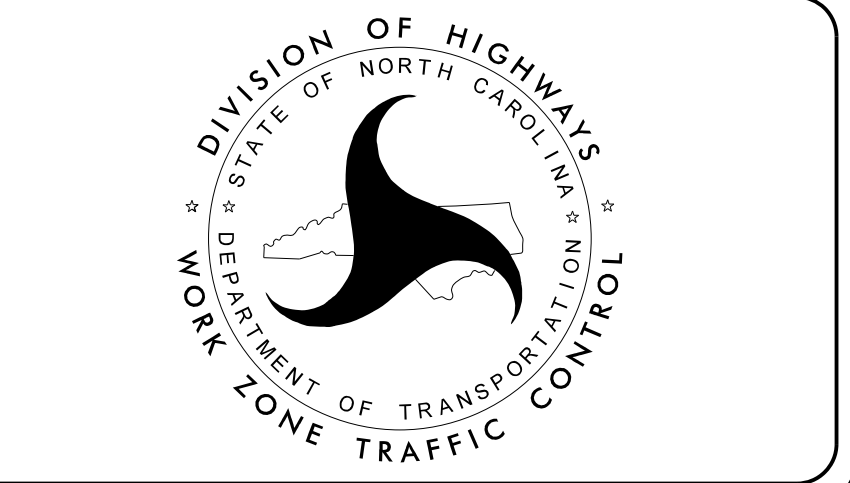
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2/2/2016 P:\TipProjects\N5756_TrafficControl\TC\N5756_TC_TMP_01.dgn User:mgarratt



N.C.D.O.T. WORK ZONE TRAFFIC CONTROL
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APPROVED: *J. W. Woolard, Jr.*
 DATE: 2/2/2016

SEAL

SHEET NO. TMP-1
I - 5 7 5 6
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
1101.04	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
1160.01	TEMPORARY CRASH CUSHION
1165.01	WORK VEHICLE LIGHTING SYSTEMS AND TMA DELINEATION
1170.01	POSITIVE PROTECTION
1180.01	SKINNY-DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - TWO-LANE AND MULTI-LANE ROADWAYS
1205.03	PAVEMENT MARKINGS - EXITS AND ENTRANCE RAMP
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	RAISED PAVEMENT MARKERS - INSTALLATION SPACING
1251.01	RAISED PAVEMENT MARKERS - PERMANENT AND TEMPORARY
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING

MANAGEMENT STRATEGIES

THE SCOPE OF THIS PROJECT IS TO REHABILITATE 8 BRIDGE DECKS ON I-40 AND TO PERFORM BRIDGE STRUCTURAL REPAIRS AND PAINTING ON 11 BRIDGES INCLUDING THE 8 ABOVE. 9 OF THE 11 BRIDGES WILL IMPACT TRAFFIC ON ROADS RUNNING UNDER I-40. THE OTHER 2 BRIDGES SPAN THE PIGEON RIVER AND TRAFFIC ALONG I-40 MAY BE IMPACTED TO ALLOW THE CONTRACTOR ACCESS BELOW THE BRIDGE.

FOR THE BRIDGE DECK REHAB PORTION OF THIS PROJECT TRAFFIC WILL BE PLACED IN A ONE LANE PATTERN FOR I-40 EASTBOUND AND WESTBOUND TRAFFIC WHICH REQUIRES TRAFFIC BE SHIFTED AND PLACED IN CONTINUOUS LANE CLOSURES. PRIOR TO SHIFTING TRAFFIC THE PAVED SHOULDERS APPROACHING EACH BRIDGE WILL REQUIRE REMOVAL OF THE EXISTING RUMBLE STRIPS AND POSSIBLY IMPROVE THE PAVEMENT TO HANDLE THE SHIFTED TRAFFIC. ALL WORK WILL BE CONDUCTED BEHIND PORTABLE CONCRETE BARRIER. AN ICT IS REQUIRED WHICH WILL PROHIBIT LANE CLOSURES ON I-40 WITHIN SPECIFIC TIME PERIODS.

RESURFACING OF THE ROADWAY BETWEEN SAME BRIDGES ON I-40 WILL BE PERFORMED AFTER BRIDGE DECK REHABILITATION WORK.

FOR THE BRIDGE REPAIRS AND PAINTING UNDER I-40 ALL OF THE ROADS UNDER I-40 WILL BE PLACED IN 1 LANE, 2 WAY TRAFFIC PATTERNS UTILIZING PORTABLE SIGNALS.

FOR THE BRIDGES OVER THE PIGEON RIVER THE BRIDGE STRUCTURAL REPAIRS AND PAINTING MAY REQUIRE A SHOULDER CLOSURES AND ALLOWING ACCESS THROUGH THE EXISTING MEDIAN GUARDRAIL.

LEGEND

GENERAL

DIRECTION OF TRAFFIC FLOW

NORTH ARROW

WORK AREA

SIGNALS

P
O
R
T

TRAFFIC CONTROL DEVICES

BARRICADE (TYPE III)

CONE

DRUM SKINNY DRUM

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

PAVEMENT MARKING SYMBOLS

PAVEMENT MARKING SYMBOLS

APPROVED: <small>079C18E8AD84427</small> DATE: 3/1/2016			ROADWAY STANDARD DRAWINGS, MANAGEMENT STRATEGIES & LEGEND
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GENERAL NOTES

PROJ. REFERENCE NO.	SHEET NO.
I-5756	TMP-2

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.

- A) DO NOT CLOSE OR NARROW TRAVEL TRAVEL LANES IN EACH DIRECTION AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
I-40	12:00 AM JANUARY 1ST. TO 12:00 AM MARCH 1ST.

NO LONG TERM CLOSURES AND OR CLOSURES UTILIZING PCB

(LONG TERM CLOSURE = ANY SINGLE CLOSURE EXTENDING BEYOND A 24 HOUR PERIOD)

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

ROAD NAME
I-40

HOLIDAY

1. FOR MEMORIAL DAY, BETWEEN THE HOURS OF 8:00AM THURSDAY TO 9:00PM TUESDAY.
2. FOR INDEPENDENCE DAY (2016), BETWEEN THE HOURS OF 8:00AM THE FRIDAY BEFORE INDEPENDENCE DAY AND 9:00PM THE DAY AFTER INDEPENDENCE DAY.

FOR INDEPENDENCE DAY (2017), BETWEEN THE HOURS OF 8:00AM THE SATURDAY BEFORE INDEPENDENCE DAY AND 9:00PM THE SUNDAY AFTER INDEPENDENCE DAY.
3. FOR LABOR DAY, BETWEEN THE HOURS OF 8:00AM FRIDAY AND 9:00PM TUESDAY.
4. FOR THANKSGIVING DAY, BETWEEN THE HOURS OF 8:00AM TUESDAY TO 9:00PM MONDAY.
5. FOR CHRISTMAS, BETWEEN THE HOURS OF 8:00AM THE FRIDAY BEFORE THE WEEK OF CHRISTMAS DAY AND 9:00PM THE FOLLOWING TUESDAY AFTER THE WEEK OF CHRISTMAS DAY.
6. FOR LEAF SEASON (2016), BETWEEN THE HOURS OF 8:00AM THURSDAY, 10/06/2016 AND 9:00PM SUNDAY, 11/06/2016.

FOR LEAF SEASON (2017), BETWEEN THE HOURS OF 8:00AM THURSDAY, 10/05/2017 AND 9:00PM SUNDAY, 11/05/2017.

FOR LEAF SEASON (2018), BETWEEN THE HOURS OF 8:00AM THURSDAY, 10/04/2018 AND 9:00PM SUNDAY, 11/04/2018.

- A) DO NOT CLOSE ROADS AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
I-40	ANYTIME

- B) DO NOT STOP TRAFFIC AS FOLLOWS:

ROAD NAME	DAY AND TIME RESTRICTIONS
I-40	ANYTIME

- 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) 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.

- E) 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.

- F) 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.

- G) 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.

- H) DO NOT INSTALL MORE THAN ONE LANE CLOSURE IN ANY ONE DIRECTION ON I-40.

PAVEMENT EDGE DROP OFF REQUIREMENTS

- I) 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.

- J) 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) IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

- L) 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.

SIGNING

- M) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

TRAFFIC BARRIER

- N) 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.

- O) 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

- P) 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.

- Q) 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

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

ROAD NAME	MARKING	MARKER
ALL ROADS	PAINT	TEMPORARY RAISED

- S) 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.

- T) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

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

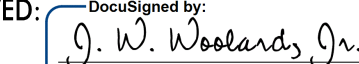

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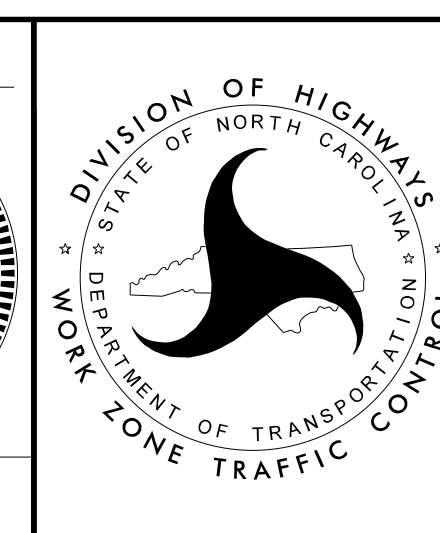
- V) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE ENGINEER.

LOCAL NOTES

- LN1) THE DIVISION IS TO CONTACT THE WORK ZONE TRAFFIC CONTROL SECTION PRIOR TO THE INSTALLATION OF ANY SPEED LIMIT REDUCTION SIGNAGE TO ENSURE THE SPEED LIMIT REDUCTION ORDINANCE HAS BEEN REQUESTED AND IN FORCE.

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APPROVED: 
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J. W. Woolard, Jr.
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 DATE: 4/1/2016

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GENERAL NOTES

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)

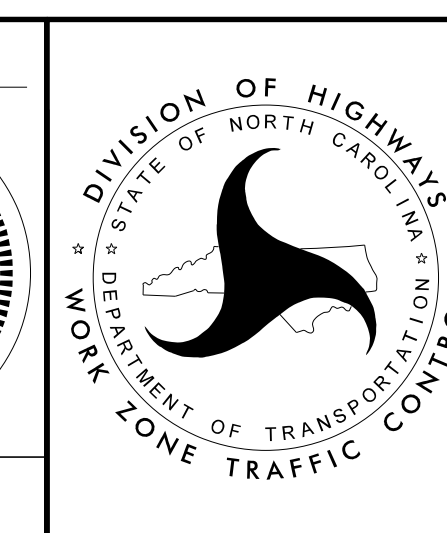
FINAL PAVEMENT MARKING TO BE INSTALLED PER THE THERMOPLASTIC PAVEMENT MARKING MATERIAL (50 MIL) SPECIAL PROVISION.

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

APPROVED: *J. W. Woolard, Jr.*
079C18E6A08427

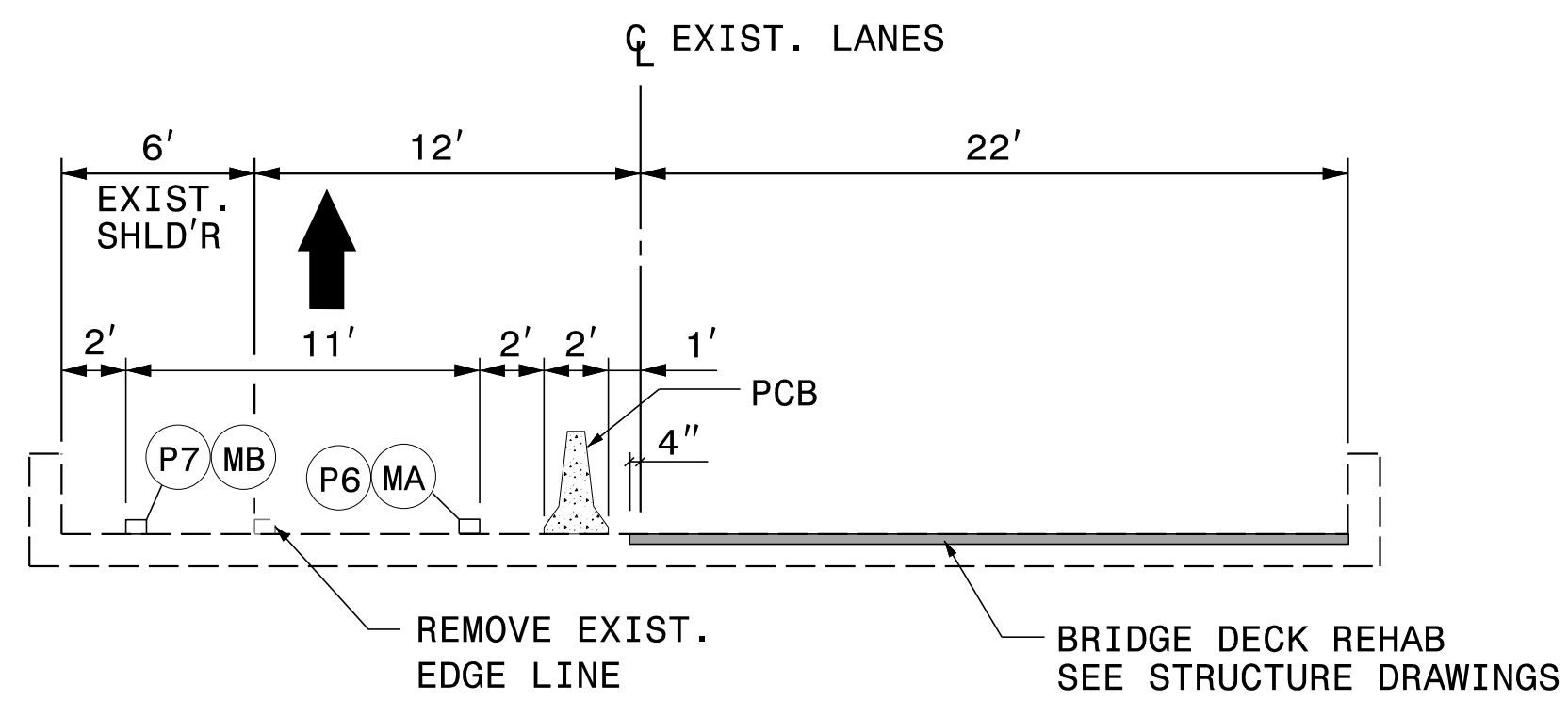
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**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

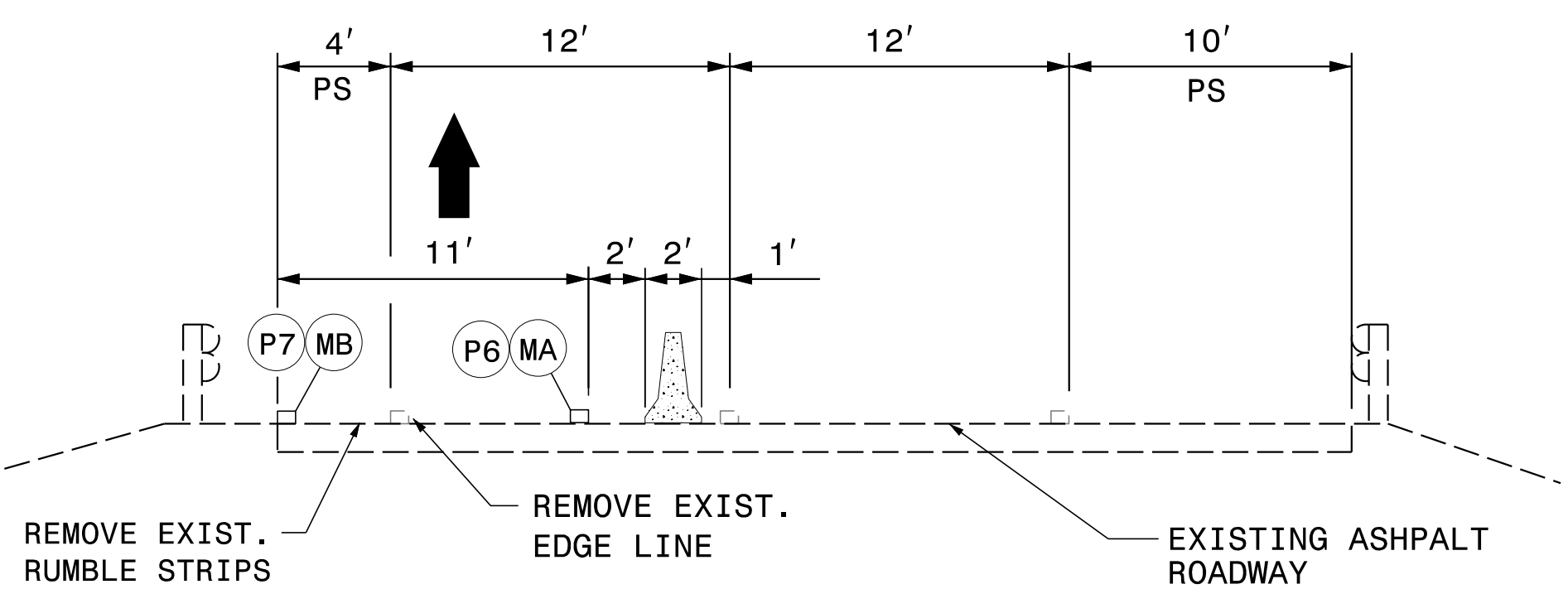
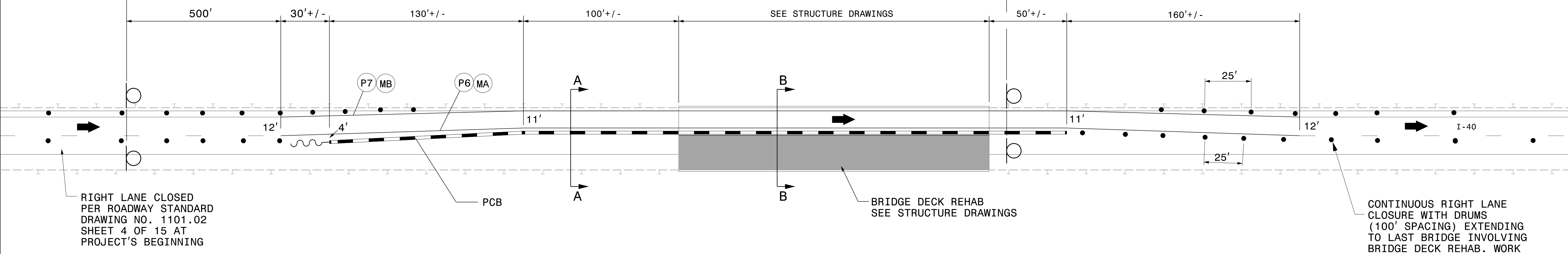
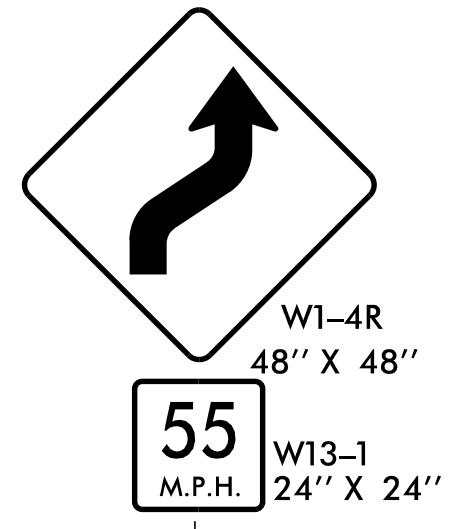
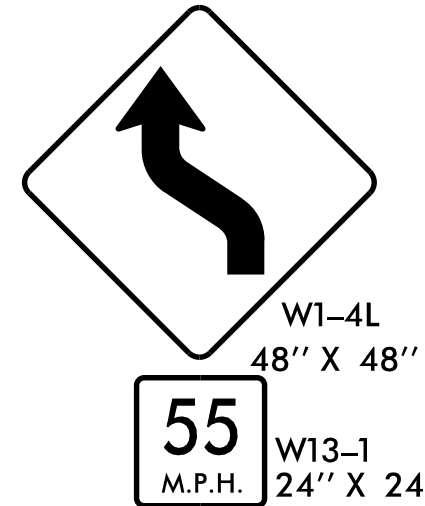


PHASING

TEMPORARY PAVEMENT MARKING/MARKER LEGEND	
(P6)	6" PAINT - WHITE EDGELINE
(P7)	6" PAINT - YELLOW EDGELINE
(PK)	6" PAINT - 3'-6' WHITE MINISKIP
(C6)	6" COLD APPLIED PLASTIC TYPE 4 REM. TAPE - WHITE EDGELINE
(C7)	6" COLD APPLIED PLASTIC TYPE 4 REM. TAPE - YELLOW EDGELINE
(MA)	CRYSTAL/RED TEMP. RAISED PAVEMENT MARKER
(MB)	YELLOW/YELLOW TEMP. RAISED PAVEMENT MARKER



SECTION B-B

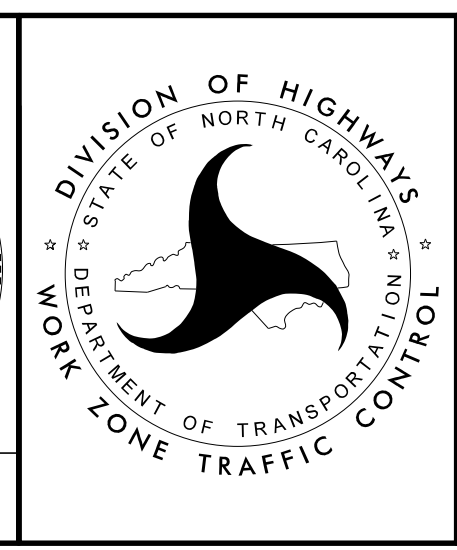


SECTION A-A

APPROVED: *J. W. Woolard, Jr.*
079C18E6AD8427

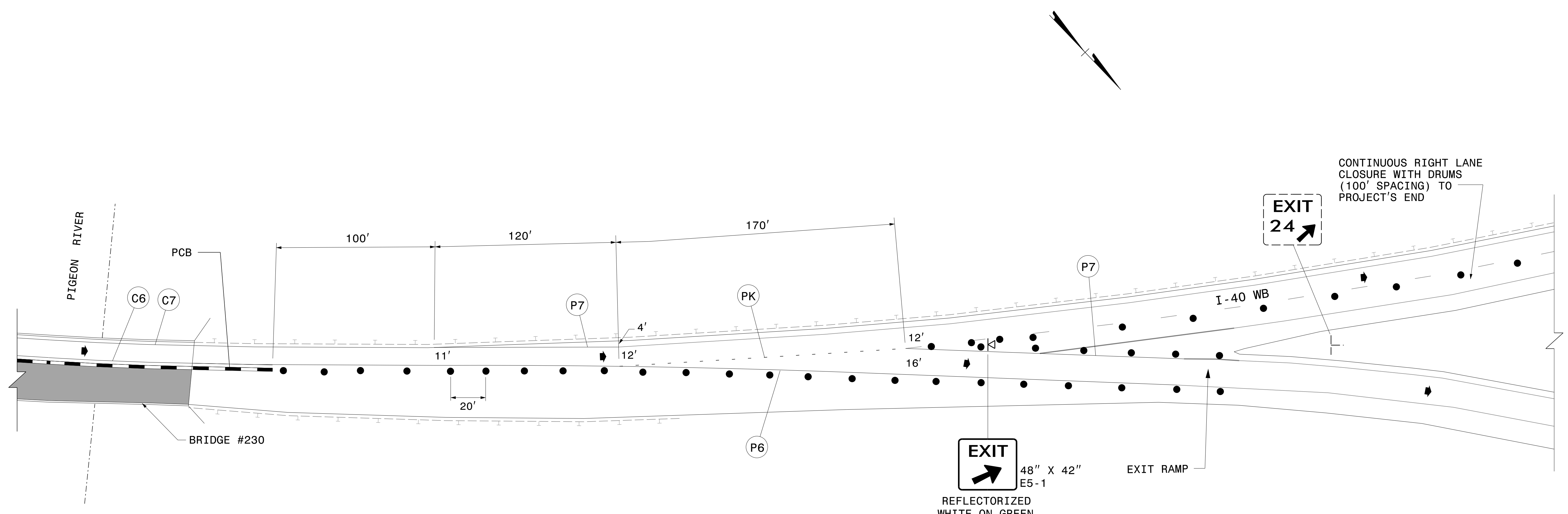
DATE: 2/2/2016

**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



**I-40 EB AND WB
RIGHT LANE CLOSURE
FOR BRIDGE DECK REHABS**

2/2/2016
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 User:rmgarratt



EXIT 24 WB EXIT RAMP

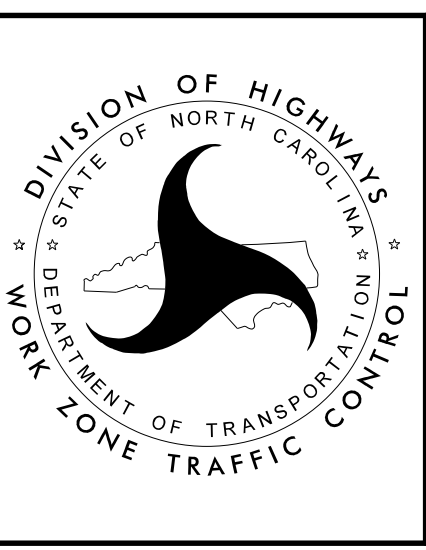
TEMPORARY PAVEMENT MARKING/MARKER LEGEND	
P6	6" PAINT - WHITE EDGELINE
P7	6" PAINT - YELLOW EDGELINE
PK	6" PAINT - 3'-6" WHITE MINISKIP
C6	6" COLD APPLIED PLASTIC TYPE 4 REM. TAPE - WHITE EDGELINE
C7	6" COLD APPLIED PLASTIC TYPE 4 REM. TAPE - YELLOW EDGELINE
MA	CRYSTAL/RED TEMP. RAISED PAVEMENT MARKER
MB	YELLOW/YELLOW TEMP. RAISED PAVEMENT MARKER

2/2/2016
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 User:rmgarratt

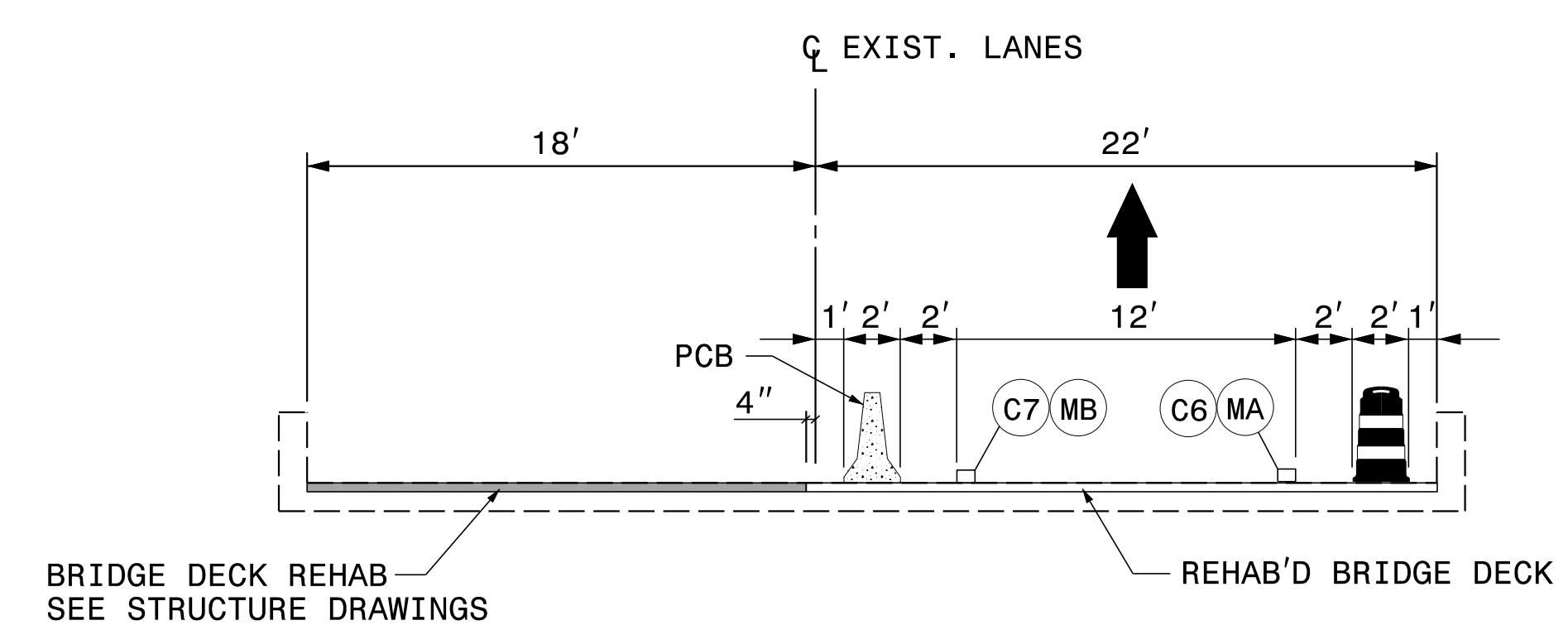
APPROVED: *J. W. Woolard, Jr.*
879C18E6AD8427

DATE: 2/2/2016

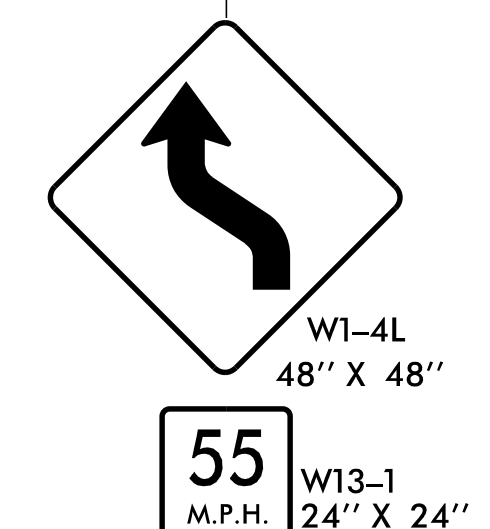
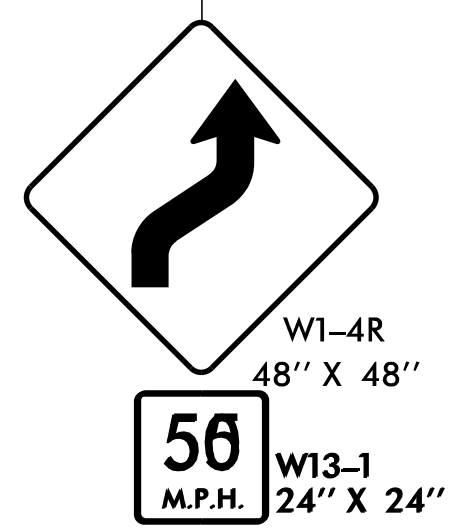
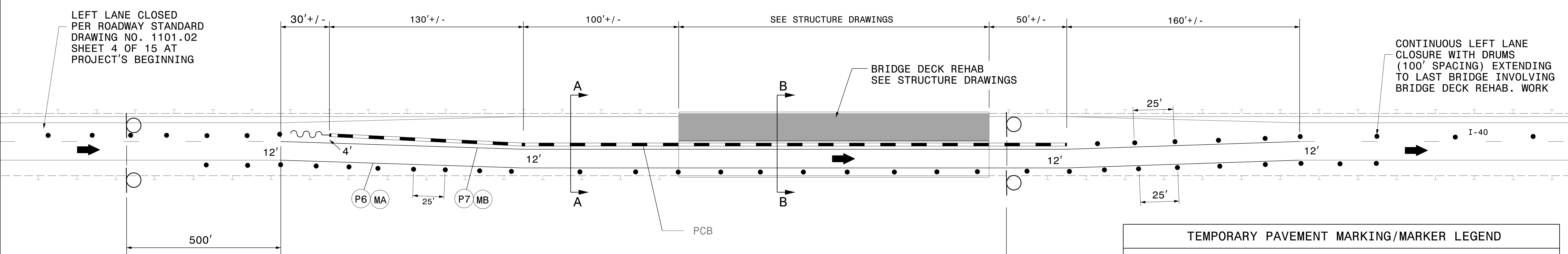
**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



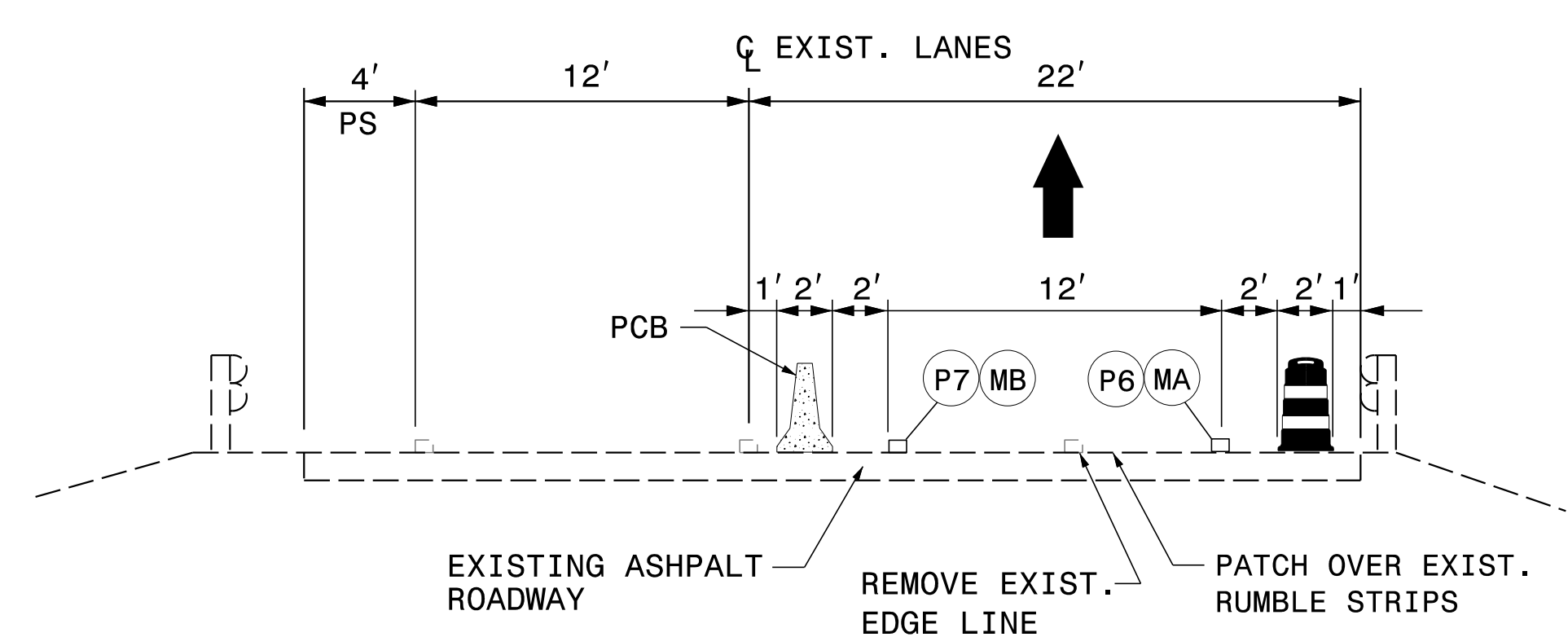
**RIGHT LANE CLOSURE
WB EXIT RAMP
AT EXIT 24**



SECTION B-B



TEMPORARY PAVEMENT MARKING/MARKER LEGEND	
(P6)	6" PAINT - WHITE EDGE LINE
(P7)	6" PAINT - YELLOW EDGE LINE
(PK)	6" PAINT - 3'-6" WHITE MINISKIP
(C6)	6" COLD APPLIED PLASTIC TYPE 4 REM. TAPE - WHITE EDGE LINE
(C7)	6" COLD APPLIED PLASTIC TYPE 4 REM. TAPE - YELLOW EDGE LINE
(MA)	CRYSTAL/RED TEMP. RAISED PAVEMENT MARKER
(MB)	YELLOW/YELLOW TEMP. RAISED PAVEMENT MARKER



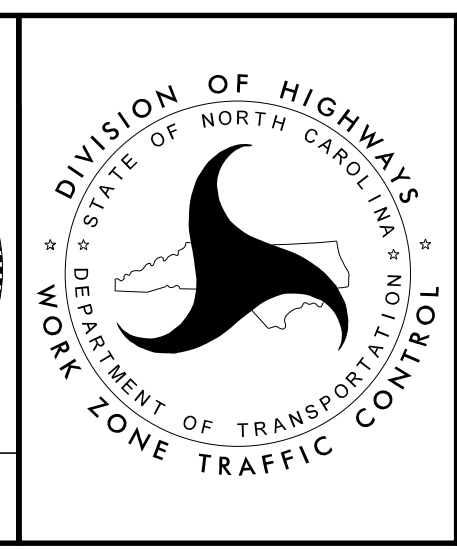
SECTION A-A

APPROVED: *J. W. Woolard Jr.*
079018E6AD8427

DATE: 2/2/2016

PROFESSIONAL ENGINEER
 SEAL 019862
 J. W. WOOLARD JR.

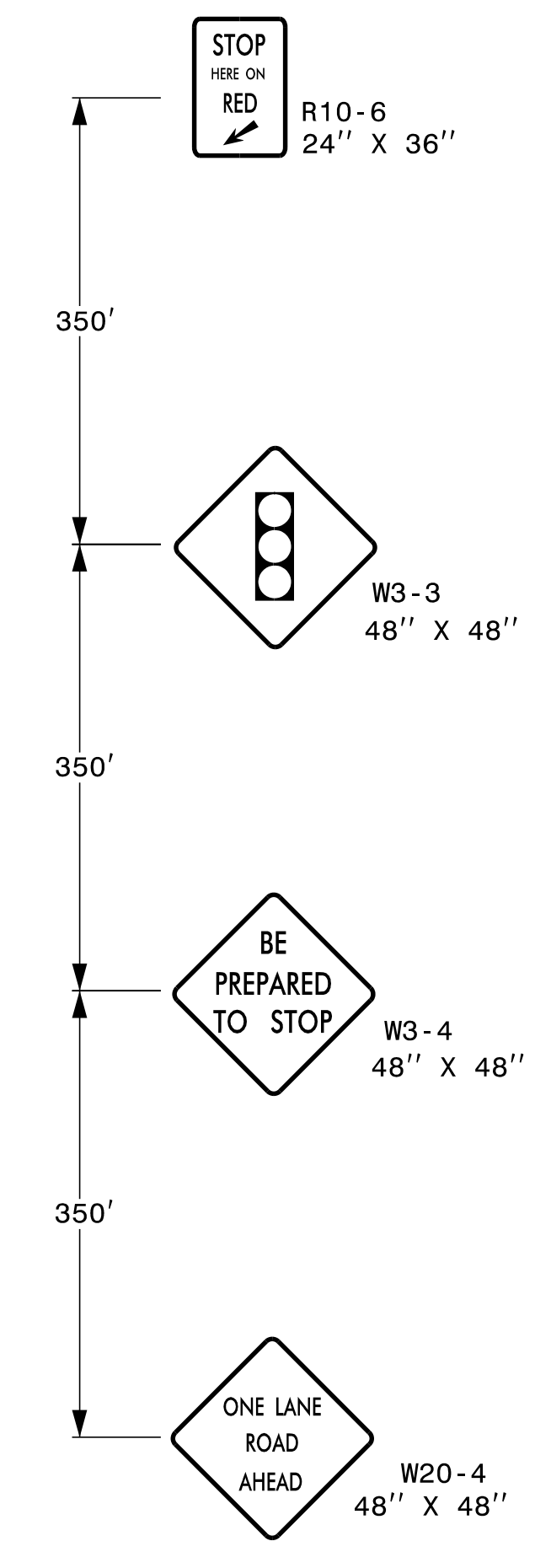
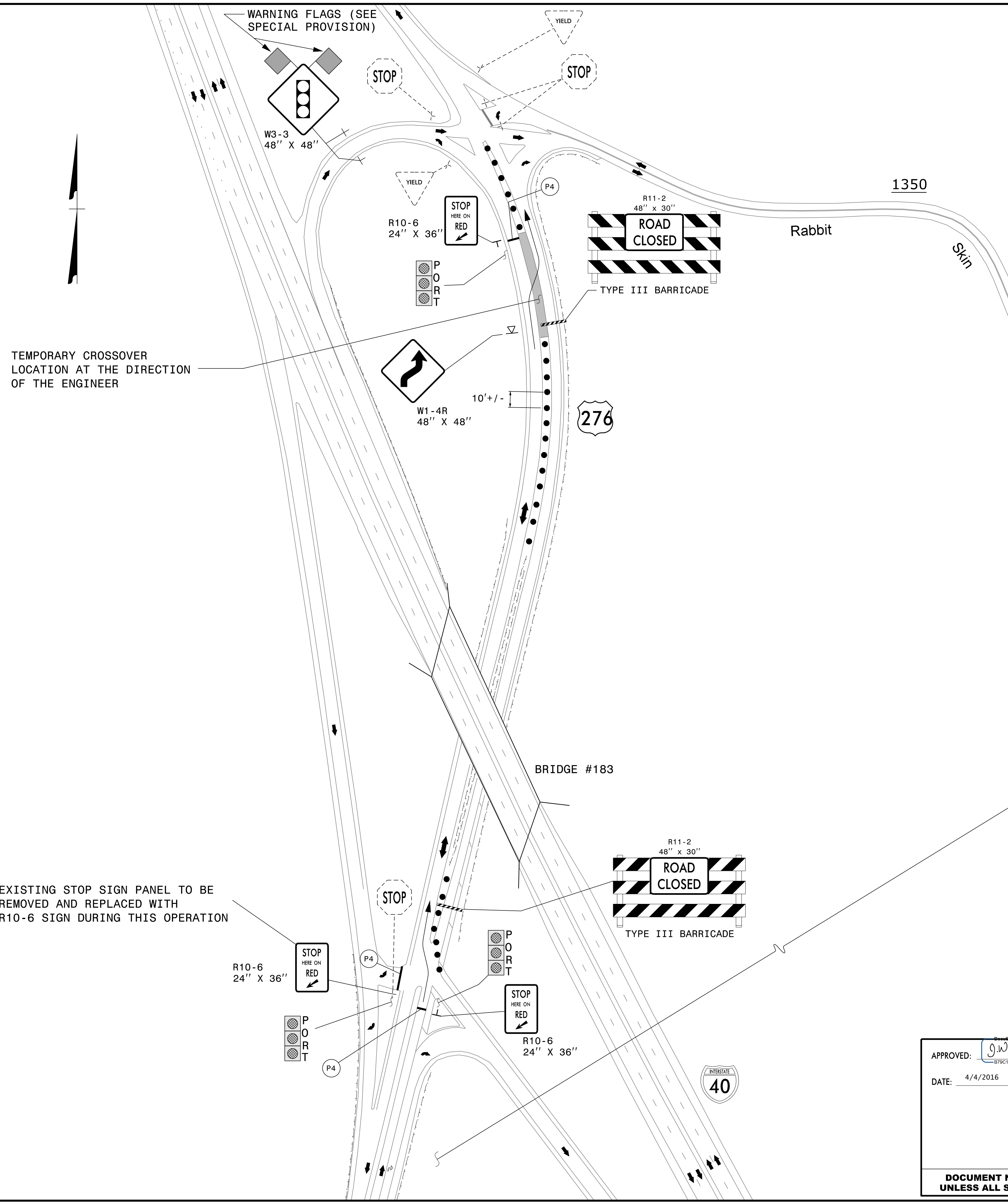
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



I-40 EB AND WB LEFT LANE CLOSURE FOR BRIDGE DECK REHABS

2/2/2016
 P:\TIP\Projects\I5756\TrafficControl\I5756_TC_TMP_06.dgn
 User:rmgarratt

TEMPORARY PAVEMENT MARKING/MARKER LEGEND	
(P4)	PAINT - WHITE STOP BAR (24")



US 276 NORTHBOUND TRAFFIC
ADVANCE WARNING SIGNS

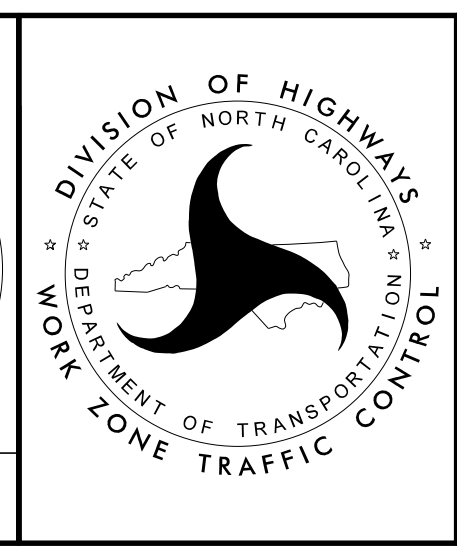
EXISTING STOP SIGN PANEL TO BE
REMOVED AND REPLACED WITH
R10-6 SIGN DURING THIS OPERATION

TEMPORARY CROSSOVER
LOCATION AT THE DIRECTION
OF THE ENGINEER

APPROVED: *J.W. Woolard Jr.*
DATE: 4/4/2016

SEAL
019862
ENGINEER
J.W. WOOLARD JR.

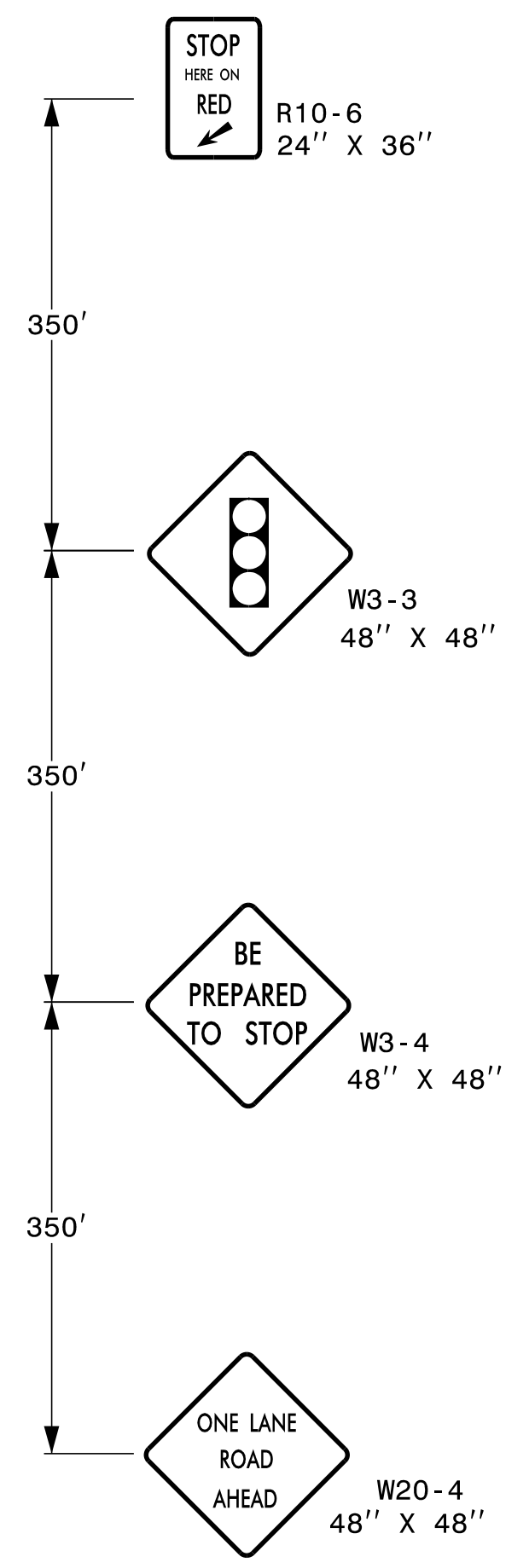
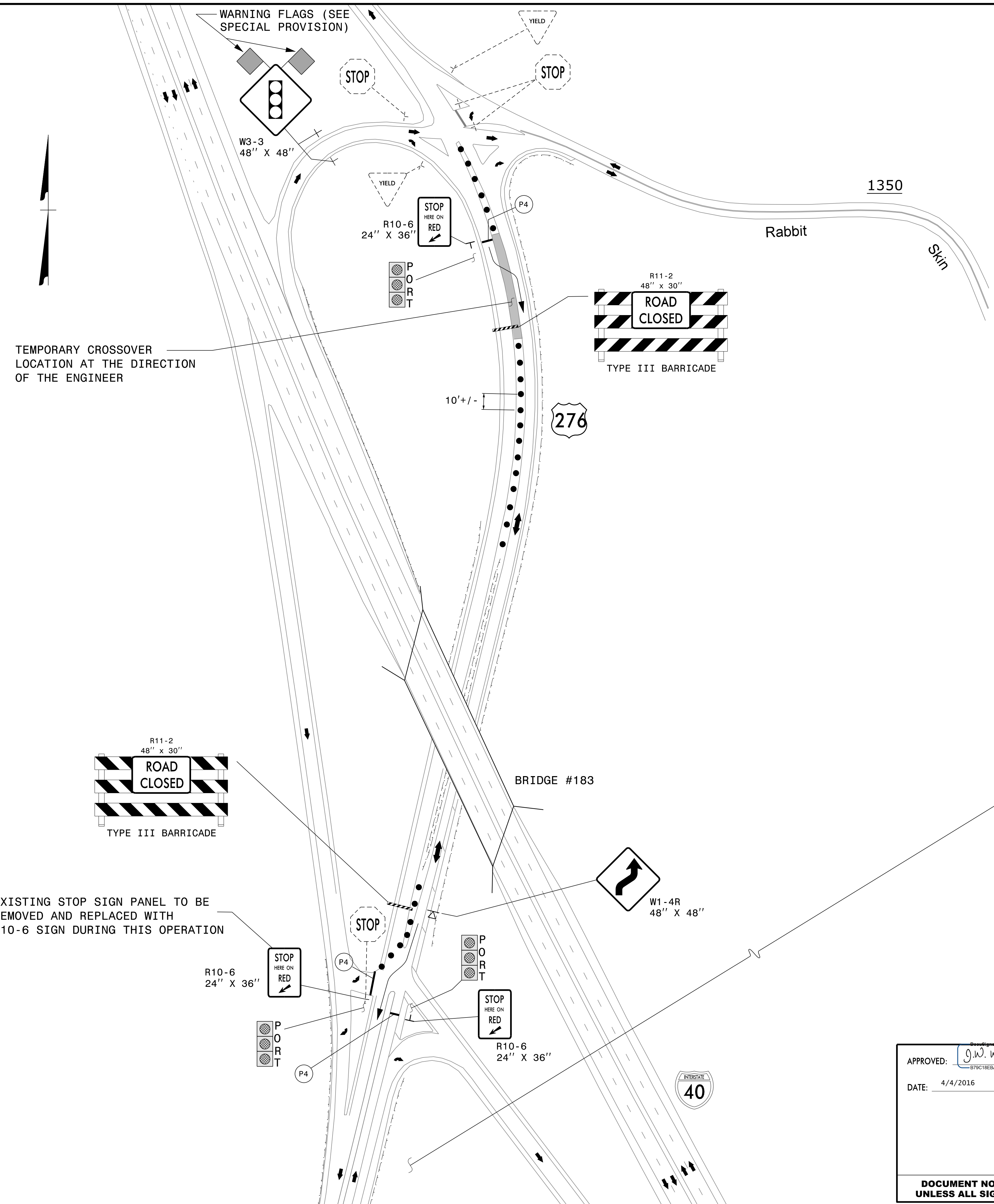
**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



**CLOSING EXISTING
US-276 NB LANE
AT BRIDGE # 183**

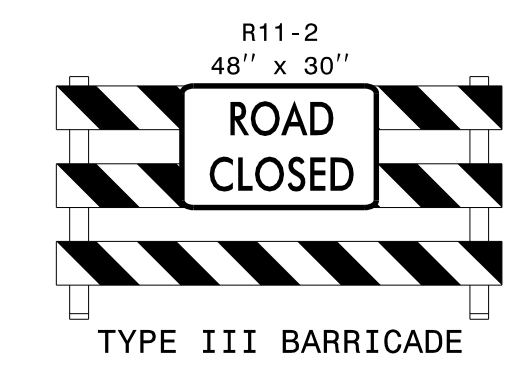
4/4/2016
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 User:rmgarratt

TEMPORARY PAVEMENT MARKING/MARKER LEGEND	
(P4)	PAINT - WHITE STOP BAR (24")



US 276 NORTHBOUND TRAFFIC
ADVANCE WARNING SIGNS

EXISTING STOP SIGN PANEL TO BE
REMOVED AND REPLACED WITH
R10-6 SIGN DURING THIS OPERATION



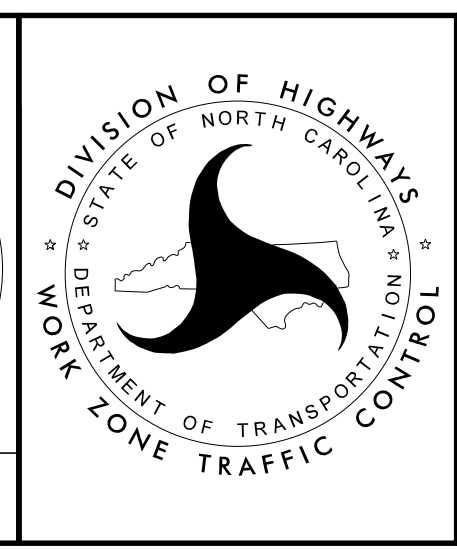
TYPE III BARRICADE

APPROVED: *J.W. Woolard Jr.*
DATE: 4/4/2016

789C18E6AD8427

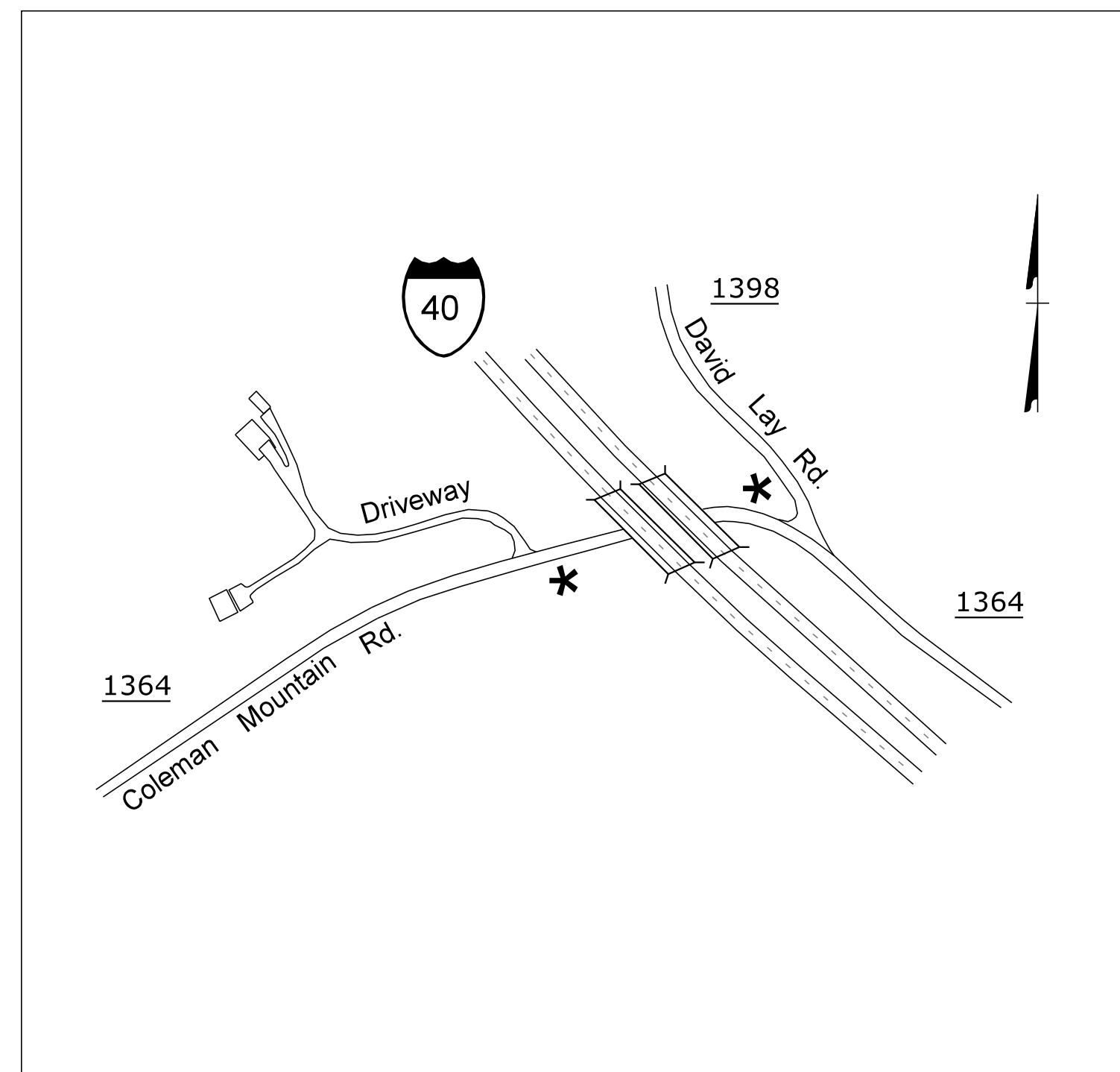
PROFESSIONAL
SEAL
019862
ENGINEER
J.W. WOOLARD JR.

**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

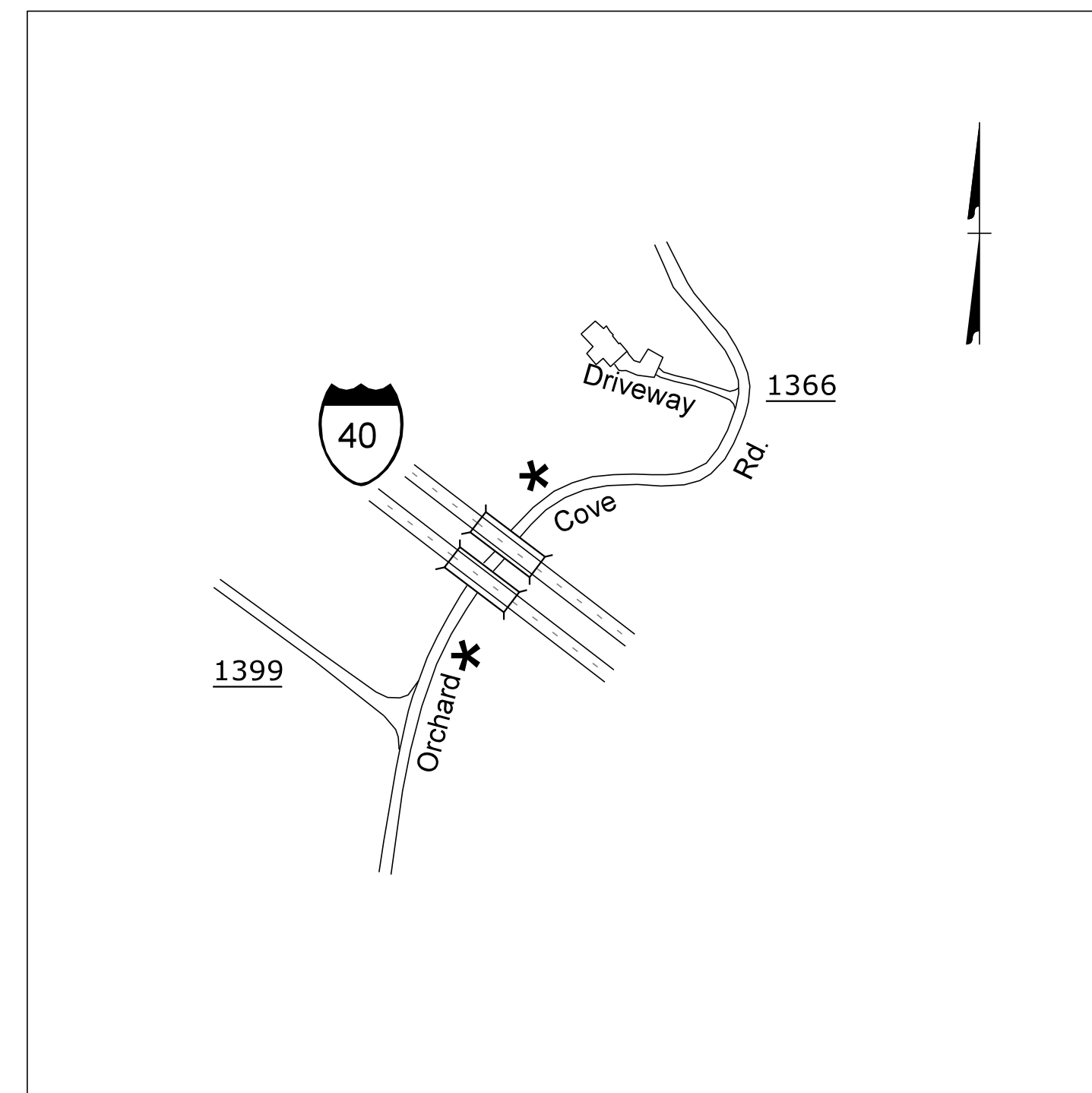


**CLOSING EXISTING
US-276 SB LANE
AT BRIDGE # 183**

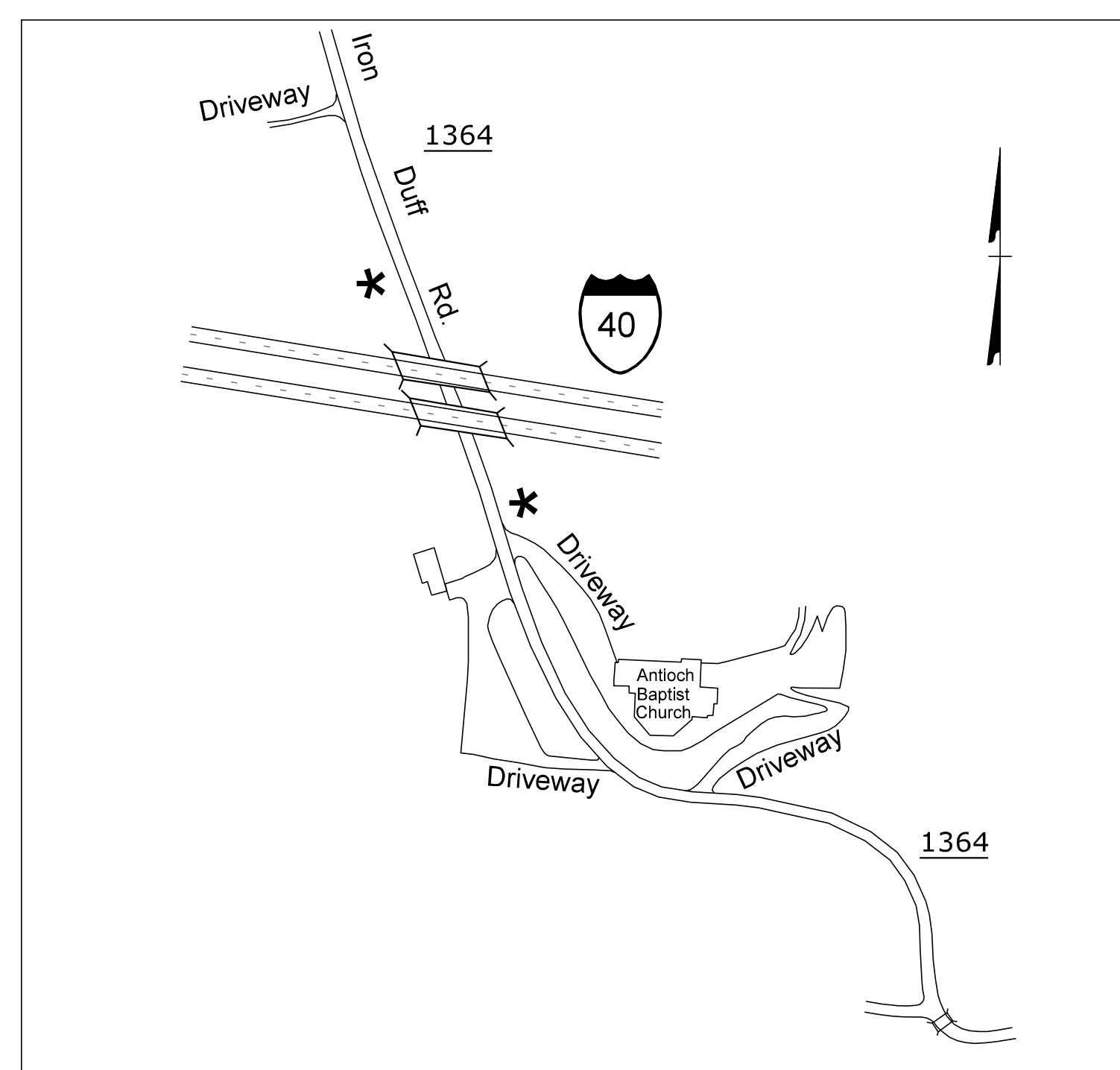
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 User:rmgarratt



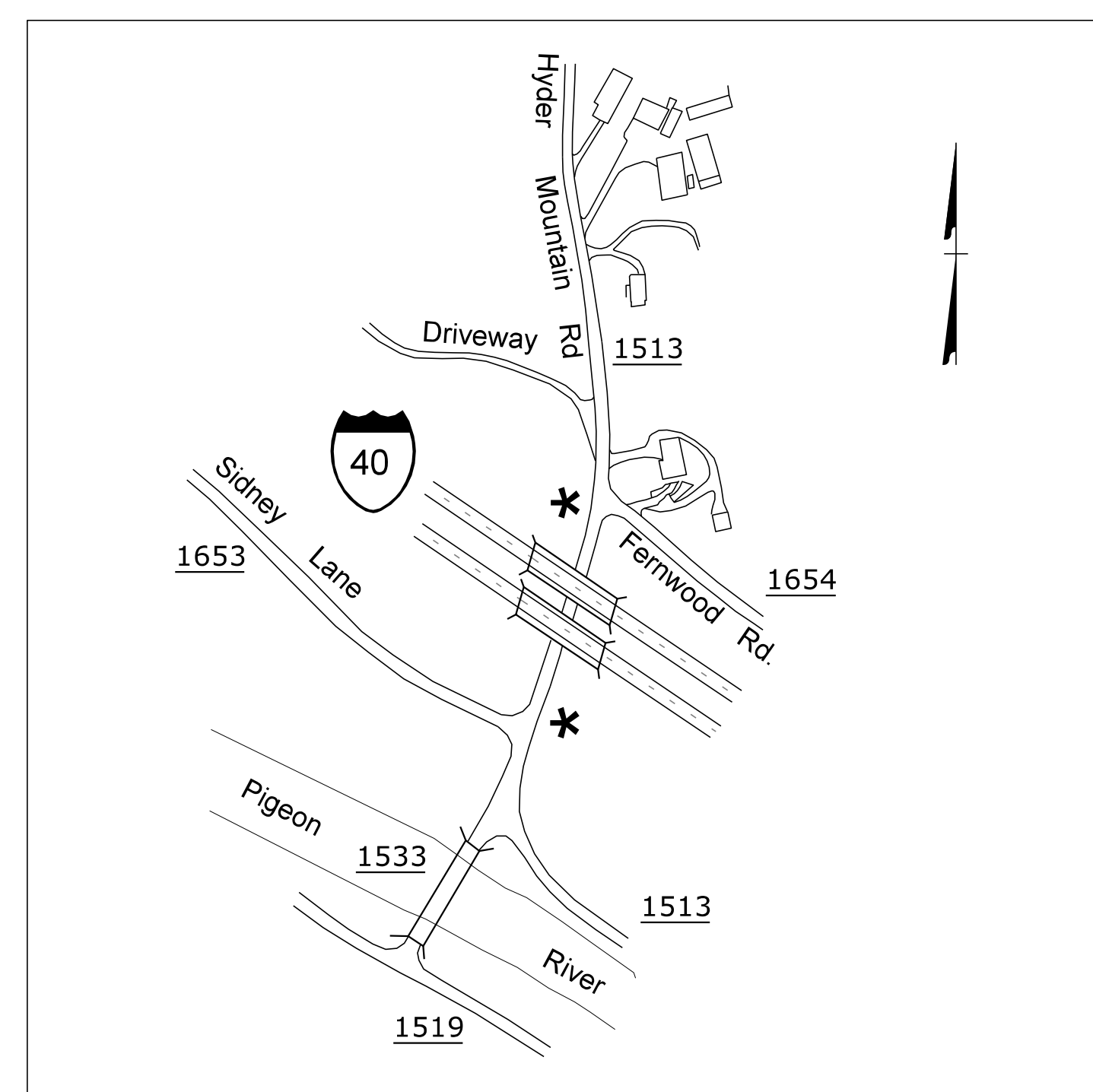
BRIDGES #205 (EB), #208 (WB)



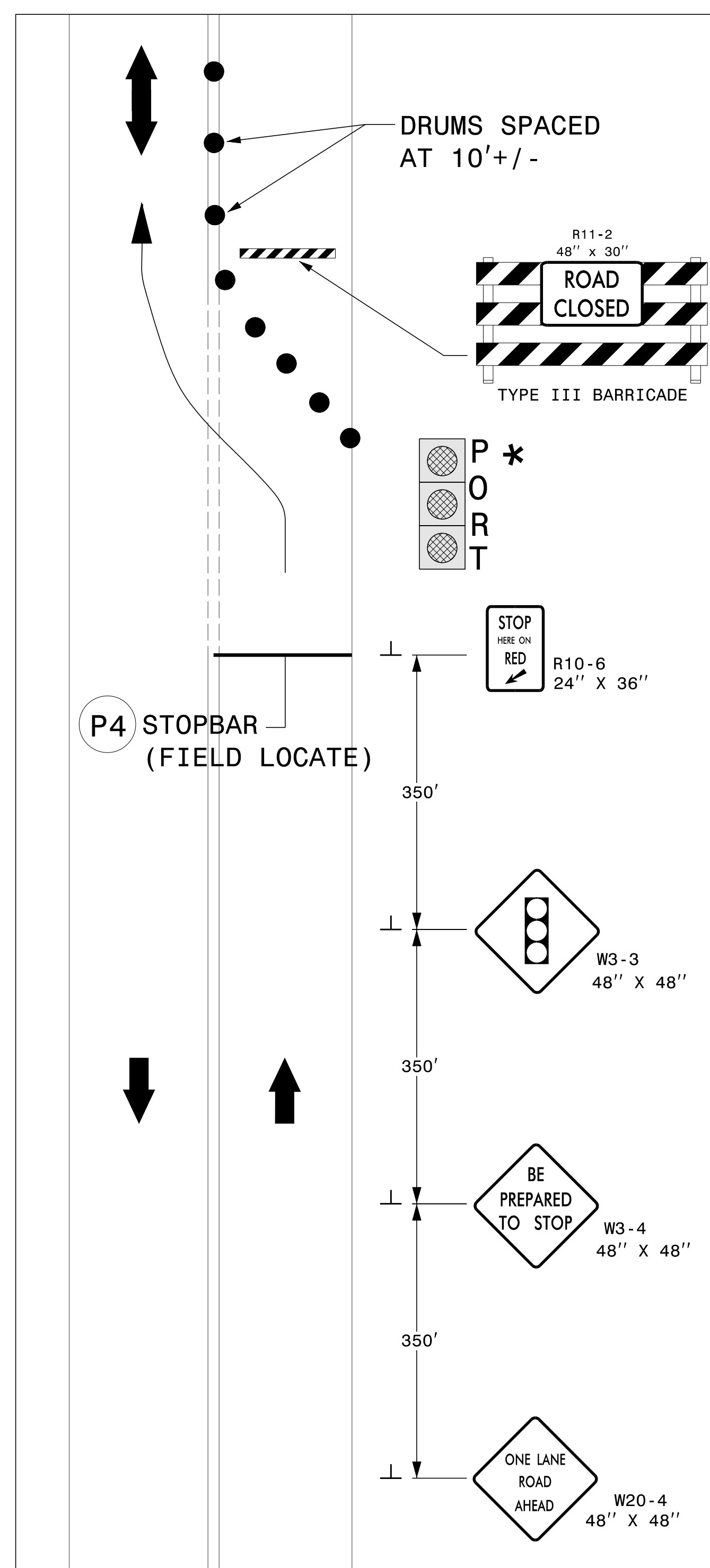
BRIDGES #209 (EB), #222 (WB)



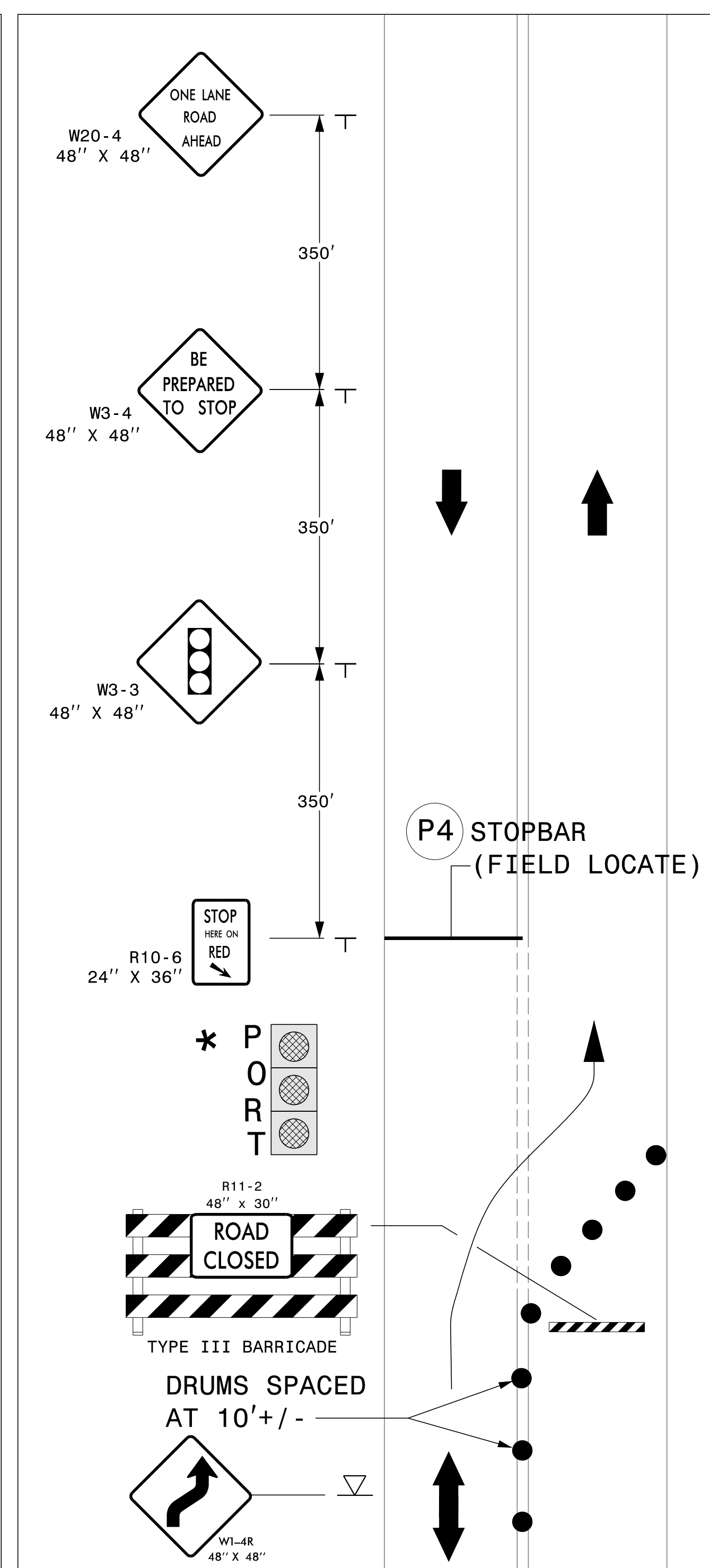
BRIDGES #223 (EB), #224 (WB)



BRIDGES #231 (EB), #232 (WB)



DETAIL AT APPROACHES TO PORTABLE SIGNALS



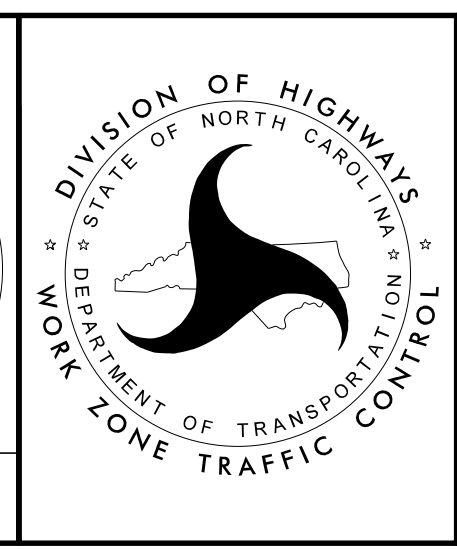
DETAIL AT APPROACHES TO PORTABLE SIGNS

TEMPORARY PAVEMENT MARKING/MARKER LEGEND	
	PAINT - WHITE STOP BAR (24")

LEGEND
 * — FIELD LOCATE
 PORTABLE SIGNAL

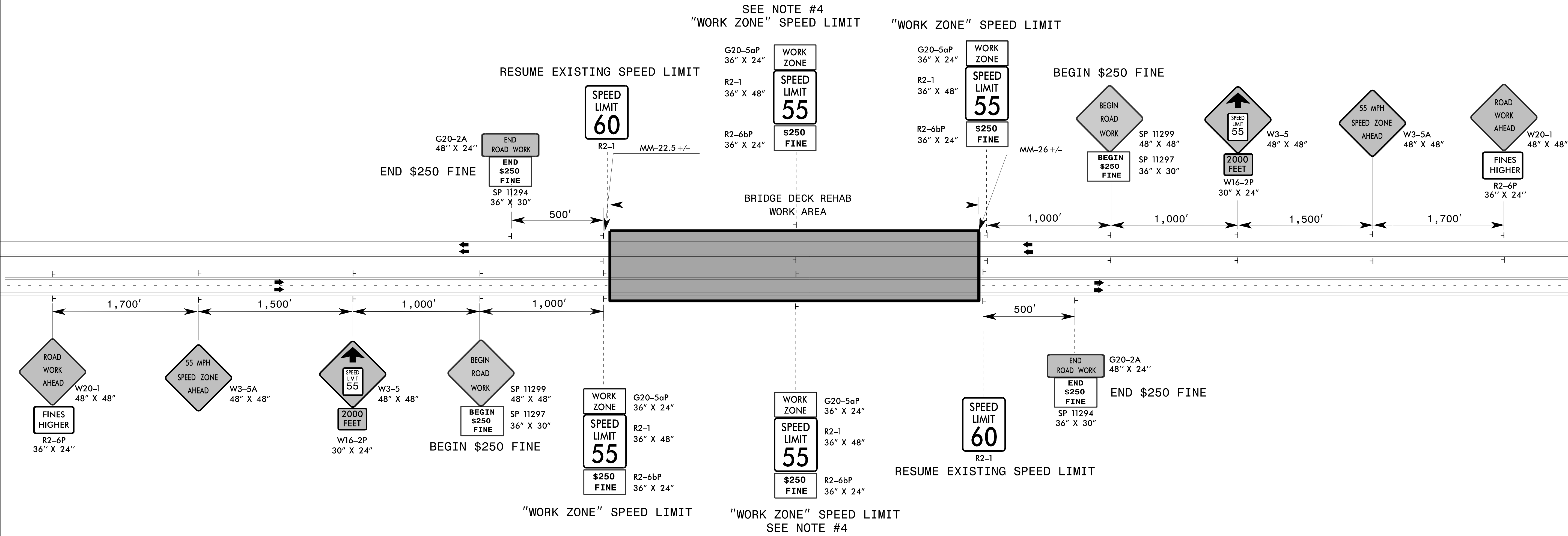
APPROVED: *J.W. Woolard Jr.*
 DATE: 4/4/2016

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

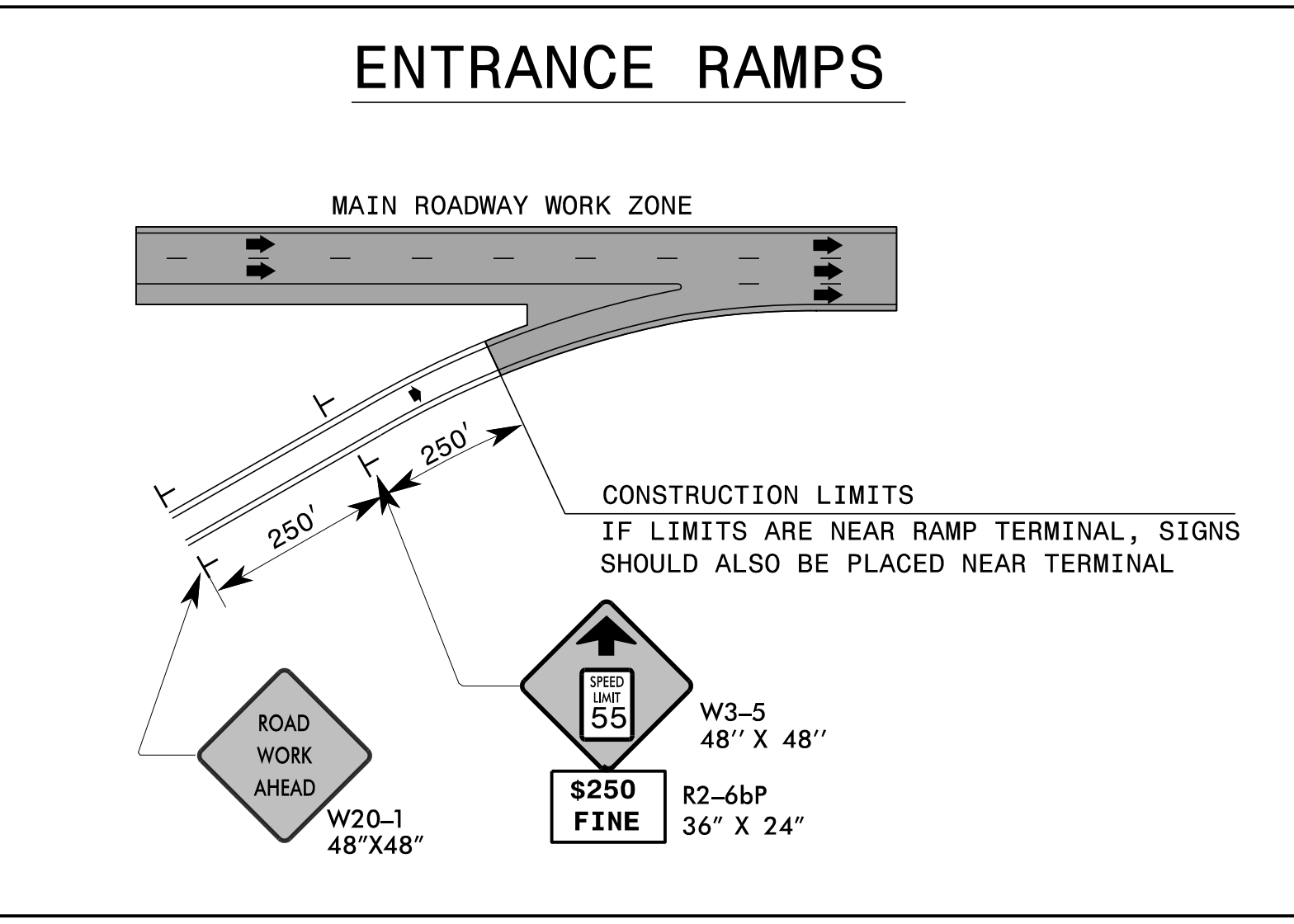
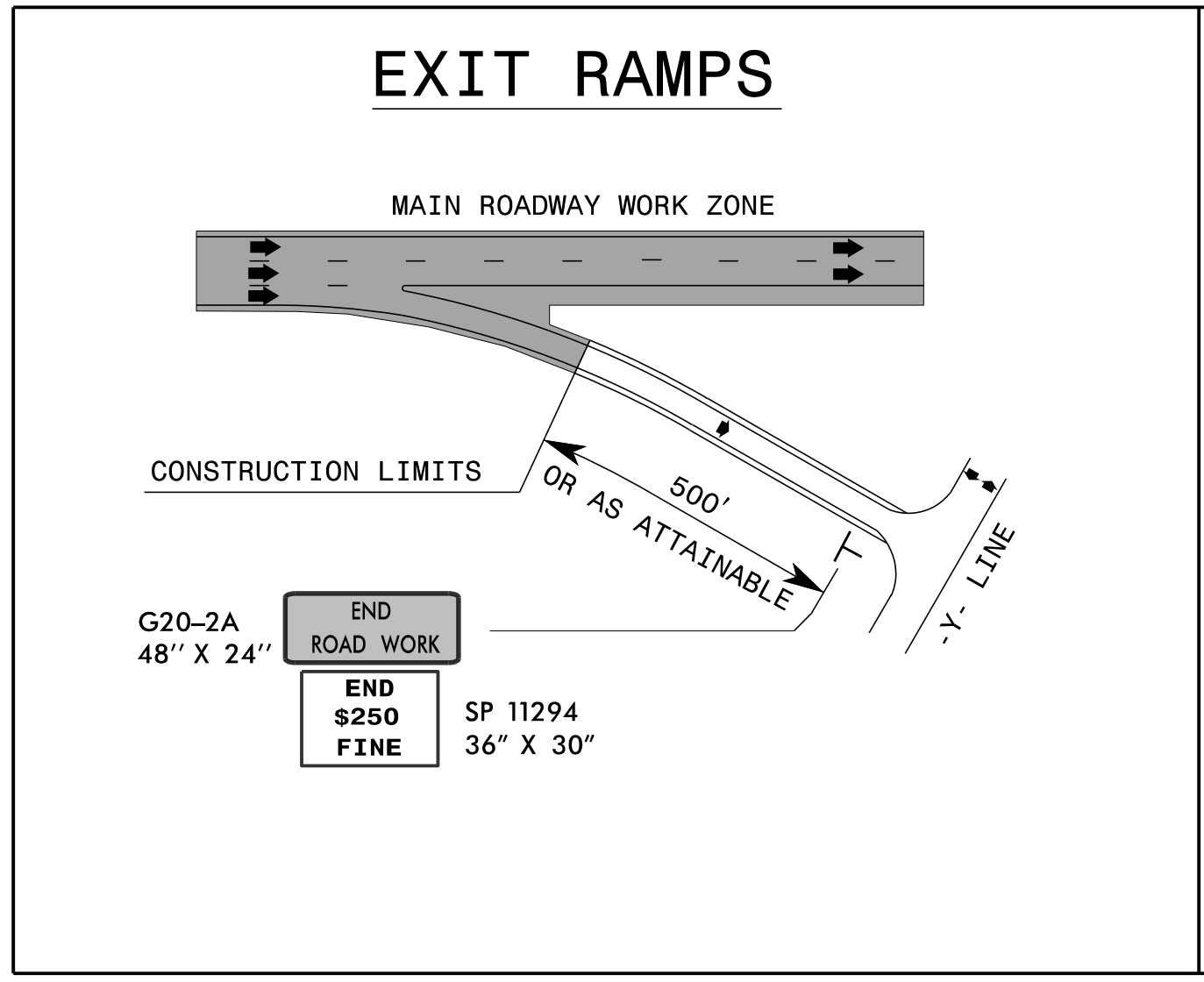


PORTABLE SIGNAL APPLICATIONS

4/4/2016
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 User:rmgdrrett



- ### NOTES
- 1) THE CONTRACTOR IS TO ENSURE THE SPEED LIMIT REDUCTION ORDINANCE HAS BEEN ACTIVATED PRIOR TO THE INSTALLATION OF THE SPEED LIMIT REDUCTION SIGNAGE AS SHOWN HEREON. (SEE LOCAL NOTE LN1, SHEET TMP-2)
 - 2) THE WORK ZONE SPEED LIMIT SIGNS ARE TO BE MOUNTED FROM 7' ABOVE EDGE OF PAVEMENT ELEVATION.
 - 3) WHEN TEMPORARY LANE CLOSURES ARE INSTALLED AT THE BEGINNING OF THE PROJECT LIMITS, THE PORTABLE LANE CLOSURE SIGNS ARE TO BE ADJUSTED TO AVOID SIGN OVERLAP/CLUTTER
 - 4) THE NEED AND LOCATION OF ADDITIONAL POSTED "WORK ZONE SPEED LIMIT" SIGNS WITHIN THE WORK AREA IS TO BE DETERMINED BY THE REGIONAL TRAFFIC ENGINEER.
 - 5) COVER OR REMOVE EXISTING CONFLICTING SPEED LIMIT SIGNS.
 - 6) ALL "WORK ZONE" SPEED LIMIT REDUCTION SIGNAGE SHALL BE REMOVED WHEN THE CONDITION/S THAT WARRANTED THE REDUCTION AND FINE IS REMOVED. THE REGIONAL TRAFFIC ENGINEER WILL BE NOTIFIED BY THE RESIDENT ENGINEER AT THIS TIME TO RESCIND THE ORDINANCES AND RETURN THE EXISTING POSTED SPEED LIMIT. THIS SHOULD TAKE PLACE BEFORE THE PROJECT IS 100% COMPLETE AND ACCEPTED FOR MAINTENANCE.



APPROVED: *J. W. Woolard, Jr.*
DATE: 2/2/2016

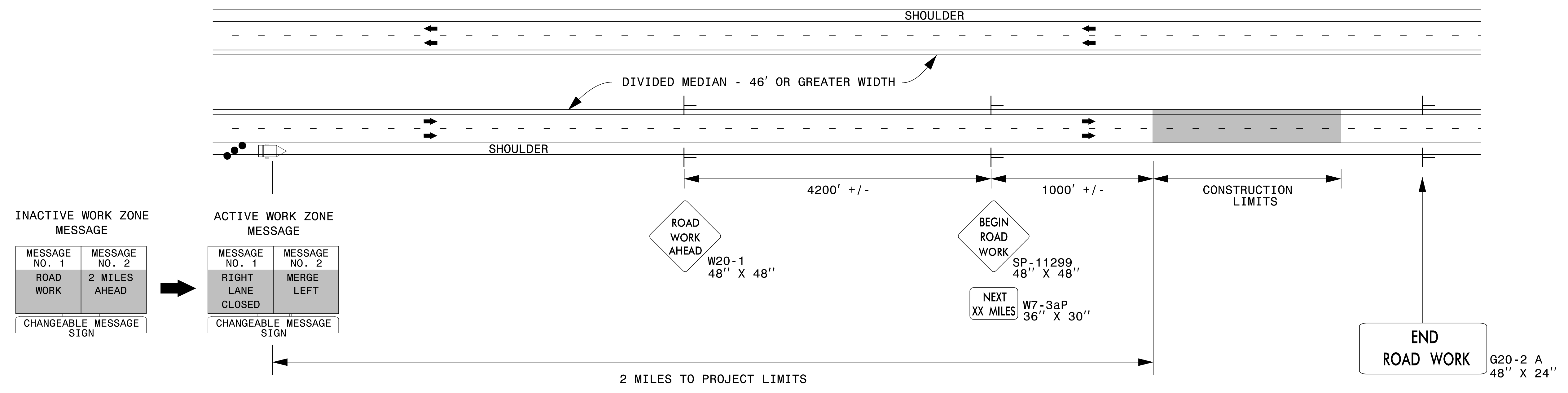
SEAL 019862
ENGINEER
J. W. WOOLARD, JR.

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

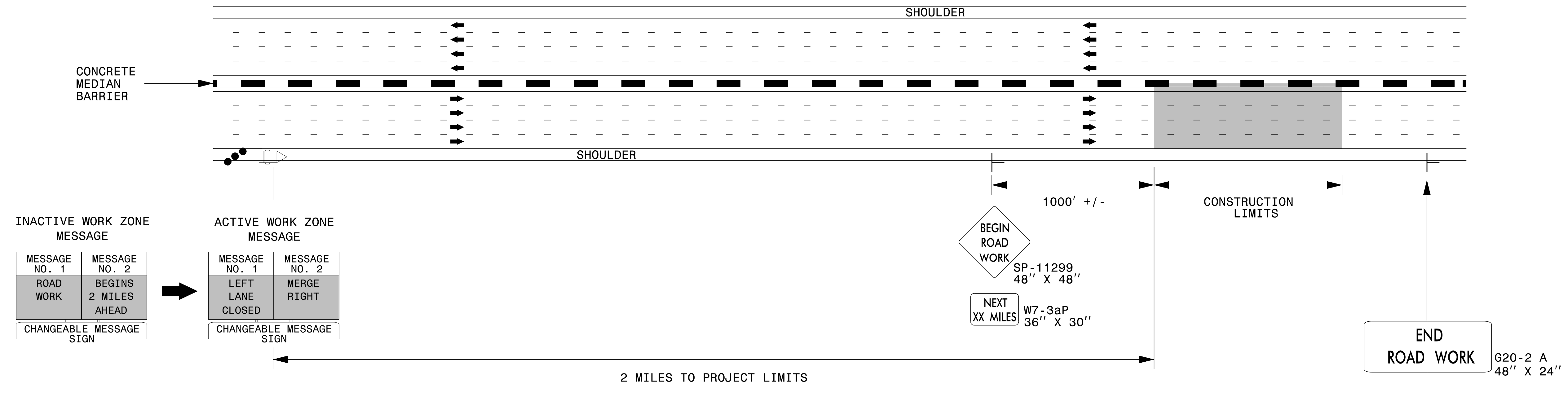


"WORK ZONE" SPEED LIMIT REDUCTION

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER

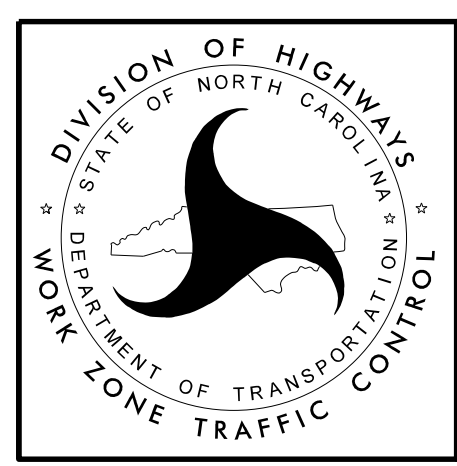


NOTES:

- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) FOR MEDIAN WIDTHS LESS THAN 46' (MEASURED EDGELINE TO EDGELINE) USE THE BOTTOM DRAWING.
- 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 5) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
- 6) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER AND WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM



**RESURFACING ADVANCE
WARNING SIGNS FOR
HIGH SPEED FACILITIES
≥ 60 MPH**

2/2/2016
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 User:Kbradwell