

GENERAL NOTES (CONT'D)

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
I-40	PAINT OR TAPE	TEMPORARY RAISED

- Y) 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.
- Z) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- AA) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

MISCELLANEOUS

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

LOCAL NOTES

- COORDINATE WITH THE ENGINEER, TRAFFIC MANAGEMENT CENTER (TMC) AND EMERGENCY SERVICE PERSONNEL REGARDING ALL TRAFFIC ALTERATIONS.
- WHEN CONDUCTING LANE CLOSURE OPERATIONS ON I-40 EB OR WB IN PHASE I (SEGMENT 1), PHASE V (SEGMENT 2) AND PHASE XII (ALL SEGMENTS), USE VARIABLE SPEED LIMIT REDUCTION WITH \$250 PENALTY SIGNS AS SHOWN ON TMP-2H.
- COORDINATE WITH THE ENGINEER TO ENSURE THAT THE OVERSIZE/OVERWEIGHT PERMIT UNIT IS AWARE OF ONGOING TRAFFIC OPERATIONS AND CLEAR ROADWAY WIDTHS THROUGHOUT CONSTRUCTION.
- ADJUST EXISTING OR TEMPORARY GUARDRAIL AS REQUIRED TO MAINTAIN PROPER GUARDRAIL HEIGHT WHEN CONDUCTING ANY OPERATIONS (SUCH AS SHOULDER RECONSTRUCTION OR WEDGING ON I-40) THAT WILL RESULT IN THE PAVEMENT ELEVATION TO BE HIGHER THAN EXISTING.
- DO NOT REMOVE EXISTING CABLE GUIDERAIL AT THE PROPOSED CROSSOVER LOCATIONS UNTIL READY TO CONSTRUCT PROPOSED CROSSOVERS. ONCE THE EXISTING CABLE GUIDERAIL IS REMOVED, THE CONTRACTOR SHALL WORK IN A CONTINUOUS MANNER TO COMPLETE THE CROSSOVER CONSTRUCTION AND TEMPORARY GUARDRAIL INSTALLATION IN ORDER TO PROVIDE MEDIAN CROSSOVER PROTECTION.
- WHEN INSTALLING TEMPORARY OR PERMANENT GUARDRAIL, LAP JOINTS IN THE DIRECTION OF TRAFFIC FLOW. EACH TIME I-40 TRAFFIC IS SHIFTED TO A NEW TRAFFIC PATTERN, RELAP GUARDRAIL IN THE NEW DIRECTION OF TRAFFIC FLOW.
- USE REMOVABLE TAPE IN SEGMENT 1 ON I-40 BRIDGES AND IN SEGMENT 2, PHASE V, STEP3 FOR SLAB REMOVAL. WHEN USING REMOVABLE TAPE, INSTALL TEMPORARY RAISED MARKERS HALF-ON/HALF-OFF TAPE AT 20' SPACING TO HOLD TAPE IN PLACE.

MANAGEMENT STRATEGY

THE FOLLOWING LISTED STRATEGIES DERIVE FROM DETAILED DESIGN LEVEL ASSESSMENTS OF THE WORK ZONE IMPACTS CONDUCTED DURING THE DEVELOPMENTAL STAGES OF THIS TRANSPORTATION MANAGEMENT PLAN (TMP).

RECOMMENDED MANAGEMENT STRATEGIES RELATIVE TO THIS TMP ARE AS FOLLOWS:

I-40 - SEGMENT 1

IN PHASE I, ALL WORK ON I-40 THAT REQUIRES LANE CLOSURES WILL UTILIZE A VARIABLE SPEED LIMIT REDUCTION WITH \$250 PENALTY.

- EASTBOUND TRAFFIC WILL BE MAINTAINED USING EXTENDED WEEKDAY LANE CLOSURES TO RECONSTRUCT OUTSIDE SHOULDER. RETURN I-40 EB TRAFFIC TO EXISTING PATTERN DURING WEEKENDS.
- EASTBOUND AND WESTBOUND TRAFFIC WILL BE MAINTAINED USING EXTENDED WEEKDAY LANE CLOSURES TO CONSTRUCT MEDIAN CROSSOVERS. RETURN I-40 EB & WB TRAFFIC TO EXISTING PATTERN DURING WEEKENDS.

IN PHASES II THROUGH IV, A STATIONARY SPEED LIMIT REDUCTION AND \$250 PENALTY WILL BE UTILIZED.

- EASTBOUND AND WESTBOUND TRAFFIC WILL BE PLACED IN A 2-LANE/2-WAY DIVIDED LONG-TERM PATTERN ON ONE SIDE OF I-40 USING MEDIAN CROSSOVERS FOR CONSTRUCTION AWAY FROM TRAFFIC OF THE OPPOSITE SIDE. CONSTRUCTION SIDE ENTRANCE AND EXIT RAMP AT FARMINGTON RD. INTERCHANGE WILL BE CLOSED DURING CROSSOVER USE.

I-40 SEGMENT 2

IN PHASE V, ALL WORK ON I-40 THAT REQUIRES LANE CLOSURES WILL UTILIZE A VARIABLE SPEED LIMIT REDUCTION WITH \$250 PENALTY.

- WESTBOUND TRAFFIC WILL BE MAINTAINED USING EXTENDED WEEKDAY LANE CLOSURES TO REBUILD/WIDEN MEDIAN SHOULDER AND REPLACE OUTSIDE LANE CONCRETE SLABS. RETURN I-40 WESTBOUND TRAFFIC TO EXISTING PATTERN DURING WEEKENDS.
- EASTBOUND AND WESTBOUND TRAFFIC WILL BE MAINTAINED USING EXTENDED WEEKDAY LANE CLOSURES TO CONSTRUCT MEDIAN CROSSOVERS. RETURN I-40 EASTBOUND AND WESTBOUND TRAFFIC TO EXISTING PATTERN DURING WEEKENDS.

IN PHASES VI THROUGH VIII, A STATIONARY SPEED LIMIT REDUCTION AND \$250 PENALTY WILL BE UTILIZED.

- EASTBOUND AND WESTBOUND TRAFFIC WILL BE PLACED IN A 2-LANE/2-WAY DIVIDED LONG-TERM PATTERN ON ONE SIDE OF I-40 USING MEDIAN CROSSOVERS FOR CONSTRUCTION AWAY FROM TRAFFIC OF THE OPPOSITE SIDE.

I-40 SEGMENT 3

IN PHASES IX THROUGH XI, A STATIONARY SPEED LIMIT REDUCTION AND \$250 PENALTY WILL BE UTILIZED.


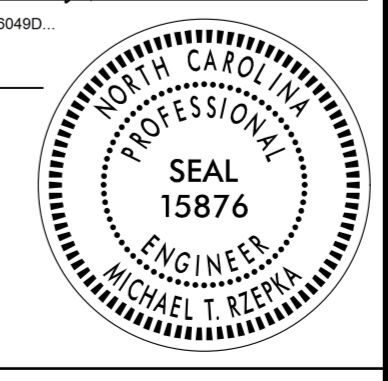
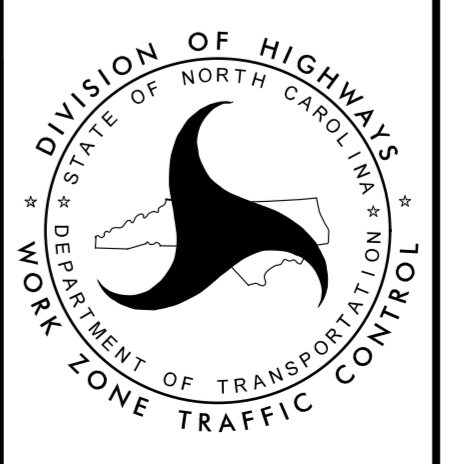
- EASTBOUND AND WESTBOUND TRAFFIC WILL BE MAINTAINED USING AN EXTENDED LANE CLOSURE (WITH SHIFTS) FOR THE ENTIRE CONSTRUCTION OF SEGMENT 3. EASTBOUND AND WESTBOUND TRAFFIC WILL BE MAINTAINED ON ITS RESPECTIVE SIDE DURING CONSTRUCTION AND ALL RAMP AT US 601 WILL REMAIN OPEN.

I-40 ALL SEGMENTS

IN PHASE XII, ALL WORK ON I-40 THAT REQUIRES LANE CLOSURES WILL UTILIZE A VARIABLE SPEED LIMIT REDUCTION WITH \$250 PENALTY.

- EASTBOUND AND WESTBOUND TRAFFIC WILL BE MAINTAINED USING EXTENDED WEEKDAY LANE CLOSURES TO PLACE THE FINAL SURFACE LAYER, FINAL MARKINGS AND RUMBLE STRIPS. RETURN I-40 EASTBOUND AND WESTBOUND TRAFFIC TO EXISTING PATTERN DURING WEEKENDS.

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<p>APPROVED: </p> <p>DATE: 12/19/2016</p> <p style="text-align: center;">SEAL</p>			<h3 style="margin: 0;">TRANSPORTATION OPERATIONS PLAN</h3>
<p>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</p>			