

Diverging Diamond Interchange TSM&O Checklist (4/23/25)

Checklist Per Approach

- Overhead Lane Assignment Guide Signs
- Reverse Curve Horizontal Alignment (W1-4L/W1-4R, 36"x36") Signs with Speed Limit Placard (W13-1P, 18"x18") (Located in Median and Shoulder a Minimum of 100' in Advance of Curve, Both Surface Street Approaches)
- Begin Right Turn Lane Yield To Bikes (R4-4, 36"x30") (Located in Shoulder at Beginning of Bike Hole Key Lanes)
- Keep Left (R4-8, 36"x48")/Object Marker (OM3-L, 12"x36") (Right to Left Crossover Median Nose)
- Keep Right (R4-7, 36"x48")/Object Marker (OM3-R, 12"x36") (Left to Right Crossover Median Nose)
- Keep Right (R4-7, 24"x30")/Object Marker (OM1-3, 18"x18") (Standard Median Noses)
- Lane Split Double Down Arrow (W12-1, 30"x30")/Object Marker (OM3-C, 12"x36") (Located in Porkchop Median Nose Entrance to Interstate)
- Pedestrian Warning (W11-2, 36"x36") with Placard (W16-7PL, W16-7PR, 21"x15") (Located at Pedestrian Crosswalks)
- Turning Vehicles Stop for Pedestrians (R10-15A, 30"x30")
- Do Not Enter (R5-1, 36"x36") (Located in Median and Shoulder as Needed Based on Roadway Geometry)
- No Left Turn (R3-2, 36"x36") (Located at Both Crossover Points and Ramp Termini)
- No Right Turn (R3-1, 36"x36") (Located at Both Crossover Points and Ramp Termini)
- No Left Turn/U-Turn (R3-18L, 36"x36") (Located Median Side at Stop Bar Entering Crossover into DDI)
- No Right Turn/U-Turn (R3-18R, 36"x36") (Located Median Side at Stop Bar Exiting Crossover from DDI)
- One Way Left (R6-1L, 48"x18") (Located in Median Facing Left Turn Ramp Termini)
- One Way Right (R6-1R, 48"x18") (Located in Median Facing Right Turn Ramp Termini)
- Route Shield Pavement Message with To/East/West Directional Pavement Message, and Directional Pavement Arrows (Placement on Surface Street Based on Roadway Geometry)
- Wrong Way Pavement Arrows
- Wrong Way Signs with Retroreflective Strips (R5-1A, 42"x30")
- Do Not Enter (R5-1, 36"x36"), One Way Left (R6-1L, 48"x18"), One Way Right (R6-1R, 48"x18")
- Lane Control Signs (R3-5A, 30"x36") (Located Overhead on Mast Arms at Crossover Points, Minimum 2 Per Approach)
- Lane Control Signs (R3-5L, R3-5R, 30"x36") (Located Overhead on Mast Arms at Ramp Termini if Signal Controlled)
- No Turn On Red Signs (R10-11, 24"x30") (Located on Mast Arms at Ramp Termini if Signal Controlled)

- Straight Through Arrows at Crossover Approaches (Minimum 2 Sets Per Lane Entering DDI and 1 Set Per Lane Exiting DDI)
- Left Turn Arrow and ONLY Pavement Message in Exclusive Left Turn Lanes Approaching Ramp Entrances
- 6" White 2'-4' Skip Striping Through Crossovers
- Retroreflective Yellow Paint on Crossover and Ramp Median Nose where applicable
- Stop Here on Red (R10-6, 36"x48") (Located at all Stop Bars)
- Ensure Full Sidewalk Connectivity Through Special Emphasis Crosswalks
- All guide striping placed through the intersection shall include RPMs
- Provide adequate signing at the top of off ramps to help drivers position themselves in their intended Left Turn and Right Turn ramp lanes

Maintenance of Traffic

- All pavement markings indicating the direction of travel and stop bars shall be thermoplastic
- All pavement markings shall be accompanied by RPMs
- Asphalt shall provide contrast to the pavement markings
- Offsets between channelizing devices (such as barrels) or other construction devices to the signs are minimized (through placement of the signs) so signs are as visually conspicuous as possible
- Channelizing devices minimize the radius (create sharp points) at potential wrong way movements
- Channelizing device spacing tightened (5 feet) to create visual cluster in the view of drivers in the direction of wrong way movements, making the lane less visible and therefore less likely to be used
- Establish lines of communication between the TMC, Contractor, and CEI
- Ensure full visibility of both intersection operations and remote connectivity to the signals so they can be monitored and timings updated by the TMC accordingly through all MOT phases
- Establish temporary detection plan, including a response plan for troubleshooting detection issues through all MOT phases
- Establish a signal monitoring and retiming plan, ensuring that coordination with adjacent signals is also optimized through all MOT phases
- Use Oversized Sign Panels for MOT operations
- Signals shall go through their normal turn on including verification of signal database and MMU card soldering
- MMU shall allow for ramp flush movements, mainline favored operation and ramp favored operation
- Signal heads shall use directional arrows in lieu of solid balls

Signal Operations

- Ensure full visibility of both intersection operations and remote connectivity to the signals so they can be monitored and timings updated by the TMC accordingly

- Signals shall go through their normal turn on including verification of signal database and MMU card soldering
- MMU shall allow for ramp flush movements, mainline favored operation and ramp favored operation
- Signal heads shall use directional arrows in lieu of solid balls
- Supplemental Pedestal Mounted Signal Heads in advance of intersection
- Arterial Signal Timing coordination
- Operation Plan from TMC

Before and After Operations

- Executed plan to collect information before implementation