GENERAL NOTES (CONT.)

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 DRUMS 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
ANY ROADS	PAINT	TEMPORARY 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 PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO INSTALLATION. PLACE CONES TO DELINEATE ANY PROPOSED MONOLITHIC ISLANDS BEFORE INSTALLATION.

MISCELLANEOUS

EE) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS.

LOCAL NOTES

1) COORDINATE WITH PIEDMONT TRIAD TRANSPORTATION MANAGEMENT CENTER IN ORDER TO INFORM THE PUBLIC OF ROAD CLOSURES AND ALTERNATE/DETOUR ROUTES DURING CONSTRUCTION ON BUS I-40/US 421.

2) CONTRACTOR SHALL COORDINATE WORK ACTIVITIES WITH CONTRACTOR ON PROJECT B-4511 AND/OR ANY OTHER NEARBY PROJECT, AS DIRECTED BY ENGINEER.

3) CONTRACTOR MAY CLOSE PISGAH CHURCH ROAD AND WEST MOUNTAIN ROAD, BUT NOT SIMULTANEOUSLY, TO TRAFFIC NIGHTLY FROM 12:00AM TO 5:00AM FOR GIRDER INSTALLATION. SEE GENERAL NOTE 'C' AND SHEET TMP-2F FOR OFFSITE DETOUR ROUTE AND SIGNING.

4) MAINTAIN DRIVE ACCESS TO PROPERTIES DURING CONSTRUCTION AT ALL TIMES.

5) USE BLACK PAINT TO COVER CONFLICTING PAVEMENT MARKINGS ON BUS I-40/ US 421, AS DIRECTED BY THE ENGINEER.

6) CONTRACTOR MAY CLOSE BUS I-40/US 421 TO TRAFFIC NIGHTLY FROM 12:00AM TO 5:00AM FOR GIRDER INSTALLATION. SEE TMP-2B &TMP-2C FOR OFFSITE DETOUR AND ALTERNATE ROUTES AND SIGNING.

7) COORDINATE CONSTRUCTION OF PROPOSED -L- STRUCTURES WITH NORFOLK SOUTHERN RR.

8) COORDINATE CONSTRUCTION ON WALKERTOWN-GUTHRIE RD. (-Y2-) AND WEST MOUNTAIN RD. (-Y3-). DO NOT CLOSE WALKERTOWN-GUTHRIE RD. AT THE SAME TIME WEST MOUNTAIN RD. HAS WIDENING CONSTRUCTION AND/OR GIRDER INSTALLATION OVER PISGAH CHURCH RD. (-Y2A-).

9) COORDINATE OPENING OF -L- AND RAMPS/LOOPS BETWEEN US 158 AND BUS I-40/US 421 FOR AREAS 1, 2 & 3. USE RED AND WHITE STRIPES FOR PERMANENT BARRICADES TO KEEP NEWLY CONSTRUCTED CLOSED LOOPS -Y1LPA- AND -Y1LPD- AT US 158 (-Y1-) AND LOOP -Y4LPB-, RAMP -Y4LPB-, RAMP -Y4RPD- AND -Y4CD- AT BUS I-40/US 421 (-Y4-).

MANAGEMENT STRATEGIES

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:

ONE-LANE TWO-WAY TRAFFIC:

TRAFFIC TO BE MAINTAINED ON US 158 (-Y1-), PISGAH CHURCH RD. (-Y2A-), WEST MOUNTAIN RD. (-Y3-), HASTINGS HILL RD. (-Y5-) AND OLD BELEWS CREEK RD. (-Y9-) UTILIZING FLAGGERS AS NECESSARY.

ONE LANE IN EACH DIRECTION TRAFFIC:

TRAFFIC TO BE MAINTAINED ON BUS I-40/US 421 (-Y4-) UTILIZING LANE CLOSURES IN EACH DIRECTION AS NECESSARY AND DIRECTED TO ALTERNATE ROUTE:

BUS I-40/US 421 TO US 52 TO I-40

FULL ROAD CLOSURES:

-TRAFFIC ON BUS I-40/US 421 (-Y4-) TO BE MAINTAINED ON THE FOLLOWING OFF-SITE DETOUR OR ALTERNATE ROUTE DURING THE INTERMEDIATE CONTRACT TIME FOR GIRDER PLACEMENT:

DETOUR : BUS I-40/US 421 TO LINVILLE RD. TO KERNERSVILLE RD. TO BUS I-40/US 421

ALTERNATE ROUTE: BUS I-40/US 421 TO US 52 TO I-40

-TRAFFIC ON WALKERTOWN-GUTHRIE RD. (-Y2-) TO BE MAINTAINED ON OFF-SITE DETOUR DURING INTERMEDIATE CONTRACT TIME FOR BRIDGE CONSTRUCTION:

WEST MOUNTAIN RD. TO OLD HOLLOW RD. TO US 158

-TRAFFIC ON WEST MOUNTAIN RD. AND PISGAH CHURCH RD. TO BE MAINTAINED ON OFF-SITE DETOURS DURING INTERMEDIATE CONTRACT TIMES FOR GIRDER PLACEMENT:

FOR WEST MOUNTAIN RD. CLOSURE: PISGAH CHURCH RD. TO BAGLEY DR.
FOR PISGAH CHURCH RD. CLOUSRE: WEST MOUNTAIN RD. TO BAGLEY DR.

-TRAFFIC TO BE MAINTAINED ON OFF-SITE DETOUR DURING:

GERRY DR. (-Y6-): HASTINGS HILL RD. TO WEST MOUNTAIN RD. TO DOE RUN DR.
ESTHER LN. (-Y7-): US 158 TO KNOLL RIDGE DR.

TEMPORARY ROAD CLOSURES/STOP TRAFFIC (30 MIN.)

ON US 158, PISGAH CHURCH RD., WEST MOUNTAIN RD., HASTINGS HILL RD. AND BUS I-40/US 421 FOR TRAFFIC SHIFTS.

APPROVED DocuSigned by: Michael T Ripepka DATE: 6/2/2014
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SEAL

NORTH CAROLINA PROFESSIONAL SEAL 15876 ENGINEER MICHAEL T. RIEPKA

TRANSPORTATION OPERATIONS PLAN

SCALE:	NONE
DATE:	MAY 2014
DWG. BY:	YTM
DESIGN BY:	ACP
REVIEWED BY:	MTR

DIVISION OF HIGHWAYS TRANSPORTATION MANAGEMENT UNIT TRAFFIC CONTROL

REVISIONS

CADD FILE

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