

WORK ZONE TRAFFIC CONTROL GENERAL REQUIREMENTS CONT.

PROJ. REFERENCE NO.	SHEET NO.
W-5203AA, W-5601BB, 2017CPT.03.01.10651, 36249.3622	TMP-2B

TRAFFIC OPERATIONS CONT.

4) WORK ZONE SIGNING:

(A) INSTALLATION

ALL STATIONARY ADVANCE WARNING WORK ZONE SIGNS REQUIRE NOTIFICATION TO EXISTING UTILITY OWNERS PER ARTICLE 105-8 OF THE 2012 STANDARD SPECIFICATIONS AND SPECIAL PROVISION SP1 G115 WITHIN 3 TO 12 FULL WORKING DAYS PRIOR TO INSTALLATION.

INSTALL ALL ADVANCE WARNING WORK ZONE SIGNS BEFORE BEGINNING WORK ON A PARTICULAR MAP. IF SIGNS ARE INSTALLED MORE THAN SEVEN (7) CALENDAR DAYS PRIOR TO THE BEGINNING OF WORK ON A PARTICULAR MAP, COVER THE SIGNS UNTIL THE WORK BEGINS. INSTALL EACH WORK ZONE ADVANCE WARNING SIGN SEPARATELY AND NOT ON THE SAME POST OR STAND WITH ANY OTHER SIGN EXCEPT WHERE AN ADVISORY SPEED PLATE OR DIRECTIONAL ARROW IS USED.

ALL STATIONARY SIGNING IS TO BE INSTALLED AS SHOWN ON RSD 1101.02, SHEET 2 UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ALL SIGN LOCATIONS TO BE VERIFIED BY THE ENGINEER PRIOR TO INSTALLATION. ONCE THE SIGNS HAVE BEEN INSTALLED AND ACCEPTED, ANY SIGN RELOCATIONS REQUESTED BY THE DEPARTMENT WILL BE COMPENSATED IN ACCORDANCE WITH ARTICLE 104-7. ANY ADDITIONAL SIGNS OTHER THAN THE ONES SHOWN IN THE DRAWING WILL BE COMPENSATED IN ACCORDANCE WITH ARTICLE 104-7.

NO STATIONARY -Y- LINE ADVANCE WARNING SIGNAGE IS REQUIRED UNLESS THERE'S MORE THAN 1,000 FEET OF RESURFACING ALONG THE -Y- LINE. WHENEVER WORK PROCEEDS THROUGH AN INTERSECTION, PORTABLE SIGNS SHALL BE USED FOR TRAFFIC CONTROL.

IF THERE IS A PERIOD OF CONSTRUCTION INACTIVITY LONGER THAN 14 CALENDAR DAYS, REMOVE OR COVER ADVANCE WARNING WORK ZONE SIGNS. UNCOVER ADVANCE WARNING WORK ZONE SIGNS NO MORE THAN 7 CALENDAR DAYS BEFORE WORK RESUMES. ALL OTHER OPERATIONS MAY BE SUSPENDED UPON FAILURE TO COMPLY WITH THE ABOVE REQUIREMENTS. SUCH SUSPENDED OPERATIONS WOULD NOT BE RESUMED UNTIL THE ABOVE REQUIREMENTS ARE FULFILLED.

(B) SIGN REMOVAL

ALL STATIONARY WORK ZONE SIGNS SHALL BE REMOVED ONCE THE PROJECT IS SUBSTANTIALLY COMPLETE. THE PROJECT IS SUBSTANTIALLY COMPLETE WHEN THE RESURFACING OPERATIONS ARE COMPLETED AND THE SHOULDERS ARE BROUGHT UP TO THE SAME ELEVATION AS THE PROPOSED PAVEMENT AND WHEN PAVEMENT MARKINGS ARE INSTALLED. THE PAVEMENT MARKING DOESN'T HAVE TO BE THE FINAL MARKING MATERIAL TO BE CONSIDERED SUBSTANTIALLY COMPLETE. ANY REMAINING PUNCH LIST ITEMS ARE TO BE COMPLETED WITH PORTABLE WORK ZONE SIGNING. THERE WILL BE NO COMPENSATION FOR ANY PORTABLE SIGNING. SIGN REMOVAL IS A CONDITION OF FINAL PROJECT ACCEPTANCE.

RESURFACING OPERATIONS

COORDINATE THE INSTALLATION OF ITEMS REQUIRED BY THE CONTRACT DOCUMENTS AND RESURFACING OPERATIONS SUCH THAT THESE OPERATIONS ARE COMPLETED IN THE ORDER AS AGREED UPON WITH THE ENGINEER AT THE FIRST PRE-CONSTRUCTION MEETING. REFER TO THE PROVISIONS, TYPICALS AND DETAILS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

NOTIFY THE ENGINEER 15 CONSECUTIVE CALENDAR DAYS BEFORE RESURFACING A BRIDGE OR ITS APPROACHES. PATCH AND MAKE REPAIRS TO BRIDGE SURFACE AND ITS APPROACHES BEFORE RESURFACING OCCURS. COORDINATE ALL OPERATIONS ON THE BRIDGE AND ITS APPROACHES WITH THE ENGINEER.

NOTIFY THE ENGINEER 48 HOURS BEFORE RESURFACING THE AREAS OF EXISTING PAVEMENT THAT REQUIRE PATCHING. PATCH THESE AREAS BEFORE RESURFACING OCCURS. ALLOW FULL DEPTH ASPHALT PATCHING TO COOL TO THE POINT OF SUPPORTING TRAFFIC WITHOUT DISPLACEMENT OR RUTTING BEFORE REOPENING CLOSED LANE. COORDINATE THE RESURFACING OPERATIONS OF THE PATCHED AREAS WITH THE ENGINEER.

NOTIFY THE ENGINEER 48 HOURS BEFORE MILLING OR RESURFACING WILL INTERFERE WITH THE EXISTING SIGNAL LOOPS. LOOPS MAY NEED TO BE PLACED IN MILLED SURFACE BEFORE RESURFACING OCCURS. COORDINATE ALL SIGNAL LOOP OPERATIONS WITH THE ENGINEER.

FOR PARTIAL OR WHEEL TRACK MILLING OPERATIONS ON TWO-WAY, TWO-LANE FACILITIES, MILL AND PAVE BACK BY THE END OF EACH WORK DAY. FOR PARTIAL OR WHEEL TRACK MILLING OPERATION ON MULTI-LANE FACILITIES, THE LANE BEING MILLED MAY BE LEFT CLOSED AND PAVED BACK WITHIN 72 HOURS.

RESURFACING OPERATIONS CONT.

THE FOLLOWING OPTIONS ARE AVAILABLE DURING RESURFACING AND MILLING OPERATIONS ON TWO-WAY, TWO-LANE FACILITIES WHEN THE ENTIRE ROADWAY OR ENTIRE LANE IS TO BE MILLED:

- (A) MILL A SINGLE LANE AND PAVE BACK BY THE END OF EACH WORK DAY.
- (B) MILL THE ENTIRE WIDTH OF ROADWAY AND PAVE BACK WITHIN 72 HOURS.

THE FOLLOWING OPTIONS ARE AVAILABLE DURING RESURFACING AND MILLING OPERATIONS ON MULTI-LANE FACILITIES WHEN ALL LANES OR A SINGLE LANE IN ONE DIRECTION ARE TO BE MILLED:

- (A) MILL A SINGLE LANE AND PAVE BACK BY THE END OF EACH WORK DAY.
- (B) MILL THE ENTIRE WIDTH OF PAVEMENT FOR ALL LANES TO BE MILLED IN ANY DIRECTION DAILY AND PAVE BACK WITHIN 72 HOURS.

SLOPE THE PAVEMENT AT THE BEGINNING AND ENDING OF THE DAILY MILLING OPERATION AS DIRECTED BY THE ENGINEER. SWEEP AND REMOVE ALL MILLED MATERIAL FROM THE ROADWAY AS SOON AS THE DAILY MILLING OPERATION IS COMPLETED. CONTINUE MILLING OPERATIONS UNTIL THE PARTICULAR SECTION OF ROADWAY BEING MILLED IS COMPLETE. REMOVE ANY EXISTING PAVEMENT ADJACENT TO THE MILLED AREA THAT HAS BEEN DAMAGED AND REPLACE WITH PATCH MATERIAL AS DIRECTED BY THE ENGINEER.

OPERATE EQUIPMENT AND CONDUCT OPERATIONS IN THE SAME DIRECTION AS THE FLOW OF TRAFFIC. MAINTAIN VEHICULAR ACCESS IN ACCORDANCE WITH ARTICLE 1101-05 OF THE 2012 STANDARD SPECIFICATIONS USING SUITABLE BACKFILL MATERIAL APPROVED BY THE ENGINEER.

PROVIDE APPROPRIATE LIGHTING IN ACCORDANCE WITH SECTION 1413 OF THE 2012 STANDARD SPECIFICATIONS.

MILLED RUMBLE STRIPS

WHEN UTILIZED, MILLED RUMBLE STRIPS SHALL BE INSTALLED IN ACCORDANCE WITH THE 2012 STANDARD SPECIFICATIONS AND THE RSD 665.01.

ADDITIONAL RESURFACING OPERATION NOTES

MAP NO. 1 & 2
CONTRACTOR SHALL RESURFACE TO THE BRIDGE DECK ON THE SOUTH END OF NEW HANOVER BRIDGE NO. 3 & 8 (US 17 MARKET ST. OVERPASS). NO WORK SHALL BE PERFORMED ON BRIDGE ITSELF EXCEPT LINE REMOVAL, APPLICATION OF POLYUREA PAVEMENT MARKINGS AND PERMANENT MARKERS.

MAP NO. 2 (US 117/ NC 132) SB
CONTRACTOR WILL MILL AND FILL SECTIONS REQUIRING 2.5" I19.0B PRIOR TO FINE MILLING 0"- 1.5".

ALL MAPS
COMPLETE ALL CONCRETE WORK PRIOR TO MILL & FILL WORK OR FINE MILLING OR AS DIRECTED BY THE ENGINEER.

PATCHING EXISTING PAVEMENT (MILL & FULL DEPTH) SHALL BE PERFORMED AFTER FINE MILLING (0"- 1.5") OR MILLING ASPHALT PAVEMENT, 1.5" DEPTH IS COMPLETED.

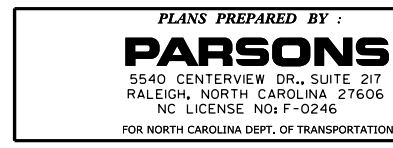
COMPLETE ALL MILL & FILL WORK OR FINE MILLING PRIOR TO INSTALLING INDUCTIVE SIGNAL LOOPS. FINAL OVERLAY/PAVING TO FOLLOW AFTER SIGNAL LOOP INSTALLATION.

MAP NO. 1- 3, 5, 6 & 8
PRIOR TO INSTALLING THERMOPLASTIC EDGE LINES, SHOULDERS MUST BE RECONSTRUCTED.

MAP NO.1, 2, 4, 7, 9, 10 & 11
LEAD-IN WIRE SHALL BE INSTALLED PRIOR TO MILL & FILL WORK OR FINE MILLING OR AS DIRECTED BY THE ENGINEER.

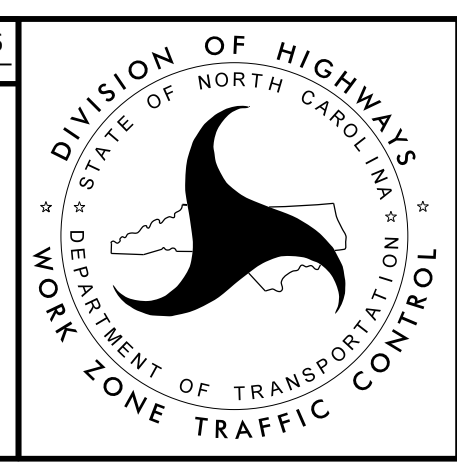
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**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**



APPROVED: *Jason M. Pickens* DATE: 6/9/2016

SEAL



TRANSPORTATION
MANAGEMENT PLAN

WORK ZONE TRAFFIC CONTROL GENERAL REQUIREMENTS