

## GENERAL NOTES (CONT'D)

### TRAFFIC PATTERN ALTERATIONS

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

### SIGNING

- N) 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.
- O) INSTALL SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRAFFIC CONTROL PLANS.
- INSTALL SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTES AS SHOWN IN THE TRAFFIC CONTROL PLANS.
- P) COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROADS WHEN ROAD CLOSURES ARE NOT IN OPERATION.
- COVER OR REMOVE ALL SIGNS REQUIRED FOR THE OFF-SITE DETOURS WHEN THE DETOURS ARE NOT IN OPERATION.
- Q) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- R) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 200' IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

### TRAFFIC BARRIER

- S) 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 DOWNSTRE AM 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.

- T) 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

- U) 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.
- V) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- W) 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

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

LOCATION	MARKING	MARKER
ASPHALT ROADS	PAINT	TEMPORARY RAISED
CONCRETE BRIDGES	COLD APPLIED PLASTIC TYPE IV REM. 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/D AMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

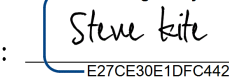
### MISCELLANEOUS

- BB) IN THE EVENT A TIE-IN CANNOT BE MADE IN ONE DAY'S TIME, BRING THE TIE-IN AREA TO AN APPROPRIATE ROADWAY ELEVATION AS DETERMINED BY THE ENGINEER. PLACE BLACK ON ORANGE "LOOSE GRAVEL" SIGNS (W8-7) AND BLACK ON ORANGE "PAVEMENT ENDS" SIGNS (W8-3) AND RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.
- CC) ALL CURB RAMP LOCATIONS SHALL BE DERIVED FROM STATIONING SHOWN ON PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER IN COORDINATION WITH THE SIGNING AND DELINEATION UNIT.
- DD) CONTRACTOR SHALL MAINTAIN SIDEWALK ACCESS AT ALL TIMES AS STATED IN THE PHASING. CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE TEMPORARY SIDEWALKS (CONCRETE, ASPHALT, OR OTHER SUITABLE MATERIAL AS APPROVED BY THE ENGINEER) AT ALL LOCATIONS WHERE THE OPEN PEDESTRIAN TRAVELWAY HAS BEEN REMOVED FOR CONSTRUCTION OPERATIONS (UTILITIES, DRAINAGE, ETC.).


## LOCAL NOTES

- 1) EACH PROPOSED SIDEWALK SEGMENT IS TO REMAIN CLOSED UTILIZING TYPE III BARRICADES WITH (R9-9) "SIDEWALK CLOSED" SIGNS MOUNTED ONTO SAME. EACH SEGMENT MAY BE OPENED TO PEDESTRIANS ONCE COMPLETED OR AS DIRECTED BY THE ENGINEER.
- 2) WHEN CONSTRUCTING DRAINAGE STRUCTURES ADJACENT TO OR WITHIN EXISTING TRAVEL LANES, FURNISH AND INSTALL TEMPORARY STEEL PLATES, AS DIRECTED BY THE ENGINEER, AND CONSTRUCT THOSE DRAINAGE STRUCTURES IN THE FOLLOWING SEQUENCE. EACH LOCATION MAY BE DONE INDEPENDENTLY OR CONCURRENTLY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. WORK IN A CONTINUOUS MANNER TO PERFORM THE FOLLOWING STEPS A THROUGH E AS NECESSARY:
- A) USING ROADWAY STANDARD DRAWING SERIES 1101.02, CLOSE THE APPROPRIATE TRAVEL LANE TO TRAFFIC.
- B) CONSTRUCT THE PROPOSED DRAINAGE STRUCTURES AS SHOWN IN THE ROADWAY PLANS AND COVER WITH THE METAL PLATES TO PROTECT THE STRUCTURE DURING THE CURING PROCESS.
- C) OPEN THE TRAVEL LANE TO THE EXISTING TRAFFIC PATTERN BY THE END OF EACH WORK PERIOD.
- D) WHEN PROPERLY CURED, USE ROADWAY STANDARD DRAWING SERIES 1101.02, AND CLOSE THE APPROPRIATE TRAVEL LANE TO TRAFFIC AND BACKFILL AND PAVE, IF REQUIRED UP TO THE EXISTING EDGE AND ELEVATION OF EXISTING PAVEMENT.
- E) OPEN THE TRAVEL LANE TO THE EXISTING PATTERN BY THE END OF EACH WORK PERIOD.

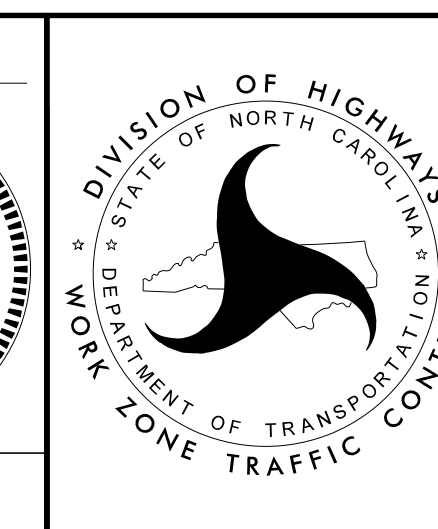
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**GENERAL / LOCAL  
NOTES CONT'D**