

PROJECT NOTES

GENERAL NOTES (CONT.)

- R) 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

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

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

ROAD NAME	MARKING	MARKER
	WORK ZONE "PERFORMANCE" MARKINGS (SEE SPECIAL PROVISIONS)	
-L- (I-40)	PERFORMANCE	TEMPORARY RAISED
-Y1- (SR 1744)	PAINT	TEMPORARY RAISED
ANY RAMP	PERFORMANCE	TEMPORARY RAISED
-L- (I-40) EASTBOUND (PHASE 5, STEP 1 ONLY)	COLD APPLIED PLASTIC REMOVABLE TAPE (TYPE 4)	NONE

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

MISCELLANEOUS

- Z) 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) 500 AND 1000 RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS

LOCAL NOTES

LOCAL NOTE 1 - VARIABLE SPEED REDUCTION USING DSLS

DURING LANE CLOSURE OPERATIONS AND IF PROPERLY ORDINANCED, REDUCE THE SPEED LIMIT DISPLAYED ON THE DIGITAL SPEED LIMIT SIGNS TO 55. WHEN THE LANE CLOSURE IS REMOVED, RESTORE THE DISPLAY OF 65.

LOCAL NOTE 2 - MATERIAL DELIVERY USING I-40

TO PREVENT IMPEDING TRAFFIC FLOW ON I-40, ALL PROJECT MATERIAL DELIVERIES FROM I-40 WILL BE PROHIBITED DURING THE TIMES SPECIFIED IN GENERAL NOTE A. HAUL VEHICLES ATTEMPTING INGRESS/EGRESS TO/FROM I-40 WILL BE REQUIRED TO DO SO BEHIND A LANE CLOSURE UNLESS ALLOWED OTHERWISE BY THE ENGINEER.

PROJECT MATERIAL DELIVERIES TO CONSTRUCTION STAGING AREAS AND TO THE PROJECT SITE FROM -Y- LINE WILL NOT BE SUBJECTED TO ANY TIME RESTRICTIONS.

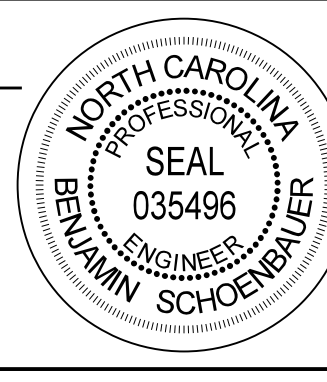
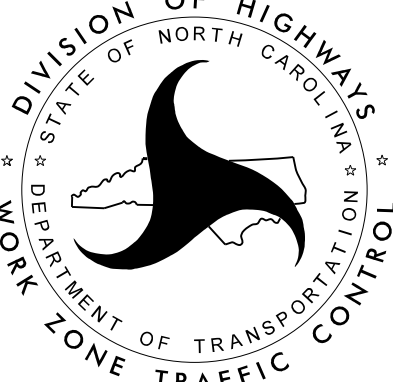
LOCAL NOTE 3 - PATTERN MASKING AND PERFORMANCE PAVEMENT MARKINGS

PRIOR TO MAKING TRAFFIC PATTERN CHANGES AND INSTALLATION OF TEMPORARY PAVEMENT MARKINGS ON I-40, MASK ALL CONFLICTING PAVEMENT MARKINGS IN ACCORDANCE WITH THE WORK ZONE TRAFFIC "PATTERN MASKING" SPECIAL PROVISION. INSTALL ALL TEMPORARY PAVEMENT MARKINGS FOR TEMPORARY TRAFFIC PATTERS IN ACCORDANCE WITH THE WORK ZONE "PERFORMANCE" PAVEMENT MARKINGS SPECIAL PROVISION.

LOCAL NOTE 4 - CONTINUOUS WEEKEND LANE CLOSURES

THE CONTINUOUS WEEKEND OPERATIONS FOR FULL DEPTH INSIDE SHOULDER CONSTRUCTION, AND TYING IN AND SHIFTING TRAFFIC ONTO THE DETOURS AND FOR TAKING TRAFFIC FROM THE DETOURS BACK TO THE MAINLINE SHALL REQUIRE 2 ADDITIONAL CMS BOARDS IN ADVANCE OF THE LANE CLOSURE TO WARN OF QUEUEING AND THE POTENTIAL FOR STOPPED TRAFFIC. INITIALLY INSTALL A CMS 4 MILES IN ADVANCE OF THE LANE CLOSURE WITH THE FOLLOWING MESSAGE: (1) SLOW MOVING TRAFFIC, (2) 2 MILES AHEAD. INSTALL A SECOND CMS 3 MILES IN ADVANCE OF THE LANE CLOSURE WITH THE FOLLOWING MESSAGE: (1) SLOW TRAFFIC AHEAD, (2) BE PREPARED TO STOP. THE CONTRACTOR SHALL MONITOR BACK UP AND ADJUST CMS LOCATION AND MESSAGING AS NECESSARY.

PLOT DRIVER: NCDOT_pdf_color_eng_50.pit
 USER: JWILES
 DATE: 3/26/2018
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 REVISIONS

APPROVED: <i>Ben Schoenbauer</i> DATE: 5/4/2018			<h2 style="margin: 0;">TRANSPORTATION OPERATIONS PLAN</h2>
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED			