PROJ. REFERENCE NO.	SHEET NO.
B-3840	TCP-2

GENERAL NOTES

GENERAL NOTES

ADAPT THE TRAFFIC CONTROL PLANS, WHEN DIRECTED BY THE ENGINEER, TO MEET FIELD CONDITIONS TO PROVIDE SAFE AND EFFICIENT TRAFFIC MOVEMENT. CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS AND ROADWAY DETAILS ARE NOT ATTAINABLE, OR RESULT IN DUPLICATE, OR UNDESIRED OVERLAPPING OF DEVICES. MODIFICATION MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING OR REMOVAL OF DEVICES.

THE FOLLOWING GENERAL NOTES APPLY AT ALL TIMES FOR THE DURATION OF THE CONSTRUCTION PROJECT, EXCEPT WHEN OTHERWISE NOTED IN THE PLAN, OR DIRECTED BY THE ENGINE

LANE AND SHOULDER CLOSURE REQUIREMENTS

A) REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED, OR AS DIRECTED BY THE ENGINEER.

B) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 40 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING ROADWAY STANDARD DRAWING NO. 1101.04 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL.

C) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO AN UNDIVIDED FACILITY AND WITHIN 5 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02 UNLESS THE WORK AREA IS PROTECTED BY BARRIER OR GUARDRAIL

D) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRAFFIC CONTROL PLANS, ROADWAY STANDARD DRAWINGS OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.

E) DO NOT WORK SIMULTANEOUSLY, ON BOTH SIDES OF AN OPEN TRAVELWAY, WITHIN THE SAME LOCATION, ON A TWO-LANE, TWO-WAY ROAD.

F) DO NOT INSTALL MORE THAN 1 MILE OF LANE CLOSURE ON LEWIS ROAD, MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.

G) DO NOT INSTALL MORE THAN ONE LANE CLOSURE, IN ANY ONE DIRECTION, ON LEWIS ROAD.

H) PROVIDE TRAFFIC CONTROL FOR APPROPRIATE LANE CLOSURES FOR SURVEYING DONE BY THE DEPARTMENT.

PAVEMENT EDGE DROP OFF REQUIREMENTS

I) BACKFILL AT A 6:1 SLOPE UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT IN AREAS ADJACENT TO AN OPENED TRAVEL LANE THAT HAS A DROP-OFF AS FOLLOWS:

BACKFILL DROP-OFFS THAT EXCEED 2 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS OF 45 MPH OR GREATER.

BACKFILL DROP-OFFS THAT EXCEED 3 INCHES ON ROADWAYS WITH POSTED SPEED LIMITS LESS THAN 45 MPH.

BACKFILL WITH SUITABLE COMPACTED MATERIAL, AS APPROVED BY THE ENGINEER, AT NO EXPENSE TO THE DEPARTMENT.

J) DO NOT EXCEED A DIFFERENCE OF 1.5 inches IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 500 FT IN ADVANCE AND A MINIMUM OF ONCE EVERY MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

K) NOTIFY THE ENGINEER TWENTY ONE (21) CALENDAR DAYS PRIOR TO ANY

SIGNING

L) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 100 FT FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.

WHEN NO WORK IS BEING CONDUCTED FOR A PERIOD LONGER THAN ONE WEEK, REMOVE OR COVER ALL ADVANCE WORK ZONE WARNING SIGNS, AS DIRECTED BY THE ENGINEER, AT NO COST TO THE DEPARTMENT.

M) PROVIDE PERMANENT SIGNING.

N) CONTRACTOR WILL BE RESPONSIBLE FOR DETOUR SIGNING WITHIN AND/OR OFF THE PROJECT LIMITS.

O) COVER OR REMOVE ALL DETOUR SIGNS WITHIN AND/OR OFF THE PROJECT LIMITS WHEN A DETOUR IS NOT IN OPERATION.

P) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

TRAFFIC CONTROL DEVICES

Q) WHEN USING ROADWAY STANDARD NO. 1101.02, DRUMS MAY BE USED IN LIEU OF CONES ON LEWIS ROAD.

R) SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER THAN TWICE THE POSTED SPEED LIMIT 45 MPH, EXCEPT 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY, WHEN LANE CLOSURES ARE NOT IN EFFECT.

S) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY. STAGGER OR OVERLAP BARRICADES TO ALLOW FOR INGRESS OR EGRESS.

T) PLACE SETS OF THREE DRUMS PERPENDICULAR TO THE EDGE OF THE TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC. THESE DRUMS SHALL BE IN ADDITION TO CHANNELIZING DEVICE.

PAVEMENT MARKINGS AND MARKERS

U) INSTALL PAVEMENT MARKINGS AND PAVEMENT MARKERS ON THE FINAL SURFACE AS FOLLOWS:

ROAD NAME	MARKING	MARKER
1.LEWIS ROAD	PAINT	RAISED REFLECTIVE

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

ROAD NAME	MARKING	MARKER
1.LEWIS ROAD	PAINT	RAISED REFLECTIVE

W) PLACE AT LEAST TWO APPLICATIONS OF PAINT PAVEMENT MARKINGS ON THE FINAL WEARING SURFACE ON NEW ASPHALT PAVEMENT. PLACE ADDITIONAL APPLICATIONS OF PAINT UPON SUFFICIENT DRYING TIME, AS DETERMINED BY THE ENGINEER.

X) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

Y) REPLACE ANY PAVEMENT MARKINGS THAT HAVE BEEN DAMAGED BY THE END OF EACH DAY'S OPERATION.

Z) PLACE AT LEAST TWO APPLICATIONS OF PAINT ON NEW ASPHALT WITH TEMPORARY TRAFFIC PATTERNS WHICH WILL REMAIN IN PLACE OVER THREE (3) MONTHS. PLACE ADDITIONAL APPLICATIONS OF PAINT UPON SUFFICIENT DRYING TIME, AS DETERMINED BY THE ENGINEER.

MISCELLANEOUS

AA) IN THE EVENT A TIE-IN ON A DRIVEWAY CANNOT BE MADE IN ONE DAYS 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 FT AND 1000 FT RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

PHASING

STEP 1: USING RSD 1101.02 SHEET 1 OF 7 AND SHEET TCP-5, INSTALL ALL ADVANCE WORK ZONE SIGNS ON LEWIS ROAD. CONTRACTOR WILL ENSURE ACCESS IS MAINTAINED TO ALL DRIVEWAYS DURING THE CLOSURE OF SR 1112 (LEWIS ROAD).

STEP 2: USING RSD 1101.02 SHEET 1 OF 7, PERFORM THE FOLLOWING UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE, AT THE END OF THE WORKDAY RETURN TRAFFIC TO EXISTING PATTERN. (SEE TCP-3)

BEGIN CONSTRUCTION OF PROPOSED -L- AND -DRIVE-.
-L- STA. 10+00+/- TO -L- STA. 21+65+/-
-DRIVE- STA. 10+75+/- TO STA. 12+96+/-

COMPLETE INSTALLATION OF SHORING AT THE FOLLOWING LOCATIONS (REFER TO TCP-3):

-L- STA. 15+37+/- TO -L- STA. 15+63+/-
-L- STA. 15+96+/- TO -L- STA. 16+22+/-

COMPLETE CONSTRUCTION OF PROPOSED CULVERT UP TO BUT NOT INCLUDING PROPOSED WING WALLS LEFT OF -L-.

COMPLETE THE WORK REQUIRED OF STEP 3 IN 45 CONSECUTIVE CALENDAR DAYS.

STEP 3: INSTALL DETOUR SIGNING (REFER TO TCP-5).
USING TCP-4 AND RSD 1101.03 SHEET 1 OF 9, CLOSE LEWIS ROAD AND DETOUR TRAFFIC.

AWAY FROM TRAFFIC COMPLETE -L- AND -DRIVE-.
-L- STA. 10+00+/- TO -L- STA. 21+65+/-
-DRIVE- STA. 10+75+/- TO STA. 12+96+/-

BEGIN CONSTRUCTION OF WING WALLS LEFT OF -L-.

BEGIN REMOVAL OF EXISTING ROAD AND BRIDGE.

PLACE TEMPORARY MARKINGS(PAINT) AND TEMPORARY RAISED REFLECTIVE MARKERS ON LEWIS ROAD IN FINAL PATTERN.

OPEN LEWIS ROAD BACK TO PROPOSED TRAFFIC PATTERN.

STEP 4: USING RSD 1101.02 SHEET 1 OF 7, COMPLETE THE FOLLOWING.
BY THE END OF THE WORKDAY RETURN TRAFFIC TO A TWO-LANE, TWO-WAY PATTERN ON PROPOSED -L-.

WING WALLS LEFT OF -L-.

REMOVAL OF EXISTING ROAD AND BRIDGE.

PLACE FINAL LAYER OF SURFACE COURSE ON -L-(LEWIS ROAD) AND INSTALL FINAL PAVEMENT MARKINGS(PAINT) AND FINAL MARKERS(RAISED REFLECTIVE).

REMOVE ALL TRAFFIC CONTROL DEVICES.

APPROVED: Joseph Ishak Jr DATE: 8/12/04

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 028380 ENGINEER JOSEPH ISHAK

PROJECT NOTES AND PHASING

SCALE:	NONE
DATE:	2/23/04
DWG. BY:	JLF
DESIGN BY:	JLF
REVIEWED BY:	JI

REVISIONS

CADD FILE

12-AUG-2004 08:34
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