

# PROJECT NOTES, CONT.



PROJ. REFERENCE NO.	SHEET NO.
R-2539C	TCP-3

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## GENERAL NOTES, CONT.

### TRAFFIC BARRIER

- Z) INSTALL WATER-FILLED BARRIER ACCORDING TO THE TRAFFIC CONTROL PLANS A MAXIMUM OF TWO (2) WEEKS PRIOR TO BEGINNING WORK IN ANY LOCATION. ONCE WATER-FILLED BARRIER IS INSTALLED AT ANY LOCATION, PROCEED IN A CONTINUOUS MANNER TO COMPLETE THE PROPOSED WORK IN THAT LOCATION UNLESS OTHERWISE STATED IN THE TRAFFIC CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.

ONCE WATER-FILLED BARRIER IS INSTALLED AT ANY LOCATION AND NO WORK IS PERFORMED BEHIND THE WATER-FILLED BARRIER FOR A PERIOD LONGER THAN TWO (2) MONTHS, REMOVE/RESET WATER-FILLED BARRIER AT NO COST TO THE DEPARTMENT UNLESS OTHERWISE STATED IN THE TRAFFIC CONTROL PLANS, BARRIER IS PROTECTING A HAZARD, OR AS DIRECTED BY THE ENGINEER.

### TRAFFIC CONTROL DEVICES

- AA) WHEN USING ROADWAY STANDARD NO. 1101.02, DRUMS MAY BE USED IN LIEU OF CONES ON ALL -Y- LINES.

DRUMS MUST BE USED ON NC 55 AND NC 304.

- BB) SPACE CHANNELIZING DEVICES IN WORK AREAS EQUAL IN METERS TO 2/3 rds THE POSTED SPEED LIMIT (MPH), EXCEPT 3m ON-CENTER IN RADII, AND 1m OFF THE EDGE OF AN OPEN TRAVELWAY, WHEN LANE CLOSURES ARE NOT IN EFFECT.

- CC) 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.

- DD) PLACE SETS OF THREE DRUMS PERPENDICULAR TO THE EDGE OF THE TRAVELWAY ON 150m CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC. THESE DRUMS SHALL BE IN ADDITION TO CHANNELIZING DEVICES.

### PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
1. ALL ROADS WITHIN THE PROJECT LIMITS	THERMOPLASTIC	PERMANENT RAISED

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

ROAD NAME	MARKING	MARKER
1. NC 55, NC 304, AND ALL -Y- LINES	PAINT	TEMPORARY RAISED

- GG) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

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

- II) TRACE THE EDGE OF PROPOSED MONOLITHIC ISLANDS WITH THE PROPER COLOR PAVEMENT MARKING PRIOR TO INSTALLATION OF A PROPOSED MONOLITHIC ISLAND.

- JJ) 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.

### TEMPORARY/FINAL SIGNALS

- KK) SHIFT AND REVISE ALL SIGNAL HEADS AS SHOWN ON THE SIGNAL PLANS.

### MISCELLANEOUS

- LL) POLICE MAY BE USED TO MAINTAIN TRAFFIC THROUGH INTERSECTIONS.

- MM) IN THE EVENT A TIE-IN 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) 150m AND 300m RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

## LOCAL NOTES

THE FOLLOWING LOCAL NOTES APPLY ONLY AT TIMES THEY ARE REFERENCED IN THE PLAN.

- 1) WHEN CONSTRUCTING DRAINAGE STRUCTURES ADJACENT TO 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 THRU E:
  - A) USING RSD 1101.02, SHEET 1 OF 7, CLOSE THE APPROPRIATE TRAVEL LANE TO TRAFFIC.
  - B) CONSTRUCT THE PROPOSED DRAINAGE STRUCTURE OR INSTALL PRE-CAST DRAINAGE STRUCTURE AS SHOWN IN THE ROADWAY PLANS AND COVER WITH METAL PLATES TO PROTECT STRUCTURE DURING THE CURING PROCESS.
  - C) OPEN THE TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF THE WORK PERIOD.
  - D) WHEN PROPERLY CURED, USE RSD 1101.02, SHEET 1 OF 7, 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 TRAFFIC PATTERN BY THE END OF THE WORK PERIOD.
- 2) THE CONTRACTOR IS RESPONSIBLE FOR RELOCATION OF EXISTING STOP SIGNS DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER.
- 3) REMOVE EXISTING C&G AND CONSTRUCT PROPOSED C&G FROM STA 231+55 +/- -L- (EB & WB) TO THE END OF THE PROJECT, IN A CONTINUOUS MANNER.
- 4) INSTALL CHANGEABLE MESSAGE SIGN PRIOR TO PERMANENT CLOSURE OF -Y8- AS DIRECTED BY THE ENGINEER.

APPROVED: <i>Donna C. Kerner</i> DATE: 9/10/04		<b>PROJECT NOTES</b>	
SEAL 	SCALE: NONE		REVISIONS
	DATE: 9/10/04		
	DWG. BY: PMW		
	DESIGN BY: PMW		
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