

GENERAL NOTES

A) 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 ENGINEER.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

C) STATE FORCES WILL BE RESPONSIBLE FOR PERMANENT SIGNING.

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

TRAFFIC CONTROL DEVICES

E) 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.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
1. -L- SR 1411	PAINT	RAISED PERMANENT
2. -Y2- SR 1420	PAINT	RAISED PERMANENT

G) 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.

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

PHASING

PHASE I

NOTE: TRAFFIC IN AREA OF SR 1411 IS PRIMARILY LOCAL, THEREFORE NO OFF-SITE DETOUR 'TRAILBLAZING' SIGNAGE WILL BE NEEDED.

STEP 1) INSTALL ALL ROAD CLOSURE SIGNING (SEE SHEET TCP-3). COVER OR REMOVE SIGNS IF STEP 2 IS NOT COMPLETED WITHIN THREE DAYS OF SIGN INSTALLATION IN A METHOD APPROVED BY THE ENGINEER ACCORDING TO STANDARD SPECIFICATION SECTION 1110-1 AND 1110.3.

- PLACE 5 CHANGEABLE MESSAGE SIGNS AS DIRECTED BY THE ENGINEER.

STEP 2) CLOSE SR 1411 (WRIGHTSVILLE AVE.) FROM -L- STA. 14+00 +/- TO -L- STA. 22+00 +/- AND SR 1420 (HOOKER RD.) AT -Y2- STA. 10+19 +/- . MAINTAIN ACCESS TO ALL DRIVEWAYS WITHIN THE PROJECT LIMITS.

STEP 3) REMOVE EXISTING BRIDGE #10 AND APPROACHES AND CONSTRUCT THE PROPOSED BRIDGE AND APPROACHES UP TO AND INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM -L- STA. 14+00 +/- TO -L- STA. 22+00 +/- AND -Y2- FROM -Y2- STA. 10+19 +/- TO -Y2- STA. 11+75 +/- . INSTALL FINAL PAVEMENT MARKINGS AND MARKERS (SEE FINAL PAVEMENT MARKING SCHEDULE ON TCP-1).

STEP 4) REMOVE ALL TRAFFIC CONTROL SIGNING AND DEVICES AND RE-OPEN SR 1411 (WRIGHTSVILLE AVE.) AND SR 1420 (HOOKER RD.) TO A TWO-LANE TWO-WAY PATTERN.

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APPROVED: <i>mm</i> DATE: 1/5/04		GENERAL NOTES AND PHASING	
	SCALE: NONE		REVISIONS
	DATE: 02/03		
	DWG. BY: DHB		
	DESIGN BY: DHB		
	REVIEWED BY: CBH		CADD FILE: B3496 TC TCP2.dgn