PROJ. REFERENCE NO.	SHEET NO.
B-3866	TCP-2

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 ENGINEER.

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 REPLACEMENT DETAIL FOR RSD 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 PERFORM WORK INVOLVING HEAVY EQUIPMENT WITHIN 15 FT OF THE EDGE OF TRAVELWAY WHEN WORK IS BEING PERFORMED BEHIND A LANE CLOSURE ON THE OPPOSITE SIDE OF THE TRAVELWAY.

G) DO NOT INSTALL MORE THAN ONE (1) MILE OF LANE CLOSURE ON SR 1434, SR 1435, SR 1700, AND SR 1701 MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.

H) DO NOT INSTALL MORE THAN ONE (1) SIMULTANEOUS LANE CLOSURES, IN ANY ONE DIRECTION, ON SR 1434, SR 1435, SR 1700, AND SR 1701.

I) PROVIDE A MINIMUM OF 1.0 MILE BETWEEN LANE CLOSURES, MEASURED FROM THE END OF ONE CLOSURE TO THE FIRST SIGN OF THE NEXT LANE CLOSURE.

PAVEMENT EDGE DROP OFF REQUIREMENTS

J) 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.

K) 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

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

SIGNING

M) STATE FORCES WILL BE RESPONSIBLE FOR PERMANENT SIGNING.

N) STATE FORCES WILL PROVIDE DETOUR SIGNING OFF THE PROJECT LIMITS.

O) STATE FORCES WILL COVER OR REMOVE ALL DETOUR SIGNS 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 LIEU OF CONES.

R) SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH), EXCEPT 10 FT (3m) ON-CENTER IN RADII, AND 3 FT (1m) OFF THE EDGE OF AN OPEN TRAVEL WAY, 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.

PAVEMENT MARKINGS AND MARKERS

T) INSTALL PAVEMENT MARKINGS ON THE FINAL SURFACE AS FOLLOWS:

	ROAD NAME	MARKING	MARKER
1.	NC 58	THERMOPLASTIC	PERMANENT RAISED
2.	SR 1434	PAINT	PERMANENT RAISED
3.	SR 1435	PAINT	PERMANENT RAISED
4.	SR 1700	PAINT	PERMANENT RAISED
5.	SR 1701	PAINT	PERMANENT RAISED

U) 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.

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

PHASING

PHASING NOTES:

COORDINATE OFF-SITE DETOUR WITH PROJECT B-4126 LOCATED ON SR 1434.

MAINTAIN DRIVEWAY ACCESS TO ALL RESIDENCES AND BUSINESSES WITHIN THE PROJECT LIMITS DURING PROJECT CONSTRUCTION.

STEP 1: CONSTRUCT THE PROPOSED IMPROVEMENTS ALONG DETOUR ROUTE. SEE ROADWAY PLANS.

STEP 2: INFORM ENGINEER TO HAVE STATE FORCES INSTALL ALL DETOUR SIGNING OFF THE PROJECT LIMITS.

STEP 3: ONCE DETOUR SIGNING OFF THE PROJECT LIMITS IS INSTALLED, PLACE TYPE III BARRICADES USING RSD 1101.03, SHEET 1 OF 9, TO CLOSE PROPOSED -L- (NC 58) TO THRU TRAFFIC AND SHIFT TRAFFIC ONTO OFF-SITE DETOUR.

STEP 4: AWAY FROM TRAFFIC, REMOVE EXISTING STRUCTURE NO. 59 AND CONSTRUCT PROPOSED STRUCTURE. SEE ROADWAY PLANS.

- CONSTRUCT PROPOSED -L- UP TO AND INCLUDING THE FINAL LAYER OF SURFACE COURSE.
- PLACE FINAL PAVEMENT MARKINGS (THERMOPLASTIC) AND FINAL PAVEMENT MARKERS (PERMANENT RAISED) ON PROPOSED -L- (NC 58) AND TIE TO THE EXISTING MARKINGS.

STEP 5: INFORM ENGINEER TO HAVE STATE FORCES REMOVE DETOUR SIGNING OFF THE PROJECT LIMITS. REMOVE TYPE III BARRICADES AND OPEN -L- (NC 58) TO TWO-LANE, TWO-WAY TRAFFIC.

TEMPORARY PAVEMENT MARKING SCHEDULE

SYMBOL	DESCRIPTION	PAVEMENT MARKINGS	PAY ITEM QUANTITY BREAKDOWN	TOTAL QUANTITY
		PAINT (4")		
PA	WHITE EDGELINE (2X)		4300 LF	
PI	YELLOW DOUBLE CENTER (2X)		4300 LF	
			TOTAL	8600 LF

TEMPORARY PAVEMENT MARKING SCHEDULE NOTES:

- AS DIRECTED BY THE ENGINEER, TEMPORARY PAVEMENT MARKING (PAINT) MAY BE USED TO STRIPE THE FINAL TRAFFIC PATTERN ON THE -L- LINE. THE FINAL PAVEMENT MARKING SCHEDULE SHOWN ON TCP-1 INCLUDES QUANTITIES FOR PLACING TWO APPLICATIONS OF PAINT ON THE FINAL SURFACE OF NEW ASPHALT WITH PERMANENT TRAFFIC PATTERNS WHICH WILL REMAIN IN PLACE UNTIL THE PROPOSED FINAL PAVEMENT MARKING (THERMOPLASTIC) IS APPLIED.
- FOR EACH PAINT PAVEMENT MARKING ITEM, 1X IMPLIES A SINGLE APPLICATION, 2X IMPLIES TWO APPLICATIONS AND 3X IMPLIES THREE APPLICATIONS.

Betsy L Watson DATE: 1-27-05

NORTH CAROLINA PROFESSIONAL SEAL 029449 ENGINEER BETSY L. WATSON

GENERAL NOTES, PHASING AND TEMPORARY PAVEMENT MARKING SCHEDULE

SCALE:	NONE
DATE:	1/24/05
DWG. BY:	CLL
DESIGN BY:	CLL
REVIEWED BY:	BLW

DIVISION OF HIGHWAYS TRAFFIC ENGINEERING BRANCH STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION TRAFFIC CONTROL UNIT

REVISIONS

CADD FILE

27-JAN-2005 07:52
\\ets-ccfs01\b3866\TCP\B3866TCP.dgn
clanford AT TETCI93478