

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 UNDESIRE 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 ON THE SHOULDER ADJACENT TO AN UNDIVIDED FACILITY AND WITHIN 5 FT (1.5m) 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.
- C) 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.
- D) DO NOT WORK SIMULTANEOUSLY, ON BOTH SIDES OF AN OPEN TRAVELWAY, WITHIN THE SAME LOCATION, ON A TWO-LANE, TWO-WAY ROAD.
- E) DO NOT PERFORM WORK INVOLVING HEAVY EQUIPMENT WITHIN 15 FT (5m) OF THE EDGE OF TRAVELWAY WHEN WORK IS BEING PERFORMED BEHIND A LANE CLOSURE ON THE OPPOSITE SIDE OF THE TRAVELWAY.
- F) DO NOT INSTALL MORE THAN ONE LANE CLOSURE, IN ANY ONE DIRECTION, ON US 258.

PAVEMENT EDGE DROP OFF REQUIREMENTS

- G) 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 (50mm) ON ROADWAYS WITH POSTED SPEED LIMITS OF 45 MPH OR GREATER.

 BACKFILL DROP-OFFS THAT EXCEED 3 INCHES (75mm) 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.
- H) DO NOT EXCEED A DIFFERENCE OF 1.5 inches (40mm) IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 500 FT (150m) IN ADVANCE AND A MINIMUM OF ONCE EVERY MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

- J) STATE FORCES WILL BE RESPONSIBLE FOR PERMANENT SIGNING.
- K) PROVIDE DETOUR SIGNING WITHIN THE PROJECT LIMITS.
- L) COVER OR REMOVE ALL DETOUR SIGNS WITHIN THE PROJECT LIMITS WHEN A DETOUR IS NOT IN OPERATION.
- M) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

TRAFFIC CONTROL DEVICES

- N) WHEN USING ROADWAY STANDARD NO. 1101.02, DRUMS MAY BE USED IN LIEU OF CONES ON US 258.
- O) 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 TRAVELWAY, WHEN LANE CLOSURES ARE NOT IN EFFECT.
- P) 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.
- Q) PLACE SETS OF THREE DRUMS PERPENDICULAR TO THE EDGE OF THE TRAVELWAY ON 500 FT (150m) CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC. THESE DRUMS SHALL BE IN ADDITION TO CHANNELIZING DEVICES.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
1. US 258	THERMOPLASTIC	RAISED
- S) INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON INTERIM LAYERS OF PAVEMENT AS FOLLOWS:

ROAD NAME	MARKING	MARKER
1. US 258	PAINT	RAISED
- T) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- U) REPLACE ANY PAVEMENT MARKINGS THAT HAVE BEEN DAMAGED BY THE END OF EACH DAY'S OPERATION.
- V) 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

- W) 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) 500 FT (150m) AND 1000 FT (300m) RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

PHASING

PHASE I

- STEP 1)
INSTALL THE ADVANCE WORK ZONE WARNING SIGNS (SEE TCP-2 AND TCP-5).
- STEP 2)
USING ROADWAY STANDARD DRAWING (RSD) 1101.02, SHEET 1 OF 7 AS NEEDED, CONSTRUCT -DET- FROM STA. 13+75 -DET- TO STA. 23+86 +/- -DET- (SEE TCP-3).
- STEP 3)
COMPLETE THE FOLLOWING IN THE GIVEN ORDER (SEE TCP-3, PHASE II DETAIL FOR STATIONS AND PAVEMENT MARKINGS):
 - USING RSD 1101.02, SHEET 1 OF 7, REMOVE EXISTING PAVEMENT MARKINGS AND MARKERS FROM STA. 13+00 -L- TO STA. 15+50 -L- AND FROM STA. 22+00 -L- TO STA. 24+44 +/- -L-.
 - USING RSD 1101.03, SHEET 1 OF 9, SHIFT TRAFFIC ONTO -DET- AND CLOSE EXISTING US 258.
 - USING RSD 1101.02, SHEET 1 OF 7, INSTALL TEMPORARY PAVEMENT MARKINGS AND MARKERS FROM STA. 13+00 -DET- TO STA. 24+62 +/- -DET-. TRAFFIC SHALL RETURN TO A TWO LANE, TWO WAY PATTERN BY THE END OF THE WORK DAY.

PHASE II

- STEP 1)
AWAY FROM TRAFFIC AND USING TEMPORARY SLOPES AS NEEDED FROM STA. 22+00 -L- TO STA. 24+44 +/- -L- CONSTRUCT -L- FROM STA. 15+50 -L- TO STA. 22+00 -L- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. INSTALL PERMANENT SOUTHBOUND US 258 GUARDRAIL AS SHOWN ON THE ROADWAY PLANS AND INSTALL NORTHBOUND US 258 GUARDRAIL FROM STA. 16+00 -L- TO STA. 21+58 -L-.
- STEP 2)
USING RSD 1101.02, SHEET 1 OF 7 AND ALTERNATING LANE CLOSURES AS NEEDED, WEDGE -L- FROM STA. 13+00 -L- TO STA. 15+50 -L-, STA. 22+00 -L- TO STA. 24+44 +/- -L- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE. WEDGE -DET- AS NEEDED TO MAINTAIN TRAFFIC. TRAFFIC SHALL RETURN TO A TWO LANE, TWO WAY PATTERN AND INTERIM MARKINGS SHALL BE INSTALLED ON PROPOSED -L- BY THE END OF THE WORK DAY.
- STEP 3)
USING RSD 1101.02, SHEET 1 OF 7, SHIFT TRAFFIC ONTO THE FINAL TRAFFIC PATTERN AND CLOSE -DET-. AWAY FROM TRAFFIC REMOVE -DET-, COMPLETE THE CONSTRUCTION OF THE SLOPES OF NORTHBOUND -L- FROM STA. 13+00 -L- TO STA. 15+50 -L- AND FROM STA. 22+00 -L- TO STA. 24+44 +/- -L-, AND INSTALL THE REMAINING NORTHBOUND US 258 GUARDRAIL AS SHOWN ON THE ROADWAY PLANS.
- STEP 4)
USING RSD 1101.02, SHEET 1 OF 7, PLACE THE FINAL LAYER OF SURFACE COURSE, THE FINAL PAVEMENT MARKINGS, AND MARKERS ON -L- FROM STA. 13+00 -L- TO STA. 24+44 -L-. RETURN -L- TO A TWO LANE, TWO WAY PATTERN AND REMOVE ALL TRAFFIC CONTROL DEVICES AND SIGNING.

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APPROVED: DATE: 9/10/05 	<h3>PROJECT NOTES AND PHASING</h3>																			
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