

GENERAL NOTES

PHASING

PROJ. REFERENCE NO. B-3847	SHEET NO. TCP-2
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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 (12m) 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 (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.
- D) DO NOT WORK SIMULTANEOUSLY, ON BOTH SIDES OF AN OPEN TRAVELWAY, WITHIN THE SAME LOCATION, ON A TWO-LANE, TWO-WAY ROAD.

PAVEMENT EDGE DROP OFF REQUIREMENTS

- E) 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.
- F) DO NOT EXCEED A DIFFERENCE OF 1.5 inches (40mm) IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (WB-11) 500 FT (150m) IN ADVANCE AND A MINIMUM OF ONCE EVERY MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

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

SIGNING

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

TRAFFIC CONTROL DEVICES

- L) WHEN USING ROADWAY STANDARD NO. 1101.02, CONES MAY BE USED IN LIEU OF DRUMS ON SANDY RIDGE ROAD AND/OR DILLWORTH ROAD.
- M) SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH), EXCEPT 10 FT (3m) ON-CENTER IN RADIUS, AND 3 FT (1m) OFF THE EDGE OF AN OPEN TRAVELWAY, WHEN LANE CLOSURES ARE NOT IN EFFECT.
- N) 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

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

ROAD NAME	MARKING	MARKER
1. SR 1850 (SANDY RIDGE ROAD)	THERMOPLASTIC	NONE
2. SR 1826 (DILLWORTH ROAD)	THERMOPLASTIC	NONE
- P) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- Q) REPLACE ANY PAVEMENT MARKINGS THAT HAVE BEEN DAMAGED BY THE END OF EACH DAY'S OPERATION.

PHASE I

- STEP 1) USING RSD 1101.02, SHEET 1 OF 7, OR AS DIRECTED BY THE ENGINEER, CONSTRUCT OFF-SITE DETOUR.
- STEP 2) USING RSD 1101.02, SHEET 1 OF 7, OR AS DIRECTED BY THE ENGINEER, INSTALL FINAL PAVEMENT MARKINGS ON THE DETOUR.

PHASE II

- STEP 1) USING TCP-3 AND TCP-4, INSTALL ALL ROAD CLOSURE AND DETOUR SIGNING. IF STEP 2 IS NOT COMPLETED WITHIN THREE (3) DAYS OF SIGN INSTALLATION, THE SIGNS SHALL BE COVERED OR REMOVED IN A METHOD APPROVED BY THE ENGINEER ACCORDING TO STANDARD SPECIFICATION SECTION 1110-1 AND 1110-3.
- STEP 2) CLOSE SANDY RIDGE RD FROM -L- STA. 11+70+/- TO -L- STA. 18+30+/- AND PLACE TRAFFIC ON OFF-SITE DETOUR AS SHOWN ON TCP-3. MAINTAIN ACCESS TO ALL DRIVEWAYS WITHIN THE PROJECT LIMITS.
- STEP 3) REMOVE EXISTING BRIDGE #63 AND APPROACHES AND CONSTRUCT THE PROPOSED BRIDGE AND APPROACHES UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE FROM -L- STA. 11+70+/- TO -L- STA. 18+30+/-.

USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 7, CONSTRUCT -Y- AND -L- FROM -L- STATION 10+00 TO 11+70 UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.
- STEP 4) USING ROADWAY STANDARD DRAWING 1101.02, SHEET 1 OF 7, PLACE THE FINAL LAYER OF SURFACE COURSE ON -Y- AND -L- FROM -L- STATION 10+00 TO 18+80. INSTALL FINAL PAVEMENT MARKINGS. (SEE FINAL PAVEMENT MARKING SCHEDULE ON TCP-1)
- STEP 5) REMOVE ALL TRAFFIC CONTROL SIGNING AND DEVICES AND RE-OPEN SANDY RIDGE RD. TO A TWO-LANE, TWO-WAY PATTERN.

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APPROVED: DATE: 8/18/2005 	<h2 style="margin: 0;">GENERAL NOTES AND PHASING</h2> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">SCALE:</td> <td>NONE</td> </tr> <tr> <td>DATE:</td> <td>12/04</td> </tr> <tr> <td>DWG. BY:</td> <td>WAJ</td> </tr> <tr> <td>DESIGN BY:</td> <td>WAJ</td> </tr> <tr> <td>REVIEWED BY:</td> <td>JPG</td> </tr> </table> <div style="text-align: right; margin-top: 10px;"> </div>	SCALE:	NONE	DATE:	12/04	DWG. BY:	WAJ	DESIGN BY:	WAJ	REVIEWED BY:	JPG
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