



# PROJECT NOTES

PROJ. REFERENCE NO. B-3911	SHEET NO. TCP-2
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CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS AND ROADWAY DETAILS ARE NOT ATTAINABLE TO MEET FIELD CONDITIONS, OR RESULT IN DUPLICATE, OR UNDESIRABLE OVERLAPPING OF DEVICES. MODIFICATION MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING OR REMOVAL OF DEVICES, AS DIRECTED BY THE ENGINEER.

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 15 FT 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 OR A LANE CLOSURE IS INSTALLED.
- 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 WITHIN 15 FT ON BOTH SIDES OF AN OPEN TRAVELWAY, RAMP OR LOOP WITHIN THE SAME LOCATION UNLESS PROTECTED WITH GUARDRAIL OR BARRIER.
- F) DO NOT INSTALL MORE THAN ONE LANE CLOSURE, IN ANY ONE DIRECTION, ON HAYSTACK RD. (SR 1330).
- G) DO NOT CONDUCT ANY HAULING OPERATIONS AGAINST THE FLOW OF TRAFFIC OF AN OPEN TRAVELWAY UNLESS THE HAULING OPERATION IS PROTECTED BY BARRIER OR GUARDRAIL OR AS DIRECTED BY THE ENGINEER.
- H) PROVIDE TRAFFIC CONTROL FOR APPROPRIATE LANE CLOSURES FOR SURVEYING DONE BY THE DEPARTMENT.

#### PAVEMENT EDGE DROP OFF REQUIREMENTS

- I) 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 AN EDGE OF PAVEMENT 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.
- J) DO NOT EXCEED A DIFFERENCE OF 2 INCHES IN ELEVATION BETWEEN OPEN LANES OF TRAFFIC FOR NOMINAL LIFTS OF 1.5 INCHES. INSTALL ADVANCE WARNING "UNEVEN LANES" SIGNS (W8-11) 100 FT IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

#### TRAFFIC PATTERN ALTERATIONS

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

#### SIGNING

- L) INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 40 FT FROM THE EDGE OF TRAVEL LANE AND NO MORE THAN THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- M) STATE FORCES WILL PROVIDE PERMANENT SIGNING WITHIN THE PROJECT LIMITS.
- N) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- O) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 200 FT IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

#### TRAFFIC CONTROL DEVICES

- P) SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH), EXCEPT 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY, WHEN LANE CLOSURES ARE NOT IN EFFECT. WHEN SKINNY DRUMS ARE ALLOWED, REFER TO SECTION 1180 OF STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES OR AS SHOWN IN THE PLANS.
- Q) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- R) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES (DRUMS, CONES OR SKINNY DRUMS) PERPENDICULAR TO THE EDGE OF TRAVELWAY ON (5 FT) CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

#### PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
HAYSTACK RD. (SR 1330)	PAINT	N/A

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

ROAD NAME	MARKING	MARKER
HAYSTACK RD. (SR 1330)	PAINT	N/A

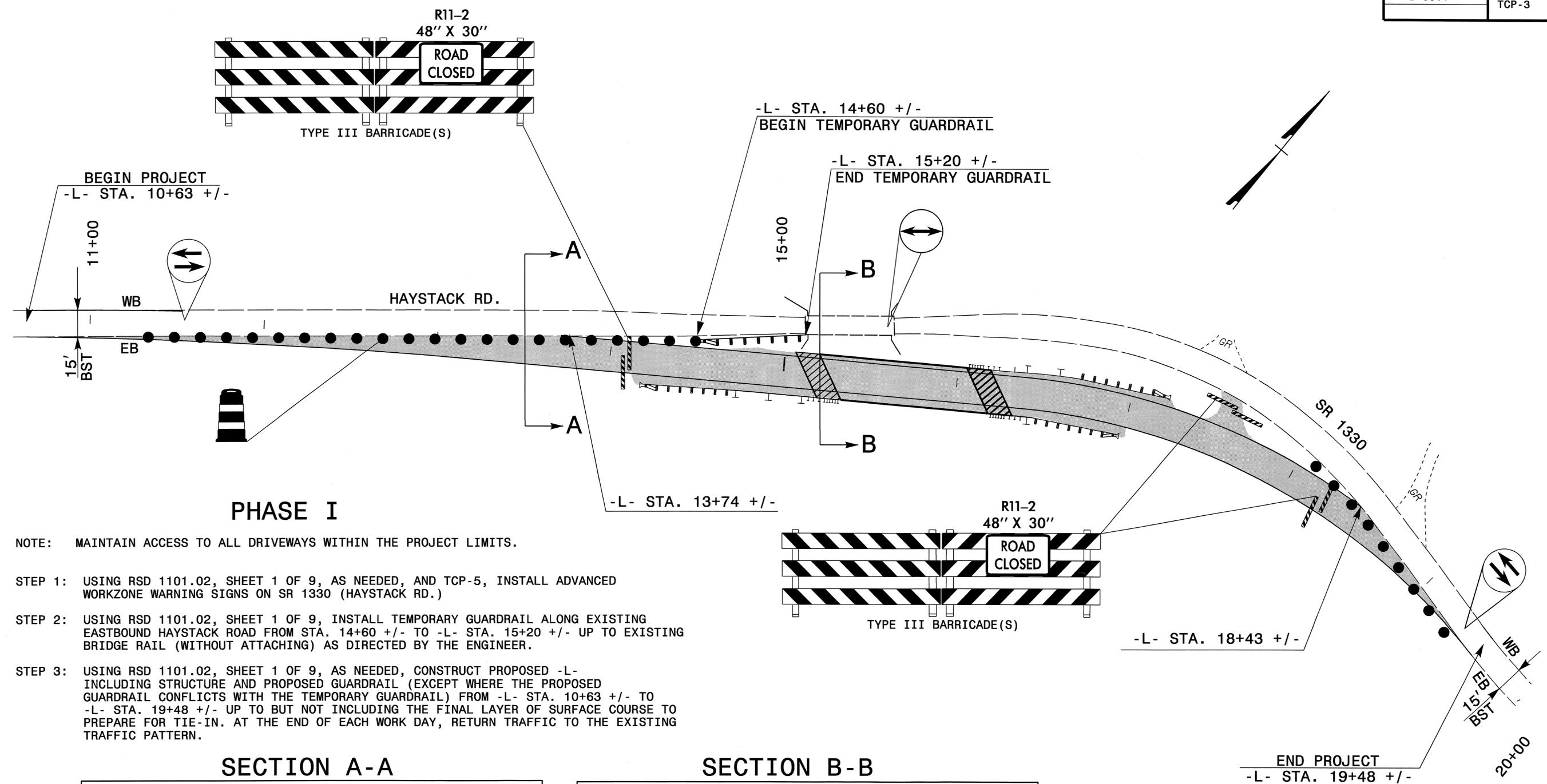
- U) PLACE TWO APPLICATIONS OF PAINT PAVEMENT MARKINGS ON THE FINAL WEARING SURFACE. PLACE THE SECOND APPLICATION OF PAINT UPON SUFFICIENT DRYING TIME OF THE FIRST.
  - V) PLACE ONE APPLICATION OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A SECOND APPLICATION OF PAINT SIX (6) MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS AS DIRECTED BY THE ENGINEER.
  - W) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
  - X) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.
- MISCELLANEOUS
- Y) 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) 200 FT AND 200 FT RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

## TEMPORARY PAVEMENT MARKING SCHEDULE

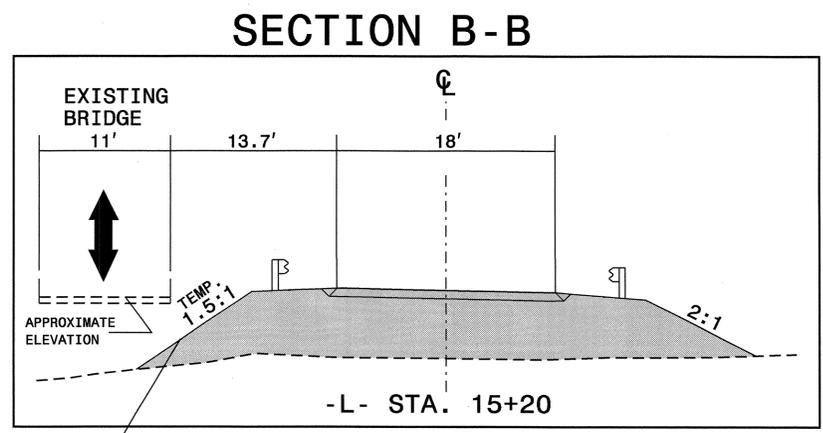
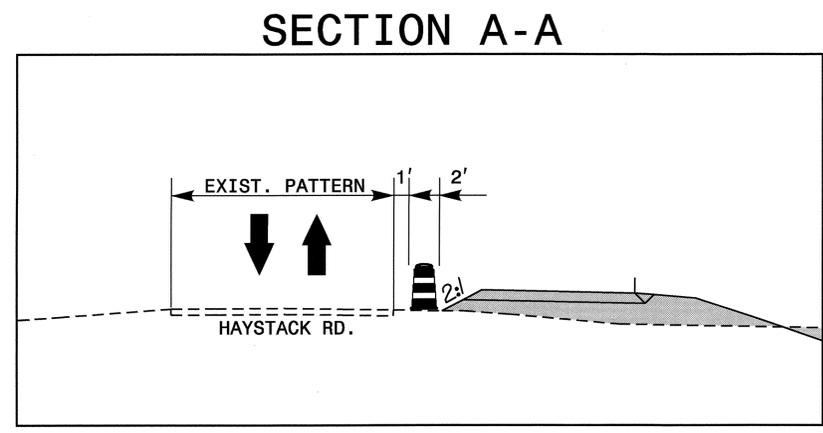
		PAVEMENT MARKINGS			
PA	WHITE EDGELINE (2X)	PAINT(4")	3900	LF	
PI	YELLOW DOUBLE CENTER (2X)		3900	LF	
			TOTAL		7800 LF
NOTE: FOR EACH PAINT PAVEMENT MARKING ITEM, 1X IMPLIES A SINGLE APPLICATION, 2X IMPLIES TWO APPLICATIONS, AND 3X IMPLIES THREE APPLICATIONS.					

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APPROVED: _____	DATE: _____	<b>PROJECT NOTES AND TEMPORARY PAVEMENT MARKING SCHEDULE</b>	
	SCALE: NONE		REVISIONS
	DATE: July 08		
	DESIGN BY: JLF		
	REVIEWED BY: JLP		
			



- NOTE: MAINTAIN ACCESS TO ALL DRIVEWAYS WITHIN THE PROJECT LIMITS.
- STEP 1: USING RSD 1101.02, SHEET 1 OF 9, AS NEEDED, AND TCP-5, INSTALL ADVANCED WORKZONE WARNING SIGNS ON SR 1330 (HAYSTACK RD.)
- STEP 2: USING RSD 1101.02, SHEET 1 OF 9, INSTALL TEMPORARY GUARDRAIL ALONG EXISTING EASTBOUND HAYSTACK ROAD FROM STA. 14+60 +/- TO -L- STA. 15+20 +/- UP TO EXISTING BRIDGE RAIL (WITHOUT ATTACHING) AS DIRECTED BY THE ENGINEER.
- STEP 3: USING RSD 1101.02, SHEET 1 OF 9, AS NEEDED, CONSTRUCT PROPOSED -L- INCLUDING STRUCTURE AND PROPOSED GUARDRAIL (EXCEPT WHERE THE PROPOSED GUARDRAIL CONFLICTS WITH THE TEMPORARY GUARDRAIL) FROM -L- STA. 10+63 +/- TO -L- STA. 19+48 +/- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE TO PREPARE FOR TIE-IN. AT THE END OF EACH WORK DAY, RETURN TRAFFIC TO THE EXISTING TRAFFIC PATTERN.



THE TEMPORARY 1.5:1 FILL SLOPE CONDITION APPLIES APPROXIMATELY FROM -L- STA. 15+05 +/- TO -L- STA. 15+25 +/- TO ALLOW EASIER PLACEMENT OF THE FILL SLOPE UNDER THE EXISTING BRIDGE.

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