

# GENERAL NOTES (CONT'D)

PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER FROM ONCOMING TRAFFIC AT ALL TIMES BY A TEMPORARY CRASH CUSHION UNLESS THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER IS OFFSET FROM ONCOMING TRAFFIC AS FOLLOWS OR AS SHOWN IN THE PLANS: (SEE ALSO 1101.05)

POSTED SPEED LIMIT	MINIMUM OFFSET
40 OR LESS	4.5 M
45 - 50	6.1 M
55	7.6 M
60 MPH or HIGHER	9.1 M

## TRAFFIC CONTROL DEVICES

- Y) WHEN LANE CLOSURES ARE NOT IN EFFECT SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER IN FEET THAN TWICE THE POSTED SPEED LIMIT (MPH) EXCEPT, 3 M ON-CENTER IN RADII, AND .9 M OFF THE EDGE OF AN OPEN TRAVELWAY. REFER TO STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES SECTIONS 1130 (DRUMS), 1135 (CONES) AND 1180 (SKINNY DRUMS) FOR ADDITIONAL REQUIREMENTS.
- Z) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.

## PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
ALL ROADS	PAINT	TEMPORARY RAISED

- BB) 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.
- CC) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- DD) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.
- EE) TRACE THE PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO INSTALLATION. PLACE DRUMS TO DELINEATE ANY PROPOSED MONOLITHIC ISLANDS BEFORE INSTALLATION.

## MISCELLANEOUS

- FF) LAW ENFORCEMENT MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS AS DIRECTED BY THE ENGINEER.

# LOCAL NOTES

- 1) COORDINATE WITH ADJACENT PROJECT, R-2413C, FOR CONSTRUCTION ACTIVITIES AND TRAFFIC SHIFTS THAT CROSS PROJECT LIMITS.
- 2) WHEN USING GENERAL NOTE 'C' TO CLOSE NC 68 FOR STRUCTURE WORK IN PHASE II, STEP 1, USE RSD 1101.02 (SHEET 3 OF 15) TO CLOSE THE RIGHT LANE ON SB US 220/NC 68 PRIOR TO THE NC 68 EXIT. PLACE TEMPORARY SIGNAL AT US 220/NC 68 INTERSECTION IN FLASH MODE DURING CLOSURE.

# MANAGEMENT STRATEGY

THE FOLLOWING LISTED STRATEGIES DERIVE FROM DETAILED DESIGN LEVEL ASSESSMENTS OF THE WORK ZONE IMPACTS CONDUCTED DURING THE DEVELOPMENTAL STAGES OF THIS TRANSPORTATION MANAGEMENT PLAN (TMP).

RECOMMENDED MANAGEMENT STRATEGIES RELATIVE TO THIS TMP ARE AS FOLLOWS:

## -ONE-LANE TWO-WAY TRAFFIC:

TRAFFIC TO BE MAINTAINED ON US 220 (EXISTING TWO-LANE/TWO-WAY SECTION), UTILIZING FLAGGERS AS NECESSARY.

## -ONE LANE IN EACH DIRECTION TRAFFIC:

TRAFFIC TO BE MAINTAINED ON US 220 AND NC 68 (EXISTING 4-LANE DIVIDED SECTION), UTILIZING LANE CLOSURES IN EACH DIRECTION AS NECESSARY.

## -FULL ROAD CLOSURES:

TRAFFIC ON NC 68 TO BE MAINTAINED ON THE FOLLOWING OFF-SITE DETOUR DURING THE INTERMEDIATE CONTRACT TIME FOR GIRDER PLACEMENT:

DETOUR: NC 68 TO NC 65 TO US 220 TO US 220/NC 68

## -TEMPORARY ROAD CLOSURES/STOP TRAFFIC (30 MIN.)

ON US 220 AND NC 68 FOR TIE-INS AND TRAFFIC SHIFTS.

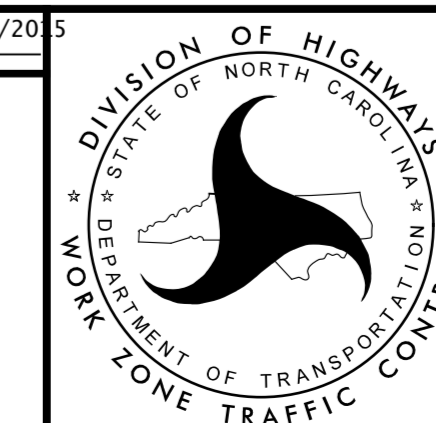
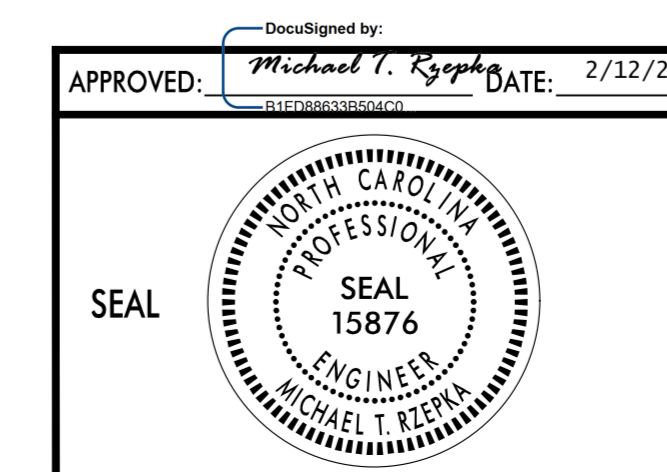
## -COORDINATION BETWEEN R-2413CA AND ADJACENT R-2413C

COORDINATE WITH ADJACENT R-2413C TO ASSURE THAT TRAFFIC SHIFTS ARE CONTINUOUS ACROSS PROJECT LIMITS.



PROJ. REFERENCE NO.	SHEET NO.
R-2413CA	TMP-1C

2/11/2015  
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Florence & Hutchison, Inc.



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