

GENERAL NOTES (CONT'D)

TRAFFIC CONTROL DEVICES

- T) 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 10 FT ON-CENTER IN RADII, AND 3 FT 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.
- U) PLACE TYPE III BARRICADES WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- V) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES (DRUMS OR CONES) PERPENDICULAR TO THE EDGE OF TRAVELWAY ON (120 FT) CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.
- W) REFER TO HIGH VISIBILITY DEVICES SPECIAL PROVISION FOR DRUMS, STATIONARY WORK ZONE SIGNS, AND PORTABLE WORK ZONE SIGNS USED ON -L-.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
-L- (US 19/23/25/70/ FUTURE I-26)	WORK ZONE PERFORMANCE MARKINGS (SEE SPECIAL PROVISION)	TEMPORARY RAISED
BRIDGES	COLD APPLIED PLASTIC (IV)	TEMPORARY RAISED

- Y) PLACE TWO APPLICATIONS OF PAINT FOR TEMPORARY TRAFFIC PATTERNS. PLACE A THIRD APPLICATION OF PAINT SIX (6) MONTHS AFTER THE INITIAL APPLICATION AND EVERY SIX MONTHS AS DIRECTED BY THE ENGINEER.
- Z) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- AA) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

MISCELLANEOUS

- BB) USE LAW ENFORCEMENT TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND OR INTERSECTIONS AS SHOWN IN PLANS OR DIRECTED BY THE ENGINEER.
- CC) ALL DIMENSIONS AND STATIONS IN THE TRANSPORTATION MANAGEMENT PLAN AND PHASING ARE APPROXIMATE (+/-); FIELD ADJUST AS NECESSARY OR AS DIRECTED BY THE ENGINEER.
- DD) COMPLETE ANY PROPOSED OR TEMPORARY WIDENING IN SUCH A MANNER THAT PONDING OF WATER WILL NOT OCCUR IN THE TRAVEL LANE.
- EE) ENSURE THE OVERSIZE/OVERWEIGHT PERMIT UNIT (919) 814-3700 HAS BEEN ADVISED OF THE ONGOING TRAFFIC OPERATIONS THROUGH THE DIVISION OFFICE.
- FF) MAINTAIN EXISTING GUARDRAIL UNTIL PROPOSED FILL SLOPES ARE COMPLETED TO THE POINT THAT FIELD CONDITIONS NO LONGER MEET GUARDRAIL WARRANTS AS DIRECTED BY THE ENGINEER.
- GG) MAINTAIN ALL EXISTING SIGNING ON PROJECT (WARNING, REGULATORY AND GUIDE SIGNS). WHERE CONSTRUCTION AFFECTS THE LOCATION OF A SIGN, RELOCATE AS NECESSARY, OR INSTALL REPLACEMENT SUCH THAT THE FUNCTION OF THE SIGN IS MAINTAINED AT ALL TIMES. DURING RELOCATION OF STOP SIGNS PROVIDE FLAGGERS WITH "FLAGGER AHEAD" (W20-7a) AND "BE PREPARED TO STOP" (W3-4) SIGNS AS NECESSARY TO MAINTAIN INTERSECTION TRAFFIC.

MANAGEMENT STRATEGIES

B-4442 IS A BRIDGE REPLACEMENT ON US 19, US 23, US 25, US 70, FUTURE I-26 OVER REEMS CREEK.


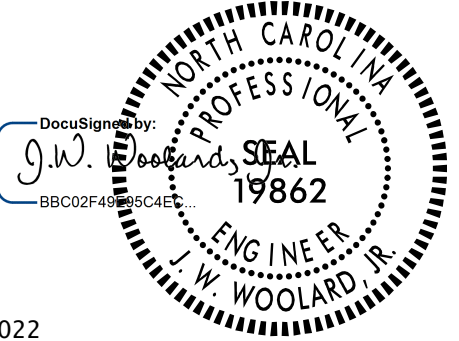

FIRST, AWAY FROM TRAFFIC, CONSTRUCT STAGE 1 OF THE PROPOSED BRIDGE ON THE NORTH SIDE OF EXISTING ALONG WITH ENOUGH OF THE APPROACHES TO SHIFT EB LANES USING LANE CLOSURES WHERE NECESSARY.

ONCE EB TRAFFIC IS SHIFTED TO A TEMPORARY ALIGNMENT, BEHIND BARRIER, REMOVE THE EXISTING EB BRIDGE AND CONSTRUCT STAGE 2 OF THE PROPOSED BRIDGE ALONG WITH APPROACHES FOR THE WB TRAFFIC USING LANE CLOSURES WHERE NECESSARY.

ONCE WB TRAFFIC IS SHIFTED TO A TEMPORARY ALIGNMENT, BEHIND BARRIER, REMOVE THE EXISTING WB BRIDGE AND CONSTRUCT STAGE 3 OF THE PROPOSED BRIDGE ALONG WITH THE REMAINING APPROACHES USING LANE CLOSURES WHERE NECESSARY.

SHIFT WB AND EB TRAFFIC SPLIT, CONSTRUCT PROPOSED MEDIAN BARRIER USING LANE CLOSURES WHERE NECESSARY.

6/15/2022
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