

## GENERAL NOTES

### MISCELLANEOUS

- AA) CLOSE RUNAWAY TRUCK RAMPS WHEN ACTIVE WORK IS WITHIN 500' OF THE RAMP UNLESS OTHERWISE DIRECTED BY THE ENGINEER. SPACE DRUMS AT 40' CENTERS TO CLOSE THE RAMP. PLACE A CMS IN ADVANCE OF THE CLOSED RAMP WITH THE MESSAGE TRUCK RAMP CLOSED.
- BB) COVER CONFLICTING SIGNS FOR LONG TERM LANE CLOSURES WHEN SHORT TERM LANE CLOSURES ARE IN PLACE.
- CC) NOTIFY NCDOT STATEWIDE TRANSPORTATION OPERATIONS CENTER (STOC) AT 877-627-7862 WHEN INSTALLING AND REMOVING LANE CLOSURES ON I-40.
- DD) COORDINATE WITH ADJACENT NCDOT PROJECT TIP BR-0033 TO ENSURE THERE ARE NO OPERATIONAL CONFLICTS.

### PAVEMENT LIFT REQUIREMENTS

- EE) FOR SURFACE COURSE PAVING LIFTS OF 2.0" OR LESS THE CONTRACTOR SHALL CONDUCT HIS PAVING OPERATIONS SUCH THAT THE FOLLOWING CONDITIONS ARE MET:

ONCE PAVING BEGINS IN ANY LANE, THE CONTRACTOR WILL BE PERMITTED TO PAVE AS FAR AS WORK OPERATIONS ALLOW (UP TO 5 MILES) FOR THE INITIAL PAVING PERIOD. IN THE NEXT DAYS PAVING OPERATION, NOT TO EXCEED 72 HOURS, BRING THE ADJACENT LANE TO THE SAME STATION AND ELEVATION.

AT THE END OF THE WORK PERIOD, ANY UNEVEN LANE CONDITIONS SHALL BE SIGNED WITH AN "UNEVEN PAVEMENT/NEXT XX MILES" ON THE PORTABLE CHANGEABLE MESSAGE SIGNS AND PORTABLE "UNEVEN PAVEMENT" (DUAL MOUNTED) 1,000' IN ADVANCE OF THE UNEVEN PAVEMENT AND EVERY 1/2 MILES THEREAFTER ALONG THE UNEVEN PORTION OF ROADWAY. ONCE MITIGATED ALL PORTABLE "UNEVEN PAVEMENT" SIGNS SHALL BE REMOVED.

- FF) FOR 3" SURFACE COURSE MIXES, PLACE IN TWO PAVING LIFTS OF 1 1/2" UNLESS DIRECTED OTHERWISE BY THE ENGINEER. CONDITIONS FOR UNEVEN TRAVEL LANES SAME AS DESCRIBED IN NOTE EE.

### MILLING OPERATIONS

- GG) CONDUCT MILLING OPERATIONS SO THAT ANY MILLED PAVEMENT IS PAVED BACK BY THE END OF EACH WORK PERIOD. A MILLED/GROOVED SURFACE SHALL NOT BE RE-OPENED TO TRAFFIC EXCEPT IN CASES WHERE INCLEMENT WEATHER OR MECHANICAL FAILURE PREVENTS THE PAVING BACK OF THE LANE BY THE END OF THE WORK PERIOD.

IF MILLED AREAS ARE NOT PAVED BACK WITHIN THE SAME WORK PERIOD DUE TO INCLEMENT WEATHER OR MECHANICAL FAILURE, THE CONTRACTOR IS TO FURNISH AND INSTALL PORTABLE SIGNS TO WARN DRIVERS OF THE CONDITIONS. THE SIGNS INCLUDE "GROOVED PAVEMENT" (W8-15) W/ MOTORCYCLE PLAQUE MOUNTED BELOW, AND "UNEVEN LANES" (W8-11). THESE ARE TO BE DUAL INDICATED WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. INSTALL THE "GROOVED PAVEMENT" (W8-15) W/ MOTORCYCLE PLAQUE 1500' IN ADVANCE OF THE MILLED AREA. INSTALL THE "UNEVEN LANES" (W8-11) 500' IN ADVANCE OF THE MILLED AREA. ALTERNATE THESE SIGNS EVERY 1/2 MILE. ONCE MITIGATED, ALL PORTABLE SIGNS ARE TO BE REMOVED.

SLOPE THE PAVEMENT AT THE BEGINNING AND ENDING OF THE DAILY MILLING OPERATION AS DIRECTED BY THE ENGINEER. SWEEP AND REMOVE ALL MILLED MATERIAL FROM THE ROADWAY AS SOON AS THE DAILY MILLING OPERATION IS COMPLETED. REMOVE ANY EXISTING PAVEMENT ADJACENT TO THE MILLED AREA THAT HAS BEEN DAMAGED AND REPLACE WITH PATCH MATERIAL AS DIRECTED BY THE ENGINEER.

## PHASING

BEFORE BEGINNING ANY CONSTRUCTION ACTIVITIES THE CONTRACTOR SHALL INSTALL ALL ADVANCE WARNING SIGNS AND TRAFFIC CONTROL DEVICES. FIELD VERIFY LOCATIONS WITH RESIDENT ENGINEER PRIOR TO INSTALLATION.

COMPLETE PAVEMENT WEDGING/BUILD UP IN SUCH A MANNER THAT NO PONDING OF WATER WILL OCCUR WITHIN THE TRAVEL LANE, MAINTAIN POSITIVE DRAINAGE IN EXISTING TRAVEL LANES.

THE CONTRACTOR SHALL COMPLETE EACH PHASE OF CONSTRUCTION CONSECUTIVELY ACCORDING TO THE TMP. CONCURRENT WORK OPERATIONS BETWEEN PHASES SHALL NOT BE ALLOWED UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

### PHASE I

#### STEP 1:

USING RSD 1101.02 SHEET 1 OF 14 INSTALL ADVANCE WARNING SIGNS.

#### STEP 2:

USING RSD 1101.02 SHEET 8 OF 14 AND TMP-3 THROUGH TMP-4, INSTALL PORTABLE CONCRETE BARRIER FOR LONG TERM LANE CLOSURES AND TEMPORARY PAVEMENT MARKINGS ALONG 3 LANE SECTIONS OF I-40. USE STATIONARY SIGNS FOR LONG TERM LANE CLOSURES.

AWAY FROM TRAFFIC AND BEHIND PCB COMPLETE DRAINAGE WORK AND MEDIAN CONCRETE BARRIER REPLACEMENT.

#### STEP 3:

USING RSD 1101.02 SHEET 8 OF 14, INSTALL DOUBLE LANE CLOSURE TO RESET PCB AND CRASH CUSHIONS. AFTER PCB HAS BEEN RESET, REVISE TEMPORARY PAVEMENT MARKINGS, SHIFT LONG TERM LANE CLOSURE SIGNAGE AND OPEN CENTER LANE BACK TO TRAFFIC.

#### STEP 4:

USING RSD 1101.04 SHEET 1, INSTALL PCB TO CLOSE SHOULDERS AND REPLACE MEDIAN BARRIER ALONG 2 LANE SECTIONS OF I-40, AS NEEDED.

USING RSD 1101.02 SHEET 3 OF 14, INSTALL SINGLE LANE CLOSURE TO RESET PCB AND CRASH CUSHIONS FOR SHOULDER CLOSURES.

#### STEP 5

REPEAT STEPS 3 & 4 AS NEEDED, UNTIL ALL AREAS OF MEDIAN BARRIER AND DRAINAGE HAVE BEEN INSTALLED ALONG I-40 IN BOTH DIRECTIONS AS SHOWN IN ROADWAY PLANS.

#### STEP 6:

REMOVE LONG TERM LANE CLOSURE AND SHOULDER CLOSURE TRAFFIC CONTROL DEVICES FROM PROJECT AND REVISE TEMPORARY PAVEMENT MARKINGS.

### PHASE II

#### STEP 1:

USING RSD 1101.02 SHEETS 3 & 8 OF 14, BEGIN MILLING AND RESURFACING I-40, ONE DIRECTION AT A TIME.

USE LANE CLOSURES OR SHOULDER CLOSURES, AS NECESSARY TO COMPLETE GUARDRAIL REPAIR WORK.

REFER TO TMP-5 TO MAINTAIN ACCESS TO RUNAWAY TRUCK RAMPS AND PLACEMENT OF CMS DURING TRUCK RAMP CLOSURES.

#### STEP 2:

COMPLETE CONSTRUCTION, INCLUDING FINAL LAYER OF SURFACE COURSE, FINAL PAVEMENT MARKINGS AND MARKERS.

#### STEP 3:

REMOVE ALL TRAFFIC CONTROL DEVICES.

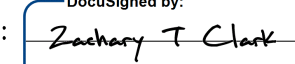
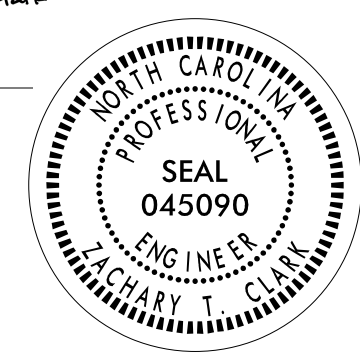

## MANAGEMENT STRATEGIES

THE FOLLOWING LISTED WORK ZONE STRATEGIES ARE RECOMMENDED FOR INCLUSION WITHIN THIS TRANSPORTATION MANAGEMENT PLAN (TMP).

### RECOMMENDED STRATEGIES:

- LANE SHIFTS OR CLOSURES
- SHOULDER CLOSURES
- NIGHT WORK
- WEEKEND WORK
- WORK HOUR RESTRICTIONS FOR PEAK TRAVEL
- SEQUENTIAL FLASHING WARNING LIGHTS
- CONNECTED LANE CLOSURE DEVICES
- DIGITAL SPEED LIMIT SIGNS
- PRESENCE LIGHTING

4/12/2023 \\dot\vdfrsroot\Groups-TECC\TMU\WZTC\DesignGroup3\Project\HI-0010\McDowell\40\TCP\HI-0010\_TMP\_2A\_GeneralNotes (cont).dgn User:tmkelyl

APPROVED:  DATE: 04/12/2023			<h2 style="margin: 0;">TRANSPORTATION OPERATIONS PLAN</h2>
<b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b>			