

GENERAL NOTES (continued)

TRAFFIC BARRIER

V) INSTALL TEMPORARY BARRIER ACCORDING TO THE TRANSPORTATION MANAGEMENT PLANS A MAXIMUM OF TWO (2) WEEKS PRIOR TO BEGINNING WORK IN ANY LOCATION. ONCE TEMPORARY BARRIER IS INSTALLED AT ANY LOCATION PROCEED IN A CONTINUOUS MANNER TO COMPLETE THE PROPOSED WORK IN THAT LOCATION UNLESS OTHERWISE STATED IN THE TRANSPORTATION MANAGEMENT PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE.

ONCE TEMPORARY BARRIER IS INSTALLED AT ANY LOCATION AND NO WORK IS PERFORMED BEHIND THE TEMPORARY BARRIER FOR A PERIOD LONGER THAN TWO (2) MONTHS, REMOVE / RESET TEMPORARY BARRIER AT NO COST TO THE DEPARTMENT UNLESS OTHERWISE STATED IN THE TRANSPORTATION MANAGEMENT PLANS, TEMPORARY BARRIER IS PROTECTING A HAZARD, OR AS DIRECTED BY THE ENGINEER.

INSTALL TEMPORARY BARRIER WITH THE TRAFFIC FLOW BEGINNING WITH THE UPSTREAM SIDE OF TRAFFIC. REMOVE TEMPORARY BARRIER AGAINST THE TRAFFIC FLOW BEGINNING WITH THE DOWNSTREAM SIDE OF TRAFFIC.

INSTALL AND SPACE DRUMS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH) TO CLOSE OR KEEP THE SECTION OF THE ROADWAY CLOSED UNTIL THE TEMPORARY BARRIER CAN BE PLACED OR AFTER THE TEMPORARY BARRIER IS REMOVED.

W) PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER AT ALL TIMES DURING THE INSTALLATION AND REMOVAL OF THE BARRIER BY EITHER A TRUCK MOUNTED ATTENUATOR (MAXIMUM 72 HOURS) OR A TEMPORARY CRASH CUSHION.

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	15 FT
45 - 50	20 FT
55	25 FT
60 MPH or HIGHER	30 FT

TRAFFIC CONTROL DEVICES

X) 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.

Y) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.

Z) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
1. 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.

MISCELLANEOUS

EE) IN THE EVENT A TIE-IN CANNOT BE MADE IN ONE DAY'S 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.

FF) ALL STATIONS ARE CONSIDERED +/- UNLESS OTHERWISE SHOWN ON THE PLANS.

GG) WHEN CONSTRUCTING DRAINAGE STRUCTURES ADJACENT TO TRAFFIC, INSTALL TEMPORARY STEEL PLATES, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR MAY WORK EACH LOCATION INDEPENDENTLY OR CONCURRENTLY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. WORK IN A CONTINUOUS MANNER TO PERFORM THE WORK IN THE FOLLOWING SEQUENCE, STEPS '1' THRU '5'.

1: CLOSE THE APPROPRIATE TRAVEL LANE TO TRAFFIC USING ROADWAY STANDARD DRAWING NO. 1101.02.

2: CONSTRUCT PROPOSED STRUCTURE OR INSTALL PRE-CAST DRAINAGE STRUCTURE AS SHOWN IN THE CONSTRUCTION PLANS AND COVER WITH STEEL PLATES TO PROTECT STRUCTURE DURING CURING.

3: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF EACH WORK PERIOD.

4: WHEN PROPERLY CURED, CLOSE THE APPROPRIATE TRAVEL LANE USING ROADWAY STANDARD DRAWING NO. 1101.02. BACKFILL & PAVE, IF REQUIRED, UP TO THE EDGE AND ELEVATION OF EXISTING PAVEMENT (SEE CONSTRUCTION PLANS).

5: OPEN TRAVEL LANE TO EXISTING TRAFFIC PATTERN BY THE END OF THE WORK PERIOD.

MANAGEMENT STRATEGIES

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


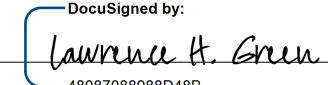
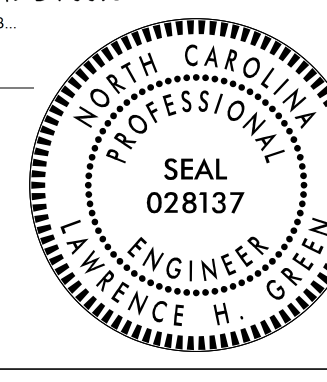

RECOMMENDED STRATEGIES:

TRAFFIC MANAGEMENT STRATEGIES:
 FULL ROADWAY CLOSURES
 LANE SHIFTS OR CLOSURES
 SHOULDER CLOSURES

ONE-LANE, TWO WAY OPERATION (FLAGGING)
 WORK HOUR RESTRICTIONS FOR PEAK TRAVEL
 OFF-SITE DETOURS

WORK ZONE SAFETY & MOBILITY STRATEGIES:
 SEQUENTIAL WARNING LIGHTS
 WORK ZONE PERFORMANCE PAVEMENT MARKINGS

4/11/2024 P:\2023\23124\01\HB-0004\Traffic Design\Traffic Design\2 Plan Design\4 WZTC\HB-0004_TMP_01C_GN.dgn User:AHayes

 <p>1223 Jones Franklin Rd. Raleigh, N.C. 27606 License No. F-0377 Bus: 919 851 8077 Fax: 919 851 8107</p> <p style="font-size: small;">TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION</p>	<p>APPROVED: </p> <p>DATE: 4/11/2024</p>			<p>TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES AND GENERAL NOTES)</p>
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED				