

GENERAL NOTES

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 UNDESIRED 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 WITHIN 5 FT OF AN OPEN TRAVEL LANE ON AN UNDIVIDED FACILITY, 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 1 MILE OF LANE CLOSURE ON -L- GREEN RIVER COVE RD MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.

PAVEMENT EDGE DROP OFF REQUIREMENTS

- G) 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.
- H) 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

- I) NOTIFY THE ENGINEER THIRTY (30) CALENDAR DAYS PRIOR TO ANY TRAFFIC PATTERN ALTERATION.

SIGNING

- J) 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.
- K) PROVIDE SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD ACCORDING TO THE ROADWAY STANDARD DRAWINGS AND TRAFFIC CONTROL PLANS

PROVIDE SIGNING REQUIRED FOR THE OFF-SITE DETOUR ROUTE AS SHOWN IN THE TRAFFIC CONTROL PLANS.

- L) COVER OR REMOVE ALL SIGNS AND DEVICES REQUIRED TO CLOSE THE ROAD WHEN ROAD CLOSURE IS NOT IN OPERATION.

COVER OR REMOVE ALL SIGNS REQUIRED FOR THE OFF-SITE DETOUR WHEN THE DETOUR IS NOT IN OPERATION.

- M) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

- N) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 100 FT IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC CONTROL DEVICES

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

PAVEMENT MARKINGS AND MARKERS

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

ROAD NAME	MARKING	MARKER
ALL ROADS	PAINT	NONE

- R) 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.
- S) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- T) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

PROJ. REFERENCE NO.	SHEET NO.
18314.1075011	TMP-1B
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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)
ONE-LANE, TWO WAY OPERATION (SIGNALIZED)
OFF-SITE DETOURS / USE OF ALTERNATIVE ROUTES
WORK ZONE SAFETY & MOBILITY STRATEGIES:
TEMPORARY TRAFFIC SIGNALS
AUTOMATED FLAGGER ASSISTANCE DEVICES (AFADS)
CONTRACTING & INNOVATIVE CONSTRUCTION STRATEGIES:
INTERMEDIATE CONTRACT TIMES / LIQUIDATED DAMAGES

LOCAL NOTES

LOCAL NOTE 1 (CROSSPIPE INSTALLATION - SEE TMP-4):

INSTALL CROSSPIPES AS FOLLOWS, UNLESS DIRECTED OTHERWISE BY THE ENGINEER:

- A. IF NEEDED (AS DETERMINED BY THE ENGINEER) TO PROVIDE SPACE FOR A 1 LANE-2 WAY FLAGGING OPERATION, USE FLAGGERS TO PLACE A 3 FT WIDE X 100 FT LONG X 6 INCH DEEP PAD OF INCIDENTAL STONE ON THE UPSTREAM SHOULDER.
- B. BEGINNING DOWNSTREAM AND USING FLAGGERS, INSTALL FIRST HALF OF CROSSPIPE TO THE CENTERLINE OF THE EXISTING ROAD. AT NO TIME SHALL THE CONTRACTOR LEAVE THE OPEN EXCAVATION UN-ATTENDED. (SEE DETAIL A ON TMP-4)
- C. BACKFILL, COVER WITH TRAFFIC BEARING STEEL PLATE AND REOPEN TO 2 LANE-2 WAY TRAFFIC AT THE END OF EACH DAILY WORK PERIOD.

INSTALL PORTABLE 48" X 48" "STEEL PLATE AHEAD" (W8-24) 200 FT IN ADVANCE OF THE PLATE. SWEEP THE ROAD OF ANY LOOSE STONE AT THE END OF DAILY WORK PERIOD.

- D. REPEAT STEPS A THRU C FOR SECOND HALF OF CROSSPIPE.
- E. REPAIR ASPHALT PAVEMENT, REMOVE STONE, AND RE-GRADE SHOULDERS AS NECESSARY, AS DIRECTED BY THE ENGINEER

<div>APPROVED: <div><div>Signed by:</div><div>Don A. Parker</div><div>750BBE90ADEFA40...</div></div></div> <div>DATE: 11/6/2025</div> <div><div><div><div></div><div>NORTH CAROLINA</div><div>PROFESSIONAL</div><div>SEAL</div><div>043251</div><div>ENGINEER</div><div>DON A. PARKER</div></div></div></div> <div>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</div>	<div><div><div><div></div><div>DIVISION OF HIGHWAYS</div><div>STATE OF NORTH CAROLINA</div><div>DEPARTMENT OF TRANSPORTATION</div><div>WORK ZONE TRAFFIC CONTROL</div></div></div></div>	<div>TRANSPORTATION OPERATIONS PLAN</div>
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