

PROJ. REFERENCE NO.	SHEET NO.
HB - 0030	TMP - 1B

## MANAGEMENT STRATEGIES

DURING CONSTRUCTION OF PROPOSED STRUCTURE BRIDGE NO. 550055 OVER CULLASAJA RIVER, PEEKS CREEK ROAD WILL BE CLOSED TO THROUGH TRAFFIC. THROUGH TRAFFIC ON PEEKS CREEK ROAD WILL BE MAINTAINED USING AN OFF-SITE DETOUR.

OFF-SITE DETOUR WILL UTILIZE US 64, PEACEFUL COVE ROAD AND RIVER ROAD. ACCESS TO RESIDENTIAL DRIVEWAYS WILL BE MAINTAINED USING FLAGGERS AS NECESSARY.

## 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 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.

### PAVEMENT EDGE DROP OFF REQUIREMENTS

- F) 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 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.
- G) 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) 350' IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

## GENERAL NOTES CONT.

### TRAFFIC PATTERN ALTERATIONS

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

### SIGNING

- I) 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.
- J) 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.

- K) 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 THE DETOUR IS NOT IN OPERATION.

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

- M) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 350' IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

### TRAFFIC CONTROL DEVICES

- N) 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.

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

### PAVEMENT MARKINGS AND MARKERS

- P) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

### MISCELLANEOUS

- Q) 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) 350' AND 700' RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

## PHASING

FOR THE DURATION OF CONSTRUCTION, ENSURE ALL DRIVEWAY ACCESS IS MAINTAINED. CONTRACTOR WILL USE SKINNY DRUMS TO MAINTAIN DRIVEWAY ACCESS AS NECESSARY.

### PHASE 1:

#### STEP 1:

INSTALL WORK ZONE ADVANCE WARNING SIGNS. SEE RSD 1101.01, SHEET 3 OF 3.

INSTALL DETOUR SIGNAGE FOR SR 1679 (PEEKS CREEK ROAD). ONCE INSTALLED, COVER AND BAG SIGNAGE UNTIL SHIFTING INTO THE PHASE I - STEP 2 LONG TERM TRAFFIC PATTERN. SEE SHEETS TMP-2 THRU TMP-4 FOR DETOUR SIGNAGE.

#### STEP 2:

ONCE ALL DETOUR SIGNAGE IS INSTALLED AND THE CONTRACTOR IS READY FOR CONSTRUCTION, USING RSD 1101.03 SHEET 1 OF 9 AND SHEETS TMP-2 THRU TMP-4, UNBAG DETOUR SIGNAGE AND USE TYPE III BARRICADES TO CLOSE SR 1679 (PEEKS CREEK ROAD) TO THROUGH TRAFFIC.

RELOCATE AND REMOVE EXISTING SIGNING ACCORDING TO SIGNING PLANS AS NEEDED FOR CONSTRUCTION.

#### STEP 3:

MAINTAIN ALL NECESSARY BARRICADES AND DETOUR SIGNAGE ASSOCIATED WITH THE DETOUR FOR SR 1679 (PEEKS CREEK ROAD).

BEHIND BARRICADES AND AWAY FROM TRAFFIC, REMOVE THE EXISTING STRUCTURE. CONSTRUCT THE PROPOSED STRUCTURE.

USING RSD 1101.02 SHEET 1 OF 19 AS NECESSARY, CONSTRUCT -L- FROM STA 13+50 +/- TO STA 18+50 +/-.

#### STEP 4:

MAINTAIN ALL NECESSARY BARRICADES AND DETOUR SIGNAGE ASSOCIATED WITH THE DETOUR FOR SR 1679 (PEEKS CREEK ROAD).

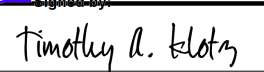
COMPLETE ANY REMAINING PAVING, INCLUDING FINAL SURFACE COURSE AND INSTALL FINAL PAVEMENT MARKINGS AND MARKERS. SEE PAVEMENT MARKING PLAN FOR MORE DETAILS.

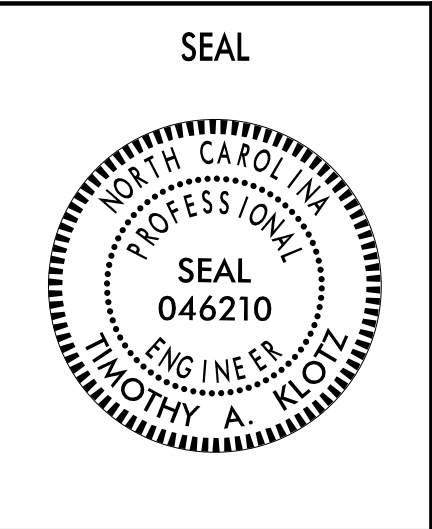
INSTALL FINAL SIGNAGE. SEE SIGNING PLAN FOR MORE DETAILS.

AFTER THE COMPLETION OF THE PROJECT, CONTRACTOR SHALL REMOVE ALL REMAINING DETOUR SIGNAGE AND BARRICADES ASSOCIATED WITH THE DETOUR FOR SR 1679 (PEEKS CREEK ROAD) AND ALL REMAINING TRAFFIC CONTROL DEVICES TO ALLOW NORMAL TRAFFIC OPERATION.

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TRANSPORTATION OPERATIONS PLAN & PHASING
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