PROJECT REFERENCE NO.	SHEET NO.
R-5968EA	TMP-1

HYDRAULICS ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 040377 ENGINEER ROBERT S. TUCKER 04/21

TRANSPORTATION MANAGEMENT PLAN

TETRA TECH
ENGINEERING, PC

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GENERAL NOTES

THE FOLLOWING GENERAL NOTES SHALL APPLY AT ALL TIMES FOR THE DURATION OF THE CONSTRUCTION PROJECT, EXCEPT WHEN OTHERWISE NOTED IN THE PLAN, OR DIRECTED BY THE ENGINEER.

1. THE TRAFFIC CONTROL PLANS FOR THIS PROJECT CONSIST OF DETAIL DRAWINGS, STANDARD DETAIL DRAWINGS, AND ROADWAY STANDARD DRAWINGS SHOWING TRAFFIC CONTROL DEVICES TO BE USED WHERE VARIOUS TYPES OF CONSTRUCTION ACTIVITIES ARE OCCURING ON THE PROJECT. THESE DRAWINGS ARE FOR TYPICAL SITUATIONS AND SHOULD BE ADAPTED TO THE ACTUAL FIELD CONDITIONS, SUCH AS WHEN PHYSICAL DIMENSIONS ARE NOT ATTAINABLE, OR WHEN MORE THAN ONE DRAWING IS APPLIED SIMULTANEOUSLY RESULTING IN DUPLICATE SIGNING, OR UNDESIRED OVERLAPPING OF DEVICES. WHEN THESE SITUATIONS ARISE, THE CONTRACTOR AT THE DIRECTION OF THE ENGINEER SHALL BE RESPONSIBLE FOR ADAPTING THE TRAFFIC CONTROL PLAN TO FIELD CONDITIONS TO PROVIDE SAFE AND EFFICIENT TRAFFIC MOVEMENT. MODIFICATIONS MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING, OR REMOVAL OF DEVICES.

2. TIME RESTRICTIONS
   - A) CONSTRUCTION ACCESS OF HEAVY EQUIPMENT SHALL BE PROHIBITED DURING PEAK HOURS OF 7 AM - 9 AM AND 4 PM - 6 PM.
   - B) ANY NIGHT WORK PERFORMED BY THE CONTRACTOR SHALL BE LIGHTED IN ACCORDANCE WITH NCDOT AND MUTCD STANDARDS. ALL NIGHT WORK MUST MEET THE REQUIREMENTS OF LOCAL ORDINANCES.

3. SHOULDER CLOSURE REQUIREMENTS
   - A) CONTRACTOR SHALL CLOSE SHOULDERS ON BOTH ENTRANCE/EXIT LOOPS AND ON I-85 MAIN LINES (WHERE DEPICTED ON THE PLANS) PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES.
   - B) SHOULDER CLOSURES SHALL BE REMOVED AS SOON AS PRACTICAL AFTER WORK BEHIND THE CLOSURE IS COMPLETED OR WHEN SHOULDER CLOSURE IS NO LONGER NEEDED.
   - C) CONTRACTOR SHALL MAINTAIN EXISTING TRAFFIC PATTERNS AND LANE CONFIGURATIONS AT THE END OF EACH DAYS OPERATION AND DURING CONSTRUCTION INACTIVITY, EXCEPT AS OTHERWISE INDICATED IN THE PHASING PLAN.
   - D) WHEN SHOULDER CLOSURES ARE NOT IN EFFECT, CHANNELIZING DEVICES IN WORK AREAS SHALL BE SPACED NO GREATER THAN TWICE THE POSTED SPEED LIMIT, EXCEPT 10-FEET ON CENTER IN RADII, AND SHALL BE SET 3' OFF THE EDGE OF AN EXISTING TRAVEL LANE.

4. SIGNING
   - A) EXISTING TRAFFIC SIGNAGE SHALL BE MOVED AND OTHERWISE MAINTAINED BY THE CONTRACTOR AS APPROPRIATE DURING CONSTRUCTION.
   - B) ALL NECESSARY TRAFFIC CONTROL SIGNING SHALL BE IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

5. INGRESS/EGRESS
   - A) WORK ZONE VEHICLE ACCESS SHALL ADHERE TO NCDOT STD. 1101.05 FOR ROADSIDE ACCESS POINT IN MULTILANE ROAD.
   - B) CONTRACTOR SHALL INSTALL A PORTABLE "TRUCK ENTRANCE" SIGN ON THE I-85 EXIT RAMP APPROXIMATELY 300' BEFORE THE CONSTRUCTION ENTRANCE.

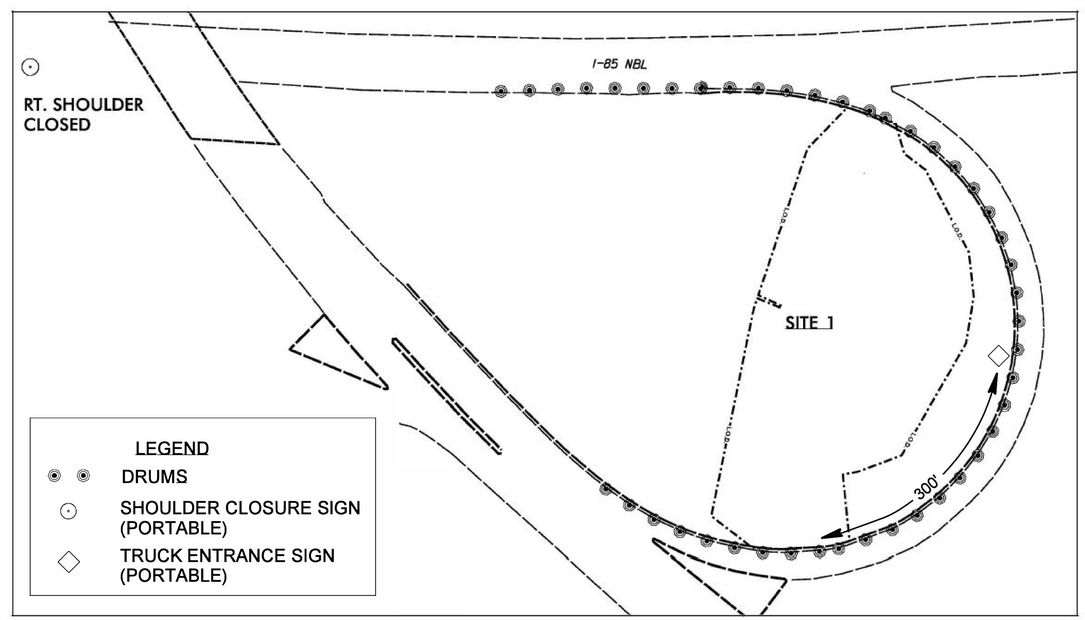
ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS APPEAR IN "2018 ROADWAY STANDARD DRAWINGS"- HIGHWAY DESIGN BRANCH -N.C. DEPARTMENT OF TRANSPORTATION -RALEIGH, N.C., ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL PLAN DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1130.01	DRUMS
1160.01	TEMPORARY CRASH CUSHION

SITE 1 NOTES

1. SHOULDER CLOSURE ALONG ENTRANCE LOOP SHALL EXTEND ALL THE WAY TO DECEL LANE ON I-85 AS DEPICTED ON PLANS.



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