

ORIGINAL SURVEY PLOTTED BY _____	DATE _____
PLAN _____	DESIGNED BY _____
NOTE BOOK _____	QUANTITIES BY _____
_____	CHECKED BY _____
No. _____	

GENERAL NOTES FOR TRAFFIC CONTROL PLAN

- The Contractor shall make all necessary adjustments at intersections, driveways, bridges, structures, etc., to fit field conditions.
- Cones or delineators shall be extended to a point where they are visible to approaching traffic.
- Traffic control devices shall be installed such that the sign or device farthest from the work area shall be placed first. The others shall then be placed progressively toward the work area.
- Regulatory and warning signs within the construction zone that are in conflict with the traffic control plans shall be covered. All existing signs shall be uncovered at the end of each work day. Work zone and traffic control signs and temporary barriers shall be covered/removed at the end of each work day. Work shall be incidental to other items.
- Flaggers and/or police officers shall be in sight of each other or in direct communication at all times.
- Sign spacings (l), taper lengths (t) and spacings of cones or delineators shall be as shown in Table 1, unless otherwise noted on the traffic control plans.
- During drilled shaft construction, traffic lane on bridge shall be a minimum of 10 feet wide. Provide 14 feet minimum lane width on bridge at all other times.
- All construction warning signs shall be promptly removed or covered whenever the message is not applicable or not in use.
- The backs of all signs used for traffic control shall be appropriately covered to preclude the display of inapplicable sign messages (i.e., when signs have messages on both faces).
- As soon as the work is completed, the permittee shall remove all traffic control and work zone signs and devices no longer needed to permit free and safe passage of public traffic. Removal shall be in the reverse order of installation.
- Replace permanent pavement markings and traffic signs upon completion of each phase of work.
- Road closure for a maximum period of 10 minutes or as determined by the Engineer may be allowed at the sole discretion of the Engineer for lowering scaffoldings on the sides and below the bridge deck or for lowering 1' 0" x 50'-0" long steel straps on the sides of the bridge. Road closure for mobilization purposes shall be at the sole direction of the State Engineer. Submit road closure plan in advance to the State Engineer for approval.
- Road closure shall not exceed 5 minutes at anytime during the jacking lift operation. For details see note A.3A.h—"Notes for Abutment Retrofits" on sht 23. Road closure for jacking lift operations may be allowed between 9:00 AM and 2:00 PM during weekdays. Allow 10 minute minimum intervals between traffic closures to clear traffic. For each abutment (East and West) allow a maximum of a 2 day closure period during jacking lift operation. Submit road closure plan in advance to the State Engineer for approval.
- Partial lane closure shown on TCP sht 17 and 18 maybe done for assembling scaffoldings; for drilling shafts, for anchoring bridge exterior girders to drilled shafts, and for lowering equipment and materials on the sides of the bridge.
- Allow Emergency Vehicles through at all times.
- Follow General Provisions of Section 645—"Work Zone Traffic Control". Notify Public for traffic delays due to temporary highway closures.

FED. ROAD DIST. NO.	STATE	FEDERAL - AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	BR-0270(18)	2006	15	31

Table 1 for Traffic Control Plan

Posted Speed Limit (M.P.H.)	Sign Spacing (D) (Feet)	Taper Length (T) (Feet)		Longitudinal Buffer Space (B) (Feet)	Spacing of Cones or Delineators (Feet)		
		W=12' or less 1	W=Greater than 12' ①		Taper	Tangent	Work Area
20	250	200	W x 17	35	20	20	10
25	250	200	W x 17	55	25	25	10
30	250	250	W x 20	85	30	30	10
35	250	250	W x 20	120	35	35	10
40	500	350	W x 30	170	40	40	10
45	500	550	W x 45	220	45	45	10
50	1000	600	W x 50	280	50	50	10
55	1000	700	W x 55	335	55	55	10

Notes:

① W = Width of Lane, Shoulder, or Offset

JASON Y. KAO
LICENSED PROFESSIONAL ENGINEER
No. 9930-C
HAWAII, U.S.A.

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION

04/30/08

EXPIRATION DATE OF THE LICENSE

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

TRAFFIC CONTROL NOTES

WALAOHIA BRIDGE

AKONI PULE HIGHWAY, SEISMIC RETROFIT OF WALAOHIA AND AAMAKAO BRIDGES

FAIP No. BR-0270(18)

No ScaleDate: May 2006

SHEET No. 1 OF 1 SHEETS

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