

GENERAL NOTES (CONT.)

PROJ. REFERENCE NO. A-0011BB	SHEET NO. TCP-02A
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TRAFFIC PATTERN ALTERATIONS

K) NOTIFY THE ENGINEER TWENTY ONE (21) CALENDAR DAYS PRIOR TO ANY TRAFFIC PATTERN ALTERATION.

SIGNING

- L) 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.
- M) PERMANENT SIGNING WILL BE DONE BY STATE FORCES.
- N) PROVIDE DETOUR SIGNING OFF THE PROJECT LIMITS.
- O) COVER OR REMOVE ALL DETOUR SIGNS OFF THE PROJECT LIMITS WHEN A DETOUR IS NOT IN OPERATION.
- P) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- Q) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 500' IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC BARRIER

R) INSTALL TEMPORARY BARRIER ACCORDING TO THE TRAFFIC CONTROL 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 TRAFFIC CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.

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 TRAFFIC CONTROL 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.

TRAFFIC CONTROL DEVICES

- S) SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH), EXCEPT 10 FT ON-CENTER IN RADII, AND 3 FT OFF THE EDGE OF AN OPEN TRAVELWAY, WHEN LANE CLOSURES ARE NOT IN EFFECT. WHEN SKINNY DRUMS ARE ALLOWED, REFER TO SECTION 1180 OF STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES OR AS SHOWN IN THE PLANS.
- T) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- U) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES CONES PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

PAVEMENT MARKINGS AND MARKERS

V) INSTALL PAVEMENT MARKINGS AND PAVEMENT MARKERS ON THE FINAL SURFACE AS FOLLOWS:

ROAD NAME	MARKING	MARKER
US 64	POLYUREA	SNOWPLOWABLE

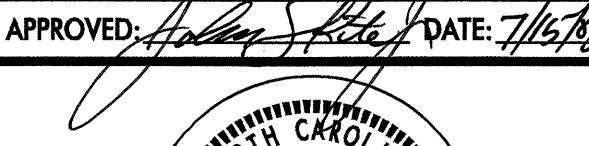
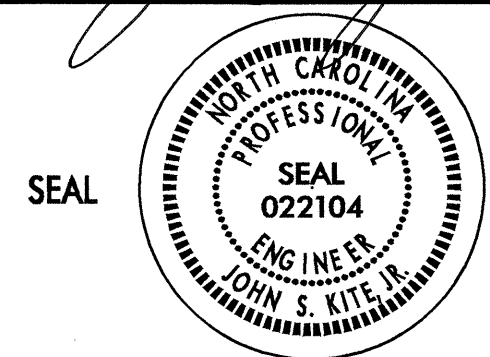



* NOTE: ALL SYMBOLS ON -L-, INCLUDING RAMPS, SHALL BE THERMOPLASTIC.

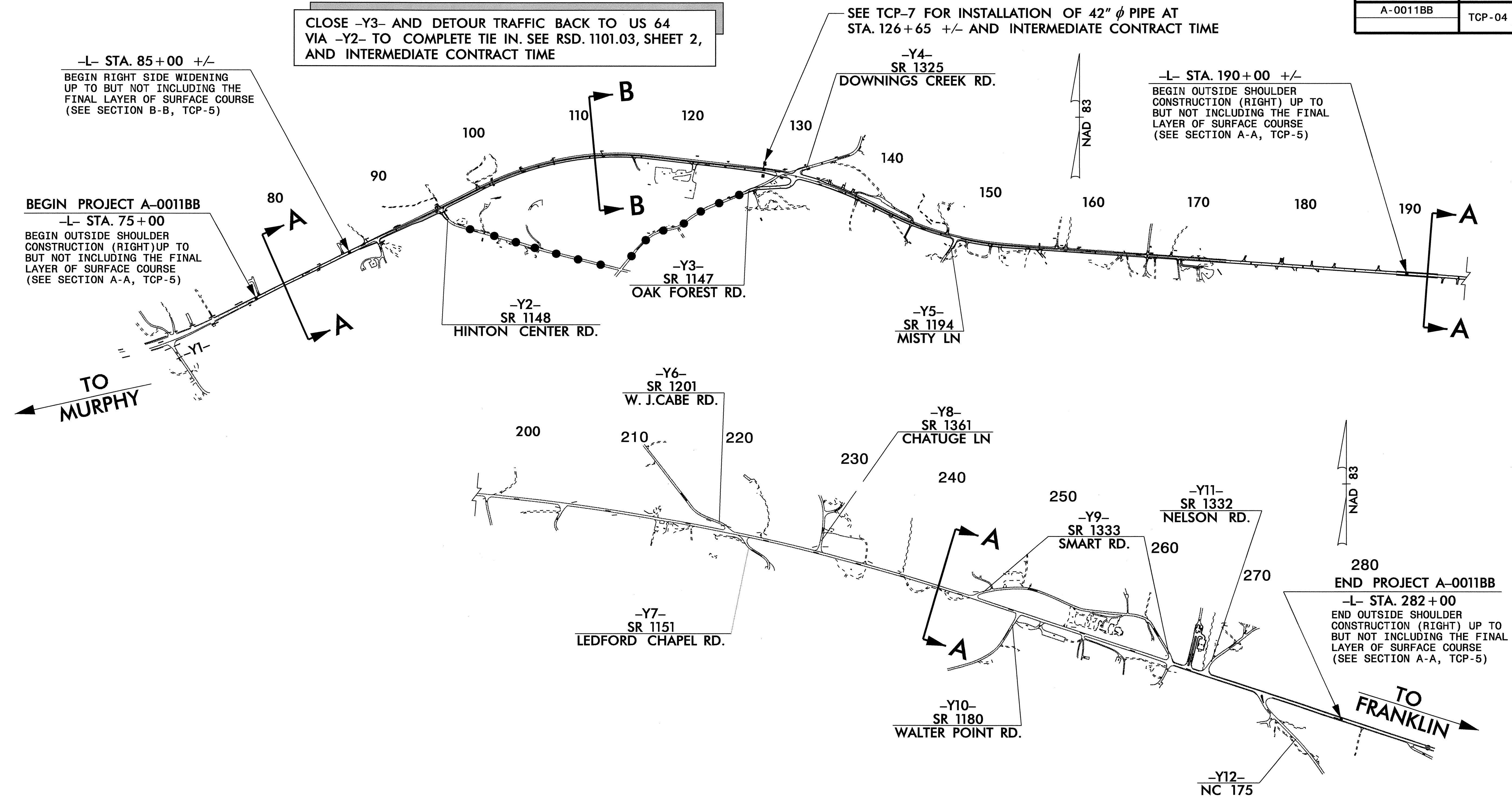
W) INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON INTERIM LAYERS OF PAVEMENT AS FOLLOWS:

ROAD NAME	MARKING	MARKER
ALL ROADS	PAINT	TEMP. RAISED

- X) 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.
- Y) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.
- Z) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

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CLOSE -Y3- AND DETOUR TRAFFIC BACK TO US 64 VIA -Y2- TO COMPLETE TIE IN. SEE RSD. 1101.03, SHEET 2, AND INTERMEDIATE CONTRACT TIME

SEE TCP-7 FOR INSTALLATION OF 42" ϕ PIPE AT STA. 126+65 +/- AND INTERMEDIATE CONTRACT TIME

-L- STA. 85+00 +/-
BEGIN RIGHT SIDE WIDENING UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE SECTION B-B, TCP-5)

-L- STA. 190+00 +/-
BEGIN OUTSIDE SHOULDER CONSTRUCTION (RIGHT) UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE SECTION A-A, TCP-5)

BEGIN PROJECT A-0011BB
-L- STA. 75+00
BEGIN OUTSIDE SHOULDER CONSTRUCTION (RIGHT) UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE SECTION A-A, TCP-5)

280
END PROJECT A-0011BB
-L- STA. 282+00
END OUTSIDE SHOULDER CONSTRUCTION (RIGHT) UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE SECTION A-A, TCP-5)

SEE SHEET TCP-5 FOR SECTION VIEW AA & BB
SEE SHEET TCP-6 FOR SECTION VIEW AT CULVERT EXTENSIONS

●●●●● DETOUR ROUTE

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SEAL

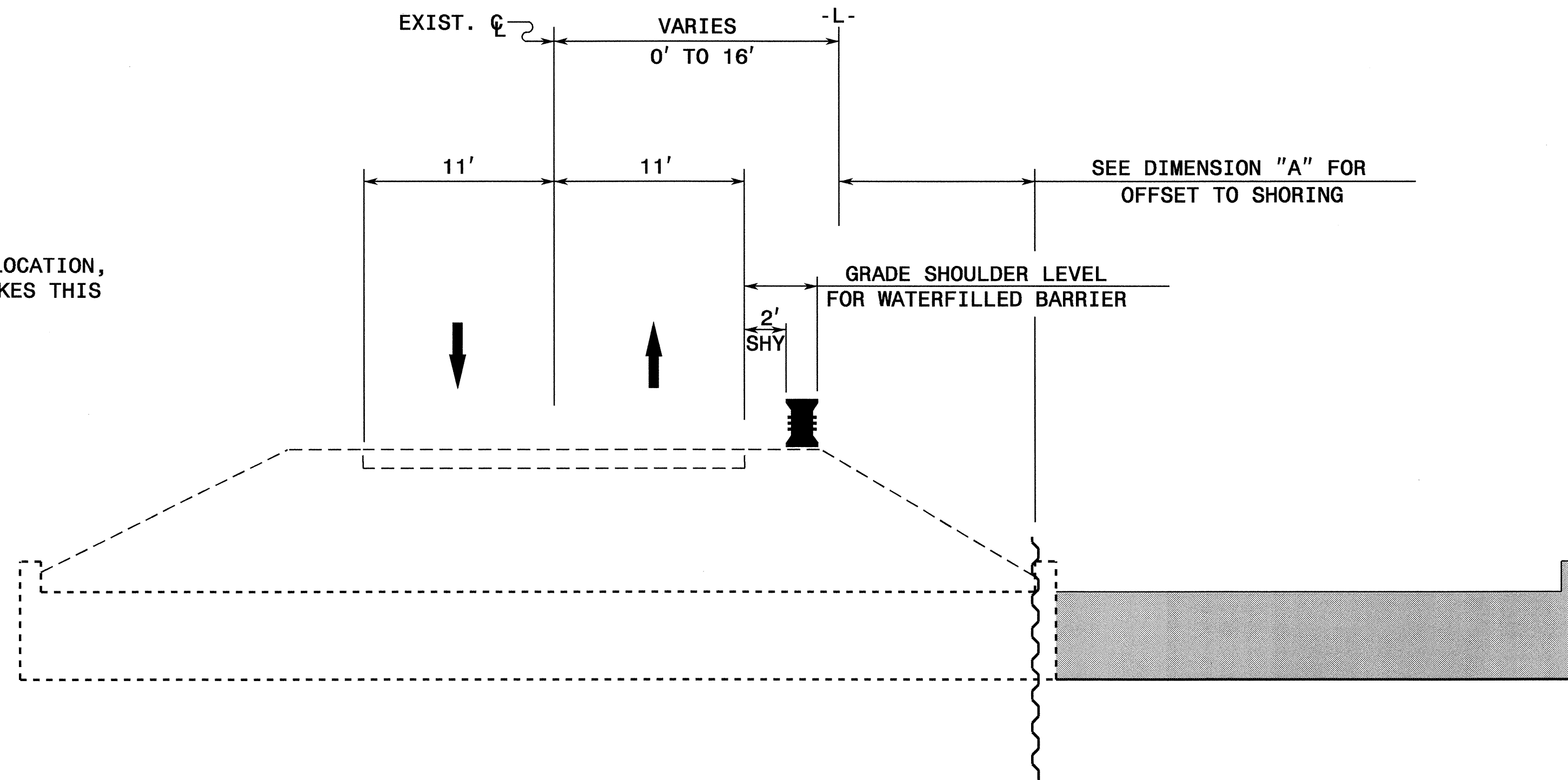
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WATERFILLED BARRIER

USE A MINIMUM OF 100' OF WATERFILLED BARRIER AT EACH LOCATION, EXCEPT AT LOCATIONS WHERE -Y- LINE OR DRIVE ACCESS MAKES THIS IMPOSSIBLE, AS DETERMINED BY THE ENGINEER. INSTEAD, USE DRUMS ON 10' CENTERS TO DELINEATE THE WORK AREA.



TYPICAL SECTION FOR CULVERT EXTENSIONS REQUIRING TEMPORARY SHORING

LOCATION	BEGIN	END	DIMENSION "A"
1	-L- STA. 90+93 +/-	-L- STA. 91+28 +/-	15' +/- RIGHT
2	-L- STA. 116+00 +/-	-L- STA. 116+30 +/-	9' +/- RIGHT
3	-L- STA. 137+55 +/-	-L- STA. 137+81 +/-	6' +/- RIGHT
4	-L- STA. 144+00 +/-	-L- STA. 144+31 +/-	13' +/- RIGHT
5	-L- STA. 162+70 +/-	-L- STA. 162+96 +/-	9' +/- RIGHT
6	-L- STA. 171+51 +/-	-L- STA. 171+73 +/-	10' +/- RIGHT

SEE SHEET TCP-6A FOR TEMPORARY SHORING NOTES

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PROJ. REFERENCE NO.	SHEET NO.
A-0011BB	TCP-6A

TEMPORARY SHORING NOTES

TEMPORARY SHORING NO: 1

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

FOR CONTRACTOR DESIGNED SHORING, SURVEY THE SHORING LOCATION TO DETERMINE EXISTING ELEVATIONS AND ACTUAL DESIGN HEIGHTS BEFORE BEGINNING DESIGN.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 90+93.00+/- -L-, 15 FT. RIGHT OF -L-, TO STATION 91+28.00+/- -L-, 15 FT. RIGHT OF -L-, USE THE FOLLOWING SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 120$ PCF
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 60$ PCF
 FRICTION ANGLE, $\phi = 30$ DEGREES
 COHESION, $c = 0$ PSF

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 90+93.00+/- -L-, 15 FT. RIGHT OF -L-, TO STATION 91+28.00+/- -L-, 15 FT. RIGHT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

TEMPORARY SHORING NO: 2

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

FOR CONTRACTOR DESIGNED SHORING, SURVEY THE SHORING LOCATION TO DETERMINE EXISTING ELEVATIONS AND ACTUAL DESIGN HEIGHTS BEFORE BEGINNING DESIGN.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 116+00.00+/- -L-, 9 FT. RIGHT OF -L-, TO STATION 116+30.00+/- -L-, 9 FT. RIGHT OF -L-, USE THE FOLLOWING SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 120$ PCF
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 60$ PCF
 FRICTION ANGLE, $\phi = 30$ DEGREES
 COHESION, $c = 0$ PSF

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 116+00.00+/- -L-, 9 FT. RIGHT OF -L-, TO STATION 116+30.00+/- -L-, 9 FT. RIGHT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

TEMPORARY SHORING NO: 3

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

FOR CONTRACTOR DESIGNED SHORING, SURVEY THE SHORING LOCATION TO DETERMINE EXISTING ELEVATIONS AND ACTUAL DESIGN HEIGHTS BEFORE BEGINNING DESIGN.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 137+55.00+/- -L-, 6 FT. RIGHT OF -L-, TO STATION 137+81.00+/- -L-, 6 FT. RIGHT OF -L-, USE THE FOLLOWING SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 120$ PCF
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 60$ PCF
 FRICTION ANGLE, $\phi = 30$ DEGREES
 COHESION, $c = 0$ PSF

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 137+55.00+/- -L-, 6 FT. RIGHT OF -L-, TO STATION 137+81.00+/- -L-, 6 FT. RIGHT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

TEMPORARY SHORING NO: 4

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

FOR CONTRACTOR DESIGNED SHORING, SURVEY THE SHORING LOCATION TO DETERMINE EXISTING ELEVATIONS AND ACTUAL DESIGN HEIGHTS BEFORE BEGINNING DESIGN.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 144+00.00+/- -L-, 13 FT. RIGHT OF -L-, TO STATION 144+31.00+/- -L-, 13 FT. RIGHT OF -L-, USE THE FOLLOWING SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 120$ PCF
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 60$ PCF
 FRICTION ANGLE, $\phi = 30$ DEGREES
 COHESION, $c = 0$ PSF

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 144+00.00+/- -L-, 13 FT. RIGHT OF -L-, TO STATION 144+31.00+/- -L-, 13 FT. RIGHT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

TEMPORARY SHORING NO: 5

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

FOR CONTRACTOR DESIGNED SHORING, SURVEY THE SHORING LOCATION TO DETERMINE EXISTING ELEVATIONS AND ACTUAL DESIGN HEIGHTS BEFORE BEGINNING DESIGN.

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 162+70.00+/- -L-, 9 FT. RIGHT OF -L-, TO STATION 162+96.00+/- -L-, 9 FT. RIGHT OF -L-, USE THE FOLLOWING SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 120$ PCF
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 60$ PCF
 FRICTION ANGLE, $\phi = 30$ DEGREES
 COHESION, $c = 0$ PSF

NO SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM STATION 162+70.00+/- -L-, 9 FT. RIGHT OF -L-, TO STATION 162+96.00+/- -L-, 9 FT. RIGHT OF -L-. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

TEMPORARY SHORING NO: 6

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

FOR CONTRACTOR DESIGNED SHORING, SURVEY THE SHORING LOCATION TO DETERMINE EXISTING ELEVATIONS AND ACTUAL DESIGN HEIGHTS BEFORE BEGINNING DESIGN.

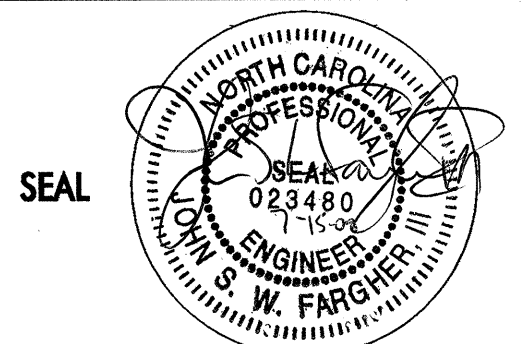

WHEN USING CONTRACTOR DESIGNED SHORING FROM STATION 171+51.00+/- -L-, 10 FT. RIGHT OF -L-, TO STATION 171+73.00+/- -L-, 10 FT. RIGHT OF -L-, USE THE FOLLOWING SOIL PARAMETERS:

UNIT WEIGHT OF SOIL ABOVE WATER TABLE, $\gamma = 120$ PCF
 UNIT WEIGHT OF SOIL BELOW WATER TABLE, $\gamma = 60$ PCF
 FRICTION ANGLE, $\phi = 30$ DEGREES
 COHESION, $c = 0$ PSF

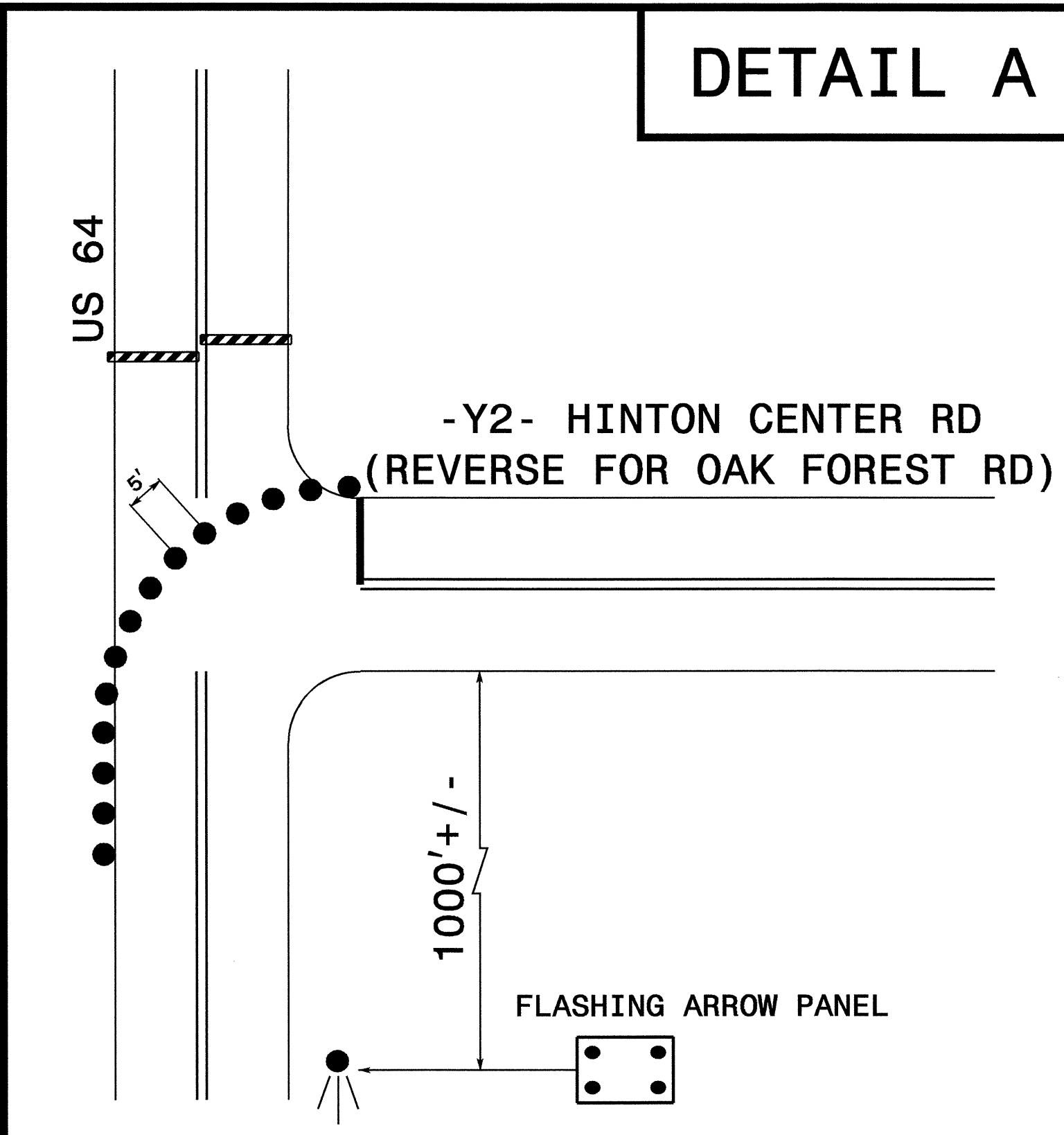
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FOR PORTABLE CONCRETE BARRIERS ABOVE AND BEHIND TEMPORARY SHORING, USE AN NCDOT PORTABLE CONCRETE BARRIER (UNANCHORED OR ANCHORED) OR AN OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS.

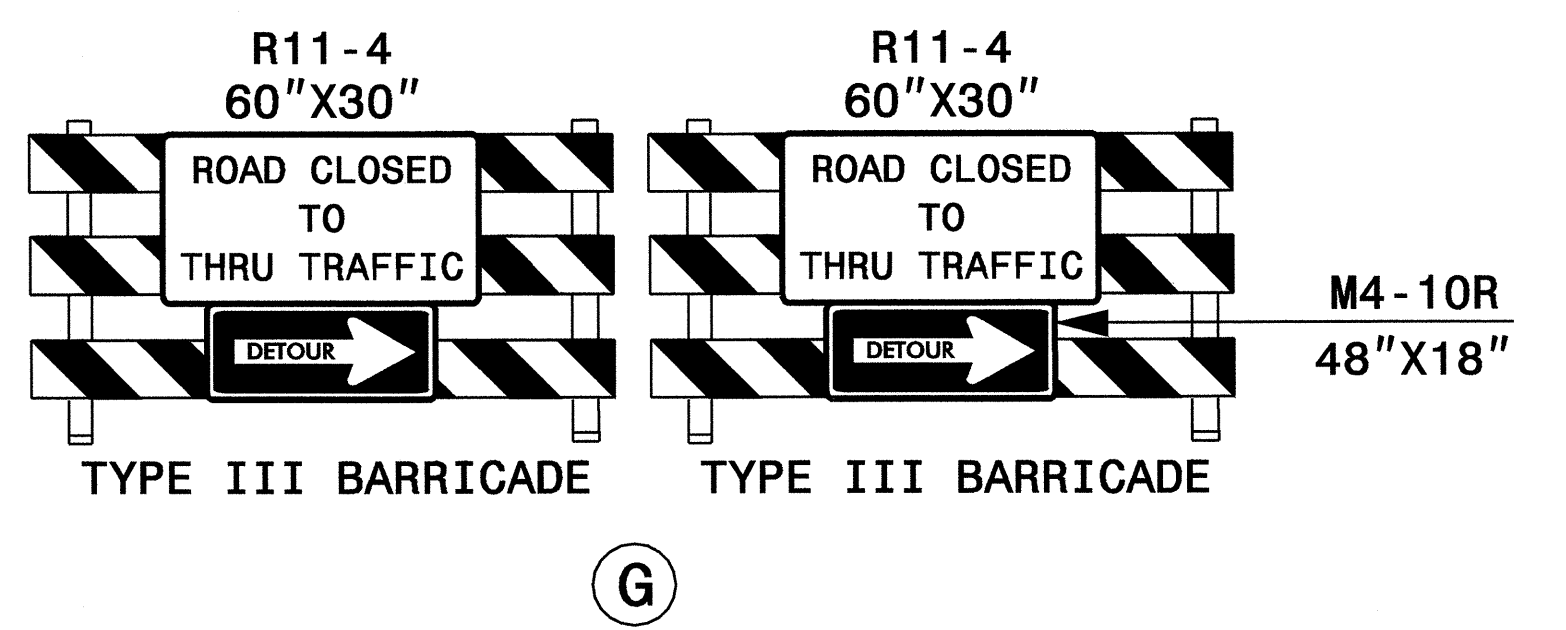
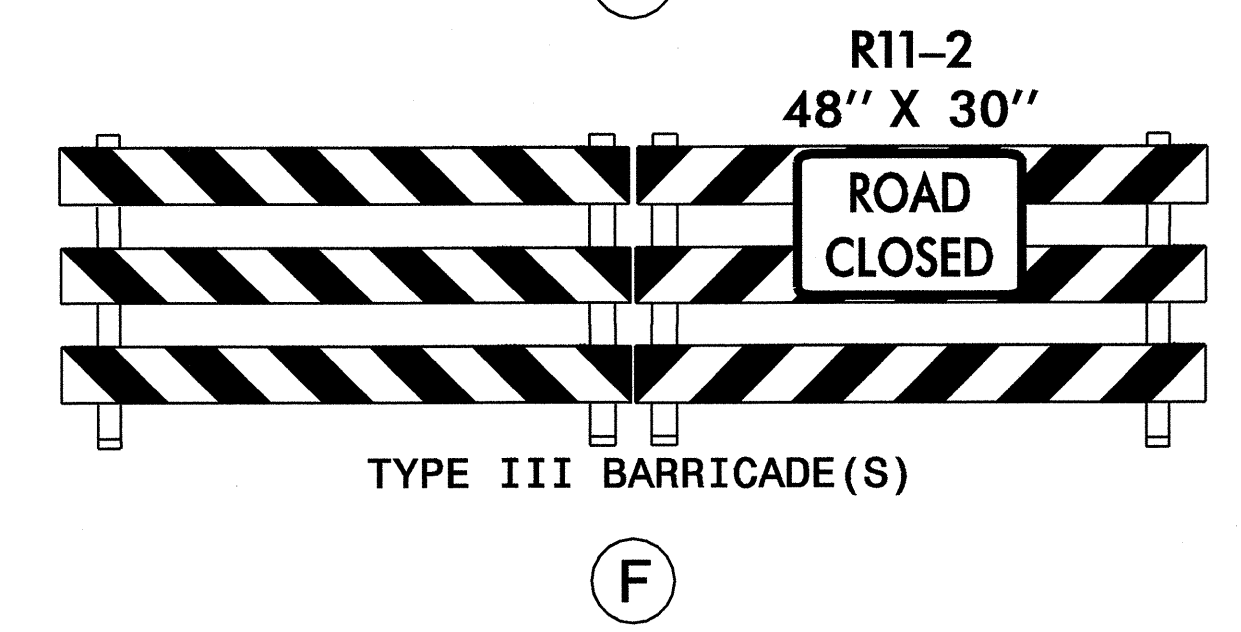
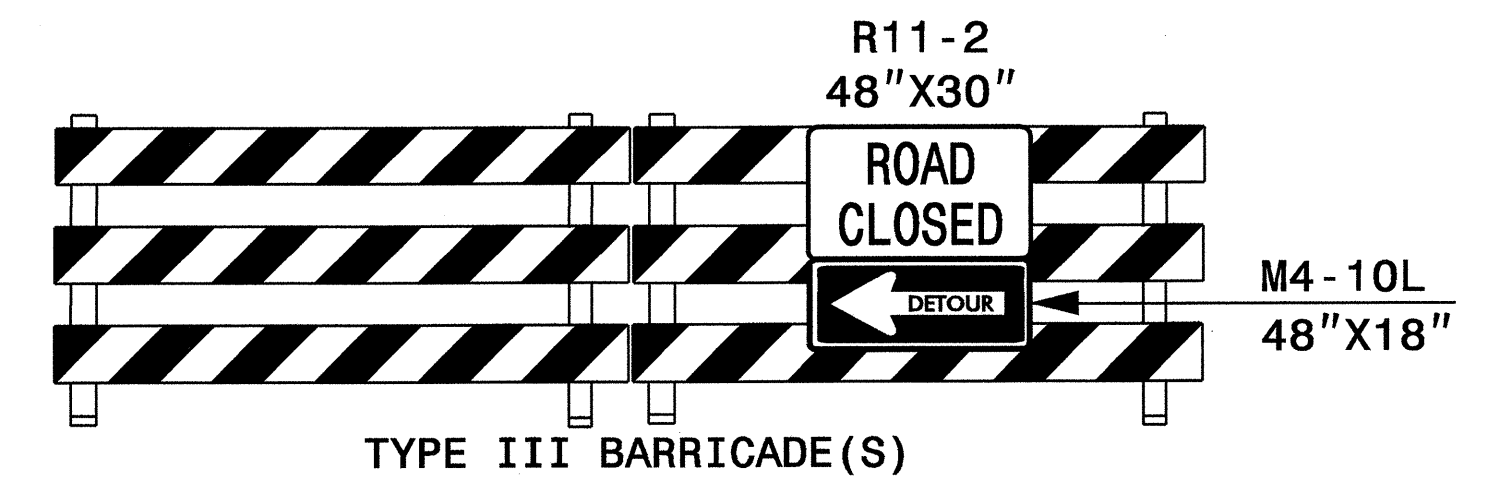
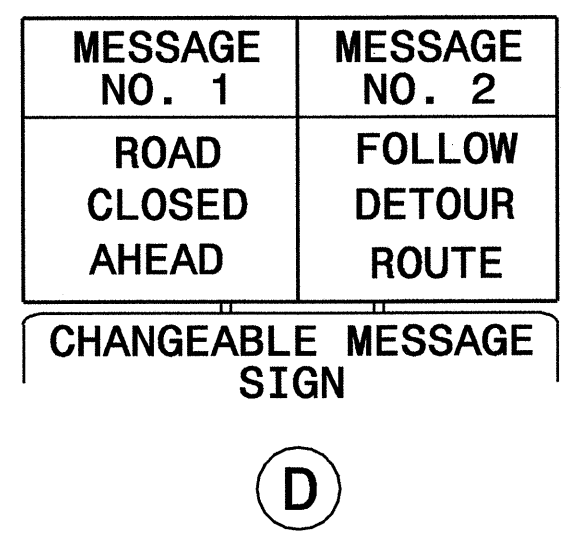
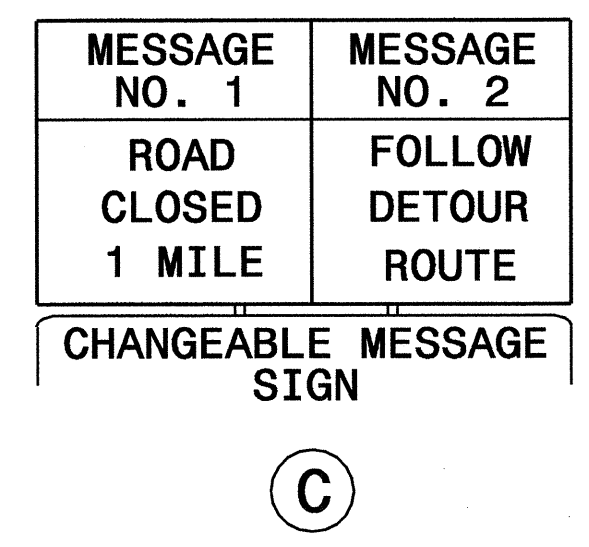
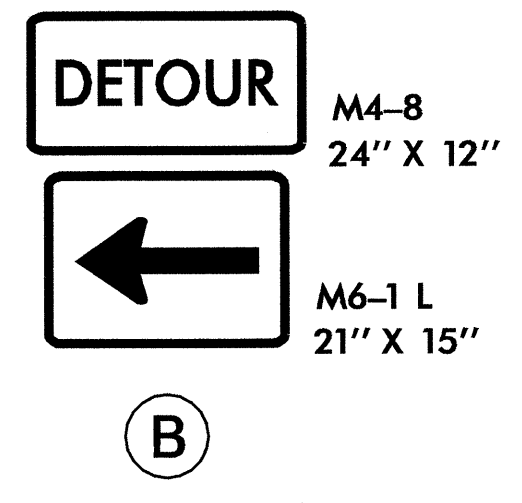
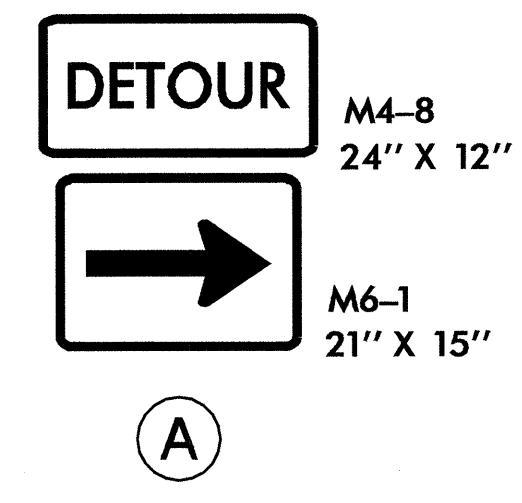
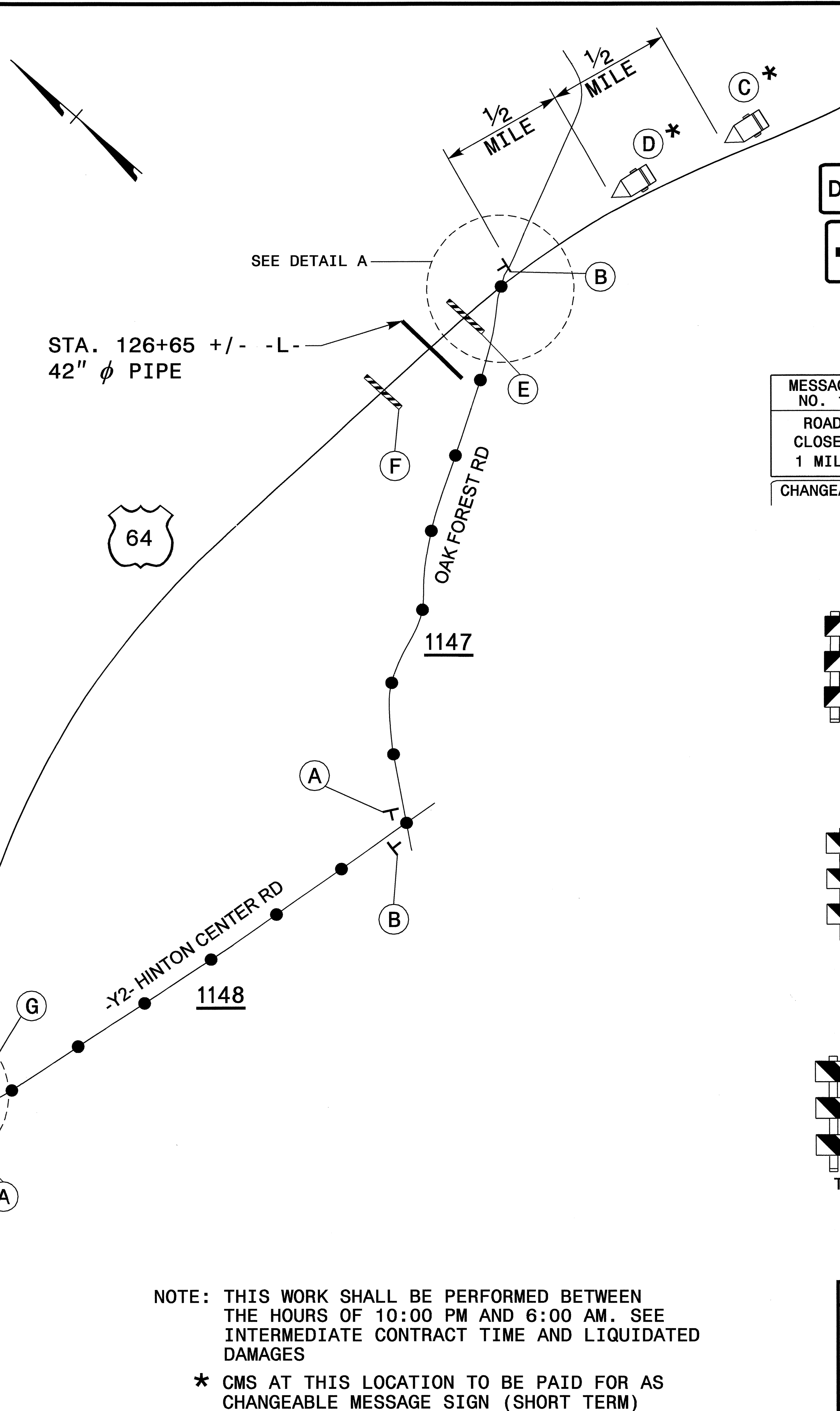
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DETAIL A



NOTE: ILLUMINATE INTERSECTION WITH TEMPORARY PORTABLE LIGHTING. TEMPORARY PORTABLE LIGHTING WILL BE INCIDENTAL TO PIPE INSTALLATION.



NOTE: THIS WORK SHALL BE PERFORMED BETWEEN THE HOURS OF 10:00 PM AND 6:00 AM. SEE INTERMEDIATE CONTRACT TIME AND LIQUIDATED DAMAGES

* CMS AT THIS LOCATION TO BE PAID FOR AS CHANGEABLE MESSAGE SIGN (SHORT TERM)

APPROVED: <i>[Signature]</i> DATE: 7/15/08	OFF SITE DETOUR FOR CLOSURE OF US 64 FOR PIPE INSTALLATION		
	SCALE: NONE		
	DATE: JULY 08		REVISIONS
	DWG. BY: AKP		
	DESIGN BY: AKP		
REVIEWED BY: DAP		CADD FILE	

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