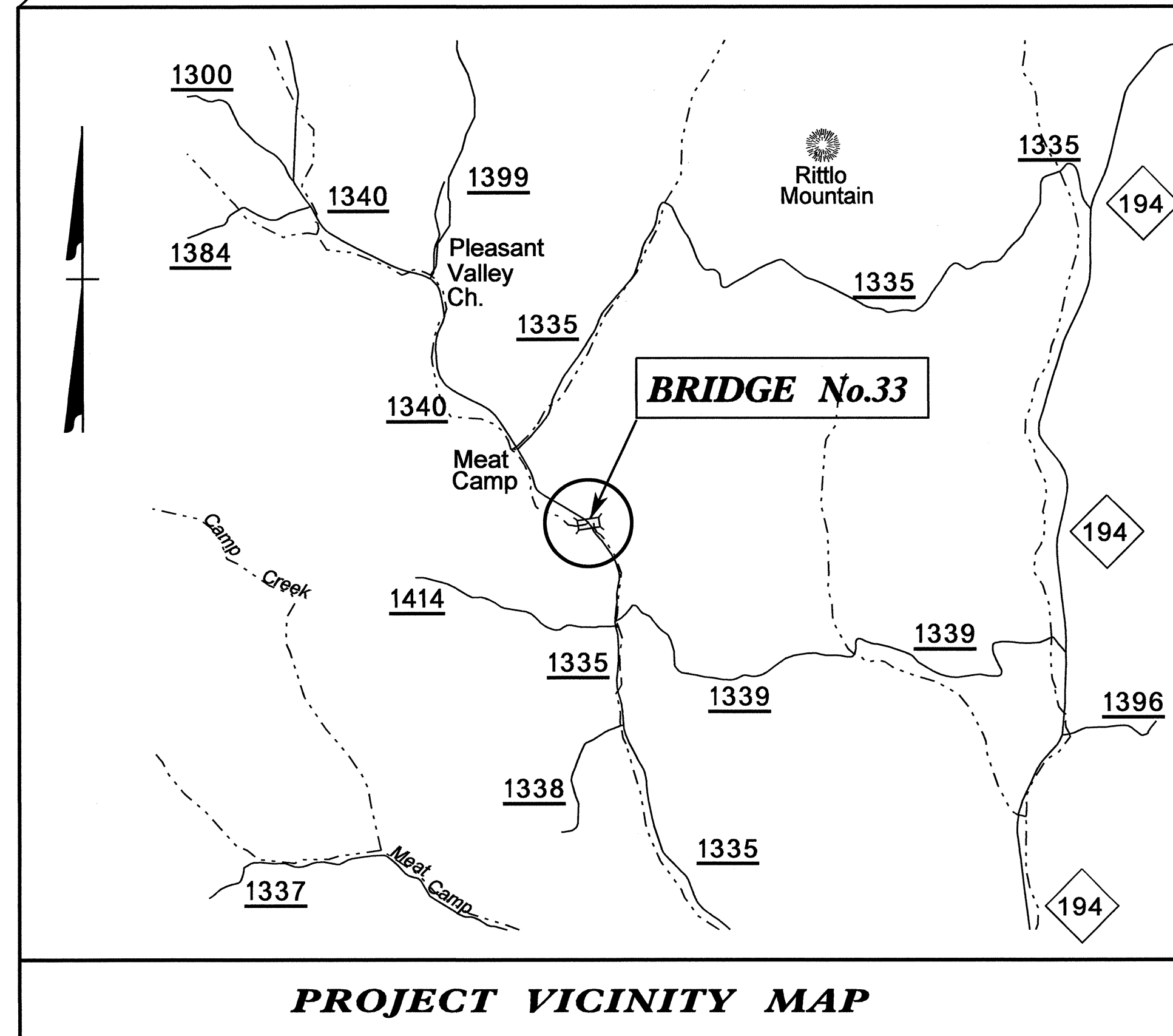
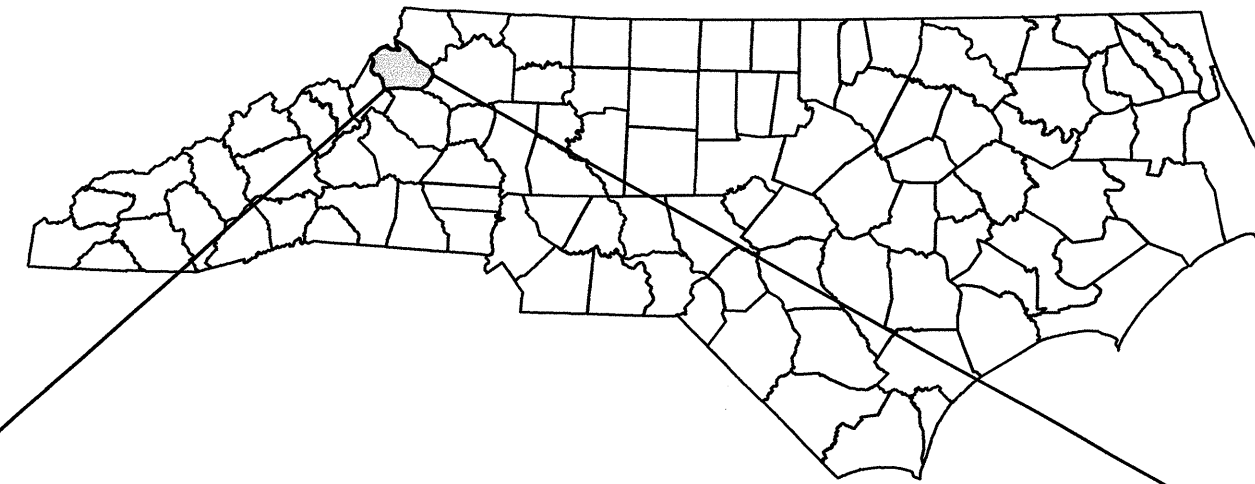


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

TRANSPORTATION MANAGEMENT PLAN

WATAUGA COUNTY



INDEX OF SHEETS

SHEET NO.	TITLE
TMP-1	TITLE SHEET AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND, AND TEMPORARY PAVEMENT MARKING
TMP-1B	TRANSPORTATION OPERATIONS PLAN: (WORK ZONE SAFETY MANAGEMENT STRATEGIES, GENERAL NOTES AND LOCAL NOTES)
TMP-2	PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS
TMP-3	TEMPORARY TRAFFIC CONTROL PHASING
TMP-4	TEMPORARY TRAFFIC CONTROL DETAIL 1
TMP-5	TEMPORARY TRAFFIC CONTROL DETAIL 2
TMP-6	TEMPORARY TRAFFIC CONTROL DETAIL 3

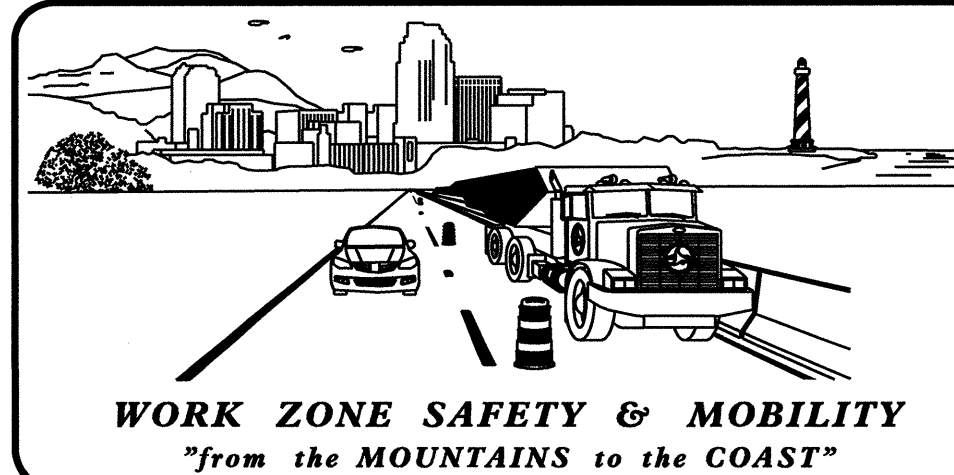
SHEET NO.

TMP-1

B-3924

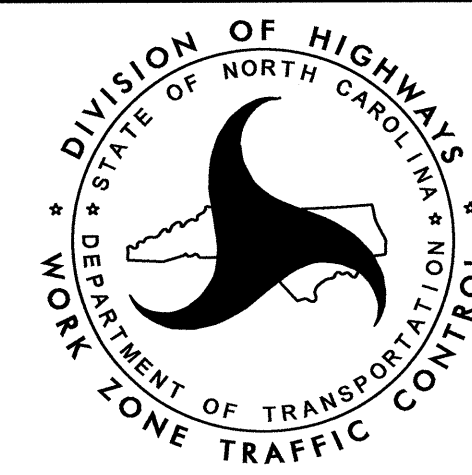
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N.C.D.O.T. WORK ZONE TRAFFIC CONTROL
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1020 BIRCH RIDGE DRIVE, RALEIGH, NC 27610 (DELIVERY)
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JOSEPH ISHAK, P.E. TRAFFIC CONTROL PROJECT ENGINEER
MICHELLE WARD, P.E. TRAFFIC CONTROL PROJECT DESIGN ENGINEER
ALLA LYUDMIRSKAYA TRAFFIC CONTROL DESIGN ENGINEER



APPROVED: *Michelle Ward*
DATE: 11/30/11



ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" - PROJECT SERVICES UNIT - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JANUARY 2012 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

STD. NO.	TITLE
1101.01	WORK ZONE WARNING SIGNS
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1130.01	DRUMS
1135.01	CONES
1145.01	BARRICADES
1150.01	FLAGGING DEVICES
1160.01	TEMPORARY CRASH CUSHION
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY-DRUMS
1205.01	PAVEMENT MARKINGS - LINE TYPES & OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.12	PAVEMENT MARKINGS - BRIDGES
1261.01	GUARDRAIL AND BARRIER DELINEATORS - INSTALLATION SPACING
1261.02	GUARDRAIL AND BARRIER DELINEATORS - TYPES AND MOUNTING
1262.01	GUARDRAIL END DELINEATION

LEGEND

GENERAL

- DIRECTION OF TRAFFIC FLOW
- EXIST. PVMT.
- NORTH ARROW
- PROPOSED PVMT.
- WORK AREA
- REMOVAL
- TEMPORARY ASPHALT PAVEMENT

TEMPORARY PAVEMENT MARKING

- PAINT (4")
- PA WHITE EDGELINE
- PI YELLOW DOUBLE CENTER
- PAINT (24")
- P4 WHITE STOPBAR

TRAFFIC CONTROL DEVICES

- BARRICADE (TYPE III)
- CONE
- DRUM SKINNY DRUM TUBULAR MARKER
- FLASHING ARROW PANEL (TYPE C)
- FLAGGER
- TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)
- CHANGEABLE MESSAGE SIGN

TEMPORARY SIGNING

- PORTABLE SIGN
- STATIONARY SIGN
- STATIONARY OR PORTABLE SIGN

SIGNALS

- EXISTING
- PROPOSED
- TEMPORARY

PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

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APPROVED: <i>Michelle Ward</i> DATE: 11/30/11		
ROADWAY STANDARD DRAWINGS & LEGEND		

MANAGEMENT STRATEGIES

- DURING CONSTRUCTION, SR 1335 TRAFFIC WILL BE PLACED IN A ONE-LANE, TWO-WAY PATTERN ON THE TEMPORARY ONSITE DETOUR INCLUDING A TEMPORARY STRUCTURE.
- TEMPORARY SIGNALS AT THE BEGINNING AND END OF AN ONSITE DETOUR WILL MANAGE SR 1335 TRAFFIC.
- THE TIE IN CONSTRUCTION, TRAFFIC SHIFTS, PLACEMENT OF FINAL SURFACE COURSE AND PAVEMENT MARKINGS WILL BE PERFORMED USING FLAGGER OPERATIONS.

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) 200' IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

TRAFFIC PATTERN ALTERATIONS

- I) NOTIFY THE ENGINEER TWENTY ONE (21) 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) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

TRAFFIC BARRIER

- L) 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.

DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE.

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.

- M) PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER AT ALL TIMES DURING THE INSTALLATION AND REMOVAL OF THE BARRIER BY EITHER A TRUCK MOUNTED IMPACT ATTENUATOR (MAXIMUM 72 HOURS) OR A TEMPORARY CRASH CUSHION.

PROTECT THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER FROM ONCOMING TRAFFIC AT ALL TIMES BY A TEMPORARY CRASH CUSHION UNLESS THE APPROACH END OF MOVABLE/PORTABLE CONCRETE BARRIER IS OFFSET FROM ONCOMING TRAFFIC AS FOLLOWS OR AS SHOWN IN THE PLANS:

POSTED SPEED LIMIT	MINIMUM OFFSET
40 OR LESS	15 FT
45 - 50	20 FT
55	25 FT
60 MPH or HIGHER	30 FT

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

ROAD NAME	MARKING	MARKER
-L- (SR 1335, MEAT CAMP RD.)	PAINT	NONE

- Q) 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.

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

- S) REMOVE/REPLACE ANY CONFLICTING/DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

MISCELLANEOUS

- T) 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) AND RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

LOCAL NOTE

1. CONSTRUCT TEMPORARY PAVEMENT FOR PCB PLACEMENT FROM -DET- STA.11+59+/-LT TO -DET- STA.12+35+/-LT IN SUCH A MANNER TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE PCB.

PROJECT 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


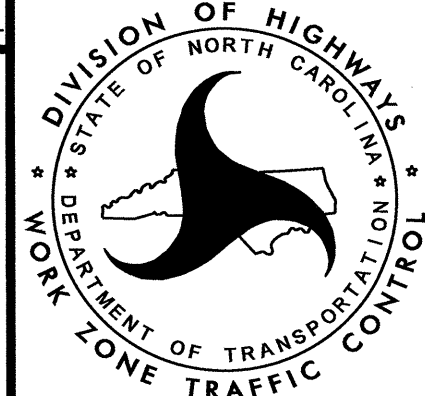
- A) REMOVE LANE CLOSURE DEVICES FROM THE LANE WHEN WORK IS NOT BEING PERFORMED BEHIND THE LANE CLOSURE OR WHEN A LANE CLOSURE IS NO LONGER NEEDED OR AS DIRECTED BY THE ENGINEER.
- B) WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN 15 FT OF AN OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN SHOULDER USING 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 ON THE SHOULDER ADJACENT TO AN UNDIVIDED FACILITY AND WITHIN 5 FT OF AN OPEN TRAVEL LANE, 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) PROVIDE TRAFFIC CONTROL FOR APPROPRIATE LANE CLOSURES FOR SURVEYING DONE BY THE DEPARTMENT.

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.

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APPROVED <i>Michelle Ward</i> / DATE: <i>11/20/11</i> 		<h2 style="margin: 0;">TRANSPORTATION OPERATION PLAN</h2>
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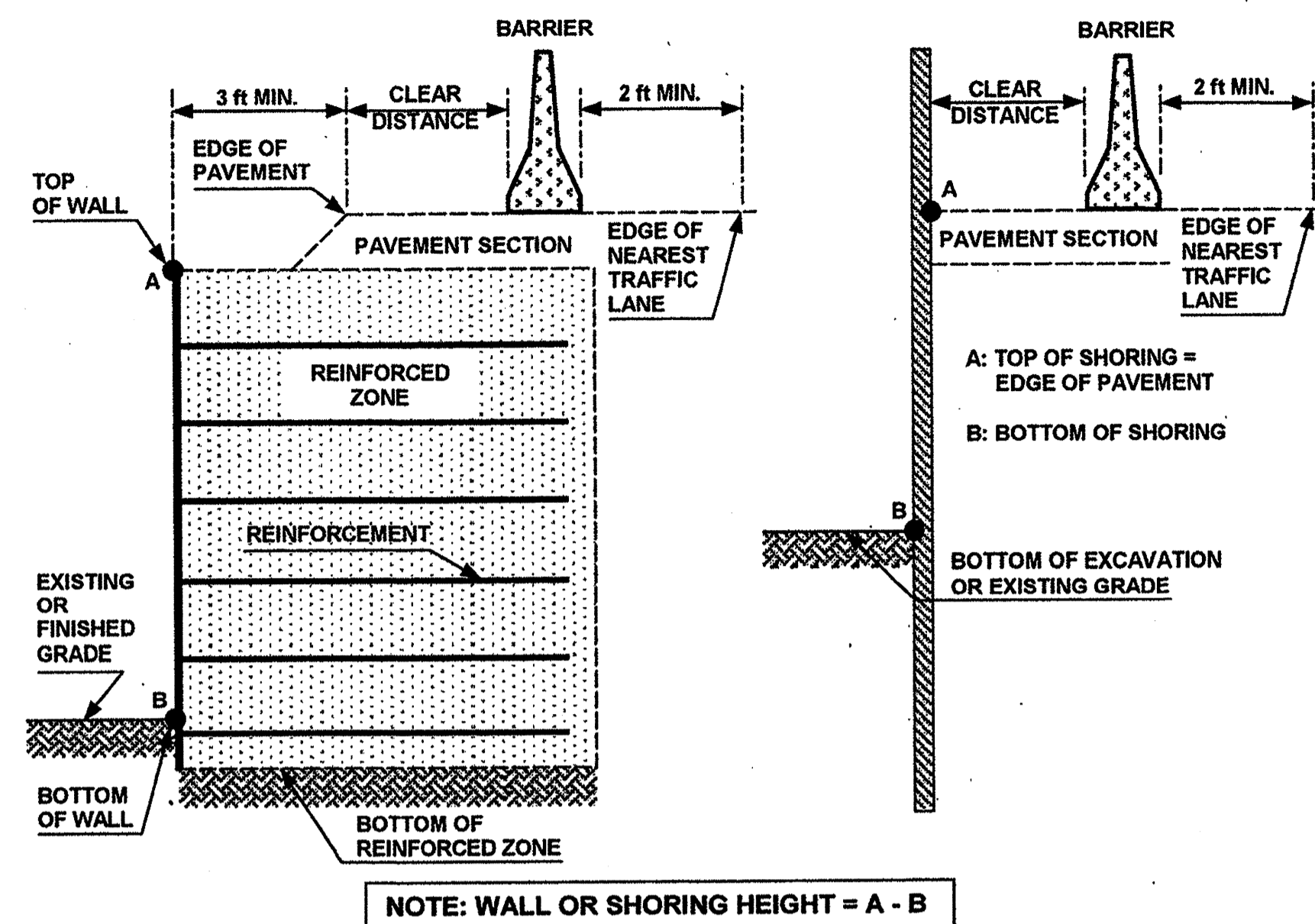


FIGURE A

NOTES

- REFER TO THE TRAFFIC CONTROL PLANS FOR SHORING LOCATIONS AND SOIL PARAMETERS.
- REFER TO THE "TEMPORARY SHORING" PROJECT SPECIAL PROVISION FOR MORE INFORMATION ABOUT TEMPORARY SHORING, MEASUREMENT AND PAYMENT.
- PROVIDE PORTABLE CONCRETE BARRIER TO PROTECT TEMPORARY SHORING IF SHORING IS LOCATED WITHIN THE CLEAR ZONE AS DEFINED IN THE AASHTO ROADSIDE DESIGN GUIDE. DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE. (CONTACT NCDOT PAVEMENT MANAGEMENT UNIT FOR APPLICABLE PAVEMENT DESIGN).
- BASED ON THE CLEAR DISTANCE, OFFSET, DESIGN SPEED AND PAVEMENT TYPE, CHOOSE AN UNANCHORED PCB, ANCHORED PCB OR AN OREGON BARRIER FROM THE TABLE SHOWN IN FIGURE B. FOR TRAFFIC LANES AND PORTABLE CONCRETE BARRIER LOCATED ABOVE AND BEHIND TEMPORARY SHORING, THE FOLLOWING ARE DEFINED AS:

CLEAR DISTANCE - HORIZONTAL DISTANCE FROM THE BACK FACE OF THE BARRIER TO THE EDGE OF PAVEMENT FOR TEMPORARY MSE WALL OR TO THE FACE OF NON-ANCHORED TEMPORARY SHORING AS SHOWN IN FIGURE A.

OFFSET - HORIZONTAL DISTANCE FROM THE FRONT FACE OF THE BARRIER TO CENTERLINE OF THE FURTHEST TRAFFIC LANE AS SHOWN IN FIGURE B FOR 3 TRAFFIC LANES.
- AT THE CONTRACTOR'S OPTION OR IF THE MINIMUM REQUIRED CLEAR DISTANCE IS NOT AVAILABLE, SET AN UNANCHORED PCB AGAINST THE TRAFFIC SIDE OF THE SHORING AND DESIGN SHORING FOR TRAFFIC IMPACT OR USE THE "SURCHARGE CASE WITH TRAFFIC IMPACT" FOR THE STANDARD TEMPORARY SHORING. DO NOT PLACE BARRIER DIRECTLY ON ANY SURFACE OTHER THAN ASPHALT OR CONCRETE. (CONTACT NCDOT PAVEMENT MANAGEMENT UNIT FOR APPLICABLE PAVEMENT DESIGN).
- USE NCDOT PORTABLE CONCRETE BARRIER (PCB) IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1170.01 AND SECTION 1170 OF THE STANDARD SPECIFICATIONS.
- USE OREGON TALL F-SHAPE CONCRETE BARRIER IN ACCORDANCE WITH DETAIL DRAWING AND SPECIAL PROVISION OBTAINED FROM: WORK ZONE TRAFFIC CONTROL UNIT WEB PAGE.
- UNLESS NOTED OTHERWISE ON THE PLANS, SET PORTABLE CONCRETE BARRIER WITH A MINIMUM DISTANCE OF 2 FT BETWEEN THE FRONT FACE OF THE BARRIER AND THE EDGE OF THE NEAREST TRAFFIC LANE AS SHOWN IN FIGURE A.
- FOR PORTABLE CONCRETE BARRIER ABOVE AND BEHIND TEMPORARY MSE WALLS, PROVIDE A MINIMUM DISTANCE OF 3 FT BETWEEN THE EDGE OF PAVEMENT AND THE WALL FACE AS SHOWN IN FIGURE A. IF THESE MINIMUM REQUIRED DISTANCES ARE NOT AVAILABLE, CONTACT THE ENGINEER.
- TABLE SHOWN IN FIGURE B IS BASED ON NCDOT RESEARCH PROJECT NO. 2005-010 WITH VEHICLE TYPE USED FOR NCHRP 350 CRASH TESTS. BARRIER DEFLECTIONS AND RESULTING MINIMUM REQUIRED CLEAR DISTANCES MIGHT VARY SIGNIFICANTLY FOR LARGER HEAVIER VEHICLES, RUNS OF BARRIER LESS THAN 200' IN LENGTH AND WET OR DRY PAVEMENT.

MINIMUM REQUIRED CLEAR DISTANCE, inches

Barrier Type	Pavement Type	Offset * ft	Design Speed, mph					
			<30	31-40	41-50	51-60	61-70	71-80
Unanchored PCB	Asphalt	<8	24	26	29	32	36	40
		8-14	26	28	31	35	38	42
		14-20	27	29	34	36	39	43
		20-26	28	31	35	38	40	44
		26-32	29	32	36	39	42	45
		32-38	30	34	38	41	43	46
		38-44	31	34	41	43	45	48
	44-50	31	35	41	43	46	49	
	50-56	32	36	42	44	47	50	
	>56	32	36	42	45	47	51	
	Concrete	<8	17	18	21	22	25	26
	8-14	19	20	23	25	26	29	
	14-20	22	22	24	26	28	31	
	20-26	23	24	26	27	30	34	
26-32	24	25	27	28	32	35		
32-38	24	26	27	30	33	36		
38-44	25	26	28	30	34	37		
44-50	26	26	28	32	35	37		
50-56	26	26	28	32	35	38		
>56	26	27	29	32	36	38		
Anchored PCB or Oregon Barrier	Asphalt	All Offsets	24 for All Design Speeds					
Anchored PCB or Oregon Barrier	Concrete (including bridge approach slabs)	All Offsets	12 for All Design Speeds					

* See Figure Below

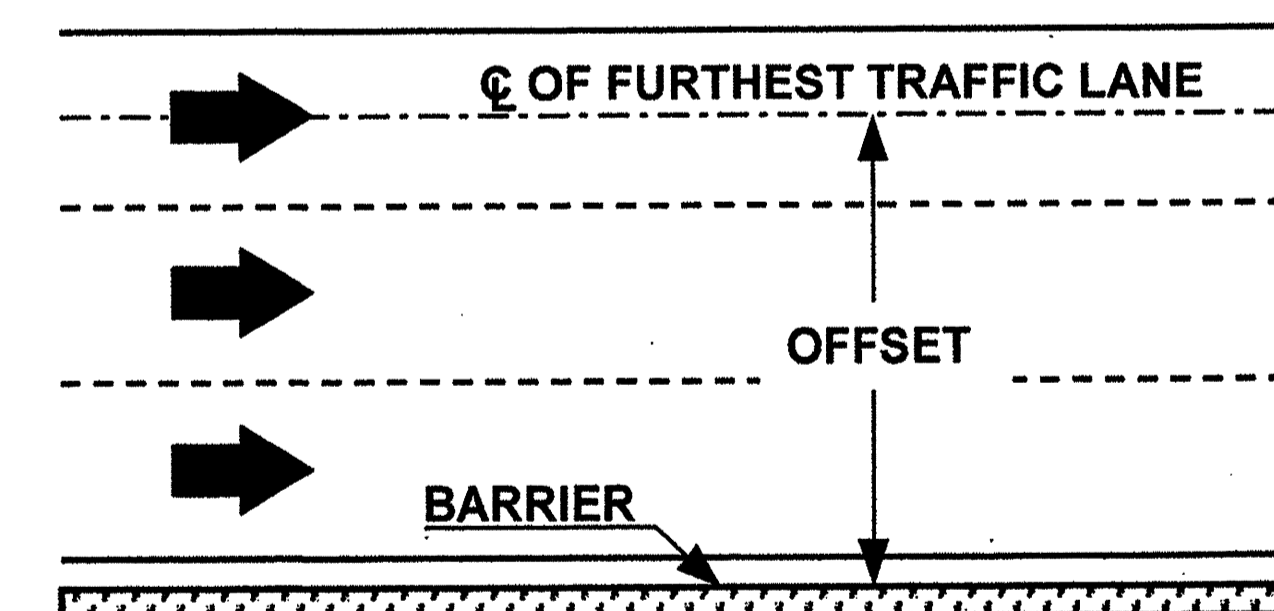


FIGURE B

APPROVED: _____ DATE: _____		PORTABLE CONCRETE BARRIER AT TEMPORARY SHORING LOCATIONS

PHASING

MAINTAIN ACCESS TO ALL RESIDENCES WITHIN THE PROJECT LIMITS

STEP 1:
INSTALL ADVANCE WORK ZONE WARNING SIGNS (REFER TO RSD 1101.01, SHEET 3 OF 3).

STEP 2:
- AWAY FROM TRAFFIC, PERFORM THE FOLLOWING:
(SEE ROADWAY PLANS AND SHEET TMP-4).
1) -INSTALL TEMPORARY SHORING 23' RT OF -L- FROM STA.17+60+/- TO STA.17+80+/-
-CONSTRUCT TEMPORARY ONSITE DETOUR FROM -DET- STA.10+50+/- TO -DET- STA.12+45+/- INCLUDING TEMPORARY STRUCTURE AND TEMPORARY ASPHALT PAVEMENT FOR PCB PLACEMENT FROM -DET- STA.11+59+/- LT TO -DET- STA.12+35+/- LT (SEE LOCAL NOTE 1)
2) INSTALL TEMPORARY GUARDRAIL ALONG EB OF THE TEMPORARY ONSITE DETOUR AS SHOWN ON ROADWAY PLANS.
- USING FLAGGERS (RSD 1101.02, SHEET 1 OF 15), INSTALL AND COVER TEMPORARY TRAFFIC SIGNALS AT THE BEGINNING AND END OF THE TEMPORARY ONSITE DETOUR (SEE SIGNAL PLANS).

NOTE: WORK IN A CONTINUOUS MANNER TO COMPLETE STEP 3.

STEP 3:
1. USING FLAGGERS (RSD 1101.02, SHEET 1 OF 15), PLACE TRAFFIC ON WB OF EXISTING SR 1335 (MEAT CAMP RD.) IN ONE-LANE, TWO-WAY PATTERN, AND PERFORM THE FOLLOWING:
(SEE ROADWAY AND SIGNAL PLANS AND SHEET TMP-5).
1) - CONSTRUCT TIE IN OF THE TEMPORARY ONSITE DETOUR WITH EXISTING SR 1335 (MEAT CAMP RD.), AND PLACE TEMPORARY PAVEMENT MARKING (PAINT) FROM -DET- STA.10+00+/- TO -DET- STA.12+90+/-.
2) - INSTALL TEMPORARY PCB FROM -DET- STA.11+59+/- LT TO -DET- STA.12+39+/- LT, AND CRASH CUSHION. ATTACH TEMPORARY PCB TO THE BRIDGE RAIL AT -DET- STA.11+59+/-.
- INSTALL TEMPORARY GUARDRAIL ALONG WB OF THE TEMPORARY ONSITE DETOUR FROM -DET- STA.10+50+/- TO -DET- STA.11+19+/-.
2. USING RSD 1101.03, SHEET 3 OF 9, PLACE SR 1335 TRAFFIC ON THE TEMPORARY ONSITE DETOUR IN ONE-LANE, TWO-WAY PATTERN AS SHOWN ON SHEET TMP-5, AND SIMULTANEOUSLY UNCOVER AND ACTIVATE TEMPORARY SIGNAL INSTALLED IN STEP 2.

STEP 4:
AWAY FROM TRAFFIC AND USING FLAGGERS AS NEEDED, PERFORM THE FOLLOWING:
(SEE SHEET TMP-5)
1) REMOVE EXISTING STRUCTURE
2) CONSTRUCT PROPOSED -L- UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE FROM -L- STA.16+70+/- TO -L- STA.18+35+/- INCLUDING PROPOSED STRUCTURE FROM -L- STA.17+35+/- TO -L- STA.17+70+/-.
3) - INSTALL PROPOSED GUARDRAIL ALONG WB OF -L-
- BEGIN INSTALLATION OF PROPOSED GUARDRAIL ALONG EB OF -L-.

NOTE: WORK IN CONTINUOUS MANNER TO COMPLETE STEPS 5 AND 6.

STEP 5:
USING FLAGGERS (RSD 1101.02, SHEET 1 OF 15) AS NEEDED, PERFORM THE FOLLOWING:
(SEE ROADWAY PLANS).
1) CONSTRUCT TIE IN OF PROPOSED WB -L- FROM -L- STA.15+50+/- TO -L- STA.16+70+/-, AND FROM -L- STA.18+35+/- TO -L- STA.19+50+/-.
2) PLACE TEMPORARY PAVEMENT MARKING (PAINT) ON PROPOSED WB -L- FROM -L- STA.16+40+/- TO -L- STA.18+70+/- (STOP BARS FOR TEMPORARY SIGNAL TO REMAIN IN PLACE UNTIL STEP 6-4).
3) REVISE TEMPORARY SIGNAL, AS NECESSARY, INSTALL TYPE III BARRICADES TO CLOSE TEMPORARY ONSITE DETOUR, AND PLACE TRAFFIC ON WB OF PROPOSED -L- IN ONE-LANE, TWO-WAY PATTERN.


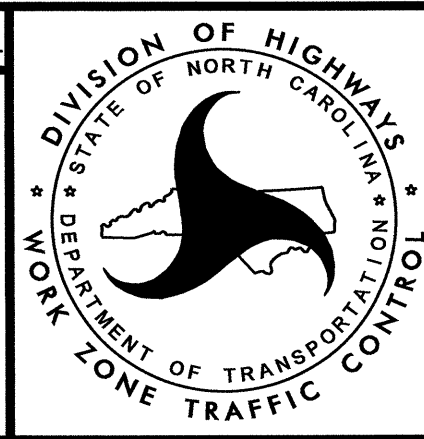
STEP 6:
AWAY FROM TRAFFIC AND USING FLAGGERS AS NEEDED, PERFORM THE FOLLOWING:
(SEE ROADWAY PLANS).
1) REMOVE TEMPORARY PCB, CRASH CUSHION AND TEMPORARY GUARDRAIL ALONG WB OF TEMPORARY ONSITE DETOUR, INSTALLED IN STEP 3.
2) CONSTRUCT TIE IN OF PROPOSED EB -L- FROM -L- STA.15+50+/- TO -L- STA.16+70+/- AND FROM -L- STA.18+70+/- TO -L- STA.19+50+/-.
3) COMPLETE INSTALLATION OF PROPOSED GUARDRAIL ALONG EB OF -L- BEGUN IN STEP 4.
4) PLACE TEMPORARY PAVEMENT MARKING (PAINT) ON PROPOSED EB -L- FROM -L- STA.15+50+/- TO -L- STA.19+50+/-, COVER TEMPORARY SIGNALS, INSTALLED IN STEP 2, AND PLACE SR 1335 TRAFFIC ON PROPOSED -L- IN TWO-LANE, TWO-WAY PATTERN AS SHOWN ON SHEET TMP-6.

STEP 7:
- USING FLAGGERS (RSD 1101.02, SHEET 1 OF 15), PLACE FINAL LAYER OF SURFACE COURSE AND FINAL PAVEMENT MARKING ON PROPOSED -L- FROM STA.15+50+/- TO STA.19+50+/- (SEE FINAL PAVEMENT MARKING PLANS)
- AWAY FROM TRAFFIC, REMOVE TEMPORARY STRUCTURE AND APPROACHES (SEE ROADWAY PLANS AND SHEET TMP-6).

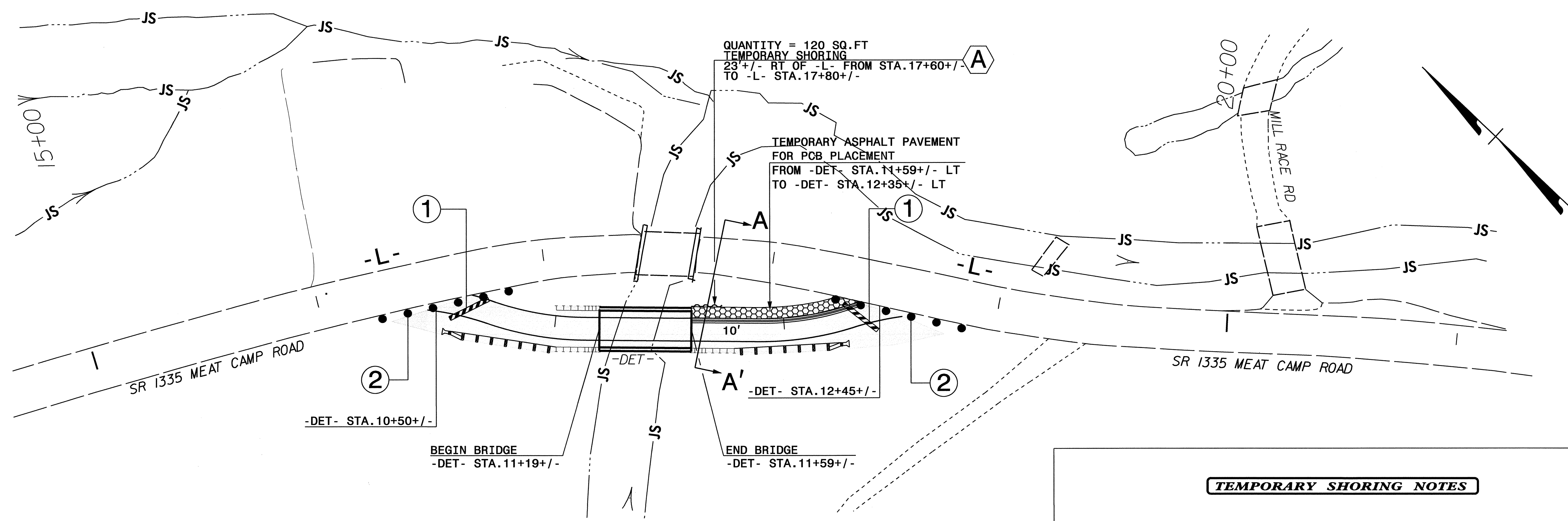
STEP 8:
REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES.

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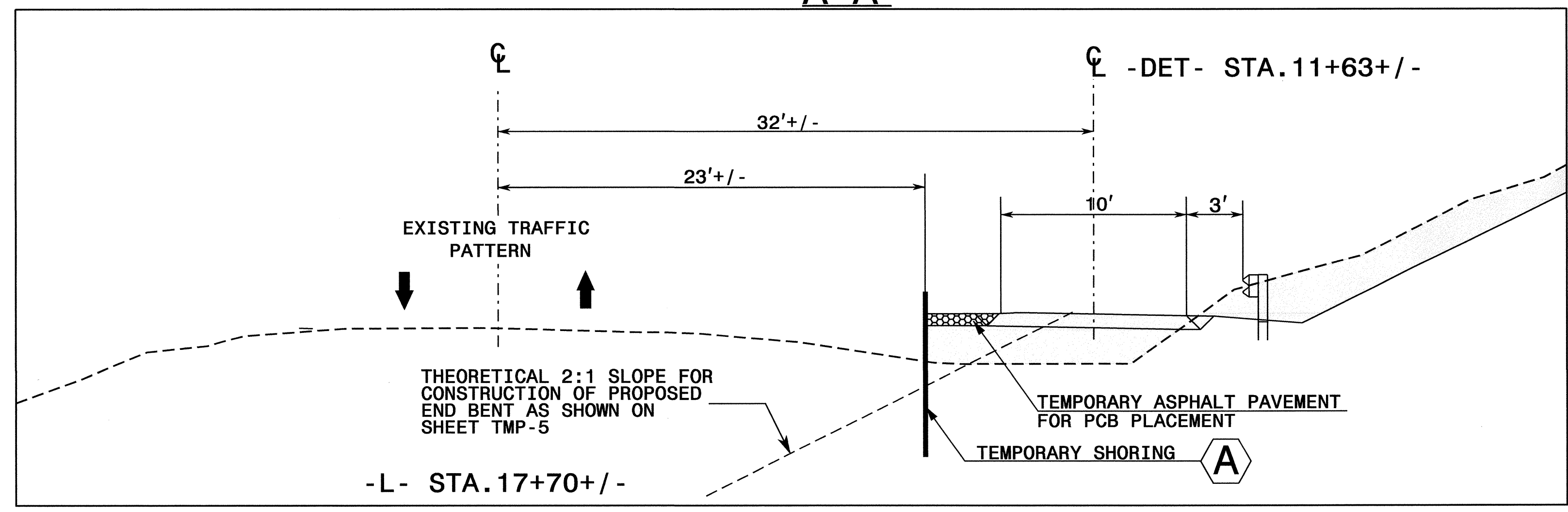
APPROVED: *Nichelle Ward* DATE: 11/20/11

TEMPORARY TRAFFIC CONTROL PHASING



A-A'



TEMPORARY SHORING NOTES

FOR TEMPORARY SHORING AND POSITIVE PROTECTION FOR TEMPORARY SHORING, SEE PLANS AND TEMPORARY SHORING PROVISION.

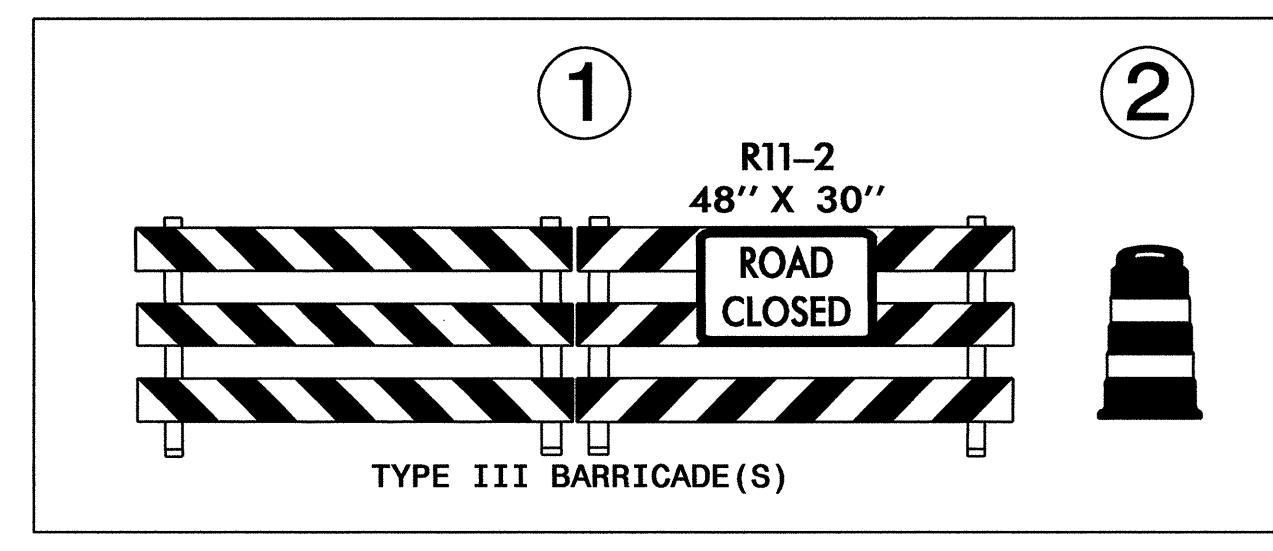
BEFORE BEGINNING TEMPORARY SHORING DESIGN OR CONSTRUCTION, SURVEY EXISTING GROUND ELEVATIONS IN THE VICINITY OF SHORING LOCATIONS TO DETERMINE ACTUAL SHORING HEIGHTS.

DESIGN TEMPORARY SHORING FROM STATION 17+60.00+/- -L-, 23 FT. RIGHT OF -L-, TO STATION 17+80.00+/- -L-, 23 FT. RIGHT OF -L- FOR THE FOLLOWING SOIL PARAMETERS AND GROUNDWATER ELEVATION:
 UNIT WEIGHT (γ) = 120 LB/CF
 FRICTION ANGLE (ϕ) = 30 DEGREES
 COHESION (c) = 0 LB/SF
 GROUNDWATER ELEVATION = 3351 FT.

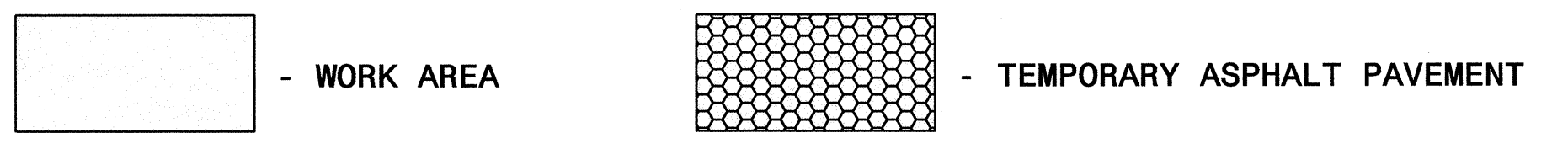
LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF TEMPORARY SHORING FROM 17+60.00+/- -L-, 23 FT. RIGHT OF -L-, TO STATION 17+80.00+/- -L-, 23 FT. RIGHT OF -L-. THE INFORMATION PROVIDED FOR TEMPORARY SHORING DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

DO NOT USE A TEMPORARY WALL FOR TEMPORARY SHORING FROM STATION 17+60.00+/- -L-, 23 FT. RIGHT OF -L-, TO STATION 17+80.00+/- -L-, 23 FT. RIGHT OF -L-.

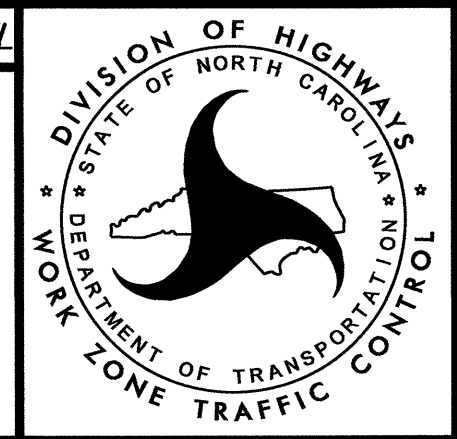
AT THE CONTRACTOR'S OPTION, USE STANDARD TEMPORARY SHORING FOR TEMPORARY SHORING FROM STATION 17+60.00+/- -L-, 23 FT. RIGHT OF -L-, TO STATION 17+80.00+/- -L-, 23 FT. RIGHT OF -L-. SEE STANDARD DRAWING No.1801.01 FOR STANDARD TEMPORARY SHORING.



- NOTES:**
1. MAINTAIN ACCESS TO ALL RESIDENCES WITHIN THE PROJECT LIMITS.
 2. THE TEMPORARY SHORING NOTES SHOWN ON THIS SHEET WERE PROVIDED THROUGH A SEALED DOCUMENT FROM GEOTECHNICAL ENGINEERING UNIT. THE DOCUMENT WAS SUBMITTED TO THE WZTC ON NOVEMBER 30, 2011 AND SEALED BY A PROFESSIONAL ENGINEER, JOHN S. W. FARGHER, LICENSE # 023480.
 3. SEE SHEET TMP-2 FOR ADDITIONAL TEMPORARY SHORING REQUIREMENTS.

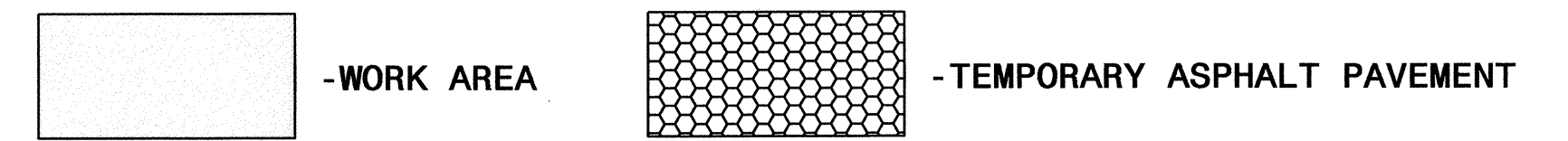
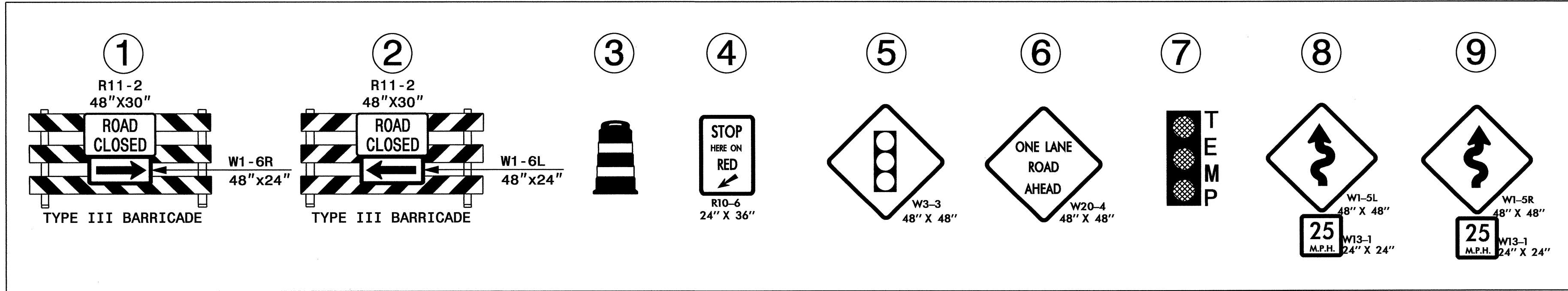
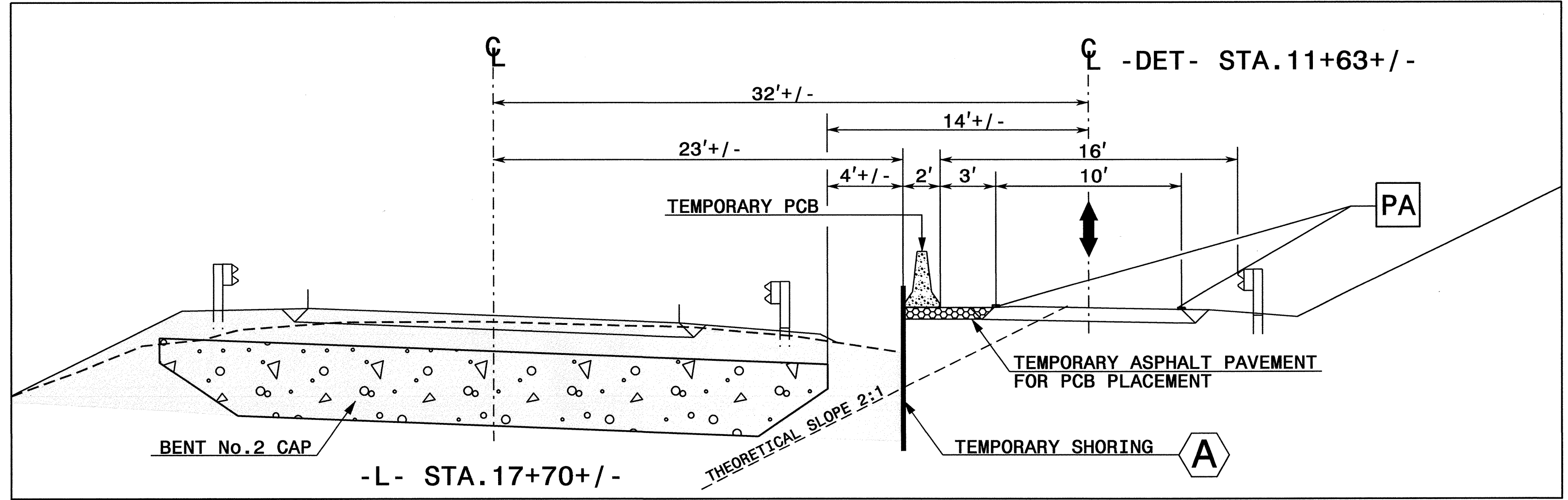
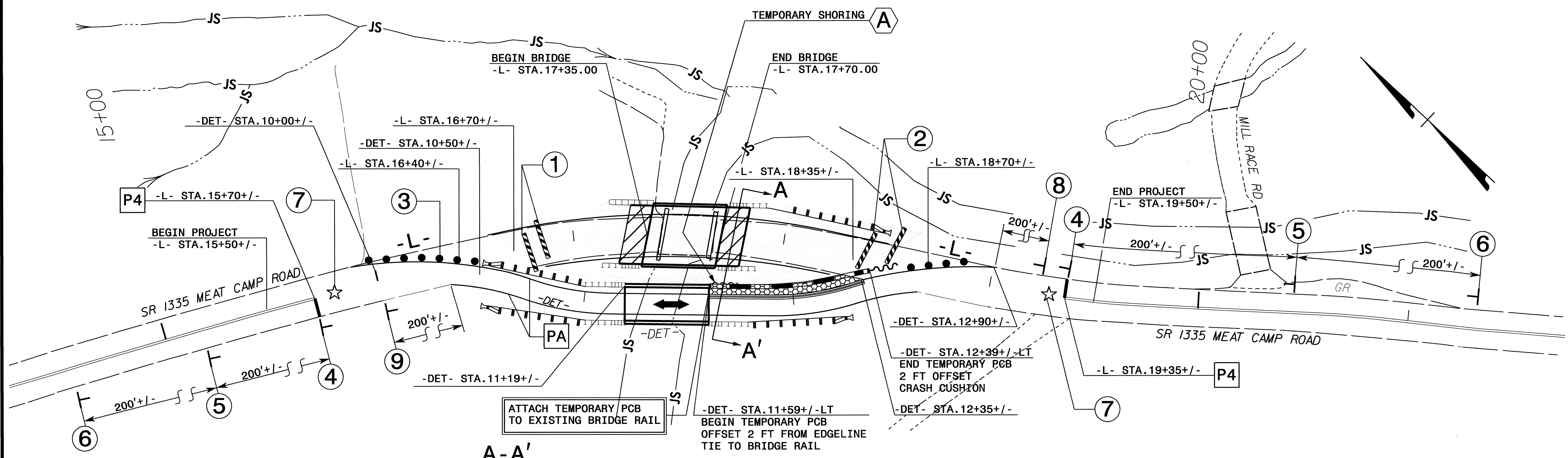


APPROVED: *Michelle Ward* DATE: 11/30/11



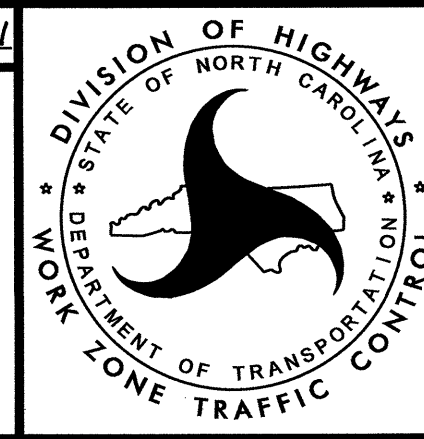
**TEMPORARY TRAFFIC CONTROL
DETAIL 1**

30-NOV-2011 10:08
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 dlyuomi AT TE244741



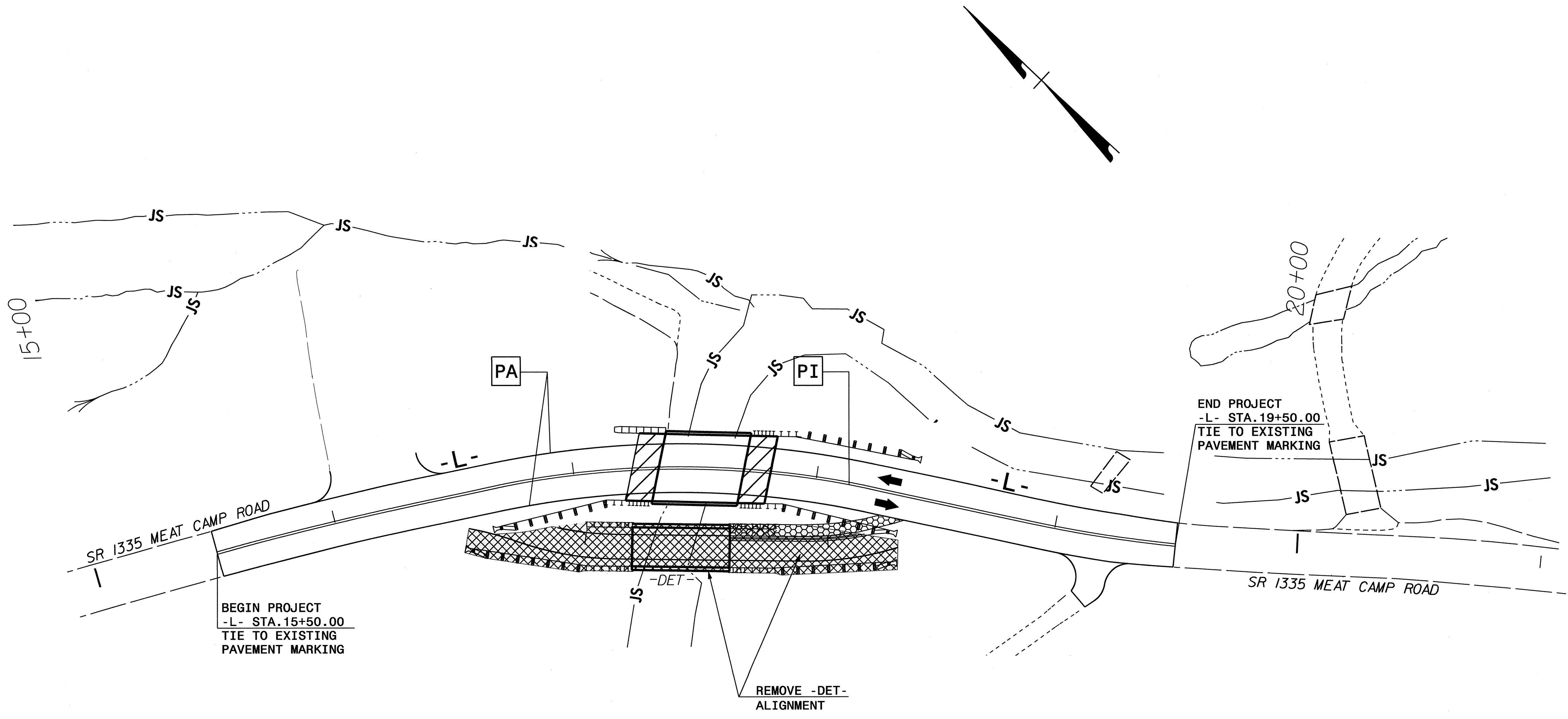
- NOTES:
1. REFER TO SIGNAL PLANS FOR STOP BAR LOCATIONS.
 2. MAINTAIN ACCESS TO ALL RESIDENCES WITHIN THE PROJECT LIMITS.
 3. REFER TO RSD 1101.03, SHEET 3 OF 9, FOR SIGNS 8 AND 9 SPACING AND TYPE III BARRICADE PLACEMENT.
 4. SEE SHEETS TMP-2 AND TMP-4 FOR TEMPORARY SHORING NOTES.

APPROVED: *Michelle Waid* DATE: *11/20/11*



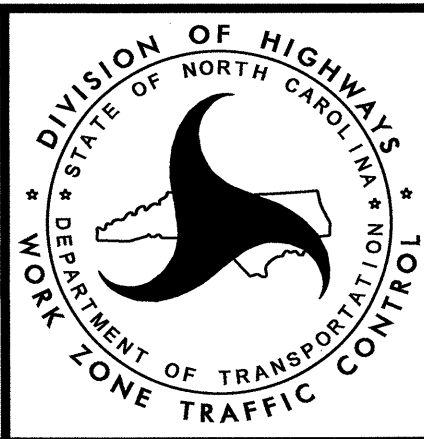
TEMPORARY TRAFFIC CONTROL
DETAIL 2

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 glyudmi AT 1E24474J

APPROVED: *Michelle Ward* DATE: 11/30/11



TEMPORARY TRAFFIC CONTROL
DETAIL 3