

GENERAL NOTES

PAVEMENT MARKINGS AND MARKERS

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

<u>ROAD NAME</u>	<u>MARKING</u>	<u>MARKER</u>
ALL ROADS	PAINT	TEMPORARY

CC) 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.

DD) TIE PROPOSED PAVEMENT MARKING LINES TO EXISTING PAVEMENT MARKING LINES.

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

FF) TRACE THE PROPOSED MONOLITHIC ISLAND LOCATIONS WITH PROPER COLOR PAVEMENT MARKINGS PRIOR TO INSTALLATION. PLACE DRUMS TO DELINEATE ANY PROPOSED MONOLITHIC ISLANDS BEFORE INSTALLATION.

MISCELLANEOUS

GG) IN THE EVENT A TIE-IN CANNOT BE MADE IN ONE DAYS 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) 500 FT AND 1000 FT RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.

LOCAL NOTES

LN-1 TO MINIMIZE BREAKS IN PROPOSED CURB & GUTTER, COORDINATE CONSTRUCTION AT DRIVEWAY ACCESS POINTS WITH ENGINEER. IF APPROVED BY THE ENGINEER, INCIDENTAL STONE MAY BE USED FOR TEMPORARY DRIVEWAY ACCESS POINTS ACROSS CURB AND GUTTER IN LIEU OF CURB CUTS OR BREAK POINTS.

LN-2 PROVIDE TEMPORARY PAVEMENT AS NEEDED TO TIE NEW CONSTRUCTION TO EXISTING TRAVEL LANES (PARTICULARLY WHEN TYING Y-LINES TO US 221 ACROSS FUTURE MEDIAN).

LN-3 INSTALL GUARDRAIL ALONG -Y8AREV- PRIOR TO DISTURBING EXISTING SIDE SLOPE. (SEE ROADWAY PLANS.)

LN-4 TEMPORARY STEEL PLATE WILL BE NEEDED.

LN-5 TEMPORARY DRIVES REQUIRED FOR -DRW2- & -DRW4-. USE PROPOSED -DRW4- TO PROVIDE ACCESS TO -DRW3-.

LN-6 PCB ALONG -L- (US 221):
 * MUST HAVE A MINIMUM OF 33 INCHES BETWEEN BARRIER AND HAZARD / DROP OFF OR BE ANCHORED BARRIER;
 * LENGTH OF NEED BASED USING A RUN OUT LENGTH OF 360';
 * MINIMUM FLARE OF 13:1 FOR APPROACH END.

LN-7 INSTALL U-TURN SIGNS ALONG -L- PRIOR TO OPENING U-TURNS TO TRAFFIC.

LN-8 IN LEIU OF ALUMINUM BOX CULVERT, CONTRACTOR MAY ELECT TO USE A TEMPORARY BRIDGE. MINIMUM ROADWAY TYPICAL IS 26' FROM FACE OF BARRIER TO FACE OF BARRIER (11' LANE & 2' BUFFER IN EACH DIRECTION). IF ANCHORED BARRIER IS USED, BRIDGE WILL PROVIDE A MINIMUM OF 2' BUFFER BEHIND BARRIER (APPROXIMATELY 100' X 36'); IF UNANCHORED BARRIER IS USED, BRIDGE WILL INCLUDE A MINIMUM OF 6' BEHIND BARRIER (APPROXIMATELY 100' X 42').

LN-9 REFER TO SHEETS EC-13A THRU EC-13C FOR CULVERT PHASING.

LN-10 ONCE TRAFFIC IS SEPARATED BY MEDIAN, REMOVE TEMPORARY GUARDRAIL ANCHORS AND PLACE FINAL ANCHORS.

LN-11 REMOVE SHORING #5 WHEN CONSTRUCTION ALONG L PROCEEDS TO A POINT THAT THE SHORING IS NO LONGER NEEDED.

LN-12 REMOVE SHORING #3 & #4 WHEN CONSTRUCTION ALONG L PROCEEDS TO A POINT THAT THE SHORING IS NO LONGER NEEDED.

LN-13 REMOVE SHORING #7 WHEN CONSTRUCTION ALONG L PROCEEDS TO A POINT THAT THE SHORING IS NO LONGER NEEDED.

MANAGEMENT STRATEGIES

THE OBJECTIVE OF THIS PROJECT IS TO WIDEN US 221 TO A FOUR LANE DIVIDED SECTION. THE PROJECT HAS FIVE PHASES OF CONSTRUCTION UTILIZING A COMBINATION OF LANE SHIFTS, ON-SITE AND OFF-SITE DETOURS.

DURING PHASE I TRAFFIC IS MAINTAINED IN ITS EXISTING PATTERN WHILE CONSTRUCTING THE ON-SITE DETOUR AND WEDGING SECTIONS OF EXISTING TO PROPOSED GRADE USING FLAGGERS. TRENCHLESS CONSTRUCTION IS USED TO REPLACE MANY OF THE EXISTING PIPES UNDER TRAFFIC. CONSTRUCTION OF US 221 ON NEW LOCATION IS BEGUN AND CONTINUES THROUGH THE NEXT PHASE. SHORING AND CULVERT STAGING WITH TEMPORARY BOX CULVERT EXTENSION ARE REQUIRED TO REPLACE THE EXISTING BOX CULVERT AT STA 375+00+/- . -Y5-, -Y9REV- & -Y11- REQUIRE STAGED CONSTRUCTION. -Y15- IS COMPLETED USING AN ICT AND OFF-SITE DETOUR.

PHASE II HAS TRAFFIC SHIFTED ONTO THE TEMPORARY DETOUR WHILE US 221 SBL IS CONSTRUCTED AWAY FROM TRAFFIC. SPECIAL ATTENTION WILL BE NEEDED TO MAINTAIN DRIVEWAY ACCESSES. SHORING AND TEMPORARY GUARDRAIL WILL BE REQUIRED TO COMPLETE SECTIONS OF US 221 WHILE TRAFFIC IS MAINTAINED ON TEMPORARY ON-SITE DETOUR. -Y13- IS CONSTRUCTED USING AN OFF-SITE DETOUR.

PHASE III SHIFTS TRAFFIC TO PROPOSED SOUTH BOUND LANES AND CONSTRUCTS PROPOSED NORTH BOUND LANES USING FALGGERS AS NEEDED AT INTERSECTING Y-LINES. -Y4- REQUIRES AN OFF-SITE DETOUR TO BE USED WHEN READY TO SHIFT TRAFFIC TO PHASE IV.

PHASE IV SHIFTS TRAFFIC ON THE FIRST HALF OF THE PROJECT TO THE NEWLY CONSTRUCTED SOUTHBOUND LANES AND COMPLETES THE NORTH BOUND LANES. THE SECOND HALF OF THE PROJECT IS SHIFTED TO THE OUTSIDE LANES WHILE THE MEDIAN IS COMPLETED.

PHASE V BEGINS WITH ALL LANES OPEN TO TRAFFIC ON THE SECOND HALF OF THE PROJECT, WHILE THE FIRST HALF IS SHIFTED TO THE OUTSIDE LANES AND MEDIAN WORK IS COMPLETED.

ONCE THE WORK REQUIRED IN EACH PHASE IS FINISHED (INCLUDING REMOVAL OF ABANDONED AND/OR TEMPORARY PAVEMENT, THE PLACEMENT OF FINAL SURFACE COURSE, ISLANDS AND FINAL PAVEMENT MARKING / MARKERS MAY BE COMPLETED.

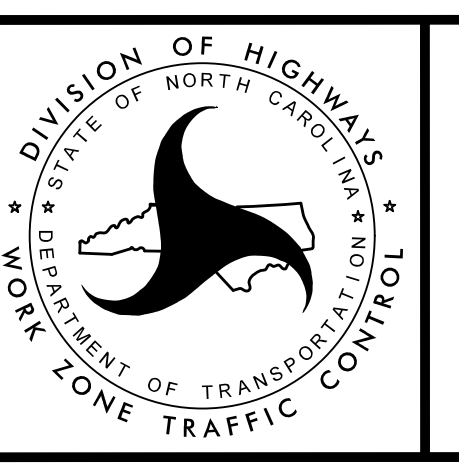
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DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

APPROVED BY: *Rhonda B. Early*
 F34CAFAC8BF48A

DATE: 7/2/2016



TRANSPORTATION
MANAGEMENT PLAN

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