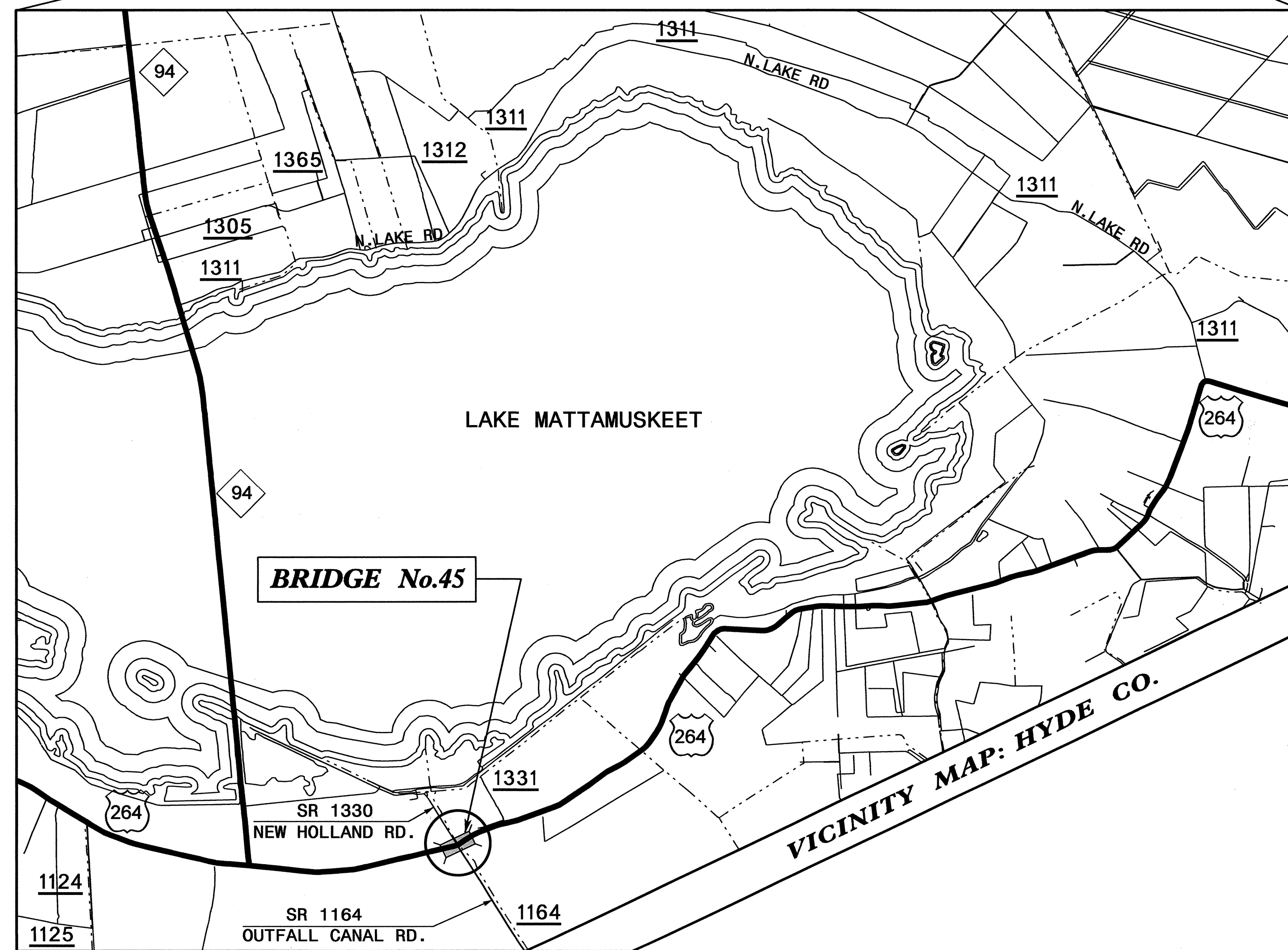
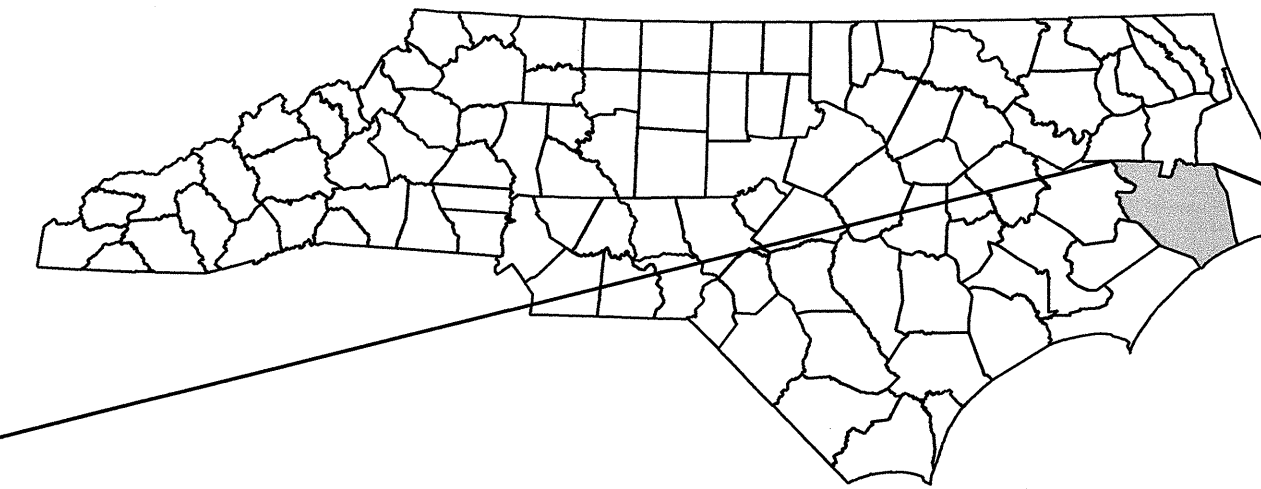


STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**TRANSPORTATION MANAGEMENT PLAN**

**HYDE COUNTY**



**INDEX OF SHEETS**

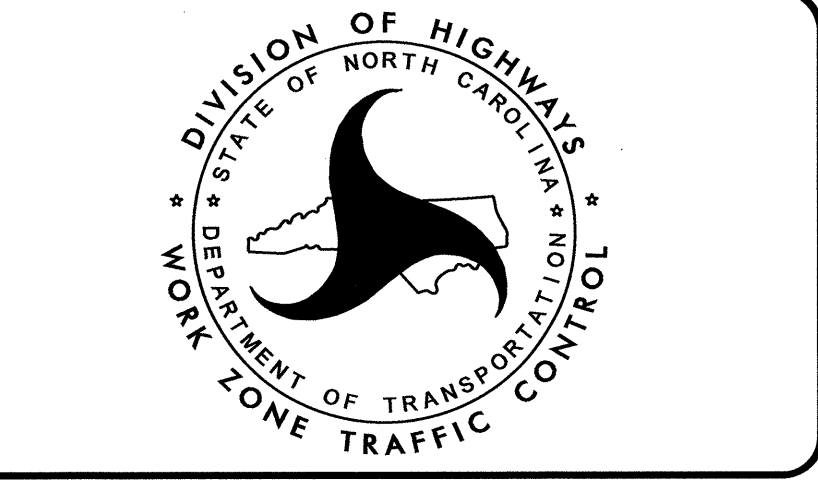
SHEET NO.	TITLE
TMP-1	TITLE SHEET AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND, AND TEMPORARY PAVEMENT MARKING
TMP-1B	TRANSPORTATION OPERATIONS PLAN
TMP-2A	TEMPORARY SHORING DATA
TMP-2B	DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS
TMP-3	TEMPORARY TRAFFIC CONTROL PHASING
TMP-4	TEMPORARY TRAFFIC CONTROL PHASE I DETAIL 1
TMP-5	TEMPORARY TRAFFIC CONTROL PHASE I DETAIL 2
TMP-6	TEMPORARY TRAFFIC CONTROL PHASE II

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**N.C.D.O.T. WORK ZONE TRAFFIC CONTROL**  
 1580 MAIL SERVICE CENTER (MSC) RALEIGH, NC 27699-1580  
 1020 BIRCH RIDGE DRIVE, RALEIGH, NC 27610 (DELIVERY)  
 PHONE: (919) 250-4094 FAX: (919) 250-4098

J. S. BOURNE, P.E. STATE TRAFFIC MANAGEMENT ENGINEER  
 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: 6/27/11

SHEET NO. TMP-1  
**TIP PROJECT: B-4551**





## MANAGEMENT STRATEGIES

- DURING PHASE I, US 264 TRAFFIC WILL BE PLACED ON TEMPORARY PAVEMENT TO ALLOW CONSTRUCTION OF STAGE 1 OF THE PROPOSED STRUCTURE. TEMPORARY SHORING AND GUARDRAIL WILL BE REQUIRED THROUGH THE CONSTRUCTION AREA.
- DURING PHASE II, US 264 TRAFFIC WILL BE SHIFTED ONTO THE NEW HALF OF THE PROPOSED STRUCTURE IN A TEMPORARY ONE-LANE ,TWO-WAY PATTERN USING TEMPORARY SIGNALS, WHILE THE EXISTING BRIDGE IS REMOVED AND CONSTRUCTION OF THE NEW STRUCTURE IS COMPLETED.
- THE US 264 TRAFFIC SHIFTS IN PHASE II AND PHASE III SHOULD BE PERFORMED UNDER SIXTY CONSECUTIVE HOURS ICTs AT ANY TIME DURING WEEK.
- THE TIE-IN CONSTRUCTION, WEDGING, TRAFFIC SHIFTS, INSTALLATION OF TEMPORARY TRAFFIC SIGNALS, PLACEMENT OF FINAL SURFACE COURSE AND PAVEMENT MARKINGS WILL BE PERFORMED BY USING FLAGGER OPERATIONS.

## 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 UNDESIRABLE 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) DO NOT INSTALL MORE THAN 0.5 MILE OF LANE CLOSURE ON US 264 (-L-) MEASURED FROM THE BEGINNING OF THE MERGE TAPER TO THE END OF THE LANE CLOSURE.
- G) DO NOT INSTALL MORE THAN ONE LANE CLOSURE IN ANY ONE DIRECTION ON US 264 (-L-).
- H) PROVIDE TRAFFIC CONTROL FOR APPROPRIATE LANE CLOSURES FOR SURVEYING DONE BY THE CONTRACTOR.

### PAVEMENT EDGE DROP OFF REQUIREMENTS

- I) 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.

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.

- J) 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) 250 FT IN ADVANCE AND A MINIMUM OF EVERY HALF MILE THROUGHOUT THE UNEVEN AREA.

### 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) STATE FORCES WILL BE RESPONSIBLE FOR PROVIDING PERMANENT SIGNING.
- N) ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.
- O) INSTALL BLACK ON ORANGE "DIP" SIGNS (W8-2) AND/OR "BUMP" SIGNS (W8-1) 100 FT IN ADVANCE OF THE UNEVEN AREA, OR AS DIRECTED BY THE ENGINEER.

### TRAFFIC CONTROL DEVICES

- P) 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, 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.
- Q) PLACE TYPE III BARRICADES, WITH "ROAD CLOSED" SIGN R11-2 ATTACHED, OF SUFFICIENT LENGTH TO CLOSE ENTIRE ROADWAY.
- R) PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES PERPENDICULAR TO THE EDGE OF TRAVELWAY ON 500 FT CENTERS WHEN UNOPENED LANES ARE CLOSED TO TRAFFIC.

### PAVEMENT MARKINGS AND MARKERS

- S) INSTALL PAVEMENT MARKINGS AND MARKERS ON THE FINAL SURFACE AS SHOWN IN THE FINAL PAVEMENT MARKING PLAN.
- T) INSTALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY PAVEMENT MARKERS ON INTERIM LAYERS OF PAVEMENT AS FOLLOWS:

ROAD NAME	MARKING	MARKER
-L- (US 64)	PAINT	TEMPORARY RAISED
-Y- (SR 1164)	PAINT	N/A
-Y1- (SR 1330)	PAINT	N/A

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

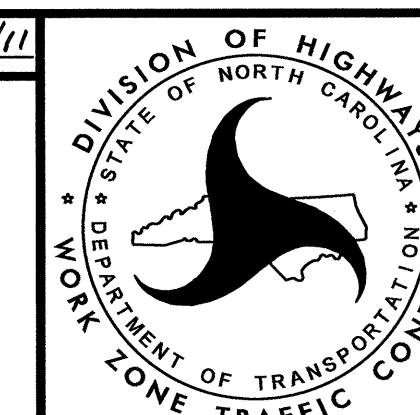
### TEMPORARY / FINAL SIGNALS

- X) SHIFT AND REVISE ALL SIGNAL HEADS AS SHOWN ON THE SIGNAL PLANS.

### MISCELLANEOUS

- Y) IN THE EVENT A TIE-IN CANNOT BE MADE IN ONE DAY'S TIME ON -Y- AND -Y1-, 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) 100 FT AND 200 FT RESPECTIVELY IN ADVANCE OF THE UNEVEN AREAS. USE DRUMS TO DELINEATE THE EDGE OF ROADWAY ALONG UNPAVED AREAS.
- Z) CONTRACTOR SHALL MAINTAIN SIDEWALK ACCESS AT ALL TIMES AS STATED IN THE PHASING. CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE TEMPORARY SIDEWALKS (CONCRETE, ASPHALT, OR OTHER SUITABLE MATERIAL AS APPROVED BY THE ENGINEER) AT ALL LOCATIONS WHERE THE OPEN PEDESTRIAN TRAVELWAY HAS BEEN REMOVED FOR CONSTRUCTION OPERATIONS (UTILITIES, DRAINAGE, ETC.).

APPROVED: *Michelle Ward* / DATE: *6/27/11*



TRANSPORTATION  
OPERATIONS PLAN

**NOTES FOR TEMPORARY SHORING No.1**

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE A TEMPORARY MSE WALL FROM -L- STA.21+75+/- 3.8 FT.+/- RIGHT TO -L- STA.22+18+/- 4.0 FT.+/- RIGHT.

WHEN USING CONTRACTOR DESIGNED SHORING FROM -L- STA.21+75+/- 3.8 FT.+/- RIGHT TO -L- STA.22+18+/- 4.0 FT.+/- RIGHT, DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED 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

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

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM -L- STA.21+75+/- 3.8 FT.+/- RIGHT TO -L- STA.22+18+/- 4.0 FT.+/- RIGHT. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

TEMPORARY SHORING FROM -L- STA.21+75+/- 3.8 FT.+/- RIGHT TO -L- STA.22+18+/- 4.0 FT.+/- RIGHT MUST BE DESIGNED FOR SURCHARGE WITH TRAFFIC IMPACT DUE TO THE LIMITED CLEAR DISTANCE OF THE GUARDRAIL.

**NOTES FOR TEMPORARY SHORING No.2**

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE A TEMPORARY MSE WALL FROM -L- STA.21+75+/- 0.7 FT.+/- LEFT TO -L- STA.22+07+/- 1.5 FT.+/- LEFT.

WHEN USING CONTRACTOR DESIGNED SHORING FROM -L- STA.21+75+/- 0.7 FT.+/- LEFT TO -L- STA.22+07+/- 1.5 FT.+/- LEFT, DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED 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

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

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM -L- STA.21+75+/- 0.7 FT.+/- LEFT TO -L- STA.22+07+/- 1.5 FT.+/- LEFT. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

TEMPORARY SHORING FROM -L- STA.21+75+/- 0.7 FT.+/- LEFT TO -L- STA.22+07+/- 1.5 FT.+/- LEFT MUST BE DESIGNED FOR SURCHARGE WITH TRAFFIC IMPACT DUE TO THE LIMITED CLEAR DISTANCE OF THE GUARDRAIL.

NOTE:  
SEE SHEET TMP-5 FOR TEMPORARY SHORING LOCATIONS AND DETAILS.

**NOTES FOR TEMPORARY SHORING No.3**

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE A TEMPORARY MSE WALL FROM -L- STA.23+13+/- 2.6 FT.+/- RIGHT TO -L- STA.23+41+/- 1.7 FT.+/- RIGHT.

WHEN USING CONTRACTOR DESIGNED SHORING FROM -L- STA.23+13+/- 2.6 FT.+/- RIGHT TO -L- STA.23+41+/- 1.7 FT.+/- RIGHT, DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED 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

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

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM -L- STA.23+13+/- 2.6 FT.+/- RIGHT TO -L- STA.23+41+/- 1.7 FT.+/- RIGHT. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

TEMPORARY SHORING FROM -L- STA.23+13+/- 2.6 FT.+/- RIGHT TO -L- STA.23+41+/- 1.7 FT.+/- RIGHT MUST BE DESIGNED FOR SURCHARGE WITH TRAFFIC IMPACT DUE TO THE LIMITED CLEAR DISTANCE OF THE GUARDRAIL.

**NOTES FOR TEMPORARY SHORING No.4**

FOR TEMPORARY SHORING, SEE TEMPORARY SHORING SPECIAL PROVISION.

DO NOT USE A TEMPORARY MSE WALL FROM -L- STA.23+13+/- 1.9 FT.+/- LEFT TO -L- STA.23+41+/- 0.8 FT.+/- LEFT.

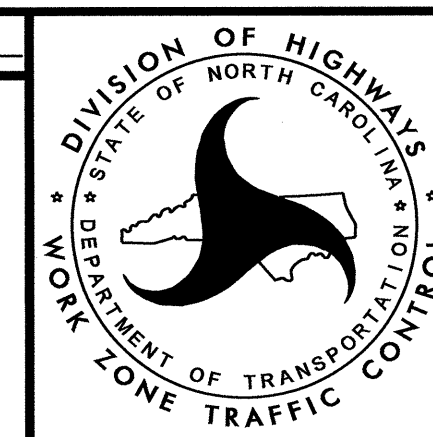
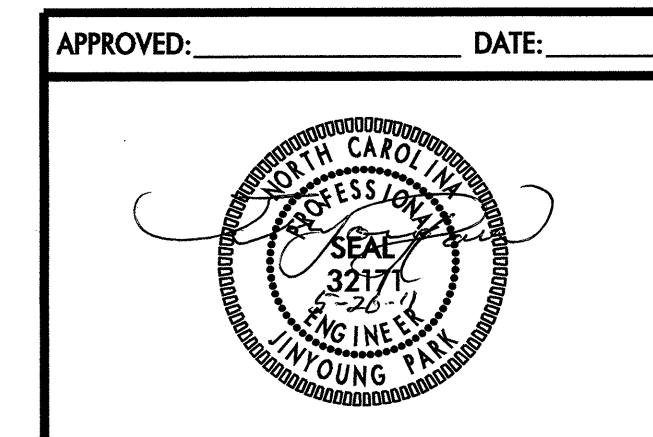
WHEN USING CONTRACTOR DESIGNED SHORING FROM -L- STA.23+13+/- 1.9 FT.+/- LEFT TO -L- STA.23+41+/- 0.8 FT.+/- LEFT, DESIGN SHORING FOR THE FOLLOWING IN-SITU ASSUMED SOIL PARAMETERS:

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

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

LIMITED SUBSURFACE INFORMATION IS AVAILABLE IN THE VICINITY OF THE TEMPORARY SHORING FROM -L- STA.23+13+/- 1.9 FT.+/- LEFT TO -L- STA.23+41+/- 0.8 FT.+/- LEFT. THE INFORMATION PROVIDED FOR DESIGN WAS ASSUMED AND MAY NOT BE APPLICABLE TO THE ACTUAL SITE CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

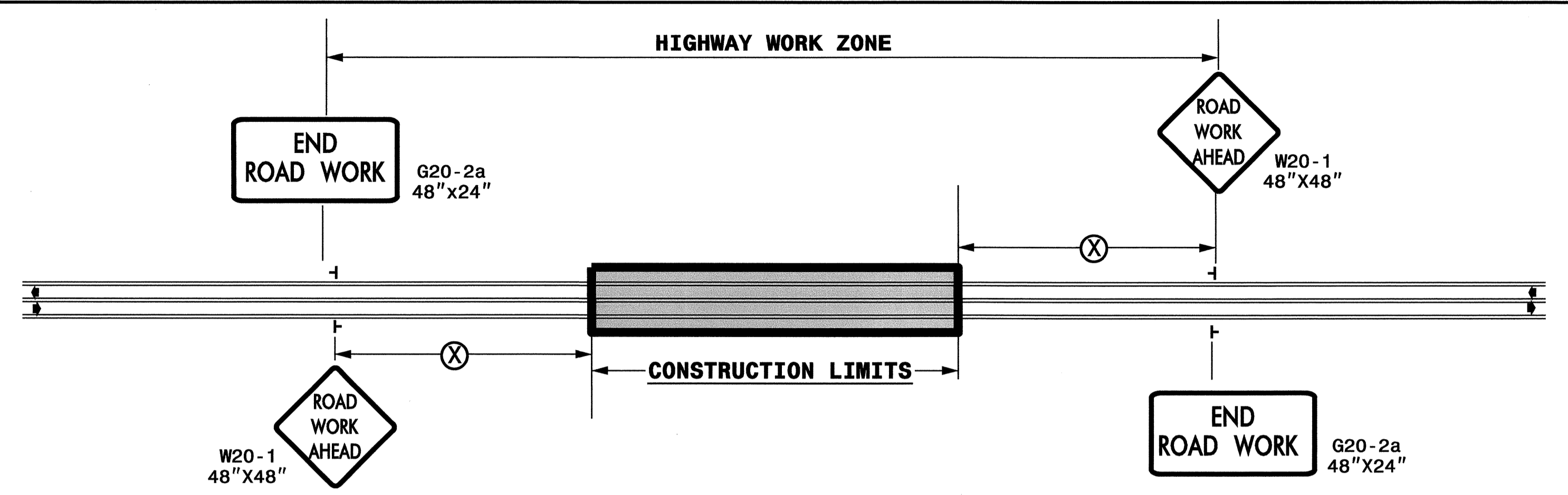
TEMPORARY SHORING FROM -L- STA.23+13+/- 1.9 FT.+/- LEFT TO -L- STA.23+41+/- 0.8 FT.+/- LEFT MUST BE DESIGNED FOR SURCHARGE WITH TRAFFIC IMPACT DUE TO THE LIMITED CLEAR DISTANCE OF THE GUARDRAIL.



TEMPORARY TRAFFIC CONTROL  
TEMPORARY SHORING DATA



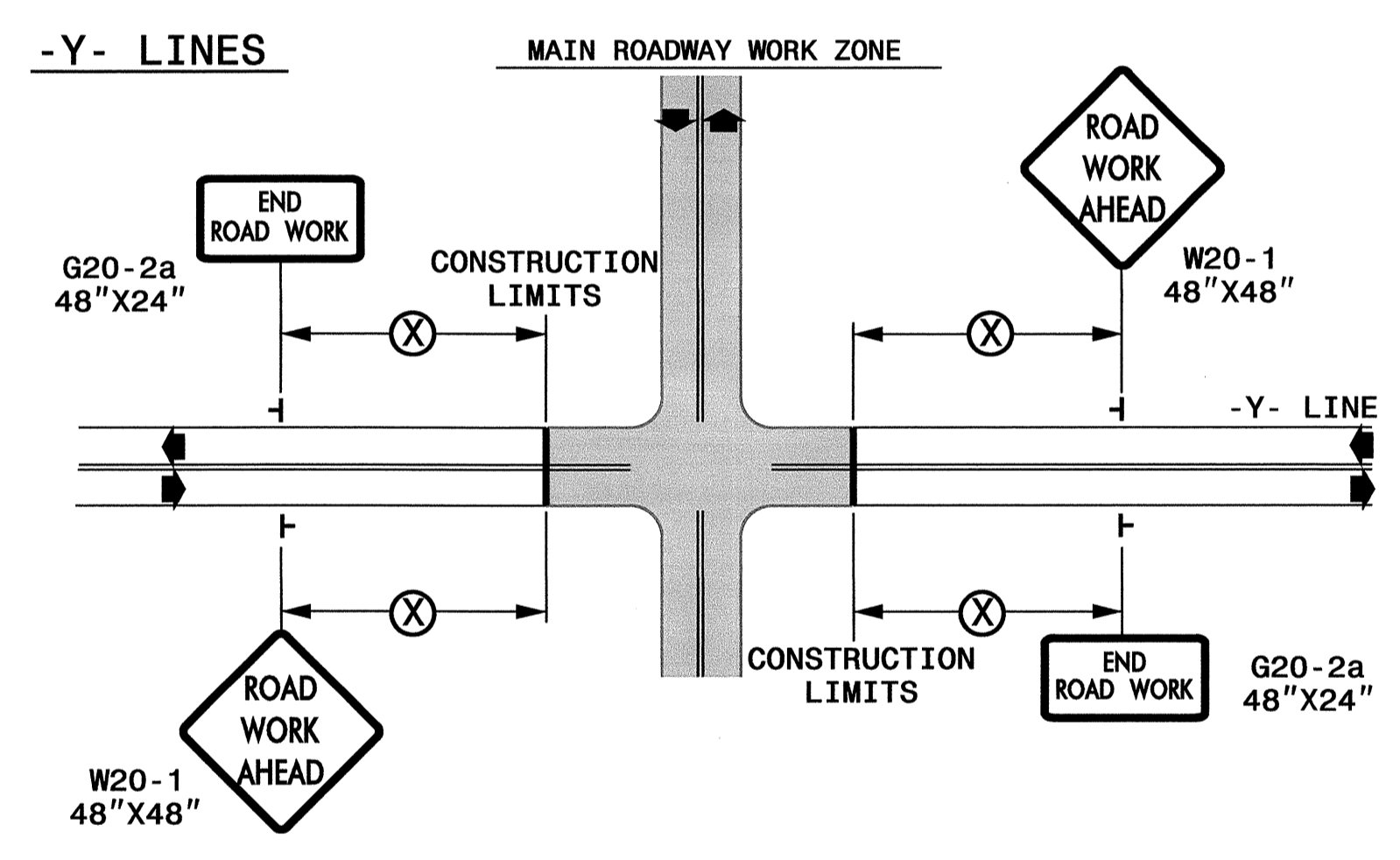
**TWO-WAY UNDIVIDED \*\* (L-LINES)**



POSTED SPEED LIMIT (M.P.H.)	RECOMMENDED MINIMUM SIGN SPACING
≤ 50	500'
≥ 55	1000'

STATE OF NORTH CAROLINA  
DEPT. OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
RALEIGH, N.C.

**ROADWAYS INTERSECTING ALONG 2 WAY UNDIVIDED WORK ZONE (Y-LINES)**



**GENERAL NOTES**

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCED WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- SIGNS SHOWN ARE REQUIRED FOR WORK ZONES THAT WILL REMAIN IN EFFECT OVERNIGHT. FOR SHORT-TERM DAILY MAINTENANCE TYPE OPERATIONS, THIS SIGNING APPLICATION IS OPTIONAL; MAY USE ONLY APPLICABLE ROADWAY STANDARD DRAWINGS INSTEAD. HOWEVER, IF THIS SIGNING APPLICATION IS USED, SIGNS MAY BE PORTABLE MOUNTED.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE 3LB STEEL U-CHANNEL POST OR 4" X 4" WOOD POST FOR ALL WORK ZONE SIGNS. 3LB STEEL U-CHANNEL POSTS MUST MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 1094-1(B), MAY BE GALVANIZED STEEL, OR MAY BE PAINTED GREEN BY THE POST MANUFACTURER. SQUARE STEEL TUBING POSTS HAVING EQUIVALENT STRENGTH OF THE 3 LB STEEL U-CHANNEL POST ARE ALSO ACCEPTABLE FOR USE. ERECT SIGNS PER ROADWAY STANDARD DRAWING 1110.01. PAYMENT FOR WOOD POSTS, 3LB STEEL U-CHANNEL AND SQUARE STEEL TUBING POSTS WITH SIGNS WILL BE MADE ACCORDING TO STANDARD SPECIFICATION "WORK ZONE SIGNS" SECTION 1110.
- WHEN NECESSARY, USE SPLICING IN ACCORDANCE WITH ROADWAY STANDARD DRAWING NO. 1110.01. REMOVE ENTIRE POST WHEN REMOVING SIGNS WITH SPLICED POSTS.
- DO NOT BACK BRACE SIGN SUPPORTS.
- \*\* TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON URBAN MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

**LEGEND**

┆ STATIONARY SIGN

◀ DIRECTION OF TRAFFIC FLOW

DETAIL DRAWING FOR  
TWO-WAY UNDIVIDED  
WORK ZONE WARNING SIGNS

SHEET 1 OF 1

APPROVED: *Michelle Ward* DATE: *6/27/11*



DETAIL DRAWING FOR TWO-WAY UNDIVIDED AND URBAN FREEWAYS ADVANCED WORK ZONE WARNING SIGNS

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# PHASING

MAINTAIN ACCESS TO ALL RESIDENCES AND BUSINESSES AT ALL TIMES WITHIN THE PROJECT LIMITS.

## PHASE I

**STEP 1:**  
INSTALL ADVANCED WORK ZONE WARNING SIGNS ON ALL ROADS.  
(SEE SHEET TMP-2B).

### STEP 2:

- 1) USING TYPE III BARRICADES, CLOSE EXISTING DRIVEWAY LOCATED AT NE OF THE BRIDGE No.45
- 2) AWAY FROM TRAFFIC AND USING FLAGGERS (RSD 1101.02, SHEET 1 OF 9), AS NECESSARY, BEGIN CONSTRUCTION OF THE FOLLOWING:  
(SEE ROADWAY PLANS AND SHEET TMP-4)
  - PROPOSED -Y1- FROM -Y1- STA.14+00+/- TO -Y1- STA.14+65+/- AND -Y- FROM -Y- STA.11+85+/- TO -Y- STA.13+60+/-, UP TO EDGE AND ELEVATION OF EXISTING ROADWAY
  - PROPOSED -L- ALONG WB OF US 264 FROM -L- STA.16+85+/- TO -L- STA.21+50+/- AND FROM -L- STA.23+27+/- TO -L- STA.28+15+/-, UP TO EDGE AND ELEVATION OF EXISTING ROADWAY
  - PROPOSED DRIVEWAY
  - TEMPORARY PAVEMENT AS FOLLOWS:
    - \*'X' FROM -L- STA.16+03+/-, 11.99' RT TO -L- STA.21+64+/-, 32.46' RT
    - \*'Y' FROM -L- STA.23+36+/-, 29.93' RT TO -L- STA.29+92+/-, 12.19' RT

NOTE: WORK IN A CONTINUOUS MANNER TO COMPLETE STEP 3

### STEP 3:

- USING FLAGGERS (RSD 1101.02, SHEET 1 OF 9), PERFORM THE FOLLOWING:  
(SEE ROADWAY PLANS AND SHEET TMP-5)
- A) - COMPLETE PROPOSED -Y- AND -Y1- UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE, AND CONSTRUCT TIE-INS TO EXISTING SR 1164 (OUTFALL CANAL RD.) AND SR 1330 (NEW HOLLAND RD.) AT
    - Y- STA.11+00+/- AND -Y1- STA.15+80+/-
    - WEDGE INTERSECTION OF EXISTING SR 1330/SR 1164 AND US 264 UP TO PROPOSED GRADE OF -Y-/-Y1-, NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE (SEE SHEET TMP-4). PLACE TEMPORARY PAVEMENT MARKING ON INTERSECTION AREA AT THE END OF EACH WORK DAY.
    - COMPLETE CONSTRUCTION OF THE TEMPORARY PAVEMENTS 'X' AND 'Y' BEGUN IN STEP 2.
  - B) PLACE TEMPORARY PAVEMENT MARKING AND MARKERS AS FOLLOWS:
    - \* FROM -Y- STA.13+48+/- TO -Y1- STA. 15+80+/-
    - \* FROM -L- STA.16+03+/- TO -L- STA.29+92+/-
  - C) - PLACE EXISTING SR 1330/SR 1164 TRAFFIC ON THE NEWLY CONSTRUCTED -Y-/-Y1- AS SHOWN ON SHEET TMP-5
  - SHIFT THE EXISTING US 264 TRAFFIC ONTO TEMPORARY PAVEMENT IN TWO-LANE, TWO-WAY PATTERN AS SHOWN ON SHEET TMP-5.
  - D) INSTALL TEMPORARY GUARDRAIL ALONG -Y1- AND -L- AND TIE TO EXISTING BRIDGE RAIL AS SHOWN ON SHEET TMP-5.

### STEP 4:

- AWAY FROM TRAFFIC AND BEHIND TEMPORARY GUARDRAIL, PERFORM THE FOLLOWING:  
(SEE ROADWAY AND STRUCTURES PLANS AND SHEET TMP-5)
- A) INSTALL TEMPORARY SHORING AS FOLLOWS:
    - \* No.1 - FROM -L- STA.21+75+/-, 3.8'+/- RT OF -L-, TO -L- STA.22+18+/-, 4'+/- RT OF -L-
    - \* No.3 - FROM -L- STA.23+13+/-, 2.6'+/- RT OF -L-, TO -L- STA.23+41+/-, 1.7'+/- RT OF -L-
  - B) CONSTRUCT STAGE 1 OF PROPOSED STRUCTURE AND INSTALL TEMPORARY SHORING AS FOLLOWS:
    - \* No.2 - FROM -L- STA.21+75+/-, 0.7'+/- LEFT OF -L-, TO -L- STA.22+07+/-, 1.5'+/- LT OF -L-
    - \* No.4 - FROM -L- STA.23+13+/-, 1.9'+/- LT OF -L-, TO -L- STA.23+41+/-, 0.8'+/- LT OF -L-
  - USING FLAGGERS (RSD 1101.02, SHEET 1 OF 9), AS NECESSARY, PERFORM THE FOLLOWING:
    - \*INSTALL AND COVER TEMPORARY TRAFFIC SIGNALS ON -L- AND -Y-/-Y1-.
  - \*COMPLETE CONSTRUCTION OF -L- FROM -L- STA.16+85+/- TO -L- STA.21+50+/- AND FROM -L- STA.23+44+/- TO -L- STA.28+15+/- BEGUN IN PHASE I, STEP 2.
  - \*CONSTRUCT -L- FROM -L- STA.21+50+/- TO -L- STA.23+27+/-.

## PHASE II

COMPLETE THE WORK REQUIRED IN PHASE II, STEP 1, IN SIXTY (60) CONSECUTIVE HOURS.  
(SEE SPECIAL PROVISION AND LIQUIDATED DAMAGES)

### STEP 1:

- USING FLAGGERS (RSD 1101.02, SHEET 1 OF 9), AND WORKING IN CONTINUOUS MANNER TO SHIFT TRAFFIC, PERFORM THE FOLLOWING:  
(SEE ROADWAY AND STRUCTURE PLANS AND SHEET TMP-6)
- A) REMOVE TEMPORARY GUARDRAIL INSTALLED IN PHASE I, STEP 3. WEDGE AT EACH END OF THE BRIDGE, AS NECESSARY, UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE AND INSTALL TEMPORARY GUARDRAIL ALONG EB OF PROPOSED STRUCTURE (STAGE 1) AS SHOWN ON SHEET TMP-6
  - B) PLACE TEMPORARY PAVEMENT MARKING AND MARKERS FROM -L- STA.16+85+/- TO -L- STA.28+15+/-
  - C) -UNCOVER AND ACTIVATE TEMPORARY TRAFFIC SIGNALS ON -L- AND -Y-/-Y1-. SHIFT US 264 TRAFFIC IN ONE-LANE, TWO-WAY TEMPORARY PATTERN AS SHOWN ON SHEET TMP-6
  - COMPLETE CONSTRUCTION OF PROPOSED DRIVEWAY BEGUN IN PHASE I, STEP 2.
  - REMOVE TYPE III BARRICADES AND OPEN PROPOSED DRIVEWAY TO TRAFFIC.

### STEP 2:

- AWAY FROM TRAFFIC, REMOVE EXISTING STRUCTURE AND TEMPORARY SHORING INSTALLED IN PHASE I, STEP 4, AND CONSTRUCT STAGE 2 OF PROPOSED STRUCTURE AND APPROACHES.
- USING FLAGGERS (RSD 1101.02, SHEET 1 OF 9), AS NECESSARY, CONSTRUCT PROPOSED -L- ALONG EB OF US 264 UP TO BUT NOT INCLUDING FINAL LAYER OF SURFACE COURSE FROM -L- STA.16+85+/- TO -L- STA.28+15+/-.

## PHASE III

COMPLETE THE WORK REQUIRED IN PHASE III, STEP 1, IN (60) CONSECUTIVE HOURS.  
(SEE SPECIAL PROVISION AND LIQUIDATED DAMAGES)

### STEP 1:

- USING FLAGGERS (RSD 1101.02, SHEET 1 OF 9), AND WORKING IN CONTINUOUS MANNER TO SHIFT TRAFFIC, PERFORM THE FOLLOWING:  
(SEE ROADWAY, STRUCTURE AND FINAL PAVEMENT MARKING PLANS)
- A) - REMOVE TEMPORARY GUARDRAIL ALONG EB OF PROPOSED STRUCTURE (STAGE 1), INSTALLED IN PHASE II, STEP 1, AND COMPLETE INSTALLATION OF PROPOSED GUARDRAIL ALONG EB OF PROPOSED -L- AND -Y-
  - CONSTRUCT TIE-INS ON EACH END OF -L- (US 264) UP TO BUT NOT INCLUDING THE FINAL LAYER OF SURFACE COURSE.
  - B) PLACE TEMPORARY PAVEMENT MARKING AND MARKERS IN THE FINAL PATTERN ON -Y-, -Y1-, AND -L- FROM -L- STA.16+85+/- TO -L- STA.28+15+/-.
  - C) DEACTIVATE AND COVER TEMPORARY TRAFFIC SIGNALS. PLACE TRAFFIC IN FINAL PATTERN ON -L- FROM STA.16+85+/- TO STA.28+15+/- AS SHOWN ON PAVEMENT MARKING PLANS.

### STEP 2:

- USING FLAGGERS (RSD 1101.02, SHEET 1 OF 9), AND PAVEMENT MARKING PLANS, PLACE FINAL LAYER OF SURFACE COURSE AND FINAL PAVEMENT MARKING AND MARKERS ON PROPOSED -L-, -Y- AND -Y1-.

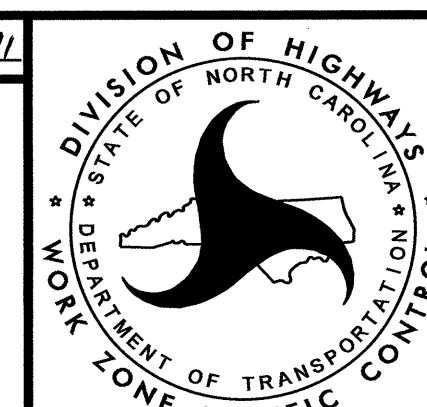
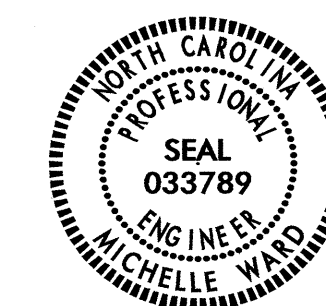
### STEP 3:

- REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES.

ICT No.1 - SIXTY (60) CONSECUTIVE HOURS

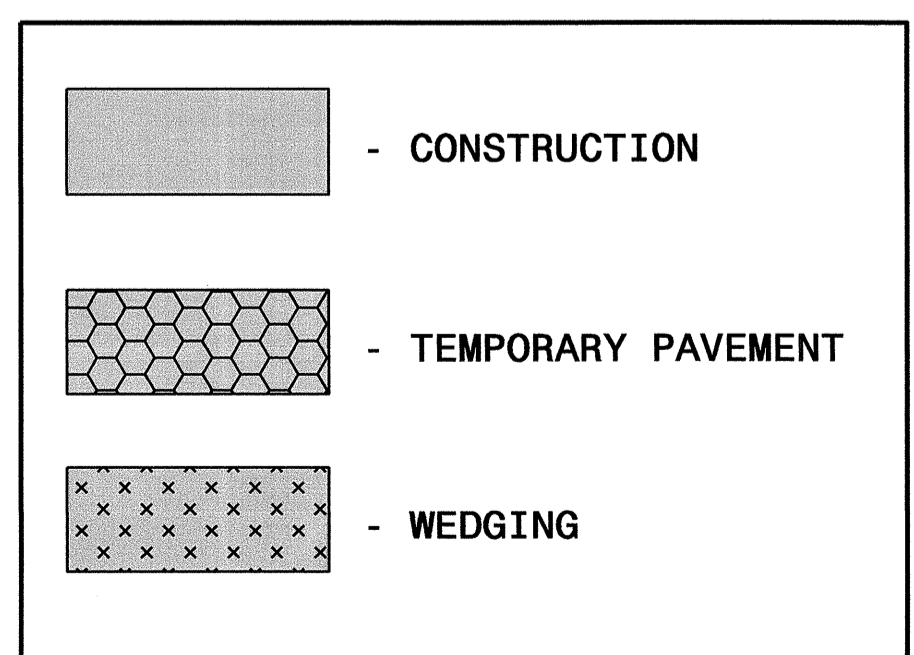
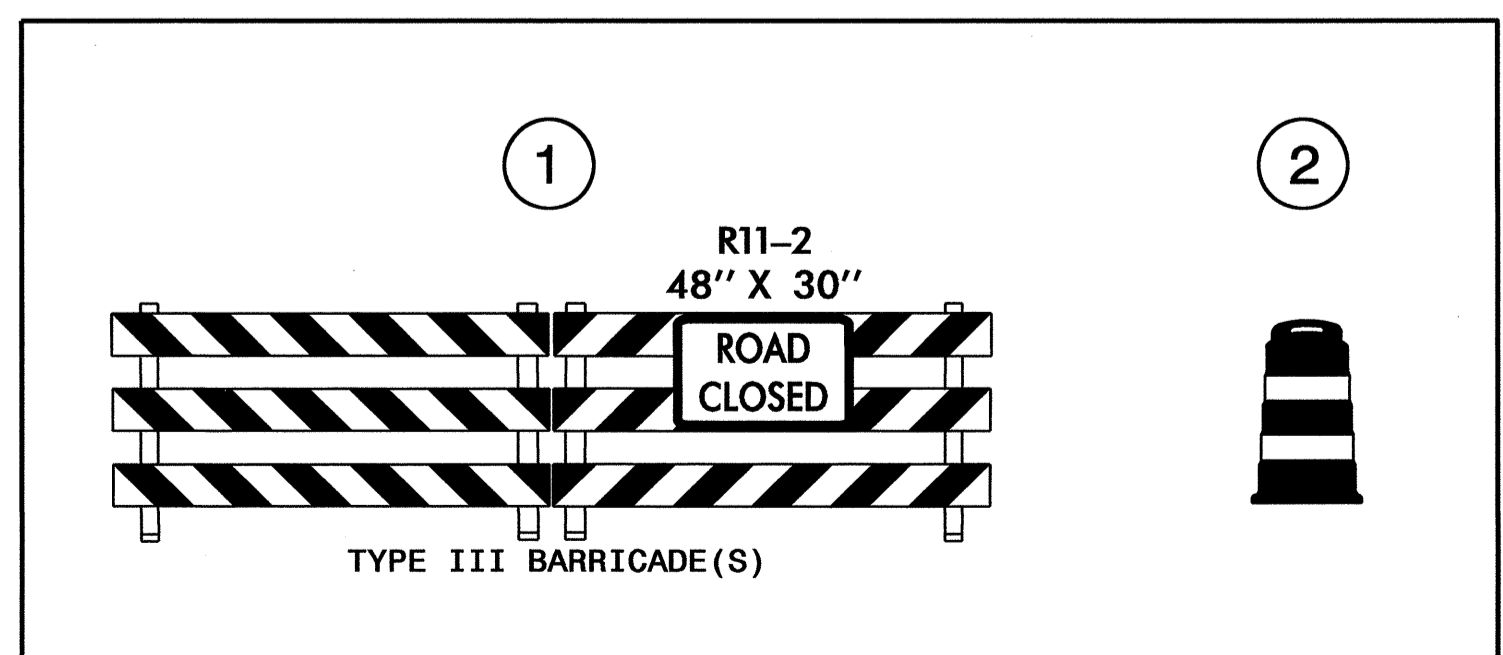
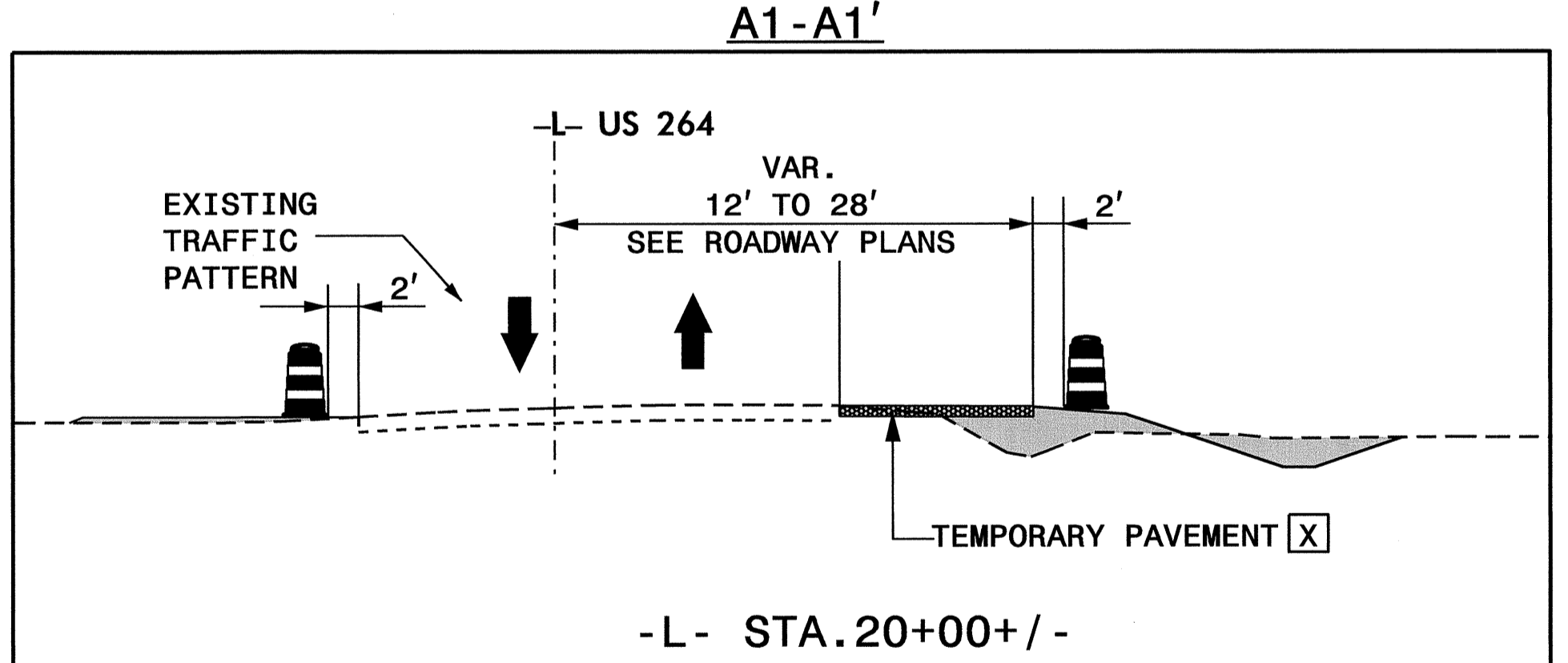
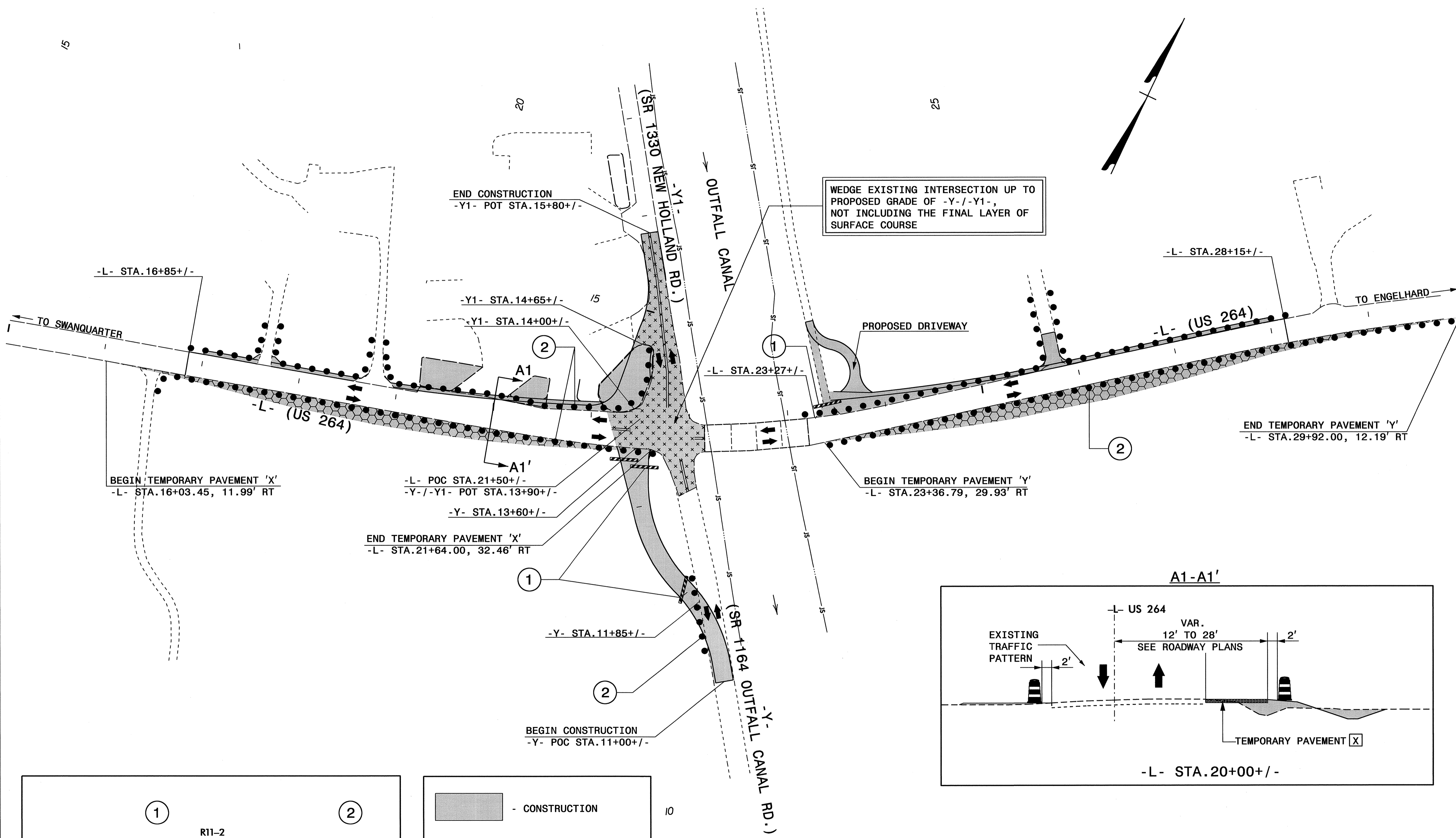
ICT No.2 - SIXTY (60) CONSECUTIVE HOURS

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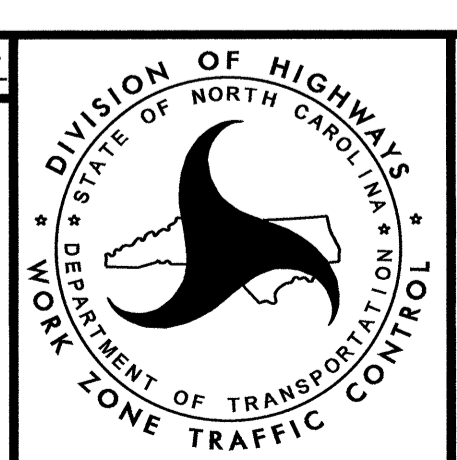


TEMPORARY TRAFFIC CONTROL PHASING



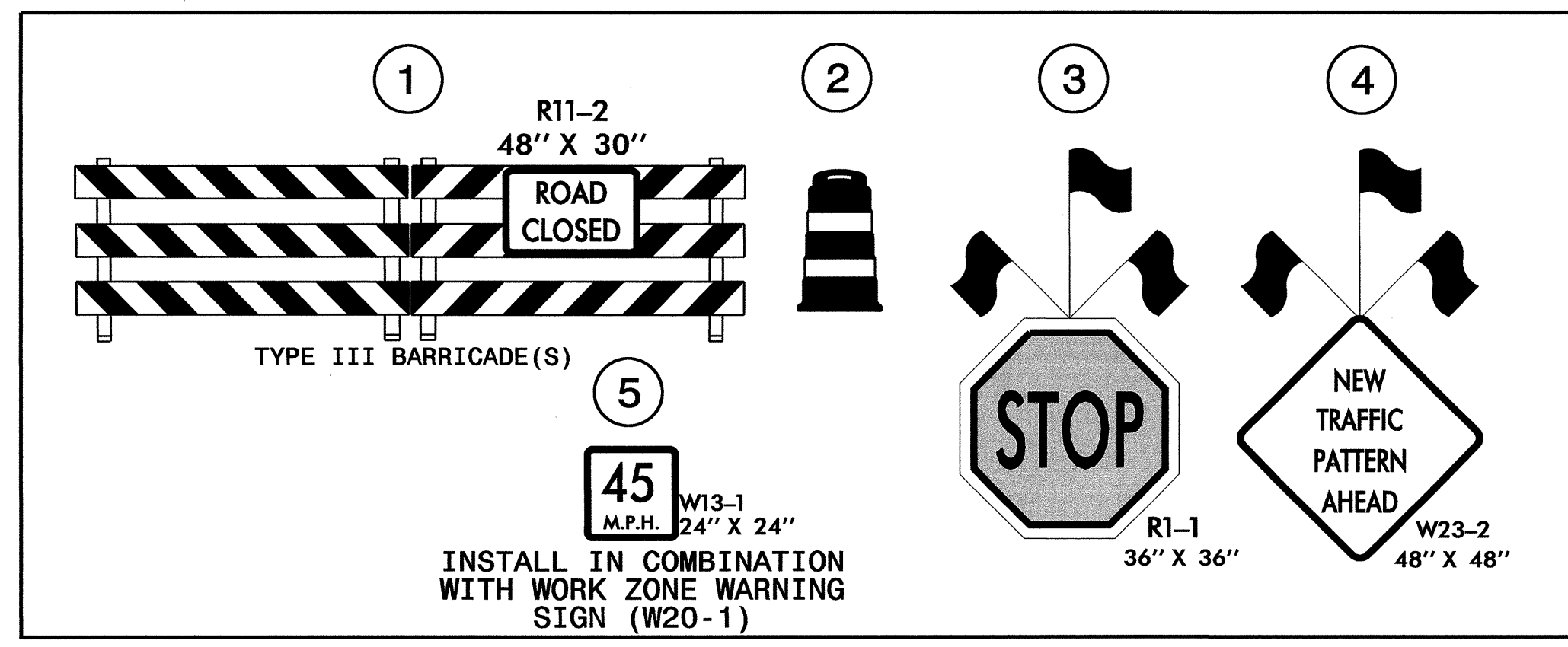


APPROVED: *Michelle Ward* DATE: 06/27/11

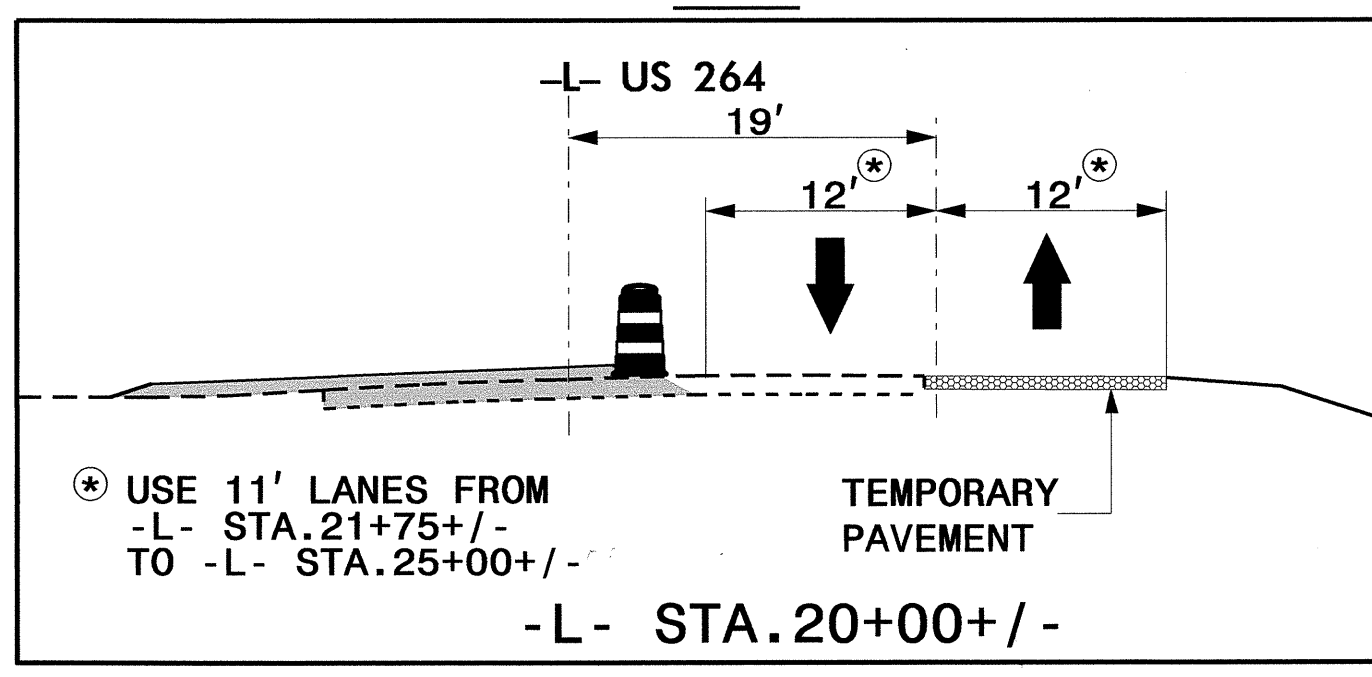
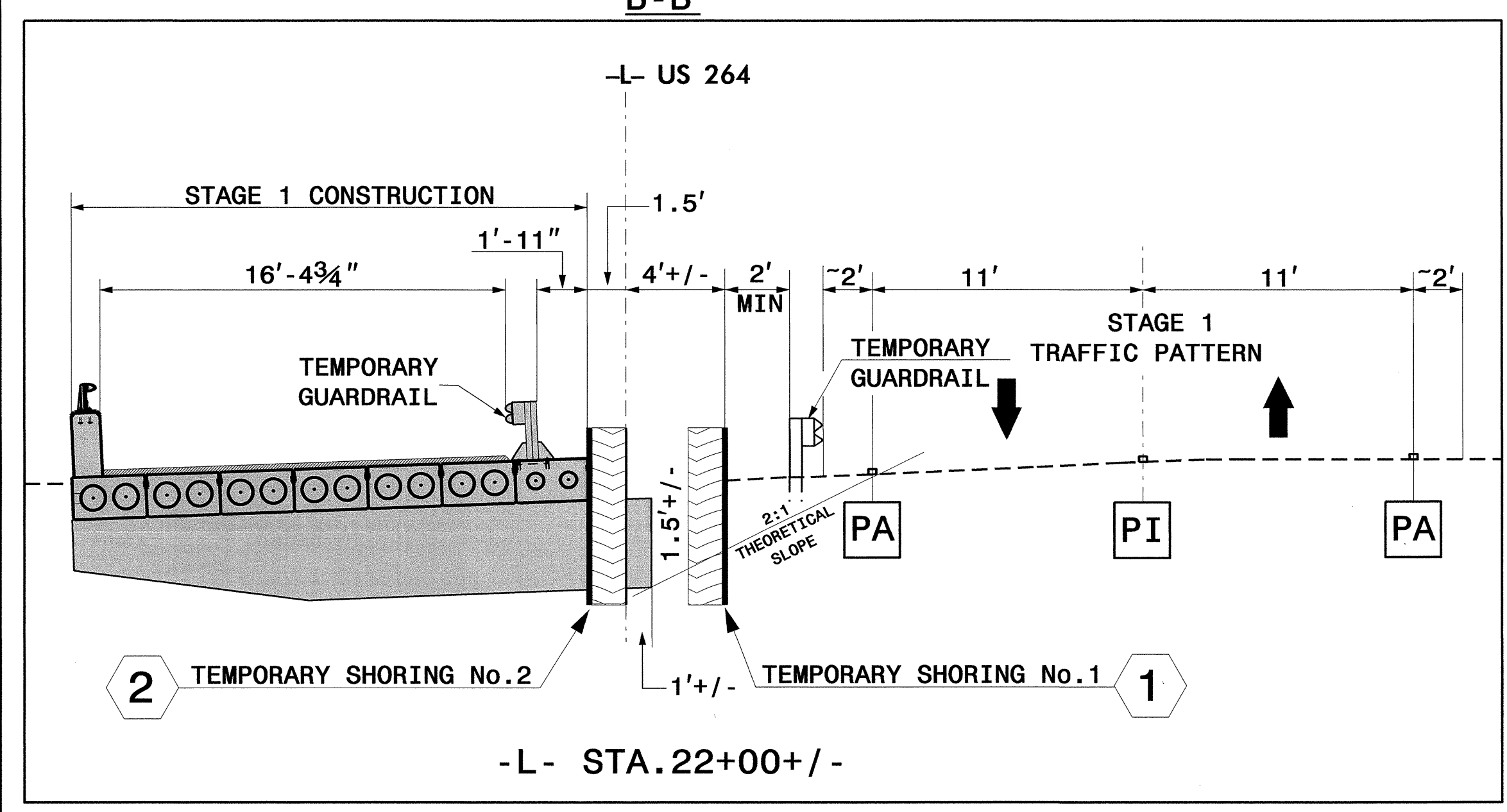
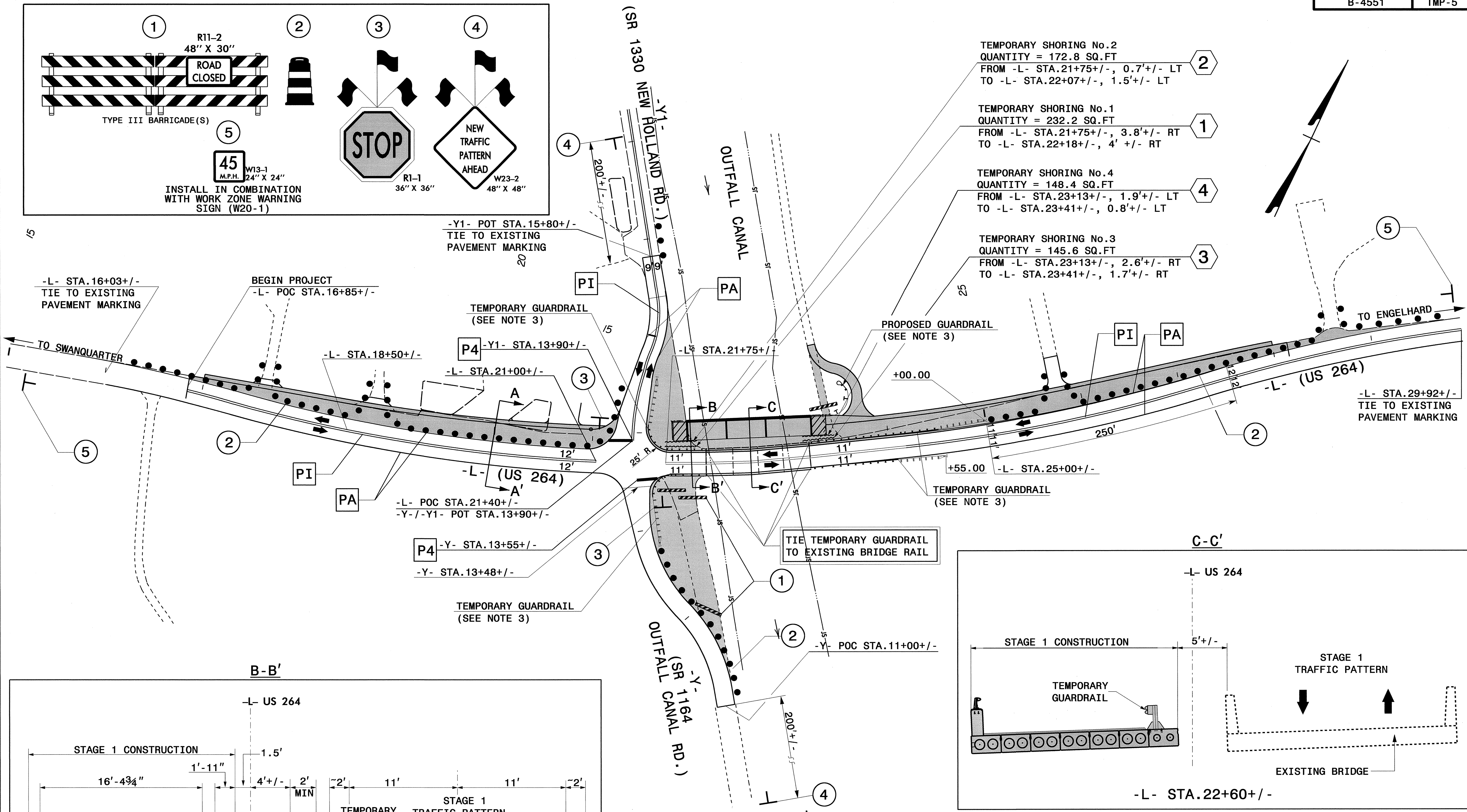


**TEMPORARY TRAFFIC CONTROL  
PHASE I DETAIL 1**

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 givudmi AT 1E241741



- TEMPORARY SHORING No.2  
QUANTITY = 172.8 SQ.FT  
FROM -L- STA.21+75+/-, 0.7'+/- LT TO -L- STA.22+07+/-, 1.5'+/- LT ②
- TEMPORARY SHORING No.1  
QUANTITY = 232.2 SQ.FT  
FROM -L- STA.21+75+/-, 3.8'+/- RT TO -L- STA.22+18+/-, 4'+/- RT ①
- TEMPORARY SHORING No.4  
QUANTITY = 148.4 SQ.FT  
FROM -L- STA.23+13+/-, 1.9'+/- LT TO -L- STA.23+41+/-, 0.8'+/- LT ④
- TEMPORARY SHORING No.3  
QUANTITY = 145.6 SQ.FT  
FROM -L- STA.23+13+/-, 2.6'+/- RT TO -L- STA.23+41+/-, 1.7'+/- RT ③

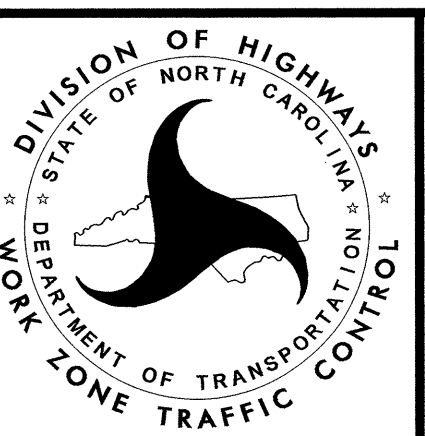


NOTES:

- SEE SHEET TMP-2A FOR TEMPORARY SHORING DATA.
- REFER TO RSD 1101.11, SHEET 4 OF 4 FOR ADVANCE WARNING SIGN SPACING CHART.
- REFER TO GUARDRAIL SUMMARY SHEET AND ROADWAY PLANS FOR QUANTITIES AND LOCATIONS OF TEMPORARY AND PROPOSED GUARDRAIL.

APPROVED: *Michelle Ward* DATE: 6/27/11

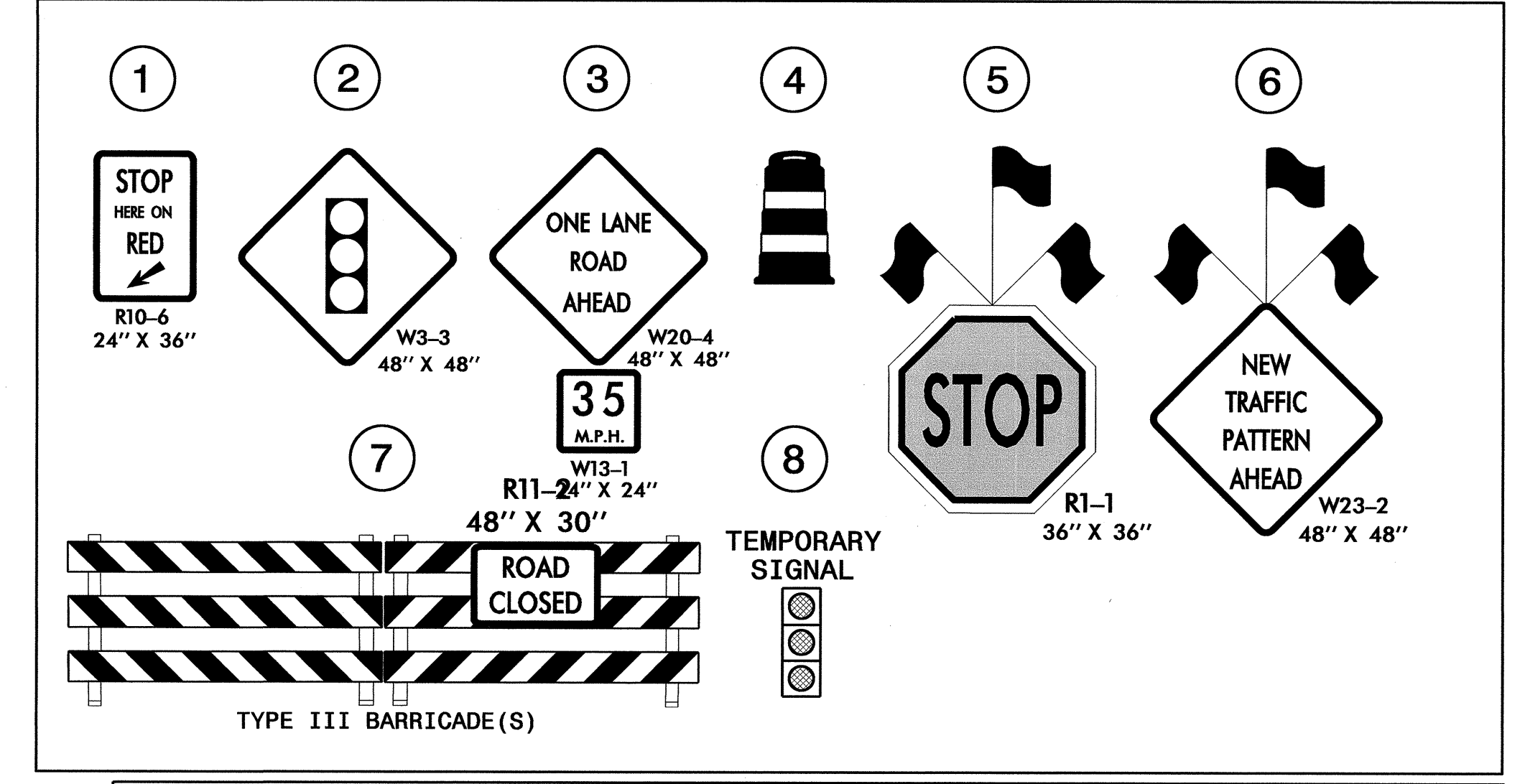
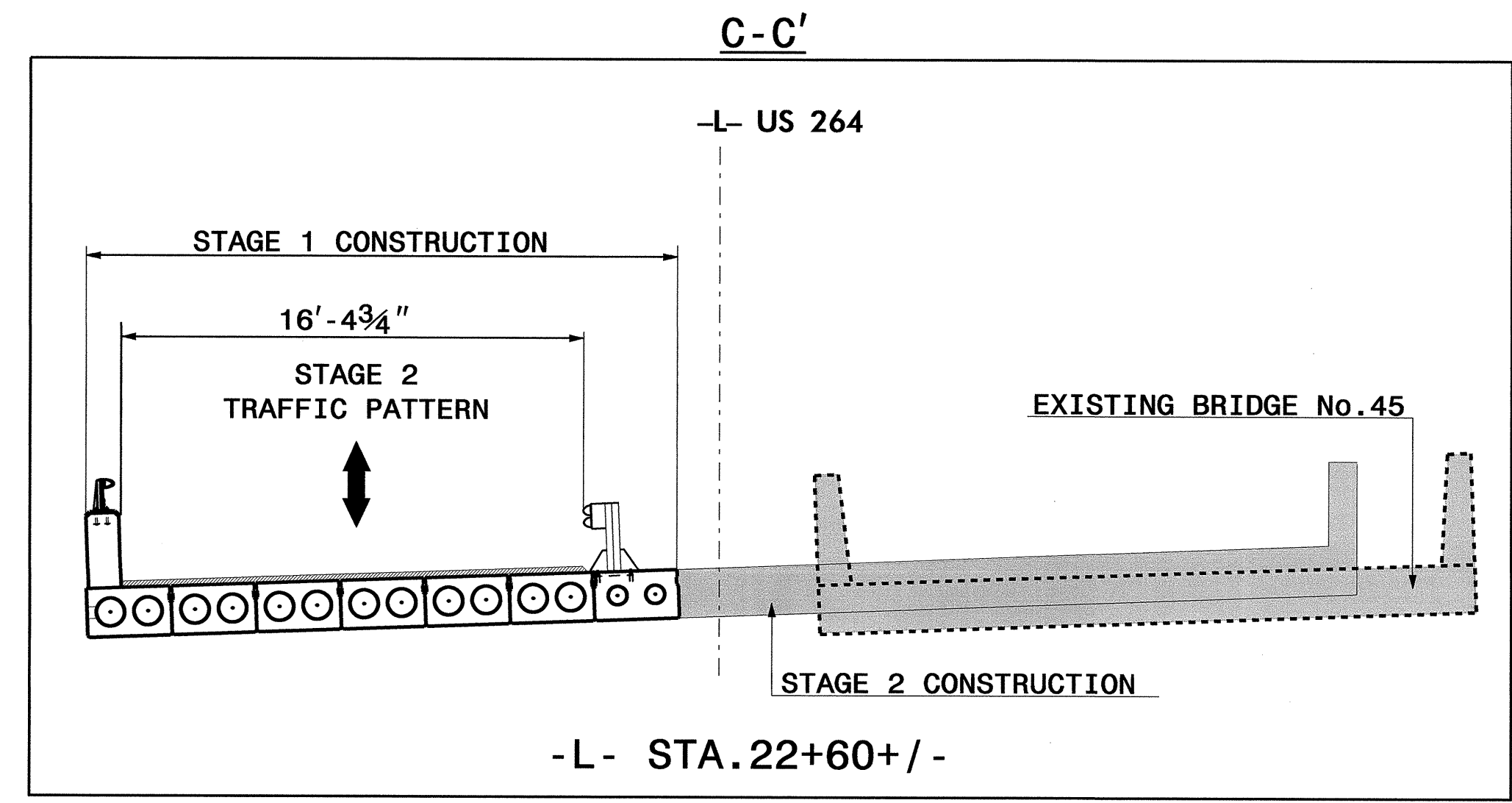
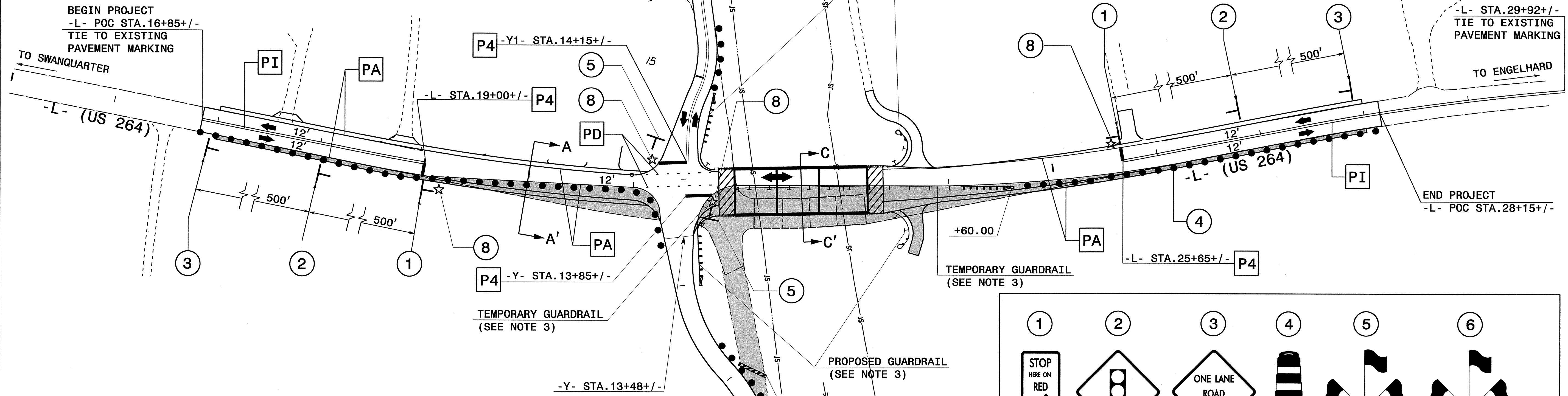
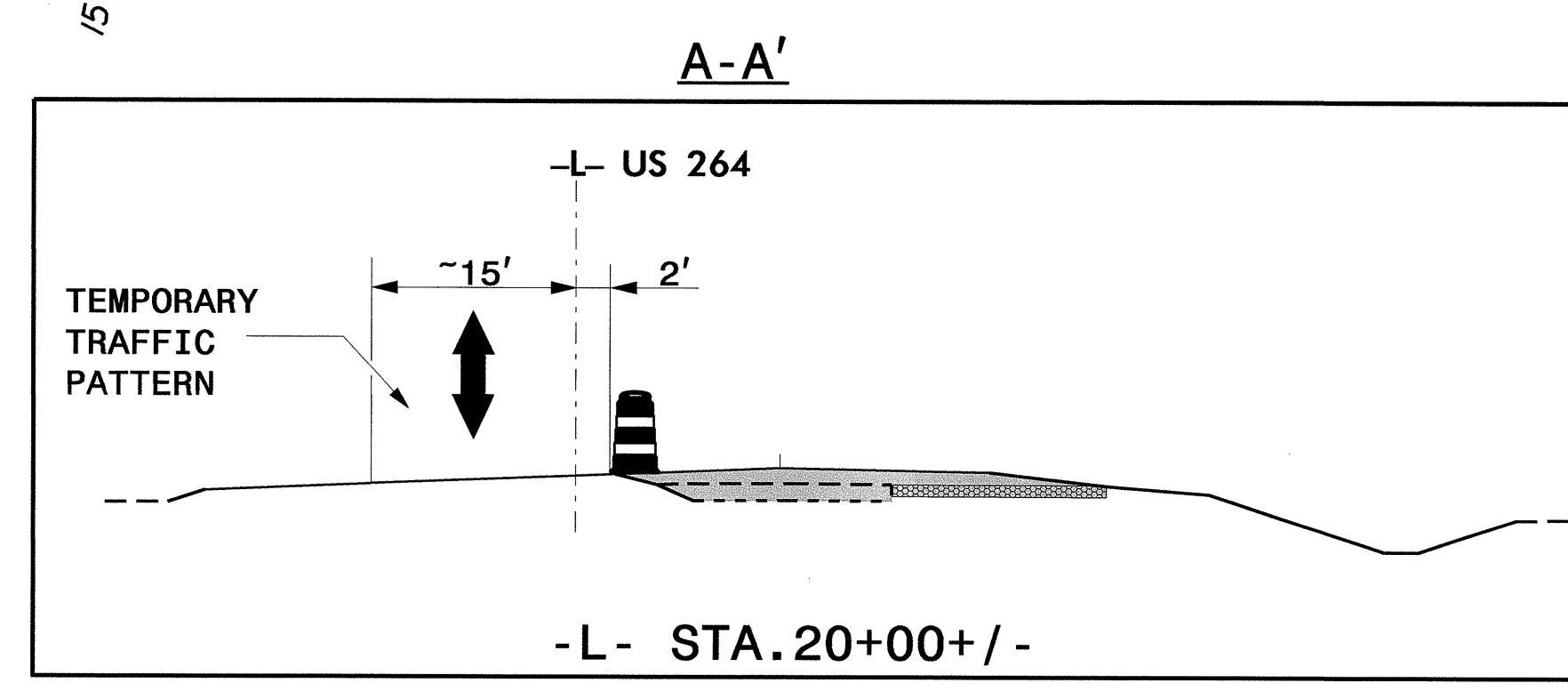
PROFESSIONAL SEAL 033789 ENGINEER MICHELLE WARD



TEMPORARY TRAFFIC CONTROL  
PHASE I DETAIL 2

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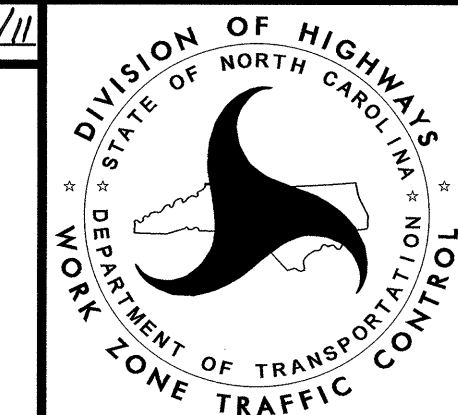
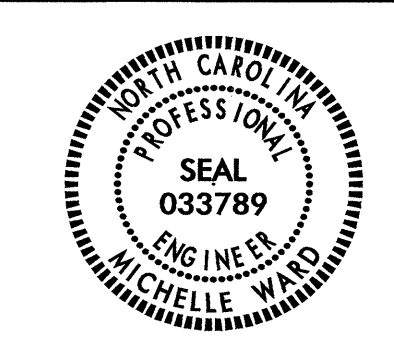




NOTES:

- REFER TO SIGNAL PLANS FOR TEMPORARY SIGNAL LOCATIONS.
- REFER TO RSD 1101.11, SHEET 4 OF 4 FOR ADVANCE WARNING SIGN SPACING CHART.
- REFER TO GUARDRAIL SUMMARY SHEET AND ROADWAY PLANS FOR QUANTITIES AND LOCATIONS OF TEMPORARY AND PROPOSED GUARDRAIL.

APPROVED: *Michelle Ward* DATE: 06/27/11



TEMPORARY TRAFFIC CONTROL  
PHASE II

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