SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL - GENERAL NOTES

STAGE 3 (CONTINUED)

STAGE 3D, 3E, 3F (CONTINUED)
PERMANENT ROADWAY CONSTRUCTION:
STEP 1
OPEN TO TRAFFIC:
- RESTRICT EXISTING ROADWAY TO 1 LANE USING FLAGGERS AND PER STANDARD BLR-21 TO MAINTAIN LOCAL ACCESS.
TEMPORARY ROADWAY CONSTRUCTION:
- CONSTRUCT TEMPORARY RAMPS AT EXISTING DRIVEWAYS TO CONNECT WITH PROPOSED ROADWAY USING TEMPORARY AGGREGATE PAVEMENT TO MAINTAIN LOCAL ACCESS. CONSTRUCT TEMPORARY DRIVEWAY RAMP ACCESS TO A MAXIMUM OF 1:12 SLOPE.
PERMANENT ROADWAY CONSTRUCTION:
- SAMUEL RD (STA 15+42.43 TO STA 19+70.77) RT
- BRIGGS RD (STA 6+26.09 TO STA 13+22.78) RT
STEP 2
OPEN TO TRAFFIC:
- RESTRICT EXISTING ROADWAY TO 1 LANE USING FLAGGERS AND PER STANDARD BLR-21 TO MAINTAIN LOCAL ACCESS.
TEMPORARY ROADWAY CONSTRUCTION:
- CONSTRUCT TEMPORARY RAMPS AT EXISTING DRIVEWAYS TO CONNECT WITH PROPOSED ROADWAY USING TEMPORARY AGGREGATE PAVEMENT TO MAINTAIN LOCAL ACCESS. CONSTRUCT TEMPORARY DRIVEWAY RAMP ACCESS TO A MAXIMUM OF 1:12 SLOPE.
PERMANENT ROADWAY CONSTRUCTION:
- SAMUEL RD (STA 15+42.43 TO STA 19+70.77) LT
- BRIGGS RD (STA 6+26.09 TO STA 13+22.78) LT
STEP 3
PERMANENT ROADWAY CONSTRUCTION:
- IL 13 MEDIAN - STA 553+89.36 TO STA 566+67.93
STA 585+67.83 TO STA 587+23.25

THE CONTRACTOR MAY ELECT TO SWAP STEP 1 AND STEP 2.

STAGE 4
OBJECTIVE: FINALIZE CONSTRUCTION OF CONTRACT 78221
TRAFFIC ROUTING: ALL TRAFFIC ON NEW FACILITIES EXCEPT AS NOTED BELOW:
PERMANENT ROADWAY CONSTRUCTION:
STEP 1
OPEN TO TRAFFIC:
- RESTRICT EXISTING MAIN ST NORTH (STA 5+84.08 TO STA 15+07.50) AND TO 1 LANE USING FLAGGERS AND PER STANDARD BLR-21 TO MAINTAIN LOCAL ACCESS.
TEMPORARY ROADWAY CONSTRUCTION:
- CONSTRUCT TEMPORARY RAMPS AT EXISTING DRIVEWAYS TO CONNECT WITH PROPOSED MAIN ST NORTH USING TEMPORARY AGGREGATE PAVEMENT TO MAINTAIN LOCAL ACCESS. CONSTRUCT TEMPORARY DRIVEWAY RAMP ACCESS TO A MAXIMUM OF 1:12 SLOPE.
PERMANENT ROADWAY CONSTRUCTION:
- MAIN ST NORTH (STA 5+84.08 TO STA 15+07.50) RT
STEP 2
OPEN TO TRAFFIC:
- RESTRICT EXISTING MAIN ST NORTH (STA 5+84.08 TO STA 15+07.50) AND TO 1 LANE USING FLAGGERS AND PER STANDARD BLR-21 TO MAINTAIN LOCAL ACCESS.
TEMPORARY ROADWAY CONSTRUCTION:
- CONSTRUCT TEMPORARY RAMPS AT EXISTING DRIVEWAYS TO CONNECT WITH PROPOSED MAIN ST NORTH USING TEMPORARY AGGREGATE PAVEMENT TO MAINTAIN LOCAL ACCESS. CONSTRUCT TEMPORARY DRIVEWAY RAMP ACCESS TO A MAXIMUM OF 1:12 SLOPE.
PERMANENT ROADWAY CONSTRUCTION:
- MAIN ST NORTH (STA 5+84.08 TO STA 15+07.50) LT

THE CONTRACTOR MAY ELECT TO SWAP STEP 1 AND STEP 2.

DROP-OFF PROTECTION BETWEEN TRAVEL LANE AND SHOULDER/EDGE OF PAVEMENT
FIG. 55.2B FROM BDE MANUAL CHAPTER 55.

DROP-OFF LOCATION	NORMAL POSTED SPEED	DROP-OFF HEIGHT (X) AND TYPE	TREATMENT REQUIRED
= 3 FT (1)(2)	ALL	≤ 1 IN	NONE
		1 IN < X ≤ 3 IN	LOW SHOULDER SIGNS (2 MILE SPACING)
	< 45 MPH	3 IN < X ≤ 18 IN	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
	≥ 45 MPH	3 IN < X ≤ 12 IN	PLACE CHANNELIZING DEVICES AT 100-FT SPACING
	≤ 45 MPH	18 IN < X ≤ 24 IN FOR < 0.5 MILE OR <48 HOURS(4)	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
	≥ 45 MPH	12 IN < X ≤ 18 IN FOR < 0.5 MILE OR < 48 HOURS	PLACE CHANNELIZING DEVICES AT 100-FT SPACING
	≥ 45 MPH	12 IN < X ≤ 24 IN FOR >0.5 MILE OR >48 HOURS	CLOSURE USING TEMPORARY TRAFFIC BARRIER
	< 45 MPH	18 IN < X ≤ 24 IN(5)	CLOSURE USING TEMPORARY TRAFFIC BARRIER
	≥ 45 MPH	18 IN < X < 24 IN FOR < 0.5 MILE OR < 48 HOURS(5)	CLOSURE USING TEMPORARY TRAFFIC BARRIER
	ALL	> 24 IN(5)	CLOSURE USING TEMPORARY TRAFFIC BARRIER
= 3 FT < X ≤ 8 FT(3)	ALL	≤ 1 IN	NONE
		1 IN < X ≤ 3 IN	LOW SHOULDER SIGNS (2-MILE SPACING)
	< 45 MPH	3 IN < X ≤ 24 IN(4)	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
	≥ 45 MPH	3 IN < X < 24 IN	PLACE CHANNELIZING DEVICES AT 100-FT SPACING
	ALL	24 IN(5)	CLOSURE USING TEMPORARY TRAFFIC BARRIER
> 8 FT TO THE WORK ZONE CLEAR ZONE (3)	< 45 MPH	12 IN < X ≤ 24 IN(4)	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
	≥ 45 MPH	12 IN < X < 24 IN	PLACE CHANNELIZING DEVICES AT 100-FT SPACING
	ALL	> 24(5)	CLOSURE USING TEMPORARY TRAFFIC BARRIER

NOTES:

(1) PLACE CHANNELIZING DEVICES AND/OR TEMPORARY BARRIER AT THE SAME LEVEL AS THE TRAVELING LANE OR SHOULDER PROFILE.

(2) CHANNELIZING DEVICES MAY BE PLACED AT THE DROP-OFF ELEVATION TO PRESERVE LANE WIDTH. RAISE THE REFLECTIVE AREA AND WARNING LIGHT (IF REQUIRED) TO THE ELEVATION ABOVE THE TRAVELING LANE OR SHOULDER PROFILE AS PER HIGHWAY STANDARD 701901.

(3) PLACE CHANNELIZING DEVICES OR TEMPORARY BARRIER AT SAME LEVEL AS THE SIDE SLOPE PROFILE TO BE FULLY VISIBLE.

(4) LENGTH AND DURATION MAY BE EXCEEDED FOR URBAN AREAS WHEN ENGINEERING JUDGMENT INDICATES SIGHT DISTANCE WILL BE ADVERSELY AFFECTED BY TEMPORARY BARRIER.

(5) TEMPORARY TRAFFIC BARRIER MAY BE ELIMINATED FOR STATIONARY OPERATIONS OF LESS THAN 24 HOURS FOR MULTI LANE, AND MAY BE ELIMINATED FOR STATIONARY OPERATIONS OF LESS THAN 96 HOURS PER STAGE FOR TWO LANES, BASED ON ENGINEERING JUDGMENT.