MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
PLANS FOR PROPOSED
STATE HIGHWAY
POLK COUNTY

PROJECT LIMITS - JTS3509
0.5" DECK HYDRODEMOLITION AND 0.5" DECK
SCAFFLTY ON BRIDGE 420352.
ADD 1.77" LATEX MODIFIED CONCRETE SEALING
SURFACE WITH EP-1 PROFILE TIE-IN
ADD CURB BLOCKOUTS & ADD NO. 6 GIRDERS.
PROJECT LENGTH - 0.175 MILES.

CONVENTIONAL SYMBOLS
(USED IN PLANS)

EXISTING

NEW

BUILDINGS AND STRUCTURES
GUARD RAIL
GUARD CABLE
CONCRETE RIGHT-OF-WAY MARKER
CURB RIGHT-OF-WAY MARKER
LOCATION SURVEY MARKER
UTILITIES
FIBER OPTICS
UNDERGROUND CABLE TV
UNDERGROUND TELEPHONE
UNDERGROUND POWER
UNDERGROUND POWER DRAIN
SANITARY SEWER
STORM SEWER
GAS
WATER
WATER VALVE
WATER METER
DROP INLET
DITCH BLOCK
GROUND MOUNTED SIGN
LIGHT POLE
H-FRAME POWER POLE
TELEPHONE POLE
FENCE
CHAIN LINK FENCE
WIRE FENCE
GATE POST
BENCHMARK

NOTE: DASHED OR OPEN SYMBOLS INDICATE
EXISTING FEATURES.

THE EXISTENCE AND APPROPRIATE LOCATION OF UTILITY FACILITIES KNOWN TO EXIST, AS SHOWN ON THE PLANS, ARE BASED ON THE BEST INFORMATION AVAILABLE TO THE COMMISSION AT THIS TIME. THIS INFORMATION IS PROVIDED BY THE COMMISSION AND ANY REPRESENTATION OR WARRANTY AS TO THE COMPETENCE, ACCURACY OR SUITABILITY OF THE INFORMATION FOR ANY USE RELIANCE UPON THIS INFORMATION IS DONE AT THE RISK AND PERIL OF THE DEED, AND THE COMMISSION SHALL NOT BE LIABLE FOR ANY DAMAGES THAT MAY ARISE FROM ANY ERROR IN THE INFORMATION. IT IS THEREFORE RECOMMENDED THAT THE CONTRACTOR VERIFY THE EXISTENCE, LOCATION AND STATUS OF ANY FACILITY, SUCH VERIFICATION HAVING DIRECT CONTACT WITH THE LISTED UTILITIES.

TOTAL CORRIDORS 6,260 FEET
NET LENGTH OF PROJECT 600 FEET
START LENGTH 3.153 MILES
END LENGTH 3.153 MILES

NOT TO SCALE

LENGTH OF PROJECT
BEGINNING OF PROJECT UM 5 14,995
END OF PROJECT UM 5 11,283
APPROXIMATE LENGTH 200 FEET
TOURIATIONS AND EXCEPTIONS:

INDEX OF SHEETS
DESCRIPTION SHEET NUMBER
TITLE SHEET 1
TYPICAL SHEETS (4 SHEETS) 2
QUANTITIES (40 SHEETS) 3
SPECIAL SHEETS (4 SHEETS) 4
TRAFFIC CONTROL SHEETS (2 SHEETS) 5-22
EROSION CONTROL SHEETS (2 SHEETS) 23
PAYMENT SCHEDULING (1 SHEET) 24-26
BRIDGE DRAWINGS (8 SHEETS) 27-34
INDEX (1 SHEET) 1-7
POLK 1/30/2009
CONTRACT NO.
STATE HIGHWAY 100 MILES PLOWED MAY 7, 1976
STATE HIGHWAY 100 MILE POINT IS:
0.0 MILE FROM 100 MILE POINT OF ROUTE 30
BRIDGE A26382 TRAFFIC CONTROL STAGE 2

BRIDGE A26382 TRAFFIC CONTROL STAGE 3
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### SUMMARY OF QUANTITIES

**MOBILIZATION**

| GRAVEL (A) OR CRUSHED STONE (B) | 8 TONS | 1 LUMP SUM |

**NOTE:** ALL IRREGULARITIES MAY BE UNEROSION AND NO ADJUSTMENT TO ANY UNIT BID COST WILL BE MADE.
# PAVEMENT MARKING

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## COLDMILLING BITUMINOUS PAVEMENT FOR REMOVAL OF SURFACE (3 IN. THICK OR LESS)

<table>
<thead>
<tr>
<th>ROUTE</th>
<th>LOG MILE TO</th>
<th>LOG MILE</th>
<th>LENGTH</th>
<th>WIDTH AREA</th>
<th>REMARKS</th>
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<tbody>
<tr>
<td>D</td>
<td>11.907</td>
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## MODIFIED COLDMILLING (DEPTH TRANSITIONS)

<table>
<thead>
<tr>
<th>ROUTE</th>
<th>LOG MILE TO</th>
<th>LOG MILE</th>
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<th>AREA</th>
<th>REMARKS</th>
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<tr>
<td>D</td>
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<td>608.2</td>
<td>STAGE 2.24 threats 2.5MILL/FILL</td>
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<td>STAGE 3.24 threats 2.5MILL/FILL</td>
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<td>11.142</td>
<td>37.6</td>
<td>608.2</td>
<td>STAGE 1.24 threats 2.5MILL/FILL</td>
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<tr>
<td><strong>TOTALS</strong></td>
<td><strong>535.4</strong></td>
<td><strong>2744</strong></td>
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## TEMPORARY EROSION CONTROL

### SHEET ROUTE LOG MILE LOG MILE LOCATION EA LF LF CF CF REMARKS

| 11 | 11.142 | 11.142 | RT | LF | 100 | 100 |
| 11 | 11.142 | 11.142 | LF | LF | 100 | 100 |
| 11 | 11.142 | 11.142 | LF | LF | 100 | 100 |
| **TOTALS** | **535.4** | **2744** | | | | |

### TEMPORARY PIPE

**ROUTE LOG MILE TEMORARY PIPE COLLAR TYPE AND REMARKS**

<table>
<thead>
<tr>
<th>LOG MILE</th>
<th>TEMORARY PIPE COLLAR</th>
<th>TYPE AND</th>
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<td><strong>68</strong></td>
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### SUMMARY OF QUANTITIES

**SHEET 2 OF 4**

**CONTRACTOR FURNISHED SURVEYING & STAKING**

**2 LAMP SATELLITE**
### SHAPING SLOPES CLASS III

<table>
<thead>
<tr>
<th>ROUTE</th>
<th>LOG MILE</th>
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<tr>
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### GUARDRAIL

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<tr>
<th>LOG MILE</th>
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<th>OFFSET</th>
<th>NET LENGTH</th>
<th>METER BRIDGE APPROACH</th>
<th>METER GUARDRAIL</th>
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**TOTAL** 4 175.0 4

**USE** 4 175 4

---

**SUMMARY OF QUANTITIES**

**SHEET 3 OF 4**
1/2" DECK SCARIFY
TOTAL SURFACE HYDRO DEMOLITION
2 1/2" MINIMUM OF SOUND CONCRETE
AND ALL DETERIORATED CONCRETE

MODIFIED COLDMILL
INSTALL 1-3/4" LATEX MODIFIED COLDMILL
DEPTH TRANSITION*
CONCRETE WEARING SURFACE
AND NEW CURB BLOCKOUTS TRANSITION*

MODIFIED COLDMILL
8'-2' WIDTH
FULL DEPTH
SHOULDER TAPER

8'-4' WIDTH
FULL DEPTH
SHOULDER TAPER

BRIDGE #26382
BRIDGE TYPE: CONTINUOUS COMPOSITE WIDE FLANGE
BEAM SPANS (43'-57'-57'-43')
SB LOG MILES: 11.156 - 11.195
BRIDGE SKEW: N/A
LENGTH: 203'
WIDTH: 40'
YEAR CONSTRUCTED: 1971

NOTE: INCLUDES 1200' MODIFIED LINEAR GRADING, CLASS 2
FOR PLACEMENT OF FULL DEPTH SHOULDER AND TAPER

COLDMILLING WITH
2" BP-1

MODIFIED COLDMILLING WITH
2" TO 2.5" BP-1

2"-2.5" BP-1 OVER
8" BIT BASE OVER
4" TYPE 5 AGGREGATE

* COLDMILL ENTIRE PREVIOUS LIFT OF BP-1 (1.75")
* TRANSITION BP-1 FILL FROM 2" TO 2.5" (AT BRIDGE APPROACH SLAB)
GENERAL NOTES:
1. ANY EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL SIGNING SHALL BE COMPLETELY COVERED OR REMOVED.
2. TEMPORARY SIGNING SHOWN IS FOR WORK ON ONE SIDE OF THE ROAD, FOR WORK ON THE OTHER SIDE, REVERSE ORDER OF THE SIGNS AND CHANNELIZERS.
3. SIGNING SHOWN SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETE.
4. ALTERNATE TRAFFIC CONTROL MAY BE USED AS NEEDED AT THE APPROVAL OF THE ENGINEER.
5. REFER TO STANDARD DRAWINGS 610.10, 619.10, AND 620.10 FOR ADDITIONAL DETAILS AND 903.03 FOR SIGN AND SIGN MOUNTING REQUIREMENTS.
6. SPEED LIMIT SIGNS INDICATING THE NORMAL SPEED LIMIT SHALL BE INSTALLED AT THE END OF THE WORK ZONE. PROVIDED NO FURTHER WORK ZONES WILL BE ENCOUNTERED WITHIN THE NEXT 1/2 MILE.
7. TEMPORARY SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED WHEN THE CONDITIONS REQUIRING REDUCED SPEEDS DO NOT EXIST.
8. NO DIRECT PAYMENT WILL BE MADE FOR THE RELOCATION OF CHANNELIZERS, CONSTRUCTION SIGNS, OR FLASHING ARROW PANEL.
9. ALL SIGNS, EXCEPT "RATE OUR WORK ZONE" SHALL BE PORTABLE MOUNT AND ARE TO BE MOVED AS WORK PROGRESSES. UNLESS OTHERWISE NOTED, ALL TRAFFIC CONTROL ITEMS SHALL BE REMOVED FROM THE ROADWAY DURING NON-WORKING HOURS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING PROPER TRAFFIC CONTROL SETUPS THROUGHOUT CONSTRUCTION AS DESCRIBED IN THESE PLANS OR AS APPROVED BY THE ENGINEER.
11. WHERE MINIMUM LANE WIDTHS CANNOT BE ACHIEVED ON THE SIDE STREETS, THE CONTRACTOR SHALL CLOSE HALF OF THE APPROACH AND POSITION A FLAGGER AT EACH END OF THE WORK AREA. LOCATION TO BE DETERMINED BY THE ENGINEER. ADVANCE FLASHER SIGNING SHALL BE INSTALLED AS OUTLINED IN THE MUTCD.
12. THE CONTRACTOR SHALL MAINTAIN PUBLIC ACCESS TO ALL BUSINESSES AND STREETS. NO STREET OR ENTRANCE SHALL BE COMPLETELY BLOCKED.
13. SPACING BETWEEN TRAFFIC CONTROL DEVICES ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED BY THE FIELD & APPROVED BY THE ENGINEER.
14. TRAFFIC CONTROL SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
15. ADJUST ADVANCE WARNING SIGN SPACING TO AVOID SIGN PLACEMENT WITHIN THE LIMITS OF THE RAILROAD RIGHT OF WAY.

TYPICAL BEGINNING AND END OF PROJECT
(UNDIVIDED HIGHWAY)

BEGINNING OF PROJECT LIMITS:
1. OR INITIAL WORK ZONE SIGN, IF LOCATED OUTSIDE PROJECT LIMITS.
2. END OF WORK ZONE TERMINATION AREA, IF LOCATED BEYOND END OF PROJECT:
3. OR LAST WORK ZONE SIGN, IF LOCATED OUTSIDE PROJECT LIMITS.

(1) DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS, WHERE TRAFFIC BACKUPS ARE EXPECTED BEYOND THE ADVANCE WARNING AREA, ADDITIONAL SIGNING MAY BE NEEDED.
(2) SIGN CONST-7-22 IS PLACED 500 FEET BEFORE THE BEGINNING OF PROJECT LIMITS OR THE ROAD WORK AHEAD SIGN OR ROAD WORK NEXT XX MILES SIGN. IF USED, WHEN THESE SIGNS ARE LOCATED OUTSIDE THE PROJECT LIMITS.
(3) CONST-5-96 SIGN IS PLACED IN A VISIBLE AREA WITHIN THE PROJECT LIMITS PROVIDED ITS PLACEMENT DOES NOT DISRUPT A SEQUENCE OF SIGNS. IF A VISIBLE LOCATION WITHIN THE PROJECT LIMITS IS NOT AVAILABLE, THE SIGN MAY BE PLACED 500 FEET BEFORE SIGN CONST-7-22.
(4) THE "WORK ZONE NO PHONE ZONE" SIGN IS PLACED A MINIMUM OF 500 FEET BEFORE THE ROAD WORK AHEAD SIGN.
(5) CMS PLACEMENT SHALL BE APPROVED BY THE ENGINEER.

Completed as Promised

Trafic Control Improvements
Fall 2024

NOT TO SCALE

TRAFFIC CONTROL SHEET 1 OF 18
<table>
<thead>
<tr>
<th>SPEED LIMIT (MPH)</th>
<th>UNDIVIDED HIGHWAYS (FT)</th>
<th>SHOULDER(S) (FT)</th>
<th>LANE(2) (FT)</th>
<th>BUFFER LENGTH (FT)</th>
<th>TAPPERS</th>
<th>BUFFER/WORK AREAS</th>
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<tr>
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<td>550</td>
<td>70</td>
<td>345</td>
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<td>660</td>
<td>580</td>
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<tr>
<td>60-70</td>
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<td>235</td>
<td>840</td>
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**NOTES:**
1. SHOULDER TAPER LENGTH BASED ON 10 FT. (STANDARD SHOULDER WIDTH) OFFSET.
2. LANE TAPER LENGTH BASED ON 12 FT. (STANDARD LANE WIDTH) OFFSET.
3. NEXT XX MILES SIGN NOT REQUIRED FOR NARROW LANE SECTIONS LESS THAN ONE MILE.

**ROAD WORK AHEAD**

[Diagram of road work signs and markings]

**NOT TO SCALE**

TRAFFIC CONTROL

SHEET 2 OF 18
LANE CLOSURE ON A TWO-LANE ROAD USING TEMPORARY TRAFFIC CONTROL SIGNALS
PORTABLE TRAFFIC SIGNAL AND CONCRETE BARRIER DETAILS

NOT TO SCALE

NOTES:

DIMENSIONS IN FEET UNLESS OTHERWISE NOTED.

1. SIGNING AND PAVEMENT MARKING IDENTICAL ON BOTH APPROACHES.
2. 75-FOOT RECOMMENDED SPACING. SPACING MAY BE BETWEEN 40-FT AND 180-FT.
3. FLARE BARRIER TO EXTEND BEYOND CLEAR ZONE OR FLARE BARRIER TO EDGE LINE AND BE APPROVED FOR TREATMENT.

TEMPORARY TRAFFIC CONTROL SIGNALS SHALL MEET THE PHYSICAL DISPLAY AND OPERATIONAL REQUIREMENTS OF CONVENTIONAL TRAFFIC CONTROL SIGNALS.

TEMPORARY TRAFFIC CONTROL SIGNAL TIMING SHALL BE ESTABLISHED BY AUTHORIZED OFFICIALS. DURATION OF RED CLEARANCE INTERVALS SHALL BE ADEQUATE TO CLEAR THE ONE-LANE SECTION OF COUNTERFLOW VEHICLES.

WHEN THE TEMPORARY TRAFFIC CONTROL SIGNAL IS CHANGED TO THE FLASHING MODE, EITHER MANUALLY OR AUTOMATICALLY, RED SIGNAL (INCLUDING) SHALL BE FLASHED TO BOTH APPROACHES.

STOP LINES SHALL BE INSTALLED WITH TEMPORARY TRAFFIC CONTROL SIGNALS FOR INTERMITTENT AND LONG-TERM CLOSURES. EXISTING CONFLICTING PAINT MARKINGS ARE RAISED PAVEMENT MARKERS BETWEEN THE ACTIVITY AREA AND THE STOP LINE SHALL BE REMOVED. THE STOP LINES AND OTHER TEMPORARY PAINT MARKINGS SHALL BE REMOVED AND THE PERMANENT PAINT MARKINGS RESTORED.

TRAFFIC CONTROL
SHEET 3 OF 18
NOTES:

CHANNELIZING DEVICES LOCATED DOWNSTREAM OF THE ONE-LANE, TWO-WAY TAPERS ARE OPTIONAL.

THESE DEVICES SHOULD BE ELIMINATED WHEN THEIR USE WILL REDUCE THE USEABLE LANE WIDTH, INCLUDING ANY ACCEPTABLE SHOULDERS, TO LESS THAN 15' OR WILL SIGNIFICANTLY AFFECT THE REDESIGNING OPERATION.

FLAG ASSEMBLIES FOR SIGN W029-7a ARE SUBSIDIARY TO THE SIGN.

- CHANNELIZERS

- FLAGGER

IF USED AT NIGHT, THE FLAGGER STATIONS SHALL BE ILLUMINATED WITH AN AVERAGE MAINTAINED INTENSITY OF 0.2 FOOTCANDLES (0.5 LUX).

LANE CLOSURE USING FLAGGERS
(UNDIVIDED HIGHWAY)
FOR SIGN DETAILS, SEE TRAFFIC CONTROL SHEET 1 OF 18.

(1) DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS, WHERE TRAFFIC BACKUPS ARE EXPECTED BEYOND THE ADVANCE WARNING AREA. ADDITIONAL SIGNING MAY BE NEEDED.

(2) SIGN CONST-7-72 IS PLACED 500 FEET BEFORE THE BEGINNING OF PROJECT LIMITS OR THE ROAD WORK AHEAD SIGN OR ROAD WORK NEXT 50 MILES SIGN, IF USED. WHEN THESE SIGNS ARE LOCATED OUTSIDE THE PROJECT LIMITS.

(3) CONST-5-98 SIGN IS PLACED IN A VISIBLE AREA WITHIN THE PROJECT LIMITS PROVIDED ITS PLACEMENT DOES NOT DISRUPT A SEQUENCE OF SIGNS. IF A VISIBLE LOCATION WITHIN THE PROJECT IS NOT AVAILABLE, THE SIGN MAY BE PLACED 500 FEET BEFORE SIGN CONST-7-72.

(4) THE "WORK ZONE NO PHONE ZONE" SIGN IS PLACED A MINIMUM OF 500 FEET BEFORE THE ROAD WORK AHEAD SIGN.

(5) CMS PLACEMENT SHALL BE APPROVED BY THE ENGINEER.
TRAFFIC CONTROL STAGE 1
SHOULDER WORK WITH LANE CLOSURE USING FLAGGERS
CONSTRUCT FULL DEPTH SHOULDERS
REVERSE TAPER AND LANE CLOSURE FOR SB SHOULDER WORK AREA

BUFFER ZONE
CHANNELIZERS
@ 80' SPACING

WORK ZONE
CHANNELIZERS
@ 80' SPACING

TRAFFIC CONTROL LEGEND

SIGN (SINGLE SIDED)
FLAGGER
CHANNELIZER
BARRICADE
CHANGEABLE MESSAGE BOARD
PROTECTIVE VEHICLE (OPTIONAL)
WORK AREA

NOT TO SCALE
TRAFFIC CONTROL
SHEET 6 OF 18
TRAFFIC CONTROL STAGE 1

SHOULDER WORK WITH LANE CLOSURE USING FLAGGERS
CONSTRUCT FULL DEPTH SHOULDERS
REVERSE TAPER AND LANE CLOSURE FOR SB SHOULDER WORK AREA

TRAFFIC CONTROL LEGEND

- SIGN (SINGLE SIDED)
- FLAGGER
- CHANNELIZER
- BARRICADE
- CHANGEABLE MESSAGE BOARD
- PROTECTIVE VEHICLE (OPTIONAL)
- WORK AREA

NOT TO SCALE

TRAFFIC CONTROL SHEET 7 OF 18
TRAFFIC CONTROL STAGE 1
SHOULDER WORK WITH LANE CLOSURE USING FLAGGERS
CONSTRUCT FULL DEPTH SHOULDERS
**REVERSE TAPER AND LANE CLOSURE FOR SB SHOULDER WORK AREA

FOR SIGN 61 DETAILS, SEE TRAFFIC CONTROL SHEET 1 OF 18.

TRAFFIC CONTROL LEGEND

1. DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS WHERE TRAFFIC BACKUPS ARE EXPECTED BEYOND THE ADVANCE WARNING AREA. ADDITIONAL SIGNING MAY BE NEEDED.

2. SIGN CONST-7-72 IS PLACED 500 FEET BEFORE THE BEGINNING OF PROJECT LIMITS OR THE ROAD WORK AHEAD SIGN OR ROAD WORK NEXT XX MILES SIGN. IT IS USED WHEN THESE SIGNS ARE LOCATED OUTSIDE THE PROJECT LIMITS.

3. CONST-5-BE SIGN IS PLACED IN A VISIBLE AREA WITHIN THE PROJECT LIMITS PROVIDED ITS PLACEMENT DOES NOT DISRUPT A SEQUENCE OF SIGNS. IF A VISIBLE LOCATION WITHIN THE PROJECT IS NOT AVAILABLE, THE SIGN MAY BE PLACED 500 FEET BEFORE SIGN CONST-7-72.

4. THE "WORK ZONE NO PHONE ZONE" SIGN IS PLACED A MINIMUM OF 500 FEET BEFORE THE ROAD WORK AHEAD SIGN.

5. CMS PLACEMENT SHALL BE APPROVED BY THE ENGINEER.
TRAFFIC CONTROL STAGE 2
CLOSE SB LANE AT BRIDGE
UTILIZE TEMPORARY SIGNAL AND SHIFT TRAFFIC INTO NB LANE
CONSTRUCT NEW FULL DEPTH NB SHOULDER
MODIFIED MILL/FILL SB LANE TO NEW BRIDGE ROADWAY HEIGHT

FOR SIGN 61 DETAILS, SEE TRAFFIC CONTROL SHEET 1 OF 18.

TRAFFIC CONTROL LEGEND
- SIGN (SINGLE SIDED)
- FLAGGER
- CHANNELIZER
- BARRICADE
- CHANGEABLE MESSAGE BOARD
- PROTECTIVE VEHICLE (OPTIONAL)
- WORK AREA

NOT TO SCALE TRAFFIC CONTROL SHEET 9 OF 18
TRAFFIC CONTROL STAGE 2

CLOSE SB LANE AT BRIDGE
UTILIZE temporary SIGNAL AND SHIF TRAFFIC onto NB LANE
CONSTRUCT NEW FULL DEPTH SB SHOULDER
MODIFIED MILL/FILL SB LANE TO NEW BRIDGE ROADWAY HEIGHT

DOUBLE YELLOW CENTER LINE
500' MIN

REMOVE EXISTING CENTER LINE MARKING

24" WHITE STOP BAR

PORTABLE TRAFFIC SIGNAL

SOLID WHITE EDGE LINE

SOLID WHITE EDGE LINE

TYPE LED A LUMINARE

IMPACT ATTENUATOR (15 MM)

100' TAPER S DEVICE MINIMUM

100'

BARRIER

BRIDGE A26362

TRAFFIC CONTROL LEGEND

• SIGN (SINGLE-SIDED)

□ FLAGGER

■ CHANNELIZER

□ BARRICADE

□ CHANGEABLE MESSAGE BOARD

□ PROTECTIVE VEHICLE (OPTIONAL)

□ WORK AREA

PHASE A AND PHASE B SHALL ALWAYS BE FOLLOWED BY AN ALL RED PHASE OR INTERVAL.

SIGNALS SHALL REST IN ALL RED WHEN THERE IS NO VEHICLE CALL.

PHASE A

PHASE B

NOT TO SCALE

TRAFFIC CONTROL SHEET 10 OF 18
TRAFFIC CONTROL STAGE 2

CLOSE SB LANE AT BRIDGE

UTILIZE TEMPORARY SIGNAL AND SHIFT TRAFFIC ONTO NB LANE

CONSTRUCT NEW FULL DEPTH SB SHOULDER

MODIFIED MILL/FILL SB LANE TO NEW BRIDGE ROADWAY HEIGHT

REMOVE EXISTING CENTER LINE MARKING

DOUBLE YELLOW CENTER LINE 500' MIN

REMOVE EXISTING CENTER LINE MARKING

TRAFFIC CONTROL LEGEND

SIGN (SINGLE SIDED)

FLAGGER

CHANNELIZER

BARRICADE

CHANGEABLE MESSAGE BOARD

PROTECTIVE VEHICLE (OPTIONAL)

WORK AREA

PHASE A AND PHASE B SHALL ALWAYS BE FOLLOWED BY AN ALL RED PHASE OR INTERVAL.

SHALL SLEW IN ANY RED PHASE WHEN THERE ARE NO VEHICLE CALLS.

NOT TO SCALE

TRAFFIC CONTROL

SHEET 11 OF 18
TRAFFIC CONTROL STAGE 2

CLOSE SB LANE AT BRIDGE UTILIZE TEMPORARY SIGNAL AND SHIFT TRAFFIC ONTO NB LANE
CONSTRUCT NEW FULL DEPTH SB SHOULDER MODIFIED MILFILL SB LANE TO NEW BRIDGE ROADWAY HEIGHT

SIGN 2A WITH AWRS MUST BE GROUND OR SKID MOUNTED.

FOR SIGN 61 DETAILS, SEE TRAFFIC CONTROL SHEET 1 OF 18.

TRAFFIC CONTROL LEGEND

(1) DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS, WHERE TRAFFIC BACKUPS ARE EXPECTED BEYOND THE APPEARANCE WARNING AREA, ADDITIONAL SIGNING MAY BE NEEDED.

(2) SIGN CONST-7-72 IS PLACED 500 FEET BEFORE THE BEGINNING OF PROJECT LIMITS OR THE ROAD WORK AHEAD SIGN OR ROAD WORK NOT XB MILES SIGN. IF USED, WHEN THESE SIGNS ARE LOCATED OUTSIDE THE PROJECT LIMITS.

(3) CONST-5-95 SIGN IS PLACED IN A VISIBLE AREA WITHIN THE PROJECT LIMITS PROVIDED ITS PLACEMENT DOES NOT DISRUPT A SEQUENCE OF SIGNS. IF A VISIBLE LOCATION WITHIN THE PROJECT IS NOT AVAILABLE, THE SIGN MAY BE PLACED 500 FEET BEFORE SIGN CONST-7-72.

(4) THE "WORK ZONE NO PHONE ZONE" SIGN IS PLACED A MINIMUM OF 500 FEET BEFORE THE ROAD WORK AHEAD SIGN.

(5) CMS PLACEMENT SHALL BE APPROVED BY THE ENGINEER.

NOT TO SCALE TRAFFIC CONTROL SHEET 12 OF 18
TRAFFIC CONTROL STAGE 3
CLOSE NB LANE AT BRIDGE UTILIZE TEMPORARY SIGNAL AND SHIFT TRAFFIC INTO SB LANE MODIFIED MILL/FILL NB LANE AND SHOULDER TO NEW BRIDGE ROADWAY HEIGHT

TRAFFIC CONTROL LEGEND
- SIGN (SINGLE SIDED)
- FLAGGER
- CHANNELIZER
- BARRICADE
- CHANGEABLE MESSAGE BOARD
- PROTECTIVE VEHICLE (OPTIONAL)
- WORK AREA

FOR SIGN 61 DETAILS, SEE TRAFFIC CONTROL SHEET 1 OF 18.

(1) DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS, WHERE TRAFFIC BACKUPS ARE EXPECTED BEYOND THE ADVANCE WARNING AREA. ADDITIONAL SIGNING MAY BE NEEDED.

(2) SIGN CONST-7-72 IS PLACED 500 FEET BEFORE THE BEGINNING OF PROJECT LIMITS OR THE ROAD WORK AHEAD SIGN OR ROAD WORK NEXT XX MILES SIGN. IF USED, WHEN THESE SIGNS ARE LOCATED OUTSIDE THE PROJECT LIMITS.

(3) CONST-5-36 SIGN IS PLACED IN A VISIBLE AREA WITHIN THE PROJECT LIMITS PROVIDED ITS PLACEMENT DOES NOT DISRUPT A SEQUENCE OF SIGNS. IF A VISIBLE LOCATION WITHIN THE PROJECT IS NOT AVAILABLE, THE SIGN MAY BE PLACED 500 FEET BEFORE SIGN CONST-7-72.

(4) THE "WORK ZONE NO PHONE ZONE" SIGN IS PLACED A MINIMUM OF 500 FEET BEFORE THE ROAD WORK AHEAD SIGN.

(5) CMS PLACEMENT SHALL BE APPROVED BY THE ENGINEER.
TRAFFIC CONTROL STAGE 3

CLOSE NB LANE AT BRIDGE
UTILIZE TEMPORARY SIGNAL AND SHIFT TRAFFIC INTO SB LANE
MODIFIED MILL/FILL NB LANE AND SHOULDER
TO NEW BRIDGE ROADWAY HEIGHT

DOUBLE YELLOW CENTER LINE
500' MIN

REMOVE EXISTING STAGE 2 TEMPORARY SOLID WHITE LINE

24" WHITE STOP BAR

PORTABLE TRAFFIC SIGNAL
TYPE LED A LUMINARE

100' TAPER
5 DEVICE MINIMUM

BARRIER
BRIDGE A26982
SOLID WHITE EDGE LINE

TRAFFIC CONTROL LEGEND

SIGN (SINGLE SIDED)
FLAGGER
CHANNELIZER
BARRICADE
CHANGEABLE MESSAGE BOARD
PROTECTIVE VEHICLE (OPTIONAL)
WORK AREA

PHASE A AND PHASE B SHALL ALWAYS BE FOLLOWED BY AN ALL RED PHASE OR INTERVAL.
SHALL REST IN ALL RED WHEN THERE ARE NO VEHICLE CALL.

NOT TO SCALE
TRAFFIC CONTROL SHEET 14 OF 18
TRAFFIC CONTROL STAGE 3

CLOSE NB LANE AT BRIDGE.

Utilize temporary signal and shift traffic onto SB lane.

Modified mill/fill NB lane and shoulder to new bridge roadway height.

REMOVE STAGE 2 TEMPORARY SOLID WHITE LINE

100' TAPER
5 DEVICE MINIMUM
100' BEYOND
75'

DOUBLE YELLOW CENTER LINE
500' MIN

TRAFFIC CONTROL LEGEND

A SIGN (SINGLE SIDED)

F FLAkker

C CHANNELIZER

B BARRICADE

M CHANGEABLE MESSAGE BOARD

P PROTECTIVE VEHICLE (OPTIONAL)

W WORK AREA

PHASE A AND PHASE B SHALL ALWAYS BE FOLLOWED BY AN ALL RED PHASE OR INTERVAL.

(shall be at least 3x ALL RED when there are no vehicle calls.)
TRAFFIC CONTROL STAGE 3
CLOSE NB LANE AT BRIDGE
UTILIZE TEMPORARY SIGNAL AND SHIFT TRAFFIC INTO SB LANE MODIFIED MILL/FILL NB LANE AND SHOULDER TO NEW BRIDGE ROADWAY HEIGHT

*SIGN 2A WITH AARL MUST BE GROUND OR SKID MOUNTED.

TRAFFIC CONTROL LEGEND

1. DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS, WHERE TRAFFIC BACKUPS ARE EXPECTED BEYOND THE ADVANCE WARNING AREA. ADDITIONAL SIGNING MAY BE NEEDED.

2. SIGN CONST-7-72 IS PLACED 500 FEET BEFORE THE BEGINNING OF PROJECT LIMITS OR THE ROAD WORK AHEAD SIGN OR ROAD WORK NEXT XX MILES SIGN, IF USED. WHEN THESE SIGNS ARE LOCATED OUTSIDE THE PROJECT LIMITS.

3. CONST-5-96 SIGN IS PLACED IN A VISIBLE AREA WITHIN THE PROJECT LIMITS PROVIDED ITS PLACEMENT DOES NOT DISRUPT A SEQUENCE OF SIGNS. IF A VISIBLE LOCATION WITHIN THE PROJECT IS NOT AVAILABLE, THE SIGN MAY BE PLACED 500 FEET BEFORE SIGN CONST-7-72.

4. THE *WORK ZONE NO PHONE ZONE* SIGN IS PLACED A MINIMUM OF 500 FEET BEFORE THE ROAD WORK AHEAD SIGN.

5. CMS PLACEMENT SHALL BE APPROVED BY THE ENGINEER.
SIGN SPACING FOR MAINLINE

(Detail shown is based on a project using all conditions: no center stripe, uneven lanes, shoulder drop-off and bump.)

When both uneven lanes and shoulder drop-off signs are used, both signs shall stay in place until both conditions no longer exist. If only one condition exists (uneven lanes or shoulder drop-off), the sign spacing shall be at 1 mile intervals.

SIGN SPACING AT SIDE ROAD INTERSECTIONS

FLAShING ARROW PANEL
- CAUTION MODE

ONE LANE ROAD AHEAD

W020-4
48" X 48"

WET PAINT

NOTES:

UPON APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY PROVIDE ADDITIONAL PROTECTIVE TRUCK EQUIPPED WITH PROPER WARNING DEVICES.

PROTECTIVE TRUCKS AND WORK VEHICLES SHALL DISPLAY HIGH-INTENSITY ROTATING, FLAShING, OSCILLATING, OR STROBE LIGHTS.

VEHICLE MOUNTED WARNING SIGNS SHALL NOT BE USED INSTEAD OF THE VEHICLE'S HIGH-INTENSITY ROTATING, FLAShING, OSCILLATING, OR STROBE LIGHTS.

FLAShING ARROW PANELS AND SIGNS SHALL BE INCIDENTAL TO TRUCK MOUNTED ATTENUATORS, WHENEVER USED, NO ADDITIONAL PAYMENT SHALL BE MADE.

(1) TRUCK IS OPTIONAL ON TWO-LANE UNDIVIDED HIGHWAYS IF SIGNING
AND ARROW BOARD IS MOUNTED ON THE PAVEMENT MARKING EQUIPMENT.

(2) WET PAINT SIGNS ARE INSTALLED TO INDICATE THE SIGN IN WHICH
THE PAINT MARKING MATERIAL IS BEING APPLIED, AT THE CONTRACTOR'S OPTION, A FRONT FACING WET PAINT SIGN MAY BE INSTALLED ON THE LEFT SIDE OF THE PAVEMENT MARKING EQUIPMENT.

(3) REAR ADVANCE WARNING TRUCK IS POSITIONED AT THE NO TRUCK POINT OF THE
PAVEMENT MARKING MATERIAL, ON VERTICAL OR HORIZONTAL CURVES THAT RESTRICT
IGHT DISTANCE, OR SPACING SHOWN.

CENTERLINE/EDGElNE STRIPING ON TWO-LANE HIGHWAYS

TRAFFIC CONTROL
SHEET 18 OF 18
NOTE: ALL DEVICES WILL BE INSTALLED AS NECESSARY
BASED ON THE DISCRETION OF PROJECT PERSONNEL

TEMPORARY EROSION CONTROL LEGEND

- ALTERNATE DITCH CHECK
- CURB INLET CHECK
- ROCK DITCH CHECK
- SEDIMENT TRAP
- ENERGY DISSIPATOR
- TEMPORARY BERM TYPE B
- TEMPORARY BERM TYPE C
- SILT FENCE
- TEMPORARY SEDIMENT BASIN
- PERMANENT SEDIMENT BASIN

SCALE

EROSION CONTROL
SHEET 1 OF 1
REMOVE TEMPORARY NO PASSING ZONE

1Y - 6" INTERMITTENT YELLOW

SCALE

PAVEMENT MARKING
SHEET 3 OF 3
PART SECTION THRU END BENT NO. 1 SHOWING PROTECTIVE COATING LIMITS

PART SECTION THRU END BENT NO. 5 SHOWING PROTECTIVE COATING LIMITS

PART ELEVATION AT END BENT NO. 5 SHOWING CONCRETE REMOVAL

PART ELEVATION SHOWING PROTECTIVE COATING LIMITS ON WINGS @ END BENT NO. 1

PART ELEVATION SHOWING PROTECTIVE COATING LIMITS ON WINGS @ END BENT NO. 5

DETAILS OF CONCRETE REMOVAL AT END BENT NO. 5

Notes:
The cost of concrete removal, top of backwall and curtain walls, as shown will be considered completely covered by the contract unit price for removal of existing expansion joint and adjacent concrete. Vertical backwall and curtain wall refinishments shall be cut off one inch below concrete removal surface and the resulting holes will be filled with a qualified special mortar.

The cost of removing and replacing the curb and parapet will be considered completely covered by the contract unit price for remove and replace Curb and Parapet.

A smooth, level surface shall be provided at removal lines.

Detailed Nov. 2023
Check: Nov. 2023

Notes: This drawing is not to scale. Follow dimensions.