

CENTRAL AVENUE IMPROVEMENTS FROM 135TH ST. W. TO 119TH ST. W.

CONSTRUCTION SEQUENCE
SHEET TITLE
472-84017
PROJECT NUMBER

JRA
DESIGN BY
WNU
DRAWN BY
JRA
CHECKED BY

ISSUED
November 9, 2012
REVISED

SHEET NO.
144 of 220

PHASING	HANDLING OF TRAFFIC	MAJOR CONSTRUCTION ITEMS	REMARKS
1	No road closures or lane restrictions required	Construct Central Avenue Improvements between station 48+50 and Station 65+00 Construct Improvements on Central Road including connection to existing Central Avenue Construct Bridge on Central Avenue Construct upland bench Construct water lines	See diagram to the right. Utilize appropriate local traffic control measures during water line construction activities
2	Close 135th Street north of existing Central Avenue and the north project limits. Erect 135th Street detour signing. Construct shoofly detour and close Central Avenue between west project limits and 135th Street. Route two-lane Central Avenue traffic onto shoofly detour.	Construct Central Avenue Improvements between west project limits to station 48+50. Construct 135th Street Improvements between station 47+50 and north project limits. Construct bridge on 135th Street	See diagram to the right. Phase 2 Improvements may occur concurrently with phase 1 Improvements.
3	Maintain shoofly detour on Central Avenue 135th Street to remain closed Construct temporary access road within right-of-way north of existing Central Avenue between station 65+00 and station 89+30. Route two-lane Central Avenue traffic onto temporary access road. Route Central Avenue traffic onto Central Road connector	Construct south half of Central Avenue Improvements between station 65+00 and the east project limits	See diagram to the right. Phase 3 Improvements may occur concurrently with phase 2 Improvements. Phase 3 Improvements may occur concurrently with phase 1 Improvements with the following exception: Central Avenue must be complete between station 63+80 and 65+00. Install traffic control on 119th Street.
4	Maintain shoofly detour on Central Avenue 135th Street to remain closed Maintain traffic on Central Road connector Move two-lane Central Avenue traffic to south lanes of Central Avenue between station 65+00 and the east project limits. Erect gate temporary access road.	Construct north half of Central Avenue Improvements between station 65+00 and east project limits.	See diagram to the right. Phase 4 Improvements may occur concurrently with phase 2 Improvements. Phase 4 Improvements may occur concurrently with phase 1 Improvements. Install traffic control on 119th Street.
5	Open Central Avenue to four-lane traffic throughout entire project. Open 135th Street to four-lane traffic between station 47+50 and north project limits. Close 135th Street between the south project limits and station 47+50. Erect 135th Street detour signing.	Construct 135th Street Improvements between south project limits and station 47+50.	See diagram to the right. work in the upland bench area may continue during this phase.
6	Maintain two-way, two-lane traffic on Central Avenue and 135th Street. Flagger operations will be permitted for day-time street closures where two-lane, two-way traffic can not be maintained. The contractor shall coordinate necessary lane closures and traffic handling with the City.	Construct asphalt surface course over all bituminous pavements and install permanent pavement marking throughout the project. Complete all remaining contract construction items.	Surface courses and pavement markings may be installed during phased paving operations provided that surface courses do not receive temporary pavement marking or damage from construction operations.

General Notes

All signs and pavement markings conflicting with construction traffic control shall be covered or removed as directed by the Engineer.

As the various construction activities progress, certain situations may arise that will preclude adhering to the original construction sequence or which, in the opinion of the Contractor, would readily adapt themselves to a more efficient phasing operation. Should this occur, the Contractor may submit to the Engineer an alternative plan for approval.

Contractor shall maintain existing drainage system during construction and address local drainage issues as necessary during construction. Temporary drainage measures will be subsidiary to other items in the contract. Contractor shall provide for drainage in sump areas opened to traffic. Ponded stormwater in sump areas will not be allowed.

Maintain access to all properties within the project limits at all times. Driveways less than 16' wide may be closed completely during re-construction. Wider drives shall be constructed half-at-a-time with the other half remaining open. Properties with two driveways may have one drive closed for re-construction with the other drive remaining open.

Side street construction on Wheatland, N. Bay Country, and Cedar Downs Circle shall occur half-at a time with the other half remaining open. These street have no other access routes besides Central Avenue.

All traffic control signs and devices shall be in conformance with the latest edition of the Manual on Uniform Traffic Control Devices.

Contractor shall provide temporary asphalt pavement where necessary to bridge grade differentials between new and existing pavement. Temporary surfacing to be 5" of Commercial Grade Asphalt on Compacted Subgrade. Cost of Temporary Surfacing shall be paid for as "Temporary Asphalt Surfacing".

BARRICADE PLACEMENT:

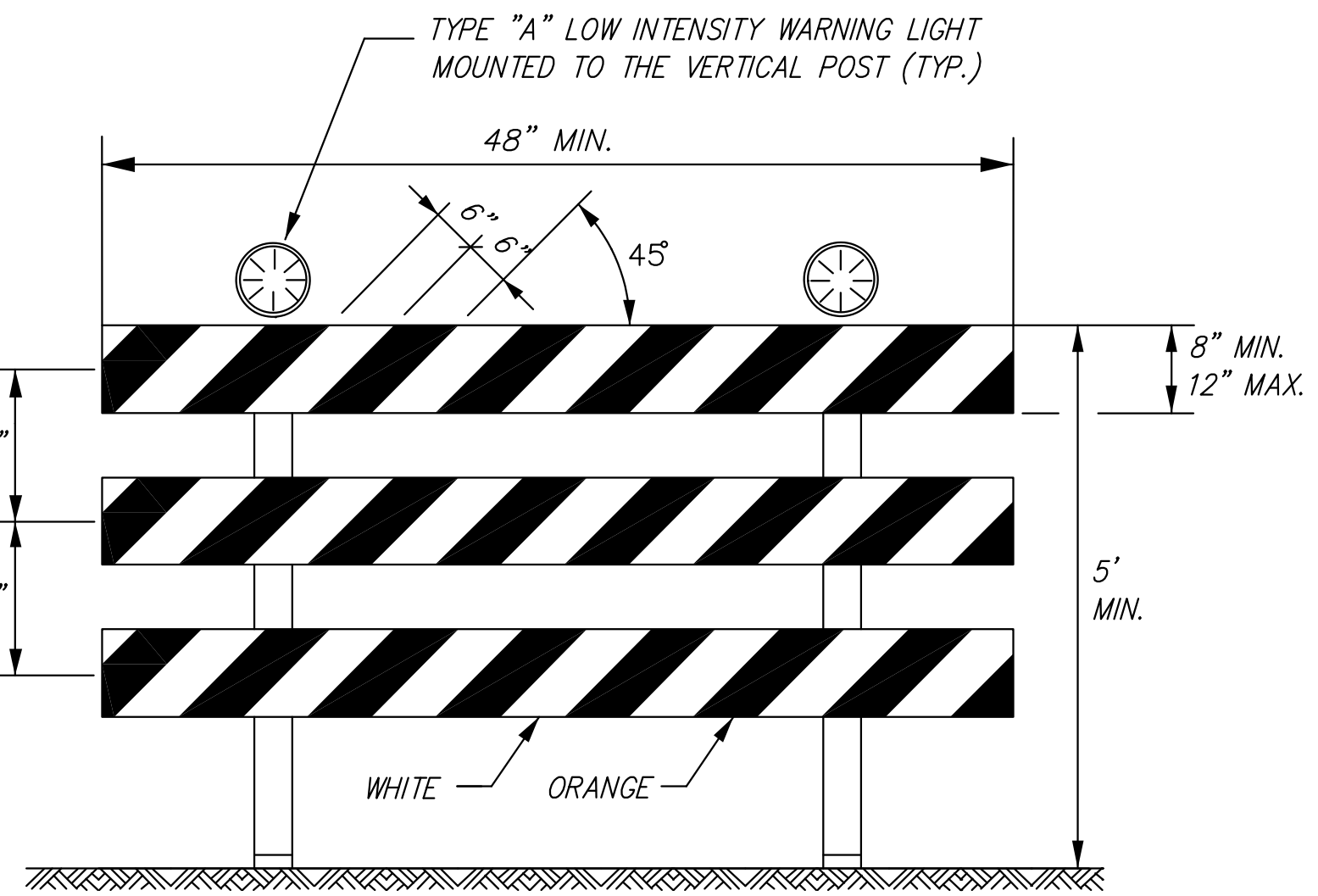
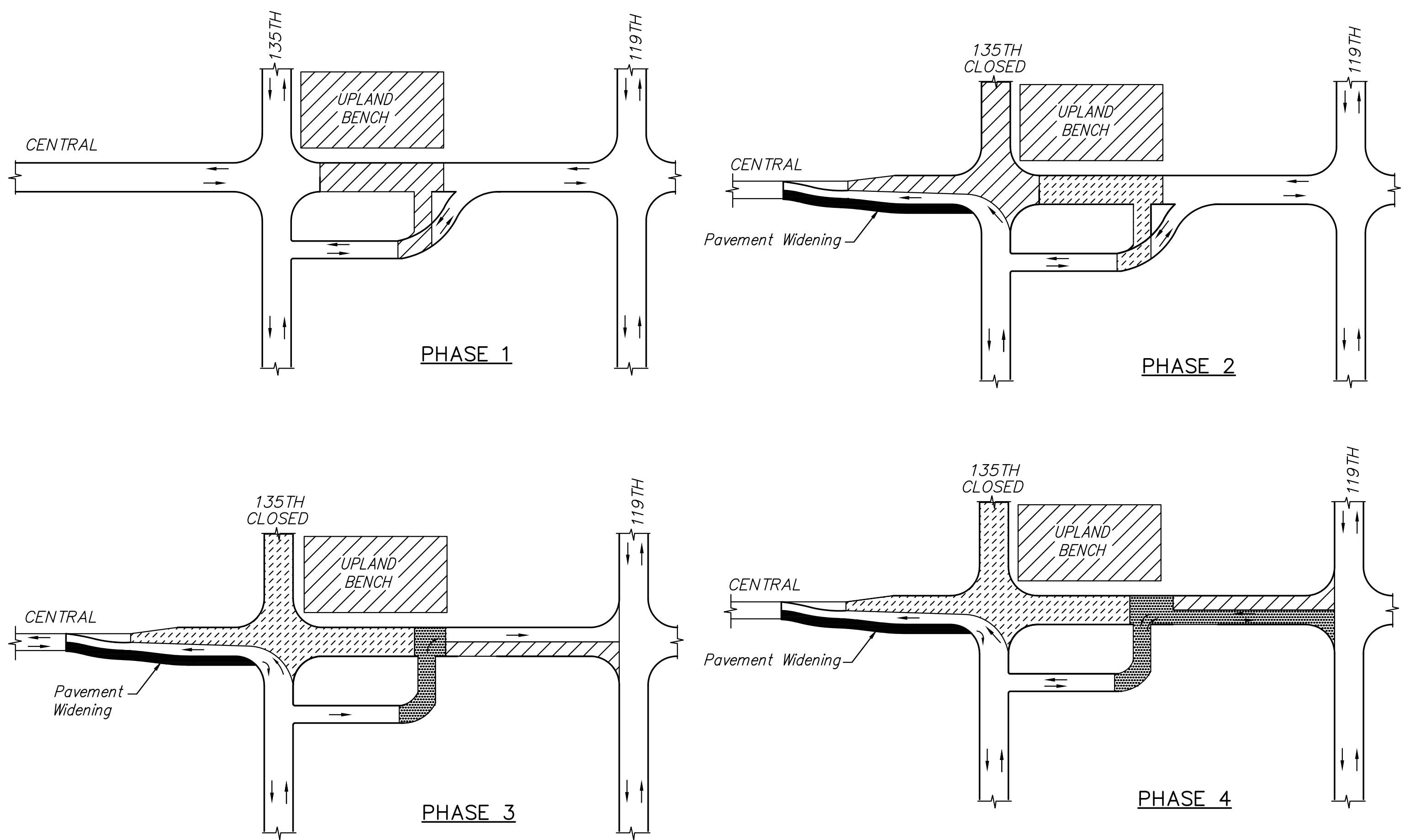
A) COMPLETE ROAD CLOSURE

WHEN A ROADWAY IS CLOSED, TYPE III BARRICADES SHALL BE PLACED END-TO-END TO COMPLETELY COVER THE ROADWAY AND SHOULDERS. WHEN ACCESS MUST BE ALLOWED FOR CONSTRUCTION OR OTHER OFFICIAL/GOVERNMENT VEHICLES, TYPE III BARRICADES SHALL BE LONGITUDINALLY STAGGERED FAR ENOUGH APART FROM ONE ANOTHER TO ALLOW SAFE PASSAGE OF VEHICLES AND MAINTAIN THE APPEARANCE OF A CLOSED ROADWAY. TYPE III BARRICADES SHALL BE REALIGNED AND PLACED END-TO-END TO DENY ANY ACCESS WHEN THE CONSTRUCTION ACTIVITY HAS CEASED FOR THE DAY.

B) ROAD CLOSED - LOCAL TRAFFIC

AS SHOWN IN FIGURE 4, WHEN LOCAL TRAFFIC MUST BE ALLOWED ACCESS INTO THE WORK ZONE, TYPE III BARRICADES SHALL BE LONGITUDINALLY STAGGERED TO MAINTAIN THE APPEARANCE OF A CLOSED ROADWAY. A SECOND LINE OF END-TO-END TYPE III BARRICADES SHALL BE PLACED JUST BEYOND THE LAST ACCESS POINT IN THE WORK ZONE, TO COMPLETELY CLOSE THE ROADWAY AS DESCRIBED IN NOTE 2-A.

AS SHOWN IN FIGURE 1 AND FIGURE 3, AT THE POINT WHERE THRU TRAFFIC MUST DETOUR AND LOCAL TRAFFIC CAN PROCEED TO THE LOCATION WHERE THE ROADWAY IS COMPLETELY CLOSED, THE R11-3A (ROAD CLOSED # MILES AHEAD LOCAL TRAFFIC ONLY) OR R11-4 (ROAD CLOSED LOCAL TRAFFIC ONLY OR ROAD CLOSED TO THRU TRAFFIC) SIGN SHALL BE USED WITH TYPE III BARRICADES (WINGED POSITION), PLACED ON THE SHOULDERS OF ROADWAY.



TYPE III BARRICADE WITH LIGHTS

THE ENTIRE AREA OF BARRICADE RAILS, BOTH FRONT AND BACK, SHALL HAVE ASTM TYPE III SHEETING.

THE STRIPES SHALL SLOPE DOWNWARD TO THE SIDE TRAFFIC IS TO PROCEED OR TOWARD THE CENTER OF THE ROADWAY AT ROAD CLOSURES. APPROVED SIGNS MOUNTED ON TYPE III BARRICADES SHOULD NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

WHEN BARRICADES ARE PLACED END-TO-END OR STAGGERED, A TYPE "A" LOW INTENSITY WARNING LIGHT SHALL BE MOUNTED TO THE VERTICAL POST NEAR EACH OUTSIDE CORNER OF THE END BARRICADES.

TYPE "A" LOW INTENSITY WARNING LIGHTS SHALL BE MAINTAINED SO AS TO BE VISIBLE ON A CLEAR NIGHT FROM A DISTANCE OF 3000'.

LEGEND

	WORK ZONE
	ALLOWABLE WORK ZONE
	TEMPORARY SHOOFLY OR ACCESS ROAD
	CONSTRUCTION COMPLETED

PLOTTED: Wednesday, November 14, 2012 @ 02:24PM

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