

TRAFFIC PHASE DESCRIPTION :

PHASE #1: (NOT DETAILED)

MAINTAIN 2-WAY TRAFFIC ON EXISTING STRUCTURE AND US 5 ALIGNMENT, WHILE CONSTRUCTING NEW MSE WALLS, NEW ABUTMENTS, NEW SUPERSTRUCTURE, NEW APPROACH SLABS, AND NORTHERN APPROACH.

PHASE #2 (SEE SHEETS 21-25)

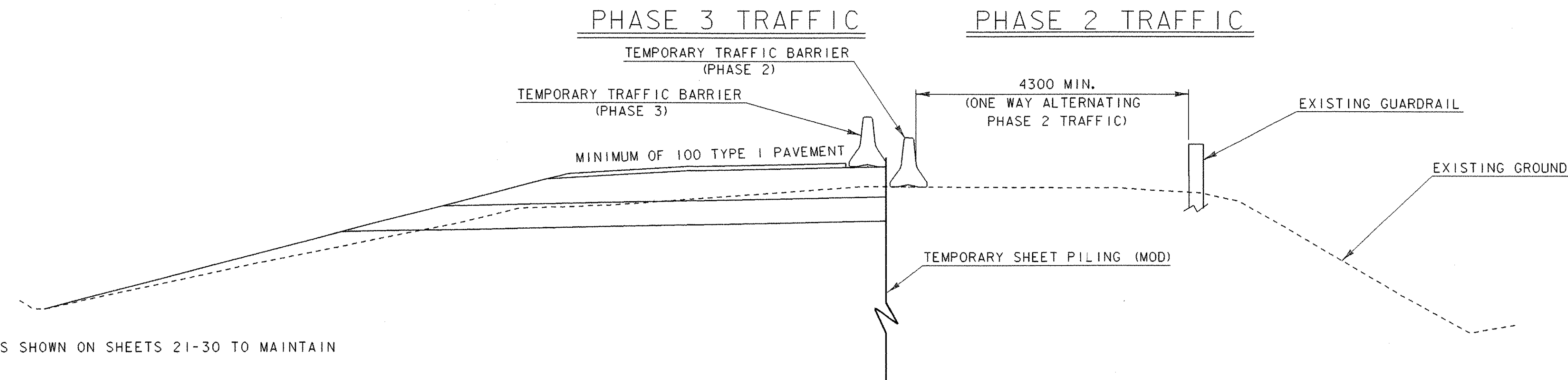
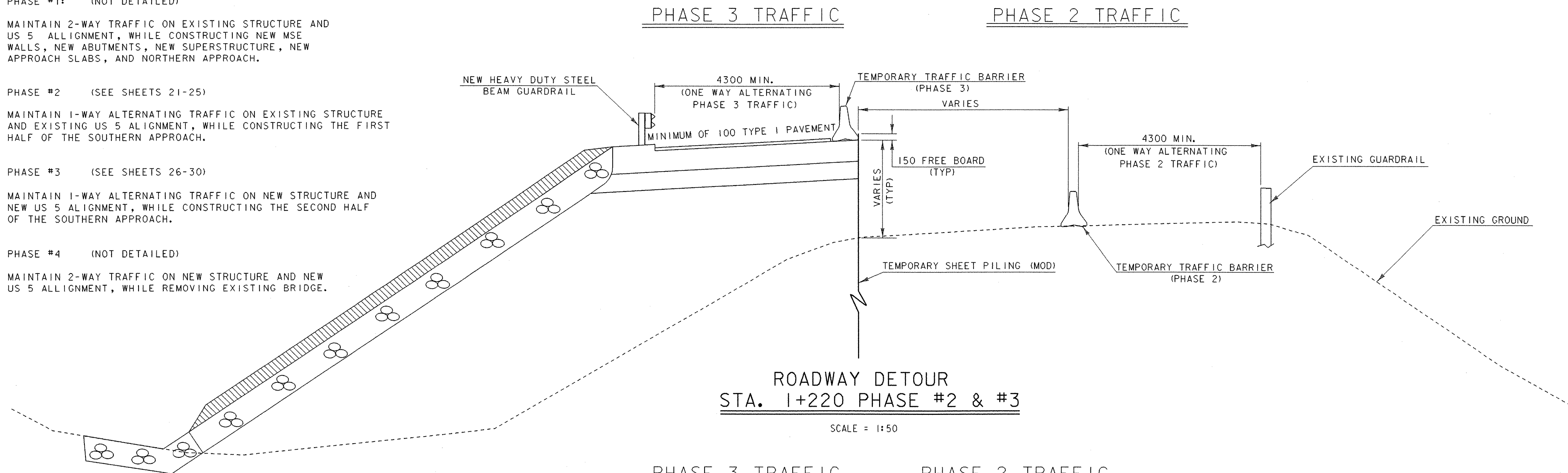
MAINTAIN 1-WAY ALTERNATING TRAFFIC ON EXISTING STRUCTURE AND EXISTING US 5 ALIGNMENT, WHILE CONSTRUCTING THE FIRST HALF OF THE SOUTHERN APPROACH.

PHASE #3 (SEE SHEETS 26-30)

MAINTAIN 1-WAY ALTERNATING TRAFFIC ON NEW STRUCTURE AND NEW US 5 ALIGNMENT, WHILE CONSTRUCTING THE SECOND HALF OF THE SOUTHERN APPROACH.

PHASE #4 (NOT DETAILED)

MAINTAIN 2-WAY TRAFFIC ON NEW STRUCTURE AND NEW US 5 ALIGNMENT, WHILE REMOVING EXISTING BRIDGE.



TEMPORARY SHEET PILE NOTES :

1. TEMPORARY SHEET PILING SHALL BE USED AS SHOWN ON SHEETS 21-30 TO MAINTAIN ONE-WAY TRAFFIC.
2. THE TEMPORARY SHEET PILING SHALL BE PAID UNDER ITEM 505.36 "TEMPORARY SHEET PILING (MOD)". SEE SPECIAL PROVISIONS FOR MODIFICATION INFORMATION.
3. THE TEMPORARY SHEET PILING SHALL BE DESIGNED AND DETAILED BY A REGISTERED PROFESSIONAL CIVIL OR STRUCTURAL ENGINEER.
4. THE TEMPORARY SHEET PILING SHALL BE INSTALLED BETWEEN THE LIMITS SHOWN ON SHEETS 21-30. THE TEMPORARY SHEET PILES SHALL BE LOCATED SUCH THAT ONE-WAY TRAFFIC CAN BE MAINTAINED FOR BOTH PHASE #2 AND #3, AND AS SUCH THE QUANTITY WILL ONLY BE PAID ONCE. EXTRA SHEET PILING FOR CONTRACTOR CONVENIENCE SHALL BE AT HIS/HER EXPENSE.
5. THE TEMPORARY SHEET PILING SHALL NOT DAMAGE DRAINAGE STRUCTURES THAT ARE TO BE LEFT IN PLACE OR RELINED. IF THE STRUCTURES ARE DAMAGED THEY SHALL BE REPLACED AT THE CONTRACTORS EXPENCE.
6. A TEMPORARY TRAFFIC BARRIER WILL PROTECT THE TRAVELLING PUBLIC FROM TEMPORARY SHEET PILING AT ALL TIMES. AN ENERGY ABSORTION ATTENUATOR SHALL PROTECT THE TERMINATION OF THE TEMPORARY SHEET PILING AT STA. 1+100. THE ATTENUATOR SHALL BE PAID UNDER ITEM 621.56 "ENERGY ABSORTION ATTENUATOR". THE ATTENUATOR SHALL BE DESIGNED AND INSTALLED TO SERVE BOTH PHASE #2 AND #3. THE COST FOR THE ATTENUATOR WILL ONLY BE PAID ONCE.
7. THE ATTENUATOR SHALL MEET THE REQUIREMENTS OF THE 1989 ROADSIDE DESIGN GUIDE AND SHALL BE DESIGNED FOR A 4500 LB DESIGN VEHICLE AT 60 KPH.
8. IF THE ATTENUATOR IS DAMAGED BY AN ERRANT VEHICLE, ANY COST TO THE CONTRACTOR FOR REPLACEMENT OF ANY PART OF OR ALL OF THE ATTENUATOR SHALL BE PAID AS "EXTRA WORK" PER SECTION 109.06.
9. THE CONTRACTOR SHALL HAVE, ON THE PROJECT, A SPARE ATTENUATOR FOR THE IMMEDIATE REPLACEMENT OF A DAMAGED ATTENUATOR. THE COST FOR STORAGE OF THE SPARE ATTENUATOR SHALL BE INCLUDED IN THE BID COST OF ITEM 621.56 "ENERGY ABSORTION ATTENUATOR".

PHASED CONSTRUCTION DETAILS

PROJECT:	BARTON	PROJECT NO. :	STP 0113 (58) S
DESIGN FILE NAME:	96c116/structures/sc116trf.dgn	PLOT DATE:	03-JAN-2002
IPARM FILE NAME:	sc116phase.i	SURVEY DATE:	8/96,5/99
SURVEYED BY:	R. BULLOCK, R. GILMAN	DRAWN BY:	D.G. BASSETT
SQUAD LEADER:	C.P. WILLIAMS	PHASED CONSTRUCTION DETAILS	SHEET: 20 OF 120