

H:\2016\160777\DWG\SHEETS\160777 - PLAN PROFILE.DWG - 160777 - PLAN PROFILE - MT_01 - 12/19/2019 7:59:47 AM - JAMES CORNEL

PHASE 2

CONSTRUCTION PHASING

EXISTING UTILITIES HAVE BEEN RELOCATED PRIOR TO START OF CONSTRUCTION

PHASE ONE

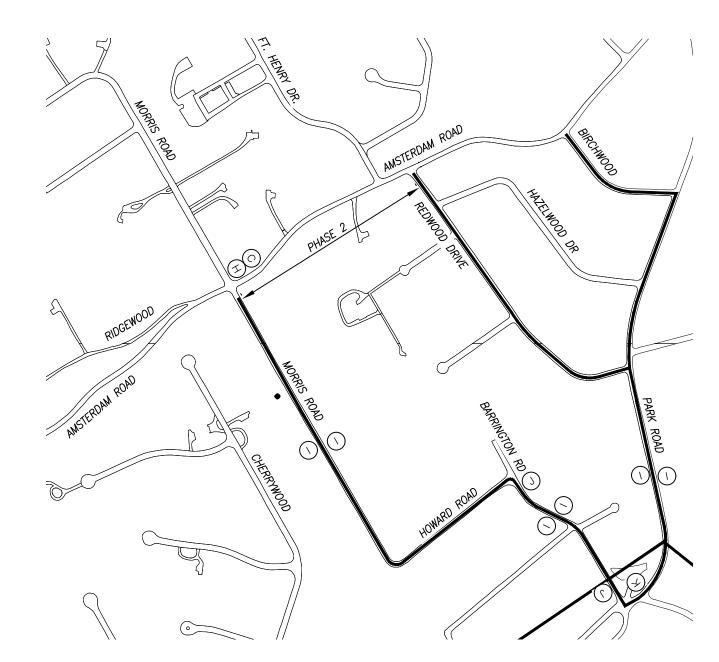
WEST PROJECT LIMIT TO MORRIS ROAD

- A. PROJECT DETOUR PLAN IN PLACE
- B. AMSTERDAM ROAD CLOSED FROM WEST OF GENERAL DRIVE TO JUST WEST OF MORRIS ROAD.
- C. GENERAL DRIVE INTERSECTION CLOSED. SEE LOCAL DETOUR PLAN 'A' (PHASE 1).
- D. CONSTRUCT PIER WALL, STORM SEWER, PAVEMENT, WALK AND DRIVES. 1. STORM SEWER TO BE CONSTRUCTED UP THROUGH MANHOLE STM-13
- 2. NORTH LEG OF MORRIS ROAD INTERSECTION TO BE CONSTRUCTED HALF WIDTH TO MAINTAIN ACCESS 3. SOUTH LEG OF MORRIS ROAD CLOSED PRIOR TO WORK IN INTERSECTION. ACCESS FROM HOWARD RD./
- BARRINGTON RD./PARK RD. E. PROPERTY ACCESS MAINTAINED THROUGHOUT CONSTRUCTION.

MORRIS ROAD TO REDWOOD DRIVE

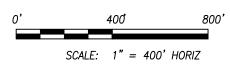
- A. PROJECT DETOUR PLAN IN PLACE
- B. AMSTERDAM ROAD CLOSED FROM EAST OF MORRIS RD THROUGH REDWOOD DR INTERSECTION
- 1. FT. HENRY DRIVE INTERSECTION CLOSED. SEE LOCAL DETOUR PLAN 'A' (PHASE 2). 2. REDWOOD DRIVE INTERSECTION CLOSED. SEE LOCAL DETOUR PLAN 'B' (PHASE 2).
- B. CONSTRUCT STORM SEWER, PAVEMENT, WALK AND DRIVES. C. PROPERTY ACCESS MAINTAINED THROUGHOUT CONSTRUCTION.

• FINAL SURFACE COURSE, FINAL GRADING AND SEEDING

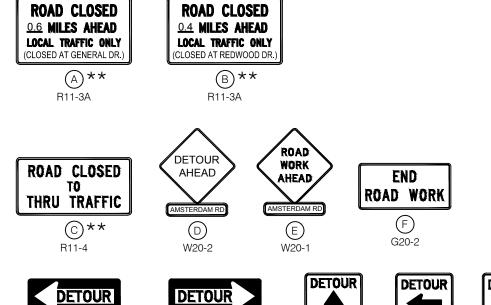




LOCAL DETOUR PLAN - B (MORRIS RD. & REDWOOD DR.)



PHASE 2



** - SIGN ON BARRICADE

MAINTENANCE OF TRAFFIC NOTES:

ALL MAINTENANCE OF TRAFFIC PROCEDURES SHALL MEET THE REQUIREMENTS OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND SECTION 112 OF THE LATEST EDITION OF THE KENTUCKY TRANSPORTATION CABINET STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL MAINTAIN ACCESS TO LOCAL TRAFFIC (ACCESS TO RESIDENCES WITHIN THE CONSTRUCTION LIMITS) AT ALL TIMES. THE CONTRACTOR SHALL PROVIDE SUFFICIENT SIGNS, DRUMS, WARNING LIGHTS, BARRICADES OR OTHER NECESSARY DEVICES TO MAKE THE SITE SAFE TO THE

PRIOR TO ANY CONSTRUCTION, THE CONTRACTOR SHALT NOTIFY THE CITY OF FORT WRIGHT, FORT WRIGHT FIRE DEPARTMENT AND THE FORT WRIGHT POLICE DEPARTMENT. AT ALL TIMES, EMERGENCY VEHICLES SHALL BE

RESIDENTS OF THE PROJECT AREA SHALL BE ALLOWED ACCESS TO THEIR PROPERTY AT ALL TIMES.

EACH DRIVEWAY SHALL BE ACCESSIBLE WHENEVER POSSIBLE. WHEN PORTLAND CEMENT CONCRETE CONSTRUCTION AFFECTS A DRIVEWAY, THE CONTRACTOR SHALL NOTIFY THE AFFECTED OWNERS 24 HOURS IN ADVANCE AND ADVISE THEM TO FIND ALTERNATIVE PARKING FOR A PERIOD OF AT LEAST 10 CALENDAR DAYS AFTER THE POUR. ALTERNATIVE PARKING SHALL INCLUDE "ON STREET" PARKING WITH ACCESS TO THE PROPERTY. TEMPORARY SIDEWALKS, ETC. WILL BE NECESSARY TO PREVENT PERSONS FROM WALKING IN MUD IN ORDER TO ENTER THEIR PROPERTY. TEMPORARY BRIDGES, RAILINGS ETC. WILL BECOME NECESSARY IN ORDER TO CROSS FORMED CURB LINES, EXCAVATED AREAS BEHIND CURB LINES AND WALKWAYS, ETC.

PAVEMENT EDGE DROP-OFFS

DIFFERENCE IN ELEVATION FOR TRAVEL LANES

A PAVEMENT EDGE THAT TRAFFIC IS EXPECTED TO CROSS IN A LANE CHANGE SITUATION SHOULD NOT HAVE AN ELEVATION DIFFERENCE GREATER THAN ONE AND ONE—HALF INCHES. THIS MAY BE INCREASED TO TWO INCHES FOR LOW SPEED SITUATIONS. WARNING SIGNS SHOULD BE PLACED IN ADVANCE AND THROUGHOUT

PAVEMENT DROP OFF

PAVEMENT EDGES THAT TRAFFIC IS NOT EXPECTED TO CROSS, EXCEPT ACCIDENTALLY, SHOULD BE TREATED AS

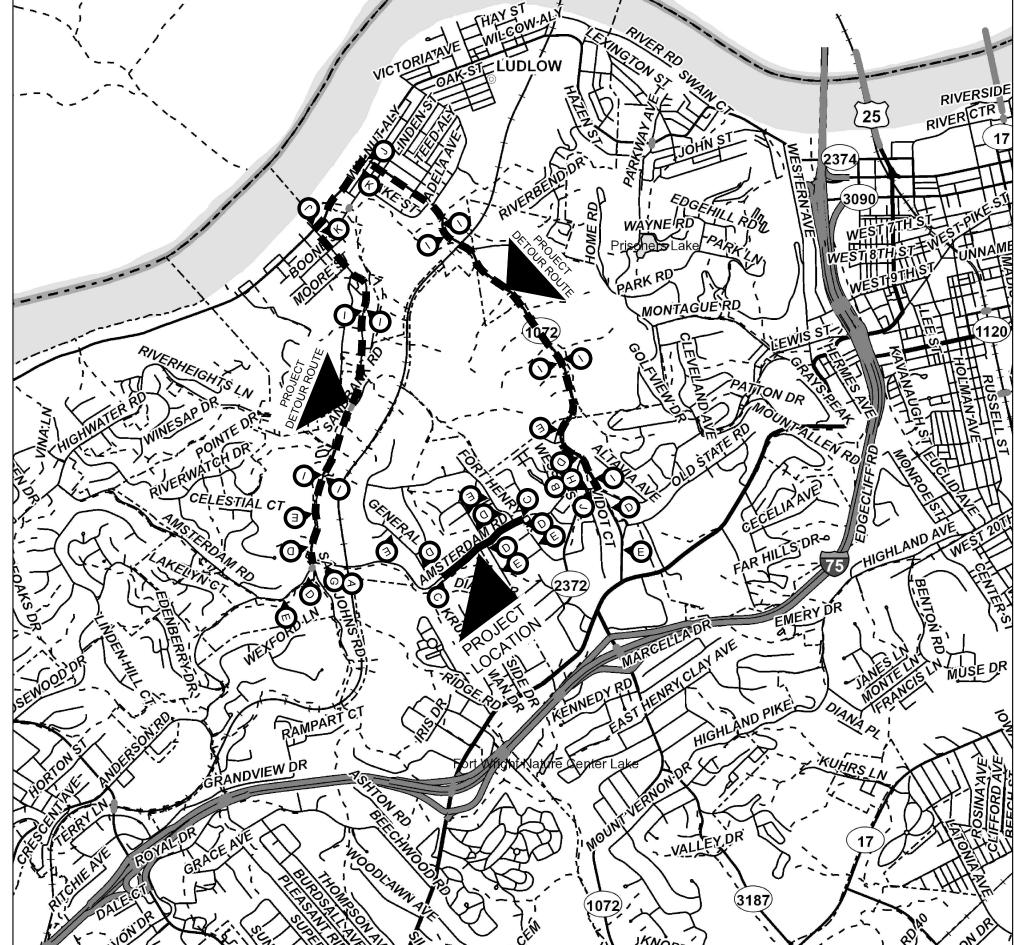
LESS THAN TWO INCHES - NO PROTECTION REQUIRED. WARNING SIGNS SHOULD BE PLACED IN ADVANCE AND THROUGHOUT THE DROP-OFF AREA.

TWO TO FOUR INCHES - PLACE PLASTIC DRUMS, VERTICAL PANELS OR BARRICADES EVERY 100 FEET ON TANGENT SECTIONS FOR SPEEDS OF 50 MPH OR GREATER. CONES MAY BE USED IN PLACE OF PLASTIC DRUMS, PANELS AND BARRICADES DURING DAYLIGHT HOURS. FOR TANGENT SECTIONS WITH SPEEDS LESS THAN 50 MPH AND FOR CURVES, DEVICES SHOULD BE PLACED EVERY 50 FEET. SPACING FOR TAPERS SHOULD BE IN ACCORDANCE WITH THE LATEST EDITION OF "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES".

GREATER THAN FOUR INCHES - POSITIVE SEPARATION OR WEDGE WITH 3:1 OR FLATTER SLOPE NEEDED. IF THERE IS EIGHT FEET OR MORE DISTANCE BETWEEN THE EDGE OF PAVEMENT AND DROP-OFF THEN DRUMS, PANELS OR BARRICADES MAY BE USED. IF CONCRETE BARRIERS ARE USED, SPECIAL REFLECTIVE DEVICES OR STEADY BURN LIGHTS SHOULD BE USED FOR OVERNIGHT INSTALLATIONS.

FOR TEMPORARY CONDITIONS, DROP-OFFS GREATER THAN FOUR INCHES MAY BE PROTECTED WITH PLASTIC DRUMS, VERTICAL PAQNELS OR BARRICADES FOR SHORT DISTANCES DURING DAYLIGHT HOURS WHILE WORK IS BEING DONE IN THE DROP-OFF AREA.

LESSER TREATMENTS THAN THOSE DESCRIBED ABOVE MAY BE CONSIDERED FOR LOW VOLUME LOCAL STREETS. PAYMENT WILL BE ALLOWED FOR THE CRUSHED STONE BASE MATERIAL USED FOR WEDGING.



PROJECT DETOUR PLAN

(IN PLACE THROUGHOUT CONSTRUCTION)



ITEM NO: 6-438 PROJECT NO: 160777 DRAWING NAME MT-1