TRAFFIC ROUTING PLAN FOR DETOUR ON PILANI HIGHWAY

GENERAL NOTES FOR TRAFFIC CONTROL PLAN
1. THE HIGHWAY SHALL HAVE ABOVE-GROUND BOXES OR MANNHOLE, GRATES, BRICKS, ETC., VISIBLE FROM THE ROAD.
2. THE HIGHWAY SHALL BE CLOSED TO TRAFFIC AT THE POINT WHERE THE TRAFFIC CONTROL PLAN BEGINS.
3. TRAFFIC CONTROL PLAN SHALL BE DISPLAYED AT THE POINT WHERE THE TRAFFIC CONTROL PLAN BEGINS.
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TABLE 1 FOR TRAFFIC CONTROL PLAN

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<thead>
<tr>
<th>LOCATION</th>
<th>SPEED LIMIT</th>
<th>LANE COUNTER</th>
<th>TRAFFIC CONTROL PLAN</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOT 1</td>
<td>30</td>
<td>2</td>
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NOTES:
1. USE ABOVE SPREADS WHEN POSSIBLE.
2. LANE WIDTH OF 500 INCHES OR LESS.
3. NOT APPLICABLE FOR TWO-LANE LORNS.

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TRAFFIC SIGNAL NOTES

1. All traffic signal controller equipment shall be completely wired in the
    cabinet and shall control the traffic signals as called for in the plans.

2. Signal poles and enclosures shall be constructed in accordance with
    the American Association of State Highway and Transportation
    Officials (AASHTO) Standards as provided in the specifications.

3. All traffic signal enclosures shall be constructed to the standards
    and specifications as provided in the specifications.

4. All traffic signal enclosures shall be constructed to the standards
    and specifications as provided in the specifications.

CONSTRUCTION NOTES

1. Location of existing underground structures and utilities such as PCC
    slabs, septic tanks, etc., shown on plans are approximate only. It is
    the responsibility of the contractor to locate all existing utilities and
    to ensure that no damage or obstructions are caused to any of these
    utilities or existing underground structures.

2. The contractor shall be responsible for the removal of all existing
    utility poles and/or underground structures as required by the
    specifications and as shown on the plans.

3. All traffic signal enclosures shall be constructed to the standards
    and specifications as provided in the specifications.

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GENERAL NOTES

1. IF TRENCH IS LOCATED ON UNPAVED AREA, THE CONTRACTOR SHALL REPLACE 10% BASE COURSE AND 10% AGGREGATE WITH TYPE "C" FRENCH BASED MATERIAL. FRENCH BASED MATERIAL, "C" CONSIST OF BEACH SAND, KILN DRIED OR GELCOAT. IF GELCOAT AND GRANITE IS USED, THE MAXIMUM SMALL CONCRETE MESH MORE THAN 8" SIDE BY VOLUME OF ROCK/PARTICLE. MAXIMUM 8" LOOSE FILL PER LET CONCRETE FOR COMPACTATION FOR EACH LOT. ROCK SHALL NOT EXCEED 1" K.

2. THE METAL DETECTABLE RED PLASTIC WARNING TAPE SHALL BE A MAXIMUM 6" WIDE X 4" WIDE WITH A CONSPICUOUS WARNING MESSAGE IDENTIFYING THE CONVEYER BELT EARTK. THE MESSAGE 6" HIGH WITH A WARNING SENTENCE AND A SCAFFOLD NO. 2.

3. THE CONTRACTOR SHALL COMPLETE THE CONVEYOR BELT PRIOR TO THE CONCRETE REACHING 2000 PSI COMPRESSIVE STRENGTH BUT AFTER CONCRETE HAS HARDENED ENOUGH TO SUPPORT THE MACHINERY, THE MANUFACTURER WILL NOT DAMAGE THE METAL DETECTABLE RED PLASTIC WARNING TAPE.

4. MAXIMUM 4" DUCTS PER ROW FOR MULTIPLE DETECTABLE RED PLASTIC WARNING TAPE DUCTS USED IN THE TRENCH. DUCTS SHALL BE SPACED 1" HOLES. DUCTS TO BE INTERRED IN TRENCHES 4" HIGH, 4" WIDE, AND 18" DEEP. CONCRETE SHALL BE A MINIMUM 4" THICK. DUCTS SHALL BE HARDENED ENOUGH TO SUPPORT THE MACHINERY.

5. CONVEYOR BELT 1208 (G) CONVEYOR BELT 1208 WITH A MINIMUM 4" HOLES. DUCTS TO BE INTERRED IN TRENCHES 4" HIGH, 4" WIDE, AND 18" DEEP. CONCRETE SHALL BE A MINIMUM 4" THICK. DUCTS SHALL BE HARDENED ENOUGH TO SUPPORT THE MACHINERY.

6. AFTER INSTALLATION OF THE CONVEYOR BELT, THE CONTRACTOR SHALL INSTALL DUCTS IN THE TRENCHES. DUCTS SHALL BE HARDENED ENOUGH TO SUPPORT THE MACHINERY. DUCTS TO BE INTERRED IN TRENCHES 4" HIGH, 4" WIDE, AND 18" DEEP. CONCRETE SHALL BE A MINIMUM 4" THICK. DUCTS SHALL BE HARDENED ENOUGH TO SUPPORT THE MACHINERY.

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GENERAL NOTES

1. Provide a minimum of one 16AWG x 3.5mm Copper-Clad Ground Rod in each pullbox. When directed by the Traffic Signal Inspector/Engineer, install additional Ground Rods. Coat of Ground Rods shall be identical to the pullboxes.

2. All pre-cast concrete pullboxes shall be manufactured in two pieces.

3. The pullbox with cover shall be capable of supporting a US 10 loading.

4. The maximum weight of the pullbox cover shall not exceed 27 kilograms.

5. The speedwell for the conduit or all pullboxes shall be pre-cast concrete knockouts.

6. After installing the conduits in the openings of the pullboxes, the Contractor shall fill the excess opening in the pre-cast knockouts with concrete mortar.

7. Prior to installing the pullboxes, the Contractor shall level the bottom of the trench and achieve a minimum of 95% relative compaction of the bottom of the trench.

8. All concrete shall be Class A (21MPa or 3000PSI, max.)

9. Rebars shall be Grade 300 and all topped splices shall be 360mm minimum.

10. The #3 or #4 size aggregate shall conform to latest version of AASHO M49 (ASTM C 439).

11. Type "C" Pullbox shall be installed in a location protected from vehicular traffic (i.e., raised sidewalk, behind A.C. curbs, busy signal standard or pipe guards).

Clean concrete surface before application of first coat of primer coating and flashing compound.

Finishing coat with flashing compound conforming to the requirements of ASTM D 4566.