NOTES:
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. DRIVEWAY CONSTRUCTION CONTRACTOR SHALL PROVIDE TEMPORARY ACCESS THROUGH THE WORK AT ALL TIMES.

Identify all PWP's being used on the project. Identify the location of PWP devices by Offset and Station (excludes Mobile Barrier System and Impact Attenuator Vehicles). Both ends and both offset and station for the PWP devices shall follow the direction of stationing.

Refer to DIB 91 Section 5 (PWP) devices for additional PWP device information.
Offset distances to the PWP devices from the object and/or work zone should be in compliance with the PWP Barrier's recommended/approved standards.
DIB 91 Section 5's Mobile Barrier System and Impact Attenuator Vehicle Information is not usually presented in these plans.

THIS EXAMPLE IS ONE OF MANY EXAMPLES OF THE VARIOUS TYPES OF PROJECT PLAN SHEETS FROM THE SAME CONSTRUCTION PROJECT. STATE ROUTE TO IMPROVEMENT PROJECT.

for additional typical information, refer to Cross Section Leaders: LV=rd_TYP-X-SECTION, WT=0, LS=0

For additional typical information, refer to:
Cross Section Linework: LV=rd_TYP-X-SECTION, WT=1, LS=10
Temporary Construction Entrance Test: LV=rd_RIGHT-OF-WAY-TCE, WT=1, LS=10
Temporary Construction Entrance Linework: LV=rd_RIGHT-OF-WAY-TCE, WT=1, LS=10
Completed Work: LV=rd_STAGE_1, WT=1, LS=10
Temporary Construction Match: LV=rd_LAYOUT-NOTE-anno, WT=2, LS=3

REFERENCES:
DRAINAGE SYSTEM (CONSTRUCTED STAGE 1)
ALTERNATIVE TEMPORARY CRASH CUSHION TERMINAL SYSTEM (CONSTRUCTED STAGE 1)
ALTERNATIVE TEMPORARY CRASH CUSHION TERMINAL SYSTEM (TYPE K)
ALTERNATIVE TEMPORARY CRASH CUSHION TERMINAL SYSTEM (TYPE I)

TYPICAL SECTION
Site "A" 244+70 TO "A" 268+40
NO SCALE

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY