

UTILITIES

THE CONTRACTOR SHALL USE THE FOLLOWING PROCEDURE AT EACH LOCATION WHERE WORK IS PERFORMED, IN ACCORDANCE WITH SECTIONS 105.07 AND 107.16 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, OHIO811 AND ALL NON REGISTERED UTILITY OWNERS AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN ALL AREAS.

THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE NOT SHOWN ON THE PLANS, BUT CAN BE OBTAINED FROM THE OWNERS OF THE UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO UTILITIES.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

PAVEMENT MARKING LANE WIDTHS

THE NORMAL LANE WIDTH FOR THE PAVEMENT MARKINGS ON THIS PROJECT SHALL BE AS FOLLOWS:

ROUTE	S.L.M. TO S.L.M.	LANE WIDTH
SR 261	0.00 TO 0.30	12'
SR 261	0.30 TO 2.65	11'
SR 261	3.74 TO 5.29	11'
SR 261	6.25 TO 8.11	11'

PAVEMENT MARKING DETAILS

THE PAVEMENT MARKING DETAIL SHEETS HAVE BEEN SUPPLIED AS REFERENCE DOCUMENTS FOR THIS PROJECT AND ARE AVAILABLE ON THE ODOT FTP SITE AT

<https://ftp.dot.state.oh.us/pub/contracts/Attach/FOR> THIS PROJECT. FOR ANY LOCATIONS THAT PAVEMENT MARKING DETAILS HAVE NOT BEEN MADE AVAILABLE TO THE CONTRACTOR, IT WILL BE THE CONTRACTORS RESPONSIBILITY TO PUT BACK NEW PAVEMENT MARKINGS IN THE ORIGINAL LOCATIONS.

RESURFACING PAVEMENT ADJACENT TO APPROACH SLABS

AT ALL LOCATIONS WHERE THE RESURFACING ABUTS TO THE END OF AN APPROACH SLAB THE CONTRACTOR SHALL APPLY A JOINT SEALER AS SHOWN IN STANDARD CONSTRUCTION DRAWING AS-15-15, SHEET 2, DETAIL C. THE COST FOR THIS WORK SHALL BE INCIDENTAL TO THE ASPHALT PAY ITEMS.

INTERSECTIONS

INTERSECTIONS WILL BE RESURFACED 10 FT. BEYOND THE EDGE LINE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR INDICATED IN THE PLAN. INTERSECTIONS SHALL BE PAVED AFTER COMPLETION OF THE SURFACE COURSE. A BUTT JOINT, AS PER STANDARD CONSTRUCTION DRAWING BP-3.1, SHALL BE USED TO PROVIDE A SMOOTH TRANSITION TO THE EXISTING PAVEMENT. USE THE SAME ASPHALT CONCRETE AS THE MAINLINE PAVEMENT UNLESS SHOWN OTHERWISE ON THE ASPHALT CONCRETE CALCULATIONS SHEET. ANY GRADING OR PRIME NECESSARY TO ACCOMPLISH THIS WORK SHALL BE INCLUDED IN THE COST OF THE PERTINENT BID ITEM.

DRIVEWAYS

THE CONTRACTOR WILL NOT BE PERMITTED TO LEAVE A DIFFERENCE IN ELEVATION BETWEEN THE MAINLINE ASPHALT SURFACE COURSE AND THE EXISTING DRIVEWAYS. IF APPROVED BY THE ENGINEER, AN ASPHALT WEDGE WITH A MINIMUM WIDTH OF 2' MAY BE PLACED EITHER ON THE ROADWAY SHOULDER OR DRIVEWAY DEPENDENT UPON WHICH SIDE IS HIGH. A QUANTITY OF MAINLINE SURFACE COURSE ASPHALT HAS BEEN PROVIDED IN THE CALCULATIONS AND GENERAL SUMMARY TO PERFORM THIS ITEM OF WORK.

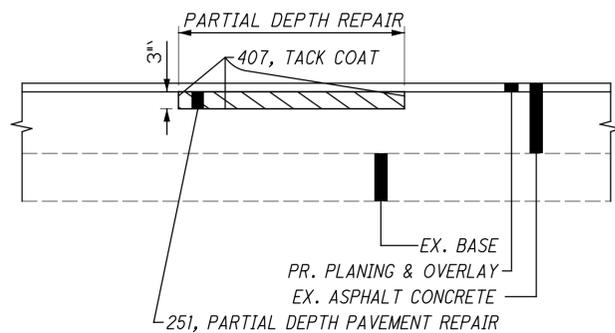
IN THE EVENT THAT THE ENGINEER DETERMINES ADDITIONAL WORK IS NECESSARY TO PROPERLY ADDRESS FIELD CONDITIONS, AN ITEM FOR WEARING COURSE REMOVED HAS BEEN PROVIDED. THE REMOVAL DEPTH IS DEPENDENT UPON THE ELEVATION DIFFERENCE AND ALLOW FOR 1-2 OF COMPACTED ASPHALT MATERIAL TO BE PLACED.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THE ITEM SHALL CONSIST OF REPAIRING EXISTING LOCATIONS EXHIBITING SURFACE DETERIORATION AND PLACING ITEM 441 ASPHALT CONCRETE, TYPE 2. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. PAVEMENT REPAIRS WILL BE MARKED IN THE FIELD BY THE PROJECT ENGINEER ACCORDING TO CMS 251.02. MINIMUM WIDTH IS 2'. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANING AND PRIOR TO THE PLACEMENT OF ASPHALT ON THE MILLED SURFACE. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REPAIR.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

- 251, PARTIAL DEPTH PAVEMENT REPAIR (441)
- SR-261, SLM 0.00 - 2.65: 830 SY
- SR-261, SLM 3.74 - 5.29: 480 SY
- SR-261, SLM 5.29 - 5.64: 110 SY
- SR-261, SLM 6.25 - 8.11: 580 SY



**ITEM 611 – MANHOLE ADJUSTED TO GRADE, AS PER PLAN
ITEM 623 – MONUMENT ASSEMBLY ADJUSTED TO GRADE, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF CMS 611.10.D FOR MANHOLES, OR 623.05 FOR MONUMENT ASSEMBLY, THE CONTRACTOR WILL MAKE A CLEAN CIRCULAR CUT AROUND THE CASTING (48" DIAMETER FOR STORM AND SANITARY MANHOLE CASTINGS, 24"-28" FOR VALVE BOXES AND MONUMENT ASSEMBLIES, AND 2' IN DIAMETER LARGER THAN THE CASTING DIAMETER FOR ANY CASTINGS THAT ARE LARGER THAN STANDARD MANHOLES) AND REMOVE AND DISCARD THE EXISTING CASTING. INSTALL A NEW CASTING TO GRADE (ACCORDING TO TOLERANCES AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1) AFTER THE PAVEMENT SURFACE COURSE HAS BEEN REPLACED.

CMS 499 CLASS QCMS CONCRETE (DYE THE CONCRETE SUCH THAT ITS COLOR CLOSELY MATCHES THE COLOR OF THE SURROUNDING PAVEMENT) WILL BE USED FOR BACKFILLING THE FULL PAVEMENT SECTION AND THE JOINT BETWEEN THE ASPHALT AND CONCRETE WILL BE SEALED WITH CMS 702.01 PG BINDER. EPOXY COATED REBAR SHALL BE PLACED IN THE CONCRETE AT 6" MAXIMUM ON CENTER AND A MINIMUM OF 3.5" CLEARANCE FROM THE TOP, BOTTOM AND SIDES. THE CONCRETE WILL BE VIBRATED SUFFICIENTLY TO ELIMINATE AIR POCKETS UNDER THE FRAME.

PAYMENT WILL INCLUDE REMOVAL OF THE EXISTING MATERIAL, INSTALLATION AND FURNISHING OF A NEW CASTING, AND ALL LABOR AND MATERIALS REQUIRED TO COMPLETE THIS ITEM OF WORK AS DESCRIBED.

- 611 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN, 37 EACH
- 623 - MONUMENT ASSEMBLY ADJUSTED TO GRADE, AS PER PLAN, 27 EACH

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ITEM 617 NOTE DELETED

LINEAR GRADING

AREAS WHERE THE SHOULDER IS HIGHER THAN THE EDGE OF PAVEMENT WILL BE GRADED TO PROVIDE POSITIVE DRAINAGE. THIS WORK WILL ONLY BE PERFORMED IN AREAS NECESSARY AND WILL NOT BE PERFORMED ON THE ENTIRE PROJECT. AREAS FOR THE WORK WILL BE MARKED BY THE PROJECT ENGINEER. UNDER NO CIRCUMSTANCES WILL THIS WORK BE PERFORMED CONCURRENTLY WITH ANY OTHER OPERATION.

GRADING WILL BE ACCOMPLISHED BY THE REMOVAL OF MATERIAL TO PROVIDE A 0.08 POSITIVE SLOPE. THE GRADED AREAS WILL BE COMPACTED TO A SUFFICIENT DENSITY TO PREVENT EROSION UNTIL SEEDING AND MULCHING IS PERFORMED. ALL EXCESS MATERIAL WILL BE REMOVED FROM THE BERMS AND WILL BE DISPOSED OF OFF THE PROJECT BY THE CONTRACTOR.

THE CONTRACTOR IS REQUIRED TO PLACE ITEM 617 WITHIN A PERIOD NOT TO EXCEED 7 DAYS. REFER TO THE AS PER PLAN NOTE FOR REQUIREMENTS.

EXPOSED EARTH OUTSIDE OF THE LIMITS OF ITEM 617 ARE REQUIRED TO BE SEEDED AND MULCHED WITHIN 7 DAYS OF PLACEMENT OF ITEM 617. PAYMENT FOR THIS WORK SHALL BE MADE UNDER ITEM 832.

THE QUANTITY OF ITEM 209 IS NOT PERMITTED TO BE INCREASED. REDUCTIONS IN QUANTITIES ARE PERMITTED AS DETERMINED BY THE PROJECT ENGINEER.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK WILL BE INCLUDED IN THE UNIT PRICE FOR THE PERTINENT BID ITEM. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

- SLM 0.00-2.65, 3.74-5.29
- 209, LINEAR GRADING, 111 STA.
- SLM 5.29-5.64, 6.25-6.43
- 209, LINEAR GRADING, 14 STA.

ITEM 638 – VALVE BOX ADJUSTED TO GRADE

THIS ITEM OF WORK INCLUDES ADJUSTMENT OF VALVE BOXES TO GRADE AS PER CMS 638.18.

PAYMENT WILL INCLUDE REMOVAL OF THE EXISTING MATERIAL, INSTALLATION AND FURNISHING OF A NEW CASTING, AND ALL LABOR AND MATERIALS REQUIRED TO COMPLETE THIS ITEM OF WORK AS DESCRIBED.

- CITY OF NORTON:
- 638 - VALVE BOX ADJUSTED TO GRADE, AS PER PLAN, 1 EACH
- CITY OF AKRON:
- 638 - VALVE BOX ADJUSTED TO GRADE, AS PER PLAN, 7 EACH

BIKE EXTENSION LINE DIMENSIONS

BIKE EXTENSION LINES PLACED WITHIN SLM 6.25 - 8.11 SHALL USE THE DIMENSIONS PROVIDED BY THE CITY OF AKRON, LOCATED ON SHEET P.25.

ITEM 408 - PRIME COAT, AS PER PLAN

APPLY "MC-70" AT A RATE OF 0.4 GALLONS PER SQUARE YARD, OR AS DETERMINED BY THE ENGINEER, TO THE COMPLETED COMPACTED AGGREGATE SHOULDER.



MAINTENANCE OF TRAFFIC

THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS AND RAMPS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

1. A MINIMUM OF ONE TEN FOOT BIDIRECTIONAL LANE SHALL BE MAINTAINED ON THE EXISTING PAVEMENT OR COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.
2. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2208, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.
3. LANE RESTRICTIONS OR LANE REDUCTIONS SHALL NOT BE PERMITTED AFTER NORMAL WORKING HOURS. NORMAL WORKING HOURS SHALL BE THOSE HOURS DURING WHICH THE CONTRACTOR HAS A FULL COMPLEMENT OF EMPLOYEES AND EQUIPMENT ACTIVELY REMOVING AND/OR PLACING PAVEMENT MATERIALS.
4. ALL FULL DEPTH PAVEMENT REMOVAL AND REPLACEMENT OPERATIONS SHALL BE COMPLETED THE SAME DAY THE EXCAVATION IS MADE. IF THE CONTRACTOR CANNOT COMPLETE THE WORK, THE EXCAVATION SHALL BE BACKFILLED OR PROTECTED AS PER STANDARD CONSTRUCTION DRAWING MT-101.90.
5. TRUCK MOUNTED ATTENUATORS [TMA'S] SHALL BE USED AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS.
6. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE SUCCESSIVE WORK ZONES UNLESS THE DISTANCE BETWEEN THE DRUMS, BARRICADES OR CONES EXCEEDS TWO (2) MILES RURAL OR ONE [1] MILE URBAN.
7. FOR ROUTES NOT ON THE PERMITTED LANE CLOSURE CHART, ONLY DURING OFF-PEAK PERIODS (ie ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.
8. IN ADDITION TO THE REQUIREMENTS OF 614.11 WORK ZONE PAVEMENT MARKINGS, AT THE END OF EACH DAY OF WORK, THE CONTRACTOR SHALL REPLACE (WITH WORK ZONE MARKINGS) ALL LANE, CENTER, STOP OR CHANNELIZING LINES THAT WERE REMOVED OR COVERED DURING THE PAVEMENT REMOVAL OR PLACEMENT OPERATIONS. QUANTITIES FOR SUCH PLACEMENT ARE CARRIED AS PART OF THE ITEMS LISTED UNDER 614 WORK ZONE PAVEMENT MARKINGS.
9. A QUANTITY OF 20 CU. YDS. OF ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE PROVIDED FOR USE IN MAINTAINING PAVEMENT, SHOULDERS AND OTHER LOCATIONS AS DIRECTED BY THE ENGINEER.
10. PRIOR TO OPENING TO TRAFFIC EACH LANE SHALL BE IN A SAFE, PASSABLE CONDITION. ALL TRANSVERSE JOINTS SHALL EXTEND ACROSS THE FULL LANE AND SHOULDER WIDTH AND EACH LANE SHALL BE FREE FROM UNEVEN LONGITUDINAL JOINTS. THE CONTRACTOR SHALL PROVIDE ASPHALT WEDGES FOR TRANSVERSE JOINTS WHEREVER THERE ARE PAVEMENT ELEVATION DIFFERENCES.
11. THE CONTRACTOR SHALL INSTALL, MAINTAIN AND SUBSEQUENTLY REMOVE WORK ZONE MARKING SIGNS AND THEIR SUPPORTS WITHIN THE WORK LIMITS. THESE SIGNS INCLUDE NO EDGE LINES, DO NOT PASS AND PASS WITH CARE". ALL OTHER SIGNS WILL BE INCIDENTAL TO THE LUMP SUM PAY ITEM 614 MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED IN THE PLANS. A QUANTITY OF ITEM 614 WORK ZONE MARKING SIGNS HAS BEEN INCLUDED IN THE PLANS AS PER CMS 614.04.

12. THE CONTRACTOR SHALL SET A WORK ZONE AT THE REQUEST OF THE ENGINEER TO ALLOW THE LAYOUT OF THE PARTIAL/FULL DEPTH PAVEMENT REPAIR AREAS. THIS WORK IS INCIDENTAL TO ITEM 614 MAINTAINING TRAFFIC.

THE FOLLOWING QUANTITIES SHALL BE USED FOR THE MAINTENANCE OF TRAFFIC ON THIS PROJECT:

- ALL PHASES
 614, WORK ZONE MARKING SIGN, 26 EACH
- PHASE I (MILLED SURFACE)
 614, WORK ZONE CENTER LINE, CLASS I, 642 PAINT 7.33 MILE
 614, WORK ZONE LANE LINE, CLASS I, 642 PAINT 0.13 MILE
 614, WORK ZONE STOP LINE, CLASS I, 642 PAINT 488 FT
 614, WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT 2941 FT
- PHASE II (INTERMEDIATE COURSE)
 614, WORK ZONE CENTERLINE, CLASS I, 642 PAINT 7.33 MILE
 614, WORK ZONE LANE LINE, CLASS I, 642 PAINT 0.13 MILE
 614, WORK ZONE STOP LINE, CLASS I, 642 PAINT 488 FT
 614, WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT 2941 FT
- PHASE III (SURFACE COURSE)
 614, WORK ZONE CENTERLINE, CLASS III, 642 PAINT 7.33 MILE
 614, WORK ZONE LANE LINE, CLASS III, 642 PAINT 0.13 MILE
 614, WORK ZONE STOP LINE, CLASS III, 642 PAINT 488 FT
 614, WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT 2941 FT

TO BE USED AS DIRECTED BY THE ENGINEER
 614, WORK ZONE EDGE LINE, CLASS III, 12.99 MILE

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

TRAFFIC CONTROL INSPECTOR

THE CONTRACTOR SHALL DESIGNATE AN INDIVIDUAL OTHER THAN THE SUPERINTENDENT AND SUBJECT TO THE APPROVAL OF THE ENGINEER, TO CONTINUOUSLY INSPECT ALL TRAFFIC CONTROL DEVICES WHENEVER CONSTRUCTION WORK IS BEING PERFORMED WITHIN THE WORK LIMITS OF THE PROJECT. THE DESIGNATED INDIVIDUAL SHALL ALSO INSPECT ALL TRAFFIC DEVICES AT THE BEGINNING AND AT THE END OF EACH WORK DAY. THE DESIGNATED INDIVIDUAL OR A QUALIFIED REPRESENTATIVE SHALL ALSO BE AVAILABLE ON AN AROUND THE CLOCK BASIS TO REPAIR AND/OR REPLACE DAMAGED OR MISSING TRAFFIC CONTROL DEVICES. THESE INDIVIDUALS SHALL BE EQUIPPED WITH CELLULAR PHONES AND THEIR NAMES AND PHONE NUMBERS SHALL BE GIVEN TO THE PROJECT ENGINEER AT THE PRE-CONSTRUCTION MEETING. THE DESIGNATED INDIVIDUAL MAY HAVE OTHER CONSTRUCTION RELATED DUTIES AS LONG AS IMMEDIATE ATTENTION IS GIVEN TO TRAFFIC CONTROL. PAYMENT FOR THE SERVICES OF THE TRAFFIC CONTROL INSPECTOR SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

QUANTITIES REVISED

ADVANCED NOTICE TO PAVE

THE CONTRACTOR SHALL SUBMIT FOR APPROVAL TO THE DISTRICT CONSTRUCTION ENGINEER A DETAILED SCHEDULE 15 DAYS PRIOR TO THE PLACEMENT OF THE OVERLAY COURSES, ON HOW THEY PROPOSE TO PROSECUTE THE PAVING OPERATIONS. THE DETAILS SHALL SHOW THE ORDER OF PERFORMANCE OF EACH STAGE (START TO FINISH) OF THE WORK INCLUDING THE MAINTENANCE OF TRAFFIC THAT WILL BE USED.

TIME LIMITATION, CURB RAMP

THE MAXIMUM ALLOWABLE TIME FOR THE CONTRACTOR TO HAVE AN INDIVIDUAL CURB RAMP AND ASSOCIATED SIDEWALK LEADING INTO THE CURB RAMP OUT OF SERVICE FOR THE REMOVAL AND REPLACEMENT SHALL BE 14 CONSECUTIVE CALENDAR DAYS (THE TIME PERIOD INCLUDES ALL WORK LISTED IN THE BASIS OF PAYMENT PER CMS 608.09, INCLUDING ALL REMOVAL, REPLACEMENT, AND BACKFILL ASSOCIATED WITH THE CURB RAMPS, AND CURING TIME PERIOD).

AT THE CONCLUSION OF CONSTRUCTING OF THE CURB RAMP AND PRIOR TO OPENING TO PEDESTRIAN TRAFFIC THE CONTRACTOR SHALL ENSURE THAT THE REQUIREMENTS OF STANDARD CONSTRUCTION DRAWING BP-7.1 ARE MET. THE CONTRACTOR SHALL USE ASPHALT AS A WEDGE, OR SUBMIT ANOTHER METHOD APPROVED BY THE ENGINEER, TO ENSURE THE TRANSITION FROM THE CURB RAMP TO THE ROADWAY ARE PER STANDARD CONSTRUCTION DRAWING BP-7.1. ALL COSTS TO PERFORM THIS WORK SHALL BE INCIDENTAL TO THE ASSOCIATED PAY ITEMS FOR THE INSTALLATION OF THE CURB RAMP.

SHOULD THE CONTRACTOR FAIL TO MEET THIS REQUIREMENT, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$1000 PER DAY PER AFFECTED RAMP THAT THE AFFECTED CURB RAMP REMAINS OUT OF SERVICE BEYOND 14 CONSECUTIVE CALENDAR DAYS.

TIME LIMITATION, TRAFFIC ON A MILLED SURFACE

THE MAXIMUM ALLOWABLE TIME FOR TRAFFIC TO BE PLACED ON A MILLED SURFACE SHALL BE 7 CONSECUTIVE CALENDAR DAYS. SHOULD THE CONTRACTOR FAIL TO MEET THIS REQUIREMENT, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$2,000 PER DAY THAT THE TRAFFIC IS PLACED ON A MILLED SURFACE BEYOND THE SPECIFIED LIMIT.

ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

- | | |
|---------------------------|------------------------------------|
| NEW YEAR'S (OBSERVED) | GENERAL/REGULAR ELECTION DAY (NOV) |
| THANKSGIVING | AKRON MARATHON |
| MEMORIAL DAY | CHRISTMAS (OBSERVED) |
| FOURTH OF JULY (OBSERVED) | BRIDGESTONE INVITATIONAL |
| LABOR DAY | |

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR SPECIAL EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY OR SPECIAL EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00 N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00 N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00 N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (GEN./ REG. ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00 N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00 N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00 N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00 N FRIDAY THROUGH 6:00 AM MONDAY

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

[NEWLY CONSTRUCTED LANE ADDITIONS, ONCE COMPLETED AND INITIALLY OPENED TO TRAFFIC, SHALL BE OPEN TO TRAFFIC DURING ALL SUBSEQUENT DESIGNATED HOLIDAYS AND SPECIAL EVENTS, AND RELATED PERIODS OF TIME, SPECIFIED ABOVE.]

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

LANE VALUE CONTRACT			
DESCRIPTION OF CRITICAL LANE/ RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
SR-261 SLM 0.00 - 2.65	AS PER MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS) NOTE ABOVE AND THE MAINTENANCE OF TRAFFIC RESTRICTIONS NOTE	PER LANE/PER MINUTE	\$40
SR-261 SLM 3.74 - 5.64	AS PER MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS) NOTE ABOVE AND THE MAINTENANCE OF TRAFFIC RESTRICTIONS NOTE	PER LANE/PER MINUTE	\$40
SR-261 SLM 6.25 - 8.11	AS PER MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS) NOTE ABOVE AND THE MAINTENANCE OF TRAFFIC RESTRICTIONS NOTE	PER LANE/PER MINUTE	\$50

DESIGN AGENCY



DESIGNER

SBD

REVIEWER

BC 02/13/26

PROJECT ID

113037

SHEET

P.7

TOTAL

36

SHEET NUM.								PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	
P.3	P.4	P.5	P.12	P.13	P.14	P.26		01/S>2/AKRO	02/S>2/AKRO	03/S>2/NORT	04/S>2/NORT	05/S>2							
				538				5		533				202	23500	538	SY	WEARING COURSE REMOVED	
					5,279				5,279					202	30000	5,279	SF	WALK REMOVED	
					88				88					202	32000	88	FT	CURB REMOVED	
					430				430					202	32500	430	FT	CURB AND GUTTER REMOVED	
		887.5									887.5			202	38000	887.5	FT	GUARDRAIL REMOVED	
	15									15				202	98100	15	EACH	REMOVAL MISC.: BARRIER REFLECTOR	P.4
	28								10		18			203	10000	28	CY	EXCAVATION (FOR PAVEMENT REPAIR)	
125								14		111				209	60200	125	STA	LINEAR GRADING	
			227					10		217				209	72000	227	STA	PREPARING SUBGRADE FOR SHOULDER PAVING	
		400									400			606	13000	400	FT	GUARDRAIL, TYPE 5	
		150									150			606	15050	150	FT	GUARDRAIL, TYPE MGS	
		275									275			606	15100	275	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS	
		8									8			606	26150	8	EACH	ANCHOR ASSEMBLY, MGS TYPE E	
		8									8			606	26550	8	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
		16									16			606	35140	16	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 4	P.6
					1,633					1,633				608	13000	1,633	SF	6" CONCRETE WALK	
					3,646					3,646				608	52001	3,646	SF	CURB RAMP, AS PER PLAN	P.4
19								18		1				623	39501	19	EACH	MONUMENT ASSEMBLY ADJUSTED TO GRADE, AS PER PLAN	P.3
		LS						LS						SPECIAL	69020010	LS		AS-BUILT CONSTRUCTION PLANS	P.5
						63			63					SPECIAL	69098000	63	EACH	BICYCLE LANE ARROW MARKING, 647 PAINT	P.4
						63			63					SPECIAL	69098000	63	EACH	BICYCLE LANE BIKE SYMBOL, 647 PAINT	P.4
		199									199			659	10000	199	SY	SEEDING AND MULCHING	
								1,500		1,500				832	30000	3,000	EACH	EROSION CONTROL	
		46						46						611	98630	46	EACH	CATCH BASIN ADJUSTED TO GRADE	
37								35		2				611	99655	37	EACH	MANHOLE ADJUSTED TO GRADE, AS PER PLAN	P.3
2,000								1,600		400				SPECIAL	61199820	2,000	LB	MISCELLANEOUS METAL	P.4
		2,000							1,310	690				251	01000	2,000	SY	PARTIAL DEPTH PAVEMENT REPAIR (441)	
	2,341								1,534	807				252	01500	2,341	FT	FULL DEPTH PAVEMENT SAWING	
	30									30				253	01000	30	SY	PAVEMENT REPAIR (T = 10")	
	470								170	300				253	01000	470	SY	PAVEMENT REPAIR (T = 12")	
			119,246	1,417				51,812		68,851				254	01000	120,663	SY	PAVEMENT PLANING, ASPHALT CONCRETE (T = 2")	
	28								10	18				304	20000	28	CY	AGGREGATE BASE (FOR PAVEMENT REPAIR)	
			17,888	118				7,703		10,303				407	20000	18,006	GAL	NON-TRACKING TACK COAT	
			4,027					169		3,858				408	10001	4,027	GAL	PRIME COAT, AS PER PLAN	
			3,453	55				1,446		2,062				424	14000	3,508	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448)	P.3
			3,313	40				1,440		1,913				441	50200	3,353	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)	
					430				430					609	12000	430	FT	COMBINATION CURB AND GUTTER, TYPE 2	
					88				88					609	26000	88	FT	CURB, TYPE 6	
					280			12		268				617	10100	280	CY	COMPACTED AGGREGATE	
8								7		1				638	10800	8	EACH	VALVE BOX ADJUSTED TO GRADE	
	4									4				626	00102	4	EACH	BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	
	14									14	16			626	00110	30	EACH	BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)	
		16								90				630	02100	90	FT	GROUND MOUNTED SUPPORT, NO. 2 POST	
		24								24				630	80100	24	SF	SIGN, FLAT SHEET, 730.20	
		12								12				630	84900	12	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
		12								12				630	86002	12	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
					3.87				3.87					644	00100	3.87	MILE	EDGE LINE, 4"	
					0.13				0.13					644	00200	0.13	MILE	LANE LINE, 4"	
					2.77				2.77					644	00300	2.77	MILE	CENTER LINE	
					2,527				2,527					644	00400	2,527	FT	CHANNELIZING LINE, 8"	

ITEMS REVISED CURB RAMP SUBSUMMARY

ITEMS REVISED PER PAVEMENT CALCULATIONS, CURB RAMP SUBSUMMARY AND PAVEMENT MARKING SUBSUMMARY.

GENERAL SUMMARY

DESIGN AGENCY

 DESIGNER
 REP
 REVIEWER
 BC 02/02/26
 PROJECT ID
 113037
 SHEET TOTAL
 P.10 36

MAIN ROUTE	INTERSECTING ROUTE	SLM	QUADRANT RL=REAR LT, RR=REAR RT FL=FWD LT, FR=FWD RT, -L=CORNER LT, -R=CORNER RT	SUGGESTED CURB RAMP TYPE RON SCD'S PROVIDED ON SHEETS P.15-19)	202	202	202	608	608	609	609								
					CURB REMOVED	WALK REMOVED	CURB AND GUTTER REMOVED	6" CONCRETE WALK	CURB RAMP, AS PER	CURB, TYPE 6	COMBINATION CURB AND GUTTER, TYPE 2	NOTE: CURB RAMP QUADRANT DESIGNATION IS BASED ON LOOKING UPSTATION.							
					FT	SF		SF	FT	FT									
SR-261	FREDERICK BLVD.	6.35	FL-L	2	11.00	114.75		35.50	79.25	11.00									
SR-261	FREDERICK BLVD.	6.35	FL-R	2	11.00	114.75		35.50	79.25	11.00									
SR-261	FREDERICK BLVD.	6.35	RL-L	2	11.00	114.75		35.50	79.25	11.00									
SR-261	FREDERICK BLVD.	6.35	RL-R	2	11.00	114.75		35.50	79.25	11.00									
SR-261	S HAWKINS AVE.	6.44	FL-L	2		114.75	11.00	35.50	79.25		11.00								
SR-261	S HAWKINS AVE.	6.44	FL-R	2		114.75	11.00	35.50	79.25		11.00								
SR-261	S HAWKINS AVE.	6.44	FR-L	4		114.75	10.00	35.50	79.25		10.00								
SR-261	S HAWKINS AVE.	6.44	FR-R	4		114.75	10.00	35.50	79.25		10.00								
SR-261	S HAWKINS AVE.	6.44	RL-L	1	12.00	114.75		35.50	79.25	12.00									
SR-261	S HAWKINS AVE.	6.44	RL-R	1	12.00	114.75		35.50	79.25	12.00									
SR-261	S HAWKINS AVE.	6.44	RR-L	4	10.00	114.75		35.50	79.25	10.00									
SR-261	S HAWKINS AVE.	6.44	RR-R	4	10.00	114.75		35.50	79.25	10.00									
SR-261	WOOSTER HAWKINS PLAZA	6.50	FL	1		114.75	12.00	35.50	79.25		12.00								
SR-261	WOOSTER HAWKINS PLAZA	6.50	RL	1		114.75	12.00	35.50	79.25		12.00								
SR-261	ROSLYN AVE.	6.58	FL	1		114.75	12.00	35.50	79.25		12.00								
SR-261	ROSLYN AVE.	6.58	RL	1		114.75	12.00	35.50	79.25		12.00								
SR-261	MAXEN DR.	6.60	FR	1		114.75	12.00	35.50	79.25		12.00								
SR-261	WINTON DR.	6.93	RL-L	1		114.75	12.00	35.50	79.25		12.00								
SR-261	WINTON DR.	6.93	RL-R	1		114.75	12.00	35.50	79.25		12.00								
SR-261	SUPERIOR AVE.	7.03	FL-L	1		114.75	12.00	35.50	79.25		12.00								
SR-261	SUPERIOR AVE.	7.03	FL-R	1		114.75	12.00	35.50	79.25		12.00								
SR-261	SUPERIOR AVE.	7.03	FR-L	1		114.75	12.00	35.50	79.25		12.00								
SR-261	SUPERIOR AVE.	7.03	FR-R	1		114.75	12.00	35.50	79.25		12.00								
SR-261	SUPERIOR AVE.	7.03	RR-L	1		114.75	12.00	35.50	79.25		12.00								
SR-261	SUPERIOR AVE.	7.03	RR-R	1		114.75	12.00	35.50	79.25		12.00								
SR-261	SHERBONDY DVVY.		RL	1		114.75	12.00	35.50	79.25		12.00								
SR-261	SHERBONDY DVVY.		RR	2		114.75	11.00	35.50	79.25		11.00								
SR-261	EAST AVE.	7.67	FL-L	2		114.75	11.00	35.50	79.25		11.00								
SR-261	EAST AVE.	7.67	FL-R	2		114.75	11.00	35.50	79.25		11.00								
SR-261	EAST AVE.	7.67	FR	2		114.75	11.00	35.50	79.25		11.00								
SR-261	EAST AVE.	7.67	RL-L	2		114.75	11.00	35.50	79.25		11.00								
SR-261	EAST AVE.	7.67	RL-R	2		114.75	11.00	35.50	79.25		11.00								
SR-261	RUTH AVE.	7.23	FL	2		114.75	11.00	35.50	79.25		11.00								
SR-261	RUTH AVE.	7.23	RR	2		114.75	11.00	35.50	79.25		11.00								
SR-261	FERN ST.	7.80	FL-L	2		114.75	11.00	35.50	79.25		11.00								
SR-261	FERN ST.	7.80	FL-R	2		114.75	11.00	35.50	79.25		11.00								
SR-261	FERN ST.	7.80	FR	2		114.75	11.00	35.50	79.25		11.00								
SR-261	FERN ST.	7.80	RL	2		114.75	11.00	35.50	79.25		11.00								
SR-261	RAYMOND ST.	8.00	FL-L	2		114.75	11.00	35.50	79.25		11.00								
SR-261	RAYMOND ST.	8.00	FL-R	2		114.75	11.00	35.50	79.25		11.00								
SR-261	RAYMOND ST.	8.00	FR-L	2		114.75	11.00	35.50	79.25		11.00								
SR-261	RAYMOND ST.	8.00	FR-R	2		114.75	11.00	35.50	79.25		11.00								
SR-261	RAYMOND ST.	8.00	RL-L	2		114.75	11.00	35.50	79.25		11.00								
SR-261	RAYMOND ST.	8.00	RL-R	2		114.75	11.00	35.50	79.25		11.00								
SR-261	RAYMOND ST.	8.00	RR-L	2		114.75	11.00	35.50	79.25		11.00								
SR-261	RAYMOND ST.	8.00	RR-R	2		114.75	11.00	35.50	79.25		11.00								
SUBTOTALS					88.00	5278.50	430.00	1633.00	3645.50	88.00	430.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTALS CARRIED TO GENERAL SUMMARY					88	5279	430	1633	3646	88	430	0	0	0	0	0	0	0	0

CURB RAMPS - AKRON

DESIGN AGENCY



DESIGNER
REP

REVIEWER
BC 02/02/26

PROJECT ID
113037

SHEET TOTAL
P.14 36

EDGE LINE											GENERAL SPEC: 640	
											MATERIAL TYPE: 644	
CTY	ROUTE	TRUE LOG	FROM	TRUE LOG	TO	WHITE EDGE LINE, 4"			YELLOW EDGE LINE, 4"			COMMENTS
						TOTAL	HIGHWAY	RAMP	TOTAL	HIGHWAY	RAMP	
SUM	SR 261	5.29	COLLER RD	5.64	ROMIG RD	0.70	0.70					*646 PAINT
SUM	SR 261	6.25	PAVEMENT JOINT UNDER BRIDGE	8.11	EDGEWOOD AVE	3.17	3.17					SEE PAGES P.27-32 FOR PLACEMENT DETAILS
TOTAL						3.87	3.87					

LANE LINE										
CTY	ROUTE	TRUE LOG	FROM	TRUE LOG	TO	TOTAL MILES	4" LANE LINE		COMMENTS	
							DASHED	SOLID		
SUM	SR 261	6.25	PAVEMENT JOINT UNDER BRIDGE	8.11	EDGEWOOD AVE	0.13	0.13		SEE PAGES P.27-32 FOR PLACEMENT DETAILS	
TOTAL						0.13	0.13			

CENTER LINE										
CTY	ROUTE	TRUE LOG	FROM	TRUE LOG	TO	TOTAL MILES	EQUIVALENT SOLID LINE		COMMENTS	
SUM	SR 261	5.29	COLLIER RD	5.64	ROMIG RD	0.35	0.70		*646 PAINT	
SUM	SR 261	6.25	PAVEMENT JOINT UNDER BRIDGE	8.17	RAND AVE	2.42	4.32		SEE PAGES P.27-32 FOR PLACEMENT DETAILS	
TOTAL						2.77	5.02			

24" HIGH-VISIBILITY AUXILIARY																					
CTY	ROUTE LOCATION	TRUE LOG	CHANNEL LINE, 8" FT	STOP LINE FT	CROSS WALK LINES FT	TRANSVERSE DIAGONAL LINES		ISLAND MARKINGS			BIKE LANE MARKINGS		LANE ARROWS				WORD ON PVMT ONLY		DOTTED LINES, 6" FT	COMMENTS	
						WHITE FT	YELLOW FT	WHITE SF	YELLOW SF	EARTH-TONE SF	EXTENTION LINE SF	*647 PAINT*		TURN LEFT EACH	TURN RIGHT EACH	COMB. EACH	REDUCT. EACH	72" EACH			96" EACH
												SYMBOL EACH	ARROW EACH								
SUM	SR-261 SLM 6.25-8.11		2527	404	2940	178	165	31	89	336	1440	63	63	54	9				337	SEE PAGES P.27-32 FOR PLACEMENT DETAILS.	
TOTAL			2527	404	2940	178	165	31	89	336	1440	63	63	54	9				337		

PAVEMENT MARKING SUBSUMMARY - AKRON

DESIGN AGENCY	
DESIGNER	
REVIEWER	BC
PROJECT ID	113037
SHEET TOTAL	P.26 36

3.87

QUANTITIES REVISED

0.13

QUANTITIES REVISED

QUANTITIES REVISED

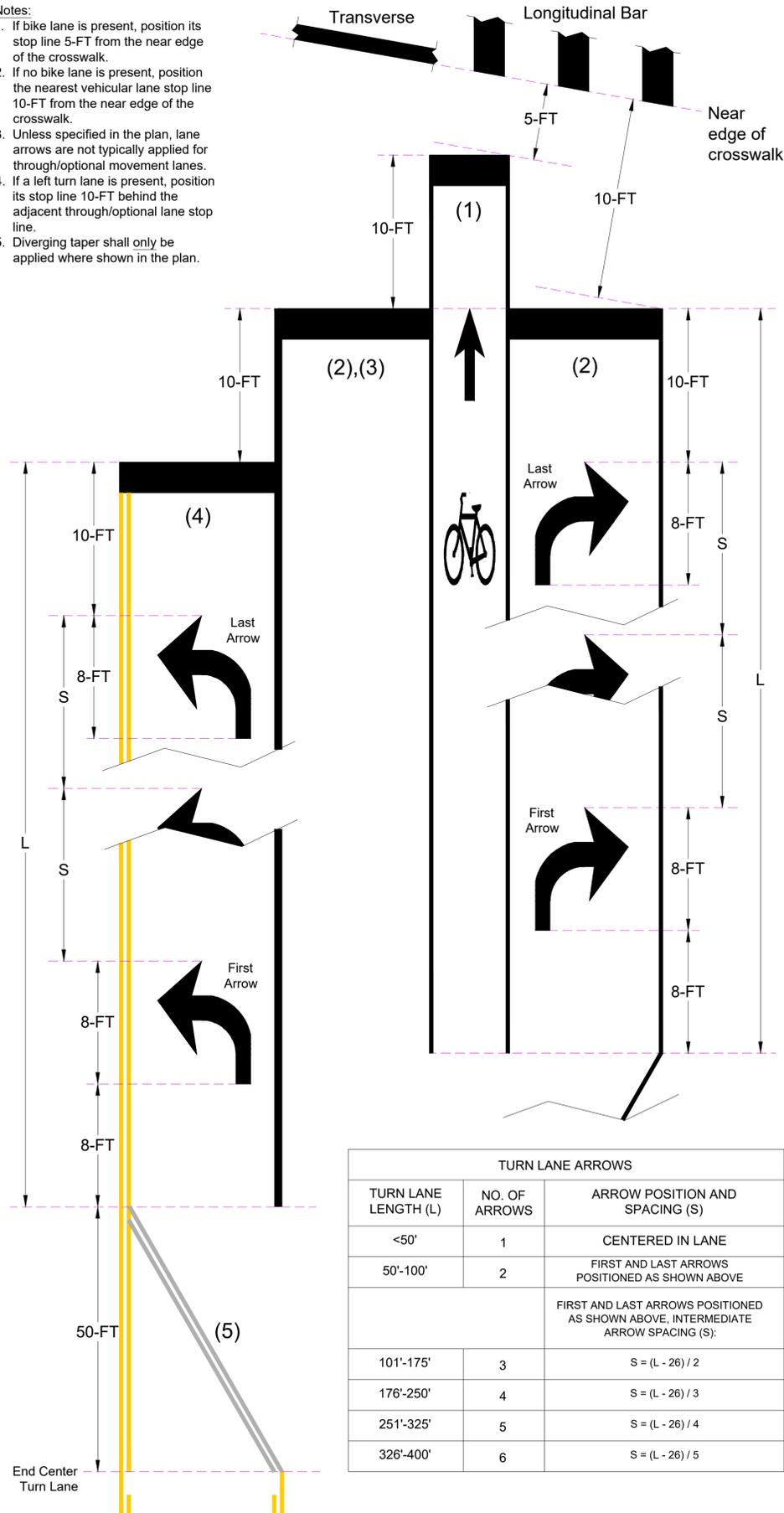
ITEM	Traffic Control Legend, Specifications, and Typical Details	
(A)	TURN LANE ARROW, WHITE, 8-FT (LEFT AND RIGHT) (16-FT SPACING FOR CENTER TURN LANE ARROWS)	
(B)	BIKE SYMBOL, WHITE (MUTCD FIG. 9E-1A)	
(BE)	BIKE LANE EXTENSION LINE 4-IN WHITE GREEN 4-IN WHITE 2-FT 6-FT WIDTH PER PLAN	
(CE)	CURB EXTENSION MARKING, 4-IN WHITE SOLID, DOUBLE	4-IN
(CL)	CENTER LINE, 4-IN YELLOW SOLID, DOUBLE	4-IN
(CL2)	CENTER LINE, 4-IN YELLOW BROKEN AND SOLID, DOUBLE NOTE: BROKEN LINES NOT DRAWN TO SCALE IN PLAN.	4-IN 10-FT 30-FT LANE WIDTH PER PLAN
(CW)	CROSSWALK LINE, LONGITUDINAL BAR, 24-IN WHITE BARS (SPACING AS NOTED)	
(DW)	DOTTED LINE, 8-IN WHITE (3-FT SEGMENTS/9-FT GAPS)	
(LL)	LANE LINE, 4-IN WHITE, BROKEN (10-FT SEGMENTS/30-FT GAPS)	
(SE)	SIDEWALK EXTENSION, DESIGNATED BY COLORED PAVEMENT -- EARTH TONE	
(SL)	STOP LINE, 24-IN WHITE	
(WC)	CHEVRON OR DIAGONAL CROSSHATCH MARKING, 24-IN WHITE (SPACING AS NOTED)	
(WI)	ISLAND MARKING, WHITE	
(WS)	SOLID LINE, 4-IN WHITE (EDGE LINE)	
(YC)	DIAGONAL CROSSHATCH MARKING, 24-IN YELLOW (SPACING AS NOTED)	
(YI)	ISLAND MARKING, YELLOW	
(YS)	SOLID LINE, 4-IN YELLOW (EDGE LINE)	
	EXISTING DETECTABLE WARNING SURFACE (CURB RAMP) TO BE RETAINED	
	PROPOSED DETECTABLE WARNING SURFACE (CURB RAMP)	

NOTE: NOT ALL ITEMS ARE INDIVIDUALLY LABELED ON EACH SHEET.

Stop Lines and Turn Lane Arrows

Notes:

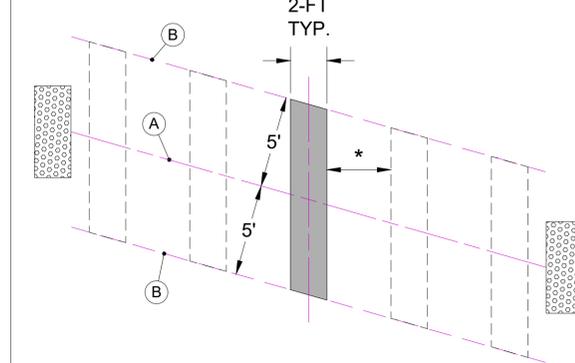
1. If bike lane is present, position its stop line 5-FT from the near edge of the crosswalk.
2. If no bike lane is present, position the nearest vehicular lane stop line 10-FT from the near edge of the crosswalk.
3. Unless specified in the plan, lane arrows are not typically applied for through/optional movement lanes.
4. If a left turn lane is present, position its stop line 10-FT behind the adjacent through/optional lane stop line.
5. Diverging taper shall only be applied where shown in the plan.



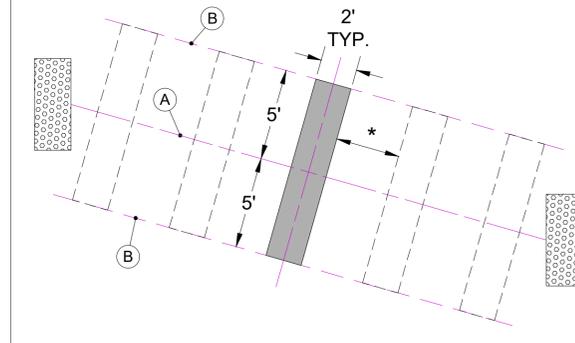
Crosswalk Markings (Longitudinal Bar)

1. Spot Reference Line "A" connecting the center of detectable warning surfaces.
2. Spot two additional reference lines "B" parallel to, and 5-FT (TYP.) from, Reference Line "A".
3. Mark first bar per plan using:
Layout 1--Parallel to line of traffic OR
Layout 2--Perpendicular to Reference Line "A".
4. Apply additional markings at spacing per plan, proceeding toward each side of the roadway.

Layout 1--Bars Parallel To Line of Traffic
*--Spacing Per Plan



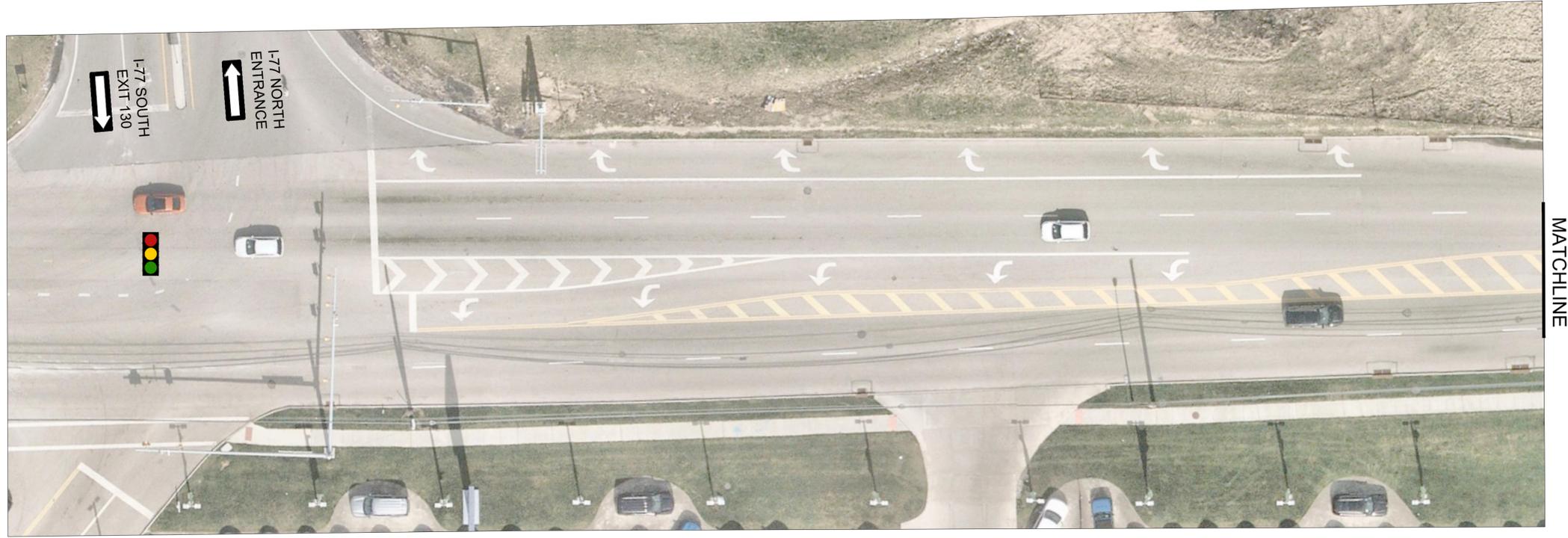
Layout 2--Bars Perpendicular To Reference Line "A"
*--Spacing Per Plan



REVISED PAVEMENT MARKING LAYOUT FOR SR-261 THROUGH THE CITY OF AKRON

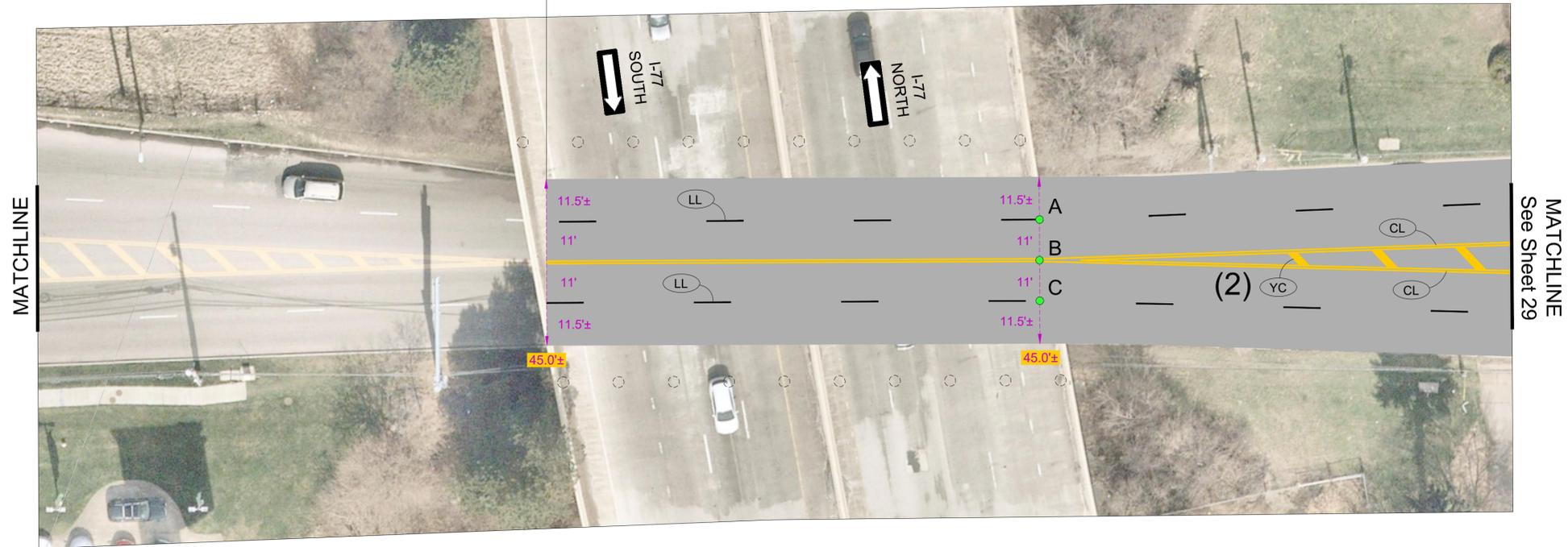
Notes:

1. Points [A, B, C] and [E, F, G, H] (Sheet 29) define tangent lines [AE, BF, BG, CH] along which the applicable markings shall be applied.
2. (YC)--First marking 72-FT from Point B, then 24-FT spacing in this section.



RESUME PROJECT
SLM 6.25

(1)



REVISED PAVEMENT MARKING
LAYOUT FOR SR-261 THROUGH
THE CITY OF AKRON



DATE
1/29/26
DRAWN
ML
SCALE: 1" = 20'

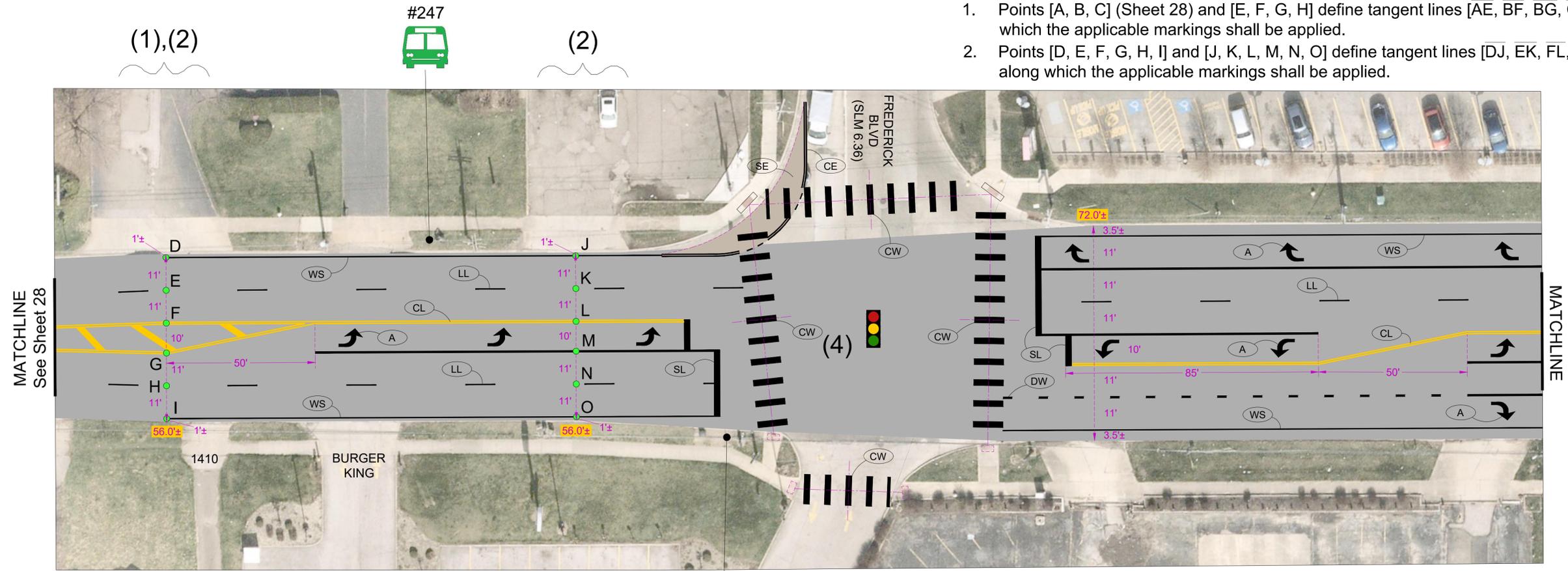
TRAFFIC CONTROL IMPROVEMENTS

SUM-SR-261-0.00/6.25
VERNON ODOM BLVD

CITY OF AKRON
DEPARTMENT OF PUBLIC SERVICE
TRAFFIC ENGINEERING DIVISION



27A
36



Notes:

1. Points [A, B, C] (Sheet 28) and [E, F, G, H] define tangent lines [AE, BF, BG, CH] along which the applicable markings shall be applied.
2. Points [D, E, F, G, H, I] and [J, K, L, M, N, O] define tangent lines [DJ, EK, FL, GM, HN, IO] along which the applicable markings shall be applied.

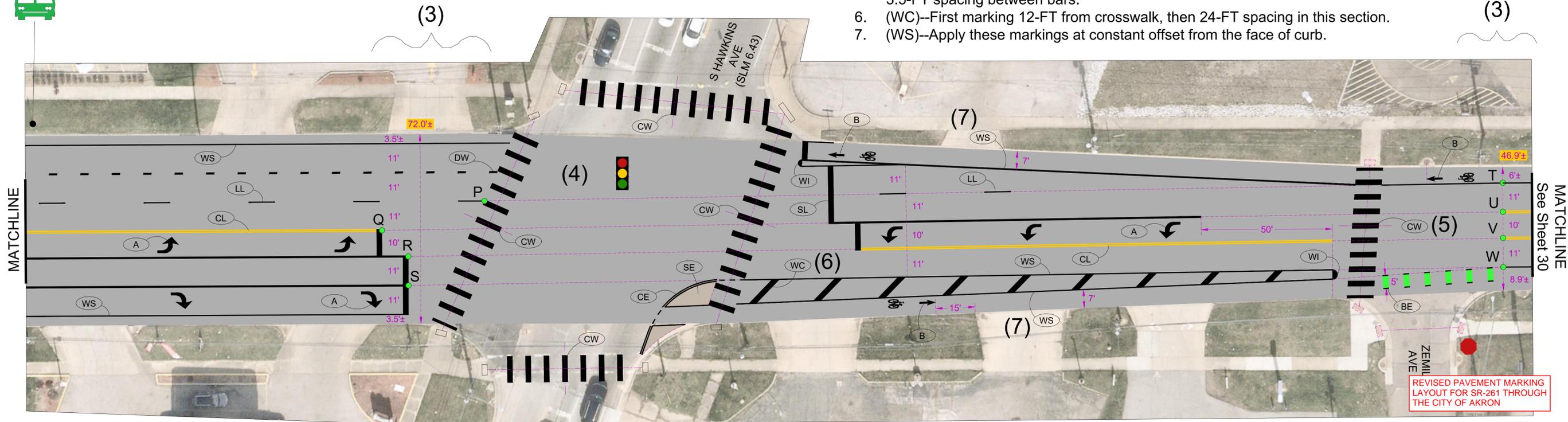
DATE: 1/29/26
 DRAWN: ML
 SCALE: 1" = 20'

TRAFFIC CONTROL IMPROVEMENTS



Notes (continued):

3. Points [P, Q, R, S] and [T, U, V, W] define tangent lines [PT, QU, RV, SW] along which the applicable markings shall be applied.
4. (CW)--For each crosswalk at this intersection, apply Layout 2 with first bar at midpoint between curb ramps and 5-FT spacing between bars.
5. (CW)--Apply Layout 1, aligning first bar with the middle of the turn lane and 3.5-FT spacing between bars.
6. (WC)--First marking 12-FT from crosswalk, then 24-FT spacing in this section.
7. (WS)--Apply these markings at constant offset from the face of curb.



REVISED PAVEMENT MARKING LAYOUT FOR SR-261 THROUGH THE CITY OF AKRON

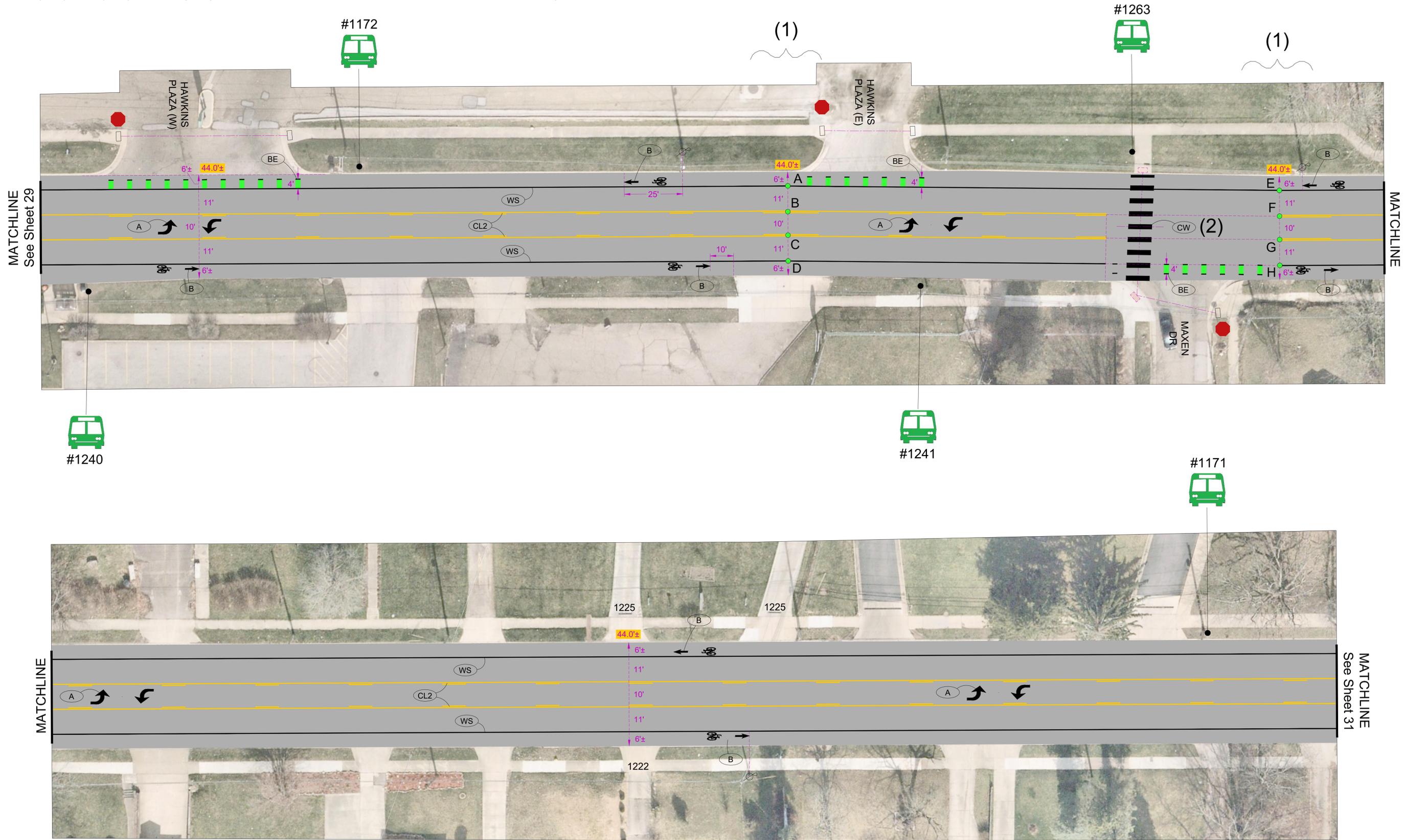
SUM-SR-261-0.00/6.25
 VERNON ODOM BLVD

CITY OF AKRON
 DEPARTMENT OF PUBLIC SERVICE
 TRAFFIC ENGINEERING DIVISION



Notes:

1. Points [A, B, C, D] and [E, F, G, H] define tangent lines [AE, BF, CG, DH] along which the applicable markings shall be applied.
2. (CW)--Apply Layout 1, aligning first bar with the middle of the turn lane and 3.5-FT spacing between bars.



REVISED PAVEMENT MARKING LAYOUT FOR SR-261 THROUGH THE CITY OF AKRON



DATE
1/29/26

DRAWN
ML

SCALE: 1" = 20'

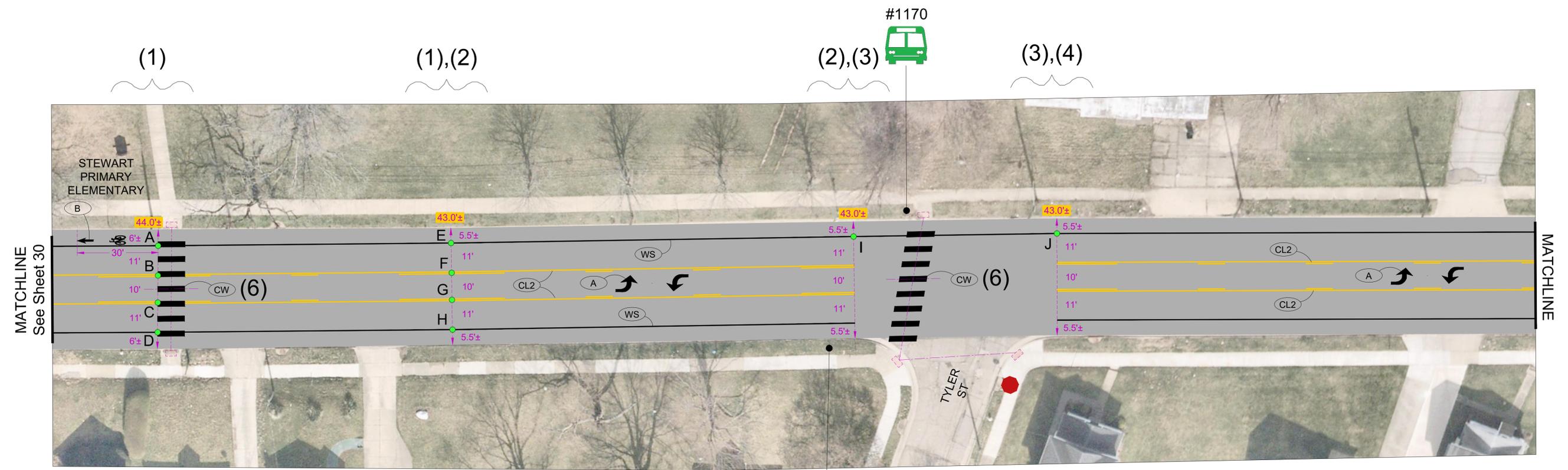
TRAFFIC CONTROL IMPROVEMENTS

SUM-SR-261-0.00/6.25
VERNON ODOM BLVD

CITY OF AKRON
DEPARTMENT OF PUBLIC SERVICE
TRAFFIC ENGINEERING DIVISION



29
36

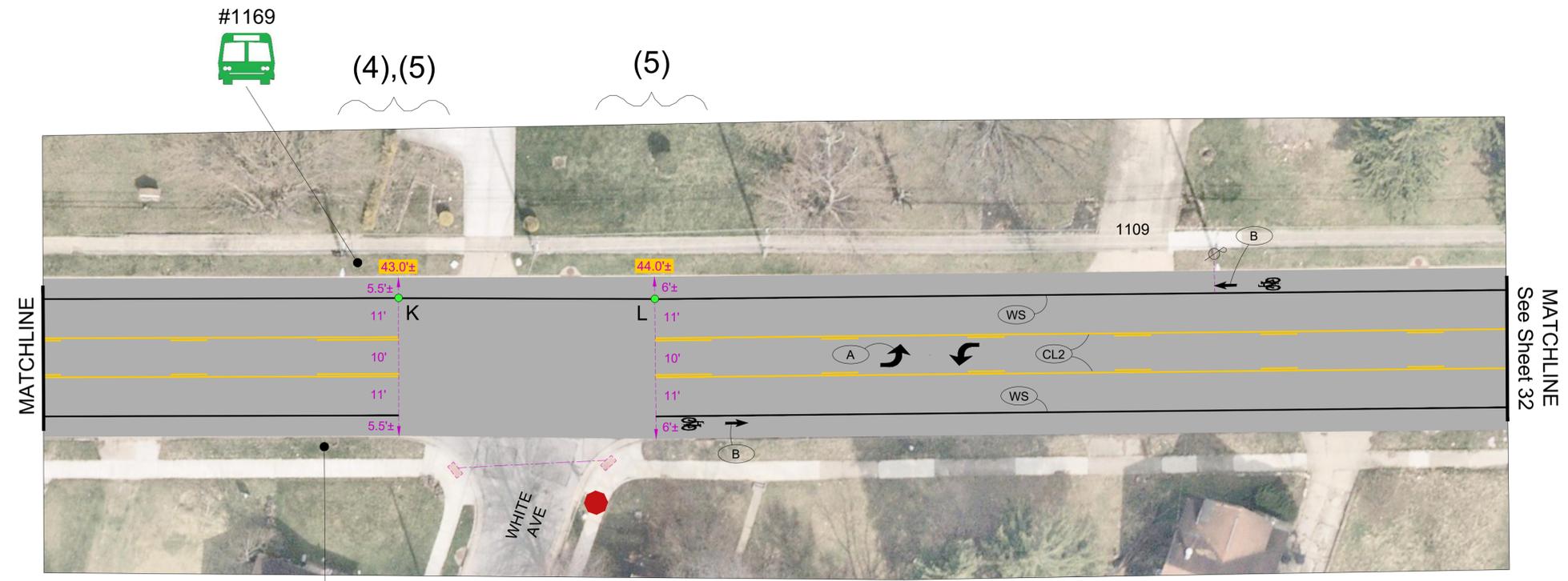


MATCHLINE
See Sheet 30

MATCHLINE



- Notes:
1. Points [A, B, C, D] and [E, F, G, H] define tangent lines [AE, BF, CG, DH] along which the applicable markings shall be applied.
 2. Points [E] and [I] define tangent line [EI] along which the applicable markings shall be applied.
 3. Points [I] and [J] define tangent line [IJ] along which the applicable markings shall be applied.
 4. Points [J] and [K] define tangent line [JK] along which the applicable markings shall be applied.
 5. Points [K] and [L] define tangent line [KL] along which the applicable markings shall be applied.
 6. (CW)—Apply Layout 1, aligning first bar with the middle of the turn lane and 3.5-FT spacing between bars.



MATCHLINE

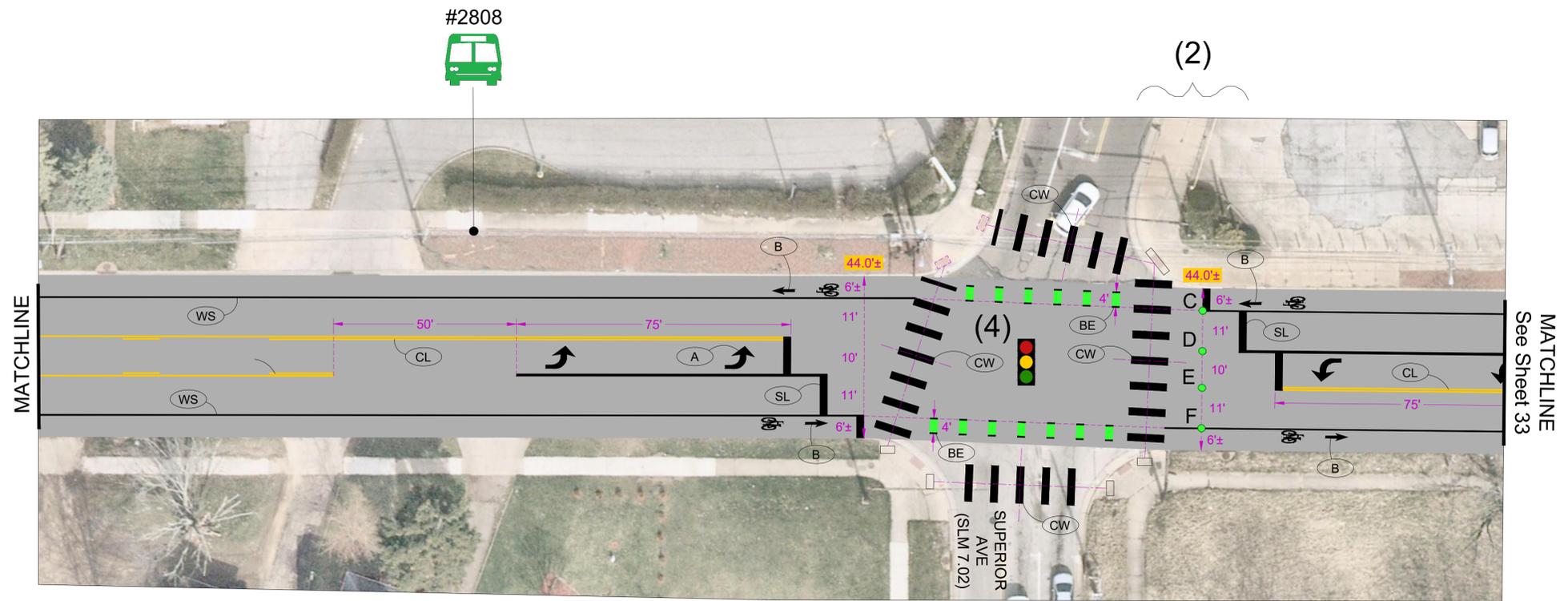
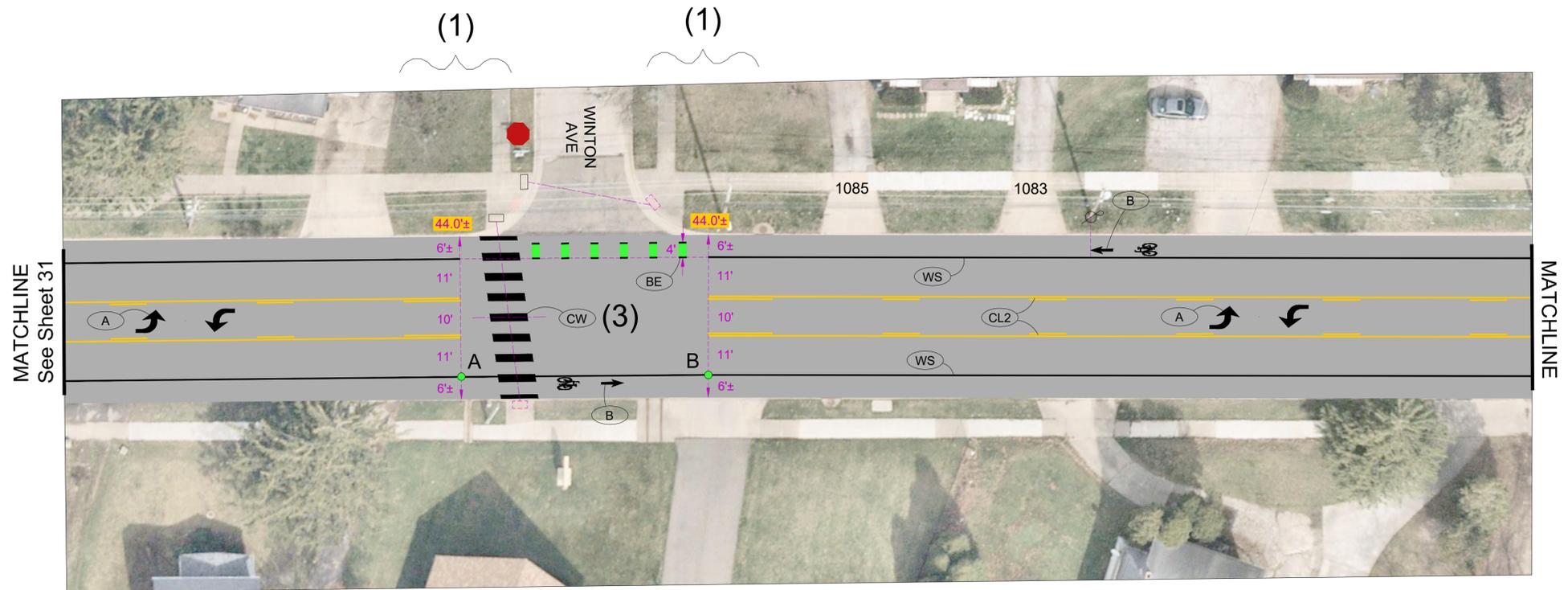
MATCHLINE
See Sheet 32



REVISED PAVEMENT MARKING
LAYOUT FOR SR-261 THROUGH
THE CITY OF AKRON

Notes:

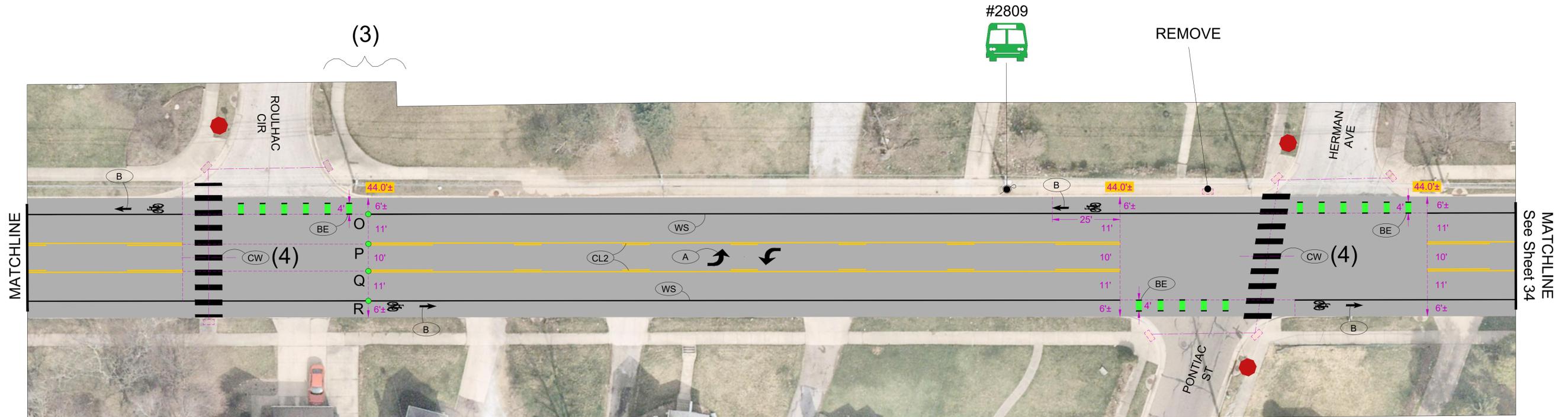
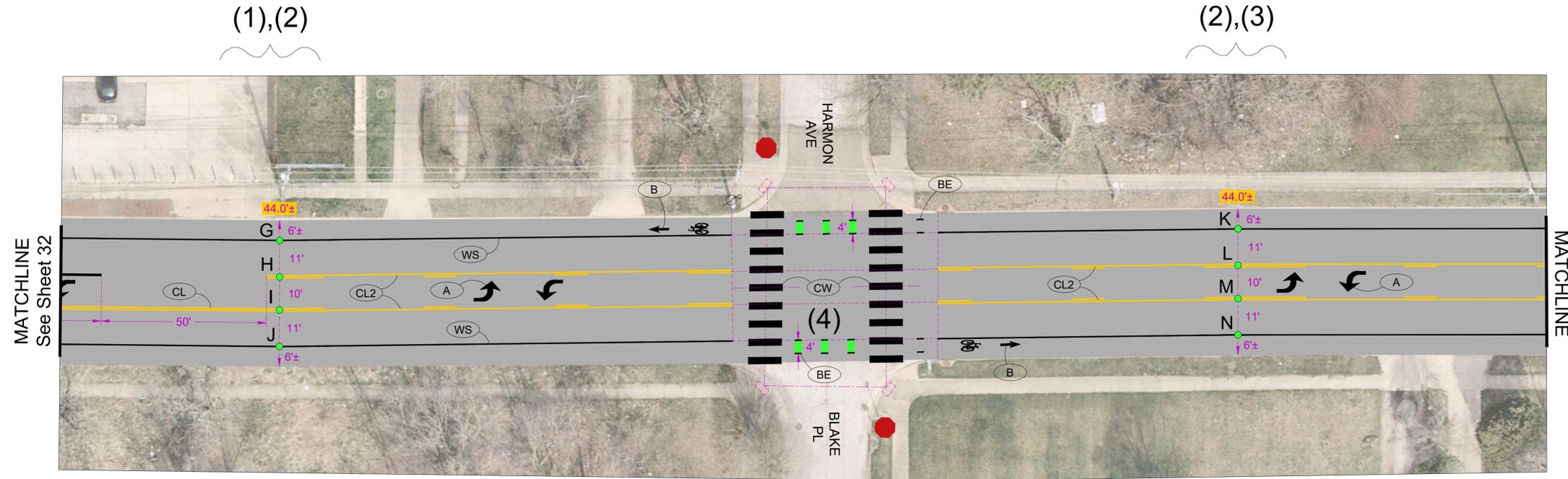
1. Points [A] and [B] define tangent line \overline{AB} along which the applicable markings shall be applied.
2. Points [C, D, E, F] and [G, H, I, J] (Sheet 33) define tangent lines \overline{CG} , \overline{DH} , \overline{EI} , \overline{FJ} along which the applicable markings shall be applied.
3. (CW)--Apply Layout 1, aligning first bar with the middle of the turn lane and 3.5-FT spacing between bars.
4. (CW)--Apply Layout 2 with first bar at midpoint between curb ramps and 5-FT spacing between bars.



REVISED PAVEMENT MARKING
LAYOUT FOR SR-261 THROUGH
THE CITY OF AKRON

Notes:

1. Points [C, D, E, F] (Sheet 32) and [G, H, I, J] define tangent lines [CG, DH, EI, FJ] along which the applicable markings shall be applied.
2. Points [G, H, I, J] and [K, L, M, N] define tangent lines [GK, HL, IM, JN] along which the applicable markings shall be applied.
3. Points [K, L, M, N] and [O, P, Q, R] define tangent lines [KO, LP, MQ, NR] along which the applicable markings shall be applied.
4. (CW)--Apply Layout 1, aligning first bar with the middle of the turn lane and 3.5-FT spacing between bars.

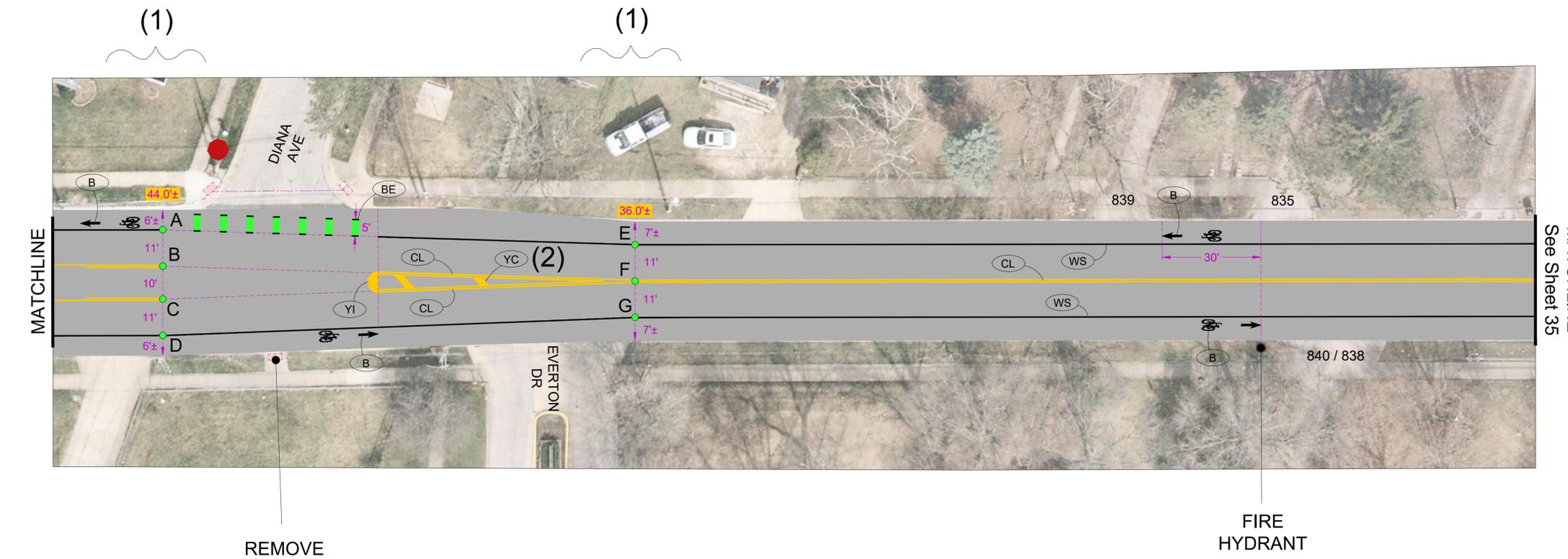
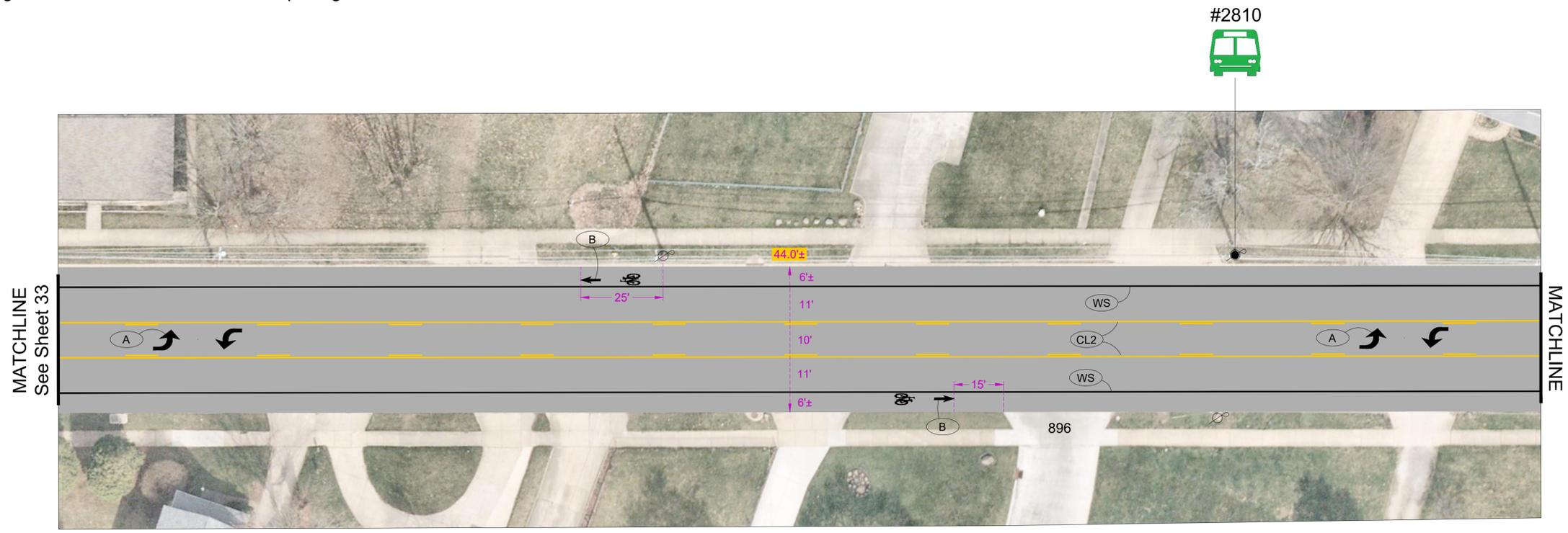


REVISED PAVEMENT MARKING LAYOUT FOR SR-261 THROUGH THE CITY OF AKRON



Notes:

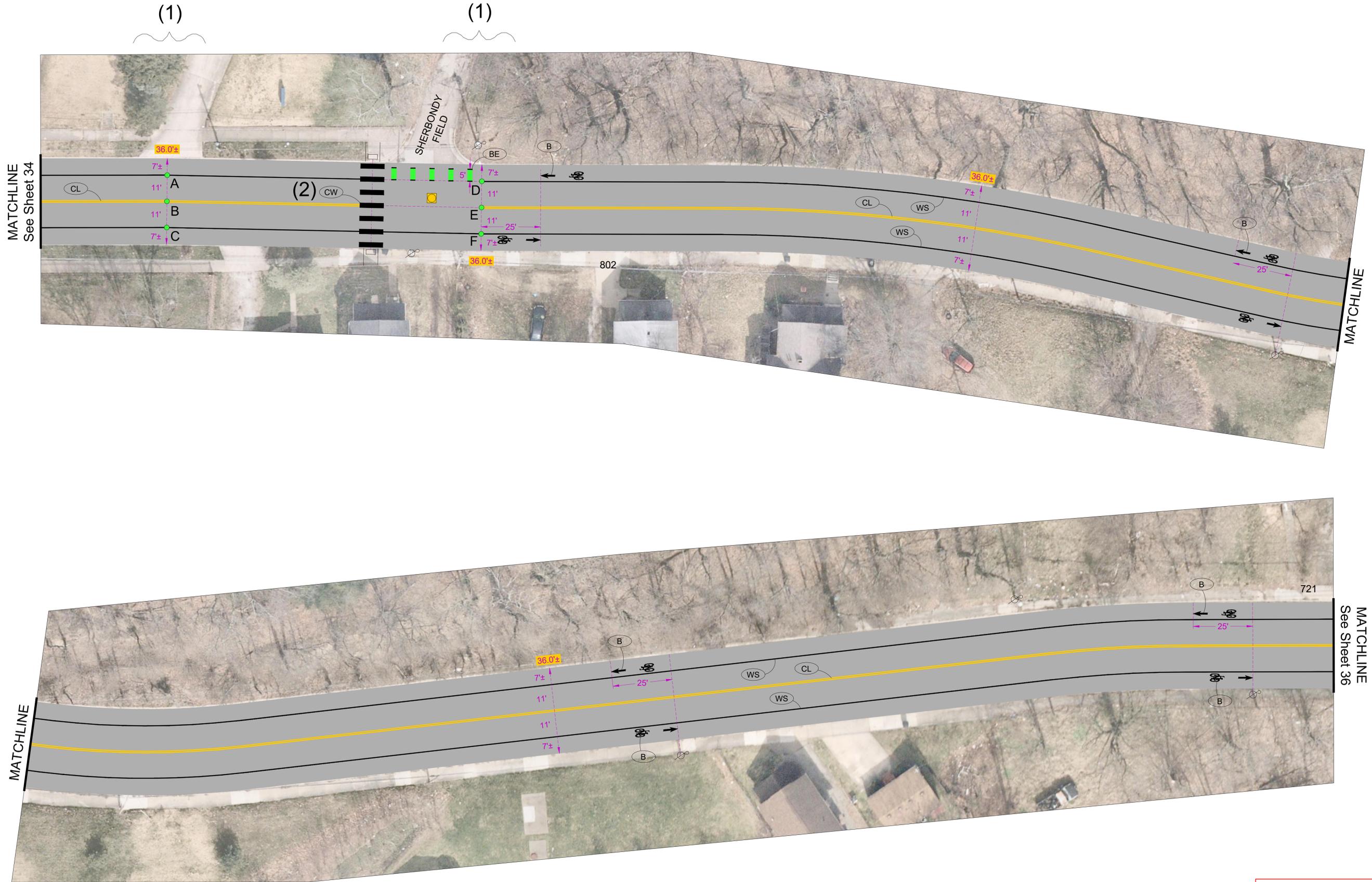
1. Points [A, B, C, D] and [E, F, G] define tangent lines [AE, BF, CF, DG] along which the applicable markings shall be applied.
2. (YC)--First marking 48-FT from Point F, then 24-FT spacing in this section.



REVISED PAVEMENT MARKING LAYOUT FOR SR-261 THROUGH THE CITY OF AKRON

Notes:

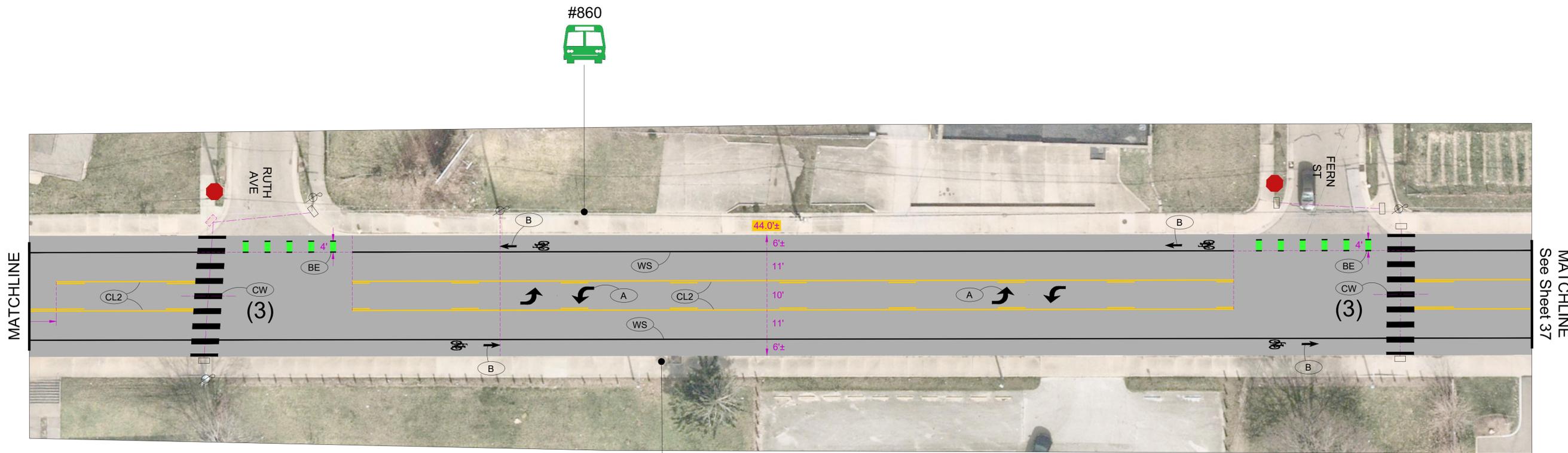
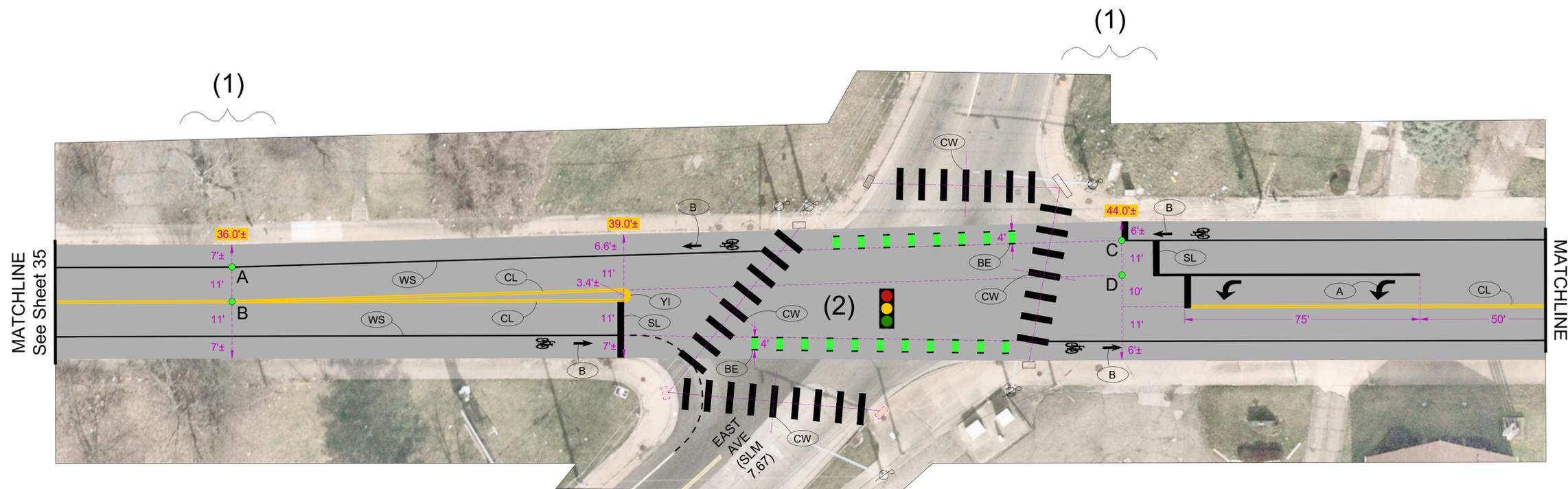
1. Points [A, B, C] and [D, E, F] define tangent lines [AD, BE, CF] along which the applicable markings shall be applied.
2. (CW)--Apply Layout 1, aligning first bar with the centerline and 3.5-FT spacing between bars.



REVISED PAVEMENT MARKING LAYOUT FOR SR-261 THROUGH THE CITY OF AKRON

Notes:

1. Points [A, B] and [C, D] define tangent lines [AC, BD] along which the applicable markings shall be applied.
2. (CW)--For each crosswalk at this intersection, apply Layout 2 with first bar at midpoint between curb ramps and 5-FT spacing between bars.
3. (CW)--Apply Layout 1, aligning first bar with the middle of the turn lane and 3.5-FT spacing between bars.



REVISED PAVEMENT MARKING LAYOUT FOR SR-261 THROUGH THE CITY OF AKRON





DATE
1/29/26

DRAWN
ML

SCALE: 1" = 20'

TRAFFIC CONTROL IMPROVEMENTS

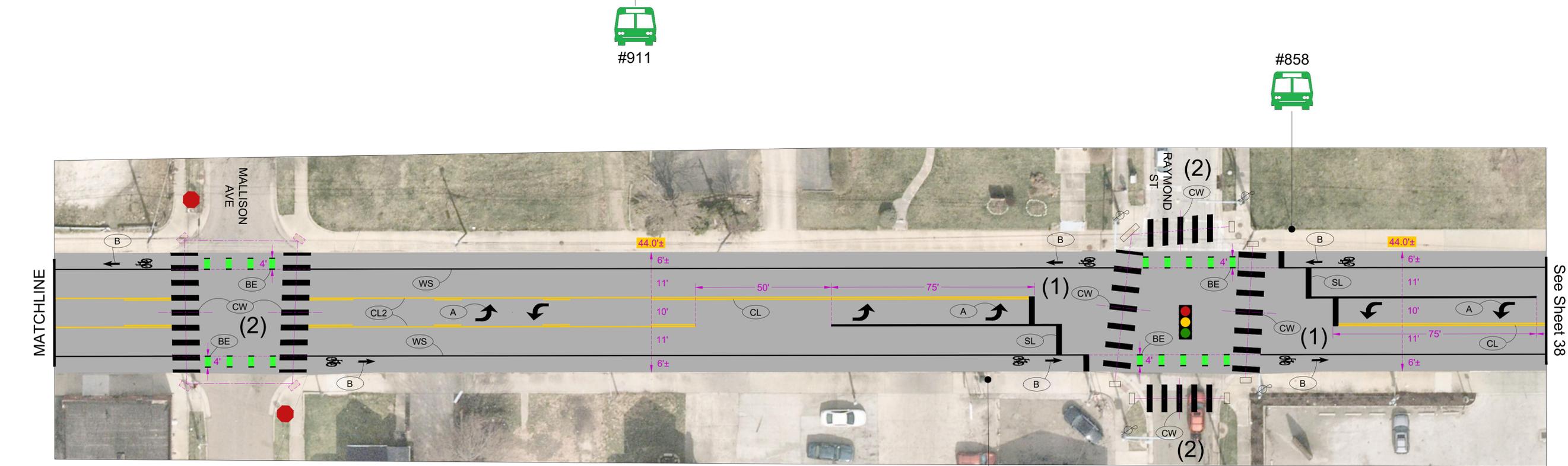
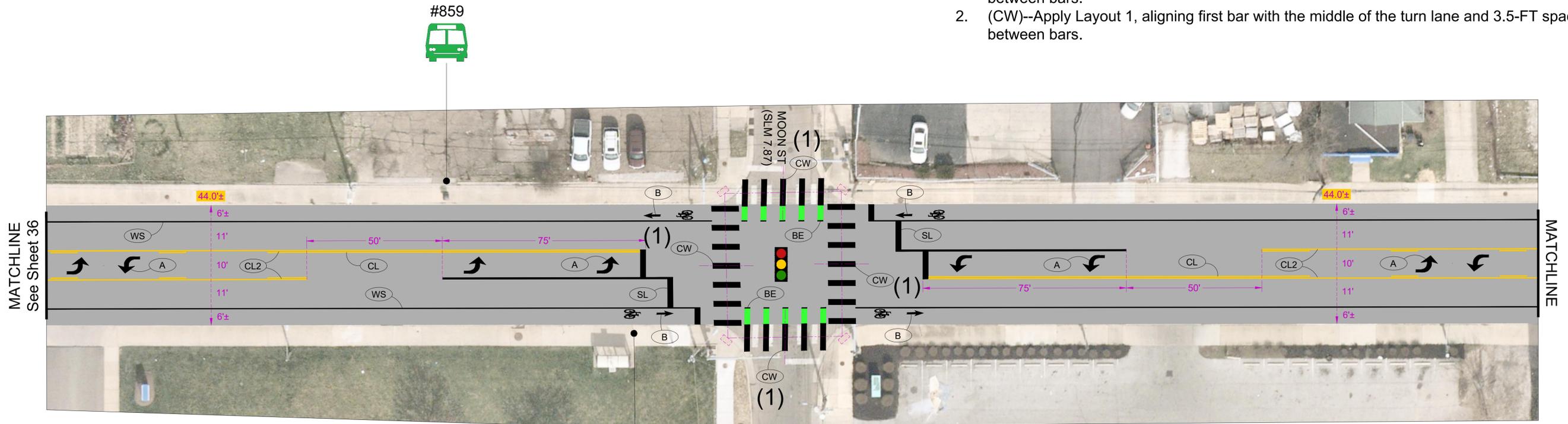
SUM-SR-261-0.00/6.25
VERNON ODOM BLVD

CITY OF AKRON
DEPARTMENT OF PUBLIC SERVICE
TRAFFIC ENGINEERING DIVISION



Notes:

1. (CW)--Apply Layout 2 with first bar at midpoint between curb ramps and 5-FT spacing between bars.
2. (CW)--Apply Layout 1, aligning first bar with the middle of the turn lane and 3.5-FT spacing between bars.



MATCHLINE
See Sheet 36

MATCHLINE

MATCHLINE

MATCHLINE
See Sheet 38

#911

#858

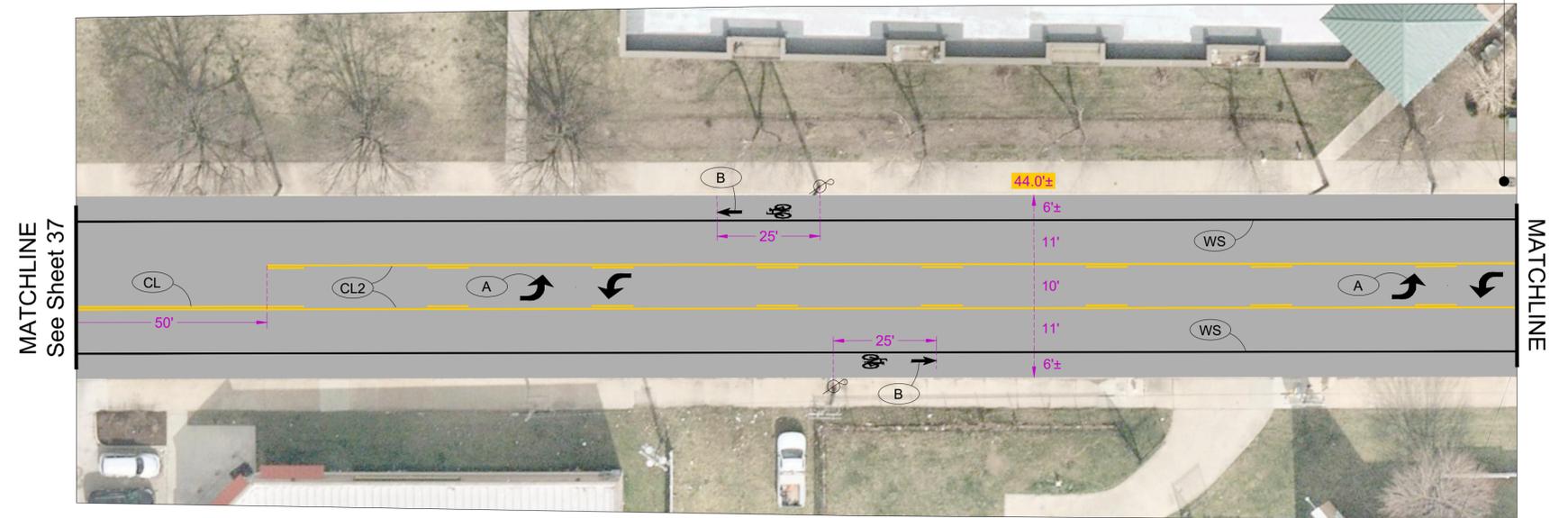
#912

REVISED PAVEMENT MARKING
LAYOUT FOR SR-261 THROUGH
THE CITY OF AKRON

Notes:

1. (CW)--Apply Layout 1, aligning first bar with the middle of the turn lane and 3.5-FT spacing between bars.
2. (WC)--First marking 12-FT from (WI), then 24-FT spacing in this section.
3. (YC)--First marking 12-FT from beginning of (CL), then 24-FT spacing in this section.
4. (CW)--Apply Layout 2 with first bar at midpoint between curb ramps and 5-FT spacing between bars.
5. Points [A, B] and [E, F] define tangent lines [AE, BF] along which the applicable markings shall be applied.
6. Points [C, D] and [G, H] define tangent lines [CG, DH] along which the applicable markings shall be applied.
7. (WS)--Apply these markings at constant offset from the face of curb.
8. (CL) and (YS)--Apply these markings, up to Point G, at constant offset from the face of curb.
9. (WS)--Apply these markings, up to Point E and Point H, respectively, at constant offset from the face of curb.

#857



END PROJECT
SLM 8.11

