

TYPICAL 1
TWO LANE SECTION
SINGLE MICROSURFACE OVERLAY

DAR-SR 121 - SLM 9.94 TO 15.18

LEGEND

- (A) - EXISTING ASPHALT CONCRETE PAVEMENT
- (B) - EXISTING ASPHALT CONCRETE SHOULDERS

(1) ITEM 421 - MICROSURFACING, SURFACE COURSE

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVEABLE PAVEMENT DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO D7 PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HRS & < 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HRS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES AND RESTRICTIONS	>= 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

ALIGNMENT AND PROFILE

THE WORK PROPOSED BY THIS PROJECT CONSISTS OF MICROSURFACING OF THE EXISTING PAVEMENT. THE ALIGNMENT OF THE EXISTING PAVEMENT WILL NOT BE CHANGED AND THE PROFILE OF THE PROPOSED SURFACE WILL BE SIMILAR TO THAT OF THE EXISTING PAVEMENT.

CONSTRUCTION SCHEDULE

ALL WORK SHALL BE COMPLETED BY AUGUST 2, 2019.

ITEM 253, PAVEMENT REPAIR, AS PER PLAN

PAVEMENT REPAIR SHALL BE IN ACCORDANCE WITH ITEM 253 - PAVEMENT REPAIR, WITH THE FOLLOWING ADDITIONS:

THE PAVEMENT REPAIR AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SAWED OR MILLED TO A NEAT LINE. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE REPLACEMENT MATERIAL SHALL BE ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448).

THE ESTIMATED PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF FOUR FEET (4.0') IN WIDTH & FOUR INCHES (4") IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER AND SHALL BE FINISHED TO ACCOMMODATE THE PROPOSED OVERLAY.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN = 500 SQ YD

ITEM 614 - MAINTAINING TRAFFIC

TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. THE LENGTH OF RESTRICTED TRAFFIC ZONES SHALL BE KEPT TO A MAXIMUM TWO (2.0) MILE WORK ZONE CONSISTENT WITH THE SPECIFICATION REQUIREMENTS FOR PROTECTION OF COMPLETED COURSES.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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.

PAVEMENT MARKINGS

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DOCUMENT THE LAYOUT OF THE EXISTING PAVEMENT MARKINGS INCLUDING EXISTING LANE AND SHOULDER WIDTHS IN A LOG AND SUBMIT TO THE DEPARTMENT FOR ACCEPTANCE. THE DEPARTMENT WILL NOT ALLOW THE CONTRACTOR TO PERFORM ANY PAVEMENT WORK FUNCTIONS (MILLING, OVERLAY, ETC.) UNTIL ACCEPTANCE OF THE SUBMITTED EXISTING MARKING LOG.

THE CONTRACTOR SHALL COORDINATE AND CORRABORATE THE PROPOSED LAYOUT OF ALL PAVEMENT MARKINGS PER PLAN AND APPLICABLE STANDARD CONSTRUCTION DRAWINGS WITH THE CITY OF GREENVILLE AND ODOT.

EDGE LINE RUMBLE STRIPES

THE CONTRACTOR SHALL PRE-MARK THE EDGE LINES WHERE THE EXISTING EDGE LINE RUMBLE STRIPES ARE LOCATED PRIOR TO PLACING THE EDGE LINE. THIS WILL ENSURE THAT THE EDGE LINE PAVEMENT MARKINGS ARE LOCATED PROPERLY ON THE RUMBLE STRIPES WHEN THE EDGE LINE STRIPING IS APPLIED. THIS WORK SHALL BE INCLUDED IN THE COST OF THE EDGE LINE MARKING ITEM.

THE FOLLOWING SECTION HAS EXISTING EDGE LINE RUMBLE
DAR-SR 121 SLM 10.78 TO 14.25

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GENERAL NOTES

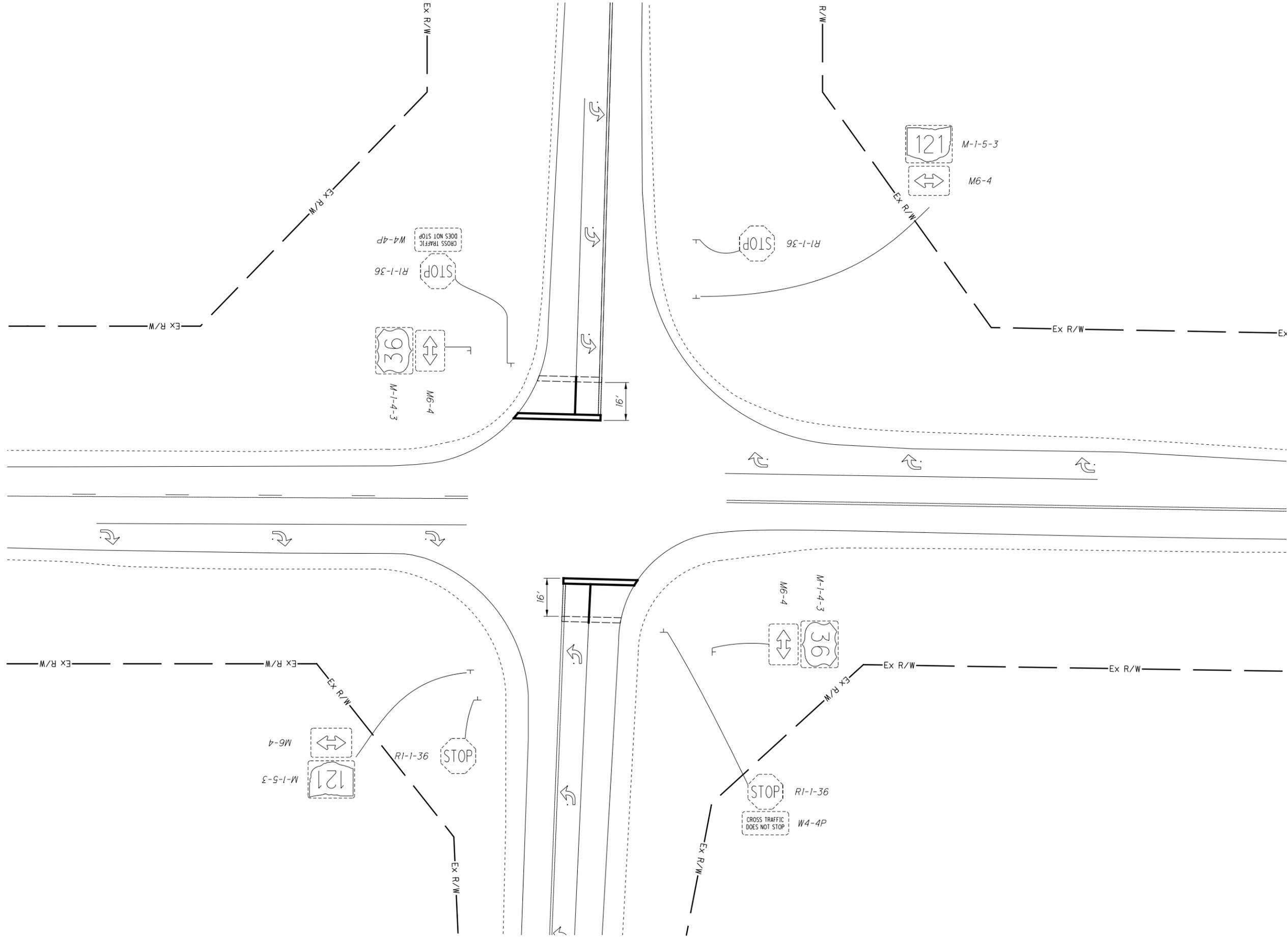
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PARTICIPATION	ROUTE	SLM / LOCATION		LANE WIDTH FT	SOLID LINE EQUIVALENT MILE	614	614	614			642	642	646	646	644	642	642	644	644	644				
		WORK ZONE MARKING SIGN				WORK ZONE CENTER LINE, CLASS I, 642 PAINT		WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT			EDGE LINE, 6"	CENTER LINE	CHANNELIZING LINE, 8"	LANE ARROW RIGHT	STOP LINE	REMOVAL OF PAVEMENT MARKING EDGE LINE	REMOVAL OF PAVEMENT MARKING CENTERLINE	REMOVAL OF PAVEMENT MARKING CHANNELIZING LINE	REMOVAL OF PAVEMENT MARKING LANE ARROW	REMOVAL OF PAVEMENT MARKING STOP LINE				
		FROM	TO			EACH	MILE	FT	MILE		MILE	MILE	FT	EACH	FT	MILE	MILE	FT	EACH	FT				
1	DAR-121	9.94	14.01	12.0	4.42	28			8.14		8.14	4.07				8.14	4.07							
1	DAR-121	12.65 / US-36						704					352	6	70			352	6	50				
2	DAR-121	14.01	15.18	12.0	1.26	11			2.34		2.34	1.17				2.34	1.17							
2	DAR-121	14.02 / CR-327 BISHOP RD						400					200	3				200	3					
					PART.	SUBTOTALS																		
					1	28		8.14	704		8.14	4.07	352	6	70	8.14	4.07	352	6	50				
					2	11		2.34	400		2.34	1.17	200	3	0	2.34	1.17	200	3	0				
TOTALS CARRIED TO GENERAL SUMMARY					39		10.48	1104		10.48	5.24	552	9	70	10.48	5.24	552	9	50					

CALCULATED BBB	CHECKED TMK	SUBSUMMARY	PAVEMENT MARKING	DAR-121-9.94	6
					7

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PARTICIPATION	ROUTE	SLM		RPM DETAIL	621 RPM						RPM	621	RAISED PAVEMENT MARKER REMOVED	REMARKS
		FROM	TO		ONE-WAY		TWO-WAY							
					WHITE	YELLOW	WHITE/ WHITE	YELLOW/ YELLOW	WHITE/ RED	YELLOW/ RED				
1	DAR-121	10.05	12.50	GAP				162				162	162	
1	DAR-121	12.50	12.80	8				22	10			32	32	US-36
1	DAR-121	12.8	14.01	GAP				80				80	80	
2	DAR-121	14.01	14.16	8				11	6			17	17	CR327 BISHOP RD
2	DAR-121	14.16	15.18	GAP				67				67	67	
				PART.	SUBTOTALS									
				1				264	10			274	274	
				2				78	6			84	84	
								342	16			-	-	
FOR INFORMATION ONLY														
TOTALS CARRIED TO GENERAL SUMMARY											358	358		

- RAISE PAVEMENT MARKER DETAIL No.:**
- 1 - TYPICAL SPACING/MULTILANE DIVIDED
 - 2 - TAPERED ACCELERATION LANE
 - 3 - DECELERATION LANE
 - 4 - PARALLEL ACCELERATION LANE
 - 5 - MULTILANE DIVIDED/EXPRESSWAY
 - 6 - STOP APPROACH
 - 7 - 1-LANE APPROACH W/ LEFT TURN LANE
 - 8 - THRU APPROACH
 - 9 - 2-LANE APPROACH W/ LEFT TURN LANE
 - 10 - 4-LANE DIVIDED TO 2 LANE TRANSITION
 - 11 - 4-LANE UNDIVIDED TO 2 LANE TRANSITION
 - 12 - 2-LANE NARROW BRIDGE
 - 13 - TWO-WAY LEFT TURN LANE
 - 14 - 1-LANE BRIDGE
 - 15 - HORIZONTAL CURVE
 - 16 - HORIZONTAL CURVE, ALT.
 - 17 - STOP APPROACH, ALT.
- GAP - CENTERLINE AT 80 FT (TYPICAL)

CALCULATED BBB CHECKED TMK	RPM SUBSUMMARY	DAR-121-9.94
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