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.

MARKINGS SHALL BE REPLACED IN KIND EXCEPT WHERE EXISTING MARKINGS DO NOT MEET THE CURRENT STANDARD CONSTRUCTION DRAWINGS. THE CONTRACTOR SHALL COORDINATE AND CORRABORATE THE PROPOSED LAYOUT OF ALL PAVEMENT MARKINGS PER APPLICABLE STANDARD CONSTRUCTION DRAWINGS WITH ODOT.

NO PERMANENT PAVEMENT MARKINGS OR RAISED PAVEMENT MARKERS SHALL BE PLACED UNTIL THE ODOT PROJECT ENGINEER HAS APPROVED THE LOCATION AND/OR LAYOUT OF THE WORK ZONE PAVEMENT MARKINGS.

PAVEMENT MARKINGS ON INTERSECTING ROADWAYS

THE EDGE LINE SHALL BE CONTINUED AROUND ALL RADII TO MATCH THE EXISTING EDGE LINE OF THE INTERSECTING ROUTE. IF THE INTERSECTING ROUTE HAS A CENTER LINE MARKING, THE CENTER LINE SHALL BE RE-STRIPED OVER THE AREA OF RESURFACING.

ENVIRONMENTAL NOTES

PROTECTION OF POSSUM CREEK METROPARK: THE CONTRACTOR SHALL NOT STAGE ANY EQUIPMENT OR MATERIALS WITHIN POSSUM CREEK METROPARK, OUTSIDE OF THE EXISTING PUBLIC RIGHT-OF-WAY. THE CONTRACTOR SHALL ENSURE THAT ACCESS TO THE POSSUM CREEK METROPARK IS NOT RESTRICTED BY PROJECT CONSTRUCTION ACTIVITIES.

BICYCLE TRAFFIC ON UNION ROAD: UNION ROAD, WHICH CROSSES SR 4, IS A DESIGNATED ON-ROAD BIKE ROUTE. CONSTRUCTION PERSONNEL SHALL BE ALERT TO CYCLISTS AND ACCOMMODATE CYCLISTS SAFE TRAVEL THROUGH THE INTERSECTION DURING PAVING ACTIVITIES AS THIS INTERSECTION.

TWIN CREEK ACCESS GRAVEL LOT

A QUANTITY OF ITEM 617 COMPACTED AGGREGATE HAS BEEN INCLUDED IN THE PLANS TO FILL IN THE LARGE DROP-OFF ALONG THE LEFT SIDE OF SR 4 FROM SLM 2.51 TO SLM 2.57. THIS COMPACTED AGGREGATE SHOULD BE SPREAD OUT IN A 8' WIDTH ALONG THE EDGE OF PAVEMENT OR AS DIRECTED BY THE ENGINEER.

ITEM 617 COMPACTED AGGREGATE 30 CY

ITEM 809 - STOP-LINE RADAR DETECTION

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND INSTALLING A WAVETRONIX SMARTSENSOR MATRIX DETECTION UNIT. THE DETECTION UNIT SHALL INCLUDE THE FOLLOWING:

1. POWER SHALL BE PROVIDED FROM THE TRAFFIC CABINET.
2. ALL REQUIRED INPUTS CARDS SHALL BE INCLUDED IN THE TRAFFIC CABINET AND SHALL BE COMPATIBLE WITH CALTRANS, NEMA TS1 AND NEMA TS2 DETECTOR RACKS. THE CARDS SHALL PROVIDE TRUE PRESENCE DETECTOR CALLS OR CONTACT CLOSURE TO THE TRAFFIC CONTROLLER.
3. THE UNIT SHALL BE MOUNTED DIRECTLY TO A POLE OR MAST ARM, AS RECOMMENDED BY THE MANUFACTURER. CABLE(S) SHALL BE PROVIDED AS REQUIRED AND RECOMMENDED BY THE MANUFACTURER.
4. SURGE PROTECTION DEVICES, AS RECOMMENDED BY THE MANUFACTURER SHALL BE INCLUDED BOTH AT THE POLE WHERE THE UNIT IS LOCATED TO PROTECT THE UNIT AND IN THE TRAFFIC CABINET TO PROTECT THE CABINET ELECTRONICS.
5. THE MANUFACTURER'S REPRESENTATIVE SHALL BE ON SITE DURING INSTALLATION AND TESTING AND SHALL PROVIDE ON-SITE TRAINING ON THE SETUP, OPERATION AND MAINTENANCE OF THE UNIT.
6. A SERIAL TO ETHERNET COMMUNICATIONS MODULE AND ETHERNET CABLE (MINIMUM 7 FEET).
7. THE POWER SUPPLY AND COMMUNICATION MODULES SHALL BE SECURED TO A SINGLE PANEL THAT CAN BE MOUNTED INTERIOR TO THE TRAFFIC CABINET. THE PANEL SHALL INCLUDE MODULAR-PLUG STYLE CONNECTIONS FOR UP TO FOUR (4) SENSOR CABLES. ADDITIONAL SENSORS MAY BE HARD-WIRED TO THE COMMUNICATION MODULES, AS NECESSARY.

PAYMENT FOR ITEM 809 STOP-LINE RADAR DETECTION SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH

UNIT, COMPLETE AND IN PLACE INCLUDING ALL REQUIRED CABINET HARDWARE, MOUNTING BRACKETS, CABLES, CONDUIT AND CONNECTIONS TESTED AND ACCEPTED.

ITEM 809 - STOP LINE RADAR DETECTION	
LOCATION	QUANTITY
SR 4 X FARMERSVILLE/W. CARROLLTON RD (EASTBOUND)	1
SR 4 X FARMERSVILLE/W. CARROLLTON RD (WESTBOUND)	1
SR 4 X FARMERSVILLE/W. CARROLLTON RD (NORTHBOUND)	1
SR 4 X FARMERSVILLE/W. CARROLLTON RD (SOUTHBOUND)	1
TOTAL	4

ITEM 809 - ADVANCE RADAR DETECTION

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND INSTALLING A WAVETRONIX SMARTSENSOR ADVANCE

DETECTION UNIT (MODEL SS-200E). THE DETECTION UNIT SHALL INCLUDE THE FOLLOWING:

1. POWER SHALL BE PROVIDED FROM THE TRAFFIC CABINET.
2. ALL REQUIRED INPUTS CARDS SHALL BE INCLUDED IN THE TRAFFIC CABINET AND SHALL BE COMPATIBLE WITH CALTRANS, NEMA TS1 AND NEMA TS2 DETECTOR RACKS. THE CARDS SHALL PROVIDE TRUE PRESENCE DETECTOR CALLS OR CONTACT CLOSURE TO THE TRAFFIC CONTROLLER.
3. THE UNIT SHALL BE MOUNTED DIRECTLY TO A POLE OR MAST ARM, AS RECOMMENDED BY THE MANUFACTURER. CABLE(S) SHALL BE PROVIDED AS REQUIRED AND RECOMMENDED BY THE MANUFACTURER.
4. SURGE PROTECTION DEVICES, AS RECOMMENDED BY THE MANUFACTURER SHALL BE INCLUDED BOTH AT THE POLE WHERE THE UNIT IS LOCATED TO PROTECT THE UNIT AND IN THE TRAFFIC CABINET TO PROTECT THE CABINET ELECTRONICS.
5. THE MANUFACTURER'S REPRESENTATIVE SHALL BE ON SITE DURING INSTALLATION AND TESTING AND SHALL PROVIDE ON-SITE TRAINING ON THE SETUP, OPERATION AND MAINTENANCE OF THE UNIT.
6. A SERIAL TO ETHERNET COMMUNICATIONS MODULE AND ETHERNET CABLE (MINIMUM 7 FEET).
7. THE POWER SUPPLY AND COMMUNICATION MODULES SHALL BE SECURED TO A SINGLE PANEL THAT CAN BE MOUNTED INTERIOR TO THE TRAFFIC CABINET. THE PANEL SHALL INCLUDE MODULAR-PLUG STYLE CONNECTIONS FOR UP TO FOUR (4) SENSOR CABLES. ADDITIONAL SENSORS MAY BE HARD-WIRED TO THE COMMUNICATION MODULES, AS NECESSARY.

PAYMENT FOR ITEM 809 ADVANCE RADAR DETECTION SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH UNIT, COMPLETE AND IN PLACE INCLUDING ALL REQUIRED CABINET HARDWARE, MOUNTING BRACKETS, CABLES, CONDUIT, CONNECTIONS TESTED AND ACCEPTED, AND ANY OTHER NECESSARY HARDWARE TO ESTABLISH A FULLY FUNCTIONAL DETECTION SYSTEM.

THE ADVANCE RADAR DETECTION SHOULD BE INSTALLED AND OPERATIONAL PRIOR TO ANY PAVEMENT WORK.

ITEM 809 - ADVANCE RADAR DETECTION	
LOCATION	QUANTITY
SR 4 X FARMERSVILLE/W. CARROLLTON RD (NORTHBOUND)	1
SR 4 X FARMERSVILLE/W. CARROLLTON RD (SOUTHBOUND)	1
TOTAL	2

632 SIGNALIZATION, MISC.: UNLASH AND RELASH MESSENGER WIRE

THE CONTRACTOR SHALL REMOVE EXISTING MESSENGER WIRE LASHING RODS AND REINSTALL THEM AS NECESSARY FOR THE INSTALLATION OF ANY NEW CABLES ON THE EXISTING INTERSECTION SIGNAL SPANS. THE CABLES SHALL ENTER THE EXISTING STRAIN POLE THROUGH THE POLE CABLE ENTRANCE FITTING AND USE THE EXISTING CONDUIT SYSTEM TO GET TO THE CONTROLLER CABINET. THE NEW CABLES SHALL BE SUPPORTED BY A NEW CABLE SUPPORT ASSEMBLY AT THE TOP OF THE STRAIN POLE.

THE NEW SIGNAL CABLES SHALL BE BID BY SEPARATE BID ITEMS.

PAYMENT FOR ITEM 632 "SIGNALIZATION MISC.: UNLASH AND RELASH MESSENGER WIRE" SHALL BE MADE AT THE CONTRACT UNIT PRICE PER PER FOOT AND SHALL INCLUDE ALL LABOR, MATERIALS, CABLE SUPPORT ASSEMBLIES AND EQUIPMENT TO INSTALL NEW CABLES ON EXISTING SIGNAL SPAN WIRE INSTALLATIONS.

REMOVE AND REINSTALL LASHING RODS	
LOCATION	FT
SR 4 X FARMERSVILLE/W. CARROLLTON ROAD	110

ITEM 632 REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM: LOOP DETECTOR LEAD-IN CABLE

THIS ITEM CONSISTS OF REMOVING THE LOOP DETECTOR LEAD-IN CABLE FROM THE LOOP LEAD-IN TIE-IN SPLICE KIT AT THE PULLBOX ADJACENT TO THE LOOP TO THE CONTROLLER CABINET BACK PANEL.

PAYMENT FOR ITEM 632 REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM: LOOP DETECTOR LEAD-IN CABLE SHALL BE MADE AT THE CONTRACT UNIT PRICE PER FOOT AND SHALL INCLUDE ALL LABOR, EQUIPMENT AND DISPOSAL OF THE LOOP DETECTOR LEAD-IN CABLE.

REMOVAL OF LOOP DETECTOR LEAD-IN CABLE	
LOCATION	FT
SR 4 X FARMERSVILLE/W. CARROLLTON ROAD	5900

TRAFFIC SIGNAL WORK SCHEDULE

THE RADAR DETECTION WORK MUST BE COMPLETED FOR THE TRAFFIC SIGNALS BEFORE ANY PAVEMENT PLANING MAY OCCUR.

DESIGN AGENCY

DESIGNER TMK
REVIEWER RPH 10-15-23
PROJECT ID 109724
SHEET P.6 TOTAL 16

MOT-4-2.43

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 2/8/2024 TIME: 10:07:04 AM USER: tkrapke
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SHEET NUM.										PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
	5	6	7	9	10	11	13	14	16	01/NHS/05	02/NHS/05	03/NHS/05	04/NHS/05						
																		ROADWAY	
	10									2	4	4		SPECIAL	69050350	10	EACH	MAILBOX REMOVED AND RESET	5
	6										6			SPECIAL	69098000	6	EACH	, BOLLARDS REMOVED AND REINSTALLED	5
																		DRAINAGE	
	2										2			611	99654	2	EACH	MANHOLE ADJUSTED TO GRADE	
																		PAVEMENT	
	1,600									700	800	50	50	251	01041	1,600	SY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN	5
				10,407		23,028			453	17,821	12,857		3,210	254	01000	33,888	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1 ½" Depth	
				52,805	86,647	7,485				91,629	32,756	17,489	5,063	254	01000	146,937	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1 ¼" Depth	
				293	405	8,498			180	5,465	2,811	950	150	254	01000	9,376	SY	PAVEMENT PLANING, ASPHALT CONCRETE, Variable Depth (1 ¼" to 1 1/2")	
	250									150	50	25	25	254	01601	250	SY	PATCHING PLANED SURFACE, AS PER PLAN	5
	50									10	20	20		301	56001	50	CY	ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG 64-22	5
				5,402	7,402	3,316			54	9,771	4,119	1,568	716	407	20000	16,174	GAL	NON-TRACKING TACK COAT	
				2,651	3,628	1,629			27	4,792	2,022	769	352	441	50100	7,935	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M	
		30		91	151	28				173	84	31	12	617	10100	300	CY	COMPACTED AGGREGATE	
																		WATER WORK	
	5										5			638	10800	5	EACH	VALVE BOX ADJUSTED TO GRADE	
																		TRAFFIC CONTROL	
								414		414				621	00100	414	EACH	RPM	
								582		382	109	64	27	621	54000	582	EACH	RAISED PAVEMENT MARKER REMOVED	
							12.1			11.24			0.86	642	00104	12.1	MILE	EDGE LINE, 6", TYPE 1	
							6.2			5.77			0.43	642	00300	6.2	MILE	CENTER LINE, TYPE 1	
							3.42				3.42			644	00104	3.42	MILE	EDGE LINE, 6"	
							0.43				0.43			644	00200	0.43	MILE	LANE LINE, 4"	
							1.99				1.99			644	00300	1.99	MILE	CENTER LINE	
							2,500				2,500			644	00400	2,500	FT	CHANNELIZING LINE, 8"	
							591			225	335	31		644	00500	591	FT	STOP LINE	
							912			294	474		144	644	00620	912	FT	CROSSWALK LINE, 12"	
							1,224				1,224			644	00700	1,224	FT	TRANSVERSE/DIAGONAL LINE	
							30				30			644	01300	30	EACH	LANE ARROW	
																		TRAFFIC SIGNALS	
			5								5			632	26501	5	EACH	DETECTOR LOOP, AS PER PLAN	7
			5								5			632	27201	5	EACH	LOOP DETECTOR TIE IN, AS PER PLAN	7
		5,900								5,900				632	90030	5,900	FT	REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM:, LOOP DETECTOR LEAD-IN CABLE	
		110								110				632	90500	110	FT	SIGNALIZATION, MISC.:, UNLASH AND RELASH MESSENGER WIRE	6
		2								2				809	69000	2	EACH	ADVANCE RADAR DETECTION	
		4								4				809	69100	4	EACH	STOP LINE RADAR DETECTION	
																		STRUCTURE REPAIR (MOT-4-0677)	
									83	83				516	31001	83	FT	JOINT SEALER, AS PER PLAN	15
																		MAINTENANCE OF TRAFFIC	
			80							40	40			614	11110	80	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
							89			57	22	9	1	614	12460	89	EACH	**WORK ZONE MARKING SIGN**	
							0.86				0.86			614	20100	0.86	MILE	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	
							16.38			11.54	3.98		0.86	614	21100	16.38	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
							5,000				5,000			614	23680	5,000	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
							1,070			338	670	62		614	26610	1,070	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
							60				60			614	30650	60	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
																		INCIDENTALS	
										LS	LS	LS	LS	614	11000	LS		MAINTAINING TRAFFIC	
										LS	LS	LS	LS	624	10000	LS		**MOBILIZATION**	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER TMK

REVIEWER RPH 10-15-23

PROJECT ID 109724

SHEET P.8 TOTAL 16

MOT-4-2.43

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 2/8/2024 TIME: 10:07:12 AM USER: tknapke
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