

SEQUENCE OF CONSTRUCTION

PHASE 1A

ERECT TRAFFIC CONTROL FOR PHASE 1A PER SCD MT-95.32.

REMOVE GRASSY MEDIAN, CONCRETE MEDIAN AND CONCRETE CURB FROM APPROXIMATE STATIONS 745+50 TO 749+75. BUILD PROPOSED PAVEMENT UP TO THE INTERMEDIATE COURSE.

PHASE 1

ERECT TRAFFIC CONTROL FOR PHASE 1, INCLUDING TEMPORARY PAVEMENT FROM STATION 862+62.65 TO STATION 871+71.55 AND CLOSURE OF THE OUTER RIGHT LANE OF RAMP B (US 35) PER SCD MT-98.18. *m 7-98.17?*

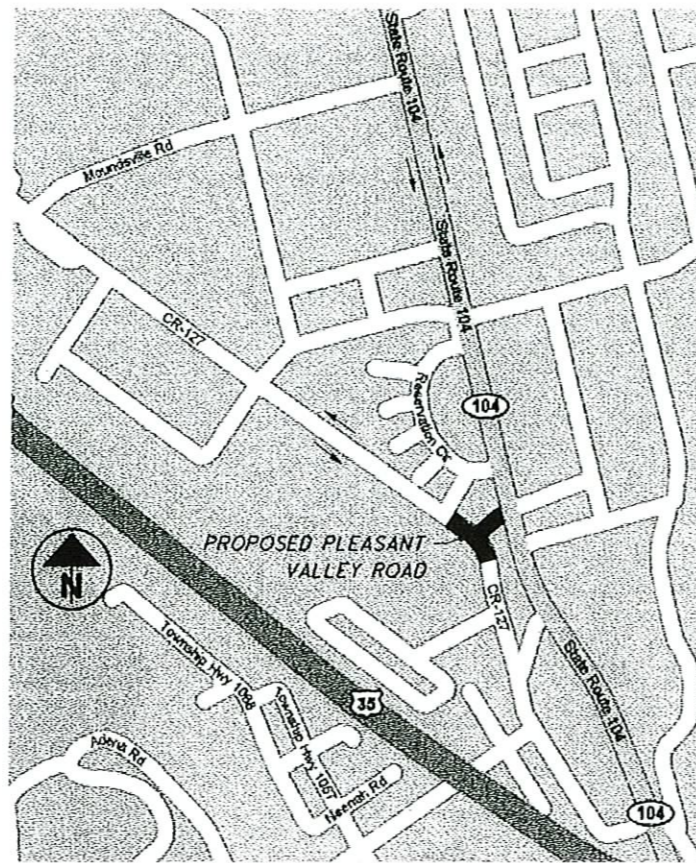
CONSTRUCT THE PROPOSED PAVEMENT FOR THE EASTERN HALF OF SR 104 FROM STATION 746+25 TO STATION 767+50.

PHASE 2

ERECT TRAFFIC CONTROL FOR PHASE 2.

CONSTRUCT THE PROPOSED PAVEMENT FOR THE WESTERN HALF OF SR 104 FROM STATION 772+50 TO STATION 891+74.35.

CONSTRUCT PROPOSED PLEASANT VALLEY ROAD AND PLEASANT VALLEY ROAD CONNECTOR. DETOUR TRAFFIC AS SHOWN IN THE FOLLOWING MAP (NOT TO SCALE). ONCE COMPLETE, OPEN PLEASANT VALLEY ROAD TO TRAFFIC.



PHASE 2 (CONT.)

CONSTRUCT PROPOSED MOUNDSVILLE ROAD. DETOUR TRAFFIC AS SHOWN IN THE ABOVE MAP (NOT TO SCALE). ONCE COMPLETE, OPEN MOUNDSVILLE ROAD TO TRAFFIC.

CONSTRUCT THE NORTH END OF RESERVATION CIRCLE WHILE DETOURING TRAFFIC TO THE SOUTH END OF RESERVATION CIRCLE. ONCE THIS WORK IS COMPLETE, REMOVE THE SOUTHERN ACCESS TO RESERVATION CIRCLE AS INDICATED IN THE PLANS.

THIS WORK MAY BE DONE CONCURRENTLY WITH PHASE 1.

PHASE 3

ERECT TRAFFIC CONTROL FOR PHASE 3, INCLUDING TEMPORARY PAVEMENT FROM STATION 767+50 TO STATION 772+50.

CONSTRUCT THE PROPOSED PAVEMENT FOR THE EASTERN HALF OF SR 104 FROM STATION 767+50 TO STATION 891+74.35.

PHASE 4

ERECT TRAFFIC CONTROL FOR PHASE 4, INCLUDING CLOSURES FOR THE OUTER LEFT LANE ON RAMP B (US 35) PER SCD MT-98.18.

CONSTRUCT THE PROPOSED PAVEMENT FOR THE WESTERN HALF OF SR 104 FROM STATION 746+25 TO STATION 772+50.

ALTERNATE METHODS

IF THE CONTRACTOR SO ELECTS, S/HE MAY SUBMIT ALTERNATE METHODS FOR THE MAINTENANCE OF TRAFFIC, PROVIDED THE INTENT OF THE ABOVE PROVISIONS IS FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THEREFROM. NO ALTERNATE PLAN SHALL BE PLACED INTO EFFECT UNTIL APPROVAL HAS BEEN GRANTED, IN WRITING, BY THE DIRECTOR.

ITEM 614, WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN

WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN, AND THEIR INSTALLATION SHALL CONFORM TO CMS 614 OR CMS 621 AS SPECIFIED HEREIN. RAISED PAVEMENT MARKERS IN USE DURING THE SNOW PLOWING SEASON SHALL CONFORM TO 621. RAISED PAVEMENT MARKERS IN USE DURING THE NON-SNOW PLOW SEASON SHALL CONFORM TO EITHER 614 OR TO 621. THE SNOW PLOWING SEASON SHALL RUN FROM OCTOBER 15 THROUGH APRIL 1. IF PROJECT DELAYS, NOT THE FAULT OF ODOT, CAUSE THE WORK TO EXTEND INTO THE SNOW-PLOWING SEASON, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WORK ZONE RAISED PAVEMENT MARKERS (WZRPMS) CONFORMING TO CMS 614, WITH RAISED PAVEMENT MARKERS CONFORMING TO 621, AS DETERMINED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE. AN ESTIMATED QUANTITY OF ---- EACH OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY. THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN, INCLUDING FILLING OF ANY DEPRESSIONS CREATED IN THE PAVEMENT AS PER CMS 202.10.

ITEM 614, LINEAR DELINEATION, AS PER PLAN

THIS ITEM SHALL CONSIST OF PROVIDING AND ATTACHING "3M SCOTCHLITE" LINEAR DELINEATION SYSTEM (LDS) ON ALL PERMANENT OR PORTABLE CONCRETE BARRIER LOCATED WITHIN 4 FEET OF THE EDGE OF THE TRAVEL LANE, ALONG CURVES HAVING A DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES. THE LDS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE. PANELS SHALL BE PROVIDED AT THE RATE OF ONE PER SECTION OF PORTABLE CONCRETE BARRIER OR ONE PANEL EVERY 10 FEET, SPACED EVENLY ALONG THE LENGTH OF THE CURVE. THE PANELS SHALL BE MOUNTED SUCH THAT THE TOPS OF THE PANELS ARE 26 INCHES FROM THE BASE OF THE CONCRETE BARRIER. AN ESTIMATED QUANTITY OF ---- LINEAR FEET OF ITEM 614 LINEAR DELINEATION, AS PER PLAN HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY. ON CURVES WHERE THIS ITEM IS PROVIDED, IT SHALL BE MEASURED THE ENTIRE LENGTH OF THE SECTION BEING DELINEATED, INCLUDING THE SPACE BETWEEN PANELS.

WORK ZONE DELINEATION

IN TRANSITION AREAS FOR LANE SHIFTS EQUAL TO OR GREATER THAN 4 FEET AND FOR CROSSOVERS, THE CONTRACTOR SHALL PROVIDE DELINEATION AS FOLLOWS:

1. ON ASPHALT SURFACES, DELINEATION SHALL BE BY USE OF 642 TYPE 2 ALKYD PAINT OR 643 POLYESTER, WITH 621 PERMANENT RAISED PAVEMENT MARKERS. THIS MARKING SHALL CONSIST OF 4-INCH EDGE LINES, 8-INCH CHANNELIZING LINES, AND RAISED PAVEMENT MARKERS. IN THE TRANSITION AREA, THE RAISED PAVEMENT MARKERS SHALL BE LOCATED AT 20-FOOT SPACING ALONG THE EDGE LINES AND THE CHANNELIZING LINES. IN THE TANGENT AREAS, THE RAISED PAVEMENT MARKERS SHALL BE LOCATED AT 120-FOOT SPACING ALONG THE LANE LINES.

REMOVAL OF RAISED PAVEMENT MARKERS, WHEN NO LONGER NEEDED, SHALL BE AS PER 202.10. REMOVAL OF EXISTING SURFACE COURSE WITHIN THE TRANSITION AREA SHALL BE MADE AS PER 202.05, TO A DEPTH NECESSARY TO MATCH THE LEVEL OF THE INTERMEDIATE COURSE OF THE PROPOSED PAVEMENT. THE TRANSITION AREA SHALL BE RESURFACED AT THE TIME THAT THE SURFACE COURSE IS BEING APPLIED, USING THE SAME MATERIAL USED FOR THE SURFACE COURSE FOR THE PROJECT. FOR DETAILS ON THE DELINEATION SCHEME, SEE PLAN INSERT SHEET ----

WORK ZONE DELINEATION (CONT.)

2. ON CONCRETE PAVEMENT, DELINEATION IN THE TRANSITION AREA DURING THE CONSTRUCTION SEASON SHALL BE BY USE OF 873 WET REFLECTIVE REMOVABLE TAPE. DURING THE WINTER SEASON (DECEMBER 1 THROUGH MARCH 31) DELINEATION IN THE TRANSITION AREA SHALL BE BY USE OF 643 POLYESTER. IN THE WINTER, PIECES (4" BY 12") OF 873 WET REFLECTIVE REMOVABLE TAPE SHALL ALSO BE PROVIDED AT 20-FOOT INCREMENTS, OFFSET FROM EACH OF THE CHANNELIZING LINES.

IN THE TANGENT AREA, DELINEATION SHALL BE PROVIDED BY USE OF 643 POLYESTER FOR LONG LINE MARKING, WITH PIECES OF 873 WET REFLECTIVE REMOVABLE TAPE (4" X 12") TO BE PROVIDED AT 80-FOOT INCREMENTS, ALONG THE LANE LINES. FOR DETAILS, SEE PLAN INSERT SHEET ----

ALL MATERIALS FURNISHED FOR 873 WET REFLECTIVE TAPE SHALL BE LISTED ON THE DEPARTMENT'S PREQUALIFIED LISTS. THE INSTALLATION OF ALL MATERIALS SHALL MEET OR EXCEED THE MANUFACTURER'S RECOMMENDATIONS.

AFTER REMOVABLE PAVEMENT MARKINGS HAVE BEEN INSTALLED, THEY SHALL BE CUT AT 10-FOOT OR SHORTER INTERVALS.

THE TRANSITION AREA FOR SHIFT TAPERS IS GENERALLY CONSIDERED TO BEGIN 300 FEET IN ADVANCE OF THE BEGINNING OF THE SHIFT TAPER AND TO END 300 FEET BEYOND THE TERMINATION OF THE SHIFT TAPER. THE TRANSITION AREA FOR CROSSOVERS IS GENERALLY CONSIDERED TO BEGIN 300 FEET IN ADVANCE OF THE BEGINNING OF THE CROSSOVER GEOMETRICS AND TO END 300 FEET BEYOND THE TERMINATION OF THE CROSSOVER GEOMETRICS.

PAYMENT FOR ALL WORK ZONE DELINEATION SHALL BE MADE AS TRANSITION AREA DELINEATION. PAYMENT SHALL BE MADE AT THE CONTRACT BID PRICE PER FOOT OF TRANSITION AREA AND SHALL INCLUDE THE COST OF FURNISHING, INSTALLING, MAINTAINING, AND REMOVING, IF NECESSARY, THE APPROPRIATE DELINEATION SCHEME SPECIFIED ABOVE. PAYMENT SHALL ALSO INCLUDE THE COST OF REMOVAL OF THE SURFACE COURSE WITHIN THE TRANSITION AREA AND THE RESURFACING OF THE AREA.

PAYMENT FOR ITEM 614, TANGENT AREA DELINEATION SHALL BE MADE AT THE CONTRACT BID PRICE PER FOOT OF TANGENT AREA AND SHALL INCLUDE THE COST OF FURNISHING, INSTALLING, MAINTAINING, AND REMOVING, IF NECESSARY, THE APPROPRIATE DELINEATION SCHEME SPECIFIED ABOVE.

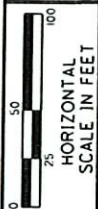
PAYMENT SHALL ALSO INCLUDE REPLACEMENT, AS PER CMS 614.11(A), OF ANY PART OF THE DELINEATION SYSTEM WHICH, IN THE JUDGEMENT OF THE ENGINEER, FAILS. LANE CLOSURES REQUIRED TO REPAIR OR REPLACE MISSING TAPE OR RAISED PAVEMENT MARKERS WILL BE AT THE ENGINEER'S APPROVAL, AND AT THE CONTRACTOR'S COST.

THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE AS FOLLOWS:

- 614, TRANSITION AREA DELINEATION ---- FT.
614, TANGENT AREA DELINEATION ---- FT.

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Suggest deleting these notes. They were not intended for arterials. If leaving notes in the plans, please update as of June 1, 2006.

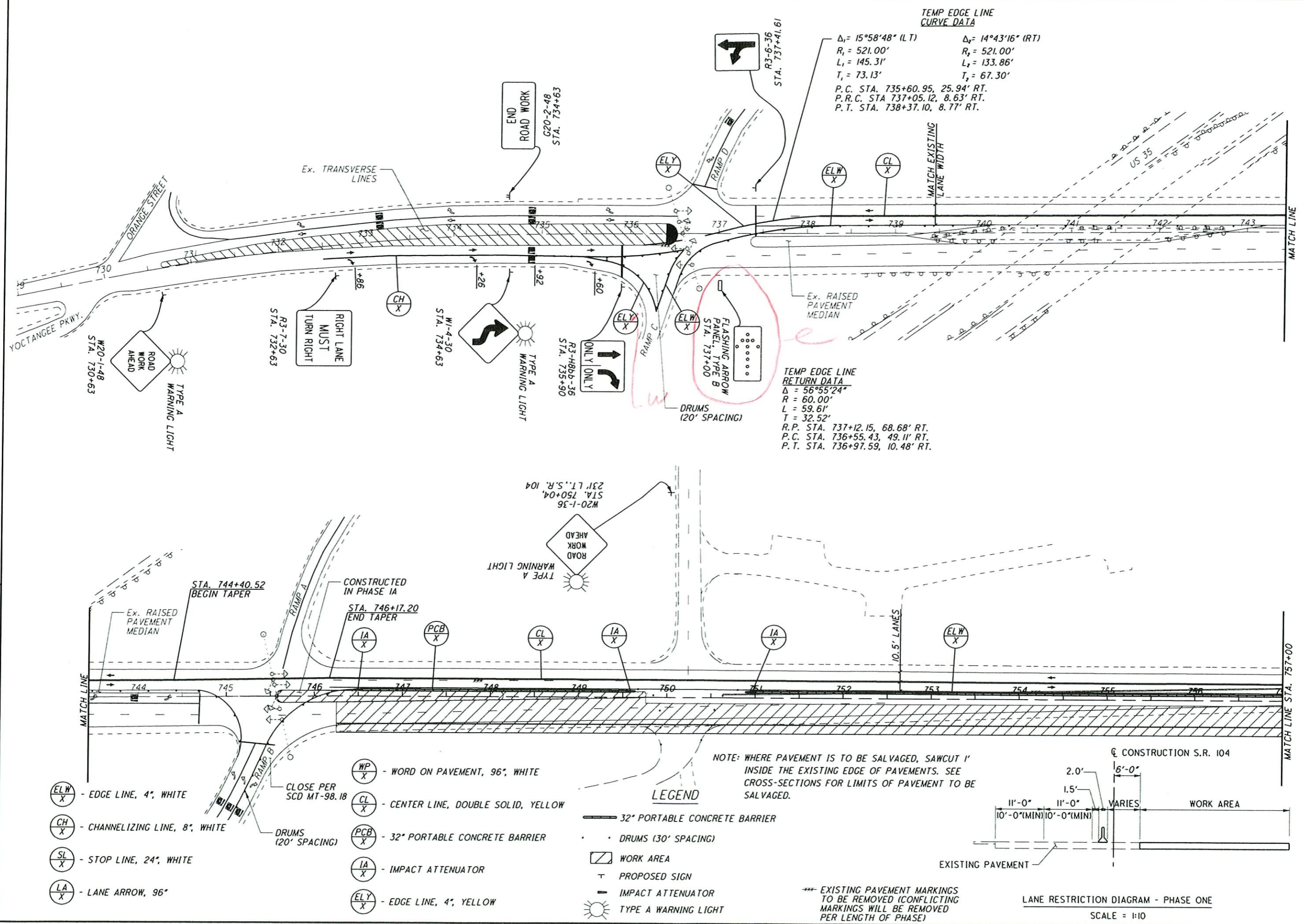


CALCULATED ALB
CHECKED TCM

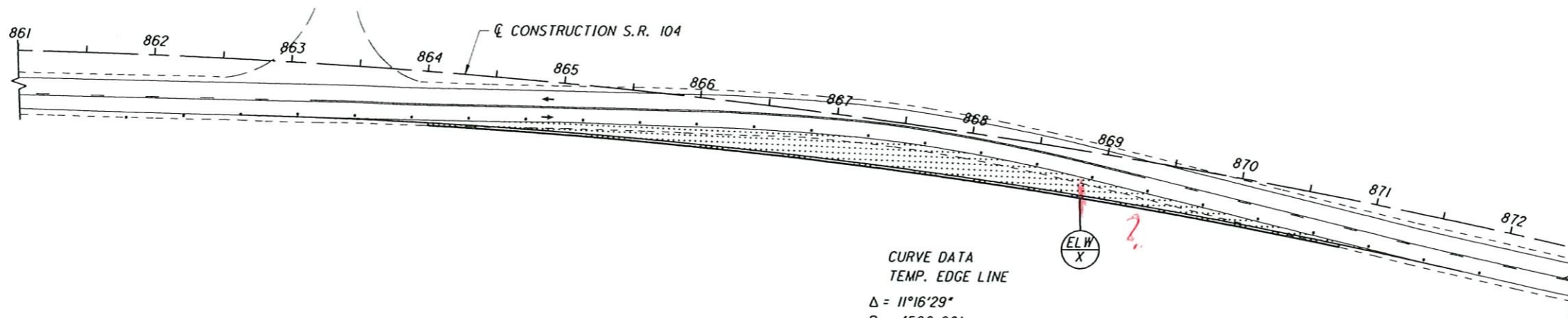
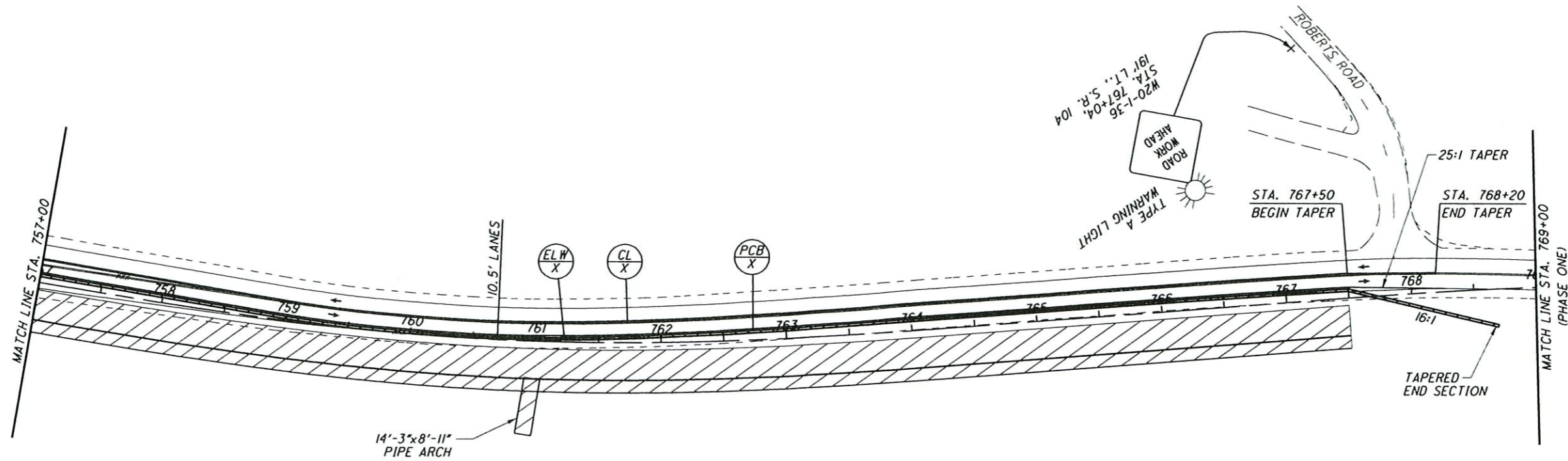
MAINTENANCE OF TRAFFIC PHASE ONE

ROS-104-14.13

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CURVE DATA
TEMP. EDGE LINE

$\Delta = 11^{\circ}16'29''$
 $R = 4500.00'$
 $T = 444.19'$
 $L = 885.52'$
R.P. STA. 868+62.65, 4534.44' RT.
P.C. STA. 862+64.78, 40.66' RT.
P.T. STA. 871+71.55, 34.61' RT.

- EDGE LINE, 4", WHITE
- CHANNELIZING LINE, 8", WHITE
- STOP LINE, 24", WHITE
- LANE ARROW, 96"
- WORD ON PAVEMENT, 96", WHITE
- CENTER LINE, DOUBLE SOLID, YELLOW
- 32" PORTABLE CONCRETE BARRIER
- IMPACT ATTENUATOR
- EDGE LINE, 4", YELLOW

- LEGEND**
- 32" PORTABLE CONCRETE BARRIER
 - DRUMS (30' SPACING)
 - WORK AREA
 - PROPOSED SIGN
 - IMPACT ATTENUATOR
 - TYPE A WARNING LIGHT

*** EXISTING PAVEMENT MARKINGS TO BE REMOVED (CONFLICTING MARKINGS WILL BE REMOVED PER LENGTH OF PHASE)

NOTE: WHERE PAVEMENT IS TO BE SALVAGED, SAWCUT 1' INSIDE THE EXISTING EDGE OF PAVEMENTS. SEE CROSS-SECTIONS FOR LIMITS OF PAVEMENT TO BE SALVAGED.

CALCULATED ALB
CHECKED TCM

0 25 50 100
HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC
PHASE ONE**

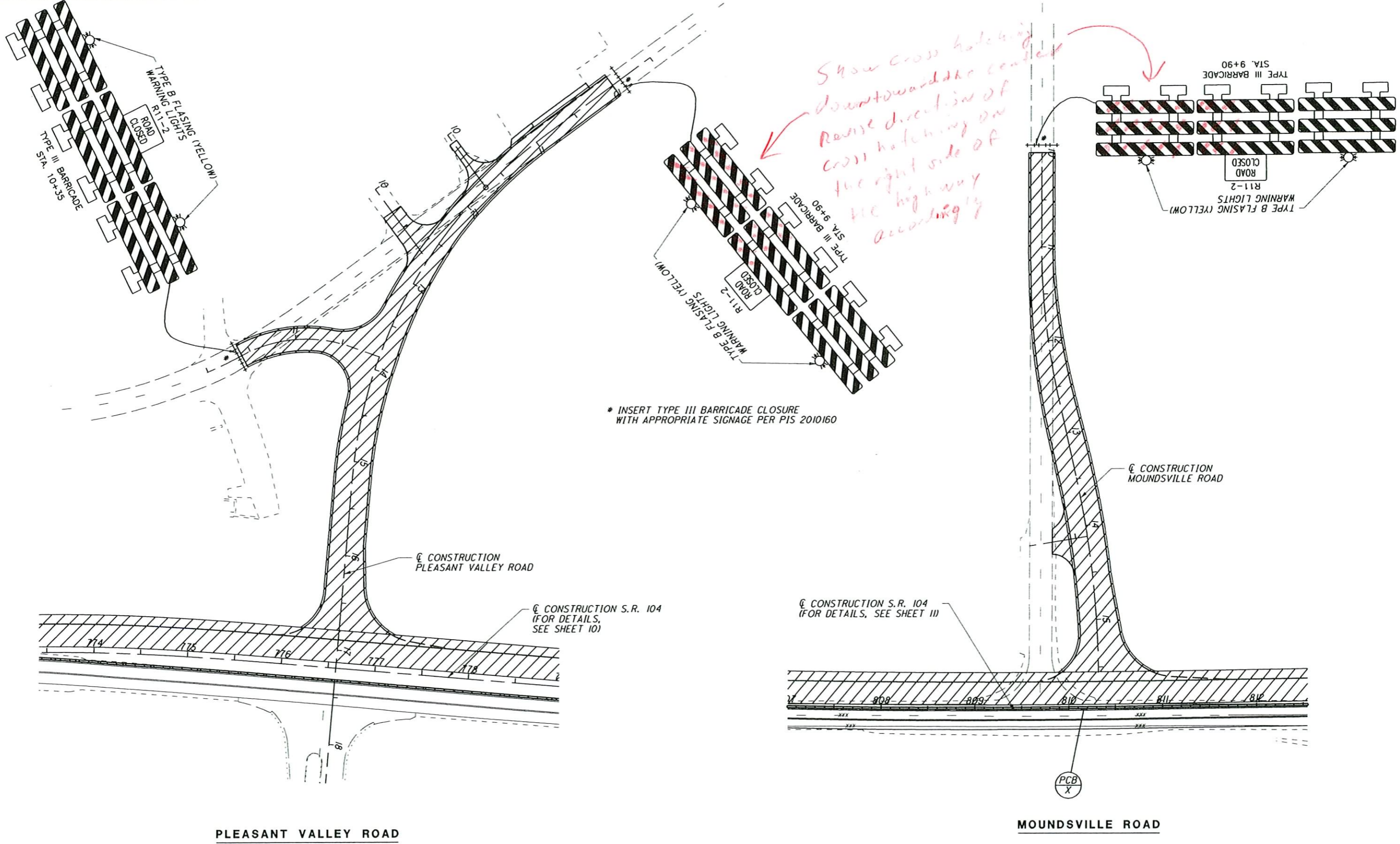
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- IMPACT ATTENUATOR
- 32' PORTABLE CONCRETE BARRIER

- LEGEND**
- 32' PORTABLE CONCRETE BARRIER
 - DRUMS (20' SPACING)
 - WORK AREA
 - PROPOSED SIGN

NOTE: SEE SHEET XX FOR DETAILED DETOUR INFORMATION.



* INSERT TYPE III BARRICADE CLOSURE WITH APPROPRIATE SIGNAGE PER PIS 2010160

Show cross hatching downward the center. Reverse direction of cross hatching on the right side of the highway accordingly.

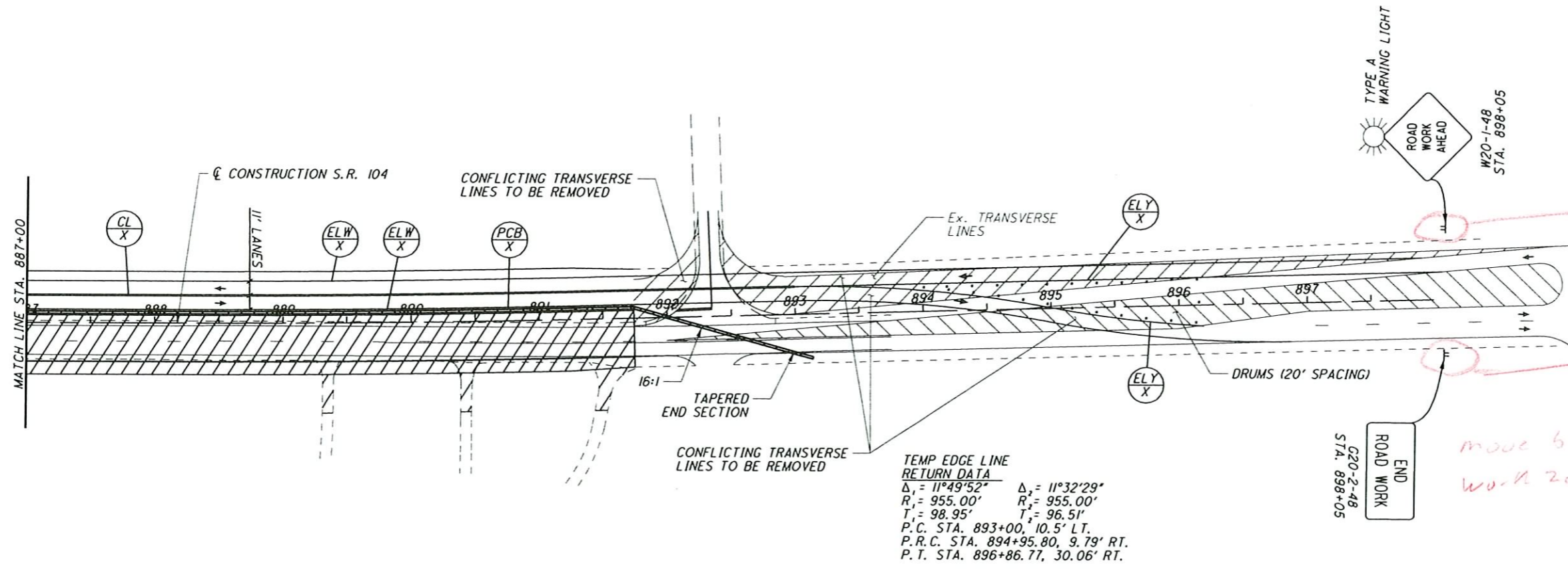
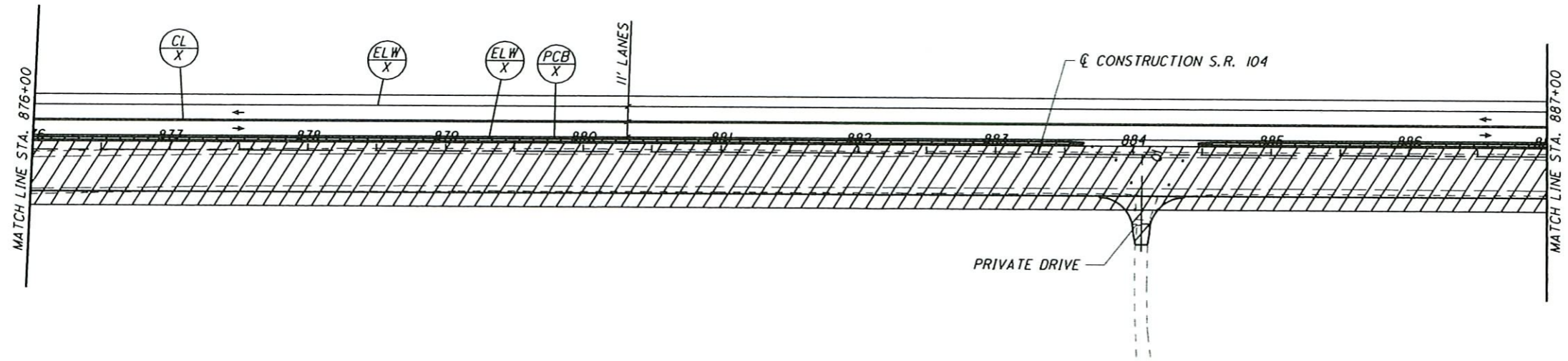
CALCULATED ALB CHECKED TCM

HORIZONTAL SCALE IN FEET

0 25 50 100

MAINTENANCE OF TRAFFIC PHASE TWO

ROS-104-14.13



TEMP EDGE LINE
RETURN DATA
 $\Delta_1 = 11^\circ 49' 52''$ $\Delta_2 = 11^\circ 32' 29''$
 $R_1 = 955.00'$ $R_2 = 955.00'$
 $T_1 = 98.95'$ $T_2 = 96.51'$
 P.C. STA. 893+00, 10.5' LT.
 P.R.C. STA. 894+95.80, 9.79' RT.
 P.T. STA. 896+86.77, 30.06' RT.

- EDGE LINE, 4", WHITE
- CHANNELIZING LINE, 8", WHITE
- STOP LINE, 24", WHITE
- LANE ARROW, 96"
- WORD ON PAVEMENT, 96", WHITE
- CENTER LINE, DOUBLE SOLID, YELLOW
- 32" PORTABLE CONCRETE BARRIER
- IMPACT ATTENUATOR
- EDGE LINE, 4", YELLOW

- LEGEND**
- 32" PORTABLE CONCRETE BARRIER
 - DRUMS (30' SPACING)
 - WORK AREA
 - PROPOSED SIGN
 - IMPACT ATTENUATOR
 - TYPE A WARNING LIGHT

*** EXISTING PAVEMENT MARKINGS TO BE REMOVED (CONFLICTING MARKINGS WILL BE REMOVED PER LENGTH OF PHASE)

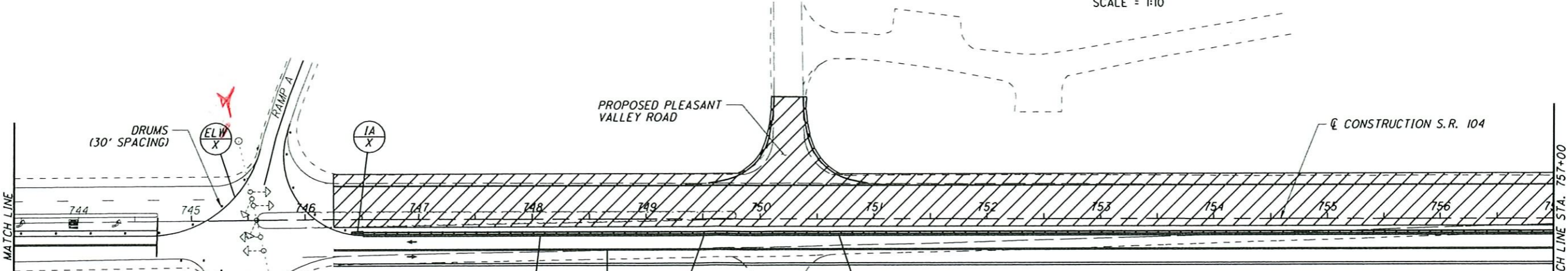
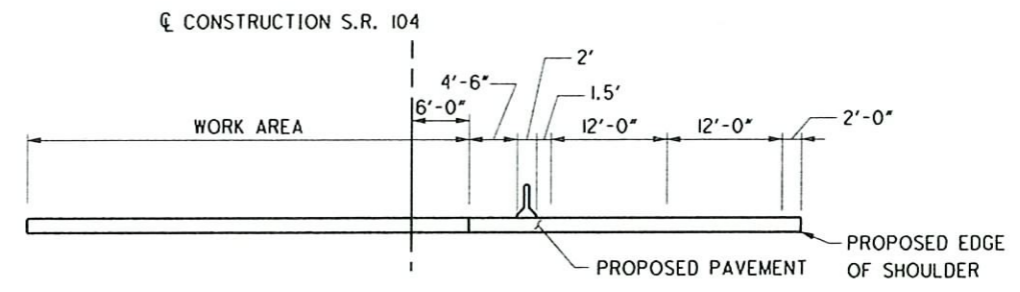
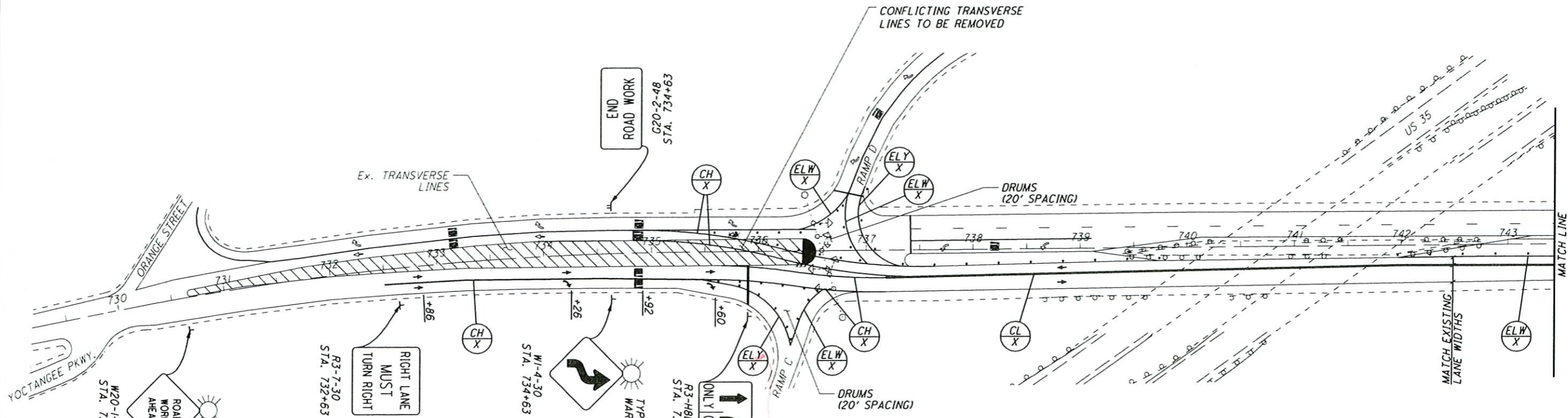
NOTE: WHERE PAVEMENT IS TO BE SALVAGED, SAWCUT 1" INSIDE THE EXISTING EDGE OF PAVEMENTS. SEE CROSS-SECTIONS FOR LIMITS OF PAVEMENT TO BE SALVAGED.

CALCULATED ALB
CHECKED TCM

0 25 50 100
HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC
PHASE THREE**

ROS-104-14.13



- LEGEND**
- 32" PORTABLE CONCRETE BARRIER
 - • DRUMS (30' SPACING)
 - ▨ WORK AREA
 - ⊕ PROPOSED SIGN
 - IMPACT ATTENUATOR
 - ☀ TYPE A WARNING LIGHT
 - ⊙(ELW/X) - EDGE LINE, 4", WHITE
 - ⊙(SL/X) - STOP LINE, 24", WHITE
 - ⊙(WP/X) - WORD ON PAVEMENT, 96", WHITE
 - ⊙(IA/X) - IMPACT ATTENUATOR
 - ⊙(CH/X) - CHANNELIZING LINE, 8", WHITE
 - ⊙(LA/X) - LANE ARROW, 96"
 - ⊙(WP/X) - WORD ON PAVEMENT, 96", WHITE
 - ⊙(CL/X) - CENTER LINE, DOUBLE SOLID, YELLOW
 - ⊙(ELW/X) - EDGE LINE, 4", YELLOW

*** EXISTING PAVEMENT MARKINGS TO BE REMOVED (CONFLICTING MARKINGS WILL BE REMOVED PER LENGTH OF PHASE)

NOTE: WHERE PAVEMENT IS TO BE SALVAGED, SAWCUT 1' INSIDE THE EXISTING EDGE OF PAVEMENTS. SEE CROSS-SECTIONS FOR LIMITS OF PAVEMENT TO BE SALVAGED.

CLOSE PER SCD MT-98.18
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