

ITEM SPECIAL - PAVEMENT OVERLAY FABRIC COMPOSITE

DESCRIPTION. THIS WORK SHALL CONSIST OF FURNISHING AND INSTALLING PAVEMENT OVERLAY FABRIC COMPOSITE AS SHOWN ON THE PLANS AND AT LOCATIONS DESIGNATED BY THE ENGINEER.

MATERIALS. PAVEMENT OVERLAY FABRIC COMPOSITE SHALL BE GLASGRID CG100 COMPOSITE ASPHALT REINFORCEMENT SOLUTION, TENCATE MIRAFI MPG100 (PGM-G100/100), OR APPROVED EQUAL. COMPOSITE SHALL BE CONSTRUCTED OF LONG CHAIN SYNTHETIC POLYMERS COMPOSED OF AT LEAST 85 PERCENT OF POLYOLEPHINES, POLYESTERS, AND POLYAMIDES BY WEIGHT, SHALL BE RESISTANT TO CHEMICAL ATTACK, MILDEW, ROT, AND ATTACHED TO A FIBERGLASS GRID.

THE COMPOSITE FABRIC SHALL NOT BE EXPOSED TO ULTRAVIOLET RADIATION FOR MORE THAN 7 DAYS. THE FABRIC WIDTH SHALL BE INDICATED ON THE TYPICAL CROSS SECTION AND FURNISHED IN ROLLS.

THE ASPHALT SEALANT SHALL BE PG64-22 MEETING THE REQUIREMENTS OF 702.01.

CERTIFICATION SHALL BE FURNISHED IN ACCORDANCE WITH 101.061 BEFORE THE FABRIC IS PLACED. THE ENGINEER MAY REQUIRE SAMPLING FOR TESTING PURPOSES AS DIRECTED BY THE LABORATORY.

EQUIPMENT. THE CONTRACTOR SHALL PROVIDE EQUIPMENT FOR HEATING AND APPLYING BITUMINOUS MATERIAL. HEATING EQUIPMENT AND DISTRIBUTORS SHALL MEET THE REQUIREMENTS OF 407.

THE MECHANICAL LAYDOWN EQUIPMENT SHALL BE MOUNTED ON A FOUR-WHEELED VEHICLE THAT IS CAPABLE OF DRIVING OVER THE FABRIC WHILE IT IS BEING INSTALLED TO CONTROL THE TENSION ON THE MATERIAL. THE LAYDOWN MACHINE SHALL BE EQUIPPED WITH CLUTCHES TO ADJUST THE ROLL TENSION AND BROOMS TO SMOOTH OUT WRINKLES DURING INSTALLATION. MANUAL LAYDOWN MAY ONLY BE USED IN AREAS INACCESSIBLE TO THE LAYDOWN MACHINE.

CONSTRUCTION DETAILS

1. SURFACE PREPARATION. THE CRACKS AND ENTIRE ROAD SURFACE TO BE TREATED, AND AT LEAST ONE ADDITION FOOT ON EACH SIDE, SHALL BE CLEANED BY SWEEPING, BLOWING, OR OTHER METHODS UNTIL ALL DUST, MUD, CLAY LUMPS, VEGETATION, AND FOREIGN MATERIAL ARE REMOVED ENTIRELY FROM THE PAVEMENT BEFORE THE BITUMINOUS MATERIAL IS APPLIED. CARE SHALL BE EXERCISED TO PREVENT MATERIAL SO REMOVED FROM BECOMING MIXED WITH THE NEW SURFACE. LARGE CRACKS AND POTHOLES SHOULD BE FILLED.

2. APPLICATION OF ASPHALT SEALANT. THE APPLICATION OF THE ASPHALT SEALANT SHALL CONFORM TO THE APPLICABLE PORTIONS OF 407. THE ASPHALT SEALANT SHALL BE UNIFORMLY SPRAYED OVER THE AREA TO BE COVERED BY FABRIC AT A RATE OF 0.25 TO 0.30 GALLON PER SQUARE YARD.

THE QUANTITY APPLIED WILL VARY WITH THE SURFACE CONDITION OF THE EXISTING PAVEMENT (DEGREE OF POROSITY, FOR EXAMPLE). THE FABRIC ALONE, UNDER HEAT OF THE OVERLAY, WILL ABSORB AT LEAST 0.20 GALLON PER SQUARE YARD. WITHIN INTERSECTIONS OR OTHER ZONES WHERE VEHICLE BRAKING IS COMMON PLACE, THE APPLICATION SHALL BE REDUCED 20 PERCENT. THE SEALANT SHALL BE APPLIED TO AN AREA TWO TO SIX INCHES WIDER THAN THE WIDTHS OF THE FABRIC BEING PLACED, BUT RESTRICTED TO THE AREA OF IMMEDIATE FABRIC LAYDOWN. APPLICATION SHALL BE BY DISTRIBUTOR WITH HAND SPRAYING ALLOWED ONLY WHERE THE DISTRIBUTOR CANNOT BE USED. ASPHALT SPILLS SHALL BE CLEANED FROM THE ROAD SURFACE TO AVOID FLUSHING AND POSSIBLE MOVEMENT AT THESE ASPHALT RICH AREAS.

THE ASPHALT CEMENT USED AS A SEALANT SHALL HAVE DISTRIBUTOR TANK TEMPERATURE BETWEEN 300 DEGREES AND 350 DEGREES F. APPLICATION TEMPERATURE IS NOT CRITICAL AFTER THE ASPHALT IS SPRAYED ON THE PAVEMENT. IF THE FABRIC IS TO BE OVER-SPRAYED, DISTRIBUTOR TANK TEMPERATURES SHOULD NOT EXCEED 350 DEGREES F TO AVOID DAMAGE TO THE FABRIC.

ITEM SPECIAL - PAVEMENT OVERLAY FABRIC COMPOSITE (CONT'D)

3. COMPOSITE FABRIC PLACEMENT. THE COMPOSITE FABRIC SHALL BE PLACED ON THE ASPHALT SEALANT AS SOON AS PRACTICAL AND BEFORE THE TACKINESS OF THE SEALANT IS LOST. THE COMPOSITE SHALL BE PLACED AS SMOOTHLY AS POSSIBLE TO AVOID WRINKLES. IT SHALL BE UNROLLED SO THAT THE SOFT SIDE IS UNWOUND INTO THE SEALANT AND THE GRID SIDE UP, THUS PROVIDING OPTIMUM BOND BETWEEN FABRIC AND PAVEMENT DURING THE CONSTRUCTION PROCESS. WRINKLES SEVERE ENOUGH TO CAUSE FOLDS SHALL BE SLIT AND LAID FLAT. SMALL WRINKLES, WHICH FLATTEN UNDER COMPACTION ARE NOT DETRIMENTAL TO PERFORMANCE. THE COMPOSITE SHALL BE BROOMED OR SQUEEGEED TO REMOVE AIR BUBBLES AND MAKE COMPLETE CONTACT WITH THE ROAD SURFACE AS RECOMMENDED BY THE FABRIC MANUFACTURER. THE FABRIC SHALL BE LAID STRAIGHT, WITHIN THE SEALANT AREA. MODERATE CURVES CAN BE NEGOTIATED BY STRETCHING THE FABRIC ON THE OUTSIDE OF THE CURVE BY ADJUSTING THE DRAG ON THE BRAKES OF THE LAYDOWN EQUIPMENT. TRANSVERSE JOINTS SHALL BE SHINGLED IN THE DIRECTION OF PAVING.

LONGITUDINAL JOINTS SHALL BE MADE BY OVERLAPPING THE FABRIC ONE TO TWO INCHES. TRANSVERSE JOINTS SHALL BE MADE BY OVERLAPPING THE FABRIC MINIMUM OF FOUR INCHES. ADDITIONAL SEALANT (ABOUT 0.20 GAL. PER SQ. YD.) SHALL BE ADDED TO THE JOINTS AS REQUIRED. THE ADDITIONAL SEALANT FOR TRANSVERSE JOINTS MAY BE APPLIED BY HAND SPRAYING OR WITH MOP AND BUCKET IF EXTREME CARE IS TAKEN TO NOT EXCEED THE SPECIFIED RATE.

TO ENHANCE THE BOND OF THE FABRIC WITH THE EXISTING PAVEMENT AND TO SMOOTH OUT ANY WRINKLES FOR FOLDS IN THE FABRIC, THE CONTRACTOR MAY BE REQUIRED TO PNEUMATICALLY ROLL THE FABRIC AFTER IT IS PLACED.

4. TREATMENT OF THE APPLIED COMPOSITE PRIOR TO THE ASPHALT CONCRETE. IT IS UNNECESSARY TO TACK COAT THE FABRIC PRIOR TO PLACEMENT OF THE OVERLAY UNLESS THERE ARE CIRCUMSTANCES SUCH AS DELAY OF OVERLAY, DUST ACCUMULATION OR UNDER APPLICATION OF SEALANT WHICH WOULD MAKE TACK COATING DESIRABLE. IF A TACK COAT IS REQUIRED, EMULSIFIED ASPHALT SHALL BE APPLIED AT A RATE OF 0.02 TO 0.05 GALLON PER SQUARE YARD RESIDUAL ASPHALT. PLACEMENT OF THE ASPHALT CONCRETE OVERLAY SHALL CLOSELY FOLLOW FABRIC LAYDOWN. IN THE EVENT THAT THE SEALANT BLEEDS THROUGH THE FABRIC BEFORE THE ASPHALT CONCRETE IS PLACED, IT MAY BE NECESSARY TO BLOT THE SEALANT BY SPREADING SAND OR ASPHALT CONCRETE OVER THE AFFECTED AREAS. THIS WILL PREVENT ANY TENDENCY FOR CONSTRUCTION EQUIPMENT TO PICK UP THE FABRIC WHEN DRIVING OVER IT.

TURNING OF THE PAVER AND OTHER VEHICLES SHALL BE GRADUAL TO AVOID MOVEMENT OR DAMAGE TO THE COMPOSITE. UNESSENTIAL TRAFFIC ON COMPOSITE SHOULD BE ELIMINATED. IF IT IS NECESSARY TO OPEN THE ROAD TO TRAFFIC AFTER FABRIC PLACEMENT, BUT PRIOR TO PAVING, IT IS ADVISABLE TO SPREAD A SMALL AMOUNT OF SAND OVER THE MEMBRANE TO PREVENT TIRES FROM STICKING TO THE SEALANT OR PULLING UP THE COMPOSITE. THIS PRACTICE IS TO BE AVOIDED IF POSSIBLE TO PREVENT DAMAGE TO THE MEMBRANE. QUICK STOPS AND SHARP TURNS MAY DAMAGE THE MATERIAL. IF RAIN PRIOR TO THE OVERLAY SHOULD CAUSE A BLISTERED APPEARANCE AND SOME BOND LOSS THROUGHOUT THE MEMBRANE, IT SHOULD BE CORRECTED BY PNEUMATIC ROLLING UNTIL ADHESION IS RESTORED.

5. ASPHALT CONCRETE. THE ASPHALT CONCRETE OVERLAY SHALL CONFORM TO 401 SPECIFICATION WITH A MINIMUM THICKNESS OF 1.5.

METHOD OF MEASUREMENT. THE ACCEPTED FABRIC COMPOSITE PLACED IN ACCORDANCE WITH THESE SPECIFICATIONS AND AS DIRECTED WILL BE MEASURED BY THE SQUARE YARD OF ROADWAY, RAMPS, AND TURNOUTS COVERED BY THE COMPOSITE FABRIC. LAPS IN COMPOSITE FABRIC WILL NOT BE MEASURED.

BLOTTING THE SEALANT, SPREADING SAND OR ASPHALT CONCRETE OVER THE MEMBRANE TO PREVENT TIRES FROM STICKING TO THE SEALANT OR PULLING UP THE FABRIC, ROLLING TO RESTORE BOND, OR APPLICATION OF A TACK COAT WILL NOT BE MEASURED FOR DIRECT PAYMENT BUT SHALL BE CONSIDERED A NECESSARY PART OF THE CONSTRUCTION INVOLVED AND THE COST THEREFORE SHALL BE INCLUDED IN OTHER APPROPRIATE CONTRACT UNIT PRICES.

BASIS OF PAYMENT. THE ACCEPTED QUANTITIES OF PAVEMENT OVERLAY FABRIC COMPOSITE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD, WHICH PRICE AND PAYMENT SHALL BE FULL COMPENSATION FOR FURNISHING ALL LABOR, MATERIALS (INCLUDING ASPHALT SEALANT AND OVERLAP), TOOLS, EQUIPMENT AND INCIDENTALS FOR DOING ALL THE WORK INVOLVED IN FURNISHING AND PLACING THE COMPOSITE COMPLETE IN PLACE AS SHOWN ON THE PLANS OR AS DIRECTED.

ITEM 614 - MAINTAINING TRAFFIC (GENERAL) (TYPICAL 3) (TEM 642-2)

MAINTAIN ONE 11' LANE OF TRAFFIC AT ALL TIMES.

SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT. PRIOR TO BEGINNING WORK, COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL AND THE WAYNE COUNTY SHERIFF.

ITEM 614 - MAINTAINING TRAFFIC (CLOSING PARAGRAPH FOR NOTE) (TEM 642-12)

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 CURRENT EDITION WITH THE LATEST REVISIONS. PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

BUTT JOINTS

DO NOT CUT BUTT JOINTS AND ALLOW THEM TO BE LEFT OPEN TO TRAFFIC. FOLL THE BUTT JOINTS WITH A TEMPORARY ASPHALT CONCRETE WEDGE USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC IN ACCORDANCE WITH THE TAPER RATES SET FORTH IN SCD BP-3.1.

CONSTRUCTION "BUMP" (W8-1-36) AND "ADVISORY SPEED" (W13-1-24) SIGNS SHALL BE ERRECTED AND MAINTAINED DURING THE PERIOD THE BUTT JOINT IS LEFT OPEN. THESE SIGNS SHALL BE PAID FOR UNDER THE LUMP SUM ITEM FOR ITEM 614 MAINTAINING TRAFFIC.

ITEM 614 - MAINTAINING TRAFFIC LANE CLOSURE/REDUCTION REQUIRED (TEM 642-7)

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ITEM 614 - MAINTAINING TRAFFIC (ESTIMATED QUANTITIES) (TEM 642-9)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC. INCLUDE THE COST FOR REMOVAL OF ALL MAINTENANCE OF TRAFFIC MATERIALS IN THE CONTRACT BID PRICE FOR EACH ITEM BELOW. REMOVE THE MATERIALS AT THE DIRECTION OF THE ENGINEER WHEN NO LONGER OPERATIONALLY NEEDED.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
01/STR/PV 30 CU YD

PLACEMENT OF ASPHALT CONCRETE (TYPICAL 3) (TEM 642-13)

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

TRENCH FOR SHOULDER RECONSTRUCTION (TEM 642-14)

TRENCH EXCAVATION FOR SHOULDER RECONSTRUCTION SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT ALL TIMES. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF THE TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

ITEM 614 - WORK ZONE MARKINGS AND SIGNS (TEM 642-20)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11. MARKING QUANTITIES AS LISTED ON THE PAVEMENT MARKING AND RPM SUB-SUMMARY.

WAY-83-24.81-25.45 (01/STR/PV):

WORK ZONE MARKING SIGN: (W8-H12A-36) NO EDGE LINE = 8 EACH
WORK ZONE MARKING SIGN: (R4-1-24) DO NOT PASS = 8 EACH

MED-83-0.00-0.30 (01/STR/PV):

WORK ZONE MARKING SIGN: (W8-H12A-36) NO EDGE LINE = 2 EACH
WORK ZONE MARKING SIGN: (R4-1-24) DO NOT PASS = 2 EACH

TOTAL = 20 EACH

ITEM 614 - DETOUR SIGNING

THE FOLLOWING QUANTITY IS INCLUDED FOR THE CONTRACTOR TO PROVIDE THE DETOUR SIGNING AS SHOWN AS PER 614.06 (B). DETOUR SIGNING FOR ALL CLOSURES IS INCLUDED IN THIS QUANTITY.

ITEM 614, DETOUR SIGNING LUMP (01/STR/PV)

CALCULATED
ACM
CHECKED
KRB

GENERAL NOTES

WAY - 83 - 16 - 31
MED - 83 - 0 - 00

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NOTIFICATION OF TRAFFIC RESTRICTIONS (TEM 642-58)

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE DISTRICT OFFICE AND 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 DISTRICT TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW. NOTIFICATIONS SHALL BE SENT TO THE EMAIL ADDRESS DO3.Detour.Notification@dot.ohio.gov AND THE PROJECT ENGINEER. PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE NOTIFICATION SIGNS OR MESSAGE BOARDS. UPON RECEIPT OF NOTIFICATION BY THE CONTRACTOR, THE DISTRICT OFFICE WILL ARRANGE NOTIFICATION OF THE FOLLOWING ORGANIZATIONS, IN WRITING, IN ACCORDANCE WITH THE BELOW TABLE:

- WAYNE AND MEDINA COUNTY ENGINEER'S OFFICES
- CITY OF WOOSTER
- VILLAGES OF BURBANK, CRESTON, AND SEVILLE
- TOWNSHIP TRUSTEES (TOWNSHIP ROADS ONLY)
- LOCAL POLICE, FIRE, AND EMERGENCY MEDICAL SERVICES
- LOCAL SCHOOL DISTRICTS
- WAYNE AND MEDINA COUNTY SHERIFF'S OFFICES
- ODOT DISTRICT THREE OFFICE OF ROADWAY SERVICES
- ODOT DISTRICT THREE PUBLIC INFORMATION OFFICE
- SPECIAL HAULING PERMITS SECTION (Hauling.Permits@dot.ohio.gov)

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC 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 DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE LEAD TIME REQUIRED*
RAMP AND/OR ROAD CLOSURES	TWO WEEKS OR GREATER	21 CALENDAR DAYS
	12 HOURS TO TWO WEEKS	14 CALENDAR DAYS
	12 HOURS OR LESS	4 BUSINESS DAYS
LANE CLOSURES AND RESTRICTIONS	TWO WEEKS OR GREATER	14 CALENDAR DAYS
	LESS THAN TWO WEEKS	5 BUSINESS DAYS
START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

* - PRIOR TO CLOSURE DATE, UNLESS NOTED OTHERWISE

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

SEQUENCE OF PAVING OPERATIONS

THE PAVING OPERATIONS FOR SHOULDER EDGE RECONSTRUCTION SHALL BE COMPLETED IN FOUR SEPARATE PHASES AS LISTED BELOW. EACH PHASE OF SHOULDER EDGE RECONSTRUCTION SHALL BE COMPLETED IN TWENTY-ONE (21) DAYS.

- PHASE 1: WOOSTER NORTH CORPORATION LIMIT TO HUTTON RD (SLM 16.31 TO 17.54)
- PHASE 2: HUTTON RD TO PLEASANT HOME RD (SLM 17.54 TO 20.13)
- PHASE 3: PLEASANT HOME RD TO SR 604 (SLM 20.13 TO 22.30)
- PHASE 4: SR 604 TO BURBANK SOUTH CORPORATION LIMIT (SLM 22.30 TO 24.81)

THE SHOULDER EDGE RECONSTRUCTION SHALL NOT BE PERFORMED AT INTERSECTIONS. ACCESS TO DRIVEWAYS SHALL BE MAINTAINED AT ALL TIMES. TRAFFIC SHALL NOT RUN ON THE PAVEMENT OVERLAY FABRIC COMPOSITE.

SLM 16.31 TO 24.81 (WAY) (3.0" PLANING)

- 1.) PLANE 3.0" IN ONE LANE. CLOSE THE OPPOSITE LANE.
- 2.) PERFORM PAVEMENT REPAIRS AND PAVEMENT EDGE RECONSTRUCTION IN ONE LANE. INSTALL AGGREGATE DRAINS, GRADE AND SEED.
- 3.) PLACE PAVEMENT OVERLAY FABRIC IN ONE LANE.
- 4.) PAVE INTERMEDIATE COURSE IN ONE LANE AND PLACE WORK ZONE EDGE LINE AND WORK ZONE CENTER LINE (CLASS I).
- 5.) REPEAT STEPS 1-4 IN OPPOSITE LANE. DO NOT PLACE A SECOND WORK ZONE CENTER LINE. OPEN TO TRAFFIC.
- 6.) PAVE SURFACE COURSE IN BOTH LANES AND ADD TEMPORARY CENTER LINE STRIPING (CLASS III).

SLM 24.81 TO 25.45 (WAY) AND SLM 0.00 TO 0.30 (MED) (3.0" PLANING)

- 1.) PLANE 3.00" OF PAVEMENT FULL WIDTH OR 3.00" OF PAVEMENT IN ONE LANE, FOLLOWING REQUIREMENTS OF SCD MT-101.90.
- 2.) PERFORM PAVEMENT REPAIRS.
- 3.) PAVE INTERMEDIATE COURSE. PLACE WORK ZONE CENTER LINE (CLASS I).
- 4.) REPEAT STEPS 2-3 IN OPPOSITE LANE IF 3.00" OF PAVEMENT WAS PLANED FULL WIDTH. REPEAT STEPS 1-3 IF 3.00" WAS PLANED IN ONE LANE.
- 5.) PAVE SURFACE COURSE IN BOTH LANES AND PLACE RPMS, RUMBLE STRIPES, GRADING, GUARDRAIL AND COMPACTED AGGREGATE. ADD TEMPORARY CENTER LINE STRIPING (CLASS III).

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN (TEM 642-41)

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON THE DETOUR PLAN SHEETS. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN ARE SHOWN ON THE DETOUR PLAN SHEETS. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 18 SIGN MONTH (01/STR/PV) ASSUMING 6 PCMS SIGNS FOR 3 MONTHS

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (TEM 642-55)

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE LATEST EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER (AND OFFICIAL PATROL CAR WITH MOUNTED EMERGENCY FLASHING LIGHTS) SHALL BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS AS DIRECTED BY THE ENGINEER:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED.

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION.

LAW ENFORCEMENT OFFICERS (LEO'S) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEO'S ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEO'S SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES AND PROVIDE 72 HOURS ADVANCE NOTICE AS REQUIRED BY THE HIGHWAY PATROL LISTED BELOW:

STATE HIGHWAY PATROL
WAYNE COUNTY POST
1786 DOVER ROAD
WOOSTER, OHIO 44691
330-264-0575

LAW ENFORCEMENT OFFICERS WITH PATROL CAR REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 10 HOURS

THE HOURS PAID SHALL INCLUDE MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

IF THE CONTRACTOR WISHES TO UTILIZE LEO'S FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, THEY MAY DO SO AT THEIR OWN EXPENSE.

ITEM 614 - BUSINESS ENTRANCE (M4-H15) SIGN, AS PER PLAN (TEM 642-54)

THE BUSINESS ENTRANCE (M4-H15) SIGN SHOULD BE PROVIDED AT EACH TEMPORARILY RELOCATED COMMERCIAL DRIVEWAY FOR WHICH THE RELOCATION IS NOT OBVIOUS TO THE MOTORIST. THE PROJECT ENGINEER SHALL DETERMINE WHETHER OR NOT THE DRIVEWAY RELOCATION IS, OR IS NOT, OBVIOUS AND WHETHER OR NOT A SIGN SHOULD BE PROVIDED. ONLY ONE SIGN PRE BUSINESS SHALL BE PERMITTED. THE SIGN SHALL BE 36 INCH X 48 INCH IN SIZE WITH TYPE G OR TYPE H ORANGE RETROREFLECTIVE SHEETING. THE SIGN LEGEND SHALL BE PLACED ON BOTH SIDES OF THE SIGN (BACK TO BACK). THE SIGN SHALL HAVE THE STANDARD M4-H15 LEGEND WITH THE WORD "BUSINESS" ON THE TOP LINE, EXCEPT UNDER UNUSUAL CIRCUMSTANCES WHERE IT MAY NOT BE INTUITIVE THAT A DRIVEWAY SERVES A SPECIFIC BUSINESS. IN SUCH UNUSUAL CASES, THE ACTUAL BUSINESS NAME MAY BE SUBSTITUTED FOR THE WORD "BUSINESS".

THE SIGN SHALL BE MOUNTED ON TWO #3 POSTS OR ON TEMPORARY POSTS IN ACCORDANCE WITH SCD MT-105.10 AND IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION. THE SIGN SHALL BE CLEARLY VISIBLE AND SHALL CLEARLY IDENTIFY THE LOCATION OF THE DRIVEWAY. THE SIGN SHOULD BE POSITIONED AT 90° TO THE DIRECTION(S) OF TRAFFIC. THE SIGN MAY NEED TO BE MOVED FOR EACH PHASE OF THE MAINTENANCE OF TRAFFIC OPERATIONS.

PAYMENT FOR ALL COSTS ASSOCIATED WITH MANUFACTURING, MOUNTING, RELOCATING, AND REMOVING THE SIGN, INCLUDING ALL LABOR, MATERIALS, AND EQUIPMENT SHALL BE INCLUDED IN THE CONTRACT PRICE PER EACH FOR ITEM 614 - BUSINESS ENTRANCE SIGN.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS ITEM:

ITEM 614 - BUSINESS ENTRANCE SIGN, AS PER PLAN (01/STR/PV) 28 EACH

GENERAL NOTES

WAY - 83-16.31
MED - 83-0.00

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SHEET NUM.										PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
6	7	8	9	15	18	19	20		01/STR/P V		EXT	TOTAL				
															TRAFFIC CONTROL	
						707				707	621	00100	707	EACH	RPM	
						706				706	621	54000	706	EACH	RAISED PAVEMENT MARKER REMOVED	
						18.52				18.52	642	00104	18.52	MILE	EDGE LINE, 6", TYPE 1	
						9.44				9.44	642	00300	9.44	MILE	CENTER LINE, TYPE 1	
						484				484	644	00500	484	FT	STOP LINE	
						282				282	644	00600	282	FT	CROSSWALK LINE	
															MAINTENANCE OF TRAFFIC	
			10							10	614	1110	10	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
		LS								LS	614	12420	LS		DETOUR SIGNING	
		20								20	614	12460	20	EACH	WORK ZONE MARKING SIGN	
		30								30	614	13000	30	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
			18							18	614	18601	18	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	9
						9.44				9.44	614	21100	9.44	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
						10.38				10.38	614	21550	10.38	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
						17				17	614	22110	17	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
						484				484	614	26610	484	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
						282				282	614	27620	282	FT	WORK ZONE CROSSWALK LINE, CLASS III, 642 PAINT	
			28							28	614	40051	28	EACH	BUSINESS ENTRANCE SIGN, AS PER PLAN	9
															INCIDENTALS	
										LS	614	11000	LS		MAINTAINING TRAFFIC	
										6	619	16010	6	MNTH	FIELD OFFICE, TYPE B	
										LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
										LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

WAY - 83 - 16 - 31
MED - 83 - 0 - 00

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PLAN SPLIT	COUNTY	ROUTE	LOG POINT		LENGTH		AVERAGE WIDTH	* TYPICAL NUMBER (SEE SHEETS 3-4 FOR TYPICALS)	PAVEMENT AREA	203	204	254	254	254	254	301	304	407	407	442	442	442	605	618	659	690	AGGREGATE SHOULDER PROPOSED WIDTH		AGGREGATE SHOULDER AREA		209	209	408	617	617	CALCULATED ACM CHECKED KRB		
			EXCAVATION	SUBGRADE COMPACTION	PAVEMENT PLANING, ASPHALT CONCRETE	PAVEMENT PLANING, ASPHALT CONCRETE				PAVEMENT PLANING, ASPHALT CONCRETE	PATCHING PLANED SURFACE	ASPHALT CONCRETE BASE, PG64-22 (6.0")	AGGREGATE BASE (8.0")	TACK COAT (0.05 GAL/SY)	TACK COAT (0.08 GAL/SY)	ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A, (446), AS PER PLAN (PG70-22M)	ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN (SAFETY EDGE) (PG70-22M)	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN (PG70-22M)	AGGREGATE DRAINS	RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)	SEEDING AND MULCHING, AS PER PLAN	SPECIAL - PAVEMENT OVERLAY FABRIC COMPOSITE (30" WIDE)	SL	SR	SY	SY	FT	FT	SY	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	LINEAR GRADING	PRIME COAT, AS PER PLAN (0.40 GAL/SY)	SHOULDER PREPARATION	COMPACTED AGGREGATE				
			203	204	1.25 INCHES	3.0 INCHES				6.0 INCHES	SY	CY	CY	GAL	GAL	1.25 INCHES	1.75 INCHES	CY	CY	FT	MILE	SY	SY	FT	FT	SY	MILE	MILE	GAL	SY	CY	MILE	MILE	GAL	SY		CY	
STRAIGHT LINE MILEAGE									FT	SY	CY	SY	SY	SY	CY	CY	GAL	GAL	CY	CY	FT	FT	SY	SY	FT	FT	SY	MILE	MILE	GAL	SY	CY						
01/STR/PV	WAY	83	16.31	17.00	0.69	3643.2	26.0	1	10,525	1,121	4,858		10,525	4,858	53	810	1080	527	842	366	21	512	1417	0.69	315	2,024	2.0	2.0	1620	1.38		648		147				
01/STR/PV	WAY	83	17.00	18.00	1.00	5280	26.0	1	15,254	1,624	7,040		15,254	7,040	77	1174	1565	763	1221	530	30	742	2053	1.00	457	2,934	2.0	2.0	2348	2.00		940		212				
01/STR/PV	WAY	83	18.00	19.00	1.00	5280	26.0	1	15,254	1,624	7,040		15,254	7,040	77	1174	1565	763	1221	530	30	742	2053	1.00	457	2,934	2.0	2.0	2348	2.00		940		212				
01/STR/PV	WAY	83	19.00	20.00	1.00	5280	26.0	1	15,254	1,624	7,040		15,254	7,040	77	1174	1565	763	1221	530	30	742	2053	1.00	457	2,934	2.0	2.0	2348	2.00		940		212				
01/STR/PV	WAY	83	20.00	21.00	1.00	5280	25.5	1	14,960	1,624	7,040		14,960	7,040	75	1174	1565	748	1197	520	30	728	2053	1.00	457	2,934	2.0	2.0	2348	2.00		940		212				
01/STR/PV	WAY	83	21.00	22.00	1.00	5280	25.0	1	14,667	1,624	7,040		14,667	7,040	74	1174	1565	734	1174	510	30	713	2053	1.00	457	2,934	2.0	2.0	2348	2.00		940		212				
01/STR/PV	WAY	83	22.00	23.00	1.00	5280	25.5	1	14,960	1,624	7,040		14,960	7,040	75	1174	1565	748	1197	520	30	728	2053	1.00	457	2,934	2.0	2.0	2348	2.00		940		212				
01/STR/PV	WAY	83	23.00	24.00	1.00	5280	25.0	1	14,667	1,624	7,040		14,667	7,040	74	1174	1565	734	1174	510	30	713	2053	1.00	457	2,934	2.0	2.0	2348	2.00		940		212				
01/STR/PV	WAY	83	24.00	24.70	0.70	3696	25.0	1	10,267	1,138	4,928		10,267	4,928	52	822	1096	514	822	357	21	500	1438	0.70	320	2,054	2.0	2.0	1644	1.4		658		149				
01/STR/PV	WAY	83	24.70	24.81	0.11	580.8	25.0	1	1,614	180	774		1,614	774	9	130	173	81	130	57	4	79	226		51	324				0.22								
01/STR/PV	WAY	83	24.81	25.22	0.41	2164.8	25.0	2	6,014				6,014		31			301	482	209	14	293				2.0	2.0	964	0.82		386		88					
01/STR/PV	WAY	83	25.22	25.32	0.10	528	36.0	3	2,113				2,113		11			106	170	74		103																
01/STR/PV	WAY	83	25.32	25.34	0.02	105.6	41.0	3	482				482		3			25	39	17		24																
01/STR/PV	WAY	83	25.34	25.40	0.06	316.8	36.0	3	1,268				1,268		7			64	102	45		62																
01/STR/PV	WAY	83	25.40	25.43	0.03	158.4	48.0	2	845				845		5			43	68	30		42				2.0	2.0	72	0.06		29		7					
01/STR/PV			STRUCTURE WAY-83-2543							564				564						46	20																	
01/STR/PV	MED	83	0.00	0.30	0.30	1584	46.0	2	8,096				8,096		41			405	648	338		394				2.0	2.0	704		0.60	282	704		64				
01/STR/PV			EXTRA AREA FOR INTERSECTIONS							2,662				2,662		14			134	213	111		130															
01/STR/PV			EXTRA AREA FOR PAVED DRIVES							378				378		2			19	31	16		19															
01/STR/PV			EXTRA AREA FOR AGGREGATE DRIVES							1,260				1,260					63	101	53		62														114	
01/STR/PV			EXTRA AREA FOR EX. AND PR. MAILBOX APPROACHES							790				790		4			40	64	33		39															
TOTALS TO GENERAL SUMMARY (01/STR/PV)									151,894	13,807	59,840	564	150,070	59,840	761	9,980	13,304	7,575	12,163	5,376	270	7,367	17,454	8.39	3,885	24,940			21,440	17.88	0.60	8,583	704	2,053				

ITEM 203 - EMBANKMENT QUANTITIES HAVE BEEN REMOVED

PAVEMENT AND SHOULDER DATA

WAY-83-16.31
MED-83-0.00

AUXILIARY & LONG LINE MARKINGS

CALCULATED
AGG
CHECKED
ACM

PLAN SPLIT	COUNTY	ROUTE	STATION / SLM		HIGHWAY MILES	642, TYPE 1					644							SPECIAL AIR SPEED ZONE MARKING								
			FROM	TO		MILE	FT	MILE	MILE	MILE	MILE	MILE	AUXILIARY MARKINGS (740.04)				EACH									
													EDGE LINE		LANE LINE	CENTER LINE			CHANNELIZING LINE	STOP LINE	CROSSWALK LINE	LANE ARROW		WORD ON PAVEMENT "ONLY"		
													TOTAL (PAY QUANTITY), (WHITE)	TOTAL (PAY QUANTITY) (YELLOW)		SOLID LINE EQUIVALENT						TOTAL (PAY QUANTITY)	LEFT	RIGHT	THROUGH	COMBINATION
6"	6"	6"			12"	24"	12"																			
01/STR/PV	WAY	83	16.31	24.81	8.50	350	17.00	8.50	8.50		17.00			8.390	8.50		350									
01/STR/PV	WAY	83	24.81	25.22	0.41			0.41	0.82		0.82			0.803	0.41											
01/STR/PV	WAY	83	25.22	25.40	0.18	100		0.18	0.36		282			0.360	0.18		100	282								
01/STR/PV	WAY	83	25.40	25.45	0.05			0.05	0.10		0.10			0.100	0.05											
01/STR/PV	MED	83	0.00	0.30	0.30	34		0.30	0.60		0.60			0.600	0.30		34									
TOTALS TO GENERAL SUMMARY (01/STR/PV)					9.44	484	17.00	9.44	10.38	282	18.52			9.44		484	282									

RAISED PAVEMENT MARKERS

PLAN SPLIT	COUNTY	ROUTE	STATION/SLM		DETAIL	621	621	PRISMATIC RETRO-REFLECTOR TYPES					REMARKS	DETAIL	DESCRIPTION			
			RAISED PAVEMENT MARKER REMOVED	RPM		ONE-WAY	TWO-WAY				WHITE	YELLOW / YELLOW				WHITE / RED	YELLOW / RED	BLUE / BLUE
			EACH	EACH			EACH											
FROM	TO																	
01/STR/PV	WAY	83	16.31	16.40	GAP	6	6							CONTINOUS ROUTE TREATMENT	1	MULTILANE UNDIVIDED TYPICAL SPACING		
01/STR/PV	WAY	83	16.40	16.92	15	61	61							REVERSE CURVE	2	TAPERED ACCEL. LANE		
01/STR/PV	WAY	83	16.92	20.26	GAP	222	222							CONTINOUS ROUTE TREATMENT	3	DECCELERATION LANE		
01/STR/PV	WAY	83	20.26	20.60	8	55	55	33						THRU APPROACHES @ SR 604	4	PARALLEL ACCEL LANE		
01/STR/PV	WAY	83	20.60	23.15	GAP	168	168							CONTINOUS ROUTE TREATMENT	5	MULTILANE DIVIDED/EXPRESSWAY		
01/STR/PV	WAY	83	23.15	24.97	GAP	120	120							CONTINOUS ROUTE TREATMENT	6	STOP APPROACH		
01/STR/PV	WAY	83	24.97	25.45	GAP	32	33							CONTINOUS ROUTE TREATMENT	7	2 LANE APPR. WITH TURN LANE		
01/STR/PV	MED	83	0.00	0.30	16	42	42							REVERSE CURVE @ 20 FT. SPACINGS	8	THROUGH APPROACH		
TOTALS TO GENERAL SUMMARY						706	707	33	673			1						

NOTES:
 1) FOR ALL WORK ZONE MARKINGS, THE 642 PAINT USED SHALL BE TYPE 1.
 2) STRIPE LANES ON WAY-83 AT 11' WIDTHS. STRIPE LANES ON MED-83 AT 12' WIDTHS.
 3) DO NOT PLACE RPMS ON BRIDGE DECKS.
 4) PLACE BLUE RPMS IN FRONT OF FIRE HYDRANTS.

PAVEMENT MARKING / RPM SUB-SUMMARY

WAY-83-16.31
MED-83-0.00