

CONTINUED FROM PREVIOUS SHHET

WAYNE	30A	1.67	RT	CATCH BASIN	1
WAYNE	30A	1.70	LT	WATER VALVE	1
WAYNE	30A	1.70	CL	MANHOLE	1
WAYNE	30A	1.74	LT	CATCH BASIN	1
WAYNE	30A	1.74	RT	CATCH BASIN	1
WAYNE	94	6.94	LT	MANHOLE	2
WAYNE	94	7.14	LT	WATER VALVE	1
WAYNE	94	7.14	RT	WATER VALVE	2
WAYNE	94	7.14	LT	CATCH BASIN	1
WAYNE	94	7.16	RT	WATER VALVE	3
WAYNE	94	7.16	RT	MANHOLE	1
WAYNE	94	7.17	LT	CATCH BASIN	1
WAYNE	94	7.20	LT	MANHOLE	1
WAYNE	94	7.24	RT	CATCH BASIN	1
WAYNE	94	7.25	RT	WATER VALVE	1
WAYNE	94	7.26	LT	MANHOLE	1
WAYNE	94	7.27	LT	MANHOLE	1
WAYNE	94	7.30	RT	CATCH BASIN	1
WAYNE	94	7.32	LT	CATCH BASIN	1
WAYNE	94	7.36	LT	CATCH BASIN	1
WAYNE	94	7.36	LT	MANHOLE	1
WAYNE	94	7.62	LT	MANHOLE	1
WAYNE	94	7.62	LT	CATCH BASIN	1
WAYNE	94	7.62	LT	WATER VALVE	1
WAYNE	94	7.66	LT	CATCH BASIN	2
WAYNE	94	7.66	RT	WATER VALVE	4
WAYNE	94	7.72	LT	CATCH BASIN	2
WAYNE	94	7.79	LT	MANHOLE	1
WAYNE	94	7.88	RT	WATER VALVE	1
WAYNE	94	7.92	RT	MANHOLE	1
WAYNE	94	8.05	RT	CATCH BASIN	1

01/STR/05
 ITEM 611 – CATCH BASIN ADJUSTED TO GRADE 43 EACH
 ITEM 611 – MANHOLE ADJUSTED TO GRADE 19 EACH
 ITEM 638 – VALVE BOX ADJUSTED TO GRADE 39 EACH

PAVEMENT

ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)
ITEM 253 – PAVEMENT REPAIR

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE. CORING HAS BEEN PERFORMED TO HELP DETERMINE THE COMPONENTS THAT MAY BE ENCOUNTERED DURING THIS ITEM OF WORK. THE PAVEMENT CORING INFORMATION IS SHOWN ON SHEET P.9. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERORATED PAVEMENT BASED ON THE PAVEMENT DESIGN. PAVEMENT REPAIRS SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE SURFACE COURSE ON WAY-30A. THE MINIMUM WIDTH OF REPAIR SHALL BE 4FT.

REPLACEMENT MATERIAL SHALL BE ITEM 301 ASPHALT CONCRETE BASE, OR ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (449), AS PER PLAN MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE BASE CAN BE USED WHEN THE DEPTH OF REPAIR IS BETWEEN 3" AND 4" WITH A MAXIMUM PAVEMENT LIFT THICKNESS OF 4". ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (449), AS PER PLAN CAN BE USED WHEN THE DEPTH OF REPAIR IS BETWEEN 1.5" AND 3".

FOR BID AND ESTIMATING PURPOSES, APPROXIMATELY 70% OF THE REPAIRS ARE TO BE CONSIDERED LONGITUDINAL REPAIRS AND 30% ARE TO BE CONSIDERED TRANSVERSE REPAIRS ON WAY-30A UNLESS OTHERWISE STATED. THIS APPROXIMATION IS SHOWN IN THE QUANTITIES BELOW.

LONGITUDINAL IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PARALLEL TO THE CENTERLINE THAN THE MEASUREMENT PERPENDICULAR TO THE CENTERLINE. TRANSVERSE IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PERPENDICULAR TO THE CENTERLINE THAN THE MEASUREMENT PARALLEL TO THE CENTERLINE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES, ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR IS TO BE A MAXIMUM OF 4" DEEP AND ITEM 253 IS FOR DEPTHS GREATER THAN 4" PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR OR ITEM 253 – PAVEMENT REPAIR. THE FOLLOWING ITEMS AND QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

CONTINUED FROM PREVIOUS COLUMN

PAVEMENT REPAIRS

LONGITUDINAL					
PLAN SPLIT CODE	COUNTY	ROUTE	SLM	ITEM 251	ITEM 253
01/STR/05	WAY	30A	0.11 – 0.44	35 CY	4 CY
01/STR/05	WAY	30A	1.75 – 2.218	49 CY	5 CY
TRANSVERSE					
PLAN SPLIT CODE	COUNTY	ROUTE	SLM	ITEM 251	ITEM 253
01/STR/05	WAY	30A	0.11 – 0.44	15 CY	1 CY
01/STR/05	WAY	30A	1.75 – 2.218	21 CY	2 CY
TOTALS TO GENERAL SUMMARY (01/STR/05)				120	12

PROFILE AND ALIGNMENT

PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS CONSTRUCTION PLANS SHOWING THE ORIGINAL ALIGNMENT AND PROFILE ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 3 OFFICE). PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

ITEM 254- PAVEMENT PLANING, ASPHALT CONCRETE (UNCURBED SECTION)

THE INTENT OF THE PLANING IS TO MILL THE SPECIFIED DEPTH AT THE CENTER OF PAVEMENT AT NON-CURBED AREAS. THE PAVEMENT SLOPE SHALL BE 0.010 MINIMUM AND 0.016 PREFERRED, CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGELINE/SHOULDER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CENTER OF PAVEMENT IN CONFORMANCE WITH THE ABOVE GUIDELINES.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS.

THE PROGRESSION OF THE PLANING FOR WAY-94-6.70 TO 7.39 AND WAY-30A-0.00 TO 2.218 SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE FOR MORE THAN FOURTEEN (14) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$2,500 PER DAY.

THE PROGRESSION OF THE PLANING FOR WAY-94-7.59 TO 8.18 SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE FOR MORE THAN SEVEN (7) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 7 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$2,500 PER DAY.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (CURBED SECTION)

THE INTENT OF THE PLANING IS TO MILL THE SPECIFIED DEPTH ALONG THE CURB CONTINGENT ON THE FOLLOWING: THE MAXIMUM CROSS SLOPE SHALL BE 0.02 WHILE THE MINIMUM CROSS SLOPE SHALL BE 0.01. THE PREFERRED CROSS SLOPE IS 0.016. THE CROWN OF THE PAVEMENT SHALL BE LOCATED BETWEEN THE TRAVELED LANES, OR AS DIRECTED BY THE ENGINEER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CURB, TO PRODUCE A CROSS SLOPE IN CONFORMANCE WITH THE ABOVE GUIDELINES.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS.

THE PROGRESSION OF THE PLANING FOR WAY-94-6.70 TO 7.39 AND WAY-30A-0.00 TO 2.218 SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE FOR MORE THAN FOURTEEN (14) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$2,500 PER DAY.

THE PROGRESSION OF THE PLANING FOR WAY-94-7.59 TO 8.18 SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE FOR THAN SEVEN (7) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 7 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$2,500 PER DAY.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE.

ITEM 254 - PATCHING PLANED SURFACE

AN ESTIMATED QUANTITY OF ITEM 254 - PATCHING PLANED SURFACE HAS BEEN SET UP TO BE USED AS DIRECTED BY THE ENGINEER AS DESCRIBED IN CMS 254.04. THE LIMIT OF THE PATCHING DEPTH IS 0 TO 2 IN.

ITEM 408 - PRIME COAT, AS PER PLAN

THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER SECTION 702) AT A RATE OF 0.40 GAL/SY TO THE COMPLETED AGGREGATE SHOULDER (ITEM 617) AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN, (PG 64-22) (1.25")

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER THE JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

CARE SHALL BE TAKEN TO MATCH EXISTING PAVEMENT ELEVATIONS AT EXISTING PAVED BERMS, DRIVES, INTERSECTIONS, ETC.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
 MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS.
 CHOOSE OPTIMUM BINDER CONTENT AT DESIGN AIR VOIDS OF 3.5%.
 MINIMUM TOTAL PG BINDER CONTENT IS 6.3 PERCENT.
 MINIMUM VIRGIN PG BINDER CONTENT IS 5.2 PERCENT.
 USE A PG 64-22 BINDER.
 WHEN AN AGGREGATE SOURCE IS SPECIALLY DESIGNATED WITH AN SR ON THE AGGREGATE GRAVITY LIST DO NOT USE THE AGGREGATE EXCEPT AS ALLOWED FOR MEDIUM TRAFFIC IN THE GUIDELINES FOR MAINTAINING ADEQUATE PAVEMENT FRICTION IN SURFACE PAVEMENT.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN, (PG 64-22) (1.5")

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER THE JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

CARE SHALL BE TAKEN TO MATCH EXISTING PAVEMENT ELEVATIONS AT EXISTING PAVED BERMS, DRIVES, INTERSECTIONS, ETC.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
 MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS.
 CHOOSE OPTIMUM BINDER CONTENT AT DESIGN AIR VOIDS OF 3.5%.
 MINIMUM TOTAL PG BINDER CONTENT IS 6.3 PERCENT.
 MINIMUM VIRGIN PG BINDER CONTENT IS 5.2 PERCENT.
 USE A PG 64-22 BINDER
 WHEN AN AGGREGATE SOURCE IS SPECIALLY DESIGNATED WITH AN SR ON THE AGGREGATE GRAVITY LIST DO NOT USE THE AGGREGATE EXCEPT AS ALLOWED FOR MEDIUM TRAFFIC IN THE GUIDELINES FOR MAINTAINING ADEQUATE PAVEMENT FRICTION IN SURFACE PAVEMENT.

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (448), AS PER PLAN, (PG 64-22 (1.75")

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER THE JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
 MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS.
 CHOOSE OPTIMUM BINDER CONTENT AT DESIGN AIR VOIDS OF 3.5%.
 MINIMUM TOTAL PG BINDER CONTENT IS 5.6 PERCENT.
 MINIMUM VIRGIN PG BINDER CONTENT IS 3.8 PERCENT.
 PER SPECIFICATIONS, USE A PG 64-22 BINDER WHEN 25% AND LESS RAP IS USED.
 USE A PG 64-28 BINDER WHEN MORE THAN 25% RAP IS USED. MAX RAP PERCENTAGE IS 30%.

APPLY 703.05 FOR COARSE AND FINE AGGREGATE EXCEPT GRADATION FOR FINE AGGREGATE DOES NOT APPLY.

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (449), AS PER PLAN

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:

MIX DESIGN: FOR N_{des} USE 50 GYRATIONS, FOR N_{max} USE 75 GYRATIONS.
 CHOOSE OPTIMUM BINDER CONTENT AT DESIGN AIR VOIDS OF 3.5%.
 USE A PG 64-22 BINDER FOR 0 TO 25% RAP AND A PG 64-28 FOR 26-30% RAP
 MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 30 PERCENT.
 APPLY 703.05 FOR COARSE AND FINE AGGREGATE EXCEPT GRADATION FOR FINE AGGREGATE DOES NOT APPLY.

PAVEMENT CORING INFORMATION

COUNTY	ROUTE	SLM	ASPHALT (IN)	CONCRETE (IN)	BRICK (IN)	LOCATION	DIRECTION	YEAR CORED
WAY	30A	0.167	8		4	LWP	EB	2022
WAY	30A	0.168	9		4	RWP	EB	2022
WAY	30A	0.707	5	9		LWP	EB	2022
WAY	30A	0.707	6	7		RWP	EB	2022
WAY	30A	0.707	7		4	SHOULDER	EB	2022
WAY	30A	1.29	5	8		LWP	EB	2022
WAY	30A	1.292	5.5			SHOULDER	EB	2022
WAY	30A	1.292	4	7		RWP	EB	2022
WAY	30A	1.772	6			EDGE LINE	EB	2022
WAY	30A	1.772	8		4	LWP	EB	2022
WAY	30A	1.772	9		4	RWP	EB	2022
WAY	30A	1.999	9.5		4	RWP	EB	2022
WAY	30A	2.000	10.5		4	LWP	EB	2022
WAY	94	7.26	12.75			EDGE LINE	NB	2022
WAY	94	7.26	11.5			RWP	NB	2022
WAY	94	7.26	11.25			LWP	NB	2022
WAY	94	7.684	9			LWP	NB	2022
WAY	94	7.69	12.25			RWP	NB	2022
WAY	94	8.08	10.5			LWP	NB	2022
WAY	94	8.16	12.5			LWP	NB	2020
WAY	94	8.16	7.5			RWP	NB	2020
WAY	94	8.16	7.25			EDGE LINE	NB	2020

INTERSECTIONS AND DRIVES

RURAL-INTERSECTIONS SHALL BE PLANED AND PAVED TO THE END OF THE RADII OR AS DIRECTED BY THE ENGINEER. (TO PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS).

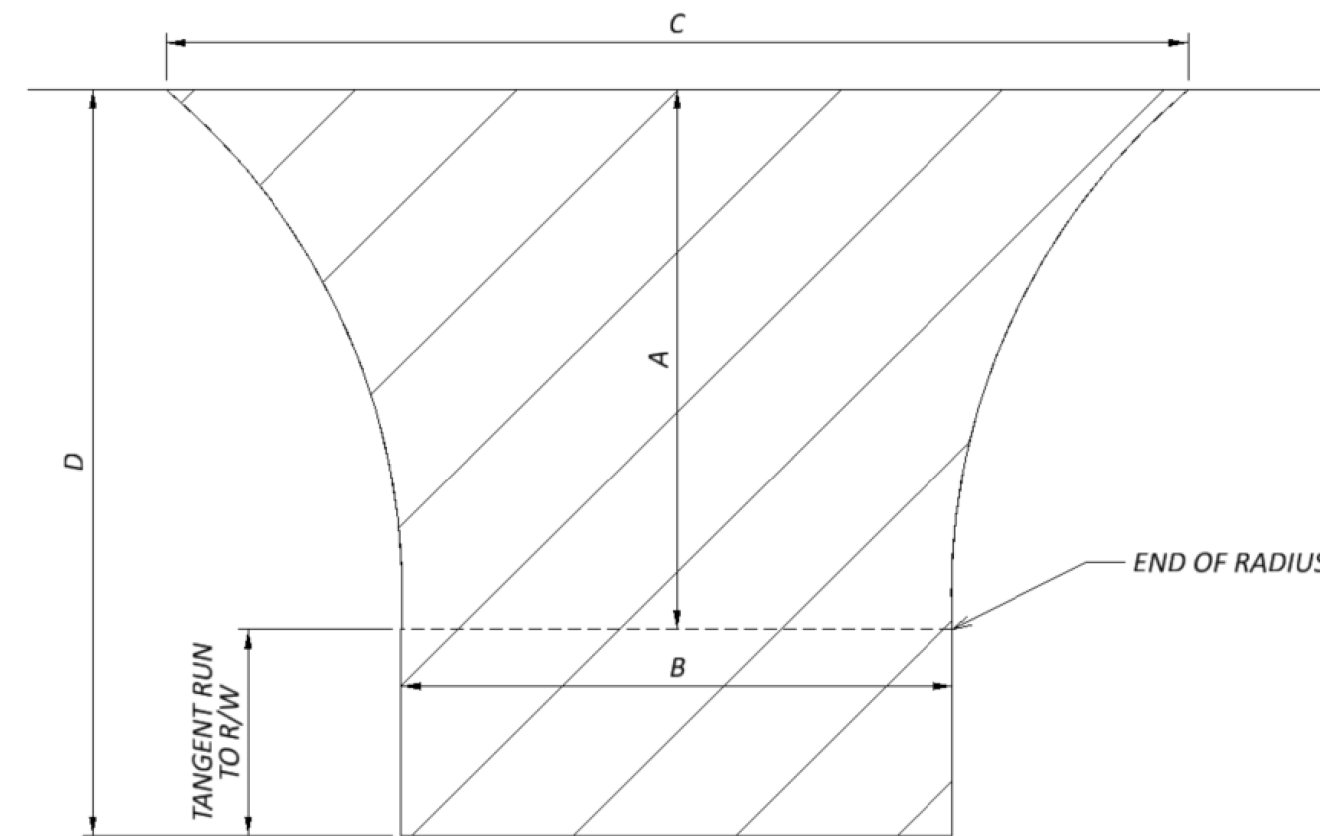
URBAN-INTERSECTIONS SHALL BE PLANED AND PAVED TO THE BACK OF CROSSWALKS OR AS DIRECTED BY THE ENGINEER. (TO PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS).

EXISTING PAVED DRIVES SHALL BE PAVED SO AS TO PROVIDE A SMOOTH TRANSITION BETWEEN THE HIGHWAY AND THE DRIVE, (DISTANCE FROM EDGE OF ROADWAY MAY VARY AT EACH DRIVE) AS DIRECTED BY THE ENGINEER.

EXISTING AGGREGATE DRIVES SHALL BE PAVED WITH AN APRON AN AVERAGE WIDTH OF 4 FT. THE SLOPE OF THIS APRON SHALL BE THE SAME AS THE ADJACENT PAVEMENT SLOPE OR AS DIRECTED BY THE ENGINEER. ANY GRADING NEEDED TO PAVE THE APRON SHALL BE INCLUDED IN THE RELATED ASPHALT ITEM FOR PAYMENT. ITEM 617 COMPACTED AGGREGATE SHALL BE PLACED ADJACENT TO THIS APRON TO PROVIDE A SMOOTH TRANSITION FROM THE APRON TO THE EXISTING DRIVE, (WIDTH OF THIS 617 APPLICATION MAY VARY) AS DIRECTED BY THE ENGINEER. AN ADDITIONAL QUANTITY OF ITEM 617 HAS BEEN ESTIMATED TO COMPLETE THIS WORK AND IS SHOWN AS AN EXTRA AREA ON THE PAVEMENT & SHOULDER DATA SHEET.

ANY HAZARD OR UNSAFE CONDITION RESULTING FROM THE ABOVE WORK MUST BE CORRECTED IMMEDIATELY. THE CONTRACTOR IS REMINDED OF SECTIONS 105.01, 107.07 & 614.02A OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE PAVING DIMENSIONS FOR THE INTERSECTIONS ARE SHOWN IN THE CHART BELOW



INTERSECTIONS AND DRIVES (CONTINUED)

PLAN SPLIT	COUNTY	ROUTE	SLM	LEFT/RIGHT	INTERSECTION	A (FT)	B (FT)	C (FT)	D (FT)	AREA (SY)
01/STR/05	WAY	30A	0.503	LT	N WENGER RD	18.0	20.0	45.0	18.0	57
01/STR/05	WAY	30A	0.503	RT	S WENGER RD	10.0	29.0	46.0	10.0	39
01/STR/05	WAY	30A	0.562	RT	TERRACE CIR	12.0	31.0	49.0	12.0	49
01/STR/05	WAY	30A	0.653	LT	WILLIAMS AVE	15.0	30.0	50.0	15.0	61
01/STR/05	WAY	30A	0.719	LT	COE CT	31.0	28.0	82.0	31.0	158
01/STR/05	WAY	30A	0.719	RT	COE CT	17.0	24.0	51.0	17.0	62
01/STR/05	WAY	30A	0.746	LT	SMITH AVE	20.0	20.0	38.0	20.0	58
01/STR/05	WAY	30A	0.746	RT	SMITH AVE	15.0	34.0	41.0	15.0	61
01/STR/05	WAY	30A	0.773	LT	N CHERRY ST	17.0	19.0	42.0	17.0	50
01/STR/05	WAY	30A	0.773	RT	S CHERRY ST	23.0	53.0	98.0	23.0	174
01/STR/05	WAY	30A	0.840	LT	N SHARON ST	25.0	46.0	101.0	25.0	179
01/STR/05	WAY	30A	0.840	RT	S SHARON ST	16.0	25.0	50.0	16.0	59
01/STR/05	WAY	30A	0.889	LT	OAK CT	45.0	19.0	81.0	45.0	198
01/STR/05	WAY	30A	0.889	RT	OAK CT	18.0	18.0	26.0	18.0	41
01/STR/05	WAY	30A	0.944	LT	N CHURCH ST					0
01/STR/05	WAY	30A	0.944	RT	S CHURCH ST	19.0	26.0	52.0	19.0	73
01/STR/05	WAY	30A	1.007	LT	WILLOW CT	10.0	10.0	13.0	10.0	12
01/STR/05	WAY	30A	1.007	RT	WILLOW CT	15.0	23.0	25.0	15.0	39
01/STR/05	WAY	30A	1.072	LT	MIDDLETON CT	15.0	19.0	23.0	15.0	34
01/STR/05	WAY	30A	1.143	LT	N MILL ST	19.0	22.0	36.0	19.0	56
01/STR/05	WAY	30A	1.143	RT	S MILL ST					0
01/STR/05	WAY	30A	1.211	LT	DOVER ST	13.0	10.0	19.0	13.0	19
01/STR/05	WAY	30A	1.276	LT	HOUGHTON ST	11.0	12.0	24.0	11.0	20
01/STR/05	WAY	30A	1.342	LT	MAPLE ST	14.0	12.0	19.0	14.0	22
01/STR/05	WAY	30A	1.371	LT	N FREET AVE	13.0	27.0	35.0	13.0	43
01/STR/05	WAY	30A	1.371	RT	S FREET AVE	13.0	30.0	39.0	13.0	48
01/STR/05	WAY	30A	1.401	LT	BEAVER ALY	14.0	14.0	26.0	14.0	28
01/STR/05	WAY	30A	1.451	LT	GARFIELD ST	24.0	27.0	37.0	24.0	81
01/STR/05	WAY	30A	1.518	LT	N COCHRAN ST	30.0	27.0	78.0	30.0	147
01/STR/05	WAY	30A	1.518	RT	S COCHRAN ST	30.0	24.0	76.0	30.0	138
01/STR/05	WAY	30A	1.590	LT	KING ST	22.0	19.0	51.0	22.0	73
01/STR/05	WAY	30A	1.648	LT	STUART ST	18.0	21.0	47.0	18.0	59
01/STR/05	WAY	30A	1.677	RT	FAHRNEY ST	24.0	18.0	44.0	24.0	71
01/STR/05	WAY	30A	1.708	LT	HIGH ST	23.0	18.0	53.0	23.0	76
01/STR/05	WAY	30A	2.024	RT	S ECKARD RD	32.0	24.0	72.0	32.0	142
01/STR/05	WAY	94	6.745	LT	COUNTRYVIEW AVE	34.0	30.0	121.0	34.0	228
01/STR/05	WAY	94	6.842	LT	FARMINGTON AVE	32.0	34.0	134.0	32.0	239
01/STR/05	WAY	94	6.947	LT	HENRY ST	26.0	30.0	85.0	26.0	140
01/STR/05	WAY	94	7.007	LT	WERTZ AVE	16.0	24.0	57.0	16.0	62
01/STR/05	WAY	94	7.092	LT	MAST AVE	16.0	24.0	50.0	16.0	58
01/STR/05	WAY	94	7.148	LT	LINCOLNVIEW DR	24.0	26.0	50.0	16.0	68
01/STR/05	WAY	94	7.203	LT	PARK DR	22.0	20.0	46.0	22.0	70
01/STR/05	WAY	94	7.358	LT	ATHLETIC CT	12.0	18.0	43.0	12.0	35
01/STR/05	WAY	94	7.625	LT	CENTER ST	19.0	27.0	75.0	19.0	91
01/STR/05	WAY	94	7.625	RT	CENTER ST	14.0	28.0	70.0	14.0	65
01/STR/05	WAY	94	7.658	LT	SCHULTZ AVE	18.0	20.0	40.0	18.0	53
01/STR/05	WAY	94	7.658	RT	SCHULTZ AVE	20.0	22.0	50.0	20.0	70
01/STR/05	WAY	94	7.720	LT	WESTERN DR	14.0	22.0	59.0	14.0	53
01/STR/05	WAY	94	7.787	LT	BRIARWOOD DR	15.0	34.0	63.0	15.0	73
01/STR/05	WAY	94	7.878	RT	SCHOOL DR	30.0	25.0	77.0	30.0	141
01/STR/05	WAY	94	7.920	RT	SCHOOL DR					PAVE THROUGH
01/STR/05	WAY	94	7.932	LT	HERITAGE PT	19.0	25.0	55.0	19.0	74
01/STR/05	WAY	94	8.050	RT	SCHOOL DR					PAVE THROUGH
TOTAL US 30A INTERESECTION AREA										2427
TOTAL SR 94 INTERESECTION AREA										1520
GRAND TOTAL INTERESECTION AREA										3947

TRAFFIC CONTROL

STOP BAR PLACEMENT

IN ORDER TO COMPLY WITH THE REQUIREMENTS OF THE TRAFFIC ENGINEERING MANUAL AND THE OMUTCD, AT NORMAL STOP CONTROLLED INTERSECTIONS WITHOUT CROSSWALK, PLACE THE LEADING EDGE OF THE STOP BAR (CLOSEST TO THE CENTER OF THE INTERSECTION) IN ACCORDANCE WITH THE BELOW TABLE UNLESS SPECIFIED OTHERWISE IN THESE PLANS:

SHOULDER WIDTH OF INTERSECTED ROADWAY	PLACE THE LEADING EDGE OF STOP BAR ON INTERSECTING/APPROACH ROADWAY
0 FEET < SHOULDER WIDTH ≤ 2 FEET	4 FEET BACK FROM EDGE OF PAVED SHOULDER OF INTERSECTED ROADWAY
2 FEET < SHOULDER WIDTH ≤ 4 FEET	2 FEET BACK FROM EDGE OF PAVED SHOULDER OF INTERSECTED ROADWAY
SHOULDER WIDTH > 4 FEET	IN LINE WITH EDGE OF PAVED SHOULDER OF INTERSECTED ROADWAY

PAVEMENT MARKING LOG

PRIOR TO REMOVING, GRINDING, OR OTHERWISE DESTROYING ANY EXISTING PAVEMENT MARKINGS, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CREATE AN EXISTING PAVEMENT MARKING LOG IN ORDER TO PLACE THE PROPOSED PAVEMENT MARKINGS IN THE SAME LOCATION AS THEIR EXISTING CONFIGURATION. SUBMIT THE EXISTING PAVEMENT MARKING LOG TO THE ENGINEER AND OBTAIN HIS OR HER APPROVAL PRIOR TO REMOVING, GRINDING, OR OTHERWISE DESTROYING THE EXISTING PAVEMENT.

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK SHOULD BE INCLUDED IN THE CONTRACT LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

RPMs FOR FIRE HYDRANTS (TWO- AND FOUR-LANE UNDIVIDED)

INSTALL ONE BLUE/BUE RAISED PAVEMENT MARKER ALONG THE CENTERLINE OF THE ROADWAY IN FRONT OF ALL FIRE HYDRANTS WITHIN THE PROJECT LIMITS AS LISTED ON THE RPM SUBSUMMARY. OFFSET THESE RPMs A DISTANCE OF 12 INCHES, MEASURED FROM THE CENTER OF THE CENTERLINE TO THE CENTER OF THE RPM, LATERALLY FROM THE CENTERLINE OF THE ROADWAY, TOWARD THE MARKED FIRE HYDRANT. SEE THE DETAIL BELOW AS INFORMATION. THESE RPMs SHOULD BE ADDED IN ADDITION TO THE STANDARD LONG LINE MARKING PLAN; THEY SHOULD NOT REPLACE ANY YELLOW, RED, OR WHITE MARKINGS.

