

\\ProjectData\CHP\00783_1\36-1488\Design\Roadway\Sheets\03793_GT001.dgn Sheet 2/14/2019 8:05:40 AM tknapke



SCALE IN MILES

A horizontal number line with tick marks at 0, $\frac{1}{8}$, $\frac{1}{4}$, $\frac{3}{8}$, and $\frac{1}{2}$. The line is labeled "SCALE IN MILES" above it.

<p>UNDERGROUND UTILITIES</p> <p>Contact Two Working Days Before You Dig</p>
 <p>OHIO811.org</p> <p>Before You Dig</p>
<p>OHIO811, 8-1-1, or 1-800-362-2764</p> <p>(Non-members must be called directly)</p>

ENGINEERS SEAL:



STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	7/18/14	TC-41.20	10/18/13			800	1/18/19
		TC-42.20	10/18/13			832	1/17/14
DM-4.3	1/15/16	TC-52.10	10/18/13				
DM-4.4	1/15/16	TC-52.20	7/20/18				
		TC-71.10	1/19/18				
MT-95.60	7/19/13						
MT-95.61	7/19/13						
MT-97.10	7/18/14						
MT-97.12	1/20/17						
MT-99.20	7/20/18						
MT-101.90	7/21/17						
MT-105.10	7/19/13						

APPROVED [Signature]
DATE 2/14/19 ENGINEER, CITY OF URBANA

FEDERAL PROJECT NO.

FILE NO.

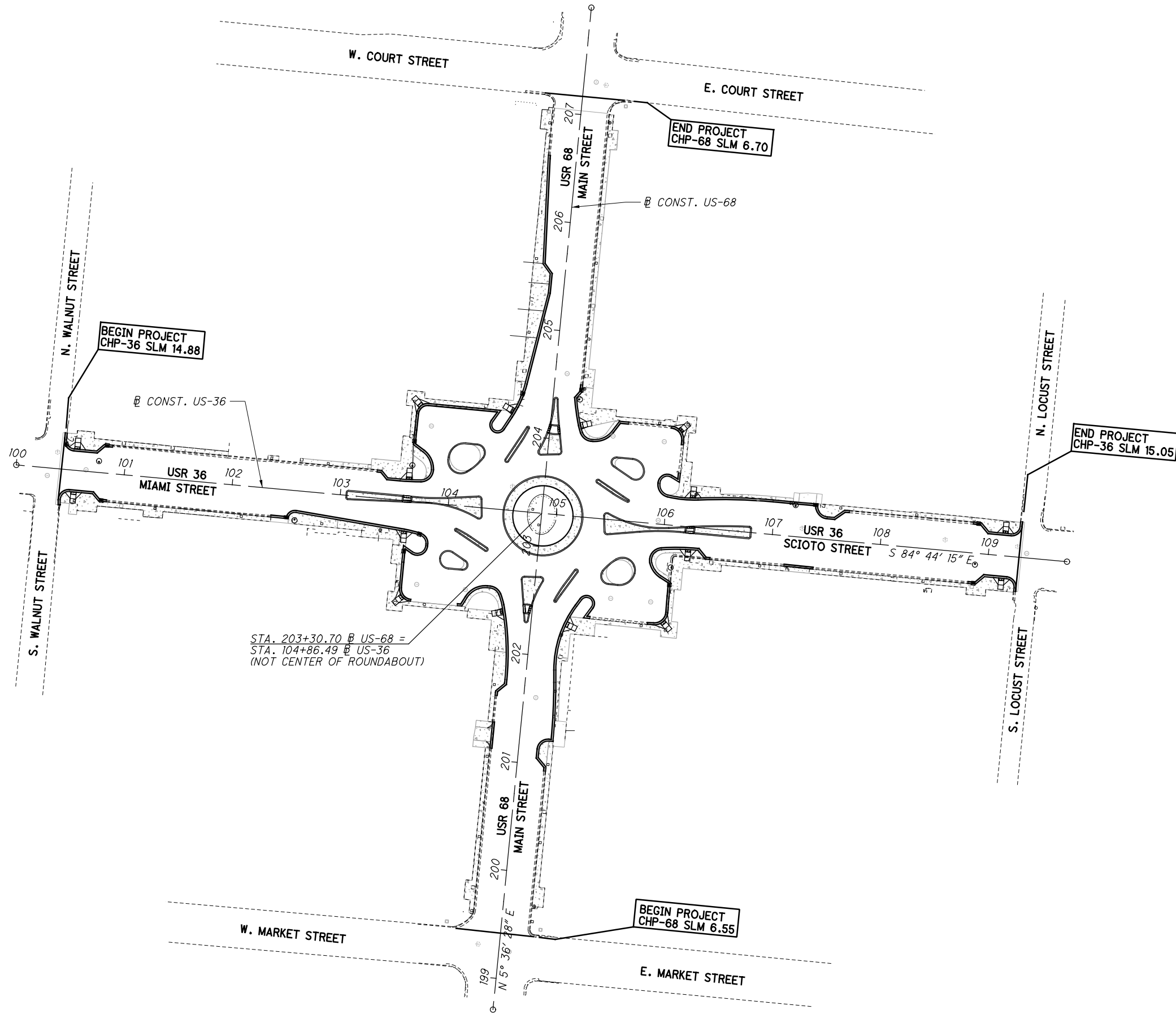
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NON

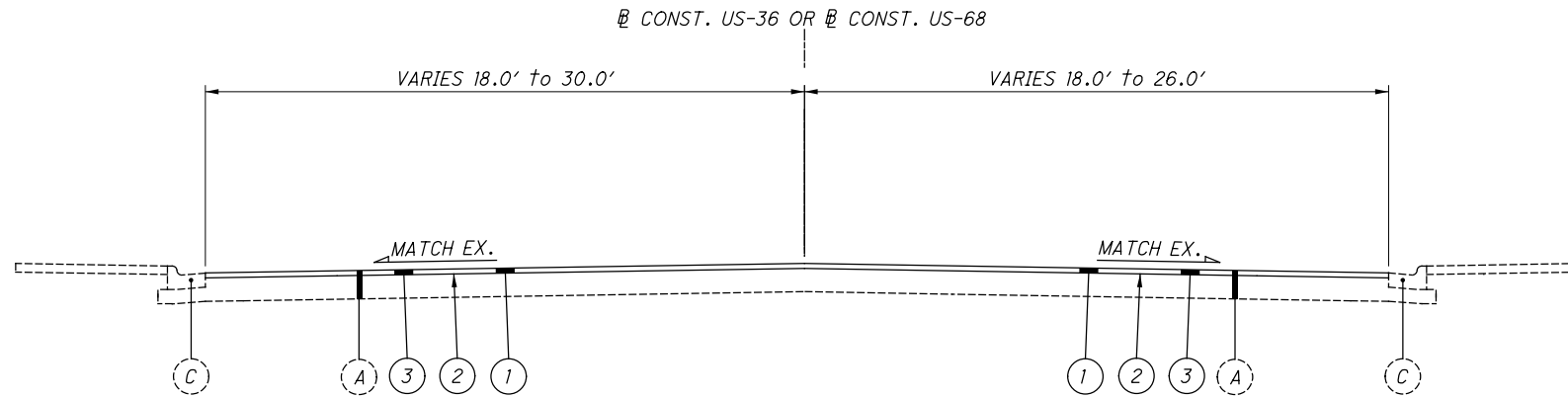
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2000

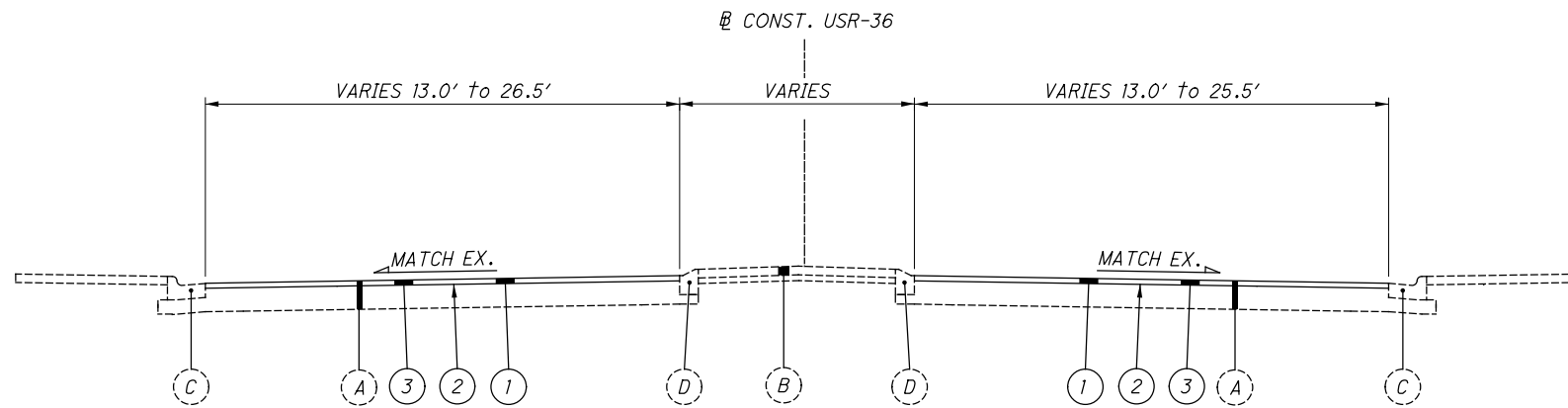
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TYPICAL 1 - APPROACH PAVEMENT
1 3/4" MILL/FILL
USR 36 - SLM 14.88 TO SLM 14.93
USR 36 - SLM 15.00 TO SLM 15.05
USR 68 - SLM 6.55 TO SLM 6.61
USR 68 - SLM 6.64 TO SLM 6.70

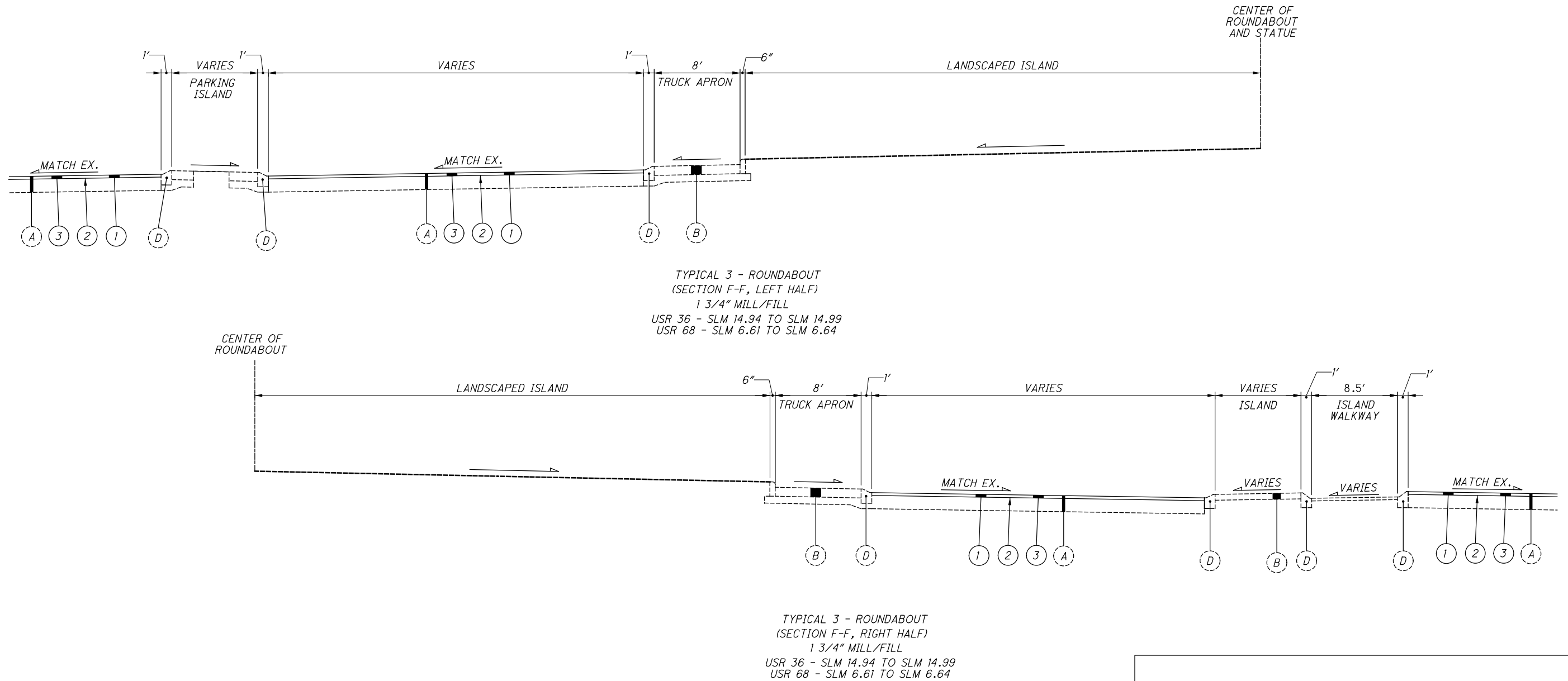


TYPICAL 2 - APPROACH PAVEMENT WITH SPLITTER ISLAND
1 3/4" MILL/FILL
USR 36 - SLM 14.93 TO SLM 14.94
USR 36 - SLM 14.99 TO SLM 15.00

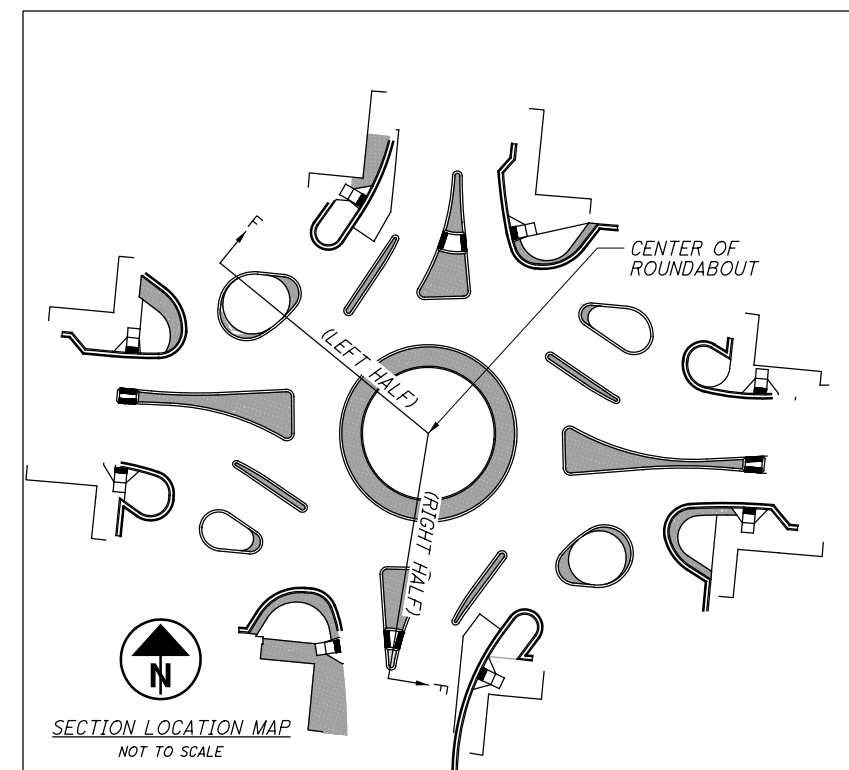
LEGEND

- ① ITEM 442 - 1.75" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448), AS PER PLAN
- ② ITEM 407 - NON-TRACKING TACT COAT @ 0.085 GAL/SQYD
- ③ ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, 1 3/4" DEPTH
- Ⓐ EXISTING ASPHALT CONCRETE
- Ⓑ EXISTING 8" CONCRETE WALK
- Ⓒ EXISTING TYPE 2 COMB. CURB AND GUTTER
- Ⓓ EXISTING TYPE 3-B CURB

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- LEGEND
- (1) ITEM 442 - 1.75" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448), AS PER PLAN
 - (2) ITEM 407 - NON-TRACKING TACT COAT @ 0.085 GAL/SQYD
 - (3) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, 1 3/4" DEPTH
 - (A) EXISTING ASPHALT CONCRETE
 - (B) EXISTING 8" CONCRETE WALK
 - (C) EXISTING TYPE 2 COMB. CURB AND GUTTER
 - (D) EXISTING TYPE 3-B CURB



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ALIGNMENT AND PROFILE

THE WORK PROPOSED BY THIS PROJECT CONSISTS OF PLANING AND RESURFACING 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.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448), AS PER PLAN

THE MATERIAL USED FOR THE RESURFACING SHALL CONSIST OF ONE AND THREE QUARTERS INCH (1.75") OF ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, (448), AS PER PLAN. THE BINDER SHALL BE PG 76-22M.

DURING THE PAVING OPERATION, THE LONGITUDINAL JOINTS SHALL BE PLACED IN THE LOCATION OF THE LANE LINE AND CENTER LINE MARKINGS.

ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN

PAVEMENT AREAS DESIGNATED FOR PATCHING AFTER PAVEMENT PLANING OPERATION SHALL BE MILLED 2 INCHES (2") IN DEPTH AND PATCHED PER 254.04.

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

USR 36 = 35 SQ YD USR 68 = 15 SQ YD
ITEM 254 - PATCHING PLANED SURFACE,
AS PER PLAN = 50 SQ YD

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN

AN ESTIMATED QUANTITY OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN HAS BEEN CARRIED TO THE GENERAL SUMMARY AND INCLUDED IN THE PLANS TO BE USED AS DIRECTED BY THE ENGINEER.

THE APPROXIMATE DEPTH OF PAVEMENT PLANING SHALL BE ONE AND THREE QUARTER INCHES (1 3/4") AS SHOWN ON THE TYPICAL SECTIONS.

THE APPROXIMATE WIDTH OF THE PAVEMENT PLANING WILL VARY FROM 13.0' TO 30.0'.

THE CONTRACTOR SHALL BEGIN PLACEMENT OF ITEM 441 - ASPHALT CONCRETE WITHIN FORTY EIGHT (48) HOURS AFTER ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE IS COMPLETED ON A DAILY OPERATION.

THERE ARE FIVE (5) INTERSECTIONS WITHIN THE LIMITS OF THE PAVEMENT PLANING.

THERE ARE SMALL EXISTING CONCRETE PATCHES WITHIN THE PLANING LIMITS THAT WERE PLACED BY THE CITY OF URBANA. THESE CONCRETE PATCHES SHALL BE MILLED THROUGH WHEN PLANING THE ASPHALT CONCRETE AND INCLUDED IN THE COST OF ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN.

ALL PAVEMENT MILLINGS SHALL BE DELIVERED TO THE CITY OF URBANA'S STREET DEPARTMENT GARAGE AT 416 TAFT AVENUE. THE CITY OF URBANA ENGINEER (937-652-4324) SHALL BE NOTIFIED FIVE DAYS PRIOR TO DELIVERY FOR COORDINATION.

THERE ARE APPROXIMATELY FORTY (40) CASTINGS WITHIN THE PLANING AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL LABOR AND EQUIPMENT NECESSARY TO MAINTAIN TRAFFIC AROUND THE CASTINGS AND SHALL INCLUDE THE COST IN THE UNIT PRICE BID FOR:
ITEM 614 - MAINTAINING TRAFFIC

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

USR 36
ITEM 611 - MANHOLE ADJUSTED TO GRADE = 7 EACH
ITEM 638 - VALVE BOX ADJUSTED TO GRADE = 3 EACH

USR 68
ITEM 611 - MANHOLE ADJUSTED TO GRADE = 1 EACH
ITEM 638 - VALVE BOX ADJUSTED TO GRADE = 2 EACH

ANY CASTINGS THAT REQUIRE ADJUSTING DURING CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR. ALL LABOR, MATERIAL AND EQUIPMENT NECESSARY FOR THE ADJUSTMENTS OF THE CASTINGS SHALL BE INCLUDED IN ITEMS 611 AND 638. ANY NEW CASTINGS REQUIRED SHALL BE FURNISHED TO THE CONTRACTOR BY THE CITY OF URBANA. ADJUSTING DEVICES ON MANHOLE COVERS ARE PROHIBITED.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN

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

THE AREAS OF ITEM 253, PAVEMENT REPAIR, AS PER PLAN ARE LOCATED THROUGHOUT THE PROJECT LIMITS.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE 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 ENTIRE AREA INCLUDING VERTICAL FACES SHALL BE COATED PRIOR TO PLACING THE REPLACEMENT MATERIAL PER 253.03. THE REPLACEMENT MATERIAL SHALL BE ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 AND DEPTH OF THE REPAIR SHALL BE MEASURED FROM THE MILLED SURFACE.

THE ESTIMATED PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF 4 FEET IN WIDTH AND 4 INCHES IN DEPTH OR AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

USR 36 = 400 SQ YD USR 68 = 100 SQ YD
ITEM 253 - PAVEMENT REPAIR, AS PER PLAN = 500 SQ YD

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ITEM 614 - MAINTAINING TRAFFIC

TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. THE LENGTH OF RESTRICTED TRAFFIC ZONES SHALL BE KEPT TO A MINIMUM 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.

THE CONTRACTOR SHALL BE REQUIRED TO FURNISH AND ERECT "GROOVED PAVEMENT" SIGNS FOR ANY PLANED SURFACE OF THE ROADWAY REMAINING OPENED AT THE CONCLUSION OF A WORK DAY.

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.

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

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 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 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.

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

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

* DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED 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 FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS 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 LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. 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.

LEOS (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 QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

USR 36 = 80 HOURS USR 68 = 20 HOURS

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 100 HOURS.

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

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

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 URBANA AND ODOT.

PAVEMENT MARKINGS ON INTERSECTING ROADWAYS

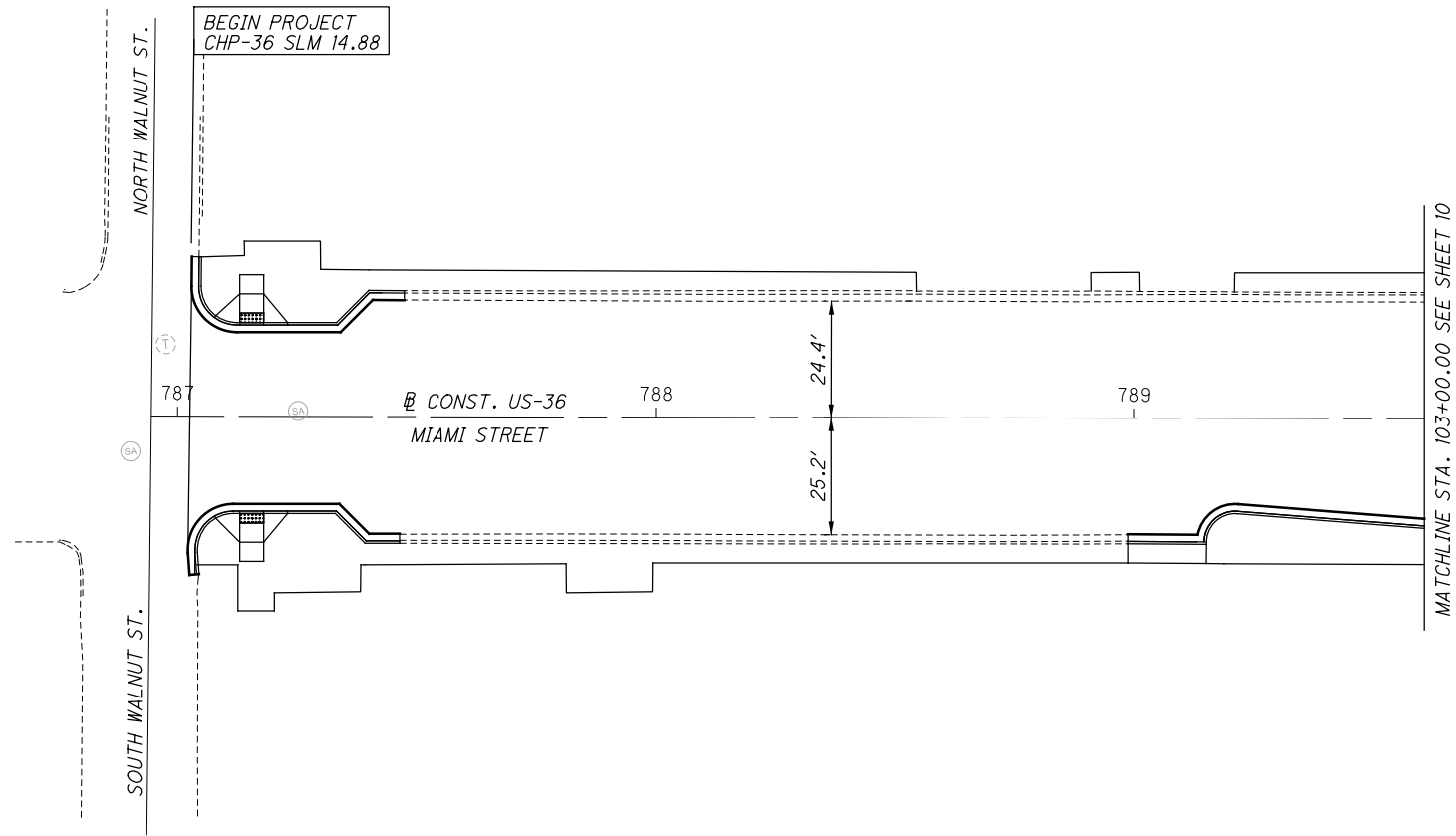
THE EDGE LINE SHALL BE CONTINUED AROUND ALL RADII TO MATCH THE EXISTING EDGE LINE OF THE INTERSECTING ROUTE. IF THE INTERSECTING ROUTE HAS A CENTER LINE MARKING, THE CENTER LINE SHALL BE RE-STRIPED OVER THE AREA OF RESURFACING.

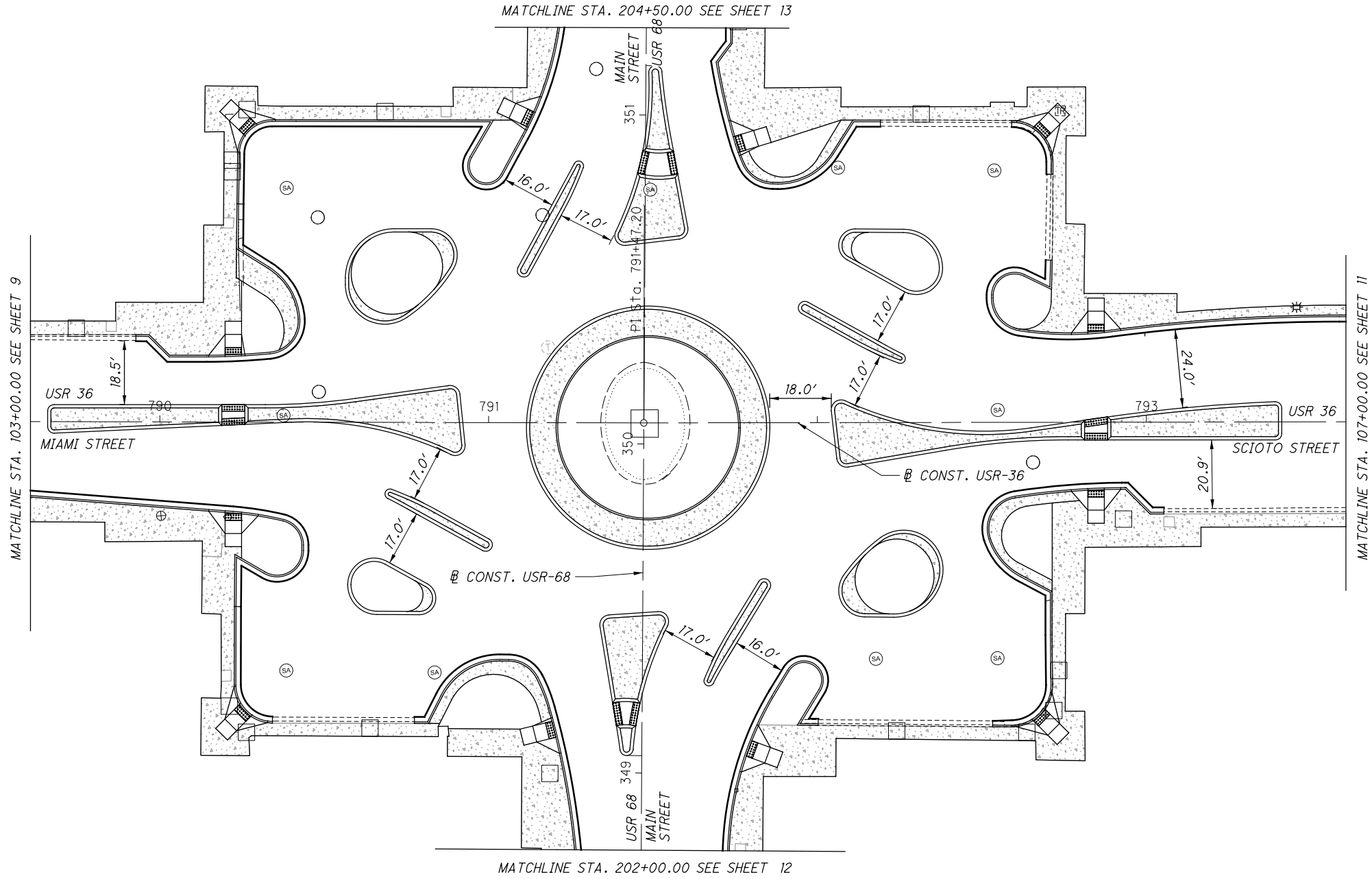
NIGHT WORK

ALL PAVING ON USR 36 AND USR 68 SHALL BE DONE BETWEEN 8:00 PM TO 6:00 AM.

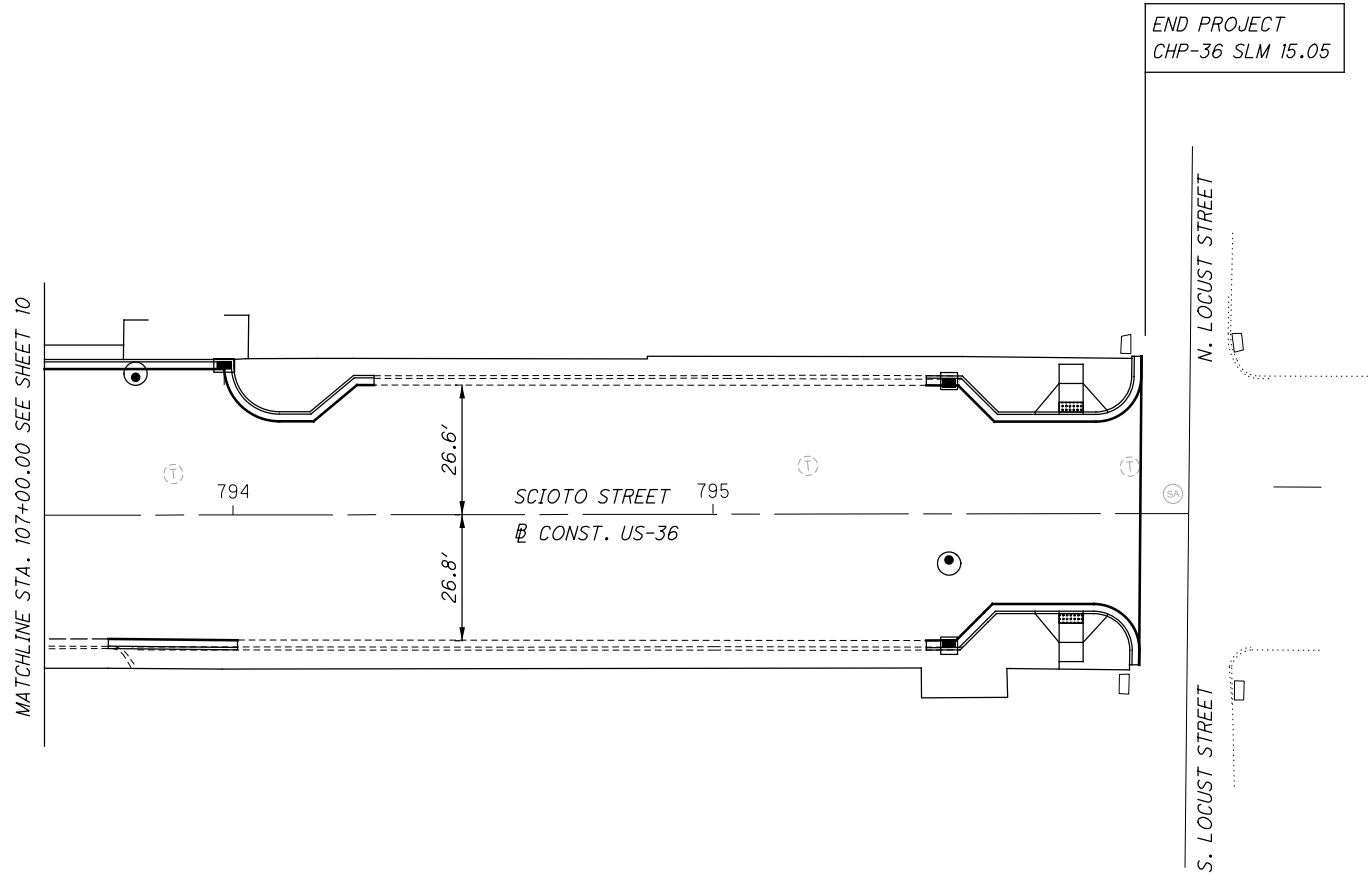
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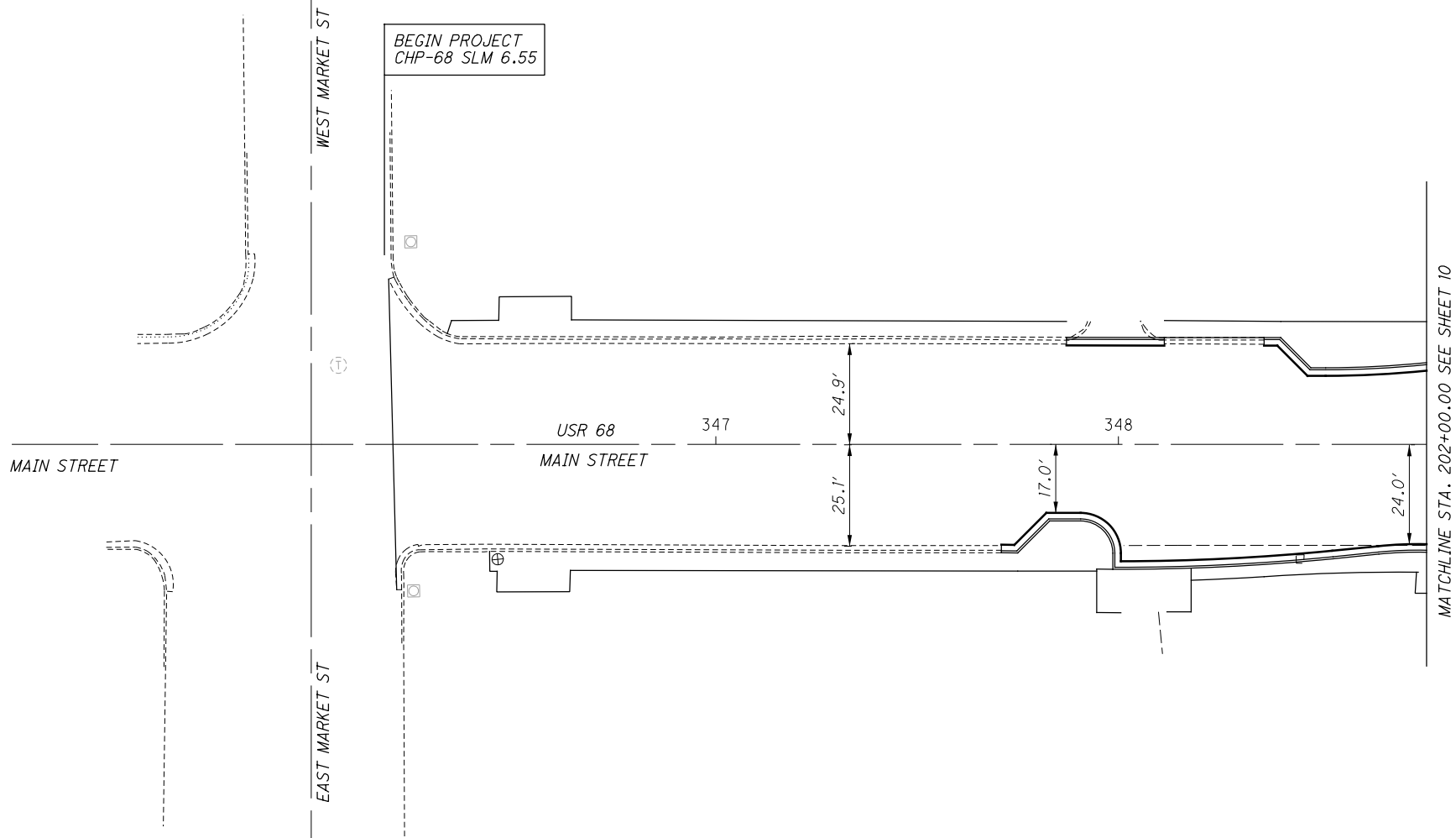






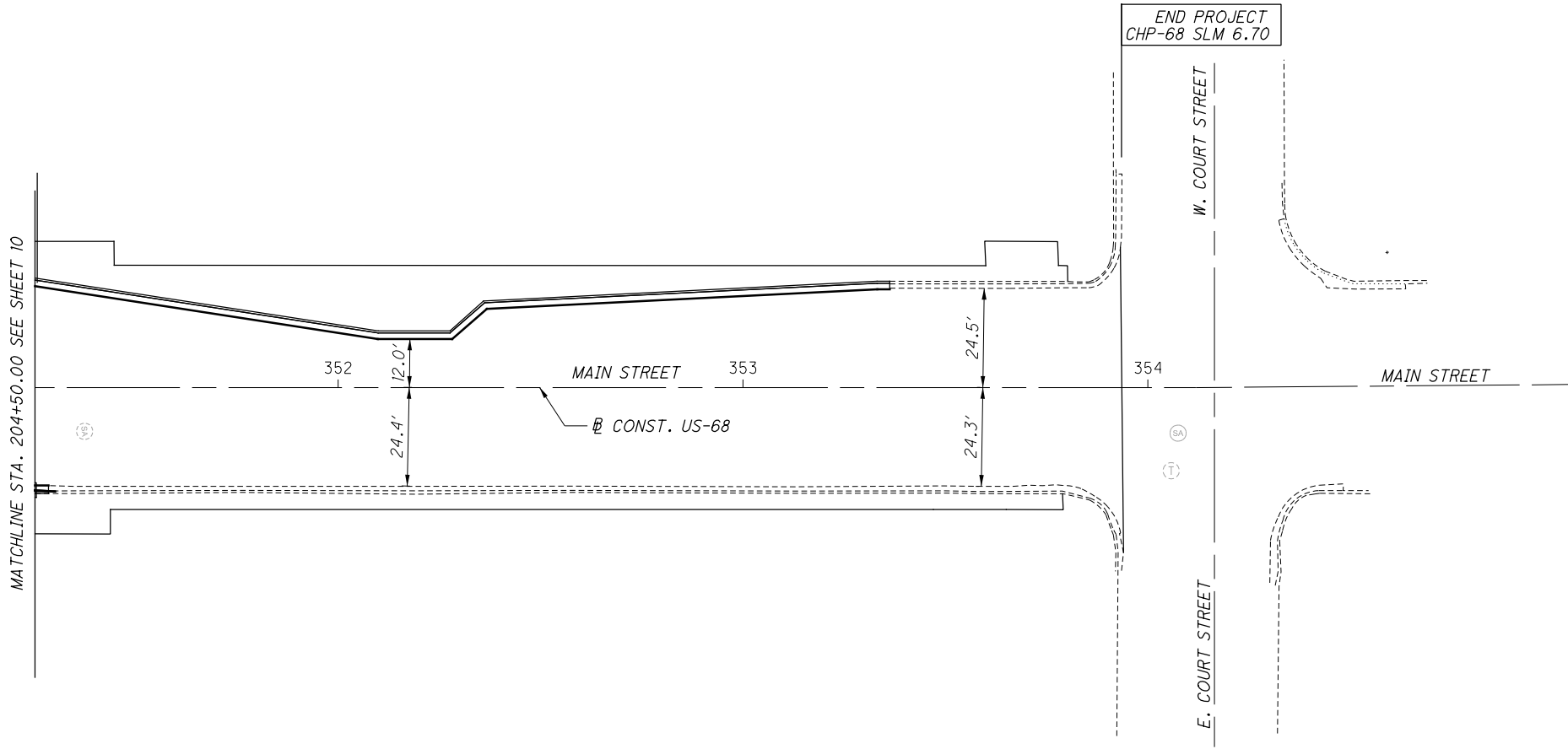
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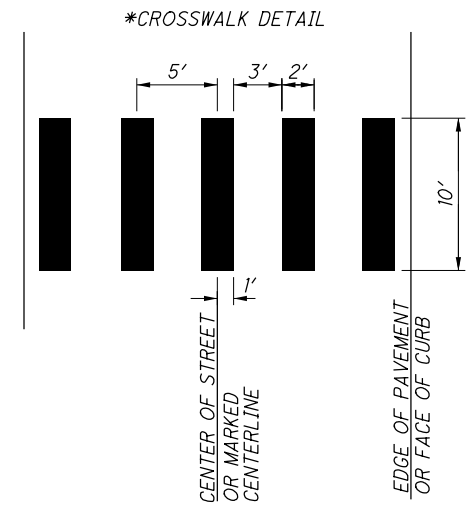


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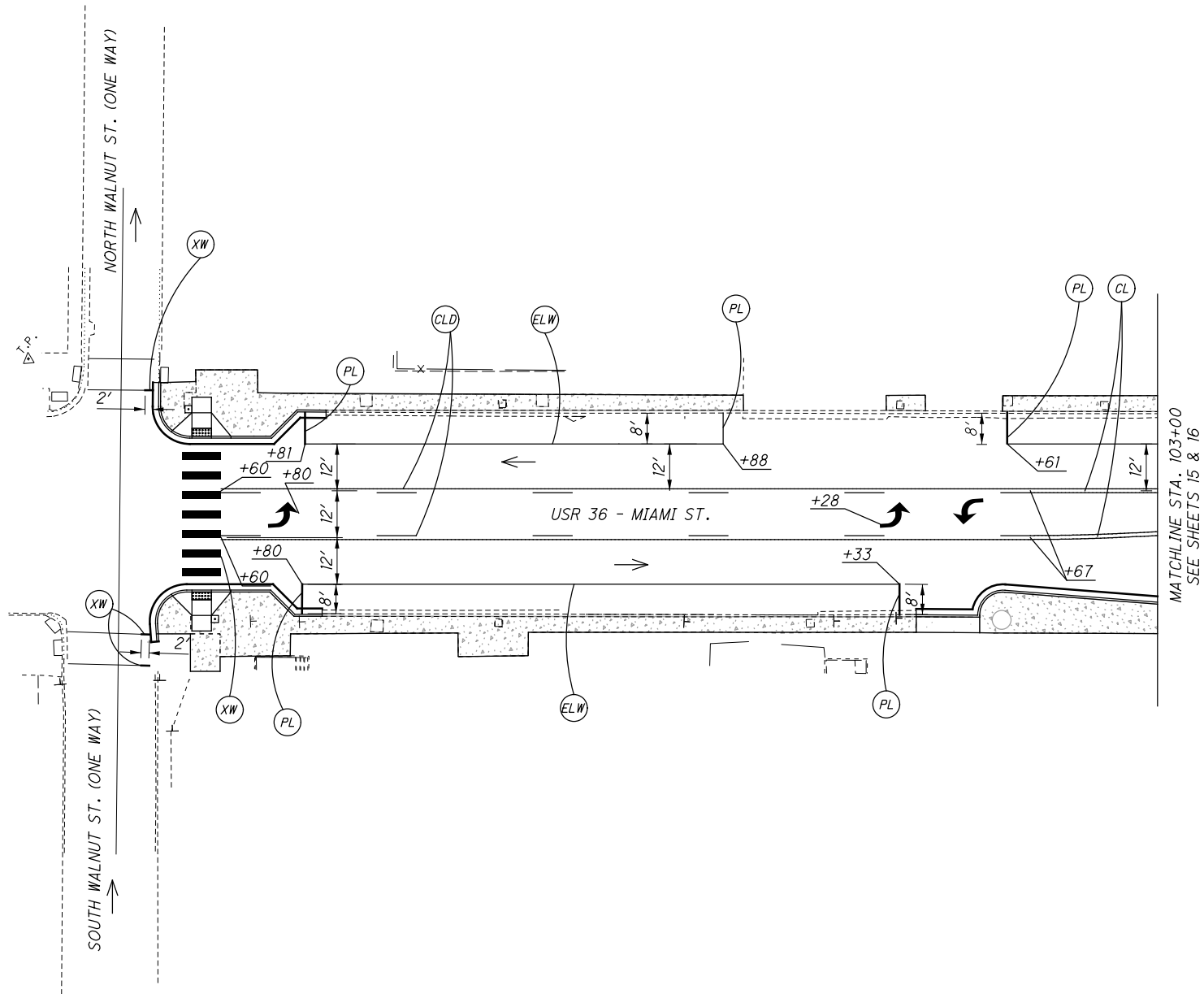
<div>12</div> <div>20</div>	CHP-36 / 68-14.88 / 6.55	PLAN US-68 BEGIN WORK TO STA. 202+00.00	CALCULATED	<div>0</div> <div>10</div> <div>20</div> <div>40</div> <div>HORIZONTAL SCALE IN FEET</div>	<div>N</div>
			CHECKED		



CALCULATED	CHECKED	PLAN US-68 STA. 204+50.00 TO END WORK	CHP-36 / 68-14.88 / 6.55	13 20
			HORIZONTAL SCALE IN FEET 0 10 20 40	

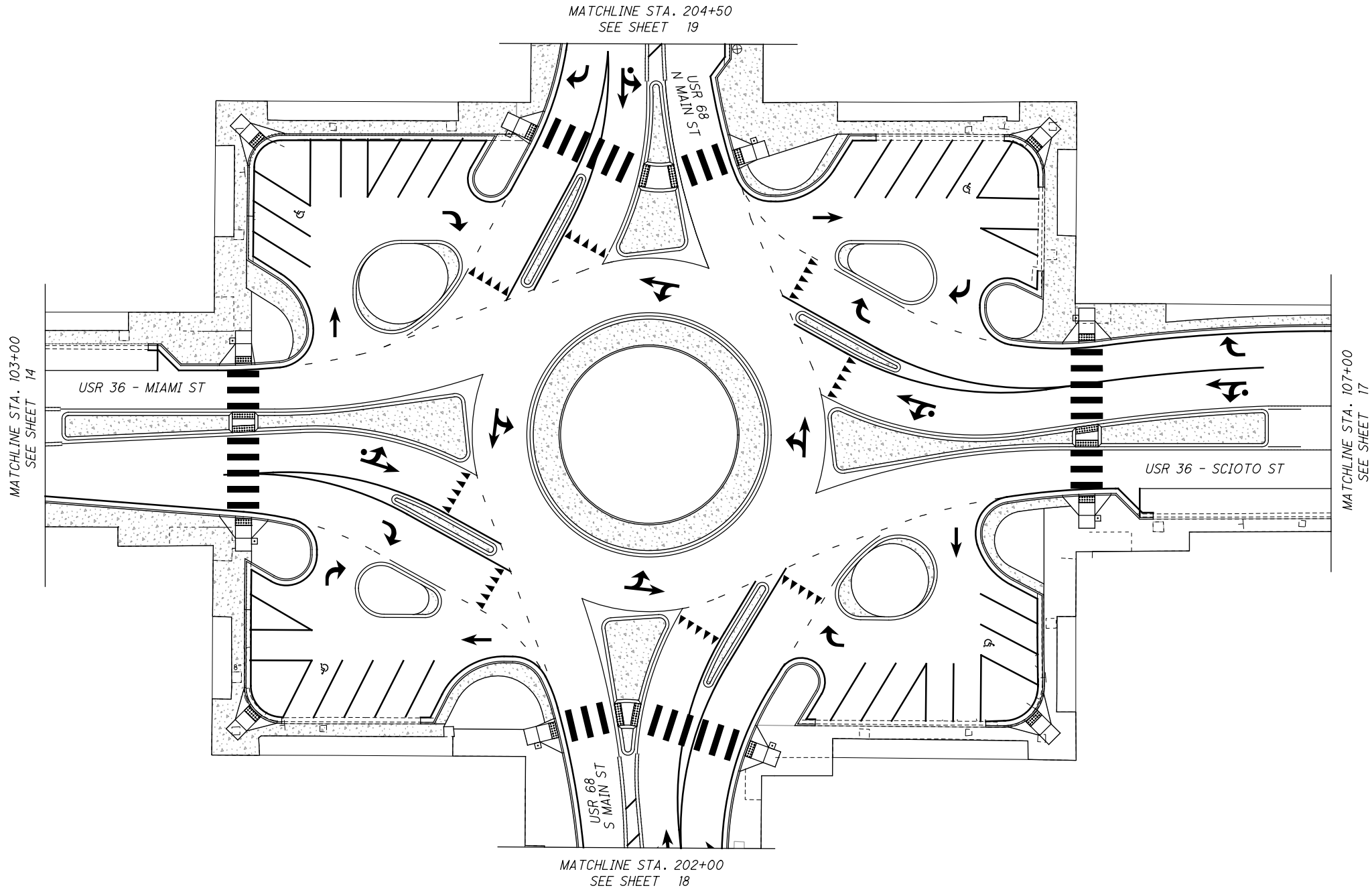


PAVEMENT MARKING LEGEND	
(CL)	ITEM 644, CENTER LINE, DOUBLE YELLOW
(ELW)	ITEM 644, EDGE LINE, WHITE
(ELY)	ITEM 644, EDGE LINE, YELLOW
(XW)	ITEM 644, CROSSWALK, WHITE*
(CH)	ITEM 644, CHANNELIZING LINE, WHITE
(YL)	ITEM 644, YIELD LINE, WHITE
(SL)	ITEM 644, STOP LINE, WHITE
(TLY)	ITEM 644, TRANSVERSE LINE, YELLOW
(PL)	ITEM 644, PARKING LINE, WHITE
(CLD)	ITEM 644, CENTER LINE, DASHED, YELLOW
← DIRECTION OF TRAVEL	



PAVEMENT MARKING PLAN
BEGIN PROJECT TO STA. 103+50.00

CHP-36 / 68-14.88 / 6.55

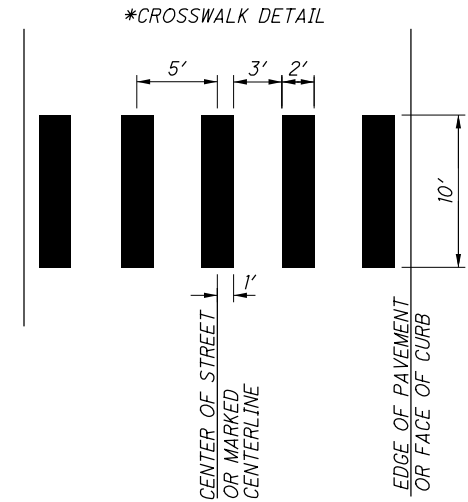


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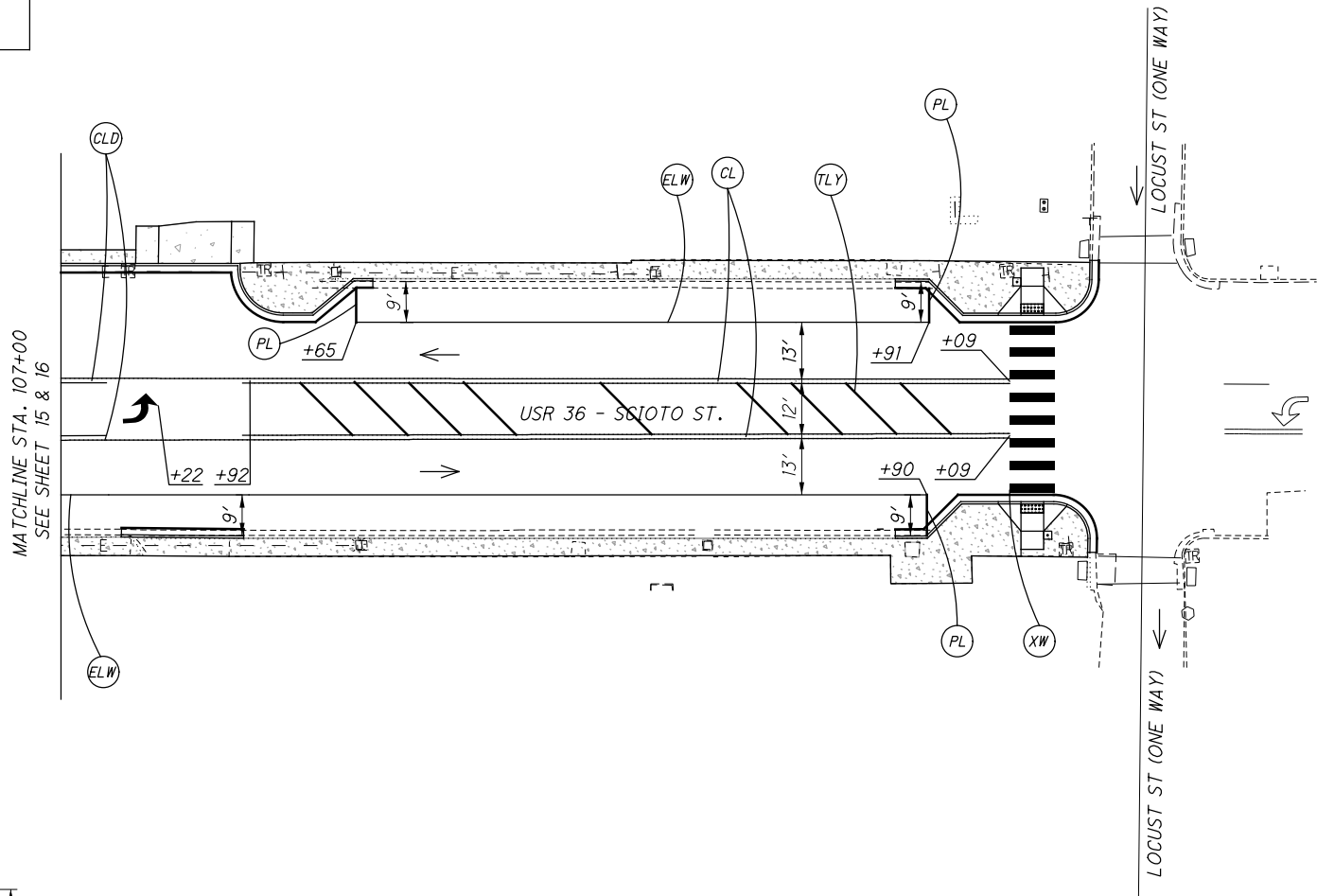
CALCULATED	CHECKED	PAVEMENT MARKING PLAN ROUNDABOUT	CHP -36 / 68 -14.88 / 6.55	15 20	

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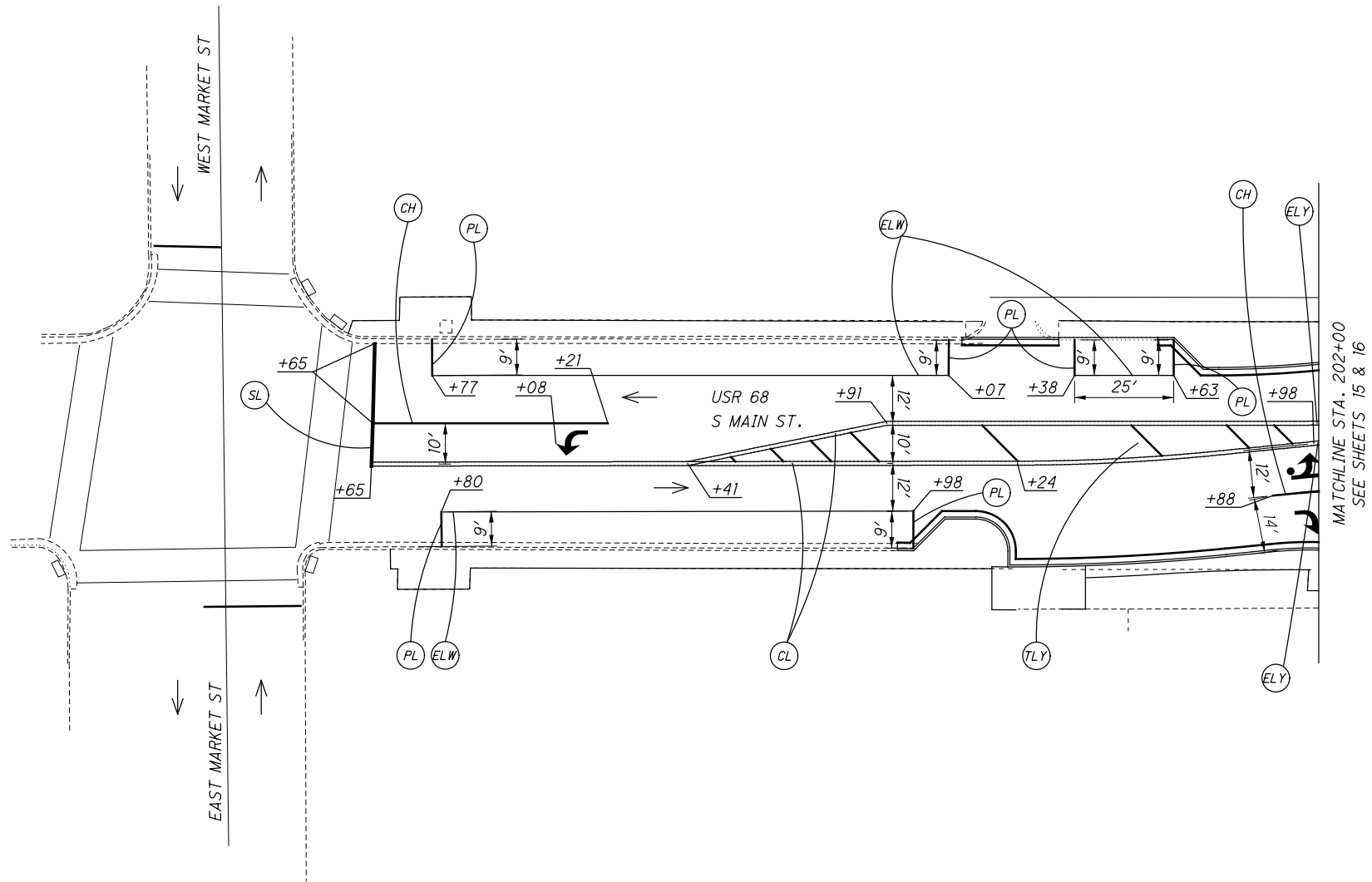




PAVEMENT MARKING LEGEND	
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(ELW)	ITEM 644, EDGE LINE, WHITE
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(PL)	ITEM 644, PARKING LINE, WHITE
(CLD)	ITEM 644, CENTER LINE, DASHED, YELLOW
← DIRECTION OF TRAVEL	



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(PL)	ITEM 644, PARKING LINE, WHITE
(CLD)	ITEM 644, CENTER LINE, DASHED, YELLOW
← DIRECTION OF TRAVEL	



PAVEMENT MARKING LEGEND	
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(PL)	ITEM 644, PARKING LINE, WHITE
(CLD)	ITEM 644, CENTER LINE, DASHED, YELLOW
← DIRECTION OF TRAVEL	

