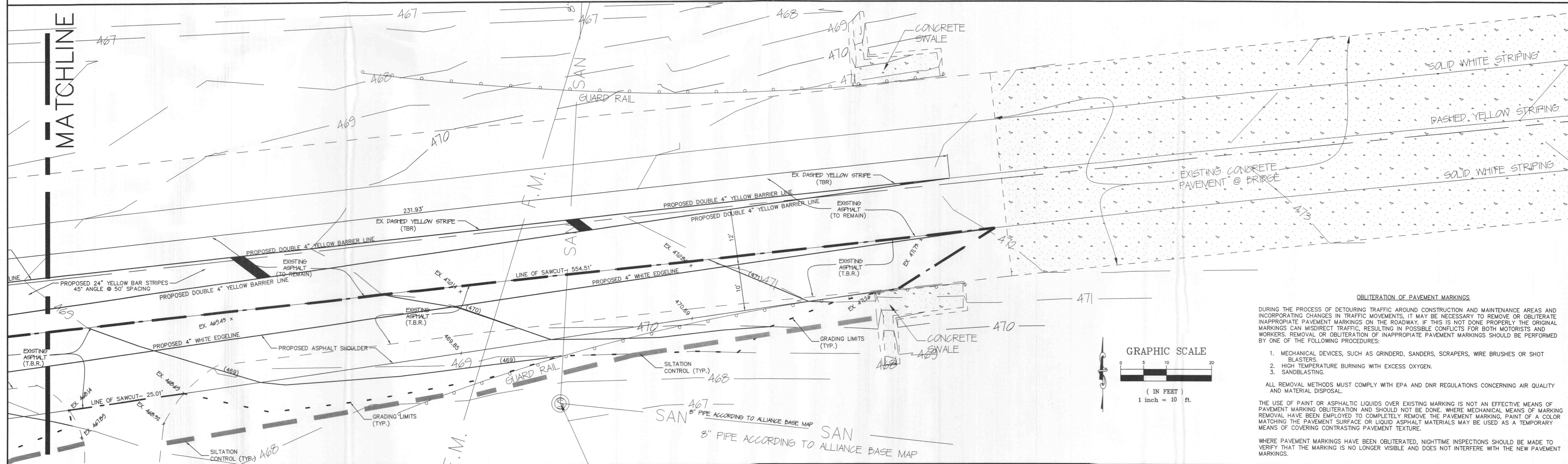


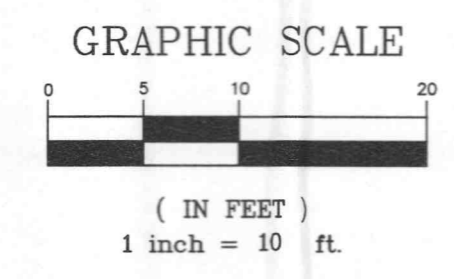
ROAD DETAIL

- ALL SPOTS ARE TO TOP OF PAVEMENT UNLESS OTHERWISE NOTED
- ALL LANE LINES SHALL BE EPOXY
- ALL STOP BARS AND ARROWS SHALL BE HOT TAPE



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OBTERATION OF PAVEMENT MARKINGS
 DURING THE PROCESS OF DETOURING TRAFFIC AROUND CONSTRUCTION AND MAINTENANCE AREAS AND INCORPORATING CHANGES IN TRAFFIC MOVEMENTS, IT MAY BE NECESSARY TO REMOVE OR OBLITERATE INAPPROPRIATE PAVEMENT MARKINGS ON THE ROADWAY. IF THIS IS NOT DONE PROPERLY THE ORIGINAL MARKINGS CAN MISDIRECT TRAFFIC, RESULTING IN POSSIBLE CONFLICTS FOR BOTH MOTORISTS AND WORKERS. REMOVAL OR OBLITERATION OF INAPPROPRIATE PAVEMENT MARKINGS SHOULD BE PERFORMED BY ONE OF THE FOLLOWING PROCEDURES:

1. MECHANICAL DEVICES, SUCH AS GRINDER, SANDERS, SCRAPERS, WIRE BRUSHES OR SHOT BLASTERS.
2. HIGH TEMPERATURE BURNING WITH EXCESS OXYGEN.
3. SANDBLASTING.

ALL REMOVAL METHODS MUST COMPLY WITH EPA AND DNR REGULATIONS CONCERNING AIR QUALITY AND MATERIAL DISPOSAL.

THE USE OF PAINT OR ASPHALTIC LIQUIDS OVER EXISTING MARKING IS NOT AN EFFECTIVE MEANS OF PAVEMENT MARKING OBLITERATION AND SHOULD NOT BE DONE WHERE MECHANICAL MEANS OF MARKING REMOVAL HAVE BEEN EMPLOYED TO COMPLETELY REMOVE THE PAVEMENT MARKING. PAINT OF A COLOR MATCHING THE PAVEMENT SURFACE OR LIQUID ASPHALT MATERIALS MAY BE USED AS A TEMPORARY MEANS OF COVERING CONTRASTING PAVEMENT TEXTURE.

WHERE PAVEMENT MARKINGS HAVE BEEN OBLITERATED, NIGHTTIME INSPECTIONS SHOULD BE MADE TO VERIFY THAT THE MARKING IS NO LONGER VISIBLE AND DOES NOT INTERFERE WITH THE NEW PAVEMENT MARKINGS.

UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE INFORMATION AND THEREFORE THEIR LOCATIONS SHALL BE CONSIDERED APPROXIMATE ONLY. THE VERIFICATION OF THE LOCATION OF ALL UNDERGROUND UTILITIES, EITHER SHOWN OR NOT SHOWN ON THESE PLANS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, AND SHALL BE LOCATED PRIOR TO ANY GRADING OR CONSTRUCTION OF THE IMPROVEMENTS.

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