EXIST. MICROSURFACING
EXIST. TYPE "E" CURE & GUTTER
EXIST. 6" CONC. MEDIAN
EXIST. 1 1/2" SP125 CLP
EXIST. 2 1/2" ASPH. CONC.
EXIST. 9" PCCP
EXIST. 4" AGGREGATE

NOTE: WASHINGTON/CHARBONIER TYPICAL
NOT SHOWN ON SHEET. USE 4' MILL (2" DEPTH)
FOR THAT LOCATION.

BEGIN LOG MILE 10.968 TO END LOG MILE 13.602
ONLY 58 LOG MILES NOTED.

2' MILL/FILL - 2' WIDE LOGITUDINAL RIBBON
(VARIES THROUGHOUT. SEE ELECTRONIC DELIVERABLES
FOR EXACT LOCATIONS IN .KMZ FILE)

TACK COAT

2" MILL/FILL
LONGITUDINAL RIBBON

RIBBON W/TACK COAT

ESTIMATE FACTORS
CONTRACTOR SELECTED ASPHALT ALTERNATIVE PG 70/22 = 2 TONS/CYLD
TACK COAT = 0.13 GAL/SQYD FOR MILLED SURFACES
### Mill Fill - Bid Quantities

<table>
<thead>
<tr>
<th>ROADWAY</th>
<th>LABEL</th>
<th>COLOR</th>
<th>START LOCATION</th>
<th>END LOCATION</th>
<th>START LOG MILE</th>
<th>END LOG MILE</th>
<th>LENGTH FT.</th>
<th>WIDTH</th>
<th>MILLMILLING COAT</th>
<th>TACK COAT</th>
<th>CONTRACTOR SELECTED</th>
<th>ALTERNATIVE</th>
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**NOTE:** All log miles are based upon SR 67

### Mill Fill - Variable Scope Quantities

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**NOTE:** All log miles are based upon SR 67
**NOTES:**

REMOVE AND/OR VACULATE EXISTING PAVEMENT MARKING AS NEEDED.

FOR SHORT TERM OPERATION, WHERE IT IS NOT POSSIBLE TO MODIFY PAVEMENT MARKING, A 10 FEET DEVICE SPACING IS USED WHERE TRAFFIC IS GUIDED ALONG DOUBLE YELLOW LINES OR OTHER CONFLICTING PAVEMENT MARKING. ALL OTHER SPACING ARE ONE-HALF OF THE SPACING.

(4) THE FLASHING ARROW BOARD SHOULD BE LOCATED AT THE BEGINNING OF THE Merging TAPE MEDIAN WIDTH ALLOWS THIS PLACEMENT.

LEFT LANE CLOSURE AT INTERSECTION WORK ON NEAR OR FAR SIDE
NOTES:

1. For short term operation, where it is not feasible to modify pavement markings, a 10-Feet Buffer spacing is used where traffic is shifted across single yellow lines or other conflicting pavement markings. All other spacings are one-half of the spacing.

2. The flashing arrow board should be located at the beginning of the Nerding taper when median width allows this placement.

LEFT LANE CLOSURE AT INTERSECTION
WORK ON FAR SIDE

NOT TO SCALE
NOT TO SCALE

STATIONARY LANE CLOSURE ON A DIVIDED HIGHWAY

TRAFFIC CONTROL LEGEND

INDEX SYMBOLS:
- (signalized signal)
- (non-signalized signal)
- (construction zone)
- (work zone)
- (visibility enhancement)
- (speed limit)
- (buffer)
- (taper)
- (shoulder)
- (lane)
- (width)
- (length)
- (speed)
- (sight distance)
- (marked line)
- (unmarked line)
- (marked edge line)
- (unmarked edge line)
- (permanent pavement markings)
- (temporary pavement markings)

NOTES:

REMOVE AND/OR MODIFY ANY EXISTING PAVEMENT MARKING AS NEEDED.

THIS INFORMATION ALSO SHALL BE USED WHEN WORK IS BEING PERFORMED IN THE LANE ADJACENT TO THE MEDIAN ON A DIVIDED HIGHWAY. IN THIS CASE, THE LEFT LANE CLOSED SIGNS AND THE CORRESPONDING MERGE OR LANE END SIGNS SHALL BE SUBSTITUTED.

WHEN A SIDE ROAD INTERSECTS THE HIGHWAY WITHIN THE TTC ZONE, ADDITIONAL TTC DEVICES SHALL BE PLACED AS NEEDED.