

Standards, as amended by Bulletin 74-90, Fresno County Health Department regulations, and the Clovis Standard Drawing therefor. The Contractor performing the well abandonment shall be licensed to perform such work (~~Class A or~~ Class C-57) in accordance with the provisions of the State Business and Professions Code, Chapter 9, Division 3.

The Contractor shall obtain a permit for the work from the Clovis Building Division prior to performing the well abandonment, and shall coordinate with the Building Division for inspection of the work as required. The exposed well shall be securely covered during all periods of inactivity with a suitable cover sufficiently anchored to prevent hazard to the public and/or contamination of the well.

#### **15-2.02(B) Obliterating Roads And Detours**

Unless otherwise specified in the special provisions, obliteration shall consist of placing an earth cover of not less than 0.5-foot in thickness or shall consist of rooting, plowing, pulverizing, or scarifying to a minimum depth of 0.5-foot or to the bottom of the impermeable underlying base, whichever is the greater.

When obliteration is accomplished by rooting, plowing, pulverizing, or scarifying, the bituminous material shall be broken up into pieces not larger than 4 inches in greatest dimension and mixed with an equal amount of underlying material. After obliteration, the area shall be graded, as directed by the Engineer, so that it will blend in with the surrounding terrain and be well-drained.

If the Contractor elects to obliterate surfacing by placing an earth cover, the existing base and surfacing shall be scarified for its full depth and broken up so that the material contains no lumps larger than 12 inches in greatest dimension before the earth cover is placed.

Wherever a portion of existing surfacing is to be obliterated, the outside edge of the existing surfacing, which is to remain in place, shall be sawed to a neat line, prior to obliteration operations.

#### **15-2.02(C) Traffic Stripes And Pavement Markings**

1. Where shown on the Plans or specified in the Contract Specifications, traffic stripes and pavement markings (paint and thermoplastic) to be removed shall be accomplished by wet sandblasting or other approved methods which will cause the least possible damage to the pavement. Dry sandblasting may be used in selected areas only with the permission of the Engineer and with approval of the air pollution control authority having jurisdiction over the area in which the work will be performed. Alternate methods of removal require prior approval of the Engineer.

Pavement marking images shall be removed in such a manner that the old message cannot be identified. Where grinding is approved by the Engineer for use, the pavement marking image shall be removed by grinding a rectangular area. The minimum dimensions of the rectangle shall be the height and width of the pavement marking. Residue resulting from removal operations shall be removed from pavement surfaces by sweeping or vacuuming before the residue is blown by the action of traffic or wind, migrates across lanes or shoulders, or enters into drainage facilities. Traffic stripes shall be removed before any change is made in the traffic pattern.

Traffic Stripes and Pavement Markings designated to be removed and not to receive a pavement surface treatment per Section 15-2.02(C)2 shall be removed completely as herein specified and the surface sealed with a "Walkmaster" or an equivalent slurry approved by the

Engineer. Any voids created by grinding shall be filled using a Type II slurry approved by the Engineer.

All existing striping, stenciling, or other markings, whether shown for removal or not, that will be in conflict with the intent of any new striping shown on the Plans or specified in the Contract Specifications, shall be removed. Where Traffic Striping or Pavement Markings are to be removed and not to be followed by any of the applications described below, the pavement shall be sealed as specified in the Contract Specifications. If not specified, the Contractor shall seal the pavement using a method to be approved by the Engineer.

2. Traffic stripes and Pavement Markings to be removed for various pavement surface treatment operations shall comply with the following:

Preparation for Fog Seal or Slurry Seal.

In addition to the provisions of (1) above, for Fog Seal and Slurry Seal applications, the Contractor shall protect existing permanent raised pavement markers from damage or coating. Damaged or coated markers shall be replaced in accordance with Section 85, "Raised Pavement Markers," at the contractor's expense.

Preparation for Cape Seal.

In addition to the provisions of (1) above, for Cape Seal applications the Contractor shall remove permanent raised pavement markers in conformance with Section 15-2.02(D) "Pavement Markers," and at the completion of work replace them in accordance with Section 85, "Raised Pavement Markers."

Preparation for Overlay.

Unless the Plans or Contract Specifications require otherwise, for Overlay applications, the Contractor shall only remove permanent raised pavement markers in conformance with Section 15-2.02(D) "Pavement Markers," and at the completion of work replace them in accordance with Section 85, "Raised Pavement Markers."

3. The Contractor shall remove the existing paint and thermoplastic striping, pavement markings or raised pavement markers where required, no earlier than five (5) days before the start of any of the applications specified in (2) above. After removing the existing paint, markings, or markers, unless otherwise authorized by the Engineer, the Contractor shall immediately install temporary reflectorized markers which shall be left in place until beginning the applicable application.

Extra caution shall be required at locations with traffic signal loops where pavement markings or striping must be removed. Loops are located just below surface grade. Temporary reflective road marker tabs, manufactured by Hye Lites, Davidson Plastic Co. MV Plastic Chip Seal Marker or approved equal, shall be placed in accordance with the manufacturer's specifications but not more than 15-foot intervals. Temporary reflective road marker tabs shall also be placed at all stop bars that are removed and shall have a minimum of six (6) reflectors or as directed by the Engineer.

All temporary markers shall be completely removed prior to the applicable applications specified in (2) above and reinstalled upon completion of the application prior to installation of permanent striping. All protective covers of markers left in place shall be removed after the application for nighttime reflectivity and visibility. Prior to the application of paint, thermoplastic striping, and pavement markings, temporary road marker tabs shall be