

STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION

**COS-206-5.98  
KNO-715-0.00(COS)**

**BUTLER AND UNION TOWNSHIP  
IN KNOX COUNTY**

**JEFFERSON AND NEW CASTLE TOWNSHIP  
IN COSHOCTON COUNTY**

PROJECT DESCRIPTION:  
SINGLE CHIP SEAL ON S.R. 715 FROM U.S. 36 IN  
KNOX COUNTY TO U.S. 36 IN COSHOCTON COUNTY.

Project Earth Disturbed Area =  
N/A (Maintenance Project)  
Estimated Contractor Earth Disturbed Area =  
N/A (Maintenance Project)  
Notice of Intent Earth Disturbed Area =  
N/A (Maintenance Project)

FOR LOCATION MAPS  
(SEE SHEET 2)

FOR DESIGN DESIGNATION  
(SEE SHEET 2)

2008 SPECIFICATIONS

THE STANDARD 2008 SPECIFICATIONS OF THE STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND  
SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND THE  
PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING  
OF THESE IMPROVEMENTS WILL NOT REQUIRE THE CLOSING OF  
THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND  
SAFETY WILL BE AS SET FORTH IN PLANS AND ESTIMATES.

INDEX OF SHEETS:

TITLE SHEET .....	1
LOCATION MAP .....	2
GENERAL NOTES .....	3-4
TRAFFIC CONTROL DETAIL .....	5
PAVEMENT DATA .....	6
BRIDGE DECK TREATMENT DATA .....	7
PAVEMENT MARKING DATA .....	8
RPM DATA .....	9-11
LOCATION SUB-SUMMARIES .....	12-13
GENERAL SUMMARY .....	14

LOCATION	COUNTY	ROUTE	BEGIN (S.L.M.)	END (S.L.M.)	LENGTH (MILES)	CITY/VILLAGE
1	KNO.	S.R. 715	0.00	4.26	4.26	
2	COS.	S.R. 715	0.00	2.54	2.54	
3	COS.	S.R. 206	5.98	6.63	0.65	
4	COS.	S.R. 715	3.19	8.14	4.95	NELLIE

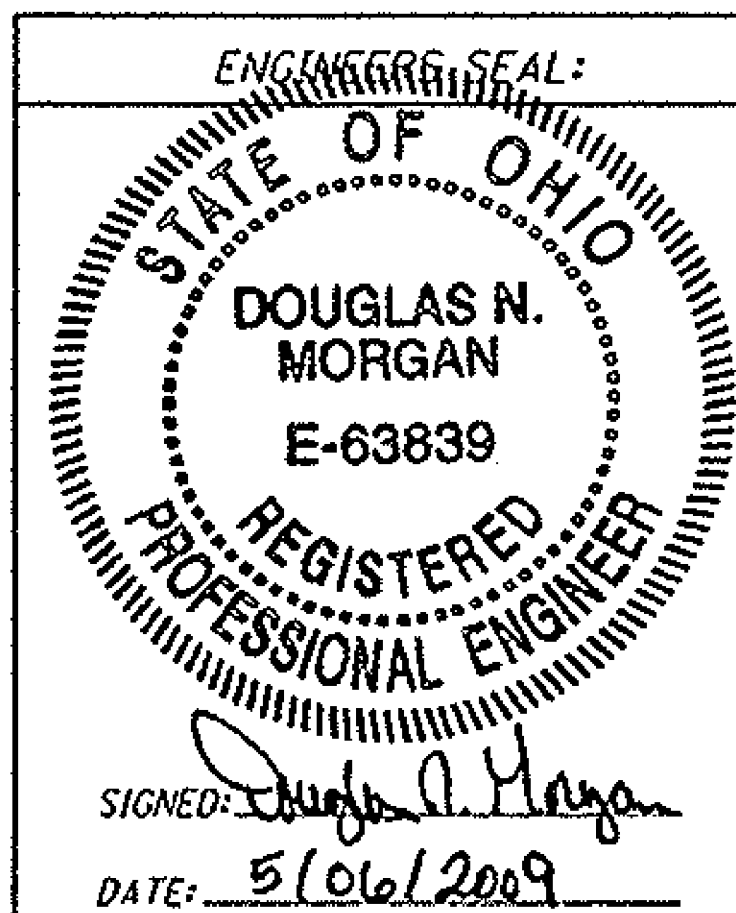
**UNDERGROUND UTILITIES**  
CONTACT BOTH SERVICES  
CALL TWO WORKING DAYS  
BEFORE YOU DIG

CALL  
1-800-362-2764  
(TOLL FREE)

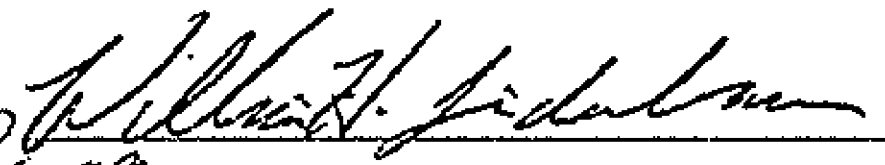
OHIO UTILITIES PROTECTION SERVICE  
NON-MEMBERS  
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE  
SERVICE CALL: 1-800-925-0988

PLAN PREPARED BY:  
Ohio Department of  
Transportation,  
District 5  
Production Department

ENGINEER'S SEAL:  
  
REGISTERED  
PROFESSIONAL ENGINEER

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS
MT-35.10	4/20/01	TC-65.10	1/21/05	800 4/17/09
MT-97.10	9/05/06	TC-65.11	1/21/05	832 5/05/09
MT-97.11	9/05/06	TC-71.10	1/16/09	
MT-99.20	1/16/09	TC-73.10	1/19/01	
MT-105.10	1/16/09			
				SPECIAL PROVISIONS

APPROVED   
DATE 5-6-09 DISTRICT DEPUTY DIRECTOR

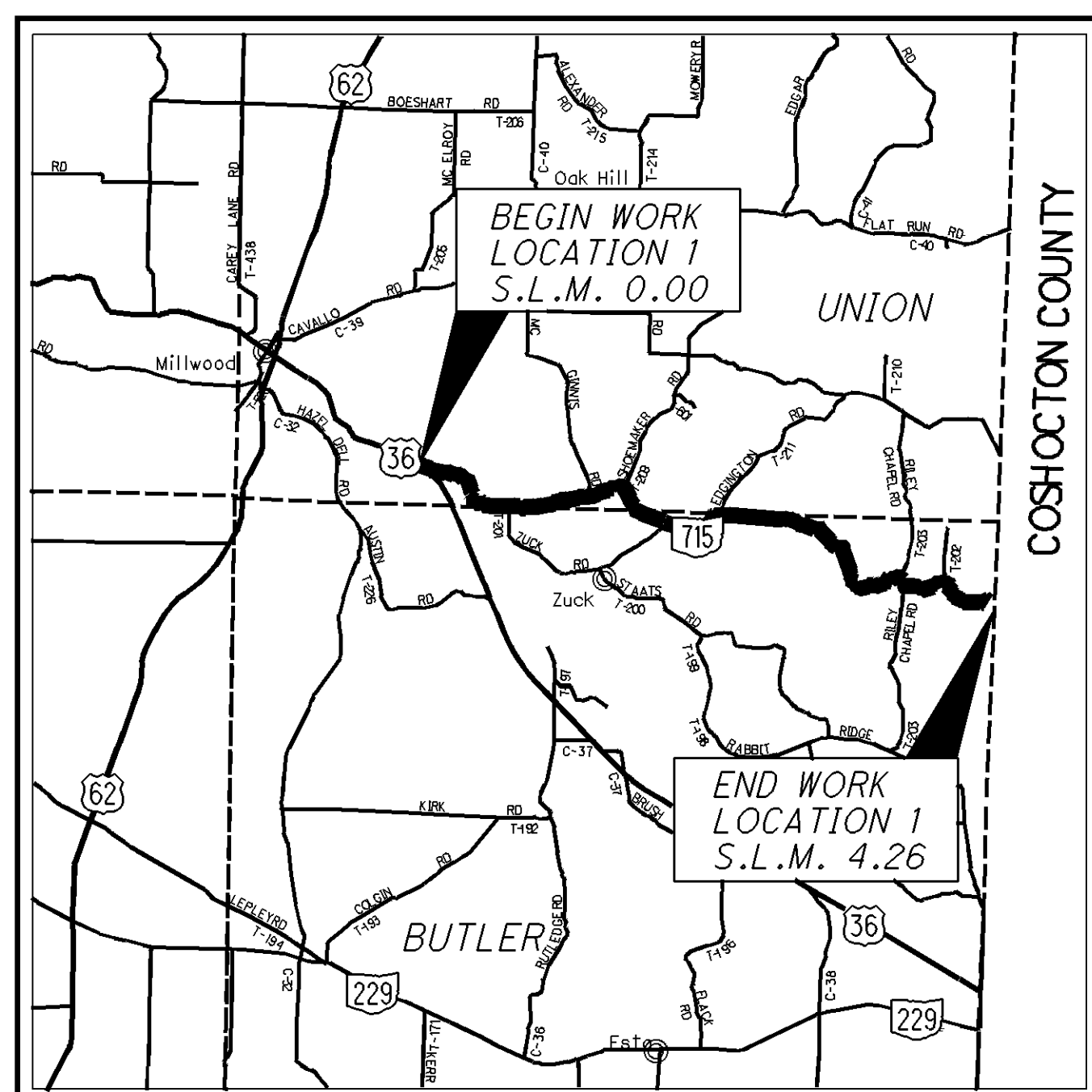
APPROVED   
DATE 5-15-09 DIRECTOR, DEPARTMENT OF  
TRANSPORTATION

FEDERAL PROJECT NO. **NON-FEDERAL**  
PID NO. **86477**  
CONSTRUCTION PROJECT NO.  
RAILROAD INVOLVEMENT **NONE**  
**COS-206-5.98**  
**KNO-715-0.00(COS)**  
1/14

COS - SR-206-5.98; KNO-715-0.00 (C)  
090414 PID - 86477  
Dist 5 8/12/2009  
5/04/09 86477.MTS\_001.DGN

**LOCATION MAP (Location 1)**

LATITUDE: 40°23'05" N LONGITUDE: 82°13'23" W

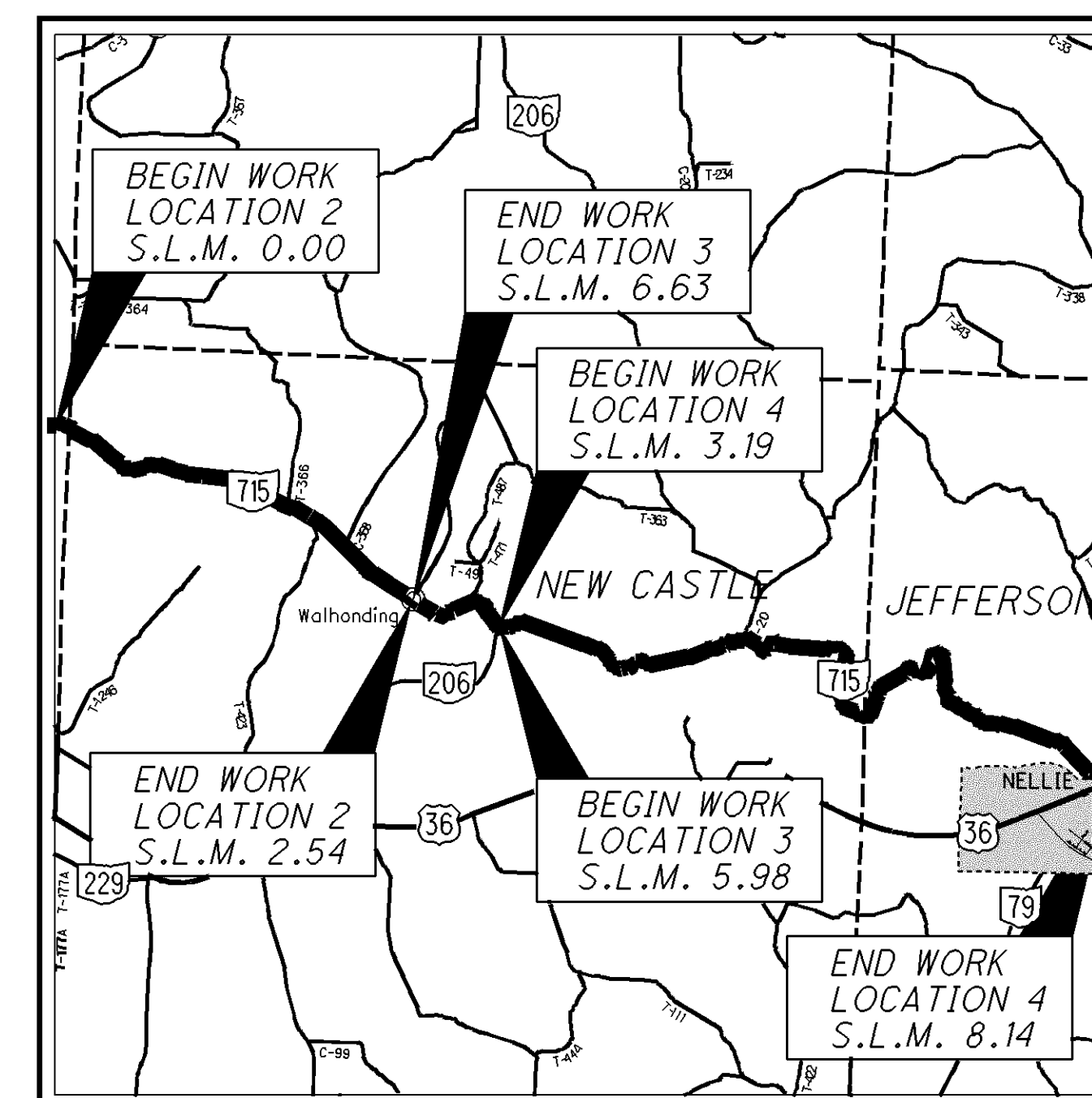


PORTION TO BE IMPROVED .....  
 INTERSTATE & DIVIDED HIGHWAY .....  
 UNDIVIDED STATE & FEDERAL ROUTES .....  
 OTHER ROADS .....

DESIGN DESIGNATION	LOCATION 1 S.R. 715 (0.00-4.26)
OPENING YEAR ADT (2010)	170
DESIGN YEAR ADT (2022)	170
DESIGN HOURLY VOLUME (2022)	21
DIRECTIONAL DISTRIBUTION	55%
TRUCKS (24 HOUR B&C)	13%
DESIGN SPEED	55 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	MINOR COLLECTOR
NHS PROJECT	NO
DESIGN EXCEPTIONS	NONE

**LOCATION MAP (Locations 2, 3 and 4)**

LATITUDE: 40°21'45" N LONGITUDE: 82°07'24" W



PORTION TO BE IMPROVED .....  
 INTERSTATE & DIVIDED HIGHWAY .....  
 UNDIVIDED STATE & FEDERAL ROUTES .....  
 OTHER ROADS .....

DESIGN DESIGNATION	LOCATION 2 S.R. 715 (0.00-2.54)	LOCATION 3 S.R. 206 (5.98-6.63)	LOCATION 4 S.R. 715 (3.19-8.14)
OPENING YEAR ADT (2010)	120	280	280
DESIGN YEAR ADT (2022)	120	290	290
DESIGN HOURLY VOLUME (2022)	15	35	35
DIRECTIONAL DISTRIBUTION	55%	55%	55%
TRUCKS (24 HOUR B&C)	9%	11%	11%
DESIGN SPEED	55 MPH	55 MPH	55 MPH
LEGAL SPEED	55 MPH	55 MPH	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	MINOR COLLECTOR	MINOR COLLECTOR	MINOR COLLECTOR
NHS PROJECT	NO	NO	NO
DESIGN EXCEPTIONS	NONE	NONE	NONE

**UTILITIES**

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

**PROFILE AND ALIGNMENT**

THE PROPOSED PAVEMENT SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT.

**CONTINGENCY QUANTITIES**

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

**NOTIFICATION OF ROAD CLOSURE OR RESTRICTION**

IN ORDER FOR ODOT TO PROPERLY PERMIT OVERSIZE LOADS, PREPARE PROPER SIGNING WHEN REQUIRED AND FURTHER TO NOTIFY THE GENERAL MOTORING PUBLIC, THE CONTRACTOR SHALL NOTIFY (IN WRITING) THE DISTRICT 5 HIGHWAY MANAGEMENT ADMINISTRATOR WITH COPIES FOR THE DISTRICT 5 ROADWAY SERVICES MANAGER AND PROJECT ENGINEER NOT LESS THAN 21 DAYS BEFORE SUCH CLOSURE OR LANE RESTRICTIONS.

SEND NOTIFICATION TO:

DISTRICT 5 HIGHWAY MANAGEMENT ADMINISTRATOR  
P.O. BOX 306  
JACKSONSTOWN, OH 43030  
PHONE: 740.323.4400 EXT. 5241

**ITEM 621. RAISED PAVEMENT MARKER REMOVED**

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE PLANS TO REMOVE RAISED PAVEMENT MARKERS FOR DISPOSAL BY THE CONTRACTOR. RPM REMOVAL SHALL NOT OCCUR SOONER THAN 10 DAYS PRIOR TO RESURFACING OF THE ROADWAY. ALL RPM'S REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

LOCATION 1 - 522 EACH  
LOCATION 2 - 204 EACH  
LOCATION 3 - 109 EACH  
LOCATION 4 - 601 EACH

**PAVEMENT MARKINGS**

STOP LINES, CROSSWALK LINES, CHANNELIZING LINES, ETC., SHOWN IN THE PLANS ARE TAKEN FROM EXISTING MARKINGS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DOCUMENT EXISTING MARKING LOCATIONS (I.E. BY USE OF VIDEO, PICTURES) AND PLACE NEW PAVEMENT MARKINGS AS NEAR AS POSSIBLE TO THE EXISTING LOCATIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. DOCUMENTATION OF PAVEMENT MARKING SHALL BE SUPPLIED TO THE ENGINEER BEFORE COMMENCEMENT OF ANY OPERATION WHICH WILL REMOVE/OBLITERATE MARKINGS.

**ITEM 642. FINAL PAVEMENT MARKINGS**

IN ADDITION TO THE PAVEMENT MARKINGS PLACED ON THE CHIP SEAL IMMEDIATELY AFTER COMPLETING THE CHIP SEAL WORK, AN ADDITIONAL APPLICATION OF THE FINAL PAVEMENT MARKINGS HAS BEEN PROVIDED AND SHALL BE PLACED NO SOONER THAN 30 CALENDAR DAYS AND NO MORE THAN 45 CALENDAR DAYS AFTER THE CHIP SEAL WORK HAS BEEN COMPLETED.

THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$50 FOR EACH MINUTE THE ABOVE DESCRIBED RESTRICTIONS ARE VIOLATED.

**ITEM 614. MAINTAINING TRAFFIC**

A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT AND UTILIZING FLAGGERS.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT, IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

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. 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.

**ITEM 614. WORK ZONE MARKING SIGN**

THE FOLLOWING WORK ZONE MARKING SIGNS HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

WORK ZONE MARKING SIGN	LOCATIONS			
	1	2	3	4
W8-H12A (NO EDGE LINES)	12	6	6	10
R4-1 (DO NOT PASS)	10	7	5	12
R4-2 (PASS WITH CARE)	4	6	1	10
<b>TOTAL</b>	<b>26</b>	<b>19</b>	<b>12</b>	<b>32</b>

**STATE SCENIC RIVERS**

PORTIONS OF THE PROJECT AREA ARE WITHIN 1000 FEET OF THE STATE SCENIC KOKOSING AND MOHICAN RIVERS. IN ACCORDANCE WITH THE MEMORANDUM OF AGREEMENT BETWEEN ODOT AND THE OHIO DEPARTMENT OF NATURAL RESOURCES REGARDING WORK WITHIN 1000 FEET OF SCENIC RIVERS, THE CONTRACTOR SHALL COMPLY WITH THE FOLLOWING CONDITIONS WHEN WORKING WITHIN 1000 FEET OF THE KOKOSING AND MOHICAN RIVERS.

IF ANY EARTHWORK IS PERFORMED WITHIN A PROJECT AREA, THEN A SEDIMENT AND EROSION CONTROL PLAN SHALL BE DEVELOPED AND IMPLEMENTED BEFORE EARTHWORK COMMENCES. ALL CONTROLS SHALL BE PROPERLY MAINTAINED UNTIL FINAL SITE STABILIZATION HAS BEEN ACHIEVED. ALL DENUDED AREAS (LOCATION WHERE VEGETATION IS REMOVED) SHALL BE SEEDED AND MULCHED IMMEDIATELY UPON COMPLETION OF EARTHWORK OR WITHIN SEVEN DAYS. PROPERLY INSTALLED (FRAMED AND ENTRENCHED) SEDIMENT FENCE SHALL BE UTILIZED AROUND ANY STORM SEWER INLETS. APPROPRIATELY DESIGNED ROCK CHECK DAMS AND OTHER EROSION CONTROLS SHALL BE UTILIZED IN DITCHES AND CULVERTS. PARTICULAR ATTENTION SHALL BE GIVEN TO WATERCOURSES THAT COULD CONVEY SEDIMENT LADEN WATER DIRECTLY TO A DESIGNATED SCENIC RIVER. ANY DENUDED DITCHES SHALL BE SEEDED AND PROTECTED IMMEDIATELY WITH EROSION CONTROL MATTING OR SOD UPON COMPLETION OF EARTHWORK. STRAW BALES SHALL NOT BE UTILIZED AS A FORM OF SEDIMENT AND EROSION CONTROL. ALL SEDIMENT AND EROSION CONTROLS SHALL BE REMOVED UPON STABILIZATION OF THE PROJECT AREA.

IF ROADSIDE DITCH MAINTENANCE IS NECESSARY WITHIN 1000 FEET OF A DESIGNATED STATE SCENIC RIVER, THEN THE DITCH SHALL BE MAINTAINED ONLY FOR THE ORIGINAL INTENDED FUNCTION AND RESTORED TO THE ORIGINAL DESIGN CONFIGURATION. ANY DENUDED DITCHES SHALL BE SEEDED AND PROTECTED IMMEDIATELY WITH EROSION CONTROL MATTING OR SOD UPON COMPLETION OF EARTHWORK. STRAW BALES SHALL NOT BE UTILIZED AS A FORM OF SEDIMENT AND EROSION CONTROL. ALL SEDIMENT AND EROSION CONTROLS SHALL BE REMOVED UPON STABILIZATION OF THE PROJECT AREA.

NO TOXIC OR HAZARDOUS MATERIALS SUCH AS SEALANTS, PAINTS, SOLVENTS, CLEANING AGENTS, EARTHEN MATERIALS, WASTE-WATER, FUELS OR DEBRIS OF ANY KIND SHALL BE DISCHARGED TO A SCENIC RIVER OR ANY TRIBUTARY WATER COURSES. ALL ASPHALT OR CONCRETE GRINDINGS, EXCESS ASPHALTIC OR CONCRETE MATERIALS OR ANY OTHER DEBRIS GENERATED DURING RESURFACING OR OTHER SIMILAR ACTIVITIES SHALL BE REMOVED IMMEDIATELY FROM WITHIN 1000 FEET OF A SCENIC RIVER AND DISPOSED OF AT AN APPROPRIATE FACILITY ABOVE THE FEMA 100 YEAR FLOOD ELEVATION AND NOT WITHIN 1000 FEET OF THE SCENIC RIVER.

CALCULATED  
JLS  
CHECKED  
DWM

GENERAL NOTES

COS-206-5.98  
KNO-715-0.00(COS)

**ITEM 614. PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN**

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THE APPROVED LIST OF PORTABLE CHANGEABLE MESSAGE SIGNS CAN BE FOUND ON THE ODOT WEBSITE BY CLICKING ON THE SERVICES MENU, THEN CLICKING ON MATERIALS MANAGEMENT. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 650 FT. AND 475 FT., RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHOULD BE DELINEATED ON A PERMANENT BASIS BY AFFIXING RETROREFLECTIVE MATERIAL, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED,

FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE TYPE G YELLOW RETROREFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER.

THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

**ITEM 614. PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN(cont'd)**

(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.)

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF CMS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

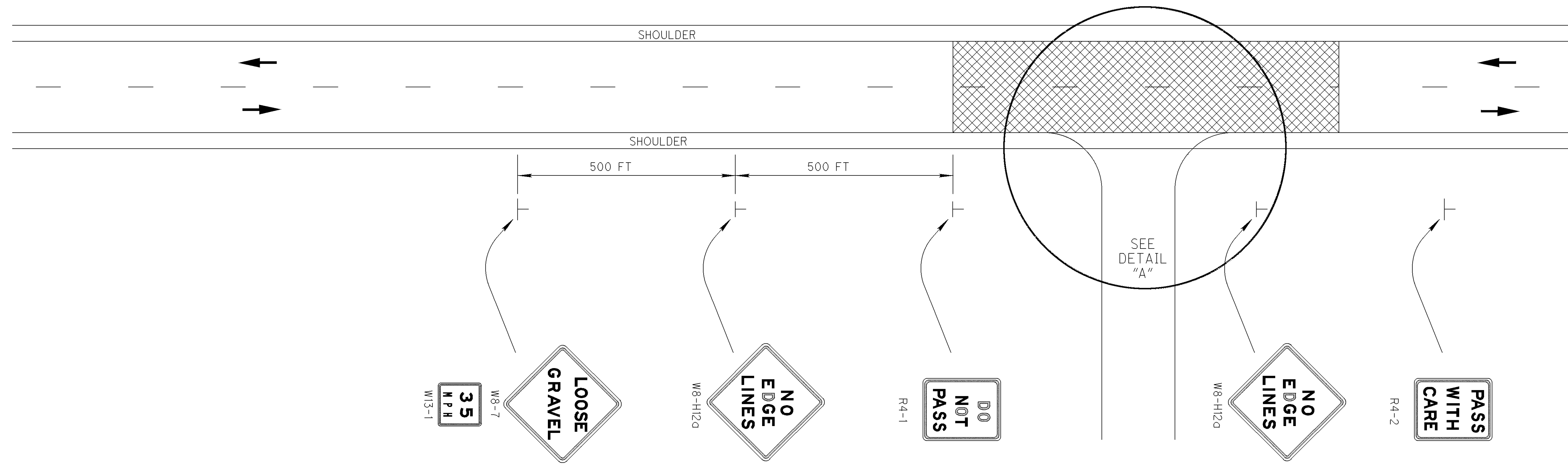
THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

A TOTAL OF 2 PCMS SHALL BE REQUIRED FOR THIS PROJECT. (2 PCMS x 1 MONTH = 2 SIGN-MONTH)

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO GENERAL SUMMARY SHEET:

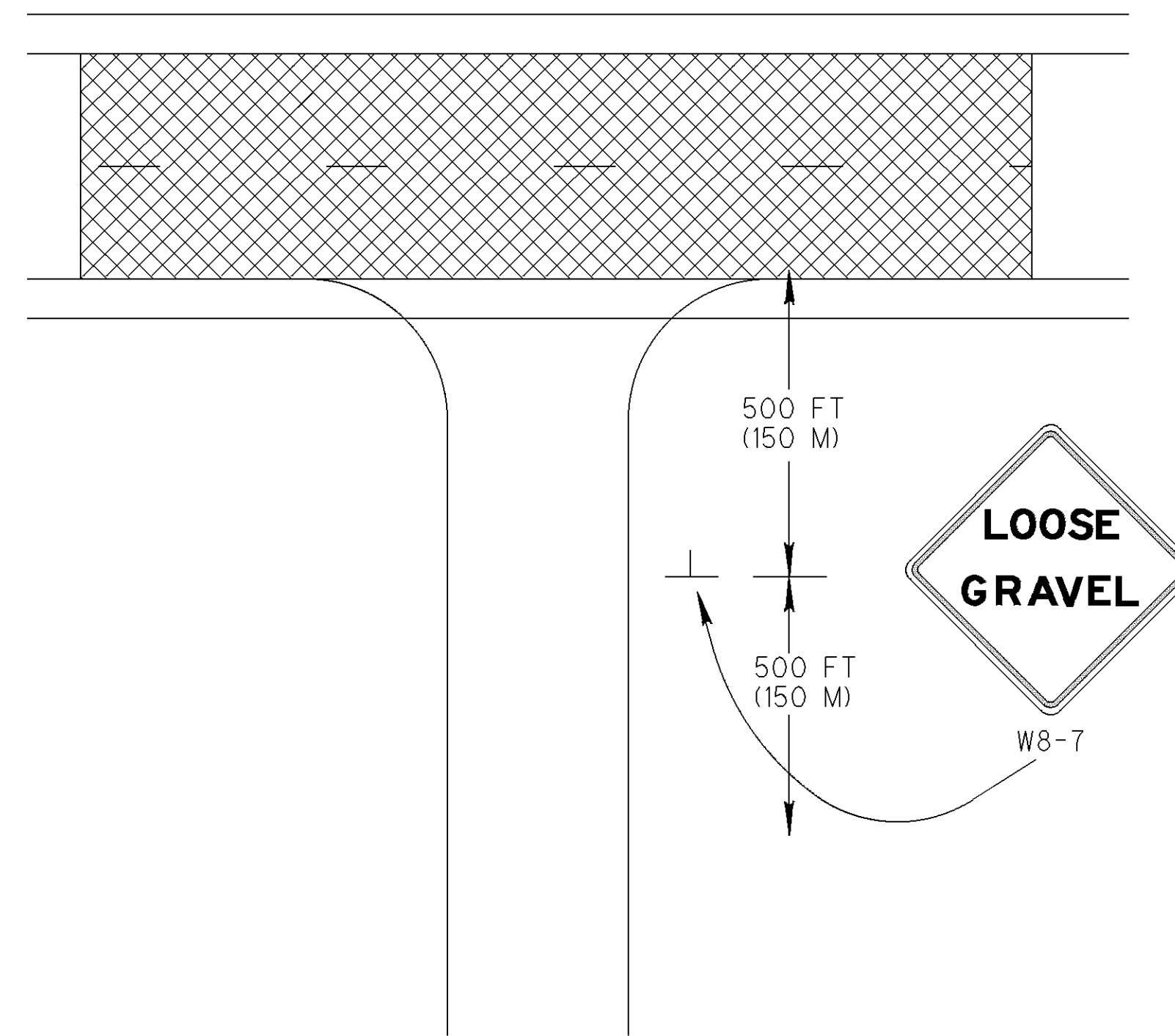
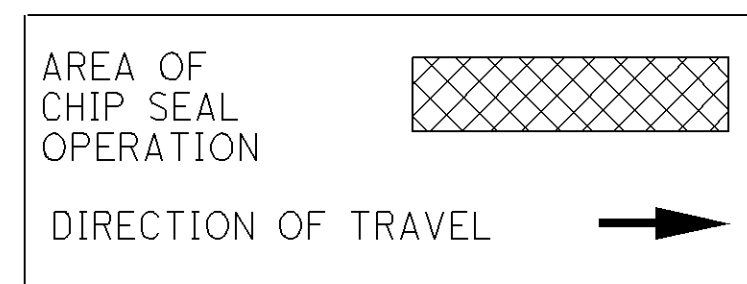
ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN  
**2 SIGN-MONTH**



**GENERAL NOTES:**

1. THE SUGGESTED MINIMUM SIGN SPACING IS 200 FEET, WITH 500 FEET SPACING DESIRABLE.
2. THE NO EDGE LINE (W8-H12a) AND DO NOT PASS (R4-1) SIGNS SHOULD BE REPEATED EVERY 2 MILES AND AT INTERSECTIONS PER CMS 614.04.
3. THE PASS WITH CARE (R4-2) SIGN, SHOWN AT THE TERMINATION POINT OF THE CHIP SEAL ACTIVITY, SHALL NOT BE INSTALLED IF THIS POINT IS LOCATED IN A NO PASSING ZONE OR WITHIN 500 FEET OF THE NEXT NO PASSING ZONE.
4. REPEAT THE LOOSE GRAVEL (W8-7) WITH AN ADVISORY SPEED PLAQUE (W13-1) EVERY 1/2 MILE PER CMS 422.09.
5. REMOVE THE NO EDGE LINES (W8-H12a) SIGNS AFTER PLACING FINAL MARKINGS.
6. REPEAT SIGN LAYOUT IN OPPOSITE DIRECTION.
7. TEMPORARY TRAFFIC CONTROL FOR CHIP SEAL OPERATIONS IS NOT SHOWN.
8. FOR SIGNING OF SIDE ROADS INTERSECTING THE WORK AREA, SEE DETAIL "A".

**LEGEND**



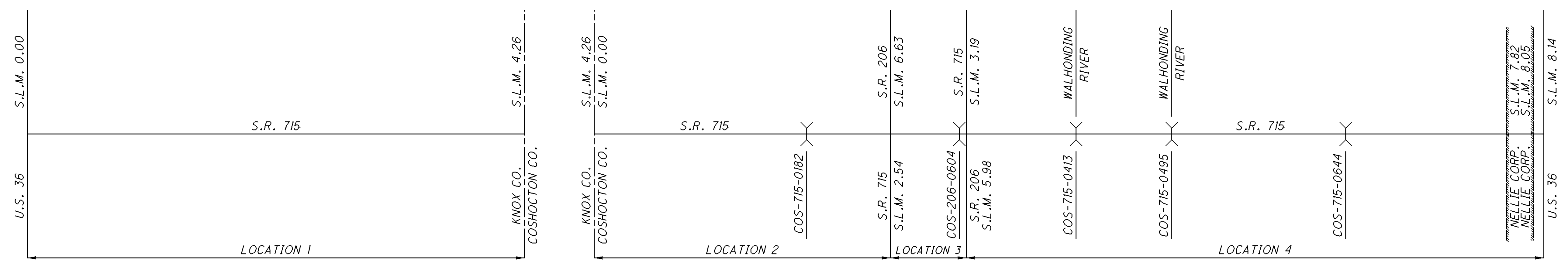
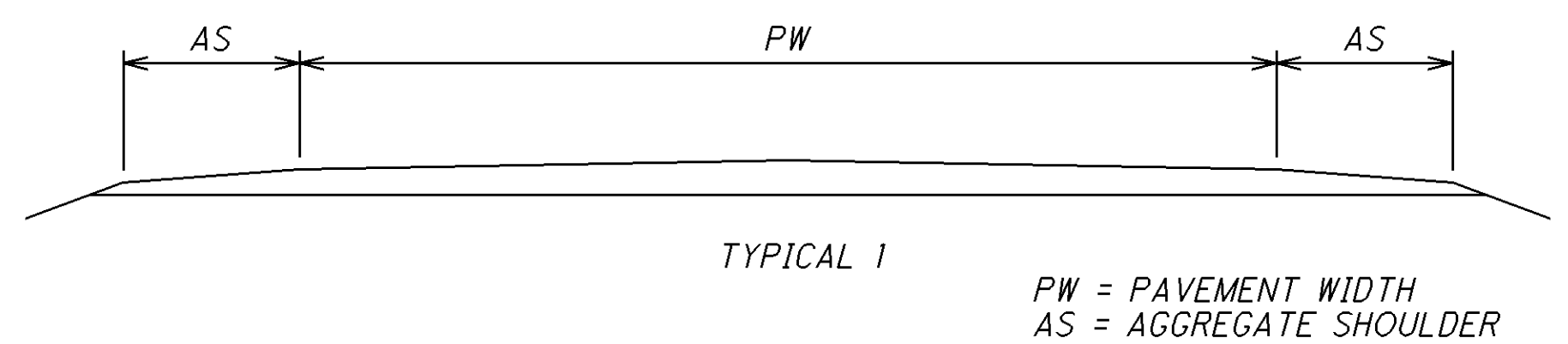
**DETAIL "A"**

DESIGNED	SHB
REVISION DATE	7/18/08
CHECKED	LAM

P/S NUMBER  
**209940**

**TRAFFIC CONTROL FOR POST CHIP SEAL OPERATIONS**

**COS-206-5.98  
KNO-715-0.00(COS)**

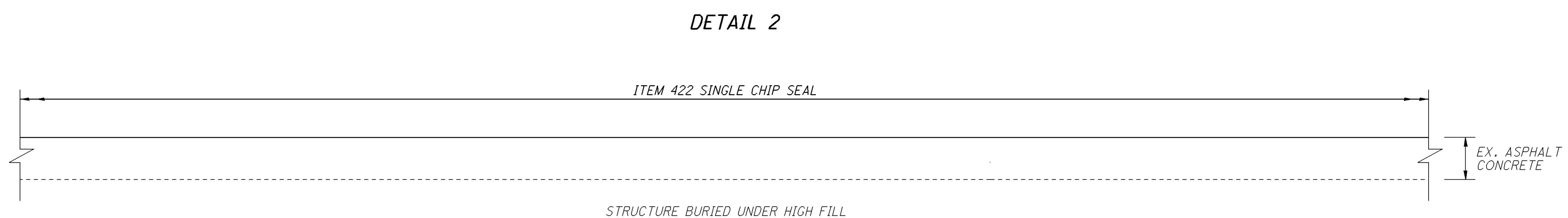
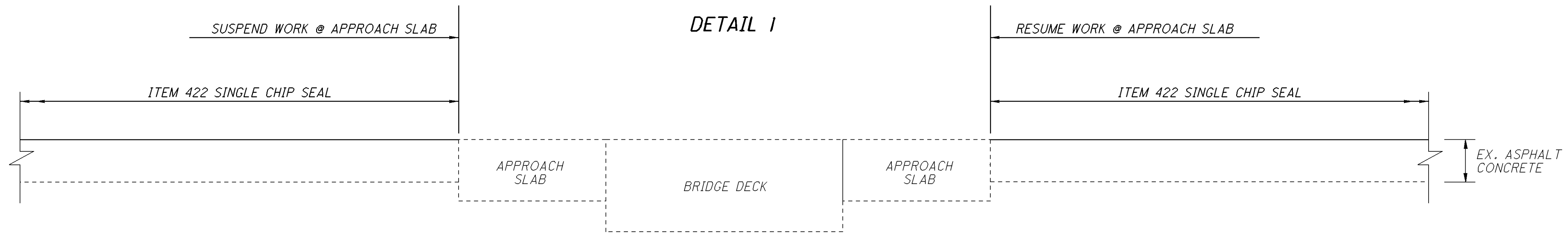


PAVEMENT DATA

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT	END LOG POINT	LENGTH		PAVEMENT WIDTH (FEET)	TYPICAL	EXISTING PAVEMENT TYPE	PAVEMENT AREA	422		614	
					MILES	LIN. FT.					SQ. YD.	SQ. YD.	WORK ZONE CENTER LINE, CLASS II	MILE
1	KNO	S.R. 715	0.00	4.26	4.26	22,492.80	18.0	1	448	44,985.6		44,985.6		4.26
TOTAL (LOCATION 1) (CARRIED TO SUB-SUMMARY SHEET 12)											44,985.6		4.26	
2	COS	S.R. 715	0.00	2.54	2.54	13,411.20	20.0 (AVG.)	1	448	29,802.7		29,802.7		2.54
LOCATION 2 DEDUCTIONS FOR BRIDGES (SHEET 7)										(708.9)		(708.9)		
TOTAL (LOCATION 2) (CARRIED TO SUB-SUMMARY SHEET 12)											29,093.8		2.54	
3	COS	S.R. 206	5.98	6.63	0.65	3,432.00	20.0 (AVG.)	1	448	7,626.7		7,626.7		0.65
LOCATION 3 DEDUCTIONS FOR BRIDGES (SHEET 7)										(684.4)		(684.4)		
TOTAL (LOCATION 3) (CARRIED TO SUB-SUMMARY SHEET 13)											6,942.3		0.65	
4	COS	S.R. 715	3.19	8.14	4.95	26,136.00	20.0 (AVG.)	1	448	58,080.0		58,080.0		4.95
LOCATION 4 DEDUCTIONS FOR BRIDGES (SHEET 7)										(1,755.6)		(1,755.6)		
TOTAL (LOCATION 4) (CARRIED TO SUB-SUMMARY SHEET 13)											56,324.4		4.95	

PAVEMENT DATA

COS-206-5.98  
KNO-715-0.00(COS)



BRIDGE DATA													
LOCATION	COUNTY, ROUTE, BRIDGE NO.	LENGTH (BRIDGE LIMITS)	ROADWAY WIDTH	STRUCTURE WIDTH	AREA	APPROACH SLAB LENGTH	APPROACH SLAB WIDTH	APPROACH SLAB AREA (INCLUDES BOTH APPROACH SLABS)	DETAIL (THIS SHEET)	MAINLINE DEDUCTIONS (CARRIED TO SHEET 6)	422		
											SQ. YD.	SQ. YD.	
2	COS-715-0182	269	20.0 (AVG.)	26	777.2	25	26.0	144.5	1	708.9			
TOTAL (LOCATION 2)										708.9			
3	COS-206-0604	268	20.0 (AVG.)	26	774.3	20	26.0	115.6	1	684.4			
TOTAL (LOCATION 3)										684.4			
4	COS-715-0413	255	20.0 (AVG.)	26	736.7	25	26.0	144.5	1	677.8			
4	COS-715-0495	435	20.0 (AVG.)	26	1,256.7	25	26.0	144.5	1	1,077.8			
4	COS-715-0644	NO DEDUCTIONS							2				
TOTAL (LOCATION 4)										1,755.6			

BRIDGE DECK TREATMENT DATA

COS-206-5.98  
KNO-715-0.00(COS)

**EDGE LINE DATA**

LOCATION	COUNTY	ROUTE	S.L.M.		TOTAL LENGTH MILES	ITEM 642, EDGE LINE, TYPE 1 (WHITE) QUANTITIES				TOTAL EDGE LINE MILES	REMARKS
			FROM	TO		1st APPLICATION		2nd APPLICATION			
						TOTAL MILES	HIGHWAY MILES	TOTAL MILES	HIGHWAY MILES		
1	KNO	S.R. 715	0.00	4.26	4.26	8.52	8.52	8.52	8.52	17.04	U.S. 36 TO KNOX/COSHOCTON COUNTY LINE
<b>TOTAL (LOCATION 1)(CARRIED TO SUB-SUMMARY SHEET 12)</b>										17.04	
2	COS	S.R. 715	0.00	2.54	2.54	5.08	5.08	5.08	5.08	10.16	KNOX/COSHOCTON COUNTY LINE TO S.R. 206 OVERLAP
<b>TOTAL (LOCATION 2)(CARRIED TO SUB-SUMMARY SHEET 12)</b>										10.16	
3	COS	S.R. 206	5.98	6.63	0.65	1.30	1.30	1.30	1.30	2.60	S.R. 206/S.R. 715 OVERLAP SECTION
<b>TOTAL (LOCATION 3)(CARRIED TO SUB-SUMMARY SHEET 13)</b>										2.60	
4	COS	S.R. 715	3.19	8.14	4.95	9.90	9.90	9.90	9.90	19.80	S.R. 206 OVERLAP TO U.S. 36
<b>TOTAL (LOCATION 4)(CARRIED TO SUB-SUMMARY SHEET 13)</b>										19.80	

**CENTER LINE DATA**

LOCATION	COUNTY	ROUTE	S.L.M.		TOTAL LENGTH (MILES)	ITEM 642, CENTER LINE, TYPE 1 QUANTITIES				TOTAL CENTER LINE MILES	REMARKS
			FROM	TO		1st APPLICATION		2nd APPLICATION			
						TOTAL MILES	EQUIVALENT SOLID LINE	TOTAL MILES	EQUIVALENT SOLID LINE		
1	KNO	S.R. 715	0.00	4.26	4.26	8.009	4.26	8.009	8.52	U.S. 36 TO KNOX/COSHOCTON COUNTY LINE	
<b>TOTAL (LOCATION 1)(CARRIED TO SUB-SUMMARY SHEET 12)</b>										8.52	
2	COS	S.R. 715	0.00	2.54	2.54	4.599	2.54	4.599	5.08	KNOX/COSHOCTON COUNTY LINE TO S.R. 206 OVERLAP	
<b>TOTAL (LOCATION 2)(CARRIED TO SUB-SUMMARY SHEET 12)</b>										5.08	
3	COS	S.R. 206	5.98	6.63	0.65	0.65	1.300	0.65	1.300	1.30	S.R. 206/S.R. 715 OVERLAP SECTION
<b>TOTAL (LOCATION 3)(CARRIED TO SUB-SUMMARY SHEET 13)</b>										1.30	
4	COS	S.R. 715	3.19	8.14	4.95	8.416	4.95	8.416	9.90	S.R. 206 OVERLAP TO U.S. 36	
<b>TOTAL (LOCATION 4)(CARRIED TO SUB-SUMMARY SHEET 13)</b>										9.90	

CALCULATED  
JLS  
CHECKED  
DNM

**PAVEMENT MARKING DATA**

**COS-206-5.98  
KNO-715-0.00(COS)**

8  
14



DETAIL	STD. DWG. TC-65.II
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
3	MULTILANE DIVIDED/ CONTROLLED ACCESS

DETAIL	STD. DWG. TC-65.II
4	4 LANE DIVIDED TO 2 LANE TRANSITION
5	4 LANE UNDIVIDED TO 2 LANE TRANSITION
6	ONE LANE BRIDGE
7	STOP APPROACH
8	THRU APPROACH
9	TWO WAY LEFT TURN LANE

DETAIL	STD. DWG. TC-65.II
10	APPROACH W/LT. TURN LANE
11	HORIZONTAL CURVE 40' (NOTE 2)
12	HORIZONTAL CURVE ALT. (NOTE 3)
GAP	CENTERLINE AT 80' TYP.

L O C A T I O N	L O C A T I O N				D E T A I L	RPM	I T E M Q U A N T I T I E S			P R I S M A T I C R E T R O - R E F L E C T O R	P R I S M A T I C R E T R O - R E F L E C T O R C O L O R S					R E M A R K S
	C O U N T Y	R O U T E	S . L . M . M I L E S				I N S T A L L A T I O N O N L Y				O N E - W A Y		T W O - W A Y			
			FROM	TO			RPM	RPM C A S T I N G	P R I S M A T I C R E T R O - R E F L E C T O R		W H I T E	Y E L L O W	Y E L L O W / Y E L L O W	W H I T E / R E D	Y E L L O W / R E D	
1	KNO	SR 715	0.00	0.16	7		38				16		22			STOP @ US 36 CL @ 40'
1	KNO	SR 715	0.16	0.32	11		21						21			PC 0.16 PT 0.32 L = 845' DEG 7
1	KNO	SR 715	0.32	0.59	12		46						46			PC 0.42 PT 0.50 L = 422' DEG 12
1	KNO	SR 715	0.59	1.30	GAP		47						47			
1	KNO	SR 715	1.30	1.51	12		38						38			PC 1.39 PT 1.46 L = 370' DEG 18
1	KNO	SR 715	1.51	1.63	11		16						16			PC 1.51 PT 1.63 L = 634' DEG 6
1	KNO	SR 715	1.63	1.93	GAP		20						20			
1	KNO	SR 715	1.93	1.96	11		4						4			PC 1.93 PT 1.96 L = 158' DEG 8
1	KNO	SR 715	1.96	2.10	12		27						27			PC 1.96 PT 2.02 L = 317' DEG 18
1	KNO	SR 715	2.10	2.12	11		3						3			PC 2.10 PT 2.12 L = 106' DEG 9
1	KNO	SR 715	2.12	2.29	12		23						23			PC 2.16 PT 2.20 L = 211' DEG 20
1	KNO	SR 715	2.29	2.32	11		4						4			PC 2.29 PT 2.32 L = 158' DEG 6
1	KNO	SR 715	2.32	2.65	GAP		22						22			
1	KNO	SR 715	2.65	2.68	11		4						4			PC 2.65 PT 2.68 L = 158' DEG 9
1	KNO	SR 715	2.68	2.76	GAP		5						5			
1	KNO	SR 715	2.76	2.98	12		36						36			PC 2.85 PT 2.89 L = 211' DEG 15
1	KNO	SR 715	2.98	3.00	GAP		1						1			
1	KNO	SR 715	3.00	3.03	11		4						4			PC 3.00 PT 3.03 L = 158' DEG 9
1	KNO	SR 715	3.03	3.16	12		21						21			PC 3.04 PT 3.07 L = 158' DEG 26
1	KNO	SR 715	3.16	3.45	GAP		19						19			
1	KNO	SR 715	3.45	3.48	11		4						4			PC 3.45 PT 3.48 L = 158' DEG 6
1	KNO	SR 715	3.48	3.63	12		30						30			PC 3.51 PT 3.59 L = 422' DEG 13
1	KNO	SR 715	3.63	3.74	12		20						20			PC 3.63 PT 3.67 L = 211' DEG 13
1	KNO	SR 715	3.74	3.79	11		7						7			PC 3.74 PT 3.79 L = 264' DEG 9
1	KNO	SR 715	3.79	3.95	12		31						31			PC 3.83 PT 3.90 L = 370' DEG 16
TOTALS (LOCATION 1) (CARRIED TO SUB-SUMMARY SHEET 12)							491									

RPM DATA

COS-206-5.98  
KNO-715-0.00(COS)

DETAIL	STD. DWG. TC-65.11
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
3	MULTILANE DIVIDED/ CONTROLLED ACCESS

DETAIL	STD. DWG. TC-65.11
4	4 LANE DIVIDED TO 2 LANE TRANSITION
5	4 LANE UNDIVIDED TO 2 LANE TRANSITION
6	ONE LANE BRIDGE
7	STOP APPROACH
8	THRU APPROACH
9	TWO WAY LEFT TURN LANE

DETAIL	STD. DWG. TC-65.11
10	APPROACH W/LT. TURN LANE
11	HORIZONTAL CURVE 40' (NOTE 2)
12	HORIZONTAL CURVE ALT. (NOTE 3)
GAP	CENTERLINE AT 80' TYP.

LOCATION	LOCATION				DETAIL	RPM	ITEM QUANTITIES			PRISMATIC RETRO-REFLECTOR	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS	
	COUNTY	ROUTE	S.L.M. MILES				INSTALLATION ONLY				ONE-WAY		TWO-WAY				
			FROM	TO			RPM	RPM CASTING	PRISMATIC RETRO-REFLECTOR		WHITE	YELLOW	YELLOW/YELLOW	WHITE/RED	YELLOW/RED		
	1	KNO	SR 715	3.95			4.01	11			8						8
1	KNO	SR 715	4.01	4.05	GAP		3					3					
1	KNO	SR 715	4.05	4.09	11		5					5				PC 4.05 PT 4.09 L = 211' DEG 7	
1	KNO	SR 715	4.09	4.19	GAP		7					7					
1	KNO	SR 715	4.19	4.24	11		7					7				PC 4.19 PT 4.24 L = 264' DEG 7	
1	KNO	SR 715	4.24	4.26	GAP		1					1					
	<b>TOTALS (LOCATION 1)(CARRIED TO SUB-SUMMARY SHEET 12)</b>						<b>31</b>										
2	COS	SR 715	0.00	0.06	12		12					12				PC 0.00 PT 0.03 L = 158' DEG 11	
2	COS	SR 715	0.06	0.17	12		17					17				PC 0.06 PT 0.08 L = 106' DEG 11	
2	COS	SR 715	0.17	0.34	GAP		11					11					
2	COS	SR 715	0.34	0.18	11		19					19				PC 0.34 PT 0.48 L = 739' DEG 7	
2	COS	SR 715	0.48	0.58	GAP		7					7					
2	COS	SR 715	0.58	0.62	11		11					11				PC 0.58 PT 0.62 L = 422' DEG 7	
2	COS	SR 715	0.62	2.54	GAP		127					127					
	<b>TOTALS (LOCATION 2)(CARRIED TO SUB-SUMMARY SHEET 12)</b>						<b>204</b>										
3	COS	SR 206	5.98	6.26	12		52					52				PC 6.06 PT 6.17 L = 581' DEG 13	
3	COS	SR 206	6.26	6.42	12		27					27				PC 6.29 PT 6.33 L = 211' DEG 26	
3	COS	SR 206	6.42	6.49	GAP		5					5					
3	COS	SR 206	6.49	6.63	12		25					25				PC 6.58 PT 6.63 L = 264' DEG 12	
	<b>TOTALS (LOCATION 3)(CARRIED TO SUB-SUMMARY SHEET 13)</b>						<b>109</b>										

86477\_IRM\_002.DGN 5/05/09

RPM DATA

COS-206-5.98  
KNO-715-0.00(COS)

DETAIL	STD. DWG. TC-65.II
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
3	MULTILANE DIVIDED/ CONTROLLED ACCESS

DETAIL	STD. DWG. TC-65.II
4	4 LANE DIVIDED TO 2 LANE TRANSITION
5	4 LANE UNDIVIDED TO 2 LANE TRANSITION
6	ONE LANE BRIDGE
7	STOP APPROACH
8	THRU APPROACH
9	TWO WAY LEFT TURN LANE

DETAIL	STD. DWG. TC-65.II
10	APPROACH W/LT. TURN LANE
11	HORIZONTAL CURVE 40' (NOTE 2)
12	HORIZONTAL CURVE ALT. (NOTE 3)
GAP	CENTERLINE AT 80' TYP.

L O C A T I O N	L O C A T I O N				D E T A I L	RPM	I T E M Q U A N T I T I E S			P R I S M A T I C R E T R O - R E F L E C T O R	P R I S M A T I C R E T R O - R E F L E C T O R C O L O R S					R E M A R K S
	C O U N T Y	R O U T E	S. L. M. M I L E S				I N S T A L L A T I O N O N L Y				O N E - W A Y		T W O - W A Y			
			FROM	TO			RPM	RPM C A S T I N G	P R I S M A T I C R E T R O - R E F L E C T O R		W H I T E	Y E L L O	Y E L L O / Y E L L O	W H I T E / R E D	Y E L L O / R E D	
4	COS	SR 715	3.19	3.32	12		23					23			PC 3.19 PT 3.23 L = 211' DEG 12	
4	COS	SR 715	3.32	3.35	11		4					4			PC 3.32 PT 3.35 L = 158' DEG 9	
4	COS	SR 715	3.35	3.49	12		23					23			PC 3.37 PT 3.40 L = 158' DEG 13	
4	COS	SR 715	3.49	3.87	GAP		25					25				
4	COS	SR 715	3.87	4.15	12		50					50			PC 3.96 PT 4.06 L = 528' DEG 11	
4	COS	SR 715	4.15	4.25	12		22					22			PC 4.18 PT 4.20 L = 211' DEG 14	
4	COS	SR 715	4.25	4.36	12		23					23			PC 4.25 PT 4.27 L = 211' DEG 12	
4	COS	SR 715	4.36	4.82	GAP		30					30				
4	COS	SR 715	4.82	5.02	12		29					29			PC 4.91 PT 4.93 L = 106' DEG 28	
4	COS	SR 715	5.02	5.18	12		28					28			PC 5.04 PT 5.09 L = 264' DEG 13	
4	COS	SR 715	5.18	5.33	GAP		10					10				
4	COS	SR 715	5.33	5.63	12		56					56			PC 5.42 PT 5.54 L = 634' DEG 15	
4	COS	SR 715	5.63	5.76	GAP		9					9				
4	COS	SR 715	5.76	5.90	11		18					18			PC 5.76 PT 5.90 L = 739' DEG 9	
4	COS	SR 715	5.90	6.12	GAP		15					15				
4	COS	SR 715	6.12	6.36	12		40					40			PC 6.21 PT 6.27 L = 317' DEG 12	
4	COS	SR 715	6.36	6.41	GAP		3					3				
4	COS	SR 715	6.41	6.67	12		45					45			PC 6.50 PT 6.58 L = 422' DEG 25	
4	COS	SR 715	6.67	6.88	GAP		14					14				
4	COS	SR 715	6.88	7.02	11		18					18			PC 6.88 PT 7.02 L = 739' DEG 7	
4	COS	SR 715	7.02	7.25	GAP		15					15				
4	COS	SR 715	7.25	7.31	11		8					8			PC 7.25 PT 7.31 L = 317' DEG 8	
4	COS	SR 715	7.31	7.76	GAP		30					30				
4	COS	SR 715	7.76	7.83	11		9					9			PC 7.76 PT 7.83 L = 370' DEG 8	
4	COS	SR 715	7.83	8.05	GAP		15					15				
4	COS	SR 715	8.05	8.21	7		39				26	13			STOP @ US 36 INCLUDES EXTRA AREA , CENTER LINE & EDGE LINE	
<b>TOTALS (LOCATION 4)(CARRIED TO SUB-SUMMARY SHEET 13)</b>							<b>601</b>									

RPM DATA

COS-206-5.98  
KNO-715-0.00(COS)

SHEET NUMBERS					ITEM	ITEM EXT.	LOCATION 1 GRAND TOTAL	UNIT	DESCRIPTION
3	6	8	9	10					
	44,986				422	10000	44,986	SQ. YD.	SINGLE CHIP SEAL
26	4.26				614	12460	26	EACH	WORK ZONE MARKING SIGN
					614	21400	4.26	MILE	WORK ZONE CENTER LINE, CLASS II
			491	31	621	00100	522	EACH	RPM
522					621	54000	522	EACH	RAISED PAVEMENT MARKER REMOVED
		17.04			642	00100	17.04	MILE	EDGE LINE, TYPE 1
		8.52			642	00300	8.52	MILE	CENTER LINE, TYPE 1

SHEET NUMBERS				ITEM	ITEM EXT.	LOCATION 2 GRAND TOTAL	UNIT	DESCRIPTION
3	6	8	10					
	29,094			422	10000	29,094	SQ. YD.	SINGLE CHIP SEAL
19	2.54			614	12460	19	EACH	WORK ZONE MARKING SIGN
				614	21400	2.54	MILE	WORK ZONE CENTER LINE, CLASS II
			204	621	00100	204	EACH	RPM
204				621	54000	204	EACH	RAISED PAVEMENT MARKER REMOVED
		10.16		642	00100	10.16	MILE	EDGE LINE, TYPE 1
		5.08		642	00300	5.08	MILE	CENTER LINE, TYPE 1

LOCATION 1 AND 2 SUB-SUMMARIES

COS-206-5.98  
KNO-715-0.00(COS)

CALCULATED  
JLS  
CHECKED  
DNM

SHEET NUMBERS				ITEM	ITEM EXT.	LOCATION 3 GRAND TOTAL	UNIT	DESCRIPTION
3	6	8	10					
	6,943			422	10000	6,943	SQ. YD.	SINGLE CHIP SEAL
12				614	12460	12	EACH	WORK ZONE MARKING SIGN
	0.65			614	21400	0.65	MILE	WORK ZONE CENTER LINE, CLASS II
			109	621	00100	109	EACH	RPM
109				621	54000	109	EACH	RAISED PAVEMENT MARKER REMOVED
		2.60		642	00100	2.60	MILE	EDGE LINE, TYPE 1
		1.30		642	00300	1.30	MILE	CENTER LINE, TYPE 1

SHEET NUMBERS				ITEM	ITEM EXT.	LOCATION 4 GRAND TOTAL	UNIT	DESCRIPTION
3	6	8	11					
	56,325			422	10000	56,325	SQ. YD.	SINGLE CHIP SEAL
32				614	12460	32	EACH	WORK ZONE MARKING SIGN
	4.95			614	21400	4.95	MILE	WORK ZONE CENTER LINE, CLASS II
			601	621	00100	601	EACH	RPM
601				621	54000	601	EACH	RAISED PAVEMENT MARKER REMOVED
		19.80		642	00100	19.80	MILE	EDGE LINE, TYPE 1
		9.90		642	00300	9.90	MILE	CENTER LINE, TYPE 1

LOCATION 3 AND 4 SUB-SUMMARIES

COS-206-5.98  
KNO-715-0.00(COS)

86477.LSS\_002.DGN 5/05/09

SHEET NUMBERS						ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
3	4	12 LOCATION 1	12 LOCATION 2	13 LOCATION 3	13 LOCATION 4						
		44,986	29,094	6,943	56,325	422	10000	137,348	SQ. YD.	SINGLE CHIP SEAL	
		26	19	12	32	614	12460	89	EACH	WORK ZONE MARKING SIGN	
	2					614	18601	2	SIGN-MNTH	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	4
		4.26	2.54	0.65	4.95	614	21400	12.40	MILE	WORK ZONE CENTER LINE, CLASS II	
		522	204	109	601	621	00100	1,436	EACH	RPM	
		522	204	109	601	621	54000	1,436	EACH	RAISED PAVEMENT MARKER REMOVED	
		17.04	10.16	2.60	19.80	642	00100	49.60	MILE	EDGE LINE, TYPE 1	
		8.52	5.08	1.30	9.90	642	00300	24.80	MILE	CENTER LINE, TYPE 1	
						103	05000	LUMP		PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND	
LUMP						614	11000	LUMP		MAINTAINING TRAFFIC	
						623	10000	LUMP		CONSTRUCTION LAYOUT STAKES	
						624	10000	LUMP		MOBILIZATION	

**GENERAL SUMMARY**

COS-206-5.98  
KNO-715-0.00(COS)