

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

D05-CHIP-FY2018

PROJECT DESCRIPTION
DISTRICT WIDE CHIP SEAL PROJECT

PROJECT EARTH DISTURBED AREA: N/A (MAINTENANCE)
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A (MAINTENANCE)
NOTICE OF INTENT EARTH DISTURBED AREA: N/A (MAINTENANCE)

**GUE - VARIOUS
MUS - VARIOUS
NOB - VARIOUS**

SEE SHEET 2

LOCATION MAP

LATITUDE: 39° 57' 06" LONGITUDE: 82° 24' 41"

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2016 SPECIFICATIONS

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


I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

| DESIGN DESIGNATION | S.R. 146 | S.R. 285 | S.R. 313 | S.R. 340 | S.R. 672 |
|-----------------------------|----------|----------|----------|----------|----------|
| FUNCTIONAL CLASSIFICATION | MAC | MIC | MIC | MIC | MIC |
| OPENING YEAR ADT (2018) | 1,300 | 890 | 270 | 230 | 590 |
| DESIGN YEAR ADT (2023) | 1,300 | 1,000 | 300 | 260 | 640 |
| DESIGN HOURLY VOLUME (2023) | 120 | 100 | 20 | 30 | 80 |
| DIRECTIONAL DISTRIBUTION | 50% | 58% | 54% | 70% | 52% |
| TRUCKS (24 HOUR B&C) | 11% | 7% | 11% | 7% | 5% |
| DESIGN SPEED | 55 MPH | 55 MPH | 55 MPH | 55 MPH | 55 MPH |
| LEGAL SPEED | 55 MPH | 55 MPH | 55 MPH | 55 MPH | 55 MPH |

MAC - RURAL MAJOR COLLECTOR
MIC - RURAL MINOR COLLECTOR

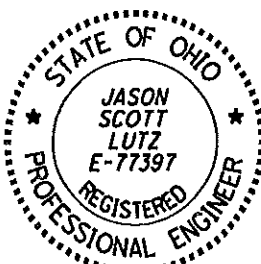
DESIGN EXCEPTIONS
NONE

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES TWO WORKING DAYS BEFORE YOU DIG.

 Call Before You Dig
1-800-362-2764
(Non-members must be called directly)

OIL & GAS PRODUCERS
UNDERGROUND PROTECTION SERVICE
1-800-925-0988

PLAN PREPARED BY:
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 5 PLANNING & ENGINEERING

| ENGINEER'S SEAL | STANDARD CONSTRUCTION DRAWINGS | | | | | | SUPPLEMENTAL SPECIFICATIONS | |
|---|--------------------------------|---------|--|--|--|--|-----------------------------|----------|
|  <p>SIGNED: <u>Jason A. Lutz</u> DATE: <u>10/30/17</u></p> | MT-97.10 | 7/18/14 | | | | | 800 | 10/20/17 |
| | MT-97.10 | 1/20/17 | | | | | 832 | 1/17/14 |
| | MT-99.20 | 7/19/13 | | | | | | |
| | MT-101.90 | 7/17/15 | | | | | | |
| | MT-105.10 | 7/19/13 | | | | | | |
| | TC-65.10 | 1/17/14 | | | | | | |
| | TC-65.11 | 7/15/16 | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | SPECIAL PROVISIONS | |

APPROVED Sorja Simjan ^{DES}
DATE 10/30/17 DISTRICT DEPUTY DIRECTOR

APPROVED James H. ...
DATE 11-3-17 DIRECTOR, DEPARTMENT OF TRANSPORTATION

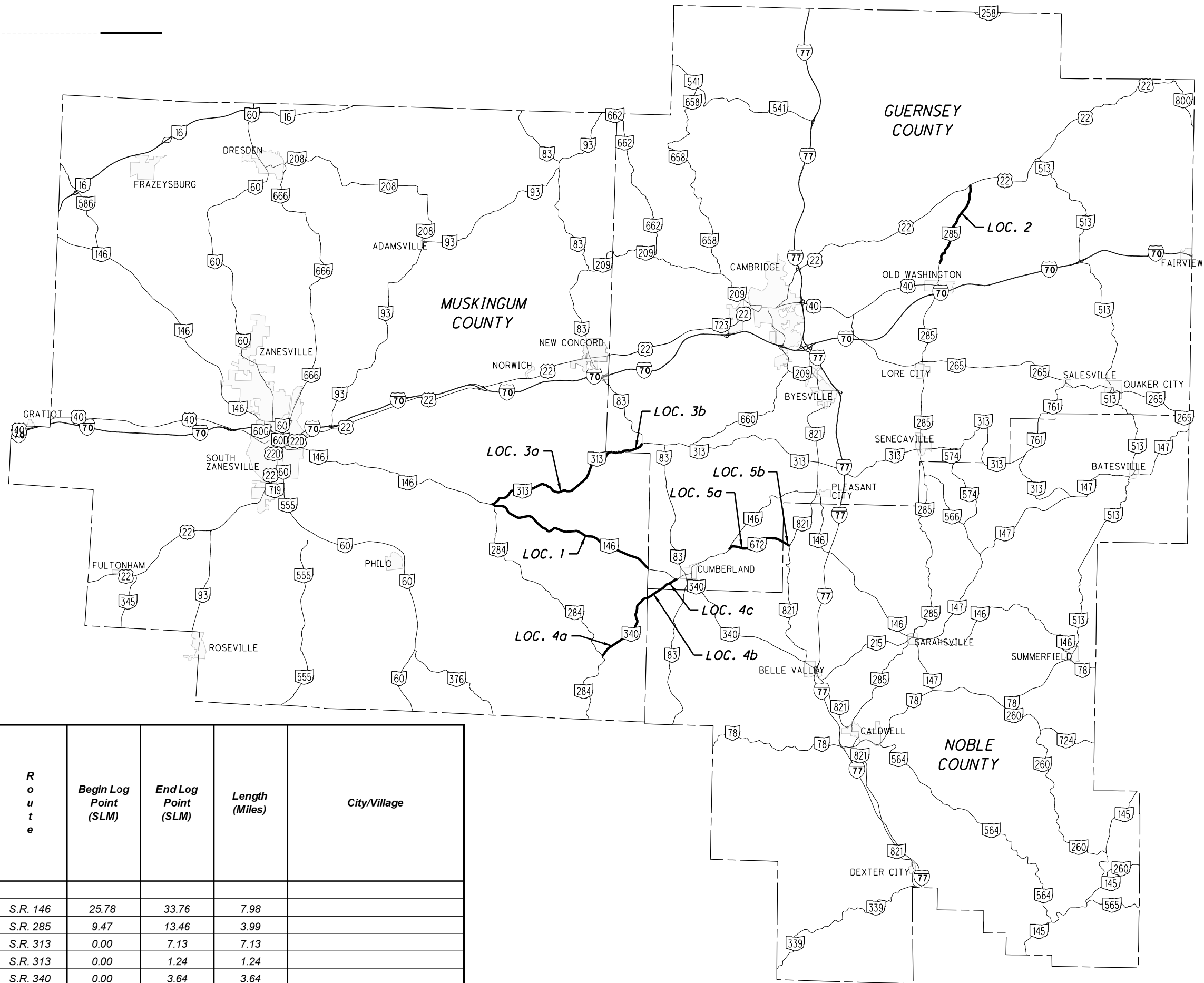
D05 - Chip Seal FY2018
180053 PID - 93038
Dist 5 1/25/2018

Contract Proposal Available @
www.contracts.dot.state.oh.us/home

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FEDERAL PROJECT NO. **E150(645)**
 PID NO. **93038**
 CONSTRUCTION PROJECT NO. _____
 RAILROAD INVOLVEMENT **NONE**
D05-CHIP-FY2018
1/13

PORTION TO BE IMPROVED -----



| Location | Plan Split | County | Route | Begin Log Point (SLM) | End Log Point (SLM) | Length (Miles) | City/Village |
|----------|------------|--------|----------|-----------------------|---------------------|----------------|--------------|
| 1 | 2 | Mus. | S.R. 146 | 25.78 | 33.76 | 7.98 | |
| 2 | 1 | Gue. | S.R. 285 | 9.47 | 13.46 | 3.99 | |
| 3a | 1 | Mus. | S.R. 313 | 0.00 | 7.13 | 7.13 | |
| 3b | 1 | Gue. | S.R. 313 | 0.00 | 1.24 | 1.24 | |
| 4a | 1 | Mus. | S.R. 340 | 0.00 | 3.64 | 3.64 | |
| 4b | 1 | Nob. | S.R. 340 | 0.00 | 0.71 | 0.71 | |
| 4c | 1 | Gue. | S.R. 340 | 0.00 | 0.86 | 0.86 | |
| 5a | 1 | Gue. | S.R. 672 | 0.00 | 2.74 | 2.74 | |
| 5b | 1 | Nob. | S.R. 672 | 0.00 | 0.37 | 0.37 | |

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CALCULATED
JLS
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LOCATION MAP

D05-CHIP - FY2018

UTILITIES

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

PAVEMENT MARKINGS

AUXILIARY MARKINGS (STOP LINES, CROSSWALK LINES, CHANNELIZING LINES, ETC.) SHOWN IN THE PLANS ARE TAKEN FROM EXISTING LOCATIONS. THE CONTRACTOR SHALL DOCUMENT ALL AUXILIARY MARKING LOCATIONS THAT WILL BE REMOVED/OBLITERATED DURING THIS PROJECT AND PLACE NEW AUXILIARY MARKINGS AT THE LOCATION OF THE EXISTING MARKINGS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

CENTER LINE MARKINGS SHALL BE PLACED PER THE **PASSING/ NO PASSING LOGS** FOUND ON THE WEBSITE BELOW. ANY DISCREPANCIES BETWEEN THE EXISTING MARKINGS AND THE PASSING/NO PASSING LOGS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO PLACEMENT. [HTTP://WWW.DOT.STATE.OH.US/DISTRICTS/D05/PRODUCTI ON/PAGES/CENTERLINEPASSINGANDNOPASSINGZONELOGS.ASPX](http://www.dot.state.oh.us/districts/d05/production/pages/centerlinepassingandnopassingzonelogs.aspx).

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER A MINIMUM OF 24 HOURS PRIOR TO APPLYING PAVEMENT MARKING MATERIALS ON ANY ROUTES SO THAT ODOT PERSONNEL MAY BE PRESENT DURING PAVEMENT MARKING OPERATIONS. AS PER CMS 614.04, THE CONTRACTOR SHALL PROVIDE ODOT PERSONNEL A COPY OF THE DLS SHORT REPORT AT THE END OF EVERY WORK DAY OR AS REQUESTED THROUGHOUT THE DAY. THE CONTRACTOR SHALL NOT RECEIVE PAYMENT FOR ANY WORK DONE WITHOUT NOTIFICATION AS STATED ABOVE OR IF DSL SHORT REPORTS ARE NOT PROVIDED DAILY.

ITEM 253, PAVEMENT REPAIR

AN ESTIMATED QUANTITY FOR PAVEMENT REPAIR HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER. REPAIRS SHALL TAKE PLACE PRIOR TO ANY PLANING OPERATIONS. THE INTENT OF THIS OPERATION IS TO REPAIR THOSE AREAS OF PAVEMENT WHICH HAVE COMPLETELY FAILED (PUMPING OF SUB-BASE MATERIAL) AND NOT TO CORRECT SURFACE IRREGULARITIES. **DEPTH OF EXCAVATION SHALL BE 7". THE MINIMUM WIDTH SHALL BE 4 FT.** AFTER EXCAVATION HAS BEEN COMPLETED, THE FACE OF THE REPAIR SHALL BE COATED WITH ITEM 407, TACK COAT. REPLACEMENT MATERIAL WILL BE 7" OF ITEM 301, ASPHALT CONCRETE BASE, PG64-22 (**PLACED AND COMPACTED IN TWO LIFTS**).

REPAIR QUANTITIES MAY BE USED ON THE MAINLINE PAVEMENT OR ON PAVED SHOULDERS. ALL EXCAVATION, MATERIALS, LABOR, EQUIPMENT, TOOLS, TRAFFIC CONTROL AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE PAID FOR UNDER ITEM 253, PAVEMENT REPAIR.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, TRAFFIC CONTROL AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR ITEM 253, PAVEMENT REPAIR.

- ITEM 253, PAVEMENT REPAIR**
LOCATION 1: 50 CY
LOCATION 2: 200 CY
LOCATION 3A: 5 CY
LOCATION 3B: 5 CY
LOCATION 4A: 100 CY
LOCATION 4B: 10 CY
LOCATION 4C: 10 CY
LOCATION 5A: 20 CY
LOCATION 5B: 10 CY

ITEM 422, SINGLE CHIP SEAL, AS PER PLAN

ALL REQUIREMENTS OF CMS ITEM 422 SHALL APPLY EXCEPT AS FOLLOWS:

- 1) THE SECOND SENTENCE OF 422.01 "WARRANT EXPOSED CHIP SEALS FOR TWO YEARS." SHALL BE WAIVED.
- 2) THE REQUIREMENTS OF 422.12 SHALL BE WAIVED IN THEIR ENTIRETY.

ITEM SPECIAL, FOG SEAL, NON-TRACKING

DESCRIPTION. THIS WORK CONSISTS OF PREPARING AND FOG SEALING A CHIP SEALED SURFACE. THE REQUIREMENTS OF ITEM 407 NON-TRACKING TACK COAT APPLY EXCEPT AS NOTED BELOW.

MATERIAL. USE SUPPLEMENT 1032 CERTIFIED 702.12 NON-TRACKING TACK DILUTED A MAXIMUM OF 2 PARTS NON-TRACKING TACK TO 1 PART WATER. ONLY DILUTE MATERIAL AT THE ASPHALT TERMINAL. SUPPLY CERTIFIED TEST DATA TO THE ENGINEER SHOWING THE MATERIAL SUPPLIED WAS TESTED FOR AND MEETS 702.12 NON-TRACKING TACK PRIOR TO DILUTION.

EQUIPMENT. CONTACT THE MANUFACTURER'S REPRESENTATIVE FOR REQUIRED SPRAY NOZZLE SIZE, DISTRIBUTOR AND NOZZLE SETTINGS, AND ANY FIELD CONDITIONS THAT ARE NOT SUITABLE FOR THEIR MATERIAL. IF AN ANIONIC FOG SEAL IS SUPPLIED THOROUGHLY CLEAN ALL EQUIPMENT IF CATIONIC EMULSION WAS PREVIOUSLY USED.

PREPARATION OF SURFACE. ENSURE THAT THE SURFACE HAS BEEN SWEEPED JUST BEFORE APPLICATION AND IS THOROUGHLY CLEAN, DRY AND FREE OF LOOSE CHIPS. REMOVE DIRT, DUST AND LOOSE CHIPS CLEANED FROM THE SURFACE AND DISPOSE OF IT OFF OF THE PROJECT.

APPLICATION OF FOG SEAL. WAIT TWO WEEKS AFTER CHIP SEAL INSTALLATION BEFORE APPLYING FOG SEAL. UNIFORMLY APPLY THE FOG SEAL WITH A DISTRIBUTOR PER THE REQUIREMENTS OF 407.06 EXCEPT AS NOTED. PRIOR TO APPLICATION, AGITATE OR GENTLY CIRCULATE THE MATERIAL.

ENSURE ALL NOZZLES AND SPRAY PATTERNS ARE IDENTICAL TO ONE ANOTHER ALONG THE DISTRIBUTOR SPRAY BAR. PLACE THE ANGLE OF THE NOZZLE AT A 15 TO 30 DEGREE ANGLE TO THE SPRAY BAR AXIS TO MAXIMIZE OVERLAP OR AS RECOMMENDED BY THE NOZZLE MANUFACTURER.

OVERLAP THE FOG SEAL BY 2 IN. TO 6 IN. AT ALL ADJACENT SPRAY PASSES. OVERLAPPED AREAS MAY TAKE LONGER TO DRY.

DO NOT DILUTE THE FOG SEAL AT THE PROJECT. APPLY THE FOG SEAL AT A RATE OF 0.12-0.15 GAL/SY. RECOMMENDED APPLICATION TEMPERATURE IS 160°F TO 180°F. DO NOT EXCEED 180°F. OBTAIN THE ENGINEER'S APPROVAL FOR THE FINAL RATE OF APPLICATION, TEMPERATURE, DISTRIBUTOR SETTINGS, AND AREAS TO BE TREATED BEFORE APPLICATION OF THE FOG SEAL. THE ENGINEER WILL DETERMINE THE ACTUAL APPLICATION RATE IN GALLONS PER SQUARE YARD BY A CHECK ON THE PROJECT.

THE APPLICATION IS CONSIDERED SATISFACTORY WHEN THE MATERIAL IS APPLIED UNIFORMLY WITH NO VISIBLE EVIDENCE OF STREAKING OR RIDGING, FOG SEAL IS SEEN TO STAY IN PLACE WITH ADEQUATE BUILDUP AND LITTLE TO NO RUNOFF, AND THE APPLICATION RATE IS ±10% OF THE SPECIFIED RATE.

IF THE FOG SEAL MATERIAL IS SEEN TO BE EXCESSIVELY RUNNING OFF THE CHIP SEAL STOP PLACEMENT AND OBTAIN A SAMPLE OF THE FOG SEAL MATERIAL. IMMEDIATELY DELIVER TO OMM FOR A VISCOSITY AND RESIDUE TEST. REJECT ALL ON HAND MATERIAL THAT APPEARS TO BE OR IS TESTED TO BE OVER DILUTED. REAPPLY FOG SEAL MATERIAL THAT MEETS DILUTION REQUIREMENTS ON AREAS WHERE NON-SPECIFICATION MATERIAL WAS PLACED.

ITEM SPECIAL, FOG SEAL, NON-TRACKING (CONT'D.)

TRAFFIC AND MARKINGS. DO NOT RELEASE TRAFFIC ON THE FOG SEAL MATERIAL FOR A MINIMUM OF 20 MINUTES AND AS DIRECTED BY THE ENGINEER AFTER THE MATERIAL HAS BEEN DETERMINED TO BE TACK FREE AND SET. NOTE: DAMP CONDITIONS, COLD TEMPERATURES, AND SHADED AREAS WILL REQUIRE UP TO ONE HOUR FOR FOG SEAL TO BE TACK FREE.

APPLY WATER BASED WORK ZONE AND/OR WATER BASED FINAL PAVEMENT MARKINGS AFTER CURE. APPLY NON-WATER BASED PAVEMENT MARKINGS, IF REQUIRED ON THE PROJECT, AFTER TWO WEEKS FROM FOG SEAL APPLICATION.

METHOD OF MEASUREMENT. THE DEPARTMENT WILL MEASURE FOG SEAL BY THE NUMBER OF GALLONS OF FOG SEAL APPLIED.

BASIS OF PAYMENT. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT UNIT PRICE AS FOLLOWS:

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.

ITEM 621, RAISED PAVEMENT MARKER REMOVED

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.

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GENERAL NOTES

D05 - CHIP - FY 2018

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ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON **ALL ROUTES**, BY USE OF THE EXISTING PAVEMENT AND STANDARD DRAWINGS MT-97.10 OR MT-97.12

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES INCLUDING REPAIRS.

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.

NOTIFICATION OF ROAD CLOSURE OR RESTRICTION

THE CONTRACTOR WILL ADVISE THE PROJECT ENGINEER A MINIMUM OF TWENTY ONE (21) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE RESTRICTIONS, LANE CLOSURES, AND OR ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY FAX AT (614) 887-4510 OR EMAIL AT D05.PIO@DOT.STATE.OH.US

DISTRICT PERMIT SECTION BY FAX AT (614) 887-4525 OR EMAIL AT BRIAN.BOSCH@DOT.STATE.OH.US

CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614) 728-4099 OR EMAIL AT HAULING.PERMITS@DOT.STATE.OH.US

THE PIO WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES, AFFECTED SCHOOLS AND BUSINESSES, AND ANY OTHER IMPACTED LOCAL PUBLIC AGENCY OF ANY OF THE ABOVE MENTIONED ITEMS, VIA MEDIA SOURCES.

DROPOFFS IN WORK ZONES

DROPOFFS THAT DEVELOP DURING CONSTRUCTION OPERATIONS AND THAT ARE NOT OTHERWISE PROVIDED FOR IN THE PLANS SHALL BE TREATED AS SHOWN ON STANDARD DRAWING MT-101.90. WHERE THE PLANS DO NOT PROVIDE SPECIFIC ITEMS FOR LABOR, EQUIPMENT, OR MATERIALS TO IMPLEMENT THE DROP-OFF TREATMENTS SPECIFIED, THEY SHALL BE INCLUDED FOR PAYMENT IN THE **LUMP SUM** BID FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614, WORK ZONE MARKING SIGN

IN ACCORDANCE WITH CMS SECTION 614.04, THE QUANTITIES OF WORK ZONE MARKING SIGN TO BE USED **AS DIRECTED BY THE ENGINEER**:

R4-1 (DO NOT PASS):
LOCATION 1: 26 EACH
LOCATION 2: 14 EACH
LOCATION 3A: 23 EACH
LOCATION 3B: 4 EACH
LOCATION 4A: 10 EACH
LOCATION 4B: 2 EACH
LOCATION 4C: 4 EACH
LOCATION 5A: 7 EACH
LOCATION 5B: 1 EACH

R4-2 (PASS WITH CARE):
LOCATION 1: 18 EACH
LOCATION 2: 3 EACH
LOCATION 3A: 6 EACH
LOCATION 3B: 0 EACH
LOCATION 4A: 4 EACH
LOCATION 4B: 0 EACH
LOCATION 4C: 2 EACH
LOCATION 5A: 2 EACH
LOCATION 5B: 1 EACH

W8-H12A (NO EDGE LINES):
LOCATION 1: 18 EACH
LOCATION 2: 13 EACH
LOCATION 3A: 20 EACH
LOCATION 3B: 2 EACH
LOCATION 4A: 6 EACH
LOCATION 4B: 2 EACH
LOCATION 4C: 2 EACH
LOCATION 5A: 6 EACH
LOCATION 5B: 1 EACH

IN ADDITION, THE CONTRACTOR SHALL ERECT A "GROOVED PAVEMENT" SIGN 250 FEET IN ADVANCE OF ANY SECTION OF ROADWAY WHERE TRAFFIC MUST TRAVEL ON A PLANED SURFACE. "GROOVED PAVEMENT" SIGNS SHALL BE INCLUDED FOR PAYMENT WITH THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC AS PER CMS SECTION 614.055.

ITEM 614, WORK ZONE MARKING SIGN

LOCATION 1: 62 EACH
LOCATION 2: 30 EACH
LOCATION 3A: 49 EACH
LOCATION 3B: 6 EACH
LOCATION 4A: 20 EACH
LOCATION 4B: 4 EACH
LOCATION 4C: 8 EACH
LOCATION 5A: 15 EACH
LOCATION 5B: 3 EACH

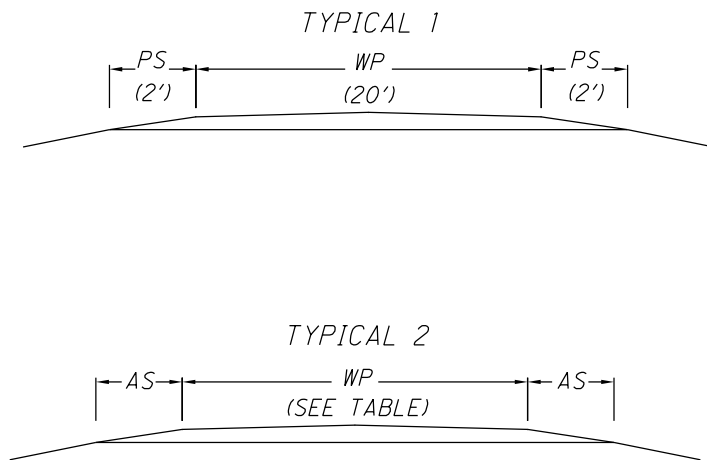
ITEM 614, WORK ZONE PAVEMENT MARKINGS

THE CONTRACTOR SHALL PLACE ALL WORK ZONE PAVEMENT MARKINGS IN ACCORDANCE WITH **CMS 614.11** AND STANDARD DRAWING **MT-99.20** UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE QUANTITIES BELOW ARE FOR PLACEMENT OF TEMPORARY MARKINGS ON **BOTH THE COMPLETED CHIP SEAL AND FOG SEAL SURFACES**.

ITEM 614, WORK ZONE CENTER LINE, CLASS II, 642 PAINT

LOCATION 1: 15.96 MILE
LOCATION 2: 7.98 MILE
LOCATION 3A: 14.26 MILE
LOCATION 3B: 2.48 MILE
LOCATION 4A: 7.28 MILE
LOCATION 4B: 1.42 MILE
LOCATION 4C: 1.72 MILE
LOCATION 5A: 5.48 MILE
LOCATION 5B: 0.74 MILE

WP = WIDTH OF PAVEMENT
 AS = AGGREGATE SHOULDER
 PS = PAVED SHOULDER



| Pavement Data | | | | | | | | | | | |
|--|--------|----------|-----------------------|---------------------|--------|-----------|---------------------|---------|--------------------|--|--|
| Location | County | Route | Begin Log Point (SLM) | End Log Point (SLM) | Length | | Pavement Width (FT) | Typical | Pavement Area (SY) | 422 | SPECIAL |
| | | | | | Miles | Lin. Ft. | | | | SINGLE CHIP SEAL, TYPE A, AS PER PLAN SY | FOG SEAL, NON-TRACKING (@ 0.15 GAL/SY) GAL |
| 1 | Mus. | S.R. 146 | 25.78 | 33.76 | 7.98 | 42,134.40 | 24.0* | 1 | 112,358.4 | 112,358.4 | 16,853.8 |
| *Includes Shoulders | | | | | | | | | | | |
| Bridge Deductions (Bridge Length x Pavement Width) | | | | | | | | | (944.1) | (944.1) | (141.6) |
| Sub-Totals | | | | | | | | | | 111,414.3 | 16,712.2 |
| Location 1 Totals (Carried to General Summary) | | | | | | | | | | 111,415 | 16,713 |
| 2 | Gue. | S.R. 285 | 9.47 | 13.46 | 3.99 | 21,067.20 | 21.0 | 2 | 49,156.8 | 49,156.8 | 7,373.6 |
| Sub-Totals | | | | | | | | | | 49,156.8 | 7,373.6 |
| Location 2 Totals (Carried to General Summary) | | | | | | | | | | 49,157 | 7,374 |
| 3a | Mus. | S.R. 313 | 0.00 | 7.13 | 7.13 | 37,646.40 | 20.0 | 2 | 83,658.7 | 83,658.7 | 12,548.9 |
| Bridge Deductions (Bridge Length x Pavement Width) | | | | | | | | | (393.3) | (393.3) | (58.9) |
| Sub-Totals | | | | | | | | | | 83,265.4 | 12,490.0 |
| Location 3a Totals (Carried to General Summary) | | | | | | | | | | 83,266 | 12,490 |
| 3b | Gue. | S.R. 313 | 0.00 | 1.24 | 1.24 | 6,547.20 | 20.0 | 2 | 14,549.3 | 14,549.3 | 2,182.4 |
| Sub-Totals | | | | | | | | | | 14,549.3 | 2,182.4 |
| Location 3b Totals (Carried to General Summary) | | | | | | | | | | 14,550 | 2,183 |
| 4a | Mus. | S.R. 340 | 0.00 | 3.64 | 3.64 | 19,219.20 | 18.0 | 2 | 38,438.4 | 38,438.4 | 5,765.8 |
| Bridge Deductions (Bridge Length x Pavement Width) | | | | | | | | | (340.0) | (340.0) | (51.0) |
| Sub-Totals | | | | | | | | | | 38,098.4 | 5,714.8 |
| Location 4a Totals (Carried to General Summary) | | | | | | | | | | 38,099 | 5,715 |
| 4b | Nob. | S.R. 340 | 0.00 | 0.71 | 0.71 | 3,748.80 | 18.0 | 2 | 7,497.6 | 7,497.6 | 1,124.7 |
| Sub-Totals | | | | | | | | | | 7,497.6 | 1,124.7 |
| Location 4b Totals (Carried to General Summary) | | | | | | | | | | 7,498 | 1,125 |
| 4c | Gue. | S.R. 340 | 0.00 | 0.86 | 0.86 | 4,540.80 | 18.0 | 2 | 9,081.6 | 9,081.6 | 1,362.3 |
| Bridge Deductions (Bridge Length x Pavement Width) | | | | | | | | | (166.0) | (166.0) | (24.9) |
| Sub-Totals | | | | | | | | | | 8,915.6 | 1,337.4 |
| Location 4c Totals (Carried to General Summary) | | | | | | | | | | 8,916 | 1,338 |
| 5a | Gue. | S.R. 672 | 0.00 | 2.74 | 2.74 | 14,467.20 | 20.0 | 2 | 32,149.3 | 32,149.3 | 4,822.4 |
| Sub-Totals | | | | | | | | | | 32,149.3 | 4,822.4 |
| Location 5a Totals (Carried to General Summary) | | | | | | | | | | 32,150 | 4,823 |
| 5b | Nob. | S.R. 672 | 0.00 | 0.37 | 0.37 | 1,953.60 | 20.0 | 2 | 4,341.3 | 4,341.3 | 651.2 |
| Sub-Totals | | | | | | | | | | 4,341.3 | 651.2 |
| Location 5b Totals (Carried to General Summary) | | | | | | | | | | 4,342 | 652 |

Bridge Treatment:

Location 1:

- Mus-146-2622: Butt Joint at Approach Slabs
- Mus-146-2739: Culvert - Chip Seal same as Roadway
- Mus-146-2773: Culvert - Chip Seal same as Roadway
- Mus-146-2900: Butt Joint at Approach Slabs
- Mus-146-2970: Culvert - Chip Seal same as Roadway
- Mus-146-3309: Chip Seal over same as Roadway

Location 2:

- Gue-285-1057: Culvert - Chip Seal same as Roadway
- Gue-285-1131: Culvert - Chip Seal same as Roadway
- Gue-285-1328: Culvert - Chip Seal same as Roadway

Location 3a:

- Mus-313-0023: Butt Joint at Bridge Deck

Location 4a:

- Mus-340-0186: Butt Joint at Approach Slabs
- Mus-340-0294: Butt Joint at Approach Slabs

Location 4c:

- Gue-340-0076: Butt Joint at Approach Slabs

Location 5a:

- Gue-672-0234: Culvert - Chip Seal same as Roadway

| Bridge Treatment Data | | | | | | | | | | |
|--|--------------|--------------------|-------------------|------------------|---------------------------|--------------------------|---|---|---------------------------------------|--|
| L o c a t i o n | Bridge No. | Bridge Length (FT) | Bridge Width (FT) | Bridge Area (SY) | Approach Slab Length (FT) | Approach Slab Width (FT) | Approach Slab Area (SY) (Includes both Approach Slabs) | Pavement Deductions (SY) (Bridge L + App. Slab L x Pavement Width) (Carried to Sheet 5) | 422 | SPECIAL |
| | | | | | | | | | SINGLE CHIP SEAL, TYPE A, AS PER PLAN | FOG SEAL, NON-TRACKING (@ 0.15 GAL/SY) |
| | | | | | | | | SY | GAL | |
| 1 | Mus-146-2622 | 116 | 34 | 438.3 | 25 | 34 | 188.9 | 442.7 | | |
| | Mus-146-2900 | 65 | 34 | 245.6 | 25 | 28 | 155.6 | 306.7 | | |
| | Mus-146-3309 | 23 | 34 | 86.9 | 25 | 34 | 188.9 | 194.7 | 194.7 | 29.3 |
| Bridge Deductions | | | | | | | | (944.1) | | |
| Sub-Totals | | | | | | | | | 194.7 | 29.3 |
| Location 1 Totals (Carried to General Summary) | | | | | | | | | 195 | 30 |
| 3a | Mus-313-0023 | 137.0 | 30.0 | 456.7 | 20.0 | 30.0 | 133.4 | 393.3 | 133.4 | 20.1 |
| Bridge Deductions | | | | | | | | (393.3) | | |
| Sub-Totals | | | | | | | | | 133.4 | 20.1 |
| Location 3a Totals (Carried to General Summary) | | | | | | | | | 134 | 21 |
| 4a | Mus-340-0186 | 39.0 | 30.0 | 130.0 | 20.0 | 30.0 | 133.4 | 158.0 | | |
| | Mus-340-0294 | 51.0 | 32.3 | 183.1 | 20.0 | 32.0 | 142.3 | 182.0 | | |
| Bridge Deductions | | | | | | | | (340.0) | | |
| Sub-Totals | | | | | | | | | | |
| Location 4a Totals (Carried to General Summary) | | | | | | | | | | |
| 4c | Gue-340-0076 | 43.0 | 32.3 | 154.4 | 20.0 | 32.0 | 142.3 | 166.0 | | |
| Bridge Deductions | | | | | | | | (166.0) | | |
| Sub-Totals | | | | | | | | | | |
| Location 4c Totals (Carried to General Summary) | | | | | | | | | | |

| Edge Line Data | | | | | | | | | | | | | | |
|--|----------------------------|-----------------------|--|--|---|--|--|--------------------------------------|--|--|--------------------------------------|--|--|--|
| L o c a t i o n | C o u n t y | R o u t e | B e g i n L o g P o i n t (S L M) | E n d L o g P o i n t (S L M) | L e n g t h (M i l e s) | Information Only | | | | | | 642 | 648 | R e m a r k s |
| | | | | | | White Edge Line (Quantities) | | | Yellow Edge Line (Quantities) | | | E D G E L I N E, 6" T Y P E 1 | R E M O V A L O F P A V E M E N T M A R K I N G | |
| | | | | | | T o t a l M i l e s | H i g h w a y M i l e s | R a m M i l e s | T o t a l M i l e s | H i g h w a y M i l e s | R a m M i l e s | | | |
| 1 | Mus. | S.R. 146 | 25.78 | 33.76 | 7.98 | 15.96 | 15.96 | | | | | 15.96 | 15.96 | S.R. 284 to Guemsey County Line |
| Location 1 Total (Carried to General Summary) | | | | | | | | | | | 15.96 | 15.96 | | |
| 2 | Gue. | S.R. 285 | 9.47 | 13.46 | 3.99 | 7.98 | 7.98 | | | | | 7.98 | 7.98 | North of East Gurnsey Schools to U.S. 22 |
| Location 2 Total (Carried to General Summary) | | | | | | | | | | | 7.98 | 7.98 | | |
| 3a | Mus. | S.R. 313 | 0.00 | 7.13 | 7.13 | 14.26 | 14.26 | | | | | 14.26 | 14.26 | S.R. 146 to Guemsey County Line. |
| Location 3a Total (Carried to General Summary) | | | | | | | | | | | 14.26 | 14.26 | | |
| 3b | Gue. | S.R. 313 | 0.00 | 1.24 | 1.24 | 2.48 | 2.48 | | | | | 2.48 | 2.48 | Muskingum County Line to S.R. 83 |
| Location 3b Total (Carried to General Summary) | | | | | | | | | | | 2.48 | 2.48 | | |
| 4a | Mus. | S.R. 340 | 0.00 | 3.64 | 3.64 | 7.28 | 7.28 | | | | | 7.28 | 7.28 | S.R. 284 to Noble County Line |
| Location 4a Total (Carried to General Summary) | | | | | | | | | | | 7.28 | 7.28 | | |
| 4b | Nob. | S.R. 340 | 0.00 | 0.71 | 0.71 | 1.42 | 1.42 | | | | | 1.42 | 1.42 | Muskingum County Line to Guemsey County Line |
| Location 4b Total (Carried to General Summary) | | | | | | | | | | | 1.42 | 1.42 | | |
| 4c | Gue. | S.R. 340 | 0.00 | 0.86 | 0.86 | 1.72 | 1.72 | | | | | 1.72 | 1.72 | Noble County line to S.R. 146 |
| Location 4c Total (Carried to General Summary) | | | | | | | | | | | 1.72 | 1.72 | | |
| 5a | Gue. | S.R. 672 | 0.00 | 2.74 | 2.74 | 5.48 | 5.48 | | | | | 5.48 | 5.48 | S.R. 146 to Noble County Line |
| Location 5a Total (Carried to General Summary) | | | | | | | | | | | 5.48 | 5.48 | | |
| 5b | Nob. | S.R. 672 | 0.00 | 0.37 | 0.37 | 0.74 | 0.74 | | | | | 0.74 | 0.74 | Guemsey County Line to S.R. 821 |
| Location 5b Total (Carried to General Summary) | | | | | | | | | | | 0.74 | 0.74 | | |

| Center Line Data | | | | | | | | | | |
|---|----------------------------|-----------------------|--|--|---------------------------------------|--------------------------|-----------------------|--|--|--|
| L o c a t i o n | C o u n t y | R o u t e | B e g i n L o g P o i n t (SLM) | E n d L o g P o i n t (SLM) | L e n g t h (Miles) | Information Only | | 642 | 648 | R e m a r k s |
| | | | | | | Center Line (Quantities) | | C E N T E R L I N E, T Y P E 1 | R E M O V A L O F P A V E M E N T M A R K I N G | |
| | | | | | | Total Miles | Equivalent Solid Line | | | |
| 1 | Mus. | S.R. 146 | 25.78 | 33.76 | 7.98 | 7.98 | 11.155 | 7.98 | 7.98 | S.R. 284 to Guemsey County Line |
| Location 1 Total (Carried to General Summary) | | | | | | | | 7.98 | 7.98 | |
| 2 | Gue. | S.R. 285 | 9.47 | 13.46 | 3.99 | 3.99 | 7.621 | 3.99 | 3.99 | North of East Gumsey Schools to U.S. 22 |
| Location 2 Total (Carried to General Summary) | | | | | | | | 3.99 | 3.99 | |
| 3a | Mus. | S.R. 313 | 0.00 | 7.13 | 7.13 | 7.13 | 13.594 | 7.13 | 7.13 | S.R. 146 to Guemsey County Line |
| Location 3a Total (Carried to General Summary) | | | | | | | | 7.13 | 7.13 | |
| 3b | Gue. | S.R. 313 | 0.00 | 1.24 | 1.24 | 1.24 | 2.480 | 1.24 | 1.24 | Muskingum County Line to S.R. 83 |
| Location 3b Total (Carried to General Summary) | | | | | | | | 1.24 | 1.24 | |
| 4a | Mus. | S.R. 340 | 0.00 | 3.64 | 3.64 | 3.64 | 5.856 | 3.64 | 3.64 | S.R. 284 to Noble County Line |
| Location 4a Total (Carried to General Summary) | | | | | | | | 3.64 | 3.64 | |
| 4b | Nob. | S.R. 340 | 0.00 | 0.71 | 0.71 | 0.71 | 1.420 | 0.71 | 0.71 | Muskingum County Line to Guemsey County Line |
| Location 4b Total (Carried to General Summary) | | | | | | | | 0.71 | 0.71 | |
| 4c | Gue. | S.R. 340 | 0.00 | 0.86 | 0.86 | 0.86 | 1.601 | 0.86 | 0.86 | Noble County Line to S.R. 146 |
| Location 4c Total (Carried to General Summary) | | | | | | | | 0.86 | 0.86 | |
| 5a | Gue. | S.R. 672 | 0.00 | 2.74 | 2.74 | 2.74 | 5.134 | 2.74 | 2.74 | S.R. 146 to Noble County Line |
| Location 5a Total (Carried to General Summary) | | | | | | | | 2.74 | 2.74 | |
| 5b | Nob. | S.R. 672 | 0.00 | 0.37 | 0.37 | 0.37 | 0.643 | 0.37 | 0.37 | Guemsey County Line to S.R. 821 |
| Location 5b Total (Carried to General Summary) | | | | | | | | 0.37 | 0.37 | |

| Detail | |
|--------|---------------------------------------|
| 1 | Tapered Acceleration Lane |
| 2 | Deceleration Lane |
| 3 | Multilane Divided/Controlled Access |
| 4 | 4 Lane Divided to 2 Lane Transition |
| 5 | 4 Lane Undivided to 2 Lane Transition |
| 6 | One Lane Bridge |
| 7 | Stop Approach |

| Detail | |
|--------|---------------------------------------|
| 8 | Thru Approach |
| 9 | Two-Way Left Turn Lane |
| 10 | Approach with Left Turn Lane |
| 11 | Horizontal Curve 40' Spacing (Note 2) |
| 12 | Horizontal Curve Alt. (Note 3) |
| Gap | Center Line at 80' Typical Spacing |
| Rem | See Remarks |

| Raised Pavement Marker Data | | | | | | | | | | | | | | | |
|--|----------------------------|-----------------------|--|--|----------------------------|-------------------------|----------------------------|-------------|---|--|-----------------------|---------------------------------------|---|---------------------------------|---------------------------------|
| L o c a t i o n | C o u n t y | R o u t e | B e g i n L o g P o i n t (S L M) | E n d L o g P o i n t (S L M) | L e n g t h | | D e t a i l | 621 | | 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 | |
| | | | | | M i l e s | L i n. F t. | | R P M | R A I S E D P A V E M E N T M A R K E R R E M O V E D | I n f o r m a t i o n O n l y | | | | | |
| | | | | | | | | | | W h i t e | Y e l l o | W h i t e/ R e d | Y e l l o/ Y e l l o | | |
| 1 | Mus. | S.R. 146 | 25.78 | 26.53 | 0.75 | 3,960 | Gap | 50 | 50 | | | | 50 | | |
| | | | 26.53 | 26.60 | 0.07 | 370 | 11 | 10 | 10 | | | | | 10 | PC 26.53 PT 27.00 L=370' DEG 9 |
| | | | 26.60 | 28.41 | 1.81 | 9,557 | Gap | 120 | 120 | | | | | 120 | |
| | | | 28.41 | 28.63 | 0.22 | 1,162 | 12 | 35 | 35 | | | | | 35 | PC 28.50 PT 28.54 L=211' DEG 11 |
| | | | 28.63 | 28.87 | 0.24 | 1,267 | 12 | 50 | 50 | | | | | 50 | PC 28.64 PT 28.78 L=740' DEG 10 |
| | | | 28.87 | 28.94 | 0.07 | 370 | Gap | 5 | 5 | | | | | 5 | |
| | | | 28.94 | 29.05 | 0.11 | 581 | 11 | 15 | 15 | | | | | 15 | PC 28.94 PT 29.05 L=581' DEG 9 |
| | | | 29.05 | 29.40 | 0.35 | 1,848 | Gap | 24 | 24 | | | | | 24 | |
| | | | 29.40 | 29.62 | 0.22 | 1,162 | 12 | 35 | 35 | | | | | 35 | PC 29.49 PT 29.53 L=211' DEG 10 |
| | | | 29.62 | 30.05 | 0.43 | 2,270 | Gap | 29 | 29 | | | | | 29 | |
| | | | 30.05 | 30.11 | 0.06 | 317 | 11 | 8 | 8 | | | | | 8 | PC 30.05 PT 30.11 L=317' DEG 9 |
| | | | 30.11 | 30.33 | 0.22 | 1,162 | Gap | 15 | 15 | | | | | 15 | |
| | | | 30.33 | 30.52 | 0.19 | 1,003 | 12 | 35 | 35 | | | | | 35 | PC 30.42 PT 30.49 L=370' DEG 15 |
| | | | 30.52 | 30.60 | 0.08 | 422 | 12 | 17 | 17 | | | | | 17 | PC 30.52 PT 30.57 L=264' DEG 17 |
| | | | 30.60 | 30.64 | 0.04 | 211 | 11 | 6 | 6 | | | | | 6 | PC 30.60 PT 30.64 L=211' DEG 9 |
| | | | 30.64 | 30.69 | 0.05 | 264 | Gap | 4 | 4 | | | | | 4 | |
| | | | 30.69 | 30.90 | 0.21 | 1,109 | 12 | 32 | 32 | | | | | 32 | PC 30.78 PT 30.81 L=158' DEG 11 |
| 30.90 | 33.76 | 2.86 | 15,101 | Gap | 189 | 189 | | | | | 189 | | | | |
| Sub-Totals | | | | | | | | | | | | | 679 | | |
| Location 1 Totals (Carried to General Summary) | | | | | | | | 679 | 679 | | | | | | |
| 2 | Gue. | S.R. 285 | 9.47 | 9.62 | 0.15 | 792 | Gap | 10 | 10 | | | | 10 | | |
| | | | 9.62 | 9.83 | 0.21 | 1,109 | 12 | 32 | 32 | | | | | 32 | PC 9.71 PT 9.74 L=158' DEG 16 |
| | | | 9.83 | 9.85 | 0.02 | 106 | Gap | 2 | 2 | | | | | 2 | |
| | | | 9.85 | 9.94 | 0.09 | 475 | 11 | 12 | 12 | | | | | 12 | PC 9.85 PT 9.94 L=475' DEG 7 |
| | | | 9.94 | 9.99 | 0.05 | 264 | Gap | 4 | 4 | | | | | 4 | |
| | | | 9.99 | 10.17 | 0.18 | 950 | 12 | 34 | 34 | | | | | 34 | PC 10.08 PT 10.16 L=422' DEG 24 |
| | | | 10.17 | 10.24 | 0.07 | 370 | 12 | 15 | 15 | | | | | 15 | PC 10.17 PT 10.21 L=211' DEG 18 |
| | | | 10.24 | 10.25 | 0.01 | 53 | 12 | 3 | 3 | | | | | 3 | PC 10.24 PT 10.25 L=53' DEG 19 |
| | | | 10.25 | 10.37 | 0.12 | 634 | 12 | 20 | 20 | | | | | 20 | PC 10.25 PT 10.28 L=158' DEG 21 |
| | | | 10.37 | 10.39 | 0.02 | 106 | Gap | 2 | 2 | | | | | 2 | |
| | | | 10.39 | 10.42 | 0.03 | 158 | 11 | 4 | 4 | | | | | 4 | PC 10.39 PT 10.42 L=158' DEG 6 |
| | | | 10.42 | 10.61 | 0.19 | 1,003 | Gap | 13 | 13 | | | | | 13 | |
| | | | 10.61 | 10.82 | 0.21 | 1,109 | 12 | 32 | 32 | | | | | 32 | PC 10.70 PT 10.73 L=158' DEG 11 |
| | | | 10.82 | 11.08 | 0.26 | 1,373 | Gap | 18 | 18 | | | | | 18 | |
| | | | 11.08 | 11.30 | 0.22 | 1,162 | 12 | 35 | 35 | | | | | 35 | PC 11.17 PT 11.21 L=211' DEG 17 |
| | | | 11.30 | 11.52 | 0.22 | 1,162 | Gap | 15 | 15 | | | | | 15 | |
| | | | 11.52 | 11.64 | 0.12 | 634 | 12 | 20 | 20 | | | | | 20 | PC 11.61 PT 11.64 L=158' DEG 14 |
| | | | 11.64 | 11.69 | 0.05 | 264 | 12 | 11 | 11 | | | | | 11 | PC 11.64 PT 11.67 L=158' DEG 10 |
| | | | 11.69 | 11.73 | 0.04 | 211 | 11 | 5 | 5 | | | | | 5 | PC 11.69 PT 11.73 L=211' DEG 9 |
| | | | 11.73 | 11.77 | 0.04 | 211 | Gap | 3 | 3 | | | | | 3 | |
| 11.77 | 11.99 | 0.22 | 1,162 | 12 | 35 | 35 | | | | | 35 | PC 11.86 PT 11.90 L=211' DEG 11 | | | |
| 11.99 | 12.83 | 0.84 | 4,435 | Gap | 56 | 56 | | | | | 56 | | | | |
| 12.83 | 13.02 | 0.19 | 1,003 | 12 | 31 | 31 | | | | | 31 | PC 12.92 PT 12.96 L=211' DEG 17 | | | |
| 13.02 | 13.15 | 0.13 | 686 | 12 | 23 | 23 | | | | | 23 | PC 13.02 PT 13.06 L=211' DEG 16 | | | |
| 13.15 | 13.22 | 0.07 | 370 | Gap | 5 | 5 | | | | | 5 | | | | |
| 13.22 | 13.27 | 0.05 | 264 | 11 | 7 | 7 | | | | | 7 | PC 13.22 PT 13.27 L=264' DEG 7 | | | |
| 13.27 | 13.46 | 0.19 | 1,003 | Gap / 7 | 29 | 29 | 16 | | | | 13 | Stop Approach at U.S. 22 | | | |
| Sub-Totals | | | | | | | | | | 16 | | | 460 | | |
| Location 2 Totals (Carried to General Summary) | | | | | | | | 476 | 476 | | | | | | |

CALCULATED
JLS
CHECKED
JSL

RAISED PAVEMENT MARKER DATA

D05 - CHIP - FY2018

| Detail | |
|--------|---------------------------------------|
| 1 | Tapered Acceleration Lane |
| 2 | Deceleration Lane |
| 3 | Multilane Divided/Controlled Access |
| 4 | 4 Lane Divided to 2 Lane Transition |
| 5 | 4 Lane Undivided to 2 Lane Transition |
| 6 | One Lane Bridge |
| 7 | Stop Approach |

| Detail | |
|--------|---------------------------------------|
| 8 | Thru Approach |
| 9 | Two-Way Left Turn Lane |
| 10 | Approach with Left Turn Lane |
| 11 | Horizontal Curve 40' Spacing (Note 2) |
| 12 | Horizontal Curve Alt. (Note 3) |
| Gap | Center Line at 80' Typical Spacing |
| Rem | See Remarks |

| Raised Pavement Marker Data | | | | | | | | | | | | | | | | | |
|---|--------|-----------|-----------------------|---------------------|--------|----------|---------|----------|-------------------------------------|----------------------------------|--|---------|---|-------------------------------|-------------------------------|-------------------------------|-------------------------------|
| Location | County | Route | Begin Log Point (SLM) | End Log Point (SLM) | Length | | Detail | 621 | | Prismatic Retro-Reflector Colors | | | | Remarks | | | |
| | | | | | Miles | Lin. Ft. | | RPM EACH | RAISED PAVEMENT MARKER REMOVED EACH | Information Only | | | | | | | |
| | | | | | | | | | | One-Way | | Two-Way | | | | | |
| White | Yellow | White/Red | Yellow/Yellow | | | | | | | | | | | | | | |
| 3a | Mus. | S.R. 313 | 0.00 | 0.28 | 0.28 | 1,478 | Gap / 7 | 34 | 34 | 16 | | | 18 | Stop Approach at S.R. 146 | | | |
| | | | 0.28 | 0.43 | 0.15 | 792 | 12 | 26 | 26 | | | | | 26 | PC 0.37 PT 0.41 L=211' DEG 10 | | |
| | | | 0.43 | 0.59 | 0.16 | 845 | 12 | 31 | 31 | | | | | | 31 | PC 0.43 PT 0.50 L=370' DEG 13 | |
| | | | 0.59 | 0.68 | 0.09 | 475 | Gap | 6 | 6 | | | | | | | 6 | |
| | | | 0.68 | 0.89 | 0.21 | 1,109 | 12 | 32 | 32 | | | | | | | 32 | PC 0.77 PT 0.80 L=158' DEG 16 |
| | | | 0.89 | 1.05 | 0.16 | 845 | Gap | 11 | 11 | | | | | | | 11 | |
| | | | 1.05 | 1.24 | 0.19 | 1,003 | 12 | 33 | 33 | | | | | | | 33 | PC 1.14 PT 1.20 L=317' DEG 17 |
| | | | 1.24 | 1.45 | 0.21 | 1,109 | 12 | 32 | 32 | | | | | | | 32 | PC 1.33 PT 1.36 L=158' DEG 16 |
| | | | 1.45 | 2.00 | 0.55 | 2,904 | Gap | 36 | 36 | | | | | | | 36 | |
| | | | 2.00 | 2.24 | 0.24 | 1,267 | 12 | 50 | 50 | | | | | | | 50 | PC 2.09 PT 2.23 L=739' DEG 11 |
| | | | 2.24 | 2.35 | 0.11 | 581 | 12 | 17 | 17 | | | | | | | 17 | PC 2.24 PT 2.26 L=106' DEG 14 |
| | | | 2.35 | 2.60 | 0.25 | 1,320 | Gap | 17 | 17 | | | | | | | 17 | |
| | | | 2.60 | 2.81 | 0.21 | 1,109 | 12 | 32 | 32 | | | | | | | 32 | PC 2.69 PT 2.72 L=158' DEG 15 |
| | | | 2.81 | 2.90 | 0.09 | 475 | 12 | 16 | 16 | | | | | | | 16 | PC 2.82 PT 2.85 L=158' DEG 22 |
| | | | 2.90 | 3.02 | 0.12 | 634 | 12 | 20 | 20 | | | | | | | 20 | PC 2.90 PT 2.93 L=158' DEG 16 |
| | | | 3.02 | 3.14 | 0.12 | 634 | 12 | 24 | 24 | | | | | | | 24 | PC 3.02 PT 3.08 L=317' DEG 13 |
| | | | 3.14 | 3.22 | 0.08 | 422 | 12 | 17 | 17 | | | | | | | 17 | PC 3.23 PT 3.25 L=106' DEG 11 |
| | | | 3.22 | 3.42 | 0.20 | 1,056 | 12 | 29 | 29 | | | | | | | 29 | PC 3.31 PT 3.33 L=106' DEG 14 |
| | | | 3.42 | 3.60 | 0.18 | 950 | 12 | 26 | 26 | | | | | | | 26 | PC 3.49 PT 3.51 L=106' DEG 12 |
| | | | 3.60 | 3.70 | 0.10 | 528 | Gap | 7 | 7 | | | | | | | 7 | |
| | | | 3.70 | 3.92 | 0.22 | 1,162 | 12 | 36 | 36 | | | | | | | 36 | PC 3.79 PT 3.84 L=264' DEG 21 |
| | | | 3.92 | 4.03 | 0.11 | 581 | 12 | 17 | 17 | | | | | | | 17 | PC 3.92 PT 3.94 L=106' DEG 24 |
| | | | 4.03 | 4.08 | 0.05 | 264 | Gap | 3 | 3 | | | | | | | 3 | |
| 4.08 | 4.13 | 0.05 | 264 | 11 | 7 | 7 | | | | | | | 7 | PC 4.08 PT 4.13 L=264' DEG 8 | | | |
| 4.13 | 4.90 | 0.77 | 4,066 | Gap | 51 | 51 | | | | | | | 51 | | | | |
| 4.90 | 5.11 | 0.21 | 1,109 | 12 | 32 | 32 | | | | | | | 32 | PC 4.99 PT 5.02 L=158' DEG 10 | | | |
| 5.11 | 5.70 | 0.59 | 3,115 | Gap | 39 | 39 | | | | | | | 39 | | | | |
| 5.70 | 5.84 | 0.14 | 739 | 12 | 25 | 25 | | | | | | | 25 | PC 5.79 PT 5.84 L=264' DEG 10 | | | |
| 5.84 | 5.88 | 0.04 | 211 | 11 | 5 | 5 | | | | | | | 5 | PC 5.84 PT 5.88 L=211' DEG 6 | | | |
| 5.88 | 5.91 | 0.03 | 158 | Gap | 2 | 2 | | | | | | | 2 | | | | |
| 5.91 | 5.96 | 0.05 | 264 | 11 | 7 | 7 | | | | | | | 7 | PC 5.9 PT 5.96 L=264' DEG 5 | | | |
| 5.96 | 7.13 | 1.17 | 6,178 | Gap | 77 | 77 | | | | | | | 77 | | | | |
| Sub-Totals | | | | | | | | | | 16 | | | 781 | | | | |
| Location 3a Totals (Carried to General Summary) | | | | | | | | 797 | 797 | | | | | | | | |
| 3b | Gue. | S.R. 313 | 0.00 | 0.11 | 0.11 | 581 | Gap | 23 | 23 | 16 | | | 7 | Begin at Mus. Co. Line | | | |
| | | | 0.11 | 0.25 | 0.14 | 739 | 11 | 18 | 18 | | | | | 18 | PC 0.11 PT 0.25 L=739' DEG 7 | | |
| | | | 0.25 | 0.39 | 0.14 | 739 | 12 | 24 | 24 | | | | | 24 | PC 0.26 PT 0.30 L=211' DEG 19 | | |
| | | | 0.39 | 0.41 | 0.02 | 106 | Gap | 1 | 1 | | | | | | 1 | | |
| | | | 0.41 | 0.45 | 0.04 | 211 | 11 | 7 | 7 | | | | | | 7 | PC 0.41 PT 0.45 L=264' DEG 6 | |
| | | | 0.45 | 0.50 | 0.05 | 264 | Gap | 3 | 3 | | | | | | 3 | | |
| | | | 0.50 | 0.56 | 0.06 | 317 | 11 | 8 | 8 | | | | | | 8 | PC 0.50 PT 0.56 L=317' DEG 6 | |
| | | | 0.56 | 0.95 | 0.39 | 2,059 | Gap | 26 | 26 | | | | | | 26 | | |
| | | | 0.95 | 1.10 | 0.15 | 792 | 12 | 28 | 28 | | | | | | 28 | PC 1.04 PT 1.10 L=317' DEG 10 | |
| | | | 1.10 | 1.13 | 0.03 | 158 | 11 | 4 | 4 | | | | | | 4 | PC 1.10 PT 1.13 L=158' DEG 8 | |
| 1.13 | 1.24 | 0.11 | 581 | 12/7 | 17 | 17 | | | | | | 17 | PC 1.22 PT 1.24 L=106' DEG 19. Stop Approach at S.R. 83 | | | | |
| Sub-Totals | | | | | | | | | | 16 | | | 143 | | | | |
| Location 3b Totals (Carried to General Summary) | | | | | | | | 159 | 159 | | | | | | | | |

| Detail | |
|--------|---------------------------------------|
| 1 | Tapered Acceleration Lane |
| 2 | Deceleration Lane |
| 3 | Multilane Divided/Controlled Access |
| 4 | 4 Lane Divided to 2 Lane Transition |
| 5 | 4 Lane Undivided to 2 Lane Transition |
| 6 | One Lane Bridge |
| 7 | Stop Approach |

| Detail | |
|--------|---------------------------------------|
| 8 | Thru Approach |
| 9 | Two-Way Left Turn Lane |
| 10 | Approach with Left Turn Lane |
| 11 | Horizontal Curve 40' Spacing (Note 2) |
| 12 | Horizontal Curve Alt. (Note 3) |
| Gap | Center Line at 80' Typical Spacing |
| Rem | See Remarks |

Raised Pavement Marker Data

| Location | County | Route | Begin Log Point (SLM) | End Log Point (SLM) | Length | | Detail | 621 | | Prismatic Retro-Reflector Colors | | | | Remarks |
|---|----------|----------|-----------------------|---------------------|--------|-----------|---------------|-----|--------------------------------|----------------------------------|---------|-------|--------|-------------------------------|
| | | | | | | | | RPM | RAISED PAVEMENT MARKER REMOVED | Information Only | | | | |
| | | | | | | | | | | One-Way | Two-Way | White | Yellow | |
| Miles | Lin. Ft. | EACH | EACH | White | Yellow | White/Red | Yellow/Yellow | | | | | | | |
| 4a | Mus. | S.R. 340 | 0.00 | 1.85 | 1.85 | 9,768 | Gap / 7 | 138 | 138 | 16 | | | 122 | Stop Approach at S.R. 284 |
| | | | 1.85 | 2.08 | 0.23 | 1,214 | 12 | 4 | 4 | | | | 4 | PC 1.94 PT 1.99 L=264' DEG 11 |
| | | | 2.08 | 2.29 | 0.21 | 1,109 | Gap | 14 | 14 | | | | 14 | |
| | | | 2.29 | 2.48 | 0.19 | 1,003 | 12 | 31 | 31 | | | | 31 | PC 2.38 PT 2.42 L=211' DEG 12 |
| | | | 2.48 | 2.57 | 0.09 | 475 | 12 | 20 | 20 | | | | 20 | PC 2.48 PT 2.54 L=317' DEG 13 |
| | | | 2.57 | 2.70 | 0.13 | 686 | 12 | 23 | 23 | | | | 23 | PC 2.57 PT 2.61 L=211' DEG 21 |
| | | | 2.70 | 2.87 | 0.17 | 898 | 12 | 30 | 30 | | | | 30 | PC 2.75 PT 2.81 L=317' DEG 14 |
| | | | 2.87 | 2.99 | 0.12 | 634 | 12 | 20 | 20 | | | | 20 | PC 2.87 PT 2.90 L=158' DEG 19 |
| | | | 2.99 | 3.12 | 0.13 | 686 | 12 | 20 | 20 | | | | 20 | PC 3.05 PT 3.07 L=107' DEG 24 |
| | | | 3.12 | 3.14 | 0.02 | 106 | 11 | 3 | 3 | | | | 3 | PC 3.12 PT 3.14 L=107' DEG 9 |
| | | | 3.14 | 3.31 | 0.17 | 898 | 12 | 26 | 26 | | | | 26 | PC 3.19 PT 3.22 L=158' DEG 19 |
| | | | 3.31 | 3.52 | 0.21 | 1,109 | Gap | 14 | 14 | | | | 14 | |
| | | | 3.52 | 3.64 | 0.12 | 634 | 12 | 19 | 19 | | | | 19 | PC 3.61 PT 3.63 L=107' DEG 14 |
| Sub-Totals | | | | | | | | | | 16 | | 346 | | |
| Location 4a Totals (Carried to General Summary) | | | | | | | | 362 | 362 | | | | | |
| 4b | Nob. | S.R. 340 | 0.00 | 0.71 | 0.71 | 3,749 | Gap | 47 | 47 | | | | 47 | |
| | | | Sub-Totals | | | | | | | | | | | 47 |
| Location 4b Totals (Carried to General Summary) | | | | | | | | 47 | 47 | | | | | |
| 4c | Gue. | S.R. 340 | 0.00 | 0.09 | 0.09 | 475 | Gap | 6 | 6 | | | | 6 | |
| | | | 0.09 | 0.13 | 0.04 | 211 | 11 | 5 | 5 | | | | 5 | PC 0.09 PT 0.13 L=211' DEG 6 |
| | | | 0.13 | 0.35 | 0.22 | 1,162 | Gap | 15 | 15 | | | | 15 | |
| | | | 0.35 | 0.39 | 0.04 | 211 | 11 | 5 | 5 | | | | 5 | PC 0.35 PT 0.39 L=211' DEG 7 |
| | | | 0.39 | 0.47 | 0.08 | 422 | Gap | 5 | 5 | | | | 5 | |
| | | | 0.47 | 0.53 | 0.06 | 317 | 11 | 8 | 8 | | | | 8 | PC 0.47 PT 0.53 L=317' DEG 8 |
| | | | 0.53 | 0.86 | 0.33 | 1,742 | Gap / 7 | 38 | 38 | 16 | | | 22 | Stop Approach at S.R. 146 |
| Sub-Totals | | | | | | | | | | 16 | | 66 | | |
| Location 4c Totals (Carried to General Summary) | | | | | | | | 82 | 82 | | | | | |

| Detail | |
|--------|---------------------------------------|
| 1 | Tapered Acceleration Lane |
| 2 | Deceleration Lane |
| 3 | Multilane Divided/Controlled Access |
| 4 | 4 Lane Divided to 2 Lane Transition |
| 5 | 4 Lane Undivided to 2 Lane Transition |
| 6 | One Lane Bridge |
| 7 | Stop Approach |

| Detail | |
|--------|---------------------------------------|
| 8 | Thru Approach |
| 9 | Two-Way Left Turn Lane |
| 10 | Approach with Left Turn Lane |
| 11 | Horizontal Curve 40' Spacing (Note 2) |
| 12 | Horizontal Curve Alt. (Note 3) |
| Gap | Center Line at 80' Typical Spacing |
| Rem | See Remarks |

Raised Pavement Marker Data

| L o c a t i o n | C o u n t y | R o u t e | B e g i n L o g P o i n t (SLM) | E n d L o g P o i n t (SLM) | L e n g t h | | D e t a i l | 621 | | 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 | |
|---|----------------------------|-----------------------|--|--|----------------------------|-------|----------------------------|-------------|---|--|-----------------------|---------------------------------------|---|---------------------------------|--|
| | | | | | | | | R P M | R A I S E D P A V E M E N T M A R K E R R E M O V E D | I n f o r m a t i o n O n l y | | | | | |
| | | | | | | | | | | W h i t e | Y e l l o | W h i t e/ R e d | Y e l l o/ Y e l l o | | |
| | | M i l e s | L i n. F t. | E A C H | E A C H | | | | | | | | | | |
| 5a | Gue. | S.R. 672 | 0.00 | 0.07 | 0.07 | 370 | Gap / 7 | 21 | 21 | 16 | | | 5 | Stop Approach at S.R. 146 | |
| | | | 0.07 | 0.32 | 0.25 | 1,320 | 12 | 43 | 43 | | | | 43 | PC 0.16 PT 0.23 L=370' DEG 15 | |
| | | | 0.32 | 0.46 | 0.14 | 739 | Gap | 10 | 10 | | | | 10 | | |
| | | | 0.46 | 0.49 | 0.03 | 158 | 11 | 4 | 4 | | | | 4 | PC 0.46 PT 0.49 L=158' DEG 7 | |
| | | | 0.49 | 0.67 | 0.18 | 950 | Gap | 12 | 12 | | | | 12 | | |
| | | | 0.67 | 0.73 | 0.06 | 317 | 11 | 8 | 8 | | | | 8 | PC 0.67 PT 0.73 L=317' DEG 6 | |
| | | | 0.73 | 0.86 | 0.13 | 686 | Gap | 9 | 9 | | | | 9 | | |
| | | | 0.86 | 0.92 | 0.06 | 317 | 11 | 8 | 8 | | | | 8 | PC 0.86 PT 0.92 L=317' DEG 5 | |
| | | | 0.92 | 0.98 | 0.06 | 317 | Gap | 4 | 4 | | | | 4 | | |
| | | | 0.98 | 1.23 | 0.25 | 1,320 | 12 | 43 | 43 | | | | 43 | PC 1.07 PT 1.14 L=370' DEG 10 | |
| | | | 1.23 | 1.25 | 0.02 | 106 | Gap | 2 | 2 | | | | 2 | | |
| | | | 1.25 | 1.38 | 0.13 | 686 | 11 | 17 | 17 | | | | 17 | PC 1.25 PT 1.38 L=687' DEG 6 | |
| | | | 1.38 | 1.46 | 0.08 | 422 | Gap | 6 | 6 | | | | 6 | | |
| | | | 1.46 | 1.53 | 0.07 | 370 | 11 | 9 | 9 | | | | 9 | PC 1.46 PT 1.53 L=370' DEG 8 | |
| | | | 1.53 | 1.66 | 0.13 | 686 | Gap | 9 | 9 | | | | 9 | | |
| | | | 1.66 | 1.72 | 0.06 | 317 | 11 | 8 | 8 | | | | 8 | PC 1.66 PT 1.72 L=317' DEG 6 | |
| | | | 1.72 | 2.00 | 0.28 | 1,478 | Gap | 19 | 19 | | | | 19 | | |
| | | | 2.00 | 2.06 | 0.06 | 317 | 11 | 9 | 9 | | | | 9 | PC 2.00 PT 2.06 L=370' DEG 7 | |
| | | | 2.06 | 2.74 | 0.68 | 3,590 | Gap | 45 | 45 | | | | 45 | | |
| Sub-Totals | | | | | | | | | | 16 | | | 270 | | |
| Location 5a Totals (Carried to General Summary) | | | | | | | | 286 | 286 | | | | | | |
| 5b | Nob. | S.R. 672 | 0.00 | 0.37 | 0.37 | 1,954 | Gap / 7 | 41 | 41 | 16 | | | 25 | Stop Approach at S.R. 821 | |
| Sub-Totals | | | | | | | | | | 16 | | | 25 | | |
| Location 5b Totals (Carried to General Summary) | | | | | | | | 41 | 41 | | | | | | |

| LOCATION TOTALS | | | | | | | | | PLAN SPLITS | | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET(S) |
|-------------------------------|--------|--------|--------|--------|-------|-------|--------|-------|-------------|-----------|------|-----------|-------------|------|--|--------------|
| 1 | 2 | 3a | 3b | 4a | 4b | 4c | 5a | 5b | 01/NFA/PV | 02/STR/PV | | | | | | |
| PAVEMENT | | | | | | | | | | | | | | | | |
| 50 | 200 | 5 | 5 | 100 | 10 | 10 | 20 | 10 | 360 | 50 | 253 | 02000 | 410 | CY | PAVEMENT REPAIR | 2 |
| 111,610 | 49,157 | 83,400 | 14,550 | 38,099 | 7,498 | 8,916 | 32,150 | 4,342 | 238,112 | 111,610 | 422 | 10001 | 349,722 | SY | SINGLE CHIP SEAL, TYPE A, AS PER PLAN | 2,4,5 |
| 16,743 | 7,374 | 12,511 | 2,183 | 5,715 | 1,125 | 1,338 | 4,823 | 652 | 35,721 | 16,743 | 690 | 98900 | 52,464 | GAL | SPECIAL - FOG SEAL, NON-TRACKING | 2,4,5 |
| TRAFFIC CONTROL | | | | | | | | | | | | | | | | |
| 679 | 476 | 797 | 159 | 362 | 47 | 82 | 286 | 41 | 2,250 | 679 | 621 | 00100 | 2,929 | EACH | RPM | 9-12 |
| 679 | 476 | 797 | 159 | 362 | 47 | 82 | 286 | 41 | 2,250 | 679 | 621 | 54000 | 2,929 | EACH | RAISED PAVEMENT MARKER REMOVED | 9-12 |
| 15.96 | 7.98 | 14.26 | 2.48 | 7.28 | 1.42 | 1.72 | 5.48 | 0.74 | 41.36 | 15.96 | 642 | 00104 | 57.32 | MILE | EDGE LINE, 6", TYPE 1 | 7 |
| 7.98 | 3.99 | 7.13 | 1.24 | 3.64 | 0.71 | 0.86 | 2.74 | 0.37 | 20.68 | 7.98 | 642 | 00300 | 28.66 | MILE | CENTER LINE, TYPE 1 | 8 |
| 23.94 | 11.97 | 21.39 | 3.72 | 10.92 | 2.13 | 2.58 | 8.22 | 1.11 | 62.04 | 23.94 | 648 | 30030 | 85.98 | MILE | REMOVAL OF PAVEMENT MARKING | 7,8 |
| MAINTENANCE OF TRAFFIC | | | | | | | | | | | | | | | | |
| 62 | 30 | 49 | 6 | 20 | 4 | 8 | 15 | 3 | 135 | 62 | 614 | 12460 | 197 | EACH | WORK ZONE MARKING SIGN | 4 |
| 15.96 | 7.98 | 14.26 | 2.48 | 7.28 | 1.42 | 1.72 | 5.48 | 0.74 | 41.36 | 15.96 | 614 | 21500 | 57.32 | MILE | WORK ZONE CENTER LINE, CLASS II, 642 PAINT | 4 |
| INCIDENTALS | | | | | | | | | | | | | | | | |
| | | | | | | | | | LS | LS | 614 | 11000 | | LS | MAINTAINING TRAFFIC | |
| | | | | | | | | | LS | LS | 623 | 10000 | | LS | CONSTRUCTION LAYOUT STAKES AND SURVEYING | |
| | | | | | | | | | LS | LS | 624 | 10000 | | LS | MOBILIZATION | |

GENERAL SUMMARY