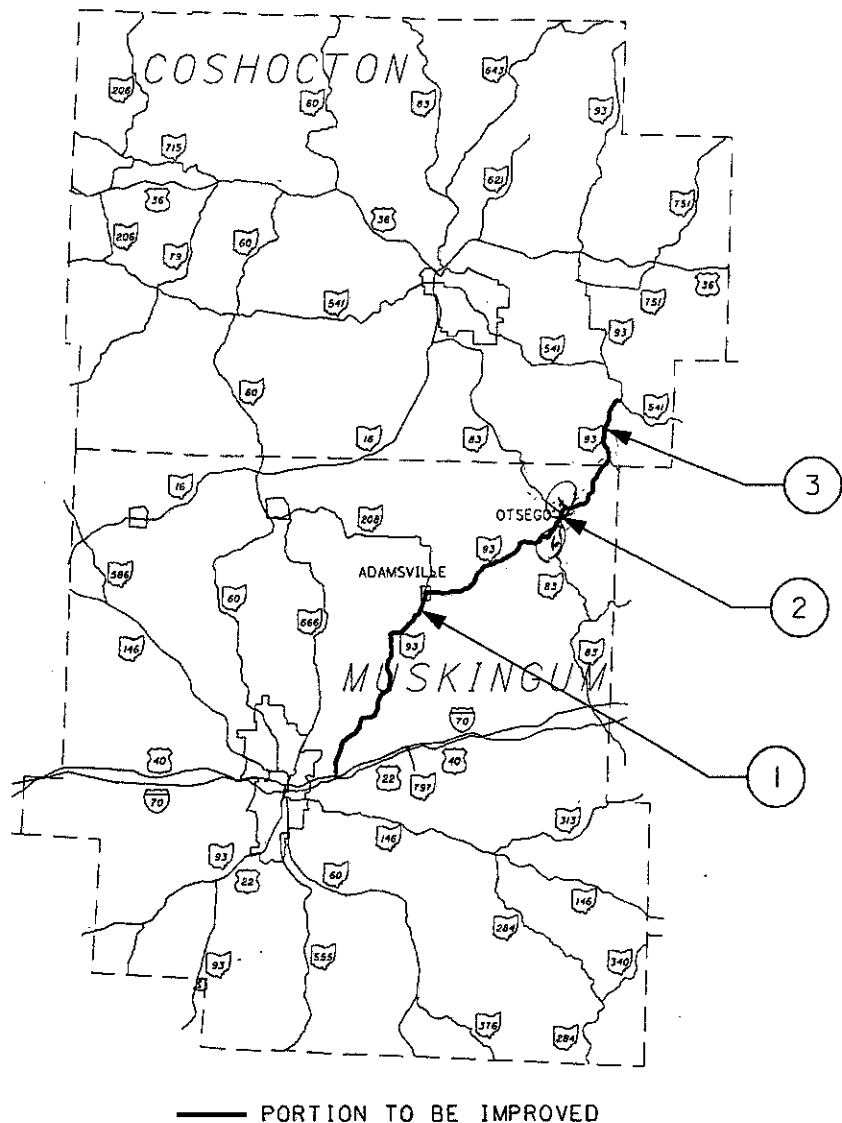


OHIO DEPARTMENT OF TRANSPORTATION

PLAN NO. _____

MUS-93-20.663
980742
27PGS
12-02-98
DIST. 05
PID# 18264

LOCATION MAP



PROJECT DESCRIPTION:
50MM ASPHALT CONCRETE RESURFACING AND RELATED WORK.

PART	COUNTY	ROUTE	SECTIONS	PROJECT TERMINI		NET LENGTH KILOMETER	VILLAGE
				BEGIN	END		
1	MUS	S.R.93	(20.663-37.979)	20.663	50.323	29.435*	Adamsville
			(50.806)	50.806	56.116	5.310	
2	MUS	S.R.83	(19.360)	19.360	19.843	0.483	
3	COS	S.R.93	(0.000)	0.000	5.584	5.584	

* STA. EQUATION 22.530 BACK = 22.756 AHEAD DEDUCT 0.226 KILOMETER

INDEX OF SHEETS:

TITLE SHEET	-----	1
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PAVED SHOULDER DATA	-----	10
EXTRA AREAS DATA	-----	11,12
BRIDGE INFORMATION	-----	13-15
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RPM SUB-SUMMARY	-----	19-24
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1997 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.

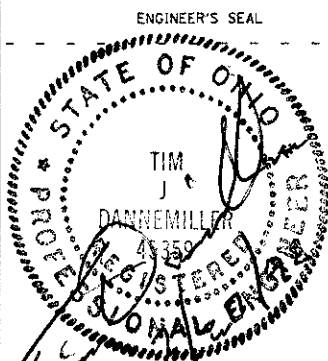
I hereby approve these plans and declare that the making of this improvement will not require the closing to traffic of the highway and that provisions for the maintenance and safety will be as set forth on plans and estimates.

Approved:
Date: 7/27/98 District Deputy Director of Transportation

Approved:
Date: 8-12-98 Director, Department of Transportation

STANDARD DRAWINGS		STANDARD DRAWINGS	
BP-3.1M	10-28-94	TC-65.11M	11-1-95
BP-4.1M	10-28-94	TC-65.12M	11-1-95
MT-97.10M	4-25-94	TC-71.10M	9-1-93
MT-97.11M	1-30-95		
MT-99.20M	1-30-95		
MT-105.10M	4-25-94		
MT-105.11M	4-25-94		
TC-65.10M	11-1-95		

UNDERGROUND UTILITIES
TWO WORKING DAYS
BEFORE YOU DIG
CALL 1-800-362-2764 (TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY



PLAN PREPARED BY:

Production

FEDERAL PROJECT NO. **G990 (8)**
 PID NO. **18264**
 CONSTRUCTION PROJECT NO. _____
 RAILROAD INVOLVEMENT **NONE**
 MUS-93-20.663
 1/27

86-12-2 SLW:1000060M

UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT SHOULD NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA. BELOW IS A LIST OF UTILITIES LOCATED WITHIN THE WORK AREA AND IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT OWNERS AND VERIFY LOCATIONS

AEP (OHIO PWER COMPANY)
1 RIVERSIDE PLAZA, 14TH FLOOR
COLUMBUS, OHIO 43215
ATTN: STANLEY WILSON,
PUBLIC PROJECTS COORDINATOR
(614) 223-8535

ALLEGHENY PIPELINE COMPANY
C/O TEXAS EASTERN PRODUCTS PIPELINE CO.
P.O. BOX 312, HWY. 14 NORTH
WATKINS GLEN, NEW YORK 14891
ATTN: MICHAEL F. BURNETT, DISTRICT ENGINEER
(607) 535-2783

AMERITECH OF OHIO
150 E. GAY STREET, RM. 6C
COLUMBUS, OHIO 43215
ATTN: MIKE KELLNER, P.E.
(614) 223-8535

BELDEN & BLAKE CORPORATION
7555 FREEDOM AVE., NW, P.O. BOX 2500
NORTH CANTON, OHIO 44720
(330) 499-1660

NATIONAL GAS & OIL CORPORATION
1500 GRANVILLE ROAD, P.O. BOX 4970
NEWARK, OHIO 43055
ATTN: DAVE DETTY
(614) 344-2102

CNG TRANSMISSION CORPORATION
445 W. MAIN STREET, P.O. BOX 2450
CLARKSBURG, WEST VIRGINIA 26302-2450
ATTN: MARK REASER,
PROJECT DEVELOPMENT AND CONSTR.
(304) 623-8417

COLUMBIA GAS OF OHIO, INC.
204 HIGHLAND AVENUE, P.O. BOX 250
CAMBRIDGE, OHIO 43725
ATTN: SEAMUS MULLIGAN
(614) 432-8225

COLUMBIA GAS TRANSMISSION
301 MAPLE STREET, P.O. BOX 330
SUGAR GROVE, OHIO 43155
ATTN: MARK BRODT, AGENT,
PROPERTY PROTECTION/RELOCATION
(614) 746-2278

EAST MUSKINGUM WATER AUTHORITY
375 RICHARDS ROAD, P.O. BOX 2007
ZANESVILLE, OHIO 43702-2007
ATTN: ROGER PEYTON, SUPERINTENDENT
(614) 453-0678

SPRINT UNITED TELEPHONE COMPANY
175 ASHLAND ROAD
MANSFIELD, OHIO 44904
ATTN: MONICA MEGYESI
(419) 755-7138

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
JACKSONTOWN, OH. 43030
PHONE: (614) 323-4400 EXT. 5241

FEATHERING

FEATHERING OF THE ASPHALT CONCRETE WHERE REQUIRED SHALL BE ACCORDING TO DRAWING BP-3.IM, 10-28-94.

PAVEMENT MARKING

STOP LINES, CROSSWALK LINES, CHANNELIZING LINES, TURN ARROWS, ETC., SHOWN ON THE PLAN ARE TAKEN FROM EXISTING MARKINGS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PLACE NEW PAVEMENT MARKINGS AS NEAR AS POSSIBLE TO THE EXISTING LOCATIONS UNLESS OTHERWISE DESIGNATED BY THE ENGINEER.

ITEM 617, COMPACTED AGGREGATE, TYPE A, AS PER PLAN

ALL AGGREGATE SHALL BE 100% CRUSHED LIMESTONE. ALL QUALITY REQUIREMENTS EXCEPT SHALE SHALL BE WAIVED. OTHER GRADATION REQUIREMENTS SHALL BE AS SPECIFIED EXCEPT THE PLASTICITY INDEX SHALL BE WAIVED.

PROFILE AND ALIGNMENT

THE PROPOSED PAVEMENT RESURFACING SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. THE PROPOSED ASPHALT CONCRETE OVERLAY SHALL HAVE A UNIFORM THICKNESS OF 50mm.

TACK COAT

THE RATE OF APPLICATION OF THE 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.34 LITERS PER SQUARE METER FOR ESTIMATING PURPOSES ONLY.

TACK COAT FOR INTERMEDIATE COURSE

THE RATE OF APPLICATION OF THE 407 TACK COAT FOR INTERMEDIATE COURSE SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.23 LITERS PER SQUARE METER FOR ESTIMATING PURPOSES ONLY.

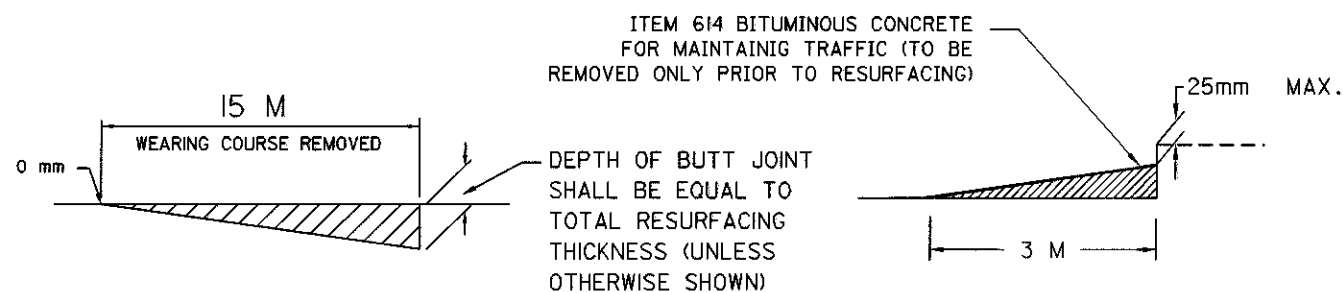
GENERAL NOTES

MUS-93-20.663

2/27

BUTT JOINT

A BUTT JOINT WILL BE REQUIRED AT LOCATIONS LISTED IN THE TABLE BELOW AND AT BRIDGES SHOWN ON DETAIL SHEETS (14,15). AFTER THE JOINT IS CONSTRUCTED, THE DROP OFF CREATED SHALL BE MINIMIZED BY TEMPORARILY FILLING THE VOID TO WITHIN AT LEAST 25 mm OF THE EXISTING ROADWAY SURFACE. REMOVAL OF THE WEDGE SHALL BE INCIDENTAL TO ITEM 614 BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC (SEE DETAIL BELOW).



PART	ROUTE	SLD	DESCRIPTION	202-WEARING COURSE REMOVED SQ.M.	614-BIT.CONC. FOR MAINTAINING TRAFFIC CU.M.
1	SR 93	20.663	BEGIN WORK	SEE SHT. II	1.0
			ON SR 208	SEE SHT. II	0.8
1	SR 93		TOTAL		1.8
2	SR 83	19.360	BEGIN WORK	SEE SHT. 12	0.5
		19.843	END WORK	SEE SHT. 12	0.5
2	SR 83		TOTAL		1.0
3	SR 93	0.827	SUSPEND WORK	100	0.5
		0.949	RESUME WORK	100	0.5
		5.584	END WORK	100	0.5
3	SR 93		TOTAL	300	1.5

LIQUIDATED DAMAGES FOR EXCESSIVE TIME BETWEEN PLANING AND PAVING

NO MORE THAN 21 CALENDAR DAYS SHALL ELAPSE BETWEEN THE TIME THE PAVEMENT PLANING OPERATION COMMENCES AND THE APPLICATION OF THE ITEM 448, ASPHALT CONCRETE-LIQUIDATED DAMAGES, AS DISCRIBED IN SECTION 108.07 OF THE STATE OF OHIO CONSTRUCTION AND MATERIAL SPECIFICATIONS, WILL BE DEDUCTED FROM ANY MONEY DUE THE CONTRACTOR FOR ALL DAYS IN EXCESS OF THE TIME LIMITS DESCRIBED ABOVE.

RAISED PAVEMENT MARKER REMOVED FOR STORAGE, AS PER PLAN

REMOVAL OF RAISED PAVEMENT MARKERS SHALL CONFORM WITH SECTION NO. 202.071 IN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS MANUAL EXCEPT FOR THE FOLLOWING:

AFTER PAVEMENT MARKERS HAVE BEEN REMOVED BY THE CONTRACTOR, HE WILL THEN BE RESPONSIBLE TO TAKE THE REMOVED MARKERS TO A STATE GARAGE THAT WILL BE DESIGNATED BY THE ENGINEER. THE PROJECT ENGINEER SHALL GIVE THE COUNTY MANAGER 24 HOUR NOTICE PRIOR TO DELIVERY AND THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR FURNISHING ALL NECESSARY TRANSFER DOCUMENTATION WITH ALL DELIVERIES.

PAYMENT FOR ALL WORK DESCRIBED ABOVE SHALL BE PAID FOR UNDER ITEM 202 RAISED PAVEMENT MARKERS REMOVED FOR STORAGE, AS PER PLAN.

- PART 1 - 2405 EACH
- PART 2 - 69 EACH
- PART 3 - 589 EACH

TOTAL CARRIED TO GENERAL SUMMARY

EXTRA ASPHALT FOR SPOT LEVELING

A CONTINGENCY QUANTITY OF 448 INTERMEDIATE COURSE HAS BEEN INCLUDED IN THE PLAN TO BE USED AT THE DIRECTION OF THE ENGINEER FOR SPOT LEVELING WHERE THE PAVEMENT IS LOW, DETERIORATED AND/OR IN SLIP REPAIR AREAS.

THE QUANTITY OF ITEM 448 SHOWN BELOW HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22

- PART 1 - 200 CU. METER
- PART 3 - 50 CU. METER

QUANTITIES CARRIED TO GENERAL SUMMARY

ITEM 614 WORK ZONE MARKING SIGNS

A QUANTITY OF WORK ZONE MARKING SIGNS HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

WORK ZONE MARKING SIGNS	PART 1	PART 3
OW-167 (NO EDGE LINES)	40	6
R-33 (DO NOT PASS)	76	8
R-34 (PASS WITH CARE)	26	2
OW-128 (ROAD CONSTRUCTION AHEAD)	52	3
OC-8 (END CONSTRUCTION)	52	3
TOTAL	246	22

RESIDENCE AND COMMERCIAL DRIVES

AN ESTIMATED QUANTITY OF ITEM 448 ASPHALT CONCRETE HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER TO PAVE APPROACH AREAS TO EXISTING DRIVEWAYS. PAVING SHALL EXTEND 3 METERS INTO THE DRIVEWAY, MEASURED FROM THE EDGE OF THE PAVEMENT, OR PAVED BERM. FIELD DRIVES AND OIL WELL DRIVES WILL NOT BE PAVED.

ANY GRADING OF EXISTING DRIVES, TACK OR PRIME COAT, ALL MATERIAL, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE WORK ON DRIVES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 448 ASPHALT CONCRETE, SURFACE COURSE, TYPE 1, PG 64-22 (DRIVEWAYS).

PAVING OF THE MAINLINE SHALL BE COMPLETED BEFORE THE WORK DESCRIBED ABOVE SHALL BEGIN ON DRIVES.

THE QUANTITY SHOWN BELOW HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE PURPOSE DESCRIBED ABOVE.

ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22 (DRIVEWAYS)

- PART 1 - 196 CU.METER
- PART 2 - 3 CU.METER
- PART 3 - 13 CU.METER

MAIL BOX TURN OUTS

A QUANTITY OF ASPHALT CONCRETE HAS BEEN PROVIDED IN THE PLAN TO COVER MAIL BOX TURN OUTS. TURN OUTS SHALL BE PAVED AS SHOWN IN THE DETAIL IN DRAWING BP-4.1M, 10-28-94.

ANY EXTRA GRADING OF THE SHOULDERS, PRIME OR TACK COAT, MATERIALS, LABOR, EQUIPMENT TOOLS AND INCIDENTALS NECESSARY TO COMPLETE MAIL BOX TURN OUTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22 AND ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22.

QUANTITIES CARRIED TO GENERAL SUMMARY

ITEM	PART 1	PART 2	PART 3
448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22	92 CU.METER	2 CU.METER	6 CU.METER
448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22	92 CU.METER	2 CU.METER	6 CU.METER

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN

AN ESTIMATED QUANTITY FOR PAVEMENT REPAIR HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER WHERE THE EXISTING PAVEMENT HAS DETERIORATED. FINAL LOCATIONS OF PAVEMENT REPAIR SHALL BE DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION. DEPTH OF EXCAVATION SHALL BE AN AVERAGE OF 150 mm. AFTER EXCAVATION HAS BEEN COMPLETED, THE FACE OF THE REPAIR SHALL BE COATED WITH ITEM 407 TACK COAT. REPLACEMENT MATERIAL WILL BE 150 mm OF ITEM 301 BITUMINOUS AGGREGATE BASE (PLACED AND COMPACTED AS DIRECTED BY THE ENGINEER). IF DURING EXCAVATION UNSUITABLE SUBBASE MATERIAL IS ENCOUNTERED, IT SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AND REPLACED WITH ITEM 301 BITUMINOUS AGGREGATE BASE. ALL EXCAVATION NEEDED TO ACHIEVE THE PROPER SLOPES FOR DRAINAGE ON BERMS AND ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE PAID FOR UNDER ITEM 253 PAVEMENT REPAIR, AS PER PLAN. AFTER ALL PAVEMENT REPAIR HAS BEEN ACCOMPLISHED, THE ENTIRE SURFACE WILL BE OVERLAID WITH 25mm OF ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22 AND 25mm OF ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE DESCRIBED PURPOSE.

ITEM 253-PAVEMENT REPAIR, AS PER PLAN	200 SQ.METER (PART 1)
	50 SQ.METER (PART 3)

SHOULDER RESTORATION

IN ORDER TO PROVIDE POSITIVE DRAINAGE FROM THE ROADWAY SURFACE TO THE SHOULDER BREAK, THE EXISTING ROADWAY SHOULDERS SHALL BE GRADED AND SHAPED USING A GRADER OF ADEQUATE SIZE TO PERFORM THE WORK TO THE SATISFACTION OF THE ENGINEER. PAYMENT FOR ALL OF THE ABOVE GRADING AND SHAPING WORK, INCLUDING LABOR AND INCIDENTALS, SHALL BE THE UNIT PRICE BID FOR ITEM SPECIAL - GRADER RENTAL, AND SHALL BE PAID FOR THE ACTUAL NUMBER OF GRADER HOURS WORKED.

ALL EXCESS MATERIAL REMAINING AROUND GUARDRAIL AND OTHER AREAS AFTER THE GRADER WORK IS COMPLETED AND NOT DISPOSED OF ON THE SITE, SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. PAYMENT FOR ALL OF THE ABOVE REMOVAL WORK SHALL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM SPECIAL - LOADER RENTAL, AND SHALL BE FOR THE ACTUAL NUMBER OF LOADER HOURS WORKED. ANY OTHER EQUIPMENT, LABOR OR INCIDENTALS REQUIRED TO COMPLETE THIS ITEM SHALL BE INCLUDED THEREIN FOR PAYMENT. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE ABOVE PURPOSES.

ITEM SPECIAL	PART 1	PART 3
GRADER RENTAL (HOURS)	60	9
LOADER RENTAL (HOURS)	30	5

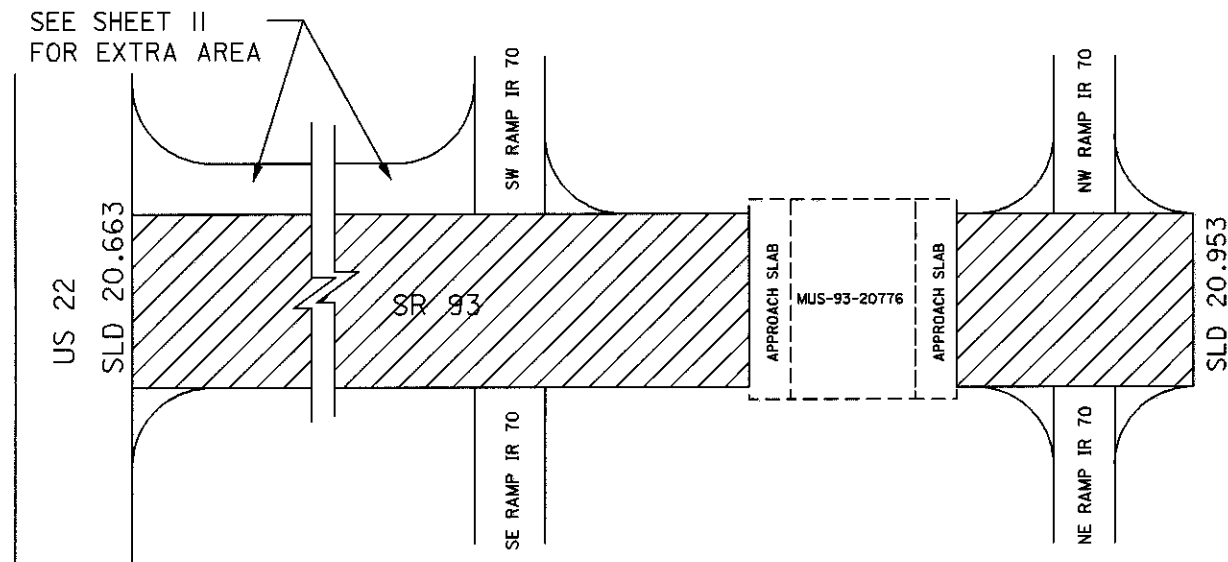
GENERAL NOTES

MUS-93-20.663

ITEM 254 PAVEMENT PLANING BITUMINOUS, AS PER PLAN

PLANING ON THE MAINLINE SHALL BE 50mm ± IN DEPTH AND SHALL BE PERFORMED SUCH THAT THE PAVEMENT SURFACE IS SLOPED AT A RATE OF 0.0156 M/M FROM CENTER OF THE ROADWAY. AFTER PLANING, THE ROADWAY SHALL BE RESURFACED WITH 25mm OF ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, PG 64-22 AND 25 mm OF ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG 64-22. THE ENGINEER MAY ADJUST PLANING DEPTHS AT ANY TIME TO MEET EXISTING CONDITIONS AT THE TIME OF CONSTRUCTION.
ITEM 254 PAVEMENT PLANING BITUMINOUS, AS PER PLAN
QUANTITY SHOWN ON SHEET 9.

 50mm ± PAVEMENT PLANING BITUMINOUS, AS PER PLAN



ITEM 254 PATCHING PLANED SURFACE

A QUANTITY OF SURFACE PATCHING HAS BEEN INCLUDED IN THE PLAN TO REPLACE UNSOUND PAVEMENT RESULTING FROM PLANING. THE ENGINEER WILL DETERMINE WHERE THIS WORK WILL BE PERFORMED.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 254 - PATCHING PLANED SURFACE PART I - 200 SQ. METER

ITEM 604 MANHOLES, CATCH BASINS, AND ITEM 638 WATER VALVE BOXES ADJUSTED TO GRADE

SEWER MANHOLES, CATCH BASINS AND WATER VALVE BOXES THAT ARE TO BE ADJUSTED TO GRADE ARE LISTED BELOW. THESE NUMBERS ARE TAKEN FROM FIELD COUNTS. HOWEVER, THE ACTUAL NUMBER THAT ARE TO BE ADJUSTED TO GRADE WILL BE DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION, PAYMENT SHALL BE FOR THE ACTUAL NUMBERS OF EACH ITEM THAT ARE ADJUSTED TO GRADE AS DETERMINED BY THE ENGINEER. WHEN ADJUSTING MANHOLES EXTREME CARE SHALL BE TAKEN WHEN REMOVING CONCRETE, SO AS NOT TO DAMAGE MANHOLE COVERS AND FRAMES. MANHOLES SHALL BE ADJUSTED USING CONCRETE SHOWN IN DRAWING BP-3.IM, 10-28-94. WHEN ADJUSTING MANHOLES, CATCH BASINS, AND WATER VALVE BOXES ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, ASPHALT, INCIDENTALS, AND REMOVAL OF EXISTING CONCRETE AND BRICKS SHALL BE PAID FOR UNDER EACH ITEM AS SHOWN ON THE GENERAL SUMMARY.

ANY GAS VALVE BOXES AND TELEPHONE COMPANY MANHOLES ON THE PROJECT SHALL BE ADJUSTED TO GRADE BY THE RESPECTIVE OWNERS.

- PART I ITEM 638 VALVE BOX ADJUSTED TO GRADE - 3 EACH
- PART I ITEM 604 MANHOLE ADJUSTED TO GRADE - 1 EACH
- PART I ITEM 604 CATCH BASIN ADJUSTED TO GRADE 6 EACH

GENERAL NOTES

MUS-93-20.663

RPM General Notes

Materials Supplied by The Department

All materials are to be Contractor furnished, except that the Department shall supply RPM materials in the quantities shown herein to the Contractor. Pay items for the Department supplied materials shall be indicated as "Installation Only". The quantity and type of Department supplied materials are shown on sheets 19-24 of this plan.

The Contractor shall pick up the department supplied RPM materials at the direction of the Project Engineer.

For some projects having quantities of less than 20 RPMs, the contractor may pick up RPM materials at the District Offices. Quantities over 20 RPMs will be picked up at the Recycler's Warehouse or as arranged with the District. The Contractor shall pick up Department supplied RPM materials at the specified location(s) for transport to the work site or to the Contractor's storage facility. The Recycled Raised Pavement Marker (RPM) Authorization Form is to be signed by the District Construction Engineer prior to pick up of the RPMs. The Contractor shall notify the District and / or the parties listed on the authorization form in writing at least five (5) calendar days prior to pick up of the department supplied materials. The contractor shall store the RPMs without damage or contamination with foreign matter. A deduction in the amount of the actual cost to the Department shall be made for materials damaged by the Contractor or for castings received by the Contractor which were not installed and were not returned to the Department.

Return of Non-performed Raised Pavement Marker Materials Supplied by the Department

Raised Pavement Marker Materials Supplied by the Department, that are non-performed shall be carefully repacked or packed in the boxes in the same style and quantity as originally received from the Department. Casting styles shall not be mixed within any one container. The Contractor shall clearly mark on the outside of each container, the color of the prismatic retro-reflector, the style of casting. Boxes shall be placed on skids or pallets in the same style (Low Profile or Conventional, reflectorised or non reflectorised) and no more than 420 RPMs (or 21 Boxes) on one skid.

Only use the boxes supplied by the Raised Pavement Marker Recycler. Boxes must be marked with the recycler's part or catalog number and the project number. The recycler's catalog or part numbers may be obtained from the Office of Traffic Engineering in Columbus, Ohio or from the recycler. Boxes not marked with the proper recycler's catalog or part numbers, and the department's project number will not be accepted at the recycler's warehouse. Non Performed Materials will be returned to the location as specified by the District Construction Engineer within 30 Days of the completion of the project.

The above work including all labor, equipment and material needed to perform the work, shall be considered incidental to the respective pay item.

If the department has to repackage the RPMs correctly, the Contractor will be assessed the actual cost for repackaging the Materials by the Department's Forces.

Loading of Materials Supplied by the Department at the Recycler's Warehouse

Trucks shall have a loading height of 1220 millimeters and be able to back up flush to the loading dock.

Trucks shall not have any obstructions or protrusions that prevent the loading by a standard forklift or lift truck.

Semi trucks or 6 meter commercial trucks are the most appropriate trucks for loads in excess of 4 pallets (one pallet = 21 boxes = 950 kg).

Stake body trucks are appropriate to load less than 4 pallets, provided the truck is rated for the load and the load can be safely secured for transport by chaining or strapping down as needed.

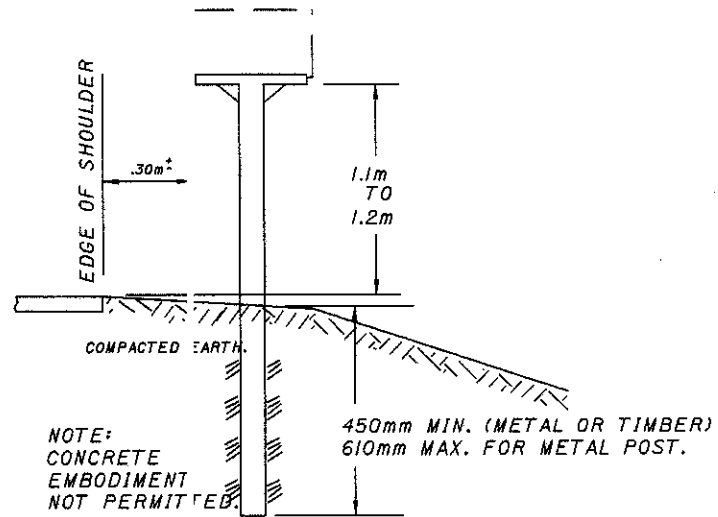
Pickup trucks are appropriate for loads of approximately one pallet, provided the pickup truck is rated for the load and the load can be safely secured for transport.

Dump trucks, tilt bed trucks, and non commercial moving vans will not be loaded by the recyclers warehouse.

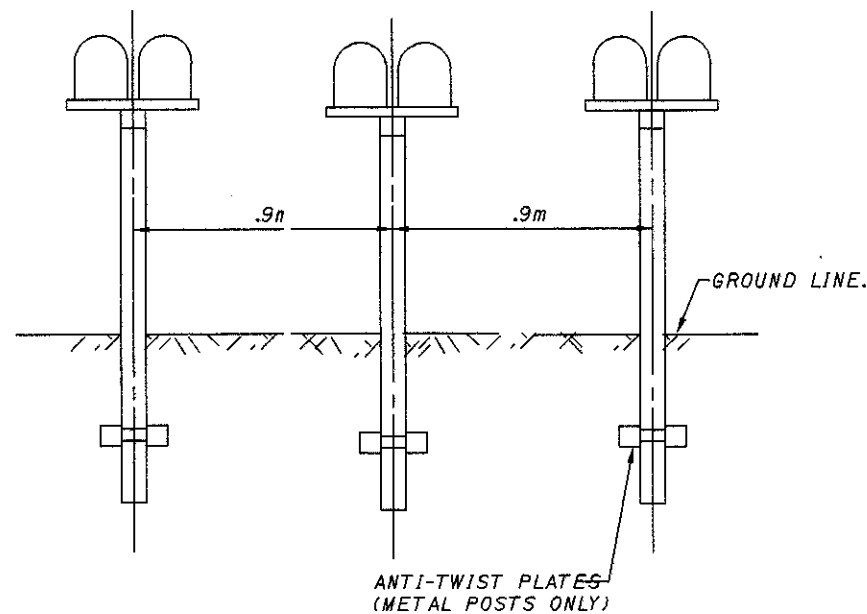
The warehouse supervisor will refuse to load any truck that is unsafe to load or unsuitable for the load being placed on the truck.

MAILBOX DETAILS

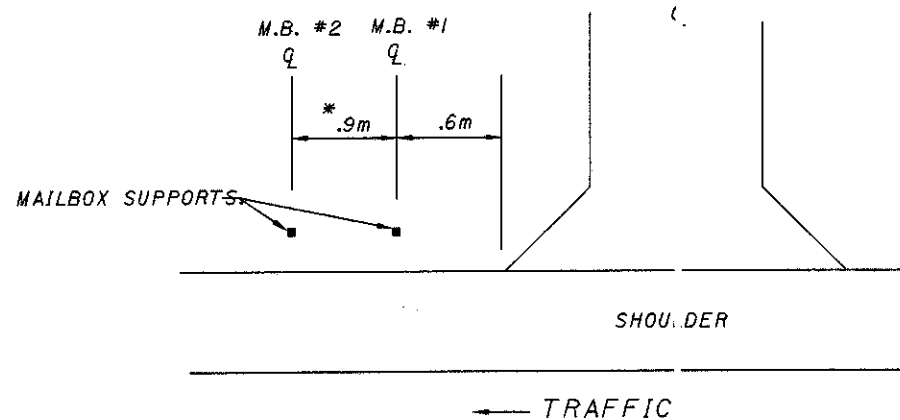
PLAN NO. _____



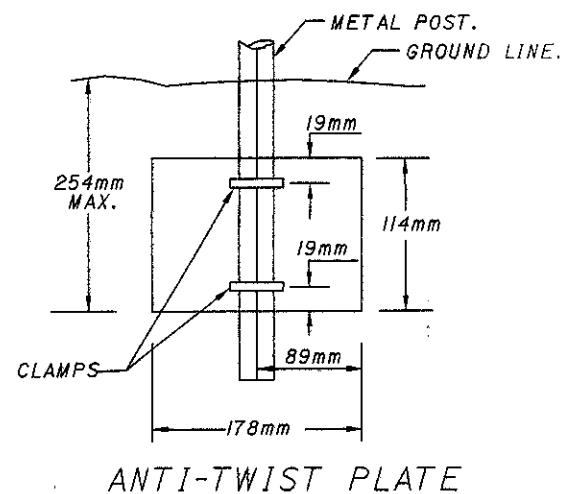
TYPICAL MAILBOX LOCATION AND MOUNTING HEIGHT



GROUP MAILBOX INSTALLATION



* ADD 3' FOR EACH ADDITIONAL MAILBOX.



ITEM SPECIAL - MAILBOX SUPPORT

DESCRIPTION

THIS WORK SHALL CONSIST OF FURNISHING AND ERECTING MAILBOX SUPPORTS AND ANY ASSOCIATED MOUNTING HARDWARE IN ACCORDANCE WITH PLAN DETAILS, AND ATTACHING AN OWNER-SUPPLIED MAILBOX AT LOCATION SPECIFIED IN THE PLAN, OR OTHERWISE ESTABLISHED BY THE ENGINEER. THIS ITEM SHALL INCLUDE THE REMOVAL OF THE EXISTING POSTS AND OTHER MATERIAL NOT CONSIDERED SALVAGEABLE AND DISPOSED OF IN ACCORDANCE WITH 202.02.

MATERIALS

WOOD POSTS SHALL BE NOMINAL 102mm x 102mm SQUARE OR 200mm DIAMETER ROUND, AND CONFORM TO 710.14

STEEL POSTS SHALL BE NOMINAL PIPE SIZE 51mm I.D., AND CONFORM TO AASHTO M 181.

HARDWARE (PLATES, SCREWS, BOLTS, ETC.) SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL.

SETTING POSTS

POSTS SHALL BE SET PER THE FIRST PARAGRAPH OF 606.03 AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE.

MOUNTING BOXES

SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO BOXES MAY BE MOUNTED ON A SINGLE POST.

THE MAILBOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS, AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION.

IN THE ABSENCE OF A NEW BOX SUPPLIED BY THE OWNER, THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING ON HIS PART, AS JUDGED AND DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL POST MASTER REGARDING THE TIMING OF THE MOVEMENT OF ANY MAILBOX TO A NEW LOCATION.

BASIS OF PAYMENT

PAYMENT UNDER THIS ITEM SHALL BE LIMITED TO FINAL PERMANENT INSTALLATIONS. TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.12. HOWEVER, THE SAME MATERIAL AND SIZE LIMITATIONS AS FOR PERMANENT INSTALLATIONS SHALL APPLY.

MAILBOX SUPPORTS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, FOR THE TYPE SPECIFIED, COMPLETE IN PLACE.

PAYMENT WILL BE MADE UNDER:

ITEM	UNIT	DESCRIPTION
SPECIAL	EACH	MAILBOX SUPPORT SYSTEM SINGLE
SPECIAL	EACH	MAILBOX SUPPORT SYSTEM DOUBLE

QUANTITY

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE PURPOSE

SPECIAL	MAILBOX SUPPORT SYSTEM SINGLE	41 EACH
SPECIAL	MAILBOX SUPPORT SYSTEM DOUBLE	8 EACH

MAILBOX.DGN 7-21-98

MAILBOX DETAILS AND QUANTITIES

MUS-93-20.663

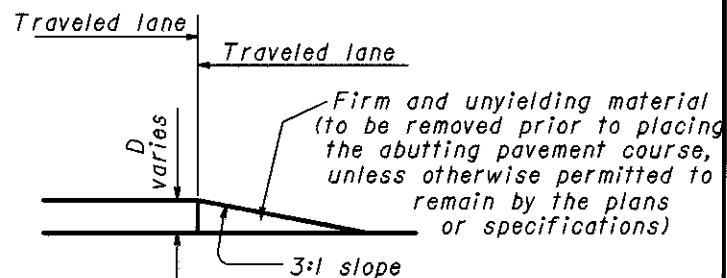
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GENERAL NOTES

- It is intended that this drawing be used for treatment of drop-offs that develop during construction operations, and that are not otherwise provided for in the construction plans. Where the plans do not provide specific items for labor, equipment, or materials to implement the drop-off treatments specified hereon, they shall be included for payment in the lump sum bid for Item 614 - Maintaining Traffic.
- While the need for certain advisory signing is noted hereon, it is not intended that this be indicative of all signing that may be required to advise or warn motorists, and all requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) must be fulfilled.
- In urban or otherwise heavily developed areas where pedestrians and/or bicyclists may be present in significant numbers, additional signing and protective measures other than those shown hereon may be required.
- The drop-off treatment selected for use at any given location shall be as appropriate for the prevailing conditions at the site.
- Where concrete barrier is specified, it shall be in accordance with Standard Construction Drawing RM-4.2M and Item 622.
- When drums are specified for a dropoff condition, a minimum number of four drums shall be used. Spacing shall be as indicated in the plans or as specified in the OMUTCD.
- When OW-151 (Low Shoulder) signs or OW-171 (Uneven Lanes) and OWP-171 signs are required, they shall be placed 230 m in advance of the condition, on all intersecting entrance ramps within the limits of the condition and immediately beyond all intersecting roadways within the limits of the condition. When the dropoff condition extends more than 0.80 km, additional signs should be erected at intervals of 1.60 km or less.
- For locations, such as at ramps, lane shifts, lane closures, etc., where traffic is required to negotiate any difference in elevation between pavements, a 3:1 slope treatment similar to the Optional Wedge Treatment shall be provided.
- Portable concrete barrier shall be placed on the same level as the traffic surface and shall not encroach on lane width(s) designated as the minimum required for traffic use. Where drums are used, and their presence would reduce traveled lane widths to less than 3 m, drums may be placed on the opposite level from that of traffic provided the dropoff depth does not exceed 125 mm and approval is granted by the Project Engineer.
- Pavement Repairs (or similar work):
 - Lengths greater than 18.0 m - utilize appropriate treatment from Condition I.
 - Lengths of 18.0 m or less - repairs shall be effected in accordance with 255.08. Drums may be used as a separator adjacent to the traveled lane.

OPTIONAL WEDGE TREATMENT (MILLING OR RESURFACING)

- This treatment may be used when permitted for Condition I only.
- OW-171 and OWP-171 signs required.



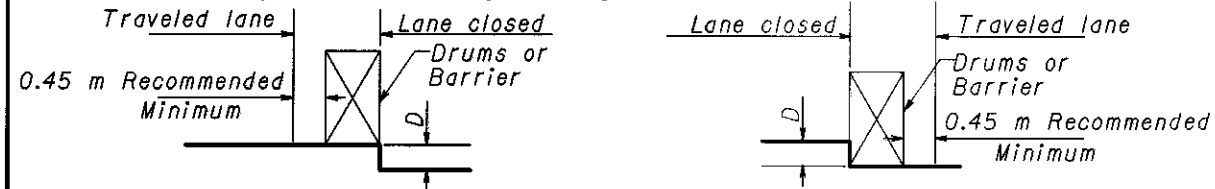
CONDITION I

DROPOFFS BETWEEN TRAVELED LANES

- These treatments are to be used for resurfacing, pavement planing, excavation, etc. between or within traveled lanes.

D (mm)	Treatment
≤40	Erect OW-171 and OWP-171 signs.
>40-75	1) Lane closure utilizing drums* as shown below OR 2) Optional Wedge Treatment
>75-125	Lane closure utilizing drums as shown below.
>125	Lane closure utilizing portable concrete barrier as shown below.

*Cones may be used for daytime only conditions.



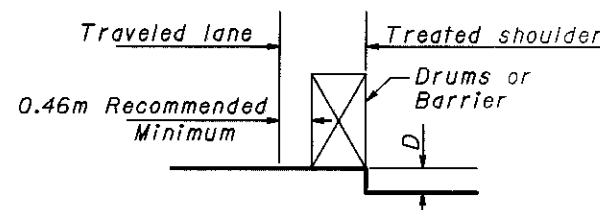
CONDITION II

DROPOFFS WITHIN GRADED SHOULDER AREA

- The treatments indicated below are for use in conjunction with resurfacing, planing, or excavations within the graded shoulder area.
- The graded shoulder area is that flat or gradually sloping area between the edge of a normally traveled lane and the more steeply sloping ditch foreslope or embankment slope. Its surface may be soil or turf, and/or it may be inclusive of a "treated" area (improved with aggregates, asphaltic materials, or concrete). For the purposes herein, its maximum width shall be considered to be 3.6 m.

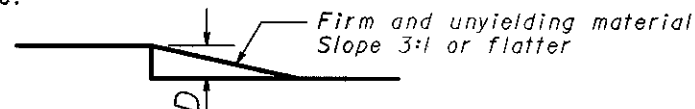
D (mm)	Treatment
≤40	1) If edgelines are present, no treatment necessary OR 2) Erect OW-171 and OWP-171 signs.
>40-125	1) If min. lane width* requirements can be met, maintain lanes utilizing drums as shown below OR 2) If min. lane width* requirements cannot be met, close adjacent lane utilizing drums OR 3) Optional Shoulder Treatment.
>125-300 Daylight only	If min. lane width* requirements can be met, maintain lanes utilizing drums as shown below.
>125-600	1) If min. lane width* requirements can be met, maintain lanes utilizing portable concrete barrier as shown below. OR 2) If min. lane width* requirements cannot be met, close adjacent lane utilizing drums.
>600	Lane closure utilizing portable concrete barrier as shown below.

*Minimum lane widths shall be 3.0 m unless otherwise specified in the plans.



OPTIONAL SHOULDER TREATMENT

- This treatment may not be used within a bituminous shoulder where a hot longitudinal joint per 401.15 is required.
- OW-151 signs required.



MUS-93-20.663

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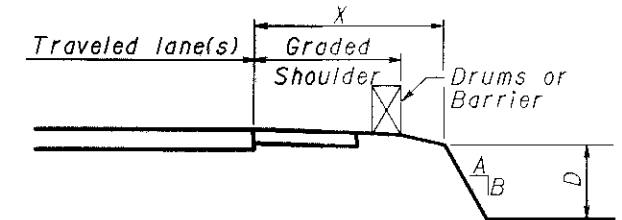
CONDITION III

DROPOFFS BEYOND GRADED SHOULDER OR BACK OF CURB

- See Note 2 under Condition II.
- Use Chart A or B below, as applicable.

CHART A

- USE FOR:
- Uncurbed Facilities.
 - Curbed Facilities, where:
 - Curbs are less than 150 mm in height.
 - Curbs are 150 mm or greater in height and the legal speed is greater than 40 mph.

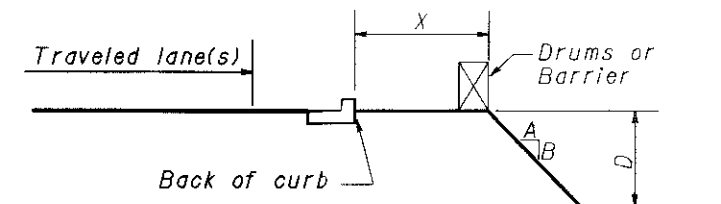


X (m)	D (mm)	A/B	Treatment Required	
			Day	Night
0-1.2	Any	Any	(a)	(a)
1.2-9.1	Any	3:1 or Flatter	None	None
1.2-3.6	<75	Steeper than 3:1	None	None
1.2-3.6	>75-300	Steeper than 3:1	Drums	Drums
1.2-3.6	>300	Steeper than 3:1	Drums	Barrier
>3.6-6.1	<300	Steeper than 3:1	None	None
>3.6-6.1	>300-600	Steeper than 3:1	Drums	Drums
>3.6-6.1	>600	Steeper than 3:1	Drums	Barrier
>6.1-9.1	<600	Steeper than 3:1	None	Drums
>6.1-9.1	>600	Steeper than 3:1	Drums	Barrier
>9.1	Any	Any	None	None

(a) Use treatment specified under Condition II.

CHART B

- USE FOR: Curbed facilities, where the curb is 150 mm or greater in height and the legal speed is 40 mph or less.



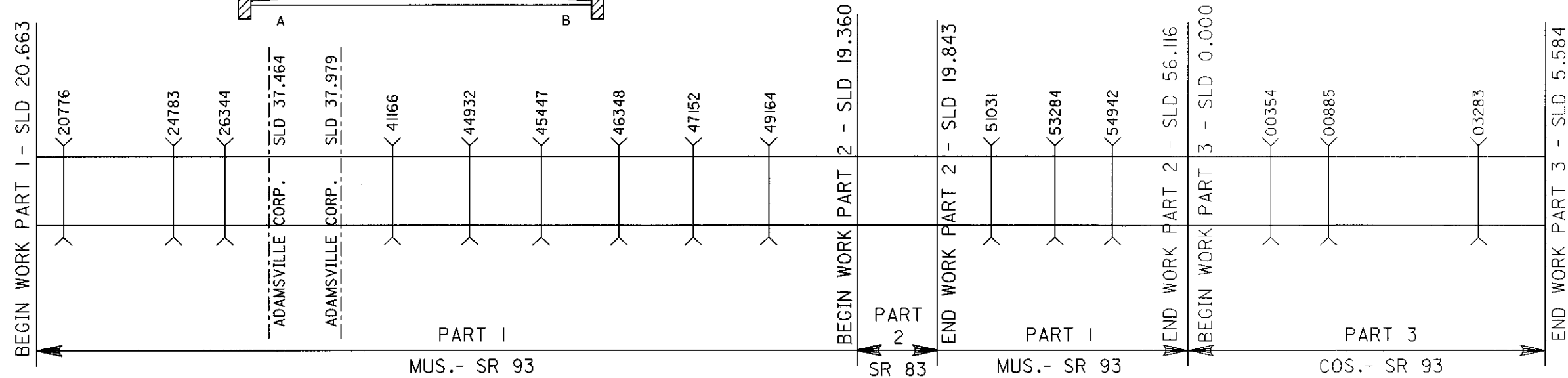
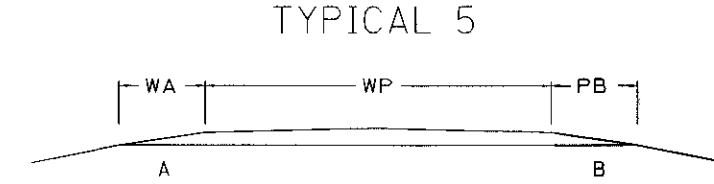
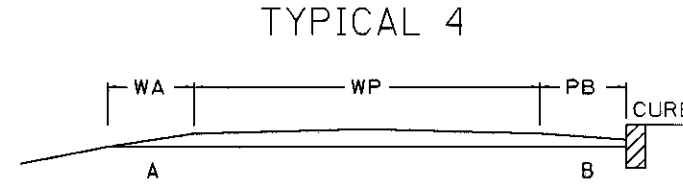
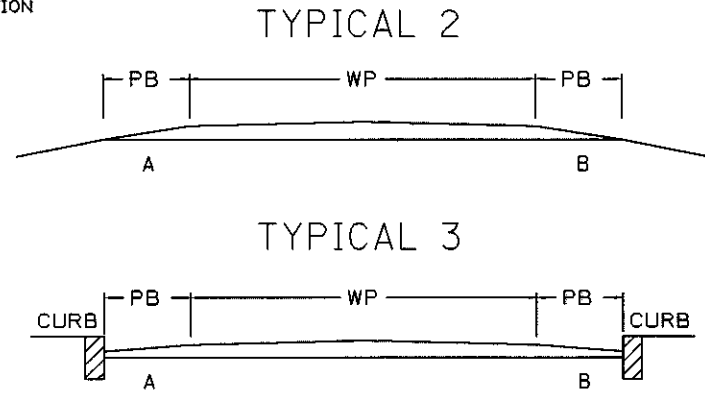
X (m)	D (mm)	A/B	Treatment Required	
			Day	Night
0-3.0	<300	Any	None	Drums
0-3.0	>300	Any	Drums	Drums
>3.0	Any	Any	None	None

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
BUREAU OF LOCATION AND DESIGN

DROPOFFS IN WORK ZONES

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
						LWE 7-8-97

ASPHALT CONCRETE



PAVEMENT DATA

SUSPEND WORK SLD 0.827, RESUME WORK SLD 0.949

PART	COUNTY	ROUTE	LOG POINT TO LOG POINT	LENGTH		WP METER	TYPICAL	EXISTING PAVEMENT TYPE	PAVEMENT AREA SQ. METER	PROPOSED PAVEMENT						254 PAVEMENT PLANING, BITUMINOUS, AS PER PLAN SQ. METER	614 TEMPORARY CENTER LINE, CLASS II KILOMETER	
				KILO-METER	METER					407		448-ASPHALT CONCRETE						
										TACK COAT FOR INTERMEDIATE COURSE @ 0.23 L/S.M. LITER	TACK COAT @ 0.34 L/S.M. LITER	THICK MM	INTERMEDIATE COURSE, TYPE I, PG 64-22 CU. METER	THICK MM	SURFACE COURSE, TYPE I, PG 64-22 CU. METER			
1	MUS	SR 93	20.663-20.953	0.290	290	7.32	2	404	2123	488	722	25	53.08	25	53.08	2123	0.36	
			20.953-22.289	1.336	1336	7.32	3	404	9780	2249	3325	25	56.22	25	56.22			1.66
			22.289-22.530B	0.241	241	7.32	4	404	1764	406	600	25	44.10	25	44.10			0.30
			22.756A-37.625	14.869	14869	6.10	2/3	404	90701	20861	30838	25	521.52	25	521.52			18.48
			37.625-37.867	0.242	242	7.32	2	404	1771	407	602	25	44.28	25	44.28			0.30
			37.867-37.979	0.112	112	6.10	2	404	683	157	232	25	17.08	25	17.08			0.14
			37.979-50.323	12.344	12344	5.49	2	404	67768	15587	23041	25	1694.20	25	1694.20			15.34
50.806-56.116	5.310	5310	5.49	2	404	29152	6705	9912	25	728.80	25	728.80	6.60					
EXTRA TACK COAT FOR LONGITUDINAL JOINT																		
DEDUCT FOR BRIDGES (I)										(384)	(566)		(41.5)	(41.5)	(743)	(0.171)		
1			TOTALS						46476	70669		3117.78		3117.78	1380	43.009		
2	MUS	SR 83	19.360-19.843	0.483	483	6.10	1	404	2946	678	1002	25	73.65	25	73.65		0.483	
			EXTRA TACK COAT FOR LONGITUDINAL JOINT															
2			TOTALS							678	1029		73.65		73.65		0.483	
3	COS	SR 93	0.000-5.584	5.462#	5462	5.49	1	404	29986	6897	10195	25	749.65	25	749.65		5.462	
			EXTRA TACK COAT FOR LONGITUDINAL JOINT															
			DEDUCT FOR BRIDGES (I)										(75)	(111)		(8.2)	(8.2)	(0.040)
3			TOTALS						6822	10399		741.45		741.45		5.421		

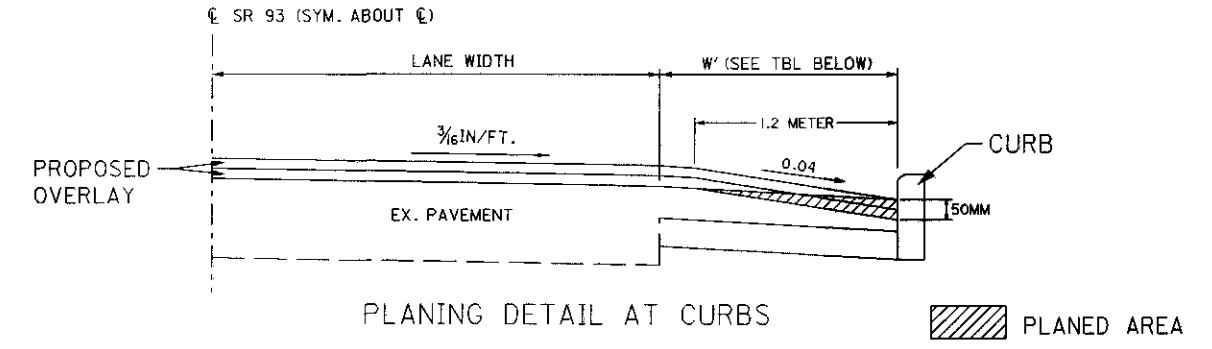
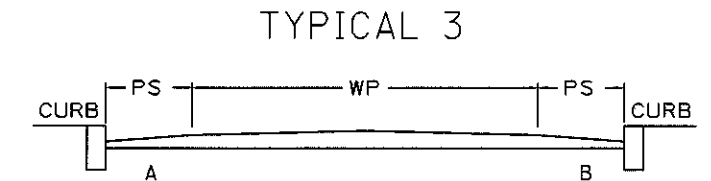
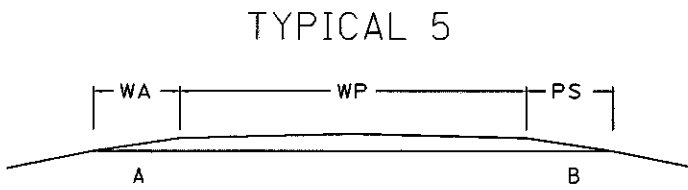
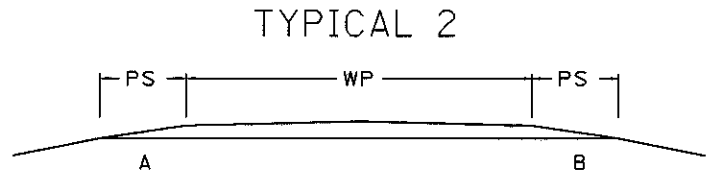
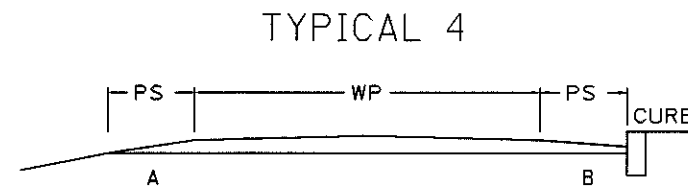
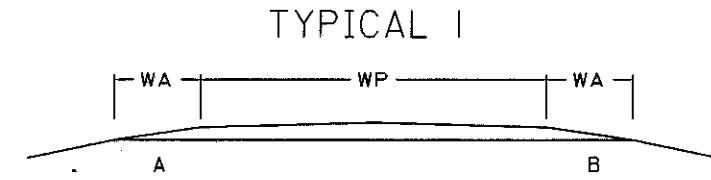
M0930001.MAC 7-21-98

ASPHALT CONCRETE

MUS-93-20.663

PAVED SHOULDERS

PLAN NO. _____



PLANING SHALL BE 50MM IN DEPTH AT FACE OF CURB AND BE TAPERED TO 0MM IN 1.2M, THE INTENT IS TO MAINTAIN EXISTING CURB HEIGHT(SEE DETAIL ABOVE).

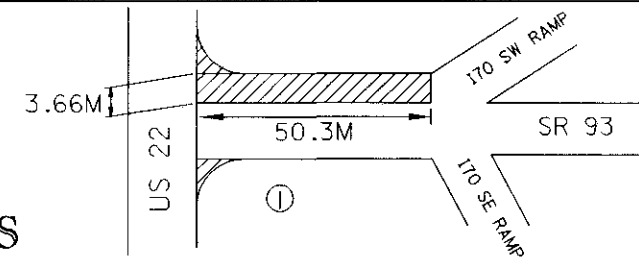
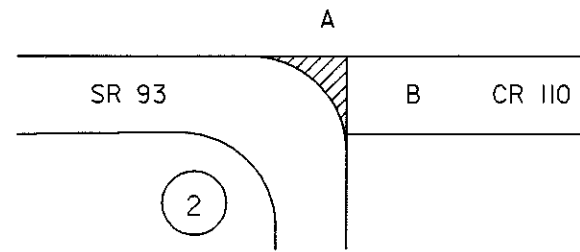
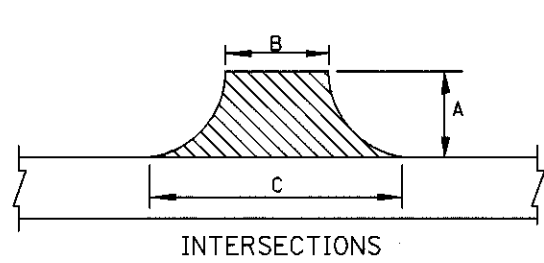
* BRIDGE LENGTHS DEDUCTED PAVED SHOULDER DATA \$ SUSPEND WORK SLD 0.827, RESUME WORK SLD 0.949

PART	COUNTY	ROUTE	LOG POINT TO LOG POINT	LENGTH		TYPICAL	PROPOSED WIDTH "W" (METER)			SHOULDER AREA SQ.METER	448 ASPHALT CONCRETE			PAVEMENT PLANING, BITUMINOUS, AS PER PLAN	254		407		617		NOTES
				KILOMETER	METER		A	B	THICKNESS MM		INTERMEDIATE COURSE, TYPE I, PG 64-22 CU.METER	THICKNESS MM	SURFACE COURSE TYPE I, PG 64-22 CU.METER		TACK COAT @ 0.34 L/S.M. LITER	TACK COAT FOR INTERMEDIATE COURSE @ 0.23 L/S.M. LITER	COMPACTED AGGREGATE AS PER PLAN .6M X 50MM AVERAGE THICKNESS TO BACK UP PAVED BERM CU.METER	WATER CU.METER			
																			CU.METER	MM	
1	MUS	SR 93	20.663-20.953	0.290	188*	2	.9	.9		338	25	8.45	25	8.45	338	115	78	11			
			20.953-22.289	1.336	1336	3	1.8	1.8		4810	25	120.25	25	120.25	3206#	1635	1106				
			22.289-22.530B	0.241	241	4	.6	1.8		578	25	14.45	25	14.45	294#	196	133	7			
			22.756A-37.497	14.741	14570*	2	.6	.6		17484	25	437.10	25	437.10		5944	4021	874			
			37.497-37.577	0.080	80	3	2.7	2.7		432	25	10.80	25	10.80	192#	147	99				
			37.577-37.609	0.032	32	2	.6	1.2		58	25	1.45	25	1.45		20	13				
			37.609-37.770	0.161	161	2	.6	.6		193	25	4.82	25	4.82		66	44				
			37.770-37.851	0.081	81	2	.6	1.5		170	25	4.25	25	4.25		58	39				
			37851-50.323	12.472	12424*	2	.6	.6		14909	25	372.72	25	372.72		5069	3429	745			
50.806-56.116	5.310	5296*	2	.6	.6		6355	25	158.88	25	158.88		2161	1462	265						
1	MUS	SR 93	TOTALS										1133.17		1133.17	4030	15411	10424	1902		
2	MUS	SR 83	19.360-19.843	0.483	483	2	.6	.6		580	25	14.50		14.50		197	133	29			
3	COS	SR 93	0.000-5.584	5.462#	5462	2	.6	.6		6554	25	163.85	25	163.85		2228	1507	328			

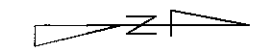
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PAVED SHOULDERS

MUS-93-20.663



PLAN NO.



EXTRA AREAS

PART	COUNTY	ROUTE	SIDE	DESCRIPTION	INTERSECTIONS			AREA IN SQ. METER	PROPOSED ITEMS									
					A IN METER	B IN METER	C IN METER		407		448 ASPHALT CONCRETE			EXISTING SURFACE	408 BITUMINOUS PRIME COAT @ 0.40 L/S.M. LITER	202 WEARING COURSE REMOVED SQ. YD.		
									TACK COAT @ 0.34 L/S.M. LITER	TACK COAT FOR INTERMEDIATE @ 0.23 L/S.M. LITER	THICK MM	SURFACE COURSE, TYPE I, PG 64-22 (DRIVEWAYS) CU. YD.	THICK MM				INTERMEDIATE COURSE, TYPE I, PG 64-22 CU. YD.	
I	MUS	SR 93		S.R. 93 @ US 22 & TURN LANE ①				471	160	108	25	11.78	25	11.78	ASPH		471	
			CL															
			LT	WEDGEWOOD DR.	12.2	7.9	28.0	219	74		50	10.95			ASPH			
			RT	BOGGS RD.	15.2	8.5	34.4	326	111		50	16.30			ASPH			
			LT	PIEZZA DR.	12.2	6.4	30.5	225	76		50	11.25			ASPH			
			RT	E. LAWNDALE	10.7	7.9	29.9	202	69		50	10.10			ASPH			
			LT	OLD ADAMSVILLE RD	12.2	8.5	31.4	243	83		50	12.15			ASPH			
			RT	LOVERS LN.	12.2	6.7	23.2	182	62		50	9.10			ASPH			
			LT	CHURCHHILL RD. ②	34.4	15.8		272	92		50	13.60			ASPH			
			RT	NORFIELD RD.	18.3	6.1	38.1	404	137		50	20.20			ASPH			
			LT	CULBERSON RD.	7.6	6.7	16.8	89	30		50	4.45			ASPH			
			LT	BURWELL RD.	7.6	6.1	18.3	93	32		50	4.65			ASPH			
			RT	DOSCH DR.	7.6	5.2	19.8	95	32		50	4.75			ASPH			
			LT	EDWARD DR.	7.6	7.3	21.3	109	37		50	5.45			ASPH			
			LT	E. GREENWOOD	15.2	4.9	24.4	223	76		50	11.15			ASPH			
			RT	TUCKER RD.	12.2	6.4	25.6	195	66		50	9.75			ASPH			
			LT	BIG B RD.	9.1	6.1	19.2	115	39		50	5.75			ASPH			
			LT	FERRELL RD.	13.7	6.1	27.4	229	78		50	11.45			ASPH			
			RT	PIPER RD.	18.3	5.8	27.4	304	103		50	15.20			ASPH			
			LT	VALLEY RD.	7.6	6.7	22.6	111	38		50	5.55			ASPH			
			RT	FRENCH RD.	7.6	6.1	19.8	98	33		50	4.90			ASPH			
			LT	GRAPE ST.	4.6	4.6	10.7	35	12		50	1.75			ASPH			
			LT	PEACH ST.	4.6	4.6	10.7	35	12		50	1.75			ASPH			
			LT	CHERRY ST.	4.6	4.6	10.7	35	12		50	1.75			ASPH			
			LT	PLUM ST.	7.6	6.7	14.3	80	27		50	4.00			ASPH			
			LT	WINE ALLEY	5.5	3.4	12.2	43	15		50	2.15			ASPH			
			LT	HEDGE ST.	7.6	4.6	12.2	64	22		50	3.20			ASPH			
			LT	ORCHARD ST.	7.6	3.6	12.2	60	20		50	3.00			ASPH			
			RT	MADISON ST.	15.2	3.6	22.9	201	68		50	10.05			ASPH			
			LT	MADISON ST.	7.6	4.0	10.7	56	19		50	2.80			ASPH			
			LT	JEFFERSON ST.	5.5	4.0	9.1	36	12		50	1.80			ASPH			
			RT	JEFFERSON ST.	5.5	4.0	9.1	36	12		50	1.80			ASPH			
			RT	ADAMS ST.	4.9	3.6	7.6	27	9		50	1.35			ASPH			
			LT	ADAMS ST.	5.5	4.3	12.2	45	15		50	2.25			ASPH			
			LT	WASHINGTON ST.	5.5	4.0	10.1	39	13		50	1.95			ASPH			
			RT	WASHINGTON ST.	4.6	4.3	9.1	31	11		50	1.55			ASPH			
			LT	NORTH ST.	6.1	10.7	15.2	79	27		50	3.95			ASPH			
			LT	MADISON ST.	5.5	4.0	5.8	27	9		50	1.35			ASPH			
			RT	MADISON ST.	4.3	4.3	12.5	36	12		50	1.80			ASPH			
			LT	NORTH ST.	6.1	9.1	12.5	66	22		50	3.30			ASPH			
			LT	S.R. 208	7.6	10.7	17.4	107	36		50	5.35			ASPH		107	
PART I CONT'D NEXT SHEET					SHEET SUB-TOTAL					1813	108		255.38		11.78			578

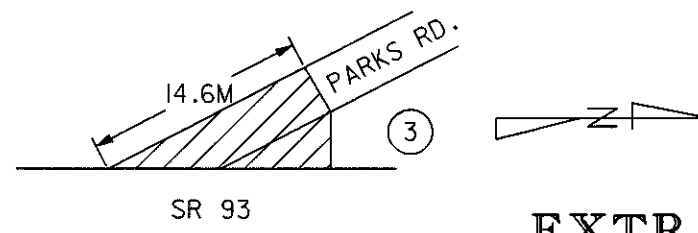
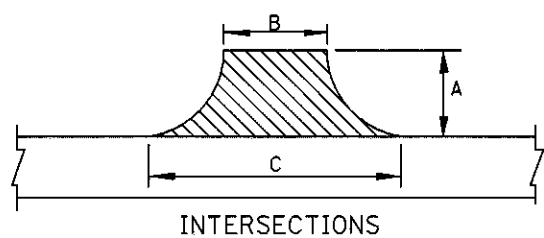
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EXTRA AREAS & DEDUCTIONS

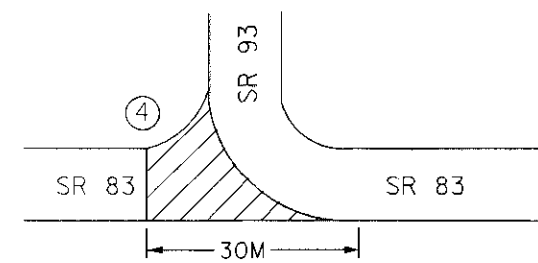
MUS-93-20.663

27

CALCULATED
LIME
CHECKED



EXTRA AREAS



PLAN NO.

CALCULATED
LIME
CHECKED
TJD

PART	COUNTY	ROUTE	SIDE	DESCRIPTION	INTERSECTIONS			AREA IN SQ. METER	PROPOSED ITEMS									
					A IN METER	B IN METER	C IN METER		407		448 ASPHALT CONCRETE			408	202			
									TACK COAT @ 0.34 L/S.M. LITER	TACK COAT FOR INTERMEDIATE @ 0.34 L/S.M. LITER	THICK MM	SURFACE COURSE, TYPE I, PG 64-22 (DRIVEWAYS) CU. YD.	THICK MM	INTERMEDIATE COURSE, TYPE I, PG 64-22 CU. YD.	EXISTING SURFACE	BITUMINOUS PRIME COAT @ 0.40 L/S.M. LITER	WEARING COURSE REMOVED SQ. YD.	
1	MUS	SR 93	LT	DRESDEN ST.	5.5	4.6	12.2	46	16		50	2.30		ASPH				
			RT	KNICELY RD.	9.1	5.5	22.6	128	44		50	6.40		ASPH				
			LT	YOUNG AMERICA RD.	7.6	9.1	24.4	127	43		50	6.35		ASPH				
			RT	SALEM CHURCH RD.	16.8	6.1	30.5	307	104		50	15.35		ASPH				
			RT	NEW HOPE RD.	10.7	6.1	21.3	146	50		50	7.3		ASPH				
			LT	BRADFORD RD.	16.8	6.1	32.9	328	112		50	16.40		ASPH				
			RT	SARBOUGH RD.	15.2	7.9	39.6	361	123		50	18.05		ASPH				
			RT	MERCER RD.	10.7	7.3	27.4	186	63		50	9.30		ASPH				
			LT	BELL RD.	9.1	4.6	15.2	90	31		50	4.50		ASPH				
			LT	McCORT RD.	12.2	5.5	24.4	182	62		50	9.10		ASPH				
			RT	DENT RD.	7.6	6.1	15.2	81	28		50	4.05		ASPH				
			LT	CASTOR RD.	7.6	5.8	18.9	94	32		50	4.70		ASPH				
			LT	PARKS RD. ③	14.6			251	85		50	12.55		ASPH				
			RT	WATER LN. - TWP. RD 174	7.6	6.7	22.9	112	38		50	5.6		ASPH				
			RT	HOUTS RD.	7.6	5.5	12.2	67	23		50	3.35		ASPH				
				TOTALS THIS SHEET					854	108		125.30		11.78				
1	MUS	SR 93		TOTALS					2667	108		380.68		11.78			578	
2	MUS	SR 83		BEGIN WORK S.R. 83 ④				200	68	46	25	5.00	25	5.00	ASPH		200	
				SOUTH ST.	6.7	4.0	9.8	46	16		50	2.30		ASPH				
				MAIN ST.	11.0	4.9	14.9	109	37		50	5.45		ASPH				
				NORTH ST.	7.6	7.6	23.2	117	40		50	5.85		ASPH				
				END WORK S.R. 83	18.9	6.7	27.1	319	108	73	25	7.98	25	7.98	ASPH		319	
				TOTALS					269	119		26.58		12.98			519	
3	COS	SR 93	RT	S.R. 662	35.4	6.1	56.4	1106	376		50	55.30		ASPH				
			LT	TWP. RD. 145	9.1	6.1	21.3	125	42		50	6.25		ASPH				
				TOTALS					418			61.55						

M0930002.MEA 7-20-98

EXTRA AREAS & DEDUCTIONS

MUS-93-20.663

2/27

PART 1

MUS-93-20776 - SKIP, SEE DETAIL 2
 MUS-93-24783 - SKIP, SEE DETAIL 3
 MUS-93-26344 - PAVE OVER
 MUS-93-41166 - SKIP, SEE DETAIL 4
 MUS-93-44932 - PAVE OVER
 MUS-93-45447 - SKIP, SEE DETAIL 4
 MUS-93-46348 - SKIP, SEE DETAIL 1
 MUS-93-47152 - SKIP, SEE DETAIL 4
 MUS-93-49164 - SKIP, SEE DETAIL 3

MUS-93-51031 - PAVE OVER
 MUS-93-53284 - PAVE OVER
 MUS-93-54942 - PAVE OVER

PART 3

COS-93-00354 - SKIP, SEE DETAIL 2
 COS-93-03283 - PAVE OVER

PLAN NO.

CALCULATED
 LME
 CHECKED
 TJD

BRIDGE DECK TREATMENT

MUS-93-20.663

13
 27

BRIDGE DECK DATA

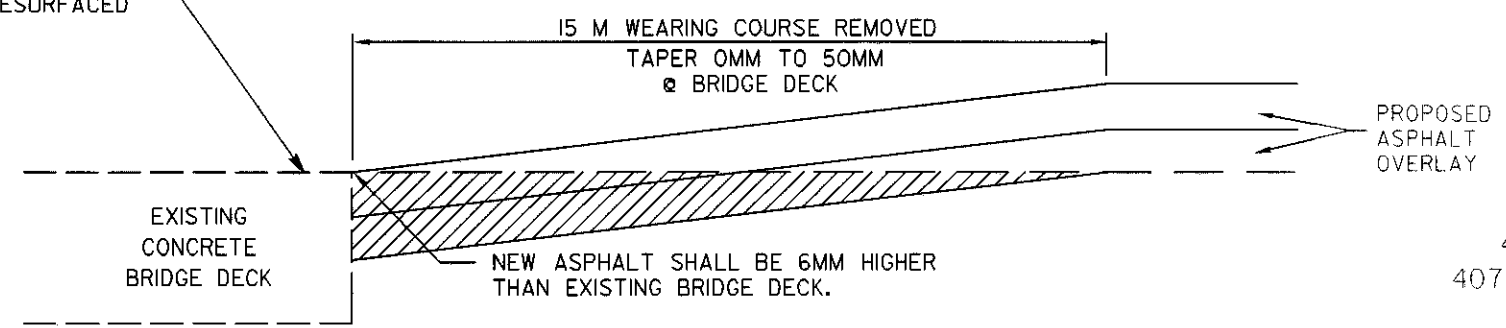
PART	COUNTY, ROUTE, BRIDGE NO.	LENGTH (BRIDGE LIMITS) METER	WIDTH METER	BRIDGE DECK AREA SQ.METER	202	BRIDGE DECK REPAIR			STEEL DRIP STRIP METER	SPECIAL		448 ASPHALT CONCRETE				407		614
					WEARING COURSE REMOVED DEPTH VAR." SQ.METER	<input type="checkbox"/> SS-845 LATEX MODIFIED CONCRETE <input type="checkbox"/> SS-850 DENSE CONCRETE				MEMBRANE WATERPROOFING SHEET TYPE 3 SQ.METER	MEMBRANE WATERPROOFING SQ.METER	THICK mm	INTERMEDIATE COURSE, TYPE I, PG 64-22 CU.METER	THICK mm	SURFACE COURSE, TYPE I, PG 64-22 CU.METER	TACK COAT FOR INTERMEDIATE COURSE @ 0.23 LITER/S.M. LITER	TACK COAT @ 0.34 LITER/S.M. LITER	BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC CU.METER
						" THICK OVERLAY SQ.METER	VARIABLE THICKNESS OVERLAY CU.METER	FULL-DEPTH REPAIR CU.METER										
I	MUS-93-20776	86.2	10.2	879	273													0.7
	MUS-93-24783	53.0	8.5	451	219													0.5
	MUS-93-26344	17.4	9.8	171							25	4.3	25	4.3	39	58		
	MUS-93-41166	6.1	8.2	50	201													0.5
	MUS-93-44932	4.3	9.1	39							25	1.0	25	1.0	9	13		
	MUS-93-45447	5.2	7.0	36	201													0.5
	MUS-93-46348	5.5	9.4	52	201													0.5
	MUS-93-47152	4.3	7.3	31	201													0.5
	MUS-93-49164	11.0	9.1	100	201													0.5
	MUS-93-51031	5.5	7.9	43							25	1.1	25	1.1	10	15		
	MUS-93-53284	6.1	7.9	48							25	1.2	25	1.2	11	16		
	MUS-93-54942	3.6	11.0	40							25	1.0	25	1.0	9	14		
I	TOTALS				1497							8.6		8.6	78	116		3.7
3	COS-93-00354	40.8	9.8	400	201													0.5
	COS-93-03283	3.4	9.1	31							25	0.8	25	0.8	7	10		
I	TOTALS				201							0.8		0.8	7	10		0.5

M0930001.MBD 6-29-98

PLAN NO.

DETAIL ①

CONCRETE BRIDGE DECK
SHALL NOT BE RESURFACED



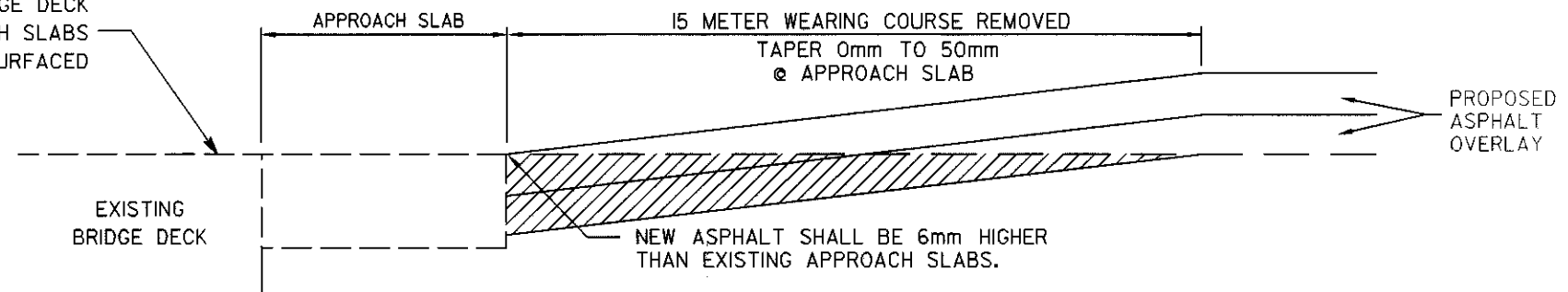
PART 1
202 WEARING COURSE REMOVED:
MUS-93-46348
[2(15 X 6.7)] = 201 S.M.
TOTAL CARRIED TO SHEET I3

PART 1
BRIDGE DEDUCTIONS:
BRIDGE LENGTH X PAVEMENT WIDTH
MUS-93-46348
(5.5 X 9.4) = 52 S.M.
407 TACK COAT @ .34 L/S.M. = 18 LITER
407 TACK FOR INTERM. @ .23 L/S.M. = 12 LITER
448 INTERM. COURSE (25 MM) = 1.3 C.M.
448 SURFACE COURSE (25 MM) = 1.3 C.M.

BUTT JOINT @ BRIDGE DECK

DETAIL ②

CONCRETE BRIDGE DECK
AND APPROACH SLABS
SHALL NOT BE RESURFACED



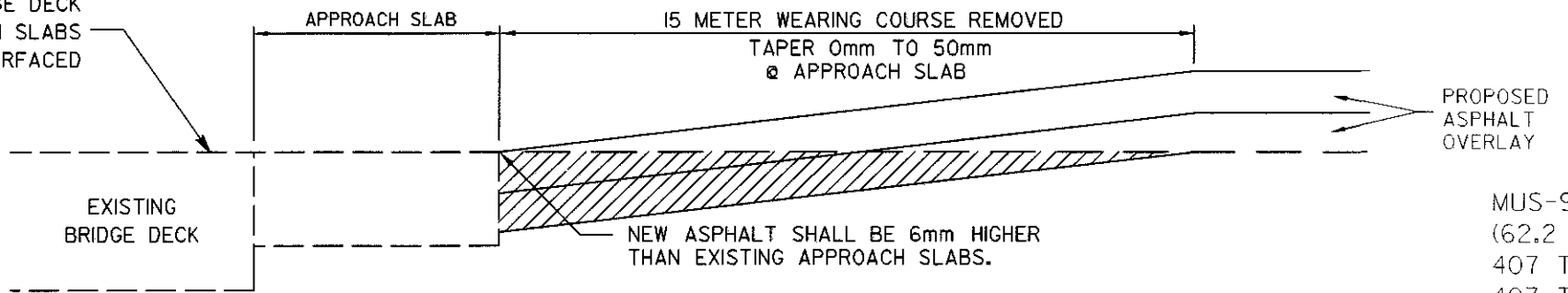
202 WEARING COURSE REMOVED:
PART 1
MUS-93-20776
[2(15 X 9.1)] = 273 SQ.METER
PART 3
COS-93-00354
[2(15 X 6.7)] = 201 SQ.METER
TOTAL CARRIED TO SHEET I3

APPROACH SLABS ADDED TO LENGTH FOR CALCULATIONS
PART 1
BRIDGE DEDUCTIONS:
MUS-93-20776
(101.5 X 7.32) = 743 SQ.METER
407 TACK FOR INTERM. COURSE = 171 LITER
407 TACK COAT = 253 LITER
448 INTERM. COURSE (25mm) = 18.6 CU.METER
448 SURFACE COURSE (25mm) = 18.6 CU.METER
PART 3
BRIDGE DEDUCTIONS:
COS-93-00354
(56.1 X 5.5) = 308 SQ.METER
407 TACK FOR INTERM. COURSE = 71 LITER
407 TACK COAT = 105 LITER
448 INTERM. COURSE (25mm) = 7.7 CU.METER
448 SURFACE COURSE (25mm) = 7.7 CU.METER

BUTT JOINT @ APPROACH SLABS

DETAIL ③

COVERED BRIDGE DECK
AND APPROACH SLABS
SHALL NOT BE RESURFACED

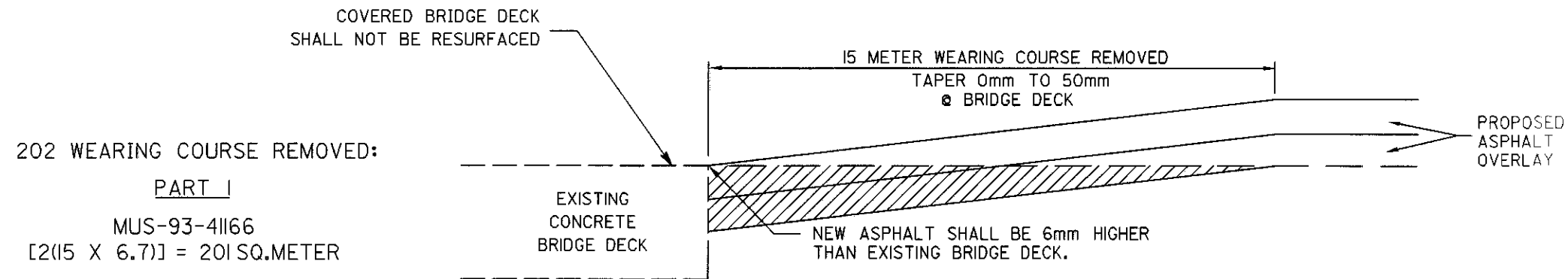


202 WEARING COURSE REMOVED:
PART 1
MUS-93-24783
[2(15 X 7.3)] = 219 SQ.METER
MUS-93-49164
[2(15 X 6.7)] = 201 SQ.METER
TOTALS CARRIED TO SHEET I3

APPROACH SLABS ADDED TO LENGTH FOR CALCULATIONS
PART 1
BRIDGE DEDUCTIONS:
MUS-93-24783
(62.2 X 6.1) = 379 SQ.METER
407 TACK FOR INTERM. COURSE = 87 LITER
407 TACK COAT = 129 LITER
448 INTERM. COURSE (25mm) = 9.5 CU.METER
448 SURFACE COURSE (25mm) = 9.5 CU.METER
MUS-93-49164
(23.2 X 5.5) = 128 SQ.METER
407 TACK FOR INTERM COURSE = 29 LITER
407 TACK COAT = 44 LITER
448 INTERM. COURSE (25mm) = 3.2 CU.METER
448 SURFACE COURSE (25mm) = 3.2 CU.METER

BUTT JOINT @ APPROACH SLABS

DETAIL ④



202 WEARING COURSE REMOVED:

PART 1

MUS-93-41166
[2(15 X 6.7)] = 201 SQ.METER

MUS-93-45447
[2(15 X 6.7)] = 201 SQ.METER

MUS-93-47152
[2(15 X 6.7)] = 201 SQ.METER

TOTALS CARRIED TO SHEET 13

BUTT JOINT @ BRIDGE DECK

PLAN NO.

AREA = BRIDGE LENGTH X PAVEMENT WIDTH
PART 1
BRIDGE DEDUCTIONS:

MUS-93-41166
(6.1 X 5.5) = 34 SQ.METER
407 TACK FOR INTERM. COURSE = 8 LITER
407 TACK COAT = 12 LITER
448 INTERM. COURSE (25mm) = 0.8 CU.METER
448 SURFACE COURSE (25mm) = 0.8 CU.METER

MUS-93-45447
(5.2 X 5.5) = 29 SQ.METER
407 TACK FOR INTERM. COURSE = 7 LITER
407 TACK COAT = 10 LITER
448 INTERM. COURSE (25mm) = 0.7 CU.METER
448 SURFACE COURSE (25mm) = 0.7 CU.METER

MUS-93-47152
(4.3 X 5.5) = 24 SQ.METER
407 TACK FOR INTERM. COURSE = 6 LITER
407 TACK COAT = 8 LITER
448 INTERM. COURSE (25mm) = 0.6 CU.METER
448 SURFACE COURSE (25mm) = 0.6 CU.METER

AREA = BRIDGE LENGTH X PAVEMENT WIDTH

PART 1

BRIDGE DEDUCTIONS:

MUS-93-26344
(29.6 X 6.1) = 181 SQ.METER
407 TACK FOR INTERM. COURSE = 42 LITER
407 TACK COAT = 61 LITER
448 INTERM. COURSE (25mm) = 4.5 CU.METER
448 SURFACE COURSE (25mm) = 4.5 CU.METER

MUS-93-44932
(4.3 X 5.5) = 24 SQ.METER
407 TACK FOR INTERM. COURSE = 6 LITER
407 TACK COAT = 8 LITER
448 INTERM. COURSE (25mm) = 0.6 CU.METER
448 SURFACE COURSE (25mm) = 0.6 CU.METER

MUS-93-51031

(5.5 X 5.5) = 11 SQ.METER
407 TACK FOR INTERM. COURSE = 3 LITER
407 TACK COAT = 4 LITER
448 INTERM. COURSE (25mm) = 0.3 CU.METER
448 SURFACE COURSE (25mm) = 0.3 CU.METER

MUS-93-53284

(6.1 X 5.5) = 34 SQ.METER
407 TACK FOR INTERM. COURSE = 8 LITER
407 TACK COAT = 12 LITER
448 INTERM. COURSE (25mm) = 0.8 CU.METER
448 SURFACE COURSE (25mm) = 0.8 CU.METER

MUS-93-54942

(3.6 X 5.5) = 20 SQ.METER
407 TACK FOR INTERM. COURSE = 5 LITER
407 TACK COAT = 7 LITER
448 INTERM. COURSE (25mm) = 0.5 CU.METER
448 SURFACE COURSE (25mm) = 0.5 CU.METER

PART 3

BRIDGE DEDUCTIONS:

COS-93-03283
(3.4 X 5.5) = 19 SQ.METER
407 TACK FOR INTERM. COURSE = 4 LITER
407 TACK COAT = 6 LITER
448 INTERM. COURSE (25mm) = 0.5 CU.METER
448 SURFACE COURSE (25mm) = 0.5 CU.METER

PAVE OVERS

PART 1

TOTAL DEDUCTIONS:

407 TACK COAT FOR INTERMEDIATE COURSE
12+171+87+29+8+7+6+42+6+3+8+5 = 384 LITER

407 TACK COAT
18+253+129+44+12+10+8+61+8+4+12+7 = 566 LITER

448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, PG 64-22
1.3+18.6+9.5+3.2+0.8+0.7+0.6+4.5+0.6+0.3+0.8+0.5 = 41.5 CU.METER

448 ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG 64-22
1.3+18.6+9.5+3.2+0.8+0.7+0.6+4.5+0.6+0.3+0.8+0.5 = 41.5 CU.METER

PART 3

TOTAL DEDUCTIONS:

407 TACK COAT FOR INTERMEDIATE COURSE
71+4 = 75 LITER

407 TACK COAT
105+6 = 111 LITER

448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, PG 64-22
7.7+0.5 = 8.2 CU.METER

448 ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG 64-22
7.7+0.5 = 8.2 LITER

TOTALS CARRIED TO SHEET 9

6-29-98

M0930003.MBD

CALCULATED
LME
CHECKED

BRIDGE DECK DETAILS

MUS-93-20.663

15
27

EDGE LINE SUB-SUMMARY

PLAN NO.

PART	CO.	ROUTE	S.L.D.		WHITE EDGE LINE QU.			YELLOW EDGE LINE QU.			PARTICIPATION TYPE				TOTAL EDGE LINE KILO- METER	REMARKS
			FROM	TO	KILO- METER	HIGHWAY	RAMP	KILO- METER	HIGHWAY	RAMP	IRG	FG	RSG	NON FED STATE		
1	MUS	SR 93	20.663	50.323	58.869	58.869								58.869	US 22 TO SR 83 RIGHT (DEDUCT 0.225KM FOR EQUATION)	
			50.806	56.116	10.620	10.620								10.620	SR 83 LEFT TO COS. CO. LINE	
1		TOTAL												69.489		
2	MUS	SR 83	19.360	19.843	0.966	0.966								0.966	SR 93 LEFT TO SR 93 RIGHT	
3	COS	SR 93	0.000	5.633	11.266	11.266								11.266	COS. CO. LINE TO SR 541 EXTRA AREA	

CENTER LINE SUB-SUMMARY

QUANTITIES INCLUDE CL AROUND OUTSIDE OF PAINTED ISLAND

PART	CO.	ROUTE	S.L.D.		CENTER LINES QUANTITIES		PARTICIPATION TYPE				TOTAL CENTER LINE KILO- METER	REMARKS
			FROM	TO	TOTAL KM	EQUIVALENT SOLID LINE	IRG	FG	RSG	NON FED STATE		
1	MUS	SR 93	20.663	49.925	29.262	52.138					29.262	US 22 TO SR 83 RIGHT
			50.806	56.082	5.277	10.542					5.277	SR 83 LEFT TO COS. CO. LINE
1		TOTAL									34.539	
2	MUS	SR 83	19.360	19.843	0.483	0.966					0.483	SR 93 LEFT TO SR 93 RIGHT
3	COS	SR 93	0.000	5.608	5.608	10.810					5.608	COS. CO. LINE TO SR 541 EXTRA AREA

TOTALS CARRIED TO GENERAL SUMMARY

M0930001.TEL 7-2198

CALCULATED
LME
CHECKED
TJD

EDGE/CENTER LINE SUB-SUMMARY

MUS-93-20.663

16
27

PAVEMENT MARKING SUB-SUMMARY

PLAN NO.

CALCULATED
LME
CHECKED
TJD

644 THERMOPLASTIC																		
PART	COUNTY	ROUTE	DESCRIPTION	SIDE	600 mm. TRANSVERSE LINES		STOP LINE 600mm METER	300 mm. CROSSWALK LINES WHITE METER	WORD ON PAVEMENT				LANE ARROWS				200mm CHANNEL LINE METER	REMARKS
					WHITE METER	YELLOW METER			ONLY		SCHOOL		TURN		THRU	COMB.		
							1800 EACH	2500 EACH	1800 EACH	2500 EACH	LEFT EACH	RIGHT EACH	EACH	EACH				
I	MUS	SR 93	S.R. 93 @ US 22	☉			9.8										PLACE AS DIRECTED	
			WEDGEWOOD DR.	LT			7.3										PLACE 7.6M FROM ☉ SR 93	
			BOGGS RD.	RT			13.1										PLACE 6.7M FROM ☉ SR 93	
			PIEZZA DR.	LT			7.6										PLACE 6.4M FROM ☉ SR 93	
			E. LAWDALE	RT			7.3										PLACE 6.7M FROM ☉ SR 93	
			OLD ADAMSVILLE RD	LT			10.4										PLACE 6.7M FROM ☉ SR 93	
			LOVERS LN.	RT			8.4										PLACE 6.4M FROM ☉ SR 93	
			CHURCHHILL RD. ②	LT			7.6										PLACE 6.7M FROM ☉ SR 93	
			NORFIELD RD.	RT			12.5										PLACE 6.7M FROM ☉ SR 93	
			CULBERSON RD.	LT			6.1										PLACE 5.2M FROM ☉ SR 93	
			BURWELL RD.	LT			6.1										PLACE 4.9M FROM ☉ SR 93	
			DOSCH DR.	RT			6.4										PLACE 5.2M FROM ☉ SR 93	
			EDWARD DR.	LT			7.3										PLACE 5.5M FROM ☉ SR 93	
			E. GREENWOOD	LT			9.1										PLACE 5.5M FROM ☉ SR 93	
			TUCKER RD.	RT			8.4										PLACE 5.5M FROM ☉ SR 93	
			BIG B RD.	LT			6.1										PLACE 5.5M FROM ☉ SR 93	
			FERRELL RD.	LT			7.6										PLACE 5.5M FROM ☉ SR 93	
			PIPER RD.	RT			7.6										PLACE 4.9M FROM ☉ SR 93	
			VALLEY RD.	LT			7.3										PLACE 5.5M FROM ☉ SR 93	
			FRENCH RD.	RT			7.6										PLACE 4.9M FROM ☉ SR 93	
			GRAPE ST.	LT			3.6										PLACE 4.3M FROM ☉ SR 93	
			PEACH ST.	LT			3.6										PLACE 4.3M FROM ☉ SR 93	
			CHERRY ST.	LT			3.6										PLACE 4.3M FROM ☉ SR 93	
			PLUM ST.	LT			3.6										PLACE 4.3M FROM ☉ SR 93	
			WINE ALLEY	LT			3.6										PLACE 4.3M FROM ☉ SR 93	
			HEDGE ST.	LT			3.6										PLACE 4.3M FROM ☉ SR 93	
			ORCHARD ST.	LT			3.6										PLACE 4.3M FROM ☉ SR 93	
			MADISON ST.	RT			4.0	22.6									PLACE AS DIRECTED	
			MADISON ST.	LT				10.3									PLACE AS DIRECTED	
			JEFFERSON ST.	LT			2.1										PLACE 5.8M FROM ☉ SR 93	
			JEFFERSON ST.	RT			2.1										PLACE 5.8M FROM ☉ SR 93	
			ADAMS ST.	RT			2.4										PLACE 4.6M FROM ☉ SR 93	
			ADAMS ST.	LT			2.7										PLACE 5.2M FROM ☉ SR 93	
			WASHINGTON ST.	LT			3.6										PLACE 4.9M FROM ☉ SR 93	
			WASHINGTON ST.	RT			3.4										PLACE 5.8M FROM ☉ SR 93	
			NORTH ST.	LT			6.4										PLACE 8.5M FROM ☉ SR 93	
			MADISON ST.	LT			1.8										PLACE 4.9M FROM ☉ SR 93	
			MADISON ST.	RT			4.0										PLACE 4.6M FROM ☉ SR 93	
							221.3	32.9										

PAVEMENT MARKING

MUS-93-20.663

PAVEMENT MARKING SUB-SUMMARY

PLAN NO.

CALCULATED
LME
CHECKED
TJD

644 THERMOPLASTIC																		
PART	DESCRIPTION	SIDE	600 mm. TRANSVERSE LINES		STOP LINE 600mm METER	300 mm. CROSSWALK LINES WHITE METER	WORD ON PAVEMENT				LANE ARROWS				DOTTED LINES		200mm CHANNEL LINE METER	REMARKS
			WHITE METER	YELLOW METER			ONLY	SCHOOL			TURN		THRU	COMB.	WHITE METER	YELLOW METER		
					1800 EACH	2500 EACH	1800 EACH	2500 EACH	LEFT EACH	RIGHT EACH								
1	DRESDEN ST.	LT			3.6													PLACE 5.2M FROM C SR 93
	SR 208	LT				21.3												PLACE AS DIRECTED
	ON SR 93 @ SR 208	C			4.0	21.9												PLACE AS DIRECTED
	KNICELY RD.	RT			6.1													PLACE 5.8M FROM C SR 93
	YOUNG AMERICA RD.	LT			7.0													PLACE 6.4M FROM C SR 93
	SALEM CHURCH RD.	RT			7.6													PLACE 4.9M FROM C SR 93
	NEW HOPE RD.	RT			6.1													PLACE 5.2M FROM C SR 93
	BRADFORD RD.	LT			10.7													PLACE 6.1M FROM C SR 93
	SARBOUGH RD.	RT			13.7													PLACE 5.2M FROM C SR 93
	MERCER RD.	RT			9.1													PLACE 5.5M FROM C SR 93
	BELL RD.	LT			3.6													PLACE 6.1M FROM C SR 93
	McCORT RD.	LT			3.6													PLACE AS DIRECTED
	DENT RD.	RT			3.0													PLACE AS DIRECTED
	CASTOR RD.	LT			3.6													PLACE AS DIRECTED
	ON SR 93 @ SR 83	C			6.1													PLACE AS DIRECTED
	PARKS RD.	LT			3.6													PLACE AS DIRECTED
	WATER LN. - TWP. RD 174	RT			3.6													PLACE AS DIRECTED
	HOUTS RD.	RT			3.6													PLACE AS DIRECTED
	PREVIOUS SHEET TOTALS				221.3	32.9												
1	TOTALS				319.9	54.8												
2	MUS-SR 83																	
	SOUTH ST.	LT			3.0													PLACE 7.0M FROM C SR 93
	MAIN ST.	LT			6.0													PLACE AS DIRECTED
	NORTH ST.	LT			6.0													PLACE 7.0M FROM C SR 93
	ON SR 83 @ SR 93	C			6.1													PLACE AS DIRECTED
2	TOTALS				21.1													
3	COS-SR 93																	
	SR 662	RT			6.0													PLACE AS DIRECTED
	TWP. RD. 145	LT			4.0													PLACE AS DIRECTED
3	TOTALS				10													

PAVEMENT MARKING

MUS-93-20.663

M0930002.TAS 8-1-98

CALC. BY SAB
DATE 12-17-97
CHKD. BY _____
DATE _____

LOCATION SUB-SUMMARY



DETAIL	
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
3	MULTILANE DIVIDED/ CONTROLLED ACCESS

DETAIL	
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	
10	APPROACH W/LT. TURN LANE
11	HORIZONTAL CURVE 12m (NOTE 2)
12	HORIZONTAL CURVE ALT. (NOTE 3)
GAP	CENTERLINE AT 24m TYP.

LOCATION NUMBER	LOCATION						DETAIL	ITEM QUANTITIES			PRISMATIC RETRO-REFLECTOR	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS
	COUNTY	ROUTE	STRAIGHT LINE KILOMETERS		S.L.M. MILES			INSTALLATION ONLY				ONE-WAY		TWO-WAY			
			FROM	TO	FROM	TO		RPM	RPM CASTING	PRISMATIC RETRO-REFLECTOR		WHITE	YELLOW	YELLOW/YELLOW	WHITE/RED	YELLOW/RED	
	MUS	SR93	20.663	20.938	12.84	13.01		7	31					16			
MUS	SR93	20.938	24.542	13.01	15.25	GAP	139							139		EQ. DED (0.225km)	
MUS	SR93	24.542	24.864	15.25	15.45	12	33							33		PC 24.687 PT 24.767 L=80.5m DEG 20	
MUS	SR93	24.864	24.945	15.45	15.50	11	7							7		PC 24.864 PT 24.944 L=80.5m DEG 9	
MUS	SR93	24.945	25.170	15.50	15.64	GAP	9							9			
MUS	SR93	25.170	25.508	15.64	15.85	12	32							32		PC 25.314 PT 25.362 L=48.2m DEG 14	
MUS	SR93	25.508	25.637	15.85	15.93	GAP	5							5			
MUS	SR93	25.637	26.039	15.93	16.18	12	28							28		PC 25.781 PT 25.894 L=112.8m DEG 15	
MUS	SR93	26.039	26.586	16.18	16.52	GAP	22							22			
MUS	SR93	26.586	27.005	16.52	16.78	12	47							47		PC 27.730 PT 26.875 L=144.8m DEG 10	
MUS	SR93	27.005	27.198	16.78	16.90	12	20							20		PC 27.004 PT 27.052 L=48.2m DEG 14	
MUS	SR93	27.198	27.407	16.90	17.03	12	23							23		PC 27.197 PT 27.262 L=64.3m DEG 10	
MUS	SR93	27.407	27.439	17.03	17.05	GAP	1							1			
MUS	SR93	27.439	27.488	17.05	17.08	11	4							4		PC 27.438 PT 27.487 L=48.2m DEG 8	
MUS	SR93	27.488	27.761	17.08	17.25	GAP	11							11			
MUS	SR93	27.761	28.099	17.25	17.46	12	32							32		PC 27.905 PT 27.954 L=48.2m DEG 13	
MUS	SR93	28.099	28.196	17.46	17.52	GAP	4							4			
MUS	SR93	28.196	28.244	17.52	17.55	11	4							4		PC 28.195 PT 28.243 L=48.2m DEG 9	
MUS	SR93	28.244	28.324	17.55	17.60	12	9							9		PC 28.297 PT 28.324 L=32.3m DEG 14	
MUS	SR93	28.324	28.598	17.60	17.77	12	25							25		PC 28.436 PT 28.468 L=32.3m DEG 14	
MUS	SR93	28.598	28.791	17.77	17.89	12	20							20		PC 28.597 PT 28.646 L=158'm DEG 10	
MUS	SR93	28.791	29.033	17.89	18.04	GAP	10							10			
MUS	SR93	29.033	29.451	18.04	18.30	12	45							45		PC 29.177 PT 29.305 L=128.6m DEG 13	
MUS	SR93	29.451	30.030	18.30	18.66	GAP	24							24			
MUS	SR93	30.030	30.400	18.66	18.89	12	37							37		PC 30.174 PT 30.255 L=80.5m DEG 11	
MUS	SR93	30.400	30.803	18.89	19.14	GAP	17							17			
							639				16			619	4		

M0930002.TRM 7-22-98

RPM LOCATION SUB-SUMMARY

MUS-93-20663

CALC. BY SAB
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LOCATION SUB-SUMMARY



DETAIL	
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
3	MULTILANE DIVIDED/ CONTROLLED ACCESS

DETAIL	
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	
10	APPROACH W/LT. TURN LANE
11	HORIZONTAL CURVE 12m (NOTE 2)
12	HORIZONTAL CURVE ALT. (NOTE 3)
GAP	CENTERLINE AT 24m TYP.

LOCATION NUMBER	LOCATION						DETAIL	ITEM QUANTITIES			PRISMATIC RETRO-REFLECTOR	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS
	COUNTY	ROUTE	STRAIGHT LINE KILOMETERS		S.L.M. MILES			INSTALLATION ONLY				ONE-WAY		TWO-WAY			
			FROM	TO	FROM	TO		RPM	RPM CASTING	PRISMATIC RETRO-REFLECTOR		WHITE	YELLOW	YELLOW/YELLOW	WHITE/RED	YELLOW/RED	
	MUS	SR93	30.803	30.851	19.14	19.17		11	4							4	
MUS	SR93	30.851	31.205	19.17	19.39	12	35						35			PC 30.995 PT 31.059 L=64.3m DEG 12	
MUS	SR93	31.205	31.430	19.39	19.53	GAP	9						9				
MUS	SR93	31.430	31.511	19.53	19.58	11	7						7			PC 31.430 PT 31.511 L=80.5m DEG 9	
MUS	SR93	31.511	31.865	19.58	19.80	12	39						39			PC 31.608 PT 31.721 L=112.8m DEG 11	
MUS	SR93	31.865	33.169	19.80	20.61	GAP	53						53				
MUS	SR93	33.169	33.684	20.61	20.93	12	61						61			PC 33.313 PT 33.539 L=225.2m DEG 13	
MUS	SR93	33.684	34.005	20.93	21.13	GAP	13						13				
MUS	SR93	34.005	34.376	21.13	21.36	12	37						37			PC 34.150 PT 34.231 L=80.5m DEG 13	
MUS	SR93	34.376	34.633	21.36	21.52	GAP	11						11				
MUS	SR93	34.633	34.681	21.52	21.55	11	4						4			PC 34.633 PT 34.681 L=48.2m DEG 9	
MUS	SR93	34.681	34.987	21.55	21.74	12	29						29			PC 34.794 PT 34.842 L=48.2m DEG 13	
MUS	SR93	34.987	35.502	21.74	22.06	GAP	21						21				
MUS	SR93	35.502	35.615	22.06	22.13	11	9						9			PC 35.502 PT 35.615 L=112.8m DEG 9	
MUS	SR93	35.615	35.937	22.13	22.33	12	31						31			PC 35.760 PT 35.905 L=96.6m DEG 18	
MUS	SR93	35.937	35.969	22.33	22.35	11	3						3			PC 35.937 PT 35.969 L 32.3m DEG 9	
MUS	SR93	35.969	36.098	22.35	22.43	12	15						15			PC 36.017 PT 36.065 L=48.2m DEG 16	
MUS	SR93	36.098	36.339	22.43	22.58	12	28						28			PC 36.098 PT 36.194 L=96.7m DEG 11	
MUS	SR93	36.339	37.980	22.58	23.28	GAP	46						46			STOP ADAMSVILLE SOUTH CORP	
MUS	SR93	37.980	40.684	23.60	25.28	GAP	111						111			BEGIN ADAMSVILLE NORTH CORP	
MUS	SR93	40.684	40.749	25.28	25.32	11	5						5			PC 40.684 PT 40.749 L=64.3m DEG 9	
MUS	SR93	40.749	41.199	25.32	25.60	12	50						50			PC 40.893 PT 41.054 L=160.9m DEG 10	
MUS	SR93	41.199	41.264	25.60	25.64	GAP	3						3				
MUS	SR93	41.264	41.296	25.64	25.66	11	3						3			PC 41.264 PT 41.296 L=32.3m DEG 9	
MUS	SR93	41.296	41.521	25.66	25.80	GAP	9						9				
MUS	SR93	41.521	41.601	25.80	25.85	11	7						7			PC 41.521 PT 41.602 L=80.5m DEG 9	
							643						643				

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RPM LOCATION SUB-SUMMARY

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LOCATION SUB-SUMMARY



DETAIL	
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
3	MULTILANE DIVIDED/ CONTROLLED ACCESS

DETAIL	
4	4 LANE DIVIDED TO 2 LANE TRANSITION
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8	THRU APPROACH
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DETAIL	
10	APPROACH W/LT. TURN LANE
11	HORIZONTAL CURVE 12m (NOTE 2)
12	HORIZONTAL CURVE ALT. (NOTE 3)
GAP	CENTERLINE AT 24m TYP.

LOCATION NUMBER	LOCATION						DETAIL	ITEM QUANTITIES			PRISMATIC RETRO-REFLECTOR	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS
	COUNTY	ROUTE	STRAIGHT LINE KILOMETERS		S.L.M. MILES			INSTALLATION ONLY				ONE-WAY		TWO-WAY			
			FROM	TO	FROM	TO		RPM	RPM CASTING	PRISMATIC RETRO-REFLECTOR		WHITE	YELLOW	YELLOW/YELLOW	WHITE/RED	YELLOW/RED	
	MUS	SR93	41.601	42.294	25.85	26.28	GAP	28							28		
	MUS	SR93	42.294	42.358	26.28	26.32	11	5							5		PC 42.294 PT 42.358 L=64.3m DEG 9
	MUS	SR93	42.358	42.937	26.32	26.68	GAP	24							24		
	MUS	SR93	42.937	43.018	26.68	26.73	11	7							7		PC 42.937 PT 43.018 L=80.5m DEG 9
	MUS	SR93	43.018	43.565	26.73	27.07	GAP	22							22		
	MUS	SR93	43.565	43.726	27.07	27.17	11	13							13		PC 43.565 PT 43.726 L=160.9m DEG 9
	MUS	SR93	43.726	44.080	27.17	27.39	12	37							37		PC 49.903 PT 43.935 L=64.3m DEG 17
	MUS	SR93	44.080	44.418	27.39	27.60	12	36							36		PC 44.241 PT 44.273 L=64.3m DEG 11
	MUS	SR93	44.418	46.108	27.60	28.65	GAP	69							69		
	MUS	SR93	46.108	46.558	28.65	28.93	12	50							50		PC 46.253 PT 46.414 L=160.9m DEG 10
	MUS	SR93	46.558	46.913	28.93	29.15	12	37							37		PC 46.671 PT 46.768 L=96.6m DEG 10
	MUS	SR93	46.913	47.122	29.15	29.28	12	21							21		PC 46.929 PT 46.977 L=48.2m DEG 13
	MUS	SR93	47.122	47.459	29.28	29.49	GAP	14							14		
	MUS	SR93	47.459	47.524	29.49	29.53	11	5							5		PC 47.460 PT 47.524 L=64.3m DEG 9
	MUS	SR93	47.524	47.685	29.53	29.63	GAP	7							7		
	MUS	SR93	47.685	47.942	29.63	29.79	12	31							31		PC 47.685 PT 47.798 L=82.3m DEG 12
	MUS	SR93	47.942	48.023	29.79	29.84	GAP	3							3		
	MUS	SR93	48.023	48.071	29.84	29.87	11	4							4		PC 48.023 PT 48.071 L=48.2m DEG 9
	MUS	SR93	48.071	48.409	29.87	30.08	12	38							38		PC 48.152 PT 48.264 L=112.8m DEG 11
	MUS	SR93	48.409	48.715	30.08	30.27	12	40							40		PC 48.490 PT 48.667 L=177.1m DEG 16
	MUS	SR93	48.715	48.795	30.27	30.32	11	7							7		PC 48.715 PT 48.795 L=80.5m DEG 9
	MUS	SR93	48.795	49.133	30.32	30.53	GAP	14							14		
	MUS	SR93	49.133	49.198	30.53	30.57	11	5							5		PC 49.113 PT 49.198 L=64.3m DEG 9
	MUS	SR93	49.198	49.873	30.57	30.99	GAP	28							28		
	MUS	SR93	49.873	49.970	30.99	31.05	11	8							8		PC 49.874 PT 49.970 L=96.6m DEG 9
	MUS	SR93	49.970	50.051	31.05	31.10	GAP	3							3		
								556							556		

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RPM LOCATION SUB-SUMMARY

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LOCATION SUB-SUMMARY



DETAIL	
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
3	MULTILANE DIVIDED/ CONTROLLED ACCESS

DETAIL	
4	4 LANE DIVIDED TO 2 LANE TRANSITION
5	4 LANE UNDIVIDED TO 2 LANE TRANSITION
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7	STOP APPROACH
8	THRU APPROACH
9	TWO WAY LEFT TURN LANE

DETAIL	
10	APPROACH W/LT. TURN LANE
11	HORIZONTAL CURVE 12m (NOTE 2)
12	HORIZONTAL CURVE ALT. (NOTE 3)
GAP	CENTERLINE AT 24m TYP.

LOCATION NUMBER	LOCATION						DETAIL	ITEM QUANTITIES			PRISMATIC RETRO-REFLECTOR	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS
	COUNTY	ROUTE	STRAIGHT LINE KILOMETERS		S.L.M. MILES			INSTALLATION ONLY				ONE-WAY		TWO-WAY			
			FROM	TO	FROM	TO		RPM	RPM CASTING	PRISMATIC RETRO-REFLECTOR		WHITE	YELLOW	YELLOW/YELLOW	WHITE/RED	YELLOW/RED	
	MUS	SR93	50.051	50.324	31.10	31.27		7	11	16			16		11		
MUS	SR93	50.807	51.081	31.57	31.74	7	11	16		16		11			AT SR83		
MUS	SR93	51.081	51.290	31.74	31.87	12	23					23			PC 51.081 PT 51.145 L=64.3m DEG 18		
MUS	SR93	51.290	51.322	31.87	31.89	GAP	1					1					
MUS	SR93	51.322	51.676	31.89	32.11	12	35					35			PC 51.467 PT 51.531 L=64.3m DEG 10		
MUS	SR93	51.676	52.143	32.11	32.40	GAP	19					19					
MUS	SR93	52.143	52.497	32.40	32.62	12	35					35			PC 52.288 PT 52.352 L=64.3m DEG 21		
MUS	SR93	52.497	52.819	32.62	32.82	GAP	13					13					
MUS	SR93	52.819	53.108	32.82	33.00	12	33					33			PC 52.965 PT 53.044 L=80.5m DEG 15		
MUS	SR93	53.108	53.285	33.00	33.11	12	23					23			PC 53.108 PT 53.205 L=96.6m DEG 14		
MUS	SR93	53.285	53.478	33.11	33.23	12	20					20			PC 53.285 PT 53.334 L=48.2m DEG 14		
MUS	SR93	53.478	53.736	33.23	33.39	12	38					38			PC 53.511 PT 53.591 L=80.5m DEG 10		
MUS	SR93	53.736	53.977	33.39	33.54	12	28					28			PC 53.736 PT 53.833 L=96.6m DEG 18		
MUS	SR93	53.977	54.090	33.54	33.61	GAP	5					5					
MUS	SR93	54.090	54.299	33.61	33.74	11	5					5			PC 54.901 PT 54.154 L=64.3m DEG 9		
MUS	SR93	54.299	54.476	33.74	33.85	GAP	7					7					
MUS	SR93	54.476	54.589	33.85	33.92	11	9					9			PC 54.476 PT 54.589 L=112.8m DEG 9		
MUS	SR93	54.589	54.959	33.92	34.15	GAP	15					15					
MUS	SR93	54.959	55.039	34.15	34.20	11	7					7			PC 54.959 PT 55.040 L=80.5m DEG 9		
MUS	SR93	55.039	56.118	34.20	34.87	GAP	44					44					
		TOTAL THIS SHEET					414					32		382			
		TOTAL FROM SHEET					639					16		619	4		
		TOTAL FROM SHEET					643							643			
		TOTAL FROM SHEET					556							556			
		TOTAL CARRIED TO GENERAL SUMMARY					2252					48		2200	4		

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RPM LOCATION SUB-SUMMARY

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CALC. BY SAB
DATE 12-17-97
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LOCATION SUB-SUMMARY



CALCULATED
SAB
CHECKED
LME

DETAIL	
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
3	MULTILANE DIVIDED/ CONTROLLED ACCESS

DETAIL	
4	4 LANE DIVIDED TO 2 LANE TRANSITION
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6	ONE LANE BRIDGE
7	STOP APPROACH
8	THRU APPROACH
9	TWO WAY LEFT TURN LANE

DETAIL	
10	APPROACH W/LT. TURN LANE
11	HORIZONTAL CURVE 12m (NOTE 2)
12	HORIZONTAL CURVE ALT. (NOTE 3)
GAP	CENTERLINE AT 24m TYP.

LOCATION NUMBER	LOCATION						DETAIL	ITEM QUANTITIES			PRISMATIC RETRO-REFLECTOR	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS	
	COUNTY	ROUTE	STRAIGHT LINE KILOMETERS		S.L.M. MILES			INSTALLATION ONLY				ONE-WAY		TWO-WAY				
			FROM	TO	FROM	TO		RPM	RPM CASTING	PRISMATIC RETRO-REFLECTOR		WHITE	YELLOW	YELLOW/YELLOW	WHITE/RED	YELLOW/RED		
	MUS	SR83	19.360	19.843	12.03	12.33	8	20					20					
PART 3 TOTALS CARRIED TO GENERAL SUMMARY								20						20				

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RPM LOCATION SUB-SUMMARY

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LOCATION SUB-SUMMARY



DETAIL	
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
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DETAIL	
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	
10	APPROACH W/LT. TURN LANE
11	HORIZONTAL CURVE (2m (NOTE 2))
12	HORIZONTAL CURVE ALT. (NOTE 3)
GAP	CENTERLINE AT 24m TYP.

LOCATION NUMBER	LOCATION						DETAIL	ITEM QUANTITIES			PRISMATIC RETRO-REFLECTOR	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS
	COUNTY	ROUTE	STRAIGHT LINE KILOMETERS		S.L.M. MILES			INSTALLATION ONLY				ONE-WAY		TWO-WAY			
			FROM	TO	FROM	TO		RPM	RPM CASTING	PRISMATIC RETRO-REFLECTOR		WHITE	YELLOW	YELLOW/YELLOW	WHITE/RED	YELLOW/RED	
	COS	SR93	0.000	0.354	0.00	0.22		GAP	14							14	
COS	SR93	0.354	0.579	0.22	0.36	11	18						18				PC 0.354 PT 0.579 L=225.2M DEG 6
COS	SR93	0.579	1.223	0.36	0.76	GAP	26						26				
COS	SR93	1.223	1.287	0.76	0.80	11	5						5				PC 0.1.223 PT 1.287 L=64.3M DEG 9
COS	SR93	1.287	1.658	0.80	1.03	GAP	15						15				
COS	SR93	1.658	2.044	1.03	1.27	12	40						40				PC 1.802 PT 1.900 L=96.6M DEG 12
COS	SR93	2.044	3.010	1.27	1.87	GAP	40						40				
COS	SR93	3.010	3.106	1.87	1.93	11	8						8				PC 3.010 PT 3.106 L=96.6M DEG 9
COS	SR93	3.106	3.299	1.93	2.05	GAP	8						8				
COS	SR93	3.299	3.364	2.05	2.09	11	5						5				PC 3.299 PT 3.364 L=64.3M DEG 6
COS	SR93	3.364	3.541	2.09	2.20	12	23						23				PC 3.412 PT 3.460 L=48.2M DEG 11
COS	SR93	3.541	3.653	2.20	2.27	11	9						9				PC 3.541 PT 3.653 L=112.8M DEG 7
COS	SR93	3.653	4.039	2.27	2.51	GAP	16						16				
COS	SR93	4.039	4.297	2.51	2.67	12	28						28				PC 4.184 PT 4.265 L=77.4M DEG 15
COS	SR93	4.297	4.410	2.67	2.74	11	9						9				PC 4.297 PT 4.410 L=112.8M DEG 9
COS	SR93	4.410	4.699	2.74	2.92	12	30						30				PC 4.490 PT 4.554 L=64.3M DEG 14
COS	SR93	4.699	4.876	2.92	3.03	GAP	7						7				
COS	SR93	4.876	4.989	3.03	3.10	11	9						9				PC 4.876 PT 4.989 L=112.8M DEG 8
COS	SR93	4.989	5.102	3.10	3.17	GAP	4						4				
COS	SR93	5.102	5.166	3.17	3.21	11	5						5				PC 5.102 PT 5.166 L=64.3M DEG 4
COS	SR93	5.166	5.359	3.21	3.33	GAP	8						8				
COS	SR93	5.359	5.633	3.33	3.50	7	37						21		16		STOP AT SR 541 (EXTRA AREA)
PART 3 TOTALS CARRIED TO GENERAL SUMMARY								364					21		343		

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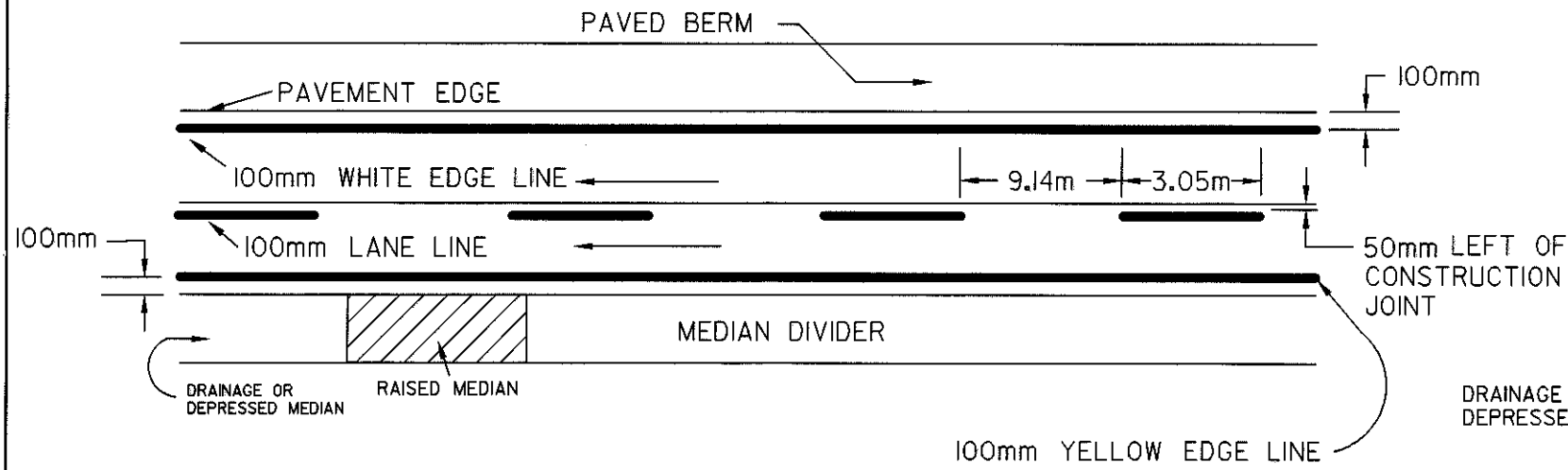
RPM LOCATION SUB-SUMMARY

MUS-93-20.663

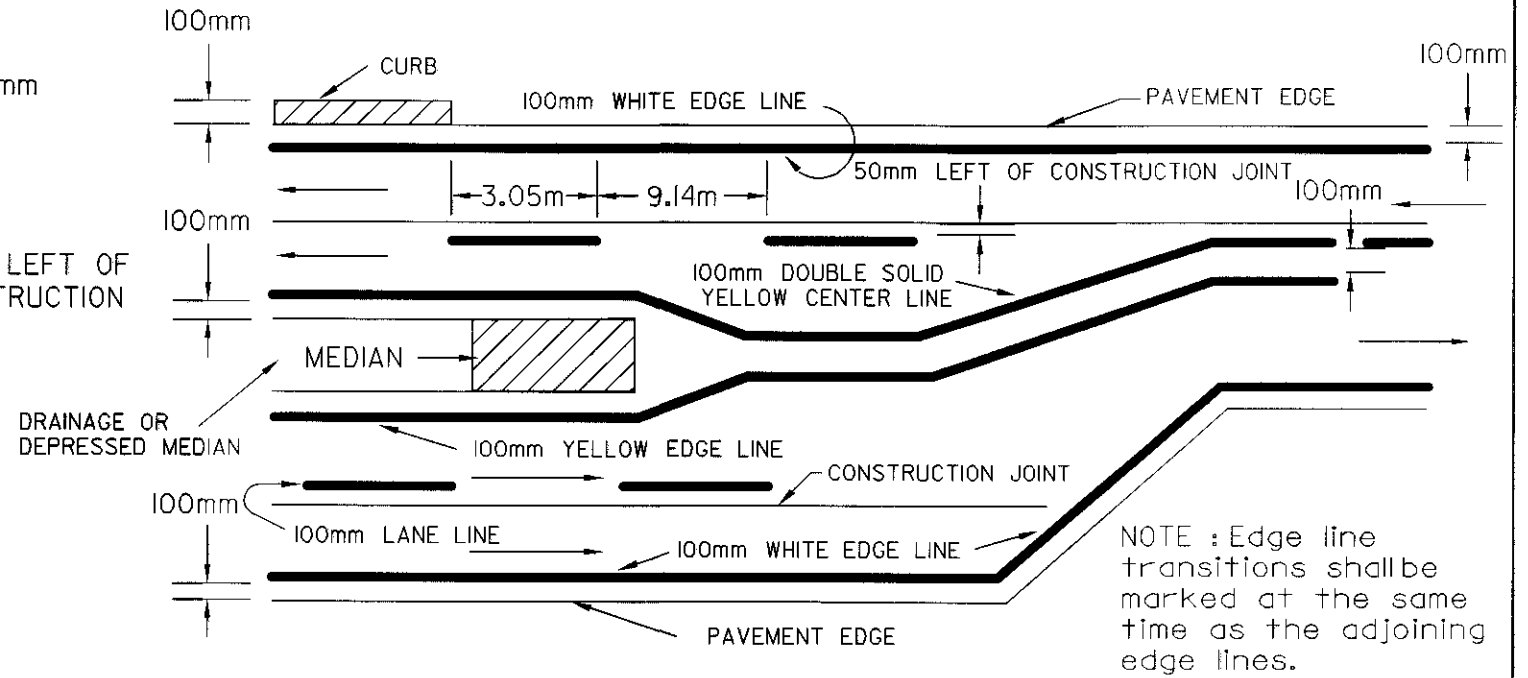
PLAN NO.

CHECKED
TJD

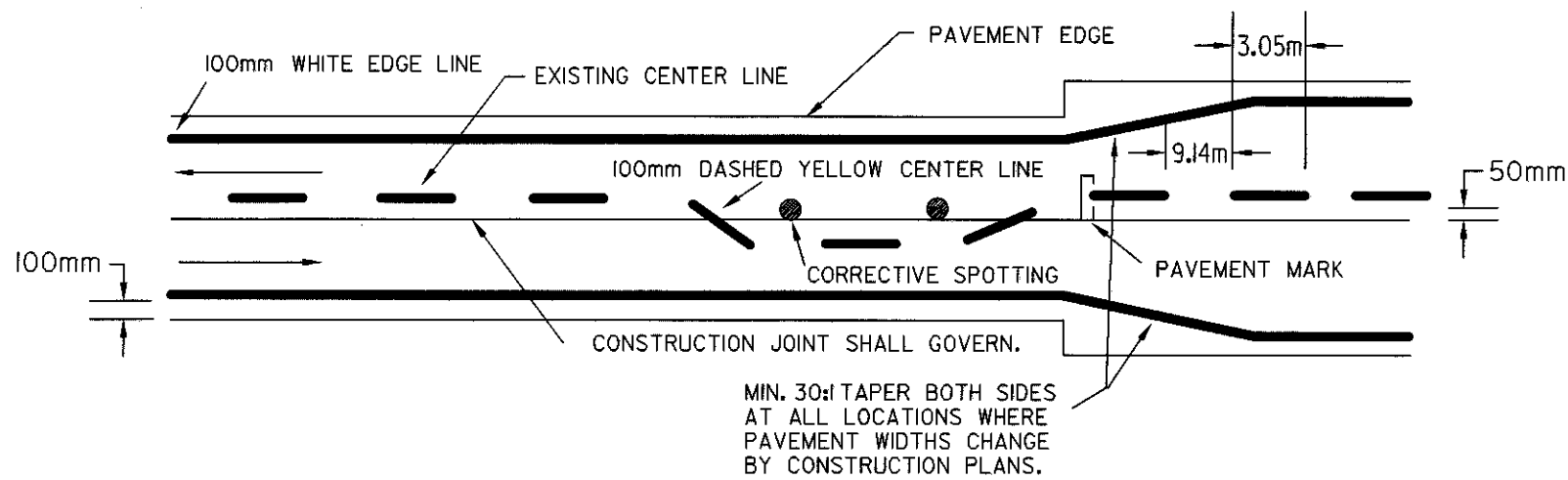
FREEWAY & EXPRESSWAY MAINLINE MARKINGS



MULTILANE DIVIDED & UNDIVIDED HIGHWAY MARKINGS



TWO LANE MARKINGS



NOTES:

1. The distance from the pavement edge to the nearside edge of the edgeline may be increased with the approval of the engineer in order to maintain uniform lane width.
2. See TC-72.20M for entrance and exit ramp markings.
3. The cycle length for dashed lines shall be 12.19 meter plus or minus 150mm. The minimum length of dash shall be sufficiently long to maintain a 3:1 ratio between length of gap and length of dash.

Ohio Department of Transportation

Pavement Marking
Typical Details

DATE
11-80
9-86
9-91

me
7-97

PAVEMENT MARKING TYPICALS

MUS-93-20.663

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GENERAL SUMMARY

PLAN NO.

PART 1	PART 2	PART 3			ITEM	ITEM EXT. NO.	GRAND TOTAL PARTS 1,2 & 3	UNIT	DESCRIPTION
2075	519	300			202	23500	2894	SQ.METER	WEARING COURSE REMOVED
2405	69	589			202	54101	3063	EACH	RAISED PAVEMENT MARKER REMOVED FOR STORAGE, AS PER PLAN
60		9			SPECIAL	20363000	69	HOUR	GRADER RENTAL
30		5			SPECIAL	20363500	35	HOUR	LOADER RENTAL
200		50			253	01001	250	SQ.METER	PAVEMENT REPAIR, AS PER PLAN
5410					254	01001	5410	SQ.METER	PAVEMENT PLANING BITUMINOUS, AS PER PLAN
200					254	01600	200	SQ.METER	PATCHING PLANED SURFACE
88863	1495	13055			407	10000	103413	LITER	TACK COAT
57086	930	8336			407	14000	66352	LITER	TACK COAT FOR INTERMEDIATE COURSE
4563.3	103.2	962.1			448	46020	5628.6	CU.METER	ASPHALT CONCRETE INTERMEDATE COURSE, TYPE I, PG 64-22
4351.6	103.2	912.1			448	47020	5366.9	CU.METER	ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG 64-22
576.7	29.6	74.6			448	48020	680.9	CU.METER	ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG 64-22 (EXTRA AREAS AND DRIVEWAYS)
6					604	09000	6	EACH	CATCH BASIN ADJUSTED TO GRADE
1					604	34500	1	EACH	MANHOLE ADJUSTED TO GRADE
3					638	10800	3	EACH	VALVE BOX ADJUSTED TO GRADE
246		22			614	12460	268	EACH	WORK ZONE MARKING SIGN
5.5	1.0	2.0			614	13000	8.5	CU.METER	BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC
43.009	0.483	5.421			614	21400	48.913	KILOMETER	TEMPORARY CENTER LINE, CLASS II
1902	29	328			617	10101	2259	CU.METER	COMPACTED AGGREGATE, TYPE A, AS PER PLAN
2252	20	364			621	00200	2636	EACH	RAISED PAVEMENT MARKER, INSTALLATION ONLY
69.489	0.966	11.266			642	00100	81.721	KILOMETER	EDGE LINE, TYPE I
34.539	0.483	5.608			642	00300	40.630	KILOMETER	CENTER LINE, TYPE I
319.9	21.1	10.0			644	00500	351.0	METER	STOP LINE
54.8					644	00600	54.8	METER	CROSSWALK LINE

CALCULATED LME CHECKED TJD
 GENERAL SUMMARY
 MUS-93-20.663
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M0930001.MGS 7-21-98

