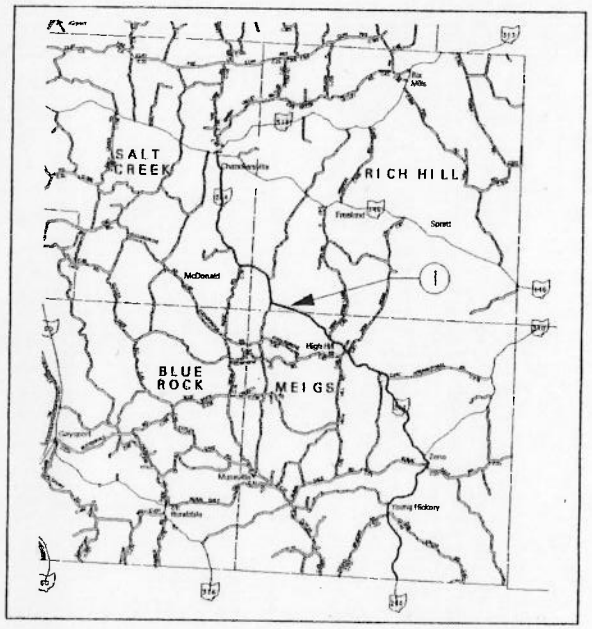
8003(03)

MUS-284-0.00
038003 PID #22634
DIST 05 04-09-03

OHIO DEPARTMENT OF TRANSPORTATION
MUS-284-0.00
MUSKINGUM COUNTY
SALT CREEK, RICH HILL, MEIGS TOWNSHIP

FEDERAL PROJECT NO. NON-FEDERAL
PID NO. 22634
CONSTRUCTION PROJECT NO.

LOCATION MAP



PORTION TO BE IMPROVED

DESIGN EXCEPTIONS: NONE

N

PROJECT DESCRIPTION:
ASPHALT CONCRETE RESURFACING AND RELATED WORK

LOCATION	COUNTY	ROUTE	SECTIONS	PROJECT TERMINI		NET LENGTH MILES	VILLAGE
				BEGIN	END		
1	MUS	SR 284	(0.00-13.40)	0.00	13.40	13.33	

EQUATION: 6.47BK=6.51AH DED. 0.04 MI.
EQUATION: 9.94BK=9.97AH DED. 0.03 MI.

INDEX OF SHEETS:

2002 SPECIFICATIONS

THE STANDARD 2002 SPECIFICATIONS OF THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND THE PROPOSAL SHALL GOVERN THESE IMPROVEMENTS.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THESE IMPROVEMENTS WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON SHEETS 3 AND 4 OF THIS PLAN.

APPROVED Christopher T. Ringle
DATE 12/4/02 DISTRICT DEPUTY DIRECTOR

APPROVED Gordon Proctor
DATE 12-31-02 DIRECTOR, DEPARTMENT OF TRANSPORTATION

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

ENGINEER'S SEAL
STATE OF OHIO
Curtis L. Zigan
E-63440
REGISTERED PROFESSIONAL ENGINEER
12/1/2002

DESIGN DESIGNATION	
Current ADT (2002)	520
Design Year ADT (2014)	600
Design Hourly Volume (2014)	60
Directional Distribution	50%
Trucks (24 Hour B&C)	4%
Design Speed	55 mph
Legal Speed	55 mph

STANDARD DRAWINGS		STANDARD DRAWINGS		SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	7-28-00	TC-65.10	10-19-01	908	4-19-02
BP-4.1	7-28-00	TC-65.11	10-19-01		
		TC-65.12	10-19-01		
		TC-71.10	4-19-02		
MT-97.10	4-19-02	TC-73.10	01-19-01		
MT-97.11	4-19-02				
MT-99.20M	1-30-95				

PLAN PREPARED BY: District D5 Production

MUS-284-0.00 TITLE SHEET
1 68

8003(03)

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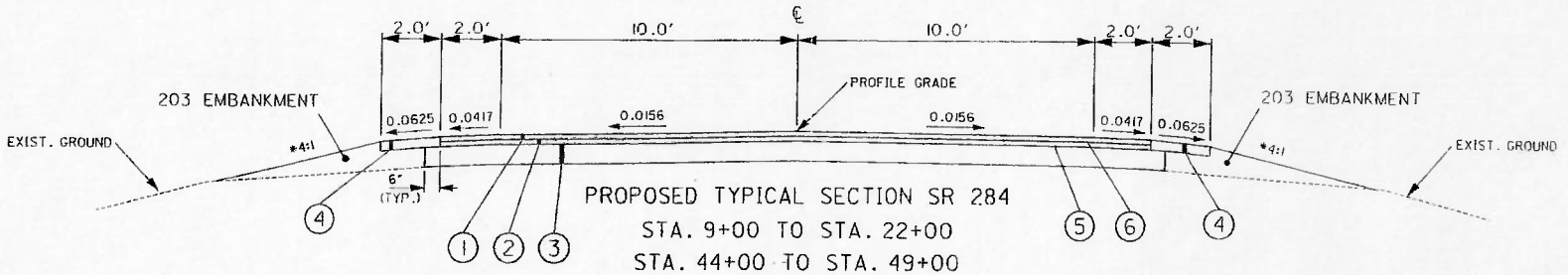
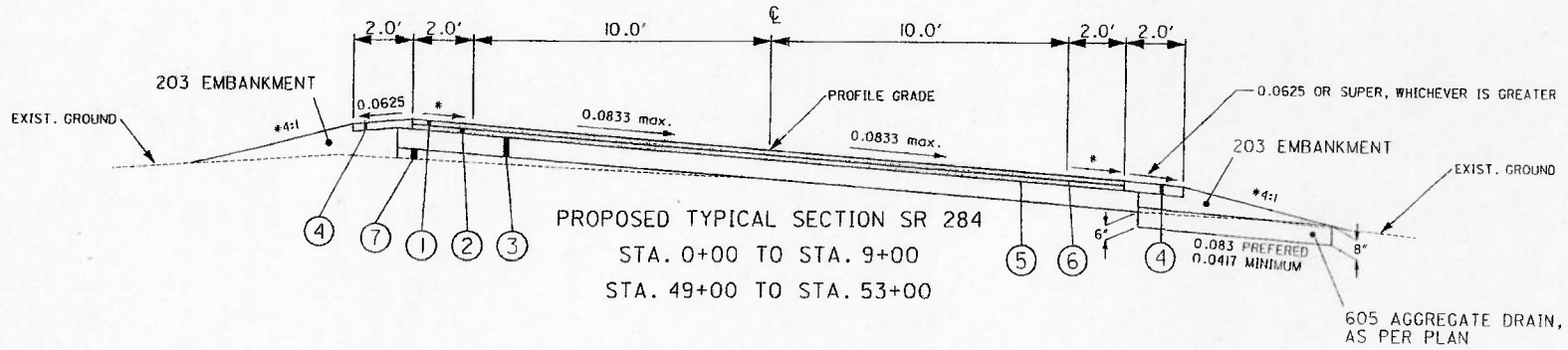
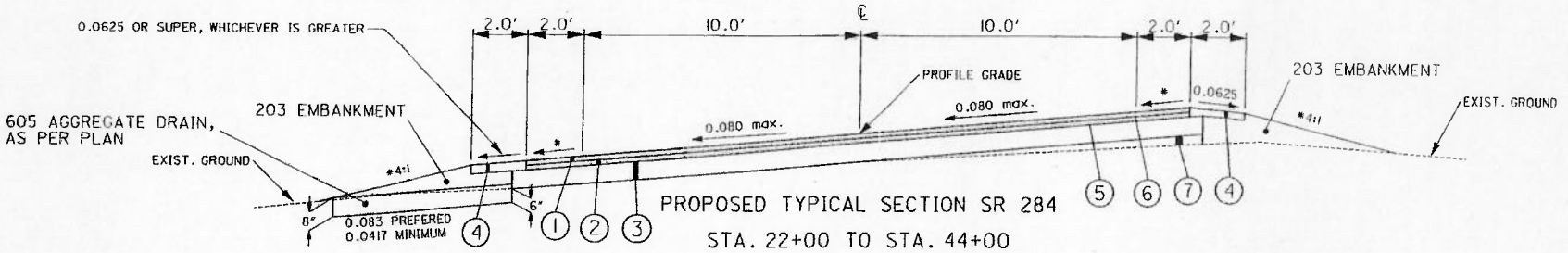
mus28400i.mis



PROPOSED TYPICAL SECTION SR 284
STA. 9+00 TO STA. 22+00
STA. 44+00 TO STA. 49+00



PROPOSED TYPICAL SECTION SR 284
STA. 0+00 TO STA. 9+00
STA. 49+00 TO STA. 53+00



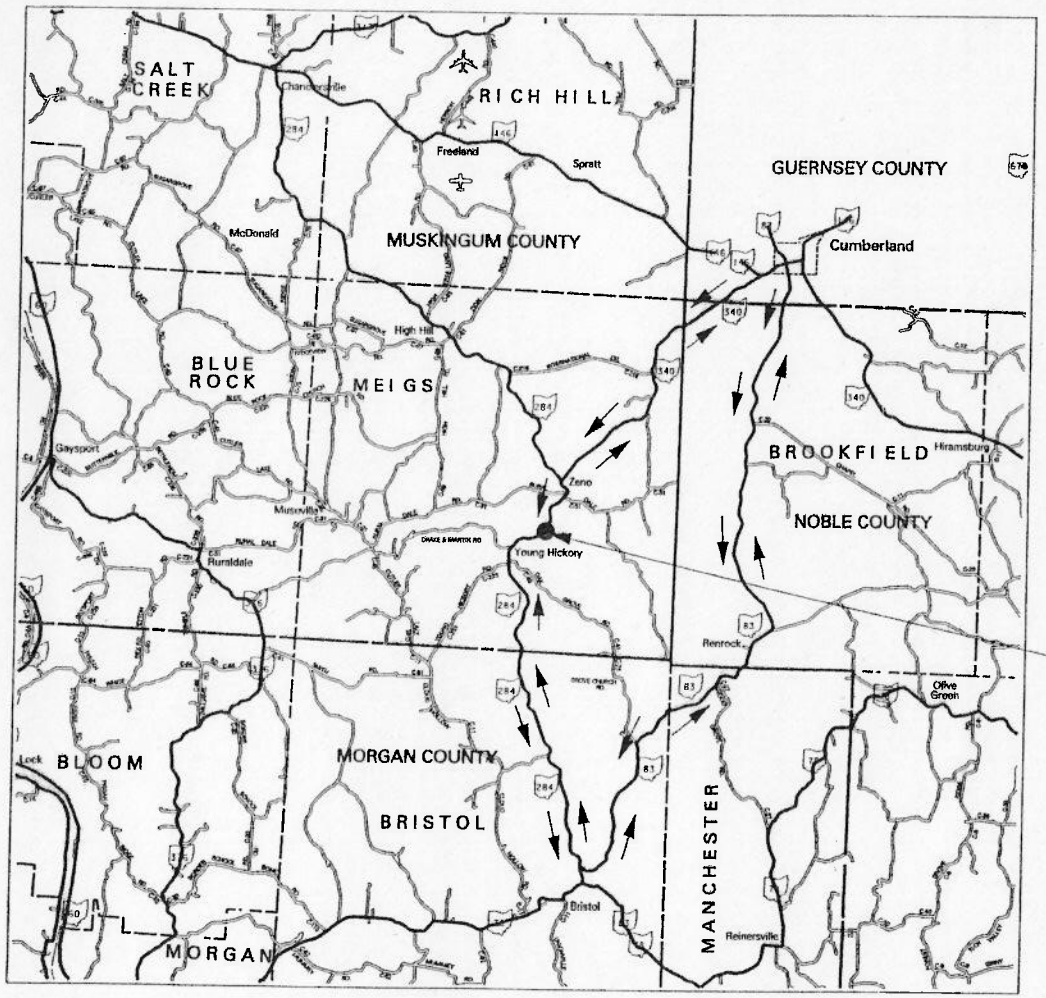
PROPOSED TYPICAL SECTION SR 284
STA. 22+00 TO STA. 44+00

① 1.0"-448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22
② 1.0"-448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22
③ 8.0"-301 ASPHALT AGGREGATE BASE, PG 64-22
④ 617 COMPACTED AGGREGATE, AS PER PLAN
⑤ 407 TACK COAT
⑥ 407 TACK COAT FOR INTERMEDIATE COURSE
⑦ 301 ASPHALT AGGREGATE BASE, PG 64-22, AS PER PLAN

* OR AS SHOWN ON CROSS SECTION SHEETS
\# SAME AS PAVEMENT SLOPE

TYPICAL SECTIONS SR 284

MUS-284-0.00

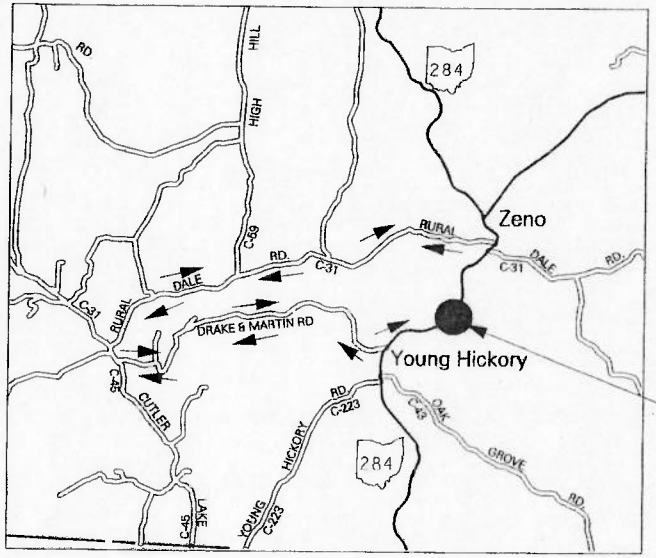


STATE ROUTE DETOUR

DETOUR MAP

MUS-284-0.00

3/68



CLOSURE LOCATION

DESIGNATED LOCAL DETOUR

IN ADDITION TO THE OFFICIAL, SIGNED DETOUR ROUTE, LOCAL ROUTES HAVE BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED DETOUR ROUTE OR DESIGNATED LOCAL DETOUR ROUTE. THIS ROUTE IS SHOWN ON THIS SHEET. DURING THE TIME THE TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL DETOUR:

ITEM 448 ASPHALT CONCRETE, MISC: SPOT TREATMENT - 75 CU.YD.

N

HORIZONTAL SCALE IN FEET

DETOUR MAP

MUS-284-0.00

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M284DETOUR.DGN

WORK RESTRICTIONS AND LANE CLOSURES FOR ASPHALT CONCRETE PLANING AND RESURFACING

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:
MEMORIAL DAY, JULY 4, LABOR DAY AND THANKSGIVING
THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF THE WEEK	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 12:00N MONDAY
MONDAY	12:00N FRIDAY THROUGH 12:00N TUESDAY
TUESDAY	12:00N MONDAY THROUGH 12:00N WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 12:00N THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 12:00N MONDAY
FRIDAY	12:00N THURSDAY THROUGH 12:00N MONDAY
SATURDAY	12:00N THURSDAY THROUGH 12:00N MONDAY

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE.
SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH CMS 108.07 EXCEPT AS FOLLOWS.

PAYMENT FOR THE ABOVE MENTIONED WORK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC - LUMP SUM

DETOUR LIMITATIONS

TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR A PERIOD OF TIME NOT TO EXCEED FIVE (5) CONSECUTIVE CALENDAR DAYS IN WHICH DETOURING OF TRAFFIC SHALL BE PERMITTED BETWEEN SLM 2.02 AND SLM 3.02. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN ALL TRAFFIC CONTROL DEVICES FOR CLOSURE AS PER ITEM 614 MAINTAINING TRAFFIC.

ITEM 614 - MAINTAINING TRAFFIC

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 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 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

RECONSTRUCTION OF S.R. 284 BETWEEN S.L.M. 2.02 AND S.L.M. 3.02

WORK ON THE ABOVE SECTION OF S.R. 284 SHALL BEGIN NO LATER THAN 6/1/03 WITH AN INTERIM COMPLETION DATE WHERE THE ROADWAY SHALL BE OPENED TO TRAFFIC BY 6/20/03. FAILURE TO OPEN THE ROADWAY BY THIS DATE SHALL RESULT IN LIQUIDATED DAMAGES OF $ 1,000.00 PER DAY IN ACCORDANCE WITH CMS 108.07.

MAINTENCE OF TRAFFIC

MUS-284-0.00

10-07-02

101 DEFINITION AND TERMS FOR INCENTIVE/DISINCENTIVE PAYMENT

101.101 CONTRACT TIME
THE TOTAL TIME ESTABLISHED FOR THE COMPLETION OF ALL CONTRACT WORK.

101.151 CRITICAL WORK
COMPLETE ALL PREPATORY WORK (EXCAVATION, ETC.) FOR THE PLACEMENT OF ITEM 301 ASPHALT AGGREGATE BASE BETWEEN SLM 2.02 AND SLM 3.02. COMPLETE PLACEMENT OF ITEM 301 ASPHALT AGGREGATE BASE BETWEEN SLM 2.02 AND SLM 3.02 AS PER TYPICAL SECTIONS, PLAN SHEETS AND CROSS SECTION SHEETS IN THE PLAN. COMPLETE PLACEMENT OF ALL EMBANKMENT AT THE AFORE-MENTIONED LOCATION.

101.221 INCENTIVE/DISINCENTIVE CLAUSES FOR COMPLETION OF CRITICAL WORK
AN INCENTIVE CLAUSE IS A CONTRACT PROVISION WHICH COMPENSATES THE CONTRACTOR A FIXED AMOUNT OF MONEY FOR EACH CALENDAR DAY THE WORK DESIGNATED AS CRITICAL WORK COMPLETED AND UNRESTRICTED TRAFFIC RESTORED ON THE PROJECT BEFORE THE EXPIRATION OF THE INCENTIVE/DISINCENTIVE TIME ESTABLISHED IN THE CONTRACT.

A DISINCENTIVE CLAUSE IS A CONTRACT PROVISION WHICH ASSESSES A DEDUCTION FROM THE CONTRACT AMOUNT FOR EACH CALENDAR DAY THE CONTRACTOR OVERRUNS THE INCENTIVE/DISINCENTIVE TIME ESTABLISHED IN THE CONTRACT FOR THE COMPLETION OF THE WORK DESIGNATED AS CRITICAL WORK.

101.222 INCENTIVE/DISINCENTIVE DAILY AMOUNT
A FIXED AMOUNT OF MONEY AWARDED OR ASSESSED THE CONTRACTOR FOR EACH DAY ALL IDENTIFIED CRITICAL WORK DEFINED IN 101.151 IS COMPLETED PRIOR TO THE EXPIRATION OF INCENTIVE/DISINCENTIVE TIME DEFINED IN 101.223.

101.223 INCENTIVE/DISINCENTIVE TIME
ALL CRITICAL WORK AS DEFINED IN 101.151 SHALL BE COMPLETED BY 15 (FIFTEEN) CONSECUTIVE CALENDAR DAYS.

101.251 LIQUIDATED DAMAGES
THE DAILY AMOUNT OF MONEY ESTABLISHED IN 108.07 TO BE DEDUCTED FROM THE CONTRACT AMOUNT FOR ADDITIONAL COSTS, OTHER THAN THE DISINCENTIVE DAILY AMOUNT, INCURRED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S FAILURE TO COMPLETE ALL CONTRACT WORK ON OR BEFORE THE COMPLETION DATE OF THE CONTRACT TIME ESTABLISHED IN THE CONTRACT OR EXTENDED CONTRACT TIME GRANTED UNDER 108.06.

108.04 LIMITATION OF OPERATIONS
ADD THE FOLLOWING:
THE CONTRACTOR IS ADVISED THAT TIME IS OF THE ESSENCE IN THE CONTRACT AND THAT HE WILL BE PERMITTED TO WORK AT NIGHT. SHOULD THE CONTRACTOR'S PROGRESS FALL BEHIND THE APPROVED PROGRESS SCHEDULE THE DEPARTMENT WILL ALLOW AND THE CONTRACTOR SHALL WORK ADDITIONAL CREWS AND/OR ADDITIONAL SHIFTS AS MAY BE NECESSARY IN ORDER TO MAINTAIN THE ACCEPTED PROGRESS SCHEDULE.

108.05 DATE OF COMPLETION
DELETE THE ENTIRE TEXT UNDER THIS ARTICLE OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS AND SUBSTITUTE THE FOLLOWING THEREFORE:

THE CONTRACTOR SHALL COMPLETE THE WORK ON OR BEFORE THE COMPLETION TIME SPECIFIED IN THE CONTRACT. OTHERWISE, THE DEPARTMENT SHALL PROCEED AS PROVIDED IN 108.07 OR 108.08. SHOULD THE CONTRACTOR COMPLETE THE CRITICAL WORK BEFORE OR AFTER THE SCHEDULED DATE OF COMPLETION THEREOF, OR BEFORE OR AFTER AN EXTENDED DATE DETERMINED AS SPECIFIED HEREIN, THE DEPARTMENT SHALL AWARD INCENTIVE PAYMENT OR ASSESS DISINCENTIVE PAYMENT AS PROVIDED IN 109.021.

IF THE CONTRACT IS REVISED IN ANY MATERIAL RESPECT AND IS DETERMINED THAT SAID REVISION WILL CAUSE DELAY IN THE COMPLETION OF THE WORK, THE DEPARTMENT MAY POSTPONE THE COMPLETION DATE FOR THE CONTRACT TIME DEFINED UNDER 101.101 BY THE NUMBER OF CALENDAR DAYS DETERMINED BY THE ENGINEER.

IF THE CONTRACTOR FINDS IT IMPOSSIBLE DUE TO ANY OF THE REASONS SET OUT BELOW TO COMPLETE THE WORK BY THE DATE SPECIFIED OR AS EXTENDED IN ACCORDANCE WITH THE PROVISIONS OF THIS SUBSECTION, THE CONTRACTOR MAY MAKE A WRITTEN REQUEST TO THE ENGINEER FOR AN EXTENSION OF TIME SETTING FORTH THEREIN ONE OR MORE OF THE BELOW LISTED REASONS WHICH THE CONTRACTOR BELIEVE WILL JUSTIFY THE GRANTING OF THEIR REQUEST. REQUESTS FOR EXTENSIONS OF TIME SHALL BE FILED IN WRITING BY THE CONTRACTOR WITH THE ENGINEER NOT LATER THAN TEN(10) DAYS FOLLOWING THE TERMINATION OF THE DELAY. THE CONTRACTOR'S PLEAS THAT INSUFFICIENT TIME WAS SPECIFIED IS NOT A VALID REASON FOR EXTENSION OF TIME.

IF THE ENGINEER FINDS THAT THE WORK WAS DELAYED DUE TO ONE OR MORE OF THE REASONS SET OUT BELOW, THEN THE ENGINEER MAY EXTEND THE TIME FOR COMPLETION OF THE CONTRACT AND, WHERE WARRANTED, THE CRITICAL WORK TIME IN SUCH AMOUNT AS THE CONDITIONS JUSTIFY.

EXTENSIONS OF TIME SHALL NOT BE GRANTED FOR DELAYS IN MATERIAL DELIVERY UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, FOR LABOR STRIKES UNLESS SUCH STRIKES ARE AREA-WIDE AND FOR WEATHER EXCEPT IN CASES OF SITE SPECIFIC FLOODING OR SITE SPECIFIC WIND OR TORNADO DAMAGES.

THERE SHALL BE NO EXTENSION OF TIME GRANTED FOR OTHER WEATHERED-RELATED CONDITIONS, INCLUDING BUT NOT LIMITED TO, INCLEMENT WEATHER.
FURTHER, EXTENSIONS OF TIME MAY BE GRANTED FOR INCREASES IN BID ITEM QUANTITIES WHICH EXCEED THE LIMITS SET IN SECTION 5525.14 OF THE OHIO REVISED CODE AND FOR WORK NOT ORIGINALLY CONTEMPLATED BY THE CONTRACT.

EXTENSIONS OF DISINCENTIVE TIME WILL NOT BE GRANTED UNLESS, IN THE DETERMINATION OF THE ENGINEER, ONE OR MORE OF THE ABOVE-REFERENCED EXTRAORDINARY CIRCUMSTANCES OCCUR. THE CONTRACTOR SHALL FULLY JUSTIFY WHY ADDITIONAL MANPOWER AND EQUIPMENT, ADDITIONAL SHIFTS AND EXTENDED WORK DAYS CANNOT BE UTILIZED TO MAINTAIN THE ORIGINAL INCENTIVE/DISINCENTIVE TIME SCHEDULE, AT THE SOLE EXPENSE OF THE CONTRACTOR.

109 ACCEPTANCE, MEASUREMENT AND PAYMENT
ADD THE FOLLOWING:
109.021 INCENTIVE/DISINCENTIVE PAYMENT PLAN

THIS PROJECT CANNOT BE SAFELY AND EFFICIENTLY USED UNTIL THE CRITICAL WORK UNDER THIS CONTRACT, AS DEFINED IN 101.151, IS COMPLETED AND ACCEPTED BY THE DEPARTMENT.

ON THIS BASIS, THE CONTRACTOR SHALL BE ENTITLED TO AN INCENTIVE PAYMENT FOR THE EARLY COMPLETION OF ALL WORK DESIGNATED AS CRITICAL WORK, BEFORE THE EXPIRATION OF THE INCENTIVE/DISINCENTIVE TIME AS DEFINED AND SPECIFIED IN 101.223.

INCENTIVE PAYMENTS WILL BE AWARDED THE CONTRACTOR IN THE AMOUNT OF THE INCENTIVE/DISINCENTIVE DAILY AMOUNT MULTIPLIED BY THE TOTAL NUMBER OF FULL DAYS COMPLETION IS ACHIEVED PRIOR TO EXPIRATION OF THE INCENTIVE/DISINCENTIVE TIME AS DEFINED IN 101.223; HOWEVER THE TOTAL INCENTIVE PAYMENT SHALL NOT EXCEED $22,500.00.

FAILURE OF THE CONTRACTOR TO COMPLETE WORK AS REQUIRED BY THE CONTRACT BEFORE EXPIRATION OF THE INCENTIVE/DISINCENTIVE TIME AS DEFINED IN 101.223, SHALL RESULT IN ASSESSMENT OF A DISINCENTIVE PAYMENT. DISINCENTIVE PAYMENT SHALL BE DEDUCTED FROM PAYMENTS DUE TO THE CONTRACTOR OR THEIR SURETY. THERE SHALL BE NO MAXIMUM DISINCENTIVE PAYMENT.

SHOULD IT BECOME APPARENT THAT DUE TO SIGNIFICANT DELAYS CAUSED BY THE CONTRACTOR, A DISINCENTIVE PAYMENT WILL BE ASSESSED. THE DEPARTMENT MAY DEVELOP AND IMPLEMENT A WITHHOLDING SCHEDULE TO RETAIN FUNDS FROM PARTIAL PAYMENTS DUE THE CONTRACTOR. IF THE TOTAL DISINCENTIVE PAYMENT EXCEEDS THE AMOUNT PAYABLE TO THE CONTRACTOR, THE EXCESS SHALL BE PAID TO THE STATE BY THE CONTRACTOR OR THEIR SURETY.

SUBSTANTIAL COMPLETION, AS DISCUSSED IN 109.071 AND 109.072, OF CRITICAL WORK SHALL NOT QUALIFY FOR COMPLETION OF CRITICAL WORK. ANY LANE CLOSURE (NORTHBOUND OR SOUTHBOUND) REQUIRED TO COMPLETE ANY ITEM OF CRITICAL WORK AFTER REOPENING TO UNRESTRICTED HIGHWAY TRAFFIC, SHALL BE CAUSE TO REVISE THE COMPLETION DATE OF CRITICAL WORK AND REDUCE INCENTIVE PAYMENT, IF THE CLOSURE OCCURS AFTER THE END OF THE INCENTIVE/DISINCENTIVE, FOR EACH DAY A CLOSURE IS IN EFFECT.

THE INCENTIVE/DISINCENTIVE DAILY AMOUNT WILL BE ONE THOUSAND FIVE HUNDRED DOLLARS ($1,500.00).

FOR THE PURPOSE OF CALCULATING INCENTIVE/DISINCENTIVE PAYMENTS, A DAY SHALL BE DEFINED AS EACH 24 HOUR PERIOD PRECEDING OR FOLLOWING 12:00 O'CLOCK MIDNIGHT.

THE INCENTIVE PAYMENT DUE OR THE DISINCENTIVE PAYMENT CHARGED THE CONTRACTOR, WILL BE PROCESSED BY CHANGE ORDER AFTER COMPLETION AND ACCEPTANCE OF THE CRITICAL WORK ON THE PROJECT.

SHOULD DELAYS CAUSE THE CRITICAL WORK TO BE COMPLETED AFTER THE COMPLETION DATE AS SET OUT IN THE CONTRACT OR AS EXTENDED PER 108.05, ONLY DISINCENTIVE PAYMENTS WILL BE ASSESSED UNTIL COMPLETION OF CRITICAL WORK. FROM THAT TIME UNTIL COMPLETION OF THE TOTAL PROJECT, LIQUIDATED DAMAGES, AS DEFINED IN 108.07, WILL BE ASSESSED. THE DEPARTMENT WILL NOT ASSESS DISINCENTIVE PAYMENT AND LIQUIDATED DAMAGES CONCURRENTLY.

109.071 ACCEPTANCE - TRAFFIC DETOURED
ADD THE FOLLOWING:

(D) ACCEPTANCE OF CRITICAL WORK
WHEN THE CRITICAL WORK IS COMPLETED TO THE SATISFACTION OF THE ENGINEER AND THE PROJECT IS UNRESTRICTED TRAFFIC, THE DEPARTMENT WILL MAKE A PARTIAL ACCEPTANCE OF THE CRITICAL WORK. THIS WILL RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY FOR MAINTENANCE OF THE COMPLETED WORK, BUT THEY WILL BE REQUIRED TO REPAIR ANY DAMAGE CAUSED BY HIS OPERATIONS, DEFECTIVE WORK, OR NONCOMPLIANCE WITH THE PLANS, SPECIFICATIONS AND CONTRACT, UNTIL THE FINAL ESTIMATE HAS BEEN APPROVED BY THE DEPARTMENT. FINAL ACCEPTANCE OF THE TOTAL PROJECT WILL BE IN ACCORDANCE WITH 109.12.

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

AMERICAN ELECTRIC POWER CO.
850 TECH CENTER DRIVE
GAHANNA, OHIO 43230
ATTN: 614-883-6829

AMERICAN ELECTRIC POWER TRANSMISSION
825 TECH CENTER DRIVE
GAHANNA, OHIO 43230
ATTN: TODD WICK
614-552-1899

AMERITECH OF OHIO
3935 NORTH POINT ROAD
ZANESVILLE, OHIO 43701
ATTN: SANDY RANDOPLH
740-454-3455

EAST OHIO GAS CO.
7015 FREEDOM AVENUE
NORTH CANTON, OHIO 44720
ATTN: TIM MCNUTT
1-800-723-5133

DUKE ENERGY (TEXAS EASTERN TRANSMISSION)
1895 BIG INCH ROAD
SOMERSET, OHIO 43783
ATTN: JERRY SORRELL
740-743-1309

NATIONAL GAS
1500 GRANVILLE ROAD
P.O. BOX 4970
NEWARK, OHIO 43058-4970
ATTN: GREG WILSON
740-348-1254

GUERNSEY-MUSKINGUM ELECTRIC COOPERATIVE, INC
17 SOUTH LIBERTY STREET
NEW CONCORD, OHIO 43762
ATTN: JOHN MARSHALL
740-826-7661

EL PASO ENERGY (TENNESSEE PIPE LINE)
740-638-2101

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: (740) 323-4400 EXT. 5241

FEATHERING

FEATHERING OF THE ASPHALT CONCRETE WHERE REQUIRED SHALL BE ACCORDING TO DRAWING BP-3.1, 7-28-00.

ITEM 617 COMPACTED AGGREGATE, AS PER PLAN

THIS ITEM SHALL BE USED IN CONJUNCTION WITH SHOULDER PREPARATION ITEM TO RESTORE ROADWAY SHOULDERS. THE CONTRACTOR SHALL PLACE RECYCLED ASPHALT CONCRETE PAVEMENT. THE QUANTITIES SHOWN ON GENERAL SUMMARY ARE CONTINGENCY QUANTITIES AND SHALL BE USED AS DIRECTED BY THE ENGINEER TO MINIMIZE SHOULDER DROP-OFFS AFTER THE PAVING OPERATION.
ALL GRADATION REQUIREMENTS OF 703.18 SHALL BE WAIVED. MAXIMUM SIZE OF CRUSHED MATERIAL SHALL BE NO GREATER THAN 1".

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 0.075 GALLONS PER SQUARE YARD 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 0.05 GALLONS PER SQUARE YARD FOR ESTIMATING PURPOSES ONLY.

CONVERSION OF METRIC DRAWINGS

THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN SHALL BE CONVERTED TO ENGLISH UNITS USING THE SI (METRIC) OF THE 2002 CONSTRUCTION AND MATERIALS SPECIFICATIONS. TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.02 IEEE/ASTM SI 10 SHALL BE UTILIZED FOR ANY ADDITIONAL CONVERSION FACTORS REQUIRED. CONVERSIONS SHALL BE APPROPRIATELY PRECISE AND SHALL REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.

PAVEMENT MARKING

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DOCUMENT THE LOCATION OF ALL EXISTING PAVEMENT MARKINGS AND TO PLACE PROPOSED PAVEMENT MARKINGS AT THE SAME LOCATION UNLESS DIRECTED OTHERWISE BY PLAN OR BY THE PROJECT ENGINEER.

CALCULATED LME
CHECKED TJO

GENERAL NOTES

MUS-284-0.00

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W284003.MGN 10-07-02

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. REPAIRS SHALL TAKE PLACE PRIOR TO THE PAVEMENT PLANING OPERATION. THERE MAY BE A NEED TO MAKE FURTHER REPAIRS IF MORE FAILURES ARE PRESENT AFTER PLANING AND PAVING OF THE INTERMEDIATE COURSE. THE INTENT OF THIS OPERARTION IS TO REPAIR THOSE AREAS OF PAVEMENT WHICH HAVE COMPLETELY FAILED (PUMPING OF SUBBASE MATERIAL) AND NOT TO CORRECT SURFACE IRREGULARITIES. DEPTH OF EXCAVATION SHALL BE APPROXIMATELY 7". AFTER EXCAVATION HAS BEEN COMPLETED, THE FACE OF THE REPAIR SHALL BE COATED WITH 407 TACK COAT. REPLACEMENT MATERIAL WILL BE 7" OF ITEM 301 ASPHALT CONCRETE BASE, PG64-22 (PLACED AND COMPACTED AS DIRECTED). 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.

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

ITEM 253 PAVEMENT REPAIR, AS PER PLAN 1000 SQ.YD. LOCATION 1

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. THIS SHALL BE DONE AFTER THE PAVEMENT PLANING AND PLACING OF THE INTERMEDIATE COURSE.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	LOC. 1
GRADER RENTAL (HOURS)	4
LOADER RENTAL (HOURS)	2

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN

THE ROADWAY SURFACE SHALL BE PLANED AS DESCRIBED BELOW:
FROM SLM 0.00 TO SLM 2.02, PLANE 1.25" IN DEPTH. FROM SLM 2.02 TO 3.02, DO NOT PLANE. FROM SLM 3.02 TO SLM 13.40, PLANE 1.25" IN DEPTH. WORK SHALL BE AS DIRECTED BY THE ENGINEER. THE ROADWAY SHALL BE PLANED SUCH THAT A MINIMUM SLOPE OF 0.0156 FT/FT IS CREATED FROM THE CENTER LINE TO THE EDGE OF PAVEMENT. THIS MAY REQUIRE ADDITIONAL MILLING DEPTH DUE TO EXISTING GRADER PATCHES AND PAVEMENT REPAIR. ALL SPECIFICATIONS OF ITEM 254 SHALL APPLY.

THE QUANTITy FOR ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN IS SHOWN ON SHEET 9 AND IS CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE DESCRIBED PURPOSE.
1000 TONS OF GRINDINGS FROM THE PLANING OPERATION SHALL BE DELIVERED TO THE OHIO DEPARTMENT OF TRANSPORTATION: MUSKINGUM COUNTY GARAGE ZANESVILLE, OHIO. THIS WORK SHALL BE INCLUDED
IN THE UNIT PRICE BID FOR ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN.

BUTT JOINT

A BUTT JOINT WILL BE REQUIRED AT LOCATIONS SPECIFIED BELOW AND AT EXTRA AREAS WITH WEARING COURSE REMOVED. AFTER THE JOINT IS CONSTRUCTED, THE DROP OFF CREATED SHALL BE MINIMIZED BY PLACING THE ASPHALT CONCRETE INTERMEDIATE COURSE TO WITHIN 1" OF THE EXISTING ROADWAY SURFACE.
BUTT JOINTS SHALL BE AS PER SCD BP-3.1, 7-28-00.

LOCATION	ROUTE	DESCRIPTION	SLM
1	SR 284	BEGIN PROJECT	0.00
1	SR 284	END PROJECT	13.40

ITEM 605 AGGREGATE DRAIN, AS PER PLAN

THE FOLLOWING QUANTITIES SHALL BE USED AS DIRECTED BY THE ENGINEER TO PLACE AGGREGATE DRAINS ON THE LOW SIDE OF SUPER ELEVATED SECTIONS BETWEEN SLM 2.20 (STA. 0+00) AND SLM 3.02 (STA. 53+00) AT APPROXIMATELY 50' INTERVALS. THE FOLLOWING QUANTITY IS BASED ON AVERAGE LENGTH OF 10' PER DRAIN.
LOCATION 1 - 700 FT.

CALCULATED L.WE
CHECKED T.JD

GENERAL NOTES

MUS-284-0.00

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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 typically extend 4' into the driveway (measured from the edge of the pavement).
There are 5 types of drives: concrete, asphalt, gravel, gravel with asphalt apron, and field/oil well drives. Field drives and oil well drives shall not be paved. Gravel drives shall be paved back 4' into the driveway. Concrete and asphalt drives shall have butt joints or as short a asphalt taper as possible(up to 4') as directed by the Engineer so as to provide a smooth transition. Gravel drives with asphalt aprons shall also have butt joints or as short a asphalt taper a possible(up to 4') but only if the existing asphalt apron is in an acceptable condition to be paved over as directed by the Engineer. If the asphalt apron cannot be paved over(for example, broken into small pieces) as determined by the Engineer, it shall be removed before being paved back 4' into the driveway. All grading, prime or tack coat, materials, labor, equipment tools and incidentals necessary to complete the drives shall be included in the unit price bid for Item 448 Asphalt Concrete Surface Course, Type 1, PG 64-22

ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22
LOCATION 1 - 10 CU.YD.
ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22
LOCATION 1 - 2 CU.YD.

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	LOC. 1
OW-167 (NO EDGE LINES)	12
R-33 (DO NOT PASS)	9
R-34 (PASS WITH CARE)	8
OW-128 (BEGIN ROAD CONSTRUCTION AHEAD)	12
OC-8 (END ROAD CONSTRUCTION)	12
TOTAL	53

BENCHMARKS/CENTER LINE REFERENCES

BENCHMARKS AND CENTER LINE REFERENCES SHALL BE FURNISHED TO THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING.

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-4.1, 7-28-00.
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

ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22
LOCATION 1 - 15 CU.YD.
ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22
LOCATION 1 - 15 CU.YD.

QUANTITIES CARRIED TO GENERAL SUMMARY

ITEM 202: RAISED PAVEMENT MARKERS, REMOVED FOR STORAGE

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE PLANS TO REMOVE RAISED PAVEMENT MARKERS FOR STORAGE. THE LICKING COUNTY MANAGER SHALL BE CONTACTED FOR INSTRUCTIONS ON WHERE TO DELIVER THE RAISED PAVEMENT MARKERS.

ITEM 202 RAISED PAVEMENT MARKERS, REMOVED FOR STORAGE: 1892 EACH

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.

MAINTENANCE OF TRAFFIC

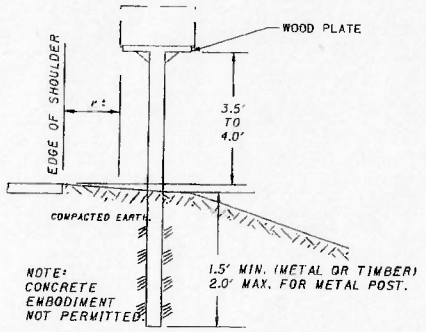
PLACING OF THE ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22 SHALL OCCUR AS CLOSE BEHIND THE PLANING OPERATION AS POSSIBLE SUCH THAT TRAFFIC SHALL NOT BE MAINTAINED ON THE PLANED SURFACE AT THE END OF THE WORK DAY.

301 ASPHALT AGGREGATE BASE, AS PER PLAN

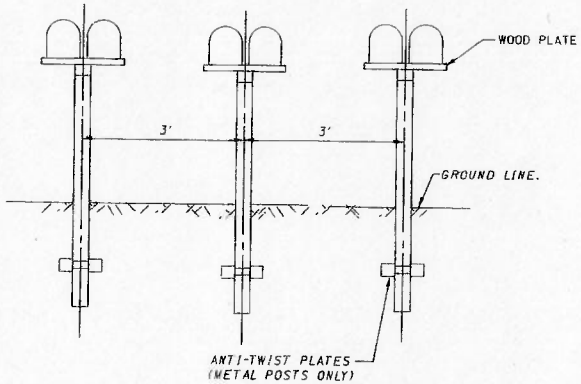
THE FOLLOWING QUANTITY SHALL BE USED AS DIRECTED BY THE ENGINEER FOR FILL UNDER PROPOSED PAVEMENT AS SHOWN ON TYPICAL SECTIONS.
LOCATION 1 - 200 CU.YD.

M284001.MGN 10-07-02

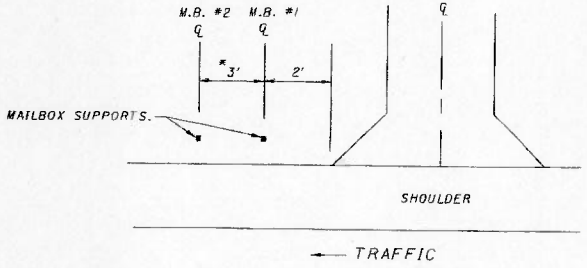
MAILBOX DETAILS



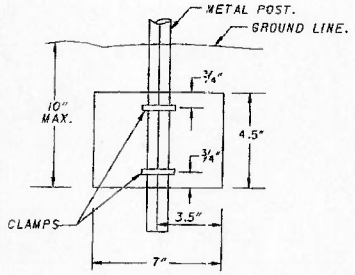
TYPICAL MAILBOX LOCATION AND MOUNTING HEIGHT



GROUP MAILBOX INSTALLATION



* ADD 3' FOR EACH ADDITIONAL MAILBOX.



ANTI-TWIST PLATE

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 4" x 4" SQUARE OR 4" DIAMETER ROUND. ALL WOOD INCLUDING POST AND PLATES SHALL CONFORM TO 710.14.

STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2" 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 LOCATION 1-2 EACH

CALCULATED: JME CHECKED: TJD

MAILBOX DETAILS AND QUANTITIES

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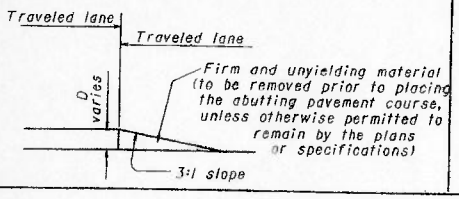
MUS-284-0.00

GENERAL NOTES

1. 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.
2. 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.
3. 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.
4. The drop-off treatment selected for use at any given location shall be as appropriate for the prevailing conditions at the site.
5. Where concrete barrier is specified, it shall be in accordance with Standard Construction Drawing MC-9.2 and Item 622.
6. 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.
7. When OW-151 (Low Shoulder) signs or OW-171 (Uneven Lanes) and OWP-171 signs are required, they shall be placed 750' 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 one-half mile, additional signs should be erected at intervals of one mile or less.
8. 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.
9. 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 10', drums may be placed on the opposite level from that of traffic provided the dropoff depth does not exceed 5" and approval is granted by the Project Engineer.
10. Pavement Repairs (or similar work):
    a. Lengths greater than 60 feet - utilize appropriate treatment from Condition I.
    b. Lengths of 60 feet 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)

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

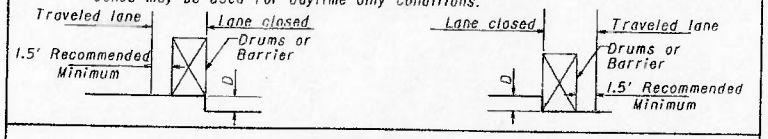


CONDITION I
DROPOFFS BETWEEN TRAVELED LANES

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

D (In.)	Treatment
≤1½	Erect OW-171 and OWP-171 signs.
>1½-3	1) Lane closure utilizing drums* as shown below OR 2) Optional Wedge Treatment
>3-5	Lane closure utilizing drums as shown below.
>5	Lane closure utilizing portable concrete barrier as shown below.

*Cones may be used for daytime only conditions.

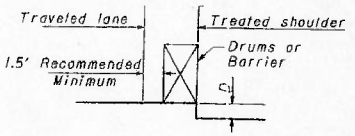


CONDITION II
DROPOFFS WITHIN GRADED SHOULDER AREA

1. The treatments indicated below are for use in conjunction with resurfacing, planing, or excavations within the graded shoulder area.
2. 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 twelve (12) feet.

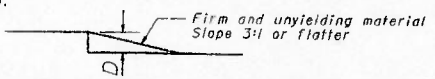
D (In.)	Treatment
≤1½	1) If edgelines are present, no treatment necessary OR 2) Erect OW-171 and OWP-171 signs.
>1½-5	1) If min. lane width requirements can be met, maintain lanes utilizing drums as shown below OR 2) If min. lane width requirements cannot be met, close adjacent lane utilizing drums OR 3) Optional Shoulder Treatment.
>5-12 Daylight only	If min. lane width requirements can be met, maintain lanes utilizing drums as shown below.
>5-24	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.
>24	Lane closure utilizing portable concrete barrier as shown below.

* Minimum lane widths shall be 10' unless otherwise specified in the plans.



OPTIONAL SHOULDER TREATMENT

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

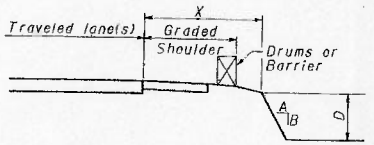


CONDITION III
DROPOFFS BEYOND GRADED SHOULDER OR BACK OF CURB

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

CHART A

USE FOR: 1. Uncurbed Facilities.
2. Curbed Facilities, where:
   a. Curbs are less than 6" in height.
   b. Curbs are 6" or greater in height and the legal speed is greater than 40 mph.

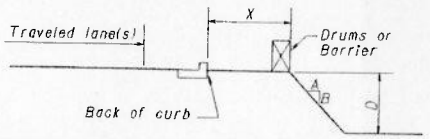


X (Ft.)	D (In.)	A/B	Treatment Required	
			Day	Night
0-4	Any	Any	(a)	(a)
4-30	Any	3:1 or Flatter	None	None
4-12	≤3	Steeper than 3:1	None	None
4-12	>3 ≤12	Steeper than 3:1	Drums	Drums
4-12	>12	Steeper than 3:1	Drums	Barrier
>12-20	≤12	Steeper than 3:1	None	None
>12-20	>12-≤24	Steeper than 3:1	Drums	Drums
>12-20	>24	Steeper than 3:1	Drums	Barrier
>20-30	≤24	Steeper than 3:1	None	Drums
>20-30	>24	Steeper than 3:1	Drums	Barrier
>30	Any	Any	None	None

(a) Use treatment specified under Condition II.

CHART B

USE FOR: Curbed facilities, where the curb is 6" or greater in height and the legal speed is 40 mph or less.



X (Ft.)	D (In.)	A/B	Treatment Required	
			Day	Night
0-10	<12	Any	None	Drums
0-10	>12	Any	Drums	Drums
>10	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

11
68

M284005.MGN 10-07-02

RPM GENERAL NOTES

MATERIALS SUPPLIED BY THE DEPARTMENT

ALL MATERIALS ARE TO BE CONTRACTOR FURNISHED, EXCEPT THAT THE DEPARTMENT SHALL SUPPLY RAISED PAVEMENT MARKING CASTINGS IN THE QUANTITIES SHOWN HEREIN TO THE CONTRACTOR. PAY ITEMS FOR THE DEPARTMENT SUPPLIED MATERIALS SHALL BE INDICATED IN "INSTALLATION ONLY". THE QUANTITY AND TYPE OF DEPARTMENT SUPPLIED MATERIALS ARE SHOWN ON SHEETS 66 & 67.

THE CONTRACTOR SHALL PICK UP THE SUPPLIED RAISED PAVEMENT MARKER MATERIALS AT THE

O.P.I.
315 PHILLIPI RD.
COLUMBUS, OHIO 45895

FOR TRANSPORT TO THE WORK SITE OR TO THE CONTRACTOR'S STORAGE FACILITY. THE RECYCLED RAISED PAVEMENT MARKER (RPM) AUTHORIZATION FORM (SS 1082) IS TO BE SIGNED BY THE DISTRICT CONSTRUCTION ENGINEER PRIOR TO PICK UP OF THE RPM'S. THE CONTRACTOR SHALL NOTIFY THE DISTRICT AND/OR THE PARTIES LISTED ON THE AUTHORIZATION FORM IN WRITING AT LEAST FIVE CALENDAR DAYS PRIOR TO PICK UP OF THE DEPARTMENT SUPPLIED MATERIALS. THE CONTRACTOR SHALL STORE THE RPM'S WITHOUT DAMAGE OR CONTAMINATION WITH FOREIGN MATTER. A DEDUCTION IN THE AMOUNT OF THE ACTUAL COST TO THE DEPARTMENT SHALL BE MADE FOR THE 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 PACKED OR REPACKED IN THE BOXES SUPPLIED BY THE RAISED PAVEMENT MARKER RECYCLER. BOXES SHALL BE MARKED WITH THE RECYCLER'S PART OR CATALOG NUMBER, THE ODOT PROJECT NUMBER, THE STYLE OF THE CASTING, AND THE COLOR OF THE PRISMATIC RETRO-REFLECTOR. THE RECYCLER'S CATALOG OR PART NUMBERS MAY BE OBTAINED FOR THE OFFICE OF TRAFFIC ENGINEERING IN COLUMBUS, OHIO. CASTING STYLES SHALL NOT BE MIXED WITHIN A BOX. ANY BOXES NOT PROPERLY PACKED OR MARKED WILL NOT BE ACCEPTED AT THE RECYCLER'S WAREHOUSE.

THE BOXES SHALL BE PLACED ON SKIDS OR PALLETS WITH ONLY ONE STYLE (LOW PROFILE OR CONVENTIONAL, REFLECTORIZED OR NON-REFLECTORIZED) AND NO MORE THAN TWENTY-ONE BOXES (420 RPM'S) ON EACH SKID.

NON-PERFORMED MATERIALS SHALL BE RETURNED, TO A LOCATION SPECIFIED BY THE DISTRICT CONSTRUCTION ENGINEER, WITHIN THIRTY CALENDAR 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 RPM'S 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 OF THE RECYCLER'S WAREHOUSE

TRUCKS SHALL HAVE A LOADING HEIGHT OF 48 INCHES AND BE ABLE TO BACK UP FLUSH TO THE LOADING DOCK. TRUCKS SHALL NOT HAVE ANY OBSTRUCTIONS THAT PREVENT THE LOADING BY A STANDARD FORKLIFT OR LIFT TRUCK.

SEMI-TRUCKS OR 20 FOOT COMMERCIAL TRUCKS ARE THE MOST APPROPRIATE TRUCKS FOR LOADS IN EXCESS OF FOUR PALLETS (ONE PALLET=21 BOXES=2100 POUNDS).

STAKE BODY TRUCKS ARE APPROPRIATE TO LOAD LESS THAN FOUR 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 RECYCLER'S 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.

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GENERAL NOTES

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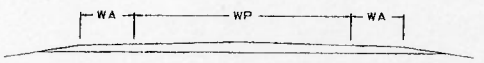
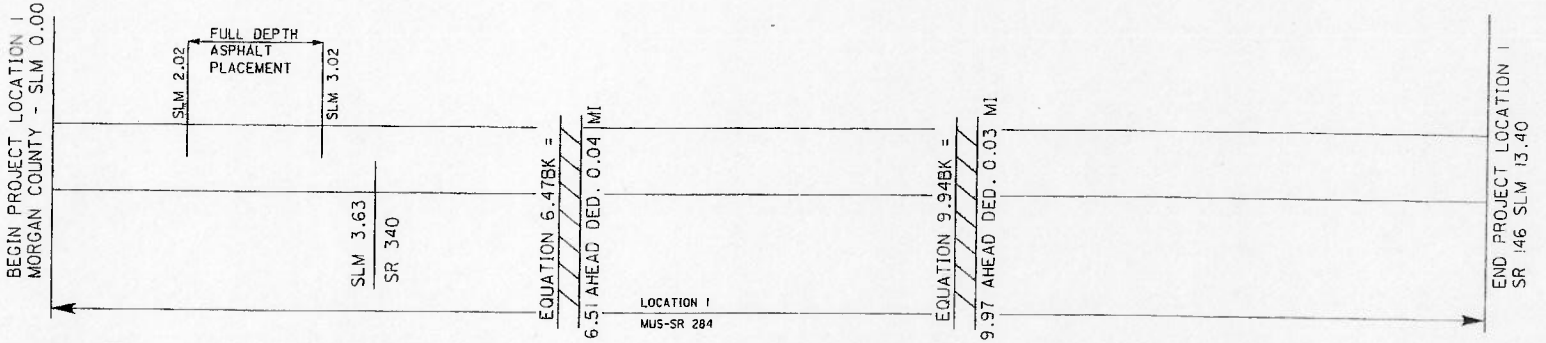
TYPICAL 1





(1) BRIDGE LENGTH X PAVEMENT WIDTH # TACK COAT @ 0.25 GAL/SQ.YD. PAVEMENT DATA

LOCATION	COUNTY	ROUTE	LOG POINT TO LOG POINT	LENGTH MILES	LENGTH LIN. FT.	WP FEET	TYPICAL	EXISTING TYPE PAVEMENT	PAVEMENT AREA SQ. YDS.	PROPOSED PAVEMENT 407 TACK COAT @ 0.075 gal./s.y. GALS.	407 TACK COAT FOR INTERMEDIATE COURSE @ 0.05 gal./s.y. GALS.	448 ASPHALT CONCRETE THICK INCHES	448 INTERMEDIATE COURSE, TYPE 1, PG 64-22 CU.YD.	448 THICK INCHES	448 SURFACE COURSE, TYPE 1, PG 64-22 CU.YD.	301 THICK INCHES	301 ASPHALT AGGREGATE BASE, PG 64-22 CU.YD.	254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (SEE NOTE) SQ. YD.	614 WORK ZONE CENTER LINE, CLASS II MILE
1	MUS	SR 284	0.00-2.02	2.02	10666	18	1	404	21332	1600	1067	1.0	593	1.0	593				21332	4.04
			2.02-3.02	1.00	5280	20	1	404	11733	880	587	1.0	326	1.0	326	8.0	2607			2.00
			3.02-6.47	3.45	18216	18	1	404	36432	2732	1822	1.0	1012	1.0	1012				36432	6.90
			6.51-9.94	3.43	18110	18	1	404	36220	2717	1811	1.0	1006	1.0	1006				36220	6.86
			9.97-13.40	3.43	18110	18	1	404	36220	2717	1811	1.0	1006	1.0	1006				36220	6.86
1			TOTALS							10646	7098		3943		3943		2607		130204	26.66

ASPHALT CONCRETE

MUS-284-0.00

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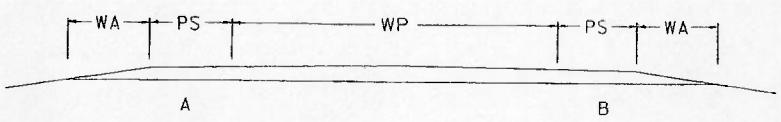
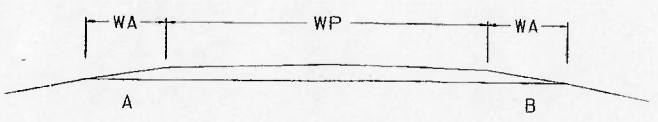
TYPICAL 1



TYPICAL 2



SHOULDER DATA

LOCATION	ROUTE	LOG POINT TO LOG POINT	LENGTH		TYPICAL	PROPOSED WIDTH (FT.)				SHOULDER AREA	407		301		448 ASPHALT CONCRETE				617			* NOTES
			MILES	LIN.FT.		A	B	C	D		TACK COAT @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	THICK	ASPHALT AGGREGATE BASE, PG 64-22	THICK	INTERMEDIATE COURSE, TYPE I, PG64-22	THICK	SURFACE COURSE, TYPE I, PG64-22	COMPACTED AGGREGATE, AS PER PLAN 2' X 2.0" AVERAGE THICKNESS			
										SQ. YD.	GAL.	GAL.	INCH	CU. YD.	INCH		INCH	CU. YD.	TON			
1	SR 284	0.00-2.02	2.02	10666	2	2	2			4740									461			
		2.02-3.02	1.00	5280	1	2.5	2.5			2347	176	117	8.0	652	1.0	65	1.0	65	228			
		3.02-6.47	3.45	18216	2	2	2			8096									787			
		6.51-9.94	3.43	18110	2	2	2			8049									783			
		9.97-13.40	3.43	18110	2	2	2			8049									783			
1	SR 284	TOTALS									176	117		652		65		65	3042			

QUANTITIES CARRIED TO GENERAL SUMMARY

SHOULDER TREATMENT

MUS-284-0.00

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CHECKED JC

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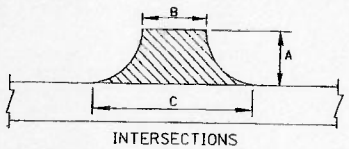
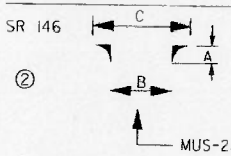
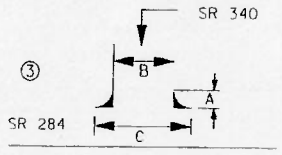
EXTRA AREAS



INTERSECTIONS





LOCATION	COUNTY	ROUTE	SIDE	DESCRIPTION		INTERSECTIONS A IN FEET	INTERSECTIONS B IN FEET	INTERSECTIONS C IN FEET	AREA IN SQ.YD.	407 TACK COAT @ 0.075 gal./s.y. GAL.	407 TACK COAT FOR INTERMEDIATE COURSE @ 0.05 gal./s.y. GAL.	448 ASPHALT CONCRETE THICK INCH	INTERMEDIATE COURSE, TYPE I, PG 64-22 CU.YD.	THICK INCH	SURFACE COURSE, TYPE I, PG 64-22 CU.YD.	202 WEARING COURSE REMOVED SQ.YD.	EXISTING SURFACE
1	MUS	SR 284	LT	YOUNG HICKORY RD	1.67	30	18	63	135	10				1.0	3.8		404
			RT	OAK GROVE RD	1.71	30	16	50	110	8				1.0	3.1		404
			LT	DRAKE MARTIN RD	1.91	35	17	51	132	10				1.0	3.7		404
			RT	RURALDALE RD	3.30	55	24	117	431	32				1.0	12.0		404
			LT	RURALDALE RD	3.38	35	20	90	214	16				1.0	5.9		404
			RT	SR 340 ③	3.63	65	21	123	368	28	18	1.0	10.2	1.0	10.2	368	404
			RT	INTERNATIONAL DR.	5.90	45	24	90	285	21				1.0	7.9		404
			LT	PAISLEY RD	6.15	60	24	150	580	43				1.0	16.1		404
			RT	ZION RIDGE RD	6.75	50	24	96	333	25				1.0	9.2		404
			RT	TOWER RD	7.19	25	16	75	126	9				1.0	3.5		404
			LT	SUGAR GROVE RD	7.21	50	18	95	314	23				1.0	8.7		404
			RT	HIGH FREELAND RD	7.67	50	19	105	344	26				1.0	9.6		404
			LT	FENTON RD	9.36	85	20	175	921	69				1.0	25.6		404
			RT	LEEDOM RD	9.84	35	20	80	194	15				1.0	5.4		404
			LT	WION HOLLOW RD	10.66	40	18	90	240	18				1.0	6.7		404
			LT	HARMON HOLLOW RD	11.10	50	16	100	322	24				1.0	8.9		404
			RT	AT SR 146 ②	13.40	33	24	58	62	5	3	1.0	1.7	1.0	1.7	62	404
1				TOTALS						382	21		11.9		142.0	430	

EXTRA AREAS

MUS-284-0.000

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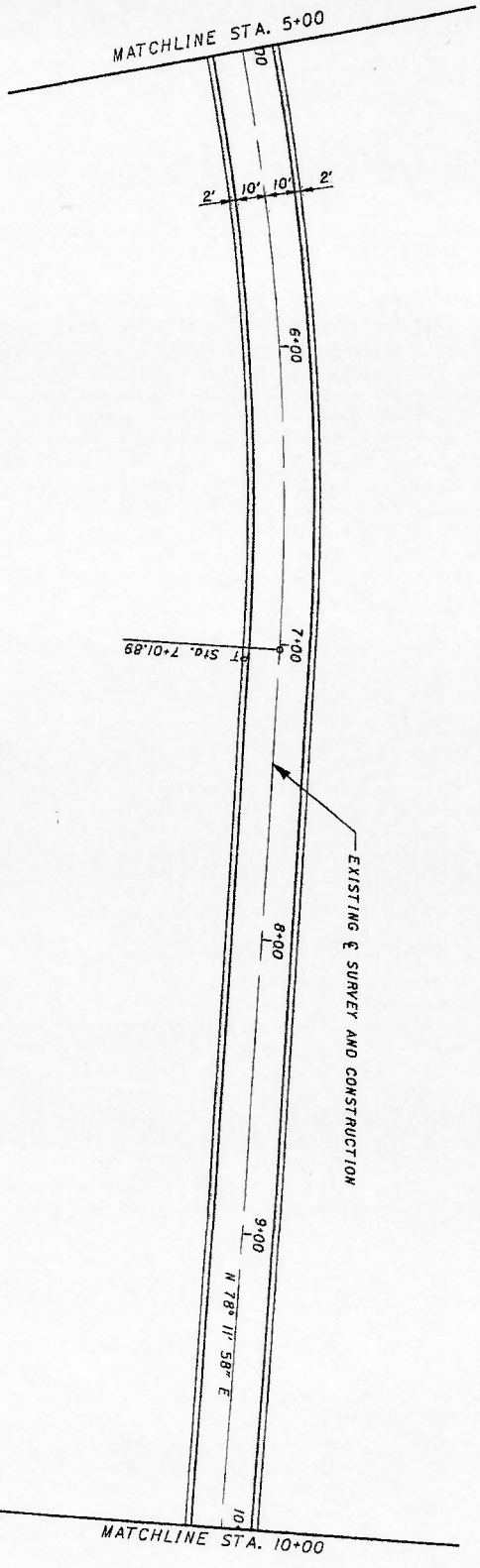
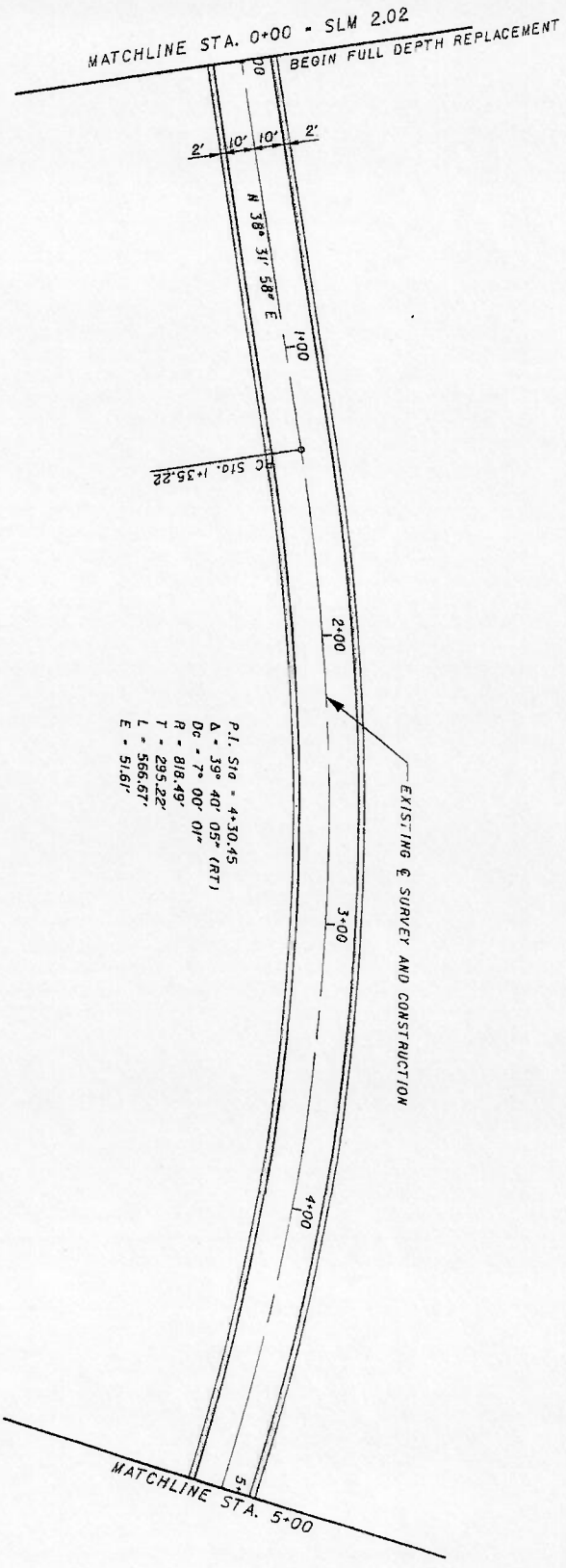
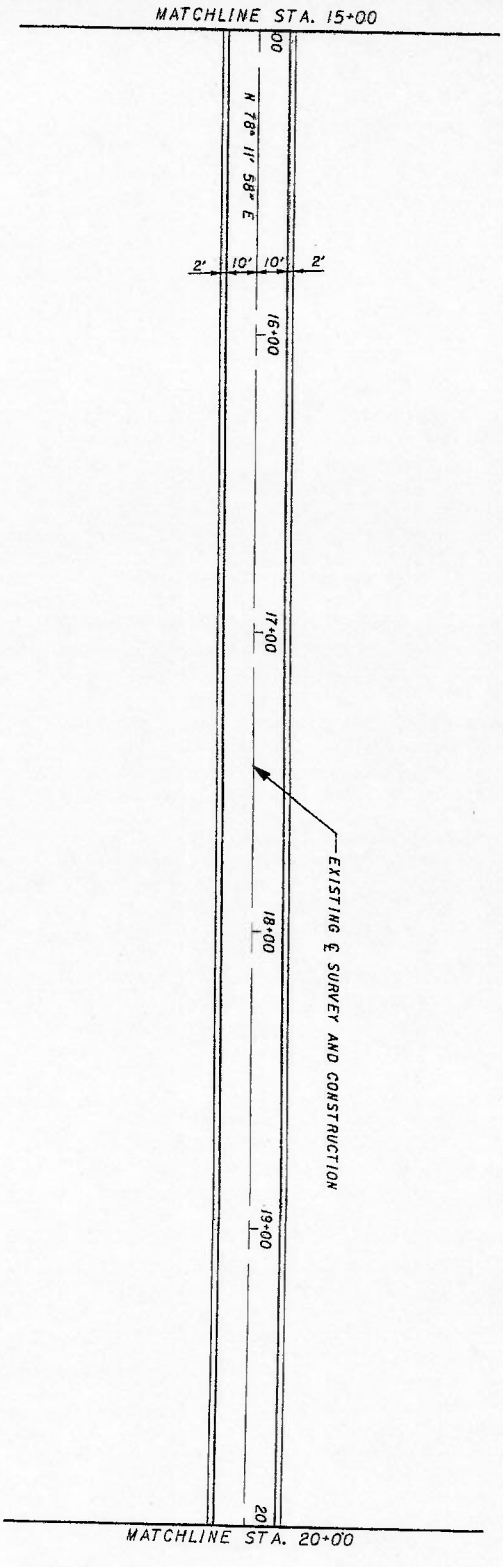
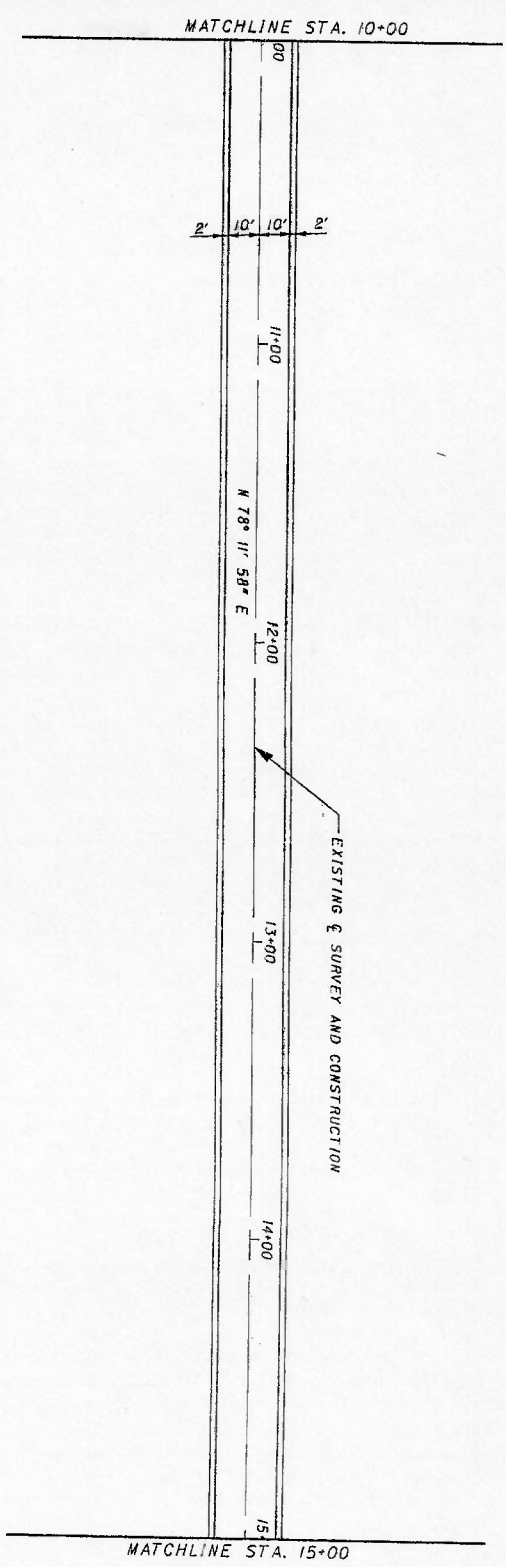




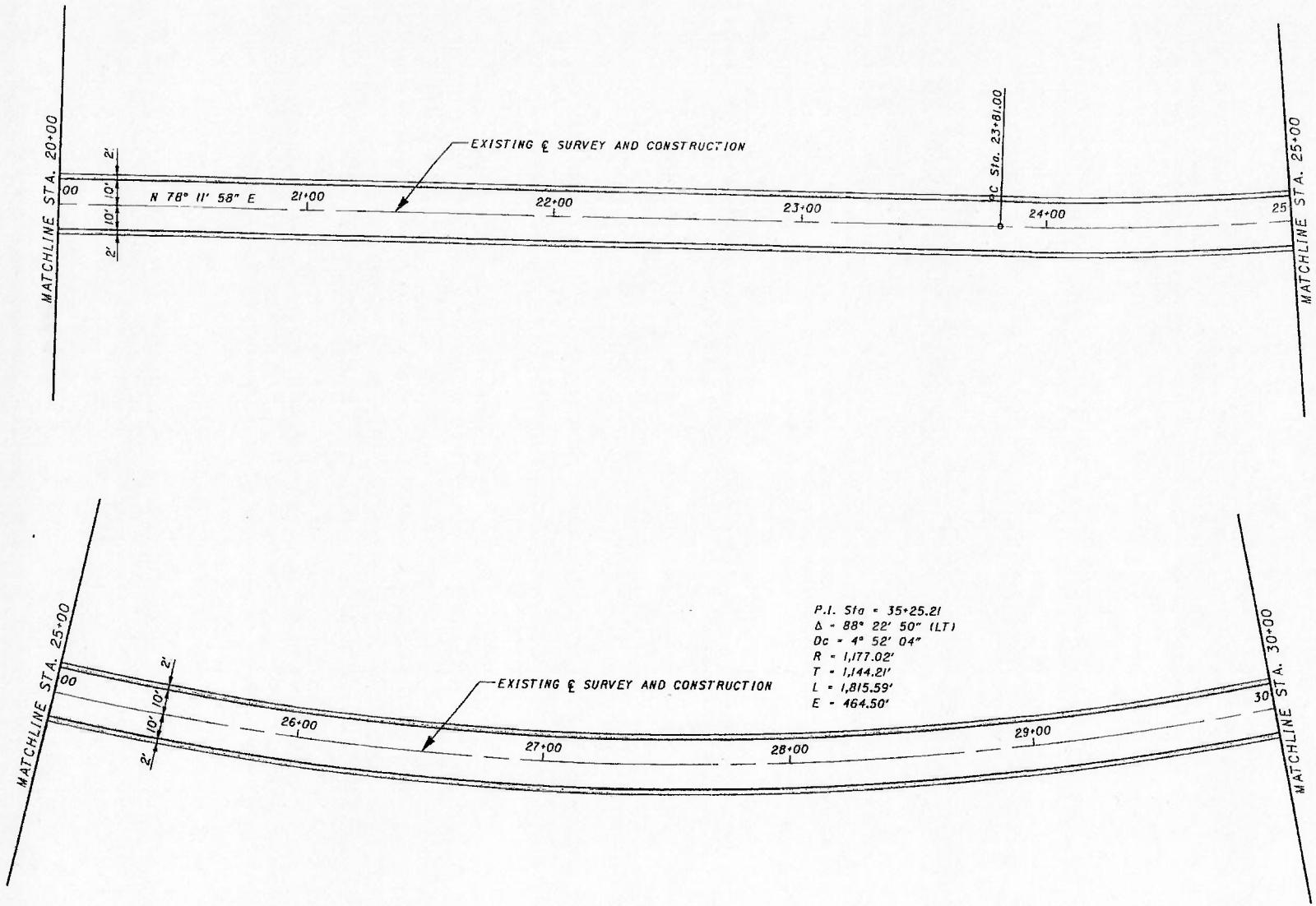
68 / 16	MUS-284-0.00	PLAN SHEETS SR 284 STA 0+00 TO STA 10+00	CALCULATED / CHECKED	HORIZONTAL SCALE IN FEET

M284002.MPL 11-26-02





17 / 68	MUS-284-0.00	PLAN SHEETS SR 284 STA 10+00 TO STA 20+00	CALCULATED / CHECKED HORIZONTAL SCALE IN FEET N



N

HORIZONTAL SCALE IN FEET
0

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PLAN SHEETS SR 284
STA 20+00 TO STA 30+00

MUS-284-0.00

18
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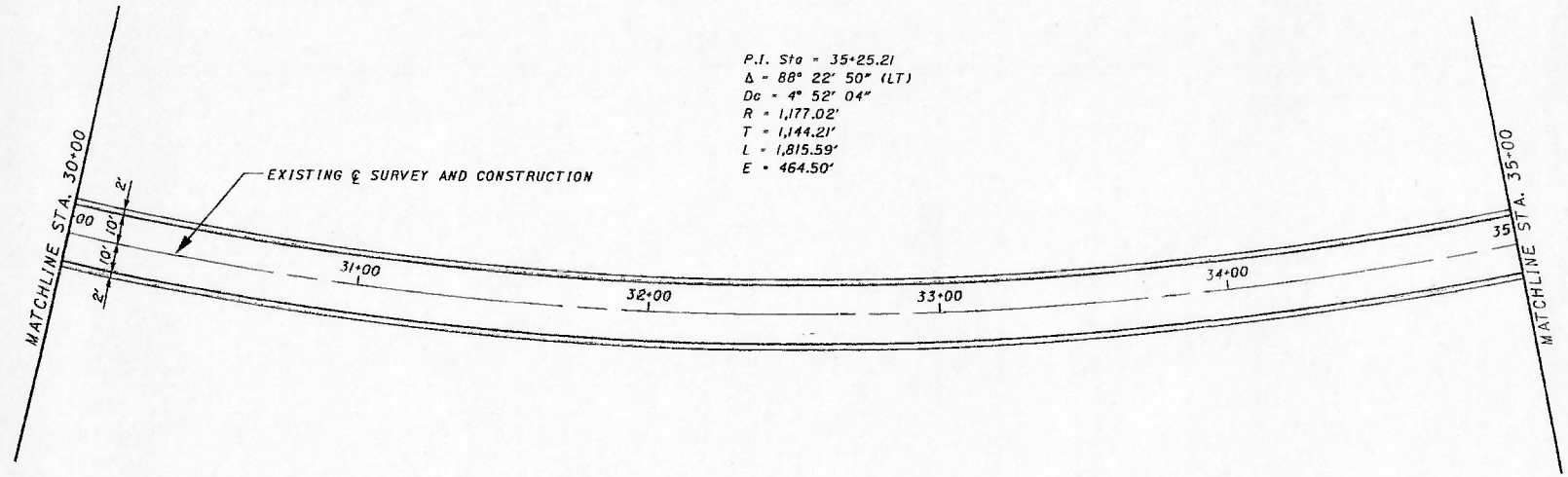

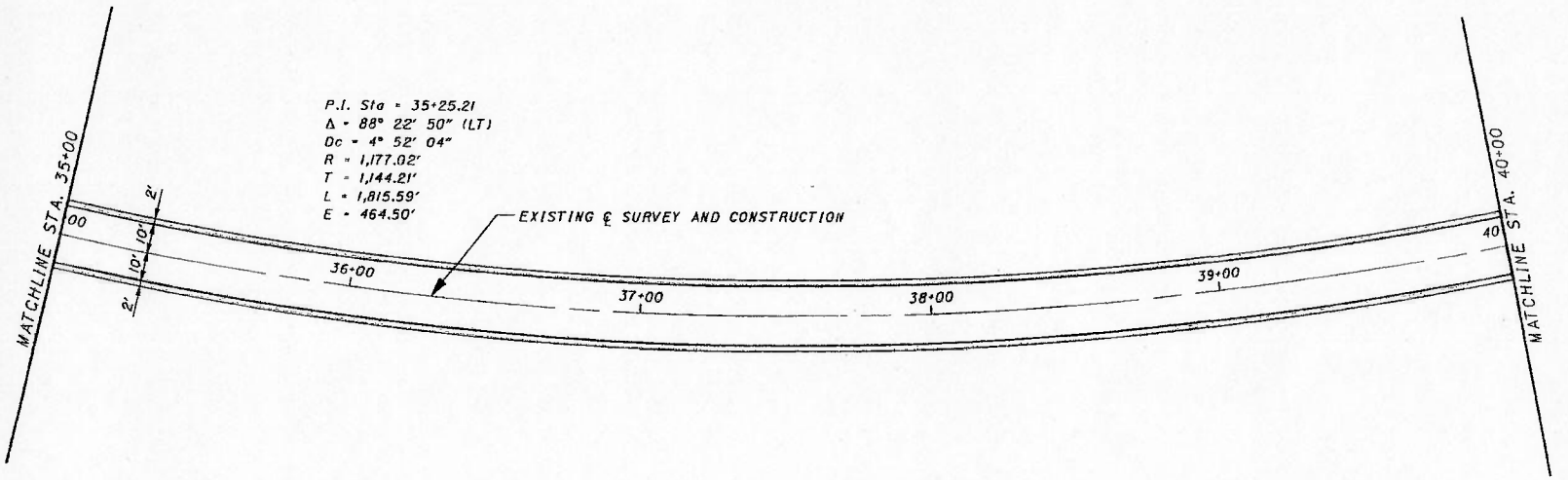

N

HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

PLAN SHEETS SR 284
STA 30+00 TO STA 40+00

MUS-284-0.00

19
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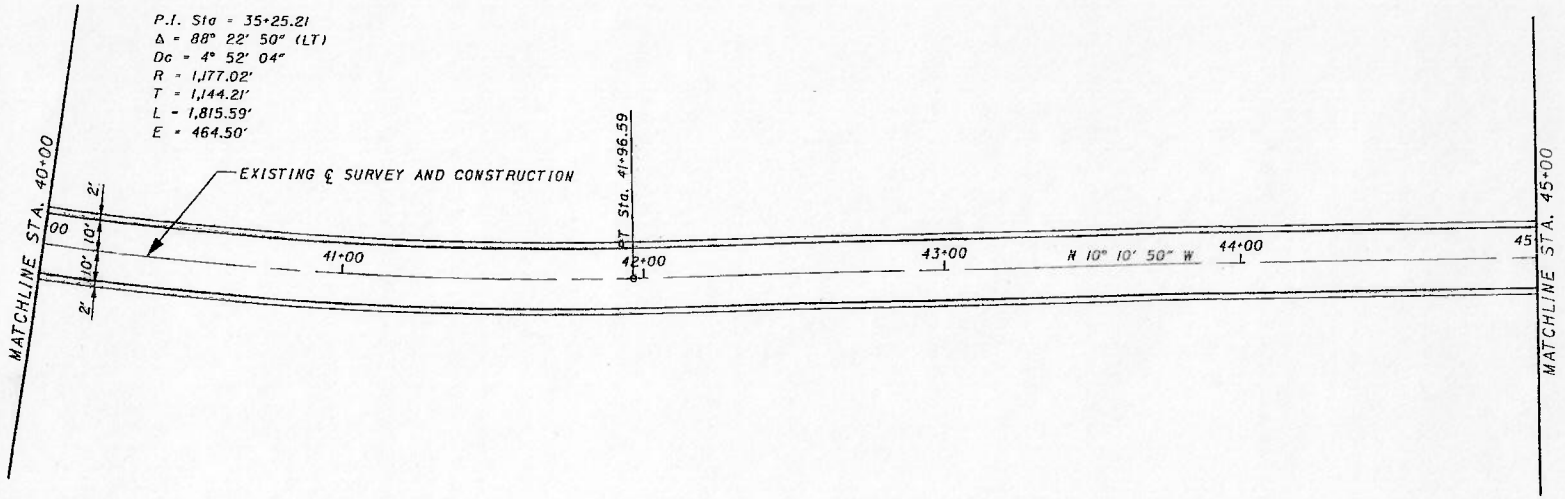
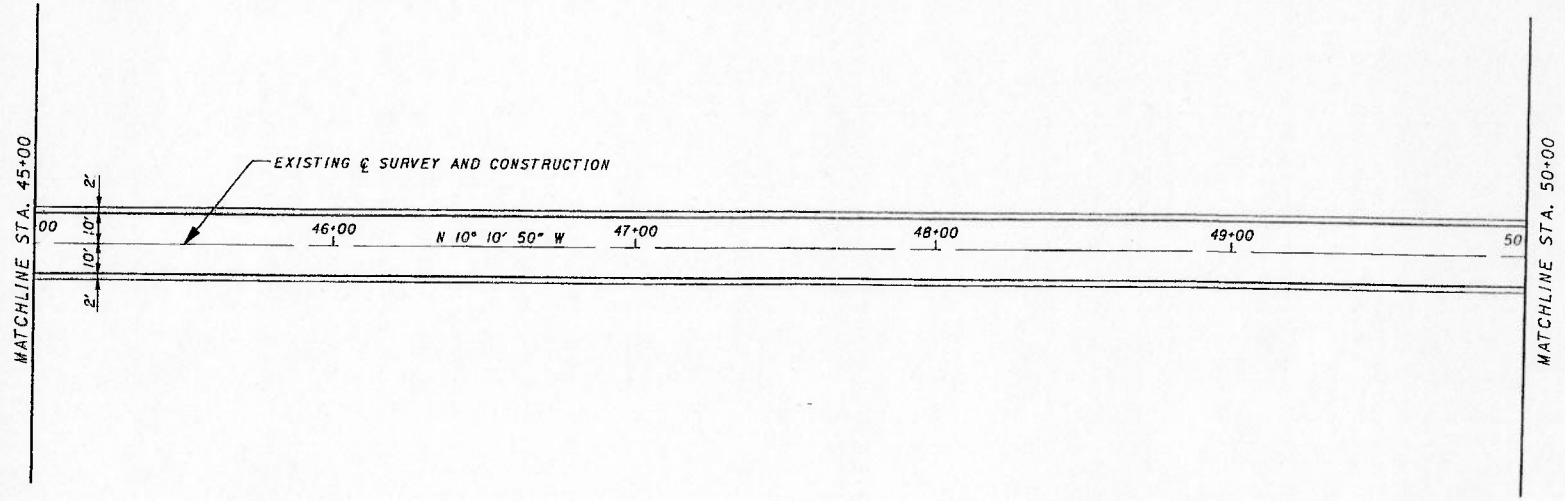
M284004.MPL 11-26-02





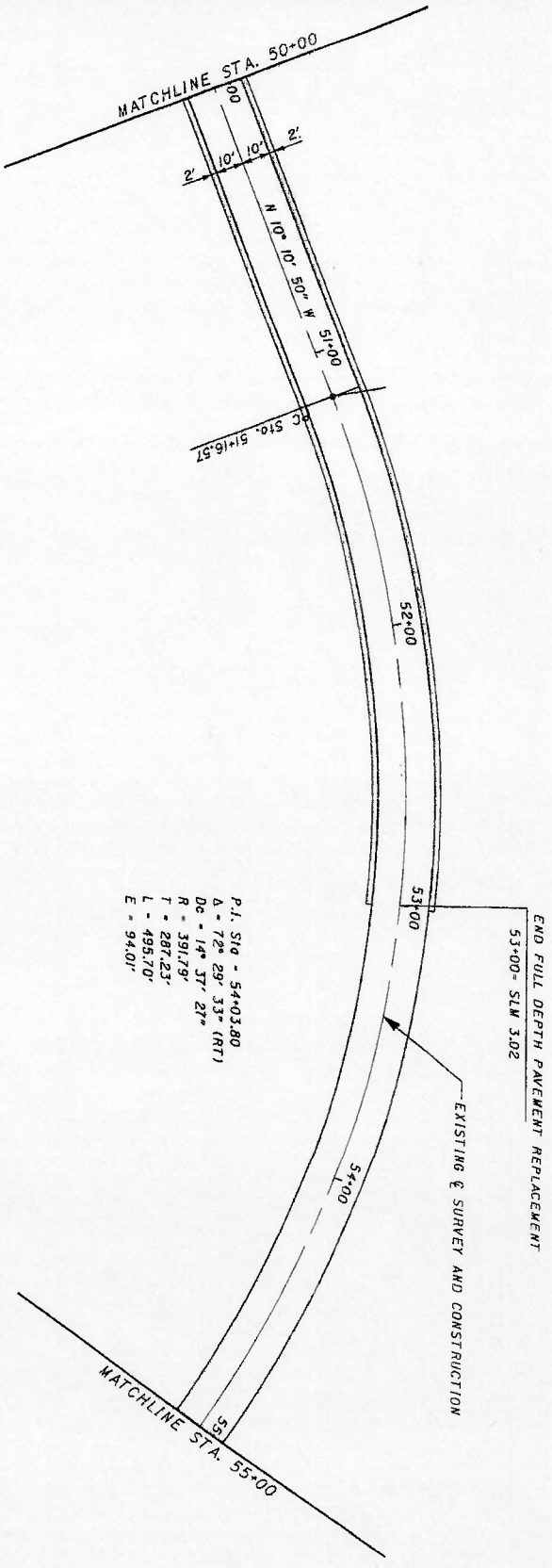
PLAN SHEETS SR 284
STA 40+00 TO STA 50+00

MUS-284-0.00

CALCULATED

DRAWN

HORIZONTAL SCALE IN FEET



21/68	MUS-284-0.00	PLAN SHEETS SR 284 STA 50+00 TO STA 55+00	CALCULATED / CHECKED	HORIZONTAL SCALE IN FEET

SUPERELEVATION TABLE

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
1074.71		0.02	0.0021	10.00	0+00.00 R 1	1074.69	10.00	-0.0156	-0.16		1074.53	
1075.21		0.22	0.0218	10.00	0+50.00 R 1	1075.00	10.00	-0.0218	-0.22		1074.78	
1075.72		0.41	0.0415	10.00	1+00.00 R 1	1075.30	10.00	-0.0415	-0.41		1074.89	
1076.22		0.61	0.0612	10.00	1+50.00 R 1	1075.61	10.00	-0.0612	-0.61		1075.00	
1076.73		0.81	0.0809	10.00	2+00.00 R 1	1075.92	10.00	-0.0809	-0.81		1075.11	
1076.64		0.83	0.0830	10.00	2+50.00 R 1	1075.81	10.00	-0.0830	-0.83		1074.98	
1076.45		0.83	0.0830	10.00	3+00.00 R 1	1075.62	10.00	-0.0830	-0.83		1074.79	
1076.00		0.83	0.0830	10.00	3+50.00 R 1	1075.17	10.00	-0.0830	-0.83		1074.34	
1075.14		0.83	0.0830	10.00	4+00.00 R 1	1074.31	10.00	-0.0830	-0.83		1073.48	
1074.10		0.83	0.0830	10.00	4+50.00 R 1	1073.27	10.00	-0.0830	-0.83		1072.44	
1072.85		0.83	0.0830	10.00	5+00.00 R 1	1072.02	10.00	-0.0830	-0.83		1071.19	
1071.56		0.83	0.0830	10.00	5+50.00 R 1	1070.73	10.00	-0.0830	-0.83		1069.90	
1070.27		0.83	0.0830	10.00	6+00.00 R 1	1069.44	10.00	-0.0830	-0.83		1068.61	
1068.58		0.76	0.0759	10.00	6+50.00 R 1	1067.82	10.00	-0.0759	-0.76		1067.07	
1066.41		0.56	0.0561	10.00	7+00.00 R 1	1065.85	10.00	-0.0561	-0.56		1065.29	
1063.91		0.36	0.0364	10.00	7+50.00 R 1	1063.55	10.00	-0.0364	-0.36		1063.19	
1061.23		0.17	0.0167	10.00	8+00.00 R 1	1061.07	10.00	-0.0167	-0.17		1060.90	
1058.50		-0.03	-0.0030	10.00	8+50.00 R 1	1058.53	10.00	-0.0156	-0.16		1058.38	
1055.57		-0.16	-0.0156	10.00	9+00.00 R 1	1055.72	10.00	-0.0156	-0.16		1055.57	
1052.51		-0.16	-0.0156	10.00	9+50.00 R 1	1052.67	10.00	-0.0156	-0.16		1052.51	
1049.06		-0.16	-0.0156	10.00	10+00.00 R 1	1049.21	10.00	-0.0156	-0.16		1049.06	
1045.48		-0.16	-0.0156	10.00	10+50.00 R 1	1045.64	10.00	-0.0156	-0.16		1045.48	
1042.31		-0.16	-0.0156	10.00	11+00.00 R 1	1042.46	10.00	-0.0156	-0.16		1042.31	
1040.06		-0.16	-0.0156	10.00	11+50.00 R 1	1040.22	10.00	-0.0156	-0.16		1040.06	
1038.27		-0.16	-0.0156	10.00	12+00.00 R 1	1038.42	10.00	-0.0156	-0.16		1038.27	
1036.61		-0.16	-0.0156	10.00	12+50.00 R 1	1036.77	10.00	-0.0156	-0.16		1036.61	
1034.96		-0.16	-0.0156	10.00	13+00.00 R 1	1035.11	10.00	-0.0156	-0.16		1034.96	
1033.75		-0.16	-0.0156	10.00	13+50.00 R 1	1033.91	10.00	-0.0156	-0.16		1033.75	
1032.89		-0.16	-0.0156	10.00	14+00.00 R 1	1033.05	10.00	-0.0156	-0.16		1032.89	
1032.40		-0.16	-0.0156	10.00	14+50.00 R 1	1032.56	10.00	-0.0156	-0.16		1032.40	
1032.24		-0.16	-0.0156	10.00	15+00.00 R 1	1032.40	10.00	-0.0156	-0.16		1032.24	
1032.65		-0.16	-0.0156	10.00	15+50.00 R 1	1032.80	10.00	-0.0156	-0.16		1032.65	
1033.29		-0.16	-0.0156	10.00	16+00.00 R 1	1033.44	10.00	-0.0156	-0.16		1033.29	
1034.57		-0.16	-0.0156	10.00	16+50.00 R 1	1034.72	10.00	-0.0156	-0.16		1034.57	
1036.31		-0.16	-0.0156	10.00	17+00.00 R 1	1036.47	10.00	-0.0156	-0.16		1036.31	
1037.79		-0.16	-0.0156	10.00	17+50.00 R 1	1037.95	10.00	-0.0156	-0.16		1037.79	
1039.38		-0.16	-0.0156	10.00	18+00.00 R 1	1039.53	10.00	-0.0156	-0.16		1039.38	
1041.26		-0.16	-0.0156	10.00	18+50.00 R 1	1041.42	10.00	-0.0156	-0.16		1041.26	
1043.54		-0.16	-0.0156	10.00	19+00.00 R 1	1043.70	10.00	-0.0156	-0.16		1043.54	
1045.71		-0.16	-0.0156	10.00	19+50.00 R 1	1045.87	10.00	-0.0156	-0.16		1045.71	
1047.78		-0.16	-0.0156	10.00	20+00.00 R 1	1047.94	10.00	-0.0156	-0.16		1047.78	
1049.99		-0.16	-0.0156	10.00	20+50.00 R 1	1050.14	10.00	-0.0156	-0.16		1049.99	
1052.18		-0.16	-0.0156	10.00	21+00.00 R 1	1052.33	10.00	-0.0156	-0.16		1052.18	
1054.55		-0.16	-0.0156	10.00	21+50.00 R 1	1054.71	10.00	-0.0156	-0.16		1054.55	
1057.17		-0.16	-0.0156	10.00	22+00.00 R 1	1057.33	10.00	-0.0156	-0.16		1057.17	
1059.54		-0.16	-0.0156	10.00	22+50.00 R 1	1059.70	10.00	0.0018	0.02		1059.72	
1061.58		-0.22	-0.0215	10.00	23+00.00 R 1	1061.80	10.00	0.0215	0.22		1062.01	
1063.22		-0.41	-0.0412	10.00	23+50.00 R 1	1063.63	10.00	0.0412	0.41		1064.04	
1064.42		-0.61	-0.0609	10.00	24+00.00 R 1	1065.03	10.00	0.0609	0.61		1065.64	
1065.34		-0.80	-0.0800	10.00	24+50.00 R 1	1066.14	10.00	0.0800	0.80		1066.94	

SUPERELEVATION TABLE

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
1066.36		-0.80	-0.0800	10.00	25+00.00 R 1	1067.16	10.00	0.0800	0.80		1067.96	
1067.20		-0.80	-0.0800	10.00	25+50.00 R 1	1068.00	10.00	0.0800	0.80		1068.80	
1067.86		-0.80	-0.0800	10.00	26+00.00 R 1	1068.66	10.00	0.0800	0.80		1069.46	
1068.42		-0.80	-0.0800	10.00	26+50.00 R 1	1069.22	10.00	0.0800	0.80		1070.02	
1068.98		-0.80	-0.0800	10.00	27+00.00 R 1	1069.78	10.00	0.0800	0.80		1070.58	
1069.60		-0.80	-0.0800	10.00	27+50.00 R 1	1070.40	10.00	0.0800	0.80		1071.20	
1070.33		-0.80	-0.0800	10.00	28+00.00 R 1	1071.13	10.00	0.0800	0.80		1071.93	
1071.04		-0.80	-0.0800	10.00	28+50.00 R 1	1071.84	10.00	0.0800	0.80		1072.64	
1071.53		-0.80	-0.0800	10.00	29+00.00 R 1	1072.33	10.00	0.0800	0.80		1073.13	
1071.59		-0.80	-0.0800	10.00	29+50.00 R 1	1072.39	10.00	0.0800	0.80		1073.19	
1071.48		-0.80	-0.0800	10.00	30+00.00 R 1	1072.28	10.00	0.0800	0.80		1073.08	
1070.91		-0.80	-0.0800	10.00	30+50.00 R 1	1071.71	10.00	0.0800	0.80		1072.51	
1070.35		-0.80	-0.0800	10.00	31+00.00 R 1	1071.15	10.00	0.0800	0.80		1071.95	
1069.78		-0.80	-0.0800	10.00	31+50.00 R 1	1070.58	10.00	0.0800	0.80		1071.38	
1069.17		-0.80	-0.0800	10.00	32+00.00 R 1	1069.97	10.00	0.0800	0.80		1070.77	
1068.69		-0.80	-0.0800	10.00	32+50.00 R 1	1069.49	10.00	0.0800	0.80		1070.29	
1068.06		-0.80	-0.0800	10.00	33+00.00 R 1	1068.86	10.00	0.0800	0.80		1069.66	
1066.89		-0.80	-0.0800	10.00	33+50.00 R 1	1067.69	10.00	0.0800	0.80		1068.49	
1065.64		-0.80	-0.0800	10.00	34+00.00 R 1	1066.44	10.00	0.0800	0.80		1067.24	
1064.58		-0.80	-0.0800	10.00	34+50.00 R 1	1065.38	10.00	0.0800	0.80		1066.18	
1063.66		-0.80	-0.0800	10.00	35+00.00 R 1	1064.46	10.00	0.0800	0.80		1065.26	
1062.90		-0.80	-0.0800	10.00	35+50.00 R 1	1063.70	10.00	0.0800	0.80		1064.50	
1061.82		-0.80	-0.0800	10.00	36+00.00 R 1	1062.62	10.00	0.0800	0.80		1063.42	
1060.64		-0.80	-0.0800	10.00	36+50.00 R 1	1061.44	10.00	0.0800	0.80		1062.24	
1059.56		-0.80	-0.0800	10.00	37+00.00 R 1	1060.36	10.00	0.0800	0.80		1061.16	
1058.52		-0.80	-0.0800	10.00	37+50.00 R 1	1059.32	10.00	0.0800	0.80		1060.12	
1057.85		-0.80	-0.0800	10.00	38+00.00 R 1	1058.65	10.00	0.0800	0.80		1059.45	
1057.24		-0.80	-0.0800	10.00	38+50.00 R 1	1058.04	10.00	0.0800	0.80		1058.84	
1056.71		-0.80	-0.0800	10.00	39+00.00 R 1	1057.51	10.00	0.0800	0.80		1058.31	
1056.50		-0.80	-0.0800	10.00	39+50.00 R 1	1057.30	10.00	0.0800	0.80		1058.10	
1056.75		-0.80	-0.0800	10.00	40+00.00 R 1	1057.55	10.00	0.0800	0.80		1058.35	
1057.23		-0.80	-0.0800	10.00	40+50.00 R 1	1058.03	10.00	0.0800	0.80		1058.83	
1057.81		-0.80	-0.0800	10.00	41+00.00 R 1	1058.61	10.00	0.0800	0.80		1059.41	
1058.43		-0.72	-0.0717	10.00	41+50.00 R 1	1059.14	10.00	0.0717	0.72		1059.86	
1059.15		-0.52	-0.0520	10.00	42+00.00 R 1	1059.67	10.00	0.0520	0.52		1060.19	
1060.20		-0.32	-0.0324	10.00	42+50.00 R 1	1060.53	10.00	0.0324	0.32		1060.85	
1061.56		-0.16	-0.0156	10.00	43+00.00 R 1	1061.81	10.00	0.0127	0.13		1061.94	
1063.12		-0.16	-0.0156	10.00	43+50.00 R 1	1063.28	10.00	-0.0070	-0.07		1063.21	
1064.84		-0.16	-0.0156	10.00	44+00.00 R 1	1065.00	10.00	-0.0156	-0.16		1064.84	
1067.30		-0.16	-0.0156	10.00	44+50.00 R 1	1067.46	10.00	-0.0156	-0.16		1067.30	
1070.25		-0.16	-0.0156	10.00	45+00.00 R 1	1070.41	10.00	-0.0156	-0.16		1070.25	
1073.36		-0.16	-0.0156	10.00	45+50.00 R 1	1073.51	10.00	-0.0156	-0.16		1073.36	
1076.08		-0.16	-0.0156	10.00	46+00.00 R 1	1076.24	10.00	-0.0156	-0.16		1076.08	
1078.67		-0.16	-0.0156	10.00	46+50.00 R 1	1078.82	10.00	-0.0156	-0.16		1078.67	
1081.15		-0.16	-0.0156	10.00	47+00.00 R 1	1081.31	10.00	-0.0156	-0.16		1081.15	
1083.67		-0.16	-0.0156	10.00	47+50.00 R 1	1083.83	10.00	-0.0156	-0.16		1083.67	
1085.23		-0.16	-0.0156	10.00	48+00.00 R 1	1086.38	10.00	-0.0156	-0.16		1086.23	
1088.18		-0.16	-0.0156	10.00	48+50.00 R 1	1088.34	10.00	-0.0156	-0.16		1088.18	
1089.91		-0.16	-0.0156	10.00	49+00.00 R 1	1090.07	10.00	-0.0156	-0.16		1089.91	
1091.43		-0.10	-0.0103	10.00	49+50.00 R 1	1091.53	10.00	-0.0156	-0.16		1091.38	

CALCULATED

CHECKED

SUPERELEVATION TABLE

MUS-284-0.00

SUPERELEVATION TABLE

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
1092.89		0.09	0.0094	10.00	50+00.00 R 1	1092.80	10.00	-0.0156	-0.16		1092.64	
1094.33		0.29	0.0291	10.00	50+50.00 R 1	1094.04	10.00	-0.0291	-0.29		1093.74	
1095.55		0.49	0.0489	10.00	51+00.00 R 1	1095.06	10.00	-0.0489	-0.49		1094.57	
1096.20		0.69	0.0686	10.00	51+50.00 R 1	1095.51	10.00	-0.0686	-0.69		1094.82	
1096.79		0.83	0.0830	10.00	52+00.00 R 1	1095.96	10.00	-0.0830	-0.83		1095.13	
1096.51		0.83	0.0830	10.00	52+50.00 R 1	1095.68	10.00	-0.0830	-0.83		1094.85	
1096.59		0.83	0.0830	10.00	53+00.00 R 1	1095.76	10.00	-0.0830	-0.83		1094.93	

SUPERELEVATION TABLE

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	

CALCULATED

CHECKED

SUPERELEVATION TABLE

MUS-284-0.00

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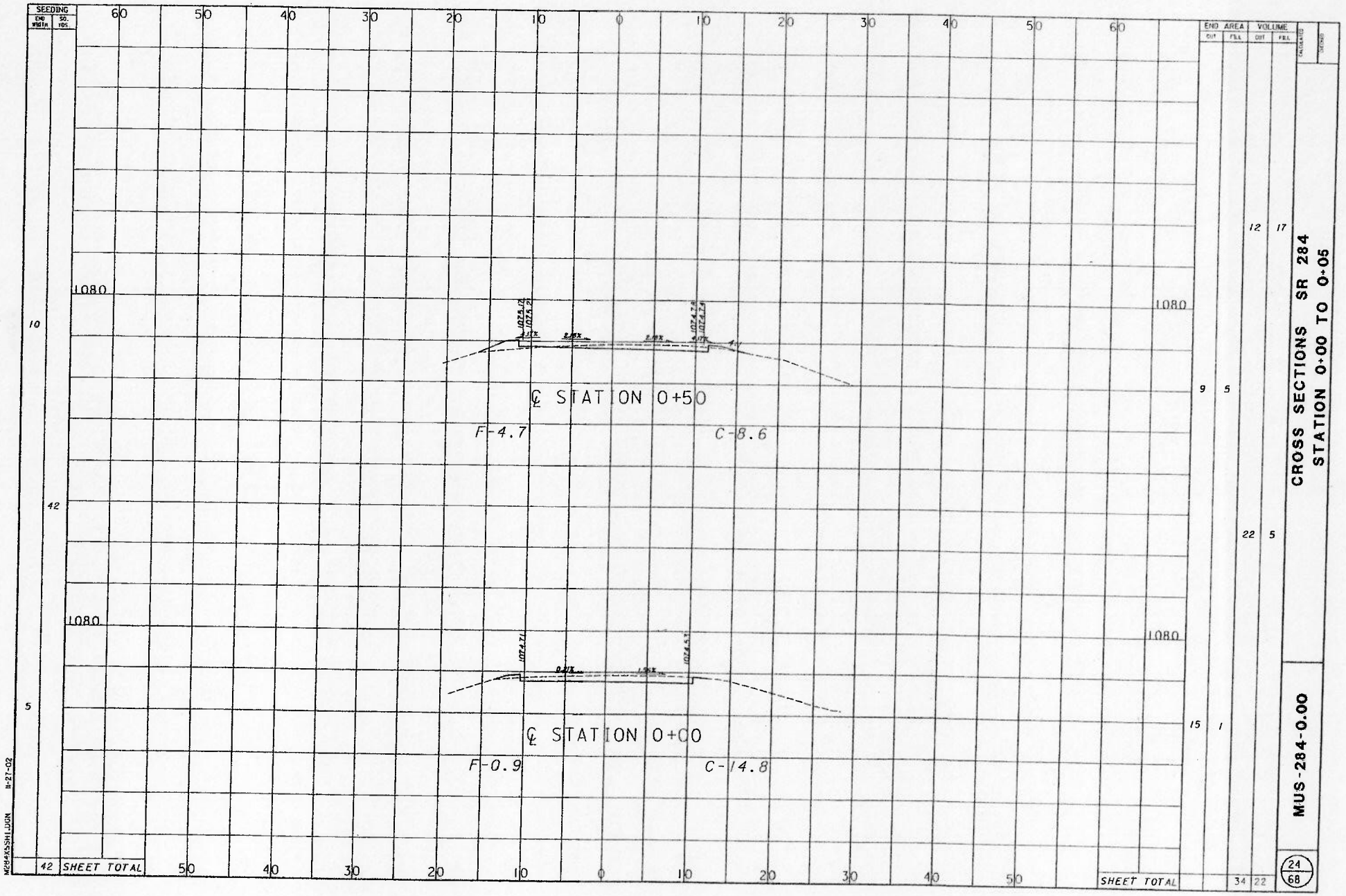
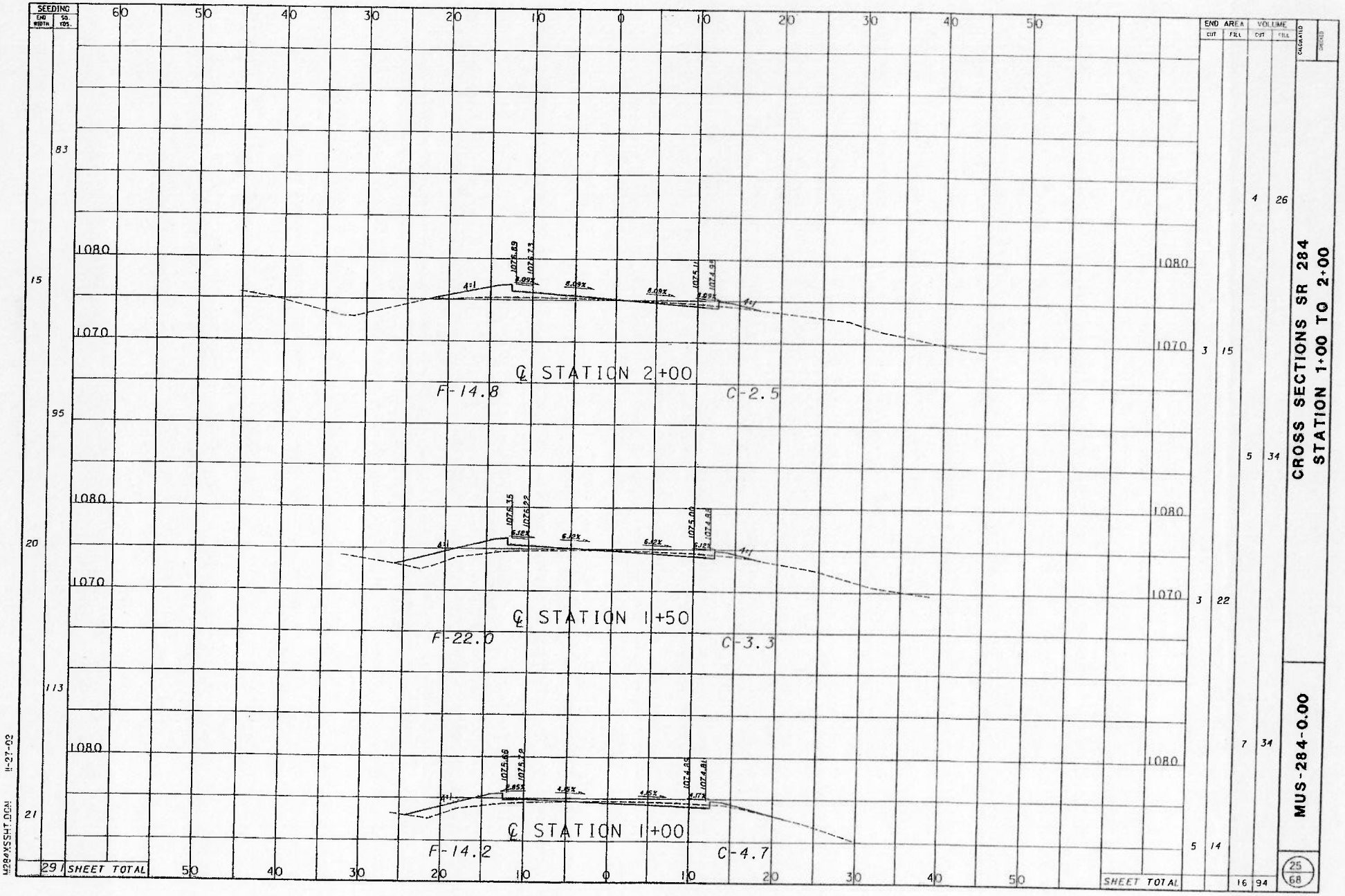
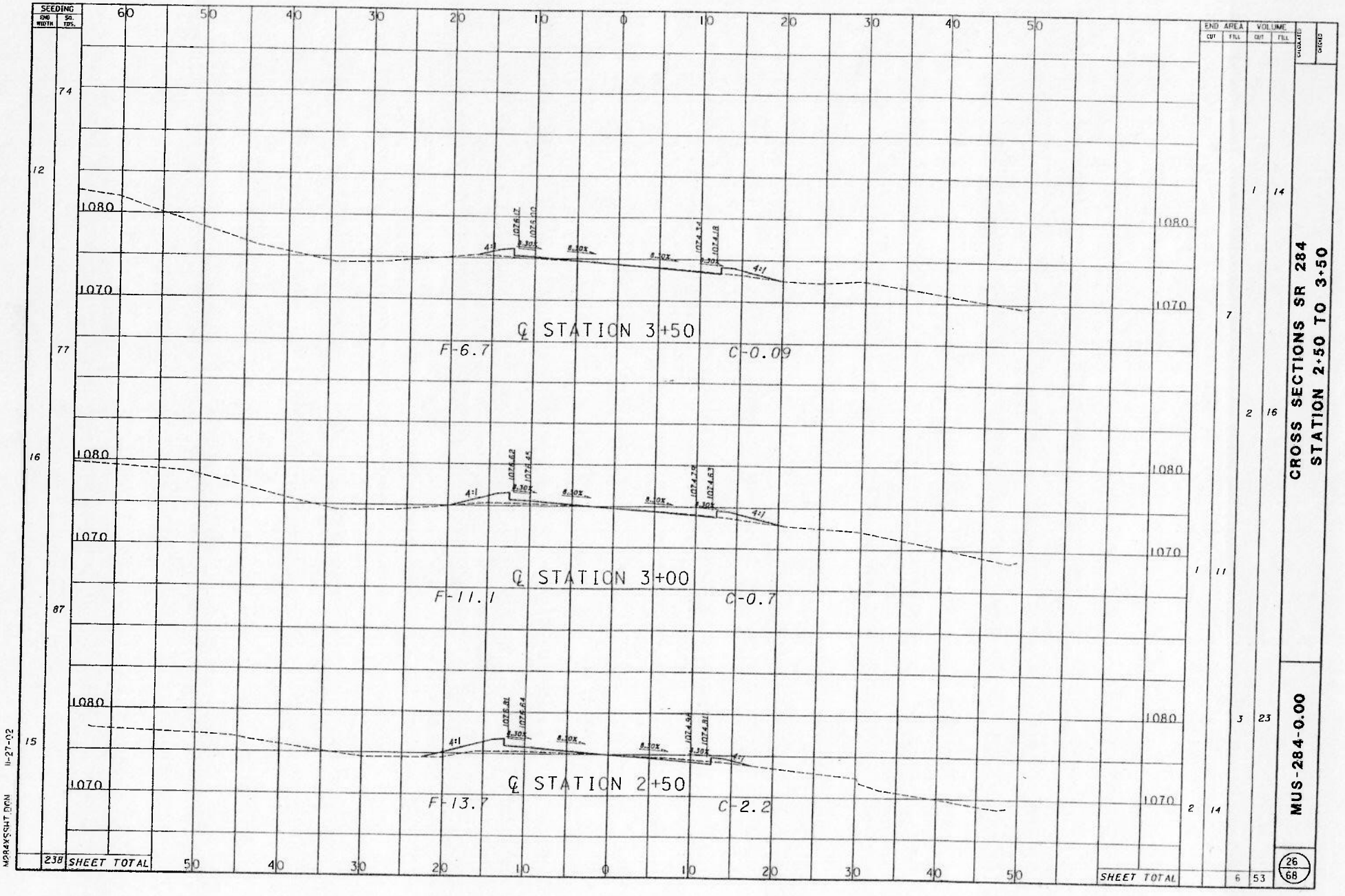
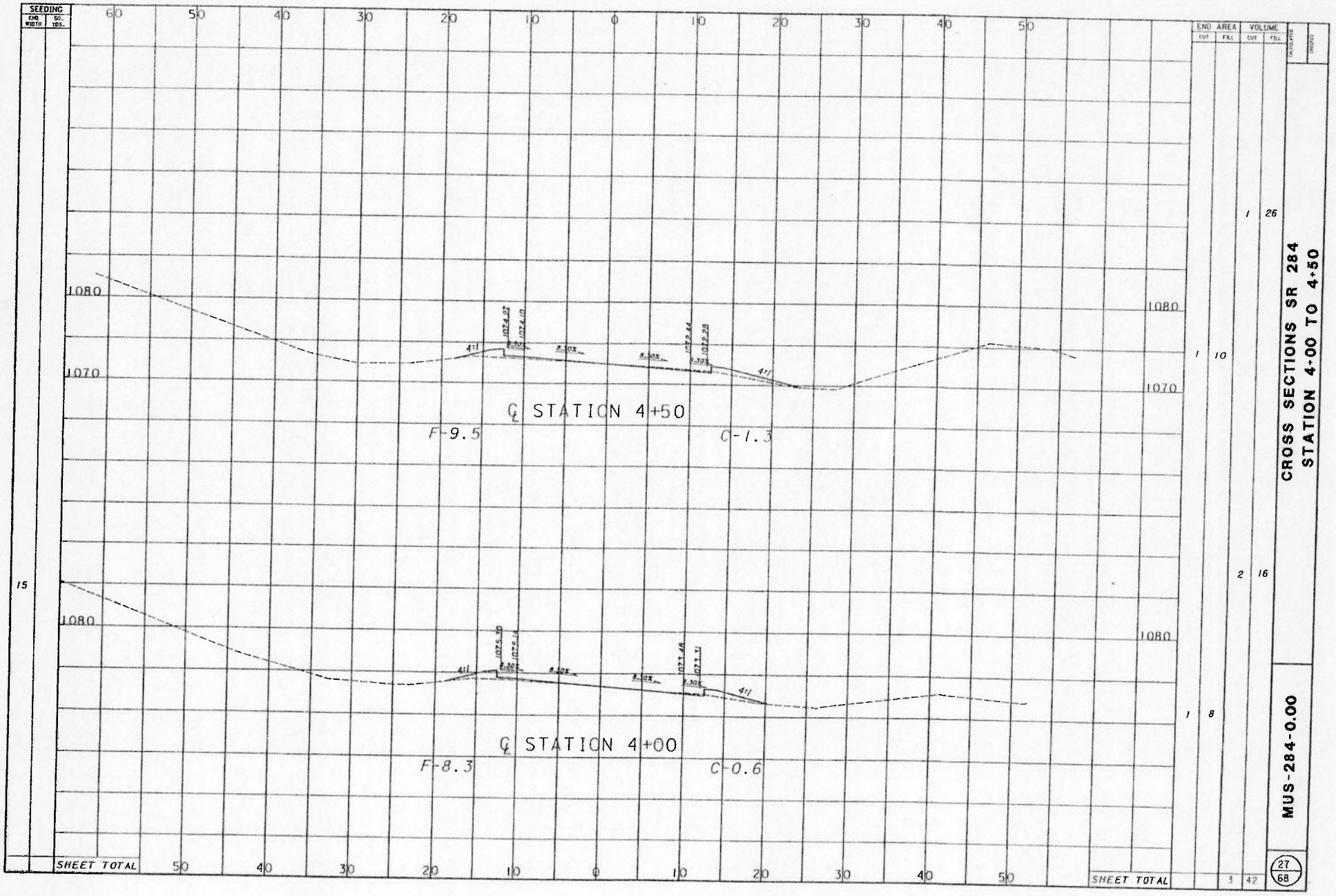
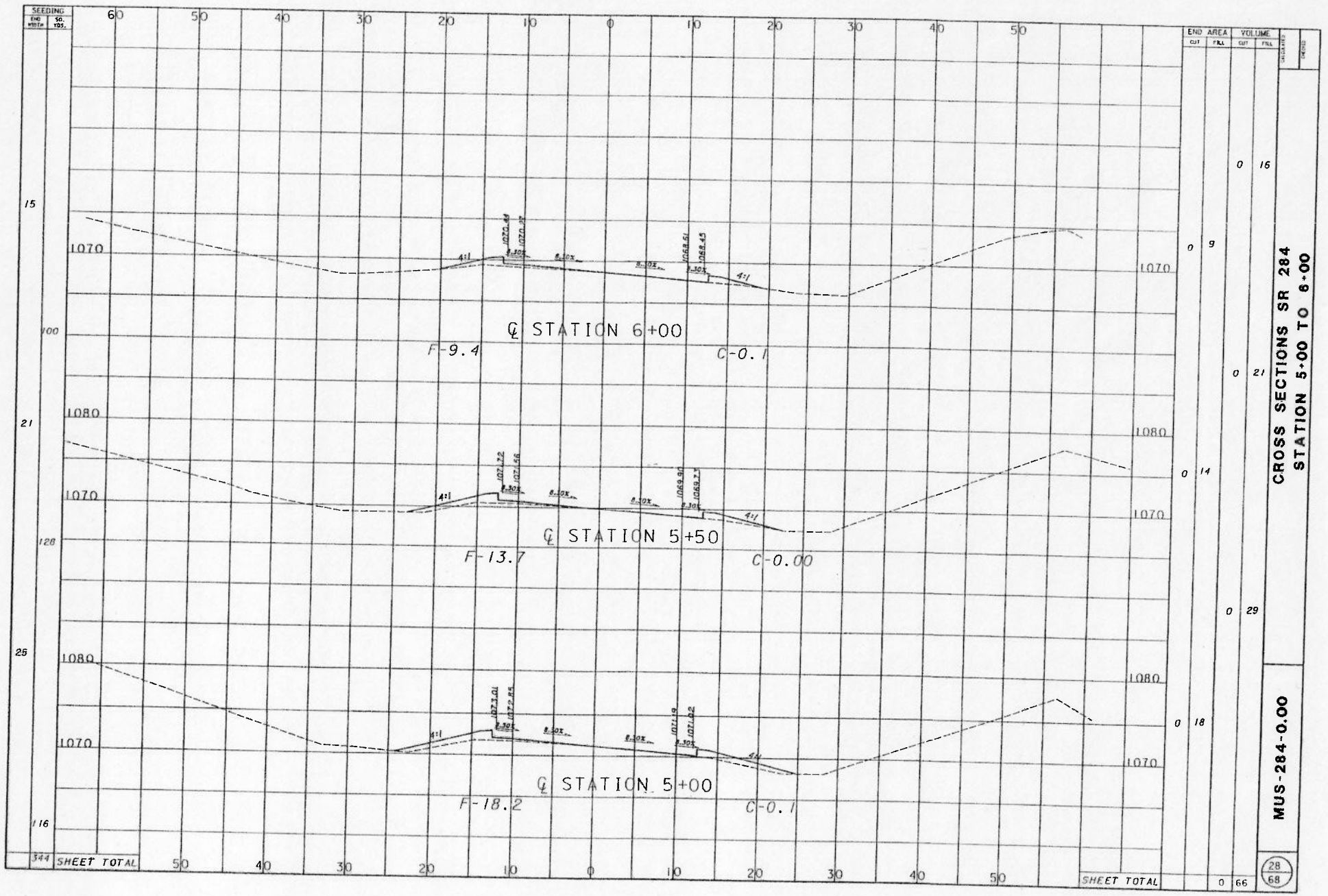
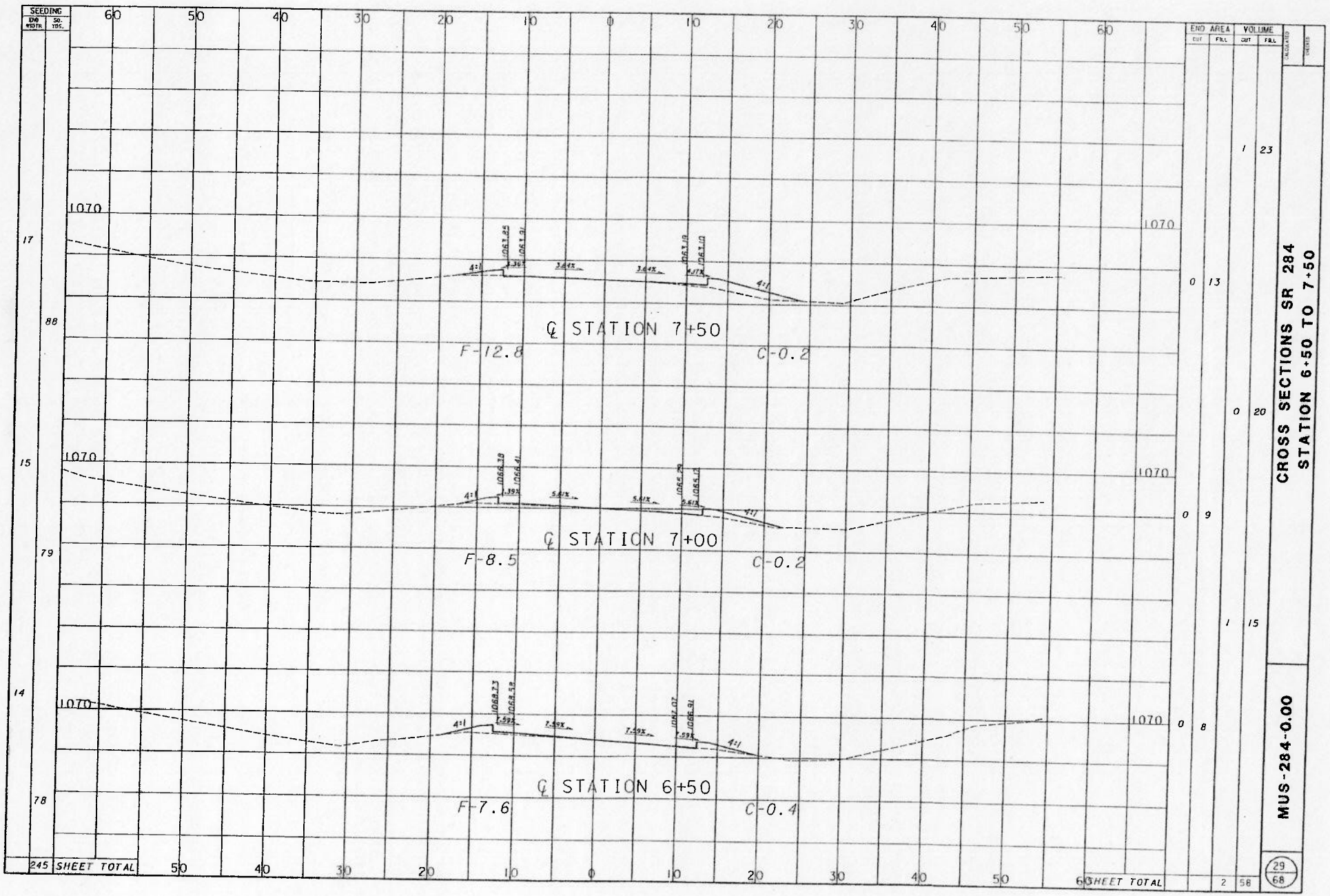

SEEDING
END AREA
VOLUME
CUT
FILL
60 50 40 30 20 10 0 10 20 30 40 50 60
1080
1080
1080
1025.12
1025.22
1024.78
1024.28
1024.71
1024.51
2.88%
2.88%
1.5%
0.21%
℄ STATION 0+50
F-4.7
C-8.6
℄ STATION 0+00
F-0.9
C-14.8
10
42
5
42 SHEET TOTAL
SHEET TOTAL
9 5
15 1
34 22
12 17
22 5
CROSS SECTIONS SR 284
STATION 0+00 TO 0+05
MUS-284-0.00
24
68
MCDANIELSSHILJON 11-27-02

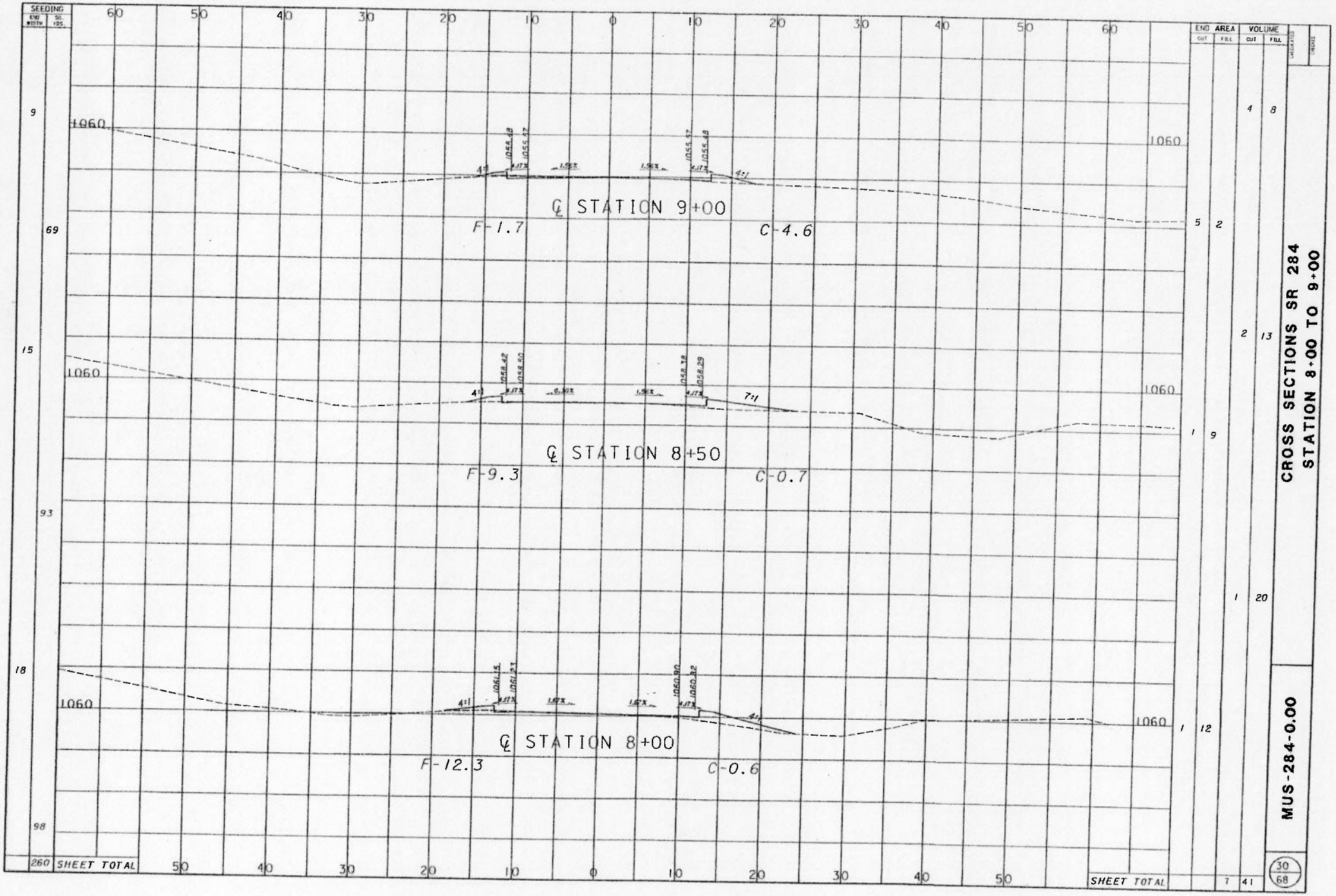

SEEDING
END WIDTH
SQ. YDS.
60 50 40 30 20 10 0 10 20 30 40 50
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED
CHECKED
83
95
113
15
20
21
1080
1070
1075.69
1075.73
4:1
8.09%
1075.11
1074.95
4:1
℄ STATION 2+00
F-14.8
C-2.5
1075.35
1075.22
6.12%
1075.00
1074.82
℄ STATION 1+50
F-22.0
C-3.3
1075.06
1075.72
4.95%
4.15%
1074.85
1074.81
4.17%
℄ STATION 1+00
F-14.2
C-4.7
29
SHEET TOTAL
SHEET TOTAL
4 26
5 34
7 34
3 15
3 22
5 14
16 94
CROSS SECTIONS SR 284
STATION 1+00 TO 2+00
MUS-284-0.00
25
68
M284XSSHT.DGN
11-27-02

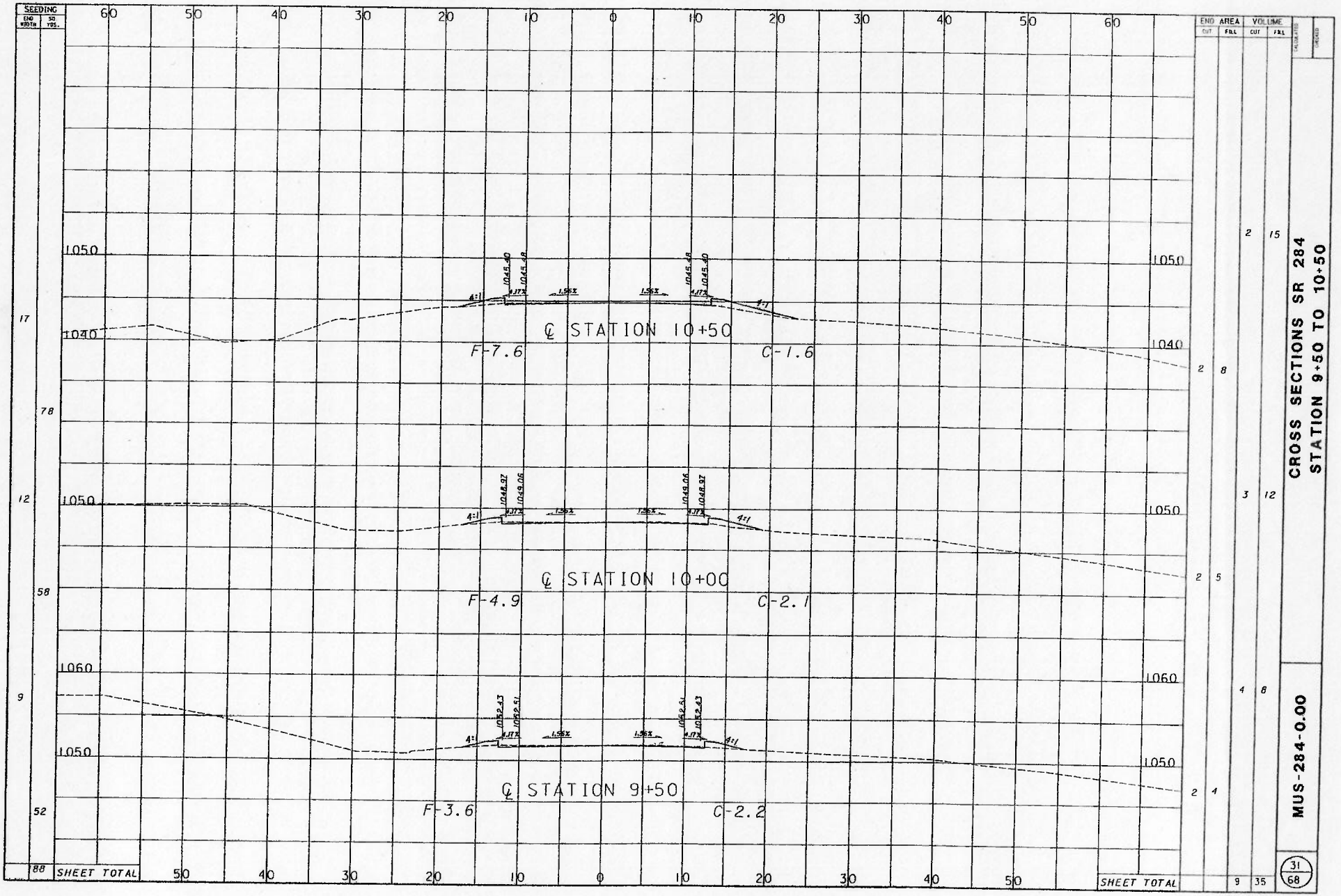

SEEDING
END WIDTH
SQ. YDS.
74
77
87
238
SHEET TOTAL
12
16
15
60
50
40
30
20
10
0
10
20
30
40
50
1080
1070
℄ STATION 3+50
F-6.7
C-0.09
℄ STATION 3+00
F-11.1
C-0.7
℄ STATION 2+50
F-13.7
C-2.2
4:1
8.30%
8.10%
8.0%
END AREA
VOLUME
CUT
FILL
CALCULATED
CHECKED
1
14
7
2
16
1
11
3
23
2
14
SHEET TOTAL
6
53
CROSS SECTIONS SR 284
STATION 2+50 TO 3+50
MUS-284-0.00
26
68
MORAYSIGHT DRN
11-27-02

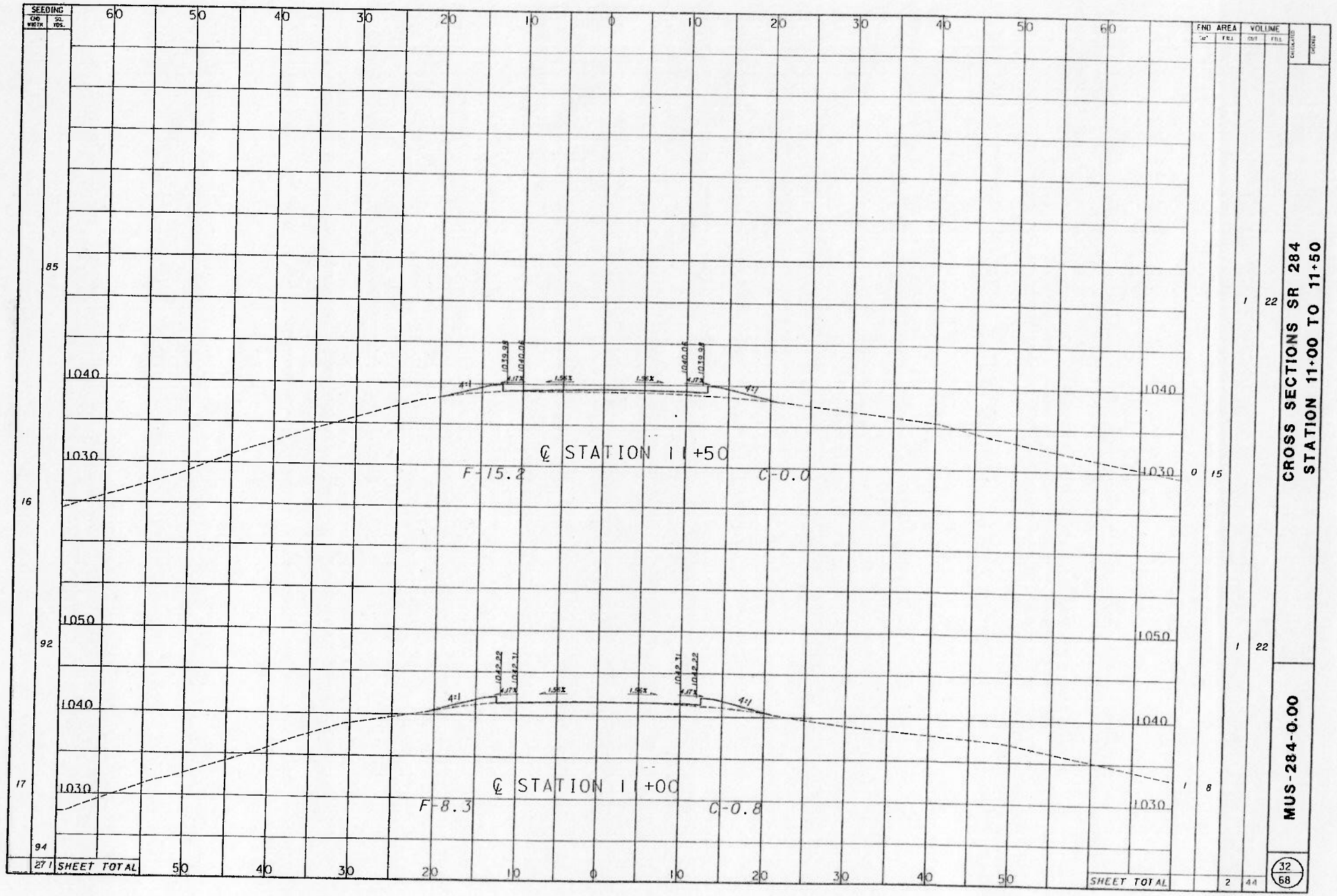

SEEDING
END WIDTH
SQ. YDS.
60 50 40 30 20 10 0 10 20 30 40 50
END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
CHECKED
1080
1070
℄ STATION 4+50
F-9.5
C-1.3
℄ STATION 4+00
F-8.3
C-0.6
15
SHEET TOTAL
1 10
1 26
2 16
1 8
3 42
CROSS SECTIONS SR 284
STATION 4+00 TO 4+50
MUS-284-0.00
27
68
MPRAYSHT.DGN 11-27-02

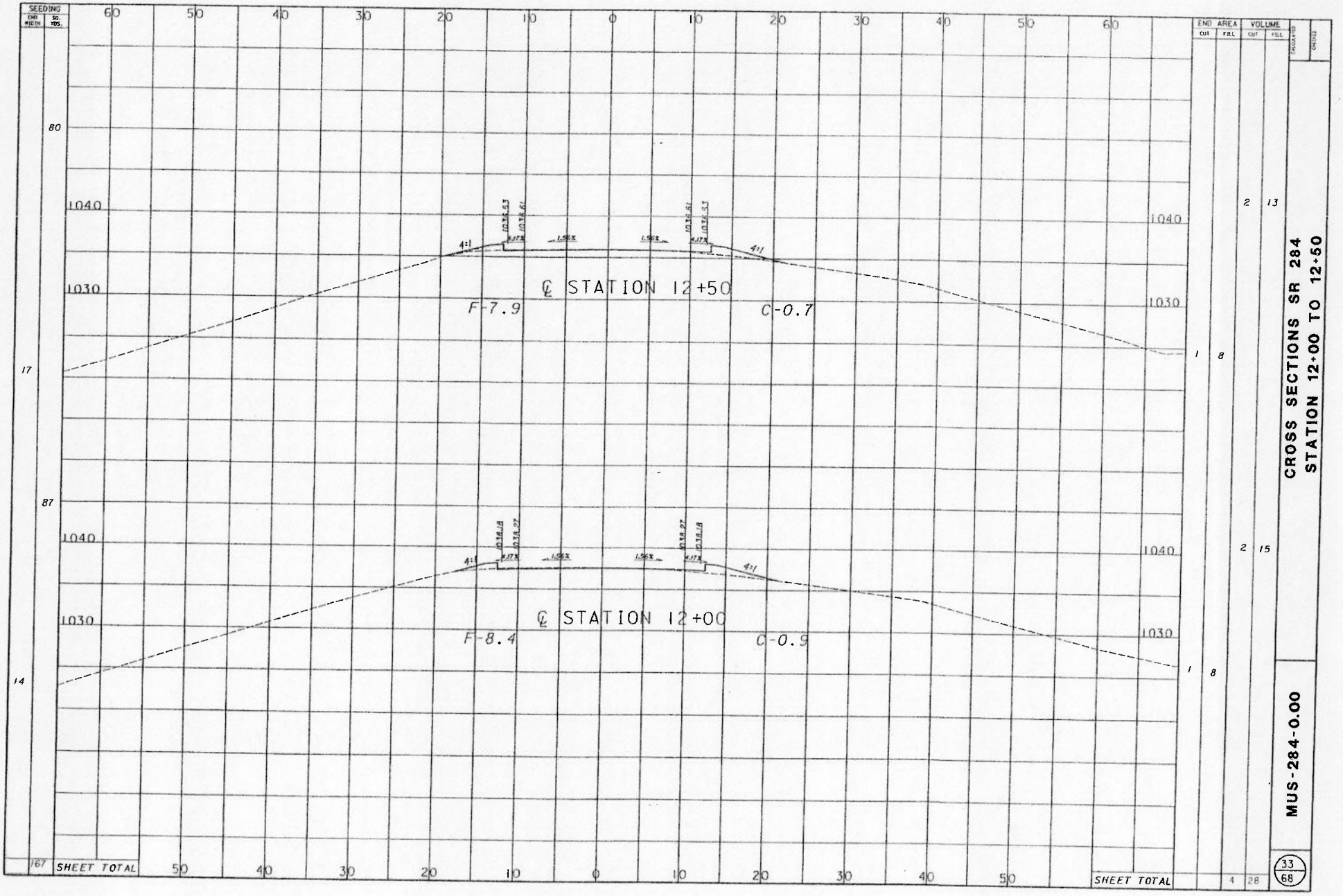

SEEDING
END WIDTH
SQ. YDS.
60 50 40 30 20 10 0 10 20 30 40 50
15
100
21
128
25
116
344
SHEET TOTAL
1070
1080
℄ STATION 6+00
F-9.4
C-0.1
℄ STATION 5+50
F-13.7
C-0.00
℄ STATION 5+00
F-18.2
C-0.1
4:1
8.30%
END AREA
CUT
FILL
VOLUME
CUT
FILL
0 9
0 14
0 18
0 16
0 21
0 29
0 66
SHEET TOTAL
CROSS SECTIONS SR 284
STATION 5+00 TO 6+00
MUS-284-0.00
28
68
M284XSSHT.DGN 11-27-02


SEEDING
END STATION
SQ. YDS.
60 50 40 30 20 10 0 10 20 30 40 50 60
1070
17
88
1070
15
79
1070
14
78
4:1
3.36%
3.64%
4:1
1061.25
1061.91
1061.19
1061.10
℄ STATION 7+50
F-12.8
C-0.2
4:1
5.61%
5.61%
4:1
1066.39
1066.41
1065.29
1065.12
℄ STATION 7+00
F-8.5
C-0.2
4:1
7.59%
7.59%
4:1
1068.23
1068.58
1067.20
1066.31
℄ STATION 6+50
F-7.6
C-0.4
245 SHEET TOTAL
SHEET TOTAL
END AREA
CUT FILL
VOLUME
CUT FILL
1 23
0 13
0 20
0 9
1 15
0 8
2 58
CALCULATED
CHECKED
CROSS SECTIONS SR 284
STATION 6+50 TO 7+50
MUS-284-0.00
29
68
M284XSSHT.DGN
11-27-02


SEEDING
END WIDTH
SQ. YDS.
60 50 40 30 20 10 0 10 20 30 40 50 60
1060
℄ STATION 9+00
F-1.7
C-4.6
℄ STATION 8+50
F-9.3
C-0.7
℄ STATION 8+00
F-12.3
C-0.6
4:1
7:1
9
69
15
93
18
98
260 SHEET TOTAL
SHEET TOTAL
END AREA
CUT
FILL
VOLUME
CUT
FILL
5 2
1 9
1 12
7 41
4 8
2 13
1 20
CROSS SECTIONS SR 284
STATION 8+00 TO 9+00
MUS-284-0.00
30
68
M284XSSHT.DGN 11-27-02


SEEDING
END WIDTH
SQ YDS.
60 50 40 30 20 10 0 10 20 30 40 50 60
1050
1040
1060
1045.40
1045.48
1045.48
1045.40
1048.97
1049.06
1049.06
1048.97
1052.43
1052.51
1052.51
1052.43
4:1
4.17%
1.56%
1.56%
4.17%
4:1
℄ STATION 10+50
F-7.6
C-1.6
℄ STATION 10+00
F-4.9
C-2.1
℄ STATION 9+50
F-3.6
C-2.2
17
78
12
58
9
52
88
SHEET TOTAL
END AREA
CUT
FILL
VOLUME
CUT
FILL
2 8
2 5
2 4
2 15
3 12
4 8
9 35
SHEET TOTAL
CROSS SECTIONS SR 284
STATION 9+50 TO 10+50
MUS-284-0.00
31
68
M284XSSHT.DGN 11-27-02


SEEDING
CHS WIDTH
SQ. YDS.
60 50 40 30 20 10 0 10 20 30 40 50 60
END AREA
VOLUME
CUT
FILL
DESIGNATED
ORIGINAL
85
92
94
16
17
1040
1030
1050
1040
1030
4:1
4:1
1.5%
1.5%
4.17%
4.17%
1039.98
1040.05
1040.05
1039.98
1042.22
1042.31
1042.31
1042.22
℄ STATION 11+50
F-15.2
C-0.0
℄ STATION 11+00
F-8.3
C-0.8
271
SHEET TOTAL
SHEET TOTAL
1 22
0 15
1 22
1 8
2 44
CROSS SECTIONS SR 284
STATION 11+00 TO 11+50
MUS-284-0.00
32
68
M28MXSSHT.DGN 11-27-02



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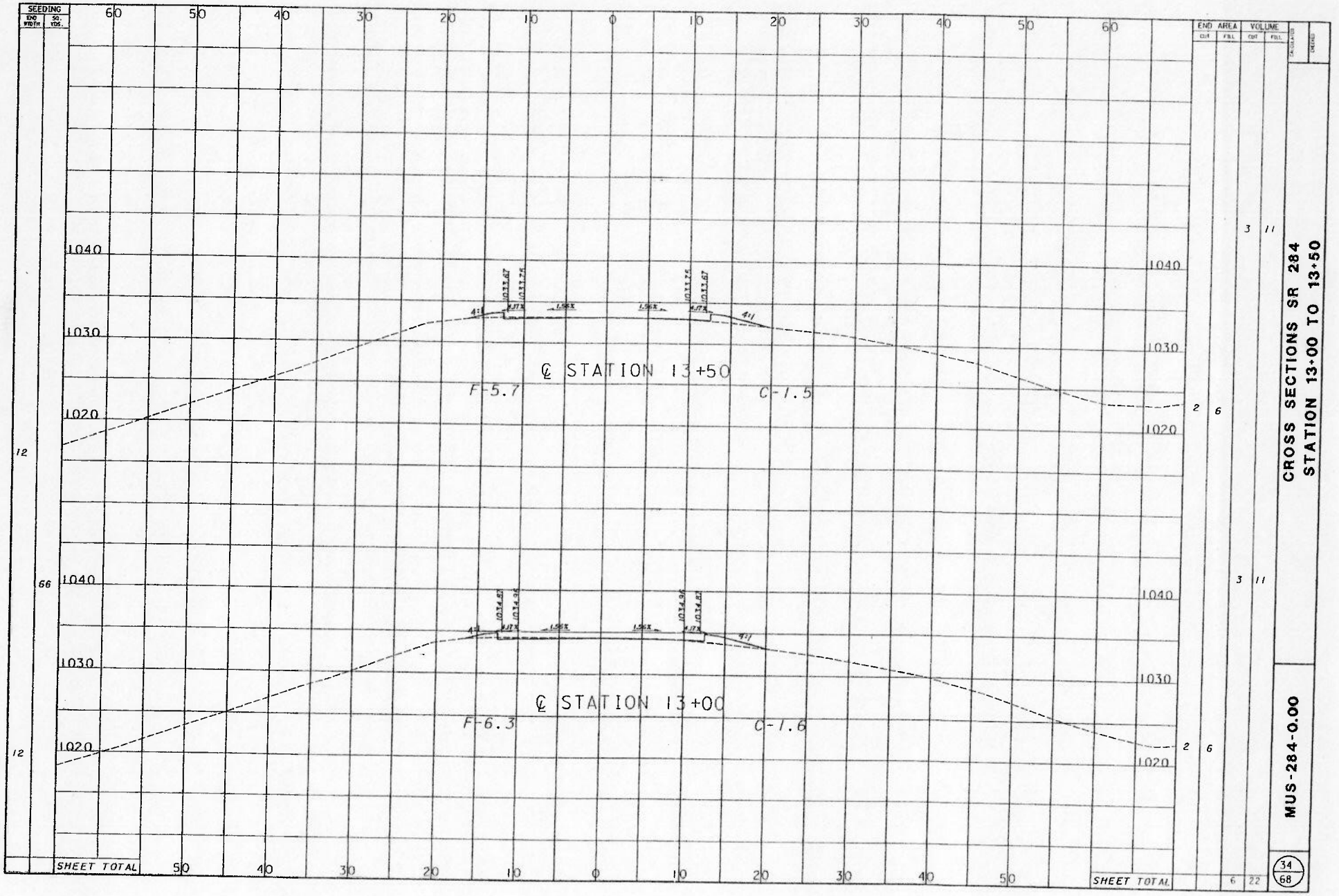
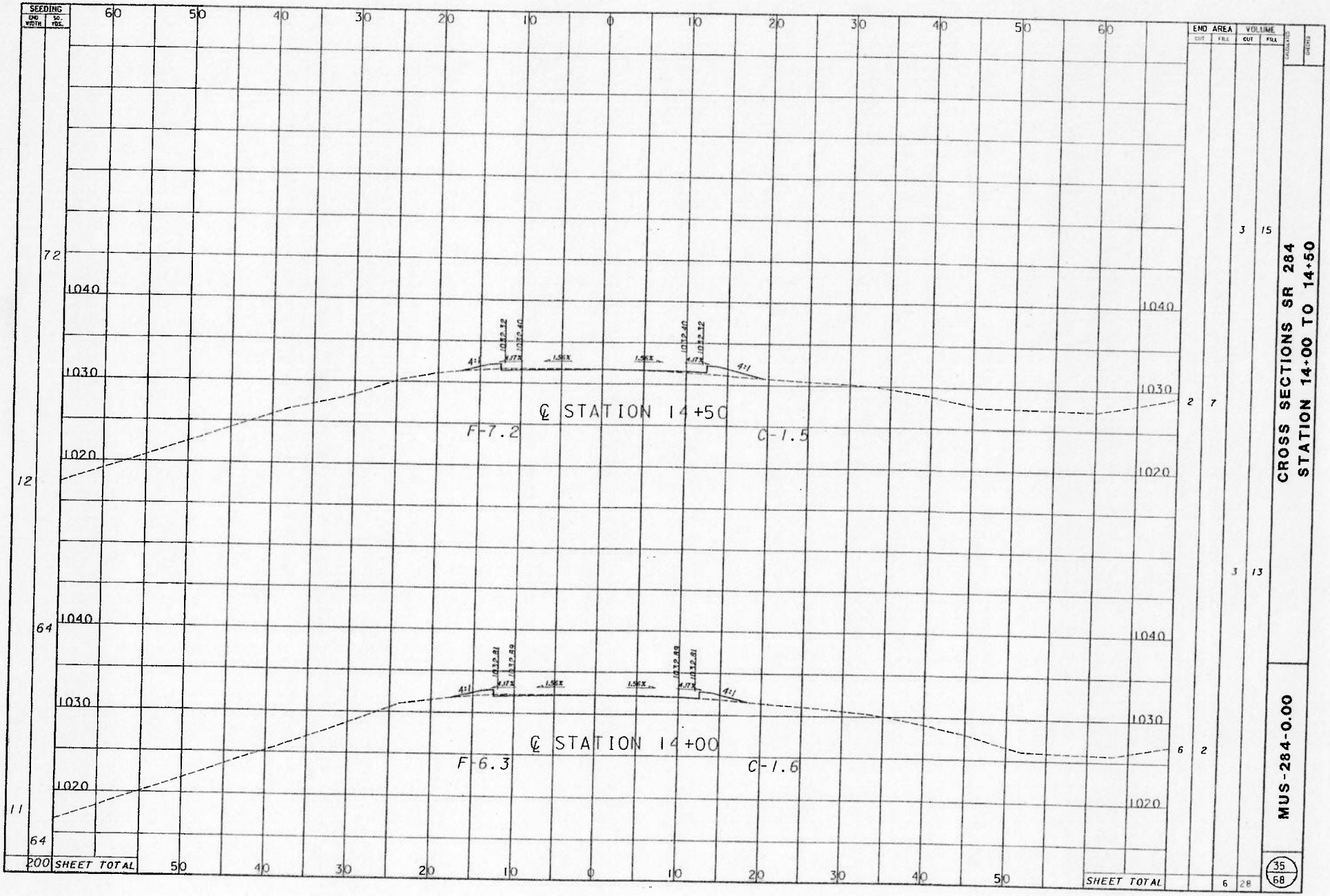
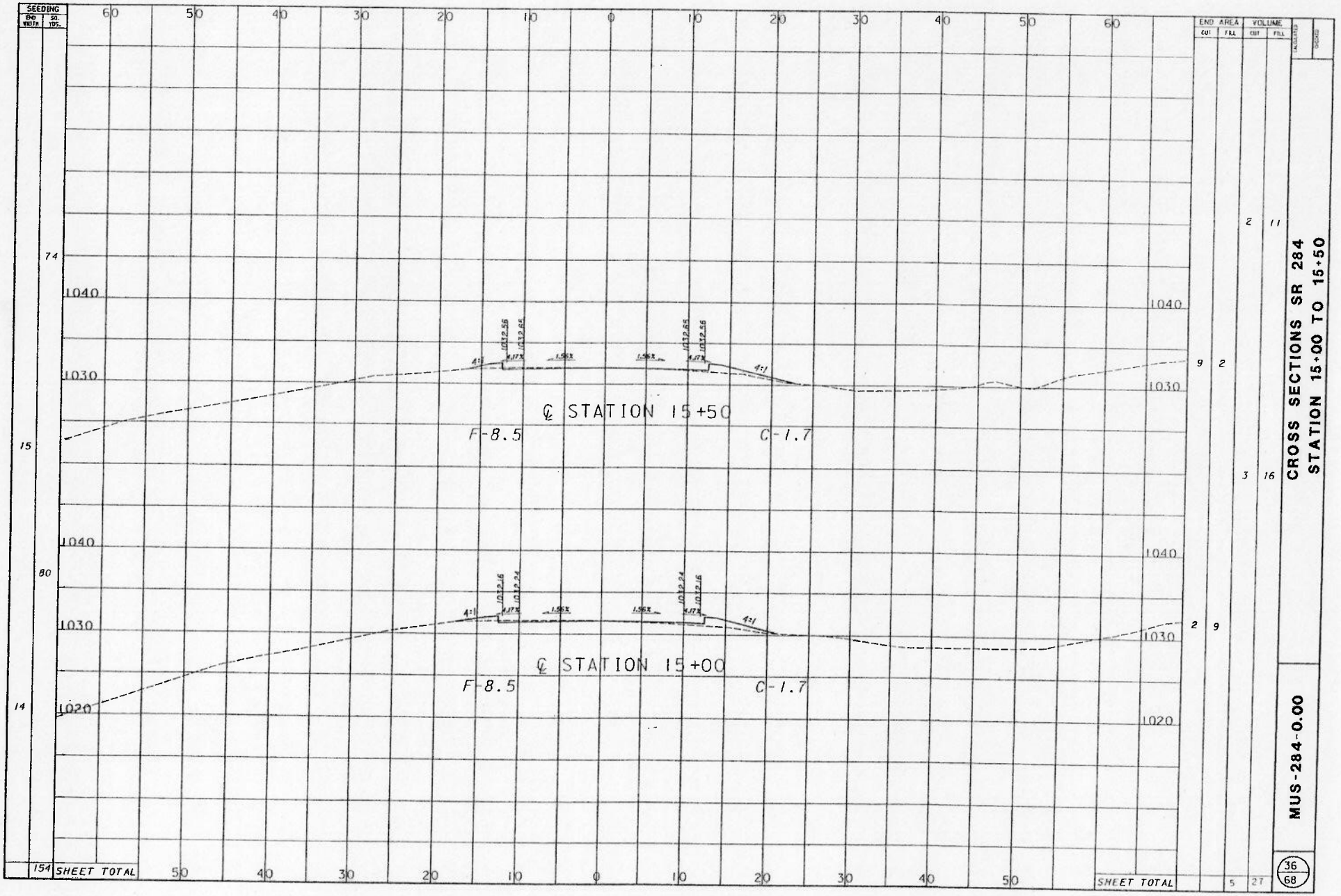
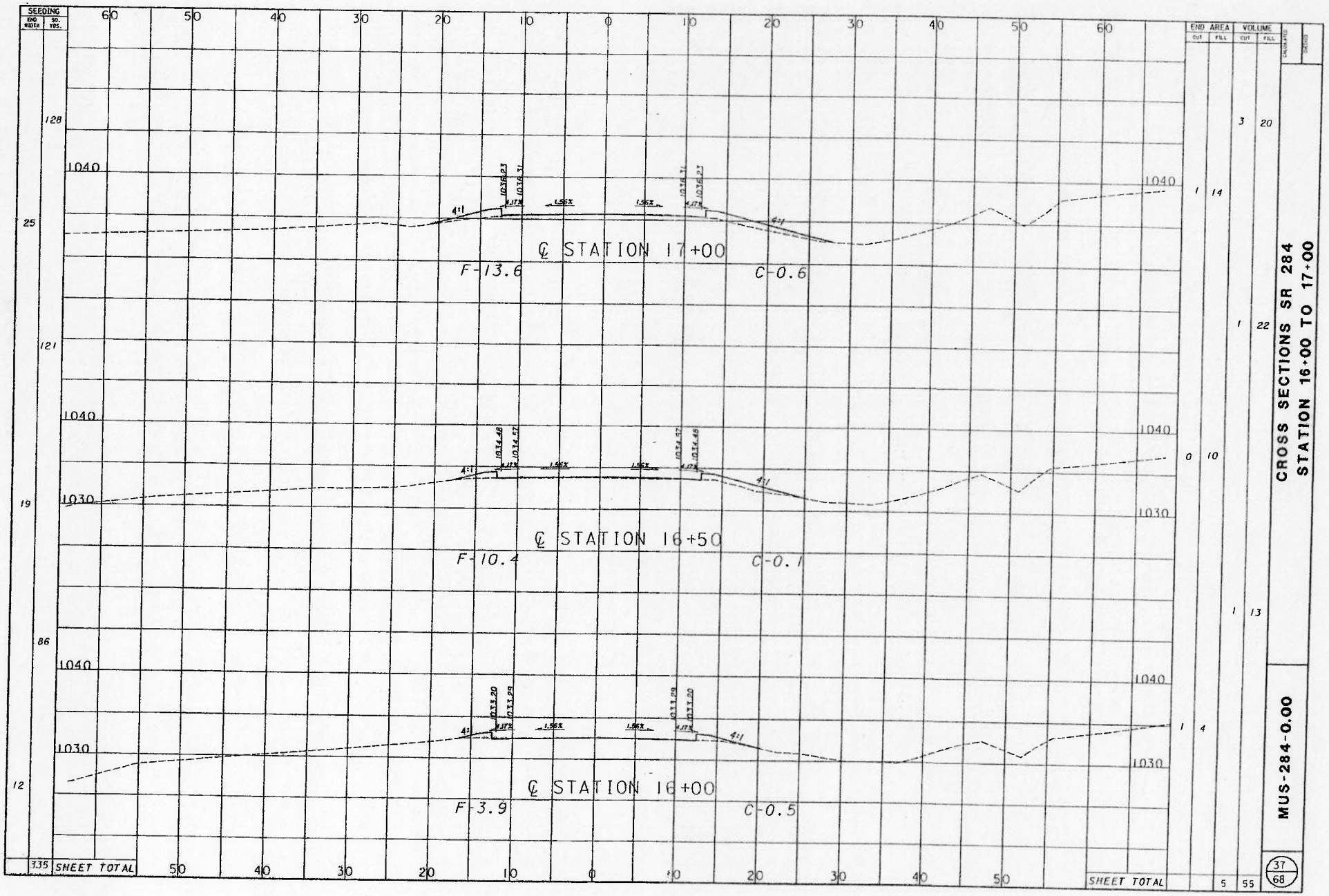
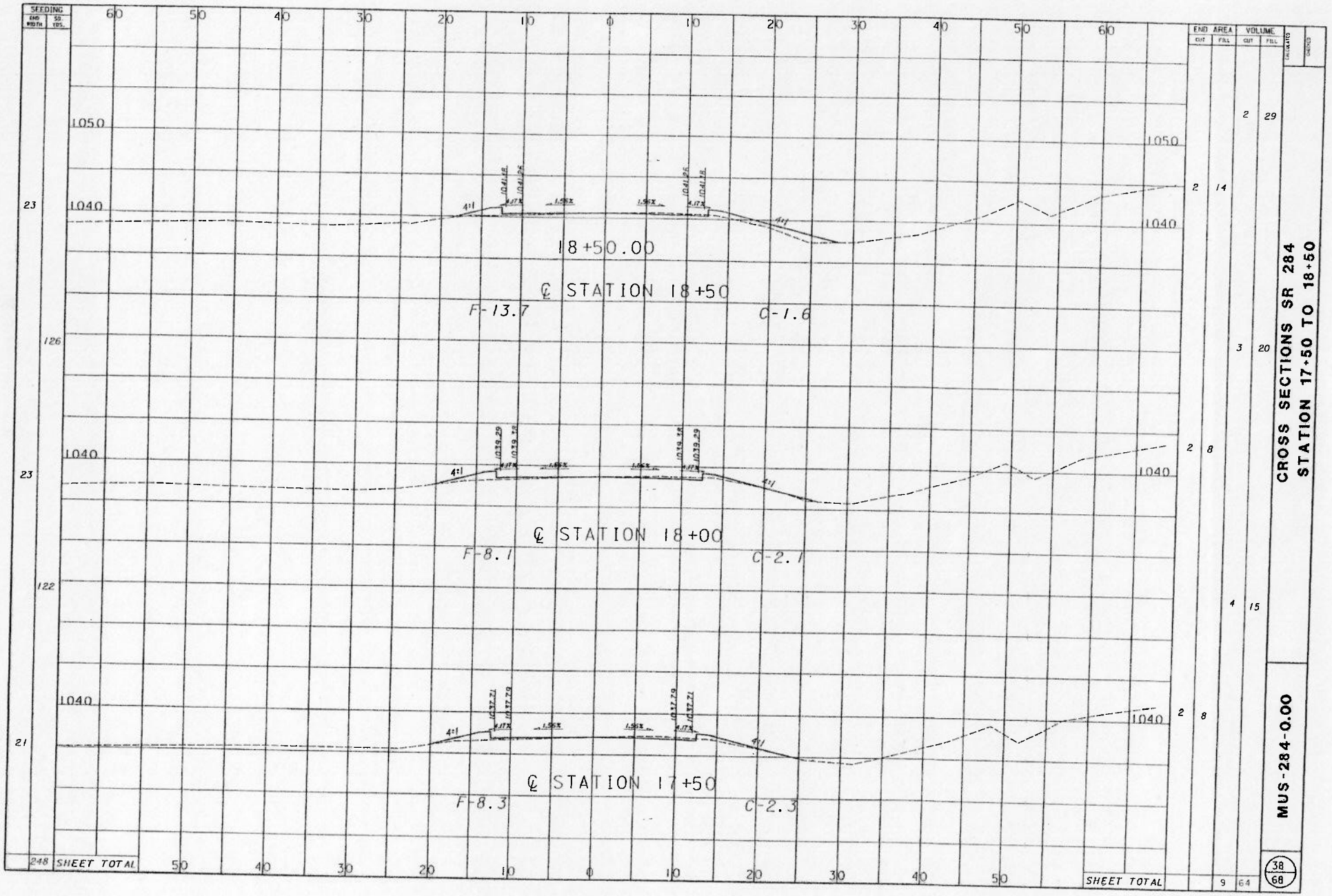
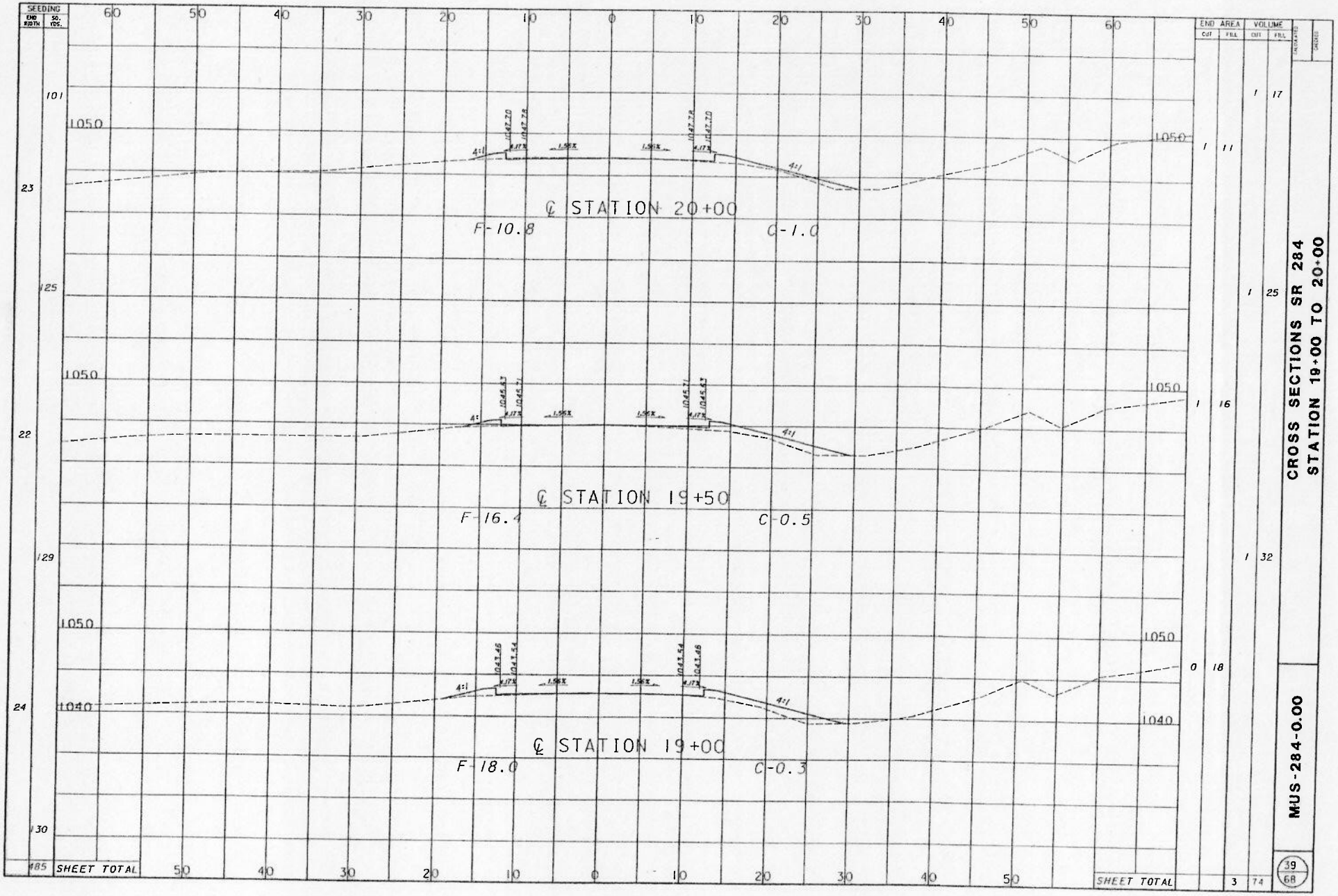

SEEDING
END WIDTH
SQ. YDS.
60
50
40
30
20
10
0
10
20
30
40
50
60
END AREA
CUT
FILL
VOLUME
CUT
FILL
1040
1030
1020
1040
1030
1020
12
66
12
1040
1030
1020
1040
1030
1020
4:1
4:1
1.96%
1.96%
4.17%
4.17%
1033.67
1033.67
1033.75
1033.75
℄ STATION 13+50
F-5.7
C-1.5
4:1
4:1
1.96%
1.96%
4.17%
4.17%
1034.83
1034.83
1034.92
1034.92
℄ STATION 13+00
F-6.3
C-1.6
SHEET TOTAL
50
40
30
20
10
0
10
20
30
40
50
60
SHEET TOTAL
2
6
3
11
2
6
3
11
6
22
CROSS SECTIONS SR 284
STATION 13+00 TO 13+50
MUS-284-0.00
34
68
M284XSSHT.DGN
11-27-02


SEEDING
END WIDTH
SQ. YDS.
72
64
12
64
11
64
200
SHEET TOTAL
60 50 40 30 20 10 0 10 20 30 40 50 60
1040
1030
1020
4:1
4.17%
1.56%
1.56%
4.17%
4:1
1032.32
1032.40
1032.40
1032.32
℄ STATION 14+50
F-7.2
C-1.5
1032.81
1032.89
1032.89
1032.81
℄ STATION 14+00
F-6.3
C-1.6
END AREA
CUT
FILL
VOLUME
CUT
FILL
3
15
2
7
3
13
6
2
6
28
SHEET TOTAL
CROSS SECTIONS SR 284
STATION 14+00 TO 14+50
MUS-284-0.00
35
68
M284XSSHT.DGN 11-27-02

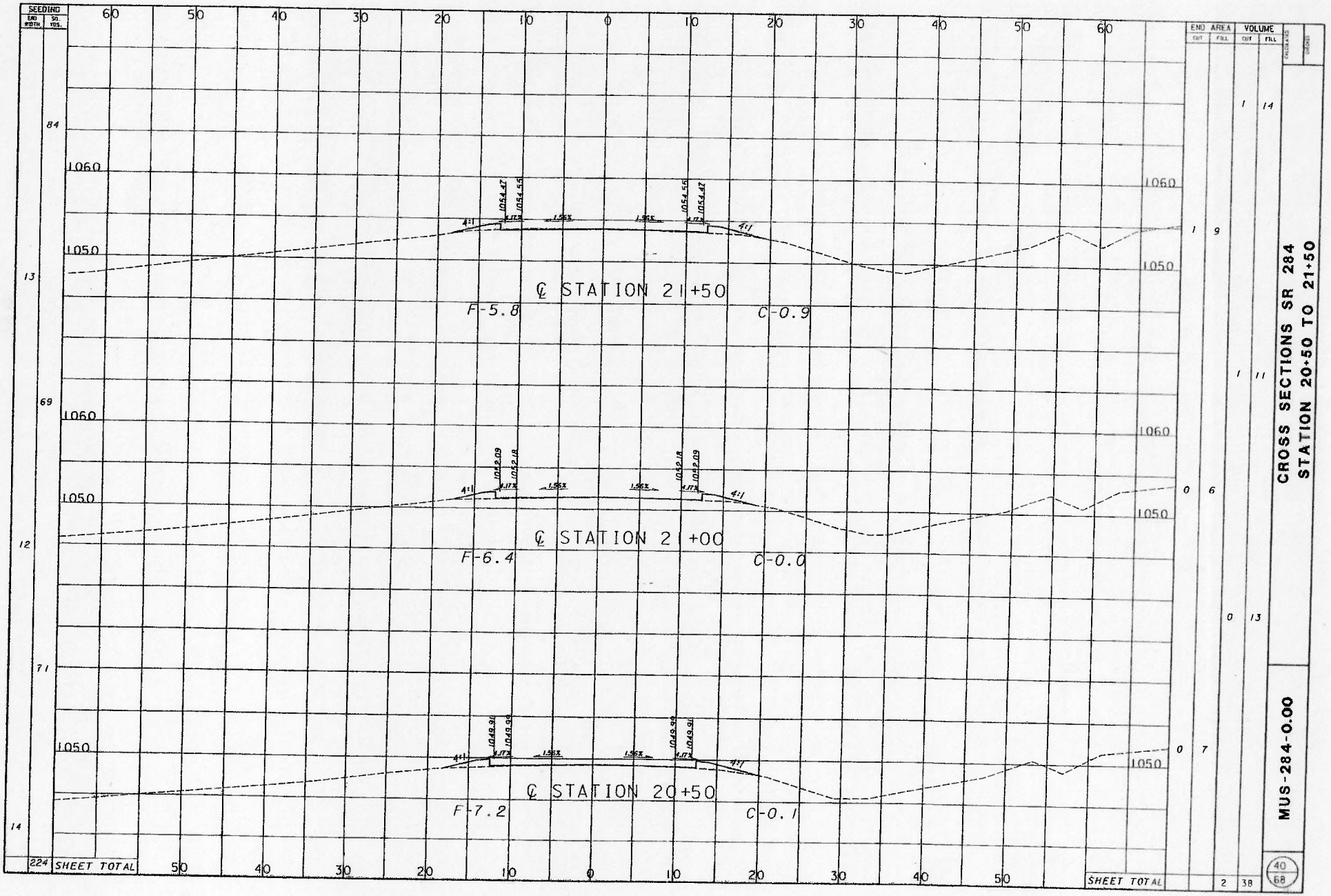

SEEDING
END WIDTH
SQ. YDS.
74
15
80
14
154
SHEET TOTAL
60 50 40 30 20 10 0 10 20 30 40 50 60
1040
1030
1020
1032.55
1032.65
1032.24
1032.16
4:1
4.17%
1.56%
℄ STATION 15+50
F-8.5
C-1.7
℄ STATION 15+00
F-8.5
C-1.7
END AREA
CUT
FILL
9
2
2
9
SHEET TOTAL
5
VOLUME
CUT
FILL
2
11
3
16
27
CALCULATED
CHECKED
CROSS SECTIONS SR 284
STATION 15+00 TO 15+50
MUS-284-0.00
36
68
M284XSSHT.DGN
11-27-02

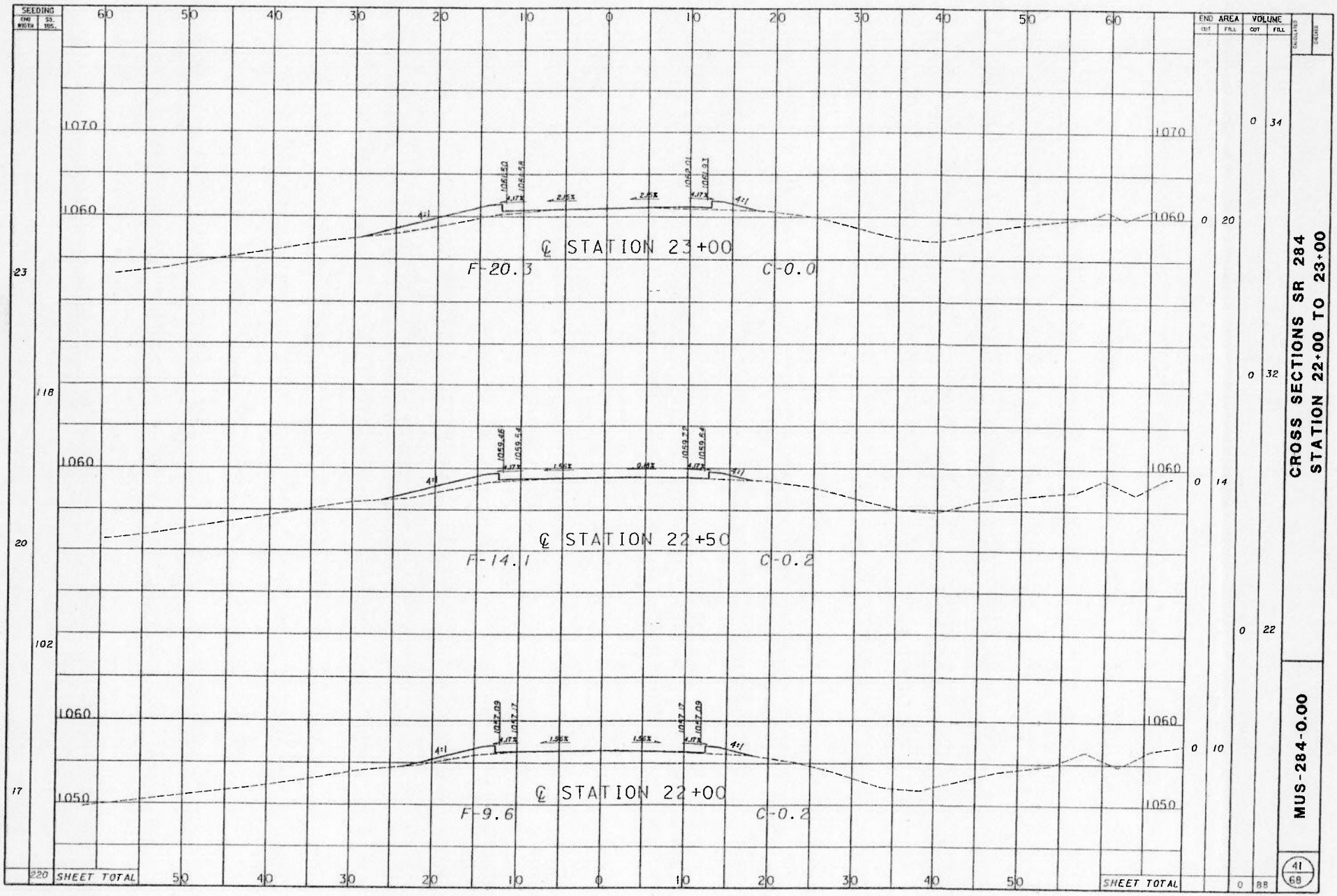

SEEDING
END WIDTH
SQ. YDS.
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED
CHECKED
60 50 40 30 20 10 0 10 20 30 40 50 60
128
121
86
25
19
12
1040
1030
1036.23
1036.71
1034.48
1034.57
1033.20
1033.29
4:1
4.17%
1.56%
℄ STATION 17+00
F-13.6
C-0.6
℄ STATION 16+50
F-10.4
C-0.1
℄ STATION 16+00
F-3.9
C-0.5
335
SHEET TOTAL
SHEET TOTAL
3
20
1
14
1
22
0
10
1
13
1
4
5
55
CROSS SECTIONS SR 284
STATION 16+00 TO 17+00
MUS-284-0.00
37
68
M284XSSHT.DGN
11-27-02

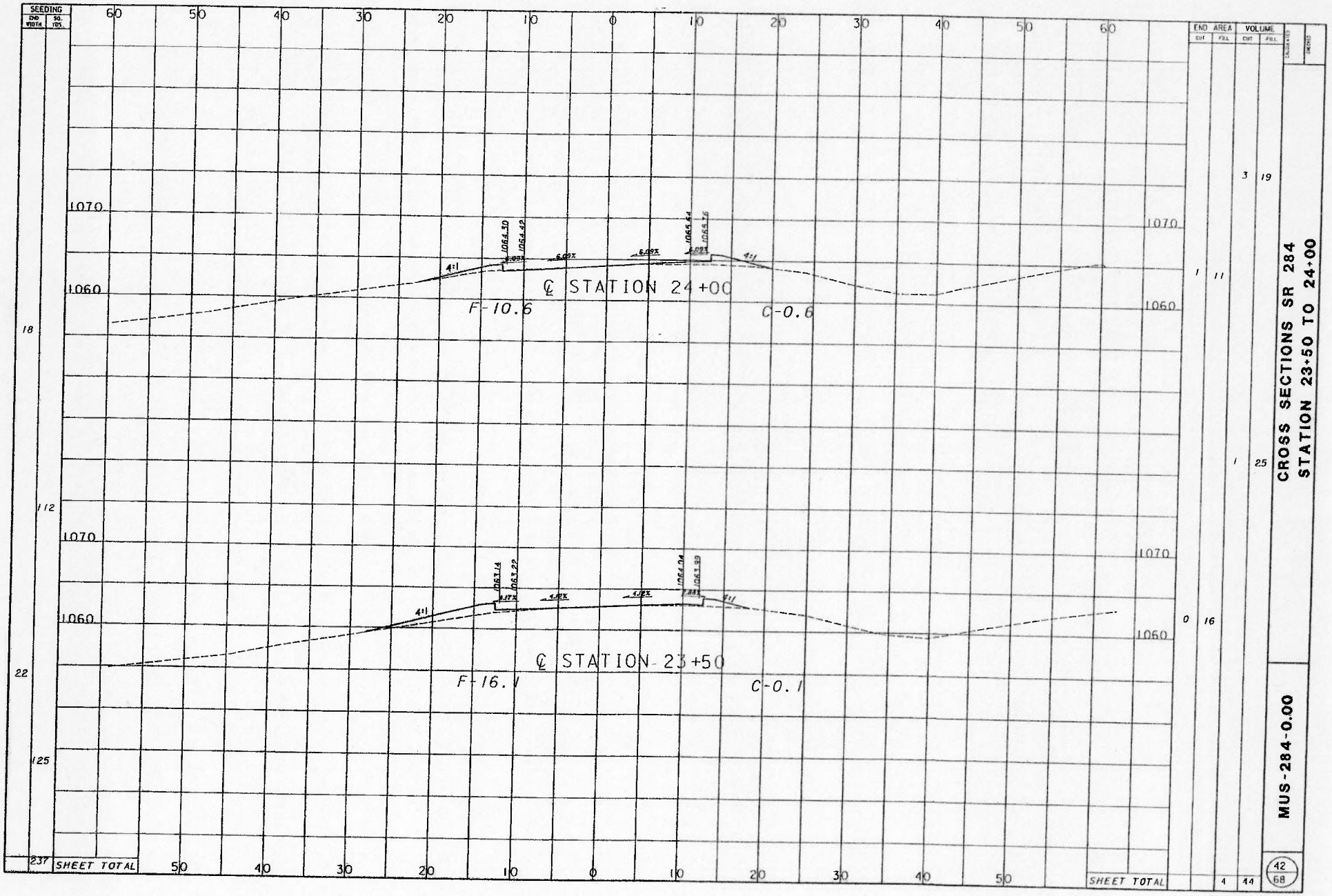

SEEDING
END WIDTH
SQ. YDS.
60 50 40 30 20 10 0 10 20 30 40 50 60
1050
1040
23
126
1040
23
122
1040
21
4:1
4.17%
1.56%
1041.26
1041.18
18+50.00
℄ STATION 18+50
F-13.7
C-1.6
1039.29
1039.18
℄ STATION 18+00
F-8.1
C-2.1
1037.21
1037.29
1037.79
1037.71
℄ STATION 17+50
F-8.3
C-2.3
248
SHEET TOTAL
SHEET TOTAL
END AREA
CUT
FILL
VOLUME
CUT
FILL
2 29
2 14
3 20
2 8
4 15
2 8
9 64
CALCULATED
CHECKED
CROSS SECTIONS SR 284
STATION 17+50 TO 18+50
MUS-284-0.00
38
68
M284XSSHT.DGN
11-27-02

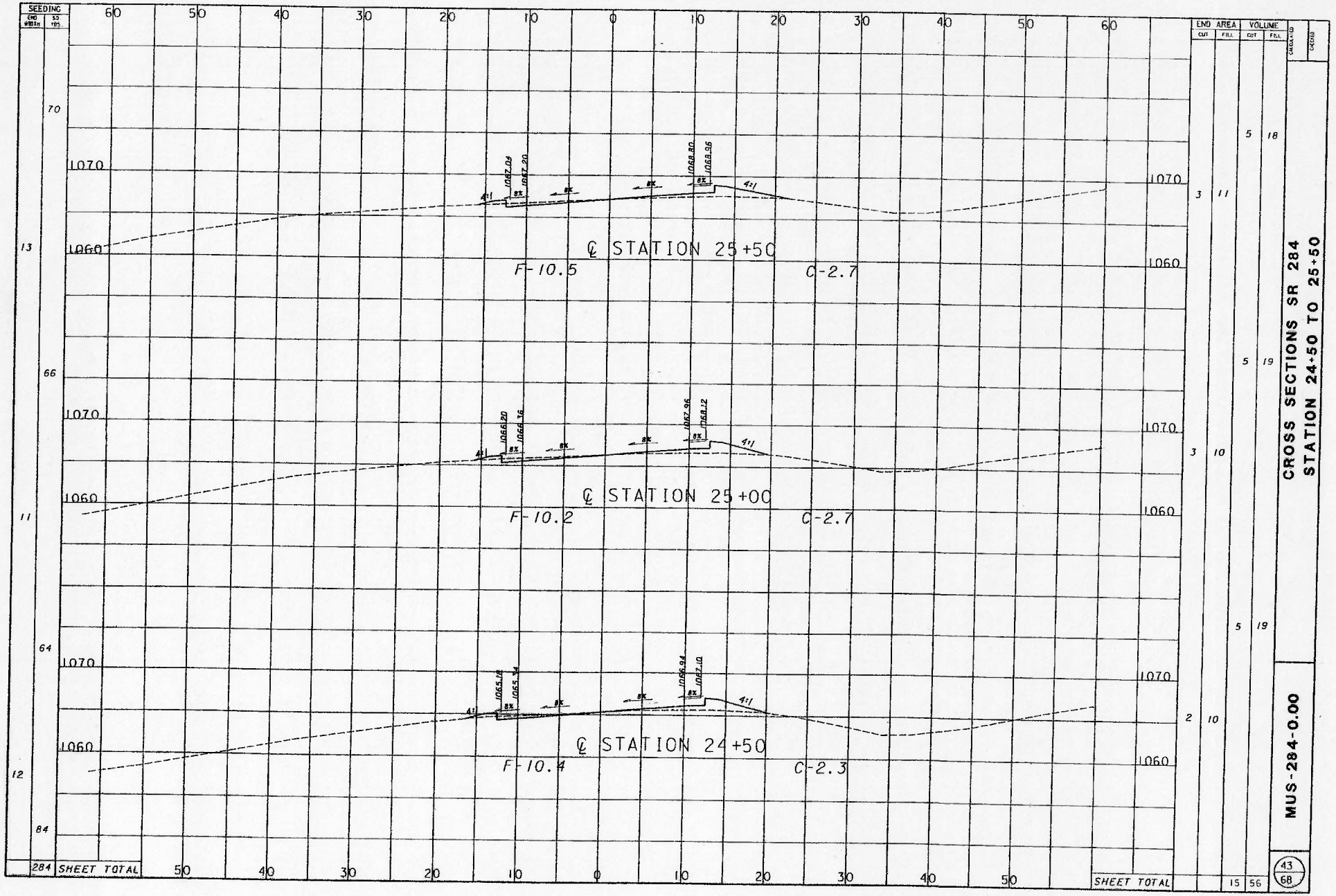


M284XSSHT.DGN 11-27-02

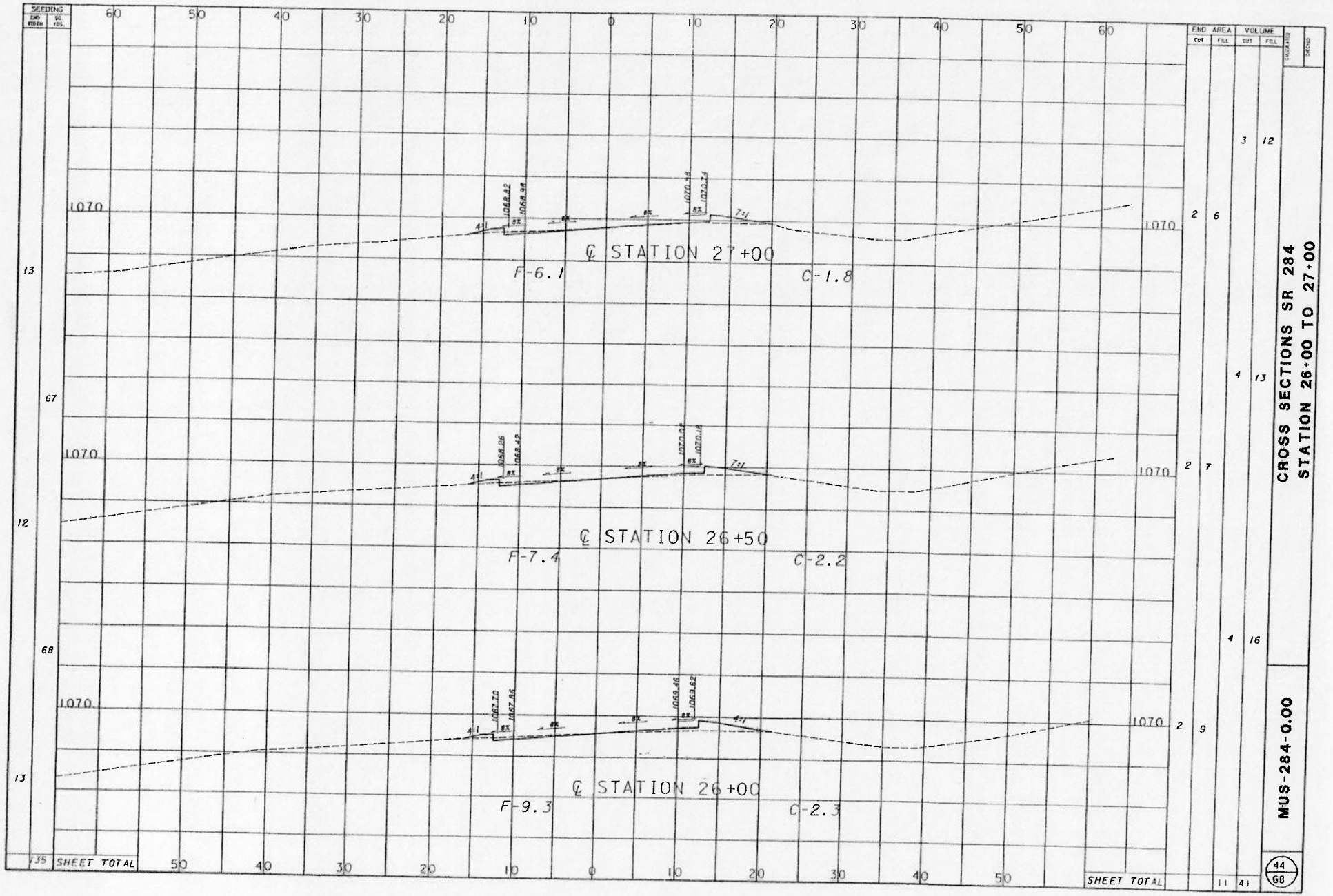

SEEDING
END WIDTH
SQ. YDS.
60 50 40 30 20 10 0 10 20 30 40 50 60
84
69
71
224
SHEET TOTAL
1060
1050
1054.47
1054.55
1042.09
1042.18
1049.91
1049.99
4:1
4.17%
1.56%
℄ STATION 21+50
F-5.8
C-0.9
℄ STATION 21+00
F-6.4
C-0.0
℄ STATION 20+50
F-7.2
C-0.1
END AREA
CUT
FILL
VOLUME
CUT
FILL
1 14
1 9
1 11
0 6
0 13
0 7
2 38
CROSS SECTIONS SR 284
STATION 20+50 TO 21+50
MUS-284-0.00
40
68
M284XSSHT.DGN
11-27-02

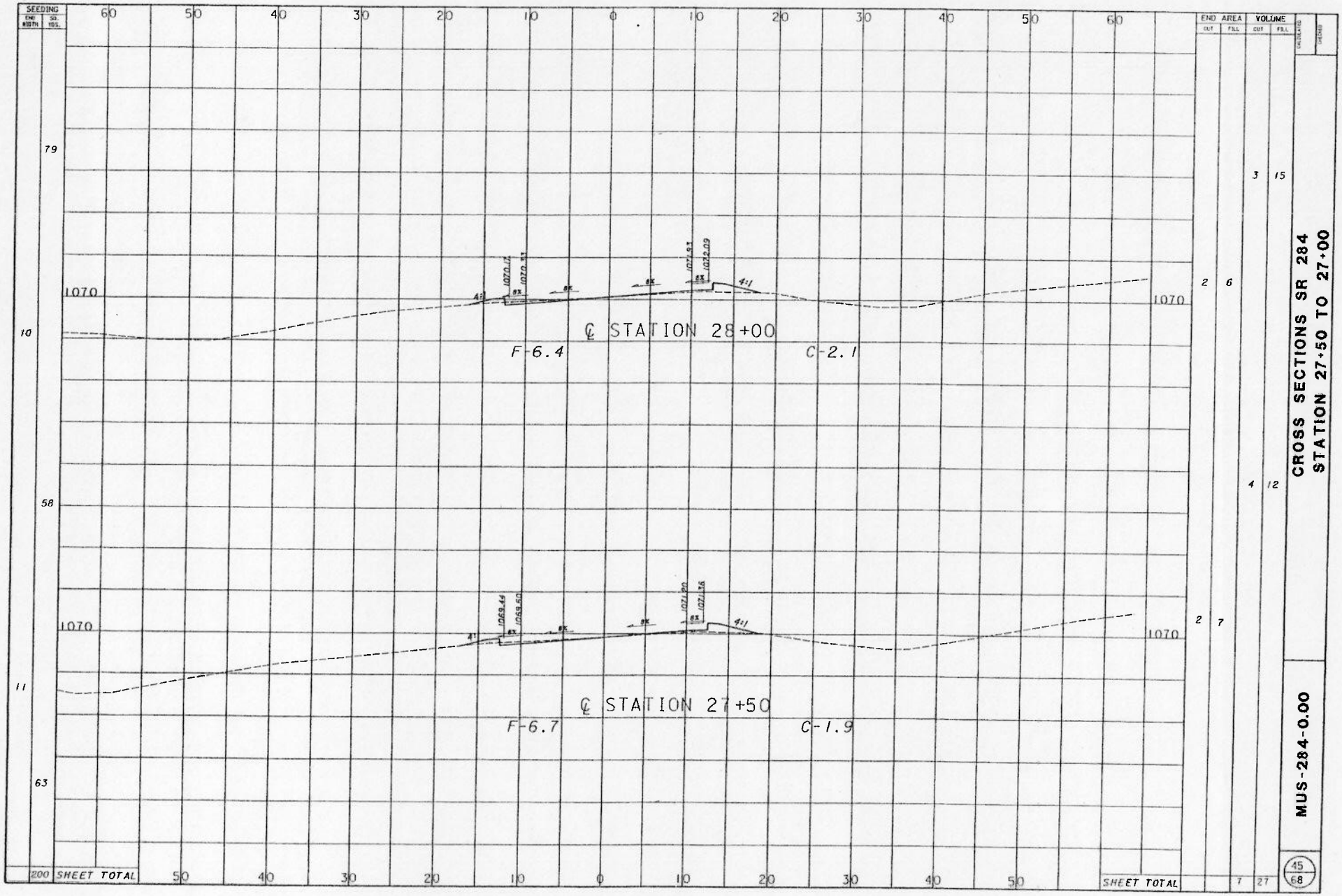

SEEDING
END WIDTH
SQ. YDS.
60 50 40 30 20 10 0 10 20 30 40 50 60
1070
1060
1050
1061.50
1061.58
1060.01
1061.93
4:1
4.17%
2.15%
2.15%
4:1
℄ STATION 23+00
F-20.3
C-0.0
1059.45
1059.54
1059.72
1059.64
1.56%
0.62%
℄ STATION 22+50
F-14.1
C-0.2
1057.09
1057.17
1057.17
1057.09
1.56%
1.56%
℄ STATION 22+00
F-9.6
C-0.2
23
118
20
102
17
220
SHEET TOTAL
END AREA
CUT
FILL
VOLUME
CUT
FILL
0 34
0 20
0 32
0 14
0 22
0 10
0 88
SHEET TOTAL
CALCULATED
CHECKED
CROSS SECTIONS SR 284
STATION 22+00 TO 23+00
MUS-284-0.00
41
68
M284XSSHT.DGN
11-27-02


SEEDING
END WIDTH
SQ. YDS.
60 50 40 30 20 10 0 10 20 30 40 50 60
END AREA
CUT
FILL
VOLUME
CUT
FILL
1070
1060
4:1
1064.30
1064.42
6.09%
1065.64
1065.76
℄ STATION 24+00
F-10.6
C-0.6
1063.14
1063.22
4.02%
1064.04
1063.99
℄ STATION 23+50
F-16.1
C-0.1
18
112
22
125
237
SHEET TOTAL
1
11
3
19
1
25
0
16
4
44
CROSS SECTIONS SR 284
STATION 23+50 TO 24+00
MUS-284-0.00
42
68
M284XSSHT.DGN 11-27-02

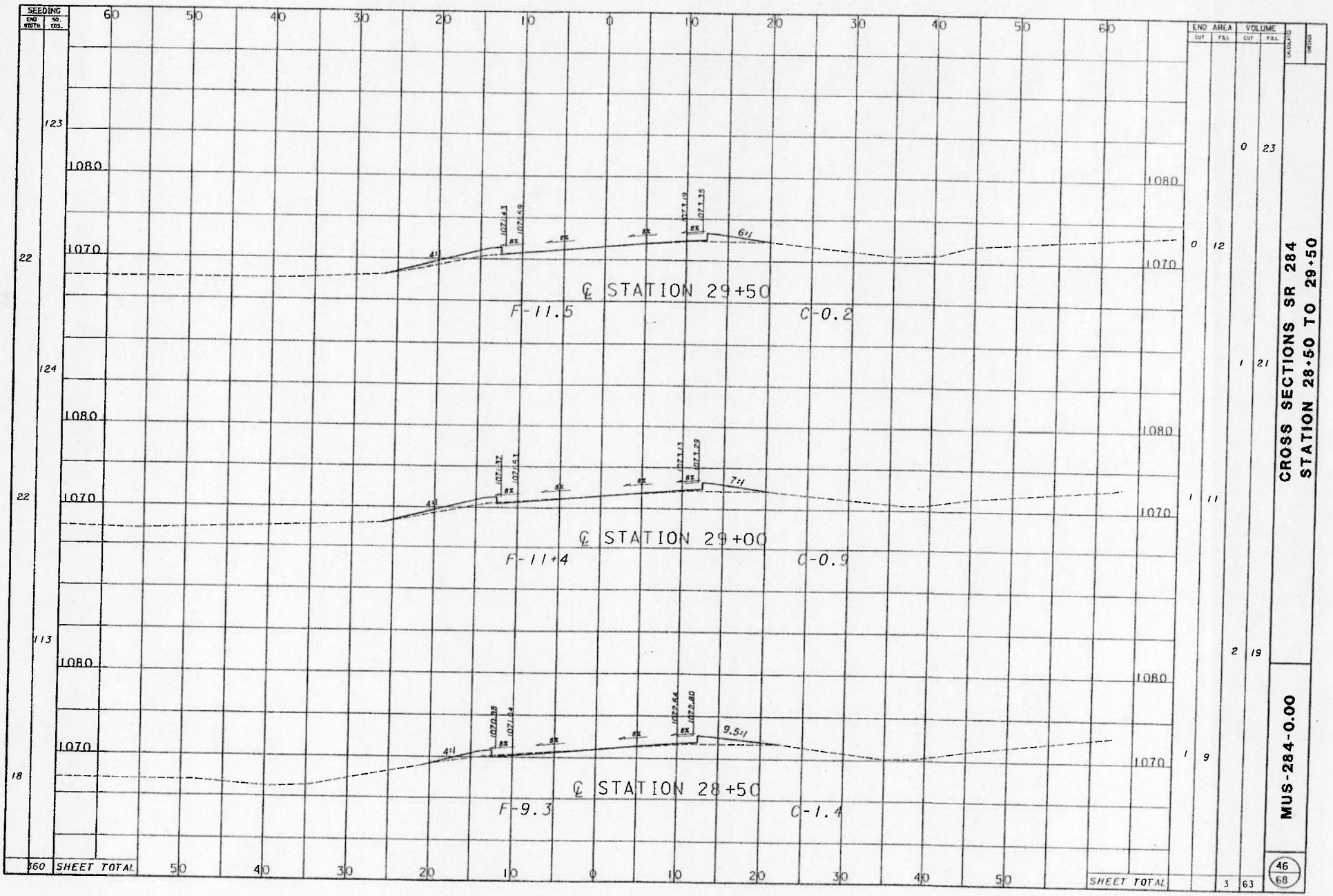


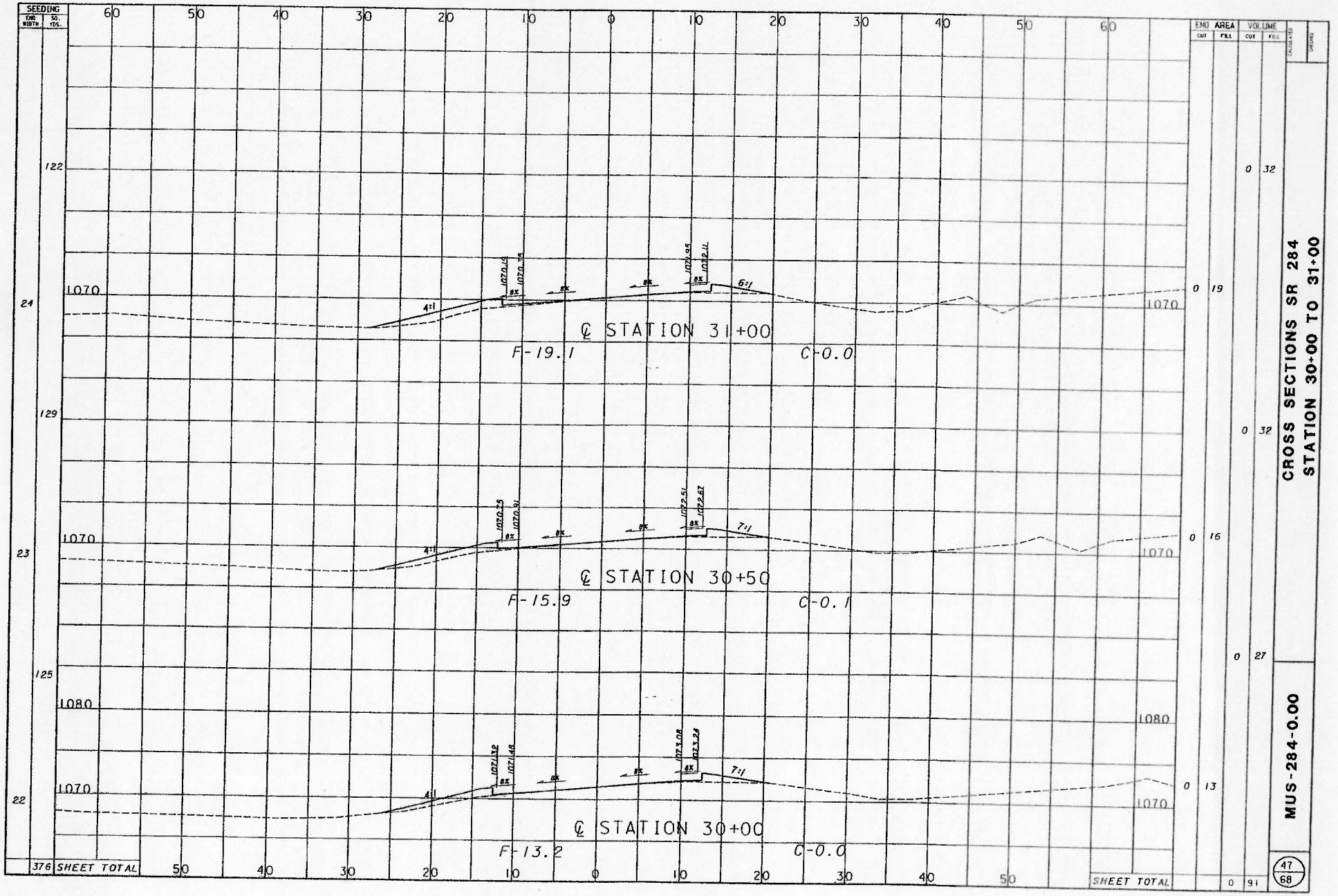
M284XSSHT.DGN 11-27-02

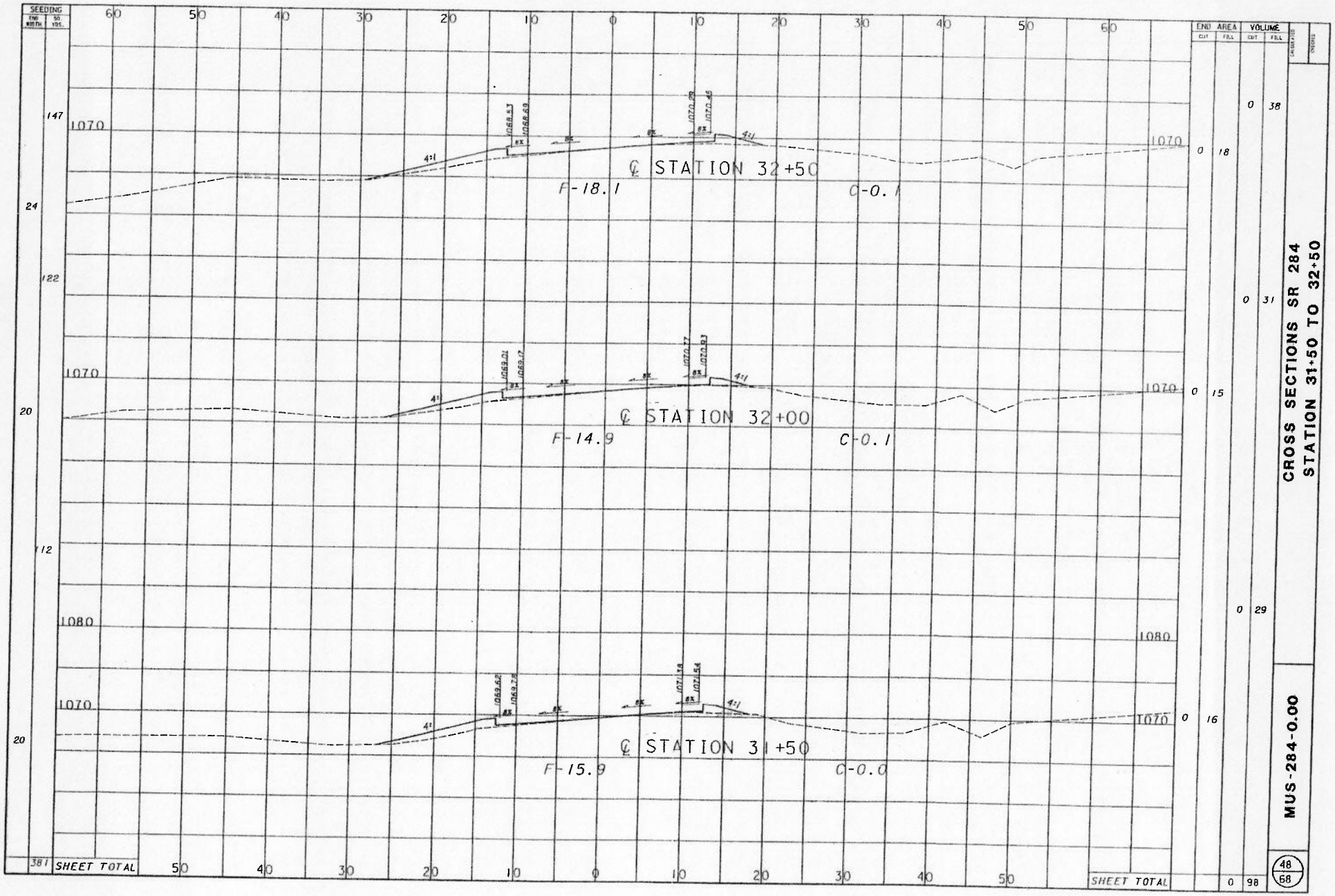

SEEDING
END WIDTH
50 FT.
60 50 40 30 20 10 0 10 20 30 40 50 60
END AREA
CUT
FILL
VOLUME
CUT
FILL
1070
1068.82
1068.38
1070.58
1070.14
4:1
8%
7:1
℄ STATION 27+00
F-6.1
C-1.8
2
6
3
12
13
67
1070
1068.26
1068.42
1070.02
1070.46
℄ STATION 26+50
F-7.4
C-2.2
2
7
4
13
12
68
1070
1067.70
1067.86
1069.46
1069.62
℄ STATION 26+00
F-9.3
C-2.3
2
9
4
16
13
135
SHEET TOTAL
SHEET TOTAL
11
41
CROSS SECTIONS SR 284
STATION 26+00 TO 27+00
MUS-284-0.00
44
68
M284XSSHT.DGN 11-97-02

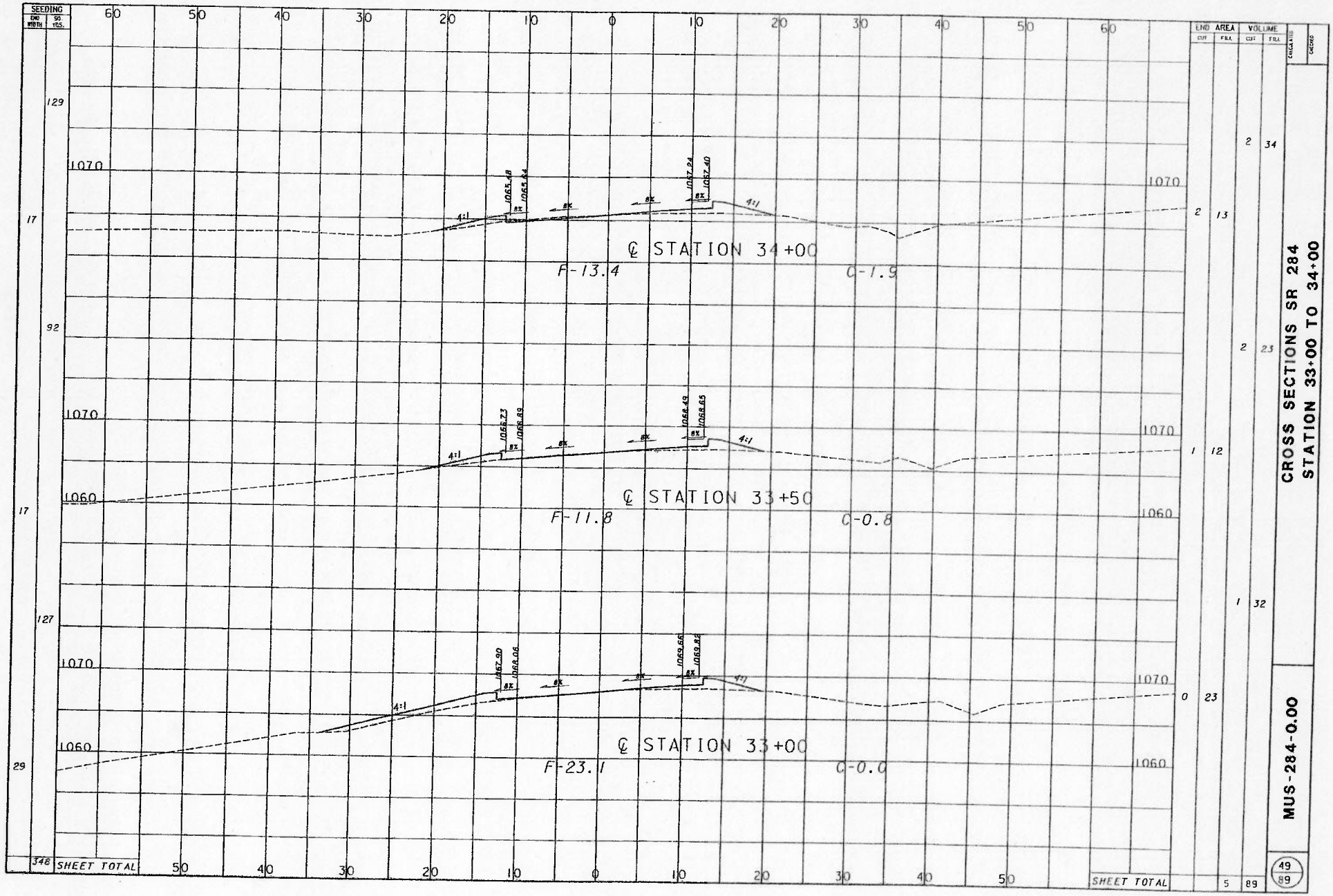


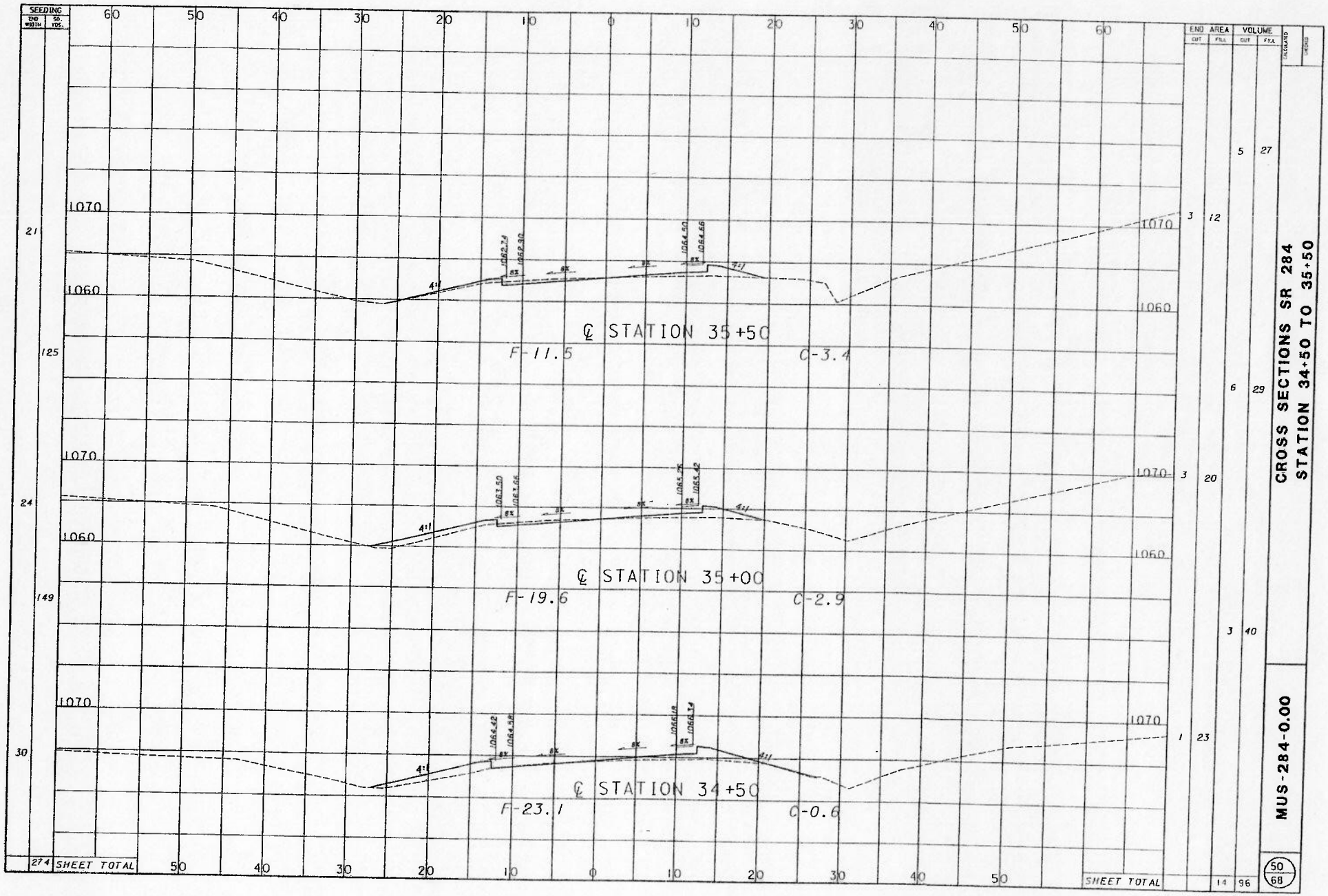
M284XSSHT.DGN 11-27-02

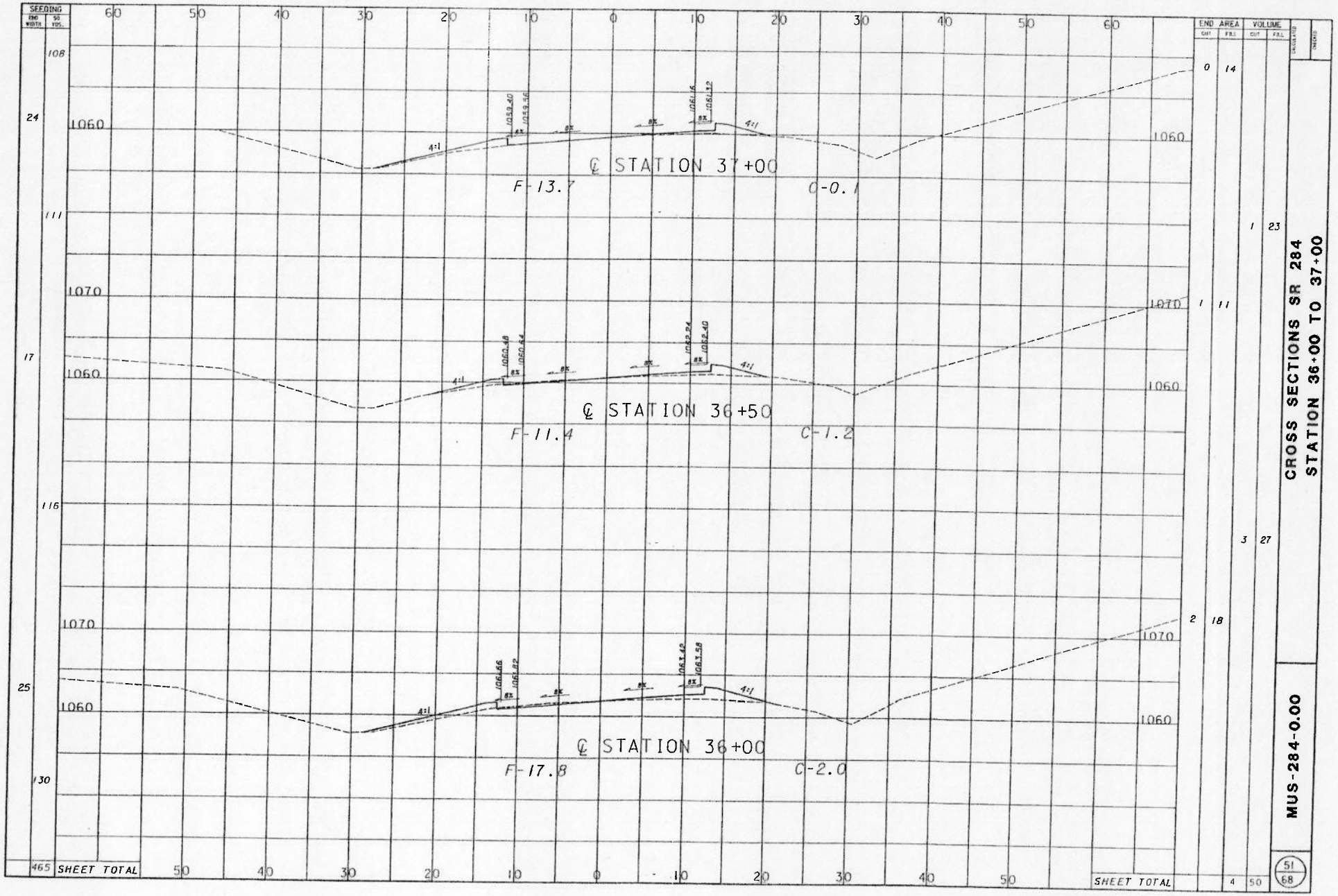

SEEDING
END WIDTH
SQ. YDS.
123
124
113
22
22
18
360
SHEET TOTAL
60 50 40 30 20 10 0 10 20 30 40 50 60
1080
1070
4:1
6:1
7:1
9.5:1
8%
1071.43
1071.49
1071.19
1071.35
1071.37
1071.51
1071.13
1071.29
1070.95
1071.04
1072.64
1072.80
℄ STATION 29+50
F-11.5
C-0.2
℄ STATION 29+00
F-11+4
C-0.9
℄ STATION 28+50
F-9.3
C-1.4
END AREA
CUT
FILL
VOLUME
CUT
FILL
0
12
1
11
1
9
SHEET TOTAL
3
0
23
1
21
2
19
63
CALCULATED
CHECKED
CROSS SECTIONS SR 284
STATION 28+50 TO 29+50
MUS-284-0.00
46
68
M284XSSHT.DGN 11-27-07


SEEDING
END WIDTH
SQ. YDS.
60 50 40 30 20 10 0 10 20 30 40 50 60
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED
GRADED
122
129
125
24
23
22
1070
1080
4:1
6:1
7:1
8%
℄ STATION 31+00
F-19.1
C-0.0
℄ STATION 30+50
F-15.9
C-0.1
℄ STATION 30+00
F-13.2
C-0.0
0 19
0 16
0 13
0 32
0 32
0 27
0 91
376 SHEET TOTAL
SHEET TOTAL
CROSS SECTIONS SR 284
STATION 30+00 TO 31+00
MUS-284-0.00
47
68
M284XSSHT.DGN 11-27-02


SEEDING
END AREA
VOLUME
CUT
FILL
60 50 40 30 20 10 0 10 20 30 40 50 60
147
24
122
20
12
20
1070
1080
1068.53
1068.69
1070.28
1070.45
1069.01
1069.17
1070.27
1070.83
1069.62
1069.78
1071.13
1071.54
8%
4:1
℄ STATION 32+50
F-18.1
C-0.1
℄ STATION 32+00
F-14.9
C-0.1
℄ STATION 31+50
F-15.9
C-0.0
0 18
0 15
0 16
0 38
0 31
0 29
0 98
381
SHEET TOTAL
SHEET TOTAL
CROSS SECTIONS SR 284
STATION 31+50 TO 32+50
MUS-284-0.00
48
68
M284XSSHT.DGN 11-27-02


SEEDING
END WIDTH
SY 1000
60 50 40 30 20 10 0 10 20 30 40 50 60
129
17
92
17
127
29
348
1070
1060
1065.48
1065.64
1067.24
1067.40
1066.73
1066.89
1068.49
1068.65
1067.90
1068.06
1069.66
1069.82
4:1
8%
℄ STATION 34+00
F-13.4
C-1.9
℄ STATION 33+50
F-11.8
C-0.8
℄ STATION 33+00
F-23.1
C-0.0
SHEET TOTAL
END AREA
VOLUME
CUT
FILL
2 34
2 13
2 23
1 12
1 32
0 23
5 89
CROSS SECTIONS SR 284
STATION 33+00 TO 34+00
MUS-284-0.00
49
89
M284XSSHT.DGN 11-27-02


SEEDING
END WIDTH
SQ. YDS.
60 50 40 30 20 10 0 10 20 30 40 50 60
END AREA
CUT
FILL
VOLUME
CUT
FILL
CROSS SECTIONS SR 284
STATION 34+50 TO 35+50
MUS-284-0.00
℄ STATION 35+50
F-11.5
C-3.4
℄ STATION 35+00
F-19.6
C-2.9
℄ STATION 34+50
F-23.1
C-0.6
1070
1060
21
125
24
149
30
274
SHEET TOTAL
3 12
5 27
3 20
6 29
1 23
3 40
14 96
50
68
M284XSSHT.DGN 11-27-02

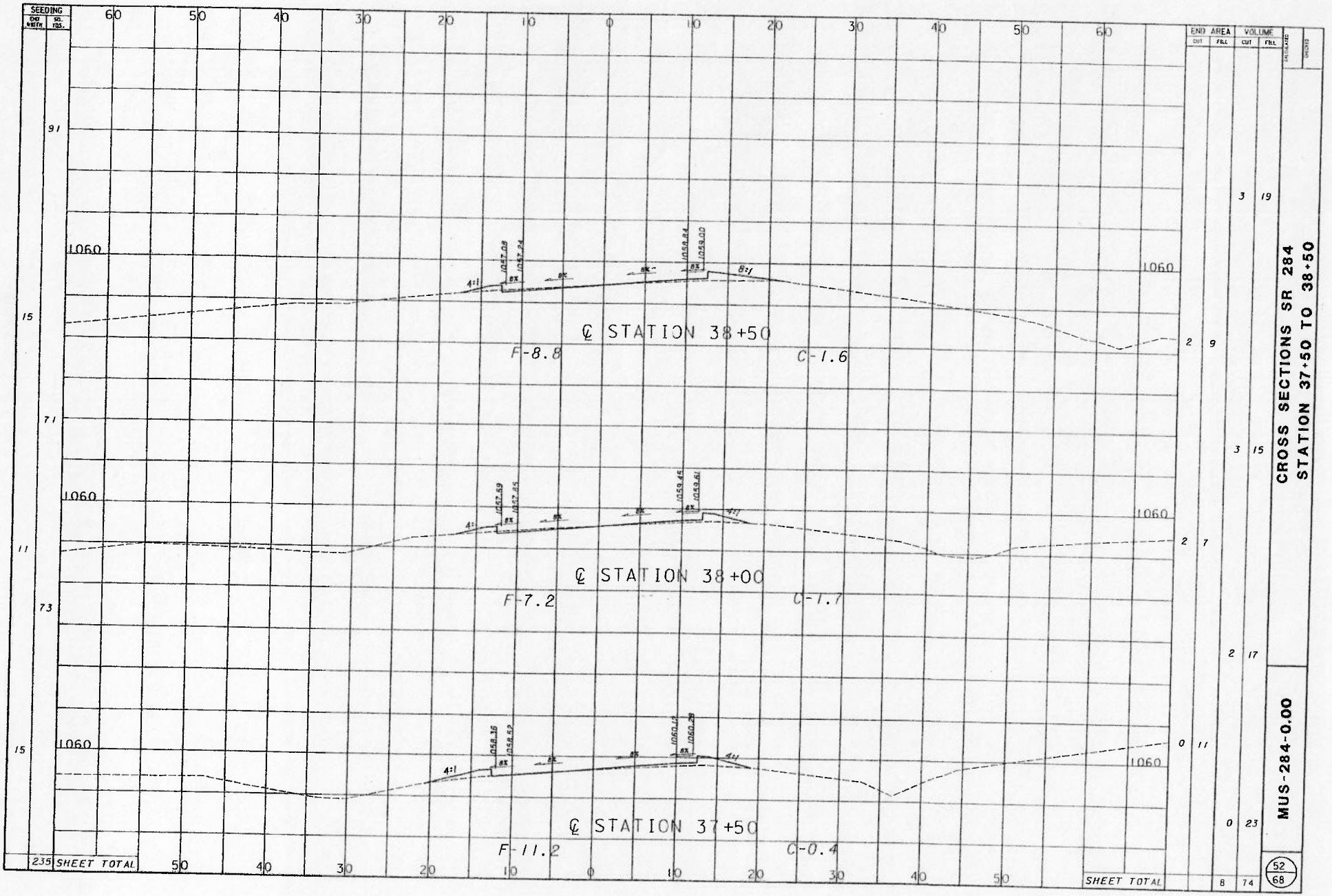


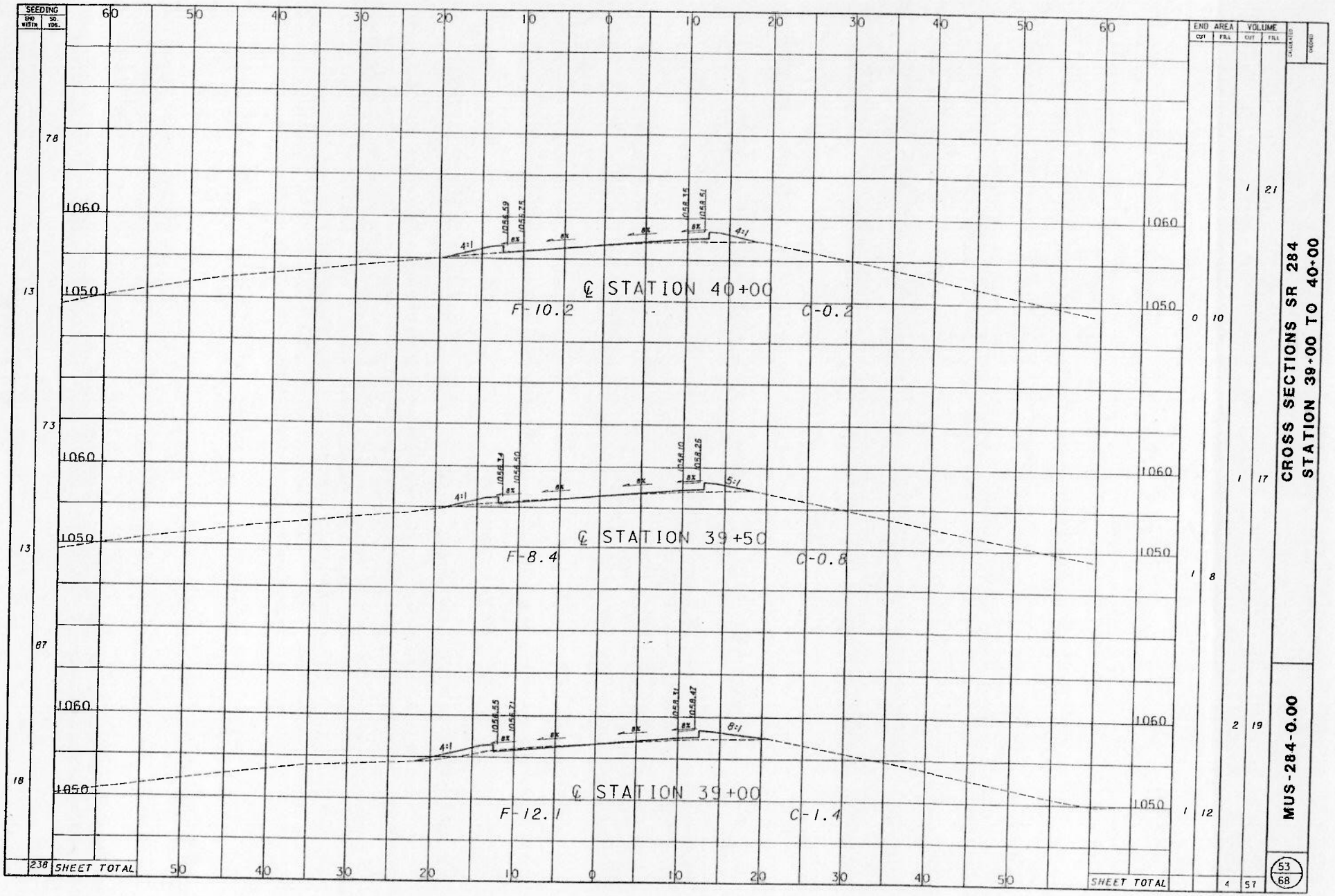
CROSS SECTIONS SR 284
STATION 36+00 TO 37+00

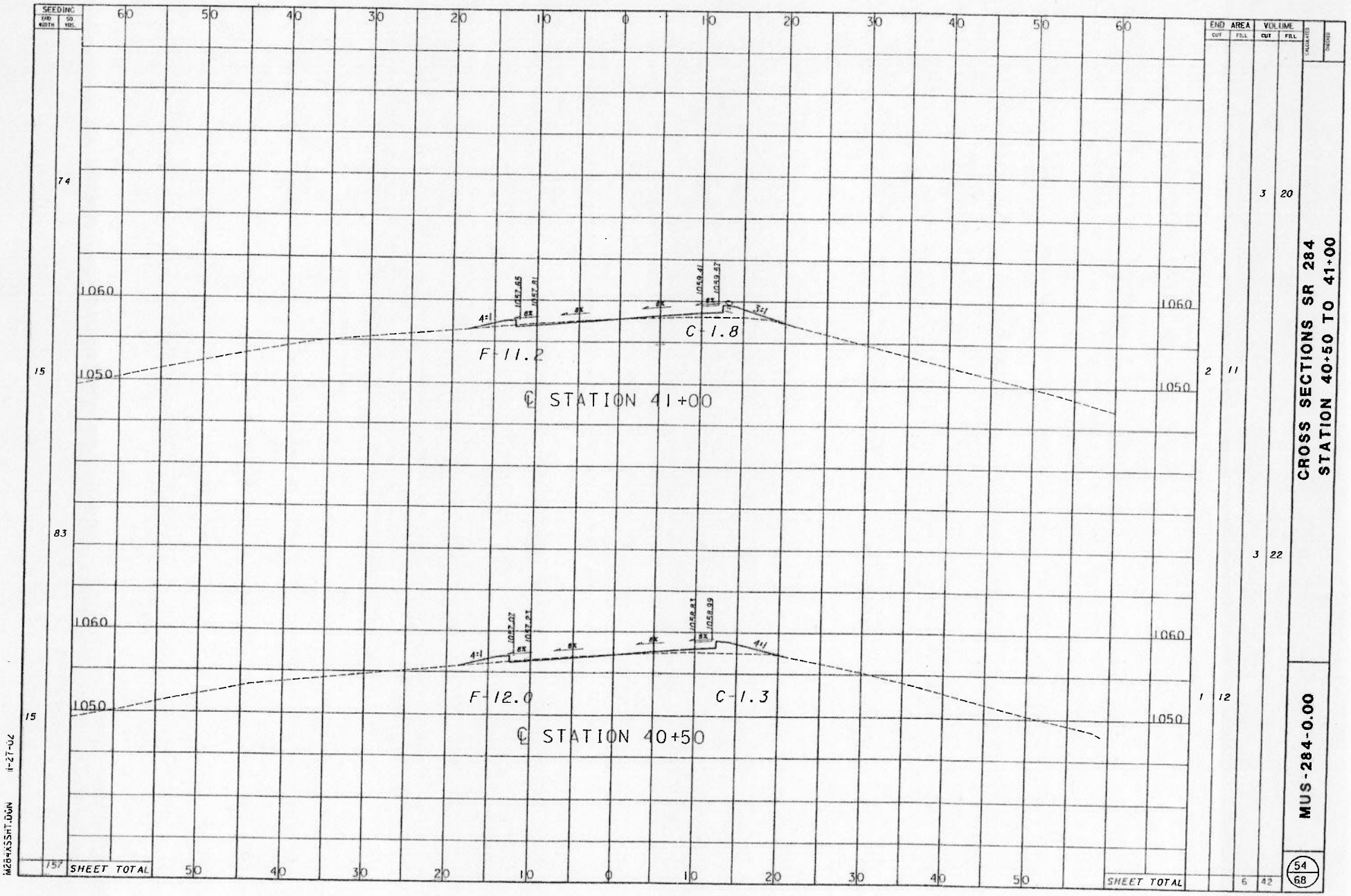
MUS-284-0.00

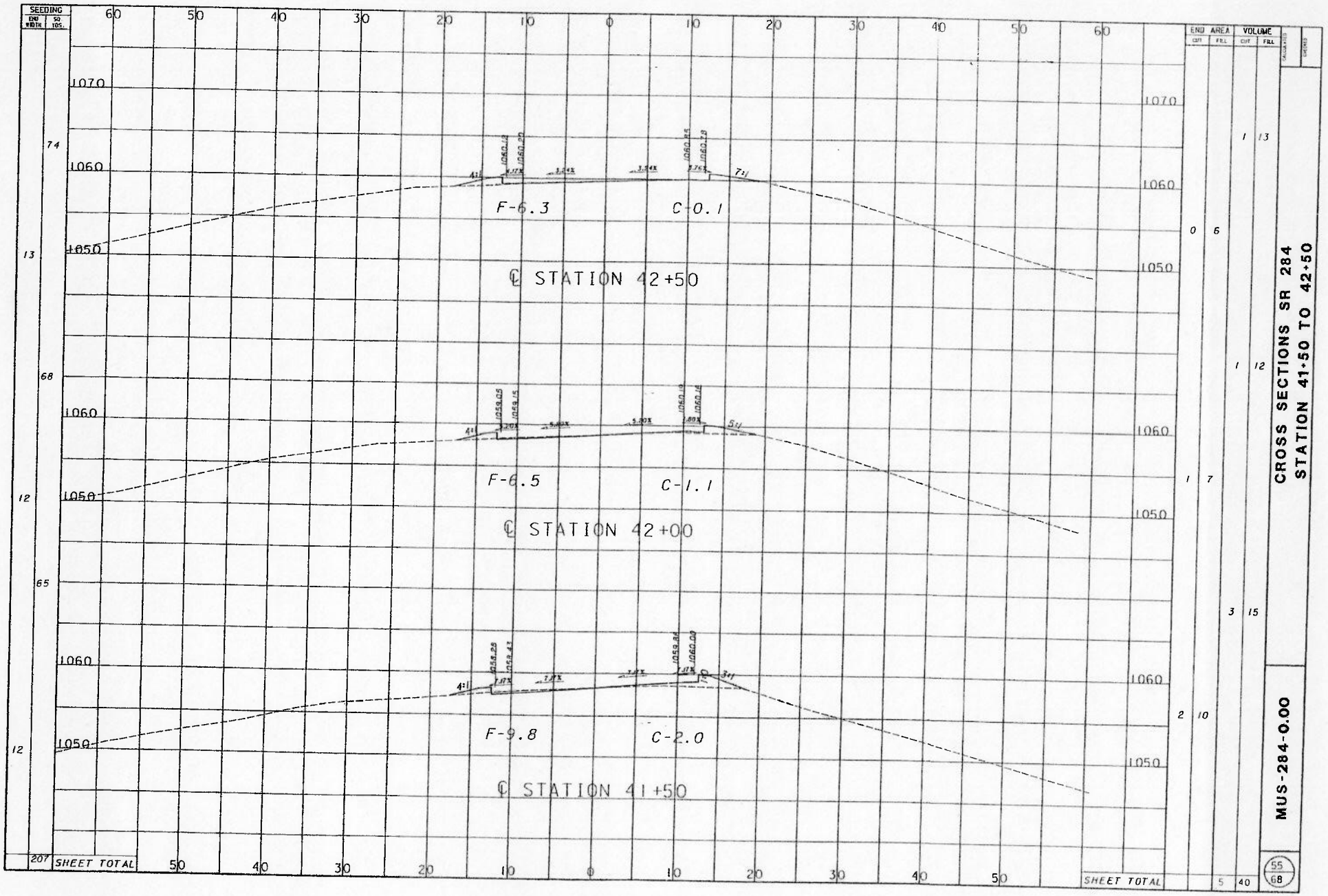
51
68

M284XSSHT.DGN 11-27-02

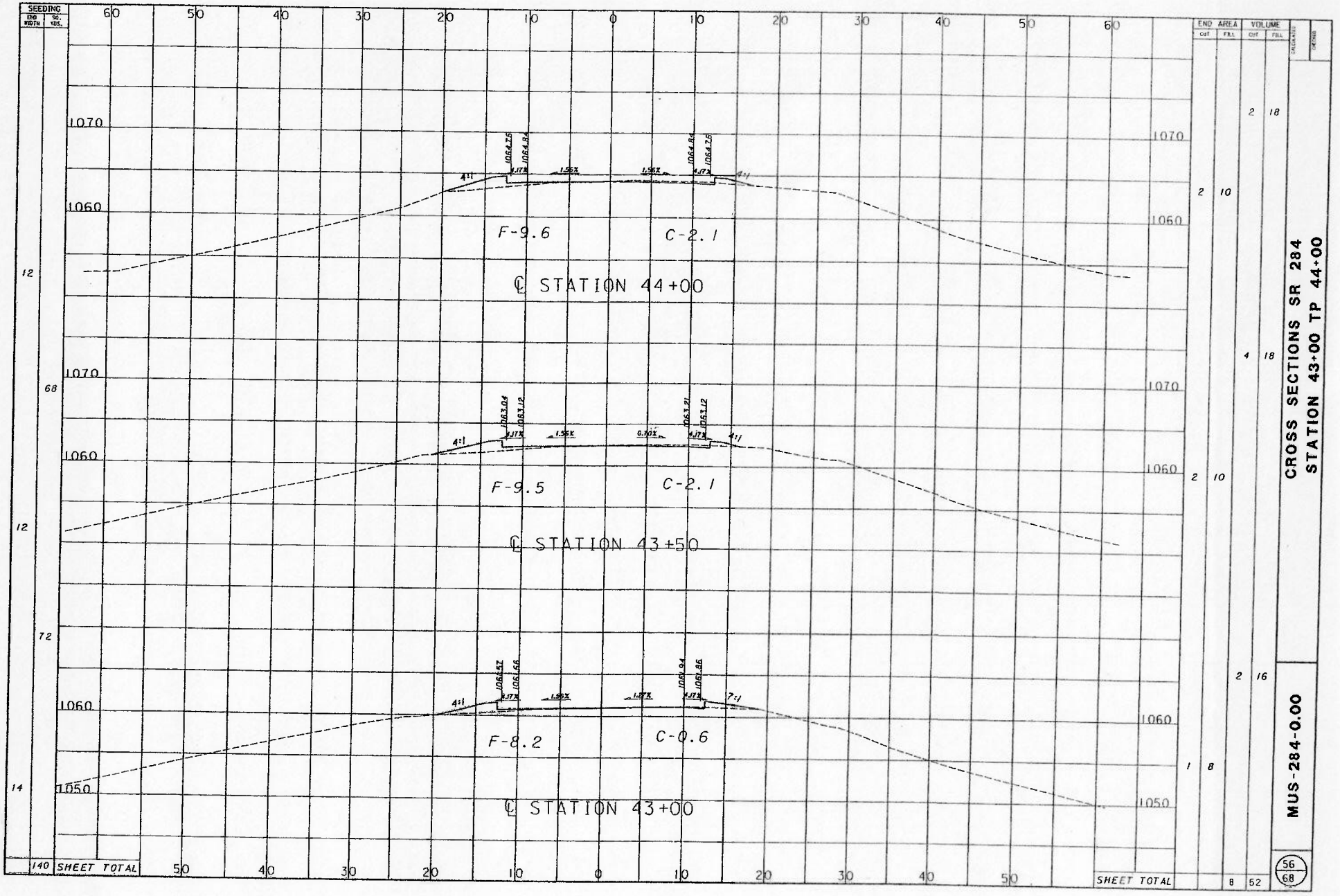

SEEDING
DIST WIDTH
SQ. YDS.
60 50 40 30 20 10 0 10 20 30 40 50 60
END AREA
CUT
FILL
VOLUME
CUT
FILL
91
15
71
11
73
15
1060
1060
1060
1060
1060
1060
℄ STATION 38+50
F-8.8
C-1.6
℄ STATION 38+00
F-7.2
C-1.7
℄ STATION 37+50
F-11.2
C-0.4
4:1
8:1
8%
3 19
3 15
2 17
0 23
2 9
2 7
0 11
8 74
235 SHEET TOTAL
SHEET TOTAL
CROSS SECTIONS SR 284
STATION 37+50 TO 38+50
MUS-284-0.00
52
68
M284XSSHT.DGN 11-27-02

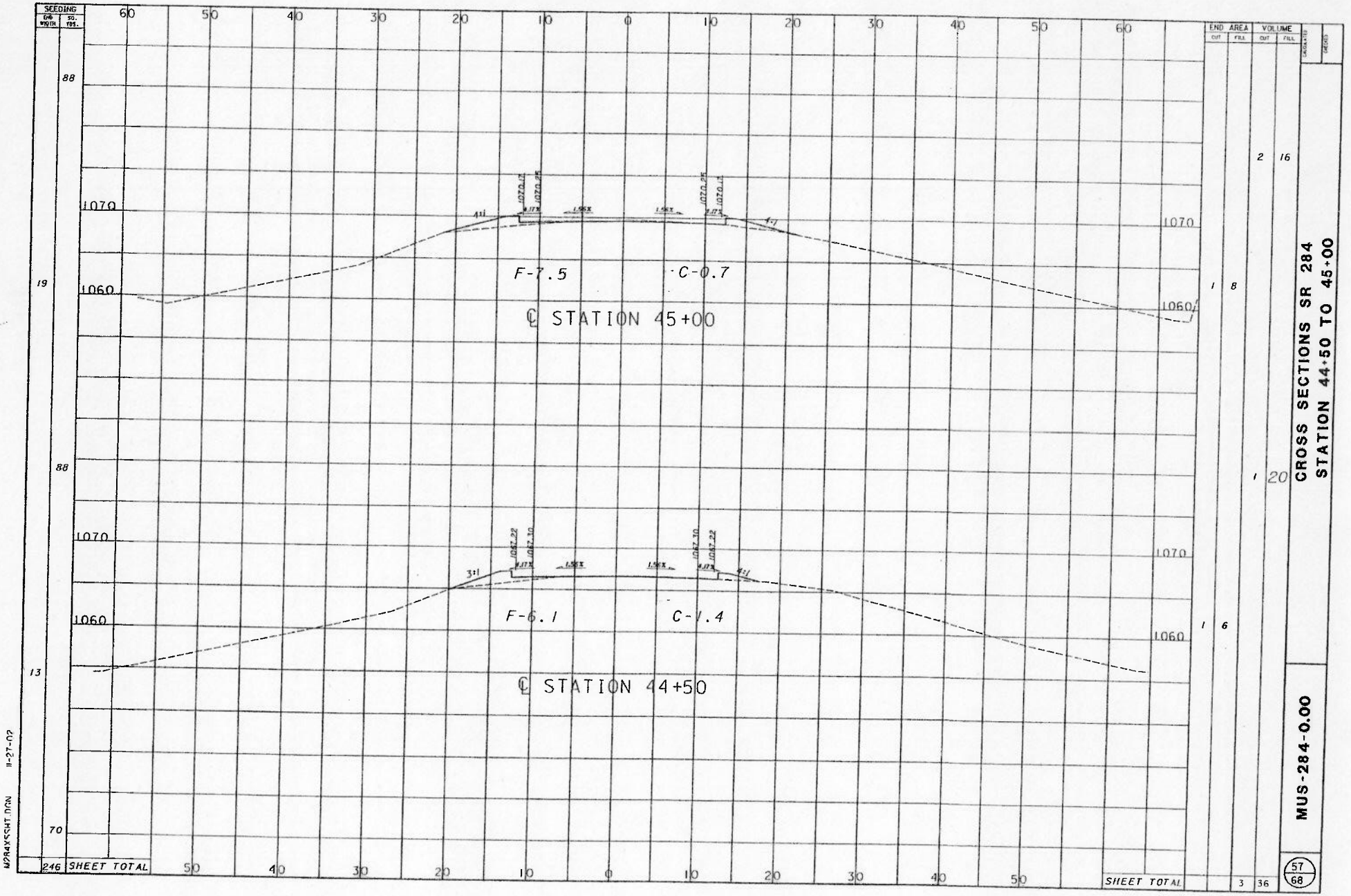

SEEDING
END WIDTH
SQ. YDS.
60 50 40 30 20 10 0 10 20 30 40 50 60
78
73
87
18
13
13
1060
1050
1058.59
1058.75
1058.15
1058.51
1058.34
1058.50
1058.10
1058.26
1058.55
1058.71
1058.31
1058.47
4:1
8%
5:1
8:1
℄ STATION 40+00
F-10.2
C-0.2
℄ STATION 39+50
F-8.4
C-0.8
℄ STATION 39+00
F-12.1
C-1.4
238
SHEET TOTAL
END AREA
CUT
FILL
VOLUME
0 10
1 8
1 12
1 21
1 17
2 19
4 57
SHEET TOTAL
CALCULATED
CHECKED
CROSS SECTIONS SR 284
STATION 39+00 TO 40+00
MUS-284-0.00
53
68
M284XSSHT.DGN 11-27-02

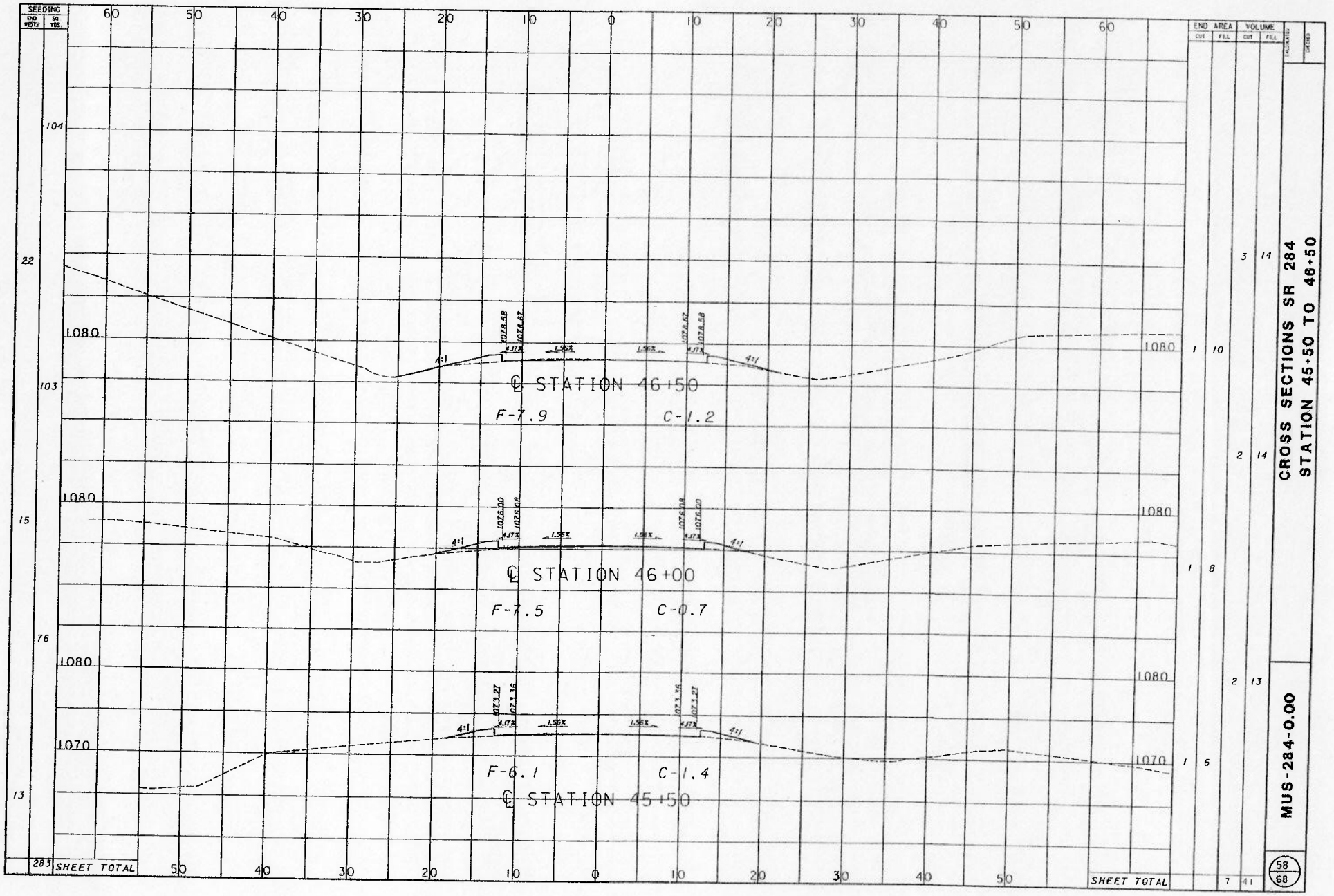

SEEDING
END WIDTH
SQ YDS.
60 50 40 30 20 10 0 10 20 30 40 50 60
END AREA
CUT
FILL
VOLUME
CUT
FILL
74
83
157
SHEET TOTAL
15
15
1060
1050
1060
1050
1057.65
1057.41
1059.41
1059.67
1057.07
1057.21
1058.81
1058.99
4:1
8%
3:1
F-11.2
C-1.8
℄ STATION 41+00
F-12.0
C-1.3
℄ STATION 40+50
3 20
3 22
2 11
1 12
6 42
SHEET TOTAL
CROSS SECTIONS SR 284
STATION 40+50 TO 41+00
MUS-284-0.00
54
68
M284XSSHT.DGN 11-27-02

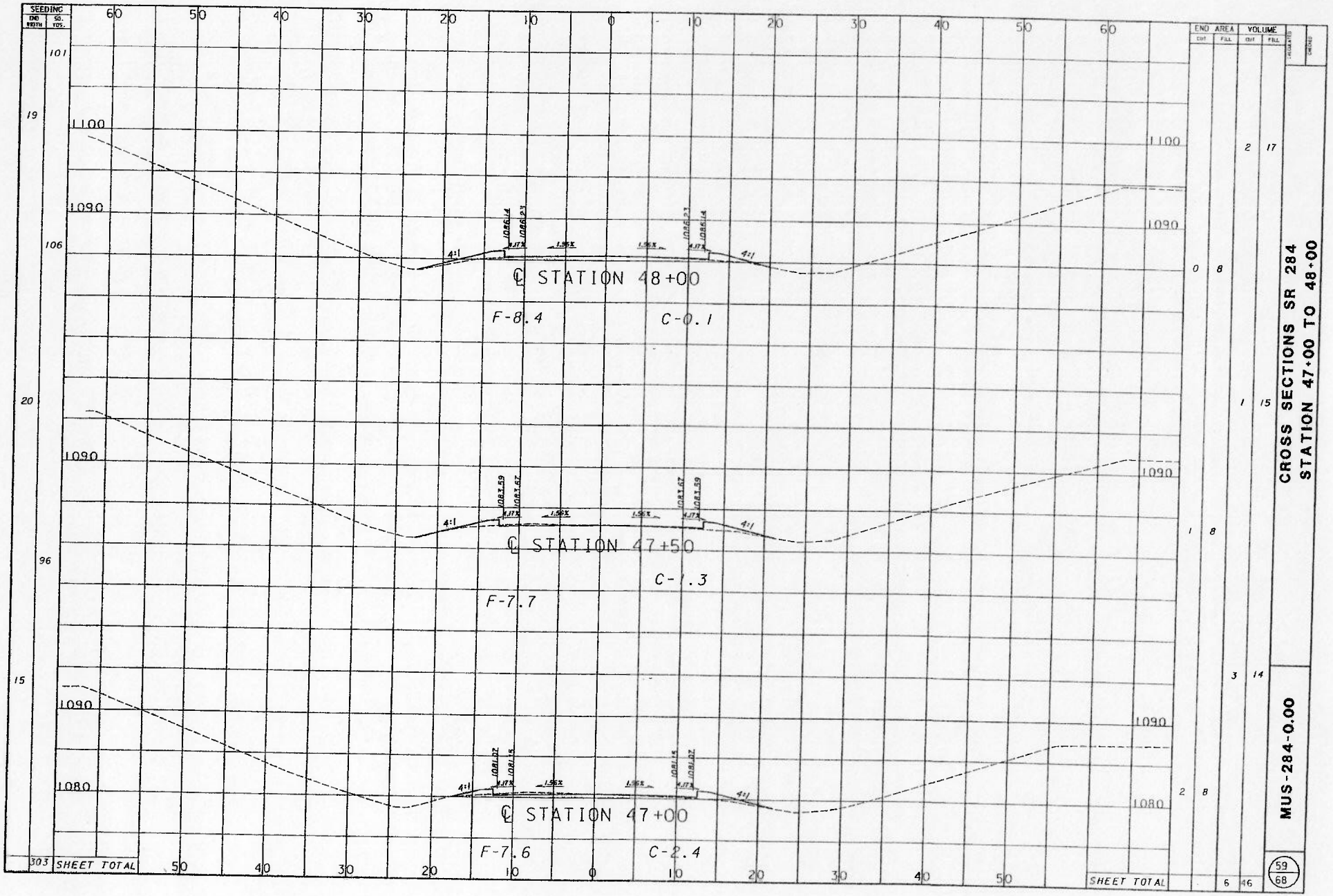


M284XSSHT.DGN 11-27-02


SEEDING
END WIDTH
SQ. YDS.
60 50 40 30 20 10 0 10 20 30 40 50 60
1070
1060
1050
4:1
4.17%
1.56%
0.70%
1.27%
7:1
1064.75
1064.84
1064.84
1064.75
F-9.6
C-2.1
℄ STATION 44+00
1063.04
1063.12
1063.21
1063.12
F-9.5
C-2.1
℄ STATION 43+50
1061.57
1061.66
1061.94
1061.86
F-8.2
C-0.6
℄ STATION 43+00
12
68
72
14
140
SHEET TOTAL
END AREA
VOLUME
cut
FILL
2 18
2 10
4 18
2 10
2 16
1 8
8 52
SHEET TOTAL
CROSS SECTIONS SR 284
STATION 43+00 TP 44+00
MUS-284-0.00
56
68
M284XSSHT.DGN
11-97-02


SEEDING
DIS WIDTH
SQ. YDS.
60 50 40 30 20 10 0 10 20 30 40 50 60
END AREA
CUT
FILL
VOLUME
CUT
FILL
88
1070
19
1060
F-7.5
C-0.7
℄ STATION 45+00
1070
1060
2
16
1
8
88
1070
13
1060
F-6.1
C-1.4
℄ STATION 44+50
1070
1060
1
6
1
20
70
246
SHEET TOTAL
SHEET TOTAL
3
36
CROSS SECTIONS SR 284
STATION 44+50 TO 45+00
MUS-284-0.00
57
68
MPRAYSCHT.DGN
11-27-02


SEEDING
END WIDTH
SQ YDS
60 50 40 30 20 10 0 10 20 30 40 50 60
104
22
1080
103
1080
15
1080
76
1080
1070
13
283
SHEET TOTAL
1078.58
1078.62
4:1
4.17%
1.56%
℄ STATION 46+50
F-7.9
C-1.2
1078.00
1078.04
℄ STATION 46+00
F-7.5
C-0.7
1073.27
1073.36
F-6.1
C-1.4
℄ STATION 45+50
END AREA
CUT
FILL
VOLUME
CUT
FILL
3 14
1 10
2 14
1 8
2 13
1 6
7 41
SHEET TOTAL
CROSS SECTIONS SR 284
STATION 45+50 TO 46+50
MUS-284-0.00
58
68
M284XSSHT.DGN 11-27-92



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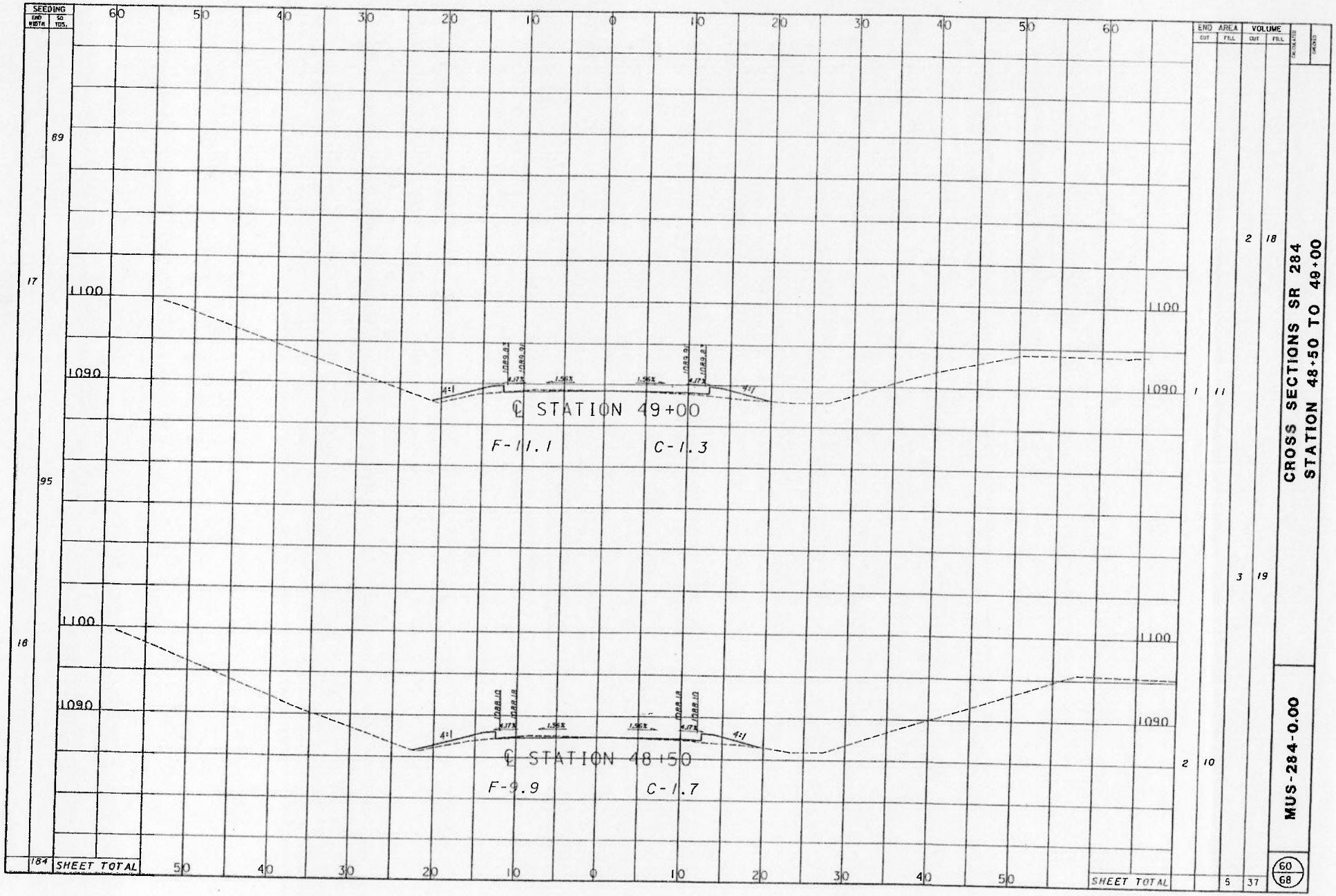
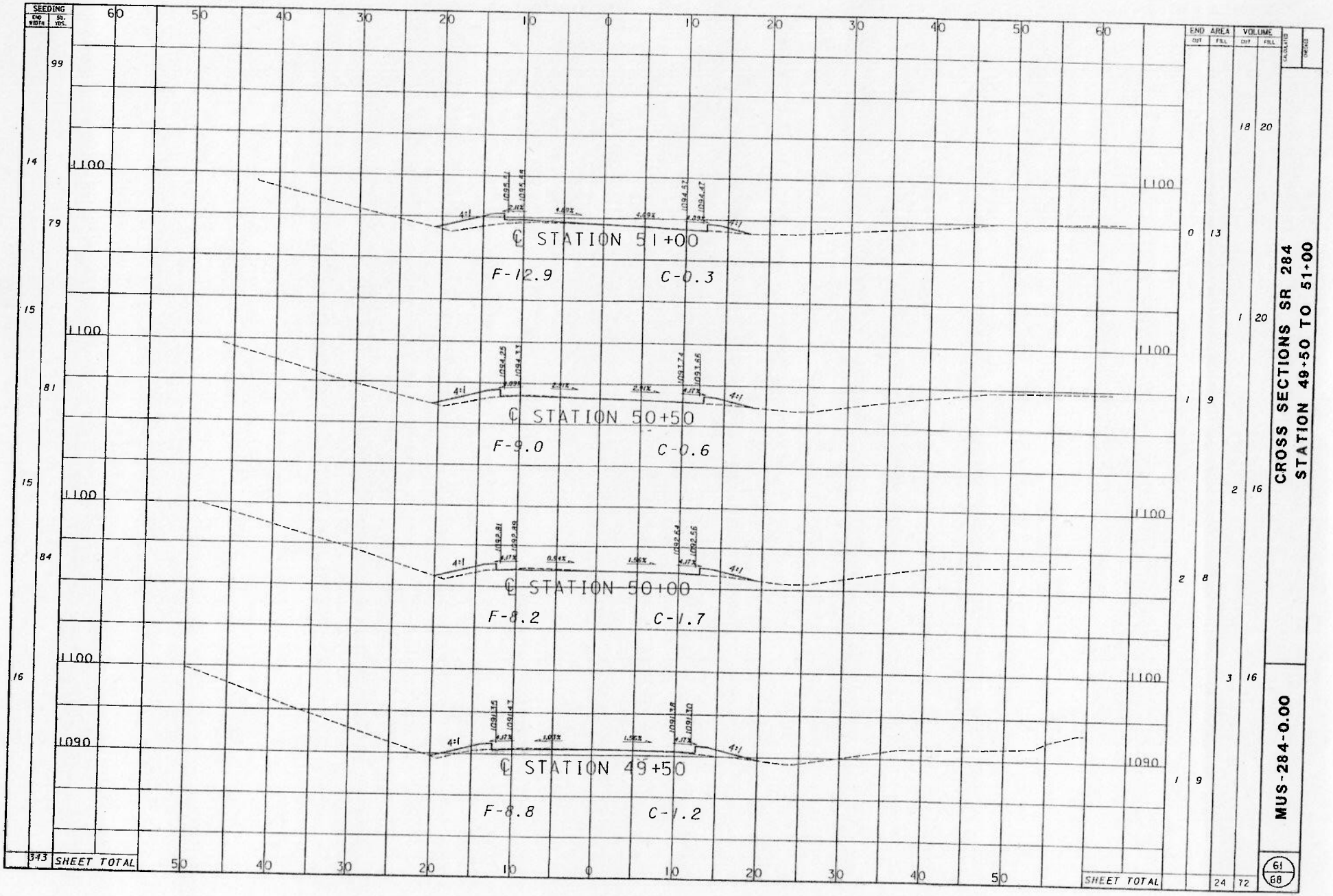
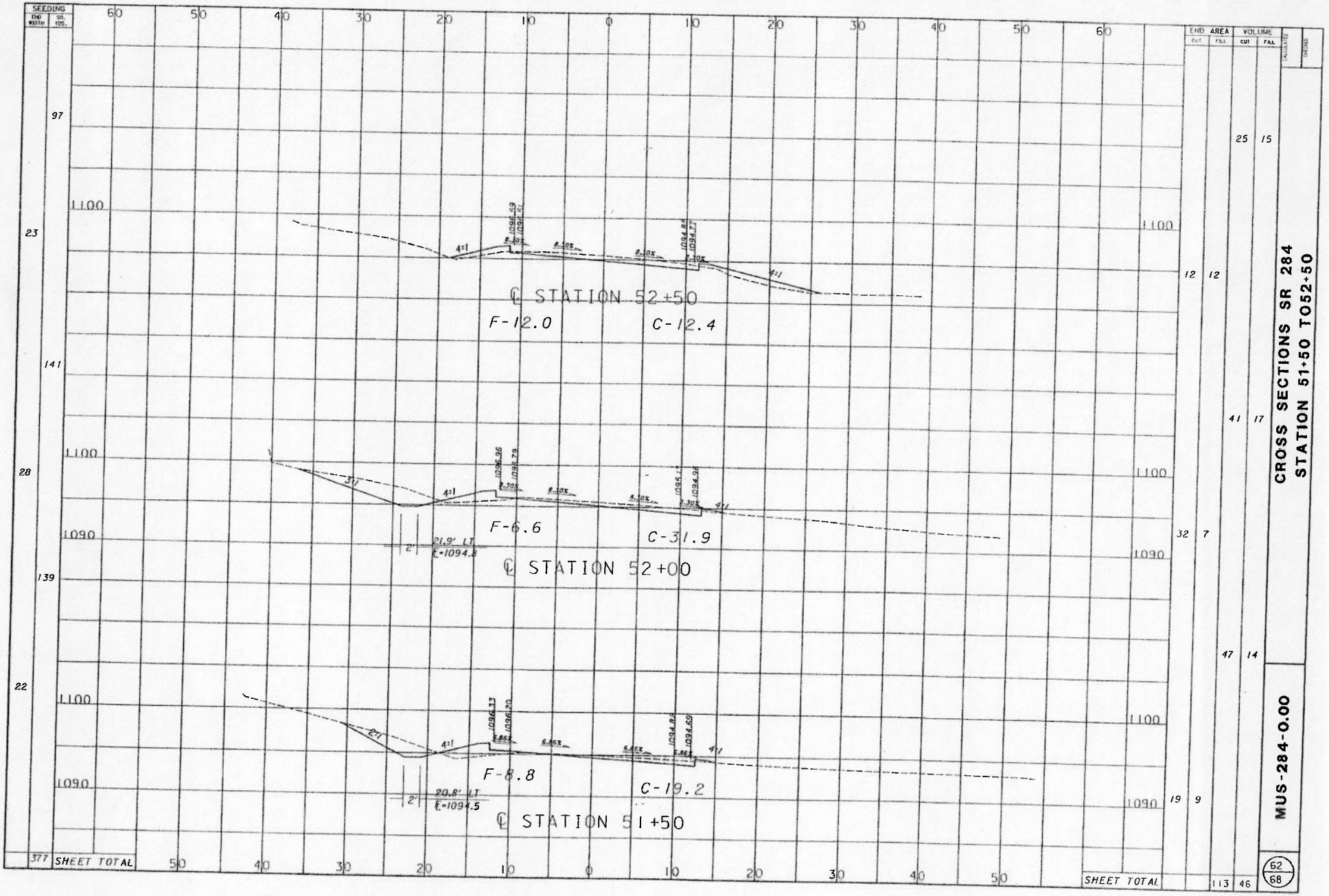
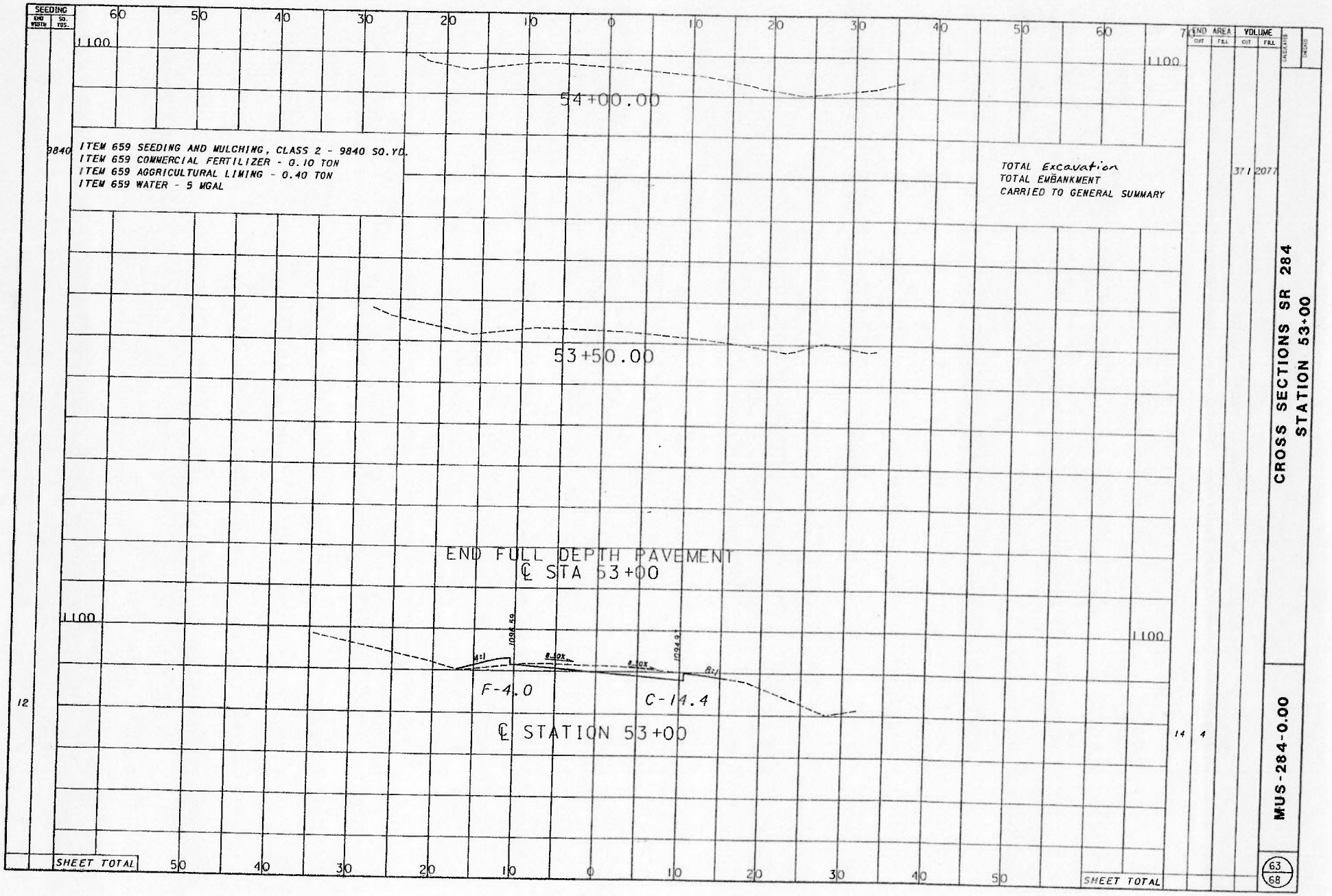

SEEDING
END WIDTH
SQ YDS.
60 50 40 30 20 10 0 10 20 30 40 50 60
END AREA
CUT
FILL
VOLUME
CUT
FILL
89
17
95
16
184
SHEET TOTAL
1100
1090
4:1
1.56%
4.17%
℄ STATION 49+00
F-11.1
C-1.3
℄ STATION 48+50
F-9.9
C-1.7
1 11
2 18
3 19
2 10
5 37
SHEET TOTAL
CROSS SECTIONS SR 284
STATION 48+50 TO 49+00
MUS-284-0.00
60
68
M284XSSHT.DGN 11-27-02


SEEDING
END WIDTH
SQ. YDS.
99
14
1100
79
15
1100
81
15
1100
84
16
1100
1090
343
SHEET TOTAL
60
50
40
30
20
10
0
10
20
30
40
50
60
1100
1100
1100
1100
1090
℄ STATION 51+00
F-12.9
C-0.3
℄ STATION 50+50
F-9.0
C-0.6
℄ STATION 50+00
F-8.2
C-1.7
℄ STATION 49+50
F-8.8
C-1.2
4:1
4.69%
2.91%
0.54%
1.96%
1.03%
SHEET TOTAL
END AREA
CUT
FILL
0
13
1
9
2
8
1
9
24
VOLUME
CUT
FILL
18
20
1
20
2
16
3
16
72
CROSS SECTIONS SR 284
STATION 49+50 TO 51+00
MUS-284-0.00
61
68
M284XSSHT.DGN
11-27-02


SEEDING
END WIDTH
SQ. YDS.
97
23
141
28
139
22
377
SHEET TOTAL
60 50 40 30 20 10 0 10 20 30 40 50 60
1100
1090
4:1
8.10%
6.30%
6.46%
℄ STATION 52+50
F-12.0
C-12.4
3:1
2:1
2'
21.9' LT
℄=1094.8
℄ STATION 52+00
F-6.6
C-31.9
20.8' LT
℄=1094.5
℄ STATION 51+50
F-8.8
C-19.2
END AREA
CUT
FILL
VOLUME
CUT
FILL
12 12
32 7
19 9
SHEET TOTAL
113 46
25 15
41 17
47 14
CALCULATED
CHECKED
CROSS SECTIONS SR 284
STATION 51+50 TO 52+50
MUS-284-0.00
62
68
M284XSSHT.DGN
11-27-02


SEEDING
END WIDTH
SQ. YDS.
60 50 40 30 20 10 0 10 20 30 40 50 60 70
END AREA
CUT FILL
VOLUME
CUT FILL
CALCULATED
CHECKED
1100
54+00.00
9840
ITEM 659 SEEDING AND MULCHING, CLASS 2 - 9840 SQ.YD.
ITEM 659 COMMERCIAL FERTILIZER - 0.10 TON
ITEM 659 AGGRICULTURAL LIMING - 0.40 TON
ITEM 659 WATER - 5 MGAL
TOTAL Excavation
TOTAL EMBANKMENT
CARRIED TO GENERAL SUMMARY
371 2077
53+50.00
END FULL DEPTH PAVEMENT
℄ STA 53+00
1100
1096.59
1094.3
4:1
8.10%
8.10%
8:1
F-4.0
C-14.4
℄ STATION 53+00
12
14 4
SHEET TOTAL
SHEET TOTAL
CROSS SECTIONS SR 284
STATION 53+00
MUS-284-0.00
63
68
M284XSSHT.DGN 11-27-02

ITEM 642 FAST DRY CENTER LINE SUB-SUMMARY

* QUANTITIES INCLUDE CENTER LINE AROUND OUTSIDE OF PAINTED ISLAND

LOCATION	COUNTY	ROUTE	S.L.M.		CENTER LINE QUANTITIES		PARTICIPATION TYPE				TOTAL CENTER LINE MILES	REMARKS
			FROM	TO	TOTAL MILES	EQUIVALENT SOLID LINE	IRG	FG	RSG	NON FED STATE		
1	MUS	SR 284	0.000	13.289	13.289	24.154					13.289	
	TOTAL CARRIED TO GENERAL SUMMARY										13.289	

ITEM 642 FAST DRY EDGE LINE SUB-SUMMARY

LOCATION	COUNTY	ROUTE	S.L.M.		WHITE EDGE LINE QU.			YELLOW EDGE LINE QU.			PARTICIPATION TYPE				EDGE LINE TOTAL MILES	REMARKS
			FROM	TO	TOTAL MILES	HIGHWAY	RAMP	TOTAL MILES	HIGHWAY	RAMP	IRG	FG	RSG	NON FED STATE		
1	MUS	SR 284	0.00	13.40	26.66	26.66									26.66	EQUATION DED. 0.07 MILE
	TOTAL CARRIED TO GENERAL SUMMARY														26.66	

M284001.TEL 10-03-02

FAST DRY PAVEMENT MARKING SUB-SUMMARY

MUS-284-0.00

ITEM 644 AUXILIARY PAVEMENT MARKING SUMB-SUMMARY

644 THERMOPLASTIC

JUNCTION	COUNTY	ROUTE	DESCRIPTION	SLM	SIDE	24" TRANSVERSE LINES		STOP LINE	12" CROSSWALK LINES	WORD ON PAVEMENT		SCHOOL SYMBOL MARKING		LANE ARROWS					RAILROAD SYMBOL MARKING	8" CHANNEL LINE	ISLAND MARKING (YELLOW)	24" DOTTED LINE		REMARKS
														COMBINATION		TURN						WH	YEL	
						WHITE	YELLOW	24"	WHITE	72" ONLY	96" ONLY	72"	96"	LT/TH	RT/TH	LT	RT	TH						
						FEET	FEET	FEET	FEET	EACH	EACH	EACH	EACH	EACH	EACH	EA.	EA.	EA.	EACH	FEET	SQ. FT.	FT.	FT.	
1	MUS	SR 284	YOUNG HICKORY RD	1.67	LT			30																
			OAK GROVE RD	1.71	RT			19																PLACE 16' FROM SR 284 CENTERLINE
			DRAKE MARTIN RD	1.91	LT			18																PLACE 14' FROM SR 284 CENTERLINE
			RURALDALE RD	3.30	RT			45																PLACE 18' FROM SR 284 CENTERLINE
			RURALDALE RD	3.38	LT			26																PLACE 20' FROM SR 284 CENTERLINE
			SR 340	3.63	RT			12																PLACE 18' FROM SR 284 CENTERLINE
			INTERNATIONAL DR.	5.90	RT			26																
			PAISLEY RD	6.15	LT			43																PLACE 18' FROM SR 284 CENTERLINE
			ZION RIDGE RD	6.75	RT			27																PLACE 19' FROM SR 284 CENTERLINE
			TOWER RD	7.19	RT			20																PLACE 16' FROM SR 284 CENTERLILNE
			SUGAR GROVE RD	7.21	LT			30																
			HIGH FREELAND RD	7.67	RT			35																PLACE 15' FROM SR 284 CENTERLINE
			FENTON RD	9.36	LT			50																PLACE 19' FROM SR 284 CENTERLINE
			LEEDOM RD	9.84	RT			30																PLACE 20' FROM SR 284 CENTERLINE
			WION HOLLOW RD	10.66	LT			30																PLACE 16' FROM SR 284 CENTERLINE
			HARMON HOLLOW RD	11.10	LT			30																PLACE 15' FROM SR 284 CENTERLINE
			ON SR 284 AT SR 146	13.40	RT			20																PLACE 15' FROM SR 284 CENTERLINE
																								PLACE 20' FROM SR 146 CENTERLINE
1			TOTALS					491																

CALCULATED SAB CHECKED LHE

AUXILIARY PAVEMENT MARKING

MUS-284-0.00

65/68

L013001.TAS 10-03-02

CALC. BY SAB
DATE 08-22-02

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 40' (NOTE 2)
12	HORIZONTAL CURVE ALT. (NOTE 3)
GAP	CENTERLINE AT 80' TYP.

LOCATION NUMBER	LOCATION				DETAIL	RPM	ITEM QUANTITIES INSTALLATION ONLY			PRISMATIC RETRO-REFLECTOR	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS
	COUNTY	ROUTE	S.L.M. MILES FROM	S.L.M. MILES TO			RPM	RPM CASTING	PRISMATIC RETRO-REFLECTOR		ONE-WAY WHITE	ONE-WAY YELLOW	TWO-WAY YELLOW/YELLOW	TWO-WAY WHITE/RED	TWO-WAY YELLOW/RED	
1	MUS	SR 284	0.00	0.77	GAP		51						51			
1	MUS	SR 284	0.77	0.93	12		25						25			PC 0.86 PT 0.89 L=158' DEG 16
1	MUS	SR 284	0.93	1.05	12		20						20			PC 0.93 PT 0.96 L=158' DEG 13
1	MUS	SR 284	1.05	1.46	GAP		27						27			
1	MUS	SR 284	1.46	1.50	11		5						5			PC 1.46 PT 1.50 L=211' DEG 9
1	MUS	SR 284	1.50	1.85	GAP		23						23			
1	MUS	SR 284	1.85	1.90	11		7						7			PC 1.85 PT 1.90 L=264' DEG 9
1	MUS	SR 284	1.90	1.99	GAP		6						6			
1	MUS	SR 284	1.99	2.17	12		32						32			PC 2.08 PT 2.14 L=317' DEG 11
1	MUS	SR 284	2.17	2.21	11		5						5			PC 2.17 PT 2.21 L=211' DEG 9
1	MUS	SR 284	2.21	2.42	12		32						32			PC 2.29 PT 2.33 L=211' DEG 12
1	MUS	SR 284	2.42	2.45	GAP		2						2			
1	MUS	SR 284	2.45	2.60	12		28						28			PC 2.54 PT 2.60 L=317' DEG 22
1	MUS	SR 284	2.60	2.73	12		22						22			PC 2.60 PT 2.64 L=211' DEG 17
1	MUS	SR 284	2.73	2.89	GAP		10						10			
1	MUS	SR 284	2.89	3.15	12		45						45			PC 2.98 PT 3.06 L=422' DEG 15
1	MUS	SR 284	3.15	3.29	GAP		9						9			
1	MUS	SR 284	3.29	3.55	12		45						45			PC 3.38 PT 3.46 L=422' DEG 18
1	MUS	SR 284	3.55	3.67	12		19						19			PC 3.56 PT 3.59 L=158' DEG 19
1	MUS	SR 284	3.67	3.79	12		20						20			PC 3.67 PT 3.70 L=158' DEG 23
1	MUS	SR 284	3.79	3.98	12		29						29			PC 3.89 PT 3.92 L=158' DEG 13
1	MUS	SR 284	3.98	4.10	12		20						20			PC 3.98 PT 4.01 L=158' DEG 20
1	MUS	SR 284	4.10	4.52	GAP		28						28			
1	MUS	SR 284	4.52	4.61	11		12						12			PC 4.52 PT 4.61 L=475' DEG 9
1	MUS	SR 284	4.61	4.67	GAP		4						4			
1	MUS	SR 284	4.67	4.76	11		12						12			PC 4.67 PT 4.76 L=475' DEG 9
1	MUS	SR 284	4.76	4.81	GAP		3						3			
1	MUS	SR 284	4.81	4.97	12		26						26			PC 4.90 PT 4.94 L=211' DEG 20
1	MUS	SR 284	4.97	5.05	12		18						18			PC 4.97 PT 5.03 L=317' DEG 14
1	MUS	SR 284	5.05	5.11	12		15						15			PC 5.05 PT 5.09 L=211' DEG 19
1	MUS	SR 284	5.11	5.25	12		29						29			PC 5.11 PT 5.19 L=422' DEG 13
1	MUS	SR 284	5.25	5.37	12		20						20			PC 5.25 PT 5.28 L=158' DEG 11
1	MUS	SR 284	5.37	5.49	GAP		8						8			
1	MUS	SR 284	5.49	5.54	11		7						7			PC 5.49 PT 5.54 L=264' DEG 9
1	MUS	SR 284	5.54	5.69	12		27						27			PC 5.59 PT 5.64 L=264' DEG 15
1	MUS	SR 284	5.69	5.78	12		18						18			PC 5.69 PT 5.73 L=211' DEG 17
1	MUS	SR 284	5.78	5.91	12		23						23			PC 5.78 PT 5.82 L=211' DEG 20
1	MUS	SR 284	5.91	5.93	GAP		1						1			
1	MUS	SR 284	5.93	5.96	11		4						4			PC 5.93 PT 5.96 L=158' DEG 5
		TOTALS CARRIED TO NEXT SHEET					737						737			

CALCULATED SAB
CHECKED LNE

RPM LOCATION SUB-SUMMARY

MUS-284-0.00

66
68

M284001.TRM 10-07-02

CALC. BY SAB
DATE 08-22-02

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 40' (NOTE 2)
12	HORIZONTAL CURVE ALT. (NOTE 3)
GAP	CENTERLINE AT 80' TYP.

LOCATION NUMBER	LOCATION				DETAIL	RPM	ITEM QUANTITIES INSTALLATION ONLY			PRISMATIC RETRO-REFLECTOR	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS
	COUNTY	ROUTE	S.L.M. MILES FROM	S.L.M. MILES TO			RPM	RPM CASTING	PRISMATIC RETRO-REFLECTOR		ONE-WAY WHITE	ONE-WAY YELLOW	TWO-WAY YELLOW/YELLOW	TWO-WAY WHITE/RED	TWO-WAY YELLOW/RED	
	TOTALS CARRIED FROM PREVIOUS SHEET						737						737			
1	MUS	SR 284	5.96	8.42	GAP		160						160			EQ. 6.47BK=6.51AH DED 0.04 MILE
1	MUS	SR 284	8.42	8.47	11		7						7			PC 8.42 PT 8.47 L=264' DEG 5
1	MUS	SR 28R	8.47	8.51	11		6						6			PC 8.47 PT 8.51 L=211' DEG 6
1	MUS	SR 284	8.51	9.30	GAP		52						52			
1	MUS	SR 284	9.30	9.34	11		5						5			PC 9.30 PT 9.34 L=211' DEG 8
1	MUS	SR 284	9.34	9.36	GAP		1						1			
1	MUS	SR 284	9.36	9.40	11		5						5			PC 9.36 PT 9.40 L=211' DEG 8
1	MUS	SR 28R	9.40	9.45	11		7						7			PC 9.40 PT 9.45 L=264' DEG 8
1	MUS	SR 284	9.45	9.85	GAP		26						26			
1	MUS	SR 284	9.85	10.09	12		32						32			PC 9.97 PT 10.00 L=158' DEG 13
																EQUATION 9.94BK=9.97AH DED 0.03 MILE
1	MUS	SR 284	10.09	10.25	GAP		11						11			
1	MUS	SR 28R	10.25	10.49	12		40						40			PC 10.34 PT 10.40 L=317' DEG 10
1	MUS	SR 284	10.49	10.59	GAP		7						7			
1	MUS	SR 284	10.59	10.78	12		31						31			PC 10.68 PT 10.72 L=211' DEG 19
1	MUS	SR 284	10.78	10.91	12		23						23			PC 10.78 PT 10.82 L=211' DEG 14
1	MUS	SR 284	10.91	10.97	GAP		4						4			
1	MUS	SR 28R	10.97	11.12	12		24						24			PC 11.06 PT 11.09 L=158' DEG 16
1	MUS	SR 284	11.12	11.24	12		20						20			PC 11.12 PT 11.15 L=158' DEG 13
1	MUS	SR 284	11.24	11.57	GAP		22						22			
1	MUS	SR 284	11.57	11.78	12		32						32			PC 11.66 PT 11.69 L=158' DEG 25
1	MUS	SR 284	11.78	11.89	12		19						19			PC 11.81 PT 11.84 L=158' DEG 22
1	MUS	SR 28R	11.89	11.98	12		18						18			PC 11.89 PT 11.94 L=264' DEG 11
1	MUS	SR 284	11.98	12.02	11		5						5			PC 11.98 PT 12.02 L=211' DEG 9
1	MUS	SR 284	12.02	12.21	12		29						29			PC 12.09 PT 12.12 L=158' DEG 16
1	MUS	SR 284	12.21	12.37	12		24						24			PC 12.26 PT 12.28 L=106' DEG 19
1	MUS	SR 284	12.37	12.93	GAP		37						37			
1	MUS	SR 28R	12.93	13.14	12		34						34			PC 13.02 PT 13.06 L=211' DEG 26
1	MUS	SR 284	13.14	13.24	12		19						19			PC 13.14 PT 13.18 L=211' DEG 12
1	MUS	SR 284	13.24	13.40	7		37				16		21			STOP AT SR 146, CENTERLINE 40' SPACE
	TOTAL CARRIED TO GENERAL SUMMARY						1474				16		1458			

M284002.TRM 10-07-02

CALCULATED SAB CHECKED LMC

RPM LOCATION SUB-SUMMARY

MUS-284-0.00

LOCATION 1 - SHEET TOTALS											ITEM	ITEM EXT. NO.	PARTICIPATION		GRAND TOTAL	UNIT	DESCRIPTION
4	8	9	10	13	14	15	63	64	65	67			CENTRAL OHIO COAL	PROJECT			
						430					202	23500		430	430	SQ.YD.	WEARING COURSE REMOVED
		1892									202	54101		1892	1892	EACH	RAISED PAVEMENT MARKERS REMOVED FOR STORAGE, AS PER PLAN
							371				203	10000	371		371	CU.YD.	EXCAVATION
							2077				203	20000	2077		2077	CU.YD.	EMBANKMENT
	4										SPECIAL	20363000		4	4	HOUR	GRADER RENTAL
	2										SPECIAL	20363500		2	2	HOUR	LOADER RENTAL
	1000										253	01001		1000	1000	SQ.YD.	PAVEMENT REPAIR, AS PER PLAN (SHEET 8)
				130204							254	01001		130204	130204	SQ.YD.	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (SHEET 8)
				2607	652						301	46000	3259		3259	CU.YD.	ASPHALT CONCRETE BASE, PG 64-22
		200									301	46001	200		200	CU.YD.	ASPHALT CONCRETE BASE, PG 64-22, AS PER PLAN
				10646	176	382					407	10000	1056	10148	11204	GALLON	TACK COAT
				7098	117	21					407	14000	704	6532	7236	GALLON	TACK COAT FOR INTERMEDIATE COURSE
		17		3943	65	12					448	46020	391	3646	4037	CU.YD.	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22
		25		3943	65	142					448	47020	391	3784	4175	CU.YD.	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22
75											448	90000	75		75	CU.YD.	ASPHALT CONCRETE, MISC: SPOT TREATMENT
	700										605	31101	700		700	FT	AGGREGATE DRAINS, AS PER PLAN (SHEET 8)
		53									614	12460		53	53	EACH	WORK ZONE MARKING SIGN
				26.66							614	21400	2.00	24.66	26.66	MILE	WORK ZONE CENTER LINE, CLASS II
					3042						617	11101	228	2814	3042	TON	COMPACTED AGGREGATE, AS PER PLAN (SHEET 7)
										1474	621	00200		1474	1474	EACH	RPM, INSTALLATION ONLY
								26.66			642	00100	2.00	24.66	26.66	MILE	EDGE LINE, TYPE 1
								13.29			642	00300	1.00	12.29	13.29	MILE	CENTER LINE, TYPE 1
									491		644	00500		491	491	FT.	STOP LINE
							9840				659	00510	9840		9840	SQ.YD.	SEEDING AND MULCHING, CLASS 2
							0.10				659	20000	0.10		0.10	TON	COMMERCIAL FERTILIZER
							0.40				659	30000	0.40		0.40	TON	AGGRICULTURAL LIME
							5				659	35000	5		5	MGAL	WATER
			2								SPECIAL	69050100		2	2	EACH	MAILBOX SUPPORT SYSTEM, SINGLE
											614	11000			LUMP		MAINTAINING TRAFFIC
											619	16000			1	MONTH	FIELD OFFICE, TYPE A
											623	10000			LUMP		CONSTRUCTION LAYOUT STAKES
											624	10000			LUMP		MOBILIZATION

CALCULATED
CHECKED

GENERAL SUMMARY

MUS-284-0.00

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