

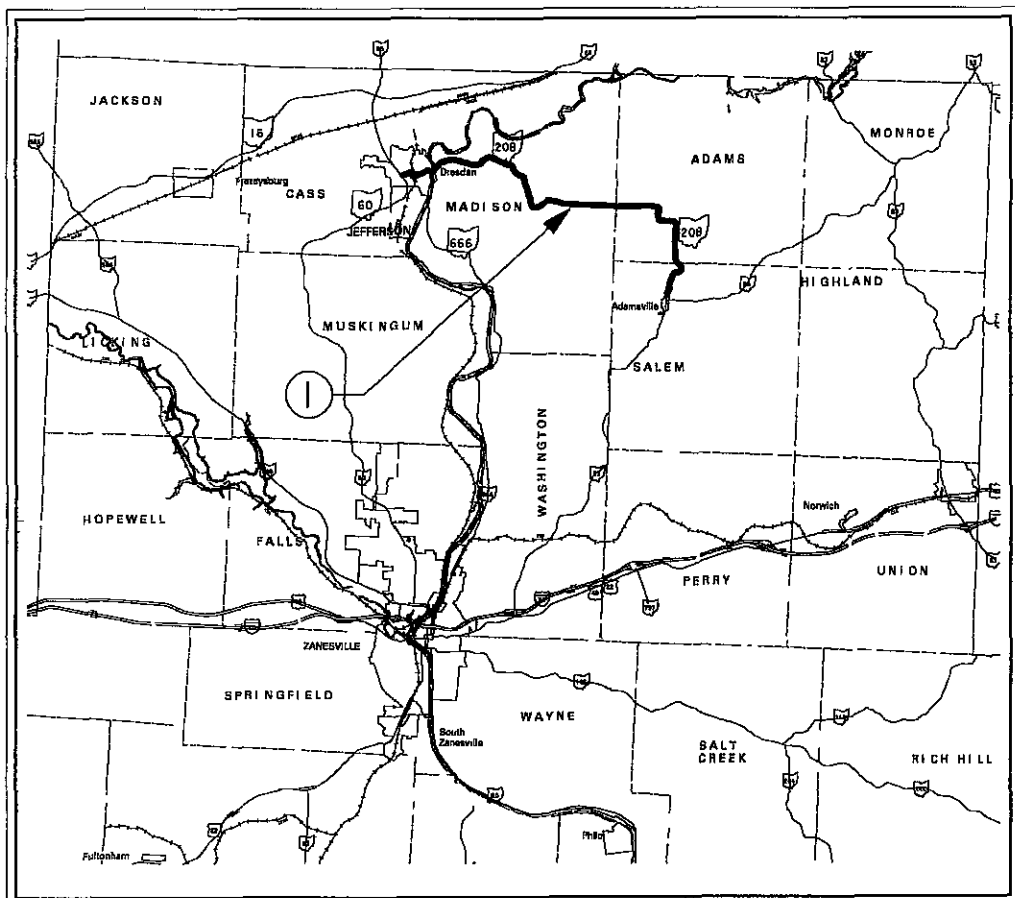
OHIO DEPARTMENT OF TRANSPORTATION

MUS-208-0.00 MUSKINGUM COUNTY SALEM, ADAMS, MADISON, AND CASS TOWNSHIPS

2 LANE ASPHALT CONCRETE
RESURFACING AND RELATED
WORK.

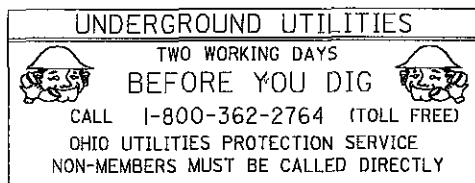
Project Earth Disturbed Area =
N/A (Maintenance Project)
Estimated Contractor Earth Disturbed Area =
N/A (Maintenance Project)
Notice of Intent Earth Disturbed Area =
N/A (Maintenance Project)

LOCATION MAP



— PORTION TO BE IMPROVED

DESIGN EXCEPTIONS: NONE



DESIGN DESIGNATION	SECTIONS	
	(0.00-0.96)	(0.96-11.06)
Functional Classification	RMC	RMC
Current ADT (2006)	3600	1700
Design Year ADT (2018)	4200	2000
Design Hourly Volume (2018)	420	200
Directional Distribution	50%	50%
Trucks (24 Hour B&C)	3%	4%
Design Speed	55mph	55mph
Legal Speed	35mph	55mph

RMC = Rural Minor Collector

INDEX OF SHEETS:

TITLE SHEET	1
GENERAL NOTES	2-8
ASPHALT CONCRETE DATA	9
SHOULDER TREATMENT	10
EXTRA AREAS DATA	11
BRIDGE TREATMENT	12
BRIDGE DECK DETAILS	13,14
DRESDEN/PLAN SHEET	15
CURB RAMP INSERT SHEETS	15A-15C
CENTER/EDGE LINE SUB-SUMMARY	16
AUXILIARY MARKING SUB-SUMMARY	17
RPM LOCATION SUB-SUMMARY	18
GENERAL SUMMARY	19-20

2005 SPECIFICATIONS

THE STANDARD 2005 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 NOT REQUIRE THE CLOSING OF THE HIGHWAY AND PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS INDICATED IN THE PROPOSAL.

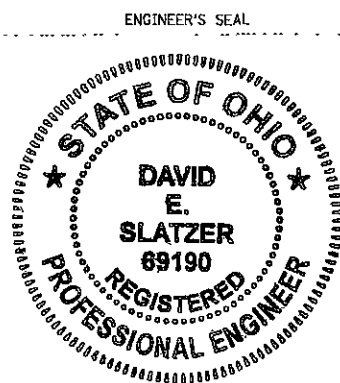
APPROVED
DATE 05-24-05 DISTRICT DEPUTY DIRECTOR

APPROVED
DATE 8-17-05 DIRECTOR, DEPARTMENT OF TRANSPORTATION

LOCATION	COUNTY	ROUTE	PROJECT TERMINI		NET LENGTH MILES	VILLAGE
			BEGIN	END		
1	MUS	SR 208	0.00	11.06	11.06	DRESDEN

STANDARD DRAWINGS		STANDARD DRAWINGS		SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	7-16-04	TC-65.10	10-19-01	832	4-17-04
BP-4.1	7-16-04	TC-65.11	10-19-01	833	2-12-03
		TC-65.12	10-19-01		
GR-1.1	7-16-04	TC-71.10	4-19-02	800	4-15-05
GR-2.1	1-16-04	TC-73.10	01-19-01		
MT-97.10	4-19-02				
MT-97.11	4-19-02				
MT-99.20M	1-30-95				

PLAN PREPARED BY:



SIGNED
DATE 5/20/05

FEDERAL PROJECT NO. NON-FEDERAL
 CONSTRUCTION PROJECT NO. 21491
 TITLE SHEET
 MUS-208-0.00
 20

MUS - SR 208-0.00
 050554 PID - 21491
 Dist 5 11/2/2005
 M208001.mts 5-16-05

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:

ADELPHIA
5550 BLAZER PARKWAY
SUITE 150
DUBLIN, OHIO 43017
ATTN: SCOTT LANCIA
614-766-0942

AMERICAN ELECTRIC POWER
CENTRAL OHIO REGION
850 TECH CENTER DR.
GAHANNA, OHIO 43230
ATTN: RICK ECKLE
740-883-6829

COLUMBIA GAS TRANSMISSION
301 MAPLE STREET
P.O. BOX 330
SUGAR GROVE, OHIO 43155
ATTN: JOHN RADER
740-746-2279

NORTH COAST ENERGY, INC.
5748 GLEN HIGHWAY
P.O. BOX 1478
CAMBRIDGE, OHIO 43725
ATTN: DAN WALKER
740-432-7359

NOTIFICATION OF ROAD CLOSURE OR RESTRICTION

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

SEND NOTIFICATION TO:

DISTRICT 5 HIGHWAY MANAGEMENT ADMINISTRATOR
P.O. BOX 306
JACKSONSTOWN, OH 43030
PHONE: (740) 323-4400 EXT. 5241

SBC
3935 NORTH POINT RD.
ZANESVILLE, OHIO 43701
ATTN: SANDY RANDOLPH
740-454-3455

SPRINT
15 EAST GAMBIER STREET
MT. VERNON, OHIO 43050
ATTN: TERRY JOHNSON
740-397-6349

ITEM 617 COMPACTED AGGREGATE, AS PER PLAN

ALL AGGREGATE SHALL BE 100% CRUSHED LIMESTONE. ALL QUALITY REQUIREMENTS EXCEPT SHALE BE WAIVED. OTHER GRADATION REQUIREMENTS SHALL BE AS SPECIFIED EXCEPT THE PLASTICITY INDEX SHALL BE WAIVED. IF SO DIRECTED, THE CONTRACTOR MAY USE RECYCLED ASPHALT CONCRETE PAVEMENT (RACP MEETING REQUIREMENTS OF 617.02) IN LIEU OF CRUSHED LIMESTONE.

PROFILE AND ALIGNMENT

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

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.

MAINTENANCE OF TRAFFIC

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

PAVEMENT MARKING

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

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.

CALCULATED
CPS
CHECKED
LME

GENERAL NOTES

MUS-208-0.00

2
20

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	LOCATIONS		
	1		
OW-167 (NO EDGE LINES)	12		
R-33 (DO NOT PASS)	22		
R-34 (PASS WITH CARE)	7		
OW-128 (BEGIN ROAD CONSTRUCTION AHEAD)	18		
OC-8 (END ROAD CONSTRUCTION)	18		
TOTAL	77		

ITEM 202 RAISED PAVEMENT MARKER REMOVED

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

ITEM 202 RAISED PAVEMENT MARKER REMOVED
LOCATION 1 - 1171 EACH

SPOT LEVELING

THE FOLLOWING ESTIMATED QUANTITY IS TO BE USED AS DIRECTED BY THE ENGINEER TO RESTORE ROADWAY CROWN/PROFILE WHERE NO PLANING OCCURS. PLACING OF SPOT LEVELING MATERIAL SHALL TAKE PLACE PRIOR TO PLACING OF THE 1.0" INTERMEDIATE COURSE.

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

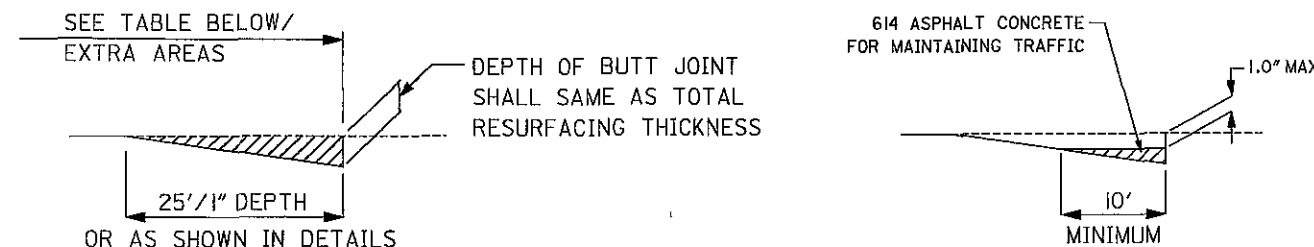
LOCATION 1 - 200 CU.YD.

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.

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 IMMEDIATELY PLACING THE PROPOSED 448 INTERMEDIATE COURSE TO WITHIN 1.0" OF EXISTING ROADWAY SURFACE OR BY PLACING WEDGE AS SHOWN. BUTT JOINTS SHALL BE AS PER SCD BP-3.1, 7-16-04.



LOCATION	ROUTE	DESCRIPTION	SLM	202 WEARING COURSE REMOVED	614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
				SQ. YD.	CU. YD.
1	SR 208	BEGIN WORK	0.00	289	1.0
1	SR 208	NORTH MAIN ST.	0.30	#	0.3
1	SR 208	EAST NINTH ST.	0.30	#	0.3
1	SR 208	WEST MUSKINGUM ST.	0.44	#	0.3
1	SR 208	SOUTH MAIN ST.	0.44	#	0.5
1	SR 208	RAILROAD	0.48	#	0.9
1	SR 208	MUS-208-0087	0.87	*	0.7
1	SR 208	SR 666	1.03		0.6
1	SR 208	END WORK	11.06	167	0.6
1	SR 208	TOTALS		456	5.2

* QUANTITY SHOWN ON SHEET II
INCLUDED WITH PAVEMENT PLANING

FEATHERING

FEATHERING OF THE ASPHALT CONCRETE SHALL BE DONE IN ACCORDANCE WITH SCD DRAWING BP-3.1, 7-16-04

GENERAL NOTES

MUS-208-0.00

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 PAVING OPERATIONS. THE INTENT OF THIS OPERATION IS TO REPAIR THOSE AREAS OF PAVEMENT WHICH HAVE COMPLETELY FAILED (PUMPING OF SUB-BASE MATERIAL) AND NOT TO CORRECT SURFACE IRREGULARITIES. DEPTH OF EXCAVATION SHALL BE 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, MATERIALS, LABOR, EQUIPMENT, TOOLS, TRAFFIC CONTROL 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

LOCATION 1 - 10000 SQ.YD.

ITEM 407 TACK COAT, MISC.: FOR LONGITUDINAL JOINT

IN ORDER TO ASSURE A GOOD BOND AT THE LONGITUDINAL JOINT, A RUBBERIZED ASPHALT EMULSION (ITEM 407 TACK COAT AS PER 702.13) SHALL BE APPLIED TO THE FACE OF THE SURFACE COURSE OF ASPHALT PAVEMENT IMMEDIATELY BEFORE PLACING THE ADJACENT PAVEMENT. RUBBERIZED TACK SHALL HAVE 100% COVERAGE ON THE FACE OF THE TOP COURSE AND BE APPLIED AT THE RATE OF 0.25 GALLONS PER SQUARE YARD, AS DIRECTED BY THE ENGINEER. CARE SHALL BE TAKEN (AS PER SECTION 407.07) IN THE APPLICATION OF THE TACK SO AS TO AVOID PLACING EMULSION ON THE TOP SURFACE OF THE PAVEMENT. THE FOLLOWING QUANTITY OF ITEM 407 TACK COAT, MISC.: FOR LONGITUDINAL JOINT SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIAL TO PERFORM THE ABOVE WORK.

ITEM 407 TACK COAT, MISC.: FOR LONGITUDINAL JOINT

LOCATION 1 - 57528 FT

ITEM 408 PRIME COAT, AS PER PLAN

THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER SECTION 702) AT A RATE OF 0.40 GALLON PER SQUARE YARD TO THE COMPLETED AGGREGATE SHOULDER (ITEM 617) AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS. THE FOLLOWING QUANTITY OF PRIME COAT, AS PER PLAN SHALL INCLUDE ALL LABOR, MATERIAL AND EQUIPMENT TO PERFORM THE ABOVE MENTIONED WORK.

ITEM 408 PRIME COAT, AS PER PLAN

LOCATION 1 - 9633 GAL.

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 pavement or paved shoulder if present).

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 unless otherwise directed by the engineer. Concrete and asphalt drives shall have butt joints or as short a asphalt taper as possible (preferred 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 as possible (preferred 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 70-22.

ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22

LOCATION 1 - 19.6 CU.YD.

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, 7-16-04.

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 2, PG 64-28 AND ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22

ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG 64-28

LOCATION 1 - 31.1 CU.YD.

ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22

LOCATION 1 - 22.2 CU.YD.

M208003.MGN
5-18-05

ITEM 606 RAISING TYPE 5 GUARDRAIL

THE LOCATIONS LISTED BELOW ARE APPROXIMATE AND SHALL BE VERIFIED BY THE PROJECT ENGINEER IN THE FIELD BEFORE COMMENCING ANY GUARDRAIL WORK. THE POSTS QUANTITIES BELOW ARE TO BE USED AS DIRECTED BY THE ENGINEER TO REPLACE BROKEN/ROTTED POST BEFORE RAISING RAIL. ALL GUARDRAIL WORK SHALL BE COMPLETED BEFORE RESURFACING OF ROADWAY.

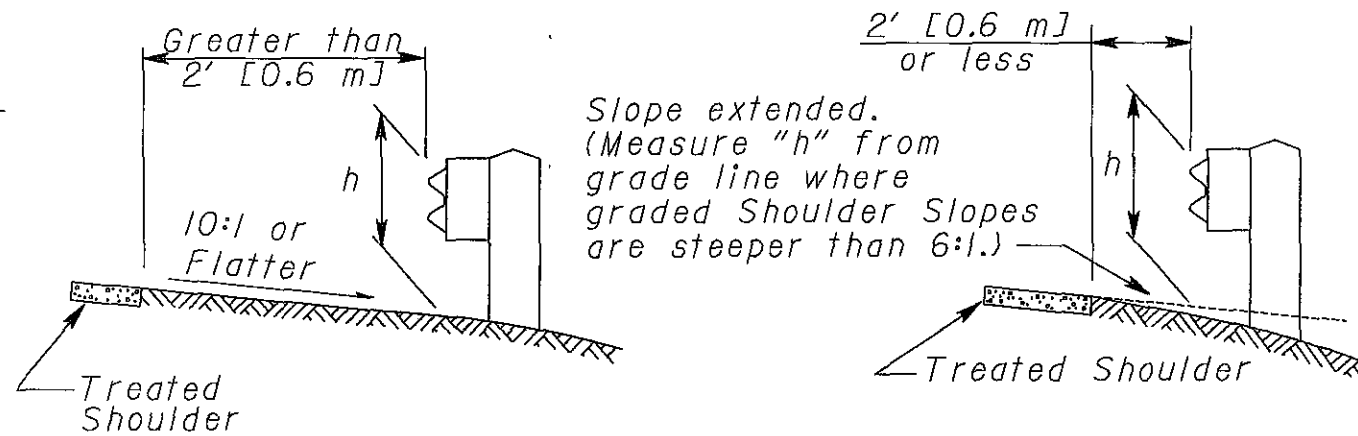
ITEM 606 GUARDRAIL POST LOCATION 1- 50 EACH

LOCATION	SLM		SIDE	606 RAISING TYPE 5 GUARDRAIL FT
	FROM	TO		
	0.79	1.02	LT	350
	0.81	1.02	RT	238
	1.07	1.27	LT	1000
	1.28	1.30	LT	1000
	1.54	1.78	LT	1213
	1.98	2.02	LT	163
	1.99	2.02	RT	113
	2.66	2.74	LT	425
	2.67	2.74	RT	375
	2.91	2.96	RT	213
	2.91	2.96	LT	213
	3.15	3.21	RT	250
	3.15	3.21	LT	250
	3.41	3.66	RT	1275
	3.92	4.11	RT	950
	4.08	4.11	LT	113
	4.16	4.45	RT	1475
	4.46	4.56	RT	475
	4.78	4.88	RT	475
	4.93	4.97	LT	150
	4.95	4.97	RT	50
	5.11	5.16	RT	163
	5.12	5.16	LT	113
	5.28	5.30	RT	38
	5.28	5.30	LT	38
	5.51	5.53	RT	38
	5.51	5.53	LT	38
	5.92	5.99	RT	350
	5.94	5.99	LT	238
	6.61	6.66	RT	212
	6.61	6.66	LT	212
	7.41	7.46	RT	163
	7.41	7.46	LT	163
	7.78	7.84	LT	238
	7.81	7.83	RT	25
	7.86	7.98	LT	588
	7.99	8.27	LT	1425
	8.29	8.41	LT	588
	9.75	9.81	LT	263
	9.91	10.08	LT	850
	10.12	10.28	LT	800
	10.39	10.43	LT	113
	10.39	10.45	RT	213
	10.46	10.68	RT	1113
	10.72	10.87	RT	738
TOTALS				19486

REMARKS:

TUBULAR BACKUP SHALL NOT BE RAISED AND ARE NOT INCLUDED IN GUARDRAIL QUANTITIES FOR RAISING.

GUARDRAIL HEIGHT: For initial installation, construct the guardrail within $\pm 1"$ [25] of the standard height, h , or $27\frac{3}{4}"$ [706] to the top of W-Beam rail. (See MEASURING GUARDRAIL HEIGHT Detail.) When subsequent projects, such as resurfacings, affect the height of existing guardrail, the finished height is to be within $\pm 3"$ [75] of the standard height.



MEASURING GUARDRAIL HEIGHT

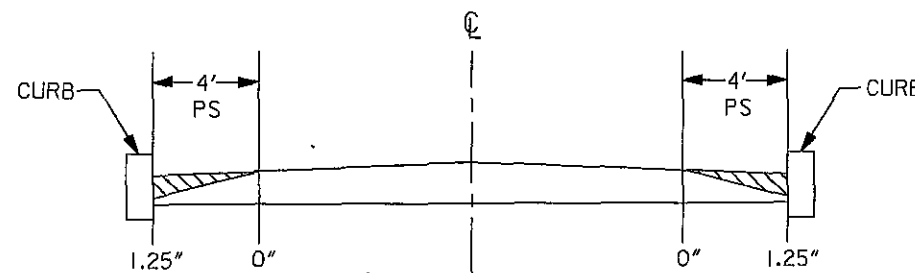
ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN

IN ORDER TO MAINTAIN PROPER CURB HEIGHT, THE EXSITING PAVED SHOULDERS LOCATED ON SR 208 FROM SLM 0.00-0.30 SHALL BE PLANED. DEPTH OF REMOVAL SHALL BE 0" AT THE MAINLINE EDGE TO 1.25" AT THE FACE OF THE CURB AS SHOWN IN THE DETAIL BELOW.

FROM SLM 0.30 TO SLM 0.87, PLANE 2.0" IN DEPTH. THIS WORK SHALL BE AS DIRECTED BY THE ENGINEER. THE ROADWAY SHALL BE PLANED SUCH THAT POSITIVE DRAINAGE IS CREATED FROM THE CENTER LINE TO THE EDGE OF PAVEMENT IN TANGENT SECTIONS AND SHALL FOLLOW EXISTING SUPERELEVATIONS WHERE APPLICABLE. THIS MAY REQUIRE ADDITIONAL MILLING DEPTH DUE TO EXISTING GRADER PATCHES AND PAVEMENT REPAIR. ALL SPECIFICATIONS OF ITEM 254 SHALL APPLY.

1000 TONS OF RACP (GRINDINGS) SHALL BE DELIVERED TO THE OHIO DEPARTMENT OF TRANSPORTATION - DRESDEN OUTPOST ON SR 16. THIS WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN.

QUANTITIES SHOWN ON SHEETS 9, 10.



SR-208 SLM 0.00-0.30

ITEM 209 LINEAR GRADING, AS PER PLAN

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.

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. ALL EQUIPMENT, LABOR, TRAFFIC CONTROL, OR INCIDENTALS REQUIRED TO COMPLETE THIS ITEM SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR ITEM 209 LINEAR GRADING. THIS WORK MAY BE INTERMITTENT AND SPREAD THROUGHOUT THE PROJECT LIMITS, AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE ABOVE PURPOSES.

ITEM 209 LINEAR GRADING, AS PER PLAN

LOCATION 1- 3 MILES

ITEM 604 MANHOLE, ADJUSTED TO GRADE
ITEM 638 VALVE BOX ADJUSTED TO GRADE

THIS ITEM SHALL BE USED TO ADJUST MANHOLES AND VALVE BOXES LOCATED ON SR 208 IN DRESDEN ON NINTH STREET AND EAST MUSKINGUM STREET. ALL MATERIALS, LABOR EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK DESCRIBED SHALL BE INCLUDED FOR PAYMENT WITH THE ABOVE ITEMS.

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

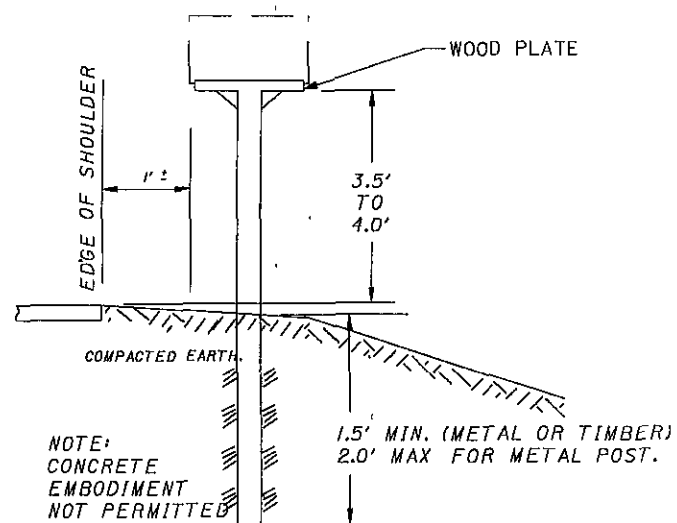
ITEM 604 MANHOLE ADJUSTED TO GRADE.

LOCATION 1- 9 EACH

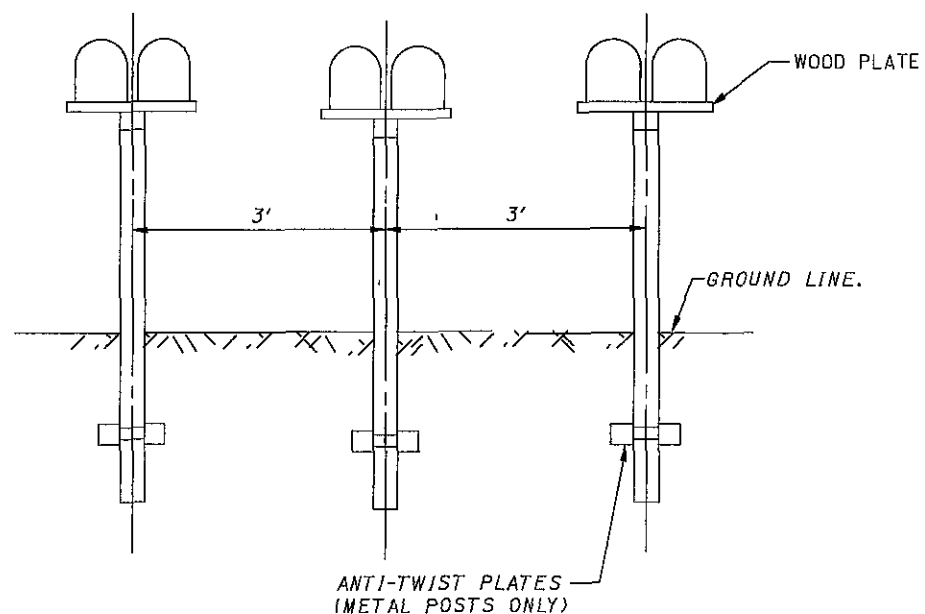
ITEM 638 VALVE BOX ADJUSTED TO GRADE.

LOCATION 1- 1 EACH

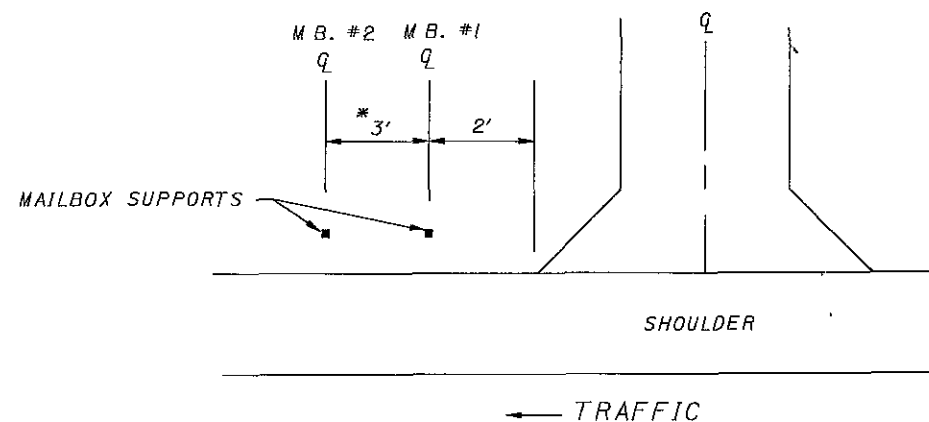
MAILBOX DETAILS



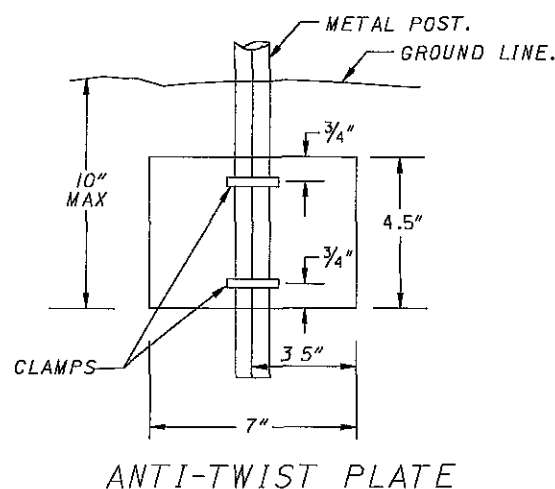
TYPICAL MAILBOX LOCATION AND



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

QUANTITY

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE PURPOSE

- SPECIAL MAILBOX SUPPORT SYSTEM, SINGLE LOCATION 1 - 5 EACH
- SPECIAL MAILBOX SUPPORT SYSTEM, DOUBLE LOCATION 1 - 4 EACH

M208006.MGN 5-18-04

CALCULATED
CPS
CHECKED
LINE

MAILBOX DETAILS AND QUANTITIES

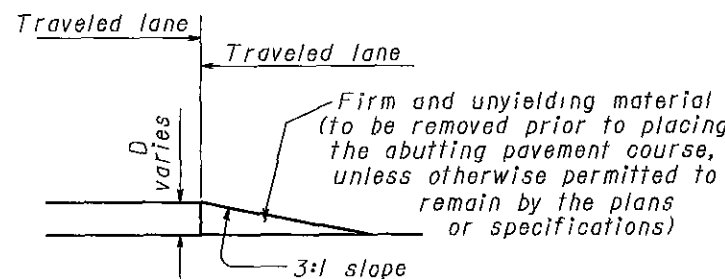
MUS-208-0.00

GENERAL NOTES

- It is intended that this drawing be used for treatment of drop-offs that develop during construction operations, and that are not otherwise provided for in the construction plans. Where the plans do not provide specific items for labor, equipment, or materials to implement the drop-off treatments specified hereon, they shall be included for payment in the lump sum bid for Item 614 - Maintaining Traffic.
- While the need for certain advisory signing is noted hereon, it is not intended that this be indicative of all signing that may be required to advise or warn motorists, and all requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) must be fulfilled.
- In urban or otherwise heavily developed areas where pedestrians and/or bicyclists may be present in significant numbers, additional signing and protective measures other than those shown hereon may be required.
- The drop-off treatment selected for use at any given location shall be as appropriate for the prevailing conditions at the site.
- Where concrete barrier is specified, it shall be in accordance with Standard Construction Drawing MC-9.2 and Item 622.
- When drums are specified for a dropoff condition, a minimum number of four drums shall be used. Spacing shall be as indicated in the plans or as specified in the OMUTCD.
- When OW-151 (Low Shoulder) signs or OW-171 (Uneven Lanes) and OWP-171 signs are required, they shall be placed 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.
- For locations, such as at ramps, lane shifts, lane closures, etc., where traffic is required to negotiate any difference in elevation between pavements, a 3:1 slope treatment similar to the Optional Wedge Treatment shall be provided.
- Portable concrete barrier shall be placed on the same level as the traffic surface and shall not encroach on lane width(s) designated as the minimum required for traffic use. Where drums are used, and their presence would reduce traveled lane widths to less than 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.
- Pavement Repairs (or similar work):
 - Lengths greater than 60 feet - utilize appropriate treatment from Condition I
 - 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)

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



CONDITION I

DROPOFFS BETWEEN TRAVELED LANES

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

D (In.)	Treatment
$\leq 1/2$	Erect OW-171 and OWP-171 signs.
$> 1/2 - 3$	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.



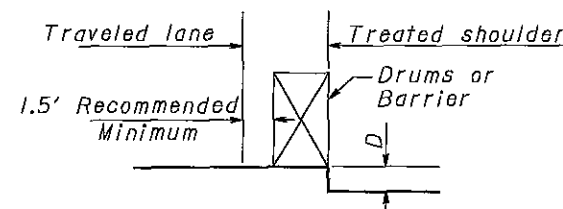
CONDITION II

DROPOFFS WITHIN GRADED SHOULDER AREA

- The treatments indicated below are for use in conjunction with resurfacing, planing, or excavations within the graded shoulder area.
- The graded shoulder area is that flat or gradually sloping area between the edge of a normally traveled lane and the more steeply sloping ditch foreslope or embankment slope. Its surface may be soil or turf, and/or it may be inclusive of a "treated" area (improved with aggregates, asphaltic materials, or concrete). For the purposes herein, its maximum width shall be considered to be twelve (12) feet.

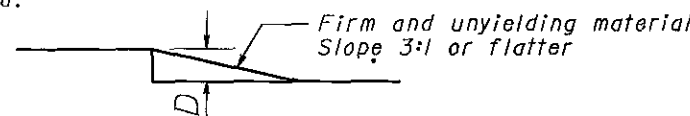
D (In.)	Treatment
$\leq 1/2$	1) If edgelines are present, no treatment necessary OR 2) Erect OW-171 and OWP-171 signs.
$> 1/2 - 5$	1) If min. lane width requirements can be met, maintain lanes utilizing drums as shown below OR 2) If min. lane width requirements cannot be met, close adjacent lane utilizing 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

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



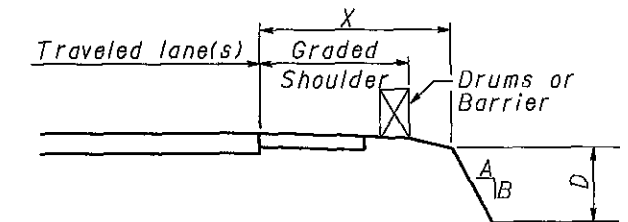
CONDITION III

DROPOFFS BEYOND GRADED SHOULDER OR BACK OF CURB

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

CHART A

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

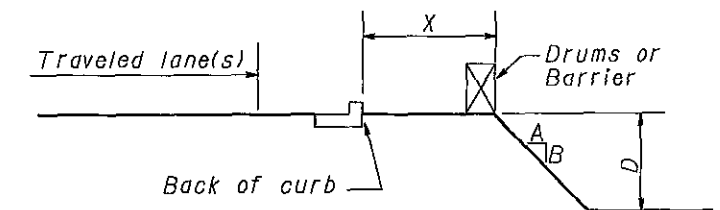


X (Ft.)	D (In.)	A/B	Treatment Required	
			Day	Night
0-4	Any	Any	(a)	(a)
4-30	Any	3:1 or Flatter	None	None
4-12	< 3	Steeper than 3:1	None	None
4-12	$> 3 - < 12$	Steeper than 3:1	Drums	Drums
4-12	> 12	Steeper than 3:1	Drums	Barrier
$> 12 - 20$	< 12	Steeper than 3:1	None	None
$> 12 - 20$	$> 12 - < 24$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



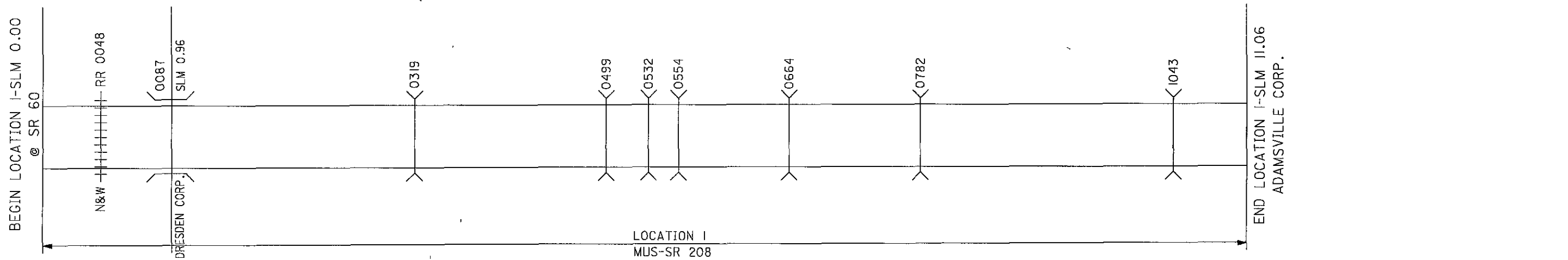
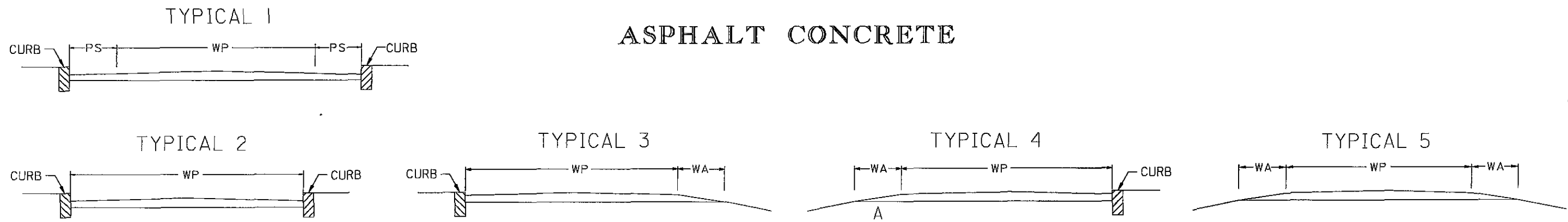
X (Ft.)	D (In.)	A/B	Treatment Required	
			Day	Night
0-10	< 12	Any	None	Drums
0-10	> 12	Any	Drums	Drums
> 10	Any	Any	None	None

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
BUREAU OF LOCATION AND DESIGN

DROPOFFS IN WORK ZONES

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
----------	-------	--------	---------	----------	------	---------

ASPHALT CONCRETE



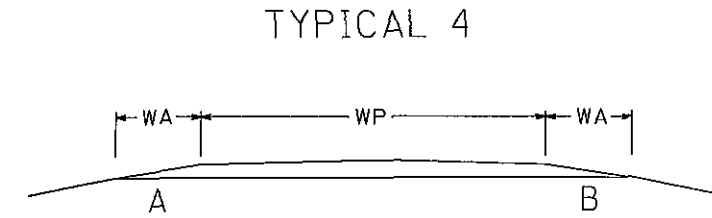
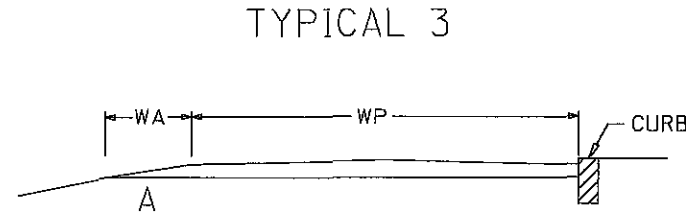
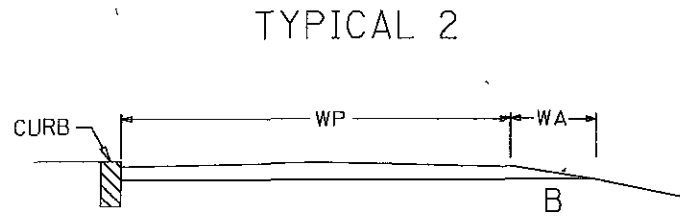
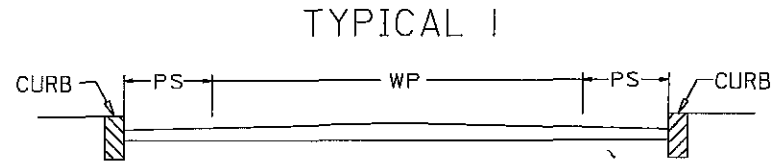
(I) BRIDGE LENGTH X PAVEMENT WIDTH * CALCULATED SEPARATELY				PAVEMENT DATA																									
LOCATION	COUNTY	ROUTE	LOG POINT TO LOG POINT		LENGTH		WP FEET	TYPICAL	EXISTING PAVEMENT TYPE	PAVEMENT AREA SQ. YDS.	PROPOSED PAVEMENT												254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN SQ YD	614 WORK ZONE CENTER LINE, CLASS II MILE					
			MILES	LIN. FT.	407						448 ASPHALT CONCRETE						254				614								
										TACK COAT @ 0.075 gal./s.y. GALS.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 gal./s.y. GALS.	THICK INCHES	INTERMEDIATE COURSE, TYPE 2, PG 64-28 CU YD	THICK INCHES	SURFACE COURSE, TYPE 1, PG 70-22 CU YD	THICK INCHES	INTERMEDIATE COURSE, TYPE 2, PG 76-22 CU YD	THICK INCHES	SURFACE COURSE, TYPE 1, PG 76-22 CU YD										
I	MUS	SR 208	0.00 - 0.30	0.30	1584	34	1	448	5984	449																			
			0.30 - 0.44	0.14	739	39	2	404	3202	241	160								1.0	88.9	1.0	88.9	3202	0.28					
			0.44 - 0.48	0.04	211	30	2	448	703	53	36								1.0	19.5	1.0	19.5	703	0.08					
			0.48 - 0.51	0.03	158	22	3	448	386	29	20								1.0	10.7	1.0	10.7	386	0.06					
			0.51 - 0.70	0.19	1003	22	4	448	2452	184	123								1.0	68.1	1.0	68.1	2452	0.38					
			0.70 - 1.03	0.33	1742	22	5	448	4258	320	213								1.0	118.3	1.0	118.3	4258	0.66					
			1.03 - 11.06	10.03	52958	20	5	448	117684	8827	5885	1.75	5720.8	1.25	4086.3														
DEDUCT FOR BRIDGES ()																													
I	MUS	SR 208	TOTALS							9912	6310		5695.2		4071.9		246.5		454.3		8878	21.49							

ASPHALT CONCRETE

MUS-208-0.00

M208001.MAC 5-18-05

SHOULDER TREATMENT



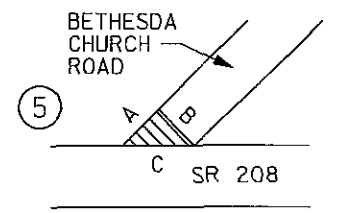
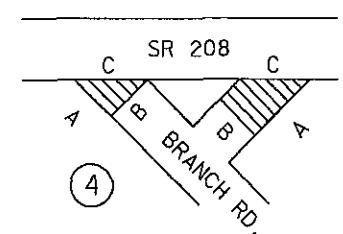
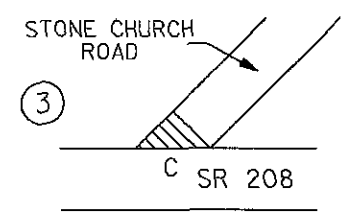
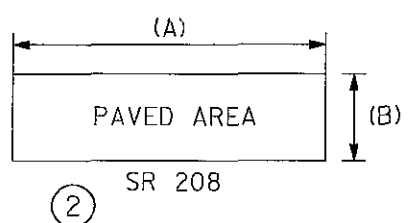
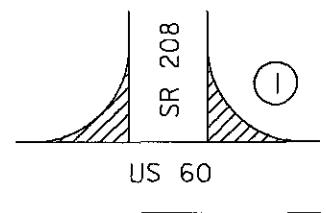
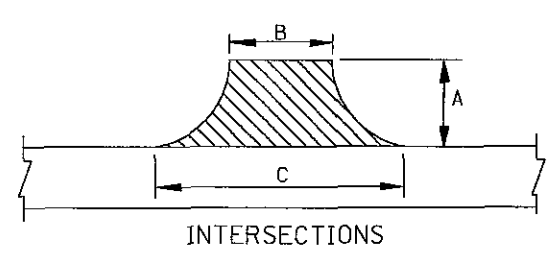
(1) BRIDGE LENGTH X SHOULDER WIDTH						SHOULDER DATA																		
LOCATION	COUNTY	ROUTE	LOG POINT TO LOG POINT	LENGTH		TYPICAL	EXISTING TYPE - WIDTH (FT.)								AREA SQ. YDS.	407	448		254	617				
				MILES	LIN. FT.		A		B		C		D			TACK COAT @ 0.075 gal/s.y.	THICK INCHES	ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG 76-22 CU.YD.	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN SQ.YD.	COMPACTED AGGREGATE, AS PER PLAN 2.0' X (PAVING THICKNESS) CU. YDS.				
							TYPE	WIDTH	TYPE	WIDTH	TYPE	WIDTH	TYPE	WIDTH		GALS.								
I	MUS	SR 208	0.00-0.30	0.30	1584	1	448	4	448	4			1408	106	1.25	48.9	1408							
			0.48-0.51	0.03	158	2			617	2			35											
			0.51-0.70	0.19	1003	3	617	2					223											
			0.70-1.03	0.33	1742	4	617	2	617	2			774											
			1.03-11.06	10.03	52958	4	617	2	617	2			23537											
			BRIDGE DEDUCTIONS (1)		(1095)								(487)											
I	MUS	SR 208	TOTALS											106		48.9	1408							

M208001.mst 5-18-05

CALCULATED
CPS
CHECKED
LME

SHOULDER TREATMENT

MUS-208-0.00

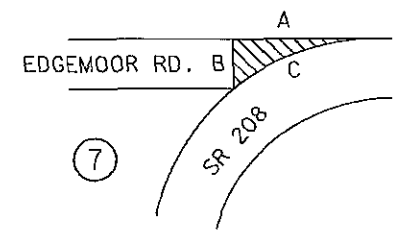
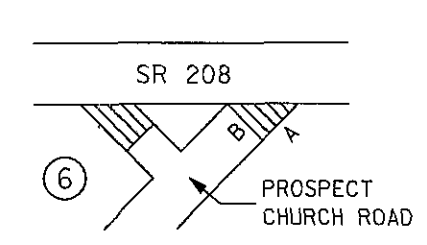


INTERSECTIONS

ALL AREAS TAKEN FROM PREVIOUS PLANS

LOCATION	COUNTY	ROUTE	LOG POINT	SIDE	DESCRIPTION	INTERSECTIONS			407		448 ASPHALT CONCRETE						202			
						A IN FEET	B IN FEET	C IN FEET	AREA SQ. YD.	TACK COAT @ 0.075 gal./s.y. GAL.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 gal./s.y. GAL.	THICK INCH	INTERMEDIATE COURSE, TYPE 1, PG 64-22 CU. YD.	THICK INCH	SURFACE COURSE, TYPE 1, PG 64-22 CU. YD.	THICK INCH	INTERMEDIATE COURSE, TYPE 1, PG 76-22 CU. YD.	THICK INCH	SURFACE COURSE, TYPE 1, PG 76-22 CU. YD.	WEARING COURSE REMOVED SQ. YD.
1	MUS	SR 208		C	SR 208 @ SR 60 ①	62	42	80	131	10							1.25	4.5		
				LT	TENTH ST.	15	20	20	33	3	2					1.0	0.9	1.0	0.9	33
				RT	TENTH ST.	15	20	20	33	3	2					1.0	0.9	1.0	0.9	33
				LT	ALLEY	21	12	24	42	4	3					1.0	1.2	1.0	1.2	42
				LT	HIGH ST.	29	21	60	131	10	7					1.0	3.6	1.0	3.6	131
				LT	ALLEY	21	12	24	42	4	3					1.0	1.2	1.0	1.2	42
				RT	EXTRA AREA ②	475	12		633	48	32					1.0	17.6	1.0	17.6	633
				RT	EXTRA AREA ②	200	10		222	17	12					1.0	6.2	1.0	6.2	222
				RT	EXTRA AREA ②	100	6		67	5	4					1.0	1.9	1.0	1.9	67
				LT	ENTRANCE TO SCHOOL	34	24	84	204	15	11					1.0	5.7	1.0	5.7	204
				LT	ENTRANCE TO SCHOOL	53	24	88	330	25	17					1.0	9.2	1.0	9.2	330
				RT	RIVER RD	22	20	40	73	6	4					1.0	2.0	1.0	2.0	73
				RT	SR 666	64	22	34	199	15	10	1.5	8.3	1.5	8.3					
				LT	STONE CHURCH ROAD ③	74	18		74	6	4	1.5	3.1	1.5	3.1					
				RT	NO NAME RD.	35	22	105	247	19	12	1.5	10.3	1.5	10.3					
				LT	MCLAUGHIN HILL RD.	32	27	89	206	15	10	1.5	8.6	1.5	8.6					
				RT	BRANCH RD. ④	88	16		78	6	4	1.5	3.3	1.5	3.3					
				RT	BRANCH RD. ④	28	18	44	96	7	5	1.5	4.0	1.5	4.0					
				RT	MADISON HALL RD.	44	32	147	437	33	22	1.5	18.2	1.5	18.2					
				LT	RINE RD.	40	26	79	233	18	12	1.5	9.7	1.5	9.7					
				RT	STEELHILL RD.	45	30	83	283	21	14	1.5	11.8	1.5	11.8					
				LT	KEYES RD.	58	30	85	371	28	19	1.5	15.5	1.5	15.5					
				LT	BETHESDA CHURCH RD. ⑤	55	30		92	7	5	1.5	3.8	1.5	3.8					
				RT	PROSPECT CHURCH RD ⑥	35	14	53	130	10	7	1.5	5.4	1.5	5.4					
				RT	PROSPECT CHURCH RD. ⑥	75	19		79	6	4	1.5	3.3	1.5	3.3					
				LT	EDGEMOOR RD. ⑦	70	18		70	5	4	1.5	2.9	1.5	2.9					
				RT	SUMMERS	34	16	68	159	12	8	1.5	6.6	1.5	6.6					
				LT	SYMMES CREEK RD.	60	20		67	5	3	1.5	2.8	1.5	2.8					

1	MUS	SR 208			TOTALS					363	240		117.6		117.6	50.4	54.9	1810	
---	-----	--------	--	--	--------	--	--	--	--	-----	-----	--	-------	--	-------	------	------	------	--



EXTRA AREAS

MUS-208-0.00

LOCATION 1

- MUS-208-0087: BUTT JOINT @ APPROACH SLABS
- MUS-208-0319: REMOVE GRADER PATCH LEFT LANE,
PLACE 3" ASPHALT CONCRETE
- MUS-208-0499: PLACE 3" ASPHALT CONCRETE
- MUS-208-0532: WATERPROOF, PLACE 3" ASPHALT CONCRETE
- MUS-208-0554: REMOVE GRADER PATCH RIGHT LANE, WATERPROOF,
PLACE 3" ASPHALT CONCRETE
- MUS-208-0664: PLACE 1.25" SURFACE COURSE
- MUS-208-0782: REMOVE GRADER PATCH LEFT LANE, WATERPROOF,
PLACE 3" ASPHALT CONCRETE
- MUS-208-1043: REMOVE AND REPLACE 3" ASPHALT CONCRETE

BRIDGE DEDUCTIONS

(BRIDGE LENGTH X PAVEMENT WIDTH)
(APPROACH SLABS ADDED FOR CALCULATION PURPOSES)

- MUS-208-0087: 868.5' X 22' / 9 = 2123.0
- MUS-208-0319: 14.8' X 20' / 9 = 32.9
- MUS-208-0499: 12.0' X 20' / 9 = 26.7
- MUS-208-0532: 16.0' X 20' / 9 = 35.6
- MUS-208-0554: 16.0' X 20' / 9 = 35.6
- MUS-208-0664: 52.5' X 20' / 9 = 116.7
- MUS-208-0782: 26.3' X 20' / 9 = 58.4
- MUS-208-1043: 49.0' X 20' / 9 = 108.9

TOTAL = 2537.8 SQ.YD.

TOTAL CARRIED TO SHEET 8

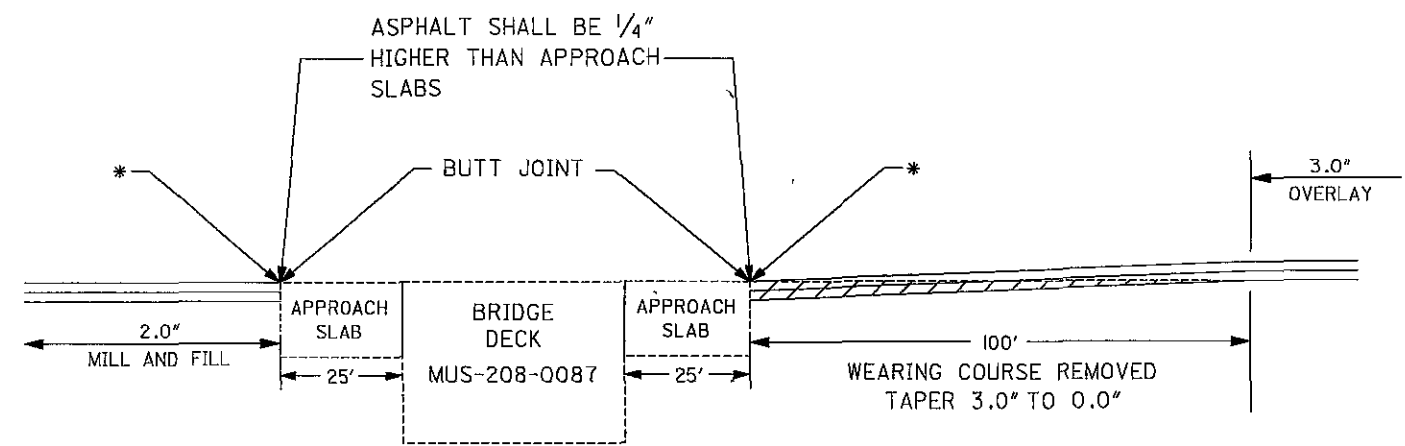
BRIDGE DECK DATA

LOCATION	COUNTY, ROUTE, BRIDGE NO.	LENGTH (BRIDGE LIMITS)	WIDTH	BRIDGE DECK AREA	202	407		448 ASPHALT CONCRETE				512	516	SPECIAL	
					WEARING COURSE REMOVED	TACK COAT @ 0.075 gal./s.y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 gal./s.y.	THICK	INTERMEDIATE COURSE, TYPE 2, PG 64-28	THICK	SURFACE COURSE, TYPE 1, PG 70-22	TYPE 3 WATERPROOFING	2" DEEP JOINT SEALER AS PER PLAN	PATCHING CONCRETE BRIDGE DECK - TYPE B	
					DEPTH VAR.	GALS.	GALS.	INCHES	CU.YD.	INCHES	CU.YD.	SQ. YDS.	FT.	SQ. FT.	
		LIN.FT	SQ.YDS.	SQ.YDS.											
I	MUS-208-0087	818.5	29.3	2665	244	DETAIL ①							44		
	MUS-208-0319	14.8	33.3	55	25	DETAIL ②	5	3	1.75	2.7	1.25	1.9			
	MUS-208-0499	12.0	24.7	33		DETAIL ②	3	2	1.75	1.6	1.25	1.1			
	MUS-208-0532	16.0	28.0	50		DETAIL ③	4	3	1.75	2.4	1.25	1.7	50		
	MUS-208-0554	16.0	28.0	50	12	DETAIL ③	4	3	1.75	2.4	1.25	1.7	50	112	
	MUS-208-0664	52.5	36.0	210		DETAIL ④	16				1.25	7.3			
	MUS-208-0782	26.3	30.0	88	21	DETAIL ③	7	5	1.75	4.3	1.25	3.1	88		
	MUS-208-1043	49.0	29.0	158	825	DETAIL ⑤	12	8	1.75	7.7	1.25	5.5			
I	TOTALS				1127		51	24		21.1		22.3	188	44	112

BRIDGE DECK TREATMENT

MUS-208-0.00

1



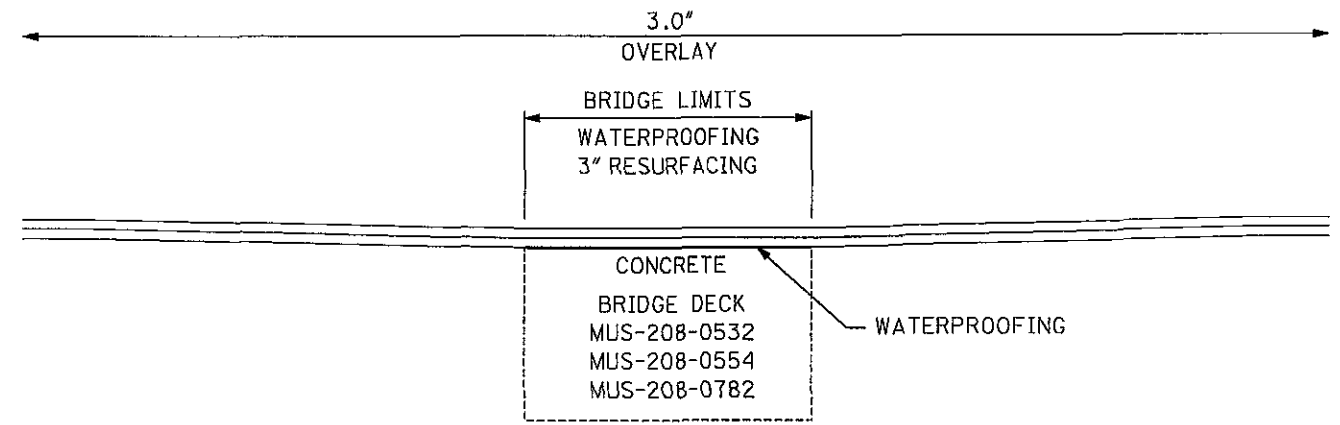
202 WEARING COURSE REMOVED:
LOCATION 1
MUS-208-0087
(100' X 22') / 9 = 244 SQ.YD.

* 2" DEEP JOINT SEALER, AS PER PLAN
A 1/2" WIDE X 2.0" DEEP BEAD OF JOINT SEALER (AS PER 705.04)
SHALL BE PLACED BETWEEN THE APPROACH SLABS AND THE ASPHALT
CONCRETE PAVEMENT. THE COST FOR SAW CUTTING THE CHANNEL
FOR THE JOINT SEALER SHALL BE INCLUDED FOR PAYMENT WITH
ITEM 516 2" DEEP JOINT SEALER, AS PER PLAN.

TOTAL CARRIED TO SHEET 12

BUTT JOINT @ APPROACH SLABS

3



512 TYPE 3 WATERPROOFING
LOCATION 1
MUS-208-0532 - 50 SQ. YD.
MUS-208-0554 - 50 SQ. YD.
MUS-208-0782 - 88 SQ. YD.

202 WEARING COURSE REMOVED:
LOCATION 1
MUS-208-0554
12 SQ. YDS. (MEASURED FOR REMOVAL
OF GRADER PATCH IN RIGHT LANE)
MUS-208-0782
21 SQ. YDS. (MEASURED FOR REMOVAL
OF GRADER PATCH IN LEFT LANE)

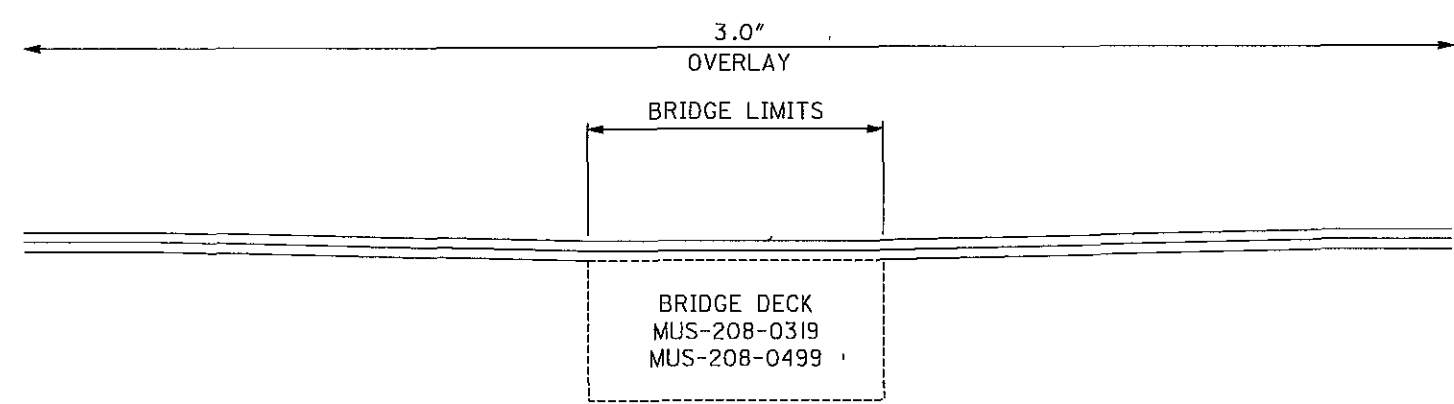
* SPECIAL - PATCHING CONCRETE
BRIDGE DECK - TYPE B
LOCATION 1
MUS-208-0554 - 112 SQ. FT.
(RIGHT LANE)

TOTALS CARRIED TO SHEET 12

* ITEM SPECIAL - PATCHING CONCRETE BRIDGE DECK -
TYPE B SHALL BE AS PER PROPOSAL NOTE 512, 4-19-02

PATCH DECK, WATERPROOF,
PLACE 3" ASPHALT CONCRETE

2

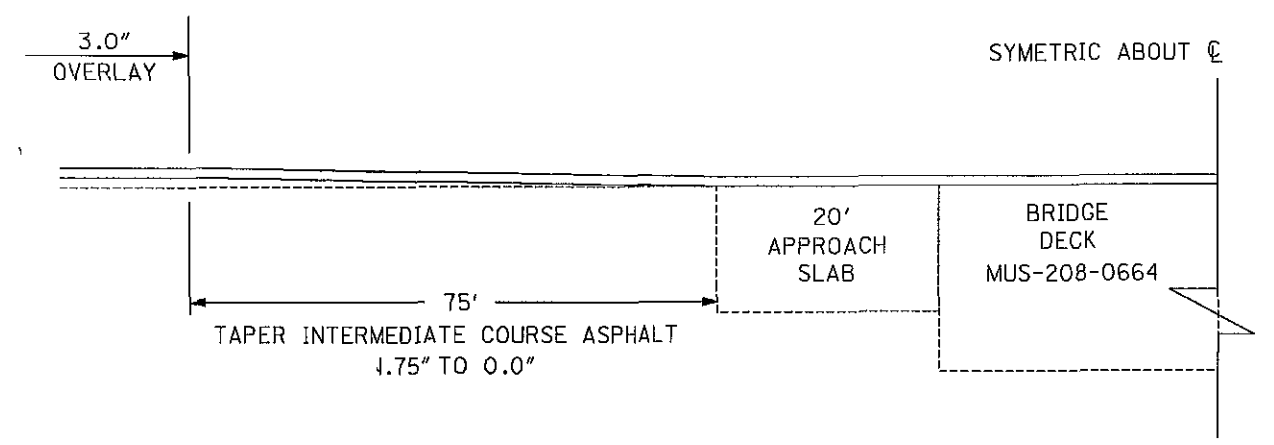


202 WEARING COURSE REMOVED:
LOCATION 1
MUS-208-0319
25 SQ. YDS. (MEASURED FOR REMOVAL OF GRADER PATCH IN LEFT LANE)

TOTAL CARRIED TO SHEET 12

PLACE 3" ASPHALT CONCRETE

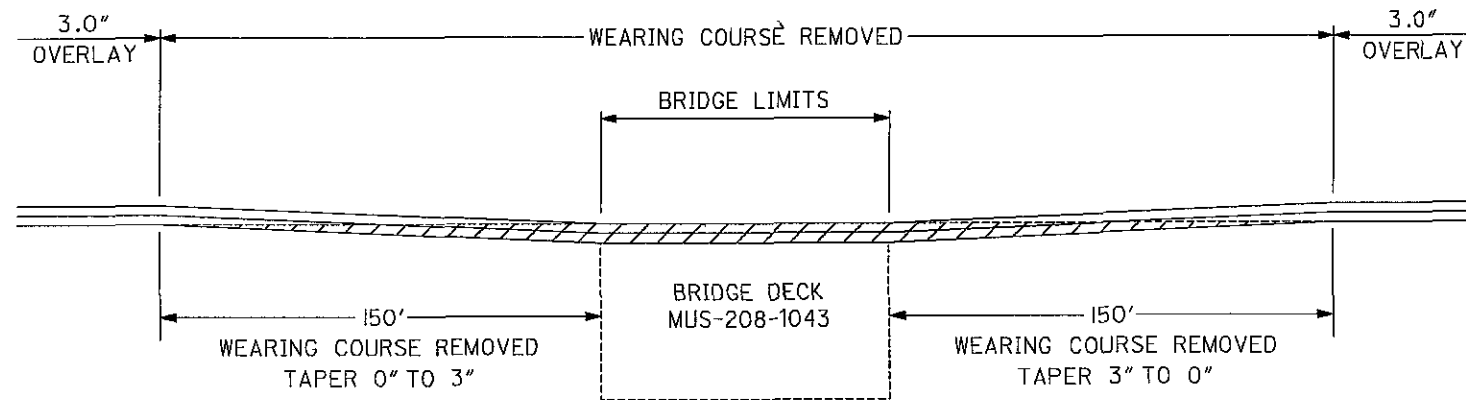
4



PLACE 1.25" SURFACE COURSE

M208002.mbt 5-18-04

5



202 WEARING COURSE REMOVED:
 LOCATION 1
 MUS-208-1043
 $[2(150' \times 20') + (29.0' \times 49.0')] / 9 = 825 \text{ SQ.YD.}$

TOTAL CARRIED TO SHEET 12

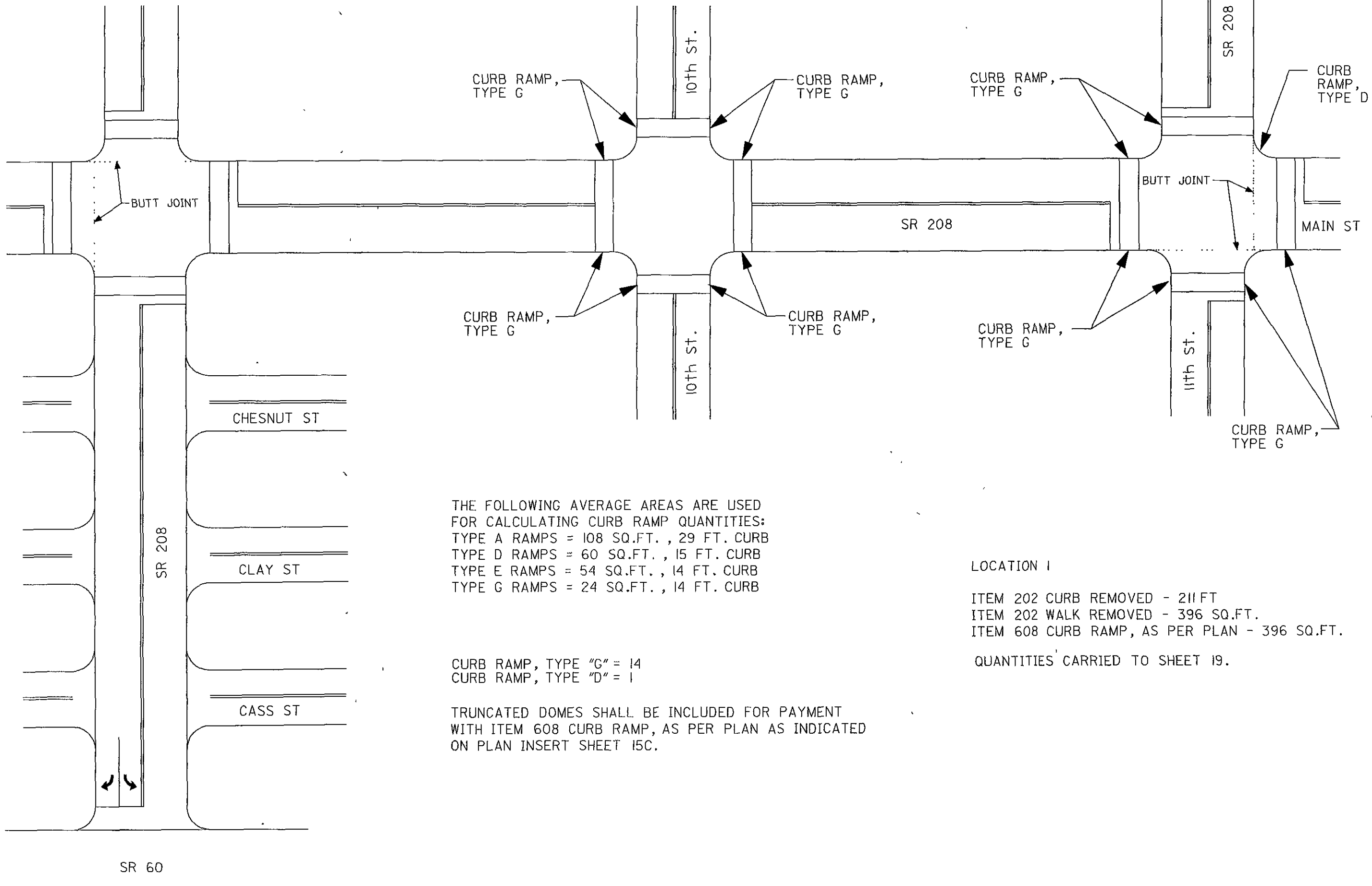
REMOVE 3.0\" ASPHALT CONCRETE
 PLACE 3.0\" ASPHALT CONCRETE

CALCULATED
 OPS
 CHECKED
 LME

BRIDGE DECK DETAILS

MUS-208-0.00

14
 20



THE FOLLOWING AVERAGE AREAS ARE USED FOR CALCULATING CURB RAMP QUANTITIES:
 TYPE A RAMPS = 108 SQ.FT. , 29 FT. CURB
 TYPE D RAMPS = 60 SQ.FT. , 15 FT. CURB
 TYPE E RAMPS = 54 SQ.FT. , 14 FT. CURB
 TYPE G RAMPS = 24 SQ.FT. , 14 FT. CURB

CURB RAMP, TYPE "G" = 14
 CURB RAMP, TYPE "D" = 1

TRUNCATED DOMES SHALL BE INCLUDED FOR PAYMENT WITH ITEM 608 CURB RAMP, AS PER PLAN AS INDICATED ON PLAN INSERT SHEET 15C.

LOCATION 1

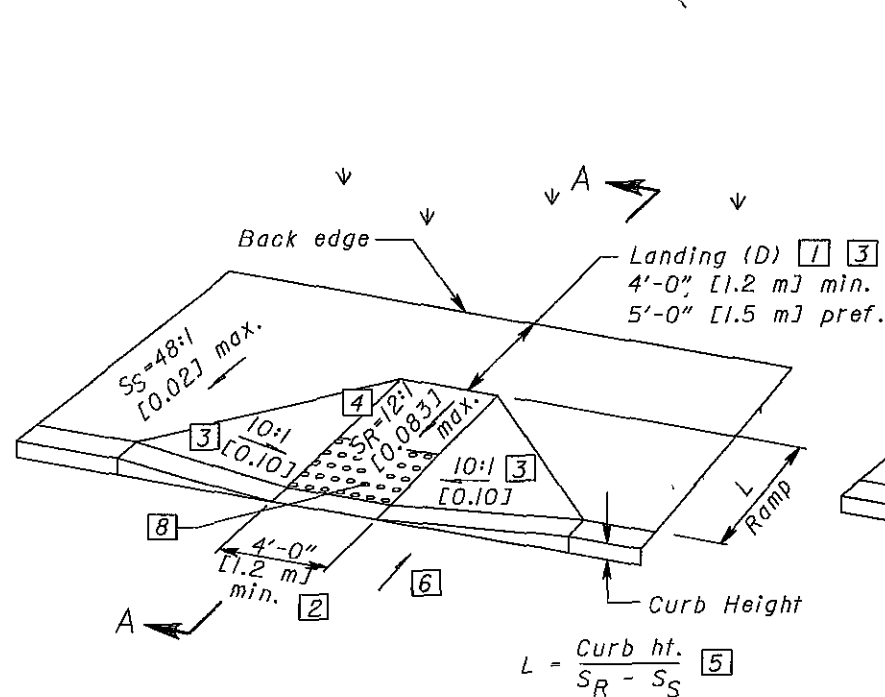
ITEM 202 CURB REMOVED - 211 FT
 ITEM 202 WALK REMOVED - 396 SQ.FT.
 ITEM 608 CURB RAMP, AS PER PLAN - 396 SQ.FT.

QUANTITIES CARRIED TO SHEET 19.

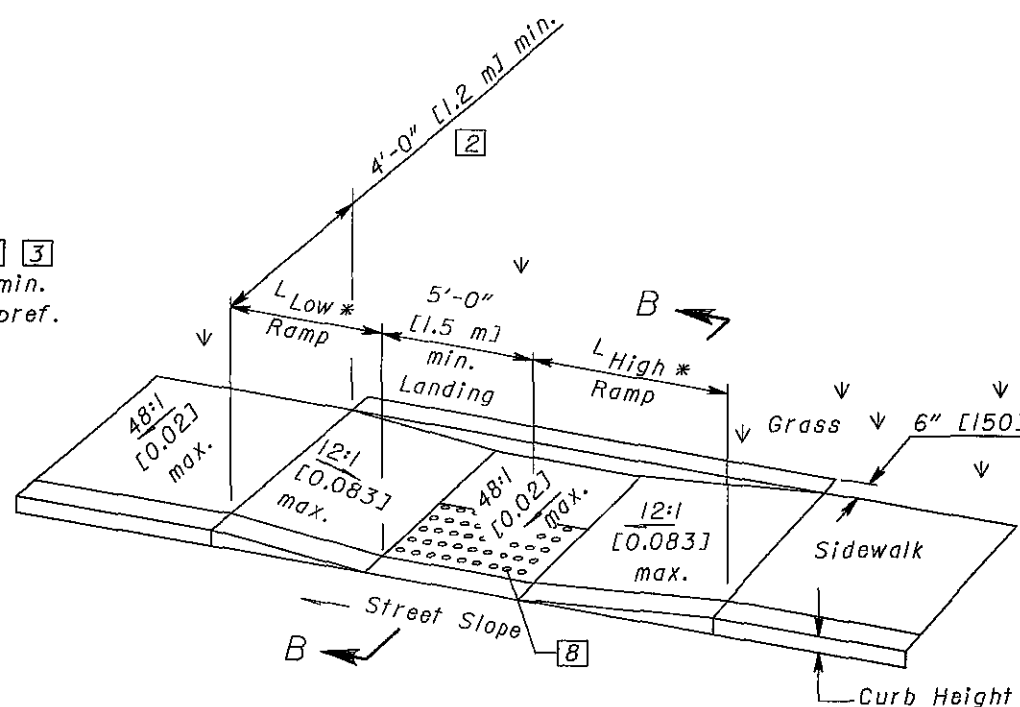
m208001.dwt

Street Slope	Ramp Length @ 1"/ft [0.083]	
	L LOW SIDE*	L HIGH SIDE*
0.01	5'-5" [1.6 m]	6'-10" [2.1 m]
0.02	4'-10" [1.5 m]	7'-11" [2.4 m]
0.03	4'-5" [1.3 m]	9'-5" [2.9 m]
0.04	4'-1" [1.2 m]	11'-8" [3.6 m]
0.05	3'-9" [1.1 m]	15'-2" [4.6 m]

* Measured along the back of a 6" [150] high curb.



See Sht. 3/3 for SECTION A-A
PERPENDICULAR CURB RAMP DETAIL



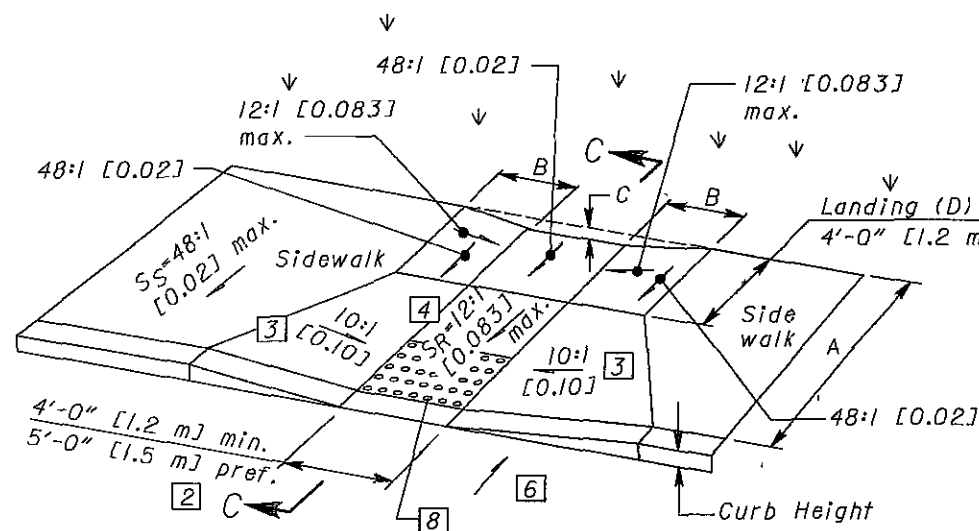
See Sht. 3/3 for SECTION B-B
PARALLEL CURB RAMP DETAIL (DOUBLE)

$$L_{HIGH} = \frac{\text{Curb ht.}}{0.083 - \text{Street Slope}} \quad [7]$$

$$L_{LOW} = \frac{\text{Curb ht.}}{0.083 + \text{Street Slope}} \quad [7]$$

LEGEND

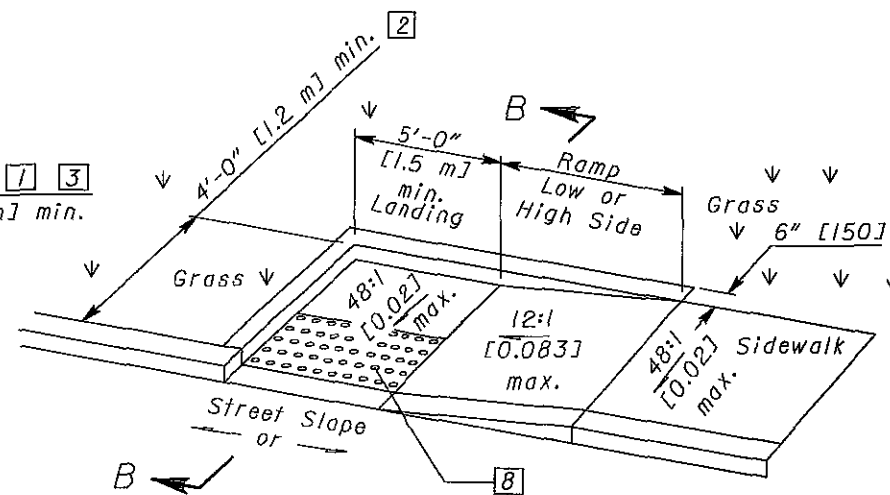
- [1] May be reduced to 3'-0" [915] in existing sidewalks if the landing is unconstrained along the back edge.
- [2] May be reduced to 3'-4" [1.02 m] in existing sidewalks to better fit the walk configuration or where site conditions are restricted by narrow walks, pole foundations, drainage inlets, etc. The width may be tapered.
- [3] Where landing width (D) has been reduced to 3'-0" [915] the flared sides shall have a maximum slope of 12:1 [0.083].
Flared sides are not required where the edges of a curb ramp are protected by landscaping or other barriers to travel by wheel chair users or pedestrians across the edge of the curb ramp. However, if the flared sides are used in these areas, they may be of any slope.
- [4] The slope of the ramp toward the curb is preferred to be 12:1 [0.083] or flatter related to the horizontal, but the maximum slope shall be 12:1 [0.083] relative to the existing or proposed walk slope.
In existing sidewalks, where the maximum ramp slope (SR) is not feasible, it may be reduced as follows:
A) 10:1 [0.10] for a max. rise of 6" [150],
B) 8:1 [0.125] for a max. rise of 3" [75],
C) 6:1 [0.167] over a max. run of 2'-0" [610] for historic areas where a flatter slope is not feasible.
- [5] The minimum length of a perpendicular ramp is 6' [2.0 m] from the back of a 6" [150] curb and may be increased where feasible to obtain a flatter ramp slope or to better blend with the walk configuration.
- [6] Gutter counter slopes at the foot of perpendicular curb ramps should not exceed 20:1 [0.05] over a distance of 2'-0" [610] from the curb.
- [7] Dimensions derived by equation are nominal. Construct ramps to meet required slopes and existing conditions.
- [8] Detectable Warnings (truncated domes) are to be installed in the location shown. Dimensions of the domes are 24" [610] from the back of the curb by the width of the ramp. See NOTES on sheet 3.



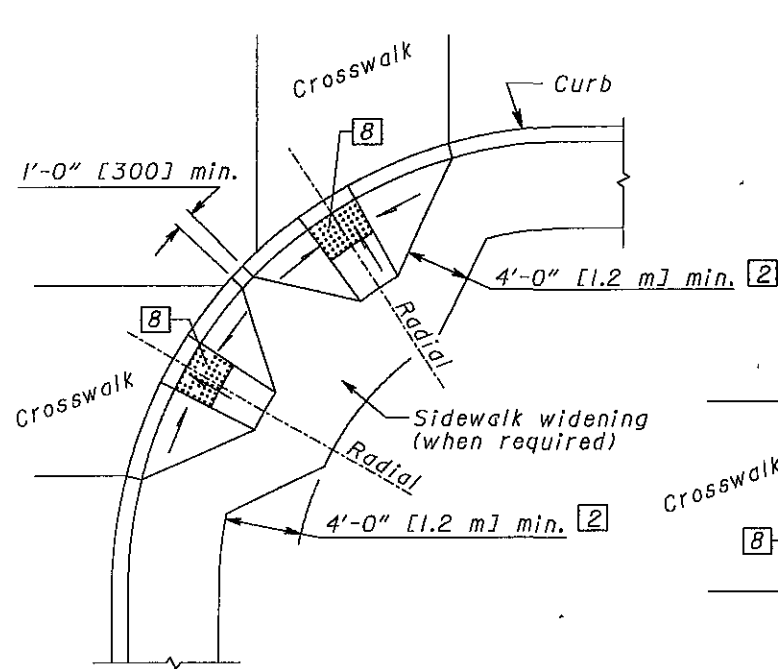
See Sht. 3/3 for SECTION C-C
COMBINED CURB RAMP DETAIL

$$B = C / 0.083$$

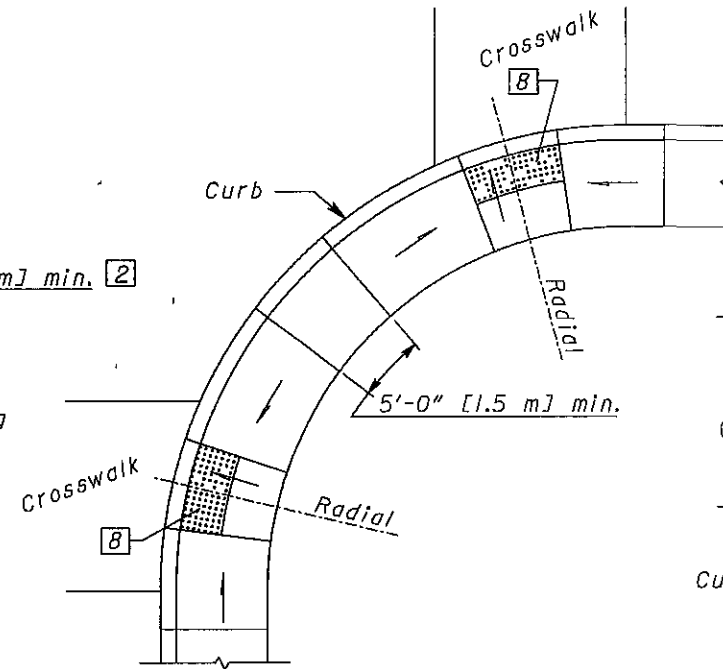
$$C = [\text{Curb ht.} + A(S_S)] - [(A-D)S_R + D(0.02)]$$



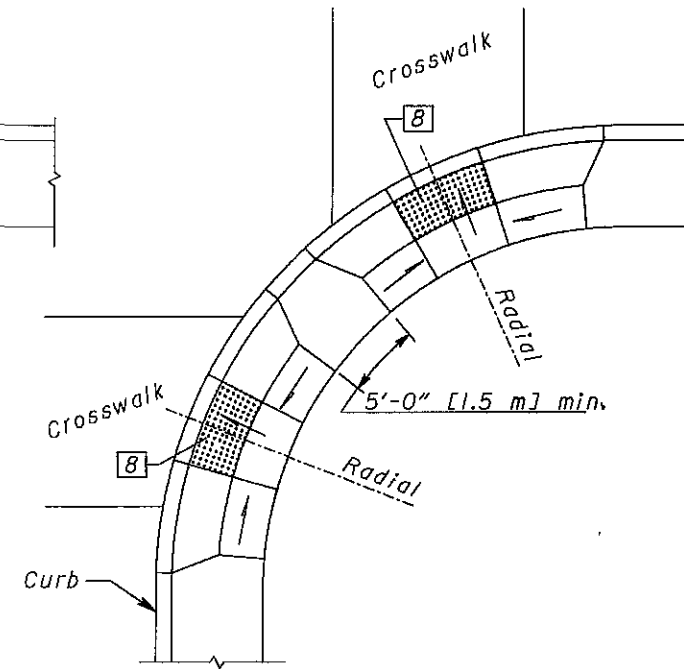
See Sht. 3/3 for SECTION B-B
PARALLEL CURB RAMP DETAIL (SINGLE)



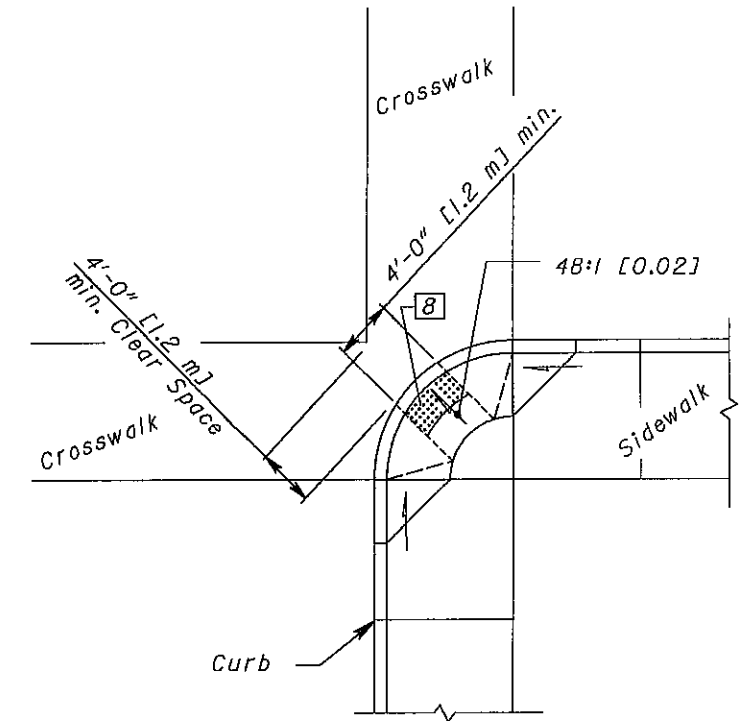
DESIGN A
PERPENDICULAR RAMP



DESIGN B
PARALLEL RAMP



DESIGN C
COMBINATION RAMP



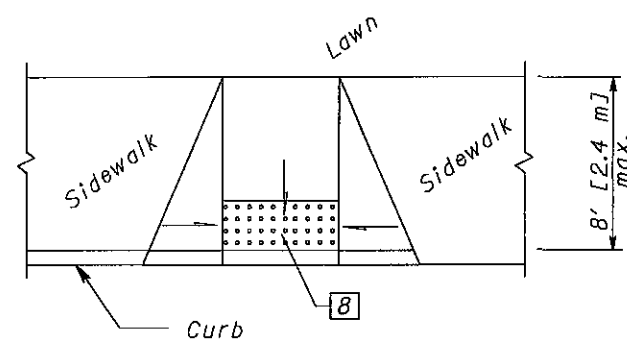
DESIGN D
DIAGONAL RAMP

CORNER CURB RAMP DESIGNS

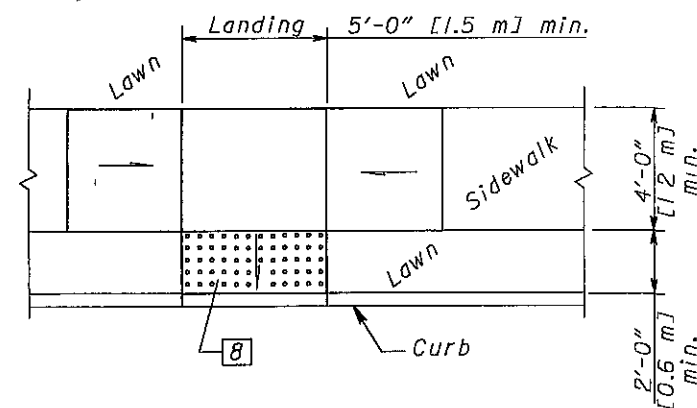
(See Curb Ramp Details on Sht. 1/3 for additional requirements.)

For LEGEND, See sheet 1.

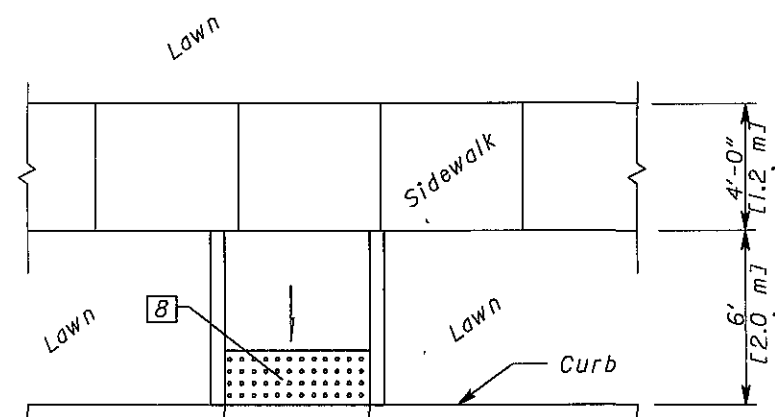
Use in existing walks only and when site constraints prohibit other designs. The diagonal ramp may be perpendicular, parallel or combination. Avoid using where curb radii are less than 20'-0" [6.0 m].



DESIGN E
PERPENDICULAR RAMP



DESIGN F
PARALLEL RAMP



DESIGN G
PERPENDICULAR RAMPS
w/o FLARES

MID BLOCK CURB RAMP DESIGNS

(See Curb Ramp Details on Sht. 1/3 for additional requirements.)

NOTES

SURFACE TEXTURE: Texture of concrete surfaces shall be obtained by coarse brooming transverse to the ramp slopes and shall be rougher than adjacent walk.

TRUNCATED DOMES: Install detectable warnings (truncated domes) for a distance of 24" [610] from the back of the curb for the entire width of the ramp opening as shown on details on Sheet 1.

Pavers will meet ASTM C 902 Class SX, Type I, or C 936, or C 1272 Type R.

Acceptable manufacturers and products are:

- Whitacre-Greer Fireproofing Company, 1400 S. Mahoning Ave, Alliance, OH, 44601, (800) WG PAVER ADA Paver, 4"x8"x2-1/4", Clear Red (Rustic) #30.

- Hanover Architectural Products, 240 Bender Rd., Hanover, PA, 17331, (717) 637-0500 Detectable Warning Paver, 12"x12"x2", or 24"x24"x2", Red or Quarry Red.

- Endicott Clay Products, PO Box 17, Fairbury, NE, 68352, (402) 729-5804 Handicap Detectable Warning Paver, 4"x8"x2-1/4", Red Blend.

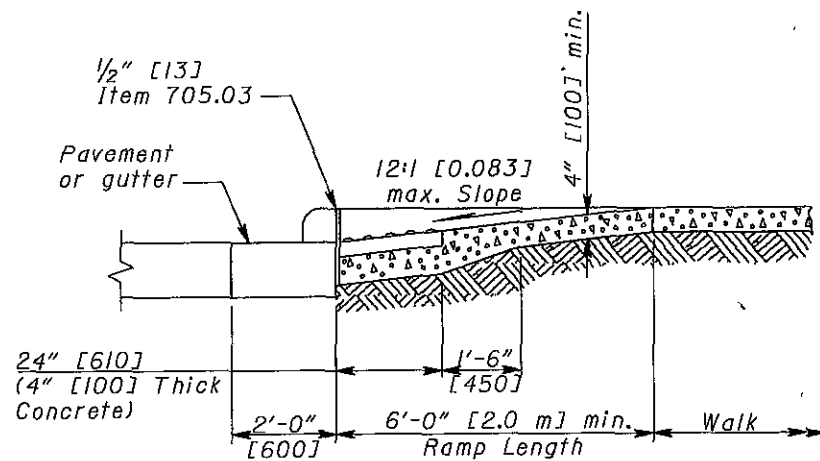
Pavers will be laid on top of a 4" [100] unreinforced concrete base. Setting bed and joints to be mortared in accordance with manufacturer's instruction, or with a maximum 1/2" [13] thick bed of latex modified cement mortar. Mortar joints to a width not greater than 5/32" [4] and not less than 1/16" [1.5]. Pavers shall not be directly touching each other unless they have spacing bars.

Mortared joints are to be flush with top surface and struck so as to give a smooth surface. Pavers shall be laid such that joints are level with adjoining joints so as to provide a smooth transition from brick to brick and brick to concrete surface.

The surface of any two adjacent units should not differ by more than 1/8" [3] in height. Bricks shall be placed in a running bond pattern. Face of all brick shall be clean of cement and protected so as to avoid chipping during construction.

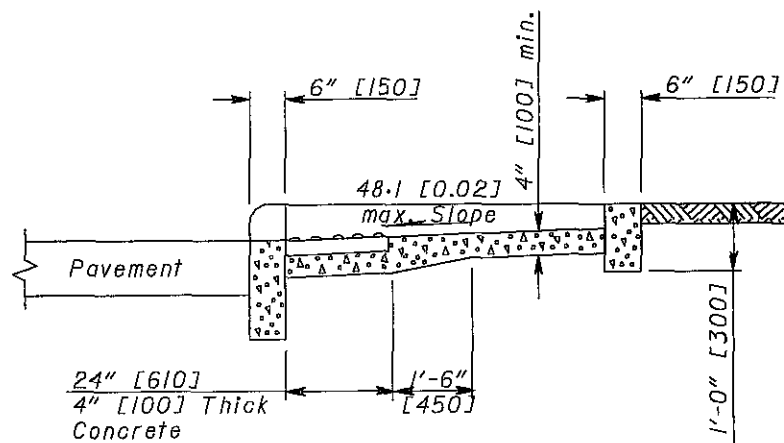
EXPANSION JOINTS: shall be provided in the curb ramp as extensions of walk joints and consistent with Item 608.03 requirements for a new concrete walk. A 1/2" [13] Item 705.03 expansion joint filler shall be provided around the edge of ramps built in existing concrete walk. Lines shown on this drawing indicate the ramp edge and slope changes and are not necessarily joint lines.

PAYMENT: Walk and curb, Items 608 and 609, shall be measured through the curb ramp area paid for under their respective items. Item 608 - Curb Ramp, As Per Plan, Each constructed in new curb and walk shall include the cost of any additional materials and installation (including truncated domes), grading, forming and finishing. Item 608 - Curb Ramp, As Per Plan, Square Foot [Meter], constructed in existing curb and walk shall include the cost of furnishing and installing all materials (including truncated domes), grading, forming, and finishing of the curb and walk of the curb ramp. Removal of existing curb and walk shall be paid for under Item 202.



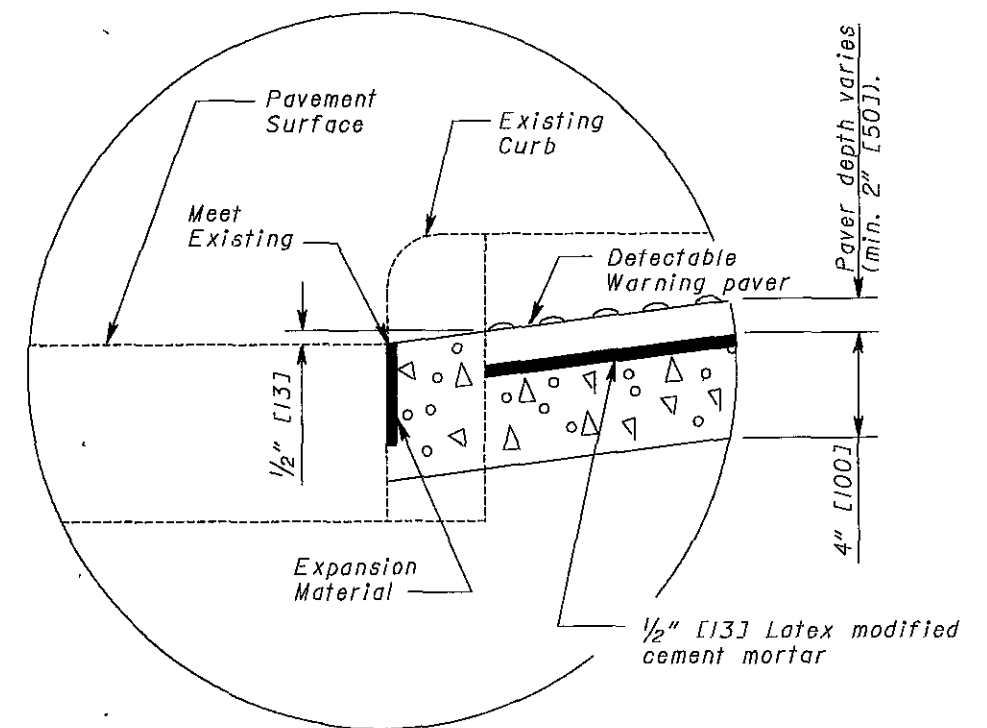
**SECTION A-A
NORMAL DETAIL**

See Sheet 1 of 3.
(Gutter shown)

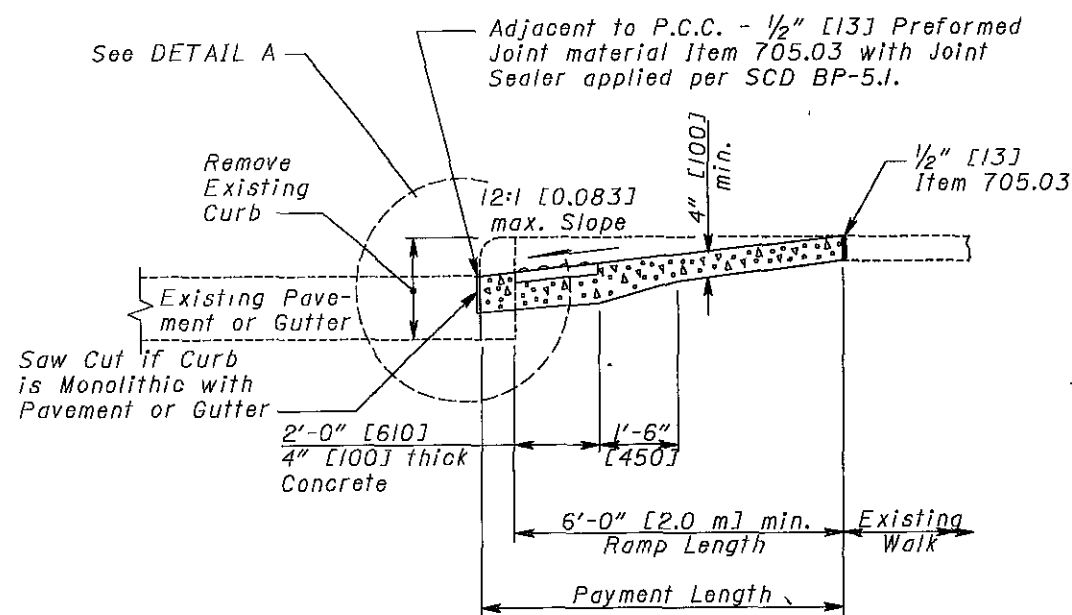


SECTION B-B

See Sheet 1 of 3.

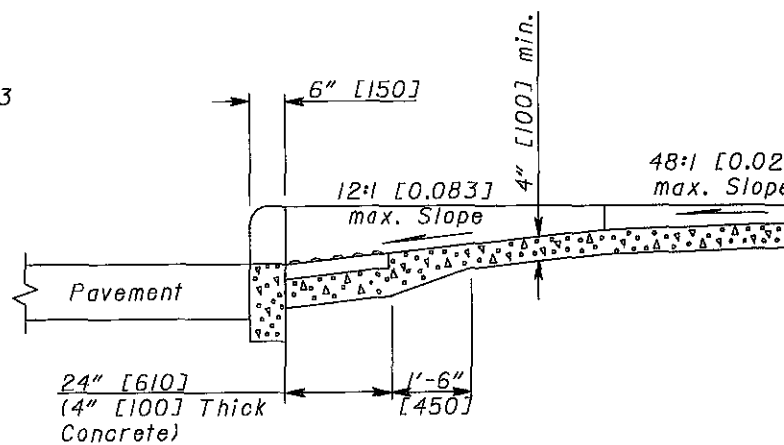


DETAIL A



**SECTION A-A
EXISTING WALK DETAIL**

See Sheet 1 of 3.



SECTION C-C

See Sheet 1 of 3.

ITEM 642 FAST DRY EDGE LINE SUB-SUMMARY

LOCATION	COUNTY	ROUTE	S.L.M.		WHITE EDGE LINE QUANTITIES			YELLOW EDGE LINE QUANTITIES			PARTICIPATION TYPE				EDGE LINE TOTAL MILES	REMARKS
			FROM	TO	TOTAL MILES	HIGHWAY MILES	RAMP MILES	TOTAL MILES	HIGHWAY MILES	RAMP MILES	IRG	FG	RSG	NON FED STATE		
I	MUS	SR 208	0.48	11.06	21.16	10.58								21.16		

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				CENTER LINE TOTAL MILES	REMARKS
			FROM	TO	TOTAL MILES	EQUIVALENT SOLID LINE	IRG	FG	RSG	NON FED STATE		
I	MUS	SR 208	0.00	11.06	11.06	18.79					11.06	

M208001.TEL 5-18-04

CALCULATED
C/S
CHECKED
LINE

EDGE/CENTER LINE SUB-SUMMARY

MUS-208-0.00

16
20

ITEM 644 AUXILIARY PAVEMENT MARKING SUB-SUMMARY

644 THERMOPLASTIC

LOCAL NO.	COUNTY	ROUTE	DESCRIPTION	SLM	SIDE	24" TRANSVERSE LINES		STOP LINE	12" CROSSWALK LINES		WORD ON PAVEMENT ONLY		SCHOOL SYMBOL MARKING		LANE ARROWS			RAILROAD SYMBOL MARKING	8" CHANNEL LINE	LANE LINE	24" DOTTED LINE		REMARKS	
						WHITE	YELLOW		24"	WHITE	72"	96"	72"	96"	LT/TH	RT/TH	LT				RT	TH		WH
						FEET	FEET	FEET	FEET	EACH	EACH	EACH	EACH	EACH	EACH	EA.	EA.	EA.	EACH	FEET	MILE	FT.		FT.
2	MUS	SR 208	ON 208 AT SR 60		☐			29											100	0.02		PLACE AS DIRECTED		
			ON 208 AT MAIN ST.		☐			22	105													PLACE AS DIRECTED		
			ON 208 AFTER NINTH ST		☐			15	78													PLACE AS DIRECTED		
			ON 208 BEFORE TENTH ST		☐				78													PLACE AS DIRECTED		
			TENTH ST		LT			10	40													PLACE AS DIRECTED		
			TENTH ST		RT			10	40													PLACE AS DIRECTED		
			ON 208 AFTER TENTH ST		☐				78													PLACE AS DIRECTED		
			ON 208 BEFORE MUSKINGUM ST		☐				78													PLACE AS DIRECTED		
			ON SR 208 EAST OF MAIN ST.		☐			15	64													PLACE AS DIRECTED		
			ALLEY		LT			6	28													PLACE AS DIRECTED		
			BEFORE RAILROAD		☐			14														PLACE AS DIRECTED		
			AFTER RAILROAD		☐			14														PLACE AS DIRECTED		
			HIGH ST.		LT			14	76													PLACE AS DIRECTED		
			ON SR 208 AFTER HIGH ST.		☐																	PLACE AS DIRECTED		
			ON SR 208 BEFORE ENTR. TO SCHOOL		☐				60													PLACE AS DIRECTED		
			ENTRANCE TO TRI-VALLEY H.S.		LT			18														PLACE AS DIRECTED		
			ENTRANCE TO TRI-VALLEY H.S.		LT			28														PLACE AS DIRECTED		
			ON SR 208 BEFORE RIVER RD.		☐				56													PLACE AS DIRECTED		
			RIVER RD		RT			11	56													PLACE AS DIRECTED		
			ON SR 208 @ SLM 0.79		☐																	PLACE AS DIRECTED		
			ON SR 208 E. OF SR 666		☐			21														PLACE AS DIRECTED		
			STONE CHURCH ROAD		LT			25														PLACE AS DIRECTED		
			NO NAME RD.		RT			25														PLACE 15' FROM ☐ SR 208		
			MCLAUGHIN HILL RD.		LT			16														PLACE 22' FROM ☐ SR 208		
			BRANCH RD.		RT			16														PLACE AS DIRECTED		
			BRANCH RD.		RT			18														PLACE 18' FROM ☐ SR 208		
			MADISON HALL RD.		RT			19														PLACE 25' FROM ☐ SR 208		
			RINE RD.		LT			15														PLACE 28' FROM ☐ SR 208		
			STEELHILL RD.		RT			15														PLACE 30' FROM ☐ SR 208		
			KEYES RD.		LT			18														PLACE 23' FROM ☐ SR 208		
			BETHESDA CHURCH RD.		LT			23														PLACE AS DIRECTED		
			PROSPECT CHURCH RD.		RT			13														PLACE AS DIRECTED		
			PROSPECT CHURCH RD.		RT			25														PLACE AS DIRECTED		
			EDGEMOOR RD.		LT			40														PLACE AS DIRECTED		
			SUMMERS		RT			8														PLACE 36' FROM ☐ SR 208		
			SYMMES CREEK RD.		LT			35														PLACE AS DIRECTED		
			TOTALS					538	837				2						2	100	0.02			

M208001.tas 5-18-04

CALCULATED
CPS
CHECKED
LINE

AUXILIARY PAVEMENT MARKING

MUS-208-0.00

RPM 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	ITEM QUANTITIES			PRISMATIC RETRO-REFLECTOR	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS
	COUNTY	ROUTE	S.L.M. MILES			RPM	RPM CASTING	PRISMATIC RETRO-		ONE-WAY		TWO-WAY			
			FROM	TO						WHITE	YELLOW	YELLOW/YELLOW	WHITE/RED	YELLOW/RED	
1	MUS	SR 208	0.96	1.19	REM	27			16		11			WB STOP @ SR 666	
	MUS	SR 208	1.19	1.41	I2	35					35			PC 1.28 PT 1.32 L=211' DEG 20	
	MUS	SR 208	1.41	1.73	GAP	21					21				
	MUS	SR 208	1.73	1.90	I2	28					28			PC 1.82 PT 1.86 L=211' DEG 10	
	MUS	SR 208	1.90	2.02	I2	20					20			PC 1.90 PT 1.93 L=158' DEG 12	
	MUS	SR 208	2.02	2.22	I2	30					30			PC 2.10 PT 2.13 L=158' DEG 19	
	MUS	SR 208	2.22	2.29	GAP	5					5				
	MUS	SR 208	2.29	2.32	11	4					4			PC 2.29 PT 2.32 L=158' DEG 9	
	MUS	SR 208	2.32	2.49	I2	32					32			PC 2.38 PT 2.45 L=370' DEG 11	
	MUS	SR 208	2.49	2.62	I2	23					23			PC 2.49 PT 2.53 L=211' DEG 19	
	MUS	SR 208	2.62	2.91	I2	56					56			PC 2.69 PT 2.82 L=686' DEG 13	
	MUS	SR 208	2.91	3.19	GAP	18					18				
	MUS	SR 208	3.19	3.23	11	5					5			PC 3.19 PT 3.23 L=211' DEG 9	
	MUS	SR 208	3.23	3.46	I2	48					48			PC 3.30 PT 3.43 L=686' DEG 10	
	MUS	SR 208	3.46	3.58	I2	20					20			PC 3.46 PT 3.49 L=158' DEG 14	
	MUS	SR 208	3.58	3.65	GAP	5					5				
	MUS	SR 208	3.65	3.71	11	8					8			PC 3.65 PT 3.71 L=317' DEG 9	
	MUS	SR 208	3.71	3.94	I2	38					38			PC 3.79 PT 3.85 L=317' DEG 17	
	MUS	SR 208	3.94	4.52	GAP	38					38				
	MUS	SR 208	4.52	4.79	I2	48					48			PC 4.61 PT 4.70 L=475' DEG 14	
	MUS	SR 208	4.79	4.95	I2	26					26			PC 4.82 PT 4.86 L=211' DEG 11	
	MUS	SR 208	4.95	4.99	GAP	3					3				
	MUS	SR 208	4.99	5.24	I2	43					43			PC 5.08 PT 5.15 L=370' DEG 11	
	MUS	SR 208	5.24	7.99	GAP	181					181				
	MUS	SR 208	7.99	8.23	I2	49					49			PC 8.08 PT 8.21 L=686' DEG 15	
	MUS	SR 208	8.23	8.37	I2	25					25			PC 8.23 PT 8.28 L=264' DEG 19	
	MUS	SR 208	8.37	8.60	I2	41					41			PC 8.43 PT 8.51 L=422' DEG 16	
	MUS	SR 208	8.60	8.76	GAP	11					11				
	MUS	SR 208	8.76	9.04	I2	50					50			PC 8.85 PT 8.95 L=528' DEG 16	
	MUS	SR 208	9.04	9.85	GAP	54					54				
	MUS	SR 208	9.85	10.09	I2	40					40			PC 9.94 PT 10.00 L=317' DEG 14	
	MUS	SR 208	10.09	10.38	I2	69					69			PC 10.12 PT 10.35 L=1214' DEG 11	
	MUS	SR 208	10.38	10.59	I2	44					44			PC 10.38 PT 10.50 L=634' DEG 11	
	MUS	SR 208	10.59	10.68	GAP	6					6				
	MUS	SR 208	10.68	10.89	I2	38					38			PC 10.77 PT 10.85 L=422' DEG 10	
	MUS	SR 208	10.89	11.02	I2	23					23			PC 10.89 PT 10.93 L=211' DEG 15	
	MUS	SR 208	11.02	11.06	GAP	3					3				
1	MUS	SR 208	TOTALS			1215			16		1199				

M208001.TRM 5-18-04

RPM LOCATION SUB-SUMMARY

MUS-208-0.00

CALCULATED
CFS
CHECKED
LINE

SHEET TOTALS

SHEET TOTALS													ITEM	ITEM EXT. NO.	GRAND TOTALS	UNIT	DESCRIPTION
3	4	5	6	7	9	10	11	12	15	16	17	18					
456							1810	1127					202	23500	3393	SQ.YD.	WEARING COURSE REMOVED
									396				202	30000	396	SQ. FT.	WALK REMOVED
									211				202	32000	211	FT.	CURB REMOVED
1171													202	54000	1171	EACH	RAISED PAVEMENT MARKER REMOVED (SHEET 3)
			3										209	60501	3	MILE	LINEAR GRADING, AS PER PLAN (SHEET 6)
	10000												253	01001	10000	SQ.YD.	PAVEMENT REPAIR, AS PER PLAN (SHEET 4)
					8878	1408							254	01001	10286	SQ.YD.	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (SHEET 5)
					9912		363	51					407	10000	10432	GALLON	TACK COAT
					6310		240	24					407	14000	6574	GALLON	TACK COAT FOR INTERMEDIATE COURSE
	57528												407	98000	57528	FT	TACK COAT, MISC.: FOR LONGITUDINAL JOINT
	9633												408	10001	9633	GALLON	PRIME COAT, AS PER PLAN (SHEET 4)
				247			50						448	46000	297	CU.YD.	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 76-22
200							118						448	46020	318	CU.YD.	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22
	31				5695			21					448	46040	5747	CU.YD.	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG 64-28
	42				4072			22					448	46900	4136	CU.YD.	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22
					454	49	55						448	47000	558	CU.YD.	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 76-22
							118						448	47020	118	CU.YD.	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22
								188					512	33010	188	SQ.YD.	TYPE 3 WATERPROOFING
								44					516	31011	44	FT	2" JOINT SEALER, AS PER PLAN
									112				SPECIAL	51912300	112	SQ.FT	PATCHING CONCRETE BRIDGE DECK - TYPE B
			9										604	34500	9	EACH	MANHOLE ADJUSTED TO GRADE
		19486											606	17000	19486	FT.	RAISING TYPE 5 GUARDRAIL
		50											606	17900	50	FT.	GUARDRAIL POST
									396				608	52001	396	SQ. FT.	CURB RAMP, AS PER PLAN
77													614	12460	77	EACH	WORK ZONE MARKING SIGN
5.2													614	13000	5.2	CU.YD.	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
					21.49								614	21400	21.49	MILE	WORK ZONE CENTER LINE, CLASS II
						1989							617	10101	1989	CU.YD.	COMPACTED AGGREGATE, AS PER PLAN (SHEET 2)
												1215	621	00100	1215	EACH	RPM

GENERAL SUMMARY

MUS-208-0.00

M208001.mgs 11-12-04

SHEET TOTALS

SHEET TOTALS													ITEM	ITEM EXT. NO.	GRAND TOTALS	UNIT	DESCRIPTION
3	4	5	6	7	9	10	11	12	15	16	17	18					
			1										638	1000	1	EACH	VALVE BOX ADJUSTED TO GRADE
										21.16			642	00100	21.16	MILE	EDGE LINE, TYPE I
										11.06			642	00300	11.06	MILE	CENTER LINE, TYPE I
											0.02		644	00200	0.02	MILE	LANE LINE
											100		644	00400	100	FT	CHANNELIZING LINE
											538		644	00500	538	FT	STOP LINE
											837		644	00600	837	FT	CROSSWALK LINE
											2		644	01000	2	EACH	RAILROAD SYMBOL MARKING
											2		644	01110	2	EACH	SCHOOL SYMBOL MARKING, 96"
											2		644	01300	2	EACH	LANE ARROW
				5									SPECIAL	69050100	5	EACH	MAILBOX SUPPORT SYSTEM, SINGLE
				4									SPECIAL	69050200	4	EACH	MAILBOX SUPPORT SYSTEM, DOUBLE
													614	11000	LUMP		MAINTAINING TRAFFIC
													619	16000	1	MONTH	FIELD OFFICE, TYPE A
													623	10000	LUMP		CONSTRUCTION LAYOUT STAKES
													624	10000	LUMP		MOBILIZATION

GENERAL SUMMARY

MUS-208-0.00

20
20

M208001.mgs 5-16-05

CALCULATED
CPS
CHECKED
LINE