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UTILITIES

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

CONTINGENCY QUANTITIES

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

ITEM 621, RAISED PAVEMENT MARKER REMOVED

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

NOTIFICATION OF ROAD CLOSURE OR RESTRICTION

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

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

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

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

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

ITEM 407, 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.

ITEM 516, 2" DEEP JOINT SEALER, AS PER PLAN

THE CONTRACTOR SHALL PLACE A 1" X 2.0" DEEP BEAD OF JOINT SEALER (AS PER 705.04) AT THE LOCATIONS SHOWN IN PLANS. THE CONTRACTOR SHALL SAW CUT A CHANNEL FOR THE JOINT SEALER. 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.

PAVEMENT MARKING

STOP LINES, CROSSWALK LINES, CHANNELIZING LINES, ETC., SHOWN IN THE PLANS ARE TAKEN FROM EXISTING MARKINGS. **THE CONTRACTOR SHALL DOCUMENT ALL OF THE EXISTING PAVEMENT MARKING LOCATIONS THAT WILL BE REMOVED/OBLITERATED DURING THIS PROJECT.** THE CONTRACTOR SHALL PLACE NEW PAVEMENT MARKINGS AT THE LOCATION OF THE EXISTING MARKINGS 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. THE METHOD OF DOCUMENTATION SHALL BE APPROVED BY THE ENGINEER IN ORDER TO PROVIDE AN ACCEPTABLE TOLERANCE BETWEEN THE EXISTING AND PROPOSED PAVEMENT MARKINGS.

ITEM 617, COMPACTED AGGREGATE, AS PER PLAN

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

BEFORE PLACING COMPACTED AGGREGATE, THE CONTRACTOR SHALL PERFORM SHOULDER PREPARATION AS PER 617.04.

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. 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 THE ITEMS LISTED BELOW.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARIES FOR THE ABOVE PURPOSES.

ITEM 424 FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B
LOCATION 2 - 20 CU. YD.

ITEM 897, PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A

DEPTH OF PLANING SHALL BE 1.00" OR AS SHOWN ON PAVEMENT DATA TABLE.

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. ALL REQUIREMENTS OF ITEM 897 SHALL APPLY.

RESIDENTIAL AND COMMERCIAL DRIVES, (CONTINUED)

AN ESTIMATED QUANTITY OF ITEM 424 ASPHALT CONCRETE, HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER TO PAVE APPROACH AREAS TO EXISTING DRIVEWAYS. PAVING SHALL EXTEND AN AVERAGE OF 4' INTO THE DRIVEWAY (MEASURED FROM THE EDGE OF PAVEMENT OR PAVED SHOULDER IF PRESENT). WITH THE MAXIMUM DISTANCE TO BE DIRECTED BY THE ENGINEER IN ORDER TO PROVIDE A SMOOTH TRANSITION AND/OR ELIMINATE SHORT DISTANCES OF UNDESIRABLE PROFILE. ABRUPT CHANGES IN DRIVEWAY PROFILE ARE NOT PERMITTED, THEREFORE, A QUANTITY OF ITEM 304 AGGREGATE BASE HAS BEEN PROVIDED TO BE USED AS DIRECTED BY THE ENGINEER TO PROVIDE A SMOOTH TRANSITION FROM ASPHALT APRON TO GRAVEL DRIVEWAYS.

FIELD DRIVES AND OIL WELL DRIVES SHALL NOT BE PAVED. GRAVEL DRIVES SHALL BE PAVED BACK AN AVERAGE OF 4' INTO THE DRIVEWAY UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ASPHALT DRIVES SHALL BE PLANED CREATING BUTT JOINTS SO AS TO PROVIDE A SMOOTH TRANSITION. GRAVEL DRIVES WITH ASPHALT APRONS SHALL BE PAVED THE SAME THICKNESS AS MAINLINE PAVEMENT. AGGREGATE BASE HAS BEEN PROVIDED TO PROVIDE A SMOOTH TRANSITION TO THE HIGHER PAVEMENT 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 THE ITEMS LISTED BELOW.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARY FOR THE ABOVE DESCRIBED PURPOSE.

ITE M 304 AGGREGATE BASE
LOCATION 2 - 10 CU. YD.

ITEM 424 FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B
LOCATION 2 - 32 CU.YD.

ITEM 897, PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A
LOCATION 2 - 1140 SQ. YD.

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 QUANTITIES OF PRIME COAT, AS PER PLAN HAVE BEEN CARRIED TO THE SUB-SUMMARIES AND SHALL INCLUDE ALL LABOR, MATERIAL AND EQUIPMENT TO PERFORM THE ABOVE MENTIONED WORK.

ITEM 408, PRIME COAT, AS PER PLAN
LOCATION 1 – 1,760 SQ. YD. X 0.40 GAL /SQ YD = 704 GAL
LOCATION 2 – 33,863 SQ. YD. X 0.40 GAL /SQ YD = 13,546 GAL

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ITEM 253, PAVEMENT REPAIR

AN ESTIMATED QUANTITY FOR PAVEMENT REPAIR HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER.

THE INTENT OF THIS OPERATION IS TO REPAIR THOSE AREAS OF PAVEMENT WHICH HAVE COMPLETELY FAILED. DEPTH OF EXCAVATION SHALL BE APPROXIMATELY 7". THE MINIMUM WIDTH OF THE REPAIRS SHALL BE 4'.

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.

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

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE SUB-SUMMARIES FOR THE ABOVE DESCRIBED PURPOSE.

ITEM 253, PAVEMENT REPAIR

LOCATION 1 – 10 CU.YD.
LOCATION 2 – 400 CU.YD.

ITEM 251, PARTIAL DEPTH PAVEMENT REPAIR

AN ESTIMATED QUANTITY FOR PAVEMENT REPAIR HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER.

THE INTENT OF THIS OPERATION IS TO REPAIR THOSE AREAS OF PAVEMENT WHICH HAVE SEVERE CRACKING AND/OR RAVELING. DEPTH OF EXCAVATION SHALL BE APPROXIMATELY 2". THE MINIMUM WIDTH OF THE REPAIRS SHALL BE 10' AND MINIMUM LENGTH OF REPAIR SHALL BE 50'.

AFTER EXCAVATION HAS BEEN COMPLETED, THE FACE OF THE REPAIR SHALL BE COATED WITH 407 TACK COAT. REPLACEMENT MATERIAL WILL BE 2" OF ITEM 441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448).

REPAIR QUANTITIES MAY BE USED ON MAINLINE PAVEMENT OR ON PAVED SHOULDERS. ALL EXCAVATION, MATERIALS, LABOR, EQUIPMENT, TOOLS, TRAFFIC CONTROL AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE PAID FOR UNDER ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE SUB-SUMMARY FOR THE ABOVE DESCRIBED PURPOSE.

ITEM 251, PARTIAL DEPTH PAVEMENT REPAIR

LOCATION 1 – 10 CU.YD.
LOCATION 2 – 750 CU.YD.

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT AND STANDARD DRAWINGS MT-97.10 AND MT-97.12.

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

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

PLACEMENT OF ASPHALT CONCRETE

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

DROPOFFS IN WORK ZONES

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

ITEM 614, WORK ZONE MARKING SIGN

IN ACCORDANCE WITH CMS SECTION 614.04, THE QUANTITIES OF WORK ZONE MARKING SIGN HAVE BEEN CARRIED TO THE SUB-SUMMARIES TO BE USED AS DIRECTED BY THE ENGINEER.

W8-H12a (NO EDGE LINES): R4-1 (DO NOT PASS):
LOCATION 1: 2 EACH LOCATION 1: 4 EACH
LOCATION 2: 44 EACH LOCATION 2: 49 EACH

R4-2 (PASS WITH CARE):
LOCATION 2: 15 EACH

ITEM 614, WORK ZONE MARKING SIGN

LOCATION 1 - 6 EACH
LOCATION 2 - 108 EACH

IN ADDITION, THE CONTRACTOR SHALL ERECT A "GROOVED PAVEMENT" SIGN 250 FEET IN ADVANCE OF ANY SECTION OF ROADWAY WHERE TRAFFIC MUST TRAVEL ON A PLANED SURFACE. ENSURE THESE SIGNS ARE IN PLACE BEFORE OPENING THE ROADWAY TO TRAFFIC. ERECT THESE SIGNS AT INTERSECTIONS OF THROUGH ROUTES TO WARN TRAFFIC OF THIS SURFACE CONDITION. "GROOVED PAVEMENT" SIGNS SHALL BE INCLUDED FOR PAYMENT WITH THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC AS PER CMS SECTION 614.055.

BUTT JOINT

A BUTT JOINT WILL BE REQUIRED AT LOCATIONS SPECIFIED BELOW AND AT THE EXTRA AREAS WITH WEARING COURSE REMOVED.

BUTT JOINTS SHALL BE AS PER STANDARD CONSTRUCTION DRAWING BP-3.1 UNLESS OTHERWISE SHOWN IN THE PLANS.

LOCATION	ROUTE	DESCRIPTION	S.L.M.	ITEM 897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A
				SQ. YD.
1	S.R. 60	BEGIN WORK	0.00	
2	S.R. 60	BRIDGE: COS-60-0024	0.24	489
2	S.R. 60	BRIDGE: COS-60-0134	1.34	489
2	S.R. 60	BRIDGE: COS-60-0471	4.71	489
2	S.R. 60	BRIDGE: COS-60-0691	6.91	489
2	S.R. 60	BRIDGE: COS-60-0772	7.72	306
2	S.R. 60	END WORK	14.46	245
2	S.R. 60	TOTAL		2507

THE GRINDING FOR BUTT JOINTS SHALL BE INCLUDED WITH ITEM 897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A IN LOCATION 1.

ITEM 209, LINEAR GRADING

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, 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 CONTRACTOR WILL BE PAID FOR INTERSECTIONS AND GAPS IF THEY ARE WITHIN THE LIMITS OF A SECTION MARKED BY THE ENGINEER FOR GRADING.

ALL LINEAR GRADING WORK SHALL BE DONE BEFORE PLACING THE ASPHALT SURFACE COURSE

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE SUB-SUMMARIES FOR THE ABOVE PURPOSES.

ITEM 209, LINEAR GRADING
LOCATION 1 – 1.50 MILE
LOCATION 2 – 28.66 MILE

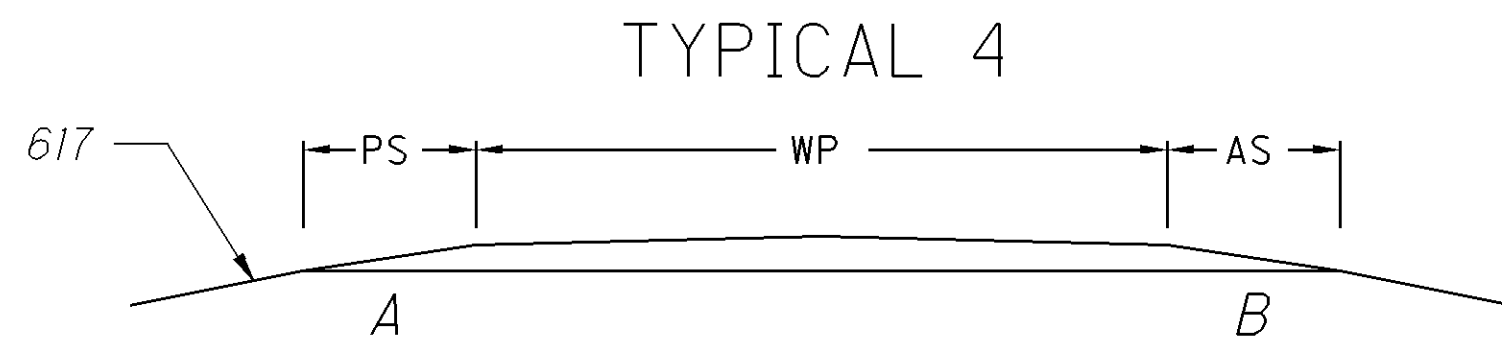
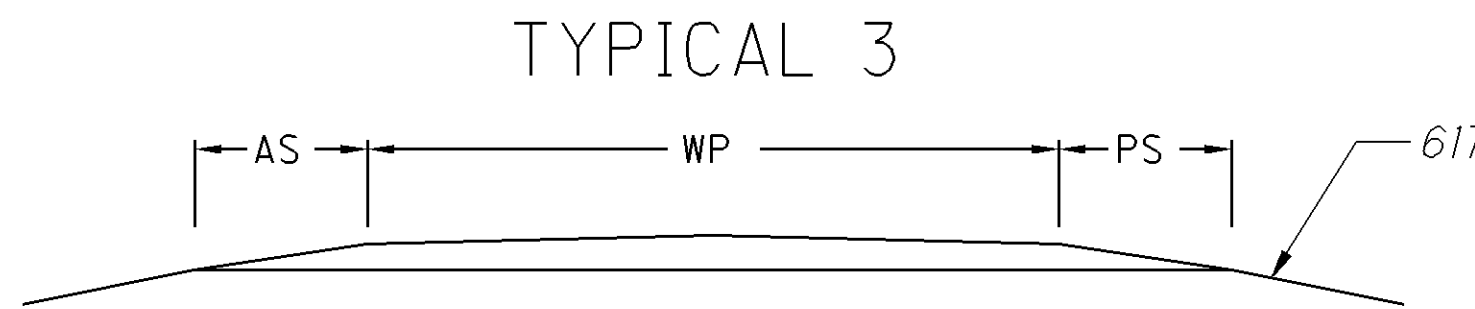
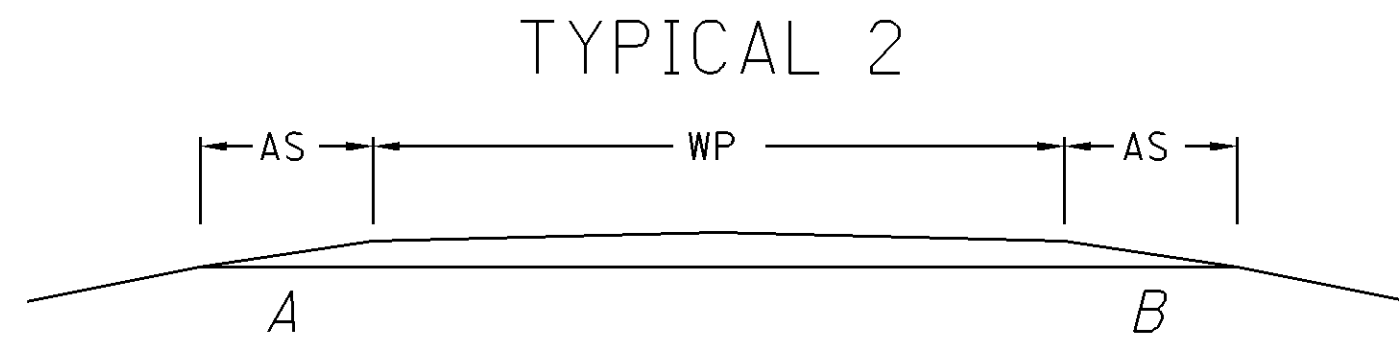
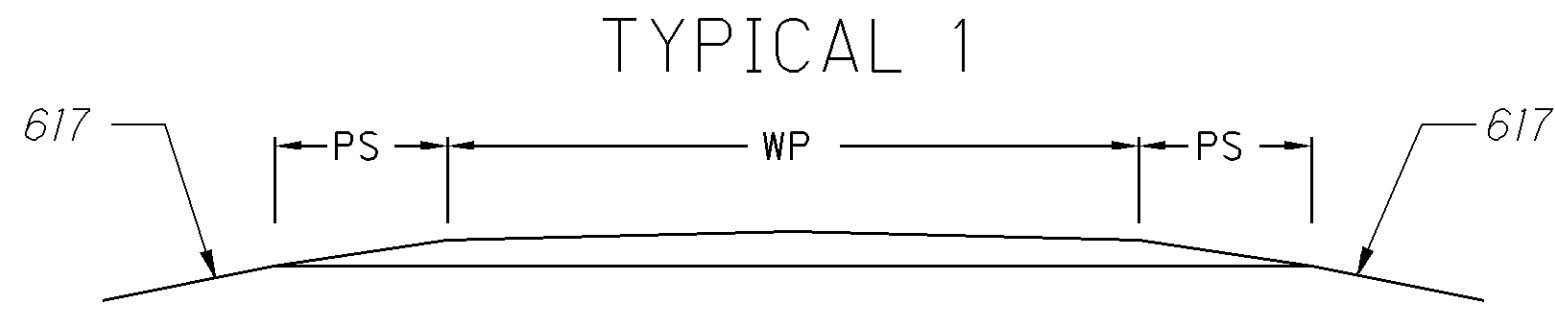
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ASPHALT CONCRETE DATA

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WP = WIDTH OF PAVEMENT
PS = PAVED SHOULDER
AS = AGGREGATE SHOULDER (ITEM 617)

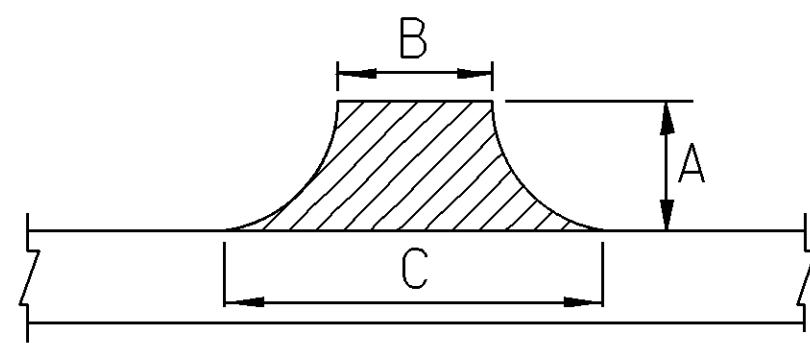


SHOULDER DATA																		
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		TYPICAL	PROPOSED PAVEMENT WIDTH (FT.) (WIDTHS ARE AVERAGE THROUGHOUT SECTION)		SHOULDER AREA	897		407	424		617		
											DEPTH OF PAVEMENT PLANING	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A	TACK COAT @ 0.075 GAL./SQ. Y.	DEPTH OF PAVEMENT PLANING	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B	DEPTH OF PAVEMENT PLANING	COMPACTED AGGREGATE, AS PER PLAN (2' WIDTH)	SHOULDER PREPARATION
					MILES	LIN. FT.		A	B	SQ. YD.	INCHES	SQ. YD.	GAL.	INCHES	CU. YD.	INCHES	CU. YD.	SQ. YD.
1	MUS	S.R. 60	34.76	35.18	0.42	2217.6	1	10	10	4,928.0	1.00	4928.0	369.6	1.00	136.9	1.50	41.1	985.6
1	MUS	S.R. 60	35.18	35.34	0.16	844.8	1	4	4	750.9	1.00	750.9	56.3	1.00	20.9	1.50	15.6	375.5
1	MUS	S.R. 60	35.34	35.51	0.17	897.6	2									1.50	16.6	398.9
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)												5678.9	425.9		157.8		73.3	1760.0
2	COS	S.R. 60	0.00	4.59	4.59	24235.2	1									1.50	448.8	10,771.2
2	COS	S.R. 60	4.59	4.80	0.21	1108.8	1	6	6	1,478.4			110.9	1.00	41.1	1.50	20.5	492.8
2	COS	S.R. 60	4.80	4.87	0.07	369.6	3		6	246.4			18.5	1.00	6.8	1.50	6.8	164.3
2	COS	S.R. 60	4.87	6.85	1.98	10454.4	1									1.50	193.6	4,646.4
2	COS	S.R. 60	6.85	6.98	0.13	686.4	4	4		305.1			22.9	1.00	8.5	1.50	12.7	305.1
2	COS	S.R. 60	6.98	7.58	0.60	3168.0	1									1.50	58.7	1,408.0
2	COS	S.R. 60	7.71	14.46	6.75	35640.0	1									1.50	660.0	15,840.0
BRIDGE DEDUCTIONS										(169.8)			(12.7)	1.00	(4.7)		(6.8)	(163.2)
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)													139.6		51.7		1394.3	33464.6

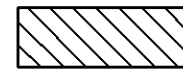
SHOULDER TREATMENT DATA

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MUS-60-34.76

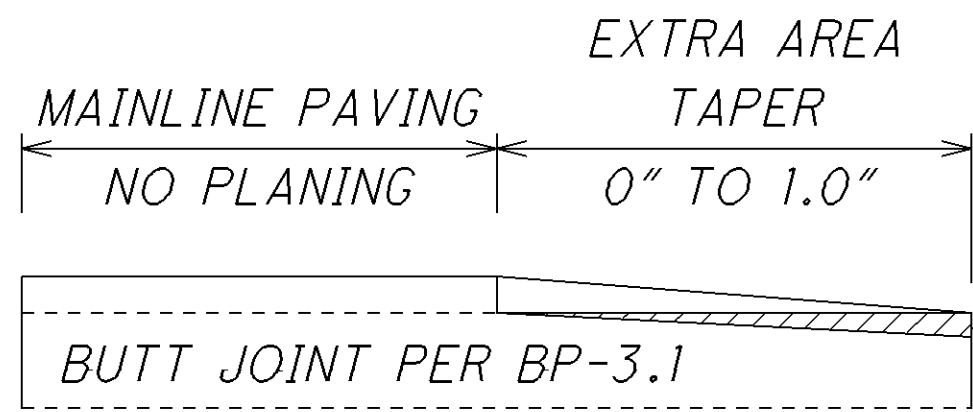
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$$AREA = \left[A \frac{(B + C)}{2} \right] \div 9$$

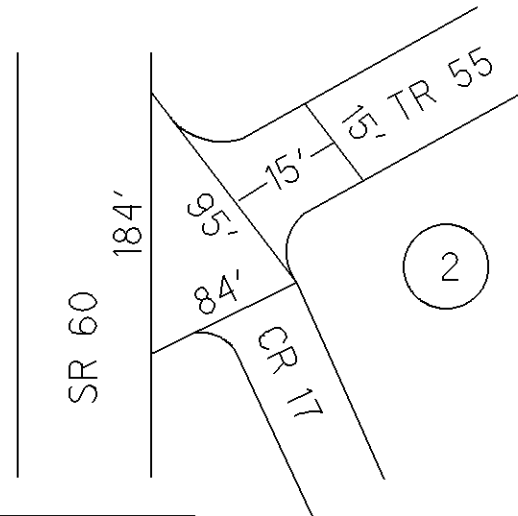
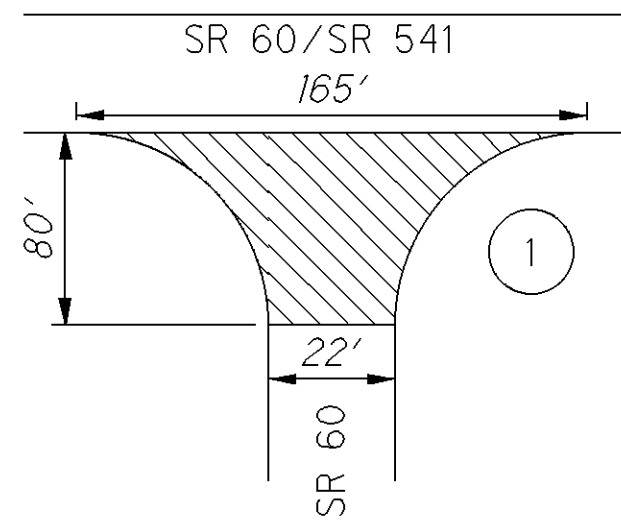


- PAVEMENT PLANING



LOCATION 2

ITEM 897 PAVEMENT
PLANING, ASPHALT
CONCRETE, CLASS A



EXTRA AREAS													
L O C A T I O N	C O U N T Y	R O U T E	S I D E	D E S C R I P T I O N	I N T E R S E C T I O N S			A R E A	897		407	424	
					D E T A I L D I M E N S I O N				D E P T H O F P A V E M E N T P L A N I N G	P A V E M E N T P L A N I N G, A S P H A L T C O N C R E T E, C L A S S A	T A C K C O A T @ 0.075 G A L./S.Y.	T H I C K N E S S	F I N E G R A D E D P O L Y M E R A S P H A L T C O N C R E T E, T Y P E B
					A	B	C						
										FT.	FT.	FT.	SQ. YD.
1	MUS	S.R. 60	LT	TR 401B (Cass Irish Ridge Rd.)	97	24	88	603.6	1.00	603.6	45.3	1.00	16.8
1	MUS	S.R. 60	LT	TR 1816 (access Rd.)	28	24	74	152.5	1.00	152.5	11.5	1.00	4.3
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)										756.1	56.8		21.1
2	COS	S.R. 60	RT	TR 454	55	18	107	382.0	0 - 1.0	382.0	28.7	1.00	10.7
2	COS	S.R. 60	LT	CR 436	40	23	81	231.2	0 - 1.0	231.2	17.4	1.00	6.5
2	COS	S.R. 60	RT	CR 439	44	19	71	220.0	0 - 1.0	220.0	16.5	1.00	6.2
2	COS	S.R. 60	LT	TR 440	40	17	75	204.5	0 - 1.0	204.5	15.4	1.00	5.7
2	COS	S.R. 60	RT	CR 4	120	19	148	1,113.4	0 - 1.0	1,113.4	83.6	1.00	31.0
2	COS	S.R. 60	LT	CR 4	72	17	96	452.0	0 - 1.0	452.0	33.9	1.00	12.6
2	COS	S.R. 60	RT	TR 437B	28	16	66	127.6	0 - 1.0	127.6	9.6	1.00	3.6
2	COS	S.R. 60	LT	TR 437A	50	20	79	275.0	0 - 1.0	275.0	20.7	1.00	7.7
2	COS	S.R. 60	LT	TR 68	55	22	103	382.0	0 - 1.0	382.0	28.7	1.00	10.7
2	COS	S.R. 60	RT	CR 54	40	29	60	197.8	0 - 1.0	197.8	14.9	1.00	5.5
2	COS	S.R. 60	LT	TR 455	36	17	60	154.0	0 - 1.0	154.0	11.6	1.00	4.3
2	COS	S.R. 60	LT	CR 18	47	22	103	127.0	0 - 1.0	127.0	9.6	1.00	3.6
2	COS	S.R. 60	LT	TR 51	54	27	115	426.0	0 - 1.0	426.0	32.0	1.00	11.9
2	COS	S.R. 60	RT	TR 76	25	14	51	224.0	0 - 1.0	224.0	16.8	1.00	6.3
2	COS	S.R. 60	RT	TR 67	35	18	59	149.8	0 - 1.0	149.8	11.3	1.00	4.2
2	COS	S.R. 60	CL	AT S.R. 60/S.R. 541 OVERLAP (DETAIL 1)	80	22	165	831.2	0 - 1.0	831.2	62.4	1.00	23.1
2	COS	S.R. 60	RT	TR 58	65	17	100	422.5	0 - 1.0	422.5	31.7	1.00	11.8
2	COS	S.R. 60	LT	CR 3	75	15	125	219.0	0 - 1.0	219.0	16.5	1.00	6.1
2	COS	S.R. 60	LT	CR 3	80	21	80	448.9	0 - 1.0	448.9	33.7	1.00	12.5
2	COS	S.R. 60	RT	DR. TO CAMPING	27	16	42	87.0	0 - 1.0	87.0	6.6	1.00	2.5
2	COS	S.R. 60	LT	TR 447	35	15	75	175.0	0 - 1.0	175.0	13.2	1.00	4.9
2	COS	S.R. 60	RT	TR 55C & CRI7 (DETAIL 2)				535.0	0 - 1.0	535.0	41.0	1.00	14.9
2	COS	S.R. 60	LT	TR 83	50	18	90	300.0	0 - 1.0	300.0	22.5	1.00	8.4
2	COS	S.R. 60	LT	CR 82	25	22	61	115.3	0 - 1.0	115.3	8.7	1.00	3.3
2	COS	S.R. 60	RT	TR 8	41	21	106	289.3	0 - 1.0	289.3	21.7	1.00	8.1
2	COS	S.R. 60	RT	SR 1151	28	16	88	161.8	0 - 1.0	161.8	12.2	1.00	4.5
2	COS	S.R. 60	LT	CR 41	39	23	113	294.7	0 - 1.0	294.7	22.2	1.00	8.2
2	COS	S.R. 60	RT	TR 41	68	18	105	464.7	0 - 1.0	464.7	34.9	1.00	13.0
2	COS	S.R. 60	RT	TR 8	70	20	120	544.5	0 - 1.0	544.5	40.9	1.00	15.2
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)										10,522.9	791.6		294.0

EXTRA AREAS DATA

COS-60-0.00
MUS-60-34.76

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BRIDGE TREATMENT

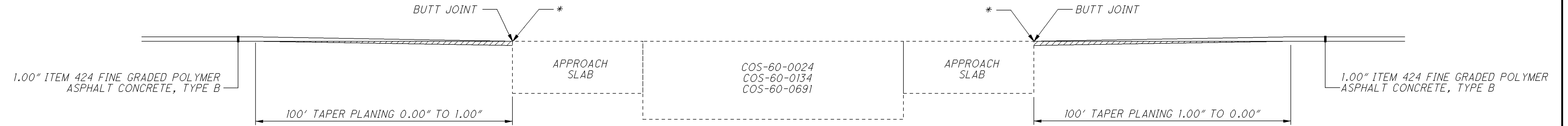
LOCATION 2:

COS-60-0024: BUTT JOINT AT APPROACH SLABS
COS-60-0134: BUTT JOINT AT APPROACH SLABS
COS-60-0471: REMOVE 1.0" ASPHALT CONCRETE AND PLACE 1.0" OF NEW ASPHALT CONCRETE.
APPROACH SLABS WILL BE TREATED THE SAME AS THE ROADWAY.
COS-60-0691: BUTT JOINT AT APPROACH SLABS
COS-60-0772: BUTT JOINT AT BRIDGE DECK
COS-60-1446: END WORK AT FORWARD APPROACH

BRIDGE DEDUCTIONS = BRIDGE LENGTH X PAVEMENT/SHOULDER WIDTH

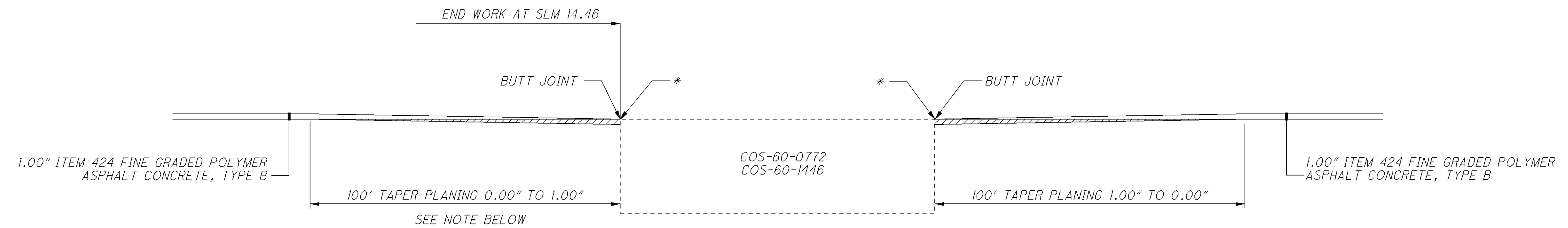
BRIDGE TREATMENT DATA																
LOCATION	COUNTY, ROUTE, BRIDGE NO.	LENGTH (BRIDGE LIMITS)	WIDTH	AREA	APPROACH SLAB LENGTH	APPROACH SLAB WIDTH	APPROACH SLAB AREA (INCLUDES BOTH APPROACH SLABS)	BRIDGE DECK DETAIL (SEE SHEET 8)	MAINLINE DEDUCTIONS (CARRIED TO SHEET 4)	SHOULDER DEDUCTIONS (CARRIED TO SHEET 5)	897		407	424		516
		LIN. FT.	LIN. FT.	SQ. YD.	LIN. FT.	LIN. FT.	SQ. YD.		SQ. YD.	SQ. YD.	DEPTH OF PAVEMENT PLANING	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A	TACK COAT @ 0.075 GAL./S.Y.	THICKNESS	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B	2" DEEP JOINT SEALER, AS PER PLAN
1	MUS-60-3509	OVERHEAD														
1	MUS-60-3511	OVERHEAD														
2	COS-60-0024	105.0	33.5	390.9	25.0	33.5	186.1	1	378.9							44.0
2	COS-60-0134	60.0	33.8	225.4	15.0	33.8	112.7	1	220.0							44.0
2	COS-60-0471	42.0	38.0	177.4	25.0	38.0	211.1	3	224.9	122.7	0"-1.0"	877.4	15.2	1.00	5.7	88.0
2	COS-60-0691	76.0	33.0	278.7	15.0	33.0	110.0	1	259.1	47.1						44.0
2	COS-60-0772	18.0	34.0	68.0				2	44.0							44.0
2	COS-60-1446	END WORK AT BRIDGE DECK						2								22.0
	BRIDGE DEDUCTIONS								1,126.9	169.8						
	LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)											877.4	15.2		5.7	286.0

DETAIL 1



BUTT JOINT AT APPROACH SLABS

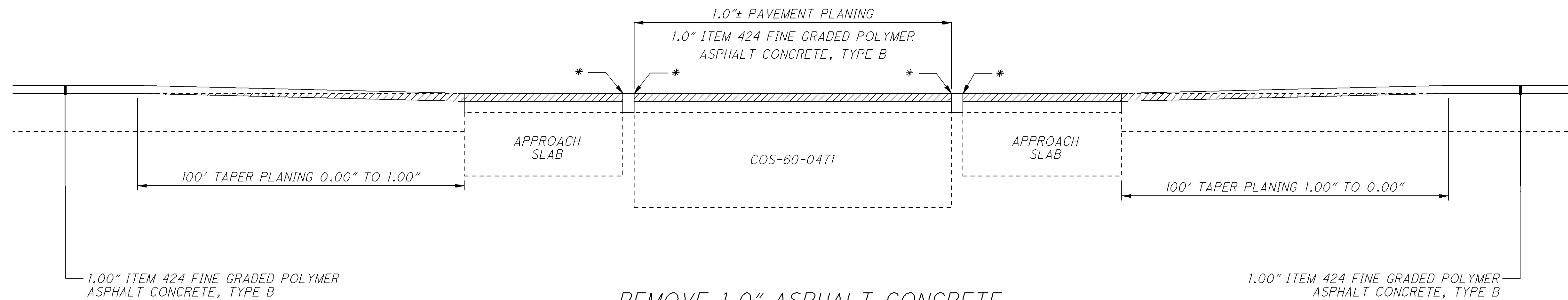
DETAIL 2



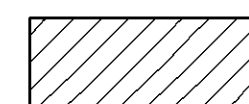
NOTE:
PLANING SHALL BE 1.0" IN DEPTH FROM EDGE OF PAVEMENT
SR 60/SR 541 OVERLAP TO REAR APPROACH COS-60-0772.

BUTT JOINT AT BRIDGE DECK

DETAIL 3



REMOVE 1.0" ASPHALT CONCRETE
PLACE 1.0" ASPHALT CONCRETE

 ITEM 897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A

* 2" DEEP JOINT SEALER, AS PER PLAN

BRIDGE TREATMENT DETAILS

COS-60-0.00
MUS-60-34.76

8
18

CALCULATED
LME
CHECKED
JSL

ITEM 648 EDGE LINE, 4"										
L O C A T I O N	C O U N T Y	R O U T E	S.L.M.		TOTAL LENGTH (MILES)	INFORMATION ONLY			TOTAL EDGE LINE (4") MILES	REMARKS
						WHITE EDGE LINE QUANTITIES				
			FROM	TO		TOTAL MILES	HIGHWAY MILES	RAMP MILES		
1	MUS	S.R. 60	34.76	35.51	0.75	1.50	1.50		1.50	
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)									1.50	
2	COS	S.R. 60	0.00	7.58	7.58	15.16	15.16		15.16	
2	COS	S.R. 60	7.71	14.46	6.75	13.50	13.50		13.50	
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)									28.66	

ITEM 648 CENTER/LANE LINE										
L O C A T I O N	C O U N T Y	R O U T E	S.L.M.		TOTAL LENGTH (MILES)	INFORMATION ONLY		TOTAL CENTER LINE	TOTAL LANE LINE	REMARKS
						CENTER LINE QUANTITIES				
			FROM	TO		TOTAL MILES	EQUIVALENT SOLID LINE			
1	MUS	S.R. 60	34.76	35.51	0.75	0.75	1.500	0.75		
1	MUS	S.R. 60 N.B.	34.82	35.09	0.27				0.27	
1	MUS	S.R. 60 S.B.	34.86	35.03	0.17				0.17	
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)								0.75	0.44	
2	COS	S.R. 60	0.00	7.58	7.58	7.58	13.864	7.58		
2	COS	S.R. 60	7.71	14.46	6.75	6.75	12.332	6.75		
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)								14.33		

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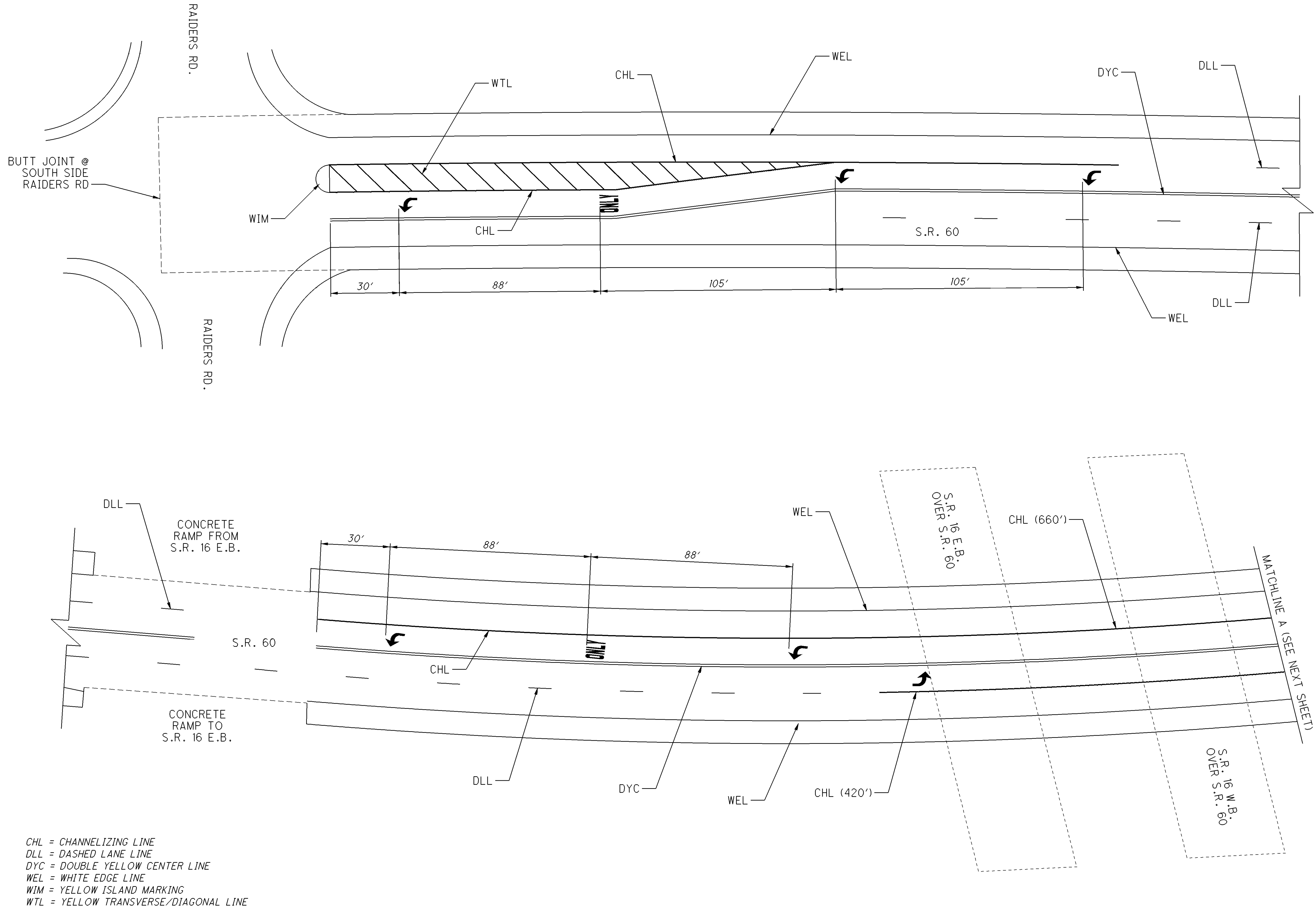
ITEM 644 AUXILIARY MARKING																		
L O C A T I O N	C O U N T Y	R O U T E	SIDE	DESCRIPTION	SLM	TRANVERSE/ DIAGONAL LINES (24")		STOP LINE (24")	12" CROSSWALK LINE	WORD ON PAVEMENT		LANE ARROWS			8" CHANNELIZING LINE	ISLAND MARKING (WHITE)	SCHOOL SYMBOL MARKING, 96"	REMARKS
						WHITE	YELLOW			ONLY		TURN						
										72"	96"	THRU	LT.	RT.				
						FT.	FT.	FT.	FT.	EACH	EACH	EACH	EACH	EACH				
1	MUS	S.R. 60	CL	TURN LANE AT RAIDERS RD.		241					1		3		569	58		SEE DETAIL SHEET XX
1	MUS	S.R. 60	CL	TURN LANES AT S.R. 16							2		6		1080			SEE DETAIL SHEETS XX-XX
1	MUS	S.R. 60	LT	TR 401B (Cass Irish Ridge Rd.)	34.84			14										PLACE AS DIRECTED
1	MUS	S.R. 60	LT	TR 1816 (access Rd.)	35.29			18										PLACE AS DIRECTED
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)						241		32			3		9		1,649	58		
2	COS	S.R. 60	RT	TR 454	0.52			14										PLACE 28' FROM CL S.R. 60
2	COS	S.R. 60	LT	CR 436	0.73			19										PLACE 21' FROM CL S.R. 60
2	COS	S.R. 60	RT	CR 439	1.73			24										PLACE 17' FROM CL S.R. 60
2	COS	S.R. 60	LT	TR 440	2.21			21										PLACE 19' FROM CL S.R. 60
2	COS	S.R. 60	RT	CR 4	2.86			45										PLACE 20' FROM CL S.R. 60
2	COS	S.R. 60	LT	CR 4	2.88			25										PLACE 19' FROM CL S.R. 60
2	COS	S.R. 60	RT	TR 437B	3.19			19										PLACE 17' FROM CL S.R. 60
2	COS	S.R. 60	LT	TR 437A	3.33			23										PLACE 17' FROM CL S.R. 60
2	COS	S.R. 60	LT	TR 68	4.15			39										PLACE 16' FROM CL S.R. 60
2	COS	S.R. 60	RT	CR 54	4.85			23										PLACE 16' FROM CL S.R. 60
2	COS	S.R. 60	LT	TR 455	4.86			21										PLACE 18' FROM CL S.R. 60
2	COS	S.R. 60	LT	CR 18	5.04			46										PLACE 16' FROM CL S.R. 60
2	COS	S.R. 60	LT	TR 51	5.64			19										PLACE 19' FROM CL S.R. 60
2	COS	S.R. 60	RT	TR 76	5.65			16										PLACE 19' FROM CL S.R. 60
2	COS	S.R. 60	RT	TR 67	6.55			22										PLACE 16' FROM CL S.R. 60
2	COS	S.R. 60	CL	ON S.R. 60 N.B. AT S.R. 60/541	7.58			36										PLACE 29' FROM CL S.R. 60
2	COS	S.R. 60	CL	ON S.R. 60 S.B. AT S.R. 60/541	7.71			16										PLACE 32' FROM CL S.R. 60
2	COS	S.R. 60	RT	TR 58	8.20			25										PLACE 23' FROM CL S.R. 60
2	COS	S.R. 60	LT	CR 3	9.95			32										PLACE 20' FROM CL S.R. 60
2	COS	S.R. 60	LT	CR 3	10.03			25										PLACE 15' FROM CL S.R. 60
2	COS	S.R. 60	RT	DR. TO CAMPING	10.53			15										PLACE 15' FROM CL S.R. 60
2	COS	S.R. 60	LT	TR 447	11.24			15										PLACE 25' FROM CL S.R. 60
2	COS	S.R. 60	RT	TR 55C & CR17	12.19			15										PLACE AS DIRECTED
2	COS	S.R. 60	LT	TR 83	12.84			27										PLACE 20' FROM CL S.R. 60
2	COS	S.R. 60	LT	CR 82	13.80			17										PLACE 20' FROM CL S.R. 60
2	COS	S.R. 60	RT	TR 8	13.88			21										PLACE 20' FROM CL S.R. 60
2	COS	S.R. 60	RT	SR 1151	13.98			23										PLACE 18' FROM CL S.R. 60
2	COS	S.R. 60	LT	CR 41	14.09			27										PLACE 25' FROM CL S.R. 60
2	COS	S.R. 60	RT	TR 41	14.09			21										PLACE 25' FROM CL S.R. 60
2	COS	S.R. 60	RT	TR 8	14.31			21										PLACE 25' FROM CL S.R. 60
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)								712										

PAVEMENT MARKING DATA - AUXILIARY

COS-60-0.00
MUS-60-34.76

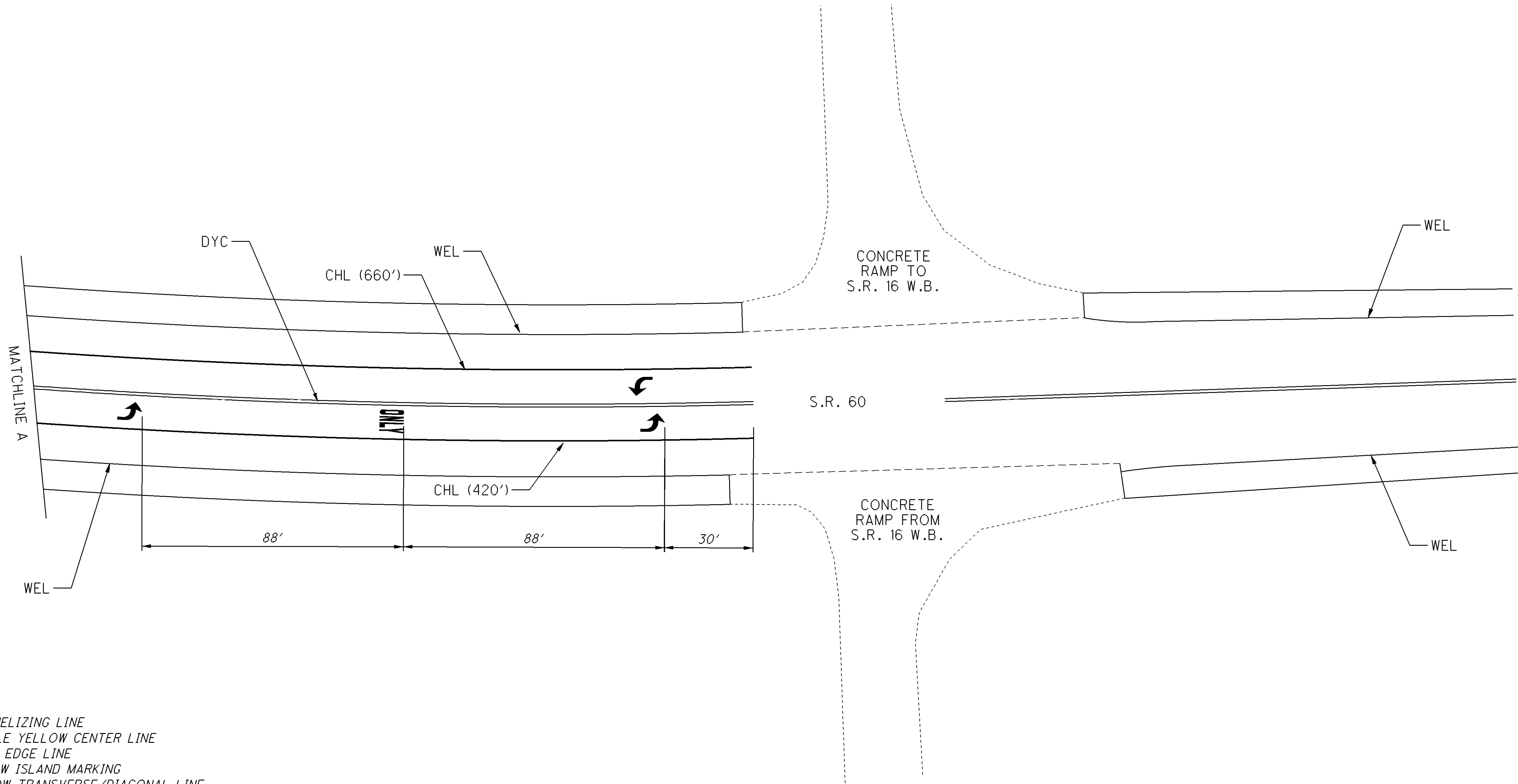
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CHL = CHANNELIZING LINE
DYC = DOUBLE YELLOW CENTER LINE
WEL = WHITE EDGE LINE
YIM = YELLOW ISLAND MARKING
YTL = YELLOW TRANSVERSE/DIAGONAL LINE



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DETAIL	SEE STD. DWG. TC-65.II
1	ENTRANCE RAMP
2	EXIT RAMP
3	MUL TI-LANE DIVIDED HIGHWAY

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

DETAIL	SEE STD. DWG. TC-65.II
10	APPROACH WTH LEFT-TURN LANE
11	HORIZONTAL CURVE 40'
12	HORIZONTAL CURVE ALT.
GAP	CENTERLINE AT 80' TYP.

ITEM 621 RPM SUB-SUMMARY															
L O C A T I O N	C O U N T Y	R O U T E	BEGIN LOG POINT SLM	END LOG POINT SLM	L E N G T H		D E T A I L	621		PRISMATIC RETRO-REFLECTOR COLORS					R E M A R K S
								RAISED PAVEMENT MARKER REMOVED	RPM	I N F O R M A T I O N O N L Y					
										O N E - W A Y		T W O - W A Y			
MILES	LIN.FT.	EACH	EACH	WHITE	YELLOW	YELLOW / YELLOW	WHITE / RED	YELLOW / RED							
1	MUS	S.R. 60	34.76	35.51	0.75	3,960	GAP	95	95			50	45		WHITE/RED FOR CHANNELIZING LINES
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)								95	95						
2	COS	S.R. 60	0.00	0.18	0.18	950	12	35	35			35			PC 0.06 PT 0.10 L=211' DEG 15
2	COS	S.R. 60	0.18	0.31	0.13	686	12	23	23			23			PC 0.18 PT 0.22 L=211' DEG 10
2	COS	S.R. 60	0.31	0.40	0.09	475	GAP	6	6			6			
2	COS	S.R. 60	0.40	0.63	0.23	1,214	12	37	37			37			PC 0.49 PT 0.54 L=264' DEG 11
2	COS	S.R. 60	0.63	0.68	0.05	264	GAP	3	3			3			
2	COS	S.R. 60	0.68	0.74	0.06	317	11	8	8			8			PC 0.68 PT 0.74 L=317' DEG 8
2	COS	S.R. 60	0.74	0.95	0.21	1,109	12	40	40			40			PC 0.76 PT 0.86 L=528' DEG15
2	COS	S.R. 60	0.95	1.02	0.07	370	GAP	5	5			5			
2	COS	S.R. 60	1.02	1.15	0.13	686	11	17	17			17			PC 1.02 PT 1.15 L=686' DEG 8
2	COS	S.R. 60	1.15	1.30	0.15	792	12	39	39			39			PC 1.21 PT 1.28 L=370' DEG 22
2	COS	S.R. 60	1.30	1.43	0.13	686	12	23	23			23			PC 1.30 PT 1.34 L=211' DEG 19
2	COS	S.R. 60	1.43	1.53	0.10	528	GAP	7	7			7			
2	COS	S.R. 60	1.53	1.70	0.17	898	12	35	35			35			PC 1.62 PT 1.66 L=211' DEG 19
2	COS	S.R. 60	1.70	1.82	0.12	634	12	20	20			20			PC 1.70 PT 1.73 L=158' DEG 13
2	COS	S.R. 60	1.82	1.92	0.10	528	GAP	7	7			7			
2	COS	S.R. 60	1.92	2.13	0.21	1,109	12	32	32			32			PC 2.01 PT 2.04 L=158' DEG 16
2	COS	S.R. 60	2.13	2.67	0.54	2,851	GAP	36	36			36			
2	COS	S.R. 60	2.67	2.70	0.03	158	11	4	4			4			PC 2.67 PT 2.70 L=158' DEG 9
2	COS	S.R. 60	2.70	3.11	0.41	2,165	GAP	27	27			27			
2	COS	S.R. 60	3.11	3.29	0.18	950	12	24	24			24			PC 3.20 PT 3.22 L=106' DEG 19
2	COS	S.R. 60	3.29	3.35	0.06	317	11	8	8			8			PC 3.29 PT 3.35 L=317' DEG 9
2	COS	S.R. 60	3.35	3.45	0.10	528	GAP	7	7			7			
2	COS	S.R. 60	3.45	3.65	0.20	1,056	12	29	29			29			PC 3.54 PT 3.56 L=106' DEG 14
2	COS	S.R. 60	3.65	3.72	0.07	370	11	9	9			9			PC 3.65 PT 3.72 L=370' DEG 9
2	COS	S.R. 60	3.72	4.07	0.35	1,848	GAP	23	23			23			
2	COS	S.R. 60	4.07	4.21	0.14	739	12	22	22			22			PC 4.16 PT 4.19 L=158' DEG 11
2	COS	S.R. 60	4.21	4.27	0.06	317	12	12	12			12			PC 4.21 PT 4.24 L=158' DEG 14
2	COS	S.R. 60	4.27	4.39	0.12	634	12	20	20			20			PC 4.27 PT 4.30 L=158' DEG 13
2	COS	S.R. 60	4.39	4.44	0.05	264	GAP	3	3			3			
2	COS	S.R. 60	4.44	4.60	0.16	845	12	32	32			32			PC 4.53 PT 4.56 L=158' DEG 16
2	COS	S.R. 60	4.60	4.65	0.05	264	12	9	9			9			PC 4.60 PT 4.62 L=106' DEG 12
2	COS	S.R. 60	4.65	4.71	0.06	317	11	8	8			8			PC 4.65 PT 4.71 L=317' DEG 8
2	COS	S.R. 60	4.71	5.17	0.46	2,429	GAP	30	30			30			
2	COS	S.R. 60	5.17	5.21	0.04	211	11	5	5			5			PC 5.17 PT 5.21 L=211' DEG 9
2	COS	S.R. 60	5.21	5.54	0.33	1,742	GAP	22	22			22			
2	COS	S.R. 60	5.54	5.74	0.20	1,056	12	32	32			32			PC 5.63 PT 5.66 L=211' DEG 18
LOCATION 2 SUB-TOTALS (CARRIED TO NEXT SHEET)								699	699			699			

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DETAIL	SEE STD. DWG. TC-65.II
1	ENTRANCE RAMP
2	EXIT RAMP
3	MULTI-LANE DIVIDED HIGHWAY

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

DETAIL	SEE STD. DWG. TC-65.II
10	APPROACH WTH LEFT-TURN LANE
11	HORIZONTAL CURVE 40'
12	HORIZONTAL CURVE ALT.
GAP	CENTERLINE AT 80' TYP.

ITEM 621 RPM SUB-SUMMARY																
L O C A T I O N	C O U N T Y	R O U T E	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		D E T A I L	621		PRISMATIC RETRO-REFLECTOR COLORS					R E M A R K S	
								RAISED PAVEMENT MARKER REMOVED	RPM	INFORMATION ONLY						
					ONE-WAY	TWO-WAY										
					MILES	LIN.FT.		EACH	EACH	WHITE	YELLOW	YELLOW/ YELLOW	WHITE / RED	YELLOW/ RED		
LOCATION 2 SUB-TOTALS (CARRIED FROM PREVIOUS SHEET)								699	699			699				
2	COS	S.R. 60	5.74	5.86	0.12	634	12	20	20			20			PC 5.74 PT 5.77 L=158' DEG 13	
2	COS	S.R. 60	5.86	6.14	0.28	1,478	GAP	18	18			18				
2	COS	S.R. 60	6.14	6.17	0.03	158	11	4	4			4			PC 6.14 PT 6.17 L=158' DEG 6	
2	COS	S.R. 60	6.17	6.24	0.07	370	11	9	9			9			PC 6.20 PT 6.24 L=211' DEG 9	
2	COS	S.R. 60	6.24	6.63	0.39	2,059	GAP	26	26			26				
2	COS	S.R. 60	6.63	6.83	0.20	1,056	12	29	29			29			PC 6.72 PT 6.74 L=106' DEG 17	
2	COS	S.R. 60	6.83	6.92	0.09	475	GAP	3	3			3				
2	COS	S.R. 60	6.92	7.02	0.10	528	11	13	13			13			PC 6.92 PT 7.02 L=528' DEG 9	
2	COS	S.R. 60	7.02	7.25	0.23	1,214	GAP	15	15			15				
2	COS	S.R. 60	7.25	7.46	0.21	1,109	12	32	32			32			PC 7.34 PT 7.37 L=158' DEG 12	
2	COS	S.R. 60	7.46	7.58	0.12	634	REM	24	24	16		8			NB STOP @ SR 541, SPACING @ 80'	
2	COS	S.R. 60	7.73	7.94	0.21	1,109	REM	30	30	16		14			SB STOP @ SR 541, SPACING @ 80'	
2	COS	S.R. 60	7.94	7.97	0.03	158	11	4	4			4			PC 7.94 PT 7.97 L=158' DEG 9	
2	COS	S.R. 60	7.97	8.20	0.23	1,214	GAP	15	15			15				
2	COS	S.R. 60	8.20	8.28	0.08	422	11	11	11			11			PC 8.20 PT 8.28 L=422' DEG 9	
2	COS	S.R. 60	8.28	8.37	0.09	475	GAP	6	6			6				
2	COS	S.R. 60	8.37	8.55	0.18	950	12	32	32			32			PC 8.46 PT 8.49 L=158' DEG 16	
2	COS	S.R. 60	8.55	8.66	0.11	581	12	17	17			17			PC 8.55 PT 8.57 L=106' DEG 18	
2	COS	S.R. 60	8.66	8.91	0.25	1,320	GAP	17	17			17				
2	COS	S.R. 60	8.91	9.07	0.16	845	12	37	37			37			PC 9.00 PT 9.05 L=264' DEG 18	
2	COS	S.R. 60	9.07	9.18	0.11	581	12	17	17			17			PC 9.07 PT 9.09 L=106' DEG 16	
2	COS	S.R. 60	9.18	9.40	0.22	1,162	12	35	35			35			PC 9.27 PT 9.31 L=211' DEG 11	
2	COS	S.R. 60	9.40	9.54	0.14	739	12	25	25			25			PC 9.40 PT 9.45 L=264' DEG 11	
2	COS	S.R. 60	9.54	9.61	0.07	370	12	12	12			12			PC 9.56 PT 9.59 L=158' DEG 22	
2	COS	S.R. 60	9.61	9.73	0.12	634	12	20	20			20			PC 9.61 PT 9.64 L=158' DEG 28	
2	COS	S.R. 60	9.73	9.87	0.14	739	GAP	9	9			9				
2	COS	S.R. 60	9.87	10.10	0.23	1,214	12	37	37			37			PC 9.96 PT 10.01 L=264' DEG 22	
2	COS	S.R. 60	10.10	10.18	0.08	422	GAP	5	5			5				
2	COS	S.R. 60	10.18	10.21	0.03	158	11	4	4			4			PC 10.18 PT 10.21 L=158' DEG 9	
2	COS	S.R. 60	10.21	10.48	0.27	1,426	GAP	18	18			18				
2	COS	S.R. 60	10.48	10.69	0.21	1,109	12	32	32			32			PC 10.57 PT 10.60 L=158' DEG 16	
2	COS	S.R. 60	10.69	11.01	0.32	1,690	GAP	21	21			21				
2	COS	S.R. 60	11.01	11.10	0.09	475	11	12	12			12			PC 11.01 PT 11.10 L=475' DEG 8	
2	COS	S.R. 60	11.10	11.16	0.06	317	GAP	4	4			4				
2	COS	S.R. 60	11.16	11.19	0.03	158	11	4	4			4			PC 11.16 PT 11.19 L=158' DEG 9	
2	COS	S.R. 60	11.19	11.37	0.18	950	12	28	28			28			PC 11.24 PT 11.28 L=211' DEG 21	
2	COS	S.R. 60	11.37	12.12	0.75	3,960	GAP	50	50			50				
2	COS	S.R. 60	12.12	12.32	0.20	1,056	12	33	33			33			PC 12.21 PT 12.25 L=211' DEG 14	
LOCATION 2 SUB-TOTALS (CARRIED TO NEXT SHEET)								1,427	1,427	32		1,395				

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DETAIL	SEE STD. DWG. TC-65.11
1	ENTRANCE RAMP
2	EXIT RAMP
3	MULTI-LANE DIVIDED HIGHWAY

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

DETAIL	SEE STD. DWG. TC-65.11
10	APPROACH WTH LEFT-TURN LANE
11	HORIZONTAL CURVE 40'
12	HORIZONTAL CURVE ALT.
GAP	CENTERLINE AT 80' TYP.

ITEM 621 RPM SUB-SUMMARY																
L O C A T I O N	C O U N T Y	R O U T E	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		D E T A I L	621		PRISMATIC RETRO-REFLECTOR COLORS					R E M A R K S	
								RAISED PAVEMENT MARKER REMOVED	RPM	I N F O R M A T I O N O N L Y						
					ONE-WAY	TWO-WAY										
					MILES	LIN.FT.		EACH	EACH	WHITE	YELLOW	YELLOW / YELLOW	WHITE / RED	YELLOW / RED		
LOCATION 2 SUB-TOTALS (CARRIED FROM PREVIOUS SHEET)								1,427	1,427	32		1,395				
2	COS	S.R. 60	12.32	12.46	0.14	739	12	29	29			29			PC 12.32 PT 12.40 L=422' DEG 21	
2	COS	S.R. 60	12.46	12.61	0.15	792	12	28	28			28			PC 12.46 PT 12.52 L=317' DEG 10	
2	COS	S.R. 60	12.61	12.78	0.17	898	12	28	28			28			PC 12.65 PT 12.69 L=211' DEG 13	
2	COS	S.R. 60	12.78	12.93	0.15	792	12	22	22			22			PC 12.82 PT 12.84 L=106' DEG 17	
2	COS	S.R. 60	12.93	13.08	0.15	792	GAP	10	10			10				
2	COS	S.R. 60	13.08	13.16	0.08	422	11	11	11			11			PC 13.08 PT 13.16 L=422' DEG 8	
2	COS	S.R. 60	13.16	13.29	0.13	686	GAP	9	9			9				
2	COS	S.R. 60	13.29	13.34	0.05	264	11	7	7			7			PC 13.29 PT 13.34 L=264' DEG 9	
2	COS	S.R. 60	13.34	13.43	0.09	475	GAP	6	6			6				
2	COS	S.R. 60	13.43	13.51	0.08	422	11	11	11			11			PC 13.43 PT 13.51 L=422' DEG 9	
2	COS	S.R. 60	13.51	13.67	0.16	845	GAP	11	11			11				
2	COS	S.R. 60	13.67	13.69	0.02	106	11	3	3			3			PC 13.67 PT 13.69 L=106' DEG 9	
2	COS	S.R. 60	13.69	14.46	0.77	4,066	GAP	51	51			51			END AT BRIDGE: COS-60-1446	
		SUB-TOTALS								32		1,621				
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)								1,653	1,653							

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LOCATION 1 SHEET TOTALS								ITEM	ITEM EXT.	GRAND TOTALS	UNIT	DESCRIPTION
2	3	4	5	6	9	10	13					
												PAVEMENT
	1.50							209	60500	1.50	MILE	LINEAR GRADING
	10							251	01010	10	CY	PARTIAL DEPTH PAVEMENT REPAIR
	10							253	02000	10	CY	PAVEMENT REPAIR
		1,291	426	57				407	10000	1,774	GAL	TACK COAT
704								408	10001	704	GAL	PRIME COAT, AS PER PLAN
		479	158	22				424	12000	659	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B
			74					617	10101	74	CY	COMPACTED AGGREGATE, AS PER PLAN
			1,760					617	20000	1,760	SY	SHOULDER PREPARATION
		17,213	5,679	757				897	01010	23,649	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A
												TRAFFIC CONTROL
							95	621	00100	95	EACH	RPM
							95	621	54000	95	EACH	RAISED PAVEMENT MARKER REMOVED
						1,649		644	00400	1,649	FT	CHANNELIZING LINE, 8"
						32		644	00500	32	FT	STOP LINE
						241		644	00700	241	FT	TRANSVERSE/DIAGONAL LINE
						58		644	00900	58	SF	ISLAND MARKING
						9		644	01300	9	EACH	LANE ARROW
						3		644	01410	3	EACH	WORD ON PAVEMENT, 96"
					1.50			648	00100	1.50	MILE	EDGE LINE, 4"
					0.44			648	00200	0.44	MILE	LANE LINE, 4"
					0.75			648	00300	0.75	MILE	CENTER LINE
												MAINTENANCE OF TRAFFIC
	6							614	12460	6	EACH	WORK ZONE MARKING SIGN
		0.75						614	21550	0.75	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT

CALCULATED
LME

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LOCATION 1 SUB - SUMMARY

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MUS-60-34.76

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LOCATION 2 SHEET TOTALS									ITEM	ITEM EXT.	GRAND TOTALS	UNIT	DESCRIPTION
2	3	4	5	6	7	9	10	15					
													PAVEMENT
	26.88								209	60500	26.88	MILE	LINEAR GRADING
	750								251	01010	750	CY	PARTIAL DEPTH PAVEMENT REPAIR
	400								253	02000	400	CY	PAVEMENT REPAIR
10									304	20000	10	CY	AGGREGATE BASE
		13,956	140	792	16				407	10000	14,904	GAL	TACK COAT
13,546									408	10001	13,546	GAL	PRIME COAT, AS PER PLAN
52		5,169	52	294	6				424	12000	5,573	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B
					286				516	31011	286	FT	2" DEEP JOINT SEALER, AS PER PLAN
			1,395						617	10101	1,395	CY	COMPACTED AGGREGATE, AS PER PLAN
			33,465						617	20000	33,465	SY	SHOULDER PREPARATION
1,140	2,507			10,523	878				897	01010	15,048	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A
													TRAFFIC CONTROL
								1,653	621	00100	1,653	EACH	RPM
								1,653	621	54000	1,653	EACH	RAISED PAVEMENT MARKER REMOVED
							712		644	00500	712	FT	STOP LINE
						28.66			648	00100	28.66	MILE	EDGE LINE, 4"
						14.33			648	00300	14.33	MILE	CENTER LINE
													MAINTENANCE OF TRAFFIC
	108								614	12460	108	EACH	WORK ZONE MARKING SIGN
		14.40							614	21550	14.40	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT

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LOCATION TOTALS			FUNDING	ITEM	ITEM EXT.	GRAND TOTALS	UNIT	DESCRIPTION	SEE SHEET
1	2		01/STR/PV						
								PAVEMENT	
1.50	26.88		28.38	209	60500	28.38	MILE	LINEAR GRADING	
10	750		760	251	01010	760	CY	PARTIAL DEPTH PAVEMENT REPAIR	
10	400		410	253	02000	410	CY	PAVEMENT REPAIR	
	10			304	20000	10	CY	AGGREGATE BASE	
1,774	14,904		16,678	407	10000	16,678	GAL	TACK COAT	
704	13,546		14,250	408	10001	14,250	GAL	PRIME COAT, AS PER PLAN	2
659	5,573		6,232	424	12000	6,232	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B	
	286		286	516	31011	286	FT	2" DEEP JOINT SEALER, AS PER PLAN	2
74	1,395		1,469	617	10101	1,469	CY	COMPACTED AGGREGATE, AS PER PLAN	2
1,760	33,465		35,225	617	20000	35,225	SY	SHOULDER PREPARATION	
23,649	15,048		38,697	897	01010	38,697	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A	
								TRAFFIC CONTROL	
95	1,653		1,748	621	00100	1,748	EACH	RPM	
95	1,653		1,748	621	54000	1,748	EACH	RAISED PAVEMENT MARKER REMOVED	
1,649			1,649	644	00400	1,649	FT	CHANNELIZING LINE, 8"	
32	712		744	644	00500	744	FT	STOP LINE	
241			241	644	00700	241	FT	TRANSVERSE/DIAGONAL LINE	
58			58	644	00900	58	SF	ISLAND MARKING	
9			9	644	01300	9	EACH	LANE ARROW	
3			3	644	01410	3	EACH	WORD ON PAVEMENT, 96"	
1.50	28.66		30.16	648	00100	30.16	MILE	EDGE LINE, 4"	
0.44			0.44	648	00200	0.44	MILE	LANE LINE, 4"	
0.75	14.33		15.08	648	00300	15.08	MILE	CENTER LINE	
								MAINTENANCE OF TRAFFIC	
6	108		114	614	12460	114	EACH	WORK ZONE MARKING SIGN	
0.75	14.40		15.15	614	21550	15.15	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
								INCIDENTALS	
			LUMP	103	05000	LUMP		PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND	
			LUMP	614	11000	LUMP		MAINTAINING TRAFFIC	
			1	619	16000	1	MNTH	FIELD OFFICE, TYPE A	
			LUMP	623	10000	LUMP		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
			LUMP	624	10000	LUMP		MOBILIZATION	

GENERAL SUMMARY

COS-60-0.00
MUS-60-34.76

CALCULATED	LME	CHECKED	JSL
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