

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.

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.

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 PAVMENT MARKINGS.

ITEM 209 PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN

PREPARE THE SHOULDER FOR PAVING A CONSISTENT SAFETY EDGE IN BOTH THICKNESS AND WIDTH.

PRIOR TO PAVING THE SAFETY EDGE, GRADE AN AREA 10 INCHES WIDE, BEGINNING AT THE EDGE OF THE PAVED ROADWAY, TO PROVIDE A LEVEL SURFACE FREE OF VEGETATION FOR CONSTRUCTION OF THE SAFETY EDGE. IF NECESSARY, EXCAVATE THE GRADED AREA TO THE DEPTH NECESSARY TO CONSTRUCT THE SAFETY EDGE. COMPACT THE GRADED SHOULDER ACCORDING TO 617.05, OR AS DIRECTED BY THE ENGINEER.

PAVEMENT WIDENING

STATE ROUTE 256 IN FAIRFIELD COUNTY FROM SLM 18.86 (S.R. 188) TO SLM 24.59 SHALL BE WIDENED AS PER THE TYPICAL SECTION SHOWN ON SHEET 7.

THE ROADWAY SHALL BE SAW CUT, FULL DEPTH, 8' FROM THE ROADWAY CENTERLINE. THE CONTRACTOR SHALL EXCAVATE THE EXISTING ASPHALT AND AGGREGATE SHOULDER TO THE WIDTH AND DEPTH SHOWN ON THE TYPICAL SECTION ON SHEET 7. AFTER EXCAVATION, THE SUBBASE SHALL BE COMPACTED TO THE SATISFACTION OF THE ENGINEER.

THE FACE OF THE TRENCH, AT THE SAW CUT, SHALL BE COATED WITH TACK COAT AT A RATE OF 0.25 GAL/SQ. YD.. REPLACEMENT MATERIAL SHALL BE 6" OF ITEM 301 ASPHALT CONCRETE BASE, PG 64-22 PLACED AND COMPACTED IN TWO (2) LIFTS.

BEFORE PLACING THE ASPHALT CONCRETE PAVEMENT, A PAVEMENT REINFORCING MESH (GLASGRID 8512 OR AN APPROVED EQUIVALENT) SHALL BE PLACED 5' WIDE, OVER THE WIDENING JOINT, AS PER THE MANUFACTURER'S SPECIFICATIONS.

RUBBER TIRE ROLLERS SHALL BE USED WHEN PLACING ITEM 422 CHIP SEAL OVER REINFORCING MESH.

ITEM 203, EXCAVATION, AS PER PLAN

THIS WORK SHALL CONSISTS OF FULL DEPTH PAVEMENT SAWING; REMOVING THE EXISTING ASPHALT CONCRETE AND/OR AGGREGATE PAVEMENT COURSES; SHAPING AND COMPACTING THE EXPOSED MATERIAL AS DETAILED ON SHEET 7.

PAYMENT SHALL BE MADE AT THE UNIT BID PRICE AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIAL AND INCIDENTALS TO COMPLETE THE ITEM.

ITEM 253 PAVEMENT REPAIR

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

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

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

ITEM 253 PAVEMENT REPAIR
LOCATION 1 – 100 CU.YD.
LOCATION 3 – 100 CU.YD.

ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE

DEPTH OF PLANING ON S.R. 256 AND S.R. 188 SHALL BE 2.25" AS SHOWN ON THE ASPHALT CONCRETE DATA SHEET. PLANING SHALL BE FULL WIDTH OF PAVEMENT, INCLUDING PAVED SHOULDERS.

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 254 SHALL APPLY.

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 407 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.

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 – 24,597 SQ. YD. X 0.40 GAL./SQ YD = 9,839 GAL
LOCATION 2 – 376 SQ. YD. X 0.40 GAL./SQ YD = 151 GAL
LOCATION 3 – 10,361 SQ. YD. X 0.40 GAL./SQ YD = 4,145 GAL

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 PLASTICITY INDEX SHALL BE WAIVED. IF SO PERMITTED, THE CONTRACTOR MAY USE RECYCLED ASPHALT CONCRETE PAVEMENT (RACP MEETING REQUIREMENTS OF 617.02) IN LIEU OF CRUSHED LIMESTONE.

ITEM 621 RAISED PAVEMENT MARKER REMOVED

RPM REMOVAL SHALL NOT OCCUR SOONER THAN 10 DAYS PRIOR TO RESURFACING OF THE ROADWAY. ALL RPM'S REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

F256_MGN_001.DGN 4-09-2013

CALCULATED
LME
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GENERAL NOTES

FAI-256-14.12
PER-256-0.00
PER-188-0.00

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22

RESIDENTIAL 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 DRIVE-WAY UNLESS OTHERWISE DIRECTED BY THE ENGINEER. CONCRETE AND ASPHALT DRIVES SHALL HAVE BUTT JOINTS OR AS SHORT AN 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 AN 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 THE ITEMS LISTED BELOW.

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

ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22
LOCATION 1 - 25 CU.YD.
LOCATION 3 - 14 CU. YD.

ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG 64-22
LOCATION 1 - 20 CU.YD.
LOCATION 2 - 1 CU.YD.

ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M
LOCATION 1 - 54 CU.YD.
LOCATION 2 - 1 CU.YD.
LOCATION 3 - 17 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. 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 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22
LOCATION 1 - 15 CU.YD.
LOCATION 3 - 9 CU.YD.

ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG 64-22
LOCATION 1 - 15 CU.YD.
LOCATION 2 - 1 CU.YD.

ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M
LOCATION 1 - 29 CU.YD.
LOCATION 2 - 1 CU.YD.
LOCATION 3 - 11 CU.YD.

SAFETY EDGE PLAN NOTE

IN ADDITION TO THE REQUIREMENTS OF 401.12, ATTACH A DEVICE TO THE SCREED OF THE PAVER THAT CONFINES THE MATERIAL AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A COMPACTED WEDGE SHAPE PAVEMENT EDGE OF APPROXIMATELY 30 DEGREES (NOT STEEPER THAN 40 DEGREES). ENSURE THE DEVICE MAINTAINS CONTACT WITH THE EXISTING SURFACE, AND ALLOW FOR AUTOMATIC TRANSITION TO CROSS ROADS, DRIVEWAYS AND OBSTRUCTIONS. DO NOT USE CONVENTIONAL SINGLE PLATE STRIKE OFF.

CONSTRUCTION OF SAFETY EDGE CAN BE OMITTED AT LOCATIONS WHERE EXISTING WIDTH OF GRADED SHOULDER OR BERM IS LESS THAN 12". PROJECTS WITH VARYING CONDITIONS SHOULD USE SAFETY EDGE WHERE POSSIBLE. PLAN PREPARATION HAS MADE EVERY REASONABLE ATTEMPT TO IDENTIFY POSSIBLE SAFETY EDGE LOCATIONS.

USE THE TRANS TECH SHOULDER WEDGE MAKER, THE CARLSON SAFETY EDGE END GATE, THE ADVANT-EDGER, THE TROXLER SAFETSLOPE OR A SIMILAR APPROVED-EQUAL DEVICE THAT PRODUCES THE SAME WEDGE CONSOLIDATION RESULTS. CONTACT INFORMATION FOR THESE WEDGE SHAPE COMPACTION DEVICES IS THE FOLLOWING:

TransTech Systems, Inc.
1594 State Street
Schenectady, NY 12304
1-800-724-6306
www.transtechsys.com

Carlson Safety Edge End Gate
18425 50th Avenue East
Tacoma, WA 98446
253-875-8000

Advant-Edge Paving Equipment, LLC.
P.O. Box 9163
Niskayuna, NY 12309-0163
518-280-6090
www.advantaedgepaving.com

Troxler Electronics Laboratories, Inc.
3008 E. Cornwallis Rd.
Research Triangle Park, NC 27709
1-877-TROXLER
www.troxlerlabs.com

IF ELECTING TO USE A SIMILAR DEVICE, PROVIDE PROOF THAT THE DEVICE HAS BEEN USED ON PREVIOUS PROJECTS WITH ACCEPTABLE RESULTS OR CONSTRUCT A TEST SECTION PRIOR TO THE BEGINNING OF WORK AND DEMONSTRATE WEDGE COMPACTION TO THE SATISFACTION OF THE ENGINEER. SHORT SECTIONS OF HANDWORK WILL BE ALLOWED WHEN NECESSARY FOR TRANSITIONS AND TUENOUTRS OR OTHERWISE AUTHORIZED BY THE ENGINEER.

IN ADDITION TO THE REQUIREMENTS OF 401.16, MAKE THE FIRST ROLLER PASS 8 TO 12 INCHES (200 TO 300 mm) AWAY FROM TAPERED EDGE. DO NOT ROLL THE TAPER.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARIES TO PROVIDE EXTRA ASPHALT FOR CONSTRUCTION OF THE SAFETY EDGE:

ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M
LOCATION 1 - 107 CU.YD.
LOCATION 2 - 2 CU.YD.
LOCATION 3 - 43 CU.YD.

PAVING AT RAILROAD CROSSING

WORK THE CROWN OUT OF THE PROPOSED PAVEMENT ON EACH SIDE OF THE RAILROAD CROSSING, BEGINNING 50 FEET FROM THE NEAREST RAIL, BY RAISING THE EDGES OF THE NEW PAVEMENT TO MEET THE PLATFORM ELEVATION.

ITEM 632 DETECTOR LOOP, AS PER PLAN

ALL STOP LINE INDUCTANCE DETECTOR LOOPS SHALL BE THE POWER HEAD CONFIGURATION SHOWN ON TC-82.10. THE WIDTH SHALL BE AS SPECIFIED ON TC-82.10 AND THE LENGTH SHALL BE AS CURRENTLY CALLED FOR IN THE PLANS. THE STOP LINE DETECTOR LOOPS SHALL NOT BE WIRED TO ANY OTHER LOOPS AND SHALL HAVE ITS OWN DETECTOR CHANNEL. ALL STOP LINE DETECTION SHALL BE TESTED FOR A BICYCLE TARGET AND ALL DILEMMA DETECTION ZONES SHALL BE TESTED FOR A MOTORCYCLE TARGET.

ALL DILEMMA ZONE INDUCTANCE DETECTOR LOOPS CALLED FOR IN THE PLANS SHALL BE THE ANGULAR DESIGN DETECTION (ADD) LOOP AS SHOWN ON TC-82.10. DIMENSIONS SHALL BE AS SPECIFIED ON TC-82.10.

ALL DETECTOR LOOPS SHALL BE CUT INTO THE PLANED SURFACE OR THE PROPOSED INTERMEDIATE COURSE AT A DEPTH OF 4" FROM THE PROPOSED SURFACE ELEVATION. THE CONTRACTOR SHALL TEST ALL LEAD-IN CABLES PRIOR TO MAKING THE FINAL SPLICE. PLACEMENT SHALL BE AS PER SPECIFICATION 632.10. FINAL LOCATIONS, SIZE AND ORIENTATION SHALL BE PROVIDED TO THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING.

THE MODE, LENGTH AND LOCATION OF ALL OF THE LOOPS IN LOCATION 1 WILL BE PROVIDED TO THE CONTRACTOR BY BRIAN BOSCH, DISTRICT 5 TRAFFIC ENGINEER. THE CONTRACTOR SHALL CONTACT BRIAN BOSCH, P.E., AT 740-323-5182, TO ARRANGE A MEETING. AT THIS MEETING, BRIAN BOSCH, P.E. WILL PROVIDE THE NECESSARY DETECTOR LOOP INFORMATION TO THE CONTRACTOR FOR INSTALLATION.

ALL MATERIALS, LABOR, TOOLS, EQUIPMENT, TRAFFIC CONTROL AND INCIDENTALS NECESSARY TO PERFORM THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 632, DETECTOR LOOP, AS PER PLAN.

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

ITEM 632 DETECTOR LOOP, AS PER PLAN
LOCATION 1 - 6 EACH

INTERSECTION S.R. 256 & S.R. 37
2 POWERHEAD (ON S.R. 256), 4 DILEMMA (ON S.R. 256)

ITEM 611 CATCH BASIN/ MANHOLE/ INLET ADJUSTED TO GRADE
ITEM 638 VALVE BOX ADJUSTED TO GRADE

THESE ITEMS SHALL BE USED TO ADJUST CATCH BASINS, MANHOLES, INLETS AND WATER VALVE BOXES LOCATED THROUGHOUT THE PROJECT LIMITS AS DIRECTED BY THE ENGINEER. ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK DESCRIBED SHALL BE INCLUDED FOR PAYMENT WITH THE ITEMS LISTED BELOW.

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

ITEM 611 - CATCH BASIN ADJUSTED TO GRADE -
LOCATION - 1 EACH, LOCATION 3 - 3 EACH

ITEM 611 - INLET ADJUSTED TO GRADE -
LOCATION 1 - 2 EACH, LOCATION 3 - 3 EACH

ITEM 611 - MANHOLE ADJUSTED TO GRADE -
LOCATION 1 - 10 EACH, LOCATION 3 - 1 EACH

ITEM 638 - VALVE BOX ADJUSTED TO GRADE -
LOCATION 1 - 3 EACH, LOCATION 3 - 1 EACH

CALCULATED
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GENERAL NOTES

FAI-256-14.12
PER-256-0.00
PER-188-0.00

MAINTAINING TRAFFIC

A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON SR 256 AND SR 188 BY USE OF THE EXISTING PAVEMENT AND STANDARD DRAWING MT-97.10 OR MT-97.12.

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

AT NO TIME SHALL TRAFFIC BE MAINTAINED ON THE PLANED SURFACE, AT LEAST ONE COURSE OF ASPHALT CONCRETE SHALL BE IN PLACE BEFORE OPENING TO TRAFFIC.

ONLY ITEM 614 WORK ZONE CENTER LINE, CLASS II HAS BEEN ITEMIZED IN THE PLAN. ALL OTHER WORK ZONE PAVEMENT MARKINGS NECESSARY SHALL BE INCLUDED IN THE LUMP SUM BID FOR MAINTAINING TRAFFIC.

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.

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): LOCATION 1 - 10 EACH, LOCATION 2 - 1 EACH
LOCATION 3 - 4 EACH
R4-1 (DO NOT PASS): LOCATION 1- 38 EACH, LOCATION 2 - 1 EACH,
LOCATION 3 - 18 EACH
R4-2 (PASS WITH CARE): LOCATION 1 -28 EACH, LOCATION 2 - 1 EACH,
LOCATION 3 -5 EACH

ITEM 614, WORK ZONE MARKING SIGN

**LOCATION 1 - 76 EACH
LOCATION 2 - 3 EACH
LOCATION 3 - 27 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.

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 PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, TWO CHANGEABLE MESSAGE SIGNS, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGNS SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THE APPROVED LIST OF PORTABLE CHANGEABLE MESSAGE SIGNS CAN BE FOUND ON THE ODOT WEBSITE BY CLICKING ON THE SERVICES MENU, THEN CLICKING ON MATERIALS MANAGEMENT. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 650 FT. AND 475 FT., RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHOULD BE DELINEATED ON A PERMANENT BASIS BY AFFIXING RETROREFLECTIVE MATERIAL, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE TYPE G YELLOW RETROREFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (cont'd)

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF CMS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC.

THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

A TOTAL OF 2 PCMS SHALL BE REQUIRED FOR THIS PROJECT.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO SUB-SUMMARY:

**ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
LOCATION 1 - 100 DAY
LOCATION 3 - 28 DAY**

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

OVERNIGHT TRENCH CLOSING

NO TRENCH SHALL BE LEFT OPEN OVERNIGHT. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

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.

MINIMUM LENGTH FOR ASPHALT WEDGE AT BUTT JOINTS SHALL BE 10'.

LOCATION	ROUTE	DESCRIPTION	S.L.M.	ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
				CU. YD.
1	S.R. 256	BEGIN WORK	14.12	1.0
1	S.R. 256	AT S.R. 37	15.36	2.0
1	S.R. 256	BRIDGE FAI-256-1602	16.02	2.0
1	S.R. 256	RR CROSSING	16.69	2.0
1	S.R. 256	AT S.R. 188	18.86	1.8
1	S.R. 256	TOTAL		8.8
2	S.R. 256	END WORK AT S.R. 13	0.16	1.0
2	S.R. 256	TOTAL		1.0
3	S.R. 188	BEGIN WORK	0.00	0.9
3	S.R. 188	END WORK	4.48	1.4
3	S.R. 188	TOTAL		2.3

ITEM 202 WEARING COURSE REMOVED

LOCATION 1 – 1493 SQ.YD.

LOCATION 2 – 213 SQ.YD.

LOCATION 3 – 213 SQ.YD.

THE GRINDING FOR BUTT JOINTS SHALL BE INCLUDED WITH ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE WHERE APPLICABLE.

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.
- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP). IN GENERAL, LEOS SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION OR ROAD CLOSURE AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE SUB-SUMMARIES.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

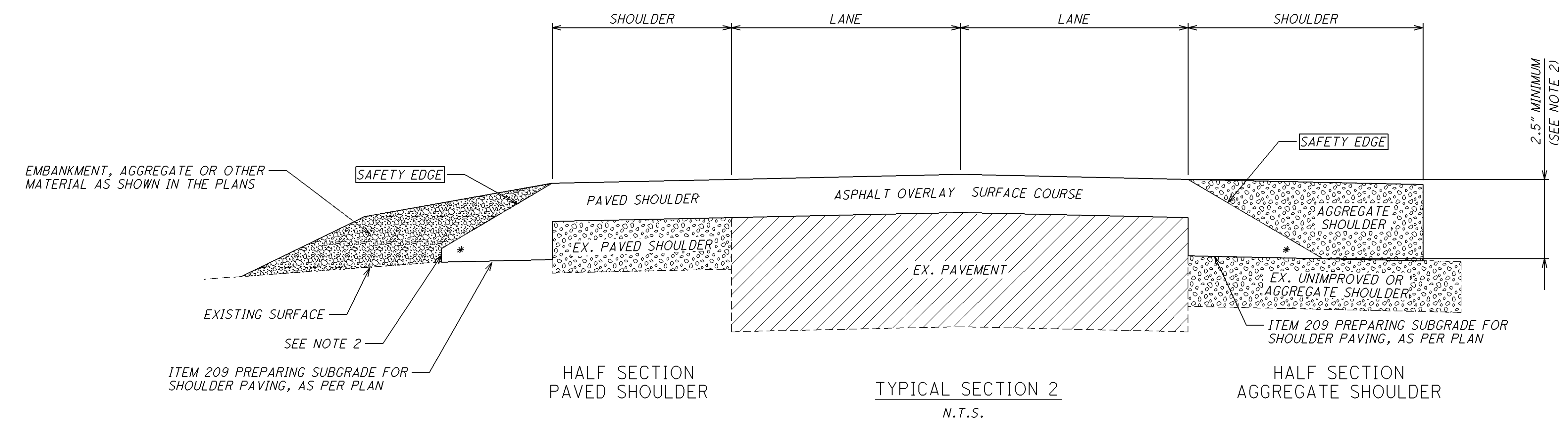
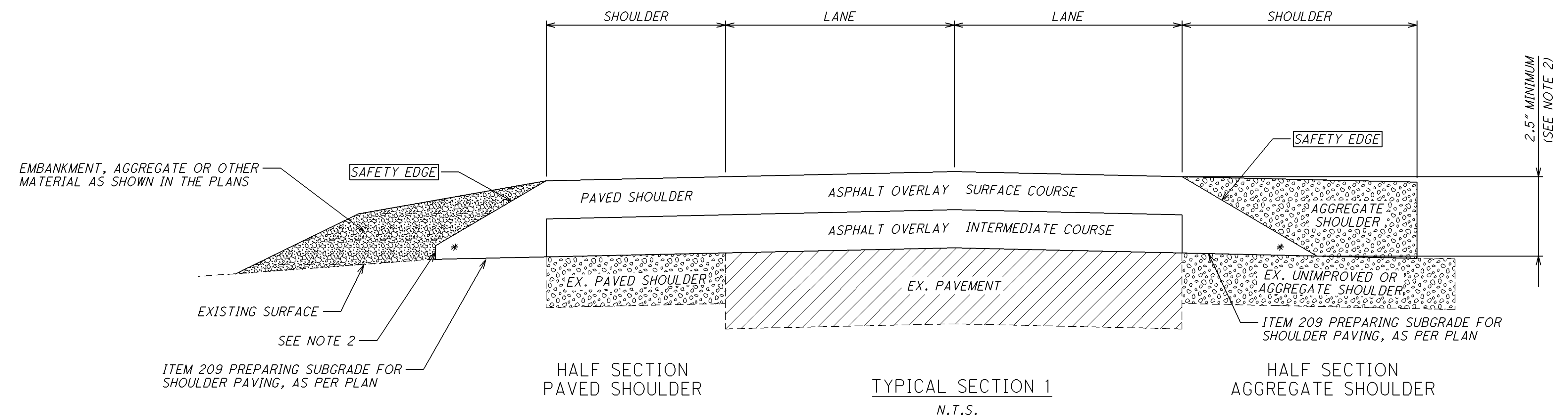
LOCATION 1 – 160 HOURS

LOCATION 3 – 80 HOURS

ITEM 422 SINGLE CHIP SEAL, AS PER PLAN

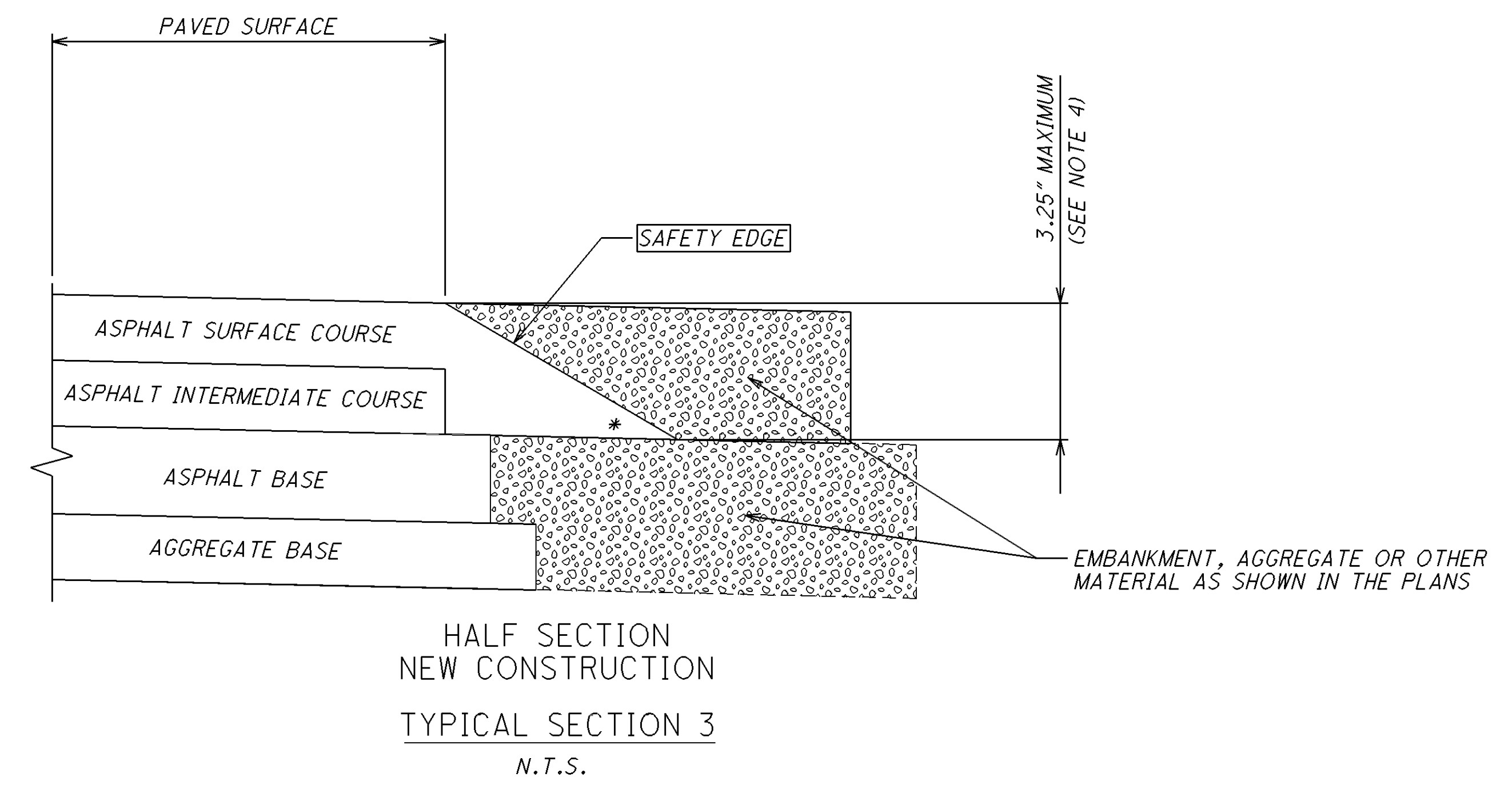
THE CONTRACTOR IS REQUIRED TO HAVE A ONE DAY WAITING PERIOD BETWEEN THE TIME THE INTERLAYER CHIP SEAL IS PLACED AND THE OVERLAYING ASPHALT CONCRETE COURSES ARE PLACED. AFTER THE ONE DAY WAITING PERIOD, THE CONTRACTOR HAS A MAXIMUM OF FOUR DAYS TO COVER UP THE CHIP SEAL.

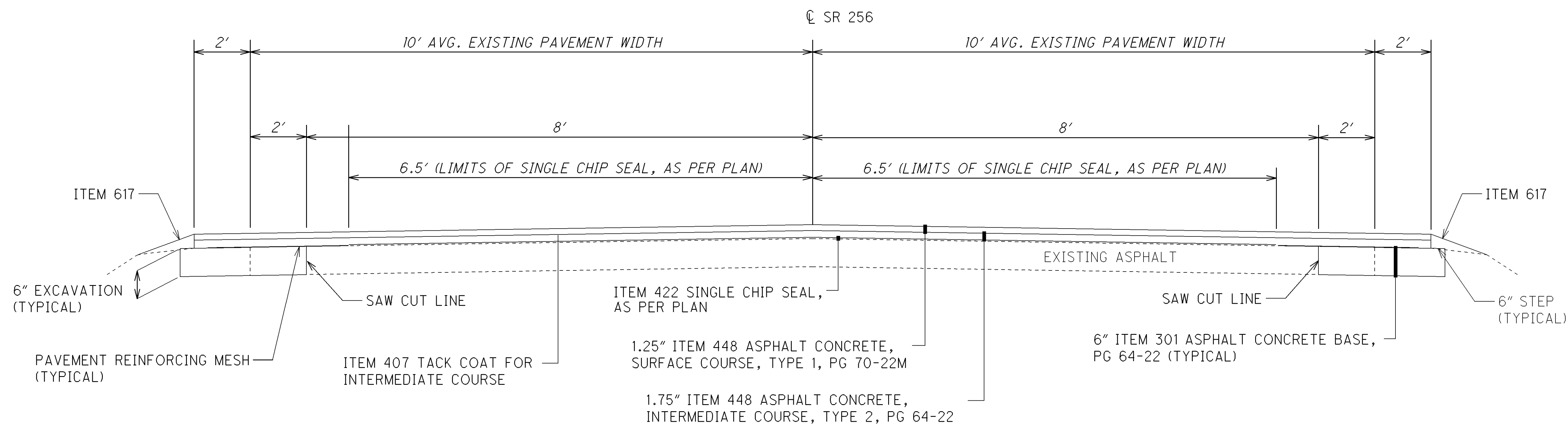
CALCULATED	LME	CHECKED	DNM
GENERAL NOTES			
FAI-256-14.12			
PER-256-0.00			
PER-188-0.00			
5 22			



NOTES:

- 1.) SAFETY EDGES ARE REQUIRED AT THE OUTSIDE EDGES OF THE PAVED ROADWAY (EDGE OF TRAVEL LANE OR EDGE OF PAVED SHOULDER).
 - 2.) CONSTRUCT THE SAFETY EDGE THE FULL ASPHALT CONCRETE OVERLAY THICKNESS OR 2.5" (63MM) WHICHEVER IS GREATER, NOT TO EXCEED THE MAXIMUM SAFETY EDGE THICKNESS OF 6" (150MM). CONSTRUCT A NEAR-VERTICAL FACE BELOW THE SAFETY EDGE FOR THICKNESS GREATER THAN 6" (150 MM).
 - 3.) BLADE AND SHAPE EXISTING SHOULDER MATERIAL TO FORM A UNIFORM SURFACE UNDER THE SAFETY EDGE PRIOR TO PLACEMENT OF THE ASPHALT CONCRETE OVERLAY.
 - 4.) FOR NEW PAVEMENT CONSTRUCT THE SAFETY EDGE THE FULL THICKNESS OF THE SURFACE AND INTERMEDIATE COURSES, NOT TO EXCEED 3.25" (82 MM).
- * 40° MAX





QUANTITIES AND CALCULATIONS

SLM 18.86 - SLM 24.59 = 5.73 MILES = 30,255 FEET
 2 X (30,255 FEET X 4.5 FEET) / 9 = 30,255 SQ.YD.

ITEM 203 EXCAVATION, AS PER PLAN - 30,255 S.Y. X 6" / 36 = 5,043 CU.YD.

ITEM 301 ASPHALT CONCRETE BASE, PG 64-22 -
 30,255 S.Y. X 6" / 36 = 5,043 CU.YD.

ITEM 407 TACK COAT (FACE OF TRENCH) -
 @ 0.25 GAL/SQ.YD. = 841 GALLON

ITEM 690 SPECIAL-REINFORCING MESH FOR TRANSVERSE
 AND/OR LONGITUDINAL JOINTS AND CRACKS -
 60,510' X 5' (WIDE) / 9 = 33,617 SQ.YD.

QUANTITIES CARRIED TO LOCATION 1 SUB-SUMMARY

ASPHALT SURFACE TREATMENT QUANTITIES SHOWN ON
 PAVEMENT DATA TABLES

P:\FAI\25192\Design\Roadway\Plan_Sheets\General\F256_PSD_001.dgn 09-APR-2013 12:07PM dmorgan

PAVEMENT DATA

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		PAVEMENT WIDTH (FEET)	TYPICAL	PAVEMENT AREA	254		407		422	448 ASPHALT CONCRETE				614		
					MILES	LIN. FT.				THICKNESS	PAVEMENT PLANING, ASPHALT CONCRETE	TACK COAT @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	SINGLE CHIP SEAL, AS PER PLAN	THICKNESS	INTERMEDIATE COURSE, TYPE 1, PG 64-22	INTERMEDIATE COURSE, TYPE 2, PG 64-22	THICKNESS	SURFACE COURSE, TYPE 1, PG 70-22M	WORK ZONE CENTER LINE, CLASS II	
																					SQ. YD.
1	FAI	S.R. 256	14.12	15.72	1.60	8,448.0	21.0	1	19,712.0			1,478.4	985.6	19,712.0	1.00	547.6		1.25	684.5	4.80	
1	FAI	S.R. 256	15.72	15.84	0.12	633.6	22.0	1	1,548.8			116.2	77.4	1,548.8	1.00	43.0		1.25	53.8	0.36	
1	FAI	S.R. 256	15.84	16.78	0.94	4,963.2	22.0	1	12,132.3	2.25	12,132.3	909.9	606.6		1.00	337.0		1.25	421.3	1.88	
1	FAI	S.R. 256	16.78	18.86	2.08	10,982.4	20.0	1	24,405.3			1,830.4	1,220.3	24,405.3	1.00	677.9		1.25	847.5	6.24	
1	FAI	S.R. 256	18.86	24.63	5.77	30,465.6	20.0 AVG	1	67,701.3			5,077.6	3,385.1	44,005.9	1.75		3,291.0	1.25	2,350.8	17.31	
BRIDGE DEDUCTIONS									(366.7)			(27.5)	(18.3)		1.00	(10.1)		1.25	(12.7)	(0.04)	
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)												12,132.3	9,385.0	6,256.7	89,672.0		1,595.4	3,291.0		4,345.2	30.55
2	PER	S.R. 256	0.00	0.16	0.16	844.8	20.0	1	1,877.3			140.8	93.9	1,877.3	1.75		91.3	1.25	65.2	0.48	
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)												140.8	93.9	1,877.3			91.3		65.2	0.48	
3	PER	S.R. 188	0.00	3.70	3.70	19,536.0	18.0	1	39,072.0			2,930.4	1,953.6	39,072.0	1.00	1085.3		1.25	1,356.7	11.10	
3	PER	S.R. 188	3.70	3.86	0.16	844.8	18.0	1	1,689.6	2.25	1,689.6	126.7	84.5		1.00	46.9		1.25	58.7	0.32	
3	PER	S.R. 188	3.86	4.23	0.37	1,953.6	22.0	1	4,775.5	2.25	4,775.5	358.2	238.8		1.00	132.7		1.25	165.9	0.74	
3	PER	S.R. 188	4.23	4.34	0.11	580.8	24.0	2	1,548.8	2.25	1,548.8	116.2	77.4		1.00	43.0		1.25	53.8	0.11	
3	PER	S.R. 188	4.34	4.37	0.03	158.4	32.0	2	563.2	2.25	563.2	42.2	28.2		1.00	15.6		1.25	19.6	0.03	
3	PER	S.R. 188	4.37	4.43	0.06	316.8	32.0	2	1,126.4	2.25	1,126.4	84.5	56.3		1.00	31.3		1.25	39.2	0.06	
3	PER	S.R. 188	4.43	4.48	0.05	264.0	35.0	2	1,026.7	2.25	1,026.7	77.0	51.3		1.00	28.5		1.25	35.7	0.05	
LOCATION 3 TOTALS (CARRIED TO SUB-SUMMARY)												4,265.1	3,735.2	2,490.1	39,072.0		1,383.3			1,729.6	12.41

ASPHALT CONCRETE DATA

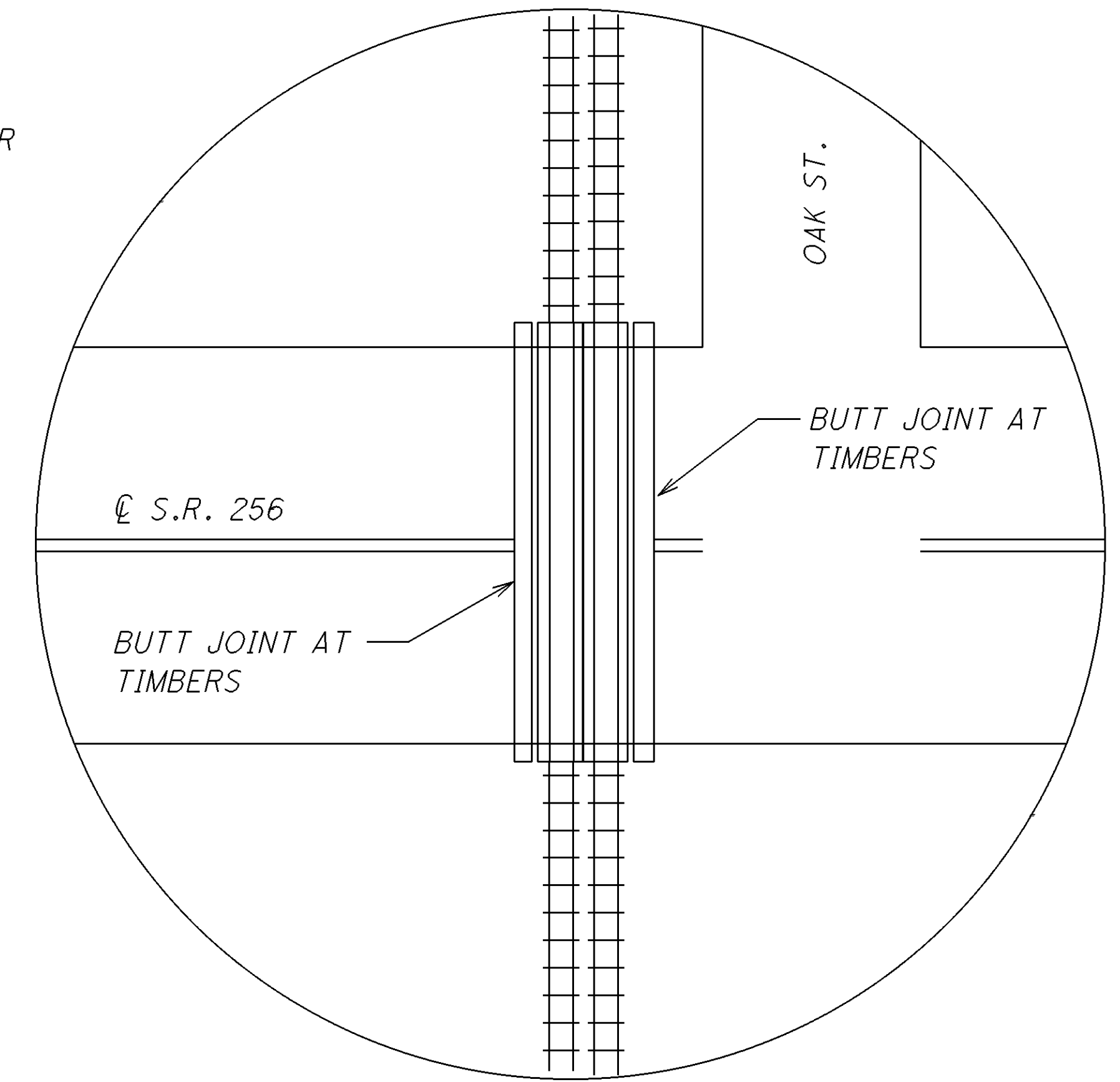
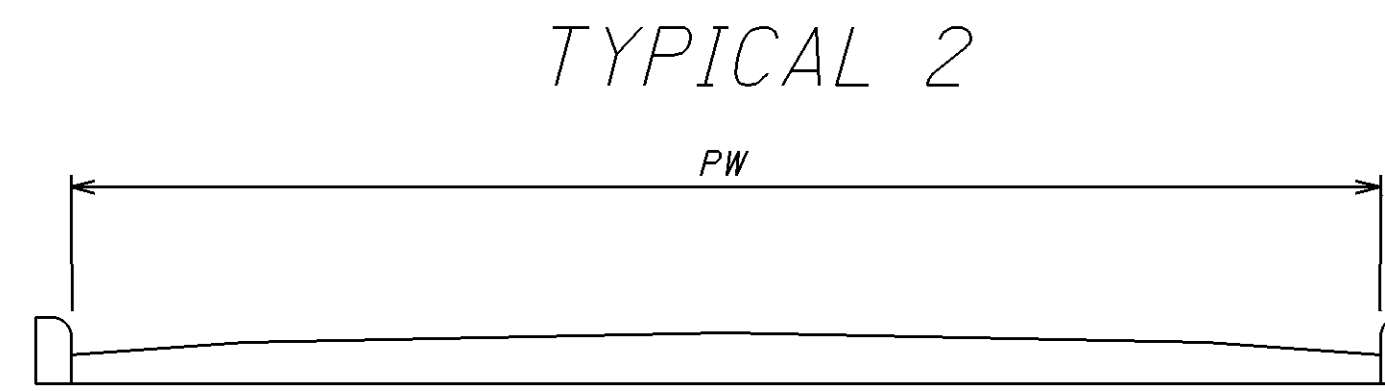
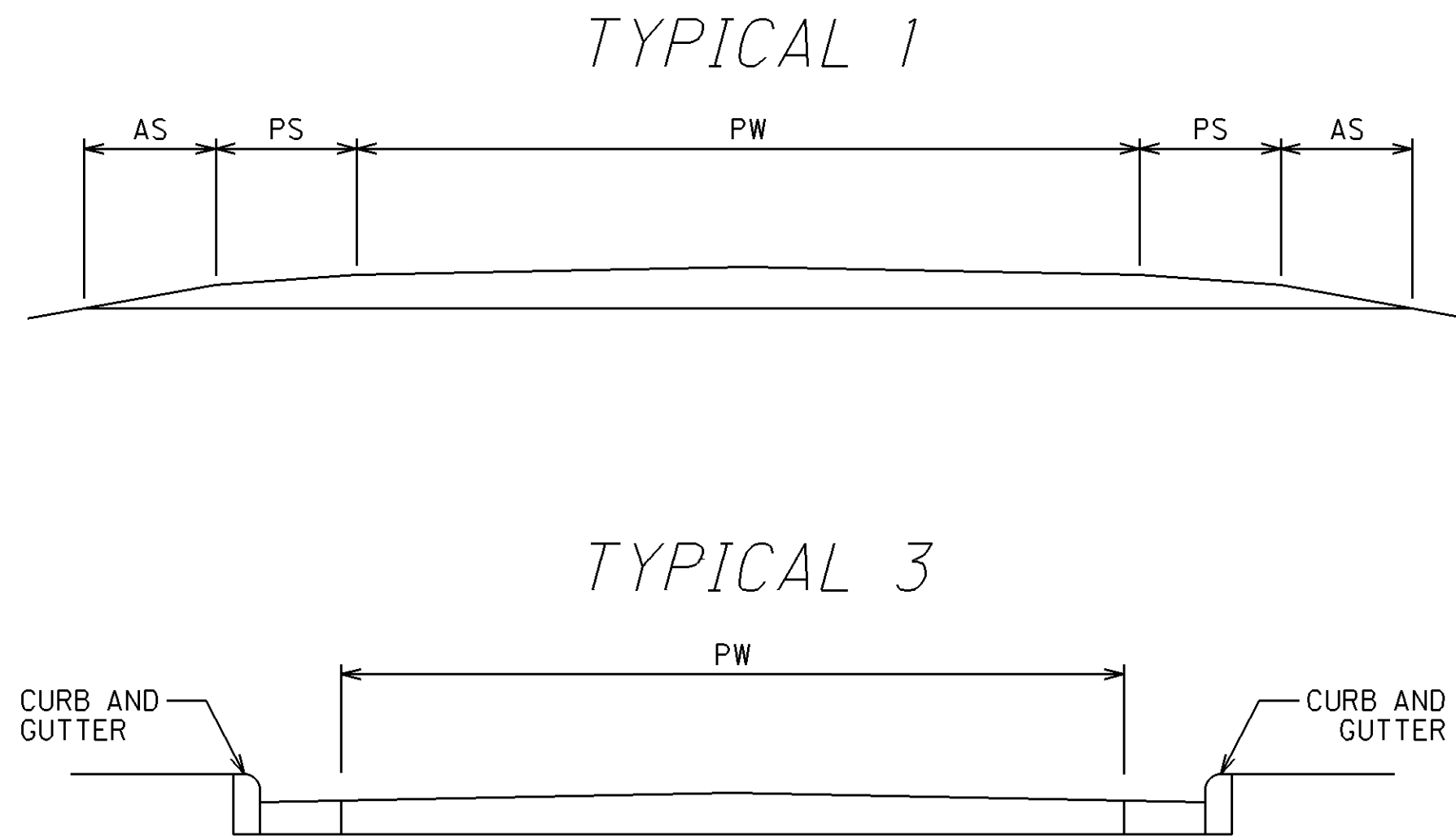
FAI-256-14.12
PER-256-0.00
PER-188-0.00

NOTE: THE SINGLE CHIP SEAL, AS PER PLAN QUANTITIES ON S.R. 256 FROM SLM 18.86 TO SLM 24.63 IN FAIRFIELD COUNTY IS BASED ON A WIDTH OF 13.0 FT, SEE DETAILS ON SHEET 7.

NOTE:

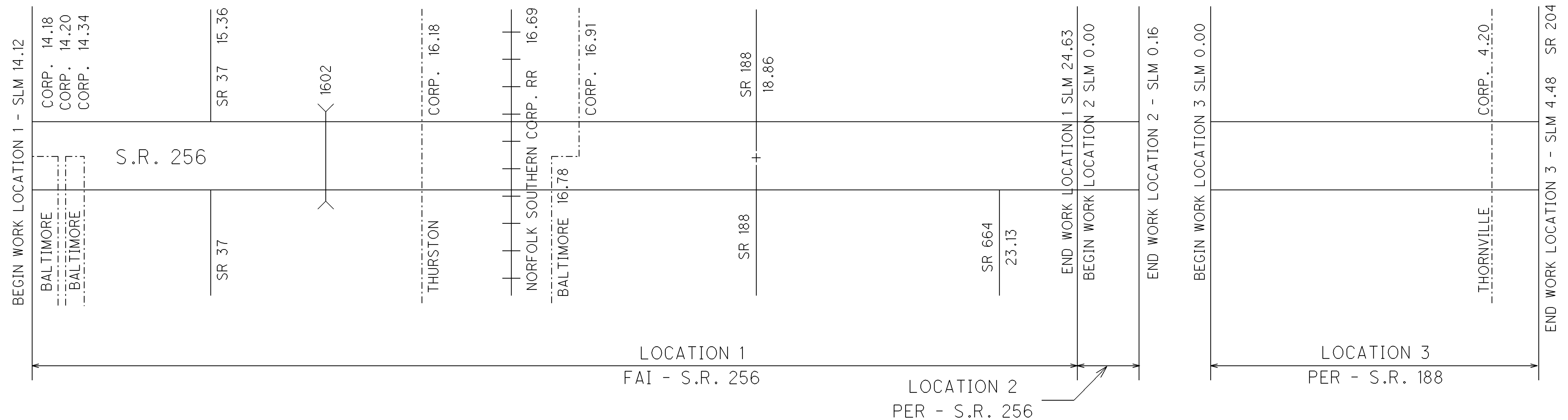
THE PAVEMENT WIDTHS SHOWN IN THE "PAVEMENT DATA" TABLE ON SHEET 8 ARE THE WIDTHS WHICH HAVE BEEN DETERMINED TO HAVE SUFFICIENT ROADWAY BASE FOR PAVING. IF ACTUAL ROADWAY WIDTHS DIFFER, THE ROADWAY SHALL BE PAVED ONLY THE WIDTH SHOWN IN THE AFOREMENTIONED TABLE. IF THE EXISTING ROADWAY IS WIDER THAN THAT WHICH IS SHOWN IN THE TABLE, PAVING SHALL BE CENTERED ABOUT THE FULL WIDTH OF THE ROADWAY AND ANY EXCESS EXISTING PAVEMENT ON THE EDGES SHALL BE COVERED WITH ITEM 617 COMPACTED AGGREGATE. PAVING IN CURBED ROADWAY SECTIONS SHALL BE FROM CURB TO CURB.

PW = PAVEMENT WIDTH
 PS = PAVED SHOULDER
 AS = AGGREGATE SHOULDER



NORFOLK SOUTHERN CORP.
 RR CROSSING
 AARDOT - 513399U

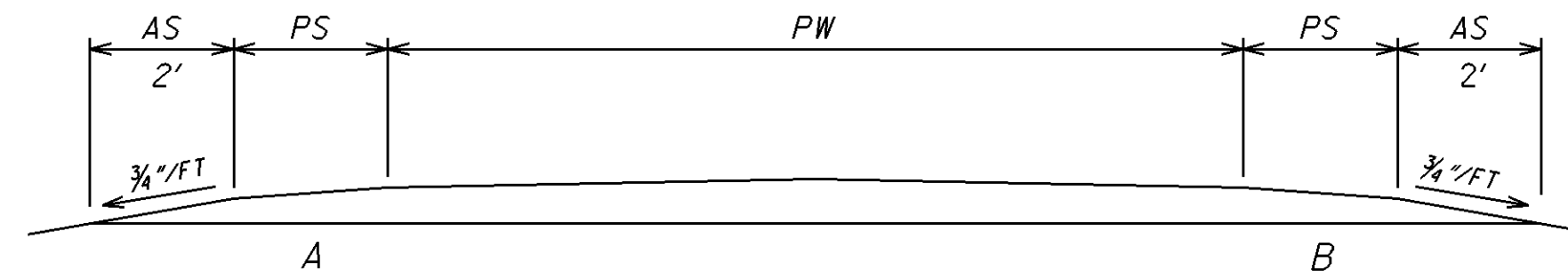
STRAIGHT LINE DIAGRAMS



<p>FAI-256-14.12 PER - 256 - 0.00 PER - 188 - 0.00</p>	<p>ASPHALT CONCRETE DATA</p>
<p>9 22</p>	<p>CALCULATED LME CHECKED DNM</p>

PW = PAVEMENT WIDTH
 PS = PAVED SHOULDER
 AS = AGGREGATE SHOULDER

TYPICAL 1



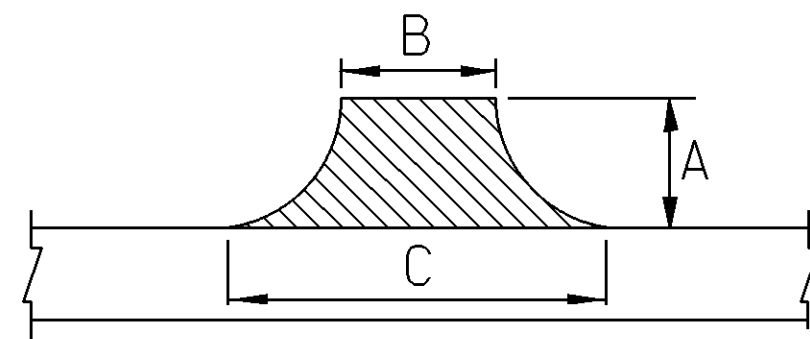
SHOULDER DATA																								
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		TYPICAL	PROPOSED WIDTH (FT.)		SHOULDER AREA	209		254		407		422	448 ASPHALT CONCRETE				617		
											PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	THICKNESS	PAVEMENT PLANING, ASPHALT CONCRETE	TACK COAT @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	SINGLE CHIP SEAL, AS PER PLAN	THICKNESS	INTERMEDIATE COURSE, TYPE 1, PG 64-22	INTERMEDIATE COURSE, TYPE 2, PG 64-22	THICKNESS	SURFACE COURSE, TYPE 1, PG 70-22M	THICKNESS	COMPACTED AGGREGATE, AS PER PLAN (2' WIDTH)	
																								SQ. YD.
1	FAI	S.R. 256	14.12	15.72	1.60	8448.0	1	2	2	3,754.7	3.20			281.6	187.7	3,754.7	1.00	104.3		1.25	130.4	3.00	312.9	
1	FAI	S.R. 256	15.72	16.78	1.06	5596.8	1	2	2	2,487.5	2.12	2.25	2,487.5	186.6	124.4		1.00	69.1		1.25	86.4	3.00	207.3	
1	FAI	S.R. 256	16.78	18.86	2.08	10982.4	1	2	2	4,881.1	4.16			366.1	244.1	4,881.1	1.00	135.6		1.25	169.5	3.00	406.8	
1	FAI	S.R. 256	18.86	24.59	5.73	30254.4	1	2	2	13,446.4	11.46			1,008.5	672.3		1.75		653.6	1.25	466.9	3.00	1,120.5	
1	FAI	S.R. 256	24.59	24.63	0.04	211.2	1	2	2	93.9	0.08			7.0	4.7		1.75		4.6	1.25	3.3	3.00	7.8	
BRIDGE DEDUCTIONS										(66.7)	(0.06)			(66.7)	(5.0)	(3.3)		1.00	(1.9)		1.25	(2.3)	3.00	(5.6)
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)											20.96		2,420.8	1,844.8	1,229.9	8,635.8		307.1	658.2		854.2		2,049.7	
2	PER	S.R. 256	0.00	0.16	0.16	844.8	1	2	2	375.5	0.32			28.2	18.8	375.5	1.75		18.3	1.25	13.0	3.00	31.3	
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)											0.32				28.2	18.8	375.5		18.3		13.0		31.3	
3	PER	S.R. 188	0.00	3.70	3.70	19536.0	1	2	2	8,682.7	7.40			651.2	434.1	8,682.7	1.00	241.2		1.25	301.5	3.00	723.6	
3	PER	S.R. 188	3.70	3.86	0.16	844.8	1	2	2	375.5	0.32	1.25	375.5	28.2	18.8		1.00	10.4		1.25	13.0	3.00	31.3	
3	PER	S.R. 188	3.86	4.23	0.37	1953.6	1	3	3	1,302.4	0.74	1.25	1,302.4	97.7	65.1		1.00	36.2		1.25	45.2	3.00	72.4	
LOCATION 3 TOTALS (CARRIED TO SUB-SUMMARY)											8.46		1,677.9	777.1	518.0	8,682.7		287.8		359.7		827.3		

F256_MPS_001.DGN 4-09-13

PAVED SHOULDER DATA

FAI-256-14.12
 PER-256-0.00
 PER-188-0.00

CALCULATED
 LME
 CHECKED
 DNM



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

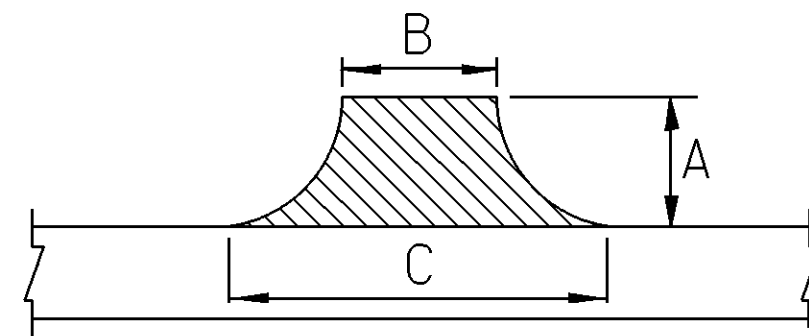
EXTRA AREAS

LOCATION	COUNTY	ROUTE	SIDE	DESCRIPTION	INTERSECTIONS			AREA SQ. YD.	202		407		448 ASPHALT CONCRETE				
					DETAIL DIMENSION				WEARING COURSE REMOVED SQ. YD.	TACK COAT @ 0.075 GAL./S.Y. GAL.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y. GAL.	THICKNESS IN.	INTERMEDIATE COURSE, TYPE 1, PG 64-22 CU. YD.	INTERMEDIATE COURSE, TYPE 2, PG 64-22 CU. YD.	THICKNESS IN.	SURFACE COURSE, TYPE 1, PG 64-22 CU. YD.	
					A	B	C										
					FT.	FT.	FT.										
1	FAI	S.R. 256	RT	MILLERSPORT ROAD	40	24	116	311.2	311.2	23.4	15.6	1.00	8.7		1.25	10.9	
1	FAI	S.R. 256	RT	MAPLE STREET CR 58	60	28	146	580.0	580.0	43.5	29.0	1.00	16.2		1.25	20.2	
1	FAI	S.R. 256	LT	HIGH STREET	25	26	56	113.9	113.9	8.6	5.7	1.00	3.2		1.25	4.0	
1	FAI	S.R. 256	RT	HIGH STREET	15	25	41	55.0	55.0	4.2	2.8	1.00	1.6		1.25	2.0	
1	FAI	S.R. 256	RT	WILLOW STREET	15	18	41	49.2	49.2	3.7	2.5	1.00	1.4		1.25	1.8	
1	FAI	S.R. 256	RT	OAK STREET	30	21	60	135.0	135.0	10.2	6.8	1.00	3.8		1.25	4.7	
1	FAI	S.R. 256	LT	BROAD STREET	20	19	45	71.2	71.2	5.4	3.6	1.00	2.0		1.25	2.5	
1	FAI	S.R. 256	RT	CHERRY STREET	15	24	40	53.4	53.4	4.1	2.7	1.00	1.5		1.25	1.9	
1	FAI	S.R. 256	LT	LONG STREET	30	17	62	131.7	131.7	9.9	6.6	1.00	3.7		1.25	4.6	
1	FAI	S.R. 256	RT	RUFFNER ROAD	40	17	74	202.3	202.3	15.2	10.2	1.00	5.7		1.25	7.1	
1	FAI	S.R. 256	LT	RUFFNER ROAD	35	17	53	136.2	136.2	10.3	6.9	1.00	3.8		1.25	4.8	
1	FAI	S.R. 256	RT	LAKE ROAD NE CR 62	35	19	66	165.3	165.3	12.4	8.3	1.00	4.6		1.25	5.8	
1	FAI	S.R. 256	LT	LAKE ROAD NE CO 62	30	20	63	138.4	138.4	10.4	7.0	1.00	3.9		1.25	4.9	
1	FAI	S.R. 256	RT	AT SR 188 WEST SIDE	35	21	60	157.5	157.5	11.9	7.9	1.00	4.4		1.25	5.5	
1	FAI	S.R. 256	LT	AT SR 188 EAST SIDE	35	22	57	153.7	153.7	11.6	7.7	1.75		7.5	1.25	5.4	
1	FAI	S.R. 256	LT	CATTAIL ROAD	20	16	55	78.9	78.9	6.0	4.0	1.75		3.9	1.25	2.8	
1	FAI	S.R. 256	LT	CATTAIL ROAD CR 80	25	19	65	116.7	116.7	8.8	5.9	1.75		5.7	1.25	4.1	
1	FAI	S.R. 256	RT	NEW SALEM ROAD NE	42	16	112	298.7	298.7	22.5	15.0	1.75		14.6	1.25	10.4	
1	FAI	S.R. 256	RT	RADER ROAD NE	40	16	80	213.4	213.4	16.1	10.7	1.75		10.4	1.25	7.5	
1	FAI	S.R. 256	LT	TWP ROAD 15	20	14	42	62.3	62.3	4.7	3.2	1.75		3.1	1.25	2.2	
1	FAI	S.R. 256	RT	HAMPSON ROAD	37	15	83	201.5	201.5	15.2	10.1	1.75		9.8	1.25	7.0	
1	FAI	S.R. 256	LT	RIDENOUR RAOD	34	21	73	177.6	177.6	13.4	8.9	1.75		8.7	1.25	6.2	
1	FAI	S.R. 256	RT	OAKTHORPE ROAD	35	18	75	180.9	180.9	13.6	9.1	1.75		8.8	1.25	6.3	
1	FAI	S.R. 256	LT	SR 664	34	22	89	209.7	209.7	15.8	10.5	1.75		10.2	1.25	7.3	
1	FAI	S.R. 256	LT	THORNVILLE ROAD NE	35	16	76	178.9	178.9	13.5	9.0	1.75		8.7	1.25	6.3	
1	FAI	S.R. 256	RT	BRUNO ROAD	35	19	75	182.8	182.8	13.8	9.2	1.75		8.9	1.25	6.4	
1	FAI	S.R. 256	RT	MILLER ROAD	32	19	73	163.6	163.6	12.3	8.2	1.75		8.0	1.25	5.7	
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)									4,519.0	340.5	227.1		64.5	108.3		158.3	
2	PER	S.R. 256	RT	AT S.R. 13	50	32	161	536.2	536.2	40.3	26.9	1.75		26.1	1.25	18.7	
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)									536.2	40.3	26.9		26.1	18.7			

CALCULATED
LME
CHECKED
DNM

EXTRA AREA DATA

FAI-256-14.12
PER-256-0.00
PER-188-0.00



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

EXTRA AREAS

LOCATION	COUNTY	ROUTE	SIDE	DESCRIPTION	INTERSECTIONS			AREA SQ. YD.	202	407		448 ASPHALT CONCRETE			
					WEARING COURSE REMOVED SQ. YD.	TACK COAT @ 0.075 GAL./S.Y. GAL.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y. GAL.		THICKNESS IN.	INTERMEDIATE COURSE, TYPE 1, PG 64-22 CU. YD.	THICKNESS IN.	SURFACE COURSE, TYPE 1, PG 64-22 CU. YD.			
													DETAIL DIMENSION		
													A FT.	B FT.	C FT.
3	PER	S.R. 188	LT	NEW SALEM RD.	98	30		163.4	163.4	12.3	8.2	1.00	4.6	1.25	5.7
3	PER	S.R. 188	RT	TWP. RD. 88	150	40		333.4	333.4	25.1	16.7	1.00	9.3	1.25	11.6
3	PER	S.R. 188	LT	HIGH POINT RD.	34	18	46	120.9	120.9	9.1	6.1	1.00	3.4	1.25	4.2
3	PER	S.R. 188	LT	HIGH POINT RD.	34	16	44	113.4	113.4	8.6	5.7	1.00	3.2	1.25	4.0
3	PER	S.R. 188	RT	TWP. RD. 82	41	13	40	120.8	120.8	9.1	6.1	1.00	3.4	1.25	4.2
3	PER	S.R. 188	LT	TWP. RD. 81	42	18	44	144.7	144.7	10.9	7.3	1.00	4.1	1.25	5.1
3	PER	S.R. 188	RT	TWP. RD. 15	66	11	57	249.4	249.4	18.8	12.5	1.00	7.0	1.25	8.7
3	PER	S.R. 188	LT	TWP. RD. 390	60	17	55	240.0	240.0	18.0	12.0	1.00	6.7	1.25	8.4
3	PER	S.R. 188	RT	RIDENOUR RD.	55	18	92	336.2	336.2	25.3	16.9	1.00	9.4	1.25	11.7
3	PER	S.R. 188	LT	TWP. RD. 80	47	16	60	198.5	198.5	14.9	10.0	1.00	5.6	1.25	6.9
3	PER	S.R. 188	RT	THORNHILL	28	35	75	171.2	171.2	12.9	8.6	1.00	4.8	1.25	6.0
				IN THORNVILLE											
3	PER	S.R. 188	RT	ALLEY	20	12	12	26.7	26.7	2.1	1.4	1.00	0.8	1.25	1.0
3	PER	S.R. 188	LT	W. SOUTH ST.	26	21	37	83.8	83.8	6.3	4.2	1.00	2.4	1.25	3.0
3	PER	S.R. 188	RT	E. SOUTH ST.	33	32	127	291.5	291.5	21.9	14.6	1.00	8.1	1.25	10.2
3	PER	S.R. 188	LT	FIRST ST.	27	18	23	61.5	61.5	4.7	3.1	1.00	1.8	1.25	2.2
3	PER	S.R. 188	RT	FIRST ST.	25	13	26	54.2	54.2	4.1	2.8	1.00	1.6	1.25	1.9
3	PER	S.R. 188	CL	AT S.R. 204	20	36	36	80.0		6.0	4.0	1.00	2.3	1.25	2.8
LOCATION 3 TOTALS (CARRIED TO SUB-SUMMARY)									2,709.6	210.1	140.2		78.5		97.6

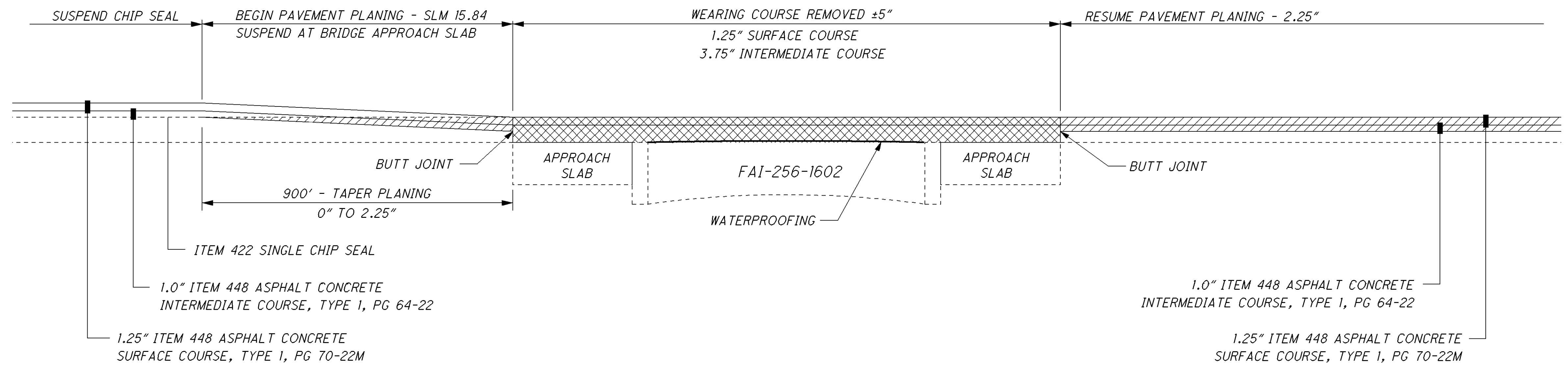
CALCULATED
LME
CHECKED
DNM

EXTRA AREA DATA

FAI-256-14.12
PER-256-0.00
PER-188-0.00

CALCULATED
LME
CHECKED
DNM

DETAIL 1



WEARING COURSE REMOVED, WATERPROOFING, ±5.0" RESURFACING

NOTE: WATERPROOFING, STEEL DRIP STRIP & ASPHALT INTERMEDIATE COURSE MUST BE COMPLETED BEFORE OPENING TO TRAFFIC.

DEDUCTIONS = PAVEMENT/SHOULDER WIDTHS X (BRIDGE LENGTH + APPROACH SLABS)

QUANTITIES BELOW INCLUDE EXTRA AREA FOR SHOULDER WIDENING AT BRIDGE APPROACH

BRIDGE DATA

NO.	COUNT	COUNT	COUNT	COUNT	COUNT	COUNT	COUNT	COUNT	COUNT	COUNT	202		407		448			512	518		
											WEARING COURSE REMOVED	TACK COAT @ 0.075 GAL/SQ.YD.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL/SQ.YD.	THICKNESS	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 64-22	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG 64-22	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M	TYPE 3 WATERPROOFING	SPECIAL-STEEL DRIP STRIP	
	COUNTY, ROUTE, BRIDGE NO.	LENGTH (BRIDGE LIMITS)	WIDTH	AREA	APPROACH SLAB LENGTH	APPROACH SLAB WIDTH	APPROACH SLAB AREA (INCLUDES BOTH APPROACH SLABS)	DETAIL (THIS SHEET)	MAINLINE DEDUCTIONS (CARRIED TO SHEET 8)	SHOULDER DEDUCTIONS (CARRIED TO SHEET 10)	SQ. YD.	GALLON	GALLON	INCHES	CU. YD.	CU. YD.	INCHES	CU. YD.	SQ. YD.	FEET	
1	FAI-256-1602	110.0	40.0	488.9	20.0	40.0	177.8	1	366.7	66.7	666.7	50.0	33.3	3.75		69.4	1.25	23.1	488.9	220.0	
EXTRA AREA FOR BRIDGE APPROACH SHOULDERS											155.6	11.7	7.8	1.0	4.3		1.25	5.4			
BRIDGE DEDUCTIONS											366.7										
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)											822.3	61.7	41.1		4.3	69.4		28.5	488.9	220.0	

BRIDGE DECK TREATMENT DATA

FAI-256-14.12
PER-256-0.00
PER-188-0.00

ITEM 648 EDGE LINE										
LOCATION	COUNTY	ROUTE	S.L.M.		TOTAL LENGTH (MILES)	INFORMATION ONLY			TOTAL EDGE LINE 4" MILES	REMARKS
			FROM	TO		WHITE EDGE LINE QUANTITIES				
			TOTAL MILES	HIGHWAY MILES		RAMP MILES	MILES			
1	FAI	S.R. 256	14.12	24.63	10.51	21.02	21.02		21.02	BALTIMORE E. CORP. TO PERRY CO. LINE
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)									21.02	
2	PER	S.R. 256	0.00	0.16	0.16	0.32	0.32		0.32	FAIRFIELD CO. TO S.R. 13
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)									0.32	
3	PER	S.R. 188	0.00	4.34	4.34	8.68	8.68		8.68	FAIRFIELD CO. TO SLM (SOUTH ST.)
LOCATION 3 TOTALS (CARRIED TO SUB-SUMMARY)									8.68	

ITEM 648 CENTER LINE										
LOCATION	COUNTY	ROUTE	S.L.M.		TOTAL LENGTH (MILES)	INFORMATION ONLY		TOTAL CENTER LINE MILES	REMARKS	
			FROM	TO		CENTER LINE QUANTITIES				
			TOTAL MILES	EQUIVALENT SOLID LINE		MILES				
1	FAI	S.R. 256	14.12	24.63	10.51	10.51	11.807	10.51	BALTIMORE E. CORP. TO PERRY CO. LINE	
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)									10.51	
2	PER	S.R. 256	0.00	0.16	0.16	0.16	0.322	0.16	FAIRFIELD CO. TO S.R. 13	
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)									0.16	
3	PER	S.R. 188	0.00	4.48	4.48	4.48	8.124	4.48	FAIRFIELD CO. TO S.R. 204	
LOCATION 3 TOTALS (CARRIED TO SUB-SUMMARY)									4.48	

PAVEMENT MARKING DATA (LONG LINE)

FAI-256-14.12
PER-256-0.00
PER-188-0.00

ITEM 644 AUXILIARY MARKING

LOCATION	COUNTY	ROUTE	DESCRIPTION	SIDE	SLM	TRANVERSE/DIAGONAL LINES (24")		STOP LINE (24")	12" CROSSWALK LINE	WORD ON PAVEMENT		SCHOOL SYMBOL MARKING		8" CHANNELIZING LINE	RAILROAD SYMBOL MARKING	REMARKS		
						WHITE	YELLOW			ONLY		72"	96"				72"	96"
						FT.	FT.			72"	96"	72"	96"				FEET	EACH
										EACH	EACH	EACH	EACH					
1	FAI	S.R. 256	MILLERSPORT ROAD	RT				43								PLACE 21' FROM SR 256 CL		
1	FAI	S.R. 256	MAPLE STREET	LT				35	222							PLACE STOP LINE 4' BEHIND CROSSWALK		
1	FAI	S.R. 256	HIGH STREET	LT				20	76							PLACE STOP LINE 4' BEHIND CROSSWALK		
1	FAI	S.R. 256	HIGH STREET	RT				12								PLACE 19' FROM SR 256 CL		
1	FAI	S.R. 256	WILLOW STREET	RT				12	60							PLACE STOP LINE 4' BEHIND CROSSWALK		
1	FAI	S.R. 256	ON SR 256											1				
1	FAI	S.R. 256	OAK STREET	LT				22								PLACE 28' FROM SR 256 CL		
1	FAI	S.R. 256	ON SR 256											1				
1	FAI	S.R. 256	BROAD STREET	LT				12	52							PLACE STOP LINE 4' BEHIND CROSSWALK		
1	FAI	S.R. 256	CHERRY STREET	RT				15								PLACE 19' FROM SR 256 CL		
1	FAI	S.R. 256	LONG STREET	LT				24								PLACE 18' FROM SR 256 CL		
1	FAI	S.R. 256	RUFFNER ROAD TWP 431	LT				27								PLACE 20' FROM SR 256 CL		
1	FAI	S.R. 256	RUFFNER ROAD	RT				19								PLACE 18' FROM SR 256 CL		
1	FAI	S.R. 256	LAKE ROAD CR 62	LT				24								PLACE 18' FROM SR 256 CL		
1	FAI	S.R. 256	LAKE ROAD CR 62	RT				16								PLACE 18' FROM SR 256 CL		
1	FAI	S.R. 256	ON SR 256 AT SR 188					22								PLACE 17' FROM SR 188 CL		
1	FAI	S.R. 256	ON SR 256 AT SR 188					16								PLACE 19' FROM SR 188 CL		
1	FAI	S.R. 256	CATTAIL ROAD TWP 419	LT				18								PLACE 17' FROM SR 256 CL		
1	FAI	S.R. 256	CATTAIL ROAD CR 80	RT				17								PLACE 20' FROM SR 256 CL		
1	FAI	S.R. 256	NEW SALEM ROAD NE CR 7	LT				25								PLACE 19' FROM SR 256 CL		
1	FAI	S.R. 256	RADEY ROAD NE TWP 423	RT				25								PLACE 16' FROM SR 256 CL		
1	FAI	S.R. 256	TWP ROAD 15	LT				10								PLACE 15' FROM SR 256 CL		
1	FAI	S.R. 256	HAMPSON ROAD TWP 411	RT				19								PLACE 17' FROM SR 256 CL		
1	FAI	S.R. 256	RIDENOUR ROAD CR 28	LT				22								PLACE 17' FROM SR 256 CL		
1	FAI	S.R. 256	OAKTHORPE ROAD TWP 409	RT				20								PLACE 17' FROM SR 256 CL		
1	FAI	S.R. 256	SR 664	RT				23								PLACE 20' FROM SR 256 CL		
1	FAI	S.R. 256	THORNVILLE ROAD NE TWP 403	RT				22								PLACE 17' FROM SR 256 CL		
1	FAI	S.R. 256	BRUNO ROAD CR 4	LT				19								PLACE 18' FROM SR 256 CL		
1	FAI	S.R. 256	MILLER ROAD C 74	RT				18								PLACE 17' FROM SR 256 CL		
			SUB-TOTALS															
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)								557	410					2				
2	PER	S.R. 256	ON SR 256 AT SR 13	CL				29								PLACE 29' FROM SR 13 CL		
			SUB-TOTALS															
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)								29										

CALCULATED
LME
CHECKED
DNM

PAVEMENT MARKING DATA (AUXILIARY MARKING DATA)

FAI-256-14.12
PER-256-0.00
PER-188-0.00

DETAIL	SEE STD. DWG. TC-65.11
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
3	MULTILANE DIVIDED/ CONTROLLED ACCESS

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	THRU APPROACH
9	TWO WAY LEFT TURN LANE

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

REM=REMARKS

ITEM 621 RPM SUB-SUMMARY

L O C A T I O N	C O U N T Y	R O U T E	B E G I N L O G P O I N T S L M	E N D L O G P O I N T S L M	L E N G T H		D E T A I L	621		P R I S M A T I C R E T R O - R E F L E C T O R C O L O R S					R E M A R K S
								R A I S E D P A V E M E N T M A R K E R R E M O V E D	R P M	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				
											W H I T E	Y E L L O W	Y E L L O W / Y E L L O W	W H I T E / R E D	
E A C H	E A C H	W H I T E	Y E L L O W	Y E L L O W / Y E L L O W	W H I T E / R E D	Y E L L O W / R E D									
1	FAI	SR256	14.12	14.36	0.24	1,267	GAP	16	16			16			
1	FAI	SR256	14.36	14.38	0.02	106	11	3	3			3			PC 14.36 PT 14.38 L=106' DEG 9
1	FAI	SR256	14.38	15.20	0.82	4,330	GAP	55	55			55			
1	FAI	SR256	15.20	15.36	0.16	845	7	24	24	16		8			STOP AT SR 37
1	FAI	SR256	15.36	15.52	0.16	845	7	135	135	16		119			STOP AT SR 37
1	FAI	SR256	15.52	16.71	1.19	6,283	GAP	79	79			79			
1	FAI	SR256	16.71	16.92	0.21	1,109	12	32	32			32			PC 16.80 PT 16.83 L=158' DEG 20
1	FAI	SR256	16.92	17.11	0.19	1,003	12	31	31			31			PC 16.98 PT 17.02 L=211' DEG 12
1	FAI	SR256	17.11	17.28	0.17	898	GAP	12	12			12			
1	FAI	SR256	17.28	17.49	0.21	1,109	12	32	32			32			PC 17.37 PT 17.40 L=158' DEG 17
1	FAI	SR256	17.49	17.65	0.16	845	12	25	25			25			PC 17.53 PT 17.56 L=158' DEG 26
1	FAI	SR256	17.65	17.95	0.30	1,584	GAP	20	20			20			
1	FAI	SR256	17.95	18.13	0.18	950	12	30	30			30			PC 18.04 PT 18.08 L=211' DEG 22
1	FAI	SR256	18.13	18.26	0.13	686	12	23	23			23			PC 18.13 PT 18.17 L=211' DEG 23
1	FAI	SR256	18.26	18.32	0.06	317	GAP	4	4			4			
1	FAI	SR256	18.32	18.51	0.19	1,003	12	32	32			32			PC 18.41 PT 18.46 L=264' DEG 10
1	FAI	SR256	18.51	18.64	0.13	686	12	25	25			25			PC 18.51 PT 18.55 L=211' DEG 14
1	FAI	SR256	18.66	18.70	0.04	211	GAP	3	3			3			
1	FAI	SR256	18.70	18.86	0.16	845	7	27	27	16		11			STOP AT SR 188
1	FAI	SR256	18.86	19.02	0.16	845	7	27	27	16		11			STOP AT SR 188
1	FAI	SR256	18.99	24.57	5.58	29,462	GAP	369	369			369			
1	FAI	SR256	24.57	24.63	0.06	317	REM	4	4			4			CL AT 40' SPACING
LOCATION 1 TOTALS (CARRIED TO SUB-SUMMARY)								1,008	1,008						
2	PER	S.R. 256	0.00	0.16	0.16	845	12	45	45	16		29			PC 0.03 PT 0.09 L=317' DEG 16
															STOP AT SR 13
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)								45	45						

CALCULATED
LME
CHECKED
DNM

RAISED PAVEMENT MARKER DATA

FAI-256-14.12
PER-256-0.00
PER-188-0.00

DETAIL	SEE STD. DWG. TC-65.II
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
3	MULTILANE DIVIDED/ CONTROLLED ACCESS

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	THRU APPROACH
9	TWO WAY LEFT TURN LANE

DETAIL	SEE STD. DWG. TC-65.II
10	APPROACH W/LT. 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	B E G I N L O G P O I N T S L M	E N D L O G P O I N T S L M	L E N G T H		D E T A I L	621		P R I S M A T I C R E T R O - R E F L E C T O R C O L O R S					R E M A R K S	
								R A I S E D P A V E M E N T M A R K E R R E M O V E D	R P M	I N F O R M A T I O N O N L Y						
										E A C H	E A C H	O N E - W A Y		T W O - W A Y		
												W H I T E	Y E L L O W	Y E L L O W / Y E L L O W		W H I T E / R E D
3	PER	SR 188	0.00	0.11	0.11	581	GAP	8	8			8			START FAIRFIELD COUNTY	
3	PER	SR 188	0.11	0.36	0.25	1,320	12	43	43			43			PC 0.20 PT 0.27 L=370' DEG 14	
3	PER	SR 188	0.36	0.55	0.19	1,003	12	31	31			31			PC 0.42 PT 0.46 L=211' DEG 14	
3	PER	SR 188	0.55	0.71	0.16	845	GAP	11	11			11				
3	PER	SR 188	0.71	0.75	0.04	211	11	6	6			6			PC 0.71 PT 0.75 L=211' DEG 7	
3	PER	SR 188	0.75	3.63	2.88	15,206	GAP	191	191			191				
3	PER	SR 188	3.63	3.67	0.04	211	11	6	6			6			PC 3.63 PT 3.67 L=211' DEG 9	
3	PER	SR 188	3.67	3.74	0.07	370	GAP	5	5			5				
3	PER	SR 188	3.74	3.78	0.04	211	11	6	6			6			PC 3.74 PT 3.78 L=211' DEG 8	
3	PER	SR 188	3.78	4.03	0.25	1,320	GAP	17	17			17				
3	PER	SR 188	4.03	4.15	0.12	634	12	20	20			20			PC 4.12 PT 4.15 L=158' DEG 15	
3	PER	SR 188	4.15	4.20	0.05	264	12	13	13			13			PC 4.16 PT 4.20 L=211' DEG 12, STOP AT THORNVILLE CORP.	
								17							TO BE ROMOVED AND NOT REPLACED IN THORNVILLE CORP.	
LOCATION 3 TOTALS (CARRIED TO SUB-SUMMARY)								374	357							

F256-LSS-001.DGN 4-09-13

LOCATION 1 SHEET TOTALS												ITEM	ITEM EXT.	GRAND TOTALS	UNIT	DESCRIPTION
2	3	4	5	7	8	10	11	13	14	15	17					
			1,493				4,519	823				202	23500	6,835	SQ YD	WEARING COURSE REMOVED
				5,043								203	10001	5,043	CU YD	EXCAVATION, AS PER PLAN
						20.96						209	72051	20.96	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN
100												253	01000	100	CU YD	PAVEMENT REPAIR
					12,133	2,421						254	01000	14,554	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
				5,043								301	46000	5,043	CU YD	ASPHALT CONCRETE BASE, PG64-22
				841	9,385	1,845	341	62				407	10000	12,474	GALLON	TACK COAT
					6,257	1,230	226	42				407	14000	7,757	GALLON	TACK COAT FOR INTERMEDIATE COURSE
9,839												408	10001	9,839	GALLON	PRIME COAT, AS PER PLAN
					89,672	8,636						422	10001	98,308	SQ YD	SINGLE CHIP SEAL, AS PER PLAN
	40				1,596	308	65	5				448	46020	2,014	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22
	35				3,291	659	109	70				448	46050	4,164	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
	190				4,346	855		29				448	46904	5,420	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M
							159					448	47020	159	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
								489				512	33010	489	SQ YD	TYPE 3 WATERPROOFING
								220				518	22300	220	FT	SPECIAL - STEEL DRP STRIP
	1											611	98630	1	EACH	CATCH BASIN ADJUSTED TO GRADE
	2											611	99150	2	EACH	INLET ADJUSTED TO GRADE
	10											611	99654	10	EACH	MANHOLE ADJUSTED TO GRADE
			160									614	11110	160	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
		76										614	12460	76	EACH	WORK ZONE MARKING SIGN
			8.8									614	13000	8.8	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
		100										614	18401	100	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
					30.55							614	21400	30.55	MILE	WORK ZONE CENTER LINE, CLASS II
						2,050						617	10101	2,050	CU YD	COMPACTED AGGREGATE, AS PER PLAN
											1,008	621	00100	1,008	EACH	RPM
											1,008	621	54000	1,008	EACH	RAISED PAVEMENT MARKER REMOVED
	6											632	26501	6	EACH	DETECTOR LOOP, AS PER PLAN
	3											638	10800	3	EACH	VALVE BOX ADJUSTED TO GRADE
										557		644	00500	557	FT	STOP LINE
										410		644	00600	410	FT	CROSSWALK LINE
										2		644	01000	2	EACH	RAILROAD SYMBOL MARKING
								21.02				648	00100	21.02	MILE	EDGE LINE, 4"
								10.51				648	00300	10.51	MILE	CENTER LINE
				33,617								690	12050	33,617	SQ YD	SPECIAL - REINFORCED MESH FOR TRANSVERSE AND/OR LONGITUDINAL JOINTS AND CRACKS

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LOCATION 1 SUB-SUMMARY
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LOCATION 2 SHEET TOTALS										ITEM	ITEM EXT.	GRAND TOTALS	UNIT	DESCRIPTION
2	3	4	5	8	10	11	14	15	17					
			213			537				202	23500	750	SQ YD	WEARING COURSE REMOVED
					0.32					209	72051	0.32	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN
				141	29	41				407	10000	211	GALLON	TACK COAT
				94	19	27				407	14000	140	GALLON	TACK COAT FOR INTERMEDIATE COURSE
151										408	10001	151	GALLON	PRIME COAT, AS PER PLAN
				1,878	376					422	10001	2,254	SQ YD	SINGLE CHIP SEAL, AS PER PLAN
	2			92	19	27				448	46050	140	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
	4			66	13					448	46904	83	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M
						19				448	47020	19	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
		3								614	12460	3	EACH	WORK ZONE MARKING SIGN
			1.0							614	13000	1.0	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
				0.48						614	21400	0.48	MILE	WORK ZONE CENTER LINE, CLASS II
					32					617	10101	32	CU YD	COMPACTED AGGREGATE, AS PER PLAN
									45	621	00100	45	EACH	RPM
									45	621	54000	45	EACH	RAISED PAVEMENT MARKER REMOVED
								29		644	00500	29	FT	STOP LINE
							0.32			648	00100	0.32	MILE	EDGE LINE, 4"
							0.16			648	00300	0.16	MILE	CENTER LINE

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LOCATION 3 SHEET TOTALS										ITEM	ITEM EXT.	GRAND TOTALS	UNIT	DESCRIPTION
2	3	4	5	8	10	12	14	16	18					
			213			2,710				202	23500	2,923	SQ YD	WEARING COURSE REMOVED
					8.46					209	72051	8.46	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN
100										253	01000	100	CU YD	PAVEMENT REPAIR
				4,266	1,678					254	01000	5,944	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE
				3,736	778	211				407	10000	4,725	GALLON	TACK COAT
				2,491	518	141				407	14000	3,150	GALLON	TACK COAT FOR INTERMEDIATE COURSE
4,145										408	10001	4,145	GALLON	PRIME COAT, AS PER PLAN
				39,072	8,683					422	10001	47,755	SQ YD	SINGLE CHIP SEAL, AS PER PLAN
	23			1,384	288	79				448	46020	1,774	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22
	71			1,730	360					448	46904	2,161	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M
						98				448	47020	98	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22
	3									611	98630	3	EACH	CATCH BASIN ADJUSTED TO GRADE
	3									611	99150	3	EACH	INLET ADJUSTED TO GRADE
	1									611	99654	1	EACH	MANHOLE ADJUSTED TO GRADE
			80							614	11110	80	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
		27								614	12460	27	EACH	WORK ZONE MARKING SIGN
			2.3							614	13000	2.3	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
		28								614	18401	28	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
				12.41						614	21400	12.41	MILE	WORK ZONE CENTER LINE, CLASS II
					828					617	10101	828	CU YD	COMPACTED AGGREGATE, AS PER PLAN
									357	621	00100	357	EACH	RPM
									374	621	54000	374	EACH	RAISED PAVEMENT MARKER REMOVED
	1									638	10800	1	EACH	VALVE BOX ADJUSTED TO GRADE
								243		644	00500	243	FT	STOP LINE
								270		644	00600	270	FT	CROSSWALK LINE
						8.68				648	00100	8.68	MILE	EDGE LINE, 4"
						4.48				648	00300	4.48	MILE	CENTER LINE

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LOCATION 3 SUB-SUMMARY

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LOCATION TOTALS			FUNDING PARTICIPATION				ITEM	ITEM EXT.	GRAND TOTALS	UNIT	DESCRIPTION	SEE SHEET
LOCATION 1 01/STR/PV	LOCATION 2 01/STR/PV	LOCATION 3 02/NFA/PV	01/STR/PV	02/NFA/PV	03/STR/OT	04/NFA/OT						
6,835	750	2,923	7,585	2,923			202	23500	10,508	SQ YD	WEARING COURSE REMOVED	
5,043			5,043				203	10001	5,043	CU YD	EXCAVATION, AS PER PLAN	2
20.96	0.32	8.46	21.28	8.46			209	72051	29.74	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	2
100		100	100	100			253	02000	200	CU YD	PAVEMENT REPAIR	
14,554		5,944	14,554	5,944			254	01000	20,498	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE	
5,043			5,043				301	46000	5,043	CU YD	ASPHALT CONCRETE BASE, PG64-22	
12,474	211	4,725	12,685	4,725			407	10000	17,410	GALLON	TACK COAT	
7,757	140	3,150	7,897	3,150			407	14000	11,047	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
9,839	151	4,145	9,990	4,145			408	10001	14,135	GALLON	PRIME COAT, AS PER PLAN	2
98,308	2,254	47,755	100,562	47,755			422	10001	148,317	SQ YD	SINGLE CHIP SEAL, AS PER PLAN	5
2,014		1,774	2,014	1,774			448	46020	3,788	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22	
4,164	140		4,304				448	46050	4,304	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22	
5,420	83	2,161	5,503	2,161			448	46904	7,664	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M	
159	19	98	178	98			448	47020	276	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	
489			489				512	33010	489	SQ YD	TYPE 3 WATERPROOFING	
220			220				518	22300	220	FT	SPECIAL - STEEL DRIP STRIP	
1		3	1	3			611	98630	4	EACH	CATCH BASIN ADJUSTED TO GRADE	
2		3	2	3			611	99150	5	EACH	INLET ADJUSTED TO GRADE	
10		1	10	1			611	99654	11	EACH	MANHOLE ADJUSTED TO GRADE	
160		80	160	80			614	11110	240	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
76	3	27	79	27			614	12460	106	EACH	WORK ZONE MARKING SIGN	
8.8	1.0	2.3	9.8	2.3			614	13000	12.1	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
100		28	100	28			614	18401	128	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	4
30.55	0.48	12.41			31.03	12.41	614	21400	43.44	MILE	WORK ZONE CENTER LINE, CLASS II	
2,050	32	828	2,082	828			617	10101	2,910	CU YD	COMPACTED AGGREGATE, AS PER PLAN	2
1,008	45	357			1053	357	621	00100	1,410	EACH	RPM	
1,008	45	374			1053	374	621	54000	1,427	EACH	RAISED PAVEMENT MARKER REMOVED	
6			6				632	26501	6	EACH	DETECTOR LOOP, AS PER PLAN	3
3		1	3	1			638	10800	4	EACH	VALVE BOX ADJUSTED TO GRADE	
557	29	243			586	243	644	00500	829	FT	STOP LINE	
410		270			410	270	644	00600	680	FT	CROSSWALK LINE	
2					2		644	01000	2	EACH	RAILROAD SYMBOL MARKING	
21.02	0.32	8.68			21.34	8.68	648	00100	30.02	MILE	EDGE LINE, 4"	
10.51	0.16	4.48			10.67	4.48	648	00300	15.15	MILE	CENTER LINE	
33,617			33,617				690	12050	33,617	SQ YD	SPECIAL - REINFORCED MESH FOR TRANSVERSE AND/OR LONGITUDINAL JOINTS AND CRACKS	
			79%	21%			103	05000	LUMP		PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND	
			79%	21%			614	11000	LUMP		MAINTAINING TRAFFIC	
			79%	21%			619	16000	2	MONTH	FIELD OFFICE, TYPE A	
			79%	21%			623	10000	LUMP		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
			79%	21%			624	10000	LUMP		MOBILIZATION	

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GENERAL SUMMARY

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