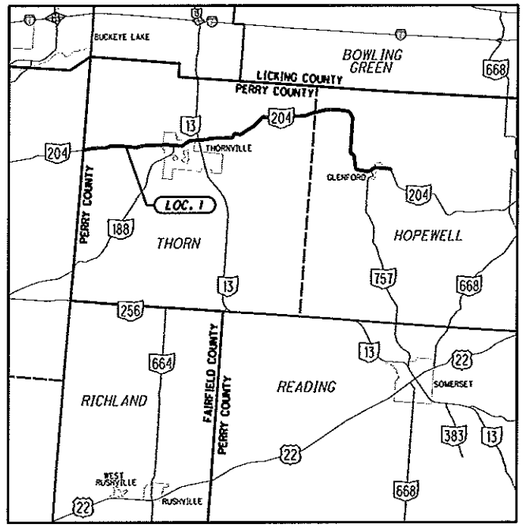
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

PER-204-0.00

VILLAGES OF THORNVILLE AND GLENFORD
THORN AND HOPEWELL TOWNSHIPS
PERRY COUNTY



LOCATION MAP

LATITUDE: 39° 54′ 25″ LONGITUDE: 82° 22′ 34″

PORTION TO BE IMPROVED ----------

DESIGN DESIGNATION	S.R. 204
FUNCTIONAL CLASSIFICATION	RMIC
OPENING YEAR ADT (2019)	1,600
DESIGN YEAR ADT (2031)	2,000
DESIGN HOURLY VOLUME (2031)	250
DIRECTIONAL DISTRIBUTION	65%
TRUCKS (24 HOUR B&C)	3%
DESIGN SPEED	55 MPH
LEGAL SPEED	55 MPH
NHS PROJECT	NO

RMIC = RURAL MINOR COLLECTOR

DESIGN EXCEPTIONS

NONE

PROJECT DESCRIPTION

ASPHALT CONCRETE RESURFACING AND RELATED WORK ON S.R. 204 IN PERRY COUNTY

PROJECT EARTH DISTURBED AREA = N/A (MAINT.)
ESTIMATED CONTRACTOR EARTH DISTURBED AREA = N/A (MAINT.)
NOTICE OF INTENT EARTH DISTURBED AREA = N/A (MAINT.)

LOCATION	PLAN SPLIT	COUNTY	ROUTE	BEGIN SLM	END SLM	LENGTH MILES	CITY/VILLAGE
1	1	PER	204	0.00	10.00	10.00	THORNVILLE GLENFORD

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2016 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

UNDERGROUND UTILITIES

CONTACT BOTH SERVICES TWO WORKING DAYS **BEFORE YOU DIG.**

OHIO Utilities Protection SERVICE — *Call Before You Dig* 1-800-362-2764
(Non-members must be called directly)

OIL & GAS PRODUCERS UNDERGROUND PROTECTION SERVICE 1-800-925-0988

PLAN PREPARED BY:
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 5 PLANNING & ENGINEERING

ENGINEER'S SEAL

STATE OF OHIO — JASON SCOTT LUTZ E-77397 — REGISTERED PROFESSIONAL ENGINEER

SIGNED: _____

DATE: 8/6/2018

STANDARD CONSTRUCTION DRAWINGS		SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	7/18/14	800	7/20/18
BP-4.1	7/19/13	832	1/17/14
DS-1-92	7/18/03		
MT-97.10	7/18/14		
MT-97.12	1/20/17		
MT-99.20	7/20/18		
MT-101.90	7/21/17	SPECIAL PROVISIONS	
TC-65.10	1/17/14		
TC-65.11	7/21/17		
TC-71.10	1/19/18		

APPROVED _____
DATE 8/6/18 *DISTRICT DEPUTY DIRECTOR*

APPROVED _____
DATE 8-15-18 *DIRECTOR, DEPARTMENT OF TRANSPORTATION*

FEDERAL PROJECT NO. **NON-FEDERAL**
PID NO. **105130**
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT **NONE**
PER-204-0.00

PER - SR 204-00.00
180570 PID - 105130
Dist 5 11/8/2018

Conformed Set
Contract Proposal Available @
www.contracts.dot.state.oh.us/home

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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.

PAVEMENT MARKINGS

AUXILIARY MARKINGS (STOP LINES, CROSSWALK LINES, CHANNELIZING LINES, ETC.) SHOWN IN THE PLANS ARE TAKEN FROM EXISTING LOCATIONS. THE CONTRACTOR SHALL DOCUMENT ALL AUXILIARY MARKING LOCATIONS THAT WILL BE REMOVED/OBLITERATED DURING THIS PROJECT AND PLACE NEW AUXILIARY MARKINGS AT THE LOCATION OF THE EXISTING MARKINGS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

CENTER LINE MARKINGS SHALL BE PLACED PER THE **PASSING/ NO PASSING LOGS** FOUND ON THE WEBSITE BELOW. ANY DISCREPANCIES BETWEEN THE EXISTING MARKINGS AND THE PASSING/NO PASSING LOGS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO PLACEMENT.
HTTP://WWW.DOT.STATE.OH.US/DISTRICTS/D05/CAPITAL%20PROGRAMS/PRODUCTION/PAGES/CENTERLINEPASSINGANDNOPASSINGZONELOGS.ASPX

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER A MINIMUM OF 24 HOURS PRIOR TO APPLYING PAVEMENT MARKING MATERIALS ON ANY ROUTES SO THAT ODOT PERSONNEL MAY BE PRESENT DURING PAVEMENT MARKING OPERATIONS. AS PER CMS 641.04, THE CONTRACTOR SHALL PROVIDE ODOT PERSONNEL A COPY OF THE DLS SHORT REPORT AT THE END OF EVERY WORK DAY OR AS REQUESTED THROUGHOUT THE DAY. THE CONTRACTOR SHALL NOT RECEIVE PAYMENT FOR ANY WORK DONE WITHOUT NOTIFICATION AS STATED ABOVE OR IF DSL SHORT REPORTS ARE NOT PROVIDED DAILY.

ITEM 209 PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN

AFTER PLACEMENT OF THE INTERMEDIATE COURSE, WHILE PERFORMING LINEAR GRADING, THE CONTRACTOR SHALL EXCAVATE AN AREA **TEN (10) INCHES WIDE** OUTSIDE THE EXISTING PAVED SHOULDER TO PROVIDE A LEVEL SURFACE FREE OF VEGETATION FOR CONSTRUCTION OF THE SAFETY EDGE.

DURING LINEAR GRADING, THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE FROM THE ROADWAY SURFACE TO THE SHOULDER BREAK, THE EXISTING 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 AFTER LINEAR GRADING IS COMPLETED THAT HAS NOT BEEN DISPOSED OF ON-SITE, SHALL BE REMOVED AND DISPOSED OFF-SITE BY THE CONTRACTOR PRIOR TO PLACEMENT OF THE SURFACE COURSE AND SAFETY EDGE.

GRADED SHOULDERS OF 12 INCHES OR LESS WHERE THE SAFETY EDGE CAN BE OMITTED, THE PREPARING SUBGRADE FOR SHOULDER PAVING CAN ALSO BE OMITTED. THE CONTRACTOR WILL ONLY BE PAID FOR AREAS WHERE THE ABOVE WORK IS BEING PREFORMED.

ALL EQUIPMENT, LABOR, AND INCIDENTALS REQUIRED TO PERFORM LINEAR GRADING AND EXCAVATION OF SHOULDER SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR ITEM 209, PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN.

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.

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, COMPACTED, AND TACKED 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 QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY THE ABOVE DESCRIBED PURPOSE.

ITEM 253, PAVEMENT REPAIR
LOCATION 1: 450 CY

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE, BY DEPTH

DEPTH OF PLANING SHALL BE AS SHOWN ON THE PAVEMENT AND SHOULDER DATA TABLES. PLANING SHALL BE THE FULL WIDTH OF THE EXISTING 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.

IF DURING PLANING OPERATIONS EXCESSIVE SPALLING, RIDGES, OR OTHER IRREGULARITIES ARE FOUND, PLANING DEPTH ADJUSTMENTS SHALL BE MADE UP TO 3/8 INCH AS DIRECTED BY THE ENGINEER. PAYMENT SHALL BE INCLUDED IN THE UNIT PRICE BID PER CMS 254.07.

ITEM 407, NON-TRACKING TACK COAT

THE RATE OF APPLICATION OF THE ITEM 407, NON-TRACKING TACK COAT SHALL BE PER **CMS TABLE 407.06-1** AND SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF **0.08 GAL/SY** FOR TACK COAT UNDER THE INTERMEDIATE COURSE AND **0.05 GAL/SY** UNDER SURFACE COURSE, (FOR ESTIMATING PURPOSES ONLY).

ITEM 408, PRIME COAT, AS PER PLAN

THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER CMS 702) AT A RATE OF **0.40 GAL/SY** TO THE COMPLETED AGGREGATE SHOULDER. TO REDUCE AGGREGATE LOSS, **THE PRIME COAT SHALL BE APPLIED WITHIN SEVEN (7) DAYS AFTER PLACEMENT OF THE AGGREGATE SHOULDER OR LIQUATED DAMAGES PER CMS 108.07 WILL BE ASSESSED.** 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.

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.

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.

ALL AREAS SHALL BE LOOSENED AND FREE OF VEGETATION PER 617.04 PRIOR TO PLACEMENT OF COMPACTED AGGREGATE. AGGREGATE SHOULDERS SHALL BE SLOPED TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE ROADWAY. AGGREGATE SHOULDERS MAY BE REDUCED TO ONE (1) FOOT WIDE WHERE NECESSARY AND MAY BE OMITTED ON SLOPES STEEPER THAN 4:1 AT THE APPROVAL OF THE ENGINEER.

IN AREAS WHERE TOPSOIL IS ENCOUNTERED, THE WIDTH OF THE COMPACTED AGGREGATE SHALL BE REDUCED TO THE WIDTH OF THE EXISTING BERM. IF NO EXISTING BERM EXISTS THAN THE COMPACTED AGGREGATE SHALL BE NON-PERFORMED.

SHOULDER PREPARATION SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR ITEM 617, COMPACTED AGGREGATE, AS PER PLAN.

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.

CALCULATED PCM
CHECKED JSL

GENERAL NOTES

PER-204-0.00

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RESIDENTIAL AND COMMERCIAL DRIVES

AN ESTIMATED QUANTITY OF ITEM 441, 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). THE ENGINEER MAY EXTEND PAVING DISTANCE FOR ASPHALT DRIVEWAYS IN ORDER TO PROVIDE A SMOOTH TRANSITION AND/OR ELIMINATE SHORT DISTANCES OF UNDESIRABLE PROFILE. ABRUPT CHANGES IN DRIVEWAY PROFILE ARE NOT PERMITTED.

AN ESTIMATED QUANTITY OF ITEM 202, WEARING COURSE REMOVED HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER TO CREATE BUTT JOINTS FOR ALL EXISTING ASPHALT, CONCRETE, AND GRAVEL DRIVES/APRONS. FIELD DRIVES AND OIL WELL DRIVES SHALL NOT BE PAVED.

IF AN EXISTING 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.

*BUTT JOINTS AT THE END OF ALL DRIVEWAYS SHALL BE **1.25"** IN DEPTH TO ACCOMMODATE THE SURFACE COURSE. NO WORK SHALL BE PERFORMED ON DRIVEWAYS LOCATED IN CURB SECTIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.*

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

ITEM 202, WEARING COURSE REMOVED
LOCATION 1: 1370 SY

ASPHALT ITEM 441, CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M
LOCATION 1: 48 CY

MAIL BOX TURN OUTS

*A QUANTITY OF ITEM 441, 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 STANDARD 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.*

ITEM 202, WEARING COURSE REMOVED
LOCATION 1: 600 SY

ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)
LOCATION 1: 17 CY

ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M
LOCATION 1: 21 CY

ITEM 611, CATCH BASIN ADJUSTED TO GRADE
ITEM 611, MANHOLE ADJUSTED TO GRADE
ITEM 638, VALVE BOX ADJUSTED TO GRADE

*THESE ITEMS SHALL BE USED TO ADJUST CATCH BASINS, MANHOLES, AND WATER VALVE BOXES LOCATED THROUGHOUT THE PROJECT LIMITS AS DIRECTED BY THE ENGINEER. SEE STANDARD DRAWING **BP-3.1** FOR ADJUSTMENT DETAILS. THE ENGINEER SHOULD TALK TO THE LOCAL AGENCY TO GET THEIR PREFERRED TREATMENT WHEN ADJUSTMENTS ARE REQUIRED.*

CURRENTLY ALL UTILITIES ARE TO GRADE AND ARE LOCATED IN MILL AND FILL SECTIONS. THE ENGINEER MAY NON-PERFORM SOME OR ALL OF THE QUANTITIES LISTED BELOW AT THEIR DISCRETION. ANY GAS VALVE BOXES AND TELEPHONE COMPANY MANHOLES ON THIS PROJECT SHALL BE ADJUSTED TO GRADE BY THE RESPECTIVE OWNERS.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK DESCRIBED AND SHALL BE INCLUDED FOR PAYMENT WITH THE ITEMS LISTED BELOW.

ITEM 611, CATCH BASIN ADJUSTED TO GRADE
LOCATION 1: 2 EACH

ITEM 611, MANHOLE ADJUSTED TO GRADE
LOCATION 1: 3 EACH

ITEM 638, VALVE BOX ADJUSTED TO GRADE
LOCATION 1: 5 EACH

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 CAMPACTED 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

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

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

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 TURNOUTS 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.

*SEE SAFETY EDGE DETAIL ON **SHEET 6** FOR ADDITIONAL INFORMATION.*

THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR EXTRA ASPHALT FOR CONSTRUCTION OF THE SAFETY EDGE:

ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 70-22M
LOCATION 1: 130 CY

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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 THE STANDARD DRAWINGS LISTED ON THE TITLE SHEET.

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. THIS RULE DOES NOT APPLY TO PLANING AT BRIDGES OR ACROSS BRIDGES UNLESS THE BRIDGE IS BEING TREATED THE SAME AS THE ADJACENT ROADWAY.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. THE MAXIMUM LANE CLOSURE LENGTH SHALL BE PER **MT-97.12**. 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.

NOTIFICATION OF ROAD CLOSURE OR RESTRICTIONS

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.

BUTT JOINT

A BUTT JOINT WILL BE REQUIRED AT THE LOCATIONS SPECIFIED BELOW. BUTT JOINTS SHALL BE AS PER STANDARD DRAWING **BP-3.1** UNLESS OTHERWISE SHOWN IN THE PLANS.

THE MINIMUM ASPHALT WEDGE LENGTH AT BUTT JOINTS SHALL BE **10'**. THE GRINDING FOR BUTT JOINTS SHALL BE INCLUDED WITH ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE.

Location	County	Route	Description	S.L.M.	614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
					CY
1	PER	S.R. 204	Begin Work	0.00	1.0
			Bridge	1.66	2.0
			Bridge	1.98	2.0
			S.R. 13	3.13	1.0
			S.R. 13	3.18	1.0
			Bridge	4.31	2.0
			Bridge	9.42	2.0
			End Work	10.00	1.0
Location 1 Total (Carried to General Summary)					12

DROP-OFFS IN WORK ZONES

DROP-OFFS 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.

COOPERATION BETWEEN CONTRACTORS

THE STATE OF OHIO HAS CONTRACTED PROJECT **PER-13-28.15 PID 93003** WHICH MAY BE CONSTRUCTED CONCURRENTLY WITH THIS PROJECT. IT IS IMPERATIVE THAT THE CONTRACTORS COOPERATE FULLY WITH EACH OTHER AS OUTLINED IN SECTION 105.08 OF THE CMS MANUAL. ALL MAINTENANCE OF TRAFFIC SHALL BE COORDINATED BETWEEN PROJECTS AND NOT CONFLICT WITH ONE ANOTHER.

ITEM 614, WORK ZONE PAVEMENT MARKINGS

THE CONTRACTOR SHALL PLACE ALL WORK ZONE PAVEMENT MARKINGS IN ACCORDANCE WITH **CMS 614.11** AND STANDARD DRAWING **MT-99.20** UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE QUANTITIES BELOW ARE FOR PLACEMENT OF TEMPORARY MARKINGS ON THE SURFACE AND INTERMEDIATE COURSES.

ITEM 614, WORK ZONE CENTER LINE, CLASS II, 642 PAINT (INTERMEDIATE)
LOCATION 1: 10.00 MILE

ITEM 614, WORK ZONE CENTER LINE, CLASS III, 642 PAINT (SURFACE)
LOCATION 1: 10.00 MILE

ITEM 614, WORK ZONE MARKING SIGNS

W8-H12A (NO EDGE LINES):
LOCATION 1: 27 EACH

R4-1 (DO NOT PASS):
LOCATION 1: 31 EACH

R4-2 (PASS WITH CARE)
LOCATION 1: 11 EACH

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 ON ENTRANCE/ EXIT RAMPS, BRIDGE APPROACHES, AND 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.

ITEM 614, WORK ZONE MARKING SIGN
LOCATION 1: 69 EACH

CALCULATED PCM
CHECKED JSL

MAINTENANCE OF TRAFFIC NOTES

PER-204-0.00

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ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED IN THIS NOTE WILL NOT GENERALLY BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 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) SHOULD BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS, ***AS DIRECTED BY THE ENGINEER****:*

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.

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED 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 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 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.

LAW ENFORCEMENT OFFICERS (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 HOURS PAID SHALL INCLUDE 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 A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

ITEM 614 LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

LOCATION 1: 50 HOURS

ITEM 519, PATCHING CONCRETE STRUCTURE, AS PER PLAN

TO EXPEDITE WORK, CLASS QC2 CONCRETE WITH AN ACCELERATING ADMIXTURE SIKA RAPID-1 OR ANY APPROVED EQUIVALENT ADMIXTURE SHALL BE USED TO ACHIEVE 3,000 PSI COMPRESSIVE STRENGTH IN 12 HRS. USE A NON-CHLORIDE ACCELERATING ADMIXTURE AND PROVIDE DOCUMENTATION THAT THE MIX WILL PROVIDE THE STRENGTH IN THE SPECIFIED TIME.

THIS ITEM SHALL CONFORM TO CMS 519 WITH THE FOLLOWING CONDITIONS AND REVISIONS:

PATCHES SHALL BE A MINIMUM OF 4 INCHES DEEP.

AT LEAST 5 DAYS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL A SCHEDULE OF REPAIR WORK ITEM TO BE COMPLETED. THE SCHEDULE SHALL INCLUDE A BREAKDOWN OF ALL MAJOR WORK ACTIVITIES ON AN HOURLY BASIS. REPAIR WORK SHALL NOT BEGIN UNTIL THE SCHEDULE IS APPROVED BY THE ENGINEER.

THE CONTRACTOR SHALL CONTINUE THE WET CURE FOR THE MAXIMUM NUMBER OF HOURS POSSIBLE DURING THE PERMITTED LANE CLOSURE. THE CLOCK STARTS FOR THE WET CURE WHEN THE CONCRETE PLACEMENT IS COMPLETE.

TRAFFIC SHALL BE MAINTAINED UNTIL AFTER COMPLETION OF A 12 HOUR MINIMUM WET CURE AND AFTER TWO TEST BEAMS HAVE ATTAINED AN AVERAGE MODULUS OF RUPTURE OF 400 PSI. PORTABLE TRAFFIC SIGNALS MAY BE NEEDED TO ACHIEVE 12 HOUR WET CURE.

THE CONTRACTOR MAY AFTER THE INTIAL 2 HOUR SET-UP OF THE CONCRETE, PLACE A STEEL PLATE OVER THE CONCRETE REPAIR IN ORDER TO OPEN TO UNRESTRICTED TRAFFIC. WET BURLAP BEDDING MUST BE PLACES BETWEEN THE STEEL PLATE AND FRESH CONCRETE PATCHED SURFACE. THE CONTRACTOR WILL STILL BE REQUIRED TO PROVIDE A WET CURE FOR THE DURATION OF THE CURE TIME.

PAYMENT FOR ALL THE ABOVE WORK DESCRIBED LABOR, EQUIPMENT, AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID ITEM 519, PATCHING CONCRETE STRUCTURE, AS PER PLAN FOR THE STRUCTURES LISTED BELOW.

ITEM 519, PATCHING CONCRETE STRUCTURE, AS PER PLAN
LOCATION 1: PER-204-0942 – 50 SF

CALCULATED PCM
CHECKED JSL

MAINTENANCE OF TRAFFIC NOTES

PER-204-0.00

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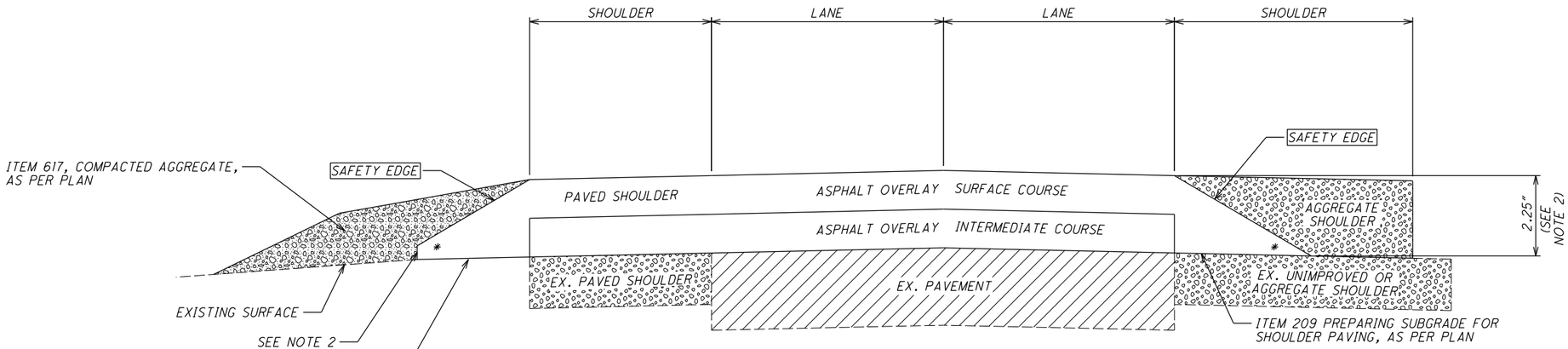

HALF SECTION
PAVED SHOULDER

TYPICAL SECTION 1

N.T.S.

HALF SECTION
AGGREGATE SHOULDER

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 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

CALCULATED PCM
CHECKED JSL

SAFETY EDGE DETAIL

PER-204-0.00

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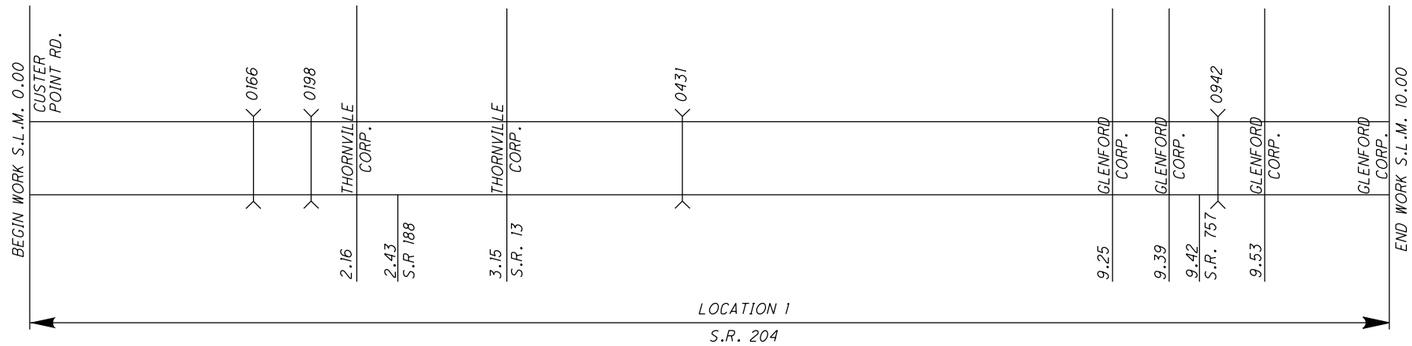

SEE SHEET 8 FOR TYPICALS

Pavement Data

Location	County	Route	Begin Log Point (SLM)	End Log Point (SLM)	Length Miles	Length Lin. Ft.	Pavement Width (FT) (Widths are Average Throughout Section)	Typical	Pavement Area (SY)	254 PAVEMENT PLANING, ASPHALT CONCRETE, 1.50"	254 PAVEMENT PLANING, ASPHALT CONCRETE, 2.25"	407 NON-TRACKING TACK COAT (@ 0.05 Gal/SY)	407 NON-TRACKING TACK COAT (@ 0.08 Gal/SY)	441 Thickness	441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1 (448)	441 Thickness	441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M
										SY	SY	GAL	GAL	Inches	CY	Inches	CY
1	PER	204	0.00	2.19	2.19	11,563.20	22.0	1 / 2	28,265.6	28,265.6		1,413.3	2,261.3	1.00	785.2	1.25	981.5
			2.19	2.39	0.20	1,056.00	22.0	1	2,581.3		2,581.3	129.1	206.6	1.00	71.8	1.25	89.7
			2.39	2.45	0.06	316.80	36.0	3	1,267.2		1,267.2	63.4	101.4	1.00	35.2	1.25	44.0
			2.45	2.50	0.05	264.00	40.0	3	1,173.3		1,173.3	58.7	93.9	1.00	32.6	1.25	40.8
			2.50	2.53	0.03	158.40	30.0	3	528.0		528.0	26.4	42.3	1.00	14.7	1.25	18.4
			2.53	2.58	0.05	264.00	40.0	3	1,173.3		1,173.3	58.7	93.9	1.00	32.6	1.25	40.8
			2.58	3.13	0.55	2,904.00	22.0	1	7,098.7		7,098.7	355.0	567.9	1.00	197.2	1.25	246.5
			Butt Joint and Skip S.R. 13 Intersection														
			3.18	9.41	6.23	32,894.40	22.0	1	80,408.5	80,408.5		4,020.5	6,432.7	1.00	2,233.6	1.25	2,792.0
			9.41	9.62	0.21	1,108.80	22.0	1	2,710.4		2,710.4	135.6	216.9	1.00	75.3	1.25	94.2
			9.62	9.87	0.25	1,320.00	22.0	4	3,226.7		3,226.7	161.4	258.2	1.00	89.7	1.25	112.1
			9.87	10.00	0.13	686.40	22.0	1	1,677.9		1,677.9	83.9	134.3	1.00	46.7	1.25	58.3
			S.R. 757 Radius (from Sheet 9)						373.4			18.7	29.9	1.00	10.4	1.25	13.0
			Bridge Deductions (Bridge Length x Pavement Width)						(1,005.1)	(1,005.1)		(50.2)	(80.4)	1.00	(27.9)	1.25	(34.8)
Location 1 Totals (Carried to General Summary)										**107,669**	**21,437**	**16,834**			**3,598**		**4,497**

CALCULATED PCM
CHECKED JSL

PAVEMENT DATA

PER-204-0.00

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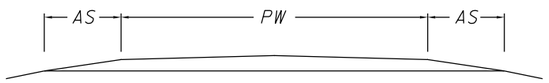
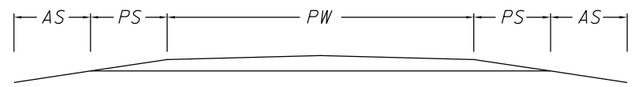
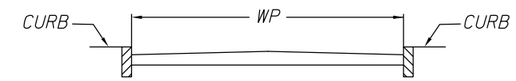
TYPICAL 1



TYPICAL 2

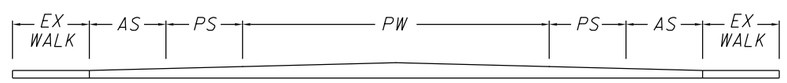


TYPICAL 3



WP = WIDTH OF PAVEMENT
PS = PAVED SHOULDER
AS = AGGREGATE SHOULDER

TYPICAL 4



Shoulder Data

Location	County	Route	Begin Log Point (SLM)	End Log Point (SLM)	Length		Typical	Paved Shoulder Width (FT.) (Widths are Average Throughout Section)		Shoulder Area (SY)	209	254	407		408	441				617		
					Miles	Lin. Ft.		A	B		PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	PAVEMENT PLANING, ASPHALT CONCRETE, 1.50"	NON-TRACKING TACK COAT (@ 0.050 Gal/SY)	NON-TRACKING TACK COAT (@ 0.080 Gal/SY)	PRIME COAT, AS PER PLAN (@ 0.40 Gal/SY)	Thickness	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1 (448)	Thickness	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M	Thickness	COMPACTED AGGREGATE, AS PER PLAN (2' Width)	COMPACTED AGGREGATE, AS PER PLAN (3' Width)
											MILE	SY	GAL	GAL	GAL	Inches	CY	Inches	CY	Inches	CY	CY
1	PER	S.R. 204	0.00	1.60	1.60	8,448.00	1				3.20				1,501.9					2.00	208.6	
			1.60	1.77	0.17	897.60	2	6.0	6.0	1,196.8	0.34	1,196.8	59.9	95.8	159.6	1.00	33.3	1.25	41.6	2.00	22.2	
			1.77	1.88	0.11	580.80	1				0.22				103.3					2.00	14.3	
			1.88	2.04	0.16	844.80	2	2.0	2.0	375.5	0.32	375.5	18.8	30.1	150.2	1.00	10.5	1.25	13.1	2.00	20.9	
			2.04	2.39	0.35	1,848.00	1				0.70				328.6					2.00	45.6	
			2.39	2.89	Thornville Corp. (See Pavement Data Table)																	
			2.89	3.13	0.24	1,267.20	1				0.48				225.3					2.00	31.3	
			Butt Joint and Skip S.R. 13 Intersection																			
			3.18	4.27	1.09	5,755.20	1				2.18				1,023.2					2.00	142.1	
			4.27	4.36	0.09	475.20	2	4.0	4.0	422.4	0.18	422.4	21.2	33.8	84.5	1.00	11.8	1.25	14.7	2.00	11.7	
			4.36	9.62	5.26	27,772.80	1				10.52				4,937.4					2.00	685.7	
			9.62	9.87	0.25	1,320.00	4	2.0	2.0	586.7	0.50	See Sheet 9	29.4	47.0	352.0	1.00	16.3	1.25	20.4	2.25		55.0
			9.87	10.00	0.13	686.40	1				0.26				122.1					2.00	16.9	
			Bridge Deductions (Bridge Length x Pavement Width)							(209.3)		(209.3)	(10.4)	(16.7)	(83.7)	1.00	(5.8)	1.25	(7.2)	2.00	(4.8)	
Location 1 Totals (Carried to General Summary)											**18.90**	**1,785**	**309**		**8,904**		**66**		**83**		**1,250**	

CALCULATED PCM
CHECKED JSL

SHOULDER DATA

PER-204-0.00

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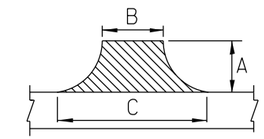
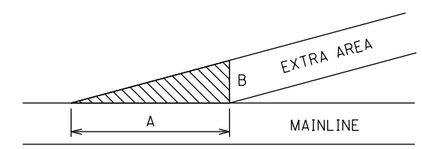
Extra Area Data

Location	County	Route	Description	Side	Intersections (FT) A	Intersections (FT) B	Intersections (FT) C	Extra Area (SY)	202 WEARING COURSE REMOVED SY	407 NON-TRACKING TACK COAT (@ 0.08 Gal/SY) GAL	441 Thickness Inches	441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 CY
1	PER	S.R. 204	CO. RD. 1 (CUSTER POINT RD.)	LT.	53	20	110	382.8	382.8	30.7	1.25	13.3
			CO. RD. 82 (NEW SALEM RD.)	RT.	37	20	63	170.7	170.7	13.7	1.25	6.0
			TWP. RD. 426	RT.	31	15	37	89.6	89.6	7.2	1.25	3.2
			CO. RD. 59 (ZARTMAN RD.)	LT.	28	17	56	113.6	113.6	9.1	1.25	4.0
			ALLEY **(BEGIN THORNVILLE)**	LT.	20	12	23	38.9	38.9	3.2	1.25	1.4
			ALLEY	RT.	28	11	17	43.6	43.6	3.5	1.25	1.6
			FIRST ST.	LT.	22	10	17	33.0	33.0	2.7	1.25	1.2
			FIRST ST.	RT.	28	11	24	54.5	54.5	4.4	1.25	1.9
			S. WEST ST.	RT.	23	21	37	74.2	74.2	6.0	1.25	2.6
			LAKEVIEW DR.	LT.	26	20	52	104.0	104.0	8.4	1.25	3.7
			ALLEY	LT.	28	14	38	80.9	80.9	6.5	1.25	2.9
			ALLEY	RT.	27	12	21	49.5	NO WORK (CONCRETE)			
			MAIN ST.	LT.	34	40	43	156.8	156.8	12.6	1.25	5.5
			S.R. 188	NO WORK								
			ALLEY	RT.	29	11	11	35.5	35.5	2.9	1.25	1.3
			ALLEY	LT.	26	15	15	43.4	43.4	3.5	1.25	1.6
			S. CHURCH ST.	RT.	25	21	29	69.5	69.5	5.6	1.25	2.5
			N. CHURCH ST.	LT.	37	22	21	88.4	88.4	7.1	1.25	3.1
			ALLEY	LT.	21	17	19	42.0	42.0	3.4	1.25	1.5
			ALLEY	RT.	24	16	23	52.0	52.0	4.2	1.25	1.9
			PARK DR.	RT.	38	23	37	126.7	126.7	10.2	1.25	4.4
			ALLEY	LT.	37	12	46	119.3	119.3	9.6	1.25	4.2
			MAPLE ST.	LT.	35	52	50	198.4	198.4	15.9	1.25	6.9
			ALLEY	LT.	12	10	15	16.7	16.7	1.4	1.25	0.6
			ALLEY	RT.	12	10	12	14.7	14.7	1.2	1.25	0.6
			ALLEY	RT.	24	12	32	58.7	58.7	4.7	1.25	2.1
			ALLEY	LT.	13	10	23	23.9	23.9	2.0	1.25	0.9
			BRYAN ORR DR.	LT.	16	10	34	39.2	39.2	3.2	1.25	1.4
			ALLEY	RT.	26	24	57	117.0	117.0	9.4	1.25	4.1
			ARLINGTON AVE. **(END THORNVILLE)**	RT.	17	17	37	51.0	51.0	4.1	1.25	1.8
			TWP. RD. 358	LT.	23	13	33	58.8	58.8	4.8	1.25	2.1
			S.R. 13	L/R	NO WORK (SEE PID 93003)							
			CO. RD. 73 (BLACKBIRD LN.)	LT.	78	19		164.7	164.7	13.2	1.25	5.8
			CO. RD. 73A (BLACKBIRD LN.)	LT.	92	34		347.6	347.6	27.9	1.25	12.1
			CO. RD. 72 (LONESOME RD.)	RT.	54	19	145	492.0	492.0	39.4	1.25	17.1
			TWP. RD. 37	LT.	33	15	37	95.4	95.4	7.7	1.25	3.4
			TWP. RD. 37	RT.	34	14	46	113.4	113.4	9.1	1.25	4.0
			TWP. RD. 21	RT.	24	18	47	86.7	86.7	7.0	1.25	3.1
			CO. RD. 10 (YOST RD.)	LT.	34	18	83	190.8	190.8	15.3	1.25	6.7
			CO. RD. 64 (HOPEWELL INDIAN RD.)	LT.	100	38		422.3	422.3	33.8	1.25	14.7
			CO. RD. 64A (HOPEWELL INDIAN RD.)	LT.	44	18	82	244.5	244.5	19.6	1.25	8.5
			TWP. RD. 472	LT.	55	13	119	403.4	403.4	32.3	1.25	14.1
			TWP. RD. 22	RT.	67	16	91	398.3	398.3	31.9	1.25	13.9
			MAIN ST. **(BEGIN GLENFORD)**	RT.	44	21	76	237.2	237.2	19.0	1.25	8.3
			S.R. 757 (MILL ST.)	RT.	60	22	90	373.4	373.4	SEE SHEET 7		
			MAIN ST.	RT.	32	25	86	197.4	197.4	15.8	1.25	6.9
			MAIN ST.	LT.	32	30	68	174.3	174.3	14.0	1.25	6.1
			PEARL ST.	LT.	10	10	18	15.6	15.6	1.3	1.25	0.6
			SHOULDER SLM (9.62-9.87)	LT.	5' WIDE			733.4	733.4	SEE SHEET 8		
			SHOULDER SLM (9.72-9.87)	RT.	5' WIDE			440.0	440.0	SEE SHEET 8		
			TWP. RD. 411	LT.	73	17	87	421.8	421.8	33.8	1.25	14.7
			TWP. RD. 411A **(END GLENFORD)**	LT.	38	14	49	133.0	133.0	10.7	1.25	4.7
Location 1 Totals (Carried to General Summary)									**8,183**	**533**		**233**

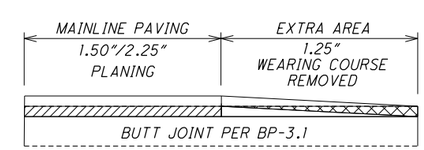


$$AREA = \left[A \frac{(B + C)}{2}\right] / 9$$



IF C=0 THEN:

$$AREA = \left[\frac{A}{2} \times B\right] / 9$$



CALCULATED PCM
CHECKED JSL

EXTRA AREA DATA

PER-204-0.00

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Bridge Treatment

Location 1:

PER-204-0166: BUTT JOINT AT APPROACH SLABS
PER-204-0198: MILL/FILL 2.5" WITH TYPE 3 WATERPROOFING AND DRIP STRIP
PER-204-0431: BUTT JOINT AT APPROACH SLABS
PER-204-0547: CULVERT - PAVE SAME AS ROADWAY
PER-204-0660: CULVERT - PAVE SAME AS ROADWAY
PER-204-0862: CULVERT - PAVE SAME AS ROADWAY
PER-204-0942: BUTT JOINT AT BRIDGE DECK, MILL/FILL APPROACH SLABS WITH SURFACE COURSE ONLY, DECK PATCHING AS NEEDED (SEE SHEET 5)

SEE SHEET 14 FOR BRIDGE TREATMENT DETAILS

Bridge Treatment Data

Location	Bridge No.	Bridge Length (FT)	Bridge Width (FT)	Bridge Area (SY)	Approach Slab Length (FT)	Approach Slab Width (FT)	Approach Slab Area (SY) (Includes both Approach Slabs)	Detail	Pavement Deductions (SY) (Bridge L + App. Slab L x Pvmt Width) (Carried to Sheet 7)	Shoulder Deductions (SY) (Bridge L + App. Slab L x Shld Width) (Carried to Sheet 8)	202	407		441				512	516	SPECIAL
											WEARING COURSE REMOVED	NON-TRACKING TACK COAT (@ 0.050 Gal/SY)	NON-TRACKING TACK COAT (@ 0.080 Gal/SY)	Thickness	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1 (448) (VARIABLE)	Thickness	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M	TYPE 3 WATERPROOFING	2" DEEP JOINT SEALER, AS PER PLAN	STEEL DRIP STRIP
											SY	GAL	GAL	Inches	CY	Inches	CY	SY	FT	FT
1	PER-204-0166	50	38	211.2	20	38	168.9	1	180.0	40.0									68	
	PER-204-0198	67	30	223.4	15	30	100.0	2	194.0	43.1	323.4	16.2	25.9	2.25	20.3	1.25	11.3	223.4		74
	PER-204-0431	62	40	275.6	20	40	177.8	1	226.7	45.3									68	
	PER-204-0942	132	36	528.0	25	20	111.2	3	404.4	80.9	111.2		51.2			1.25	3.9		48	
	Bridge Deductions								(1,005.1)	(209.3)										
Location 1 Totals (Carried to General Summary)											**435**	**94**			**21**		**16**	**224**	**184**	**74**

CALCULATED PCM
CHECKED JSL

BRIDGE TREATMENT DATA

PER-204-0.00

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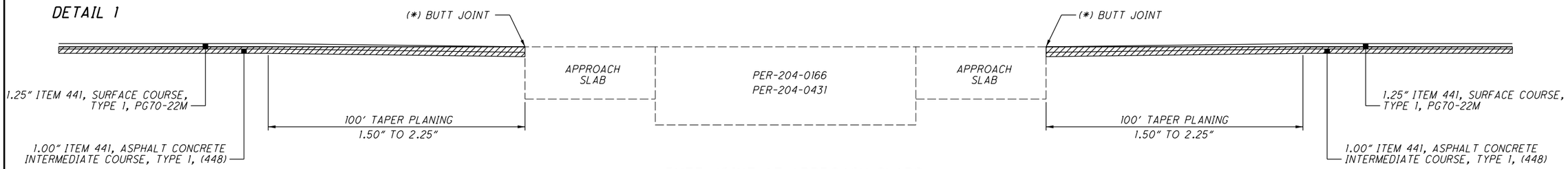
DETAIL 1



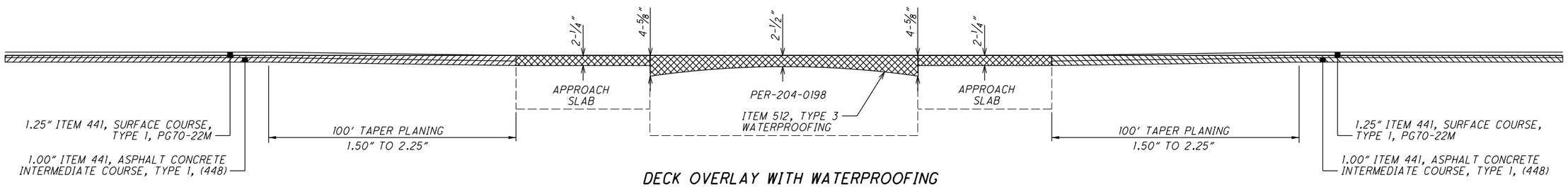
BUTT JOINT AT APPROACH SLABS

ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE

ITEM 202, WEARING COURSE REMOVED

* 2" DEEP JOINT SEALER, AS PER PLAN

DETAIL 2



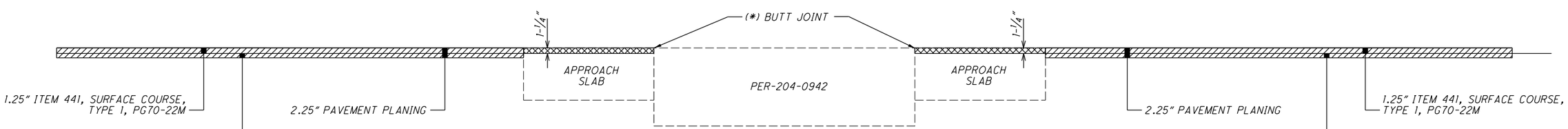
DECK OVERLAY WITH WATERPROOFING
AND STEEL DRIP STRIP

ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE

ITEM 202, WEARING COURSE REMOVED

* 2" DEEP JOINT SEALER, AS PER PLAN

DETAIL 3



BUTT JOINT AT BRIDGE DECK
MILL/FILL APPROACH SLABS WITH SURFACE COURSE ONLY
DECK PATCHING AS NEEDED

ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE

ITEM 202, WEARING COURSE REMOVED

* 2" DEEP JOINT SEALER, AS PER PLAN

CALCULATED PCM
CHECKED JSL

BRIDGE TREATMENT DETAILS

PER-204-0.00

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Edge Line Data

Location	County	Route	Begin Log Point (SLM)	End Log Point (SLM)	Length (Miles)	Information Only: White Edge Line (Quantities) Total Miles	White Edge Line Highway Miles	White Edge Line Ramp Miles	Yellow Ege Line (Quantities) Total Miles	Yellow Ege Line Highway Miles	Yellow Ege Line Ramp Miles	644 EDGE LINE, 6" MILE	Remarks
1	PER	S.R. 204	0.00	2.39	2.39	2.39	2.39					4.78	FAI. CO. LINE TO THORNVILLE CORP.
			2.39	2.58	NO EDGE LINE (THORNVILLE)								
			2.58	10.00	7.42	7.42	7.42					14.84	THORNVILLE CORP. TO GLENFORD EAST CORP.
Location 1 Total (Carried to General Summary)												19.62	

NOTE: EDGE LINES SHALL BE PLACED AT WIDTHS STATED IN THE PAVEMENT DATA TABLE

Center Line Data

Location	County	Route	Begin Log Point (SLM)	End Log Point (SLM)	Length (Miles)	Information Only: Center Line (Quantities) Total Miles	Center Line Equivalent Solid Line	644 CENTER LINE MILE	Remarks
1	PER	S.R. 204	0.00	10.00	10.00	10.00	18.386	10.00	FAI. CO. LINE TO GLENFORD EAST CORP.
Location 1 Total (Carried to General Summary)								10.00	

CALCULATED PCM
CHECKED JSL

PAVEMENT MARKING DATA (LONG LINE)

PER-204-0.00

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Auxiliary Marking Data

Location	County	Route	Description	Side	644 STOP LINE (24") FT.	644 12" CROSSWALK LINE FT.	644 WORD ON PAVEMENT ONLY 72" EACH	644 WORD ON PAVEMENT ONLY 96" EACH	644 SCHOOL SYMBOL MARKING 72" EACH	644 SCHOOL SYMBOL MARKING 96" EACH	644 LANE ARROWS COMBINATION LT./TH. EACH	644 LANE ARROWS COMBINATION RT./TH. EACH	644 LANE ARROWS TURN LT. EACH	644 LANE ARROWS TURN RT. EACH	644 PARKING STALL MARKING FT.	644 HANDICAP MARKING SYMBOL EACH	644 REMOVAL OF PAVEMENT MARKING FT.	Remarks (Place as Directed by the Engineer) and/or per Details Below
1	PER	S.R. 204	CO. RD. 1 (CUSTER POINT RD.)	LT	20													
			CO. RD. 82 (NEW SALEM RD.)	RT	15													
			TWP. RD. 426	RT	12													
			CO. RD. 59 (ZARTMAN RD.)	LT	15													
			ALLEY **(BEGIN THORNVILLE)**	LT	6	24												
			ALLEY	RT	6													
			FIRST ST.	LT	6	30												
			FIRST ST.	RT	6	30												
			S. WEST ST.	RT	10	40												
			LAKEVIEW DR.	LT	10	60												
			ALLEY	LT	6	30												
			ALLEY	RT	6													
			ON S.R. 204 BEFORE MAIN ST.		18	70									495	1		SEE SHEET 14
			S.R. 188	RT	18	70											88	SEE SHEET 14
			MAIN ST.	LT	18	70												SEE SHEET 14
			ON S.R. 204 AFTER MAIN ST.		18	70									480			SEE SHEET 14
			ALLEY	RT	6	30												SEE SHEET 14
			ALLEY	LT	6	30												SEE SHEET 14
			ON S.R. 204 BEFORE CHURCH ST.			70									325			SEE SHEET 14
			S. CHURCH ST.	RT	12	70												SEE SHEET 14
			N. CHURCH ST.	LT	12	70												SEE SHEET 14
			ON S.R. 204 @ SLM 2.52						1									PLACE AT "SCHOOL" SIGN
			ALLEY	LT	6	30												
			ALLEY	RT	6	30												
			ON S.R. 204 @ SLM 2.58			80												
			PARK DR.	RT	10	40												
			ALLEY	LT	6	30												
			ON S.R. 204 @ SLM 2.63						1									PLACE AT "SCHOOL" SIGN
			MAPLE ST.	LT	10	40												
			ALLEY	LT	6													
			ALLEY	RT	6	30												
			ALLEY	RT	6	30												
			BRYAN ORR DR.	LT	10	40												
			ALLEY	RT	10	70												
			ARLINGTON AVE. **(END THORNVILLE)**	RT	6													
			S.R. 13	NO WORK (SEE PID 93003)														
			CO. RD. 73 (BLACKBIRD LN.)	LT	8													
			CO. RD. 73A (BLACKBIRD LN.)	LT	8													
			CO. RD. 72 (LONESOME RD.)	RT	35													
			TWP. RD. 37	LT	12													
			TWP. RD. 37	RT	12													
			TWP. RD. 21	RT	12													
			CO. RD. 10 (YOST RD.)	LT	20													
			CO. RD. 64 (HOPEWELL INDIAN RD.)	LT	10													
			CO. RD. 64A (HOPEWELL INDIAN RD.)	LT	10													
			TWP. RD. 472	LT	10													
			TWP. RD. 22	RT	35													
			MAIN ST. **(BEGIN GLENFORD)**	RT	25													
			S.R. 757 (MILL ST.)	RT	20													
			MAIN ST.	RT	20													
			MAIN ST.	LT	20													
			ON S.R. 204 @ SLM 9.63			48												
			ON SR 204 @ SLM 9.67						1									PLACE AT "SCHOOL" SIGN
			PEARL ST.	LT	6	30												
			ON S.R. 204 @ SLM 9.81			54												
			ON SR 204 @ SLM 9.85						1									PLACE AT "SCHOOL" SIGN
			TWP. RD. 411	LT	10													
			TWP. RD. 411A **(END GLENFORD)**	LT	20													
Location 1 Totals (Carried to General Summary)					**601**	**1,316**			**4**						**1,300**	**1**	**88**	

CALCULATED PCM
CHECKED JSL

PAVEMENT MARKING DATA (AUXILIARY)

PER-204-0.00

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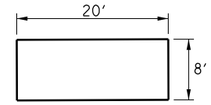
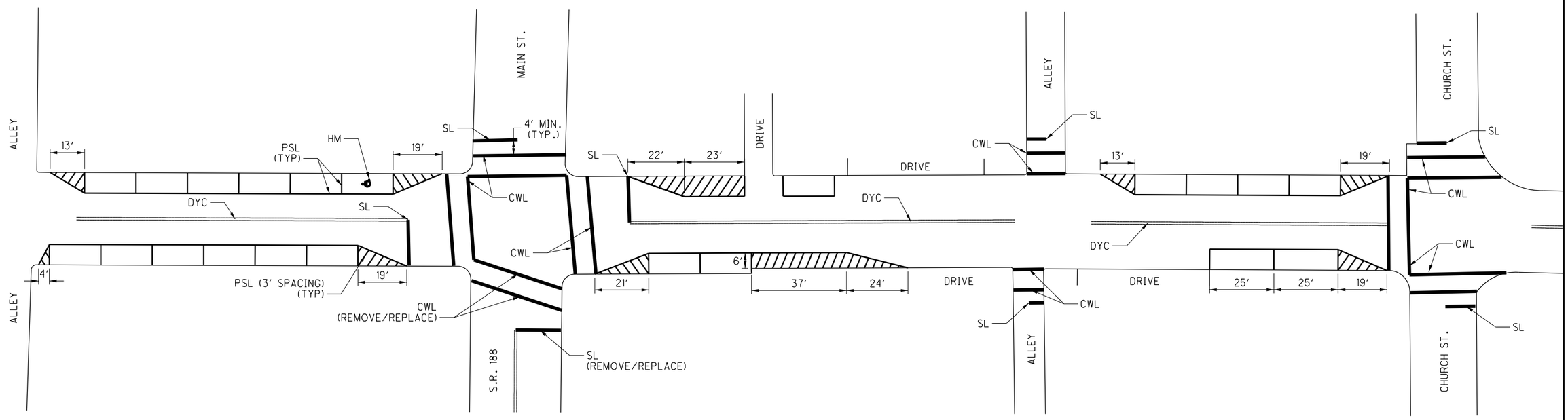
CWL = CROSSWALK LINE
DYC = DOUBLE YELLOW CENTER LINE
SL = STOP LINE
PSL = PARKING STALL LINE
HM = HANDICAP MARKING SYMBOL

TYPICAL PARKING STALL DIMENSIONS
(UNLESS SPECIFIED)





HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED PCM
CHECKED JSL

PLAN SHEET
MAIN ST. TO CHURCH ST. (THORNVILLE)

PER-204-0.00

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Detail	See SCD TC-65.11
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
3	MULTILANE DIVIDED/CONTROLLED ACCESS
4	4-LANE DIVIDED TO 2-LANE TRANSITION
5	4-LANE UNDIVIDED TO 2-LANE TRANSITION
6	ONE LANE BRIDGE
7	STOP APPROACH

Detail	See SCD TC-65.11
8	THRU APPROACH
9	TWO-WAY LEFT TURN LANE
10	APPROACH WITH LEFT TURN LANE
11	HORIZONTAL CURVE 40' SPACING
12	HORIZONTAL CURVE 20' SPACING
GAP	CENTER LINE AT 80' TYPICAL SPACING
REM	SEE REMARKS

Raised Pavement Marker Data

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT (SLM)	END LOG POINT (SLM)	LENGTH		DETAIL	621		PRISMATIC RETRO-REFLECTOR COLORS INFORMATION ONLY					REMARKS
								RPM	RPM REMOVED	ONE-WAY		TWO-WAY			
					MILES	LIN.FT.		EACH	EACH	WHITE	YELLOW	YELLOW / YELLOW	WHITE / RED	YELLOW / RED	
1	PER	S.R. 204	0.00	0.77	0.77	4,066	GAP	51	51			51			
			0.77	0.81	0.04	212	11	6	6			6			P.C. 0.77 P.T. 0.81 L=211' DEG. 7
			0.81	1.43	0.62	3,274	GAP	41	41			41			
			1.43	1.46	0.03	159	11	4	4			4			P.C. 1.43 P.T. 1.46 L=158' DEG. 9
			1.46	2.16	0.70	3,696	GAP	47	47			47			
			2.16	2.89	0.73	3,855	NO RPM'S (THORNVILLE CORP.)								
			2.89	3.36	0.47	2,482	GAP/7	64	64	32		32			STOP APPROACH @ S.R. 13
			3.36	3.39	0.03	159	11	4	4			4			P.C. 3.36 P.T. 3.39 L=158' DEG. 9
			3.39	3.41	0.02	106	GAP	2	2			2			
			3.41	3.48	0.07	370	11	10	10			10			P.C. 3.41 P.T. 3.48 L=370' DEG. 7
			3.48	3.94	0.46	2,429	GAP	31	31			31			
			3.94	4.10	0.16	845	12	55	55			55			P.C. 4.03 P.T. 4.10 L=370' DEG. 23
			4.10	4.12	0.02	106	REM	3	3			3			CENTER LINE SPACING AT 40'
			4.12	4.20	0.08	423	12	22	22			22			P.C. 4.12 P.T. 4.20 L=422' DEG. 21
			4.20	4.31	0.11	581	REM	15	15			15			CENTER LINE SPACING AT 40'
			4.31	4.47	0.16	845	12	55	55			55			P.C. 4.31 P.T. 4.38 L=370' DEG. 11
			4.47	5.03	0.56	2,957	GAP	37	37			37			
			5.03	5.12	0.09	476	11	12	12			12			P.C. 5.03 P.T. 5.12 L=475' DEG. 9
			5.12	5.27	0.15	792	GAP	10	10			10			
			5.27	5.46	0.19	1,004	12	75	75			75			P.C. 5.36 P.T. 5.37 L=53' DEG. 15
			5.46	6.19	0.73	3,855	GAP	49	49			49			
			6.19	6.24	0.05	264	11	7	7			7			P.C. 6.19 P.T. 6.24 L=264' DEG. 8
			6.24	6.81	0.57	3,010	GAP	38	38			38			
			6.81	6.84	0.03	159	11	4	4			4			P.C. 6.81 P.T. 6.84 L=158' DEG. 8
			6.84	7.27	0.43	2,271	GAP	29	29			29			
			7.27	7.52	0.25	1,320	12	90	90			90			P.C. 7.36 P.T. 7.43 L=370' DEG. 14
			7.52	7.56	0.04	212	REM	6	6			6			CENTER LINE SPACING AT 40'
			7.56	7.71	0.15	792	12	52	52			52			P.C. 7.56 P.T. 7.62 L=317' DEG. 10
			7.71	8.39	0.68	3,591	GAP	45	45			45			
			8.39	8.56	0.17	898	12	57	57			57			P.C. 8.48 P.T. 8.56 L=422' DEG. 18
			8.56	8.58	0.02	106	REM	3	3			3			CENTER LINE SPACING AT 40'
			8.58	8.74	0.16	845	12	55	55			55			P.C. 8.58 P.T. 8.65 L=317' DEG. 16
			8.74	8.96	0.22	1,162	GAP	15	15			15			
			8.87	9.14	0.27	1,426	12	96	96			96			P.C. 8.96 P.T. 9.05 L=475' DEG. 16
			9.14	9.59	0.45	2,376	GAP	30	30			30			
			9.59	10.00	0.41	2,165	NO RPM'S (GLENFORD CORP.)								
Sub-Totals										32		1,088			
Location 1 Totals (Carried to General Summary)								**1,120**	**1,120**						

CALCULATED PCM
CHECKED JSL

RAISED PAVEMENT MARKER DATA

PER-204-0.00

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SHEET TOTALS											PLAN SPLIT	ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
2	3	4	5	7	8	9	10	12	13	15	01/NFA/PV						
																ROADWAY	
	1,970					8,183	435				10,588	202	23500	10,588	SY	WEARING COURSE REMOVED	
					18.90						19	209	72051	18.90	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	2
																DRAINAGE	
	2										2	611	98630	2	EACH	CATCH BASIN ADJUSTED TO GRADE	
	3										3	611	99654	3	EACH	MANHOLE ADJUSTED TO GRADE	
	5										5	638	10800	5	EACH	VALVE BOX ADJUSTED TO GRADE	
																PAVEMENT	
450											450	253	02000	450	CY	PAVEMENT REPAIR	
				107,669	1,785						109,454	254	01000	109,454	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.50"	
				21,437							21,437	254	01000	21,437	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 2.25"	
				16,834	309	533	94				17,770	407	20000	17,770	GAL	NON-TRACKING TACK COAT	
					8,904						8,904	408	10001	8,904	GAL	PRIME COAT, AS PER PLAN	2
						233					233	441	50000	233	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	
	199			4,497	83		16				4,795	441	50100	4,795	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M	
	17			3,598	66		21				3,702	441	50200	3,702	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)	
							224				224	512	33010	224	SY	TYPE 3 WATERPROOFING	
							184				184	516	31011	184	FT	2" DEEP JOINT SEALER, AS PER PLAN	2
							74				74	518	22300	74	FT	SPECIAL - STEEL DRIP STRIP	
			50								50	519	11101	50	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	5
					1,250						1,250	617	10101	1,250	CY	COMPACTED AGGREGATE, AS PER PLAN	2
																TRAFFIC CONTROL	
										1,120	1,120	621	00100	1,120	EACH	RPM	
										1,120	1,120	621	54000	1,120	EACH	RAISED PAVEMENT MARKER REMOVED	
								19.62			19.62	644	00104	19.62	MILE	EDGE LINE, 6"	
								10.00			10.00	644	00300	10.00	MILE	CENTER LINE	
									601		601	644	00500	601	FT	STOP LINE	
									1,316		1,316	644	00600	1,316	FT	CROSSWALK LINE	
									4		4	644	01100	4	EACH	SCHOOL SYMBOL MARKING, 72"	
									1,300		1,300	644	01200	1,300	EACH	PARKING LOT STALL MARKING	
									1		1	644	01600	1	EACH	HANDICAP SYMBOL MARKING	
									88		88	644	30000	88	FT	REMOVAL OF PAVEMENT MARKING	
																MAINTENANCE OF TRAFFIC	
			50								50	614	11110	50	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
		69									69	614	12460	69	EACH	WORK ZONE MARKING SIGN	
		12									12	614	13000	12	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
		10.00									10.00	614	21500	10.00	MILE	WORK ZONE CENTER LINE, CLASS II, 642 PAINT	
		10.00									10.00	614	21550	10.00	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
																INCIDENTALS	
											LS	614	11000	LS	LS	MAINTAINING TRAFFIC	
											LS	623	10000	LS	LS	CONSTRUCTION LAYOUT STAKES AND SURVEYING	
											LS	624	10000	LS	LS	MOBILIZATION	

CALCULATED PCM
CHECKED JSL

GENERAL SUMMARY

PER-204-0.00

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