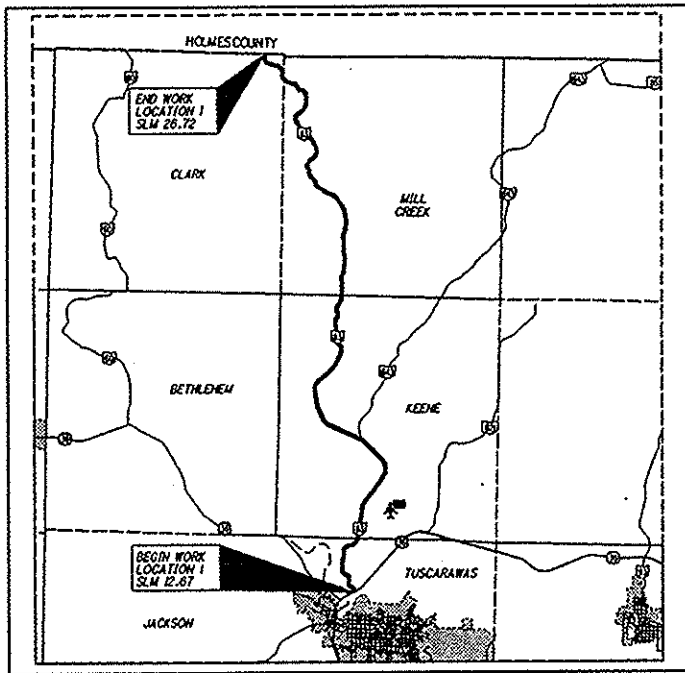


**STATE OF OHIO**  
**DEPARTMENT OF TRANSPORTATION**  
**COS-83-12.67**  
**TUSCARAWAS, KEENE, MILL CREEK**  
**AND CLARK TOWNSHIPS**  
**COSHOCTON COUNTY**

**PROJECT DESCRIPTION:**

ASPHALT CONCRETE RESURFACING AND RELATED WORK ON S.R. 83 IN COSHOCTON COUNTY.

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



LOCATION MAP

LATITUDE: 40° 21' 57" LONGITUDE: 81° 52' 27"

PORTION TO BE IMPROVED

**DESIGN DESIGNATION**

OPENING YEAR ADT (2013) .....	3300
DESIGN YEAR ADT (2025).....	3600
DESIGN HOURLY VOLUME (2025).....	396
DIRECTIONAL DISTRIBUTION.....	50%
TRUCKS (24 HOUR B&C).....	9%
DESIGN SPEED.....	55mph
LEGAL SPEED.....	55mph
DESIGN FUNCTIONAL CLASSIFICATION:	
RURAL MINOR ARTERIAL	

**INDEX OF SHEETS:**

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LOCATION	COUNTY	ROUTE	BEGIN SLM	END SLM	LENGTH MILES	CITY/VILLAGE
1	COS	83	12.67	26.72	14.05	

**2010 SPECIFICATIONS**

THE STANDARD 2010 SPECIFICATIONS OF THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND THE PROPOSAL SHALL GOVERN THESE IMPROVEMENTS.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THESE IMPROVEMENTS WILL NOT REQUIRE THE CLOSING OF THE HIGHWAY AND PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS INDICATED IN THE PROPOSAL.

DESIGN EXCEPTIONS: NONE

**UNDERGROUND UTILITIES**  
 CONTACT BOTH SERVICES  
 CALL TWO WORKING DAYS  
 BEFORE YOU DIG

CALL  
 1-800-362-2764  
 (TOLL FREE)

OHIO UTILITIES PROTECTION SERVICE  
 NON-MEMBERS  
 MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE  
 SERVICE CALL: 1-800-925-0988

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

ENGINEER'S SEAL

STATE OF OHIO  
**DOUGLAS N. MORGAN**  
 E-63839  
 REGISTERED  
 PROFESSIONAL ENGINEER

SIGNED:   
 DATE: 8-15-2012

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	4-20-12	TC-65.10	4-20-12	800	10-19-12
BP-4.1	7-16-04	TC-65.11	4-20-12	817	4-20-12
		TC-71.10	1-21-11	823	7-15-11
MT-97.10	7-20-12	TC-73.10	4-20-12	832	5-5-09
MT-97.12	7-20-12				
MT-99.20	7-20-12				
MT-101.90	10-21-11				
MT-105.10	7-20-12				
				SPECIAL PROVISIONS	

APPROVED   
 DATE 8/15/12 DISTRICT DEPUTY DIRECTOR

APPROVED   
 DATE 9-18-12 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. **E120(142)**  
 PID NO. **25189**  
 CONSTRUCTION PROJECT NO.  
 RAILROAD INVOLVEMENT **NONE**  
**COS-83-12.67**  
 1/15

COS - SR-83-12.67  
 120664 PID - 25189  
 Dist 5 12/13/2012  
 Contract Proposal Available @www.contracts.dot.state.oh.us/home

5-10-12  
 JWP/100/SLM/5893

**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**

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

SEND NOTIFICATION TO:  
DISTRICT 5 CONSTRUCTION ENGINEER  
P.O. BOX 306  
JACKSONSTOWN, OH 43030  
PHONE: (740) 323-4400 EXT. 5241

**PAVEMENT MARKING**

STOPLINES, 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 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.

**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.

**ITEM 209 LINEAR GRADING**

IN ORDER TO PROVIDE POSITIVE DRAINAGE FROM THE ROADWAY SURFACE TO THE SHOULDER BREAK, THE EXISTING ROADWAY SHOULDERS SHALL BE GRADED AND SHAPED USING A GRADER OF ADEQUATE SIZE TO PERFORM THE WORK TO THE SATISFACTION OF THE ENGINEER.

ALL EXCESS MATERIAL REMAINING AROUND GUARDRAIL AND OTHER AREAS AFTER THE GRADER WORK IS COMPLETED AND NOT DISPOSED OF ON THE SITE, SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. ALL EQUIPMENT, LABOR, OR INCIDENTALS REQUIRED TO COMPLETE THIS ITEM SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR ITEM 209 LINEAR GRADING.

SHOULDER PREPARATION SHALL BE PERFORMED PRIOR TO PLACING ITEM 617 AGGREGATE BASE AS PER CMS 617.04.

THIS WORK MAY BE INTERMITTENT AND SPREAD THROUGHOUT THE PROJECT LIMITS, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL ONLY BE PAID FOR INTERSECTIONS AND GAPS IF THEY ARE WITHIN THE LIMITS OF A SECTION MARKED BY THE ENGINEER FOR GRADING.

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

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE PURPOSES.

**ITEM 209 LINEAR GRADING LOCATION 1 - 28 MILE**

**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 THE PLANING OPERATION. THE INTENT OF THIS OPERATION IS TO REPAIR THOSE AREAS OF PAVEMENT WHICH HAVE COMPLETELY FAILED (PUMPING OF SUB-BASE MATERIAL) AND NOT TO CORRECT SURFACE IRREGULARITIES. DEPTH OF EXCAVATION SHALL BE APPROXIMATELY 7". 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, PG 64-22 (PLACED AND COMPACTED AS DIRECTED). 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, AS PER PLAN.

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

**ITEM 253 PAVEMENT REPAIR LOCATION 1 - 2,300 CU. YD.**

**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 254 PAVEMENT PLANING, ASPHALT CONCRETE**

DEPTH OF PLANING SHALL BE 1.5" FULL WIDTH OF PAVEMENT, INCLUDING PAVED SHOULDERS, FOR THE LENGTH OF THE PROJECT. 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.

7,000 TONS OF GRINDINGS (RACP) SHALL BE DELIVERED TO THE OHIO DEPARTMENT OF TRANSPORTION - COSHOCTON COUNTY GARAGE 233 RIVERCREST DR. COSHOCTON, OHIO (CANAL LEWISVILLE) 43812.

HAULING OF THE RACP SHALL BE PAID FOR UNDER THE FOLLOWING ITEM:

**ITEM 690 SPECIAL MISC.: HAULING RACP - 7,000 TONS**

**ITEM 408 PRIME COAT, AS PER PLAN**

THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER SECTION 702) AT A RATE OF 0.40 GALLON PER SQUARE YARD TO THE COMPLETED AGGREGATE SHOULDER (ITEM 617) AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

THE FOLLOWING QUANTITY OF PRIME COAT, AS PER PLAN HAS BEEN CARRIED TO THE GENERAL SUMMARY AND SHALL INCLUDE ALL LABOR, MATERIAL AND EQUIPMENT TO PERFORM THE ABOVE MENTIONED WORK.

**ITEM 408 PRIME COAT, AS PER PLAN LOCATION 1 - 32,551 SQ. YD. X 0.40 GAL./SQ YD = 13,021 GAL**

**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 PLASTICITY 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.

**ITEM 617 SHOULDER PREPARATION**

SHOULDER PREPARATION SHALL BE PERFORMED PRIOR TO PLACING ITEM 617 AGGREGATE BASE AS PER CMS 617.04.

THIS WORK MAY BE INTERMITTENT AND SPREAD THROUGHOUT THE PROJECT LIMITS, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL ONLY BE PAID FOR INTERSECTIONS AND GAPS IF THEY ARE WITHIN THE LIMITS OF A SECTION MARKED BY THE ENGINEER FOR SHOULDER PREPARATION.

SEE SHOULDER TREATMENT DATA SHEET 7 OF 15 FOR QUANTITY.

CALCULATED  
LIVE  
CHECKED  
DNM

GENERAL NOTES

COS - 83 - 12.67

C083\_MGN\_001.DGN 5-10-12

**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 DRIVEWAY 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 GENERAL SUMMARY FOR THE ABOVE DESCRIBED PURPOSE.

**ITEM 448 ASPHALT CONCRETE INTERM. COURSE, TYPE 2, PG 64-22  
LOCATION 1 - 54 CU.YD.**

**ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M  
LOCATION 1 - 39 CU.YD.**

**ITEM 202 WEARING COURSE REMOVED  
LOCATION 1 - 1110 SQ.YD.**

**MAIL BOX TURNOUTS**

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 GENERAL SUMMARY FOR THE ABOVE PURPOSES.

**ITEM 448 ASPHALT CONCRETE INTERM. COURSE, TYPE 2, PG 64-22  
LOCATION 1 - 36 CU.YD.**

**ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M  
LOCATION 1 - 26 CU.YD.**

**ITEM 202 WEARING COURSE REMOVED  
LOCATION 1 - 730 SQ.YD.**

**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 MAINTAINING TRAFFIC**

A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT AND STANDARD DRAWING 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.

**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.

**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. 83	BEGIN PAVING	12.75	1.3
1	S.R. 83	BRIDGE: COS-83-1569	15.69	2.6
1	S.R. 83	BRIDGE: COS-83-1837	18.37	2.6
1	S.R. 83	END WORK	26.72	1.3
<b>1</b>	<b>S.R. 83</b>	<b>TOTAL</b>		<b>7.8</b>

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

**ITEM 614 WORK ZONE MARKING SIGN**

IN ACCORDANCE WITH CMS SECTION 614.04, THE QUANTITY OF WORK ZONE MARKING SIGNS HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

W8-H12a (NO EDGE LINES): LOCATION 1 - 14 EACH  
R4-1 (DO NOT PASS): LOCATION 1 - 38 EACH  
R4-2 (PASS WITH CARE): LOCATION 1 - 17 EACH

**ITEM 614, WORK ZONE MARKING SIGN LOCATION 1 - 69 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.

**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 TRANSTECH SHOULDER WEDGE MAKER, THE CARLSON SAFETY EDGE END GATE, THE ADVANT-EDGER, THE TROXLER SAFETY SLOPE 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.transstechsys.com](http://www.transstechsys.com)

Advant-Edge Paving Equipment, LLC.  
P.O. Box 9163  
Niskayuna, NY 12309-0163  
518-280-6090  
[www.advantaedgepaving.com](http://www.advantaedgepaving.com)

Carlson Safety Edge End Gate  
18425 50<sup>th</sup> 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](http://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 WHERE NECESSARY FOR TRANSITIONS AND TUNOUTS 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 QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE CONSTRUCTION OF SAFETY EDGE:

**ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M  
LOCATION 1 - 294 CU.YD.**

**AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS**

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT, SHALL EXCEED A HEIGHT OF 50 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. A COPY OF THE SUBMISSION AND TWO COPIES OF FORM 7460-1 SHALL BE FORWARDED TO THE ODOT OFFICE OF AVIATION.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

EXPRESS PROCESSING CENTER  
THE FEDERAL AVIATION ADMINISTRATION  
SOUTHWEST REGIONAL OFFICE  
AIR TRAFFIC AIRSPACE BRANCH ASW-520  
2601 MEACHAN BLVD.  
FORT WORTH, TX 76137-4298

OHIO DEPARTMENT OF TRANSPORTATION  
OFFICE OF AVIATION  
2829 WEST DUBLIN-GRANVILLE ROAD  
COLUMBUS, OHIO 43235  
614-387-2346

**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.

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

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.

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 GENERAL SUMMARY:  
ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 60 DAY**

**ITEM 614 LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE**

IN ADDITION TO THE REQUIREMENTS OF 614 AND THE LATEST EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER AND OFFICIAL PATROL CAR WITH WORKING TOP MOUNTED EMERGENCY FLASHING LIGHTS WILL BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS:

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED IN THIS NOTE WILL NOT GENERALLY BE PERMITTED AT PROJECT COST UNLESS PRIOR APPROVAL HAS BEEN OBTAINED FROM THE ENGINEER. 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 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) SHOULD BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS:

- 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 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 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 CONTRACTOR SHALL PROVIDE THE ENGINEER WITH A LIST OF THE APPROPRIATE LAW ENFORCEMENT AGENCY(S), INCLUDING ADDRESS AND TELEPHONE NUMBER.

THE LEO SHOULD REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING THE SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF THE SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHOULD 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 THE SHIFT.

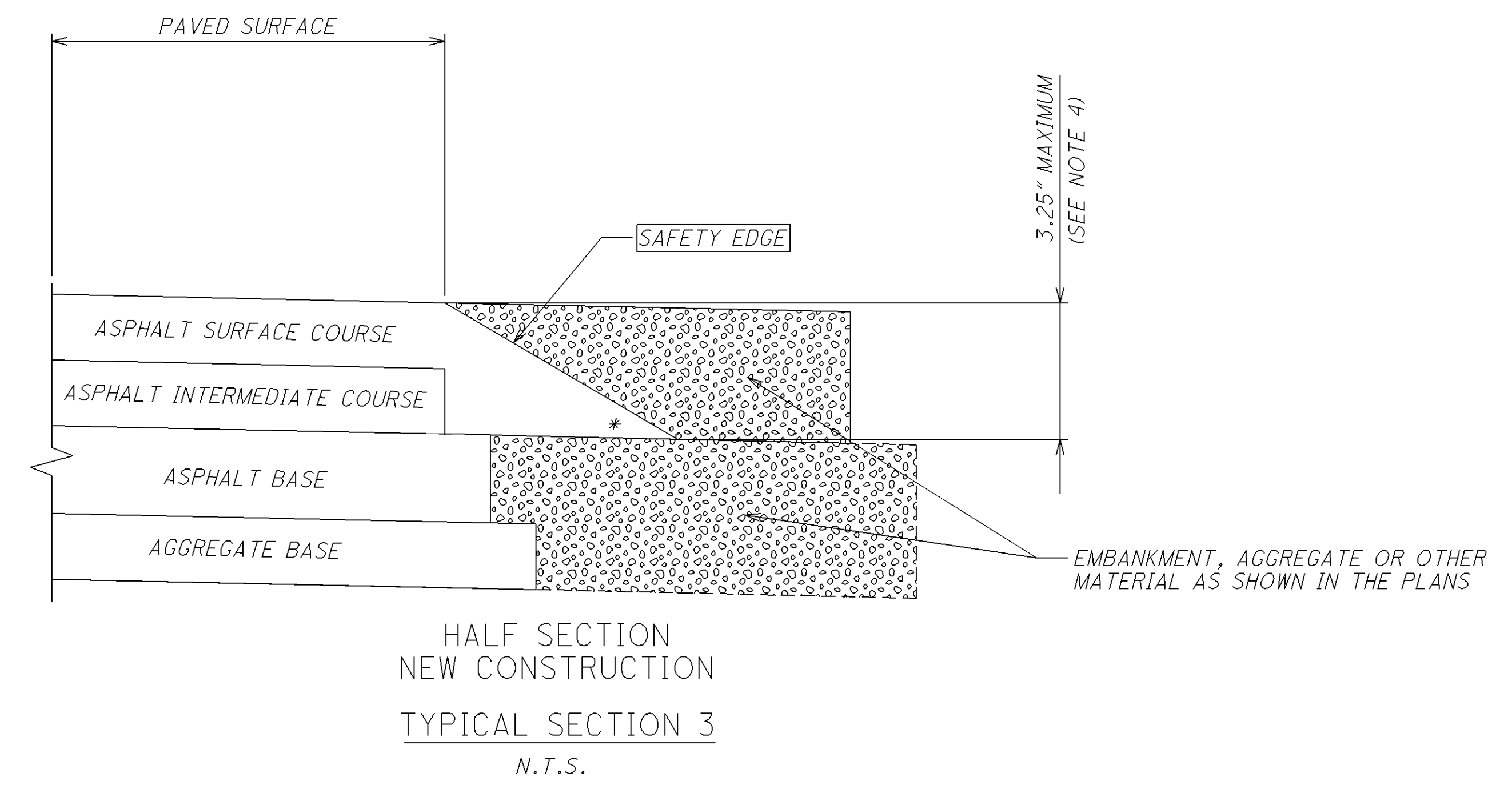
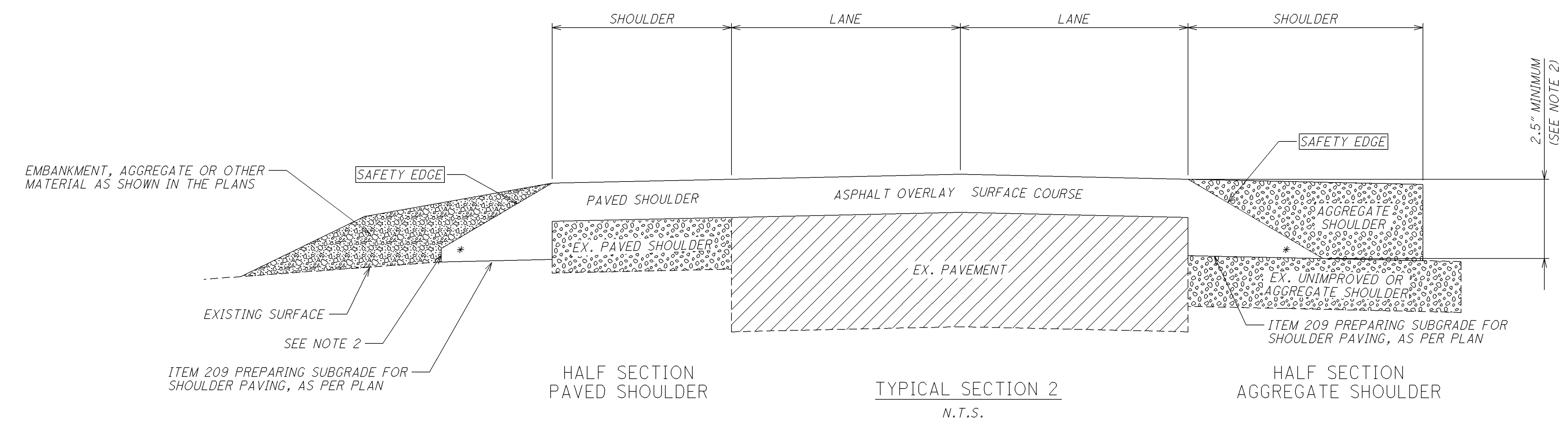
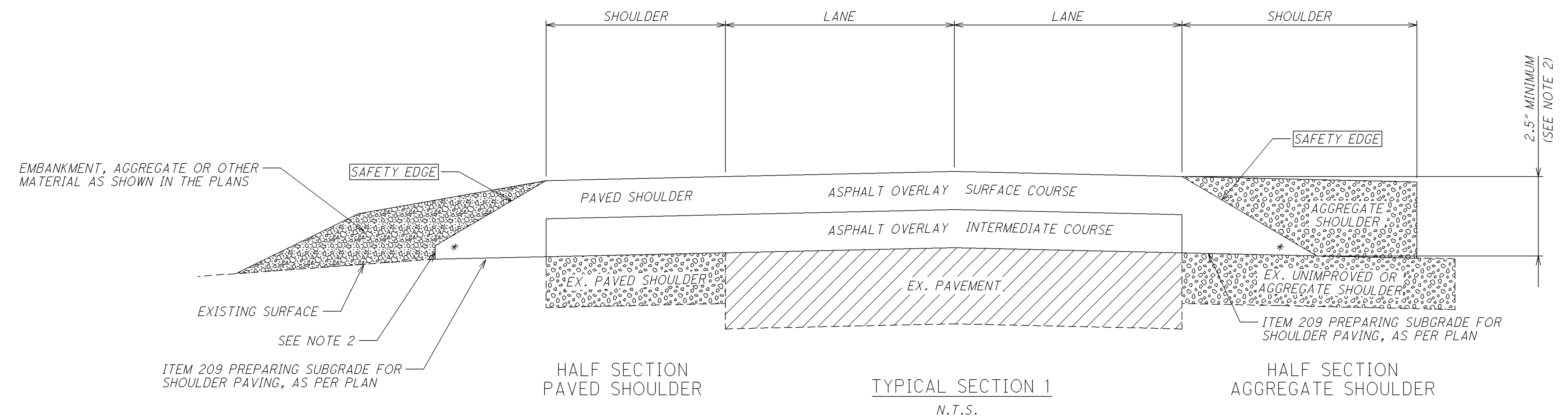
LAW ENFORCEMENT OFFICERS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR).

**THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:**

**ITEM 614 LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE - 50 HOURS**

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.



**NOTES:**

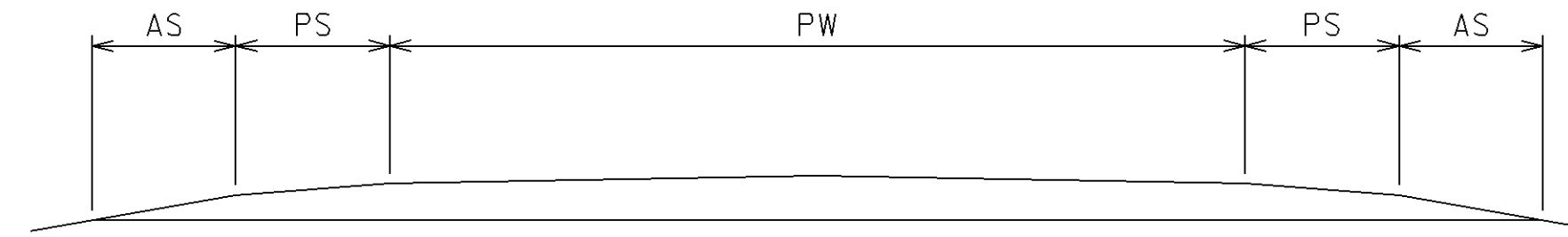
- 1.) SAFETY EDGES ARE REQUIRED AT THE OUTSIDE EDGES OF THE PAVED ROADWAY (EDGE OF TRAVEL LANE OR EDGE OF PAVED SHOULDER).
  - 2.) CONSTRUCT THE SAFETY EDGE THE FULL ASPHALT CONCRETE OVERLAY THICKNESS OR 2.5" (63MM) WHICHEVER IS GREATER, NOT TO EXCEED THE MAXIMUM SAFETY EDGE THICKNESS OF 6" (150MM). 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

C083\_SED\_001.DGN Dated 8/14/2012

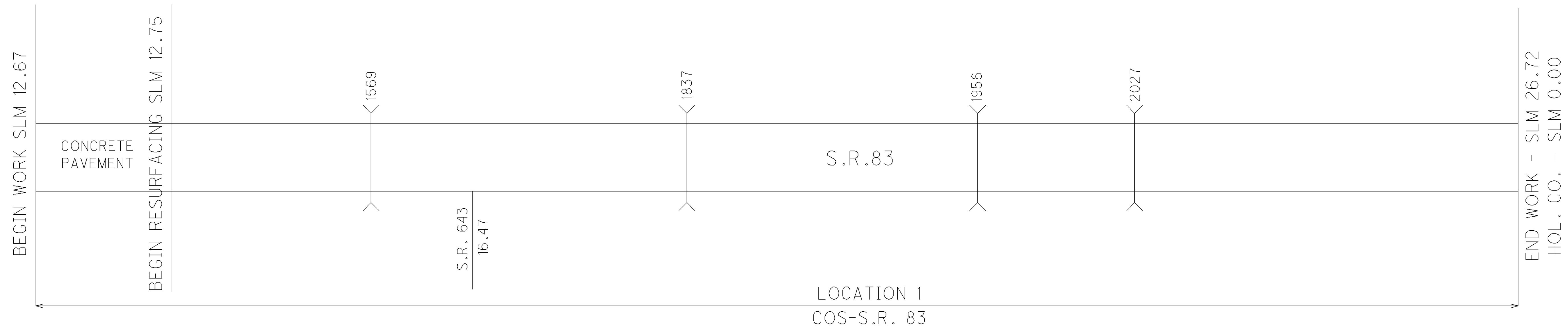
NOTE:

THE PAVEMENT WIDTHS SHOWN IN THE "ASPHALT CONCRETE DATA" TABLE BELOW AND THE "SHOULDER TREATMENT DATA" TABLE 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 TABLES. IF THE EXISTING ROADWAY IS WIDER THAN THAT WHICH IS SHOWN IN THE TABLES, 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.

TYPICAL 1



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



PAVEMENT DATA

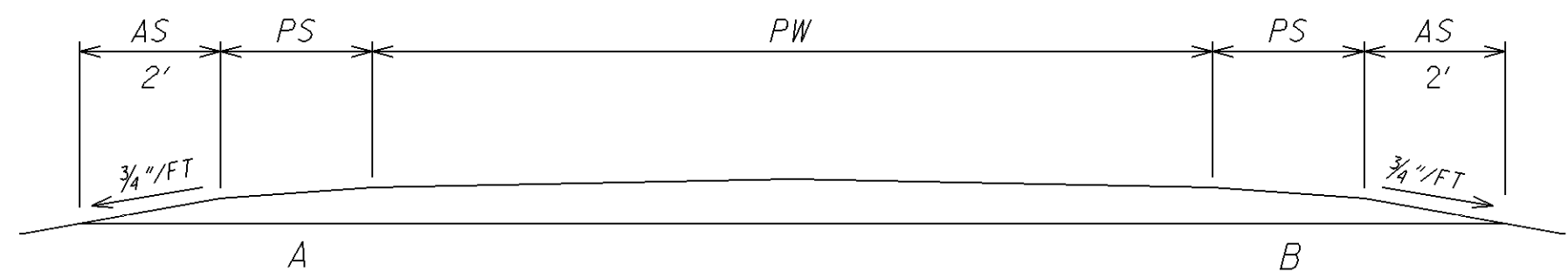
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		PAVEMENT WIDTH (FEET)	TYPICAL	EXISTING PAVEMENT TYPE	PAVEMENT AREA	254		407		448 ASPHALT CONCRETE				614	
					MILES	LIN. FT.					SQ. YD.	PAVEMENT PLANING, ASPHALT CONCRETE	TACK COAT @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	THICKNESS INCHES	INTERMEDIATE COURSE, TYPE 2, PG 64-22	THICKNESS INCHES	SURFACE COURSE, TYPE 1, PG 70-22M		WORK ZONE CENTER LINE, CLASS II
1	COS	S.R. 83	12.75	26.72	13.97	73,761.6	24.0	1	448	196,697.6	196,697.6	14,752.4	9,834.9	1.75	9,561.7	1.25	6,829.8	27.94		
DEDUCT FOR BRIDGES (FROM SHEET 9)											(1,392.0)	(1,392.0)	(104.4)	(69.6)	1.75	(67.6)	1.25	(48.3)	(0.05)	
<b>LOCATION 1 TOTALS</b>											<b>195,305.6</b>	<b>14,648.0</b>	<b>9,765.3</b>		<b>9,494.1</b>		<b>6,781.5</b>	<b>27.89</b>		

ASPHALT CONCRETE DATA

COS-83-12.67

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

TYPICAL 1



SHOULDER DATA

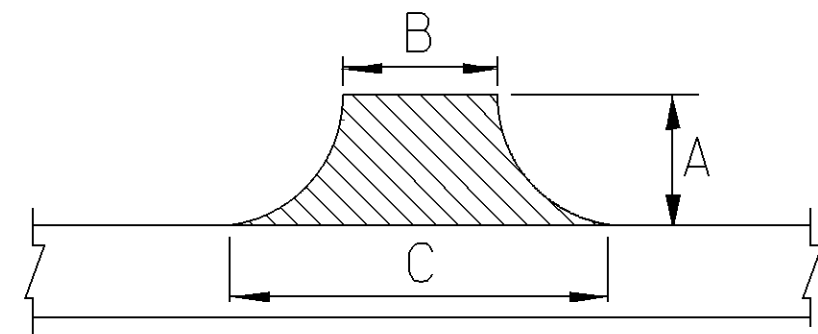
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		TYPICAL	PROPOSED WIDTH (FT.)		SHOULDER AREA SQ. YD.	209	254	407		448 ASPHALT CONCRETE				617		
					MILES	LIN. FT.		A	B		PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	PAVEMENT PLANING, ASPHALT CONCRETE	TACK COAT @ 0.075 GAL./S.Y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	THICKNESS INCHES	INTERMEDIATE COURSE, TYPE 2, PG 64-22	THICKNESS INCHES	SURFACE COURSE, TYPE 1, PG 70-22M	THICKNESS INCHES	COMPACTED AGGREGATE, AS PER PLAN (2' WIDTH)	SHOULDER PREPARATION (2' WIDTH)
1	COS	S.R. 83	12.75	26.72	13.97	73761.6	1	2	2	32,782.9	27.94	32,782.9	2,458.7	1,639.1	1.75	1,593.6	1.25	1,138.3	2.00	1,821.3	32,782.9
DEDUCT FOR BRIDGES (FROM SHEET 9)										(232.1)	(0.1)	(232.1)	(17.4)	(11.6)	1.75	(11.3)	1.25	(8.1)	2.00	(12.9)	(232.0)
LOCATION 1 TOTALS											27.8	32,550.8	2,441.3	1,627.5		1,582.3		1,130.2		1,808.4	32,550.9

SHOULDER TREATMENT DATA

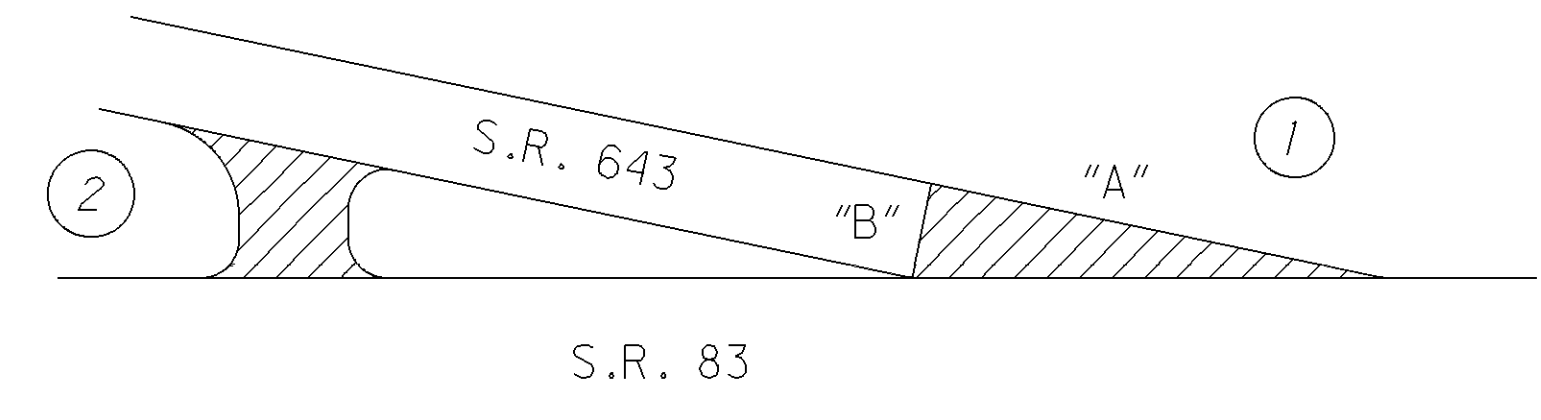
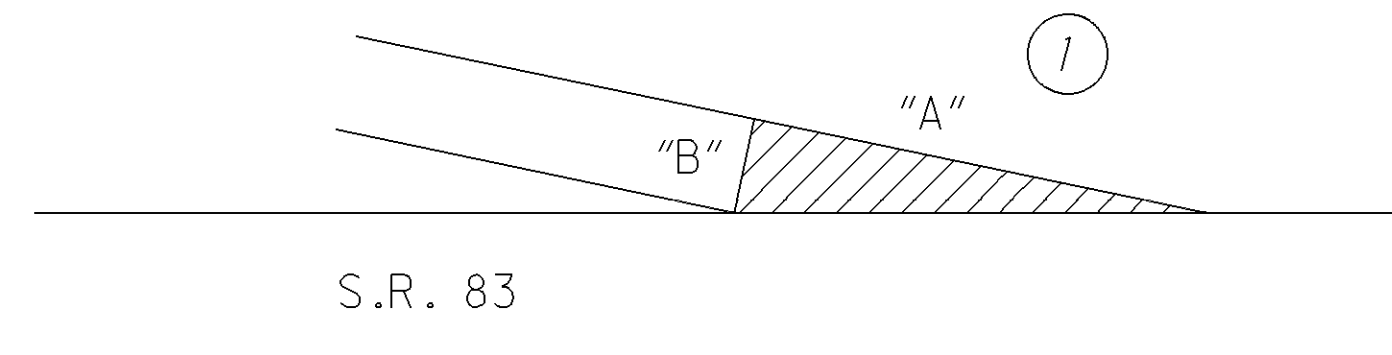
COS-83-12.67

CALCULATED LIME CHECKED DNM

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



INTERSECTIONS



CALCULATED  
LME  
CHECKED  
DNM

EXTRA AREAS

LOCATION	COUNTY	ROUTE	SIDE	DESCRIPTION	INTERSECTIONS			AREA SQ. YD.	202 WEARING COURSE REMOVED SQ. YD.	407		448 ASPHALT CONCRETE			
					DETAIL DIMENSION					TACK COAT @ 0.075 GAL./SQ. YD. GAL.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./SQ. YD. GAL.	THICKNESS IN.	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	COS	S.R. 83	LT	CO. RD. 24	16	22		39.2	39.2	3.0			1.25	1.4	
1	COS	S.R. 83	RT	CO. RD. 476 (1)	105	34		198.4	198.4	14.9			1.25	6.9	
1	COS	S.R. 83	RT	CO. RD. 476	42	20	60	186.7	186.7	14.1			1.25	6.5	
1	COS	S.R. 83	RT	TWP. RD. 1143	21	18	38	65.4	65.4	5.0			1.25	2.3	
1	COS	S.R. 83	RT	TWP. RD. 1142	20	20	38	64.5	64.5	4.9			1.25	2.3	
1	COS	S.R. 83	RT	TWP. RD. 202	35	17	48	126.4	126.4	9.5			1.25	4.4	
1	COS	S.R. 83	RT	TWP. RD. 201	50	14	57	197.3	197.3	14.8			1.25	6.9	
1	COS	S.R. 83	LT	TWP. RD. 322	35	17	48	126.4	126.4	9.5			1.25	4.4	
1	COS	S.R. 83	RT	CO. RD. 193	70	20	80	388.9	388.9	29.2			1.25	13.6	
1	COS	S.R. 83	RT	S.R. 643 (1)	100	25		138.9	138.9	10.5	7.0	1.75	6.8	1.25	4.9
1	COS	S.R. 83	RT	S.R. 643 (2)	50	35.0 AVG		194.5	194.5	14.6	9.8	1.75	9.5	1.25	6.8
1	COS	S.R. 83	LT	CO. RD. 207	35	20	50	136.2	136.2	10.3			1.25	4.8	
1	COS	S.R. 83	LT	TWP. RD. 47	35	14	44	112.8	112.8	8.5			1.25	4.0	
1	COS	S.R. 83	RT	TWP. RD. 204	35	12	42	105.0	105.0	7.9			1.25	3.7	
1	COS	S.R. 83	RT	CO. RD. 1	120	70		466.7	466.7	35.1			1.25	16.3	
1	COS	S.R. 83	RT	CO. RD. 12 (1)	96	44		234.7	234.7	17.7			1.25	8.2	
1	COS	S.R. 83	RT	CONNECTOR TO C.R. 12 (1)	40	22		48.9	48.9	3.7			1.25	1.7	
1	COS	S.R. 83	LT	CO. RD. 405	65	26	82	390.0	390.0	29.3			1.25	13.6	
1	COS	S.R. 83	LT	CO. RD. 38	30	23	41	106.7	106.7	8.1			1.25	3.8	
1	COS	S.R. 83	RT	TWP. RD. 209	20	18	48	73.4	73.4	5.6			1.25	2.6	
1	COS	S.R. 83	RT	TWP. RD. 210 (1)	133	26		192.2	192.2	14.5			1.25	6.7	
1	COS	S.R. 83	RT	TWP. RD. 21	83	19	85	479.6	479.6	36.0			1.25	16.7	
1	COS	S.R. 83	LT	CO. RD. 38	85	20	150	802.8	802.8	60.3			1.25	27.9	
1	COS	S.R. 83	RT	TWP. RD. 212	90	18	150	840.0	840.0	63.0			1.25	29.2	
1	COS	S.R. 83	RT	TWP. RD. 221	28	18	56	115.2	115.2	8.7			1.25	4.0	
1	COS	S.R. 83	LT	TWP. RD. 222	35	16	47	122.5	122.5	9.2			1.25	4.3	
1	COS	S.R. 83	LT	TWP. RD. 222	25	10	50	83.4	83.4	6.3			1.25	2.9	
LOCATION 1 TOTALS									6,036.7	454.2	16.8		16.3		210.8

EXTRA AREA DATA

COS-83-12.67

8  
15



BRIDGE TREATMENT

LOCATION 1

- DETAIL ① COS-83-1569: REMOVE ASPHALT FROM APPROACH SLABS, PLACE SURFACE COURSE ONLY, BUTT JOINT AT BRIDGE DECK  
 DETAIL ② COS-83-1837: BUTT JOINT AT APPROACH SLABS  
 DETAIL ③ COS-83-1956: MILL 1.25" ASPHALT CONCRETE, PLACE 1.25" SURFACE COURSE ONLY  
 DETAIL ③ COS-83-2027: MILL 1.25" ASPHALT CONCRETE, PLACE 1.25" SURFACE COURSE ONLY

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

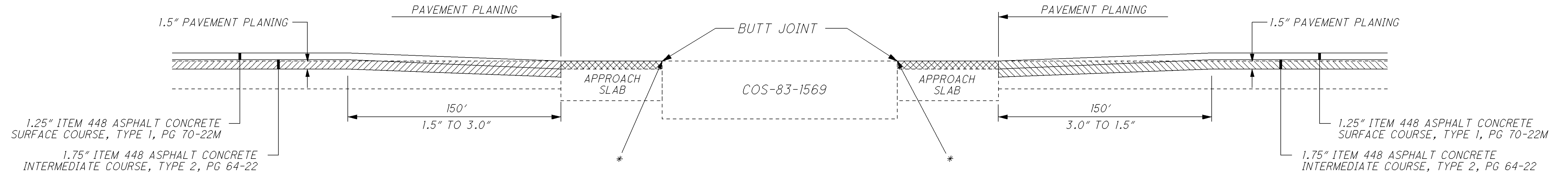
BRIDGE DATA																		
L O C A T I O N	C O U N T Y , R O U T E , B R I D G E N O.	LE N G T H ( B R I D G E L I M I T S)	W I D T H	A R E A	A P P R O A C H S L A B L E N G T H	A P P R O A C H S L A B W I D T H	A P P R O A C H S L A B A R E A ( I N C L U D E S B O T H A P P R O A C H S L A B S)	D E T A I L S ( S H E E T 1 0)	M A I N L I N E D E D U C T I O N S ( C A R R I E D T O S H E E T 6)	S H O U L D E R D E D U C T I O N S ( C A R R I E D T O S H E E T 7)	202	407		448 ASPHALT CONCRETE				516
		LIN. FT.	LIN. FT.	SQ. YD.	LIN. FT.	LIN. FT.	SQ. YD.		SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 GAL./S.Y.	TACK COAT @ 0.075 GAL./S.Y.	S E M I F I N I S H	I N T E R M E D I A T E C O U R S E , T Y P E 2, P G 64-22	S E M I F I N I S H	S U R F A C E C O U R S E , T Y P E 1, P G 70-22M
1	COS-83-1569	80	44	391.2	25.0	44.0	244.4	1	346.7	57.8	244.4		18.3			1.25	8.5	88.0
1	COS-83-1837	139	44	679.6	25.0	44.0	244.4	2	504.0	84.0								88.0
1	COS-83-1956	48	44	234.7	25.0	44.0	244.4	3	261.3	43.6	479.1		35.9			1.25	16.6	
1	COS-83-2027	55	44	268.9	25.0	44.0	244.4	3	280.0	46.7	513.3		38.5			1.25	17.8	
SUB-TOTALS		322			100.0				1,392.0	232.1								
LOCATION 1 TOTALS											1,236.8		92.7				42.9	176.0

- ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE
- ITEM 202 WEARING COURSE REMOVED

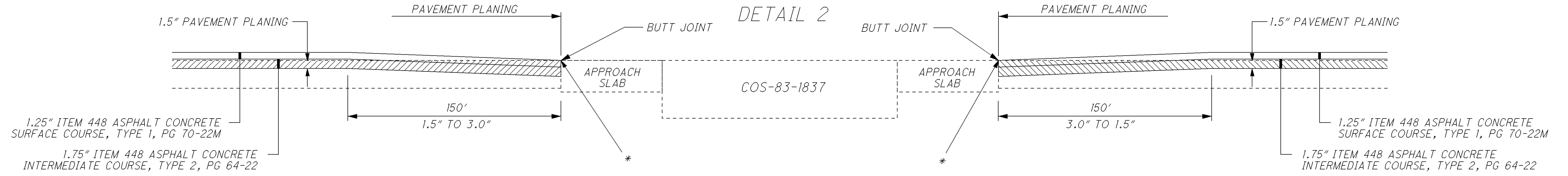
\* 2.0" DEEP JOINT SEALER, AS PER PLAN

CALCULATED
LME
CHECKED
DNM

DETAIL 1



DETAIL 2



DETAIL 3



BRIDGE DECK TREATMENT DATA

COS-83-12.67

ITEM 817 EDGE LINE										
LOCATION	COUNTY	ROUTE	S.L.M.		TOTAL LENGTH (MILES)	INFORMATION ONLY			TOTAL EDGE LINE MILES	REMARKS
						WHITE EDGE LINE QUANTITIES				
			FROM	TO		TOTAL MILES	HIGHWAY MILES	RAMP MILES		
1	COS	S.R. 83	12.75	26.72	13.97	27.94	27.94		27.94	NO EDGE LINES ON CONCRETE PAVEMENT
LOCATION 1 TOTALS									27.94	

ITEM 817 CENTER LINE										
LOCATION	COUNTY	ROUTE	S.L.M.		TOTAL LENGTH (MILES)	INFORMATION ONLY		TOTAL CENTER LINE MILES	REMARKS	
						CENTER LINE QUANTITIES				
			FROM	TO		TOTAL MILES	EQUIVALENT SOLID LINE			
1	COS	S.R. 83	12.75	26.72	13.97	13.97	24.476	13.97	NO CENTER LINE ON CONCRETE PAVEMENT	
LOCATION 1 TOTALS									13.97	

644 THERMOPLASTIC AUXILIARY MARKING

LOCATION	COUNTY	ROUTE	DESCRIPTION	SIDE	SLM	TRANVERSE/DIAGONAL LINES (24")		STOP LINE (24")	12" CROSSWALK LINE	WORD ON PAVEMENT		LANE ARROWS				RAILROAD SYMBOL MARKING	REMARKS
						WHITE	YELLOW			ONLY		COMBINATION		TURN			
										72"	96"	LT./TH.	RT./TH.	LT.	RT.		
						FT.	FT.			EACH	EACH	EACH	EACH	EACH	EACH		
1	COS	S.R. 83	U.S. 36 INTERSECTION	CL				24			1					3	MATCH EXISTING LOCATIONS
1	COS	S.R. 83	CO. RD. 24	LT				16									PLACE 18' FROM SR 83 CL
1	COS	S.R. 83	CO. RD. 476	RT				30									PLACE 18' FROM SR 83 CL
1	COS	S.R. 83	CO. RD. 476	RT				24									PLACE 18' FROM SR 83 CL
1	COS	S.R. 83	TWP. RD. 1143	RT				10									PLACE 18' FROM SR 83 CL
1	COS	S.R. 83	TWP. RD. 1142	RT				16									PLACE 18' FROM SR 83 CL
1	COS	S.R. 83	TWP. RD. 202	RT				18									PLACE 18' FROM SR 83 CL
1	COS	S.R. 83	TWP. RD. 201	RT				22									PLACE 20' FROM SR 83 CL
1	COS	S.R. 83	TWP. RD. 322	LT				22									PLACE 20' FROM SR 83 CL
1	COS	S.R. 83	CO. RD. 193	RT				30									PLACE 20' FROM SR 83 CL
1	COS	S.R. 83	S.R. 643 (2 @ 18')	RT				36									PLACE 18' FROM SR 83 CL, PLACE 18' FROM SR 643 CL
1	COS	S.R. 83	CO. RD. 207	LT				18									PLACE 24' FROM SR 83 CL
1	COS	S.R. 83	TWP. RD. 47	LT				16									PLACE 24' FROM SR 83 CL
1	COS	S.R. 83	TWP. RD. 204	RT				18									PLACE 20' FROM SR 83 CL
1	COS	S.R. 83	CO. RD. 1	RT				36									PLACE 20' FROM SR 83 CL
1	COS	S.R. 83	CO. RD. 405	LT				30									PLACE 20' FROM SR 83 CL
1	COS	S.R. 83	CO. RD. 12	RT				25									PLACE 24' FROM SR 83 CL
1	COS	S.R. 83	CONNECTOR TO C.R. 12	RT				12									PLACE 18' FROM SR 83 CL
1	COS	S.R. 83	CO. RD. 38	LT				20									PLACE 19' FROM SR 83 CL
1	COS	S.R. 83	TWP. RD. 209	RT				15									PLACE 21' FROM SR 83 CL
1	COS	S.R. 83	TWP. RD. 210	RT				30									PLACE 18' FROM SR 83 CL
1	COS	S.R. 83	TWP. RD. 21	RT				24									PLACE 18' FROM SR 83 CL
1	COS	S.R. 83	CO. RD. 38	LT				48									PLACE 25' FROM SR 83 CL
1	COS	S.R. 83	TWP. RD. 212	RT				40									PLACE 22' FROM SR 83 CL
1	COS	S.R. 83	TWP. RD. 221	RT				24									PLACE 18' FROM SR 83 CL
1	COS	S.R. 83	TWP. RD. 222	LT				16									PLACE 19' FROM SR 83 CL
1	COS	S.R. 83	TWP. RD. 222	LT				12									PLACE 18' FROM SR 83 CL
SUBTOTALS																3	
LOCATION 1 TOTALS								632			1		3				

CALCULATED  
LME  
CHECKED  
DNM

AUXILIARY MARKING DATA

COS-83-12.67

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**

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		DETAIL	621	621	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS
								RAISED PAVEMENT MARKER REMOVED	RPM	INFORMATION ONLY					
										ONE-WAY	TWO-WAY				
					MILES	LIN.FT.			WHITE	YELLOW	YELLOW / YELLOW	WHITE / RED	YELLOW / RED		
								EACH	EACH						
1	COS	S.R. 83	12.75	12.83	0.08	422	7	11	11	6		5		FINISH STOP AT US 36	
1	COS	S.R. 83	12.83	13.58	0.75	3,960	GAP	50	50			50			
1	COS	S.R. 83	13.58	13.74	0.16	845	11	21	21			21		PC 13.58 PT 13.74 L=845' DEG 9	
1	COS	S.R. 83	13.74	13.97	0.23	1,214	11	33	33			33		PC 13.74 PT 13.97 L=1320' DEG 6	
1	COS	S.R. 83	13.97	18.08	4.11	21,701	GAP	271	271			271			
1	COS	S.R. 83	18.08	18.22	0.14	739	11	18	18			18		PC 18.08 PT 18.22 L=739' DEG 6	
1	COS	S.R. 83	18.22	19.07	0.85	4,488	GAP	56	56			56			
1	COS	S.R. 83	19.07	19.29	0.22	1,162	12	39	39			39		PC 19.16 PT 19.23 L=370' DEG 14	
1	COS	S.R. 83	19.29	19.42	0.13	686	12	23	23			23		PC 19.29 PT 19.33 L=211' DEG 13	
1	COS	S.R. 83	19.42	19.69	0.27	1,426	GAP	18	18			18			
1	COS	S.R. 83	19.69	19.86	0.17	898	12	29	29			29		PC 19.78 PT 19.83 L=264' DEG 11	
1	COS	S.R. 83	19.86	19.98	0.12	634	12	26	26			26		PC 19.86 PT 19.94 L=422' DEG 11	
1	COS	S.R. 83	19.98	20.09	0.11	581	11	14	14			14		PC 19.98 PT 20.09 L=581' DEG 8	
1	COS	S.R. 83	20.09	20.31	0.22	1,162	GAP	15	15			15			
1	COS	S.R. 83	20.31	20.36	0.05	264	11	6	6			6		PC 20.26 PT 20.31 L=264' DEG 8	
1	COS	S.R. 83	20.36	20.69	0.33	1,742	GAP	22	22			22			
1	COS	S.R. 83	20.69	20.72	0.03	158	11	4	4			4		PC 20.66 PT 20.69 L=158' DEG 9	
1	COS	S.R. 83	20.72	20.87	0.15	792	12	28	28			28		PC 20.72 PT 20.78 L=317' DEG 13	
1	COS	S.R. 83	20.87	22.48	1.61	8,501	GAP	106	106			106			
1	COS	S.R. 83	22.48	22.58	0.10	528	11	13	13			13		PC 22.48 PT 22.58 L=528' DEG 6	
1	COS	S.R. 83	22.58	22.89	0.31	1,637	GAP	20	20			20			
1	COS	S.R. 83	22.89	23.06	0.17	898	12	31	31			31		PC 22.98 PT 23.04 L=317' DEG 14	
1	COS	S.R. 83	23.06	23.11	0.05	264	11	6	6			6		PC 23.06 PT 23.11 L=264' DEG 9	
1	COS	S.R. 83	23.11	23.22	0.11	581	GAP	7	7			7			
1	COS	S.R. 83	23.22	23.30	0.08	422	11	11	11			11		PC 23.22 PT 23.30 L=422' DEG 8	
1	COS	S.R. 83	23.30	23.37	0.07	370	GAP	4	4			4			
1	COS	S.R. 83	23.37	23.41	0.04	211	11	5	5			5		PC 23.37 PT 23.41 L=211' DEG 7	
1	COS	S.R. 83	23.41	23.58	0.17	898	12	33	33			33		PC 23.42 PT 23.50 L=422' DEG 11	
1	COS	S.R. 83	23.58	23.68	0.10	528	12	21	21			21		PC 23.58 PT 23.64 L=317' DEG 13	
1	COS	S.R. 83	23.68	23.82	0.14	739	12	28	28			28		PC 23.68 PT 23.75 L=370' DEG 11	
1	COS	S.R. 83	23.82	23.87	0.05	264	11	13	13			13		PC 23.82 PT 23.87 L=528' DEG 9	
SUB-TOTALS										6		976			
LOCATION 1 TOTALS CARRIED TO NEXT SHEET								982	982						

CALCULATED  
LME  
CHECKED  
DNM

**RAISED PAVEMENT MARKER DATA**

**COS-83-12.67**

13  
15

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.

CALCULATED  
LME  
CHECKED  
DNM

**ITEM 621 RPM SUB-SUMMARY**

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		DETAIL	621	621	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS	
								RAISED PAVEMENT MARKER REMOVED	RPM	INFORMATION ONLY						
										ONE-WAY		TWO-WAY				
										EACH	EACH	WHITE	YELLOW	YELLOW / YELLOW		WHITE / RED
LOCATION 1 TOTALS FROM PREVIOUS SHEET								982	982							
1	COS	S.R. 83	23.87	24.52	0.65	3,432	GAP	43	43				43			
1	COS	S.R. 83	24.52	24.74	0.22	1,162	11	29	29				29		PC 24.52 PT 24.74 L=1164' DEG 9	
1	COS	S.R. 83	24.74	25.18	0.44	2,323	GAP	29	29				29			
1	COS	S.R. 83	25.18	25.46	0.28	1,478	12	54	54				54		PC 25.27 PT 25.40 L=686' DEG 13	
1	COS	S.R. 83	25.46	25.59	0.13	686	12	25	25				25		PC 25.46 PT 25.52 L=317' DEG 22	
1	COS	S.R. 83	25.59	25.76	0.17	898	12	33	33				33		PC 25.59 PT 25.67 L=422' DEG 12	
1	COS	S.R. 83	25.76	25.84	0.08	422	GAP	5	5				5			
1	COS	S.R. 83	25.84	26.06	0.22	1,162	12	41	41				41		PC 25.93 PT 26.02 L=475' DEG 12	
1	COS	S.R. 83	26.06	26.17	0.11	581	12	24	24				24		PC 26.06 PT 26.13 L=370' DEG 12	
1	COS	S.R. 83	26.17	26.34	0.17	898	12	33	33				33		PC 26.17 PT 26.25 L=422' DEG 10	
1	COS	S.R. 83	26.34	26.65	0.31	1,637	12	57	57				57		PC 26.44 PT 26.56 L=634' DEG 10	
1	COS	S.R. 83	26.65	26.72	0.07	370	GAP	5	5				5		END HOLMES COUNTY	
SUB-TOTALS													378			
<b>LOCATION 1 TOTALS</b>								<b>1,360</b>	<b>1,360</b>							

**RAISED PAVEMENT MARKER DATA**

**COS-83-12.67**

SHEET TOTALS										ITEM	ITEM EXT.	TOTALS 01/STR/PV/	UNIT	DESCRIPTION	SEE SHEET
Sht. 2	Sht. 3	Sht. 4	Sht. 6	Sht. 7	Sht. 8	Sht. 9	Sht. 11	Sht. 12	Sht. 14						
	1,840				6,037	1,237				202	23500	9,114	SQ YD	WEARING COURSE REMOVED	
28				28						209	60500	28	MILE	LINEAR GRADING	
										209	72051	28	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	2
2,300										253	02000	2,300	CU YD	PAVEMENT REPAIR	
			195,306	32,551						254	01000	227,857	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE	
			14,648	2,442	455	93				407	10000	17,638	GALLON	TACK COAT	
			9,766	1,628	17					407	14000	11,411	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
13,021										408	10001	13,021	GALLON	PRIME COAT, AS PER PLAN	2
	90		9,495	1,583	17					448	46050	11,185	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22	
	359		6,782	1,131		43				448	46904	8,315	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M	
					211					448	47020	211	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	
						176				516	31011	176	FT	2" DEEP JOINT SEALER, AS PER PLAN	2
		50								614	11110	50	HOURL	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	69									614	12460	69	EACH	WORK ZONE MARKING SIGN	
	8									614	13000	8	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
		60								614	18401	60	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	4
			27.89							614	21400	27.89	MILE	WORK ZONE CENTER LINE, CLASS II	
				1,809						617	10101	1,809	CU YD	COMPACTED AGGREGATE, AS PER PLAN	2
				32,551						617	20000	32,551	SQ YD	SHOULDER PREPARATION	
									1,360	621	00100	1,360	EACH	RPM	
									1,360	621	54000	1,360	EACH	RAISED PAVEMENT MARKER REMOVED	
								632		644	00500	632	FT	STOP LINE	
								3		644	01300	3	EACH	LANE ARROW	
								1		644	01410	1	EACH	WORD ON PAVEMENT, 96"	
7,000										690	98800	7,000	TON	SPECIAL - MISC.: HAULING RACP	2
								27.94		817	00100	27.94	MILE	EDGE LINE, 4"	
								13.97		817	00300	13.97	MILE	CENTER LINE	
										103	05000	LUMP		PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND	
										614	11000	LUMP		MAINTAINING TRAFFIC	
										619	16000	2	MONTH	FIELD OFFICE, TYPE A	
										624	10000	LUMP		MOBILIZATION	
										823	10000	LUMP		CONSTRUCTION LAYOUT STAKES	

CALCULATED  
LME  
CHECKED  
DNM

GENERAL SUMMARY

COS-83-12.67

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