

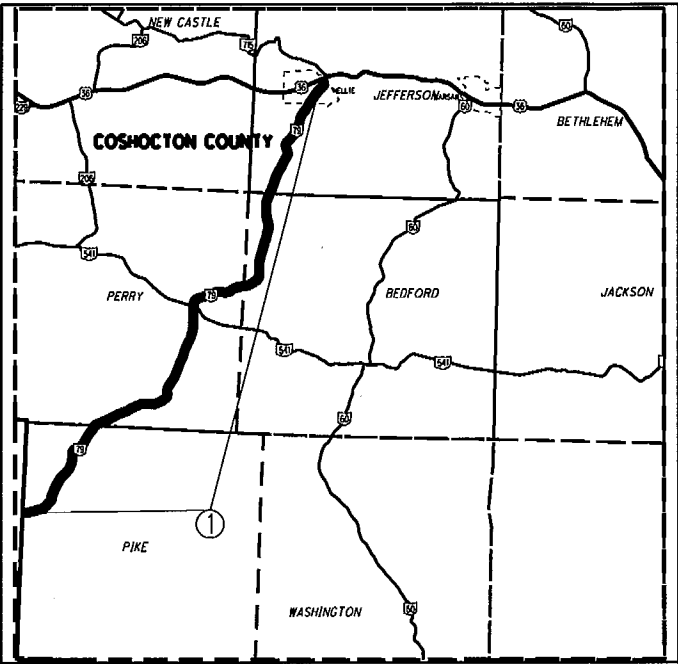
**STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION**

**COS-79-0.00**

**VILLAGE OF NELLIE**

**BEDFORD, JEFFERSON,  
PERRY AND PIKE,  
TOWNSHIPS**

**COSHOCTON COUNTY**



LOCATION MAP

LATITUDE: 40° 16' 19"    LONGITUDE: 82° 7' 0"

PORTION TO BE IMPROVED -----

DESIGN DESIGNATION	SLM 0.00-12.37
Functional Classification	RMAC
Opening Year ADT (2016)	510
Design Year ADT (2028)	510
Design Hourly Volume (2028)	50
Directional Distribution	70%
Trucks (24 Hour B&C)	8%
Design Speed	55mph
Legal Speed	55mph

RMAC = RURAL MAJOR COLLECTOR

**INDEX OF SHEETS:**

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**PROJECT DESCRIPTION:**

ASPHALT CONCRETE RESURFACING AND RELATED WORK ON S.R. 79 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	COUNTY	ROUTE	BEGIN SLM	END SLM	LENGTH MILES	CITY/VILLAGE
1	COS	79	0.00	12.37	12.37	NELLIE

**2013 SPECIFICATIONS**

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS 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.

**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

SIGNED: *Douglas N. Morgan*  
 DATE: 11/7/2016

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	7/18/14	TC-65.10	1/17/14	800	1-15-16
BP-4.1	7/19/13	TC-65.11	7/18/14	832	1-17-14
		TC-71.10	1/17/14		
MT-97.10	7/18/14				
MT-97.12	7/18/14				
MT-99.20	7/19/13				
MT-101.90	7/17/15				
MT-105.10	7/19/13				
				<b>SPECIAL PROVISIONS</b>	

APPROVED: *Dave Ray*  
 DATE: 1-7-16 DISTRICT DEPUTY DIRECTOR

APPROVED: \_\_\_\_\_  
 DATE: \_\_\_\_\_ DIRECTOR, DEPARTMENT OF TRANSPORTATION

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FEDERAL PROJECT NO.  
**E140(868)**

PID NO.  
**93004**

CONSTRUCTION PROJECT NO.  
**N/A**

RAILROAD INVOLVEMENT  
**N/A**

**COS-79-0.00**

1  
14

**UTILITIES**

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

**CONTINGENCY QUANTITIES**

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

**NOTIFICATION OF ROAD CLOSURE OR RESTRICTION**

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

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

DISTRICT PERMIT SECTION BY FAX AT (614) 887-4525 OR EMAIL AT [BRIAN.BOSCH@DOT.STATE.OH.US](mailto: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](mailto:HAULING.PERMITS@DOT.STATE.OH.US)

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

**PAVEMENT MARKING**

STOP LINES, CROSSWALK LINES, CHANNELIZING LINES, ETC., SHOWN IN THE PLANS ARE TAKEN FROM EXISTING MARKINGS. THE CONTRACTOR SHALL DOCUMENT ALL OF THE EXISTING PAVEMENT MARKING LOCATIONS THAT WILL BE REMOVED/OBLITERATED DURING THIS PROJECT. THE CONTRACTOR SHALL PLACE NEW PAVEMENT MARKINGS AT THE LOCATION OF THE EXISTING MARKINGS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. DOCUMENTATION OF PAVEMENT MARKING SHALL BE SUPPLIED TO THE ENGINEER BEFORE COMMENCEMENT OF ANY OPERATION WHICH WILL REMOVE/OBLITERATE MARKINGS. THE METHOD OF DOCUMENTATION SHALL BE APPROVED BY THE ENGINEER IN ORDER TO PROVIDE AN ACCEPTABLE TOLERANCE BETWEEN THE EXISTING AND PROPOSED PAVMENT MARKINGS.

**PART WIDTH CONSTRUCTION**

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSE. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1

**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.

IN ADDITION TO PREPARING THE SHOULDER FOR PAVING, THE CONTRACTOR SHALL 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 PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN.

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 BEYOND THE 10 INCH WIDE STRIP FOR THE SAFETY EDGE, SHALL BE DONE BEFORE PLACING THE ASPHALT SURFACE COURSE.

**ITEM 253. PAVEMENT REPAIR**

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

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

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

**ITEM 253, PAVEMENT REPAIR**  
**LOCATION 1: 2,000 CY**

**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 FOR TACK COAT FOR ESTIMATING PURPOSES ONLY.

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

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

**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 EXTEND AN AVERAGE OF 4' INTO THE DRIVEWAY (MEASURED FROM THE EDGE OF PAVEMENT OR PAVED SHOULDER IF PRESENT), WITH THE MAXIMUM DISTANCE TO BE DIRECTED BY THE ENGINEER, IN ORDER TO PROVIDE A SMOOTH TRANSITION AND/OR ELIMINATE SHORT DISTANCES OF UNDESIRABLE PROFILE. ABRUPT CHANGES IN DRIVEWAY PROFILE ARE NOT PERMITTED, THEREFORE, A QUANTITY OF ITEM 304 AGGREGATE BASE HAS BEEN PROVIDED TO BE USED AS DIRECTED BY THE ENGINEER TO PROVIDE A SMOOTH TRANSITION.

FIELD DRIVES AND OIL WELL DRIVES SHALL NOT BE PAVED. GRAVEL DRIVES SHALL BE PAVED BACK AN AVERAGE OF 4' INTO THE DRIVE-WAY UNLESS OTHERWISE DIRECTED BY THE ENGINEER. CONCRETE AND ASPHALT DRIVES SHALL HAVE BUTT JOINTS OR AS SHORT AN ASPHALT TAPER AS POSSIBLE (AVERAGE OF 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 ASPHALTTAPER AS POSSIBLE (AVERAGE OF 4') BUT ONLY IF THE EXISTING ASPHALT APRON IS IN AN ACCEPTABLE CONDITION TO BE PAVED OVER AS DIRECTED BY THE ENGINEER. IF THE ASPHALT APRON CANNOT BE PAVED OVER (FOR EXAMPLE, BROKEN INTO SMALL PIECES) AS DETERMINED BY THE ENGINEER, IT SHALL BE REMOVED BEFORE BEING PAVED BACK 4' INTO THE DRIVEWAY. ALL GRADING, PRIME OR TACK COAT, MATERIALS, LABOR, EQUIPMENT TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE DRIVES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEMS LISTED BELOW.

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

**ITEM 202 WEARING COURSE REMOVED**  
**LOCATION 1: 770 SY**

**ITEM 304 AGGREGATE BASE**  
**LOCATION 1: 4 CY**

**ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448),**  
**PG 70-22M**  
**LOCATION 1: 27 CY**

CALCULATED  
PCM  
CHECKED  
DNM

GENERAL NOTES

COS-79-0.00

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**SAFETY EDGE PLAN NOTE**

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

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

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

TransTech Systems, Inc.  
1594 State Street  
Schenectady, NY 12304  
1-800-724-6306  
[www.transtechsys.com](http://www.transtechsys.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 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.

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

**ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448),  
PG 70-22M  
LOCATION 1: 115 CU. YD.**

**MAIL BOX TURN OUTS**

A QUANTITY OF ASPHALT CONCRETE HAS BEEN PROVIDED IN THE PLAN TO COVER MAIL BOX TURN-OUTS. TURN-OUTS SHALL BE PAVED AS SHOWN IN THE DETAIL IN DRAWING BP-4.1. ANY EXTRA GRADING OF THE SHOULDERS, PRIME OR TACK COAT, MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE MAIL BOX TURN OUTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEMS LISTED BELOW.

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

**ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448),  
PG 70-22M  
LOCATION 1: 16 CY**

**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 RECYCLED ASPHALT CONCRETE PAVEMENT (RACP MEETING REQUIREMENTS OF 617.02) IN LIEU OF CRUSHED LIMESTONE.

**ITEM 621, RAISED PAVEMENT MARKER REMOVED**

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

CALCULATED  
WJF  
CHECKED  
DNM

GENERAL NOTES

COS-79-0.00

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**MAINTAINING TRAFFIC**

A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON SR 79 BY USE OF THE EXISTING PAVEMENT AND STANDARD DRAWING MT-97.10 OR MT-97.12.

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

**DUE TO THE SCHOOL LOCATED ALONG S.R. 79, THE CONTRACTOR CANNOT COMPLETE ANY WORK BETWEEN SLM 3.00 TO SLM 6.00, UNTIL JUNE 15, 2016 OR UNTIL THE SCHOOL HAS CLOSED FOR THE SUMMER.**

**IN ADDITION TO THE WORK RESTRAINT LISTED ABOVE, THE CONTRACTOR WILL BE LIMITED TO ONLY PERFORMING PAVEMENT REPAIRS ON S.R. 79 FROM S.R. 541 (SLM 6.27) TO U.S. 36 (SLM 12.37), FROM JUNE 1, 2016 TO SEPTEMBER 1, 2016 DUE TO THE REPLACEMENT OF TWO BRIDGE STRUCTURES (BRIDGE COS-79-0833 AND BRIDGE COS-79-0950). S.R. 79 WILL BE CLOSED TO THROUGH TRAFFIC WHILE THESE BRIDGES ARE BEING REPLACED. THE CONTRACTOR SHALL NOT PLACE THE ASPHALT CONCRETE SURFACE COURSE IN THIS SECTION UNTIL S.R. 79 IS OPEN TO THROUGH TRAFFIC FOLLOWING THE CONSTRUCTION OF THE BRIDGE REPLACEMENT PROJECT.**

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.

**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.

**COOPERATION BETWEEN CONTRACTORS**

THE STATE OF OHIO HAS CONTRACTED PROJECT: **COS-79-01.58/03.91/08.33/09.50, PID 91852**, WHICH WILL 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. ALL MAINTENANCE OF TRAFFIC SHALL BE COORDINATED BETWEEN PROJECTS AND NOT CONFLICT WITH ONE ANOTHER.

**ITEM 614, WORK ZONE MARKING SIGN**

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

W8-H12a (NO EDGE LINES): LOCATION 1: 44 EACH      R4-1 (DO NOT PASS): LOCATION 1: 58 EACH

R4-2 (PASS WITH CARE): LOCATION 1: 22 EACH

**ITEM 614, WORK ZONE MARKING SIGN**

LOCATION 1: 124 EACH

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

**BUTT JOINT**

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

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

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. 79	Begin Work	0.00	0.4
		Bridge COS-79-0028	0.28	0.8
		Bridge COS-79-0158	1.60	0.8
		Bridge COS-79-0260	2.60	0.8
		Bridge COS-79-0391	3.91	0.8
		Bridge COS-79-0833	8.33	0.8
		Bridge COS-79-0950	9.50	0.8
		Bridge COS-79-1216	12.16	0.9
		End Work	12.37	0.6
		<b>Total</b>		<b>6.7</b>

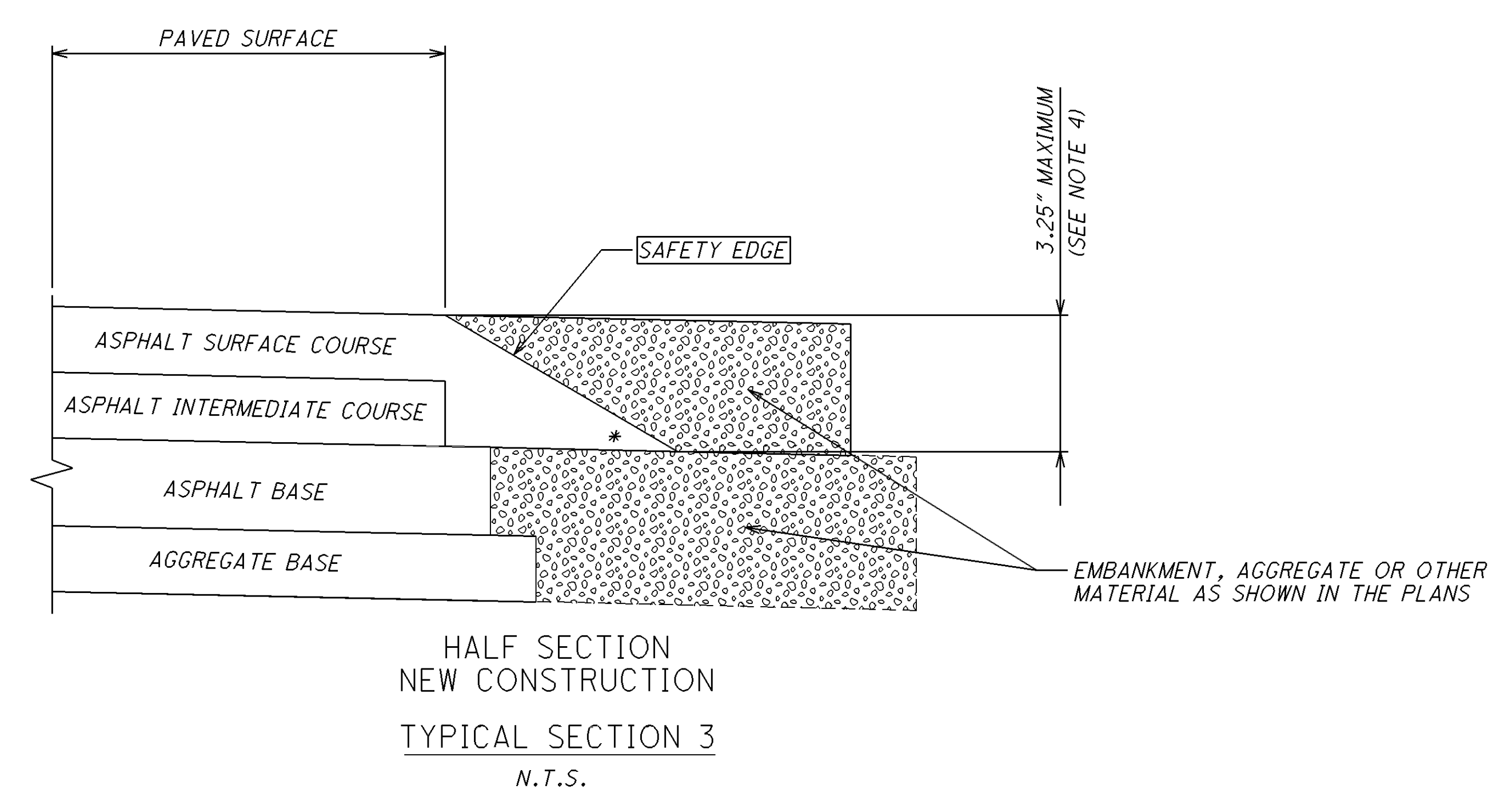
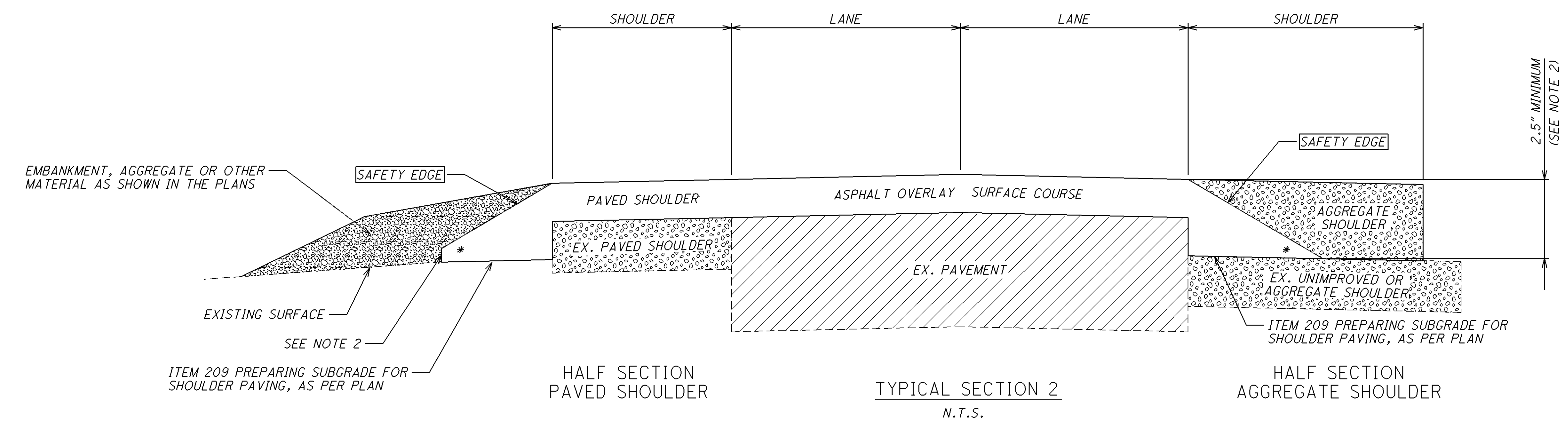
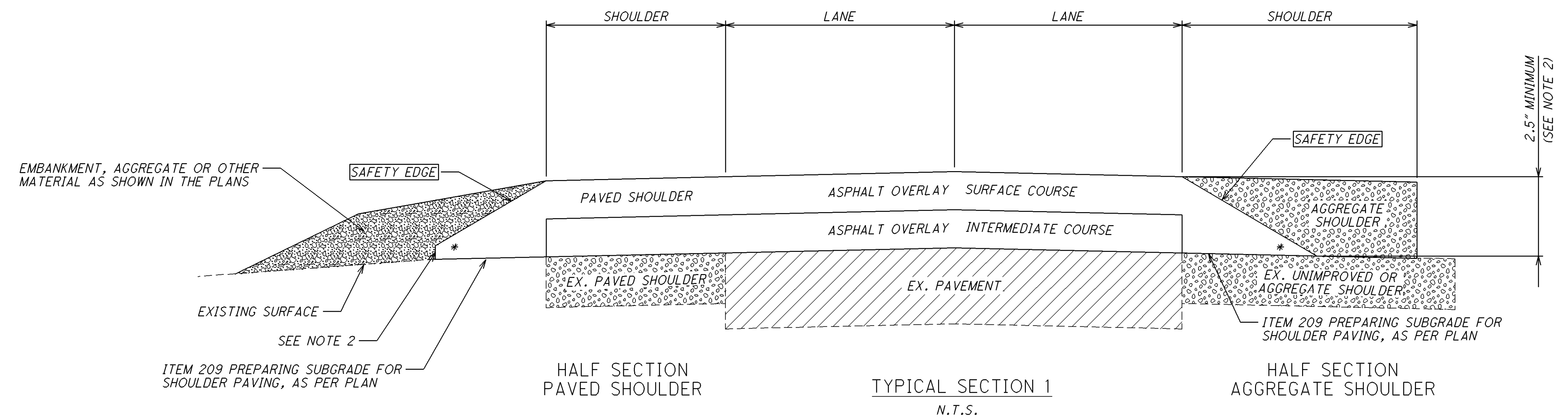
GRINDING FOR BUTT JOINTS SHALL BE INCLUDED FOR PAYMENT WITH ITEM 202, WEARING COURSE REMOVED. A QUANTITY OF 575 SY HAS BEEN CARRIED TO THE GENERAL SUMMARY SHEET FOR THE BUTT JOINTS REQUIRED AT SLM 0.00 AND SLM 12.37. THE GRINDING FOR THE BUTT JOINTS REQUIRED FOR THE BRIDGES IS INCLUDED WITH THE BRIDGE QUANTITIES.

**LOCATION 1  
ITEM 202, WEARING COURSE REMOVED – 575 SY**

CALCULATED  
WJF  
CHECKED  
DNM

MAINTENANCE OF TRAFFIC NOTES

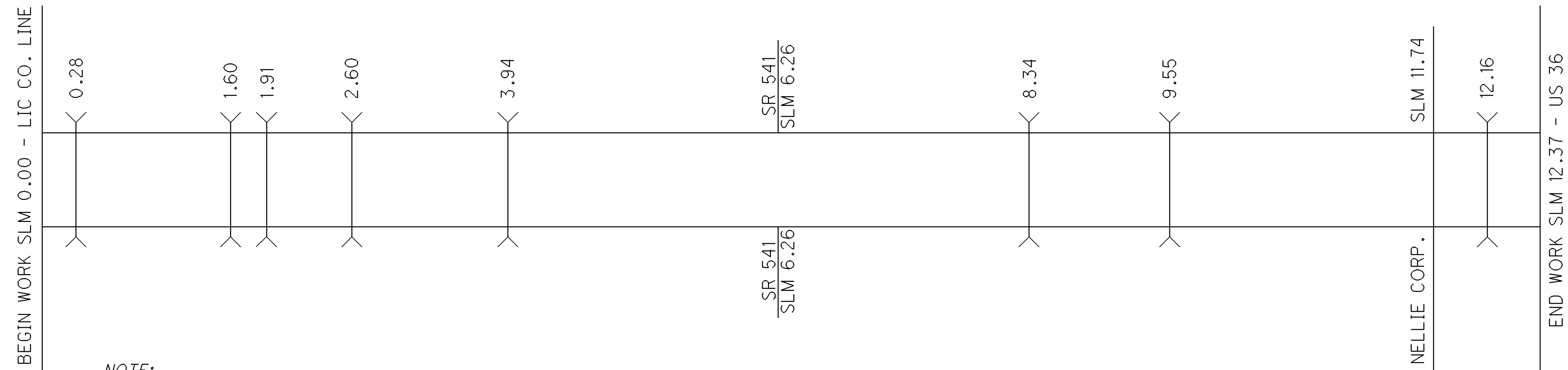
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**NOTES:**

- 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

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**NOTE:**

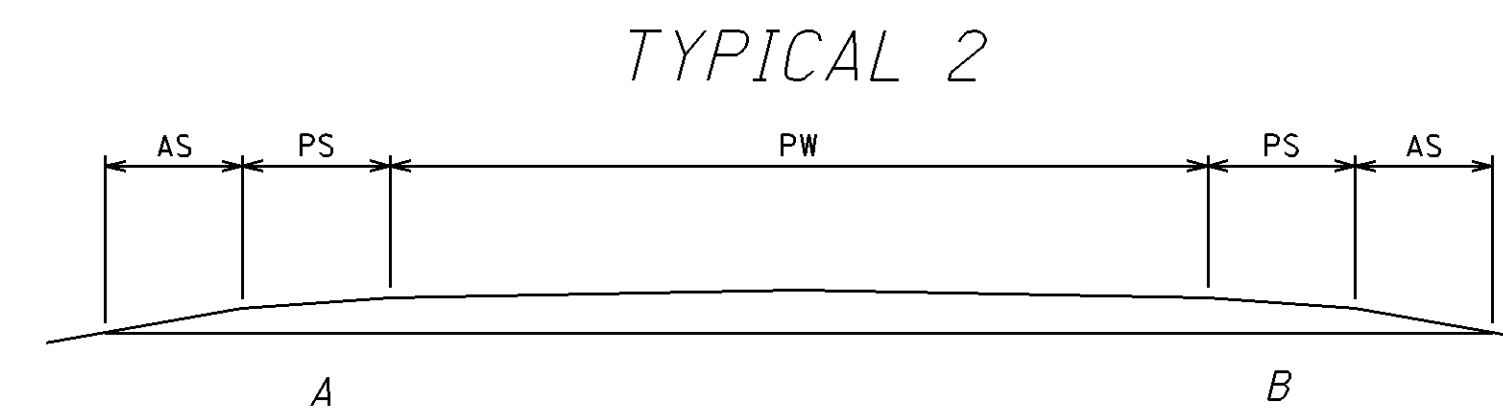
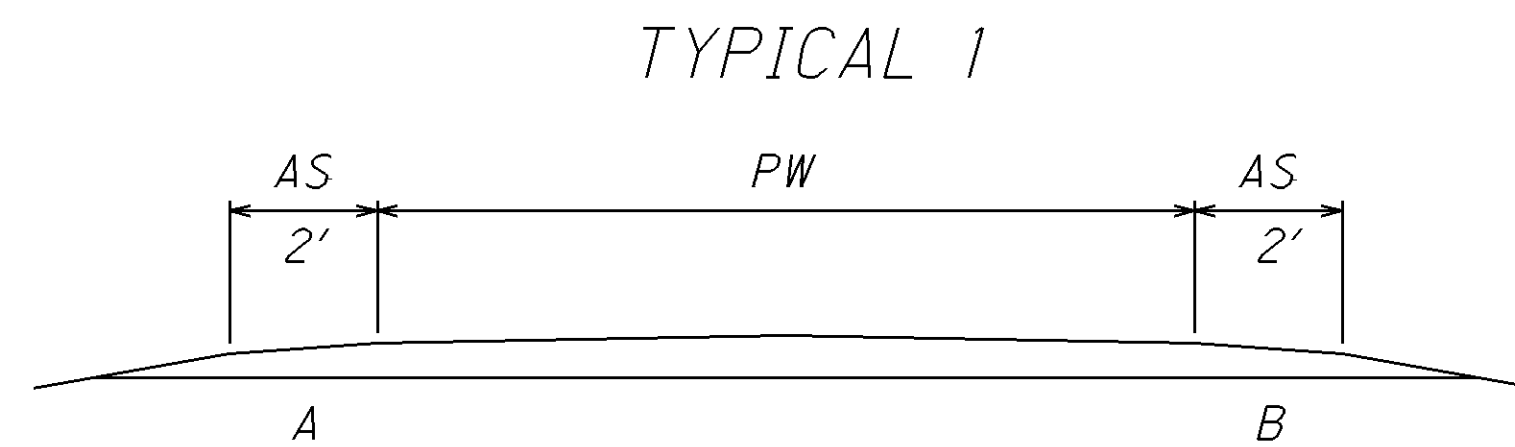
1. IF THE EXISTING ROADWAY IS WIDER THAN THAT WHICH IS SHOWN IN THE PAVEMENT DATA TABLE, PAVING SHALL EXTEND THE FULL WIDTH OF THE ROADWAY.
2. FOR TYPICAL SECTIONS, SEE SHEET 7.

PAVEMENT DATA													
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		PAVEMENT WIDTH (FEET)	TYPICAL	PAVEMENT AREA	407	441 ASPHALT CONCRETE		614
					MILES	LIN. FT.				TACK COAT @ 0.075 GAL./S.Y.	THICKNESS	SURFACE COURSE, TYPE 1, PG 70-22M	WORK ZONE CENTER LINE, CLASS III, 642 PAINT
										SQ. YD.	GAL.	IN.	CU. YD.
1	COS	S.R. 79	0.00	1.58	1.58	8,342.4	19.0	1	17,611.7	1,320.9	1.25	611.6	1.58
			1.58	1.64	0.06	316.8	19.0	1	668.8	SUSPEND/RESUME AT NEW BRIDGE APPROACH PAVEMENT			
			1.64	3.91	2.27	11,985.6	19.0	1	25,302.9	1,897.8	1.25	878.6	2.27
			3.91	3.99	0.08	422.4	19.0	1	891.7	SUSPEND/RESUME AT NEW BRIDGE APPROACH PAVEMENT			
			3.99	4.32	0.33	1,742.4	19.0	1	3,678.4	275.9	1.25	127.8	0.33
			4.32	4.34	0.02	105.6	19.0	1	222.9	16.8	1.25	7.8	0.02
			4.34	4.50	0.16	844.8	19.0	1	1,783.5	133.8	1.25	62.0	0.16
			4.50	4.75	0.25	1,320.0	19.0	1	2,786.7	209.1	1.25	96.8	0.25
			4.75	8.33	3.58	18,902.4	19.0	1	39,905.1	2,992.9	1.25	1,385.6	3.58
			8.33	8.37	0.04	211.2	19.0	1	445.9	SUSPEND/RESUME AT NEW BRIDGE APPROACH PAVEMENT			
			8.37	9.50	1.13	5,966.4	19.0	1	12,595.7	944.7	1.25	437.4	1.13
			9.50	9.59	0.09	475.2	19.0	1	1,003.2	SUSPEND/RESUME AT NEW BRIDGE APPROACH PAVEMENT			
			9.59	11.74	2.15	11,352.0	19.0	1	23,965.3	1,797.4	1.25	832.2	2.15
			11.74	12.19	0.45	2,376.0	20.0	2	5,280.0	396.0	1.25	183.4	0.45
			12.19	12.37	0.18	950.4	22.0	2	2,323.2	174.3	1.25	80.7	0.18
BRIDGE DEDUCTIONS									(637.0)	(47.7)	1.25	(22.1)	(0.04)
<b>TOTALS CARRIED TO GENERAL SUMMARY</b>										<b>10,111.9</b>		<b>4,681.8</b>	<b>12.06</b>

CALCULATED  
WJF  
CHECKED  
DNM

ASPHALT CONCRETE DATA

COS-79-0.00



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

**SHOULDER DATA**

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		TYPICAL	PROPOSED WIDTH (FT.)		SHOULDER AREA	209	407	408	441		617		
					MILES	LIN. FT.		A	B		PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	TACK COAT @ 0.075 GAL./S.Y.	PRIME COAT @ 0.4 GAL./S.Y.	THICKNESS	SURFACE COURSE, TYPE 1, PG 70-22M	THICKNESS	COMPACTED AGGREGATE, AS PER PLAN (2' WIDTH)	SHOULDER PREPARATION (2' WIDTH)
					SQ. YD.	MILE		GAL.	GAL.		IN.	CU. YD.	IN.	CU. YD.	SQ. YD.			
1	COS	S.R 79	0.00	1.58	1.58	8,342.4	1			3.16		1,483.1			0.75 AVG	77.3	3,707.8	
			1.58	1.64	0.06	316.8	1			SUSPEND/RESUME AT NEW BRIDGE APPROACH PAVEMENT								
			1.64	3.91	2.27	11,985.6	1			4.54		2,130.8			0.75 AVG	111.0	5,327.0	
			3.91	3.99	0.08	422.4	1			SUSPEND/RESUME AT NEW BRIDGE APPROACH PAVEMENT								
			3.99	8.33	4.34	22,915.2	1			8.68		4,073.9			0.75 AVG	212.2	10,184.6	
			8.33	8.37	0.04	211.2	1			SUSPEND/RESUME AT NEW BRIDGE APPROACH PAVEMENT								
			8.37	9.50	1.13	5,966.4	1			2.26		1,060.7			0.75 AVG	55.3	2,651.8	
			9.50	9.59	0.09	475.2	1			SUSPEND/RESUME AT NEW BRIDGE APPROACH PAVEMENT								
			9.59	11.19	1.60	8,448.0	1			3.20		1,501.9			0.75 AVG	78.3	3,754.7	
			11.99	12.17	0.18	950.4	2	2	2	422.4	0.36	31.7	169.0	1.25	14.7	0.75 AVG	8.8	422.4
			12.17	12.20	0.03	158.4	1				0.06		28.2			0.75 AVG	1.5	70.4
			12.20	12.37	0.17	897.6	2	4	4	797.9	0.34	59.9	159.6	1.25	27.8	0.75 AVG	8.4	399.0
BRIDGE DEDUCTIONS										(6.3)	(0.11)	(0.4)	(53.0)	1.25	(0.2)	0.75 AVG	(2.8)	(44.2)
<b>TOTALS CARRIED TO GENERAL SUMMARY</b>											<b>22.49</b>	<b>91.2</b>	<b>10,554.2</b>		<b>42.3</b>		<b>550.0</b>	<b>26,473.5</b>

PAVED SHOULDER DATA

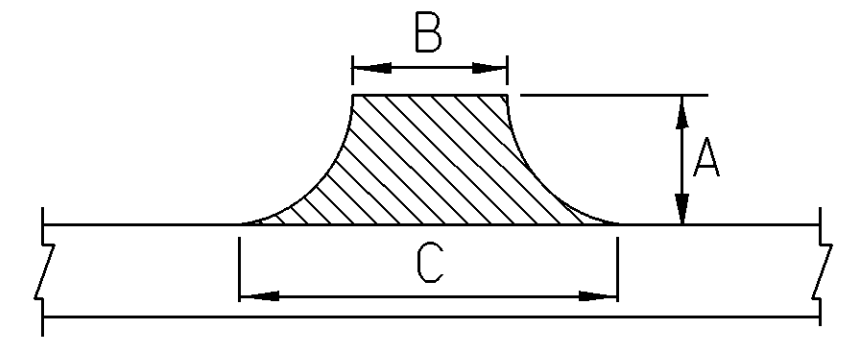
COS-79-0.00



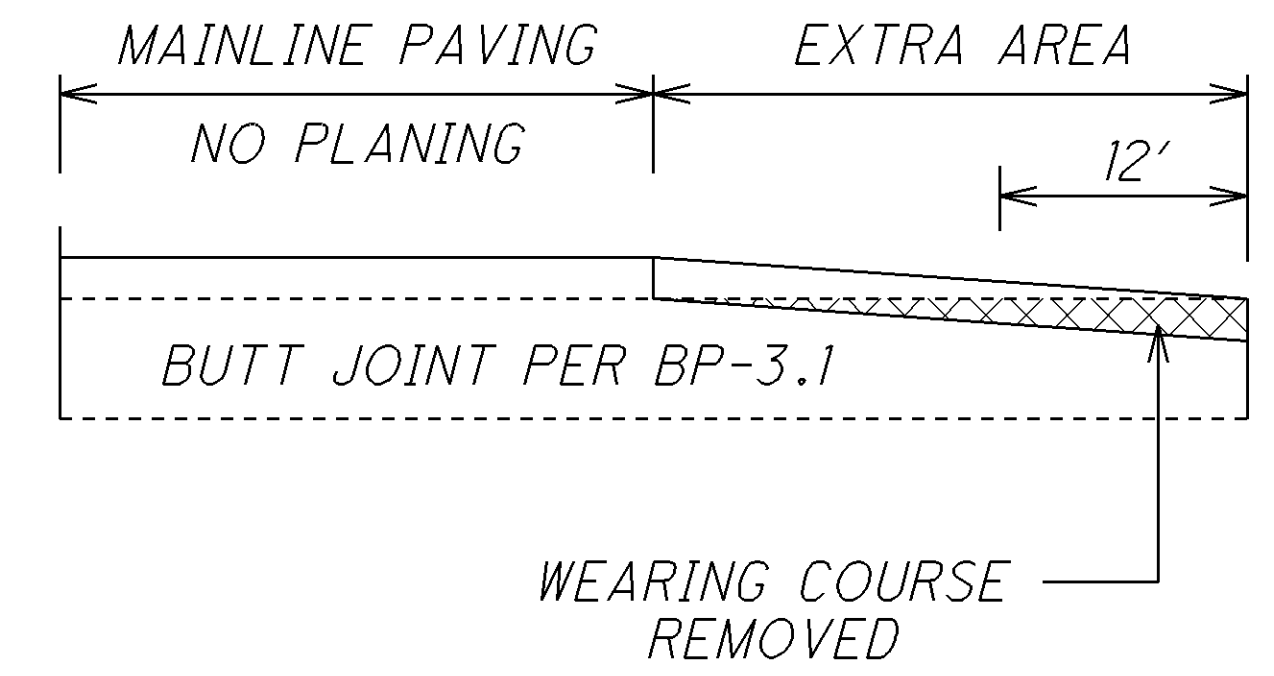
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**EXTRA AREAS**

LOCATION	COUNTY	ROUTE	DESCRIPTION	SIDE	INTERSECTIONS			AREA SQ. YD.	202	407	441 ASPHALT CONCRETE		
					DETAIL DIMENSION				WEARING COURSE REMOVED SQ. YD.	TACK COAT @ 0.075 GAL./S.Y. GAL.	THICKNESS IN.	SURFACE COURSE, TYPE 1, (448), PG 64-22 CU. YD.	SURFACE COURSE, TYPE 1, (448), PG 70-22 CU. YD.
					A	B	C						
					FT.	FT.	FT.						
1	COS	S.R. 79	TWP. RD. 388/TWP. RD. 475	RT	50	20	160	500.0	500.0	37.5	1.25	17.4	
			TWP. RD 387	RT	35	16	75	177.0	177.0	13.3	1.25	6.2	
			TWP. RD 184	LT	40	18	80	217.8	217.8	16.4	1.25	7.6	
			TWP. RD 411	LT	85	18	150	793.4	793.4	59.6	1.25	27.6	
			TWP. RD 381	LT	20	14	50	71.2	71.2	5.4	1.25	2.5	
			TWP. RD 383	LT	20	14	48	68.9	68.9	5.2	1.25	2.4	
			CO. RD 383	RT	50	17	80	269.5	269.5	20.3	1.25	9.4	
			CO. RD 18	LT	50	20	100	333.4	333.4	25.1	1.25	11.6	
			CO. RD 80	RT	30	20	70	150.0	150.0	11.3	1.25	5.3	
			CO. RD 18	RT	45	18	100	295.0	295.0	22.2	1.25	10.3	
			DRIVE FOR UNION SCHOOL	LT	40	18	100	262.3	262.3	19.7	1.25	9.2	
			TWP. RD 355	LT	25	10	40	69.5	69.5	5.3	1.25	2.5	
			TWP. RD 355	LT	20	12	38	55.6	55.6	4.2	1.25	2.0	
			TWP. RD 79	RT	25	15	60	104.2	104.2	7.9	1.25	3.7	
			S.R. 541	LT	45	22	85	267.5	267.5	20.1	1.25		9.3
			S.R. 541	RT	50	21	100	336.2	336.2	25.3	1.25		11.7
			TWP. RD 374	LT	50	25	50	208.4	208.4	15.7	1.25	7.3	
			CO. RD 51	RT	55	15	130	443.1	443.1	33.3	1.25	15.4	
			CO. RD 402	LT	35	19	70	173.1	173.1	13.0	1.25	6.1	
			TWP. RD 409	RT	55	17	100	357.5	357.5	26.9	1.25	12.5	
			CO. RD 99	LT	35	17	70	169.2	169.2	12.7	1.25	5.9	
			TWP. RD 131	LT	30	18	75	155.0	155.0	11.7	1.25	5.4	
			CO. RD 82	RT	30	19	75	156.7	156.7	11.8	1.25	5.5	
			TWP. RD 53	LT	75	22	50	300.0	300.0	22.5	1.25	10.5	
			TWP. RD 53	LT	30	17	70	145.0	145.0	10.9	1.25	5.1	
			CO. RD 41	LT	25	20	54	102.8	102.8	7.8	1.25	3.6	
			CO. RD 41	RT	30	20	88	180.0	180.0	13.5	1.25	6.3	
			ALLEY	RT	20	11	35	51.2	51.2	3.9	1.25	1.8	
			BRIDGE STREET	LT	25	20	37	79.2	79.2	6.0	1.25	2.8	
			BRIDGE STREET	RT	28	28	65	144.7	144.7	10.9	1.25	5.1	
			ALLEY	RT	20	10	60	77.8	77.8	5.9	1.25	2.8	
			AT U.S. 36		67	28	108	506.3	506.3	38.0	1.25		17.6
<b>TOTALS CARRIED TO GENERAL SUMMARY</b>								<b>7,221.5</b>	<b>543.3</b>		<b>213.8</b>	<b>38.6</b>	



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



**EXTRA AREA DATA**

**COS-79-0.00**

CALCULATED  
WJF  
CHECKED  
DNM



BRIDGE DECK TREATMENT

- COS-79-0028 - BUTT JOINT AT APP. SLABS, TAPER MILL 150', PAVEMENT REPAIRS AT APP. SLAB/PAVEMENT INTERFACE
- COS-79-0160 - SUSPEND/RESUME AT NEW BRIDGE APPROACH
- COS-79-0191 - RESURFACE SAME AS ROADWAY
- COS-79-0260 - BUTT JOINT AT DECK, TAPER MILL 150'. NO APP. SLABS
- COS-79-0394 - SUSPEND/RESUME AT NEW BRIDGE APPROACH
- COS-79-0433 - RESURFACE SAME AS ROADWAY
- COS-79-0834 - SUSPEND/RESUME AT NEW BRIDGE APPROACH
- COS-79-0955 - SUSPEND/RESUME AT NEW BRIDGE APPROACH
- COS-79-1216 - BUTT JOINT AT DECK, TAPER MILL 150'. NO APP. SLABS

\* DEDUCTIONS = PAVEMENT/SHOULDER WIDTHS X (BRIDGE LENGTH + APPROACH SLABS)  
 QUANTITIES BELOW INCLUDE EXTRA AREA FOR SHOULDER WIDENING AT BRIDGE APPROACH

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 E E S H E E T S 11)	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 9)	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 10)	202	407	441		516
		L I N. F T.	L I N. F T.	S Q. Y D.	L I N. F T.	L I N. F T.	S Q. Y D.	D E T A I L S (S E E S H E E T S 11)	S Q. Y D.	S Q. Y D.	W E A R I N G C O U R S E R E M O V E D	T A C K C O A T @ 0.075 G A L./S. Y.	T H I C K N E S S	A S P H A L T C O N C R E T E S U R F A C E C O U R S E, T Y P E 1,(448), P G 70-22M	2" D E E P J O I N T S E A L E R, A S P E R P L A N
1	COS-79-0028	153.00	30.00	510.0	25.0	30.0	166.7	1	428.6		633.4				38.0
	COS-79-0160	105.86	35.00	411.7	20.0	35.0	155.6	2			633.4				
	COS-79-0191	27.00	30.00	90.0	20.0	30.0	133.4		141.4		223.4	167.6	1.25	7.8	
	COS-79-0260	17.00	31.00	58.6				3	35.9		633.4				62.0
	COS-79-0394	66.50	35.00	258.7	20.0	35.0	155.6	2			633.4				
	COS-79-0834	54.26	32.00	193.0	20.0	32.0	142.3	2			633.4				
	COS-79-0955	54.26	32.00	193.0	20.0	32.0	142.3	2			633.4				
	COS-79-1216	14.00	30.00	46.7				3	31.1	6.3	633.4				48.0
BRIDGE DEDUCTIONS									(637.0)	(6.3)					
TOTALS CARRIED TO GNERAL SUMMARY											4,657.2	167.6		7.8	148.0

BRIDGE DECK TREATMENT DATA

COS-79-0.00

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CALCULATED  
WJF  
CHECKED  
DNM

DETAILS NOT TO SCALE

ITEM 202 WEARING COURSE REMOVED

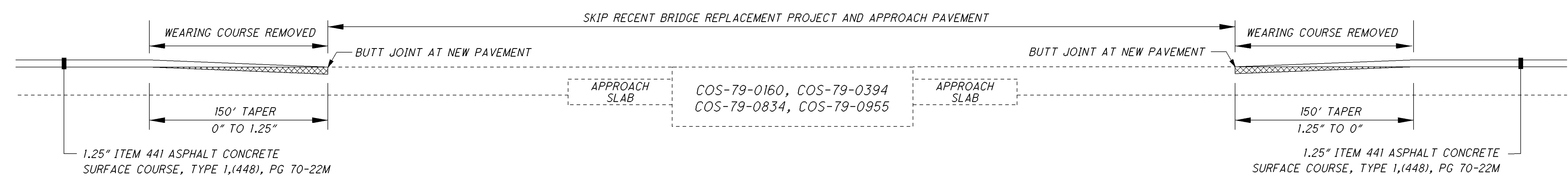
DETAIL 1



BUTT JOINT AT APPROACH SLABS

ITEM 202 WEARING COURSE REMOVED

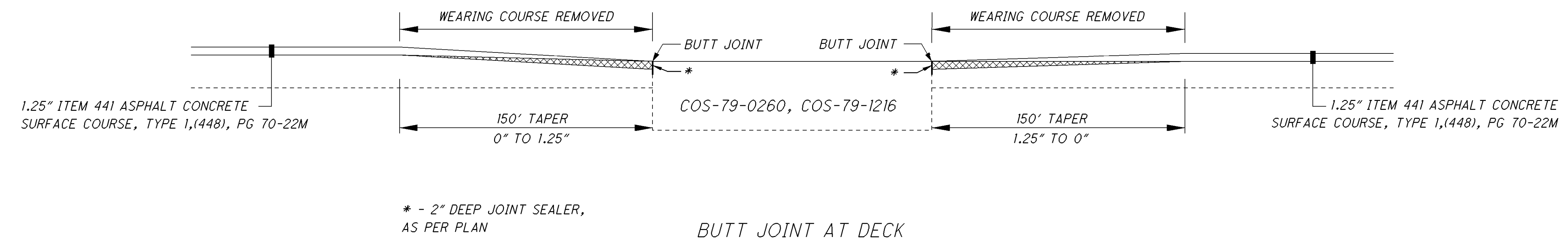
DETAIL 2



BUTT JOINT AT NEW PAVEMENT JOINT,  
BRIDGE RECENTLY REPLACED

ITEM 202 WEARING COURSE REMOVED

DETAIL 3



BUTT JOINT AT DECK  
(NO EXIST. APPROACH SLABS)

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BRIDGE DECK TREATMENT DATA

COS-79-0.00

ITEM 648, EDGE LINE, 4"										
L O C A T I O N	C O U N T Y	R O U T E	S.L.M.		T O T A L L E N G T H  (MILES)	I N F O R M A T I O N O N L Y			T O T A L E D G E L I N E, 4"	R E M A R K S
			F R O M	T O		E D G E L I N E Q U A N T I T I E S  (WHITE)				
						T O T A L M I L E S	H I G H W A Y M I L E S	R A M P M I L E S	M I L E	
1	COS	S.R. 79	0.00	12.37	12.37	24.74	24.74		24.74	COVER EXISTING MARKINGS AT BRIDGE REPLACEMENT PROJECTS
T O T A L S C A R R I E D T O G E N E R A L S U M M A R Y									24.74	

ITEM 648, CENTER LINE										
L O C A T I O N	C O U N T Y	R O U T E	S.L.M.		T O T A L L E N G T H  (MILES)	I N F O R M A T I O N O N L Y		T O T A L C E N T E R L I N E	R E M A R K S	
			F R O M	T O		C E N T E R L I N E Q U A N T I T I E S				
						T O T A L M I L E S	E Q U I V A L E N T S O L I D L I N E	M I L E		
1	COS	S.R. 79	0.00	12.37	12.37	12.37	20.800	12.37	COVER EXISTING MARKINGS AT BRIDGE REPLACEMENT PROJECTS	
T O T A L S C A R R I E D T O G E N E R A L S U M M A R Y									12.37	

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AUXILARY MARKINGS								
L O C A T I O N	C O U N T Y	R O U T E	D E S C R I P T I O N	S I D E	I T E M 6 4 4			R E M A R K S
					S T O P L I N E	1 2 " C R O S S W A L K L I N E S	S C H O O L S Y M B O L M A R K I N G, 9 6 "	
						W H I T E		
					F T.	F E E T		
1	COS	S.R. 79	TWP. RD. 388/TWP. RD. 475	RT	35			PLACE 17' FROM CL SR 79
			TEP. RD. 387	RT	26			PLACE 17' FROM CL SR 79
			TWP. RD. 184	LT	32			PLACE 15' FROM CL SR 79
			TWP. RD. 411	LT	45			PLACE 18' FROM CL SR 79
			TWP. RD. 381	LT	15			PLACE 16' FROM CL SR 79
			TWP. RD. 383	LT	11			PLACE 16' FROM CL SR 79
			CO. RD. 383	RT	17			PLACE 16' FROM CL SR 79
			ON SR 79 AT SLM 4.06	NB			1	
			CO. RD. 18	LT	28			PLACE 17' FROM CL SR 79
			CO. RD. 80	RT	20			PLACE 16' FROM CL SR 79
			CO. RD. 18	RT	28			PLACE 17' FROM CL SR 79
			DRIVE FOR UNION SCHOOL	LT	30			PLACE 16' FROM CL SR 79
			ON SR 79 AT SLM 4.75	SB			1	
			TWP. RD. 355	LT	11			PLACE 15' FROM CL SR 79
			TWP. RD. 355	LT	11			PLACE 15' FROM CL SR 79
			TWP. RD. 79	RT	19			PLACE 16' FROM CL SR 79
			S.R. 541	LT	18			PLACE 18' FROM CL SR 79
			S.R. 541	RT	26			PLACE 17' FROM CL SR 79
			TWP. RD. 375	LT	16			PLACE 13' FROM CL SR 79
			CO. RD. 51	RT	48			PLACE 15' FROM CL SR 79
			CO. RD. 402	LT	22			PLACE 15' FROM CL SR 79
			TWP. RD. 409	RT	23			PLACE 16' FROM CL SR 79
			CO. RD. 99	LT	22			PLACE 16' FROM CL SR 79
			TWP. RD. 131	LT	18			PLACE 16' FROM CL SR 79
			CO. RD. 82	RT	21			PLACE 17' FROM CL SR 79
			TWP. RD. 53	LT	20			PLACE 13' FROM CL SR 79
			TWP. RD. 53	LT	22			PLACE 15' FROM CL SR 79
			CO. RD. 41	LT	17			PLACE 15' FROM CL SR 79
			CO. RD. 41	RT	26			PLACE 15' FROM CL SR 79
			ALLEY	RT	12			PLACE 14' FROM CL SR 79
			BRIDGE ST.	LT	8	38		MATCH EXISTING LOCATIONS
			BRIDGE ST.	RT	11	60		MATCH EXISTING LOCATIONS
			ALLEY	RT	13			PLACE 16' FROM CL OF SR 79
			AT U.S. 36	CL	30			PLACE 32' FROM CL OF U.S. 36
<b>TOTALS CARRIED TO GENRAL SUMMARY</b>					<b>701</b>	<b>98</b>	<b>2</b>	

CALCULATED  
WJF  
CHECKED  
DNM

PAVEMENT MARKING DATA (AUXILARY MARKING DATA)

COS-79-0.00

12  
14



**RAISED PAVEMENT MARKERS**

LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	LENGTH		DCURVE TYPE	DETAIL	621		PRISMATIC RETRO-REFLECTOR COLORS					REMARKS
									RPM	RAISED PAVEMENT MARKER REMOVED	INFORMATION ONLY					
					EACH	EACH					ONE-WAY		TWO-WAY			
									WHITE	YELLOW	YELLOW / YELLOW	WHITE / RED	YELLOW / RED			
1	COS	S.R. 79	0.00	0.64	0.64	3379	GAP	GAP	42	42			42			
			0.64	0.71	0.07	370	8	12	9	9			9		PC 0.64 PT 0.71 L=370' DEG 08	
			0.71	1.81	1.10	5808	GAP	GAP	73	73			73			
			1.81	1.88	0.07	370	18	12	31	31			31		PC 1.81 PT 1.88 L=422' DEG 18	
			1.88	1.97	0.09	475	GAP	GAP	6	6			6			
			1.97	2.05	0.08	422	11	12	33	33			33		PC 1.97 PT 2.05 L=422' DEG 11	
			2.05	2.54	0.49	2587	GAP	GAP	32	32			32			
			2.54	2.60	0.06	317	13	12	28	28			28		PC 2.54 PT 2.60 L=317' DEG 13	
			2.60	3.64	1.04	5491	GAP	GAP	69	69			69			
			3.64	3.68	0.04	211	12	12	23	23			23		PC 3.64 PT 3.68 L=211' DEG 12	
			3.68	4.12	0.44	2323	GAP	GAP	29	29			29			
			4.12	4.30	0.18	950	7	16	24	24			24		PC 4.12 PT 4.30 L=950' DEG 07	
			4.30	4.34	0.04	211	GAP	GAP	3	3			3			
			4.34	4.46	0.12	634	6	12	16	16			16		PC 4.34 PT 4.46 L=634' DEG 06	
			4.46	6.33	1.87	9874	GAP	GAP	123	123			123			
			6.33	6.45	0.12	634	10	12	44	44			44		PC 6.33 PT 6.45 L=634' DEG 10	
			6.45	6.89	0.44	2323	GAP	GAP	29	29			29			
			6.89	6.95	0.06	317	9	12	8	8			8		PC 6.89 PT 6.95 L=317' DEF 09	
			6.95	7.46	0.51	2693	GAP	GAP	34	34			34			
			7.46	7.49	0.03	158	11	12	20	20			20		PC 7.46 PT 7.49 L=158' DEG 11	
			7.49	7.74	0.25	1320	GAP	GAP	17	17			17			
			7.74	7.88	0.14	739	8	12	18	18			18		PC 7.74 PT 7.88 L=739' DEG 08	
			7.88	8.91	1.03	5438	GAP	GAP	68	68			68			
			8.91	8.95	0.04	211	13	12	23	23			23		PC 8.91 PT 8.95 L=211' DEG 13	
			8.95	10.51	1.56	8237	GAP	GAP	103	103			103			
			10.51	10.55	0.04	211	20	12	23	23			23		PC 10.51 PT 10.55 L=211' DEG 20	
			10.55	10.72	0.17	898	GAP	GAP	11	11			11			
			10.72	10.80	0.08	422	13	12	33	33			33		PC 10.72 PT 10.80 L=422' DEG 13	
			10.80	12.19	1.39	7339	GAP	GAP	108	108	16		92			
SUBTOTALS											16		1,064			
<b>TOTALS CARRIED TO GENERAL SUMMARY</b>									1,080	1,080						

CALCULATED  
WJF  
CHECKED  
DNM

**RAISED PAVEMENT MARKER DATA**

**COS-79-0.00**

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