COS - SR 541/SR 206-08.73/00.00
180536 PID - 101608
Dist 5 10/25/2018

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

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Conformed Set

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

COS-541/206-8.73/0.00

BEDFORD, JACKSON, LAFAYETTE, LINTON, NEW CASTLE, AND PERRY TOWNSHIPS

COSHOCTON COUNTY

SEE SHEET 2

LOCATION MAP

LATITUDE: 40° 15' 50" LONGITUDE: 81° 54' 28"

DESIGN DESIGNATION	S.R. 541	S.R. 206
FUNCTIONAL CLASSIFICATION	RMAC	RMIC
OPENING YEAR ADT (2019)	1,600	390
DESIGN YEAR ADT (2031)	1,700	420
DESIGN HOURLY VOLUME (2031)	170	50
DIRECTIONAL DISTRIBUTION	56%	63%
TRUCKS (24 HOUR B&C)	5%	14%
DESIGN SPEED	55 MPH	55 MPH
LEGAL SPEED	55 MPH	55 MPH
NHS PROJECT	NO	NO

RMAC = RURAL MAJOR COLLECTOR
RMIC = RURAL MINOR COLLECTOR

DESIGN EXCEPTIONS

NONE

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

INDEX OF SHEETS

PROJECT DESCRIPTION

ASPHALT CONCRETE RESURFACING AND RELATED WORK ON S.R. 541 AND S.R. 206 IN COSHOCTON 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
1A	1	COS	541	8.73	17.79	9.06	
1B	2	COS	541	17.79	18.72	0.93	
1C	1	COS	541	23.63	29.48	5.85	
2	3	COS	206	0.00	3.37	3.37	

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.

APPROVED _____
DATE 7/30/18 DISTRICT DEPUTY DIRECTOR

APPROVED _____
DATE 8-6-18 DIRECTOR, DEPARTMENT OF TRANSPORTATION

ENGINEER'S SEAL

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

SIGNED: _____
DATE: 7/30/2018

STANDARD CONSTRUCTION DRAWINGS

BP-3.1	7/18/14					800	7/20/18
BP-4.1	7/19/13					832	1/17/14
MT-97.10	7/18/14						
MT-97.12	1/20/17						
MT-99.20	7/20/18						
MT-101.90	7/21/17						
TC-65.10	1/17/14					SPECIAL PROVISIONS	
TC-65.11	7/21/17						

FEDERAL PROJECT NO. 180(001)
PID NO. 101608
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NONE
COS-541/206-8.73/0.00
1/19

COSHOCTON COUNTY

HOLMES COUNTY

HOLMES COUNTY

TUSCARAWAS COUNTY

KNOX COUNTY

TUSCARAWAS COUNTY

GUERNSEY COUNTY

MUSKINGUM COUNTY

MUSKINGUM COUNTY

TIVERTON

MONROE

CLARK

MILL CREEK

CRAWFORD

JEFFERSON

BETHLEHEM

KEENE

WHITE EYES

ADAMS

NEW CASTLE

PERRY

BEDFORD

JACKSON

TUSCARAWAS

COSHOCTON

LAFAYETTE

OXFORD

PIKE

WASHINGTON

VIRGINIA

FRANKLIN

LINTON

NELLIE

WARSAW

BALTIC

WEST LAFAYETTE

CONESVILLE

PLAINFIELD

LOC. 1A

LOC. 1B

LOC. 1C

LOC. 2

206 60 643 651 83 93 715 751 36 229 79 621 541 16 662

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

CALCULATED PTB
CHECKED JSL

LOCATION MAP

COS-541/206-
8.73/0.00

2
19

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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/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 DA*ILY.***

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* ***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 ITEM 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.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, TRAFFIC CONTROL AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE INCLUDED FOR PAYMENT IN THE UNIT PRICE BID FOR ITEM 253, PAVEMENT REPAIR.

ITEM 253, PAVEMENT REPAIR
LOCATION 1A: 2150 CY
LOCATION 1B: 50 CY
LOCATION 1C: 350 CY
LOCATION 2: 10 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 AND* ***0.05 GAL/SY*** *UNDER THE 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.

ITEM 611, CATCH BASIN ADJUSTED TO GRADE
ITEM 611, MANHOLE ADJUSTED TO GRADE

THESE ITEMS SHALL BE USED TO ADJUST CATCH BASINS, MANHOLES, AND/OR WATER VALVE BOXES LOCATED THROUGH OUT THE PROJECT LIMITS AS DIRECTED BY THE ENGINEER.

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

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

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

CALCULATED PTB CHECKED JSL

GENERAL NOTES

COS-541/ 206- 8.73/ 0.00

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 LOCATION SUB-SUMMARIES FOR THE ABOVE DESCRIBED PURPOSE:

ITEM 202, WEARING COURSE REMOVED
LOCATION 1A: 990 SY
LOCATION 1B: 40 SY
LOCATION 1C: 640 SY
LOCATION 2: 190 SY

ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 70-22M
LOCATION 1A: 35 CY
LOCATION 1B: 2 CY
LOCATION 1C: 23 CY
LOCATION 2: 7 CY

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.

ITEM 202, WEARING COURSE REMOVED
LOCATION 1A: 580 SY
LOCATION 1B: 20 SY
LOCATION 1C: 370 SY
LOCATION 2: 160 SY

ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)
LOCATION 1A: 17 CY
LOCATION 1B: 1 CY
LOCATION 1C: 11 CY

ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 70-22M
LOCATION 1A: 21 CY
LOCATION 1B: 1 CY
LOCATION 1C: 13 CY
LOCATION 2: 6 CY

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 **25 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 FILE A NEW FAA FORM 7460-1, ADVISING THE FAA THAT AERONAUTICAL STUDY NO. **2018-AGL-14260-OE, 2018-AGL-14261-OE, 2018-AGL-14301-OE** IS BEING RESUBMITTED AND THAT AN ALTERATION TO THE ORIGINAL SUBMISSION IS REQUESTED.*

NOTIFY THE ODOT OFFICE OF AVIATION WHEN RESUBMITTING AN FAA FORM 7460-1. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

FAA APPROVAL MAY TAKE UP TO 45 DAYS. ALL SUBMISSIONS SHALL BE DIRECTED TO THESE OFFICES:

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

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

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 QUANTITIES HAVE BEEN PROVIDED FOR EXTRA ASPHALT FOR CONSTRUCTION OF THE SAFETY EDGE:

ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 70-22M
LOCATION 1A: 125 CY
LOCATION 1B: 15 CY
LOCATION 1C: 80 CY

CALCULATED PTB CHECKED JSL

GENERAL NOTES

COS-541/206-8.73/0.00

ITEM 614, MAINTAINING TRAFFIC

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

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 RESTRICTION

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

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

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

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

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

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.*

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. PAYMENT FOR GRINDING BUTT JOINTS SHALL BE INCLUDED WITH PAVEMENT PLANING.

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
1A	Cos.	S.R. 541	Begin Work	8.73	0.8
LOCATION 1A TOTAL (CARRIED TO SUB-SUMMARY)					1
1B	Cos.	S.R. 541	End Work	18.72	0.8
LOCATION 1B TOTAL (CARRIED TO SUB-SUMMARY)					1
1C	Cos.	S.R. 541	Begin Work	23.63	0.8
			End Work	29.48	0.8
LOCATION 1C TOTAL (CARRIED TO SUB-SUMMARY)					2

COOPERATION BETWEEN CONTRACTORS

THE STATE OF OHIO HAS CONTRACTED PROJECT ***COS-93/541/715-19.42/VAR/3.20 PID 98202*** *WHICH MAY BE CONSTRUCTED CURRENTLY 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 MARKING SIGN

IN ACCORDANCE WITH CMS SECTION 614.04, THE QUANTITIES OF WORK ZONE MARKING SIGN TO BE USED AS DIRECTED BY THE ENGINEER:

R4-1 (DO NOT PASS):
LOCATION 1A: 20 EACH
LOCATION 1B: 3 EACH
LOCATION 1C: 17 EACH
LOCATION 2: 10 EACH

R4-2 (PASS WITH CARE):
LOCATION 1A: 8 EACH
LOCATION 1B: 2 EACH
LOCATION 1C: 6 EACH
LOCATION 2: 2 EACH

W8-H12A (NO EDGE LINES):
LOCATION 1A: 17 EACH
LOCATION 1B: 4 EACH
LOCATION 1C: 12 EACH
LOCATION 2: 8 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. "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 1A: 45 EACH
LOCATION 1B: 9 EACH
LOCATION 1C: 35 EACH
LOCATION 2: 20 EACH

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 BOTH THE SURFACE AND INTERMEDIATE COURSES.*

ITEM 614, WORK ZONE CENTER LINE, CLASS II, 642 PAINT
LOCATION 1A: 9.06 MILE
LOCATION 1B: 0.93 MILE
LOCATION 1C: 5.85 MILE

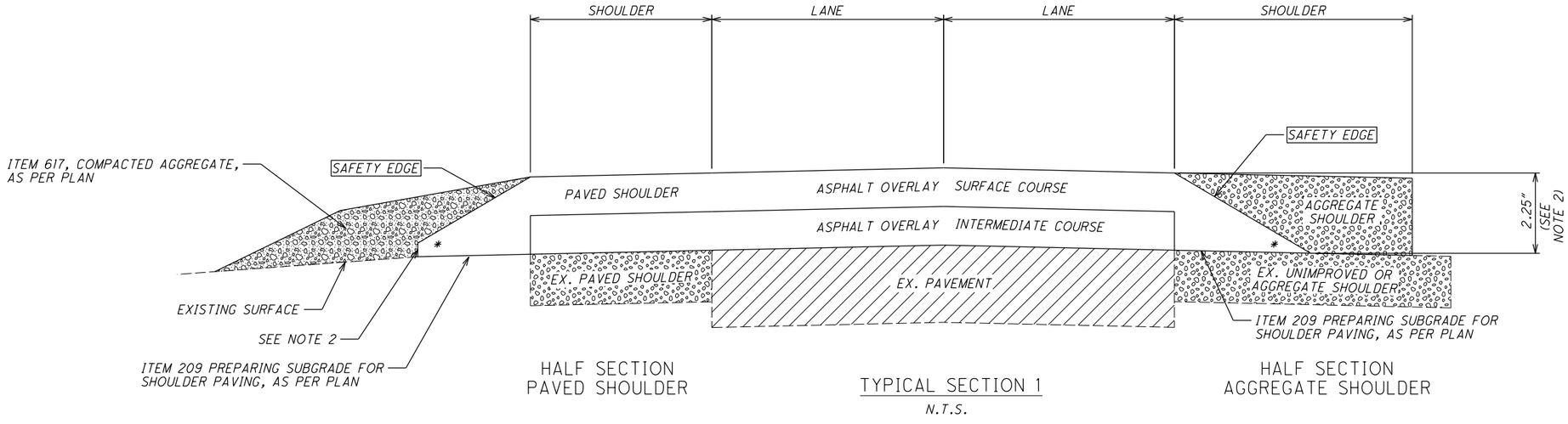
ITEM 614, WORK ZONE CENTER LINE, CLASS III, 642 PAINT
LOCATION 1A: 9.06 MILE
LOCATION 1B: 0.93 MILE
LOCATION 1C: 5.85 MILE
LOCATION 2: 3.37 MILE

ITEM 614, WORK ZONE STOP LINE, CLASS I, 642 PAINT
LOCATION 1C: 40 FEET
LOCATION 2: 32 FEET

CALCULATED PTB CHECKED JSL

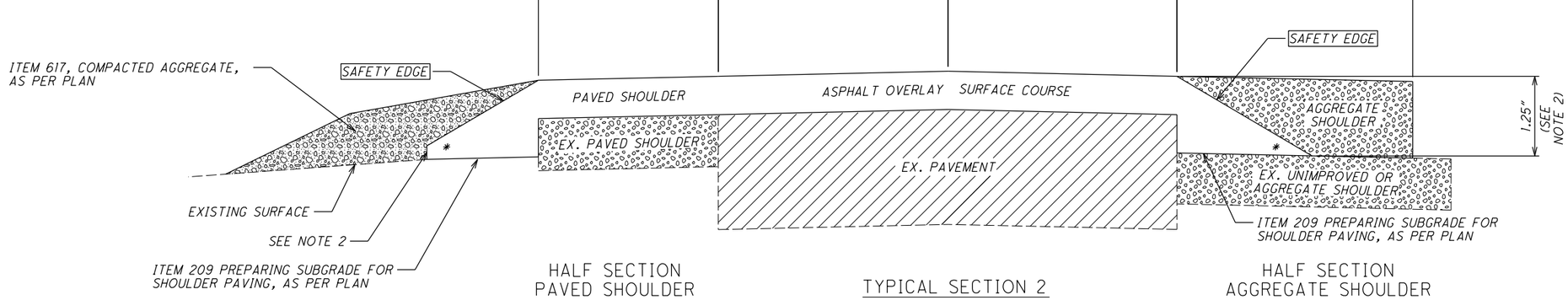
MAINTENANCE OF TRAFFIC NOTES

COS-541/ 206- 8.73/ 0.00



TYPICAL SECTION 1

N.T.S.



TYPICAL SECTION 2

N.T.S.

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).

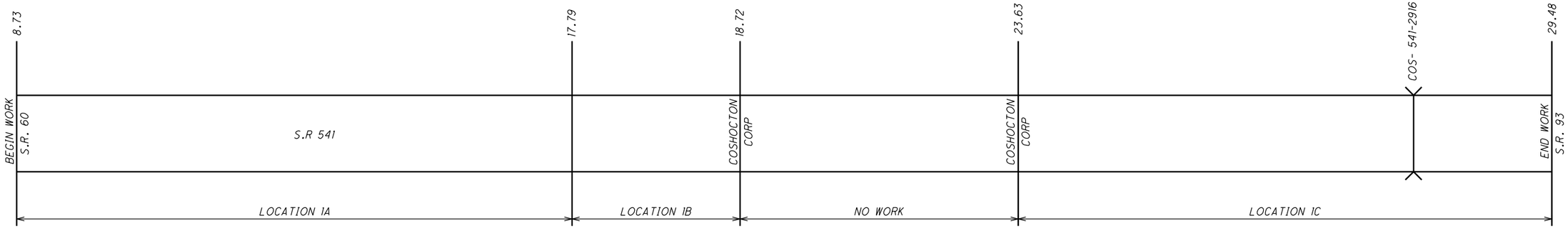
* 40° MAX

CALCULATED PTB
CHECKED JSL

SAFETY EDGE DETAIL

COS-541/206-
8.73/0.00

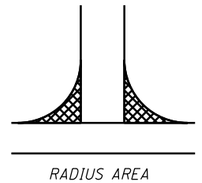
6
19



SEE SHEET 8 FOR TYPICALS

Pavement Data

Location	County	Route	Begin Log Point (SLM)	End Log Point (SLM)	Length		Pavement Width (FT)	Typical	Pavement Area (SY)	254			407		441			
										PAVEMENT PLANING, ASPHALT CONCRETE 1.00"	PAVEMENT PLANING, ASPHALT CONCRETE 1.25"	PAVEMENT PLANING, ASPHALT CONCRETE 2.25"	NON-TRACKING TACK COAT (@ 0.05 Gal/SY)	NON-TRACKING TACK COAT (@ 0.08 Gal/SY)	Thickness	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)	Thickness	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 70-22M
					Miles	Lin. Ft.				SY	SY	SY	GAL	GAL	Inches	CY	Inches	CY
1A	Cos.	S.R. 541	8.73	17.75	9.02	47,625.60	20.0	1	105,834.7	105,834.7			5,291.8	8,466.8	1.00	2,939.9	1.25	3,674.9
			17.75	17.79	0.04	211.20	22.0	2	516.3	516.3			25.9	41.4	1.00	14.4	1.25	18.0
Sub-Totals										106,351.0			5,317.7	8,508.2		2,954.3		3,692.9
Location 1A Totals (Carried to Location Sub-Summary)										**106,351**			**13,826**			**2,955**		**3,693**
1B	Cos.	S.R. 541	17.79	18.28	0.49	2,587.20	22.0	2	6,324.3	6,324.3			316.3	506.0	1.00	175.7	1.25	219.6
			18.28	18.36	0.08	422.40	24.0	3	1,126.4			1,126.4	56.4	90.2	1.00	31.3	1.25	39.2
			18.36	18.72	0.36	1,900.80	24.0	4	5,068.8			5,068.8	253.5	405.6	1.00	140.8	1.25	176.0
Sub-Totals										6,324.3		6,195.2	626.2	1,001.8		347.8		434.8
Location 1B Totals (Carried to Location Sub-Summary)										**6,325**		**6,196**	**1,628**			**348**		**435**
1C	Cos.	S.R. 541	23.63	29.12	5.49	28,987.20	18.0	1	57,974.4	57,974.4			2,898.8	4,638.0	1.00	1,610.4	1.25	2,013.0
			29.12	29.48	0.36	1,900.80	18.0	1	3,801.6			3,801.6	190.1	304.2	1.00	105.6	1.25	132.0
Radius Area at S.R. 93									300.0			300.0	15.0	24.0	1.00	8.4	1.25	10.5
Bridge Deductions (Bridge Length x Pavement Width)									(183.0)	(183.0)			(9.1)	(14.6)	1.00	(5.0)	1.25	(6.3)
Sub-Totals										57,791.4		4,101.6	3,094.8	4,951.6		1,719.4		2,149.2
Location 1C Totals (Carried to Location Sub-Summary)										**57,792**		**4,102**	**8,047**			**1,720**		**2,150**
2	Cos.	S.R. 206	0.00	3.37	3.37	17,793.60	21.0	1	41,518.4		41518.4		2,076.0				1.25	1,441.7
Radius Area at S.R. 541									118.0		118.0		5.9				1.25	4.1
Radius Area at U.S. 36									11.0		11.0		0.6				1.25	0.4
Sub-Totals											41,647.4		2,082.5					1,446.2
Location 2 Totals (Carried to Location Sub-Summary)											**41,648**		**2,083**					**1,447**



CALCULATED PTB
CHECKED JSL

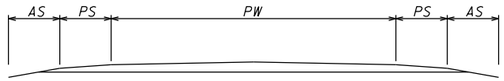
PAVEMENT DATA

COS-541/ 206-
8.73/ 0.00

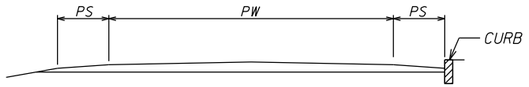
7
19

TYPICAL 1

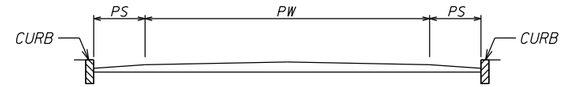
TYPICAL 2



TYPICAL 3



TYPICAL 4



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

Shoulder Data

Location	County	Route	Begin Log Point (SLM)	End Log Point (SLM)	Length		Typical	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, 1.00"	PAVEMENT PLANING, ASPHALT CONCRETE, 2.25"	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), PG 70-22M	Thickness	COMPACTED AGGREGATE, AS PER PLAN (2' Width)
											MILE	SY	SY	GAL	GAL	GAL	Inches	CY	Inches	CY	Inches	CY
1A	Cos.	S.R. 541	8.73	17.75	9.02	47,625.60	1				18.04										2.00	1175.9
			17.75	17.79	0.04	211.20	2	4.0	4.0	187.7	0.08	187.7		9.4	15.1	18.8	1.00	5.3	1.25	6.6	2.00	5.2
Sub-Totals												187.7		9.4	15.1	18.8		5.3		6.6		1,181.1
Location 1A Totals (Carried to Location Sub-Summary)											**18.12**	**188**		**25**		**19**		**6**		**7**		**1,182**
1B	Cos.	S.R. 541	17.79	18.28	0.49	2,587.20	2	4.0	4.0	2,299.7	0.98	2,299.7		115.0	184.0	230.0	1.00	63.9	1.25	79.9	2.00	63.9
			18.28	18.36	0.08	422.40	3	4.0	6.0	469.3			469.3	23.5	37.6	37.6	1.00	13.1	1.25	16.3		
			18.36	18.72	0.36	1,900.80	4	6.0	6.0	2,534.4			2,534.4	126.8	202.8	169.0	1.00	70.4	1.25	88.0		
Sub-Totals												2,299.7	3,003.7	265.3	424.4	436.6		147.4		184.2		63.9
Location 1B Totals (Carried to Location Sub-Summary)											**0.98**	**2,300**	**3,004**	**690**		**437**		**148**		**185**		**64**
1C	Cos.	S.R. 541	23.63	29.48	5.85	30,888.00	1				11.70					2,745.6					2.00	762.7
Bridge Deductions (Bridge Length x Shoulder Width)										(40.7)						(16.2)					2.00	(2.3)
Sub-Totals																2,729.4						760.4
Location 1C Totals (Carried to Location Sub-Summary)											**11.70**					**2,730**						**761**

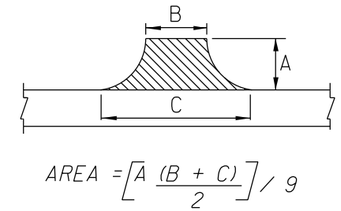
CALCULATED PTB
CHECKED JSL

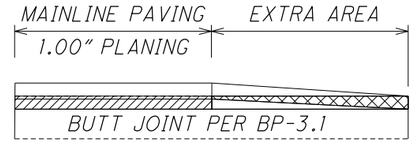
SHOULDER DATA

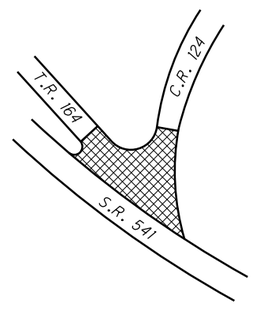
COS-541/ 206-
8.73/ 0.00

Extra Area Data

Location	County	Route	Description	Side	Intersections (FT)			Extra Area (SY)	202	407	441	
					A	B	C		WEARING COURSE REMOVED	NON-TRACKING TACK COAT (@ 0.08 Gal/SY)	Thickness	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448) PG 64-22
									SY	GAL	Inches	CY
1A	Cos.	S.R. 541	T.R. 57	Lt.	30	15	49	106.7	106.7	8.6	1.25	3.8
			T.R. 76B	Rt.	87	17	122	671.9	671.9	53.8	1.25	23.4
			T.R. 54B	Rt.	50	16	97	313.9	313.9	25.2	1.25	10.9
			T.R. 400	Lt.	42	24	109	310.4	310.4	24.9	1.25	10.8
			C.R. 54	Rt.	35	24	76	194.5	194.5	15.6	1.25	6.8
			T.R. 70	Rt.	40	33	121	342.3	342.3	27.4	1.25	11.9
			C.R. 4	Rt.	50	25	73	272.3	272.3	21.8	1.25	9.5
			C.R. 17	Lt.	30	28	75	171.7	171.7	13.8	1.25	6.0
			C.R. 297	Rt.	50	24	110	372.3	372.3	29.8	1.25	13.0
			T.R. 302	Lt.	30	19	60	131.7	131.7	10.6	1.25	4.6
			T.R. 310	Rt.	45	23	98	302.5	302.5	24.2	1.25	10.6
			T.R. 303	Lt.	97	18	48	355.7	355.7	28.5	1.25	12.4
			T.R. 303	Lt.	82	18	39	259.7	259.7	20.8	1.25	9.1
			T.R. 307	Rt.	40	20	97	260.0	260.0	20.8	1.25	9.1
			T.R. 305	Lt.	35	15	55	136.2	136.2	10.9	1.25	4.8
			T.R. 306	Rt.	25	20	70	125.0	125.0	10.0	1.25	4.4
Sub-Totals									4,326.8	346.7		151.1
Location 1A Totals (Carried to Location Sub-Summary)									**4,327**	**347**		**152**
1B	Cos.	S.R. 541	C.R. 501 (Cherokee Trail)	Rt.	40	24	103	282.3	282.3	22.6	1.25	9.9
			C.R. 58	Lt.	50	25	115	388.9	388.9	31.2	1.25	13.6
			C.R. 501 (Cherokee Trail)	Rt.	32	24	87	197.4	197.4	15.8	1.25	6.9
			Hillsdale Dr.	Lt.	45	25	99	310.0	310.0	24.8	1.25	10.8
Sub-Totals									1,178.6	94.4		41.2
Location 1B Totals (Carried to Location Sub-Summary)									**1,179**	**95**		**42**
1C	Cos.	S.R. 541	T.R. 414 (Hook Rd.)	Rt.	50	18	85	286.2	286.2	22.9	1.25	10.0
			C.R. 124/ T.R. 164 (Branch Rd.)	Lt.	Area by Computer			290.0	290.0	23.2	1.25	10.1
			C.R. 123	Rt.	50	21	110	363.9	363.9	29.2	1.25	12.7
			T.R. 124	Lt.	20	13	33	51.2	51.2	4.1	1.25	1.8
			T.R. 124	Rt.	25	14	60	102.8	102.8	8.3	1.25	3.6
			T.R. 159	Lt.	35	19	82	196.4	196.4	15.8	1.25	6.9
Sub-Totals									1,290.5	103.5		45.1
Location 1C Totals (Carried to Location Sub-Summary)									**1,291**	**104**		**46**







CALCULATED PTB
CHECKED JSL

EXTRA AREA DATA

COS-541/ 206-
8.73/ 0.00

CALCULATED PTB
CHECKED JSL

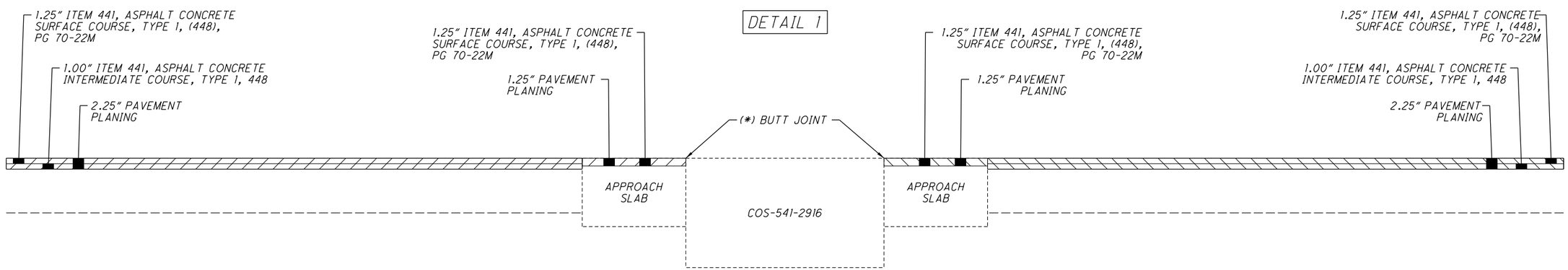
BRIDGE TREATMENT DATA

Bridge Treatment:

Cos-206-0059: *Culvert - Mill/ Fill same as Roadway*
Cos-206-0258: *Culvert - Mill/ Fill same as Roadway*
Cos-541-1351 *Culvert - Mill/ Fill same as Roadway*
Cos-541-1858: *Culvert - Mill/ Fill same as Roadway*
Cos-541-2641: *Culvert - Mill/ Fill same as Roadway*
Cos-541-2656: *Culvert - Mill/ Fill same as Roadway*
Cos-541-2690: *Culvert - Mill/ Fill same as Roadway*
Cos-541-2916: *Butt joint at Bridge Deck. Mill/ Fill Surface Course on Approach Slabs*

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 Pavement Width) (Carried to Sheet 6)	Shoulder Deductions (SY) (Bridge L + App. Slab L x Shoulder Width) (Carried to Sheet 7)	254		407	441		516
											Thickness	WEARING COURSE REMOVED	NON-TRACKING TACK COAT (@ 0.080 Gal/SY)	Thickness	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 70-22M	2" DEEP JOINT SEALER, AS PER PLAN
											Inches	SY	GAL	Inches	CY	FT
1C	Cos-541-2916	31.5	30.0	105.0	30.0	30.0	200.0	1	183.0	40.7	1.25	200.0	16	1.25	0.8	60
		Bridge Deductions							(183.0)	(40.7)						
Sub-Totals												200.0	16.0		0.8	60.0
Location 1C Totals (Carried to Location Sub-Summary)												**200**	**16**		**1**	**60**



BUTT JOINT @ BRIDGE DECK
MILL/FILL SURFACE COURSE ON APPROACH SLABS

= ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE

(*) = 2" DEEP JOINT SEALER, AS PER PLAN

COS-541/ 206-
8.73/ 0.00

Edge Line Data

Location	County	Route	Begin Log Point (SLM)	End Log Point (SLM)	Length (Miles)	Information Only						644	Remarks
						White Edge Line (Quantities)			Yellow Ege Line (Quantities)			EDGE LINE, 6"	
						Total Miles	Highway Miles	Ramp Miles	Total Miles	Highway Miles	Ramp Miles	MILE	
1A	Cos.	S.R. 541	8.73	17.79	9.06	18.12	18.12					18.12	S.R. 60 to SLM
Location 1A Total (Carried to Location Sub-Summary)												**18.12**	
1B	Cos.	S.R. 541	17.79	18.72	0.93	1.86	1.86					1.86	SLM to Coshocton Corp.
Location 1B Total (Carried to Location Sub-Summary)												**1.86**	
1C	Cos.	S.R. 541	23.63	29.48	5.85	11.70	11.70					11.70	Coshocton Corp. to S.R. 93
Location 1C Total (Carried to Location Sub-Summary)												**11.70**	
2	Cos.	S.R. 206	0.00	3.37	3.37	6.74	6.74					6.74	S.R. 541 TO U.S. 36
Location 2 Total (Carried to Location Sub-Summary)												**6.74**	

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		644	Remarks
						Center Line (Quantities)		CENTER LINE	
						Total Miles	Equivalent Solid Line	MILE	
1A	Cos.	S.R. 541	8.73	17.79	9.06	9.06	14.710	9.06	S.R. 60 to SLM
Location 1A Total (Carried to Location Sub-Summary)								**9.06**	
1B	Cos.	S.R. 541	17.79	18.72	0.93	0.93	1.300	0.93	SLM to Coshocton Corp.
Location 1B Total (Carried to Location Sub-Summary)								**0.93**	
1C	Cos.	S.R. 541	23.63	29.48	5.85	5.85	10.855	5.85	Coshocton Corp. to S.R. 93
Location 1C Total (Carried to Location Sub-Summary)								**5.85**	
2	Cos.	S.R. 206	0.00	3.37	3.37	3.37		3.37	S.R. 541 TO U.S. 36
Location 2 Total (Carried to Location Sub-Summary)								**3.37**	

CALCULATED PTB
CHECKED JSL

PAVEMENT MARKING DATA (LONG LINE)

COS-541/206-
8.73/0.00

11
19

Auxilary Marking Data

Location	County	Route	Description	Side	644 STOP LINE (24") FT	644 CROSSWALK LINE FT	Remarks
1A	Cos.	S.R. 541	T.R. 57	Lt.	17		Place 14' from CL SR 541
			T.R. 76	Rt.	25		Place 19' from CL SR 541
			T.R. 54	Rt.	27		Place 22' from CL SR 541
			T.R. 400	Lt.	21		Place 24' from CL SR 541
			C.R. 54	Rt.	22		Place 20' from CL SR 541
			T.R. 70	Rt.	34		Place 23' from CL SR 541
			C.R. 4	Rt.	17		Place 25' from CL SR 541
			C.R. 17	Lt.	21		Place 18' from CL SR 541
			C.R. 297	Rt.	30		Place 22' from CL SR 541
			T.R. 302	Lt.	14		Place 20' from CL SR 541
			T.R. 310	Rt.	25		Place 20' from CL SR 541
			T.R. 303	Lt.	10		Place 22' from CL SR 542
			T.R. 303	Lt.	10		Place 26' from CL SR 543
			T.R. 307	Rt.	20		Place 16' from CL SR 541
			T.R. 305	Lt.	14		Place 21' from CL SR 541
			T.R. 306	Rt.	20		Place 18' from CL SR 541
Location 1A Totals (Carried to Location Sub-Summary)					**327**		
1B	Cos.	S.R. 541	C.R. 501 (Cherokee Trail)	Rt.	24		Place 24' from CL SR 541
			C.R. 58	Lt.	36		Place 25' from CL SR 541
			C.R. 501 (Cherokee Trail)	Rt.	24		Place 27' from CL SR 541
			Hillsdale Dr.	Lt.	27		Place 28' from CL SR 541
Location 1B Totals (Carried to Location Sub-Summary)					**111**		
1C	Cos.	S.R. 541	T.R. 414 (Hook Rd.)	Rt.	21		Place 17' from CL SR 541
			C.R. 124/ T.R. 164 (Branch Rd.)	Lt.	33		Place 16' from CL SR 541
			C.R. 123	Rt.	28		Place 18' from CL SR 541
			T.R. 124	Lt.	10		Place 18' from CL SR 541
			T.R. 124	Rt.	18		Place 20' from CL SR 541
			T.R. 159	Lt.	23		Place 15' from CL SR 541
			@ S.R. 93	CL.	20		Place 27' from CL SR 93
Location 1C Totals (Carried to Location Sub-Summary)					**153**		
2	Cos.	S.R. 206	@ S.R. 541	CL	21		Place 23' from CL SR 541
			@ S.R. U.S. 36	CL	11	54	Place 38' from CL US 36
Location 2 Totals (Carried to Location Sub-Summary)					**32**	**54**	

CALCULATED PTB
CHECKED JSL

PAVEMENT MARKING DATA (AUXILARY)

COS-541/ 206-
8.73/ 0.00

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Raised Pavement Marker Data

Location	County	Route	Begin Log Point (SLM)	End Log Point (SLM)	Length		Detail	621		Prismatic Retro-Reflector Colors					Remarks
										Information Only					
								RPM	RAISED PAVEMENT MARKER REMOVED	One-Way		Two-Way			
					Miles	Lin. Ft.				White	Yellow	Yellow/ Yellow	White/ Red	Yellow/ Red	
								EACH	EACH						
1A	Cos.	S.R. 541	8.73	8.91	0.18	950.4	Gap	12	12			12			
			8.91	9.09	0.18	950.4	12	28	28			28			PC= 9.00 PT= 9.06 L= 317' DEG= 12
			9.09	9.12	0.03	158.4	12	8	8			8			PC= 9.09 PT= 9.12 L= 158' DEG= 19
			9.12	9.29	0.17	897.6	Rem	23	23			23			40' Centerline Spacing
			9.29	9.38	0.09	475.2	12	24	24			24			PC= 9.29 PT= 9.38 L= 475' DEG= 15
			9.38	9.48	0.10	528.0	Rem	14	14			14			40' Centerline Spacing
			9.48	9.59	0.11	580.8	12	18	18			18			PC= 9.48 PT= 9.50 L= 106' DEG= 28
			9.59	12.79	3.20	16,896.0	Gap	212	212			212			
			12.79	12.91	0.12	633.6	12	20	20			20			PC= 12.88 PT= 12.91 L= 158' DEG= 19
			12.91	13.01	0.10	528.0	Rem	14	14			14			40' Centerline Spacing
			13.01	13.08	0.07	369.6	12	19	19			19			PC= 13.01 PT= 13.08 L= 370' DEG= 11
			13.08	13.23	0.15	792.0	12	28	28			28			PC= 13.08 PT= 13.14 L= 317' DEG= 10
			13.23	13.80	0.57	3,009.6	Gap	38	38			38			
			13.80	13.94	0.14	739.2	11	19	19			19			PC= 13.80 PT= 13.94 L= 739' DEG= 8
			13.94	13.97	0.03	158.4	Gap	2	2			2			
			13.97	14.11	0.14	739.2	12	26	26			26			PC= 14.06 PT= 14.11 L= 264' DEG= 16
			14.11	14.19	0.08	422.4	Rem	11	11			11			40' Centerline Spacing
			14.19	14.24	0.05	264.0	12	14	14			14			PC= 14.19 PT= 14.24 L= 264' DEG= 19
			14.24	14.26	0.02	105.6	Rem	3	3			3			40' Centerline Spacing
			14.26	14.30	0.04	211.2	11	6	6			6			PC= 14.26 PT= 14.30 L= 211' DEG= 9
			14.30	14.32	0.02	105.6	Rem	3	3			3			40' Centerline Spacing
			14.32	14.46	0.14	739.2	12	26	26			26			PC= 14.32 PT= 14.37 L= 264' DEG= 13
			14.46	14.75	0.29	1,531.2	Gap	20	20			20			
			14.75	14.92	0.17	897.6	12	34	34			34			PC= 14.84 PT= 14.92 L= 422' DEG= 18
			14.92	14.96	0.04	211.2	Rem	6	6			6			40' Centerline Spacing
			14.96	15.00	0.04	211.2	12	11	11			11			PC= 14.96 PT= 15.00 L= 211' DEG= 17
			15.00	15.06	0.06	316.8	Rem	8	8			8			40' Centerline Spacing
			15.06	15.12	0.06	316.8	11	8	8			8			PC= 15.06 PT= 15.12 L= 317' DEG= 9
			15.12	15.48	0.36	1,900.8	Gap	24	24			24			
			15.48	15.67	0.19	1,003.2	12	39	39			39			PC= 15.57 PT= 15.67 L= 528' DEG= 11
			15.67	15.72	0.05	264.0	Rem	7	7			7			40' Centerline Spacing
			15.72	15.79	0.07	369.6	12	19	19			19			PC= 15.72 PT= 15.79 L= 370' DEG= 12
			15.79	15.88	0.09	475.2	Rem	12	12			12			40' Centerline Spacing
			15.88	15.98	0.10	528.0	11	14	14			14			PC= 15.88 PT= 15.98 L= 528' DEG= 9
			15.98	16.06	0.08	422.4	Rem	11	11			11			40' Centerline Spacing
			16.06	16.10	0.04	211.2	12	11	11			11			PC= 16.06 PT= 16.10 L= 211' DEG= 13
			16.10	16.15	0.05	264.0	Rem	7	7			7			40' Centerline Spacing
			16.15	16.18	0.03	158.4	12	8	8			8			PC= 16.15 PT= 16.18 L= 158' DEG= 20
			16.18	16.25	0.07	369.6	Rem	10	10			10			40' Centerline Spacing
			16.25	16.36	0.11	580.8	11	15	15			15			PC= 16.25 PT= 16.36 L= 581' DEG= 9
			16.36	16.42	0.06	316.8	Gap	4	4			4			
			16.42	16.69	0.27	1,425.6	12	48	48			48			PC= 16.51 PT= 16.60 L= 475' DEG= 13
			16.69	16.81	0.12	633.6	Gap	8	8			8			
			16.81	17.05	0.24	1,267.2	11	32	32			32			PC= 16.81 PT= 17.05 L= 1267' DEG= 7
			17.05	17.17	0.12	633.6	Gap	8	8			8			
			17.17	17.31	0.14	739.2	11	19	19			19			PC= 17.17 PT= 17.31 L= 739' DEG= 7
			17.31	17.63	0.32	1,689.6	Gap	22	22			22			
			17.63	17.71	0.08	422.4	11	11	11			11			PC= 17.63 PT= 17.71 L= 422' DEG= 6
			17.71	17.79	0.08	422.4	Gap	6	6			6			
Sub-Totals												990			
Location 1A Totals (Carried to Location Sub-Summary)								**990**	**990**						

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
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

CALCULATED PTB
CHECKED JSL

RAISED PAVEMENT MARKER DATA

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Raised Pavement Marker Data

Location	County	Route	Begin Log Point (SLM)	End Log Point (SLM)	Length		Detail	621		Prismatic Retro-Reflector Colors					Remarks
										Information Only					
										One-Way		Two-Way			
					Miles	Lin. Ft.		RPM	RAISED PAVEMENT MARKER REMOVED	White	Yellow	Yellow/ Yellow	White/ Red	Yellow/ Red	
								EACH	EACH						
1B	Cos.	S.R. 541	17.79	17.85	0.06	316.8	Gap	4	4			4			
			17.85	18.01	0.16	844.8	11	22	22			22			PC= 17.85 PT= 18.01 L= 845' DEG= 8
			18.01	18.72	0.71	3,748.8	Gap	47	47			47			
Sub-Totals												73			
Location 1B Totals (Carried to Location Sub-Summary)								**73**	**73**						
1C	Cos.	S.R. 541	23.63	23.95	0.32	1,689.6	Gap	22	22			22			
			23.95	24.08	0.13	686.4	12	23	23			23			PC= 24.04 PT= 24.08 L= 213' DEG= 12
			24.08	24.12	0.04	211.2	Rem	6	6			6			40' Centerline Spacing
			24.12	24.28	0.16	844.8	12	55	55			55			PC= 24.12 PT= 24.19 L= 370' DEG= 15
			24.28	24.30	0.02	105.6	Gap	2	2			2			
			24.30	24.37	0.07	369.6	11	10	10			10			PC= 24.30 PT= 24.37 L= 370' DEG= 6
			24.37	24.46	0.09	475.2	Gap	6	6			6			
			24.46	24.53	0.07	369.6	11	10	10			10			PC= 24.46 PT= 24.53 L= 370' DEG= 9
			24.53	24.89	0.36	1,900.8	Gap	24	24			24			
			24.89	25.10	0.21	1,108.8	12	32	32			32			PC= 24.98 PT= 25.01 L= 159' DEG= 13
			25.10	25.17	0.07	369.6	Gap	5	5			5			
			25.17	25.31	0.14	739.2	11	19	19			19			PC= 25.17 PT= 25.31 L= 740' DEG= 9
			25.31	26.02	0.71	3,748.8	Gap	47	47			47			
			26.02	26.09	0.07	369.6	11	10	10			10			PC= 26.02 PT= 26.09 L= 370' DEG= 7
			26.09	26.14	0.05	264.0	Rem	7	7			7			40' Centerline Spacing
			26.14	26.18	0.04	211.2	12	11	11			11			PC= 26.14 PT= 26.18 L= 212' DEG= 18
			26.18	26.29	0.11	580.8	Rem	15	15			15			40' Centerline Spacing
			26.29	26.48	0.19	1,003.2	12	39	39			39			PC= 26.29 PT= 26.39 L= 528' DEG= 15
			26.48	28.23	1.75	9,240.0	Gap	116	116			116			
			28.23	28.33	0.10	528.0	11	14	14			14			PC= 28.23 PT= 28.33 L= 528' DEG= 7
			28.33	28.35	0.02	105.6	Rem	3	3			3			40' Centerline Spacing
			28.35	28.43	0.08	422.4	12	22	22			22			PC= 28.35 PT= 28.43 L= 423' DEG= 11
			28.43	28.53	0.10	528.0	Rem	14	14			14			40' Centerline Spacing
			28.53	28.58	0.05	264.0	11	7	7			7			PC= 28.53 PT= 28.58 L= 264' DEG= 8
			28.58	29.24	0.66	3,484.8	Gap	44	44			44			
			29.24	29.29	0.05	264.0	11	7	7			7			PC= 29.24 PT= 29.29 L= 264' DEG= 8
			29.29	29.48	0.19	1,003.2	Gap/7	29	29	16		13			Stop Approach @ S.R. 93
Sub-Totals										16		583			
Location 1C Totals (Carried to Location Sub-Summary)								**599**	**599**						
															Stop Approach @ S.R. 541
2	Cos.	S.R. 206	0.00	0.14	0.14	739.2	7/12	42	42	16		26			PC= 0.00 PT= 0.05 L= 264' DEG= 13
			0.14	0.45	0.31	1,636.8	Gap	21	21			21			
			0.45	0.65	0.20	1,056.0	11	27	27			27			PC= 0.45 PT= 0.65 L= 1056' DEG= 7
			0.65	1.65	1.00	5,280.0	Gap	66	66			66			
			1.65	1.85	0.20	1,056.0	12	30	30			30			PC= 1.74 PT= 1.76 L= 106' DEG= 19
			1.85	2.00	0.15	792.0	Gap	10	10			10			
			2.00	2.12	0.12	633.6	12	20	20			20			PC= 2.09 PT= 2.12 L= 158' DEG= 13
			2.12	2.18	0.06	316.8	Rem	8	8			8			40' Centerline Spacing
			2.18	2.20	0.02	105.6	12	6	6			6			PC= 2.18 PT= 2.20 L= 106' DEG= 11
			2.20	2.27	0.07	369.6	Rem	10	10			10			40' Centerline Spacing
			2.27	2.31	0.04	211.2	11	6	6			6			PC= 2.27 PT= 2.31 L= 211' DEG= 9
			2.31	2.35	0.04	211.2	Gap	3	3			3			
			2.35	2.37	0.02	105.6	11	3	3			3			PC= 2.35 PT= 2.37 L= 106' DEG= 9
			2.37	2.68	0.31	1,636.8	Gap	21	21			21			
			2.68	2.70	0.02	105.6	11	3	3			3			PC= 2.68 PT= 2.70 L= 106' DEG= 9
			2.70	3.37	0.67	3,537.6	Gap/7	61	61	16		45			Stop Approach @ U.S. 36
Sub-Totals										32		305			
Location 2 Totals (Carried to Location Sub-Summary)								**337**	**337**						

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
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

CALCULATED PTB
CHECKED JSL

RAISED PAVEMENT MARKER DATA

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LOCATION 1A TOTALS									ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION
3	4	5	8	9	10	12	13	14					
													ROADWAY
	1,570				4,327				202	23500	5,897	SY	WEARING COURSE REMOVED
				18.12					209	72051	18.12	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN
													PAVEMENT
2,150									253	02000	2,150	CY	PAVEMENT REPAIR
			106,351	188					254	01000	106,539	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.00"
			13,826	25	347				407	20000	14,198	GAL	NON-TRACKING TACK COAT
				19					408	10001	19	GAL	PRIME COAT, AS PER PLAN
					152				441	50000	152	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
	181		3,693	7					441	50100	3,881	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M
	17		2,955	6					441	50200	2,978	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)
				1,182					617	10101	1,182	CY	COMPACTED AGGREGATE, AS PER PLAN
													TRAFFIC CONTROL
								990	621	00100	990	EACH	RPM
								990	621	54000	990	EACH	RAISED PAVEMENT MARKER REMOVED
						18.12			644	00104	18.12	MILE	EDGE LINE, 6"
						9.05			644	00300	9.06	MILE	CENTER LINE
							327		644	00500	327	FT	STOP LINE
													MAINTENANCE OF TRAFFIC
		45							614	12460	45	EACH	WORK ZONE MARKING SIGN
		1							614	13000	1	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
		9.06							614	21500	9.06	MILE	WORK ZONE CENTER LINE, CLASS II, 642 PAINT
		9.06							614	21550	9.06	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT

CALCULATED PTB
CHECKED JSL

LOCATION 1A SUB-SUMMARY

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LOCATION 1B TOTALS									ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION
3	4	5	7	8	9	11	12	14					
													ROADWAY
	60				1,179				202	23500	1,239	SY	WEARING COURSE REMOVED
				0.98					209	72051	0.98	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN
													DRAINAGE
2									611	98630	2	EACH	CATCH BASIN ADJUSTED TO GRADE
1									611	99654	1	EACH	MANHOLE ADJUSTED TO GRADE
													PAVEMENT
50									253	02000	50	CY	PAVEMENT REPAIR
			6,325	2,300					254	01000	8,625	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.00"
			6,196	3,004					254	01000	9,200	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 2.25"
			1,628	690	95				407	20000	2,413	GAL	NON-TRACKING TACK COAT
				437					408	10001	437	GAL	PRIME COAT, AS PER PLAN
					42				441	50000	42	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
	18		435	185					441	50100	638	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M
	1		348	148					441	50200	497	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)
				64					617	10101	64	CY	COMPACTED AGGREGATE, AS PER PLAN
													TRAFFIC CONTROL
								73	621	00100	73	EACH	RPM
								73	621	54000	73	EACH	RAISED PAVEMENT MARKER REMOVED
						1.86			644	00104	1.86	MILE	EDGE LINE, 6"
						0.93			644	00300	0.93	MILE	CENTER LINE
							111		644	00500	111	FT	STOP LINE
													MAINTENANCE OF TRAFFIC
		9							614	12460	9	EACH	WORK ZONE MARKING SIGN
		1							614	13000	1	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
		0.93							614	21500	0.93	MILE	WORK ZONE CENTER LINE, CLASS II, 642 PAINT
		0.93							614	21550	0.93	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT

CALCULATED PTB
CHECKED JSL

LOCATION 1B SUB-SUMMARY

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LOCATION 1C TOTALS											ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION
3	4	5	7	8	9	10	11	12	13	15					
															ROADWAY
	1,010					1,291	200				202	23500	2,501	SY	WEARING COURSE REMOVED
					11.70						209	72051	11.70	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN
															PAVEMENT
350											253	02000	350	CY	PAVEMENT REPAIR
				57,792							254	01000	57,792	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.00"
				4,102							254	01000	4,102	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 2.25"
				8,047		104	16				407	20000	8,167	GAL	NON-TRACKING TACK COAT
					2,730						408	10001	2,730	GAL	PRIME COAT, AS PER PLAN
						46					441	50000	46	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
	116			2,150			1				441	50100	2,267	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M
	11			1,720							441	50200	1,731	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)
							60				516	31011	60	FT	2" DEEP JOINT SEALER, AS PER PLAN
					761						617	10101	761	CY	COMPACTED AGGREGATE, AS PER PLAN
															TRAFFIC CONTROL
										599	621	00100	599	EACH	RPM
										599	621	54000	599	EACH	RAISED PAVEMENT MARKER REMOVED
								11.70			644	00104	11.70	MILE	EDGE LINE, 6"
								5.85			644	00300	5.85	MILE	CENTER LINE
									153		644	00500	153	FT	STOP LINE
															MAINTENANCE OF TRAFFIC
		35									614	12460	35	EACH	WORK ZONE MARKING SIGN
		2									614	13000	2	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
		5.85									614	21500	5.85	MILE	WORK ZONE CENTER LINE, CLASS II, 642 PAINT
		5.85									614	21550	5.85	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT
		40									614	26200	40	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT

CALCULATED PTB
CHECKED JSL

LOCATION 1C SUB-SUMMARY

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LOCATION 2 TOTALS								ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION
3	4	5	7	8	12	13	15					
												ROADWAY
	350							202	23500	350	SY	WEARING COURSE REMOVED
												PAVEMENT
10								253	02000	10	CY	PAVEMENT REPAIR
				41,648				254	01000	41,648	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.25"
				2,083				407	20000	2,083	GAL	NON-TRACKING TACK COAT
	13			1,447				441	50100	1,460	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M
												TRAFFIC CONTROL
							337	621	00100	337	EACH	RPM
							337	621	54000	337	EACH	RAISED PAVEMENT MARKER REMOVED
					6.74			644	00104	6.74	MILE	EDGE LINE, 6"
					3.37			644	00300	3.37	MILE	CENTER LINE
						32		644	00500	32	FT	STOP LINE
						54		644	00600	54	FT	CROSSWALK LINE
												MAINTENANCE OF TRAFFIC
		20						614	12460	20	EACH	WORK ZONE MARKING SIGN
		3.37						614	21550	3.37	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT
		32						614	26200	32	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT

CALCULATED PTB
CHECKED JSL

LOCATION 2 SUB-SUMMARY

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LOCATION TOTALS				PLAN SPLITS			ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
1A	1B	1C	2	01/STR/PV LOC 1A,1C	02/S<2/PV LOC 1B	03/NFA/PV LOC 2						
											ROADWAY	
5,897	1,239	2,501	350	8,398	1,239	350	202	23500	9,987	SY	WEARING COURSE REMOVED	
18.12	0.98	11.70		29.82	0.98		209	72051	30.80	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN	3
											DRAINAGE	
	2				2		611	98630	2	EACH	CATCH BASIN ADJUSTED TO GRADE	
	1				1		611	99654	1	EACH	MANHOLE ADJUSTED TO GRADE	
											PAVEMENT	
2,150	50	350	10	2,500	50	10	253	02000	2,560	CY	PAVEMENT REPAIR	
106,539	8,625	57,792		164,331	8,625		254	01000	172,956	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.00"	
			41,648			41,648	254	01000	41,648	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.25"	
	9,200	4,102		4,102	9,200		254	01000	13,302	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 2.25"	
14,198	2,413	8,167	2,083	22,365	2,413	2,083	407	20000	26,861	GAL	NON-TRACKING TACK COAT	
19	437	2,730		2,749	437		408	10001	3,186	GAL	PRIME COAT, AS PER PLAN	3
152	42	46		198	42		441	50000	240	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	
3,881	638	2,267	1,460	6,148	638	1,460	441	50100	8,246	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M	
2,978	497	1,731		4,709	497		441	50200	5,206	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)	
		60		60			516	31011	60	FT	2" DEEP JOINT SEALER, AS PER PLAN	
1,182	64	761		1,943	64		617	10101	2,007	CY	COMPACTED AGGREGATE, AS PER PLAN	
											TRAFFIC CONTROL	
990	73	599	337	1,589	73	337	621	00100	1,999	EACH	RPM	
990	73	599	337	1,589	73	337	621	54000	1,999	EACH	RAISED PAVEMENT MARKER REMOVED	
18.12	1.86	11.70	6.74	29.82	1.86	6.74	644	00104	38.42	MILE	EDGE LINE, 6"	
9.06	0.93	5.85	3.37	14.91	0.93	3.37	644	00300	19.21	MILE	CENTER LINE	
327	111	153	32	480	111	32	644	00500	623	FT	STOP LINE	
			54			54	644	00600	54	FT	CROSSWALK LINE	
											MAINTENANCE OF TRAFFIC	
45	9	35	20	80	9	20	614	12460	109	EACH	WORK ZONE MARKING SIGN	
1	1	2		3	1		614	13000	4	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
9.06	0.93	5.85		14.91	0.93		614	21500	15.84	MILE	WORK ZONE CENTER LINE, CLASS II, 642 PAINT	
9.06	0.93	5.85	3.37	14.91	0.93	3.37	614	21550	19.21	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
		40	32	40		32	614	26200	72	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
											INCIDENTALS	
				LS	LS	LS	614	11000		LS	MAINTAINING TRAFFIC	
				LS	LS	LS	623	10000		LS	CONSTRUCTION LAYOUT STAKES AND SURVEYING	
				LS	LS	LS	624	10000		LS	MOBILIZATION	

CALCULATED PTB
CHECKED JSL

GENERAL SUMMARY

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