

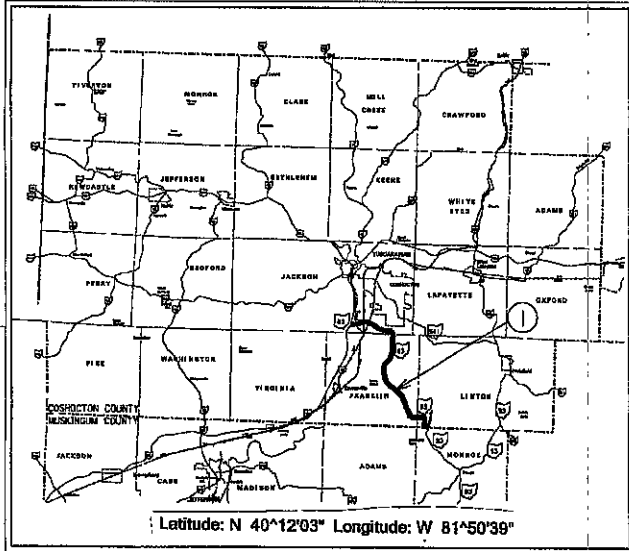
# OHIO DEPARTMENT OF TRANSPORTATION

COS-83-0.00  
 COSHOCTON COUNTY  
 LINTON, FRANKLIN, TUSCARAWAS,  
 JACKSON TOWNSHIPS

2 LANE ASPHALT CONCRETE  
 RESURFACING AND RELATED  
 WORK.

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

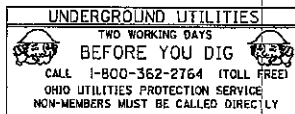
## LOCATION MAP



Latitude: N 40°12'03" Longitude: W 81°50'39"

— PORTION TO BE IMPROVED

DESIGN EXCEPTIONS: NONE



DESIGN DESIGNATION	LOCATIONS
FUNCTIONAL CLASSIFICATION	RMC
Current ADT (2005)	3300
Design Year ADT (2017)	4400
Design Hourly Volume (2017)	450
Directional Distribution	50%
Trucks (24 Hour B&C)	13%
Design Speed	55mph
Legal Speed	55mph

RMC = RURAL MAJOR COLLECTOR

### INDEX OF SHEETS:

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LOCATION	COUNTY	ROUTE	PROJECT TERMINI		NET LENGTH MILES	VILLAGE
			BEGIN	END		
1	COS	SR 83	0.00	9.02	9.02	

### 2005 SPECIFICATIONS

THE STANDARD 2005 SPECIFICATIONS OF THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND THE PROPOSAL SHALL GOVERN THESE IMPROVEMENTS.

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

APPROVED:   
 DATE: 03/07/06 DISTRICT DEPUTY DIRECTOR

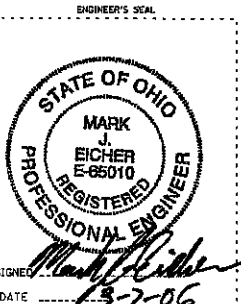
APPROVED:   
 DATE: 03-28-06 DIRECTOR, DEPARTMENT OF TRANSPORTATION

STANDARD DRAWINGS		STANDARD DRAWINGS		SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	7-16-04	TC-65.10	10-19-01	832	4-25-06
BP-4.1	7-16-04	TC-65.11	10-19-01		
MT-97.10	4-19-02	TC-65.12	10-19-01		
MT-97.11	4-19-02	TC-71.10	4-19-02	800	7-21-06
MT-99.20M	1-30-95	TC-73.10	01-19-01		

PLAN PREPARED BY:  
  
 District  
 Production

COS - SR 83 - 0.00  
 060487 PID - 25678  
 Dist 5 11/15/2006

50-16-15 SLM:1003803



FEDERAL PROJECT NO. E050(132)

PID NO. 25678

CONSTRUCTION PROJECT NO.

TITLE SHEET

COS-83-0.00

1/16

DATE  
SCALE  
SHEET  
LINE

GENERAL NOTES

COS-83-0.00

2  
16

### UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT SHOULD NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA. BELOW IS A LIST OF UTILITIES LOCATED WITHIN THE WORK AREA AND IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT OWNERS AND VERIFY LOCATIONS:

AMERICAN ELECTRIC POWER CO.  
890 TECH CENTER DR.  
GAHANNA, OHIO 43230  
ATTN: RICK ECKLE  
614-883-6829

SPRINT  
15 EAST GAMBIER STREET  
MT. VERNON, OHIO 43250  
ATT: TERRY JOHNSON  
740-397-3609

AMERICAN ELECTRIC POWER TRANSMISSION  
825 TECH CENTER DRIVE  
GAHANNA, OHIO 43230  
ATTN: MICHELLE ODOM  
614-552-1108

SBC  
3935 NORTH POINT RD.  
ZANESVILLE, OHIO 43701  
ATTN: SANDI RANDOLPH  
740-454-3455

TIME WARNER COMMUNICATIONS  
1266 DUBLIN ROAD  
COLUMBUS, OHIO 43212  
ATTN: KEVIN RICH  
614-481-5263

COLUMBIA GAS TRANSMISSION CORP.  
301 MAPLE STREET  
P.O. BOX 330  
SUGAR GROVE, OHIO 43155  
ATTN: JOHN RADER  
740-746-2279

### NOTIFICATION OF ROAD CLOSURE OR RESTRICTION

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

SEND NOTIFICATION TO:

DISTRICT 5 HIGHWAY MANAGEMENT ADMINISTRATOR  
P.O. BOX 306  
JACKSONSTOWN, OH 43030  
PHONE: (740) 323-4400 EXT. 5241

### ITEM 617 COMPACTED AGGREGATE, AS PER PLAN

ALL AGGREGATE SHALL BE 100% CRUSHED LIMESTONE. ALL QUALITY REQUIREMENTS EXCEPT SHALE BE WAIVED. OTHER GRADATION REQUIREMENTS SHALL BE AS SPECIFIED EXCEPT THE PLASTICITY INDEX SHALL BE WAIVED. IF SO DIRECTED, THE CONTRACTOR MAY USE RECYCLED ASPHALT CONCRETE PAVEMENT (RACP MEETING REQUIREMENTS OF 617.02) IN LIEU OF CRUSHED LIMESTONE.

### PROFILE AND ALIGNMENT

THE PROPOSED PAVEMENT RESURFACING SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT.

### TACK COAT

THE RATE OF APPLICATION OF THE 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.075 GALLONS PER SQUARE YARD FOR ESTIMATING PURPOSES ONLY.

### TACK COAT FOR INTERMEDIATE COURSE

THE RATE OF APPLICATION OF THE 407 TACK COAT FOR INTERMEDIATE COURSE SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.05 GALLONS PER SQUARE YARD FOR ESTIMATING PURPOSES ONLY.

### PAVEMENT MARKING

STOP LINES, CROSSWALK LINES, CHANNELIZING LINES, ETC., SHOWN IN THE PLANS ARE TAKEN FROM EXISTING MARKINGS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DOCUMENT EXISTING MARKING LOCATIONS (i.e. BY USE OF VIDEO, PICTURES) AND PLACE NEW PAVEMENT MARKINGS AS NEAR AS POSSIBLE TO THE EXISTING LOCATIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

### 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.

C083001.MGN 5-16-05

**ITEM 614 WORK ZONE MARKING SIGNS**

A QUANTITY OF WORK ZONE MARKING SIGNS HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

WORK ZONE MARKING SIGNS	LOCATION
	1
OW-167 (NO EDGE LINES)	10
R-33 (DO NOT PASS)	34
R-34 (PASS WITH CARE)	22
OW-128 (BEGIN ROAD CONSTRUCTION AHEAD)	17
OC-8 (END ROAD CONSTRUCTION)	17
TOTAL	100

**SPOT LEVELING**

THE FOLLOWING ESTIMATED QUANTITY IS TO BE USED AS DIRECTED BY THE ENGINEER TO RESTORE ROADWAY CROWN/PROFILE WHERE NO PLANING OCCURS. PLACING OF SPOT LEVELING MATERIAL SHALL TAKE PLACE PRIOR TO PLACING OF THE 1.0" INTERMEDIATE COURSE.

ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 70-22

LOCATION 1 - 100 CU.YD.

**ITEM 202 RAISED PAVEMENT MARKER REMOVED**

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE PLANS TO REMOVE RAISED PAVEMENT MARKERS FOR DISPOSAL BY THE CONTRACTOR. ALL RPM'S REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR

ITEM 202 RAISED PAVEMENT MARKERS REMOVED

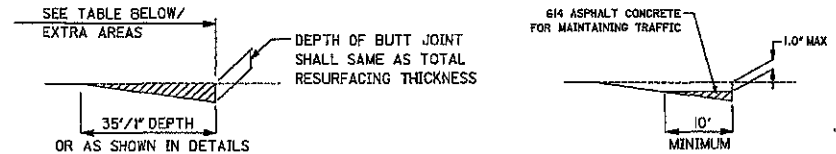
LOCATION 1 - 869 EACH

**CONVERSION OF METRIC DRAWINGS**

THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN SHALL BE CONVERTED TO ENGLISH UNITS USING THE SI (METRIC) OF THE 2002 CONSTRUCTION AND MATERIALS SPECIFICATIONS. TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.02 IEEE/ASTM SI 10 SHALL BE UTILIZED FOR ANY ADDITIONAL CONVERSION FACTORS REQUIRED. CONVERSIONS SHALL BE APPROPRIATELY PRECISE AND SHALL REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.

**BUTT JOINT**

A BUTT JOINT WILL BE REQUIRED AT LOCATIONS SPECIFIED BELOW AND AT EXTRA AREAS WITH WEARING COURSE REMOVED. AFTER THE JOINT IS CONSTRUCTED, THE DROP OFF CREATED SHALL BE MINIMIZED BY IMMEDIATELY PLACING THE PROPOSED 448 INTERMEDIATE COURSE TO WITHIN 1.0" OF EXISTING ROADWAY SURFACE OR BY PLACING WEDGE AS SHOWN. BUTT JOINTS SHALL BE AS PER SCD BP-3.1, 7-16-04.



LOCATION	ROUTE	DESCRIPTION	SLM	202 WEARING COURSE REMOVED SQ. YD.	614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC CU.YD.
1	SR 83	BEGIN WORK	0.00	156	0.7
1	SR 83	BRIDGE	3.21	*	1.4
1	SR 83	BRIDGE	5.90	*	1.4
1	SR 83	BRIDGE	8.67	*	1.4
1	SR 83	END WORK	9.02	222	1.1
		TOTALS		378	6

\*QUANTITIES SHOWN ON SHEET 10.

**FEATHERING**

FEATHERING OF THE ASPHALT CONCRETE SHALL BE DONE IN ACCORDANCE WITH SCD DRAWING BP-3.1, 7-16-04

**DETECTOR LOOPS, AS PER PLAN**

ALL DETECTOR LOOPS SHALL BE CUT INTO THE PLANED SURFACE OR THE INTERMEDIATE COURSE BEFORE PLACEMENT OF ASPHALT CONCRETE SURFACE COURSE. PLACEMENT SHALL BE AS PER SPECIFICATION 632.11 ALL MATERIALS (INCLUDING SPLICE KITS), LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO FURNISH A COMPLETED, IN PLACE, WORKING DETECTOR LOOP SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 632 DETECTOR LOOP, AS PER PLAN. ALL LOCATIONS, SIZES AND ORIENTATIONS SHALL BE VERIFIED AND SUPPLIED TO THE CONTRACTOR BEFORE CONSTRUCTION.

ITEM 632 DETECTOR LOOP, AS PER PLAN  
LOCATION 1-3 EACH AT SR 16 INTERSECTION

DATE  
BY  
CHK

GENERAL NOTES

COS-83-0-00

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN

AN ESTIMATED QUANTITY FOR PAVEMENT REPAIR HAS BEEN INCLUDED IN THE PLAN TO BE USED AS DIRECTED BY THE ENGINEER. REPAIRS SHALL TAKE PLACE PRIOR TO THE PAVEMENT PLANING OPERATION (WHERE APPLICABLE). THERE MAY BE A NEED TO MAKE FURTHER REPAIRS IF MORE FAILURES ARE PRESENT AFTER PLANING AND PAVING OF THE INTERMEDIATE COURSE. THE INTENT OF THIS OPERATION IS TO REPAIR THOSE AREAS OF PAVEMENT WHICH HAVE COMPLETELY FAILED (PUMPING OF SUBBASE MATERIAL) AND NOT TO CORRECT SURFACE IRREGULARITIES. DEPTH OF EXCAVATION SHALL BE APPROXIMATELY 7". 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 AS DIRECTED). ALL EXCAVATION, MATERIALS, LABOR, EQUIPMENT, TOOLS, TRAFFIC CONTROL AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE PAID FOR UNDER ITEM 253 PAVEMENT REPAIR, AS PER PLAN.

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

ITEM 253 PAVEMENT REPAIR, AS PER PLAN

LOCATION 1 - 2700 SQ.YD

ITEM 407 TACK COAT, MISC.: FOR LONGITUDINAL JOINT

IN ORDER TO ASSURE A GOOD BOND AT THE LONGITUDINAL JOINT, A RUBBERIZED ASPHALT EMULSION (ITEM 407 TACK COAT AS PER 702.13) SHALL BE APPLIED TO THE FACE OF THE SURFACE COURSE OF ASPHALT PAVEMENT IMMEDIATELY BEFORE PLACING THE ADJACENT PAVEMENT. RUBBERIZED TACK SHALL HAVE 100% COVERAGE ON THE FACE OF THE TOP COURSE AND BE APPLIED AT THE RATE OF 0.25 GALLONS PER SQUARE YARD, AS DIRECTED BY THE ENGINEER. CARE SHALL BE TAKEN (AS PER SECTION 407.07) IN THE APPLICATION OF THE TACK SO AS TO AVOID PLACING EMULSION ON THE TOP SURFACE OF THE PAVEMENT. THE FOLLOWING QUANTITY OF ITEM 407 TACK COAT, MISC.: FOR LONGITUDINAL JOINT SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIAL TO PERFORM THE ABOVE WORK.

ITEM 407 TACK COAT, MISC.: FOR LONGITUDINAL JOINT

LOCATION 1 - 47626 FT

ITEM 408 PRIME COAT, AS PER PLAN

THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER SECTION 702) AT A RATE OF 0.40 GALLON PER SQUARE YARD TO THE COMPLETED AGGREGATE SHOULDER (ITEM 617) AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS. THE FOLLOWING QUANTITY OF PRIME COAT, AS PER PLAN SHALL INCLUDE ALL LABOR, MATERIAL AND EQUIPMENT TO PERFORM THE ABOVE MENTIONED WORK.

ITEM 408 PRIME COAT, AS PER PLAN

LOCATION 1 - 8467 GAL.

RESIDENCE AND COMMERCIAL DRIVES

An estimated quantity of Item 448 Asphalt Concrete has been included in the plan to be used as directed by the Engineer to pave approach areas to existing driveways. Paving shall typically extend 4' into the driveway (measured from the edge of pavement or paved shoulder if present).

There are 5 types of drives: concrete, asphalt, gravel, gravel with asphalt apron, and field/oil well drives. Field drives and oil well drives shall not be paved. Gravel drives shall be paved back 4' into the driveway unless otherwise directed by the engineer. Concrete and asphalt drives shall have butt joints or as short a asphalt taper as possible (preferred 4') as directed by the Engineer so as to provide a smooth transition. Gravel drives with asphalt aprons shall also have butt joints or as short a asphalt taper as possible (preferred 4') but only if the existing asphalt apron is in an acceptable condition to be paved over as directed by the Engineer. If the asphalt apron cannot be paved over (for example, broken into small pieces) as determined by the Engineer, it shall be removed before being paved back 4' into the driveway. All grading, prime or tack coat, materials, labor, equipment tools and incidentals necessary to complete the drives shall be included in the unit price bid for Item 448 Asphalt Concrete Surface Course, Type 1, PG 70-22.

ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22

LOCATION 1 - 13 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, 7-16-04.

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 ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 70-22 AND ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22

ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG 70-22

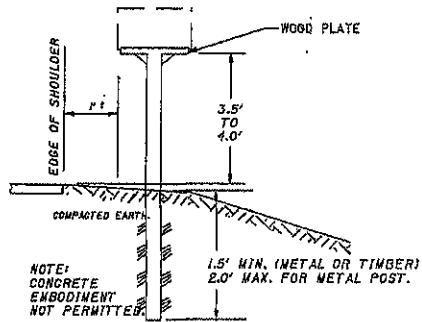
LOCATION 1 - 12 CU.YD

ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22

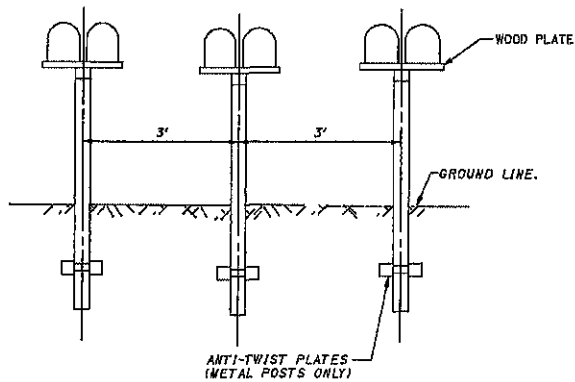
LOCATION 1 - 12 CU.YD.

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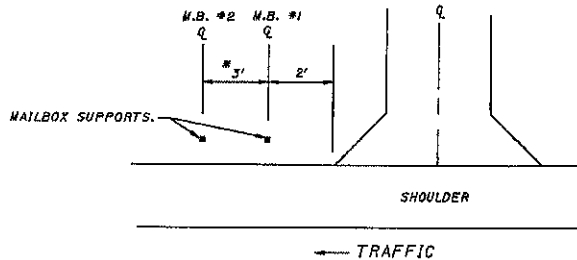
# MAILBOX DETAILS



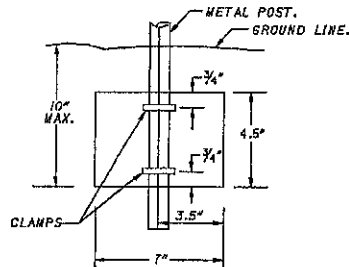
TYPICAL MAILBOX LOCATION AND



GROUP MAILBOX INSTALLATION



\* ADD 3' FOR EACH ADDITIONAL MAILBOX.



ANTI-TWIST PLATE

## ITEM SPECIAL - MAILBOX SUPPORT

### DESCRIPTION

THIS WORK SHALL CONSIST OF FURNISHING AND ERECTING MAILBOX SUPPORTS AND ANY ASSOCIATED MOUNTING HARDWARE IN ACCORDANCE WITH PLAN DETAILS, AND ATTACHING AN OWNER-SUPPLIED MAILBOX AT LOCATION SPECIFIED IN THE PLAN, OR OTHERWISE ESTABLISHED BY THE ENGINEER. THIS ITEM SHALL INCLUDE THE REMOVAL OF THE EXISTING POSTS AND OTHER MATERIAL NOT CONSIDERED SALVAGEABLE AND DISPOSED OF IN ACCORDANCE WITH 202.02.

### MATERIALS

WOOD POSTS SHALL BE NOMINAL 4" x 4" SQUARE OR 4" DIAMETER ROUND. ALL WOOD INCLUDING POST AND PLATES SHALL CONFORM TO T10.14.

STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2" I.D., AND CONFORM TO AASHTO M 181.

HARDWARE (PLATES, SCREWS, BOLTS, ETC.) SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL.

### SETTING POSTS

POSTS SHALL BE SET PER THE FIRST PARAGRAPH OF 606.03 AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE.

### MOUNTING BOXES

SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO BOXES MAY BE MOUNTED ON A SINGLE POST.

THE MAILBOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS, AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION.

IN THE ABSENCE OF A NEW BOX SUPPLIED BY THE OWNER, THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING ON HIS PART, AS JUDGED AND DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL POST MASTER REGARDING THE TIMING OF THE MOVEMENT OF ANY MAILBOX TO A NEW LOCATION.

### BASIS OF PAYMENT

PAYMENT UNDER THIS ITEM SHALL BE LIMITED TO FINAL PERMANENT INSTALLATIONS. TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.12. HOWEVER, THE SAME MATERIAL AND SIZE LIMITATIONS AS FOR PERMANENT INSTALLATIONS SHALL APPLY.

MAILBOX SUPPORTS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, FOR THE TYPE SPECIFIED, COMPLETE IN PLACE.

PAYMENT WILL BE MADE UNDER:

ITEM	UNIT	DESCRIPTION
SPECIAL	EACH	MAILBOX SUPPORT SYSTEM SINGLE

### QUANTITY

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

SPECIAL MAILBOX SUPPORT SYSTEM SINGLE LOCATION 1-4 EACH

CO83004.MGN 4-5-04

DATE  
DRAWN  
CHECKED  
DATE

MAILBOX DETAILS AND QUANTITIES

COS-83-0.00

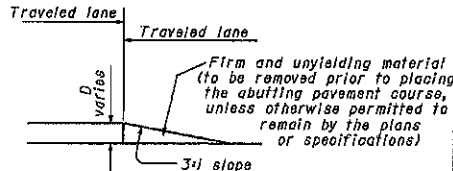
5  
16

### GENERAL NOTES

- It is intended that this drawing be used for treatment of drop-offs that develop during construction operations, and that are not otherwise provided for in the construction plans. Where the plans do not provide specific items for labor, equipment, or materials to implement the drop-off treatments specified hereon, they shall be included for payment in the lump sum bid for Item 614 - Maintaining Traffic.
- While the need for certain advisory signing is noted hereon, it is not intended that this be indicative of all signing that may be required to advise or warn motorists, and all requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) must be fulfilled.
- In urban or otherwise heavily developed areas where pedestrians and/or bicyclists may be present in significant numbers, additional signing and protective measures other than those shown hereon may be required.
- The drop-off treatment selected for use at any given location shall be as appropriate for the prevailing conditions at the site.
- Where concrete barrier is specified, it shall be in accordance with Standard Construction Drawing MC-9.2 and Item 622.
- When drums are specified for a dropoff condition, a minimum number of four drums shall be used. Spacing shall be as indicated in the plans or as specified in the OMUTCD.
- When OW-151 (Low Shoulder) signs or OW-171 (Uneven Lanes) and OWP-171 signs are required, they shall be placed 750' in advance of the condition, on all intersecting entrance ramps within the limits of the condition and immediately beyond all intersecting roadways within the limits of the condition. When the dropoff condition extends more than one-half mile, additional signs should be erected at intervals of one mile or less.
- For locations, such as at ramps, lane shifts, lane closures, etc., where traffic is required to negotiate any difference in elevation between pavements, a 3:1 slope treatment similar to the Optional Wedge Treatment shall be provided.
- Portable concrete barrier shall be placed on the same level as the traffic surface and shall not encroach on lane width(s) designated as the minimum required for traffic use. Where drums are used, and their presence would reduce traveled lane widths to less than 10', drums may be placed on the opposite level from that of traffic provided the dropoff depth does not exceed 5" and approval is granted by the Project Engineer.
- Pavement Repairs (or similar work):
  - Lengths greater than 60 feet - utilize appropriate treatment from Condition 1.
  - Lengths of 50 feet or less - repairs shall be effected in accordance with 255.08. Drums may be used as a separator adjacent to the traveled lane.

### OPTIONAL WEDGE TREATMENT (MILLING OR RESURFACING)

- This treatment may be used when permitted for Condition 1 only.
- OW-171 and OWP-171 signs required.



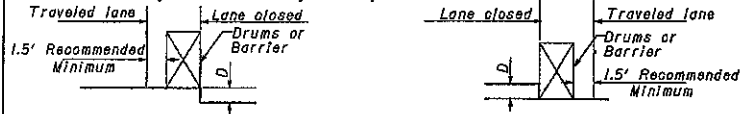
### CONDITION 1

#### DROPOFFS BETWEEN TRAVELED LANES

- These treatments are to be used for resurfacing, pavement planing, excavation, etc. between or within traveled lanes.

D (In.)	Treatment
<1/2	Erect OW-171 and OWP-171 signs.
>1/2-3	1) Lane closure utilizing drums* as shown below OR 2) Optional Wedge Treatment
>3-5	Lane closure utilizing drums as shown below.
>5	Lane closure utilizing portable concrete barrier as shown below.

\*Cones may be used for daytime only conditions.



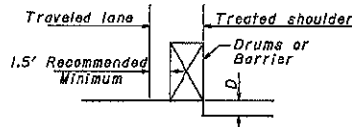
### CONDITION II

#### DROPOFFS WITHIN GRADED SHOULDER AREA

- The treatments indicated below are for use in conjunction with resurfacing, planing, or excavations within the graded shoulder area.
- The graded shoulder area is that flat or gradually sloping area between the edges of a normally traveled lane and the more steeply sloping ditch foreslope or embankment slope. Its surface may be soil or turf, and/or it may be inclusive of a "treated" area (improved with aggregates, asphaltic materials, or concrete). For the purposes herein, its maximum width shall be considered to be twelve (12) feet.

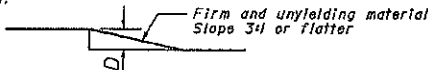
D (In.)	Treatment
<1/2	1) If edgelines are present, no treatment necessary OR 2) Erect OW-171 and OWP-171 signs.
>1/2-5	1) If min. lane width requirements can be met, maintain lanes utilizing drums as shown below OR 2) If min. lane width requirements cannot be met, close adjacent lane utilizing drums OR 3) Optional Shoulder Treatment.
>5-12 Daylight only	If min. lane width requirements can be met, maintain lanes utilizing drums as shown below.
>5-24	1) If min. lane width requirements can be met, maintain lanes utilizing portable concrete barrier as shown below. OR 2) If min. lane width requirements cannot be met, close adjacent lane utilizing drums.
>24	Lane closure utilizing portable concrete barrier as shown below.

\*Minimum lane widths shall be 10' unless otherwise specified in the plans.



### OPTIONAL SHOULDER TREATMENT

- This treatment may not be used within a bituminous shoulder where a hot longitudinal joint per 401.15 is required.
- OW-151 signs required.



COS-83-0.00

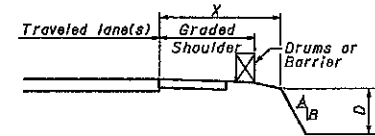
### CONDITION III

#### DROPOFFS BEYOND GRADED SHOULDER OR BACK OF CURB

- See Note 2 under Condition II.
- Use Chart A or B below, as applicable.

### CHART A

- USE FOR:
- Uncurbed Facilities.
  - Curbed Facilities, where:
    - Curbs are less than 6" in height.
    - Curbs are 6" or greater in height and the legal speed is greater than 40 mph.

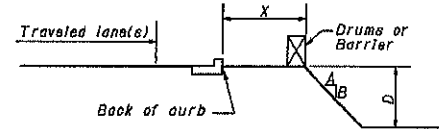


X (Ft.)	D (In.)	A/B	Treatment Required	
			Day	Night
0-4	Any	Any	(a)	(a)
4-10	Any	3:1 or Flatter	None	None
4-12	<3	Steeper than 3:1	None	None
4-12	>3-12	Steeper than 3:1	Drums	Drums
4-12	>12	Steeper than 3:1	Drums	Barrier
>12-20	<12	Steeper than 3:1	None	None
>12-20	>12-24	Steeper than 3:1	Drums	Drums
>12-20	>24	Steeper than 3:1	Drums	Barrier
>20-30	<24	Steeper than 3:1	None	Drums
>20-30	>24	Steeper than 3:1	Drums	Barrier
>30	Any	Any	None	None

(a) Use treatment specified under Condition II.

### CHART B

- USE FOR: Curbed facilities, where the curb is 6" or greater in height and the legal speed is 40 mph or less.



X (Ft.)	D (In.)	A/B	Treatment Required	
			Day	Night
0-10	<12	Any	None	Drums
0-10	>12	Any	Drums	Drums
>10	Any	Any	None	None

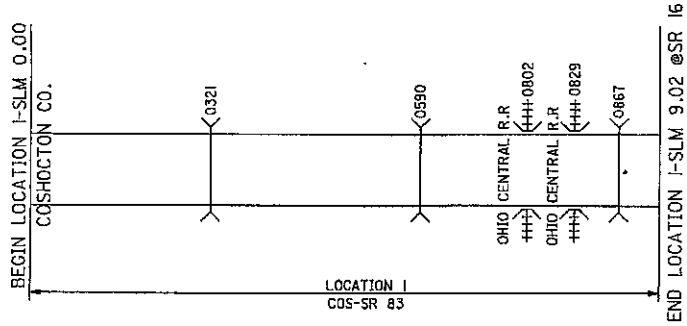
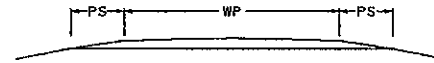
STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF LOCATION AND DESIGN

### DROPOFFS IN WORK ZONES

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED

# ASPHALT CONCRETE

TYPICAL 1



BRIDGE DEDUCTIONS  
 (BRIDGE LENGTH X PAVEMENT WIDTH)  
 COS-83-0321: 30' x 24' / 9 = 80  
 COS-83-0590: 39' x 24' / 9 = 1040  
 COS-83-0802: 137' x 24' / 9 = 365  
 COS-83-0829: 154' x 24' / 9 = 411  
 COS-83-0867: 486' x 24' / 9 = 1296  
**TOTAL = 2256 SQ.YD.**

L O C A T I O N	C O U N T Y	R O U T E	(1) BRIDGE LENGTH X PAVEMENT WIDTH		(2) FIELD MEASURE		(3) AVERAGE	PAVEMENT DATA						* PLACED IN 2 LIFTS OF 1.5" THICKNESS			
			LOG POINT TO LOG POINT	LENGTH		WP FEET	T Y P E C A L	E X I S T I N G P A V E M E N T T Y P E	P A V E M E N T A R E  SQ. YDS.	407			446			614 W O R K Z O N E C E N T E R L I N E, C L A S S I I	
				MILES	LIN. FT.					TACK C O A T @ 0.075 gal./s.y.	TACK C O A T F O R I N T E R M E D I A T E C O U R S E @ 0.05 gal./s.y.	THICK	I N T E R M E D I A T E C O U R S E, T Y P E I, P G 7 0 - 2 2	THICK	S U R F A C E C O U R S E, T Y P E I, P G 7 0 - 2 2		THICK
I	COS	SR 83	0.00 - 8.02	8.02	42346	24(2)	I	448	112923	8469	5646	I	3136.8	I	3136.8		16.04
			8.02 - 8.32	0.30	1584	24(2)	I	448	4224	317	211				*3	352.0	0.60
			8.32 - 8.52	0.20	1056	24(2)	I	448	2816	359					2	166.4	0.20
			8.52 - 8.56	0.04	211	30(2)(3)	I	448	703	66					2	39.1	0.04
			8.56 - 8.62	0.06	317	36(2)	I	448	1268	79					2	70.4	0.06
			8.62 - 8.66	0.04	211	30(2)(3)	I	448	703	56					2	39.1	0.04
			8.66 - 8.87	0.21	1109	24	I	448	2957	63					2	164.3	0.21
			8.87 - 8.93	0.06	317	30(2)(3)	I	448	1057	79					2	58.7	0.06
			8.93 - 9.02	0.09	475	36(2)	I	448	1900	143					2	105.6	0.09
			DEDUCT FOR BRIDGES (1)						(2256)	(170)	(9)	(5.1)	(5.1)			(136.7)	
I	COS	SR 83	TOTALS							9471	5848		3131.7		3131.7	848.9	17.34

QUANTITIES CARRIED TO GENERAL-SUMMARY

SHEET NO.  
 C.M.I.  
 DATE  
 L.M.E.

ASPHALT CONCRETE

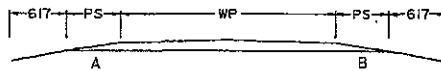
COS-83-0.00

7/16

I-18-04  
 COS3001.MAC

DATE  
DRAWN  
BY

TYPICAL I



BRIDGE DEDUCTIONS

(BRIDGE LENGTH X SHOULDERS WIDTH)

COS-83-0321: 30' x 4' / 9 = 13.3

COS-83-0590: 39' x 4' / 9 = 17.3

COS-83-0802: 137' x 4' / 9 = 60.9

COS-83-0829: 154' x 4' / 9 = 68.4

COS-83-0867: 486' x 4' / 9 = 216.0

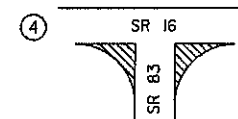
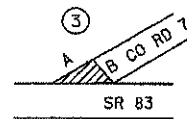
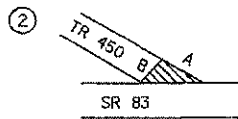
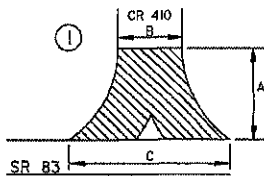
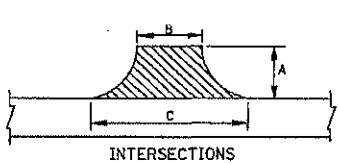
TOTAL = 376 SQ.YD.

BRIDGE LENGTH X SHOULDER WIDTH (I)				PAVED SHOULDER DATA										* PLACED IN 2 LIFTS OF 1.5" THICKNESS		SUM	* NOTES				
LOCATION	COUNTY	ROUTE	LOG POINT TO LOG POINT	LENGTH		TYPICAL	PROPOSED WIDTH (FT.)				SHOULDER AREA	407		448 ASPHALT CONCRETE				617			
				MILES	LIN.FT.		A	B	C	D		TACK COAT	TACK COAT FOR INTERMEDIATE COURSE	THICK	INTERMEDIATE COURSE, TYPE I, PG 70-22	THICK	SURFACE COURSE, TYPE I, PG 70-22		THICK	ASPHALT CONCRETE SURFACE COURSE, TYPE II, PG 76-22	COMPACTED AGGREGATE, AS PER PLAN 2' X PAVEMENT THICKNESS
										SQ. YD.	GAL.	GAL.	INCH	CU. YD.	INCH	CU. YD.	INCH	CU. YD.	CU. YD.		
I	COS	83	0.00 - 8.02	8.02	42346	I	2	2		18820	1411	941	1.0	522.8	1.0	522.8					
			8.02 - 8.32	0.30	1584	I	2	2		704	53	35					*3	58.7	59		
I	COS	83	8.32 - 9.02	0.70	3696	I	2	2		1643	123					2.0	91.3	91			
			DEDUCT FOR BRIDGES (I)							(376)	(28)	(8)		(0.8)		(0.8)		(22.8)			
I	COS	83	TOTALS							20791	1559	968		522		522		127.2	1196		

PAVED SHOULDER DATA

COS-83-0.00





ALL AREAS TAKEN FROM PREVIOUS PLANS

LOCATION	COUNTY	ROUTE	LOG POINT	SIDE	DESCRIPTION	INTERSECTIONS			AREA SQ.YD.	407		448 ASPHALT CONCRETE				446 ASPHALT CONCRETE		WEARING COURSE REMOVED SQ.YD.
						A IN FEET	B IN FEET	C IN FEET		TACK COAT @ 0.075 gal./sq.y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 gal./sq.y.	THICK INCH	INTERMEDIATE COURSE, TYPE I, PG 70-22 CU.YD.	THICK INCH	SURFACE COURSE, TYPE I, PG 70-22 CU.YD.	THICK INCH	SURFACE COURSE TYPE III 76-22 CU.YD.	
I	COS	SR 83		LT	TR 454	60	20	108	427	32				2.0	23.7			
I	COS	SR 83		RT	CO RD 410 ①	52	26	126	439	33				2.0	24.4			
I	COS	SR 83		RT	TR 280	43	30	70	239	18				2.0	13.3			
I	COS	SR 83		LT	CO RD 429	63	20	112	462	35				2.0	25.7			
I	COS	SR 83		LT	CONESVILLE DR	40	66	144	467	35				2.0	25.9			
I	COS	SR 83		RT	CONESVILLE DR	22	28	72	122	9				2.0	6.8			
I	COS	SR 83		LT	CO RD 275	31	27	86	195	15				2.0	10.8			
I	COS	SR 83		LT	CEMETERY ENTRANCE	21	15	44	69	5				2.0	3.8			
I	COS	SR 83		LT	TR 467	20	15	44	66	5				2.0	3.7			
I	COS	SR 83		LT	TR 278	23	22	59	104	8				2.0	5.8			
I	COS	SR 83		RT	TR 146A	47	21	100	316	23				2.0	17.6			
I	COS	SR 83		LT	TR RD 277	25	16	51	93	7				2.0	5.2			
I	COS	SR 83		RT	TR 450 ②	201	17		190	14				2.0	10.6			
I	COS	SR 83		RT	CO RD 7 ③	269	25		374	28				2.0	20.8			
I	COS	SR 83		LT	TR RD 91	32	17	57	132	10				2.0	7.3			
I	COS	SR 83		LT	TR RD 91	30	18	54	120	9				2.0	6.7			
I	COS	SR 83		RT	CO RD 91 (OTSEGO AVENUE)	56	26	124	467	35				2.0	25.9		467	
I	COS	SR 83		LT	TR 270 (PAPERMILL RD)	61	24	120	488	37				2.0	27.1		488	
I	COS	SR 83		LT	CO RD 271	61	24	120	488	37				2.0	27.1		488	
I	COS	SR 83		RT	CO RD 271	80	24	147	760	57				2.0	42.2		760	
I	COS	SR 83			SR 83 @ SR 16 ④	107	36	213	1052	79				2.0	58.4		1052	
					Totals					531				265.1		127.7	3255	

QUANTITIES CARRIED TO GENERAL-SUMMARY

EXTRACTING CON. ORDERED USE  
 EXTRA AREAS  
 COS-83-0.00  
 9/16

COB3001.MEA 4-5-04

QUANTITIES  
CALCULATED  
BY  
LINE

BRIDGE DEDUCTIONS  
(BRIDGE LENGTH X PAVEMENT WIDTH)  
 COS-83-0321: 30' x 24' / 9 = 80  
 COS-83-0590: 39' x 24' / 9 = 104  
 COS-83-0802: 137 x 24' / 9 = 365  
 COS-83-0829: 154 x 24' / 9 = 411  
 COS-83-0867: 486 x 24' / 9 = 1296

TOTAL = 2256 SQ.YD.

COS-83-0321: REMOVE AND REPLACE 2" ASPHALT CONCRETE  
 COS-83-0590: PLACE 2" ASPHALT CONCRETE  
 COS-83-0802: REMOVE ASPHALT & EPOXY OVERLAY, PLACE WATERPROOFING & 3" ASPHALT CONCRETE  
 COS-83-0829: REMOVE ASPHALT & EPOXY OVERLAY, PLACE WATERPROOFING & 3" ASPHALT CONCRETE  
 COS-83-0867: BUTT JOINT ASPHALT CONCRETE AT EXPANSION JOINT ARMOR

BRIDGE DECK TREATMENT

COS-83-0.00

16

C083001.MBT 4-5-04

BRIDGE DECK DATA														* PLACE IN 2 LIFTS OF 1.5" THICKNESS			
LOCATION	COUNTY, ROUTE, BRIDGE NO.	LENGTH (BRIDGE LIMITS)	WIDTH	BRIDGE DECK AREA	202		407		448 ASPHALT CONCRETE				446		512		
					WEARING COURSE REMOVED	DEPTH VAR.	TACK COAT @ 0.075 gal./s.y.	TACK COAT FOR INTERMEDIATE COURSE @ 0.05 gal./s.y.	THICK	INTERMEDIATE COURSE, TYPE I, PG 70-22	THICK	SURFACE COURSE, TYPE I, PG 70-22	THICK	ASPHALT CONCRETE SURFACE COURSE, TYPE IH, PG 76-22	TYPE 3 WATERPROOFING		
																	SQ.YDS.
1	COS-83-0321	30	30.0	100	722		DETAIL ①	8	5	1	2.8	1	2.8				
	COS-83-0590	39	31.5	136.5			DETAIL ②	10	7	1	3.8	1	3.8				
	COS-83-0802	137	44.0	670.0	825		DETAIL ④	50	34					*3	55.8	675	
	COS-83-0829	154	44.0	753.0	908		DETAIL ④	56	38					*3	62.8	758	
	COS-83-0867	486	44.0	2376.0	700		DETAIL ⑤										
	TOTAL			4035.5	3155			124	84		6.6		6.6		118.6	1433	

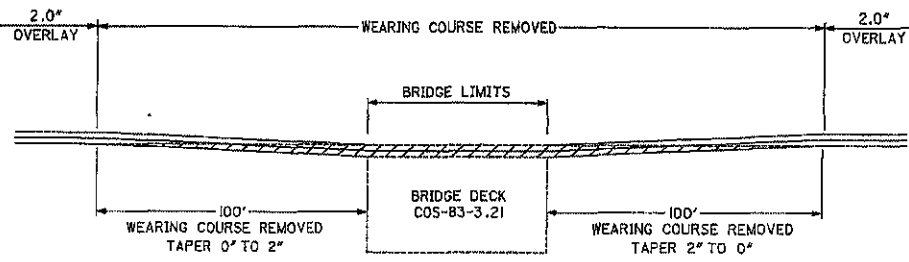
DATE  
BY  
CHK  
APP  
LUC

BRIDGE DECK DETAILS

COS-83-0.00

11  
16

①

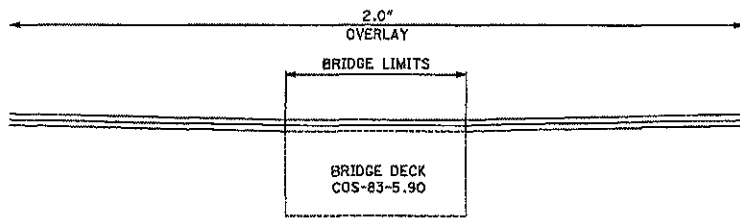


202 WEARING COURSE REMOVED:  
LOCATION 1  
COS-83-3.21  
 $[(100' \times 28') + (30' \times 30')] / 9 = 722 \text{ SQ.YD.}$

TOTAL CARRIED TO SHEET 10

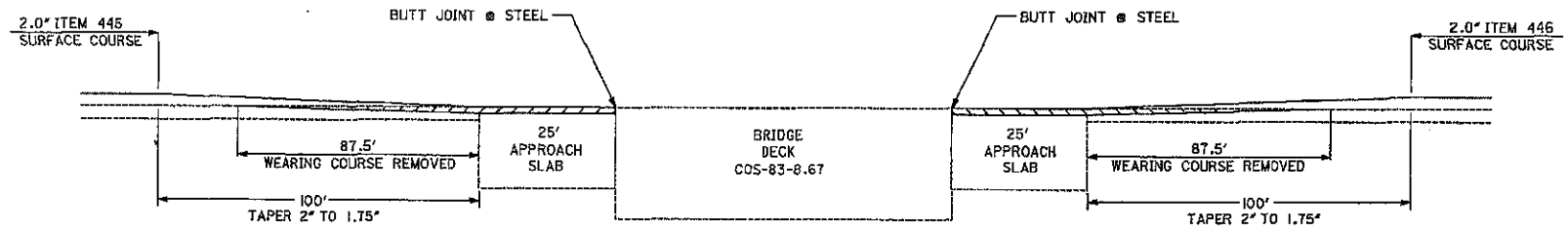
REMOVE 2.0" ASPHALT CONCRETE  
PLACE 2.0" ASPHALT CONCRETE

②



PLACE 2" ASPHALT CONCRETE

③



202 WEARING COURSE REMOVED:  
LOCATION 1  
COS-83-8.67  
 $[(87.50' \times 28') + (50' \times 28')] / 9 = 700 \text{ SQ.YD.}$

TOTAL CARRIED TO SHEET 10

BUTT JOINT AT BRIDGE DECK

COS3002.MBT 11-18-04

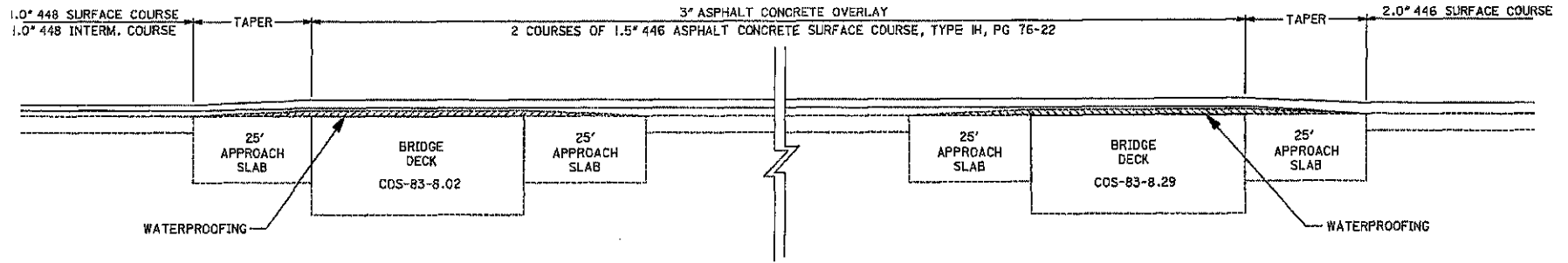
DATE PLOTTED  
SCALE  
DRAWN  
DATE

BRIDGE DECK DETAILS

COS-83-0.00

12  
6

4



202 WEARING COURSE REMOVED:  
 LOCATION 1  
 COS-83-8.02  
 $[2(25' \times 28') + (137' \times 44')] / 9 = 825 \text{ SQ.YD.}$   
 TOTAL CARRIED TO SHEET 10

REMOVE ASPHALT AND EPOXY OVERLAY TO EXPOSE CONCRETE  
 WATERPROOF AND PLACE 3" ASPHALT CONCRETE

202 WEARING COURSE REMOVED:  
 LOCATION 1  
 COS-83-8.29  
 $[2(25' \times 28') + (154' \times 44')] / 9 = 908 \text{ SQ.YD.}$   
 TOTAL CARRIED TO SHEET 10

C083003.MBT 11-18-04

### ITEM 642 FAST DRY EDGE LINE SUB-SUMMARY

LOCATION	COUNTY	ROUTE	S.L.M.		TOTAL LENGTH MILES	WHITE EDGE LINE QUANTITIES			YELLOW EDGE LINE QUANTITIES			EDGE LINE TOTAL MILES	REMARKS
			FROM	TO		TOTAL MILES	HIGH-WAY MILES	RAMP MILES	TOTAL MILES	HIGH-WAY MILES	RAMP MILES		
I	COS	SR 83	0.00	9.02	9.02	18.04	18.04					18.04	MUS.CO. LINE TO SR 16
		TOTAL			9.02	18.04	18.04					18.04	

### ITEM 642 FAST DRY CENTER LINE SUB-SUMMARY

\* QUANTITIES INCLUDE CENTER LINE AROUND OUTSIDE OF PAINTED ISLAND

LOCATION	COUNTY	ROUTE	S.L.M.		TOTAL LENGTH MILES	CENTER LINE QUANTITIES		CENTER LINE TOTAL MILES	REMARKS
			FROM	TO		TOTAL MILES	EQUIVALENT SOLID LINE		
I	COS	SR 83	0.00	9.02	9.02	9.10	14.349	9.10 *	MUS.CO. LINE TO SR 16
		TOTAL			9.02	9.10	14.349	9.10	

COB3001.TEL 4-5-04

UNPAVED  
 C/L  
 PAVED  
 L/L  
 EDGE/CENTER LINE SUB-SUMMARY  
 COS-83-0.00  
 13  
 16

# ITEM 644 AUXILIARY PAVEMENT MARKING SUB-SUMMARY

## 644 THERMOPLASTIC

NO.	ZONING	Y-RECORD	R-RECORD	DESCRIPTION	SLM	SIDE	24" TRANSVERSE LINES		STOP LINE	12" CROSSWALK LINES		WORD ON PAVEMENT ONLY		SCHOOL SYMBOL MARKING		LANE ARROWS			RAILROAD SYMBOL MARKING	8" CHANNEL LINE	ISLAND MARKING (YELLOW)	24" DOTTED LINE		REMARKS					
							WHITE	YELLOW		24"	WHITE	72"	96"	72"	96"	LT/TH	RT/TH	LT				RT	TR		EA.	EA.	EA.	WH	YEL
							FEET	FEET		FEET	FEET	EACH	EACH	EACH	EACH	EACH	EACH	EA.				EA.	EA.		EACH	FEET	SQ. FT.	FT.	FT.
1	COS	SR 83		TR 15		LT			29																PLACE 25' FROM C SR 83				
				CO RD 410		RT			15																	PLACE 63' FROM C SR 83			
				TR 280		RT			15																	PLACE 30' FROM C SR 83			
				CO RD 429		LT			18																	PLACE 37' FROM C SR 83			
				CO RD 275		LT			14																	PLACE 31' FROM C SR 83			
				CEMETERY ENTRENCE		LT			9																	PLACE 26' FROM C SR 83			
				TR 467		LT			7																	PLACE 30' FROM C SR 83			
				TR 278		LT			9																	PLACE 30' FROM C SR 83			
				TR 146A		RT			26																	PLACE 28' FROM C SR 83			
				TR 277		LT			10																	PLACE 25' FROM C SR 83			
				TR 450		RT			8																	PLACE 75' FROM C SR 83			
				CO RD 7		RT			10																	PLACE 95' FROM C SR 83			
				TR 91		LT			10																	PLACE 28' FROM C SR 83			
				TR 91		LT			12																	PLACE 25' FROM C SR 83			
				CO RD 91 (OTESGO RD)		RT			20																	PLACE 52' FROM C SR 83			
				TR 270 (PAPARMILL RD)		LT			30																	PLACE 34' FROM C SR 83			
				SR 83 BEFORE CR 271																	150					PLACE AS DIRECTED			
				CO RD 271 (INDUSTRIAL PARK RD)		RT			13																	PLACE 52' FROM C SR 83			
				CO RD 271 (INDUSTRIAL PARK RD)		LT			15																	PLACE 57' FROM C SR 83			
				SR 83 AFTER CR 271																						PLACE AS DIRECTED			
				SR 83 @ SR 16				234	35																	PLACE AS DIRECTED			
1	COS	SR 83		TOTALS				234	305																				

C083001.TAS 4-5-04

AUXILIARY PAVEMENT MARKING

COS-83-0.00

# LOCATION SUB-SUMMARY

DETAIL	
1	TAPERED ACCELERATION LANE
2	DECELERATION LANE
3	MULTILANE DIVIDED/ CONTROLLED ACCESS

DETAIL	
4	4 LANE DIVIDED TO 2 LANE TRANSITION
5	4 LANE UNDIVIDED TO 2 LANE TRANSITION
6	ONE LANE BRIDGE
7	STOP APPROACH
8	THRU APPROACH
9	TWO WAY LEFT TURN LANE

DETAIL	
10	APPROACH W/LT. TURN LANE
11	HORIZONTAL CURVE 40' (NOTE 2)
12	HORIZONTAL CURVE ALT. (NOTE 3)
GAP	CENTERLINE AT 80' TYP.

LOCATION NUMBER	LOCATION				DETAIL	ITEM 621 QUANTITIES			PRISMATIC RETRO-REFLECTOR	PRISMATIC RETRO-REFLECTOR COLORS					REMARKS
	COUNTY	ROUTE	SLM			RPM	RPM CASTING	PRISMATIC RETRO-		ONE-WAY		TWO-WAY			
			FROM	TO						WHITE	YELLOW	YELLOW/YELLOW	WHITE/RED	YELLOW/RED	
	COS	SR 83	0.00	0.14	II	18					18				PC 0.00 PT 0.14 L=739' DEG 7
	COS	SR 83	0.14	0.20	GAP	4					4				
	COS	SR 83	0.20	0.42	II	29					29				PC 0.20 PT 0.42 L=1162' DEG 8
	COS	SR 83	0.42	0.51	GAP	6					6				
	COS	SR 83	0.51	0.98	II	62					62				PC 0.51 PT 0.98 L=2482' DEG 5
	COS	SR 83	0.98	5.20	GAP	278					278				
	COS	SR 83	5.20	5.29	II	12					12				PC 5.20 PT 5.29 L=475' DEG 7
	COS	SR 83	5.29	5.38	GAP	6					6				
	COS	SR 83	5.38	5.46	II	11					11				PC 5.38 PT 5.46 L=422' DEG 7
	COS	SR 83	5.46	5.49	GAP	2					2				
	COS	SR 83	5.49	5.59	II	13					13				PC 5.49 PT 5.59 L=528' DEG 8
	COS	SR 83	5.59	6.51	GAP	61					61				
	COS	SR 83	6.51	6.78	II	36					36				PC 6.51 PT 6.78 L=1426' DEG 6
	COS	SR 83	6.78	8.14	GAP	90					90				
	COS	SR 83	8.14	8.29	II	20					20				PC 8.14 PT 8.29 L=792' DEG 5
	COS	SR 83	8.29	8.55	GAP	17					17				
	COS	SR 83	8.55	8.61	GAP/REM	13					4	9			N.B. & S.B. @ CR 271, CHANNELIZING @ 40' SPACING
	COS	SR 83	8.61	9.02	GAP/REM	54				16	32	6			STOP @ SR 16, CHANNELIZING @ 40' SPACING
	COS	SR 83	TOTALS			732				16	701	15			

CALCULATED  
CHK  
FIELD  
BOOK

RPM LOCATION SUB-SUMMARY

COS-83-0.00

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LOCATION 1 - SHEET TOTALS												ITEM	ITEM EXT. NO.	GRAND TOTALS	UNIT	DESCRIPTION
3	4	5	7	8	9	10	13	14	15							
					3255	3155						202	23500	6788	SO.YD.	WEARING COURSE REMOVED
												202	54000	869	EACH	RAISED PAVEMENT MARKER REMOVED (SHEET 3)
	2700											253	01001	2700	SO.YD.	PAVEMENT REPAIR, AS PER PLAN (SHEET 4)
			9471	1559	531	124						407	10000	11685	GALLON	TACK COAT
			5848	968		84						407	14000	6900	GALLON	TACK COAT FOR INTERMEDIATE COURSE
	47626											407	98000	47626	FT	TACK COAT MISC.: FOR LONGITUDINAL JOINT
	8467											408	10001	8467	GALLON	PRIME COAT, AS PER PLAN (SHEET 4)
			849	128	128	119						446	50010	1224	CU. YD.	ASPHALT CONCRETE SURFACE COURSE, TYPE IH, PG 76-22
100	12		3132	522		7						448	46080	3773	CU.YD.	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, PG 70-22
	25		3132	522	266	7						448	46900	3952	CU.YD.	ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG 70-22
						1433						512	33010	1433	SO.YD.	TYPE 3 WATERPROOFING
100												614	12460	100	EACH	WORK ZONE MARKING SIGNS
6												614	13000	6	CU.YD.	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
			17.34									614	21400	17.34	MILE	WORK ZONE CENTER LINE, CLASS II
				1196								617	10101	1196	CU.YD.	COMPACTED AGGREGATE, AS PER PLAN (SHEET 2)
								732				621	00100	732	EACH	RPM
3												632	26501	3	EACH	DETECTOR LOOPS, AS PER PLAN (SHEET 3)
							18.04					642	00100	18.04	MILE	EDGE LINE, TYPE I
							9.10					642	00300	9.10	MILE	CENTER LINE, TYPE I
								575				644	00400	575	FT	CHANNELIZING LINE
								305				644	00500	305	FT	STOP LINE
								234				644	00700	234	FT	TRANSVERSE/DIAGONAL LINE
								6				644	01300	6	EACH	LANE ARROWS
	4											SPECIAL	69050100	4	EACH	MAILBOX SUPPORT SYSTEM, SINGLE
												614	11000	LUMP		MAINTAINING TRAFFIC
												619	16000	1	MONTH	FIELD OFFICE, TYPE A
												623	10000	LUMP		CONSTRUCTION LAYOUT STAKES
												624	10000	LUMP		MOBILIZATION

GENERAL SUMMARY  
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